APPENDIX A

SCOPING AGREEMENT

CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

July 12, 2022

Mr. Rob Blough, PE, TE
City of Menifee
29844 Haun Road
Menifee, California 92586

Subject: Scope of Work for the Menifee Valley Specific Plan Project Traffic Study (LSA Project No. CIM2106)

Dear Rob:

LSA is preparing a traffic study (TS) for the proposed Menifee Valley Specific Plan project (Project) to be located at the eastern edge of the City of Menifee (City). The project is bounded by the California State Route 74 (SR-74) to the north, Matthews Road/Case Road to the south, Briggs Road to the east, and Menifee Road to the west. Figure 1 (all figures, tables, and appendices attached) illustrates the regional and project location.

The proposed project divides 590.3 acres of land into 13 planning areas (PAs). Overall, the project includes 1,328 single-family residential dwelling units (DUs), 390 multifamily residential DUs, one elementary school with 750 students, 5,510,000 square feet (sf) of industrial uses, 560,000 sf of retail, 120,000 sf of public facility uses, and a sports park including a 54,000 sf aquatic sports center and other sports amenities. Additionally, based on the information received from the applicant, the industrial uses are being proposed to be developed as follows:

- 50 percent high-cube fulfillment center warehouse – non-sort;
- 5 percent high-cube cold storage warehouse;
- 15 percent high-cube fulfillment center warehouse - sort;
- 15 percent high-cube parcel hub warehouse; and
- 15 percent light industrial land uses.

The proposed project is anticipated to be built in three phases. Phase 1 includes PAs 1, 2, 7, 11, and 12, and is anticipated to be completed by year 2025. Phases 2 and 3 include PAs 3, 4, 5, 6, 9, 10, and 13. Phases 2 and 3 are anticipated to be completed by year 2026. Detailed land uses and phasing information for each PA is included in Table A. Figure 2 illustrates the conceptual land use plan for the project illustrating the corresponding phase for each PA.

The project will extend McLaughlin Road from Menifee Road to Briggs Road. It should be noted that the project will not extend Case Road/Matthews Road between Menifee Road and Briggs Road along the southern border of the project site. For purposes of this TS, the McLaughlin Road extension has been included as part of the study area while the segment of Case Road/Matthews Road between Menifee Road and Briggs Road has been excluded.

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Access to the project site will be provided at project driveways along Menifee Road, SR-74, and Briggs Road. For purposes of this scope of work, the TS analyzed the primary accesses along Menifee Road, SR-74, and Briggs Road. As such, the following project driveways were included in the analysis:

Menifee Road:

- Valley Substation Driveway – Biscayne: This driveway is an existing full access driveway located at the existing signalized intersection of Menifee Road and Valley Substation Driveway – Biscayne. The driveway will be a shared driveway with the existing Southern California Edison facility located along the northern side of the street.
- McLaughlin Road: The project will extend McLaughlin Road from Menifee Road to Briggs Road. This future driveway will be a full access driveway.
- Project Driveway 1: This future driveway will be a full access driveway.

SR-74:

- McKinley: This driveway is an existing full access driveway located at the existing intersection of McKinley and SR-74. Similar to Biscayne, this driveway will be a shared driveway with the existing Southern California Edison facility.
- Project Driveway 2: This future driveway will be a full access driveway that will be aligned with Malaga Road. It should be noted that Malaga Road currently exists as a dirt road on the northern leg of this intersection.
- Project Driveway 3: This future driveway has been evaluated as a right-in-right-out (RIRO) driveway.

Briggs Road:

- McLaughlin Road: The project will extend McLaughlin Road from Menifee Road to Briggs Road. This future driveway will be a full access driveway.
- Project Driveway 4: This future driveway will be a RIRO driveway.
- Project Driveway 5: This driveway will be located at the existing intersection of Briggs Road and Meadow Oak Street. As such, this driveway will be a full access driveway.
- Project Driveway 6: This future driveway will be a RIRO driveway.
- Project Driveway 7: This future driveway will be a full access driveway.

Additionally, LSA will discuss the feasibility of other onsite improvements (roundabout, traffic calming measures and other applicable project design features) with City staff and include them as appropriate in the TS.

The TS will include a Level of Service (LOS) Assessment for General Plan consistency purposes as well as a California Environmental Quality Act (CEQA) Assessment. The LOS Assessment will be prepared as per the City of Menifee Engineering Department *LOS Traffic Study Guidelines,* revised October 2020, while the CEQA Assessment will be prepared as per the City of Menifee *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled*, updated January 2022. As such, LSA anticipates that the following scope of work will be required to prepare the TS for the project.

LEVEL OF SERVICE ASSESSMENT

Study Area

The project study area was generally determined based on select zone model runs from the Riverside County Model (RIVCOM). The model runs are included in Appendix A. However, the model roadway network includes the following roadway network improvements that are yet to be constructed:

- Completion of Ethanac Road extension between SR-74 and west of Goetz Road;
- Completion of Briggs Road extension between Simpson Road and Domenigoni Parkway; and
- Alignment of northern section and southern section of Briggs Road at its intersection of Matthews Road-Case Road.

Since these improvements does not exist under existing conditions, project trip distribution obtained from the RIVCOM select zone model runs were refined based on the existing roadway network.

Though these improvements are not anticipated to be constructed before project completion, LSA will discuss with City staff to identify feasibility and timeline of each of these improvements. If any of these improvements are determined to be implemented before the study Horizon Year (2045), a separate project trip distribution would need to be included in the TS based on the revised network under the Horizon year (2045) analysis scenario.

The project trip distribution was further refined considering the geographic location of the project, location of other land uses within the study area, recommended truck routes, proximity of existing freeway interchanges, and local absorption of commercial and school trips to determine the project study area. The study area intersections and roadway segments to be analyzed in the TS were determined based on these adjustments and are included in Tables B and C respectively. For ease of understanding, the entire study area was divided into five zones. Figure 3-1 illustrates the index of different zones for study area intersections. Figures 3-2 through 3-6 illustrate the study area intersections in the different zones.

Project Trip Generation

Table D summarizes the project trip generation. As shown in Table D, the trip generation was developed using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) and other applicable sources.

Typically, ITE trip generation rates are calculated based on surveys conducted across the entire country. For industrial uses that include a high-cube fulfillment center warehouse facility, the ITE rates may not be representative in the context of the Inland Empire. Trip generation studies/surveys were recently conducted at such facilities in the Inland Empire region to accurately estimate passenger vehicle (PV) and truck trip generation for such truck-intensive industrial uses within the region. Therefore, for the business park land uses that are proposed as high-cube fulfillment centers, LSA has used trip generation rates from these studies to estimate the trip generation.

The City's TS guidelines recommend using the City of Fontana *Truck Trip Generation Study,* dated August 2003, to estimate truck trips for these uses. However, the South Coast Air Quality Management District (SCAQMD) provide a more updated PV and truck mix for warehousing projects within its boundaries. Therefore, for the high-cube warehouse land uses, SCQAMD recommendations were applied to estimate the PV and truck mix.

Following is a brief summary of the methodology used to develop trip generation for the different business park land uses:

- High-Cube Fulfillment Center Warehouse – Non-Sort: For this land use, trip generation rates for PVs and trucks were obtained from the Western Riverside Council of Governments' (WRCOG's) Transportation Uniform Mitigation Fee (TUMF) Program *High-Cube Warehouse Trip Generation Study*, dated January 2019. The truck mix was considered as 21.9% 2-axle, 17.7% 3-axle, and 60.3% as 4 or more axle trucks based on SCAQMD recommendations.
- High-Cube Cold Storage Warehouse: Trip generation rates were obtained from the ITE *Trip Generation Manual* (11th Edition) for Land Use 157 – "High-Cube Cold Storage Warehouse." The resulting trips were converted to trucks and PVs based on SCAQMD recommendations. As such, 31 percent of the trips will be trucks, including 6.8% 2-axle, 5.5% 3-axle, and 18.7% 4 or more axle trucks.
- High-Cube Parcel Hub Warehouse: Trip generation rates were obtained from the ITE *Trip Generation Manual* (11th Edition) for Land Use 156 – "High-Cube Parcel Hub Warehouse." The resulting trips were converted to trucks and PVs based on the SCAQMD recommendations. As such, 31 percent of the trips will be trucks, including 6.8% 2-axle, 5.5% 3-axle, and 18.7% 4 or more axle trucks.
- High-Cube Fulfillment Center Warehouse – Sort: As shown in the ITE *Trip Generation Manual*, 11th Edition, trip generation rates for "Land Use 155 – High-Cube Fulfillment Center Warehouse – Sort" was developed using a small sample (two survey sites for the daily trip rate and three survey sites for a.m. and p.m. peak hour trip generation rates). Therefore, using the ITE trip rates will not provide an accurate estimate for the trip generation. Also, as summarized in the "Additional Data" section in the ITE *Trip Generation Manual* for this land use, these sites were surveyed in California, New Jersey, and Texas. As such, these trip rates won't be representative in the context of Inland Empire. Additionally, the project doesn't have confirmed tenants for any of these sort facilities. Typically, certain high-cube sort facilities generate higher trips compared to other sort facilities. Trip generation studies/surveys were recently conducted at such high trip generating high-cube sort facilities in the Inland Empire region to accurately estimate passenger vehicle (PV) and truck trip generation for truck-intensive industrial uses within the region. Therefore, for the "High-Cube Fulfillment Center Warehouse - Sort" land use, LSA has used trip generation rates from these surveys to estimate the project trip generation. As such, PV and 2-axle, 3-axle, and 4 or more axle truck trip generation rates were based on trip generation surveys conducted at seven similar fulfillment center facilities within the Inland Empire region. Appendix B of the scoping letter summarizes a detailed description of the surveyed facilities, as well as average trip rates for passenger vehicles, 2-axle, 3-axle, and 4- and more axle trucks.

- General Light Industrial: Trip generation rates were obtained from the ITE *Trip Generation Manual* (11th Edition) for Land Use 110 - "General Light Industrial." The resulting trips were converted to PVs and trucks based on the City of Fontana's *Truck Trip Generation Study* (dated August 2003). As such, 21.4% of the trips will be trucks, including 8.0% 2-axle trucks, 3.9% 3-axle trucks, and 9.5% 4 or more axle trucks.

All truck trips were converted to passenger car equivalent (PCE) trips using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4 or more axle trucks.

Since the Specific Plan has a mix of residential and non-residential land uses, it is anticipated that a certain percentage of project trips will remain within the Specific Plan. These trips will be travelling between the different residential and non-residential uses. For purposes of this analysis, these trips have been considered as internal trips. Under full build-out conditions for the project, internal trip percentages from one PA to another were generally developed using select zone runs obtained from RIVCOM. However, the following adjustments were made to the internal trip capture percentages obtained from the RIVCOM select zone model runs:

- RIVCOM select zone runs estimated a percentage of truck trips being absorbed internal to the project site. However, it is not anticipated that majority of these truck trips would remain internal to the project site. Therefore, as a conservative approach, no internal capture was considered for project truck trips.
- For the elementary school, internal trips are typically a part of a.m. peak hour drop-offs and p.m. peak hour pick-ups. Therefore, the RIVCOM select zone internal capture for the elementary school land use was adjusted accordingly to account for local drop-offs and pick-ups during the a.m. and p.m. peak hours respectively.

The internal trips were subtracted from the total trip generations for the different PAs to develop the net external trips from each PA.

The external trips for the different PAs under Phase 1 of the project were added to obtain the external project trip generation under this phase. As such, Phase 1 is anticipated to generate a total of 15,392 daily external PV trips, with 1,332 external PV trips in the a.m. peak hour and 1,717 external PV trips in the p.m. peak hour. Additionally, accounting for truck PCE trips, this phase is anticipated to generate a total of 5,327 daily PCE trips, with 553 PCE trips in the a.m. peak hour and 519 PCE trips in the p.m. peak hour. Overall, Phase 1 is forecasted to generate a total of 20,719 external PCE trips, with 1,885 external PCE trips in the a.m. peak hour and 2,236 external PCE trips in the p.m. peak hour.

For the retail component developed in PA 13 under Phase 3 of the Specific Plan, a certain percentage of external trips will be pass-by trips. A pass-by trip is a trip where an intermediate stop is made on the way from the origin to the primary destination of the trip without making a route diversion. It is not actually a "new" trip added to the surrounding circulation system. Pass-by rates were obtained from the ITE *Trip Generation Manual* (11th Edition). After deducting the pass-by trips from the total external trips for the retail uses, the net external trips for the retail uses were obtained. These net external trips were added to the external trips for the other PAs under Phases 2 and 3 to obtain the net external trip generation for these two phases.

As such, Phases 2 and 3 of the project are anticipated to generate a total of 27,729 daily net external PV trips, with 2,165 net external PV trips in the a.m. peak hour and 2,678 net external PV trips in the p.m. peak hour. Additionally, accounting for truck PCE trips, this phase is anticipated to generate a total of 3,814 daily PCE trips, with 396 PCE trips in the a.m. peak hour and 373 PCE trips in the p.m. peak hour. Overall, Phases 2 and 3 is forecasted to generate 31,543 net external PCE trips, with 2,561 net external PCE trips in the a.m. peak hour and 3,051 net external PCE trips in the p.m. peak hour.

The entire project is anticipated to generate a total of 43,121 daily net external PV trips, with 3,497 net external PV trips in the a.m. peak hour and 4,395 net external PV trips in the p.m. peak hour. Additionally, accounting for truck PCE trips, the entire project is anticipated to generate a total of 9,141 daily PCE trips, with 949 PCE trips in the a.m. peak hour and 892 PCE trips in the p.m. peak hour. Overall, the entire project is forecasted to generate 52,262 net external PCE trips, with 4,446 net external PCE trips in the a.m. peak hour and 5,287 net external PCE trips in the p.m. peak hour.

Detailed project trip generation worksheets are included in Appendix B.

Project Trip Distribution and Assignment

External trip distribution patterns for each PA in the Specific Plan were obtained using P.M. peak period select zone model runs from RIVCOM. The select zone model runs are included in Appendix A.

It should be noted that the intersection LOS analysis typically examines traffic operations during the a.m. and p.m. peak hours, since they usually represent the busiest traffic conditions during the day. Typically, the p.m. peak hour project traffic is higher than the a.m. peak hour conditions. As shown in Table D, the project generates more trips during the p.m. peak hour. Additionally, the select zone distribution plot is based on bi-directional traffic. The in and out splits are accounted for through the ITE trip generation. The project trip assignment is developed by multiplying the corresponding ITE in and out trip generation with the select zone project distribution. Therefore, while the a.m., p.m. and daily select zone plots are similar, the p.m. select zone plots were used as a conservative estimate since they represent the worst case project traffic.

Additionally, since the select zone plots are based on RIVCOM Future scenario (year 2045), project trip distributions were further refined with considerations of the existing regional circulation network. Following are the major refinements considered for the trip distribution considered compared to the RIVCOM select zone plots:

- As illustrated in the select zone model plots for the residential PAs, approximately 12 percent to 14 percent trips travel east using SR-74 towards unincorporated Riverside County, as well as Cities of San Jacinto and Hemet. However, another 10-11 percent trips are also estimated to travel eastbound using Case Road, Grand Avenue, and Simpson Road, and terminate around Hemet and unincorporated Riverside County. However, upon further review of the existing circulation network within these areas, it was determined that majority of these streets are local streets and collectors. As such, it was determined that these trips would rather utilize major arterials/roadways like SR-74 instead of using local

streets. Therefore, the select zone distribution was modified to account for project traffic using travel corridors that would provide shorter travel paths/travel time.

- Based on the select zone distribution for PA-13, approximately one percent of the trips are absorbed between PA-13 and the Southern California Edison (SCE) Menifee Service Center area located at the southeast corner of Menifee Road and SR-74. There is an existing driveway along the eastern border of the SCE Menifee Service Center, located on McKinley. Based on further evaluation, vehicular trips between the two sites (PA-13 and the SCE Menifee Service Center) are feasible via the SCE Menifee Service Center driveway on McKinley without using external intersections along SR-74 or Menifee Road. Therefore, this one percent trip was estimated to not travel through any of the external intersections. The remaining project trips from the commercial area were distributed among the PA-13 driveways.

- Because trucks typically have different travel patterns than PVs, separate trips distributions were developed for PVs and trucks.

Figures 4-1 through 19-5 illustrate the distribution of external trips for the different PAs in the Specific Plan. The trip distribution for each PA at different study intersections was applied to the corresponding net external trip generation to obtain the net external trip assignment for the PA. Figures 20-1 through 26-5 illustrate the net external trip assignment for the different PAs developed under Phase 1 of the project. Figures 27-1 through 27-5 illustrate the total net external trip assignment for all the PAs under Phase 1. Figures 28-1 through 35-5 illustrate the net external trip assignment for the different PAs developed under Phases 2 and 3 of the project. Figures 36-1 through 36-5 illustrate the total net external trip assignment for all the PAs developed under Phases 2 and 3 of the project. Figures 37-1 through 37-5 illustrate the total net external trip assignment for the project. Appendix C includes the Regional Trip Distribution figures for each PAs.

Analysis Scenarios

The TS will satisfy the requirements established by the City and Caltrans where applicable as well as the requirements for the disclosure of potential impacts and mitigation measures pursuant to CEQA. The TS will evaluate the different phases of the project. Since the project proposes completion of phases 2 and 3 by year 2026, the project opening year cumulative scenario for these two phases will be analyzed together in the TS. Therefore, this scenario will include the full build-out of the project. As such, the following scenarios will be included in the TS:

- Existing Conditions;
- Existing Plus Project Conditions;
- Phase 1 Opening Year Cumulative (2025) without Project Conditions;
- Phase 1 Opening Year Cumulative (2025) Plus Project Conditions;
- Phases 2 and 3 Opening Year Cumulative (2026) without Project Conditions;
- Phases 2 and 3 Opening Year Cumulative (2026) Plus Project Conditions;
- Horizon Year (2045) without Project Conditions; and
- Horizon Year (2045) Plus Project Conditions.

Volume Development and Analysis Methodology

Traffic volumes for existing traffic conditions will be based on existing count data collected at study intersections and roadway segments.

Traffic volumes for Phase 1 and Phases 2 and 3 opening year cumulative conditions will be developed by applying an ambient growth rate of 2 percent per annum to the existing traffic volumes and by adding traffic from approved and pending cumulative projects in the study area. Cumulative projects to be included in the TS will be obtained from City staff and adjacent jurisdictions.

Horizon year (2045) traffic volumes will be developed using the growth forecasts from RIVCOM and by applying appropriate post-processing methodologies, per the National Cooperative Highway Research Program (NCHRP). LSA will consult with City staff and adjacent jurisdictions to ensure that all approved and pending projects that will affect the study area are included in the model.

Existing, Horizon year, and project opening year cumulative plus project volumes will be developed by adding project traffic to the traffic for the corresponding without project scenarios.

All study intersections will be analyzed during the a.m. and p.m. peak hours. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. while the p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m. Intersection LOS will be calculated using the *Highway Capacity Manual 6* (HCM 6) analysis methodologies and using the Synchro 11 software. Roadway segment analysis will be performed based on the appropriate methodologies recommended by respective jurisdictions.

Analysis of Traffic Operations and Recommended Circulation Improvements

Levels of service without the project will be compared to levels of service with the project for all analysis scenarios to determine operational deficiencies based on the LOS standards and operational deficiency criteria established by different jurisdictions. Further, necessary improvements will be recommended to offset these deficiencies. Improvements may include addition of intersection turn lanes, segment lane additions, signalization, etc. The LOS with the proposed improvements will be calculated and summarized along with a comparison of the LOS without improvements.

Signal Warrant Analysis and Specific Plan Signalization Analysis

A signal warrant analysis would be conducted at external unsignalized intersections if a signal is recommended as an improvement. Additionally, as per the requirements of the City's TS guidelines, a Specific Plan signalization analysis will be performed to determine if a signal is warranted at any of the unsignalized intersections bordering or within the Specific Plan. Peak hour approach volumes for the study intersections will be examined to determine whether signalization may be warranted per the criteria defined in the California supplement of the *Manual on Uniform Traffic Control Devices* (CA-MUTCD). For the signalization analysis intersections, the TS will identify which signalizations are the responsibility of the development and which are covered through the City's Development Impact Fee (DIF) program.

Fair Share Contributions

A fair share percentage will be calculated for the improvements recommended in the TS that are not included in the WRCOG's TUMF program, the City's DIF program, or any other fee program. Typically for large projects or specific plans, the fair share contributions are calculated for the Horizon Year. However, as recommended by the City staff, Fair share contributions will be calculated for Phase 1 Opening Year Cumulative (2025) conditions, Phases 2 and 3 Opening Year Cumulative (2026) Conditions, and Horizon Year (2045) Conditions. LSA will discuss with City staff to determine the appropriate methodologies to develop fair-share percentages for Phase 1 Opening Year Cumulative (2025) conditions and Phases 2 and 3 Opening Year Cumulative (2026) Conditions, along with Horizon Year (2045) Conditions. The percentage of fair share for the project will be calculated at each location using the total trips generated by the project divided by the total "new" traffic, which is the net increase in traffic volumes from existing to corresponding scenario year conditions.

Caltrans Safety Analysis Review

Consistent with Caltrans' *Interim Local Development and Intergovernmental Review* (LDIGR) *Safety Review Practitioners Guidance,* dated December 2020, a safety analysis is required at all Caltrans facilities in which the project traffic may create an operational deficiency and/or a safety concern. The safety analysis includes a collision analysis and a freeway queuing analysis.

The collision analysis will summarize recent traffic accident data from Caltrans' Traffic Accident Surveillance and Analysis System (TASAS) Table C – "All" Crashes and "Wet" Crashes around the project study area.

The freeway queuing analysis will examine the traffic safety impacts at the interchange off-ramps. The queuing analysis will examine how many car lengths the project will add to the existing ramp queues and review the speed differential between the off-ramp queue and mainline traffic during the peak hours. If the project adds two or more car lengths to the existing ramp queues in the peak hour and the speed differential exceeds the significance thresholds as outlined in the *Safety Review Practitioners Guidance*, traffic safety improvements will need to be identified to offset operational deficiencies on traffic safety, if any.

CEQA ASSESSMENT

The VMT analysis for the project will be performed using RIVCOM. The analysis will be based on the City of Menifee *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled*, updated January 2022. The City's VMT analysis guidelines do not state any analysis methodology for Specific Plan projects. However, the guidelines recommend using VMT per service population as the metric for VMT analysis of development projects. As per the guidelines, a project would result in a significant project-generated VMT impact if either of the following conditions are satisfied:

1. The baseline project-generated VMT per service population exceeds the County of Riverside General Plan Buildout VMT per service population, or

2. The cumulative project-generated VMT per service population exceeds the County of Riverside General Plan Buildout VMT per service population.

Additionally, a project's effect on VMT would be considered significant if it resulted in either of the following conditions to be satisfied:

1. The baseline link-level Citywide boundary VMT per service population to increase under the plus project condition compared to the no project condition, or

2. The cumulative link-level Citywide boundary VMT per service population to increase under the plus project condition compared to the no project condition.

As such, the VMT analysis will be prepared as follows:

Establishing Cumulative Scenario Baseline

LSA understands that the project area was a part of the approved Menifee Valley Ranch Specific Plan, which will now be designated as the Menifee Valley Specific Plan with updated land uses. Therefore, the first step in preparation of the VMT analysis would be to ensure that the cumulative scenario baseline appropriately reflects the land use approved in the Menifee Valley Ranch Specific Plan. The traffic analysis zones (TAZs) within this specific plan would be evaluated and be updated (if required) to develop the cumulative baseline VMT conditions for purposes of this analysis.

Project Traffic Analysis Zone Update

Subsequently, the TAZs in the model that include the project area would need to be updated to include the land uses from the proposed project. LSA will convert the specific plan land uses into model socioeconomic categories. This conversion will be based on ITE *Trip Generation Manual* (11th Edition), Appendix E-1: Socioeconomic Build-out Assumptions and Methodology of the County of Riverside General Plan, or other appropriate sources. LSA estimates that approximately twelve TAZs need to be created to incorporate the project land uses. The socioeconomic data (SED) for the Proposed Specific Plan will be included in the project TAZs for baseline conditions, while for cumulative conditions, the SED for the section of the Approved Menifee Valley Ranch Specific Plan in the project TAZs will be isolated and replaced with the proposed project SED. The new TAZs will be utilized to calculate project specific VMT per service population under baseline and cumulative conditions.

Project VMT Analysis

Upon completion of the SED update, LSA will conduct model runs for the baseline and cumulative scenarios. Project generated VMT shall be obtained by multiplying the model's origin-destination trip matrix with the final assignment skims. The project-effect on VMT shall be obtained through a link-level analysis by extracting total link-level VMT for both without and with project conditions within the City's boundary.

LSA will utilize the outputs from the model runs to calculate the project VMT per service population under baseline and cumulative conditions. As per the City's VMT analysis guidelines, this will be compared with the County's General Plan Buildout VMT per service population to determine if the project will generate a significant VMT impact under baseline and cumulative conditions. A net increase in VMT per service population for the project compared to the County's General Plan Buildout VMT per service population under either baseline or cumulative conditions would indicate

a significant VMT impact. Additionally, a net increase in citywide link-level VMT per service population would indicate that the project's effect on VMT is significant.

Mitigations

In case of a significant VMT impact, mitigation measures will be identified to offset the impact. Such measures require mitigation of regional impacts through behavioral changes. In general, transportation demand management (TDM) actions, active transportation amenities, and other measures to reduce the number of trips creating an impact are possible VMT mitigation strategies. Additionally, participation in a VMT fee program and/or VMT mitigation exchange/banking program may also be considered. Feasible VMT mitigation measures for the project and their corresponding VMT reduction percentages, if required, will be determined based on discussion with City staff.

Active Transportation and Public Transit Analysis

In this analysis, potential project impacts on public transit, bicycle, and pedestrian facilities will be evaluated and significant impacts would be determined based on whether the project conflicts with adopted policies, plans, or programs for these facilities, or whether the project decreases the performance or safety of these facilities.

Should you have any questions, please do not hesitate to contact me at (951) 781-9310 or email me at Ambarish.Mukherjee@lsa.net.

Sincerely,

LSA ASSOCIATES, INC.



Ambarish Mukherjee, AICP, PE
Principal

ATTACHMENTS

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Tables

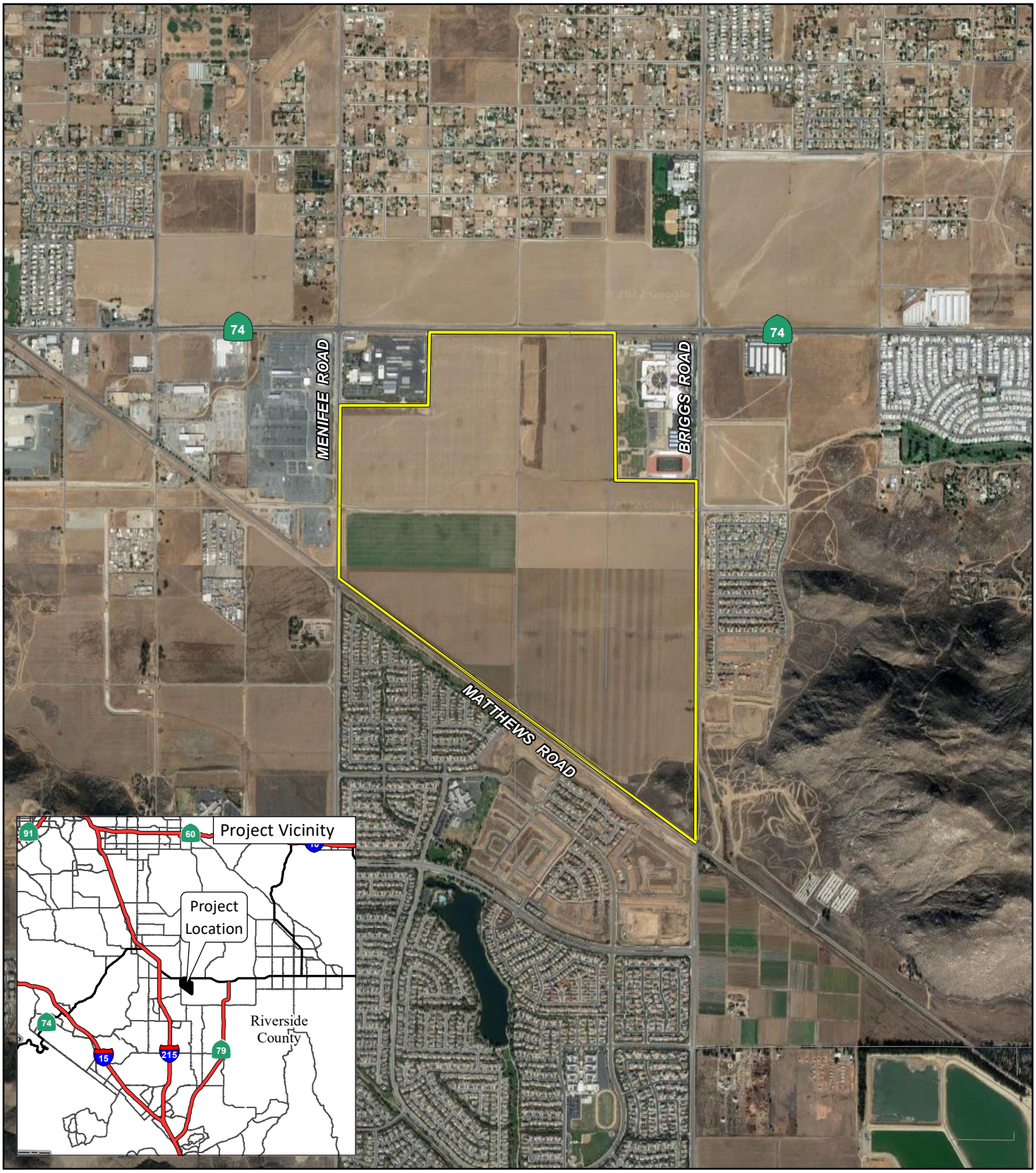
Table A: Planning Area Land Uses
Table B: Study Area Intersections
Table C: Study Area Roadway Segments
Table D: Project Trip Generation

Appendices

Appendix A: RIVCOM Select Zone Model Plots

Appendix B: Project Trip Generation Worksheets
Appendix C: Regional Trip Distribution for Individual Planning Areas

FIGURES



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Project Site

FIGURE 1

N

0 1000 2000

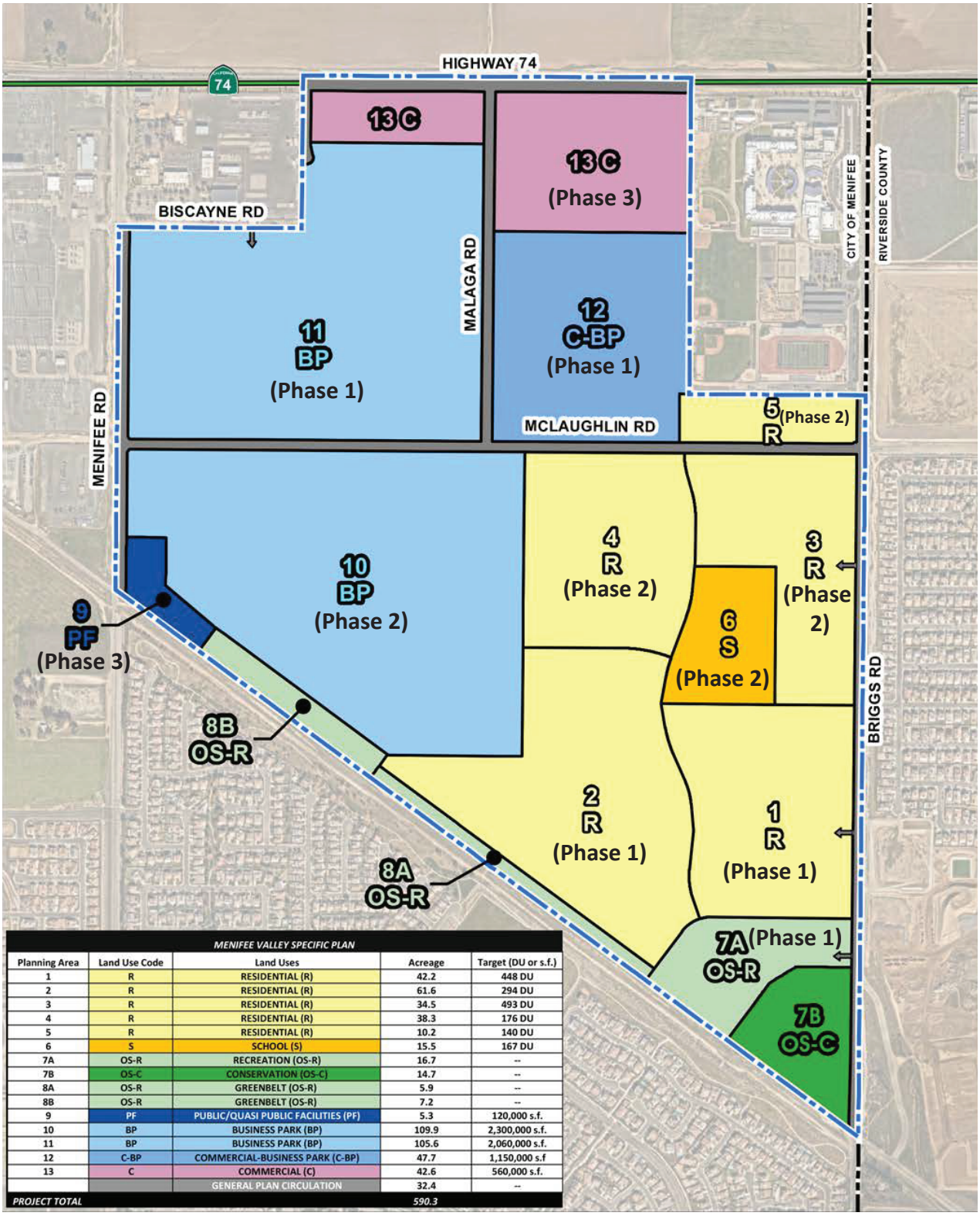
FEET

SOURCE: ESRI Streetmap, 2013; Google Earth, 2018.

Menifee Valley Specific Plan
Traffic Study

Regional and Project Location

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MENIFEE VALLEY SPECIFIC PLAN

Planning Area	Land Use Code	Land Uses	Acreage	Target (DU or s.f.)
1	R	RESIDENTIAL (R)	42.2	448 DU
2	R	RESIDENTIAL (R)	61.6	294 DU
3	R	RESIDENTIAL (R)	34.5	493 DU
4	R	RESIDENTIAL (R)	38.3	176 DU
5	R	RESIDENTIAL (R)	10.2	140 DU
6	S	SCHOOL (S)	15.5	167 DU
7A	OS-R	RECREATION (OS-R)	16.7	--
7B	OS-C	CONSERVATION (OS-C)	14.7	--
8A	OS-R	GREENBELT (OS-R)	5.9	--
8B	OS-R	GREENBELT (OS-R)	7.2	--
9	PF	PUBLIC/QUASI PUBLIC FACILITIES (PF)	5.3	120,000 s.f.
10	BP	BUSINESS PARK (BP)	109.9	2,300,000 s.f.
11	BP	BUSINESS PARK (BP)	105.6	2,060,000 s.f.
12	C-BP	COMMERCIAL-BUSINESS PARK (C-BP)	47.7	1,150,000 s.f
13	C	COMMERCIAL (C)	42.6	560,000 s.f.
		GENERAL PLAN CIRCULATION	32.4	--
PROJECT TOTAL			590.3	

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FIGURE 2

N

Menifee Valley Specific Plan
Traffic Study

SCALE: Not to Scale

SOURCE: Brookfield Properties

Conceptual Land Use Plan

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- Study Area Intersections
- Project Location
- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5

0 4000 8000
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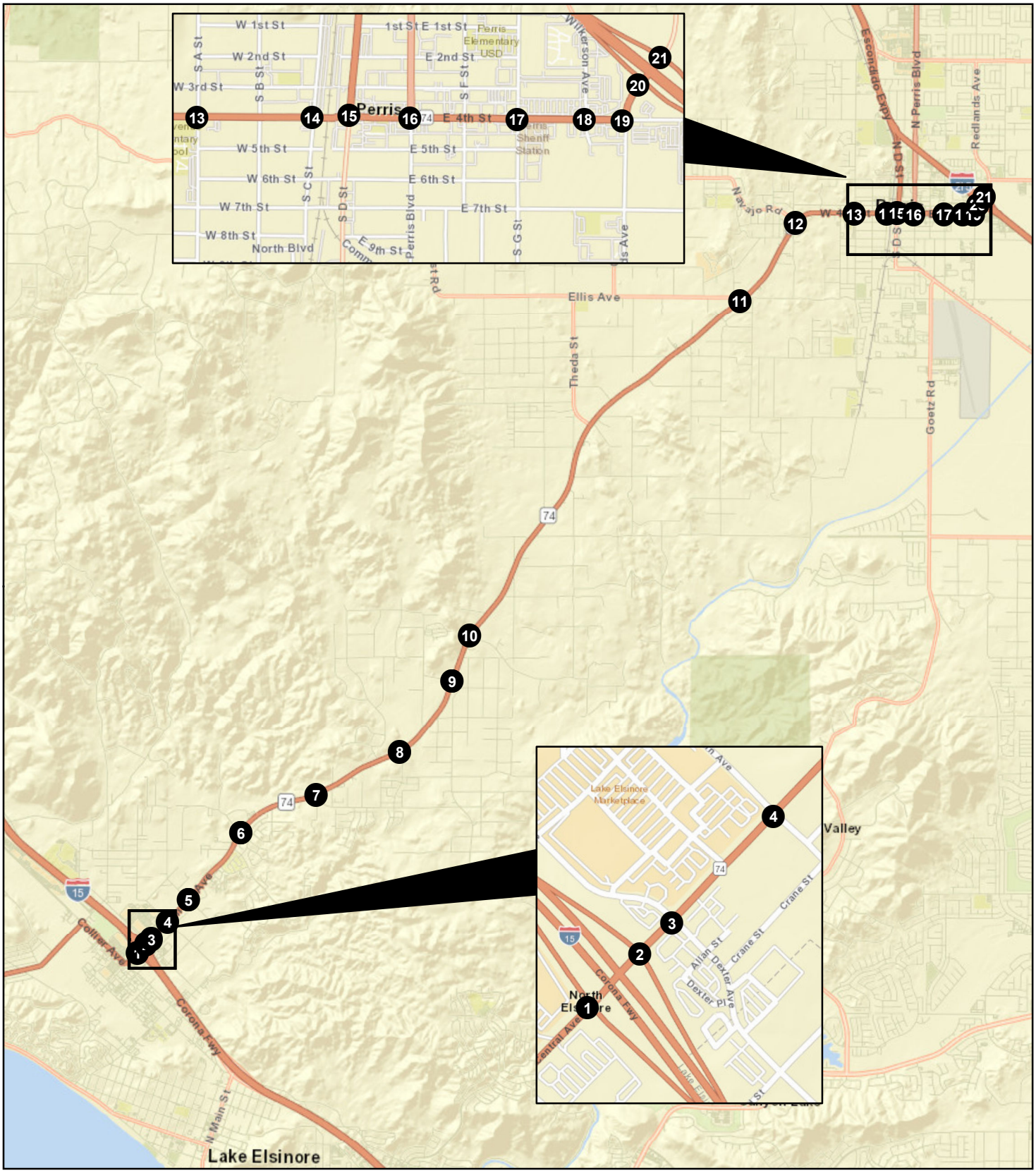
SOURCE: ESRI

FIGURE 3-1

Menifee Valley Specific Plan
Traffic Study

Study Area Intersections - Zone Index

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● Study Area Intersections

FIGURE 3-2

N

0 3000 6000

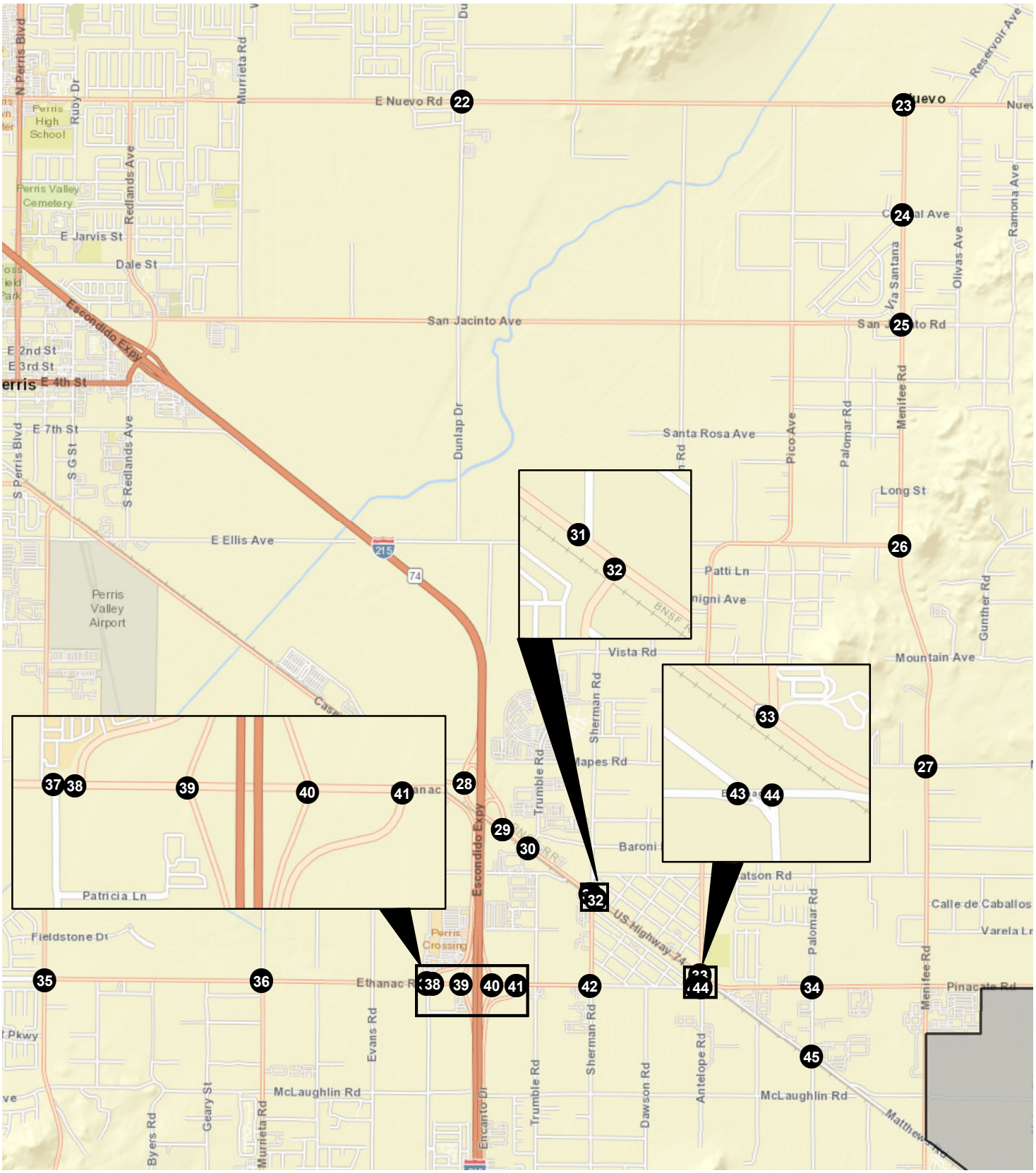
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SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

Study Area Intersections - Zone 1

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Project Location

Study Area Intersections

FIGURE 3-3

N

0 1625 3250

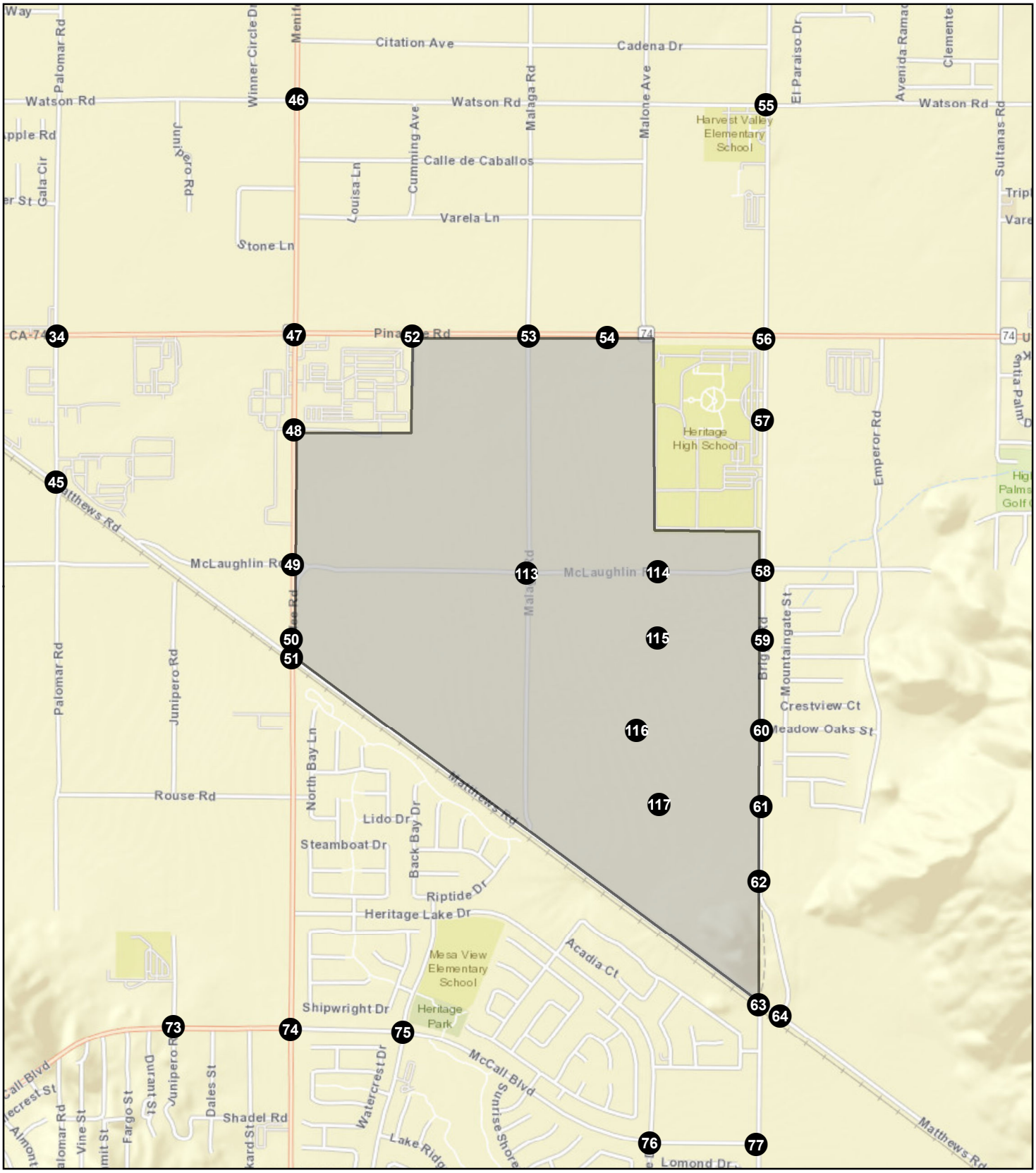
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SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

Study Area Intersections - Zone 2

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LEGEND

Project Location

Study Area Intersections

FIGURE 3-4

0 750 1500

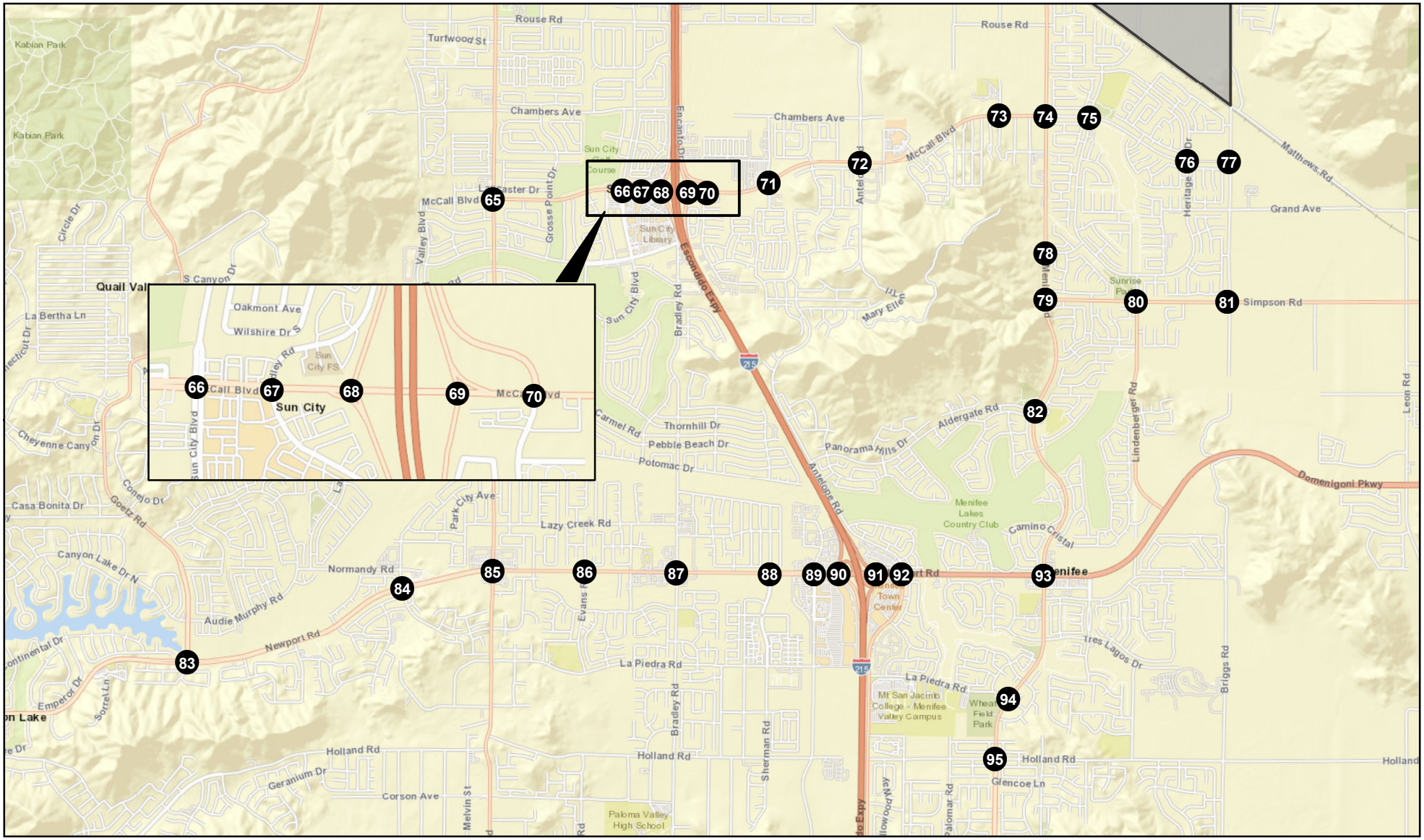
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SOURCE: ESRI

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Menifee Valley Specific Plan
Traffic Study

Study Area Intersections - Zone 3



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Project Location

Study Area Intersections

0 2000 4000

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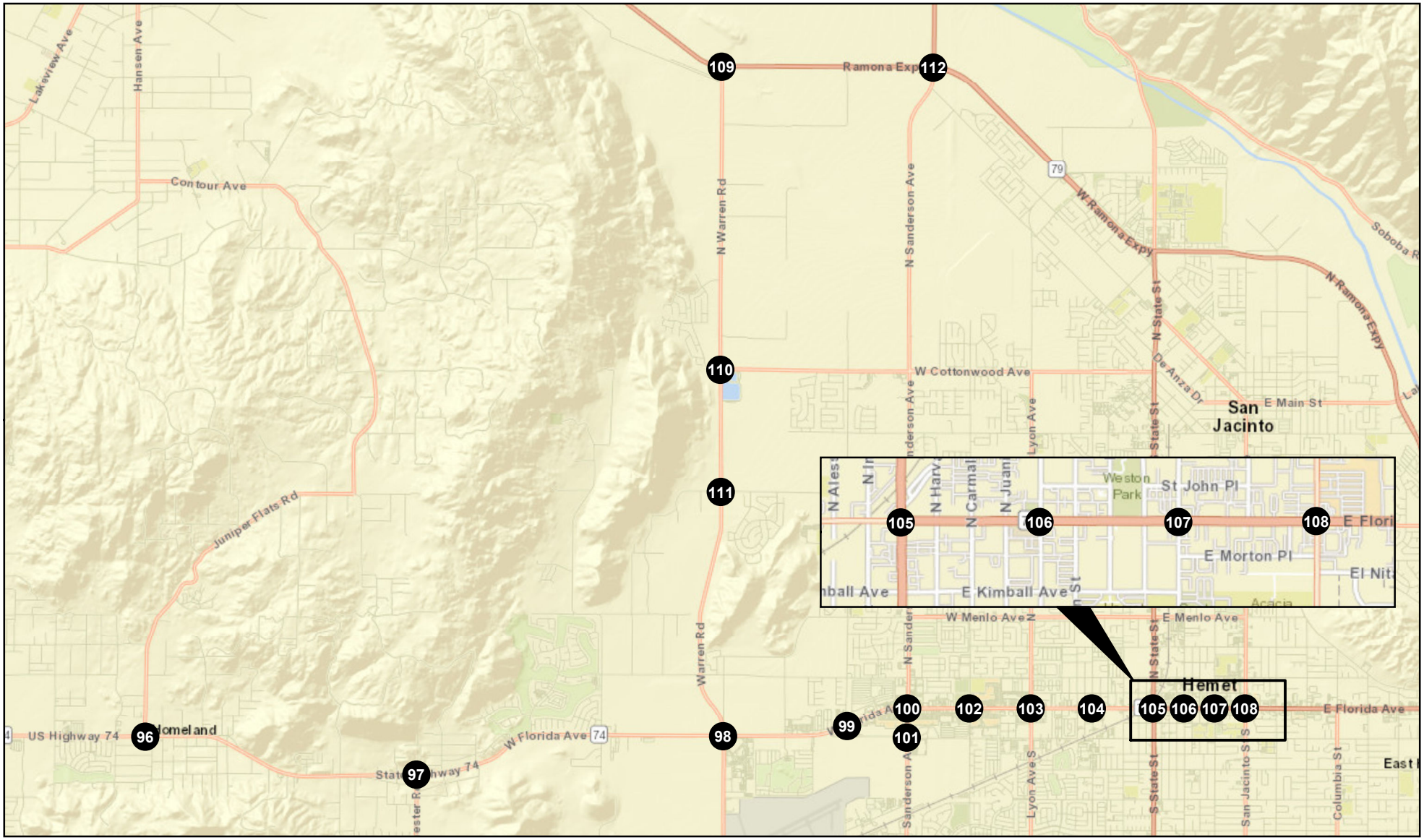
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FIGURE 3-5

Menifee Valley Specific Plan
Traffic Study

Study Area Intersections - Zone 4



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Study Area Intersections

FIGURE 3-6

0 3000 6000

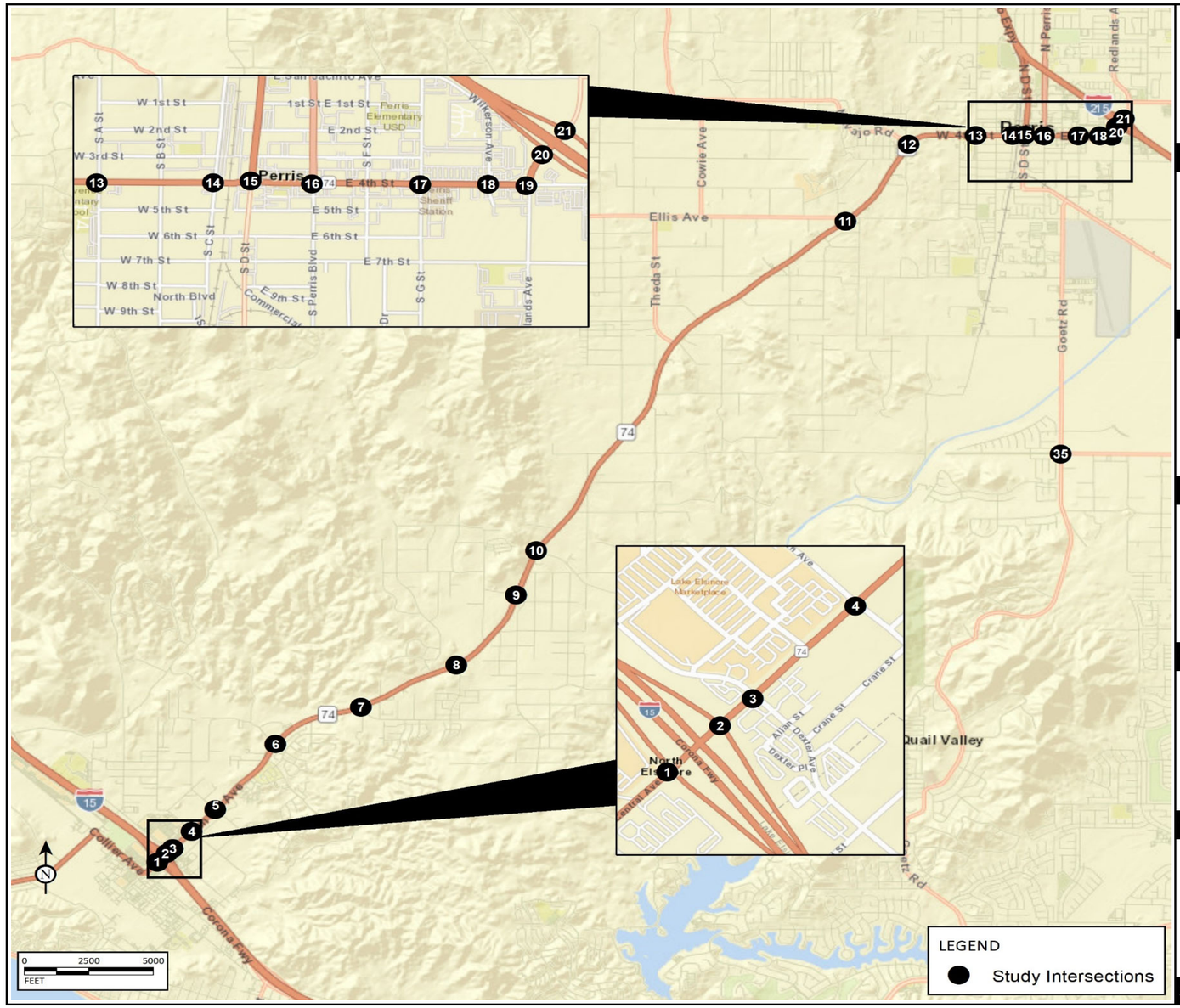
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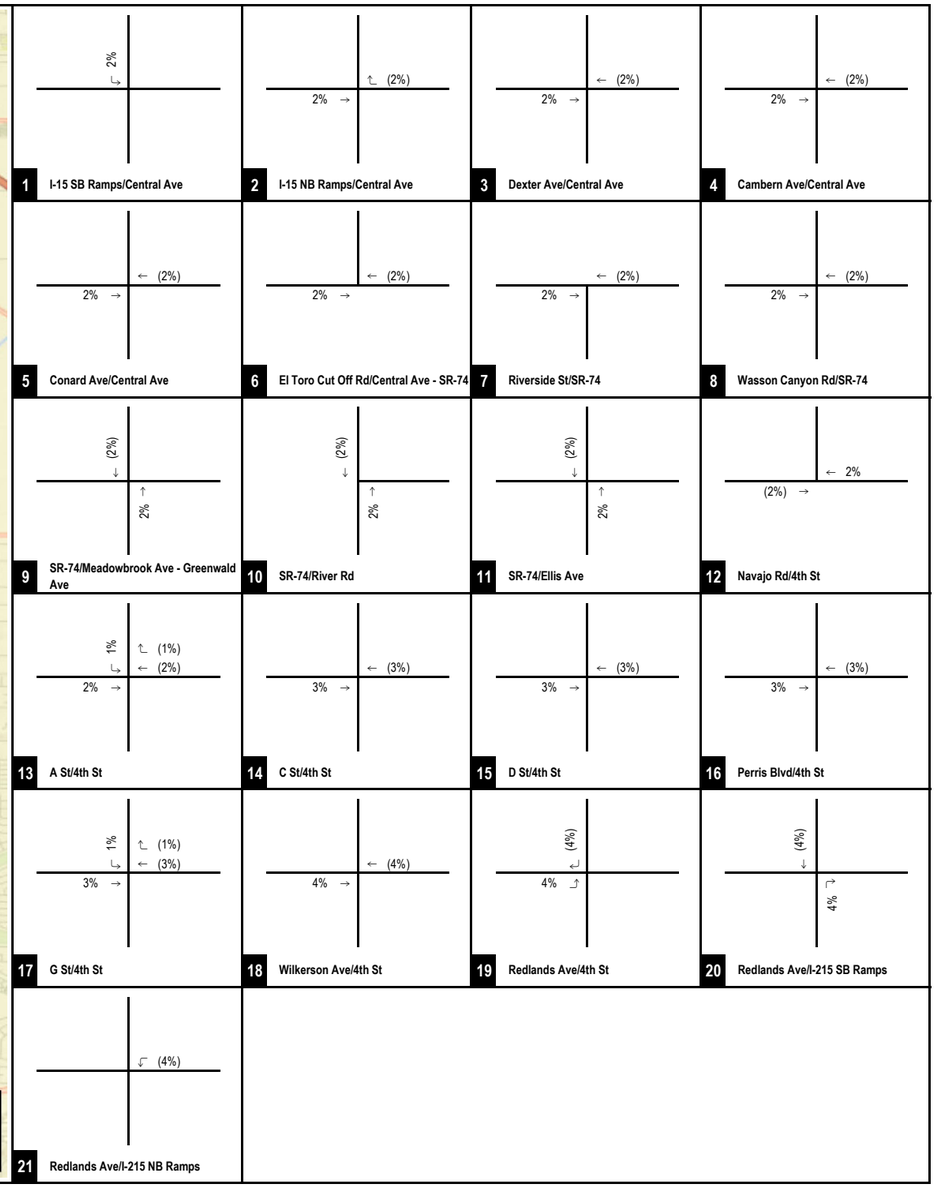
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Menifee Valley Specific Plan
Traffic Study

Study Area Intersections - Zone 5



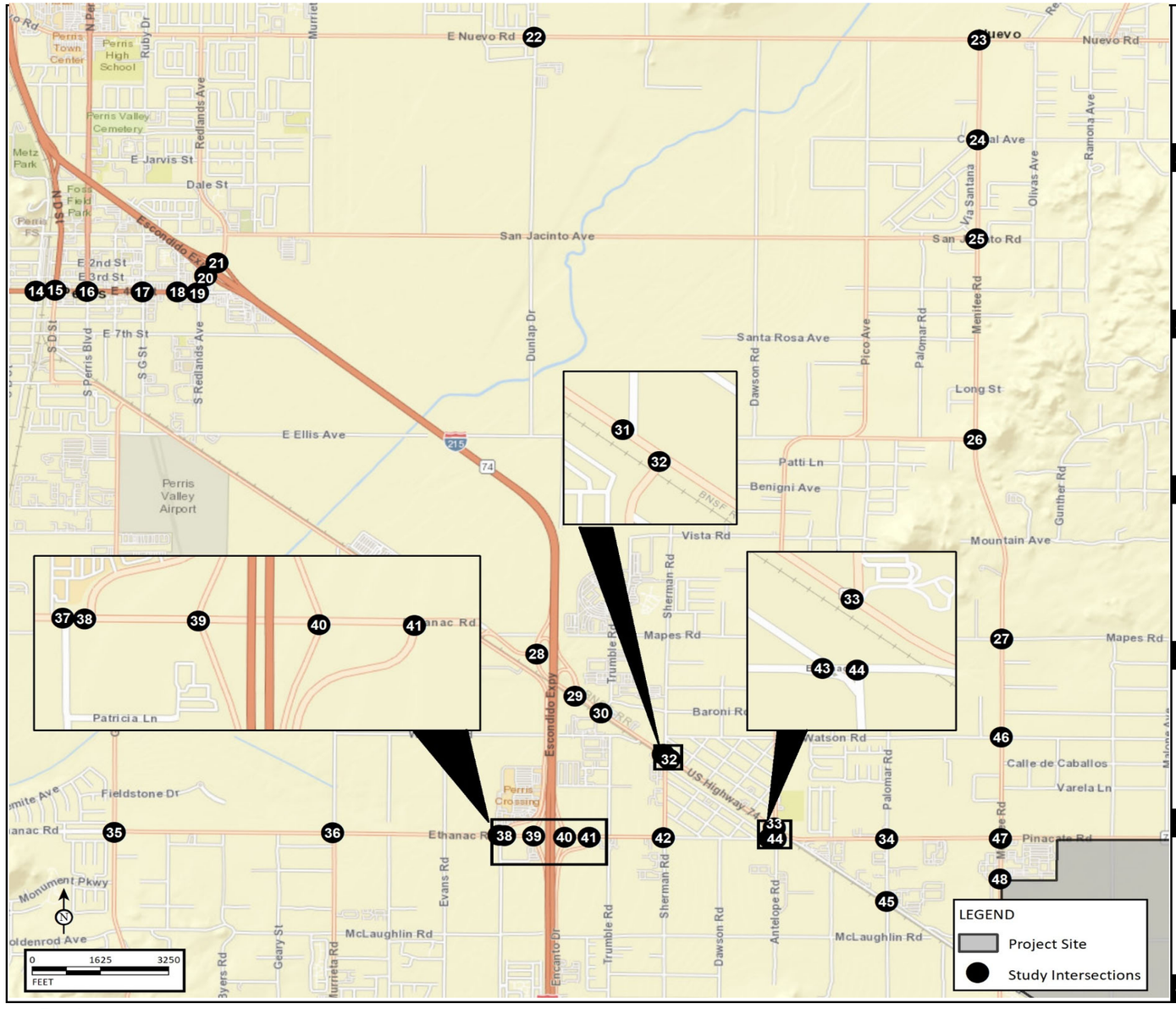


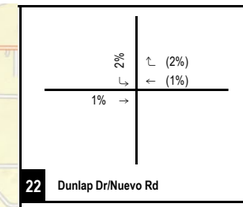
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XX% (YY%)
Inbound (Outbound) Distribution

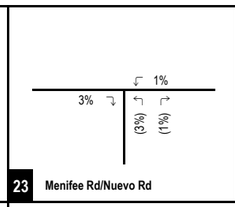
FIGURE 4-1

Menifee Valley Specific Plan
Traffic Study
PA-1 External Trip Distribution (Int. 1-21)

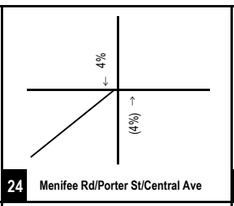




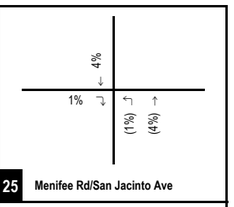
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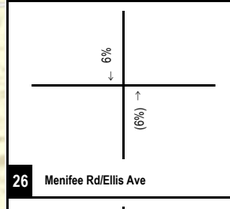
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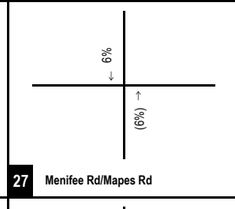
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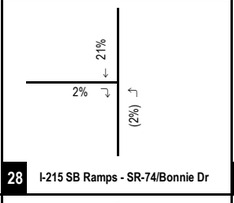
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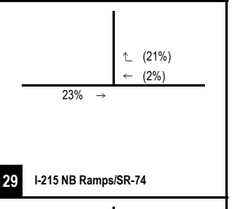
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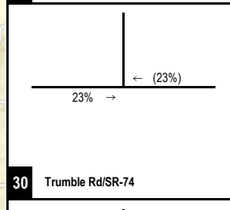
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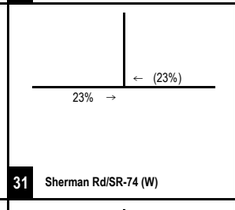
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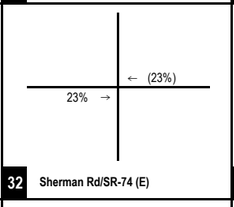
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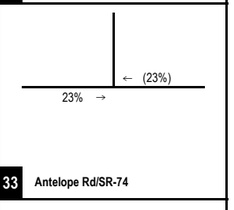
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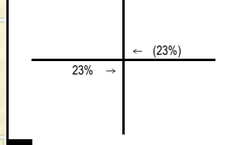
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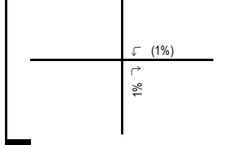
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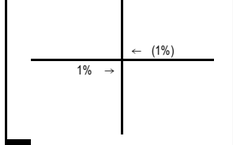
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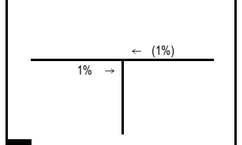
34 Palomar Rd/SR-74



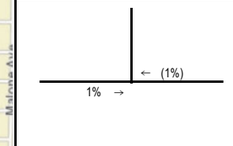
35 Goetz Rd/Ethanac Rd



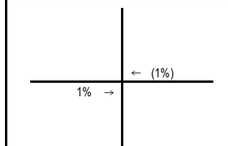
36 Murrieta Rd/Ethanac Rd



37 Barnett Rd/Ethanac Rd



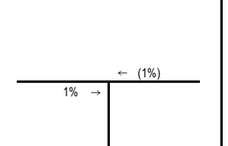
38 Case Rd/Ethanac Rd



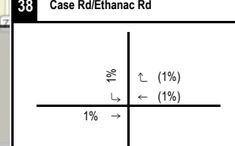
39 I-215 SB Ramps/Ethanac Rd



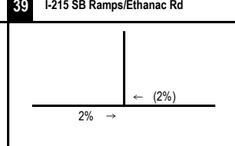
40 I-215 NB Ramps/Ethanac Rd



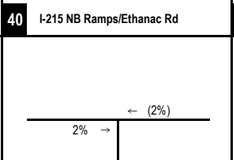
41 Encanto Dr/Ethanac Rd



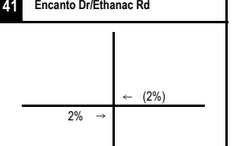
42 Sherman Rd/Ethanac Rd



43 Jackson Ave/Ethanac Rd



44 Antelope Rd/Ethanac Rd



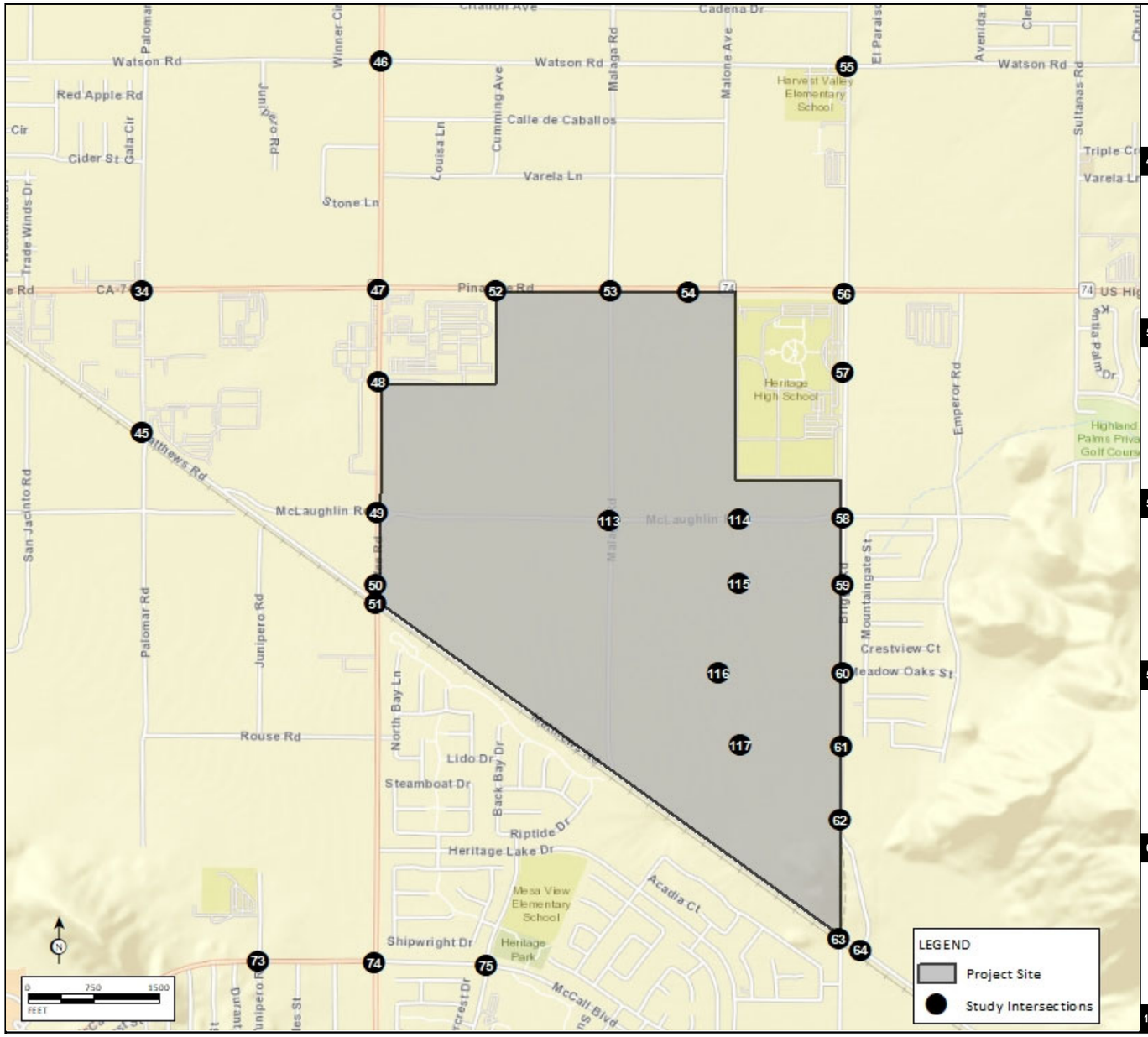
45 Palomar Rd/Matthews Rd

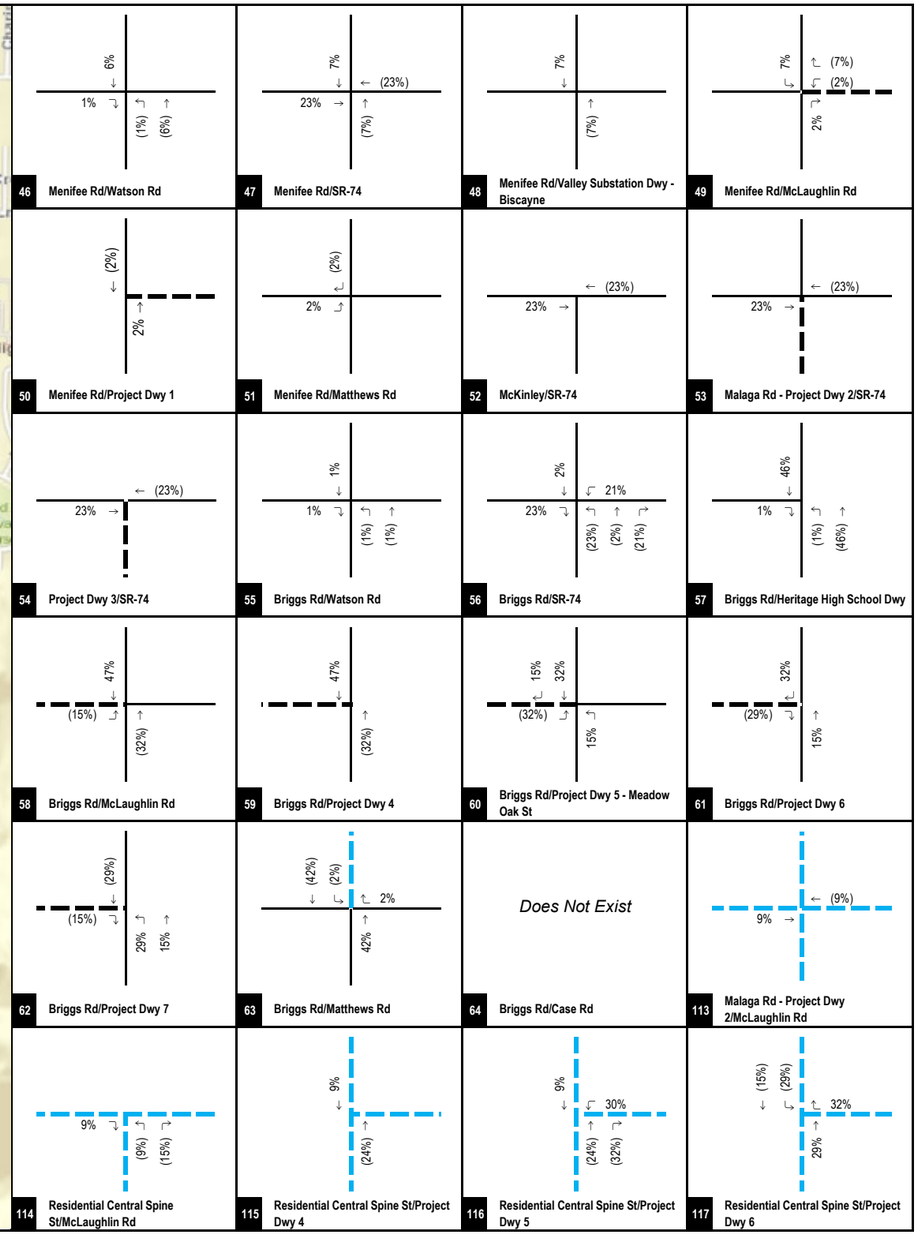
LSA

FIGURE 4-2

XX% (YY%)
Inbound (Outbound) Distribution

Menifee Valley Specific Plan
Traffic Study
PA-1 External Trip Distribution (Int. 22-45)





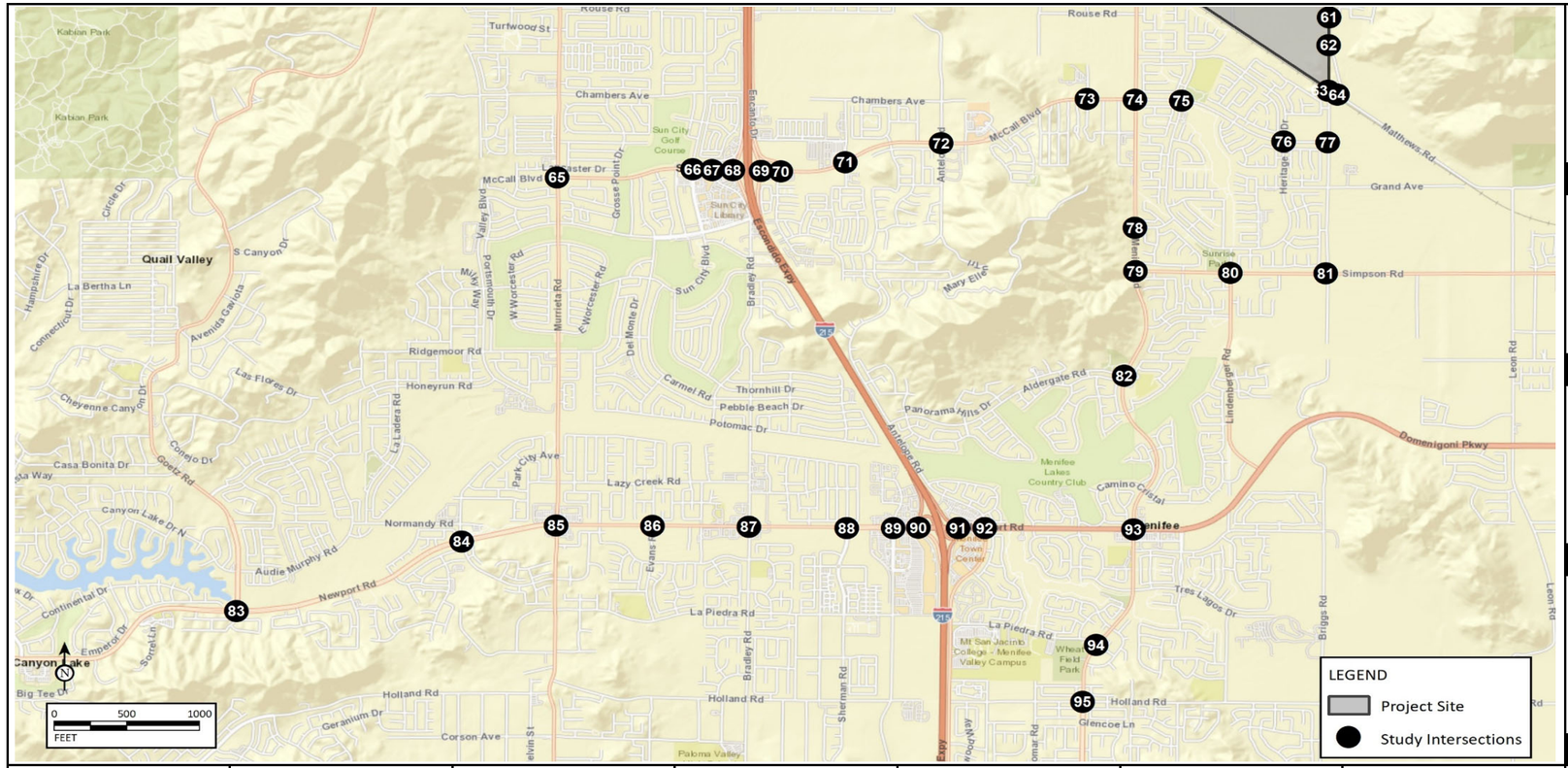
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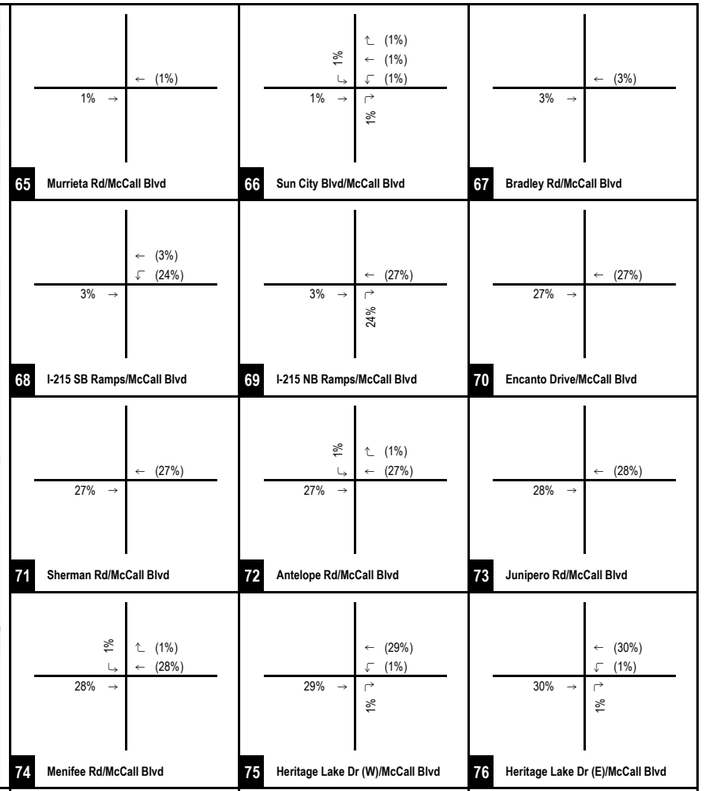
FIGURE 4-3

XX% (YY%)
Inbound (Outbound) Distribution

Future Leg
Project Driveway

Menifee Valley Specific Plan
Traffic Study
PA-1 External Trip Distribution (Int. 46-64 & Int. 113-117)





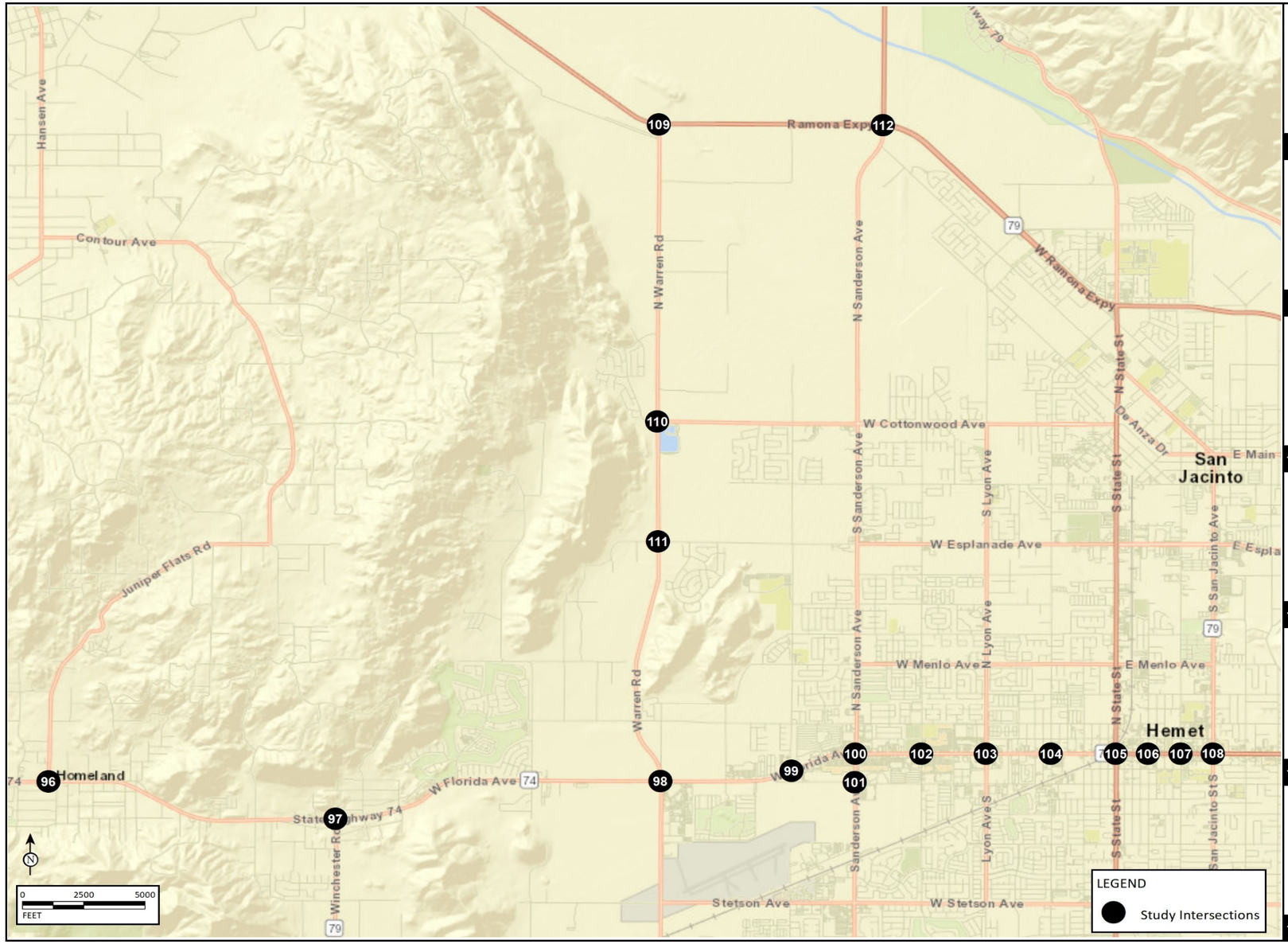
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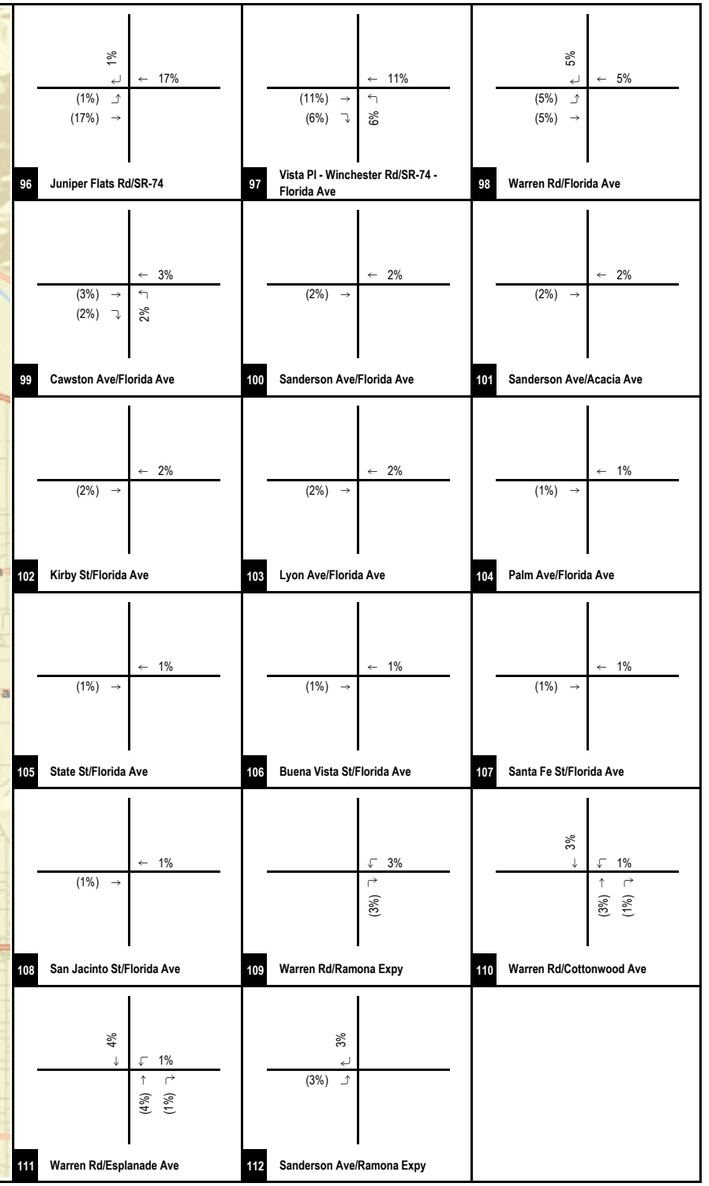
FIGURE 4-4

Menifee Valley Specific Plan
Traffic Study
PA-1 External Trip Distribution (Int. 65-95)

XX% (YY%)
Inbound (Outbound) Distribution

Future Leg



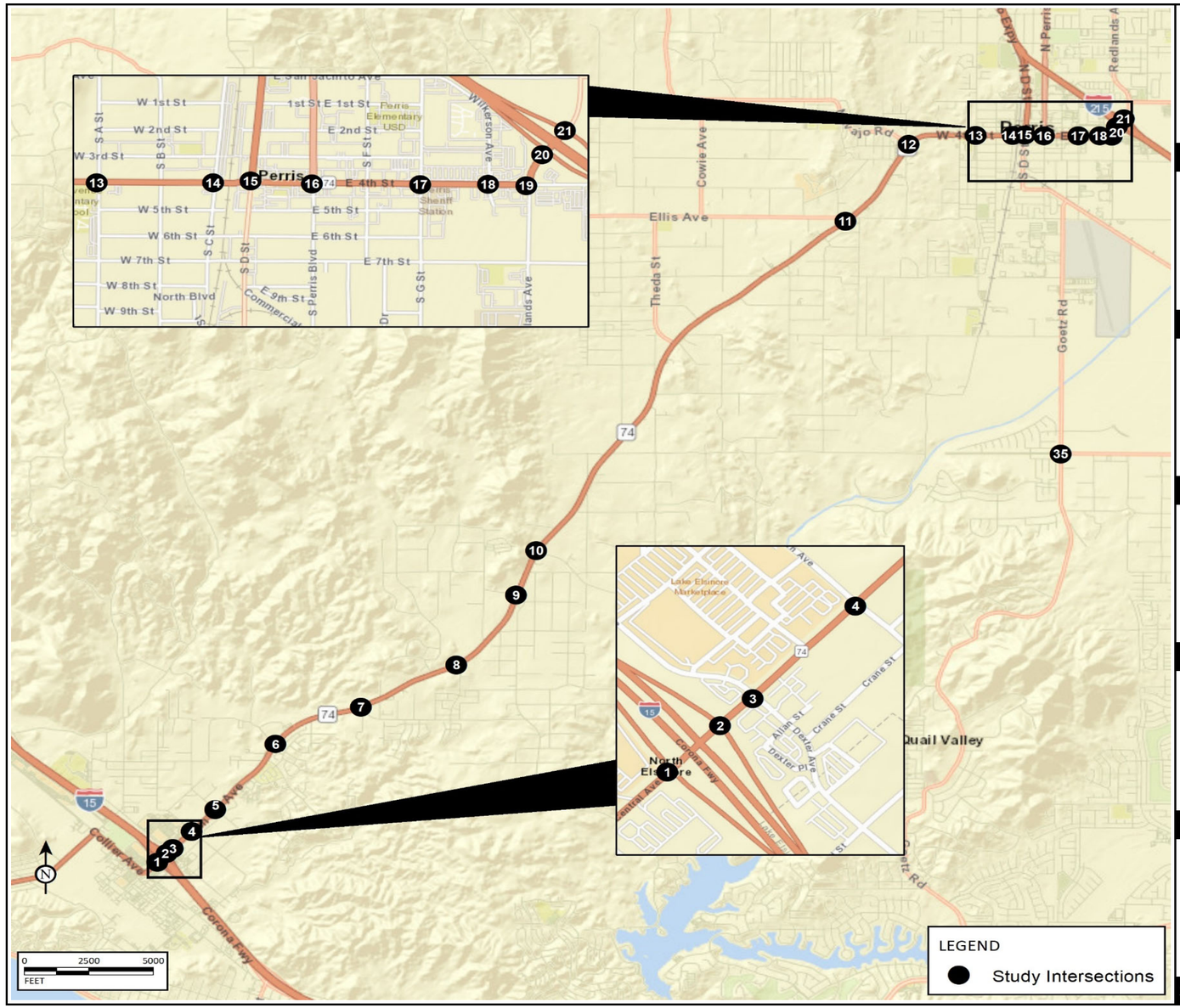


LSA

FIGURE 4-5

XX% (YY%)
Inbound (Outbound) Distribution

Menifee Valley Specific Plan
Traffic Study
PA-1 External Trip Distribution (Int. 96-112)



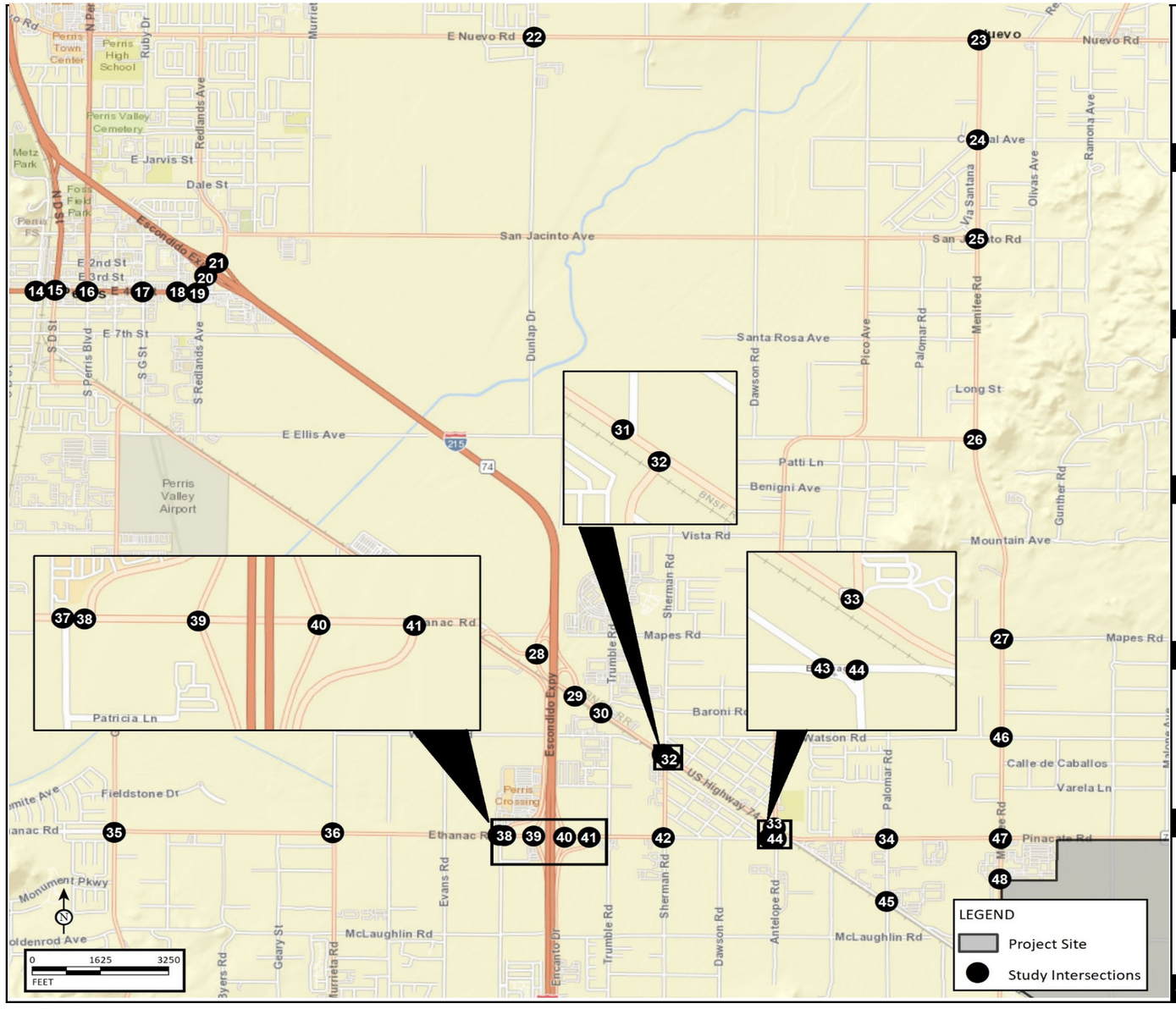
1 I-15 SB Ramps/Central Ave	2 I-15 NB Ramps/Central Ave	3 Dexter Ave/Central Ave	4 Cambern Ave/Central Ave
5 Conard Ave/Central Ave	6 El Toro Cut Off Rd/Central Ave - SR-74	7 Riverside St/SR-74	8 Wasson Canyon Rd/SR-74
9 SR-74/Meadowbrook Ave - Greenwald Ave	10 SR-74/River Rd	11 SR-74/Ellis Ave	12 Navajo Rd/4th St
13 A St/4th St	14 C St/4th St	15 D St/4th St	16 Perris Blvd/4th St
17 G St/4th St	18 Wilkerson Ave/4th St	19 Redlands Ave/4th St	20 Redlands Ave/I-215 SB Ramps
21 Redlands Ave/I-215 NB Ramps			

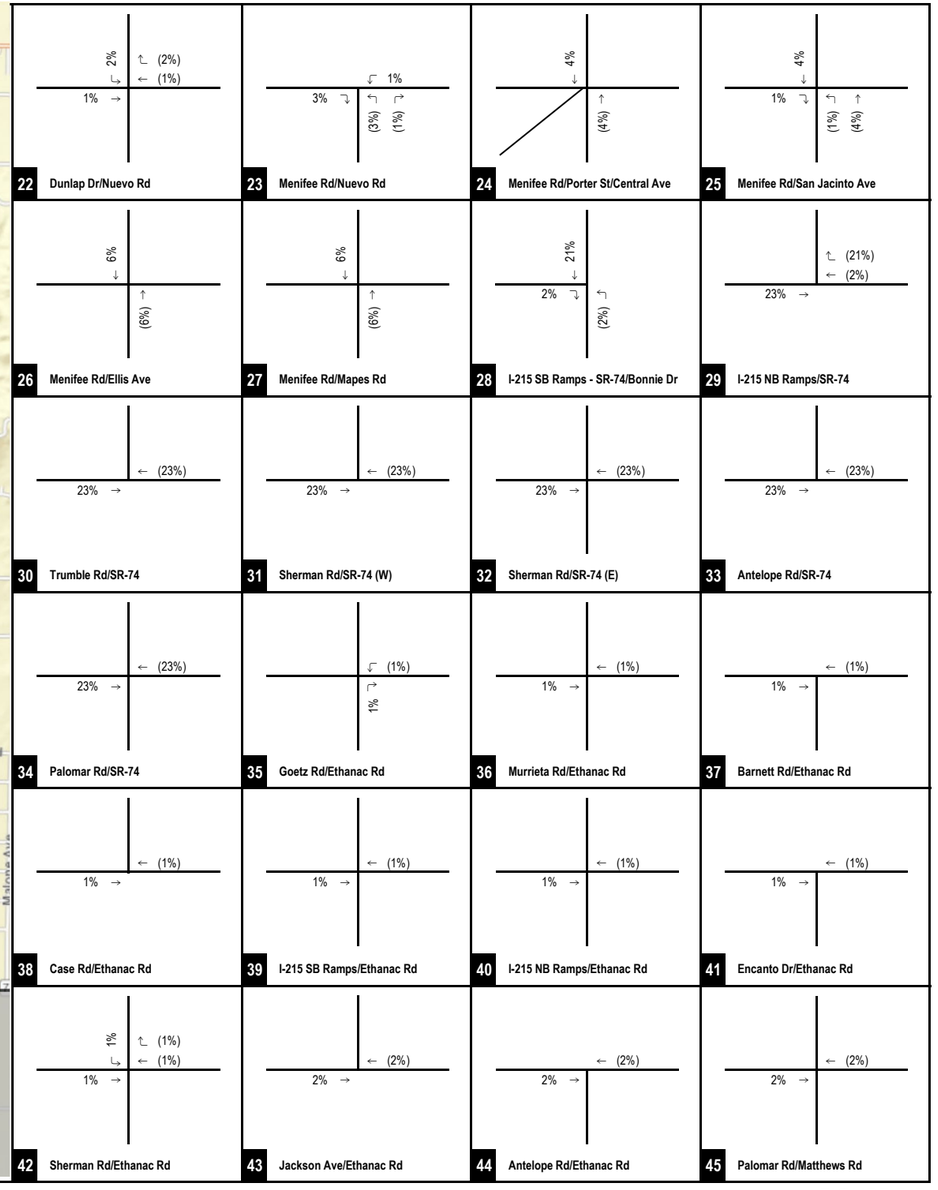
LSA

XX% (YY%)
Inbound (Outbound) Distribution

FIGURE 5-1

Menifee Valley Specific Plan
Traffic Study
PA-2 External Trip Distribution (Int. 1-21)



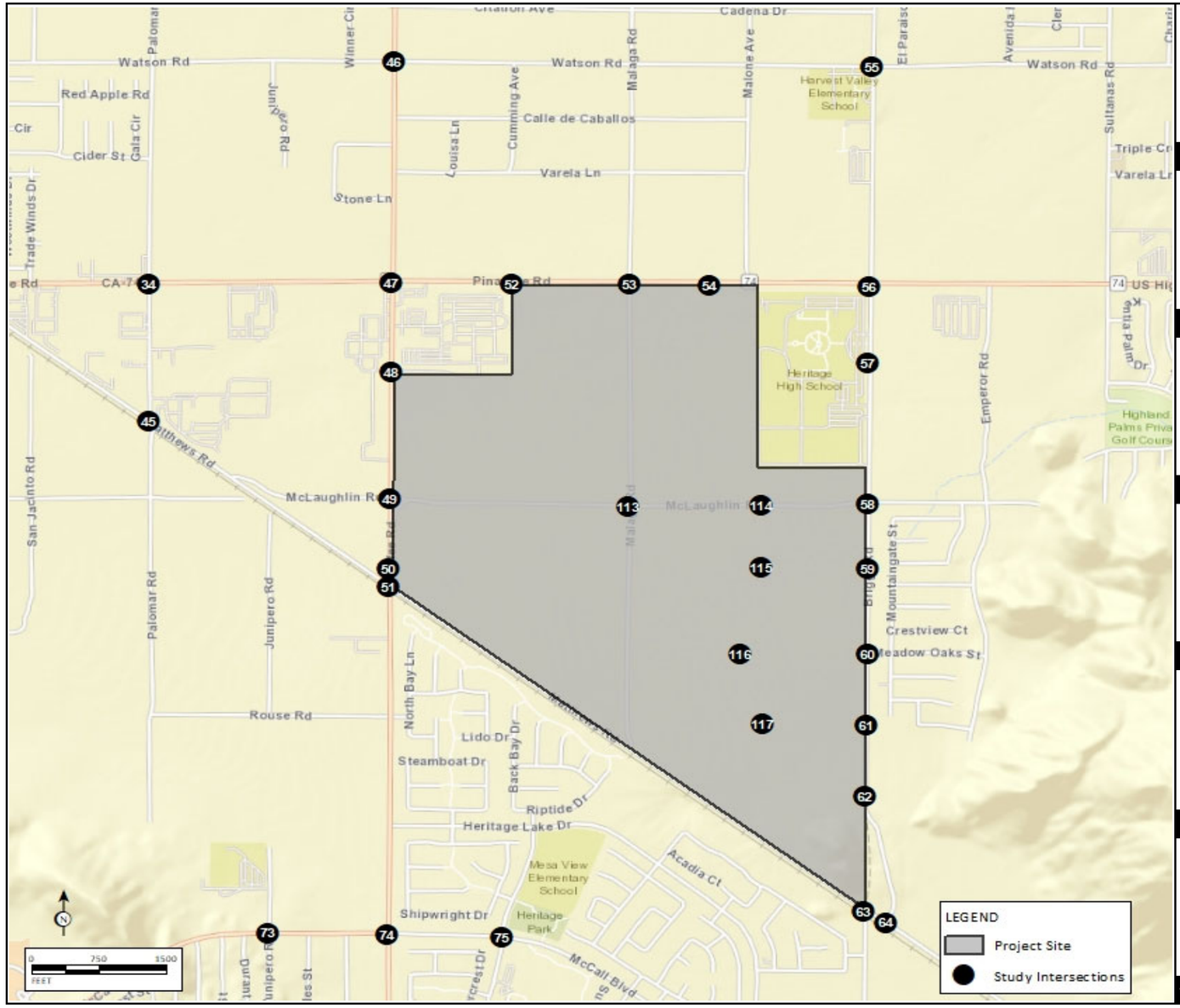


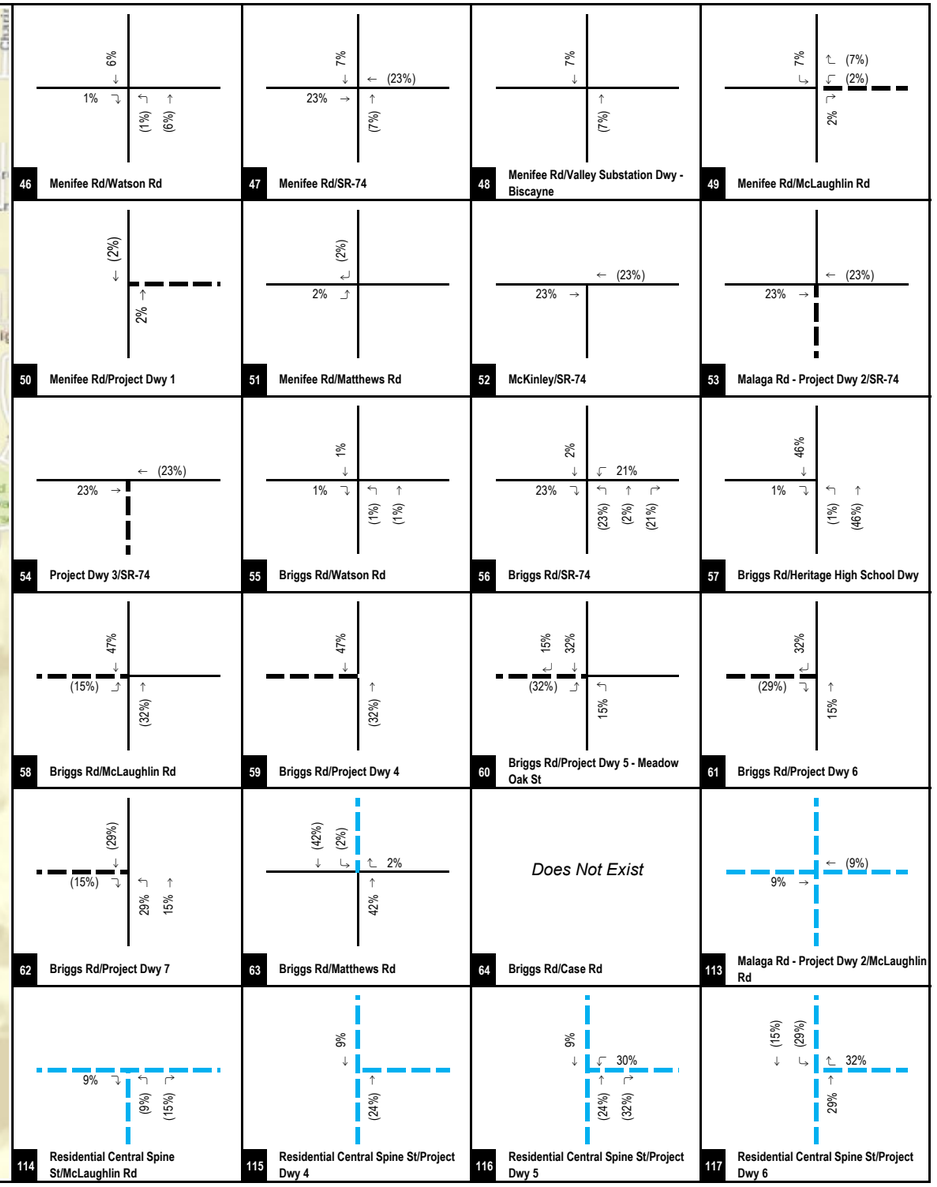
LSA

XX% (YY%)
Inbound (Outbound) Distribution

FIGURE 5-2

Menifee Valley Specific Plan
Traffic Study
PA-2 External Trip Distribution (Int. 22-45)





LSA

XX% (YY%) — Inbound (Outbound) Distribution

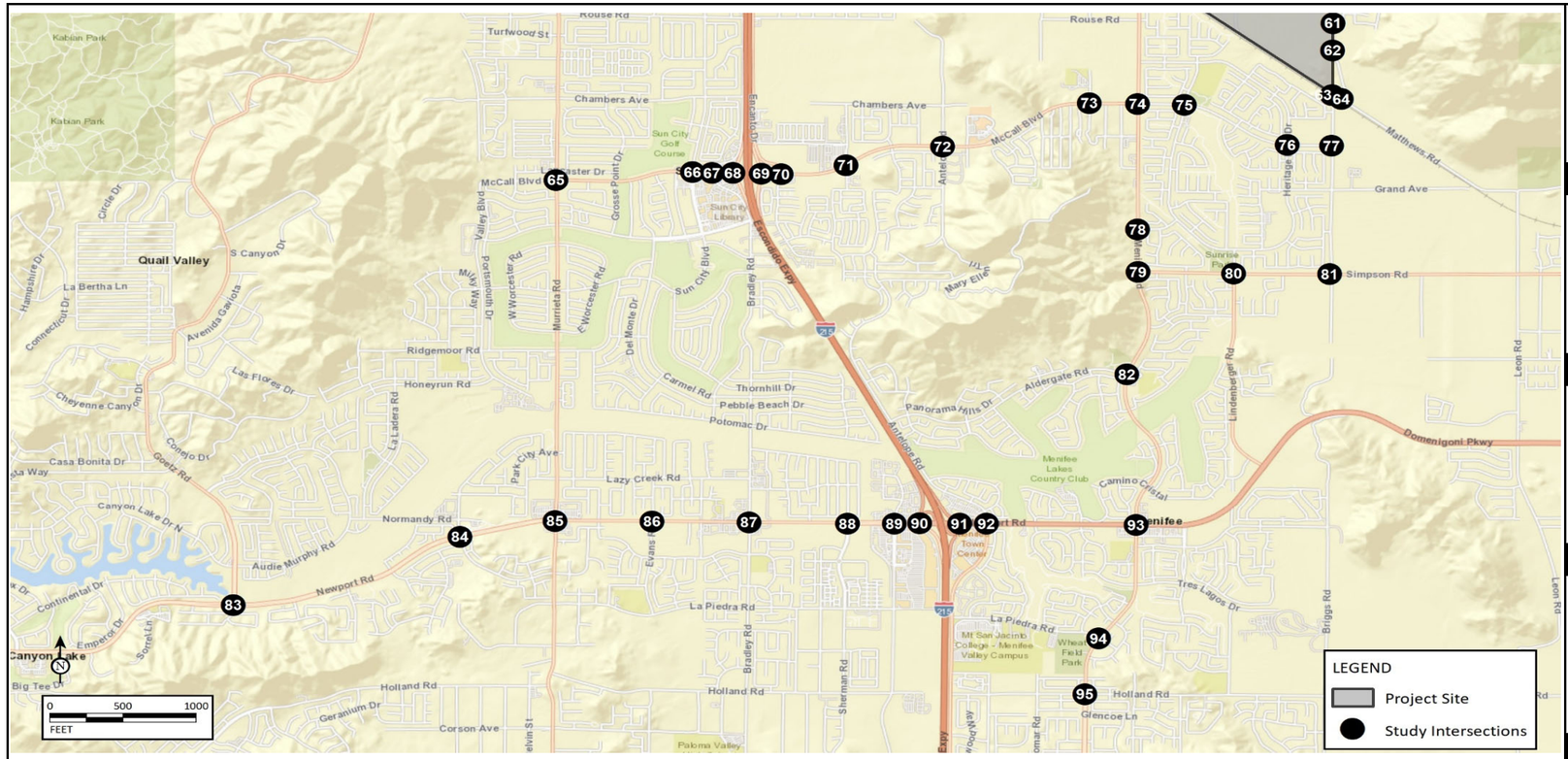
Future Leg

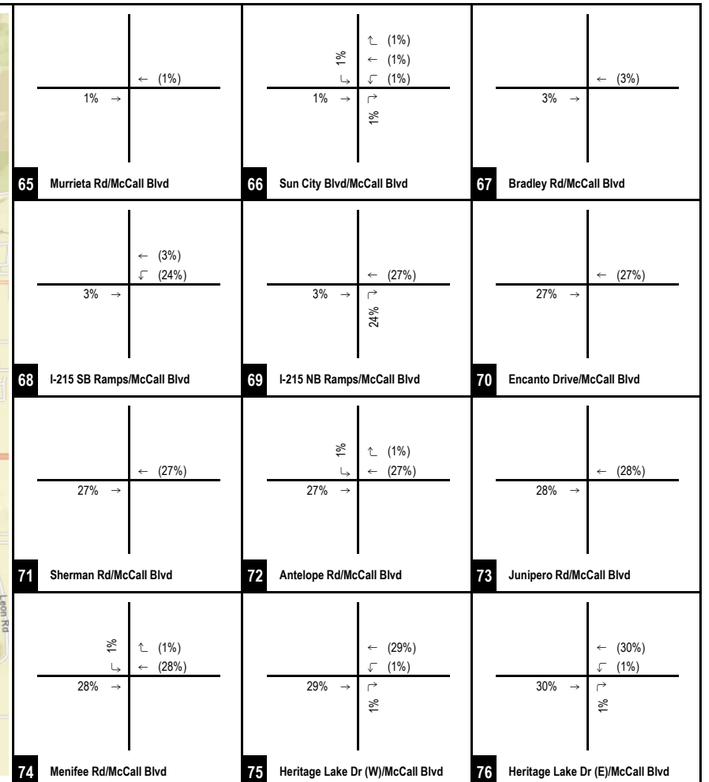
Project Driveway

FIGURE 5-3

Menifee Valley Specific Plan
Traffic Study
PA-2 External Trip Distribution (Int. 46-64 & Int. 113-117)

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\Distribution Figures\5-3_PA2_Ex_Dist_Z3.xlsx (5/25/2022)





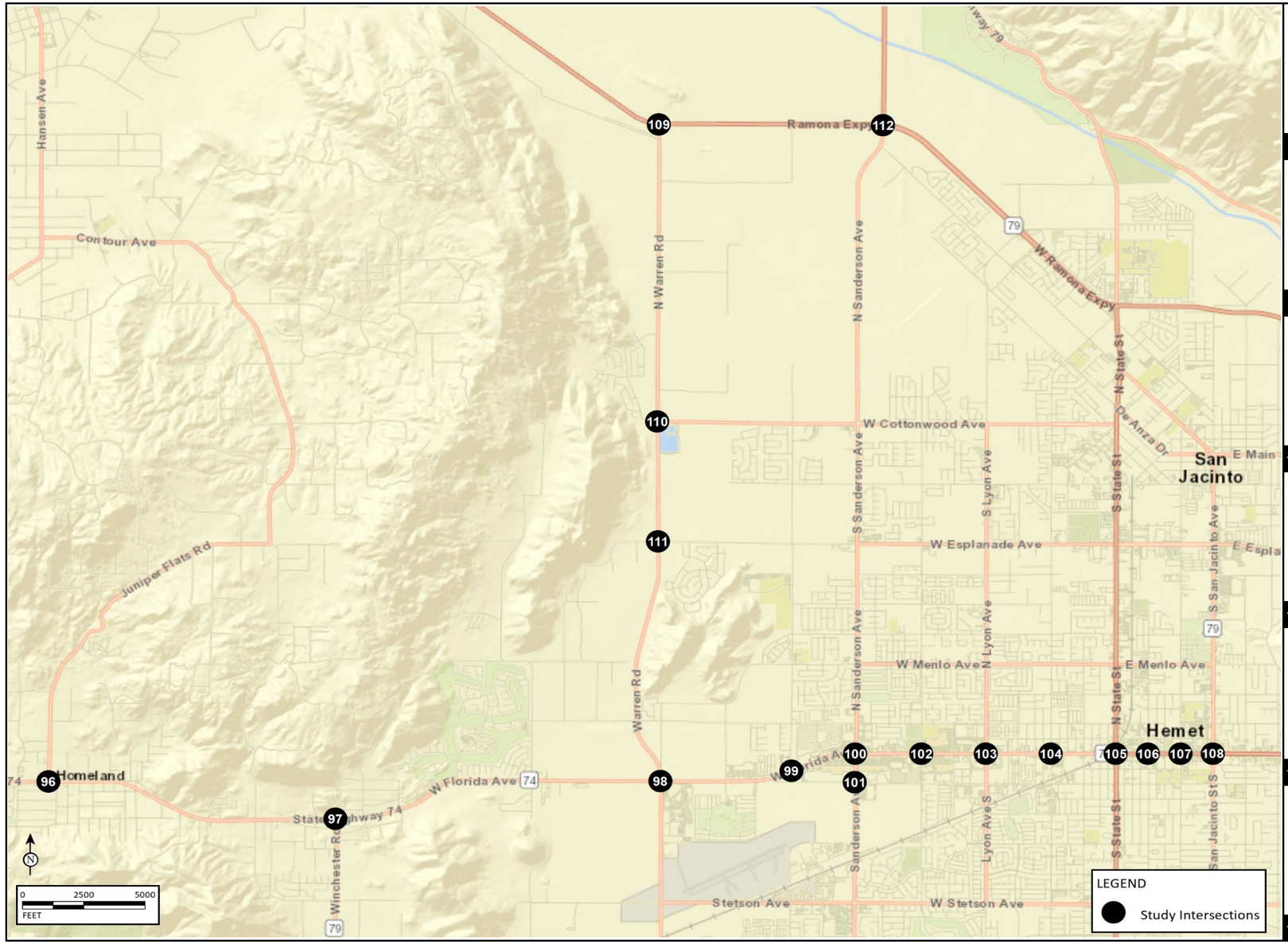
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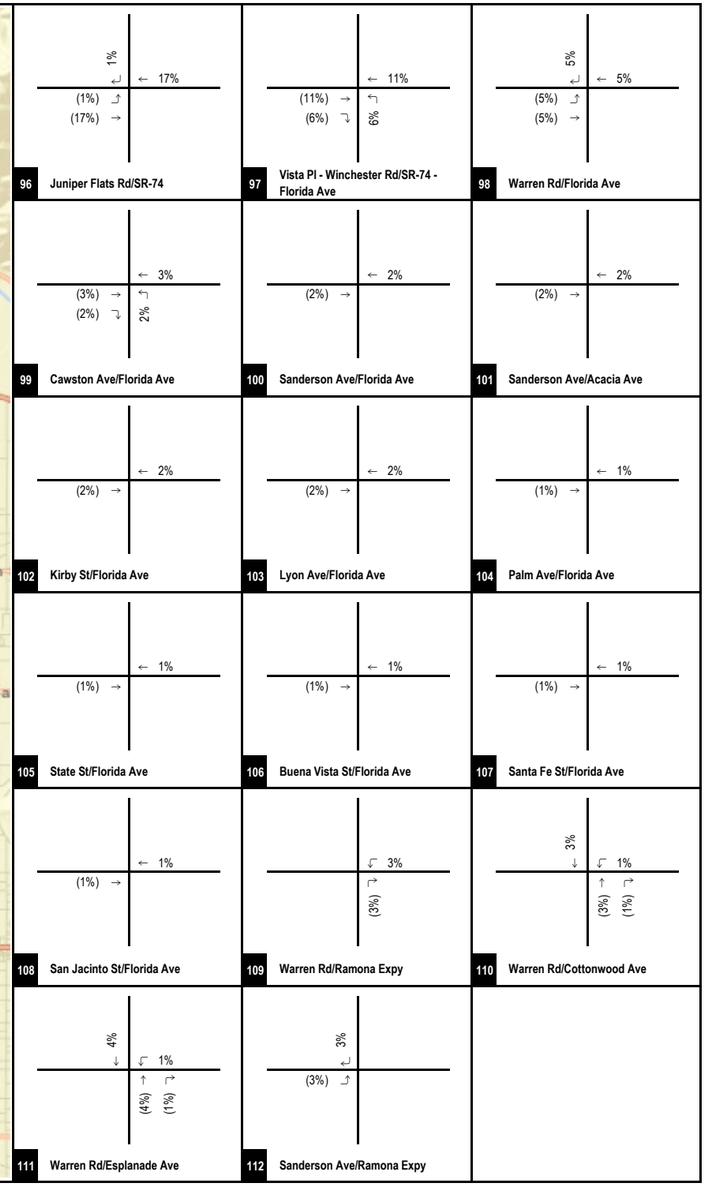
XX% (YY%)
Inbound (Outbound) Distribution

Future Leg

FIGURE 5-4

Menifee Valley Specific Plan
Traffic Study
PA-2 External Trip Distribution (Int. 65-95)



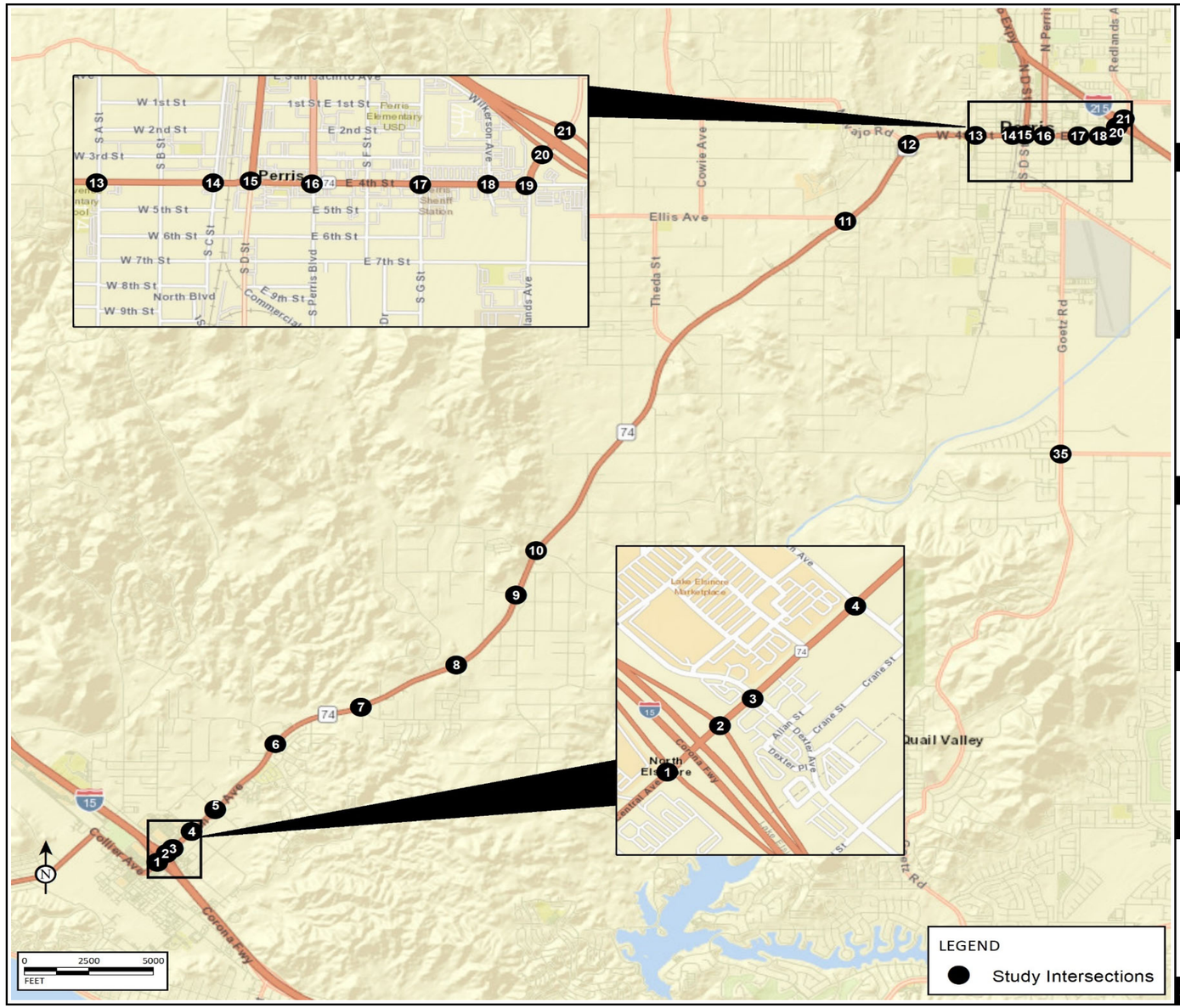


LSA

XX% (YY%)
Inbound (Outbound) Distribution

FIGURE 5-5

Menifee Valley Specific Plan
Traffic Study
PA-2 External Trip Distribution (Int. 96-112)



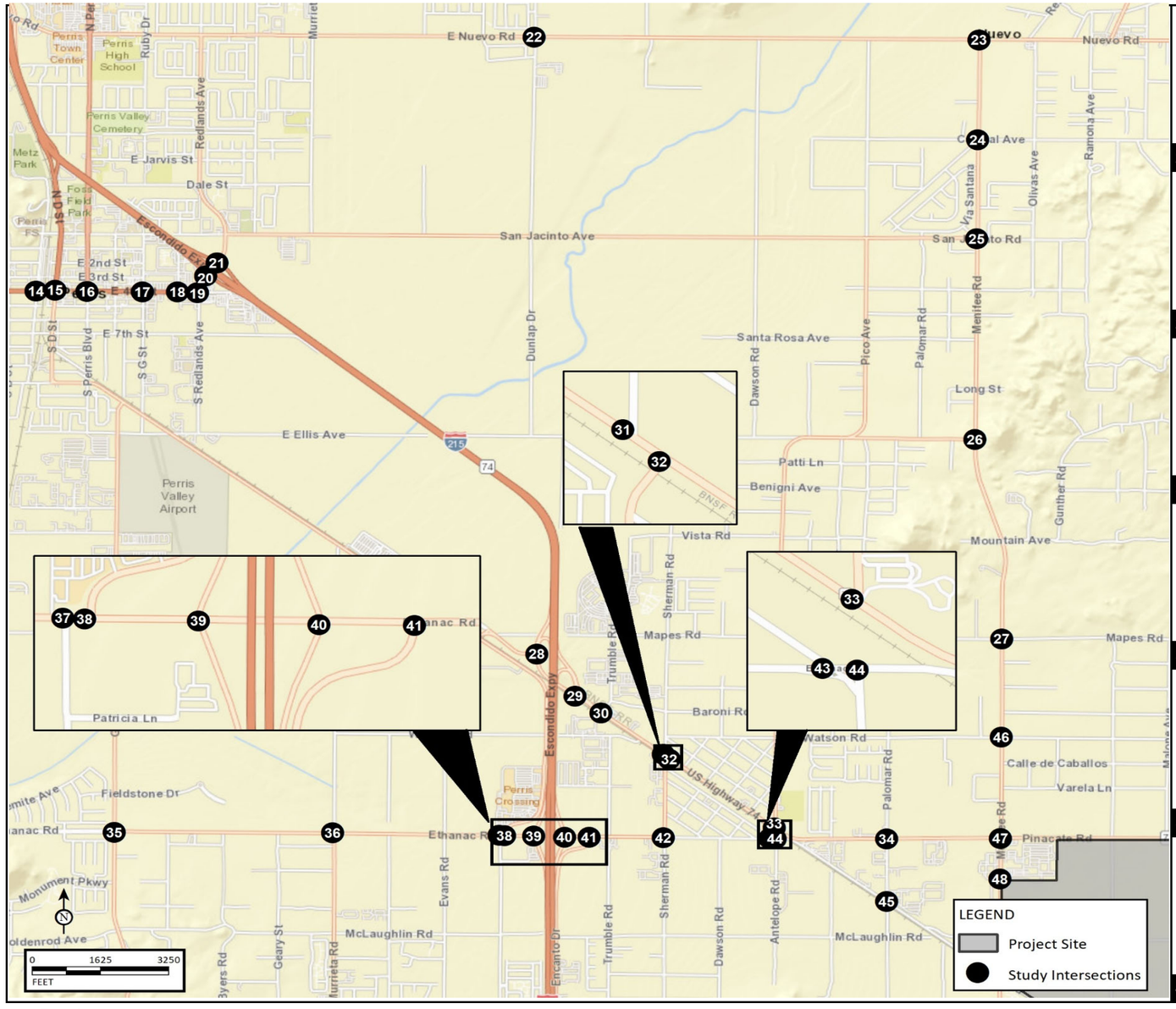
1	I-15 SB Ramps/Central Ave
2	I-15 NB Ramps/Central Ave
3	Dexter Ave/Central Ave
4	Cambern Ave/Central Ave
5	Conard Ave/Central Ave
6	El Toro Cut Off Rd/Central Ave - SR-74
7	Riverside St/SR-74
8	Wasson Canyon Rd/SR-74
9	SR-74/Meadowbrook Ave - Greenwald Ave
10	SR-74/River Rd
11	SR-74/Ellis Ave
12	Navajo Rd/4th St
13	A St/4th St
14	C St/4th St
15	D St/4th St
16	Perris Blvd/4th St
17	G St/4th St
18	Wilkerson Ave/4th St
19	Redlands Ave/4th St
20	Redlands Ave/I-215 SB Ramps
21	Redlands Ave/I-215 NB Ramps

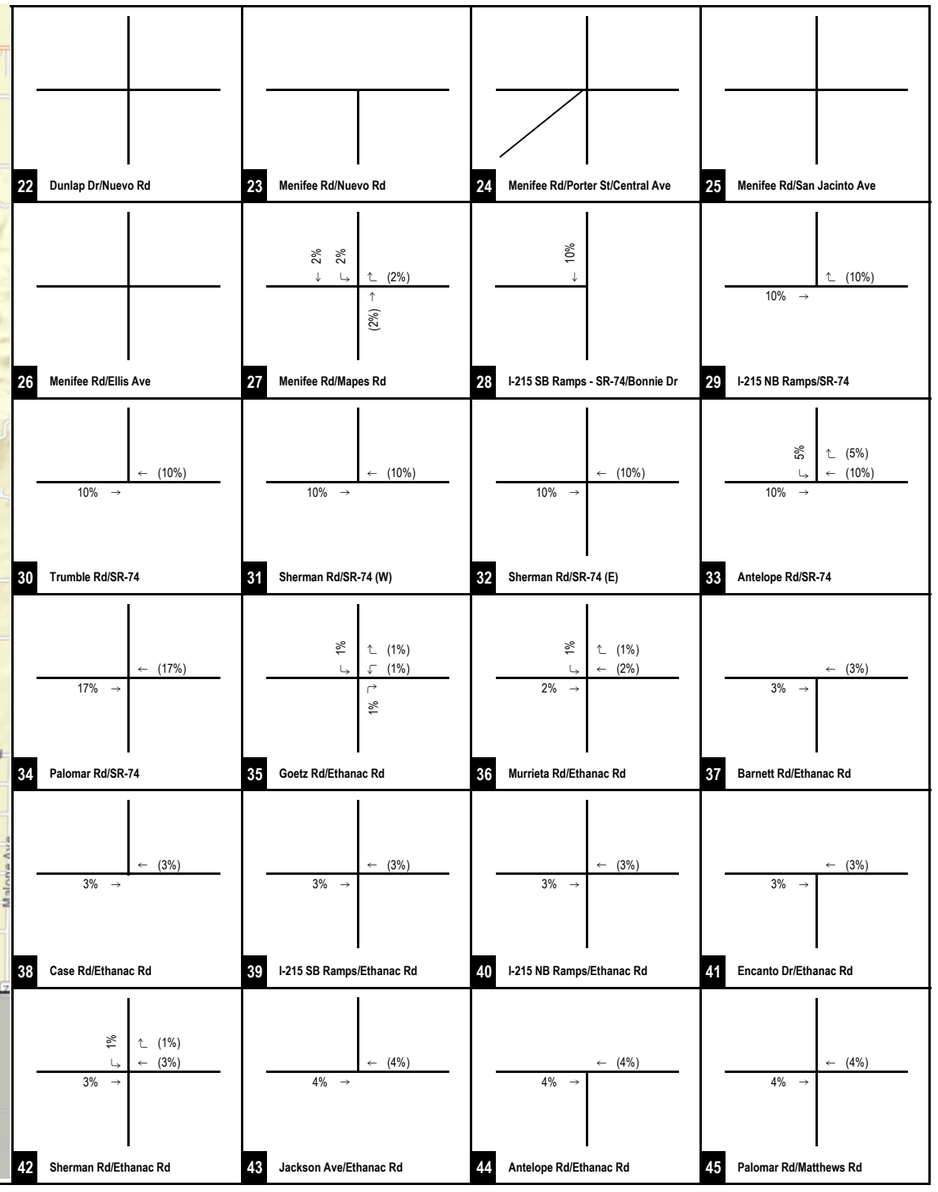
LSA

FIGURE 6-1

Menifee Valley Specific Plan
Traffic Study
PA-7A External Trip Distribution (Int. 1-21)

XX% (YY%)
Inbound (Outbound) Distribution



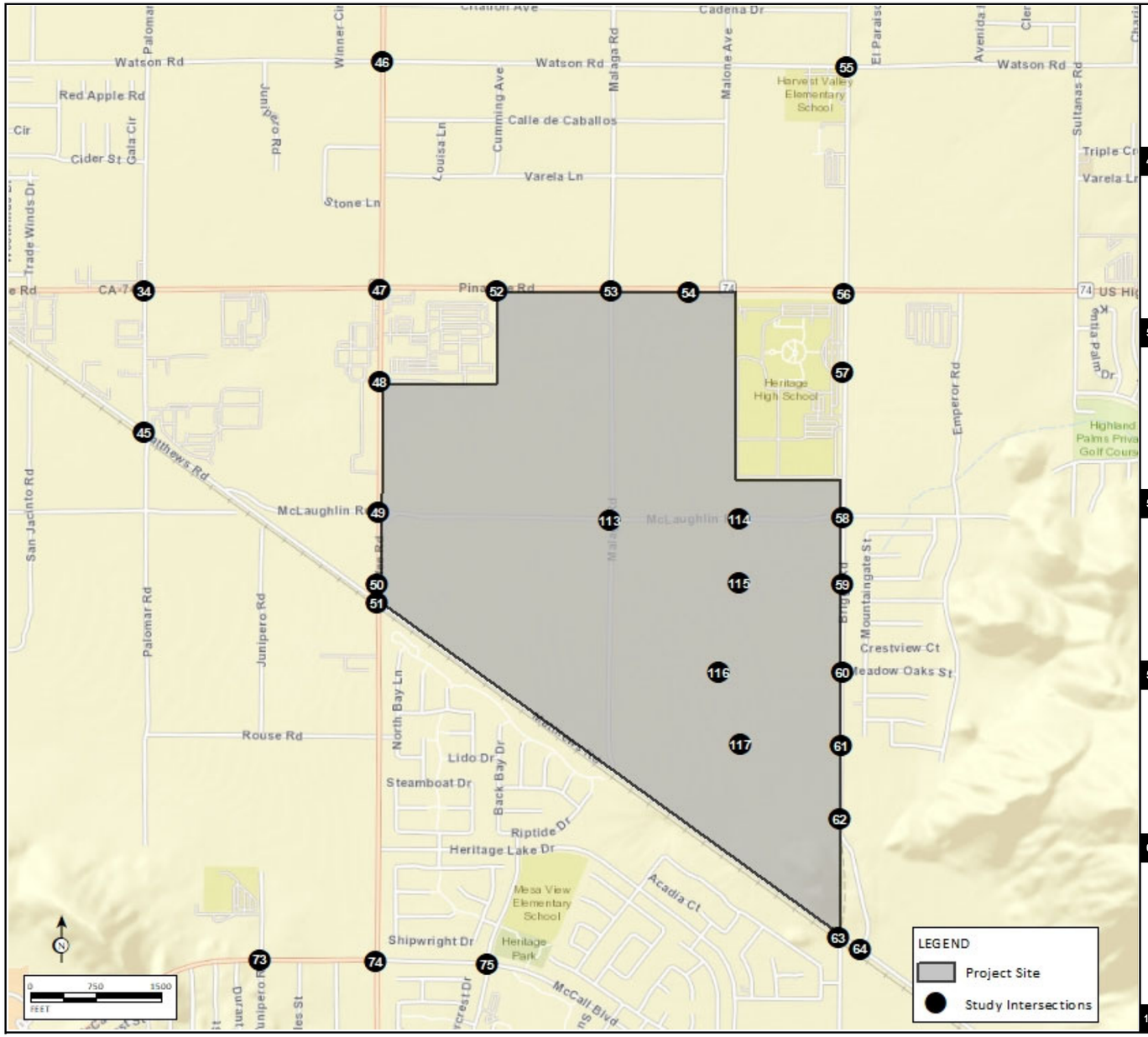


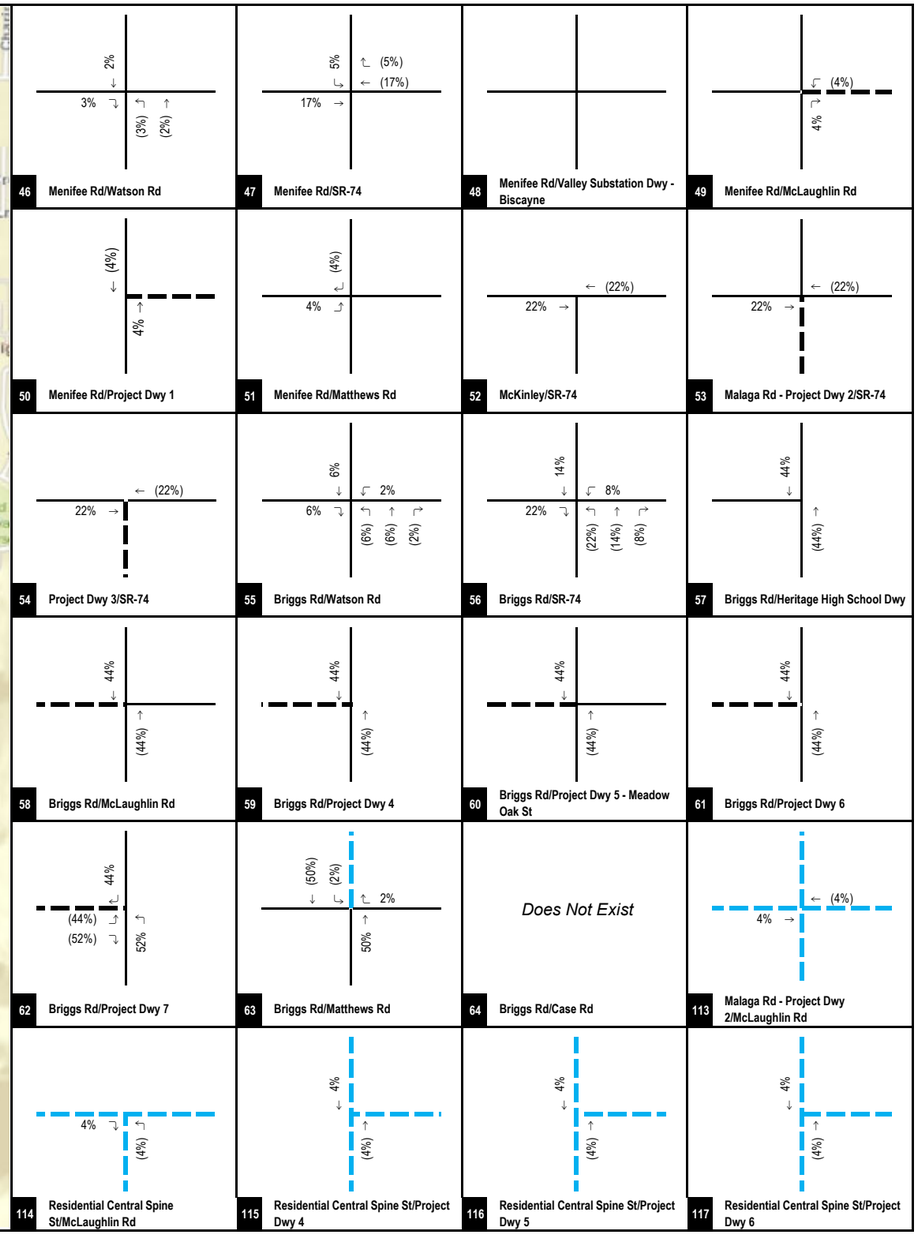
LSA

FIGURE 6-2

XX% (YY%)
Inbound (Outbound) Distribution

Menifee Valley Specific Plan
Traffic Study
PA-7A External Trip Distribution (Int. 22-45)





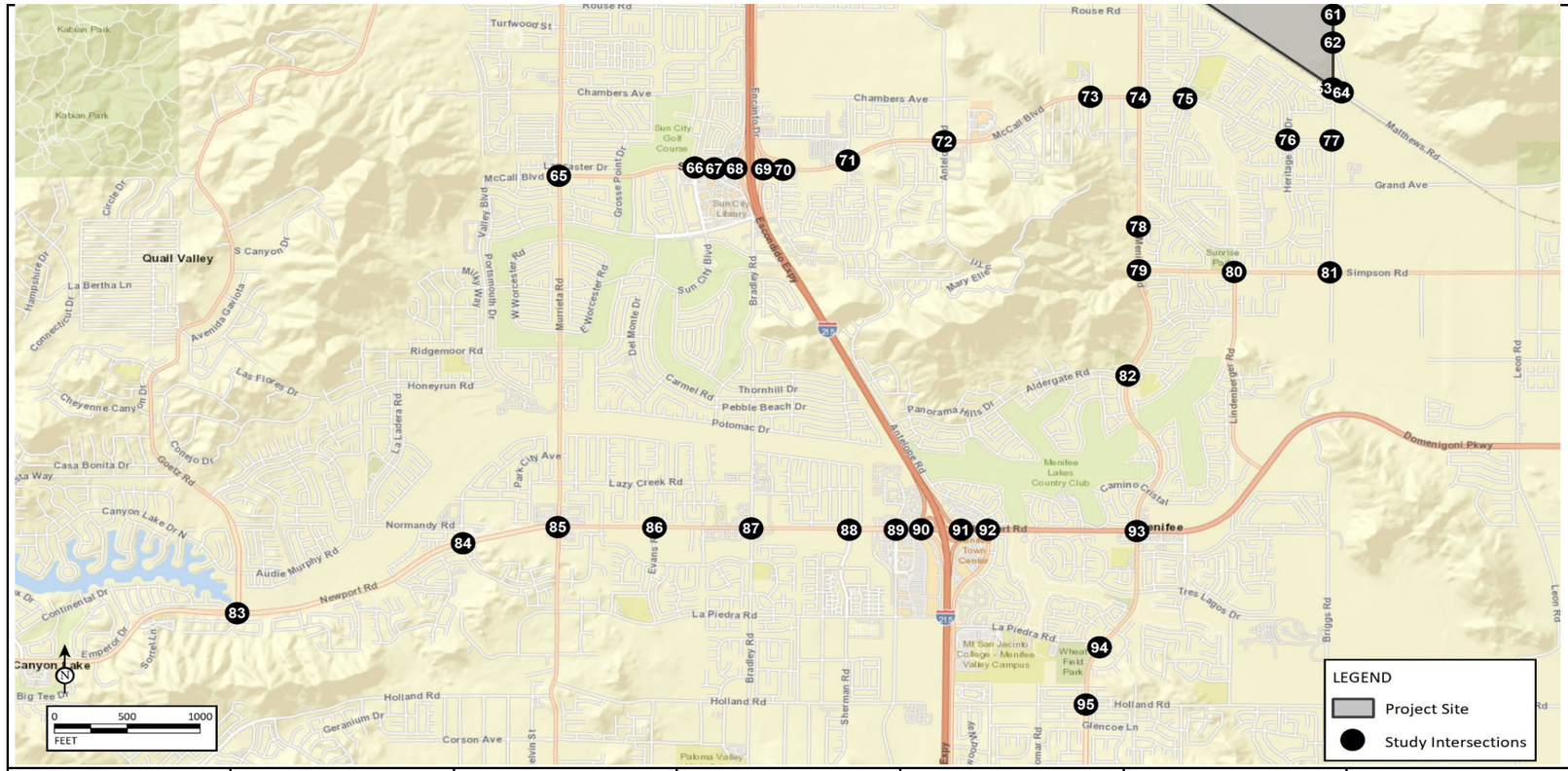
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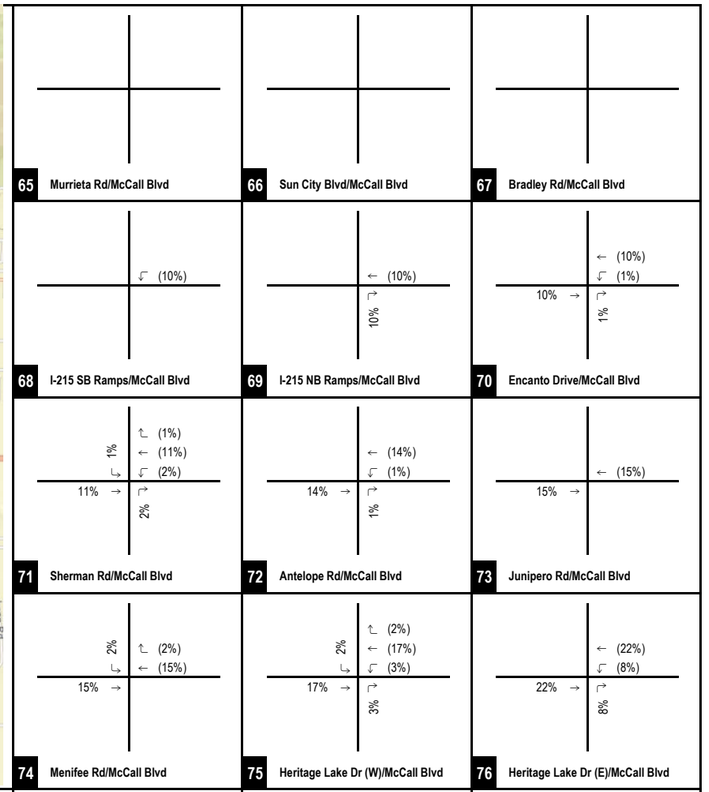
XX% (YY%)
Inbound (Outbound) Distribution

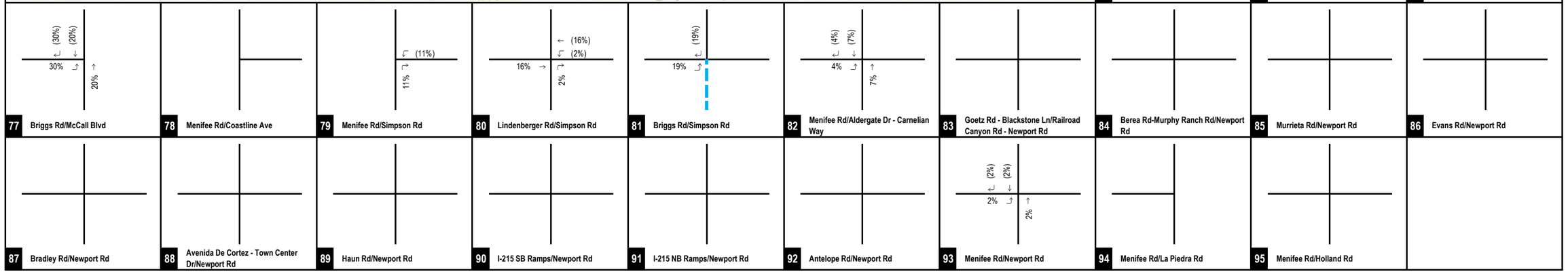
Future Leg
Project Driveway

FIGURE 6-3

Menifee Valley Specific Plan
Traffic Study
PA-7A External Trip Distribution (Int. 46-64 & Int. 113-117)







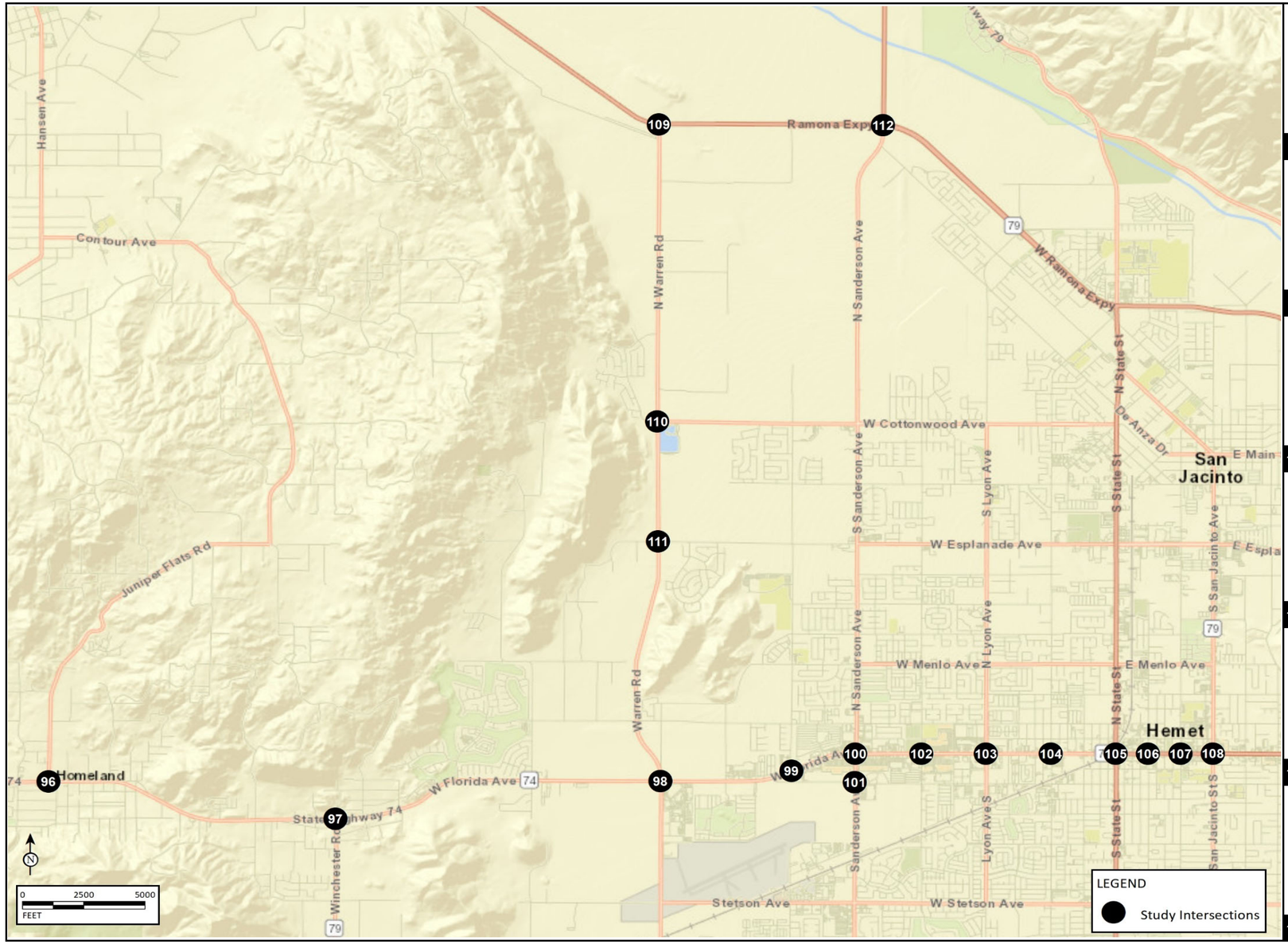
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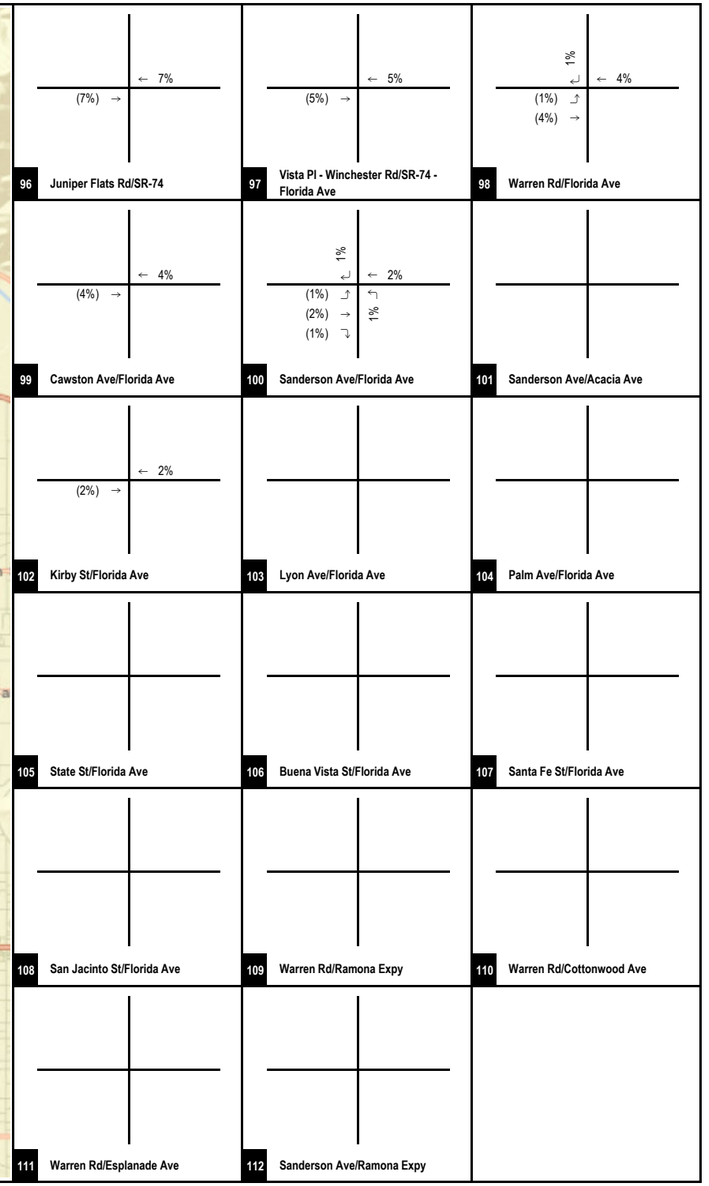
XX% (YY%)
Inbound (Outbound) Distribution

Future Leg

FIGURE 6-4

Menifee Valley Specific Plan
Traffic Study
PA-7A External Trip Distribution (Int. 65-95)



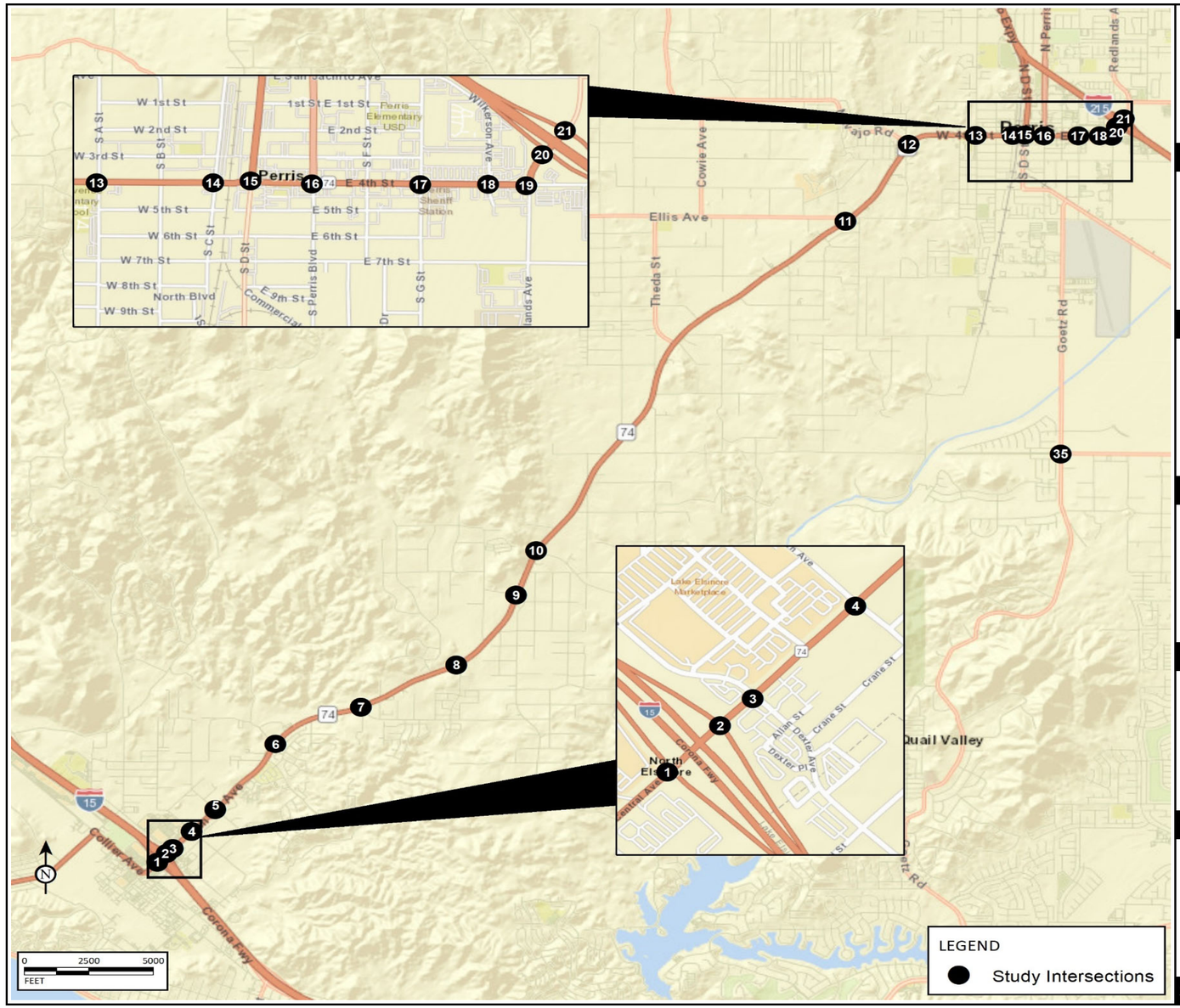


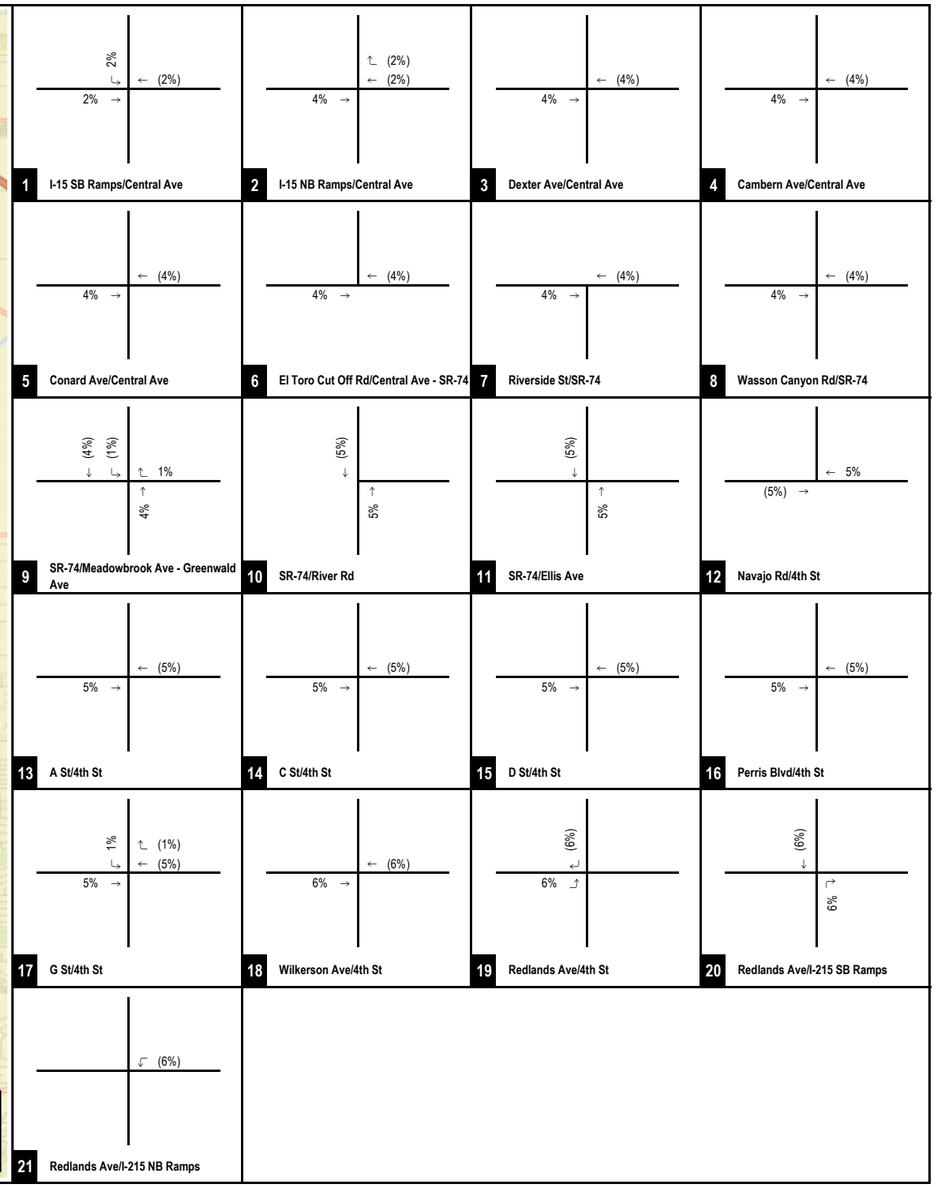
LSA

XX% (YY%)
Inbound (Outbound) Distribution

FIGURE 6-5

Menifee Valley Specific Plan
Traffic Study
PA-7A External Trip Distribution (Int. 96-112)



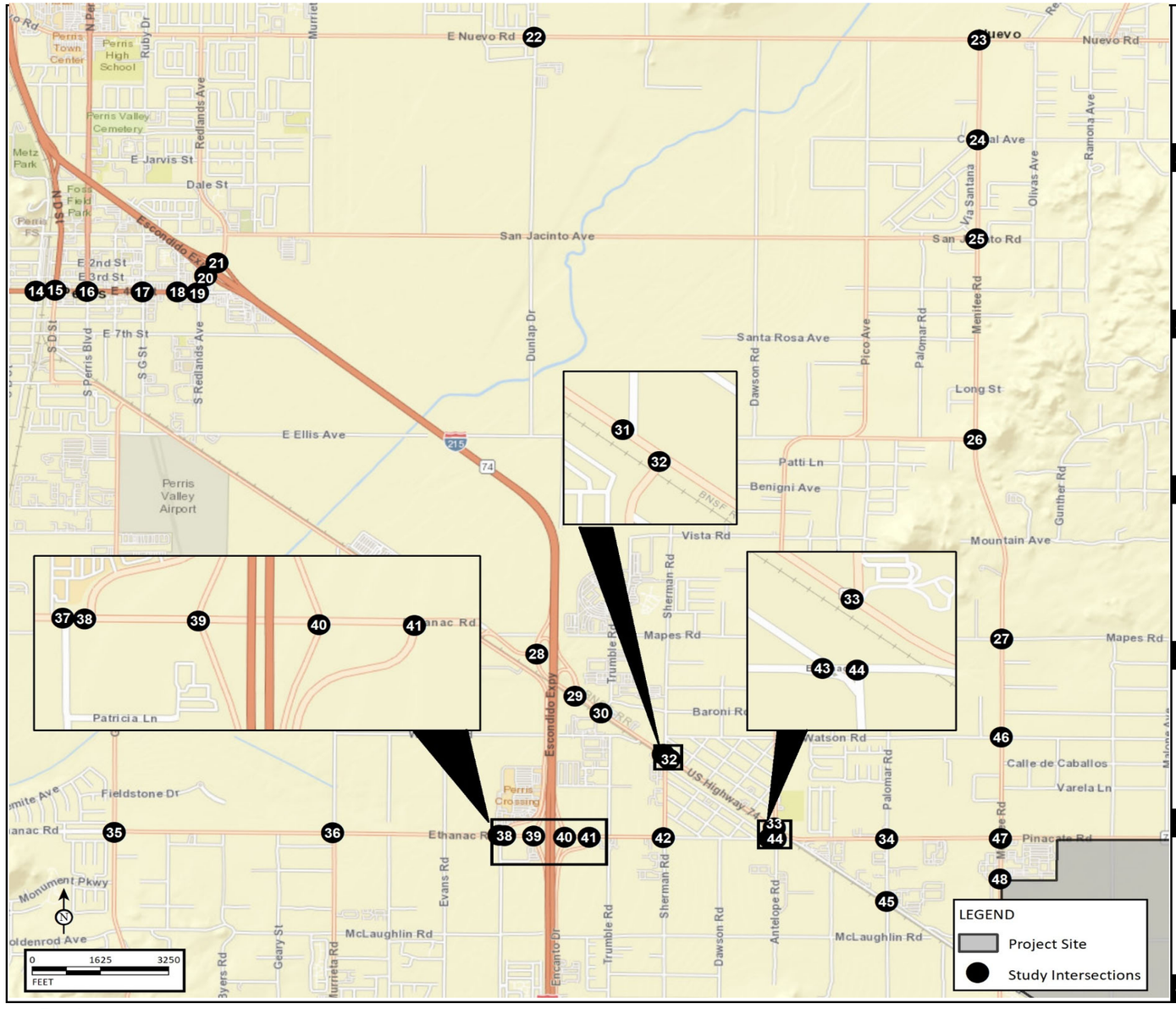


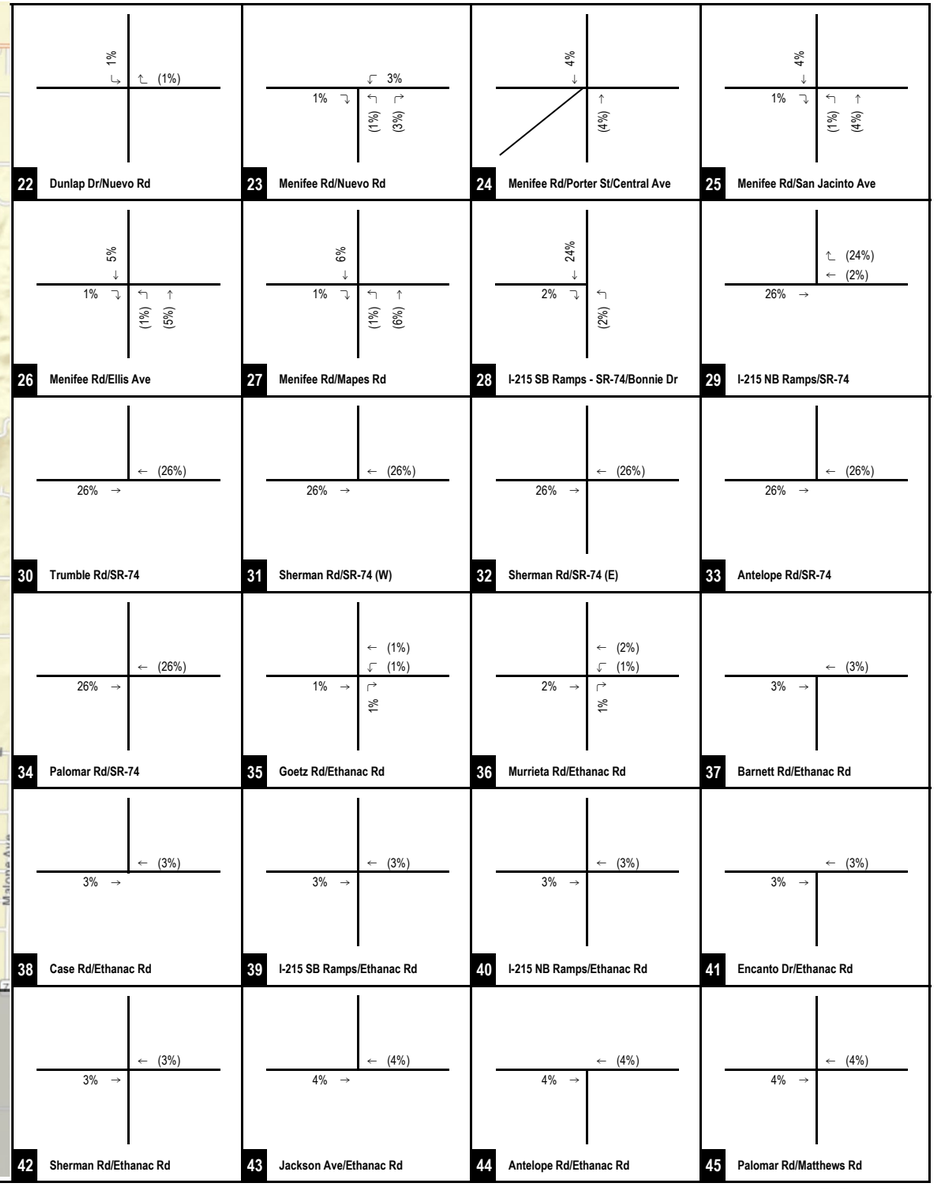
LSA

XX% (YY%)
Inbound (Outbound) Distribution

FIGURE 7-1

Menifee Valley Specific Plan
Traffic Study
PA-11 External Trip Distribution - PVs (Int. 1-21)



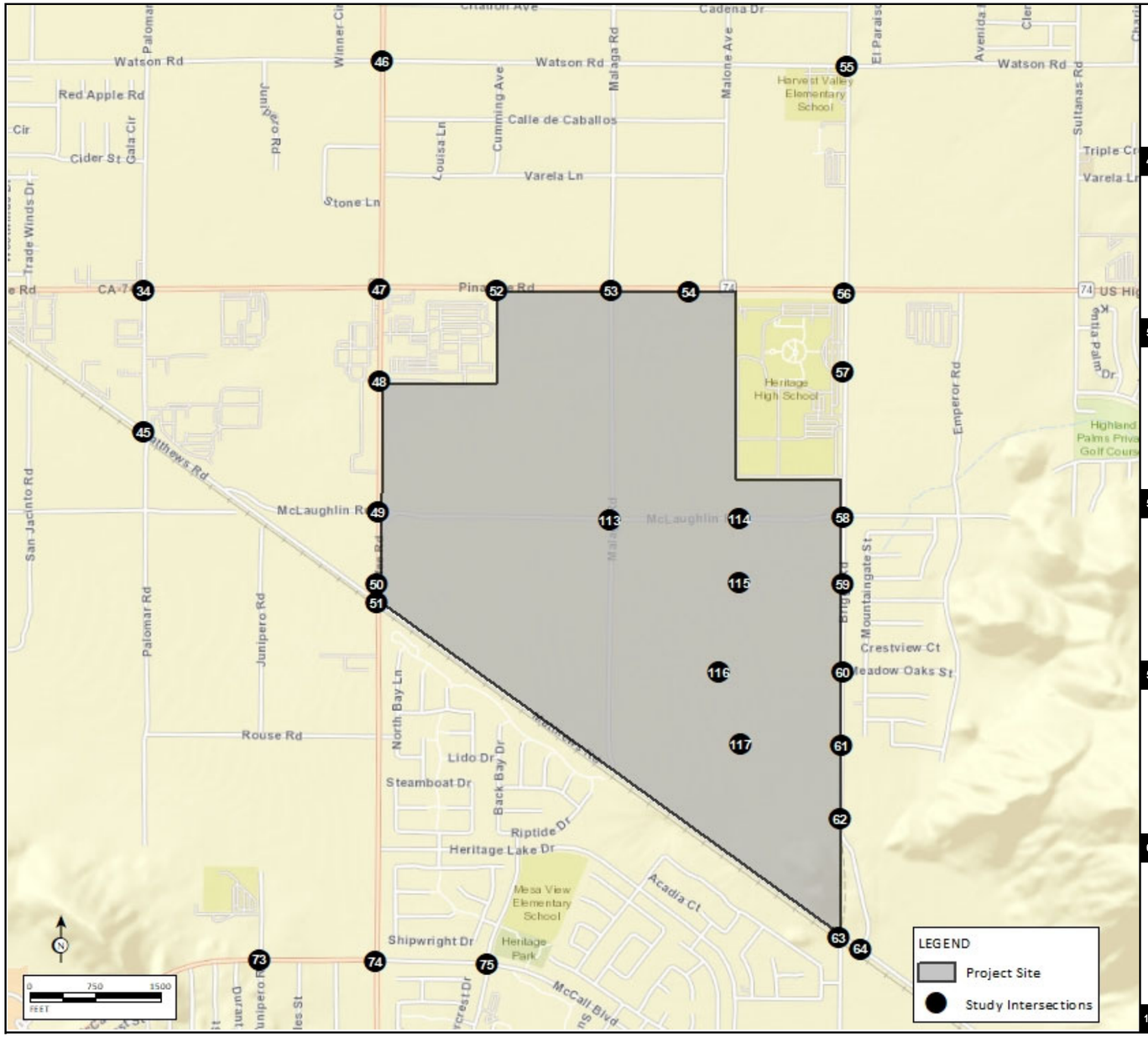


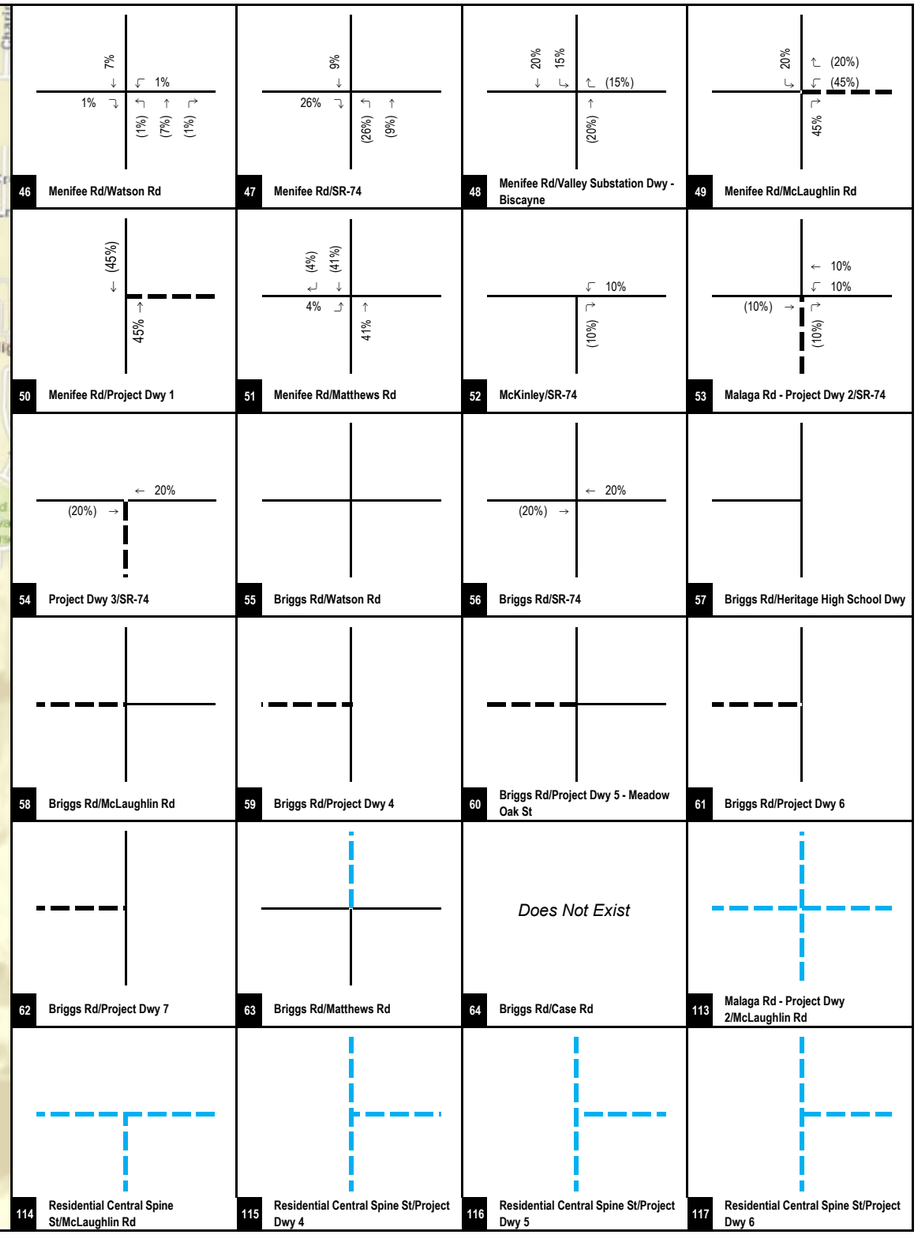
LSA

FIGURE 7-2

XX% (YY%)
Inbound (Outbound) Distribution

Menifee Valley Specific Plan
Traffic Study
PA-11 External Trip Distribution - PVs (Int. 22-45)





LSA

FIGURE 7-3

XX% (YY%) Inbound (Outbound) Distribution

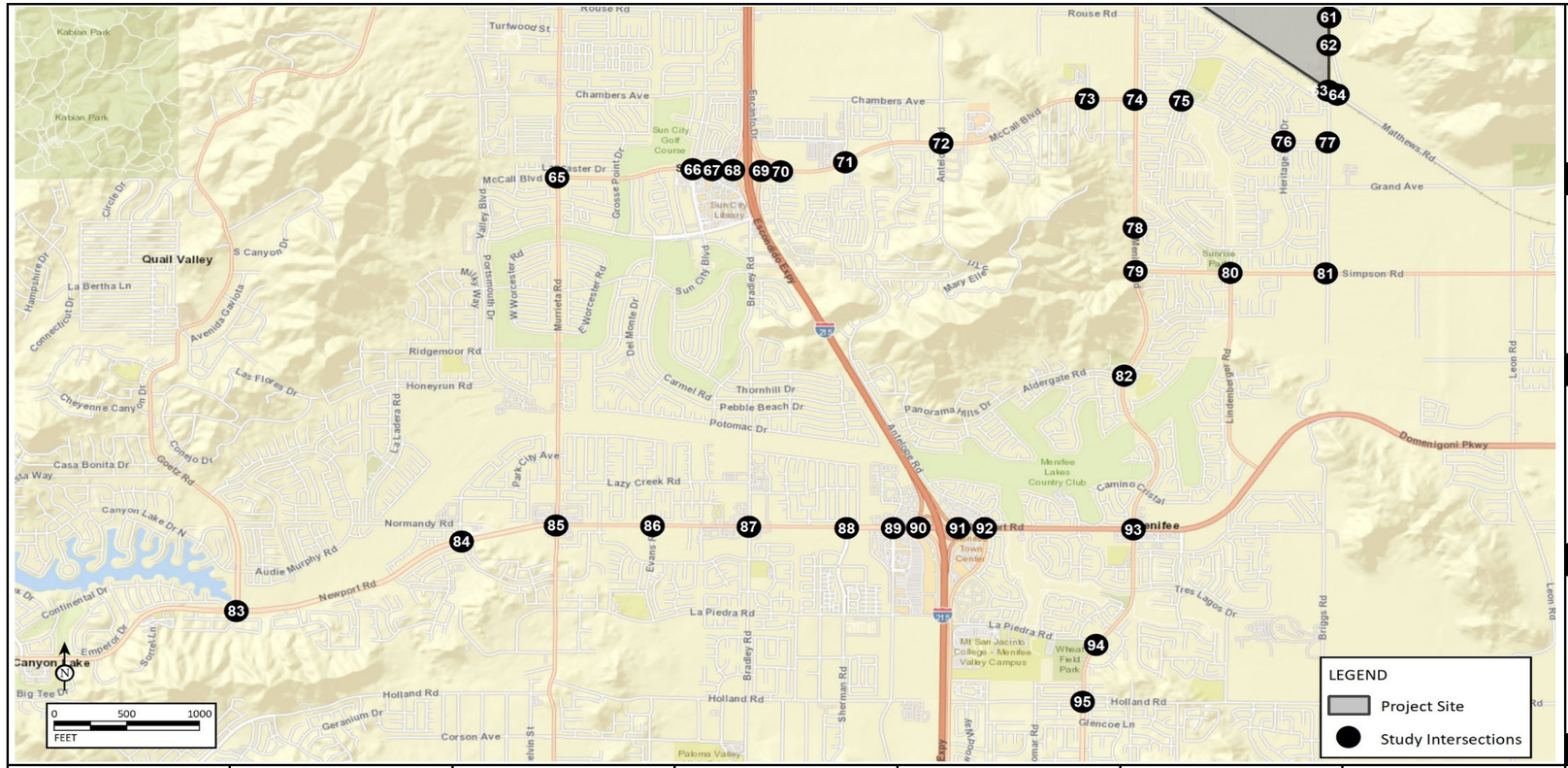
Future Leg

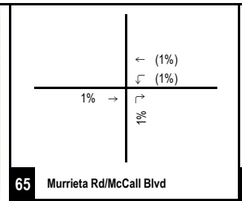
Project Driveway

Menifee Valley Specific Plan

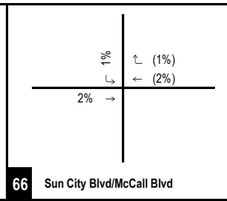
Traffic Study

PA-11 External Trip Distribution - PVs (Int. 46-64 & Int. 113-117)

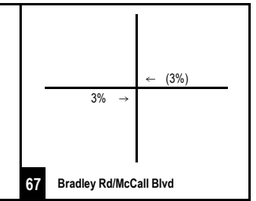




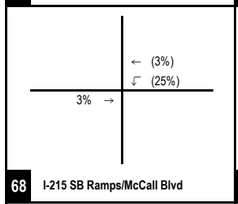
65 Murrieta Rd/McCall Blvd



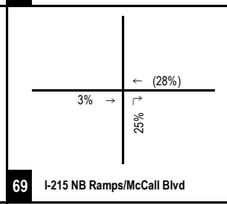
66 Sun City Blvd/McCall Blvd



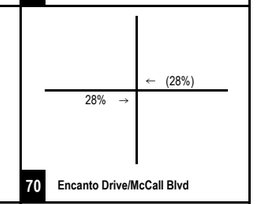
67 Bradley Rd/McCall Blvd



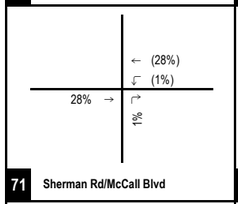
68 I-215 SB Ramps/McCall Blvd



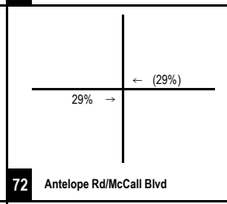
69 I-215 NB Ramps/McCall Blvd



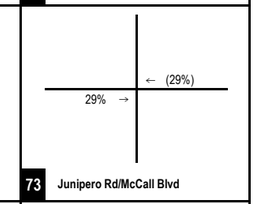
70 Encanto Drive/McCall Blvd



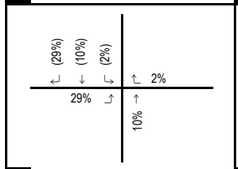
71 Sherman Rd/McCall Blvd



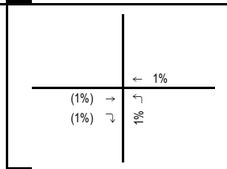
72 Antelope Rd/McCall Blvd



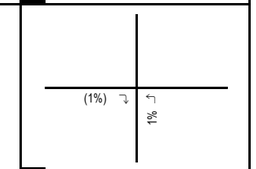
73 Junipero Rd/McCall Blvd



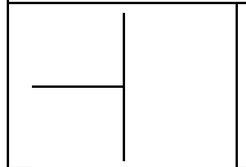
74 Menifee Rd/McCall Blvd



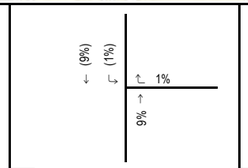
75 Heritage Lake Dr (W)/McCall Blvd



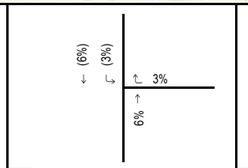
76 Heritage Lake Dr (E)/McCall Blvd



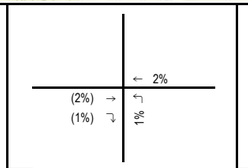
77 Briggs Rd/McCall Blvd



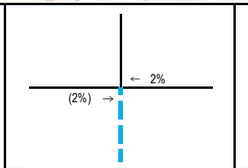
78 Menifee Rd/Coastline Ave



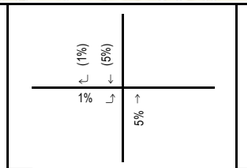
79 Menifee Rd/Simpson Rd



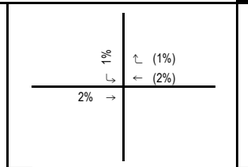
80 Lindenberger Rd/Simpson Rd



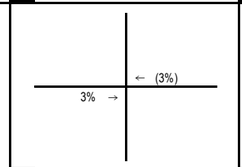
81 Briggs Rd/Simpson Rd



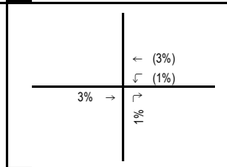
82 Menifee Rd/Aldergate Dr - Carnelian Way



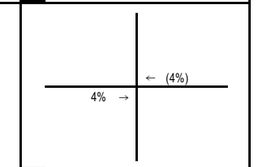
83 Goetz Rd - Blackstone Ln/Railroad Canyon Rd - Newport Rd



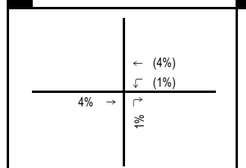
84 Berea Rd-Murphy Ranch Rd/Newport Rd



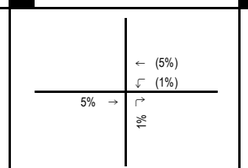
85 Murrieta Rd/Newport Rd



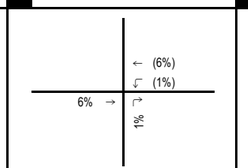
86 Evans Rd/Newport Rd



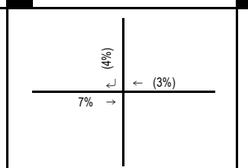
87 Bradley Rd/Newport Rd



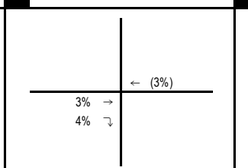
88 Avenida De Cortez - Town Center Dr/Newport Rd



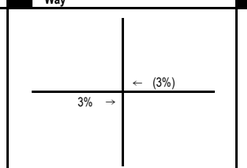
89 Haun Rd/Newport Rd



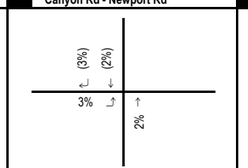
90 I-215 SB Ramps/Newport Rd



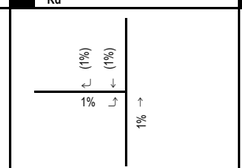
91 I-215 NB Ramps/Newport Rd



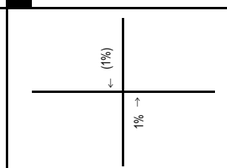
92 Antelope Rd/Newport Rd



93 Menifee Rd/Newport Rd



94 Menifee Rd/La Piedra Rd



95 Menifee Rd/Holland Rd

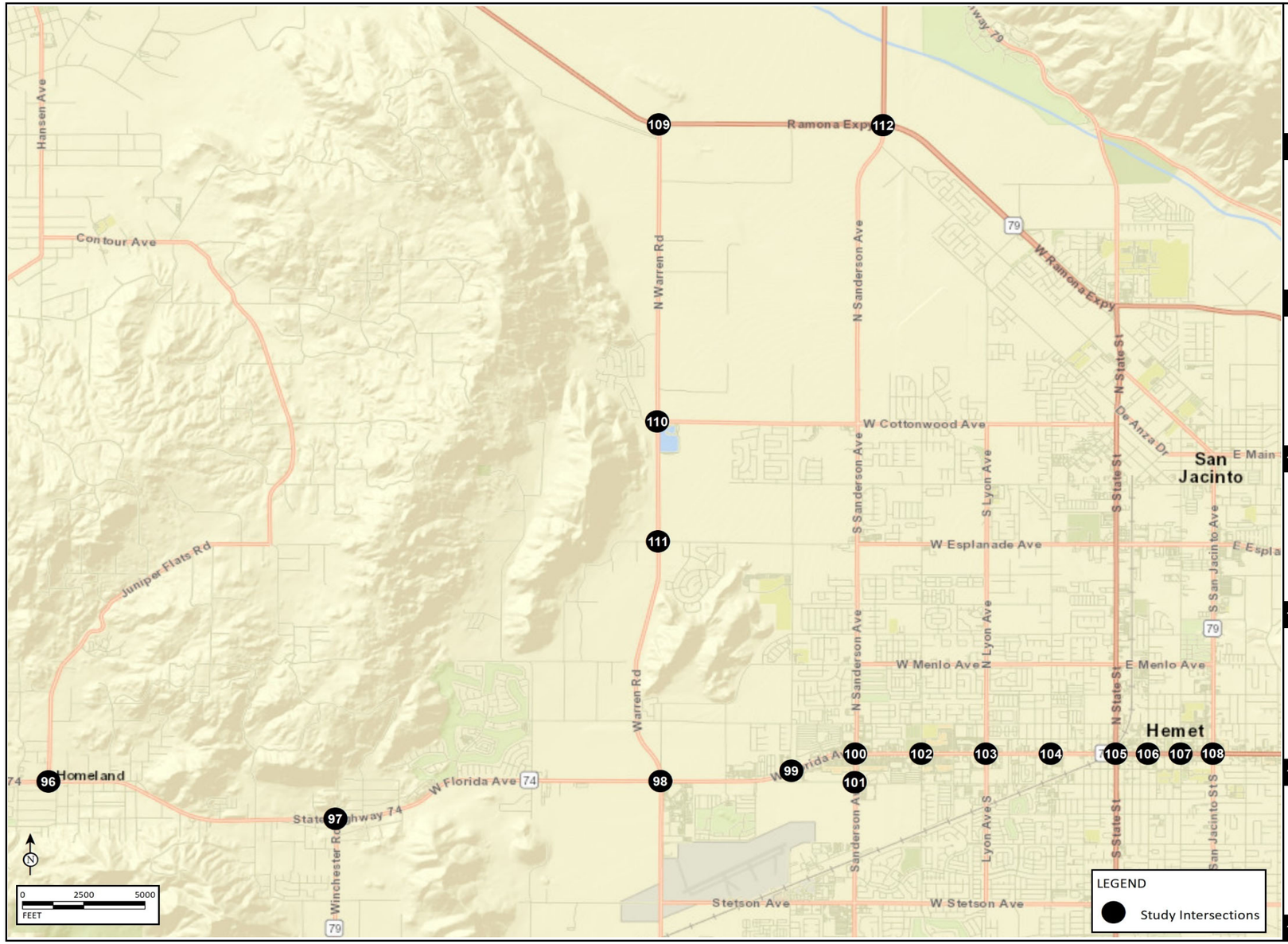
LSA

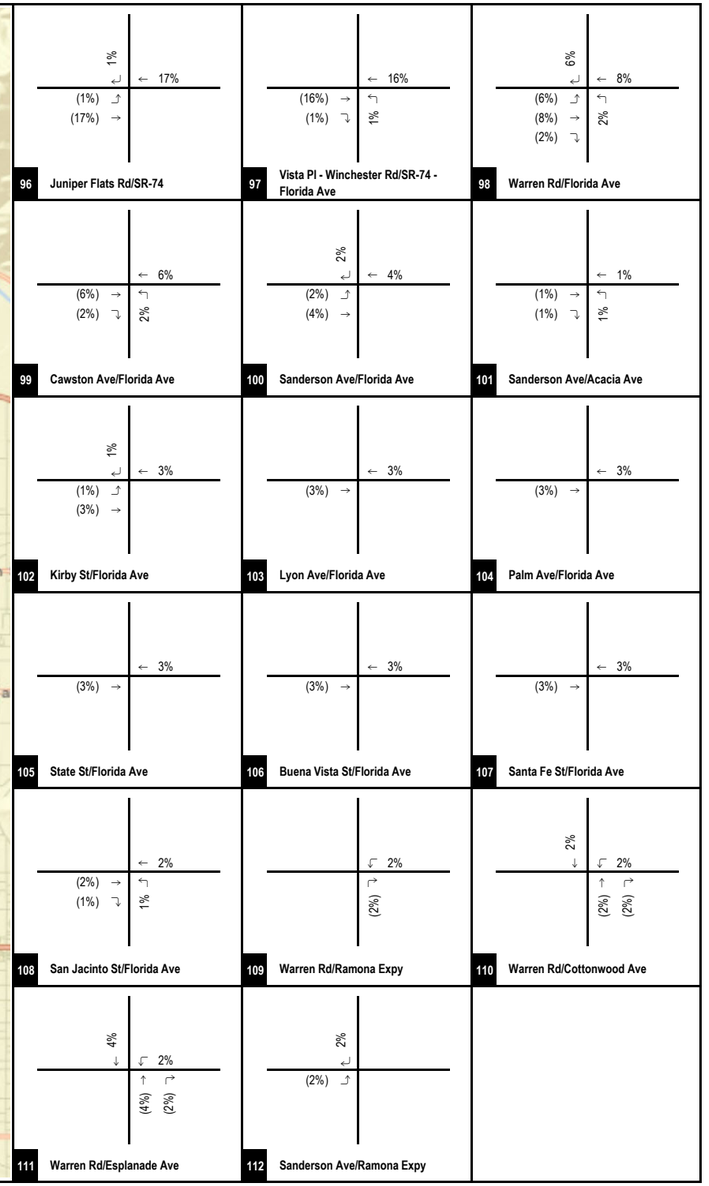
FIGURE 7-4

Menifee Valley Specific Plan
Traffic Study
PA-11 External Trip Distribution - PVs (Int. 65-95)

XX% (YY%)
Inbound (Outbound) Distribution

Future Leg



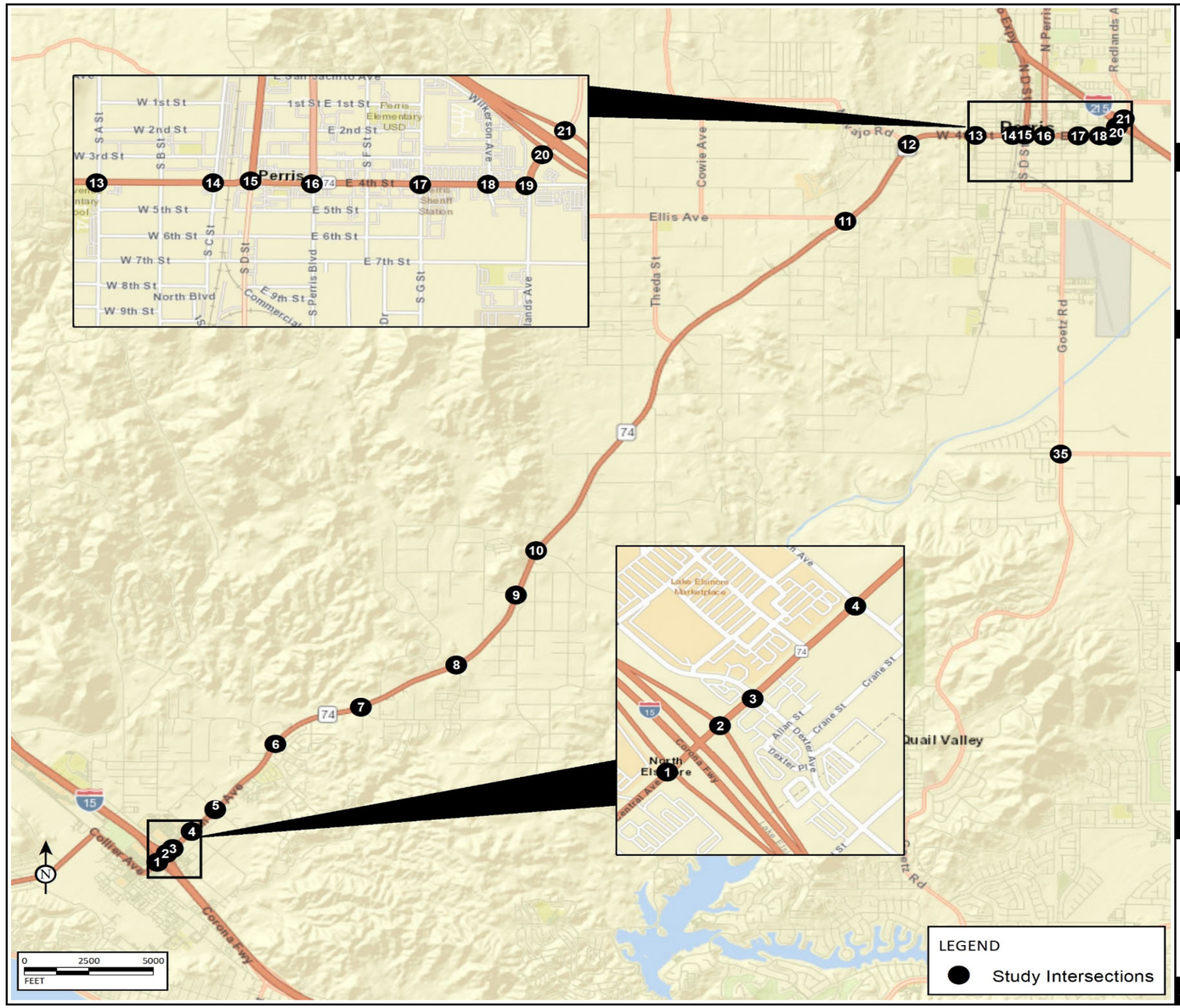


LSA

FIGURE 7-5

Menifee Valley Specific Plan
Traffic Study
PA-11 External Trip Distribution - PVs (Int. 96-112)

XX% (YY%)
Inbound (Outbound) Distribution



1 I-15 SB Ramps/Central Ave

2 I-15 NB Ramps/Central Ave

3 Dexter Ave/Central Ave

4 Cambern Ave/Central Ave

5 Conard Ave/Central Ave

6 El Toro Cut Off Rd/Central Ave - SR-74

7 Riverside St/SR-74

8 Wasson Canyon Rd/SR-74

9 SR-74/Meadowbrook Ave - Greenwald Ave

10 SR-74/River Rd

11 SR-74/Ellis Ave

12 Navajo Rd/4th St

13 A St/4th St

14 C St/4th St

15 D St/4th St

16 Perris Blvd/4th St

17 G St/4th St

18 Wilkerson Ave/4th St

19 Redlands Ave/4th St

20 Redlands Ave/I-215 SB Ramps

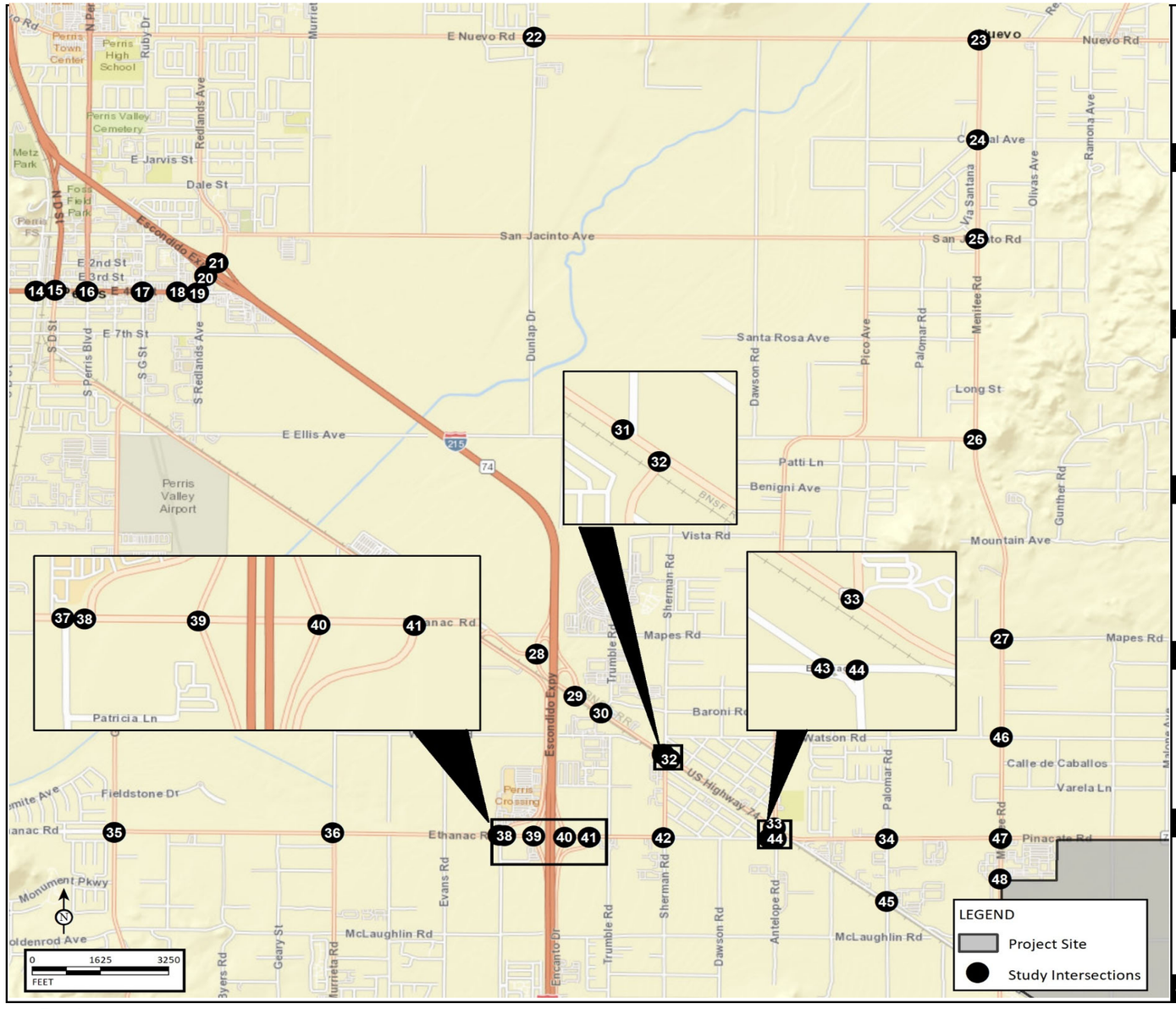
21 Redlands Ave/I-215 NB Ramps

LSA

FIGURE 8-1

Menifee Valley Specific Plan
Traffic Study
PA-11 External Trip Distribution - Trucks (Int. 1-21)

XX% (YY%)
Inbound (Outbound) Distribution



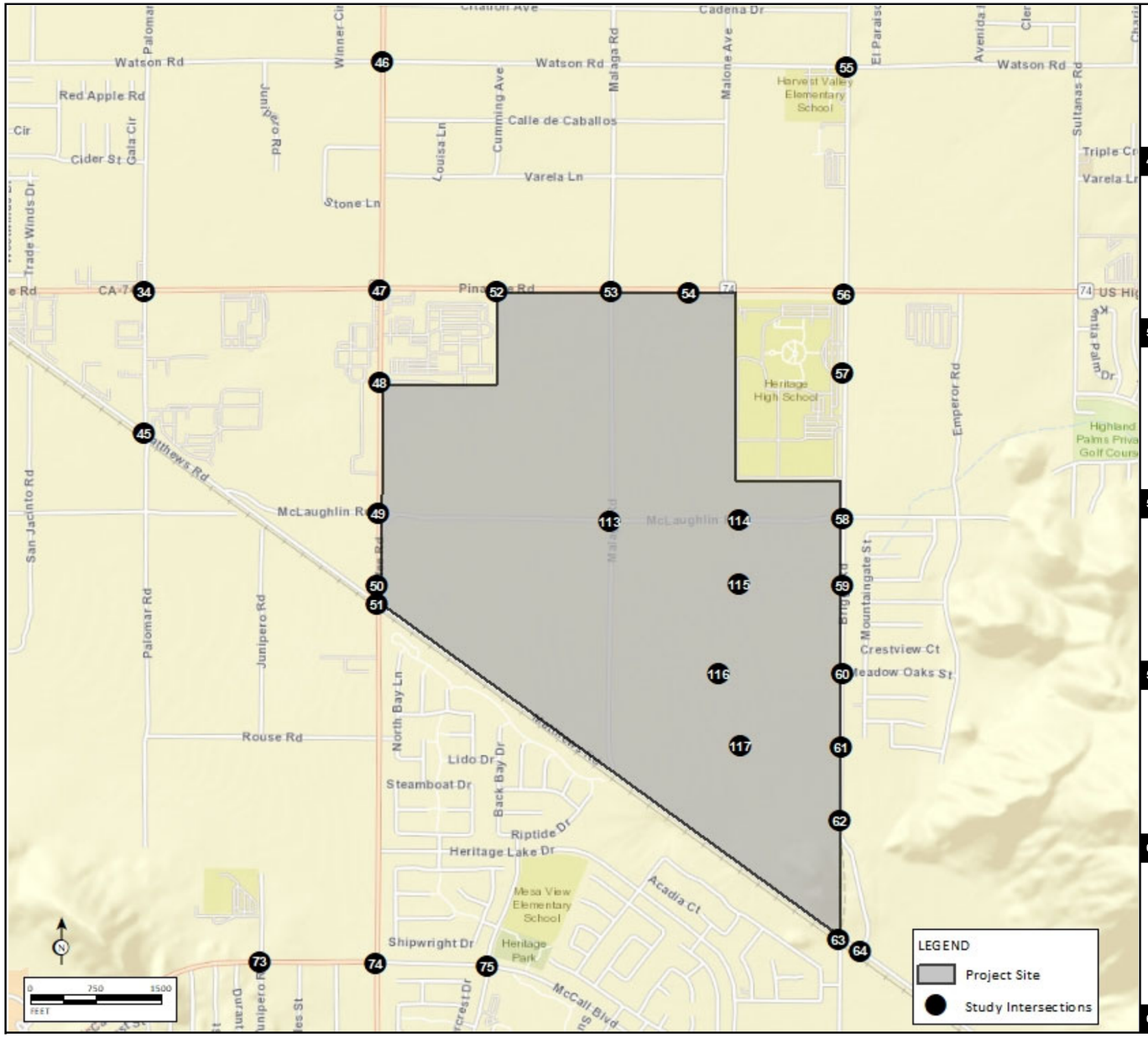
22 Dunlap Dr/Nuevo Rd	23 Menifee Rd/Nuevo Rd	24 Menifee Rd/Porter St/Central Ave	25 Menifee Rd/San Jacinto Ave
26 Menifee Rd/Ellis Ave	27 Menifee Rd/Mapes Rd	28 I-215 SB Ramps - SR-74/Bonnie Dr	29 I-215 NB Ramps/SR-74
30 Trumble Rd/SR-74	31 Sherman Rd/SR-74 (W)	32 Sherman Rd/SR-74 (E)	33 Antelope Rd/SR-74
34 Palomar Rd/SR-74	35 Goetz Rd/Ethanac Rd	36 Murrieta Rd/Ethanac Rd	37 Barnett Rd/Ethanac Rd
38 Case Rd/Ethanac Rd	39 I-215 SB Ramps/Ethanac Rd	40 I-215 NB Ramps/Ethanac Rd	41 Encanto Dr/Ethanac Rd
42 Sherman Rd/Ethanac Rd	43 Jackson Ave/Ethanac Rd	44 Antelope Rd/Ethanac Rd	45 Palomar Rd/Matthews Rd

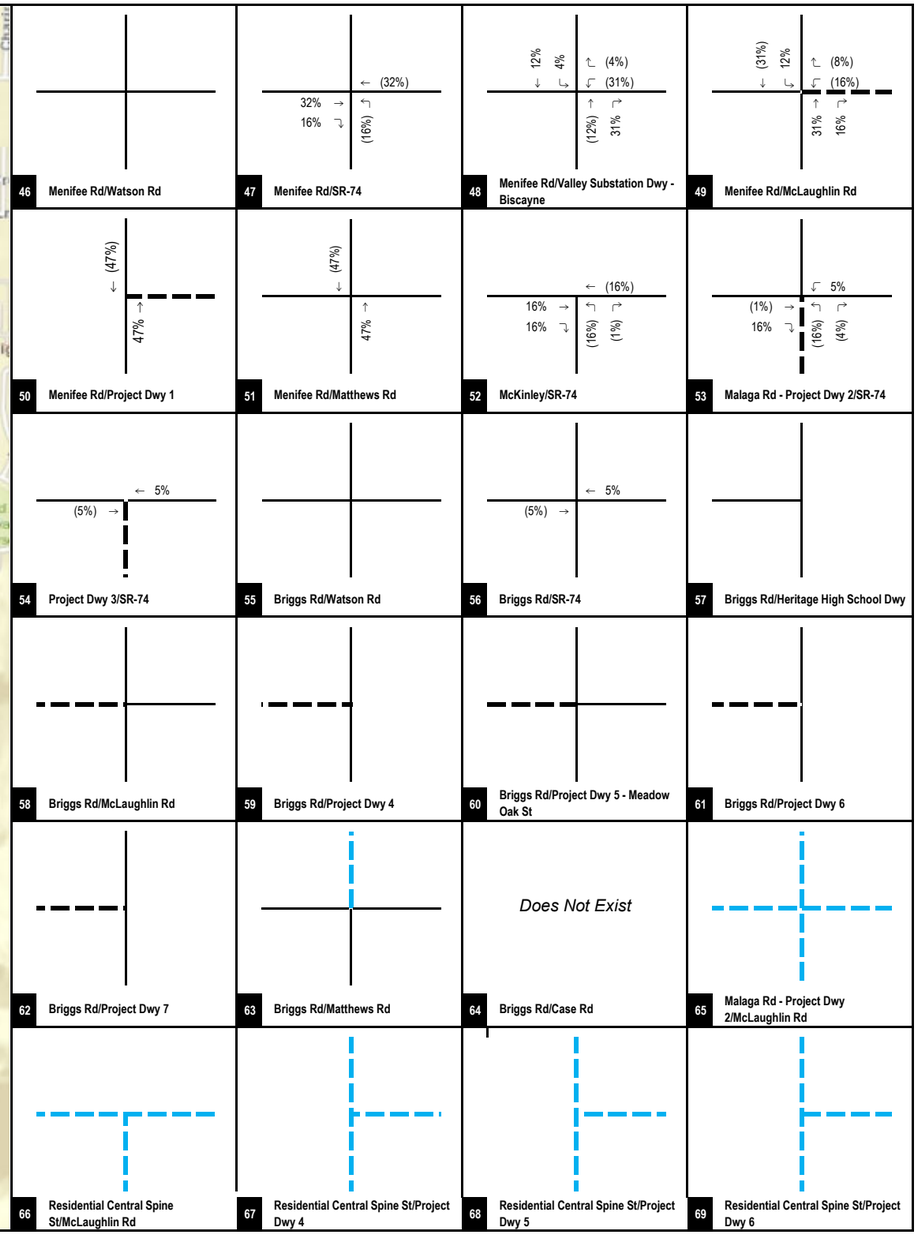
LSA

FIGURE 8-2

XX% (YY%)
Inbound (Outbound) Distribution

Menifee Valley Specific Plan
Traffic Study
PA-11 External Trip Distribution - Trucks (Int. 22-45)





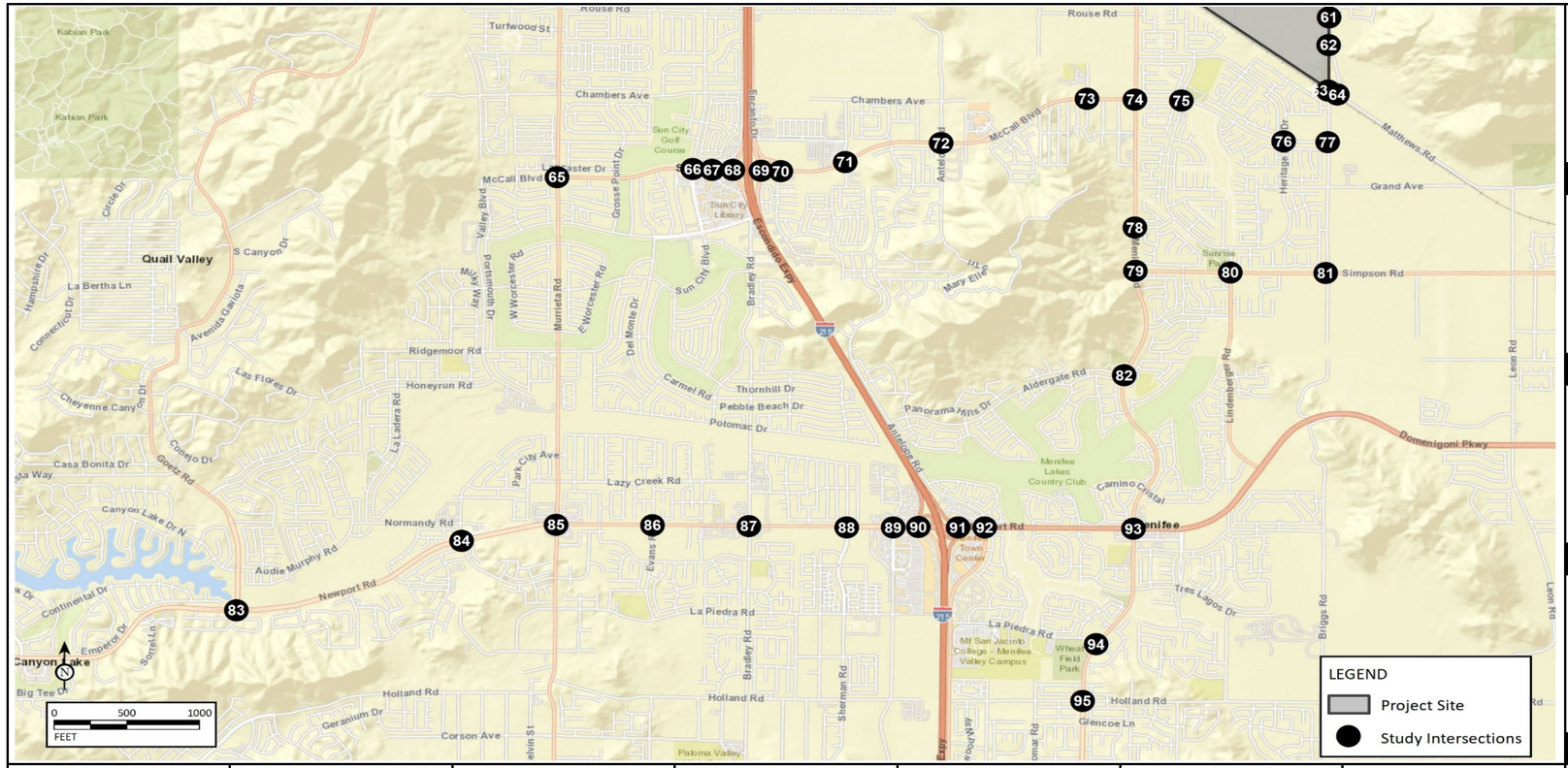
LSA

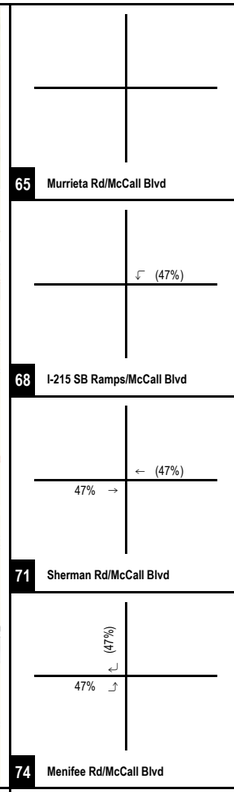
FIGURE 8-3

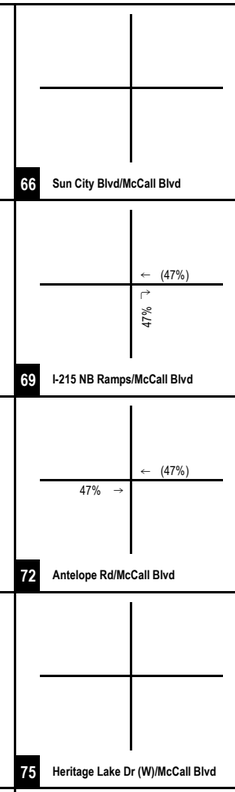
XX% (YY%) — Inbound (Outbound) Distribution

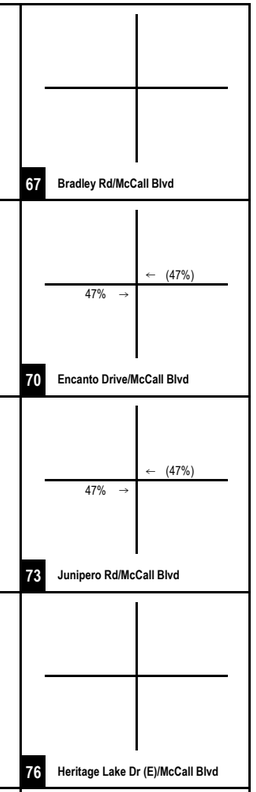
Future Leg — Project Driveway

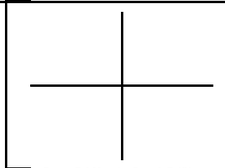
Menifee Valley Specific Plan
Traffic Study
PA-11 External Trip Distribution - Trucks (Int. 46-64 & Int. 113-117)

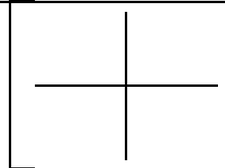


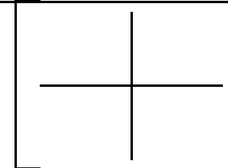


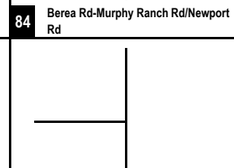


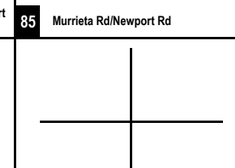


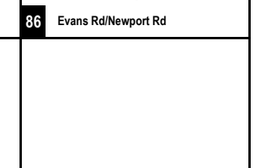


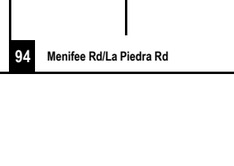


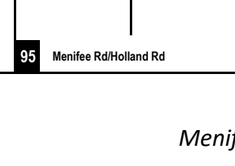


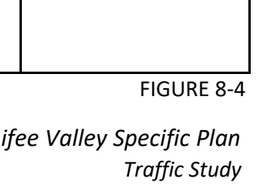




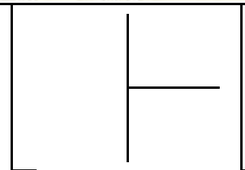


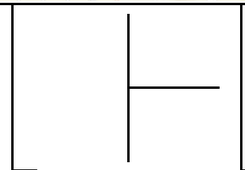


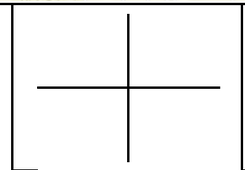


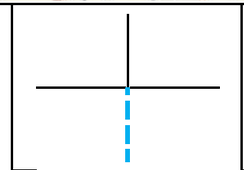


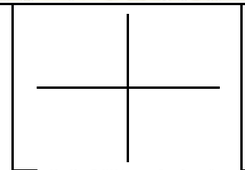


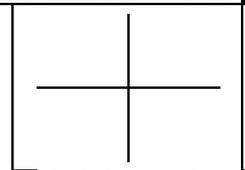


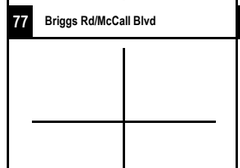


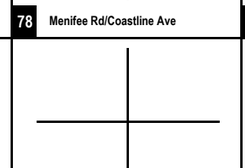


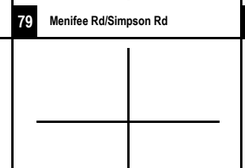


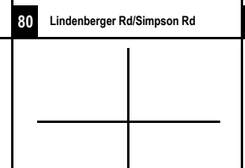


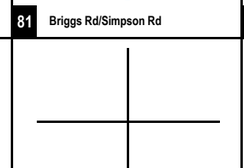


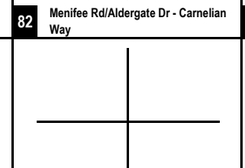


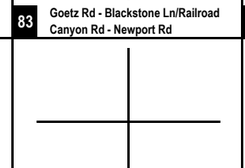










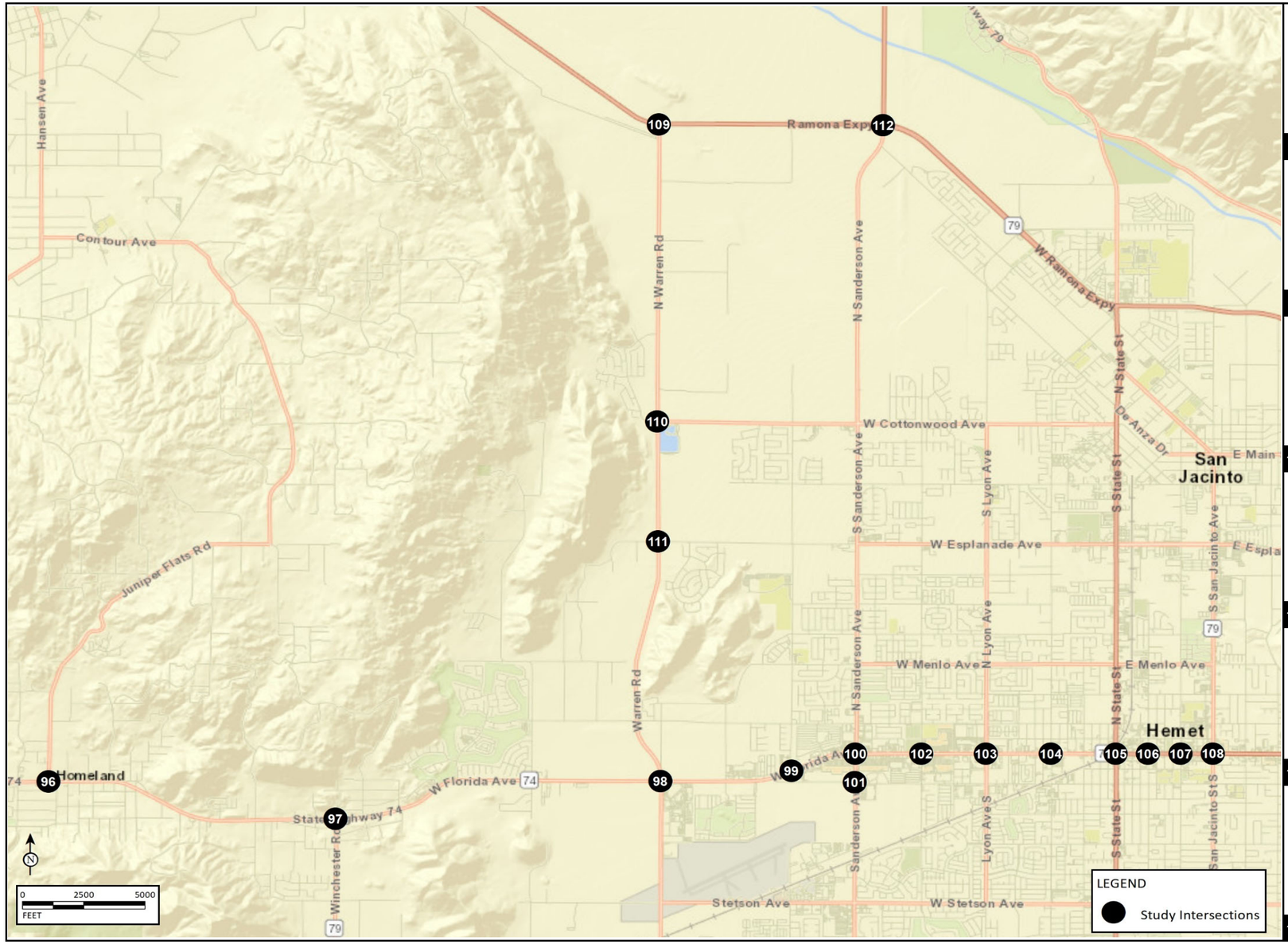


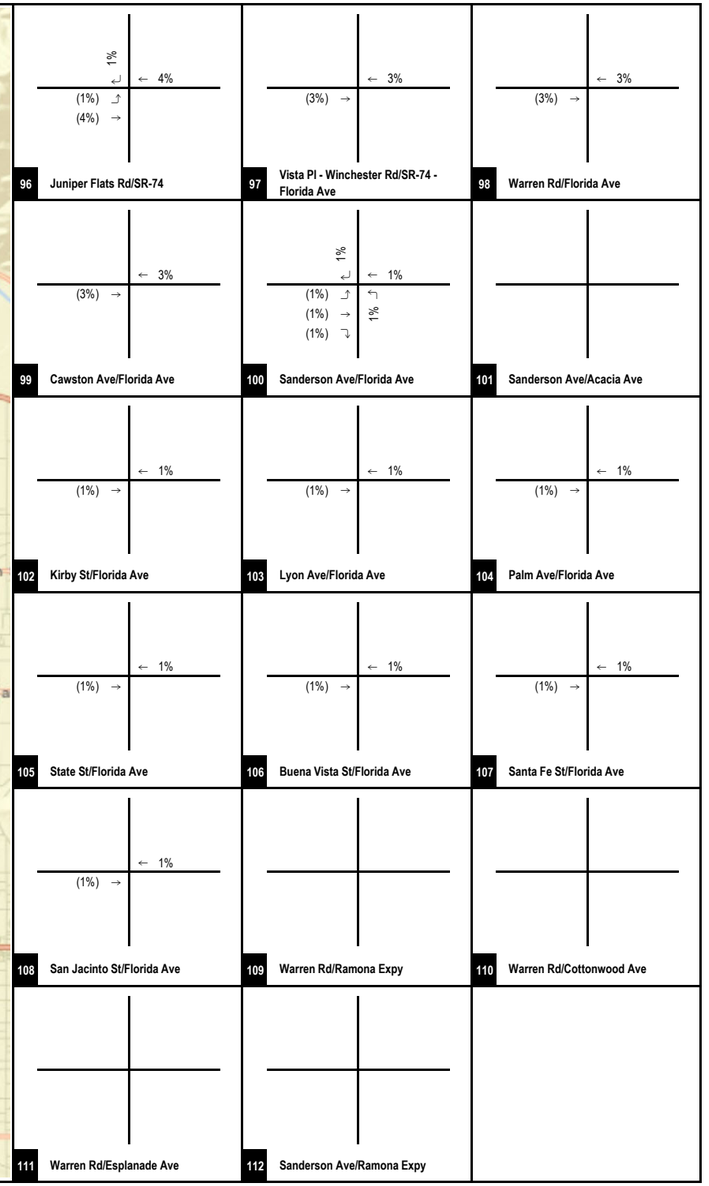
XX% (YY%)
Inbound (Outbound) Distribution

Future Leg

FIGURE 8-4

Menifee Valley Specific Plan
Traffic Study
PA-11 External Trip Distribution - Trucks (Int. 65-95)



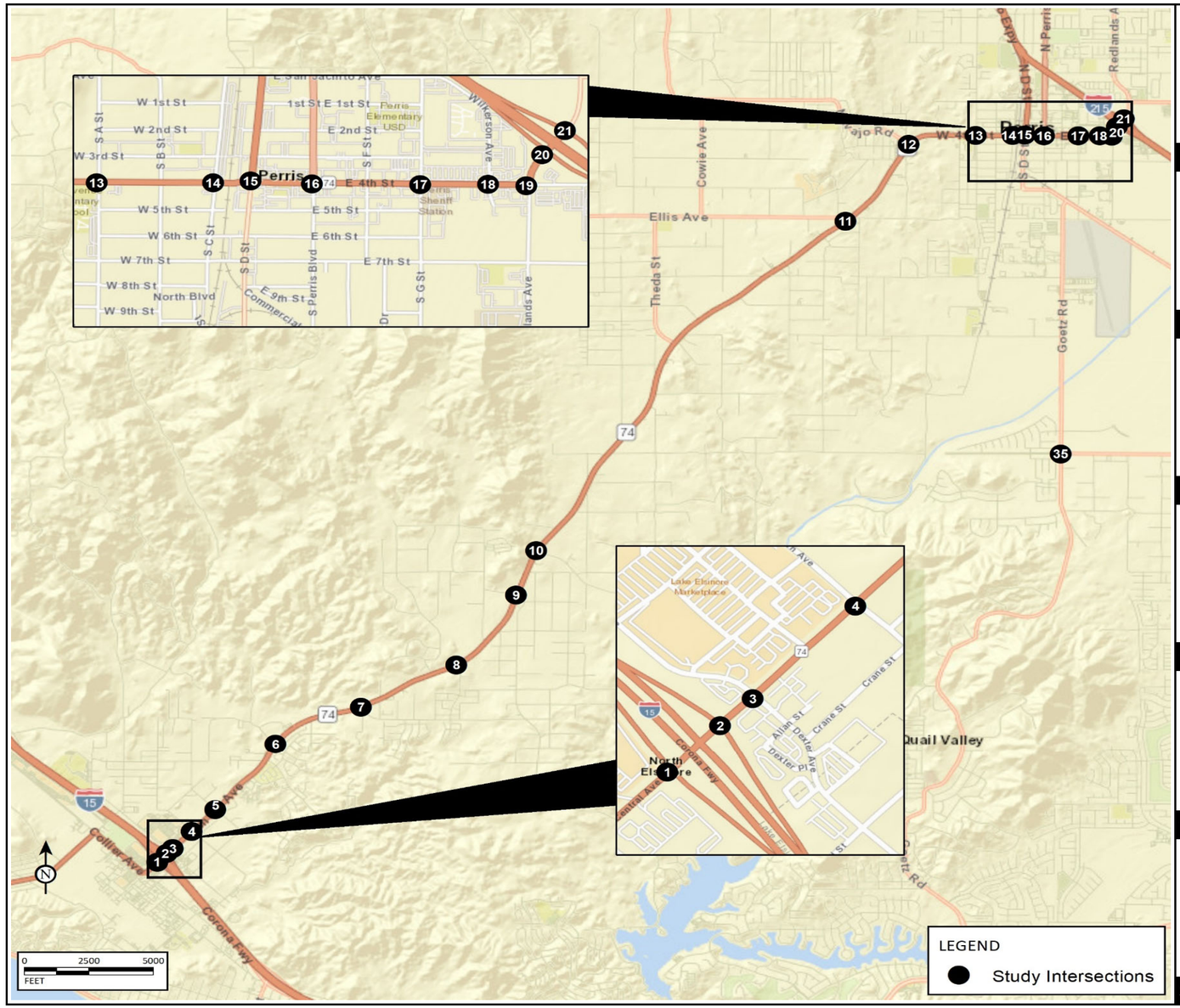


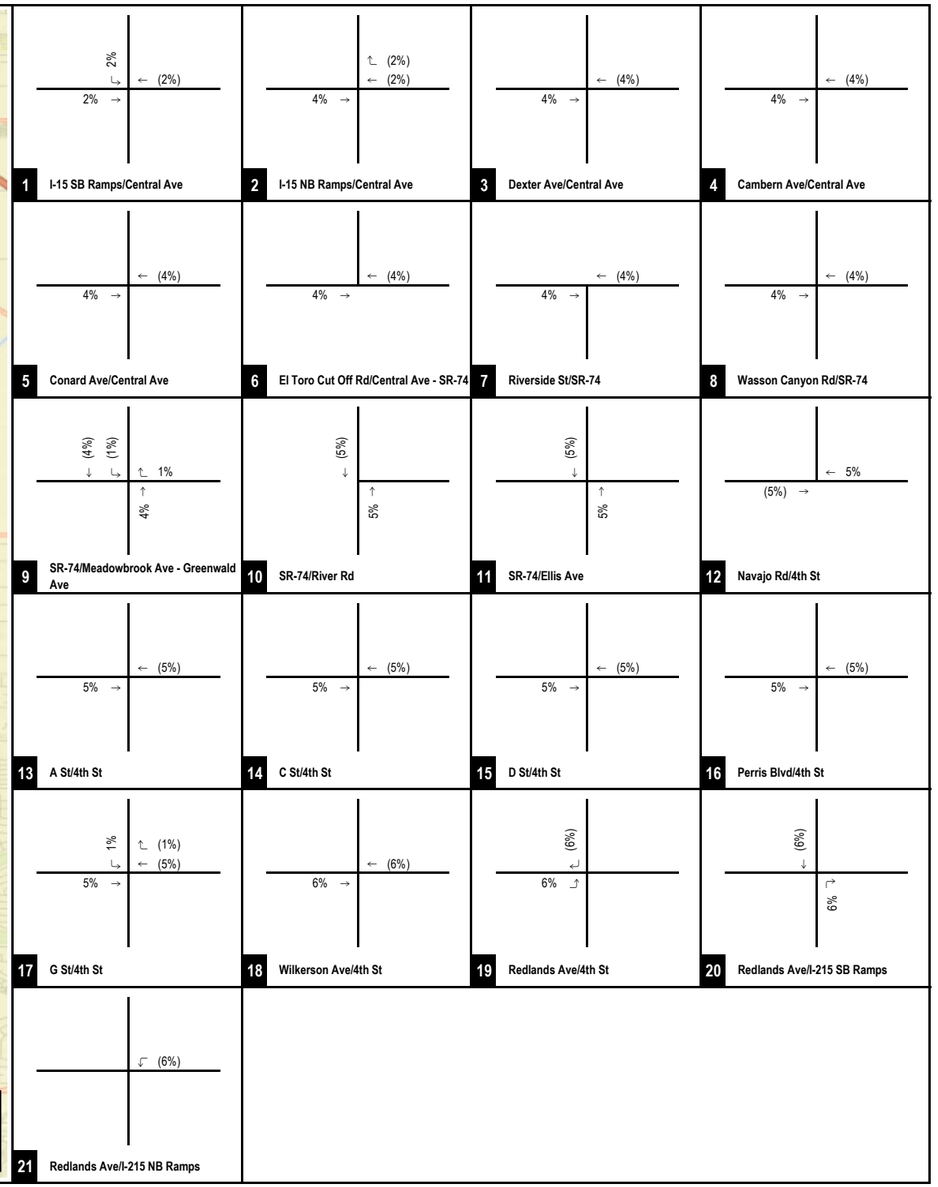
LSA

FIGURE 8-5

Menifee Valley Specific Plan
Traffic Study
PA-11 External Trip Distribution - Trucks (Int. 96-112)

XX% (YY%)
Inbound (Outbound) Distribution



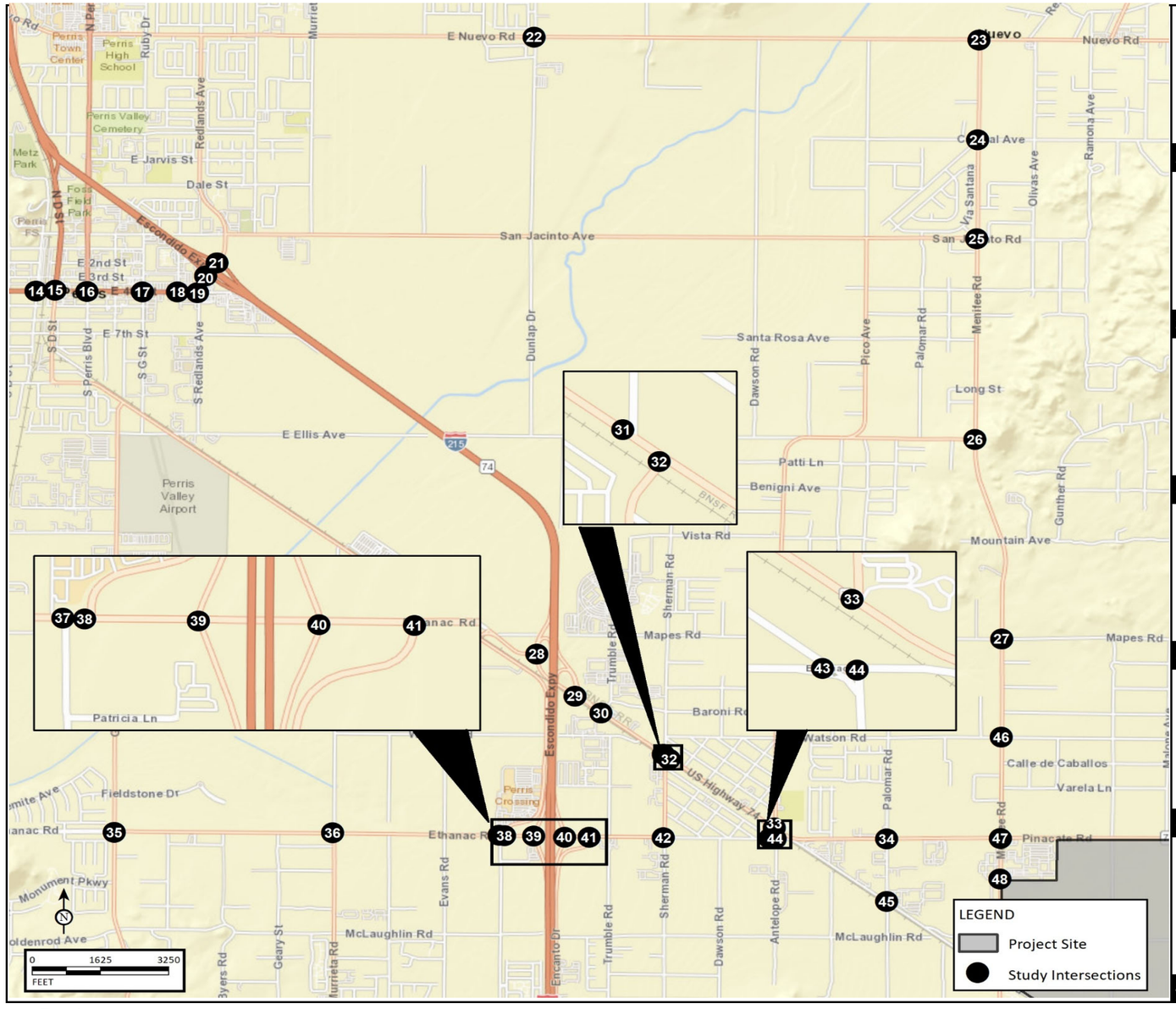


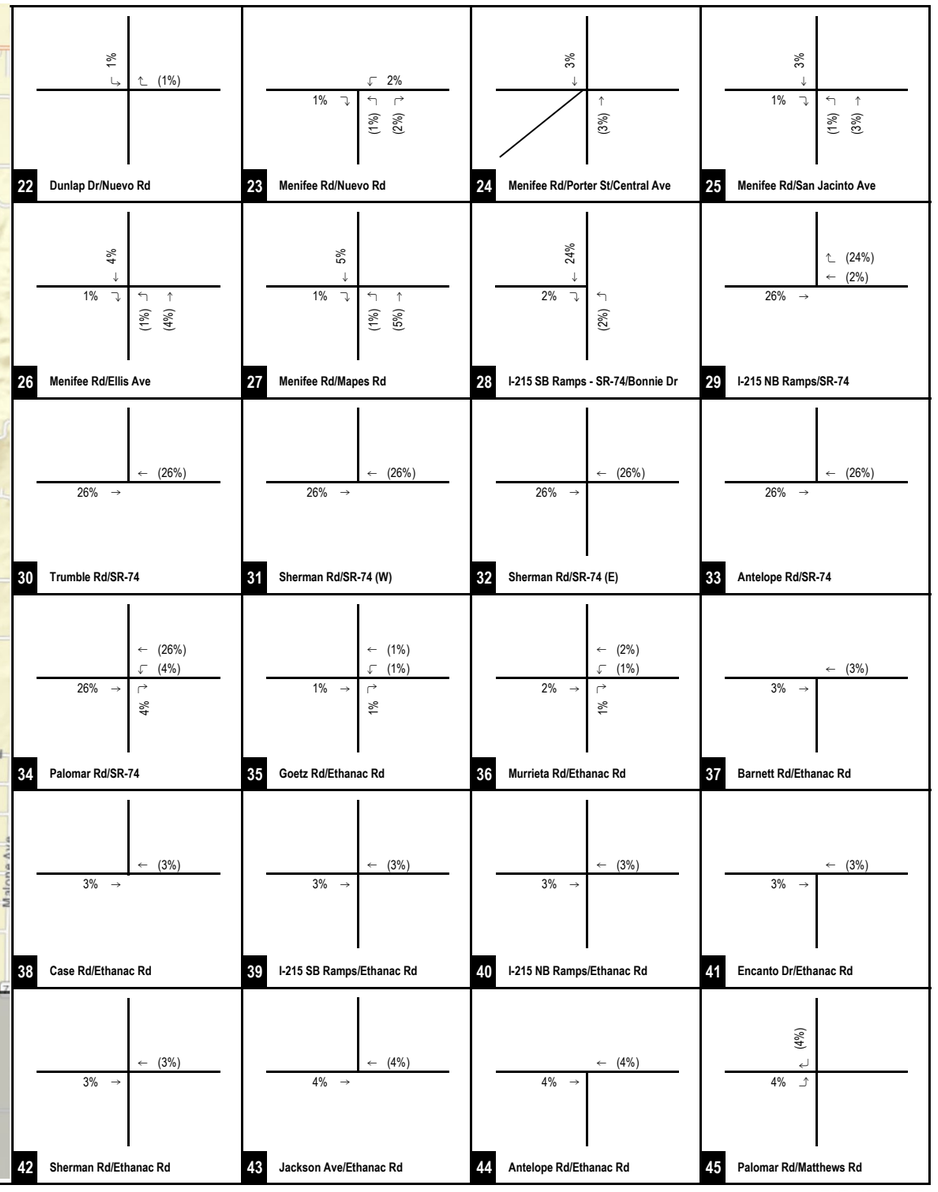
LSA

FIGURE 9-1

Menifee Valley Specific Plan
Traffic Study
PA-12 External Trip Distribution - PVs (Int. 1-21)

XX% (YY%)
Inbound (Outbound) Distribution



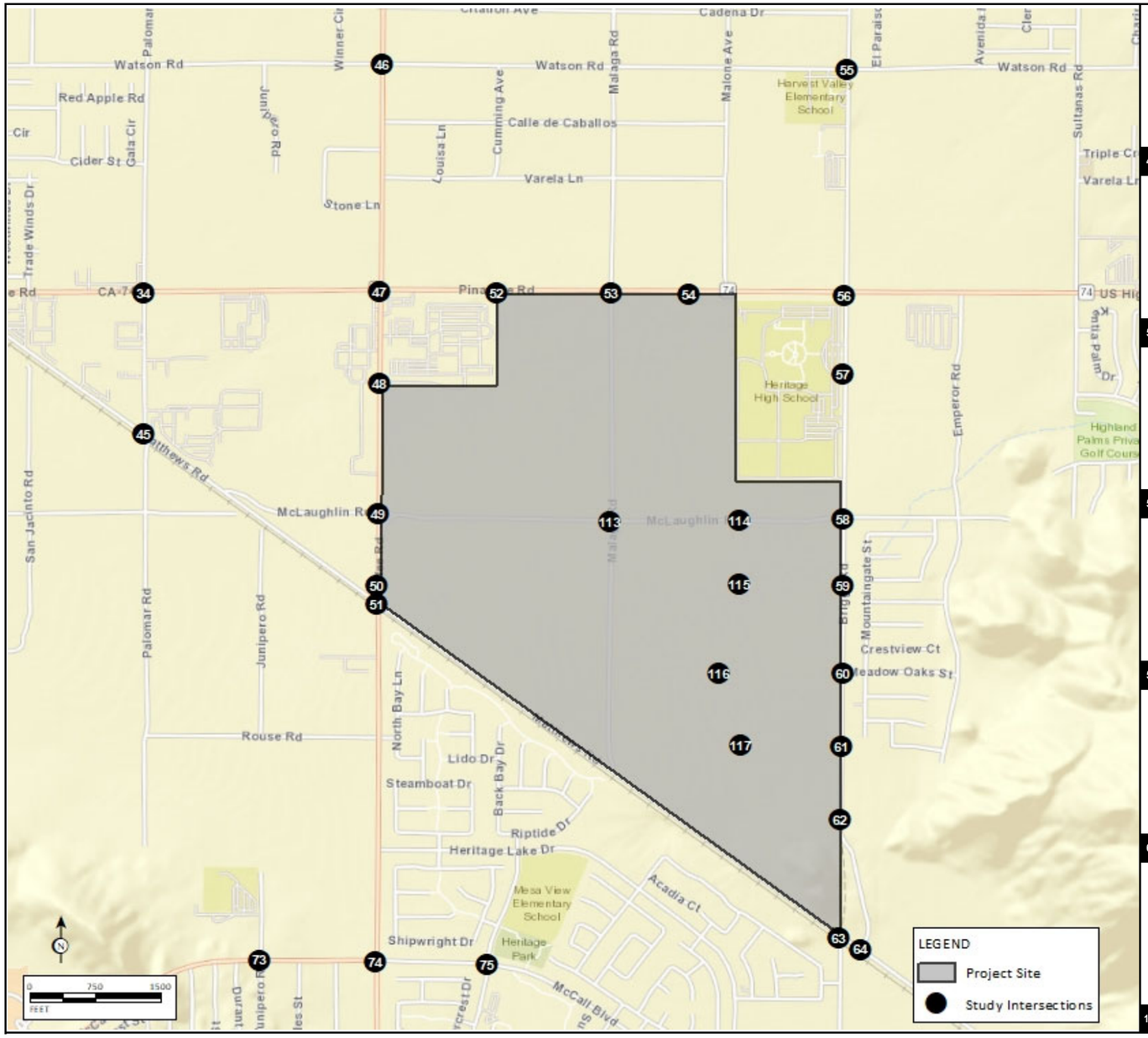


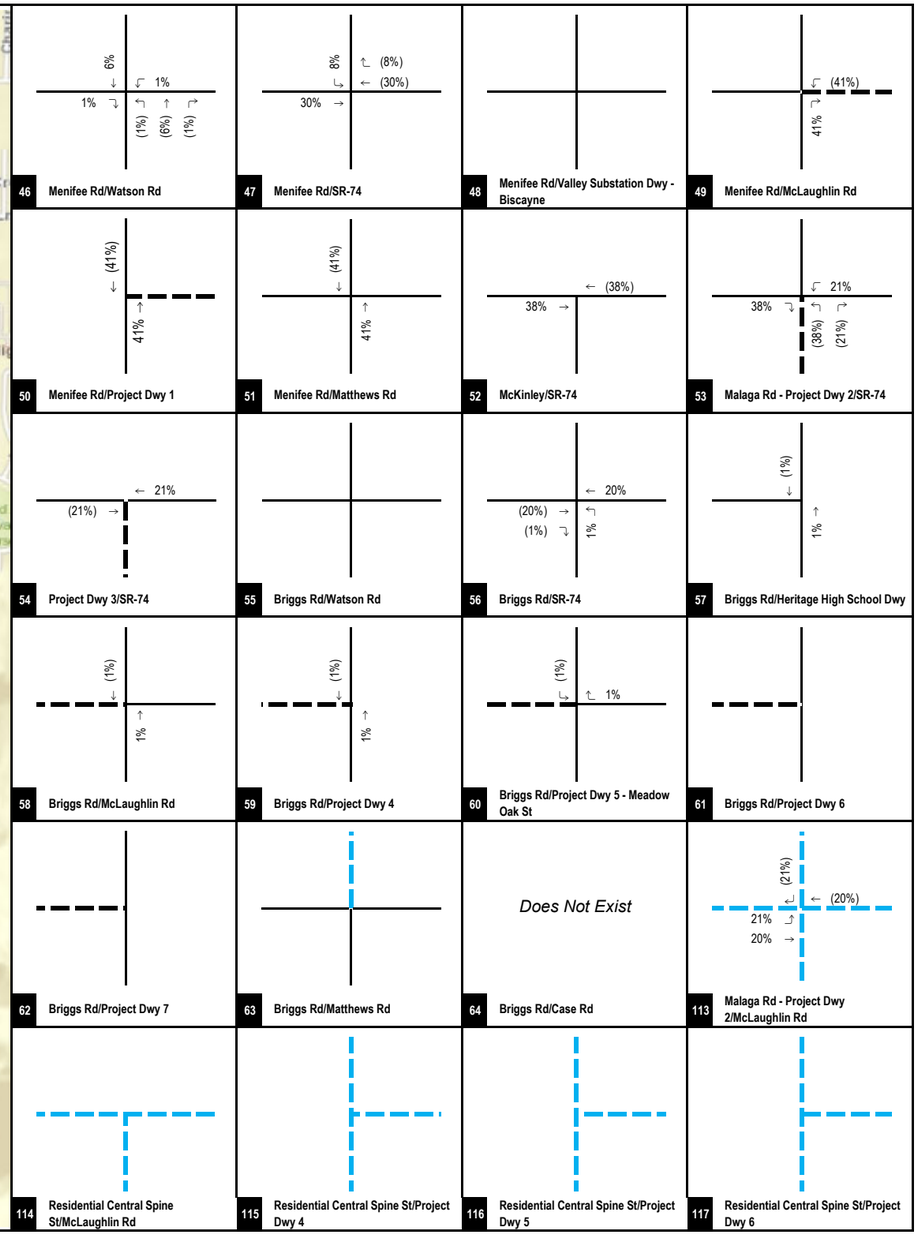
LSA

FIGURE 9-2

XX% (YY%)
Inbound (Outbound) Distribution

Menifee Valley Specific Plan
Traffic Study
PA-12 External Trip Distribution - PVs (Int. 22-45)





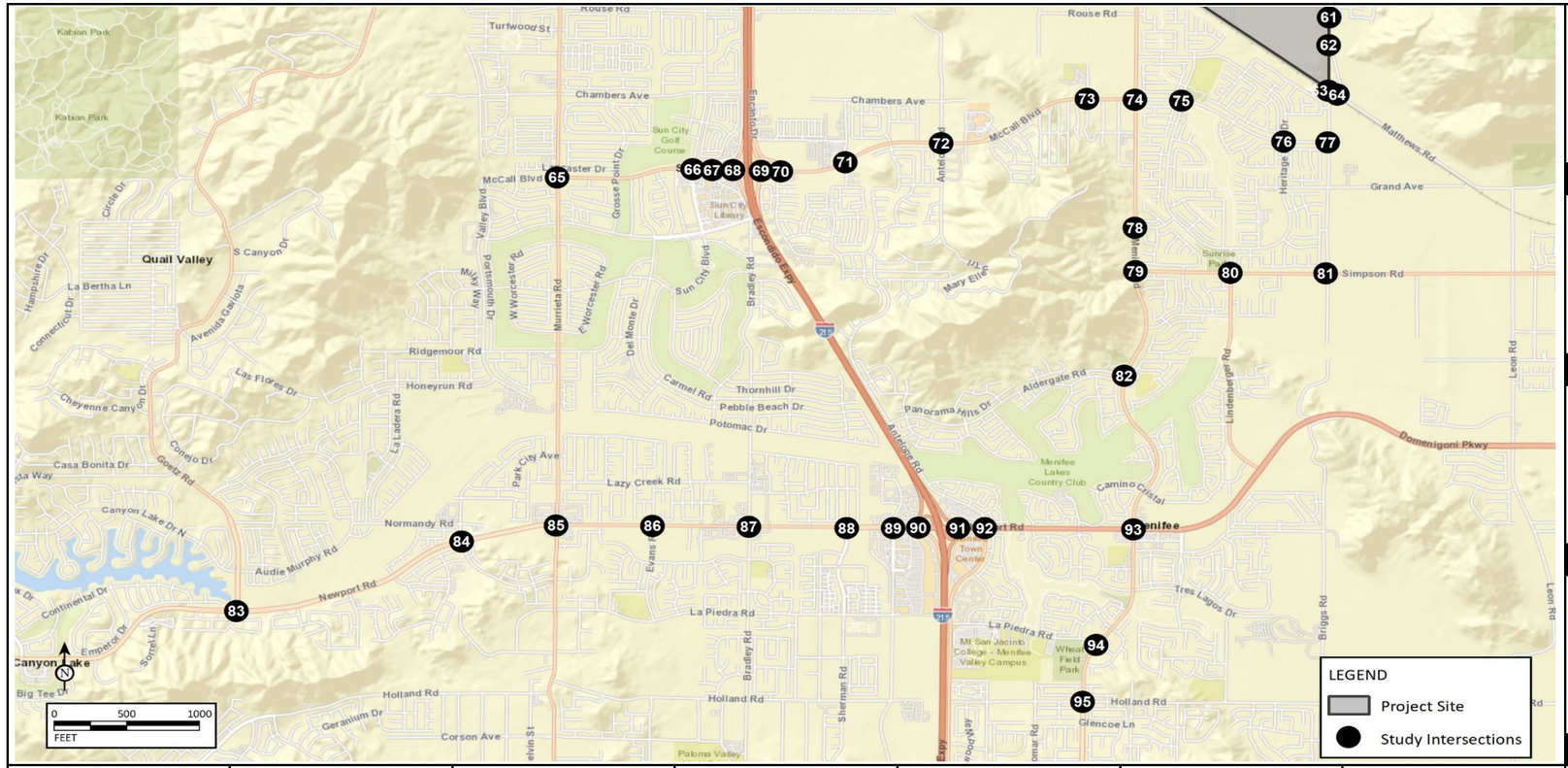
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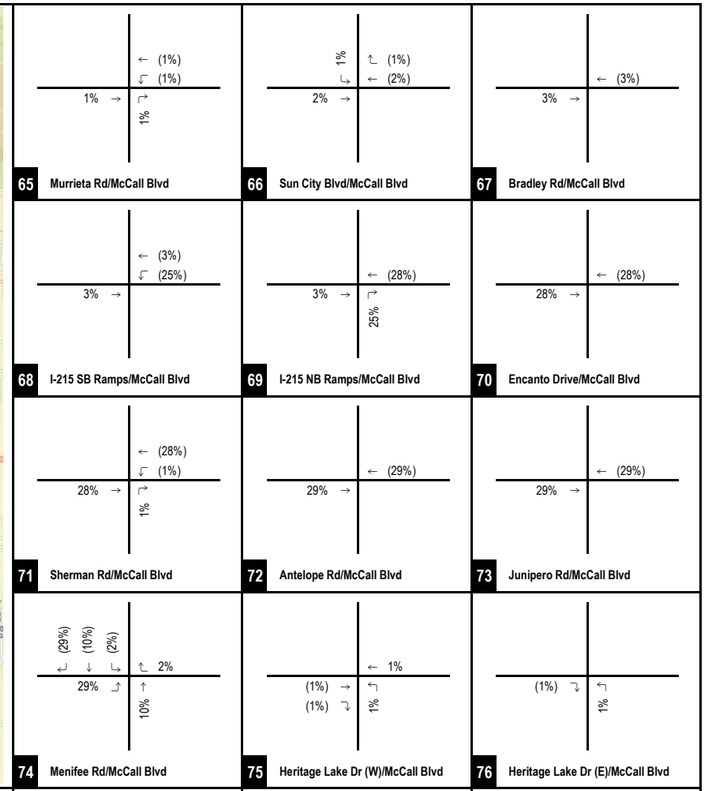
FIGURE 9-3

XX% (YY%)
Inbound (Outbound) Distribution

Future Leg
Project Driveway

Menifee Valley Specific Plan
Traffic Study
PA-12 External Trip Distribution - PVs (Int. 46-64 & Int. 113-117)





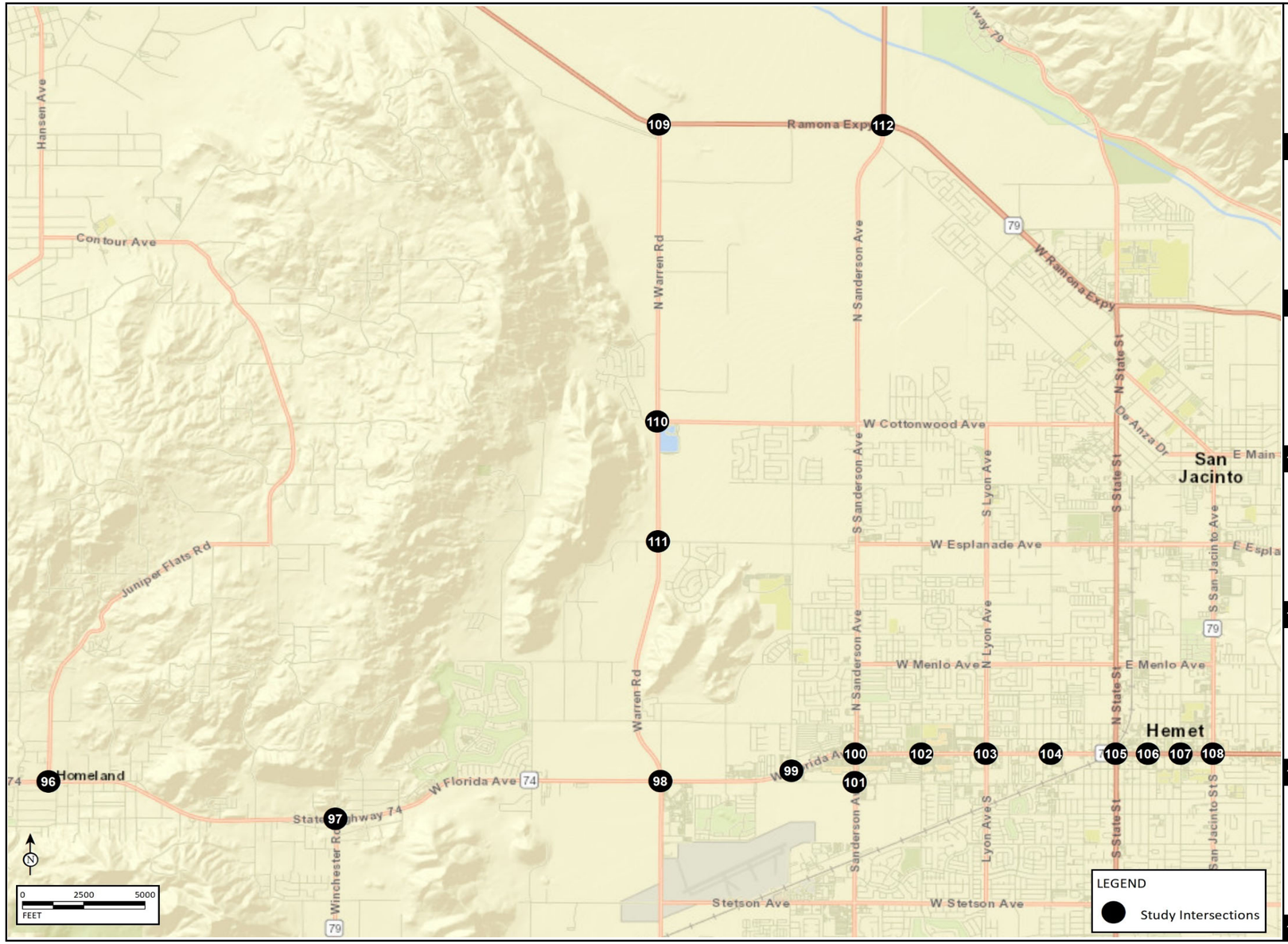
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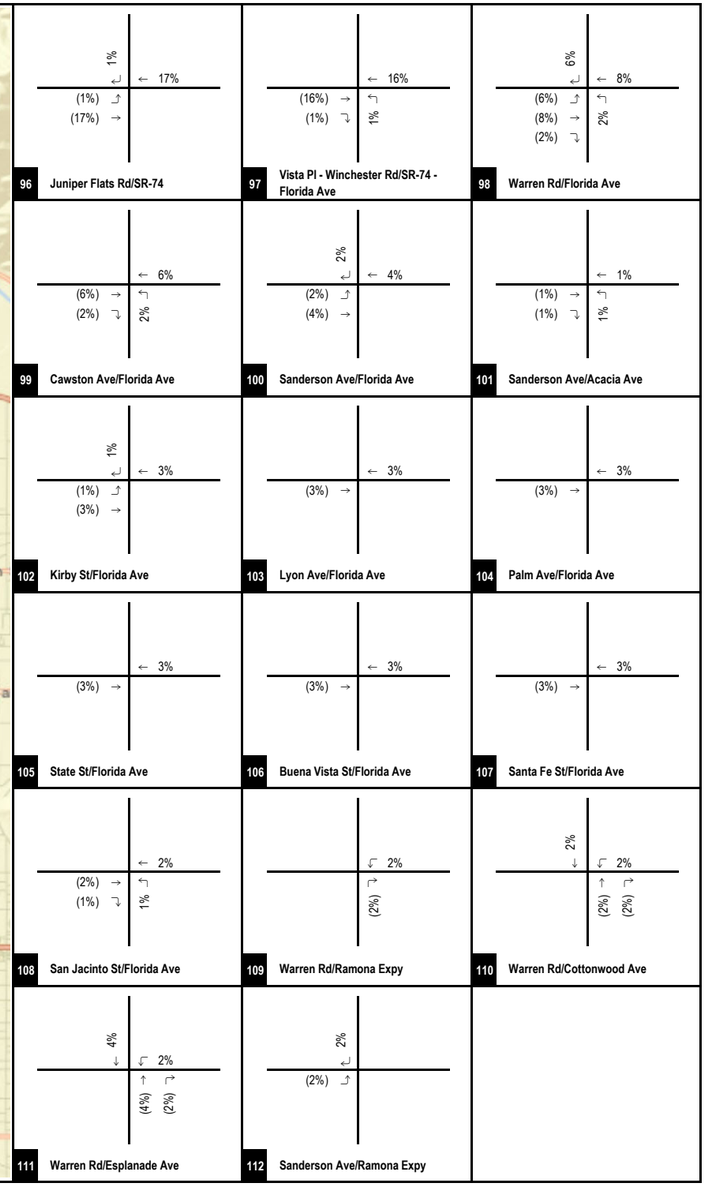
XX% (YY%)
Inbound (Outbound) Distribution

Future Leg

FIGURE 9-4

Menifee Valley Specific Plan
Traffic Study
PA-12 External Trip Distribution - PVs (Int. 65-95)



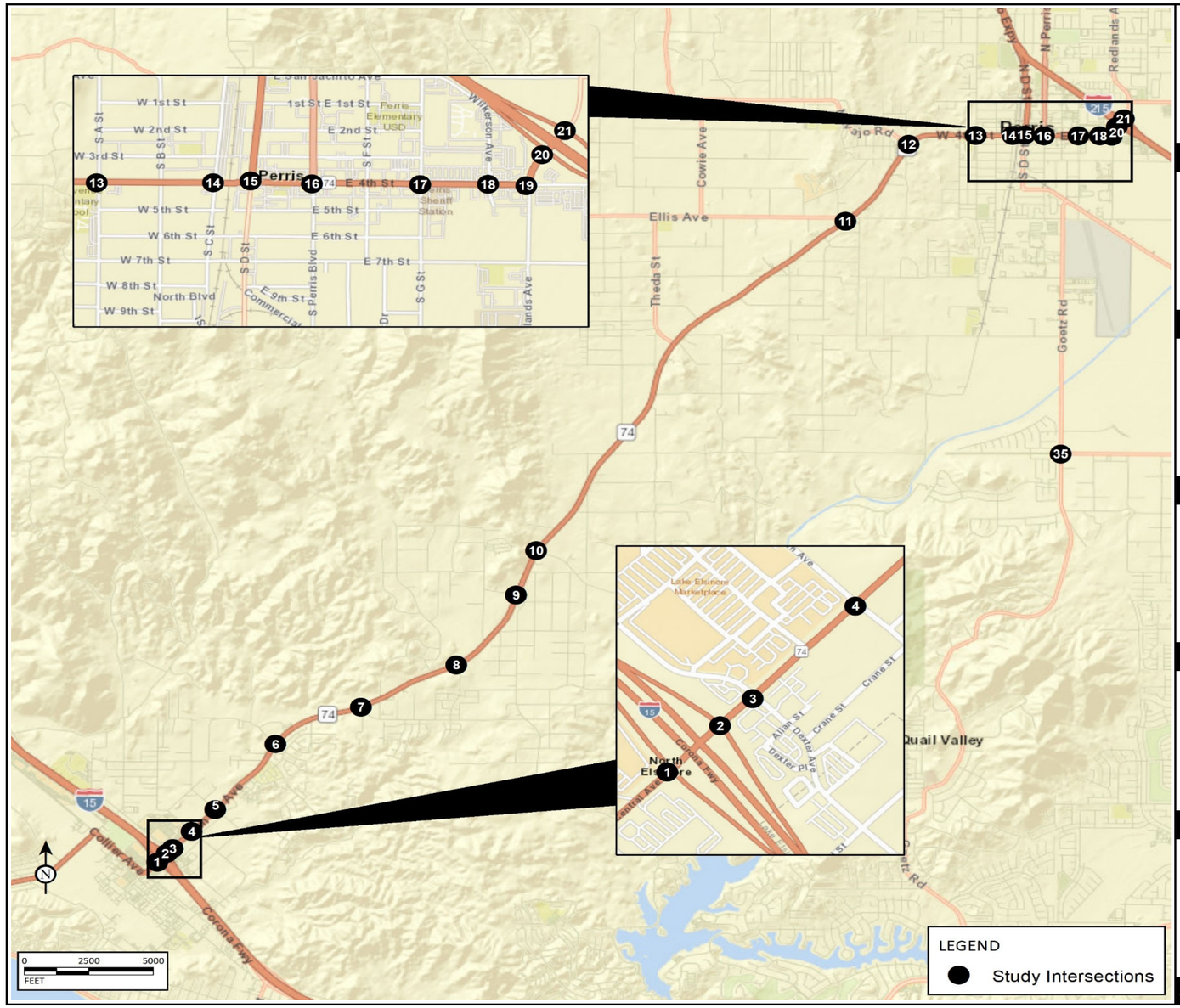


LSA

FIGURE 9-5

Menifee Valley Specific Plan
Traffic Study
PA-12 External Trip Distribution - PVs (Int. 96-112)

XX% (YY%)
Inbound (Outbound) Distribution



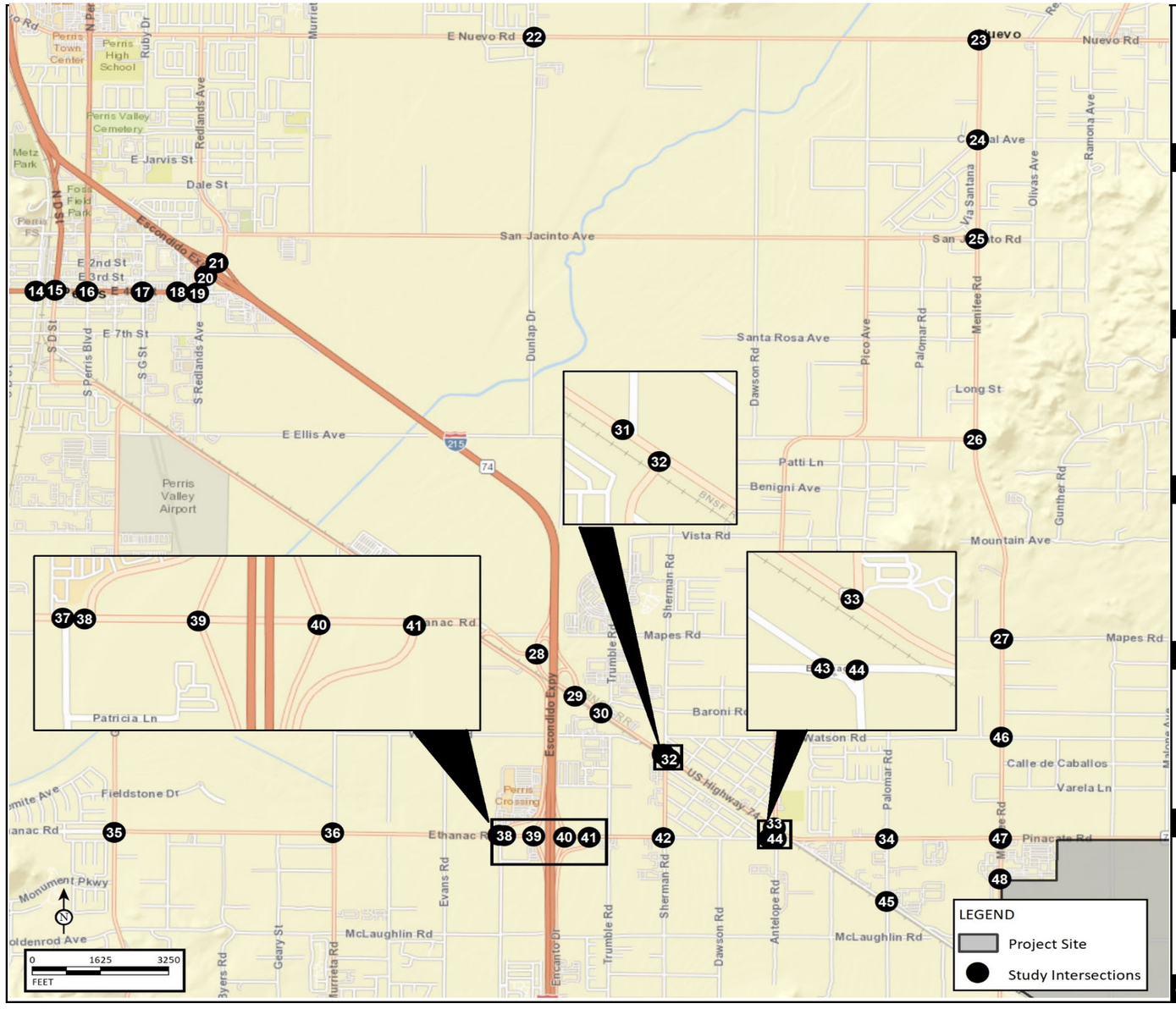
1	I-15 SB Ramps/Central Ave
2	I-15 NB Ramps/Central Ave
3	Dexter Ave/Central Ave
4	Cambern Ave/Central Ave
5	Conard Ave/Central Ave
6	El Toro Cut Off Rd/Central Ave - SR-74
7	Riverside St/SR-74
8	Wasson Canyon Rd/SR-74
9	SR-74/Meadowbrook Ave - Greenwald Ave
10	SR-74/River Rd
11	SR-74/Ellis Ave
12	Navajo Rd/4th St
13	A St/4th St
14	C St/4th St
15	D St/4th St
16	Perris Blvd/4th St
17	G St/4th St
18	Wilkerson Ave/4th St
19	Redlands Ave/4th St
20	Redlands Ave/I-215 SB Ramps
21	Redlands Ave/I-215 NB Ramps

LSA

FIGURE 10-1

Menifee Valley Specific Plan
Traffic Study
PA-12 External Trip Distribution - Trucks (Int. 1-21)

XX% (YY%)
Inbound (Outbound) Distribution



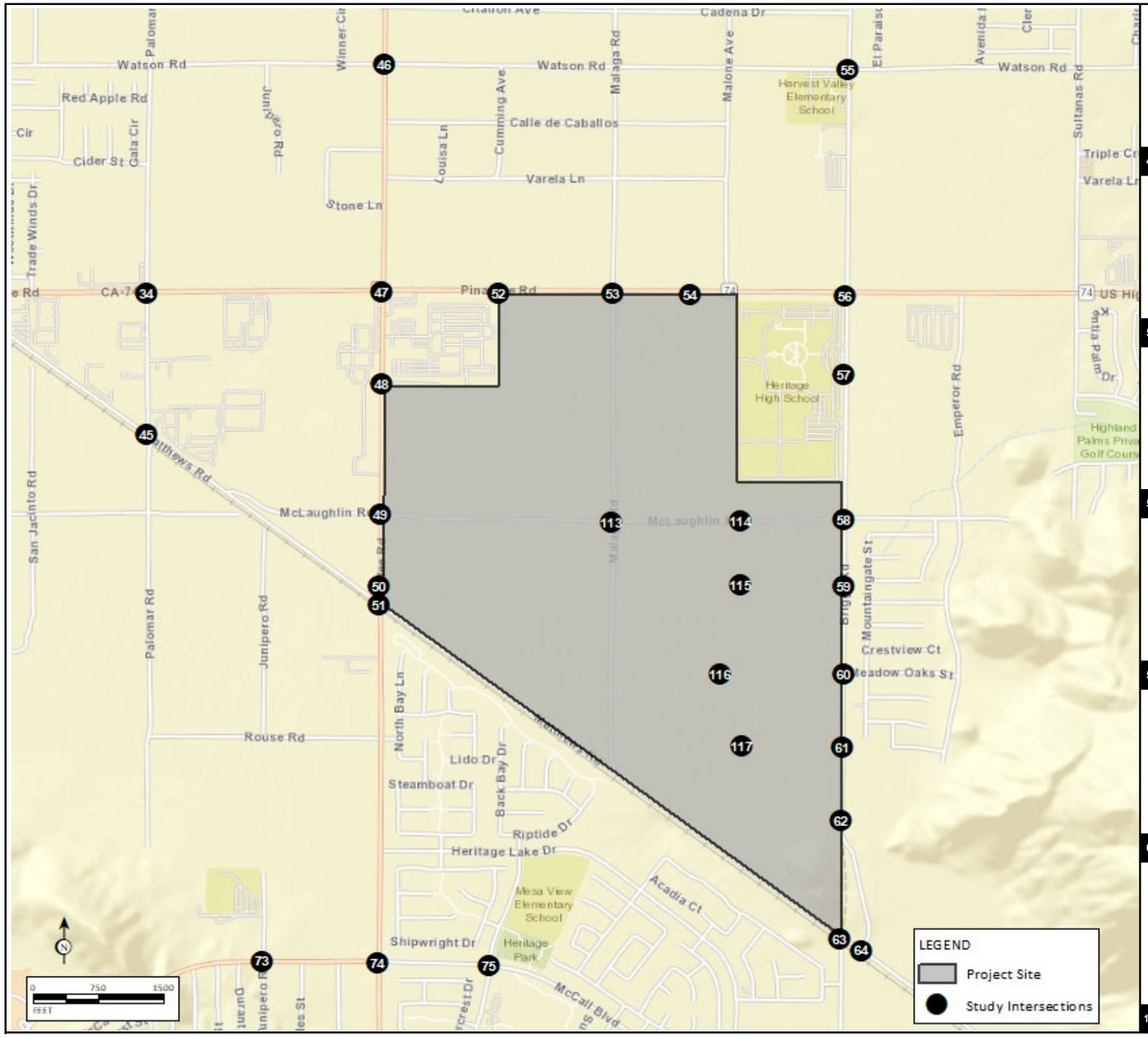
22 Dunlap Dr/Nuevo Rd	23 Menifee Rd/Nuevo Rd	24 Menifee Rd/Porter St/Central Ave	25 Menifee Rd/San Jacinto Ave
26 Menifee Rd/Ellis Ave	27 Menifee Rd/Mapes Rd	28 I-215 SB Ramps - SR-74/Bonnie Dr	29 I-215 NB Ramps/SR-74
30 Trumble Rd/SR-74	31 Sherman Rd/SR-74 (W)	32 Sherman Rd/SR-74 (E)	33 Antelope Rd/SR-74
34 Palomar Rd/SR-74	35 Goetz Rd/Ethanac Rd	36 Murrieta Rd/Ethanac Rd	37 Barnett Rd/Ethanac Rd
38 Case Rd/Ethanac Rd	39 I-215 SB Ramps/Ethanac Rd	40 I-215 NB Ramps/Ethanac Rd	41 Encanto Dr/Ethanac Rd
42 Sherman Rd/Ethanac Rd	43 Jackson Ave/Ethanac Rd	44 Antelope Rd/Ethanac Rd	45 Palomar Rd/Matthews Rd

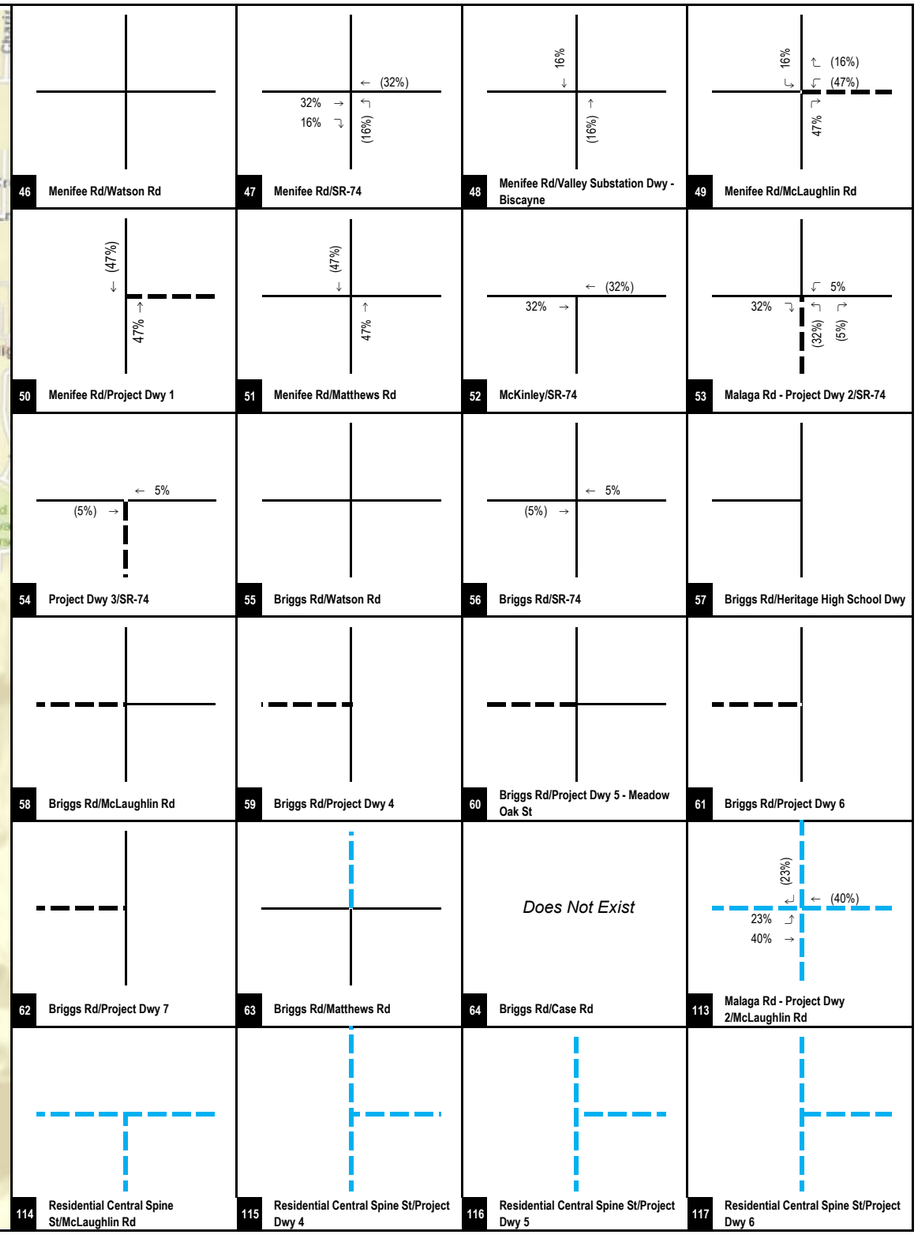
LSA

FIGURE 10-2

XX% (YY%)
Inbound (Outbound) Distribution

Menifee Valley Specific Plan
Traffic Study
PA-12 External Trip Distribution - Trucks (Int. 22-45)





LSA

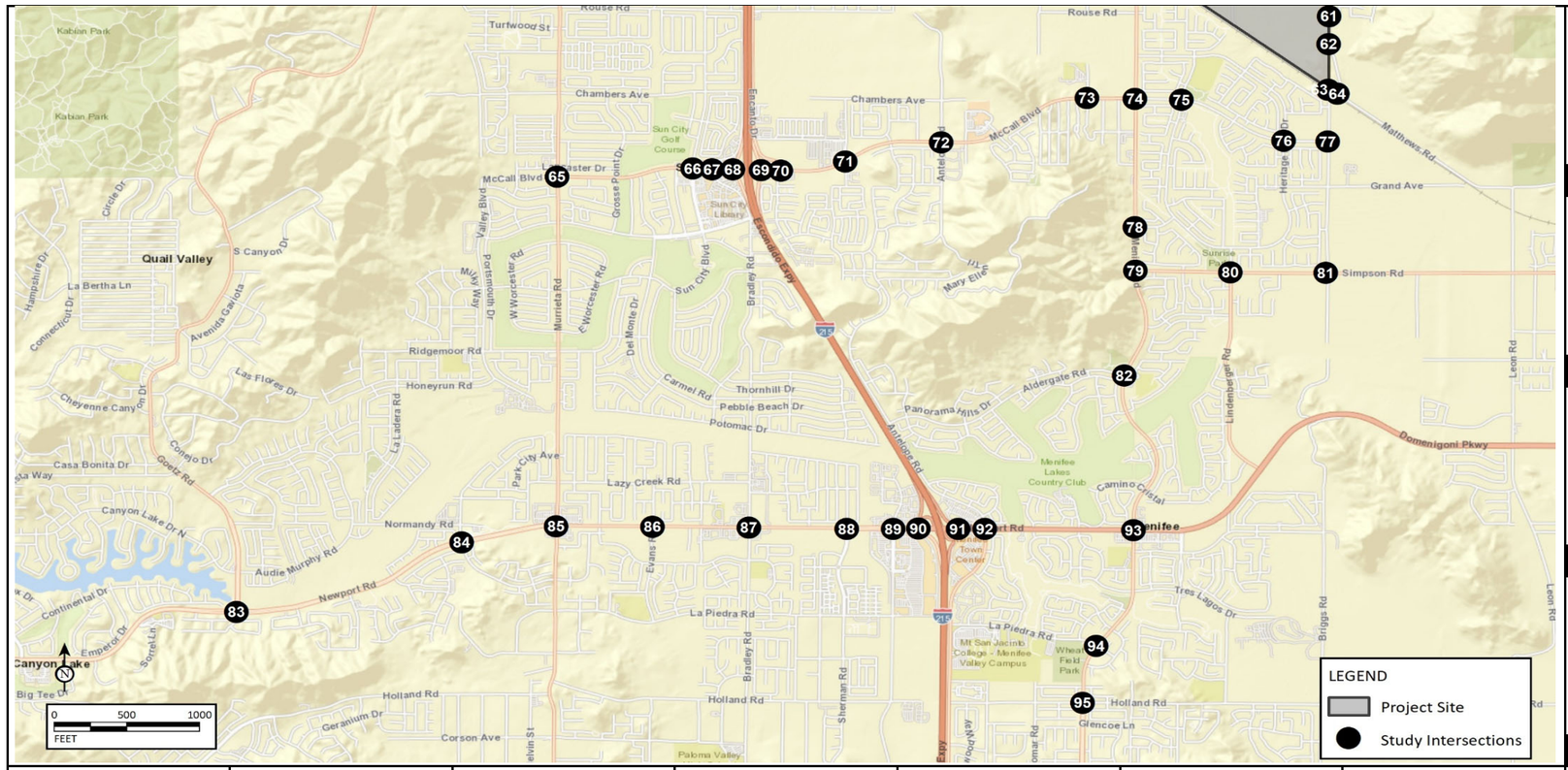
FIGURE 10-3

XX% (YY%) — Inbound (Outbound) Distribution

Future Leg

Project Driveway

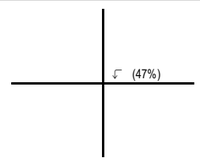
Menifee Valley Specific Plan
Traffic Study
PA-12 External Trip Distribution - Trucks (Int. 46-64 & Int. 113-117)



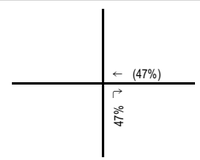
65 Murrieta Rd/McCall Blvd

66 Sun City Blvd/McCall Blvd

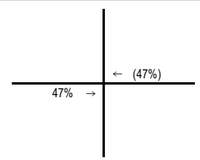
67 Bradley Rd/McCall Blvd



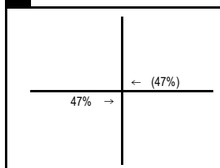
68 I-215 SB Ramps/McCall Blvd



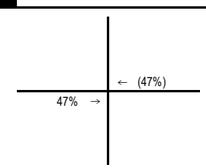
69 I-215 NB Ramps/McCall Blvd



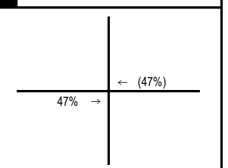
70 Encanto Drive/McCall Blvd



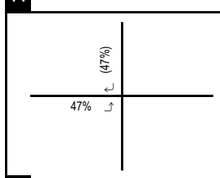
71 Sherman Rd/McCall Blvd



72 Antelope Rd/McCall Blvd



73 Junipero Rd/McCall Blvd



74 Menifee Rd/McCall Blvd

75 Heritage Lake Dr (W)/McCall Blvd

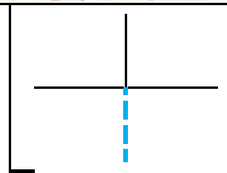
76 Heritage Lake Dr (E)/McCall Blvd

77 Briggs Rd/McCall Blvd

78 Menifee Rd/Coastline Ave

79 Menifee Rd/Simpson Rd

80 Lindenberger Rd/Simpson Rd



81 Briggs Rd/Simpson Rd

82 Menifee Rd/Aldergate Dr - Carnelian Way

83 Goetz Rd - Blackstone Ln/Railroad Canyon Rd - Newport Rd

84 Berea Rd-Murphy Ranch Rd/Newport Rd

85 Murrieta Rd/Newport Rd

86 Evans Rd/Newport Rd

87 Bradley Rd/Newport Rd

88 Avenida De Cortez - Town Center Dr/Newport Rd

89 Haun Rd/Newport Rd

90 I-215 SB Ramps/Newport Rd

91 I-215 NB Ramps/Newport Rd

92 Antelope Rd/Newport Rd

93 Menifee Rd/Newport Rd

94 Menifee Rd/La Piedra Rd

95 Menifee Rd/Holland Rd

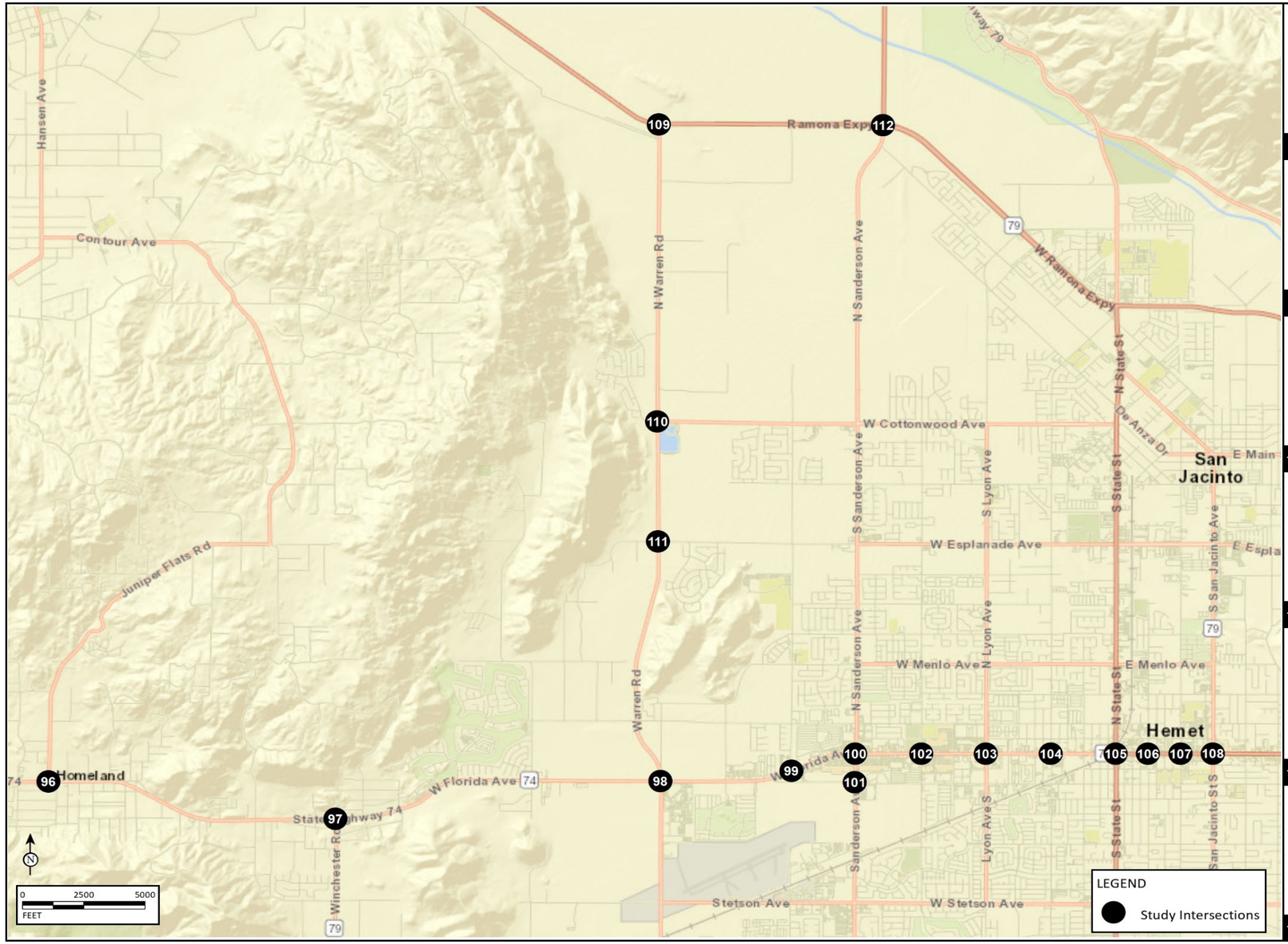
LSA

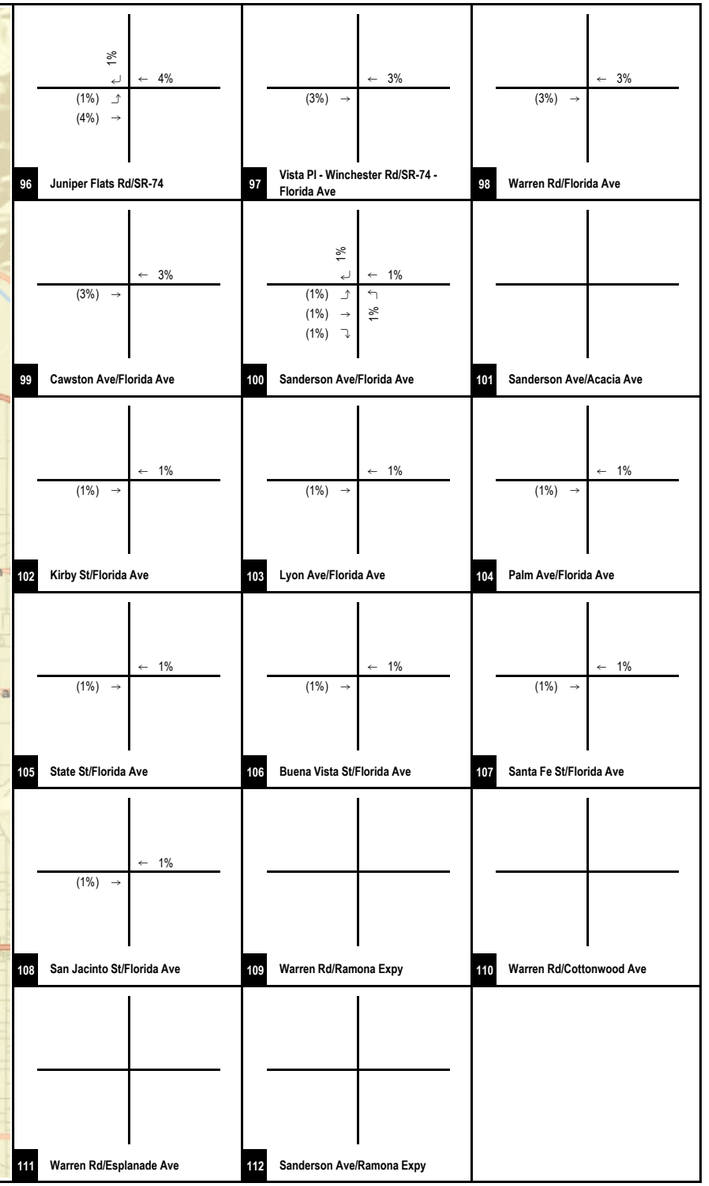
XX% (YY%)
Inbound (Outbound) Distribution

Future Leg

FIGURE 10-4

Menifee Valley Specific Plan
Traffic Study
PA-12 External Trip Distribution - Trucks (Int. 65-95)



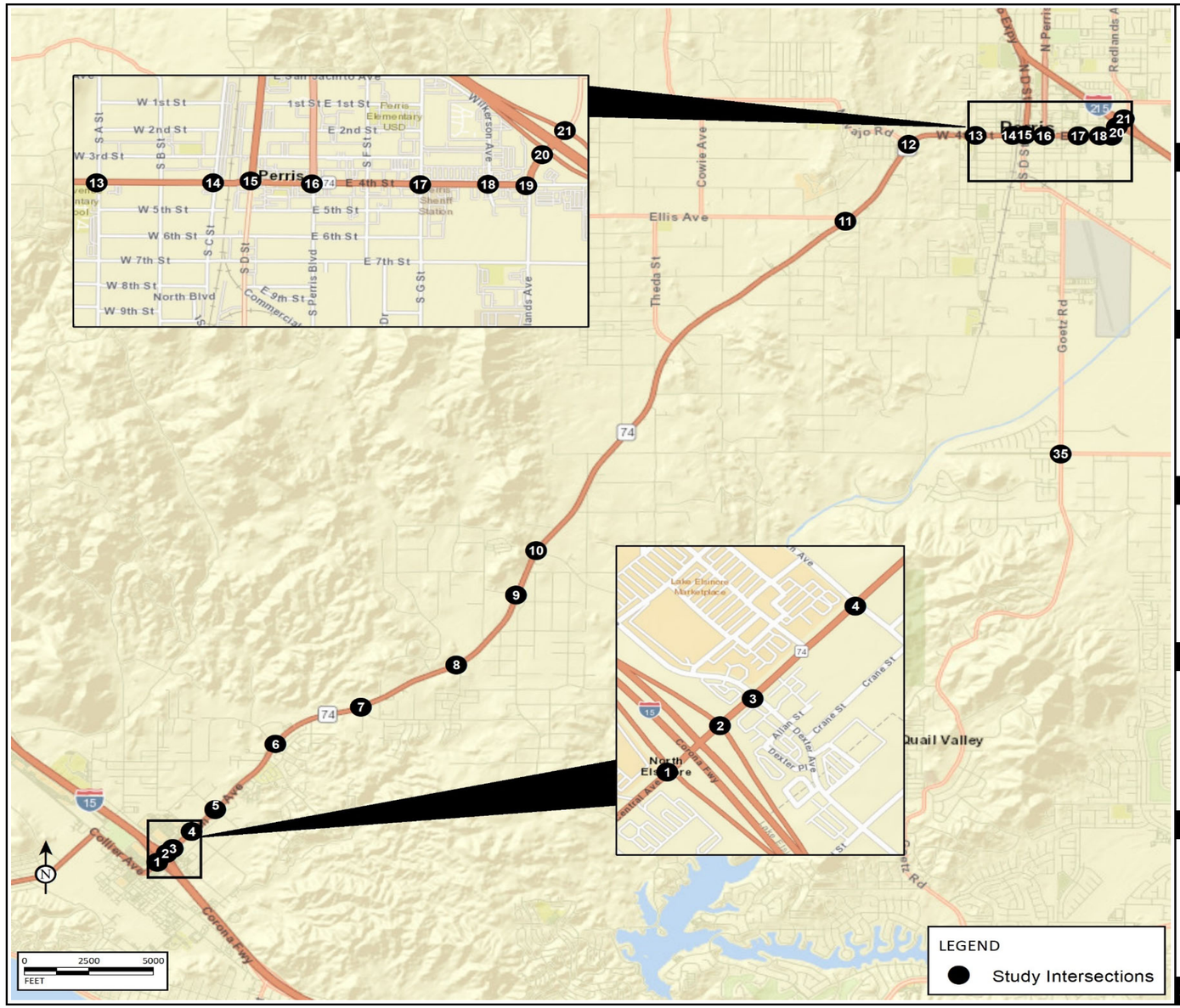


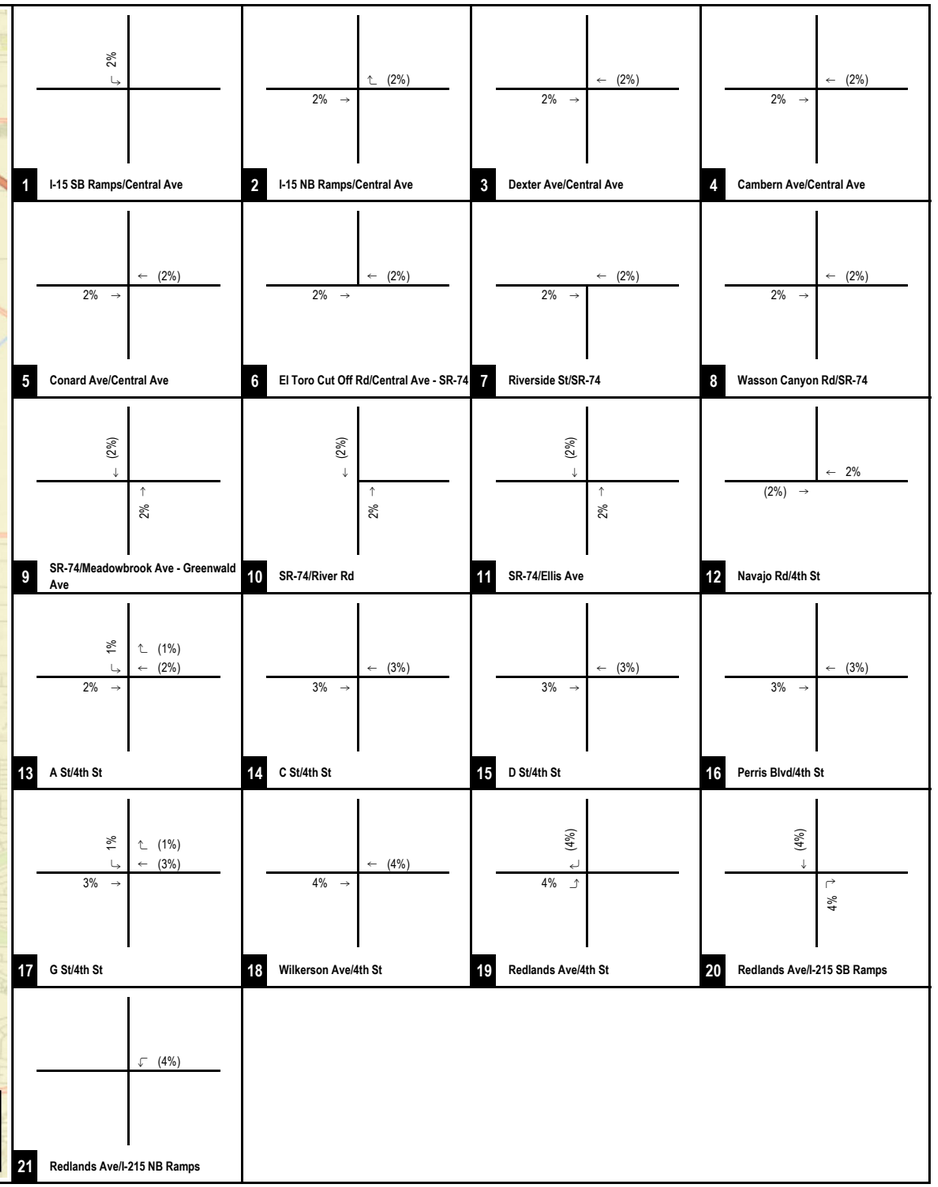
LSA

FIGURE 10-5

Menifee Valley Specific Plan
Traffic Study
PA-12 External Trip Distribution - Trucks (Int. 96-112)

XX% (YY%)
Inbound (Outbound) Distribution



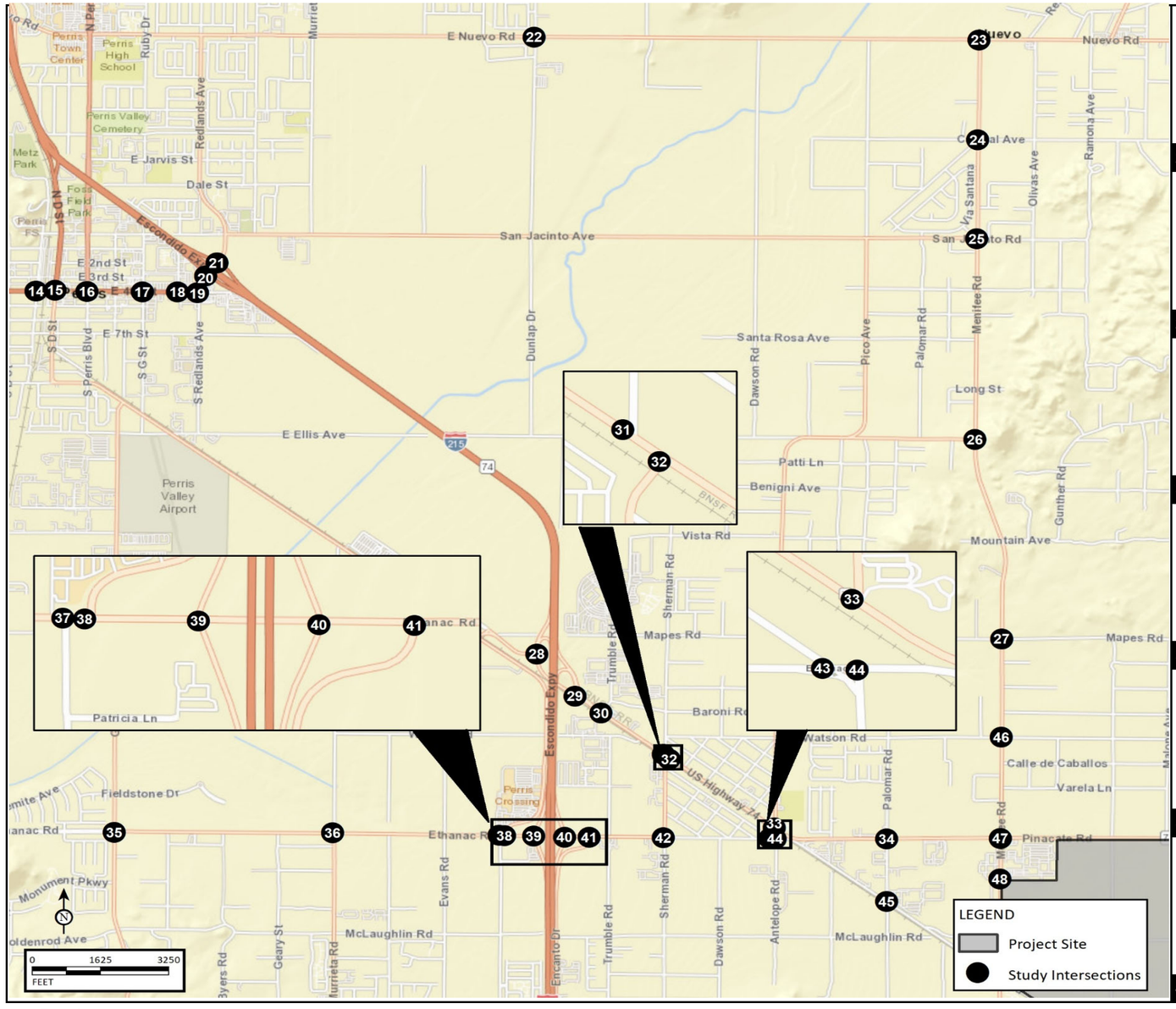


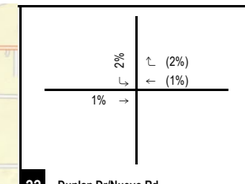
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XX% (YY%)
Inbound (Outbound) Distribution

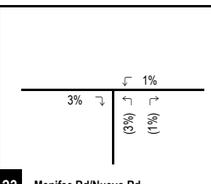
FIGURE 11-1

Menifee Valley Specific Plan
Traffic Study
PA-3 External Trip Distribution (Int. 1-21)

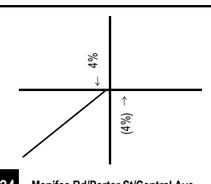




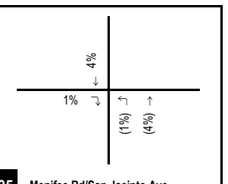
22 Dunlap Dr/Nuevo Rd



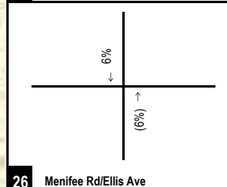
23 Menifee Rd/Nuevo Rd



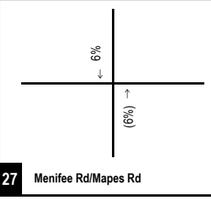
24 Menifee Rd/Porter St/Central Ave



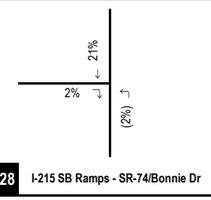
25 Menifee Rd/San Jacinto Ave



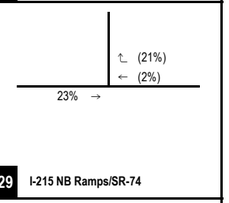
26 Menifee Rd/Ellis Ave



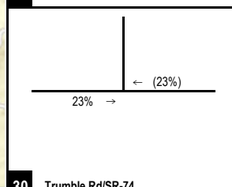
27 Menifee Rd/Mapes Rd



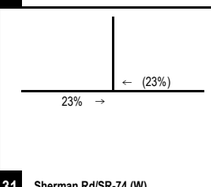
28 I-215 SB Ramps - SR-74/Bonnie Dr



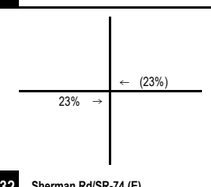
29 I-215 NB Ramps/SR-74



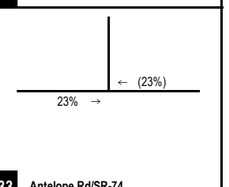
30 Trumble Rd/SR-74



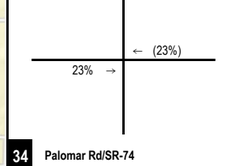
31 Sherman Rd/SR-74 (W)



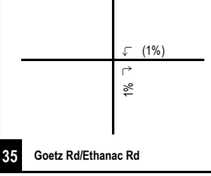
32 Sherman Rd/SR-74 (E)



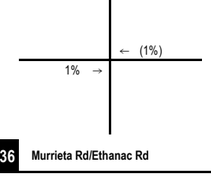
33 Antelope Rd/SR-74



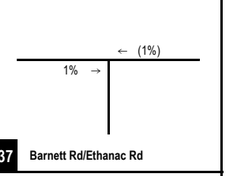
34 Palomar Rd/SR-74



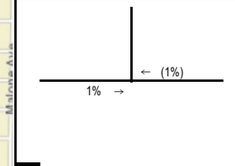
35 Goetz Rd/Ethanac Rd



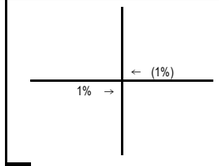
36 Murrieta Rd/Ethanac Rd



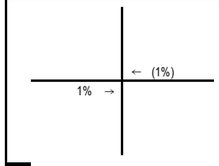
37 Barnett Rd/Ethanac Rd



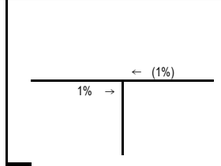
38 Case Rd/Ethanac Rd



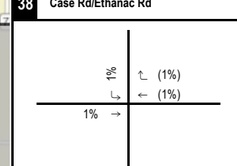
39 I-215 SB Ramps/Ethanac Rd



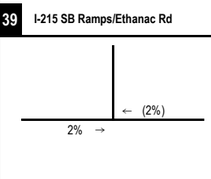
40 I-215 NB Ramps/Ethanac Rd



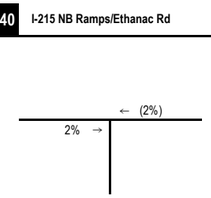
41 Encanto Dr/Ethanac Rd



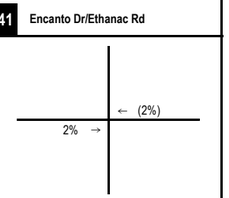
42 Sherman Rd/Ethanac Rd



43 Jackson Ave/Ethanac Rd



44 Antelope Rd/Ethanac Rd



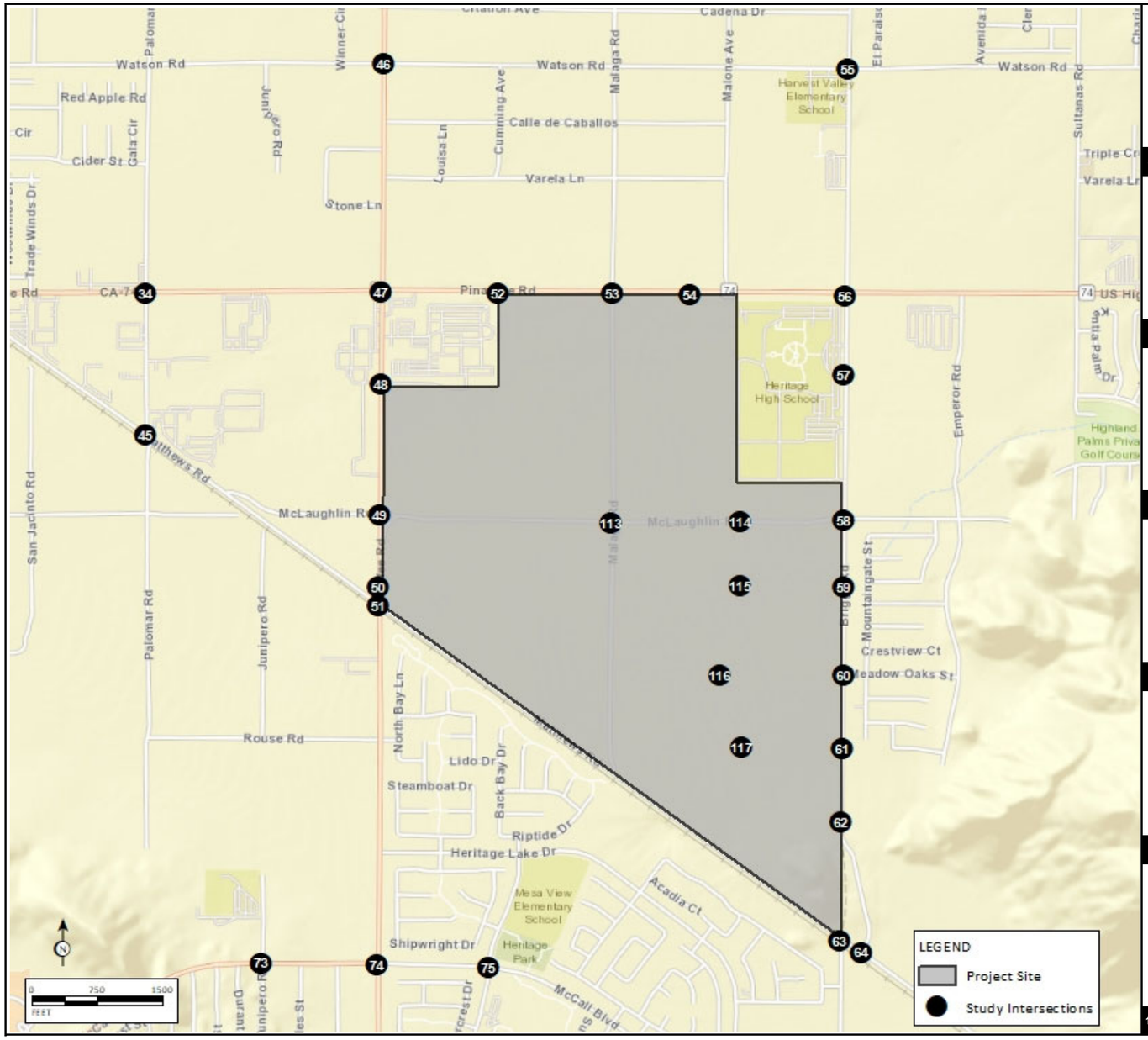
45 Palomar Rd/Matthews Rd

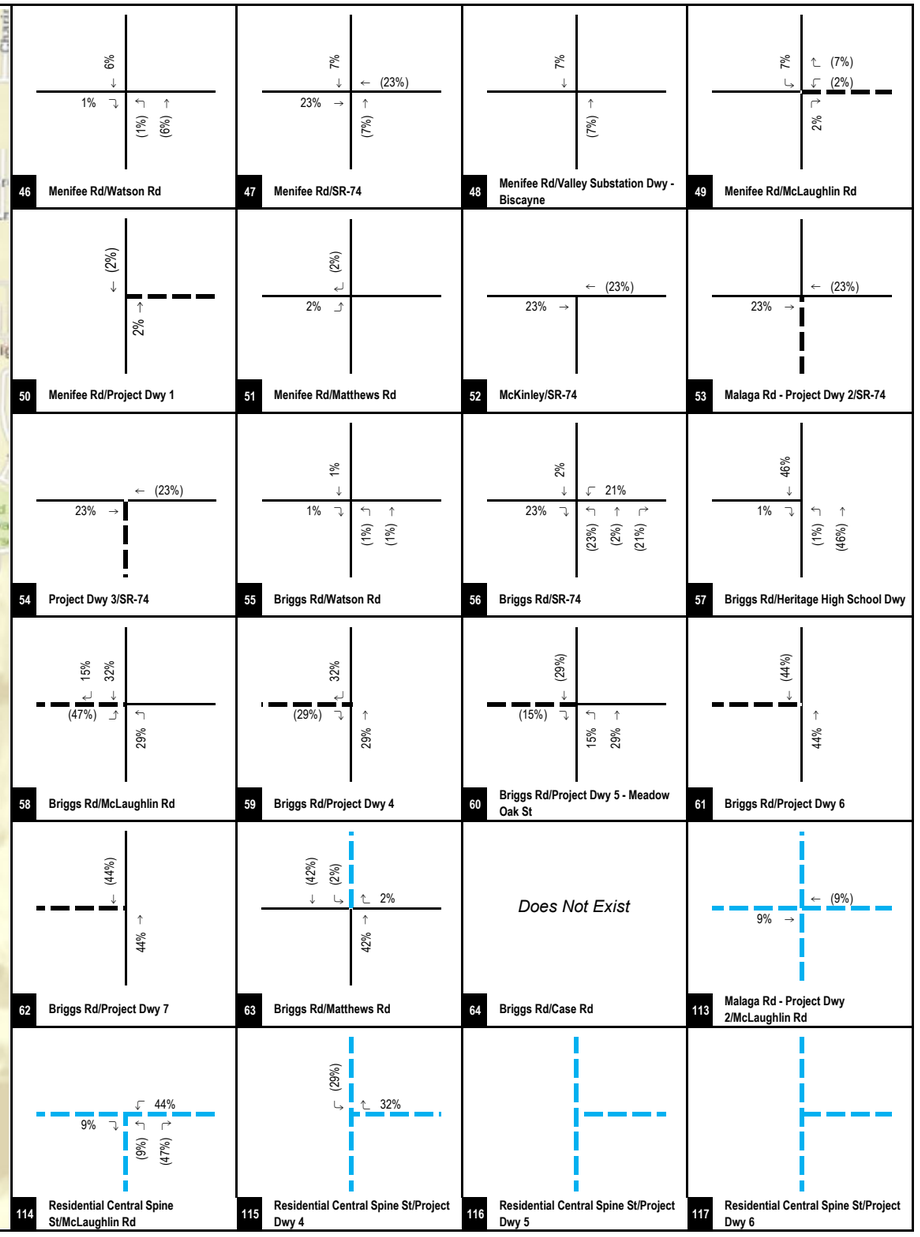
LSA

FIGURE 11-2

Menifee Valley Specific Plan
Traffic Study
PA-3 External Trip Distribution (Int. 22-45)

XX% (YY%)
Inbound (Outbound) Distribution





LSA

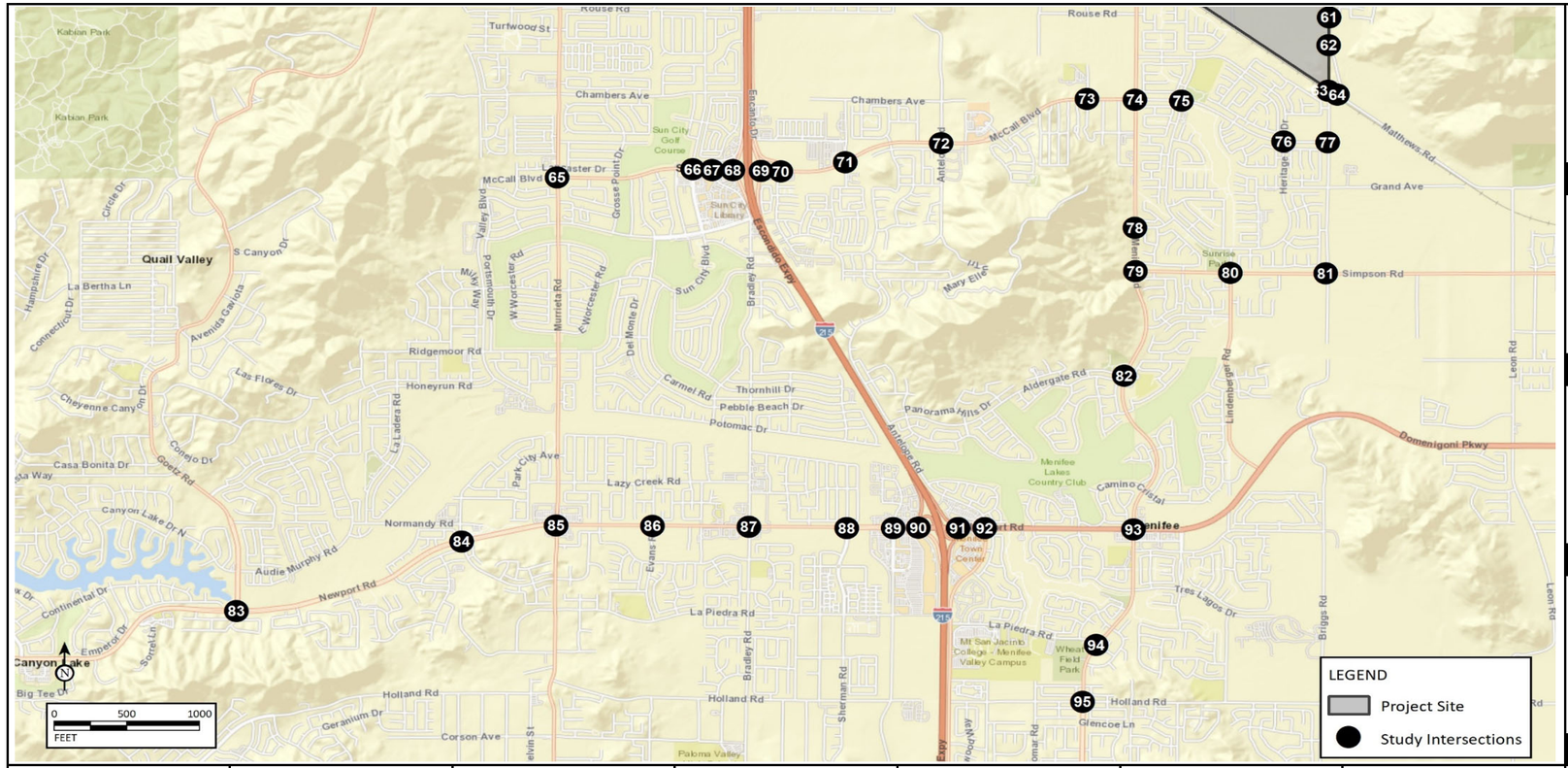
FIGURE 11-3

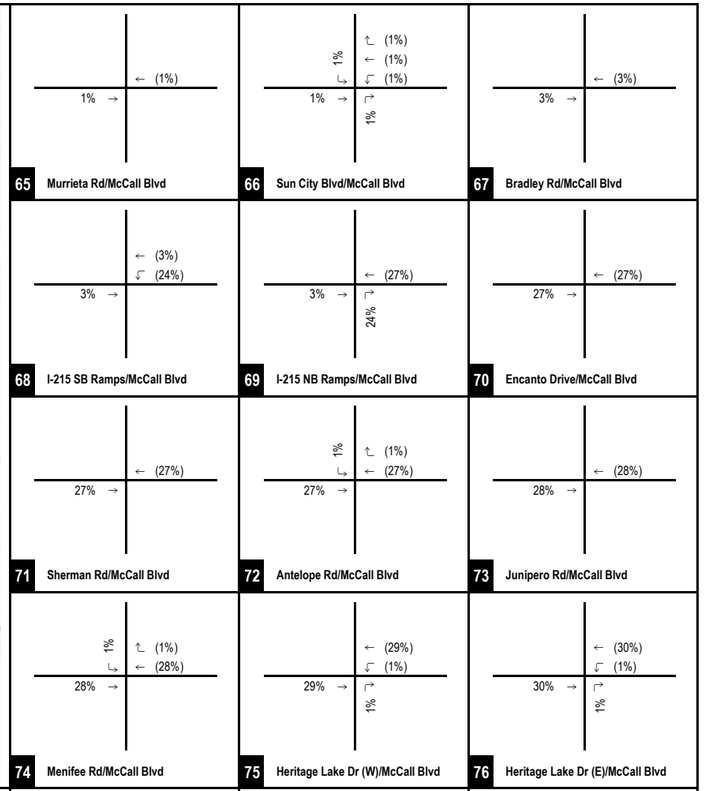
XX% (YY%) Inbound (Outbound) Distribution

Future Leg

Project Driveway

Menifee Valley Specific Plan
Traffic Study
PA-3 External Trip Distribution (Int. 46-64 & Int. 113-117)





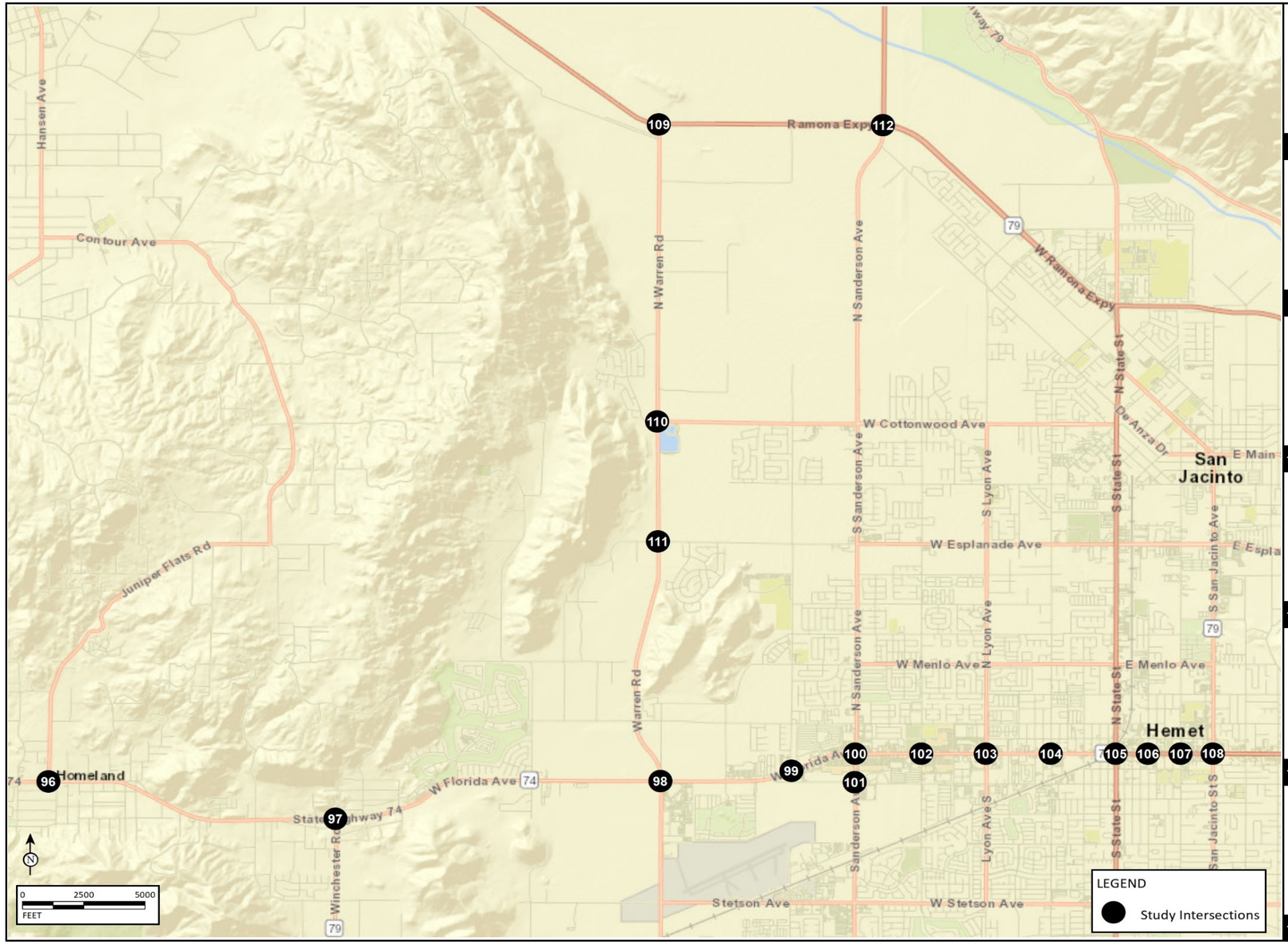
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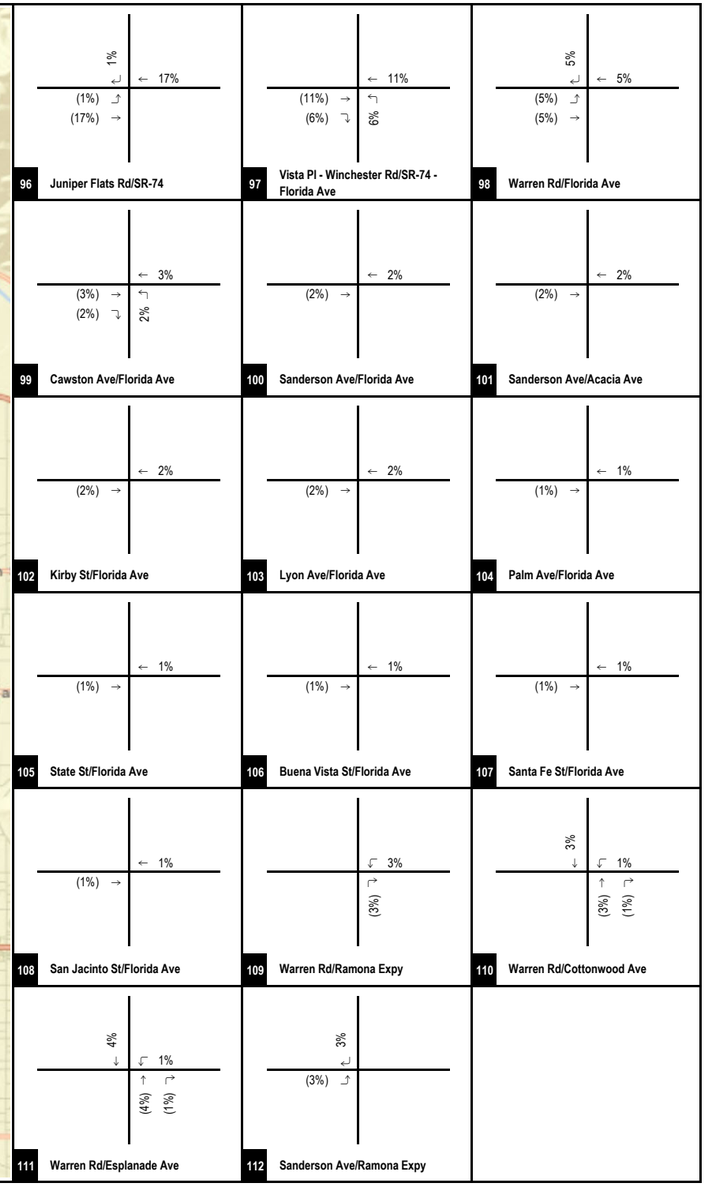
XX% (YY%)
Inbound (Outbound) Distribution

Future Leg

FIGURE 11-4

Menifee Valley Specific Plan
Traffic Study
PA-3 External Trip Distribution (Int. 65-95)



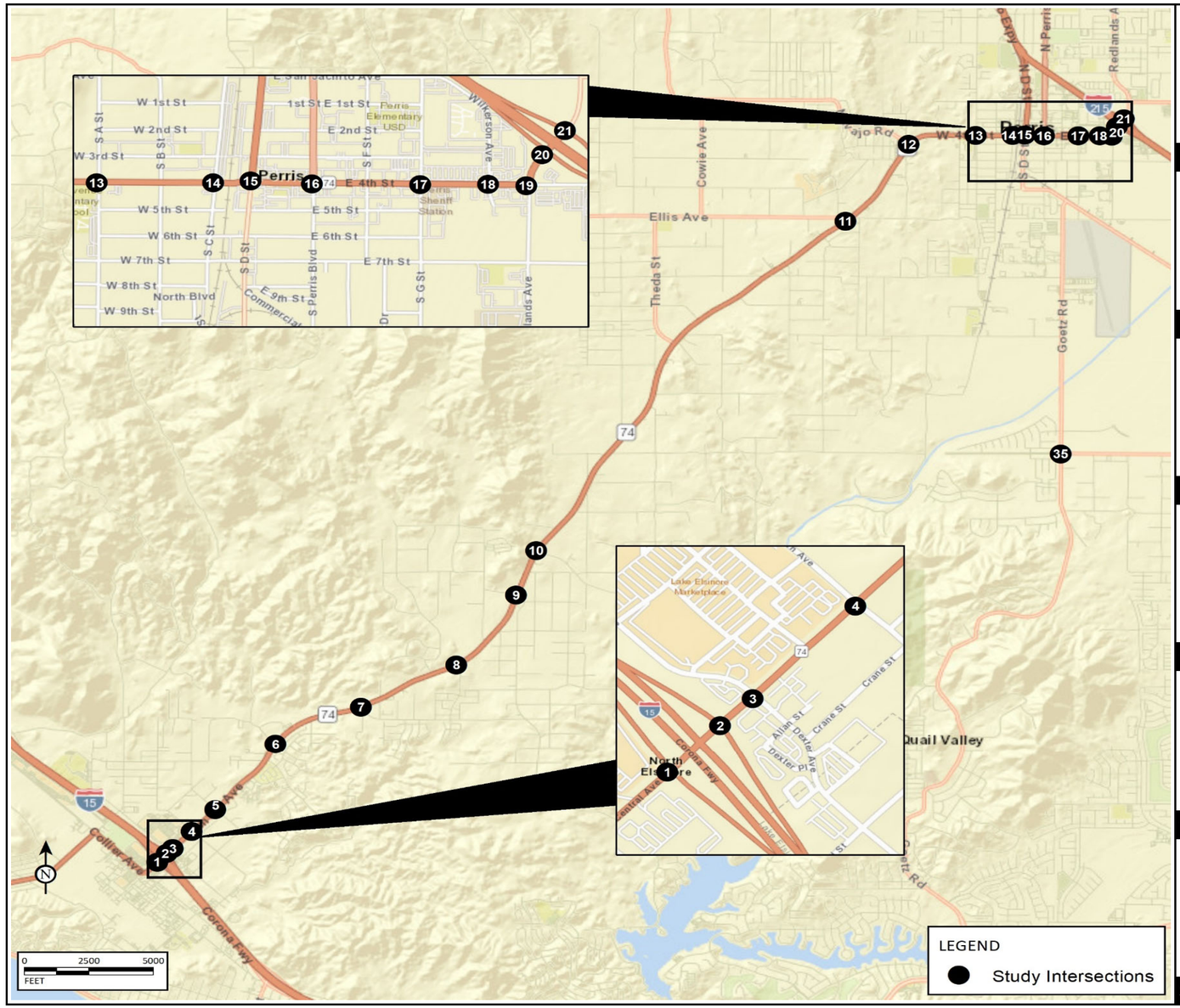


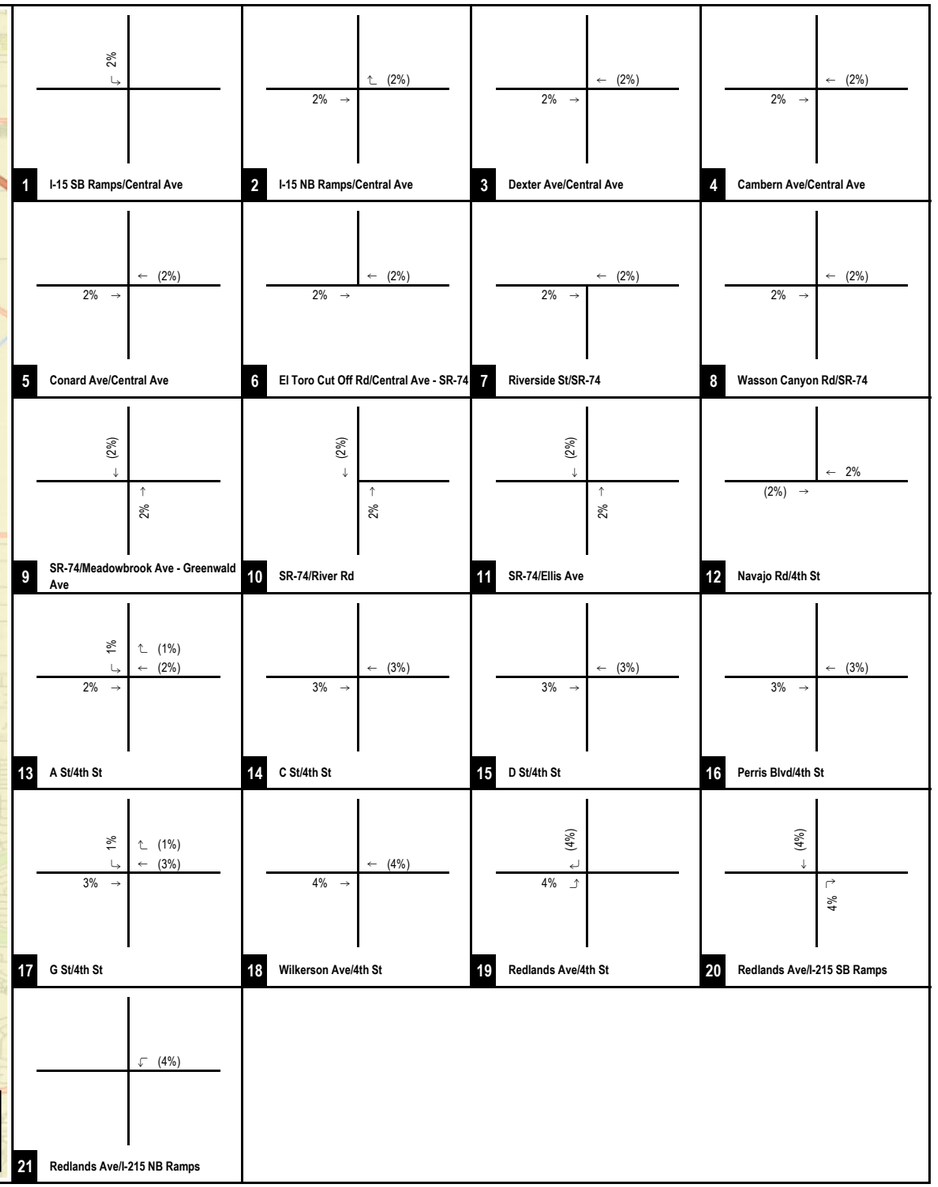
LSA

XX% (YY%)
Inbound (Outbound) Distribution

FIGURE 11-5

Menifee Valley Specific Plan
Traffic Study
PA-3 External Trip Distribution (Int. 96-112)



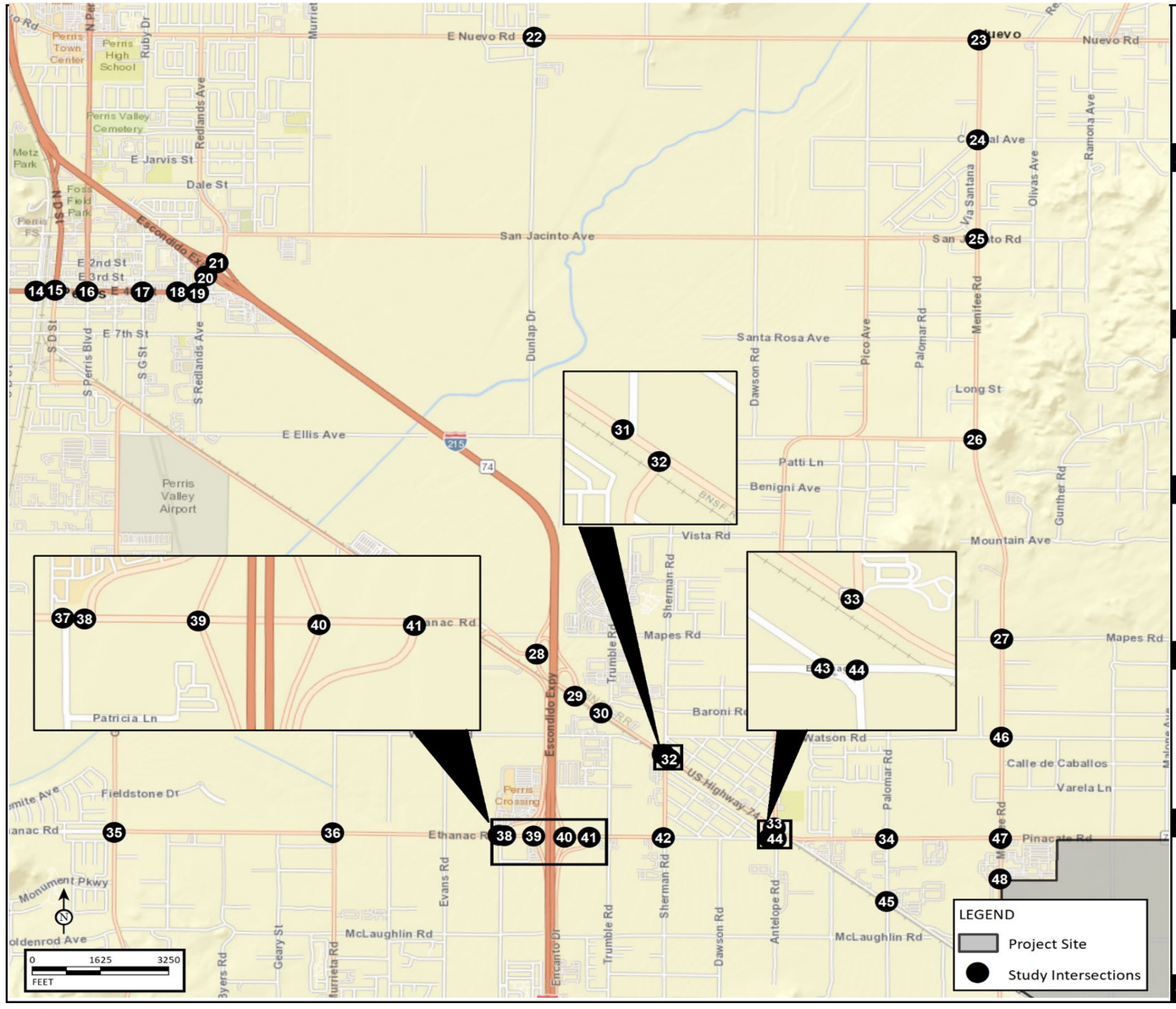


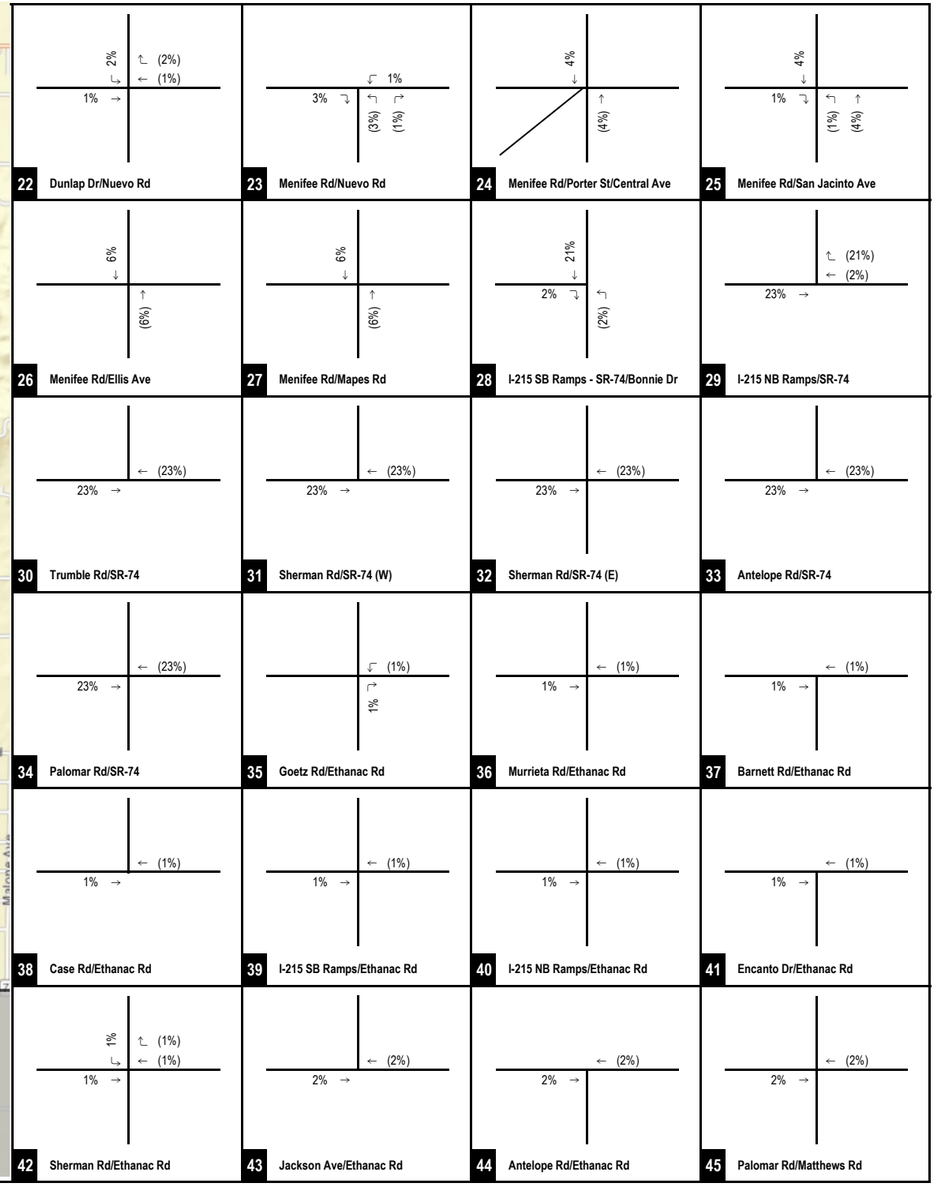
LSA

XX% (YY%)
Inbound (Outbound) Distribution

FIGURE 12-1

Menifee Valley Specific Plan
Traffic Study
PA-4 External Trip Distribution (Int. 1-21)



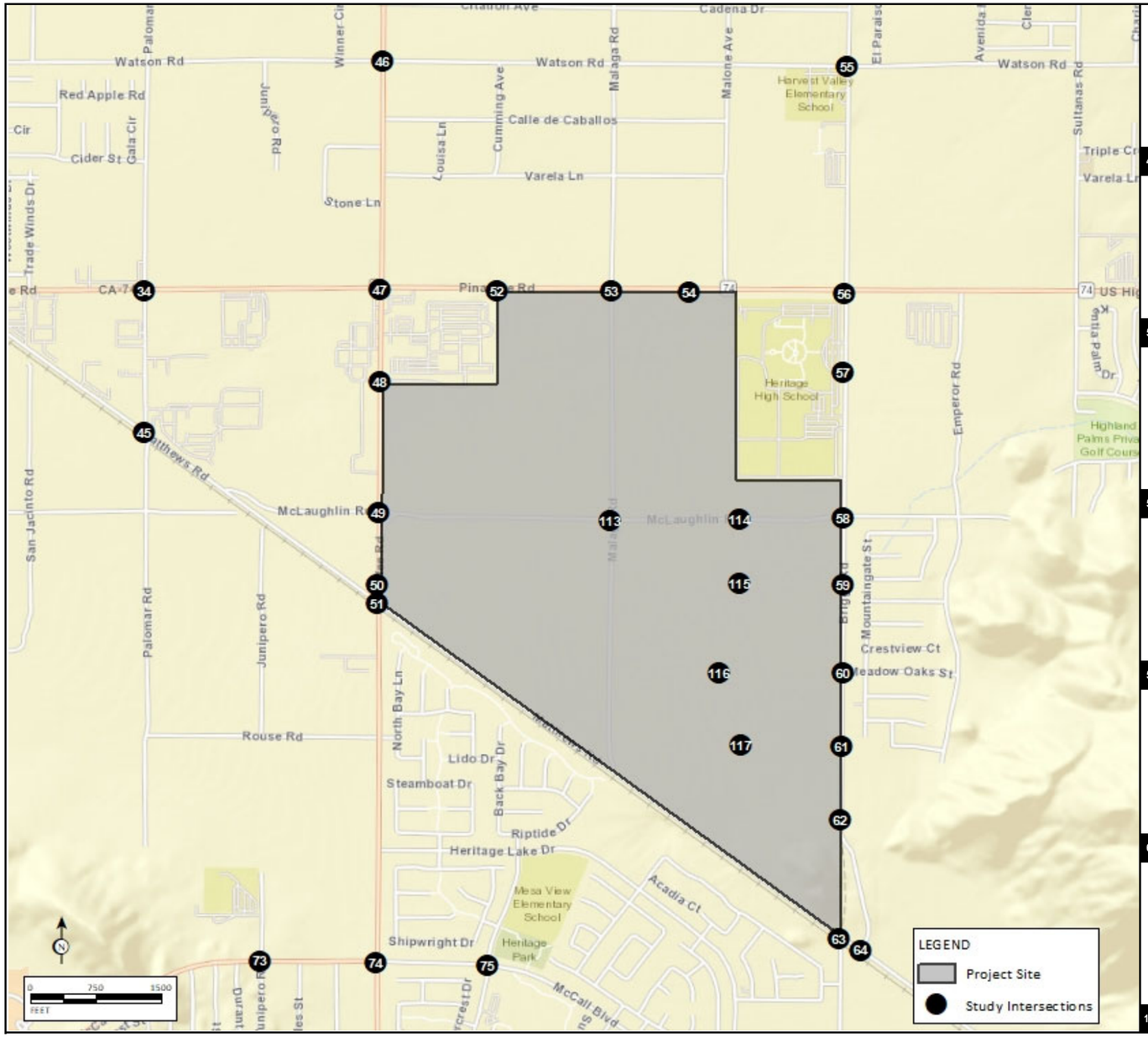


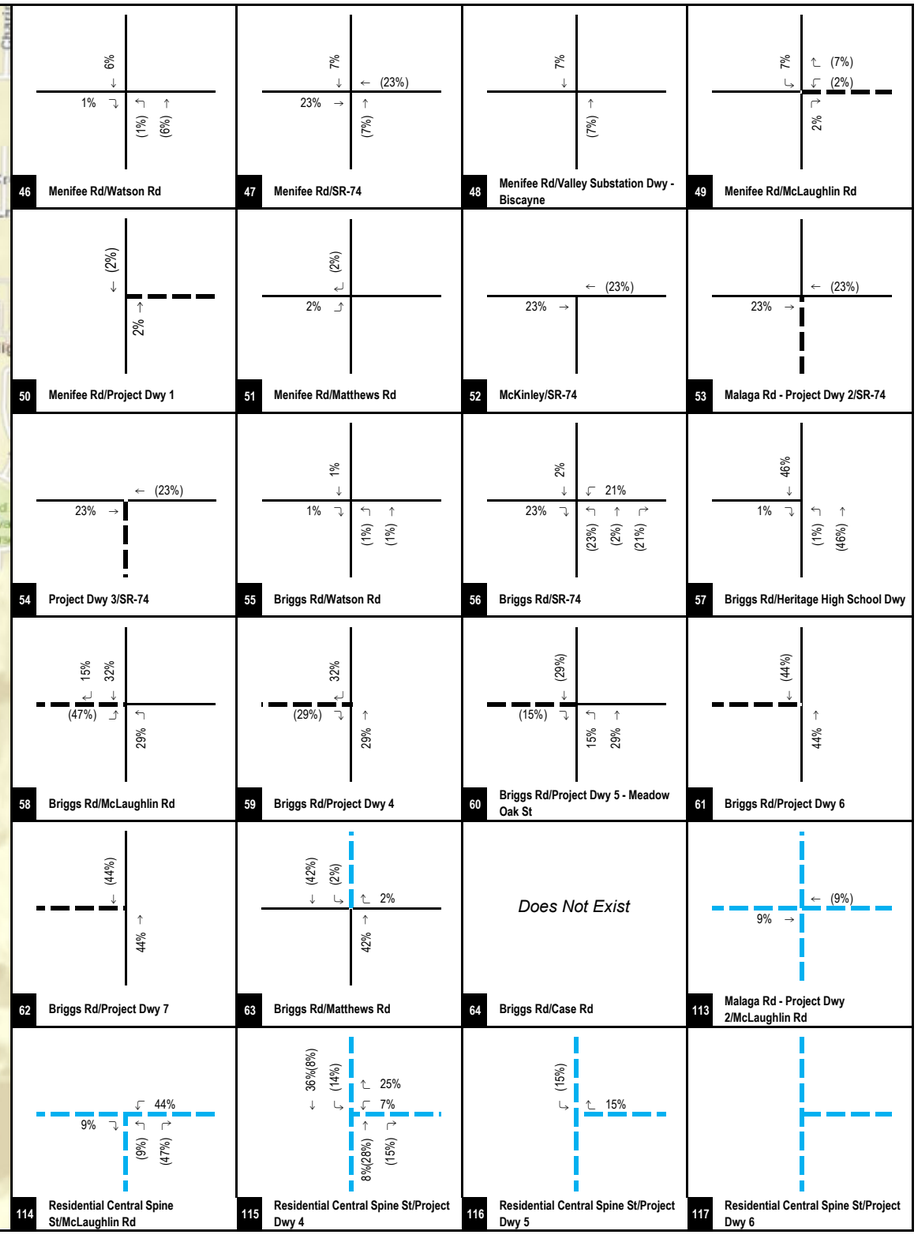
LSA

FIGURE 12-2

XX% (YY%)
Inbound (Outbound) Distribution

Menifee Valley Specific Plan
Traffic Study
PA-4 External Trip Distribution (Int. 22-45)





LSA

FIGURE 12-3

XX% (YY%) Inbound (Outbound) Distribution

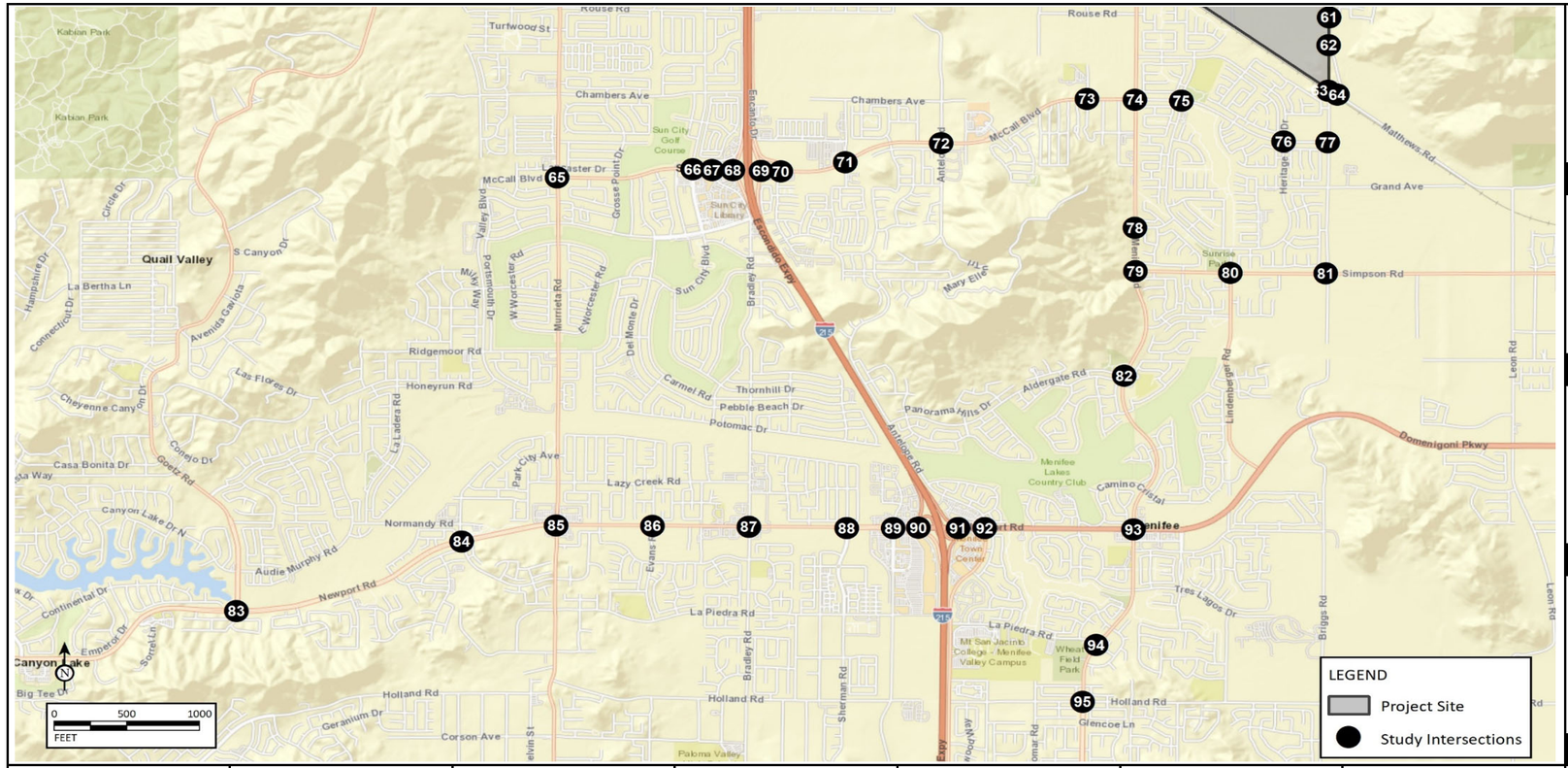
Future Leg

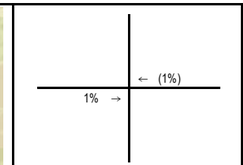
Project Driveway

Menifee Valley Specific Plan

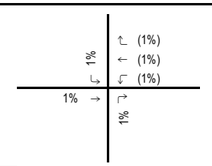
Traffic Study

PA-4 External Trip Distribution (Int. 46-64 & Int. 113-117)

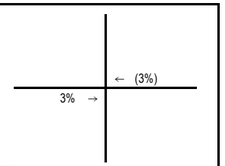




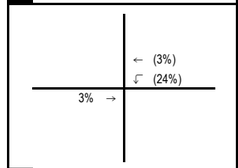
65 Murrieta Rd/McCall Blvd



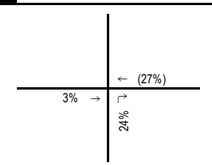
66 Sun City Blvd/McCall Blvd



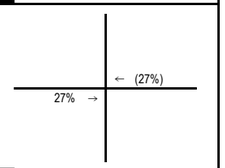
67 Bradley Rd/McCall Blvd



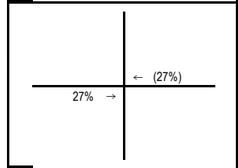
68 I-215 SB Ramps/McCall Blvd



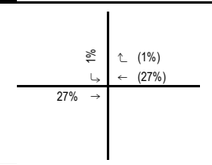
69 I-215 NB Ramps/McCall Blvd



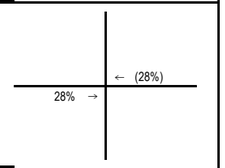
70 Encanto Drive/McCall Blvd



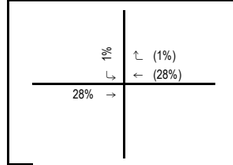
71 Sherman Rd/McCall Blvd



72 Antelope Rd/McCall Blvd



73 Junipero Rd/McCall Blvd



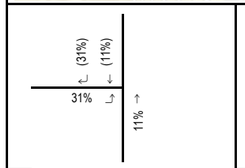
74 Menifee Rd/McCall Blvd



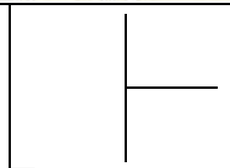
75 Heritage Lake Dr (W)/McCall Blvd



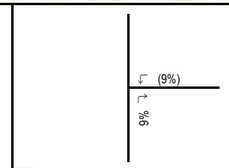
76 Heritage Lake Dr (E)/McCall Blvd



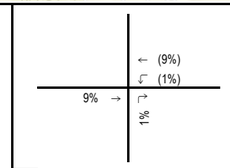
77 Briggs Rd/McCall Blvd



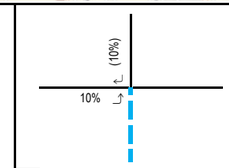
78 Menifee Rd/Coastline Ave



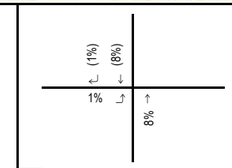
79 Menifee Rd/Simpson Rd



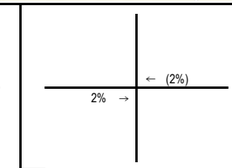
80 Lindenberger Rd/Simpson Rd



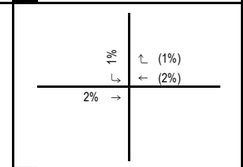
81 Briggs Rd/Simpson Rd



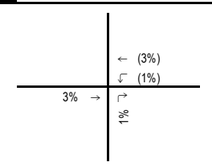
82 Menifee Rd/Aldergate Dr - Carnelian Way



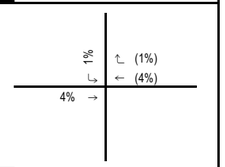
83 Goetz Rd - Blackstone Ln/Railroad Canyon Rd - Newport Rd



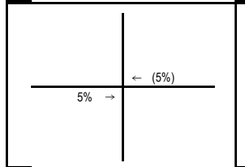
84 Berea Rd-Murphy Ranch Rd/Newport Rd



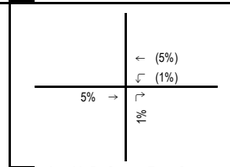
85 Murrieta Rd/Newport Rd



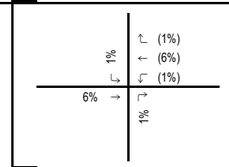
86 Evans Rd/Newport Rd



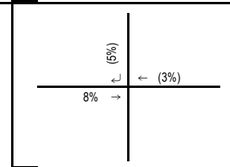
87 Bradley Rd/Newport Rd



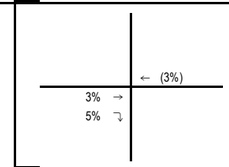
88 Avenida De Cortez - Town Center Dr/Newport Rd



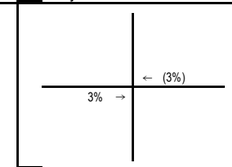
89 Haun Rd/Newport Rd



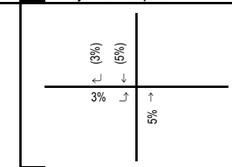
90 I-215 SB Ramps/Newport Rd



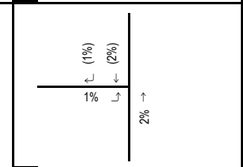
91 I-215 NB Ramps/Newport Rd



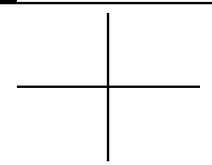
92 Antelope Rd/Newport Rd



93 Menifee Rd/Newport Rd



94 Menifee Rd/La Piedra Rd



95 Menifee Rd/Holland Rd

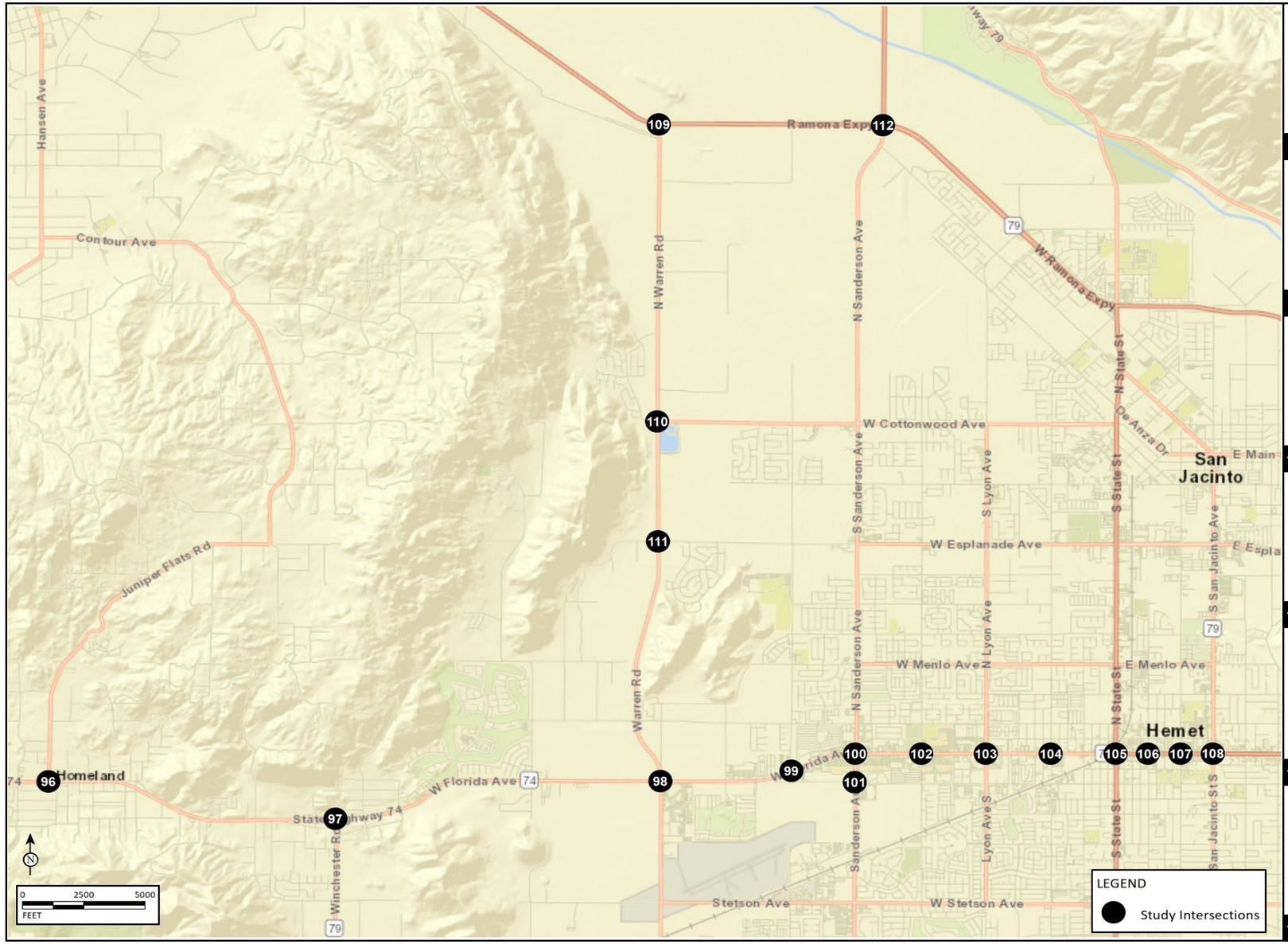
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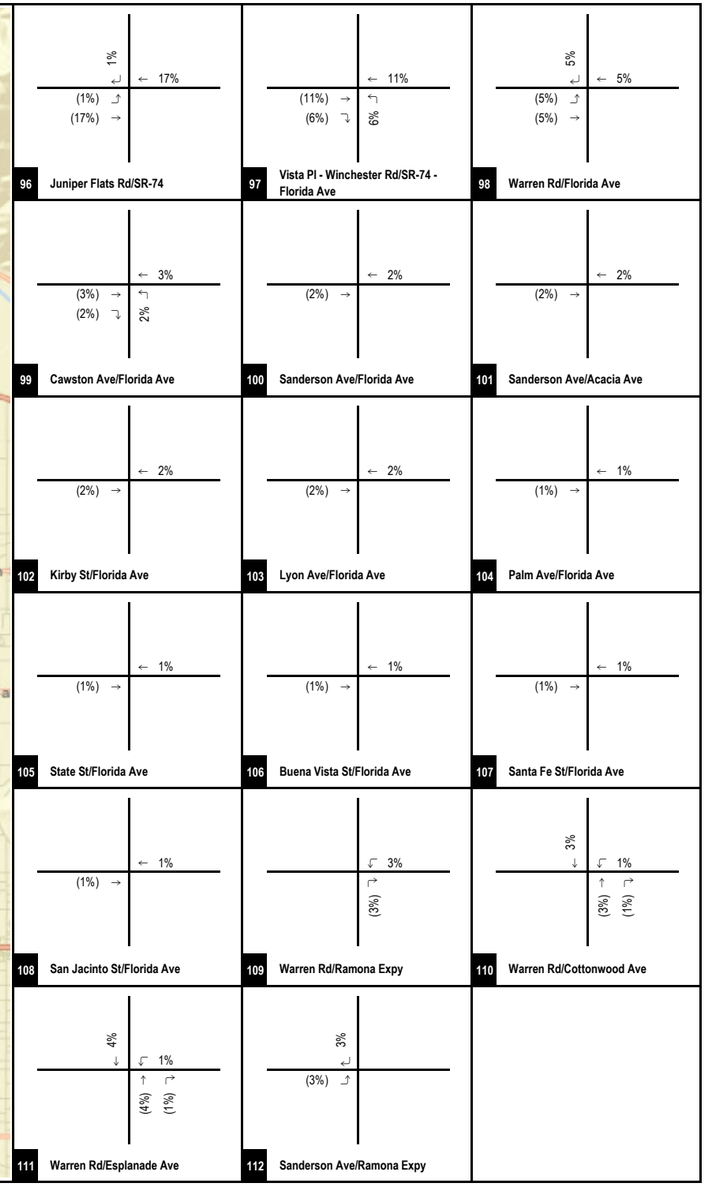
FIGURE 12-4

XX% (YY%)
Inbound (Outbound) Distribution

Future Leg

Menifee Valley Specific Plan
Traffic Study
PA-4 External Trip Distribution (Int. 65-95)



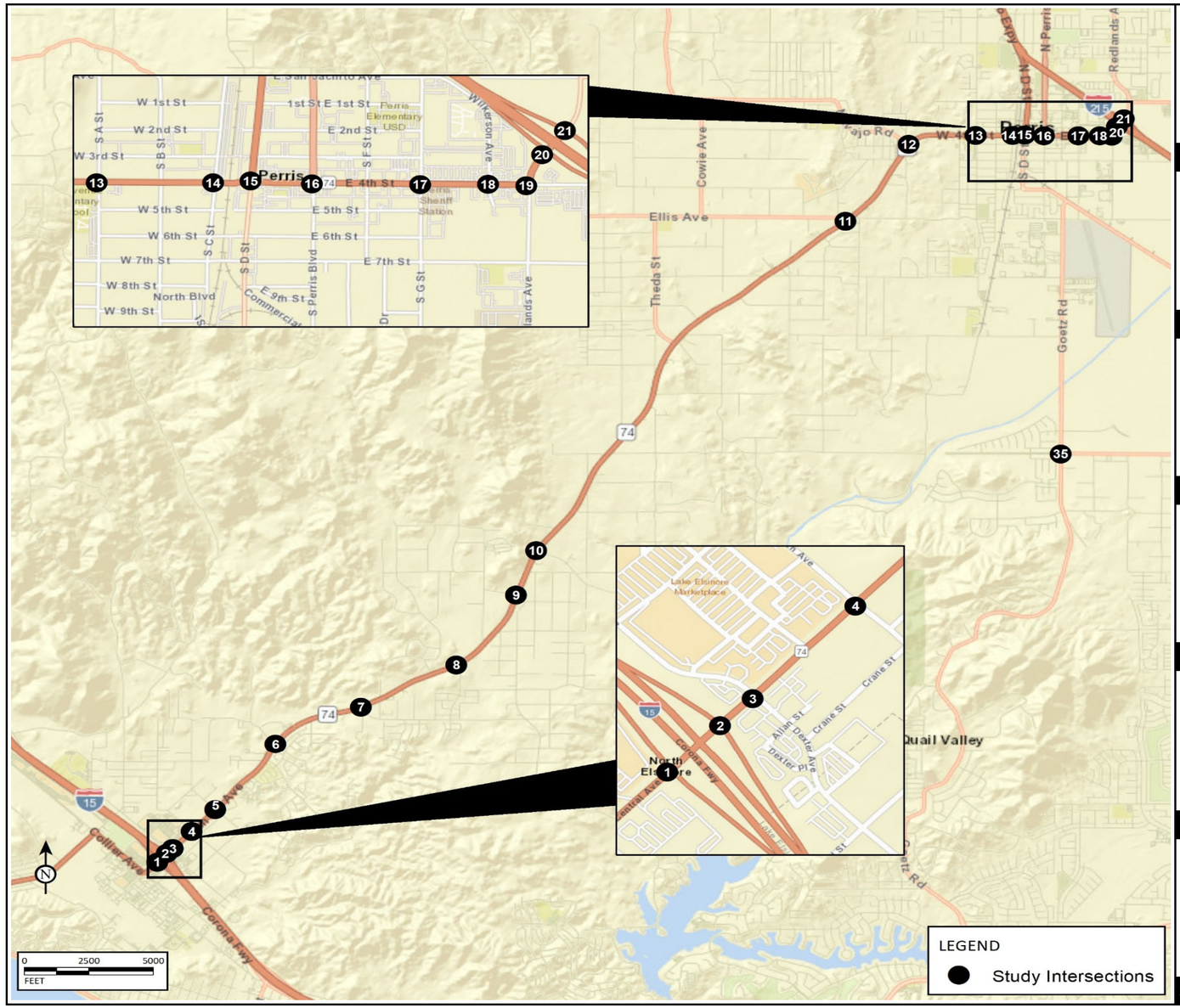


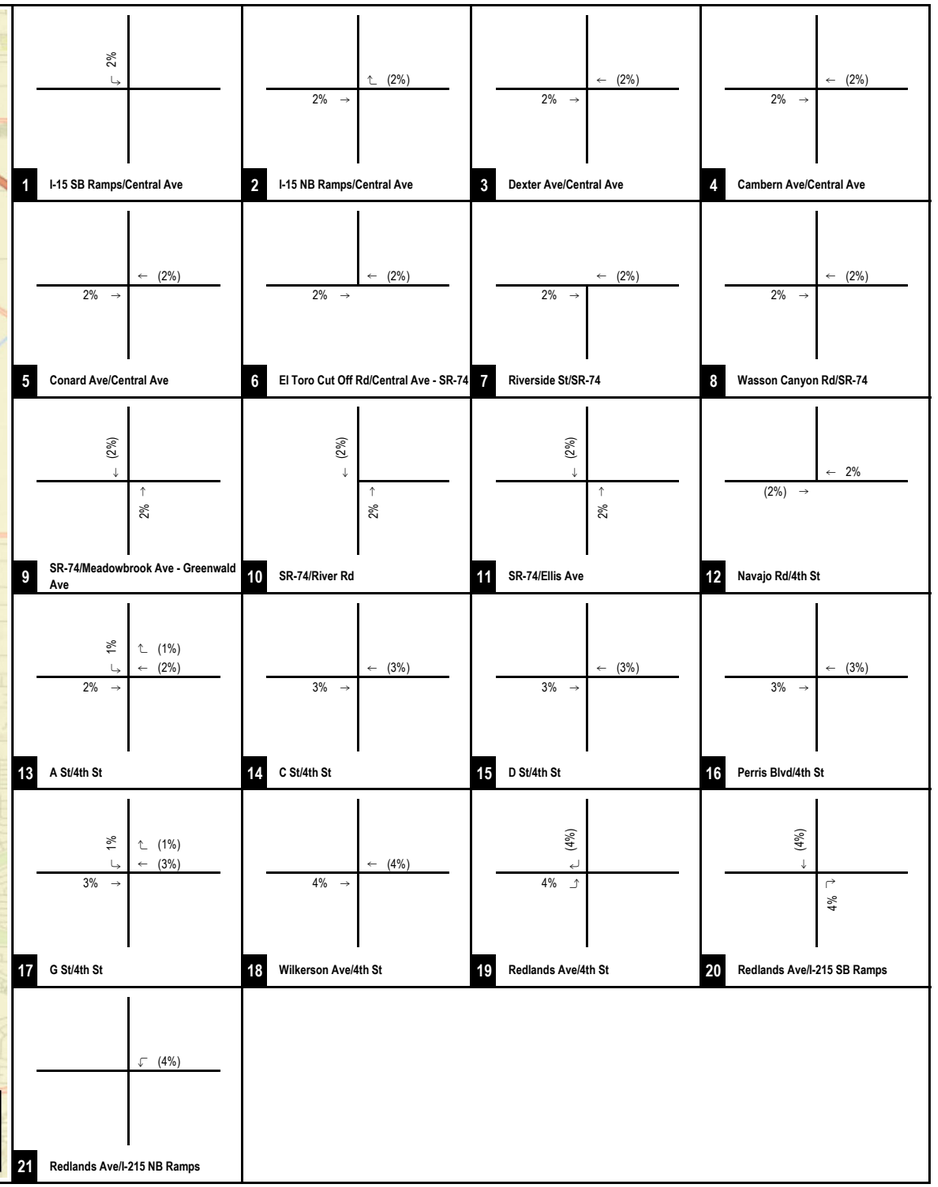
LSA

FIGURE 12-5

XX% (YY%)
Inbound (Outbound) Distribution

Menifee Valley Specific Plan
Traffic Study
PA-4 External Trip Distribution (Int. 96-112)

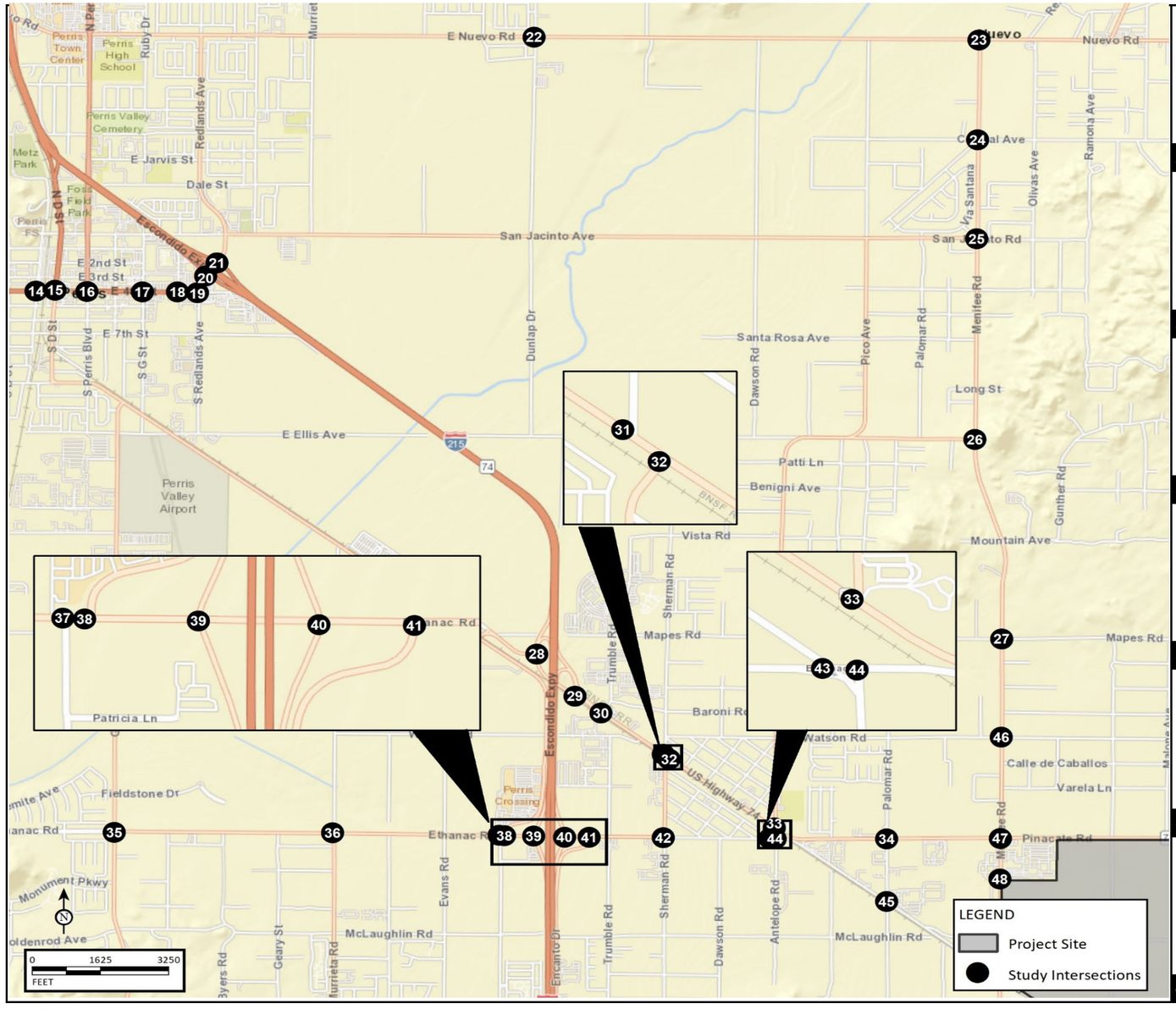


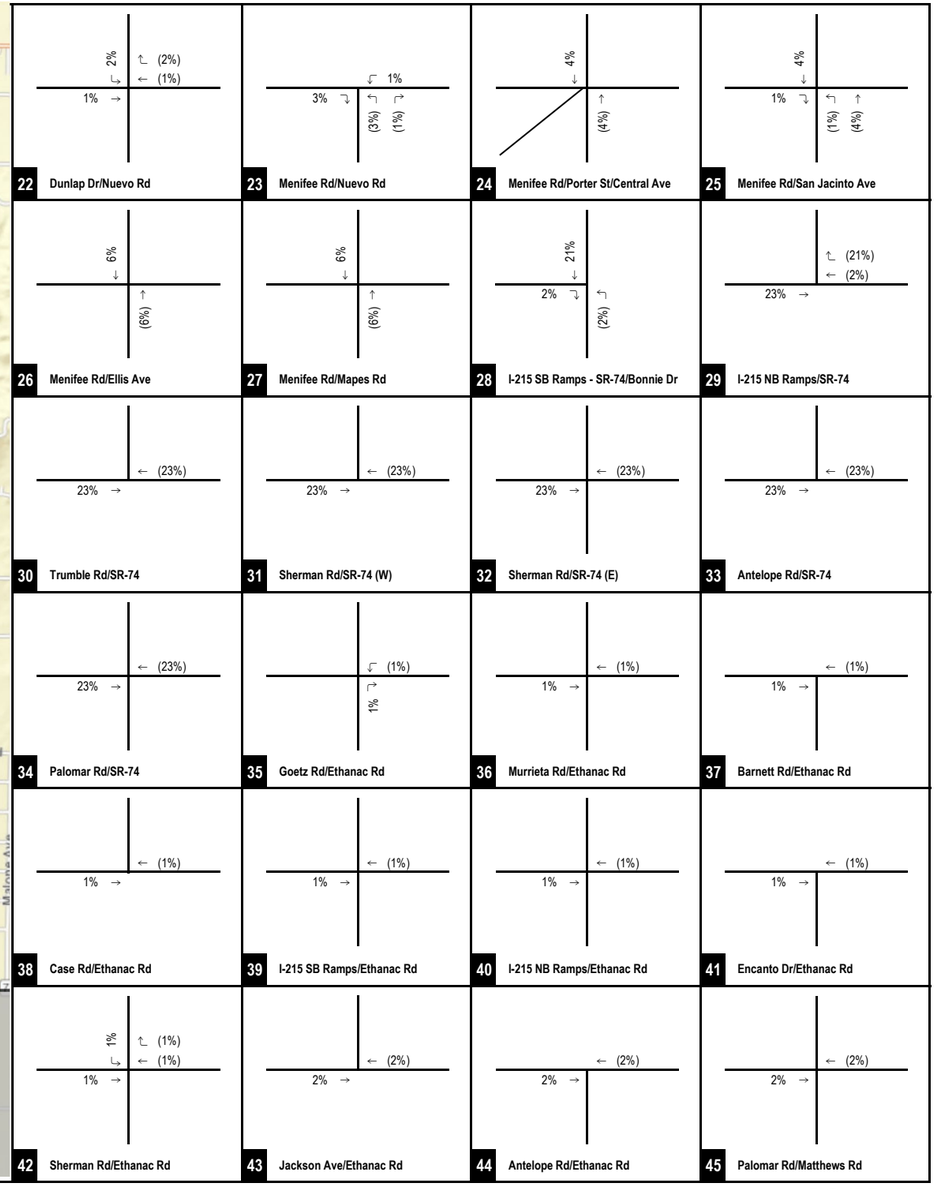


XX% (YY%)
Inbound (Outbound) Distribution

FIGURE 13-1

Menifee Valley Specific Plan
Traffic Study
PA-5 External Trip Distribution (Int. 1-21)



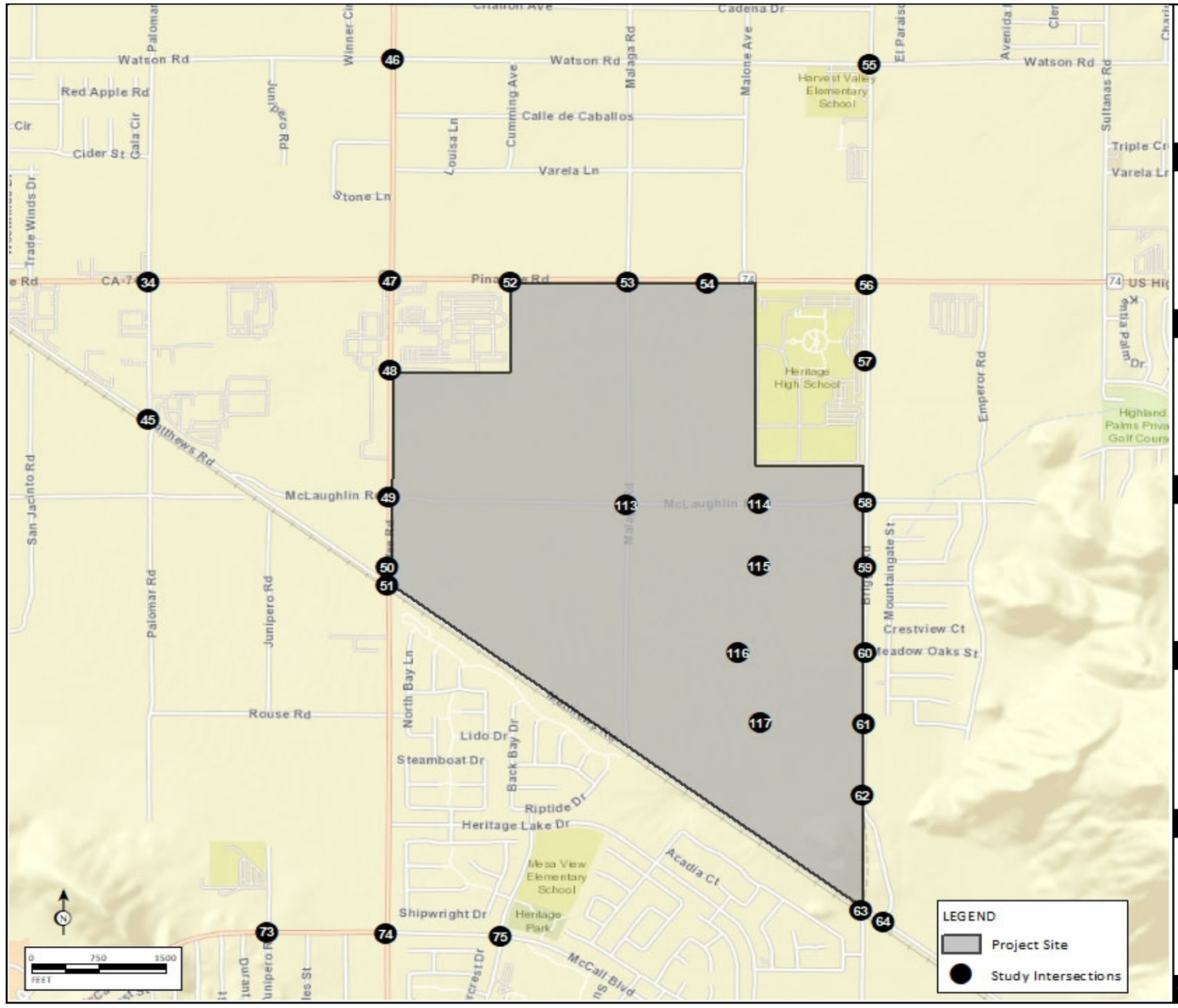


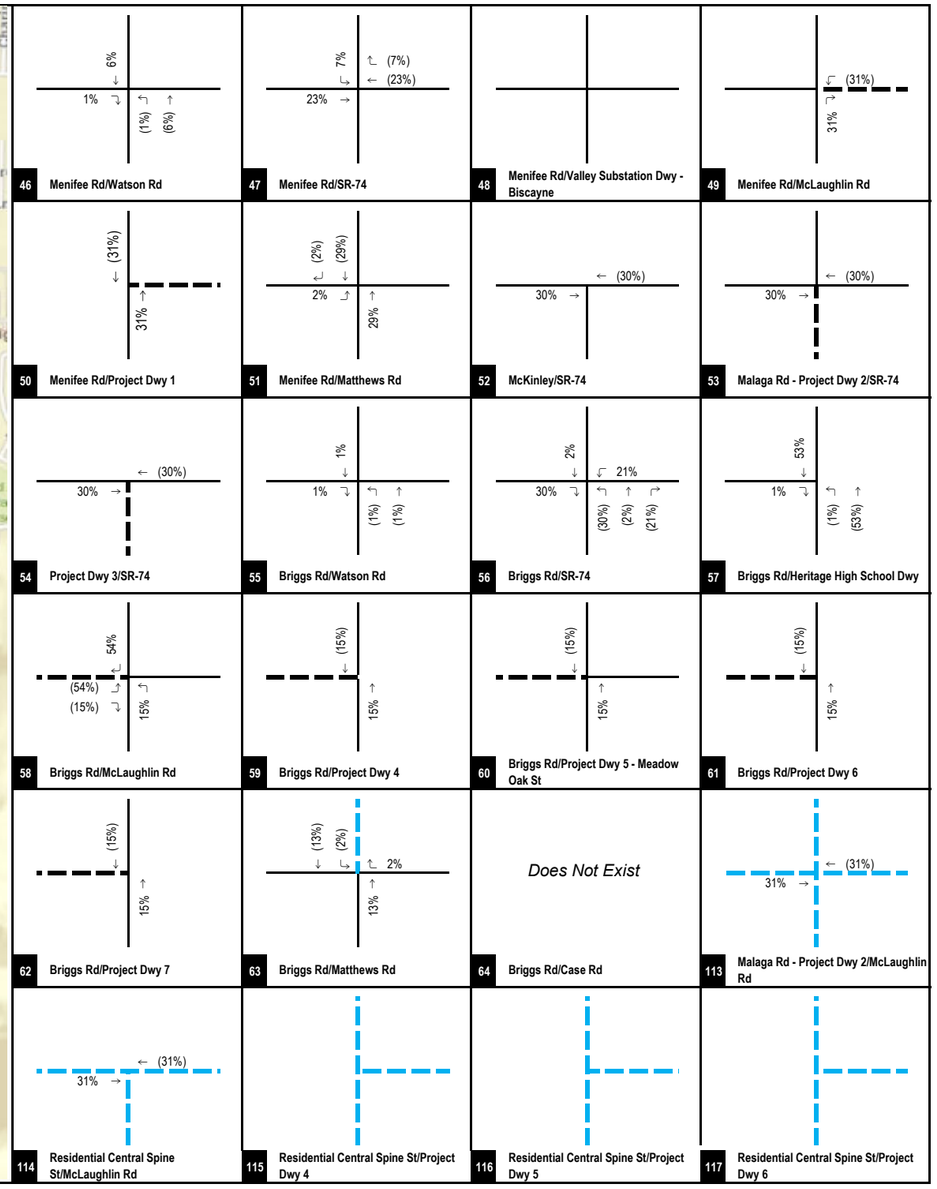
LSA

FIGURE 12-2

XX% (YY%)
Inbound (Outbound) Distribution

Menifee Valley Specific Plan
Traffic Study
PA-4 External Trip Distribution (Int. 22-45)





LSA

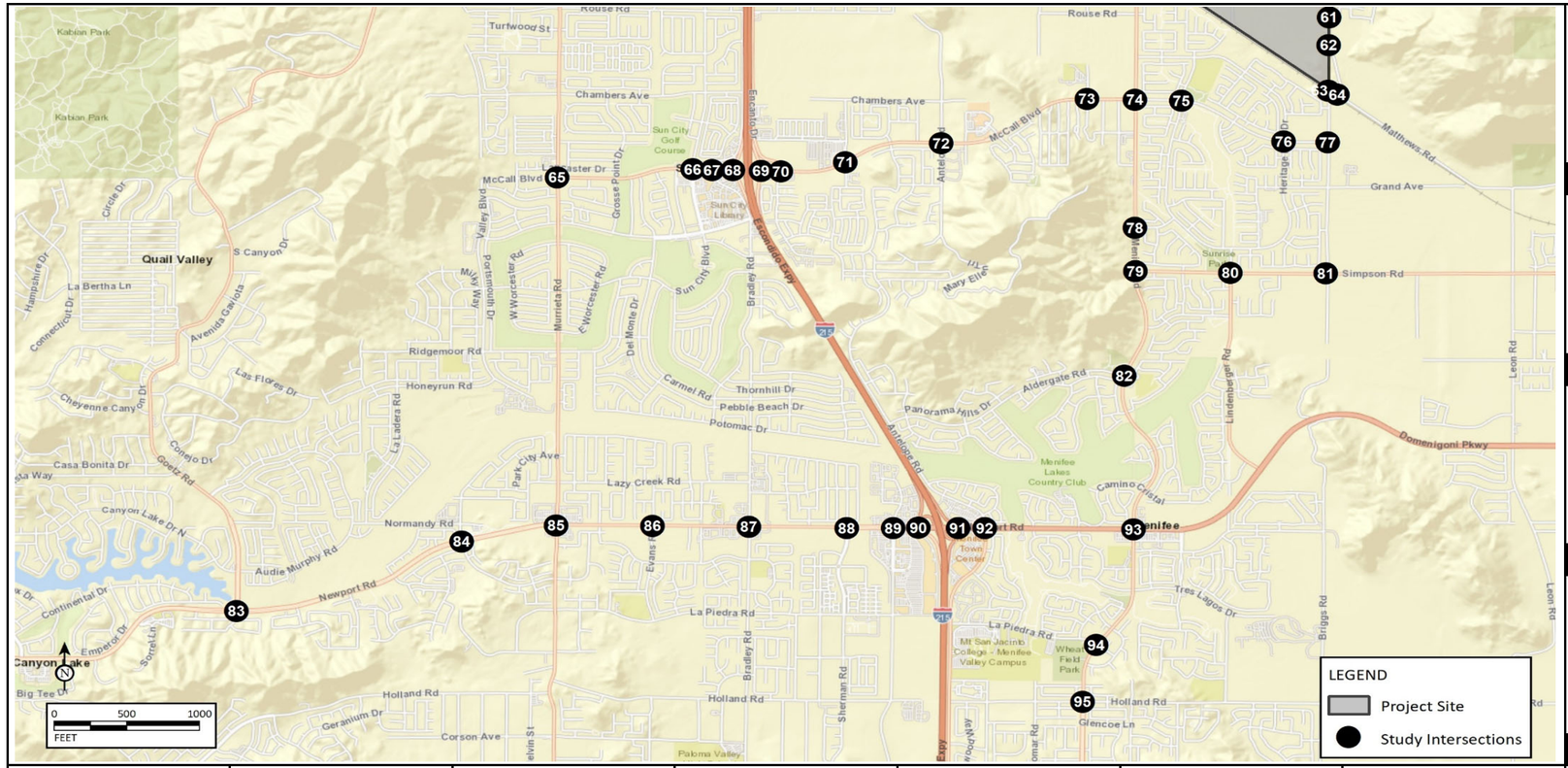
XX% (YY%) Inbound (Outbound) Distribution

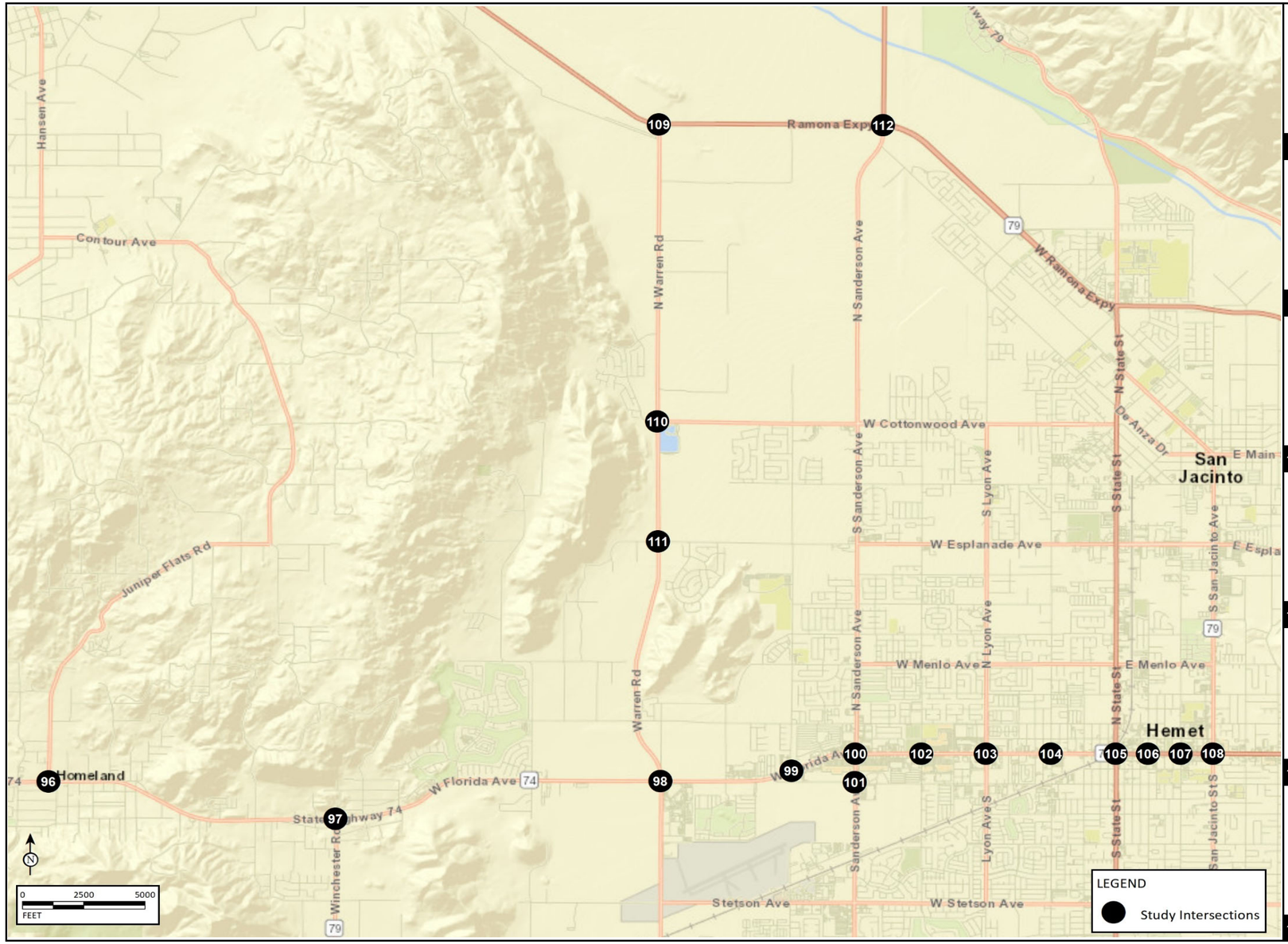
Future Leg

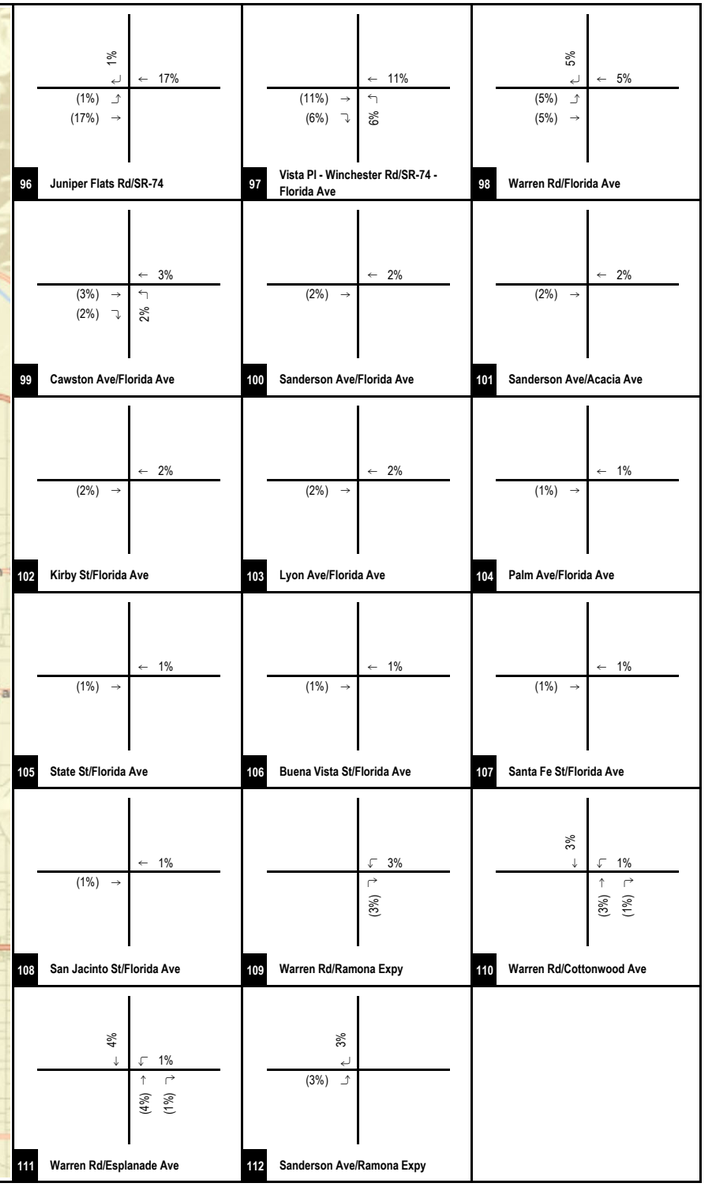
Project Driveway

FIGURE 13-3

Menifee Valley Specific Plan
Traffic Study
PA-5 External Trip Distribution (Int. 46-64 & Int. 113-117)


Rouse Rd
Turfwood St
Chambers Ave
Kabian Park
Sun City Golf Course
Sun City Library
McCall Blvd
Lancaster Dr
Grosse Point Dr
Valley Blvd
Portsmouth Dr
W Worcester Rd
E Worcester Rd
Murrieta Rd
Del Monte Dr
Sun City Blvd
Bradley Rd
Escondido Expy
Antelope Rd
Heritage Dr
Matthews Rd
Grand Ave
Mary Ellen Ln
Sunrise Pl
Simpson Rd
Menifee Rd
Lindenberger Rd
Leon Rd
Aldergate Rd
Panorama Hills Dr
Thornhill Dr
Pebble Beach Dr
Potomac Dr
Carmel Rd
Ridgemoor Rd
Honeyrun Rd
La Ladera Rd
Park City Ave
Lazy Creek Rd
Normandy Rd
Audie Murphy Rd
Newport Rd
Domenigoni Pkwy
Camino Cristal
Menifee Lakes Country Club
Menifee Town Center
Tres Lagos Dr
Briggs Rd
La Piedra Rd
Mt San Jacinto College - Menifee Valley Campus
Wheat Field Park
Holland Rd
Glencoe Ln
Sherman Rd
Evans Rd
Corson Ave
Geranium Dr
Paloma Valley
Quail Valley
Canyon Lake
Big Tee Dr
Canyon Lake Dr N
Continental Dr
Emperor Dr
Sorrel Ln
Avenida Gaviota
S Canyon Dr
La Bertha Ln
Connecticut Dr
Hampshire Dr
Circle Dr
Las Flores Dr
Cheyenne Canyon Dr
Conejo Dr
Goetz Rd
Casa Bonita Dr
Milky Way
Avenida De Cortez
Haun Rd
Berea Rd
Murphy Ranch Rd
Canyon Rd
Blackstone Ln
Railroad Canyon Rd
Carnelian Way
Bradley Rd
Briggs Rd
Antelope Rd
Sherman Rd
Junipero Rd
Encanto Drive
Evans Rd
Heritage Lake Dr (W)
Heritage Lake Dr (E)
Sun City Blvd
Murrieta Rd
I-215 SB Ramps
I-215 NB Ramps
Menifee Rd
Goetz Rd
Haun Rd
Avenida De Cortez
Bradley Rd
Briggs Rd
Lindenberger Rd
Menifee Rd
Simpson Rd
Aldergate Rd
Menifee Rd
Antelope Rd
Junipero Rd
Sherman Rd
Evans Rd
Murrieta Rd
Sun City Blvd
Heritage Lake Dr (W)
Heritage Lake Dr (E)
Menifee Rd
Menifee Rd
Menifee Rd



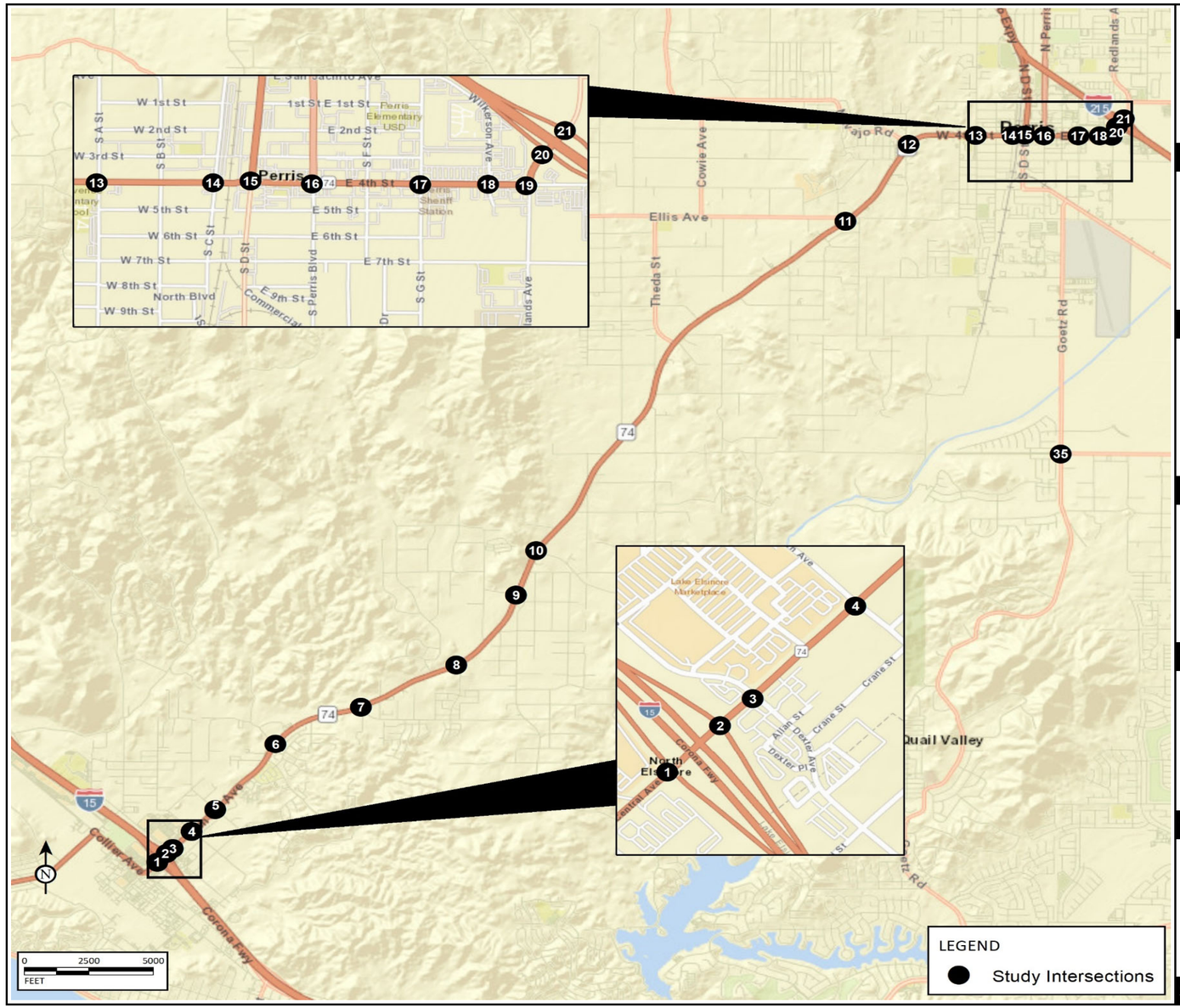


LSA

XX% (YY%)
Inbound (Outbound) Distribution

FIGURE 13-5

Menifee Valley Specific Plan
Traffic Study
PA-5 External Trip Distribution (Int. 96-112)



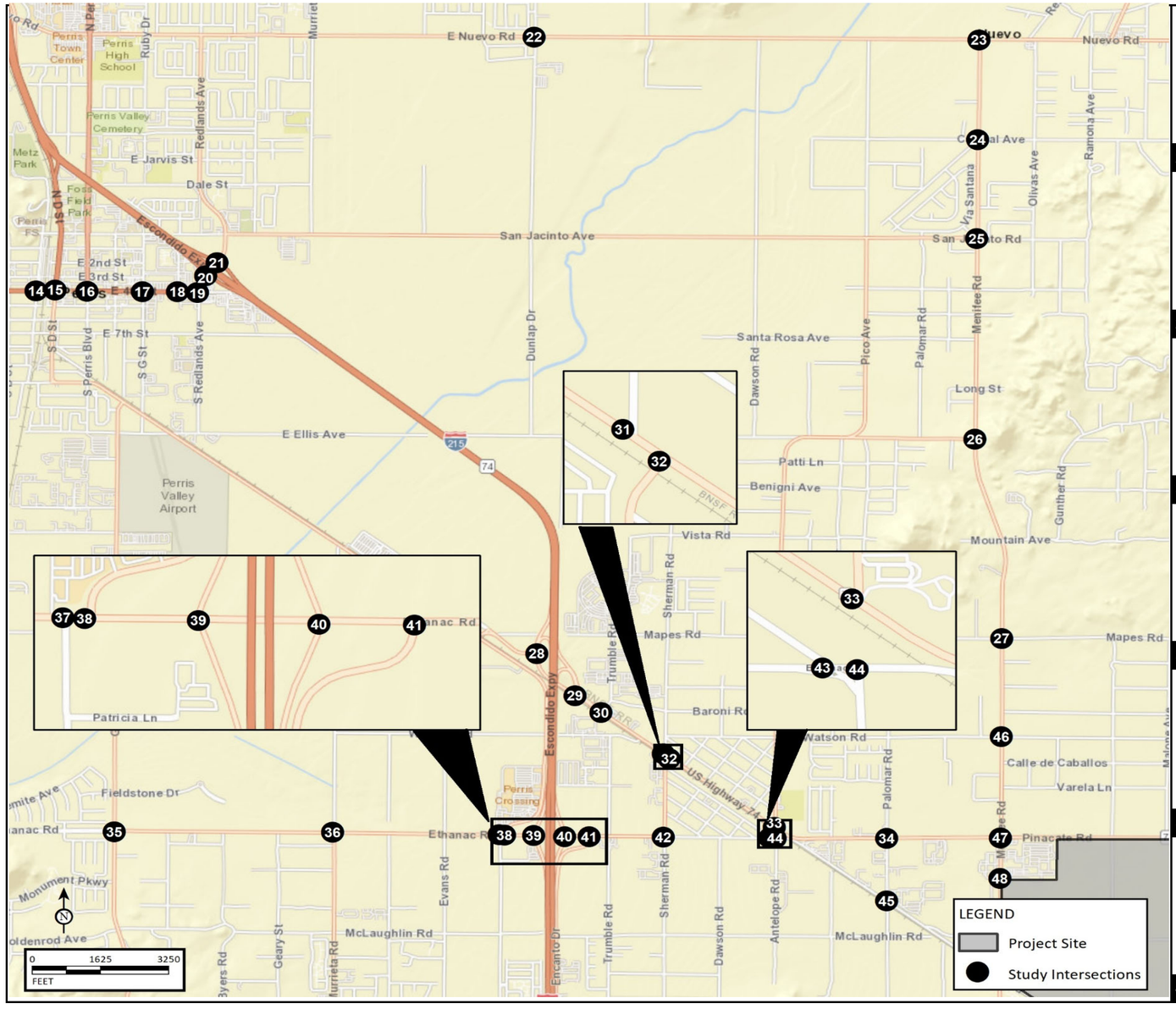
1 I-15 SB Ramps/Central Ave
2 I-15 NB Ramps/Central Ave
3 Dexter Ave/Central Ave
4 Cambern Ave/Central Ave
5 Conard Ave/Central Ave
6 El Toro Cut Off Rd/Central Ave - SR-74
7 Riverside St/SR-74
8 Wasson Canyon Rd/SR-74
9 SR-74/Meadowbrook Ave - Greenwald Ave
10 SR-74/River Rd
11 SR-74/Ellis Ave
12 Navajo Rd/4th St
13 A St/4th St
14 C St/4th St
15 D St/4th St
16 Perris Blvd/4th St
17 G St/4th St
18 Wilkerson Ave/4th St
19 Redlands Ave/4th St
20 Redlands Ave/I-215 SB Ramps
21 Redlands Ave/I-215 NB Ramps

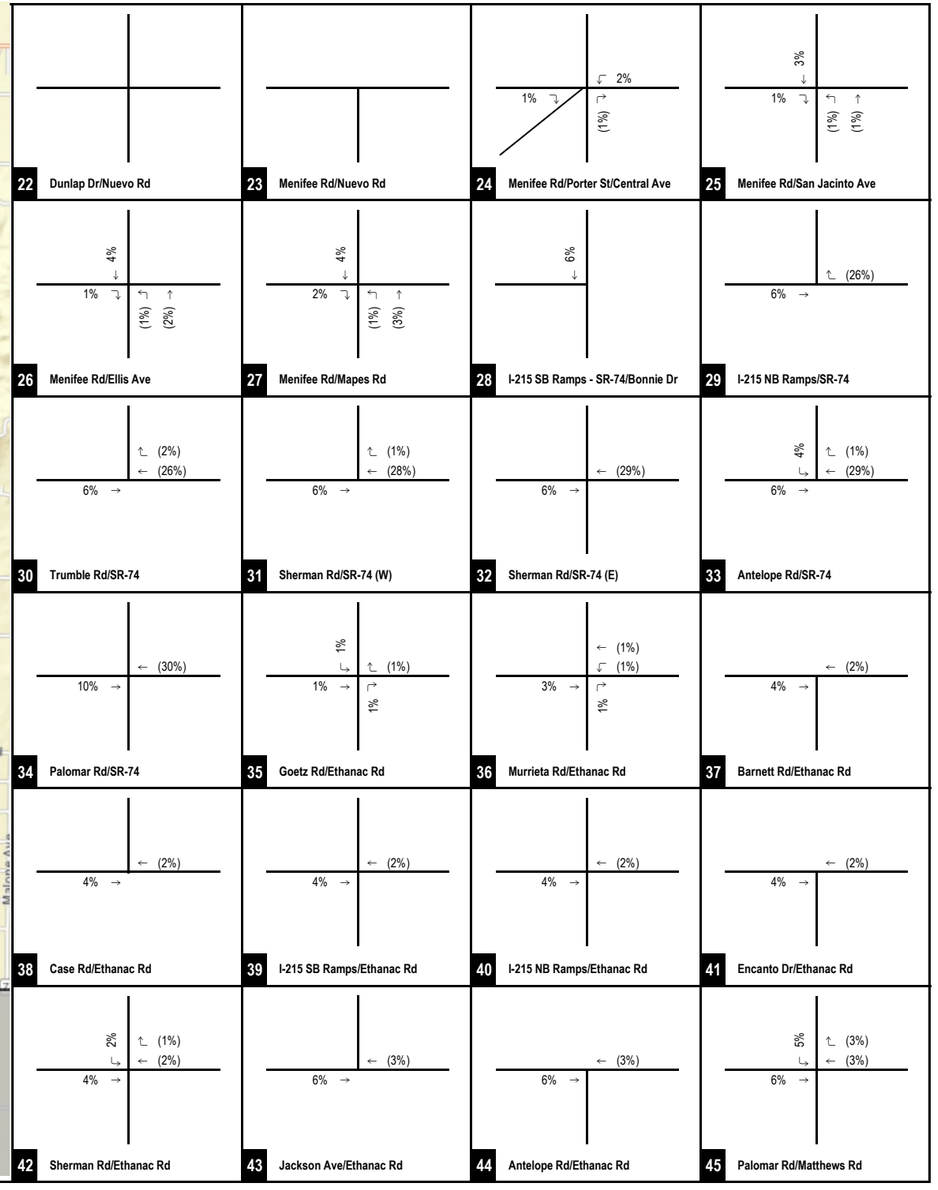
LSA

FIGURE 14-1

Menifee Valley Specific Plan
Traffic Study
PA-6 External Trip Distribution - AM (Int. 1-21)

XX% (YY%)
Inbound (Outbound) Distribution



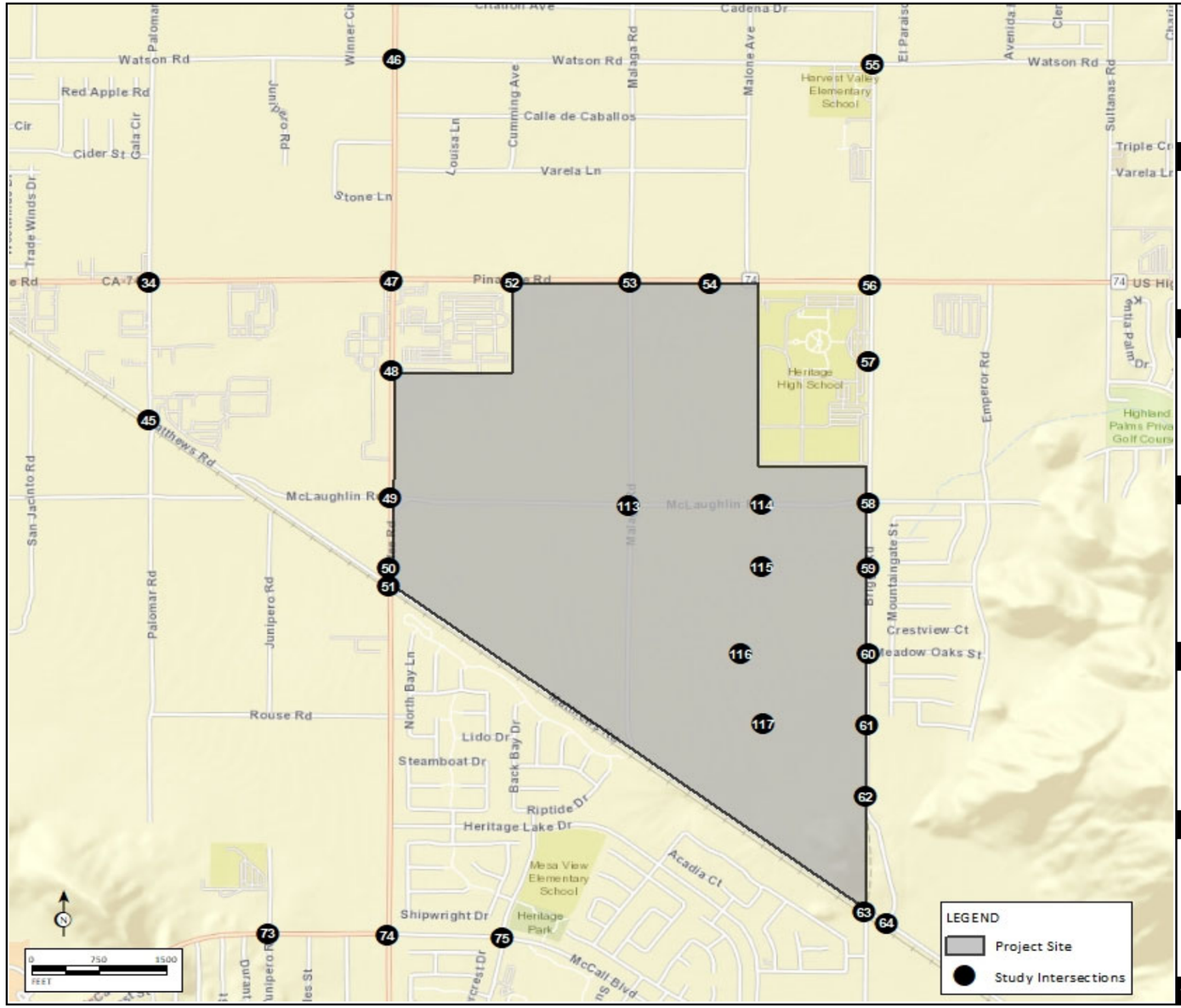


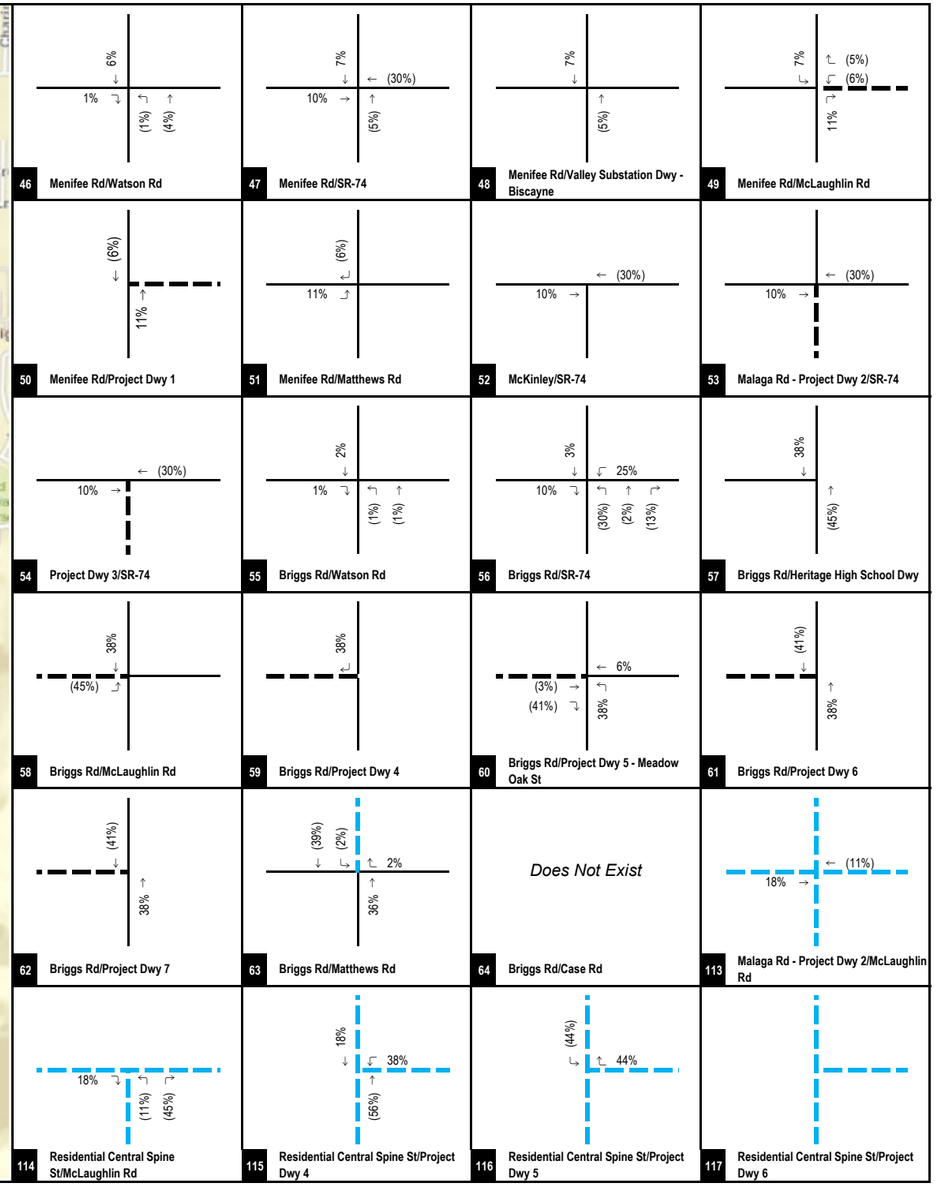
LSA

FIGURE 14-2

Menifee Valley Specific Plan
Traffic Study
PA-6 External Trip Distribution - AM (Int. 22-45)

XX% (YY%)
Inbound (Outbound) Distribution





LSA

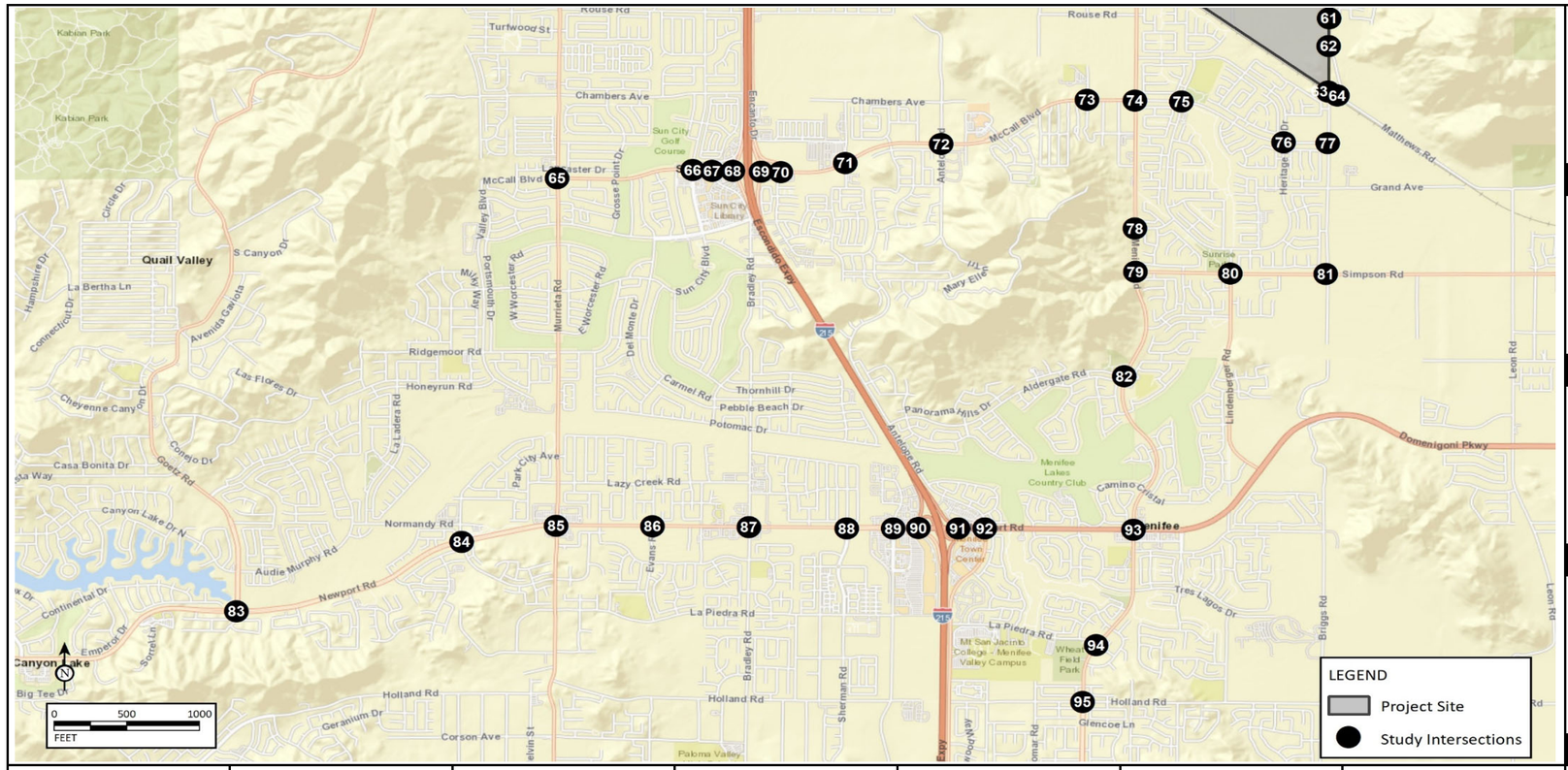
FIGURE 14-3

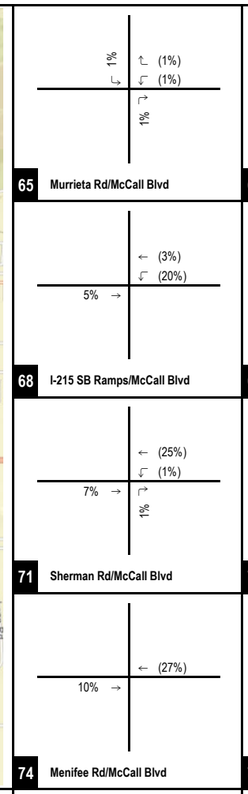
XX% (YY%)
Inbound (Outbound) Distribution

Future Leg
Project Driveway

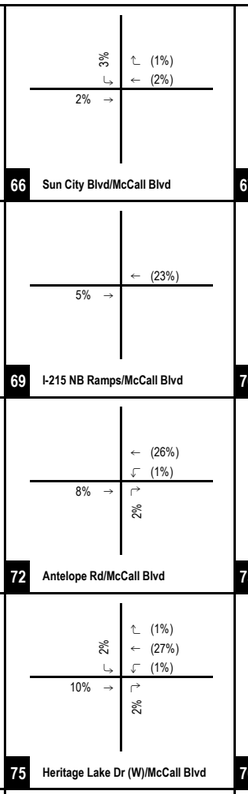
Menifee Valley Specific Plan
Traffic Study
PA-6 External Trip Distribution - AM (Int. 46-64 & Int. 113-117)

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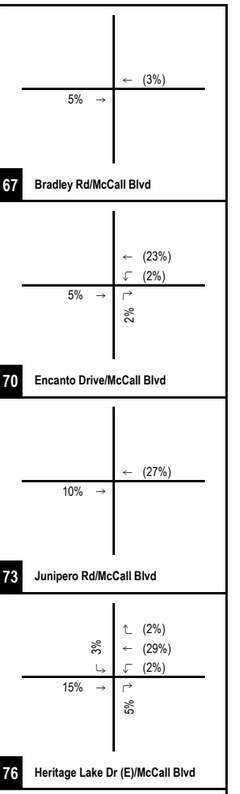




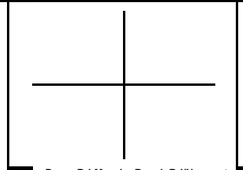
65 Murrieta Rd/McCall Blvd



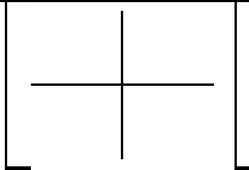
66 Sun City Blvd/McCall Blvd



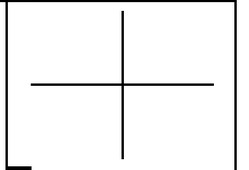
67 Bradley Rd/McCall Blvd



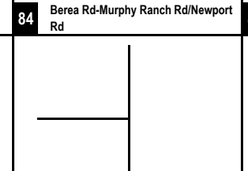
68 I-215 SB Ramps/McCall Blvd



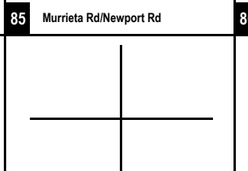
69 I-215 NB Ramps/McCall Blvd



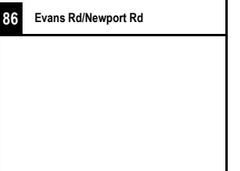
70 Encanto Drive/McCall Blvd



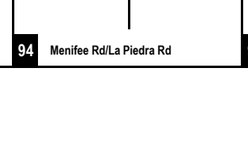
71 Sherman Rd/McCall Blvd



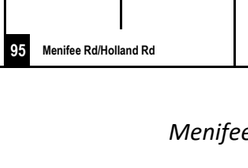
72 Antelope Rd/McCall Blvd



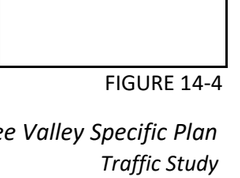
73 Junipero Rd/McCall Blvd



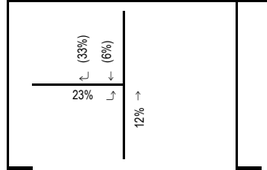
74 Menifee Rd/McCall Blvd



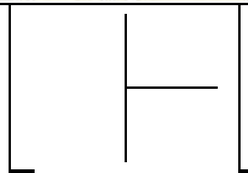
75 Heritage Lake Dr (W)/McCall Blvd



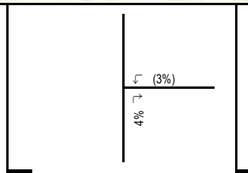
76 Heritage Lake Dr (E)/McCall Blvd



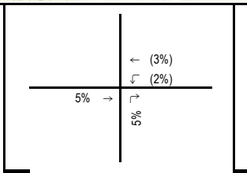
77 Briggs Rd/McCall Blvd



78 Menifee Rd/Coastline Ave



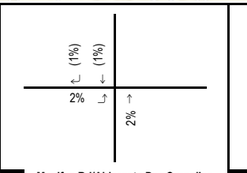
79 Menifee Rd/Simpson Rd



80 Lindenberger Rd/Simpson Rd



81 Briggs Rd/Simpson Rd



82 Menifee Rd/Aldergate Dr - Carnelian Way

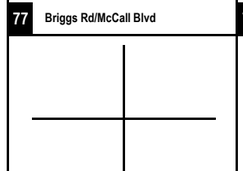


83 Goetz Rd - Blackstone Ln/Railroad Canyon Rd - Newport Rd

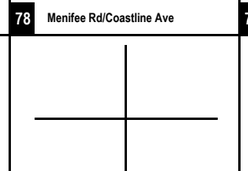
84 Berea Rd-Murphy Ranch Rd/Newport Rd

85 Murrieta Rd/Newport Rd

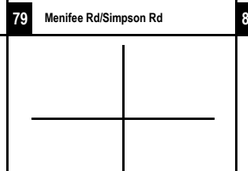
86 Evans Rd/Newport Rd



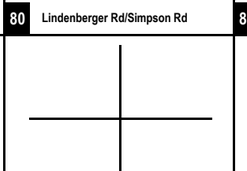
87 Bradley Rd/Newport Rd



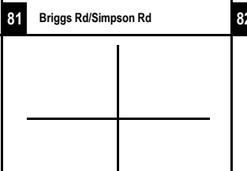
88 Avenida De Cortez - Town Center Dr/Newport Rd



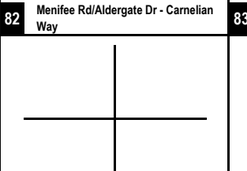
89 Haun Rd/Newport Rd



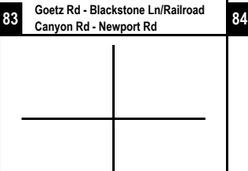
90 I-215 SB Ramps/Newport Rd



91 I-215 NB Ramps/Newport Rd



92 Antelope Rd/Newport Rd



93 Menifee Rd/Newport Rd

94 Menifee Rd/La Piedra Rd

95 Menifee Rd/Holland Rd

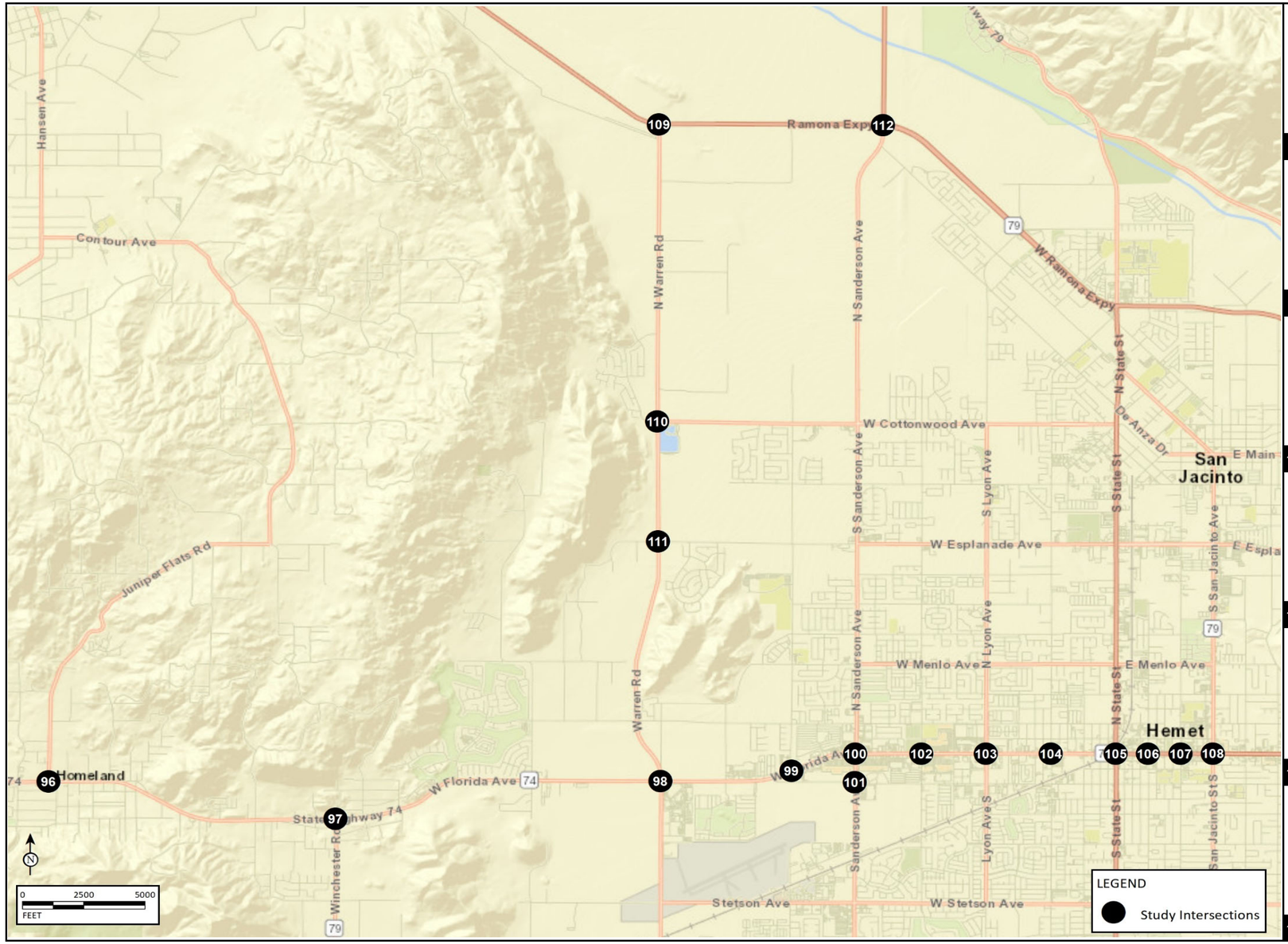
XX% (YY%)
Inbound (Outbound) Distribution

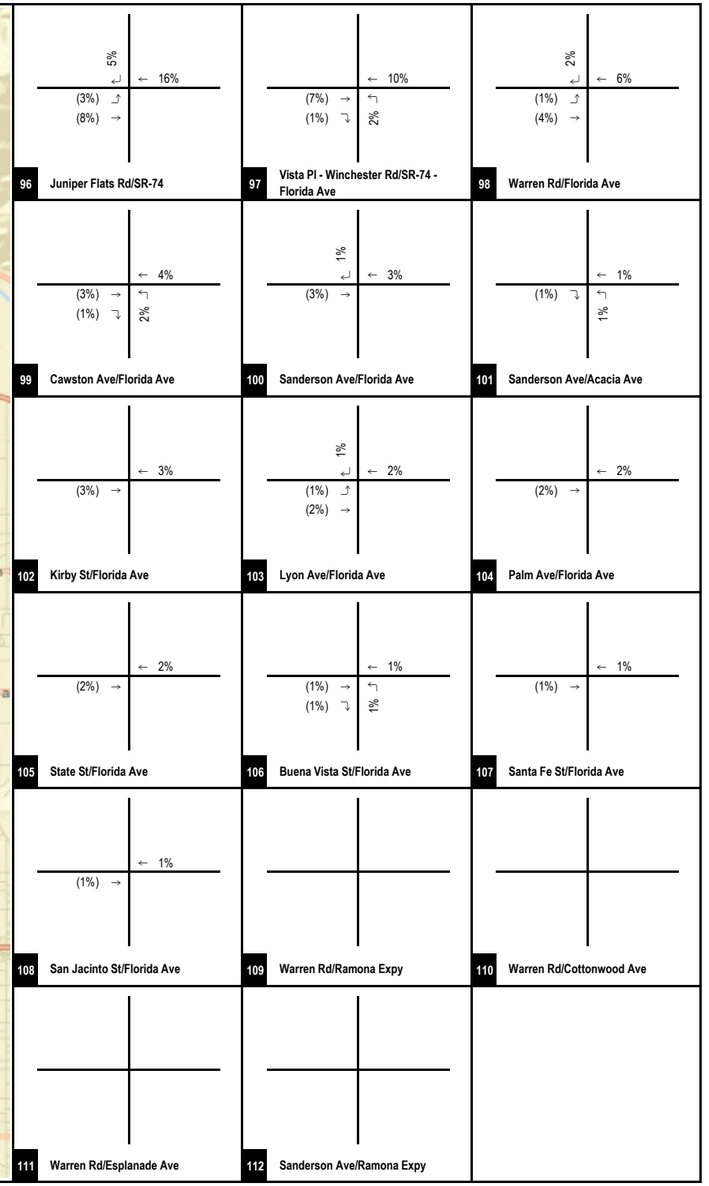
Future Leg

FIGURE 14-4

Menifee Valley Specific Plan
Traffic Study
PA-6 External Trip Distribution - AM (Int. 65-95)

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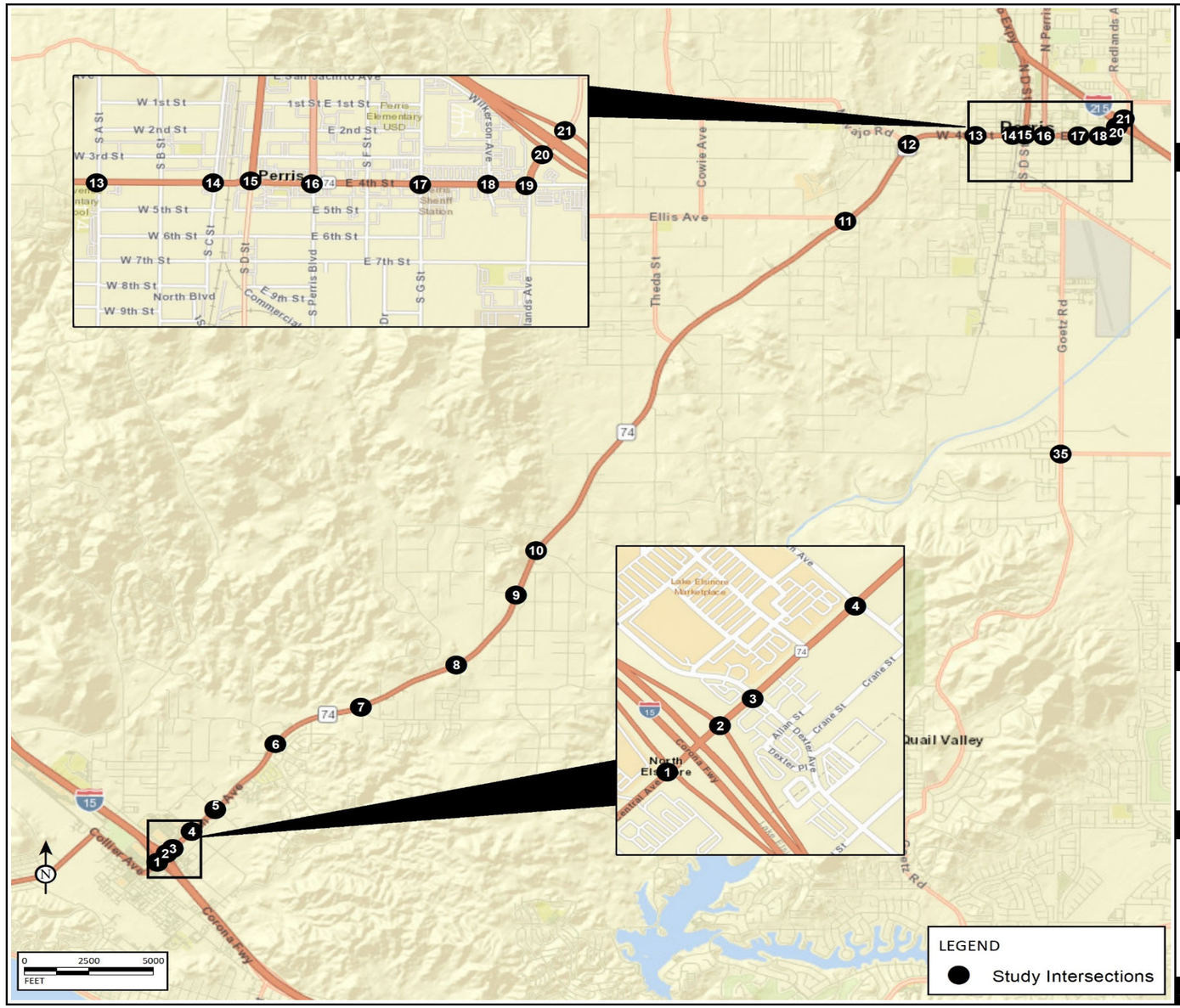
LSA

FIGURE 14-5

Menifee Valley Specific Plan
Traffic Study
PA-6 External Trip Distribution - AM (Int. 96-112)

XX% (YY%)
Inbound (Outbound) Distribution

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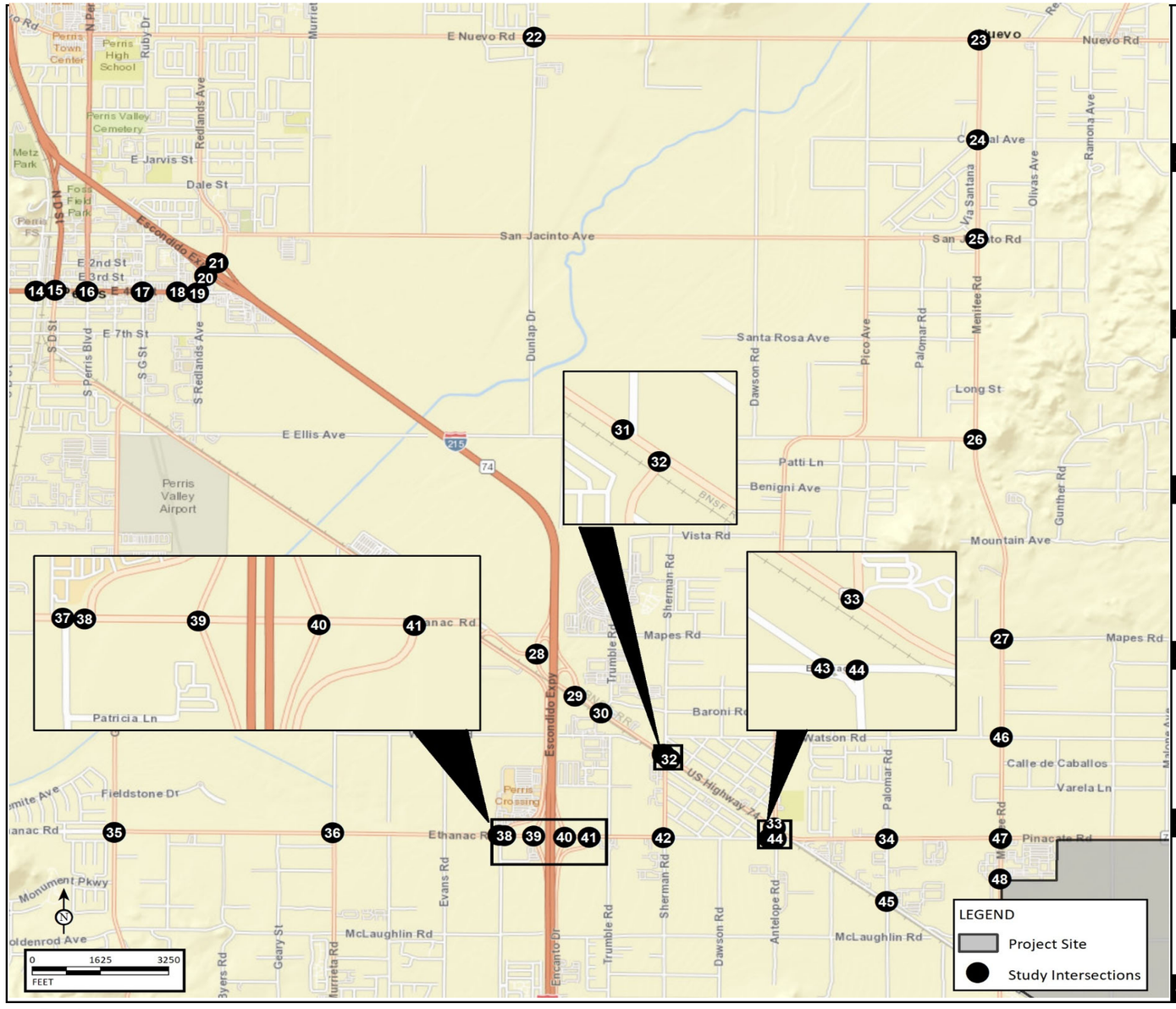
1	I-15 SB Ramps/Central Ave
2	I-15 NB Ramps/Central Ave
3	Dexter Ave/Central Ave
4	Cambern Ave/Central Ave
5	Conard Ave/Central Ave
6	El Toro Cut Off Rd/Central Ave - SR-74
7	Riverside St/SR-74
8	Wasson Canyon Rd/SR-74
9	SR-74/Meadowbrook Ave - Greenwald Ave
10	SR-74/River Rd
11	SR-74/Ellis Ave
12	Navajo Rd/4th St
13	A St/4th St
14	C St/4th St
15	D St/4th St
16	Perris Blvd/4th St
17	G St/4th St
18	Wilkerson Ave/4th St
19	Redlands Ave/4th St
20	Redlands Ave/I-215 SB Ramps
21	Redlands Ave/I-215 NB Ramps

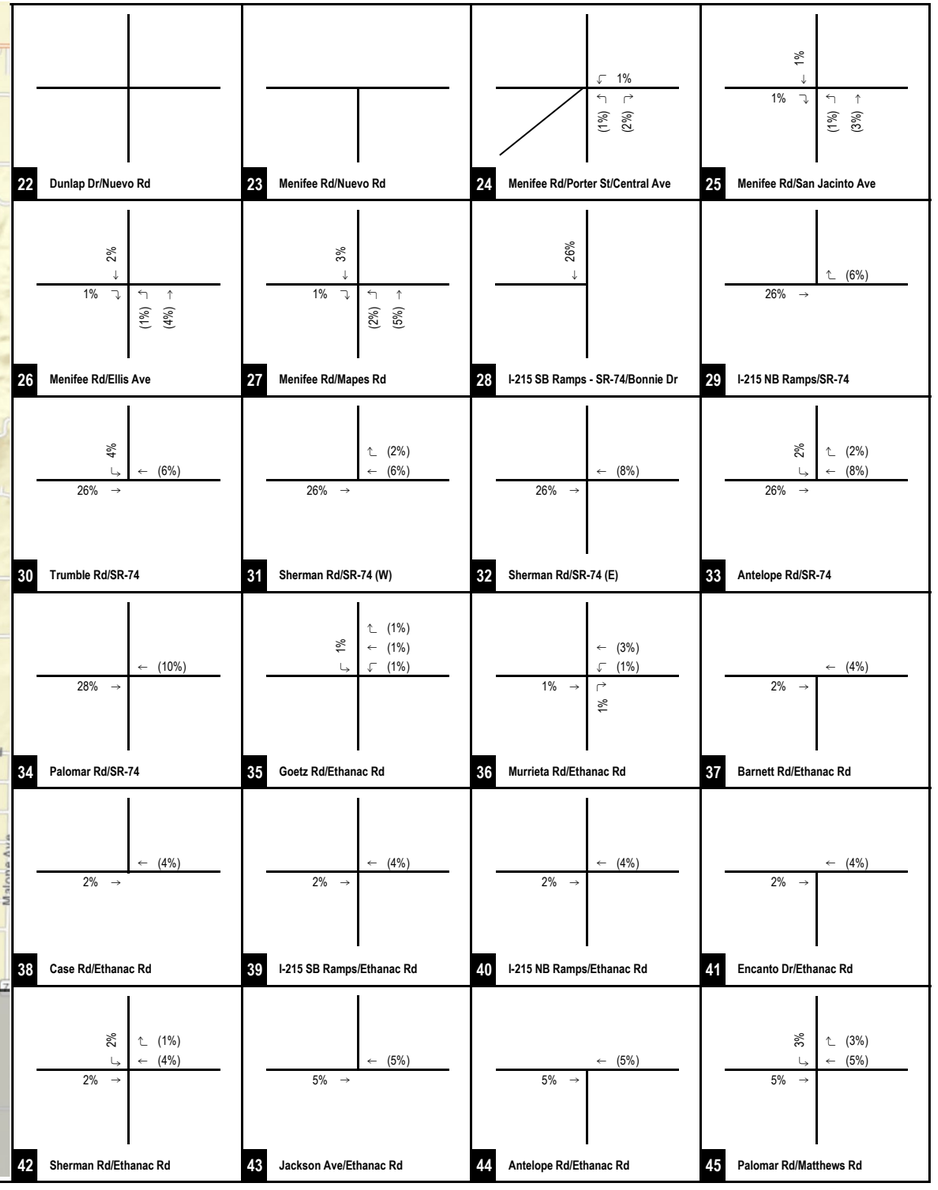
LSA

FIGURE 15-1

Menifee Valley Specific Plan
Traffic Study
PA-6 External Trip Distribution - PM (Int. 1-21)

XX% (YY%)
Inbound (Outbound) Distribution



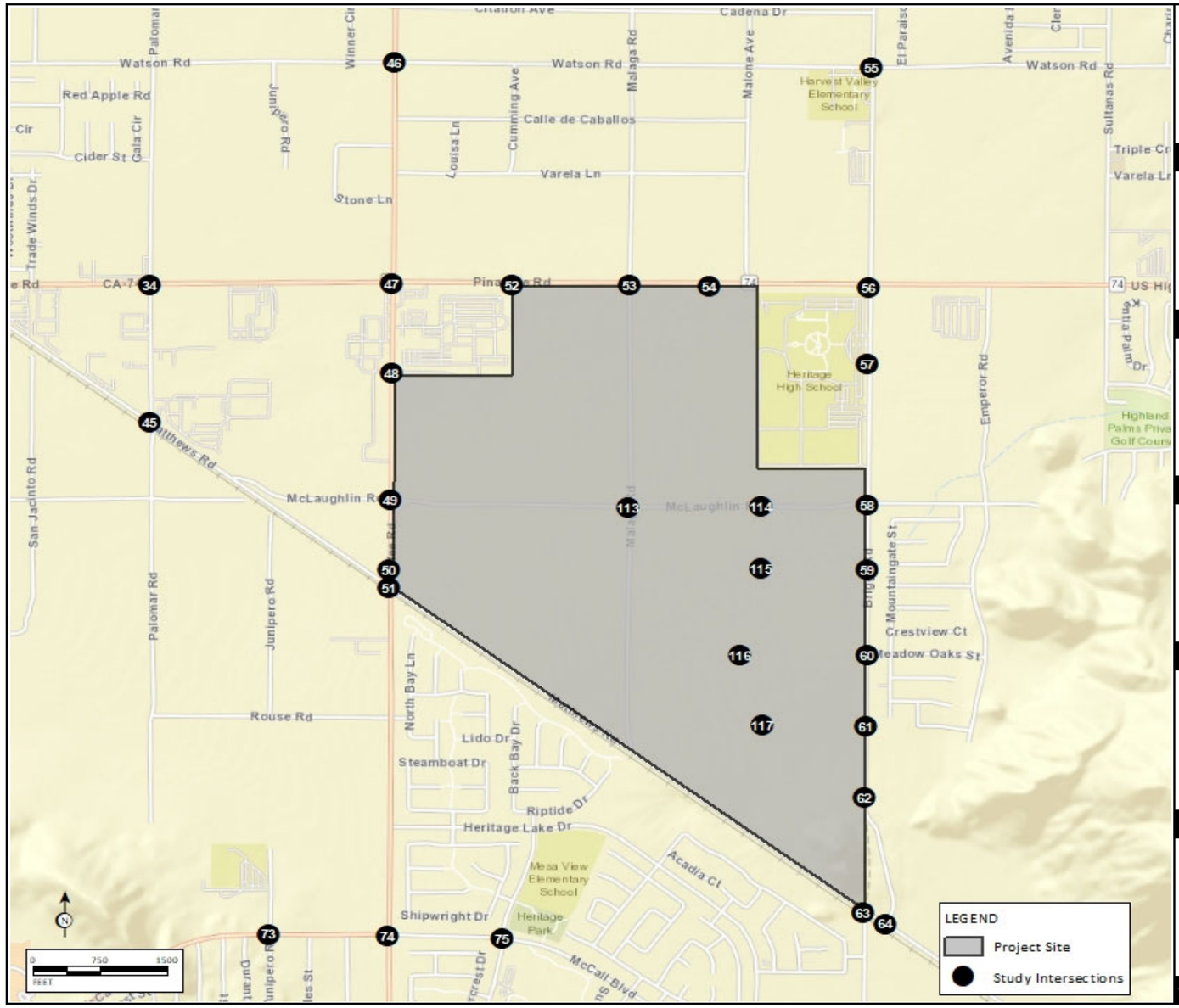


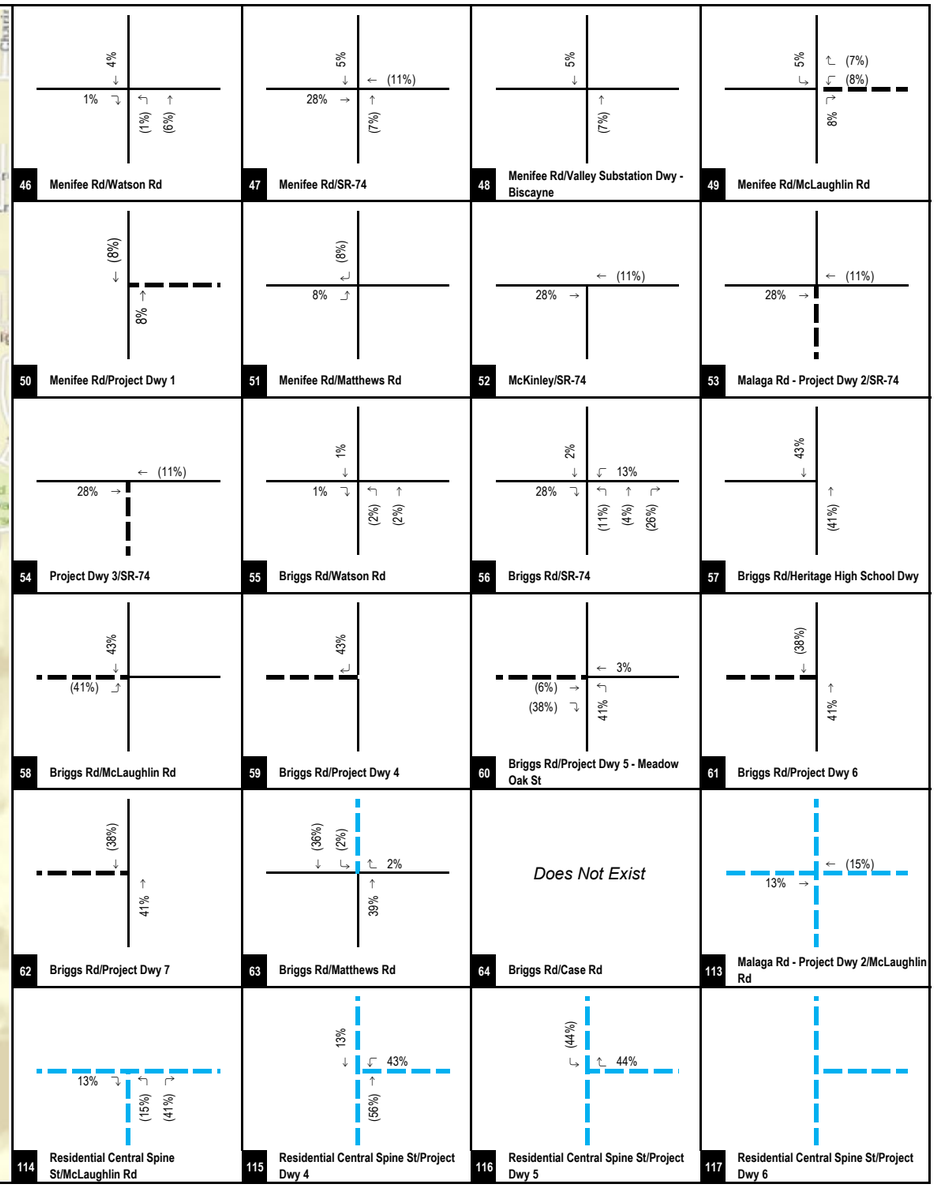
LSA

FIGURE 15-2

XX% (YY%)
Inbound (Outbound) Distribution

Menifee Valley Specific Plan
Traffic Study
PA-6 External Trip Distribution - PM (Int. 22-45)





LSA

FIGURE 15-3

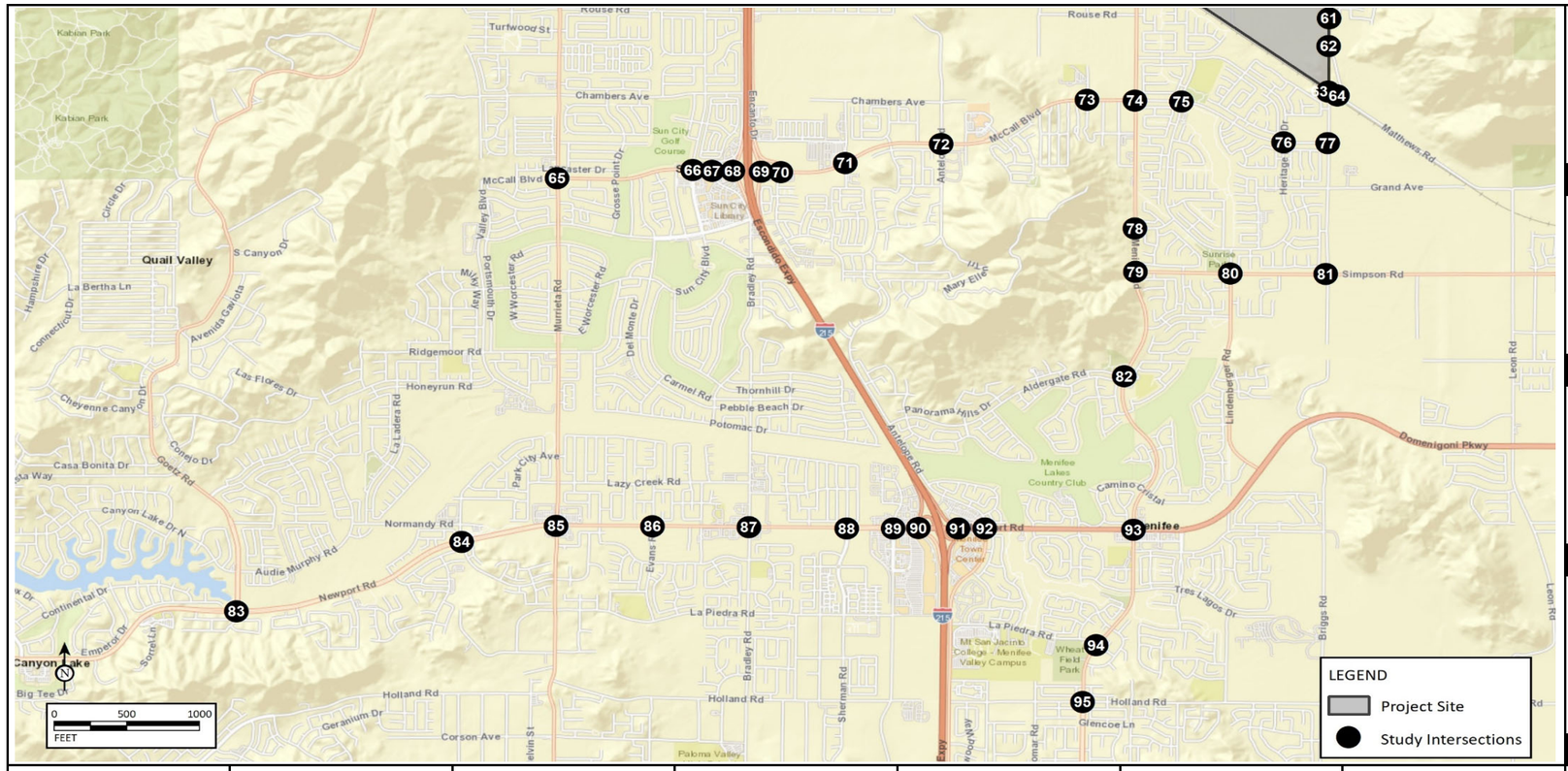
XX% (YY%) Inbound (Outbound) Distribution

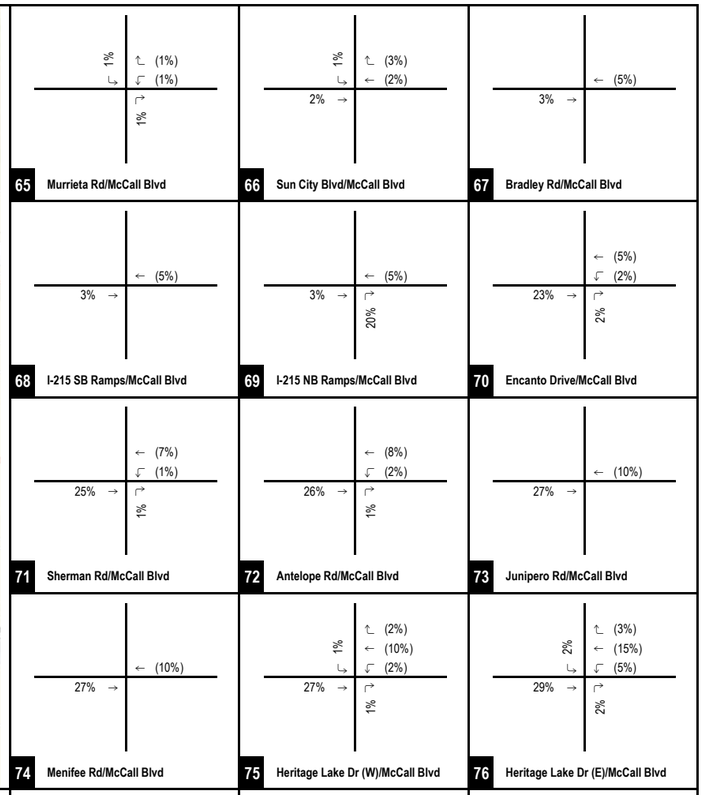
Future Leg

Project Driveway

Menifee Valley Specific Plan
Traffic Study
PA-6 External Trip Distribution - PM (Int. 46-64 & Int. 113-117)

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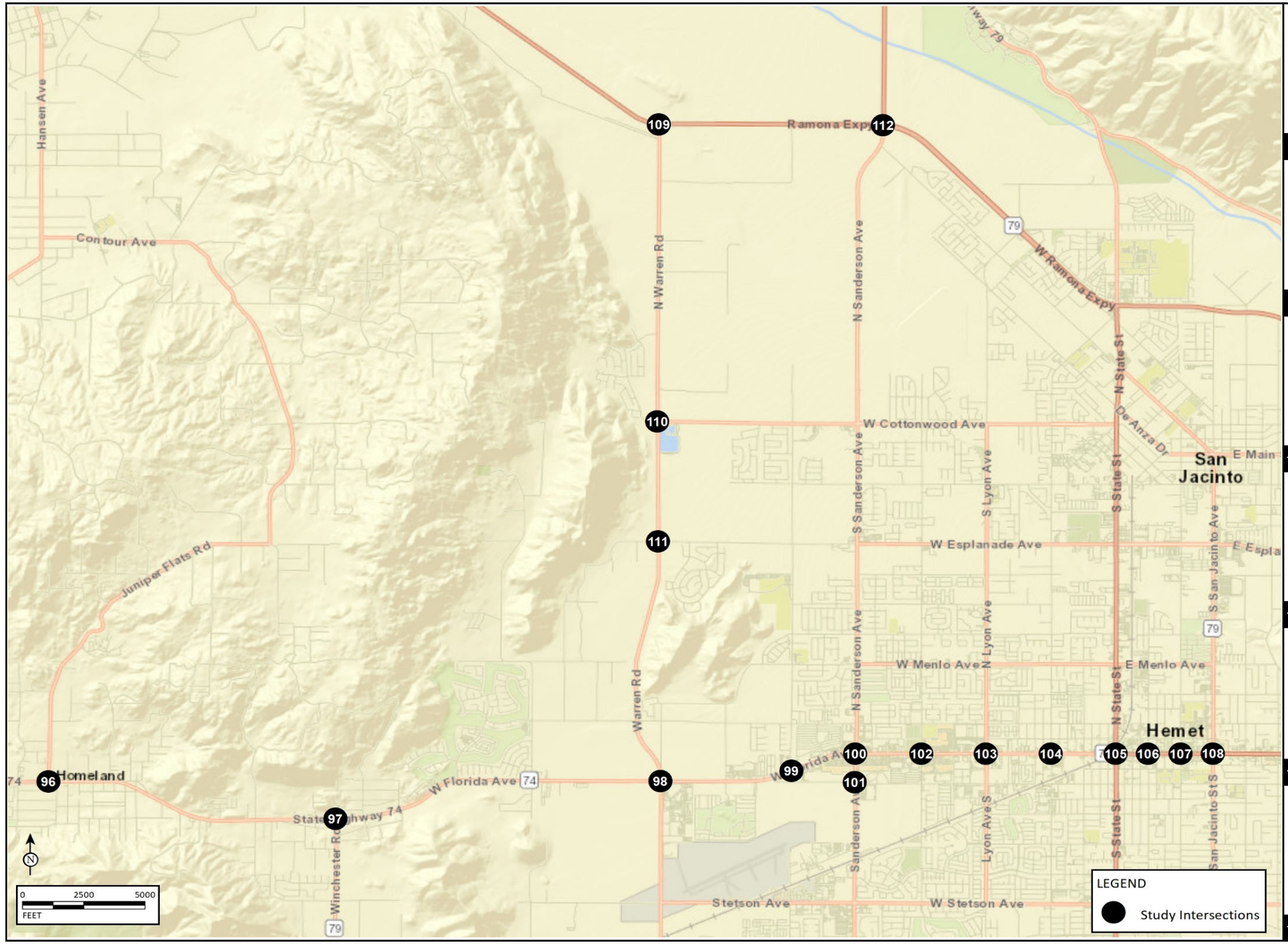
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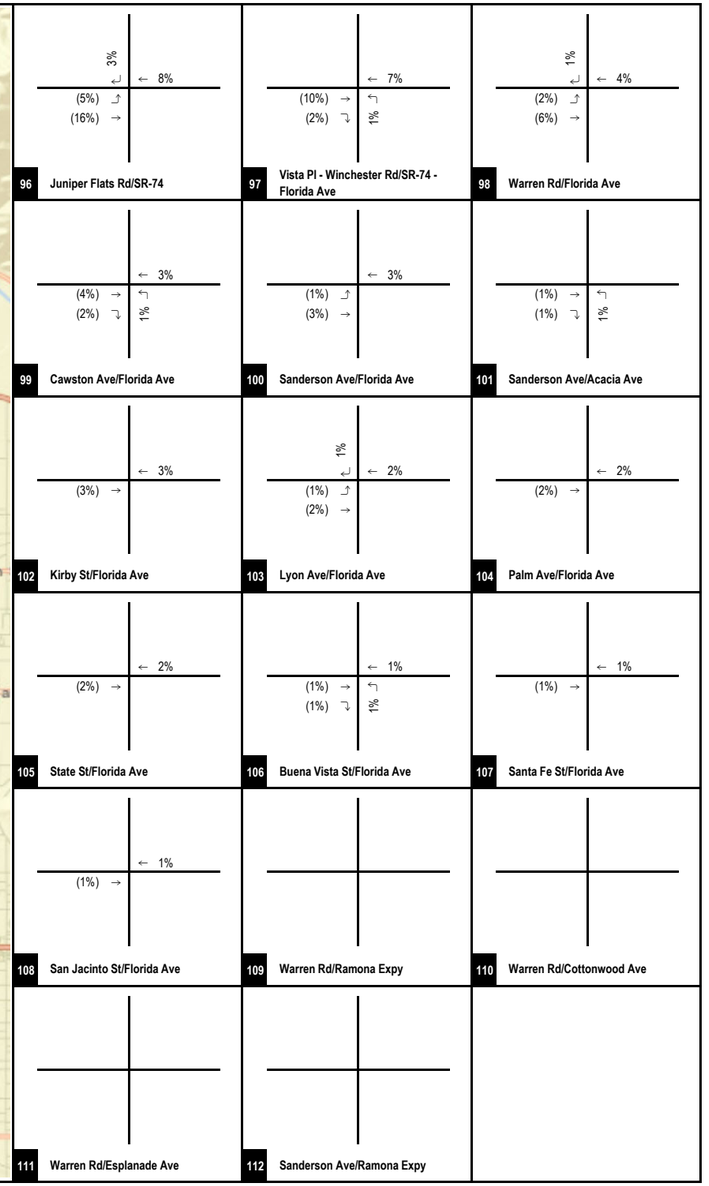
FIGURE 15-4

XX% (YY%)
Inbound (Outbound) Distribution

Future Leg

Menifee Valley Specific Plan
Traffic Study
PA-6 External Trip Distribution - PM (Int. 65-95)





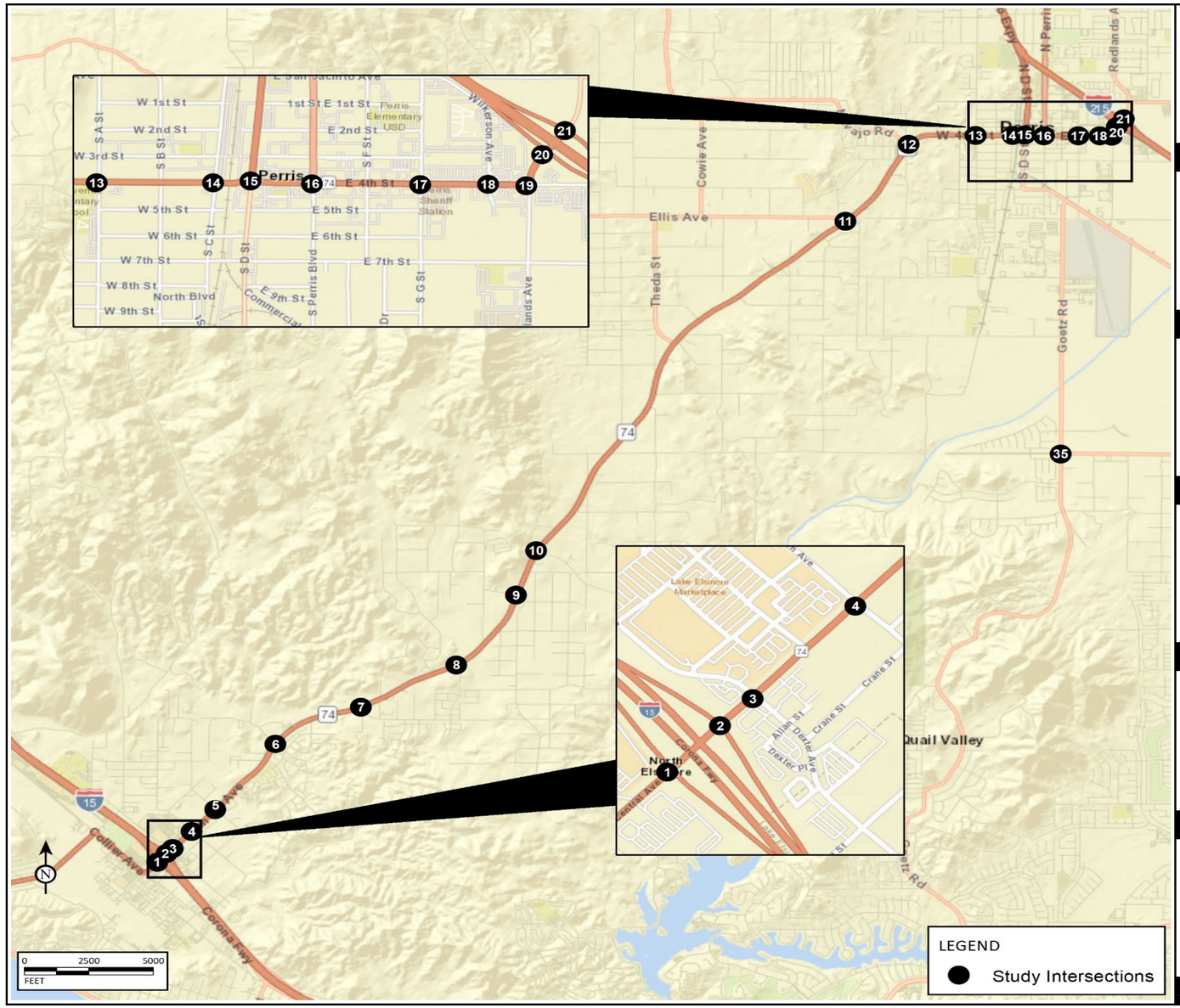
LSA

FIGURE 15-5

Menifee Valley Specific Plan
Traffic Study
PA-6 External Trip Distribution - PM (Int. 96-112)

XX% (YY%)
Inbound (Outbound) Distribution

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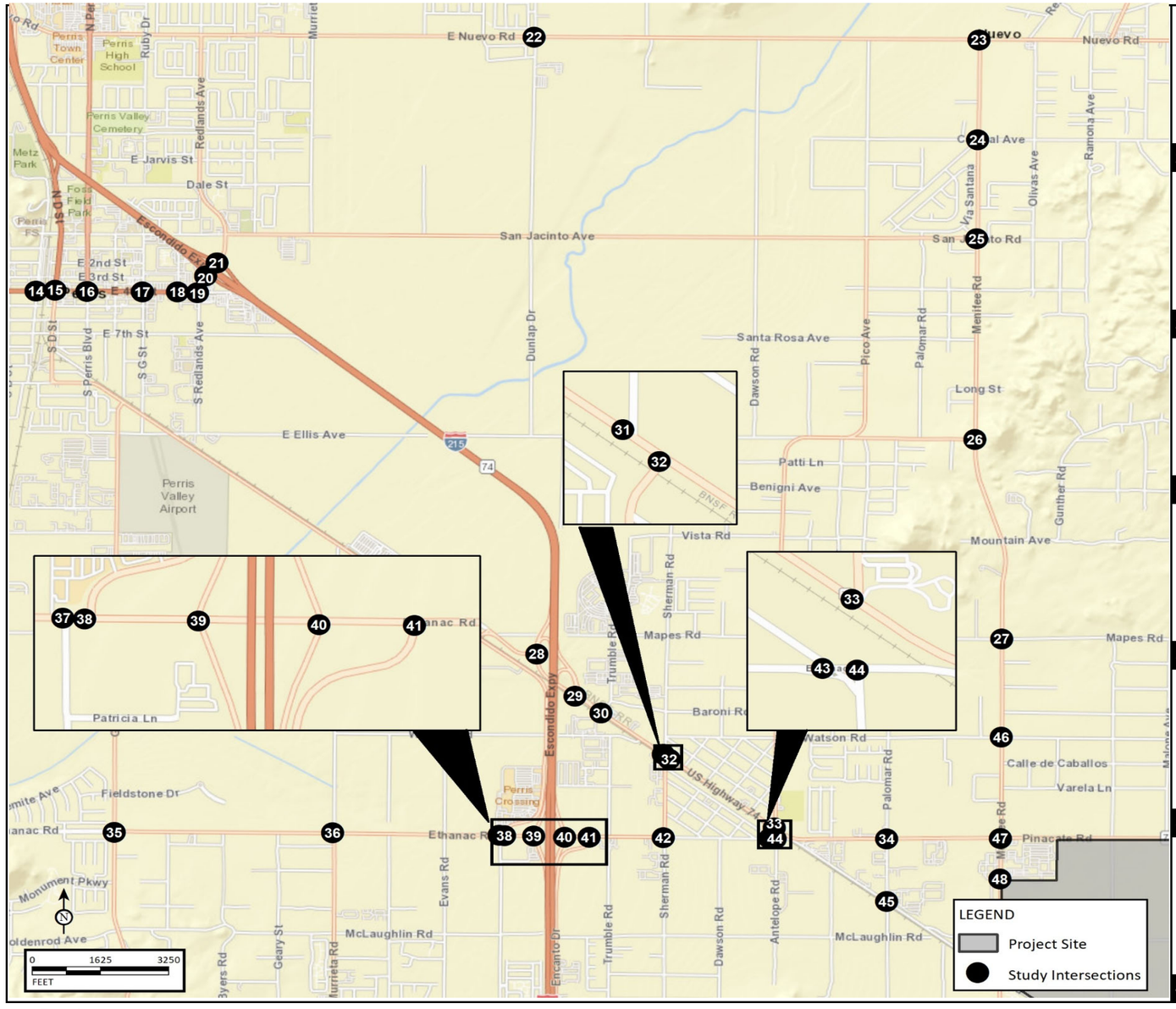
1	I-15 SB Ramps/Central Ave
2	I-15 NB Ramps/Central Ave
3	Dexter Ave/Central Ave
4	Cambern Ave/Central Ave
5	Conard Ave/Central Ave
6	El Toro Cut Off Rd/Central Ave - SR-74
7	Riverside St/SR-74
8	Wasson Canyon Rd/SR-74
9	SR-74/Meadowbrook Ave - Greenwald Ave
10	SR-74/River Rd
11	SR-74/Ellis Ave
12	Navajo Rd/4th St
13	A St/4th St
14	C St/4th St
15	D St/4th St
16	Perris Blvd/4th St
17	G St/4th St
18	Wilkerson Ave/4th St
19	Redlands Ave/4th St
20	Redlands Ave/I-215 SB Ramps
21	Redlands Ave/I-215 NB Ramps

LSA

XX% (YY%)
Inbound (Outbound) Distribution

FIGURE 16-1

Menifee Valley Specific Plan
Traffic Study
PA-9 External Trip Distribution (Int. 1-21)



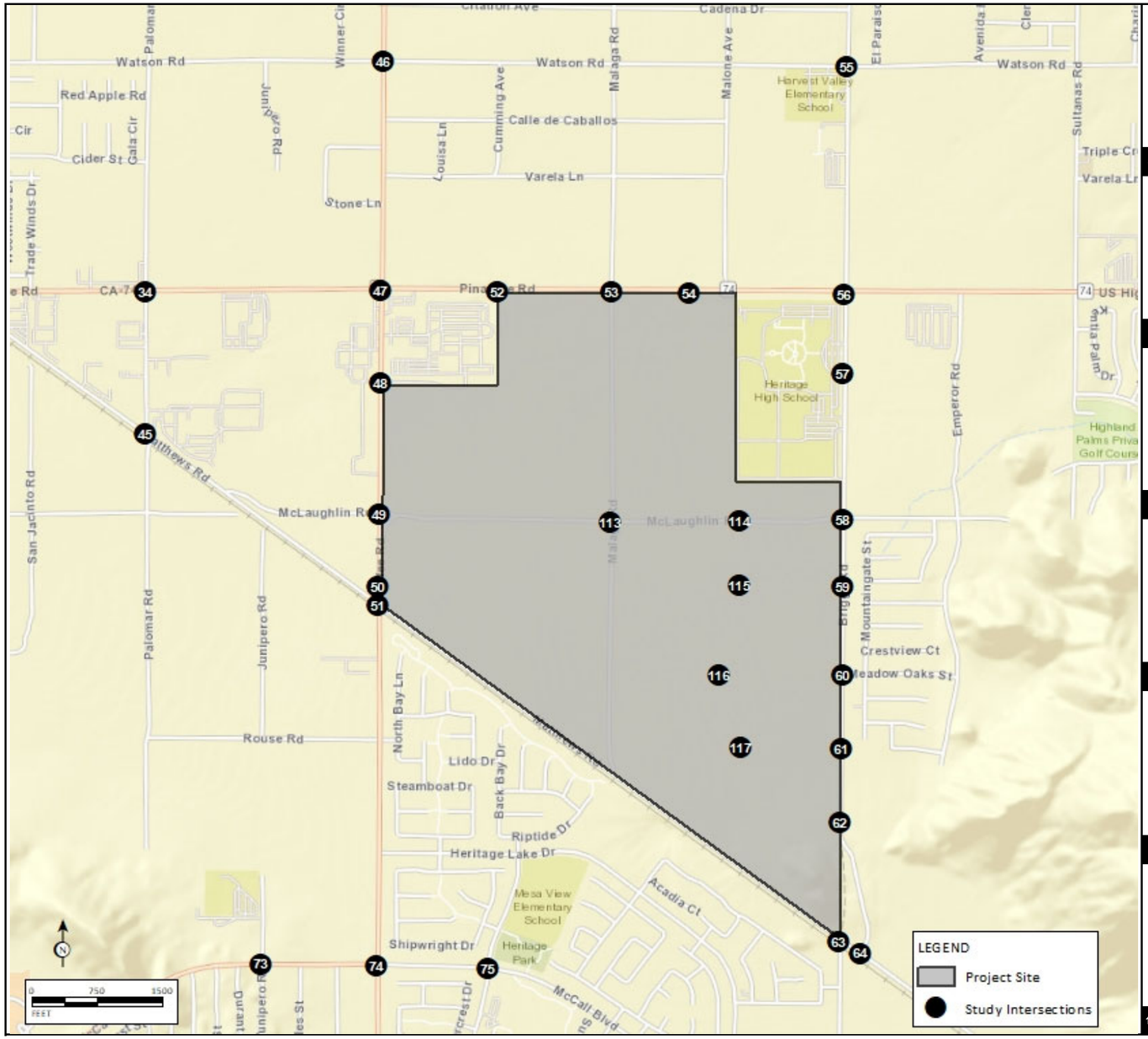
22 Dunlap Dr/Nuevo Rd	23 Menifee Rd/Nuevo Rd	24 Menifee Rd/Porter St/Central Ave	25 Menifee Rd/San Jacinto Ave
26 Menifee Rd/Ellis Ave: 2% ↓, ↑ (2%)	27 Menifee Rd/Mapes Rd: 4% ↓, ↑ (4%)	28 I-215 SB Ramps - SR-74/Bonnie Dr: 10% ↓	29 I-215 NB Ramps/SR-74: ↰ (10%), 10% →
30 Trumble Rd/SR-74: ← (10%), 10% →	31 Sherman Rd/SR-74 (W): ↰ (2%), ← (10%), 10% →	32 Sherman Rd/SR-74 (E): ← (12%), 10% →	33 Antelope Rd/SR-74: 7% ↳, ↰ (5%), ← (12%), 12% →
34 Palomar Rd/SR-74: ← (19%), 19% →	35 Goetz Rd/Ethanac Rd: 1% ↳, ↰ (1%), ↱ (1%), 1% ↱	36 Murrieta Rd/Ethanac Rd: ← (2%), 2% →	37 Barnett Rd/Ethanac Rd: ← (2%), 2% →
38 Case Rd/Ethanac Rd: ← (2%), 2% →	39 I-215 SB Ramps/Ethanac Rd: ← (2%), 2% →	40 I-215 NB Ramps/Ethanac Rd: ← (2%), 2% →	41 Encanto Dr/Ethanac Rd: ← (2%), 2% →
42 Sherman Rd/Ethanac Rd: 1% ↳, ↰ (1%), ← (2%), ↰ (1%), 2% →, 1% ↱	43 Jackson Ave/Ethanac Rd: 1% ↳, ↰ (1%), ← (4%), 4% →	44 Antelope Rd/Ethanac Rd: ← (5%), ↰ (1%), 5% →, 1% ↱	45 Palomar Rd/Matthews Rd: ← (6%), 6% →

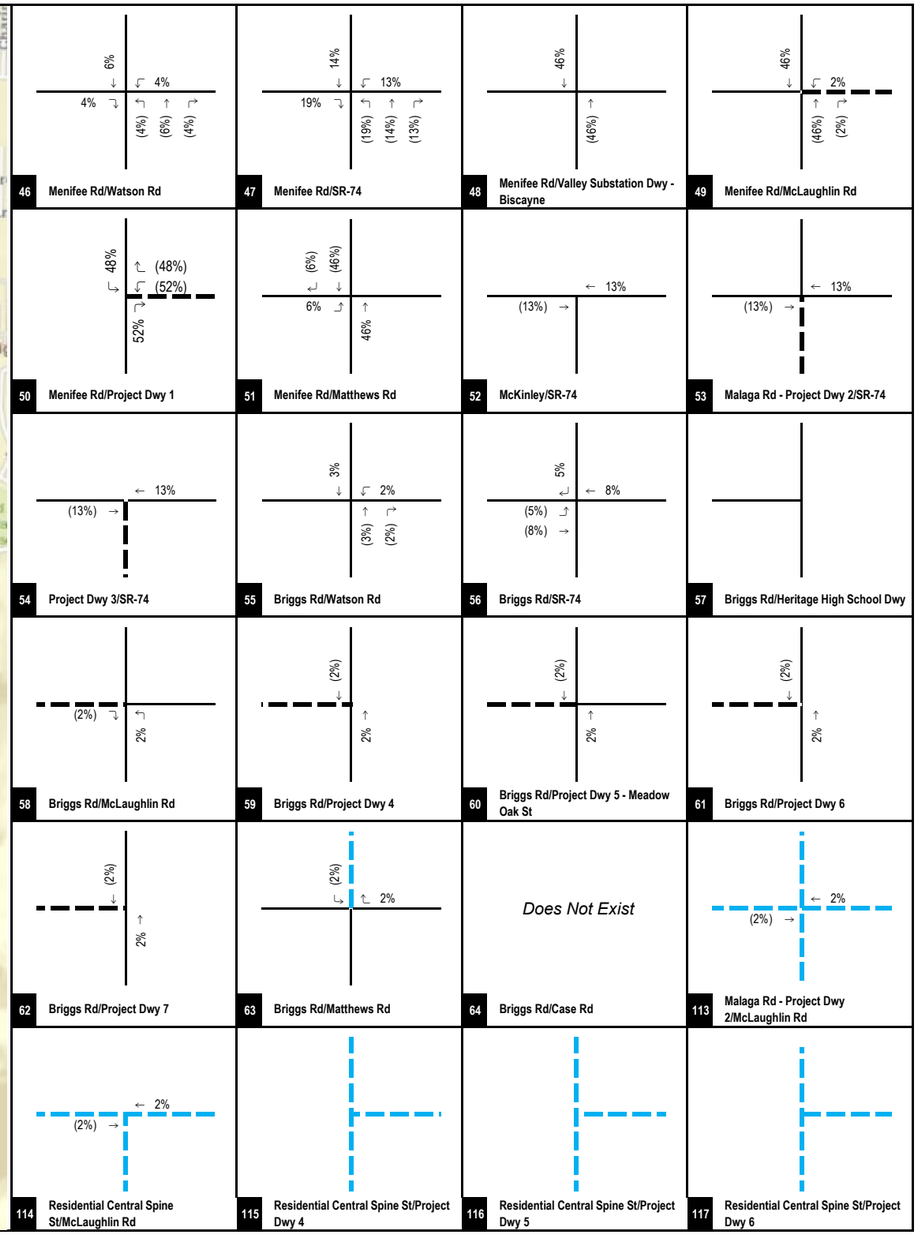
LSA

XX% (YY%)
Inbound (Outbound) Distribution

FIGURE 16-2

Menifee Valley Specific Plan
Traffic Study
PA-9 External Trip Distribution (Int. 22-45)





LSA

FIGURE 16-3

XX% (YY%) — Inbound (Outbound) Distribution

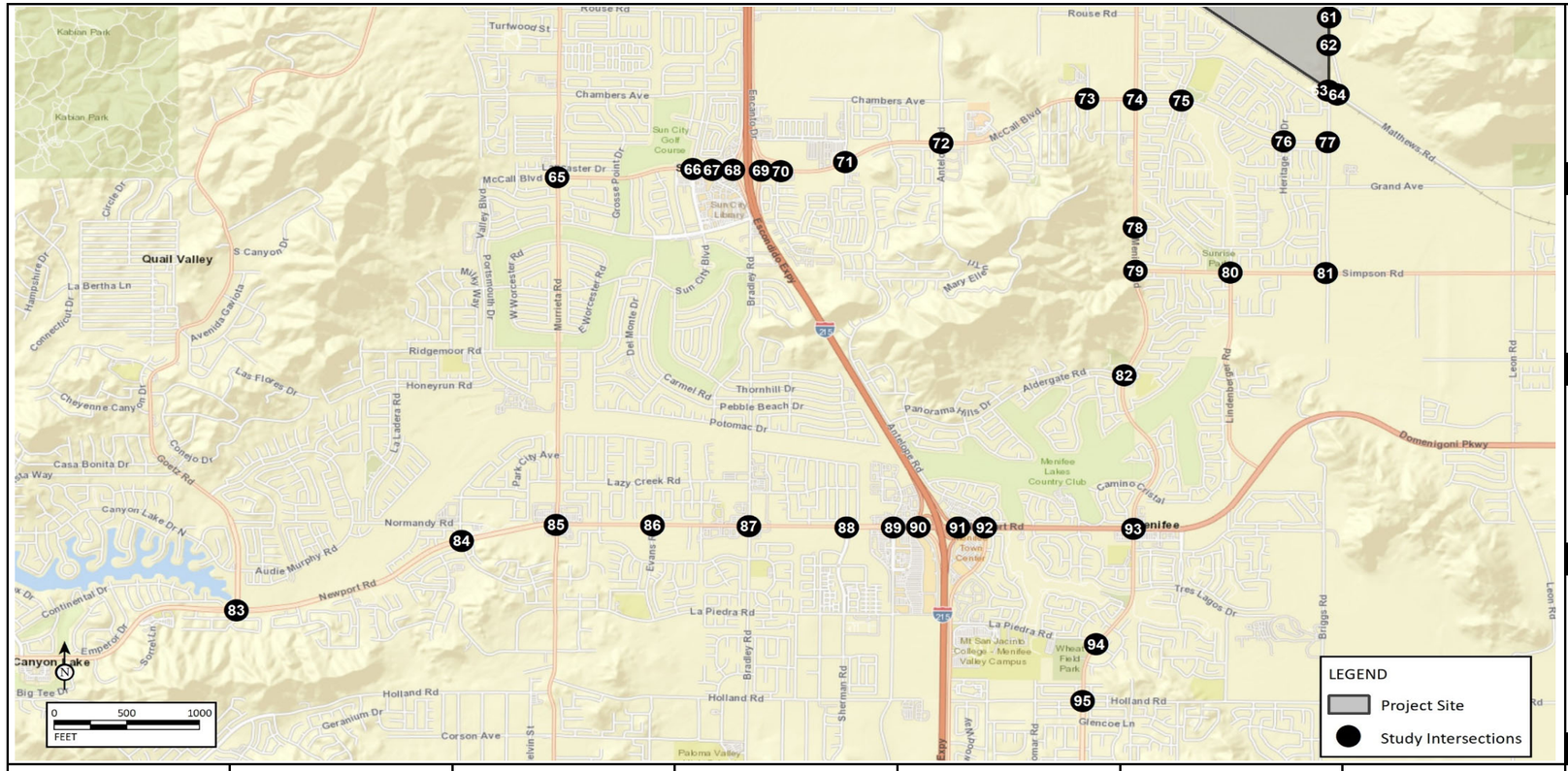
Future Leg

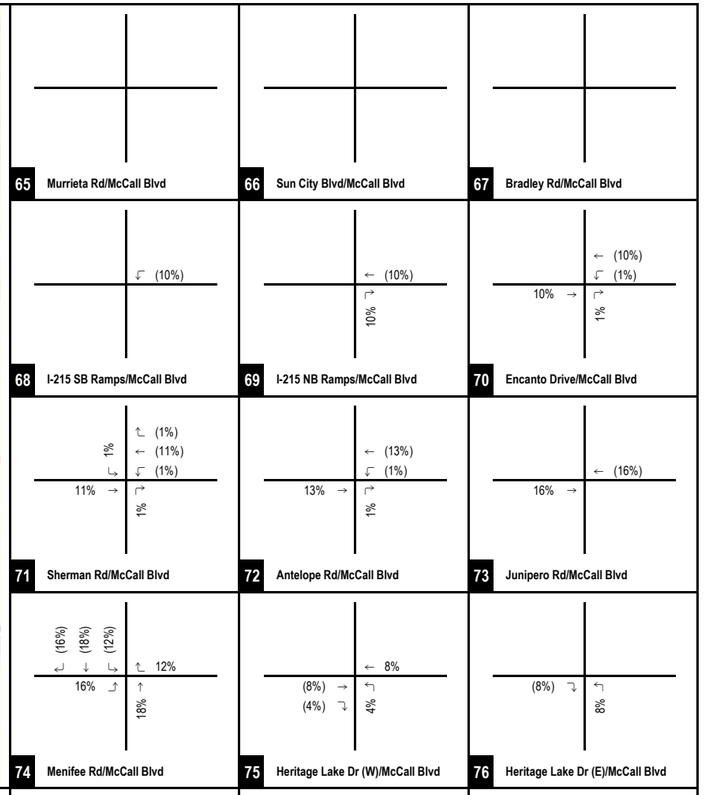
Project Driveway

Menifee Valley Specific Plan

Traffic Study

PA-9 External Trip Distribution (Int. 46-64 & Int. 113-117)





LSA

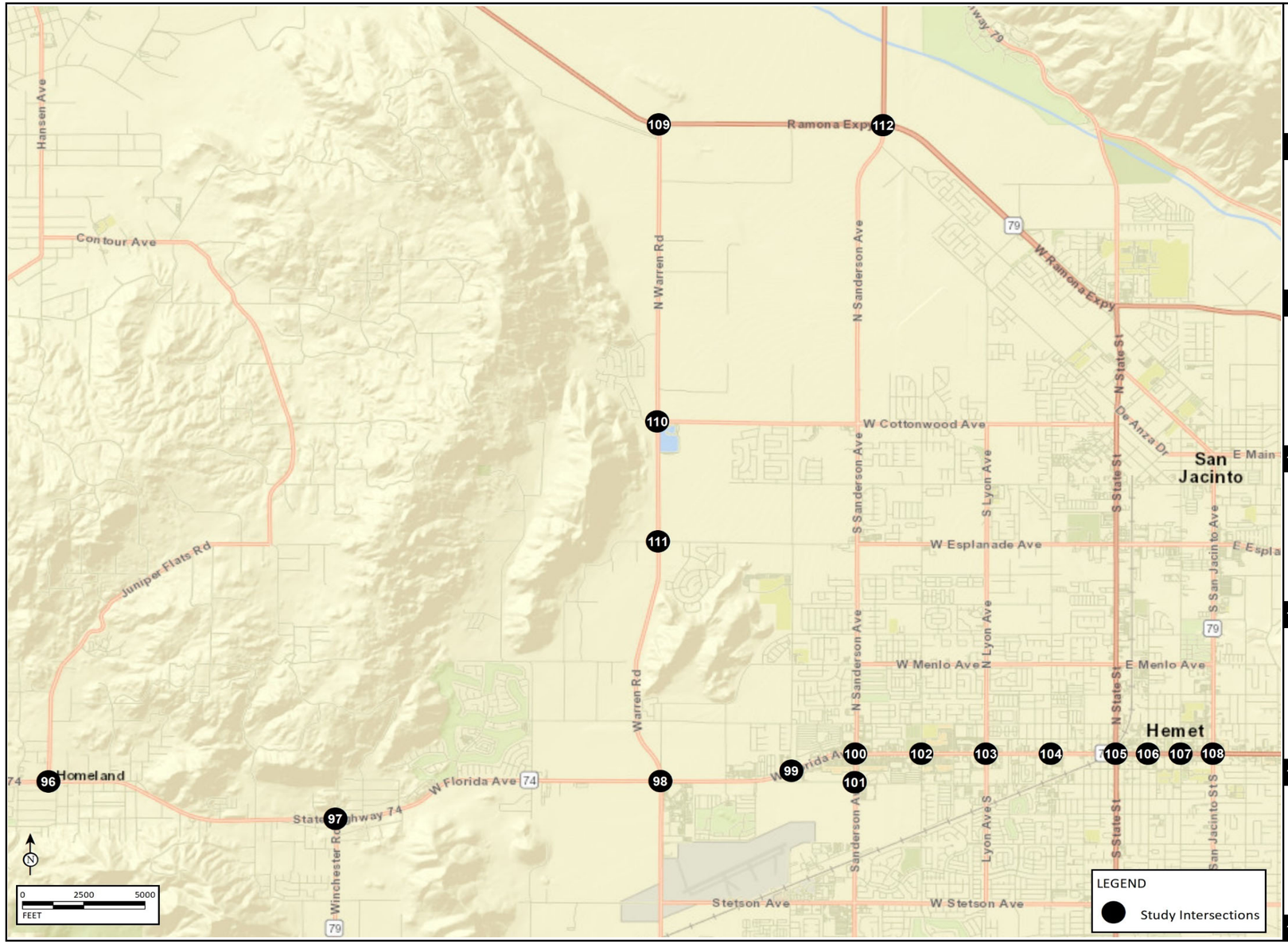
FIGURE 16-4

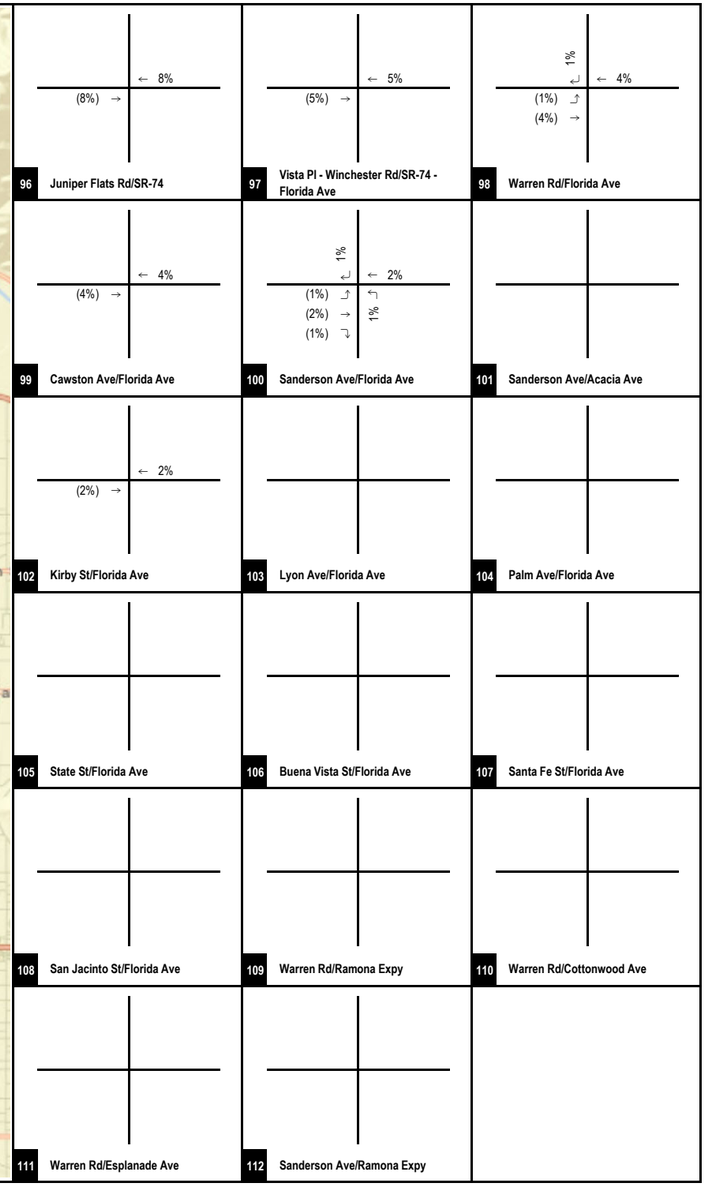
Menifee Valley Specific Plan
Traffic Study
PA-9 External Trip Distribution (Int. 65-95)

XX% (YY%)
Inbound (Outbound) Distribution

Future Leg

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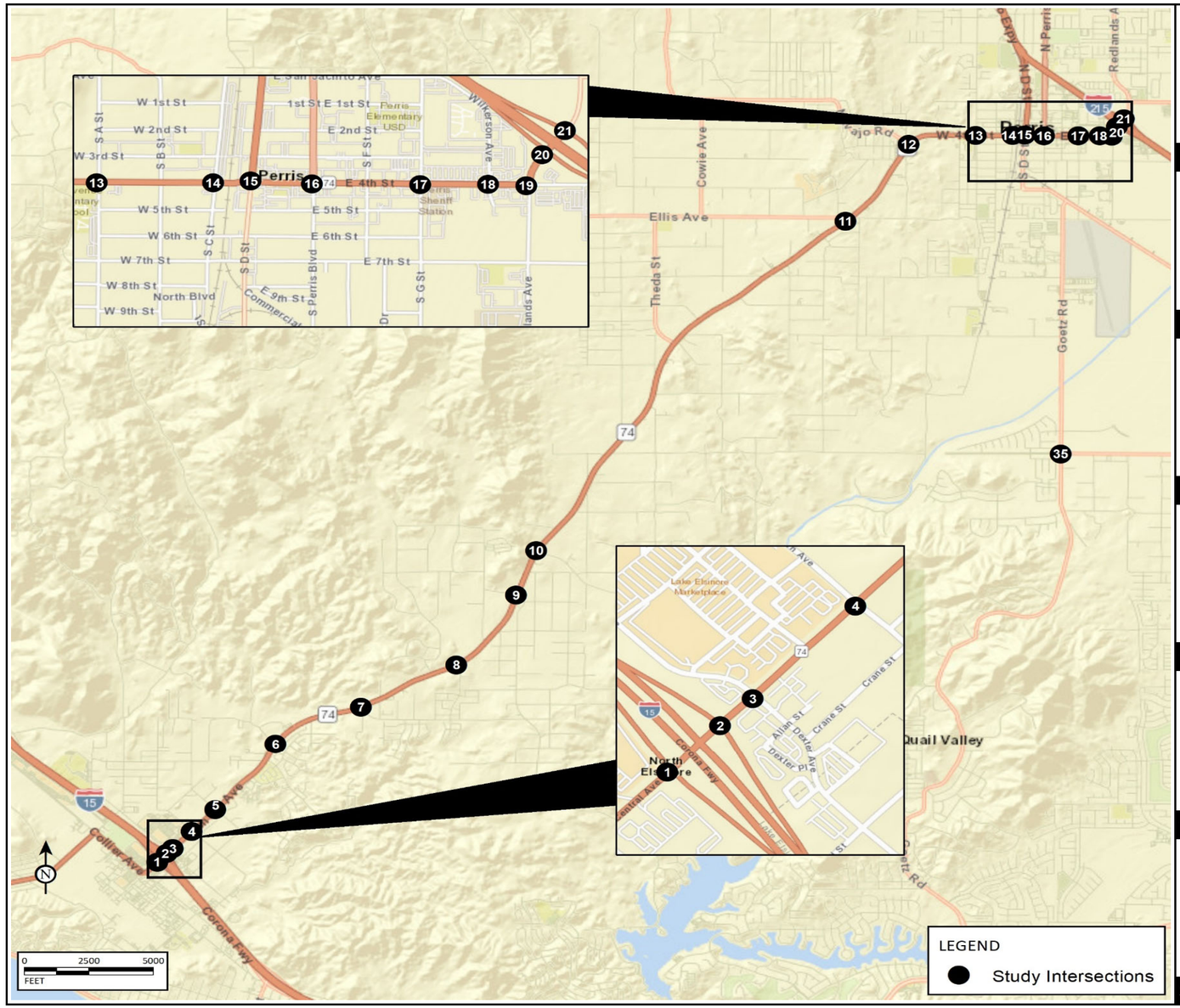


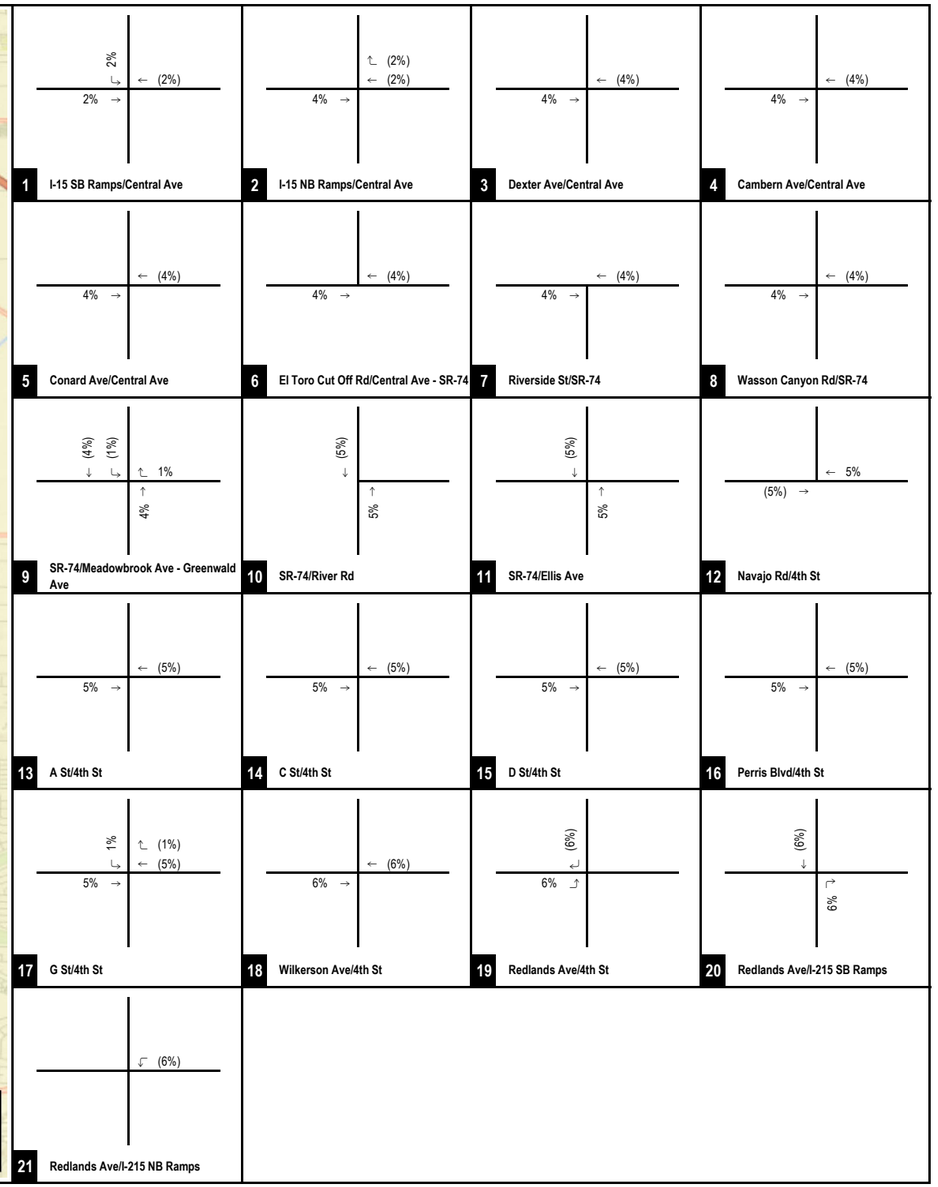
LSA

FIGURE 16-5

XX% (YY%)
Inbound (Outbound) Distribution

Menifee Valley Specific Plan
Traffic Study
PA-9 External Trip Distribution (Int. 96-112)



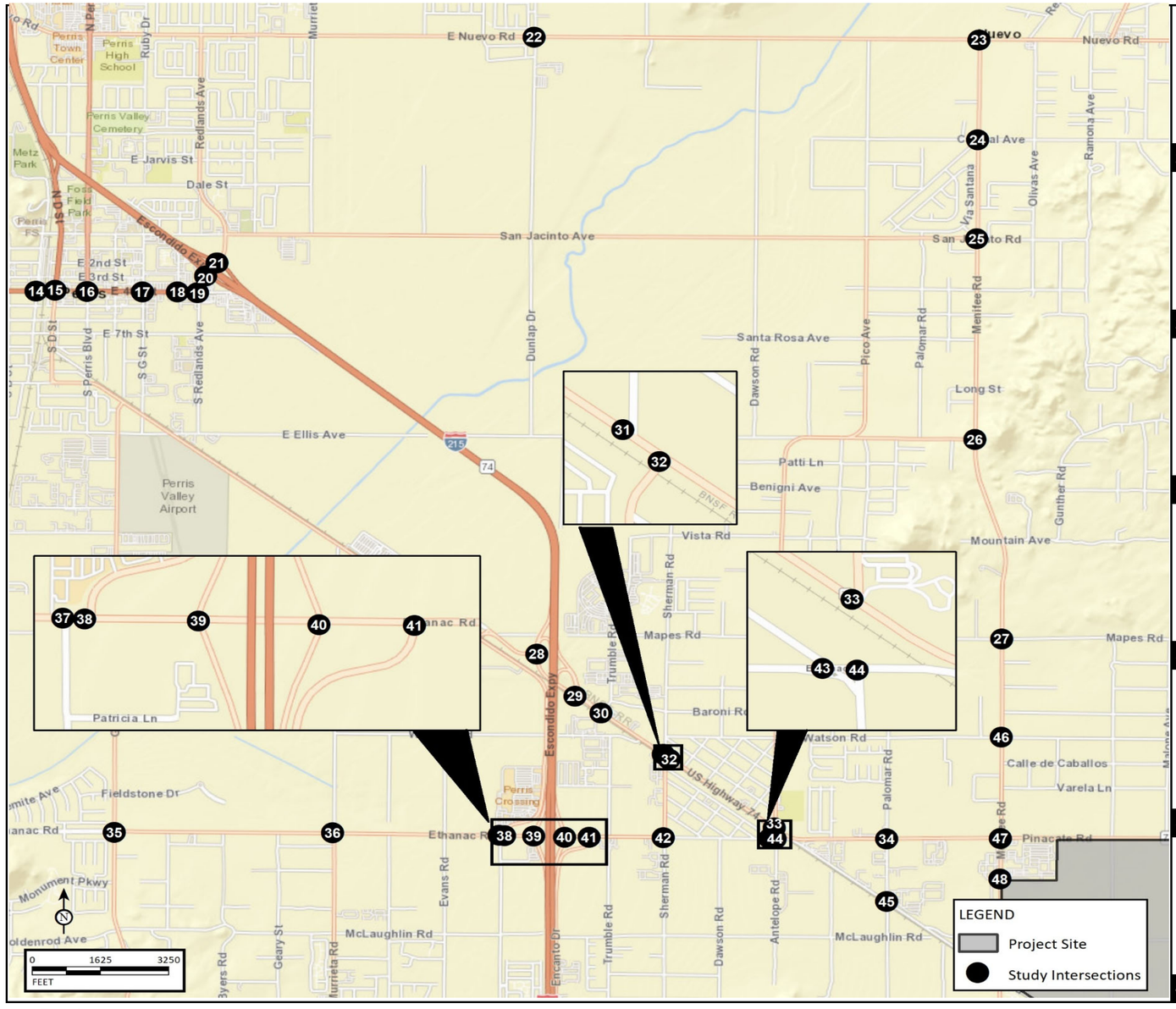


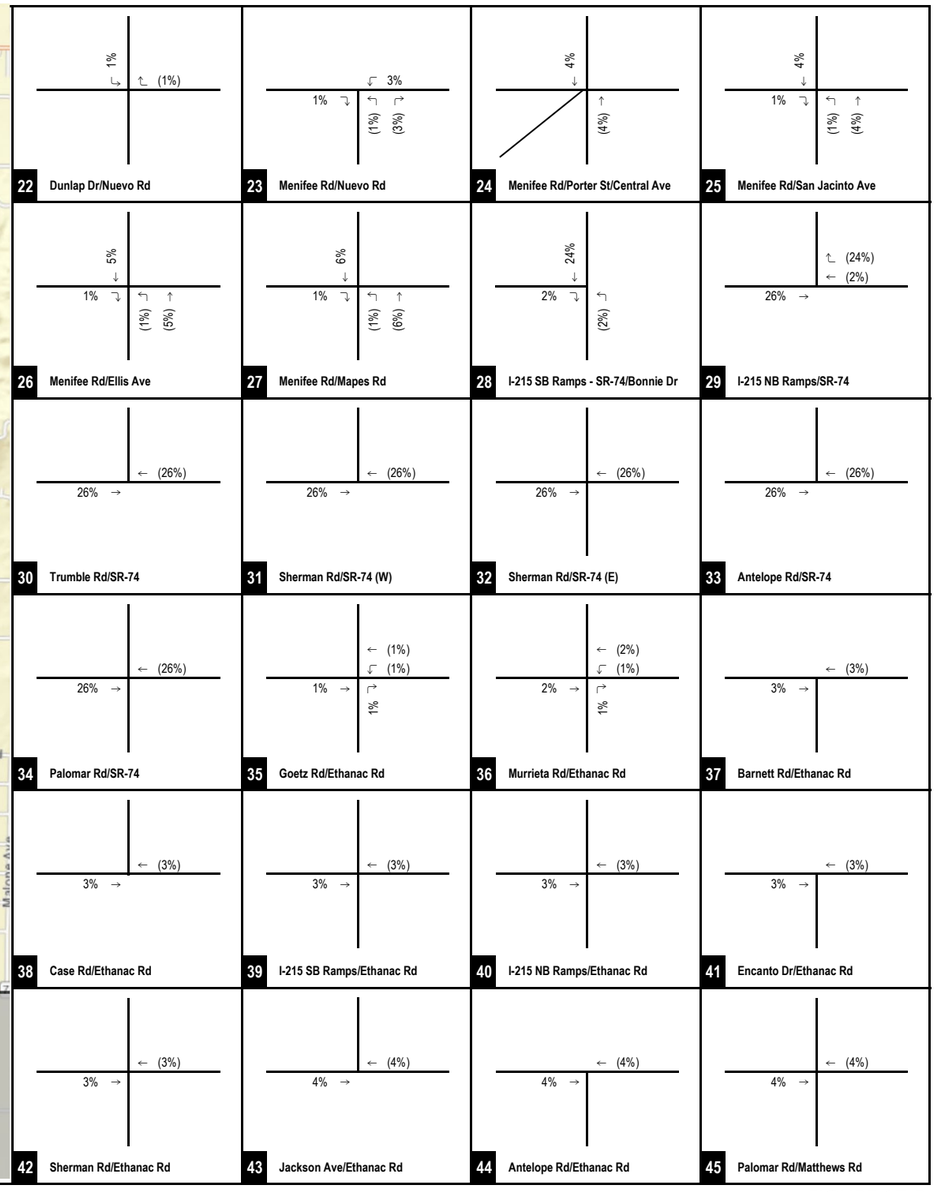
LSA

XX% (YY%)
Inbound (Outbound) Distribution

FIGURE 17-1

Menifee Valley Specific Plan
Traffic Study
PA-10 External Trip Distribution - PVs (Int. 1-21)



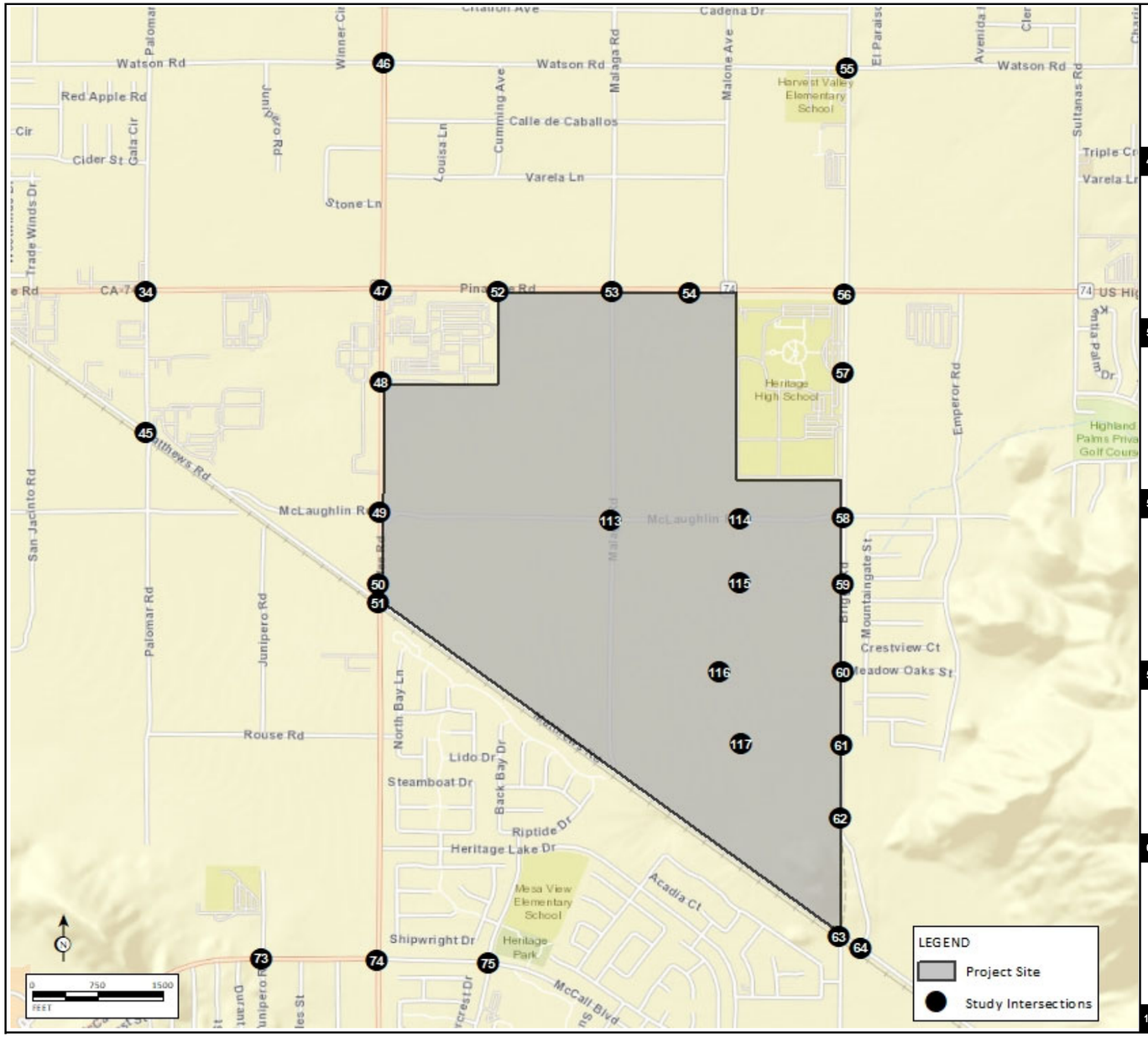


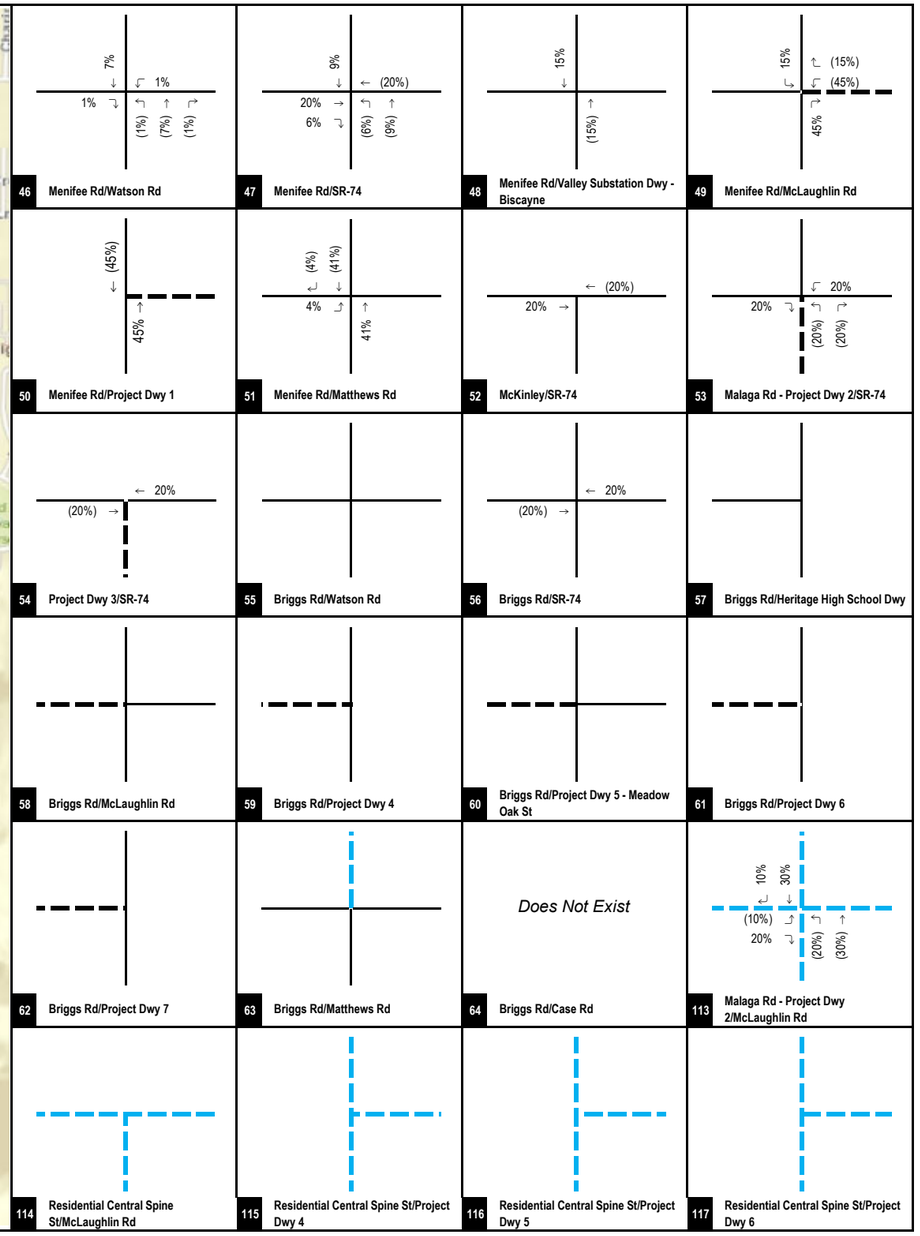
LSA

FIGURE 17-2

XX% (YY%)
Inbound (Outbound) Distribution

Menifee Valley Specific Plan
Traffic Study
PA-10 External Trip Distribution - PVs (Int. 22-45)





LSA

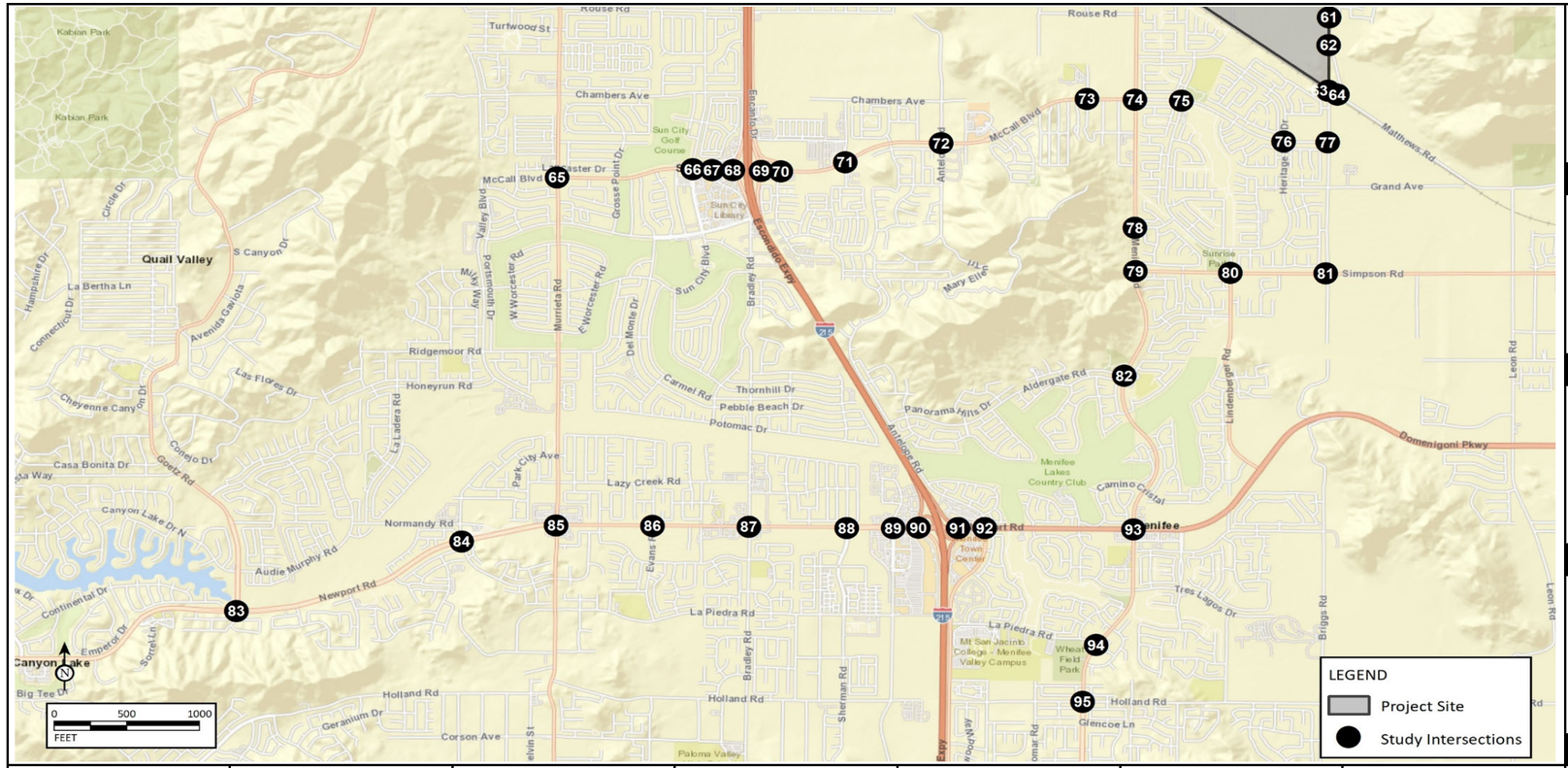
FIGURE 17-3

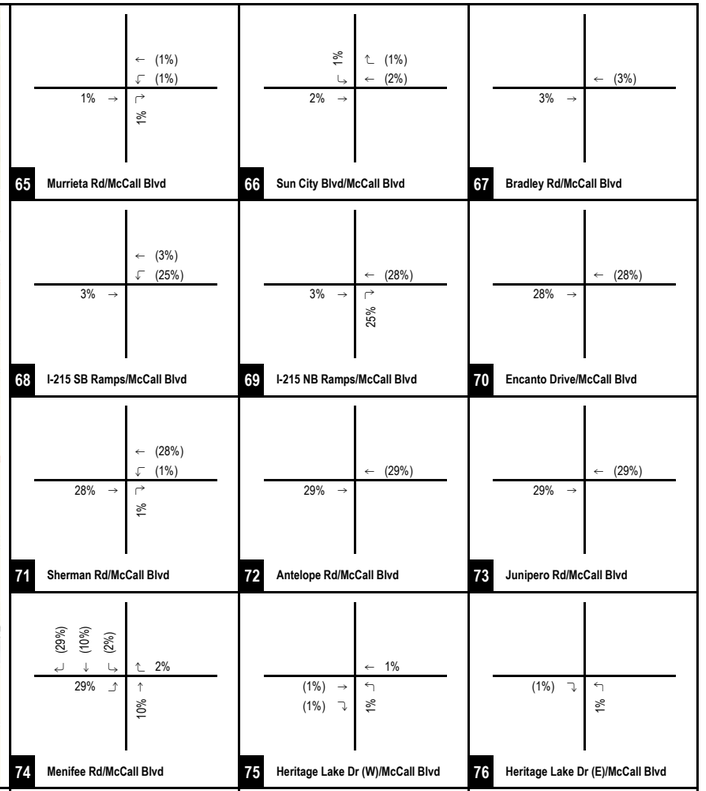
Menifee Valley Specific Plan
Traffic Study
PA-10 External Trip Distribution - PVs (Int. 46-64 & Int. 113-117)

XX% (YY%) Inbound (Outbound) Distribution

Future Leg
Project Driveway

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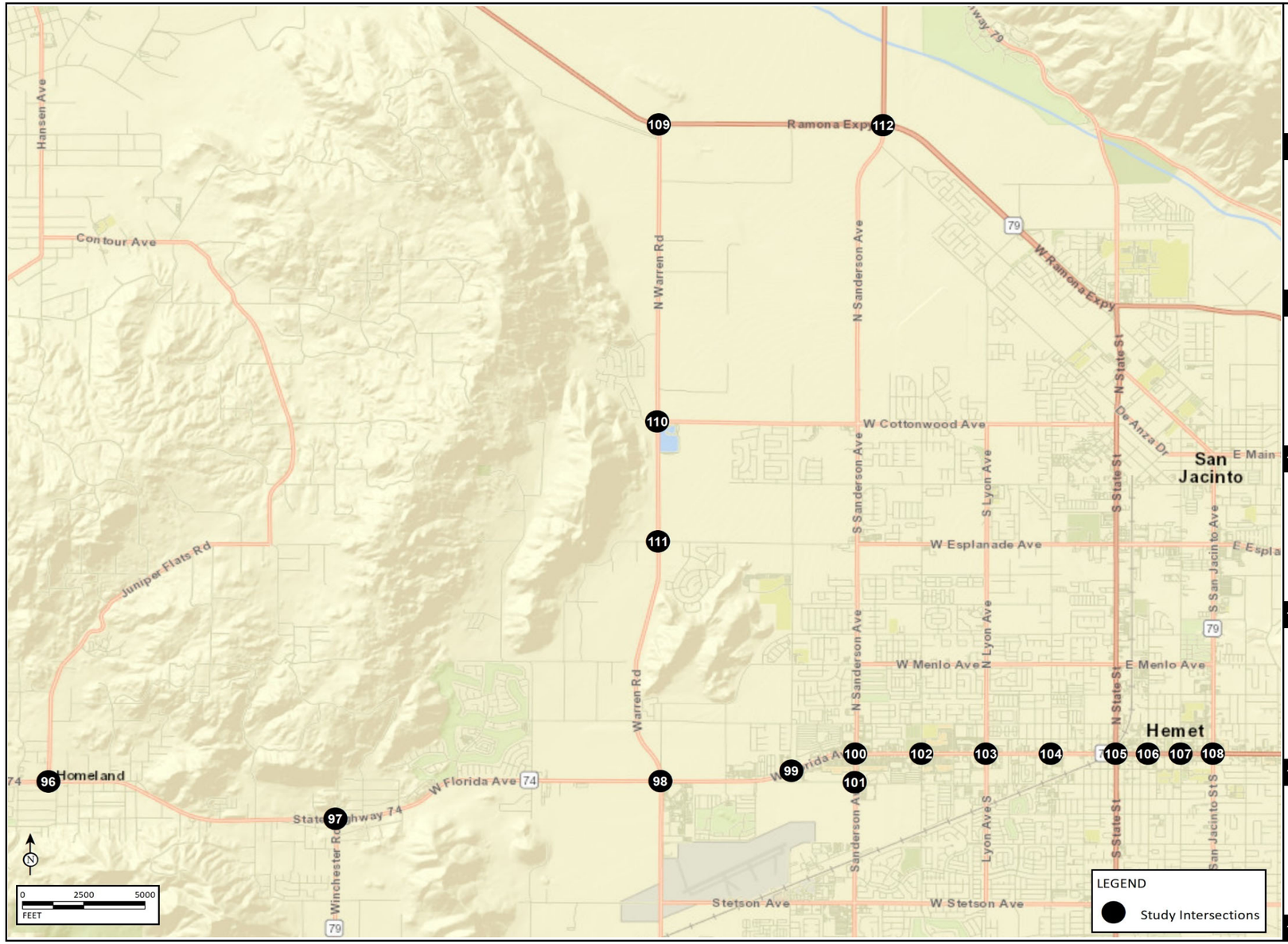
FIGURE 17-4

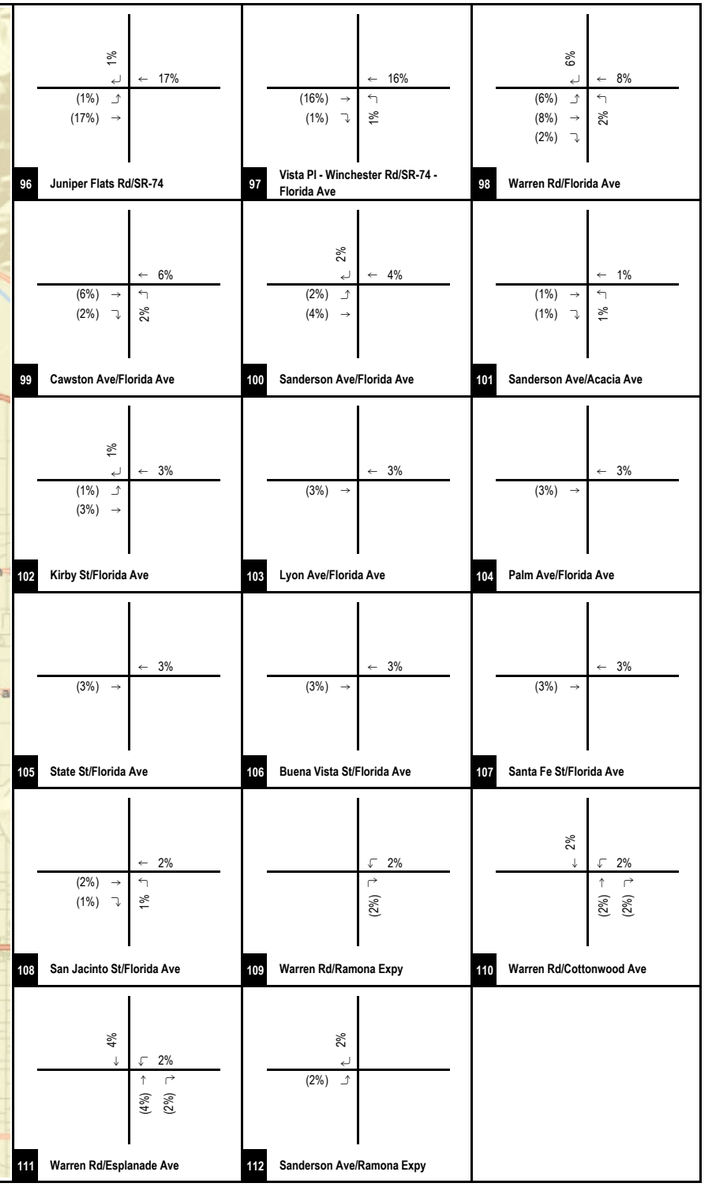
Menifee Valley Specific Plan
Traffic Study
PA-10 External Trip Distribution - PVs (Int. 65-95)

XX% (YY%)
Inbound (Outbound) Distribution

Future Leg

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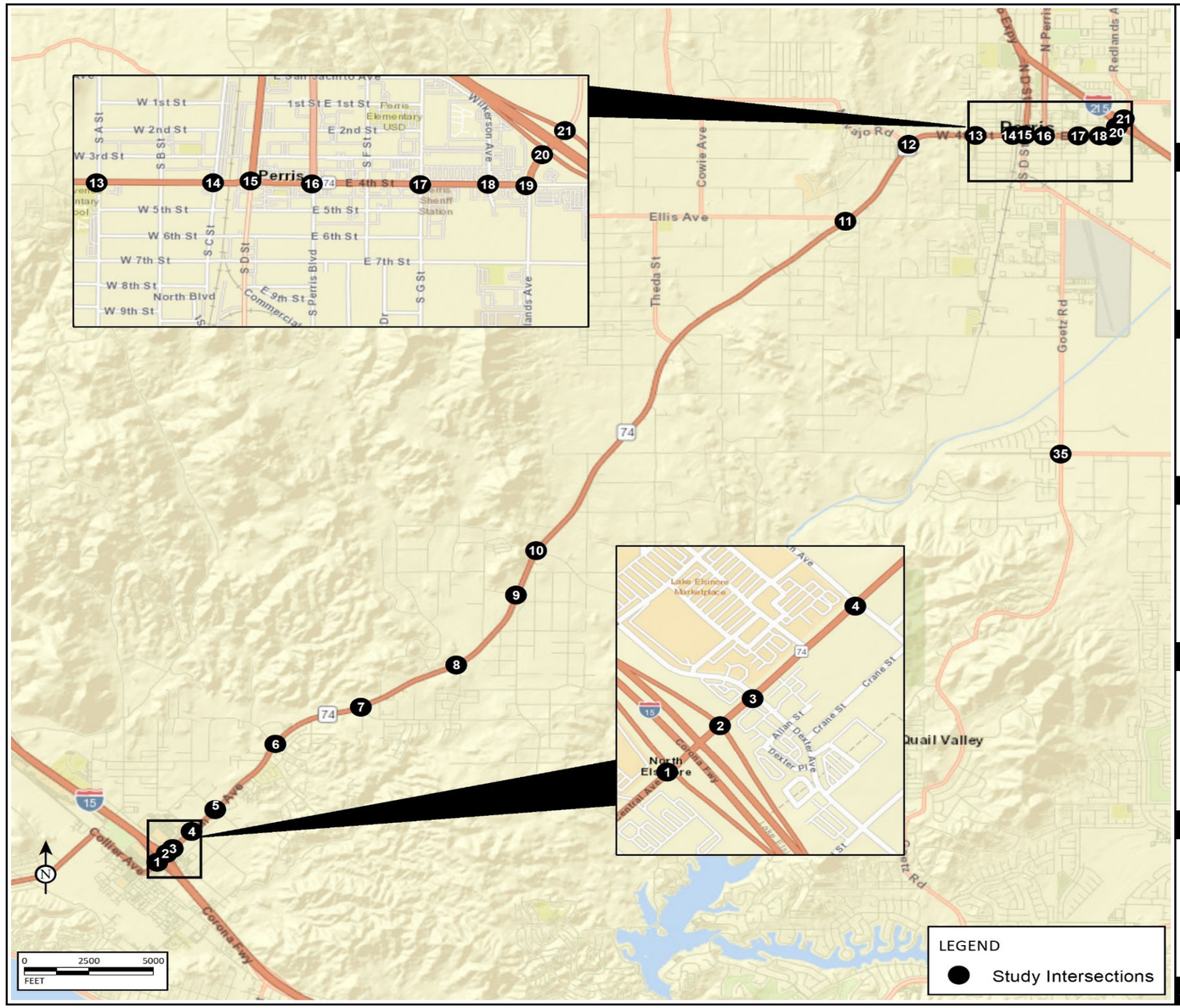


LSA

FIGURE 17-5

Menifee Valley Specific Plan
Traffic Study
PA-10 External Trip Distribution - PVs (Int. 96-112)

XX% (YY%)
Inbound (Outbound) Distribution



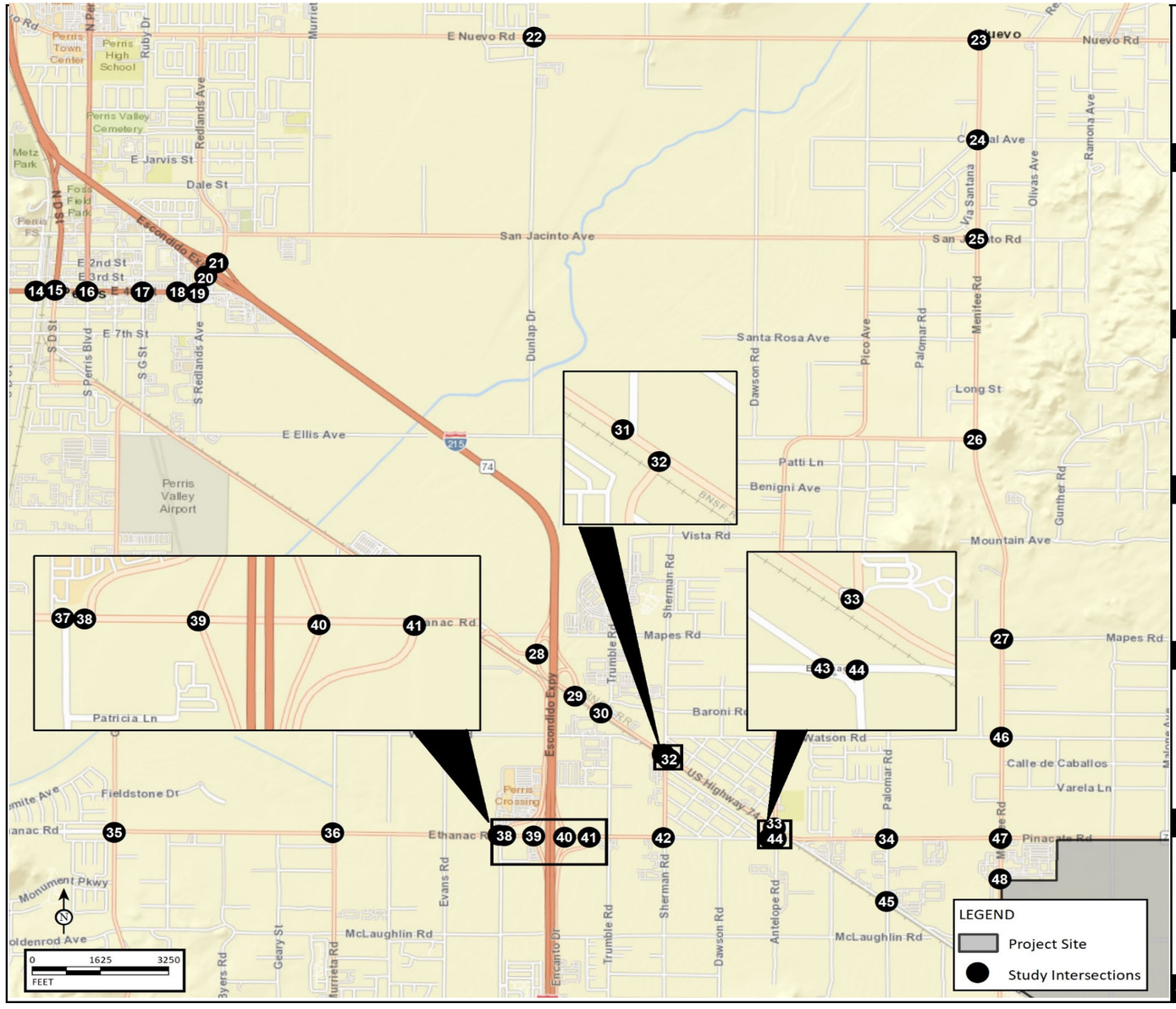
1	I-15 SB Ramps/Central Ave
2	I-15 NB Ramps/Central Ave
3	Dexter Ave/Central Ave
4	Cambern Ave/Central Ave
5	Conard Ave/Central Ave
6	El Toro Cut Off Rd/Central Ave - SR-74
7	Riverside St/SR-74
8	Wasson Canyon Rd/SR-74
9	SR-74/Meadowbrook Ave - Greenwald Ave
10	SR-74/River Rd
11	SR-74/Ellis Ave
12	Navajo Rd/4th St
13	A St/4th St
14	C St/4th St
15	D St/4th St
16	Perris Blvd/4th St
17	G St/4th St
18	Wilkerson Ave/4th St
19	Redlands Ave/4th St
20	Redlands Ave/I-215 SB Ramps
21	Redlands Ave/I-215 NB Ramps

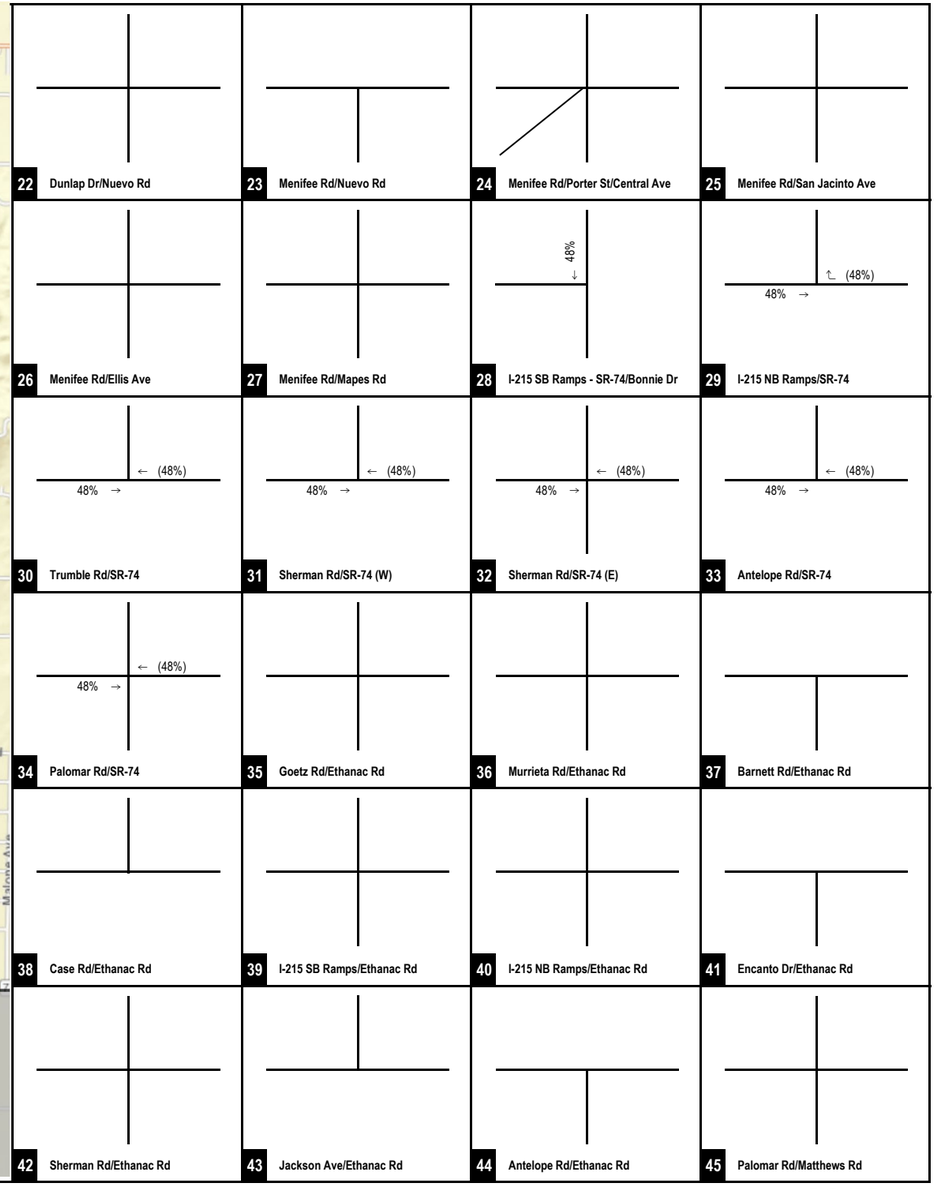
LSA

FIGURE 18-1

Menifee Valley Specific Plan
Traffic Study
PA-10 External Trip Distribution - Trucks (Int. 1-21)

XX% (YY%)
Inbound (Outbound) Distribution



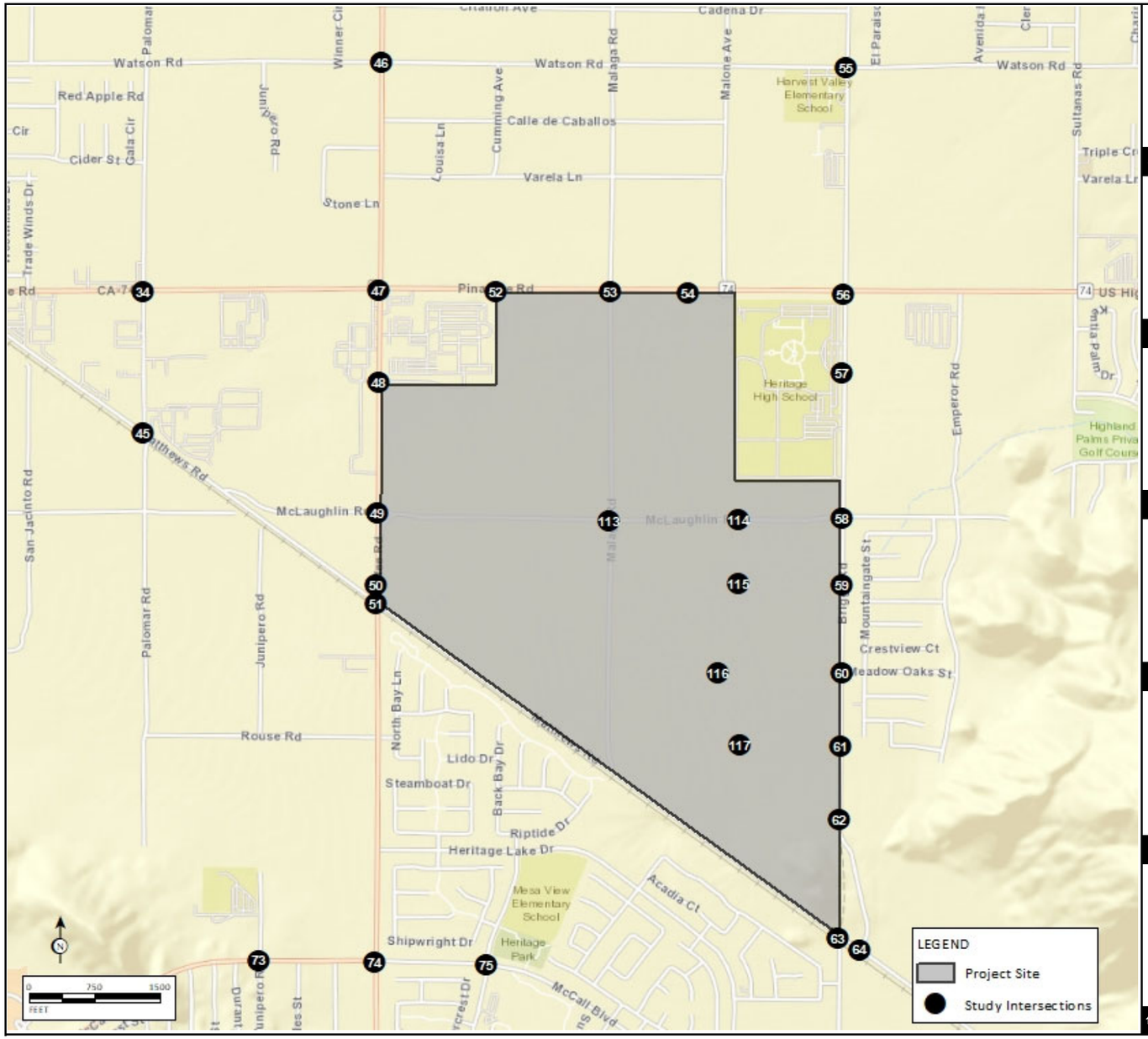


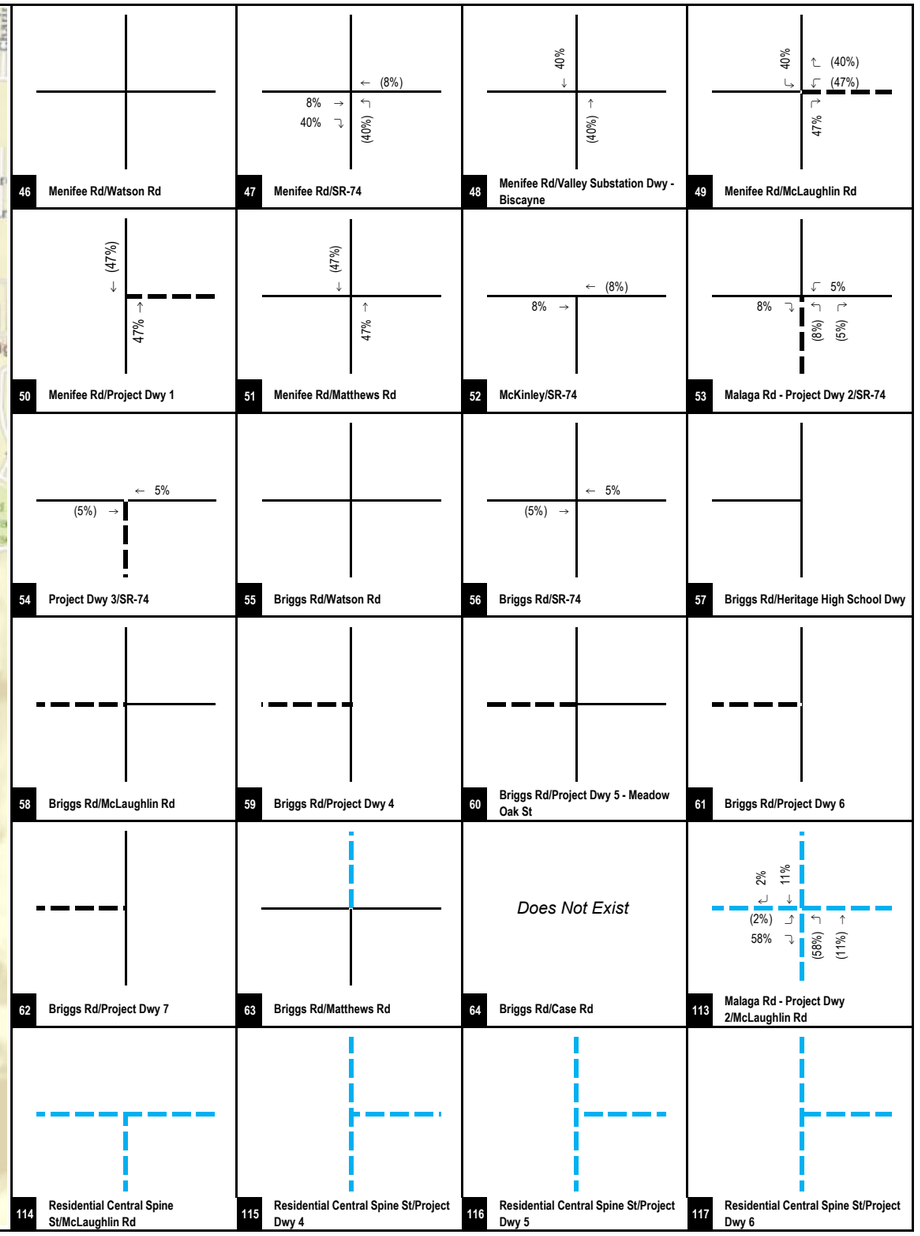
LSA

FIGURE 18-2

XX% (YY%)
Inbound (Outbound) Distribution

Menifee Valley Specific Plan
Traffic Study
PA-10 External Trip Distribution - Trucks (Int. 22-45)





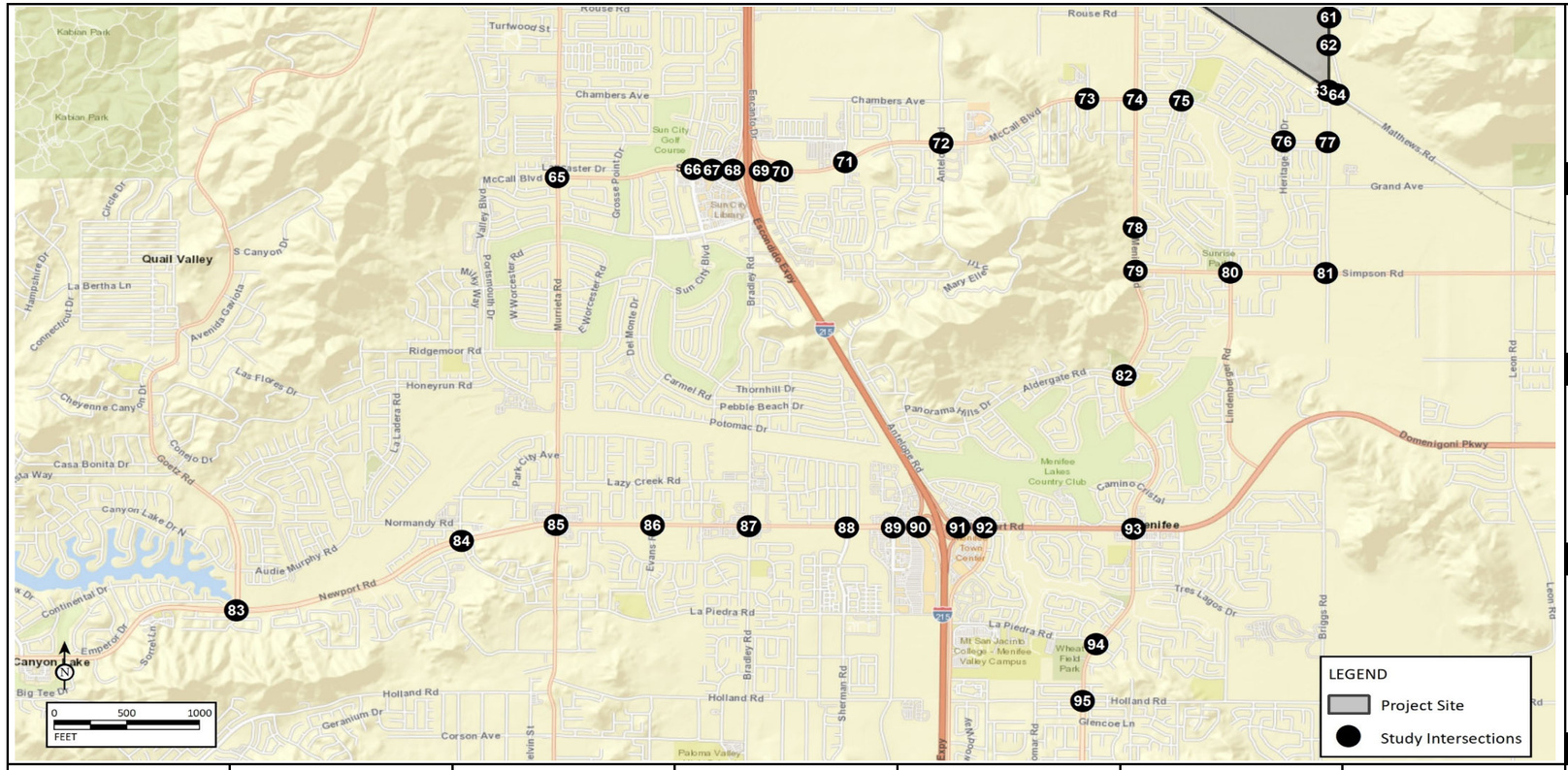
LSA

FIGURE 18-3

XX% (YY%)
Inbound (Outbound) Distribution

Future Leg
Project Driveway

Menifee Valley Specific Plan
Traffic Study
PA-10 External Trip Distribution - Trucks (Int. 46-64 & Int. 113-117)



65 Murrieta Rd/McCall Blvd	66 Sun City Blvd/McCall Blvd	67 Bradley Rd/McCall Blvd	68 I-215 SB Ramps/McCall Blvd	69 I-215 NB Ramps/McCall Blvd	70 Encanto Drive/McCall Blvd	71 Sherman Rd/McCall Blvd	72 Antelope Rd/McCall Blvd	73 Junipero Rd/McCall Blvd	74 Menifee Rd/McCall Blvd	75 Heritage Lake Dr (W)/McCall Blvd	76 Heritage Lake Dr (E)/McCall Blvd	77 Briggs Rd/McCall Blvd	78 Menifee Rd/Coastline Ave
79 Menifee Rd/Simpson Rd	80 Lindenberger Rd/Simpson Rd	81 Briggs Rd/Simpson Rd	82 Menifee Rd/Aldergate Dr - Carnelian Way	83 Goetz Rd - Blackstone Ln/Railroad Canyon Rd - Newport Rd	84 Berea Rd-Murphy Ranch Rd/Newport Rd	85 Murrieta Rd/Newport Rd	86 Evans Rd/Newport Rd	87 Bradley Rd/Newport Rd	88 Avenida De Cortez - Town Center Dr/Newport Rd	89 Haun Rd/Newport Rd	90 I-215 SB Ramps/Newport Rd	91 I-215 NB Ramps/Newport Rd	92 Antelope Rd/Newport Rd
93 Menifee Rd/Newport Rd	94 Menifee Rd/La Piedra Rd	95 Menifee Rd/Holland Rd											

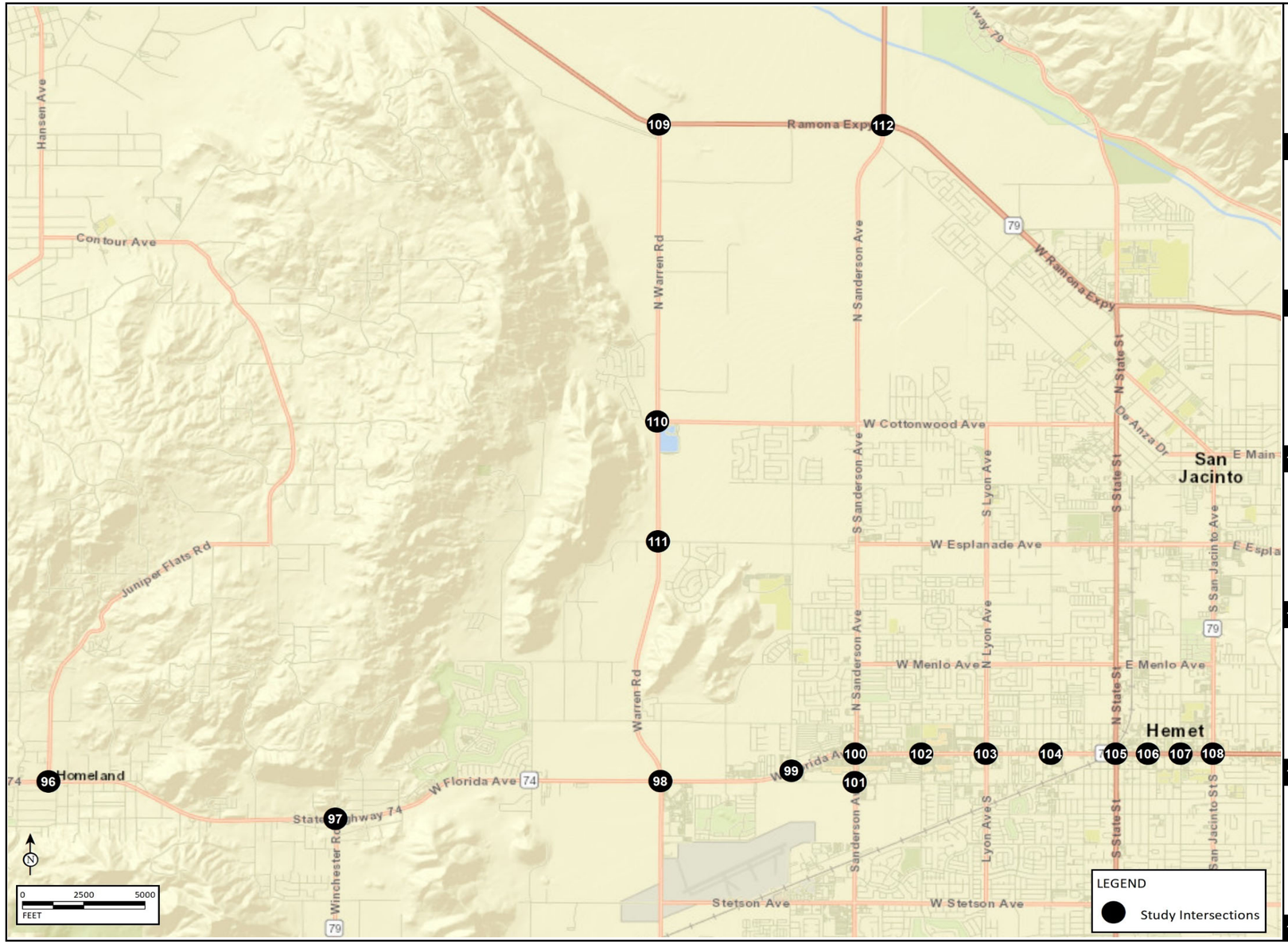
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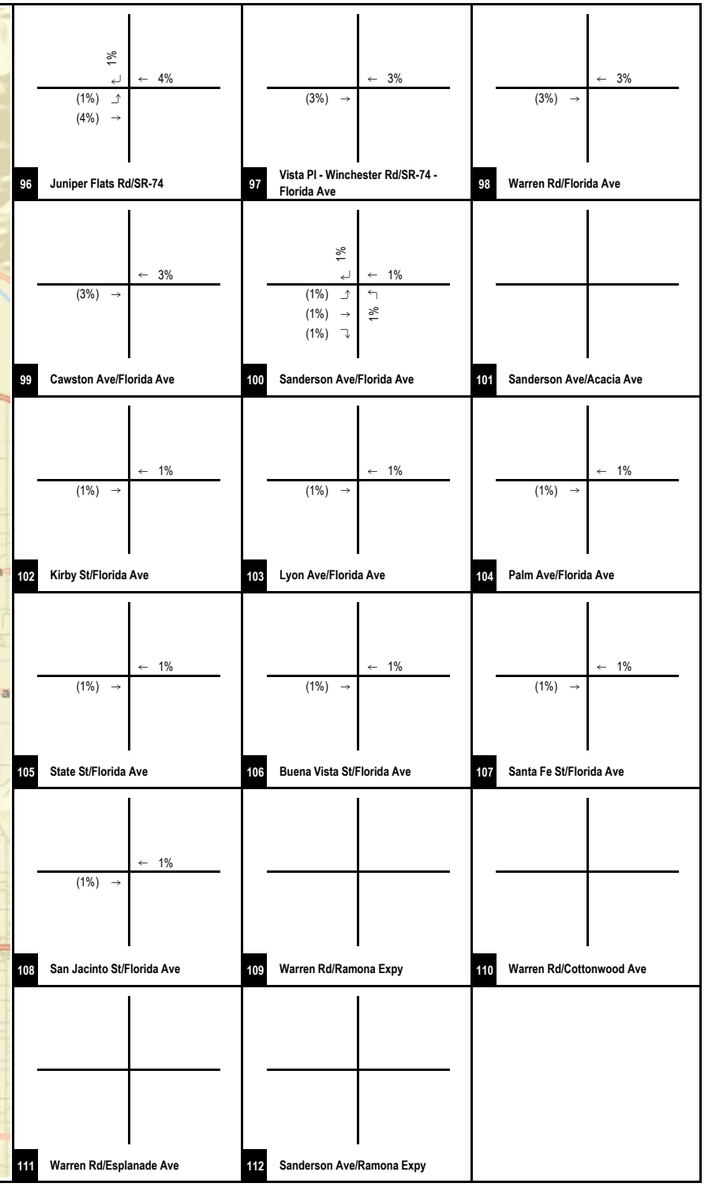
XX% (YY%)
Inbound (Outbound) Distribution

Future Leg

FIGURE 18-4

Menifee Valley Specific Plan
Traffic Study
PA-10 External Trip Distribution - Trucks (Int. 65-95)



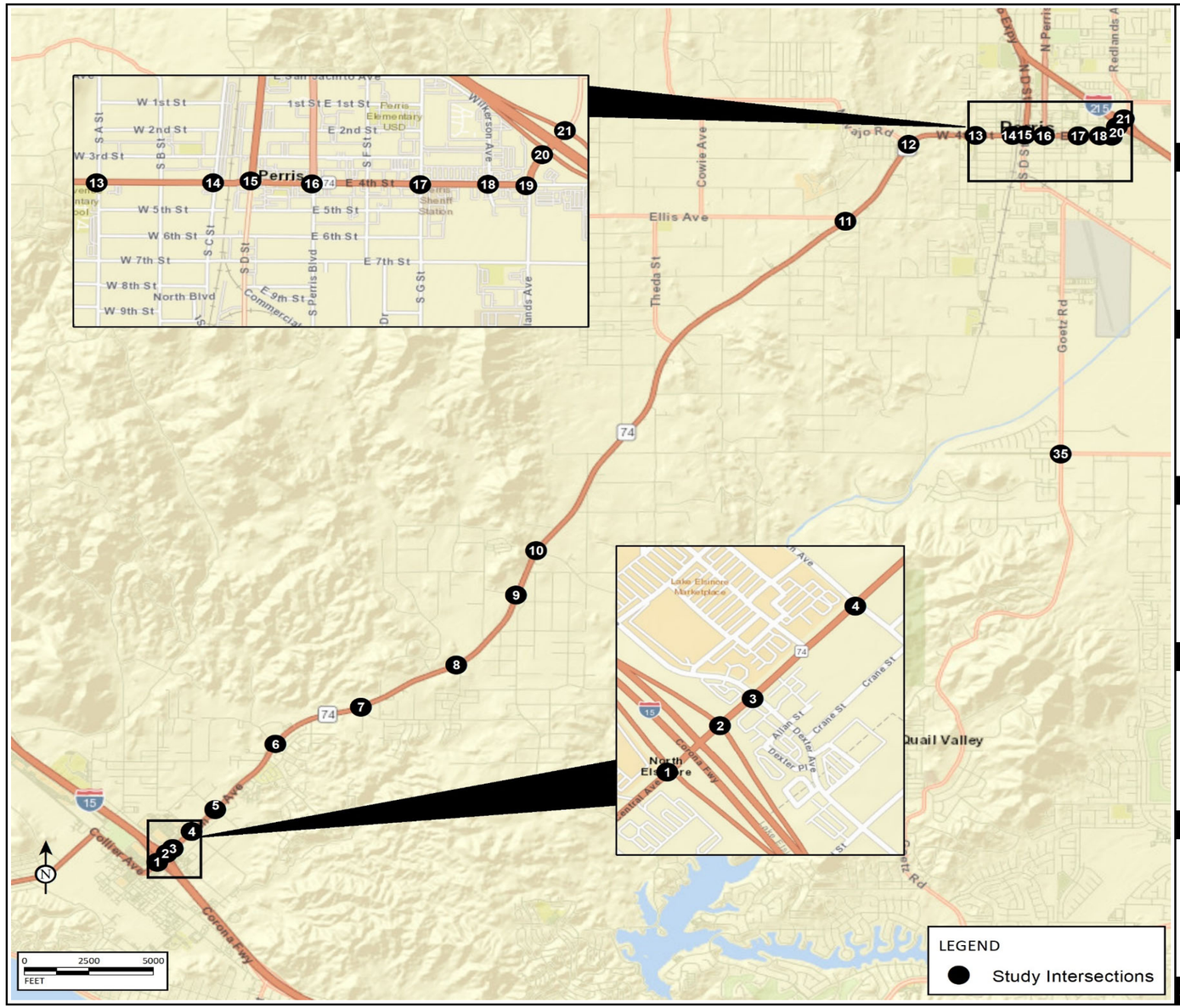


LSA

FIGURE 18-5

Menifee Valley Specific Plan
Traffic Study
PA-10 External Trip Distribution - Trucks (Int. 96-112)

XX% (YY%)
Inbound (Outbound) Distribution



1 I-15 SB Ramps/Central Ave

2 I-15 NB Ramps/Central Ave

3 Dexter Ave/Central Ave

4 Cambern Ave/Central Ave

5 Conard Ave/Central Ave

6 El Toro Cut Off Rd/Central Ave - SR-74

7 Riverside St/SR-74

8 Wasson Canyon Rd/SR-74

9 SR-74/Meadowbrook Ave - Greenwald Ave

10 SR-74/River Rd

11 SR-74/Ellis Ave

12 Navajo Rd/4th St

13 A St/4th St
1% → 1% ↱ (1%) ← (1%)

14 C St/4th St
3% → ← (3%)

15 D St/4th St
3% → ← (3%)

16 Perris Blvd/4th St
3% → 1% ↱ (1%) ← (3%)

17 G St/4th St
4% → ← (4%)

18 Wilkerson Ave/4th St
4% → ← (4%)

19 Redlands Ave/4th St
4% ↱ (4%)

20 Redlands Ave/I-215 SB Ramps
↳ 4% ↱ (4%) ↱ 3% (4%)

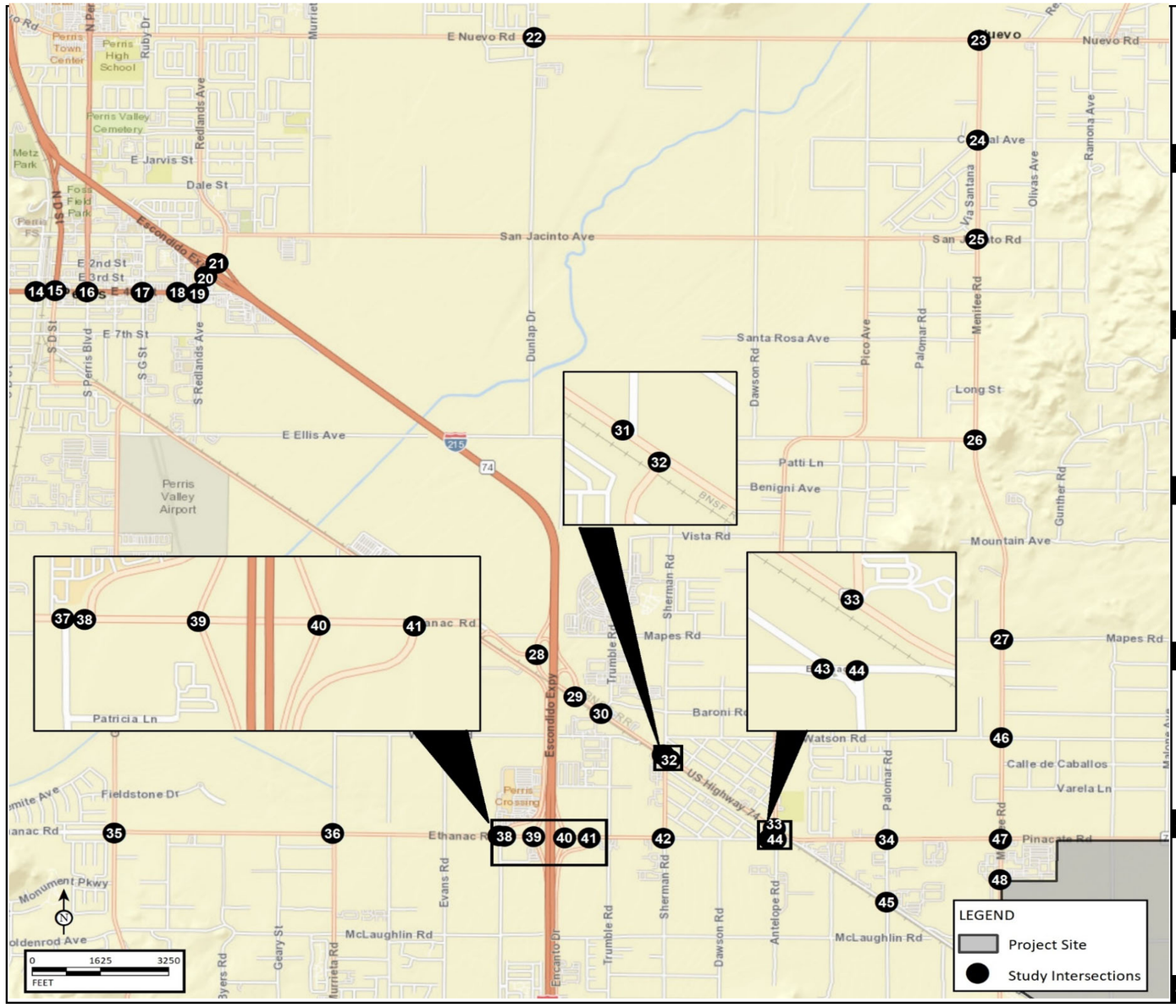
21 Redlands Ave/I-215 NB Ramps
↳ 3% ↱ (3%) ↰ (4%)

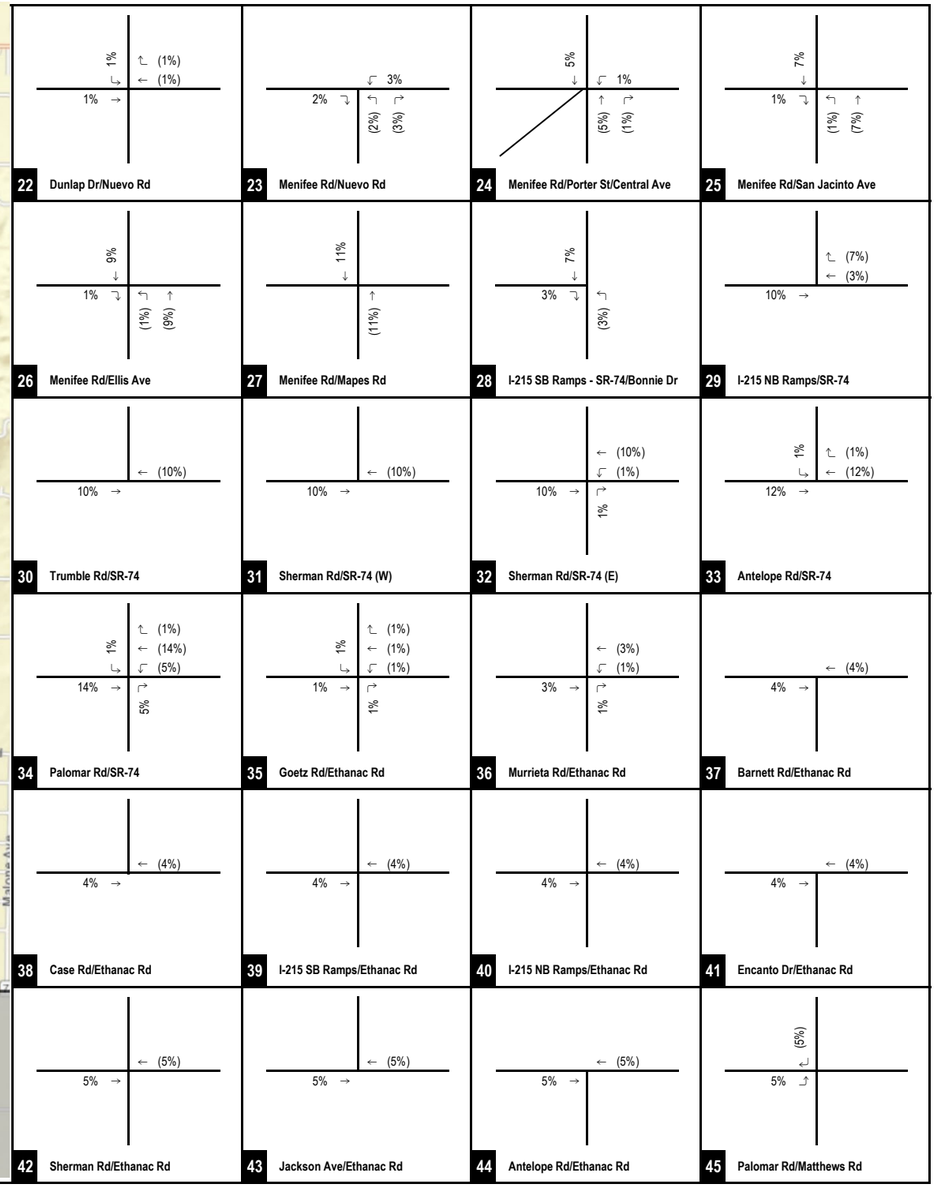
LSA

FIGURE 19-1

XX% (YY%)
Inbound (Outbound) Distribution

Menifee Valley Specific Plan
Traffic Study
PA-13 External Trip Distribution (Int. 1-21)



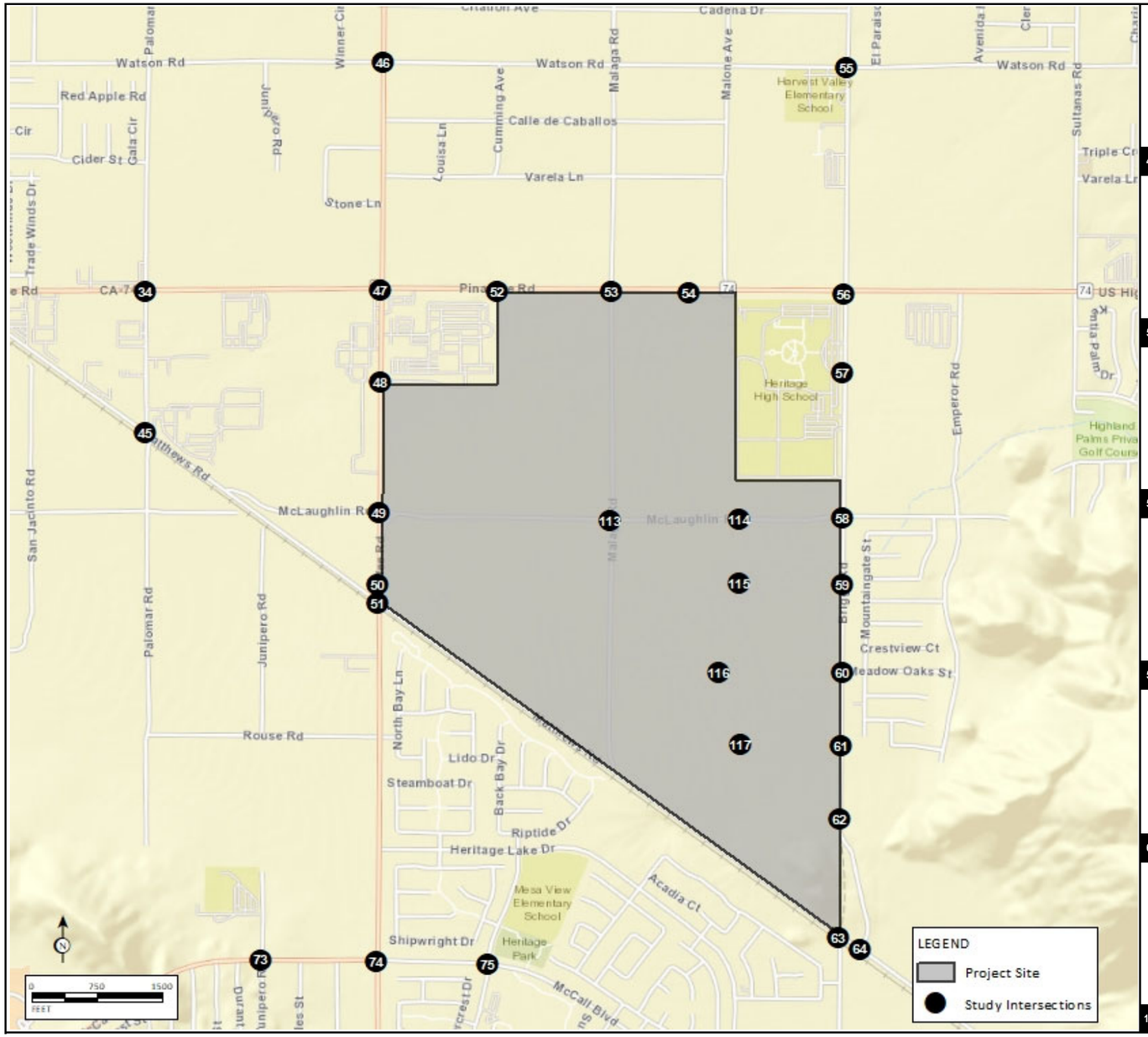


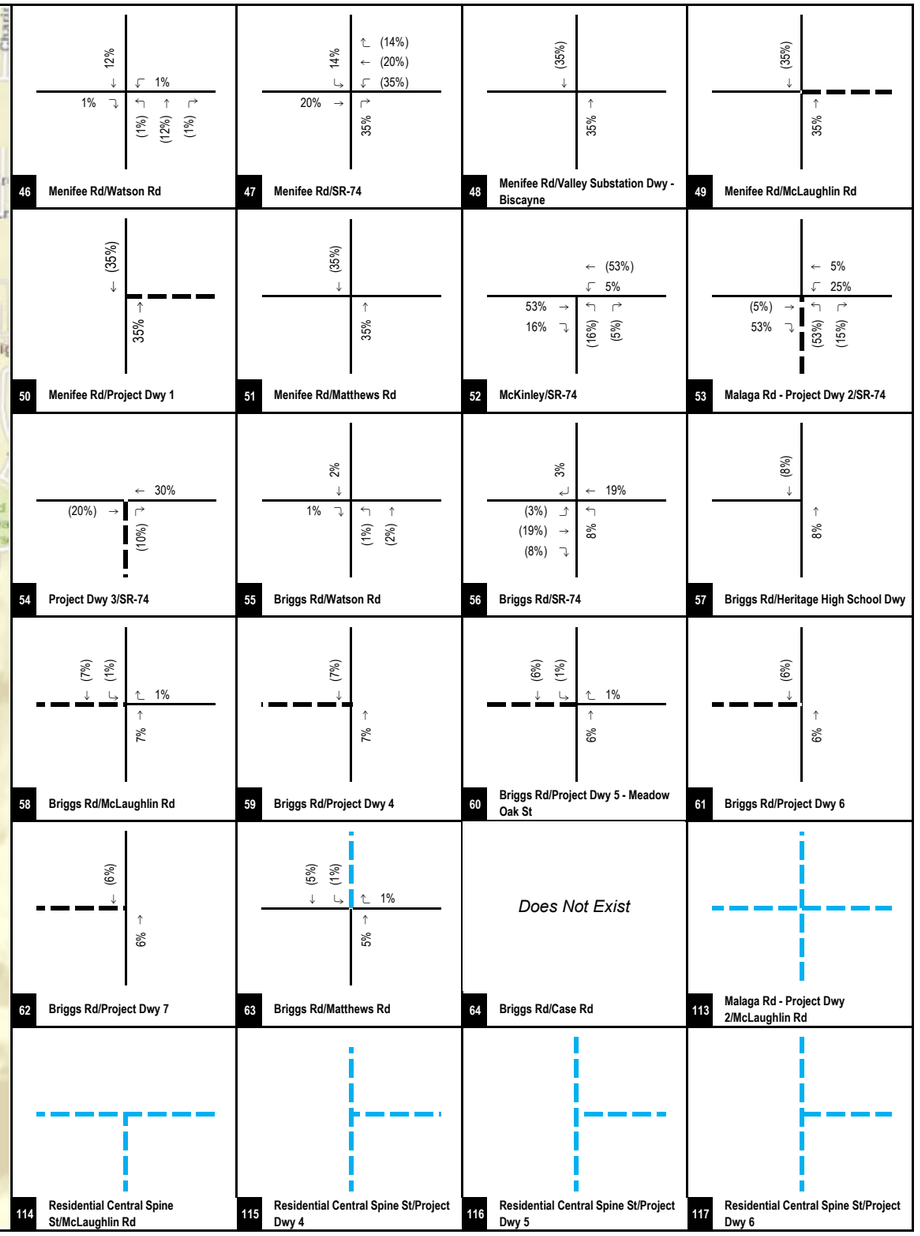
LSA

FIGURE 19-2

XX% (YY%)
Inbound (Outbound) Distribution

Menifee Valley Specific Plan
Traffic Study
PA-13 External Trip Distribution (Int. 22-45)





LSA

FIGURE 19-3

XX% (YY%) — Inbound (Outbound) Distribution

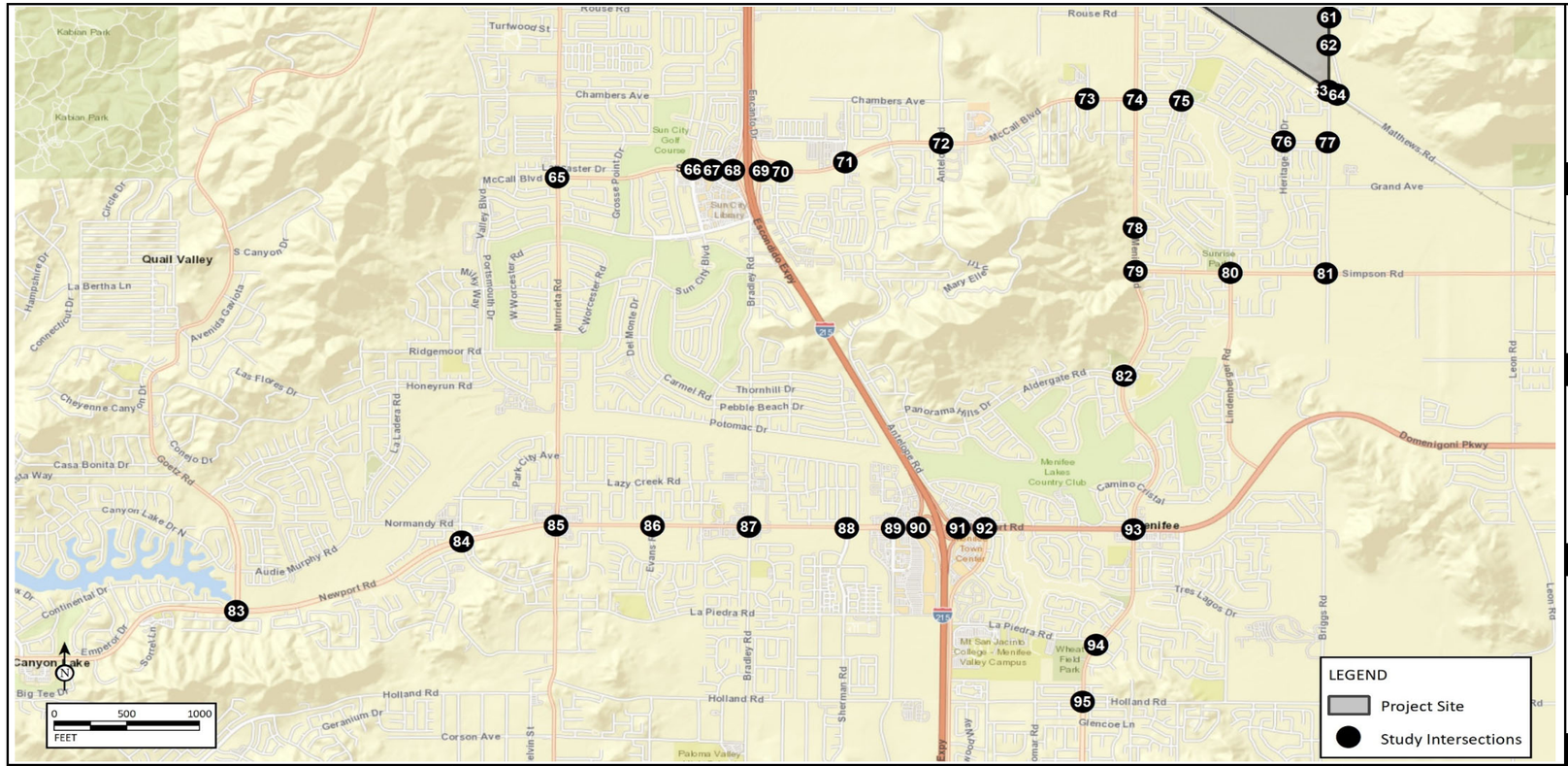
Future Leg

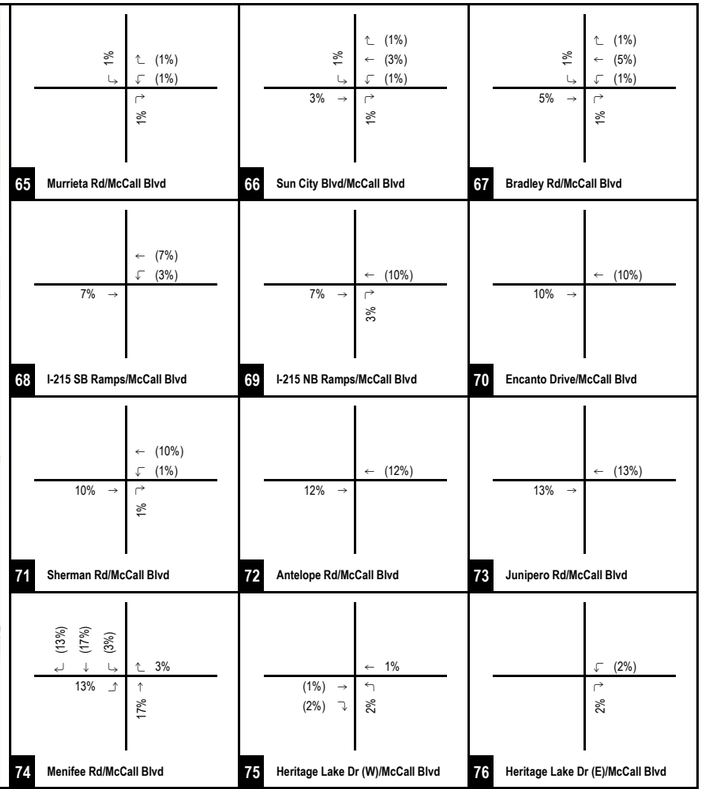
Project Driveway

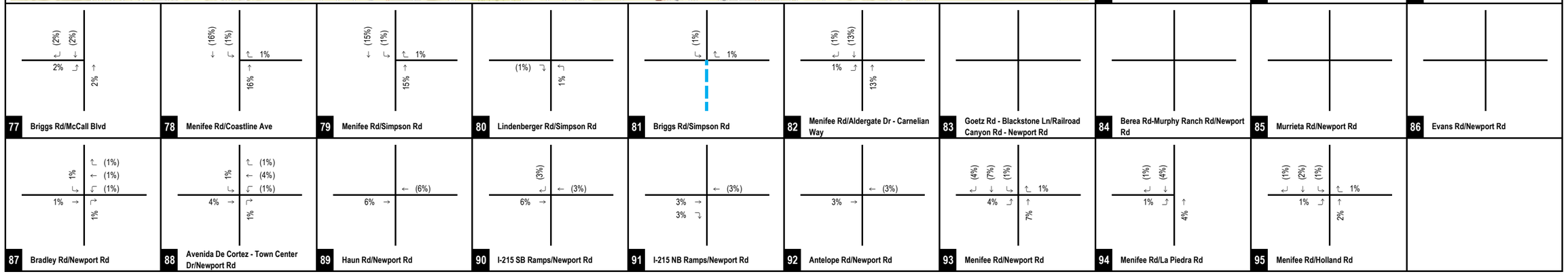
Menifee Valley Specific Plan

Traffic Study

PA-13 External Trip Distribution (Int. 46-64 & Int. 113-117)







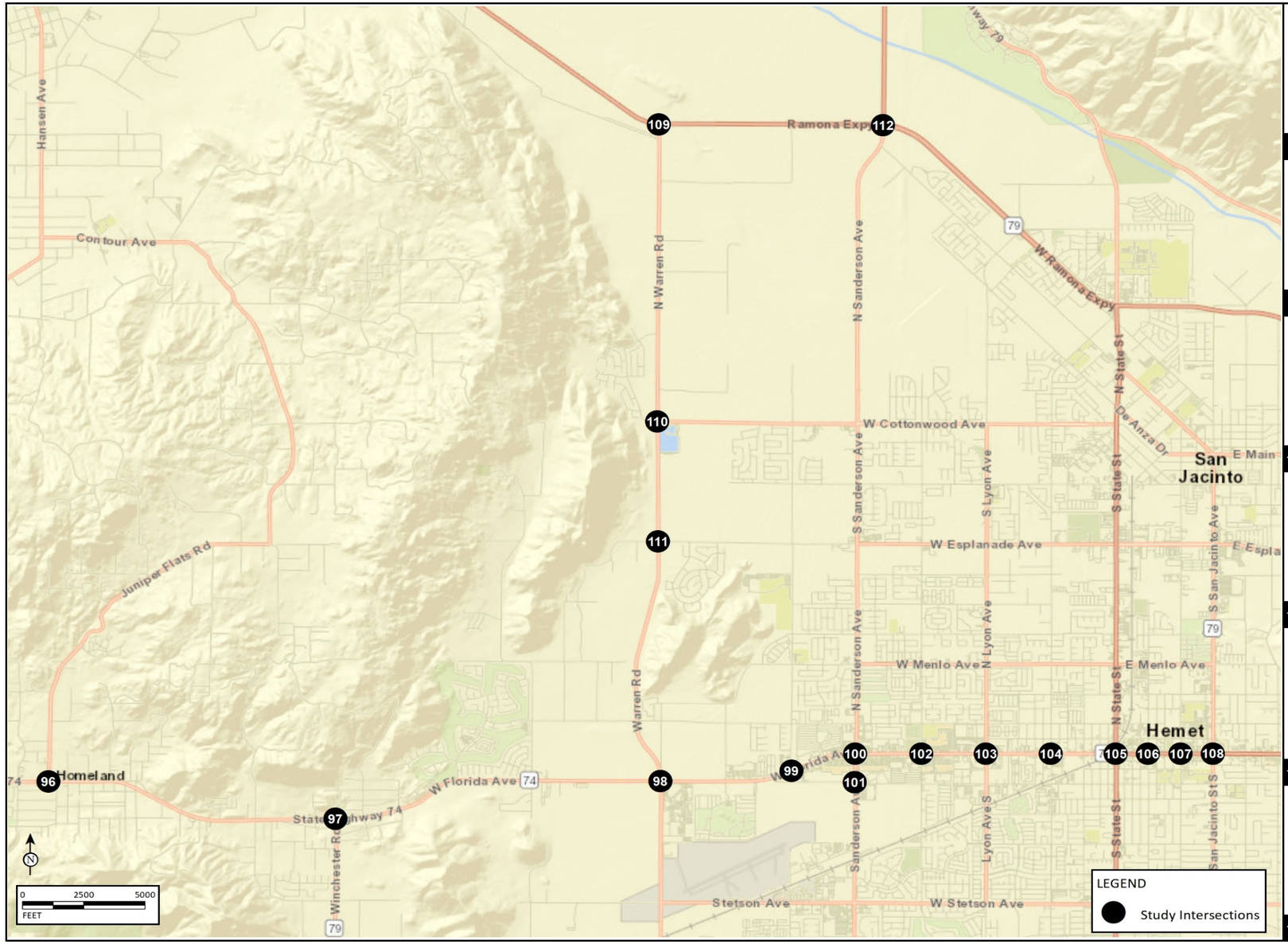
LSA

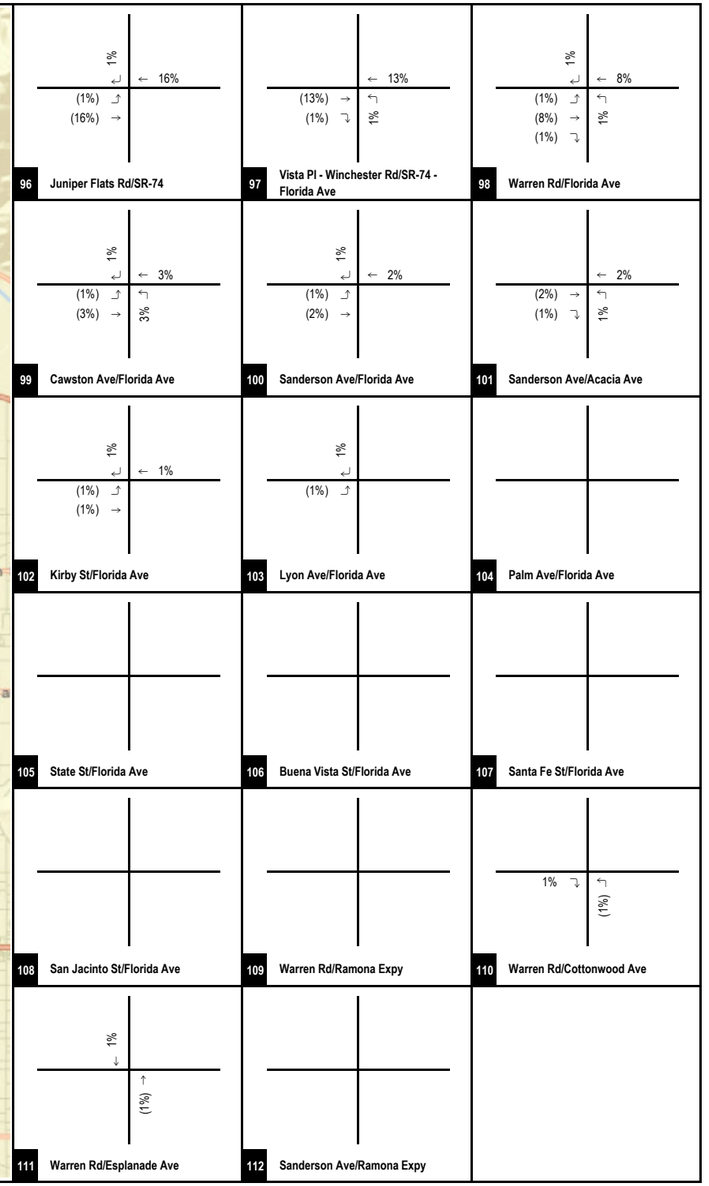
XX% (YY%)
Inbound (Outbound) Distribution

Future Leg

FIGURE 19-4

Menifee Valley Specific Plan
Traffic Study
PA-13 External Trip Distribution (Int. 65-95)



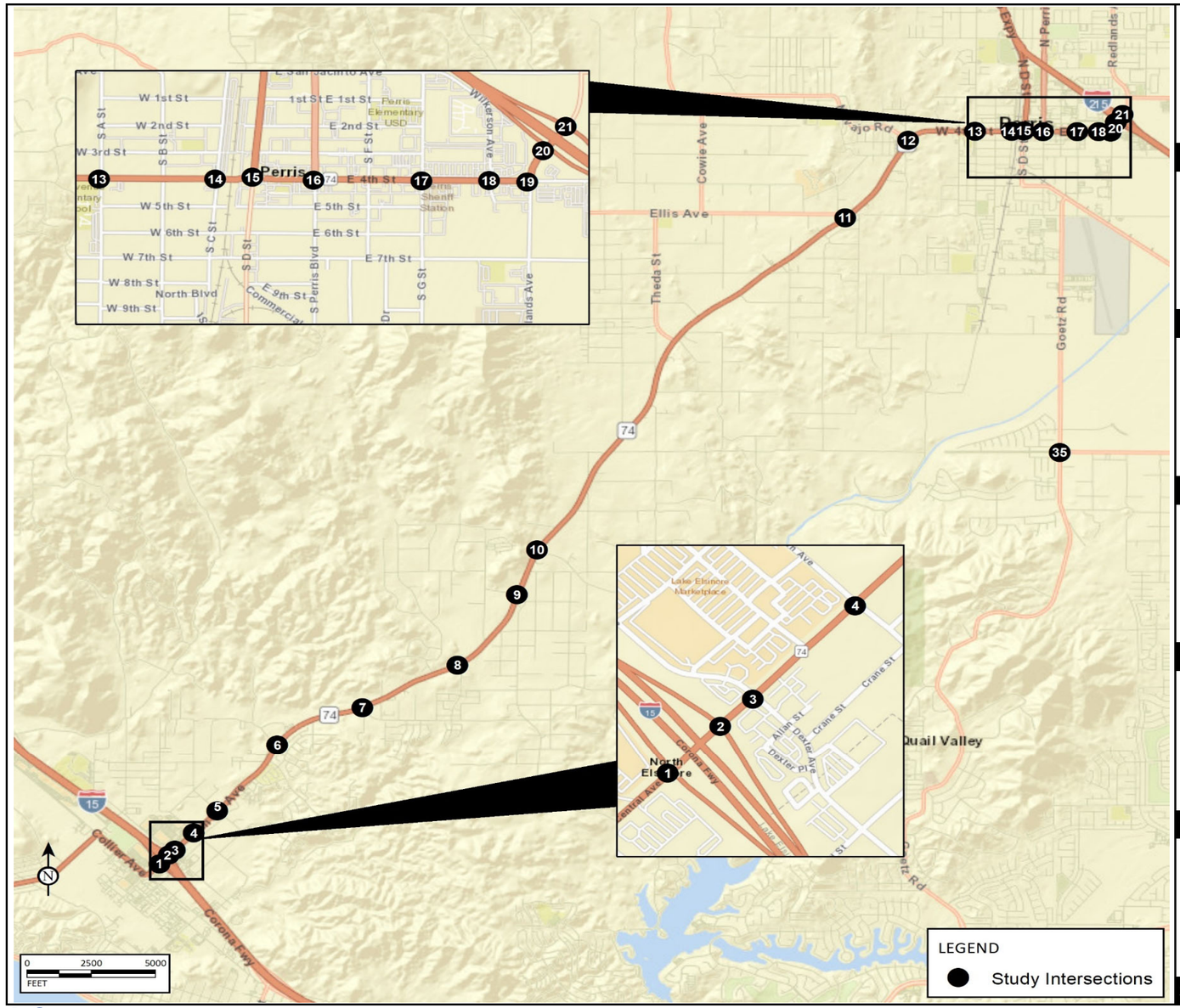


LSA

FIGURE 19-5

XX% (YY%)
Inbound (Outbound) Distribution

Menifee Valley Specific Plan
Traffic Study
PA-13 External Trip Distribution (Int. 96-112)



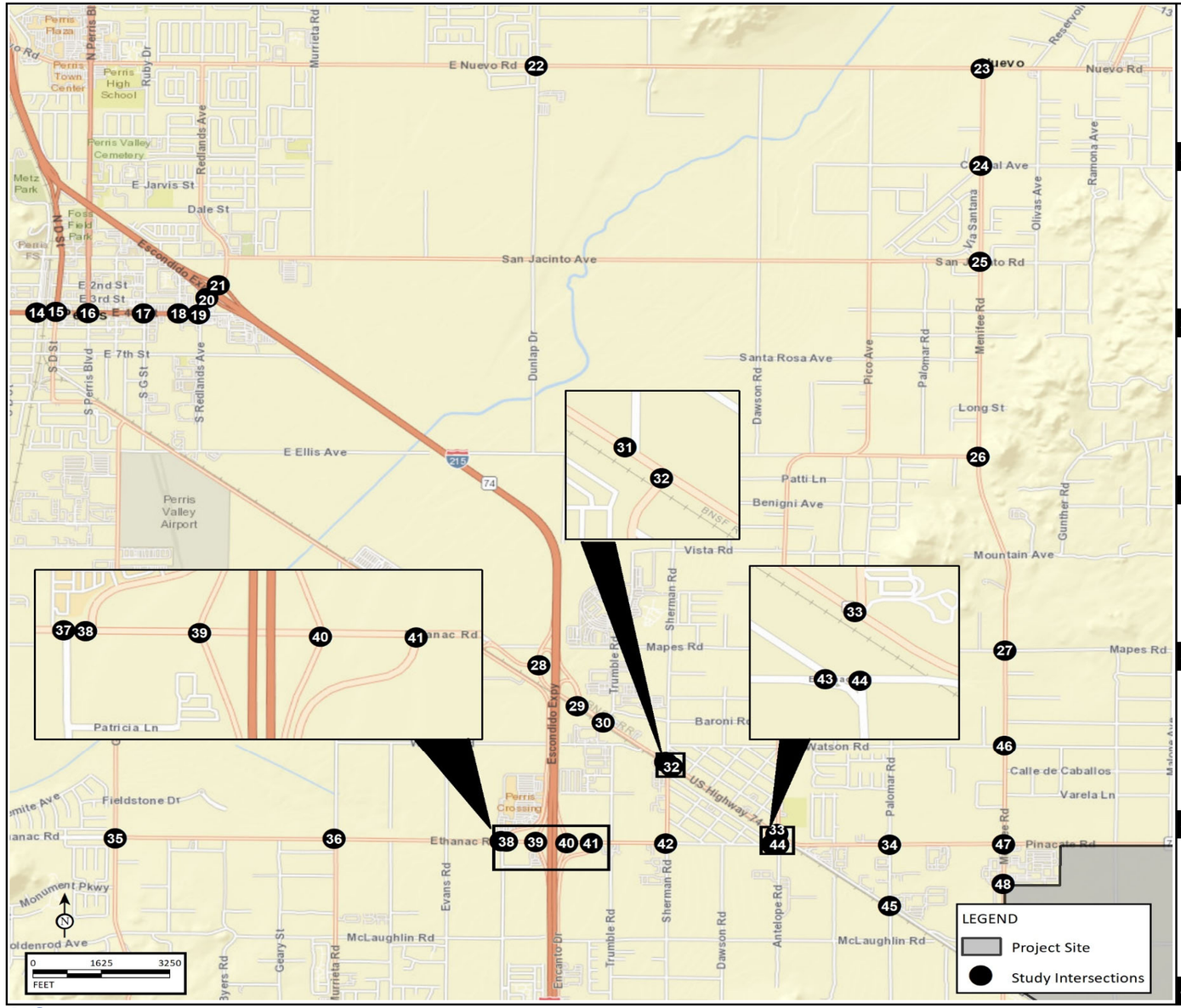
1 I-15 SB Ramps/Central Ave	2 I-15 NB Ramps/Central Ave	3 Dexter Ave/Central Ave	4 Cambern Ave/Central Ave
5 Conard Ave/Central Ave	6 El Toro Cut Off Rd/Central Ave - SR-74	7 Riverside St/SR-74	8 Wasson Canyon Rd/SR-74
9 SR-74/Meadowbrook Ave - Greenwald Ave	10 SR-74/River Rd	11 SR-74/Ellis Ave	12 Navajo Rd/4th St
13 A St/4th St	14 C St/4th St	15 D St/4th St	16 Perris Blvd/4th St
17 G St/4th St	18 Wilkerson Ave/4th St	19 Redlands Ave/4th St	20 Redlands Ave/I-215 SB Ramps
21 Redlands Ave/I-215 NB Ramps			

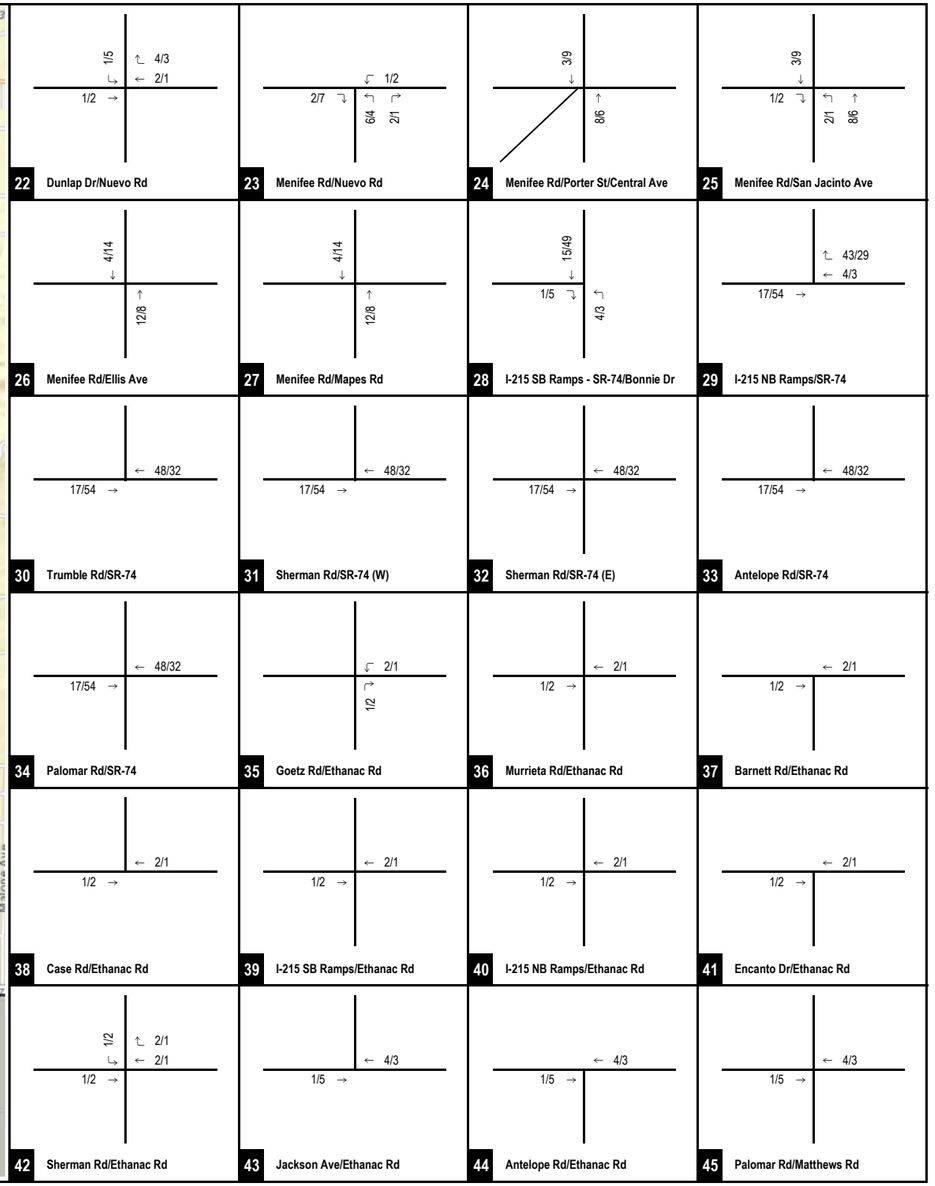
LSA

FIGURE 20-1

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-1 External Trip Assignment (Int. 1-21)



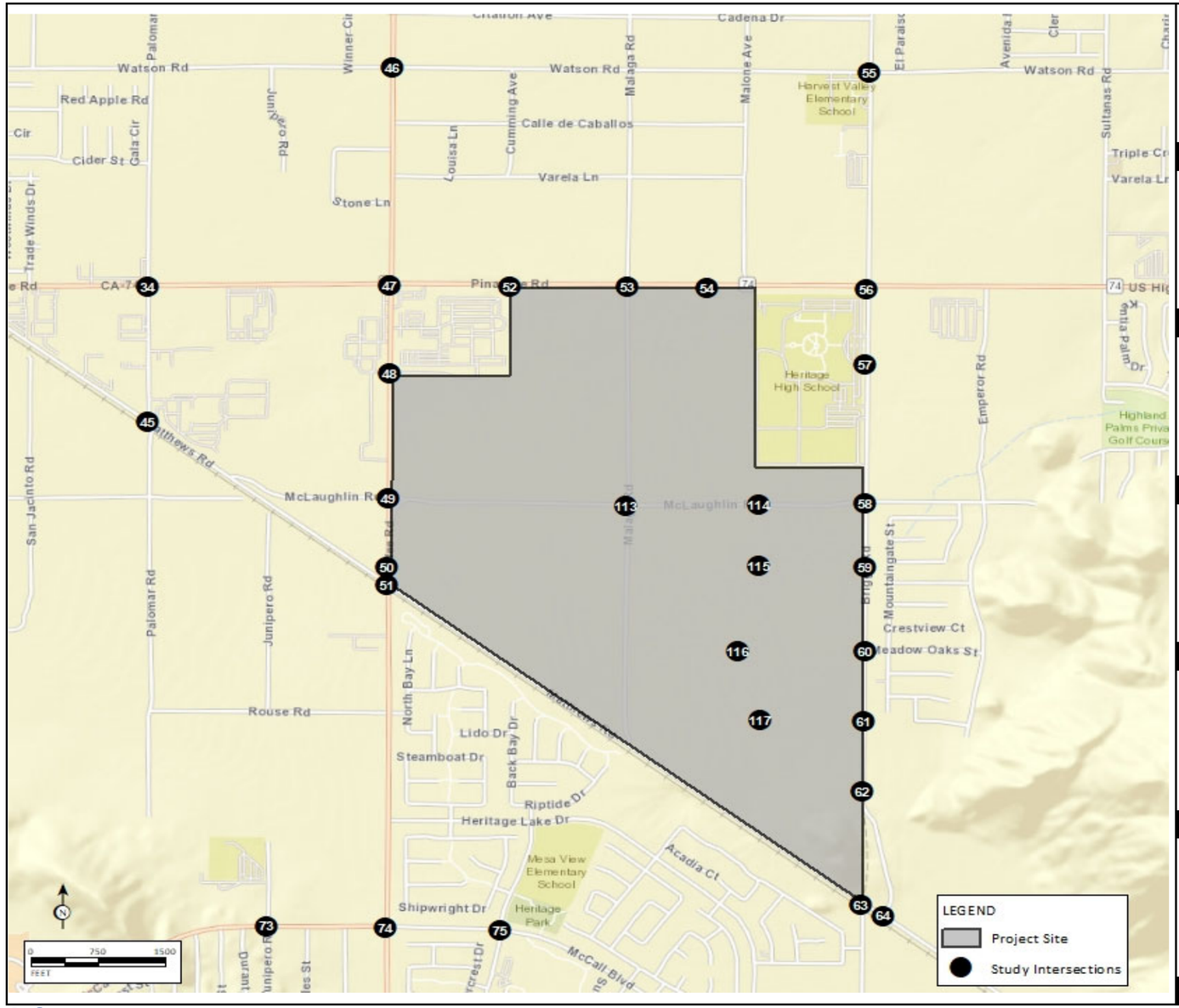


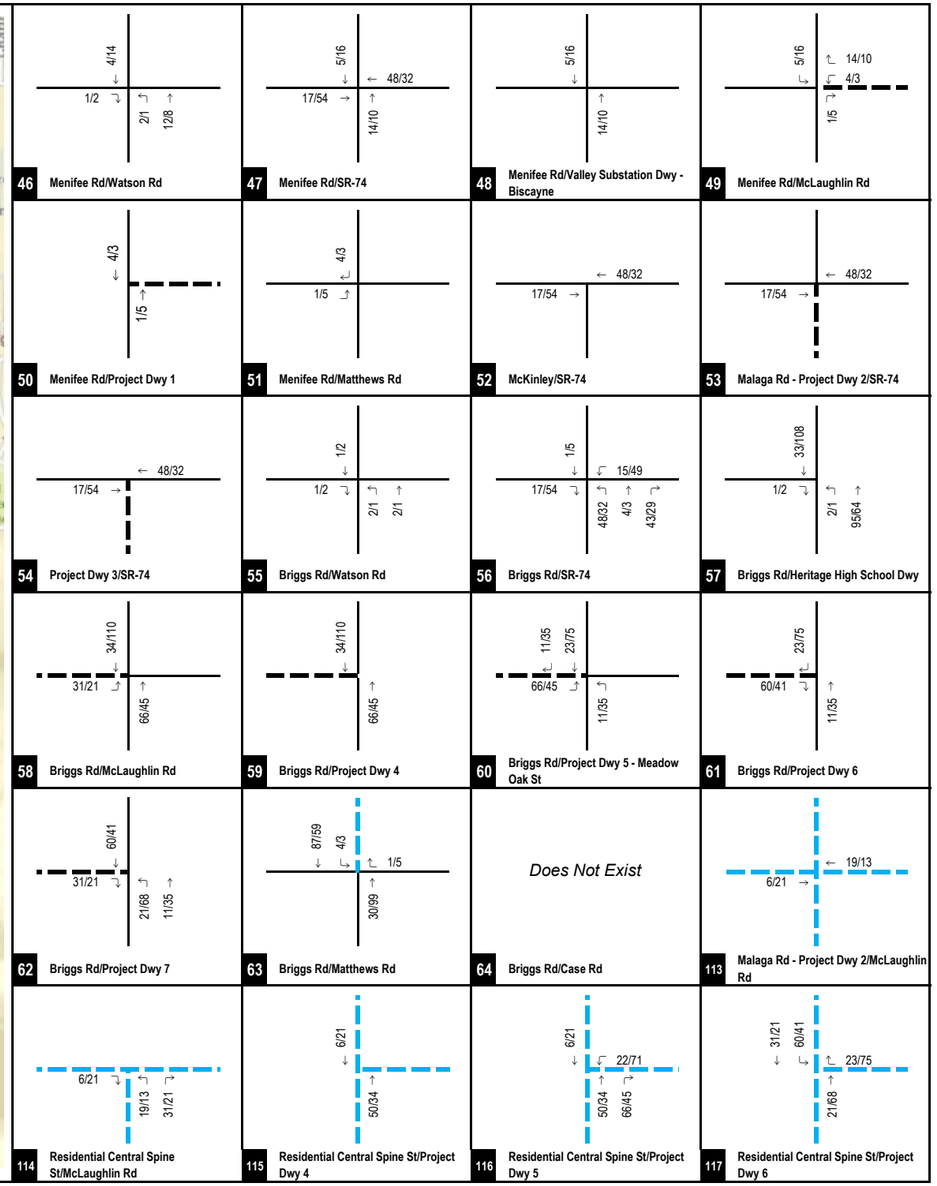
LSA

FIGURE 20-2

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-1 External Trip Assignment (Int. 22-45)





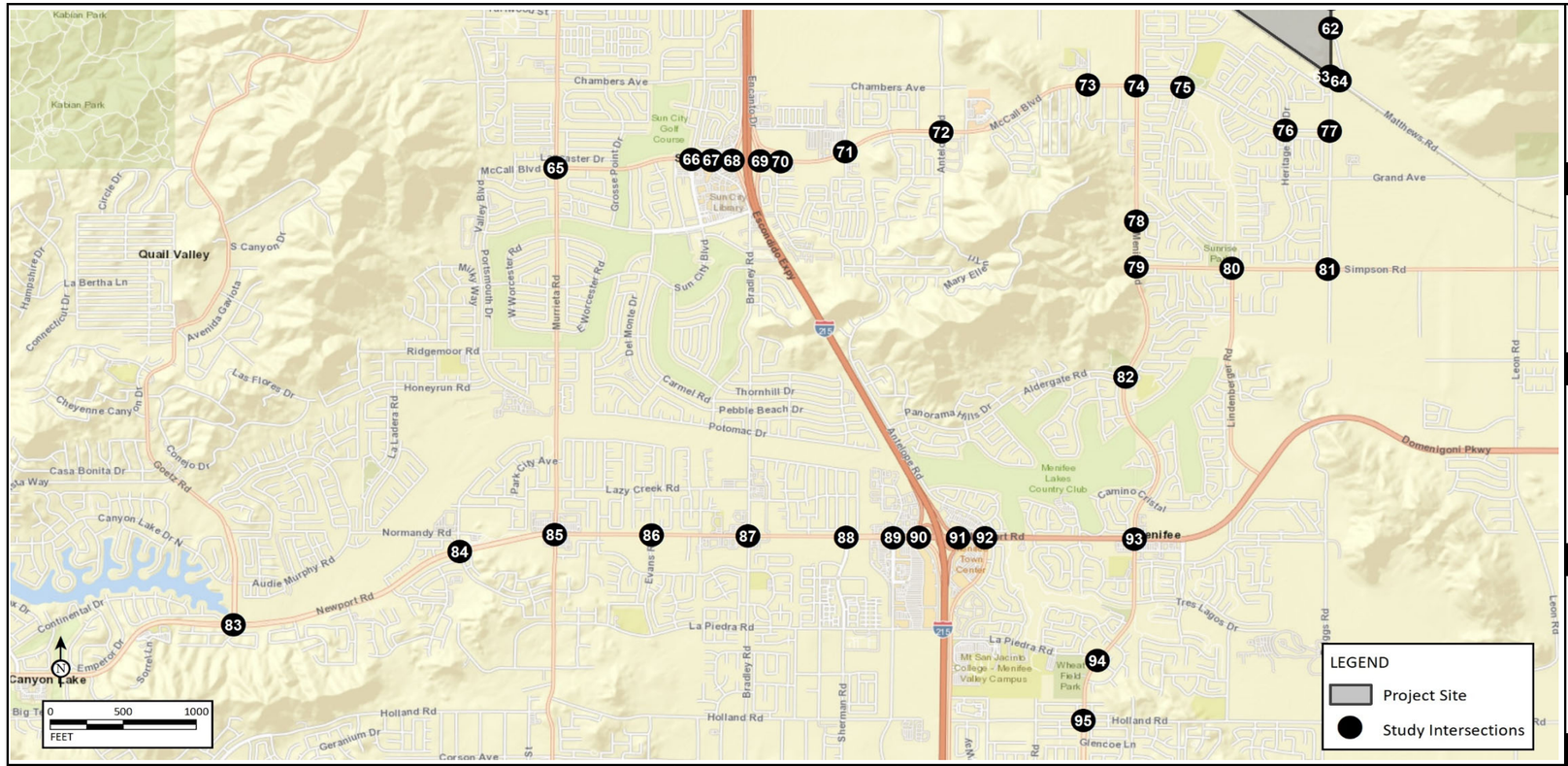
LSA

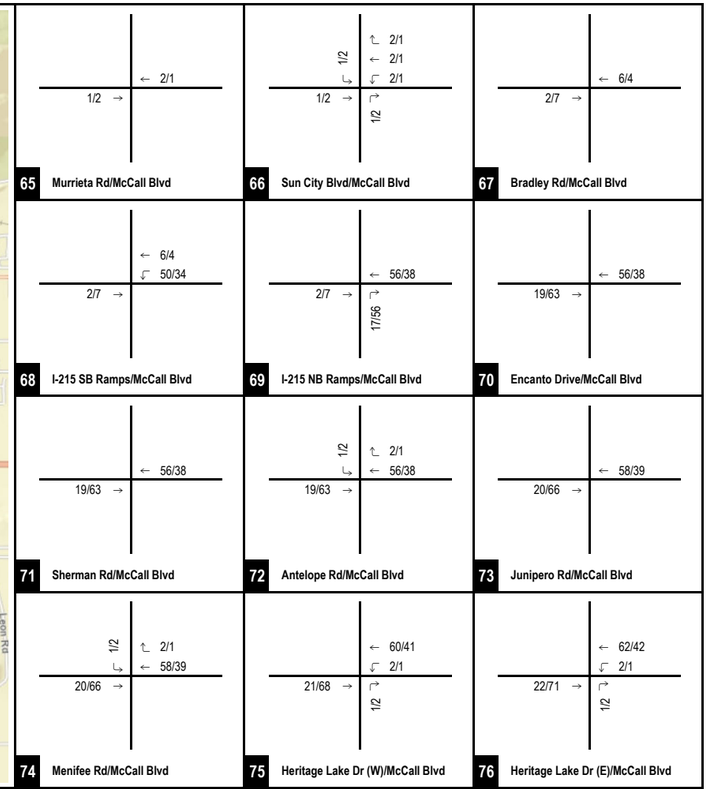
FIGURE 20-3

XXXX/YYYY
AM/PM Peak Hour Volumes

Future Leg
Project Driveway

Menifee Valley Specific Plan
Traffic Study
PA-1 External Trip Assignment (Int. 46-64 & Int. 113-117)



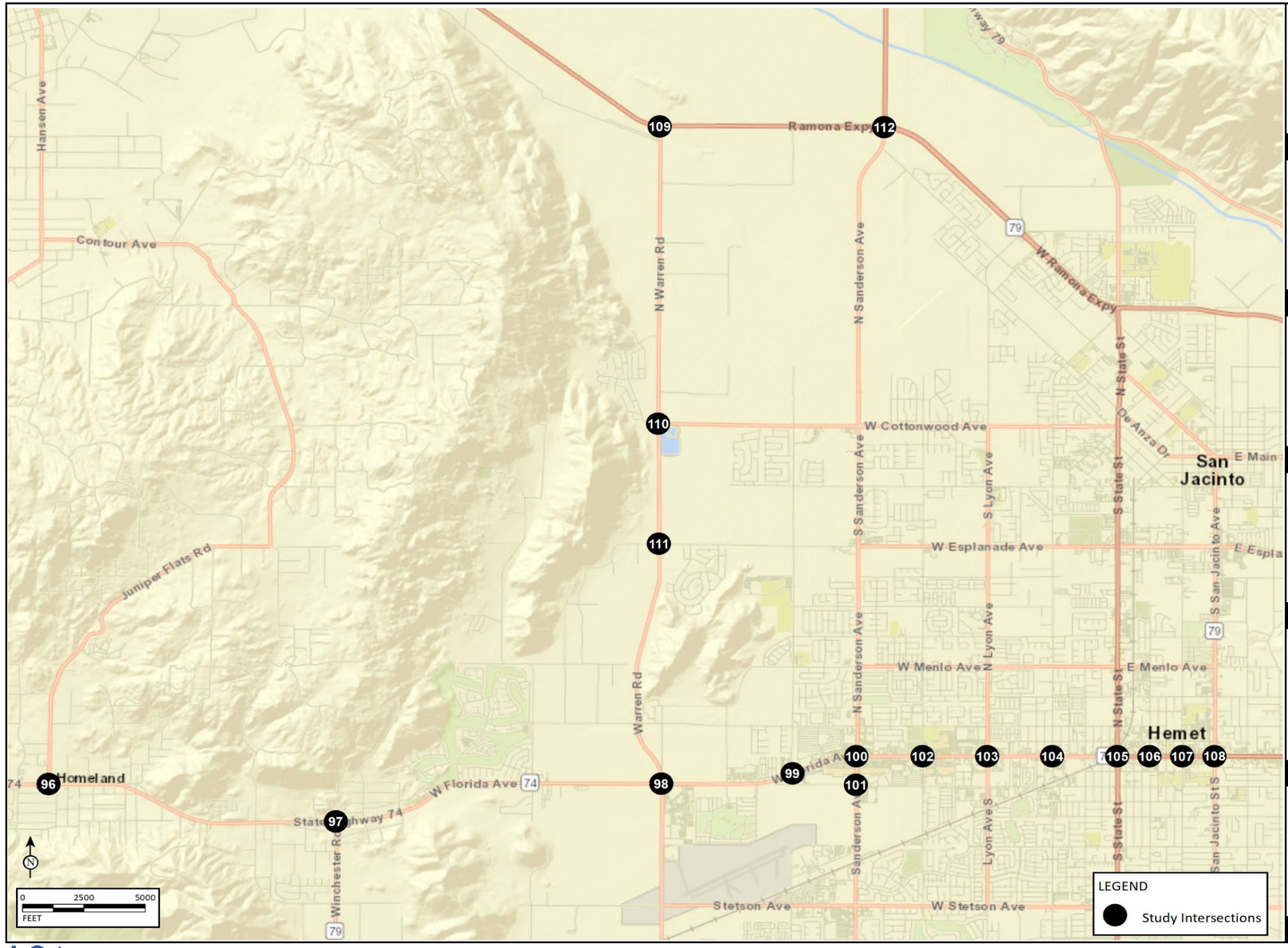


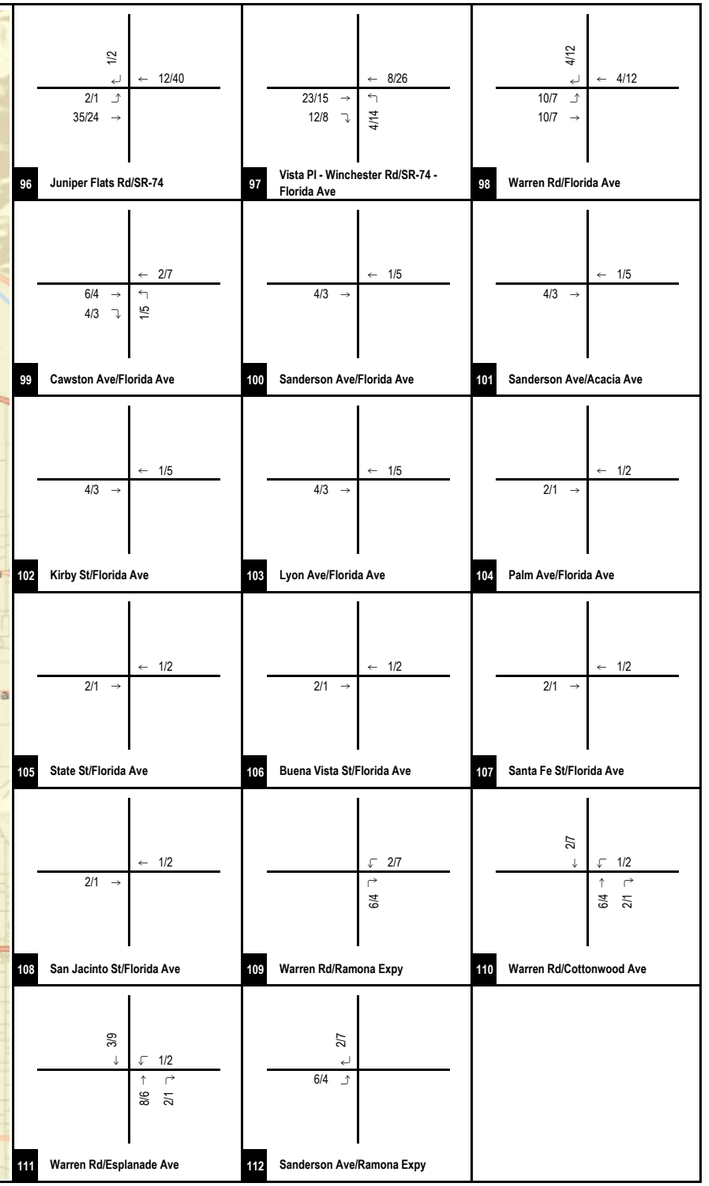
LSA

FIGURE 20-4

XXXX/YYYY
AM/PM Peak Hour Volumes
Future Leg

Menifee Valley Specific Plan
Traffic Study
PA-1 External Trip Assignment (Int. 65-95)



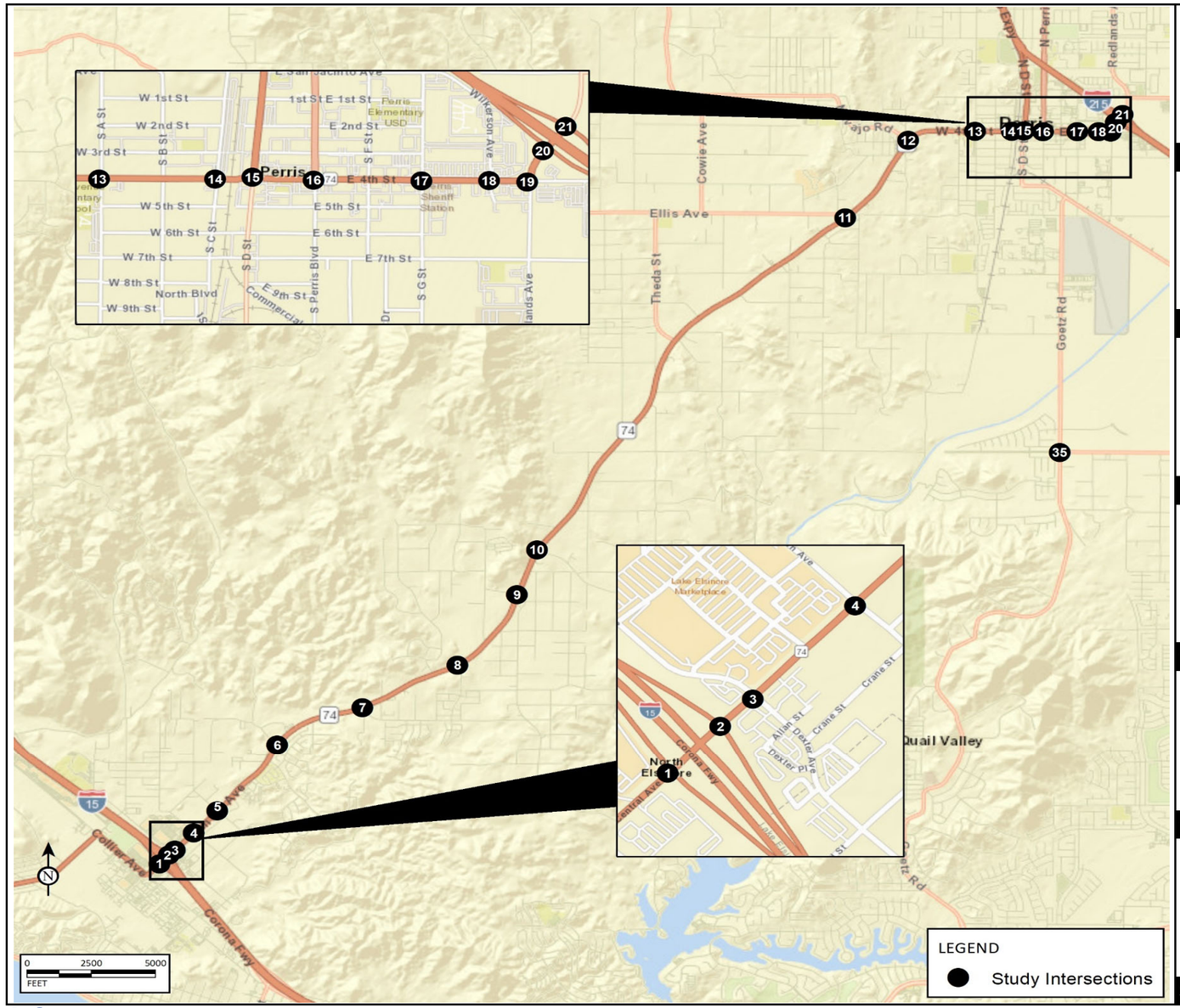


LSA

FIGURE 20-5

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-1 External Trip Assignment (Int. 96-112)



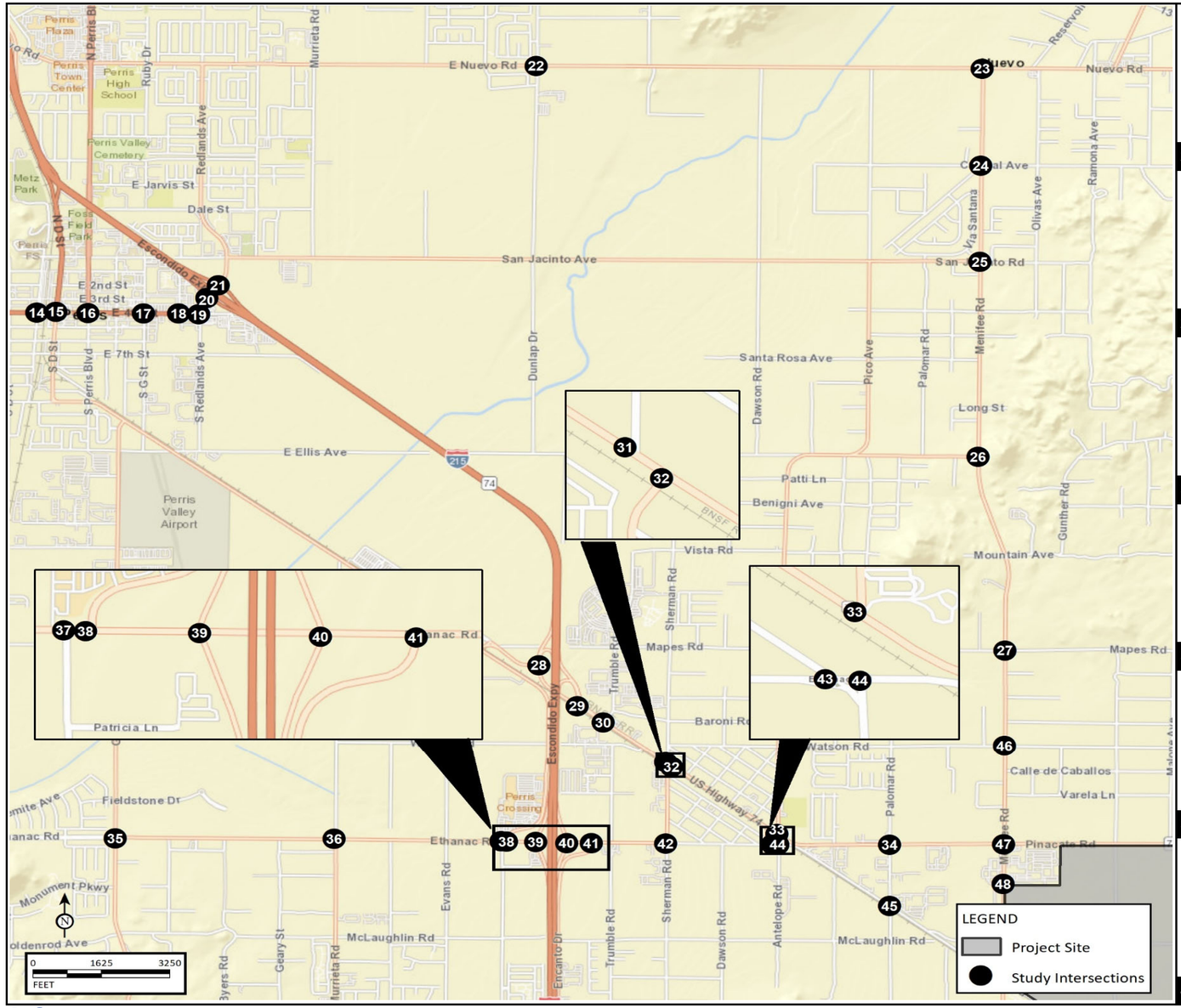
1	I-15 SB Ramps/Central Ave	1/3 ↱
2	I-15 NB Ramps/Central Ave	1/3 → 1/2 ↰
3	Dexter Ave/Central Ave	1/3 → 1/2 ←
4	Cambern Ave/Central Ave	1/3 → 1/2 ←
5	Conard Ave/Central Ave	1/3 → 1/2 ←
6	El Toro Cut Off Rd/Central Ave - SR-74	1/3 → 1/2 ←
7	Riverside St/SR-74	1/3 → 1/2 ←
8	Wasson Canyon Rd/SR-74	1/3 → 1/2 ←
9	SR-74/Meadowbrook Ave - Greenwald Ave	1/2 ← 1/3 →
10	SR-74/River Rd	1/2 ↓ 1/3 ↑
11	SR-74/Ellis Ave	1/2 ↓ 1/3 ↑
12	Navajo Rd/4th St	1/2 → 1/3 ←
13	A St/4th St	0/2 ↰ 0/1 ↑ 1/3 → 1/2 ←
14	C St/4th St	1/5 → 1/3 ←
15	D St/4th St	1/5 → 1/3 ←
16	Perris Blvd/4th St	1/5 → 1/3 ←
17	G St/4th St	0/2 ↰ 0/1 ↑ 1/5 → 1/3 ←
18	Wilkerson Ave/4th St	2/6 → 2/4 ←
19	Redlands Ave/4th St	2/6 ↱ 2/4 ↓
20	Redlands Ave/I-215 SB Ramps	2/6 ↱ 2/4 ↓
21	Redlands Ave/I-215 NB Ramps	2/4 ↰

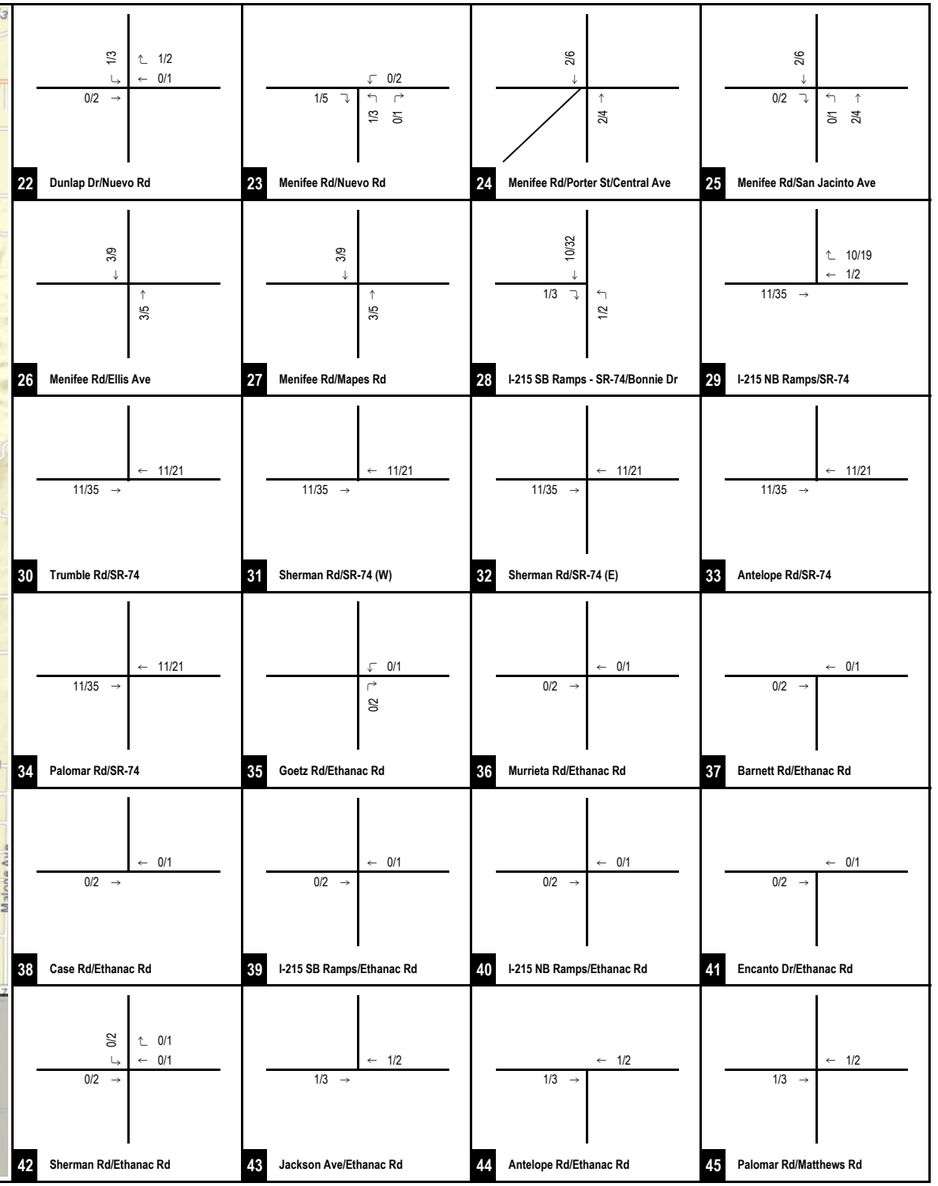
LSA

FIGURE 21-1

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-2 External Trip Assignment (Int. 1-21)



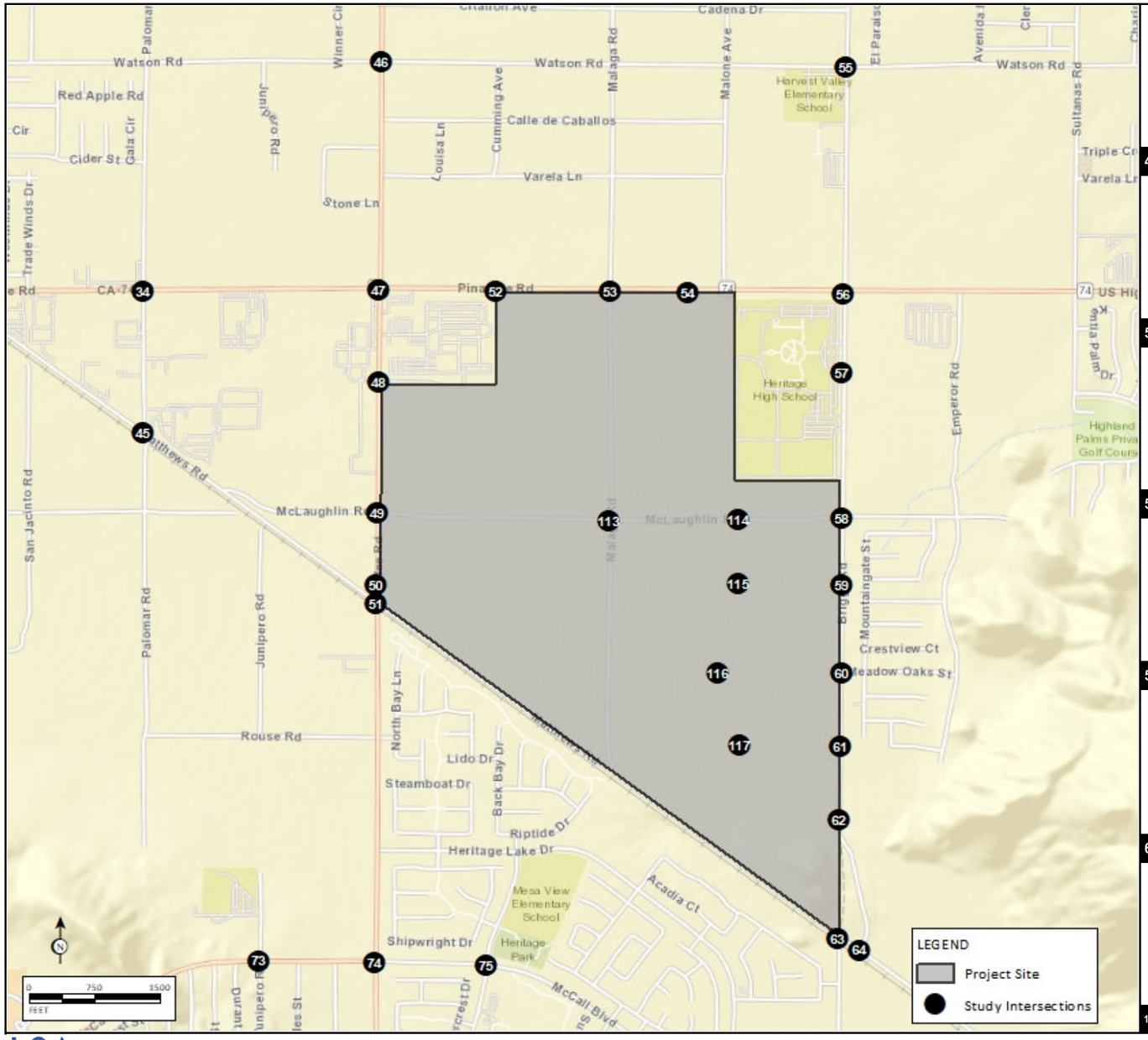


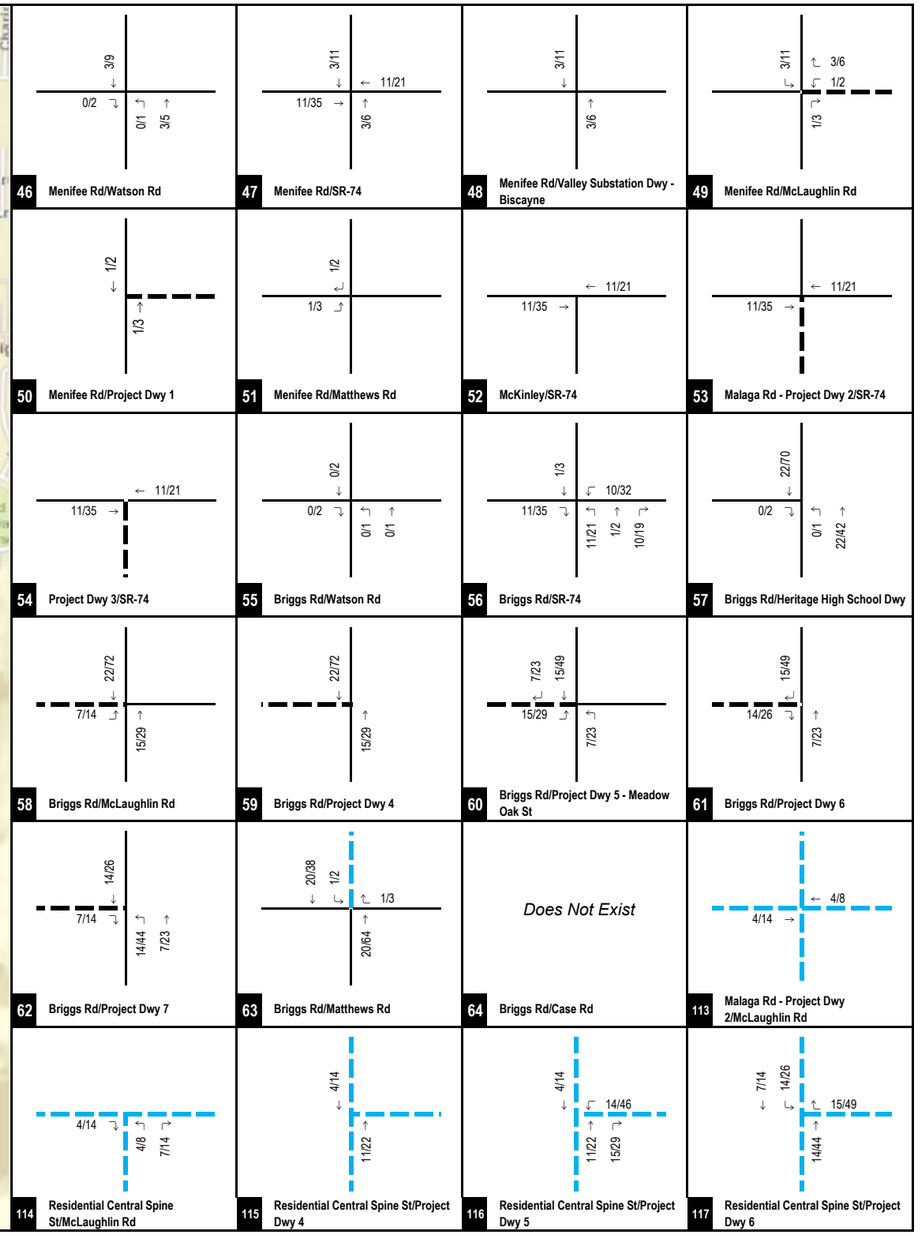
LSA

FIGURE 21-2

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-2 External Trip Assignment (Int. 22-45)





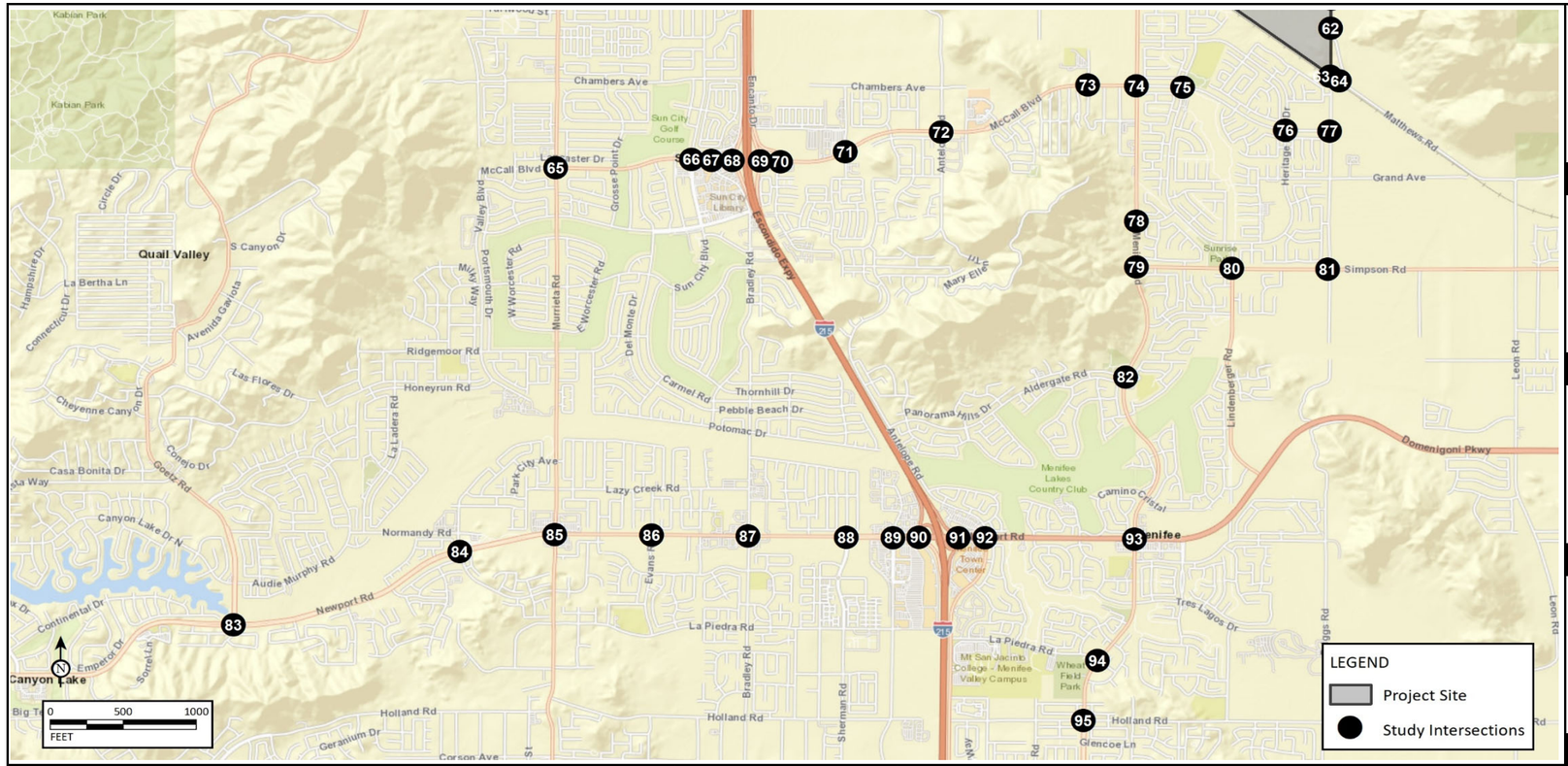
LSA

FIGURE 21-3

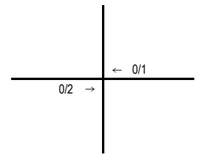
XXXX/YYYY
AM/PM Peak Hour Volumes

Future Leg
Project Driveway

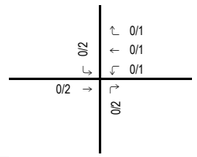
Menifee Valley Specific Plan
Traffic Study
PA-2 External Trip Assignment (Int. 46-64 & Int. 113-117)



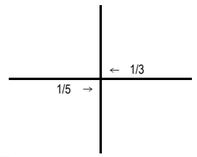
65 Murrieta Rd/McCall Blvd



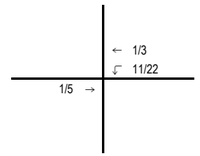
66 Sun City Blvd/McCall Blvd



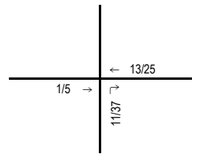
67 Bradley Rd/McCall Blvd



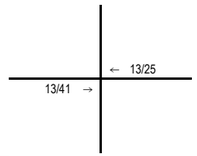
68 I-215 SB Ramps/McCall Blvd



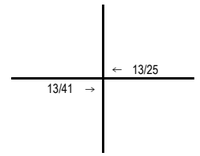
69 I-215 NB Ramps/McCall Blvd



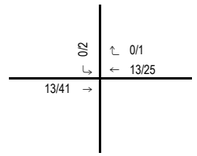
70 Encanto Drive/McCall Blvd



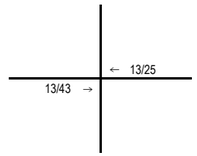
71 Sherman Rd/McCall Blvd



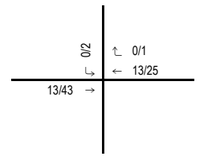
72 Antelope Rd/McCall Blvd



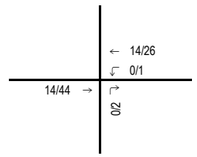
73 Junipero Rd/McCall Blvd



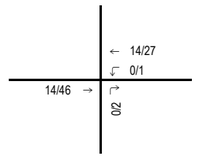
74 Menifee Rd/McCall Blvd



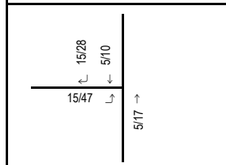
75 Heritage Lake Dr (W)/McCall Blvd



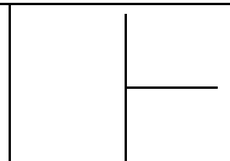
76 Heritage Lake Dr (E)/McCall Blvd



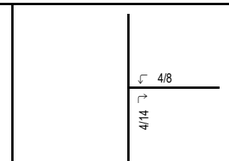
77 Briggs Rd/McCall Blvd



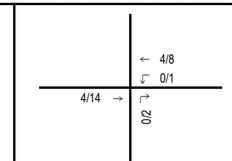
78 Menifee Rd/Coastline Ave



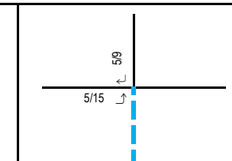
79 Menifee Rd/Simpson Rd



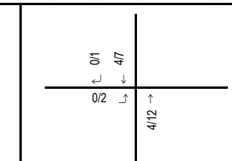
80 Lindenberger Rd/Simpson Rd



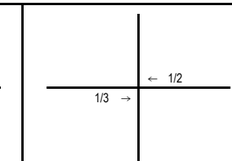
81 Briggs Rd/Simpson Rd



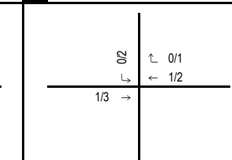
82 Menifee Rd/Aldergate Dr - Carnelian Way



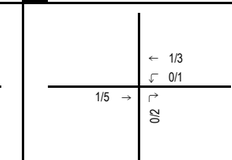
83 Goetz Rd - Blackstone Ln/Railroad Canyon Rd - Newport Rd



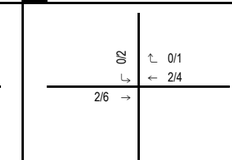
84 Berea Rd-Murphy Ranch Rd/Newport Rd



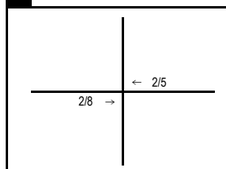
85 Murrieta Rd/Newport Rd



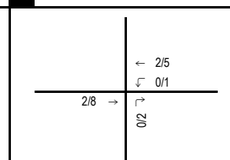
86 Evans Rd/Newport Rd



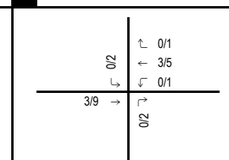
87 Bradley Rd/Newport Rd



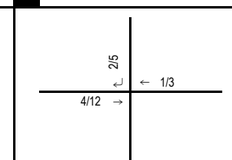
88 Avenida De Cortez - Town Center Dr/Newport Rd



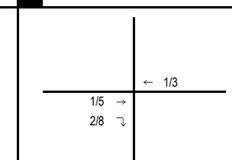
89 Haun Rd/Newport Rd



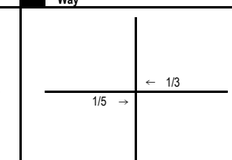
90 I-215 SB Ramps/Newport Rd



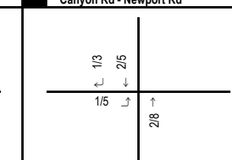
91 I-215 NB Ramps/Newport Rd



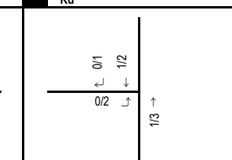
92 Antelope Rd/Newport Rd



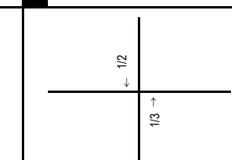
93 Menifee Rd/Newport Rd



94 Menifee Rd/La Piedra Rd



95 Menifee Rd/Holland Rd



LSA

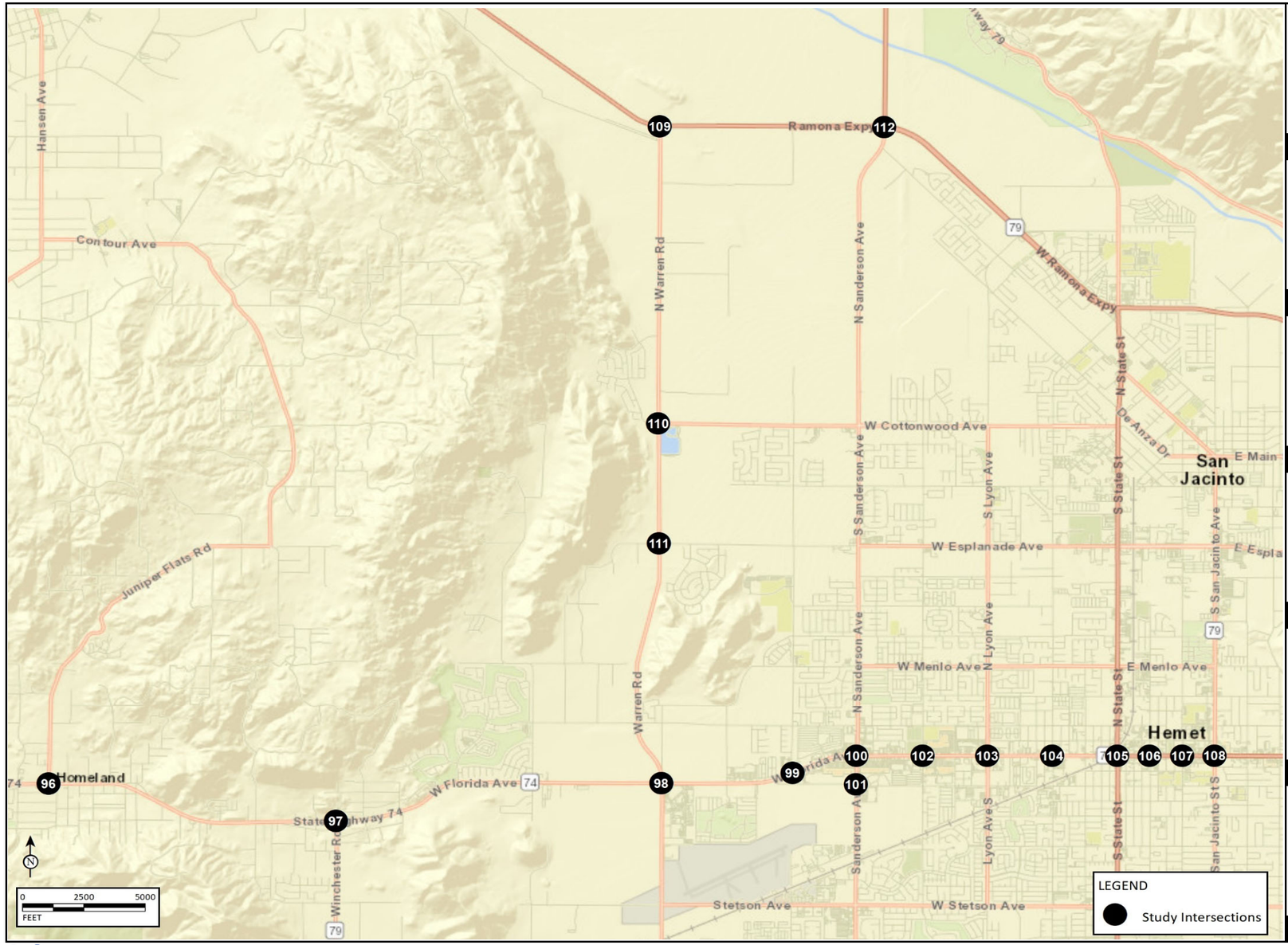
FIGURE 21-4

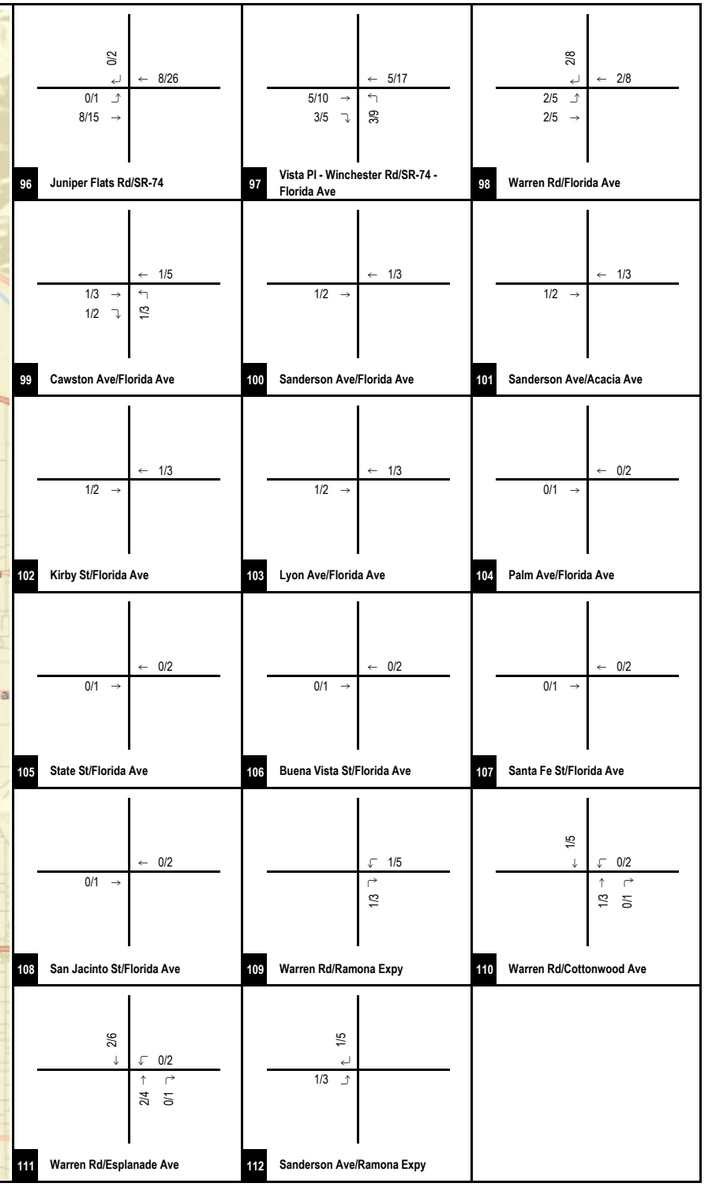
Menifee Valley Specific Plan
Traffic Study
PA-2 External Trip Assignment (Int. 65-95)

XXXX/YYYY
AM/PM Peak Hour Volumes

Future Leg

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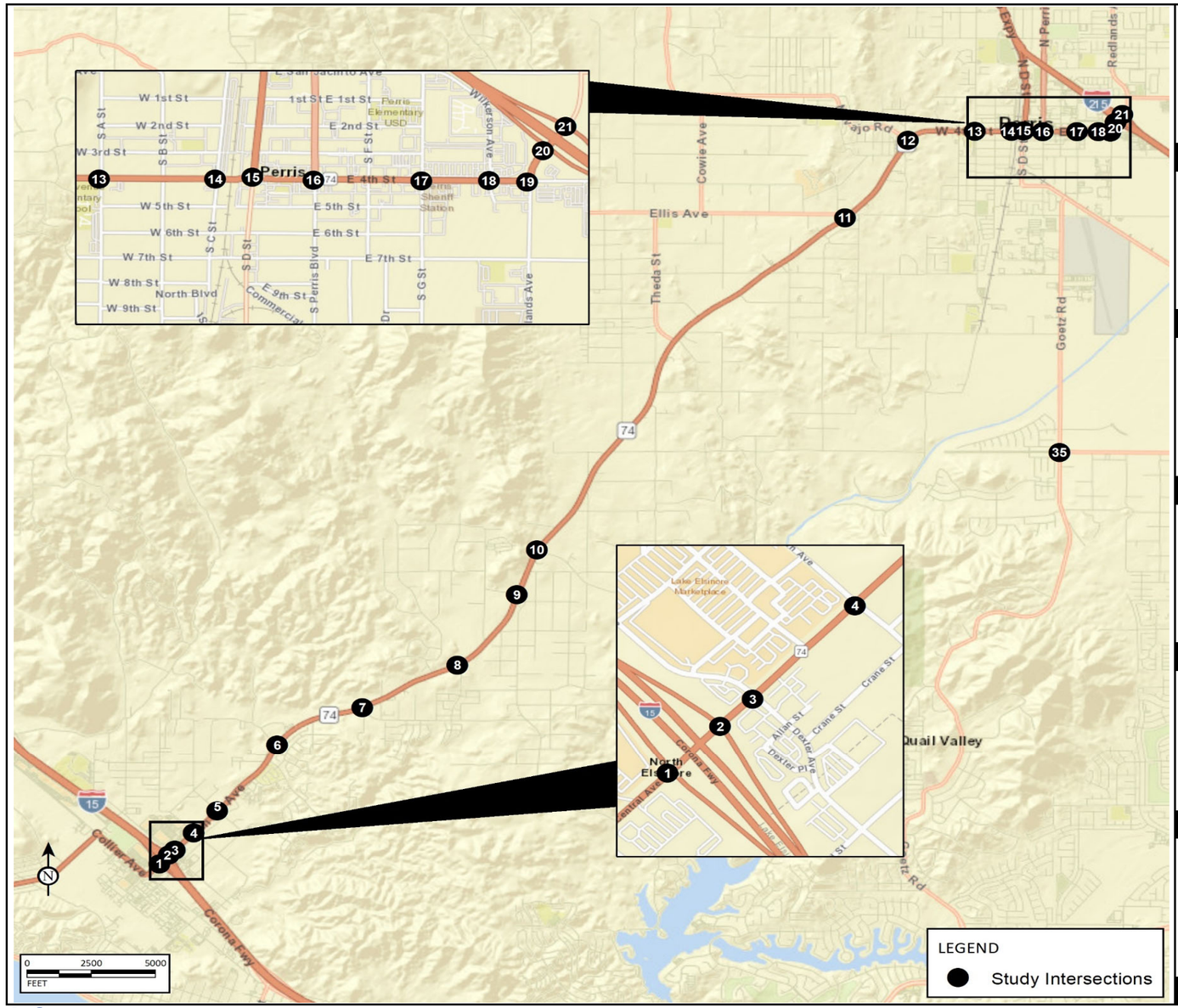


LSA

FIGURE 21-5

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-2 External Trip Assignment (Int. 96-112)



1 I-15 SB Ramps/Central Ave

2 I-15 NB Ramps/Central Ave

3 Dexter Ave/Central Ave

4 Cambern Ave/Central Ave

5 Conard Ave/Central Ave

6 El Toro Cut Off Rd/Central Ave - SR-74

7 Riverside St/SR-74

8 Wasson Canyon Rd/SR-74

9 SR-74/Meadowbrook Ave - Greenwald Ave

10 SR-74/River Rd

11 SR-74/Ellis Ave

12 Navajo Rd/4th St

13 A St/4th St

14 C St/4th St

15 D St/4th St

16 Perris Blvd/4th St

17 G St/4th St

18 Wilkerson Ave/4th St

19 Redlands Ave/4th St

20 Redlands Ave/I-215 SB Ramps

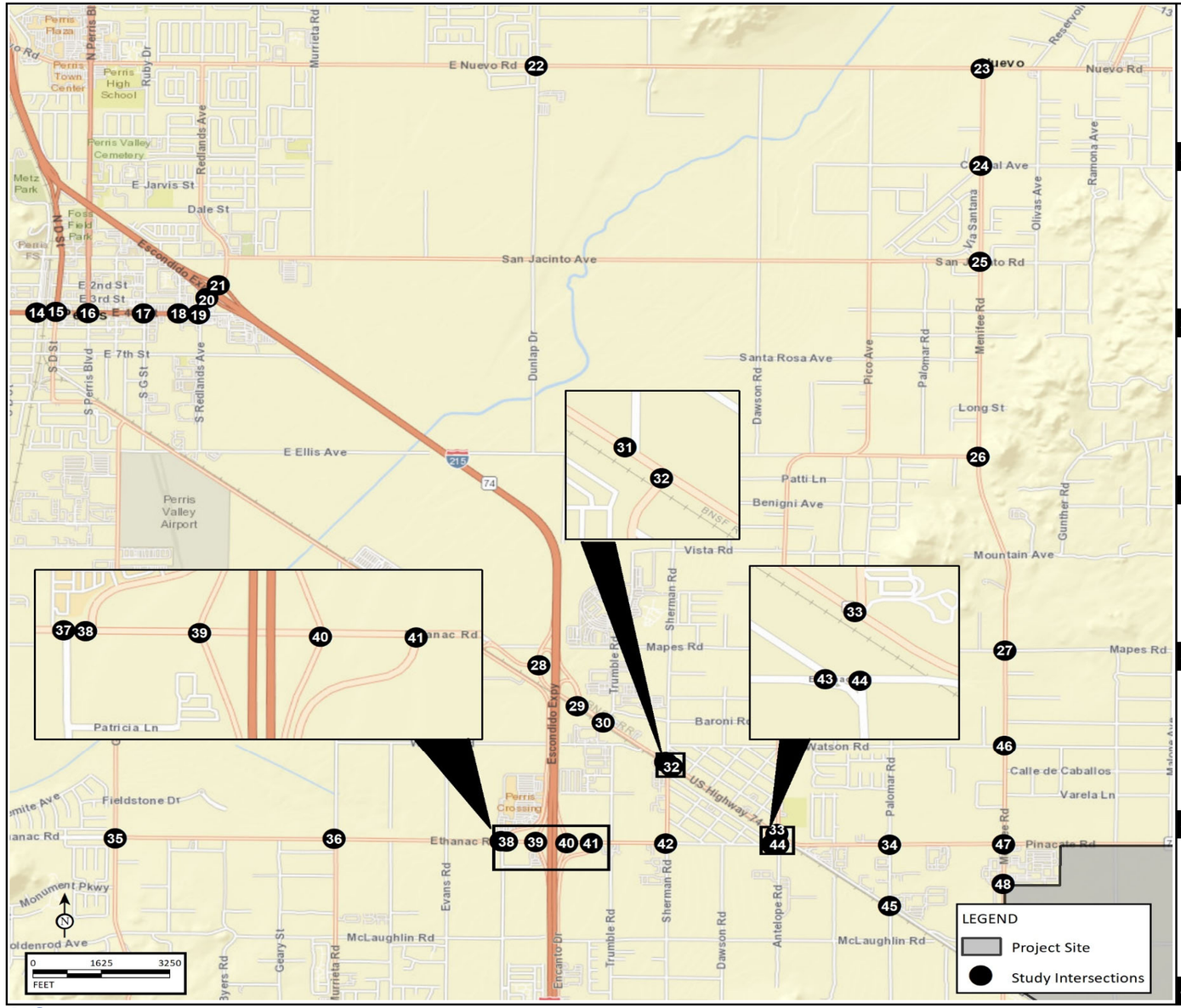
21 Redlands Ave/I-215 NB Ramps

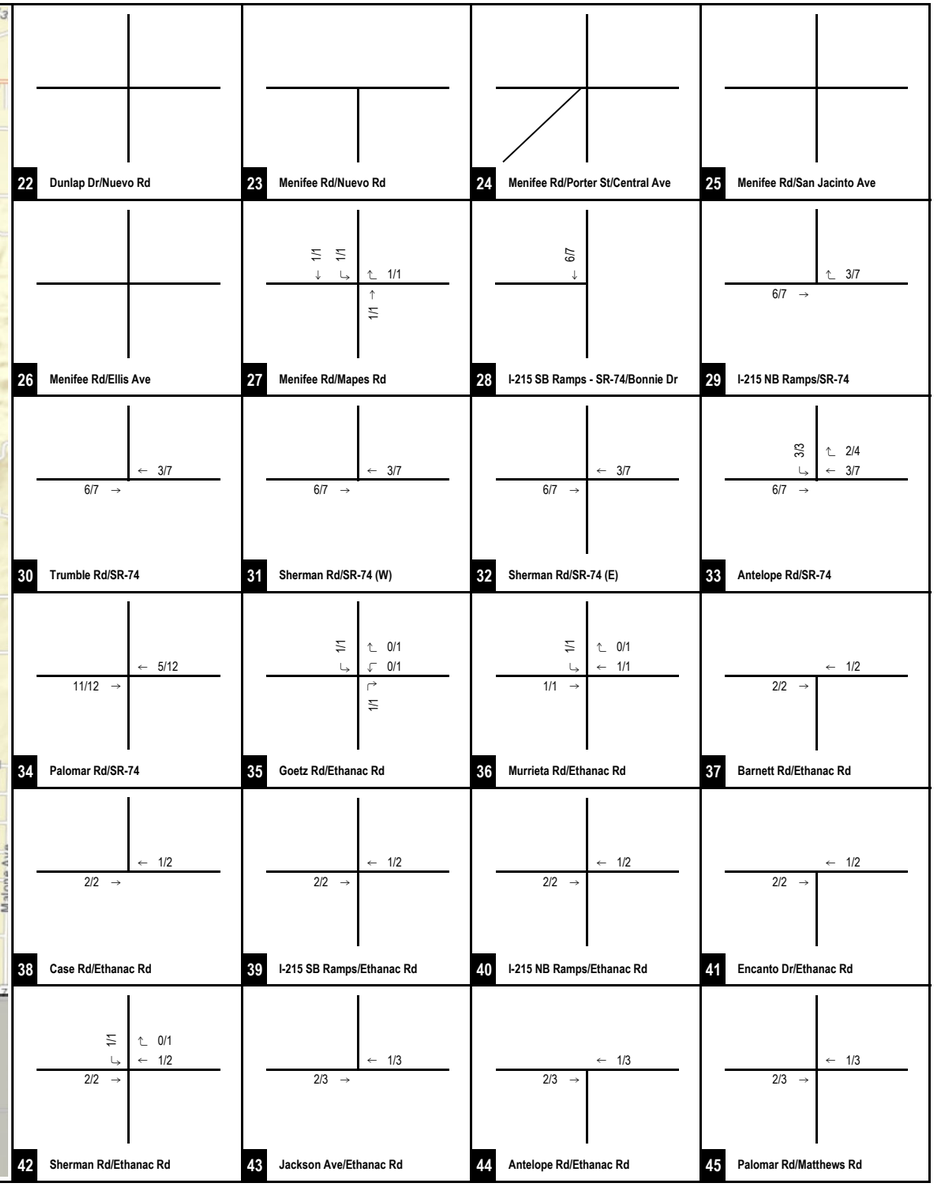
LSA

FIGURE 22-1

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-7A External Trip Assignment (Int. 1-21)



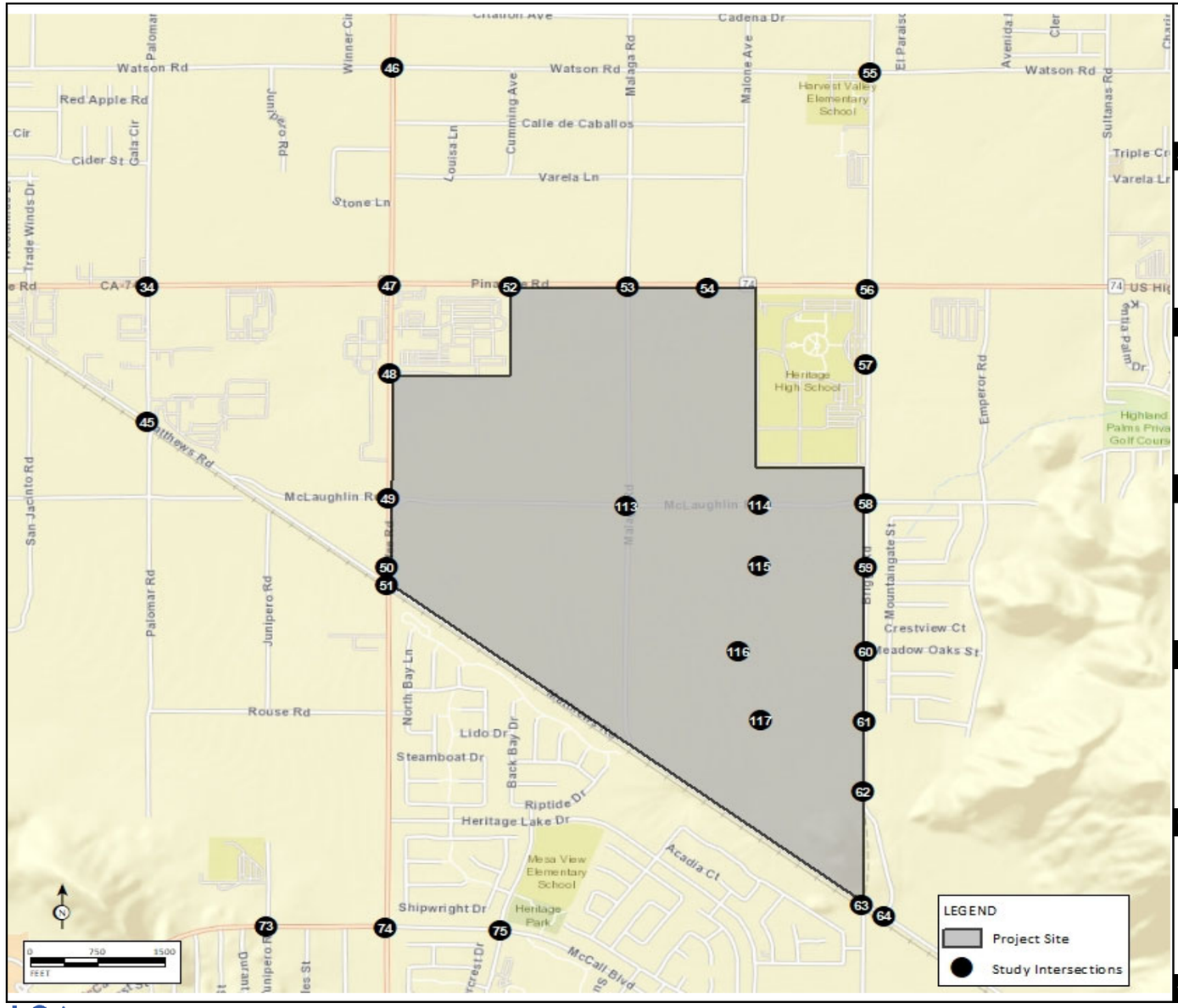


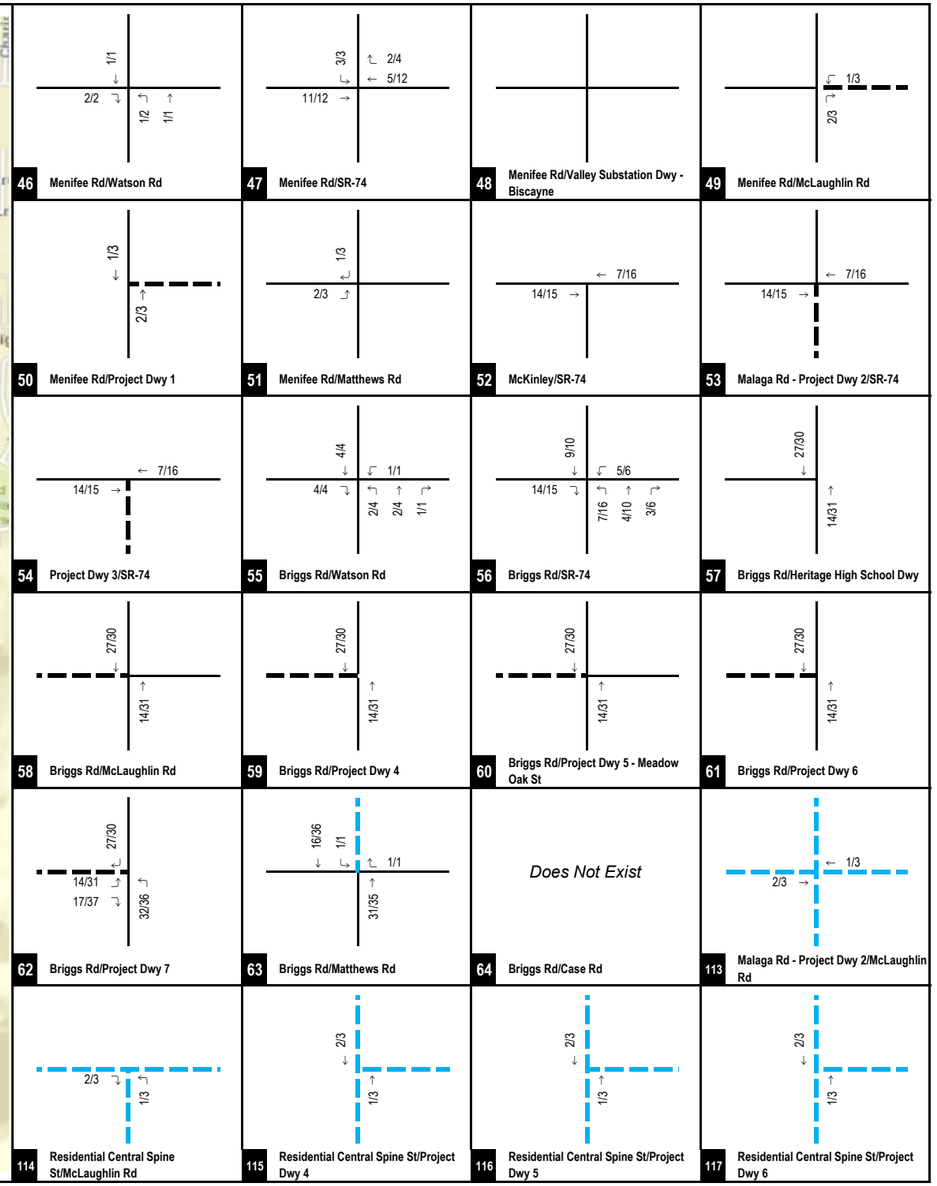
LSA

FIGURE 22-2

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-7A External Trip Assignment (Int. 22-45)





LSA

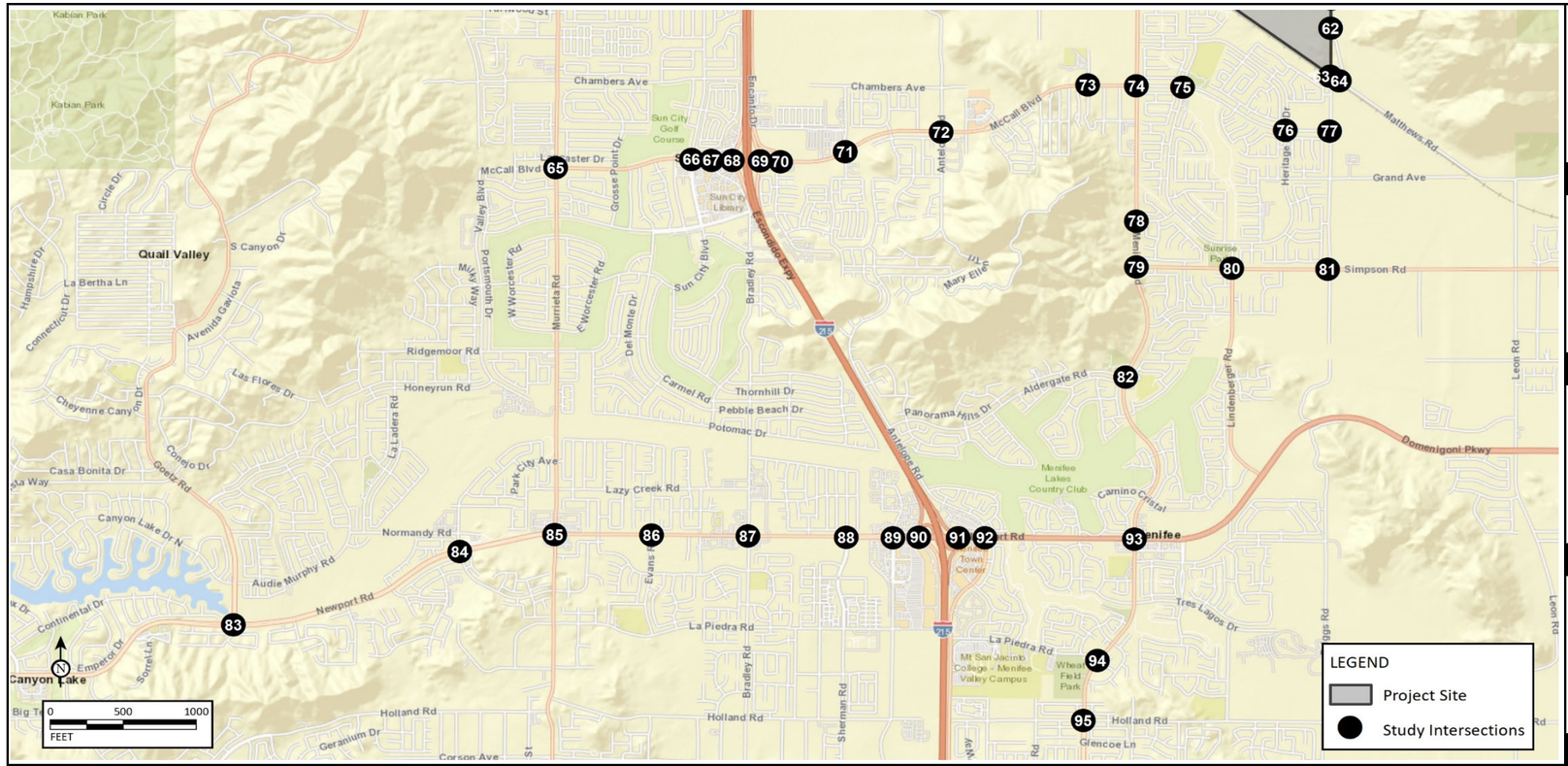
FIGURE 22-3

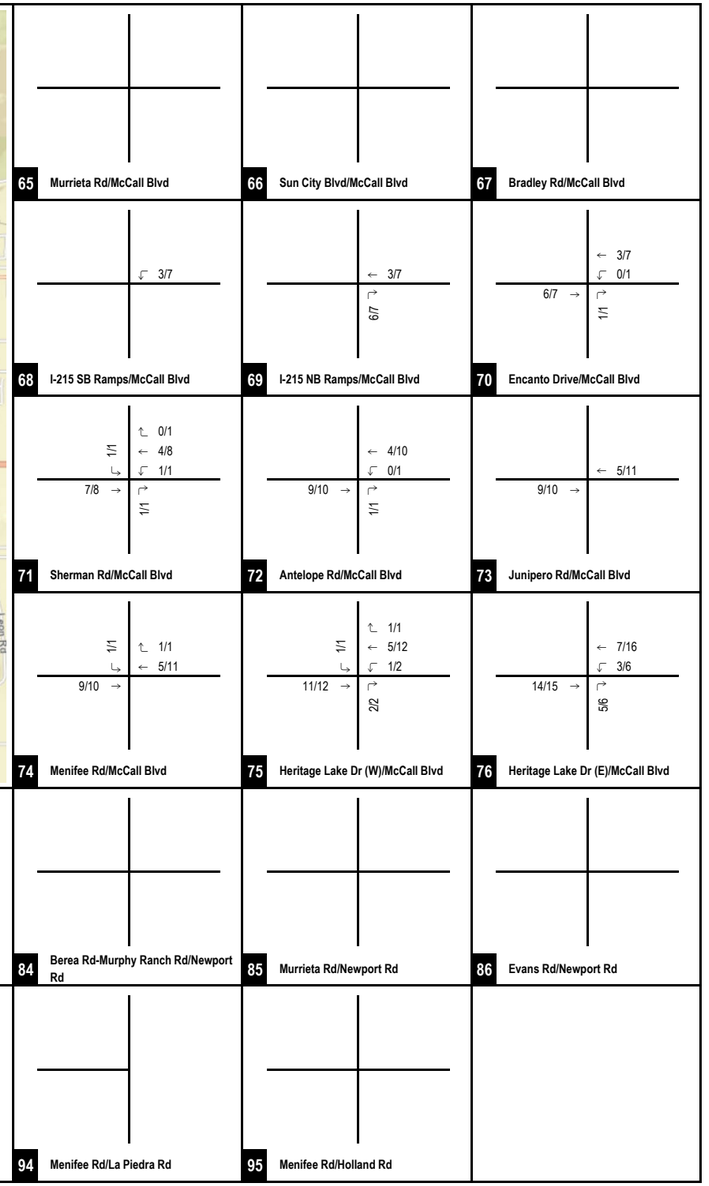
XXXX/YYYY
AM/PM Peak Hour Volumes

Future Leg
Project Driveway

Menifee Valley Specific Plan
Traffic Study
PA-7A External Trip Assignment (Int. 46-64 & Int. 113-117)

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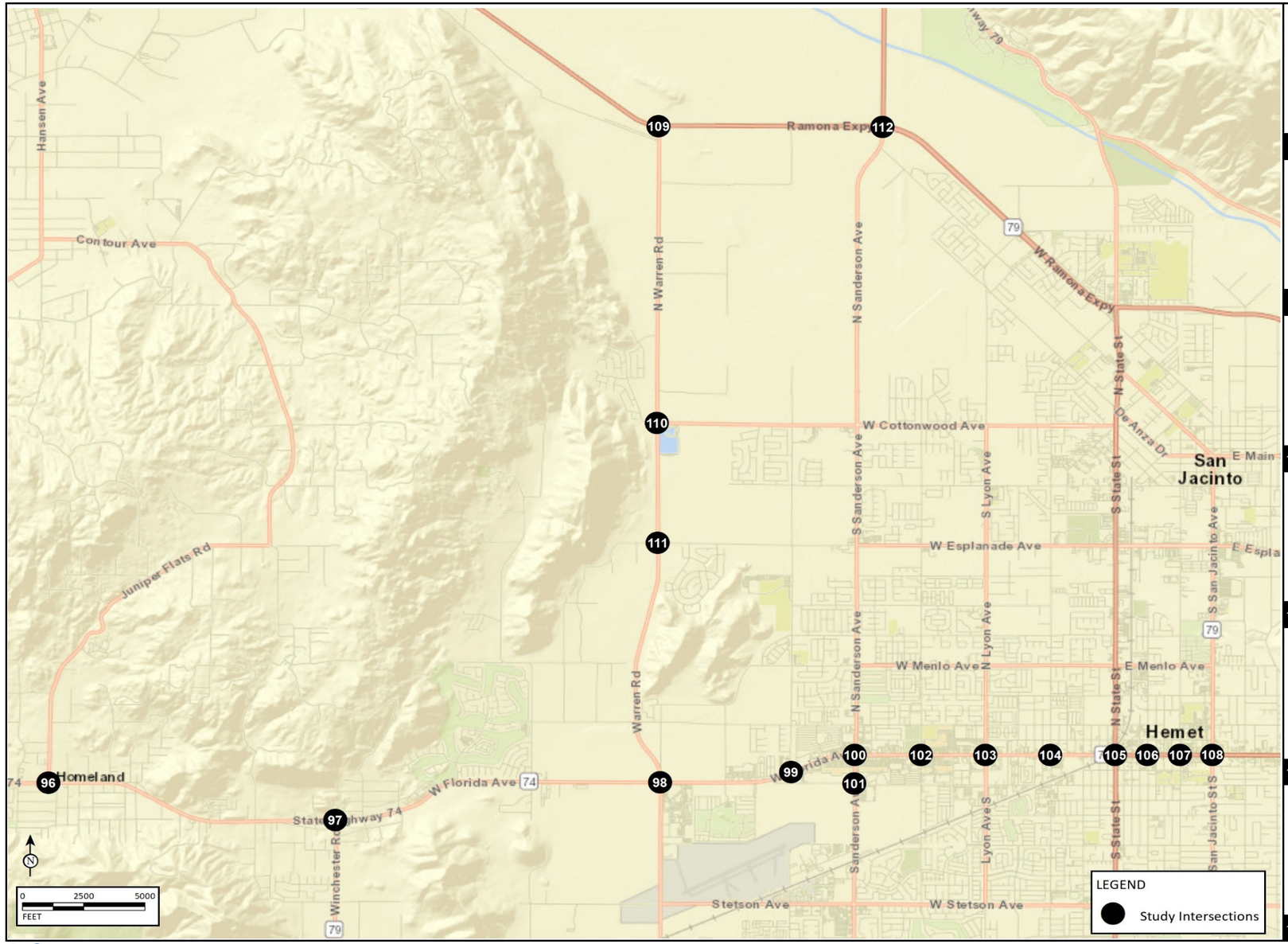
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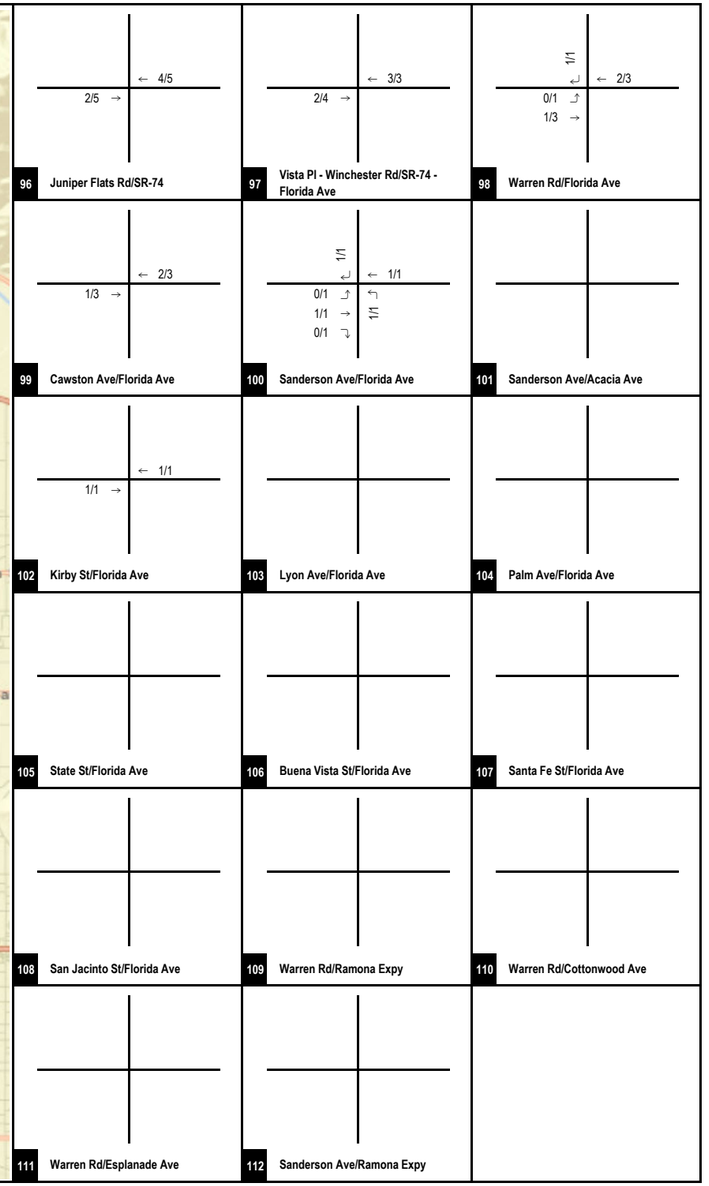
FIGURE 22-4

Menifee Valley Specific Plan
Traffic Study
PA-7A External Trip Assignment (Int. 65-95)

XXXX/YYYY
AM/PM Peak Hour Volumes

Future Leg



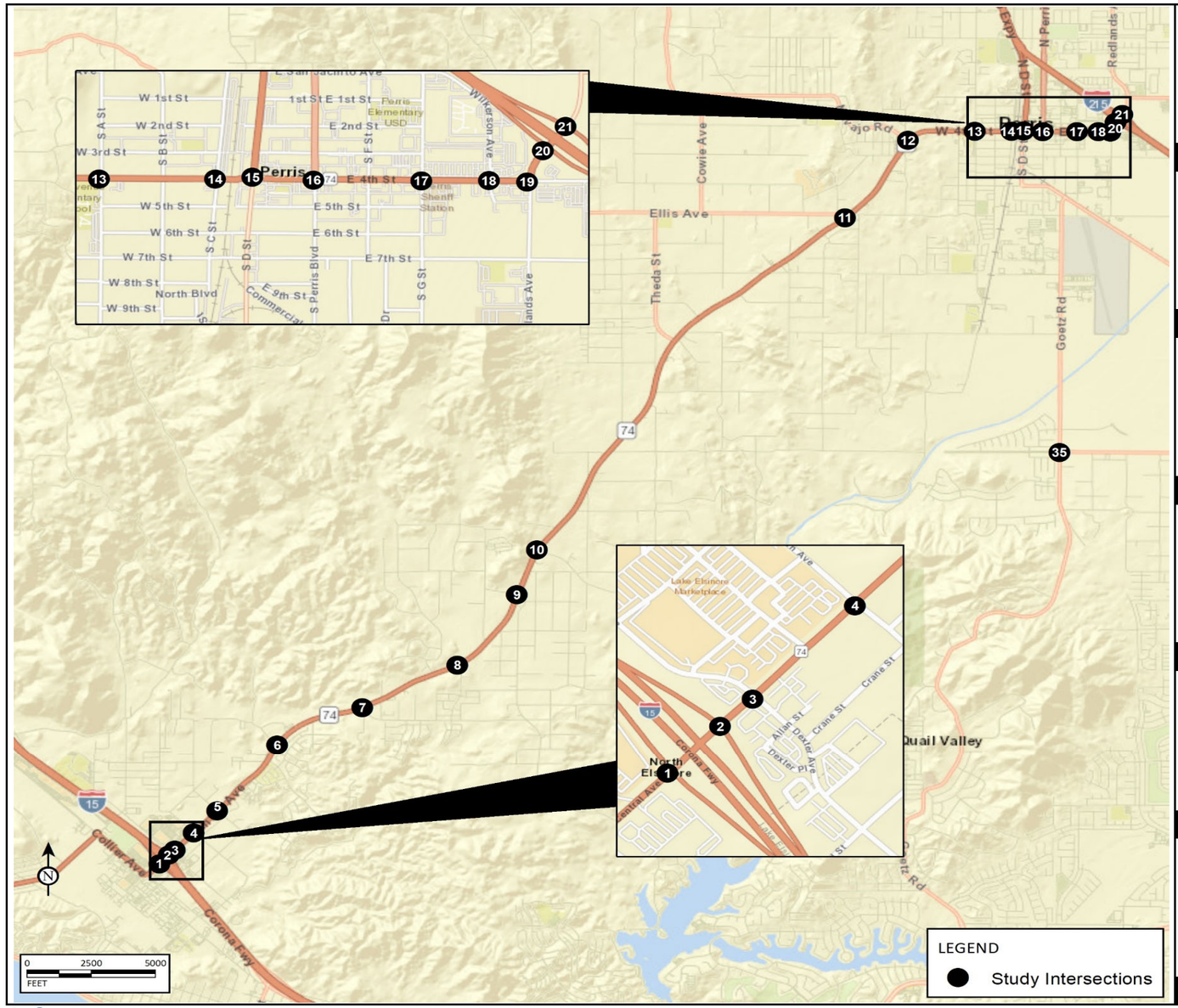


LSA

FIGURE 22-5

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-7A External Trip Assignment (Int. 96-112)



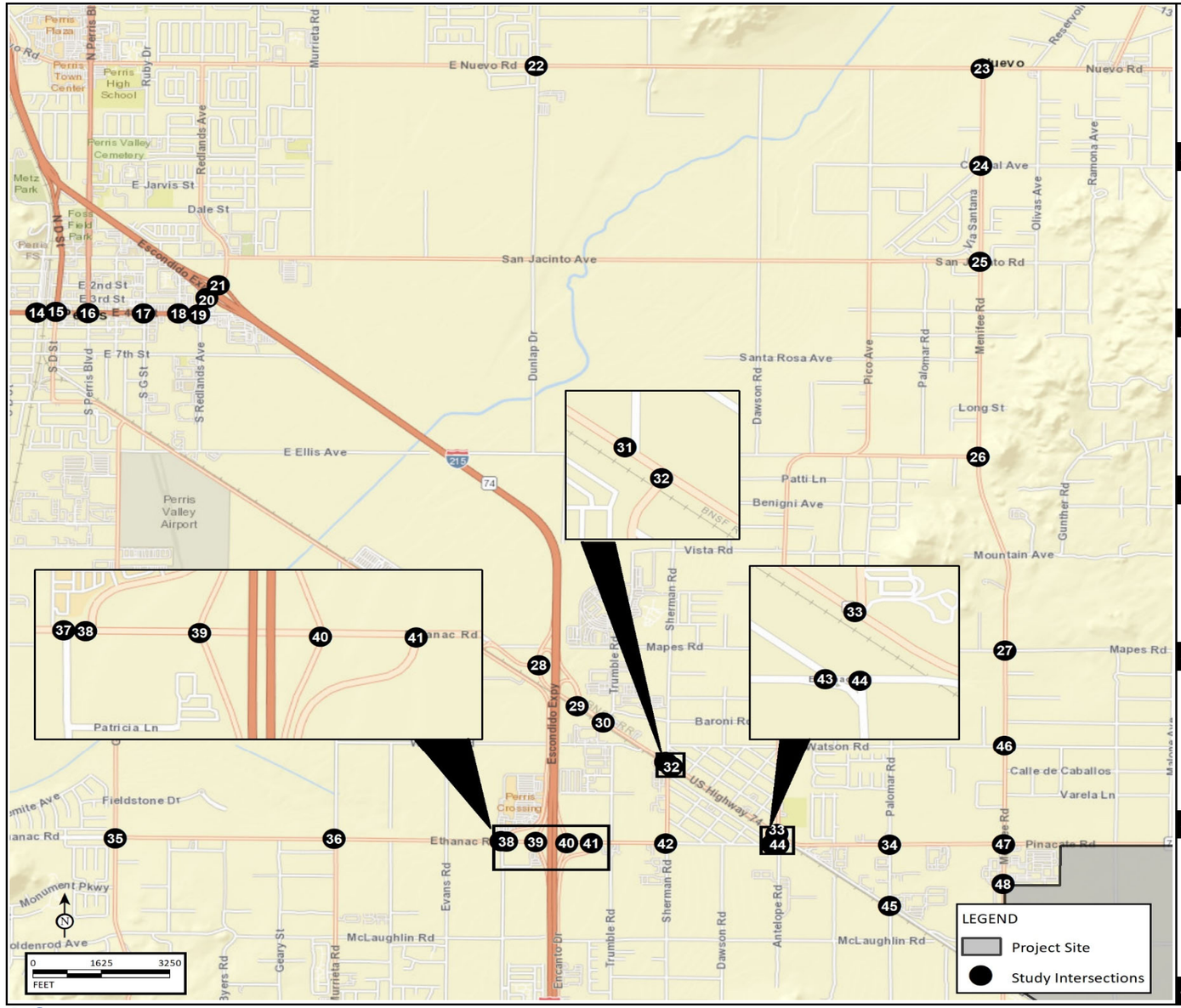
1 I-15 SB Ramps/Central Ave	2 I-15 NB Ramps/Central Ave	3 Dexter Ave/Central Ave
4 Cambern Ave/Central Ave	5 Conard Ave/Central Ave	6 El Toro Cut Off Rd/Central Ave - SR-74
7 Riverside St/SR-74	8 Wasson Canyon Rd/SR-74	9 SR-74/Meadowbrook Ave - Greenwald Ave
10 SR-74/River Rd	11 SR-74/Ellis Ave	12 Navajo Rd/4th St
13 A St/4th St	14 C St/4th St	15 D St/4th St
16 Perris Blvd/4th St	17 G St/4th St	18 Wilkerson Ave/4th St
19 Redlands Ave/4th St	20 Redlands Ave/I-215 SB Ramps	21 Redlands Ave/I-215 NB Ramps

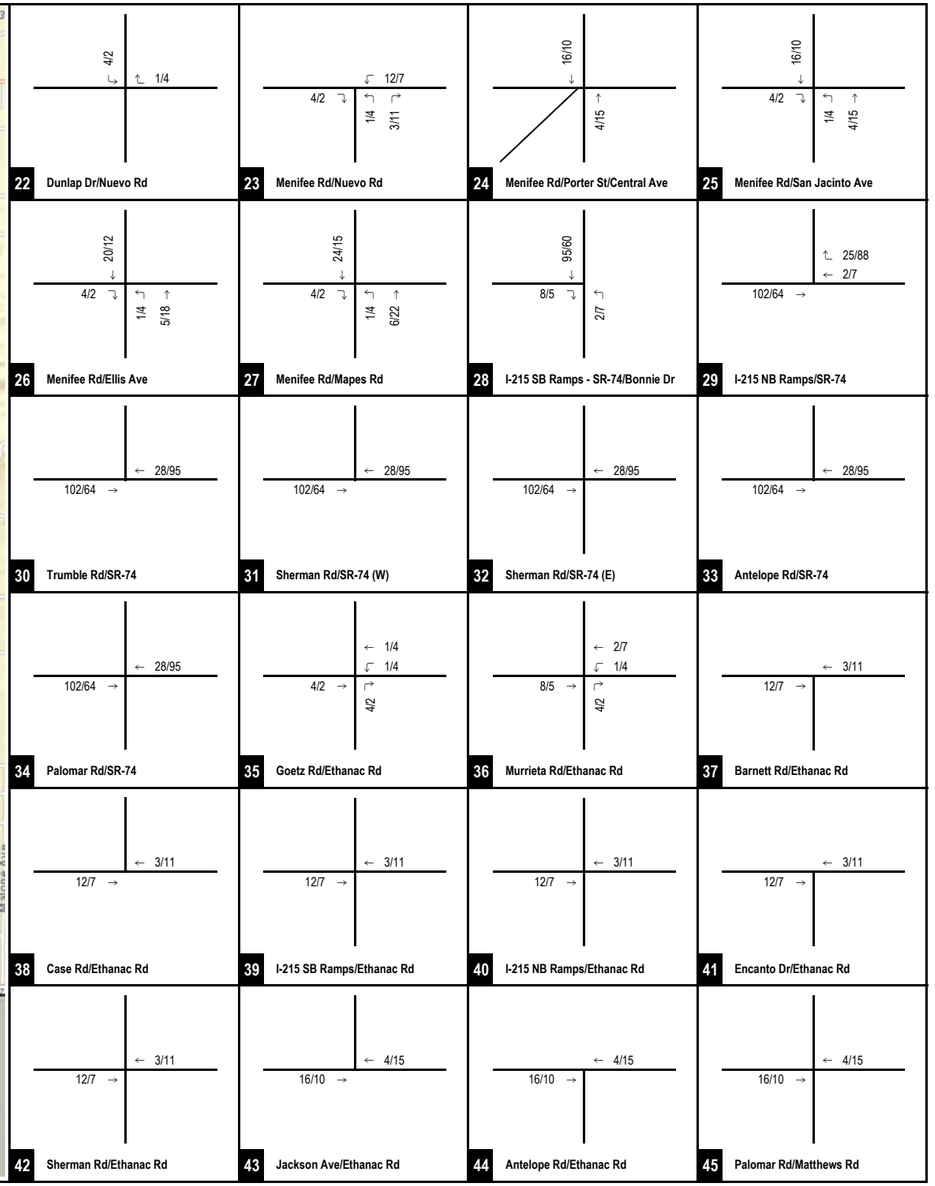
LSA

FIGURE 23-1

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-11 External Trip Assignment - PVs (Int. 1-21)



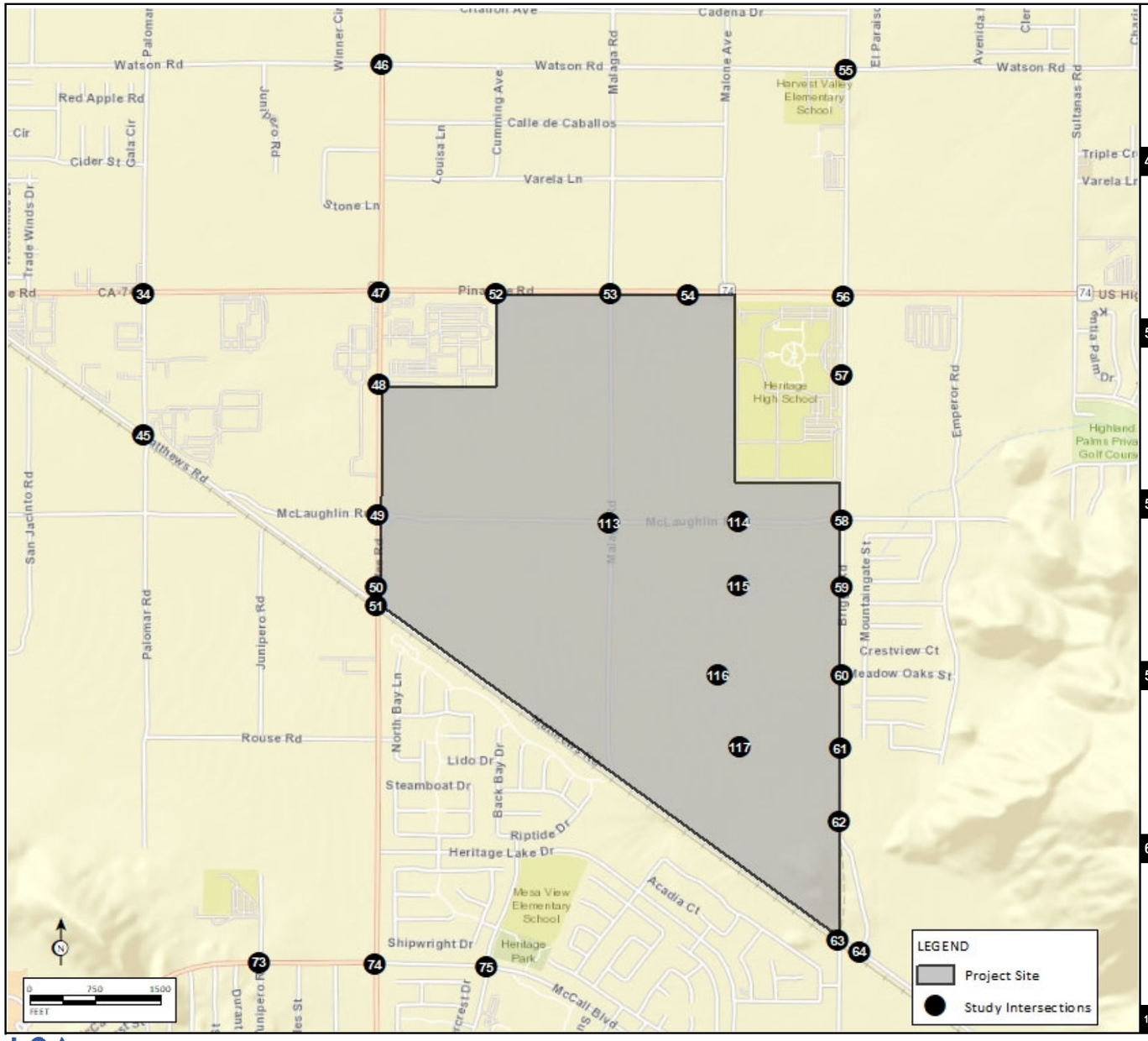


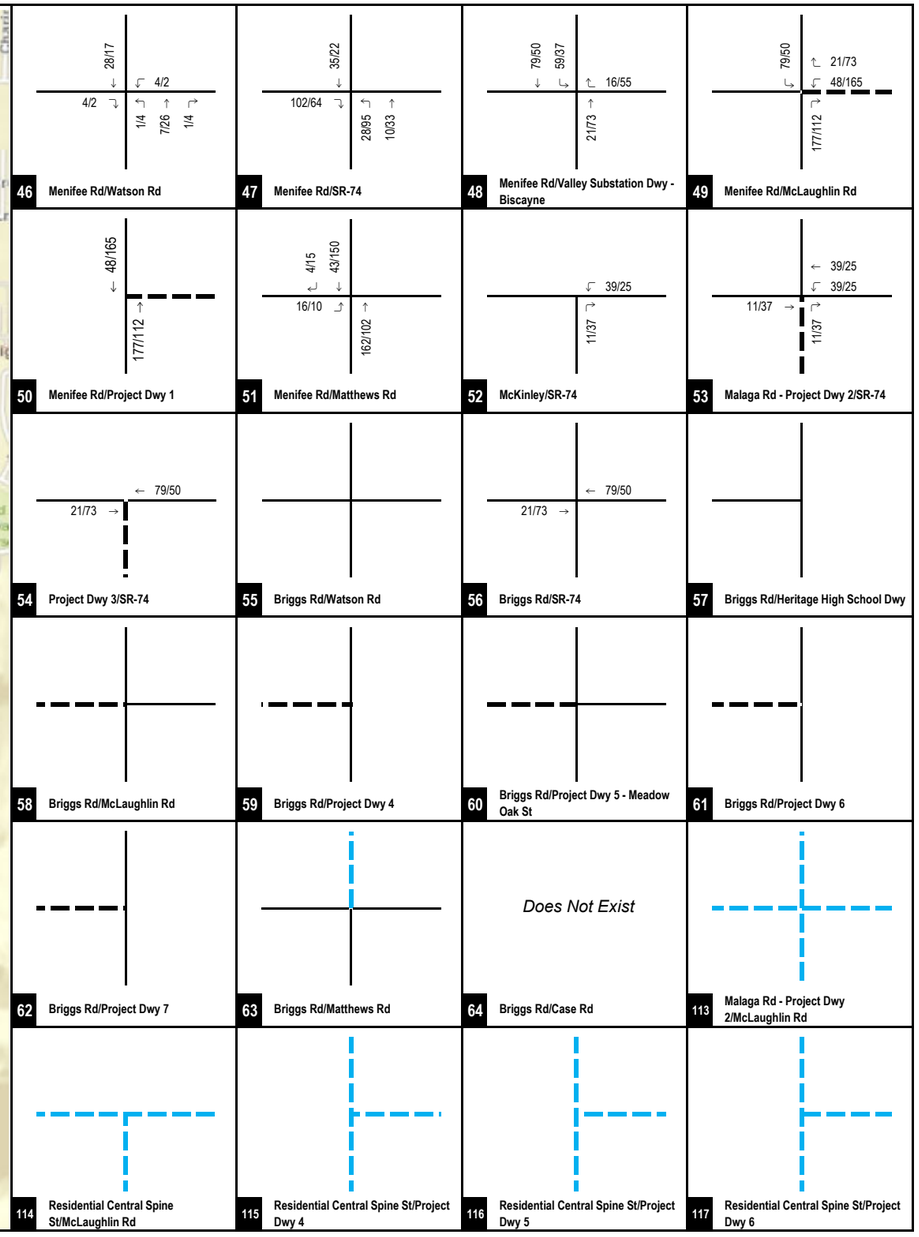
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FIGURE 23-2

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-11 External Trip Assignment - PVs (Int. 22-45)





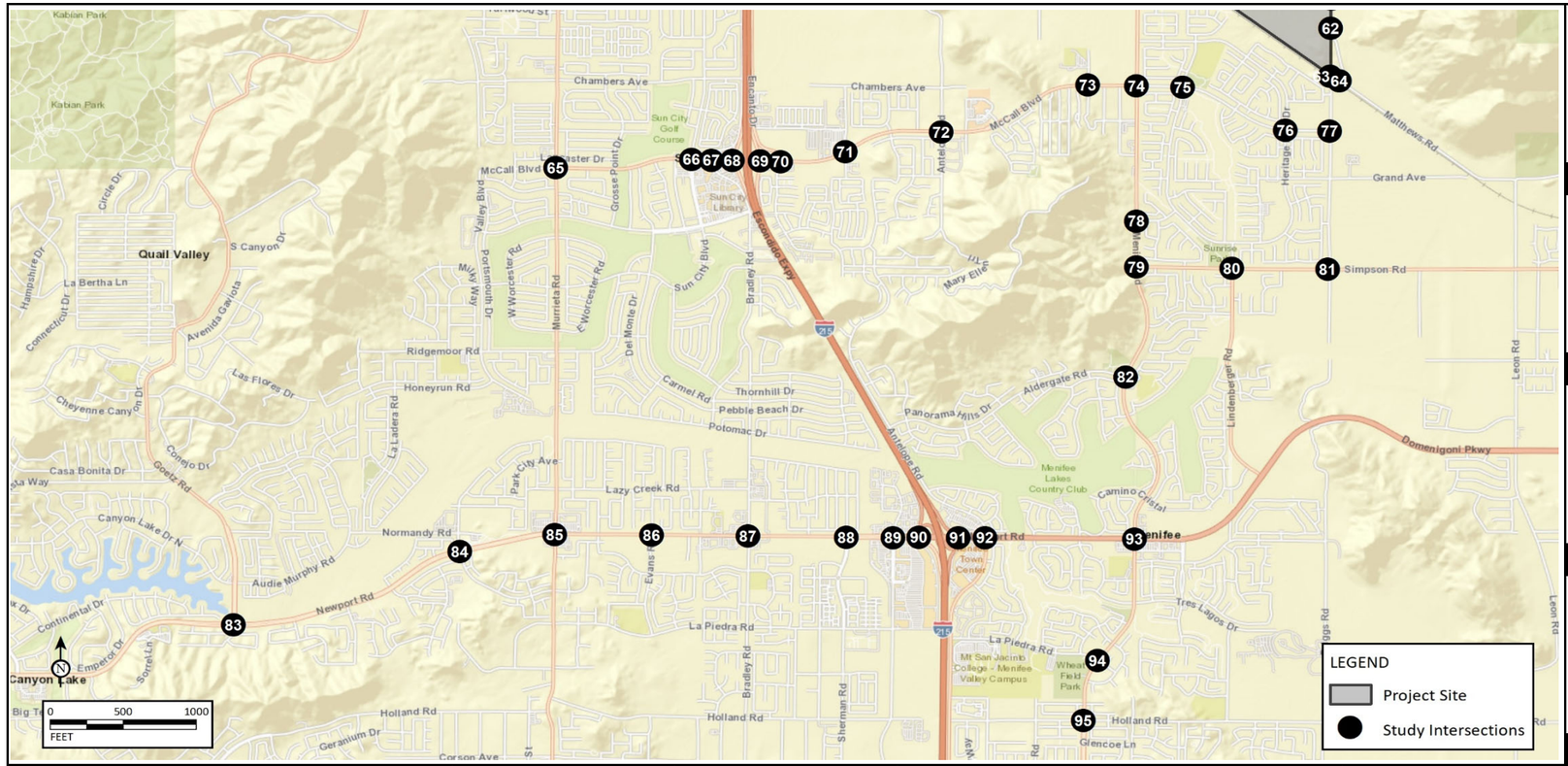
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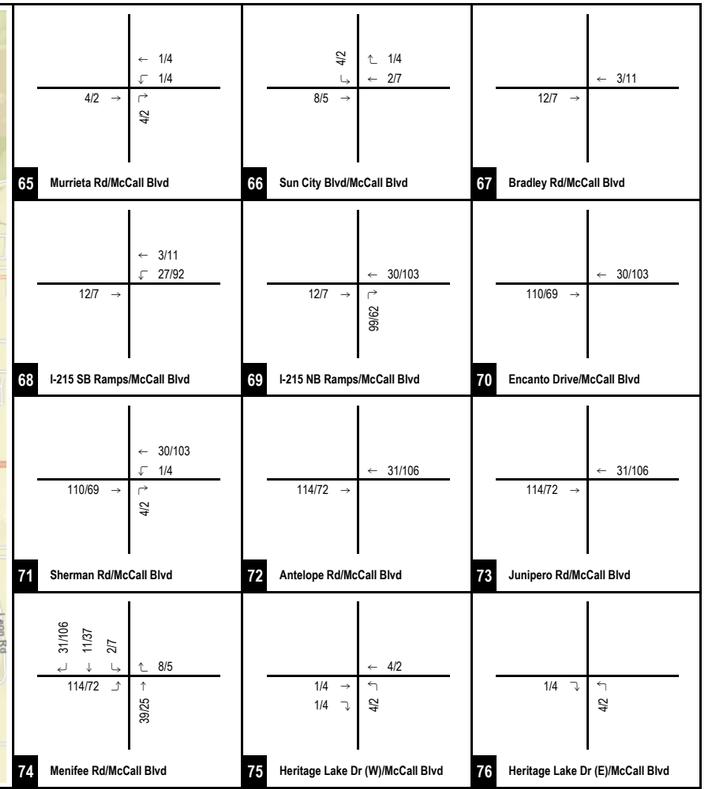
FIGURE 23-3

XXXX/YYYY
AM/PM Peak Hour Volumes

Future Leg
Project Driveway

Menifee Valley Specific Plan
Traffic Study
PA-11 External Trip Assignment - PVs (Int. 46-64 & Int. 113-117)





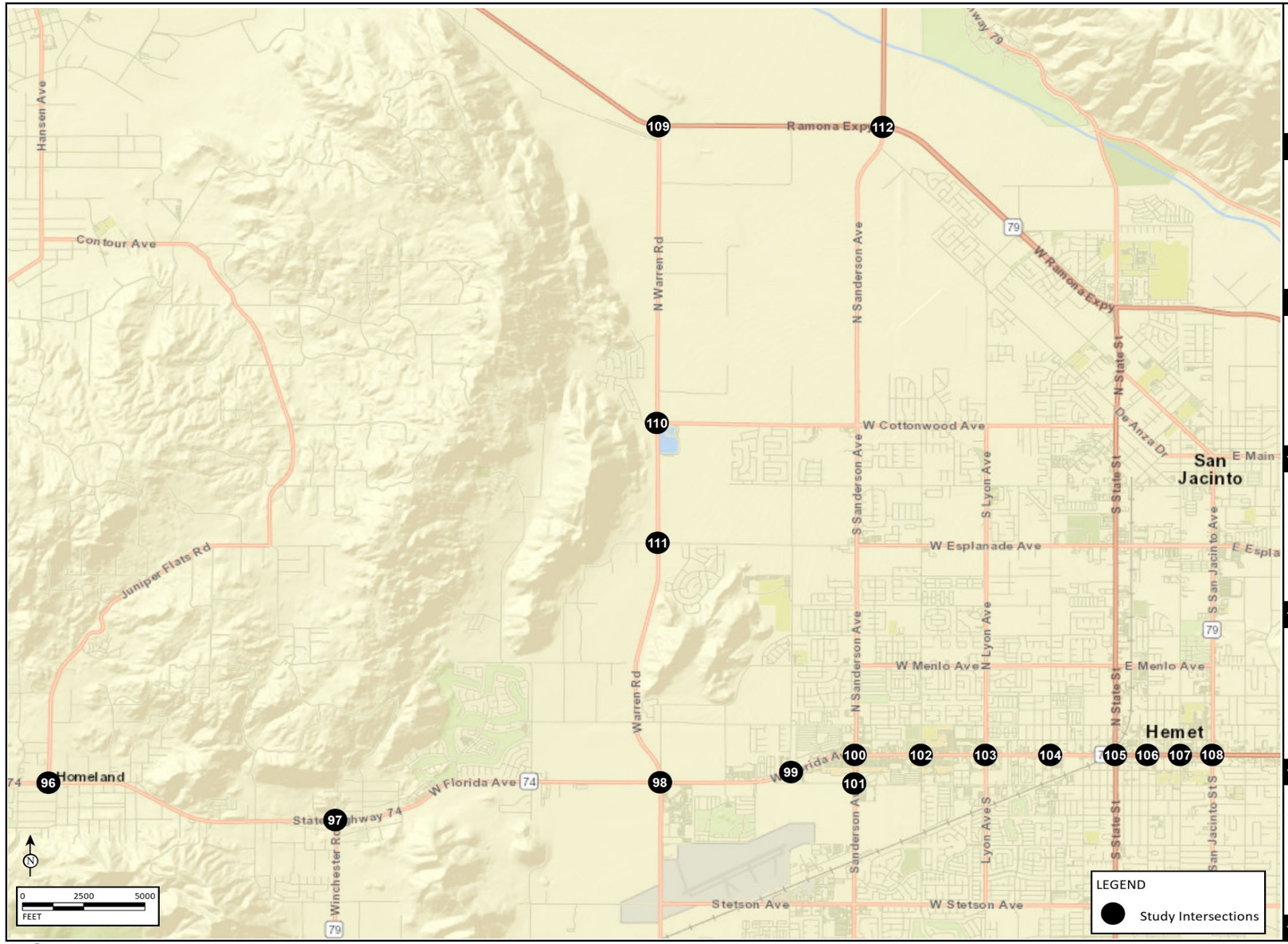
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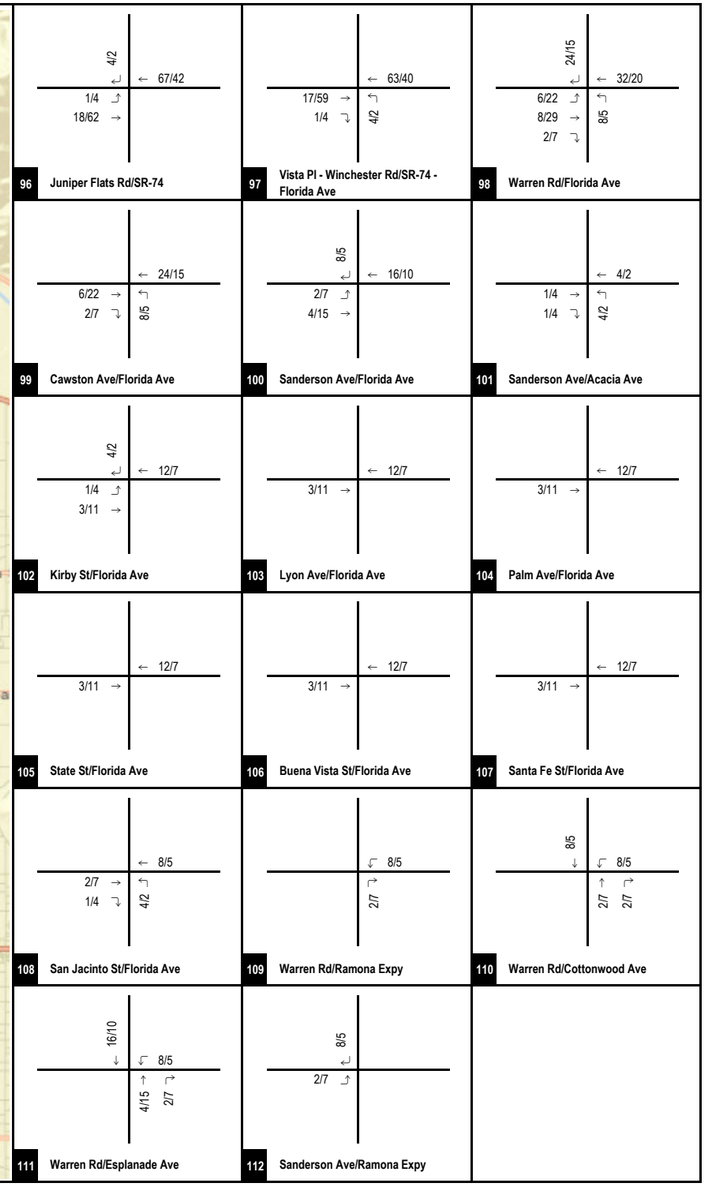
FIGURE 23-4

XXXX/YYYY
AM/PM Peak Hour Volumes

Future Leg

Menifee Valley Specific Plan
Traffic Study
PA-11 External Trip Assignment - PVs (Int. 65-95)



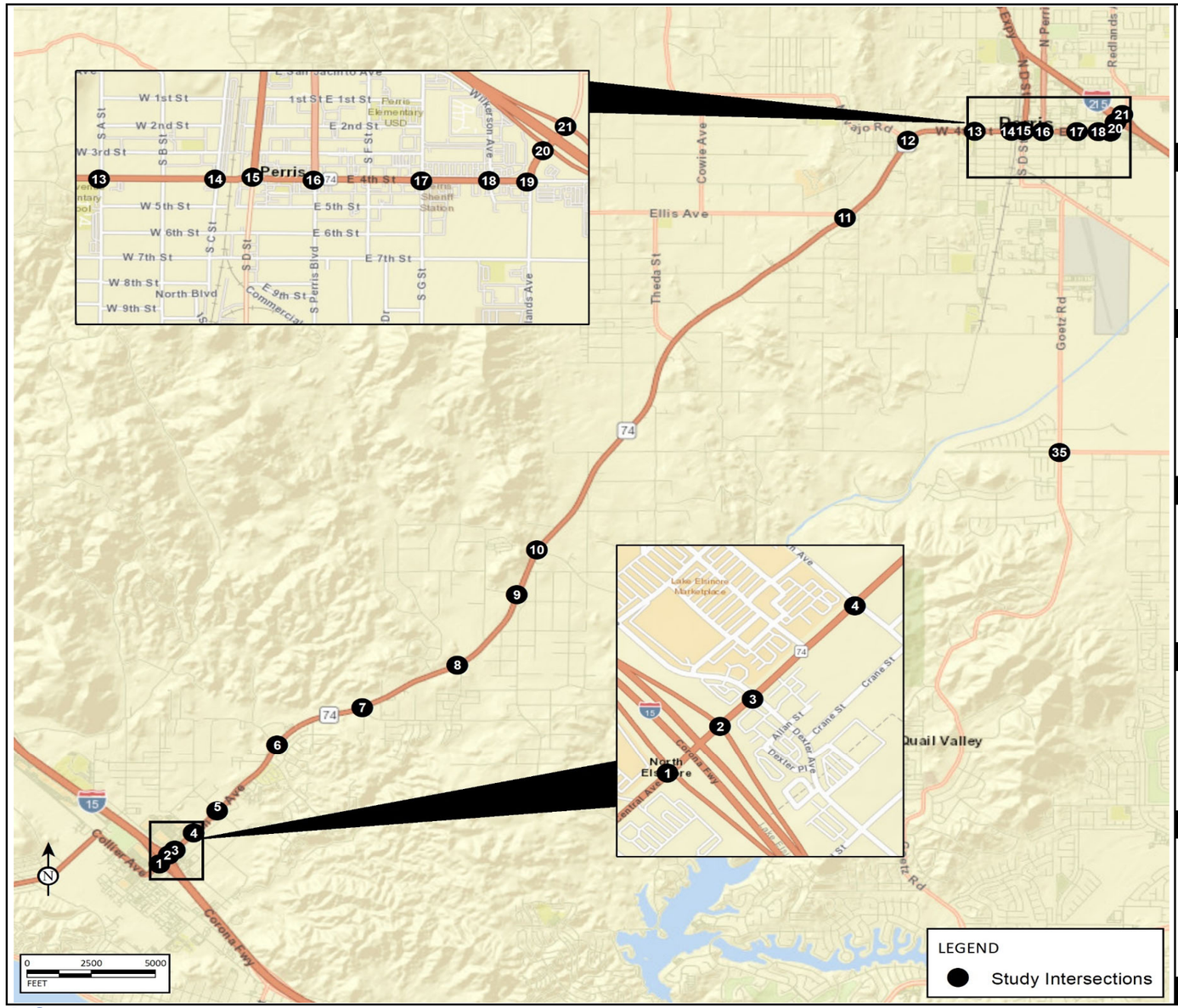


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FIGURE 23-5

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-11 External Trip Assignment - PVs (Int. 96-112)



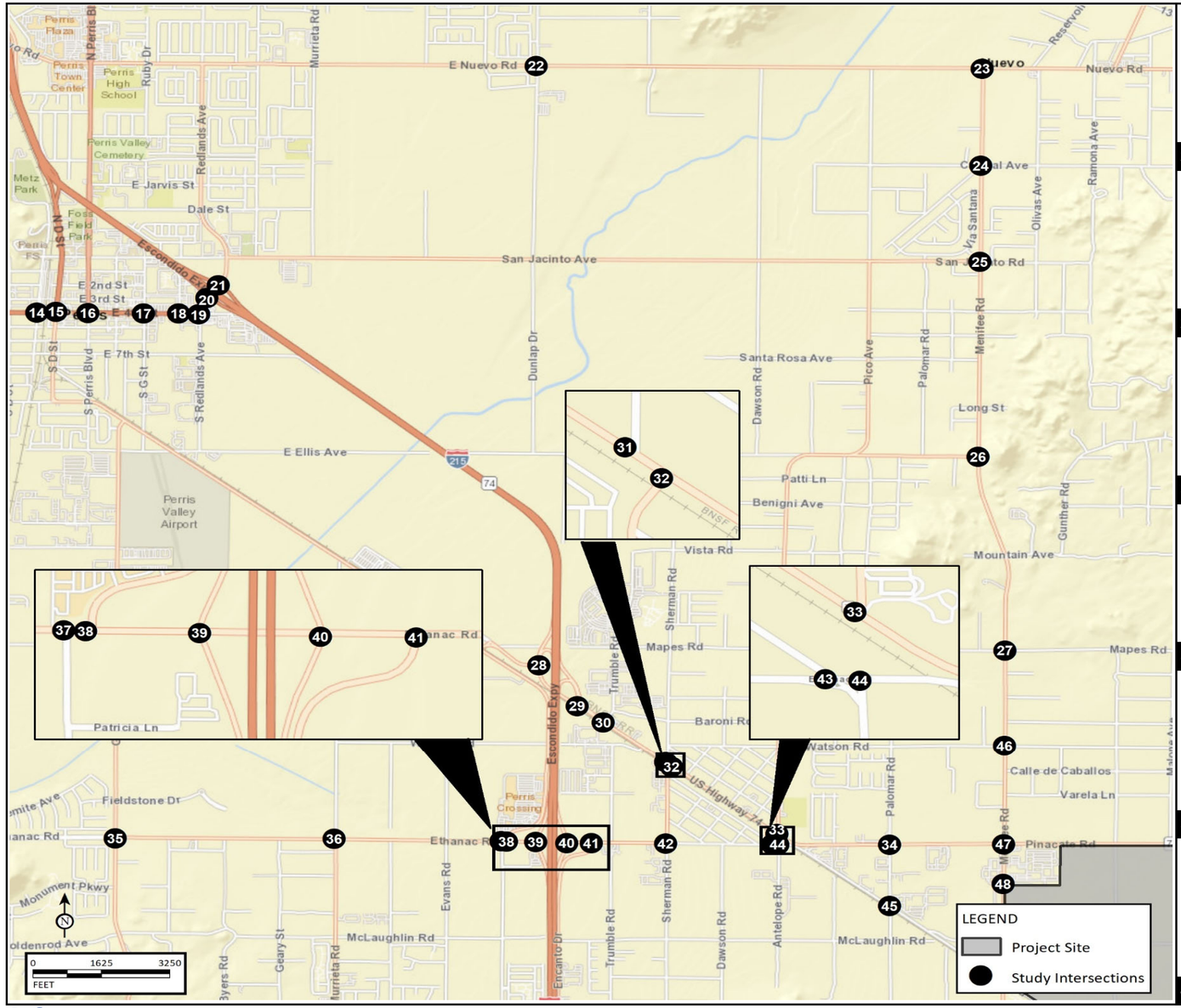
1 I-15 SB Ramps/Central Ave
2 I-15 NB Ramps/Central Ave
3 Dexter Ave/Central Ave
4 Cambern Ave/Central Ave
5 Conard Ave/Central Ave
6 El Toro Cut Off Rd/Central Ave - SR-74
7 Riverside St/SR-74
8 Wasson Canyon Rd/SR-74
9 SR-74/Meadowbrook Ave - Greenwald Ave
10 SR-74/River Rd
11 SR-74/Ellis Ave
12 Navajo Rd/4th St
13 A St/4th St
14 C St/4th St
15 D St/4th St
16 Perris Blvd/4th St
17 G St/4th St
18 Wilkerson Ave/4th St
19 Redlands Ave/4th St
20 Redlands Ave/I-215 SB Ramps
21 Redlands Ave/I-215 NB Ramps

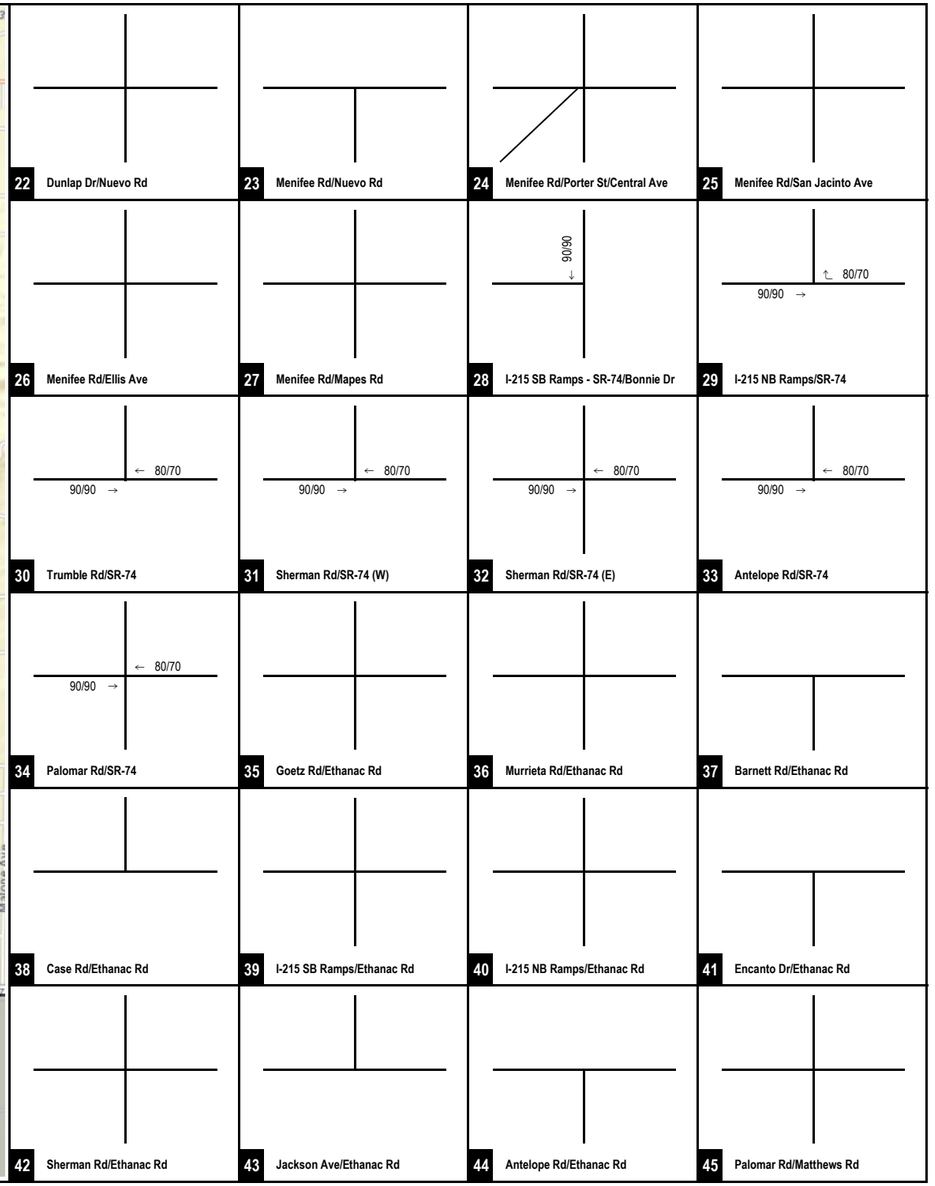
LSA

FIGURE 24-1

Menifee Valley Specific Plan
Traffic Study
PA-11 External Trip Assignment - Trucks (Int. 1-21)

XXXX/YYYY
AM/PM Peak Hour PCE Volumes



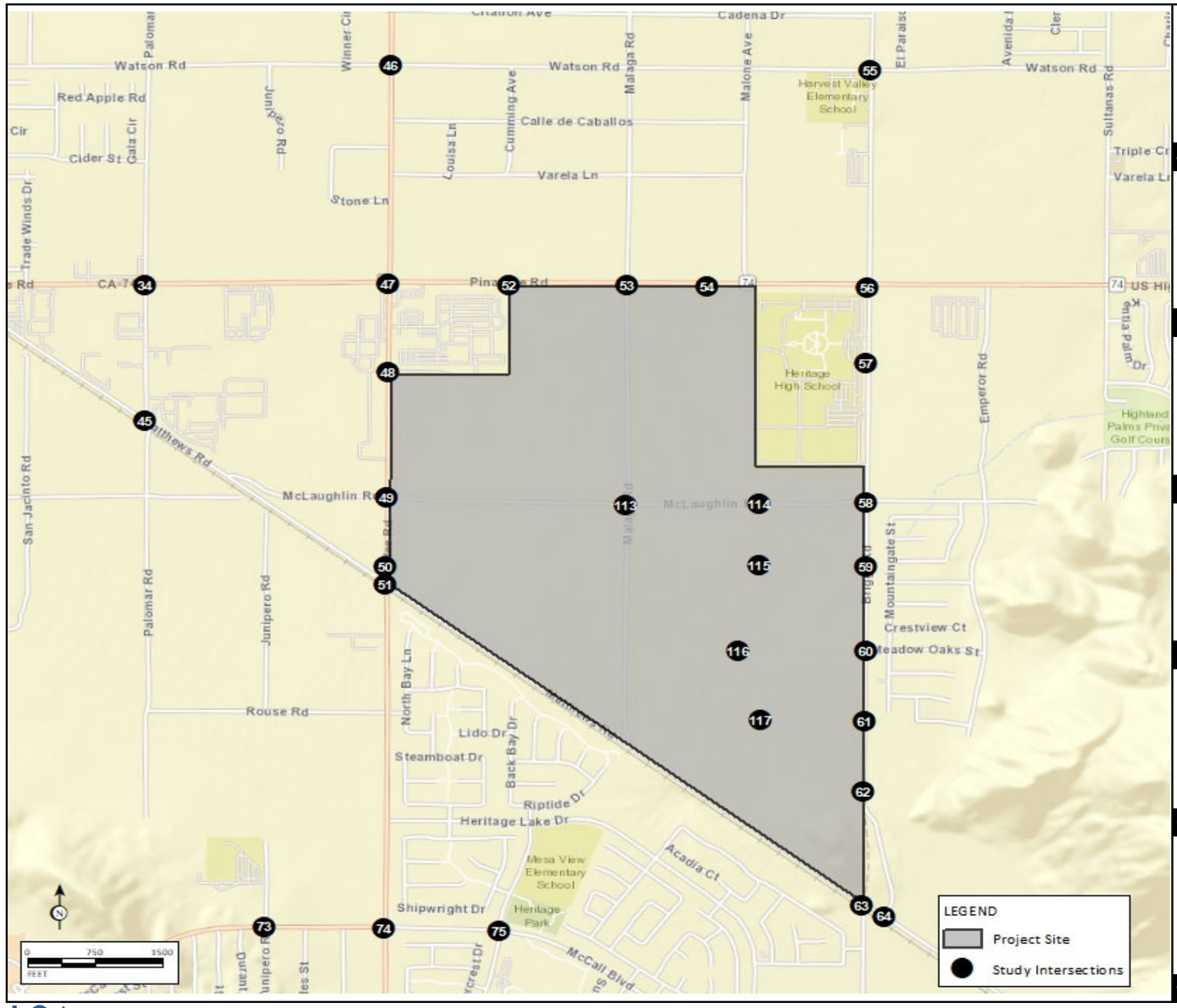


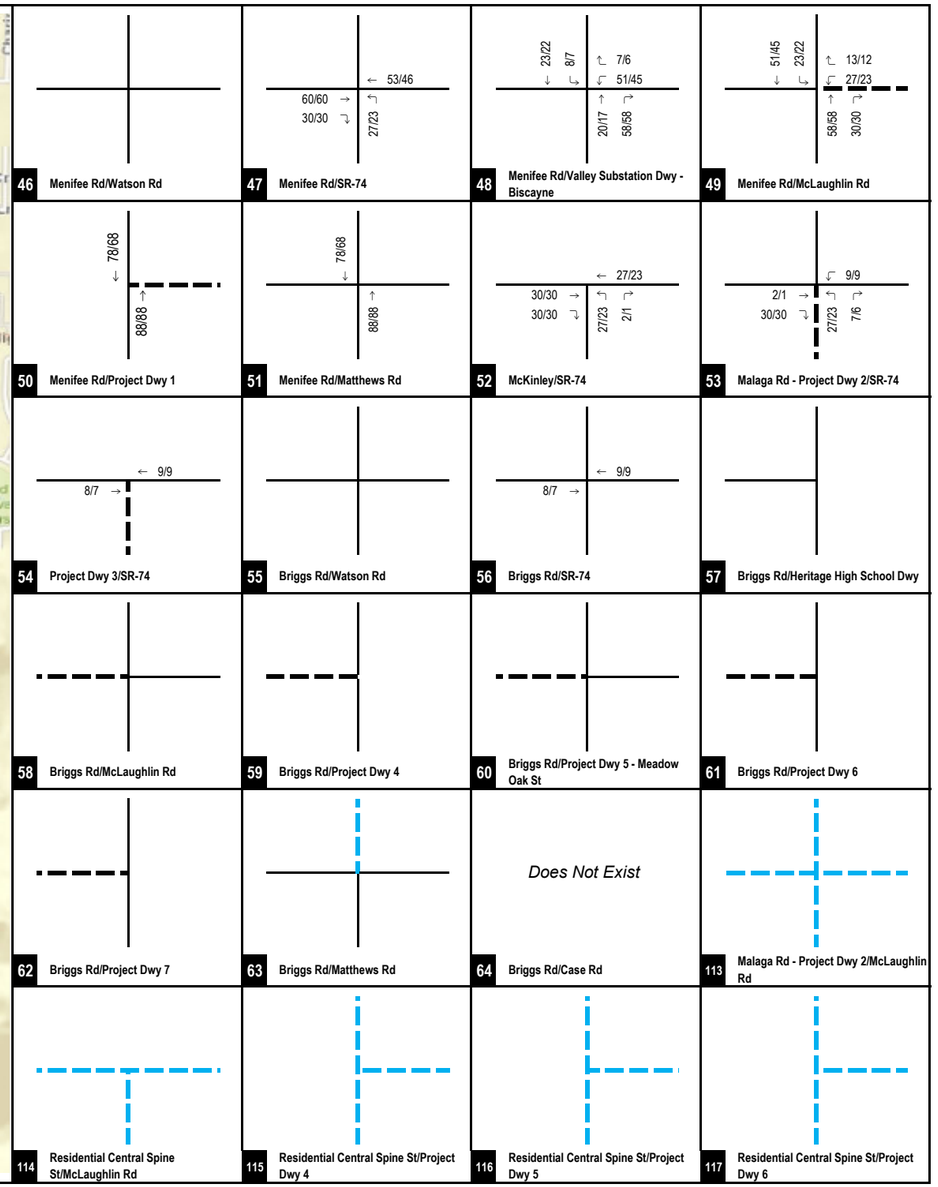
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FIGURE 24-2

XXXX/YYYY
AM/PM Peak Hour PCE Volumes

Menifee Valley Specific Plan
Traffic Study
PA-11 External Trip Assignment - Trucks (Int. 22-45)





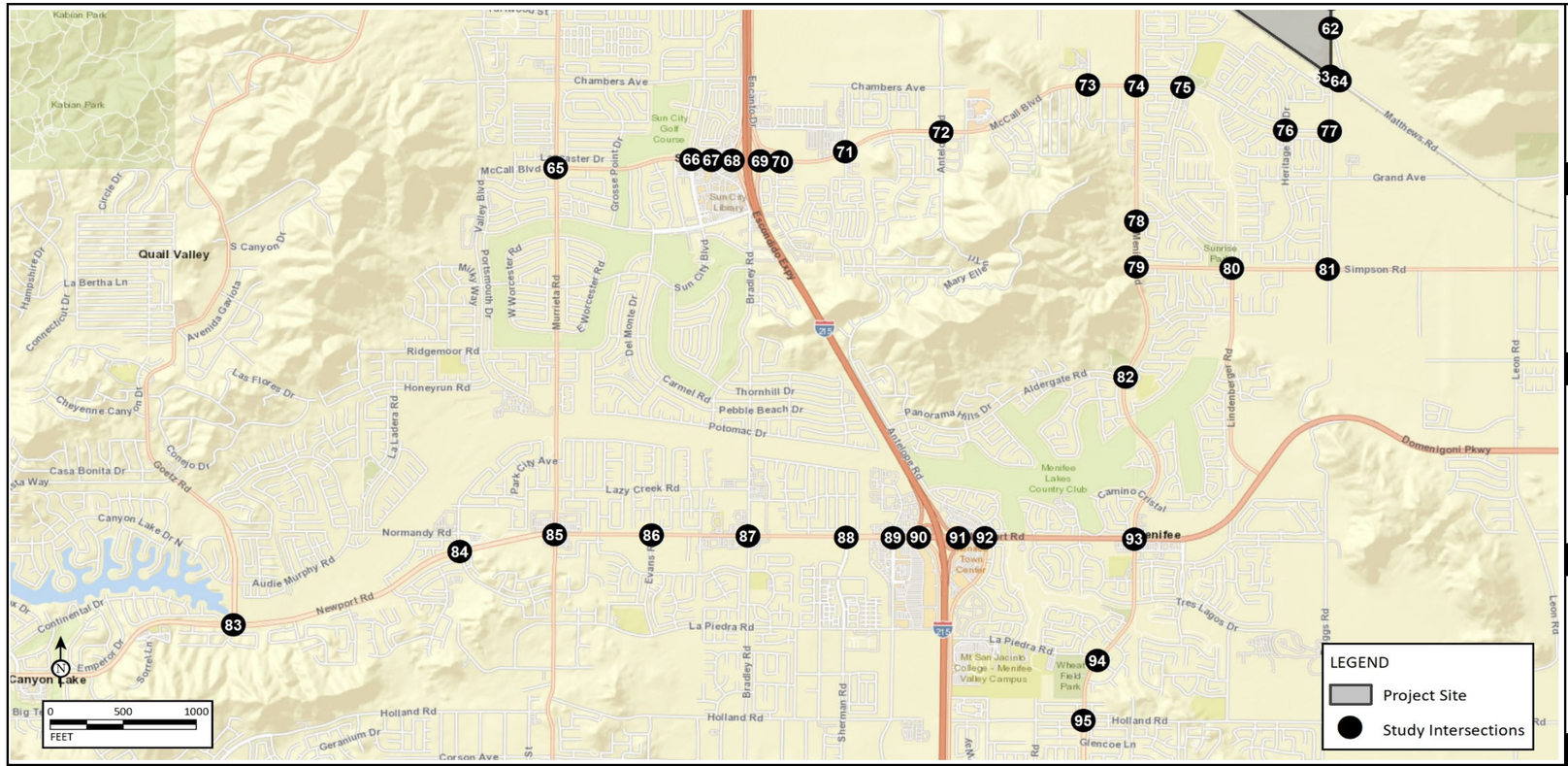
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FIGURE 24-3

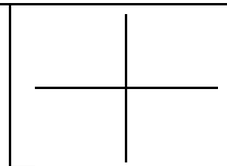
XXXX/YYYY
AM/PM Peak Hour PCE Volumes

Future Leg
Project Driveway

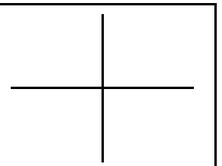
Menifee Valley Specific Plan
Traffic Study
PA-11 External Trip Assignment - Trucks (Int. 46-64 & Int. 113-117)



65 Murrieta Rd/McCall Blvd

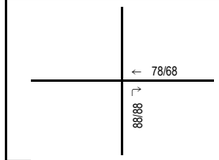


66 Sun City Blvd/McCall Blvd

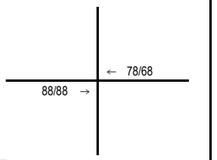


67 Bradley Rd/McCall Blvd

68 I-215 SB Ramps/McCall Blvd

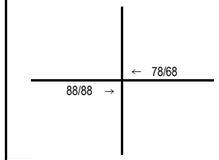


69 I-215 NB Ramps/McCall Blvd

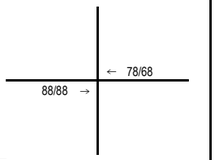


70 Encanto Drive/McCall Blvd

71 Sherman Rd/McCall Blvd

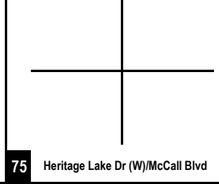


72 Antelope Rd/McCall Blvd



73 Junipero Rd/McCall Blvd

74 Menifee Rd/McCall Blvd

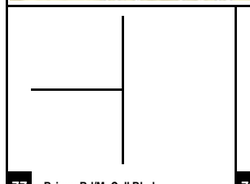


75 Heritage Lake Dr (W)/McCall Blvd

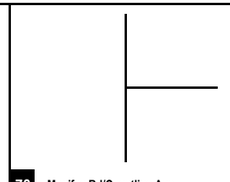


76 Heritage Lake Dr (E)/McCall Blvd

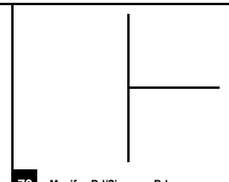
77 Briggs Rd/McCall Blvd



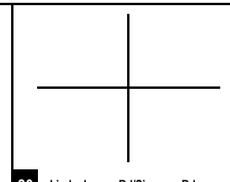
78 Menifee Rd/Coastline Ave



79 Menifee Rd/Simpson Rd



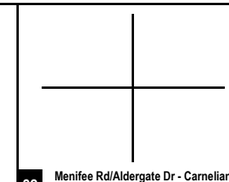
80 Lindenberger Rd/Simpson Rd



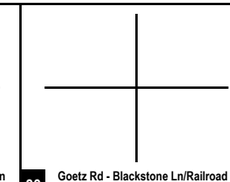
81 Briggs Rd/Simpson Rd



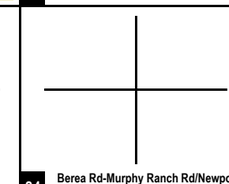
82 Menifee Rd/Aldergate Dr - Carnelian Way



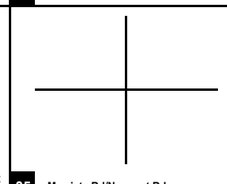
83 Goetz Rd - Blackstone Ln/Railroad Canyon Rd - Newport Rd



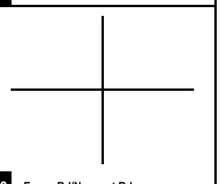
84 Berea Rd-Murphy Ranch Rd/Newport Rd



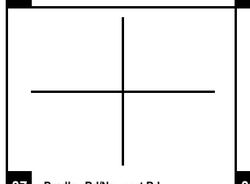
85 Murrieta Rd/Newport Rd



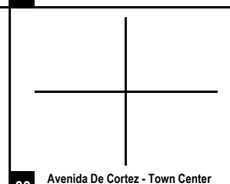
86 Evans Rd/Newport Rd



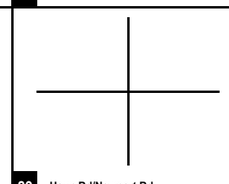
87 Bradley Rd/Newport Rd



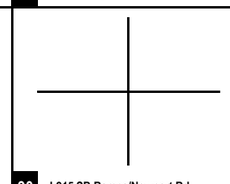
88 Avenida De Cortez - Town Center Dr/Newport Rd



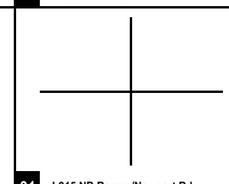
89 Haun Rd/Newport Rd



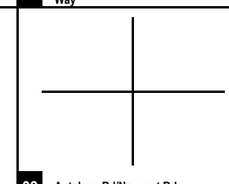
90 I-215 SB Ramps/Newport Rd



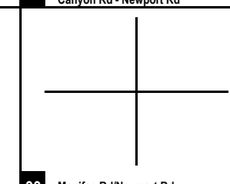
91 I-215 NB Ramps/Newport Rd



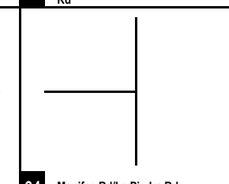
92 Antelope Rd/Newport Rd



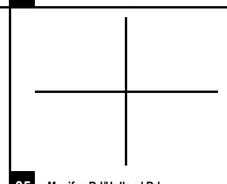
93 Menifee Rd/Newport Rd



94 Menifee Rd/La Piedra Rd



95 Menifee Rd/Holland Rd

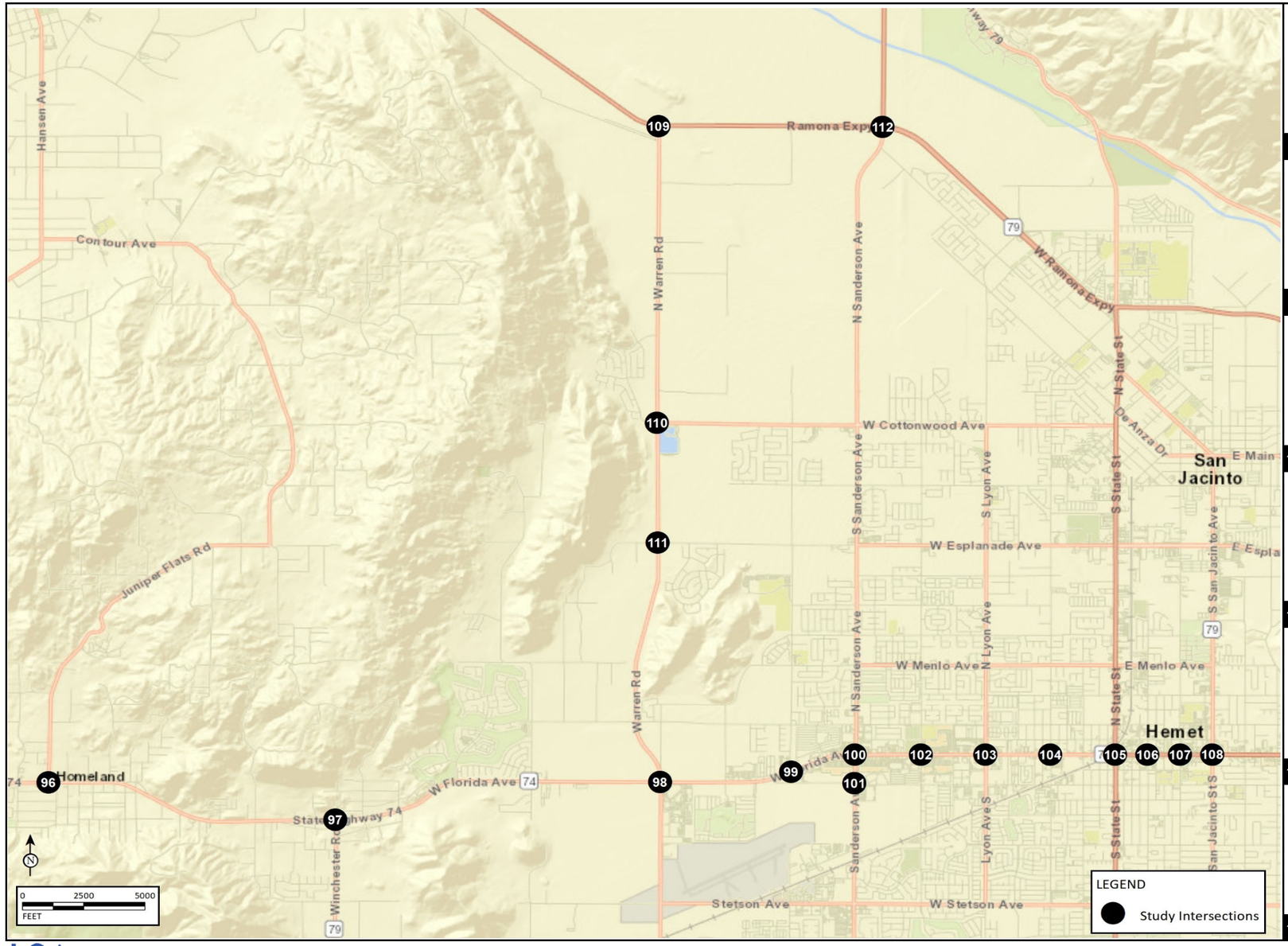


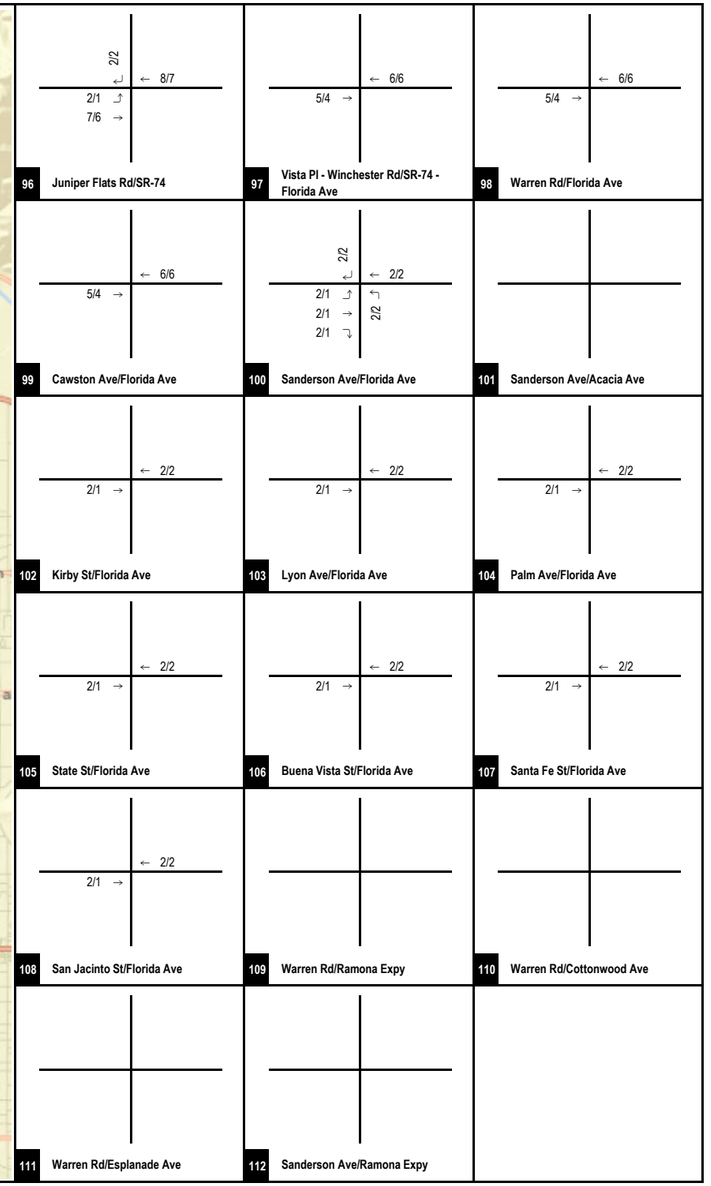
LSA

FIGURE 24-4

Menifee Valley Specific Plan
Traffic Study
PA-11 External Trip Assignment - Trucks (Int. 65-95)

XXXX/YYYY
AM/PM Peak Hour PCE Volumes — — Future Leg



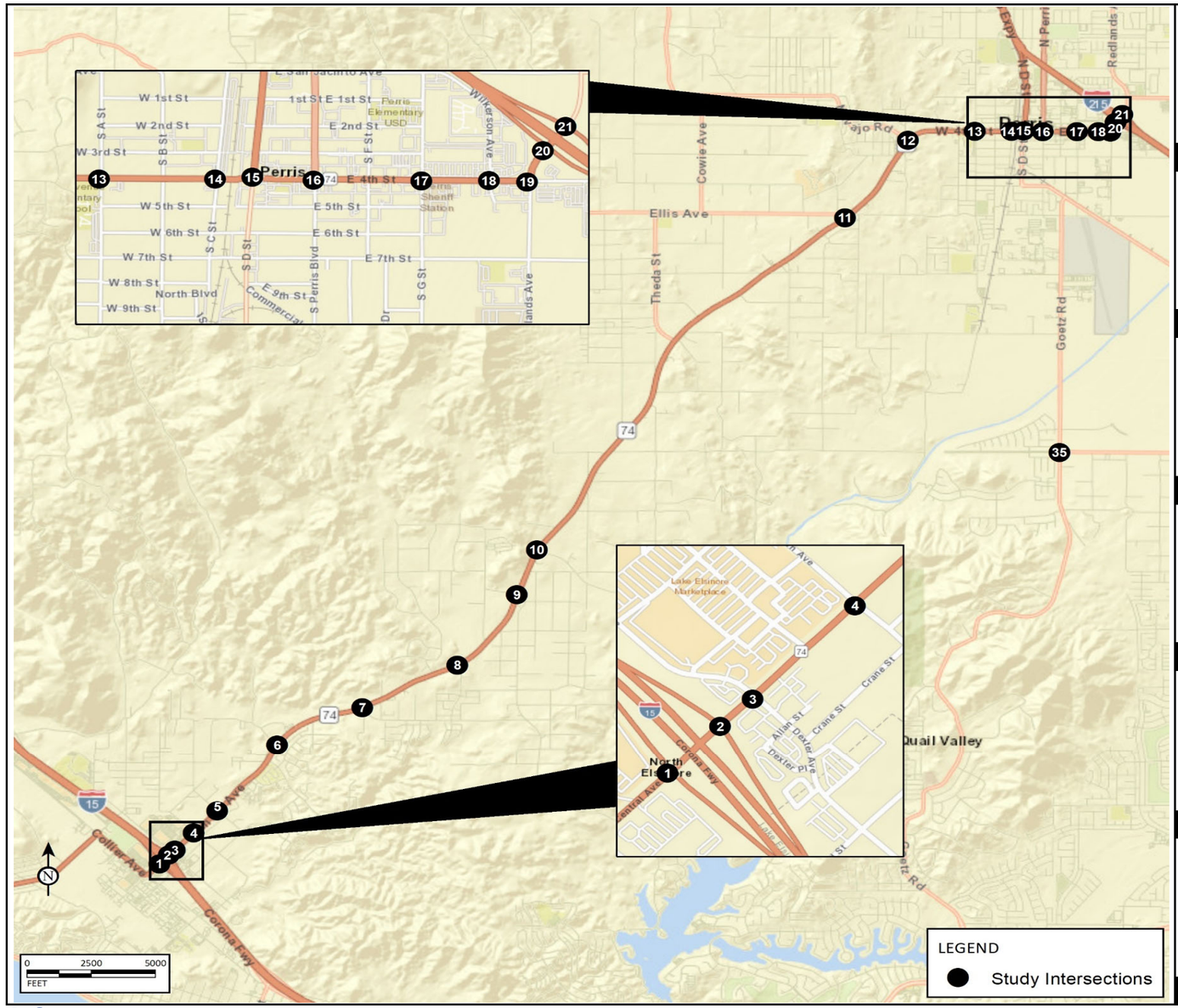


LSA

FIGURE 24-5

XXXX/YYYY
AM/PM Peak Hour PCE Volumes

Menifee Valley Specific Plan
Traffic Study
PA-11 External Trip Assignment - Trucks (Int. 96-112)



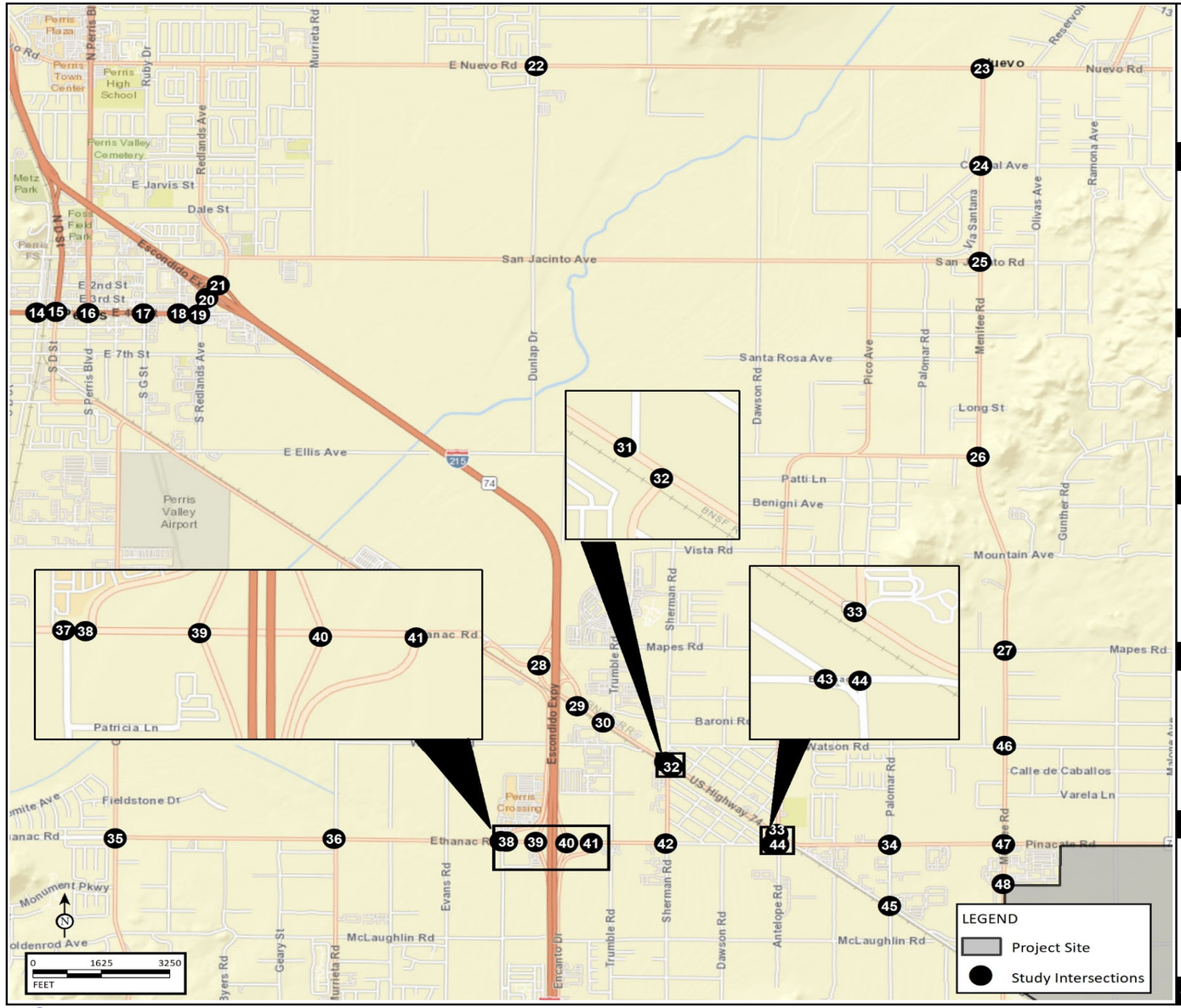
1 I-15 SB Ramps/Central Ave	2 I-15 NB Ramps/Central Ave	3 Dexter Ave/Central Ave	4 Cambern Ave/Central Ave
5 Conard Ave/Central Ave	6 El Toro Cut Off Rd/Central Ave - SR-74	7 Riverside St/SR-74	8 Wasson Canyon Rd/SR-74
9 SR-74/Meadowbrook Ave - Greenwald Ave	10 SR-74/River Rd	11 SR-74/Ellis Ave	12 Navajo Rd/4th St
13 A St/4th St	14 C St/4th St	15 D St/4th St	16 Perris Blvd/4th St
17 G St/4th St	18 Wilkerson Ave/4th St	19 Redlands Ave/4th St	20 Redlands Ave/I-215 SB Ramps
21 Redlands Ave/I-215 NB Ramps			

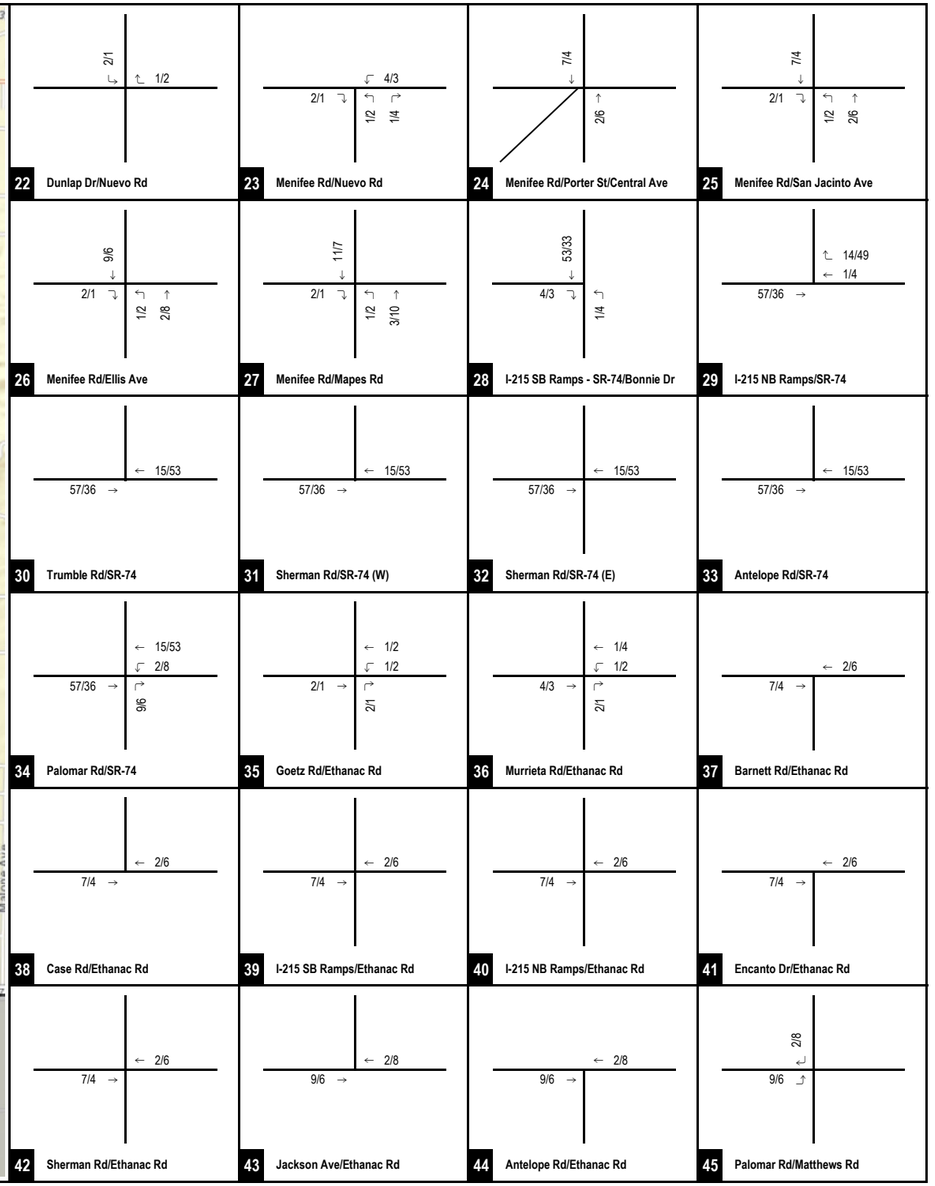
LSA

FIGURE 25-1

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-12 External Trip Assignment - PVs (Int. 1-21)



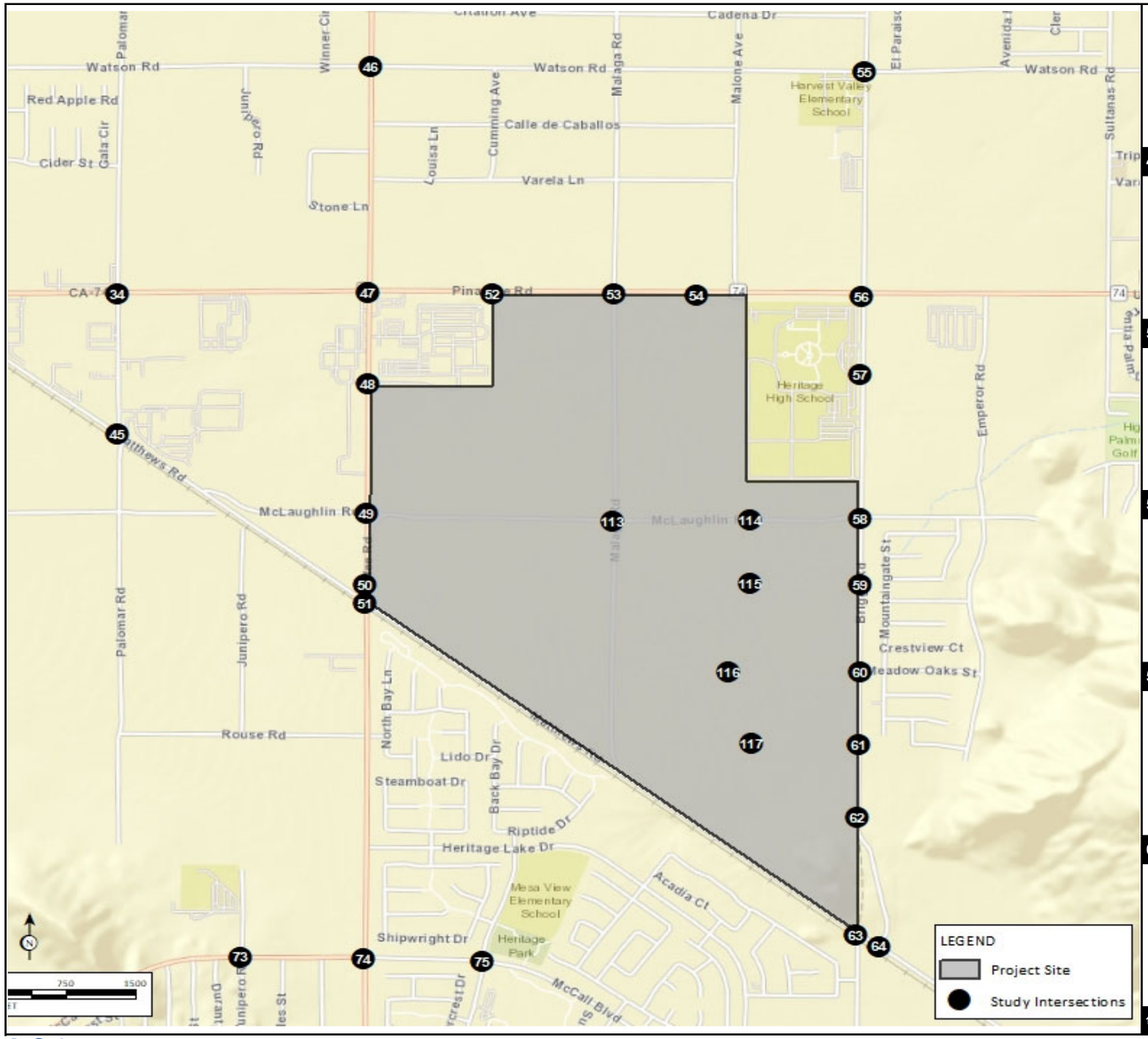


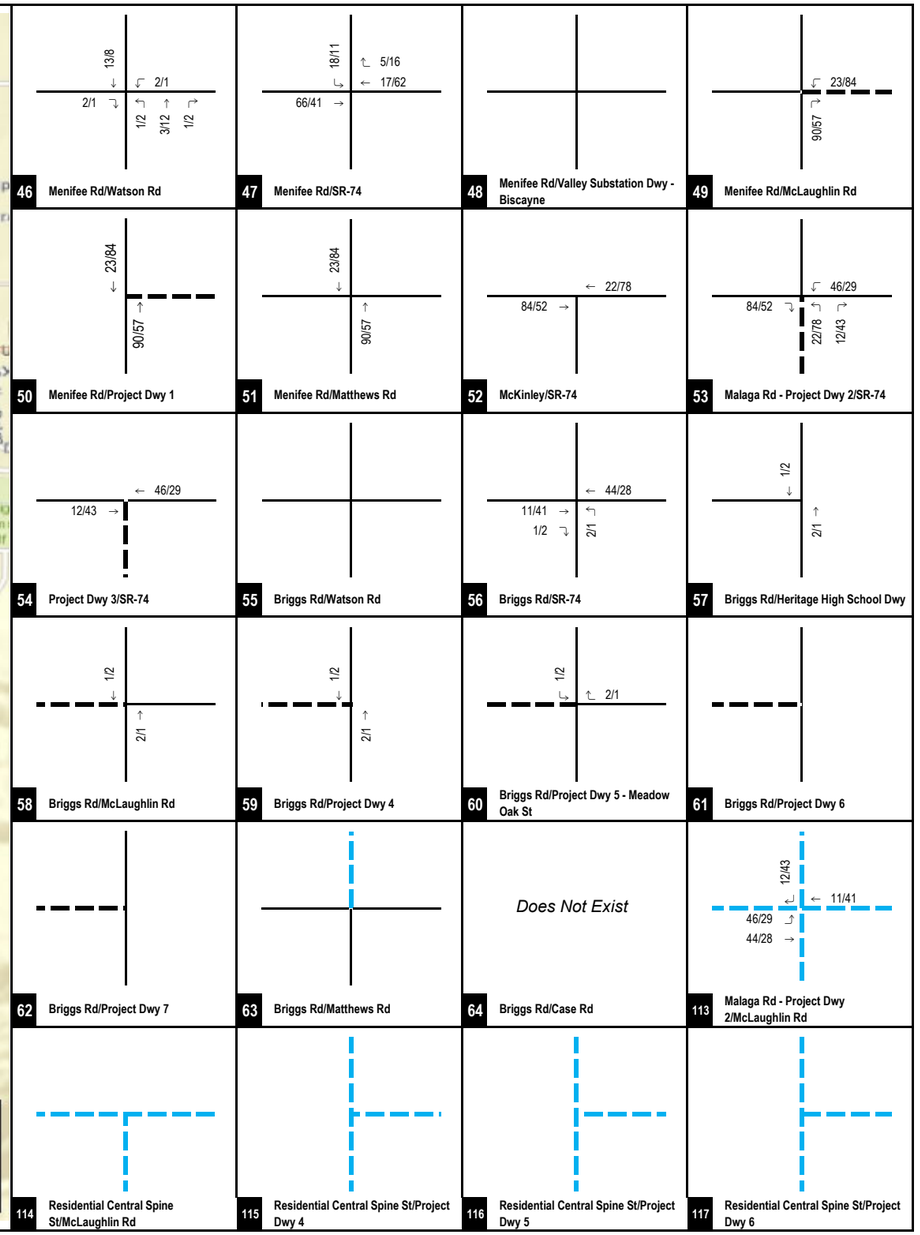
LSA

FIGURE 25-2

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-12 External Trip Assignment - PVs (Int. 22-45)





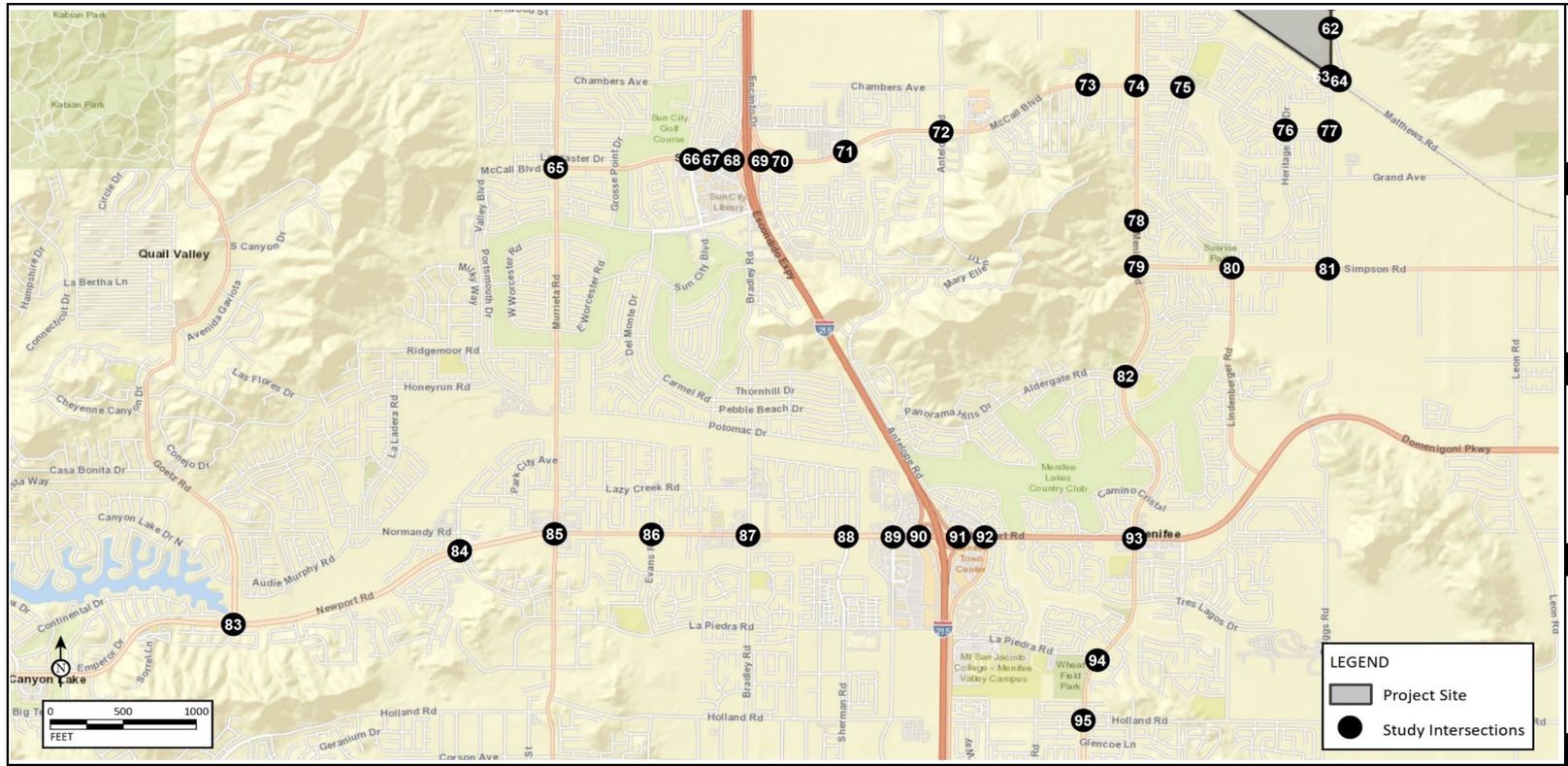
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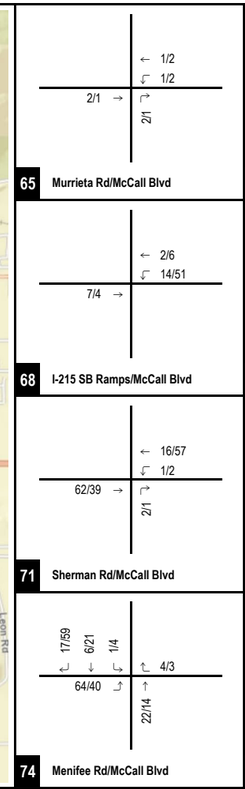
FIGURE 25-3

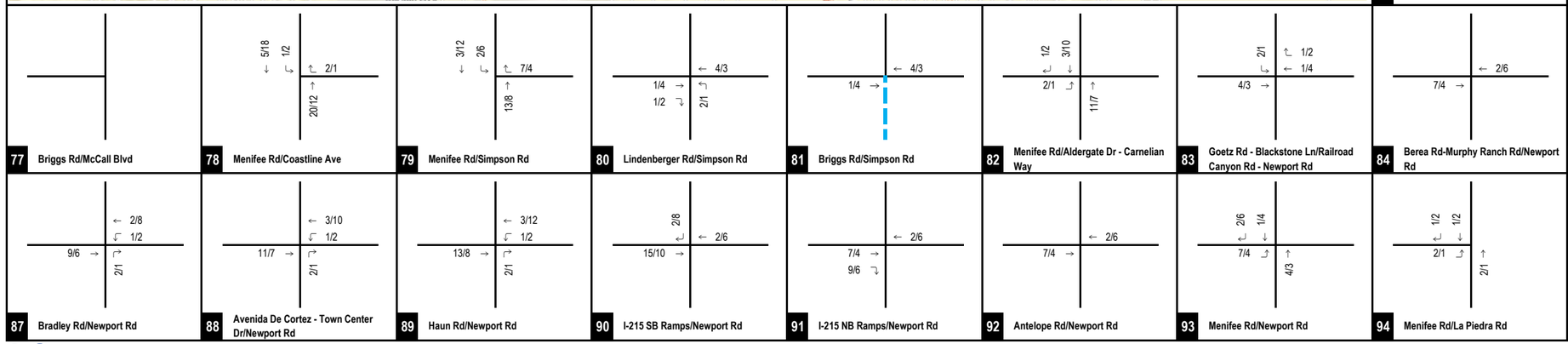
XXXX/YYYY
AM/PM Peak Hour Volumes

Future Leg
Project Driveway

Menifee Valley Specific Plan
Traffic Study
PA-12 External Trip Assignment - PVs (Int. 46-64 & Int. 113-117)







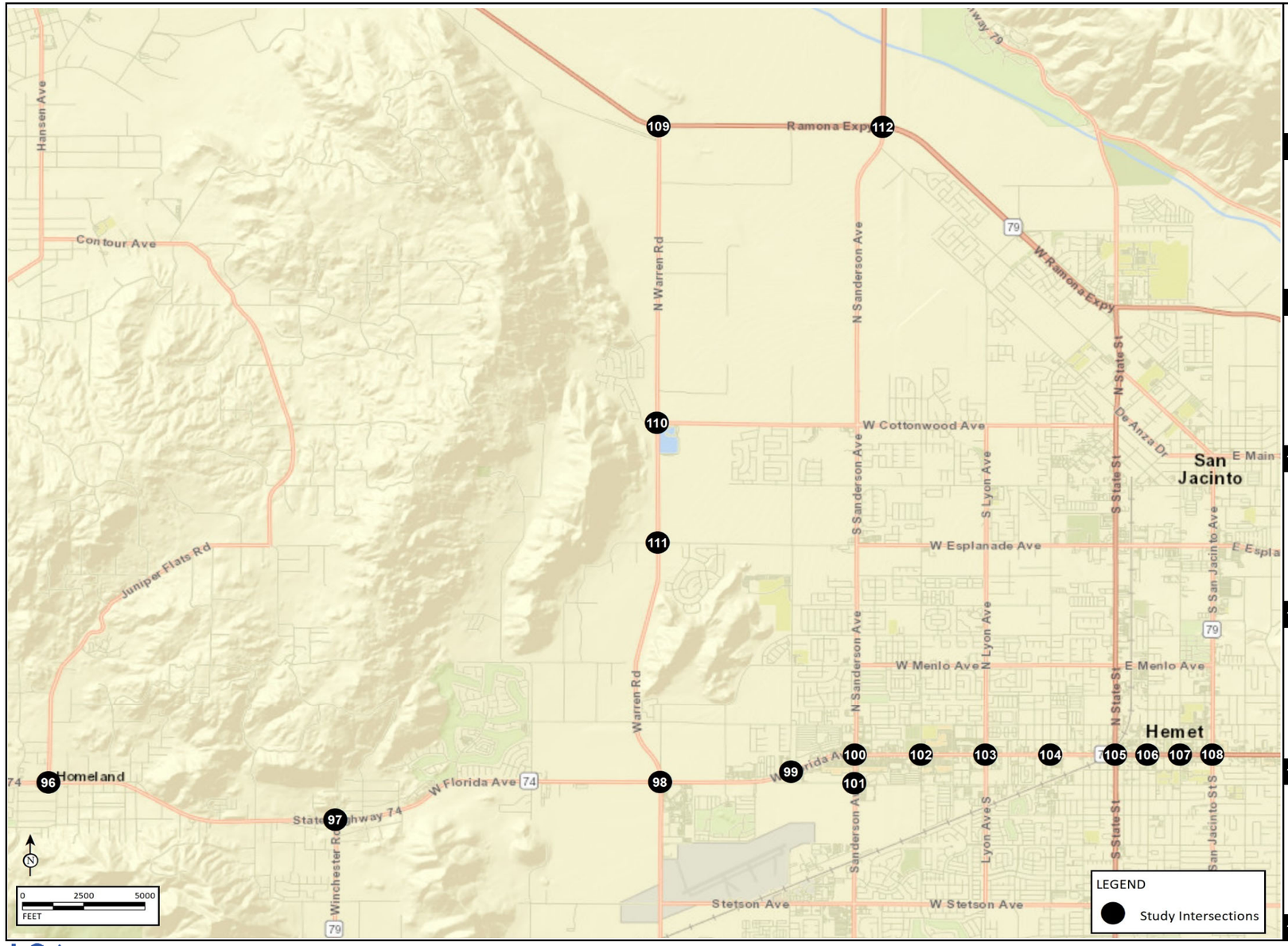
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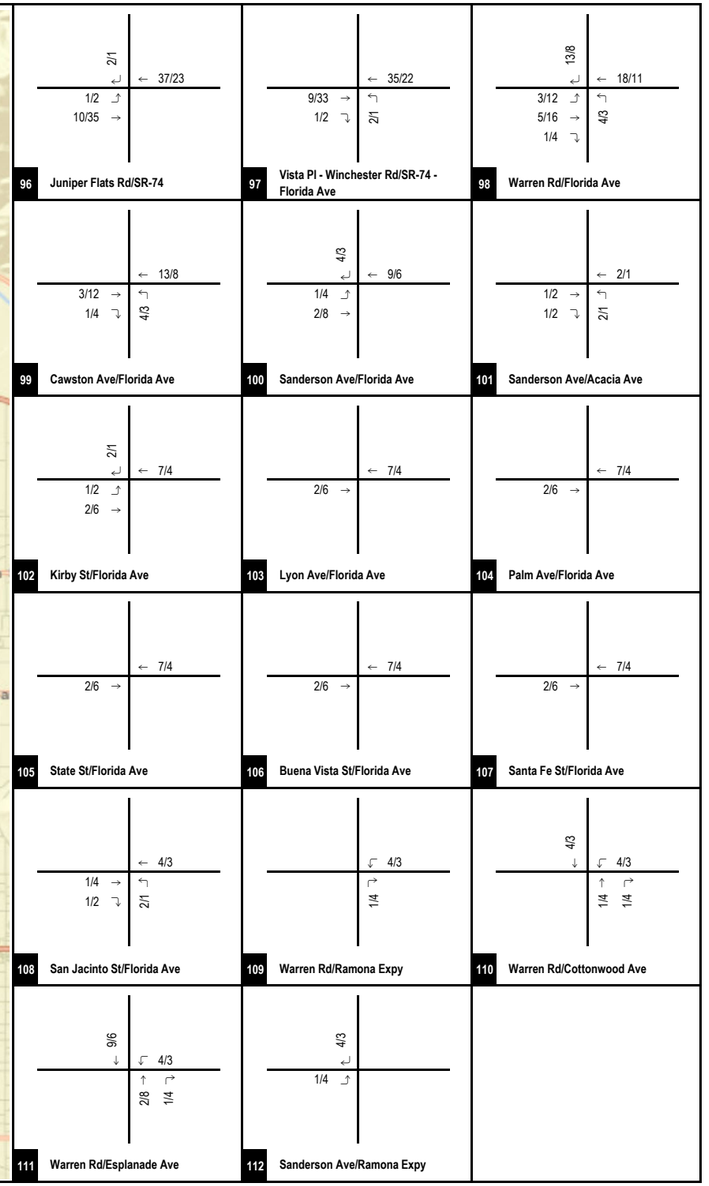
FIGURE 25-4

XXXX/YYYY
AM/PM Peak Hour Volumes

Future Leg

Menifee Valley Specific Plan
Traffic Study
PA-12 External Trip Assignment - PVs (Int. 65-95)



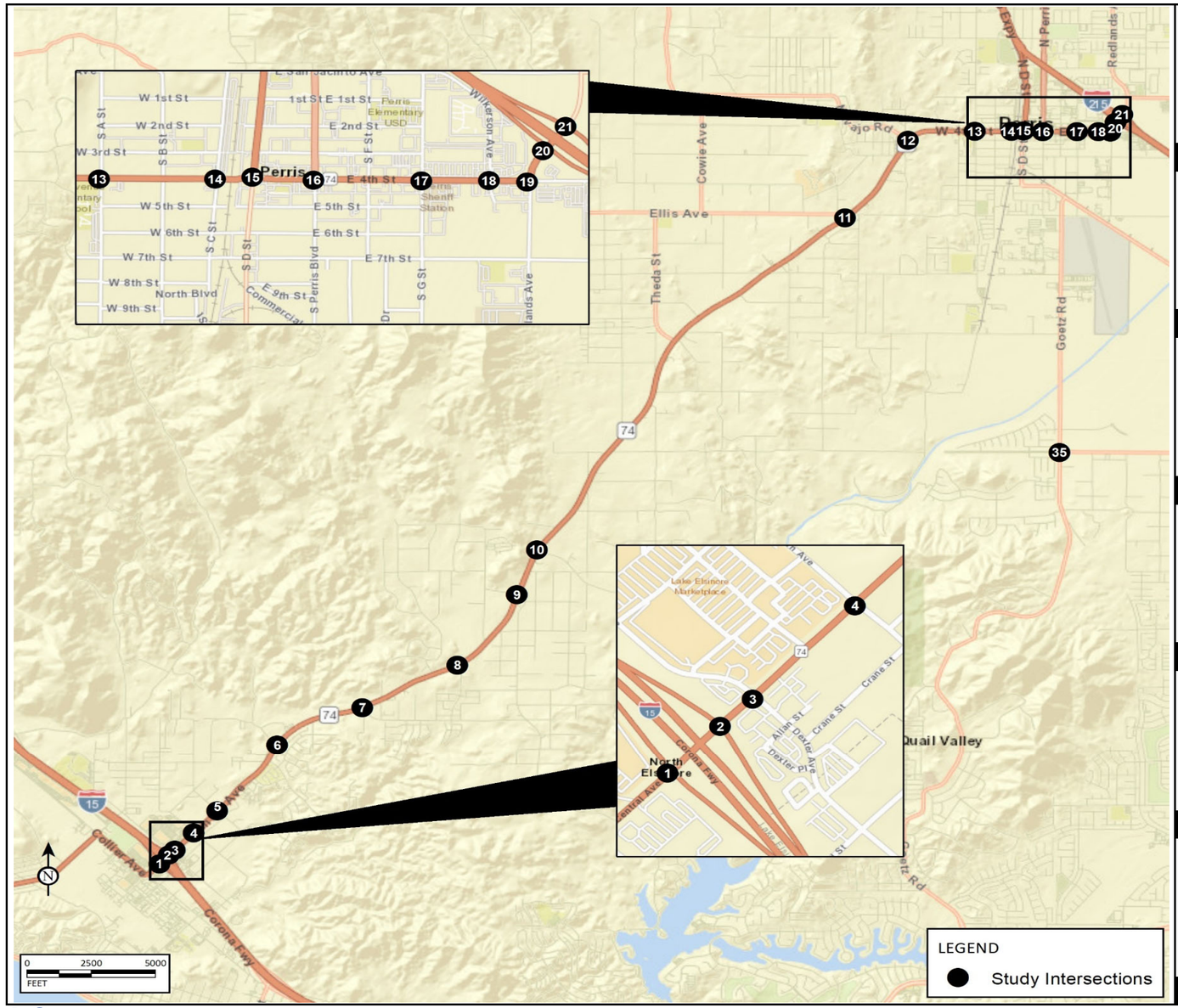


LSA

FIGURE 25-5

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-12 External Trip Assignment - PVs (Int. 96-112)



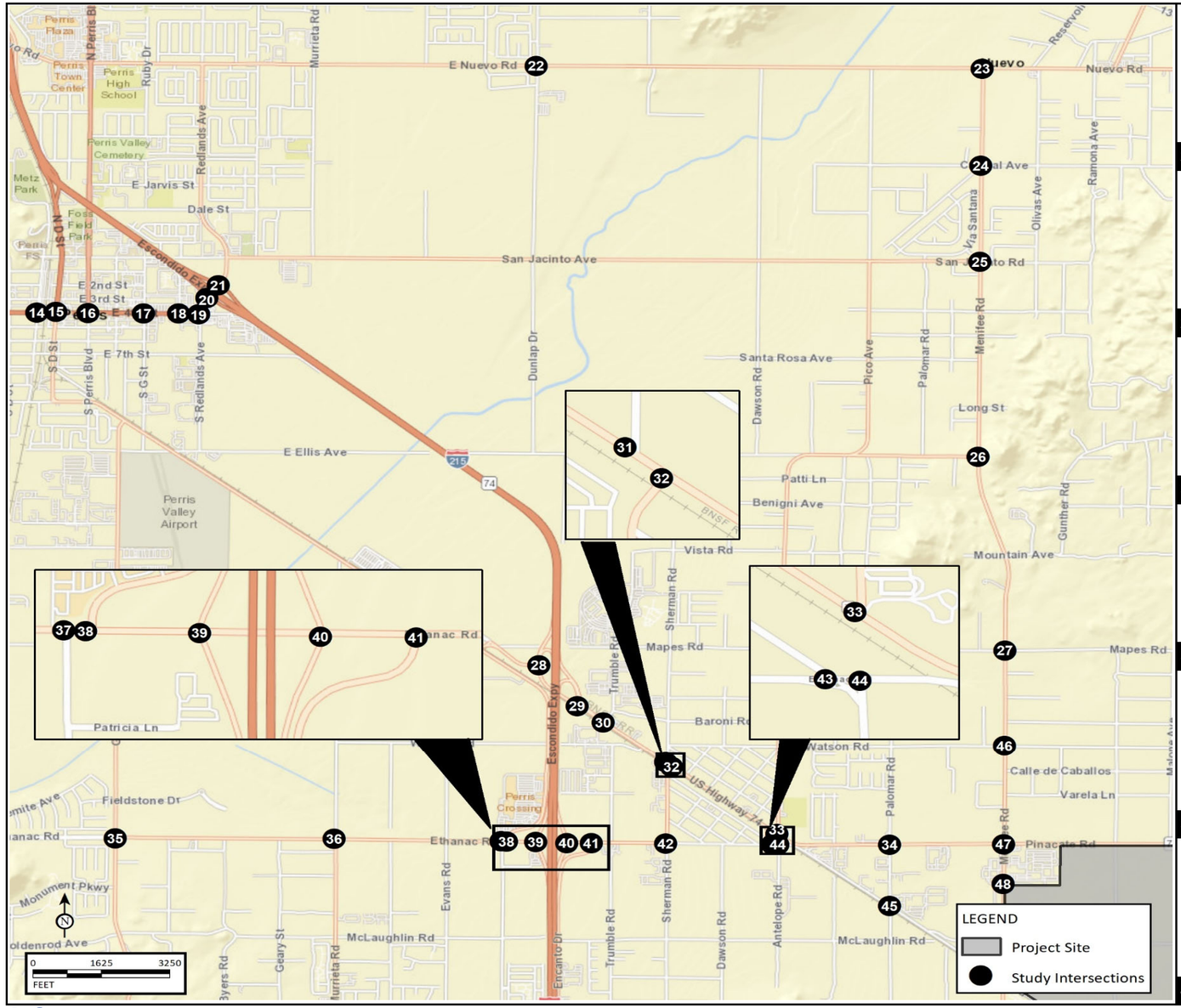
1 I-15 SB Ramps/Central Ave
2 I-15 NB Ramps/Central Ave
3 Dexter Ave/Central Ave
4 Cambern Ave/Central Ave
5 Conard Ave/Central Ave
6 El Toro Cut Off Rd/Central Ave - SR-74
7 Riverside St/SR-74
8 Wasson Canyon Rd/SR-74
9 SR-74/Meadowbrook Ave - Greenwald Ave
10 SR-74/River Rd
11 SR-74/Ellis Ave
12 Navajo Rd/4th St
13 A St/4th St
14 C St/4th St
15 D St/4th St
16 Perris Blvd/4th St
17 G St/4th St
18 Wilkerson Ave/4th St
19 Redlands Ave/4th St
20 Redlands Ave/I-215 SB Ramps
21 Redlands Ave/I-215 NB Ramps

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FIGURE 26-1

Menifee Valley Specific Plan
Traffic Study
PA-12 External Trip Assignment - Trucks (Int. 1-21)

XXXX/YYYY
AM/PM Peak Hour PCE Volumes



22 Dunlap Dr/Nuevo Rd

23 Menifee Rd/Nuevo Rd

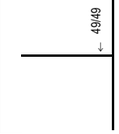
24 Menifee Rd/Porter St/Central Ave

25 Menifee Rd/San Jacinto Ave

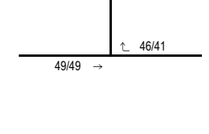
26 Menifee Rd/Ellis Ave

27 Menifee Rd/Mapes Rd

28 I-215 SB Ramps - SR-74/Bonnie Dr



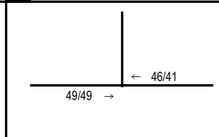
29 I-215 NB Ramps/SR-74



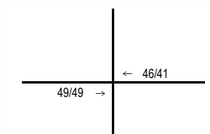
30 Trumble Rd/SR-74



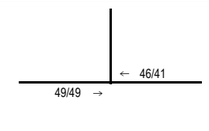
31 Sherman Rd/SR-74 (W)



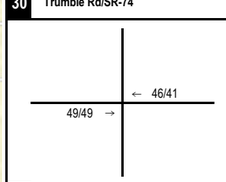
32 Sherman Rd/SR-74 (E)



33 Antelope Rd/SR-74



34 Palomar Rd/SR-74



35 Goetz Rd/Ethanac Rd

36 Murrieta Rd/Ethanac Rd

37 Barnett Rd/Ethanac Rd

38 Case Rd/Ethanac Rd

39 I-215 SB Ramps/Ethanac Rd

40 I-215 NB Ramps/Ethanac Rd

41 Encanto Dr/Ethanac Rd

42 Sherman Rd/Ethanac Rd

43 Jackson Ave/Ethanac Rd

44 Antelope Rd/Ethanac Rd

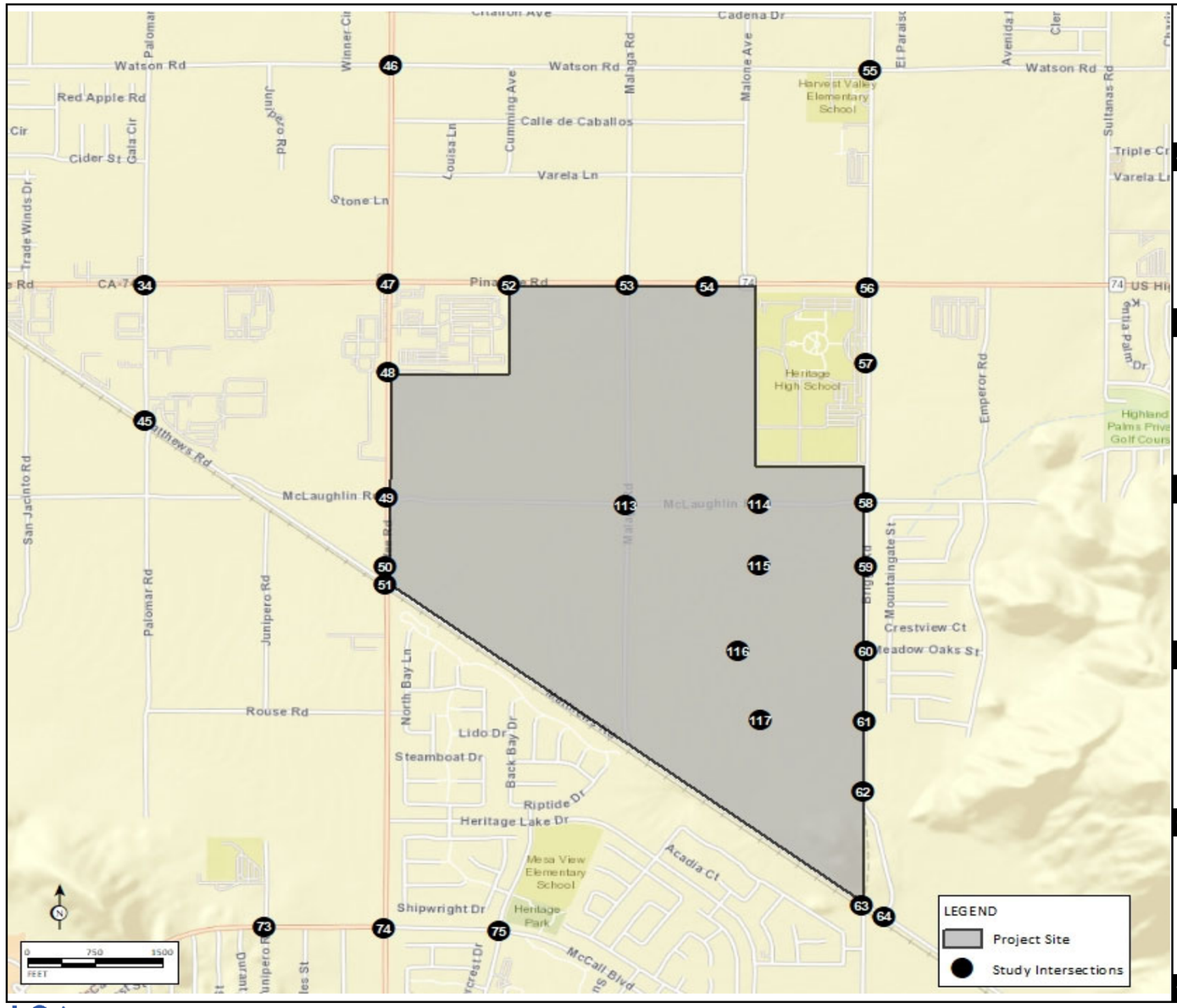
45 Palomar Rd/Matthews Rd

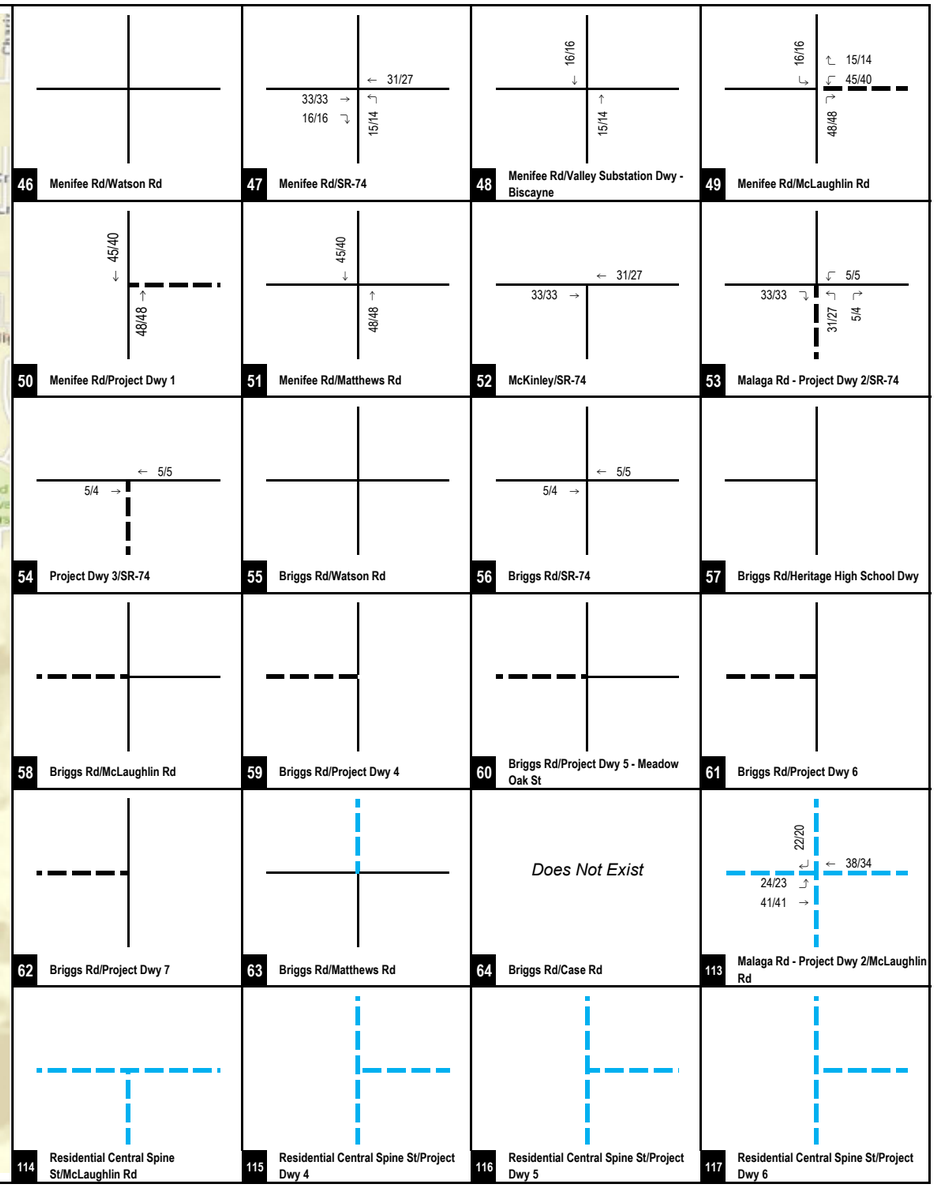
LSA

FIGURE 26-2

XXXX/YYYY
AM/PM Peak Hour PCE Volumes

Menifee Valley Specific Plan
Traffic Study
PA-12 External Trip Assignment - Trucks (Int. 22-45)





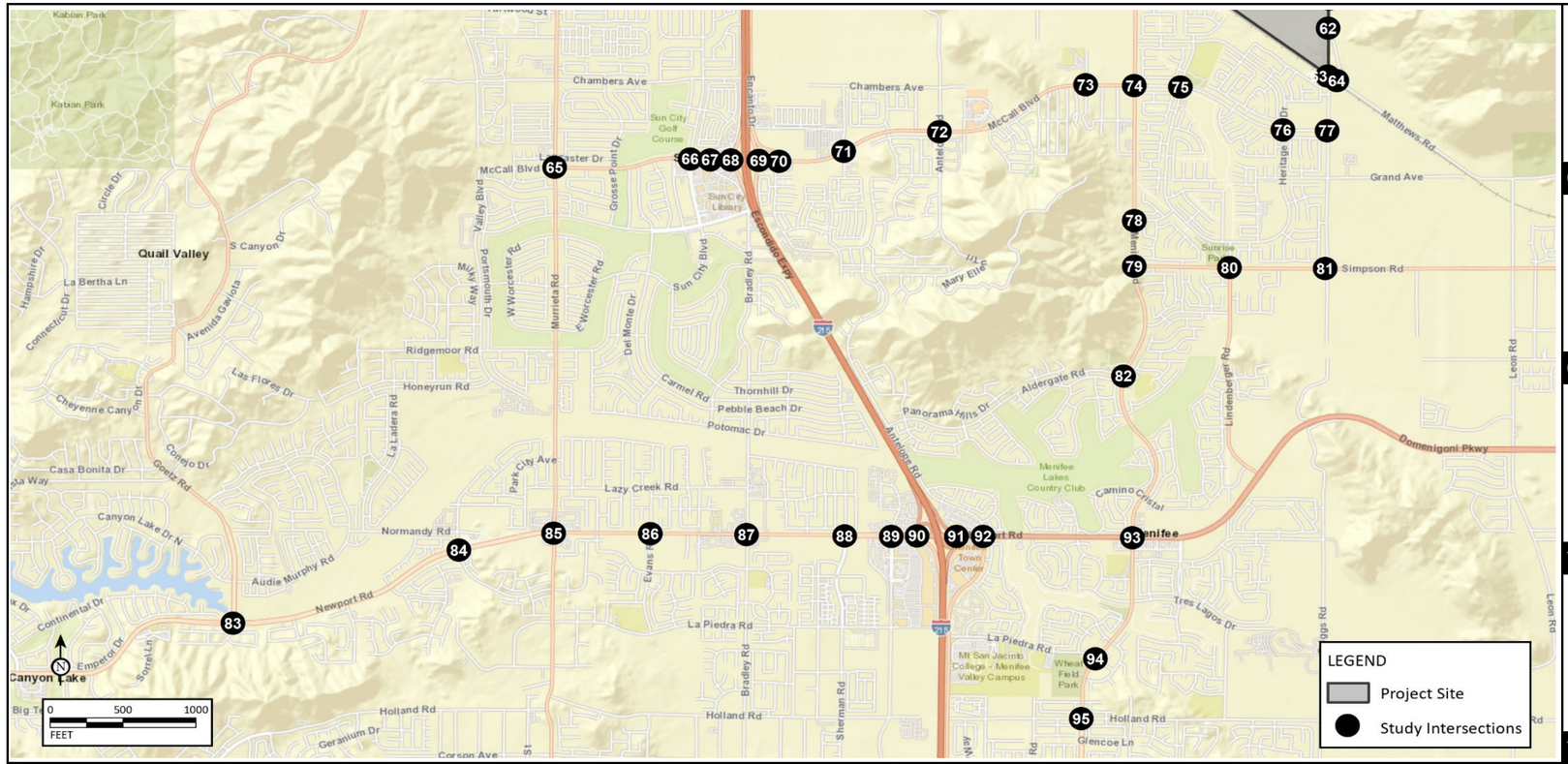
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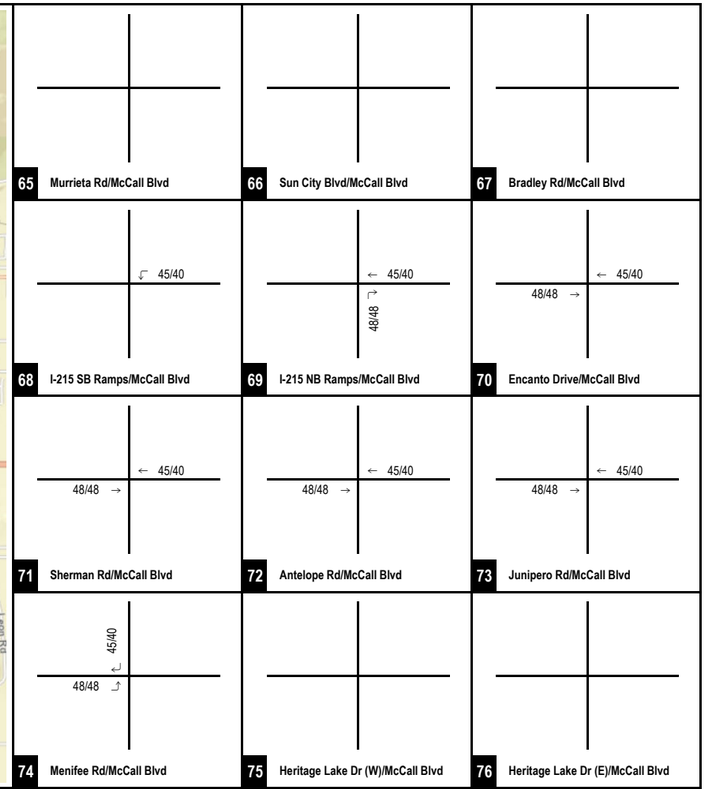
FIGURE 26-3

XXXX/YYYY
AM/PM Peak Hour PCE Volumes

Future Leg
Project Driveway

Menifee Valley Specific Plan
Traffic Study
PA-12 External Trip Assignment - Trucks (Int. 46-64 & Int. 113-117)





65 Murrieta Rd/McCall Blvd

66 Sun City Blvd/McCall Blvd

67 Bradley Rd/McCall Blvd

68 I-215 SB Ramps/McCall Blvd

69 I-215 NB Ramps/McCall Blvd

70 Encanto Drive/McCall Blvd

71 Sherman Rd/McCall Blvd

72 Antelope Rd/McCall Blvd

73 Junipero Rd/McCall Blvd

74 Menifee Rd/McCall Blvd

75 Heritage Lake Dr (W)/McCall Blvd

76 Heritage Lake Dr (E)/McCall Blvd

77 Briggs Rd/McCall Blvd

78 Menifee Rd/Coastline Ave

79 Menifee Rd/Simpson Rd

80 Lindenberger Rd/Simpson Rd

81 Briggs Rd/Simpson Rd

82 Menifee Rd/Aldergate Dr - Carnelian Way

83 Goetz Rd - Blackstone Ln/Railroad Canyon Rd - Newport Rd

84 Berea Rd-Murphy Ranch Rd/Newport Rd

85 Murrieta Rd/Newport Rd

86 Evans Rd/Newport Rd

87 Bradley Rd/Newport Rd

88 Avenida De Cortez - Town Center Dr/Newport Rd

89 Haun Rd/Newport Rd

90 I-215 SB Ramps/Newport Rd

91 I-215 NB Ramps/Newport Rd

92 Antelope Rd/Newport Rd

93 Menifee Rd/Newport Rd

94 Menifee Rd/La Piedra Rd

95 Menifee Rd/Holland Rd

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FIGURE 26-4

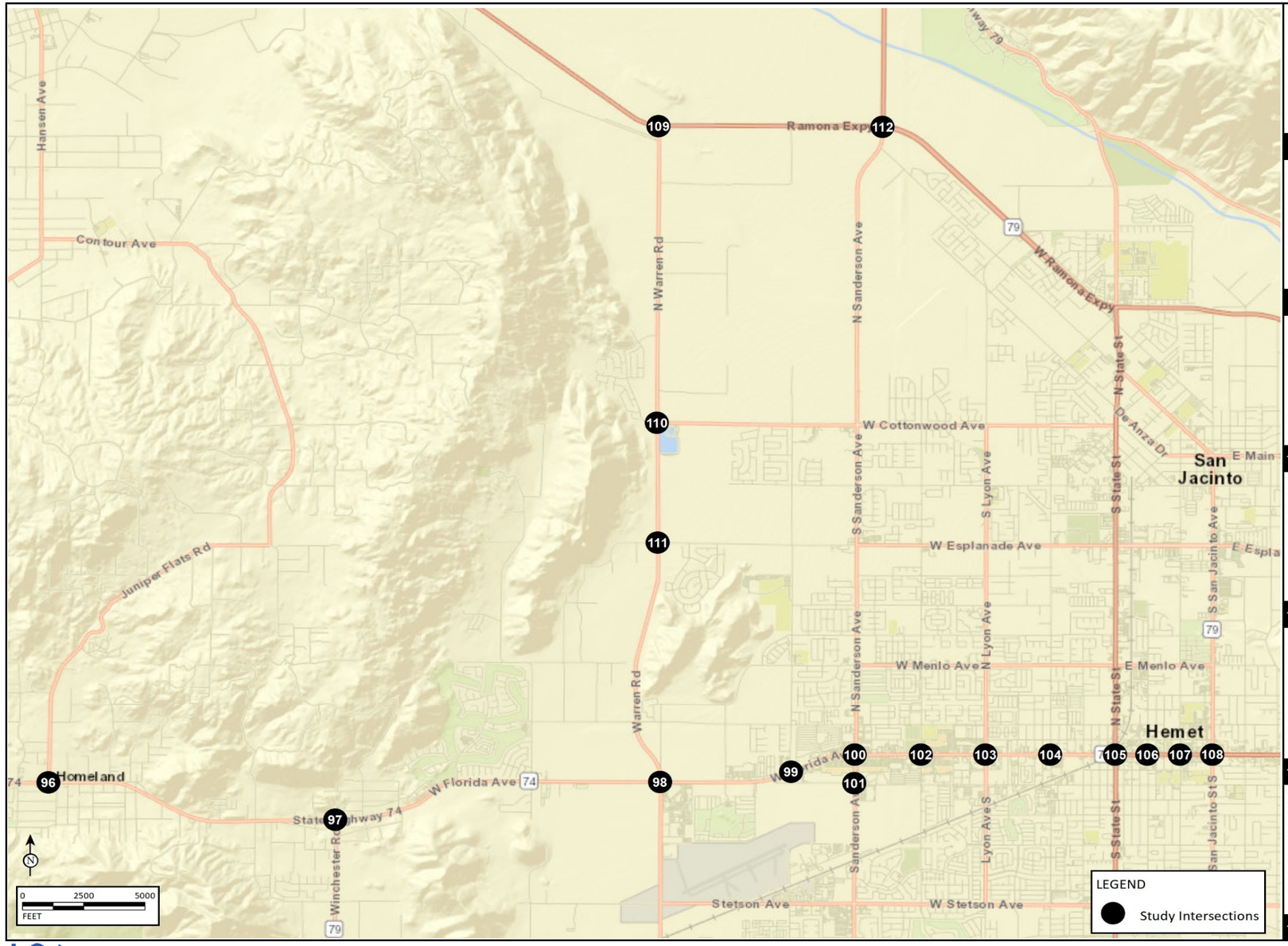
XXXX/YYYY

AM/PM Peak Hour PCE Volumes — — Future Leg

Menifee Valley Specific Plan

Traffic Study

PA-12 External Trip Assignment - Trucks (Int. 65-95)



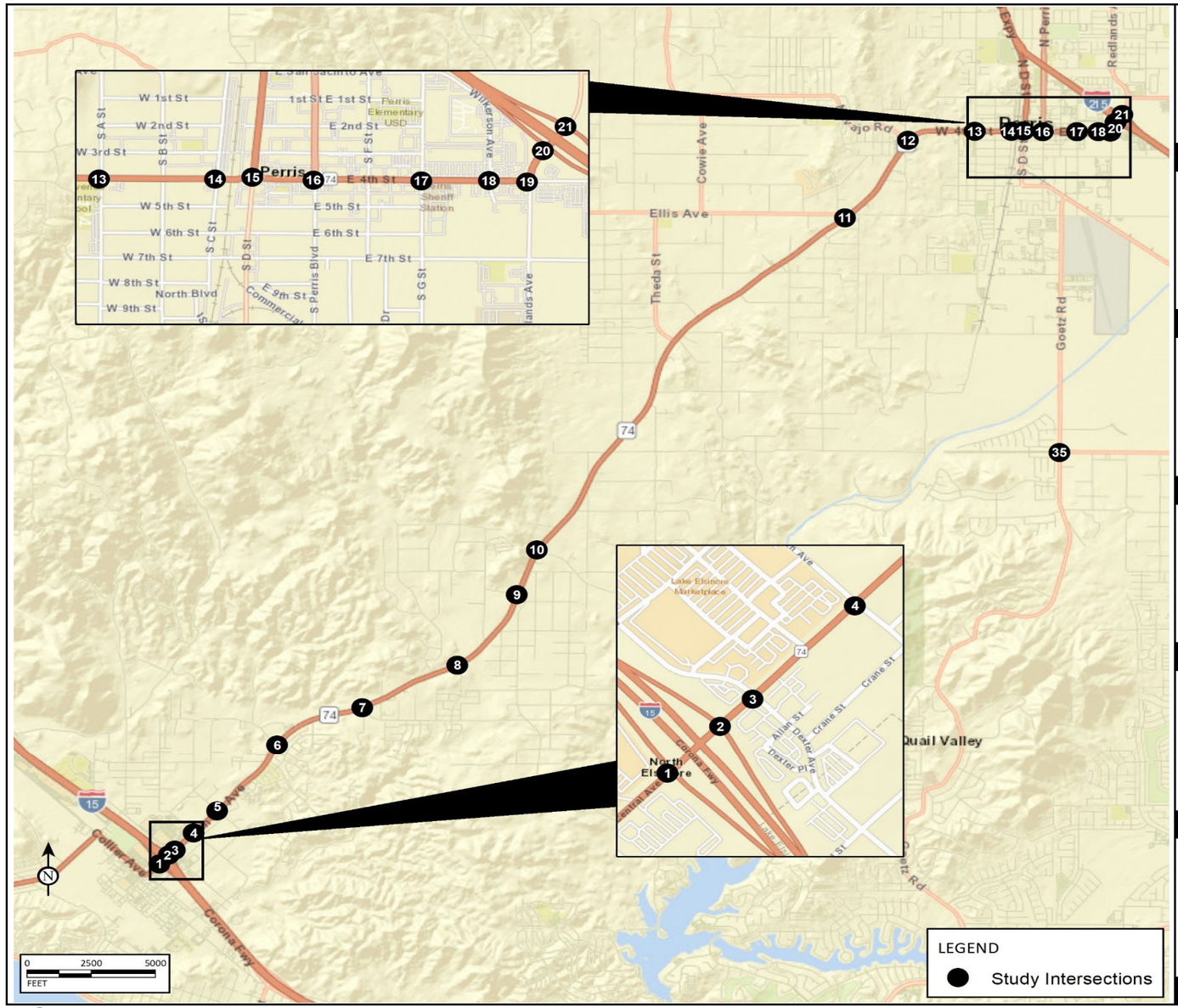
96 Juniper Flats Rd/SR-74	97 Vista Pl - Winchester Rd/SR-74 - Florida Ave	98 Warren Rd/Florida Ave	
99 Cawston Ave/Florida Ave	100 Sanderson Ave/Florida Ave	101 Sanderson Ave/Acacia Ave	
102 Kirby St/Florida Ave	103 Lyon Ave/Florida Ave	104 Palm Ave/Florida Ave	
105 State St/Florida Ave	106 Buena Vista St/Florida Ave	107 Santa Fe St/Florida Ave	
108 San Jacinto St/Florida Ave	109 Warren Rd/Ramona Expy	110 Warren Rd/Cottonwood Ave	
111 Warren Rd/Esplanade Ave	112 Sanderson Ave/Ramona Expy		

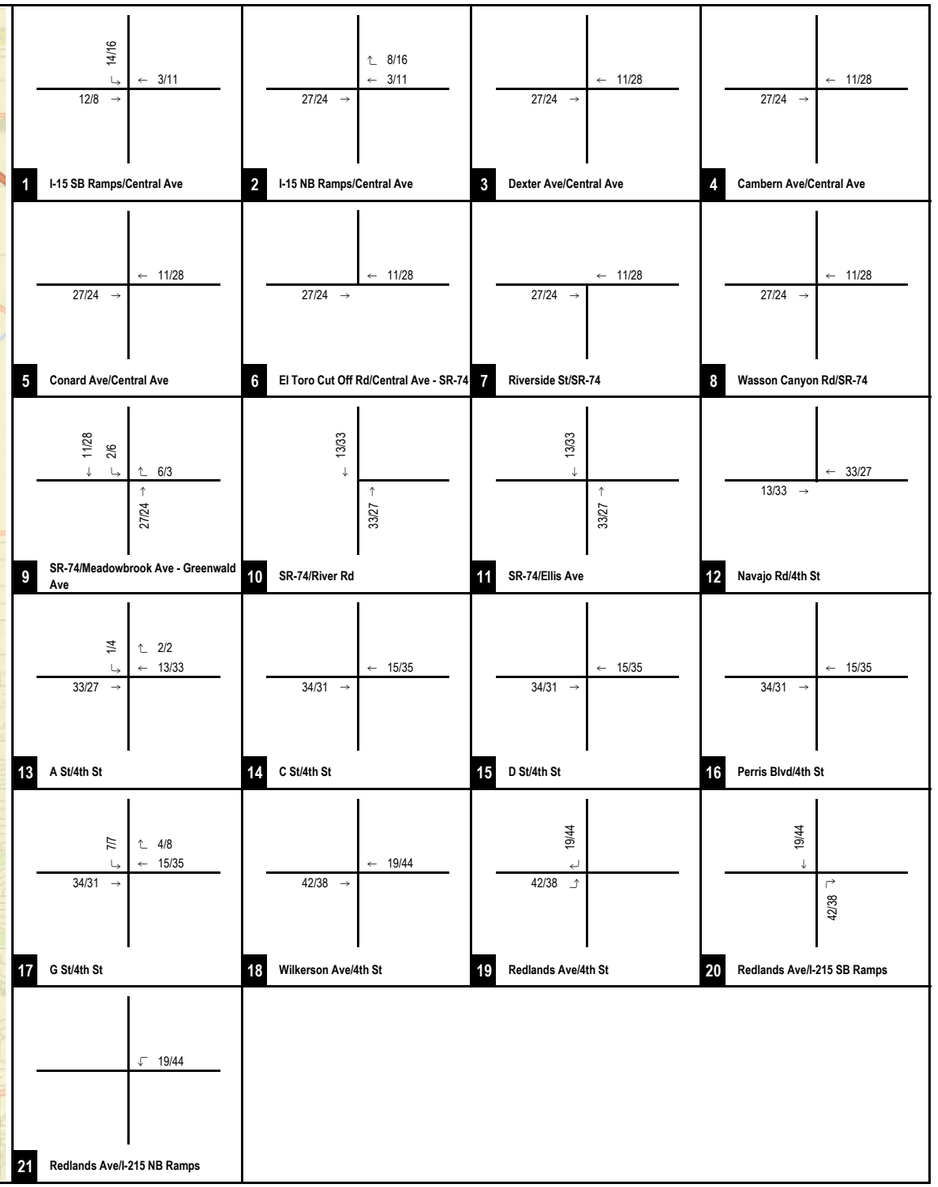
LSA

FIGURE 26-5

Menifee Valley Specific Plan
Traffic Study
PA-12 External Trip Assignment - Trucks (Int. 96-112)

XXXX/YYYY
AM/PM Peak Hour PCE Volumes





LSA

FIGURE 27-1

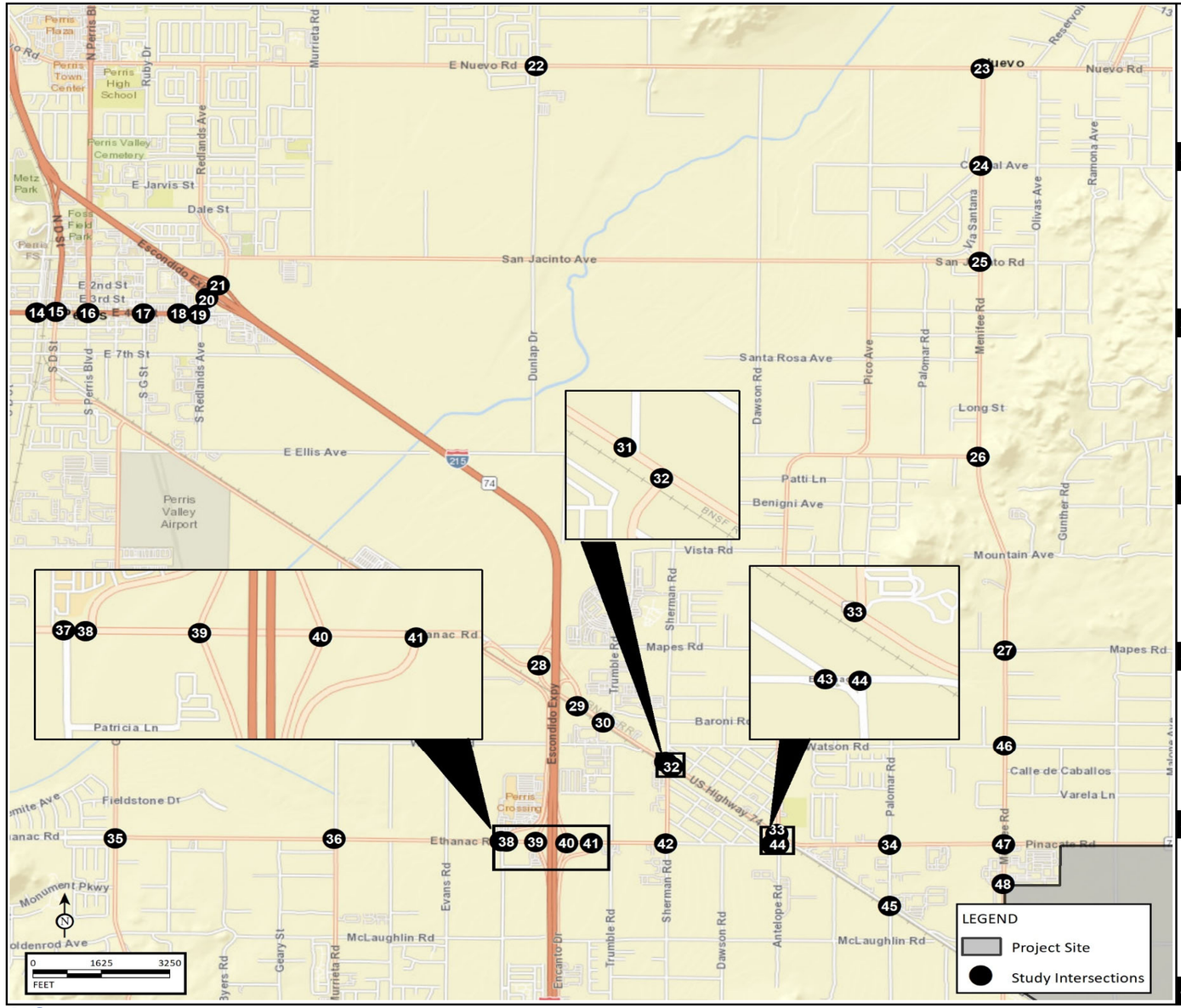
XXXX/YYYY

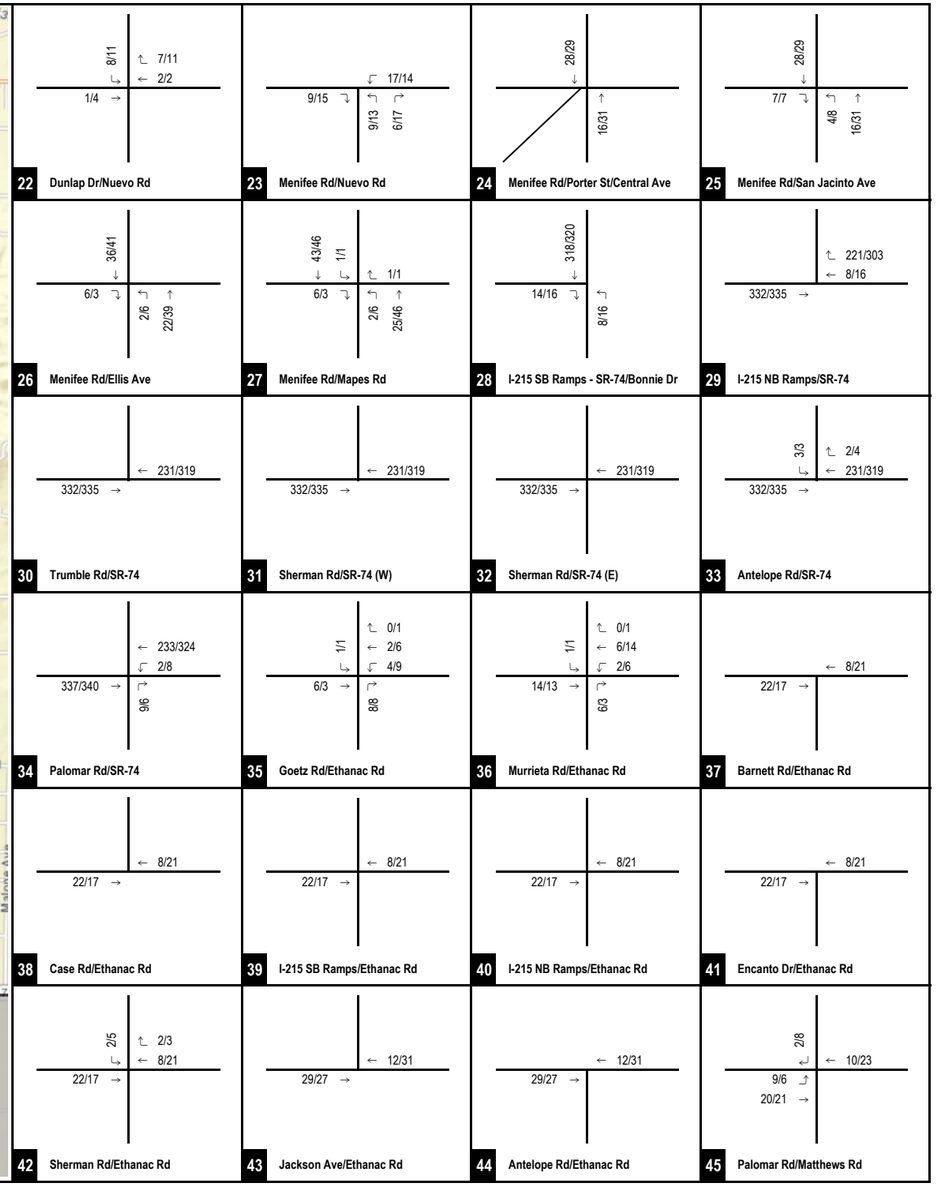
AM/PM Peak Hour PCE Volumes

Menifee Valley Specific Plan

Traffic Study

Phase 1 Total External Trip Assignment (Int. 1-21)



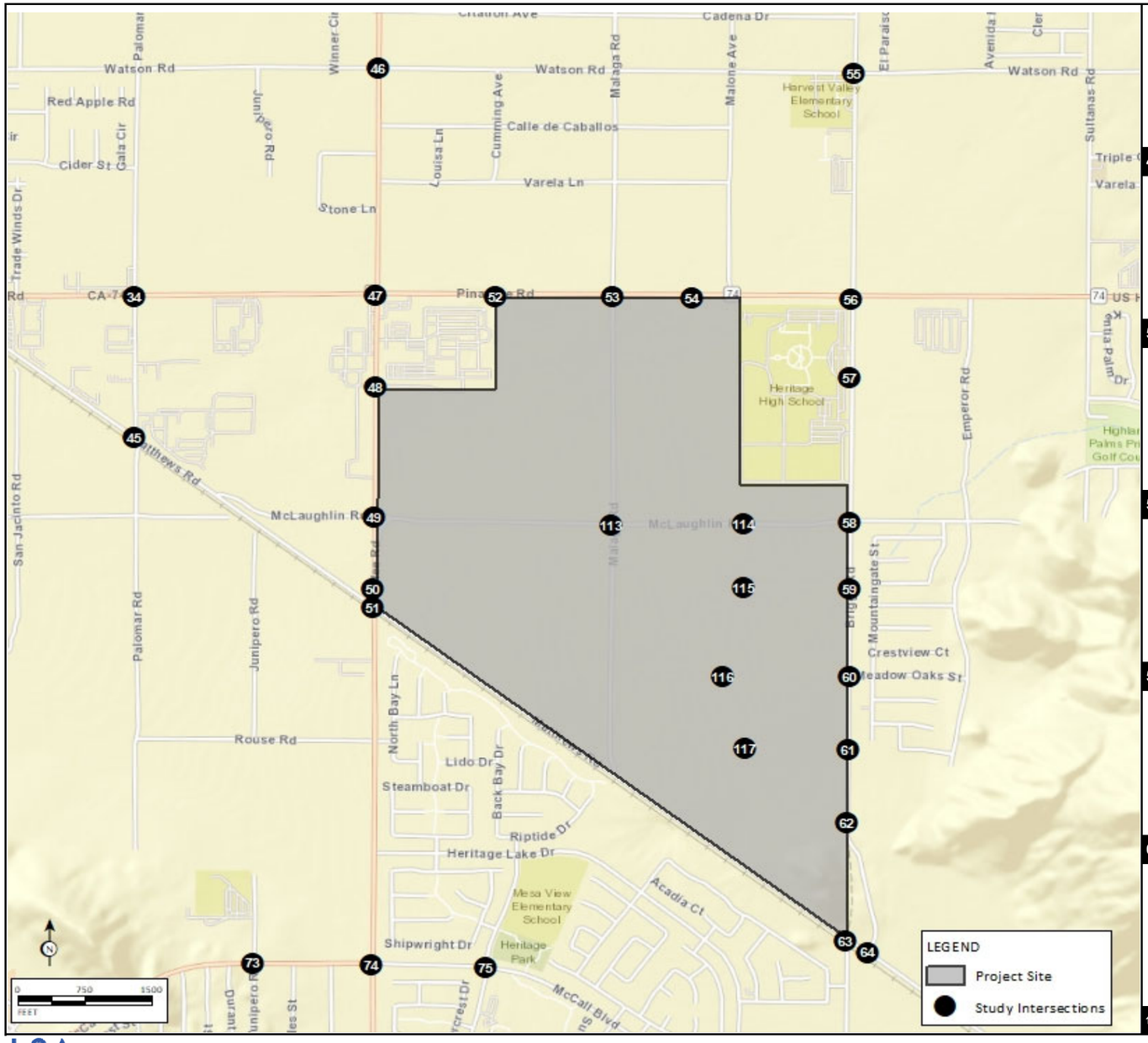


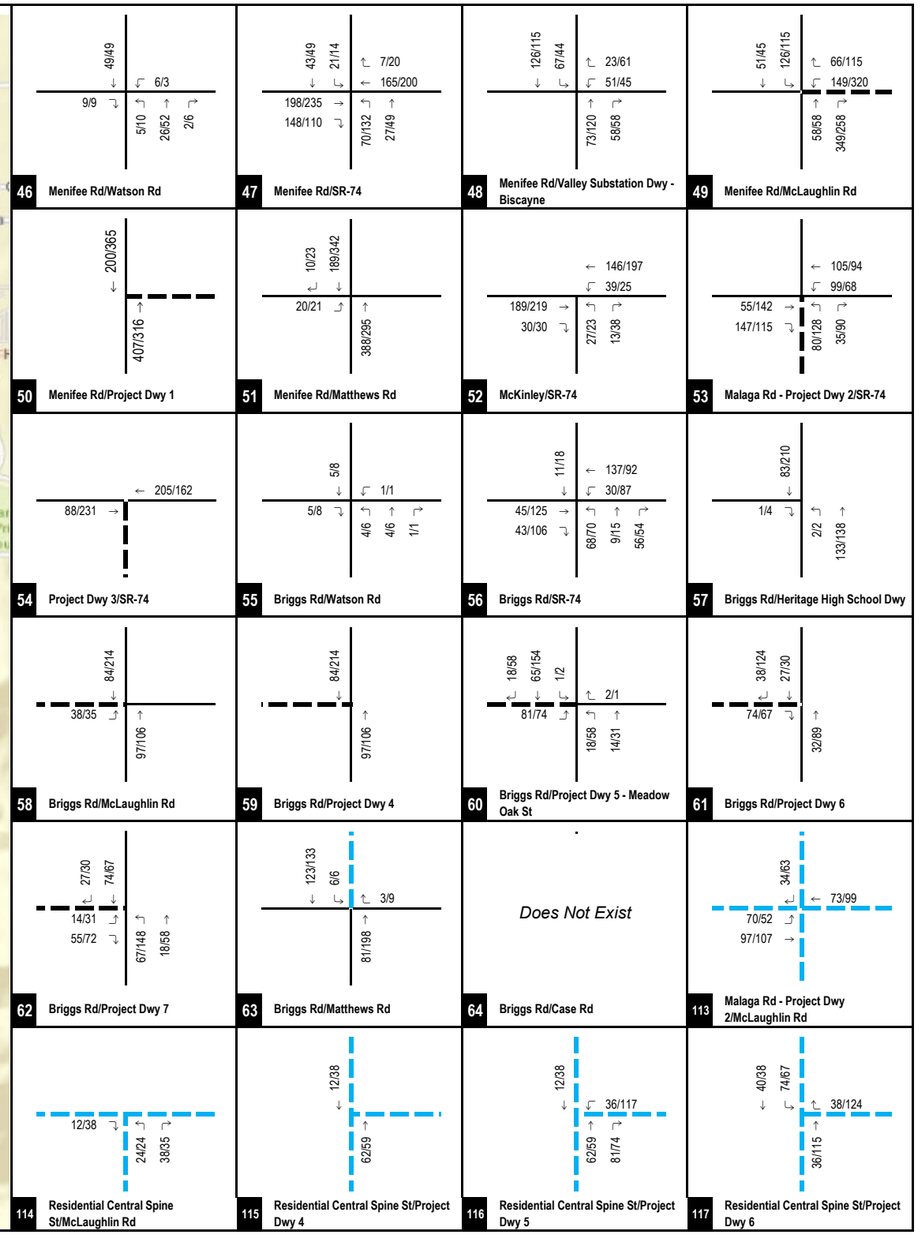
LSA

FIGURE 27-2

XXXX/YYYY
AM/PM Peak Hour PCE Volumes

Menifee Valley Specific Plan
Traffic Study
Phase 1 Total External Trip Assignment (Int. 22-45)





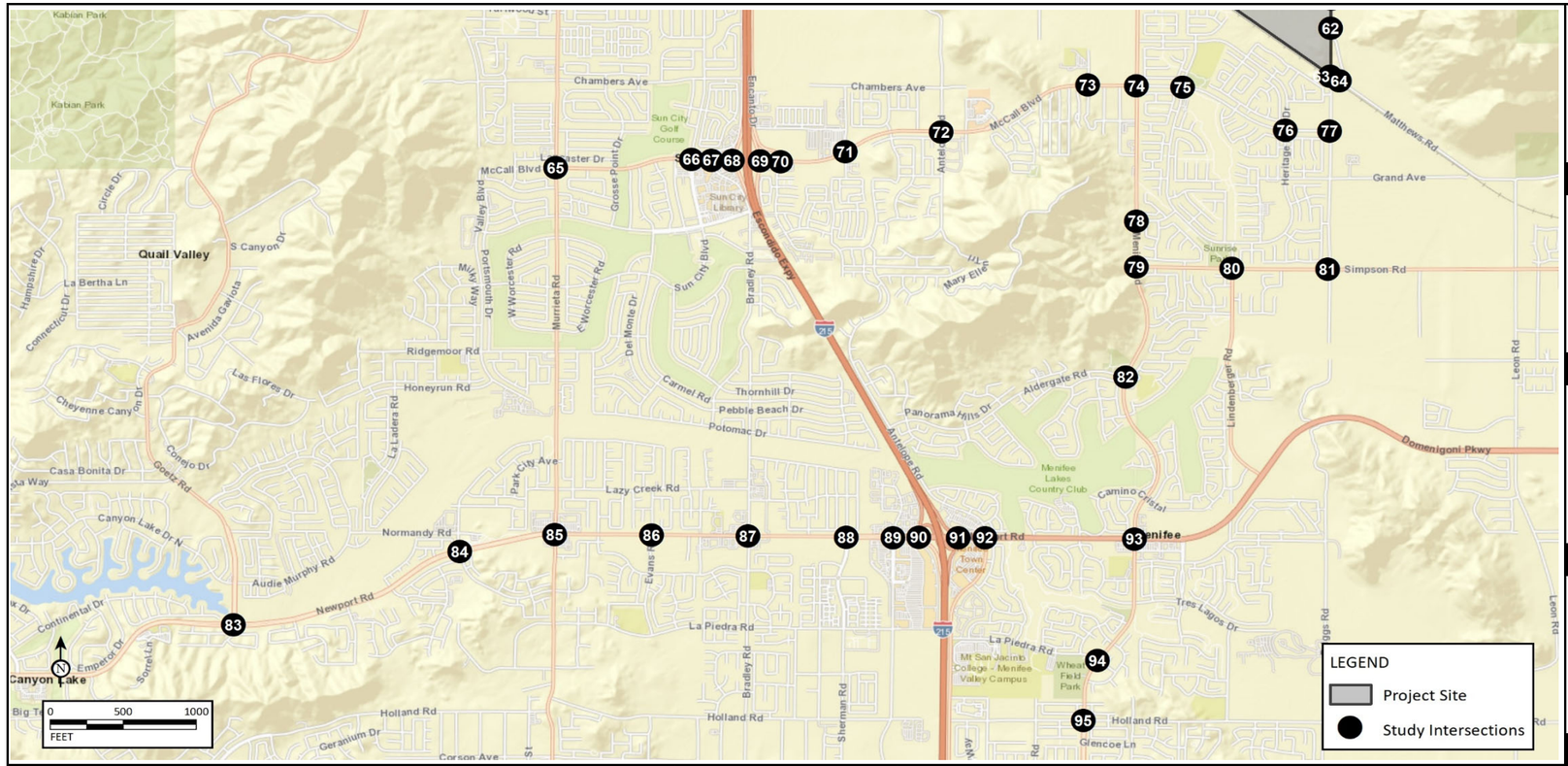
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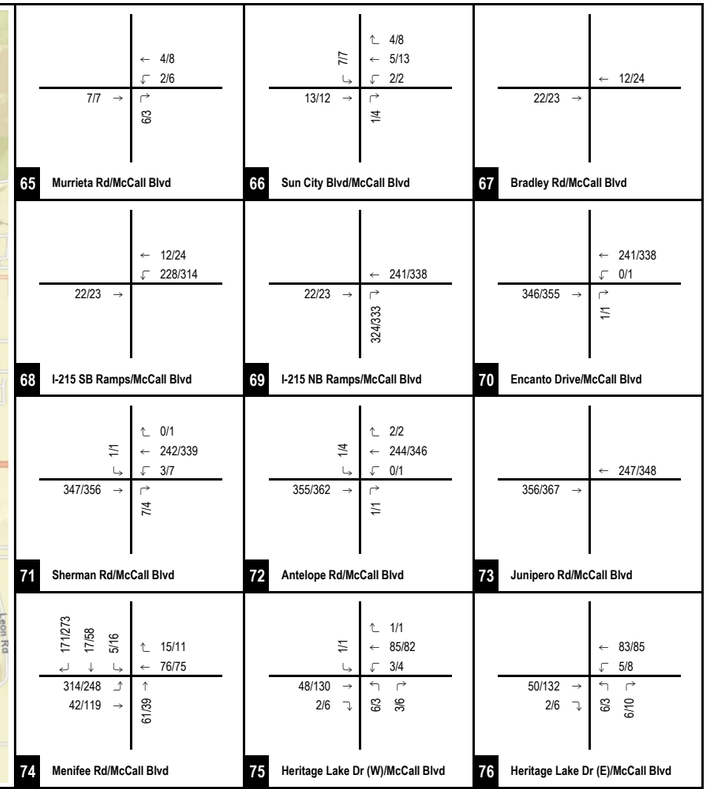
FIGURE 27-3

XXXX/YYYY
AM/PM Peak Hour PCE Volumes

Future Leg
Project Driveway

Menifee Valley Specific Plan
Traffic Study
Phase 1 Total External Trip Assignment (Int. 46-64 & Int. 113-117)



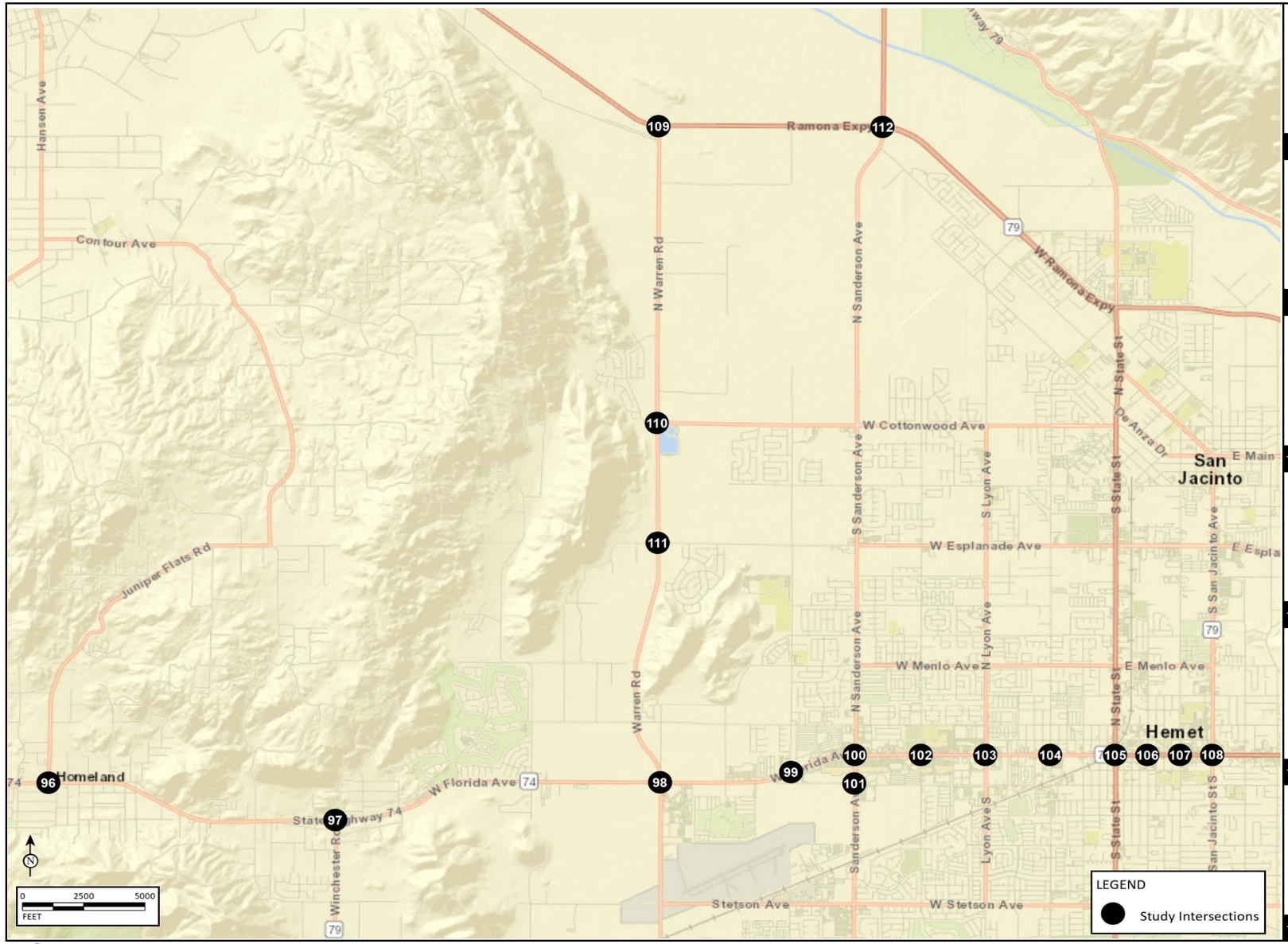


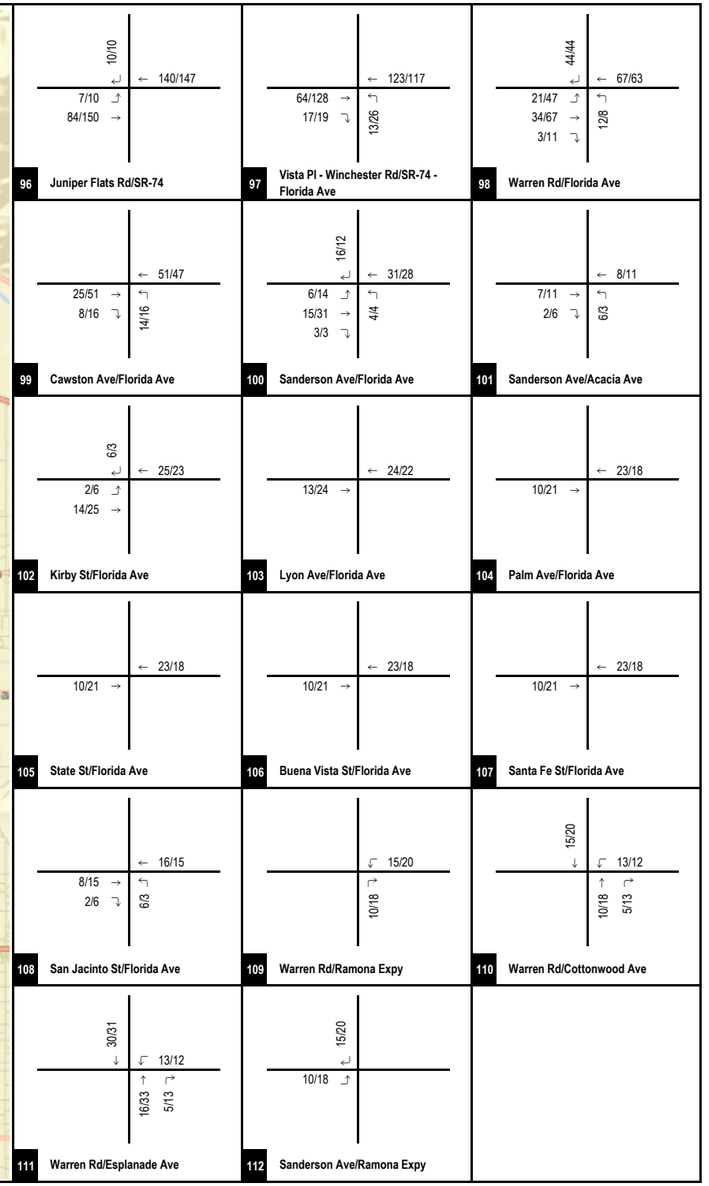
LSA

FIGURE 27-4

Menifee Valley Specific Plan
Traffic Study
Phase 1 Total External Trip Assignment (Int. 65-95)

XXXX/YYYY
AM/PM Peak Hour PCE Volumes — — Future Leg





LSA

FIGURE 27-5

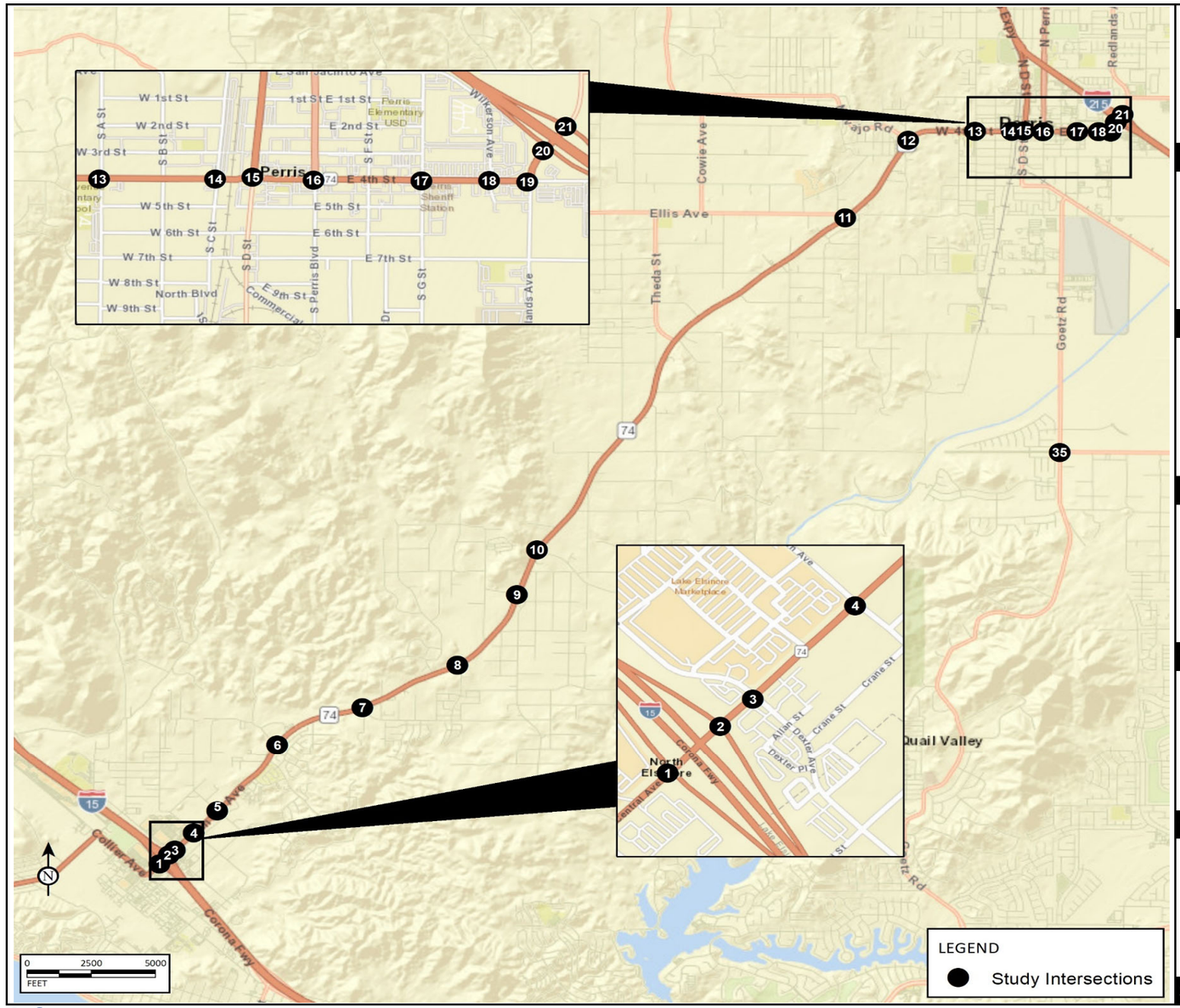
XXXX/YYYY

AM/PM Peak Hour PCE Volumes

Menifee Valley Specific Plan

Traffic Study

Phase 1 Total External Trip Assignment (Int. 96-112)



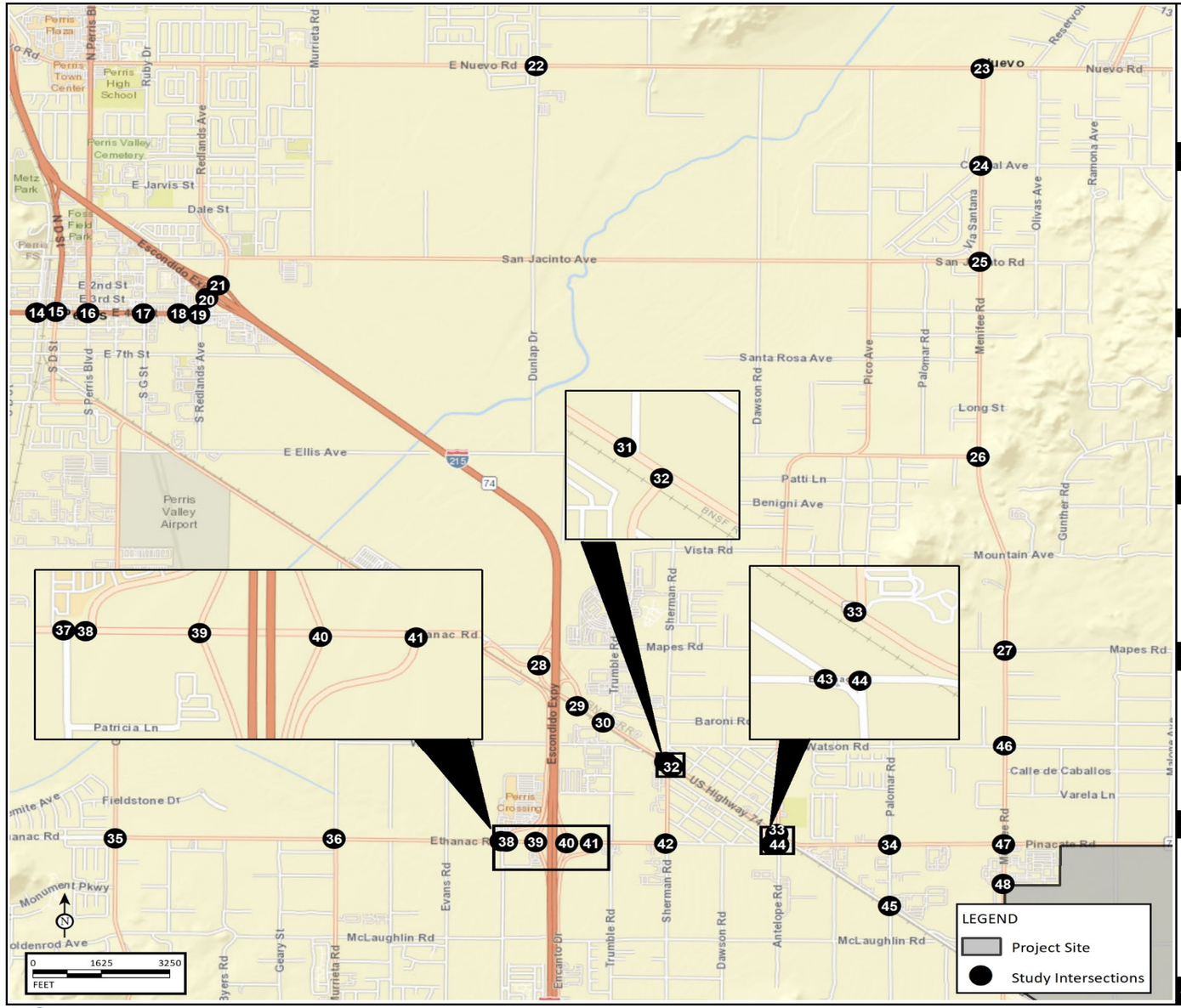
1 I-15 SB Ramps/Central Ave	2 I-15 NB Ramps/Central Ave	3 Dexter Ave/Central Ave	4 Cambern Ave/Central Ave
5 Conard Ave/Central Ave	6 El Toro Cut Off Rd/Central Ave - SR-74	7 Riverside St/SR-74	8 Wasson Canyon Rd/SR-74
9 SR-74/Meadowbrook Ave - Greenwald Ave	10 SR-74/River Rd	11 SR-74/Ellis Ave	12 Navajo Rd/4th St
13 A St/4th St	14 C St/4th St	15 D St/4th St	16 Perris Blvd/4th St
17 G St/4th St	18 Wilkerson Ave/4th St	19 Redlands Ave/4th St	20 Redlands Ave/I-215 SB Ramps
21 Redlands Ave/I-215 NB Ramps			

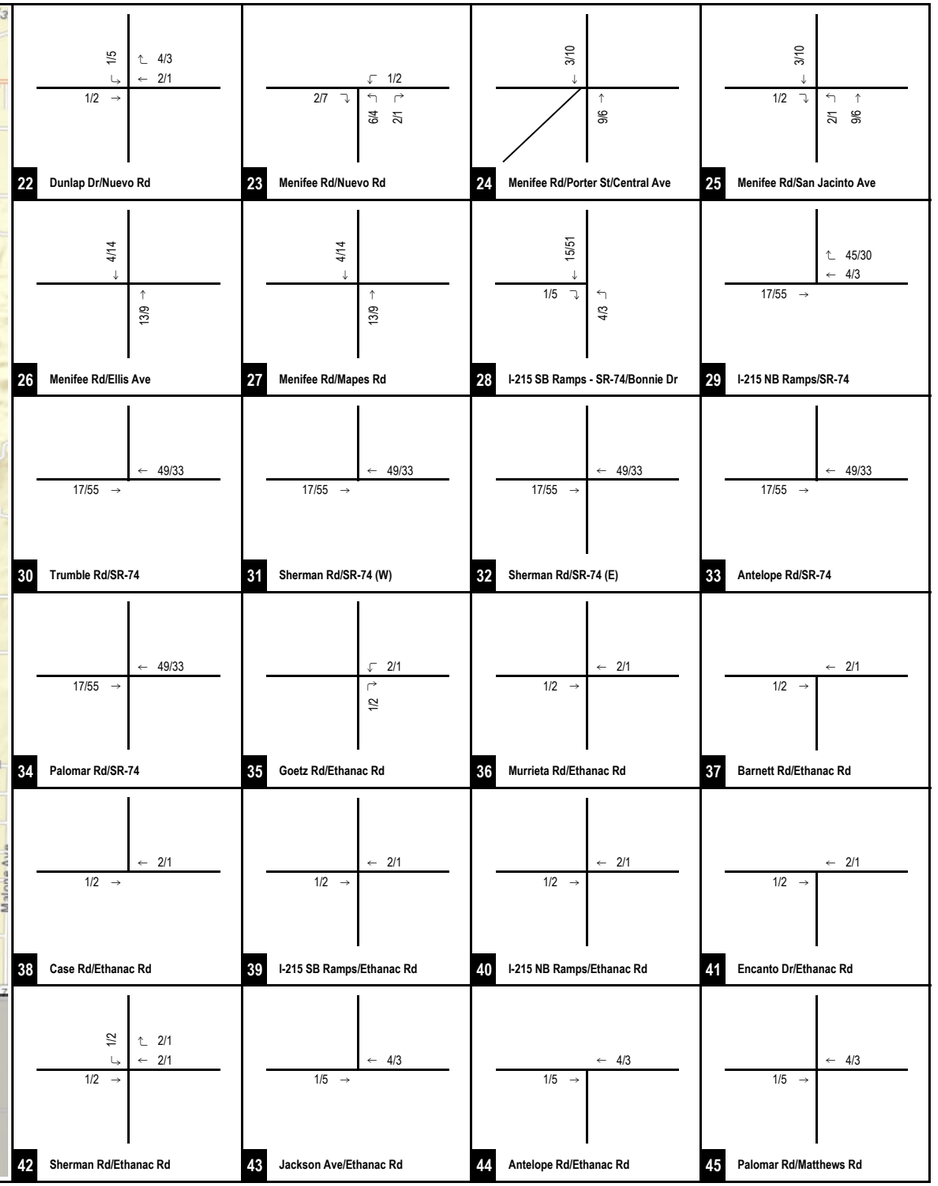
LSA

FIGURE 28-1

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-3 External Trip Assignment (Int. 1-21)



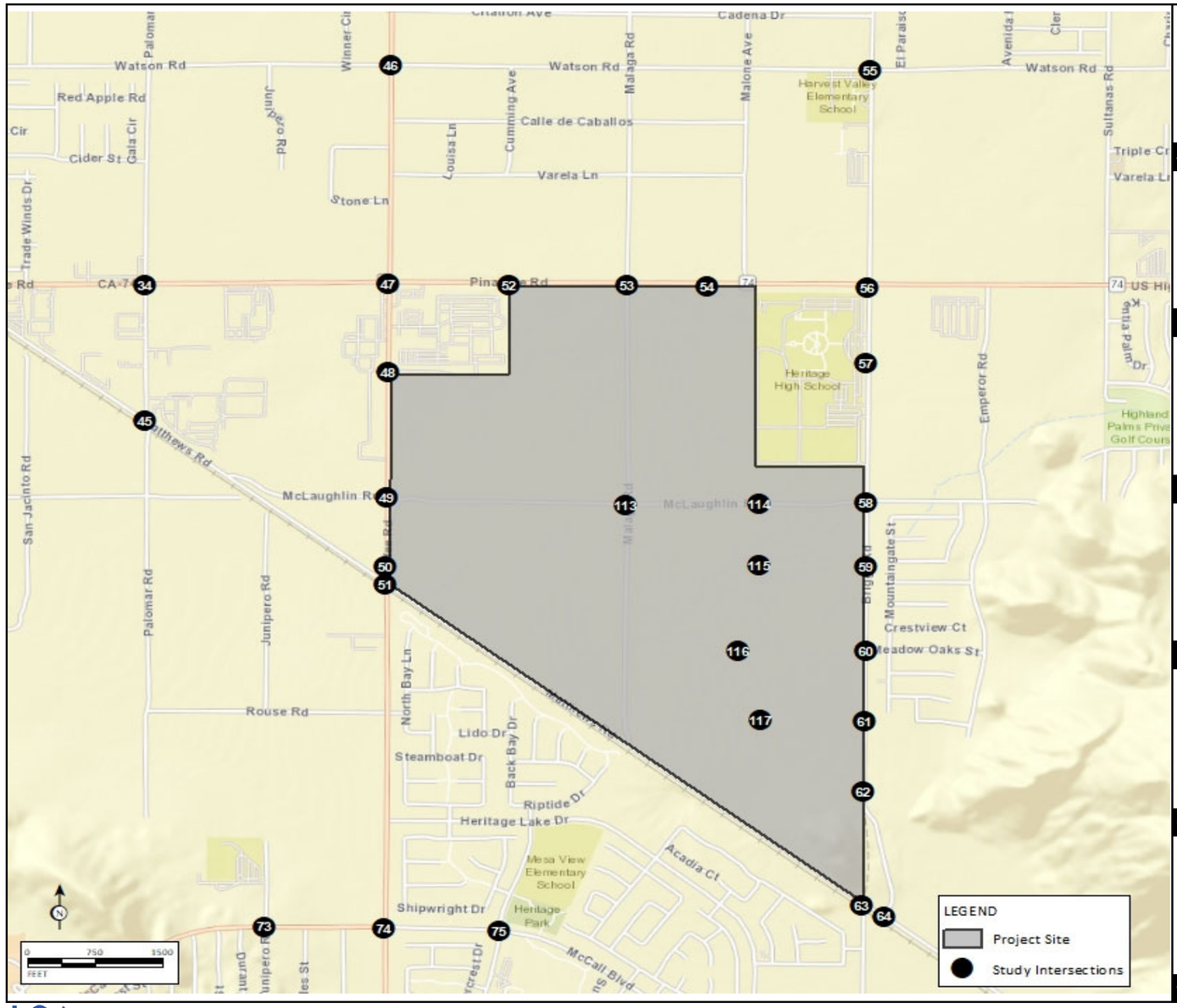


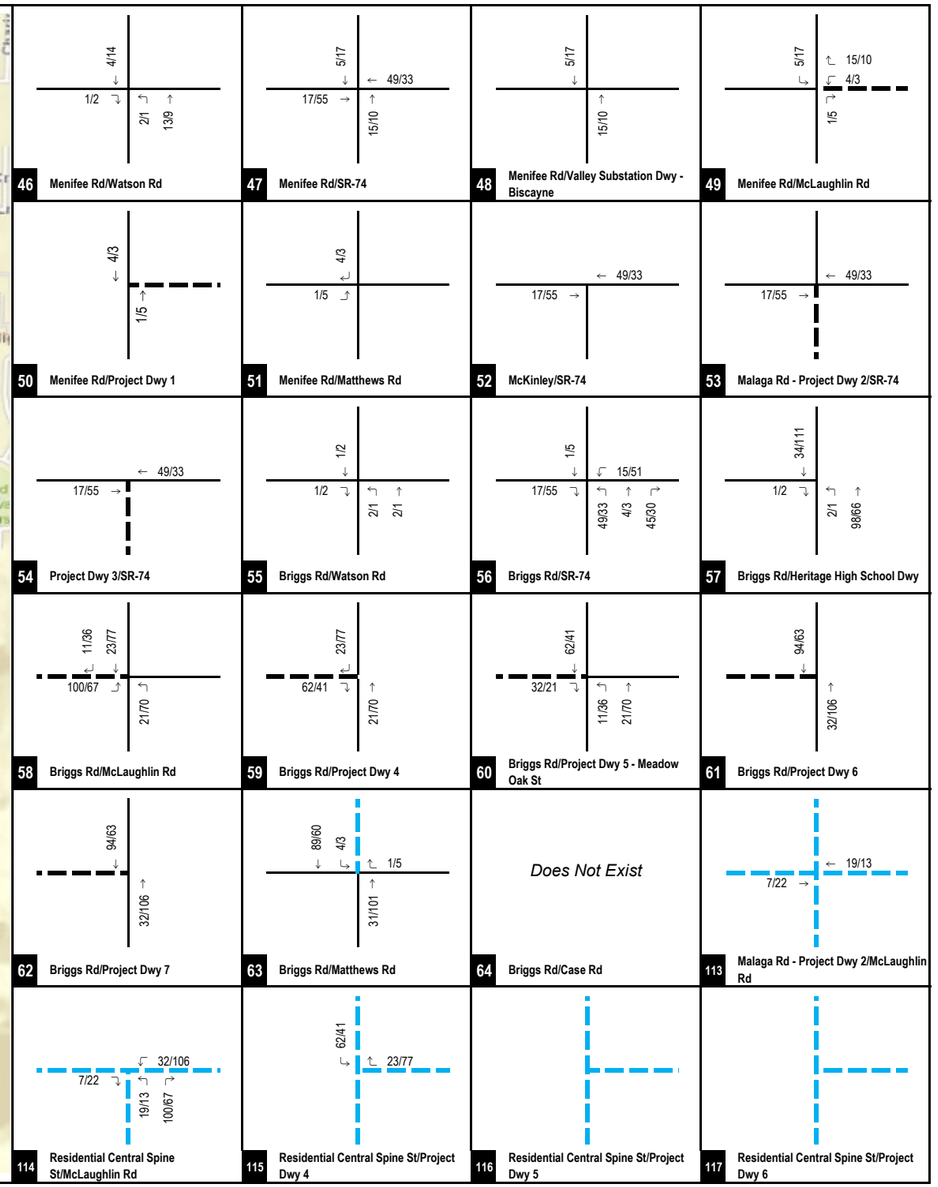
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FIGURE 28-2

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-3 External Trip Assignment (Int. 22-45)





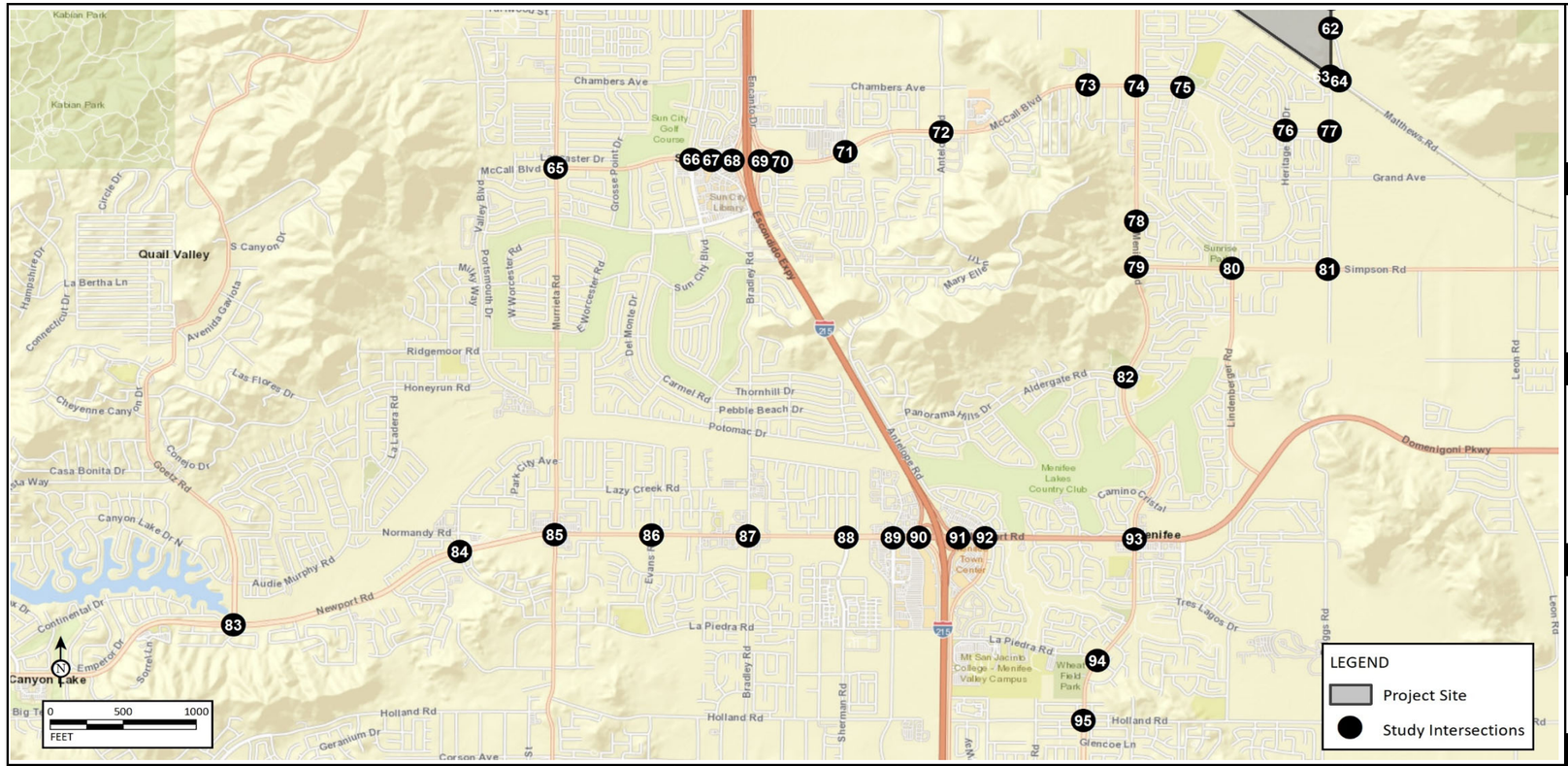
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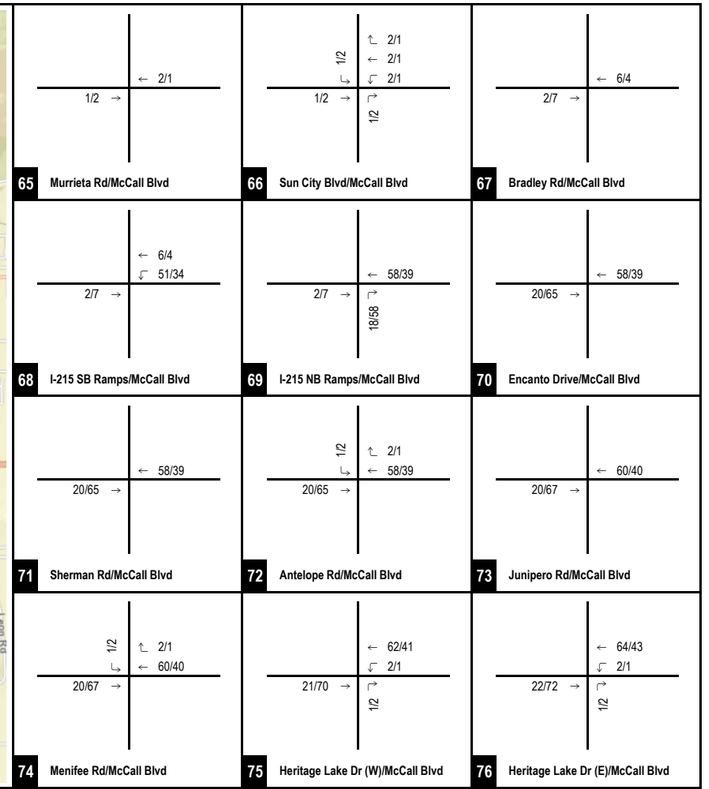
FIGURE 28-3

XXXX/YYYY
AM/PM Peak Hour Volumes

Future Leg
Project Driveway

Menifee Valley Specific Plan
Traffic Study
PA-3 External Trip Assignment (Int. 46-64 & Int. 113-117)





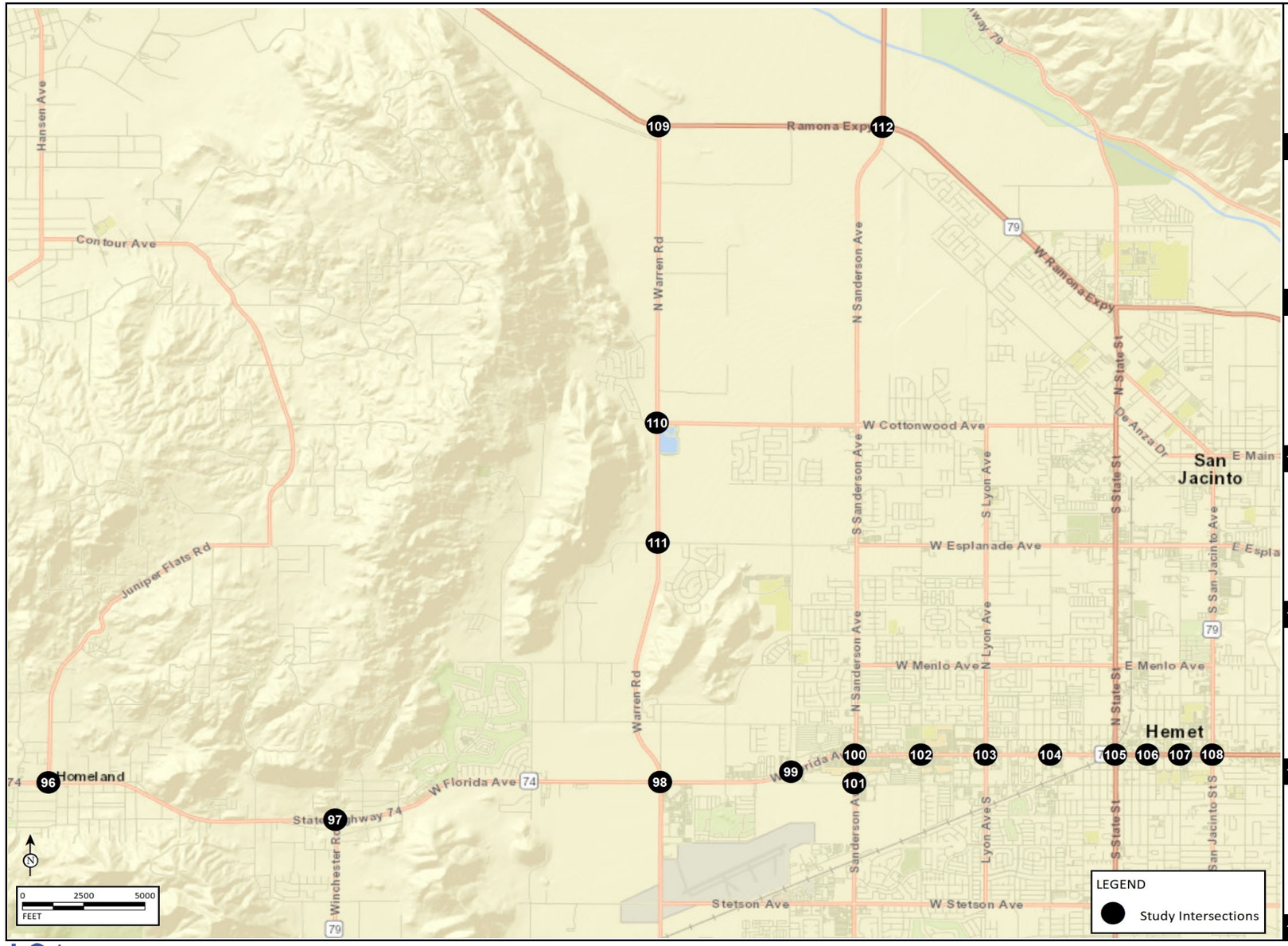
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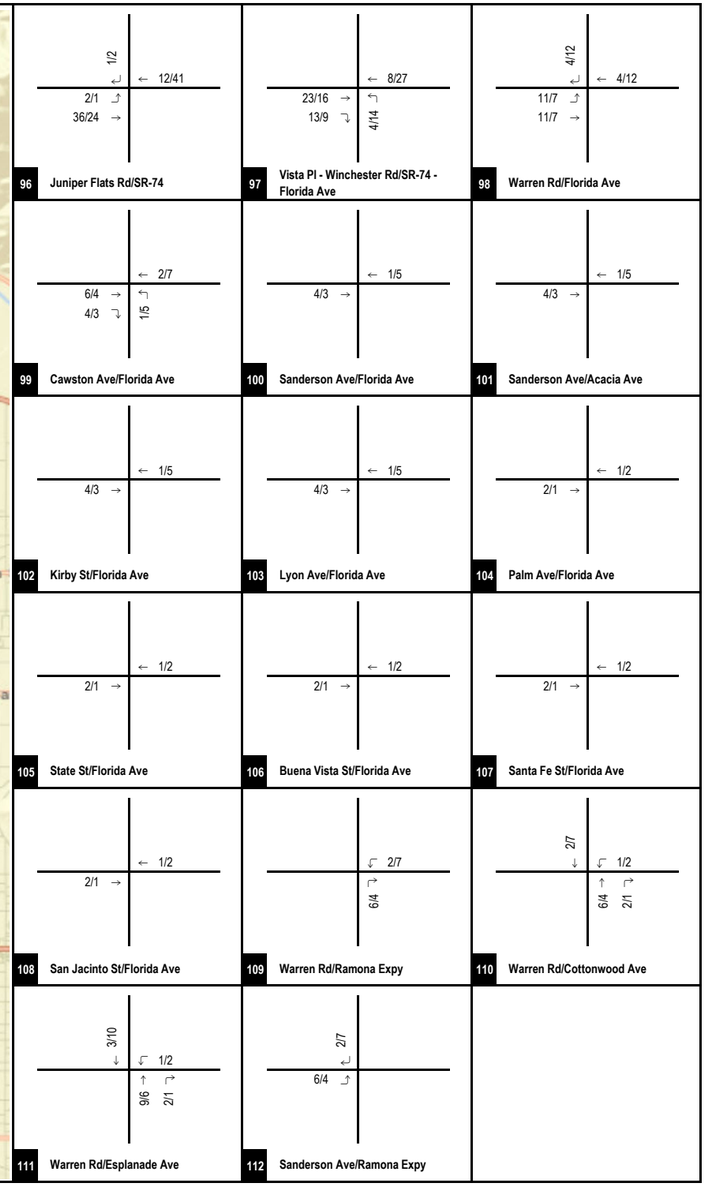
FIGURE 28-4

XXXX/YYYY
AM/PM Peak Hour Volumes

Future Leg

Menifee Valley Specific Plan
Traffic Study
PA-3 External Trip Assignment (Int. 65-95)



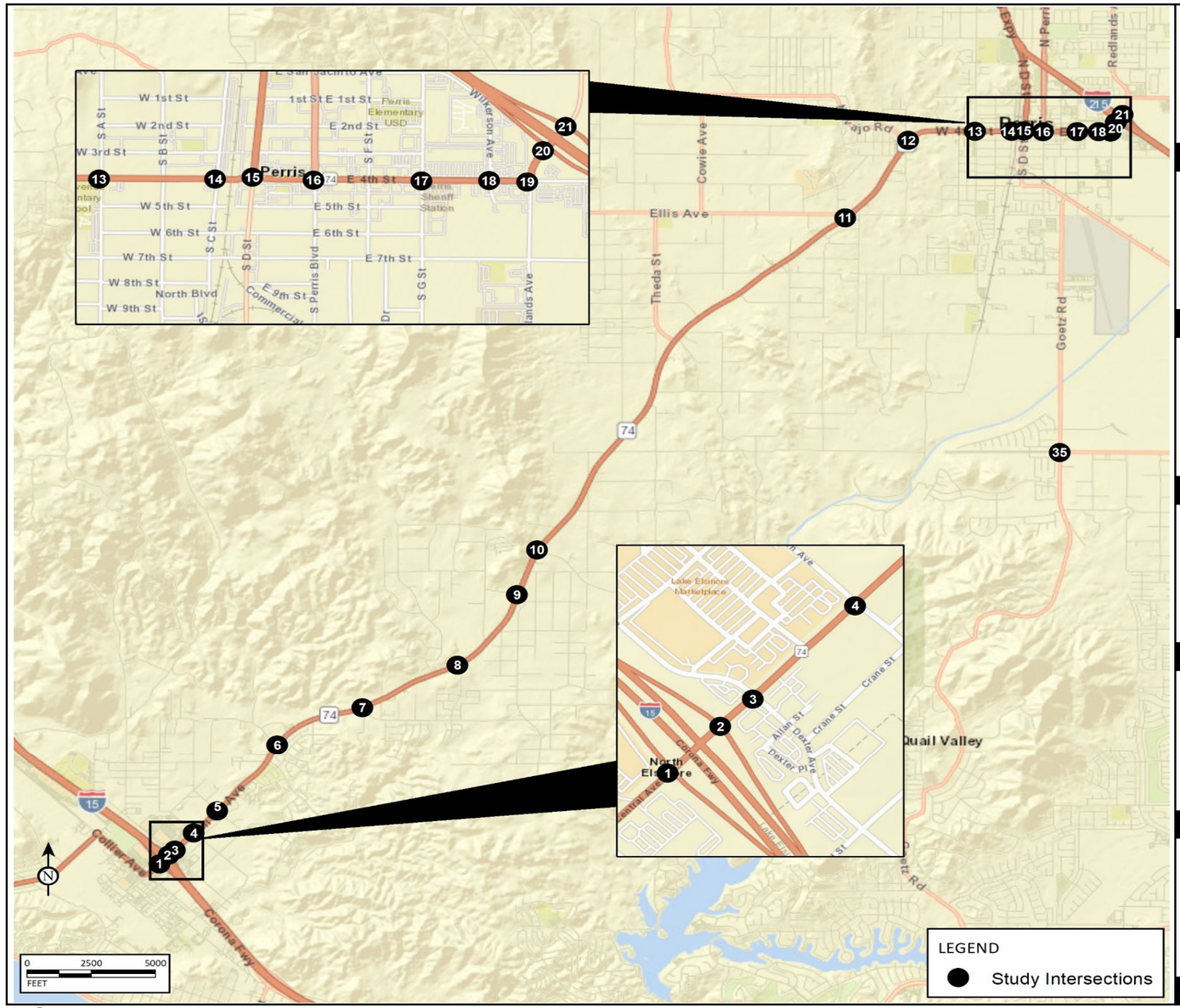


LSA

FIGURE 28-5

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-3 External Trip Assignment (Int. 96-112)



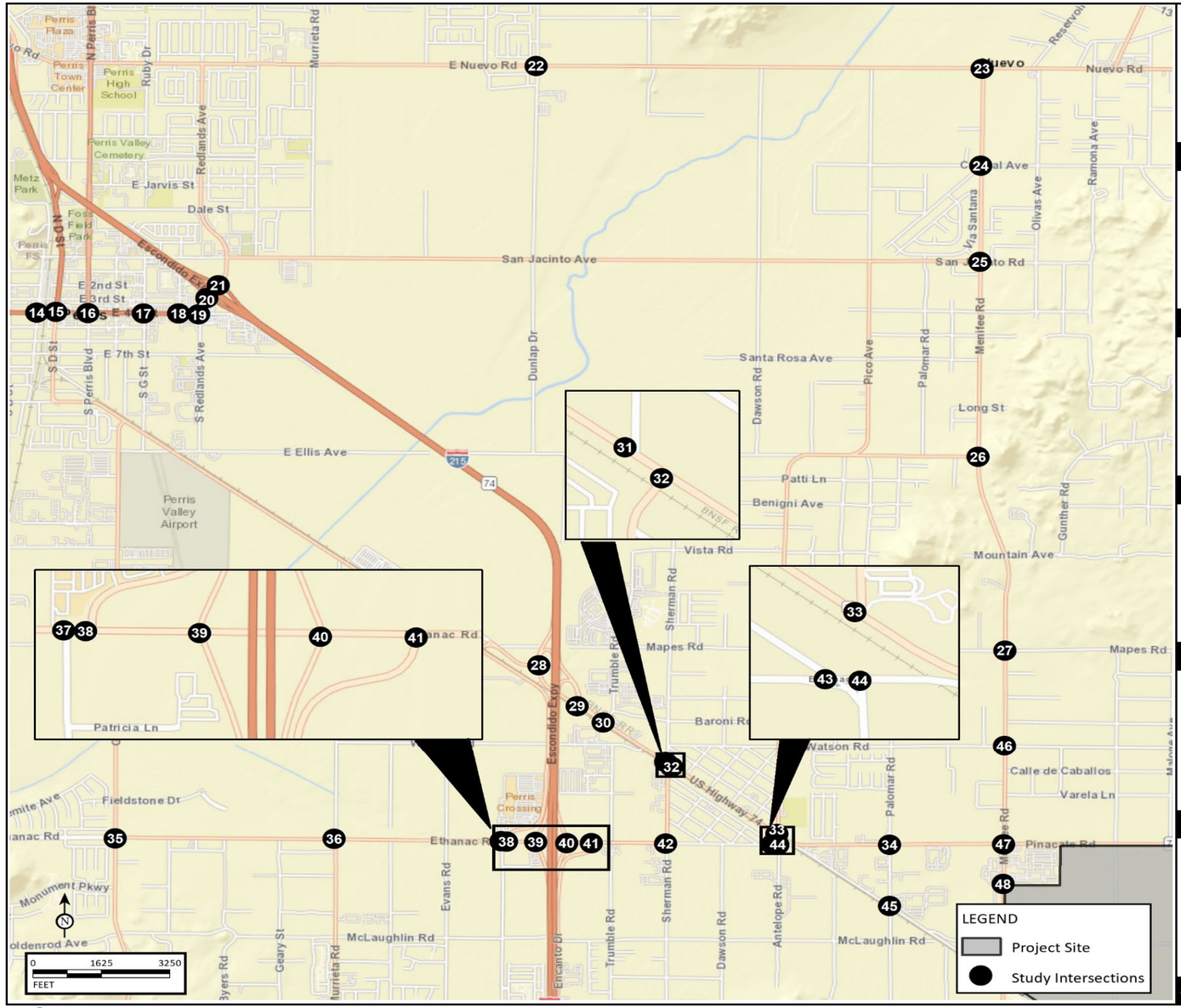
1	I-15 SB Ramps/Central Ave	1/3 ↰
2	I-15 NB Ramps/Central Ave	1/3 → ↑ 2/2
3	Dexter Ave/Central Ave	1/3 → ← 2/2
4	Cambern Ave/Central Ave	1/3 → ← 2/2
5	Conard Ave/Central Ave	1/3 → ← 2/2
6	El Toro Cut Off Rd/Central Ave - SR-74	1/3 → ← 2/2
7	Riverside St/SR-74	1/3 → ← 2/2
8	Wasson Canyon Rd/SR-74	1/3 → ← 2/2
9	SR-74/Meadowbrook Ave - Greenwald Ave	↓ 2/2 ↑ 1/3
10	SR-74/River Rd	↓ 2/2 ↑ 1/3
11	SR-74/Ellis Ave	↓ 2/2 ↑ 1/3
12	Navajo Rd/4th St	2/2 → ← 1/3
13	A St/4th St	0/1 ↰ 1/1 ↓ ← 2/2 1/3 →
14	C St/4th St	1/4 → ← 4/2
15	D St/4th St	1/4 → ← 4/2
16	Perris Blvd/4th St	1/4 → ← 4/2
17	G St/4th St	0/1 ↰ 1/1 ↓ ← 4/2 1/4 →
18	Wilkerson Ave/4th St	2/5 → ← 5/3
19	Redlands Ave/4th St	2/5 ↱ 5/3 ↓
20	Redlands Ave/I-215 SB Ramps	5/3 ↓ 2/5 ↱
21	Redlands Ave/I-215 NB Ramps	↰ 5/3

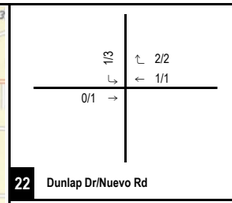
LSA

FIGURE 29-1

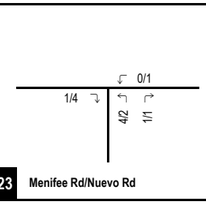
XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-4 External Trip Assignment (Int. 1-21)

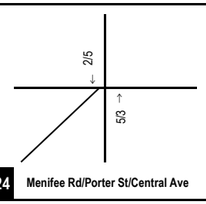




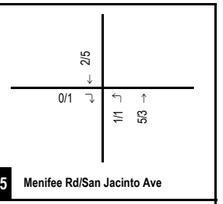
22 Dunlap Dr/Nuevo Rd



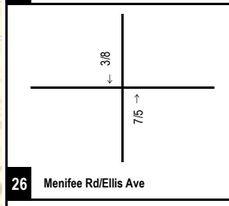
23 Menifee Rd/Nuevo Rd



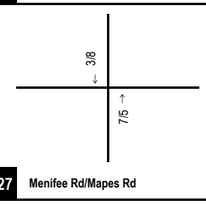
24 Menifee Rd/Porter St/Central Ave



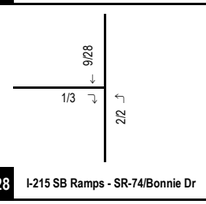
25 Menifee Rd/San Jacinto Ave



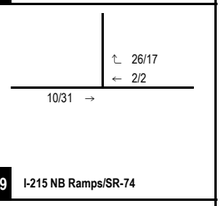
26 Menifee Rd/Ellis Ave



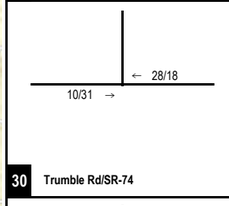
27 Menifee Rd/Mapes Rd



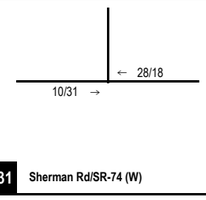
28 I-215 SB Ramps - SR-74/Bonnie Dr



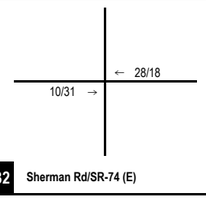
29 I-215 NB Ramps/SR-74



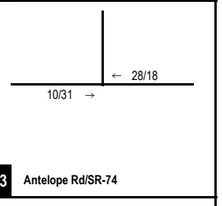
30 Trumble Rd/SR-74



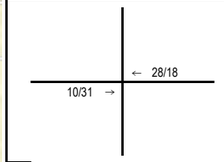
31 Sherman Rd/SR-74 (W)



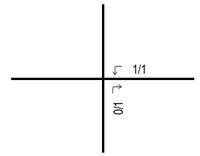
32 Sherman Rd/SR-74 (E)



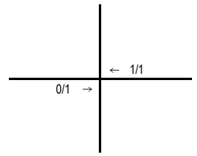
33 Antelope Rd/SR-74



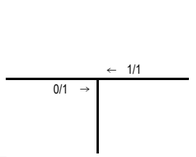
34 Palomar Rd/SR-74



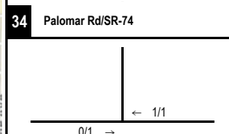
35 Goetz Rd/Ethanac Rd



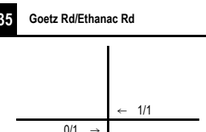
36 Murrieta Rd/Ethanac Rd



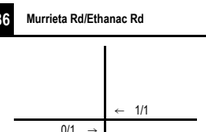
37 Barnett Rd/Ethanac Rd



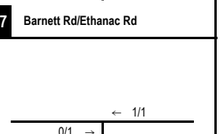
38 Case Rd/Ethanac Rd



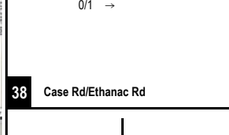
39 I-215 SB Ramps/Ethanac Rd



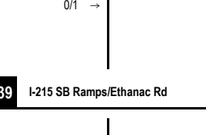
40 I-215 NB Ramps/Ethanac Rd



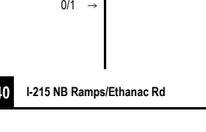
41 Encanto Dr/Ethanac Rd



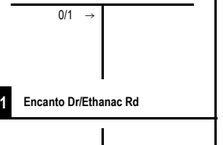
42 Sherman Rd/Ethanac Rd



43 Jackson Ave/Ethanac Rd



44 Antelope Rd/Ethanac Rd



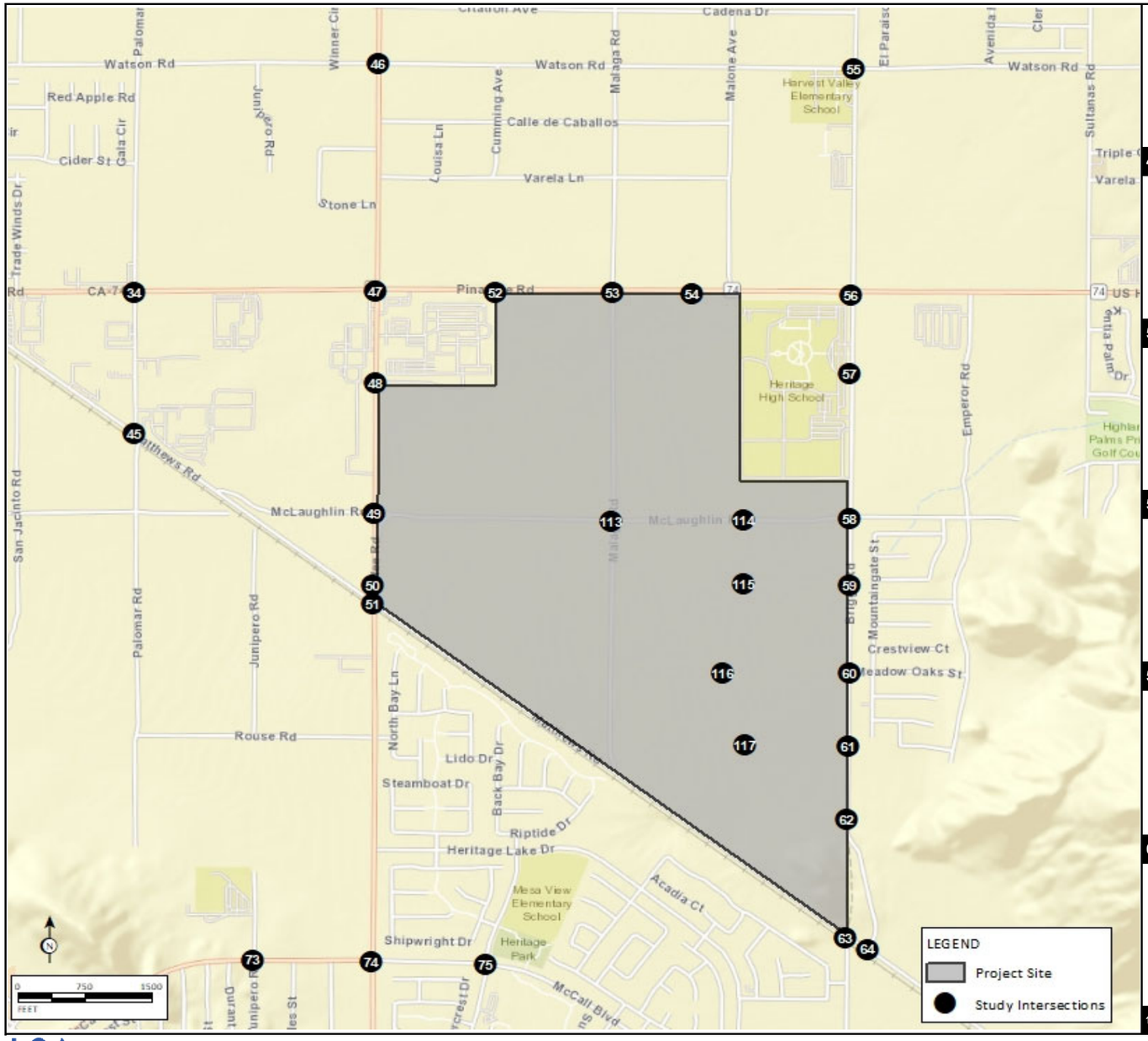
45 Palomar Rd/Matthews Rd

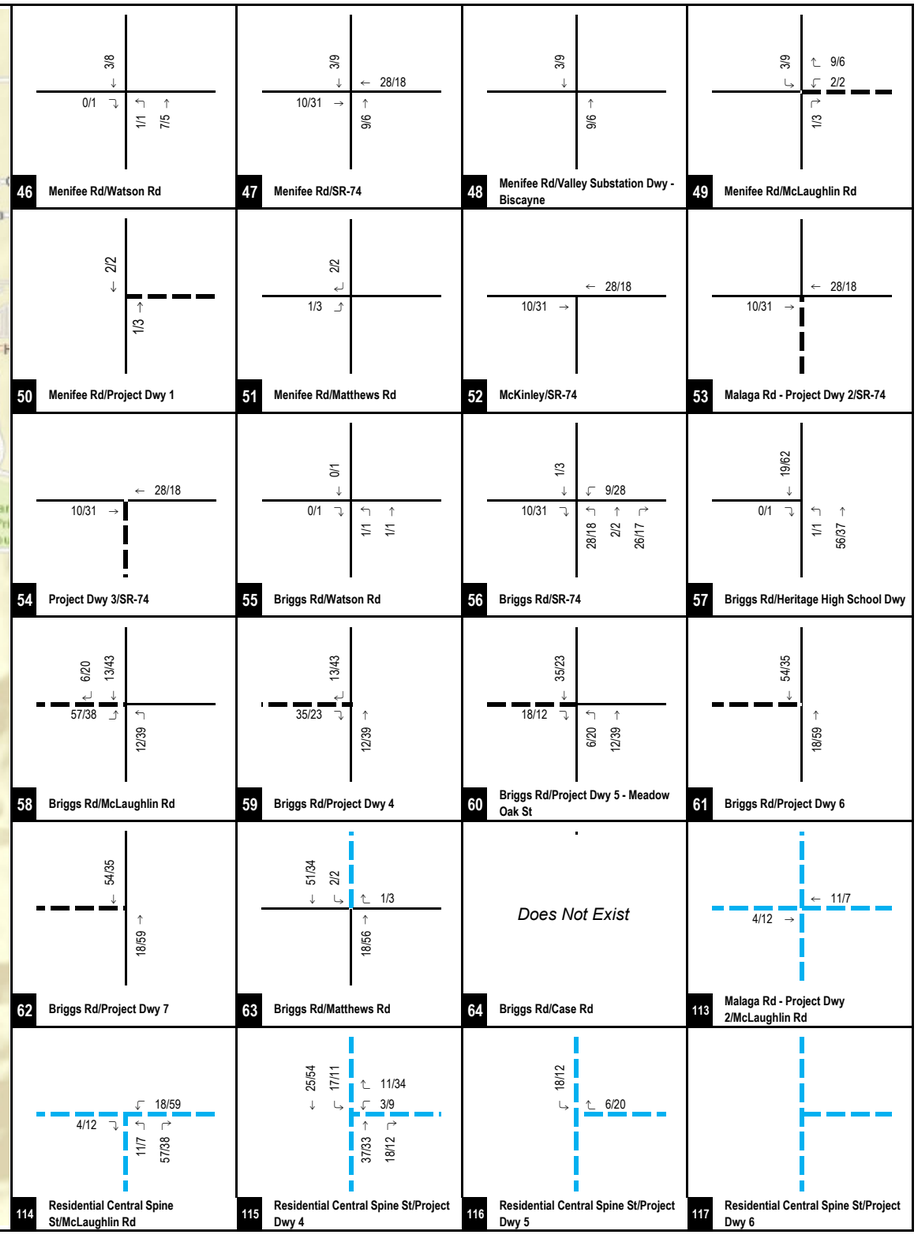
LSA

FIGURE 29-2

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-4 External Trip Assignment (Int. 22-45)





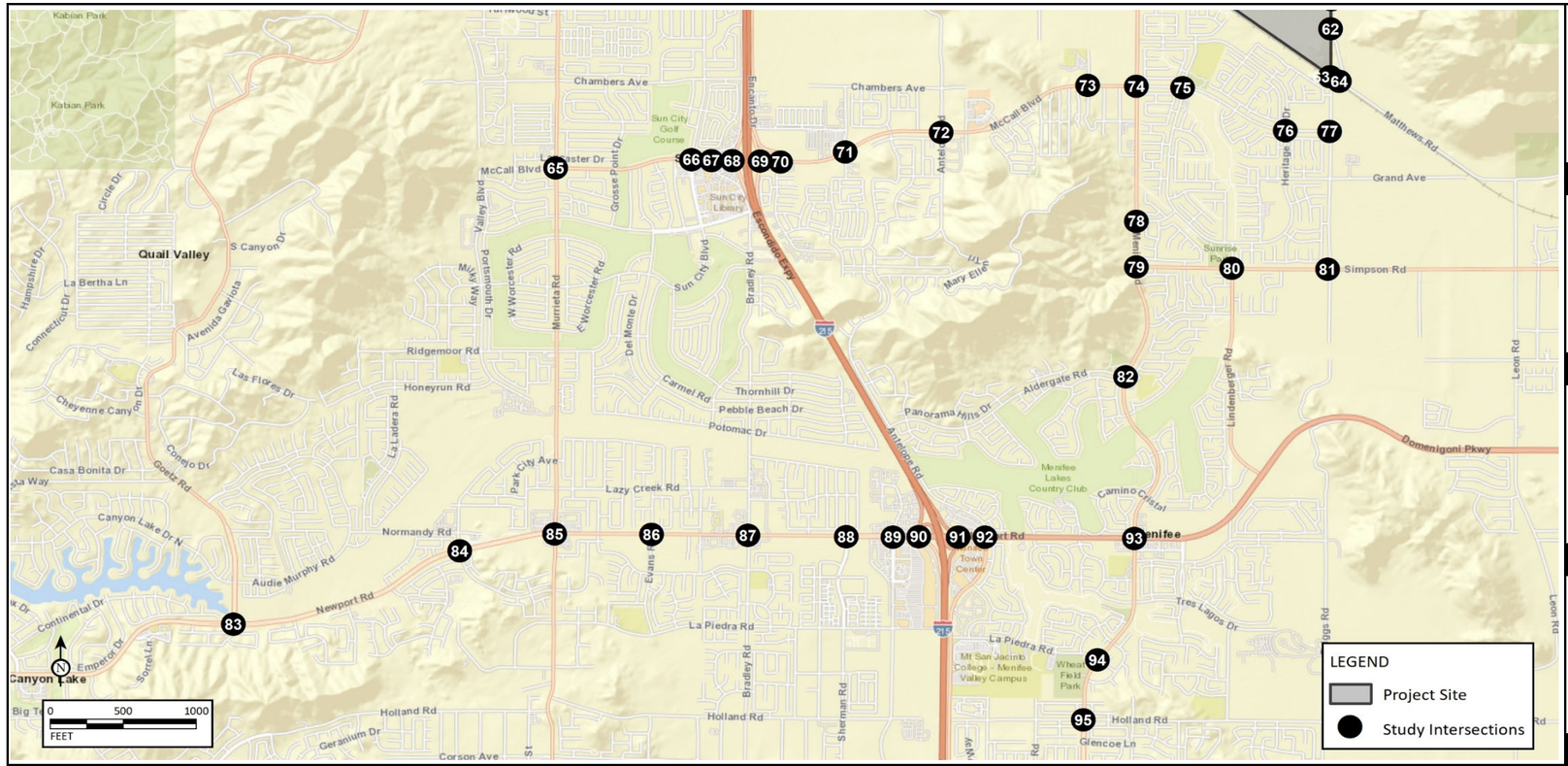
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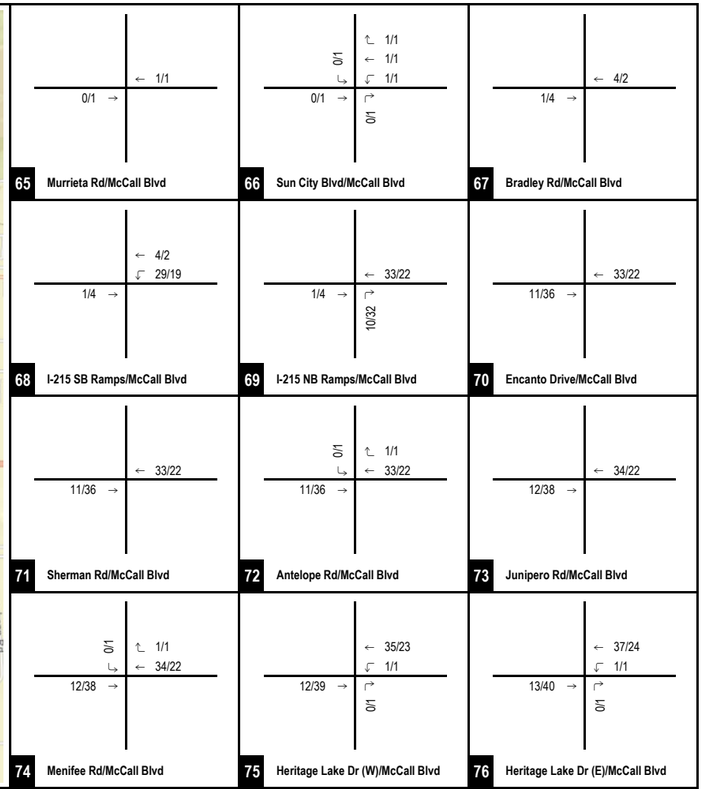
FIGURE 29-3

XXXX/YYYY
AM/PM Peak Hour Volumes

Future Leg
Project Driveway

Menifee Valley Specific Plan
Traffic Study
PA-4 External Trip Assignment (Int. 46-64 & Int. 113-117)





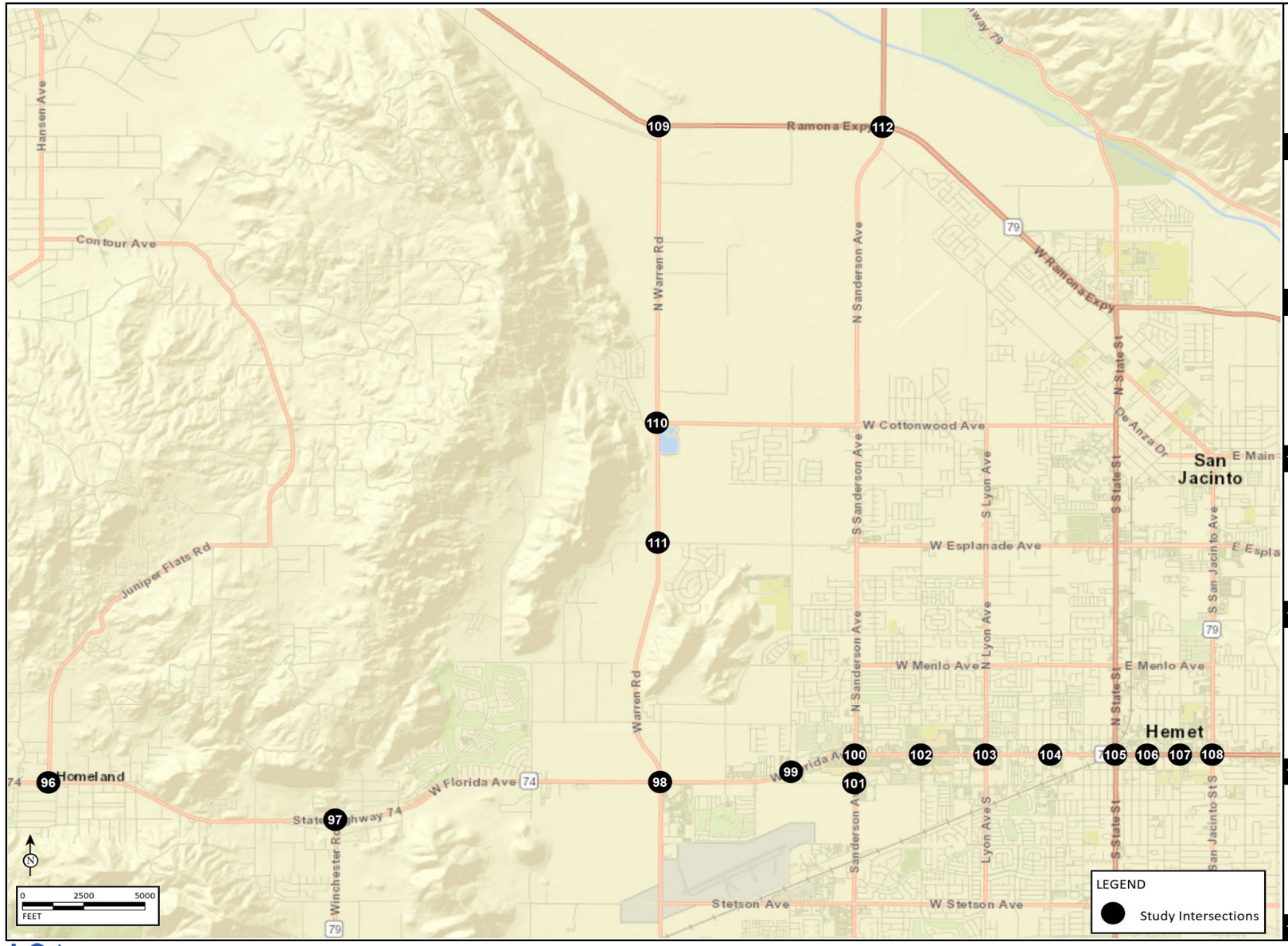
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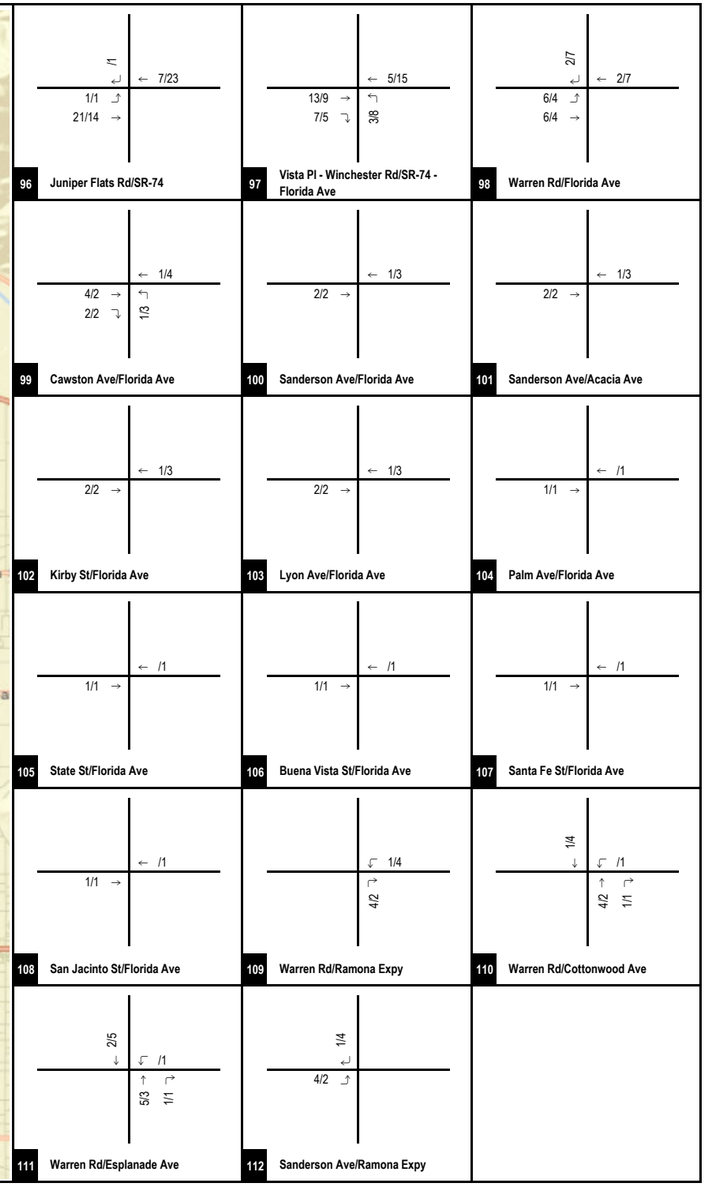
FIGURE 29-4

XXXX/YYYY
AM/PM Peak Hour Volumes

Future Leg

Menifee Valley Specific Plan
Traffic Study
PA-4 External Trip Assignment (Int. 65-95)



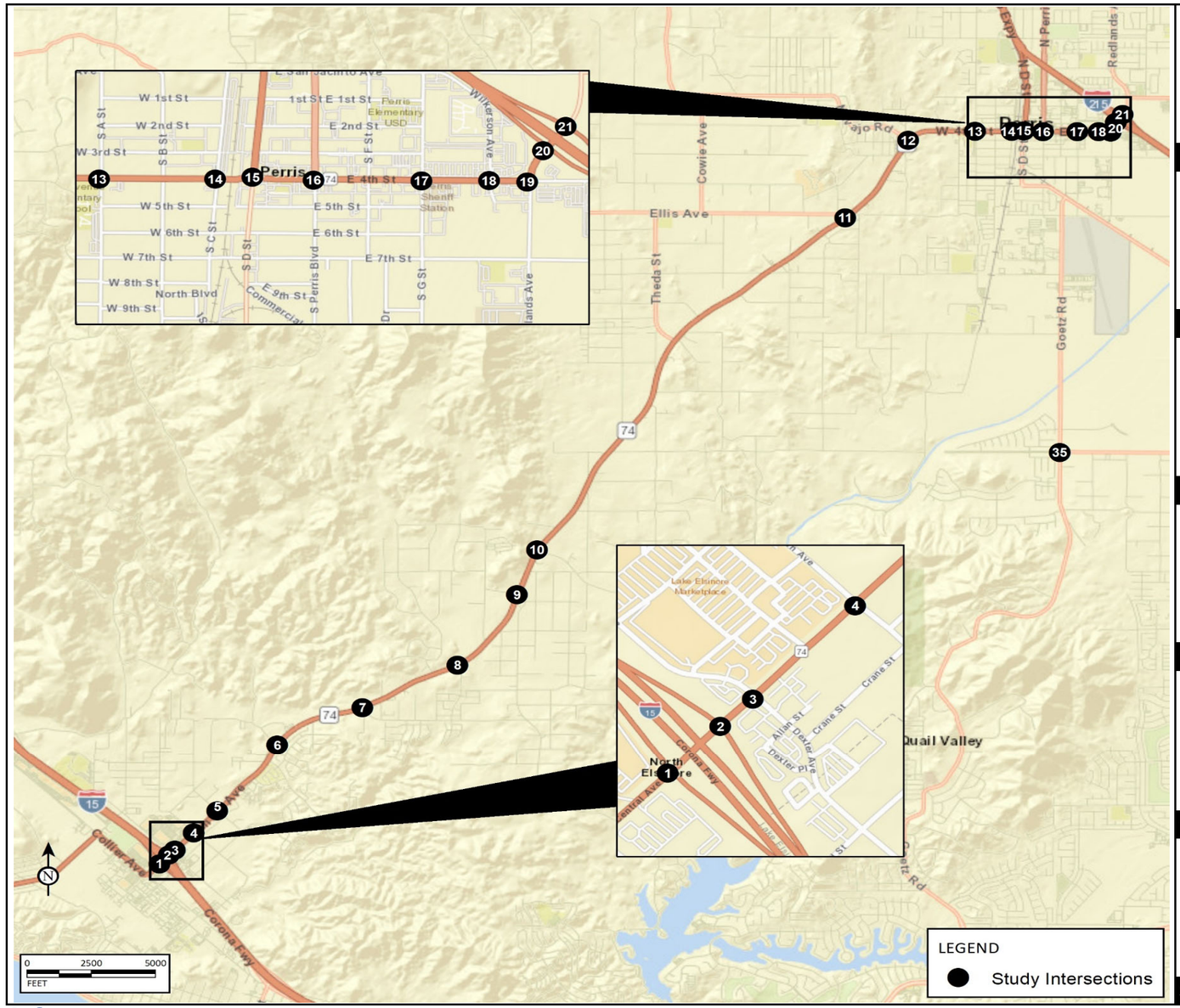


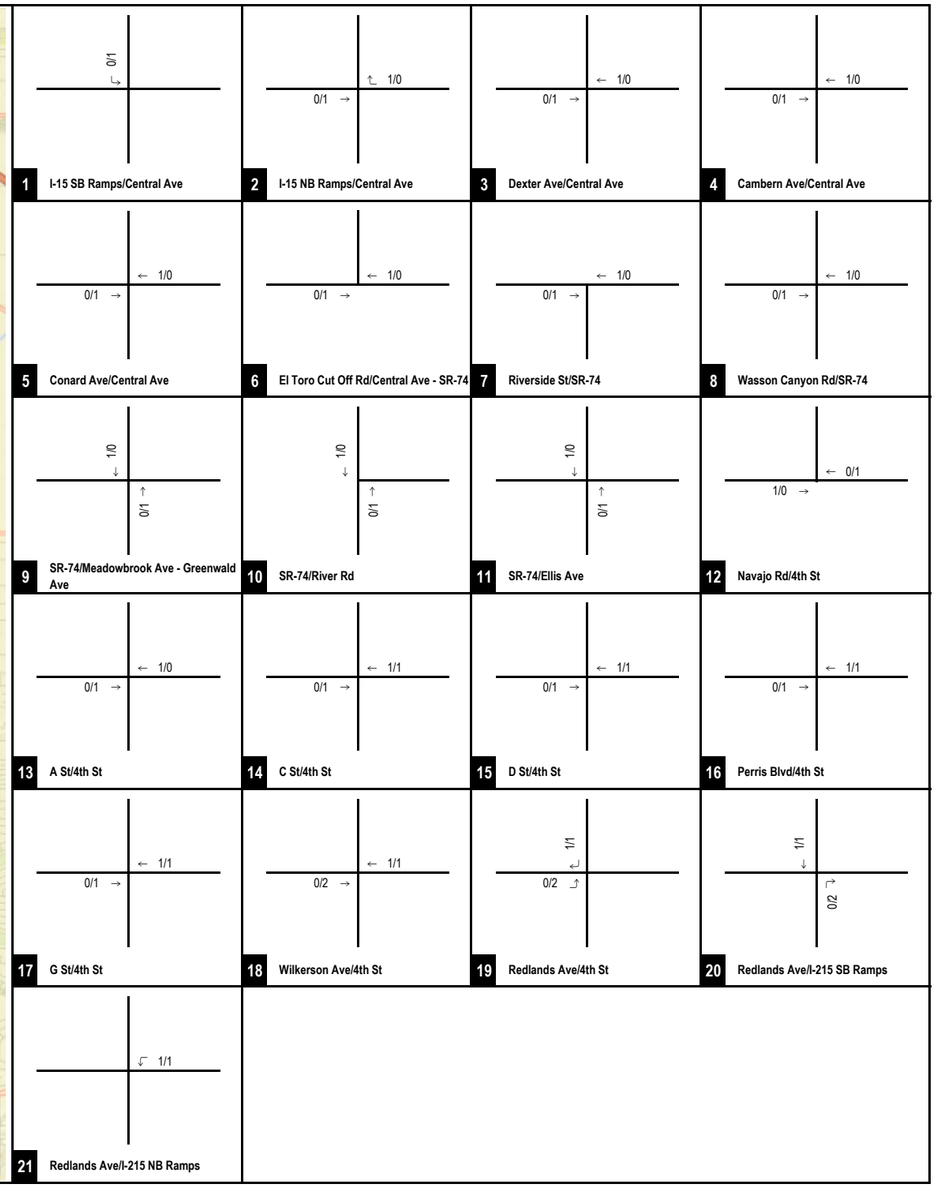
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FIGURE 29-5

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-4 External Trip Assignment (Int. 96-112)



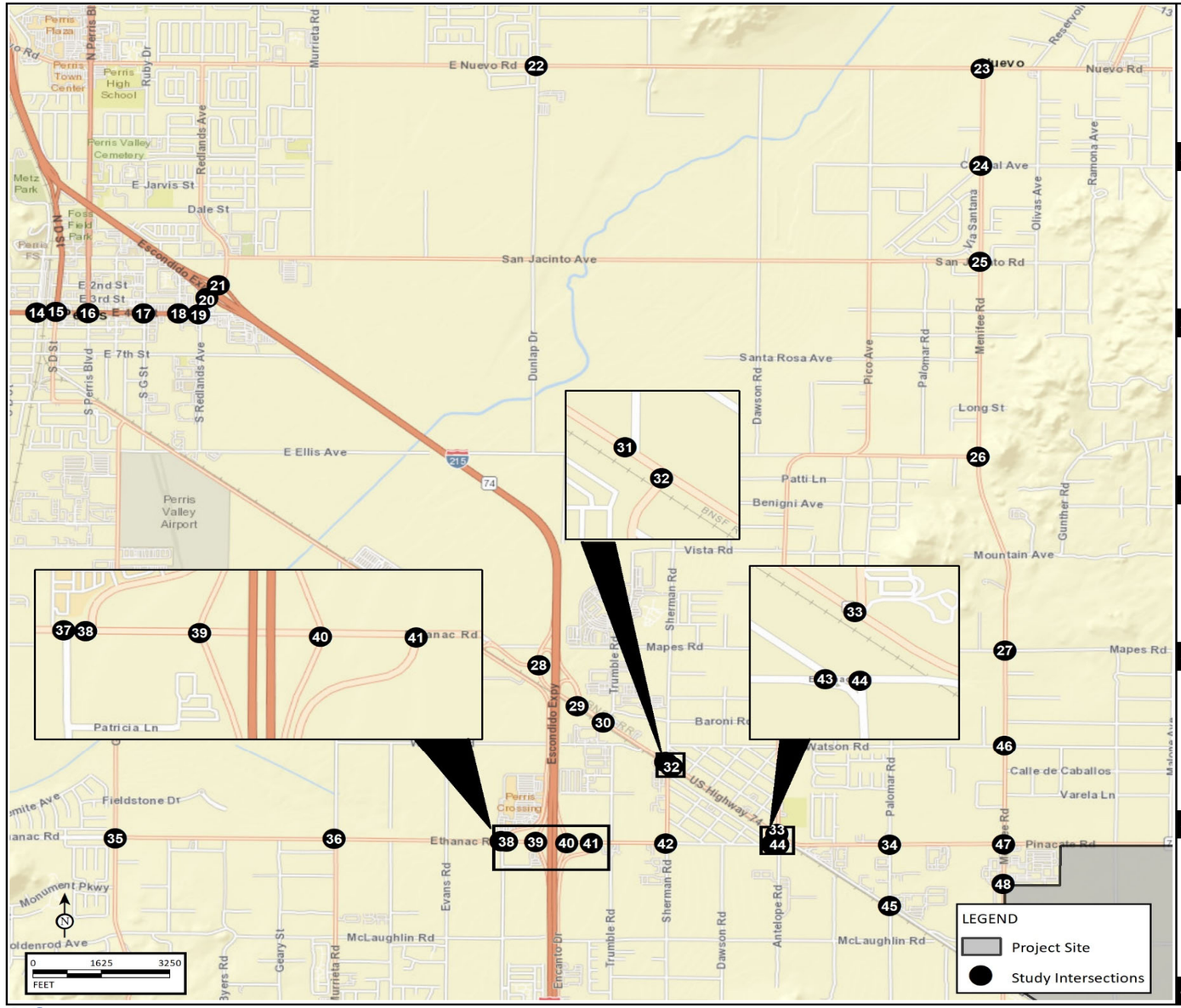


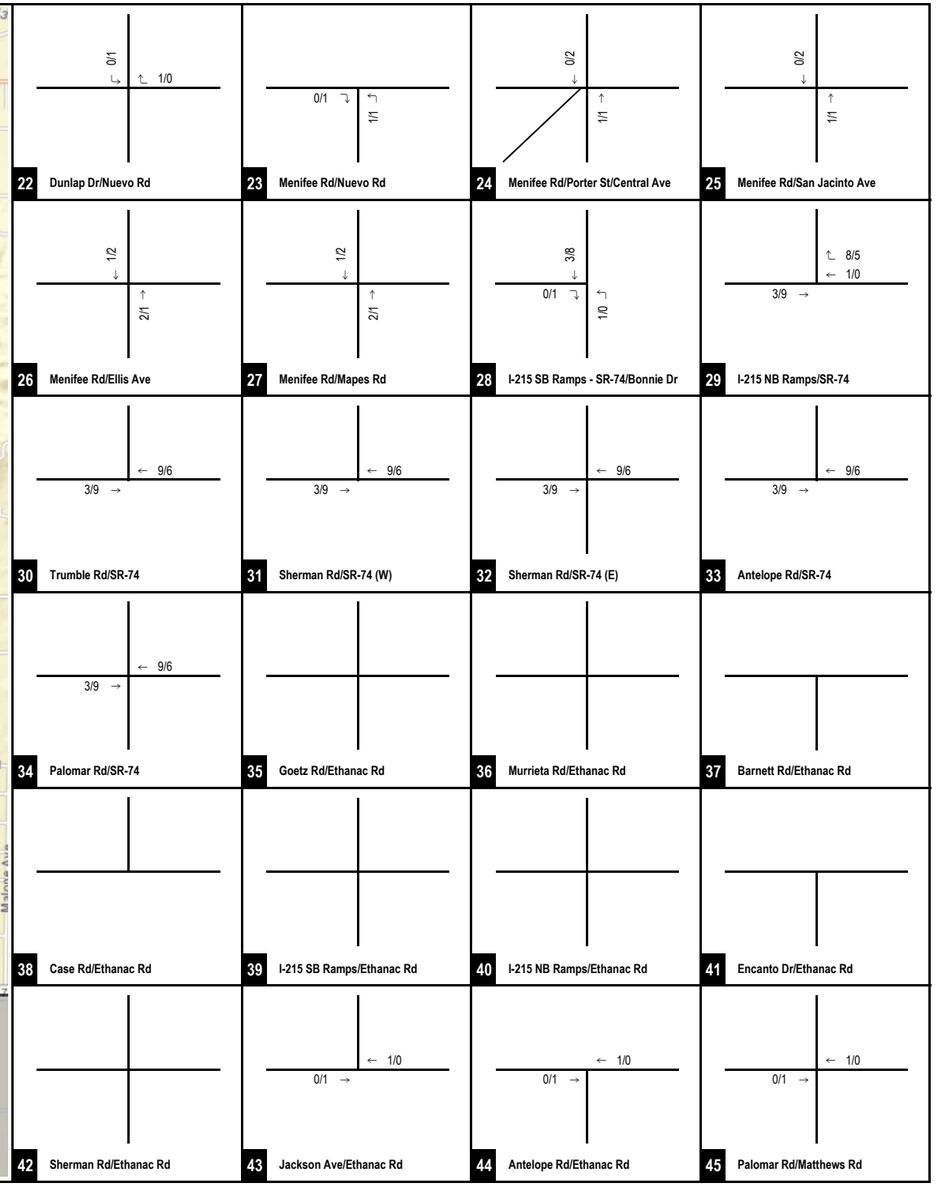
LSA

FIGURE 30-1

Menifee Valley Specific Plan
Traffic Study
PA-5 External Trip Assignment (Int. 1-21)

XXXX/YYYY
AM/PM Peak Hour Volumes



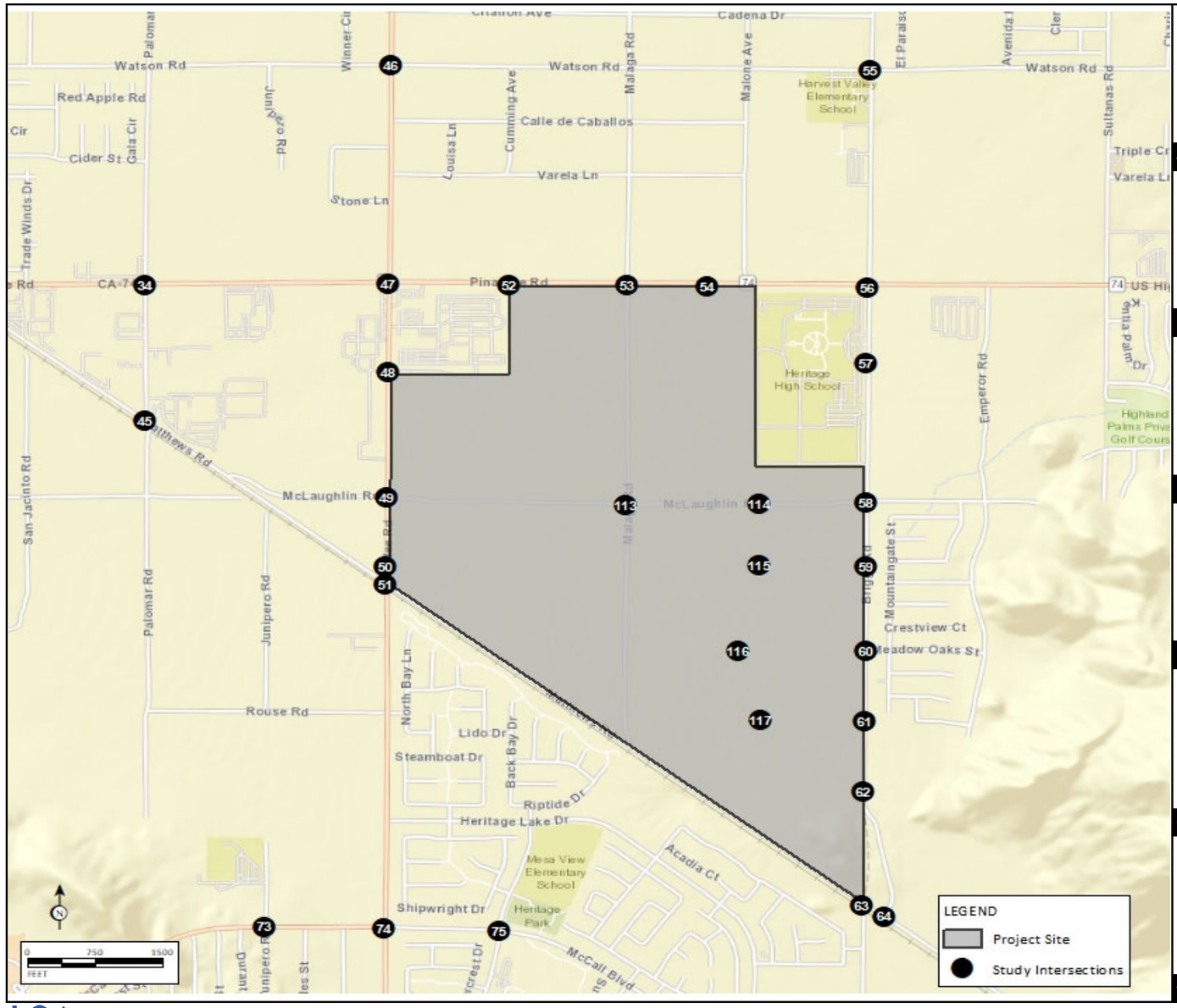


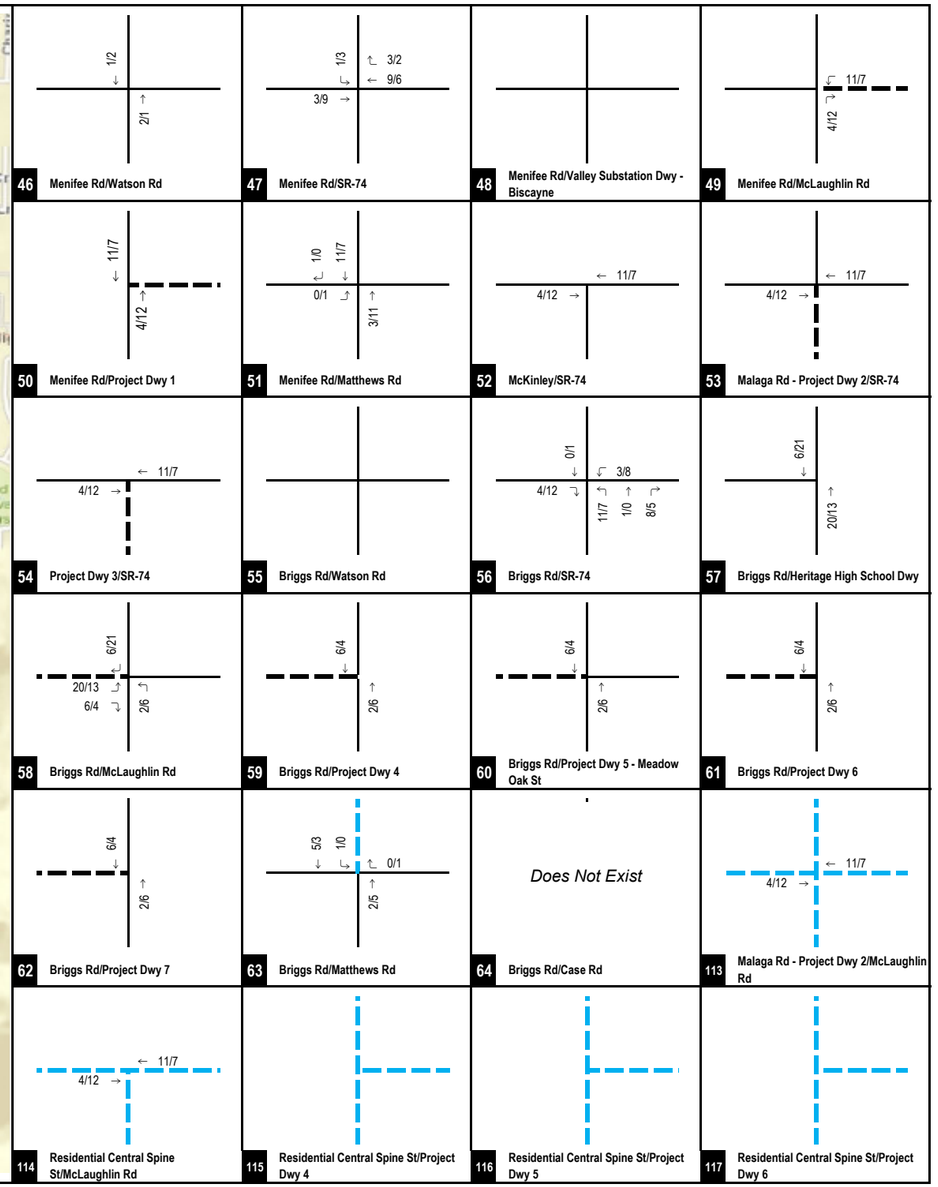
LSA

FIGURE 30-2

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-5 External Trip Assignment (Int. 22-45)





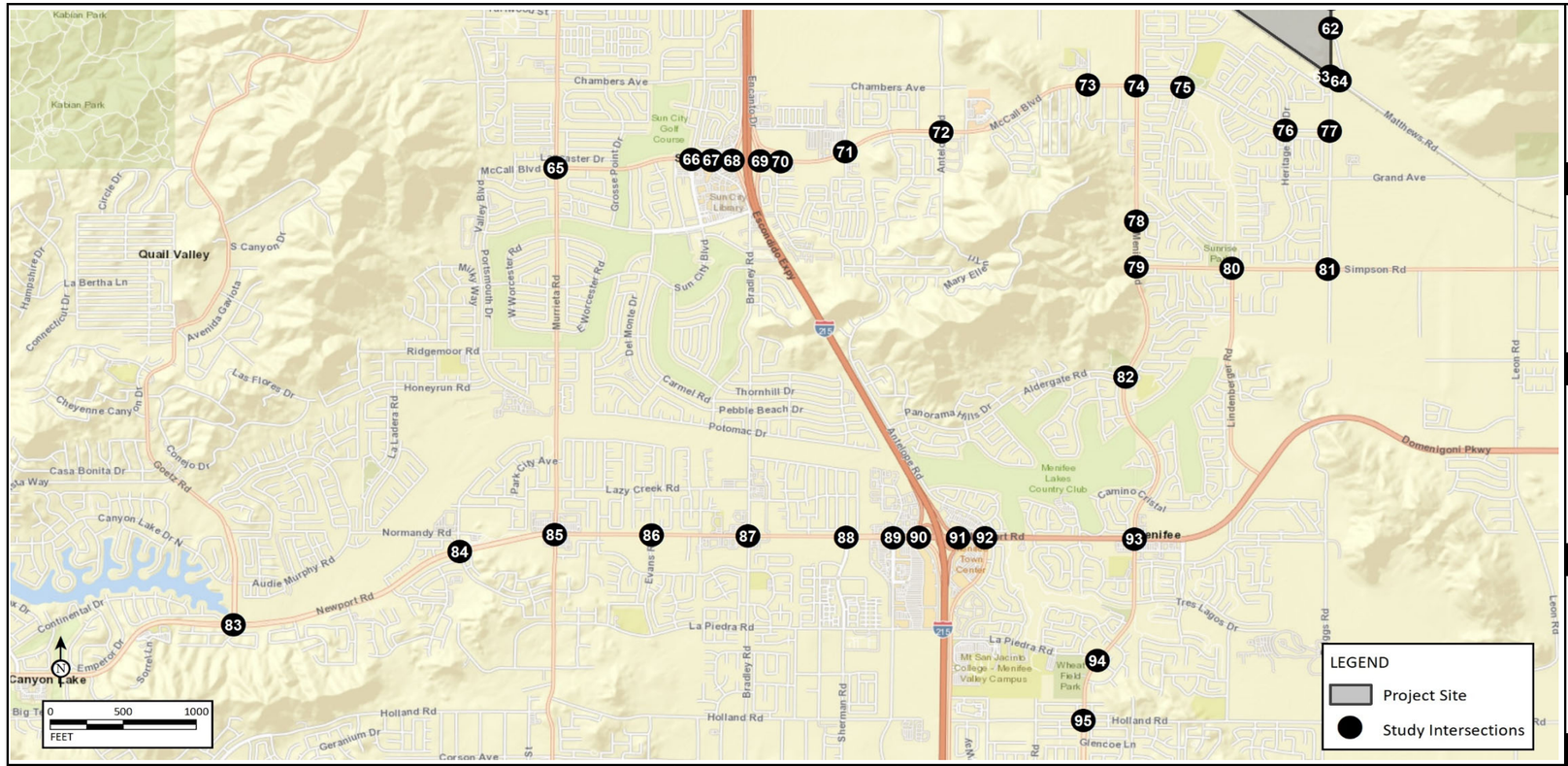
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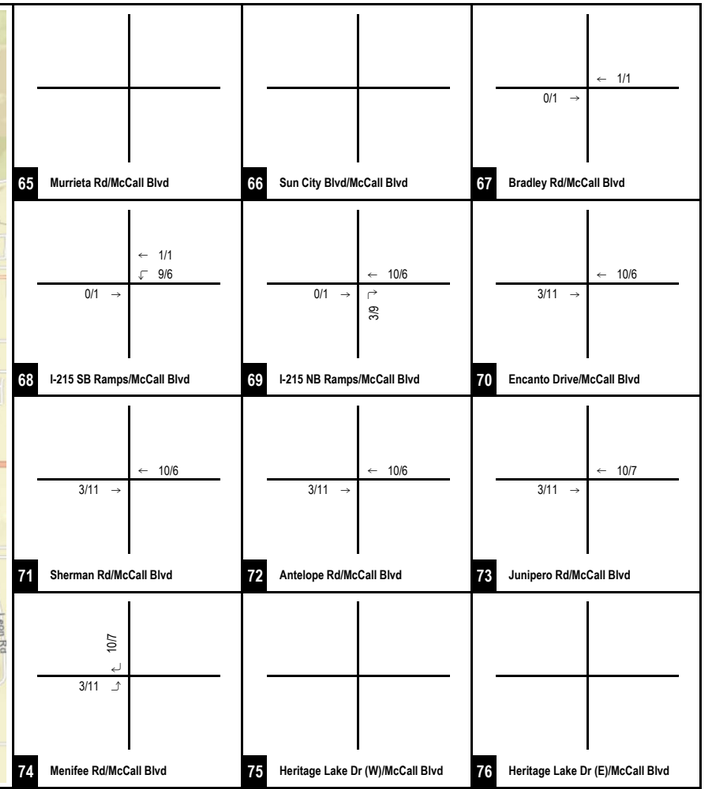
FIGURE 30-3

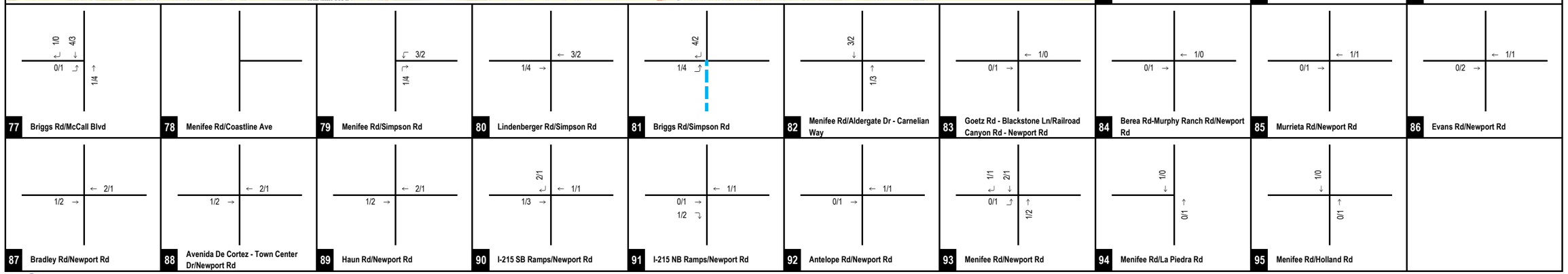
XXXX/YYYY
AM/PM Peak Hour Volumes

Future Leg
Project Driveway

Menifee Valley Specific Plan
Traffic Study
PA-5 External Trip Assignment (Int. 46-64 & Int. 113-117)







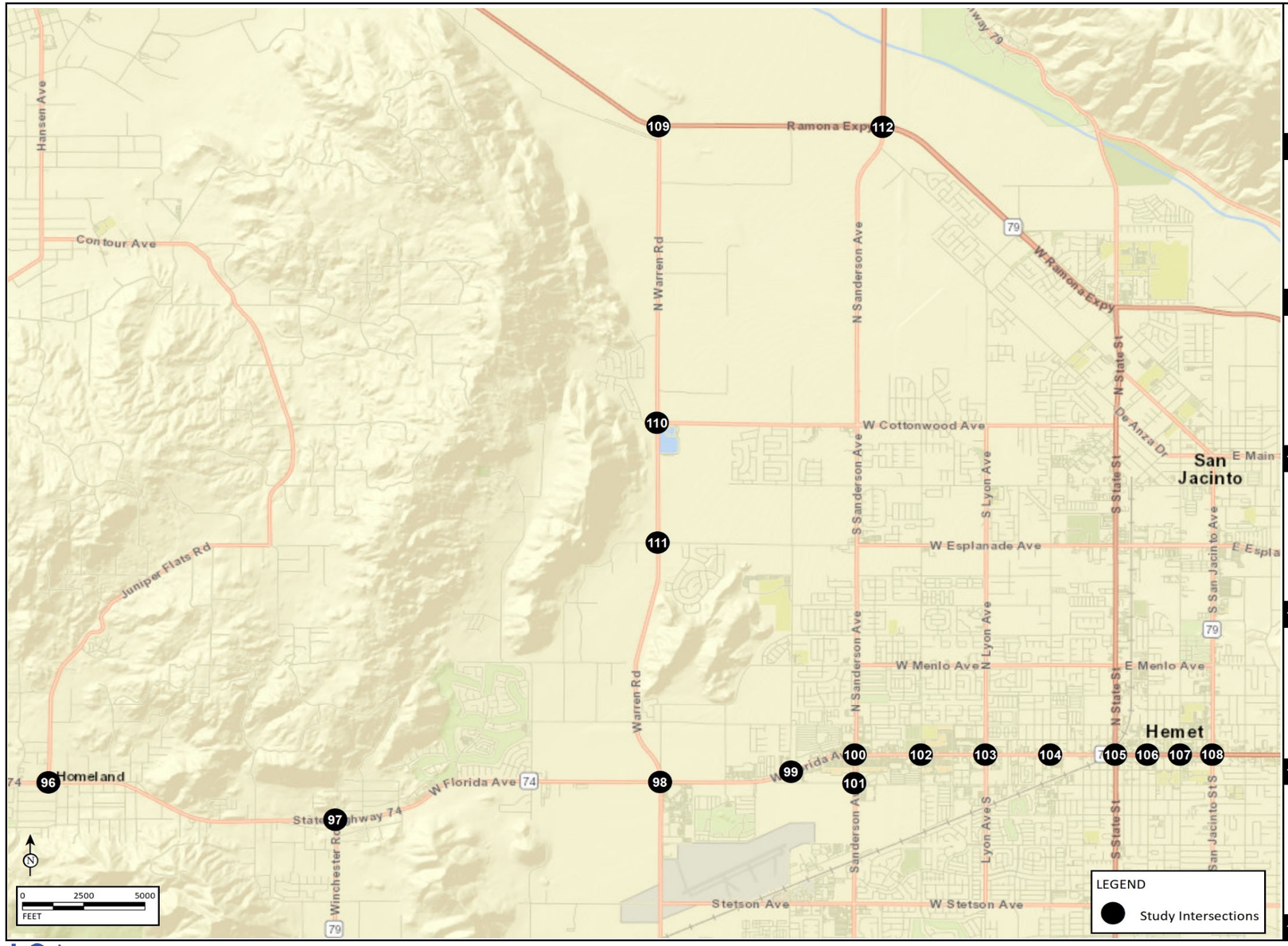
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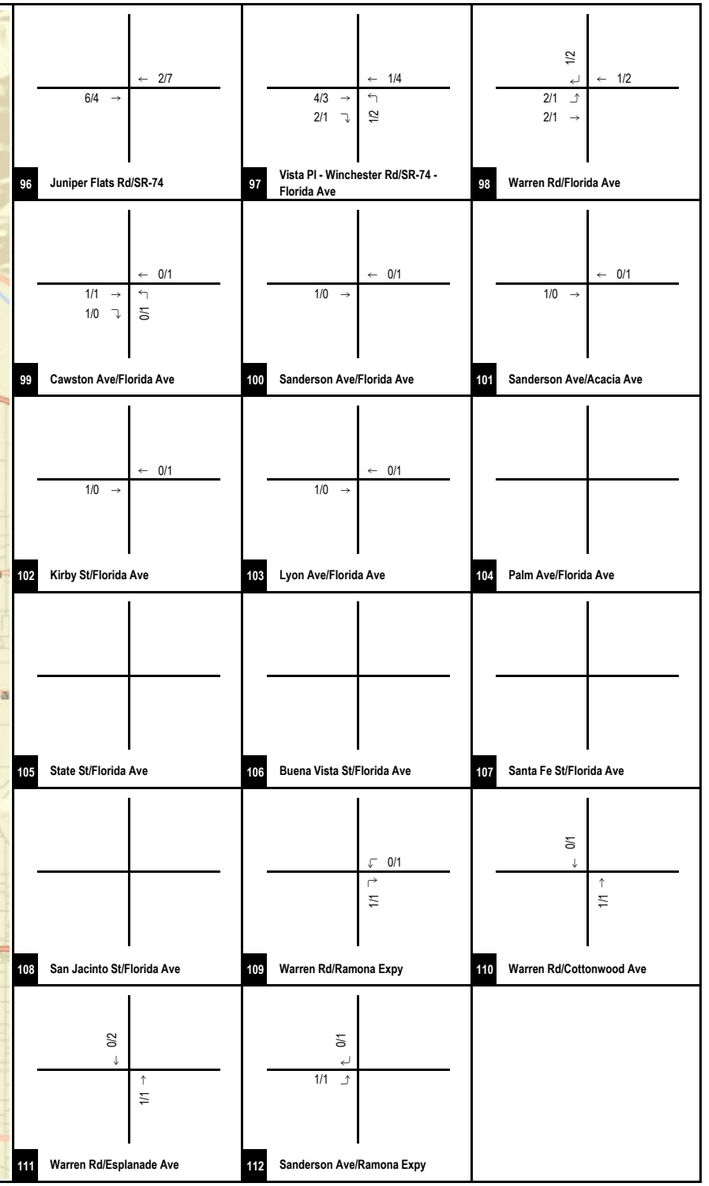
FIGURE 30-4

Menifee Valley Specific Plan
Traffic Study
PA-5 External Trip Assignment (Int. 65-95)

XXXX/YYYY
AM/PM Peak Hour Volumes

Future Leg



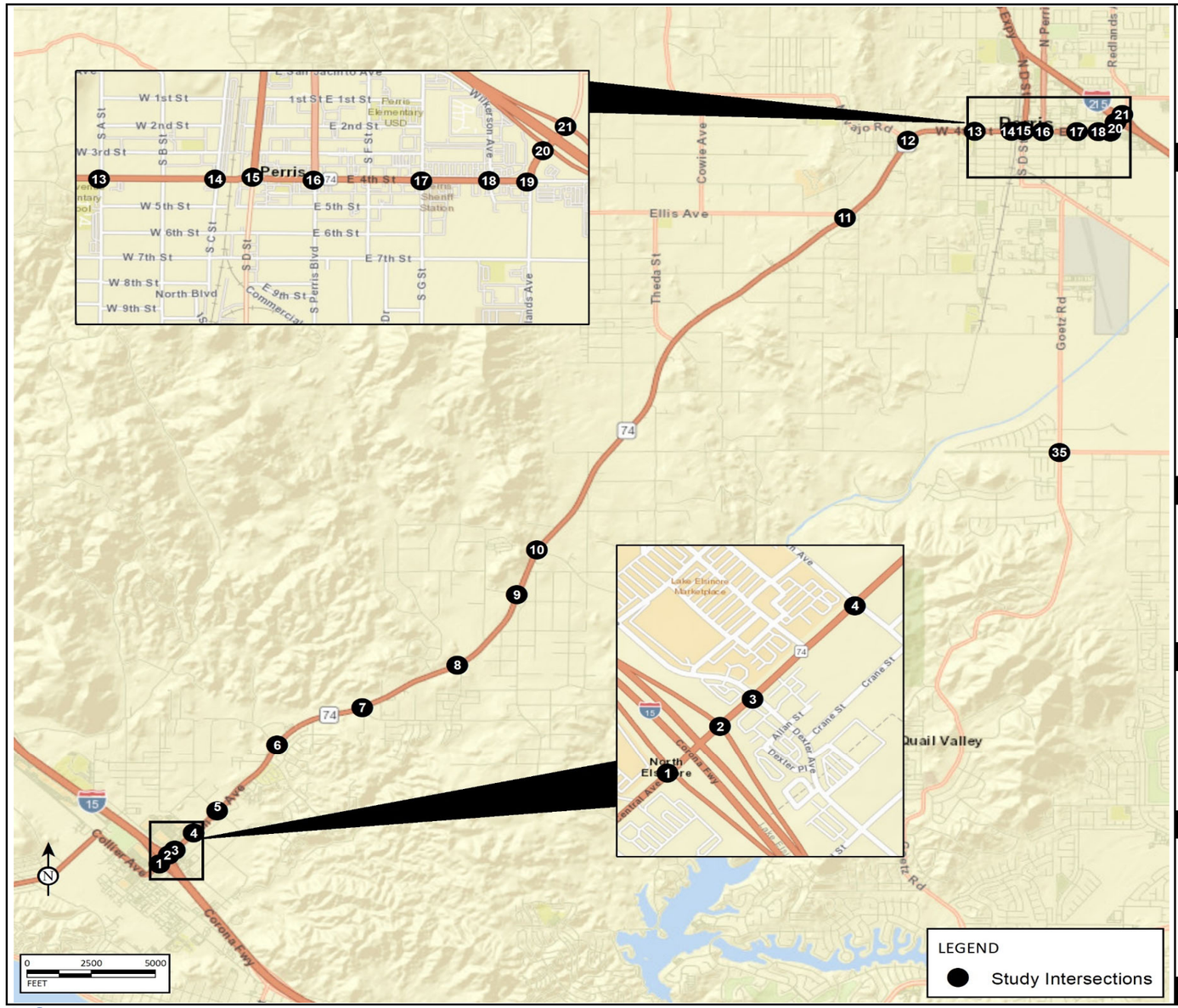


LSA

FIGURE 30-5

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-5 External Trip Assignment (Int. 96-112)



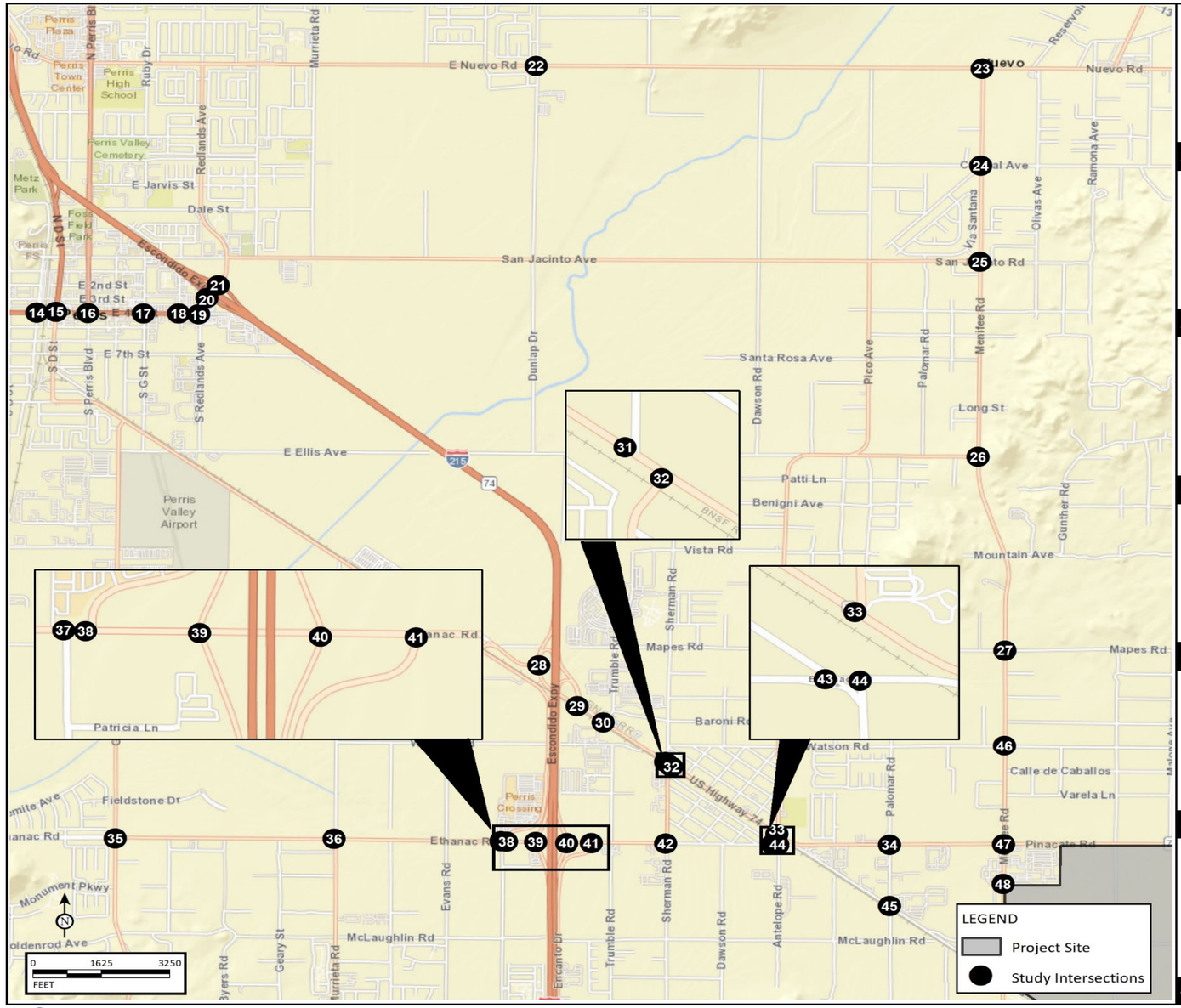
1	I-15 SB Ramps/Central Ave
2	I-15 NB Ramps/Central Ave
3	Dexter Ave/Central Ave
4	Cambern Ave/Central Ave
5	Conard Ave/Central Ave
6	El Toro Cut Off Rd/Central Ave - SR-74
7	Riverside St/SR-74
8	Wasson Canyon Rd/SR-74
9	SR-74/Meadowbrook Ave - Greenwald Ave
10	SR-74/River Rd
11	SR-74/Ellis Ave
12	Navajo Rd/4th St
13	A St/4th St
14	C St/4th St
15	D St/4th St
16	Perris Blvd/4th St
17	G St/4th St
18	Wilkerson Ave/4th St
19	Redlands Ave/4th St
20	Redlands Ave/I-215 SB Ramps
21	Redlands Ave/I-215 NB Ramps

LSA

FIGURE 31-1

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-6 External Trip Assignment (Int. 1-21)



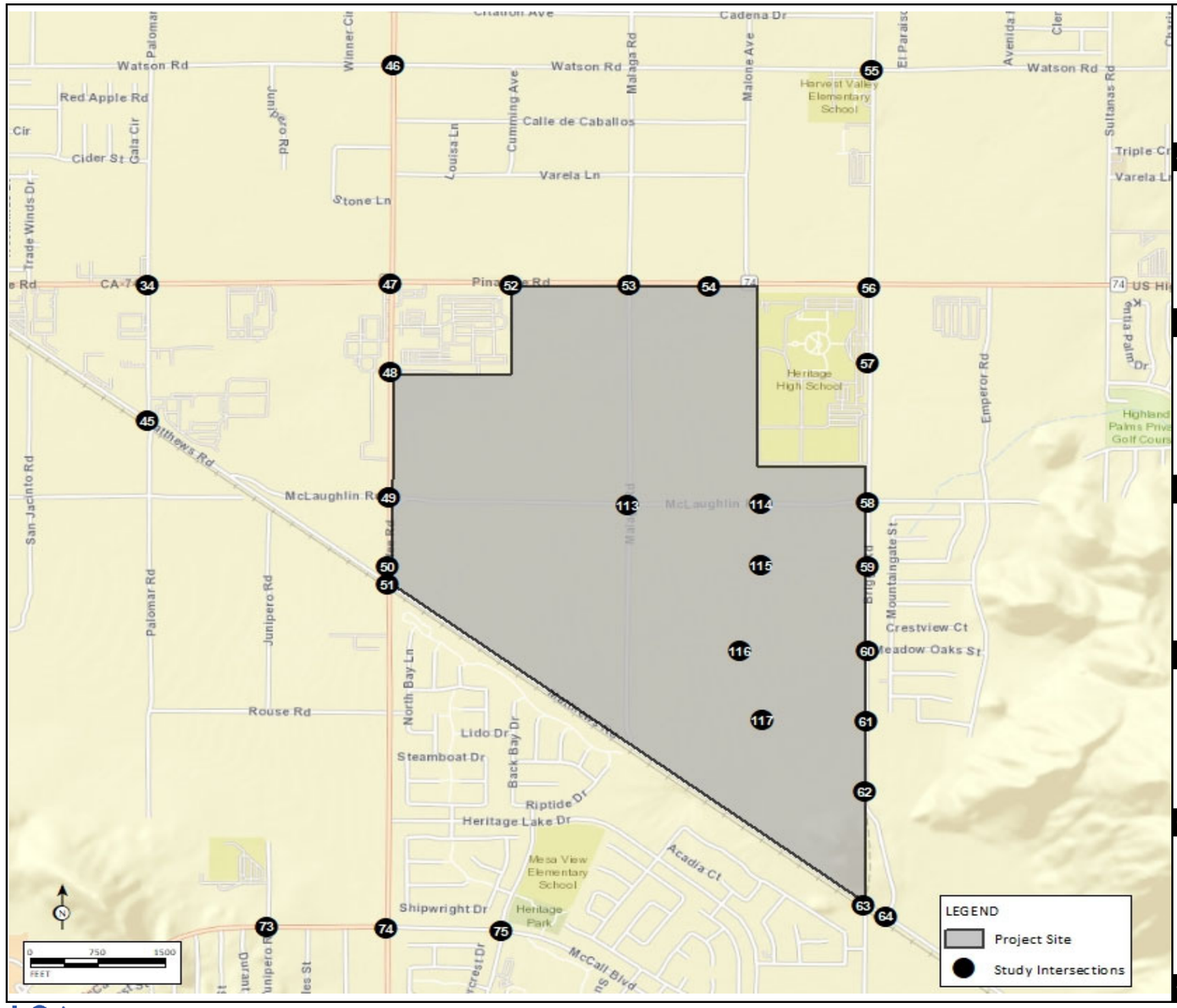
22 Dunlap Dr/Nuevo Rd	23 Menifee Rd/Nuevo Rd	24 Menifee Rd/Porter St/Central Ave	25 Menifee Rd/San Jacinto Ave
26 Menifee Rd/Ellis Ave	27 Menifee Rd/Mapes Rd	28 I-215 SB Ramps - SR-74/Bonnie Dr	29 I-215 NB Ramps/SR-74
30 Trumble Rd/SR-74	31 Sherman Rd/SR-74 (W)	32 Sherman Rd/SR-74 (E)	33 Antelope Rd/SR-74
34 Palomar Rd/SR-74	35 Goetz Rd/Ethanac Rd	36 Murrieta Rd/Ethanac Rd	37 Barnett Rd/Ethanac Rd
38 Case Rd/Ethanac Rd	39 I-215 SB Ramps/Ethanac Rd	40 I-215 NB Ramps/Ethanac Rd	41 Encanto Dr/Ethanac Rd
42 Sherman Rd/Ethanac Rd	43 Jackson Ave/Ethanac Rd	44 Antelope Rd/Ethanac Rd	45 Palomar Rd/Matthews Rd

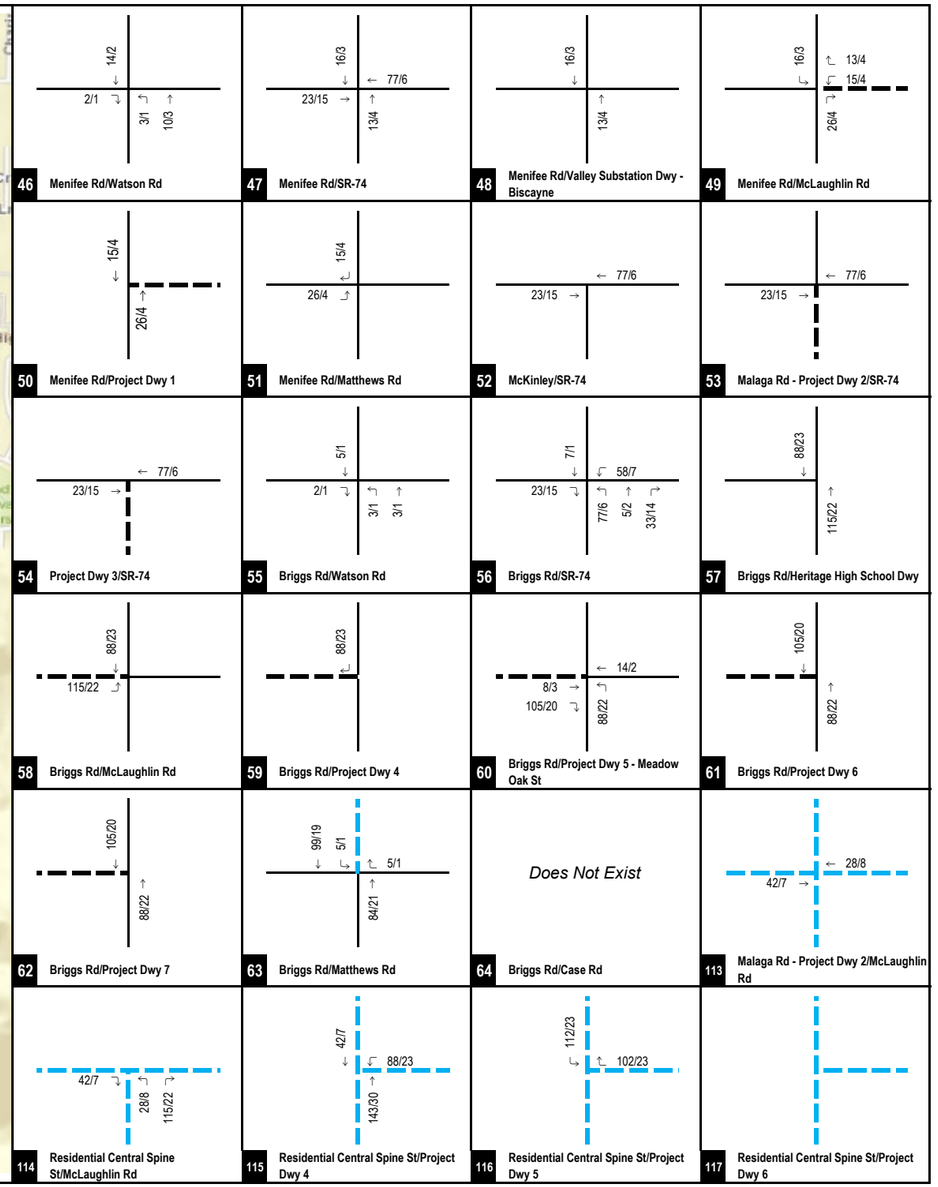
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FIGURE 31-2

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-6 External Trip Assignment (Int. 22-45)





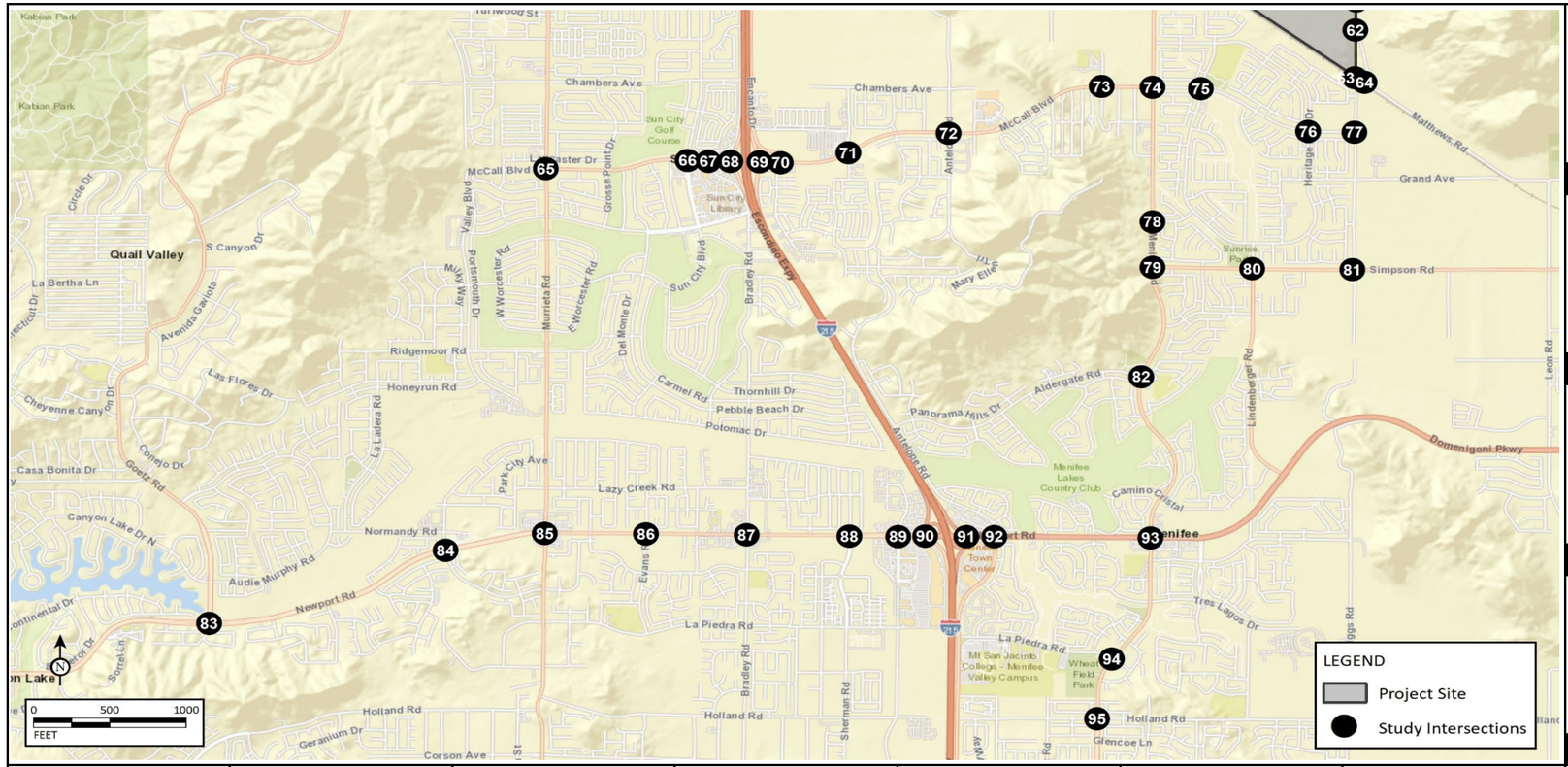
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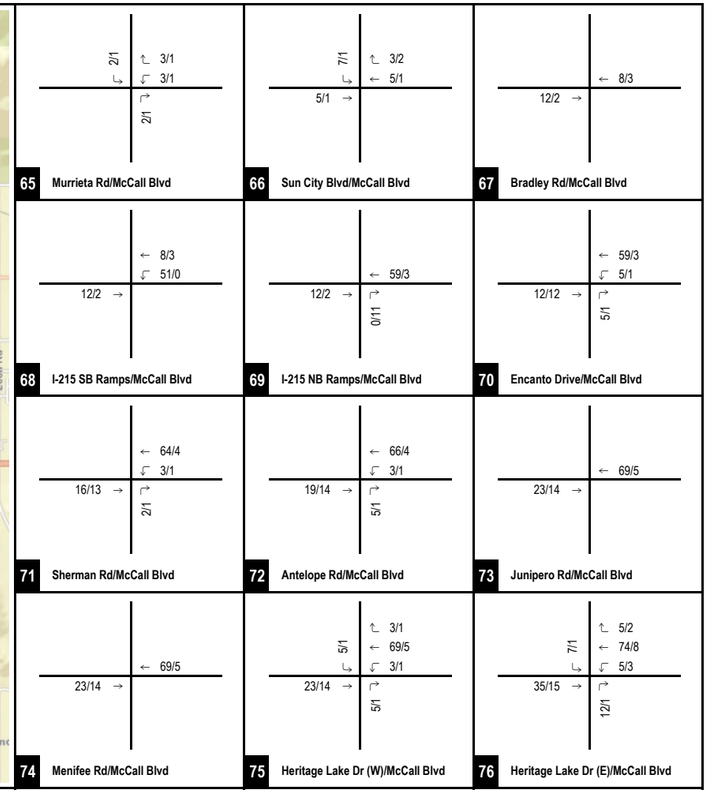
FIGURE 31-3

XXXX/YYYY
AM/PM Peak Hour Volumes

Future Leg
Project Driveway

Menifee Valley Specific Plan
Traffic Study
PA-6 External Trip Assignment (Int. 46-64 & Int. 113-117)





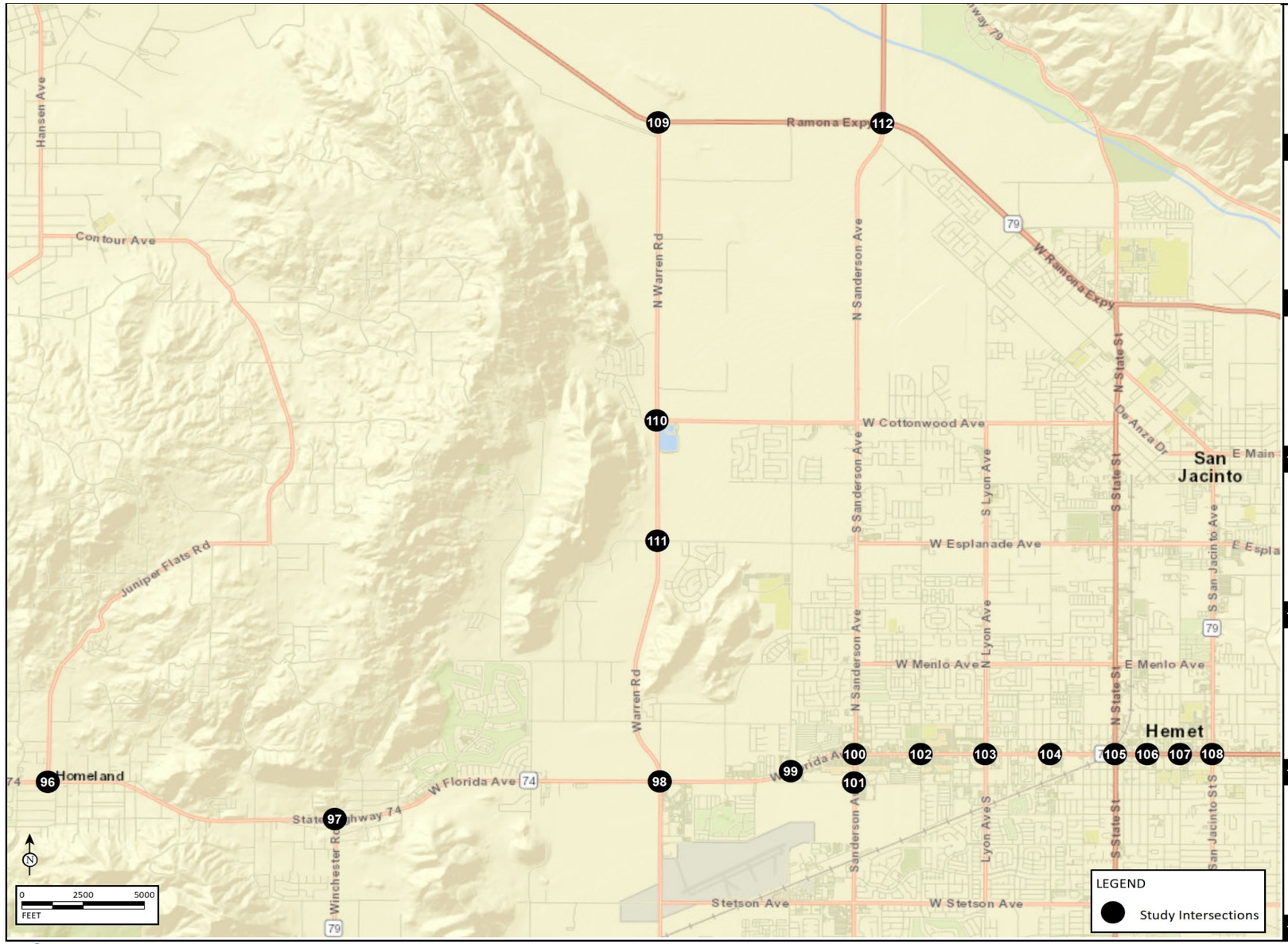
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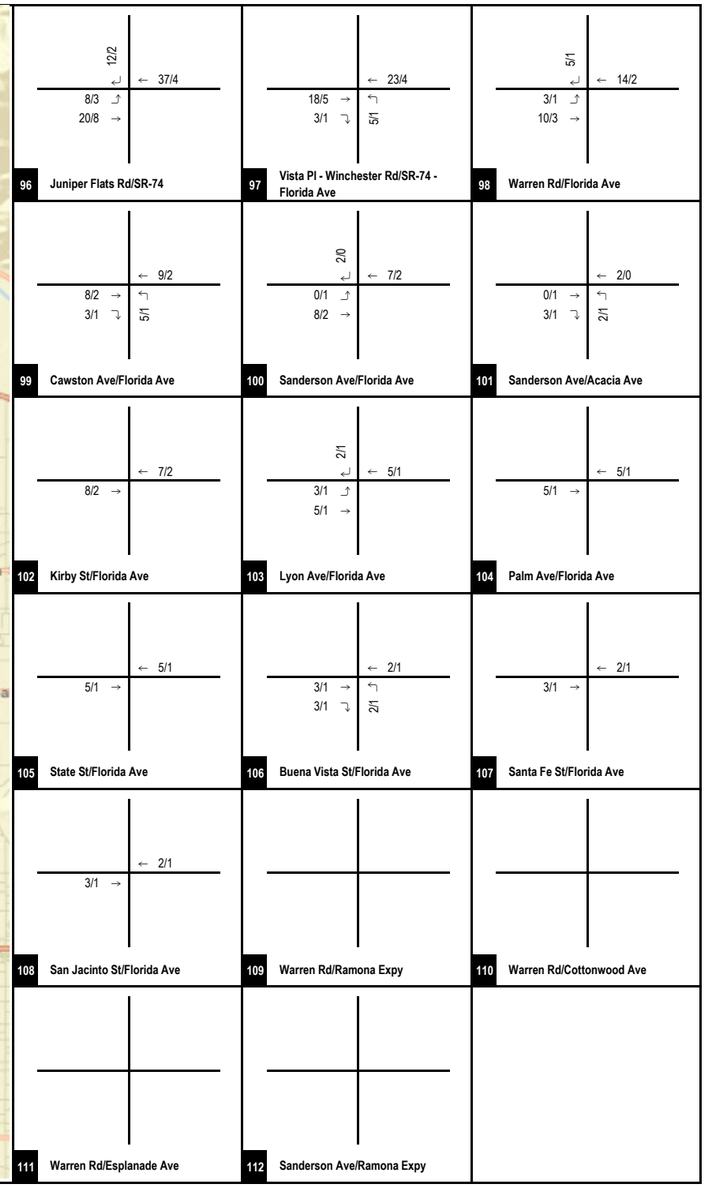
FIGURE 31-4

Menifee Valley Specific Plan
Traffic Study
PA-6 External Trip Assignment (Int. 65-95)

XXXX/YYYY
AM/PM Peak Hour Volumes

Future Leg



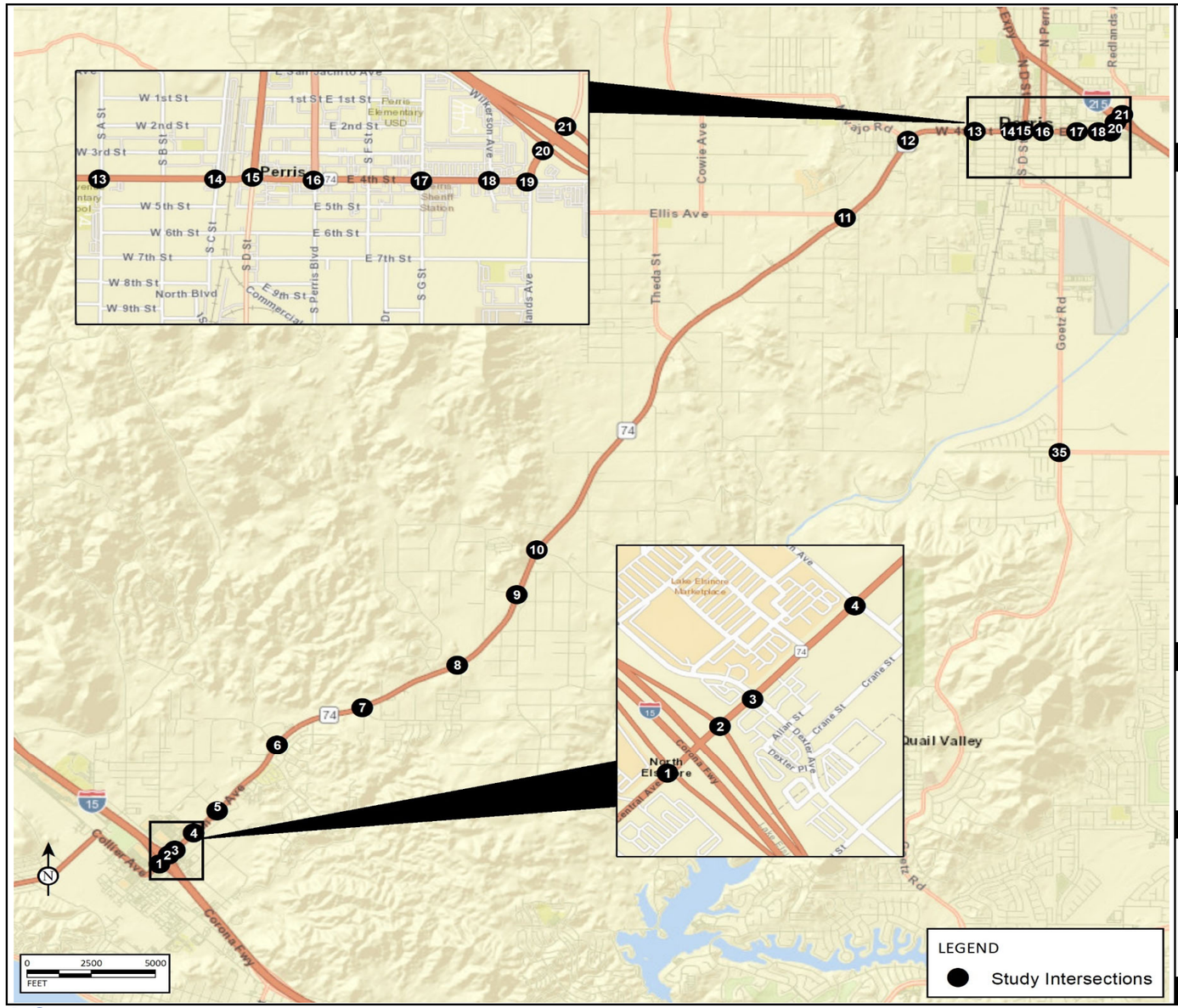


LSA

FIGURE 31-5

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-6 External Trip Assignment (Int. 96-112)



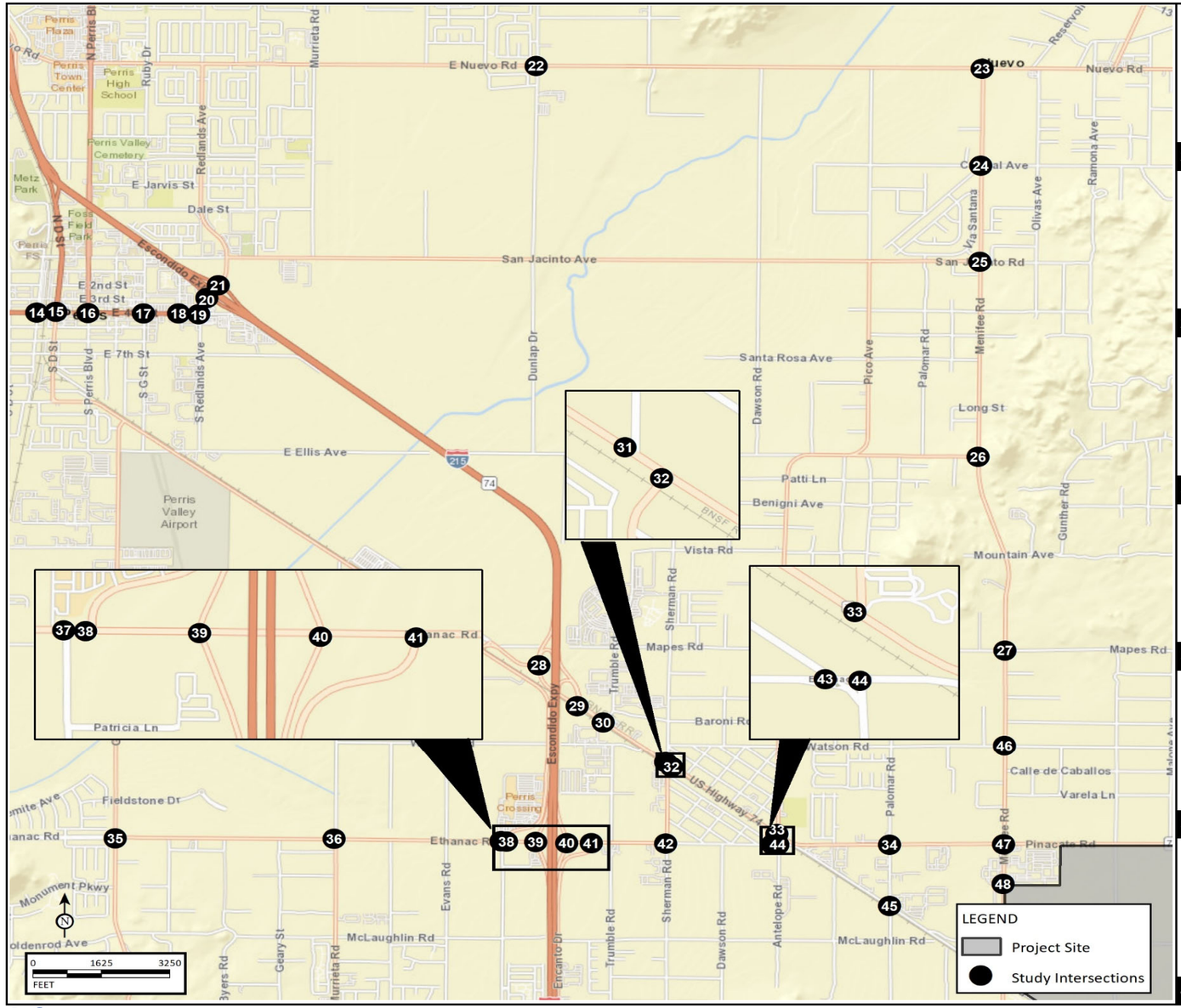
1	I-15 SB Ramps/Central Ave
2	I-15 NB Ramps/Central Ave
3	Dexter Ave/Central Ave
4	Cambern Ave/Central Ave
5	Conard Ave/Central Ave
6	El Toro Cut Off Rd/Central Ave - SR-74
7	Riverside St/SR-74
8	Wasson Canyon Rd/SR-74
9	SR-74/Meadowbrook Ave - Greenwald Ave
10	SR-74/River Rd
11	SR-74/Ellis Ave
12	Navajo Rd/4th St
13	A St/4th St
14	C St/4th St
15	D St/4th St
16	Perris Blvd/4th St
17	G St/4th St
18	Wilkerson Ave/4th St
19	Redlands Ave/4th St
20	Redlands Ave/I-215 SB Ramps
21	Redlands Ave/I-215 NB Ramps

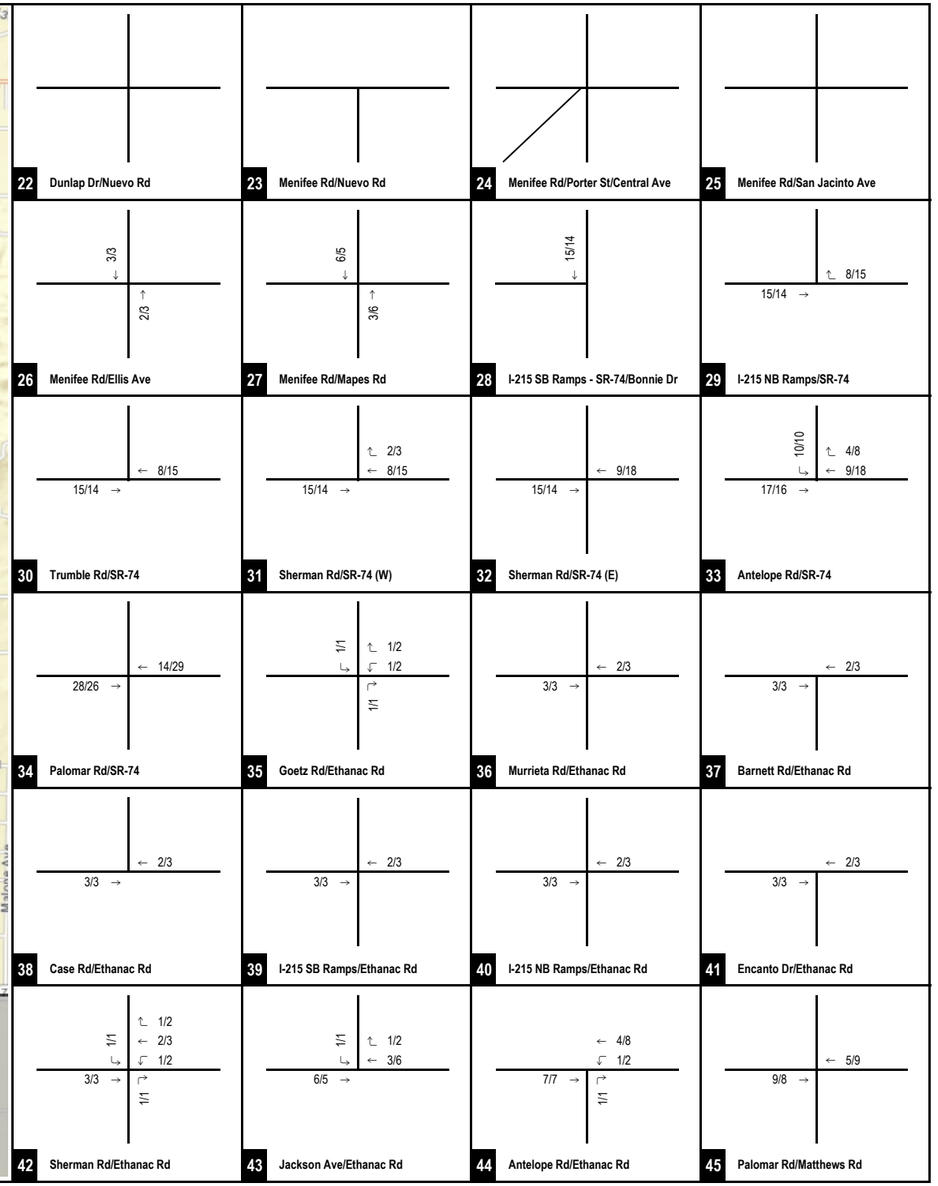
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FIGURE 32-1

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-9 External Trip Assignment (Int. 1-21)



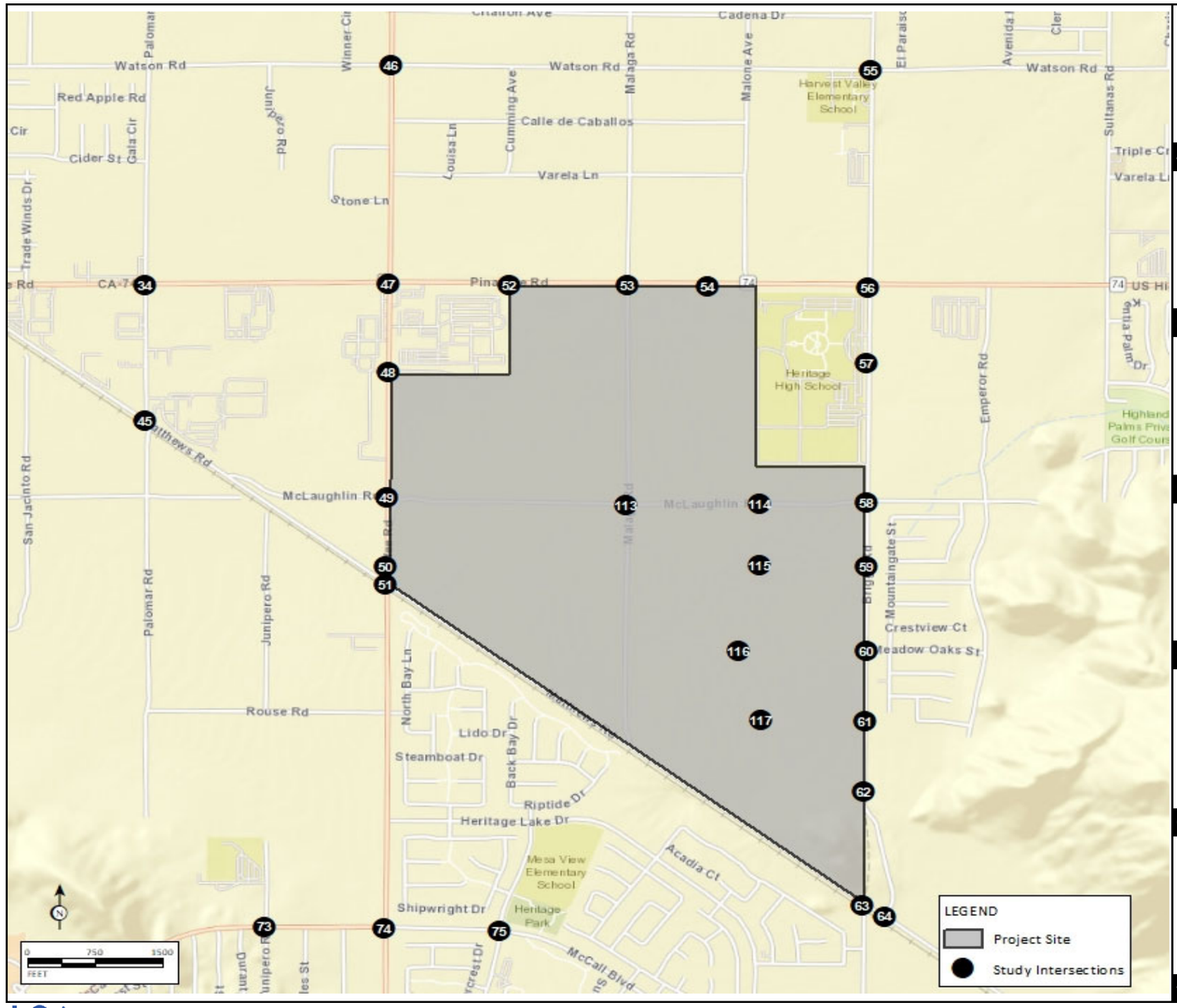


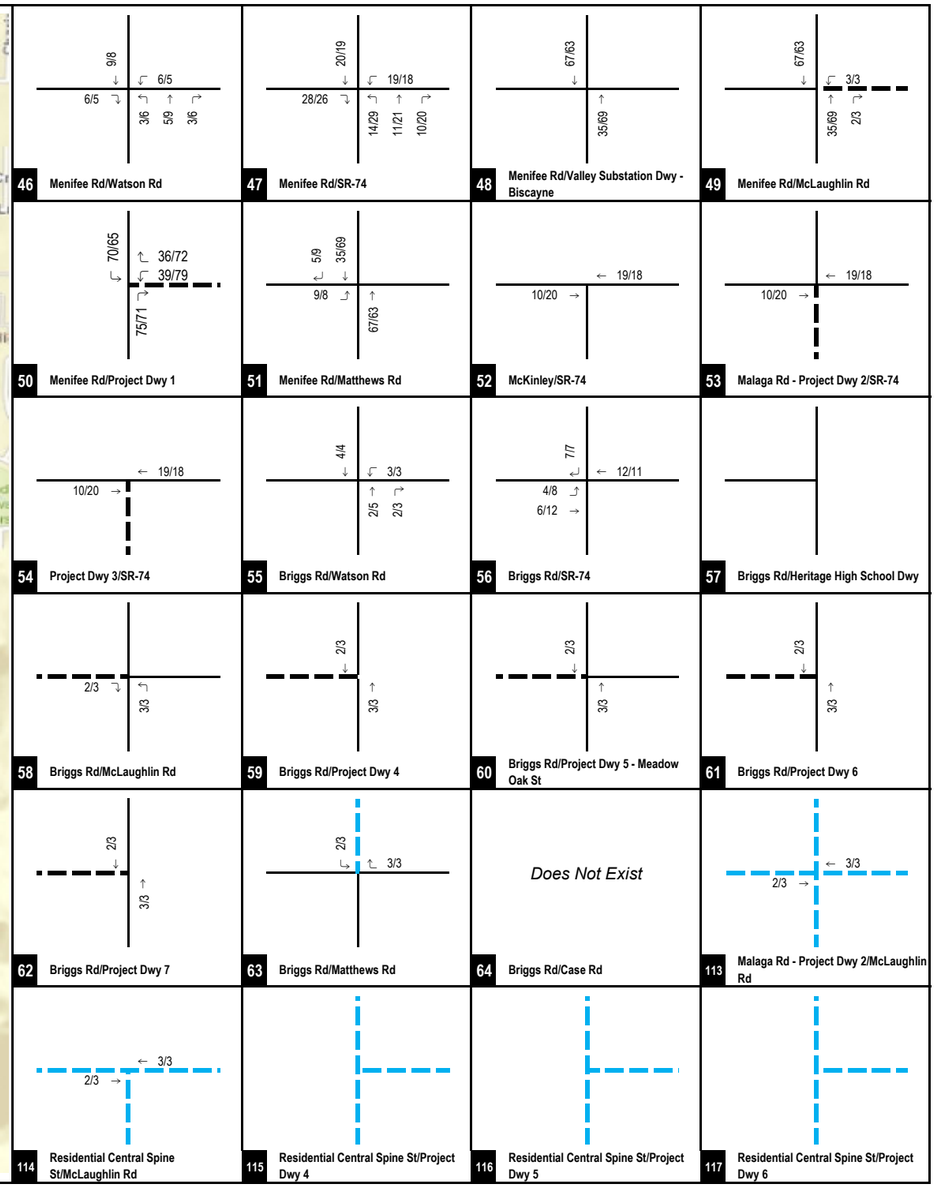
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FIGURE 32-2

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-9 External Trip Assignment (Int. 22-45)





LSA

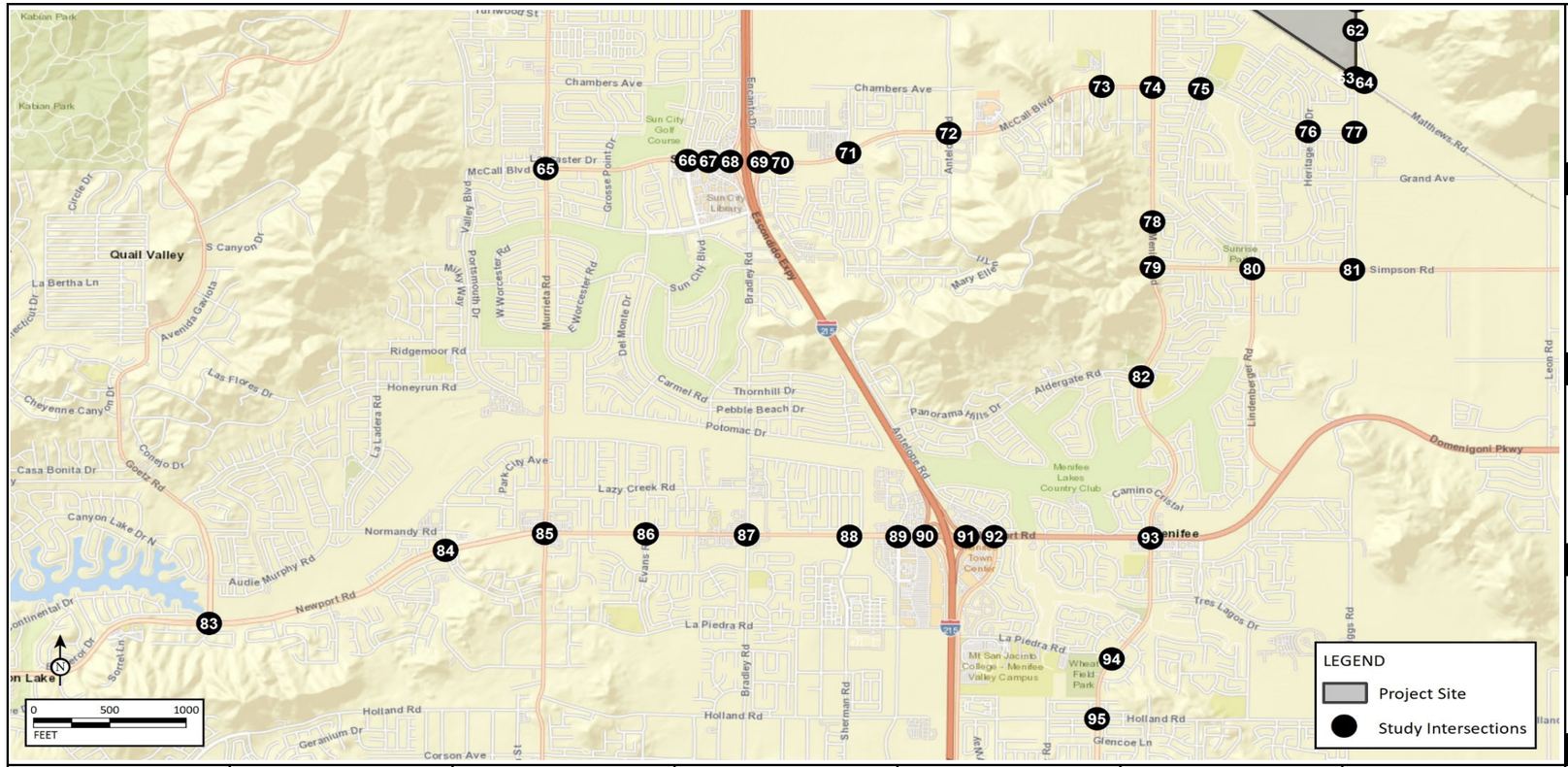
FIGURE 32-3

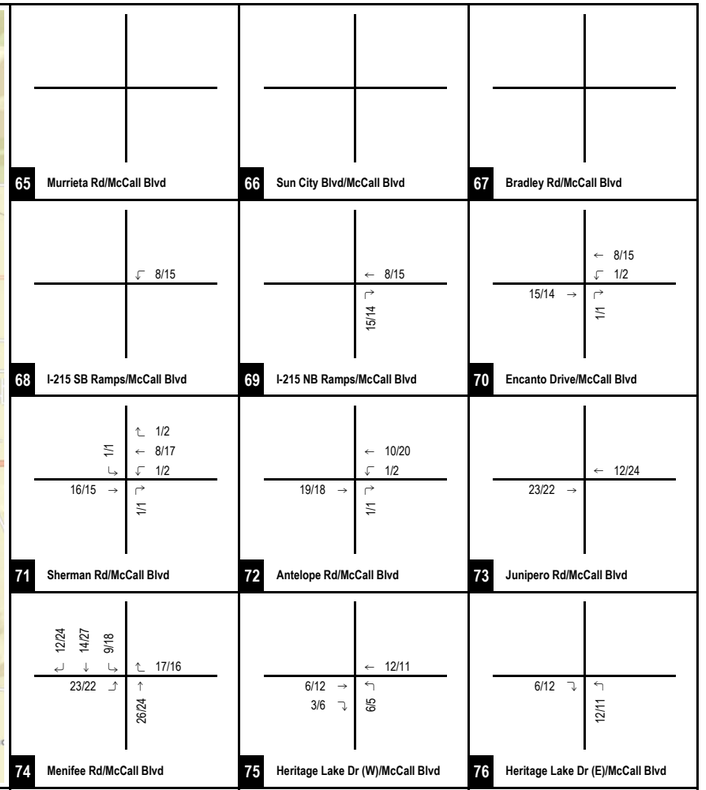
XXXX/YYYY
AM/PM Peak Hour Volumes

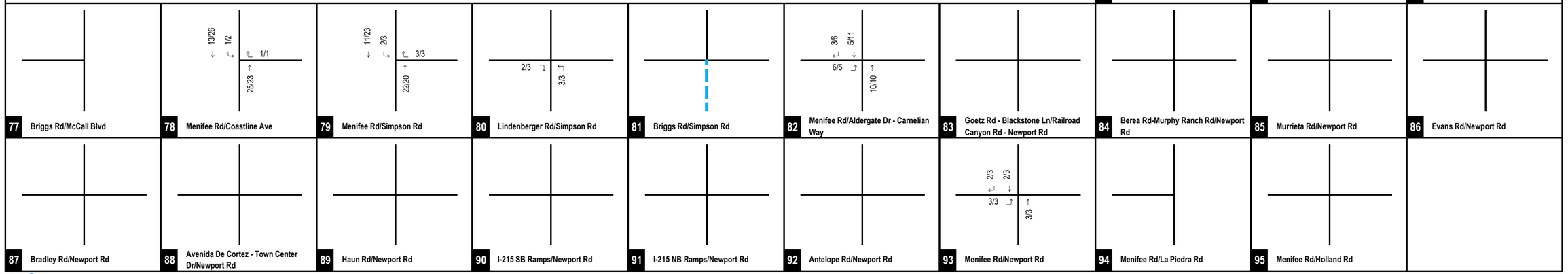
Future Leg
Project Driveway

Menifee Valley Specific Plan
Traffic Study
PA-9 External Trip Assignment (Int. 46-64 & Int. 113-117)

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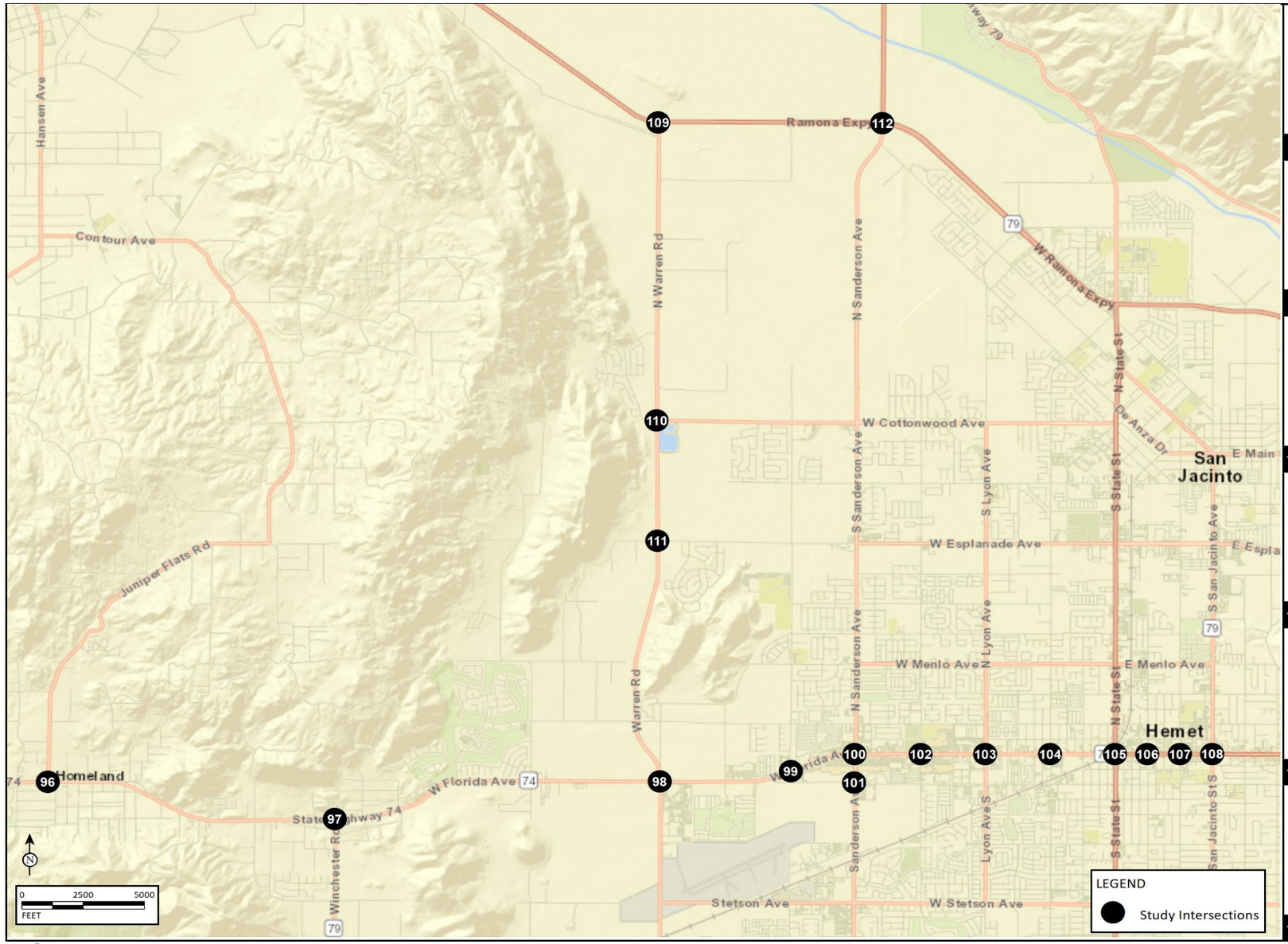
FIGURE 32-4

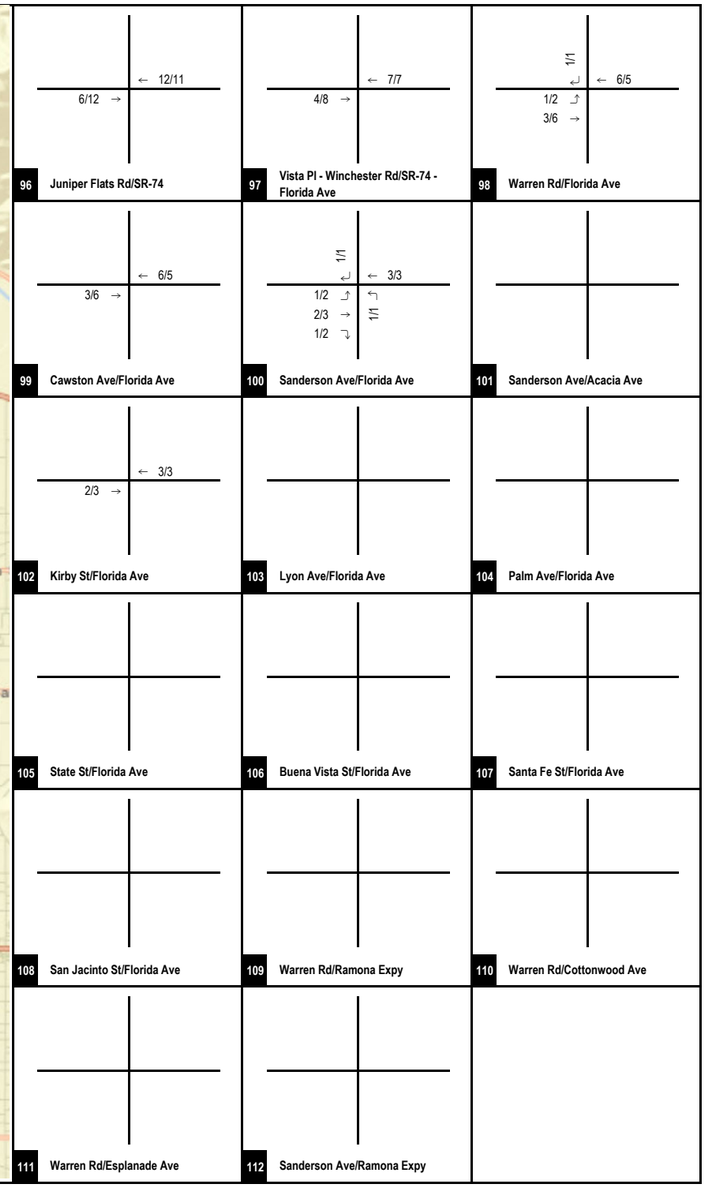
Menifee Valley Specific Plan
Traffic Study
PA-9 External Trip Assignment (Int. 65-95)

XXXX/YYYY
AM/PM Peak Hour Volumes

Future Leg

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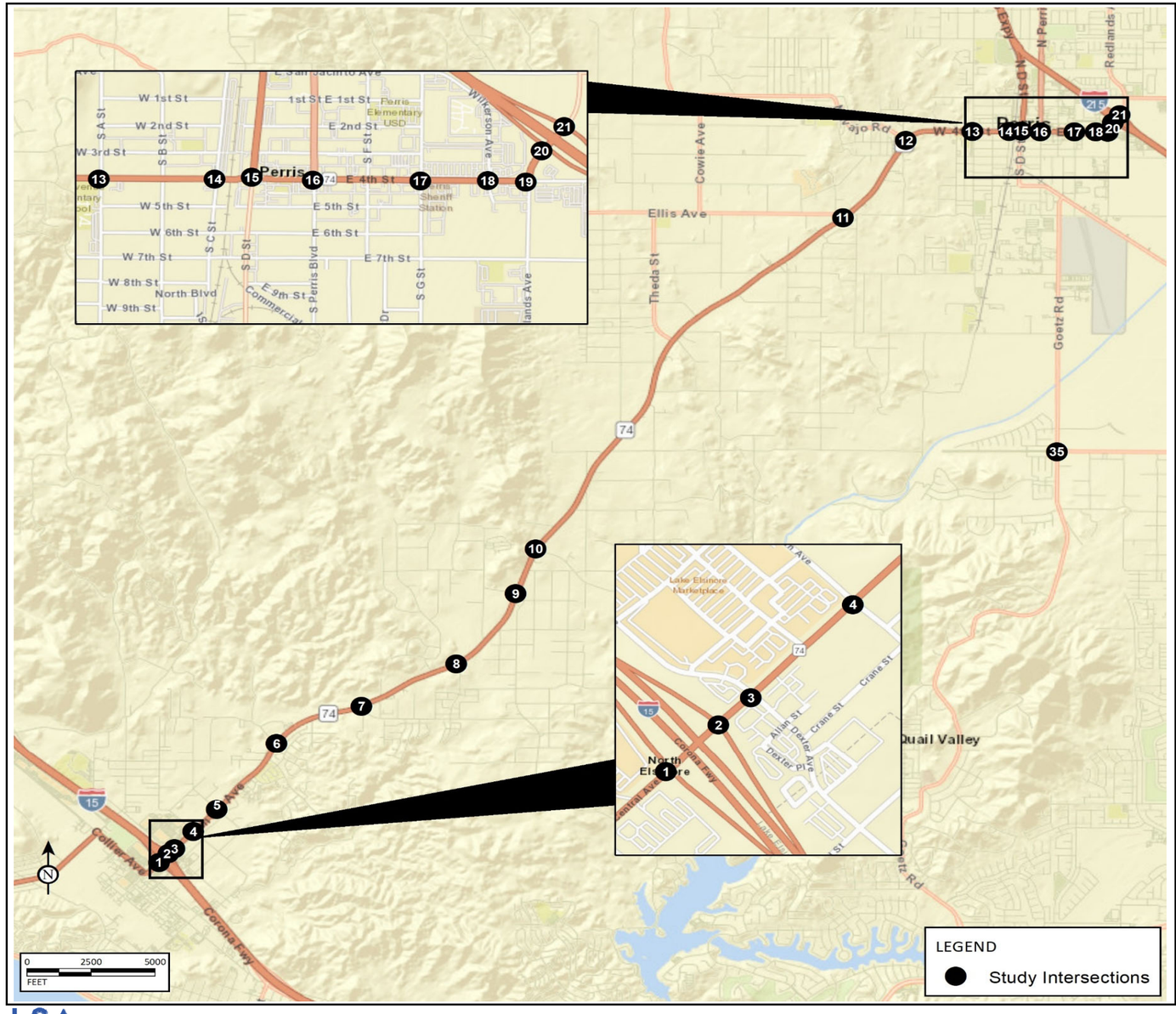


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FIGURE 32-5

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-9 External Trip Assignment (Int. 96-112)



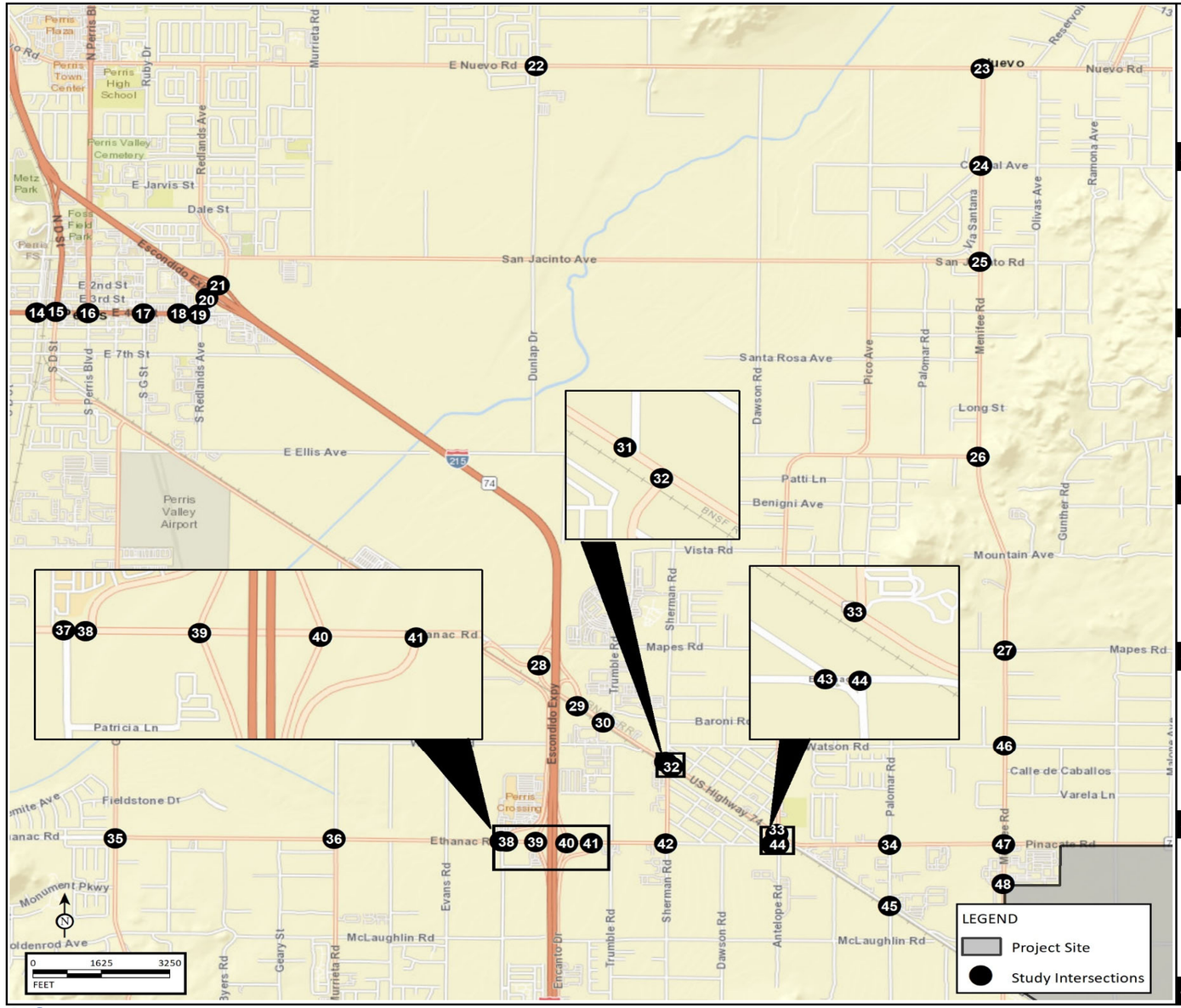
1 I-15 SB Ramps/Central Ave	2 I-15 NB Ramps/Central Ave	3 Dexter Ave/Central Ave	4 Cambern Ave/Central Ave
5 Conard Ave/Central Ave	6 El Toro Cut Off Rd/Central Ave - SR-74	7 Riverside St/SR-74	8 Wasson Canyon Rd/SR-74
9 SR-74/Meadowbrook Ave - Greenwald Ave	10 SR-74/River Rd	11 SR-74/Ellis Ave	12 Navajo Rd/4th St
13 A St/4th St	14 C St/4th St	15 D St/4th St	16 Perris Blvd/4th St
17 G St/4th St	18 Wilkerson Ave/4th St	19 Redlands Ave/4th St	20 Redlands Ave/I-215 SB Ramps
21 Redlands Ave/I-215 NB Ramps			

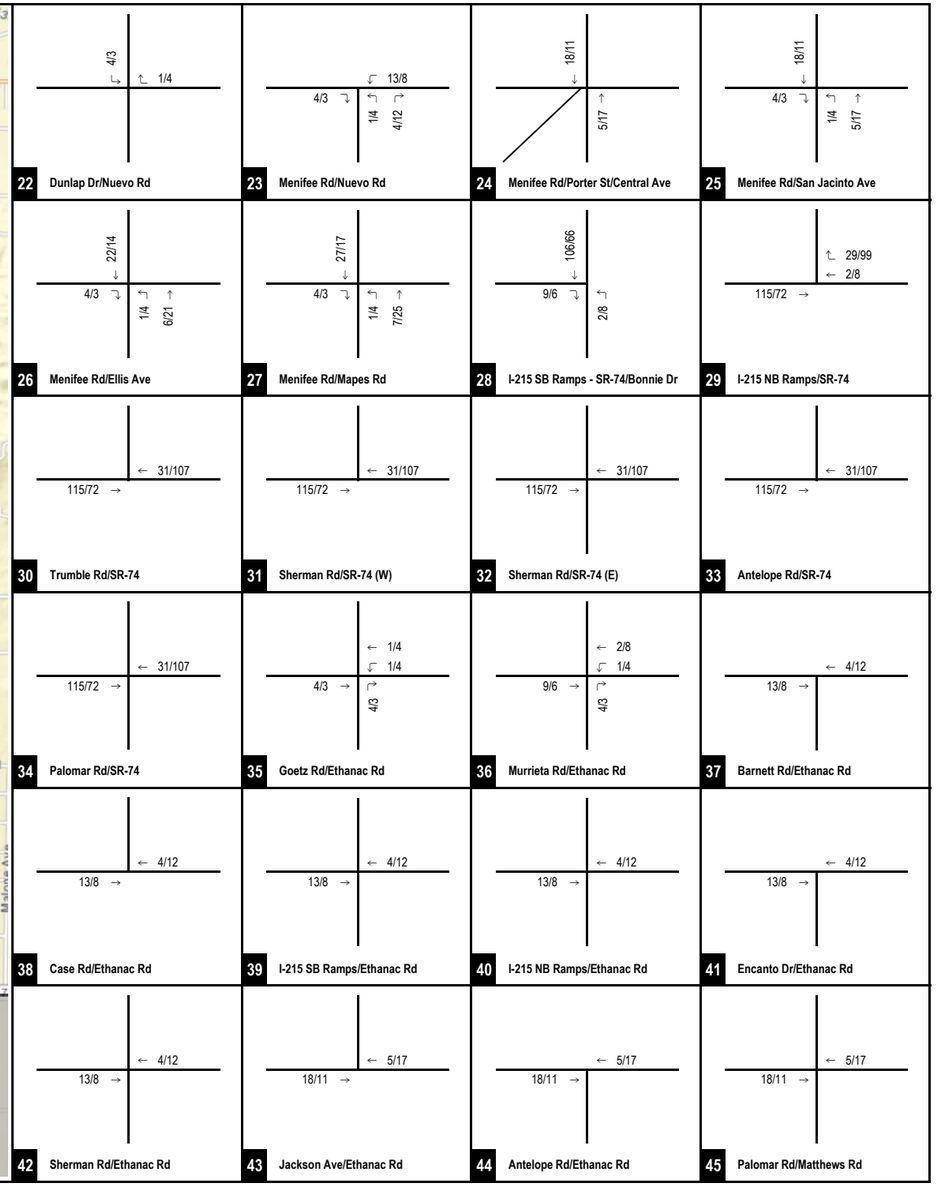
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FIGURE 33-1

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-10 External Trip Assignment - PVs (Int. 1-21)



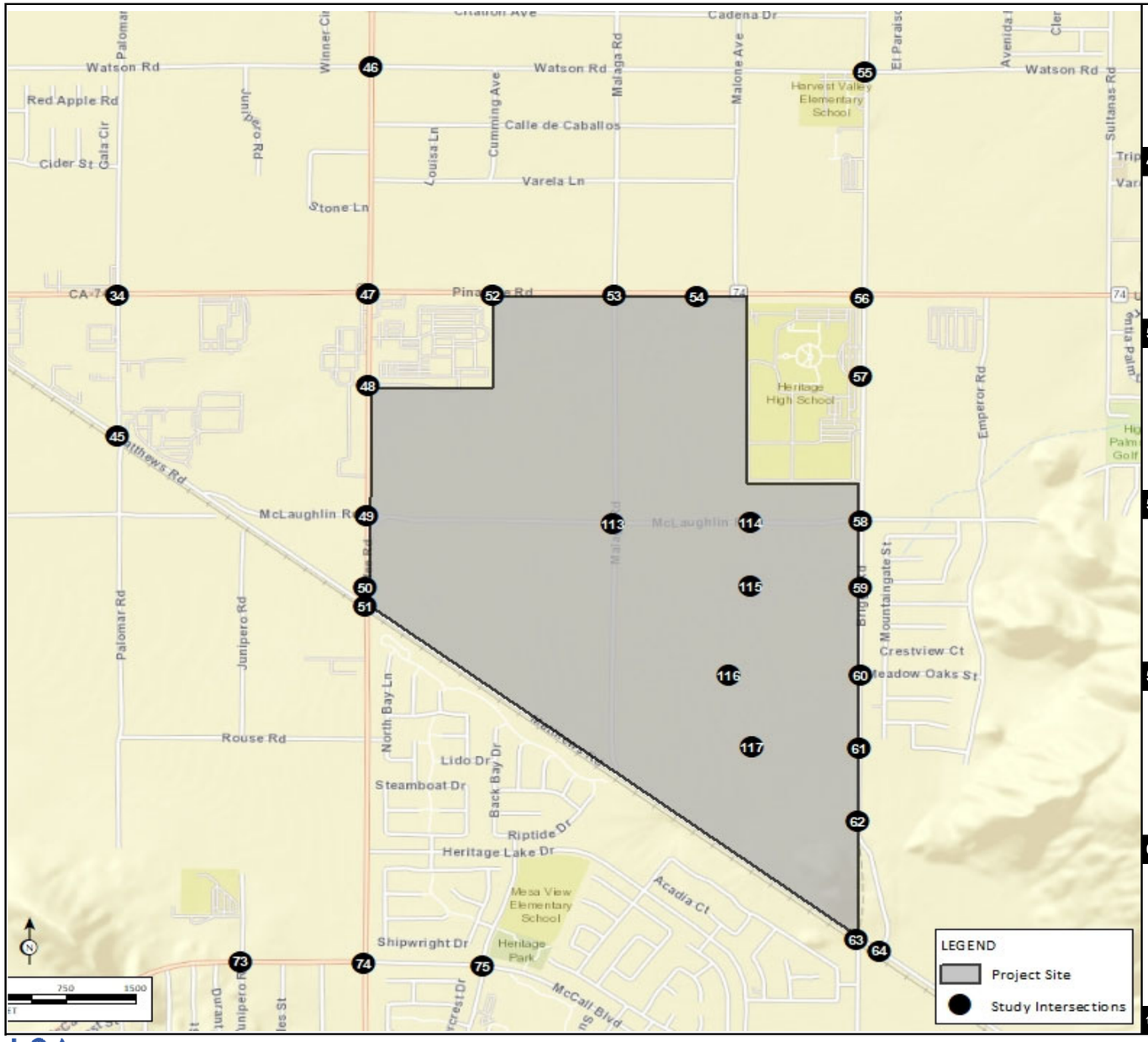


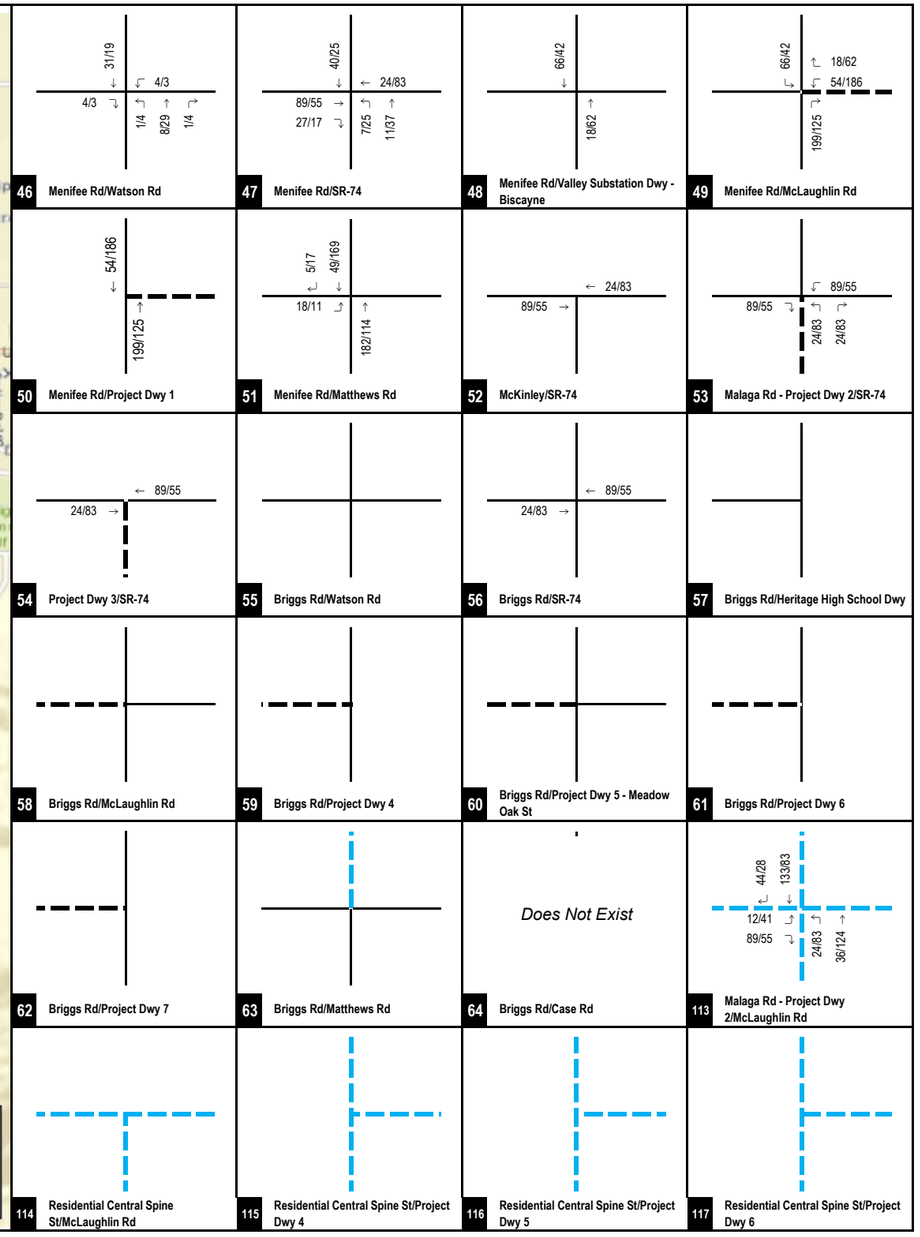
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FIGURE 33-2

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-10 External Trip Assignment - PVs (Int. 22-45)





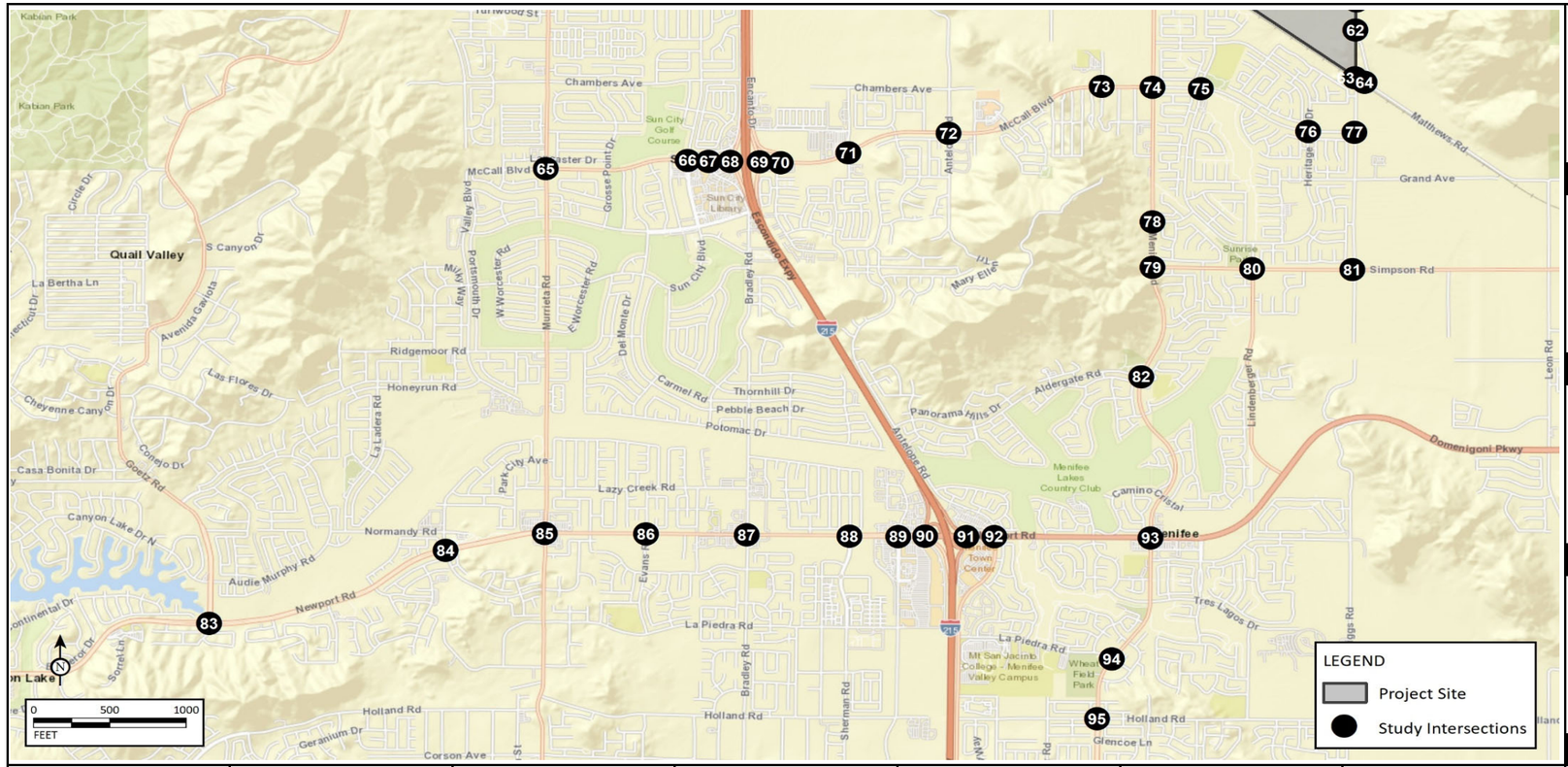
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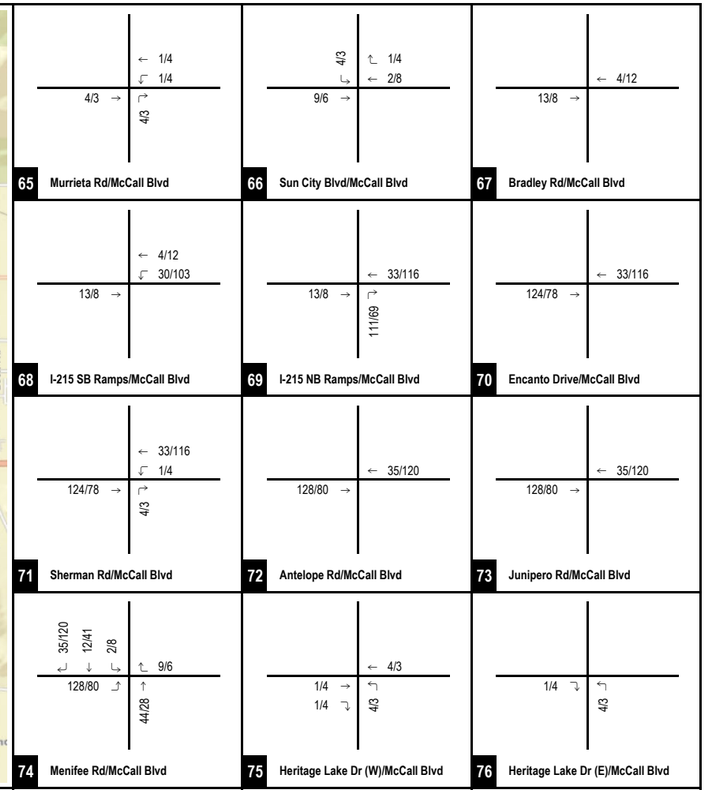
FIGURE 33-3

XXXX/YYYY
AM/PM Peak Hour Volumes

Future Leg
Project Driveway

Menifee Valley Specific Plan
Traffic Study
PA-10 External Trip Assignment - PVs (Int. 46-64 & Int. 113-117)





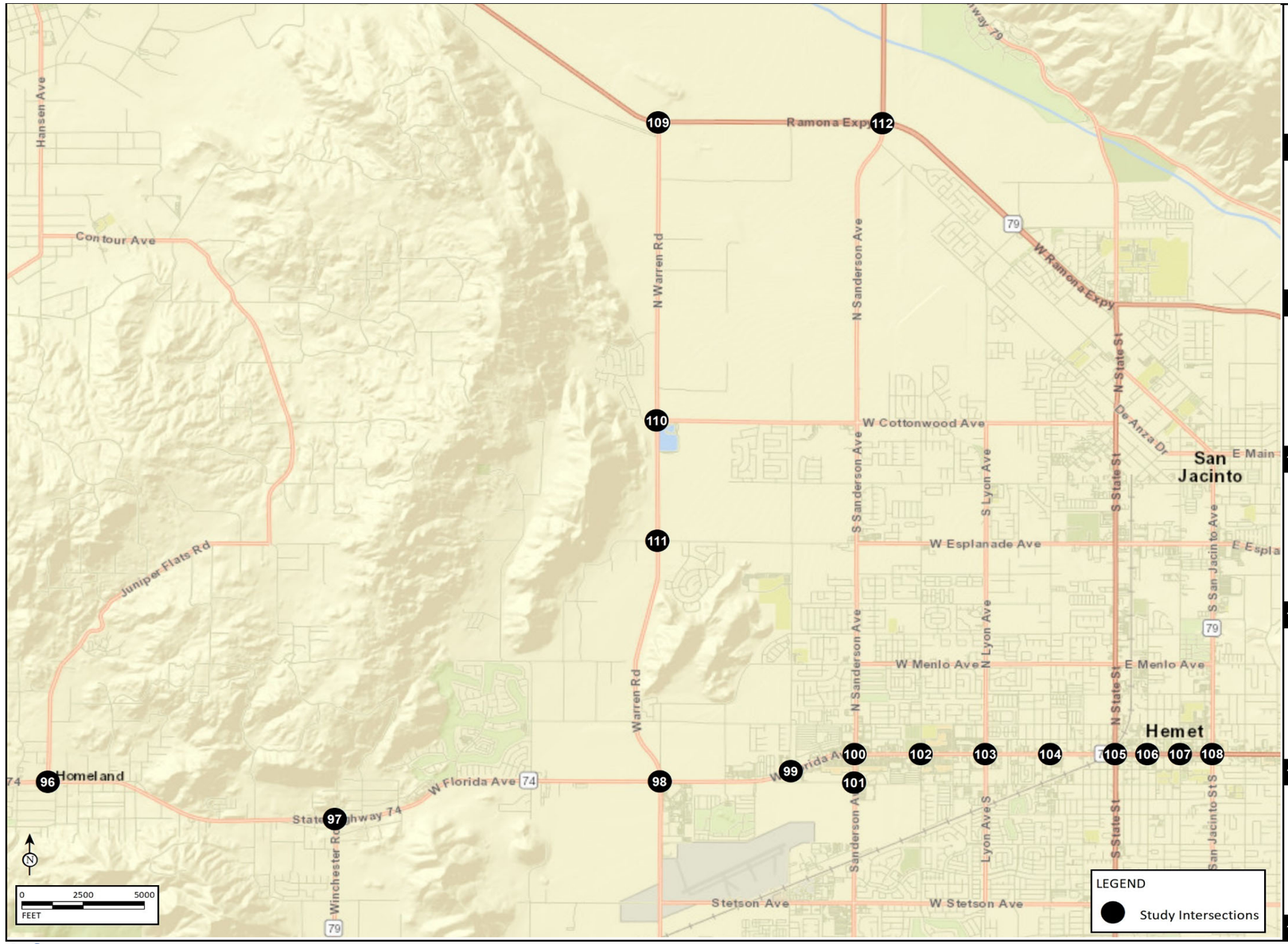
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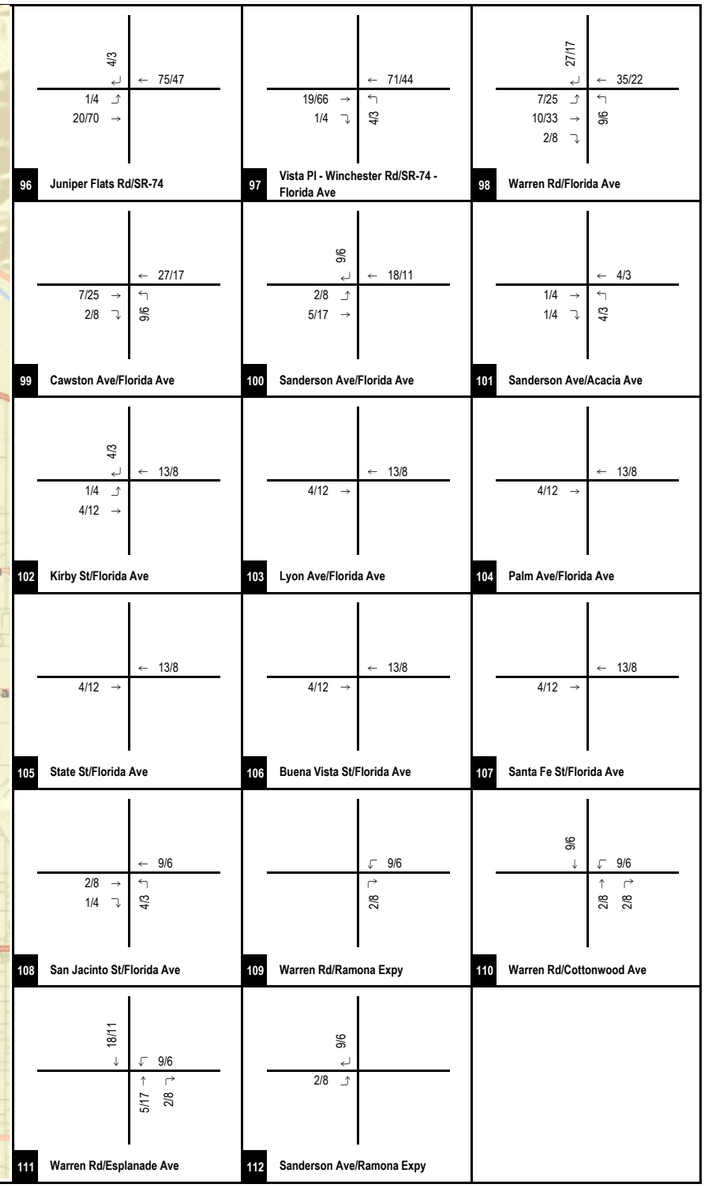
FIGURE 33-4

XXXX/YYYY
AM/PM Peak Hour Volumes

Future Leg

Menifee Valley Specific Plan
Traffic Study
PA-10 External Trip Assignment - PVs (Int. 65-95)



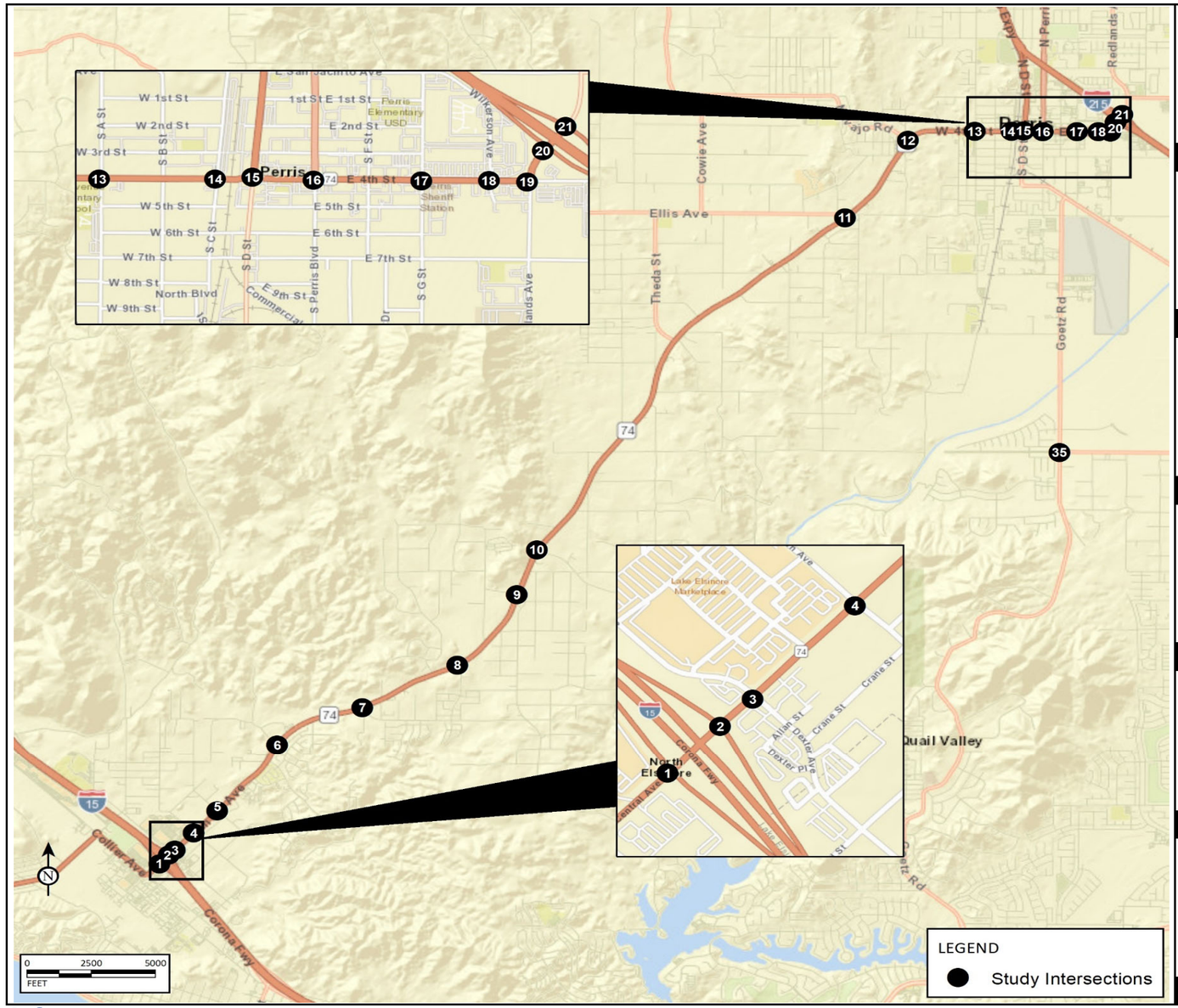


LSA

FIGURE 33-5

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-10 External Trip Assignment - PVs (Int. 96-112)



1 I-15 SB Ramps/Central Ave

2 I-15 NB Ramps/Central Ave

3 Dexter Ave/Central Ave

4 Cambern Ave/Central Ave

5 Conard Ave/Central Ave

6 El Toro Cut Off Rd/Central Ave - SR-74

7 Riverside St/SR-74

8 Wasson Canyon Rd/SR-74

9 SR-74/Meadowbrook Ave - Greenwald Ave

10 SR-74/River Rd

11 SR-74/Ellis Ave

12 Navajo Rd/4th St

13 A St/4th St

14 C St/4th St

15 D St/4th St

16 Perris Blvd/4th St

17 G St/4th St

18 Wilkerson Ave/4th St

19 Redlands Ave/4th St

20 Redlands Ave/I-215 SB Ramps

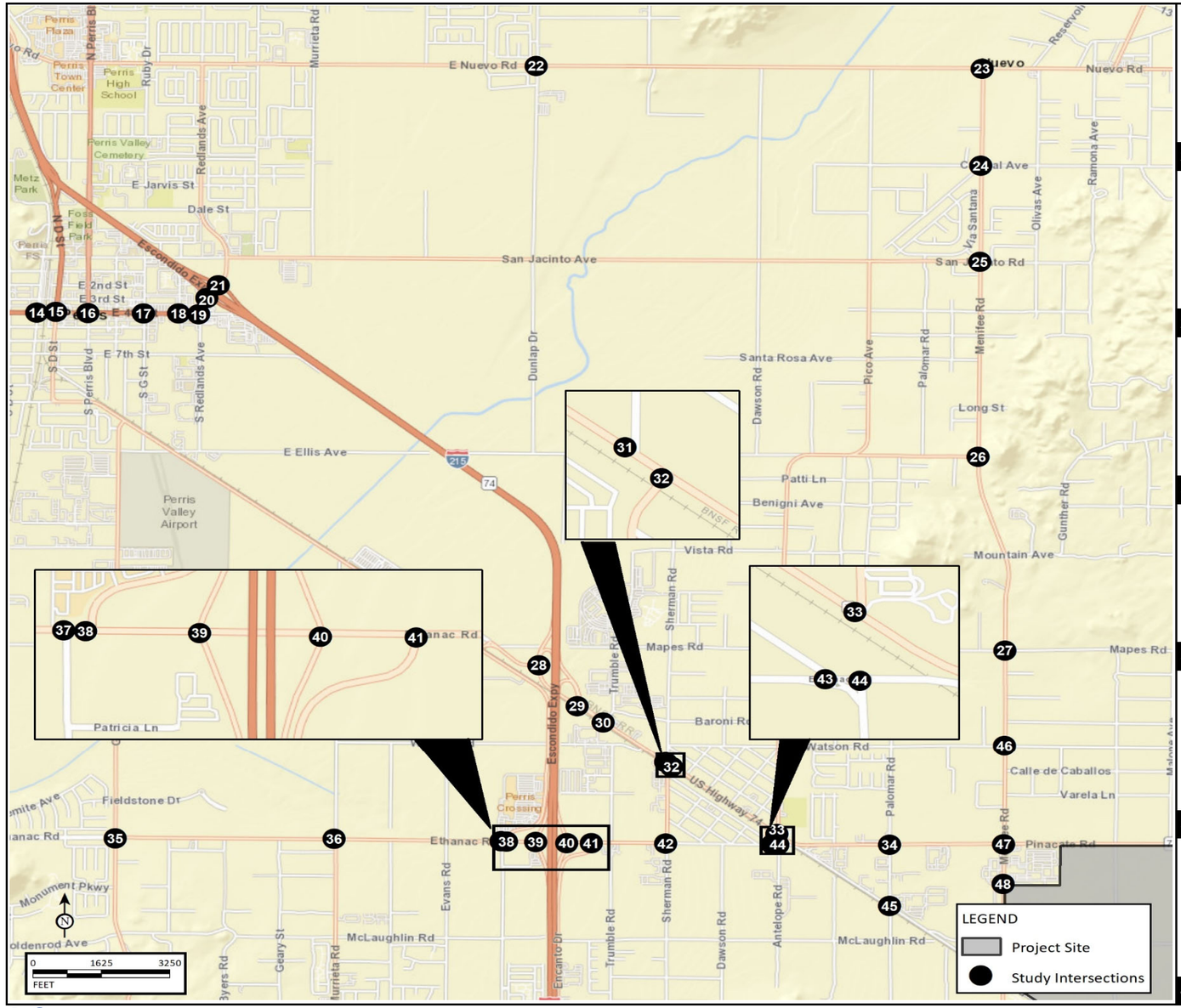
21 Redlands Ave/I-215 NB Ramps

LSA

FIGURE 34-1

XXXX/YYYY
AM/PM Peak Hour PCE Volumes

Menifee Valley Specific Plan
Traffic Study
PA-10 External Trip Assignment - Trucks (Int. 1-21)



22 Dunlap Dr/Nuevo Rd

23 Menifee Rd/Nuevo Rd

24 Menifee Rd/Porter St/Central Ave

25 Menifee Rd/San Jacinto Ave

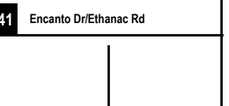
26 Menifee Rd/Ellis Ave

27 Menifee Rd/Mapes Rd

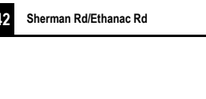
28 I-215 SB Ramps - SR-74/Bonnie Dr



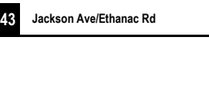
29 I-215 NB Ramps/SR-74



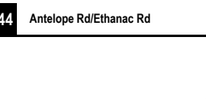
30 Trumble Rd/SR-74



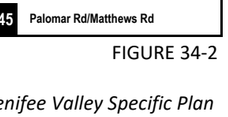
31 Sherman Rd/SR-74 (W)



32 Sherman Rd/SR-74 (E)



33 Antelope Rd/SR-74



34 Palomar Rd/SR-74

35 Goetz Rd/Ethanac Rd

36 Murrieta Rd/Ethanac Rd

37 Barnett Rd/Ethanac Rd

38 Case Rd/Ethanac Rd

39 I-215 SB Ramps/Ethanac Rd

40 I-215 NB Ramps/Ethanac Rd

41 Encanto Dr/Ethanac Rd

42 Sherman Rd/Ethanac Rd

43 Jackson Ave/Ethanac Rd

44 Antelope Rd/Ethanac Rd

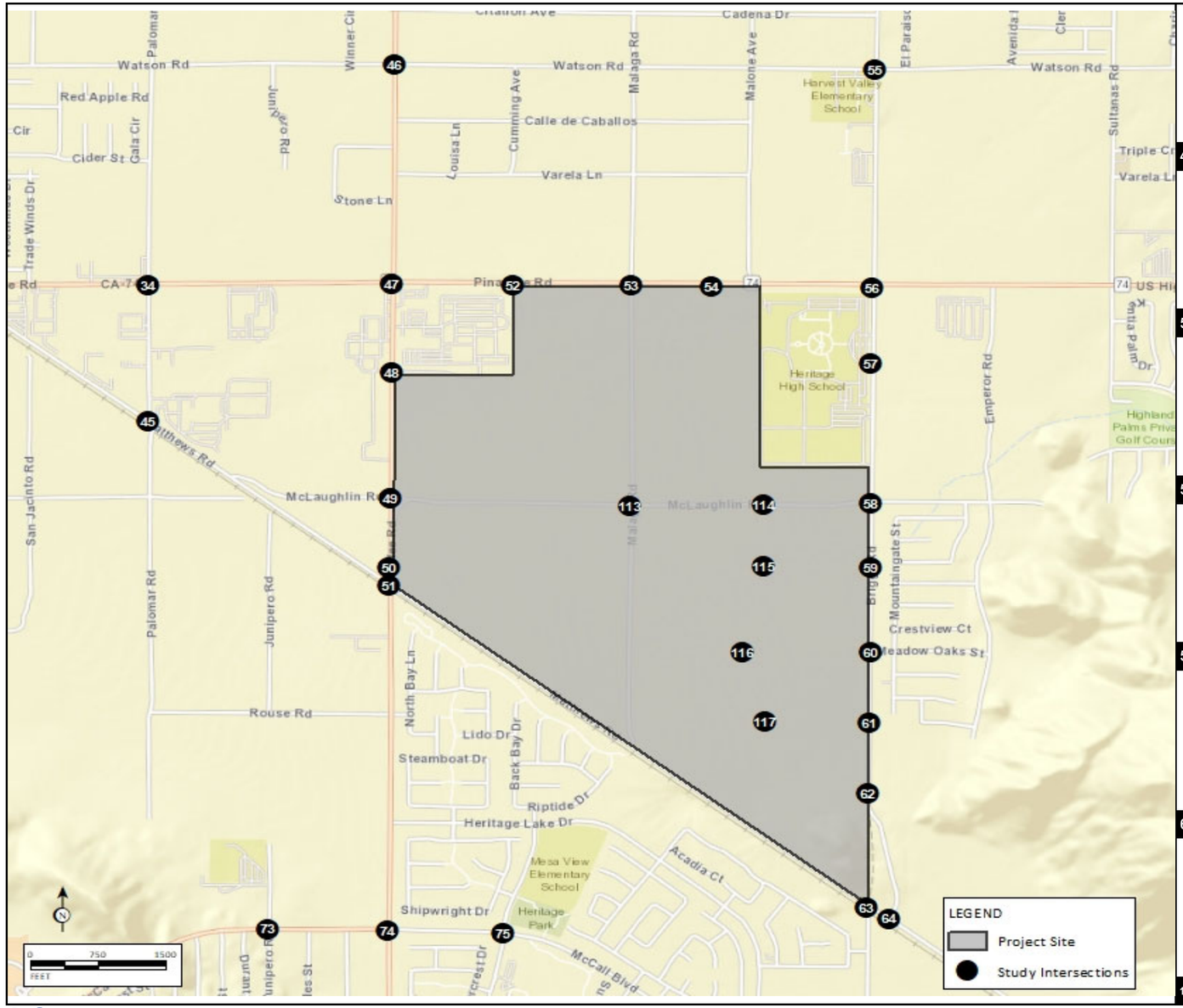
45 Palomar Rd/Matthews Rd

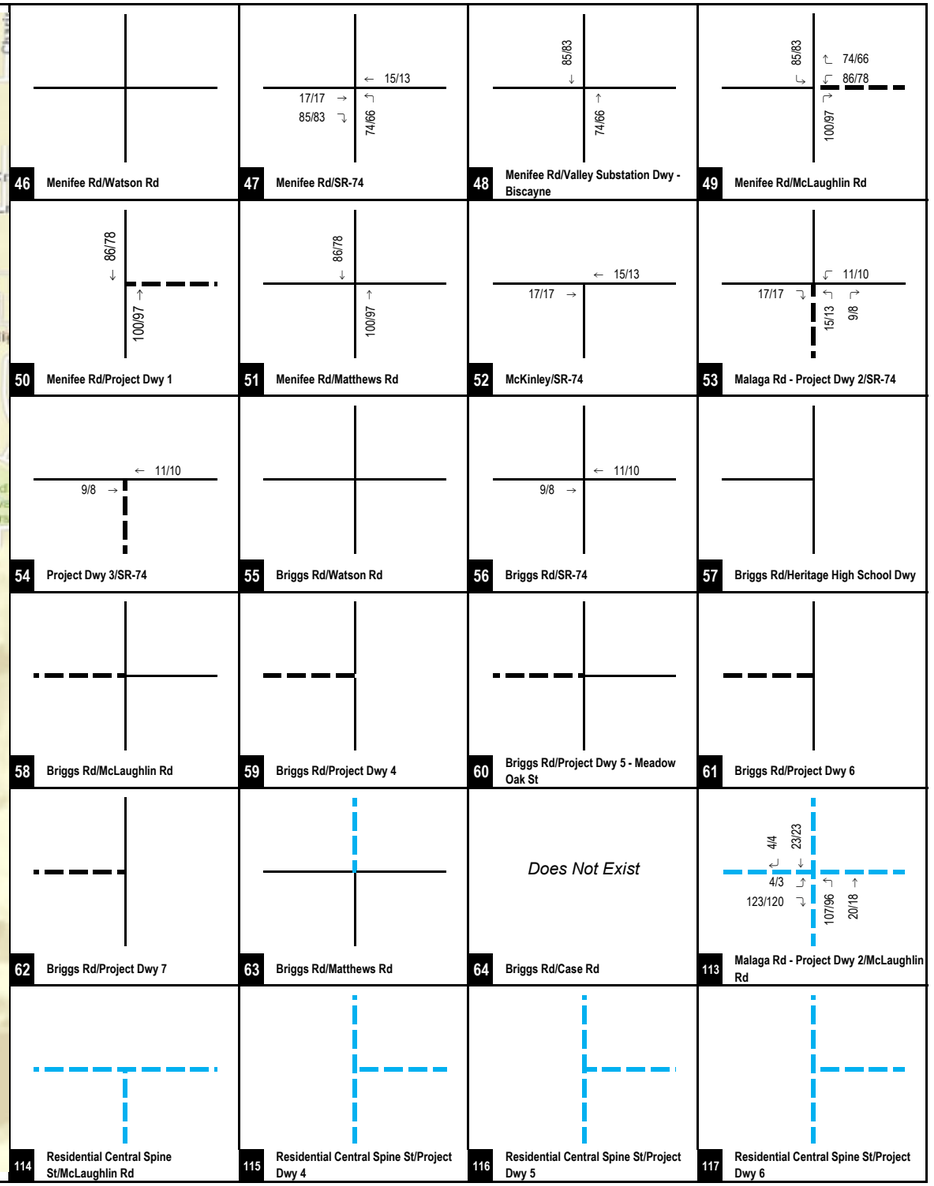
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FIGURE 34-2

XXXX/YYYY
AM/PM Peak Hour PCE Volumes

Menifee Valley Specific Plan
Traffic Study
PA-10 External Trip Assignment - Trucks (Int. 22-45)





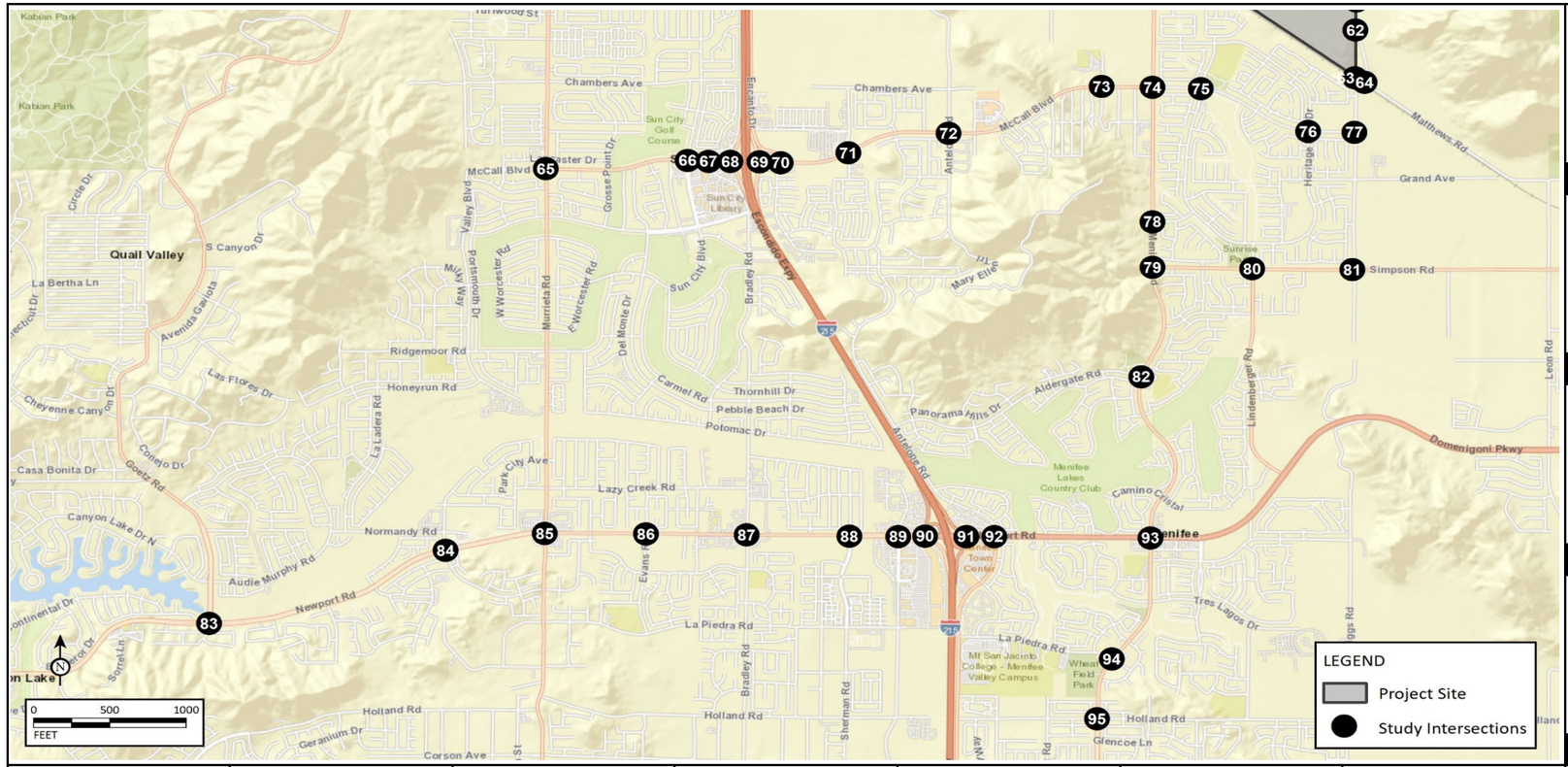
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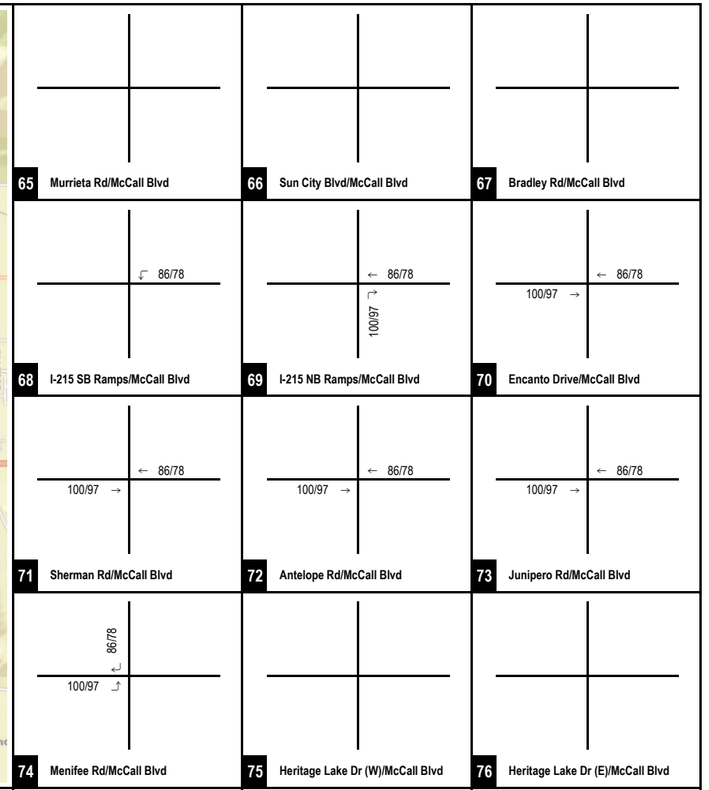
FIGURE 34-3

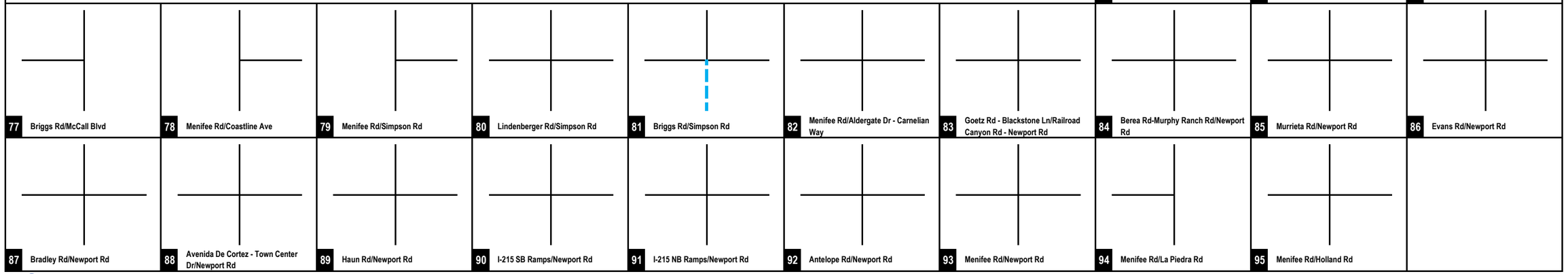
XXXX/YYYY
AM/PM Peak Hour PCE Volumes

Future Leg
Project Driveway

Menifee Valley Specific Plan
Traffic Study
PA-10 External Trip Assignment - Trucks (Int. 46-64 & Int. 113-117)





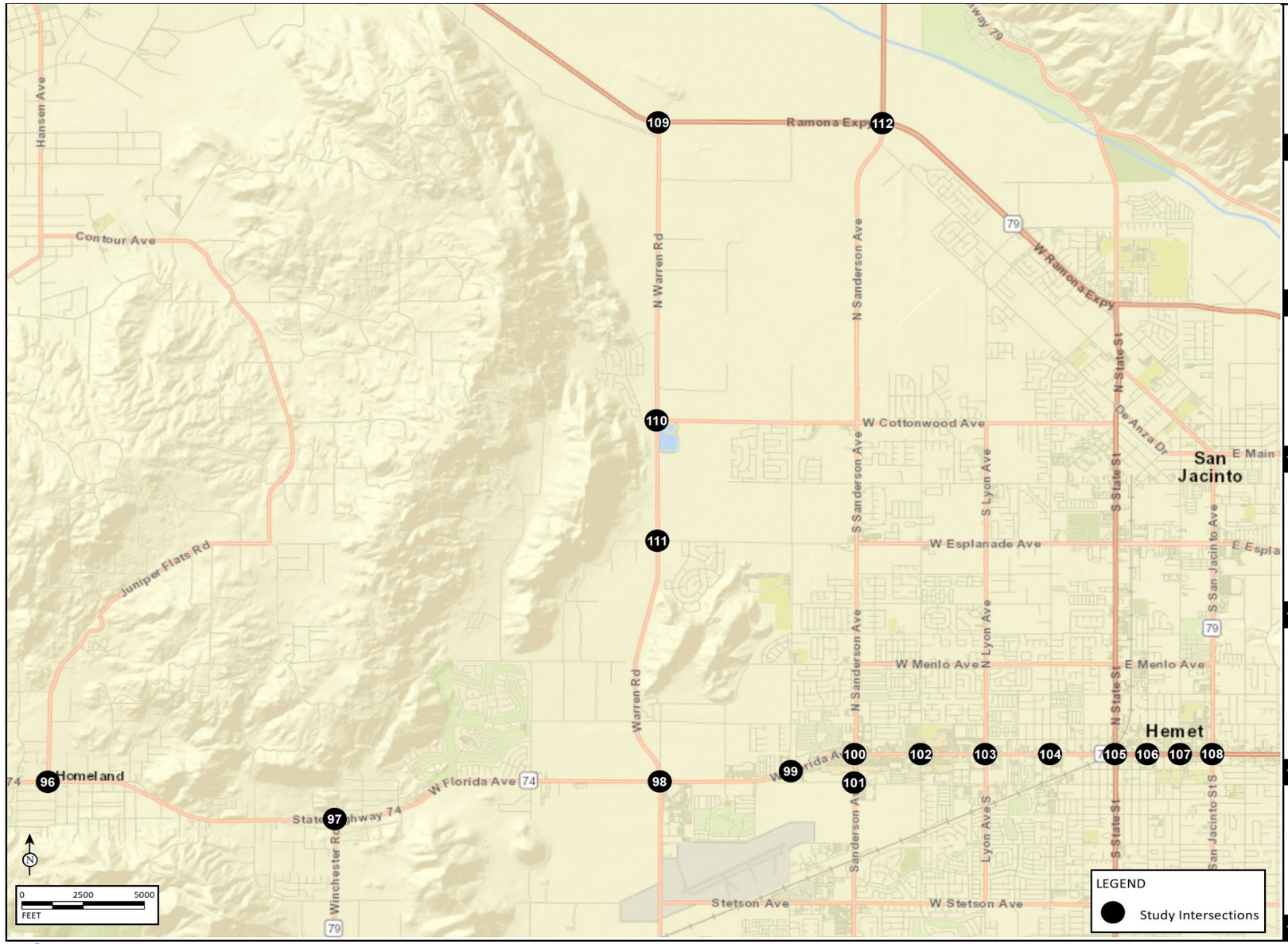


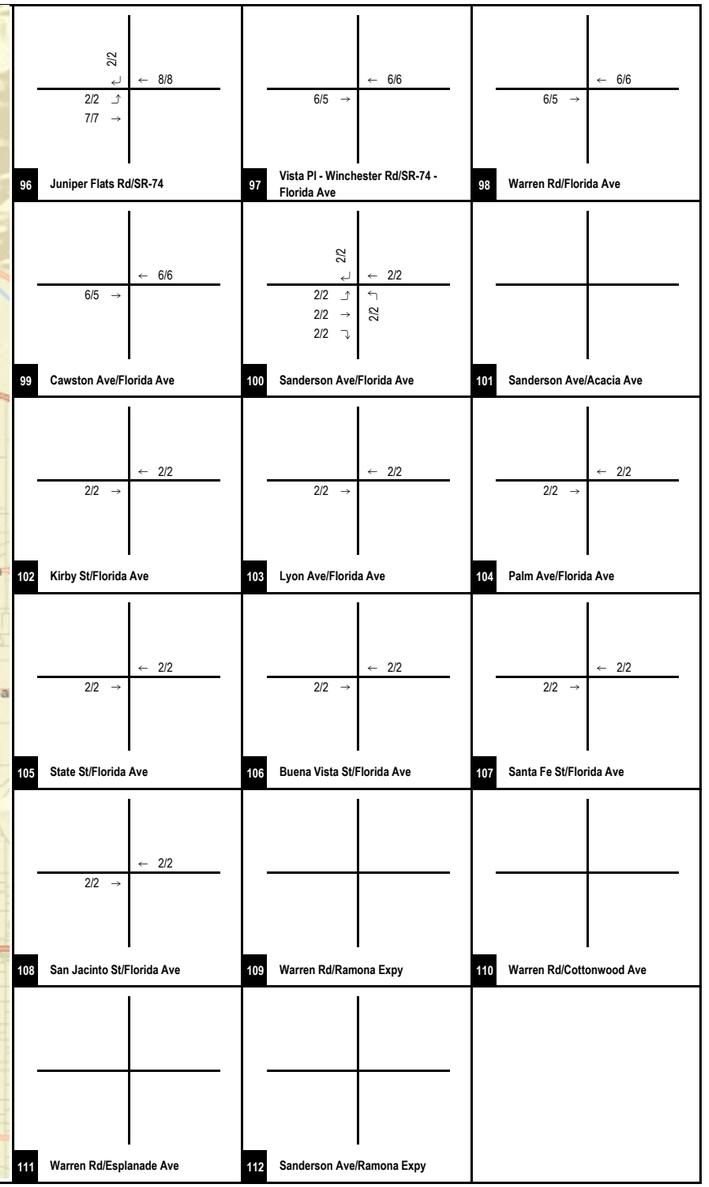
LSA

FIGURE 34-4

Menifee Valley Specific Plan
Traffic Study
PA-10 External Trip Assignment - Trucks (Int. 65-95)

XXXX/YYYY
AM/PM Peak Hour PCE Volumes — — Future Leg



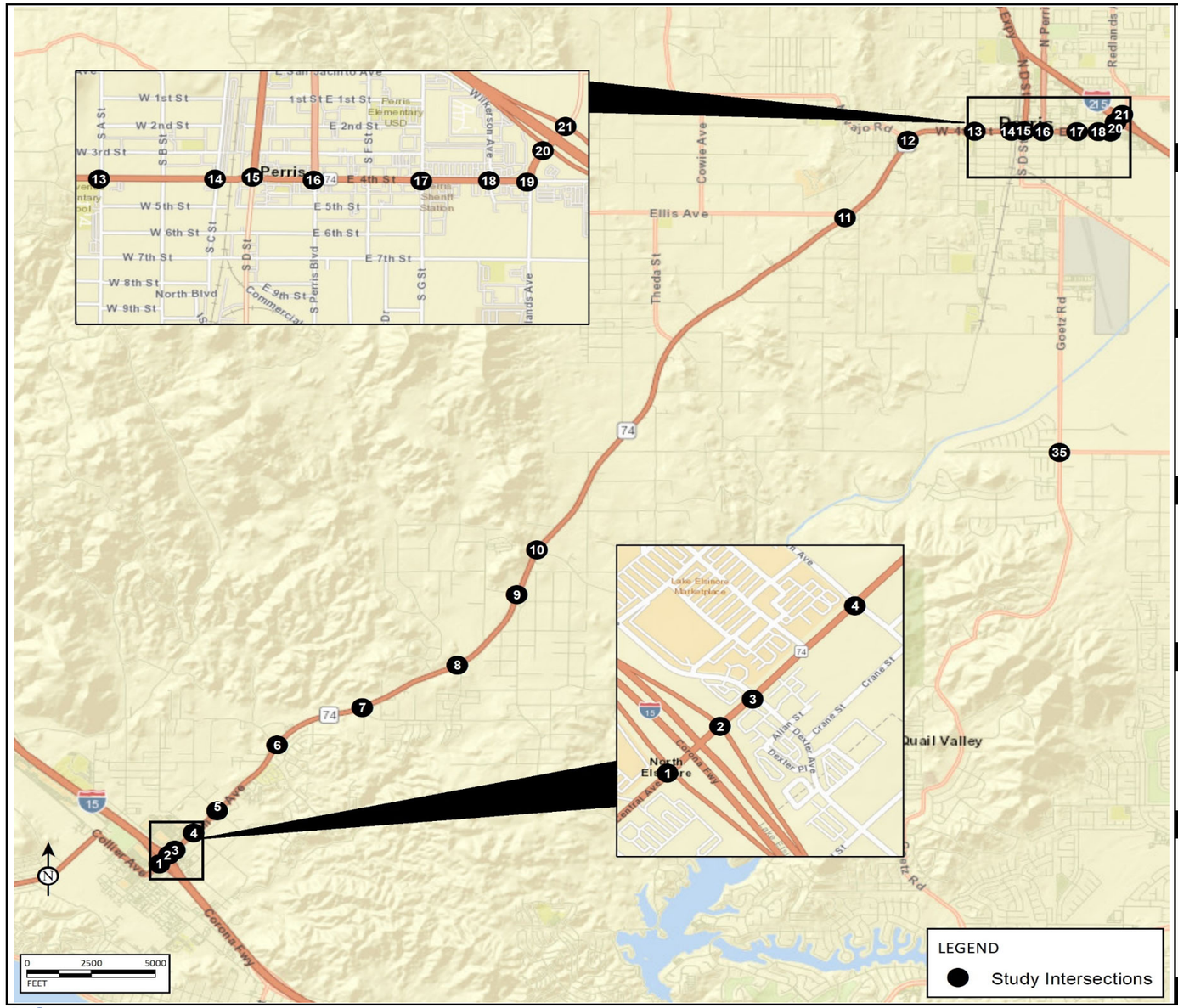


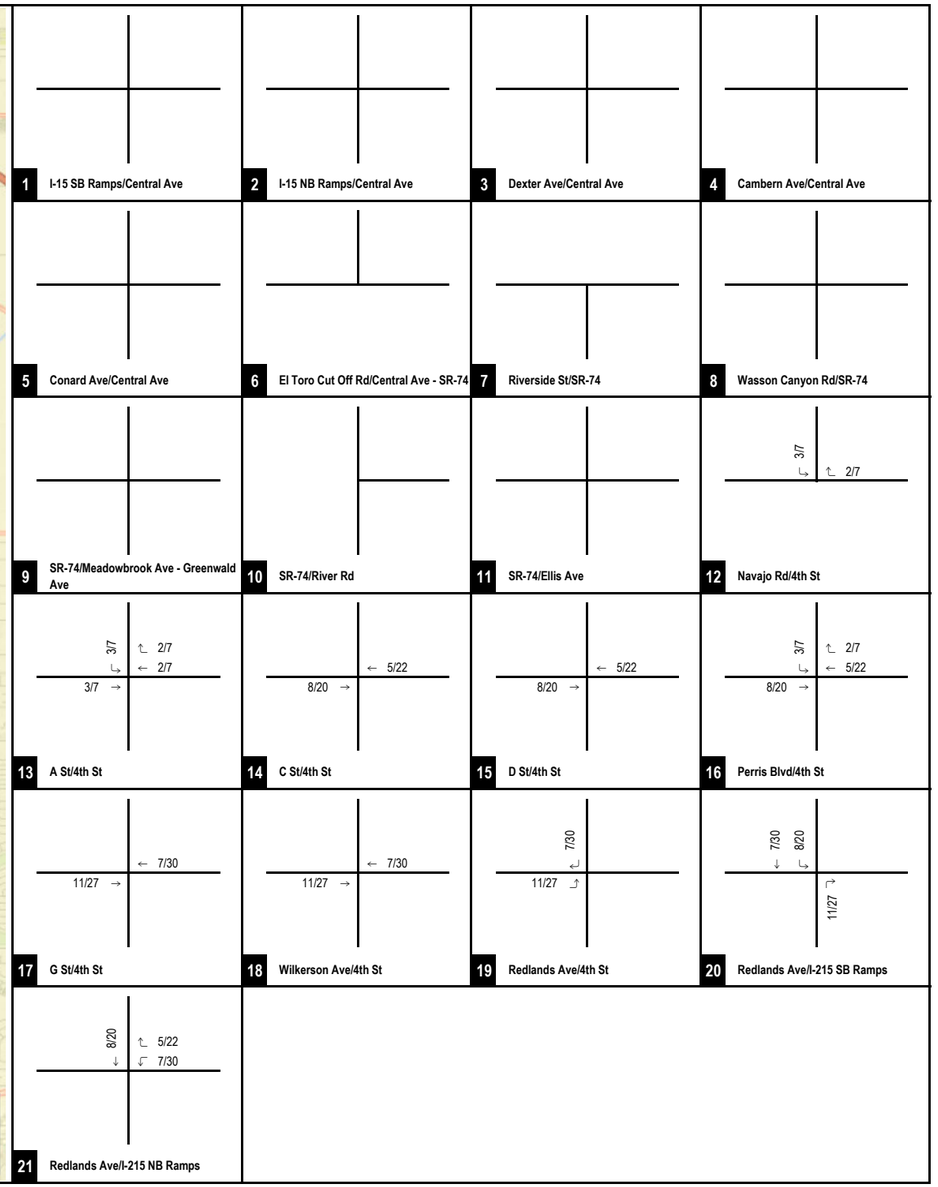
LSA

FIGURE 34-5

XXXX/YYYY
AM/PM Peak Hour PCE Volumes

Menifee Valley Specific Plan
Traffic Study
PA-10 External Trip Assignment - Trucks (Int. 96-112)



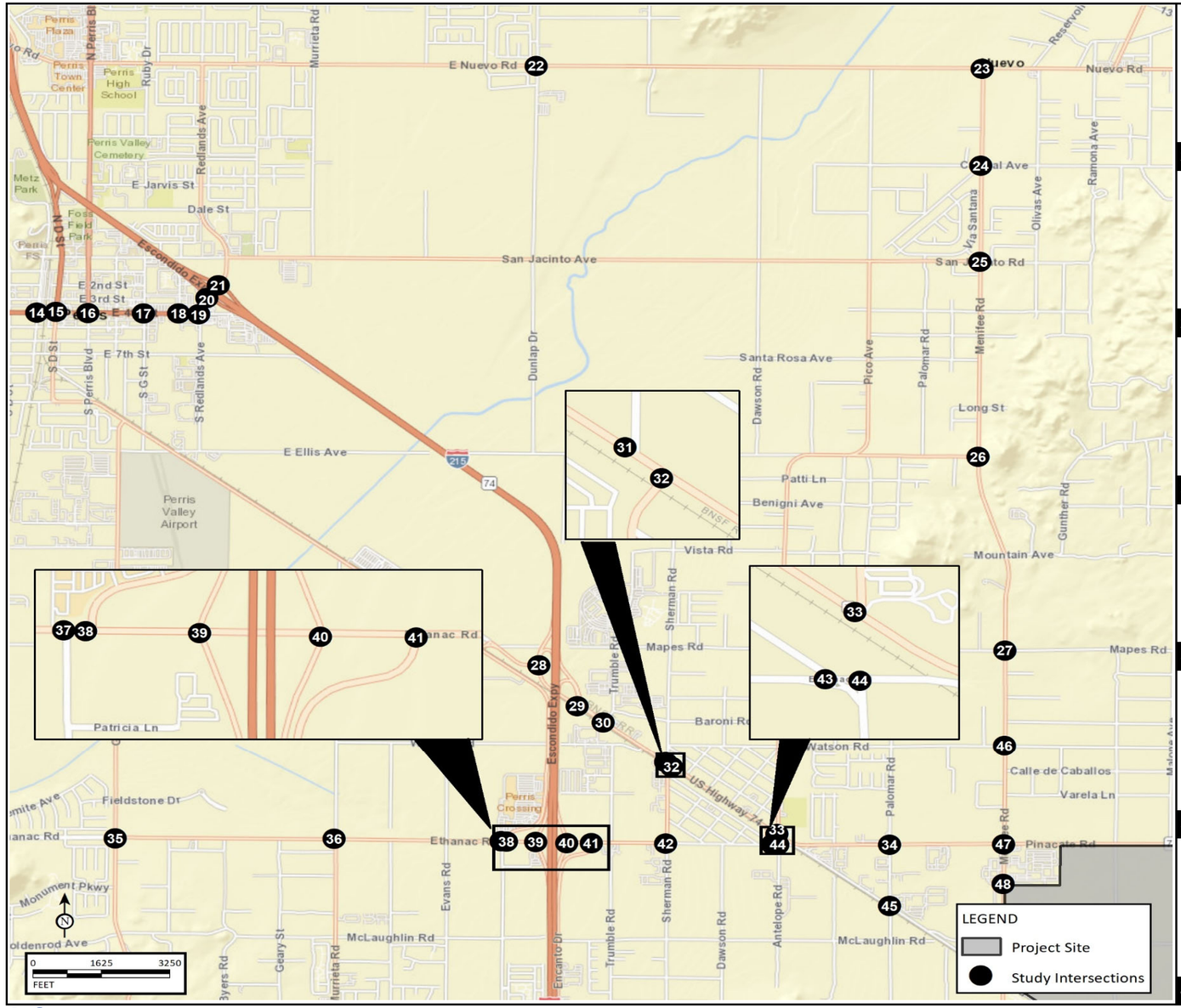


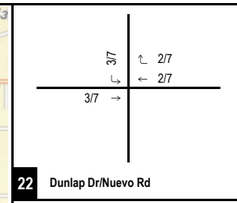
LSA

FIGURE 35-1

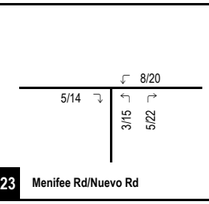
XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-13 Net External Trip Assignment (Int. 1-21)

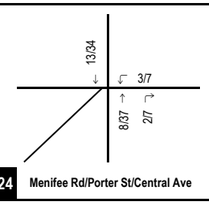




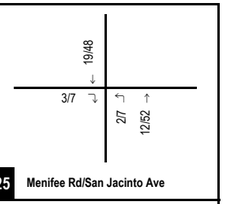
22 Dunlap Dr/Nuevo Rd



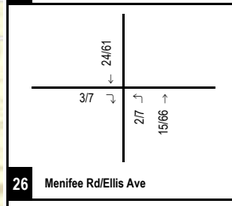
23 Menifee Rd/Nuevo Rd



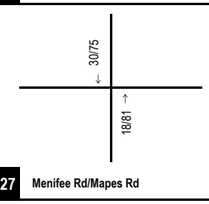
24 Menifee Rd/Porter St/Central Ave



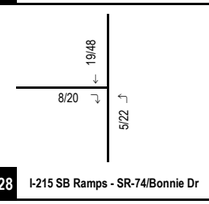
25 Menifee Rd/San Jacinto Ave



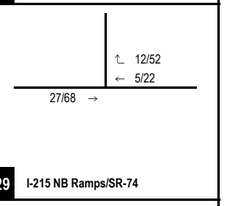
26 Menifee Rd/Ellis Ave



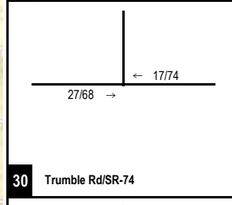
27 Menifee Rd/Mapes Rd



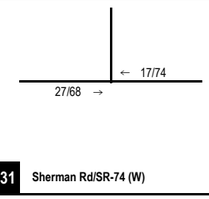
28 I-215 SB Ramps - SR-74/Bonnie Dr



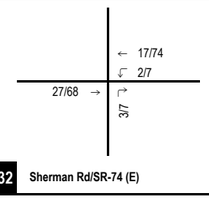
29 I-215 NB Ramps/SR-74



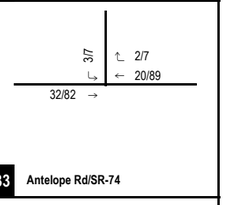
30 Trumble Rd/SR-74



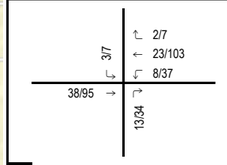
31 Sherman Rd/SR-74 (W)



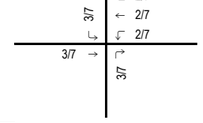
32 Sherman Rd/SR-74 (E)



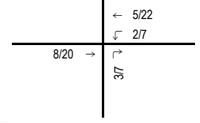
33 Antelope Rd/SR-74



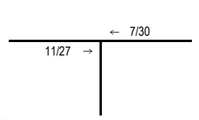
34 Palomar Rd/SR-74



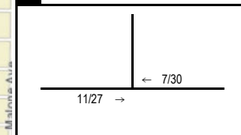
35 Goetz Rd/Ethanac Rd



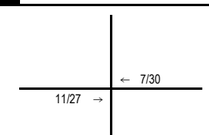
36 Murrieta Rd/Ethanac Rd



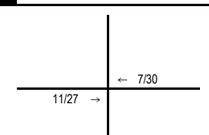
37 Barnett Rd/Ethanac Rd



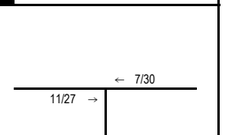
38 Case Rd/Ethanac Rd



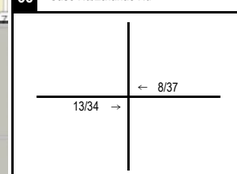
39 I-215 SB Ramps/Ethanac Rd



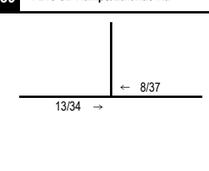
40 I-215 NB Ramps/Ethanac Rd



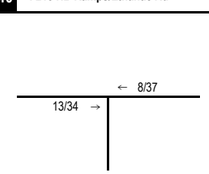
41 Encanto Dr/Ethanac Rd



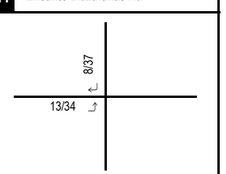
42 Sherman Rd/Ethanac Rd



43 Jackson Ave/Ethanac Rd



44 Antelope Rd/Ethanac Rd



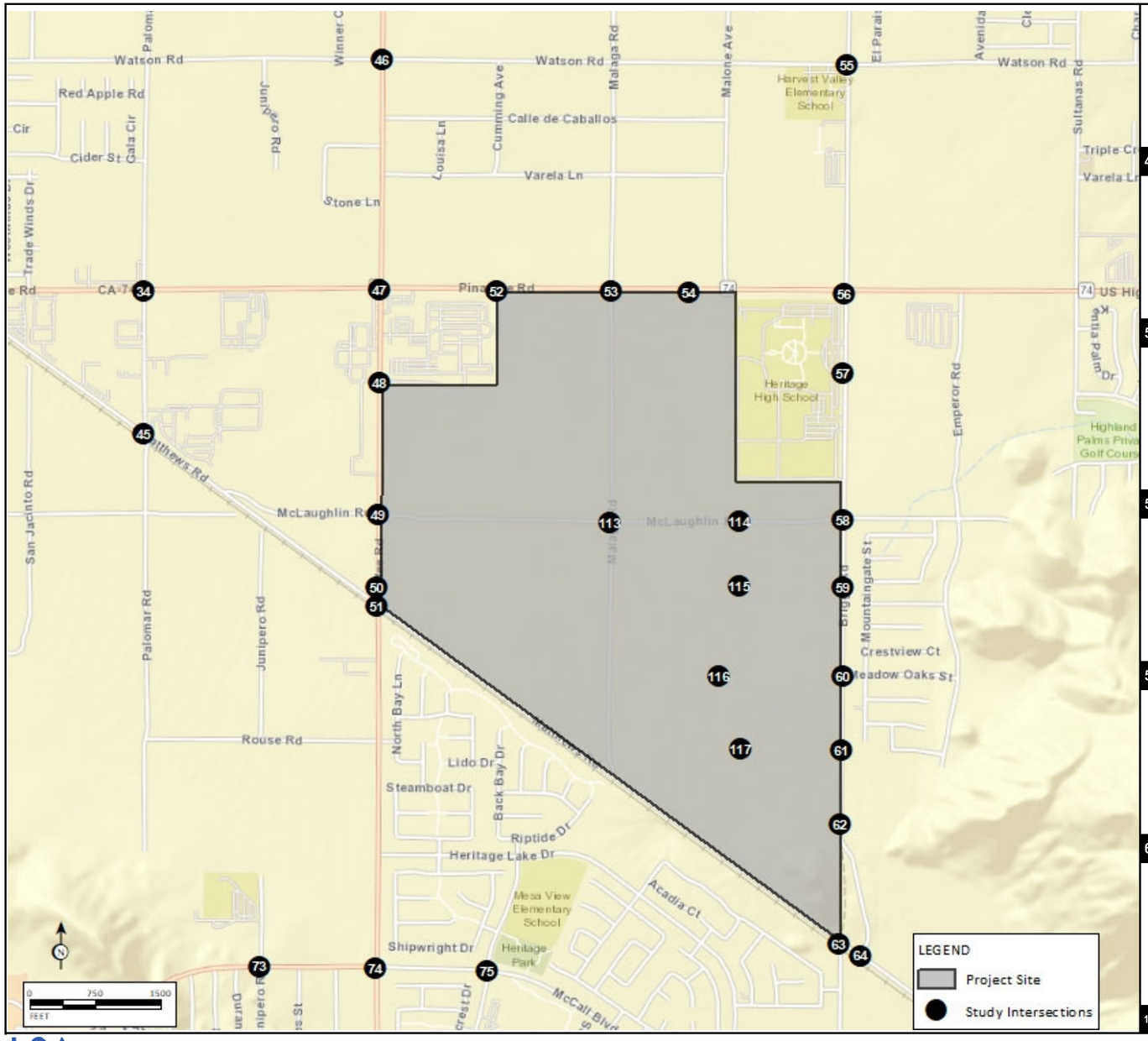
45 Palomar Rd/Matthews Rd

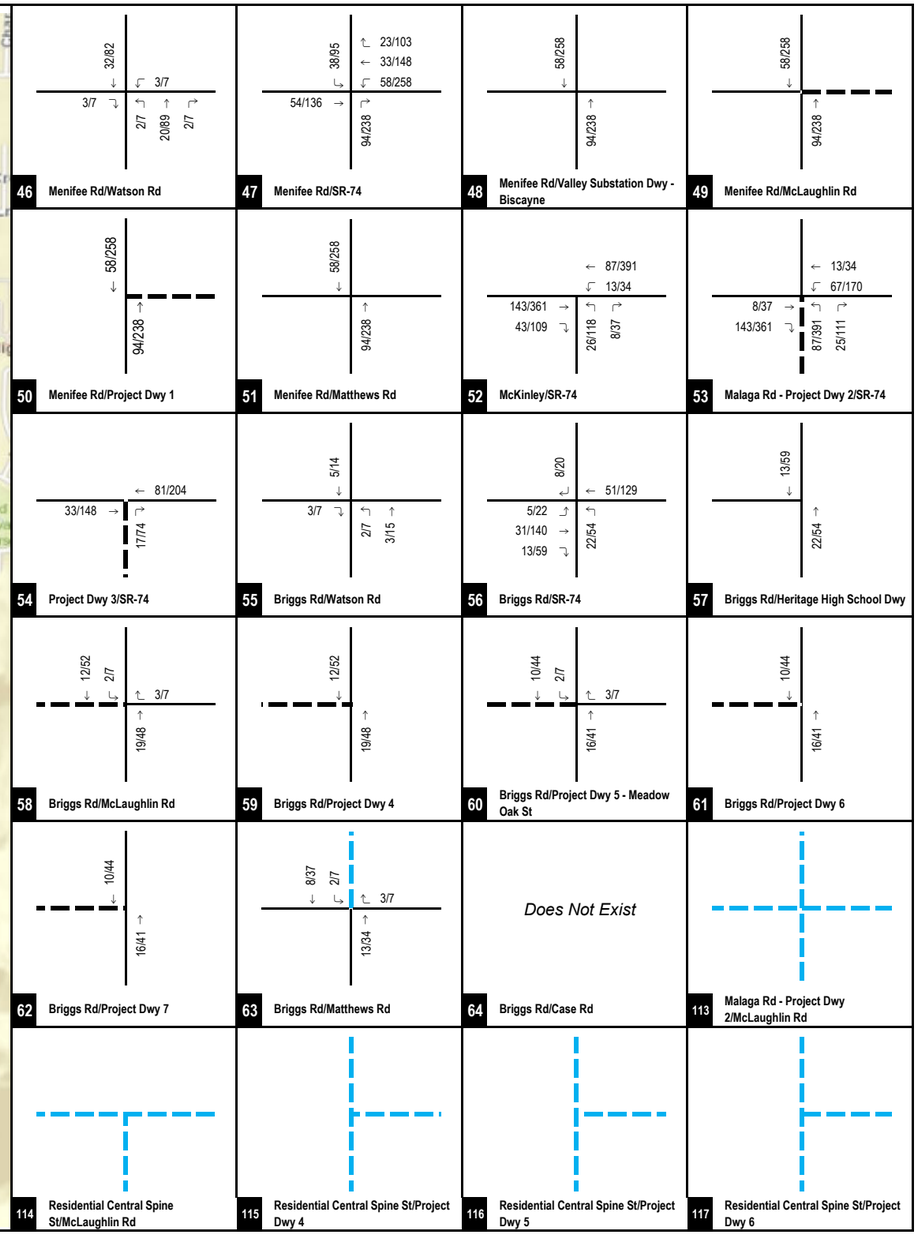
LSA

FIGURE 35-2

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-13 Net External Trip Assignment (Int. 22-45)





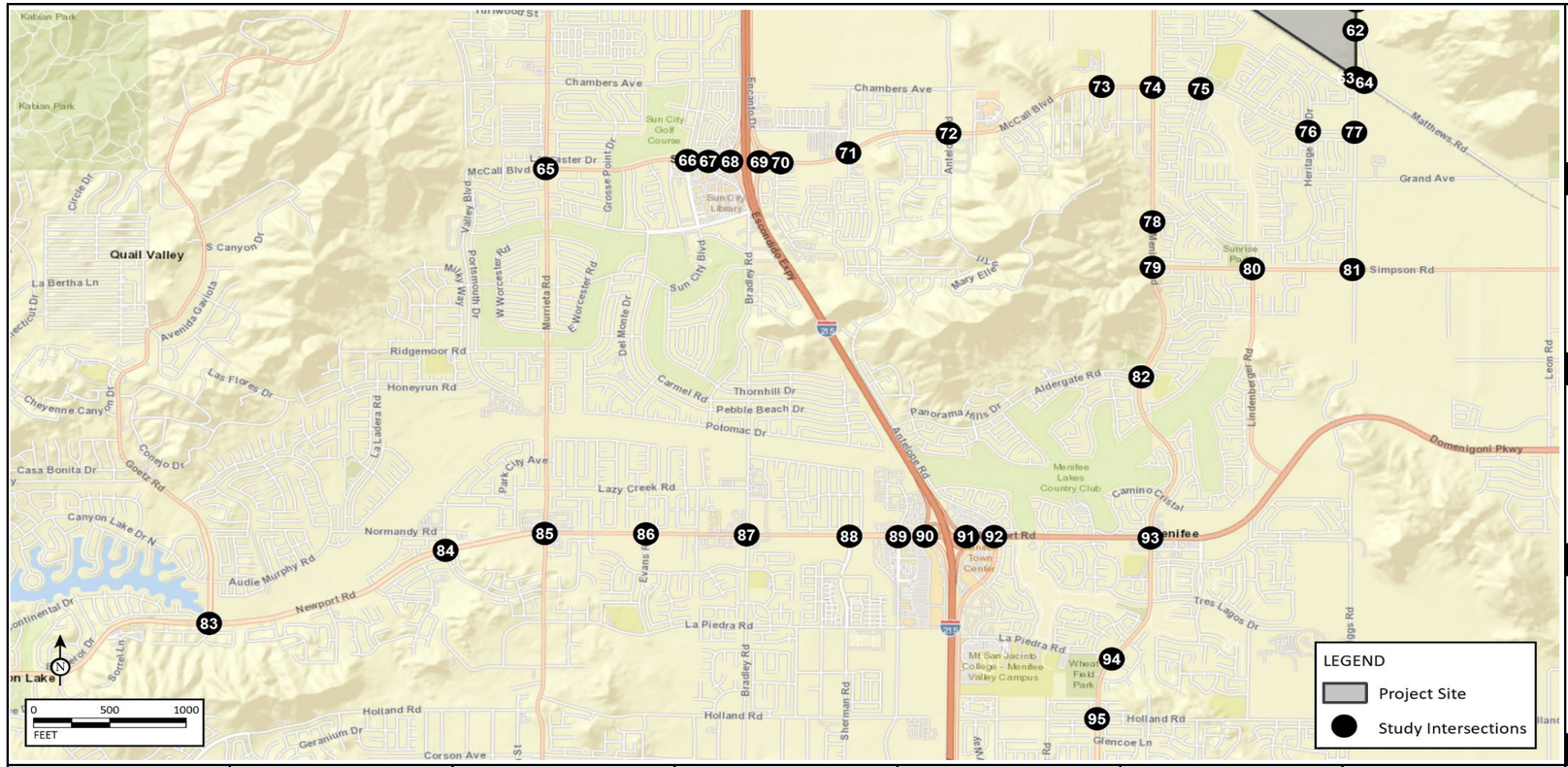
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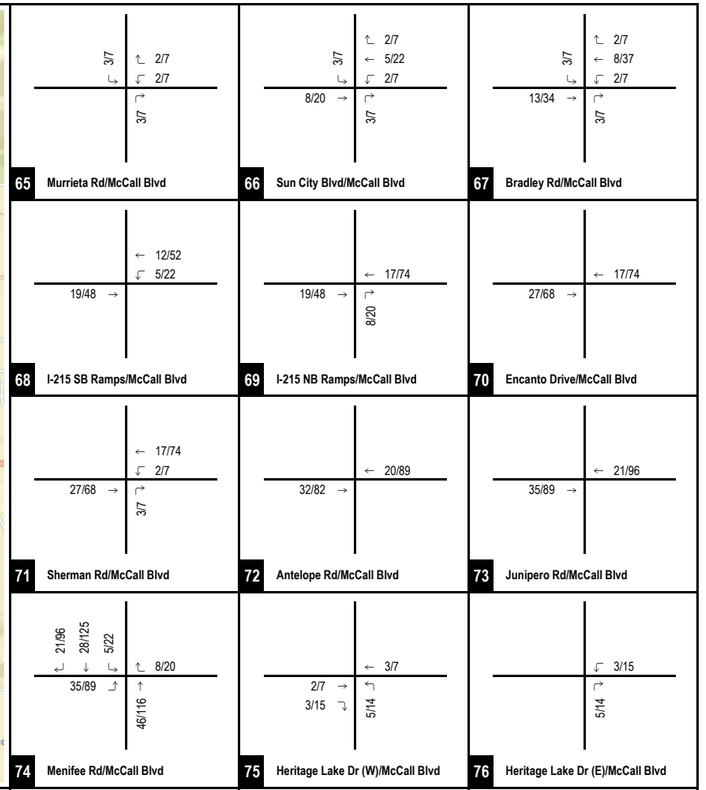
FIGURE 35-3

XXXX/YYYY
AM/PM Peak Hour Volumes

Future Leg
Project Driveway

Menifee Valley Specific Plan
Traffic Study
PA-13 Net External Trip Assignment (Int. 46-64 & Int. 113-117)



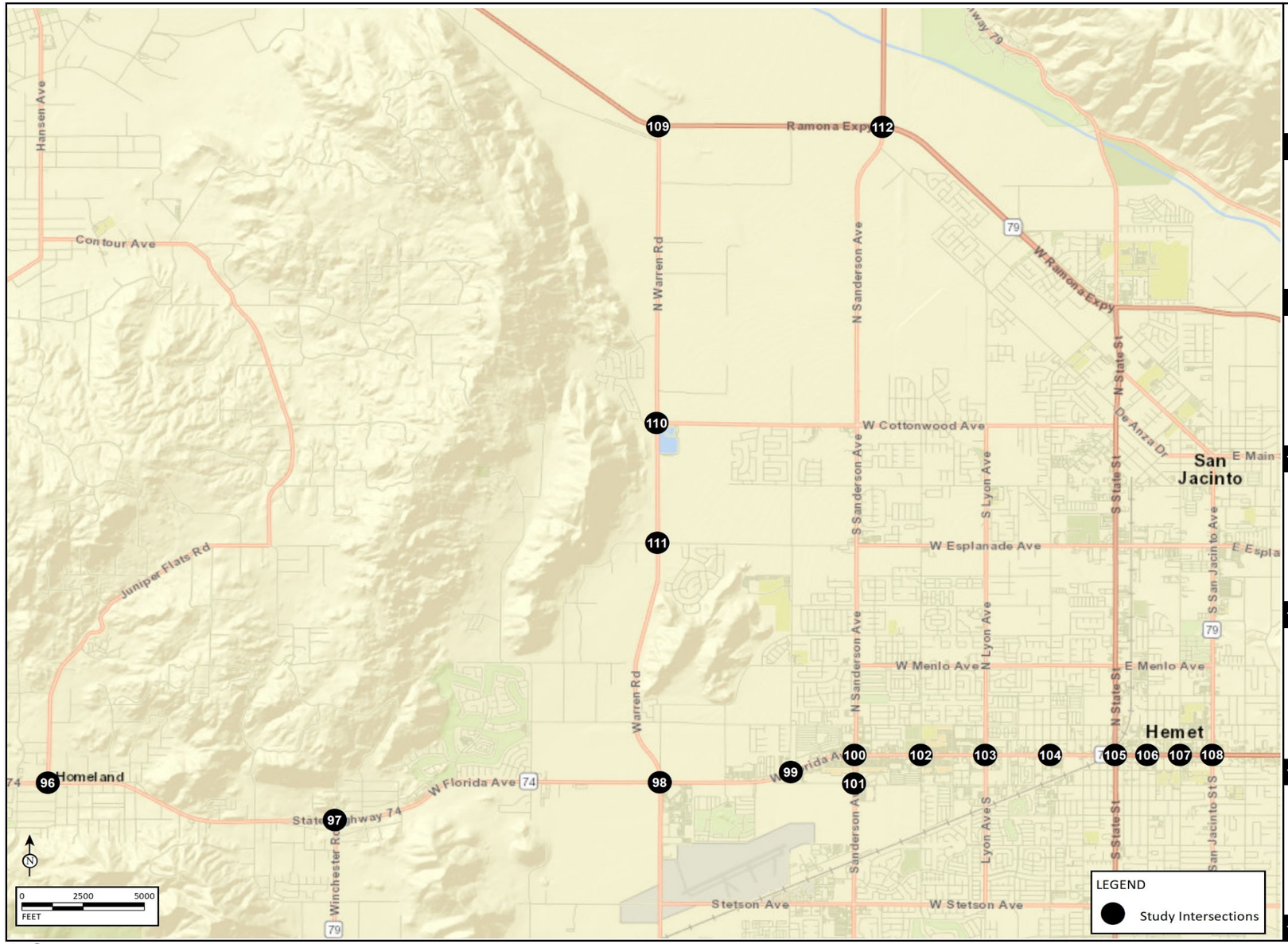


LSA

FIGURE 35-4

XXXX/YYYY
AM/PM Peak Hour Volumes — Future Leg

Menifee Valley Specific Plan
Traffic Study
PA-13 Net External Trip Assignment (Int. 65-95)



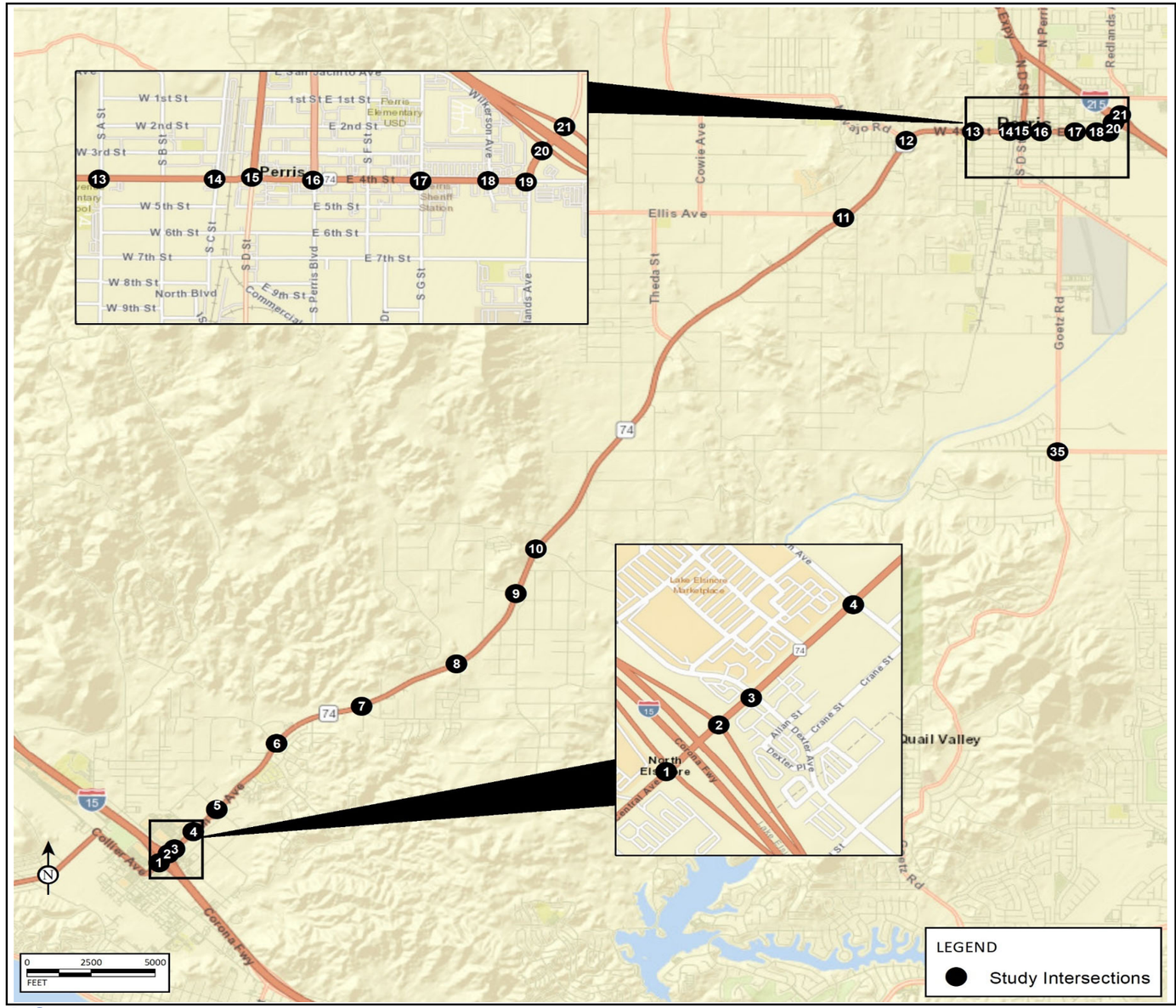
3/7 ↵ ← 43/109 2/7 ↱ 26/118 →	3/7 ← 35/89 21/96 → ↱ 2/7 ↵ 3/7	3/7 ↵ ← 22/54 2/7 ↱ ↑ 13/59 → 3/7 2/7 ↵	3/7 ↵ ← 8/20 2/7 ↱ ↑ 5/22 → 8/20
96 Juniper Flats Rd/SR-74	**97** Vista Pl - Winchester Rd/SR-74 - Florida Ave	**98** Warren Rd/Florida Ave	**99** Cawston Ave/Florida Ave
3/7 ← 5/14 2/7 ↱ ↑ 3/15 → 3/7 2/7 ↵	3/7 ↵ ← 3/7 2/7 ↱ 2/7 →	3/7 2/7 ↱	
100 Sanderson Ave/Florida Ave	**101** Sanderson Ave/Acacia Ave	**102** Kirby St/Florida Ave	**103** Lyon Ave/Florida Ave
104 Palm Ave/Florida Ave	**105** State St/Florida Ave	**106** Buena Vista St/Florida Ave	**107** Santa Fe St/Florida Ave
		3/7 ↵ ↑ 2/7	3/7 ↓ 2/7 →
108 San Jacinto St/Florida Ave	**109** Warren Rd/Ramona Expy	**110** Warren Rd/Cottonwood Ave	**111** Warren Rd/Esplanade Ave
112 Sanderson Ave/Ramona Expy			

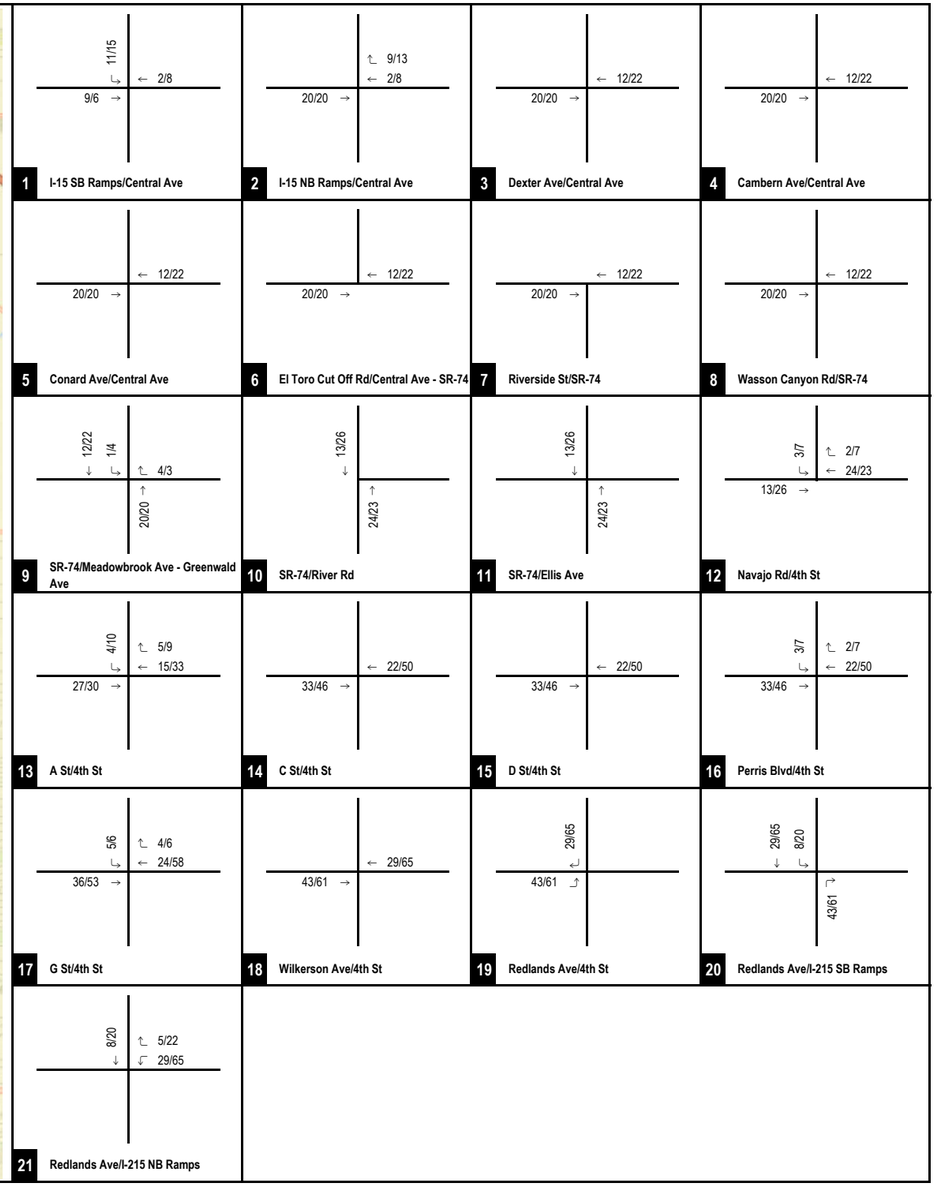
LSA

FIGURE 35-5

XXXX/YYYY
AM/PM Peak Hour Volumes

Menifee Valley Specific Plan
Traffic Study
PA-13 Net External Trip Assignment (Int. 96-112)



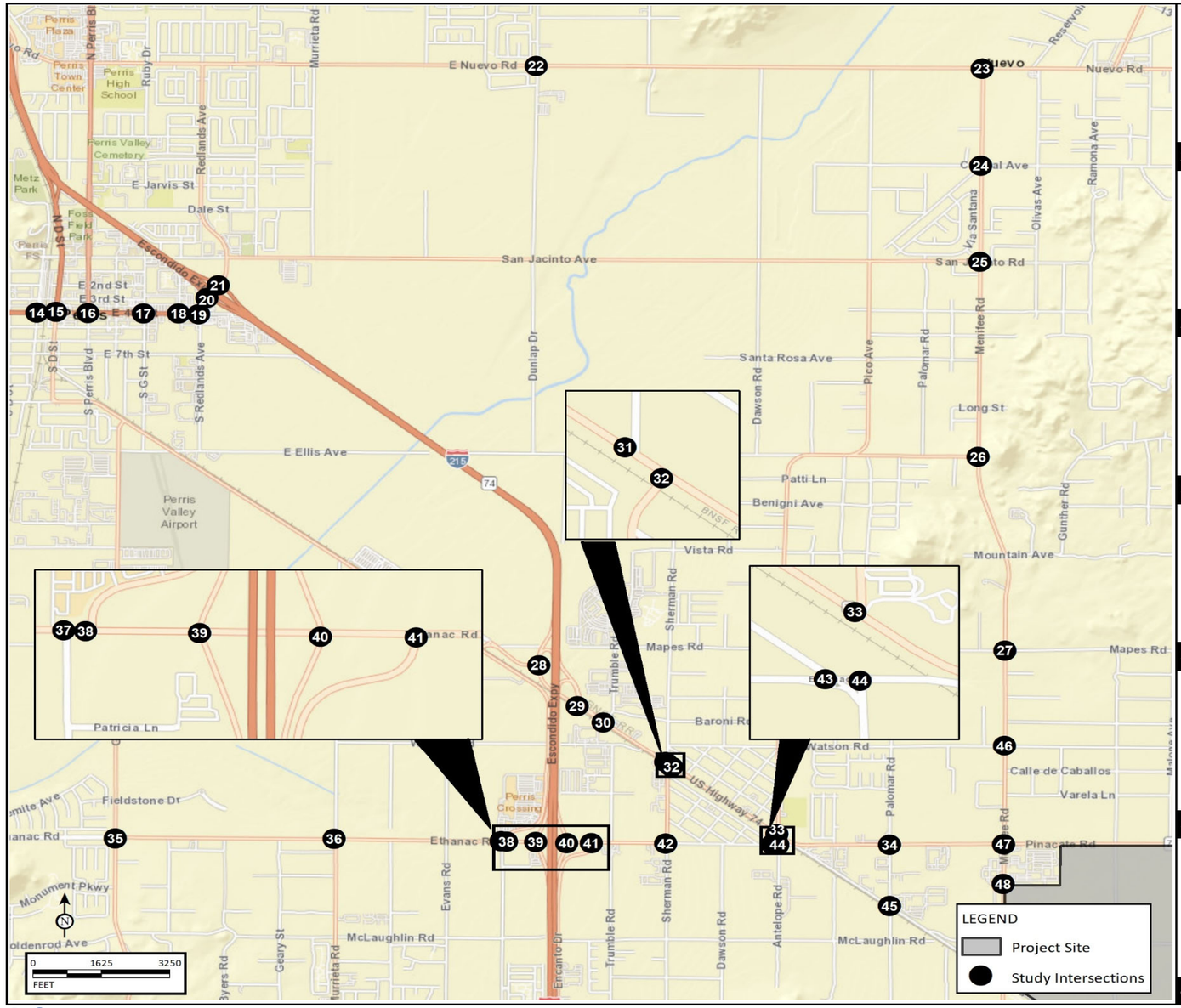


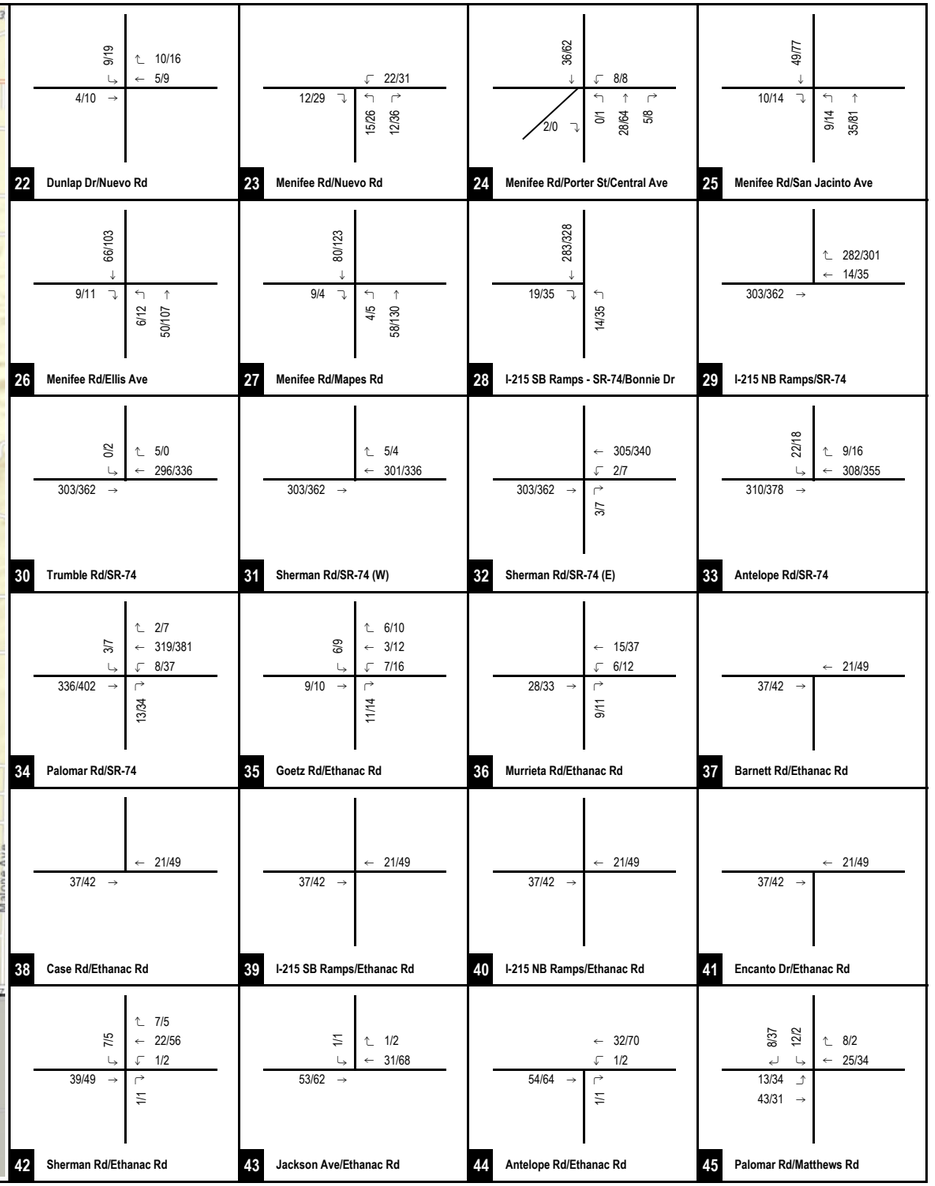
LSA

FIGURE 36-1

Menifee Valley Specific Plan
Traffic Study
Phase 2 & 3 Total Net External Trip Assignment (Int. 1-21)

XXXX/YYYY
AM/PM Peak Hour PCE Volumes



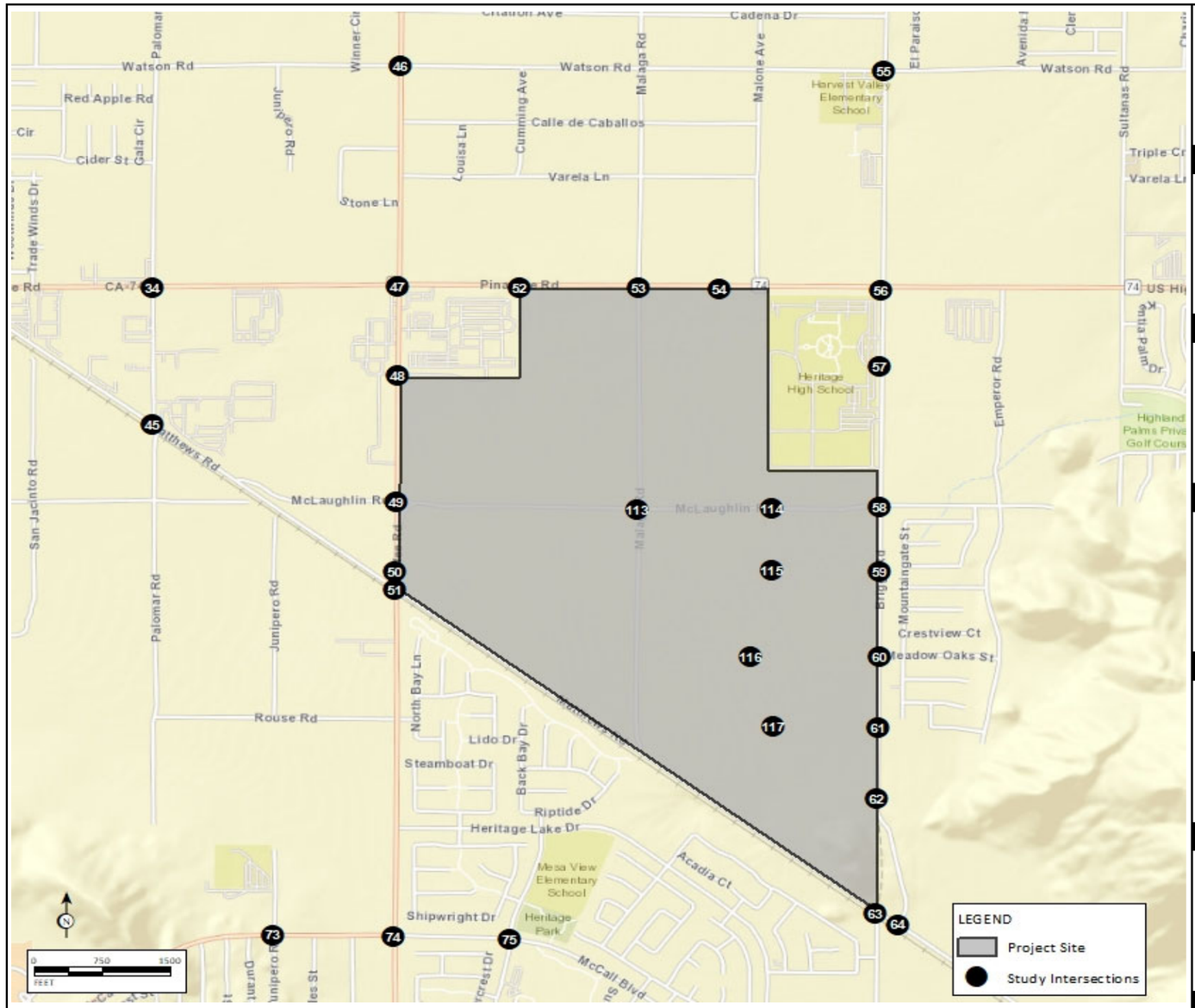


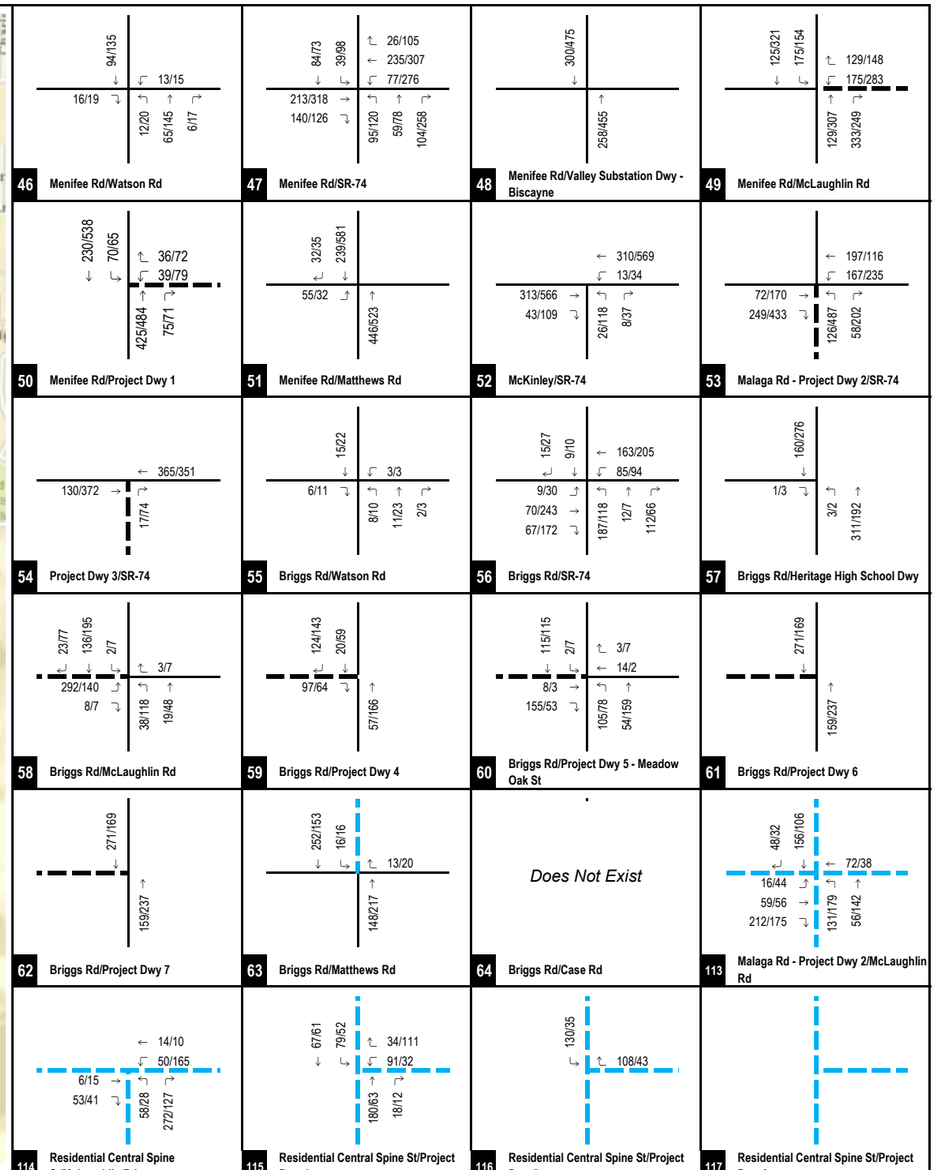
LSA

FIGURE 36-2

XXXX/YYYY
AM/PM Peak Hour PCE Volumes

Menifee Valley Specific Plan
Traffic Study
Phase 2 & 3 Total Net External Trip Assignment (Int. 22-45)





LSA

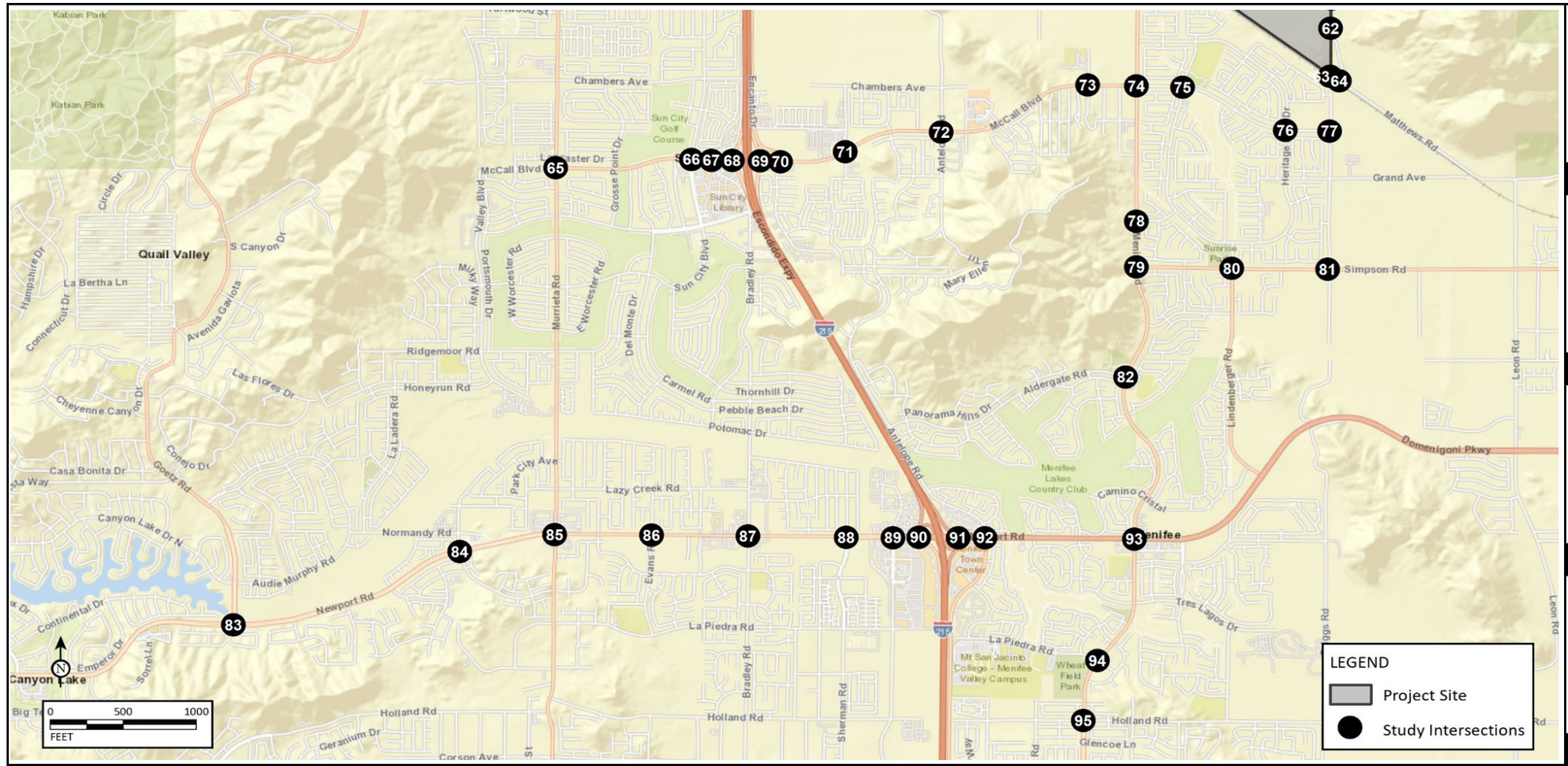
FIGURE 36-3

XXXX/YYYY
AM/PM Peak Hour PCE Volumes

Future Leg
Project Driveway

Menifee Valley Specific Plan
Traffic Study
Phase 2 & 3 Total Net External Trip Assignment (Int. 46-64 & Int. 113-117)

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\Assignment Figures\36-3_PH2-3_Ex_Assign_Z3.xlsx (5/25/2022)



65 Murrieta Rd/McCall Blvd

5/8 (↰ 5/8, ← 4/6, ↱ 6/12)
5/6 →
9/11 ↱

66 Sun City Blvd/McCall Blvd

15/14 (↰ 9/15, ← 15/33, ↱ 5/9)
23/30 →
4/10 ↱

67 Bradley Rd/McCall Blvd

3/7 (↰ 2/7, ← 31/59, ↱ 2/7)
41/56 →
3/7 ↱

68 I-215 SB Ramps/McCall Blvd

← 35/74
↱ 269/277
47/70 →

69 I-215 NB Ramps/McCall Blvd

← 304/353
47/70 →
265/310 ↱

70 Encanto Drive/McCall Blvd

← 304/353
↱ 6/3
312/381 →
6/2 ↱

71 Sherman Rd/McCall Blvd

1/1 (↰ 1/2, ← 309/356, ↱ 7/14)
317/383 →
10/12 ↱

72 Antelope Rd/McCall Blvd

1/3 (↰ 3/2, ← 318/378, ↱ 4/3)
332/403 →
6/2 ↱

73 Junipero Rd/McCall Blvd

← 327/392
344/418 →

74 Menifee Rd/McCall Blvd

164/325, 54/193, 17/51 (↰ 37/44, ← 163/67)
289/299 ↱
55/119 →
116/168 ↑

75 Heritage Lake Dr (W)/McCall Blvd

5/1 (↰ 3/1, ← 185/90, ↱ 6/3)
65/146 →
7/25 ↴
15/22 ↱
64 ↱

76 Heritage Lake Dr (E)/McCall Blvd

7/1 (↰ 5/2, ← 175/75, ↱ 11/20)
70/127 →
7/16 ↴
16/14 ↱
18/18 ↱

77 Briggs Rd/McCall Blvd

192/96, 58/49
94/149 ↰
47/63 ↑

78 Menifee Rd/Coastline Ave

50/181, 4/13 (↰ 8/11)
108/157 ↑

79 Menifee Rd/Simpson Rd

43/159, 8/22 (↰ 19/18, ↱ 41/24)
89/139 ↑
21/40 ↱

80 Lindenberger Rd/Simpson Rd

← 50/31
↱ 8/5
26/48 →
5/14 ↴
10/13 ↱
13/4 ↱

81 Briggs Rd/Simpson Rd

50/29, 2/7 (↰ 3/7, ← 9/6)
35/44 ↰
2/8 →

82 Menifee Rd/Aldergate Dr - Carnelian Way

12/20, 65/148
19/19 ↰
82/147 ↑

83 Goetz Rd - Blackstone Ln/Railroad Canyon Rd - Newport Rd

4/3 (↰ 1/4, ← 9/13)
11/15 →

84 Berea Rd-Murphy Ranch Rd/Newport Rd

1/3 (↰ 3/2, ← 11/17)
15/17 →

85 Murrieta Rd/Newport Rd

← 15/19
↱ 4/6
16/20 →
5/6 ↱

86 Evans Rd/Newport Rd

1/3 (↰ 3/2, ← 20/27)
23/28 →

87 Bradley Rd/Newport Rd

3/7 (↰ 2/7, ← 26/36, ↱ 3/11)
28/39 →
7/10 ↱

88 Avenida De Cortez - Town Center Dr/Newport Rd

3/7 (↰ 2/7, ← 32/63, ↱ 6/13)
40/62 →
8/13 ↱

89 Haun Rd/Newport Rd

1/3 (↰ 3/2, ← 39/84, ↱ 4/6)
51/82 →
5/6 ↱

90 I-215 SB Ramps/Newport Rd

29/51 ↰ ← 20/41
57/93 →

91 I-215 NB Ramps/Newport Rd

← 20/41
24/40 →
33/52 ↴

92 Antelope Rd/Newport Rd

← 20/41
24/40 →

93 Menifee Rd/Newport Rd

24/52, 35/75, 2/7 (↰ 3/7)
30/50 ↱
38/78 ↑

94 Menifee Rd/La Piedra Rd

6/13, 15/39
8/13 ↱
17/39 ↑

95 Menifee Rd/Holland Rd

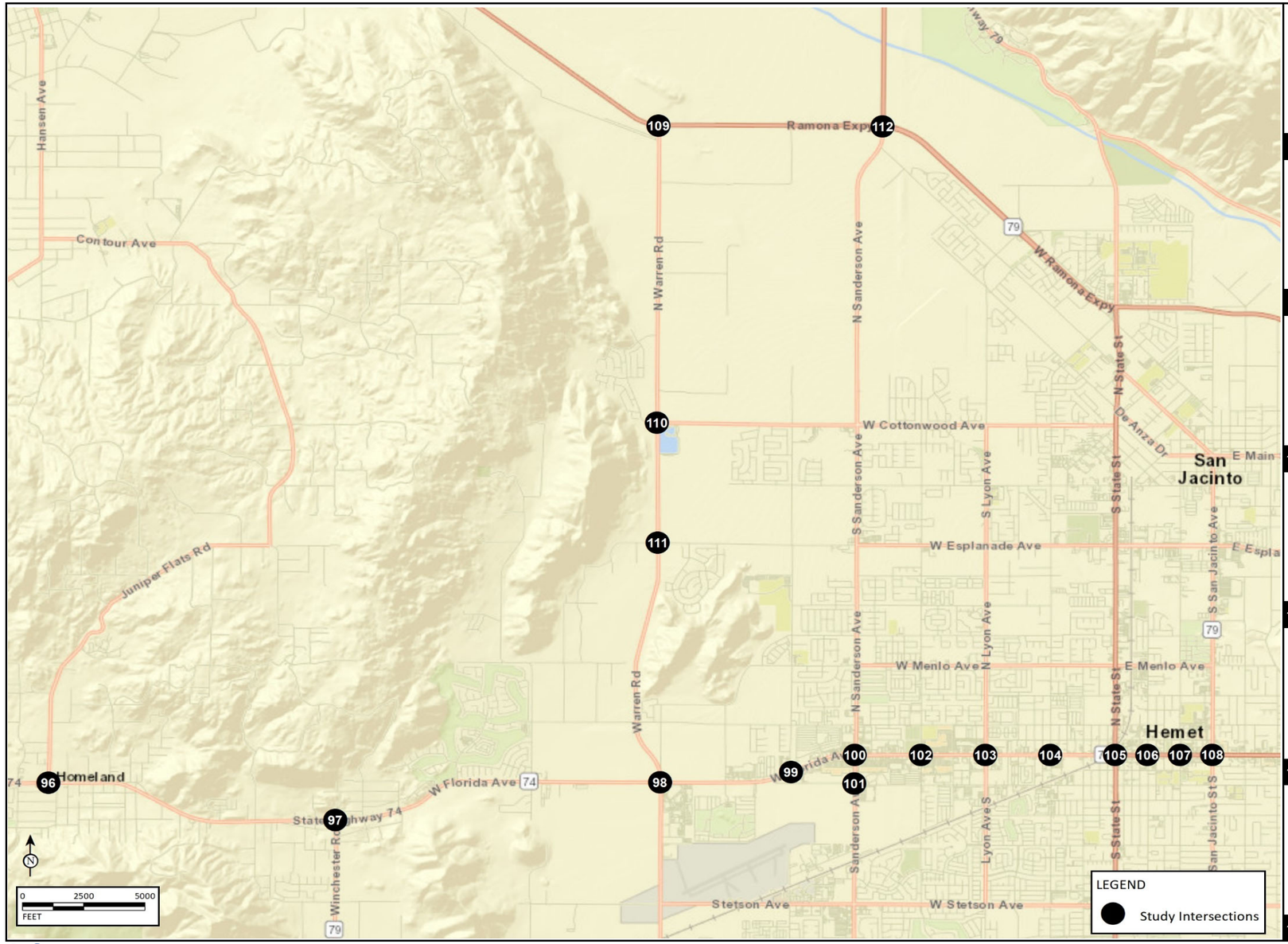
2/7, 11/24, 2/7 (↰ 3/7)
3/7 ↱
11/26 ↑

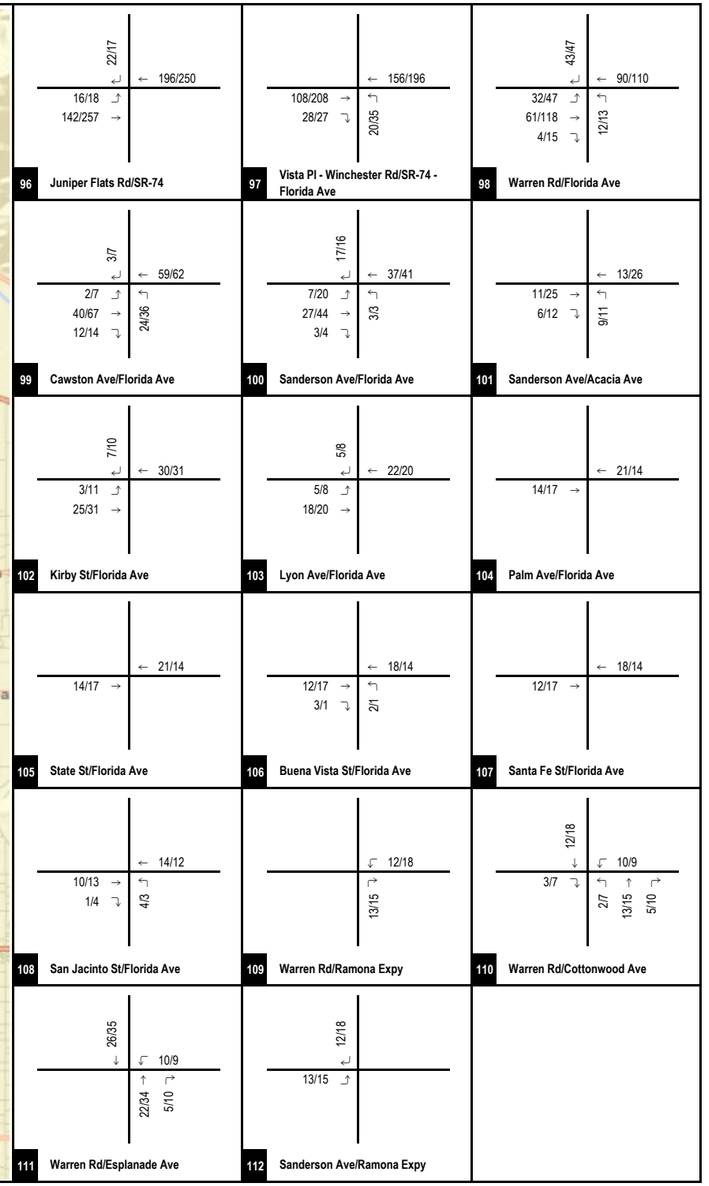
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FIGURE 36-4

Menifee Valley Specific Plan
Traffic Study
Phase 2 & 3 Total Net External Trip Assignment (Int. 65-95)

XXXX/YYYY
AM/PM Peak Hour PCE Volumes — — Future Leg



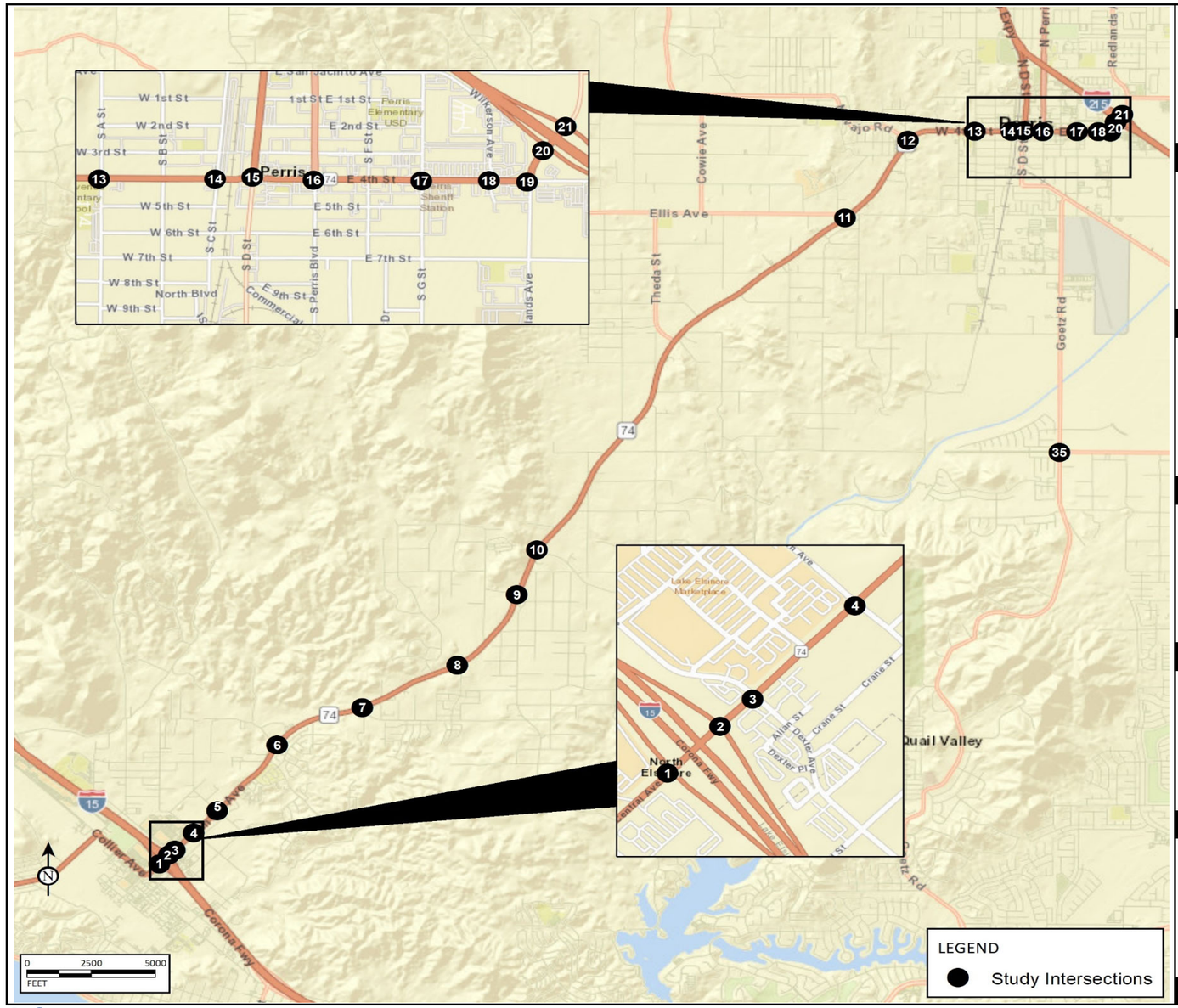


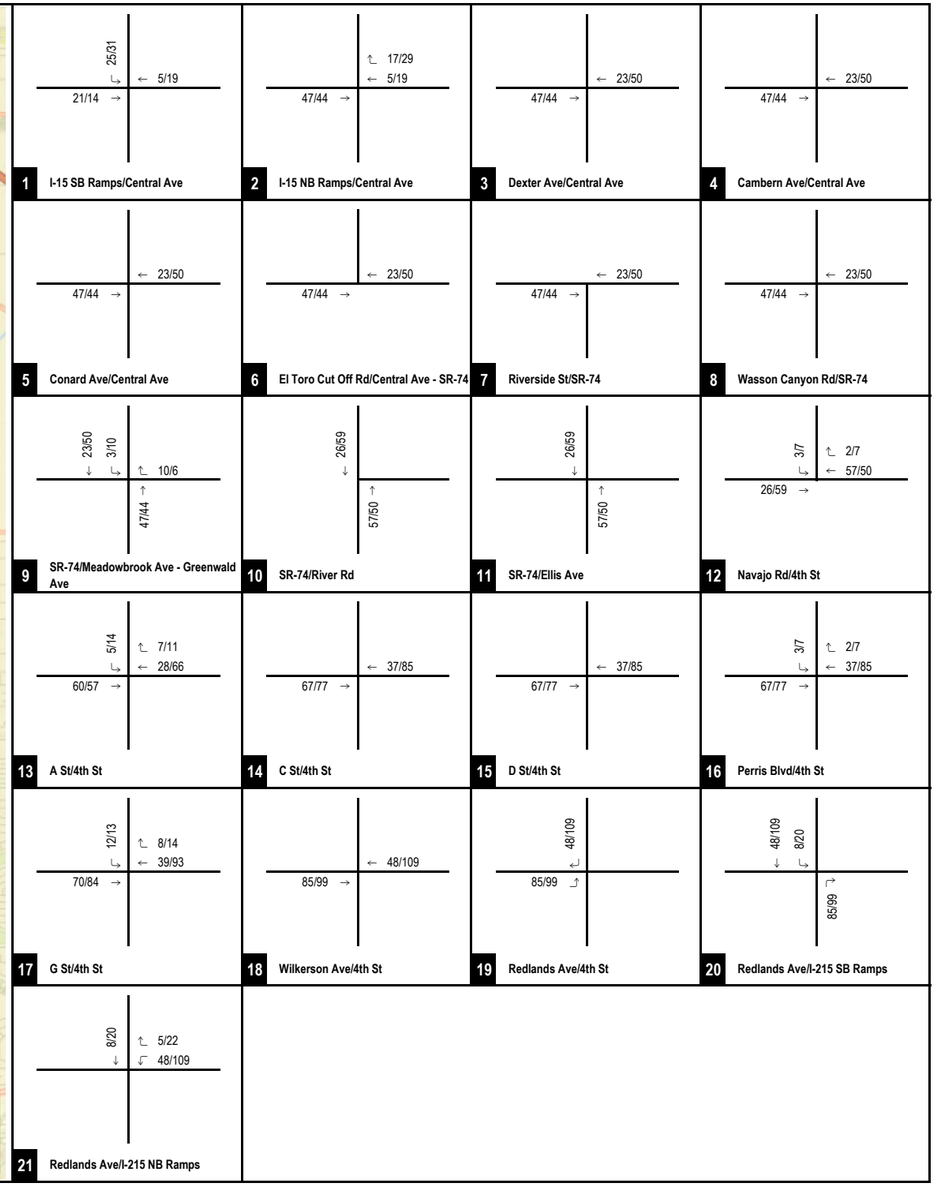
LSA

FIGURE 36-5

XXXX/YYYY
AM/PM Peak Hour PCE Volumes

Menifee Valley Specific Plan
Traffic Study
Phase 2 & 3 Total Net External Trip Assignment (Int. 96-112)



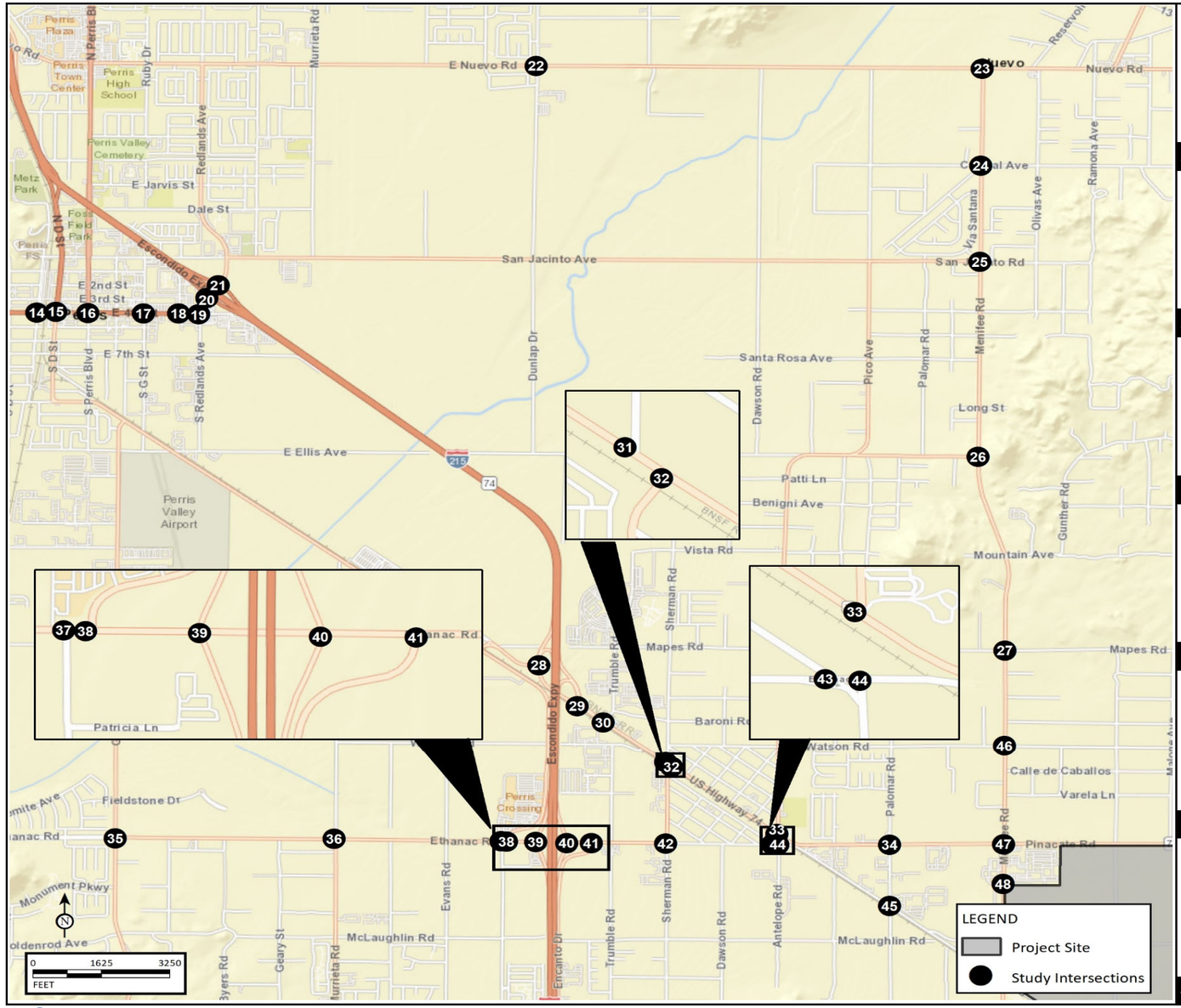


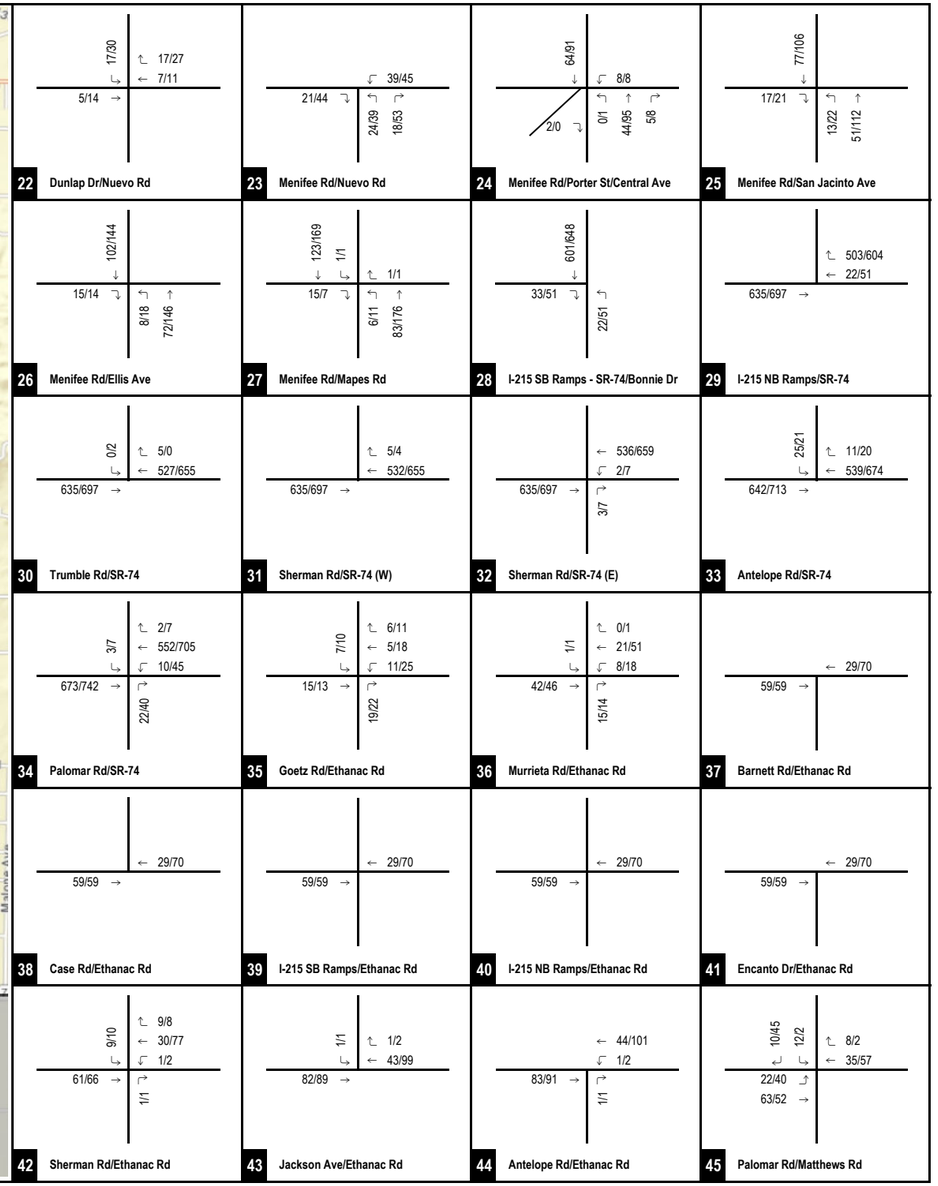
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FIGURE 37-1

Menifee Valley Specific Plan
Traffic Study
Project Total Net External Trip Assignment (Int. 1-21)

XXXX/YYYY
AM/PM Peak Hour PCE Volumes



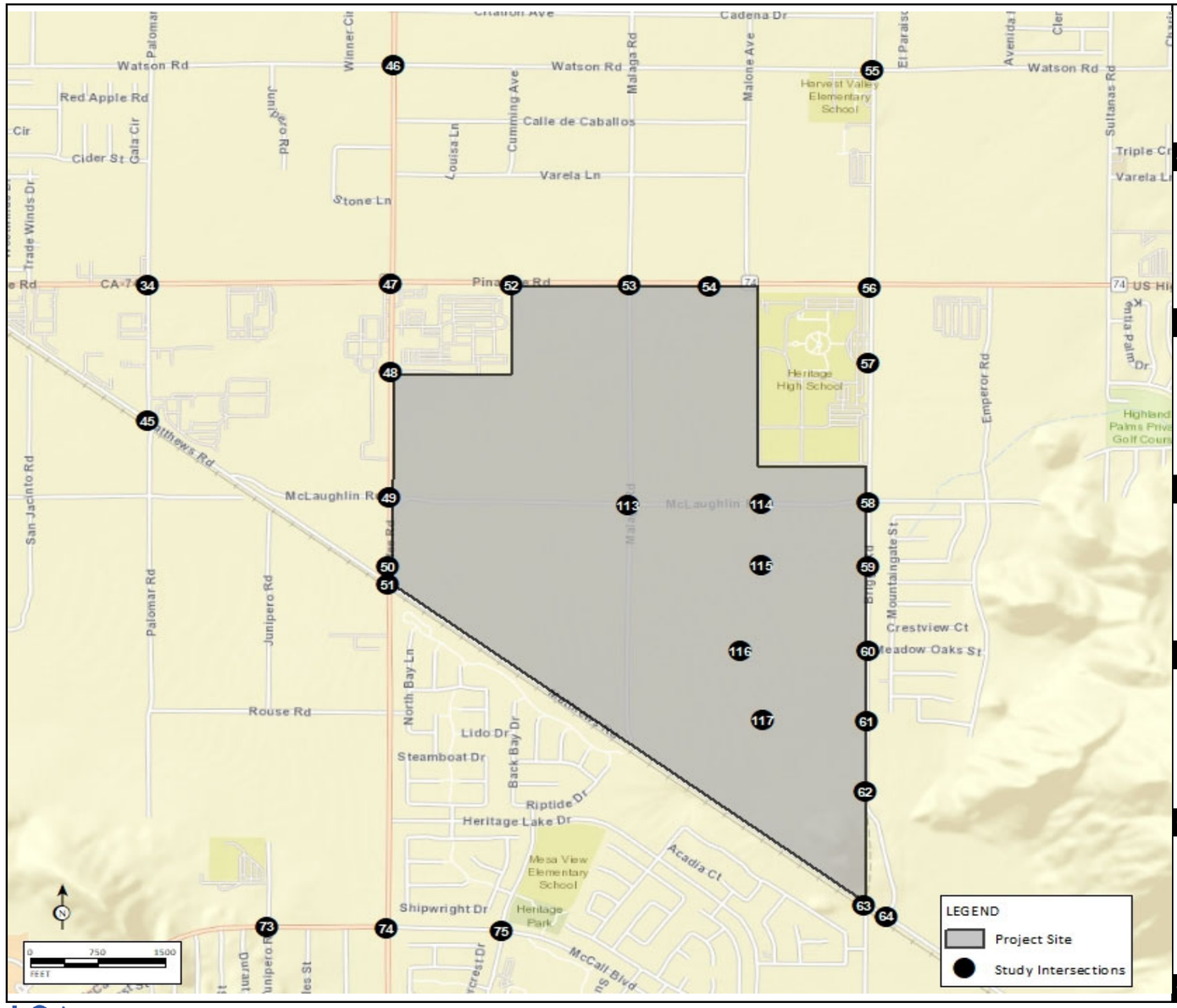


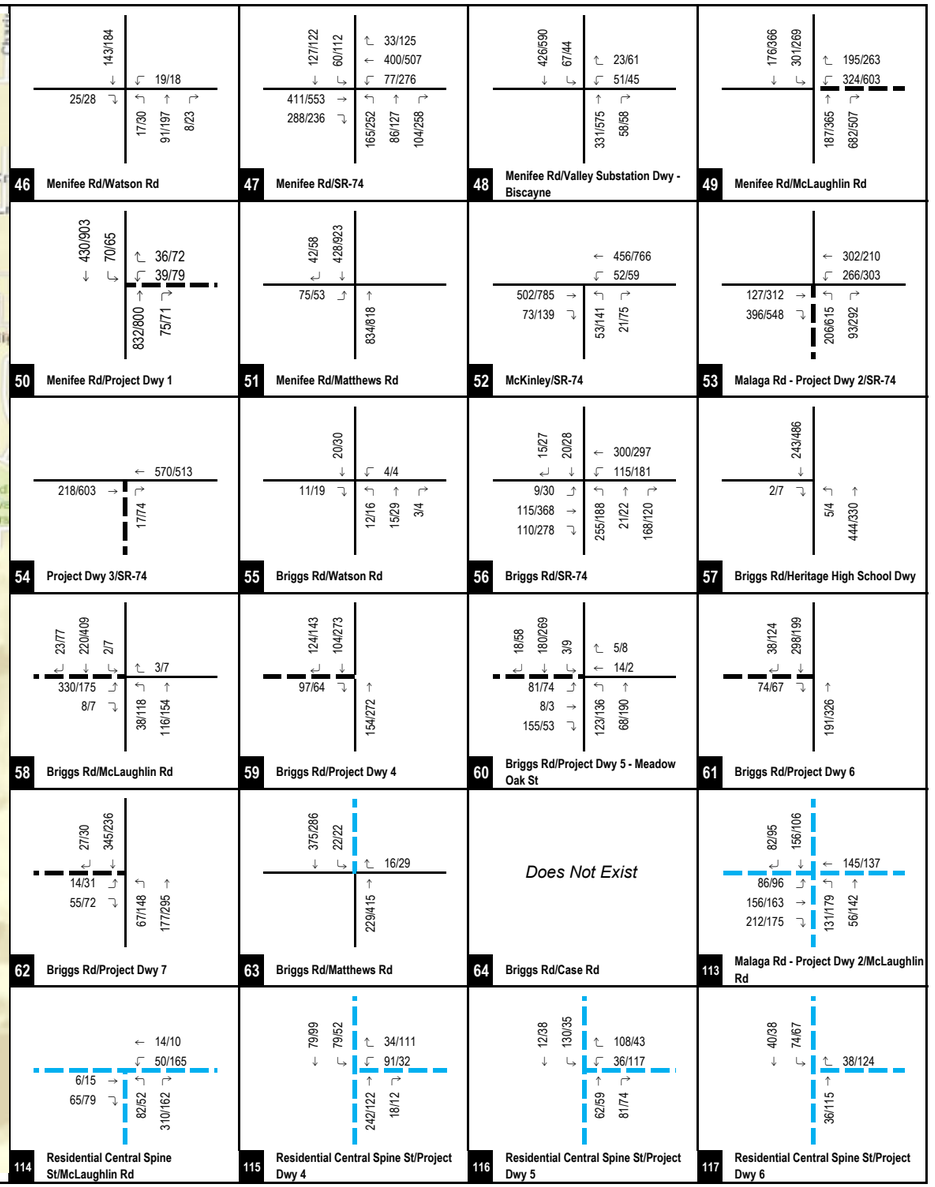
LSA

FIGURE 37-2

XXXX/YYYY
AM/PM Peak Hour PCE Volumes

Menifee Valley Specific Plan
Traffic Study
Project Total Net External Trip Assignment (Int. 22-45)





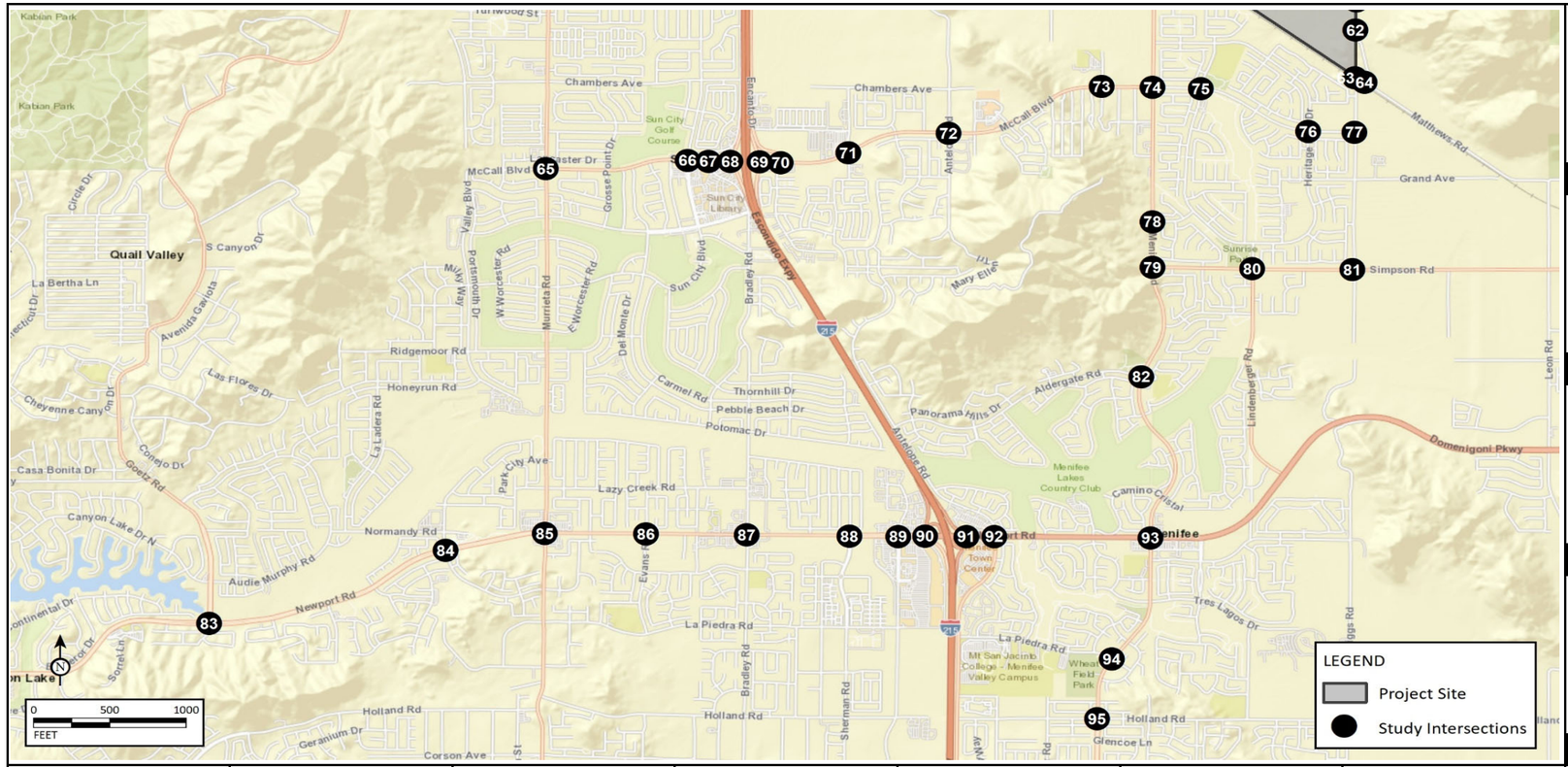
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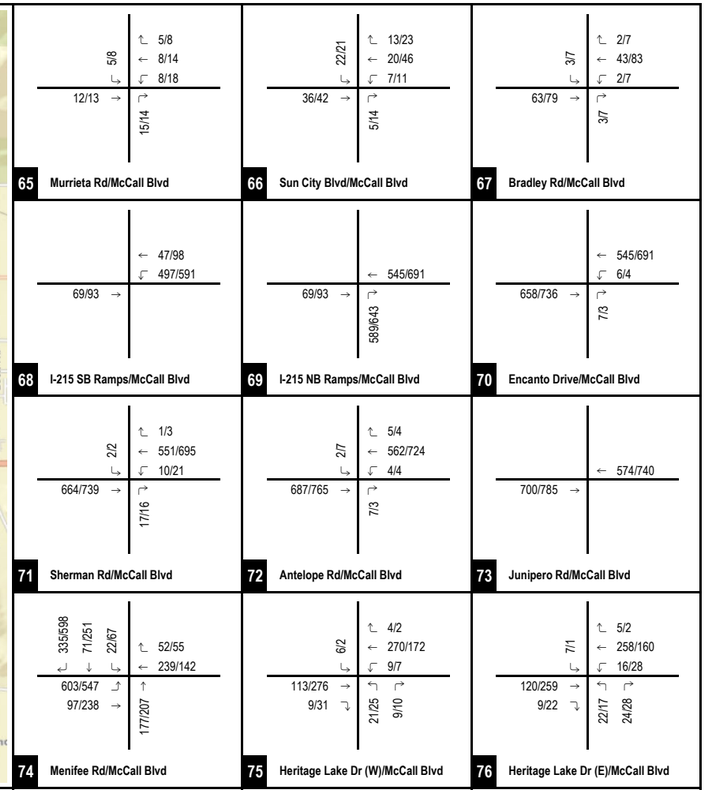
FIGURE 37-3

XXXX/YYYY
AM/PM Peak Hour PCE Volumes

Future Leg
Project Driveway

Menifee Valley Specific Plan
Traffic Study
Project Total Net External Trip Assignment (Int. 46-64 & Int. 113-117)



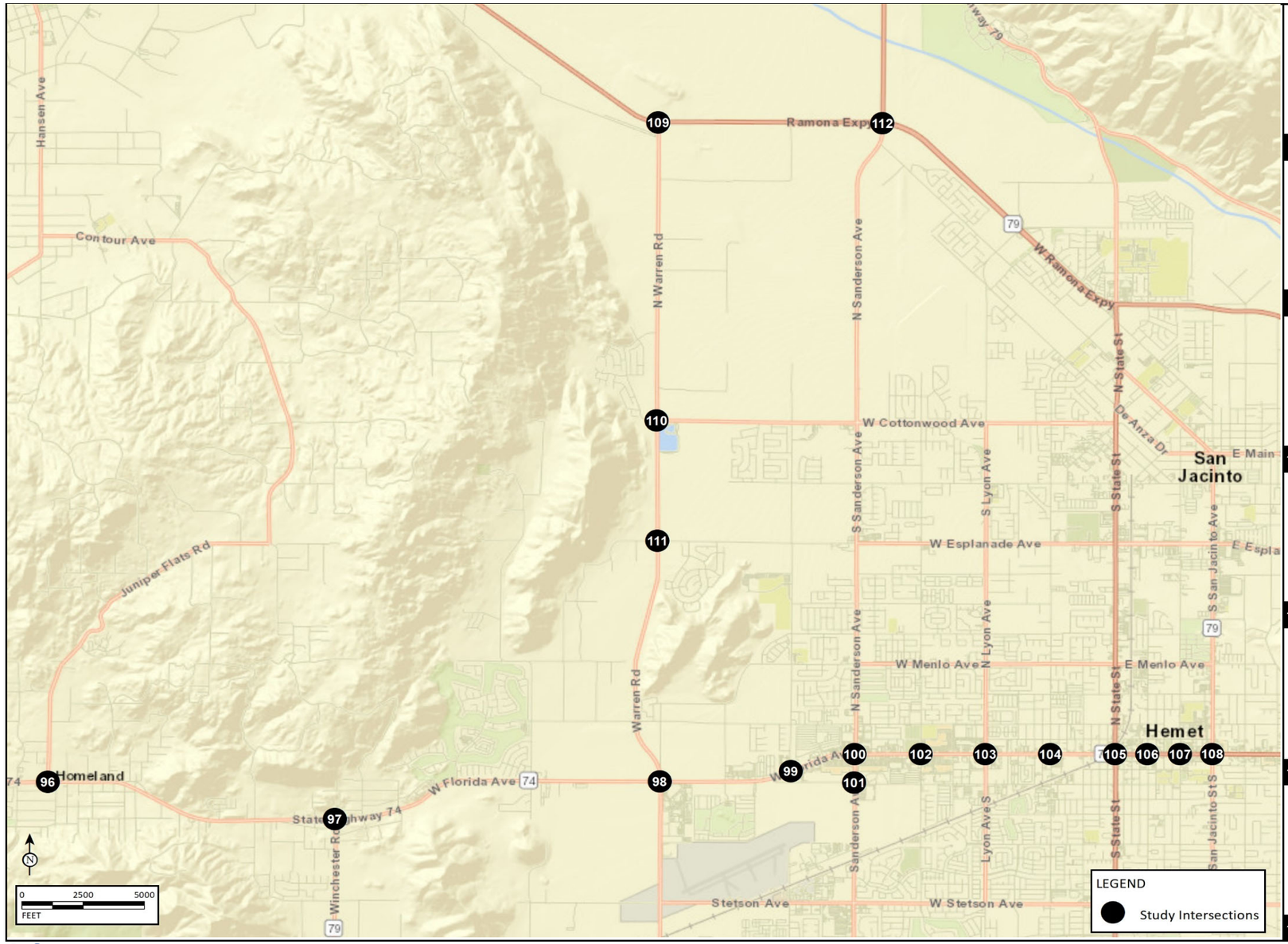


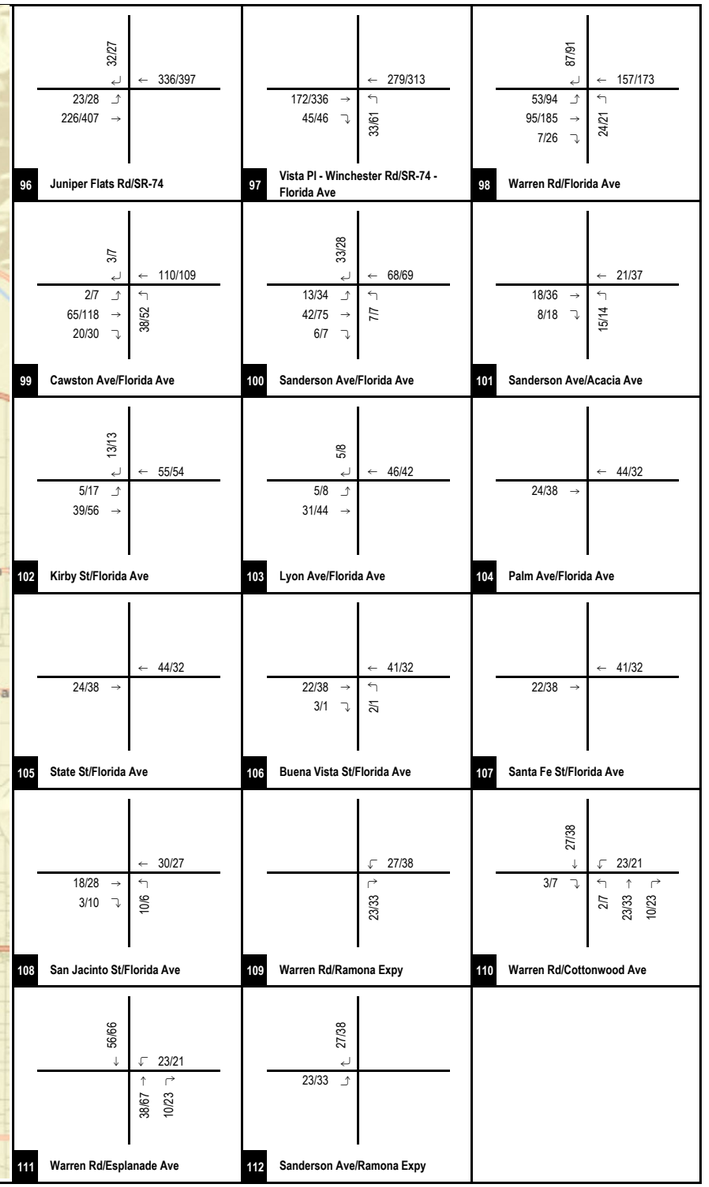
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FIGURE 37-4

XXXX/YYYY
AM/PM Peak Hour PCE Volumes — — Future Leg

Menifee Valley Specific Plan
Traffic Study
Project Total Net External Trip Assignment (Int. 65-95)





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FIGURE 37-5

Menifee Valley Specific Plan
Traffic Study
Project Total Net External Trip Assignment (Int. 96-112)

XXXX/YYYY
AM/PM Peak Hour PCE Volumes

TABLES

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Table A - Planning Area Land Uses

Planning Area	Land Use	Area	Description	Phase of Construction
1	Residential	42.2 AC	448 DU Single-Family Residential	Phase 1
2	Residential	61.6 AC	294 DU Single-Family Residential	Phase 1
3	Residential	34.5 AC	461 DU Single-Family Residential	Phase 2
4	Residential	38.3 AC	125 DU Single-Family Residential, 250 Multifamily Residential	Phase 2
5	Residential	10.2 AC	140 Multifamily Residential	Phase 2
6	School	15.5 AC	750 Student Elementary School	Phase 2
7A	Recreation	16.7 AC	Sports Park with 54.0 TSF Aquatic Sports Center, 1 Soccer Field, 2 Tennis and Picketball Court, 1 Sand Volleyball Court, 1 Basketball Court, 2 baseball Fields, 1 Batting Cage, Picnic Shelters and other amenities	Phase 1
7B	Conservation	14.7 AC	-	-
8A	Greenbelt	5.9 AC	-	-
8B	Greenbelt	7.2 AC	-	-
9	Public Facility - Civic Node	5.3 AC	120.0 TSF Public Facilities	Phase 3
10	Business Park	109.9 AC	2,300.0 TSF Industrial Facilities including 1,150.0 TSF High-Cube Fulfillment Center Warehouse - Non-Sort, 115.0 TSF High-Cube Cold Storage Warehouse, 345.0 TSF High-Cube Fulfillment Center Warehouse - Sort, 345.0 TSF High-Cube Parcel Hub Warehouse, and 345.0 TSF Light Industrial uses	Phase 2
11	Business Park	105.6 AC	2,060.0 TSF Industrial Facilities including 1,030.0 TSF High-Cube Fulfillment Center Warehouse - Non-Sort, 103.0 TSF High-Cube Cold Storage Warehouse, 309.0 TSF High-Cube Fulfillment Center Warehouse - Sort, 309.0 TSF High-Cube Parcel Hub Warehouse, and 309.0 TSF Light Industrial uses	Phase 1
12	Commercial - Business Park	47.7 AC	1,150.0 TSF Industrial Facilities including 575.0 TSF High-Cube Fulfillment Center Warehouse - Non-Sort, 57.5 TSF High-Cube Cold Storage Warehouse, 172.5 TSF High-Cube Fulfillment Center Warehouse - Sort, 172.5 TSF High-Cube Parcel Hub Warehouse, and 172.5 TSF Light Industrial uses.	Phase 1
13	Commercial	42.6 AC	560.0 TSF Retail	Phase 3
-	Perimeter/Public Roadways	32.4 AC	-	-

Notes:
AC = Acres; DU = Dwelling Units; TSF = Thousand Square Feet

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Table B - Study Area Intersections

#	Name	Jurisdiction 1	Jurisdiction 2	Jurisdiction 3
1	I-15 SB Ramps/SR-74	Caltrans	Lake Elsinore	-
2	I-15 NB Ramps/SR-74	Caltrans	Lake Elsinore	-
3	Dexter Avenue/SR-74	Caltrans	Lake Elsinore	-
4	Cambern Avenue/SR-74	Caltrans	Lake Elsinore	-
5	Conard Avenue/SR-74	Caltrans	Lake Elsinore	Riverside County
6	El Toro Cut Off Road/SR-74	Caltrans	Lake Elsinore	Riverside County
7	Riverside Street/SR-74	Caltrans	Lake Elsinore	-
8	Wasson Canyon Road/SR-74	Caltrans	Riverside County	-
9	SR-74/Meadowbrook Avenue - Greenwald Avenue	Caltrans	Riverside County	-
10	SR-74/River Road	Caltrans	Riverside County	-
11	SR-74/Ellis Avenue	Caltrans	Riverside County	-
12	Navajo Road/SR-74	Caltrans	Perris	-
13	A Street/SR-74	Caltrans	Perris	-
14	C Street/SR-74	Caltrans	Perris	-
15	D Street/SR-74	Caltrans	Perris	-
16	Perris Boulevard/SR-74	Caltrans	Perris	-
17	G Street/SR-74	Caltrans	Perris	-
18	Wilkerson Avenue/SR-74	Caltrans	Perris	-
19	Redlands Avenue/SR-74 - 4th Street	Caltrans	Perris	-
20	Redlands Avenue/I-215 SB Ramps	Caltrans	Perris	-
21	Redlands Avenue/I-215 NB Ramps	Caltrans	Perris	-
22	Dunlap Drive/Nuevo Road	Perris	Riverside County	-
23	Menifee Road/Nuevo Road	Riverside County	-	-
24	Menifee Road/Porter Street/Central Avenue	Riverside County	-	-
25	Menifee Road/San Jacinto Avenue	Riverside County	-	-
26	Menifee Road/Ellis Avenue	Riverside County	-	-
27	Menifee Road/Mapes Road	Menifee	Riverside County	-
28	I-215 SB Ramps - SR-74/Bonnie Drive	Caltrans	Perris	-
29	I-215 NB Ramps/SR-74	Caltrans	Perris	-
30	Trumble Road/SR-74	Caltrans	Riverside County	-
31	Sherman Road/SR-74 (West)	Caltrans	Menifee	Riverside County
32	Sherman Road/SR-74 (East)	Caltrans	Menifee	-
33	Antelope Road/SR-74	Caltrans	Menifee	-
34	Palomar Road/SR-74	Caltrans	Menifee	-
35	Goetz Road/Ethanac Road	Perris	Menifee	-
36	Murrieta Road/Ethanac Road	Perris	Menifee	-
37	Barnett Road/Ethanac Road	Perris	Menifee	-
38	Case Road/Ethanac Road	Perris	-	-
39	I-215 SB Ramps/Ethanac Road	Caltrans	Perris	-
40	I-215 NB Ramps/Ethanac Road	Caltrans	Perris	-
41	Encanto Drive/Ethanac Road	Perris	-	-
42	Sherman Road/Ethanac Road	Perris	Menifee	-
43	Jackson Avenue/Ethanac Road	Menifee	-	-
44	Antelope Road/Ethanac Road	Menifee	-	-
45	Palomar Road/Matthews Road	Menifee	-	-
46	Menifee Road/Watson Road	Menifee	-	-
47	Menifee Road/SR-74	Caltrans	Menifee	-
48	Menifee Road/Valley Substation Driveway - Biscayne	Menifee	-	-
49	Menifee Road/McLaughlin Road	Menifee	-	-
50	Menifee Road/Project Driveway 1	Menifee	-	-
51	Menifee Road/Matthews Road	Menifee	-	-
52	McKinley/SR-74	Caltrans	Menifee	-
53	Malaga Road - Project Driveway 2/SR-74	Caltrans	Menifee	-
54	Project Driveway 3/SR-74	Menifee	Internal	-
55	Briggs Road/Watson Road	Menifee	Riverside County	-
56	Briggs Road/SR-74	Caltrans	Menifee	Riverside County
57	Briggs Road/Heritage High School Driveway	Menifee	Riverside County	-
58	Briggs Road/McLaughlin Road	Menifee	Riverside County	-
59	Briggs Road/Project Driveway 4	Menifee	Riverside County	-
60	Briggs Road/Project Driveway 5 - Meadow Oak Street	Menifee	Riverside County	-

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Table B - Study Area Intersections

#	Name	Jurisdiction 1	Jurisdiction 2	Jurisdiction 3
61	Briggs Road/Project Driveway 6	Menifee	Riverside County	-
62	Briggs Road/Project Driveway 7	Menifee	Riverside County	-
63	Briggs Road/Matthews Road	Menifee	Riverside County	-
64	Briggs Road/Case Road	Riverside County	-	-
65	Murrieta Road/McCall Boulevard	Menifee	-	-
66	Sun City Boulevard/McCall Boulevard	Menifee	-	-
67	Bradley Road/McCall Boulevard	Menifee	-	-
68	I-215 SB Ramps/McCall Boulevard	Caltrans	Menifee	-
69	I-215 NB Ramps/McCall Boulevard	Caltrans	Menifee	-
70	Encanto Drive/McCall Boulevard	Menifee	-	-
71	Sherman Road/McCall Boulevard	Menifee	-	-
72	Antelope Road/McCall Boulevard	Menifee	-	-
73	Junipero Road/McCall Boulevard	Menifee	-	-
74	Menifee Road/McCall Boulevard	Menifee	-	-
75	Heritage Lake Drive (West)/McCall Boulevard	Menifee	-	-
76	Heritage Lake Drive (East)/McCall Boulevard	Menifee	-	-
77	Briggs Road/McCall Boulevard	Menifee	Riverside County	-
78	Menifee Road/Coastline Avenue	Menifee	-	-
79	Menifee Road/Simpson Road	Menifee	-	-
80	Lindenberger Road/Simpson Road	Menifee	-	-
81	Briggs Road/Simpson Road	Menifee	Riverside County	-
82	Menifee Road/Aldergate Drive - Carnelian Way	Menifee	-	-
83	Goetz Road - Blackstone Lane/Railroad Canyon Road - Newport Road	Menifee	-	-
84	Berea Road - Murphy Ranch Road/Newport Road	Menifee	-	-
85	Murrieta Road/Newport Road	Menifee	-	-
86	Evans Road/Newport Road	Menifee	-	-
87	Bradley Road/Newport Road	Menifee	-	-
88	Avenida De Cortez - Town Center Drive/Newport Road	Menifee	-	-
89	Haun Road/Newport Road	Menifee	-	-
90	I-215 SB Ramps/Newport Road	Caltrans	Menifee	-
91	I-215 NB Ramps/Newport Road	Caltrans	Menifee	-
92	Antelope Road/Newport Road	Menifee	-	-
93	Menifee Road/Newport Road	Menifee	-	-
94	Menifee Road/La Piedra Road	Menifee	-	-
95	Menifee Road/Holland Road	Menifee	-	-
96	Juniper Flats Road/SR-74	Caltrans	Riverside County	-
97	Vista Place - Winchester Road (SR-79)/SR-74	Caltrans	Riverside County	-
98	Warren Road/Florida Avenue	Caltrans	Hemet	-
99	Cawston Avenue/Florida Avenue	Caltrans	Hemet	-
100	Sanderson Avenue/Florida Avenue	Caltrans	Hemet	-
101	Sanderson Avenue/Acacia Avenue	Hemet	-	-
102	Kirby Street/Florida Avenue	Caltrans	Hemet	-
103	Lyon Avenue/Florida Avenue	Caltrans	Hemet	-
104	Palm Avenue/Florida Avenue	Caltrans	Hemet	-
105	State Street/Florida Avenue	Caltrans	Hemet	-
106	Buena Vista Street/Florida Avenue	Caltrans	Hemet	-
107	Santa Fe Street/Florida Avenue	Caltrans	Hemet	-
108	San Jacinto Street/Florida Avenue	Caltrans	Hemet	-
109	Warren Road/Ramona Expressway	San Jacinto	Riverside County	-
110	Warren Road/Cottonwood Avenue	San Jacinto	-	-
111	Warren Road/Esplanade Avenue	Hemet	San Jacinto	Riverside County
112	Sanderson Avenue (SR-79) - Sanderson Avenue/Ramona Expressway - Ramona Expressway (SR-79)	Caltrans	San Jacinto	-
113	Malaga Road - Project Driveway 2/McLaughlin Road	Menifee	-	-
114	Residential Central Spine Street/McLaughlin Road	Menifee	-	-
115	Residential Central Spine Street/Project Driveway 4	Menifee	-	-
116	Residential Central Spine Street/Project Driveway 5	Menifee	-	-
117	Residential Central Spine Street/Project Driveway 6	Menifee	-	-

Notes:

I = Interstate; SR = State Route; NB = Northbound; SB = Southbound

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Table C - Study Area Roadway Segments

#	Roadway Name	Segment	Jurisdiction 1	Jurisdiction 2	Jurisdiction 3
1	Central Avenue (SR-74)	between I-15 NB Ramps and Dexter Avenue	Caltrans	Lake Elsinore	-
2	Central Avenue (SR-74)	between Dexter Avenue and Cambern Avenue	Caltrans	Lake Elsinore	-
3	Central Avenue (SR-74)	between Cambern Avenue and Conard Avenue	Caltrans	Lake Elsinore	-
4	Central Avenue (SR-74)	between Conard Avenue and El Toro Cut Off Road	Caltrans	Lake Elsinore	Riverside County
5	SR-74	between El Toro Cut Off Road and Riverside Street	Caltrans	Lake Elsinore	-
6	SR-74	between Riverside Street and Wasson Canyon Road	Caltrans	Lake Elsinore	Riverside County
7	SR-74	between Wasson Canyon Road and Meadowbrook Avenue - Greenwald Avenue	Caltrans	Riverside County	-
8	SR-74	between Meadowbrook Avenue - Greenwald Avenue and River Road	Caltrans	Riverside County	-
9	SR-74	between River Road and Ellis Avenue	Caltrans	Riverside County	-
10	SR-74	between Ellis Avenue and Navajo Road	Caltrans	Riverside County	Perris
11	4th Street (SR-74)	between Navajo Road and A Street	Caltrans	Riverside County	-
12	4th Street (SR-74)	between A Street and C Street	Caltrans	Perris	-
13	4th Street (SR-74)	between C Street and D Street	Caltrans	Perris	-
14	4th Street (SR-74)	between D Street and Perris Boulevard	Caltrans	Perris	-
15	4th Street (SR-74)	between Perris Boulevard and G Street	Caltrans	Perris	-
16	4th Street (SR-74)	between G Street and Wilkerson Avenue	Caltrans	Perris	-
17	4th Street (SR-74)	between Wilkerson Avenue and Redlands Avenue	Caltrans	Perris	-
18	SR-74	between I-215 NB Ramps and Trumble Road	Caltrans	Riverside County	-
19	SR-74	between Trumble Road and Sherman Road (West)	Caltrans	Riverside County	-
20	SR-74	between Sherman Road (West) and Sherman Road (East)	Caltrans	Riverside County	-
21	SR-74	between Sherman Road (East) and Antelope Road	Caltrans	Menifee	-
22	SR-74	between Antelope Road and Palomar Road	Caltrans	Menifee	-
23	SR-74	between Palomar Road and Menifee Road	Caltrans	Menifee	-
24	SR-74	between Menifee Road and McKinley	Caltrans	Menifee	-
25	SR-74	between McKinley and Malaga Road - Project Driveway 2	Caltrans	Menifee	-
26	SR-74	between Malaga Road - Project Driveway 2 and Project Driveway 3	Caltrans	Menifee	-
27	SR-74	between Project Driveway 3 and Briggs Road	Caltrans	Menifee	-
28	SR-74	between Briggs Road and Juniper Flats Road	Caltrans	Riverside County	-
29	SR-74	between Juniper Flats Road and Vista Place - Winchester Road (SR-79)	Caltrans	Riverside County	-
30	Florida Avenue (SR-74/SR-79)	between Vista Place - Winchester Road (SR-79) and Warren Road	Caltrans	Riverside County	Hemet
31	Florida Avenue (SR-74/SR-79)	between Warren Road and Cawston Avenue	Caltrans	Hemet	-
32	Florida Avenue (SR-74/SR-79)	between Cawston Avenue and Sanderson Avenue	Caltrans	Hemet	-
33	Florida Avenue (SR-74/SR-79)	between Sanderson Avenue and Kirby Street	Caltrans	Hemet	-
34	Florida Avenue (SR-74/SR-79)	between Kirby Street and Lyon Avenue	Caltrans	Hemet	-
35	Florida Avenue (SR-74/SR-79)	between Lyon Avenue and Palm Avenue	Caltrans	Hemet	-
36	Florida Avenue (SR-74/SR-79)	between Palm Avenue and State Street	Caltrans	Hemet	-
37	Florida Avenue (SR-74/SR-79)	between State Street and Buena Vista Street	Caltrans	Hemet	-
38	Florida Avenue (SR-74/SR-79)	between Buena Vista Street and Santa Fe Street	Caltrans	Hemet	-
39	Florida Avenue (SR-74/SR-79)	between Santa Fe Street and San Jacinto Street (SR-79)	Caltrans	Hemet	-
40	Redlands Avenue	between 4th Street (SR-74) and I-215 SB Ramps	Perris	-	-
41	Nuevo Road	between Dunlap Drive and Menifee Road	Riverside County	-	-
42	Ethanac Road	between Goetz Road and Murrieta Road	Perris	Menifee	-
43	Ethanac Road	between Murrieta Road and Barnett Road	Perris	Menifee	-
44	Ethanac Road	between Barnett Road and Case Road	Perris	-	-
45	Ethanac Road	between Case Road and I-215 SB Ramps	Perris	-	-
46	Ethanac Road	between I-215 NB Ramps and Encanto Drive	Perris	-	-
47	Ethanac Road	between Encanto Drive and Sherman Road	Perris	Menifee	-
48	Ethanac Road	between Sherman Road and Dawson Road	Menifee	-	-
49	Ethanac Road	between Dawson Road and Antelope Road	Menifee	-	-
50	Matthews Road	between Antelope Road and Palomar Road	Menifee	-	-
51	Matthews Road	between Palomar Road and Menifee Road	Menifee	-	-
52	Case Road	between Briggs Road (West) and Briggs Road (East)	Menifee	Riverside County	-
53	McCall Boulevard	between Murrieta Road and Sun City Boulevard	Menifee	-	-
54	McCall Boulevard	between Sun City Boulevard and Bradley Road	Menifee	-	-
55	McCall Boulevard	between Bradley Road and I-215 SB Ramps	Menifee	-	-
56	McCall Boulevard	between I-215 NB Ramps and Encanto Drive	Menifee	-	-
57	McCall Boulevard	between Encanto Drive and Sherman Road	Menifee	-	-
58	McCall Boulevard	between Sherman Road and Antelope Road	Menifee	-	-
59	McCall Boulevard	between Antelope Road and Junipero Road	Menifee	-	-
60	McCall Boulevard	between Junipero Road and Menifee Road	Menifee	-	-
61	McCall Boulevard	between Menifee Road and Heritage Lake Drive (West)	Menifee	-	-
62	McCall Boulevard	between Heritage Lake Drive (West) and Heritage Lake Drive (East)	Menifee	-	-
63	McCall Boulevard	between Heritage Lake Drive (East) and Briggs Road	Menifee	-	-
64	Simpson Road	between Menifee Road and Lindenberger Road	Menifee	-	-
65	Simpson Road	between Lindenberger Road and Briggs Road	Menifee	-	-

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Table C - Study Area Roadway Segments

#	Roadway Name	Segment	Jurisdiction 1	Jurisdiction 2	Jurisdiction 3
66	Newport Road	between Goetz Road and Berea Road - Murphy Ranch Road	Menifee	-	-
67	Newport Road	between Berea Road - Murphy Ranch Road and Murrieta Road	Menifee	-	-
68	Newport Road	between Murrieta Road and Evans Road	Menifee	-	-
69	Newport Road	between Evans Road and Bradley Road	Menifee	-	-
70	Newport Road	between Bradley Road and Avenida De Cortez - Town Center Drive	Menifee	-	-
71	Newport Road	between Avenida De Cortez - Town Center Drive and Haun Road	Menifee	-	-
72	Newport Road	between Haun Road and I-215 SB Ramps	Menifee	-	-
73	Newport Road	between I-215 NB Ramps and Antelope Road	Menifee	-	-
74	Newport Road	between Antelope Road and Menifee Road	Menifee	-	-
75	Ramona Expressway	between Warren Road and Sanderson Avenue (SR-79) - Sanderson Avenue	San Jacinto	-	-
76	Sherman Road	between SR-74 and Ethanac Road	Menifee	Perris	-
77	Palomar Road	between SR-74 and Matthews Road	Menifee	-	-
78	Menifee Road	between Nuevo Road and Central Avenue/Porter Street	Riverside County	-	-
79	Menifee Road	between Central Avenue/Porter Street and San Jacinto Avenue	Riverside County	-	-
80	Menifee Road	between San Jacinto Avenue and Ellis Avenue	Riverside County	-	-
81	Menifee Road	between Ellis Avenue and Mapes Road	Riverside County	-	-
82	Menifee Road	between Mapes Road and Watson Road	Menifee	-	-
83	Menifee Road	between Watson Road and SR-74	Menifee	-	-
84	Menifee Road	between SR-74 and Biscayne	Menifee	-	-
85	Menifee Road	between Biscayne and McLaughlin Road	Menifee	-	-
86	Menifee Road	between McLaughlin Road and Project Driveway 1	Menifee	-	-
87	Menifee Road	between Project Driveway 1 and Matthews Road	Menifee	-	-
88	Menifee Road	between Matthews Road and McCall Boulevard	Menifee	-	-
89	Menifee Road	between McCall Boulevard and Coastline Avenue	Menifee	-	-
90	Menifee Road	between Coastline Avenue and Simpson Road	Menifee	-	-
91	Menifee Road	between Simpson Road and Aldergate Drive - Carnelian Way	Menifee	-	-
92	Menifee Road	between Aldergate Drive - Carnelian Way and Newport Road	Menifee	-	-
93	Menifee Road	between Newport Road and La Piedra Road	Menifee	-	-
94	Menifee Road	between La Piedra Road and Holland Road	Menifee	-	-
95	Briggs Road	between Watson Road and SR-74	Menifee	Riverside County	-
96	Briggs Road	between SR-74 and Heritage High School Driveway	Menifee	Riverside County	-
97	Briggs Road	between Heritage High School Driveway and McLaughlin Road	Menifee	Riverside County	-
98	Briggs Road	between McLaughlin Road and Project Driveway 4	Menifee	Riverside County	-
99	Briggs Road	between Project Driveway 4 and Project Driveway 5 - Meadow Oak Street	Menifee	Riverside County	-
100	Briggs Road	between Project Driveway 5 - Meadow Oak Street and Project Driveway 6	Menifee	Riverside County	-
101	Briggs Road	between Project Driveway 6 and Project Driveway 7	Menifee	Riverside County	-
102	Briggs Road	between Project Driveway 7 and Case Road	Menifee	Riverside County	-
103	Briggs Road	between Case Road and McCall Boulevard	Menifee	Riverside County	-
104	Briggs Road	between McCall Boulevard and Simpson Road	Menifee	Riverside County	-
105	Warren Road	between Ramona Expressway and Cottonwood Avenue	San Jacinto	-	-
106	Warren Road	between Cottonwood Avenue and Esplanade Avenue	San Jacinto	-	-
107	Warren Road	between Esplanade Avenue and Florida Avenue (SR-74/SR-79)	Hemet	Riverside County	-

Notes:

I = Interstate; SR = State Route; NB = Northbound; SB = Southbound

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Table D - Project Trip Generation

Land Use	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
PHASE 1									
Planning Area 1									
Single-Family Detached Housing[1]	448	DU	81	233	314	264	157	421	4,225
PA 1 Gross Trip Generation			**81**	**233**	**314**	**264**	**157**	**421**	**4,225**
PA 1 Internal Trips			**(9)**	**(26)**	**(35)**	**(29)**	**(17)**	**(46)**	**(469)**
PA 1 External Trips			**72**	**207**	**279**	**235**	**140**	**375**	**3,756**
Planning Area 2									
Single-Family Detached Housing[1]	294	DU	53	153	206	173	103	276	2,772
PA 2 Gross Trip Generation			**53**	**153**	**206**	**173**	**103**	**276**	**2,772**
PA 2 Internal Trips			**(6)**	**(18)**	**(24)**	**(20)**	**(12)**	**(32)**	**(318)**
PA 2 External Trips			**47**	**135**	**182**	**153**	**91**	**244**	**2,454**
Planning Area 7A									
Soccer Complex[2]	1	Field	1	0	1	11	6	17	71
Tennis Courts[3]	2	Courts	4	2	6	4	4	8	61
Recreational Community Center[4]	54	TSF	68	35	103	64	71	135	1,556
Batting Cages[5]	1	Cage	0	0	0	1	1	2	16
Public Park[6]	17	AC	0	0	0	1	1	2	13
PA 7A Gross Trip Generation			**73**	**37**	**110**	**81**	**83**	**164**	**1,717**
PA 7A Internal Trips			**(11)**	**(5)**	**(16)**	**(12)**	**(12)**	**(24)**	**(248)**
PA 7A External Trips			**62**	**32**	**94**	**69**	**71**	**140**	**1,469**
Planning Area 11									
High-Cube Fulfillment Center Warehouse - Non-Sort[7]	1030.0	TSF							
Passenger Vehicles			92	14	106	56	92	148	1,803
Trucks (In PCE)			25	23	48	25	30	55	977
High-Cube Cold Storage Warehouse[8]	103.0	TSF							
Passenger Vehicles			7	1	8	3	6	9	151
Trucks (In PCE)			3	7	10	3	7	10	172
High-Cube Fulfillment Center Warehouse - Sort[9]	309.0	TSF							
Passenger Vehicles			73	16	89	104	98	202	1,134
Trucks (In PCE)			11	6	17	6	11	17	427
High-Cube Parcel Hub Warehouse[10]	309.0	TSF							
Passenger Vehicles			75	74	149	93	43	136	988
Trucks (In PCE)			83	84	167	103	50	153	1,109
General Light Industrial[11]	309.0	TSF							
Passenger Vehicles			172	8	180	7	151	158	1,183
Trucks (In PCE)			66	46	111	50	47	97	729

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Table D - Project Trip Generation

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
PA 11 Total Passenger Vehicle Trip Generation		**419**	**113**	**532**	**263**	**390**	**653**	**5,259**
PA 11 Internal Passenger Vehicle Trips		**(25)**	**(7)**	**(32)**	**(15)**	**(23)**	**(38)**	**(308)**
PA 11 External Passenger Vehicle Trips		**394**	**106**	**500**	**248**	**367**	**615**	**4,951**
PA 11 Total Truck Trip Generation (In PCE)		**188**	**166**	**354**	**187**	**145**	**332**	**3,414**
PA 11 Total External Trip Generation (In PCE)		**582**	**272**	**854**	**435**	**512**	**947**	**8,365**
Planning Area 12								
High-Cube Fulfillment Center Warehouse - Non-Sort[7]	575.0 TSF							
Passenger Vehicles		51	8	59	31	52	83	1,007
Trucks (In PCE)		13	16	28	13	17	30	546
High-Cube Cold Storage Warehouse[8]	57.5 TSF							
Passenger Vehicles		4	0	4	2	3	5	85
Trucks (In PCE)		3	0	3	3	0	3	97
High-Cube Fulfillment Center Warehouse - Sort[9]	172.5 TSF							
Passenger Vehicles		41	8	49	58	55	113	633
Trucks (In PCE)		6	5	11	3	8	11	241
High-Cube Parcel Hub Warehouse[10]	172.5 TSF							
Passenger Vehicles		42	41	83	52	24	76	552
Trucks (In PCE)		45	50	95	58	30	87	621
General Light Industrial[11]	172.5 TSF							
Passenger Vehicles		96	4	100	4	84	88	661
Trucks (In PCE)		36	25	61	25	30	55	408
PA 12 Total Passenger Vehicle Trip Generation		**234**	**61**	**295**	**147**	**218**	**365**	**2,938**
PA 12 Internal Passenger Vehicle Trips		**(14)**	**(4)**	**(18)**	**(9)**	**(13)**	**(22)**	**(176)**
PA 12 External Passenger Vehicle Trips		**220**	**57**	**277**	**138**	**205**	**343**	**2,762**
PA 12 Total Truck Trip Generation (In PCE)		**103**	**96**	**199**	**102**	**85**	**187**	**1,913**
PA 12 Total External Trip Generation (In PCE)		**323**	**153**	**476**	**240**	**290**	**530**	**4,675**
PHASE 1 TRIP GENERATION SUMMARY								
PHASE 1 Total Passenger Vehicle Trip Generation		**860**	**597**	**1,457**	**928**	**951**	**1,879**	**16,911**
PHASE 1 Internal Passenger Vehicle Trips		**(65)**	**(60)**	**(125)**	**(85)**	**(77)**	**(162)**	**(1,519)**
PHASE 1 External Passenger Vehicle Trips		**795**	**537**	**1,332**	**843**	**874**	**1,717**	**15,392**
PHASE 1 Total Truck Trip Generation (In PCE)		**291**	**262**	**553**	**289**	**230**	**519**	**5,327**
PHASE 1 Total External Trip Generation (In PCE)		**1,086**	**799**	**1,885**	**1,132**	**1,104**	**2,236**	**20,719**

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Table D - Project Trip Generation

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
PHASES 2 AND 3								
Planning Area 3								
Single-Family Detached Housing[1]	461 DU	83	240	323	272	161	433	4,347
PA 3 Gross Trip Generation		**83**	**240**	**323**	**272**	**161**	**433**	**4,347**
PA 3 Internal Trips		**(10)**	**(27)**	**(37)**	**(31)**	**(18)**	**(49)**	**(498)**
PA 3 External Trips		**73**	**213**	**286**	**241**	**143**	**384**	**3,849**
Planning Area 4								
Single-Family Detached Housing[1]	125 DU	23	65	88	74	44	118	1,179
Multifamily Housing (Low-Rise)[12]	250 DU	25	75	100	80	48	128	1,685
PA 4 Gross Trip Generation		**48**	**140**	**188**	**154**	**92**	**246**	**2,864**
PA 4 Internal Trips		**(6)**	**(18)**	**(24)**	**(20)**	**(12)**	**(32)**	**(365)**
PA 4 External Trips		**42**	**122**	**164**	**134**	**80**	**214**	**2,499**
Planning Area 5								
Multifamily Housing (Low-Rise)[12]	140 DU	14	42	56	45	27	72	944
PA 5 Gross Trip Generation		**14**	**42**	**56**	**45**	**27**	**72**	**944**
PA 5 Internal Trips		**(2)**	**(5)**	**(7)**	**(6)**	**(3)**	**(9)**	**(121)**
PA 5 External Trips		**12**	**37**	**49**	**39**	**24**	**63**	**823**
Planning Area 6								
Elementary School[13]	750 Students	300	255	555	53	68	121	1,703
PA 6 Gross Trip Generation		**300**	**255**	**555**	**53**	**68**	**121**	**1,703**
PA 6 Internal Trips		**(68)**	**0**	**(68)**	**0**	**(15)**	**(15)**	**(193)**
PA 6 External Trips		**232**	**255**	**487**	**53**	**53**	**106**	**1,510**
Planning Area 10								
High-Cube Fulfillment Center Warehouse - Non-Sort[7]	1150.0 TSF							
Passenger Vehicles		103	15	118	63	103	166	2,013
Trucks (In PCE)		28	27	55	28	33	61	1,092
High-Cube Cold Storage Warehouse[8]	115.0 TSF							
Passenger Vehicles		8	1	9	3	7	10	169
Trucks (In PCE)		3	7	10	3	10	13	192
High-Cube Fulfillment Center Warehouse - Sort[9]	345.0 TSF							
Passenger Vehicles		82	17	99	116	109	225	1,266
Trucks (In PCE)		11	13	24	6	14	20	478

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Table D - Project Trip Generation

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
High-Cube Parcel Hub Warehouse[10]	345.0 TSF							
Passenger Vehicles		83	84	167	104	48	152	1,103
Trucks (In PCE)		95	90	185	115	55	170	1,237
General Light Industrial[11]	345.0 TSF							
Passenger Vehicles		192	9	201	7	169	176	1,321
Trucks (In PCE)		75	47	122	55	54	108	815
PA 10 Total Passenger Vehicle Trip Generation		**468**	**126**	**594**	**293**	**436**	**729**	**5,872**
PA 10 Internal Passenger Vehicle Trips		**(25)**	**(7)**	**(32)**	**(16)**	**(23)**	**(39)**	**(314)**
PA 10 External Passenger Vehicle Trips		**443**	**119**	**562**	**277**	**413**	**690**	**5,558**
PA 10 Total Truck Trip Generation (In PCE)		**212**	**184**	**396**	**207**	**166**	**373**	**3,814**
PA 10 Total External Trip Generation (In PCE)		**655**	**303**	**958**	**484**	**579**	**1,063**	**9,372**
Planning Area 9								
Recreational Community Center[14]	120.0 TSF	151	78	229	142	158	300	3,458
PA 9 Gross Trip Generation		**151**	**78**	**229**	**142**	**158**	**300**	**3,458**
PA 9 Internal Trips		**(6)**	**(3)**	**(9)**	**(6)**	**(7)**	**(13)**	**(146)**
PA 9 External Trips		**145**	**75**	**220**	**136**	**151**	**287**	**3,312**
Planning Area 13								
Shopping Center[15]	560.0 TSF							
Gross Trip Generation		292	179	471	914	990	1,904	20,726
Internal Trips		(23)	(14)	(37)	(73)	(79)	(152)	(1,650)
Gross External Trips		269	165	434	841	911	1,752	19,076
Pass-by Trips[16]		0	0	0	(160)	(173)	(333)	(3,624)
Net External Trips		269	165	434	681	738	1,419	15,452
PA 13 Gross Trip Generation		**269**	**165**	**434**	**681**	**738**	**1,419**	**15,452**
PA 13 Internal Trips		**(23)**	**(14)**	**(37)**	**(73)**	**(79)**	**(152)**	**(1,650)**
PA 13 Gross External Trips		**269**	**165**	**434**	**841**	**911**	**1,752**	**19,076**
PA 13 Pass-by Trips		**0**	**0**	**0**	**(160)**	**(173)**	**(333)**	**(3,624)**
PA 13 Net External Trips		**269**	**165**	**434**	**681**	**738**	**1,419**	**15,452**
PHASE 2 AND 3 TRIP GENERATION SUMMARY								
PHASE 2 AND 3 Total Passenger Vehicle Trip Generation		**1,333**	**1,046**	**2,379**	**1,640**	**1,680**	**3,320**	**34,640**
PHASE 2 AND 3 Internal Passenger Vehicle Trips		**(140)**	**(74)**	**(214)**	**(152)**	**(157)**	**(309)**	**(3,287)**
PHASE 2 AND 3 Total Gross External Passenger Vehicle Trips		**1,193**	**972**	**2,165**	**1,488**	**1,523**	**3,011**	**31,353**
PHASE 2 AND 3 Pass-By Trips		**0**	**0**	**0**	**(160)**	**(173)**	**(333)**	**(3,624)**
PHASE 2 AND 3 Total Net External Passenger Vehicle Trips		**1,193**	**972**	**2,165**	**1,328**	**1,350**	**2,678**	**27,729**
PHASE 2 AND 3 Total Truck Trip Generation (In PCE)		**212**	**184**	**396**	**207**	**166**	**373**	**3,814**
PHASE 2 AND 3 Total External Trip Generation (In PCE)		**1,405**	**1,156**	**2,561**	**1,535**	**1,516**	**3,051**	**31,543**

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Table D - Project Trip Generation

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
TOTAL TRIP GENERATION SUMMARY								
Total Passenger Vehicle Trip Generation		**2,193**	**1,643**	**3,836**	**2,568**	**2,631**	**5,199**	**51,551**
Total Internal Passenger Vehicle Trips		**(205)**	**(134)**	**(339)**	**(237)**	**(234)**	**(471)**	**(4,806)**
Total Gross External Passenger Vehicle Trips		**1,988**	**1,509**	**3,497**	**2,331**	**2,397**	**4,728**	**46,745**
Total Pass-By Trips		**0**	**0**	**0**	**(160)**	**(173)**	**(333)**	**(3,624)**
Total Net External Passenger Vehicle Trips		**1,988**	**1,509**	**3,497**	**2,171**	**2,224**	**4,395**	**43,121**
Total Truck Trip Generation (In PCE)		**503**	**446**	**949**	**496**	**396**	**892**	**9,141**
Total Net External Trip Generation (In PCE)		**2,491**	**1,955**	**4,446**	**2,667**	**2,620**	**5,287**	**52,262**

Notes:

TSF = Thousand Square Feet , DU = Dwelling Units, AC = Acres; PCE = Passenger Car Equivalents

[1] Rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition), Land Use 210 - "Single-Family Detached Housing", Setting/Location - "General Urban/Suburban."

[2] Rates from the ITE *Trip Generation Manual* (11th Edition), Land Use 488 - "Soccer Complex", Setting/Location - "General Urban/Suburban."

[3] Rates from the ITE *Trip Generation Manual* (11th Edition), Land Use 490 - "Tennis Courts", Setting/Location - "General Urban/Suburban." Since inbound and outbound splits are not available for the p.m. peak hour, the splits were obtained from a similar Land Use 491 - "Racquet/Tennis Club" in the ITE *Trip Generation Manual.*

[4] Rates from the ITE *Trip Generation Manual* (11th Edition), Land Use 495 - "Recreational Community Center", Setting/Location - "General Urban/Suburban."

[5] Rates from the ITE *Trip Generation Manual* (11th Edition), Land Use 433 - "Batting Cages", Setting/Location - "General Urban/Suburban." Since there is no data available for daily trips, the ratio of daily and p.m. peak hour rates was obtained from Land Use 490 - "Tennis Courts" and applied to the p.m. peak peak hour rate for this land use.

[6] Rates from the ITE *Trip Generation Manual* (11th Edition), Land Use 411 - "Public Park", Setting/Location - "General Urban/Suburban."

[7] Passenger vehicle and truck rates were obtained from Western Riverside Council of Government (WRCOG) Transportation Uniform Mitigation Fee (TUMF) Program "High-Cube Warehouse Trip Generation Study", dated January 2019. Passenger vehicles and truck inbound and outbound splits were obtained from the ITE *Trip Generation Manual* (11th Edition) for Land Use 155 – "High-Cube Fulfillment Center Warehouse - Non-Sort", Setting/Location - "General Urban/Suburban." The truck mix percentages were obtained from South Coast Air Quality Management District (SCAQMD) recommendations for warehousing projects. As such, The truck mix was considered as 21.9% 2-axle trucks, 17.7% 3-axle trucks, and 60.3% 4 or more axle trucks. All truck trips were converted to passenger PCEs using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4 or more axle trucks.

[8] Rates from ITE Trip Generation Manual (11th Edition) for Land Use 157 – "High-Cube Cold Storage Warehouse", Setting/Location - "General Urban/Suburban." The resulting trips were converted to trucks and passenger vehicles based on SCAQMD recommendations for warehousing projects. As such, 31 percent of project traffic will be trucks. Based on Vehicle Mix from the SCAQMD, the truck mix was considered as 6.8% 2-axle trucks, 5.5% 3-axle trucks, and 18.7% 4 or more axle trucks. Since peak hour inbound and outbound splits are not available for Land Use 157, inbound and outbound splits for total vehicles (passenger vehicles + trucks) and trucks for Land Use 155 - "High Cube Fulfillment Center Warehouse" have been used to determine the inbound and outbound split in the peak hours. Inbound and outbound splits for passenger vehicles have been developed by subtracting all truck inbound and outbound rates from the total vehicles inbound and outbound rates, respectively. All truck trips were converted to passenger Passenger Vehicle equivalents (PCEs) using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4 or more axle trucks.

[9] Trip generation rates, including passenger vehicle and 2-axle, 3-axle and 4 or more axle truck trip rates are based on survey data of seven Amazon fulfillment centers in the Inland Empire.

[10] Rates from the ITE Trip Generation Manual (11th Edition) rates for Land Use 156 – "High-Cube Parcel Hub Warehouse", Setting/Location - "General Urban/Suburban." The resulting trips were converted to trucks and passenger vehicles based on SCAQMD recommendations for warehousing projects. As such, 31 percent of project traffic will be trucks. Based on Vehicle Mix from the SCAQMD, the truck mix was considered as 6.8% 2-axle trucks, 5.5% 3-axle trucks, and 18.7% 4 or more axle trucks.All truck trips were converted to passenger Passenger Vehicle equivalents (PCEs) using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4- and more axle trucks.

[11] Rates from the *ITE Trip Generation Manual* (11th Edition), Land Use 110 - "General Light Industrial", Setting/Location - "General Urban/Suburban." Project trips were converted to trucks and passenger vehicles based on the *City of Fontana Truck Trip Generation Study* , dated August 2003. As such, 21.4 percent of project traffic will be trucks. Based on Vehicle Mix from the Fontana study, the truck mix is 8.0% 2-axle trucks, 3.9% 3-axle trucks, and 9.5% 4 or more axle trucks. All truck trips were converted to PCEs using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4- and more axle trucks.

[12] Rates from the ITE *Trip Generation Manual* (11th Edition), Land Use 220 - "Multifamily Housing (Low-Rise)", Setting/Location - "General Urban/Suburban."

[13] Rates from the ITE *Trip Generation Manual* (11th Edition), Land Use 520 - "Elementary School", Setting/Location - "General Urban/Suburban." The estimated enrollment for this school is 750 students.

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Table D - Project Trip Generation

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily

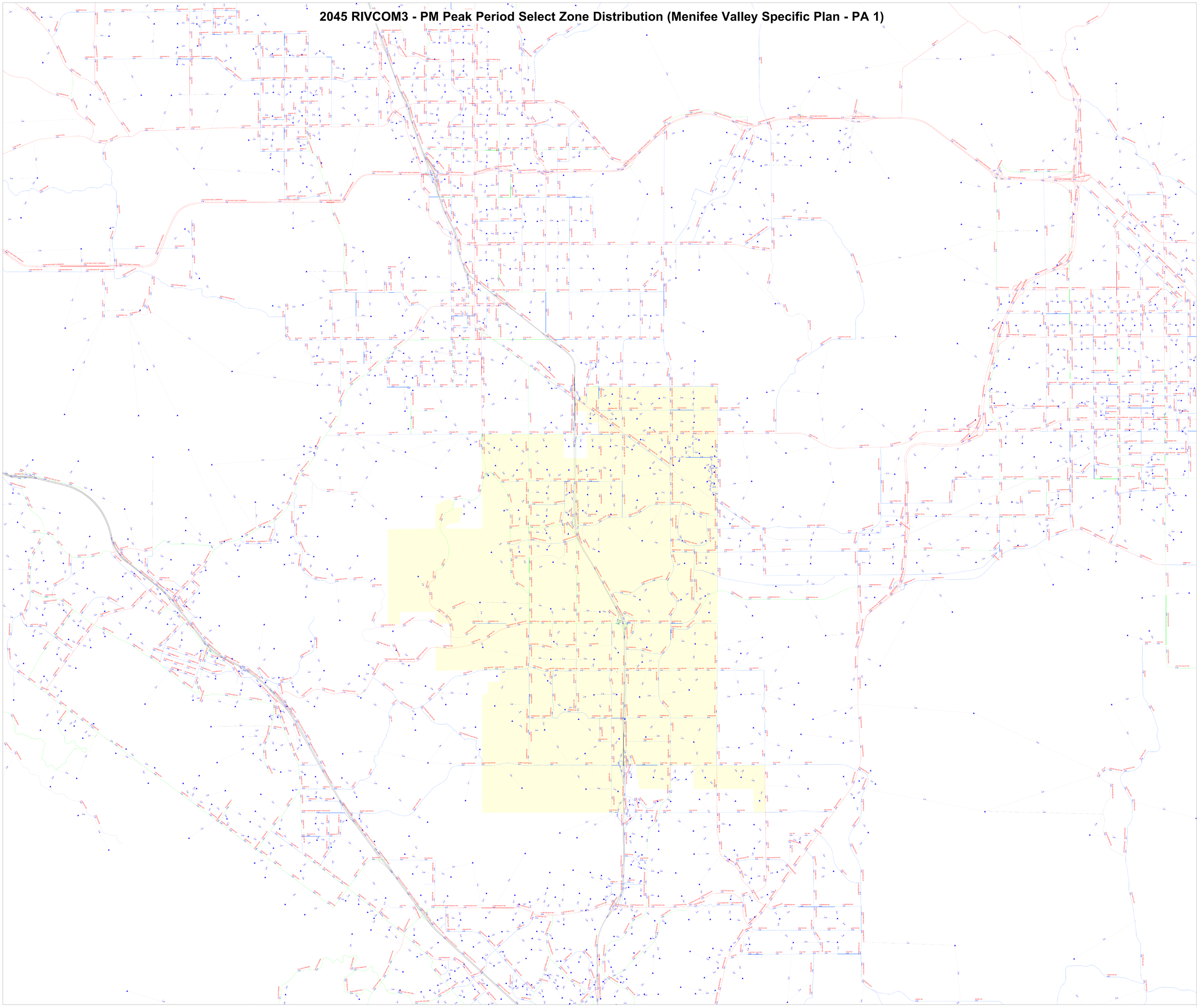
[14] Planning area 9 is designateded to be a Public Facility (PF)/ Civic Node site, as included in the *Menifee Valley Specific Plan* , dated February 16, 2022 prepared by Brookfield Properties. The document also include all the permitted land uses for this planning area. Trip generation rates for all these permitted land uses were reviewed to determine the land use with the highest trip generation rates as a conservative estimate. Though the highest trip generator land use was found to be Land use 732 - "United States Post Office", due to presence of an existing post office near the project site that land use was not selected, and rates from the ITE Trip Generation Manual(11th Edition), Land Use 495 - "Recreational Community Center", Setting/Location - "General Urban/Suburban" was used to develop the trip generation for this facility.

[15] Rates from the ITE *Trip Generation Manual* (11th Edition), Land Use 820 - "Shopping Center (>150k)", Setting/Location - "General Urban/Suburban."

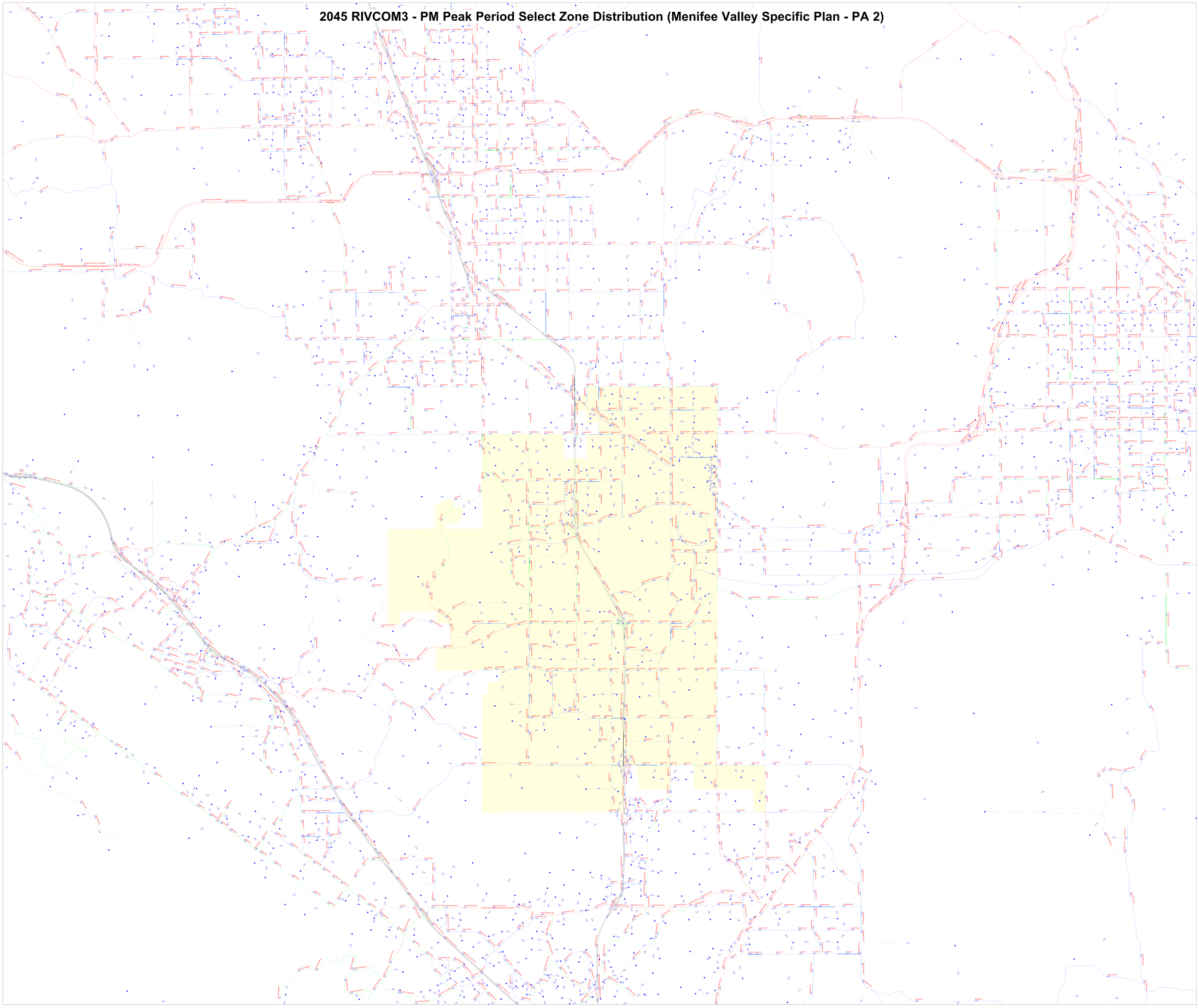
[16] Pass-by rates from the ITE *Trip Generation Manual* (11th Edition) for Land Use 820 - "Shopping Center (>150k)." A pass-by rate of 19% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE *Trip Generation Manual* , the p.m. pass-by rate was used as the daily pass-by rate.

APPENDIX A:
RIVCOM SELECT ZONE MODEL PLOTS

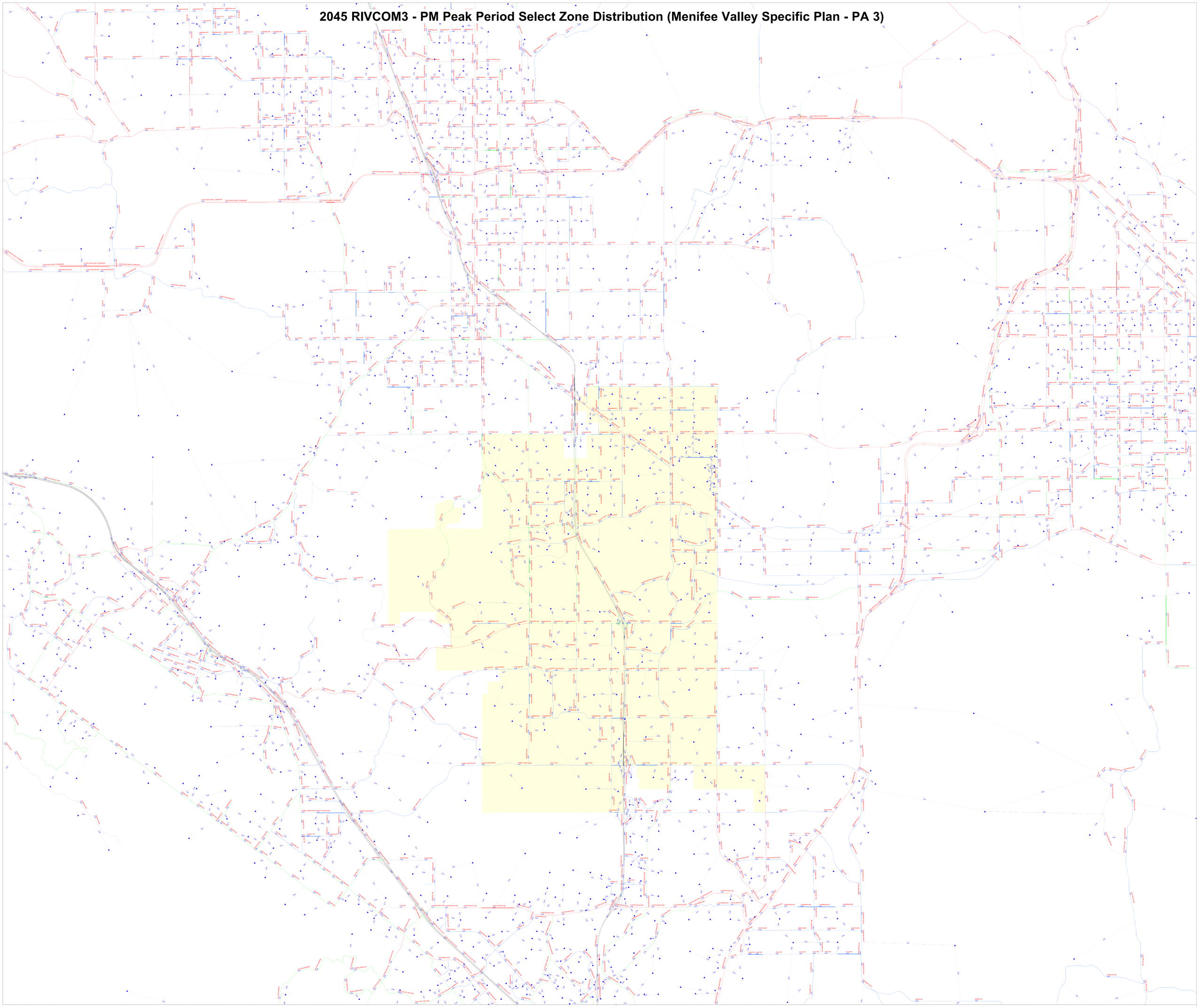
2045 RIVCOM3 - PM Peak Period Select Zone Distribution (Menifee Valley Specific Plan - PA 1)



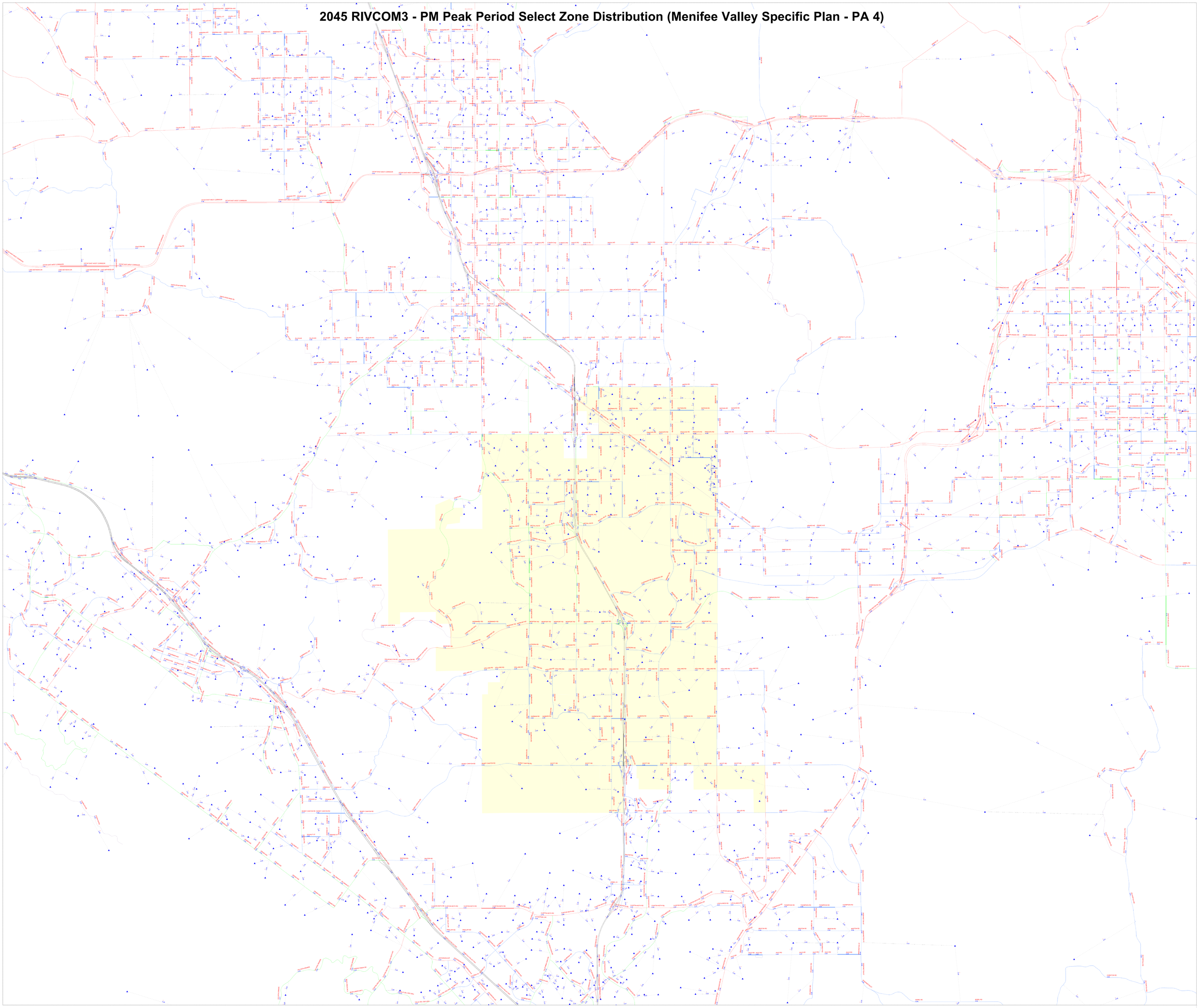
2045 RIVCOM3 - PM Peak Period Select Zone Distribution (Menifee Valley Specific Plan - PA 2)



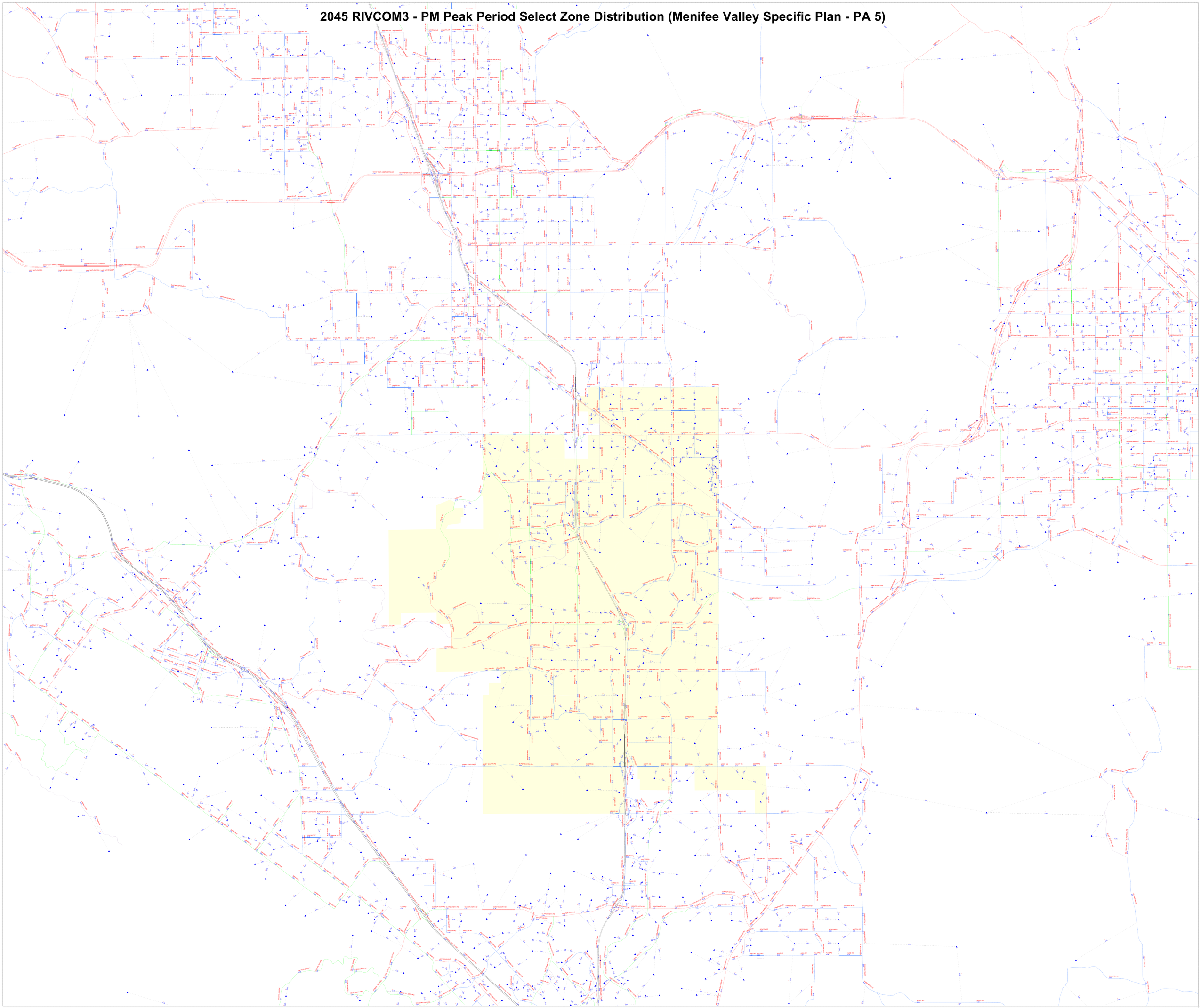
2045 RIVCOM3 - PM Peak Period Select Zone Distribution (Menifee Valley Specific Plan - PA 3)



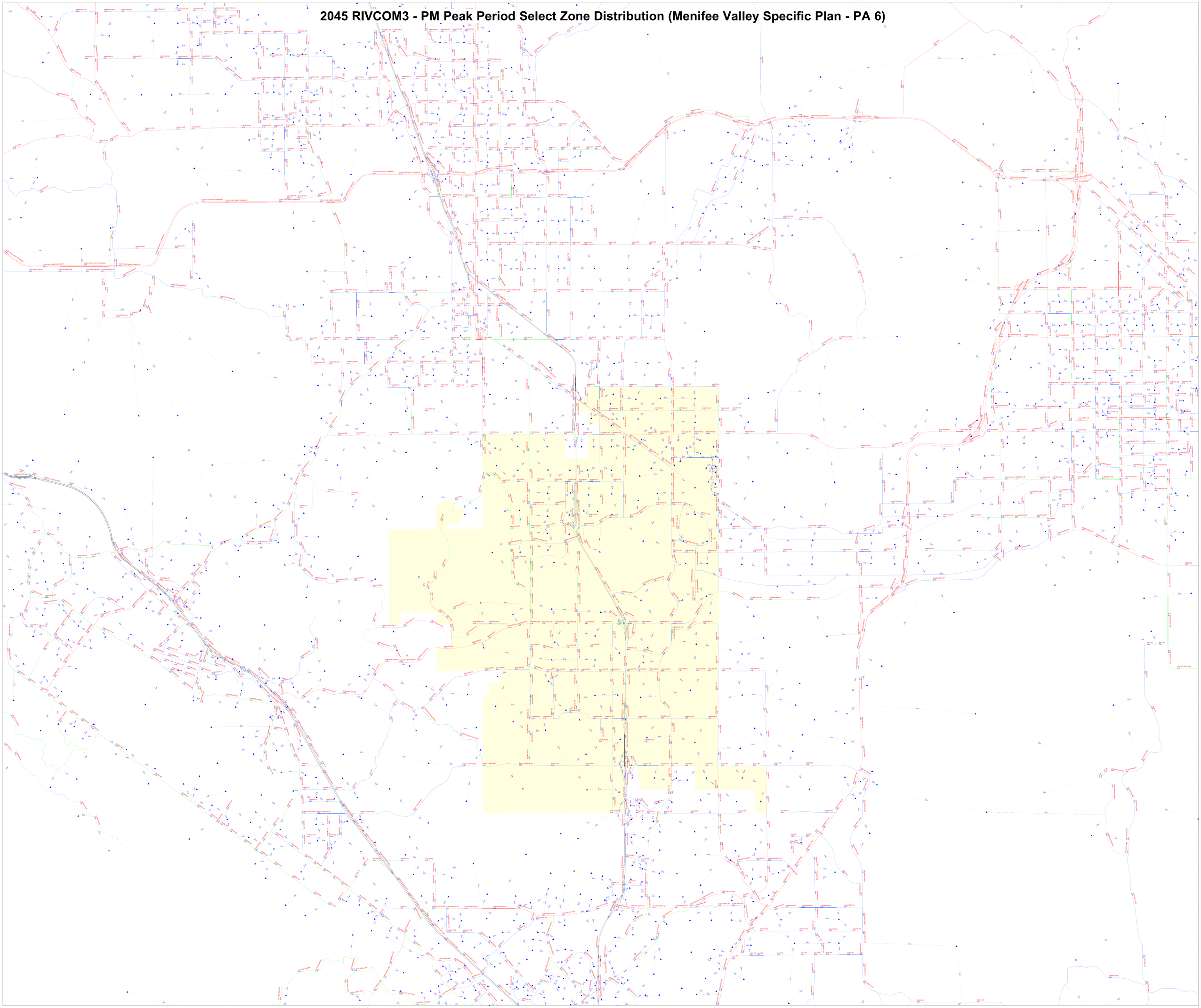
2045 RIVCOM3 - PM Peak Period Select Zone Distribution (Menifee Valley Specific Plan - PA 4)



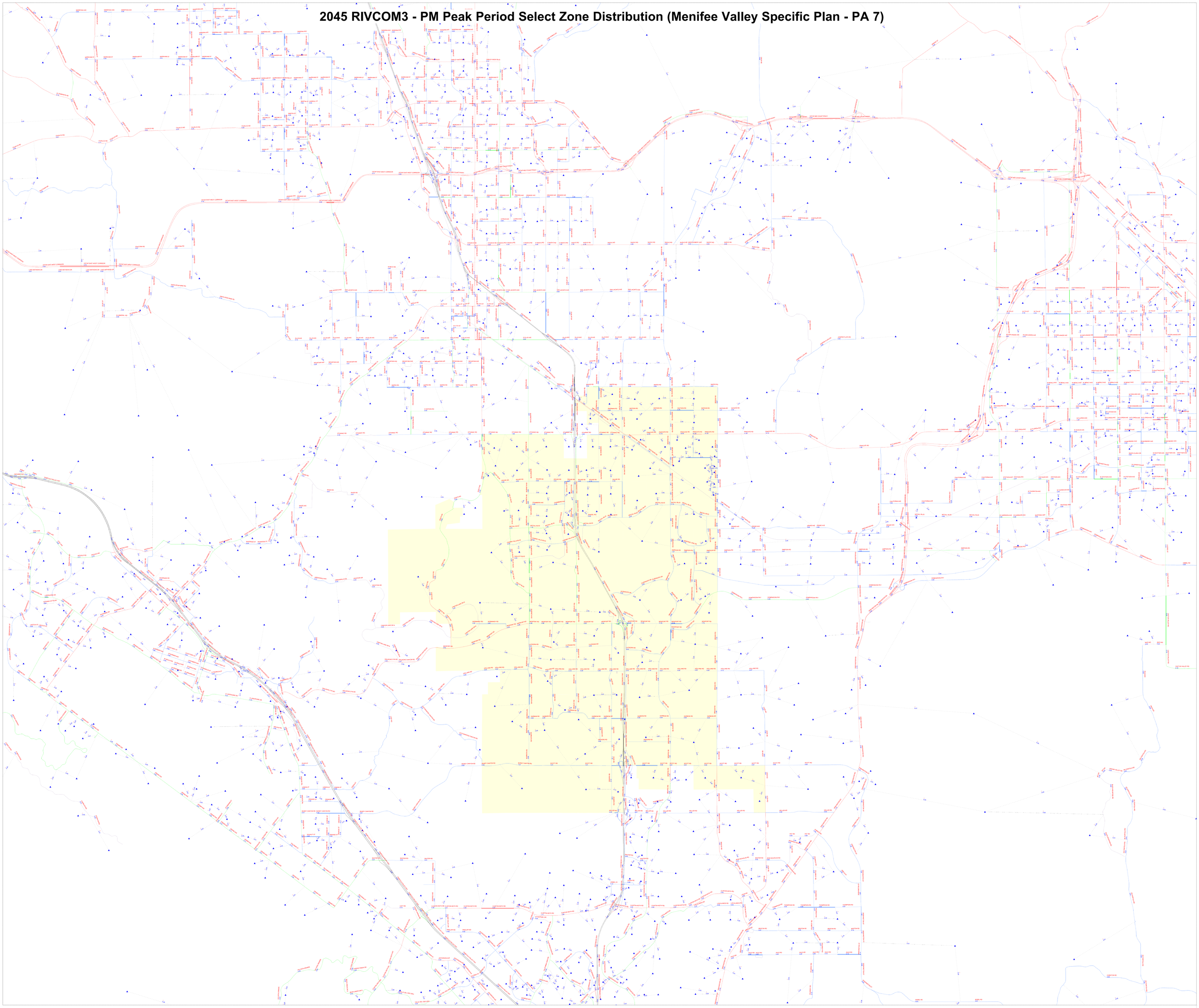
2045 RIVCOM3 - PM Peak Period Select Zone Distribution (Menifee Valley Specific Plan - PA 5)



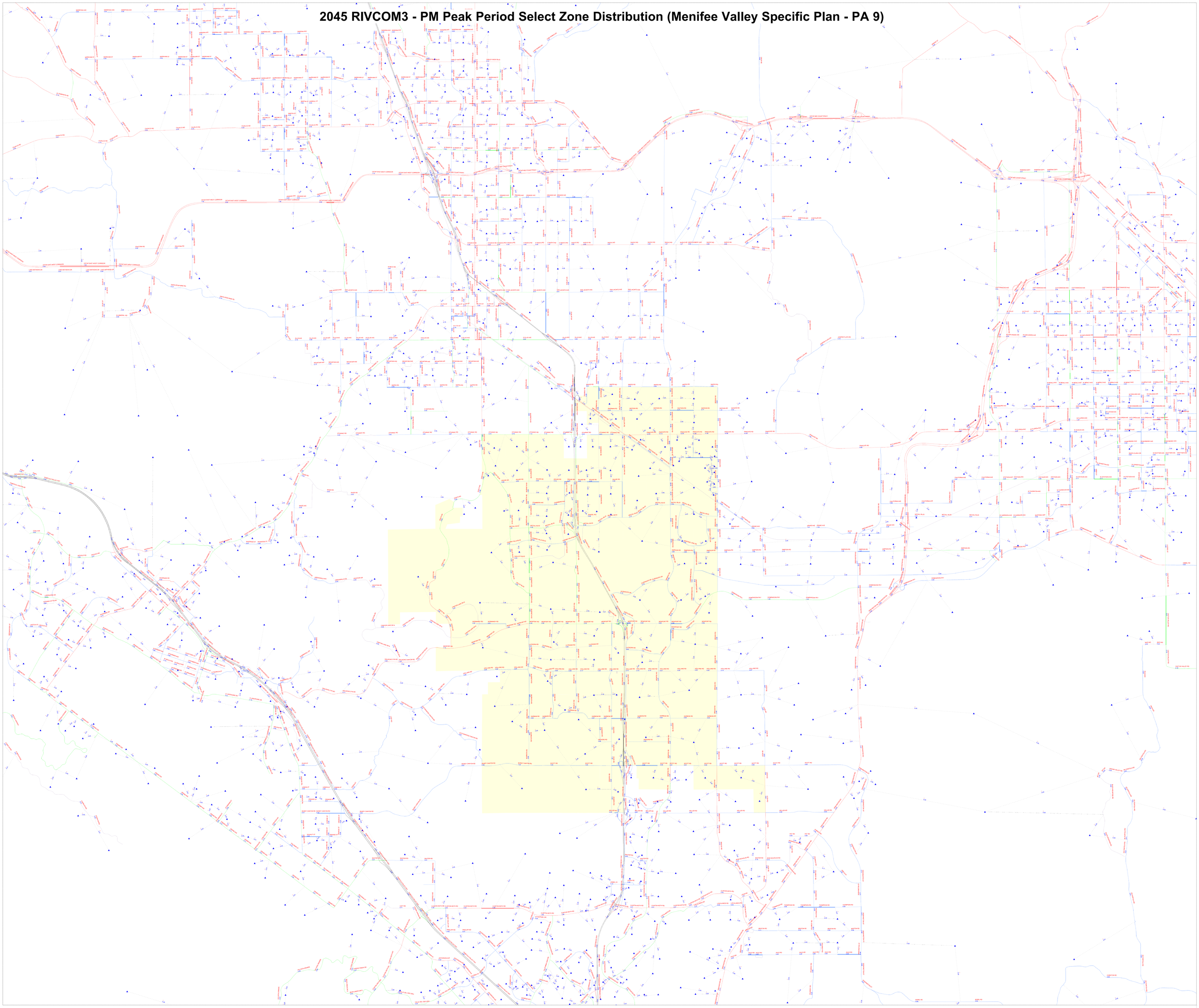
2045 RIVCOM3 - PM Peak Period Select Zone Distribution (Menifee Valley Specific Plan - PA 6)



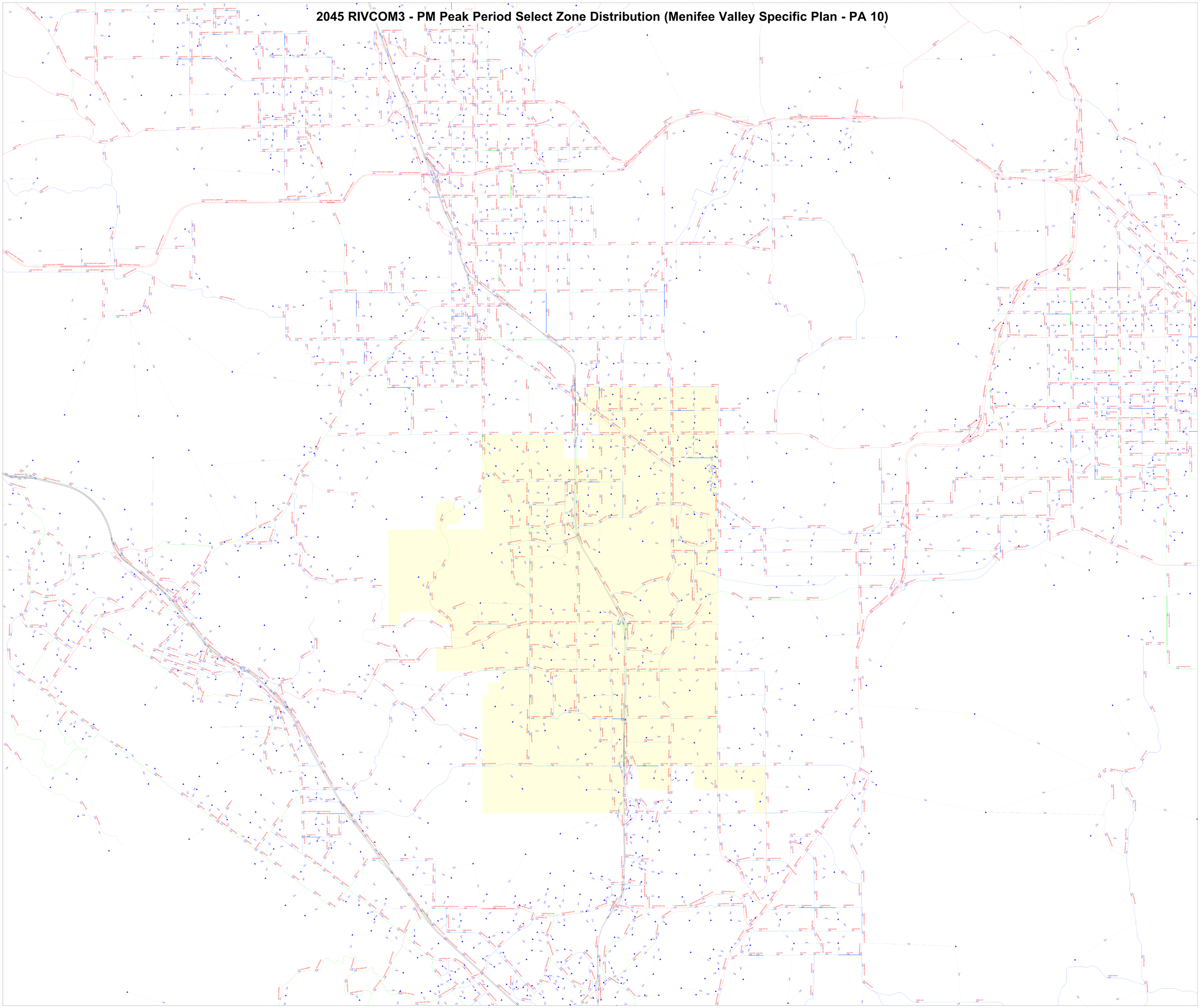
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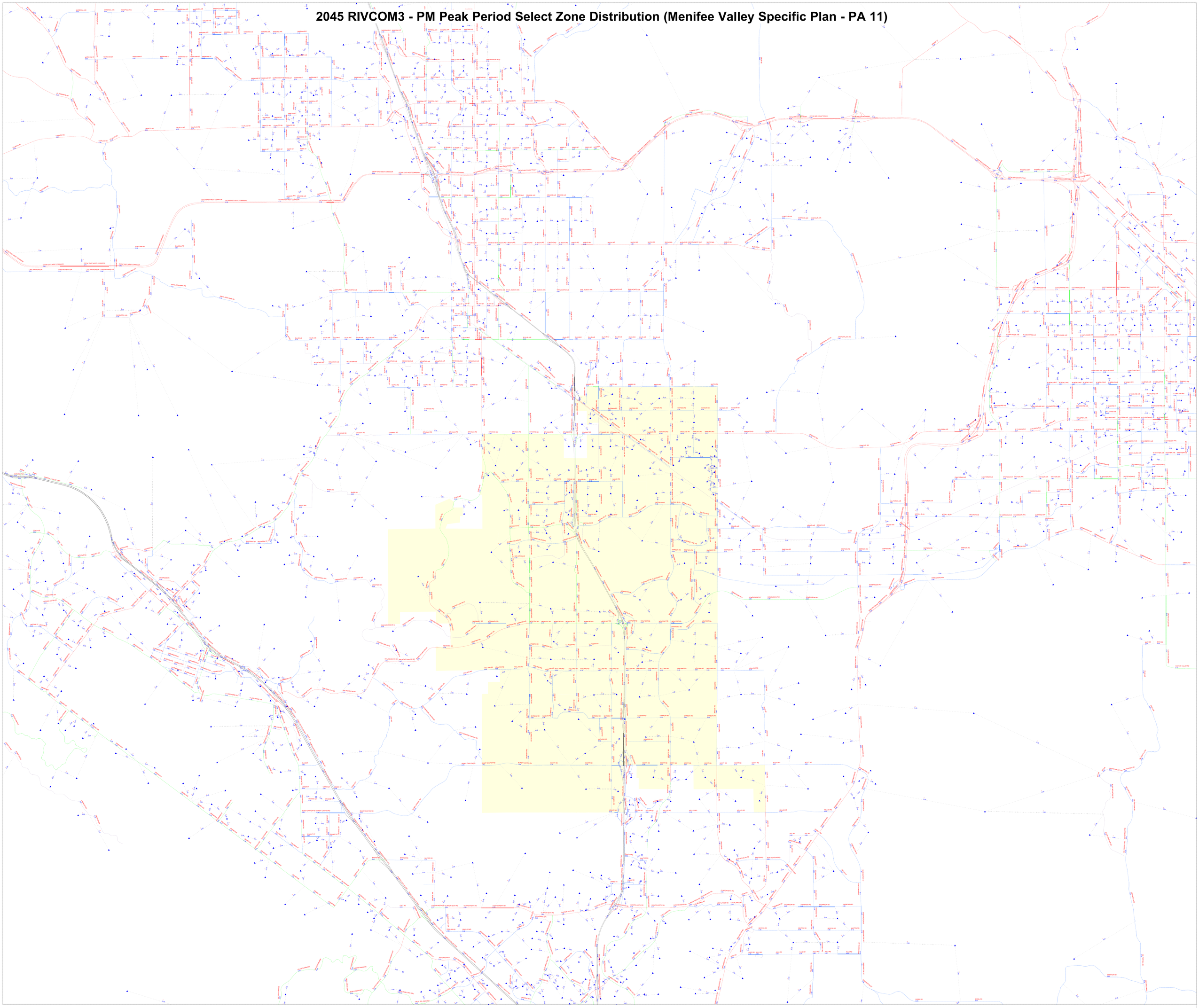
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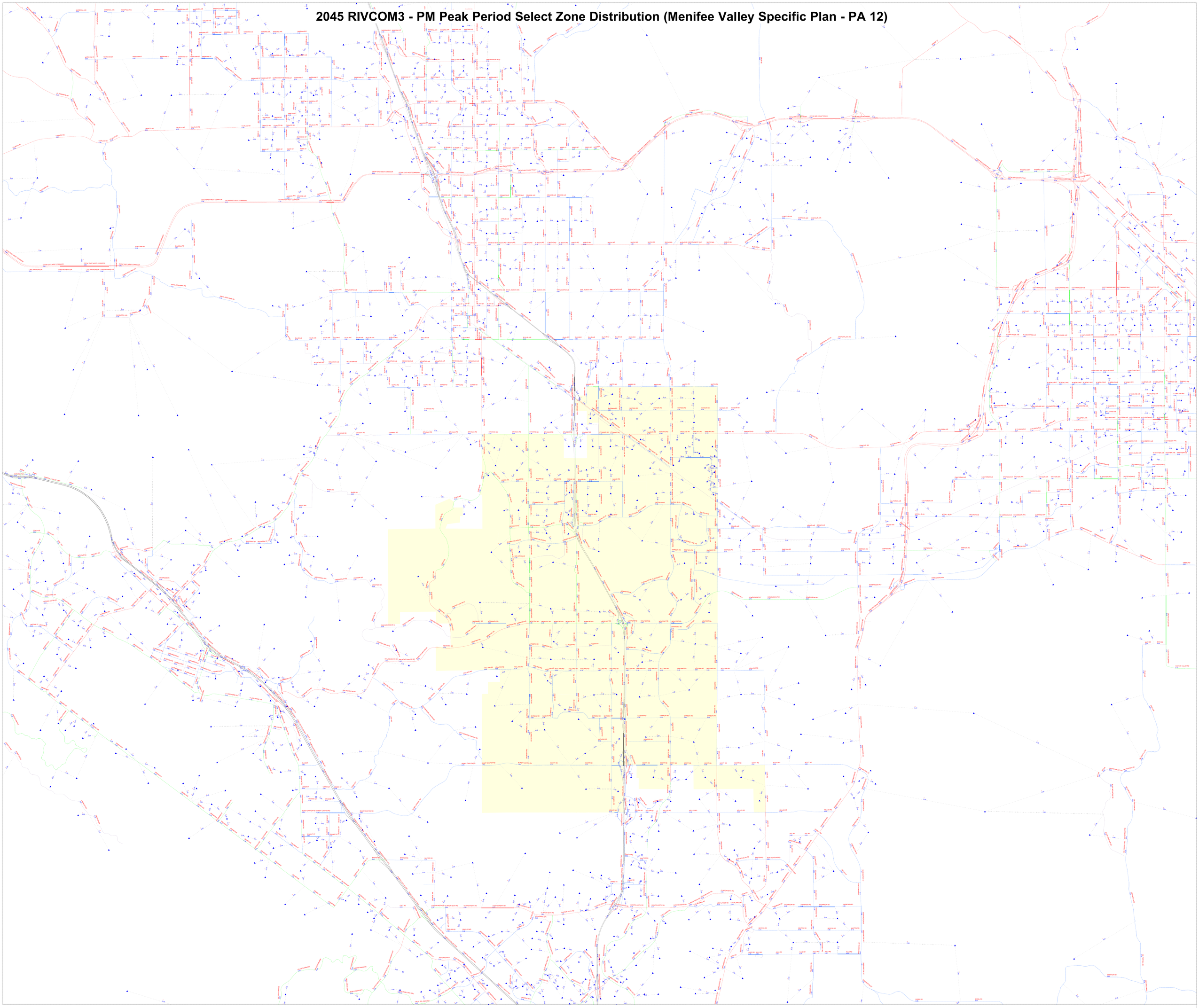
2045 RIVCOM3 - PM Peak Period Select Zone Distribution (Menifee Valley Specific Plan - PA 10)



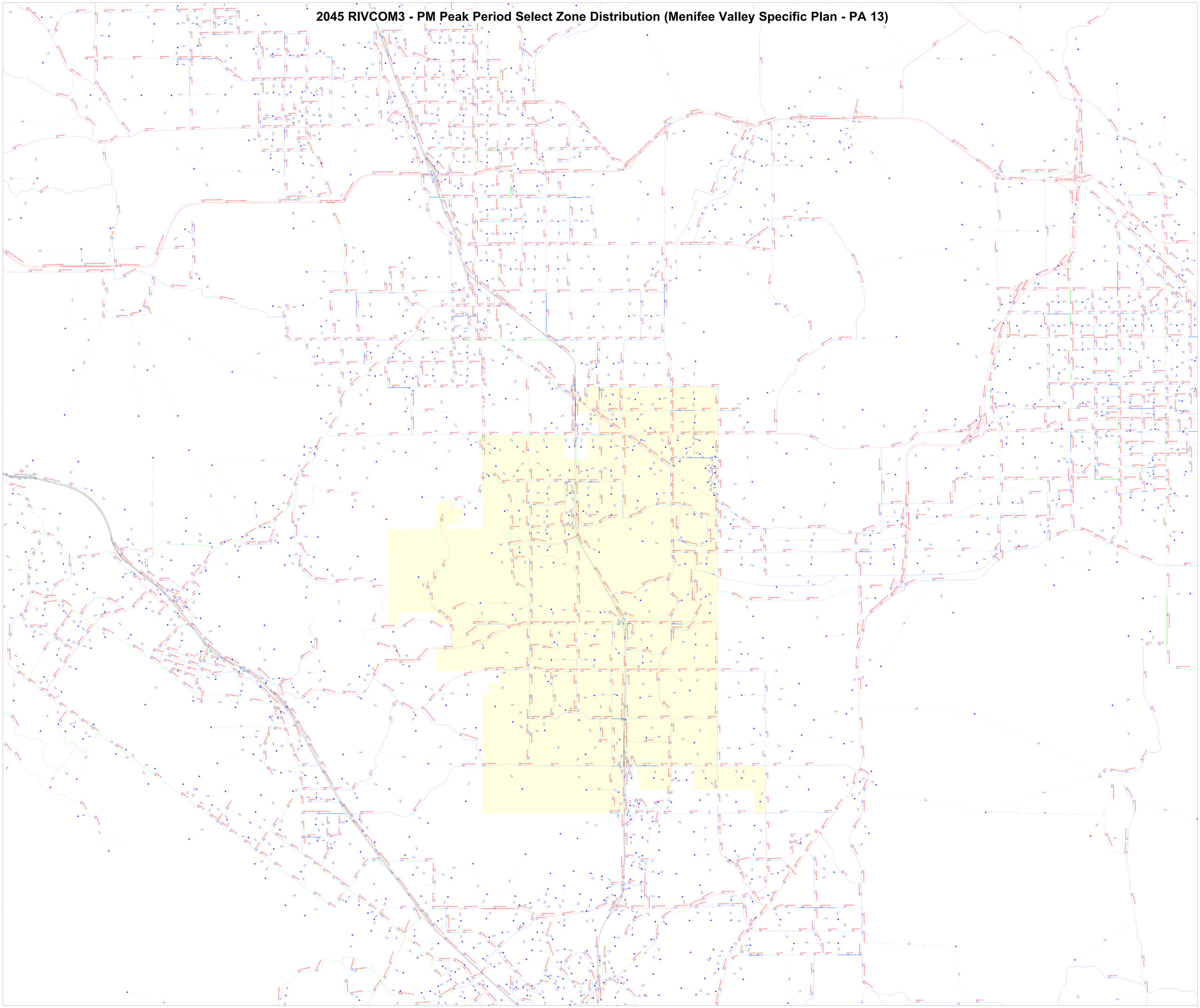
2045 RIVCOM3 - PM Peak Period Select Zone Distribution (Menifee Valley Specific Plan - PA 11)



2045 RIVCOM3 - PM Peak Period Select Zone Distribution (Menifee Valley Specific Plan - PA 12)



2045 RIVCOM3 - PM Peak Period Select Zone Distribution (Menifee Valley Specific Plan - PA 13)



APPENDIX B:

PROJECT TRIP GENERATION WORKSHEETS

TRIP GENERATION MEMORANDUM FOR AMAZON AND SIMILAR HIGH-CUBE FULFILLMENT CENTER WAREHOUSE FACILITIES

The trip generation for Amazon or similar high-cube fulfillment center warehouse facilities may be developed either by using the rates included in this appendix or any other source approved by City staff. This memorandum provides a brief summary of the development of trip generation rates for Amazon type high-cube fulfillment center warehouse facilities using survey data:

SURVEY-BASED TRIP GENERATION RATES FOR AMAZON TYPE HIGH-CUBE FULFILLMENT CENTER WAREHOUSE FACILITIES

The following Amazon fulfillment center warehouse sites were surveyed to develop the trip generation rates for Amazon and similar fulfillment center warehouse facilities:

Serial No.	Traffic Count Site	Site Code	Function	Area (Square Feet)	Dock Doors	Trailer Parking (Not at Active Dock Doors)	Auto Parking
1	Rialto Building 5	LGB8	Receiving Center	614,848	144	360	995
2	Southgate - Project Infinity - Small Sortable	ONT2/ ONT3	ONT2 - AR Sort - Small Sortable & ONT3 - "Make On Demand Printing"- 2,000 employees ONT3	951,660	87	238	1,993
3	Southgate Building 4	ONT4/ ONT5/ ONT7	ONT4 - Amazon Fresh & ONT5 - Sortation Center for LA region & ONT7 - Amazon Pantry	514,603	113	676	142
4	Gateway South Building 3 - Small Sortable	SNA7/ SNA8	AR Sort - Small Sortable	1,102,360	97	222	1,062
5	Eastvale - Small Sortable	SNA6/ SNA9	AR Sort - Small Sortable	1,033,192	74	88	650

Serial No.	Traffic Count Site	Site Code	Function	Area (Square Feet)	Dock Doors	Trailer Parking (Not at Active Dock Doors)	Auto Parking
6	MV Fulfillment 6 - Small Sortable & Apparel Fulfillment Center - 3,000 employees	ONT6	AR Sort - Small Sortable & Apparel Fulfillment Center - 3,000 employees	1,250,000	94	240	2,541
7	MV Fulfillment 8	ONT8	Receiving - Inbound Cross Dock	769,320	118	219	334

Driveway survey counts were conducted for these facilities, following the methodology specified in the Institute of Transportation Engineers (ITE) *Trip Generation Handbook*. Survey counts were conducted for three typical non-holiday weekdays during the months of September 2017 and May 2018. On each weekday, 15-minute class counts were conducted for the entire day at all the driveways for a site, and counts from all the driveways were added to obtain the total trip generation for the site. The following classes of vehicles were considered for the counts: Passenger Vehicles, Large 2-Axle Trucks, 3-Axle Trucks, and 4+ Axle Trucks. For each site, the trip generation for each 15-minute period was averaged out over the survey dates to obtain the average trip generation for the site. Further, the average trip generation for each period was added up for all the sites to obtain the combined trip generation for the seven sites. Finally, the a.m., p.m., and daily trip generation rates were obtained by dividing the combined trips for the seven sites by their total area (in thousand square feet (TSF)).

From this combined trip generation rate, the a.m. peak hour was identified as the 1-hour period between 7 a.m. and 9 a.m. that has the highest trip rate. As for the p.m. peak hour, it was observed from the survey data that the p.m. peak period continued beyond 6 p.m. Therefore, the p.m. peak hour was identified as the 1-hour period between 4 p.m. and 7 p.m. that has the highest trip rate. As such, the following peak hour and daily trip generation rates were obtained:

Trips/TSF	A.M. Peak Hour			P.M. Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Passenger Vehicles	0.2367	0.0500	0.2867	0.3372	0.3150	0.6522	3.6671
2-Axle Trucks	0.0008	0.0008	0.0016	0.0002	0.0008	0.0010	0.1129
3-Axle Trucks	0.0022	0.0026	0.0048	0.0011	0.0021	0.0032	0.0977
4-Axle Trucks	0.0101	0.0072	0.0173	0.0063	0.0098	0.0161	0.3363
Total	0.2498	0.0606	0.3104	0.3448	0.3277	0.6725	4.2140

Notes: TSF = Thousand Square Feet

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Appendix B-1 - Project Trip Generation Phase 1

Land Use	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
PA 1									
Single-Family Detached Housing	448	DU							
Trips/Unit[1]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
Trip Generation			81	233	314	264	157	421	4,225
PA 2									
Single-Family Detached Housing	294	DU							
Trips/Unit[1]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
Trip Generation			53	153	206	173	103	276	2,772
PA 7A									
Soccer Complex	1	Field							
Trips/Unit[2]			0.60	0.39	0.99	10.84	5.59	16.43	71.33
Trip Generation			1	0	1	11	6	17	71
Tennis Courts	2	Courts							
Trips/Unit[3]			2.12	1.10	3.22	1.98	2.23	4.21	30.32
Trip Generation			4	2	6	4	4	8	61
Recreational Community Center	54	TSF							
Trips/Unit[4]			1.26	0.65	1.91	1.18	1.32	2.50	28.82
Trip Generation			68	35	103	64	71	135	1,556
Batting Cages	1	Cage							
Trips/Unit[5]			0.00	0.00	0.00	1.22	1.00	2.22	15.99
Trip Generation			0	0	0	1	1	2	16
Public Park	17	AC							
Trips/Unit[6]			0.01	0.01	0.02	0.06	0.05	0.11	0.78
Trip Generation			0	0	0	1	1	2	13
PA 7A Gross New Trips			**73**	**37**	**110**	**81**	**83**	**164**	**1,717**

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Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
PA 11								
High-Cube Fulfillment Center Warehouse - Non-Sort[7]	1030.000 TSF							
Trips/Unit (Cars)		0.089	0.014	0.103	0.055	0.089	0.144	1.750
Trips/Unit (2-Axle Trucks)		0.002	0.002	0.004	0.002	0.002	0.005	0.083
Trips/Unit (3-Axle Trucks)		0.002	0.002	0.003	0.002	0.002	0.004	0.067
Trips/Unit (4+ Axle Trucks)		0.006	0.006	0.011	0.006	0.007	0.013	0.229
Trips/Unit (Total)		0.099	0.023	0.122	0.064	0.101	0.165	2.129
Trip Generation (Cars)		92	14	106	56	92	148	1,803
Trip Generation (2-Axle Trucks)		2	2	4	2	3	5	86
Trip Generation (3-Axle Trucks)		2	1	3	2	2	4	70
Trip Generation (4+ Axle Trucks)		6	6	12	6	7	13	236
Trip Generation (Total Trucks)		10	9	19	10	12	22	392
Trip Generation (Total)		102	23	125	66	104	170	2,195
Trip Generation (Cars)		92	14	106	56	92	148	1,803
PCE Trip Generation (2-Axle Trucks)		3	3	6	3	5	8	129
PCE Trip Generation (3-Axle Trucks)		4	2	6	4	4	8	140
PCE Trip Generation (4+ Axle Trucks)		18	18	36	18	21	39	708
PCE Trip Generation (Total Trucks)		25	23	48	25	30	55	977
PCE Trip Generation (Total)		**117**	**37**	**154**	**81**	**122**	**203**	**2,780**
High-Cube Cold Storage Warehouse [8]	103.000 TSF							
Trips/Unit (Cars)		0.072	0.004	0.076	0.030	0.053	0.083	1.463
Trips/Unit (2-Axle Trucks)		0.004	0.004	0.007	0.004	0.004	0.008	0.144
Trips/Unit (3-Axle Trucks)		0.003	0.003	0.006	0.003	0.004	0.007	0.117
Trips/Unit (4+ Axle Trucks)		0.010	0.010	0.021	0.010	0.012	0.022	0.396
Trips/Unit (Total)		0.089	0.021	0.110	0.047	0.073	0.120	2.120
Trip Generation (Cars)		7	1	8	3	6	9	151
Trip Generation (2-Axle Trucks)		0	1	1	0	1	1	15
Trip Generation (3-Axle Trucks)		0	1	1	0	1	1	13
Trip Generation (4+ Axle Trucks)		1	1	2	1	1	2	41
Trip Generation (Total Trucks)		1	3	4	1	3	4	69
Trip Generation (Total)		8	4	12	4	9	13	220
Trip Generation (Cars)		7	1	8	3	6	9	151
PCE Trip Generation (2-Axle Trucks)		0	2	2	0	2	2	23
PCE Trip Generation (3-Axle Trucks)		0	2	2	0	2	2	26
PCE Trip Generation (4+ Axle Trucks)		3	3	6	3	3	6	123
PCE Trip Generation (Total Trucks)		3	7	10	3	7	10	172
PCE Trip Generation (Total)		**10**	**8**	**18**	**6**	**13**	**19**	**323**

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Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
PA 11								
High-Cube Fulfillment Center Warehouse - Sort[9]	309.000 TSF							
Trips/Unit (Cars)		0.237	0.050	0.287	0.337	0.315	0.652	3.667
Trips/Unit (2-Axle Trucks)		0.001	0.001	0.002	0.000	0.008	0.001	0.113
Trips/Unit (3-Axle Trucks)		0.002	0.003	0.005	0.001	0.002	0.003	0.098
Trips/Unit (4+ Axle Trucks)		0.010	0.007	0.017	0.006	0.010	0.016	0.336
Trips/Unit (Total)		0.250	0.061	0.310	0.345	0.328	0.673	4.211
Trip Generation (Cars)		73	16	89	104	98	202	1,134
Trip Generation (2-Axle Trucks)		0	0	0	0	0	0	35
Trip Generation (3-Axle Trucks)		1	0	1	0	1	1	31
Trip Generation (4+ Axle Trucks)		3	2	5	2	3	5	104
Trip Generation (Total Trucks)		4	2	6	2	4	6	170
Trip Generation (Total)		77	18	95	106	102	208	1,304
Trip Generation (Cars)		73	16	89	104	98	202	1,134
PCE Trip Generation (2-Axle Trucks)		0	0	0	0	0	0	53
PCE Trip Generation (3-Axle Trucks)		2	0	2	0	2	2	62
PCE Trip Generation (4+ Axle Trucks)		9	6	15	6	9	15	312
PCE Trip Generation (Total Trucks)		11	6	17	6	11	17	427
PCE Trip Generation (Total)		**84**	**22**	**106**	**110**	**109**	**219**	**1,561**
High-Cube Parcel Hub Warehouse[10]	309.000 TSF							
Trips/Unit (Cars)		0.242	0.242	0.483	0.300	0.141	0.442	3.195
Trips/Unit (2-Axle Trucks)		0.024	0.024	0.048	0.030	0.014	0.044	0.315
Trips/Unit (3-Axle Trucks)		0.019	0.019	0.039	0.024	0.011	0.035	0.255
Trips/Unit (4+ Axle Trucks)		0.065	0.065	0.131	0.081	0.038	0.120	0.866
Trips/Unit (Total)		0.350	0.350	0.700	0.435	0.205	0.640	4.630
Trip Generation (Cars)		75	74	149	93	43	136	988
Trip Generation (2-Axle Trucks)		7	8	15	9	4	13	98
Trip Generation (3-Axle Trucks)		6	6	12	7	4	11	79
Trip Generation (4+ Axle Trucks)		20	20	40	25	12	37	268
Trip Generation (Total Trucks)		33	34	67	41	20	61	445
Trip Generation (Total)		108	108	216	134	63	197	1,433
Trip Generation (Cars)		75	74	149	93	43	136	988
PCE Trip Generation (2-Axle Trucks)		11	12	23	14	6	20	147
PCE Trip Generation (3-Axle Trucks)		12	12	24	14	8	22	158
PCE Trip Generation (4+ Axle Trucks)		60	60	120	75	36	111	804
PCE Trip Generation (Total Trucks)		83	84	167	103	50	153	1,109
PCE Trip Generation (Total)		**158**	**158**	**316**	**196**	**93**	**289**	**2,097**

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Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
PA 11								
General Light Industrial[11]	309.000 TSF							
Trips/Unit (Cars)		0.556	0.025	0.582	0.021	0.489	0.511	3.828
Trips/Unit (2-Axle Trucks)		0.036	0.024	0.059	0.026	0.026	0.052	0.390
Trips/Unit (3-Axle Trucks)		0.017	0.012	0.029	0.013	0.013	0.025	0.190
Trips/Unit (4+ Axle Trucks)		0.042	0.028	0.070	0.031	0.031	0.062	0.463
Trips/Unit (Total)		0.651	0.089	0.740	0.091	0.559	0.650	4.870
Trip Generation (Cars)		172	8	180	7	151	158	1,183
Trip Generation (2-Axle Trucks)		11	7	18	8	8	16	121
Trip Generation (3-Axle Trucks)		5	4	9	4	4	8	59
Trip Generation (4+ Axle Trucks)		13	9	22	10	9	19	143
Trip Generation (Total Trucks)		29	20	49	22	21	43	323
Trip Generation (Total)		201	28	229	29	172	201	1,506
Trip Generation (Cars)		172	8	180	7	151	158	1,183
PCE Trip Generation (2-Axle Trucks)		17	11	27	12	12	24	182
PCE Trip Generation (3-Axle Trucks)		10	8	18	8	8	16	118
PCE Trip Generation (4+ Axle Trucks)		39	27	66	30	27	57	429
PCE Trip Generation (Total Trucks)		66	46	111	50	47	97	729
PCE Trip Generation (Total)		**238**	**54**	**291**	**57**	**198**	**255**	**1,912**
	PA 11 Gross Car Trips	**419**	**113**	**532**	**263**	**390**	**653**	**5,259**
	PA 11 Gross Truck Trips (In PCE)	**188**	**166**	**353**	**187**	**145**	**332**	**3,414**
	PA 11 Gross Total Trips (In PCE)	**607**	**279**	**885**	**450**	**535**	**985**	**8,673**

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Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
PA 12								
High-Cube Fulfillment Center Warehouse - Non-Sort[7]	575.000 TSF							
Trips/Unit (Cars)		0.089	0.014	0.103	0.055	0.089	0.144	1.750
Trips/Unit (2-Axle Trucks)		0.002	0.002	0.004	0.002	0.002	0.005	0.083
Trips/Unit (3-Axle Trucks)		0.002	0.002	0.003	0.002	0.002	0.004	0.067
Trips/Unit (4+ Axle Trucks)		0.006	0.006	0.011	0.006	0.007	0.013	0.229
Trips/Unit (Total)		0.099	0.023	0.122	0.064	0.101	0.165	2.129
Trip Generation (Cars)		51	8	59	31	52	83	1,007
Trip Generation (2-Axle Trucks)		1	1	2	1	2	3	48
Trip Generation (3-Axle Trucks)		1	1	2	1	1	2	39
Trip Generation (4+ Axle Trucks)		3	4	7	3	4	7	132
Trip Generation (Total Trucks)		5	6	11	5	7	12	219
Trip Generation (Total)		56	14	70	36	59	95	1,226
Trip Generation (Cars)		51	8	59	31	52	83	1,007
PCE Trip Generation (2-Axle Trucks)		2	2	3	2	3	5	72
PCE Trip Generation (3-Axle Trucks)		2	2	4	2	2	4	78
PCE Trip Generation (4+ Axle Trucks)		9	12	21	9	12	21	396
PCE Trip Generation (Total Trucks)		13	16	28	13	17	30	546
PCE Trip Generation (Total)		**64**	**24**	**87**	**44**	**69**	**113**	**1,553**
High-Cube Cold Storage Warehouse [8]	57.500 TSF							
Trips/Unit (Cars)		0.072	0.004	0.076	0.030	0.053	0.083	1.463
Trips/Unit (2-Axle Trucks)		0.004	0.004	0.007	0.004	0.004	0.008	0.144
Trips/Unit (3-Axle Trucks)		0.003	0.003	0.006	0.003	0.004	0.007	0.117
Trips/Unit (4+ Axle Trucks)		0.010	0.010	0.021	0.010	0.012	0.022	0.396
Trips/Unit (Total)		0.089	0.021	0.110	0.047	0.073	0.120	2.120
Trip Generation (Cars)		4	0	4	2	3	5	85
Trip Generation (2-Axle Trucks)		0	0	0	0	0	0	9
Trip Generation (3-Axle Trucks)		0	0	0	0	0	0	7
Trip Generation (4+ Axle Trucks)		1	0	1	1	0	1	23
Trip Generation (Total Trucks)		1	0	1	1	0	1	39
Trip Generation (Total)		5	0	5	3	3	6	124
Trip Generation (Cars)		4	0	4	2	3	5	85
PCE Trip Generation (2-Axle Trucks)		0	0	0	0	0	0	14
PCE Trip Generation (3-Axle Trucks)		0	0	0	0	0	0	14
PCE Trip Generation (4+ Axle Trucks)		3	0	3	3	0	3	69
PCE Trip Generation (Total Trucks)		3	0	3	3	0	3	97
PCE Trip Generation (Total)		**7**	**0**	**7**	**5**	**3**	**8**	**182**

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Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
PA 12								
High-Cube Fulfillment Center Warehouse - Sort[9]	172.500 TSF							
Trips/Unit (Cars)		0.237	0.050	0.287	0.337	0.315	0.652	3.667
Trips/Unit (2-Axle Trucks)		0.001	0.001	0.002	0.000	0.008	0.001	0.113
Trips/Unit (3-Axle Trucks)		0.002	0.003	0.005	0.001	0.002	0.003	0.098
Trips/Unit (4+ Axle Trucks)		0.010	0.007	0.017	0.006	0.010	0.016	0.336
Trips/Unit (Total)		0.250	0.061	0.310	0.345	0.328	0.673	4.211
Trip Generation (Cars)		41	8	49	58	55	113	633
Trip Generation (2-Axle Trucks)		0	0	0	0	0	0	20
Trip Generation (3-Axle Trucks)		0	1	1	0	1	1	17
Trip Generation (4+ Axle Trucks)		2	1	3	1	2	3	59
Trip Generation (Total Trucks)		2	2	4	1	3	4	96
Trip Generation (Total)		43	10	53	59	58	117	729
Trip Generation (Cars)		41	8	49	58	55	113	633
PCE Trip Generation (2-Axle Trucks)		0	0	0	0	0	0	30
PCE Trip Generation (3-Axle Trucks)		0	2	2	0	2	2	34
PCE Trip Generation (4+ Axle Trucks)		6	3	9	3	6	9	177
PCE Trip Generation (Total Trucks)		6	5	11	3	8	11	241
PCE Trip Generation (Total)		**47**	**13**	**60**	**61**	**63**	**124**	**874**
High-Cube Parcel Hub Warehouse[10]	172.500 TSF							
Trips/Unit (Cars)		0.242	0.242	0.483	0.300	0.141	0.442	3.195
Trips/Unit (2-Axle Trucks)		0.024	0.024	0.048	0.030	0.014	0.044	0.315
Trips/Unit (3-Axle Trucks)		0.019	0.019	0.039	0.024	0.011	0.035	0.255
Trips/Unit (4+ Axle Trucks)		0.065	0.065	0.131	0.081	0.038	0.120	0.866
Trips/Unit (Total)		0.350	0.350	0.700	0.435	0.205	0.640	4.630
Trip Generation (Cars)		42	41	83	52	24	76	552
Trip Generation (2-Axle Trucks)		4	4	8	5	3	8	55
Trip Generation (3-Axle Trucks)		3	4	7	4	2	6	44
Trip Generation (4+ Axle Trucks)		11	12	23	14	7	21	150
Trip Generation (Total Trucks)		18	20	38	23	12	35	249
Trip Generation (Total)		60	61	121	75	36	111	801
Trip Generation (Cars)		42	41	83	52	24	76	552
PCE Trip Generation (2-Axle Trucks)		6	6	12	8	5	12	83
PCE Trip Generation (3-Axle Trucks)		6	8	14	8	4	12	88
PCE Trip Generation (4+ Axle Trucks)		33	36	69	42	21	63	450
PCE Trip Generation (Total Trucks)		45	50	95	58	30	87	621
PCE Trip Generation (Total)		**87**	**91**	**178**	**110**	**54**	**163**	**1,173**

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Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
PA 12								
General Light Industrial[11]	172.500 TSF							
Trips/Unit (Cars)		0.556	0.025	0.582	0.021	0.489	0.511	3.828
Trips/Unit (2-Axle Trucks)		0.036	0.024	0.059	0.026	0.026	0.052	0.390
Trips/Unit (3-Axle Trucks)		0.017	0.012	0.029	0.013	0.013	0.025	0.190
Trips/Unit (4+ Axle Trucks)		0.042	0.028	0.070	0.031	0.031	0.062	0.463
Trips/Unit (Total)		0.651	0.089	0.740	0.091	0.559	0.650	4.870
Trip Generation (Cars)		96	4	100	4	84	88	661
Trip Generation (2-Axle Trucks)		6	4	10	4	5	9	68
Trip Generation (3-Axle Trucks)		3	2	5	2	2	4	33
Trip Generation (4+ Axle Trucks)		7	5	12	5	6	11	80
Trip Generation (Total Trucks)		16	11	27	11	13	24	181
Trip Generation (Total)		112	15	127	15	97	112	842
Trip Generation (Cars)		96	4	100	4	84	88	661
PCE Trip Generation (2-Axle Trucks)		9	6	15	6	8	14	102
PCE Trip Generation (3-Axle Trucks)		6	4	10	4	4	8	66
PCE Trip Generation (4+ Axle Trucks)		21	15	36	15	18	33	240
PCE Trip Generation (Total Trucks)		36	25	61	25	30	55	408
PCE Trip Generation (Total)		**132**	**29**	**161**	**29**	**114**	**143**	**1,069**
	PA 12 Gross Car Trips	**234**	**61**	**295**	**147**	**218**	**365**	**2,938**
	PA 12 Gross Truck Trips (In PCE)	**103**	**96**	**198**	**102**	**85**	**186**	**1,913**
	PA 12 Gross Total Trips (In PCE)	**337**	**157**	**493**	**249**	**303**	**551**	**4,851**

Notes:

TSF = Thousand Square Feet , DU = Dwelling Units, AC = Acres

[1] Rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition), Land Use 210 - "Single-Family Detached Housing", Setting/Location - "General Urban/Suburban."

[2] Rates from the *ITE Trip Generation Manual* (11th Edition), Land Use 488 - "Soccer Complex", Setting/Location - "General Urban/Suburban."

[3] Rates from the ITE *Trip Generation Manual* (11th Edition), Land Use 490 - "Tennis Courts", Setting/Location - "General Urban/Suburban." Since there is no data available for p.m. split, the p.m. split for similar Land Use 491 Racquet/Tennis Club was used as the p.m. split.

[4] Rates from the *ITE Trip Generation Manual* (11th Edition), Land Use 495 - "Recreational Community Center", Setting/Location - "General Urban/Suburban."

[5] Rates from the *ITE Trip Generation Manual* (11th Edition), Land Use 433 - "Batting Cages", Setting/Location - "General Urban/Suburban."Since there is no data available for daily trips, the ratio of daily trips and p.m. trip of Land Use 490 -Tennis Courts was used as the daily trips.

[6] Rates from the *ITE Trip Generation Manual* (11th Edition), Land Use 411 - "Public Park", Setting/Location - "General Urban/Suburban."

[7] Passenger vehicle and truck rates were obtained from Western Riverside Council of Government (WRCOG) Transportation Uniform Mitigation Fee (TUMF) Program "High-Cube Warehouse Trip Generation Study", dated January 2019. Passenger vehicles and truck inbound and outbound splits were obtained from the ITE *Trip Generation Manual* (11th Edition) for Land Use 155 – "High-Cube Fulfillment Center Warehouse - Non-Sort", Setting/Location - "General Urban/Suburban." The truck mix percentages were obtained from South Coast Air Quality Management District (SCAQMD) recommendations for warehousing projects. As such, The truck mix was considered as 21.9% 2-axle trucks, 17.7% 3-axle trucks, and 60.3% 4 or more axle trucks. All truck trips were converted to passenger PCEs using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4 or more axle trucks.

[8] Rates from ITE Trip Generation Manual (11th Edition) for Land Use 157 – "High-Cube Cold Storage Warehouse", Setting/Location - "General Urban/Suburban." The resulting trips were converted to trucks and passenger vehicles based on SCAQMD recommendations for warehousing projects. As such, 31 percent of project traffic will be trucks. Based on Vehicle Mix from the SCAQMD, the truck mix was considered as 6.8% 2-axle trucks, 5.5% 3-axle trucks, and 18.7% 4 or more axle trucks. Since peak hour inbound and outbound splits are not available for Land Use 157, inbound and outbound splits for total vehicles (passenger vehicles + trucks) and trucks for Land Use 155 - "High Cube Fulfillment Center Warehouse" have been used to determine the inbound and outbound split in the peak hours. Inbound and outbound splits for passenger vehicles have been developed by subtracting all truck inbound and outbound rates from the total vehicles inbound and outbound rates, respectively. All truck trips were converted to passenger Passenger Vehicle equivalents (PCEs) using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4 or more axle trucks.

[9] Trip generation rates, including passenger vehicle and 2-axle, 3-axle and 4 or more axle truck trip rates are based on survey data of seven Amazon fulfillment centers in the Inland Empire.

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	

[10] Rates from the ITE Trip Generation Manual (11th Edition) rates for Land Use 156 – "High-Cube Parcel Hub Warehouse", Setting/Location - "General Urban/Suburban." The resulting trips were converted to trucks and passenger vehicles based on SCAQMD recommendations for warehousing projects. As such, 31 percent of project traffic will be trucks. Based on Vehicle Mix from the SCAQMD, the truck mix was considered as 6.8% 2-axle trucks, 5.5% 3-axle trucks, and 18.7% 4 or more axle trucks.All truck trips were converted to passenger Passenger Vehicle equivalents (PCEs) using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4- and more axle trucks.

[11] Rates from the *ITE Trip Generation Manual* (11th Edition), Land Use 110 - "General Light Industrial", Setting/Location - "General Urban/Suburban." Project trips were converted to trucks and passenger vehicles based on the *City of Fontana Truck Trip Generation Study* , dated August 2003. As such, 21.4 percent of project traffic will be trucks. Based on Vehicle Mix from the Fontana study, the truck mix is 8.0% 2-axle trucks, 3.9% 3-axle trucks, and 9.5% 4 or more axle trucks. All truck trips were converted to PCEs using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4- and more axle trucks.

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Appendix B-2 - Project Trip Generation- Phases 2 and 3

Land Use	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
PA 3									
Single-Family Detached Housing	461	DU							
Trips/Unit[1]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
Trip Generation			83	240	323	272	161	433	4,347
PA 4									
Single-Family Detached Housing	125	DU							
Trips/Unit[1]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
Trip Generation			23	65	88	74	44	118	1,179
Multifamily Housing (Low-Rise)	250	DU							
Trips/Unit[2]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
Trip Generation			25	75	100	80	48	128	1,685
PA 4 Gross New Trips			**48**	**140**	**188**	**154**	**92**	**246**	**2,864**
PA 5									
Multifamily Housing (Low-Rise)	140	DU							
Trips/Unit[2]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
Trip Generation			14	42	56	45	27	72	944
PA 6									
Elementary School	750	Students							
Trips/Unit[3]			0.40	0.34	0.74	0.07	0.09	0.16	2.27
Trip Generation			300	255	555	53	68	121	1,703
PA 9									
Recreational Community Center	120	TSF							
Trips/Unit[4]			1.26	0.65	1.91	1.18	1.32	2.50	28.82
Trip Generation			151	78	229	142	158	300	3,458

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Appendix B-2 - Project Trip Generation- Phases 2 and 3

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
PA 10								
High-Cube Fulfillment Center Warehouse - Non-Sort[5]	1150.000 TSF							
Trips/Unit (Cars)		0.089	0.014	0.103	0.055	0.089	0.144	1.750
Trips/Unit (2-Axle Trucks)		0.002	0.002	0.004	0.002	0.002	0.005	0.083
Trips/Unit (3-Axle Trucks)		0.002	0.002	0.003	0.002	0.002	0.004	0.067
Trips/Unit (4+ Axle Trucks)		0.006	0.006	0.011	0.006	0.007	0.013	0.229
Trips/Unit (Total)		0.099	0.023	0.122	0.064	0.101	0.165	2.129
Trip Generation (Cars)		103	15	118	63	103	166	2,013
Trip Generation (2-Axle Trucks)		2	3	5	2	3	5	96
Trip Generation (3-Axle Trucks)		2	2	4	2	2	4	78
Trip Generation (4+ Axle Trucks)		7	6	13	7	8	15	264
Trip Generation (Total Trucks)		11	11	22	11	13	24	438
Trip Generation (Total)		114	26	140	74	116	190	2,451
Trip Generation (Cars)		103	15	118	63	103	166	2,013
PCE Trip Generation (2-Axle Trucks)		3	5	8	3	5	8	144
PCE Trip Generation (3-Axle Trucks)		4	4	8	4	4	8	156
PCE Trip Generation (4+ Axle Trucks)		21	18	39	21	24	45	792
PCE Trip Generation (Total Trucks)		28	27	55	28	33	61	1,092
PCE Trip Generation (Total)		**131**	**42**	**173**	**91**	**136**	**227**	**3,105**
High-Cube Cold Storage Warehouse[6]	115.000 TSF							
Trips/Unit (Cars)		0.072	0.004	0.076	0.030	0.053	0.083	1.463
Trips/Unit (2-Axle Trucks)		0.004	0.004	0.007	0.004	0.004	0.008	0.144
Trips/Unit (3-Axle Trucks)		0.003	0.003	0.006	0.003	0.004	0.007	0.117
Trips/Unit (4+ Axle Trucks)		0.010	0.010	0.021	0.010	0.012	0.022	0.396
Trips/Unit (Total)		0.089	0.021	0.110	0.047	0.073	0.120	2.120
Trip Generation (Cars)		8	1	9	3	7	10	169
Trip Generation (2-Axle Trucks)		0	1	1	0	1	1	17
Trip Generation (3-Axle Trucks)		0	1	1	0	1	1	14
Trip Generation (4+ Axle Trucks)		1	1	2	1	2	3	46
Trip Generation (Total Trucks)		1	3	4	1	4	5	77
Trip Generation (Total)		9	4	13	4	11	15	246
Trip Generation (Cars)		8	1	9	3	7	10	169
PCE Trip Generation (2-Axle Trucks)		0	2	2	0	2	2	26
PCE Trip Generation (3-Axle Trucks)		0	2	2	0	2	2	28
PCE Trip Generation (4+ Axle Trucks)		3	3	6	3	6	9	138
PCE Trip Generation (Total Trucks)		3	7	10	3	10	13	192
PCE Trip Generation (Total)		**11**	**8**	**19**	**6**	**17**	**23**	**361**

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Appendix B-2 - Project Trip Generation- Phases 2 and 3

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
PA 10								
High-Cube Fulfillment Center Warehouse - Sort[7]	345.000 TSF							
Trips/Unit (Cars)		0.237	0.050	0.287	0.337	0.315	0.652	3.667
Trips/Unit (2-Axle Trucks)		0.001	0.001	0.002	0.000	0.008	0.001	0.113
Trips/Unit (3-Axle Trucks)		0.002	0.003	0.005	0.001	0.002	0.003	0.098
Trips/Unit (4+ Axle Trucks)		0.010	0.007	0.017	0.006	0.010	0.016	0.336
Trips/Unit (Total)		0.250	0.061	0.310	0.345	0.328	0.673	4.211
Trip Generation (Cars)		82	17	99	116	109	225	1,266
Trip Generation (2-Axle Trucks)		0	1	1	0	0	0	39
Trip Generation (3-Axle Trucks)		1	1	2	0	1	1	34
Trip Generation (4+ Axle Trucks)		3	3	6	2	4	6	117
Trip Generation (Total Trucks)		4	5	9	2	5	7	190
Trip Generation (Total)		86	22	108	118	114	232	1,456
Trip Generation (Cars)		82	17	99	116	109	225	1,266
PCE Trip Generation (2-Axle Trucks)		0	2	2	0	0	0	59
PCE Trip Generation (3-Axle Trucks)		2	2	4	0	2	2	68
PCE Trip Generation (4+ Axle Trucks)		9	9	18	6	12	18	351
PCE Trip Generation (Total Trucks)		11	13	24	6	14	20	478
PCE Trip Generation (Total)		**93**	**30**	**123**	**122**	**123**	**245**	**1,744**
High-Cube Parcel Hub Warehouse[8]	345.000 TSF							
Trips/Unit (Cars)		0.242	0.242	0.483	0.300	0.141	0.442	3.195
Trips/Unit (2-Axle Trucks)		0.024	0.024	0.048	0.030	0.014	0.044	0.315
Trips/Unit (3-Axle Trucks)		0.019	0.019	0.039	0.024	0.011	0.035	0.255
Trips/Unit (4+ Axle Trucks)		0.065	0.065	0.131	0.081	0.038	0.120	0.866
Trips/Unit (Total)		0.350	0.350	0.700	0.435	0.205	0.640	4.630
Trip Generation (Cars)		83	84	167	104	48	152	1,103
Trip Generation (2-Axle Trucks)		8	8	16	10	5	15	109
Trip Generation (3-Axle Trucks)		7	6	13	8	4	12	88
Trip Generation (4+ Axle Trucks)		23	22	45	28	13	41	299
Trip Generation (Total Trucks)		38	36	74	46	22	68	496
Trip Generation (Total)		121	120	241	150	70	220	1,599
Trip Generation (Cars)		83	84	167	104	48	152	1,103
PCE Trip Generation (2-Axle Trucks)		12	12	24	15	8	23	164
PCE Trip Generation (3-Axle Trucks)		14	12	26	16	8	24	176
PCE Trip Generation (4+ Axle Trucks)		69	66	135	84	39	123	897
PCE Trip Generation (Total Trucks)		95	90	185	115	55	170	1,237
PCE Trip Generation (Total)		**178**	**174**	**352**	**219**	**103**	**322**	**2,340**

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Appendix B-2 - Project Trip Generation- Phases 2 and 3

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
PA 10								
General Light Industrial[9]	345.000 TSF							
Trips/Unit (Cars)		0.556	0.025	0.582	0.021	0.489	0.511	3.828
Trips/Unit (2-Axle Trucks)		0.036	0.024	0.059	0.026	0.026	0.052	0.390
Trips/Unit (3-Axle Trucks)		0.017	0.012	0.029	0.013	0.013	0.025	0.190
Trips/Unit (4+ Axle Trucks)		0.042	0.028	0.070	0.031	0.031	0.062	0.463
Trips/Unit (Total)		0.651	0.089	0.740	0.091	0.559	0.650	4.870
Trip Generation (Cars)		192	9	201	7	169	176	1,321
Trip Generation (2-Axle Trucks)		12	8	20	9	9	18	135
Trip Generation (3-Axle Trucks)		6	4	10	4	5	9	66
Trip Generation (4+ Axle Trucks)		15	9	24	11	10	21	160
Trip Generation (Total Trucks)		33	21	54	24	24	48	361
Trip Generation (Total)		225	30	255	31	193	224	1,682
Trip Generation (Cars)		192	9	201	7	169	176	1,321
PCE Trip Generation (2-Axle Trucks)		18	12	30	14	14	27	203
PCE Trip Generation (3-Axle Trucks)		12	8	20	8	10	18	132
PCE Trip Generation (4+ Axle Trucks)		45	27	72	33	30	63	480
PCE Trip Generation (Total Trucks)		75	47	122	55	54	108	815
PCE Trip Generation (Total)		**267**	**56**	**323**	**62**	**223**	**284**	**2,136**
	PA 10 Gross Car Trips	**468**	**126**	**594**	**293**	**436**	**729**	**5,872**
	PA 10 Gross Truck Trips (In PCE)	**212**	**184**	**396**	**207**	**166**	**372**	**3,814**
	PA 10 Gross Total Trips (In PCE)	**680**	**310**	**990**	**500**	**602**	**1,101**	**9,686**
PA 13								
Shopping Center	560 TSF							
Trips/Unit[10]		0.52	0.32	0.84	1.63	1.77	3.40	37.01
Trip Generation		292	179	471	914	990	1,904	20,726

Notes:

TSF = Thousand Square Feet , DU = Dwelling Units, AC = Acres

[1] Rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition), Land Use 210 - "Single-Family Detached Housing", Setting/Location - "General Urban/Suburban."

[2] Rates from the ITE *Trip Generation Manual* (11th Edition), Land Use 220 - "Multifamily Housing (Low-Rise)", Setting/Location - "General Urban/Suburban."

[3] Rates from the ITE *Trip Generation Manual* (11th Edition), Land Use 520 - "Elementary School", Setting/Location - "General Urban/Suburban." Estimated total enrolled student of 750 students.

[4] Planning area 9 is designateded to be a Public Facility (PF)/ Civic Node site, as included in the *Menifee Valley Specific Plan* , dated February 16, 2022 prepared by Brookfield Properties. The document also include all the permitted land uses for this planning area. Trip generation rates for all these permitted land uses were reviewed to determine the land use with the highest trip generation rates as a conservative estimate. Though the highest trip generator land use was found to be Land use 732 - "United States Post Office", due to presence of an existing post office near the project site that land use was not selected, and rates from the ITE Trip Generation Manual(11th Edition), Land Use 495 - "Recreational Community Center", Setting/Location - "General Urban/Suburban" was used to develop the trip generation for this facility.

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Appendix B-2 - Project Trip Generation- Phases 2 and 3

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily

[5] Passenger vehicle and truck rates were obtained from Western Riverside Council of Government (WRCOG) Transportation Uniform Mitigation Fee (TUMF) Program "High-Cube Warehouse Trip Generation Study", dated January 2019. Passenger vehicles and truck inbound and outbound splits were obtained from the ITE *Trip Generation Manual* (11th Edition) for Land Use 155 – "High-Cube Fulfillment Center Warehouse - Non-Sort", Setting/Location - "General Urban/Suburban." The truck mix percentages were obtained from South Coast Air Quality Management District (SCAQMD) recommendations for warehousing projects. As such, The truck mix was considered as 21.9% 2-axle trucks, 17.7% 3-axle trucks, and 60.3% 4 or more axle trucks. All truck trips were converted to passenger PCEs using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4 or more axle trucks.

[6] Rates from ITE Trip Generation Manual (11th Edition) for Land Use 157 – "High-Cube Cold Storage Warehouse", Setting/Location - "General Urban/Suburban." The resulting trips were converted to trucks and passenger vehicles based on SCAQMD recommendations for warehousing projects. As such, 31 percent of project traffic will be trucks. Based on Vehicle Mix from the SCAQMD, the truck mix was considered as 6.8% 2-axle trucks, 5.5% 3-axle trucks, and 18.7% 4 or more axle trucks. Since peak hour inbound and outbound splits are not available for Land Use 157, inbound and outbound splits for total vehicles (passenger vehicles + trucks) and trucks for Land Use 155 - "High Cube Fulfillment Center Warehouse" have been used to determine the inbound and outbound split in the peak hours. Inbound and outbound splits for passenger vehicles have been developed by subtracting all truck inbound and outbound rates from the total vehicles inbound and outbound rates, respectively. All truck trips were converted to passenger Passenger Vehicle equivalents (PCEs) using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4 or more axle trucks.

[7] Trip generation rates, including passenger vehicle and 2-axle, 3-axle and 4 or more axle truck trip rates are based on survey data of seven Amazon fulfillment centers in the Inland Empire.

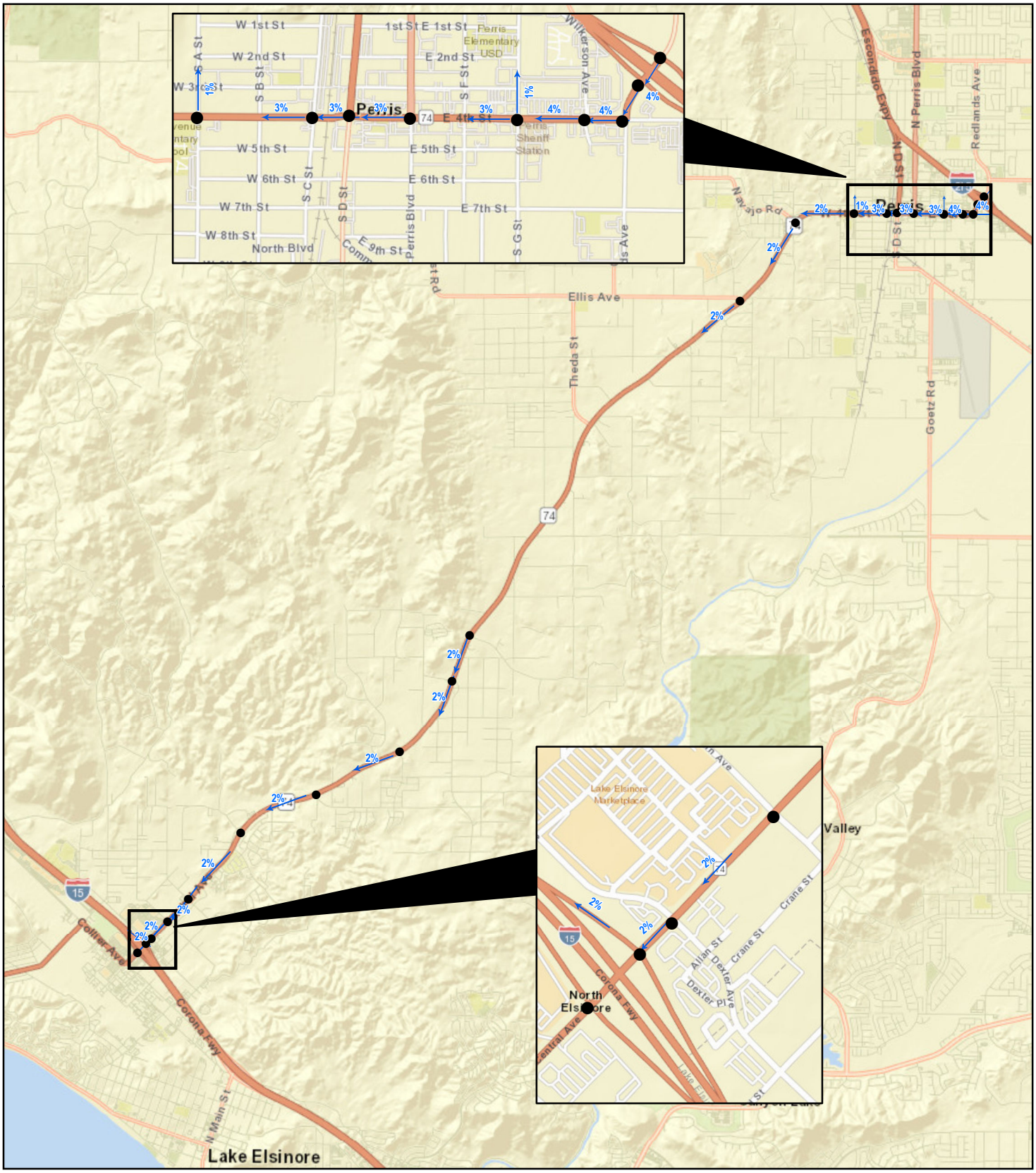
[8] Rates from the ITE Trip Generation Manual (11th Edition) rates for Land Use 156 – "High-Cube Parcel Hub Warehouse", Setting/Location - "General Urban/Suburban." The resulting trips were converted to trucks and passenger vehicles based on SCAQMD recommendations for warehousing projects. As such, 31 percent of project traffic will be trucks. Based on Vehicle Mix from the SCAQMD, the truck mix was considered as 6.8% 2-axle trucks, 5.5% 3-axle trucks, and 18.7% 4 or more axle trucks.All truck trips were converted to passenger Passenger Vehicle equivalents (PCEs) using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4- and more axle trucks.

[9] Rates from the *ITE Trip Generation Manual* (11th Edition), Land Use 110 - "General Light Industrial", Setting/Location - "General Urban/Suburban." Project trips were converted to trucks and passenger vehicles based on the *City of Fontana Truck Trip Generation Study* , dated August 2003. As such, 21.4 percent of project traffic will be trucks. Based on Vehicle Mix from the Fontana study, the truck mix is 8.0% 2-axle trucks, 3.9% 3-axle trucks, and 9.5% 4 or more axle trucks. All truck trips were converted to PCEs using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4- and more axle trucks.

[10] Rates from the ITE *Trip Generation Manual* (11th Edition), Land Use 820 - "Shopping Center (>150k)", Setting/Location - "General Urban/Suburban."

APPENDIX C:

REGIONAL TRIP DISTRIBUTION FIGURES FOR INDIVIDUAL PLANNING AREAS



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Study Area Intersections

Project Trip Distribution

Figures C1-1

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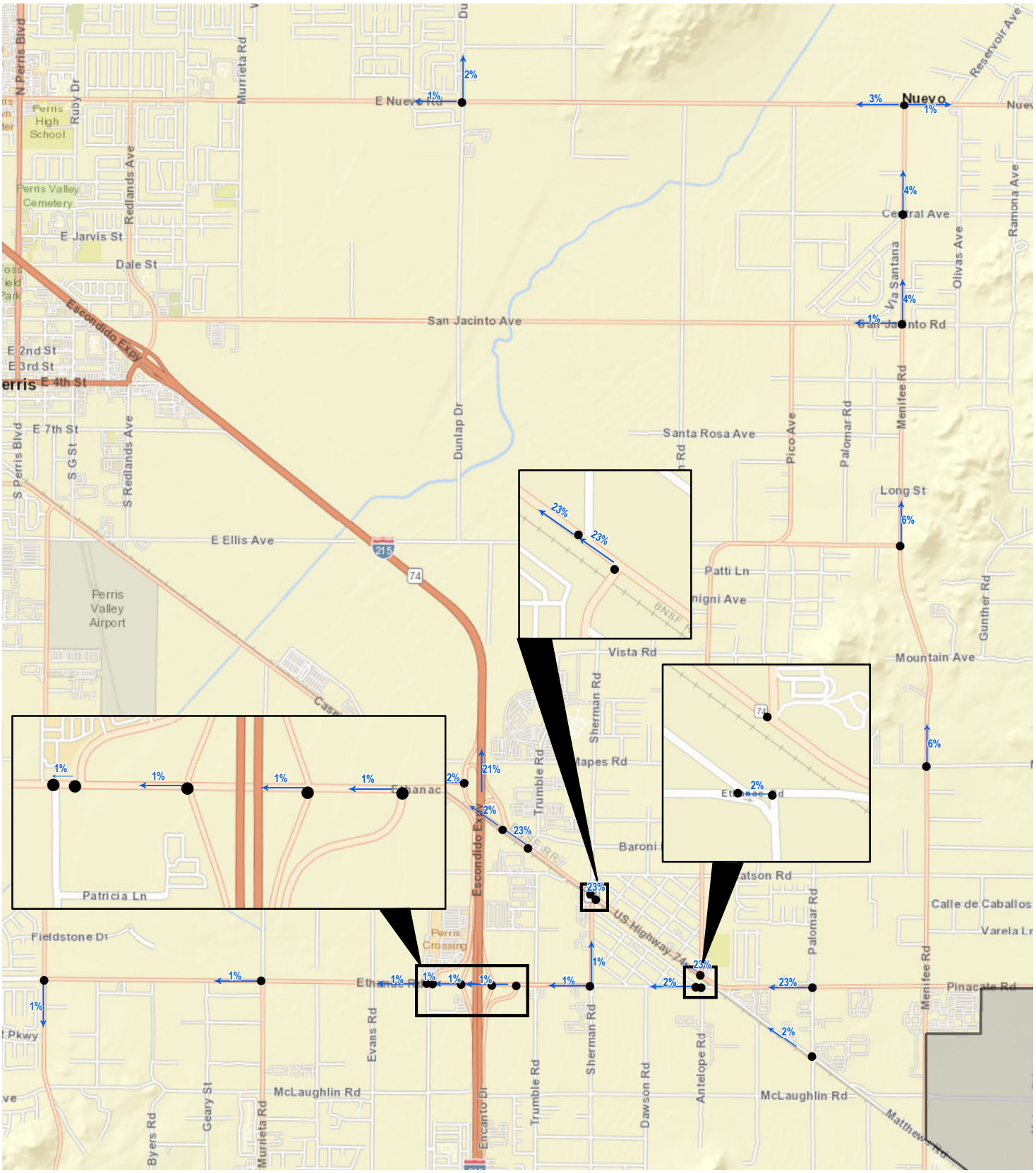
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Menifee Valley Specific Plan
Traffic Study

PA-1 Regional Trip Distribution (Zone 1)



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LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C1-2

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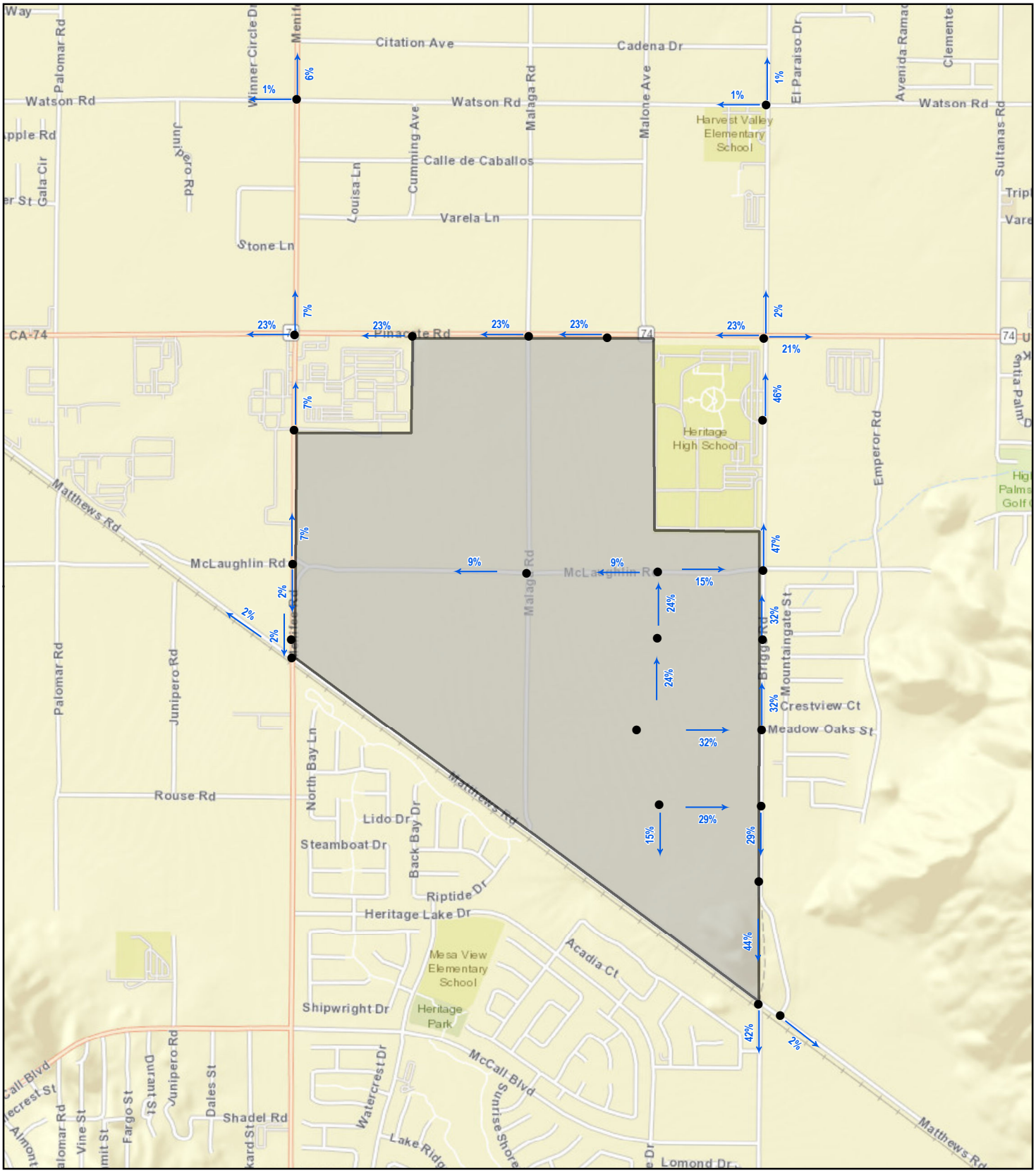
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Menifee Valley Specific Plan
Traffic Study

PA-1 Regional Trip Distribution (Zone 2)



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Project Location

Study Area Intersections

Project Trip Distribution

Figure C1-3

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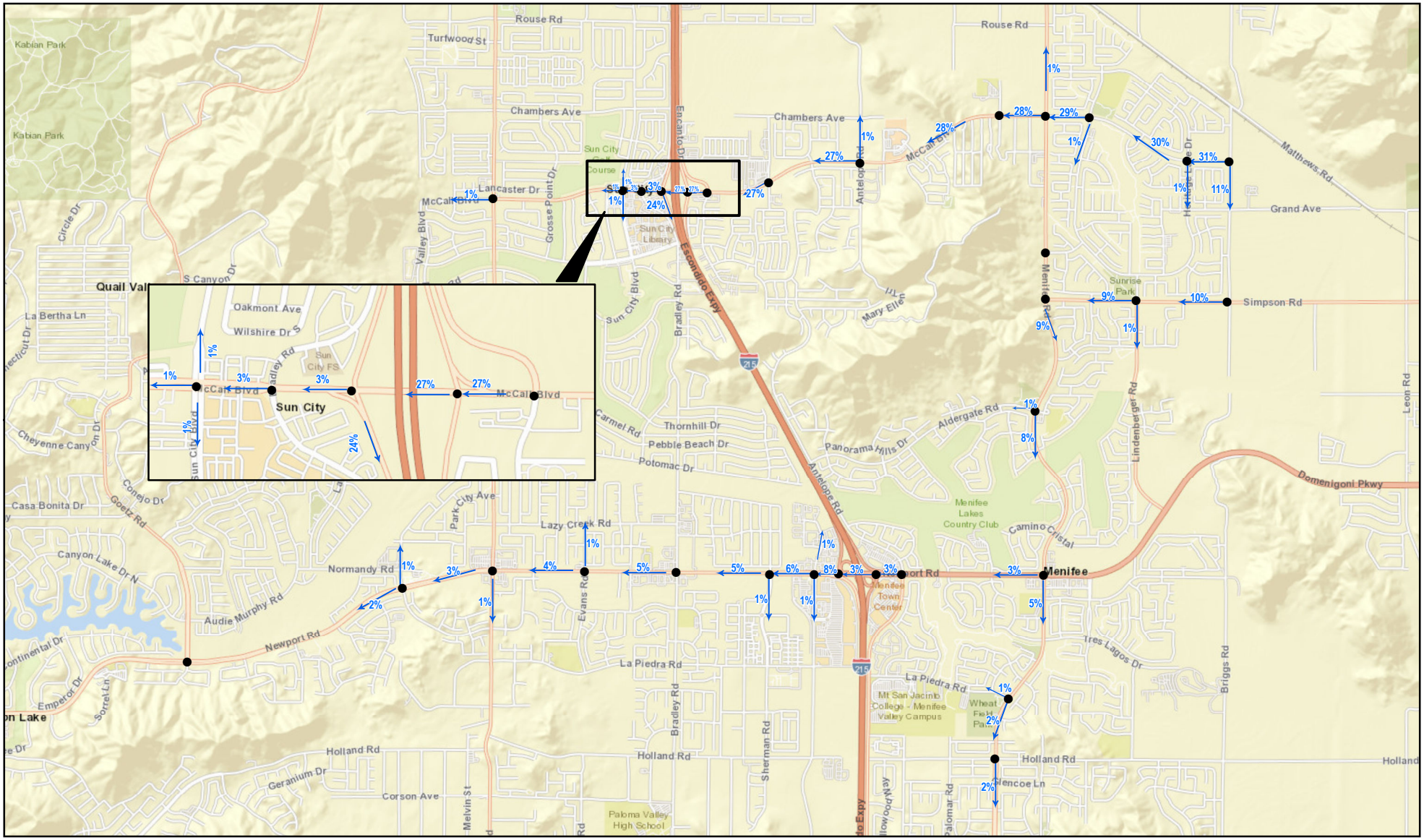
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Menifee Valley Specific Plan
Traffic Study

PA-1 Regional Trip Distribution (Zone 3)



LSA

LEGEND

Project Location

Project Trip Distribution

Study Area Intersections

0 2000 4000

FEET

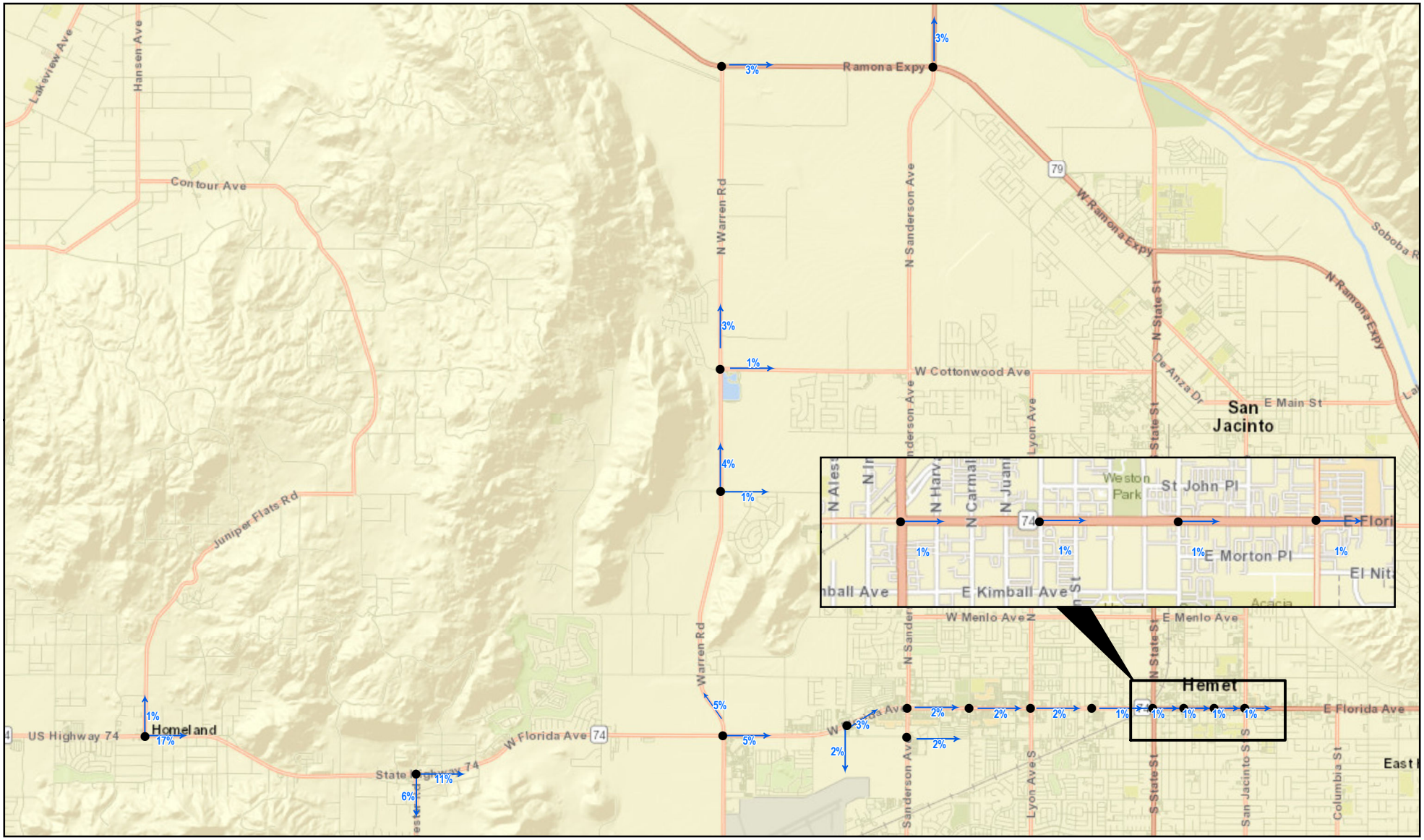
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Figure C1-4

Menifee Valley Specific Plan
Traffic Study

PA-1 Regional Trip Distribution (Zone 4)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figure C1-5

0 3000 6000

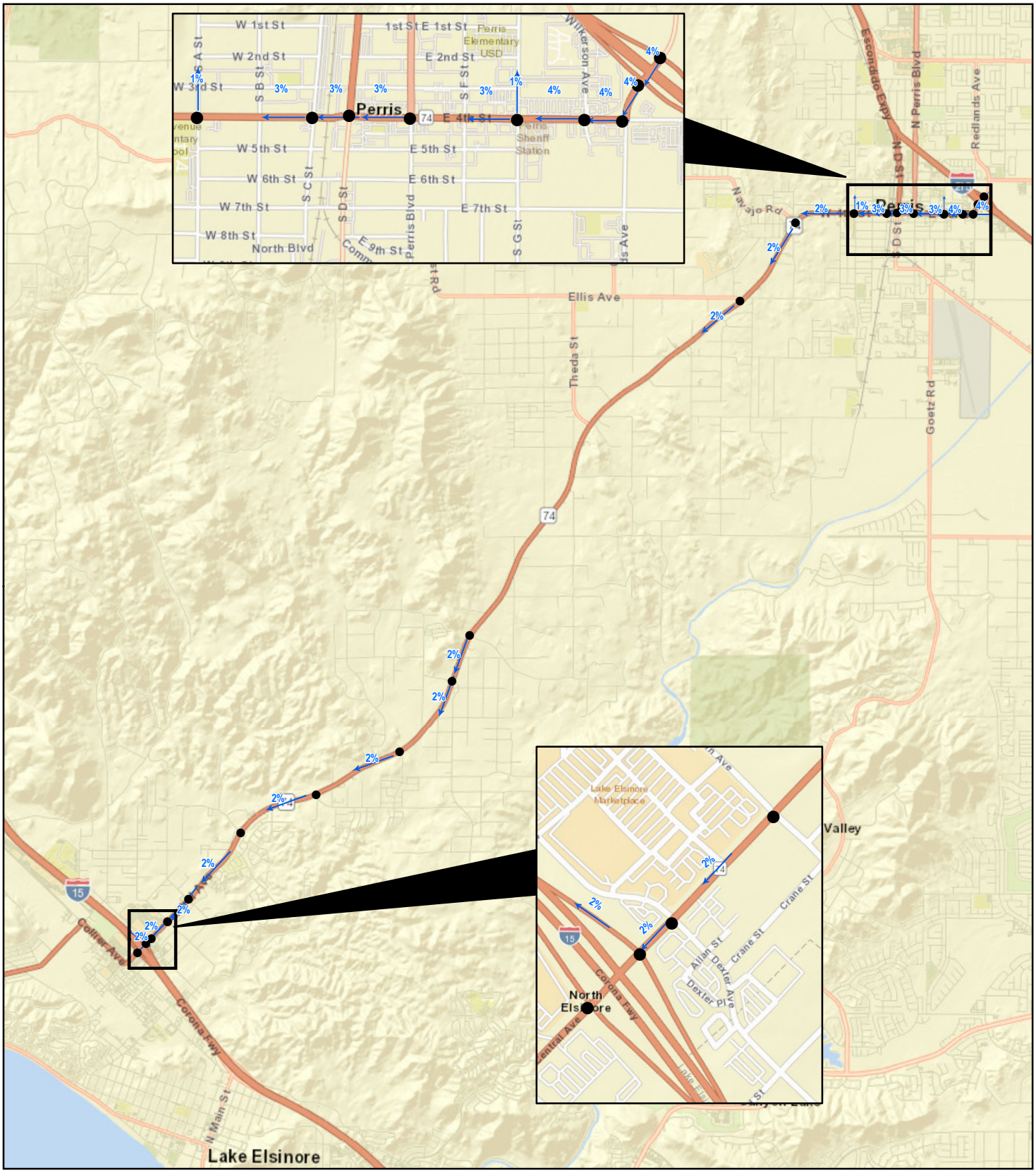
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Menifee Valley Specific Plan
Traffic Study

PA-1 Regional Trip Distribution (Zone 5)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figure C2-1

N

0 3000 6000

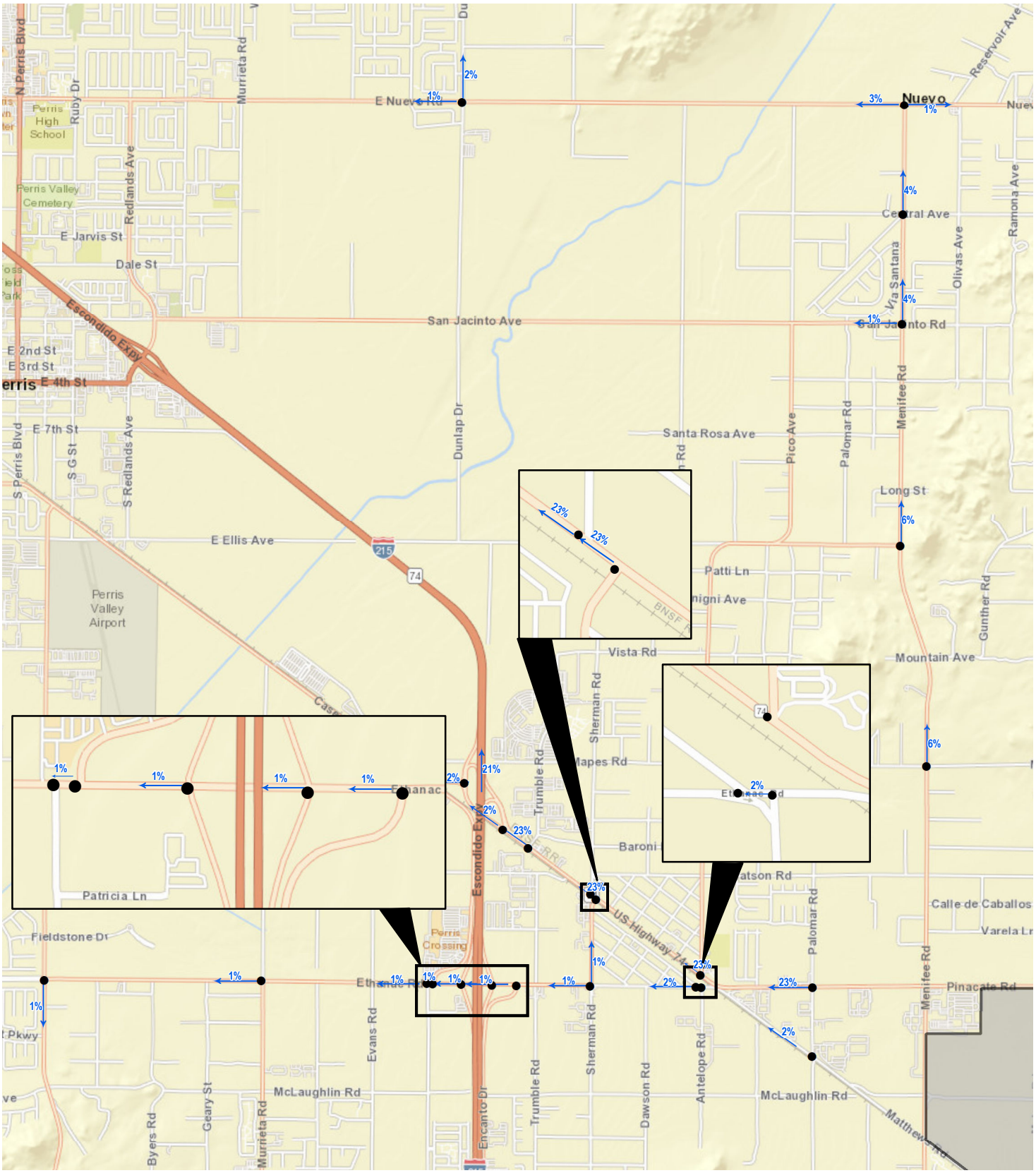
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Menifee Valley Specific Plan
Traffic Study

PA-2 Regional Trip Distribution (Zone 1)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C2-2

N

0 1625 3250

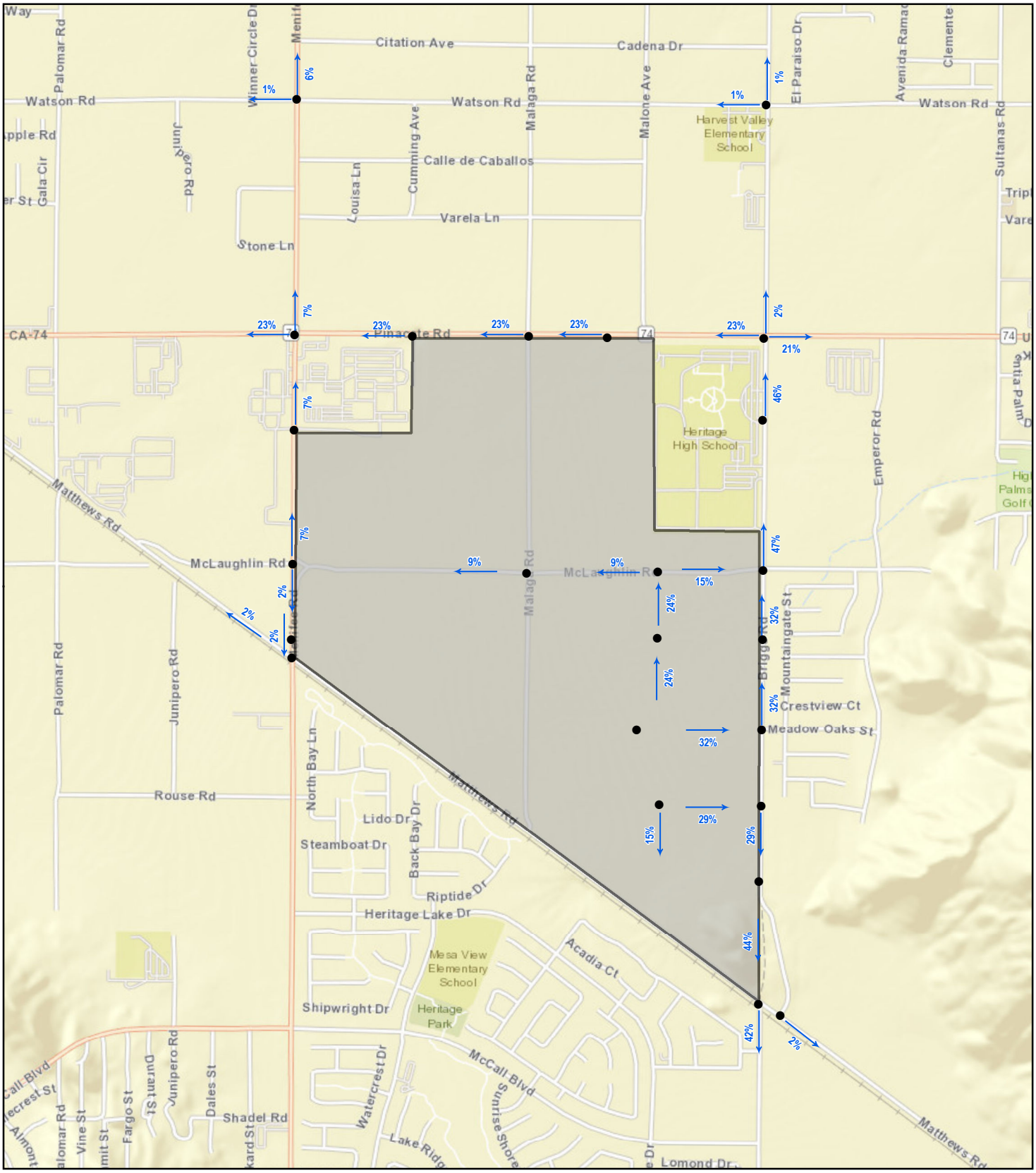
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Menifee Valley Specific Plan
Traffic Study

PA-2 Regional Trip Distribution (Zone 2)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C2-3

N

0 750 1500

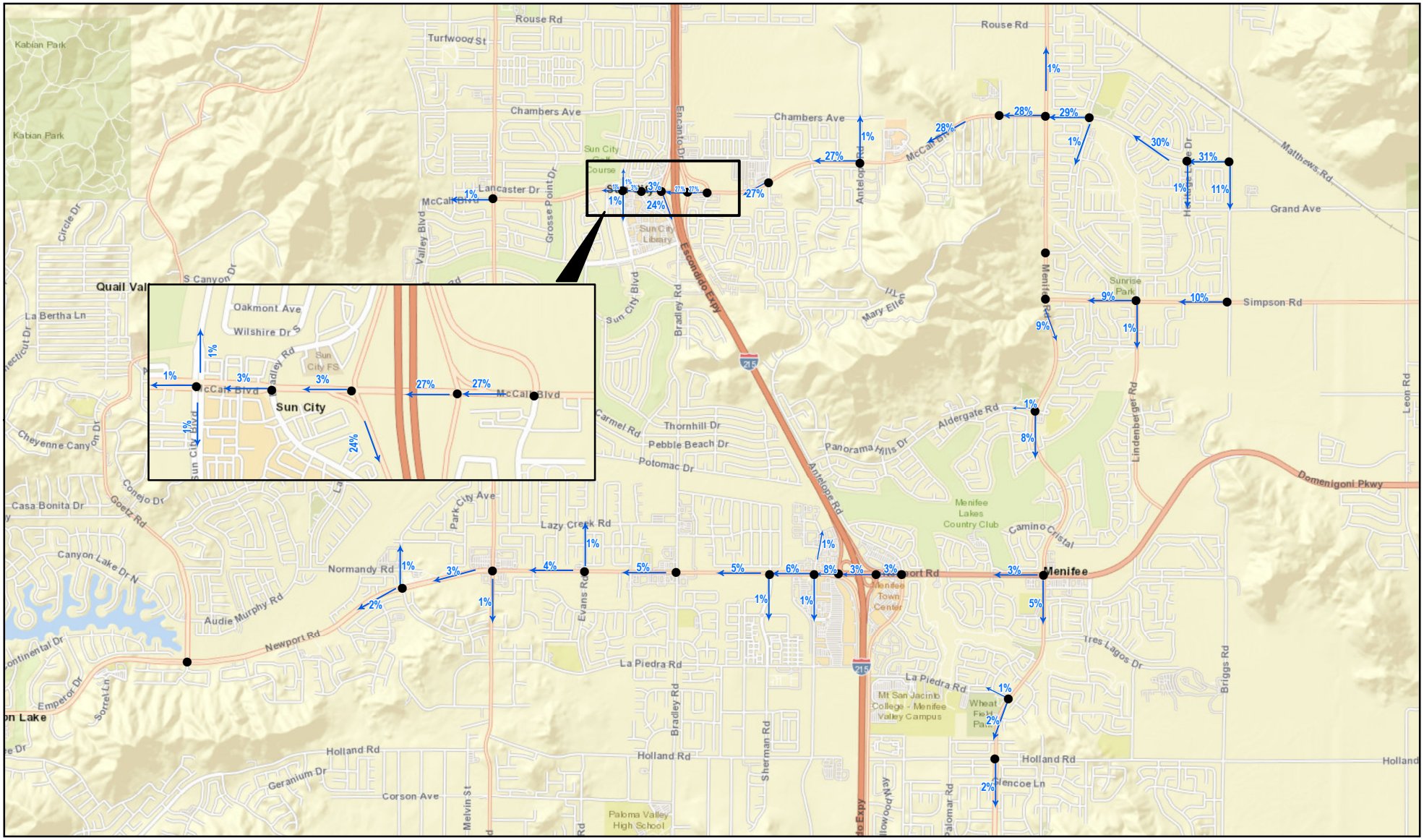
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Menifee Valley Specific Plan
Traffic Study

PA-2 Regional Trip Distribution (Zone 3)



LSA

LEGEND

Project Location

Project Trip Distribution

Study Area Intersections

Figure C2-4

0 2000 4000

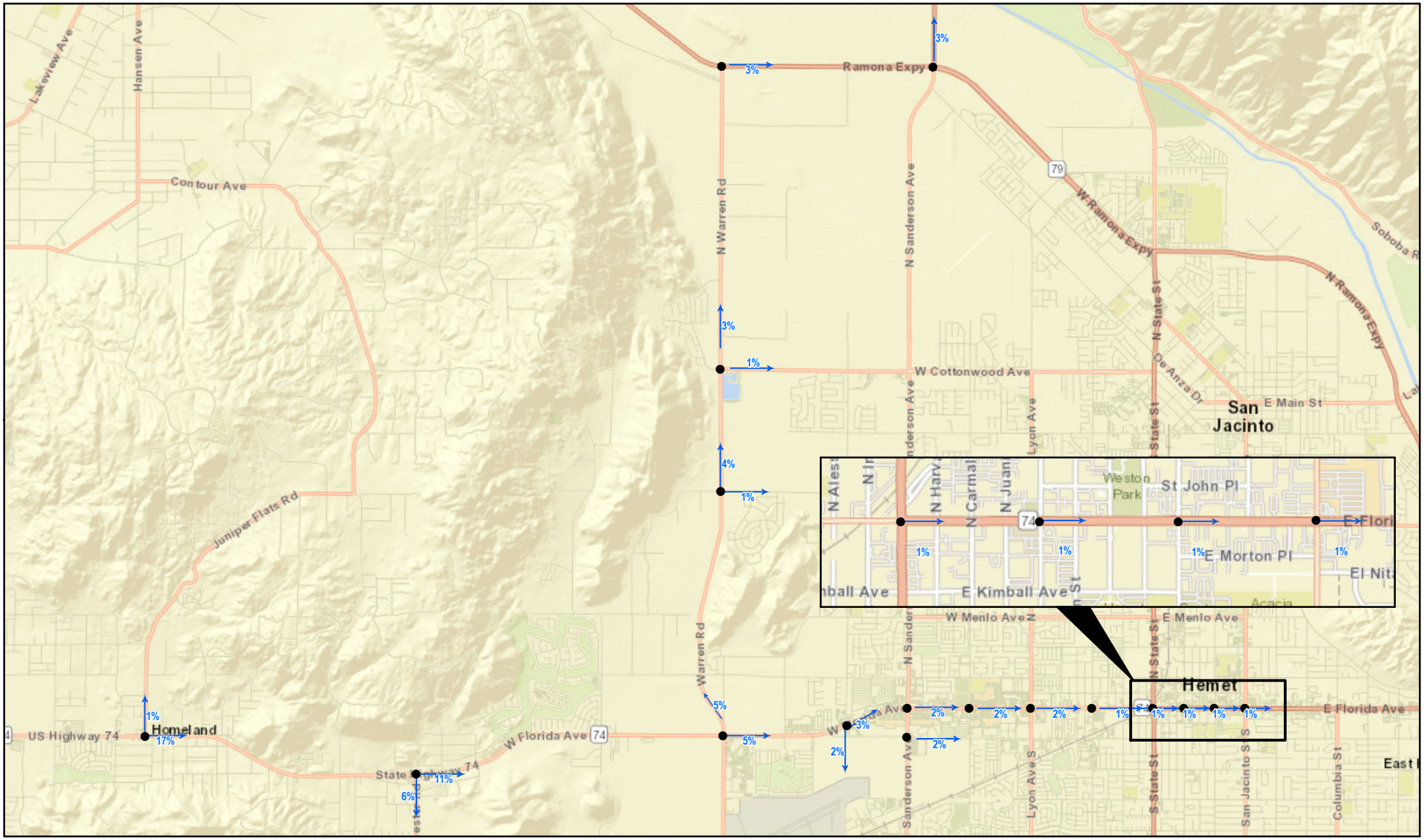
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Menifee Valley Specific Plan
Traffic Study

PA-2 Regional Trip Distribution (Zone 4)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figure C2-5

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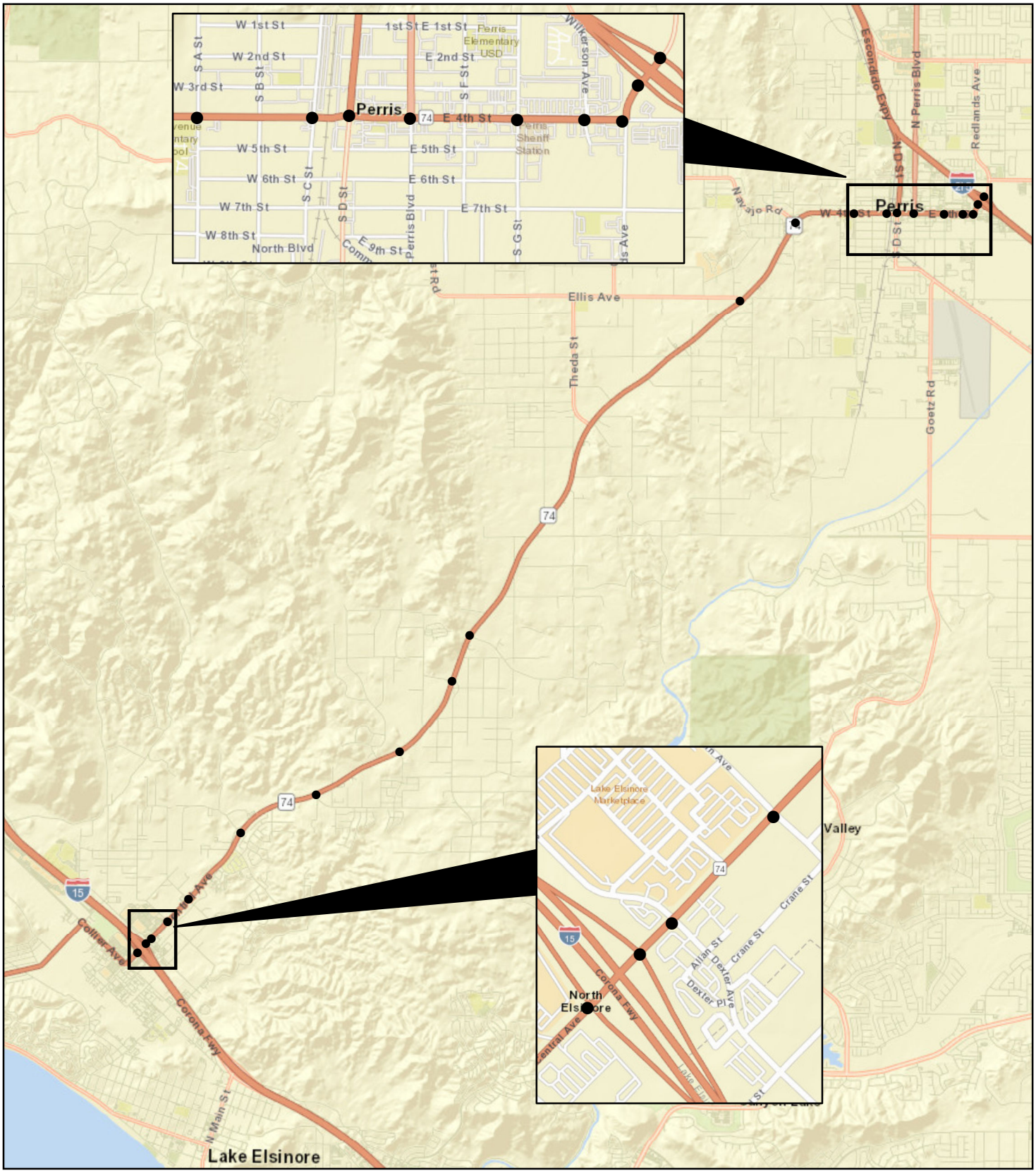
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Menifee Valley Specific Plan
Traffic Study

PA-2 Regional Trip Distribution (Zone 5)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figure C3-1

N

0 3000 6000

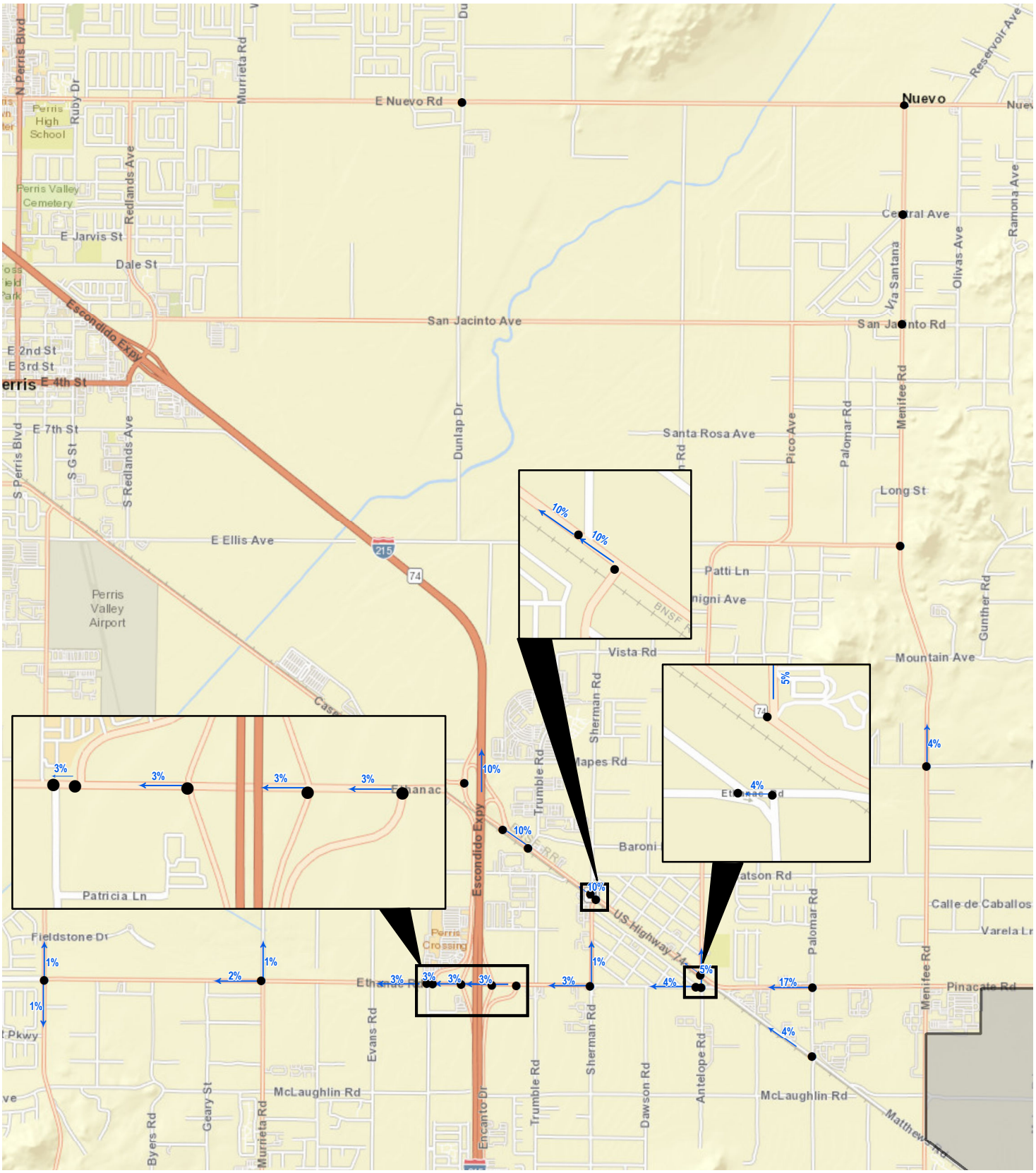
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Menifee Valley Specific Plan
Traffic Study

PA-7A Regional Trip Distribution (Zone 1)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C3-2

N

0 1625 3250

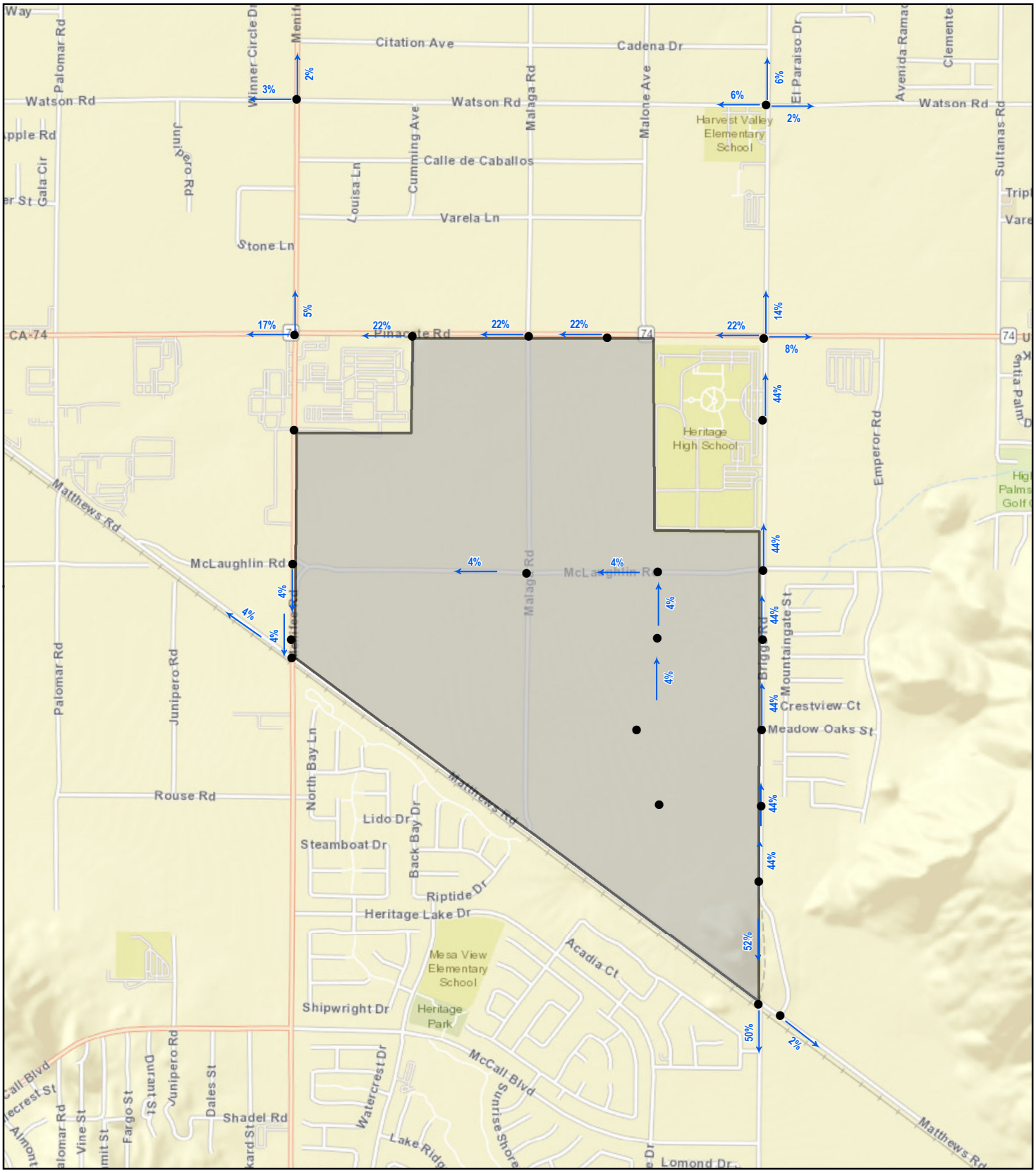
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Menifee Valley Specific Plan
Traffic Study

PA-7A Regional Trip Distribution (Zone 2)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C3-3

N

0 750 1500

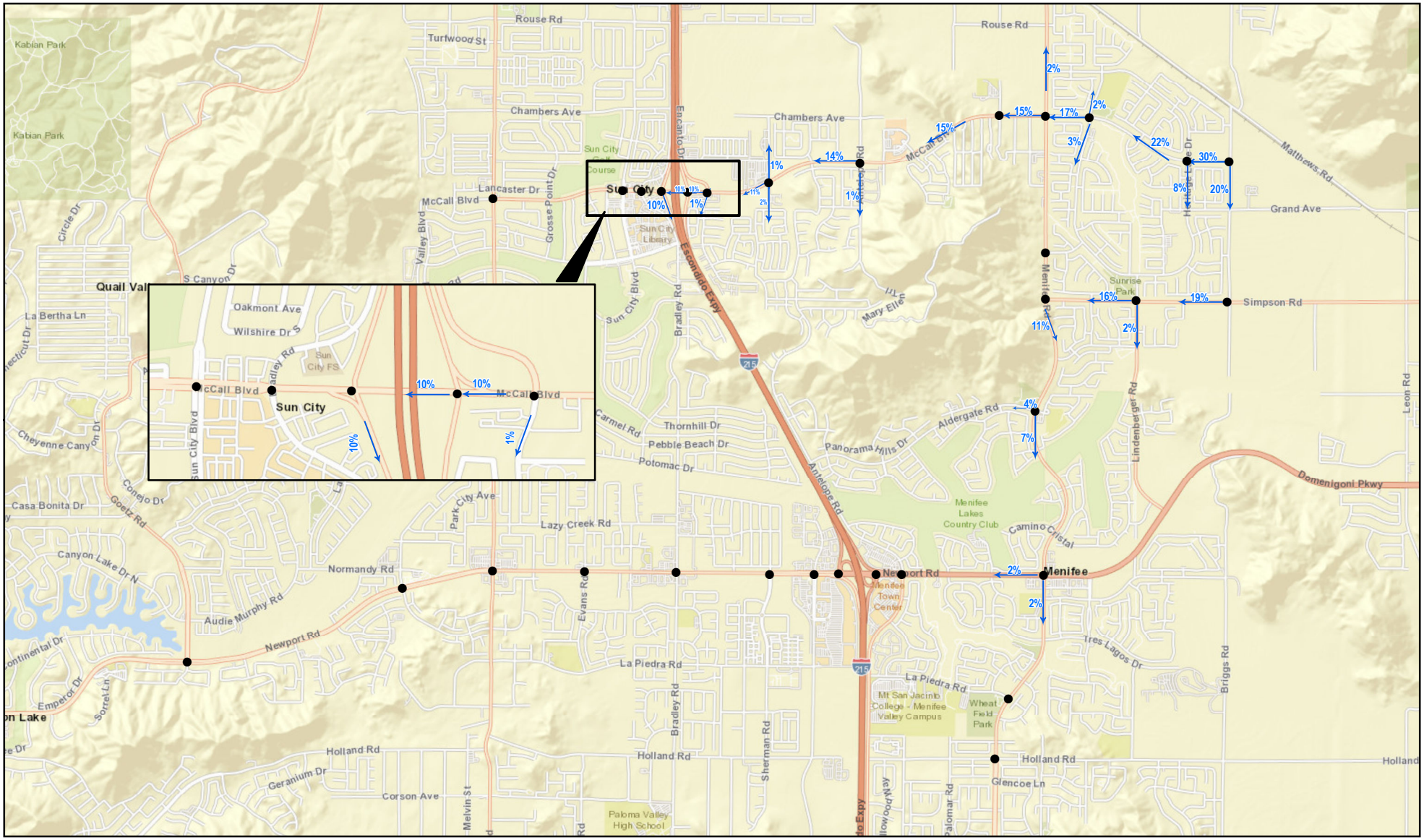
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Menifee Valley Specific Plan
Traffic Study

PA-7A Regional Trip Distribution (Zone 3)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C3-4

0 2000 4000

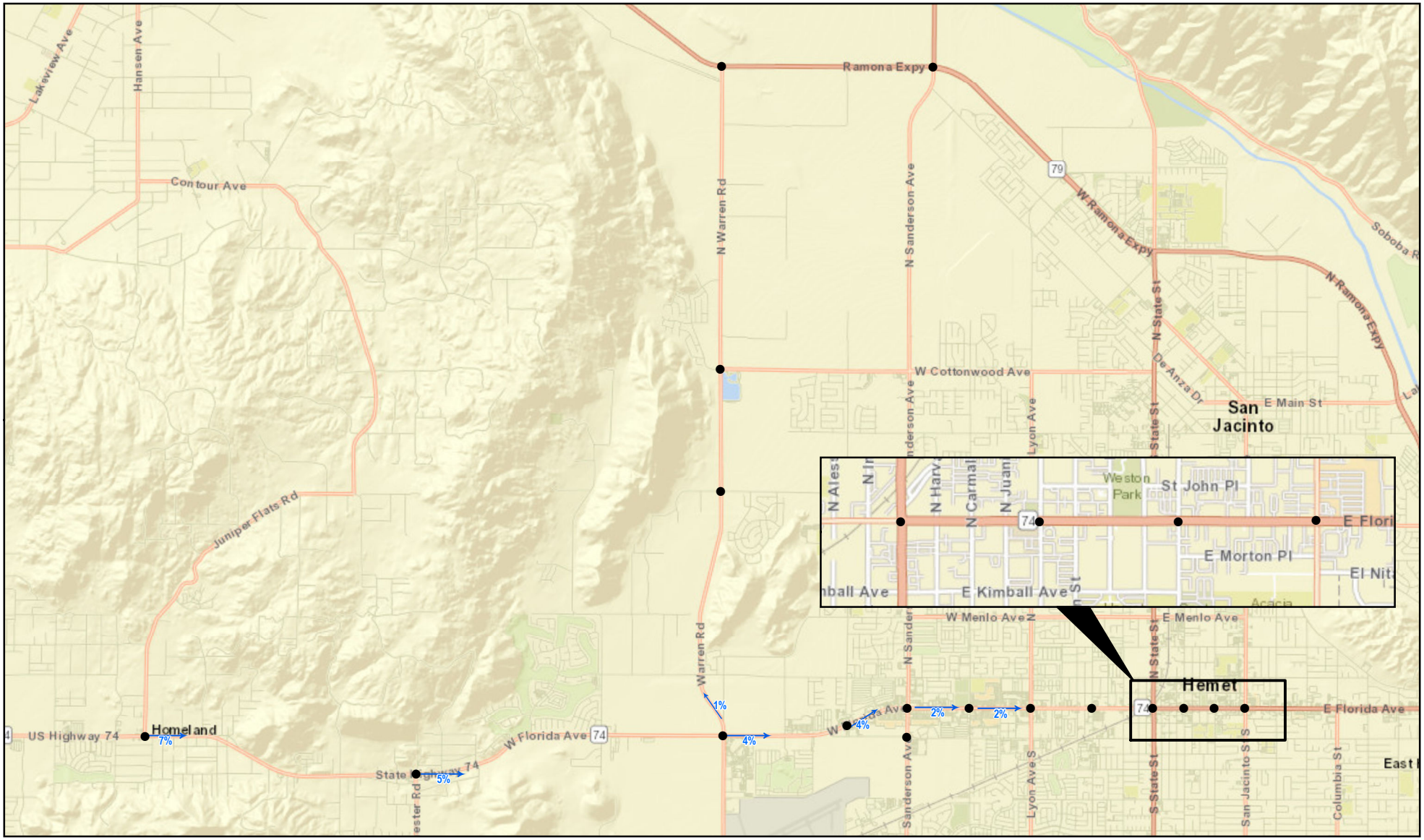
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Menifee Valley Specific Plan
Traffic Study

PA-7A Regional Trip Distribution (Zone 4)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figure C3-5

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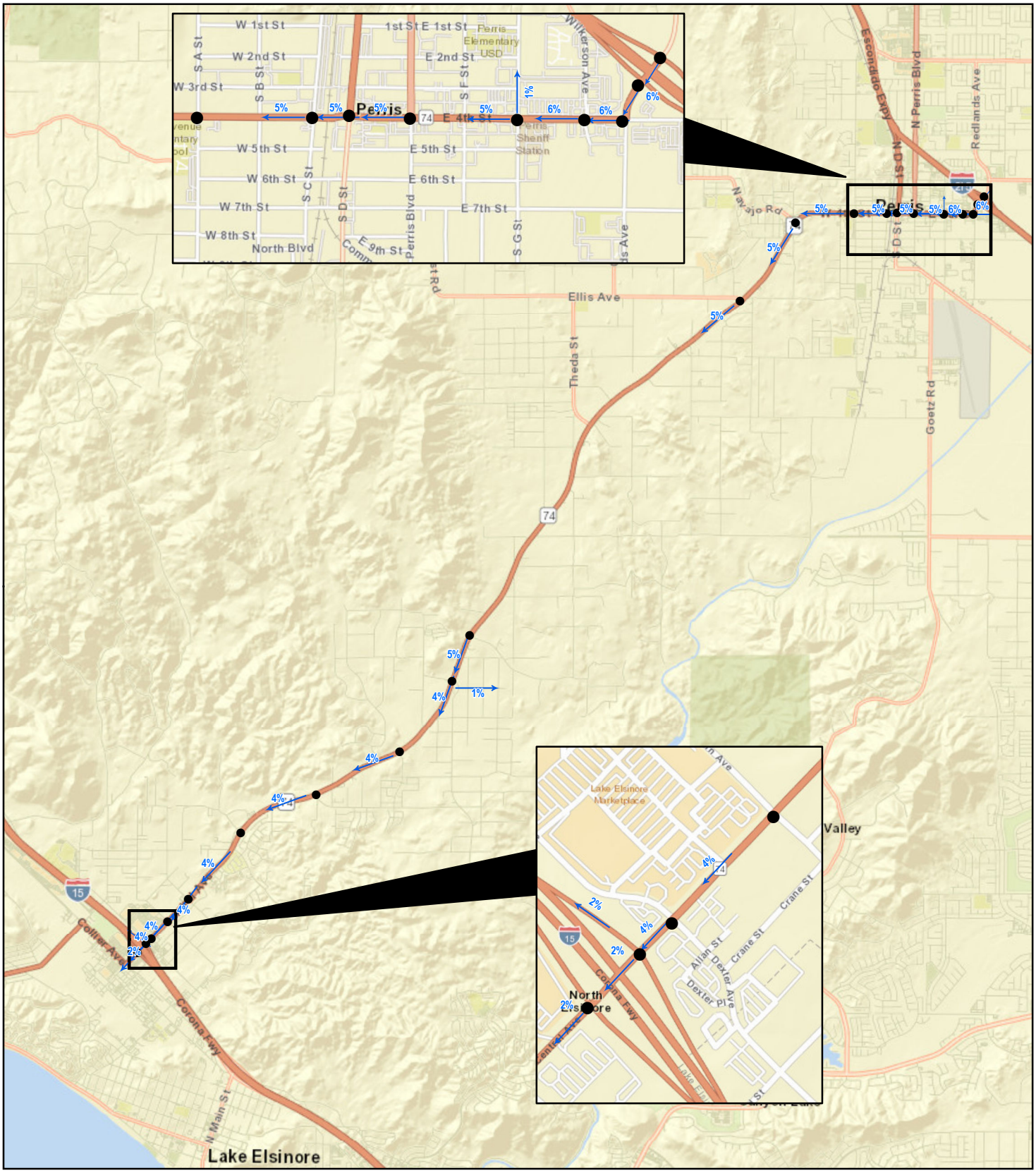
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Menifee Valley Specific Plan
Traffic Study

PA-7A Regional Trip Distribution (Zone 5)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures C4-1

N

0 3000 6000

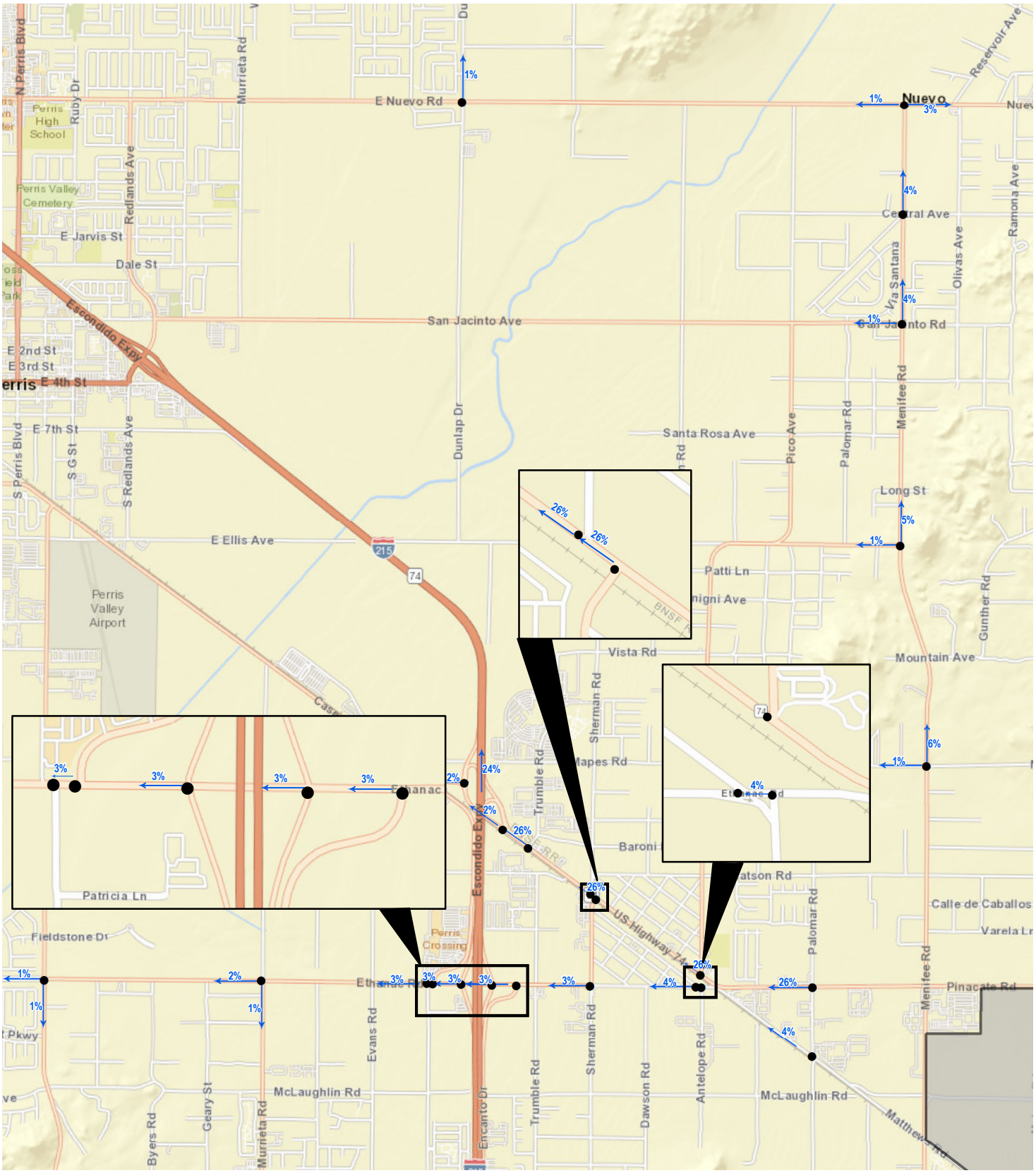
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Menifee Valley Specific Plan
Traffic Study

PA-11 Regional Trip Distribution - PVs (Zone 1)

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LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C4-2

N

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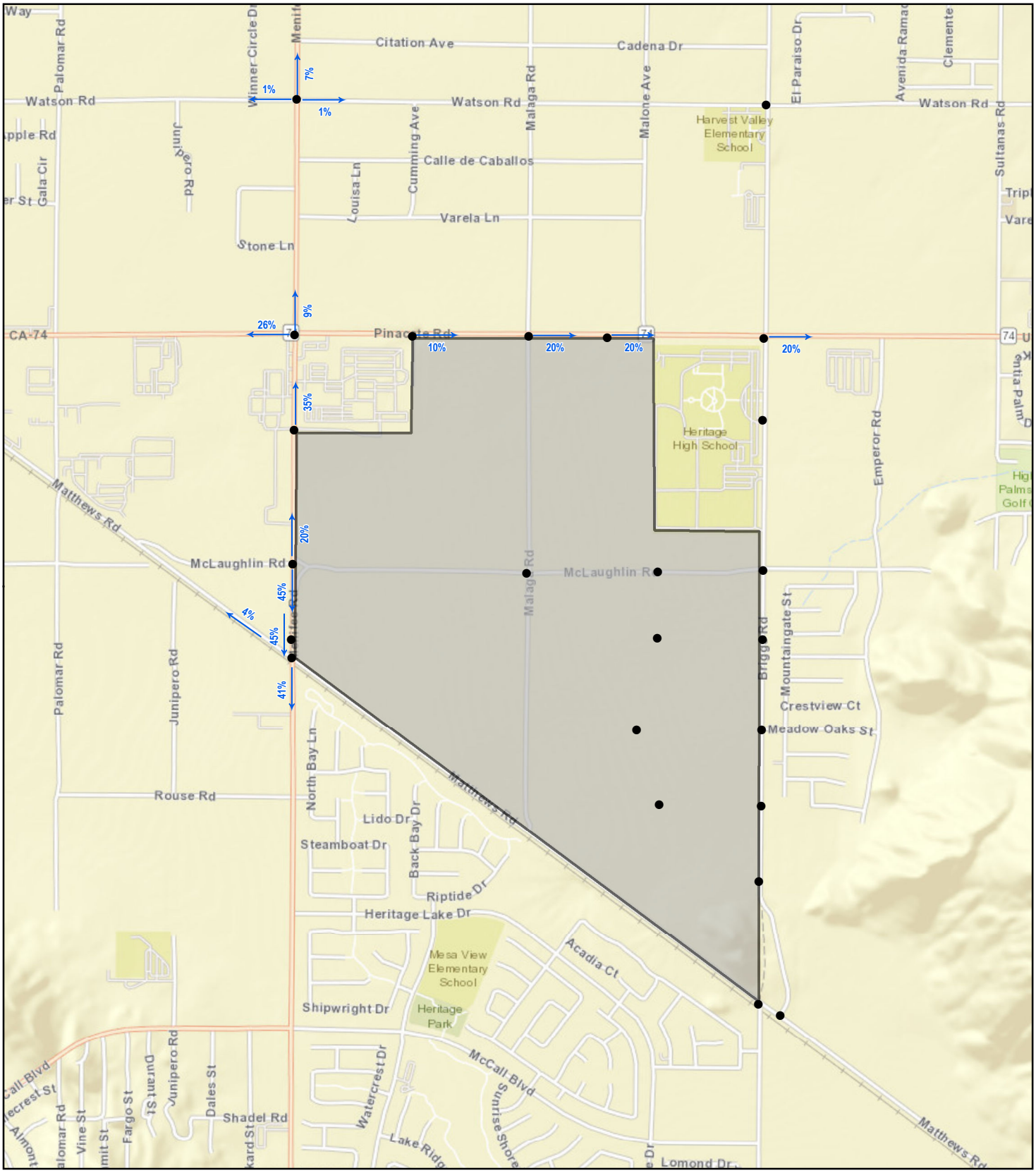
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Menifee Valley Specific Plan
Traffic Study

PA-11 Regional Trip Distribution - PVs (Zone 2)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C4-3

N

0 750 1500

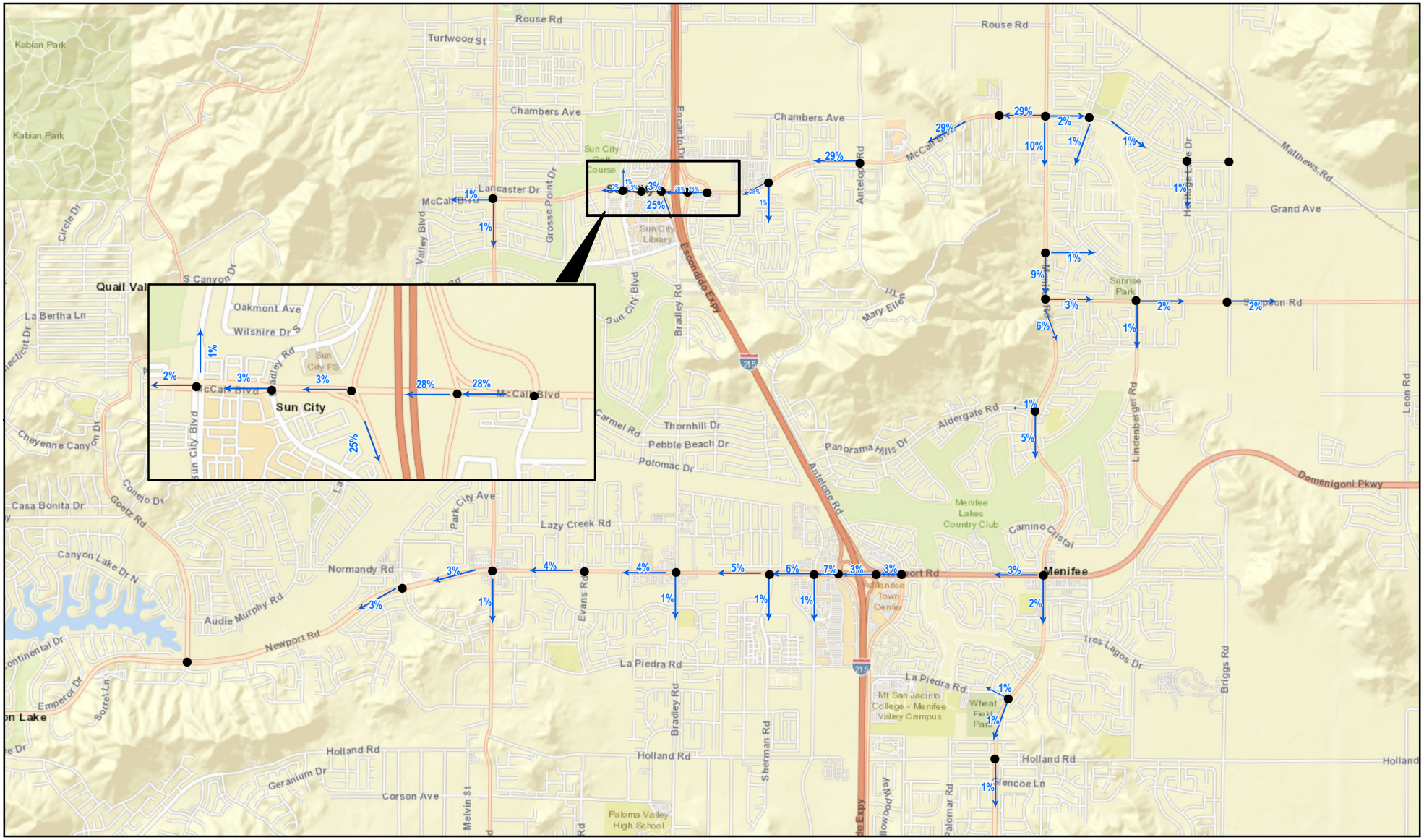
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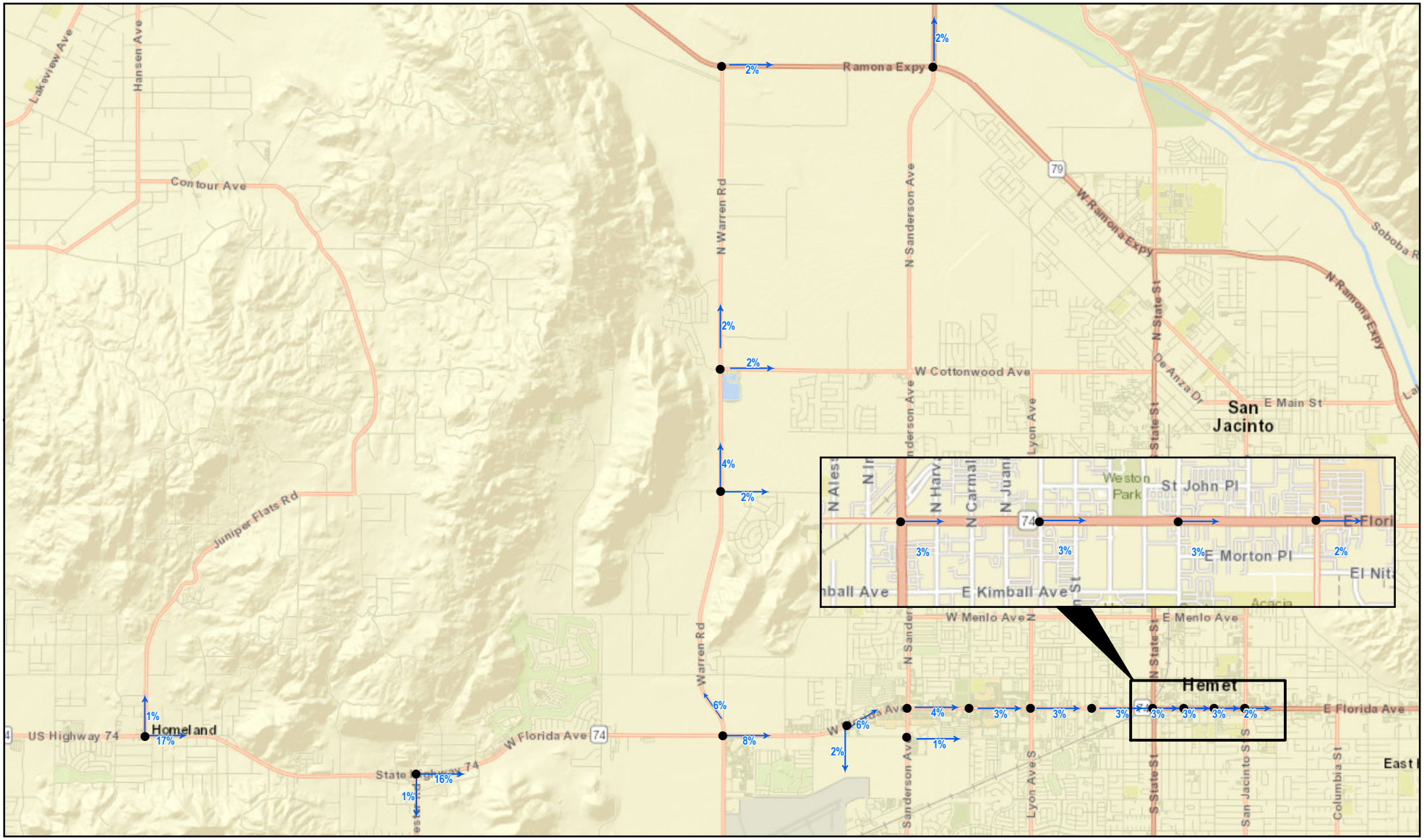
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Menifee Valley Specific Plan
Traffic Study

PA-11 Regional Trip Distribution - PVs (Zone 3)


Rouse Rd
Turfwood St
Chambers Ave
Kabian Park
Lancaster Dr
McCall Blvd
Valley Blvd
Grosse Point Dr
Sun City Course
Sun City Library
Escondido Expy
Antelope Rd
Bradley Rd
Sun City Blvd
Mary Ellen Ln
Sunrise Park
Grand Ave
Matthews Rd
Leon Rd
Lindenberger Rd
Aldergate Rd
Panorama Hills Dr
Thornhill Dr
Pebble Beach Dr
Potomac Dr
Carmel Rd
Lazy Creek Rd
Park City Ave
Normandy Rd
Evans Rd
Newport Rd
Audie Murphy Rd
Canyon Lake Dr N
Casa Bonita Dr
Goetz Rd
Conejo Dr
Cheyenne Canyon Dr
Circle Dr
La Bertha Ln
S Canyon Dr
Quail Valley
Oakmont Ave
Wilshire Dr S
Sun City FS
Sun City
Menifee Lakes Country Club
Camino Cristal
Domenigoni Pkwy
Menifee
Menifee Town Center
Tres Lagos Dr
La Piedra Rd
Mt San Jacinto College - Menifee Valley Campus
Wheat Field Park
Briggs Rd
Holland Rd
Geranium Dr
Corson Ave
Melvin St
Sherman Rd
Paloma Valley High School
Palomar Rd
Silencoe Ln
Emperor Dr
Sorrel Ln
Continental Dr
Lake
Matthews Rd
Grand Ave
Sunrise Park
Menifee
Holland
Domenigoni Pkwy
Tres Lagos Dr
Briggs



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figure C4-5

0 3000 6000

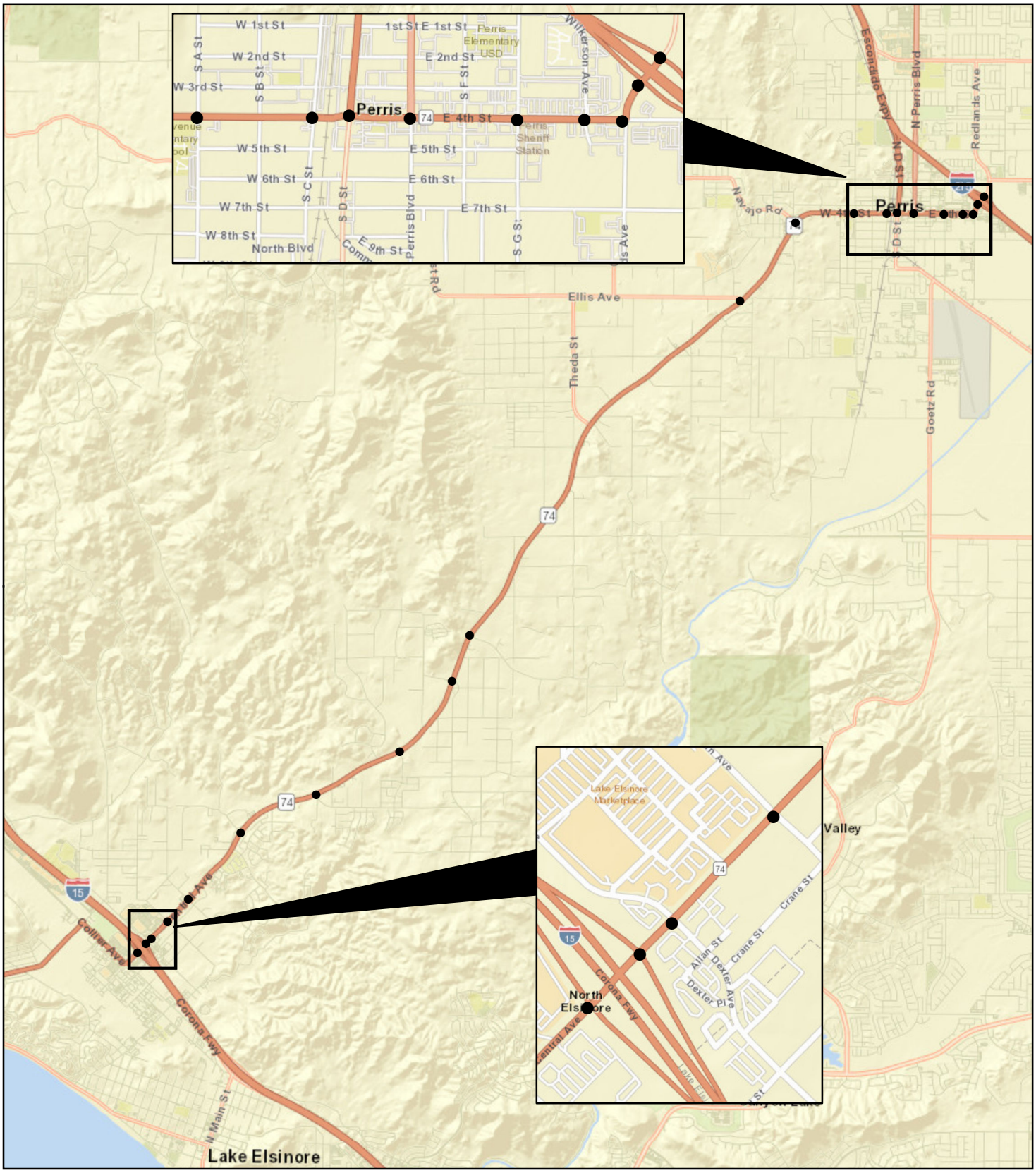
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Menifee Valley Specific Plan
Traffic Study

PA-11 Regional Trip Distribution - PVs (Zone 5)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures C5-1

N

0 3000 6000

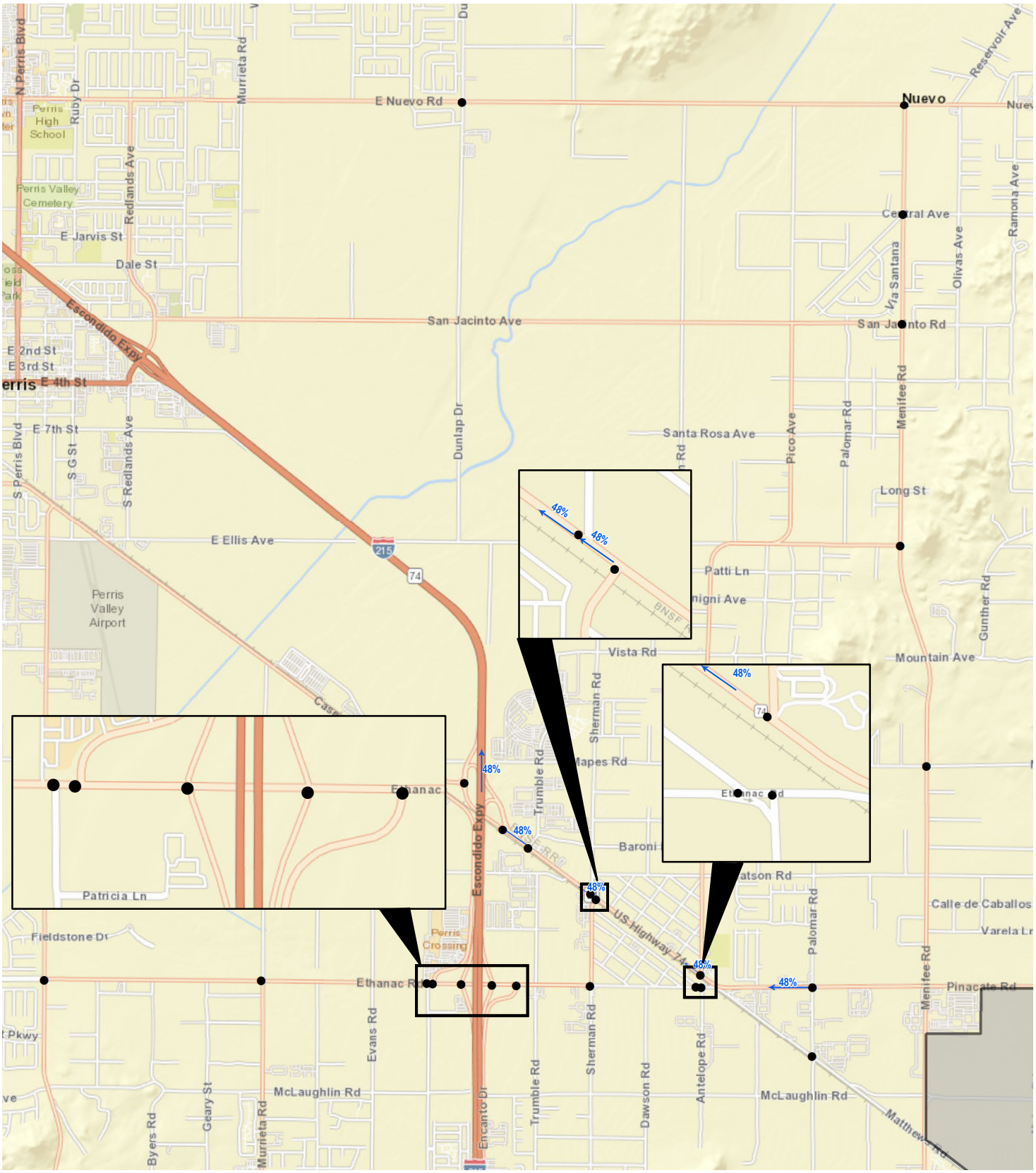
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Menifee Valley Specific Plan
Traffic Study

PA-11 Regional Trip Distribution - Trucks (Zone 1)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C5-2

N

0 1625 3250

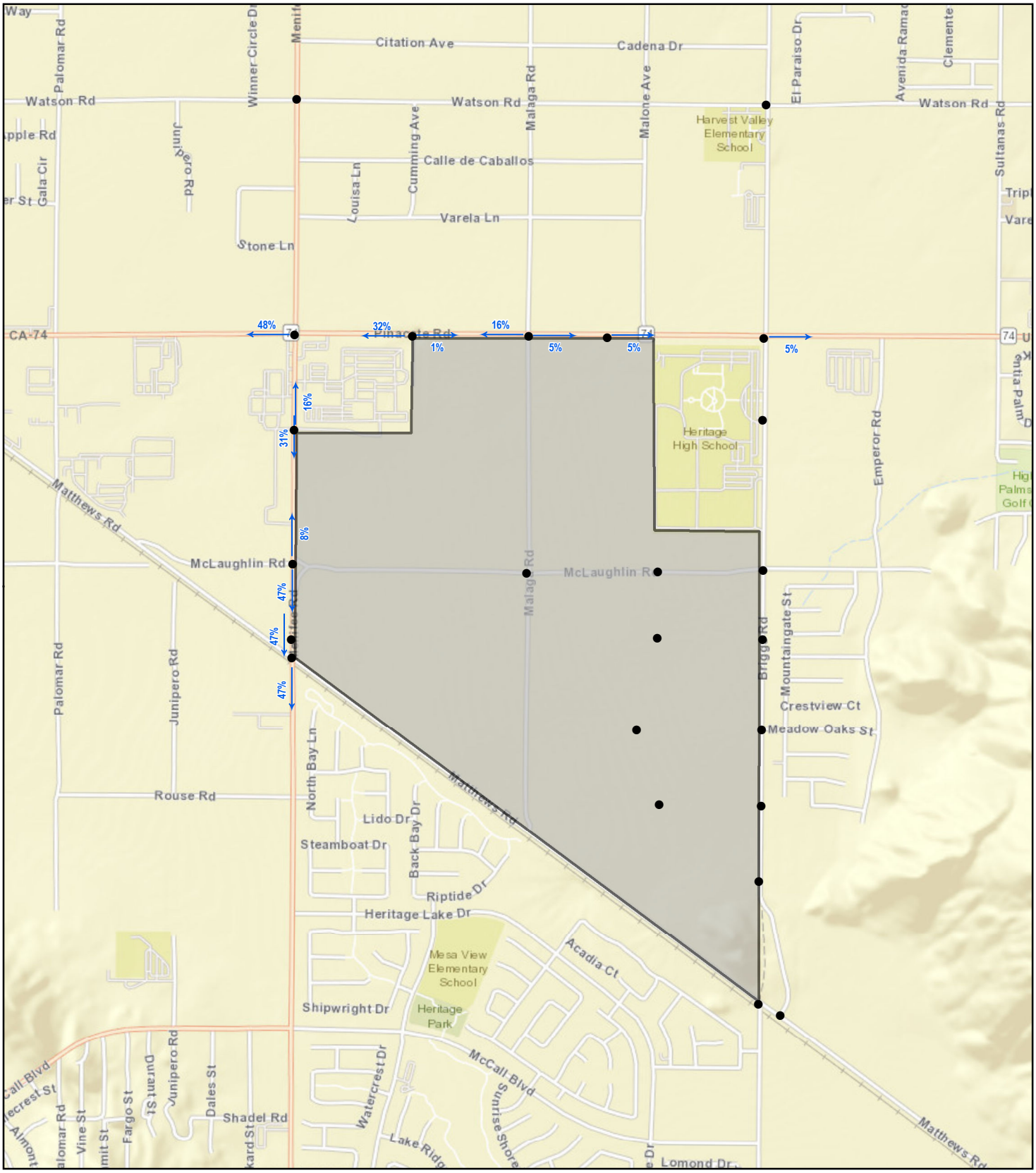
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Menifee Valley Specific Plan
Traffic Study

PA-11 Regional Trip Distribution - Trucks (Zone 2)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C5-3

N

0 750 1500

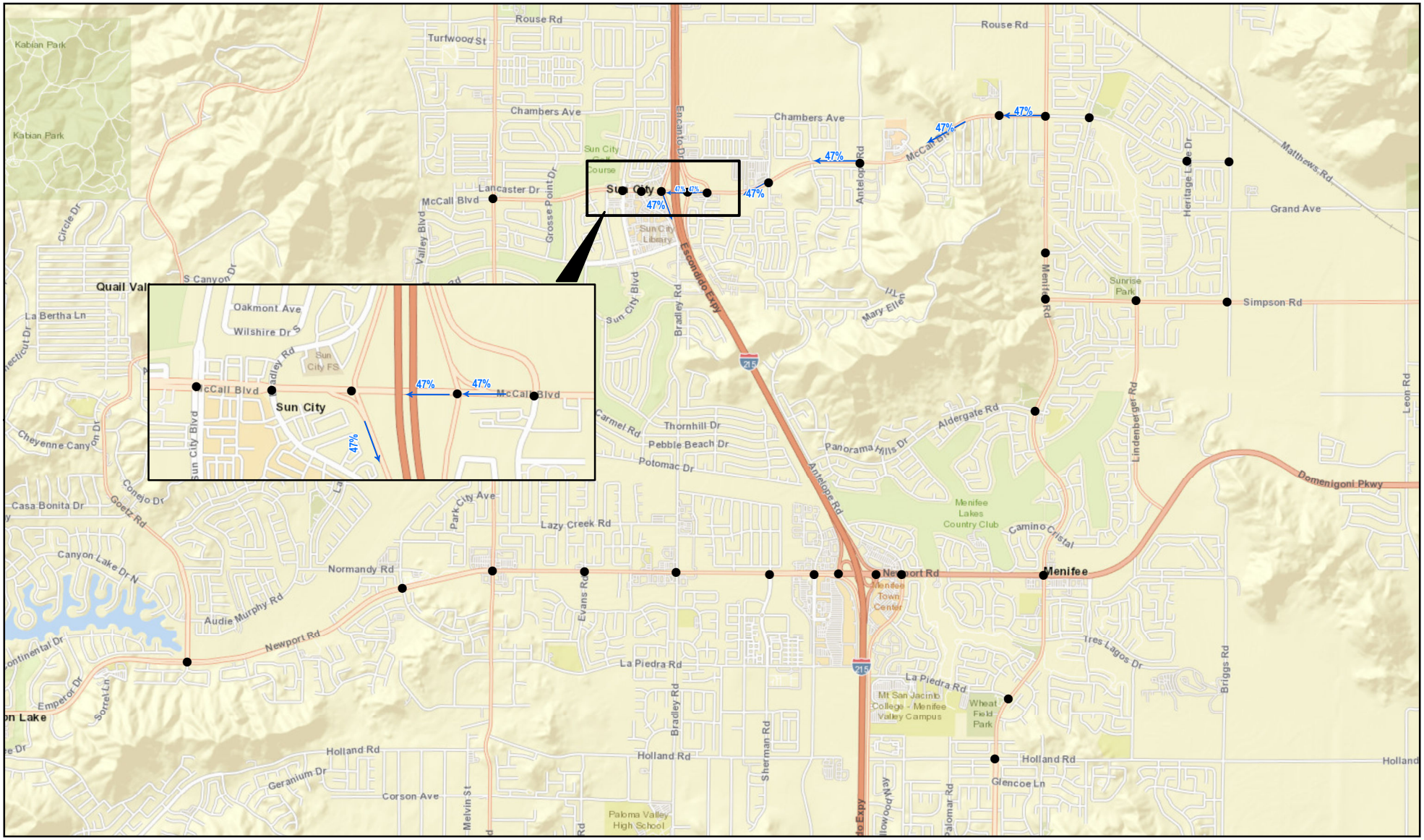
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Menifee Valley Specific Plan
Traffic Study

PA-11 Regional Trip Distribution - Trucks (Zone 3)

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LSA

LEGEND

Project Location

Project Trip Distribution

Study Area Intersections

Figure C5-4

0 2000 4000

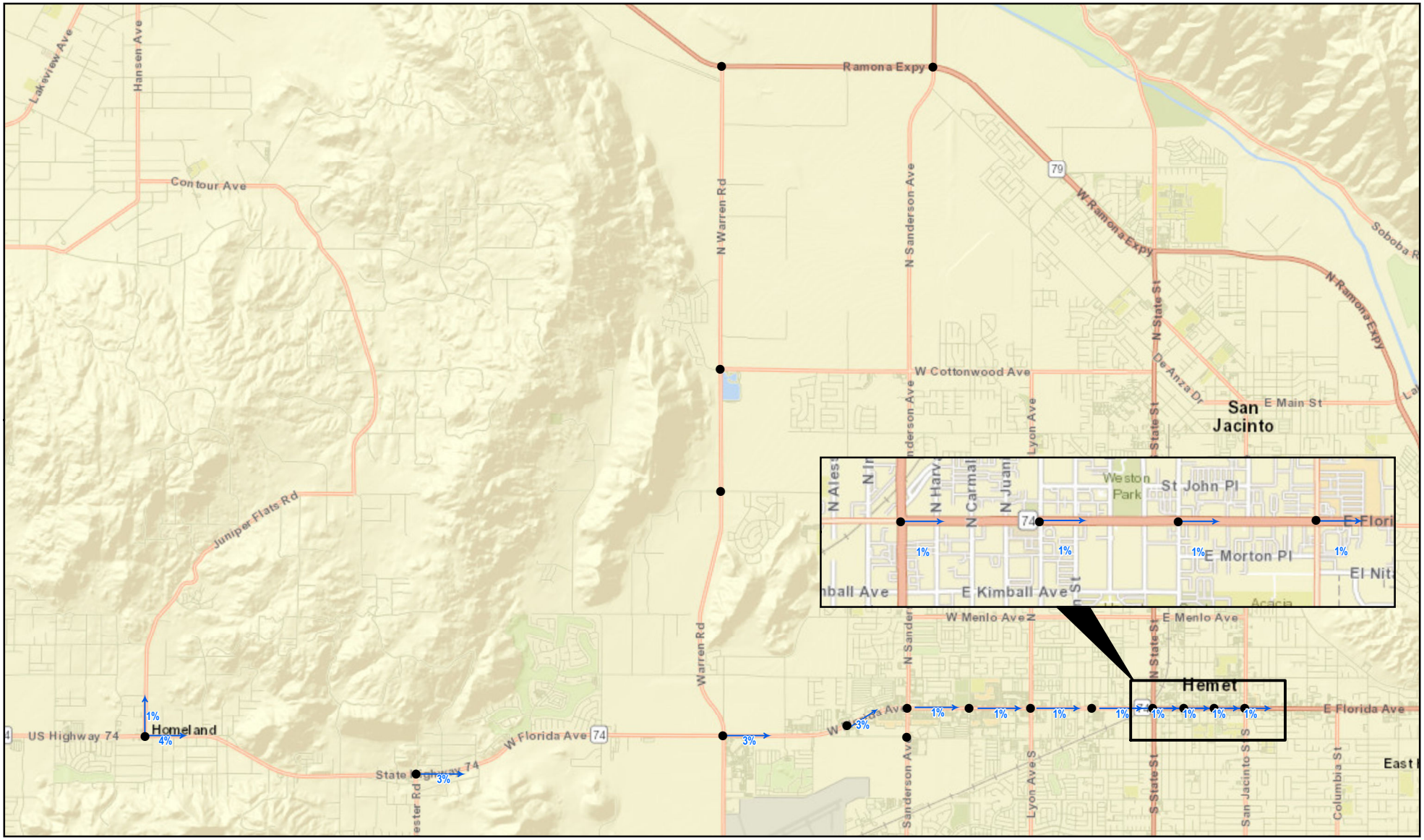
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Menifee Valley Specific Plan
Traffic Study

PA-11 Regional Trip Distribution - Trucks (Zone 4)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figure C5-5

0 3000 6000

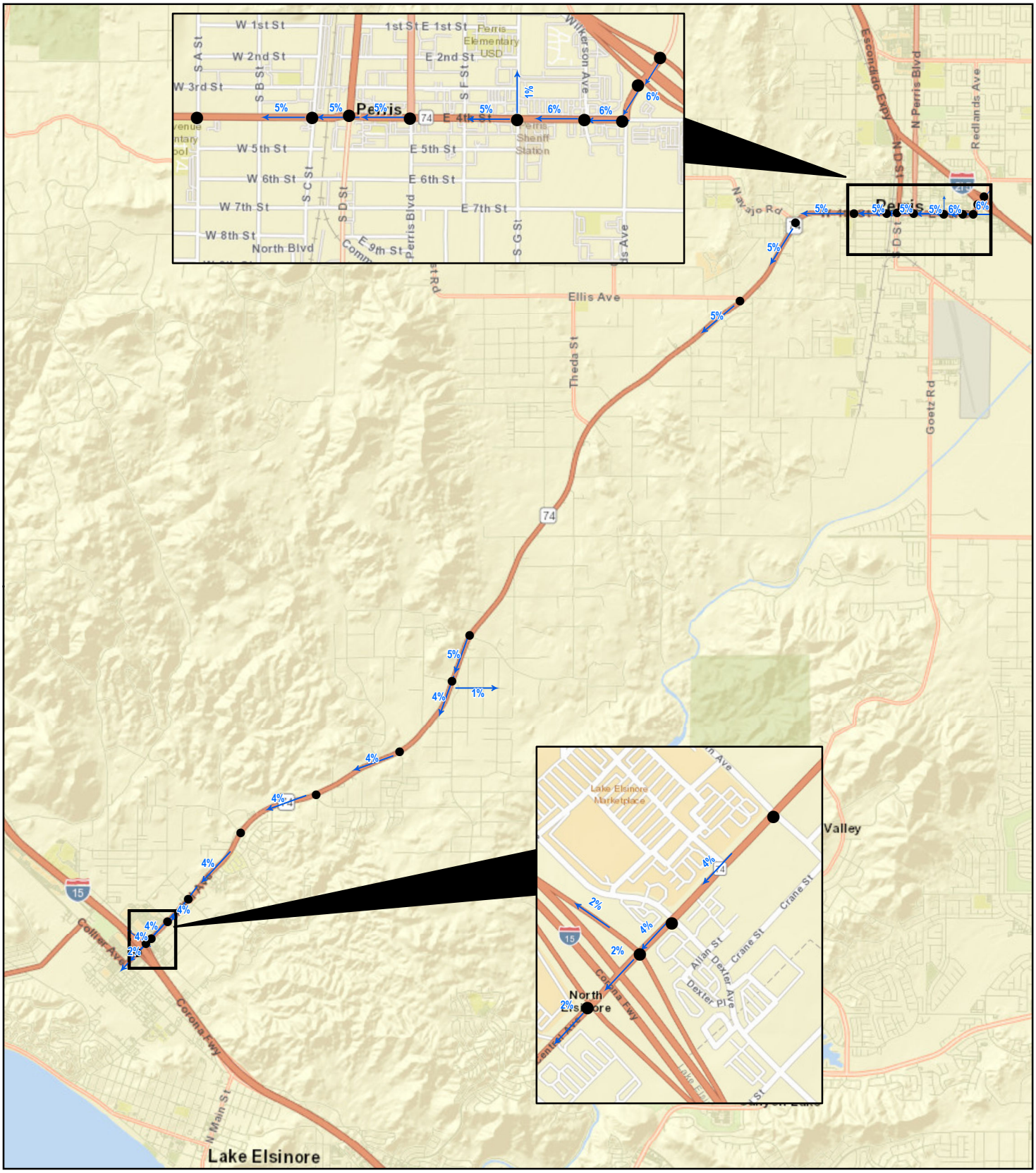
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Menifee Valley Specific Plan
Traffic Study

PA-11 Regional Trip Distribution - Trucks (Zone 5)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures C6-1

N

0 3000 6000

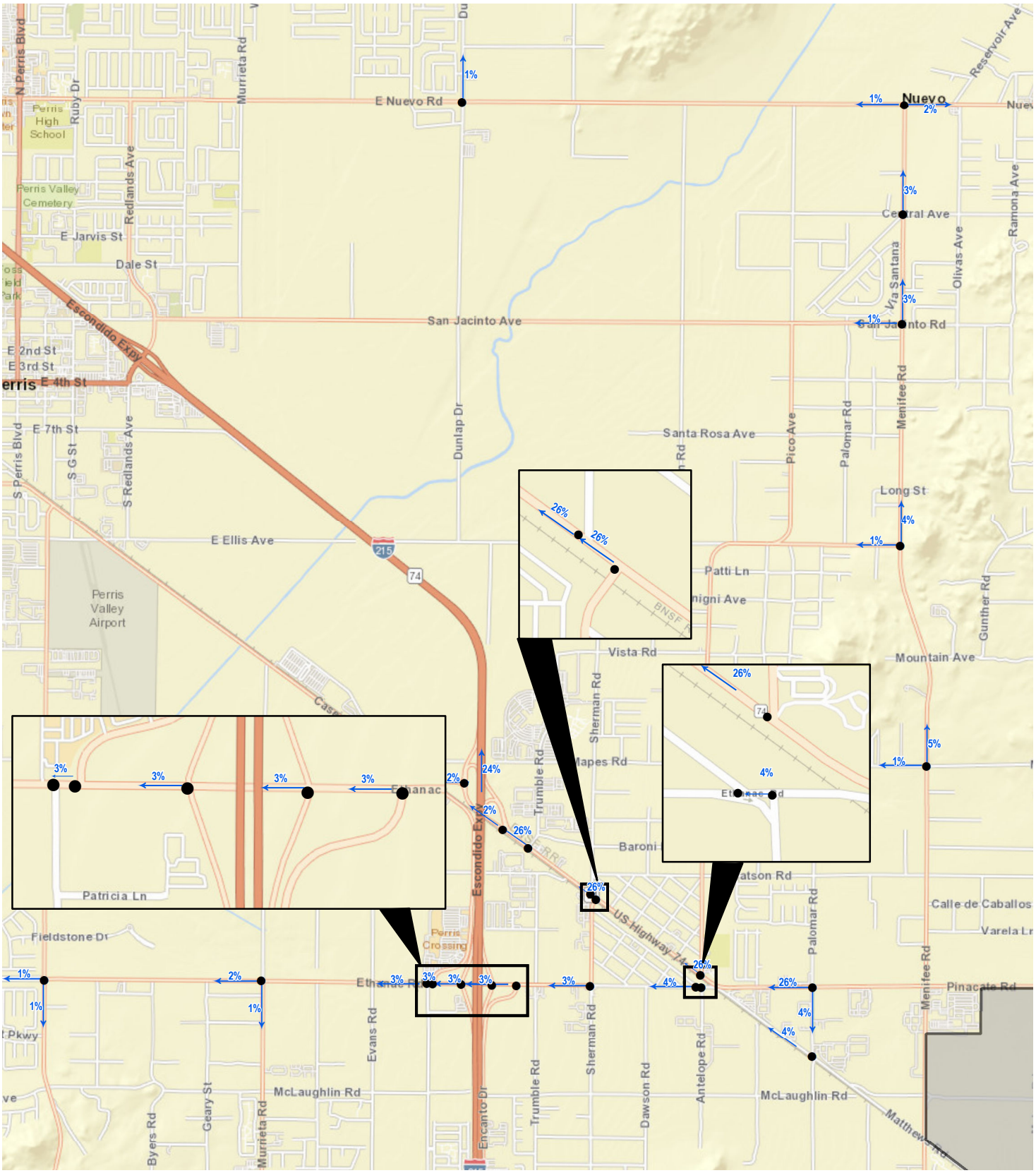
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Menifee Valley Specific Plan
Traffic Study

PA-12 Regional Trip Distribution - PVs (Zone 1)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C6-2

N

0 1625 3250

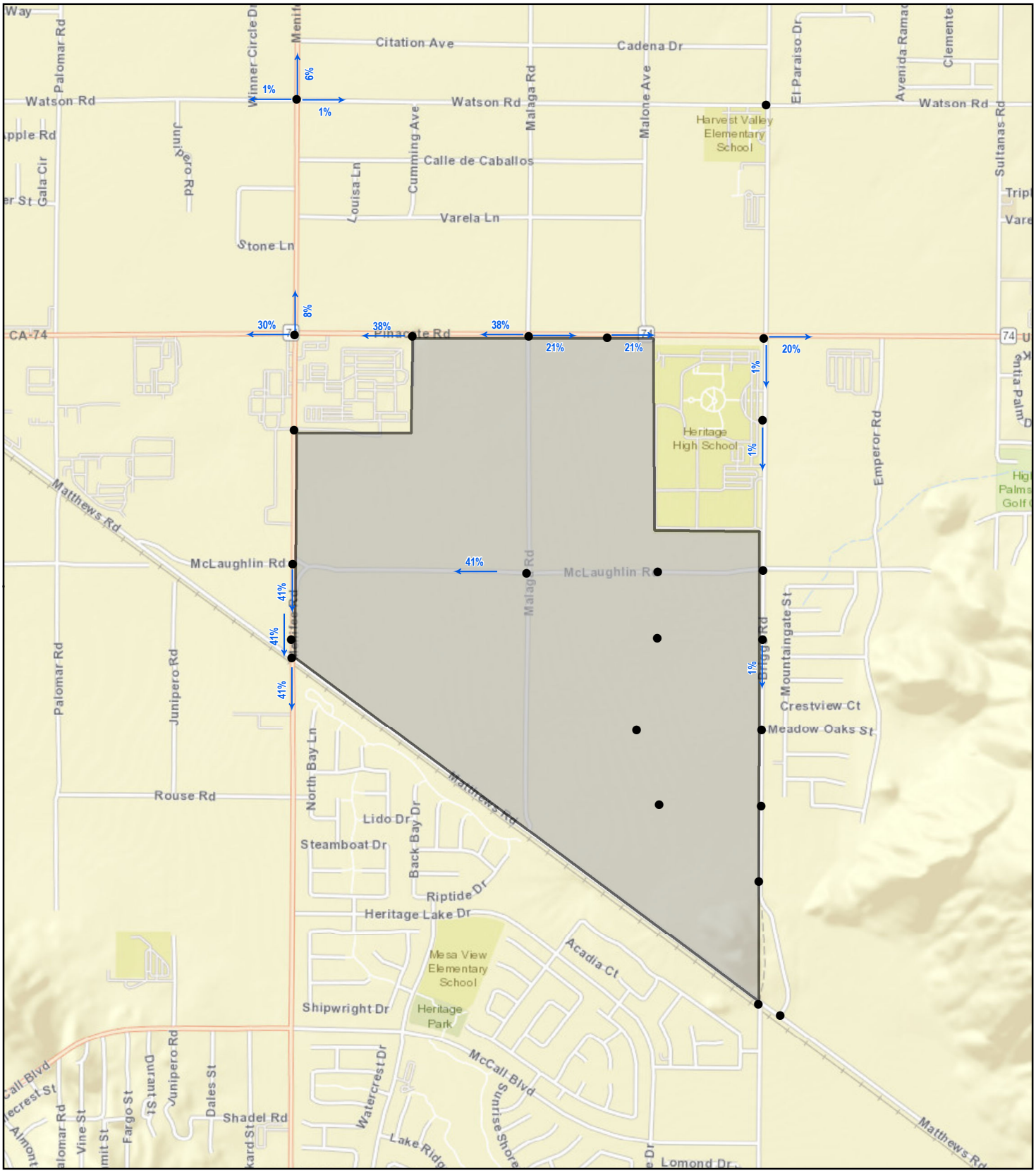
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SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

PA-12 Regional Trip Distribution - PVs (Zone 2)

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LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C6-3

N

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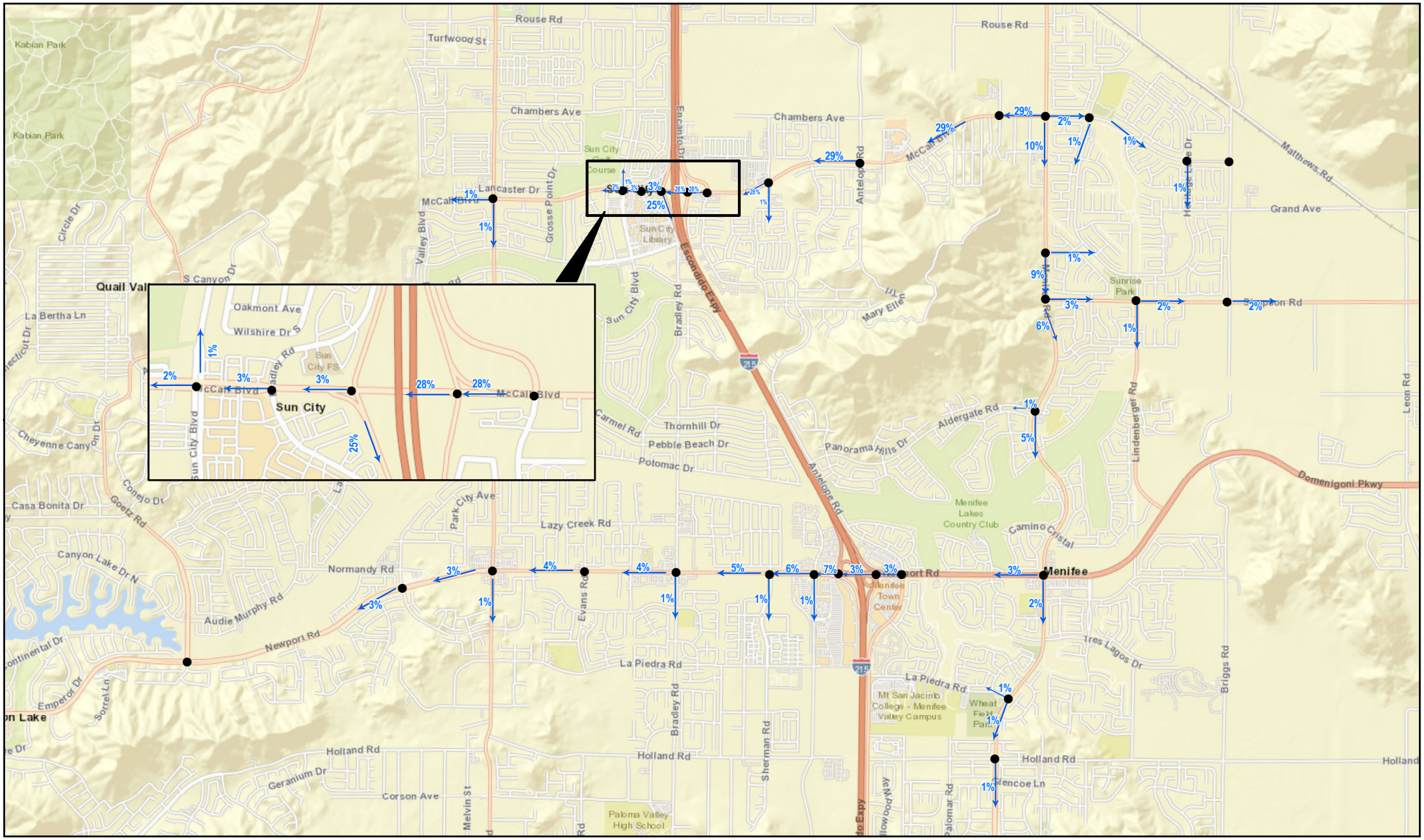
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Menifee Valley Specific Plan
Traffic Study

PA-12 Regional Trip Distribution - PVs (Zone 3)



LSA

LEGEND

Project Location

Project Trip Distribution

Study Area Intersections

Figure C6-4

0 2000 4000

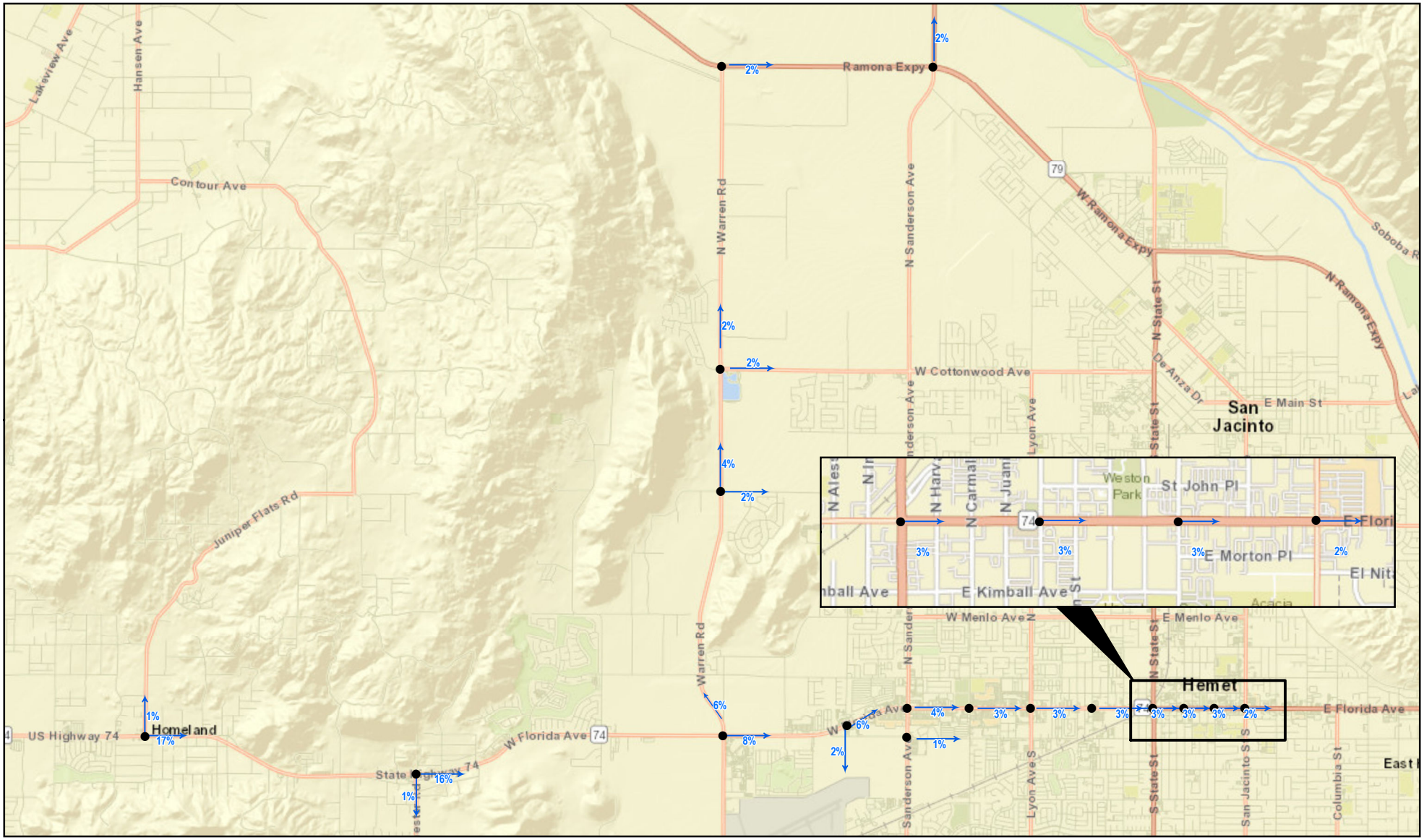
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Menifee Valley Specific Plan
Traffic Study

PA-12 Regional Trip Distribution - PVs (Zone 4)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figure C6-5

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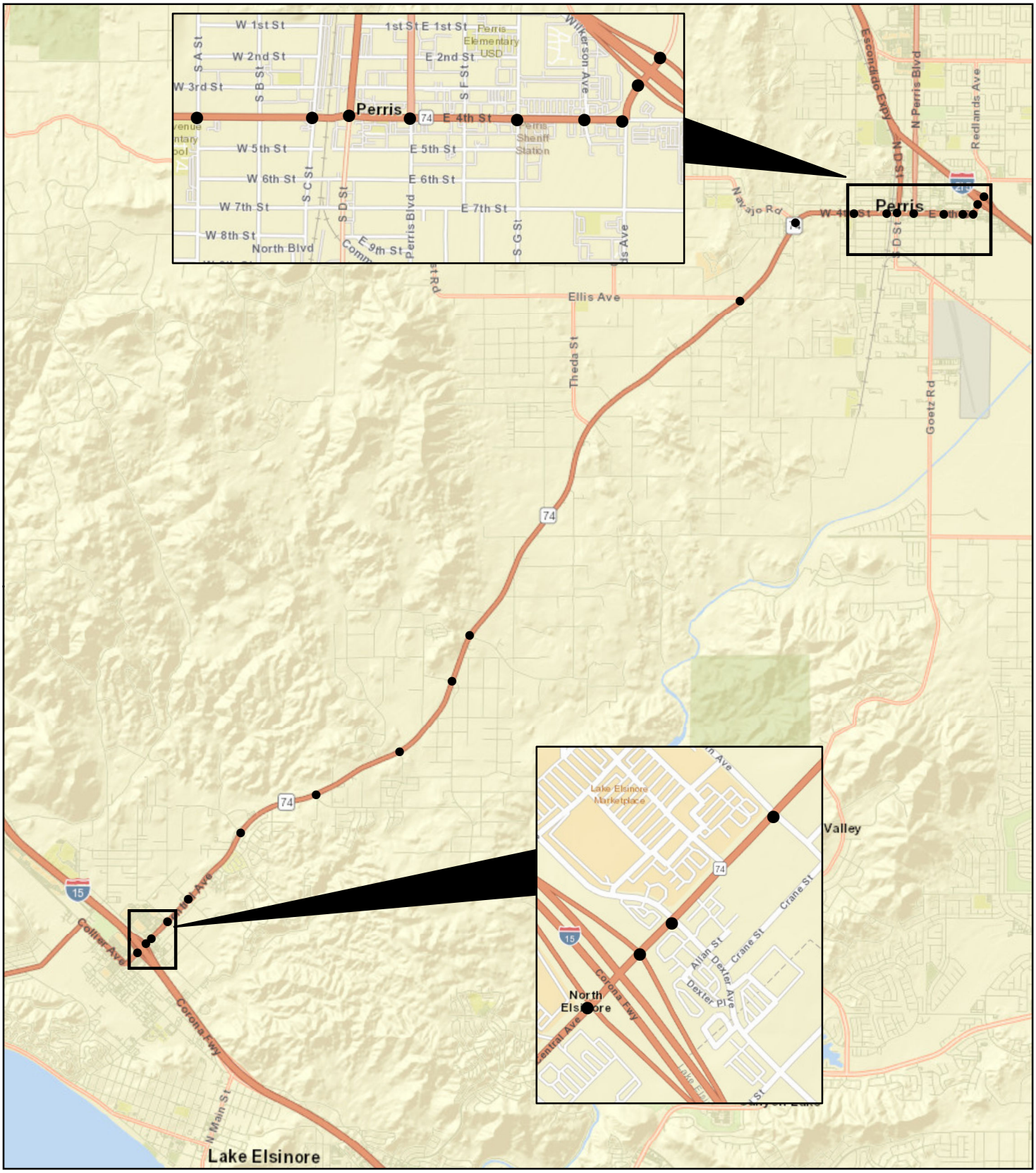
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Menifee Valley Specific Plan
Traffic Study

PA-12 Regional Trip Distribution - PVs (Zone 5)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures C7-1

N

0 3000 6000

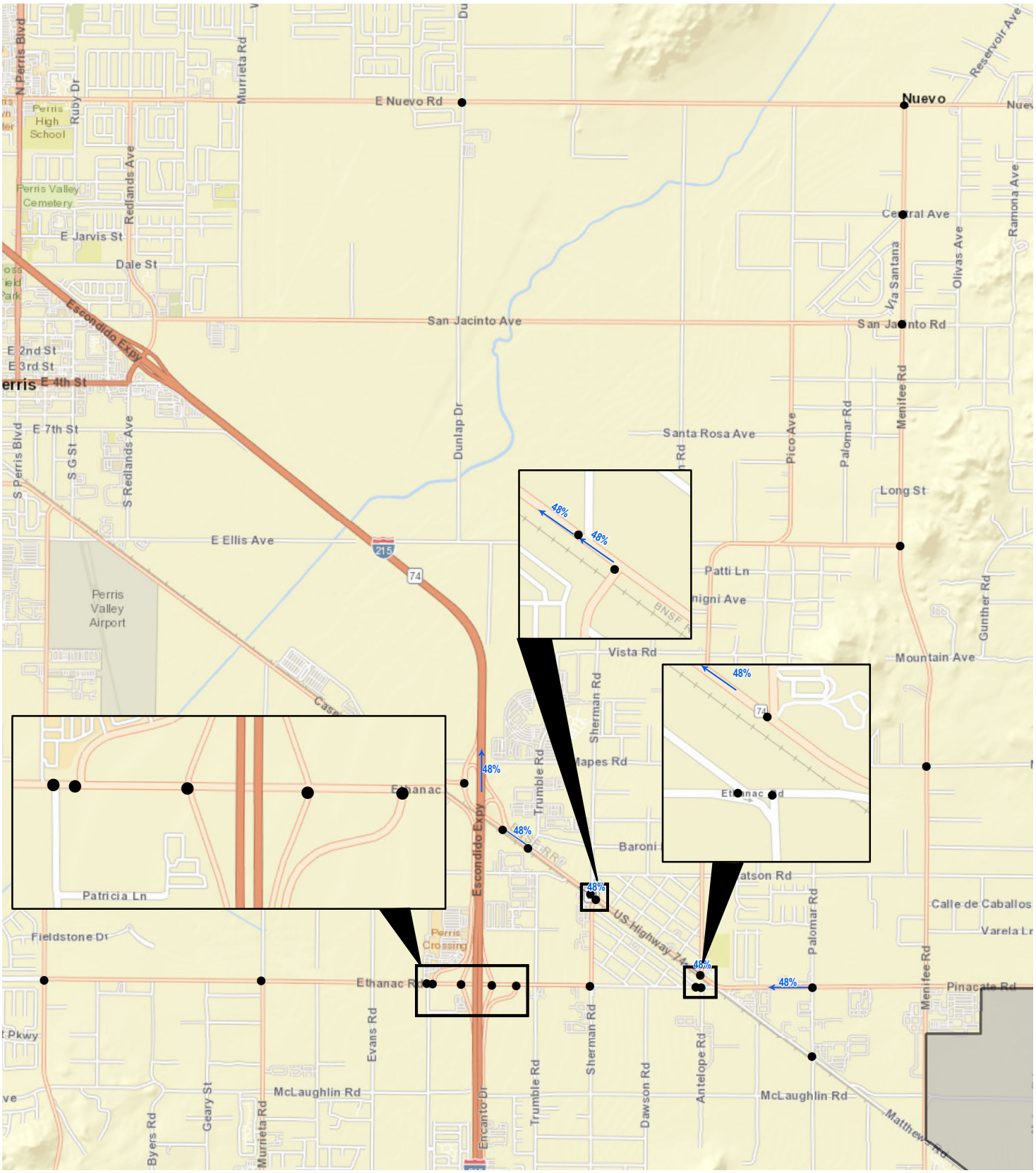
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Menifee Valley Specific Plan
Traffic Study

PA-12 Regional Trip Distribution - Trucks (Zone 1)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C7-2

N

0 1625 3250

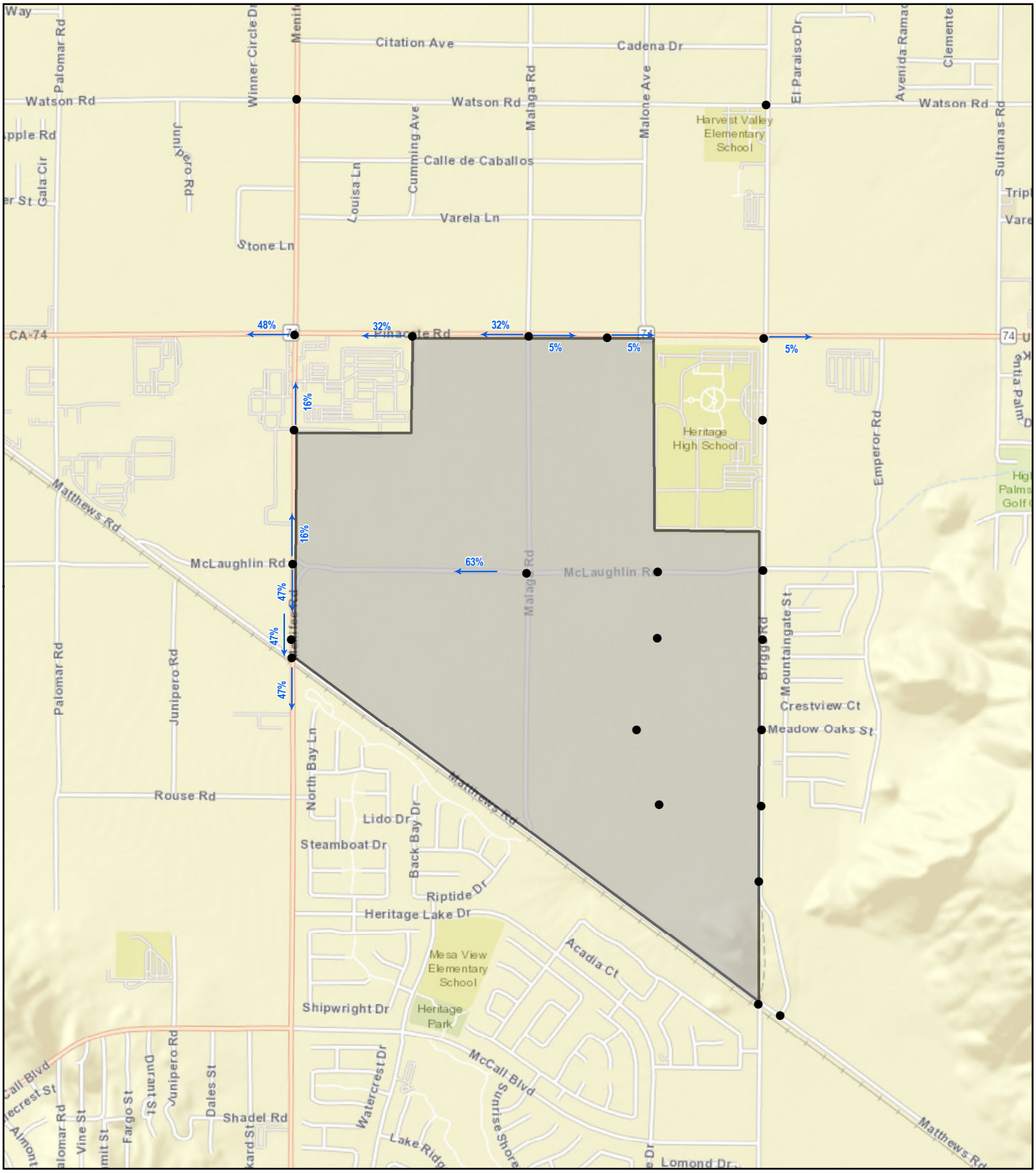
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Menifee Valley Specific Plan
Traffic Study

PA-12 Regional Trip Distribution - Trucks (Zone 2)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C7-3

N

0 750 1500

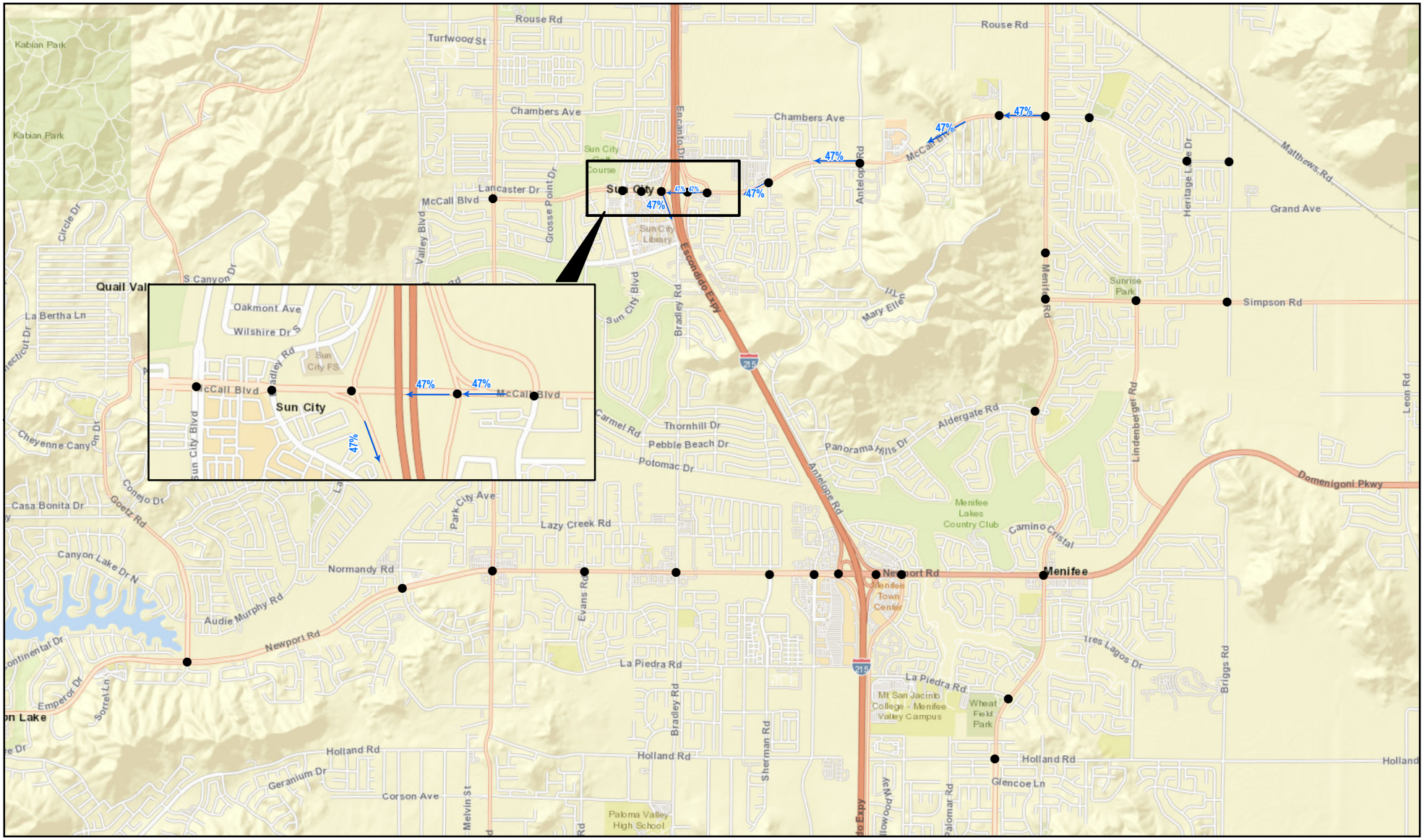
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Menifee Valley Specific Plan
Traffic Study

PA-12 Regional Trip Distribution - Trucks (Zone 3)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C7-4

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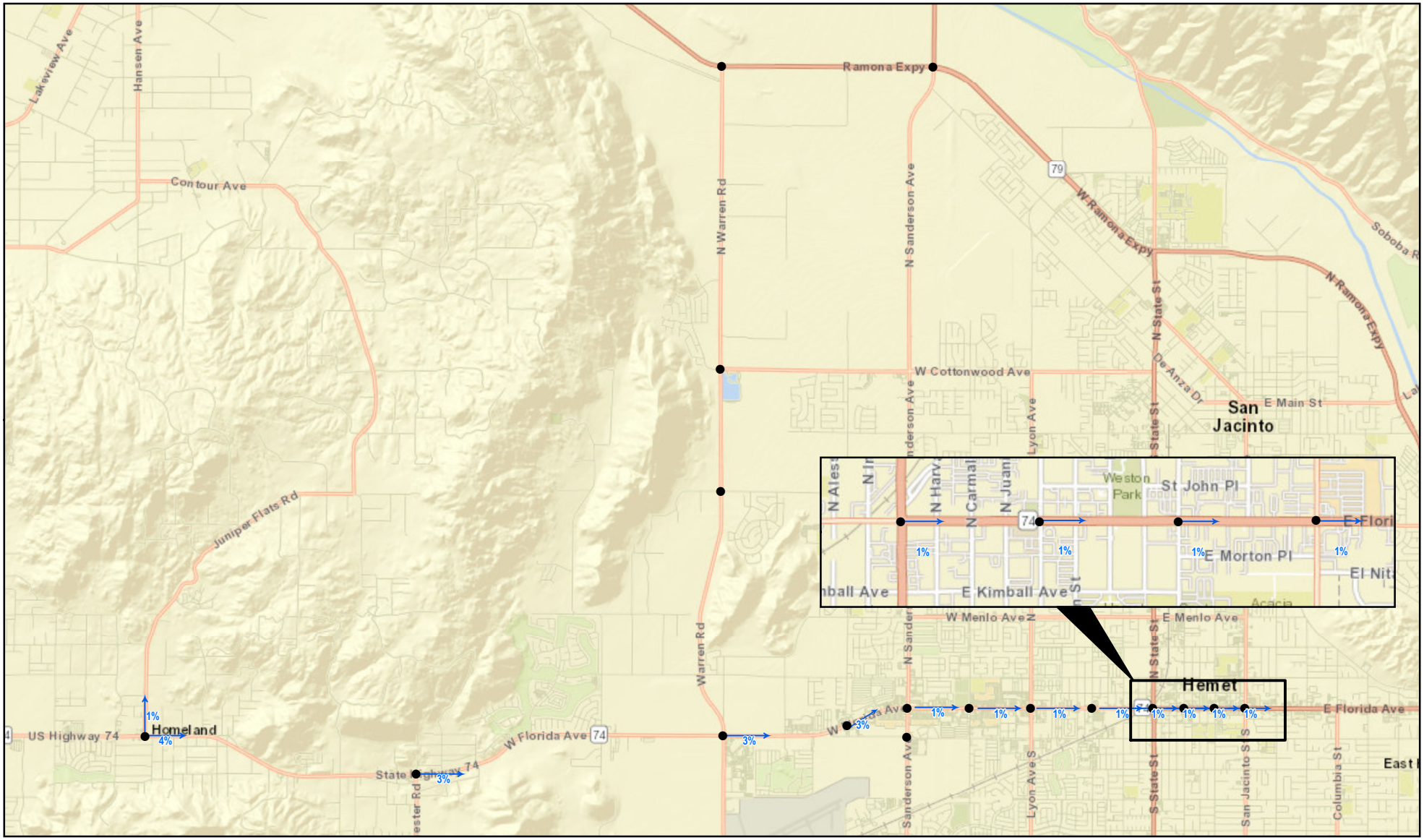
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Menifee Valley Specific Plan
Traffic Study

PA-12 Regional Trip Distribution - Trucks (Zone 4)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figure C7-5

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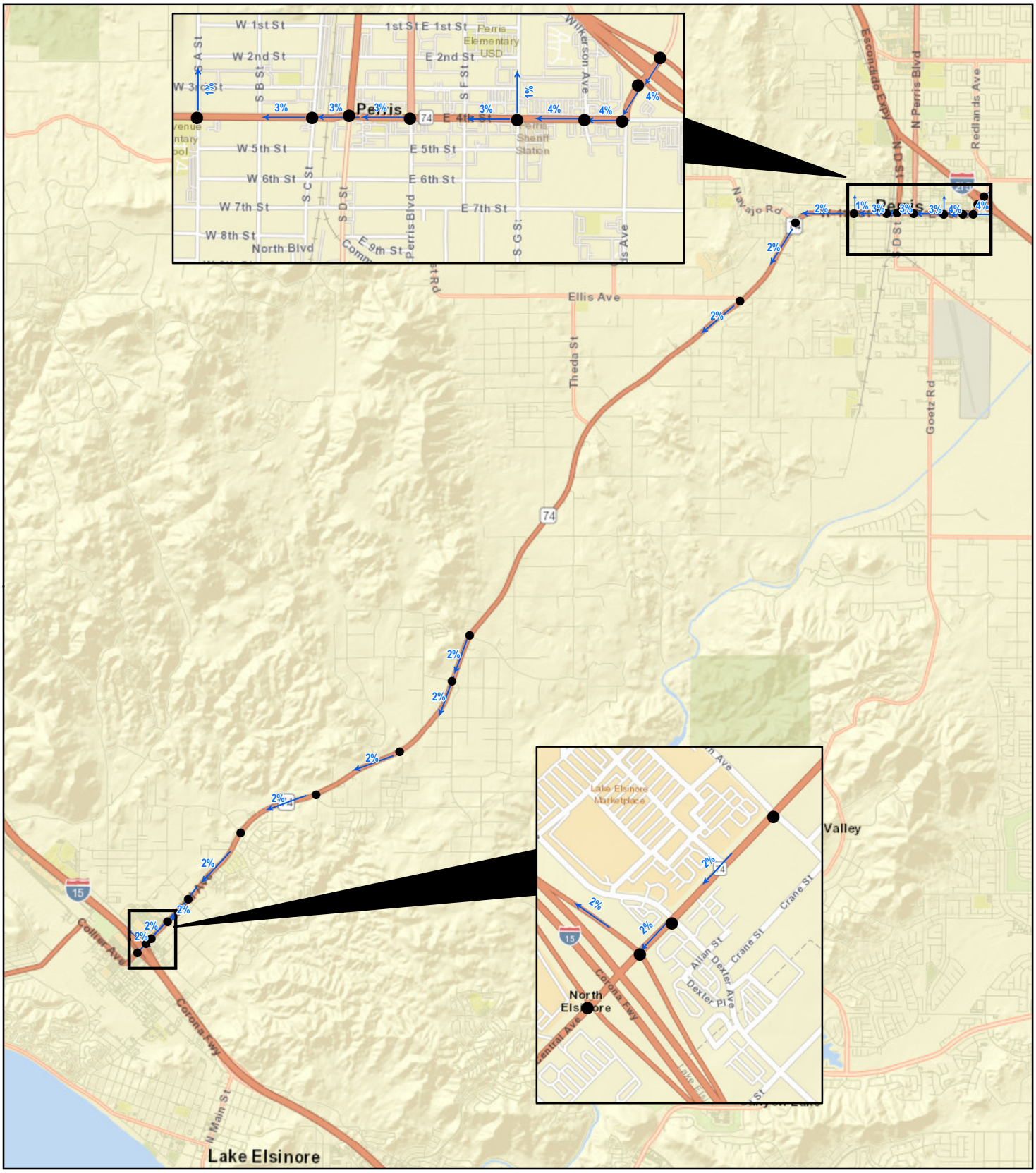
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Menifee Valley Specific Plan
Traffic Study

PA-12 Regional Trip Distribution - Trucks (Zone 5)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures C8-1

N

0 3000 6000

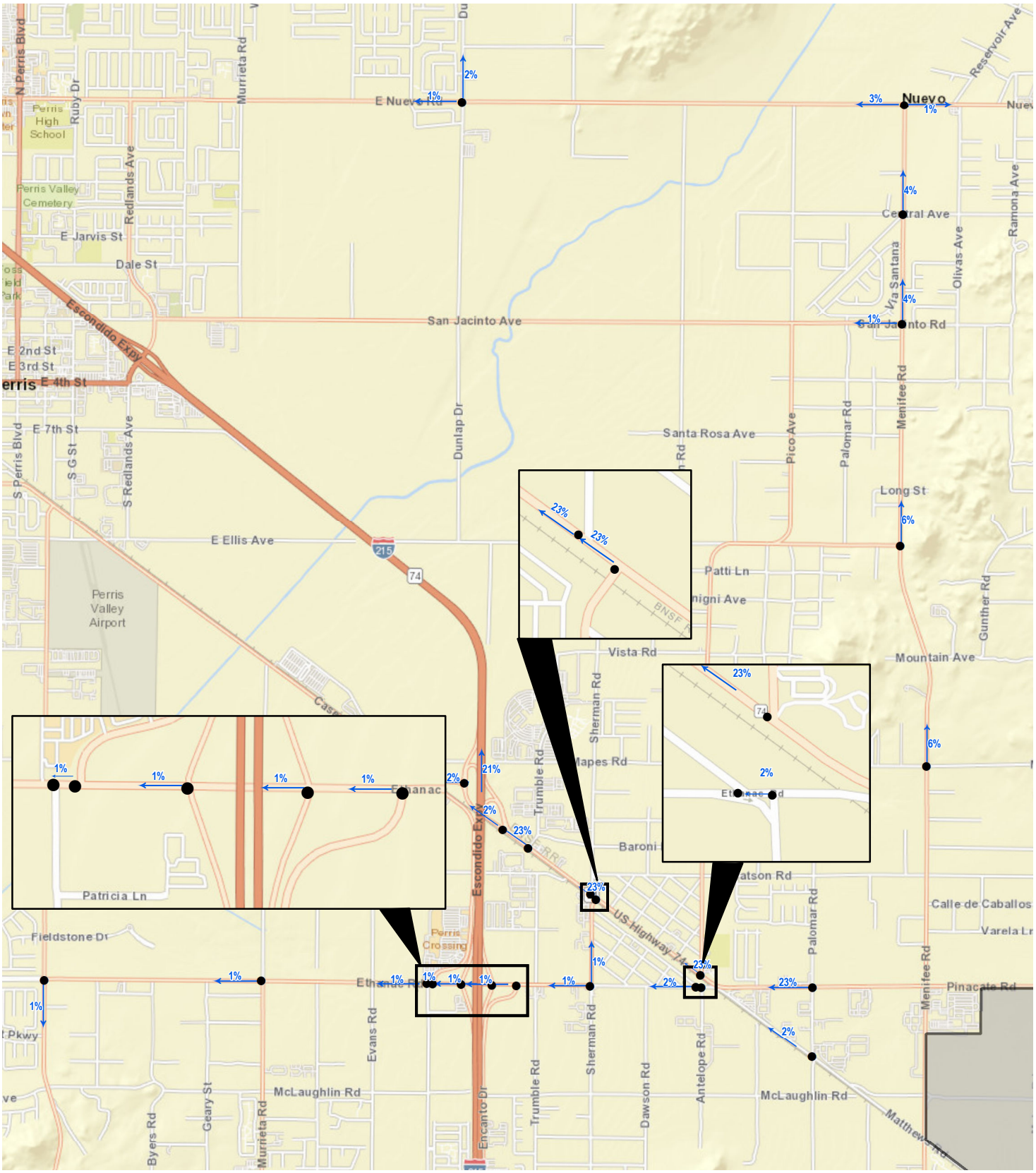
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Menifee Valley Specific Plan
Traffic Study

PA-3 Regional Trip Distribution (Zone 1)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C8-2

N

0 1625 3250

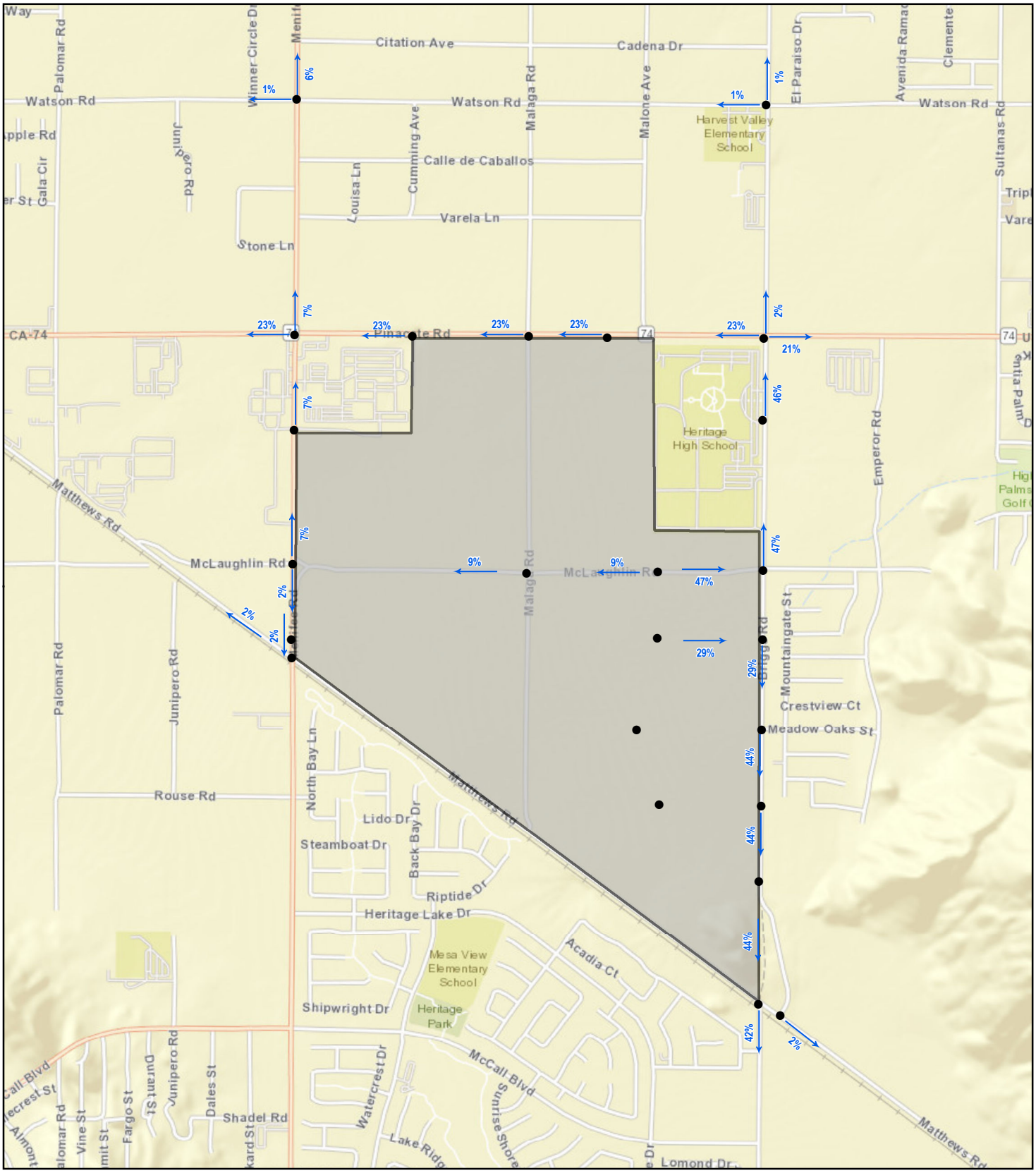
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Menifee Valley Specific Plan
Traffic Study

PA-3 Regional Trip Distribution (Zone 2)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C8-3

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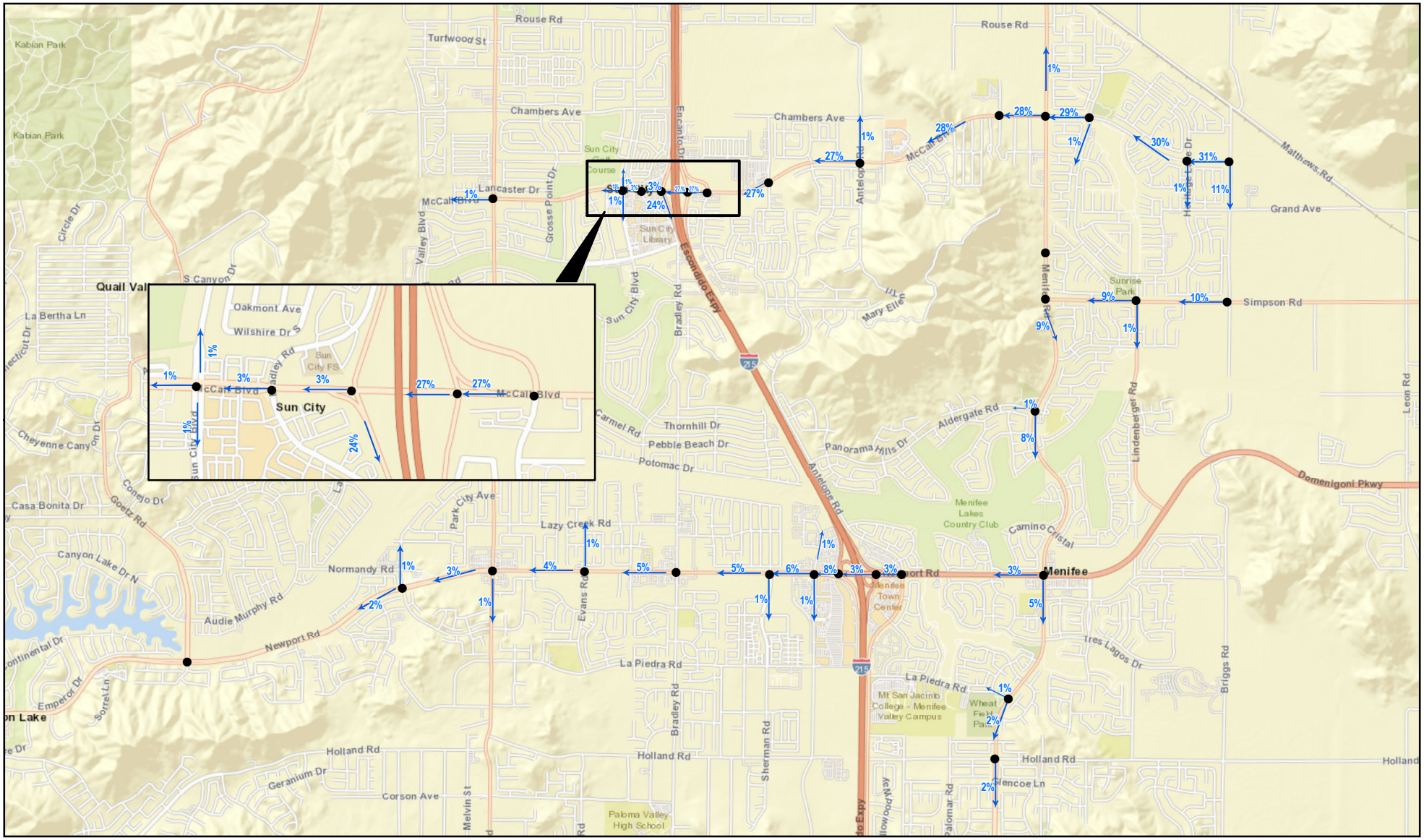
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Menifee Valley Specific Plan
Traffic Study

PA-3 Regional Trip Distribution (Zone 3)



LSA

LEGEND

Project Location

Project Trip Distribution

Study Area Intersections

N

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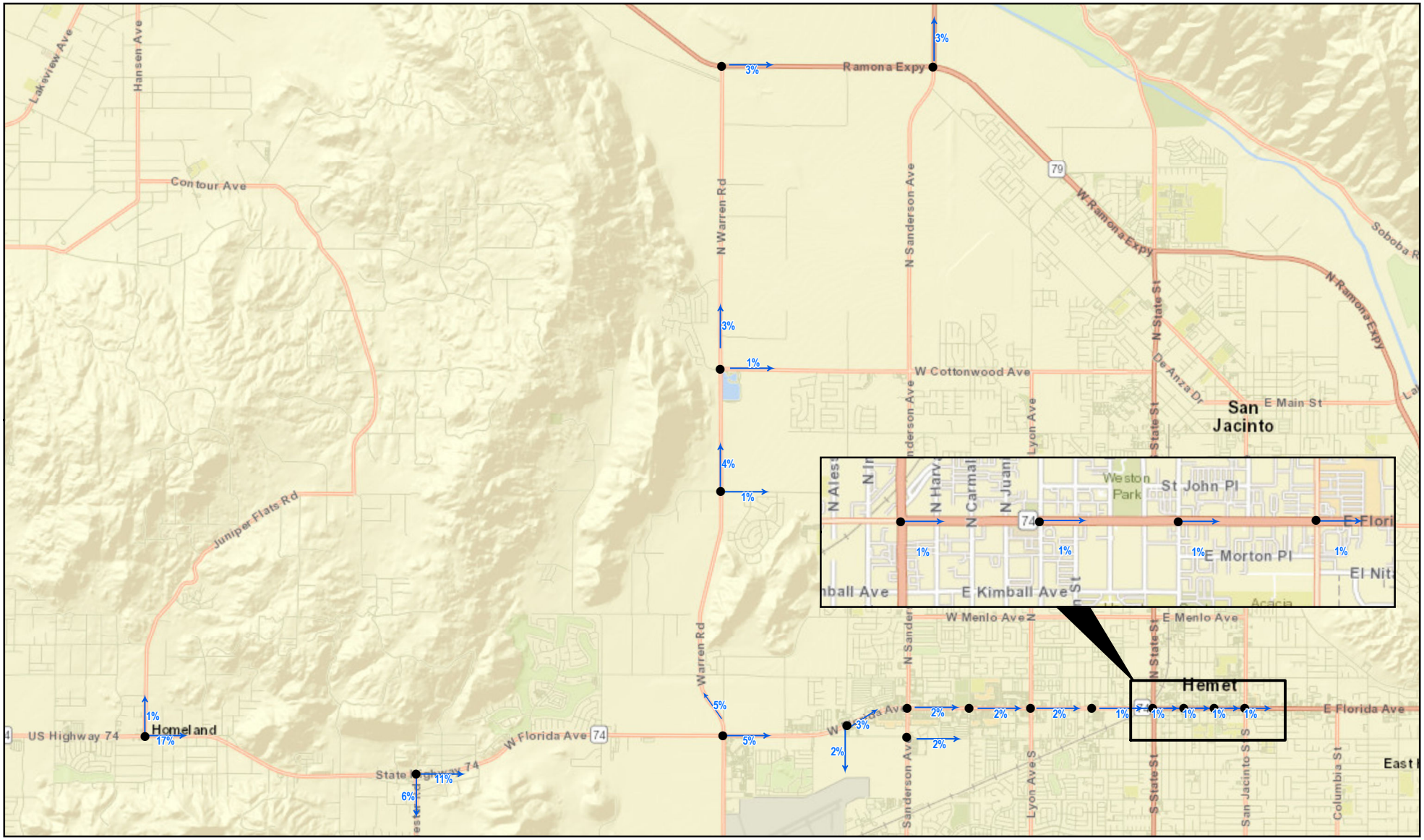
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Figure C8-4

Menifee Valley Specific Plan
Traffic Study

PA-3 Regional Trip Distribution (Zone 4)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figure C8-5

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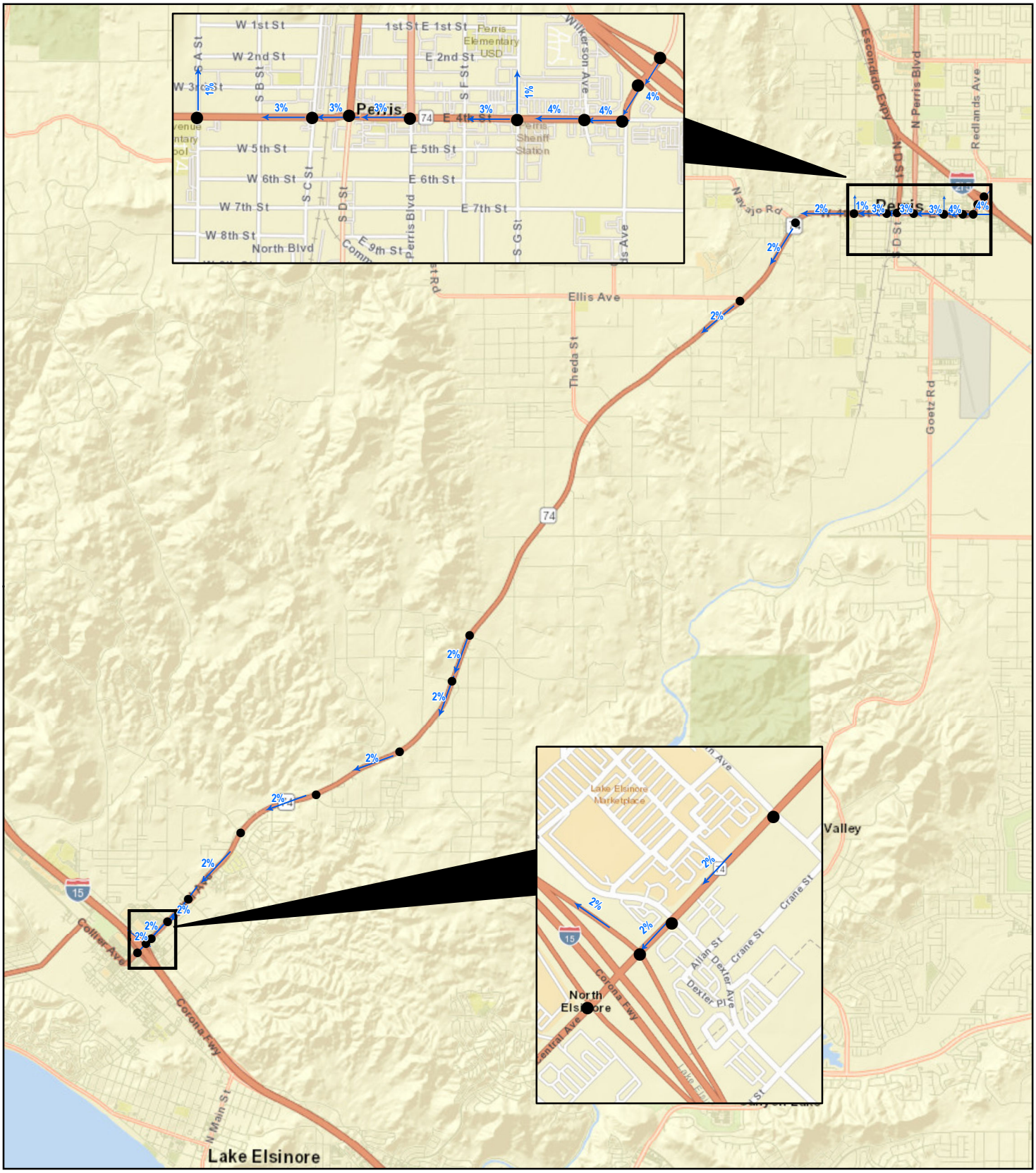
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Menifee Valley Specific Plan
Traffic Study

PA-3 Regional Trip Distribution (Zone 5)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures C9-1

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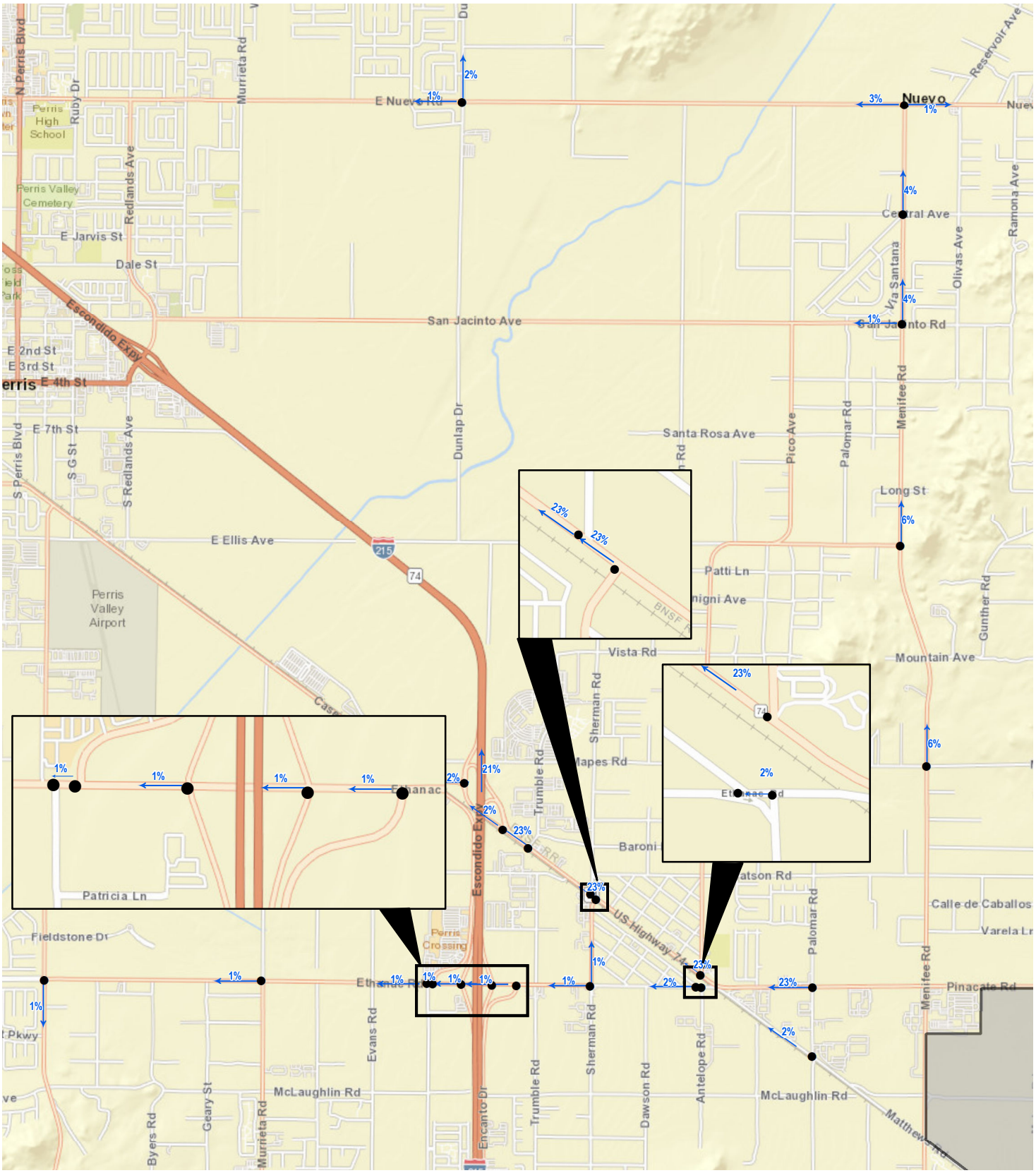
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Menifee Valley Specific Plan
Traffic Study

PA-4 Regional Trip Distribution (Zone 1)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C9-2

N

0 1625 3250

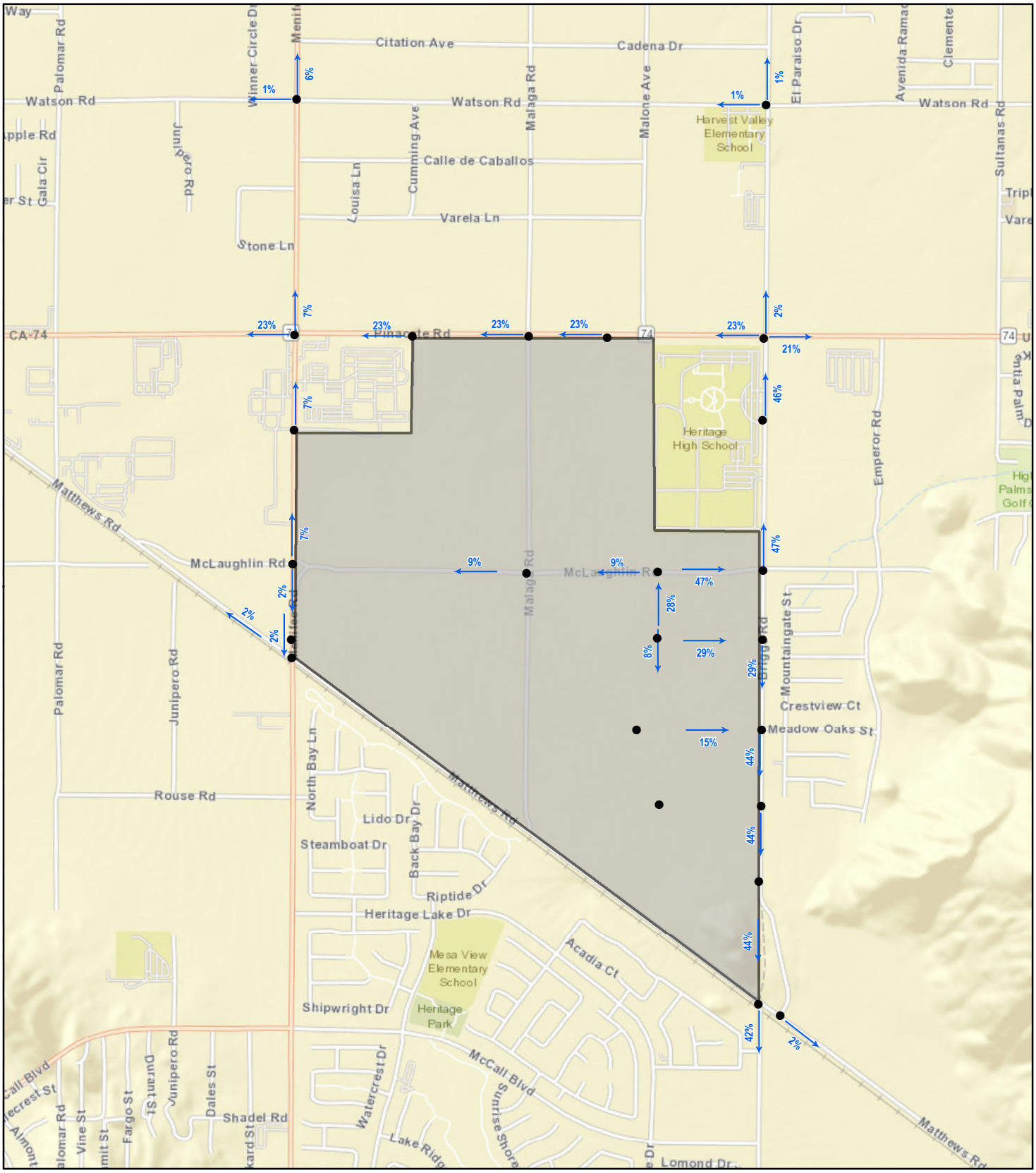
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Menifee Valley Specific Plan
Traffic Study

PA-4 Regional Trip Distribution (Zone 2)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C9-3

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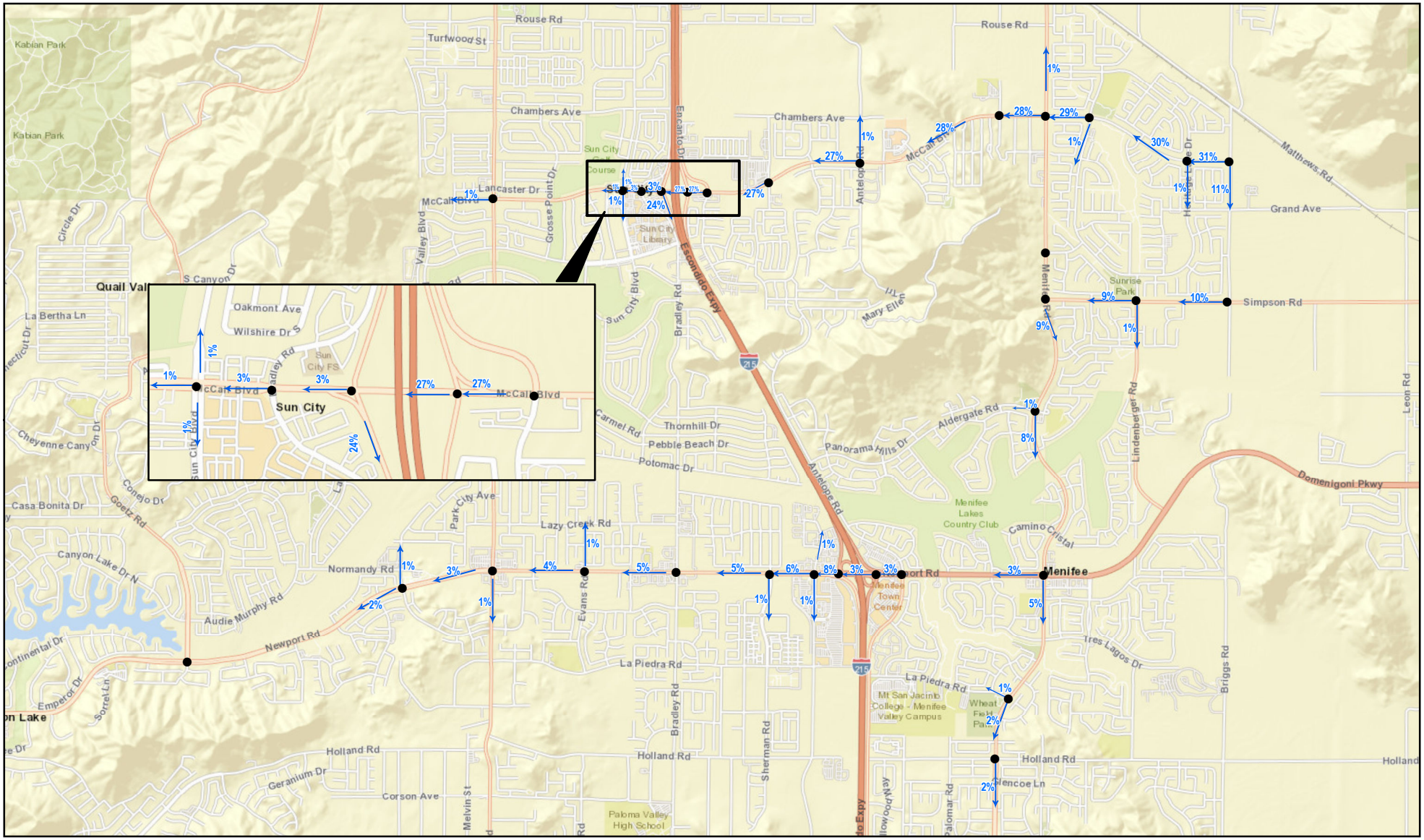
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Menifee Valley Specific Plan
Traffic Study

PA-4 Regional Trip Distribution (Zone 3)



LSA

LEGEND

Project Location

Project Trip Distribution

Study Area Intersections

Figure C9-4

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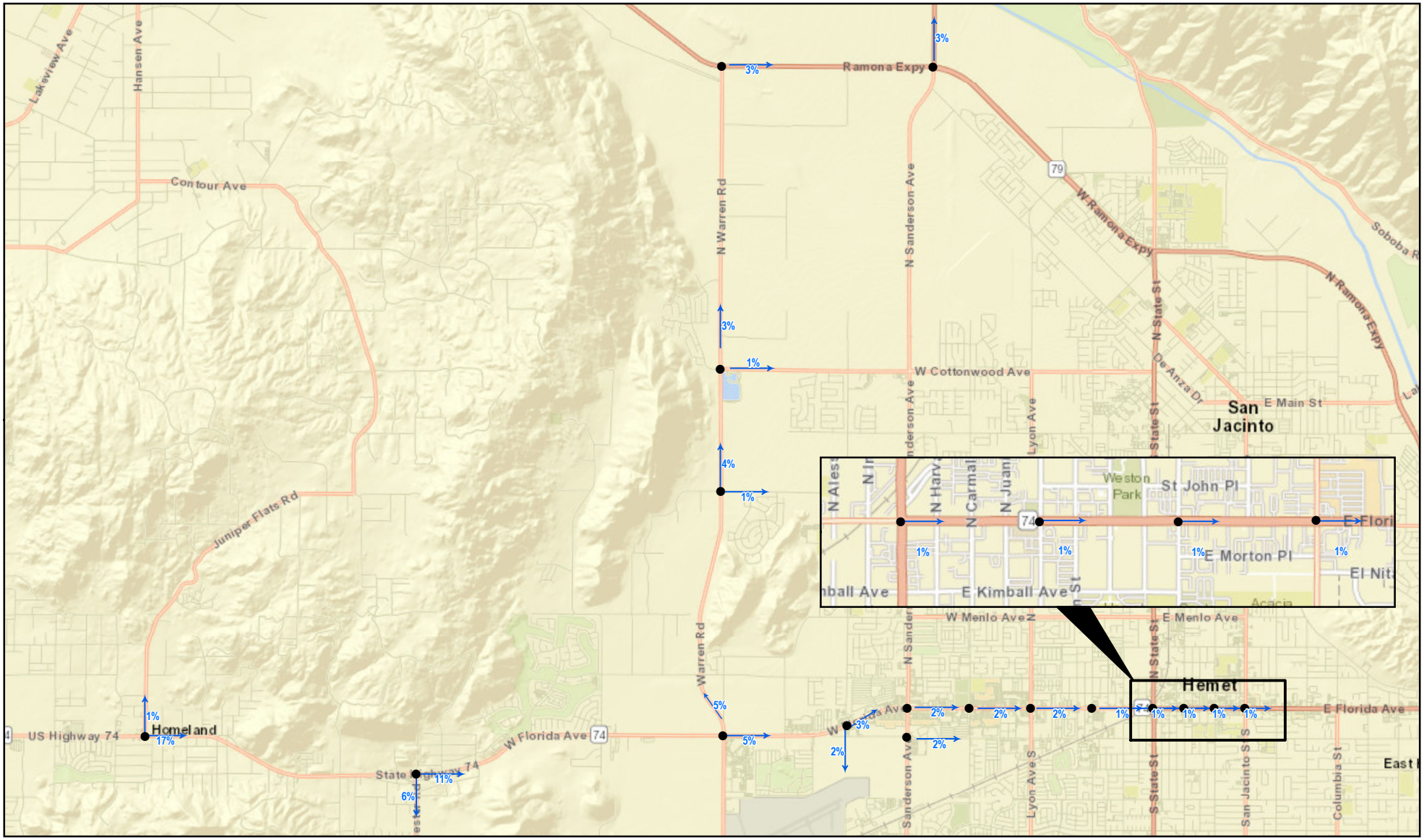
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Menifee Valley Specific Plan
Traffic Study

PA-4 Regional Trip Distribution (Zone 4)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figure C9-5

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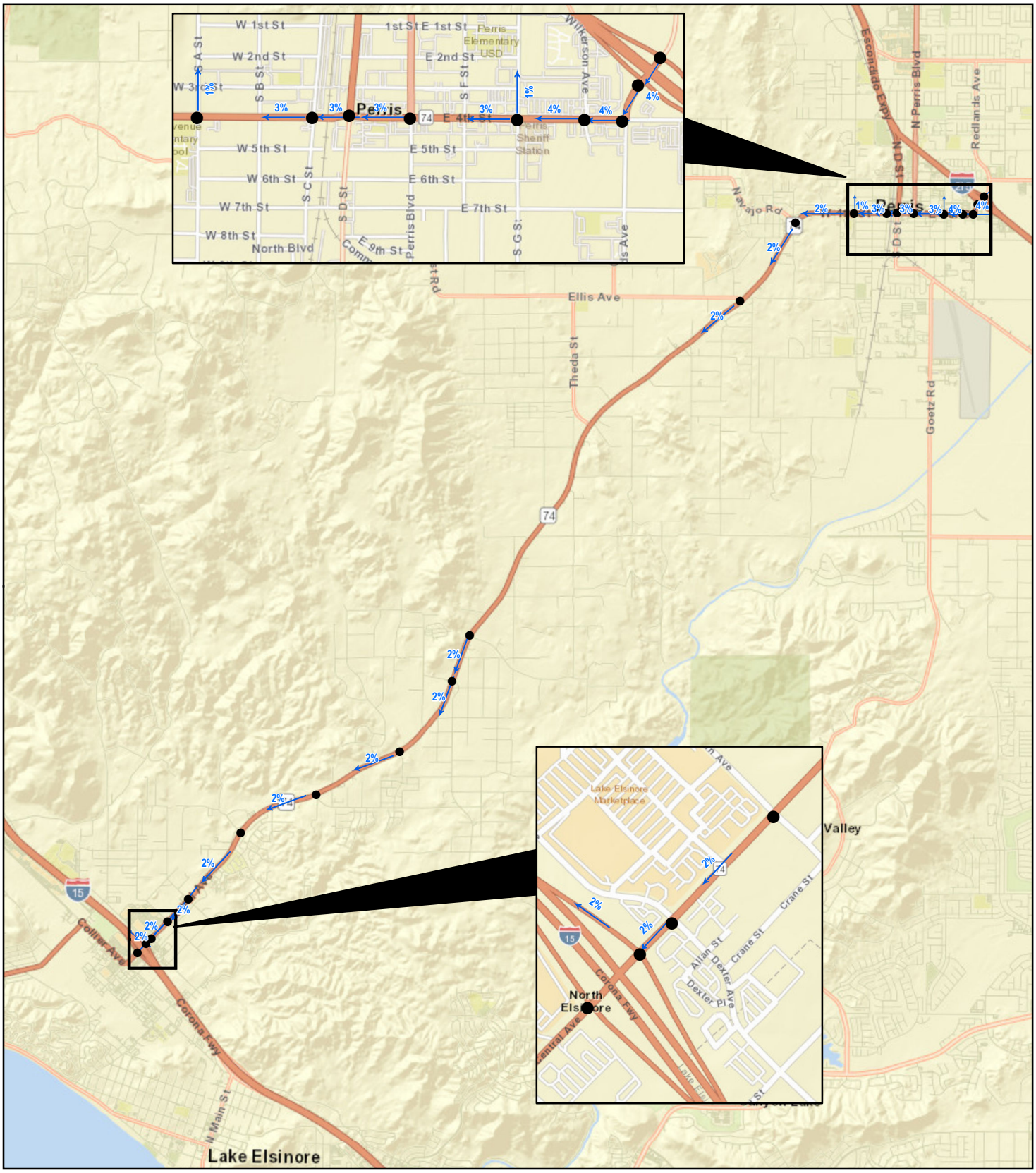
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Menifee Valley Specific Plan
Traffic Study

PA-4 Regional Trip Distribution (Zone 5)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures C10-1

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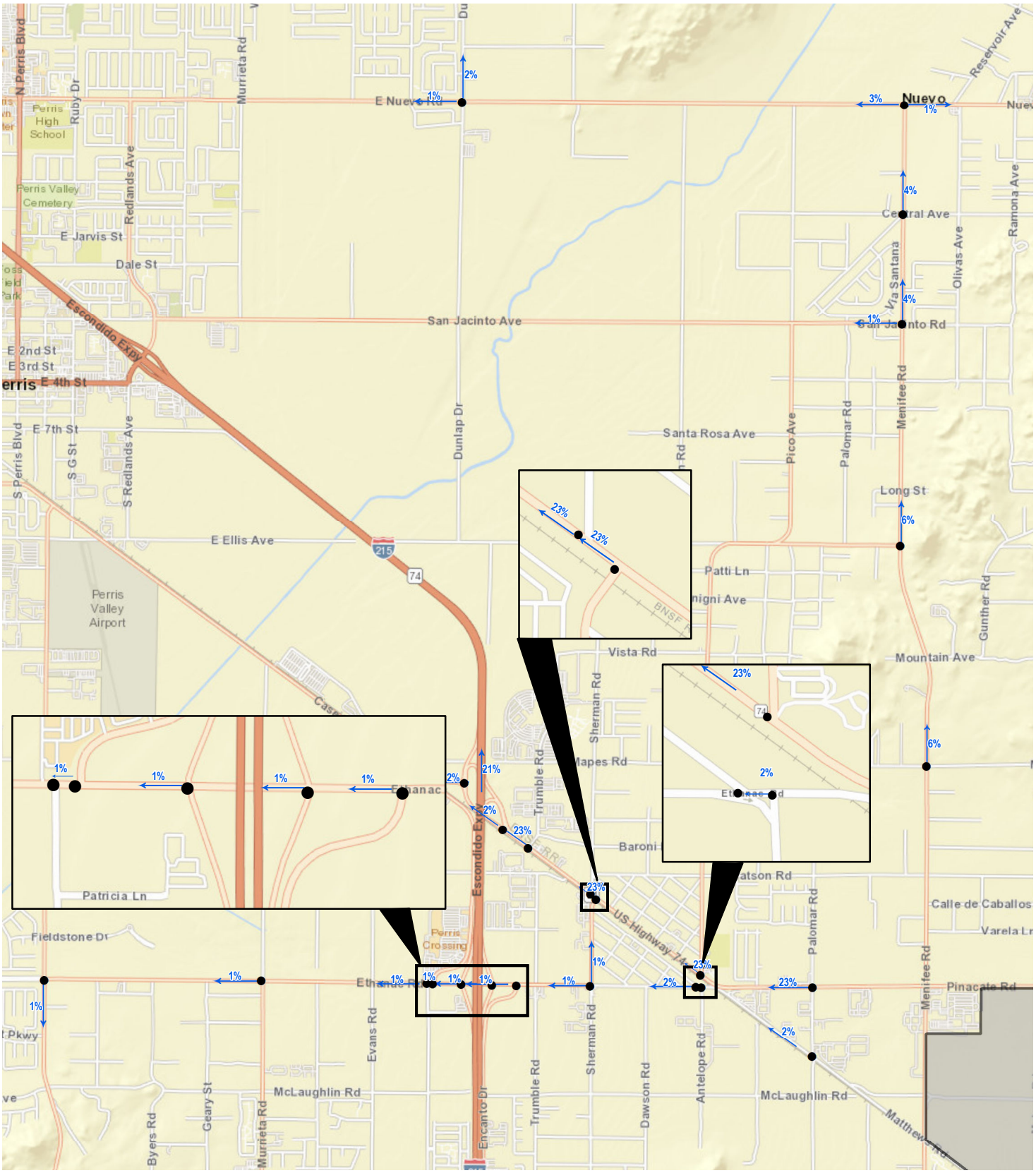
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Menifee Valley Specific Plan
Traffic Study

PA-5 Regional Trip Distribution (Zone 1)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C10-2

N

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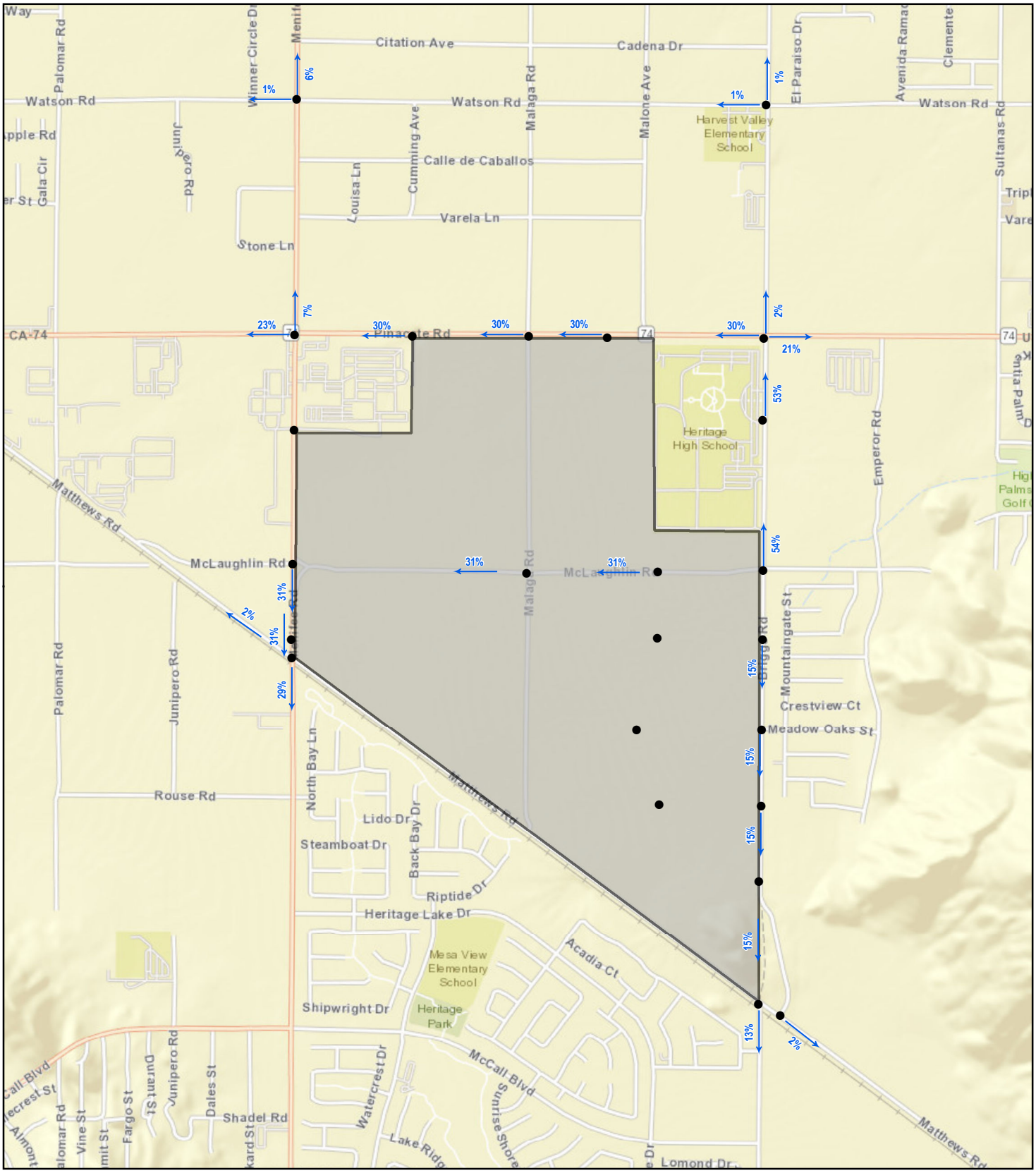
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Menifee Valley Specific Plan
Traffic Study

PA-5 Regional Trip Distribution (Zone 2)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C10-3

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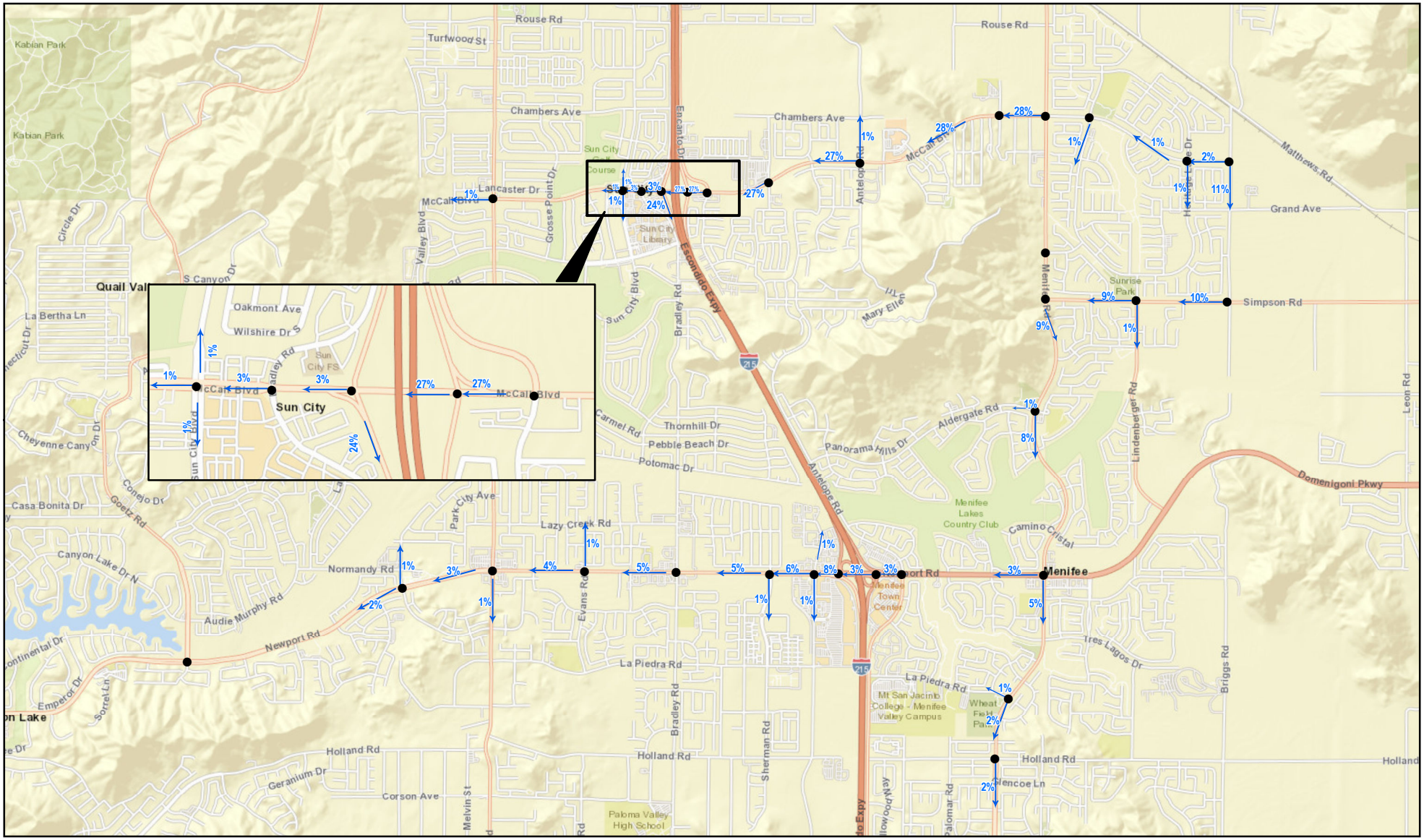
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Menifee Valley Specific Plan
Traffic Study

PA-5 Regional Trip Distribution (Zone 3)



LSA

LEGEND

Project Location

Project Trip Distribution

Study Area Intersections

Figure C10-4

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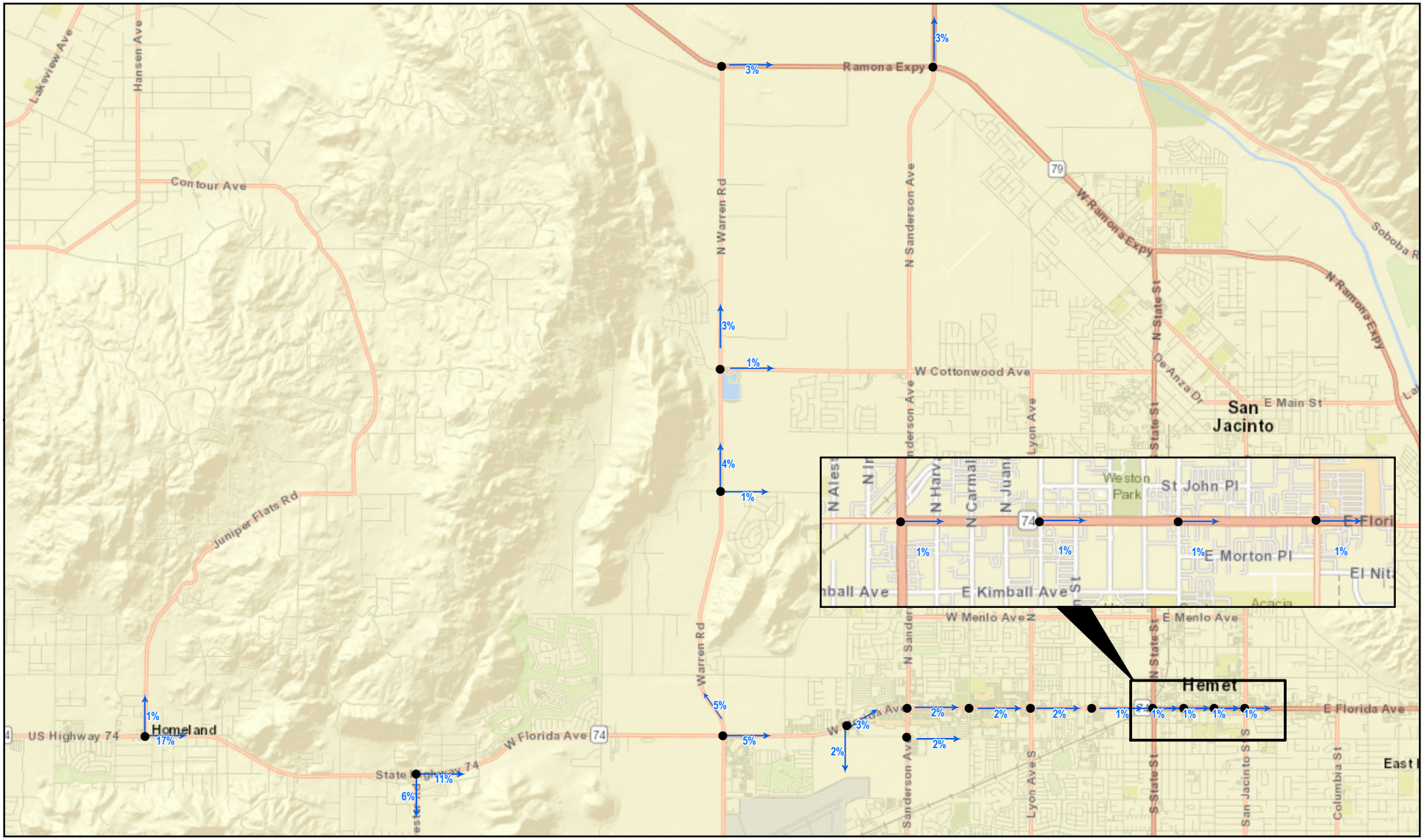
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Menifee Valley Specific Plan
Traffic Study

PA-5 Regional Trip Distribution (Zone 4)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figure C10-5

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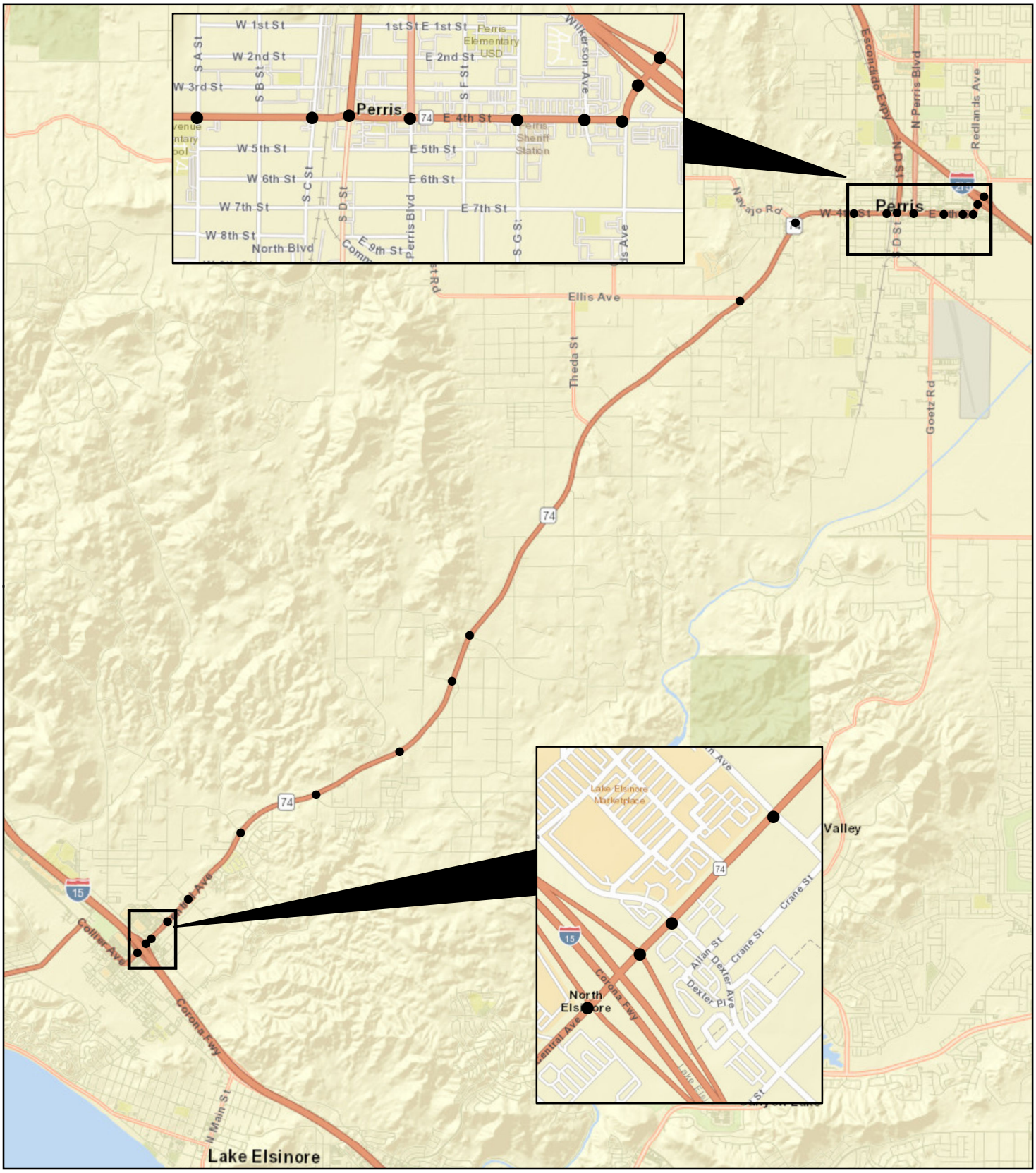
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Menifee Valley Specific Plan
Traffic Study

PA-5 Regional Trip Distribution (Zone 5)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures C11-1

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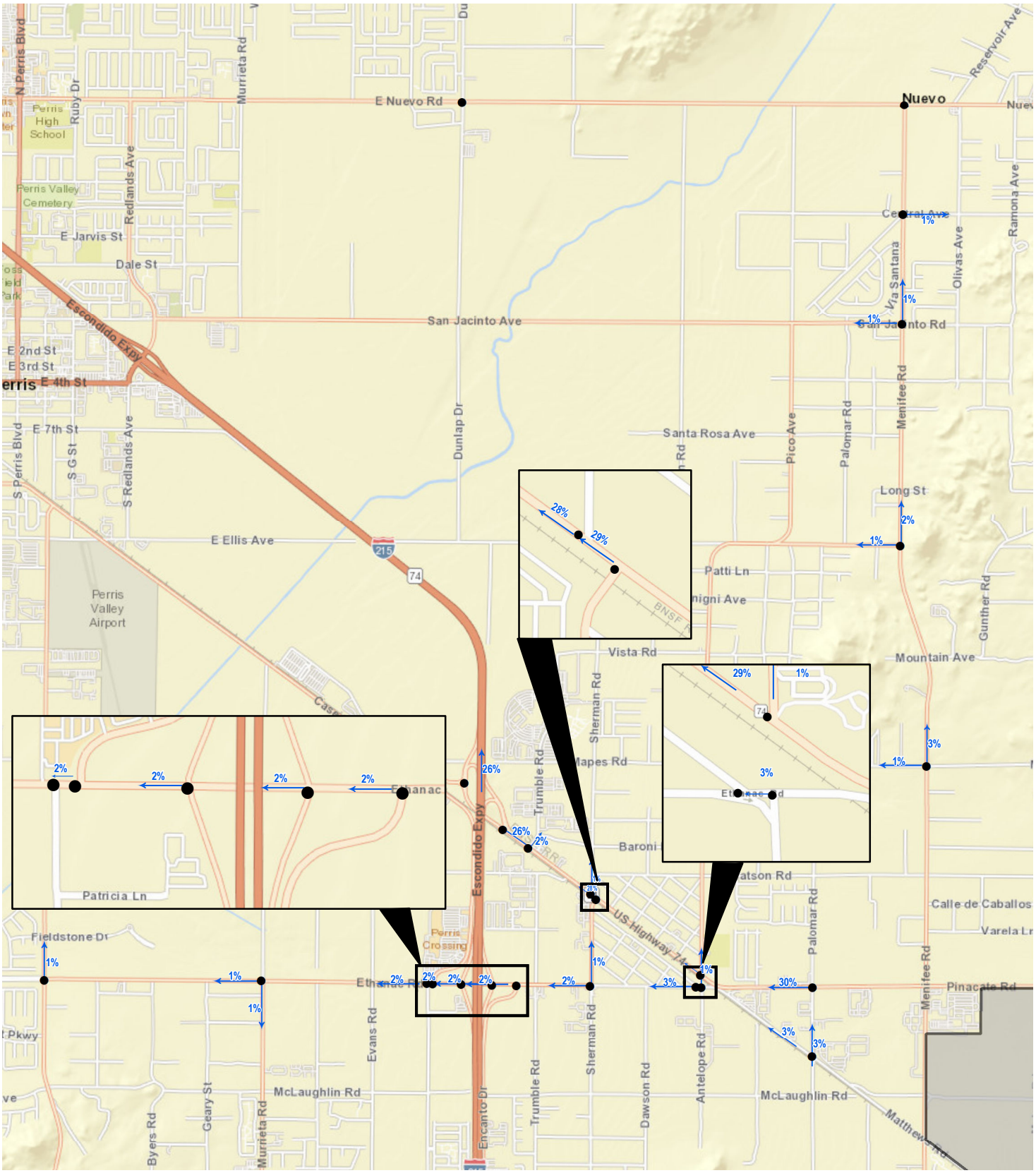
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Menifee Valley Specific Plan
Traffic Study

PA-6 Regional Trip Distribution - AM (Zone 1)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C11-2

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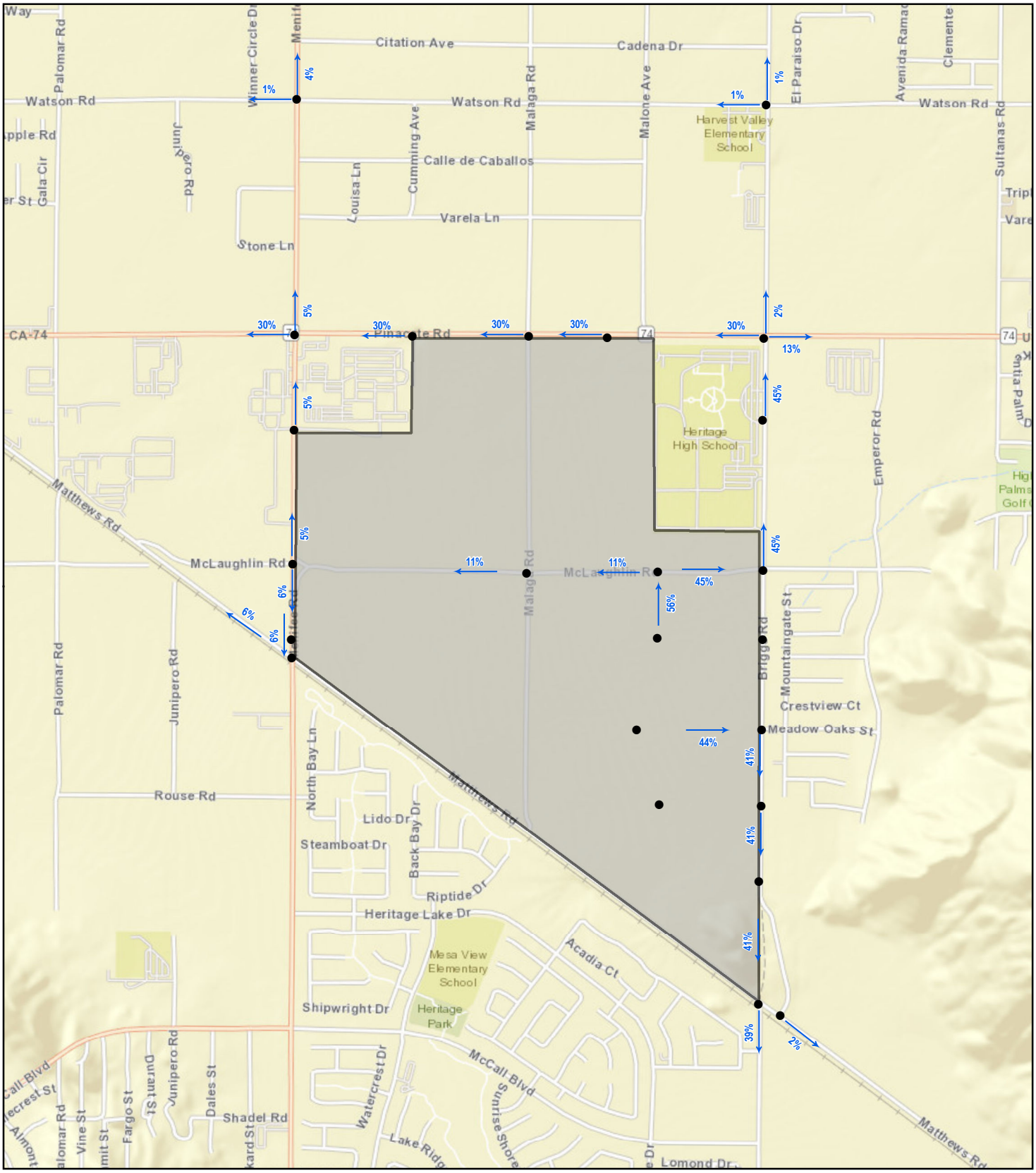
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Menifee Valley Specific Plan
Traffic Study

PA-6 Regional Trip Distribution - AM (Zone 2)

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Project Location

Study Area Intersections

Project Trip Distribution

Figure C11-3

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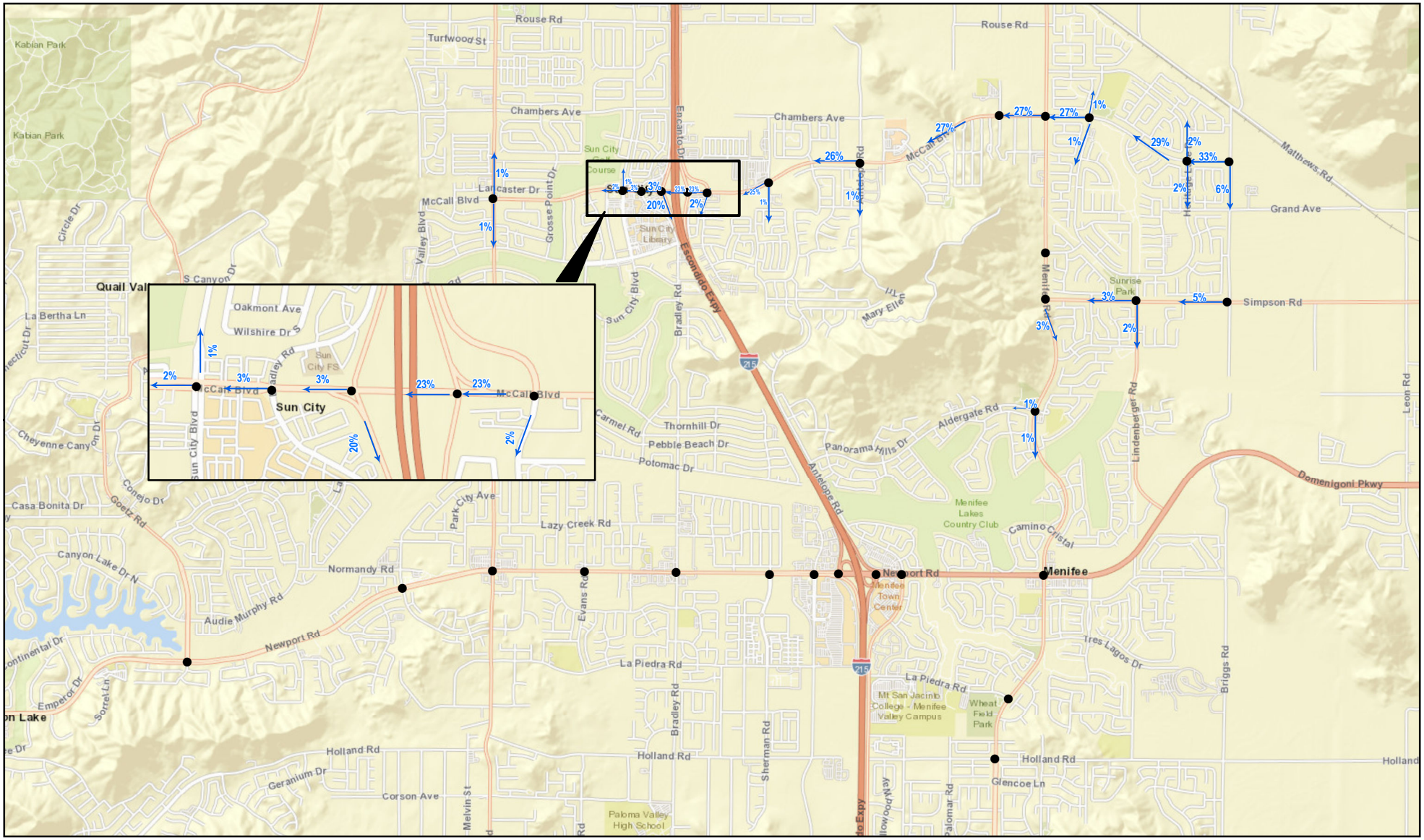
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Menifee Valley Specific Plan
Traffic Study

PA-6 Regional Trip Distribution - AM (Zone 3)



LSA

LEGEND

Project Location

Project Trip Distribution

Study Area Intersections

Figure C11-4

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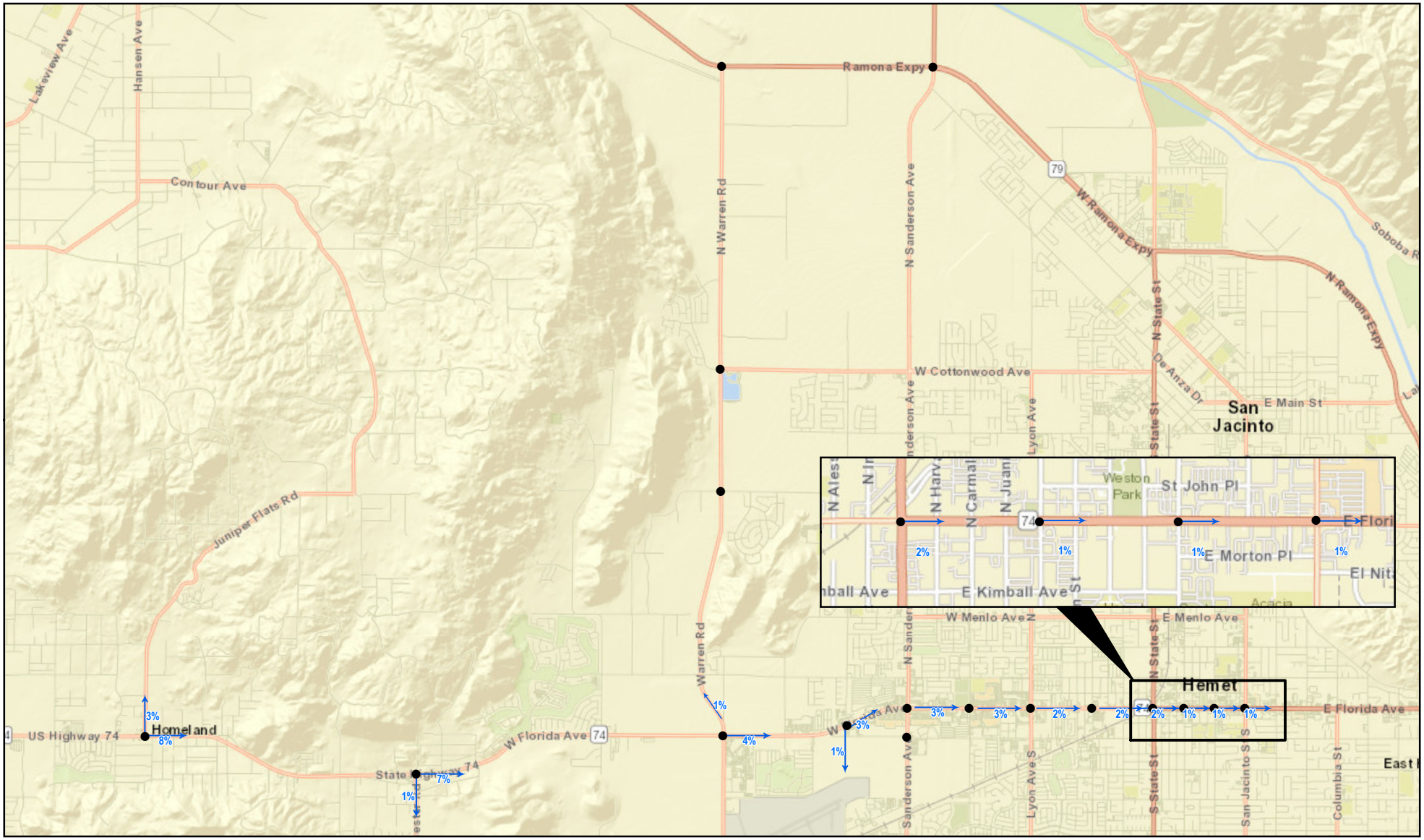
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Menifee Valley Specific Plan
Traffic Study

PA-6 Regional Trip Distribution - AM (Zone 4)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figure C11-5

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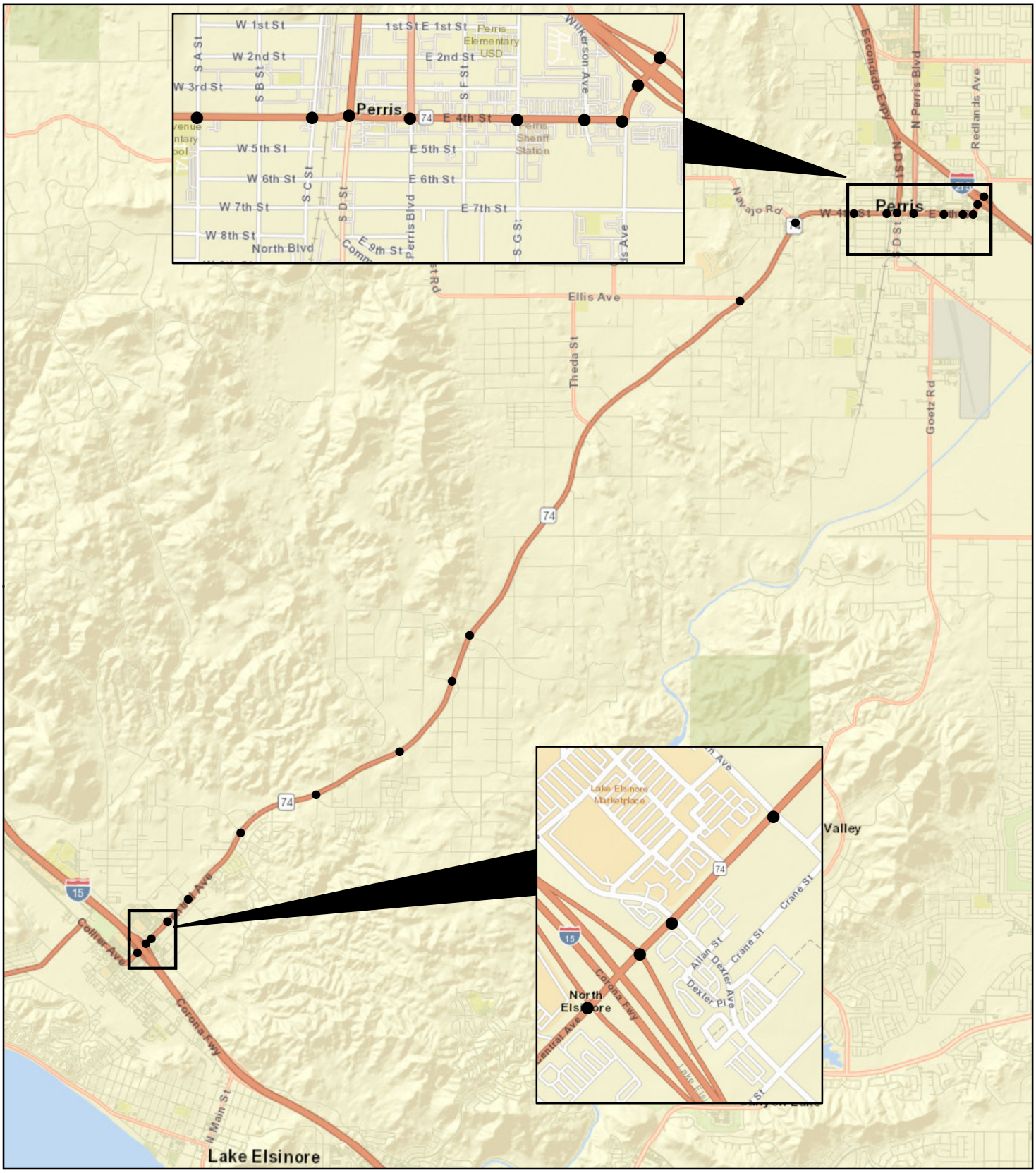
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Menifee Valley Specific Plan
Traffic Study

PA-6 Regional Trip Distribution - AM (Zone 5)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures C12-1

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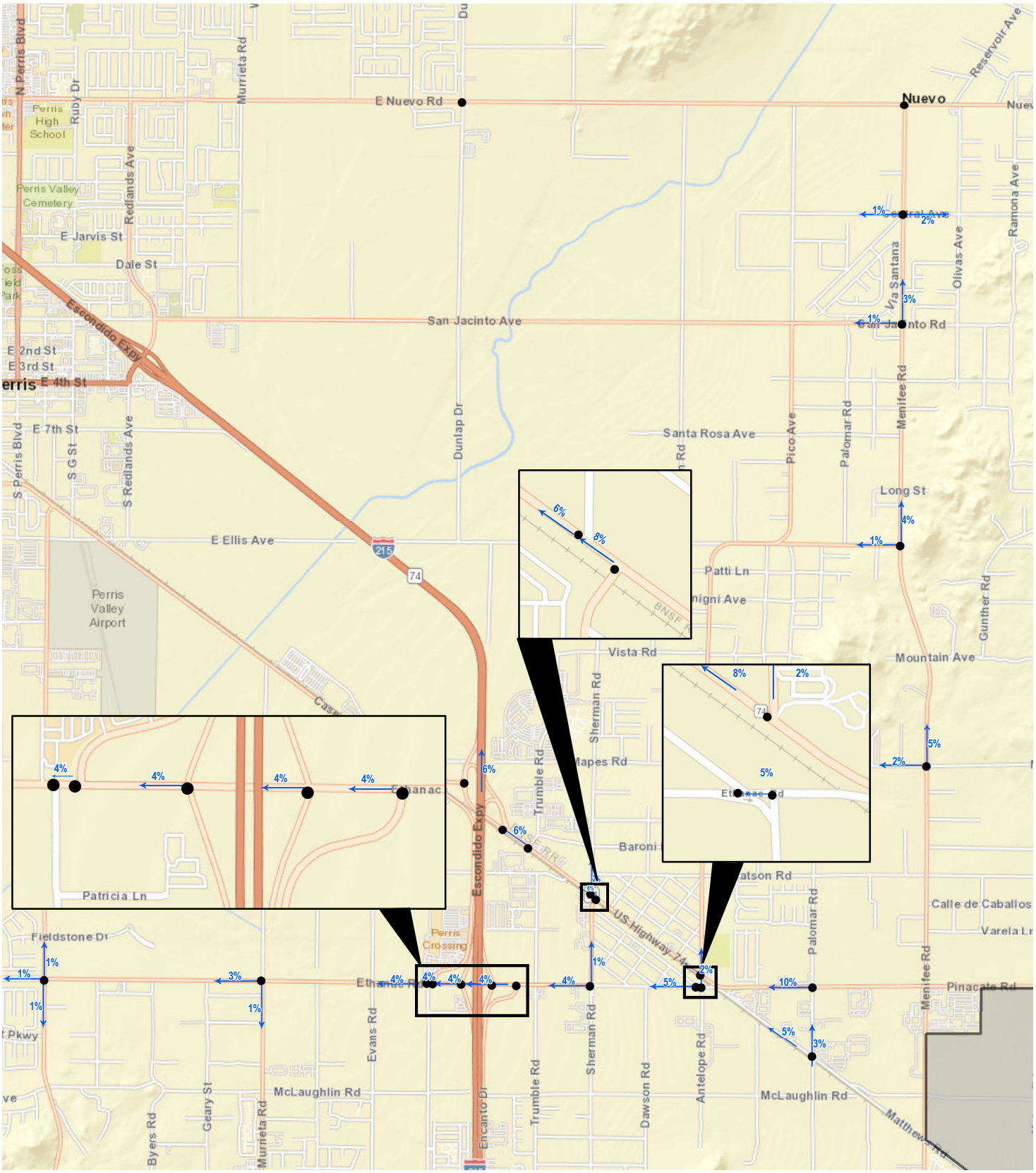
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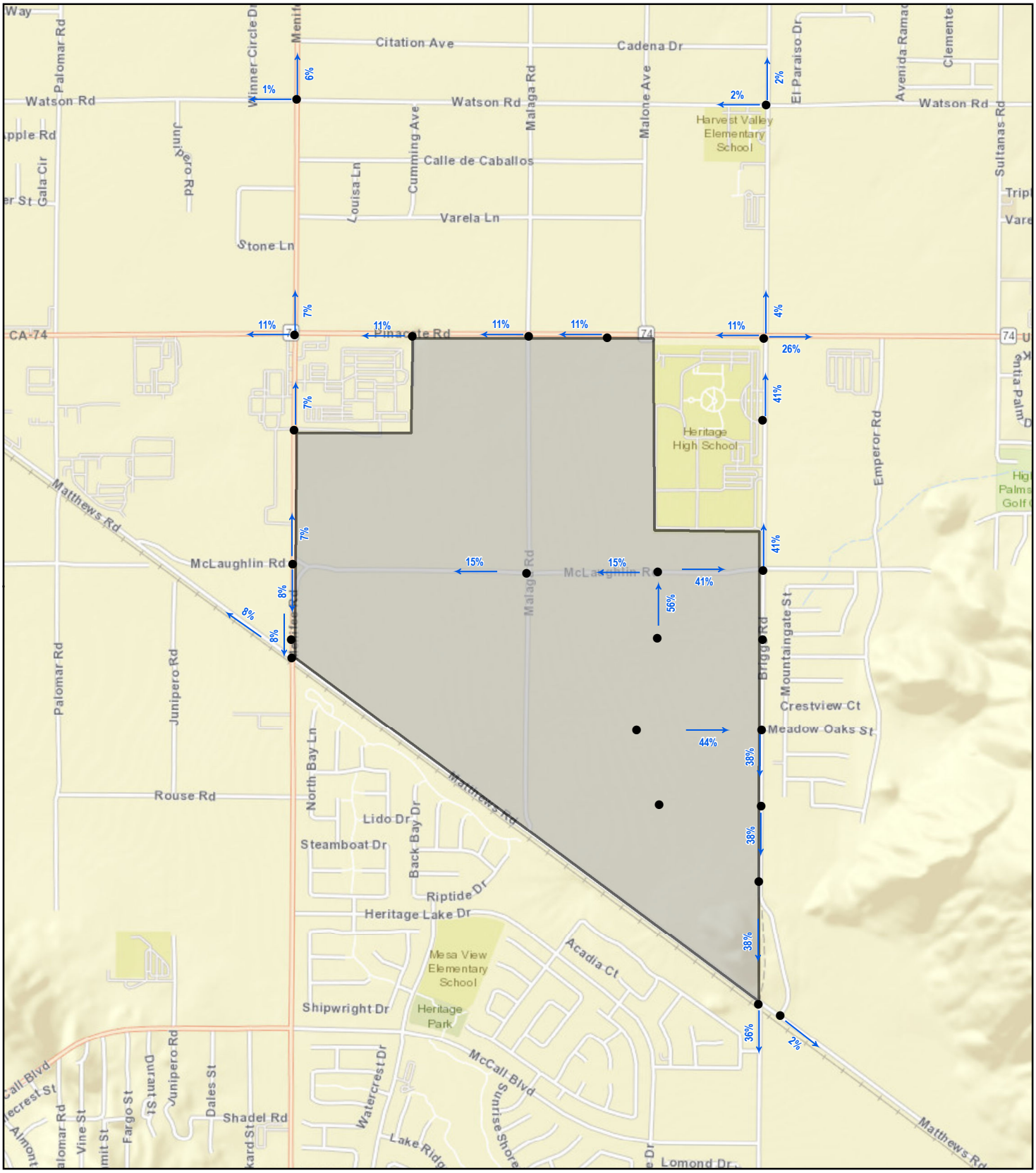
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Menifee Valley Specific Plan
Traffic Study

PA-6 Regional Trip Distribution - PM (Zone 1)


E Nuevo Rd
Nuevo
Perris High School
Perris Valley Cemetery
E Jarvis St
Dale St
San Jacinto Ave
E 2nd St
E 3rd St
E 4th St
E 7th St
E Ellis Ave
Perris Valley Airport
Santa Rosa Ave
Long St
Vista Rd
Mountain Ave
Patti Ln
Patricia Ln
Fieldstone Dr
Perris Crossing
Ethanac Rd
Baron
Calle de Caballos
Varela Ln
Pinacate Rd
McLaughlin Rd
Matthews Rd
Escondido Expy
Via Santana
Olivas Ave
Ramona Ave
Reservoir Ave
Menifee Rd
Palomar Rd
Pico Ave
Dunlap Dr
Sherman Rd
Trumble Rd
Evans Rd
Dawson Rd
Antelope Rd
Murrieta Rd
Geary St
Byers Rd
Encanto Dr
Gunther Rd
S Perris Blvd
S Redlands Ave
S G St
N Perris Blvd
Ruby Dr
Redlands Ave
Murrieta Rd
Dunlap Dr
Pico Ave
Palomar Rd
Menifee Rd
Ramona Ave
Reservoir Ave
Olivas Ave
Via Santana
Gunther Rd
Sherman Rd
Trumble Rd
Evans Rd
Dawson Rd
Antelope Rd
Encanto Dr
Geary St
Byers Rd
Murrieta Rd
Escondido Expy
US Highway 74
215
74
BNSF RR
Ethanac
Mapes Rd
Baroni
Patti Ln
Vista Rd
Long St
Mountain Ave
Santa Rosa Ave
Calle de Caballos
Varela Ln
Pinacate Rd
McLaughlin Rd
Matthews Rd
Fieldstone Dr
Perris Crossing
Ethanac Rd
Patricia Ln
Perris Valley Airport
Perris High School
Perris Valley Cemetery
E Jarvis St
Dale St
San Jacinto Ave
E 2nd St
E 3rd St
E 4th St
E 7th St
E Ellis Ave
Nuevo
E Nuevo



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C12-3

N

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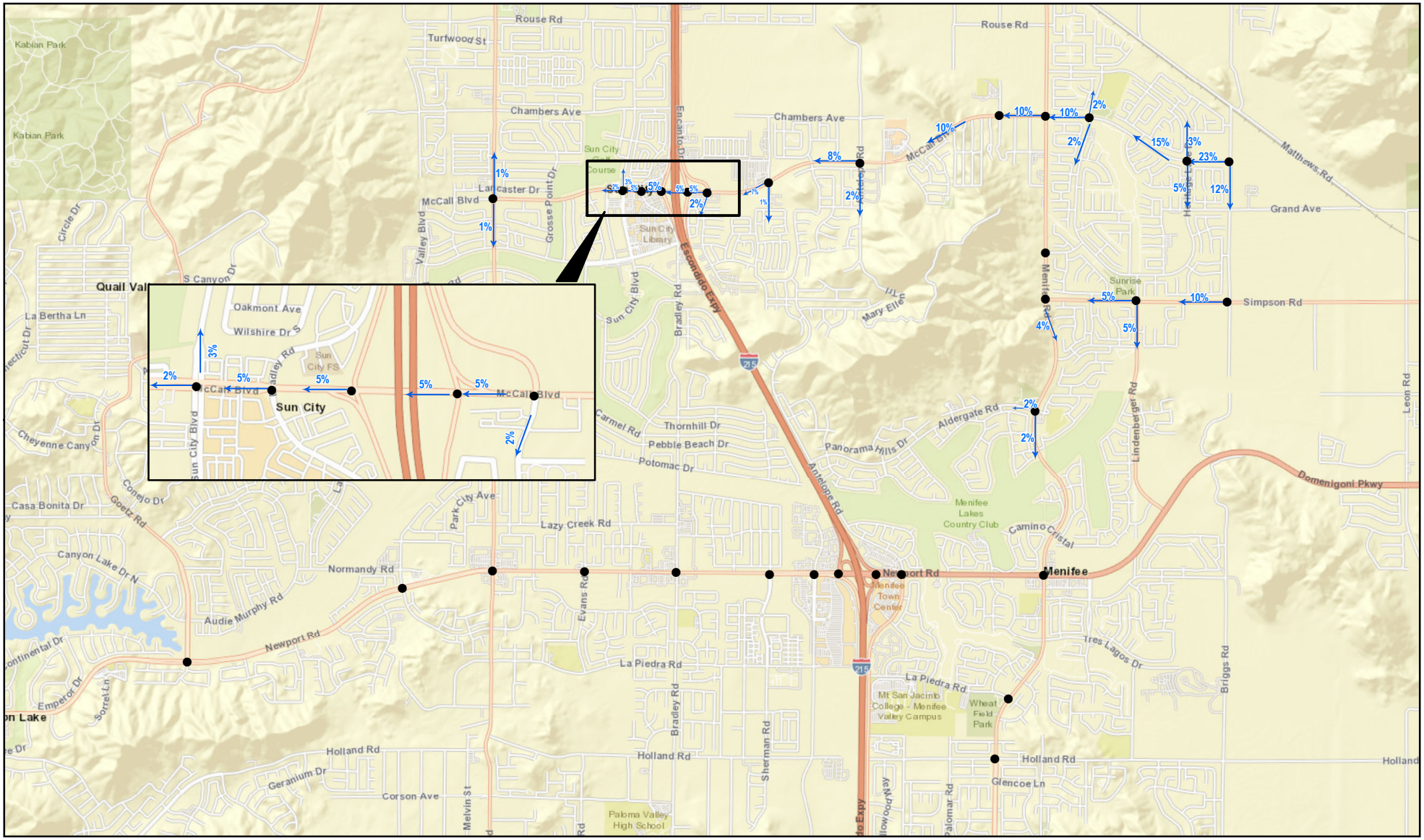
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Menifee Valley Specific Plan
Traffic Study

PA-6 Regional Trip Distribution - PM (Zone 3)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C12-4

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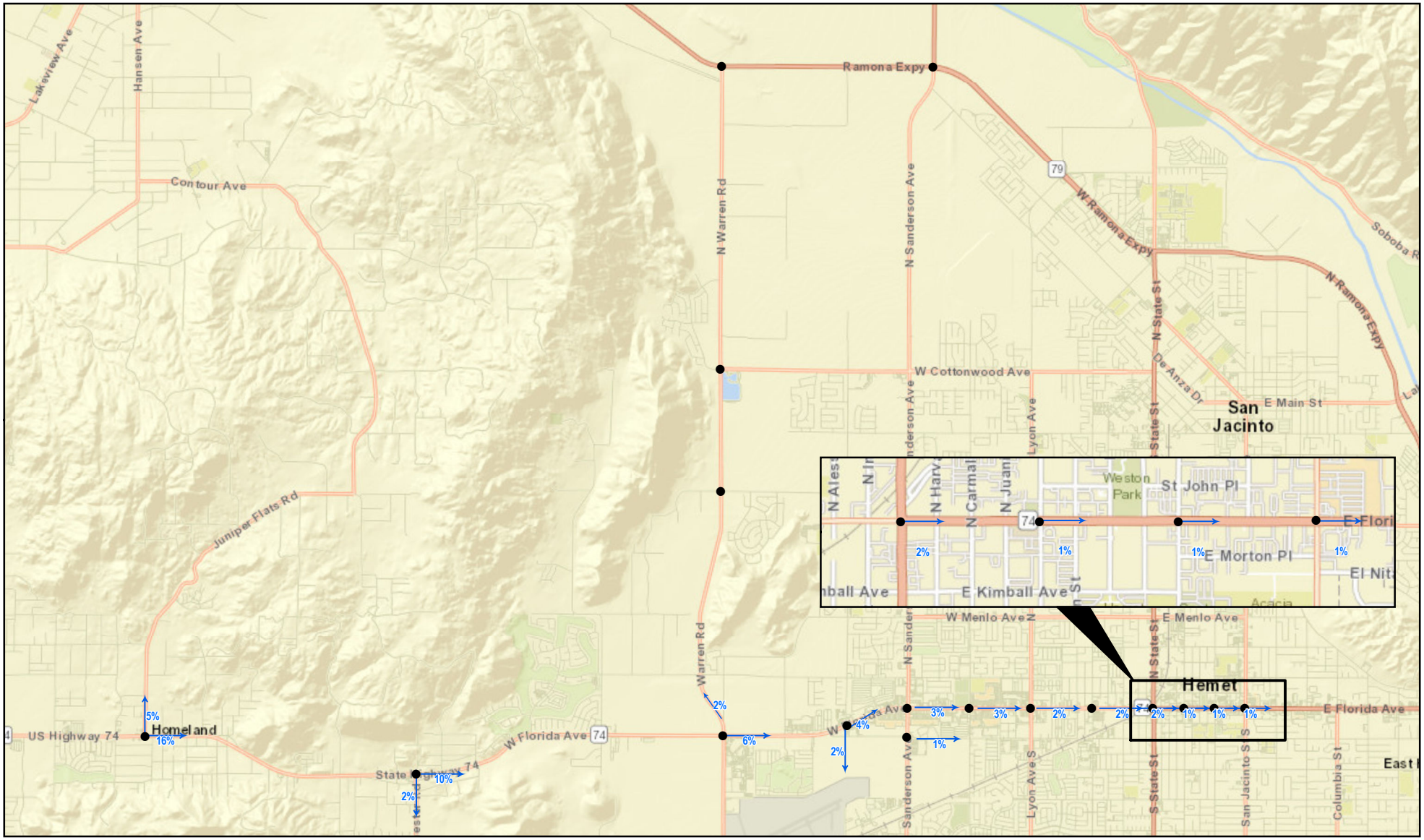
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Menifee Valley Specific Plan
Traffic Study

PA-6 Regional Trip Distribution - PM (Zone 4)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figure C12-5

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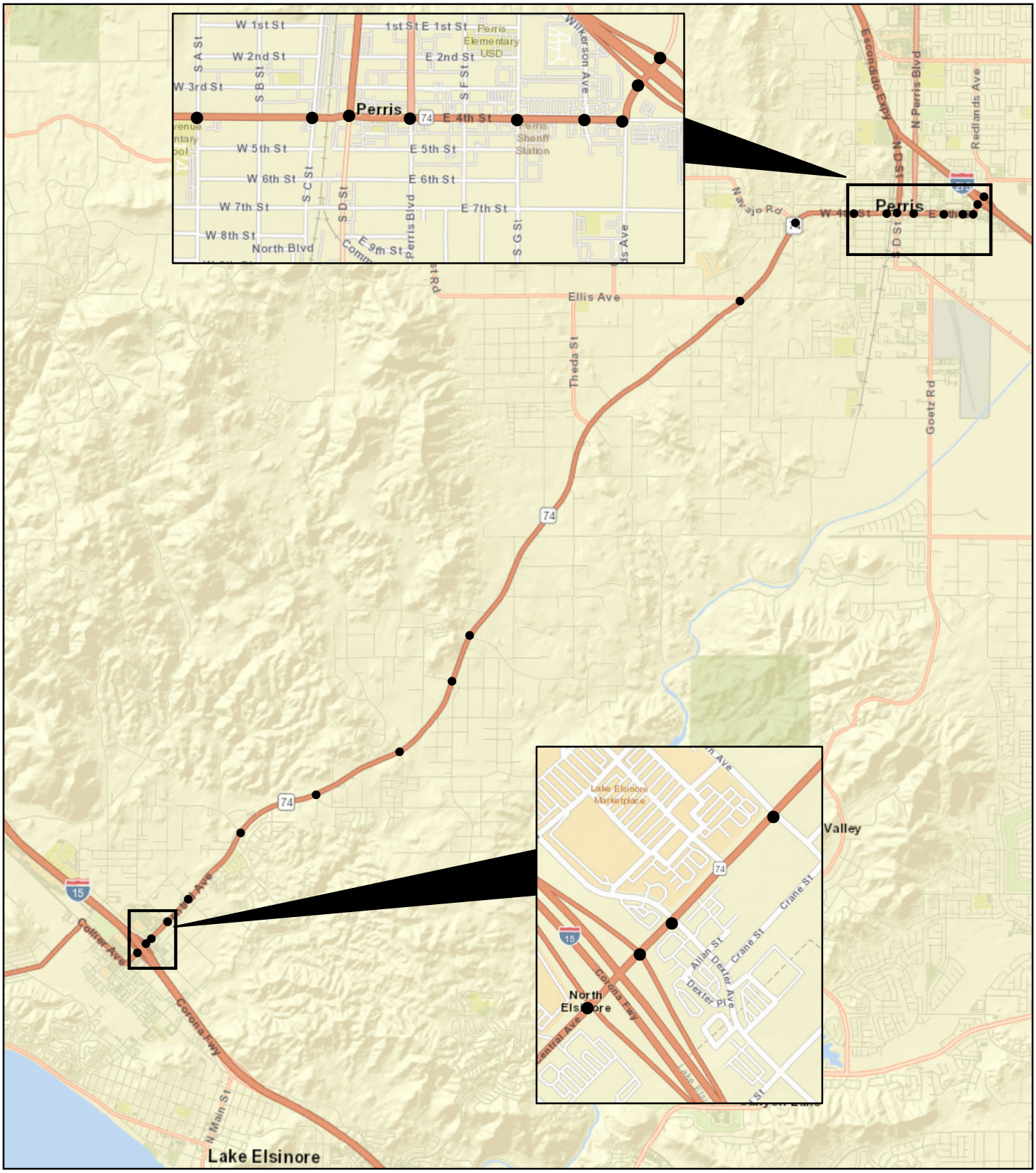
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Menifee Valley Specific Plan
Traffic Study

PA-6 Regional Trip Distribution - PM (Zone 5)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures C13-1

N

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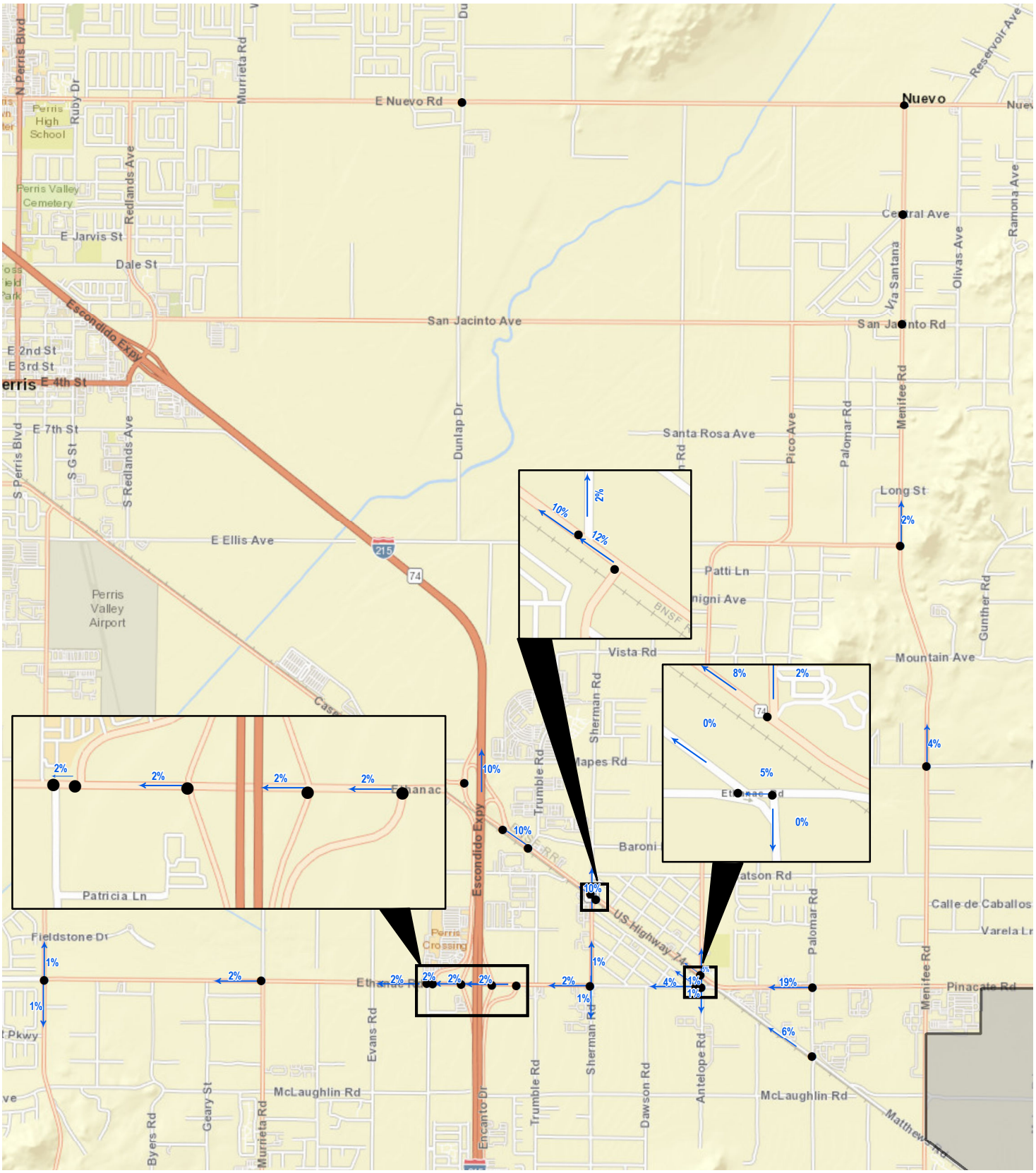
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Menifee Valley Specific Plan
Traffic Study

PA-9 Regional Trip Distribution (Zone 1)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C13-2

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0 1625 3250

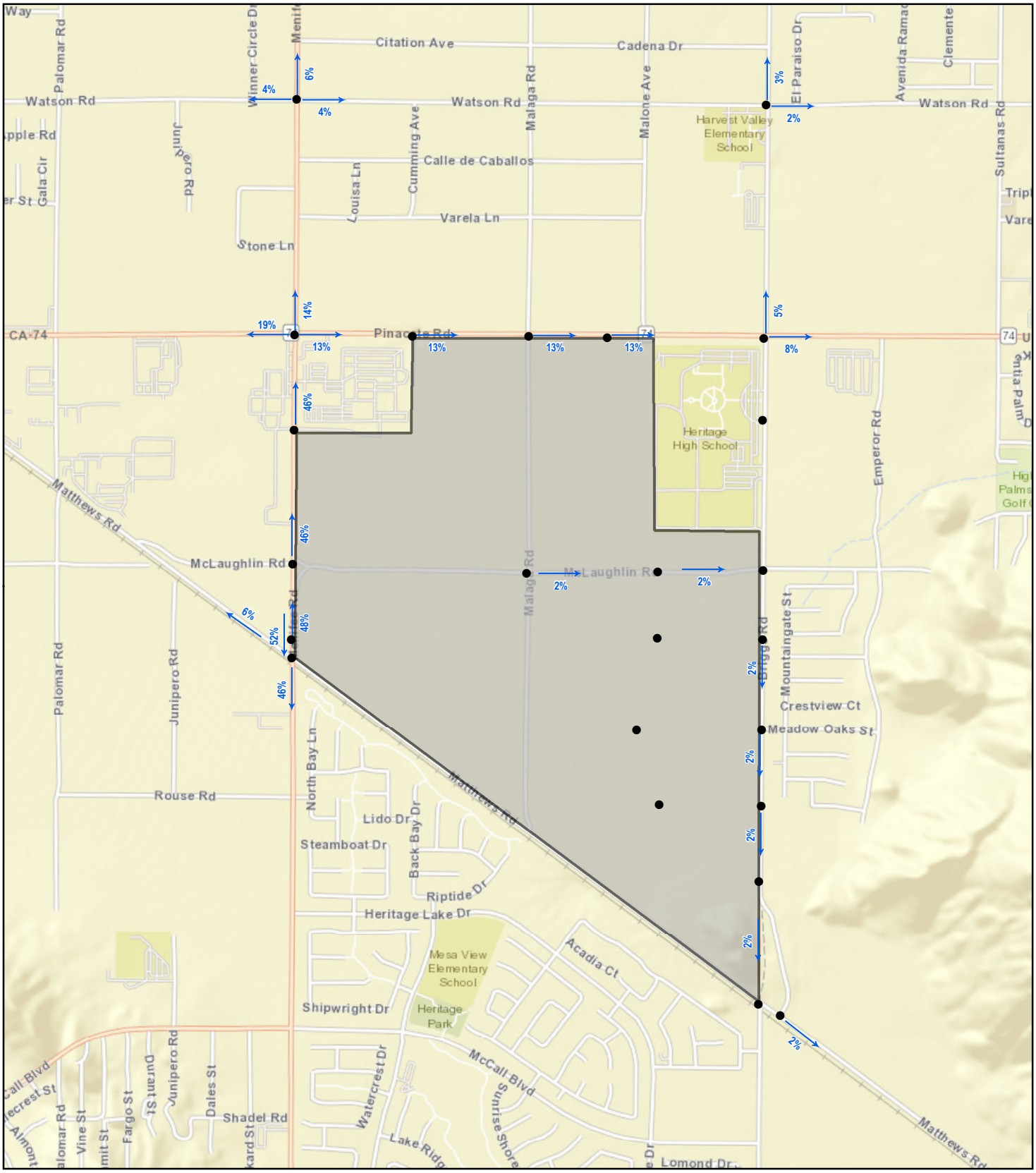
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Menifee Valley Specific Plan
Traffic Study

PA-9 Regional Trip Distribution (Zone 2)

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LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C13-3

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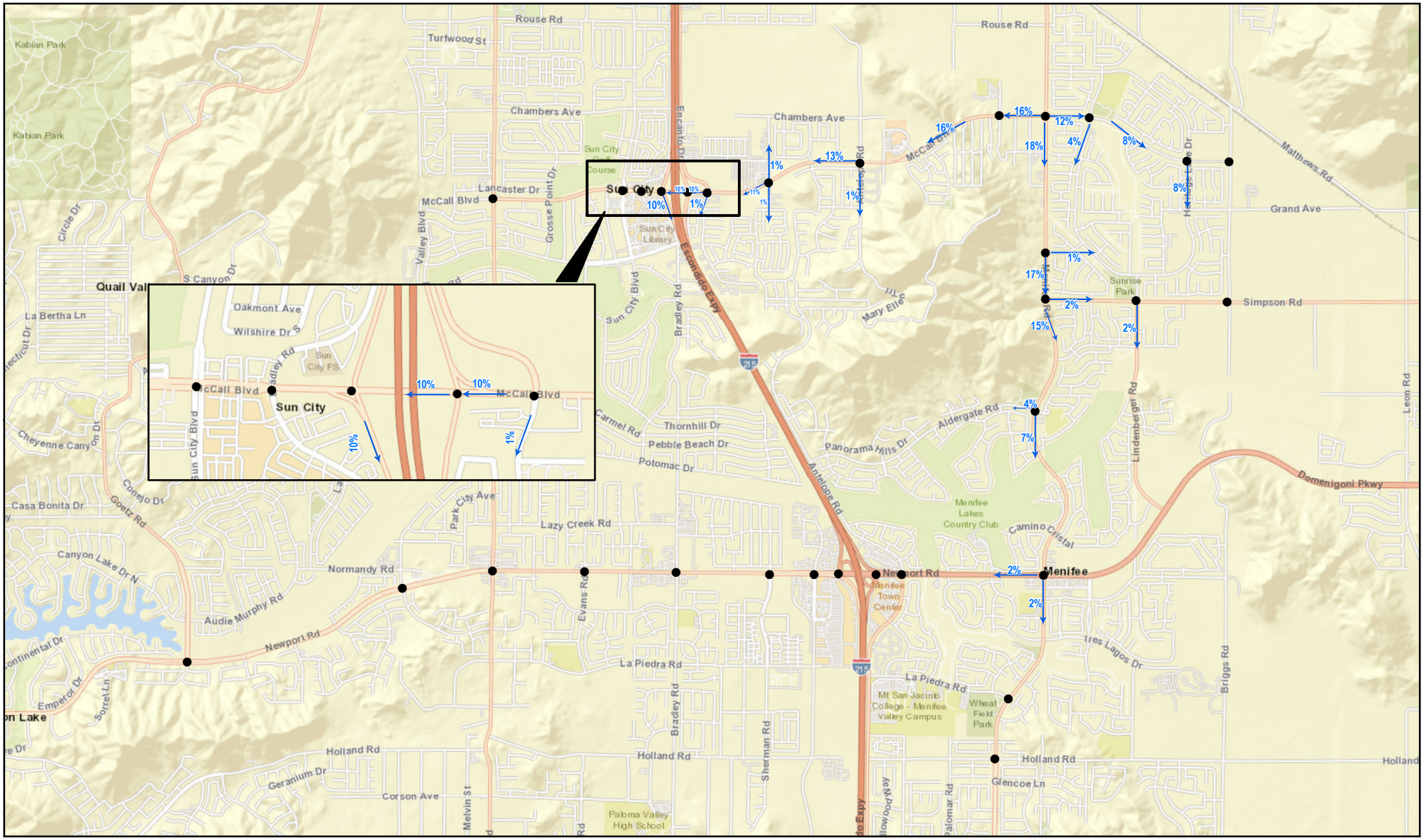
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Menifee Valley Specific Plan
Traffic Study

PA-9 Regional Trip Distribution (Zone 3)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C13-4

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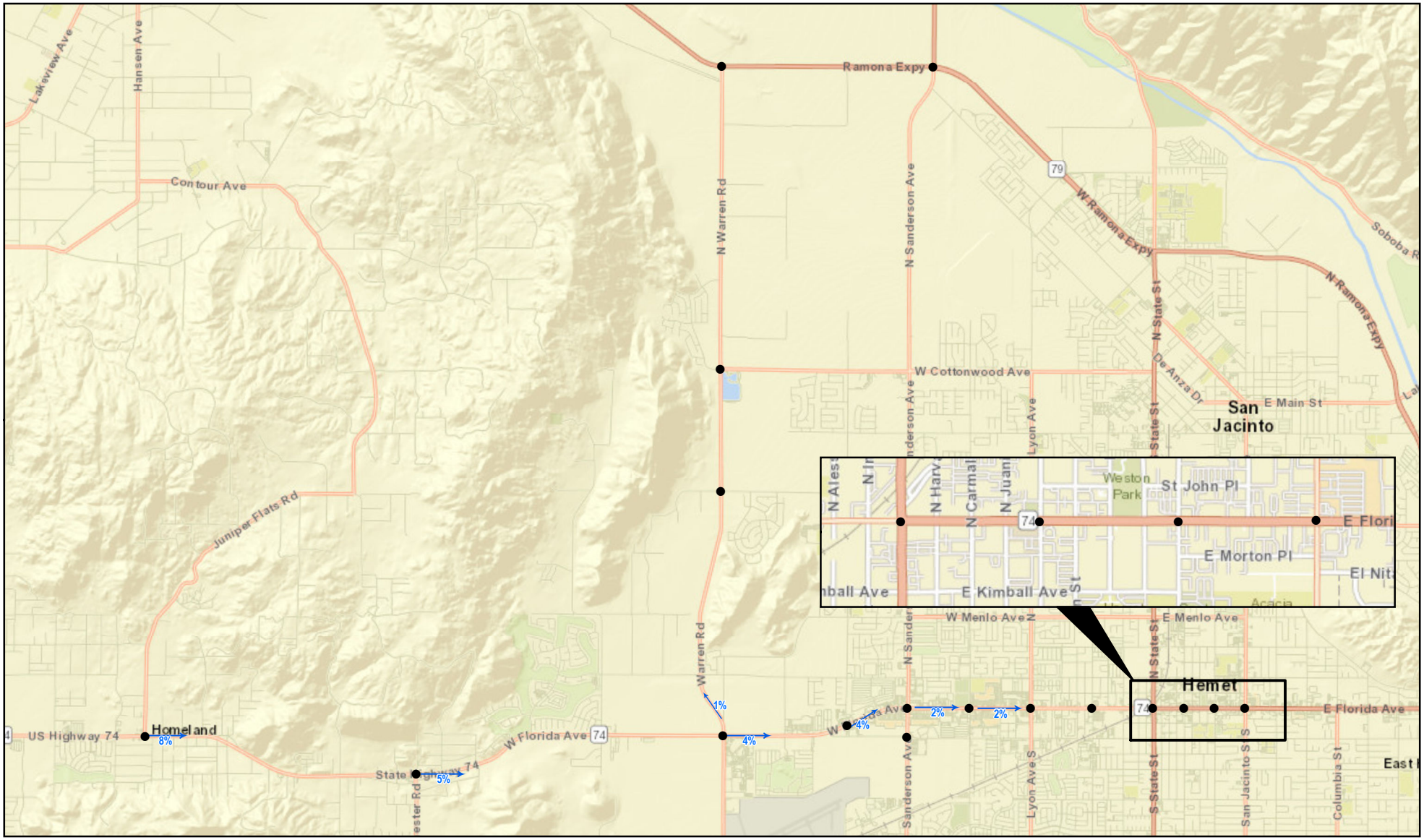
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Menifee Valley Specific Plan
Traffic Study

PA-9 Regional Trip Distribution (Zone 4)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figure C13-5

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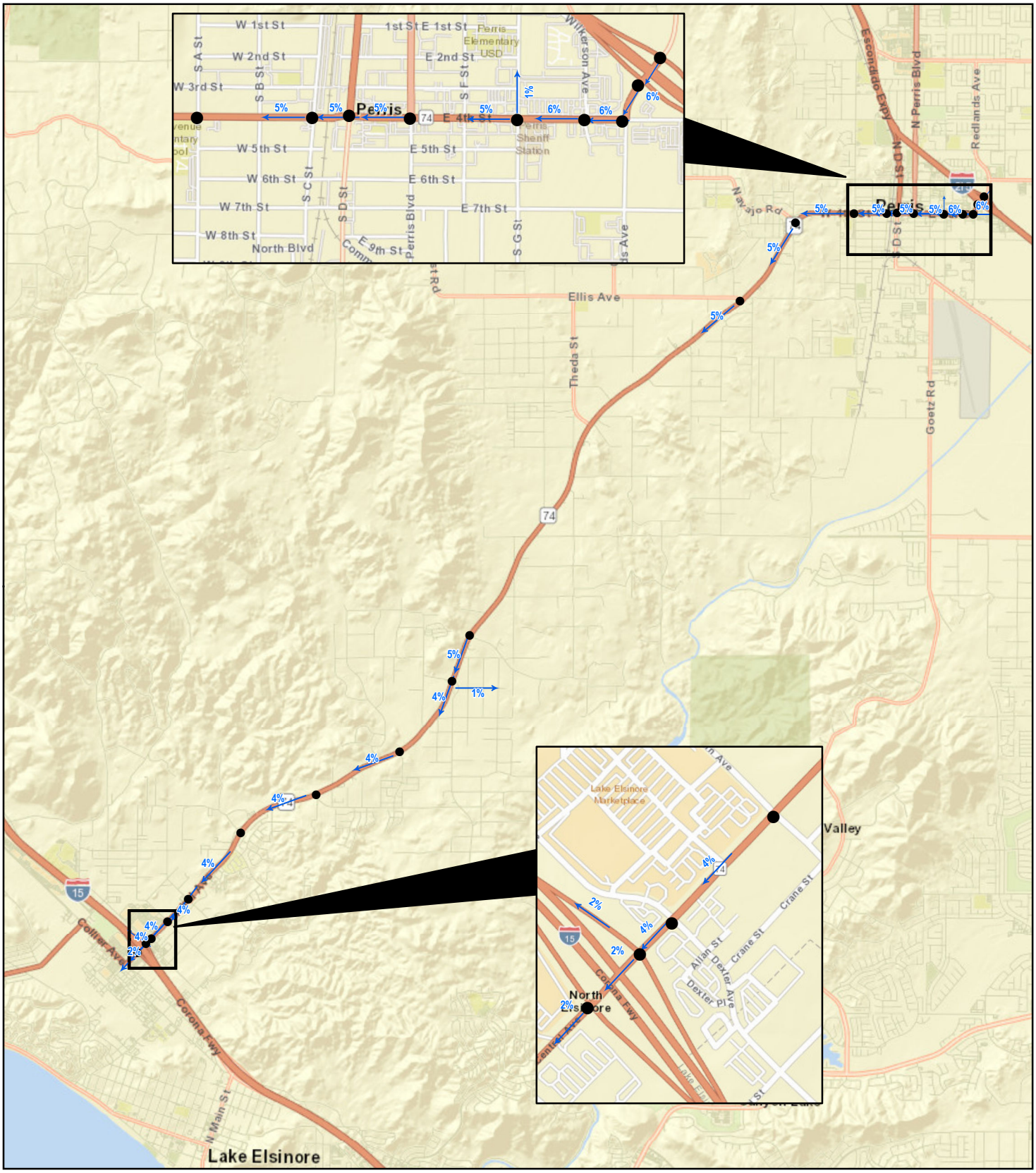
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Menifee Valley Specific Plan
Traffic Study

PA-9 Regional Trip Distribution (Zone 5)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures C14-1

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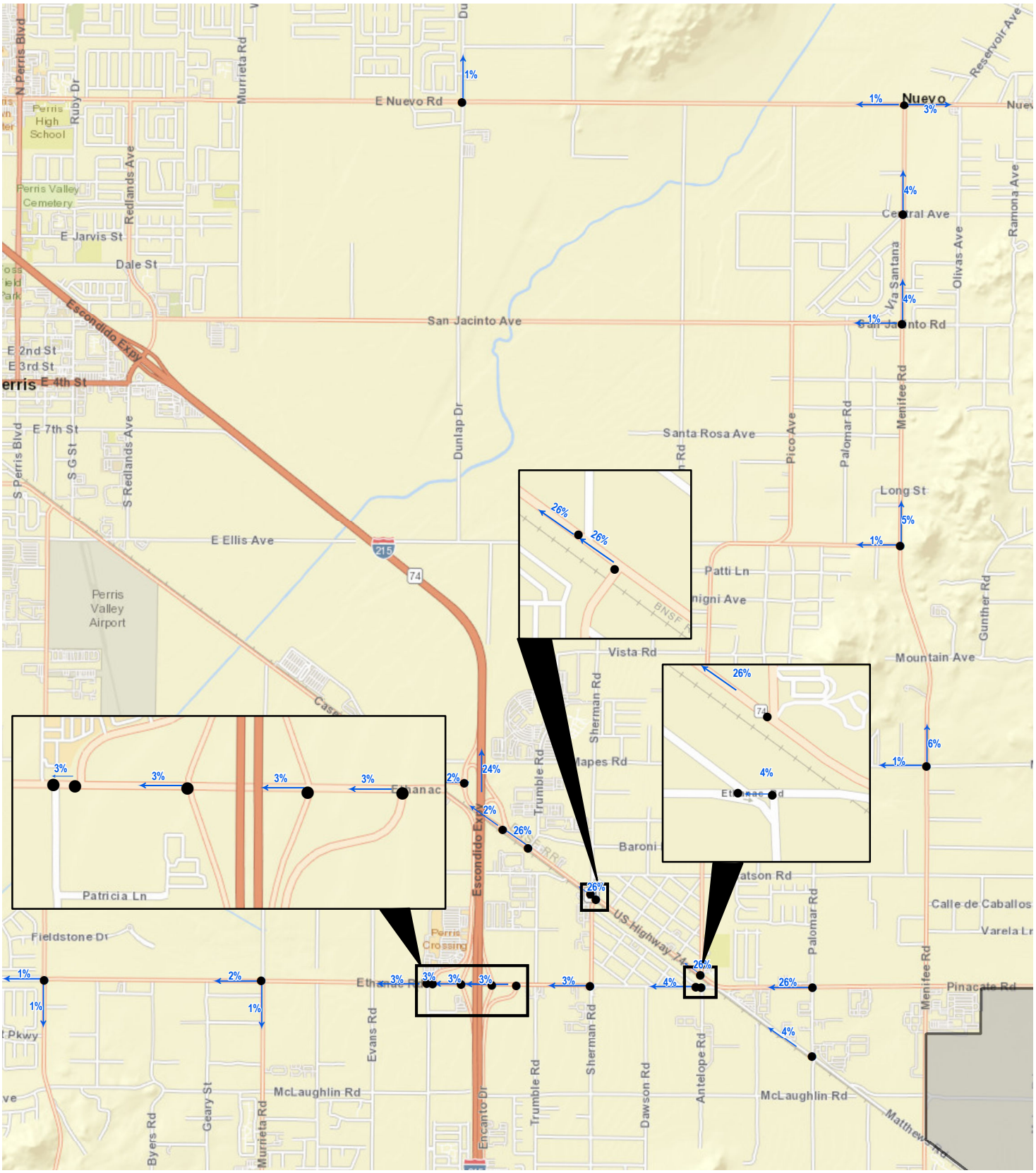
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Menifee Valley Specific Plan
Traffic Study

PA-10 Regional Trip Distribution - PVs (Zone 1)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C14-2

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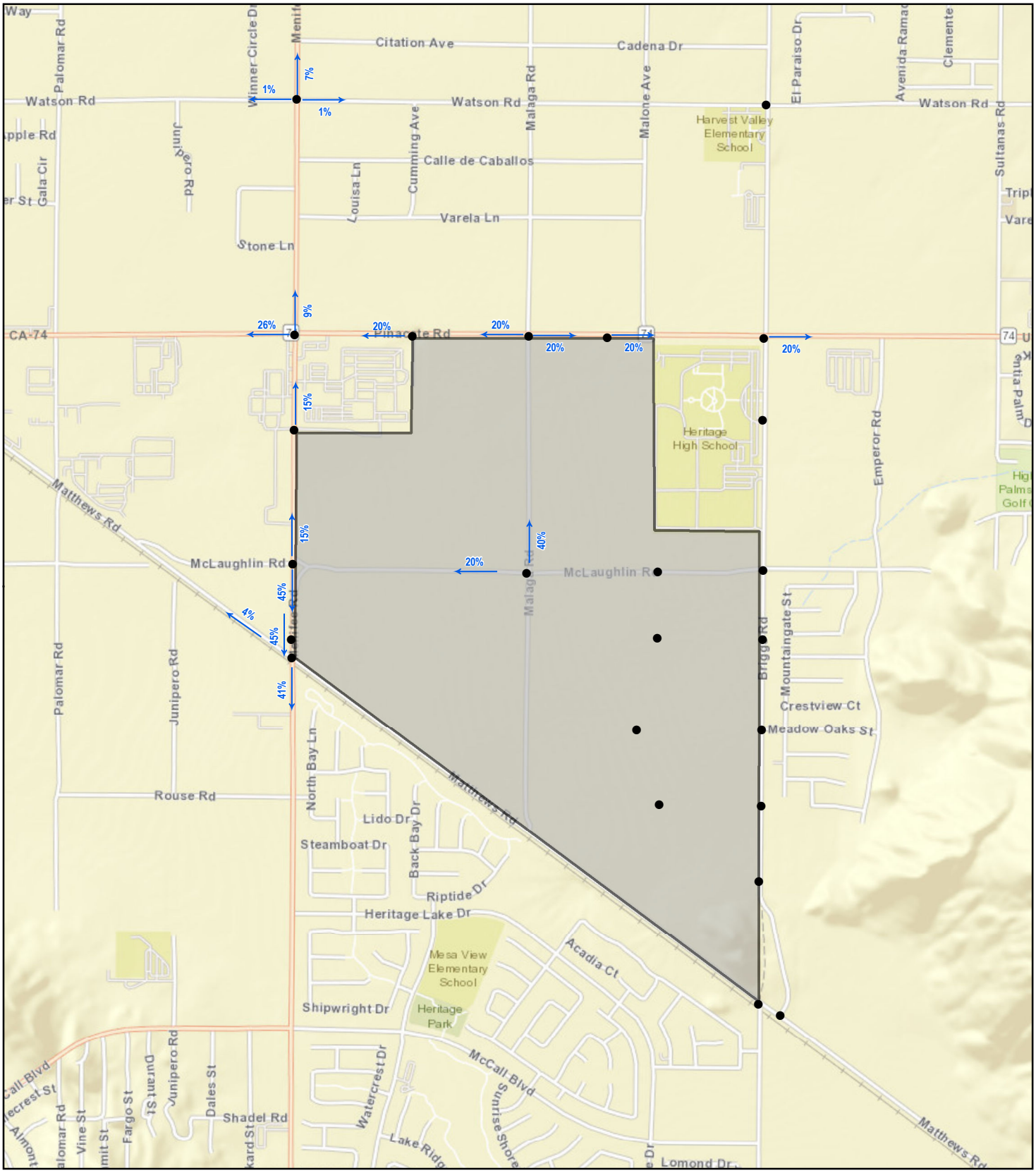
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SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

PA-10 Regional Trip Distribution - PVs (Zone 2)

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LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C14-3

N

0 750 1500

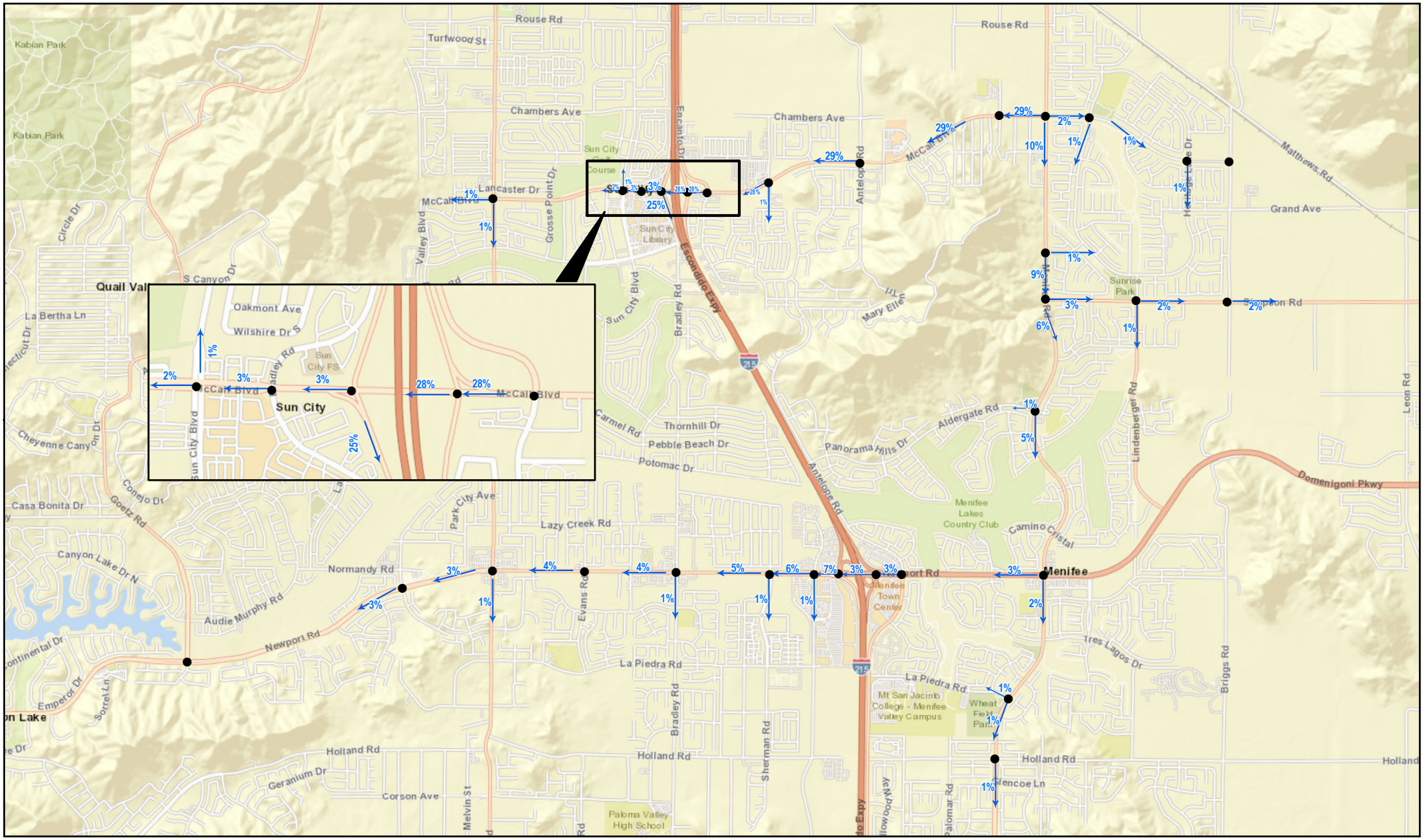
FEET

SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

PA-10 Regional Trip Distribution - PVs (Zone 3)

I:\CIM2106\Reports\Zones\Distribution Figures\Zone3\PA13_Zone3.mxd (6/26/2022)



LSA

LEGEND

Project Location

Project Trip Distribution

Study Area Intersections

Figure C14-4

0 2000 4000

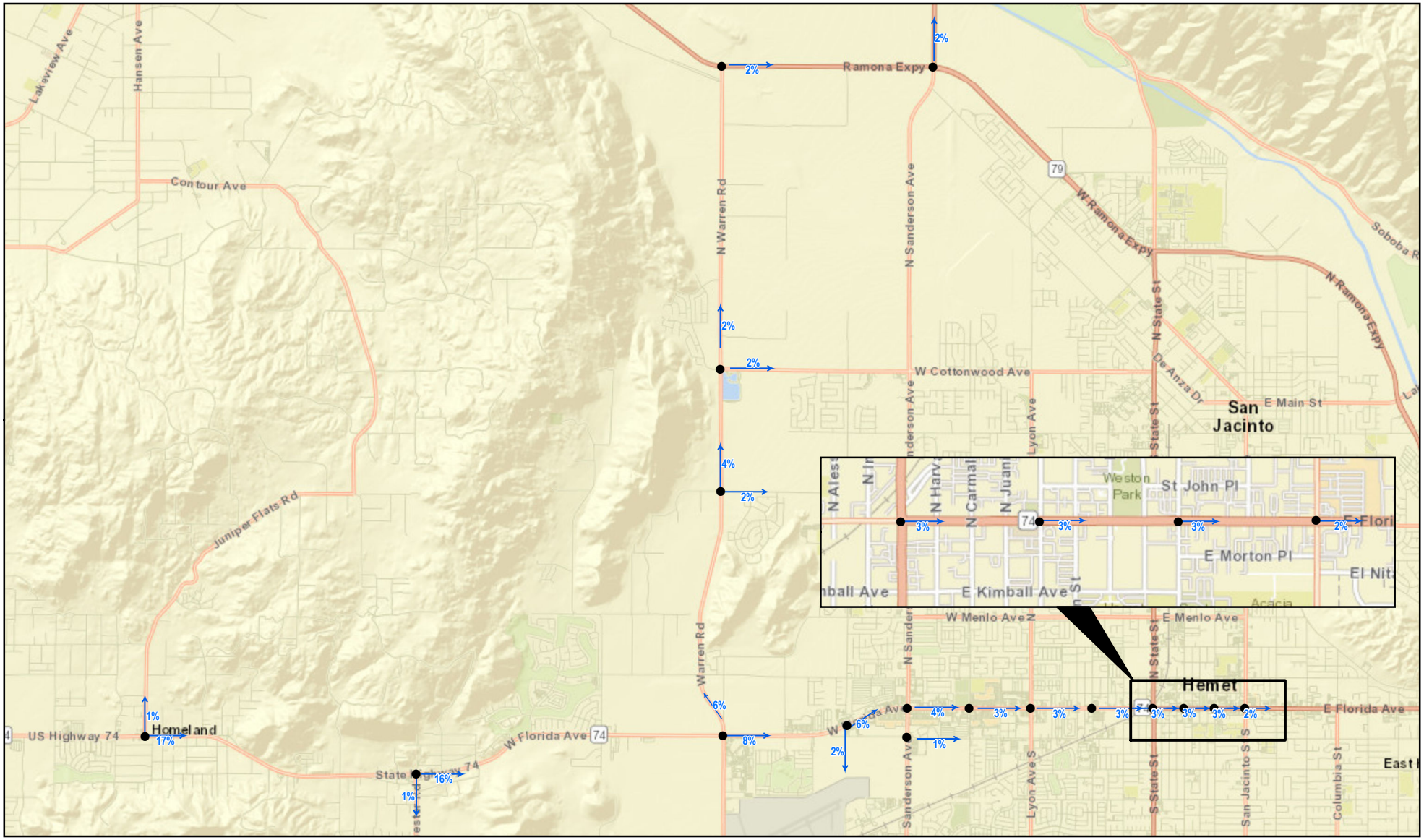
FEET

SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone4\PA10PV_Zone4.mxd (6/30/2022)

Menifee Valley Specific Plan
Traffic Study

PA-10 Regional Trip Distribution - PVs (Zone 4)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures C14-5

N

0 3000 6000

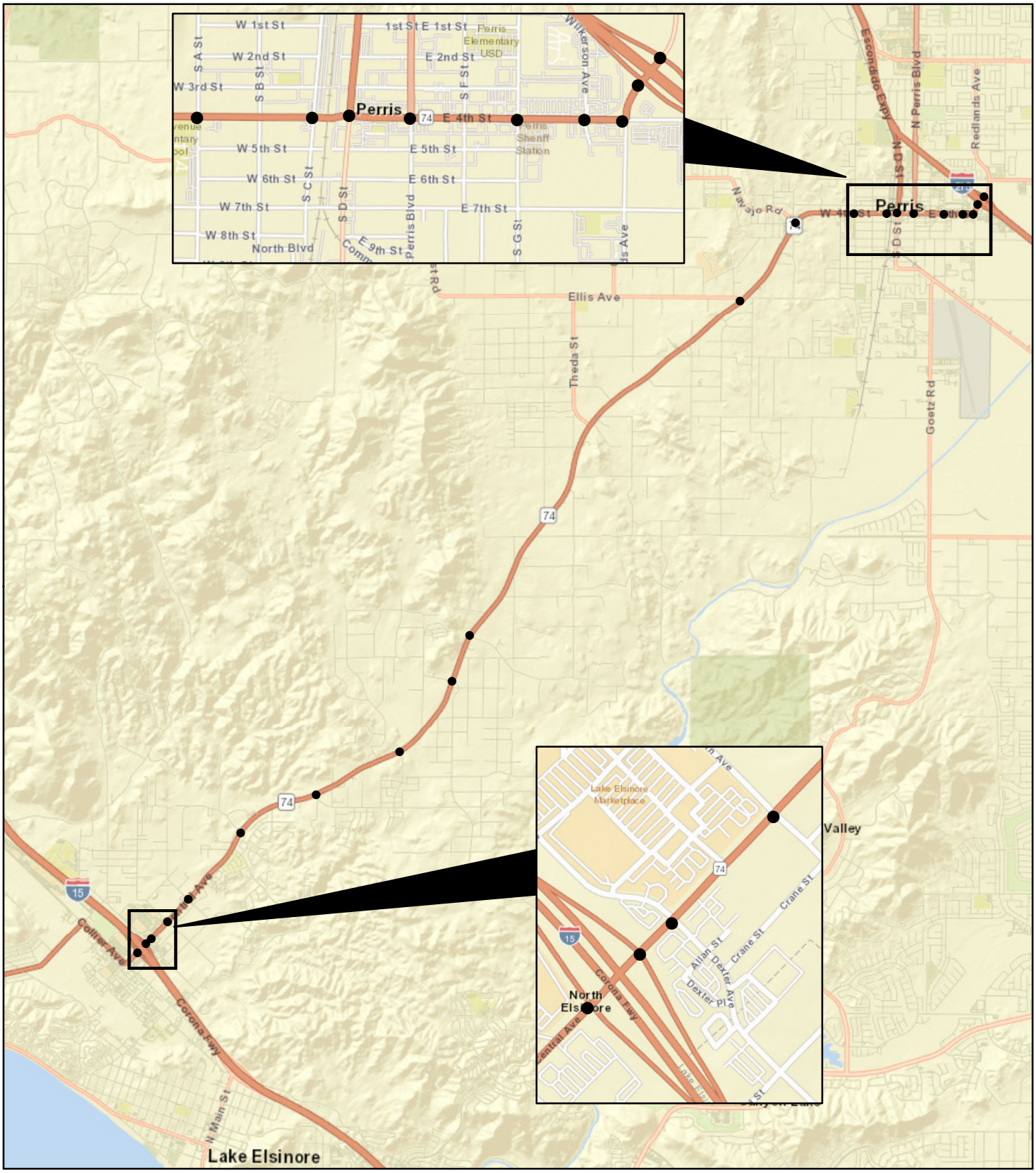
FEET

SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone5\PA10PV_Zone5.mxd (6/30/2022)

Menifee Valley Specific Plan
Traffic Study

PA-10PV Regional Project Distribution (Zone 5)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures C15-1

N

0 3000 6000

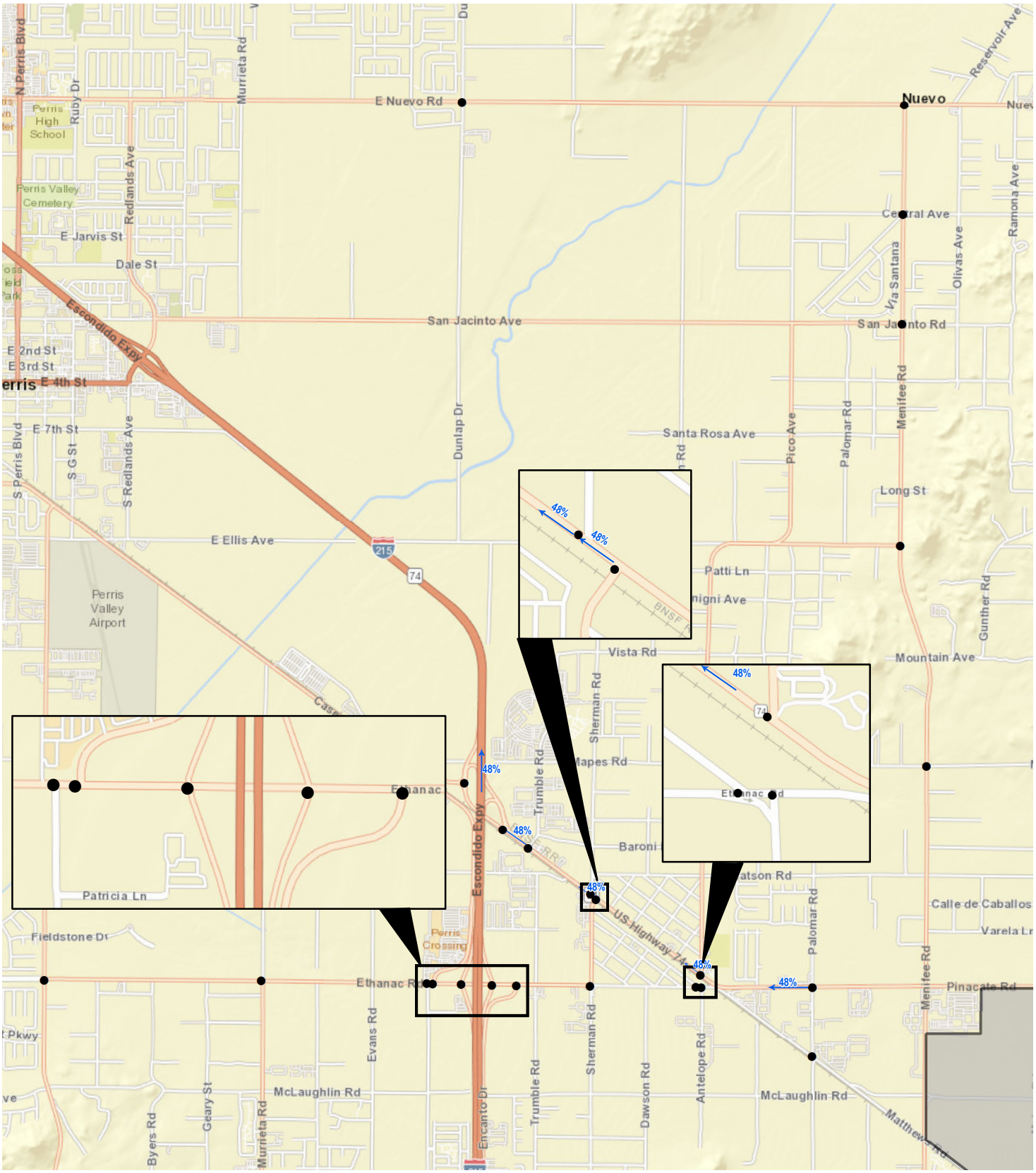
FEET

SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone1\PA13_Zone1.mxd (6/30/2022)

Menifee Valley Specific Plan
Traffic Study

PA-10 Regional Trip Distribution - Trucks (Zone 1)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C15-2

N

0 1625 3250

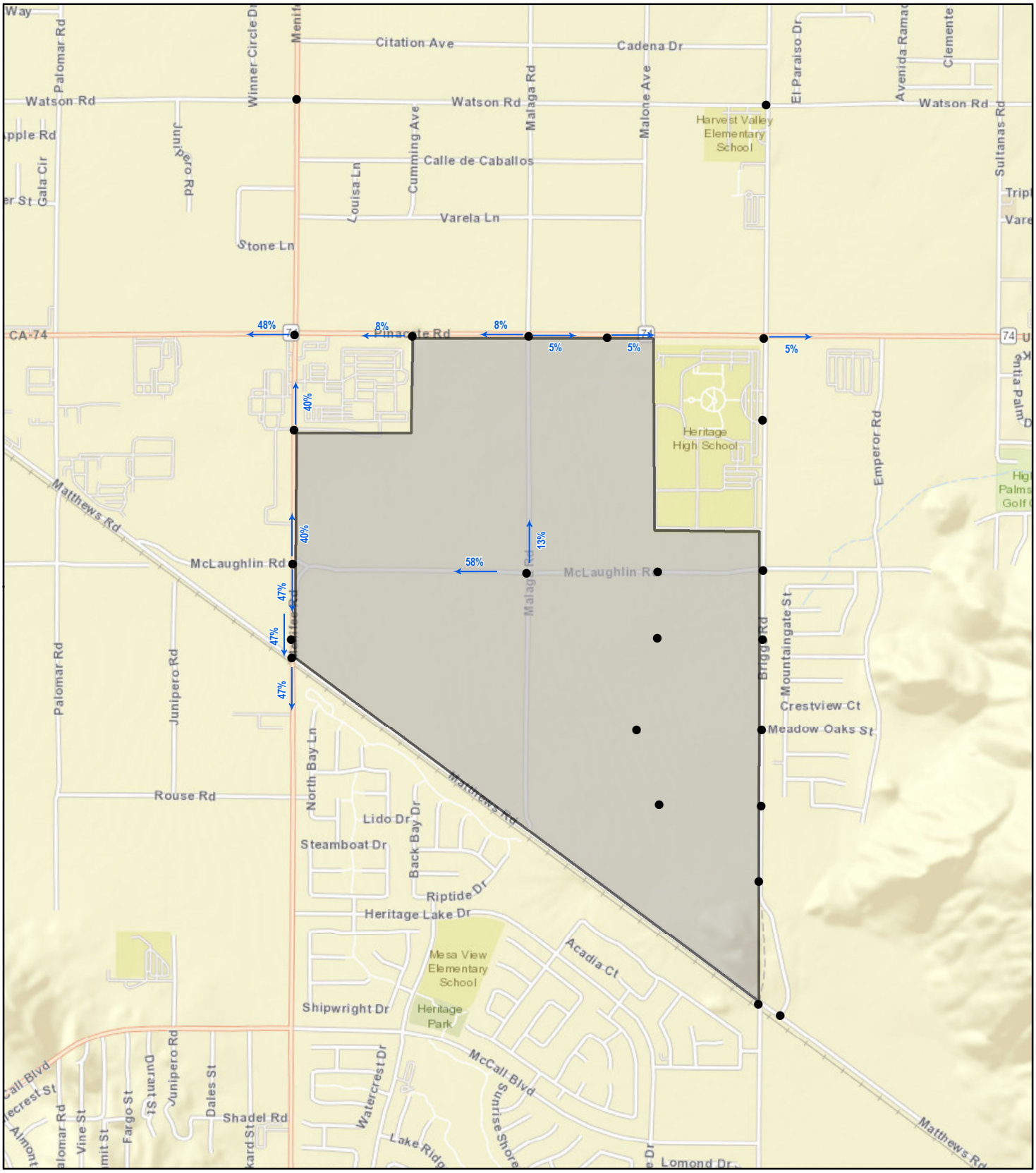
FEET

SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

PA-10 Regional Trip Distribution - Trucks (Zone 2)

I:\CIM2106\Reports\Zones\Distribution Figures\Zone2\PA13_Zone2.mxd (6/26/2022)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C15-3

N

0 750 1500

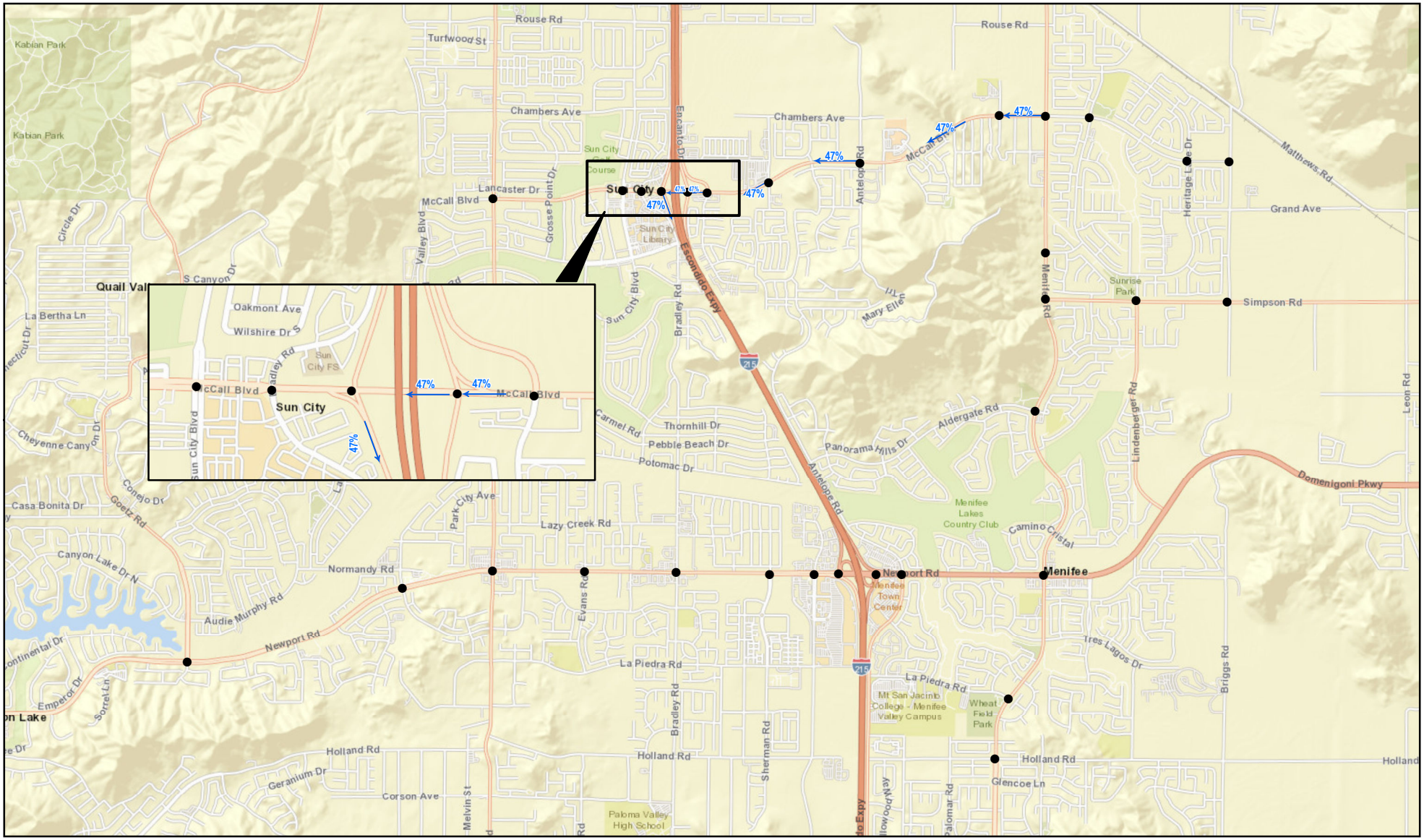
FEET

SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

PA-10 Regional Trip Distribution - Trucks (Zone 3)

I:\CIM2106\Reports\Zones\Distribution Figures\Zone3\PA13_Zone3.mxd (6/26/2022)



LSA

LEGEND

Project Location

Project Trip Distribution

Study Area Intersections

Figure C15-4

0 2000 4000

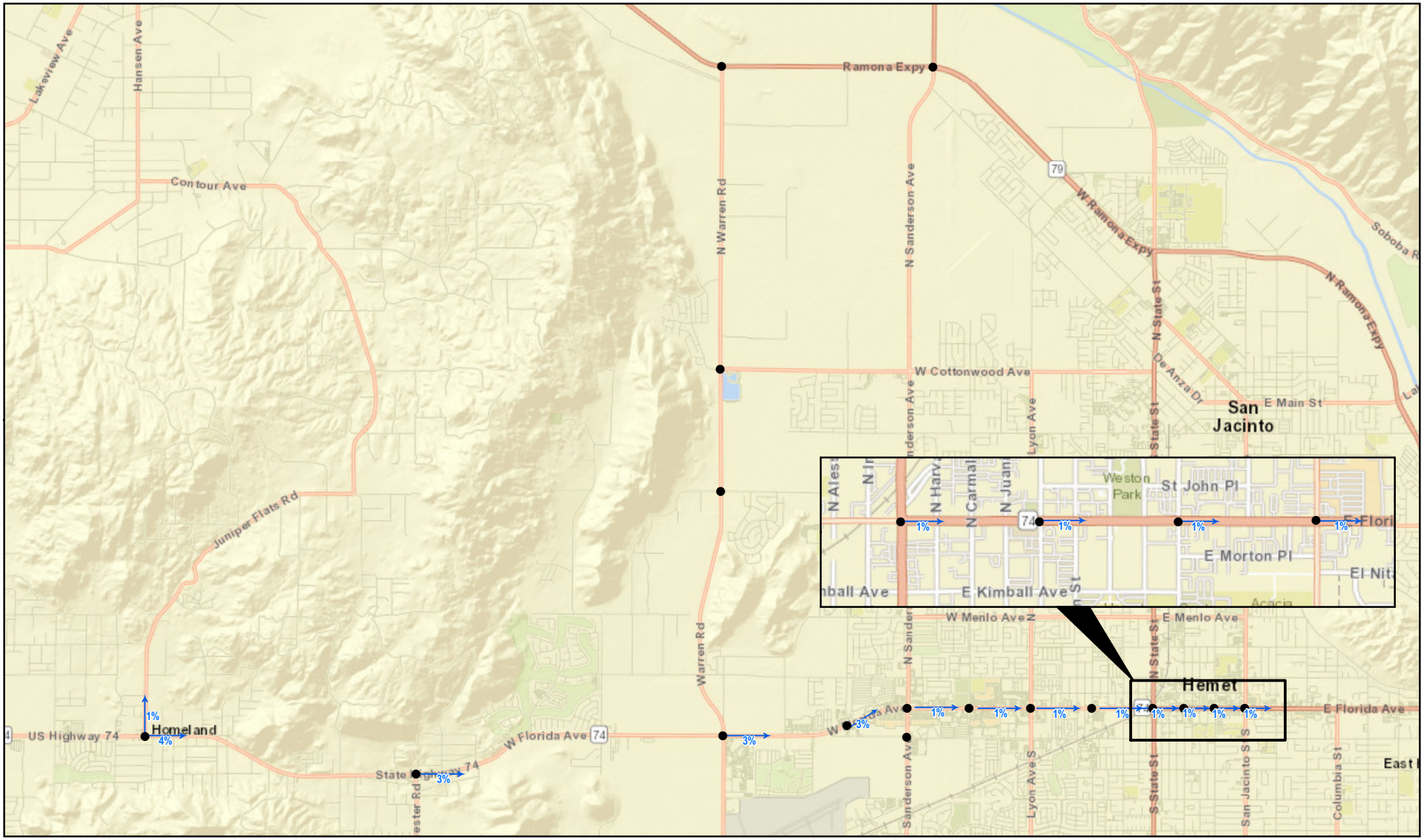
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SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone4\PA10TR_Zone4.mxd (6/30/2022)

Menifee Valley Specific Plan
Traffic Study

PA-10 Regional Trip Distribution - Trucks (Zone 4)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures C15-5

0 3000 6000

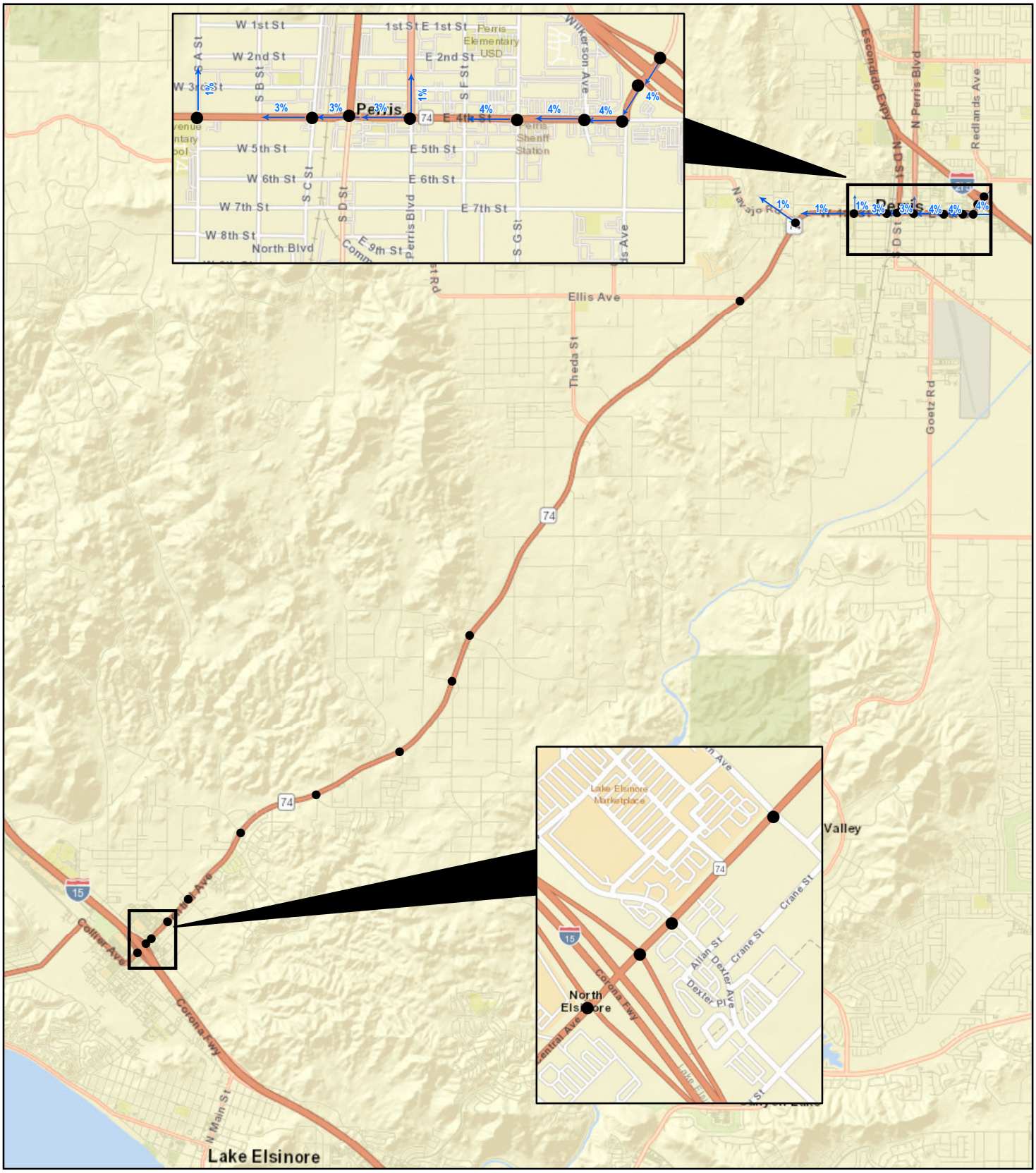
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SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone5\PA10TR_Zone5.mxd (6/30/2022)

Menifee Valley Specific Plan
Traffic Study

PA-10TR Regional Project Distribution (Zone 5)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures C16-1

N

0 3000 6000

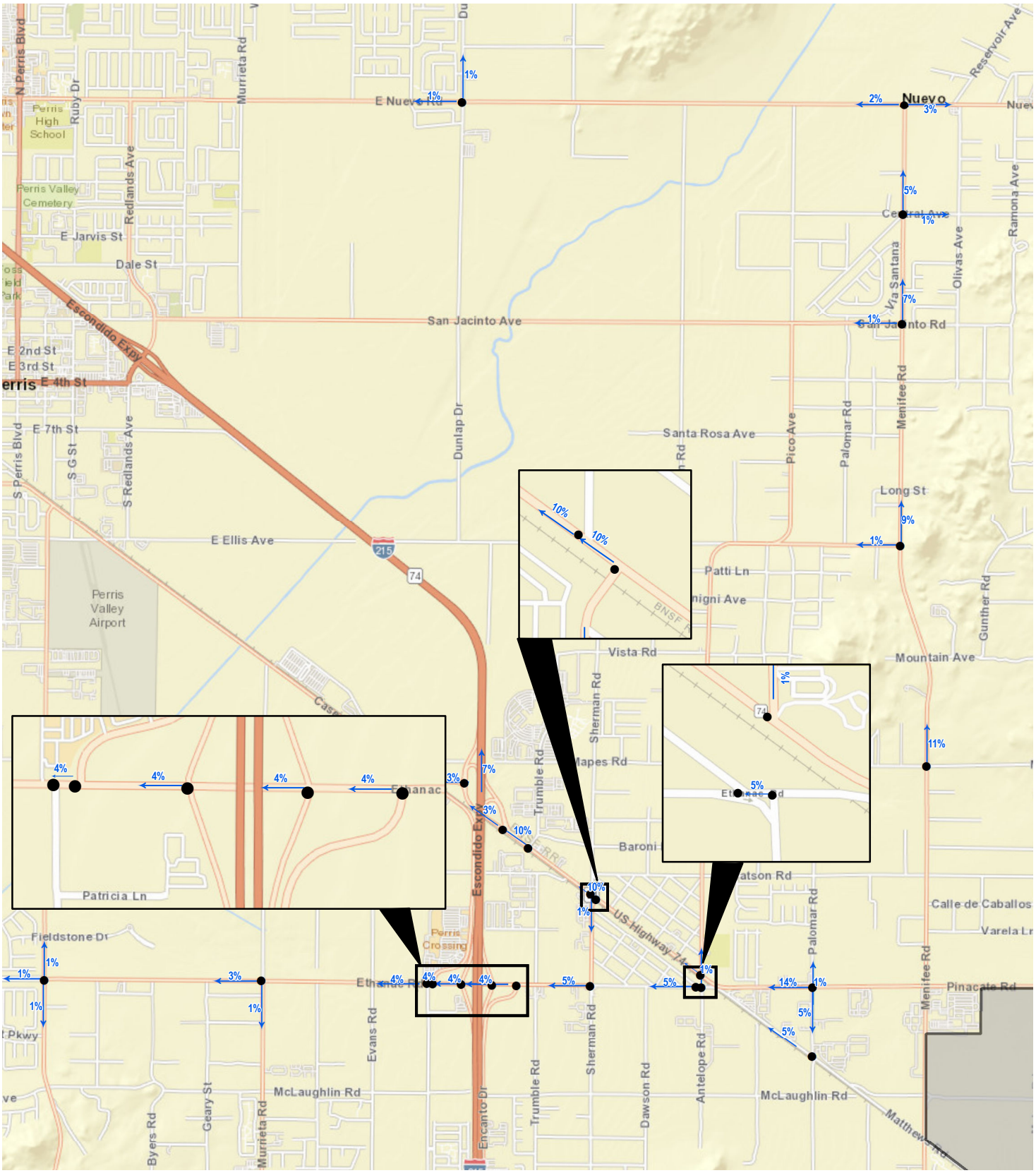
FEET

SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone1\PA13_Zone1.mxd (6/27/2022)

Menifee Valley Specific Plan
Traffic Study

PA-13 Regional Trip Distribution (Zone 1)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C16-2

N

0 1625 3250

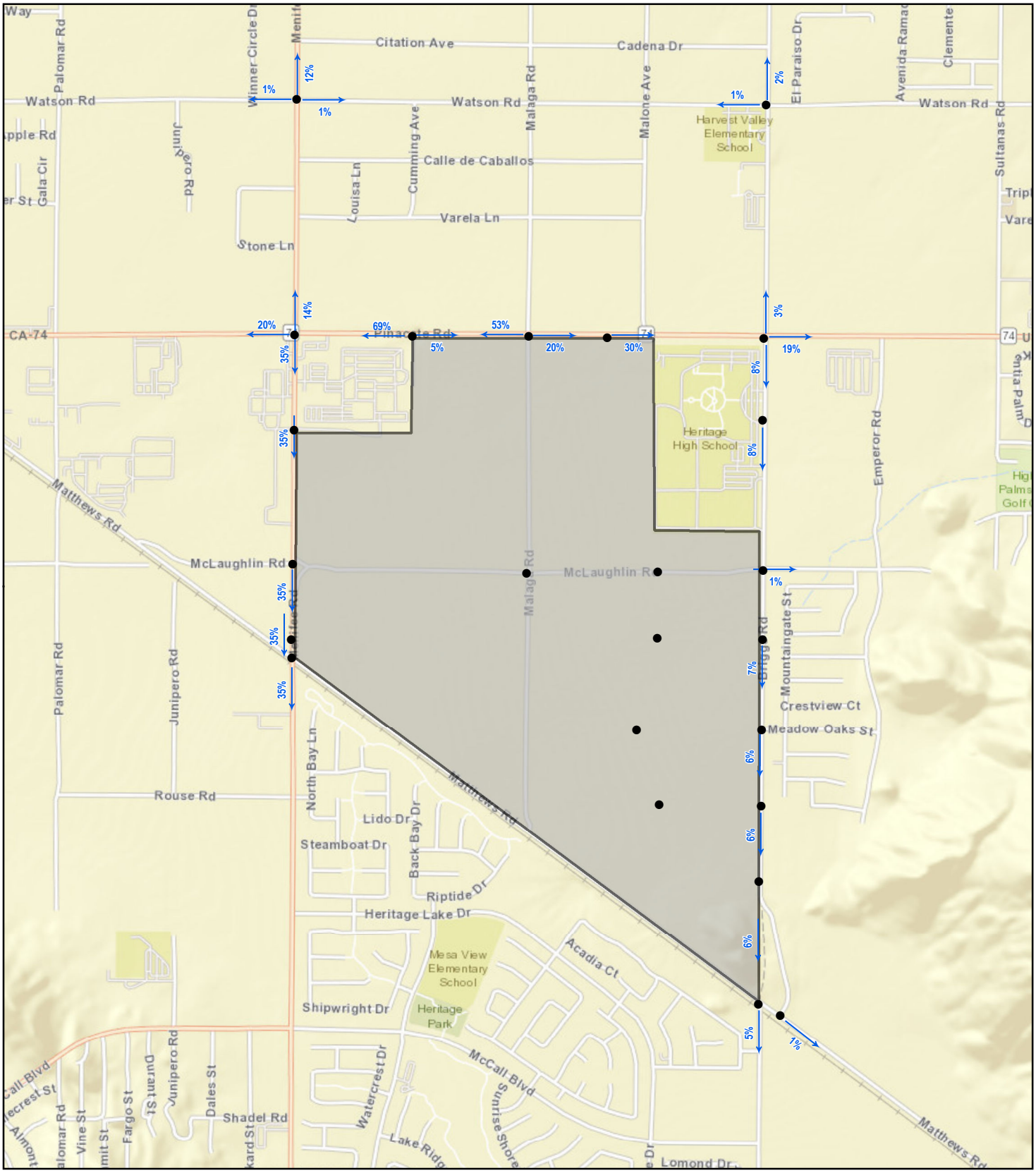
FEET

SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

PA-13 Regional Trip Distribution (Zone 2)

I:\CIM2106\Reports\Zones\Distribution Figures\Zone2\PA13_Zone2.mxd (6/26/2022)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure C16-3

N

0 750 1500

FEET

SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone3\PA13_Zone3.mxd (6/26/2022)

Menifee Valley Specific Plan
Traffic Study

PA-13 Regional Trip Distribution (Zone 3)

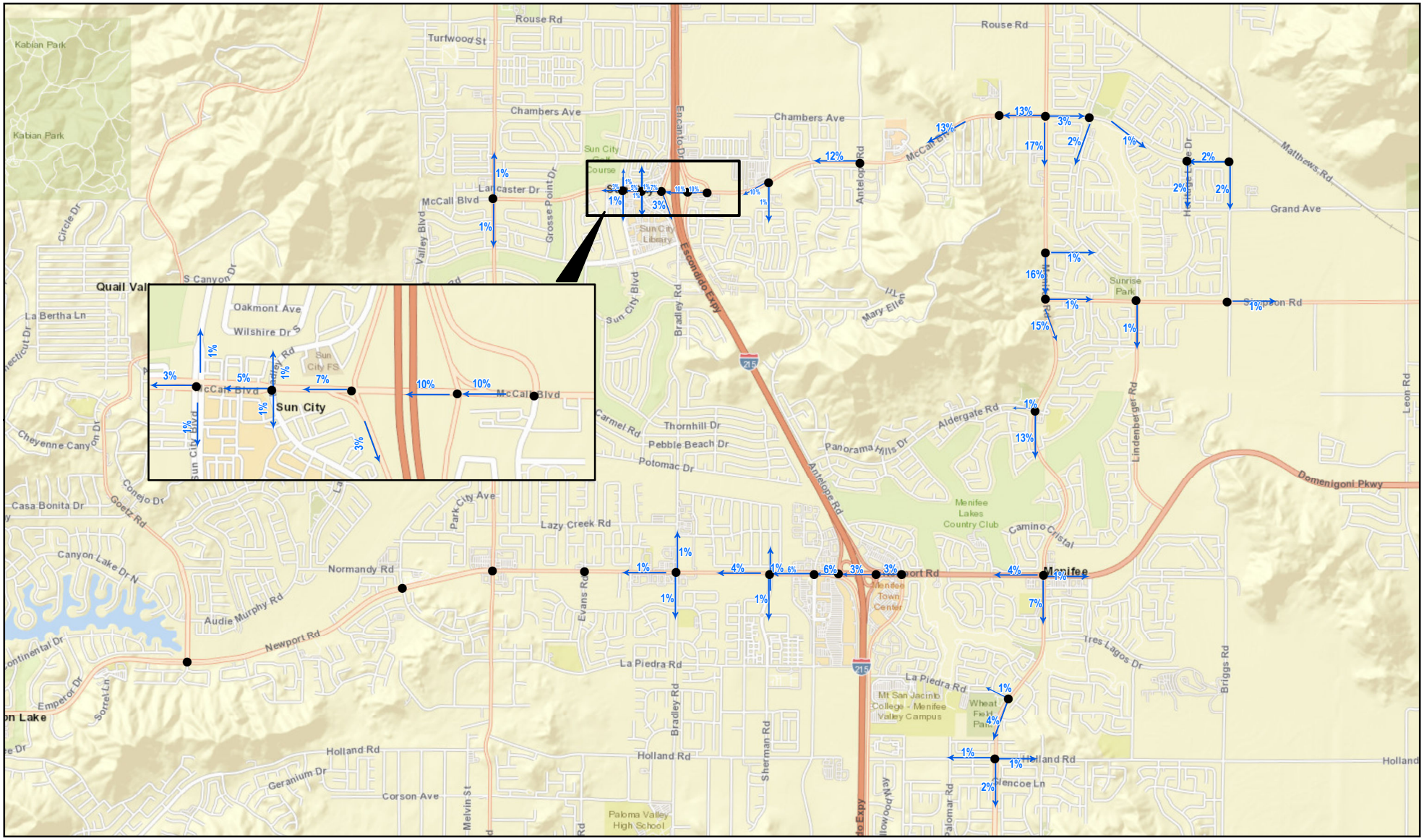
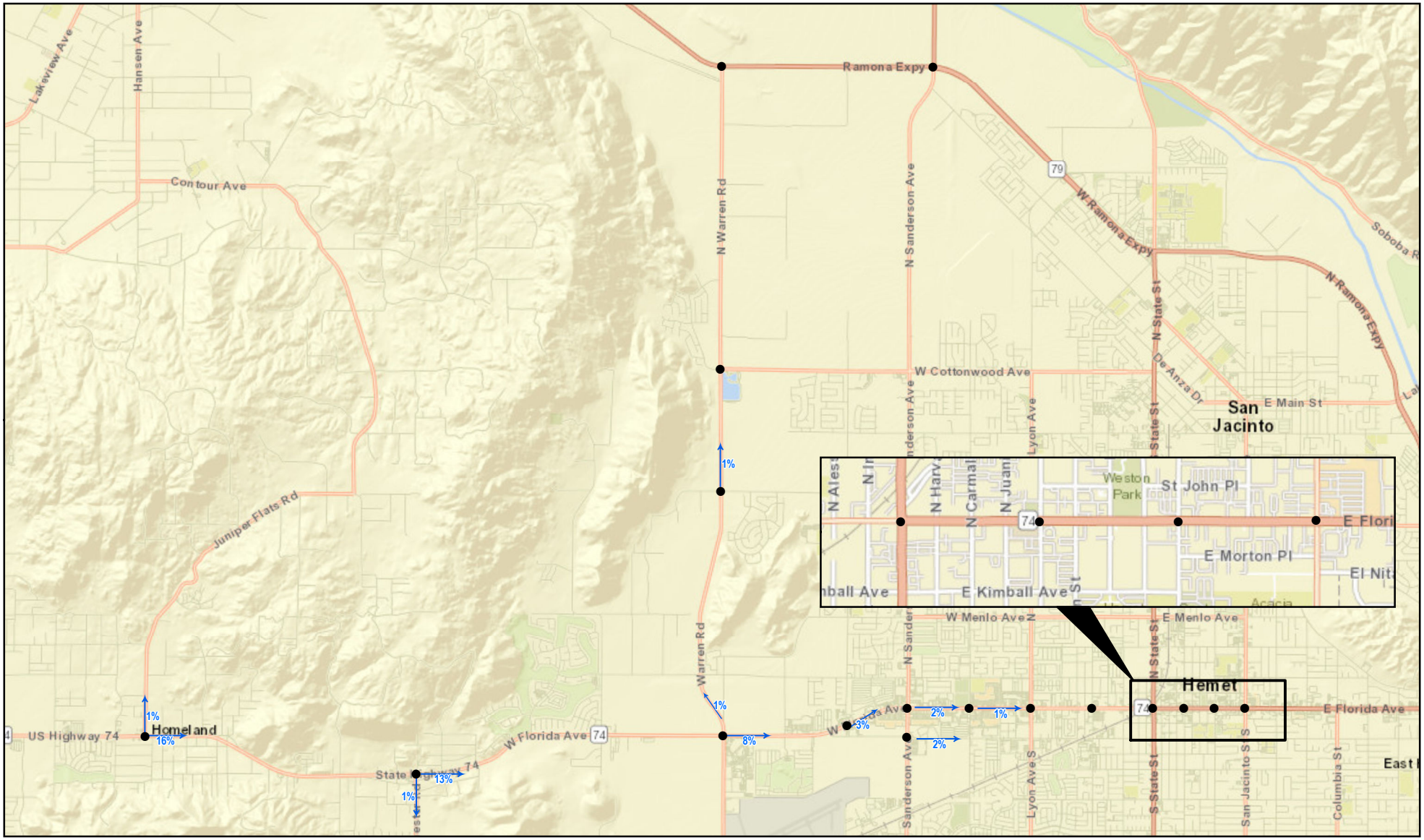

Rouse Rd
Turfwood St
Chambers Ave
Kabian Park
Circle Dr
Sun City Course
Lancaster Dr
McCall Blvd
Grosse Point Dr
Valley Blvd
Escondido Expy
Sun City Library
Antelope Rd
Matthews Rd
Grand Ave
Sun City Blvd
Bradley Rd
Mary Ellen Ln
Sunrise Park
Stevenson Rd
Leon Rd
Lindenberger Rd
Aldergate Rd
Panorama Hills Dr
Thornhill Dr
Pebble Beach Dr
Potomac Dr
Carmel Rd
Park City Ave
Lazy Creek Rd
Domenigoni Pkwy
Menifee Lakes Country Club
Camino Cristal
Menifee Town Center
Tres Lagos Dr
Briggs Rd
Normandy Rd
Evans Rd
Newport Rd
Audie Murphy Rd
Canyon Lake Dr N
Continental Dr
Emperor Dr
Sorrel Ln
La Piedra Rd
Mt San Jacinto College - Menifee Valley Campus
Wheat Field Park
Holland Rd
Geranium Dr
Corson Ave
Melvin St
Sherman Rd
Paloma Valley High School
Palomar Rd
Silencoe Ln
Holland
Quail Val
La Bertha Ln
Cheyenne Canyon Dr
Casa Bonita Dr
Conejo Dr
Goetz Rd
Oakmont Ave
Wilshire Dr S
Sun City FS
Sun City
McCall Blvd
Cottonwood Ave
Menifee
Menifee Valley Specific Plan
Traffic Study
PA-13 Regional Trip Distribution (Zone 4)
LEGEND
Project Location
Project Trip Distribution
Study Area Intersections
0
2000
4000
FEET
SOURCE: ESRI
I:\CIM2106\Reports\Zones\Distribution Figures\Zone4\PA13_Zone4.mxd (6/30/2022)

Figure C16-4



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figure 16-5

0 3000 6000

FEET

SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone5\PA13_Zone5.mxd (6/30/2022)

Menifee Valley Specific Plan
Traffic Study

PA-13 Regional Trip Distribution (Zone 5)

APPENDIX B

TRAFFIC COUNT SHEETS AND SIGNAL TIMING SHEETS

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

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: SR-74
Weather: Clear

File Name : 01_LKE_15 S_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

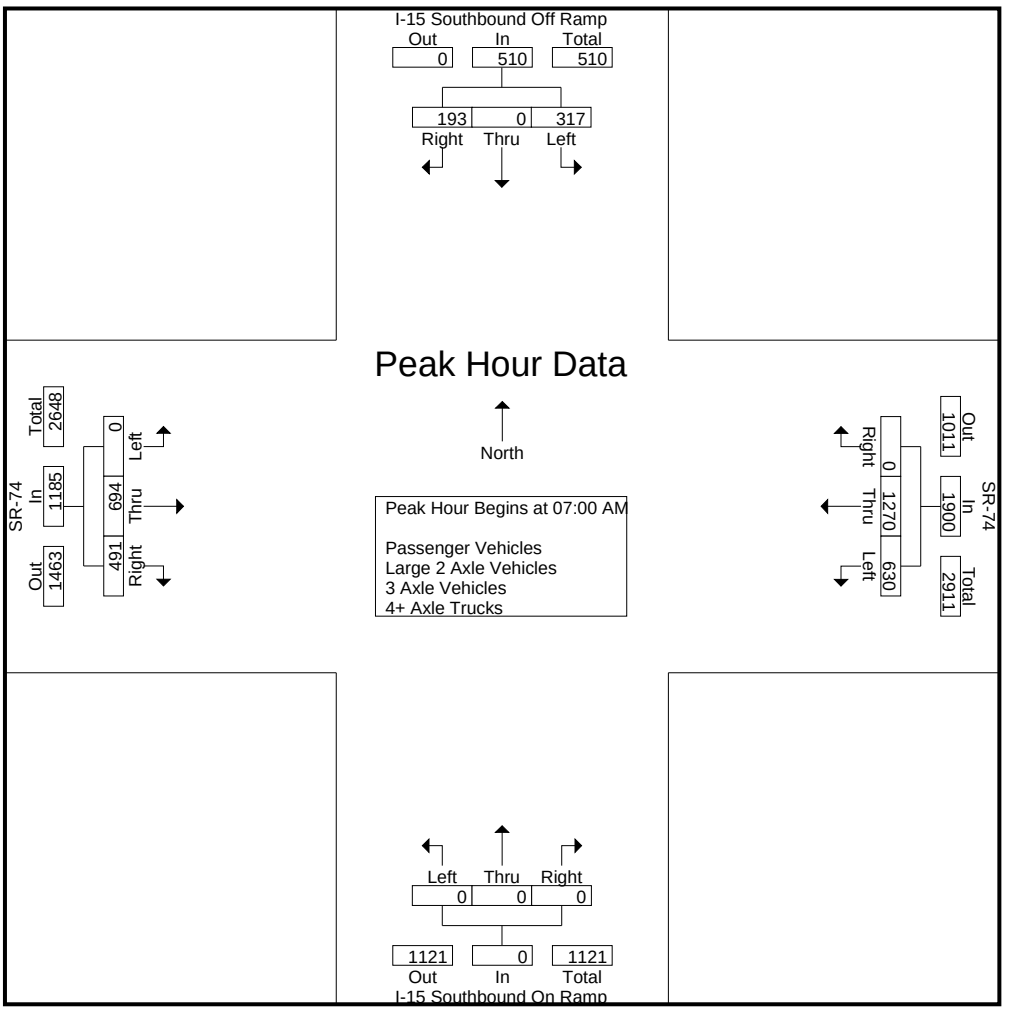
	I-15 Southbound Off Ramp Southbound				SR-74 Westbound				I-15 Southbound On Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	73	0	36	109	143	334	0	477	0	0	0	0	0	163	102	265	851
07:15 AM	82	0	50	132	159	328	0	487	0	0	0	0	0	208	123	331	950
07:30 AM	65	0	50	115	195	268	0	463	0	0	0	0	0	191	152	343	921
07:45 AM	97	0	57	154	133	340	0	473	0	0	0	0	0	132	114	246	873
Total	317	0	193	510	630	1270	0	1900	0	0	0	0	0	694	491	1185	3595
08:00 AM	74	0	39	113	96	281	0	377	0	0	0	0	0	160	108	268	758
08:15 AM	83	1	35	119	110	286	0	396	0	0	0	0	0	142	112	254	769
08:30 AM	66	0	38	104	107	229	0	336	0	0	0	0	0	150	125	275	715
08:45 AM	63	0	41	104	117	263	0	380	0	0	0	0	0	144	106	250	734
Total	286	1	153	440	430	1059	0	1489	0	0	0	0	0	596	451	1047	2976
Grand Total	603	1	346	950	1060	2329	0	3389	0	0	0	0	0	1290	942	2232	6571
Apprch %	63.5	0.1	36.4		31.3	68.7	0		0	0	0		0	57.8	42.2		
Total %	9.2	0	5.3	14.5	16.1	35.4	0	51.6	0	0	0	0	0	19.6	14.3	34	
Passenger Vehicles	494	0	320	814	1000	2260	0	3260	0	0	0	0	0	1238	905	2143	6217
% Passenger Vehicles	81.9	0	92.5	85.7	94.3	97	0	96.2	0	0	0	0	0	96	96.1	96	94.6
Large 2 Axle Vehicles	26	1	16	43	35	56	0	91	0	0	0	0	0	34	29	63	197
% Large 2 Axle Vehicles	4.3	100	4.6	4.5	3.3	2.4	0	2.7	0	0	0	0	0	2.6	3.1	2.8	3
3 Axle Vehicles	37	0	4	41	11	6	0	17	0	0	0	0	0	7	1	8	66
% 3 Axle Vehicles	6.1	0	1.2	4.3	1	0.3	0	0.5	0	0	0	0	0	0.5	0.1	0.4	1
4+ Axle Trucks	46	0	6	52	14	7	0	21	0	0	0	0	0	11	7	18	91
% 4+ Axle Trucks	7.6	0	1.7	5.5	1.3	0.3	0	0.6	0	0	0	0	0	0.9	0.7	0.8	1.4

	I-15 Southbound Off Ramp Southbound				SR-74 Westbound				I-15 Southbound On Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	73	0	36	109	143	334	0	477	0	0	0	0	0	163	102	265	851
07:15 AM	82	0	50	132	159	328	0	**487**	0	0	0	0	0	**208**	123	331	**950**
07:30 AM	65	0	50	115	**195**	268	0	463	0	0	0	0	0	191	**152**	**343**	921
07:45 AM	**97**	0	**57**	**154**	133	**340**	0	473	0	0	0	0	0	132	114	246	873
Total Volume	317	0	193	510	630	1270	0	1900	0	0	0	0	0	694	491	1185	3595
% App. Total	62.2	0	37.8		33.2	66.8	0		0	0	0		0	58.6	41.4		
PHF	.817	.000	.846	.828	.808	.934	.000	.975	.000	.000	.000	.000	.000	.834	.808	.864	.946

Counts Unlimited, Inc.
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counts@countsunlimited.com

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: SR-74
Weather: Clear

File Name : 01_LKE_15 S_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:15 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	82	0	50	132	143	334	0	477	0	0	0	0	0	**208**	123	331
+15 mins.	65	0	50	115	159	328	0	**487**	0	0	0	0	0	191	**152**	**343**
+30 mins.	**97**	0	**57**	**154**	**195**	268	0	463	0	0	0	0	0	132	114	246
+45 mins.	74	0	39	113	133	**340**	0	473	0	0	0	0	0	160	108	268
Total Volume	318	0	196	514	630	1270	0	1900	0	0	0	0	0	691	497	1188
% App. Total	61.9	0	38.1		33.2	66.8	0		0	0	0		0	58.2	41.8	
PHF	.820	.000	.860	.834	.808	.934	.000	.975	.000	.000	.000	.000	.000	.831	.817	.866

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City of Lake Elsinore
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E/W: SR-74
Weather: Clear

File Name : 01_LKE_15 S_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

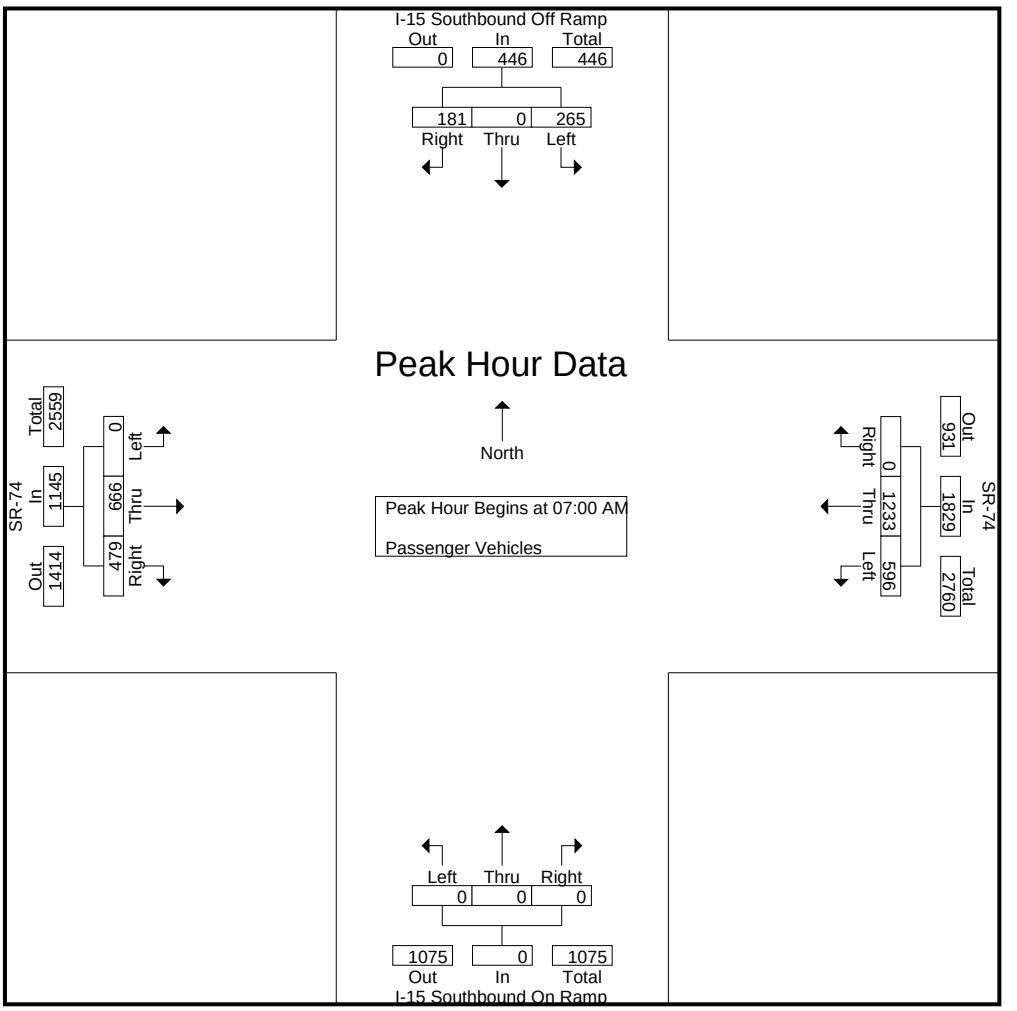
	I-15 Southbound Off Ramp Southbound				SR-74 Westbound				I-15 Southbound On Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	66	0	35	101	133	321	0	454	0	0	0	0	0	159	101	260	815
07:15 AM	68	0	46	114	154	322	0	476	0	0	0	0	0	198	119	317	907
07:30 AM	46	0	48	94	189	259	0	448	0	0	0	0	0	186	149	335	877
07:45 AM	85	0	52	137	120	331	0	451	0	0	0	0	0	123	110	233	821
Total	265	0	181	446	596	1233	0	1829	0	0	0	0	0	666	479	1145	3420
08:00 AM	63	0	37	100	89	269	0	358	0	0	0	0	0	156	99	255	713
08:15 AM	68	0	31	99	104	278	0	382	0	0	0	0	0	138	109	247	728
08:30 AM	53	0	33	86	100	221	0	321	0	0	0	0	0	142	120	262	669
08:45 AM	45	0	38	83	111	259	0	370	0	0	0	0	0	136	98	234	687
Total	229	0	139	368	404	1027	0	1431	0	0	0	0	0	572	426	998	2797
Grand Total	494	0	320	814	1000	2260	0	3260	0	0	0	0	0	1238	905	2143	6217
Apprch %	60.7	0	39.3		30.7	69.3	0		0	0	0		0	57.8	42.2		
Total %	7.9	0	5.1	13.1	16.1	36.4	0	52.4	0	0	0	0	0	19.9	14.6	34.5	

	I-15 Southbound Off Ramp Southbound				SR-74 Westbound				I-15 Southbound On Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	66	0	35	101	133	321	0	454	0	0	0	0	0	159	101	260	815
07:15 AM	68	0	46	114	154	322	0	**476**	0	0	0	0	0	**198**	119	317	**907**
07:30 AM	46	0	48	94	**189**	259	0	448	0	0	0	0	0	186	**149**	**335**	877
07:45 AM	**85**	0	**52**	**137**	120	**331**	0	451	0	0	0	0	0	123	110	233	821
Total Volume	265	0	181	446	596	1233	0	1829	0	0	0	0	0	666	479	1145	3420
% App. Total	59.4	0	40.6		32.6	67.4	0		0	0	0		0	58.2	41.8		
PHF	.779	.000	.870	.814	.788	.931	.000	.961	.000	.000	.000	.000	.000	.841	.804	.854	.943

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: SR-74
Weather: Clear

File Name : 01_LKE_15 S_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	66	0	35	101	133	321	0	454	0	0	0	0	0	159	101	260
+15 mins.	68	0	46	114	154	322	0	**476**	0	0	0	0	0	**198**	119	317
+30 mins.	46	0	48	94	**189**	259	0	448	0	0	0	0	0	186	**149**	**335**
+45 mins.	**85**	0	**52**	**137**	120	**331**	0	451	0	0	0	0	0	123	110	233
Total Volume	265	0	181	446	596	1233	0	1829	0	0	0	0	0	666	479	1145
% App. Total	59.4	0	40.6		32.6	67.4	0		0	0	0		0	58.2	41.8	
PHF	.779	.000	.870	.814	.788	.931	.000	.961	.000	.000	.000	.000	.000	.841	.804	.854

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: SR-74
Weather: Clear

File Name : 01_LKE_15 S_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

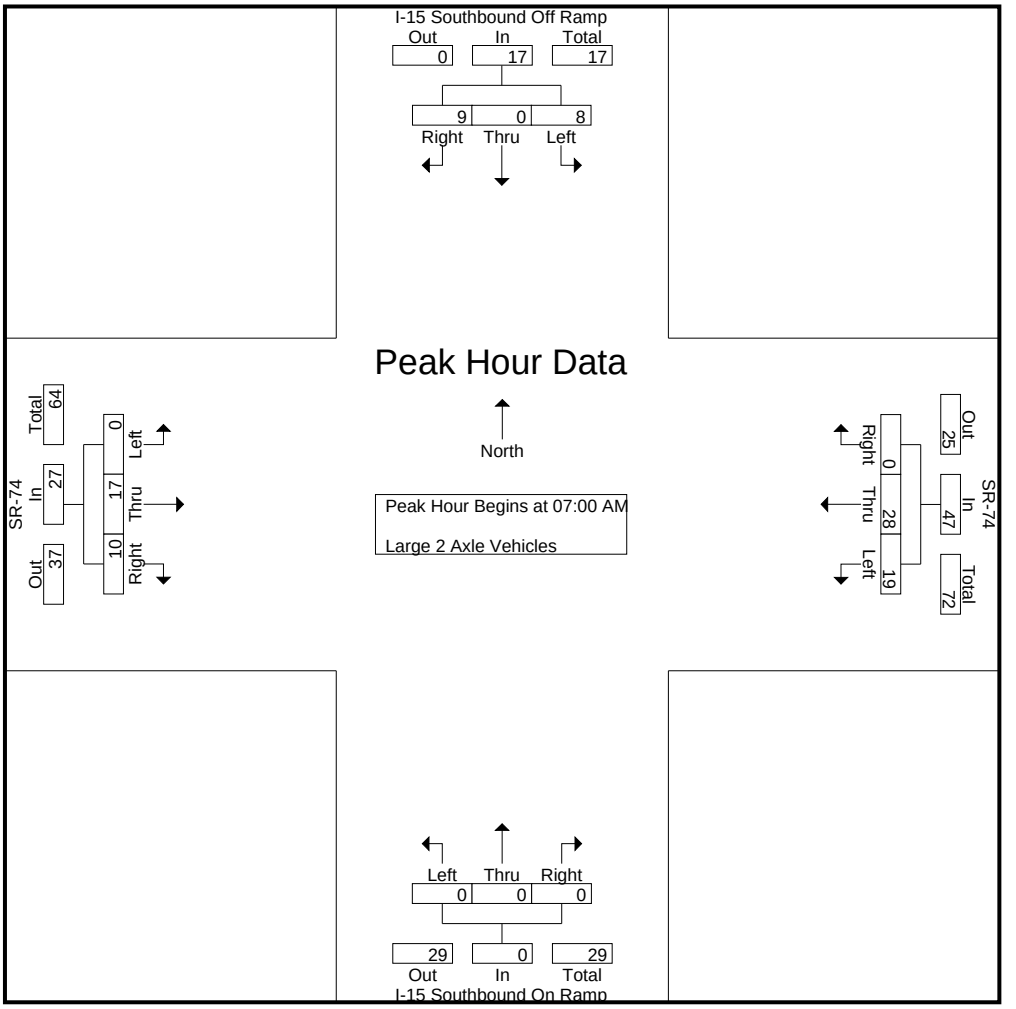
	I-15 Southbound Off Ramp Southbound				SR-74 Westbound				I-15 Southbound On Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	1	3	5	11	0	16	0	0	0	0	0	3	1	4	23
07:15 AM	2	0	4	6	3	4	0	7	0	0	0	0	0	5	3	8	21
07:30 AM	4	0	2	6	2	6	0	8	0	0	0	0	0	4	2	6	20
07:45 AM	0	0	2	2	9	7	0	16	0	0	0	0	0	5	4	9	27
Total	8	0	9	17	19	28	0	47	0	0	0	0	0	17	10	27	91
08:00 AM	5	0	1	6	2	10	0	12	0	0	0	0	0	3	7	10	28
08:15 AM	5	1	0	6	5	7	0	12	0	0	0	0	0	3	3	6	24
08:30 AM	4	0	4	8	5	7	0	12	0	0	0	0	0	5	5	10	30
08:45 AM	4	0	2	6	4	4	0	8	0	0	0	0	0	6	4	10	24
Total	18	1	7	26	16	28	0	44	0	0	0	0	0	17	19	36	106
Grand Total	26	1	16	43	35	56	0	91	0	0	0	0	0	34	29	63	197
Apprch %	60.5	2.3	37.2		38.5	61.5	0		0	0	0		0	54	46		
Total %	13.2	0.5	8.1	21.8	17.8	28.4	0	46.2	0	0	0	0	0	17.3	14.7	32	

	I-15 Southbound Off Ramp Southbound				SR-74 Westbound				I-15 Southbound On Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	0	1	3	5	**11**	0	**16**	0	0	0	0	0	3	1	4	23
07:15 AM	2	0	**4**	**6**	3	4	0	7	0	0	0	0	0	**5**	3	8	21
07:30 AM	**4**	0	2	6	2	6	0	8	0	0	0	0	0	4	2	6	20
07:45 AM	0	0	2	2	**9**	7	0	16	0	0	0	0	0	5	**4**	**9**	**27**
Total Volume	8	0	9	17	19	28	0	47	0	0	0	0	0	17	10	27	91
% App. Total	47.1	0	52.9		40.4	59.6	0		0	0	0		0	63	37		
PHF	.500	.000	.563	.708	.528	.636	.000	.734	.000	.000	.000	.000	.000	.850	.625	.750	.843

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: SR-74
Weather: Clear

File Name : 01_LKE_15 S_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	2	0	1	3	5	**11**	0	**16**	0	0	0	0	0	3	1	4
+15 mins.	2	0	**4**	**6**	3	4	0	7	0	0	0	0	0	**5**	3	8
+30 mins.	**4**	0	2	6	2	6	0	8	0	0	0	0	0	4	2	6
+45 mins.	0	0	2	2	**9**	7	0	16	0	0	0	0	0	5	**4**	**9**
Total Volume	8	0	9	17	19	28	0	47	0	0	0	0	0	17	10	27
% App. Total	47.1	0	52.9		40.4	59.6	0		0	0	0		0	63	37	
PHF	.500	.000	.563	.708	.528	.636	.000	.734	.000	.000	.000	.000	.000	.850	.625	.750

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City of Lake Elsinore
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E/W: SR-74
Weather: Clear

File Name : 01_LKE_15 S_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

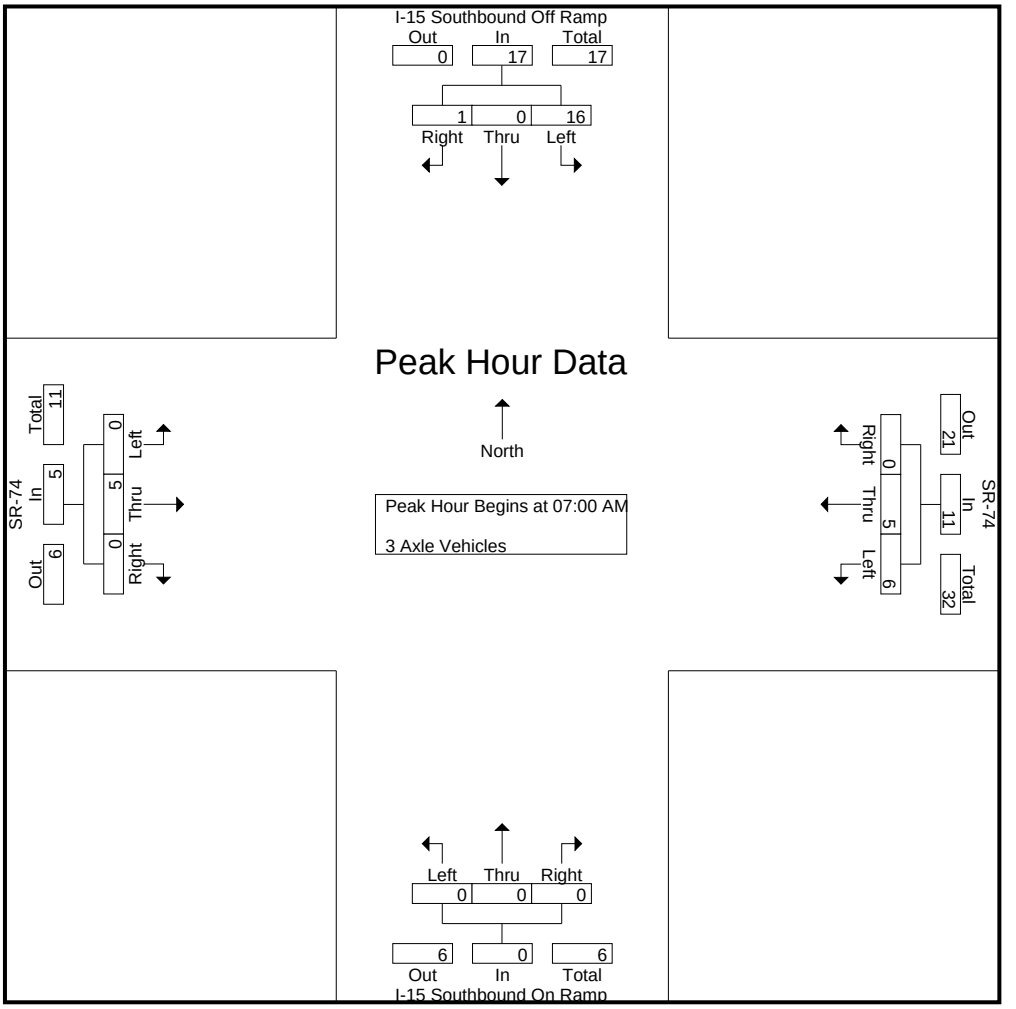
	I-15 Southbound Off Ramp Southbound				SR-74 Westbound				I-15 Southbound On Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	0	0	3	2	1	0	3	0	0	0	0	0	0	0	0	6
07:15 AM	4	0	0	4	2	1	0	3	0	0	0	0	0	3	0	3	10
07:30 AM	4	0	0	4	1	1	0	2	0	0	0	0	0	1	0	1	7
07:45 AM	5	0	1	6	1	2	0	3	0	0	0	0	0	1	0	1	10
Total	16	0	1	17	6	5	0	11	0	0	0	0	0	5	0	5	33
08:00 AM	3	0	0	3	3	1	0	4	0	0	0	0	0	0	1	1	8
08:15 AM	5	0	2	7	1	0	0	1	0	0	0	0	0	0	0	0	8
08:30 AM	6	0	0	6	1	0	0	1	0	0	0	0	0	1	0	1	8
08:45 AM	7	0	1	8	0	0	0	0	0	0	0	0	0	1	0	1	9
Total	21	0	3	24	5	1	0	6	0	0	0	0	0	2	1	3	33
Grand Total	37	0	4	41	11	6	0	17	0	0	0	0	0	7	1	8	66
Apprch %	90.2	0	9.8		64.7	35.3	0		0	0	0		0	87.5	12.5		
Total %	56.1	0	6.1	62.1	16.7	9.1	0	25.8	0	0	0	0	0	10.6	1.5	12.1	

	I-15 Southbound Off Ramp Southbound				SR-74 Westbound				I-15 Southbound On Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	0	0	3	**2**	1	0	**3**	0	0	0	0	0	0	0	0	6
07:15 AM	4	0	0	4	2	1	0	3	0	0	0	0	0	**3**	0	**3**	**10**
07:30 AM	4	0	0	4	1	1	0	2	0	0	0	0	0	1	0	1	7
07:45 AM	**5**	0	**1**	**6**	1	**2**	0	3	0	0	0	0	0	1	0	1	10
Total Volume	16	0	1	17	6	5	0	11	0	0	0	0	0	5	0	5	33
% App. Total	94.1	0	5.9		54.5	45.5	0		0	0	0		0	100	0		
PHF	.800	.000	.250	.708	.750	.625	.000	.917	.000	.000	.000	.000	.000	.417	.000	.417	.825

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: SR-74
Weather: Clear

File Name : 01_LKE_15 S_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	3	0	0	3	**2**	1	0	**3**	0	0	0	0	0	0	0	0
+15 mins.	4	0	0	4	2	1	0	3	0	0	0	0	0	**3**	0	**3**
+30 mins.	4	0	0	4	1	1	0	2	0	0	0	0	0	1	0	1
+45 mins.	**5**	0	**1**	**6**	1	**2**	0	3	0	0	0	0	0	1	0	1
Total Volume	16	0	1	17	6	5	0	11	0	0	0	0	0	5	0	5
% App. Total	94.1	0	5.9		54.5	45.5	0		0	0	0		0	100	0	
PHF	.800	.000	.250	.708	.750	.625	.000	.917	.000	.000	.000	.000	.000	.417	.000	.417

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City of Lake Elsinore
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E/W: SR-74
Weather: Clear

File Name : 01_LKE_15 S_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

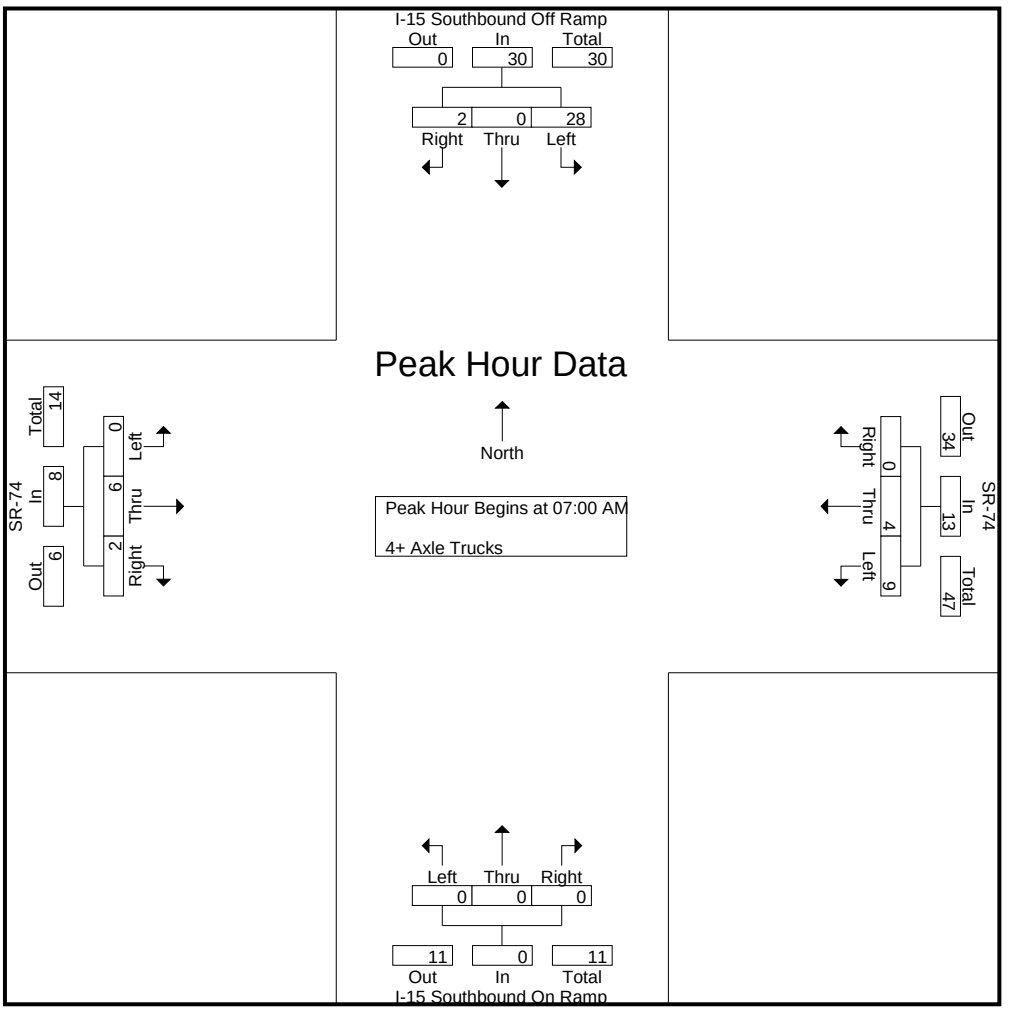
	I-15 Southbound Off Ramp Southbound				SR-74 Westbound				I-15 Southbound On Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	0	2	3	1	0	4	0	0	0	0	0	1	0	1	7
07:15 AM	8	0	0	8	0	1	0	1	0	0	0	0	0	2	1	3	12
07:30 AM	11	0	0	11	3	2	0	5	0	0	0	0	0	0	1	1	17
07:45 AM	7	0	2	9	3	0	0	3	0	0	0	0	0	3	0	3	15
Total	28	0	2	30	9	4	0	13	0	0	0	0	0	6	2	8	51
08:00 AM	3	0	1	4	2	1	0	3	0	0	0	0	0	1	1	2	9
08:15 AM	5	0	2	7	0	1	0	1	0	0	0	0	0	1	0	1	9
08:30 AM	3	0	1	4	1	1	0	2	0	0	0	0	0	2	0	2	8
08:45 AM	7	0	0	7	2	0	0	2	0	0	0	0	0	1	4	5	14
Total	18	0	4	22	5	3	0	8	0	0	0	0	0	5	5	10	40
Grand Total	46	0	6	52	14	7	0	21	0	0	0	0	0	11	7	18	91
Apprch %	88.5	0	11.5		66.7	33.3	0		0	0	0		0	61.1	38.9		
Total %	50.5	0	6.6	57.1	15.4	7.7	0	23.1	0	0	0	0	0	12.1	7.7	19.8	

	I-15 Southbound Off Ramp Southbound				SR-74 Westbound				I-15 Southbound On Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	0	0	2	**3**	1	0	4	0	0	0	0	0	1	0	1	7
07:15 AM	8	0	0	8	0	1	0	1	0	0	0	0	0	2	**1**	**3**	12
07:30 AM	**11**	0	0	**11**	3	**2**	0	**5**	0	0	0	0	0	0	1	1	**17**
07:45 AM	7	0	**2**	9	3	0	0	3	0	0	0	0	0	**3**	0	3	15
Total Volume	28	0	2	30	9	4	0	13	0	0	0	0	0	6	2	8	51
% App. Total	93.3	0	6.7		69.2	30.8	0		0	0	0		0	75	25		
PHF	.636	.000	.250	.682	.750	.500	.000	.650	.000	.000	.000	.000	.000	.500	.500	.667	.750

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: SR-74
Weather: Clear

File Name : 01_LKE_15 S_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	2	0	0	2	**3**	1	0	4	0	0	0	0	0	1	0	1
+15 mins.	8	0	0	8	0	1	0	1	0	0	0	0	0	2	**1**	**3**
+30 mins.	**11**	0	0	**11**	3	**2**	0	**5**	0	0	0	0	0	0	1	1
+45 mins.	7	0	**2**	9	3	0	0	3	0	0	0	0	0	**3**	0	3
Total Volume	28	0	2	30	9	4	0	13	0	0	0	0	0	6	2	8
% App. Total	93.3	0	6.7		69.2	30.8	0		0	0	0		0	75	25	
PHF	.636	.000	.250	.682	.750	.500	.000	.650	.000	.000	.000	.000	.000	.500	.500	.667

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: SR-74
Weather: Clear

File Name : 01_LKE_15 S_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

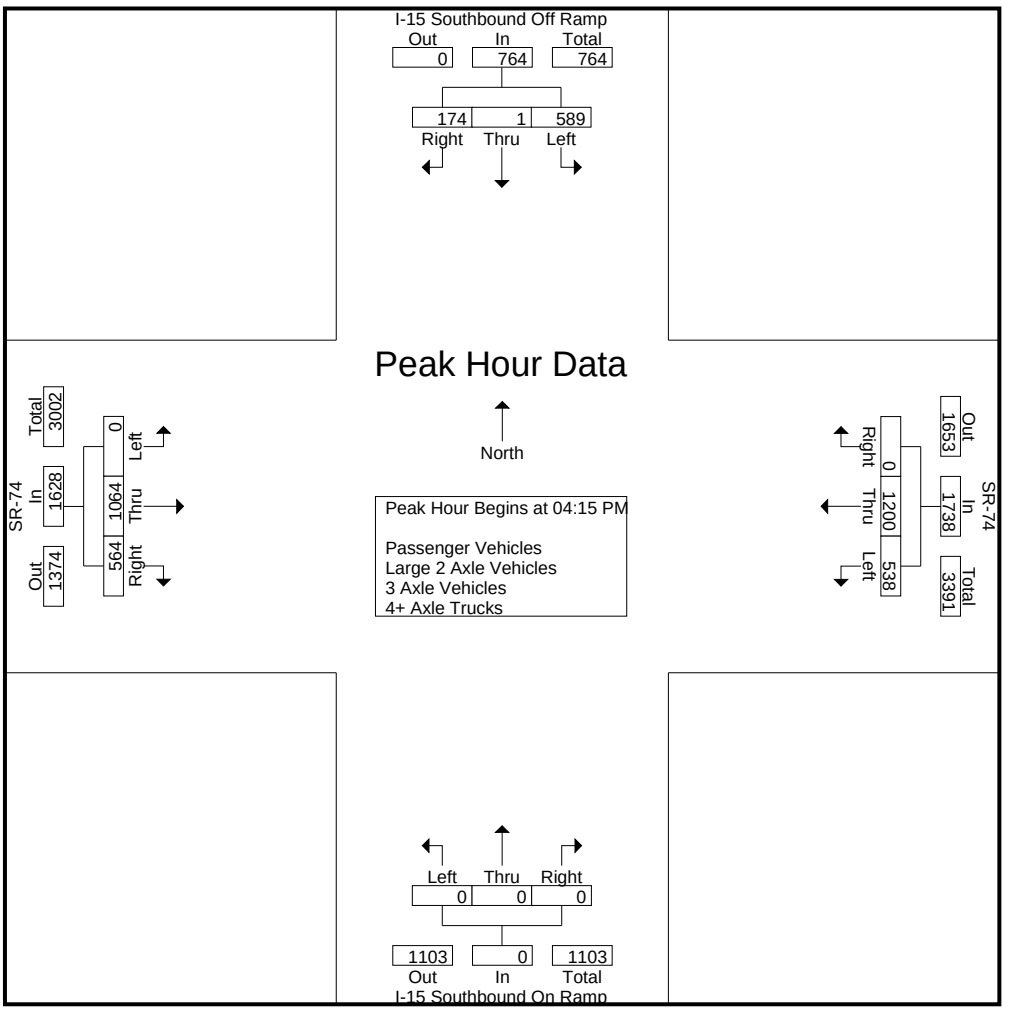
	I-15 Southbound Off Ramp Southbound				SR-74 Westbound				I-15 Southbound On Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	154	0	37	191	140	317	0	457	0	0	0	0	0	251	121	372	1020
04:15 PM	144	0	41	185	141	317	0	458	0	0	0	0	0	263	133	396	1039
04:30 PM	161	1	38	200	152	282	0	434	0	0	0	0	0	270	143	413	1047
04:45 PM	136	0	48	184	125	322	0	447	0	0	0	0	0	243	131	374	1005
Total	595	1	164	760	558	1238	0	1796	0	0	0	0	0	1027	528	1555	4111
05:00 PM	148	0	47	195	120	279	0	399	0	0	0	0	0	288	157	445	1039
05:15 PM	128	0	39	167	120	292	0	412	0	0	0	0	0	292	116	408	987
05:30 PM	141	0	60	201	128	311	0	439	0	0	0	0	0	262	146	408	1048
05:45 PM	132	1	43	176	117	336	0	453	0	0	0	0	0	266	112	378	1007
Total	549	1	189	739	485	1218	0	1703	0	0	0	0	0	1108	531	1639	4081
Grand Total	1144	2	353	1499	1043	2456	0	3499	0	0	0	0	0	2135	1059	3194	8192
Apprch %	76.3	0.1	23.5		29.8	70.2	0		0	0	0		0	66.8	33.2		
Total %	14	0	4.3	18.3	12.7	30	0	42.7	0	0	0	0	0	26.1	12.9	39	
Passenger Vehicles	1081	2	344	1427	1024	2418	0	3442	0	0	0	0	0	2082	1049	3131	8000
% Passenger Vehicles	94.5	100	97.5	95.2	98.2	98.5	0	98.4	0	0	0	0	0	97.5	99.1	98	97.7
Large 2 Axle Vehicles	21	0	7	28	15	32	0	47	0	0	0	0	0	29	7	36	111
% Large 2 Axle Vehicles	1.8	0	2	1.9	1.4	1.3	0	1.3	0	0	0	0	0	1.4	0.7	1.1	1.4
3 Axle Vehicles	11	0	0	11	2	3	0	5	0	0	0	0	0	9	0	9	25
% 3 Axle Vehicles	1	0	0	0.7	0.2	0.1	0	0.1	0	0	0	0	0	0.4	0	0.3	0.3
4+ Axle Trucks	31	0	2	33	2	3	0	5	0	0	0	0	0	15	3	18	56
% 4+ Axle Trucks	2.7	0	0.6	2.2	0.2	0.1	0	0.1	0	0	0	0	0	0.7	0.3	0.6	0.7

	I-15 Southbound Off Ramp Southbound				SR-74 Westbound				I-15 Southbound On Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	144	0	41	185	141	317	0	**458**	0	0	0	0	0	263	133	396	1039
04:30 PM	**161**	**1**	38	**200**	**152**	282	0	434	0	0	0	0	0	270	143	413	**1047**
04:45 PM	136	0	**48**	184	125	**322**	0	447	0	0	0	0	0	243	131	374	1005
05:00 PM	148	0	47	195	120	279	0	399	0	0	0	0	0	**288**	**157**	**445**	1039
Total Volume	589	1	174	764	538	1200	0	1738	0	0	0	0	0	1064	564	1628	4130
% App. Total	77.1	0.1	22.8		31	69	0		0	0	0		0	65.4	34.6		
PHF	.915	.250	.906	.955	.885	.932	.000	.949	.000	.000	.000	.000	.000	.924	.898	.915	.986

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City of Lake Elsinore
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E/W: SR-74
Weather: Clear

File Name : 01_LKE_15 S_74_PM
Site Code : 00322418
Start Date : 5/12/2022



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

	04:15 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	144	0	41	185	140	317	0	457	0	0	0	0	0	270	143	413
+15 mins.	**161**	**1**	38	**200**	141	317	0	**458**	0	0	0	0	0	243	131	374
+30 mins.	136	0	**48**	184	**152**	282	0	434	0	0	0	0	0	288	**157**	**445**
+45 mins.	148	0	47	195	125	**322**	0	447	0	0	0	0	0	**292**	116	408
Total Volume	589	1	174	764	558	1238	0	1796	0	0	0	0	0	1093	547	1640
% App. Total	77.1	0.1	22.8		31.1	68.9	0		0	0	0		0	66.6	33.4	
PHF	.915	.250	.906	.955	.918	.961	.000	.980	.000	.000	.000	.000	.000	.936	.871	.921

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City of Lake Elsinore
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E/W: SR-74
Weather: Clear

File Name : 01_LKE_15 S_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

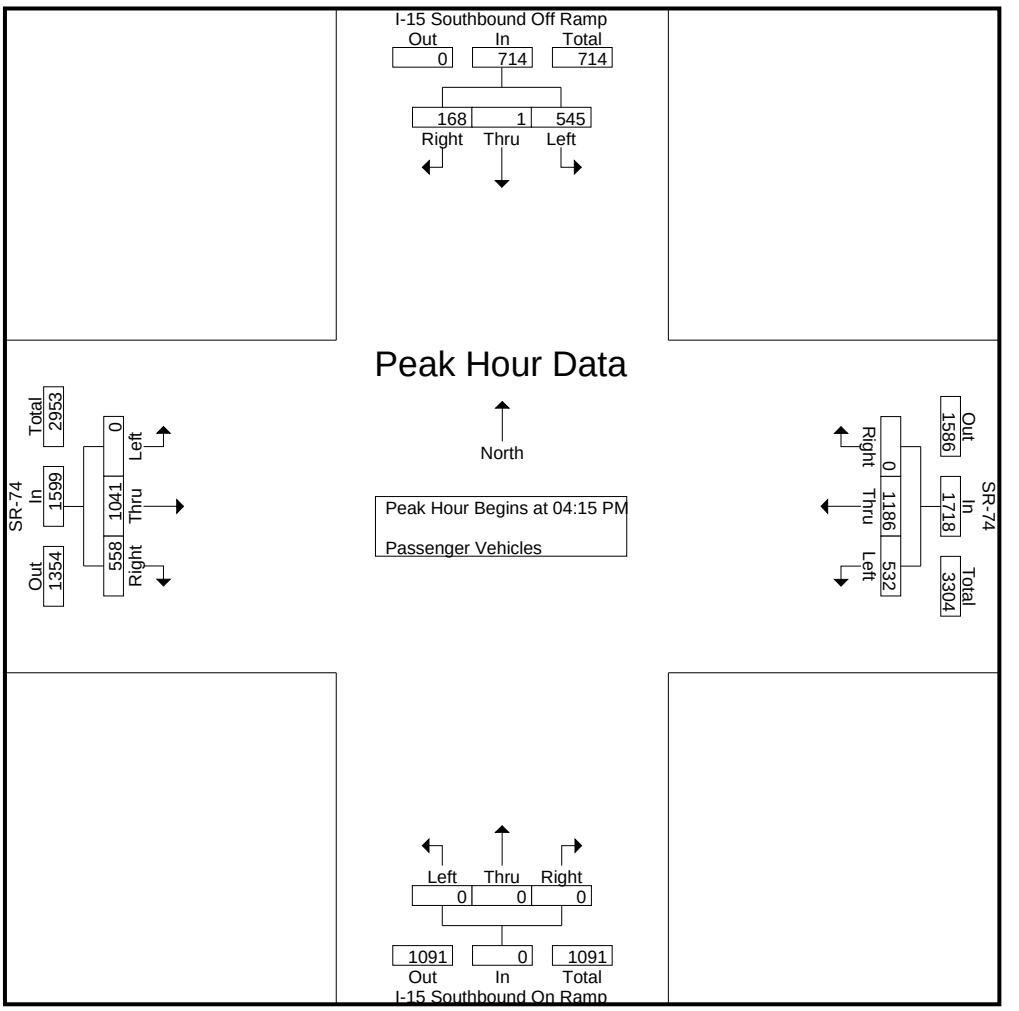
	I-15 Southbound Off Ramp Southbound				SR-74 Westbound				I-15 Southbound On Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	148	0	36	184	131	307	0	438	0	0	0	0	0	238	119	357	979
04:15 PM	134	0	40	174	140	311	0	451	0	0	0	0	0	252	129	381	1006
04:30 PM	151	1	37	189	151	280	0	431	0	0	0	0	0	268	142	410	1030
04:45 PM	122	0	45	167	122	320	0	442	0	0	0	0	0	237	130	367	976
Total	555	1	158	714	544	1218	0	1762	0	0	0	0	0	995	520	1515	3991
05:00 PM	138	0	46	184	119	275	0	394	0	0	0	0	0	284	157	441	1019
05:15 PM	124	0	38	162	118	286	0	404	0	0	0	0	0	286	115	401	967
05:30 PM	137	0	60	197	126	309	0	435	0	0	0	0	0	258	146	404	1036
05:45 PM	127	1	42	170	117	330	0	447	0	0	0	0	0	259	111	370	987
Total	526	1	186	713	480	1200	0	1680	0	0	0	0	0	1087	529	1616	4009
Grand Total	1081	2	344	1427	1024	2418	0	3442	0	0	0	0	0	2082	1049	3131	8000
Apprch %	75.8	0.1	24.1		29.8	70.2	0		0	0	0		0	66.5	33.5		
Total %	13.5	0	4.3	17.8	12.8	30.2	0	43	0	0	0	0	0	26	13.1	39.1	

	I-15 Southbound Off Ramp Southbound				SR-74 Westbound				I-15 Southbound On Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	134	0	40	174	140	311	0	**451**	0	0	0	0	0	252	129	381	1006
04:30 PM	**151**	**1**	37	**189**	**151**	280	0	431	0	0	0	0	0	268	142	410	**1030**
04:45 PM	122	0	45	167	122	**320**	0	442	0	0	0	0	0	237	130	367	976
05:00 PM	138	0	**46**	184	119	275	0	394	0	0	0	0	0	**284**	**157**	**441**	1019
Total Volume	545	1	168	714	532	1186	0	1718	0	0	0	0	0	1041	558	1599	4031
% App. Total	76.3	0.1	23.5		31	69	0		0	0	0		0	65.1	34.9		
PHF	.902	.250	.913	.944	.881	.927	.000	.952	.000	.000	.000	.000	.000	.916	.889	.906	.978

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: SR-74
Weather: Clear

File Name : 01_LKE_15 S_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	134	0	40	174	140	311	0	**451**	0	0	0	0	0	252	129	381
+15 mins.	**151**	**1**	37	**189**	**151**	280	0	431	0	0	0	0	0	268	142	410
+30 mins.	122	0	45	167	122	**320**	0	442	0	0	0	0	0	237	130	367
+45 mins.	138	0	**46**	184	119	275	0	394	0	0	0	0	0	**284**	**157**	**441**
Total Volume	545	1	168	714	532	1186	0	1718	0	0	0	0	0	1041	558	1599
% App. Total	76.3	0.1	23.5		31	69	0		0	0	0		0	65.1	34.9	
PHF	.902	.250	.913	.944	.881	.927	.000	.952	.000	.000	.000	.000	.000	.916	.889	.906

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: SR-74
Weather: Clear

File Name : 01_LKE_15 S_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

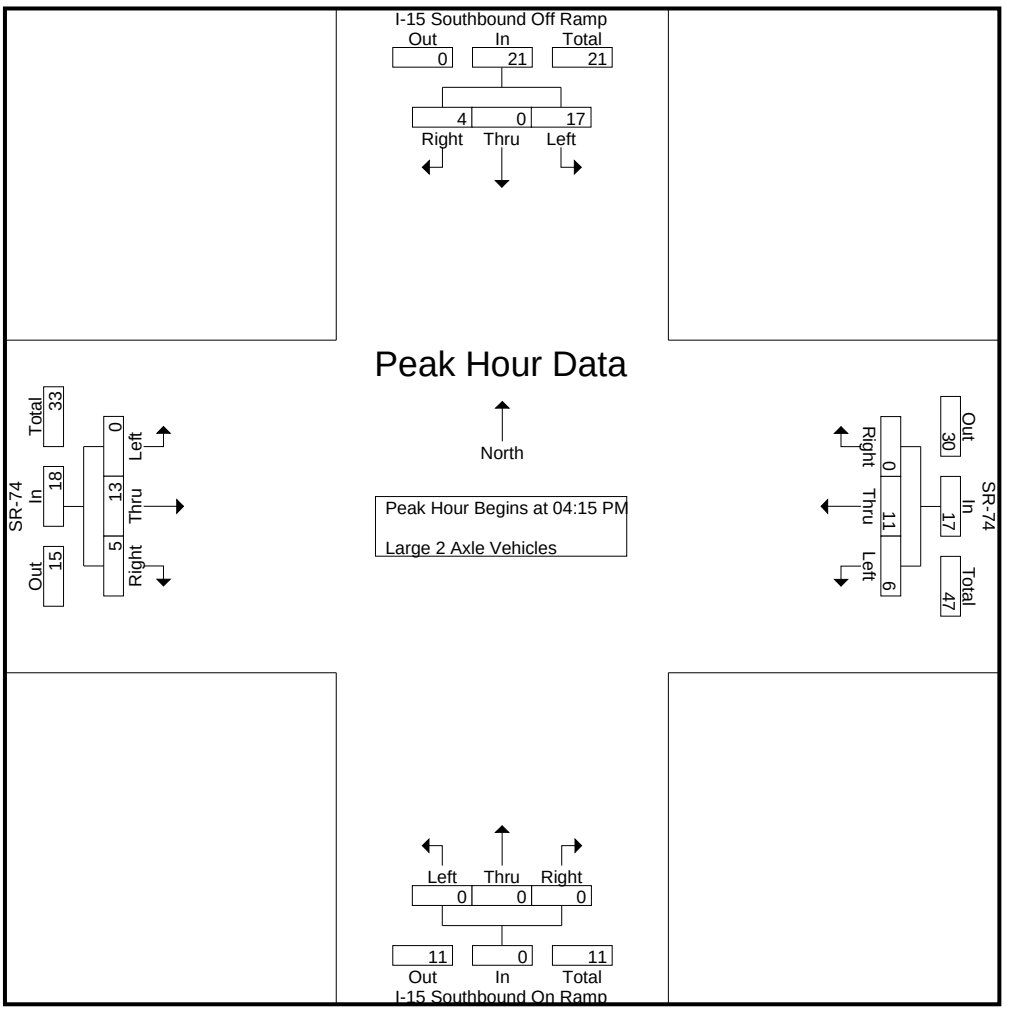
	I-15 Southbound Off Ramp Southbound				SR-74 Westbound				I-15 Southbound On Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	5	9	0	14	0	0	0	0	0	7	1	8	23
04:15 PM	2	0	0	2	1	4	0	5	0	0	0	0	0	6	3	9	16
04:30 PM	4	0	1	5	1	2	0	3	0	0	0	0	0	2	1	3	11
04:45 PM	5	0	2	7	3	2	0	5	0	0	0	0	0	4	1	5	17
Total	11	0	4	15	10	17	0	27	0	0	0	0	0	19	6	25	67
05:00 PM	6	0	1	7	1	3	0	4	0	0	0	0	0	1	0	1	12
05:15 PM	2	0	1	3	2	5	0	7	0	0	0	0	0	3	0	3	13
05:30 PM	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	0	4
05:45 PM	2	0	1	3	0	5	0	5	0	0	0	0	0	6	1	7	15
Total	10	0	3	13	5	15	0	20	0	0	0	0	0	10	1	11	44
Grand Total	21	0	7	28	15	32	0	47	0	0	0	0	0	29	7	36	111
Apprch %	75	0	25		31.9	68.1	0		0	0	0		0	80.6	19.4		
Total %	18.9	0	6.3	25.2	13.5	28.8	0	42.3	0	0	0	0	0	26.1	6.3	32.4	

	I-15 Southbound Off Ramp Southbound				SR-74 Westbound				I-15 Southbound On Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	0	0	2	1	**4**	0	**5**	0	0	0	0	0	**6**	**3**	**9**	16
04:30 PM	4	0	1	5	1	2	0	3	0	0	0	0	0	2	1	3	11
04:45 PM	5	0	**2**	**7**	**3**	2	0	5	0	0	0	0	0	4	1	5	**17**
05:00 PM	**6**	0	1	7	1	3	0	4	0	0	0	0	0	1	0	1	12
Total Volume	17	0	4	21	6	11	0	17	0	0	0	0	0	13	5	18	56
% App. Total	81	0	19		35.3	64.7	0		0	0	0		0	72.2	27.8		
PHF	.708	.000	.500	.750	.500	.688	.000	.850	.000	.000	.000	.000	.000	.542	.417	.500	.824

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: SR-74
Weather: Clear

File Name : 01_LKE_15 S_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	2	0	0	2	1	**4**	0	**5**	0	0	0	0	0	**6**	**3**	**9**
+15 mins.	4	0	1	5	1	2	0	3	0	0	0	0	0	2	1	3
+30 mins.	5	0	**2**	**7**	**3**	2	0	5	0	0	0	0	0	4	1	5
+45 mins.	**6**	0	1	7	1	3	0	4	0	0	0	0	0	1	0	1
Total Volume	17	0	4	21	6	11	0	17	0	0	0	0	0	13	5	18
% App. Total	81	0	19		35.3	64.7	0		0	0	0		0	72.2	27.8	
PHF	.708	.000	.500	.750	.500	.688	.000	.850	.000	.000	.000	.000	.000	.542	.417	.500

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: SR-74
Weather: Clear

File Name : 01_LKE_15 S_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

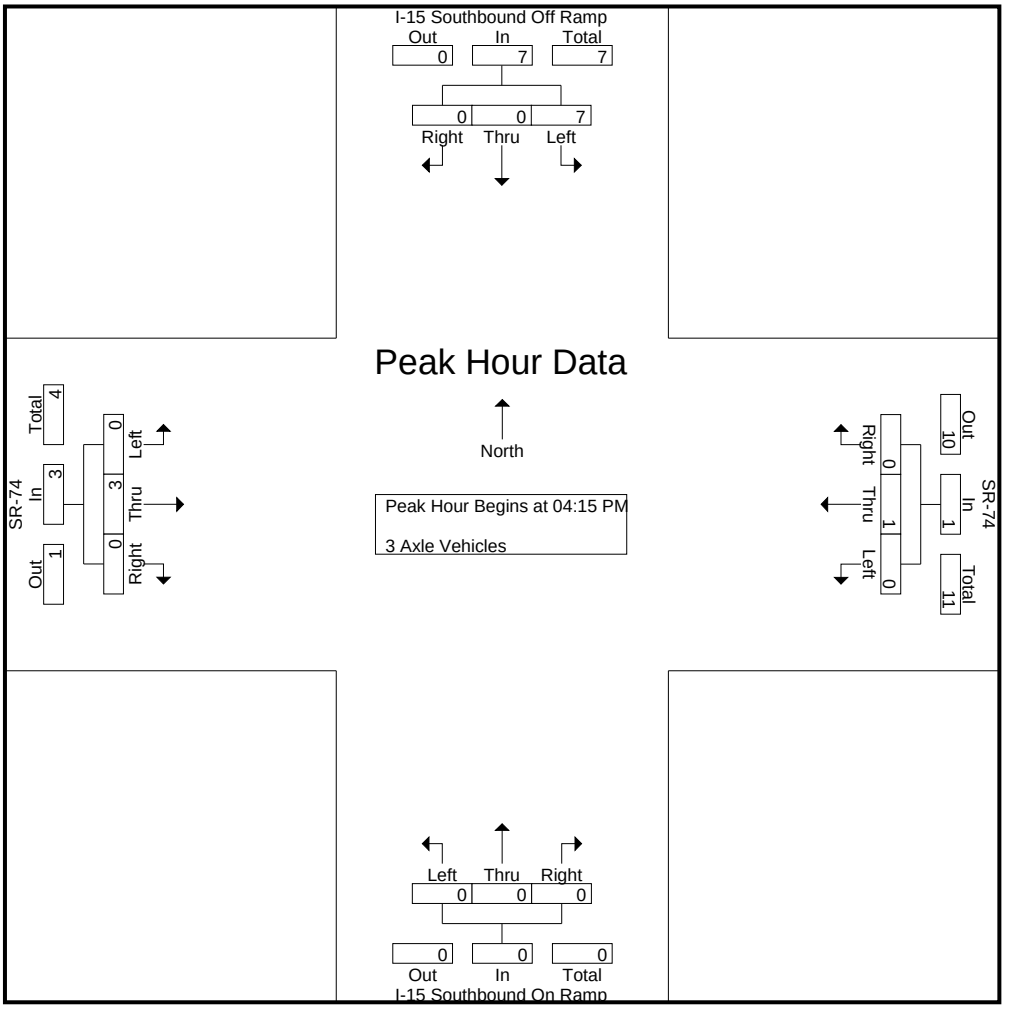
	I-15 Southbound Off Ramp Southbound				SR-74 Westbound				I-15 Southbound On Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	0	0	4	2	0	0	2	0	0	0	0	0	2	0	2	8
04:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
04:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	10	0	0	10	2	0	0	2	0	0	0	0	0	3	0	3	15
05:00 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	1	0	0	1	0	3	0	3	0	0	0	0	0	6	0	6	10
Grand Total	11	0	0	11	2	3	0	5	0	0	0	0	0	9	0	9	25
Apprch %	100	0	0		40	60	0		0	0	0		0	100	0		
Total %	44	0	0	44	8	12	0	20	0	0	0	0	0	36	0	36	

	I-15 Southbound Off Ramp Southbound				SR-74 Westbound				I-15 Southbound On Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	1	0	1	3
04:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	1	0	0	1	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**	**4**
Total Volume	7	0	0	7	0	1	0	1	0	0	0	0	0	3	0	3	11
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.875	.000	.000	.875	.000	.250	.000	.250	.000	.000	.000	.000	.000	.375	.000	.375	.688

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: SR-74
Weather: Clear

File Name : 01_LKE_15 S_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**
Total Volume	7	0	0	7	0	1	0	1	0	0	0	0	0	3	0	3
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0	
PHF	.875	.000	.000	.875	.000	.250	.000	.250	.000	.000	.000	.000	.000	.375	.000	.375

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: SR-74
Weather: Clear

File Name : 01_LKE_15 S_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

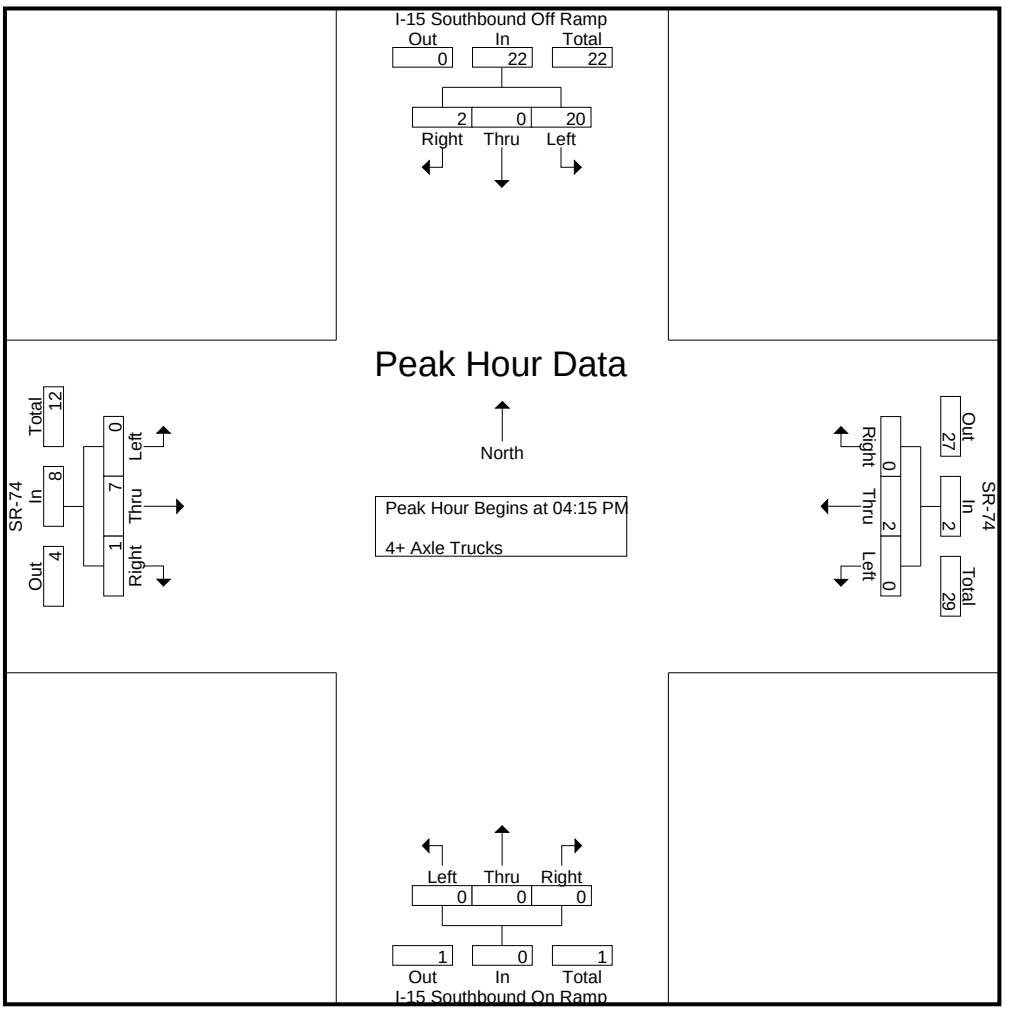
	I-15 Southbound Off Ramp Southbound				SR-74 Westbound				I-15 Southbound On Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	0	2	2	1	0	3	0	0	0	0	0	4	1	5	10
04:15 PM	6	0	1	7	0	2	0	2	0	0	0	0	0	4	1	5	14
04:30 PM	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45 PM	7	0	1	8	0	0	0	0	0	0	0	0	0	2	0	2	10
Total	19	0	2	21	2	3	0	5	0	0	0	0	0	10	2	12	38
05:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	4
05:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	3	1	4	6
05:30 PM	4	0	0	4	0	0	0	0	0	0	0	0	0	1	0	1	5
05:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	12	0	0	12	0	0	0	0	0	0	0	0	0	5	1	6	18
Grand Total	31	0	2	33	2	3	0	5	0	0	0	0	0	15	3	18	56
Apprch %	93.9	0	6.1		40	60	0		0	0	0		0	83.3	16.7		
Total %	55.4	0	3.6	58.9	3.6	5.4	0	8.9	0	0	0	0	0	26.8	5.4	32.1	

	I-15 Southbound Off Ramp Southbound				SR-74 Westbound				I-15 Southbound On Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	6	0	**1**	7	0	**2**	0	**2**	0	0	0	0	0	**4**	**1**	**5**	**14**
04:30 PM	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45 PM	**7**	0	1	**8**	0	0	0	0	0	0	0	0	0	2	0	2	10
05:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	4
Total Volume	20	0	2	22	0	2	0	2	0	0	0	0	0	7	1	8	32
% App. Total	90.9	0	9.1		0	100	0		0	0	0		0	87.5	12.5		
PHF	.714	.000	.500	.688	.000	.250	.000	.250	.000	.000	.000	.000	.000	.438	.250	.400	.571

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: SR-74
Weather: Clear

File Name : 01_LKE_15 S_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	6	0	**1**	7	0	**2**	0	**2**	0	0	0	0	0	**4**	**1**	**5**
+15 mins.	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	**7**	0	1	**8**	0	0	0	0	0	0	0	0	0	2	0	2
+45 mins.	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	20	0	2	22	0	2	0	2	0	0	0	0	0	7	1	8
% App. Total	90.9	0	9.1		0	100	0		0	0	0		0	87.5	12.5	
PHF	.714	.000	.500	.688	.000	.250	.000	.250	.000	.000	.000	.000	.000	.438	.250	.400

Location: Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: SR-74

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg I-15 Southbound Ramps	East Leg SR-74	South Leg I-15 Southbound Ramps	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	1	0	2

	North Leg I-15 Southbound Ramps	East Leg SR-74	South Leg I-15 Southbound Ramps	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	2	0	0	0	2
4:45 PM	2	0	1	0	3
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	2	0	0	0	2
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	7	0	1	0	8

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Location: Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: SR-74

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound I-15 Southbound Ramps			Westbound SR-74			Northbound I-15 Southbound Ramps			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	2	0	0	0	0	0	0	0	3

	Southbound I-15 Southbound Ramps			Westbound SR-74			Northbound I-15 Southbound Ramps			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	2	0	0	0	0	1	1	0	4

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 02_LKE_15 N_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

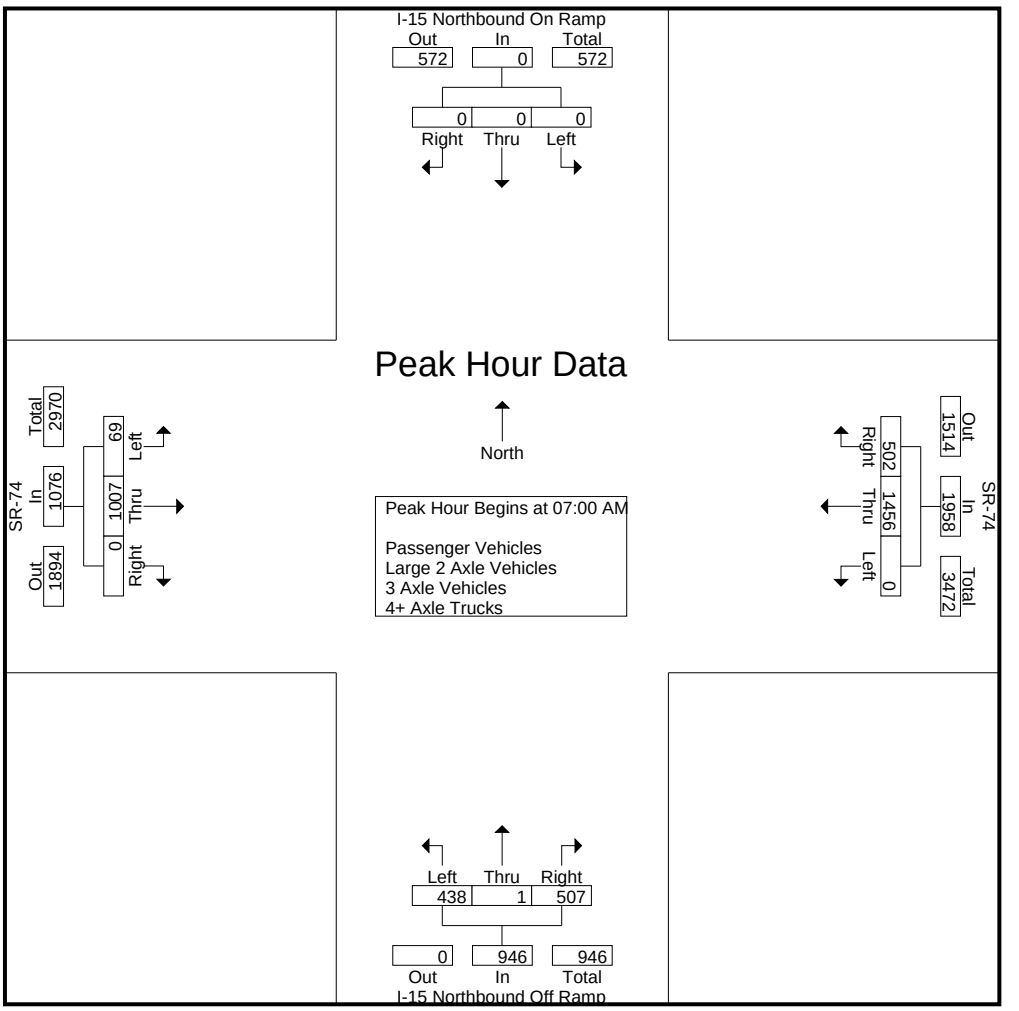
	I-15 Northbound On Ramp Southbound				SR-74 Westbound				I-15 Northbound Off Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	357	131	488	105	1	141	247	16	229	0	245	980
07:15 AM	0	0	0	0	0	406	124	530	98	0	141	239	22	277	0	299	1068
07:30 AM	0	0	0	0	0	362	121	483	98	0	116	214	11	274	0	285	982
07:45 AM	0	0	0	0	0	331	126	457	137	0	109	246	20	227	0	247	950
Total	0	0	0	0	0	1456	502	1958	438	1	507	946	69	1007	0	1076	3980
08:00 AM	0	0	0	0	0	267	156	423	102	0	101	203	19	222	0	241	867
08:15 AM	0	0	0	0	0	288	133	421	111	0	94	205	32	196	0	228	854
08:30 AM	0	0	0	0	0	265	116	381	72	0	104	176	20	195	0	215	772
08:45 AM	0	0	0	0	0	266	107	373	115	0	116	231	19	182	0	201	805
Total	0	0	0	0	0	1086	512	1598	400	0	415	815	90	795	0	885	3298
Grand Total	0	0	0	0	0	2542	1014	3556	838	1	922	1761	159	1802	0	1961	7278
Apprch %	0	0	0		0	71.5	28.5		47.6	0.1	52.4		8.1	91.9	0		
Total %	0	0	0	0	0	34.9	13.9	48.9	11.5	0	12.7	24.2	2.2	24.8	0	26.9	
Passenger Vehicles	0	0	0	0	0	2448	881	3329	798	0	853	1651	139	1663	0	1802	6782
% Passenger Vehicles	0	0	0	0	0	96.3	86.9	93.6	95.2	0	92.5	93.8	87.4	92.3	0	91.9	93.2
Large 2 Axle Vehicles	0	0	0	0	0	58	49	107	35	0	57	92	8	47	0	55	254
% Large 2 Axle Vehicles	0	0	0	0	0	2.3	4.8	3	4.2	0	6.2	5.2	5	2.6	0	2.8	3.5
3 Axle Vehicles	0	0	0	0	0	16	42	58	1	0	4	5	5	41	0	46	109
% 3 Axle Vehicles	0	0	0	0	0	0.6	4.1	1.6	0.1	0	0.4	0.3	3.1	2.3	0	2.3	1.5
4+ Axle Trucks	0	0	0	0	0	20	42	62	4	1	8	13	7	51	0	58	133
% 4+ Axle Trucks	0	0	0	0	0	0.8	4.1	1.7	0.5	100	0.9	0.7	4.4	2.8	0	3	1.8

	I-15 Northbound On Ramp Southbound				SR-74 Westbound				I-15 Northbound Off Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	357	**131**	488	105	**1**	**141**	**247**	16	229	0	245	980
07:15 AM	0	0	0	0	0	**406**	124	**530**	98	0	141	239	**22**	**277**	0	**299**	**1068**
07:30 AM	0	0	0	0	0	362	121	483	98	0	116	214	11	274	0	285	982
07:45 AM	0	0	0	0	0	331	126	457	**137**	0	109	246	20	227	0	247	950
Total Volume	0	0	0	0	0	1456	502	1958	438	1	507	946	69	1007	0	1076	3980
% App. Total	0	0	0		0	74.4	25.6		46.3	0.1	53.6		6.4	93.6	0		
PHF	.000	.000	.000	.000	.000	.897	.958	.924	.799	.250	.899	.957	.784	.909	.000	.900	.932

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 02_LKE_15 N_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	357	**131**	488	105	**1**	**141**	**247**	16	229	0	245
+15 mins.	0	0	0	0	0	**406**	124	**530**	98	0	141	239	**22**	**277**	0	**299**
+30 mins.	0	0	0	0	0	362	121	483	98	0	116	214	11	274	0	285
+45 mins.	0	0	0	0	0	331	126	457	**137**	0	109	246	20	227	0	247
Total Volume	0	0	0	0	0	1456	502	1958	438	1	507	946	69	1007	0	1076
% App. Total	0	0	0		0	74.4	25.6		46.3	0.1	53.6		6.4	93.6	0	
PHF	.000	.000	.000	.000	.000	.897	.958	.924	.799	.250	.899	.957	.784	.909	.000	.900

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 02_LKE_15 N_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

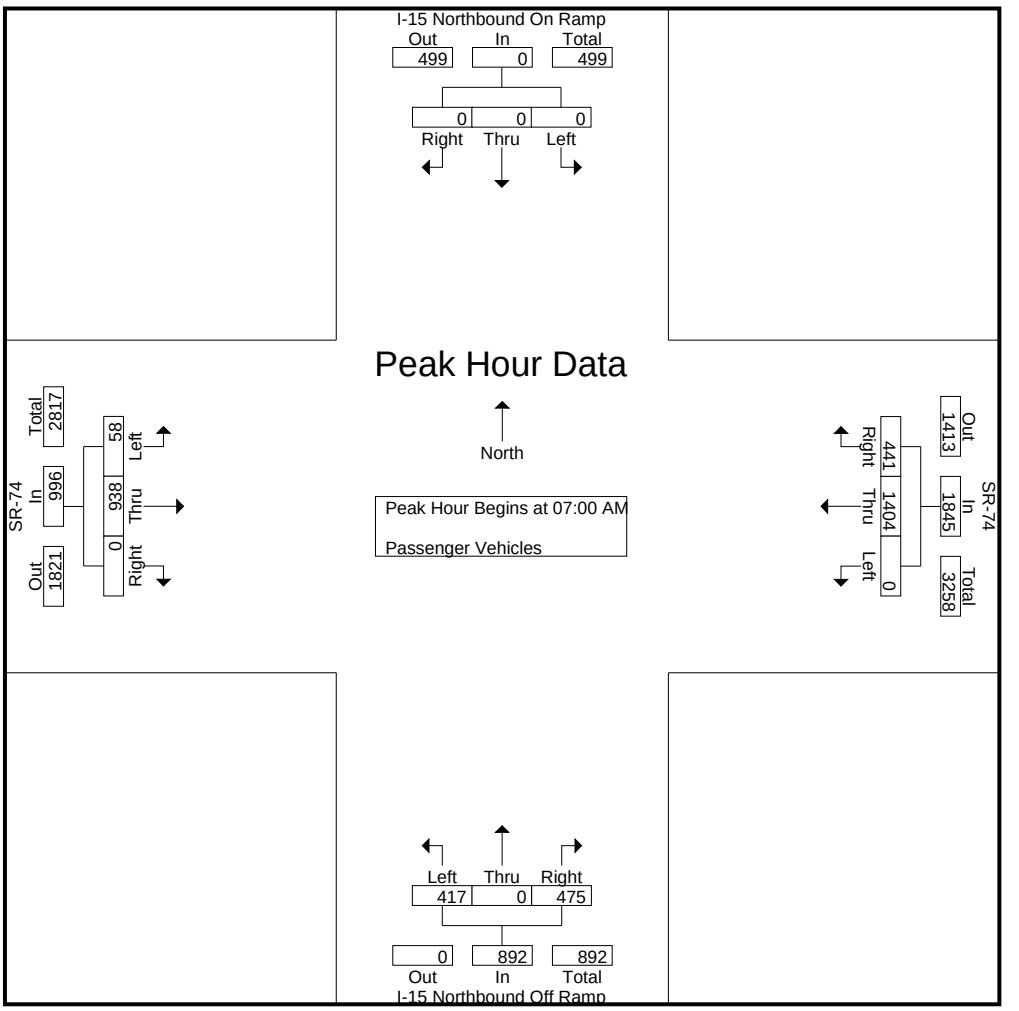
	I-15 Northbound On Ramp Southbound				SR-74 Westbound				I-15 Northbound Off Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	340	123	463	100	0	130	230	14	218	0	232	925
07:15 AM	0	0	0	0	0	397	107	504	95	0	132	227	18	261	0	279	1010
07:30 AM	0	0	0	0	0	351	104	455	92	0	110	202	10	252	0	262	919
07:45 AM	0	0	0	0	0	316	107	423	130	0	103	233	16	207	0	223	879
Total	0	0	0	0	0	1404	441	1845	417	0	475	892	58	938	0	996	3733
08:00 AM	0	0	0	0	0	255	140	395	98	0	88	186	19	209	0	228	809
08:15 AM	0	0	0	0	0	277	115	392	105	0	87	192	30	177	0	207	791
08:30 AM	0	0	0	0	0	254	94	348	70	0	96	166	16	179	0	195	709
08:45 AM	0	0	0	0	0	258	91	349	108	0	107	215	16	160	0	176	740
Total	0	0	0	0	0	1044	440	1484	381	0	378	759	81	725	0	806	3049
Grand Total	0	0	0	0	0	2448	881	3329	798	0	853	1651	139	1663	0	1802	6782
Apprch %	0	0	0		0	73.5	26.5		48.3	0	51.7		7.7	92.3	0		
Total %	0	0	0	0	0	36.1	13	49.1	11.8	0	12.6	24.3	2	24.5	0	26.6	

	I-15 Northbound On Ramp Southbound				SR-74 Westbound				I-15 Northbound Off Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	340	**123**	463	100	0	130	230	14	218	0	232	925
07:15 AM	0	0	0	0	0	**397**	107	**504**	95	0	**132**	227	**18**	**261**	0	**279**	**1010**
07:30 AM	0	0	0	0	0	351	104	455	92	0	110	202	10	252	0	262	919
07:45 AM	0	0	0	0	0	316	107	423	**130**	0	103	**233**	16	207	0	223	879
Total Volume	0	0	0	0	0	1404	441	1845	417	0	475	892	58	938	0	996	3733
% App. Total	0	0	0		0	76.1	23.9		46.7	0	53.3		5.8	94.2	0		
PHF	.000	.000	.000	.000	.000	.884	.896	.915	.802	.000	.900	.957	.806	.898	.000	.892	.924

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 02_LKE_15 N_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	340	**123**	463	100	0	130	230	14	218	0	232
+15 mins.	0	0	0	0	0	**397**	107	**504**	95	0	**132**	227	**18**	**261**	0	**279**
+30 mins.	0	0	0	0	0	351	104	455	92	0	110	202	10	252	0	262
+45 mins.	0	0	0	0	0	316	107	423	**130**	0	103	**233**	16	207	0	223
Total Volume	0	0	0	0	0	1404	441	1845	417	0	475	892	58	938	0	996
% App. Total	0	0	0		0	76.1	23.9		46.7	0	53.3		5.8	94.2	0	
PHF	.000	.000	.000	.000	.000	.884	.896	.915	.802	.000	.900	.957	.806	.898	.000	.892

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 02_LKE_15 N_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

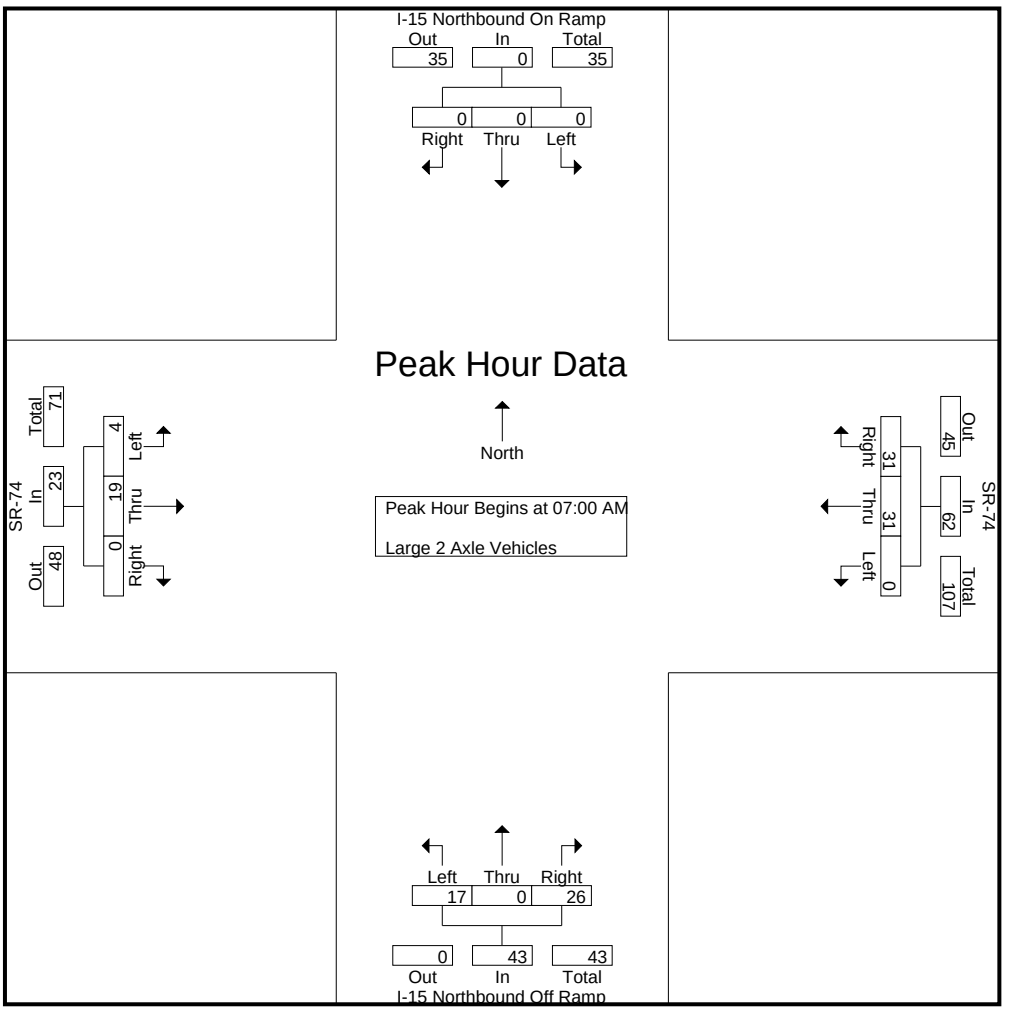
	I-15 Northbound On Ramp Southbound				SR-74 Westbound				I-15 Northbound Off Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	12	5	17	4	0	9	13	1	4	0	5	35
07:15 AM	0	0	0	0	0	6	6	12	2	0	8	10	0	3	0	3	25
07:30 AM	0	0	0	0	0	5	9	14	5	0	4	9	1	6	0	7	30
07:45 AM	0	0	0	0	0	8	11	19	6	0	5	11	2	6	0	8	38
Total	0	0	0	0	0	31	31	62	17	0	26	43	4	19	0	23	128
08:00 AM	0	0	0	0	0	6	4	10	3	0	11	14	0	6	0	6	30
08:15 AM	0	0	0	0	0	9	1	10	6	0	6	12	0	9	0	9	31
08:30 AM	0	0	0	0	0	7	10	17	2	0	7	9	1	7	0	8	34
08:45 AM	0	0	0	0	0	5	3	8	7	0	7	14	3	6	0	9	31
Total	0	0	0	0	0	27	18	45	18	0	31	49	4	28	0	32	126
Grand Total	0	0	0	0	0	58	49	107	35	0	57	92	8	47	0	55	254
Apprch %	0	0	0		0	54.2	45.8		38	0	62		14.5	85.5	0		
Total %	0	0	0	0	0	22.8	19.3	42.1	13.8	0	22.4	36.2	3.1	18.5	0	21.7	

	I-15 Northbound On Ramp Southbound				SR-74 Westbound				I-15 Northbound Off Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**12**	5	17	4	0	**9**	**13**	1	4	0	5	35
07:15 AM	0	0	0	0	0	6	6	12	2	0	8	10	0	3	0	3	25
07:30 AM	0	0	0	0	0	5	9	14	5	0	4	9	1	**6**	0	7	30
07:45 AM	0	0	0	0	0	8	**11**	**19**	**6**	0	5	11	**2**	6	0	**8**	**38**
Total Volume	0	0	0	0	0	31	31	62	17	0	26	43	4	19	0	23	128
% App. Total	0	0	0		0	50	50		39.5	0	60.5		17.4	82.6	0		
PHF	.000	.000	.000	.000	.000	.646	.705	.816	.708	.000	.722	.827	.500	.792	.000	.719	.842

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 02_LKE_15 N_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	**12**	5	17	4	0	**9**	**13**	1	4	0	5
+15 mins.	0	0	0	0	0	6	6	12	2	0	8	10	0	3	0	3
+30 mins.	0	0	0	0	0	5	9	14	5	0	4	9	1	**6**	0	7
+45 mins.	0	0	0	0	0	8	**11**	**19**	**6**	0	5	11	**2**	6	0	**8**
Total Volume	0	0	0	0	0	31	31	62	17	0	26	43	4	19	0	23
% App. Total	0	0	0		0	50	50		39.5	0	60.5		17.4	82.6	0	
PHF	.000	.000	.000	.000	.000	.646	.705	.816	.708	.000	.722	.827	.500	.792	.000	.719

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 02_LKE_15 N_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

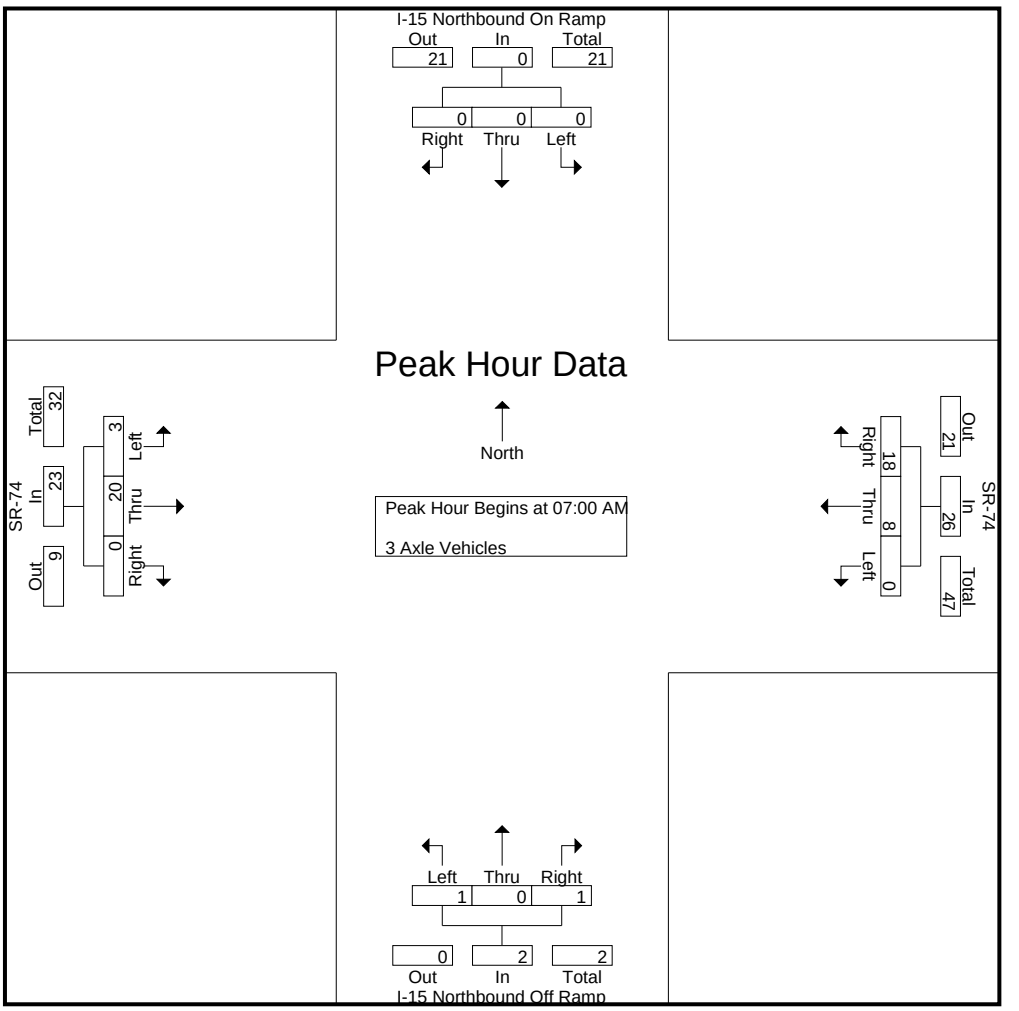
	I-15 Northbound On Ramp Southbound				SR-74 Westbound				I-15 Northbound Off Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	2	4	0	0	1	1	1	4	0	5	10
07:15 AM	0	0	0	0	0	2	6	8	0	0	0	0	2	4	0	6	14
07:30 AM	0	0	0	0	0	1	4	5	0	0	0	0	0	5	0	5	10
07:45 AM	0	0	0	0	0	3	6	9	1	0	0	1	0	7	0	7	17
Total	0	0	0	0	0	8	18	26	1	0	1	2	3	20	0	23	51
08:00 AM	0	0	0	0	0	4	6	10	0	0	1	1	0	4	0	4	15
08:15 AM	0	0	0	0	0	1	8	9	0	0	1	1	1	4	0	5	15
08:30 AM	0	0	0	0	0	2	6	8	0	0	1	1	1	5	0	6	15
08:45 AM	0	0	0	0	0	1	4	5	0	0	0	0	0	8	0	8	13
Total	0	0	0	0	0	8	24	32	0	0	3	3	2	21	0	23	58
Grand Total	0	0	0	0	0	16	42	58	1	0	4	5	5	41	0	46	109
Apprch %	0	0	0		0	27.6	72.4		20	0	80		10.9	89.1	0		
Total %	0	0	0	0	0	14.7	38.5	53.2	0.9	0	3.7	4.6	4.6	37.6	0	42.2	

	I-15 Northbound On Ramp Southbound				SR-74 Westbound				I-15 Northbound Off Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	2	2	4	0	0	**1**	**1**	1	4	0	5	10
07:15 AM	0	0	0	0	0	2	**6**	8	0	0	0	0	**2**	4	0	6	14
07:30 AM	0	0	0	0	0	1	4	5	0	0	0	0	0	5	0	5	10
07:45 AM	0	0	0	0	0	**3**	6	**9**	**1**	0	0	1	0	**7**	0	**7**	**17**
Total Volume	0	0	0	0	0	8	18	26	1	0	1	2	3	20	0	23	51
% App. Total	0	0	0		0	30.8	69.2		50	0	50		13	87	0		
PHF	.000	.000	.000	.000	.000	.667	.750	.722	.250	.000	.250	.500	.375	.714	.000	.821	.750

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 02_LKE_15 N_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	2	2	4	0	0	**1**	**1**	1	4	0	5
+15 mins.	0	0	0	0	0	2	**6**	8	0	0	0	0	**2**	4	0	6
+30 mins.	0	0	0	0	0	1	4	5	0	0	0	0	0	5	0	5
+45 mins.	0	0	0	0	0	**3**	6	**9**	**1**	0	0	1	0	**7**	0	**7**
Total Volume	0	0	0	0	0	8	18	26	1	0	1	2	3	20	0	23
% App. Total	0	0	0		0	30.8	69.2		50	0	50		13	87	0	
PHF	.000	.000	.000	.000	.000	.667	.750	.722	.250	.000	.250	.500	.375	.714	.000	.821

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 02_LKE_15 N_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

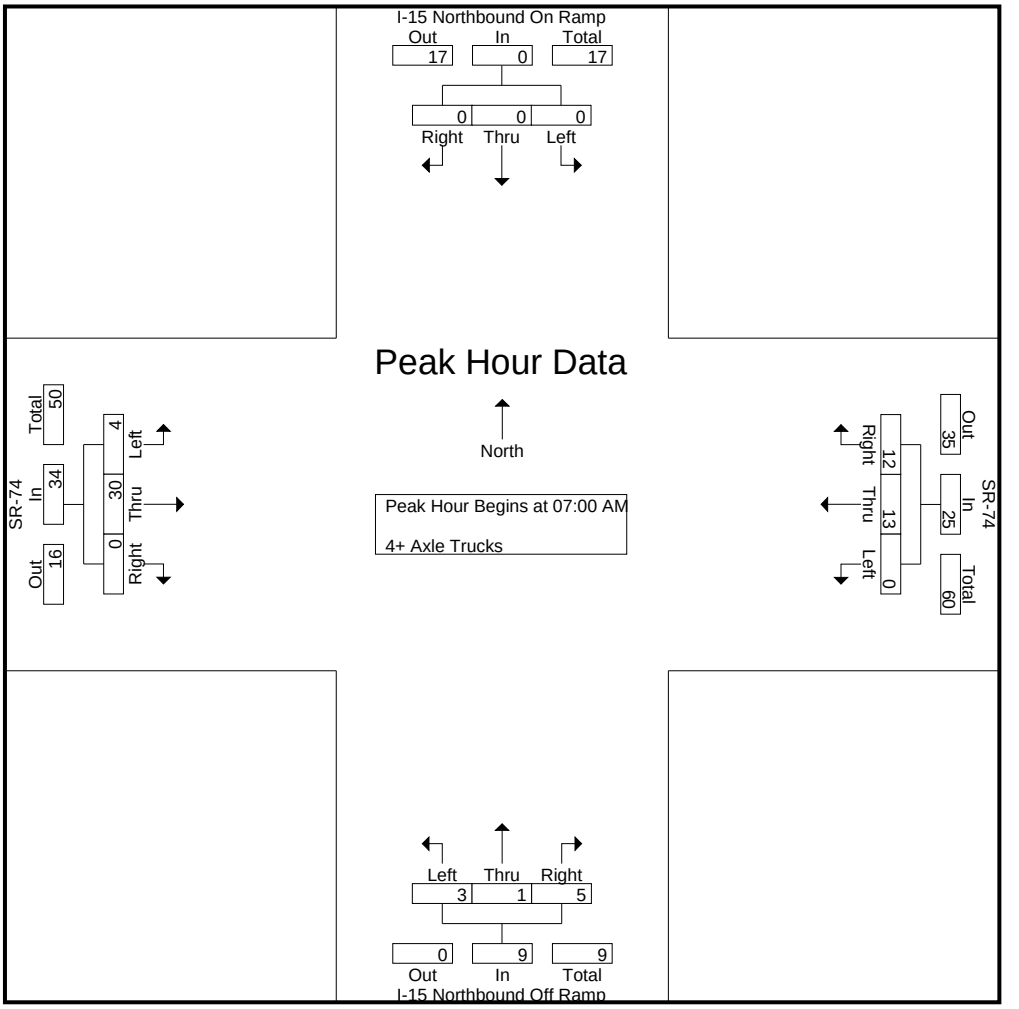
	I-15 Northbound On Ramp Southbound				SR-74 Westbound				I-15 Northbound Off Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	1	4	1	1	1	3	0	3	0	3	10
07:15 AM	0	0	0	0	0	1	5	6	1	0	1	2	2	9	0	11	19
07:30 AM	0	0	0	0	0	5	4	9	1	0	2	3	0	11	0	11	23
07:45 AM	0	0	0	0	0	4	2	6	0	0	1	1	2	7	0	9	16
Total	0	0	0	0	0	13	12	25	3	1	5	9	4	30	0	34	68
08:00 AM	0	0	0	0	0	2	6	8	1	0	1	2	0	3	0	3	13
08:15 AM	0	0	0	0	0	1	9	10	0	0	0	0	1	6	0	7	17
08:30 AM	0	0	0	0	0	2	6	8	0	0	0	0	2	4	0	6	14
08:45 AM	0	0	0	0	0	2	9	11	0	0	2	2	0	8	0	8	21
Total	0	0	0	0	0	7	30	37	1	0	3	4	3	21	0	24	65
Grand Total	0	0	0	0	0	20	42	62	4	1	8	13	7	51	0	58	133
Apprch %	0	0	0		0	32.3	67.7		30.8	7.7	61.5		12.1	87.9	0		
Total %	0	0	0	0	0	15	31.6	46.6	3	0.8	6	9.8	5.3	38.3	0	43.6	

	I-15 Northbound On Ramp Southbound				SR-74 Westbound				I-15 Northbound Off Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	3	1	4	**1**	**1**	1	**3**	0	3	0	3	10
07:15 AM	0	0	0	0	0	1	**5**	6	1	0	1	2	**2**	9	0	**11**	19
07:30 AM	0	0	0	0	0	**5**	4	**9**	1	0	**2**	3	0	**11**	0	11	**23**
07:45 AM	0	0	0	0	0	4	2	6	0	0	1	1	2	7	0	9	16
Total Volume	0	0	0	0	0	13	12	25	3	1	5	9	4	30	0	34	68
% App. Total	0	0	0		0	52	48		33.3	11.1	55.6		11.8	88.2	0		
PHF	.000	.000	.000	.000	.000	.650	.600	.694	.750	.250	.625	.750	.500	.682	.000	.773	.739

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 02_LKE_15 N_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	3	1	4	**1**	**1**	1	**3**	0	3	0	3
+15 mins.	0	0	0	0	0	1	**5**	6	1	0	1	2	**2**	9	0	**11**
+30 mins.	0	0	0	0	0	**5**	4	**9**	1	0	**2**	3	0	**11**	0	11
+45 mins.	0	0	0	0	0	4	2	6	0	0	1	1	2	7	0	9
Total Volume	0	0	0	0	0	13	12	25	3	1	5	9	4	30	0	34
% App. Total	0	0	0		0	52	48		33.3	11.1	55.6		11.8	88.2	0	
PHF	.000	.000	.000	.000	.000	.650	.600	.694	.750	.250	.625	.750	.500	.682	.000	.773

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 02_LKE_15 N_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

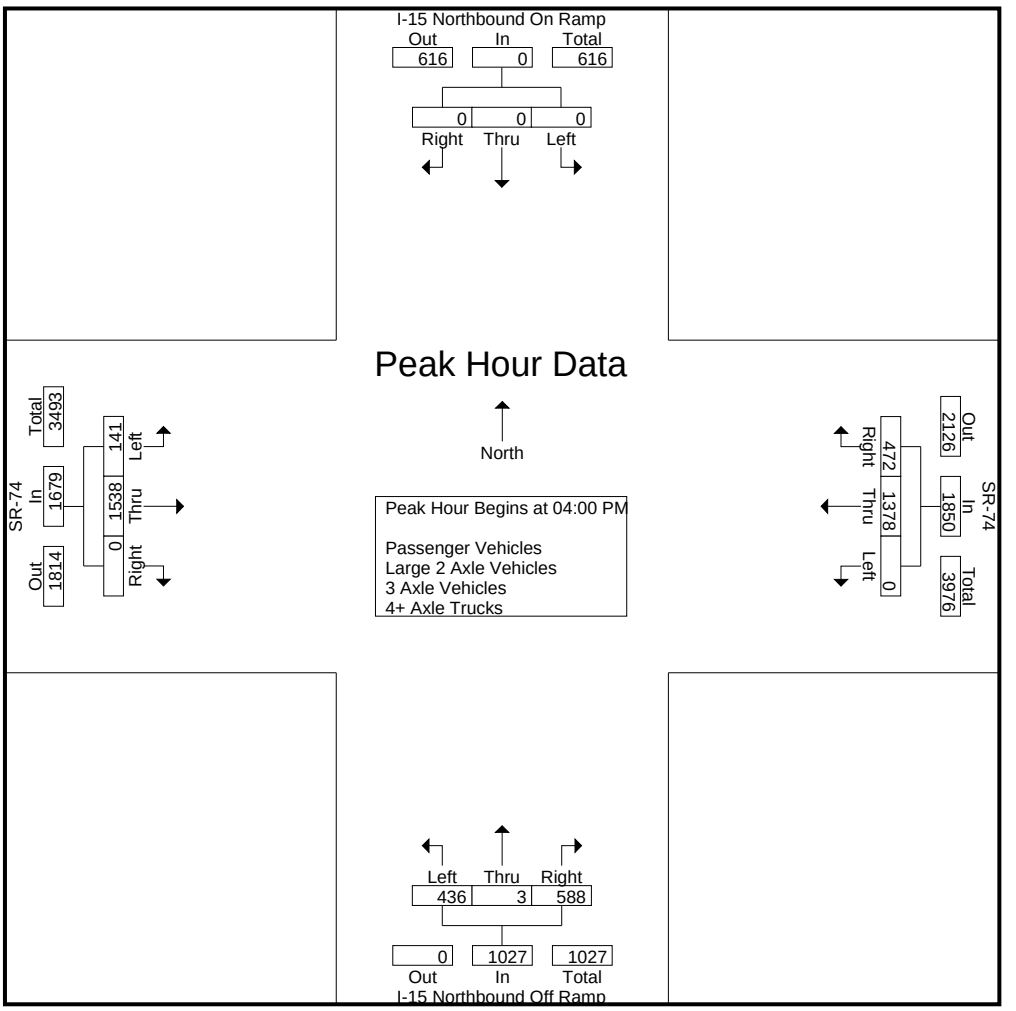
	I-15 Northbound On Ramp Southbound				SR-74 Westbound				I-15 Northbound Off Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	358	106	464	101	2	145	248	42	383	0	425	1137
04:15 PM	0	0	0	0	0	348	113	461	117	1	149	267	40	361	0	401	1129
04:30 PM	0	0	0	0	0	364	131	495	100	0	139	239	31	442	0	473	1207
04:45 PM	0	0	0	0	0	308	122	430	118	0	155	273	28	352	0	380	1083
Total	0	0	0	0	0	1378	472	1850	436	3	588	1027	141	1538	0	1679	4556
05:00 PM	0	0	0	0	0	311	112	423	91	0	123	214	30	403	0	433	1070
05:15 PM	0	0	0	0	0	318	123	441	97	0	152	249	29	380	0	409	1099
05:30 PM	0	0	0	0	0	351	131	482	114	2	133	249	33	392	0	425	1156
05:45 PM	0	0	0	0	0	331	103	434	108	1	140	249	25	378	0	403	1086
Total	0	0	0	0	0	1311	469	1780	410	3	548	961	117	1553	0	1670	4411
Grand Total	0	0	0	0	0	2689	941	3630	846	6	1136	1988	258	3091	0	3349	8967
Apprch %	0	0	0		0	74.1	25.9		42.6	0.3	57.1		7.7	92.3	0		
Total %	0	0	0	0	0	30	10.5	40.5	9.4	0.1	12.7	22.2	2.9	34.5	0	37.3	
Passenger Vehicles	0	0	0	0	0	2657	887	3544	815	4	1067	1886	243	2988	0	3231	8661
% Passenger Vehicles	0	0	0	0	0	98.8	94.3	97.6	96.3	66.7	93.9	94.9	94.2	96.7	0	96.5	96.6
Large 2 Axle Vehicles	0	0	0	0	0	25	17	42	30	1	47	78	9	50	0	59	179
% Large 2 Axle Vehicles	0	0	0	0	0	0.9	1.8	1.2	3.5	16.7	4.1	3.9	3.5	1.6	0	1.8	2
3 Axle Vehicles	0	0	0	0	0	3	7	10	0	0	10	10	2	16	0	18	38
% 3 Axle Vehicles	0	0	0	0	0	0.1	0.7	0.3	0	0	0.9	0.5	0.8	0.5	0	0.5	0.4
4+ Axle Trucks	0	0	0	0	0	4	30	34	1	1	12	14	4	37	0	41	89
% 4+ Axle Trucks	0	0	0	0	0	0.1	3.2	0.9	0.1	16.7	1.1	0.7	1.6	1.2	0	1.2	1

	I-15 Northbound On Ramp Southbound				SR-74 Westbound				I-15 Northbound Off Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	358	106	464	101	**2**	145	248	**42**	383	0	425	1137
04:15 PM	0	0	0	0	0	348	113	461	117	1	149	267	40	361	0	401	1129
04:30 PM	0	0	0	0	0	**364**	**131**	**495**	100	0	139	239	31	**442**	0	**473**	**1207**
04:45 PM	0	0	0	0	0	308	122	430	**118**	0	**155**	**273**	28	352	0	380	1083
Total Volume	0	0	0	0	0	1378	472	1850	436	3	588	1027	141	1538	0	1679	4556
% App. Total	0	0	0		0	74.5	25.5		42.5	0.3	57.3		8.4	91.6	0		
PHF	.000	.000	.000	.000	.000	.946	.901	.934	.924	.375	.948	.940	.839	.870	.000	.887	.944

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 02_LKE_15 N_74_PM
Site Code : 00322418
Start Date : 5/12/2022



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

	04:00 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	0	0	0	0	0	358	106	464	101	**2**	145	248	**31**	**442**	0	**473**
+15 mins.	0	0	0	0	0	348	113	461	117	1	149	267	28	352	0	380
+30 mins.	0	0	0	0	0	**364**	**131**	**495**	100	0	139	239	30	403	0	433
+45 mins.	0	0	0	0	0	308	122	430	**118**	0	**155**	**273**	29	380	0	409
Total Volume	0	0	0	0	0	1378	472	1850	436	3	588	1027	118	1577	0	1695
% App. Total	0	0	0		0	74.5	25.5		42.5	0.3	57.3		7	93	0	
PHF	.000	.000	.000	.000	.000	.946	.901	.934	.924	.375	.948	.940	.952	.892	.000	.896

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City of Lake Elsinore
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E/W: SR-74
Weather: Clear

File Name : 02_LKE_15 N_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

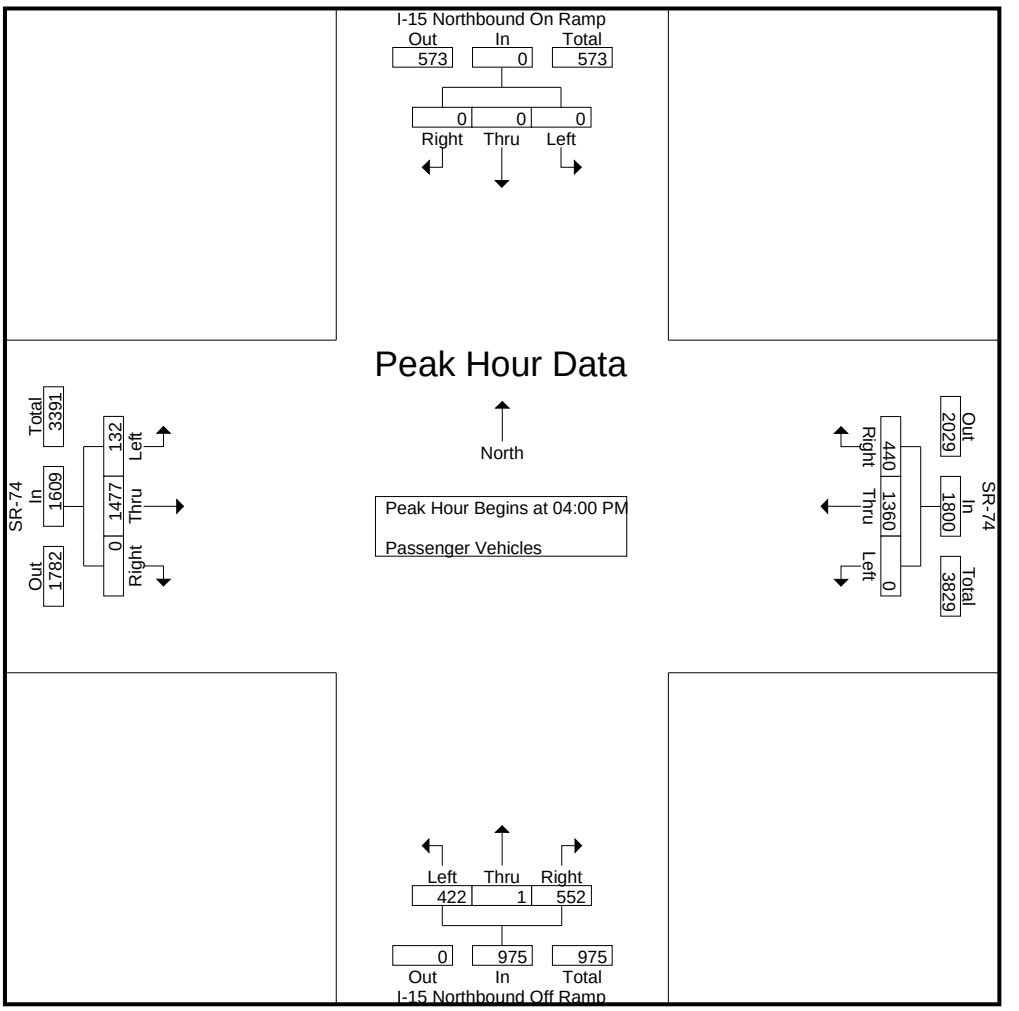
	I-15 Northbound On Ramp Southbound				SR-74 Westbound				I-15 Northbound Off Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	347	98	445	95	1	136	232	38	371	0	409	1086
04:15 PM	0	0	0	0	0	346	108	454	113	0	141	254	38	343	0	381	1089
04:30 PM	0	0	0	0	0	361	119	480	97	0	130	227	31	428	0	459	1166
04:45 PM	0	0	0	0	0	306	115	421	117	0	145	262	25	335	0	360	1043
Total	0	0	0	0	0	1360	440	1800	422	1	552	975	132	1477	0	1609	4384
05:00 PM	0	0	0	0	0	307	108	415	85	0	118	203	30	387	0	417	1035
05:15 PM	0	0	0	0	0	313	118	431	91	0	142	233	27	372	0	399	1063
05:30 PM	0	0	0	0	0	349	123	472	112	2	126	240	32	384	0	416	1128
05:45 PM	0	0	0	0	0	328	98	426	105	1	129	235	22	368	0	390	1051
Total	0	0	0	0	0	1297	447	1744	393	3	515	911	111	1511	0	1622	4277
Grand Total	0	0	0	0	0	2657	887	3544	815	4	1067	1886	243	2988	0	3231	8661
Apprch %	0	0	0		0	75	25		43.2	0.2	56.6		7.5	92.5	0		
Total %	0	0	0	0	0	30.7	10.2	40.9	9.4	0	12.3	21.8	2.8	34.5	0	37.3	

	I-15 Northbound On Ramp Southbound				SR-74 Westbound				I-15 Northbound Off Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	347	98	445	95	**1**	136	232	**38**	371	0	409	1086
04:15 PM	0	0	0	0	0	346	108	454	113	0	141	254	38	343	0	381	1089
04:30 PM	0	0	0	0	0	**361**	**119**	**480**	97	0	130	227	31	**428**	0	**459**	**1166**
04:45 PM	0	0	0	0	0	306	115	421	**117**	0	**145**	**262**	25	335	0	360	1043
Total Volume	0	0	0	0	0	1360	440	1800	422	1	552	975	132	1477	0	1609	4384
% App. Total	0	0	0		0	75.6	24.4		43.3	0.1	56.6		8.2	91.8	0		
PHF	.000	.000	.000	.000	.000	.942	.924	.938	.902	.250	.952	.930	.868	.863	.000	.876	.940

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 02_LKE_15 N_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	347	98	445	95	**1**	136	232	**38**	371	0	409
+15 mins.	0	0	0	0	0	346	108	454	113	0	141	254	38	343	0	381
+30 mins.	0	0	0	0	0	**361**	**119**	**480**	97	0	130	227	31	**428**	0	**459**
+45 mins.	0	0	0	0	0	306	115	421	**117**	0	**145**	**262**	25	335	0	360
Total Volume	0	0	0	0	0	1360	440	1800	422	1	552	975	132	1477	0	1609
% App. Total	0	0	0		0	75.6	24.4		43.3	0.1	56.6		8.2	91.8	0	
PHF	.000	.000	.000	.000	.000	.942	.924	.938	.902	.250	.952	.930	.868	.863	.000	.876

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 02_LKE_15 N_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

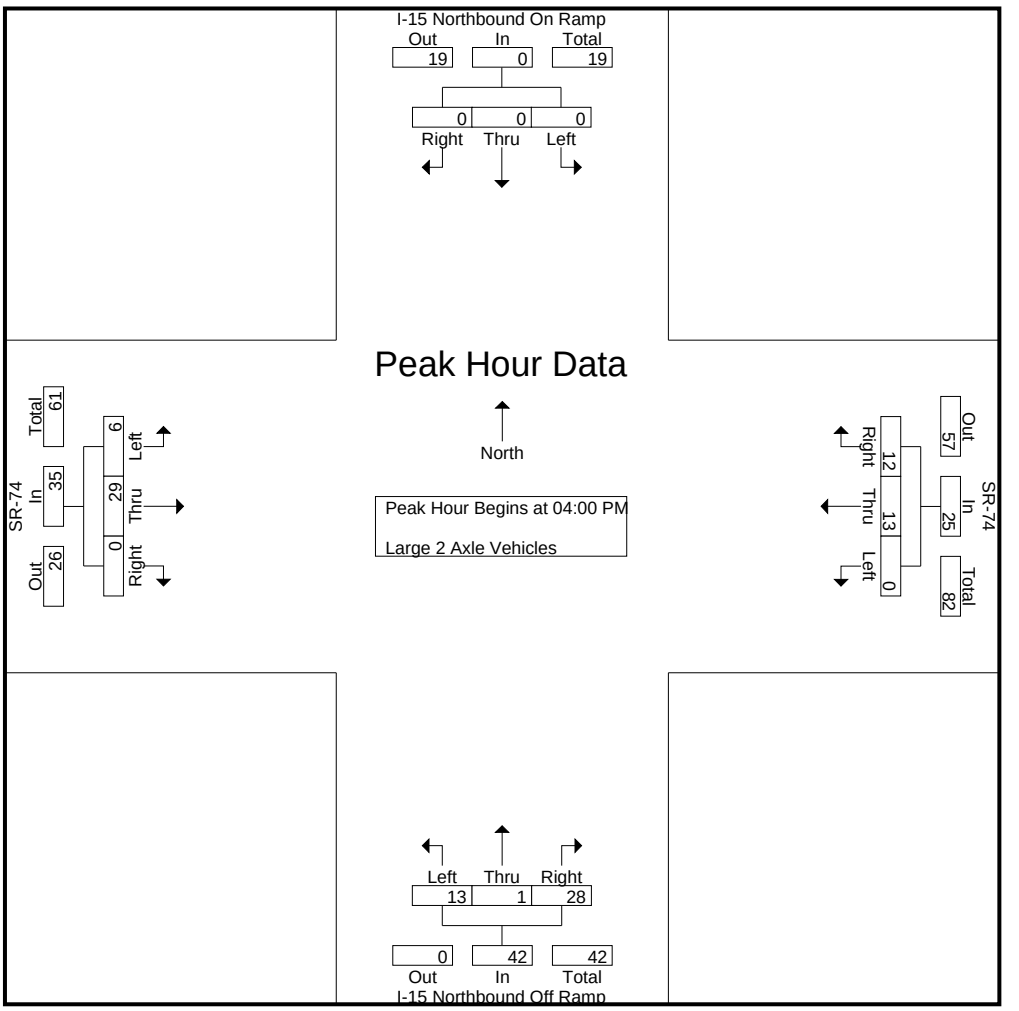
	I-15 Northbound On Ramp Southbound				SR-74 Westbound				I-15 Northbound Off Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	7	3	10	5	0	7	12	2	6	0	8	30
04:15 PM	0	0	0	0	0	1	3	4	4	1	5	10	2	7	0	9	23
04:30 PM	0	0	0	0	0	3	3	6	3	0	8	11	0	9	0	9	26
04:45 PM	0	0	0	0	0	2	3	5	1	0	8	9	2	7	0	9	23
Total	0	0	0	0	0	13	12	25	13	1	28	42	6	29	0	35	102
05:00 PM	0	0	0	0	0	3	1	4	6	0	3	9	0	9	0	9	22
05:15 PM	0	0	0	0	0	4	1	5	6	0	5	11	0	5	0	5	21
05:30 PM	0	0	0	0	0	2	2	4	2	0	6	8	1	1	0	2	14
05:45 PM	0	0	0	0	0	3	1	4	3	0	5	8	2	6	0	8	20
Total	0	0	0	0	0	12	5	17	17	0	19	36	3	21	0	24	77
Grand Total	0	0	0	0	0	25	17	42	30	1	47	78	9	50	0	59	179
Apprch %	0	0	0		0	59.5	40.5		38.5	1.3	60.3		15.3	84.7	0		
Total %	0	0	0	0	0	14	9.5	23.5	16.8	0.6	26.3	43.6	5	27.9	0	33	

	I-15 Northbound On Ramp Southbound				SR-74 Westbound				I-15 Northbound Off Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**7**	**3**	**10**	**5**	0	7	**12**	**2**	6	0	8	**30**
04:15 PM	0	0	0	0	0	1	3	4	4	**1**	5	10	2	7	0	**9**	23
04:30 PM	0	0	0	0	0	3	3	6	3	0	**8**	11	0	**9**	0	9	26
04:45 PM	0	0	0	0	0	2	3	5	1	0	8	9	2	7	0	9	23
Total Volume	0	0	0	0	0	13	12	25	13	1	28	42	6	29	0	35	102
% App. Total	0	0	0		0	52	48		31	2.4	66.7		17.1	82.9	0		
PHF	.000	.000	.000	.000	.000	.464	1.00	.625	.650	.250	.875	.875	.750	.806	.000	.972	.850

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 02_LKE_15 N_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**7**	**3**	**10**	**5**	0	7	**12**	**2**	6	0	8
+15 mins.	0	0	0	0	0	1	3	4	4	**1**	5	10	2	7	0	**9**
+30 mins.	0	0	0	0	0	3	3	6	3	0	**8**	11	0	**9**	0	9
+45 mins.	0	0	0	0	0	2	3	5	1	0	8	9	2	7	0	9
Total Volume	0	0	0	0	0	13	12	25	13	1	28	42	6	29	0	35
% App. Total	0	0	0		0	52	48		31	2.4	66.7		17.1	82.9	0	
PHF	.000	.000	.000	.000	.000	.464	1.000	.625	.650	.250	.875	.875	.750	.806	.000	.972

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 02_LKE_15 N_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

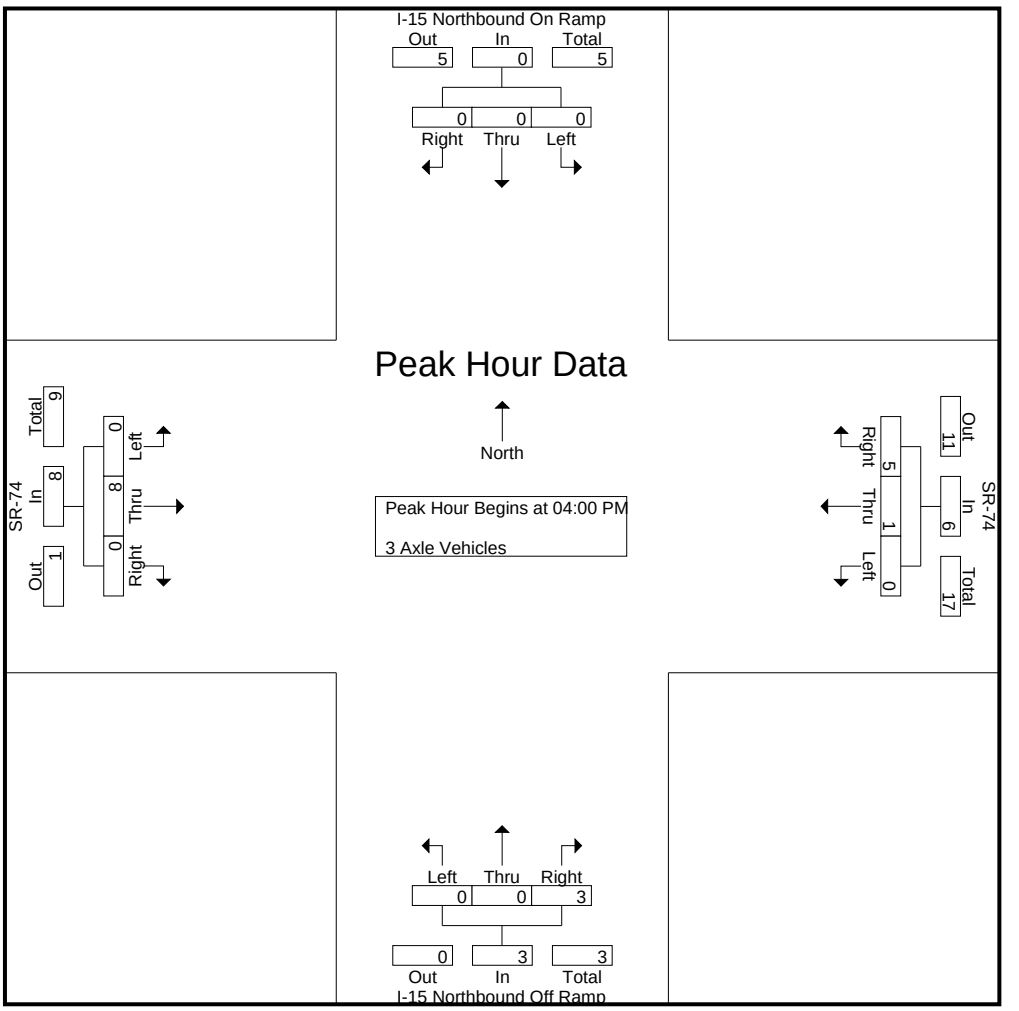
	I-15 Northbound On Ramp Southbound				SR-74 Westbound				I-15 Northbound Off Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	3	4	0	0	2	2	0	3	0	3	9
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2	3
04:45 PM	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	2	4
Total	0	0	0	0	0	1	5	6	0	0	3	3	0	8	0	8	17
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
05:15 PM	0	0	0	0	0	1	1	2	0	0	2	2	1	0	0	1	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	4	0	4	5
05:45 PM	0	0	0	0	0	0	1	1	0	0	4	4	1	0	0	1	6
Total	0	0	0	0	0	2	2	4	0	0	7	7	2	8	0	10	21
Grand Total	0	0	0	0	0	3	7	10	0	0	10	10	2	16	0	18	38
Apprch %	0	0	0		0	30	70		0	0	100		11.1	88.9	0		
Total %	0	0	0	0	0	7.9	18.4	26.3	0	0	26.3	26.3	5.3	42.1	0	47.4	

	I-15 Northbound On Ramp Southbound				SR-74 Westbound				I-15 Northbound Off Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**1**	**3**	**4**	0	0	**2**	**2**	0	**3**	0	**3**	**9**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2	3
04:45 PM	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	2	4
Total Volume	0	0	0	0	0	1	5	6	0	0	3	3	0	8	0	8	17
% App. Total	0	0	0		0	16.7	83.3		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.417	.375	.000	.000	.375	.375	.000	.667	.000	.667	.472

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 02_LKE_15 N_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**1**	**3**	**4**	0	0	**2**	**2**	0	**3**	0	**3**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	2
Total Volume	0	0	0	0	0	1	5	6	0	0	3	3	0	8	0	8
% App. Total	0	0	0		0	16.7	83.3		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.417	.375	.000	.000	.375	.375	.000	.667	.000	.667

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 02_LKE_15 N_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

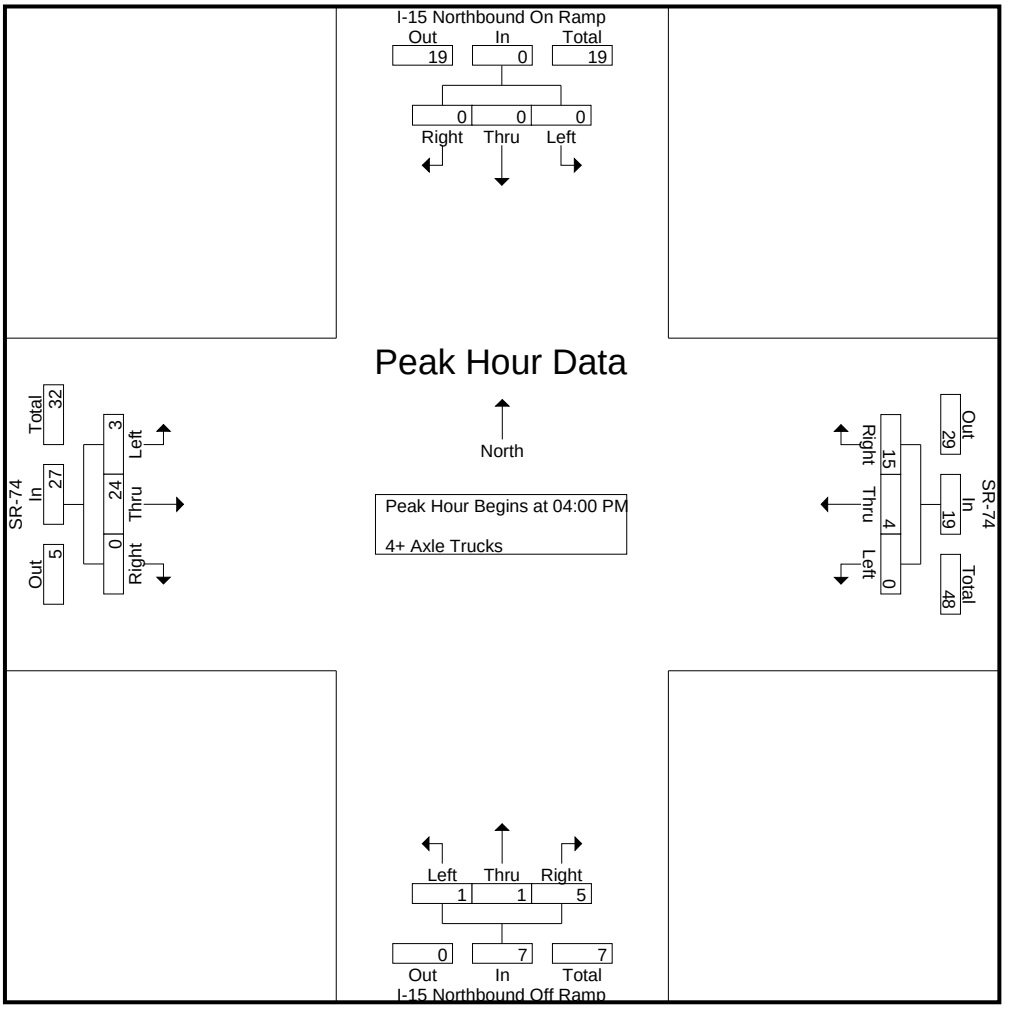
	I-15 Northbound On Ramp Southbound				SR-74 Westbound				I-15 Northbound Off Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	3	2	5	1	1	0	2	2	3	0	5	12
04:15 PM	0	0	0	0	0	1	2	3	0	0	3	3	0	10	0	10	16
04:30 PM	0	0	0	0	0	0	8	8	0	0	1	1	0	3	0	3	12
04:45 PM	0	0	0	0	0	0	3	3	0	0	1	1	1	8	0	9	13
Total	0	0	0	0	0	4	15	19	1	1	5	7	3	24	0	27	53
05:00 PM	0	0	0	0	0	0	3	3	0	0	2	2	0	3	0	3	8
05:15 PM	0	0	0	0	0	0	3	3	0	0	3	3	1	3	0	4	10
05:30 PM	0	0	0	0	0	0	6	6	0	0	0	0	0	3	0	3	9
05:45 PM	0	0	0	0	0	0	3	3	0	0	2	2	0	4	0	4	9
Total	0	0	0	0	0	0	15	15	0	0	7	7	1	13	0	14	36
Grand Total	0	0	0	0	0	4	30	34	1	1	12	14	4	37	0	41	89
Apprch %	0	0	0		0	11.8	88.2		7.1	7.1	85.7		9.8	90.2	0		
Total %	0	0	0	0	0	4.5	33.7	38.2	1.1	1.1	13.5	15.7	4.5	41.6	0	46.1	

	I-15 Northbound On Ramp Southbound				SR-74 Westbound				I-15 Northbound Off Ramp Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**3**	2	5	**1**	**1**	0	2	**2**	3	0	5	12
04:15 PM	0	0	0	0	0	1	2	3	0	0	**3**	**3**	0	**10**	0	**10**	**16**
04:30 PM	0	0	0	0	0	0	**8**	**8**	0	0	1	1	0	3	0	3	12
04:45 PM	0	0	0	0	0	0	3	3	0	0	1	1	1	8	0	9	13
Total Volume	0	0	0	0	0	4	15	19	1	1	5	7	3	24	0	27	53
% App. Total	0	0	0		0	21.1	78.9		14.3	14.3	71.4		11.1	88.9	0		
PHF	.000	.000	.000	.000	.000	.333	.469	.594	.250	.250	.417	.583	.375	.600	.000	.675	.828

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 02_LKE_15 N_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**3**	2	5	**1**	**1**	0	2	**2**	3	0	5
+15 mins.	0	0	0	0	0	1	2	3	0	0	**3**	**3**	0	**10**	0	**10**
+30 mins.	0	0	0	0	0	0	**8**	**8**	0	0	1	1	0	3	0	3
+45 mins.	0	0	0	0	0	0	3	3	0	0	1	1	1	8	0	9
Total Volume	0	0	0	0	0	4	15	19	1	1	5	7	3	24	0	27
% App. Total	0	0	0		0	21.1	78.9		14.3	14.3	71.4		11.1	88.9	0	
PHF	.000	.000	.000	.000	.000	.333	.469	.594	.250	.250	.417	.583	.375	.600	.000	.675

Location: Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: SR-74

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg I-15 Northbound Ramps	East Leg SR-74	South Leg I-15 Northbound Ramps	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	2	0	0	0	2
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	3	0	0	0	3

	North Leg I-15 Northbound Ramps	East Leg SR-74	South Leg I-15 Northbound Ramps	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	3	0	0	0	3
4:45 PM	1	0	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	2	0	0	0	2
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	8	0	0	0	8

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Location: Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: SR-74

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound I-15 Northbound Ramps			Westbound SR-74			Northbound I-15 Northbound Ramps			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	2	0	3

	Southbound I-15 Northbound Ramps			Westbound SR-74			Northbound I-15 Northbound Ramps			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	3	0	0	0	0	0	0	0	3

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: SR-74
Weather: Clear

File Name : 03_LKE_Dexter_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

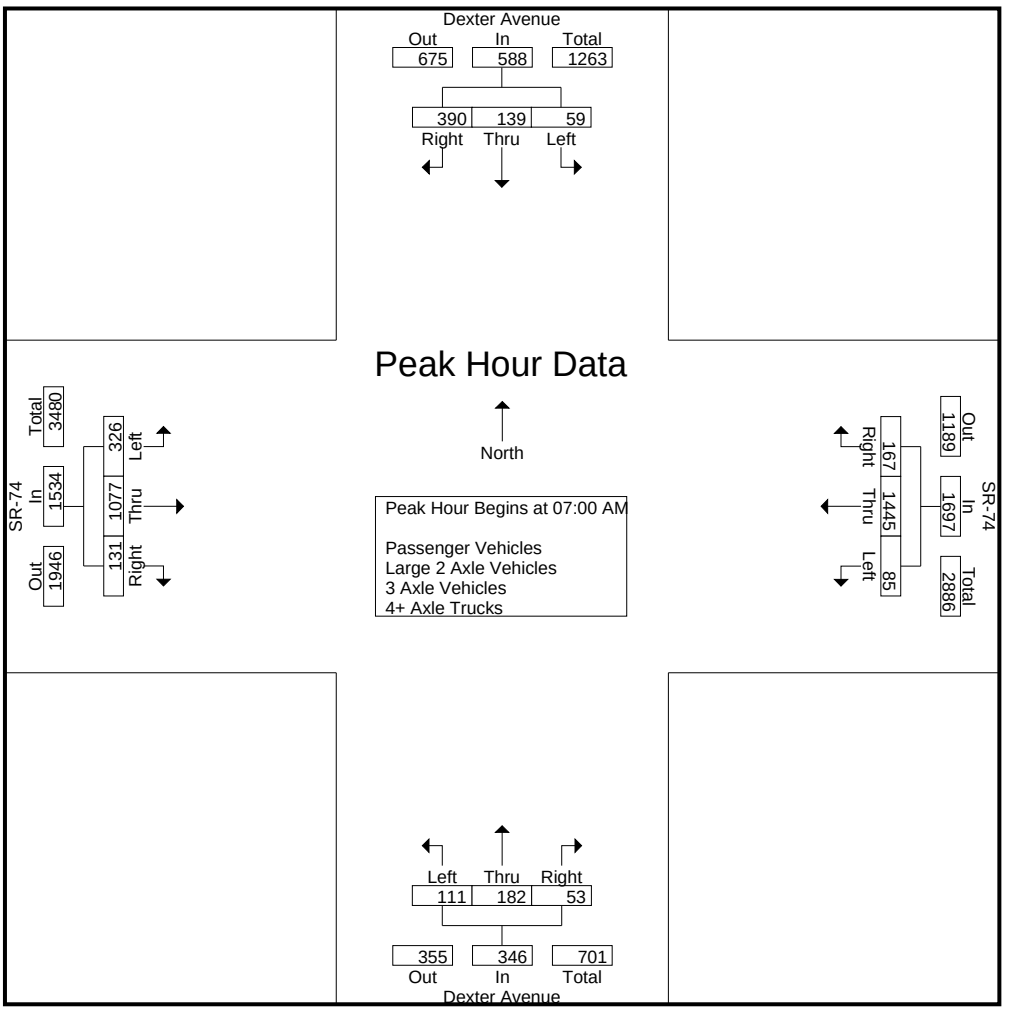
	Dexter Avenue Southbound				SR-74 Westbound				Dexter Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	37	69	115	17	382	46	445	24	56	10	90	82	256	31	369	1019
07:15 AM	21	47	140	208	18	360	61	439	26	55	14	95	98	299	26	423	1165
07:30 AM	19	40	114	173	22	351	36	409	25	43	17	85	78	286	34	398	1065
07:45 AM	10	15	67	92	28	352	24	404	36	28	12	76	68	236	40	344	916
Total	59	139	390	588	85	1445	167	1697	111	182	53	346	326	1077	131	1534	4165
08:00 AM	7	12	62	81	14	333	22	369	33	32	24	89	58	231	40	329	868
08:15 AM	2	8	53	63	19	348	18	385	30	20	12	62	39	220	43	302	812
08:30 AM	6	21	55	82	19	281	15	315	37	23	12	72	65	210	42	317	786
08:45 AM	4	10	39	53	21	294	21	336	57	21	13	91	49	208	39	296	776
Total	19	51	209	279	73	1256	76	1405	157	96	61	314	211	869	164	1244	3242
Grand Total	78	190	599	867	158	2701	243	3102	268	278	114	660	537	1946	295	2778	7407
Apprch %	9	21.9	69.1		5.1	87.1	7.8		40.6	42.1	17.3		19.3	70.1	10.6		
Total %	1.1	2.6	8.1	11.7	2.1	36.5	3.3	41.9	3.6	3.8	1.5	8.9	7.2	26.3	4	37.5	
Passenger Vehicles	74	187	579	840	153	2531	231	2915	252	273	111	636	523	1796	276	2595	6986
% Passenger Vehicles	94.9	98.4	96.7	96.9	96.8	93.7	95.1	94	94	98.2	97.4	96.4	97.4	92.3	93.6	93.4	94.3
Large 2 Axle Vehicles	3	1	12	16	2	78	9	89	8	5	2	15	9	57	13	79	199
% Large 2 Axle Vehicles	3.8	0.5	2	1.8	1.3	2.9	3.7	2.9	3	1.8	1.8	2.3	1.7	2.9	4.4	2.8	2.7
3 Axle Vehicles	0	1	1	2	3	43	0	46	6	0	0	6	1	40	1	42	96
% 3 Axle Vehicles	0	0.5	0.2	0.2	1.9	1.6	0	1.5	2.2	0	0	0.9	0.2	2.1	0.3	1.5	1.3
4+ Axle Trucks	1	1	7	9	0	49	3	52	2	0	1	3	4	53	5	62	126
% 4+ Axle Trucks	1.3	0.5	1.2	1	0	1.8	1.2	1.7	0.7	0	0.9	0.5	0.7	2.7	1.7	2.2	1.7

	Dexter Avenue Southbound				SR-74 Westbound				Dexter Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	9	37	69	115	17	**382**	46	**445**	24	**56**	10	90	82	256	31	369	1019
07:15 AM	**21**	**47**	**140**	**208**	18	360	**61**	439	26	55	14	**95**	**98**	**299**	26	**423**	**1165**
07:30 AM	19	40	114	173	22	351	36	409	25	43	**17**	85	78	286	34	398	1065
07:45 AM	10	15	67	92	**28**	352	24	404	**36**	28	12	76	68	236	**40**	344	916
Total Volume	59	139	390	588	85	1445	167	1697	111	182	53	346	326	1077	131	1534	4165
% App. Total	10	23.6	66.3		5	85.2	9.8		32.1	52.6	15.3		21.3	70.2	8.5		
PHF	.702	.739	.696	.707	.759	.946	.684	.953	.771	.813	.779	.911	.832	.901	.819	.907	.894

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: SR-74
Weather: Clear

File Name : 03_LKE_Dexter_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	9	37	69	115	17	**382**	46	**445**	24	**56**	10	90	82	256	31	369
+15 mins.	**21**	**47**	**140**	**208**	18	360	**61**	439	26	55	14	**95**	**98**	**299**	26	**423**
+30 mins.	19	40	114	173	22	351	36	409	25	43	**17**	85	78	286	34	398
+45 mins.	10	15	67	92	**28**	352	24	404	**36**	28	12	76	68	236	**40**	344
Total Volume	59	139	390	588	85	1445	167	1697	111	182	53	346	326	1077	131	1534
% App. Total	10	23.6	66.3		5	85.2	9.8		32.1	52.6	15.3		21.3	70.2	8.5	
PHF	.702	.739	.696	.707	.759	.946	.684	.953	.771	.813	.779	.911	.832	.901	.819	.907

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City of Lake Elsinore
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Weather: Clear

File Name : 03_LKE_Dexter_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

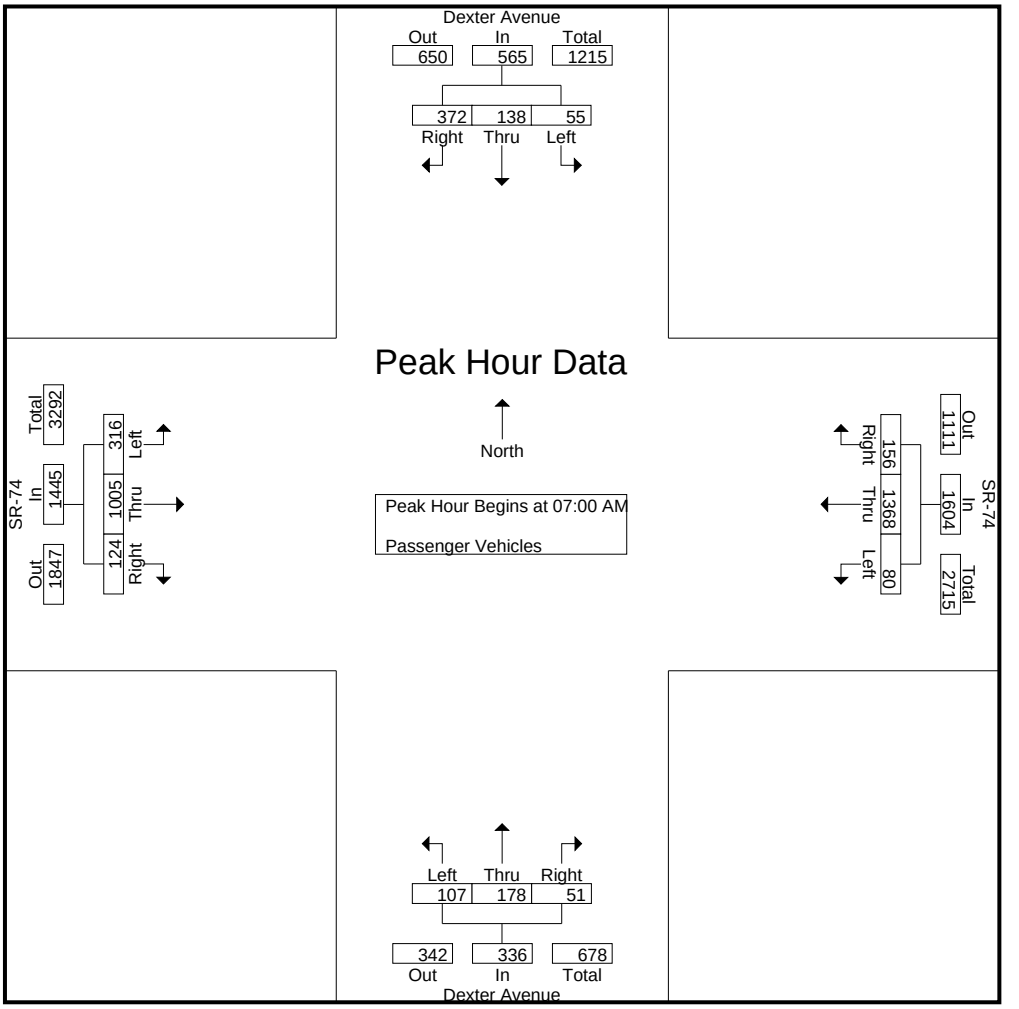
	Dexter Avenue Southbound				SR-74 Westbound				Dexter Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	36	67	110	15	363	43	421	22	55	9	86	80	244	29	353	970
07:15 AM	21	47	136	204	17	343	55	415	26	55	14	95	94	278	26	398	1112
07:30 AM	18	40	110	168	22	332	34	388	25	41	16	82	76	267	30	373	1011
07:45 AM	9	15	59	83	26	330	24	380	34	27	12	73	66	216	39	321	857
Total	55	138	372	565	80	1368	156	1604	107	178	51	336	316	1005	124	1445	3950
08:00 AM	7	11	62	80	14	310	22	346	30	31	24	85	57	215	38	310	821
08:15 AM	2	8	51	61	19	324	17	360	25	20	11	56	38	201	42	281	758
08:30 AM	6	20	55	81	19	256	15	290	35	23	12	70	65	190	37	292	733
08:45 AM	4	10	39	53	21	273	21	315	55	21	13	89	47	185	35	267	724
Total	19	49	207	275	73	1163	75	1311	145	95	60	300	207	791	152	1150	3036
Grand Total	74	187	579	840	153	2531	231	2915	252	273	111	636	523	1796	276	2595	6986
Apprch %	8.8	22.3	68.9		5.2	86.8	7.9		39.6	42.9	17.5		20.2	69.2	10.6		
Total %	1.1	2.7	8.3	12	2.2	36.2	3.3	41.7	3.6	3.9	1.6	9.1	7.5	25.7	4	37.1	

	Dexter Avenue Southbound				SR-74 Westbound				Dexter Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	7	36	67	110	15	**363**	43	**421**	22	**55**	9	86	80	244	29	353	970
07:15 AM	**21**	**47**	**136**	**204**	17	343	**55**	415	26	55	14	**95**	**94**	**278**	26	**398**	**1112**
07:30 AM	18	40	110	168	22	332	34	388	25	41	**16**	82	76	267	30	373	1011
07:45 AM	9	15	59	83	**26**	330	24	380	**34**	27	12	73	66	216	**39**	321	857
Total Volume	55	138	372	565	80	1368	156	1604	107	178	51	336	316	1005	124	1445	3950
% App. Total	9.7	24.4	65.8		5	85.3	9.7		31.8	53	15.2		21.9	69.6	8.6		
PHF	.655	.734	.684	.692	.769	.942	.709	.952	.787	.809	.797	.884	.840	.904	.795	.908	.888

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City of Lake Elsinore
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Weather: Clear

File Name : 03_LKE_Dexter_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	7	36	67	110	15	**363**	43	**421**	22	**55**	9	86	80	244	29	353
+15 mins.	**21**	**47**	**136**	**204**	17	343	**55**	415	26	55	14	**95**	**94**	**278**	26	**398**
+30 mins.	18	40	110	168	22	332	34	388	25	41	**16**	82	76	267	30	373
+45 mins.	9	15	59	83	**26**	330	24	380	**34**	27	12	73	66	216	**39**	321
Total Volume	55	138	372	565	80	1368	156	1604	107	178	51	336	316	1005	124	1445
% App. Total	9.7	24.4	65.8		5	85.3	9.7		31.8	53	15.2		21.9	69.6	8.6	
PHF	.655	.734	.684	.692	.769	.942	.709	.952	.787	.809	.797	.884	.840	.904	.795	.908

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: SR-74
Weather: Clear

File Name : 03_LKE_Dexter_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

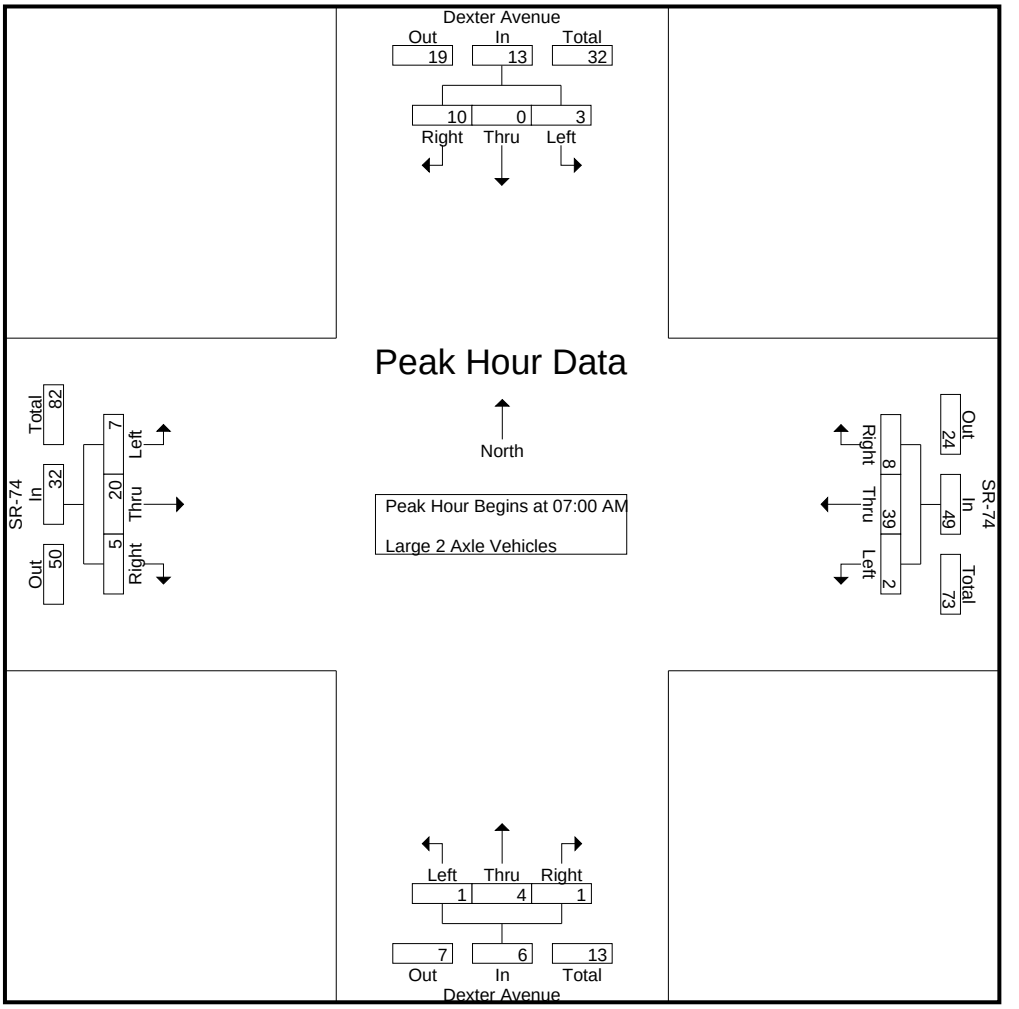
	Dexter Avenue Southbound				SR-74 Westbound				Dexter Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	2	3	1	12	2	15	0	1	1	2	1	4	2	7	27
07:15 AM	0	0	1	1	0	9	4	13	0	0	0	0	3	7	0	10	24
07:30 AM	1	0	2	3	0	7	2	9	0	2	0	2	2	4	2	8	22
07:45 AM	1	0	5	6	1	11	0	12	1	1	0	2	1	5	1	7	27
Total	3	0	10	13	2	39	8	49	1	4	1	6	7	20	5	32	100
08:00 AM	0	1	0	1	0	10	0	10	2	1	0	3	0	8	2	10	24
08:15 AM	0	0	2	2	0	10	1	11	2	0	1	3	0	10	0	10	26
08:30 AM	0	0	0	0	0	12	0	12	1	0	0	1	0	10	5	15	28
08:45 AM	0	0	0	0	0	7	0	7	2	0	0	2	2	9	1	12	21
Total	0	1	2	3	0	39	1	40	7	1	1	9	2	37	8	47	99
Grand Total	3	1	12	16	2	78	9	89	8	5	2	15	9	57	13	79	199
Apprch %	18.8	6.2	75		2.2	87.6	10.1		53.3	33.3	13.3		11.4	72.2	16.5		
Total %	1.5	0.5	6	8	1	39.2	4.5	44.7	4	2.5	1	7.5	4.5	28.6	6.5	39.7	

	Dexter Avenue Southbound				SR-74 Westbound				Dexter Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	0	2	3	**1**	**12**	2	**15**	0	1	**1**	**2**	1	4	**2**	7	**27**
07:15 AM	0	0	1	1	0	9	**4**	13	0	0	0	0	**3**	**7**	0	**10**	24
07:30 AM	1	0	2	3	0	7	2	9	0	**2**	0	2	2	4	2	8	22
07:45 AM	1	0	**5**	**6**	1	11	0	12	**1**	1	0	2	1	5	1	7	27
Total Volume	3	0	10	13	2	39	8	49	1	4	1	6	7	20	5	32	100
% App. Total	23.1	0	76.9		4.1	79.6	16.3		16.7	66.7	16.7		21.9	62.5	15.6		
PHF	.750	.000	.500	.542	.500	.813	.500	.817	.250	.500	.250	.750	.583	.714	.625	.800	.926

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: SR-74
Weather: Clear

File Name : 03_LKE_Dexter_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**1**	0	2	3	**1**	**12**	2	**15**	0	1	**1**	**2**	1	4	**2**	7
+15 mins.	0	0	1	1	0	9	**4**	13	0	0	0	0	**3**	**7**	0	**10**
+30 mins.	1	0	2	3	0	7	2	9	0	**2**	0	2	2	4	2	8
+45 mins.	1	0	**5**	**6**	1	11	0	12	**1**	1	0	2	1	5	1	7
Total Volume	3	0	10	13	2	39	8	49	1	4	1	6	7	20	5	32
% App. Total	23.1	0	76.9		4.1	79.6	16.3		16.7	66.7	16.7		21.9	62.5	15.6	
PHF	.750	.000	.500	.542	.500	.813	.500	.817	.250	.500	.250	.750	.583	.714	.625	.800

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: SR-74
Weather: Clear

File Name : 03_LKE_Dexter_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

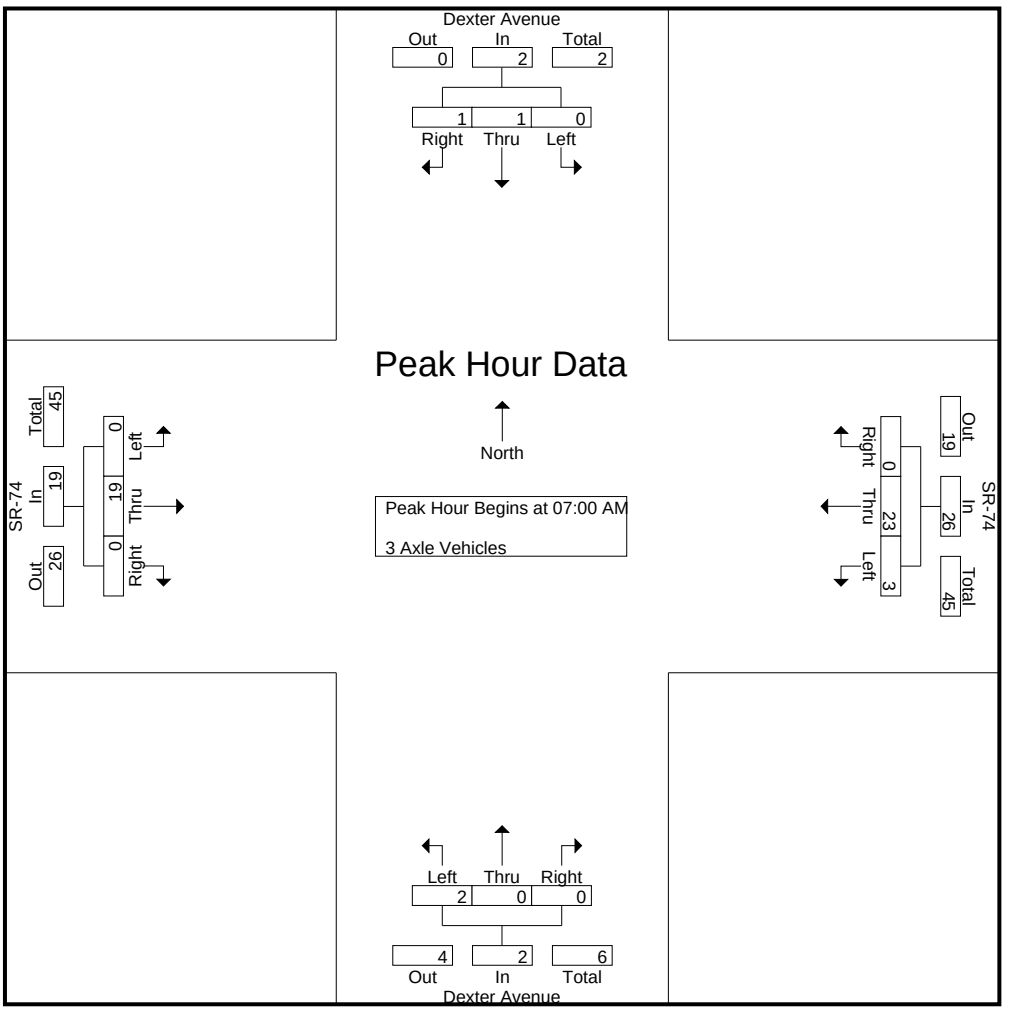
	Dexter Avenue Southbound				SR-74 Westbound				Dexter Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	1	4	0	5	1	0	0	1	0	3	0	3	10
07:15 AM	0	0	1	1	1	6	0	7	0	0	0	0	0	5	0	5	13
07:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
07:45 AM	0	0	0	0	1	7	0	8	1	0	0	1	0	6	0	6	15
Total	0	1	1	2	3	23	0	26	2	0	0	2	0	19	0	19	49
08:00 AM	0	0	0	0	0	4	0	4	1	0	0	1	1	4	0	5	10
08:15 AM	0	0	0	0	0	6	0	6	2	0	0	2	0	4	1	5	13
08:30 AM	0	0	0	0	0	5	0	5	1	0	0	1	0	6	0	6	12
08:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	7	0	7	12
Total	0	0	0	0	0	20	0	20	4	0	0	4	1	21	1	23	47
Grand Total	0	1	1	2	3	43	0	46	6	0	0	6	1	40	1	42	96
Apprch %	0	50	50		6.5	93.5	0		100	0	0		2.4	95.2	2.4		
Total %	0	1	1	2.1	3.1	44.8	0	47.9	6.2	0	0	6.2	1	41.7	1	43.8	

	Dexter Avenue Southbound				SR-74 Westbound				Dexter Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**1**	0	**1**	**1**	4	0	5	**1**	0	0	**1**	0	3	0	3	10
07:15 AM	0	0	**1**	1	1	6	0	7	0	0	0	0	0	5	0	5	13
07:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
07:45 AM	0	0	0	0	1	**7**	0	**8**	1	0	0	1	0	**6**	0	**6**	**15**
Total Volume	0	1	1	2	3	23	0	26	2	0	0	2	0	19	0	19	49
% App. Total	0	50	50		11.5	88.5	0		100	0	0		0	100	0		
PHF	.000	.250	.250	.500	.750	.821	.000	.813	.500	.000	.000	.500	.000	.792	.000	.792	.817

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: SR-74
Weather: Clear

File Name : 03_LKE_Dexter_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**1**	0	**1**	**1**	4	0	5	**1**	0	0	**1**	0	3	0	3
+15 mins.	0	0	**1**	1	1	6	0	7	0	0	0	0	0	5	0	5
+30 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5
+45 mins.	0	0	0	0	1	**7**	0	**8**	1	0	0	1	0	**6**	0	**6**
Total Volume	0	1	1	2	3	23	0	26	2	0	0	2	0	19	0	19
% App. Total	0	50	50		11.5	88.5	0		100	0	0		0	100	0	
PHF	.000	.250	.250	.500	.750	.821	.000	.813	.500	.000	.000	.500	.000	.792	.000	.792

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City of Lake Elsinore
N/S: Dexter Avenue
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Weather: Clear

File Name : 03_LKE_Dexter_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

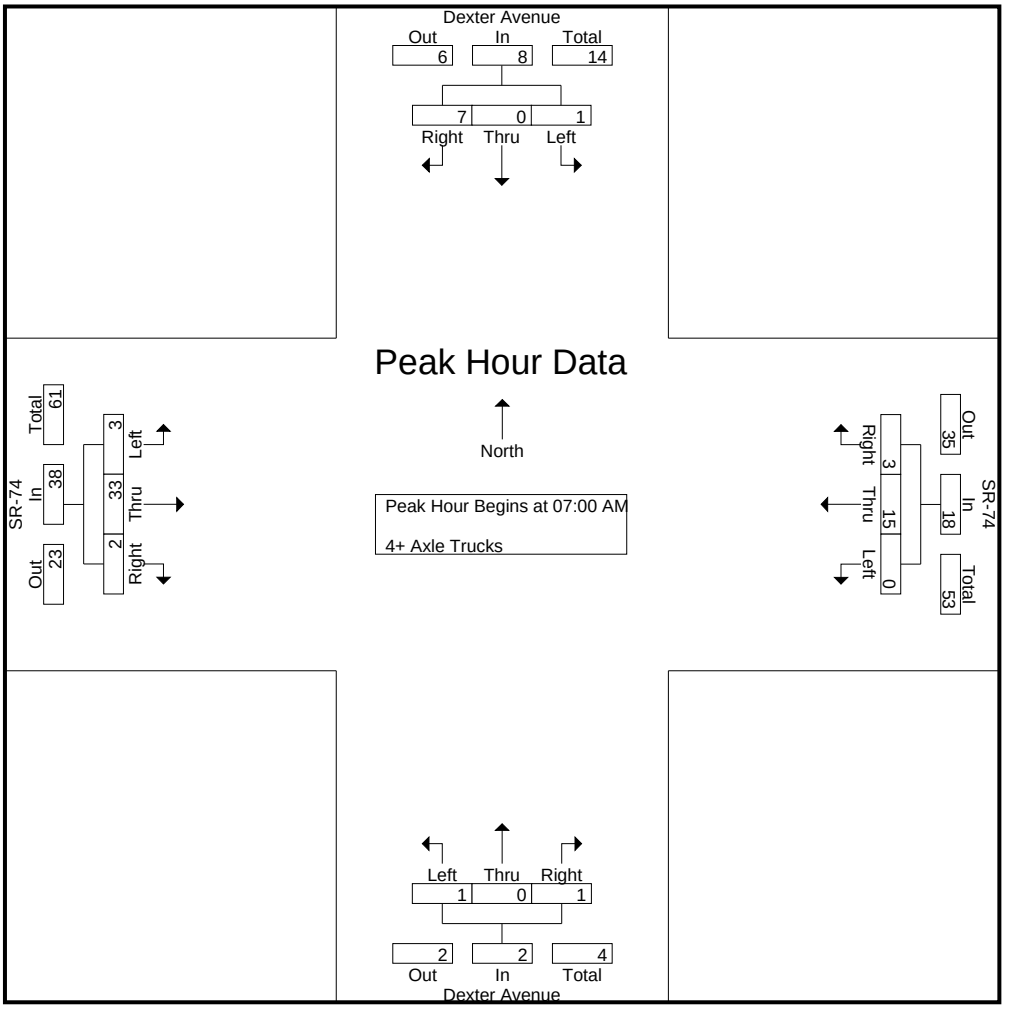
	Dexter Avenue Southbound				SR-74 Westbound				Dexter Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	3	1	4	1	0	0	1	1	5	0	6	12
07:15 AM	0	0	2	2	0	2	2	4	0	0	0	0	1	9	0	10	16
07:30 AM	0	0	2	2	0	6	0	6	0	0	1	1	0	10	2	12	21
07:45 AM	0	0	3	3	0	4	0	4	0	0	0	0	1	9	0	10	17
Total	1	0	7	8	0	15	3	18	1	0	1	2	3	33	2	38	66
08:00 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	4	0	4	13
08:15 AM	0	0	0	0	0	8	0	8	1	0	0	1	1	5	0	6	15
08:30 AM	0	1	0	1	0	8	0	8	0	0	0	0	0	4	0	4	13
08:45 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	7	3	10	19
Total	0	1	0	1	0	34	0	34	1	0	0	1	1	20	3	24	60
Grand Total	1	1	7	9	0	49	3	52	2	0	1	3	4	53	5	62	126
Apprch %	11.1	11.1	77.8		0	94.2	5.8		66.7	0	33.3		6.5	85.5	8.1		
Total %	0.8	0.8	5.6	7.1	0	38.9	2.4	41.3	1.6	0	0.8	2.4	3.2	42.1	4	49.2	

	Dexter Avenue Southbound				SR-74 Westbound				Dexter Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	0	0	1	0	3	1	4	**1**	0	0	**1**	**1**	5	0	6	12
07:15 AM	0	0	2	2	0	2	**2**	4	0	0	0	0	1	9	0	10	16
07:30 AM	0	0	2	2	0	**6**	0	**6**	0	0	**1**	1	0	**10**	**2**	**12**	**21**
07:45 AM	0	0	**3**	**3**	0	4	0	4	0	0	0	0	1	9	0	10	17
Total Volume	1	0	7	8	0	15	3	18	1	0	1	2	3	33	2	38	66
% App. Total	12.5	0	87.5		0	83.3	16.7		50	0	50		7.9	86.8	5.3		
PHF	.250	.000	.583	.667	.000	.625	.375	.750	.250	.000	.250	.500	.750	.825	.250	.792	.786

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: SR-74
Weather: Clear

File Name : 03_LKE_Dexter_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**1**	0	0	1	0	3	1	4	**1**	0	0	**1**	**1**	5	0	6
+15 mins.	0	0	2	2	0	2	**2**	4	0	0	0	0	1	9	0	10
+30 mins.	0	0	2	2	0	**6**	0	**6**	0	0	**1**	1	0	**10**	**2**	**12**
+45 mins.	0	0	**3**	**3**	0	4	0	4	0	0	0	0	1	9	0	10
Total Volume	1	0	7	8	0	15	3	18	1	0	1	2	3	33	2	38
% App. Total	12.5	0	87.5		0	83.3	16.7		50	0	50		7.9	86.8	5.3	
PHF	.250	.000	.583	.667	.000	.625	.375	.750	.250	.000	.250	.500	.750	.825	.250	.792

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City of Lake Elsinore
N/S: Dexter Avenue
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Weather: Clear

File Name : 03_LKE_Dexter_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

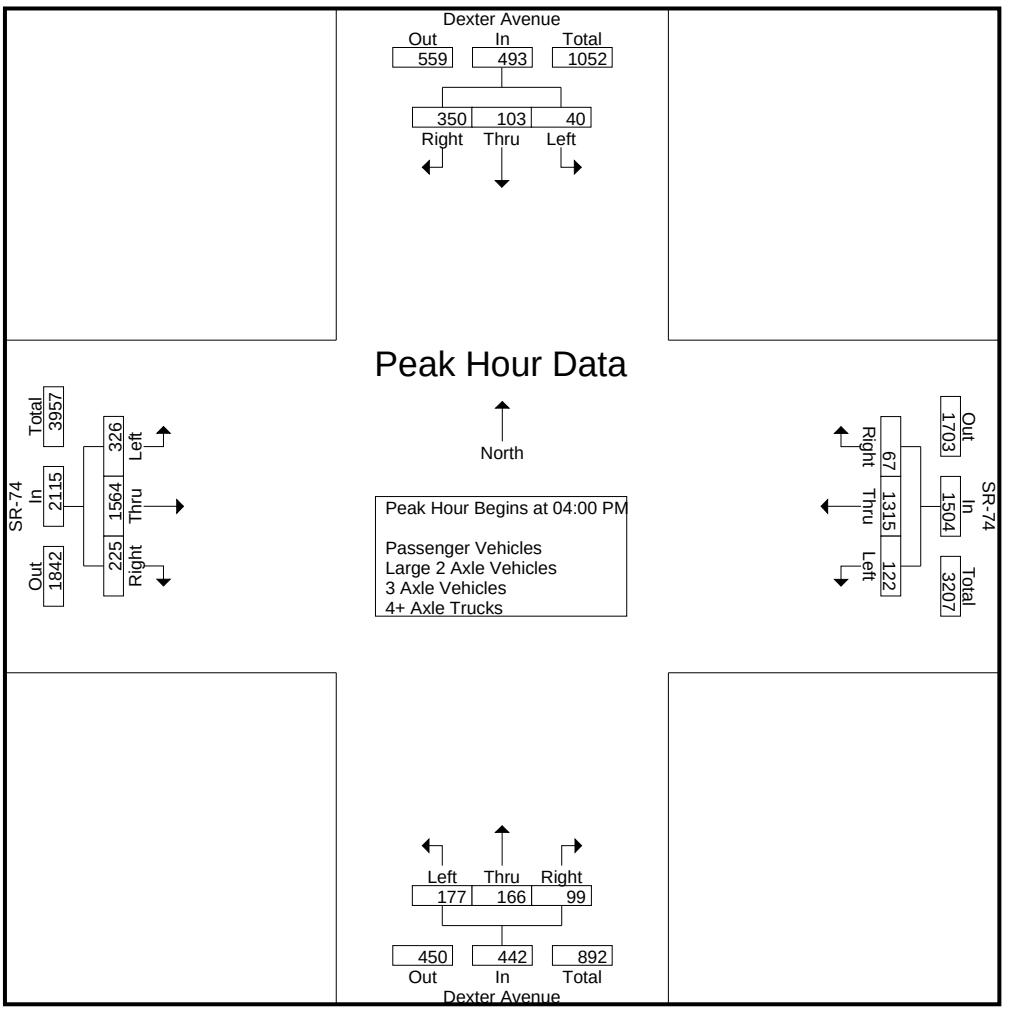
	Dexter Avenue Southbound				SR-74 Westbound				Dexter Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	20	91	123	32	335	19	386	37	42	28	107	74	411	52	537	1153
04:15 PM	13	32	82	127	22	338	12	372	49	43	23	115	87	359	53	499	1113
04:30 PM	9	22	85	116	34	347	17	398	37	38	19	94	91	435	53	579	1187
04:45 PM	6	29	92	127	34	295	19	348	54	43	29	126	74	359	67	500	1101
Total	40	103	350	493	122	1315	67	1504	177	166	99	442	326	1564	225	2115	4554
05:00 PM	10	26	64	100	28	305	12	345	49	35	23	107	90	372	56	518	1070
05:15 PM	13	16	78	107	33	316	16	365	55	54	29	138	91	370	56	517	1127
05:30 PM	11	22	84	117	32	382	19	433	38	39	20	97	91	393	47	531	1178
05:45 PM	9	30	66	105	29	330	15	374	48	42	23	113	88	383	59	530	1122
Total	43	94	292	429	122	1333	62	1517	190	170	95	455	360	1518	218	2096	4497
Grand Total	83	197	642	922	244	2648	129	3021	367	336	194	897	686	3082	443	4211	9051
Apprch %	9	21.4	69.6		8.1	87.7	4.3		40.9	37.5	21.6		16.3	73.2	10.5		
Total %	0.9	2.2	7.1	10.2	2.7	29.3	1.4	33.4	4.1	3.7	2.1	9.9	7.6	34.1	4.9	46.5	
Passenger Vehicles	82	196	634	912	243	2572	127	2942	362	334	193	889	682	2974	431	4087	8830
% Passenger Vehicles	98.8	99.5	98.8	98.9	99.6	97.1	98.4	97.4	98.6	99.4	99.5	99.1	99.4	96.5	97.3	97.1	97.6
Large 2 Axle Vehicles	0	1	5	6	1	36	0	37	3	1	1	5	3	39	11	53	101
% Large 2 Axle Vehicles	0	0.5	0.8	0.7	0.4	1.4	0	1.2	0.8	0.3	0.5	0.6	0.4	1.3	2.5	1.3	1.1
3 Axle Vehicles	1	0	1	2	0	11	2	13	0	0	0	0	0	21	0	21	36
% 3 Axle Vehicles	1.2	0	0.2	0.2	0	0.4	1.6	0.4	0	0	0	0	0	0.7	0	0.5	0.4
4+ Axle Trucks	0	0	2	2	0	29	0	29	2	1	0	3	1	48	1	50	84
% 4+ Axle Trucks	0	0	0.3	0.2	0	1.1	0	1	0.5	0.3	0	0.3	0.1	1.6	0.2	1.2	0.9

	Dexter Avenue Southbound				SR-74 Westbound				Dexter Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	12	20	91	123	32	335	**19**	386	37	42	28	107	74	411	52	537	1153
04:15 PM	**13**	**32**	82	**127**	22	338	12	372	49	**43**	23	115	87	359	53	499	1113
04:30 PM	9	22	85	116	**34**	**347**	17	**398**	37	38	19	94	**91**	**435**	53	**579**	**1187**
04:45 PM	6	29	**92**	127	34	295	19	348	**54**	43	**29**	**126**	74	359	**67**	500	1101
Total Volume	40	103	350	493	122	1315	67	1504	177	166	99	442	326	1564	225	2115	4554
% App. Total	8.1	20.9	71		8.1	87.4	4.5		40	37.6	22.4		15.4	73.9	10.6		
PHF	.769	.805	.951	.970	.897	.947	.882	.945	.819	.965	.853	.877	.896	.899	.840	.913	.959

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: SR-74
Weather: Clear

File Name : 03_LKE_Dexter_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:00 PM				05:00 PM				04:45 PM				04:00 PM			
+0 mins.	12	20	91	123	28	305	12	345	54	43	**29**	126	74	411	52	537
+15 mins.	**13**	**32**	82	**127**	**33**	316	16	365	49	35	23	107	87	359	53	499
+30 mins.	9	22	85	116	32	**382**	**19**	**433**	**55**	**54**	29	**138**	**91**	**435**	53	**579**
+45 mins.	6	29	**92**	127	29	330	15	374	38	39	20	97	74	359	**67**	500
Total Volume	40	103	350	493	122	1333	62	1517	196	171	101	468	326	1564	225	2115
% App. Total	8.1	20.9	71		8	87.9	4.1		41.9	36.5	21.6		15.4	73.9	10.6	
PHF	.769	.805	.951	.970	.924	.872	.816	.876	.891	.792	.871	.848	.896	.899	.840	.913

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City of Lake Elsinore
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Weather: Clear

File Name : 03_LKE_Dexter_74_PM
Site Code : 00322418
Start Date : 5/12/2022
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Groups Printed- Passenger Vehicles

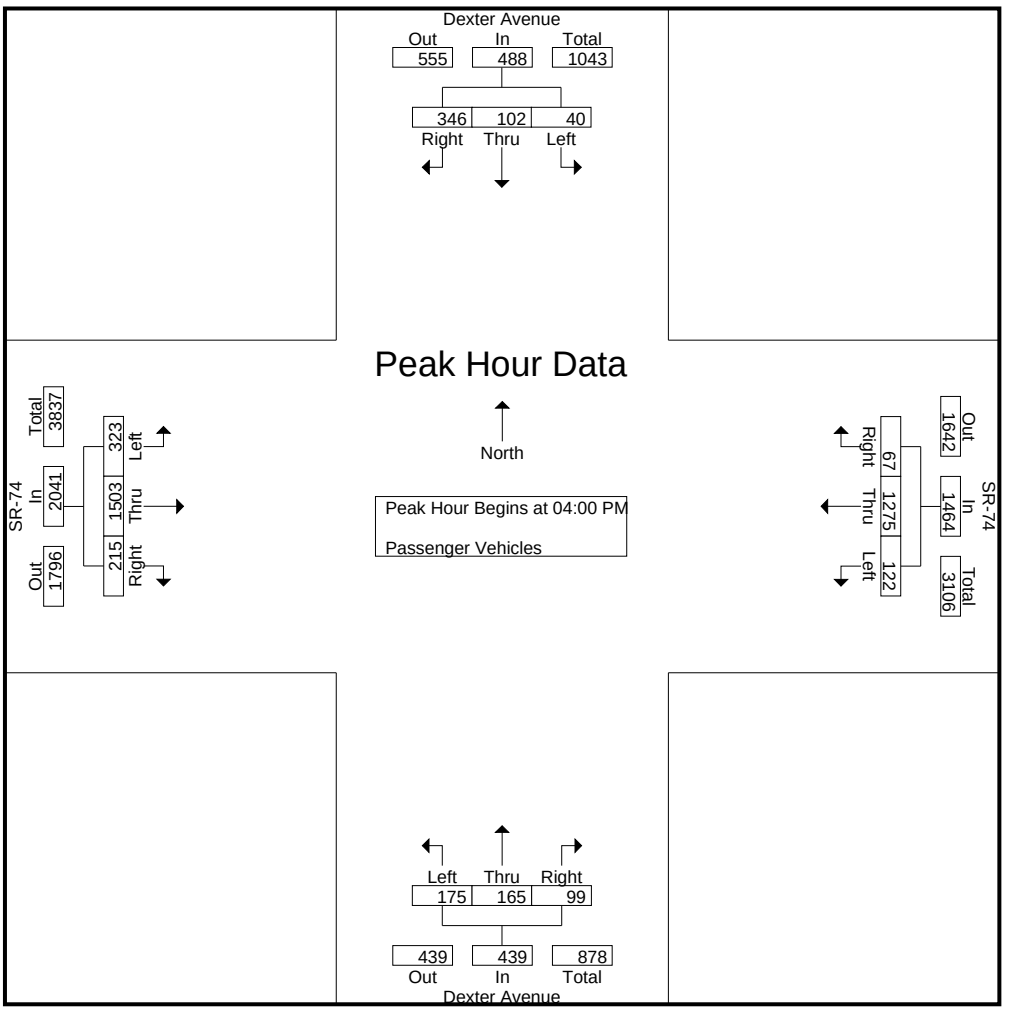
	Dexter Avenue Southbound				SR-74 Westbound				Dexter Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	19	89	120	32	314	19	365	37	42	28	107	73	395	51	519	1111
04:15 PM	13	32	81	126	22	335	12	369	48	42	23	113	85	341	50	476	1084
04:30 PM	9	22	84	115	34	336	17	387	36	38	19	93	91	427	52	570	1165
04:45 PM	6	29	92	127	34	290	19	343	54	43	29	126	74	340	62	476	1072
Total	40	102	346	488	122	1275	67	1464	175	165	99	439	323	1503	215	2041	4432
05:00 PM	10	26	63	99	28	299	12	339	48	34	22	104	90	357	56	503	1045
05:15 PM	12	16	78	106	33	308	15	356	54	54	29	137	91	361	56	508	1107
05:30 PM	11	22	82	115	32	372	18	422	37	39	20	96	91	383	47	521	1154
05:45 PM	9	30	65	104	28	318	15	361	48	42	23	113	87	370	57	514	1092
Total	42	94	288	424	121	1297	60	1478	187	169	94	450	359	1471	216	2046	4398
Grand Total	82	196	634	912	243	2572	127	2942	362	334	193	889	682	2974	431	4087	8830
Apprch %	9	21.5	69.5		8.3	87.4	4.3		40.7	37.6	21.7		16.7	72.8	10.5		
Total %	0.9	2.2	7.2	10.3	2.8	29.1	1.4	33.3	4.1	3.8	2.2	10.1	7.7	33.7	4.9	46.3	

	Dexter Avenue Southbound				SR-74 Westbound				Dexter Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	12	19	89	120	32	314	**19**	365	37	42	28	107	73	395	51	519	1111
04:15 PM	**13**	**32**	81	126	22	335	12	369	48	42	23	113	85	341	50	476	1084
04:30 PM	9	22	84	115	**34**	**336**	17	**387**	36	38	19	93	**91**	**427**	52	**570**	**1165**
04:45 PM	6	29	**92**	**127**	34	290	19	343	**54**	**43**	**29**	**126**	74	340	**62**	476	1072
Total Volume	40	102	346	488	122	1275	67	1464	175	165	99	439	323	1503	215	2041	4432
% App. Total	8.2	20.9	70.9		8.3	87.1	4.6		39.9	37.6	22.6		15.8	73.6	10.5		
PHF	.769	.797	.940	.961	.897	.949	.882	.946	.810	.959	.853	.871	.887	.880	.867	.895	.951

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: SR-74
Weather: Clear

File Name : 03_LKE_Dexter_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	12	19	89	120	32	314	**19**	365	37	42	28	107	73	395	51	519
+15 mins.	**13**	**32**	81	126	22	335	12	369	48	42	23	113	85	341	50	476
+30 mins.	9	22	84	115	**34**	**336**	17	**387**	36	38	19	93	**91**	**427**	52	**570**
+45 mins.	6	29	**92**	**127**	34	290	19	343	**54**	**43**	**29**	**126**	74	340	**62**	476
Total Volume	40	102	346	488	122	1275	67	1464	175	165	99	439	323	1503	215	2041
% App. Total	8.2	20.9	70.9		8.3	87.1	4.6		39.9	37.6	22.6		15.8	73.6	10.5	
PHF	.769	.797	.940	.961	.897	.949	.882	.946	.810	.959	.853	.871	.887	.880	.867	.895

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: SR-74
Weather: Clear

File Name : 03_LKE_Dexter_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

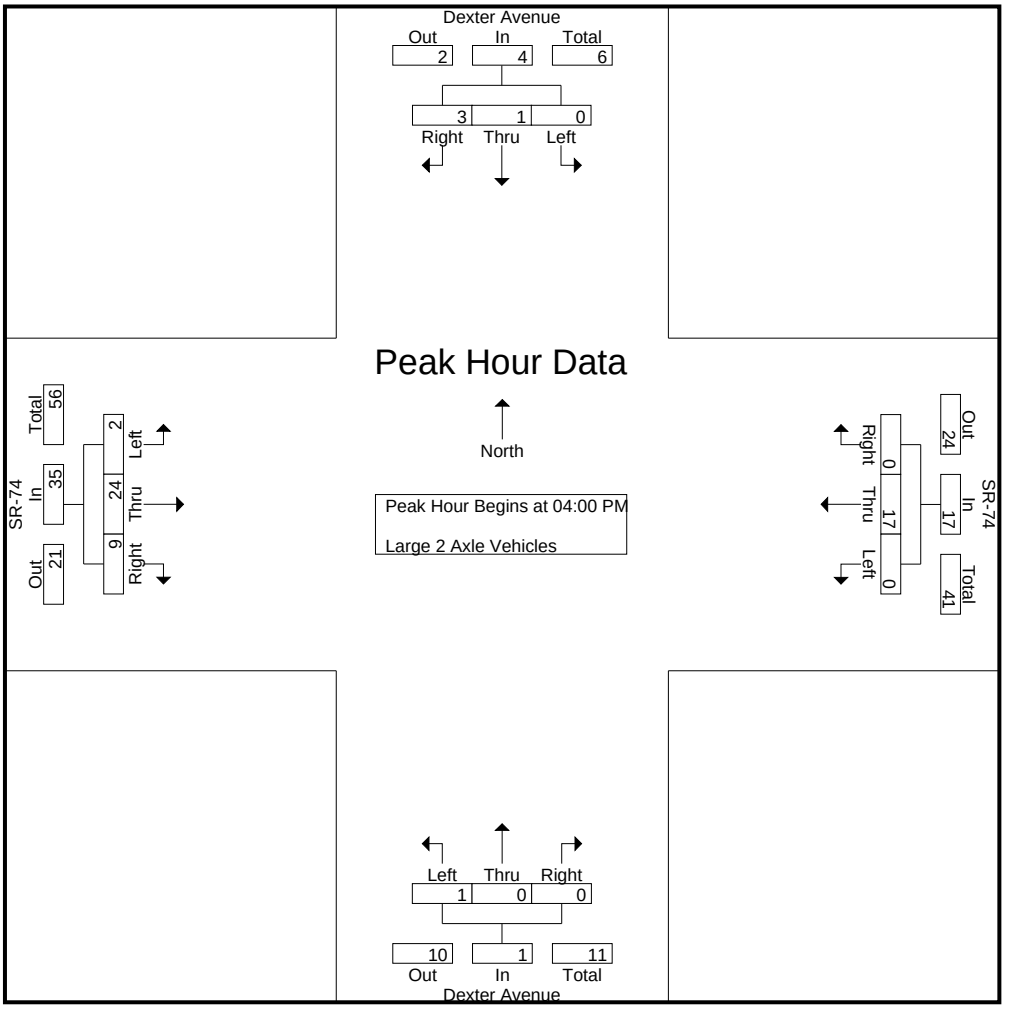
	Dexter Avenue Southbound				SR-74 Westbound				Dexter Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	2	3	0	11	0	11	0	0	0	0	1	8	1	10	24
04:15 PM	0	0	1	1	0	1	0	1	1	0	0	1	1	5	3	9	12
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	1	4	8
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	8	4	12	13
Total	0	1	3	4	0	17	0	17	1	0	0	1	2	24	9	35	57
05:00 PM	0	0	1	1	0	3	0	3	1	1	1	3	0	6	0	6	13
05:15 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	2	0	2	6
05:30 PM	0	0	1	1	0	6	0	6	0	0	0	0	0	2	0	2	9
05:45 PM	0	0	0	0	1	7	0	8	0	0	0	0	1	5	2	8	16
Total	0	0	2	2	1	19	0	20	2	1	1	4	1	15	2	18	44
Grand Total	0	1	5	6	1	36	0	37	3	1	1	5	3	39	11	53	101
Apprch %	0	16.7	83.3		2.7	97.3	0		60	20	20		5.7	73.6	20.8		
Total %	0	1	5	5.9	1	35.6	0	36.6	3	1	1	5	3	38.6	10.9	52.5	

	Dexter Avenue Southbound				SR-74 Westbound				Dexter Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	**2**	**3**	0	**11**	0	**11**	0	0	0	0	**1**	**8**	1	10	**24**
04:15 PM	0	0	1	1	0	1	0	1	**1**	0	0	**1**	1	5	3	9	12
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	1	4	8
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	8	**4**	**12**	13
Total Volume	0	1	3	4	0	17	0	17	1	0	0	1	2	24	9	35	57
% App. Total	0	25	75		0	100	0		100	0	0		5.7	68.6	25.7		
PHF	.000	.250	.375	.333	.000	.386	.000	.386	.250	.000	.000	.250	.500	.750	.563	.729	.594

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: SR-74
Weather: Clear

File Name : 03_LKE_Dexter_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**1**	**2**	**3**	0	**11**	0	**11**	0	0	0	0	**1**	**8**	1	10
+15 mins.	0	0	1	1	0	1	0	1	**1**	0	0	**1**	1	5	3	9
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	1	4
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	8	**4**	**12**
Total Volume	0	1	3	4	0	17	0	17	1	0	0	1	2	24	9	35
% App. Total	0	25	75		0	100	0		100	0	0		5.7	68.6	25.7	
PHF	.000	.250	.375	.333	.000	.386	.000	.386	.250	.000	.000	.250	.500	.750	.563	.729

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: SR-74
Weather: Clear

File Name : 03_LKE_Dexter_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

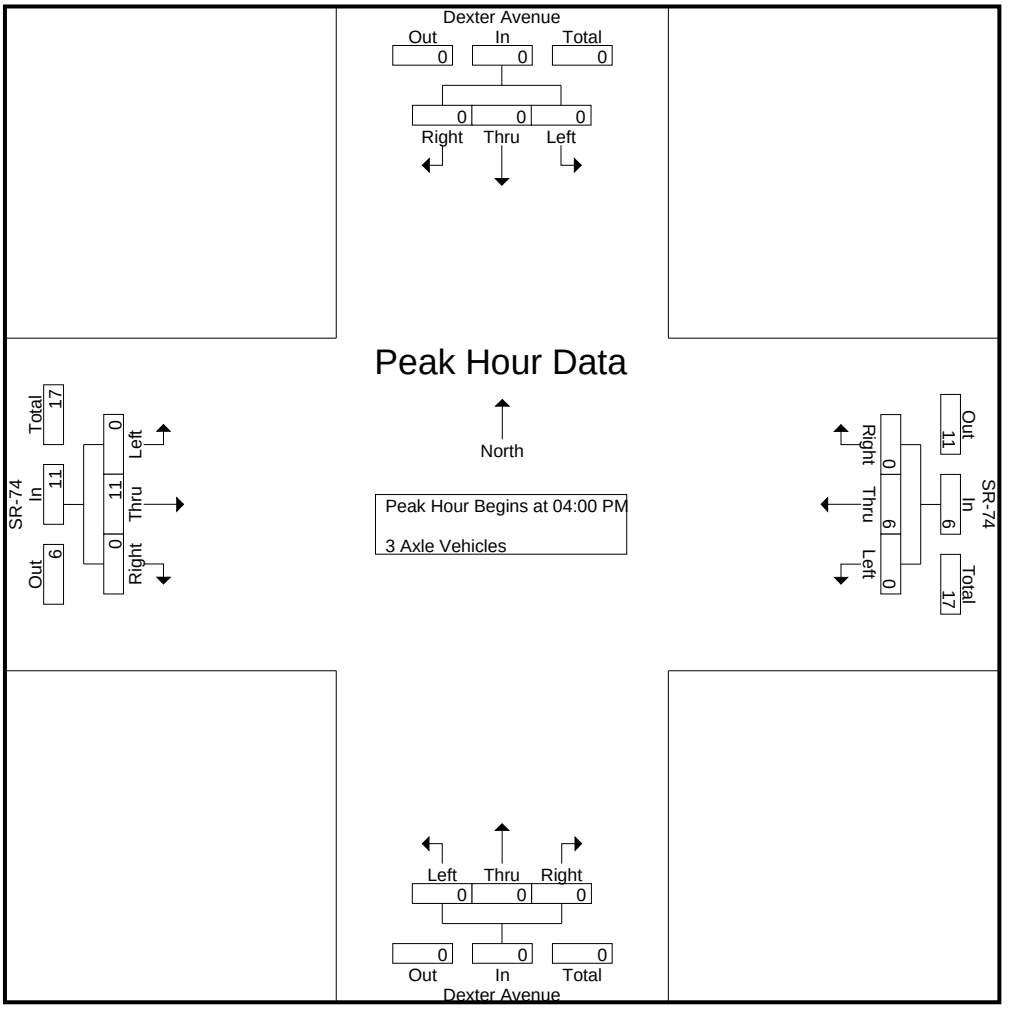
	Dexter Avenue Southbound				SR-74 Westbound				Dexter Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	11	0	11	17
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
05:15 PM	1	0	0	1	0	2	1	3	0	0	0	0	0	2	0	2	6
05:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	3	0	3	4
05:45 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	1	0	1	4
Total	1	0	1	2	0	5	2	7	0	0	0	0	0	10	0	10	19
Grand Total	1	0	1	2	0	11	2	13	0	0	0	0	0	21	0	21	36
Apprch %	50	0	50		0	84.6	15.4		0	0	0		0	100	0		
Total %	2.8	0	2.8	5.6	0	30.6	5.6	36.1	0	0	0	0	0	58.3	0	58.3	

	Dexter Avenue Southbound				SR-74 Westbound				Dexter Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**5**	0	**5**	**8**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	11	0	11	17
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.550	.000	.550	.531

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: SR-74
Weather: Clear

File Name : 03_LKE_Dexter_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**5**	0	**5**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	11	0	11
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.550	.000	.550

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: SR-74
Weather: Clear

File Name : 03_LKE_Dexter_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

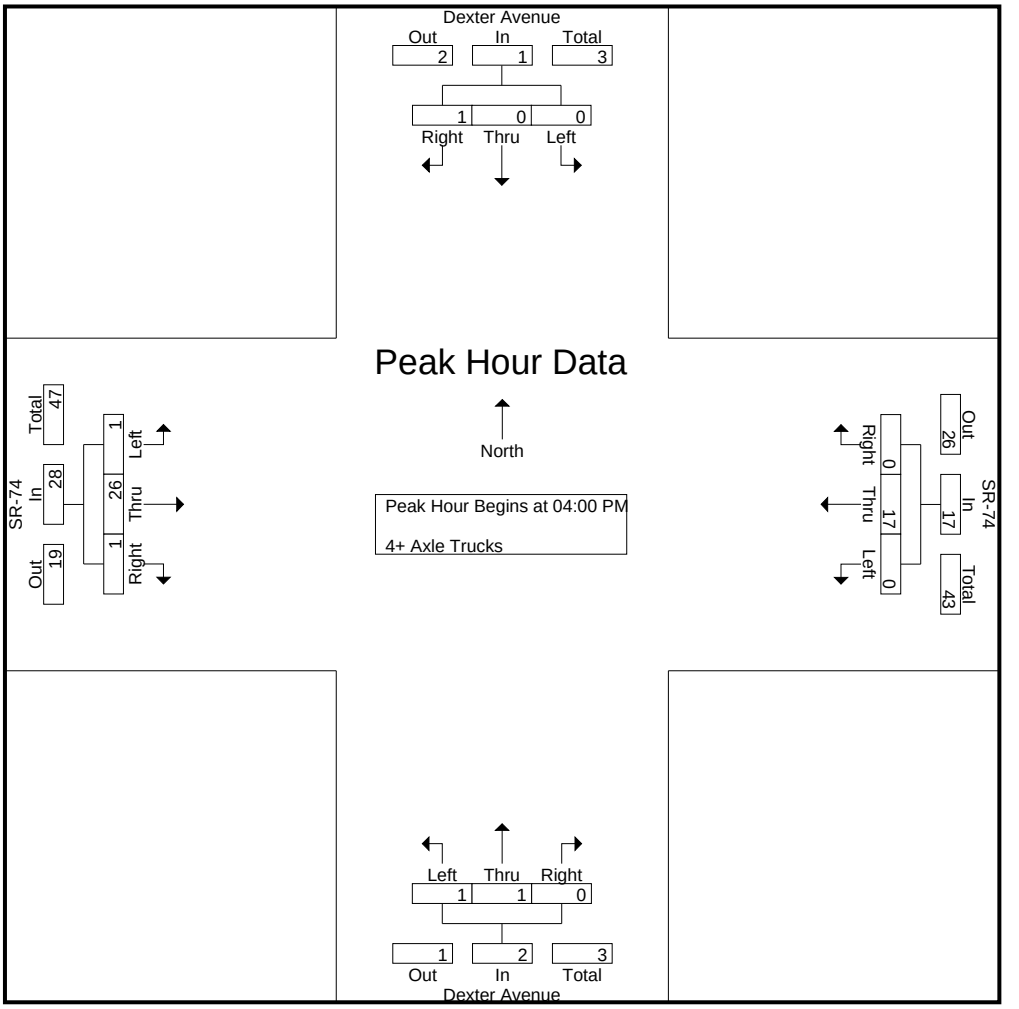
	Dexter Avenue Southbound				SR-74 Westbound				Dexter Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
04:15 PM	0	0	0	0	0	2	0	2	0	1	0	1	1	12	0	13	16
04:30 PM	0	0	1	1	0	5	0	5	1	0	0	1	0	3	0	3	10
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	8	1	9	12
Total	0	0	1	1	0	17	0	17	1	1	0	2	1	26	1	28	48
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
05:30 PM	0	0	1	1	0	4	0	4	1	0	0	1	0	5	0	5	11
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7	10
Total	0	0	1	1	0	12	0	12	1	0	0	1	0	22	0	22	36
Grand Total	0	0	2	2	0	29	0	29	2	1	0	3	1	48	1	50	84
Apprch %	0	0	100		0	100	0		66.7	33.3	0		2	96	2		
Total %	0	0	2.4	2.4	0	34.5	0	34.5	2.4	1.2	0	3.6	1.2	57.1	1.2	59.5	

	Dexter Avenue Southbound				SR-74 Westbound				Dexter Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**7**	0	**7**	0	0	0	0	0	3	0	3	10
04:15 PM	0	0	0	0	0	2	0	2	0	**1**	0	**1**	**1**	**12**	0	**13**	**16**
04:30 PM	0	0	**1**	**1**	0	5	0	5	**1**	0	0	1	0	3	0	3	10
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	8	**1**	9	12
Total Volume	0	0	1	1	0	17	0	17	1	1	0	2	1	26	1	28	48
% App. Total	0	0	100		0	100	0		50	50	0		3.6	92.9	3.6		
PHF	.000	.000	.250	.250	.000	.607	.000	.607	.250	.250	.000	.500	.250	.542	.250	.538	.750

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: SR-74
Weather: Clear

File Name : 03_LKE_Dexter_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**7**	0	**7**	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	2	0	2	0	**1**	0	**1**	**1**	**12**	0	**13**
+30 mins.	0	0	**1**	**1**	0	5	0	5	**1**	0	0	1	0	3	0	3
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	8	**1**	9
Total Volume	0	0	1	1	0	17	0	17	1	1	0	2	1	26	1	28
% App. Total	0	0	100		0	100	0		50	50	0		3.6	92.9	3.6	
PHF	.000	.000	.250	.250	.000	.607	.000	.607	.250	.250	.000	.500	.250	.542	.250	.538

Location: Lake Elsinore
N/S: Dexter Avenue
E/W: SR-74

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg Dexter Avenue	East Leg SR-74	South Leg Dexter Avenue	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	0	1
7:30 AM	2	1	1	0	4
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	2	0	0	2
TOTAL VOLUMES:	2	4	1	0	7

	North Leg Dexter Avenue	East Leg SR-74	South Leg Dexter Avenue	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	0	1
4:15 PM	0	5	0	0	5
4:30 PM	1	0	0	2	3
4:45 PM	1	3	2	0	6
5:00 PM	0	4	1	0	5
5:15 PM	0	1	1	0	2
5:30 PM	1	0	0	0	1
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	5	13	4	2	24

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Location: Lake Elsinore
N/S: Dexter Avenue
E/W: SR-74

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound Dexter Avenue			Westbound SR-74			Northbound Dexter Avenue			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	1	0	0	1

	Southbound Dexter Avenue			Westbound SR-74			Northbound Dexter Avenue			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	1	0	0	1	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1	1	0	2	0	0	0	0	5

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: SR-74
Weather: Clear

File Name : 04_LKE_Cambern_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

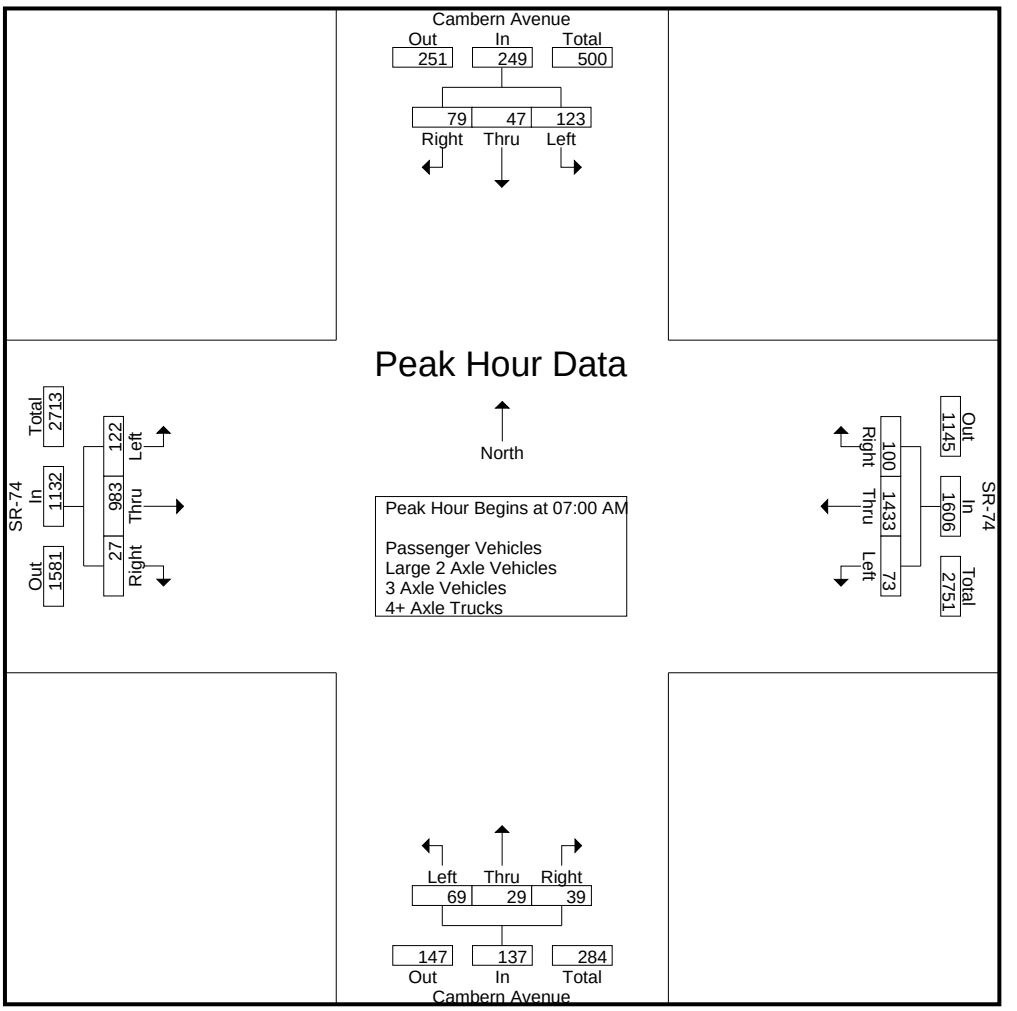
	Cambern Avenue Southbound				SR-74 Westbound				Cambern Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	32	6	21	59	12	370	22	404	18	8	9	35	30	216	3	249	747
07:15 AM	25	5	24	54	10	397	28	435	17	9	11	37	36	289	8	333	859
07:30 AM	43	24	16	83	27	297	22	346	18	7	6	31	28	257	12	297	757
07:45 AM	23	12	18	53	24	369	28	421	16	5	13	34	28	221	4	253	761
Total	123	47	79	249	73	1433	100	1606	69	29	39	137	122	983	27	1132	3124
08:00 AM	23	10	8	41	24	331	38	393	16	3	15	34	27	192	7	226	694
08:15 AM	23	4	8	35	22	314	39	375	16	6	9	31	28	172	3	203	644
08:30 AM	27	7	7	41	18	262	33	313	16	8	9	33	36	165	2	203	590
08:45 AM	19	14	8	41	38	249	22	309	22	8	6	36	52	146	8	206	592
Total	92	35	31	158	102	1156	132	1390	70	25	39	134	143	675	20	838	2520
Grand Total	215	82	110	407	175	2589	232	2996	139	54	78	271	265	1658	47	1970	5644
Apprch %	52.8	20.1	27		5.8	86.4	7.7		51.3	19.9	28.8		13.5	84.2	2.4		
Total %	3.8	1.5	1.9	7.2	3.1	45.9	4.1	53.1	2.5	1	1.4	4.8	4.7	29.4	0.8	34.9	
Passenger Vehicles	212	81	97	390	172	2420	226	2818	127	54	77	258	253	1513	46	1812	5278
% Passenger Vehicles	98.6	98.8	88.2	95.8	98.3	93.5	97.4	94.1	91.4	100	98.7	95.2	95.5	91.3	97.9	92	93.5
Large 2 Axle Vehicles	3	1	10	14	3	65	5	73	9	0	0	9	9	55	0	64	160
% Large 2 Axle Vehicles	1.4	1.2	9.1	3.4	1.7	2.5	2.2	2.4	6.5	0	0	3.3	3.4	3.3	0	3.2	2.8
3 Axle Vehicles	0	0	0	0	0	57	0	57	0	0	0	0	1	43	0	44	101
% 3 Axle Vehicles	0	0	0	0	0	2.2	0	1.9	0	0	0	0	0.4	2.6	0	2.2	1.8
4+ Axle Trucks	0	0	3	3	0	47	1	48	3	0	1	4	2	47	1	50	105
% 4+ Axle Trucks	0	0	2.7	0.7	0	1.8	0.4	1.6	2.2	0	1.3	1.5	0.8	2.8	2.1	2.5	1.9

	Cambern Avenue Southbound				SR-74 Westbound				Cambern Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	32	6	21	59	12	370	22	404	**18**	8	9	35	30	216	3	249	747
07:15 AM	25	5	**24**	54	10	**397**	**28**	**435**	17	**9**	11	**37**	**36**	**289**	8	**333**	**859**
07:30 AM	**43**	**24**	16	**83**	**27**	297	22	346	18	7	6	31	28	257	**12**	297	757
07:45 AM	23	12	18	53	24	369	28	421	16	5	**13**	34	28	221	4	253	761
Total Volume	123	47	79	249	73	1433	100	1606	69	29	39	137	122	983	27	1132	3124
% App. Total	49.4	18.9	31.7		4.5	89.2	6.2		50.4	21.2	28.5		10.8	86.8	2.4		
PHF	.715	.490	.823	.750	.676	.902	.893	.923	.958	.806	.750	.926	.847	.850	.563	.850	.909

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Weather: Clear

File Name : 04_LKE_Cambern_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	32	6	21	59	12	370	22	404	**18**	8	9	35	30	216	3	249
+15 mins.	25	5	**24**	54	10	**397**	**28**	**435**	17	**9**	11	**37**	**36**	**289**	8	**333**
+30 mins.	**43**	**24**	16	**83**	**27**	297	22	346	18	7	6	31	28	257	**12**	297
+45 mins.	23	12	18	53	24	369	28	421	16	5	**13**	34	28	221	4	253
Total Volume	123	47	79	249	73	1433	100	1606	69	29	39	137	122	983	27	1132
% App. Total	49.4	18.9	31.7		4.5	89.2	6.2		50.4	21.2	28.5		10.8	86.8	2.4	
PHF	.715	.490	.823	.750	.676	.902	.893	.923	.958	.806	.750	.926	.847	.850	.563	.850

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File Name : 04_LKE_Cambern_74_AM
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Page No : 1

Groups Printed- Passenger Vehicles

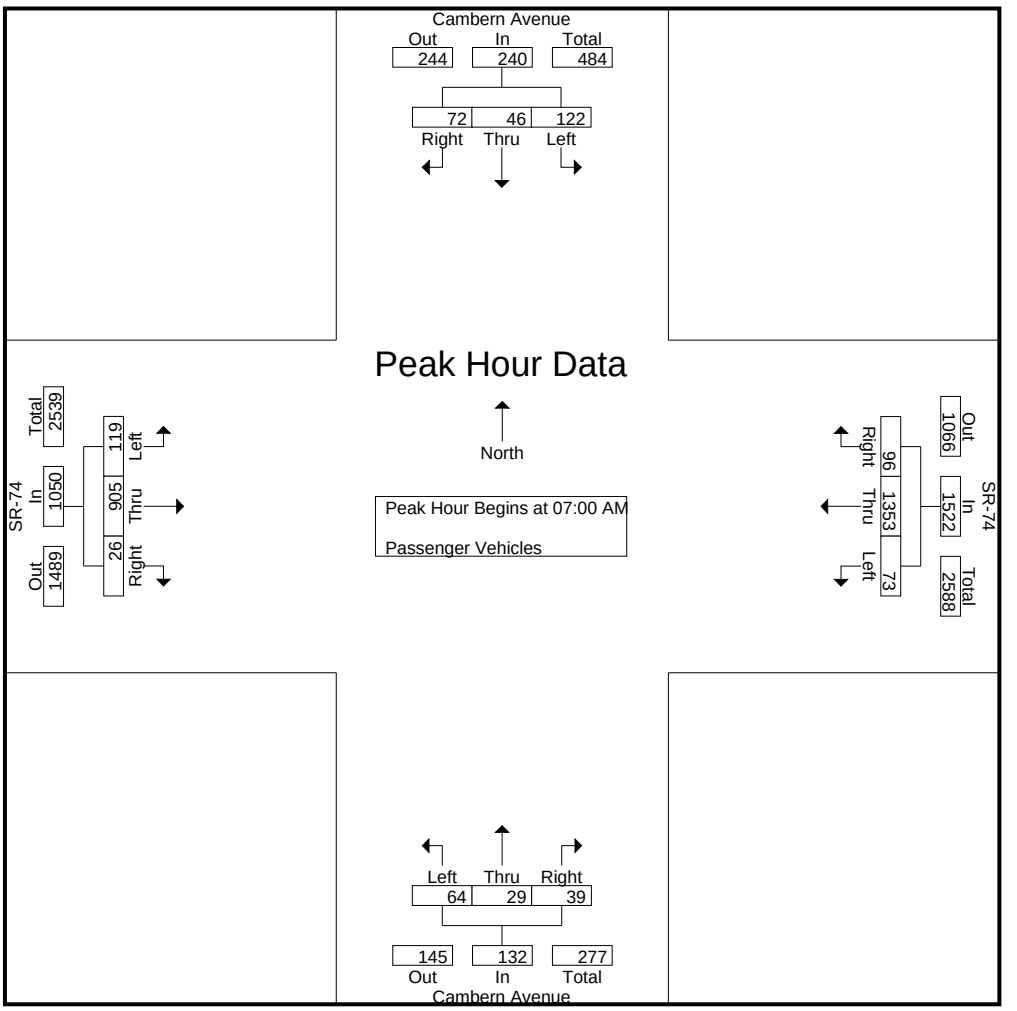
	Cambern Avenue Southbound				SR-74 Westbound				Cambern Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	32	5	19	56	12	351	21	384	16	8	9	33	28	207	3	238	711
07:15 AM	25	5	22	52	10	379	26	415	16	9	11	36	35	264	8	307	810
07:30 AM	42	24	15	81	27	274	21	322	18	7	6	31	28	236	12	276	710
07:45 AM	23	12	16	51	24	349	28	401	14	5	13	32	28	198	3	229	713
Total	122	46	72	240	73	1353	96	1522	64	29	39	132	119	905	26	1050	2944
08:00 AM	23	10	6	39	24	309	36	369	15	3	15	33	25	179	7	211	652
08:15 AM	22	4	7	33	22	290	39	351	14	6	9	29	27	155	3	185	598
08:30 AM	26	7	6	39	18	238	33	289	14	8	9	31	33	149	2	184	543
08:45 AM	19	14	6	39	35	230	22	287	20	8	5	33	49	125	8	182	541
Total	90	35	25	150	99	1067	130	1296	63	25	38	126	134	608	20	762	2334
Grand Total	212	81	97	390	172	2420	226	2818	127	54	77	258	253	1513	46	1812	5278
Apprch %	54.4	20.8	24.9		6.1	85.9	8		49.2	20.9	29.8		14	83.5	2.5		
Total %	4	1.5	1.8	7.4	3.3	45.9	4.3	53.4	2.4	1	1.5	4.9	4.8	28.7	0.9	34.3	

	Cambern Avenue Southbound				SR-74 Westbound				Cambern Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	32	5	19	56	12	351	21	384	16	8	9	33	28	207	3	238	711
07:15 AM	25	5	**22**	52	10	**379**	26	**415**	16	**9**	11	**36**	**35**	**264**	8	**307**	**810**
07:30 AM	**42**	**24**	15	**81**	**27**	274	21	322	**18**	7	6	31	28	236	**12**	276	710
07:45 AM	23	12	16	51	24	349	**28**	401	14	5	**13**	32	28	198	3	229	713
Total Volume	122	46	72	240	73	1353	96	1522	64	29	39	132	119	905	26	1050	2944
% App. Total	50.8	19.2	30		4.8	88.9	6.3		48.5	22	29.5		11.3	86.2	2.5		
PHF	.726	.479	.818	.741	.676	.892	.857	.917	.889	.806	.750	.917	.850	.857	.542	.855	.909

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File Name : 04_LKE_Cambern_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	32	5	19	56	12	351	21	384	16	8	9	33	28	207	3	238
+15 mins.	25	5	**22**	52	10	**379**	26	**415**	16	**9**	11	**36**	**35**	**264**	8	**307**
+30 mins.	**42**	**24**	15	**81**	**27**	274	21	322	**18**	7	6	31	28	236	**12**	276
+45 mins.	23	12	16	51	24	349	**28**	401	14	5	**13**	32	28	198	3	229
Total Volume	122	46	72	240	73	1353	96	1522	64	29	39	132	119	905	26	1050
% App. Total	50.8	19.2	30		4.8	88.9	6.3		48.5	22	29.5		11.3	86.2	2.5	
PHF	.726	.479	.818	.741	.676	.892	.857	.917	.889	.806	.750	.917	.850	.857	.542	.855

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City of Lake Elsinore
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Weather: Clear

File Name : 04_LKE_Cambern_74_AM
Site Code : 00322418
Start Date : 5/12/2022

Groups Printed- Large 2 Axle Vehicles

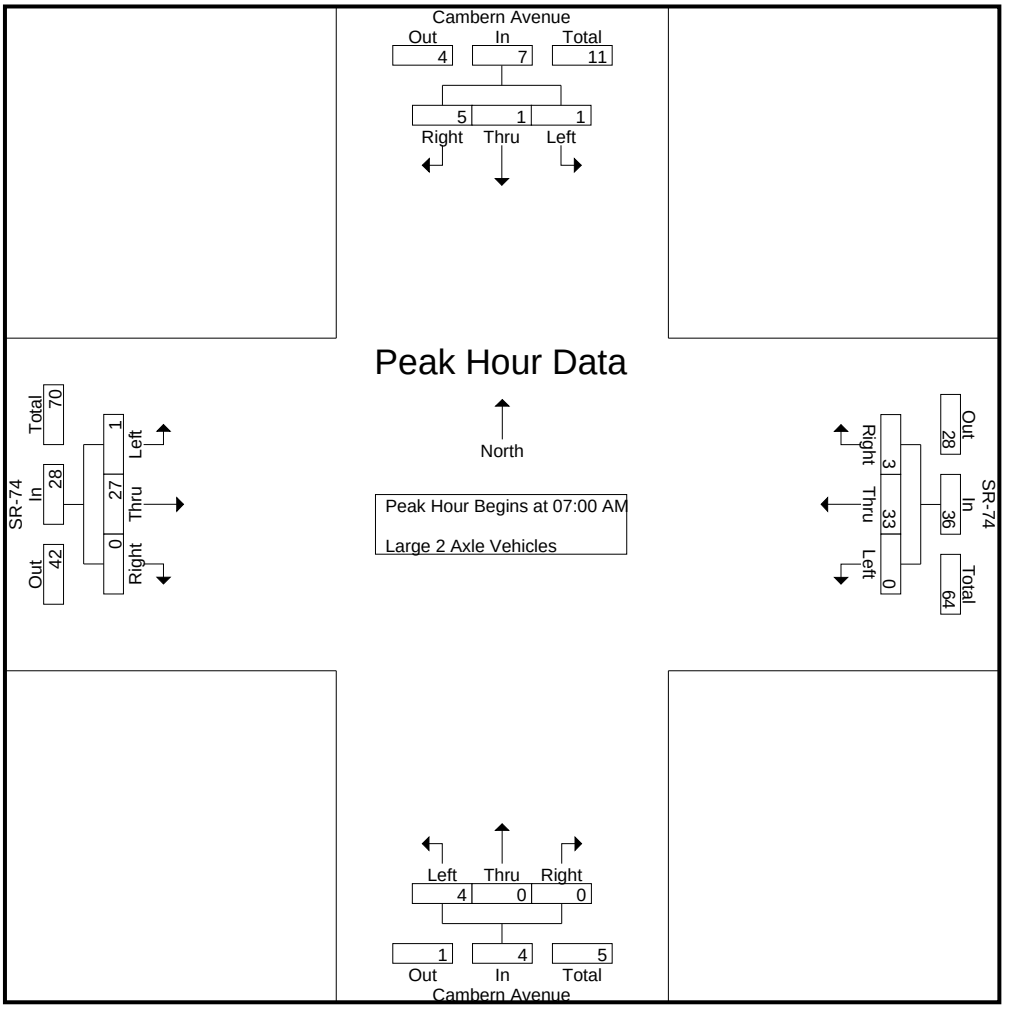
	Cambern Avenue Southbound				SR-74 Westbound				Cambern Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	2	3	0	10	1	11	2	0	0	2	1	4	0	5	21
07:15 AM	0	0	1	1	0	6	1	7	0	0	0	0	0	9	0	9	17
07:30 AM	1	0	0	1	0	10	1	11	0	0	0	0	0	7	0	7	19
07:45 AM	0	0	2	2	0	7	0	7	2	0	0	2	0	7	0	7	18
Total	1	1	5	7	0	33	3	36	4	0	0	4	1	27	0	28	75
08:00 AM	0	0	1	1	0	9	2	11	1	0	0	1	2	6	0	8	21
08:15 AM	1	0	1	2	0	7	0	7	1	0	0	1	1	7	0	8	18
08:30 AM	1	0	1	2	0	12	0	12	1	0	0	1	3	7	0	10	25
08:45 AM	0	0	2	2	3	4	0	7	2	0	0	2	2	8	0	10	21
Total	2	0	5	7	3	32	2	37	5	0	0	5	8	28	0	36	85
Grand Total	3	1	10	14	3	65	5	73	9	0	0	9	9	55	0	64	160
Apprch %	21.4	7.1	71.4		4.1	89	6.8		100	0	0		14.1	85.9	0		
Total %	1.9	0.6	6.2	8.8	1.9	40.6	3.1	45.6	5.6	0	0	5.6	5.6	34.4	0	40	

	Cambern Avenue Southbound				SR-74 Westbound				Cambern Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**1**	**2**	**3**	0	**10**	**1**	**11**	**2**	0	0	**2**	**1**	4	0	5	**21**
07:15 AM	0	0	1	1	0	6	1	7	0	0	0	0	0	**9**	0	**9**	17
07:30 AM	**1**	0	0	1	0	10	1	11	0	0	0	0	0	7	0	7	19
07:45 AM	0	0	2	2	0	7	0	7	2	0	0	2	0	7	0	7	18
Total Volume	1	1	5	7	0	33	3	36	4	0	0	4	1	27	0	28	75
% App. Total	14.3	14.3	71.4		0	91.7	8.3		100	0	0		3.6	96.4	0		
PHF	.250	.250	.625	.583	.000	.825	.750	.818	.500	.000	.000	.500	.250	.750	.000	.778	.893

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City of Lake Elsinore
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File Name : 04_LKE_Cambern_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**1**	**2**	**3**	0	**10**	**1**	**11**	**2**	0	0	**2**	**1**	4	0	5
+15 mins.	0	0	1	1	0	6	1	7	0	0	0	0	0	**9**	0	**9**
+30 mins.	**1**	0	0	1	0	10	1	11	0	0	0	0	0	7	0	7
+45 mins.	0	0	2	2	0	7	0	7	2	0	0	2	0	7	0	7
Total Volume	1	1	5	7	0	33	3	36	4	0	0	4	1	27	0	28
% App. Total	14.3	14.3	71.4		0	91.7	8.3		100	0	0		3.6	96.4	0	
PHF	.250	.250	.625	.583	.000	.825	.750	.818	.500	.000	.000	.500	.250	.750	.000	.778

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File Name : 04_LKE_Cambern_74_AM
Site Code : 00322418
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Page No : 1

Groups Printed- 3 Axle Vehicles

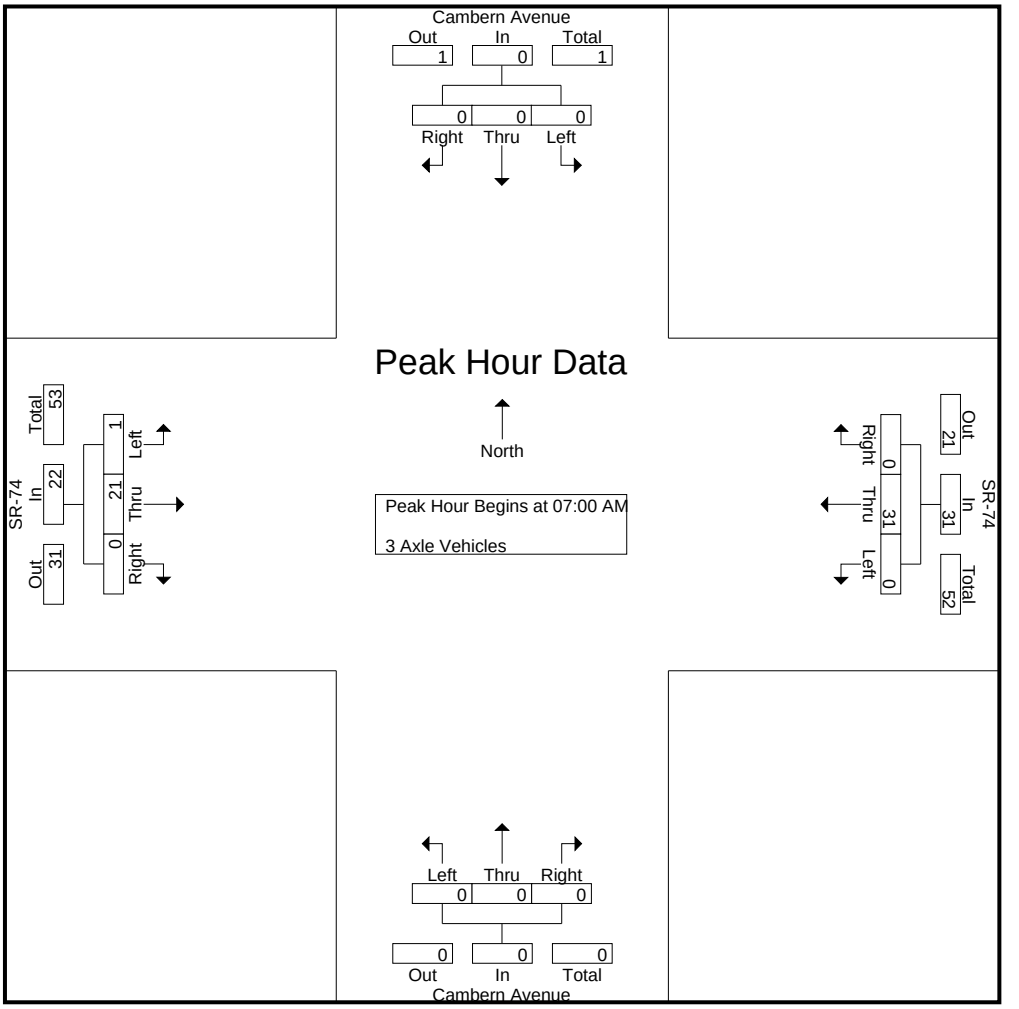
	Cambern Avenue Southbound				SR-74 Westbound				Cambern Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
07:15 AM	0	0	0	0	0	9	0	9	0	0	0	0	1	5	0	6	15
07:30 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
07:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	8	0	8	16
Total	0	0	0	0	0	31	0	31	0	0	0	0	1	21	0	22	53
08:00 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	4	0	4	11
08:15 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	5	0	5	14
08:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	6	0	6	11
08:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	7	0	7	12
Total	0	0	0	0	0	26	0	26	0	0	0	0	0	22	0	22	48
Grand Total	0	0	0	0	0	57	0	57	0	0	0	0	1	43	0	44	101
Apprch %	0	0	0		0	100	0		0	0	0		2.3	97.7	0		
Total %	0	0	0	0	0	56.4	0	56.4	0	0	0	0	1	42.6	0	43.6	

	Cambern Avenue Southbound				SR-74 Westbound				Cambern Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
07:15 AM	0	0	0	0	0	**9**	0	**9**	0	0	0	0	**1**	5	0	6	15
07:30 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
07:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	**8**	0	**8**	**16**
Total Volume	0	0	0	0	0	31	0	31	0	0	0	0	1	21	0	22	53
% App. Total	0	0	0		0	100	0		0	0	0		4.5	95.5	0		
PHF	.000	.000	.000	.000	.000	.861	.000	.861	.000	.000	.000	.000	.250	.656	.000	.688	.828

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Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	**9**	0	**9**	0	0	0	0	**1**	5	0	6
+30 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5
+45 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	**8**	0	**8**
Total Volume	0	0	0	0	0	31	0	31	0	0	0	0	1	21	0	22
% App. Total	0	0	0		0	100	0		0	0	0		4.5	95.5	0	
PHF	.000	.000	.000	.000	.000	.861	.000	.861	.000	.000	.000	.000	.250	.656	.000	.688

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: SR-74
Weather: Clear

File Name : 04_LKE_Cambern_74_AM
Site Code : 00322418
Start Date : 5/12/2022

Groups Printed- 4+ Axle Trucks

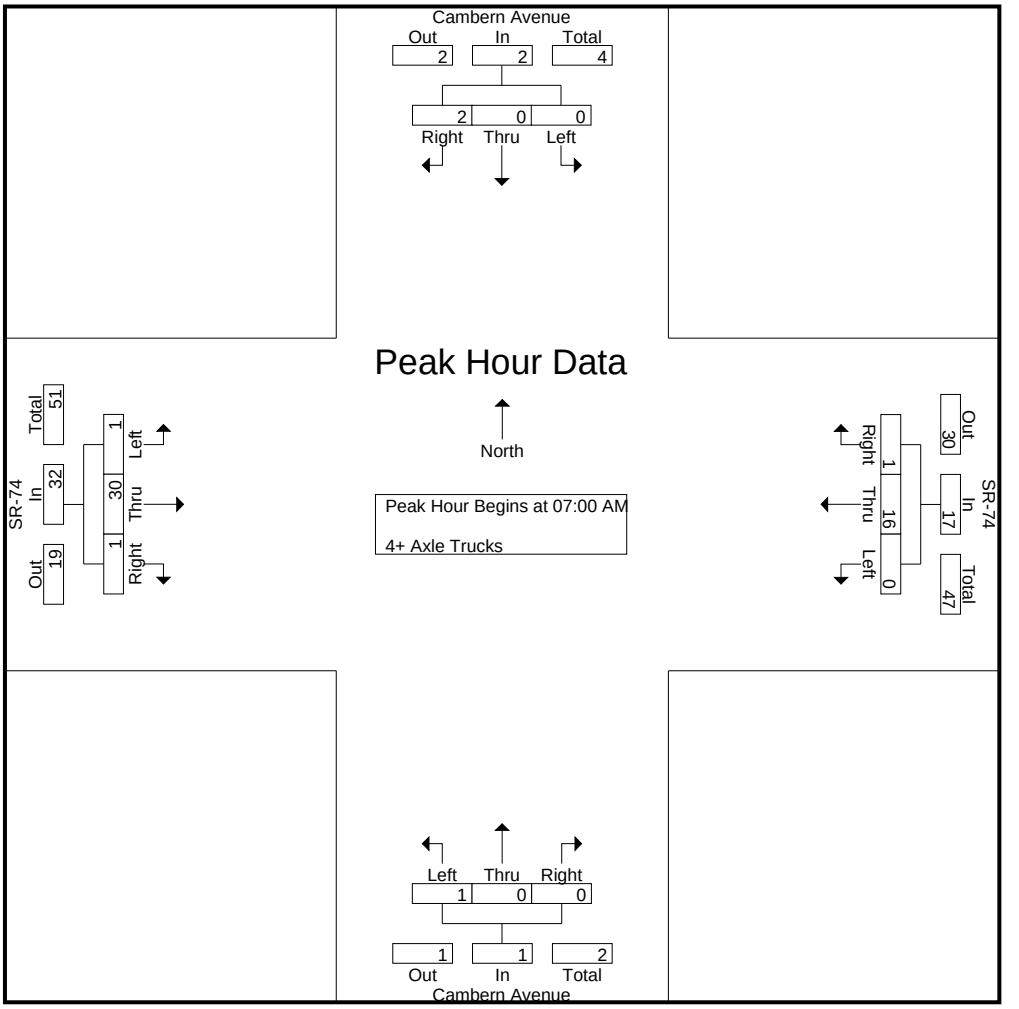
	Cambern Avenue Southbound				SR-74 Westbound				Cambern Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	1	2	0	3	6
07:15 AM	0	0	1	1	0	3	1	4	1	0	0	1	0	11	0	11	17
07:30 AM	0	0	1	1	0	5	0	5	0	0	0	0	0	9	0	9	15
07:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	8	1	9	14
Total	0	0	2	2	0	16	1	17	1	0	0	1	1	30	1	32	52
08:00 AM	0	0	1	1	0	6	0	6	0	0	0	0	0	3	0	3	10
08:15 AM	0	0	0	0	0	8	0	8	1	0	0	1	0	5	0	5	14
08:30 AM	0	0	0	0	0	7	0	7	1	0	0	1	0	3	0	3	11
08:45 AM	0	0	0	0	0	10	0	10	0	0	1	1	1	6	0	7	18
Total	0	0	1	1	0	31	0	31	2	0	1	3	1	17	0	18	53
Grand Total	0	0	3	3	0	47	1	48	3	0	1	4	2	47	1	50	105
Apprch %	0	0	100		0	97.9	2.1		75	0	25		4	94	2		
Total %	0	0	2.9	2.9	0	44.8	1	45.7	2.9	0	1	3.8	1.9	44.8	1	47.6	

	Cambern Avenue Southbound				SR-74 Westbound				Cambern Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	**1**	2	0	3	6
07:15 AM	0	0	**1**	**1**	0	3	**1**	4	**1**	0	0	**1**	0	**11**	0	**11**	**17**
07:30 AM	0	0	1	1	0	**5**	0	**5**	0	0	0	0	0	9	0	9	15
07:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	8	**1**	9	14
Total Volume	0	0	2	2	0	16	1	17	1	0	0	1	1	30	1	32	52
% App. Total	0	0	100		0	94.1	5.9		100	0	0		3.1	93.8	3.1		
PHF	.000	.000	.500	.500	.000	.800	.250	.850	.250	.000	.000	.250	.250	.682	.250	.727	.765

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: SR-74
Weather: Clear

File Name : 04_LKE_Cambern_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	**1**	2	0	3
+15 mins.	0	0	**1**	**1**	0	3	**1**	4	**1**	0	0	**1**	0	**11**	0	**11**
+30 mins.	0	0	1	1	0	**5**	0	**5**	0	0	0	0	0	9	0	9
+45 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	8	**1**	9
Total Volume	0	0	2	2	0	16	1	17	1	0	0	1	1	30	1	32
% App. Total	0	0	100		0	94.1	5.9		100	0	0		3.1	93.8	3.1	
PHF	.000	.000	.500	.500	.000	.800	.250	.850	.250	.000	.000	.250	.250	.682	.250	.727

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City of Lake Elsinore
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Weather: Clear

File Name : 04_LKE_Cambern_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

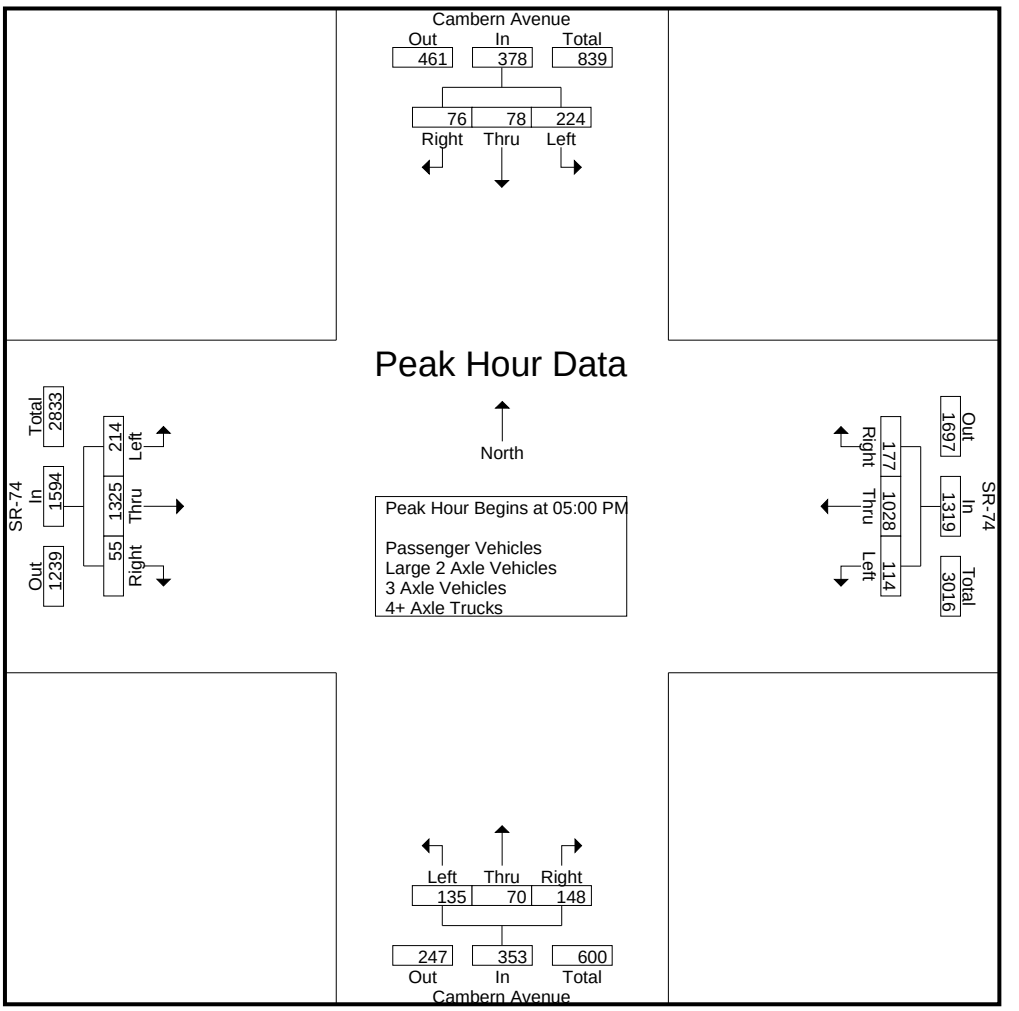
	Cambern Avenue Southbound				SR-74 Westbound				Cambern Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	52	17	15	84	18	267	33	318	40	20	38	98	55	356	21	432	932
04:15 PM	51	18	27	96	28	257	26	311	33	27	29	89	50	325	10	385	881
04:30 PM	55	26	22	103	31	255	44	330	21	26	35	82	68	302	13	383	898
04:45 PM	46	23	18	87	34	243	45	322	31	14	40	85	52	338	19	409	903
Total	204	84	82	370	111	1022	148	1281	125	87	142	354	225	1321	63	1609	3614
05:00 PM	58	17	16	91	26	234	43	303	24	17	41	82	46	334	14	394	870
05:15 PM	64	24	16	104	35	249	40	324	44	20	44	108	50	331	10	391	927
05:30 PM	60	20	19	99	24	278	48	350	31	17	27	75	60	313	17	390	914
05:45 PM	42	17	25	84	29	267	46	342	36	16	36	88	58	347	14	419	933
Total	224	78	76	378	114	1028	177	1319	135	70	148	353	214	1325	55	1594	3644
Grand Total	428	162	158	748	225	2050	325	2600	260	157	290	707	439	2646	118	3203	7258
Apprch %	57.2	21.7	21.1		8.7	78.8	12.5		36.8	22.2	41		13.7	82.6	3.7		
Total %	5.9	2.2	2.2	10.3	3.1	28.2	4.5	35.8	3.6	2.2	4	9.7	6	36.5	1.6	44.1	
Passenger Vehicles	425	161	157	743	225	1978	323	2526	255	157	288	700	434	2519	116	3069	7038
% Passenger Vehicles	99.3	99.4	99.4	99.3	100	96.5	99.4	97.2	98.1	100	99.3	99	98.9	95.2	98.3	95.8	97
Large 2 Axle Vehicles	2	0	1	3	0	31	1	32	5	0	2	7	3	44	1	48	90
% Large 2 Axle Vehicles	0.5	0	0.6	0.4	0	1.5	0.3	1.2	1.9	0	0.7	1	0.7	1.7	0.8	1.5	1.2
3 Axle Vehicles	1	1	0	2	0	13	0	13	0	0	0	0	1	26	0	27	42
% 3 Axle Vehicles	0.2	0.6	0	0.3	0	0.6	0	0.5	0	0	0	0	0.2	1	0	0.8	0.6
4+ Axle Trucks	0	0	0	0	0	28	1	29	0	0	0	0	1	57	1	59	88
% 4+ Axle Trucks	0	0	0	0	0	1.4	0.3	1.1	0	0	0	0	0.2	2.2	0.8	1.8	1.2

	Cambern Avenue Southbound				SR-74 Westbound				Cambern Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	58	17	16	91	26	234	43	303	24	17	41	82	46	334	14	394	870
05:15 PM	**64**	**24**	16	**104**	**35**	249	40	324	**44**	**20**	**44**	**108**	50	331	10	391	927
05:30 PM	60	20	19	99	24	**278**	**48**	**350**	31	17	27	75	**60**	313	**17**	390	914
05:45 PM	42	17	**25**	84	29	267	46	342	36	16	36	88	58	**347**	14	**419**	**933**
Total Volume	224	78	76	378	114	1028	177	1319	135	70	148	353	214	1325	55	1594	3644
% App. Total	59.3	20.6	20.1		8.6	77.9	13.4		38.2	19.8	41.9		13.4	83.1	3.5		
PHF	.875	.813	.760	.909	.814	.924	.922	.942	.767	.875	.841	.817	.892	.955	.809	.951	.976

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: SR-74
Weather: Clear

File Name : 04_LKE_Cambern_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:30 PM				04:00 PM			
+0 mins.	55	**26**	**22**	103	26	234	43	303	21	**26**	35	82	55	**356**	**21**	**432**
+15 mins.	46	23	18	87	**35**	249	40	324	31	14	40	85	50	325	10	385
+30 mins.	58	17	16	91	24	**278**	**48**	**350**	24	17	41	82	**68**	302	13	383
+45 mins.	**64**	24	16	**104**	29	267	46	342	**44**	20	**44**	**108**	52	338	19	409
Total Volume	223	90	72	385	114	1028	177	1319	120	77	160	357	225	1321	63	1609
% App. Total	57.9	23.4	18.7		8.6	77.9	13.4		33.6	21.6	44.8		14	82.1	3.9	
PHF	.871	.865	.818	.925	.814	.924	.922	.942	.682	.740	.909	.826	.827	.928	.750	.931

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City of Lake Elsinore
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File Name : 04_LKE_Cambern_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

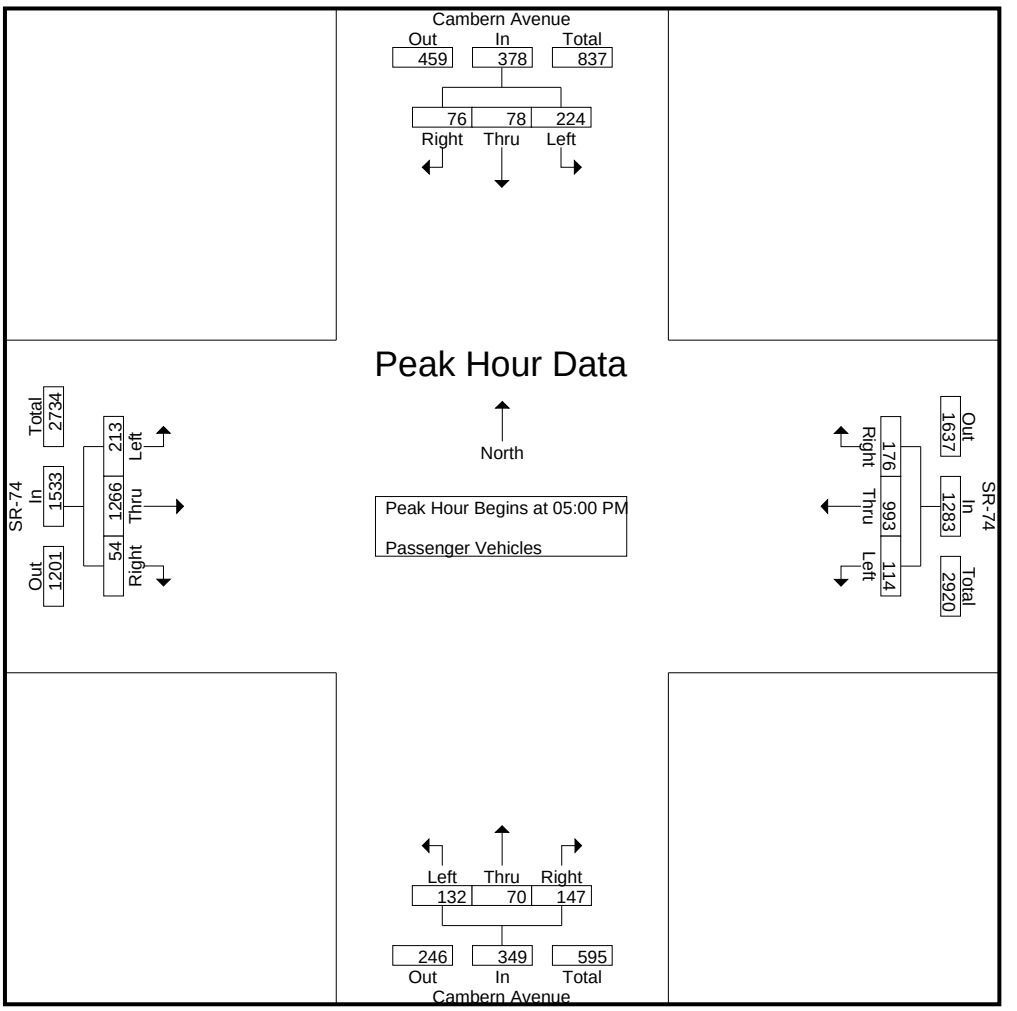
	Cambern Avenue Southbound				SR-74 Westbound				Cambern Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	51	17	14	82	18	249	33	300	39	20	37	96	52	337	21	410	888
04:15 PM	51	18	27	96	28	253	25	306	32	27	29	88	50	303	10	363	853
04:30 PM	53	25	22	100	31	245	44	320	21	26	35	82	68	296	12	376	878
04:45 PM	46	23	18	87	34	238	45	317	31	14	40	85	51	317	19	387	876
Total	201	83	81	365	111	985	147	1243	123	87	141	351	221	1253	62	1536	3495
05:00 PM	58	17	16	91	26	229	42	297	23	17	41	81	46	316	14	376	845
05:15 PM	64	24	16	104	35	242	40	317	43	20	44	107	50	311	9	370	898
05:30 PM	60	20	19	99	24	267	48	339	31	17	26	74	60	305	17	382	894
05:45 PM	42	17	25	84	29	255	46	330	35	16	36	87	57	334	14	405	906
Total	224	78	76	378	114	993	176	1283	132	70	147	349	213	1266	54	1533	3543
Grand Total	425	161	157	743	225	1978	323	2526	255	157	288	700	434	2519	116	3069	7038
Apprch %	57.2	21.7	21.1		8.9	78.3	12.8		36.4	22.4	41.1		14.1	82.1	3.8		
Total %	6	2.3	2.2	10.6	3.2	28.1	4.6	35.9	3.6	2.2	4.1	9.9	6.2	35.8	1.6	43.6	

	Cambern Avenue Southbound				SR-74 Westbound				Cambern Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	58	17	16	91	26	229	42	297	23	17	41	81	46	316	14	376	845
05:15 PM	**64**	**24**	16	**104**	**35**	242	40	317	**43**	**20**	**44**	**107**	50	311	9	370	898
05:30 PM	60	20	19	99	24	**267**	**48**	**339**	31	17	26	74	**60**	305	**17**	382	894
05:45 PM	42	17	**25**	84	29	255	46	330	35	16	36	87	57	**334**	14	**405**	**906**
Total Volume	224	78	76	378	114	993	176	1283	132	70	147	349	213	1266	54	1533	3543
% App. Total	59.3	20.6	20.1		8.9	77.4	13.7		37.8	20.1	42.1		13.9	82.6	3.5		
PHF	.875	.813	.760	.909	.814	.930	.917	.946	.767	.875	.835	.815	.888	.948	.794	.946	.978

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City of Lake Elsinore
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File Name : 04_LKE_Cambern_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	58	17	16	91	26	229	42	297	23	17	41	81	46	316	14	376
+15 mins.	**64**	**24**	16	**104**	**35**	242	40	317	**43**	**20**	**44**	**107**	50	311	9	370
+30 mins.	60	20	19	99	24	**267**	**48**	**339**	31	17	26	74	**60**	305	**17**	382
+45 mins.	42	17	**25**	84	29	255	46	330	35	16	36	87	57	**334**	14	**405**
Total Volume	224	78	76	378	114	993	176	1283	132	70	147	349	213	1266	54	1533
% App. Total	59.3	20.6	20.1		8.9	77.4	13.7		37.8	20.1	42.1		13.9	82.6	3.5	
PHF	.875	.813	.760	.909	.814	.930	.917	.946	.767	.875	.835	.815	.888	.948	.794	.946

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File Name : 04_LKE_Cambern_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

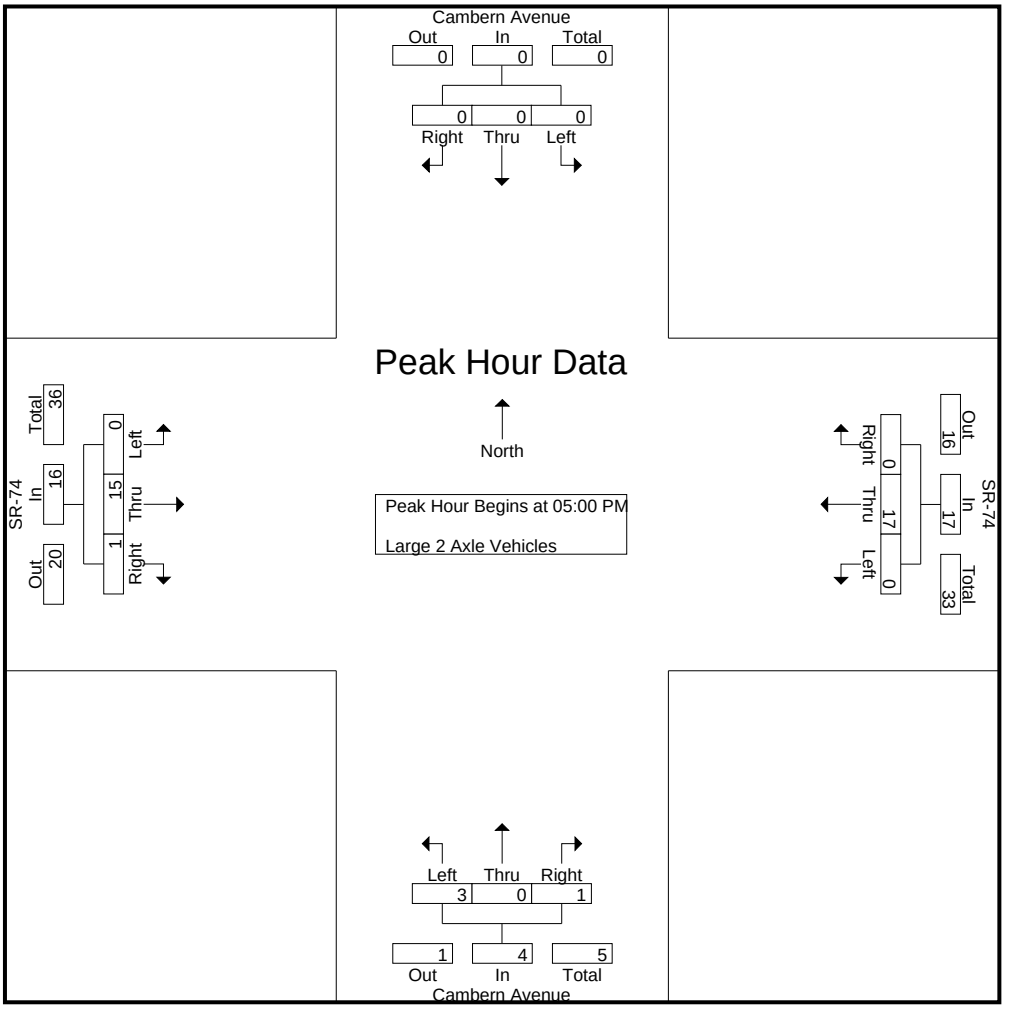
	Cambern Avenue Southbound				SR-74 Westbound				Cambern Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	9	0	9	1	0	1	2	3	11	0	14	26
04:15 PM	0	0	0	0	0	1	1	2	1	0	0	1	0	8	0	8	11
04:30 PM	2	0	0	2	0	3	0	3	0	0	0	0	0	3	0	3	8
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7	8
Total	2	0	1	3	0	14	1	15	2	0	1	3	3	29	0	32	53
05:00 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	8	0	8	11
05:15 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	4	1	5	8
05:30 PM	0	0	0	0	0	6	0	6	0	0	1	1	0	0	0	0	7
05:45 PM	0	0	0	0	0	7	0	7	1	0	0	1	0	3	0	3	11
Total	0	0	0	0	0	17	0	17	3	0	1	4	0	15	1	16	37
Grand Total	2	0	1	3	0	31	1	32	5	0	2	7	3	44	1	48	90
Apprch %	66.7	0	33.3		0	96.9	3.1		71.4	0	28.6		6.2	91.7	2.1		
Total %	2.2	0	1.1	3.3	0	34.4	1.1	35.6	5.6	0	2.2	7.8	3.3	48.9	1.1	53.3	

	Cambern Avenue Southbound				SR-74 Westbound				Cambern Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	2	0	2	**1**	0	0	**1**	0	**8**	0	**8**	**11**
05:15 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	4	**1**	5	8
05:30 PM	0	0	0	0	0	6	0	6	0	0	**1**	1	0	0	0	0	7
05:45 PM	0	0	0	0	0	**7**	0	**7**	1	0	0	1	0	3	0	3	11
Total Volume	0	0	0	0	0	17	0	17	3	0	1	4	0	15	1	16	37
% App. Total	0	0	0		0	100	0		75	0	25		0	93.8	6.2		
PHF	.000	.000	.000	.000	.000	.607	.000	.607	.750	.000	.250	1.00	.000	.469	.250	.500	.841

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Weather: Clear

File Name : 04_LKE_Cambern_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	2	0	2	**1**	0	0	**1**	0	**8**	0	**8**
+15 mins.	0	0	0	0	0	2	0	2	1	0	0	1	0	4	**1**	5
+30 mins.	0	0	0	0	0	6	0	6	0	0	**1**	1	0	0	0	0
+45 mins.	0	0	0	0	0	**7**	0	**7**	1	0	0	1	0	3	0	3
Total Volume	0	0	0	0	0	17	0	17	3	0	1	4	0	15	1	16
% App. Total	0	0	0		0	100	0		75	0	25		0	93.8	6.2	
PHF	.000	.000	.000	.000	.000	.607	.000	.607	.750	.000	.250	1.000	.000	.469	.250	.500

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File Name : 04_LKE_Cambern_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

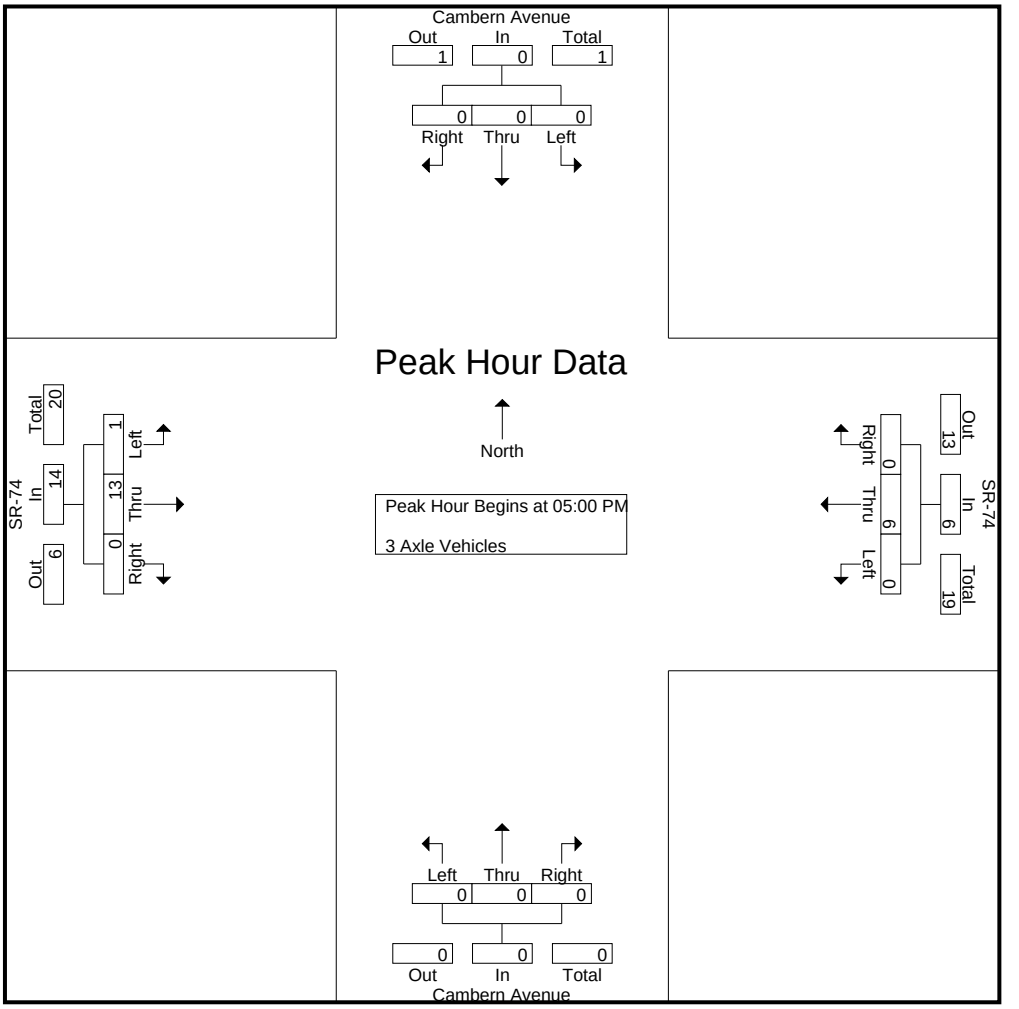
	Cambern Avenue Southbound				SR-74 Westbound				Cambern Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	3	0	3	0	0	0	0	0	4	0	4	8
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:30 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
Total	1	1	0	2	0	7	0	7	0	0	0	0	0	13	0	13	22
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	3	0	4	5
Total	0	0	0	0	0	6	0	6	0	0	0	0	1	13	0	14	20
Grand Total	1	1	0	2	0	13	0	13	0	0	0	0	1	26	0	27	42
Apprch %	50	50	0		0	100	0		0	0	0		3.7	96.3	0		
Total %	2.4	2.4	0	4.8	0	31	0	31	0	0	0	0	2.4	61.9	0	64.3	

	Cambern Avenue Southbound				SR-74 Westbound				Cambern Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**5**	0	**5**	**8**
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	**1**	3	0	4	5
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	1	13	0	14	20
% App. Total	0	0	0		0	100	0		0	0	0		7.1	92.9	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.250	.650	.000	.700	.625

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: SR-74
Weather: Clear

File Name : 04_LKE_Cambern_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**5**	0	**5**
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	**1**	3	0	4
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	1	13	0	14
% App. Total	0	0	0		0	100	0		0	0	0		7.1	92.9	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.250	.650	.000	.700

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City of Lake Elsinore
N/S: Cambern Avenue
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Weather: Clear

File Name : 04_LKE_Cambern_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

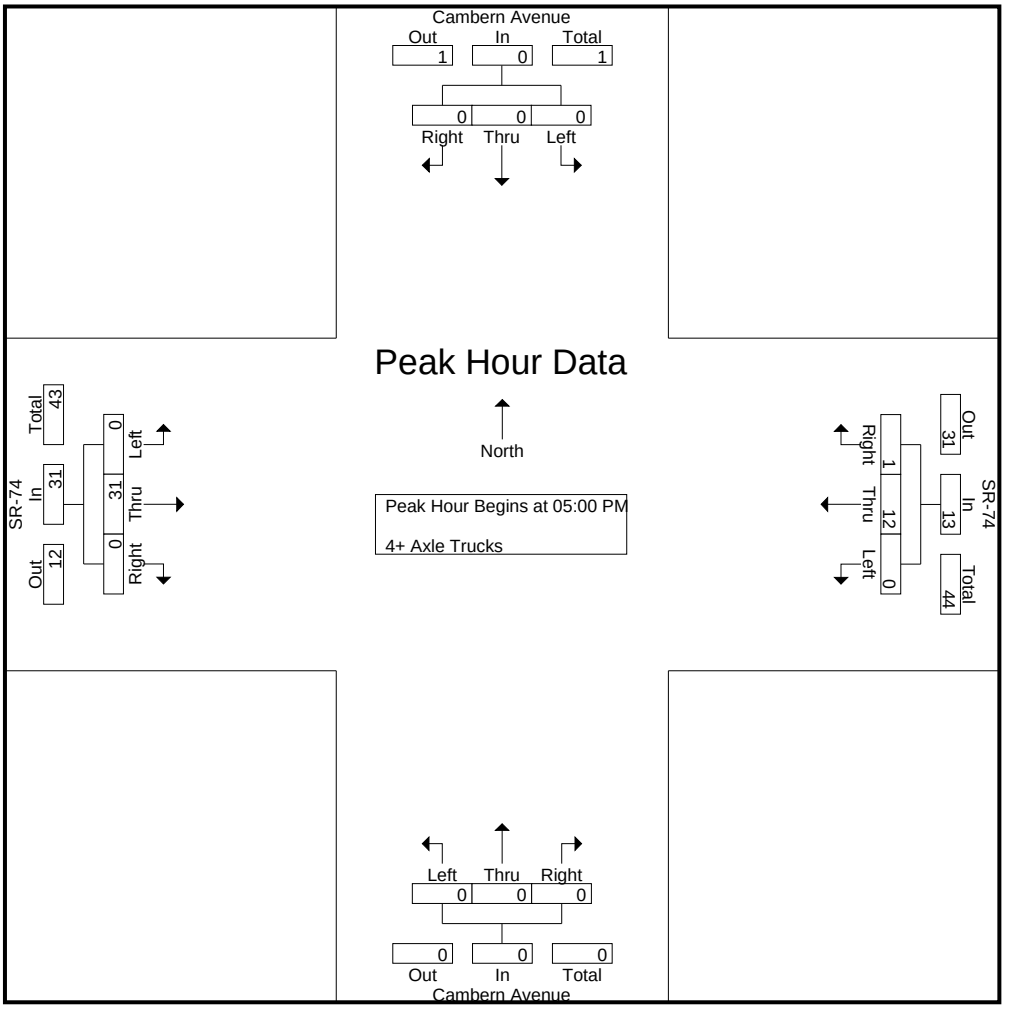
	Cambern Avenue Southbound				SR-74 Westbound				Cambern Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	12	0	12	14
04:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	1	3	8
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	1	8	0	9	12
Total	0	0	0	0	0	16	0	16	0	0	0	0	1	26	1	28	44
05:00 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	8	0	8	11
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	11	0	11	13
05:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
Total	0	0	0	0	0	12	1	13	0	0	0	0	0	31	0	31	44
Grand Total	0	0	0	0	0	28	1	29	0	0	0	0	1	57	1	59	88
Apprch %	0	0	0		0	96.6	3.4		0	0	0		1.7	96.6	1.7		
Total %	0	0	0	0	0	31.8	1.1	33	0	0	0	0	1.1	64.8	1.1	67	

	Cambern Avenue Southbound				SR-74 Westbound				Cambern Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	2	**1**	3	0	0	0	0	0	8	0	8	11
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	**11**	0	**11**	**13**
05:30 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	5	0	5	9
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
Total Volume	0	0	0	0	0	12	1	13	0	0	0	0	0	31	0	31	44
% App. Total	0	0	0		0	92.3	7.7		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.250	.813	.000	.000	.000	.000	.000	.705	.000	.705	.846

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: SR-74
Weather: Clear

File Name : 04_LKE_Cambern_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	2	**1**	3	0	0	0	0	0	8	0	8
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**11**	0	**11**
+30 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	5	0	5
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7
Total Volume	0	0	0	0	0	12	1	13	0	0	0	0	0	31	0	31
% App. Total	0	0	0		0	92.3	7.7		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.750	.250	.813	.000	.000	.000	.000	.000	.705	.000	.705

Location: Lake Elsinore
N/S: Cambern Avenue
E/W: SR-74

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg Cambern Avenue	East Leg SR-74	South Leg Cambern Avenue	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	1	0	0	2
7:15 AM	1	1	0	0	2
7:30 AM	0	0	1	0	1
7:45 AM	1	1	0	0	2
8:00 AM	0	0	0	0	0
8:15 AM	0	1	1	0	2
8:30 AM	1	1	0	0	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	4	5	2	0	11

	North Leg Cambern Avenue	East Leg SR-74	South Leg Cambern Avenue	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	2	1	0	3
4:15 PM	2	2	0	0	4
4:30 PM	0	1	2	0	3
4:45 PM	0	0	0	0	0
5:00 PM	2	0	0	0	2
5:15 PM	0	0	0	0	0
5:30 PM	1	3	2	0	6
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	5	9	5	0	19

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Location: Lake Elsinore
N/S: Cambern Avenue
E/W: SR-74

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound Cambern Avenue			Westbound SR-74			Northbound Cambern Avenue			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	2
TOTAL VOLUMES:	0	0	1	0	2	0	1	0	0	0	1	0	5

	Southbound Cambern Avenue			Westbound SR-74			Northbound Cambern Avenue			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	1	0	1	0	2	0	4

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County of Riverside
N/S: Conard Avenue
E/W: SR-74
Weather: Clear

File Name : 05_CRV_Conard_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

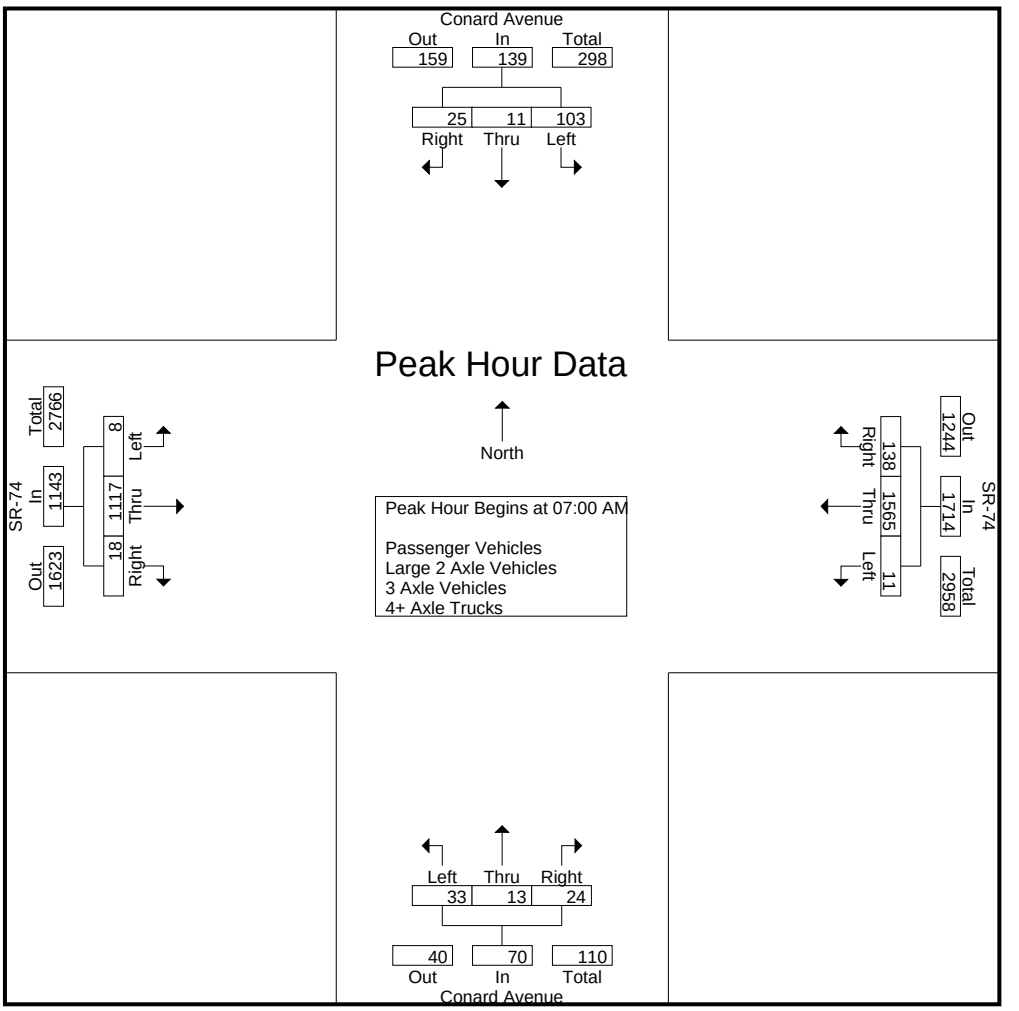
	Conard Avenue Southbound				SR-74 Westbound				Conard Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	2	5	24	2	424	48	474	11	8	4	23	1	268	3	272	793
07:15 AM	27	5	5	37	6	377	64	447	10	2	9	21	3	300	3	306	811
07:30 AM	41	3	8	52	0	372	14	386	5	3	7	15	3	301	8	312	765
07:45 AM	18	1	7	26	3	392	12	407	7	0	4	11	1	248	4	253	697
Total	103	11	25	139	11	1565	138	1714	33	13	24	70	8	1117	18	1143	3066
08:00 AM	6	0	6	12	6	386	17	409	6	0	4	10	5	229	0	234	665
08:15 AM	5	0	3	8	0	345	3	348	4	1	4	9	2	206	0	208	573
08:30 AM	0	1	6	7	0	310	3	313	6	1	3	10	2	200	3	205	535
08:45 AM	9	0	4	13	4	306	4	314	1	3	1	5	1	175	0	176	508
Total	20	1	19	40	10	1347	27	1384	17	5	12	34	10	810	3	823	2281
Grand Total	123	12	44	179	21	2912	165	3098	50	18	36	104	18	1927	21	1966	5347
Apprch %	68.7	6.7	24.6		0.7	94	5.3		48.1	17.3	34.6		0.9	98	1.1		
Total %	2.3	0.2	0.8	3.3	0.4	54.5	3.1	57.9	0.9	0.3	0.7	1.9	0.3	36	0.4	36.8	
Passenger Vehicles	120	12	40	172	21	2757	161	2939	50	18	36	104	17	1791	19	1827	5042
% Passenger Vehicles	97.6	100	90.9	96.1	100	94.7	97.6	94.9	100	100	100	100	94.4	92.9	90.5	92.9	94.3
Large 2 Axle Vehicles	2	0	2	4	0	55	4	59	0	0	0	0	1	44	1	46	109
% Large 2 Axle Vehicles	1.6	0	4.5	2.2	0	1.9	2.4	1.9	0	0	0	0	5.6	2.3	4.8	2.3	2
3 Axle Vehicles	1	0	2	3	0	50	0	50	0	0	0	0	0	40	1	41	94
% 3 Axle Vehicles	0.8	0	4.5	1.7	0	1.7	0	1.6	0	0	0	0	0	2.1	4.8	2.1	1.8
4+ Axle Trucks	0	0	0	0	0	50	0	50	0	0	0	0	0	52	0	52	102
% 4+ Axle Trucks	0	0	0	0	0	1.7	0	1.6	0	0	0	0	0	2.7	0	2.6	1.9

	Conard Avenue Southbound				SR-74 Westbound				Conard Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	17	2	5	24	2	**424**	48	**474**	**11**	**8**	4	**23**	1	268	3	272	793
07:15 AM	27	**5**	5	37	**6**	377	**64**	447	10	2	**9**	21	**3**	300	3	306	**811**
07:30 AM	**41**	3	**8**	**52**	0	372	14	386	5	3	7	15	3	**301**	**8**	**312**	765
07:45 AM	18	1	7	26	3	392	12	407	7	0	4	11	1	248	4	253	697
Total Volume	103	11	25	139	11	1565	138	1714	33	13	24	70	8	1117	18	1143	3066
% App. Total	74.1	7.9	18		0.6	91.3	8.1		47.1	18.6	34.3		0.7	97.7	1.6		
PHF	.628	.550	.781	.668	.458	.923	.539	.904	.750	.406	.667	.761	.667	.928	.563	.916	.945

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County of Riverside
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Weather: Clear

File Name : 05_CRV_Conard_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	17	2	5	24	2	**424**	48	**474**	**11**	**8**	4	**23**	1	268	3	272
+15 mins.	27	**5**	5	37	**6**	377	**64**	447	10	2	**9**	21	**3**	300	3	306
+30 mins.	**41**	3	**8**	**52**	0	372	14	386	5	3	7	15	3	**301**	**8**	**312**
+45 mins.	18	1	7	26	3	392	12	407	7	0	4	11	1	248	4	253
Total Volume	103	11	25	139	11	1565	138	1714	33	13	24	70	8	1117	18	1143
% App. Total	74.1	7.9	18		0.6	91.3	8.1		47.1	18.6	34.3		0.7	97.7	1.6	
PHF	.628	.550	.781	.668	.458	.923	.539	.904	.750	.406	.667	.761	.667	.928	.563	.916

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File Name : 05_CRV_Conard_74_AM
Site Code : 00322418
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Groups Printed- Passenger Vehicles

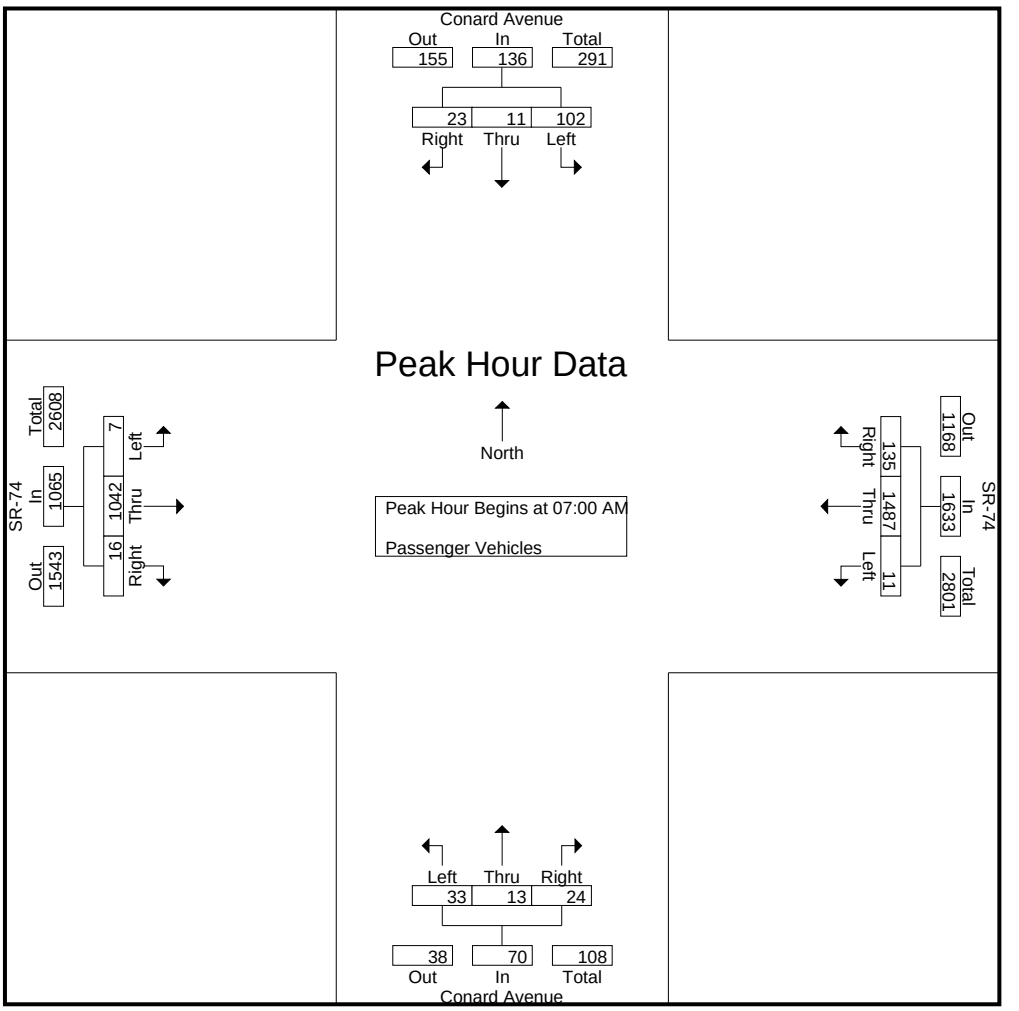
	Conard Avenue Southbound				SR-74 Westbound				Conard Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	2	5	24	2	404	48	454	11	8	4	23	1	254	3	258	759
07:15 AM	27	5	4	36	6	358	63	427	10	2	9	21	3	279	3	285	769
07:30 AM	41	3	8	52	0	346	12	358	5	3	7	15	2	280	6	288	713
07:45 AM	17	1	6	24	3	379	12	394	7	0	4	11	1	229	4	234	663
Total	102	11	23	136	11	1487	135	1633	33	13	24	70	7	1042	16	1065	2904
08:00 AM	6	0	4	10	6	365	17	388	6	0	4	10	5	217	0	222	630
08:15 AM	5	0	3	8	0	326	3	329	4	1	4	9	2	191	0	193	539
08:30 AM	0	1	6	7	0	292	3	295	6	1	3	10	2	187	3	192	504
08:45 AM	7	0	4	11	4	287	3	294	1	3	1	5	1	154	0	155	465
Total	18	1	17	36	10	1270	26	1306	17	5	12	34	10	749	3	762	2138
Grand Total	120	12	40	172	21	2757	161	2939	50	18	36	104	17	1791	19	1827	5042
Apprch %	69.8	7	23.3		0.7	93.8	5.5		48.1	17.3	34.6		0.9	98	1		
Total %	2.4	0.2	0.8	3.4	0.4	54.7	3.2	58.3	1	0.4	0.7	2.1	0.3	35.5	0.4	36.2	

	Conard Avenue Southbound				SR-74 Westbound				Conard Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	17	2	5	24	2	**404**	48	**454**	**11**	**8**	4	**23**	1	254	3	258	759
07:15 AM	27	**5**	4	36	**6**	358	**63**	427	10	2	**9**	21	**3**	279	3	285	**769**
07:30 AM	**41**	3	**8**	**52**	0	346	12	358	5	3	7	15	2	**280**	**6**	**288**	713
07:45 AM	17	1	6	24	3	379	12	394	7	0	4	11	1	229	4	234	663
Total Volume	102	11	23	136	11	1487	135	1633	33	13	24	70	7	1042	16	1065	2904
% App. Total	75	8.1	16.9		0.7	91.1	8.3		47.1	18.6	34.3		0.7	97.8	1.5		
PHF	.622	.550	.719	.654	.458	.920	.536	.899	.750	.406	.667	.761	.583	.930	.667	.924	.944

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County of Riverside
N/S: Conard Avenue
E/W: SR-74
Weather: Clear

File Name : 05_CRV_Conard_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	17	2	5	24	2	**404**	48	**454**	**11**	**8**	4	**23**	1	254	3	258
+15 mins.	27	**5**	4	36	**6**	358	**63**	427	10	2	**9**	21	**3**	279	3	285
+30 mins.	**41**	3	**8**	**52**	0	346	12	358	5	3	7	15	2	**280**	**6**	**288**
+45 mins.	17	1	6	24	3	379	12	394	7	0	4	11	1	229	4	234
Total Volume	102	11	23	136	11	1487	135	1633	33	13	24	70	7	1042	16	1065
% App. Total	75	8.1	16.9		0.7	91.1	8.3		47.1	18.6	34.3		0.7	97.8	1.5	
PHF	.622	.550	.719	.654	.458	.920	.536	.899	.750	.406	.667	.761	.583	.930	.667	.924

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County of Riverside
N/S: Conard Avenue
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Weather: Clear

File Name : 05_CRV_Conard_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

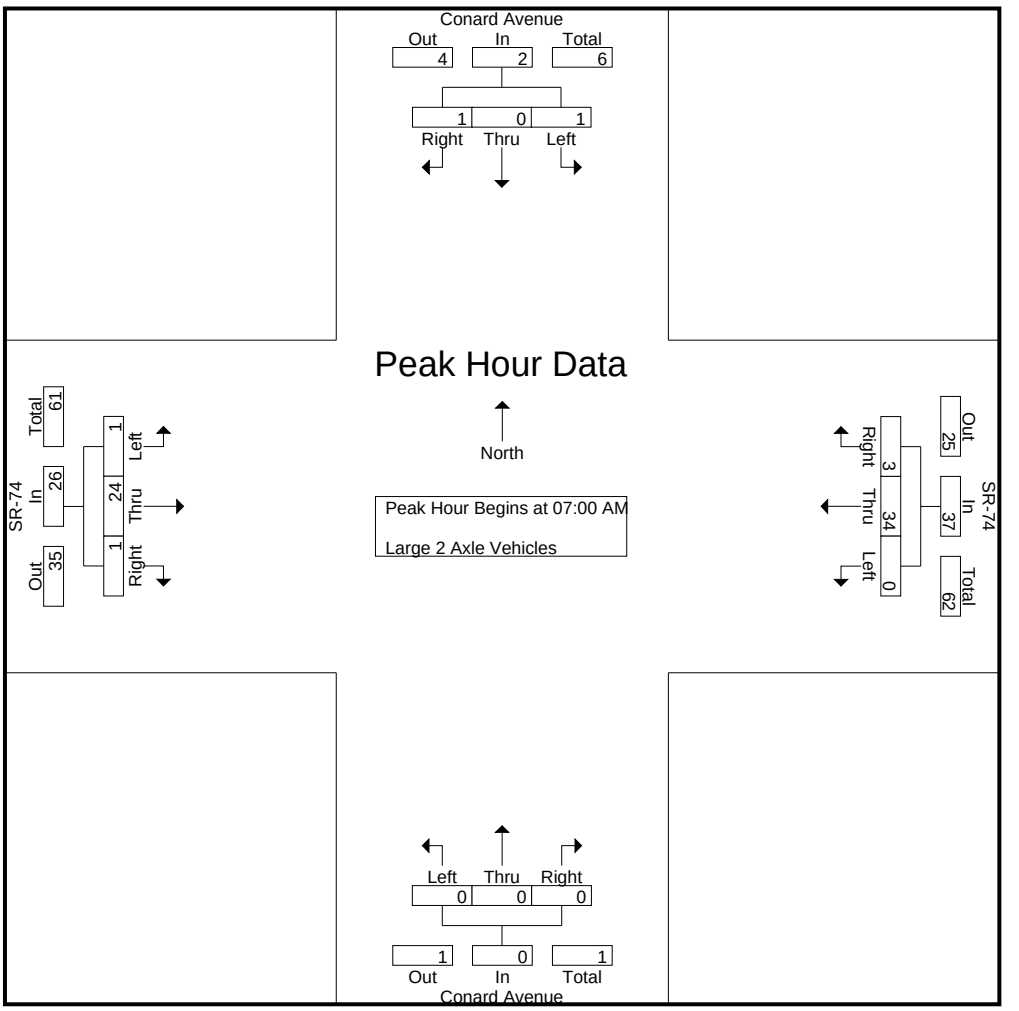
	Conard Avenue Southbound				SR-74 Westbound				Conard Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	8	0	8	18
07:15 AM	0	0	0	0	0	9	1	10	0	0	0	0	0	7	0	7	17
07:30 AM	0	0	0	0	0	11	2	13	0	0	0	0	1	6	1	8	21
07:45 AM	1	0	1	2	0	4	0	4	0	0	0	0	0	3	0	3	9
Total	1	0	1	2	0	34	3	37	0	0	0	0	1	24	1	26	65
08:00 AM	0	0	1	1	0	7	0	7	0	0	0	0	0	5	0	5	13
08:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
08:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
08:45 AM	1	0	0	1	0	3	1	4	0	0	0	0	0	6	0	6	11
Total	1	0	1	2	0	21	1	22	0	0	0	0	0	20	0	20	44
Grand Total	2	0	2	4	0	55	4	59	0	0	0	0	1	44	1	46	109
Apprch %	50	0	50		0	93.2	6.8		0	0	0		2.2	95.7	2.2		
Total %	1.8	0	1.8	3.7	0	50.5	3.7	54.1	0	0	0	0	0.9	40.4	0.9	42.2	

	Conard Avenue Southbound				SR-74 Westbound				Conard Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	**8**	0	**8**	18
07:15 AM	0	0	0	0	0	9	1	10	0	0	0	0	0	7	0	7	17
07:30 AM	0	0	0	0	0	**11**	**2**	**13**	0	0	0	0	**1**	6	**1**	8	**21**
07:45 AM	**1**	0	**1**	**2**	0	4	0	4	0	0	0	0	0	3	0	3	9
Total Volume	1	0	1	2	0	34	3	37	0	0	0	0	1	24	1	26	65
% App. Total	50	0	50		0	91.9	8.1		0	0	0		3.8	92.3	3.8		
PHF	.250	.000	.250	.250	.000	.773	.375	.712	.000	.000	.000	.000	.250	.750	.250	.813	.774

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County of Riverside
N/S: Conard Avenue
E/W: SR-74
Weather: Clear

File Name : 05_CRV_Conard_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	10	0	10	0	0	0	0	0	**8**	0	**8**
+15 mins.	0	0	0	0	0	9	1	10	0	0	0	0	0	7	0	7
+30 mins.	0	0	0	0	0	**11**	**2**	**13**	0	0	0	0	**1**	6	**1**	8
+45 mins.	**1**	0	**1**	**2**	0	4	0	4	0	0	0	0	0	3	0	3
Total Volume	1	0	1	2	0	34	3	37	0	0	0	0	1	24	1	26
% App. Total	50	0	50		0	91.9	8.1		0	0	0		3.8	92.3	3.8	
PHF	.250	.000	.250	.250	.000	.773	.375	.712	.000	.000	.000	.000	.250	.750	.250	.813

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County of Riverside
N/S: Conard Avenue
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Weather: Clear

File Name : 05_CRV_Conard_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

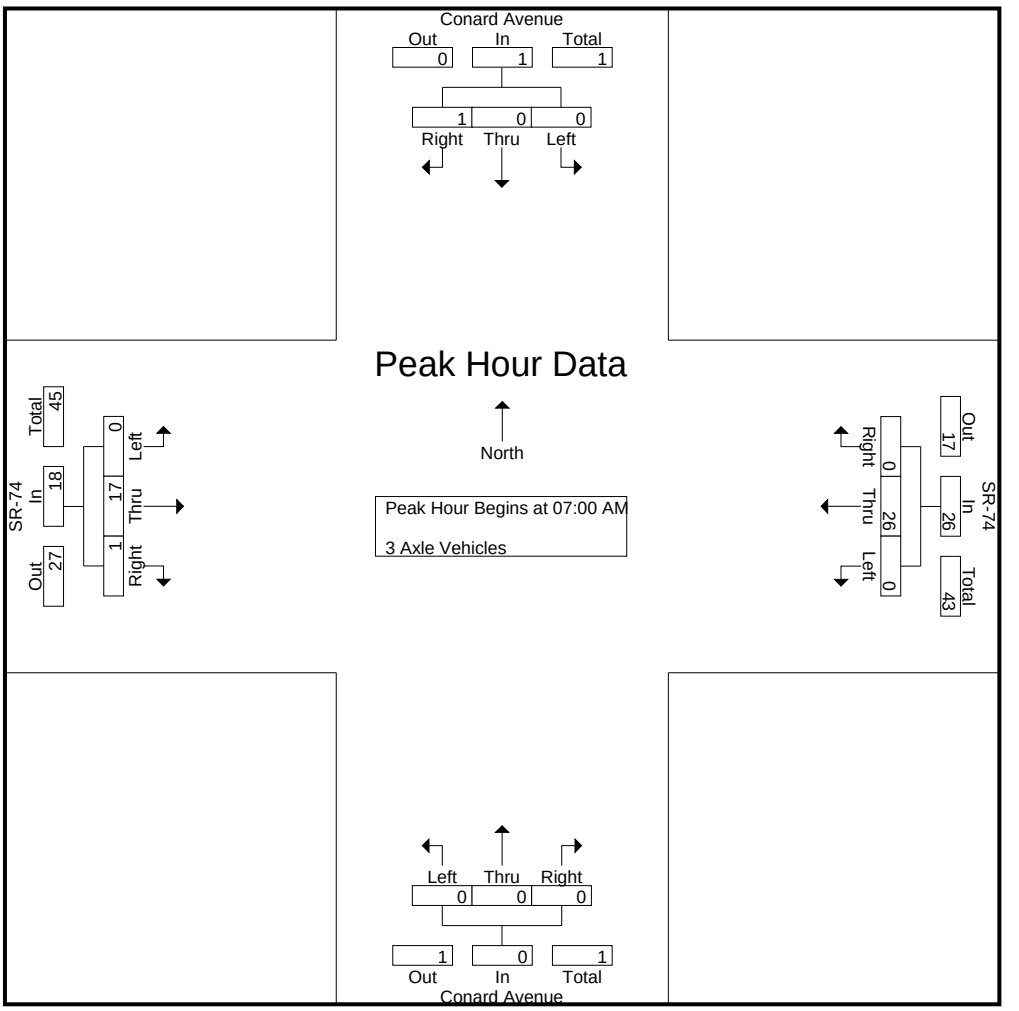
	Conard Avenue Southbound				SR-74 Westbound				Conard Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
07:15 AM	0	0	1	1	0	7	0	7	0	0	0	0	0	5	0	5	13
07:30 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	3	1	4	12
07:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
Total	0	0	1	1	0	26	0	26	0	0	0	0	0	17	1	18	45
08:00 AM	0	0	1	1	0	8	0	8	0	0	0	0	0	2	0	2	11
08:15 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	7	0	7	13
08:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
08:45 AM	1	0	0	1	0	6	0	6	0	0	0	0	0	7	0	7	14
Total	1	0	1	2	0	24	0	24	0	0	0	0	0	23	0	23	49
Grand Total	1	0	2	3	0	50	0	50	0	0	0	0	0	40	1	41	94
Apprch %	33.3	0	66.7		0	100	0		0	0	0		0	97.6	2.4		
Total %	1.1	0	2.1	3.2	0	53.2	0	53.2	0	0	0	0	0	42.6	1.1	43.6	

	Conard Avenue Southbound				SR-74 Westbound				Conard Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
07:15 AM	0	0	**1**	**1**	0	7	0	7	0	0	0	0	0	**5**	0	**5**	**13**
07:30 AM	0	0	0	0	0	**8**	0	**8**	0	0	0	0	0	3	**1**	4	12
07:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
Total Volume	0	0	1	1	0	26	0	26	0	0	0	0	0	17	1	18	45
% App. Total	0	0	100		0	100	0		0	0	0		0	94.4	5.6		
PHF	.000	.000	.250	.250	.000	.813	.000	.813	.000	.000	.000	.000	.000	.850	.250	.900	.865

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County of Riverside
N/S: Conard Avenue
E/W: SR-74
Weather: Clear

File Name : 05_CRV_Conard_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4
+15 mins.	0	0	**1**	**1**	0	7	0	7	0	0	0	0	0	**5**	0	**5**
+30 mins.	0	0	0	0	0	**8**	0	**8**	0	0	0	0	0	3	**1**	4
+45 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5
Total Volume	0	0	1	1	0	26	0	26	0	0	0	0	0	17	1	18
% App. Total	0	0	100		0	100	0		0	0	0		0	94.4	5.6	
PHF	.000	.000	.250	.250	.000	.813	.000	.813	.000	.000	.000	.000	.000	.850	.250	.900

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County of Riverside
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Weather: Clear

File Name : 05_CRV_Conard_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

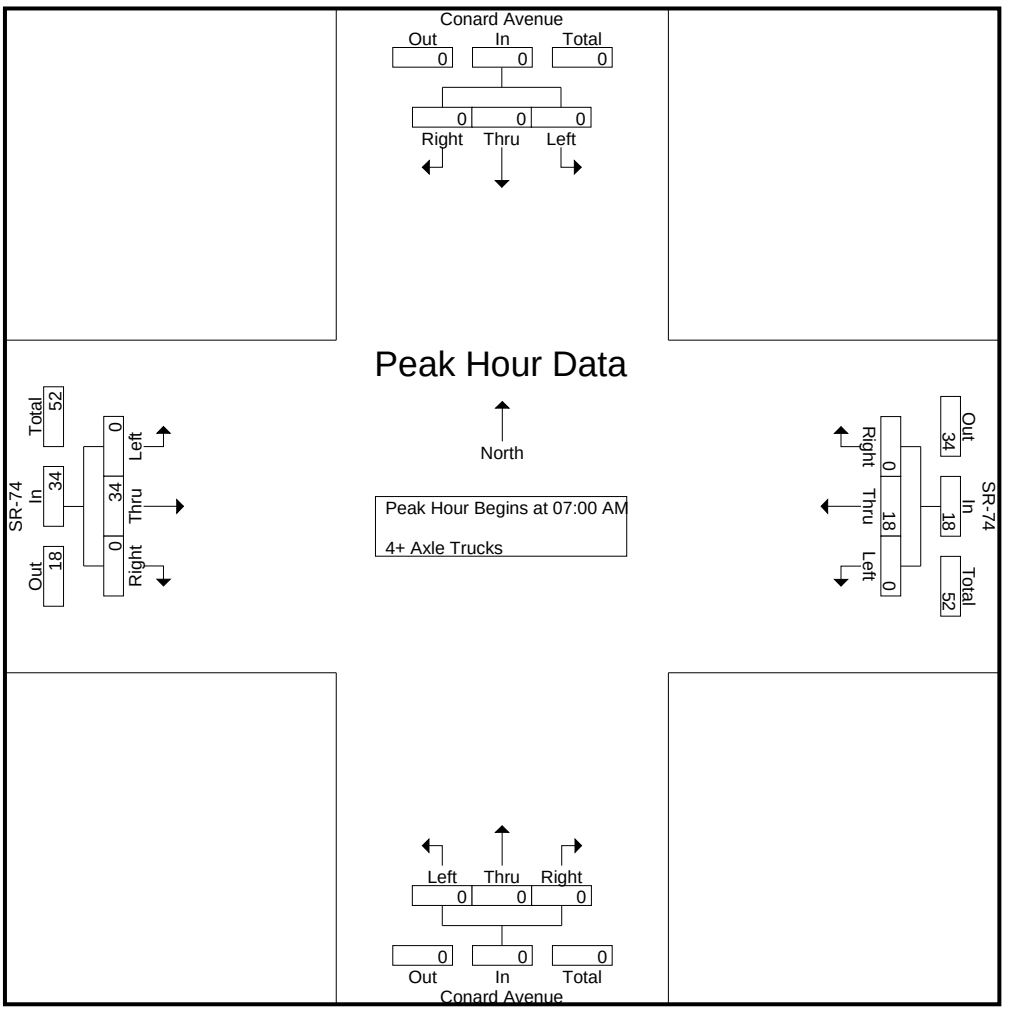
	Conard Avenue Southbound				SR-74 Westbound				Conard Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	9	0	9	12
07:30 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	12	0	12	19
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	11	0	11	15
Total	0	0	0	0	0	18	0	18	0	0	0	0	0	34	0	34	52
08:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
08:15 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4	12
08:30 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	1	0	1	9
08:45 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	8	0	8	18
Total	0	0	0	0	0	32	0	32	0	0	0	0	0	18	0	18	50
Grand Total	0	0	0	0	0	50	0	50	0	0	0	0	0	52	0	52	102
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	49	0	49	0	0	0	0	0	51	0	51	

	Conard Avenue Southbound				SR-74 Westbound				Conard Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	9	0	9	12
07:30 AM	0	0	0	0	0	**7**	0	**7**	0	0	0	0	0	**12**	0	**12**	**19**
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	11	0	11	15
Total Volume	0	0	0	0	0	18	0	18	0	0	0	0	0	34	0	34	52
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.643	.000	.643	.000	.000	.000	.000	.000	.708	.000	.708	.684

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County of Riverside
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Weather: Clear

File Name : 05_CRV_Conard_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	9	0	9
+30 mins.	0	0	0	0	0	**7**	0	**7**	0	0	0	0	0	**12**	0	**12**
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	11	0	11
Total Volume	0	0	0	0	0	18	0	18	0	0	0	0	0	34	0	34
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.643	.000	.643	.000	.000	.000	.000	.000	.708	.000	.708

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County of Riverside
N/S: Conard Avenue
E/W: SR-74
Weather: Clear

File Name : 05_CRV_Conard_74_PM
Site Code : 00322418
Start Date : 5/12/2022

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

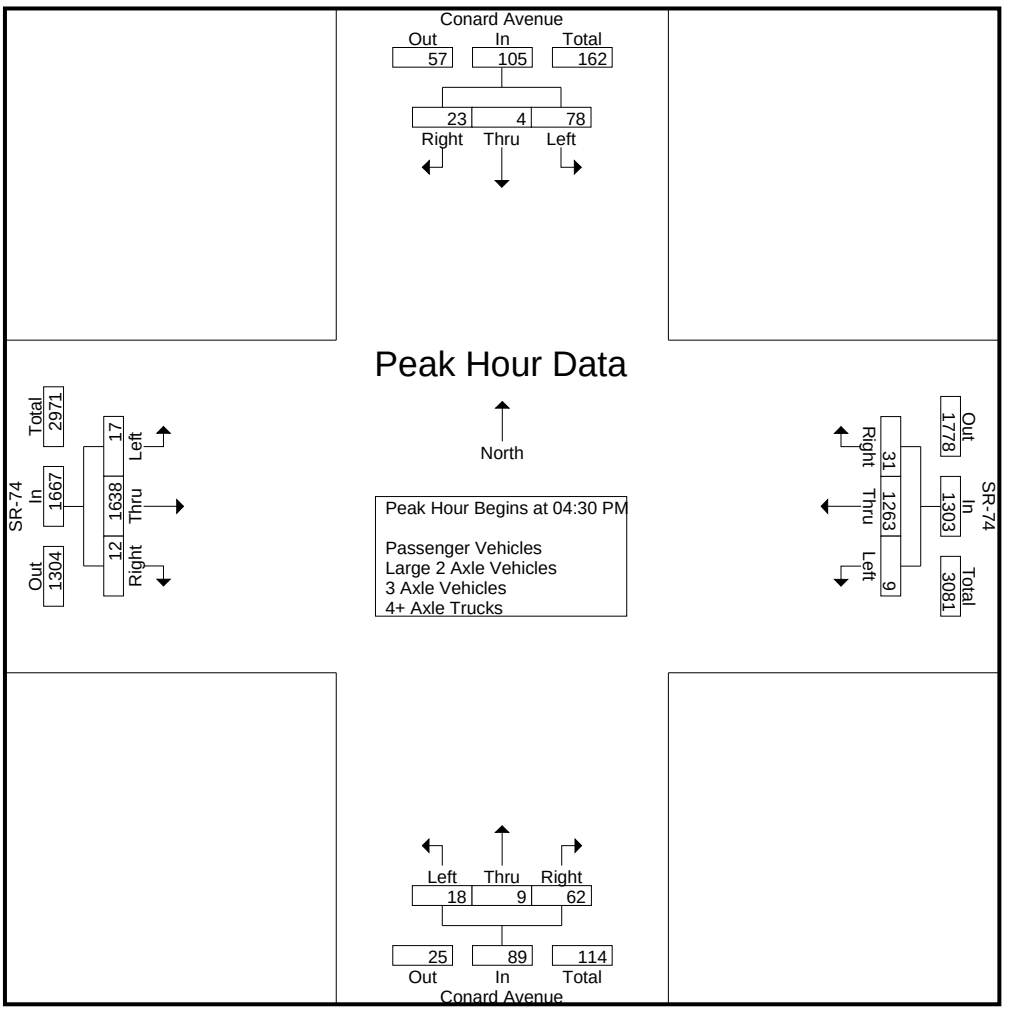
	Conard Avenue Southbound				SR-74 Westbound				Conard Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	7	1	3	11	1	313	5	319	5	2	17	24	5	458	6	469	823
04:15 PM	18	1	7	26	4	300	5	309	3	4	11	18	3	378	4	385	738
04:30 PM	21	2	5	28	4	334	6	344	2	0	13	15	7	391	1	399	786
04:45 PM	16	1	7	24	0	316	7	323	3	2	15	20	4	399	4	407	774
Total	62	5	22	89	9	1263	23	1295	13	8	56	77	19	1626	15	1660	3121
05:00 PM	28	0	1	29	1	284	6	291	9	4	18	31	2	435	6	443	794
05:15 PM	13	1	10	24	4	329	12	345	4	3	16	23	4	413	1	418	810
05:30 PM	12	1	6	19	2	320	4	326	3	2	18	23	1	402	3	406	774
05:45 PM	11	0	7	18	3	320	5	328	6	4	6	16	3	391	3	397	759
Total	64	2	24	90	10	1253	27	1290	22	13	58	93	10	1641	13	1664	3137
Grand Total	126	7	46	179	19	2516	50	2585	35	21	114	170	29	3267	28	3324	6258
Apprch %	70.4	3.9	25.7		0.7	97.3	1.9		20.6	12.4	67.1		0.9	98.3	0.8		
Total %	2	0.1	0.7	2.9	0.3	40.2	0.8	41.3	0.6	0.3	1.8	2.7	0.5	52.2	0.4	53.1	
Passenger Vehicles	125	7	46	178	19	2445	50	2514	35	21	114	170	29	3161	26	3216	6078
% Passenger Vehicles	99.2	100	100	99.4	100	97.2	100	97.3	100	100	100	100	100	96.8	92.9	96.8	97.1
Large 2 Axle Vehicles	1	0	0	1	0	30	0	30	0	0	0	0	0	30	1	31	62
% Large 2 Axle Vehicles	0.8	0	0	0.6	0	1.2	0	1.2	0	0	0	0	0	0.9	3.6	0.9	1
3 Axle Vehicles	0	0	0	0	0	9	0	9	0	0	0	0	0	63	1	64	73
% 3 Axle Vehicles	0	0	0	0	0	0.4	0	0.3	0	0	0	0	0	1.9	3.6	1.9	1.2
4+ Axle Trucks	0	0	0	0	0	32	0	32	0	0	0	0	0	13	0	13	45
% 4+ Axle Trucks	0	0	0	0	0	1.3	0	1.2	0	0	0	0	0	0.4	0	0.4	0.7

	Conard Avenue Southbound				SR-74 Westbound				Conard Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	21	**2**	5	28	**4**	**334**	6	344	2	0	13	15	**7**	391	1	399	786
04:45 PM	16	1	7	24	0	316	7	323	3	2	15	20	4	399	4	407	774
05:00 PM	**28**	0	1	**29**	1	284	6	291	**9**	**4**	**18**	**31**	2	**435**	**6**	**443**	794
05:15 PM	13	1	**10**	24	4	329	**12**	**345**	4	3	16	23	4	413	1	418	**810**
Total Volume	78	4	23	105	9	1263	31	1303	18	9	62	89	17	1638	12	1667	3164
% App. Total	74.3	3.8	21.9		0.7	96.9	2.4		20.2	10.1	69.7		1	98.3	0.7		
PHF	.696	.500	.575	.905	.563	.945	.646	.944	.500	.563	.861	.718	.607	.941	.500	.941	.977

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County of Riverside
N/S: Conard Avenue
E/W: SR-74
Weather: Clear

File Name : 05_CRV_Conard_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:15 PM				04:30 PM				04:45 PM				04:45 PM			
+0 mins.	18	1	**7**	26	**4**	**334**	6	344	3	2	15	20	**4**	399	4	407
+15 mins.	21	**2**	5	28	0	316	7	323	**9**	**4**	**18**	**31**	2	**435**	**6**	**443**
+30 mins.	16	1	7	24	1	284	6	291	4	3	16	23	4	413	1	418
+45 mins.	**28**	0	1	**29**	4	329	**12**	**345**	3	2	18	23	1	402	3	406
Total Volume	83	4	20	107	9	1263	31	1303	19	11	67	97	11	1649	14	1674
% App. Total	77.6	3.7	18.7		0.7	96.9	2.4		19.6	11.3	69.1		0.7	98.5	0.8	
PHF	.741	.500	.714	.922	.563	.945	.646	.944	.528	.688	.931	.782	.688	.948	.583	.945

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County of Riverside
N/S: Conard Avenue
E/W: SR-74
Weather: Clear

File Name : 05_CRV_Conard_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

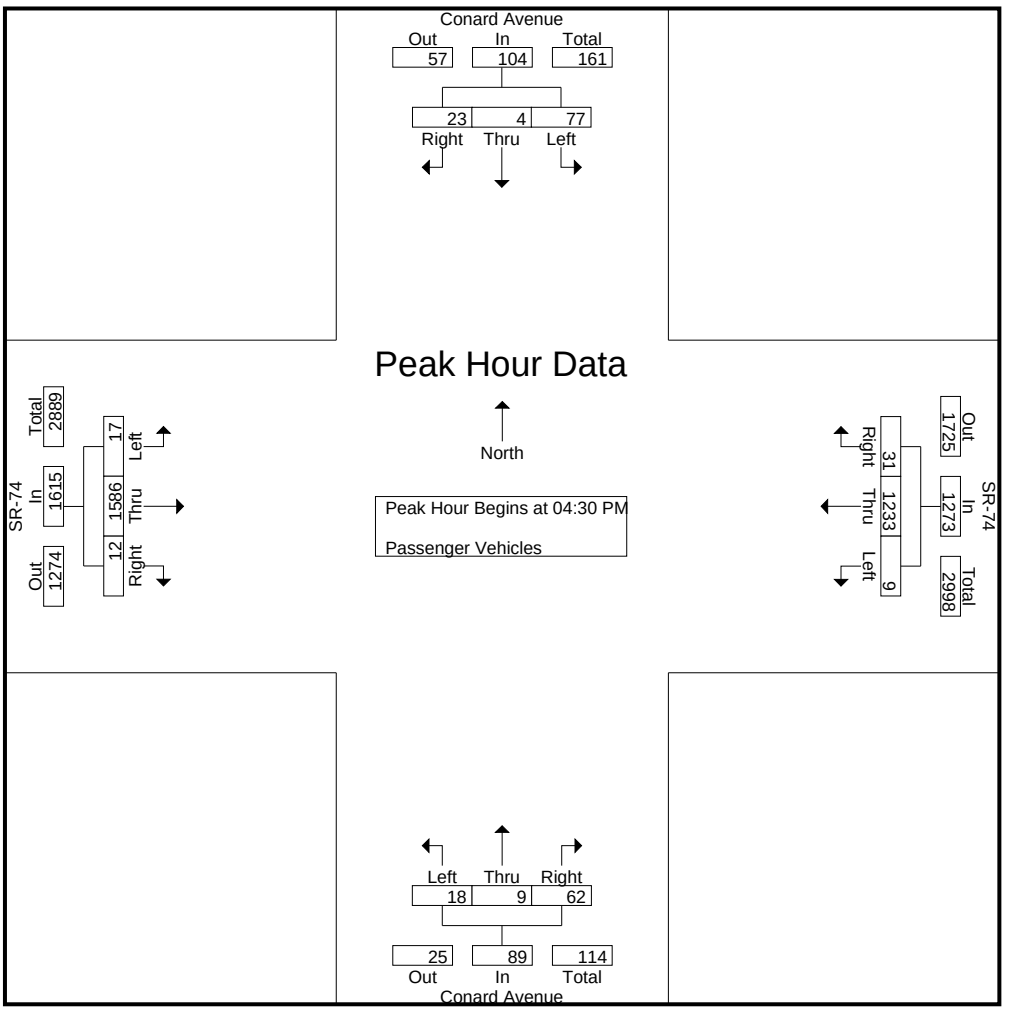
	Conard Avenue Southbound				SR-74 Westbound				Conard Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	7	1	3	11	1	296	5	302	5	2	17	24	5	443	6	454	791
04:15 PM	18	1	7	26	4	298	5	307	3	4	11	18	3	360	3	366	717
04:30 PM	21	2	5	28	4	325	6	335	2	0	13	15	7	383	1	391	769
04:45 PM	16	1	7	24	0	310	7	317	3	2	15	20	4	379	4	387	748
Total	62	5	22	89	9	1229	23	1261	13	8	56	77	19	1565	14	1598	3025
05:00 PM	27	0	1	28	1	278	6	285	9	4	18	31	2	420	6	428	772
05:15 PM	13	1	10	24	4	320	12	336	4	3	16	23	4	404	1	409	792
05:30 PM	12	1	6	19	2	309	4	315	3	2	18	23	1	393	2	396	753
05:45 PM	11	0	7	18	3	309	5	317	6	4	6	16	3	379	3	385	736
Total	63	2	24	89	10	1216	27	1253	22	13	58	93	10	1596	12	1618	3053
Grand Total	125	7	46	178	19	2445	50	2514	35	21	114	170	29	3161	26	3216	6078
Apprch %	70.2	3.9	25.8		0.8	97.3	2		20.6	12.4	67.1		0.9	98.3	0.8		
Total %	2.1	0.1	0.8	2.9	0.3	40.2	0.8	41.4	0.6	0.3	1.9	2.8	0.5	52	0.4	52.9	

	Conard Avenue Southbound				SR-74 Westbound				Conard Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	21	**2**	5	**28**	**4**	**325**	6	335	2	0	13	15	**7**	383	1	391	769
04:45 PM	16	1	7	24	0	310	7	317	3	2	15	20	4	379	4	387	748
05:00 PM	**27**	0	1	28	1	278	6	285	**9**	**4**	**18**	**31**	2	**420**	**6**	**428**	772
05:15 PM	13	1	**10**	24	4	320	**12**	**336**	4	3	16	23	4	404	1	409	**792**
Total Volume	77	4	23	104	9	1233	31	1273	18	9	62	89	17	1586	12	1615	3081
% App. Total	74	3.8	22.1		0.7	96.9	2.4		20.2	10.1	69.7		1.1	98.2	0.7		
PHF	.713	.500	.575	.929	.563	.948	.646	.947	.500	.563	.861	.718	.607	.944	.500	.943	.973

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County of Riverside
N/S: Conard Avenue
E/W: SR-74
Weather: Clear

File Name : 05_CRV_Conard_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	21	**2**	5	**28**	**4**	**325**	6	335	2	0	13	15	**7**	383	1	391
+15 mins.	16	1	7	24	0	310	7	317	3	2	15	20	4	379	4	387
+30 mins.	**27**	0	1	28	1	278	6	285	**9**	**4**	**18**	**31**	2	**420**	**6**	**428**
+45 mins.	13	1	**10**	24	4	320	**12**	**336**	4	3	16	23	4	404	1	409
Total Volume	77	4	23	104	9	1233	31	1273	18	9	62	89	17	1586	12	1615
% App. Total	74	3.8	22.1		0.7	96.9	2.4		20.2	10.1	69.7		1.1	98.2	0.7	
PHF	.713	.500	.575	.929	.563	.948	.646	.947	.500	.563	.861	.718	.607	.944	.500	.943

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County of Riverside
N/S: Conard Avenue
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Weather: Clear

File Name : 05_CRV_Conard_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

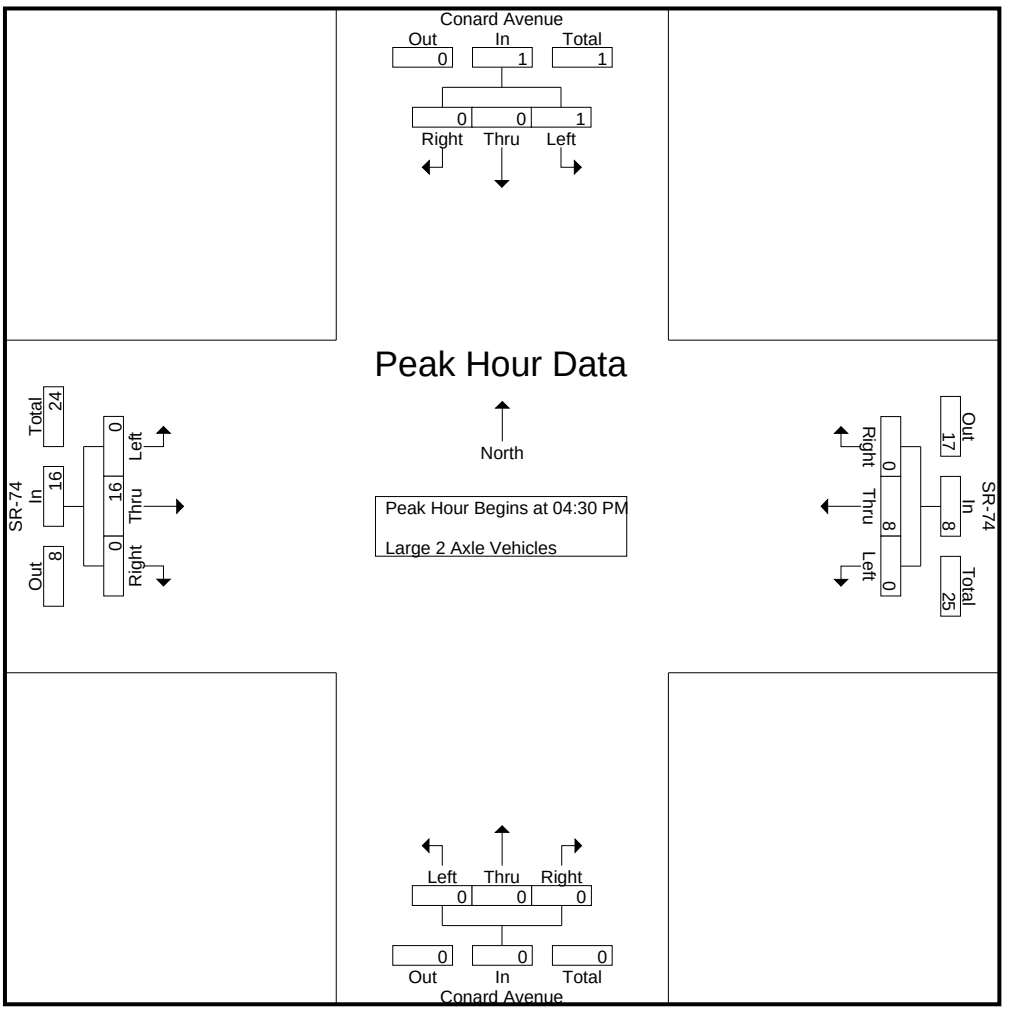
	Conard Avenue Southbound				SR-74 Westbound				Conard Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	6	0	6	15
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	5
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
Total	0	0	0	0	0	12	0	12	0	0	0	0	0	19	1	20	32
05:00 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	5	0	5	8
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
05:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
05:45 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
Total	1	0	0	1	0	18	0	18	0	0	0	0	0	11	0	11	30
Grand Total	1	0	0	1	0	30	0	30	0	0	0	0	0	30	1	31	62
Apprch %	100	0	0		0	100	0		0	0	0		0	96.8	3.2		
Total %	1.6	0	0	1.6	0	48.4	0	48.4	0	0	0	0	0	48.4	1.6	50	

	Conard Avenue Southbound				SR-74 Westbound				Conard Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**5**	0	**5**	6
05:00 PM	**1**	0	0	**1**	0	2	0	2	0	0	0	0	0	5	0	5	**8**
05:15 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	2	0	2	5
Total Volume	1	0	0	1	0	8	0	8	0	0	0	0	0	16	0	16	25
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.667	.000	.667	.000	.000	.000	.000	.000	.800	.000	.800	.781

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County of Riverside
N/S: Conard Avenue
E/W: SR-74
Weather: Clear

File Name : 05_CRV_Conard_74_PM
Site Code : 00322418
Start Date : 5/12/2022
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**5**	0	**5**
+30 mins.	**1**	0	0	**1**	0	2	0	2	0	0	0	0	0	5	0	5
+45 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	2	0	2
Total Volume	1	0	0	1	0	8	0	8	0	0	0	0	0	16	0	16
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.667	.000	.667	.000	.000	.000	.000	.000	.800	.000	.800

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County of Riverside
N/S: Conard Avenue
E/W: SR-74
Weather: Clear

File Name : 05_CRV_Conard_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

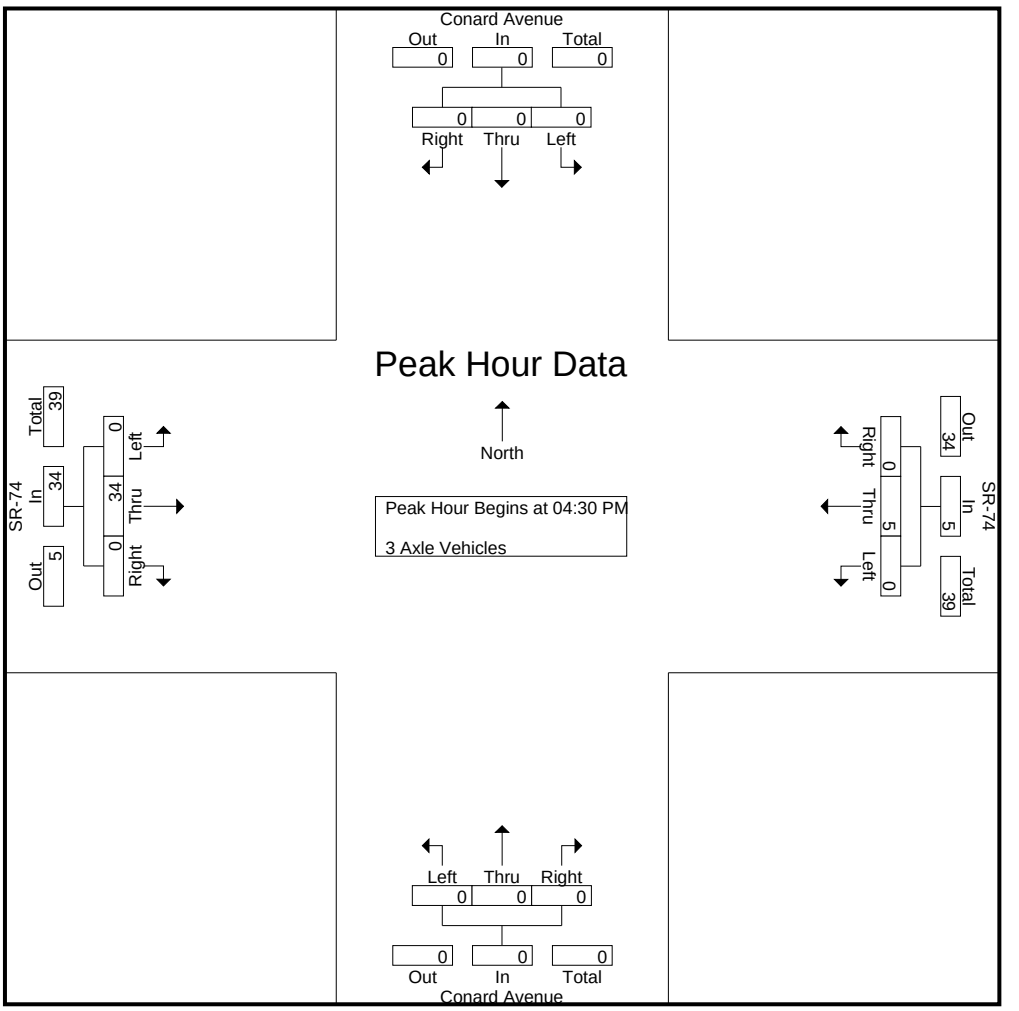
	Conard Avenue Southbound				SR-74 Westbound				Conard Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	8
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	10
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	14
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	34	0	34	37
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	10	0	10	12
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	8
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	6	1	7	9
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	7
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	29	1	30	36
Grand Total	0	0	0	0	0	9	0	9	0	0	0	0	0	63	1	64	73
Apprch %	0	0	0		0	100	0		0	0	0		0	98.4	1.6		
Total %	0	0	0	0	0	12.3	0	12.3	0	0	0	0	0	86.3	1.4	87.7	

	Conard Avenue Southbound				SR-74 Westbound				Conard Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**14**	0	**14**	**14**
05:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	10	0	10	12
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	8
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	34	0	34	39
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.607	.000	.607	.696

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County of Riverside
N/S: Conard Avenue
E/W: SR-74
Weather: Clear

File Name : 05_CRV_Conard_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**14**	0	**14**
+30 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	10	0	10
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	34	0	34
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.607	.000	.607

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County of Riverside
N/S: Conard Avenue
E/W: SR-74
Weather: Clear

File Name : 05_CRV_Conard_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

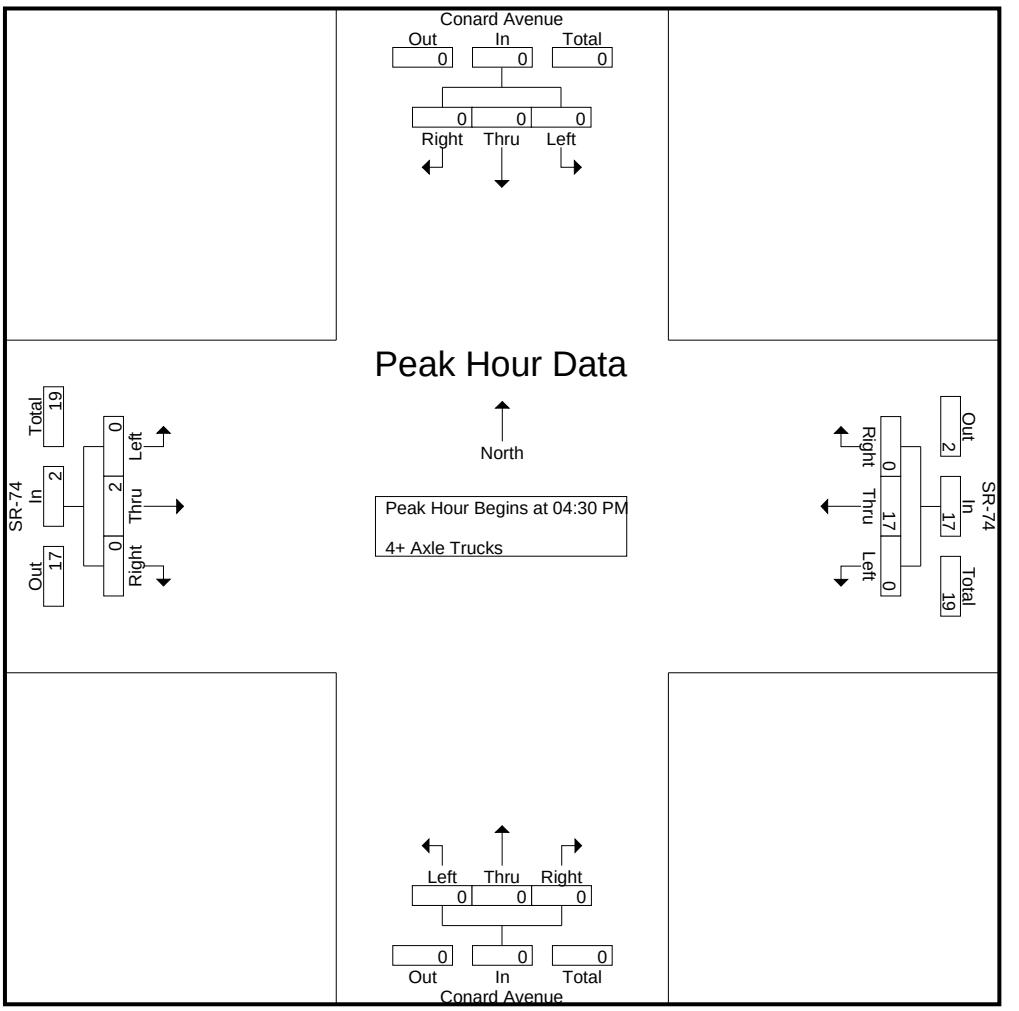
	Conard Avenue Southbound				SR-74 Westbound				Conard Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
04:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	6
04:45 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	6
Total	0	0	0	0	0	19	0	19	0	0	0	0	0	8	0	8	27
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
Total	0	0	0	0	0	13	0	13	0	0	0	0	0	5	0	5	18
Grand Total	0	0	0	0	0	32	0	32	0	0	0	0	0	13	0	13	45
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	71.1	0	71.1	0	0	0	0	0	28.9	0	28.9	

	Conard Avenue Southbound				SR-74 Westbound				Conard Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	0	0	0	**6**
04:45 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	**1**	0	**1**	6
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
Total Volume	0	0	0	0	0	17	0	17	0	0	0	0	0	2	0	2	19
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.708	.000	.708	.000	.000	.000	.000	.000	.500	.000	.500	.792

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County of Riverside
N/S: Conard Avenue
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Weather: Clear

File Name : 05_CRV_Conard_74_PM
Site Code : 00322418
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	17	0	17	0	0	0	0	0	2	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.708	.000	.708	.000	.000	.000	.000	.000	.500	.000	.500

Location: County of Riverside
N/S: Conard Avenue
E/W: SR-74

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg Conard Avenue	East Leg SR-74	South Leg Conard Avenue	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	1	0	1
7:15 AM	0	0	3	0	3
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	1	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	5	0	5

	North Leg Conard Avenue	East Leg SR-74	South Leg Conard Avenue	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	1	0	1
4:30 PM	0	0	2	0	2
4:45 PM	1	0	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	1	1	0	0	2
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	1	3	0	6

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951-268-6268

Location: County of Riverside
N/S: Conard Avenue
E/W: SR-74

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound Conard Avenue			Westbound SR-74			Northbound Conard Avenue			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	2	0	0	0	0	0	0	0	2

	Southbound Conard Avenue			Westbound SR-74			Northbound Conard Avenue			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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County of Riverside
N/S: El Toro Cut Off
E/W: SR-74
Weather: Clear

File Name : 06_CRV_El Toro_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

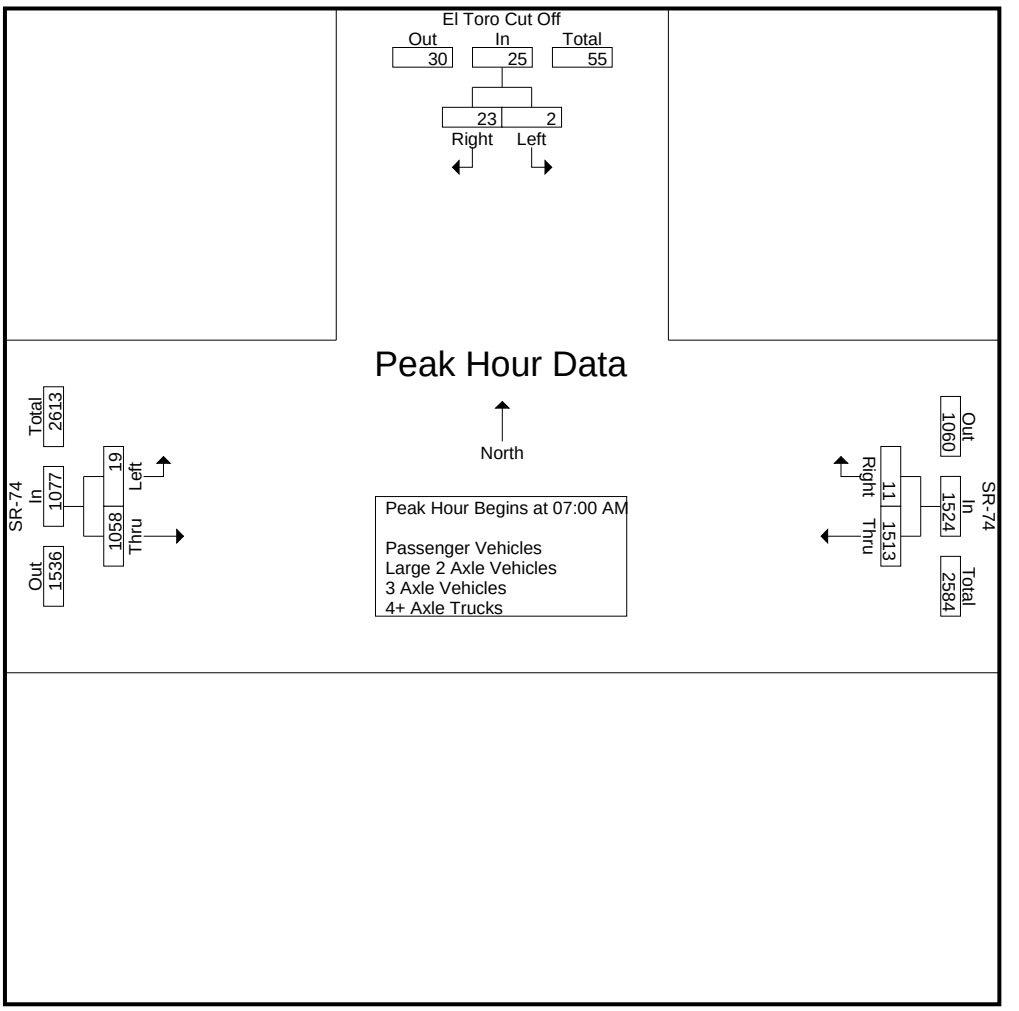
	El Toro Cut Off Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	8	8	448	3	451	8	246	254	713
07:15 AM	1	3	4	363	5	368	3	288	291	663
07:30 AM	0	8	8	351	1	352	5	265	270	630
07:45 AM	1	4	5	351	2	353	3	259	262	620
Total	2	23	25	1513	11	1524	19	1058	1077	2626
08:00 AM	1	4	5	312	3	315	5	237	242	562
08:15 AM	0	6	6	291	3	294	3	182	185	485
08:30 AM	3	2	5	268	2	270	2	175	177	452
08:45 AM	0	6	6	244	1	245	9	159	168	419
Total	4	18	22	1115	9	1124	19	753	772	1918
Grand Total	6	41	47	2628	20	2648	38	1811	1849	4544
Apprch %	12.8	87.2		99.2	0.8		2.1	97.9		
Total %	0.1	0.9	1	57.8	0.4	58.3	0.8	39.9	40.7	
Passenger Vehicles	5	34	39	2468	17	2485	34	1685	1719	4243
% Passenger Vehicles	83.3	82.9	83	93.9	85	93.8	89.5	93	93	93.4
Large 2 Axle Vehicles	1	5	6	58	2	60	3	33	36	102
% Large 2 Axle Vehicles	16.7	12.2	12.8	2.2	10	2.3	7.9	1.8	1.9	2.2
3 Axle Vehicles	0	2	2	56	1	57	0	65	65	124
% 3 Axle Vehicles	0	4.9	4.3	2.1	5	2.2	0	3.6	3.5	2.7
4+ Axle Trucks	0	0	0	46	0	46	1	28	29	75
% 4+ Axle Trucks	0	0	0	1.8	0	1.7	2.6	1.5	1.6	1.7

	El Toro Cut Off Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	**8**	**8**	**448**	3	**451**	**8**	246	254	**713**
07:15 AM	**1**	3	4	363	**5**	368	3	**288**	**291**	663
07:30 AM	0	8	8	351	1	352	5	265	270	630
07:45 AM	1	4	5	351	2	353	3	259	262	620
Total Volume	2	23	25	1513	11	1524	19	1058	1077	2626
% App. Total	8	92		99.3	0.7		1.8	98.2		
PHF	.500	.719	.781	.844	.550	.845	.594	.918	.925	.921

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County of Riverside
N/S: El Toro Cut Off
E/W: SR-74
Weather: Clear

File Name : 06_CRV_El Toro_74_AM
Site Code : 00322418
Start Date : 5/12/2022



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	**8**	**8**	**448**	3	**451**	**8**	246	254
+15 mins.	**1**	3	4	363	**5**	368	3	**288**	**291**
+30 mins.	0	8	8	351	1	352	5	265	270
+45 mins.	1	4	5	351	2	353	3	259	262
Total Volume	2	23	25	1513	11	1524	19	1058	1077
% App. Total	8	92		99.3	0.7		1.8	98.2	
PHF	.500	.719	.781	.844	.550	.845	.594	.918	.925

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County of Riverside
N/S: El Toro Cut Off
E/W: SR-74
Weather: Clear

File Name : 06_CRV_El Toro_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

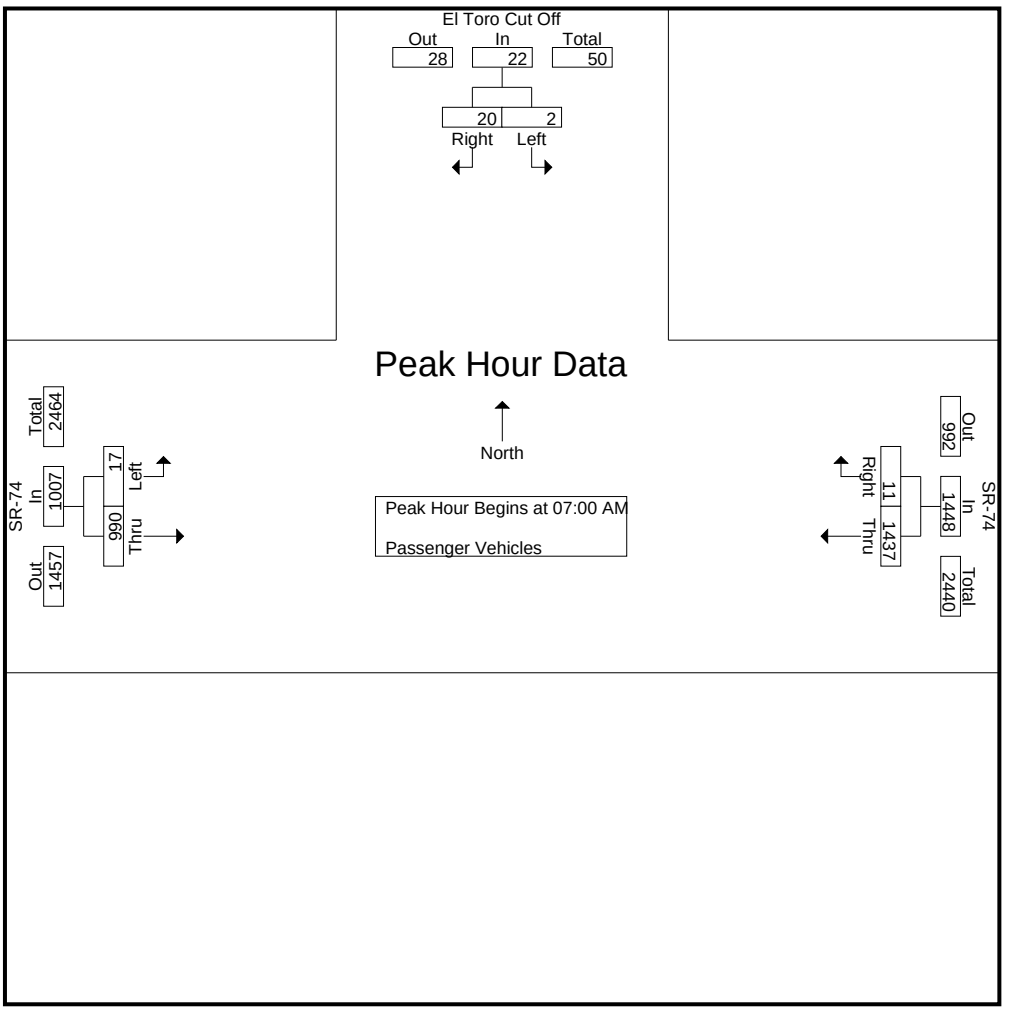
	El Toro Cut Off Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	8	8	426	3	429	7	237	244	681
07:15 AM	1	3	4	346	5	351	3	270	273	628
07:30 AM	0	6	6	328	1	329	4	245	249	584
07:45 AM	1	3	4	337	2	339	3	238	241	584
Total	2	20	22	1437	11	1448	17	990	1007	2477
08:00 AM	1	2	3	292	1	293	5	227	232	528
08:15 AM	0	5	5	271	3	274	3	169	172	451
08:30 AM	2	2	4	248	2	250	2	158	160	414
08:45 AM	0	5	5	220	0	220	7	141	148	373
Total	3	14	17	1031	6	1037	17	695	712	1766
Grand Total	5	34	39	2468	17	2485	34	1685	1719	4243
Apprch %	12.8	87.2		99.3	0.7		2	98		
Total %	0.1	0.8	0.9	58.2	0.4	58.6	0.8	39.7	40.5	

	El Toro Cut Off Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	**8**	**8**	**426**	3	**429**	**7**	237	244	**681**
07:15 AM	**1**	3	4	346	**5**	351	3	**270**	**273**	628
07:30 AM	0	6	6	328	1	329	4	245	249	584
07:45 AM	1	3	4	337	2	339	3	238	241	584
Total Volume	2	20	22	1437	11	1448	17	990	1007	2477
% App. Total	9.1	90.9		99.2	0.8		1.7	98.3		
PHF	.500	.625	.688	.843	.550	.844	.607	.917	.922	.909

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County of Riverside
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Weather: Clear

File Name : 06_CRV_El Toro_74_AM
Site Code : 00322418
Start Date : 5/12/2022



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

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	**8**	**8**	**426**	3	**429**	**7**	237	244
+15 mins.	**1**	3	4	346	**5**	351	3	**270**	**273**
+30 mins.	0	6	6	328	1	329	4	245	249
+45 mins.	1	3	4	337	2	339	3	238	241
Total Volume	2	20	22	1437	11	1448	17	990	1007
% App. Total	9.1	90.9		99.2	0.8		1.7	98.3	
PHF	.500	.625	.688	.843	.550	.844	.607	.917	.922

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County of Riverside
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Weather: Clear

File Name : 06_CRV_El Toro_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

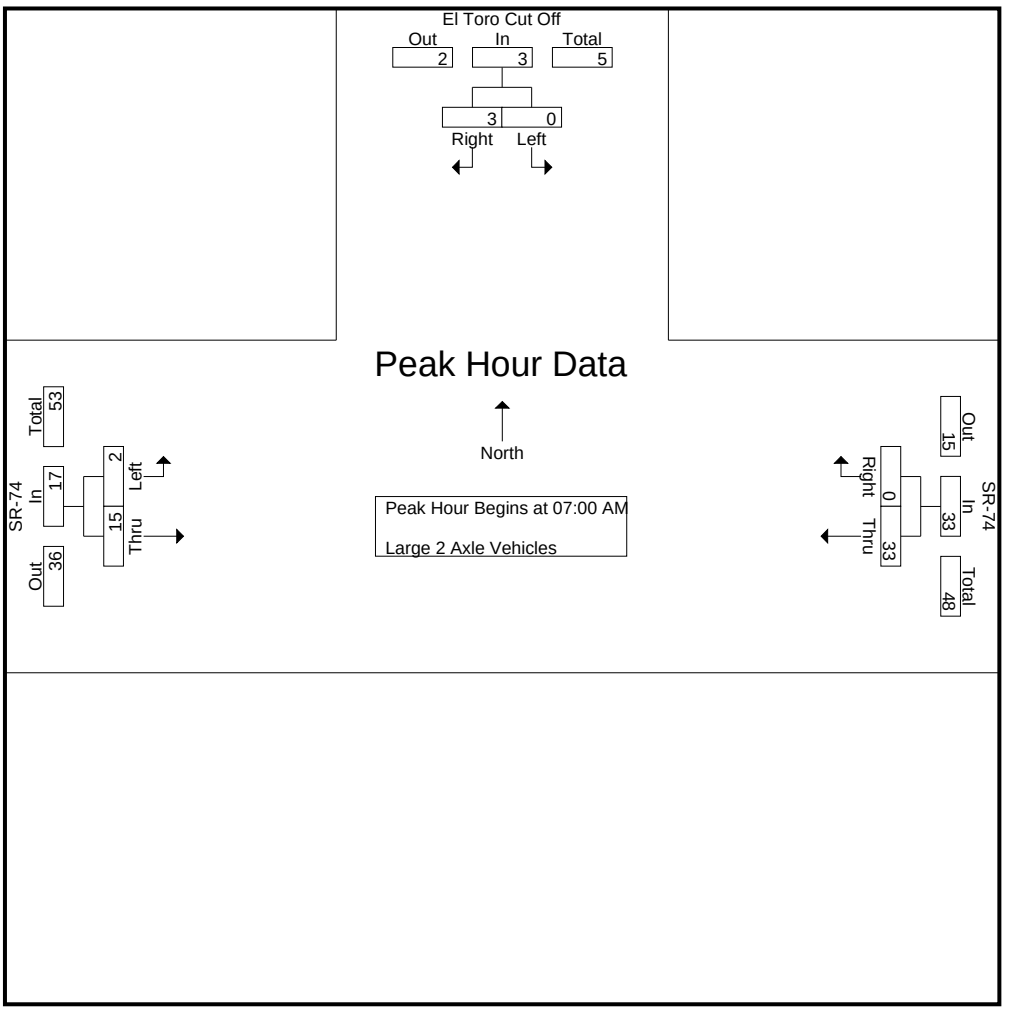
	El Toro Cut Off Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	11	0	11	1	3	4	15
07:15 AM	0	0	0	10	0	10	0	5	5	15
07:30 AM	0	2	2	9	0	9	1	3	4	15
07:45 AM	0	1	1	3	0	3	0	4	4	8
Total	0	3	3	33	0	33	2	15	17	53
08:00 AM	0	0	0	6	2	8	0	2	2	10
08:15 AM	0	1	1	7	0	7	0	2	2	10
08:30 AM	1	0	1	7	0	7	0	8	8	16
08:45 AM	0	1	1	5	0	5	1	6	7	13
Total	1	2	3	25	2	27	1	18	19	49
Grand Total	1	5	6	58	2	60	3	33	36	102
Apprch %	16.7	83.3		96.7	3.3		8.3	91.7		
Total %	1	4.9	5.9	56.9	2	58.8	2.9	32.4	35.3	

	El Toro Cut Off Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	**11**	0	**11**	**1**	3	4	**15**
07:15 AM	0	0	0	10	0	10	0	**5**	**5**	15
07:30 AM	0	**2**	**2**	9	0	9	1	3	4	15
07:45 AM	0	1	1	3	0	3	0	4	4	8
Total Volume	0	3	3	33	0	33	2	15	17	53
% App. Total	0	100		100	0		11.8	88.2		
PHF	.000	.375	.375	.750	.000	.750	.500	.750	.850	.883

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County of Riverside
N/S: El Toro Cut Off
E/W: SR-74
Weather: Clear

File Name : 06_CRV_El Toro_74_AM
Site Code : 00322418
Start Date : 5/12/2022



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	**11**	0	**11**	**1**	3	4
+15 mins.	0	0	0	10	0	10	0	**5**	**5**
+30 mins.	0	**2**	**2**	9	0	9	1	3	4
+45 mins.	0	1	1	3	0	3	0	4	4
Total Volume	0	3	3	33	0	33	2	15	17
% App. Total	0	100		100	0		11.8	88.2	
PHF	.000	.375	.375	.750	.000	.750	.500	.750	.850

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County of Riverside
N/S: El Toro Cut Off
E/W: SR-74
Weather: Clear

File Name : 06_CRV_El Toro_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

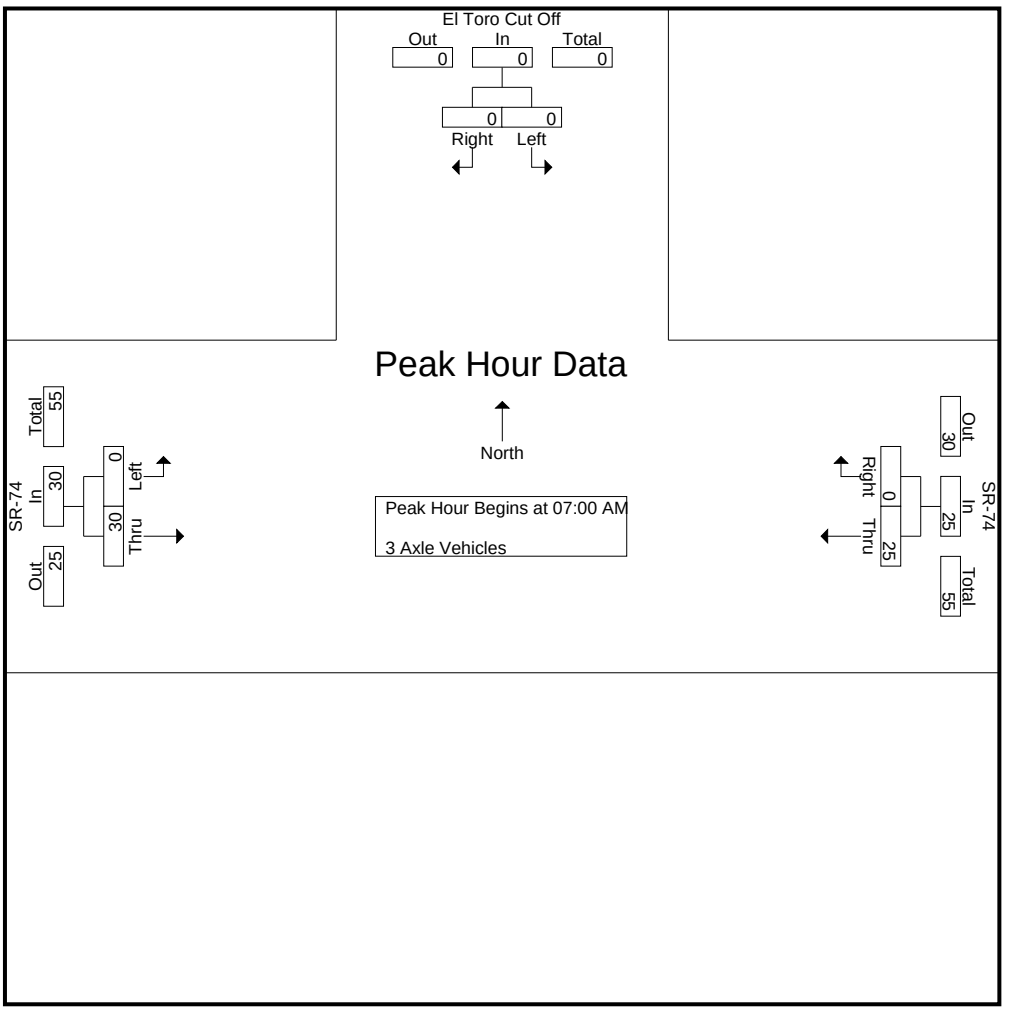
	El Toro Cut Off Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	7	0	7	0	3	3	10
07:15 AM	0	0	0	4	0	4	0	7	7	11
07:30 AM	0	0	0	8	0	8	0	10	10	18
07:45 AM	0	0	0	6	0	6	0	10	10	16
Total	0	0	0	25	0	25	0	30	30	55
08:00 AM	0	2	2	10	0	10	0	5	5	17
08:15 AM	0	0	0	6	0	6	0	11	11	17
08:30 AM	0	0	0	6	0	6	0	9	9	15
08:45 AM	0	0	0	9	1	10	0	10	10	20
Total	0	2	2	31	1	32	0	35	35	69
Grand Total	0	2	2	56	1	57	0	65	65	124
Apprch %	0	100		98.2	1.8		0	100		
Total %	0	1.6	1.6	45.2	0.8	46	0	52.4	52.4	

	El Toro Cut Off Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	7	0	7	0	3	3	10
07:15 AM	0	0	0	4	0	4	0	7	7	11
07:30 AM	0	0	0	**8**	0	**8**	0	**10**	**10**	**18**
07:45 AM	0	0	0	6	0	6	0	10	10	16
Total Volume	0	0	0	25	0	25	0	30	30	55
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.781	.000	.781	.000	.750	.750	.764

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County of Riverside
N/S: El Toro Cut Off
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Weather: Clear

File Name : 06_CRV_El Toro_74_AM
Site Code : 00322418
Start Date : 5/12/2022



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	7	0	7	0	3	3
+15 mins.	0	0	0	4	0	4	0	7	7
+30 mins.	0	0	0	**8**	0	**8**	0	**10**	**10**
+45 mins.	0	0	0	6	0	6	0	10	10
Total Volume	0	0	0	25	0	25	0	30	30
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.781	.000	.781	.000	.750	.750

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County of Riverside
N/S: El Toro Cut Off
E/W: SR-74
Weather: Clear

File Name : 06_CRV_El Toro_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

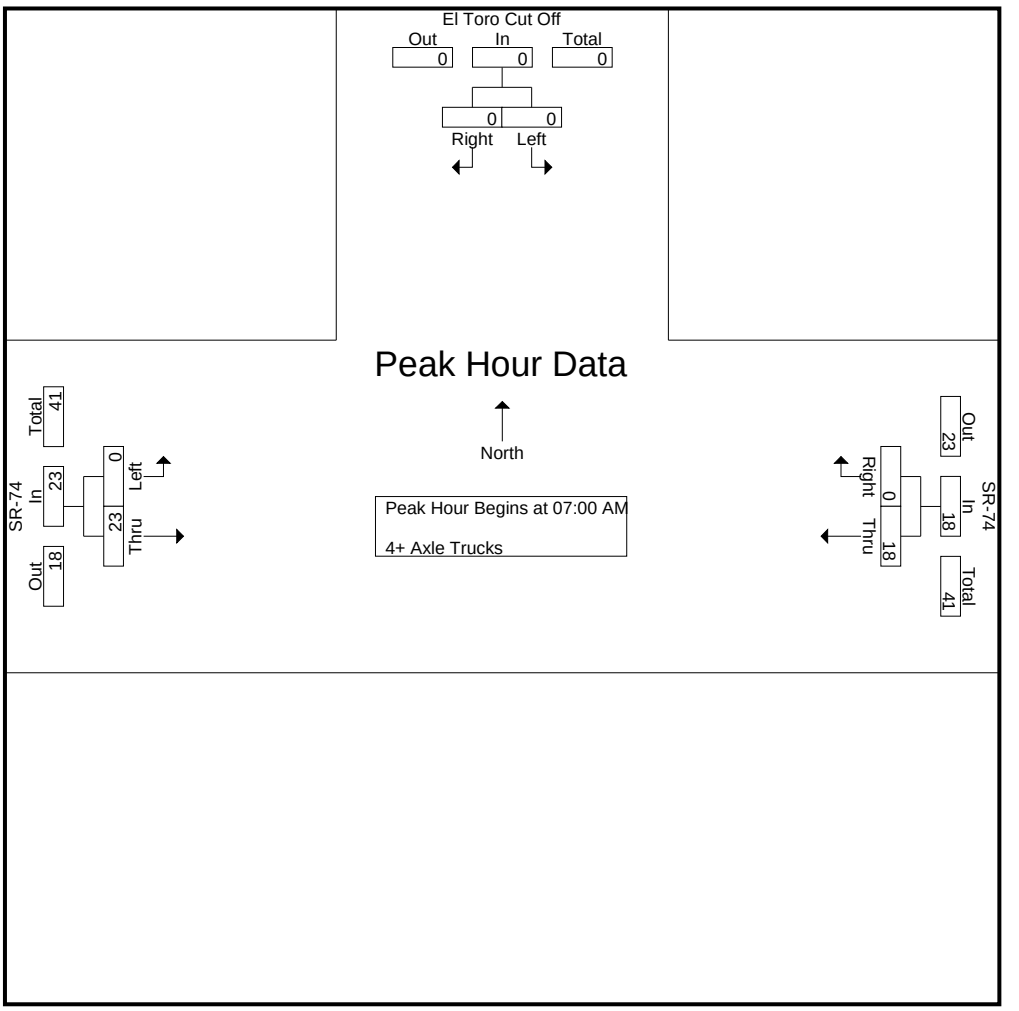
	El Toro Cut Off Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	4	0	4	0	3	3	7
07:15 AM	0	0	0	3	0	3	0	6	6	9
07:30 AM	0	0	0	6	0	6	0	7	7	13
07:45 AM	0	0	0	5	0	5	0	7	7	12
Total	0	0	0	18	0	18	0	23	23	41
08:00 AM	0	0	0	4	0	4	0	3	3	7
08:15 AM	0	0	0	7	0	7	0	0	0	7
08:30 AM	0	0	0	7	0	7	0	0	0	7
08:45 AM	0	0	0	10	0	10	1	2	3	13
Total	0	0	0	28	0	28	1	5	6	34
Grand Total	0	0	0	46	0	46	1	28	29	75
Apprch %	0	0		100	0		3.4	96.6		
Total %	0	0	0	61.3	0	61.3	1.3	37.3	38.7	

	El Toro Cut Off Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	4	0	4	0	3	3	7
07:15 AM	0	0	0	3	0	3	0	6	6	9
07:30 AM	0	0	0	**6**	0	**6**	0	**7**	**7**	**13**
07:45 AM	0	0	0	5	0	5	0	7	7	12
Total Volume	0	0	0	18	0	18	0	23	23	41
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.750	.000	.750	.000	.821	.821	.788

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County of Riverside
N/S: El Toro Cut Off
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Weather: Clear

File Name : 06_CRV_El Toro_74_AM
Site Code : 00322418
Start Date : 5/12/2022



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	4	0	4	0	3	3
+15 mins.	0	0	0	3	0	3	0	6	6
+30 mins.	0	0	0	**6**	0	**6**	0	**7**	**7**
+45 mins.	0	0	0	5	0	5	0	7	7
Total Volume	0	0	0	18	0	18	0	23	23
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.750	.000	.750	.000	.821	.821

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County of Riverside
N/S: El Toro Cut Off
E/W: SR-74
Weather: Clear

File Name : 06_CRV_El Toro_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

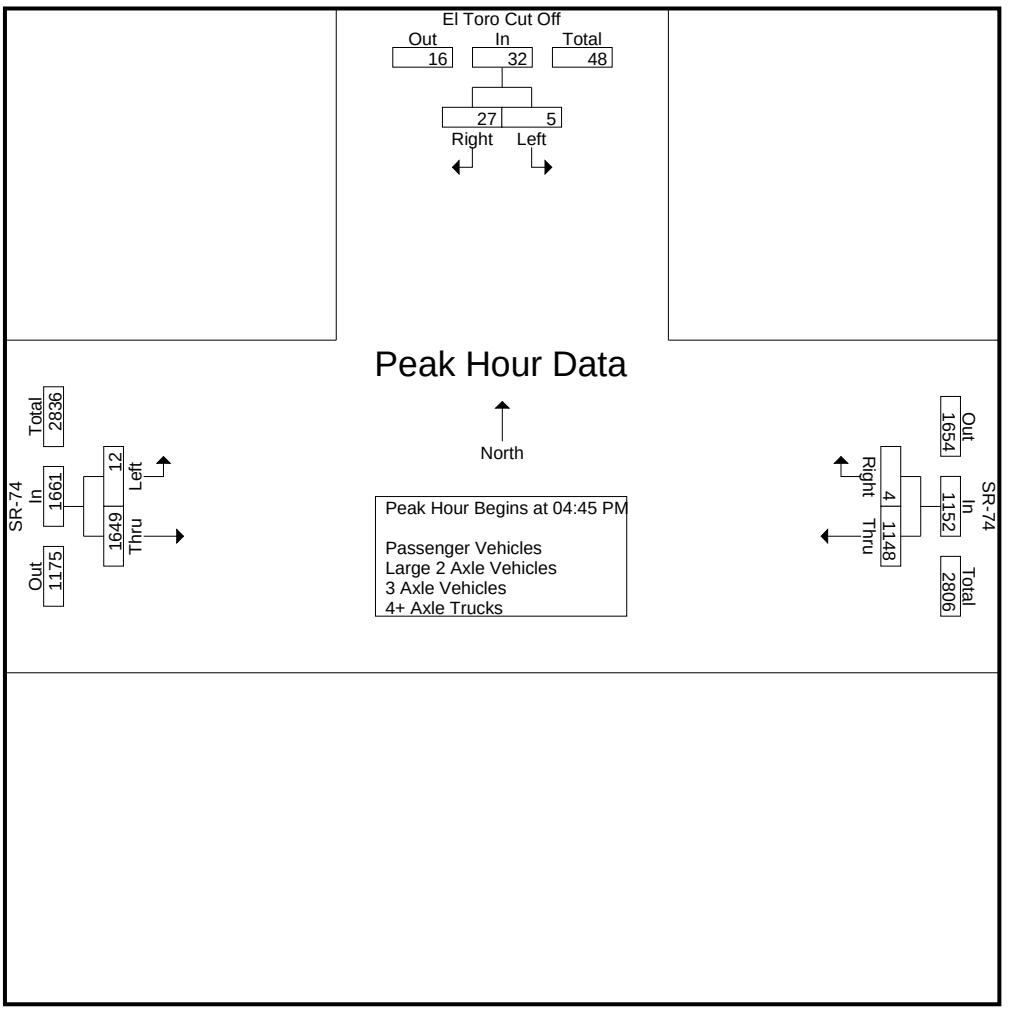
	El Toro Cut Off Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	5	15	20	274	4	278	7	438	445	743
04:15 PM	2	8	10	278	3	281	0	375	375	666
04:30 PM	1	6	7	302	3	305	3	366	369	681
04:45 PM	0	7	7	284	0	284	5	417	422	713
Total	8	36	44	1138	10	1148	15	1596	1611	2803
05:00 PM	1	7	8	258	0	258	3	390	393	659
05:15 PM	2	7	9	312	1	313	2	440	442	764
05:30 PM	2	6	8	294	3	297	2	402	404	709
05:45 PM	2	5	7	281	1	282	3	366	369	658
Total	7	25	32	1145	5	1150	10	1598	1608	2790
Grand Total	15	61	76	2283	15	2298	25	3194	3219	5593
Apprch %	19.7	80.3		99.3	0.7		0.8	99.2		
Total %	0.3	1.1	1.4	40.8	0.3	41.1	0.4	57.1	57.6	
Passenger Vehicles	14	58	72	2217	11	2228	18	3097	3115	5415
% Passenger Vehicles	93.3	95.1	94.7	97.1	73.3	97	72	97	96.8	96.8
Large 2 Axle Vehicles	0	0	0	29	1	30	0	36	36	66
% Large 2 Axle Vehicles	0	0	0	1.3	6.7	1.3	0	1.1	1.1	1.2
3 Axle Vehicles	1	1	2	11	1	12	7	21	28	42
% 3 Axle Vehicles	6.7	1.6	2.6	0.5	6.7	0.5	28	0.7	0.9	0.8
4+ Axle Trucks	0	2	2	26	2	28	0	40	40	70
% 4+ Axle Trucks	0	3.3	2.6	1.1	13.3	1.2	0	1.3	1.2	1.3

	El Toro Cut Off Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	**7**	7	284	0	284	**5**	417	422	713
05:00 PM	1	7	8	258	0	258	3	390	393	659
05:15 PM	**2**	7	**9**	**312**	1	**313**	2	**440**	**442**	**764**
05:30 PM	2	6	8	294	**3**	297	2	402	404	709
Total Volume	5	27	32	1148	4	1152	12	1649	1661	2845
% App. Total	15.6	84.4		99.7	0.3		0.7	99.3		
PHF	.625	.964	.889	.920	.333	.920	.600	.937	.939	.931

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County of Riverside
N/S: El Toro Cut Off
E/W: SR-74
Weather: Clear

File Name : 06_CRV_El Toro_74_PM
Site Code : 00322418
Start Date : 5/12/2022



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

	04:00 PM			04:30 PM			04:45 PM		
+0 mins.	**5**	**15**	**20**	302	**3**	305	**5**	417	422
+15 mins.	2	8	10	284	0	284	3	390	393
+30 mins.	1	6	7	258	0	258	2	**440**	**442**
+45 mins.	0	7	7	**312**	1	**313**	2	402	404
Total Volume	8	36	44	1156	4	1160	12	1649	1661
% App. Total	18.2	81.8		99.7	0.3		0.7	99.3	
PHF	.400	.600	.550	.926	.333	.927	.600	.937	.939

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County of Riverside
N/S: El Toro Cut Off
E/W: SR-74
Weather: Clear

File Name : 06_CRV_El Toro_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

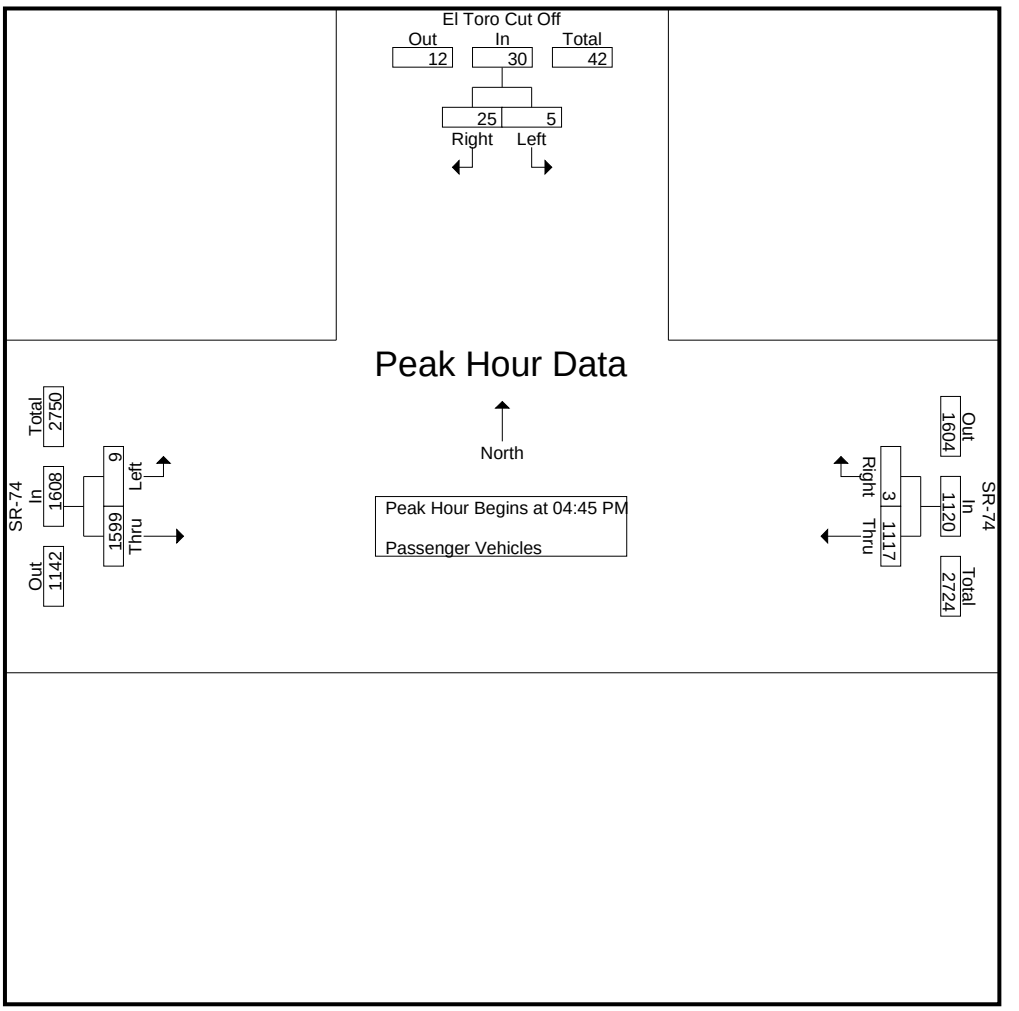
	El Toro Cut Off Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	5	14	19	256	3	259	4	428	432	710
04:15 PM	1	8	9	277	2	279	0	357	357	645
04:30 PM	1	6	7	294	2	296	2	359	361	664
04:45 PM	0	6	6	277	0	277	3	400	403	686
Total	7	34	41	1104	7	1111	9	1544	1553	2705
05:00 PM	1	7	8	251	0	251	2	375	377	636
05:15 PM	2	6	8	302	1	303	2	431	433	744
05:30 PM	2	6	8	287	2	289	2	393	395	692
05:45 PM	2	5	7	273	1	274	3	354	357	638
Total	7	24	31	1113	4	1117	9	1553	1562	2710
Grand Total	14	58	72	2217	11	2228	18	3097	3115	5415
Apprch %	19.4	80.6		99.5	0.5		0.6	99.4		
Total %	0.3	1.1	1.3	40.9	0.2	41.1	0.3	57.2	57.5	

	El Toro Cut Off Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	6	6	277	0	277	**3**	400	403	686
05:00 PM	1	**7**	**8**	251	0	251	2	375	377	636
05:15 PM	**2**	6	8	**302**	1	**303**	2	**431**	**433**	**744**
05:30 PM	2	6	8	287	**2**	289	2	393	395	692
Total Volume	5	25	30	1117	3	1120	9	1599	1608	2758
% App. Total	16.7	83.3		99.7	0.3		0.6	99.4		
PHF	.625	.893	.938	.925	.375	.924	.750	.927	.928	.927

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County of Riverside
N/S: El Toro Cut Off
E/W: SR-74
Weather: Clear

File Name : 06_CRV_El Toro_74_PM
Site Code : 00322418
Start Date : 5/12/2022



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	6	6	277	0	277	**3**	400	403
+15 mins.	1	**7**	**8**	251	0	251	2	375	377
+30 mins.	**2**	6	8	**302**	1	**303**	2	**431**	**433**
+45 mins.	2	6	8	287	**2**	289	2	393	395
Total Volume	5	25	30	1117	3	1120	9	1599	1608
% App. Total	16.7	83.3		99.7	0.3		0.6	99.4	
PHF	.625	.893	.938	.925	.375	.924	.750	.927	.928

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County of Riverside
N/S: El Toro Cut Off
E/W: SR-74
Weather: Clear

File Name : 06_CRV_El Toro_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

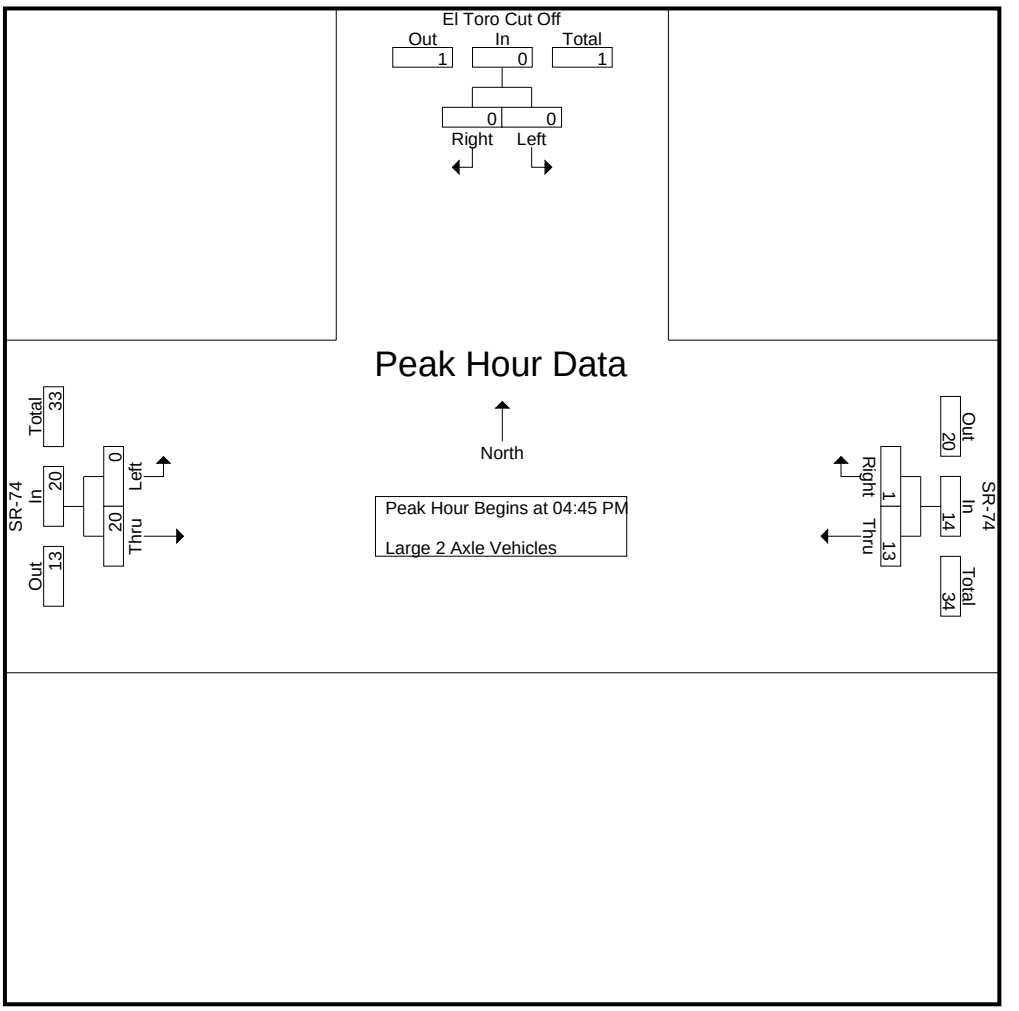
	El Toro Cut Off Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	10	0	10	0	4	4	14
04:15 PM	0	0	0	1	0	1	0	6	6	7
04:30 PM	0	0	0	1	0	1	0	4	4	5
04:45 PM	0	0	0	2	0	2	0	8	8	10
Total	0	0	0	14	0	14	0	22	22	36
05:00 PM	0	0	0	3	0	3	0	8	8	11
05:15 PM	0	0	0	3	0	3	0	2	2	5
05:30 PM	0	0	0	5	1	6	0	2	2	8
05:45 PM	0	0	0	4	0	4	0	2	2	6
Total	0	0	0	15	1	16	0	14	14	30
Grand Total	0	0	0	29	1	30	0	36	36	66
Apprch %	0	0		96.7	3.3		0	100		
Total %	0	0	0	43.9	1.5	45.5	0	54.5	54.5	

	El Toro Cut Off Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	2	0	2	0	**8**	**8**	10
05:00 PM	0	0	0	3	0	3	0	8	8	**11**
05:15 PM	0	0	0	3	0	3	0	2	2	5
05:30 PM	0	0	0	**5**	**1**	**6**	0	2	2	8
Total Volume	0	0	0	13	1	14	0	20	20	34
% App. Total	0	0		92.9	7.1		0	100		
PHF	.000	.000	.000	.650	.250	.583	.000	.625	.625	.773

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County of Riverside
N/S: El Toro Cut Off
E/W: SR-74
Weather: Clear

File Name : 06_CRV_El Toro_74_PM
Site Code : 00322418
Start Date : 5/12/2022



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	2	0	2	0	**8**	**8**
+15 mins.	0	0	0	3	0	3	0	8	8
+30 mins.	0	0	0	3	0	3	0	2	2
+45 mins.	0	0	0	**5**	**1**	**6**	0	2	2
Total Volume	0	0	0	13	1	14	0	20	20
% App. Total	0	0		92.9	7.1		0	100	
PHF	.000	.000	.000	.650	.250	.583	.000	.625	.625

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County of Riverside
N/S: El Toro Cut Off
E/W: SR-74
Weather: Clear

File Name : 06_CRV_El Toro_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

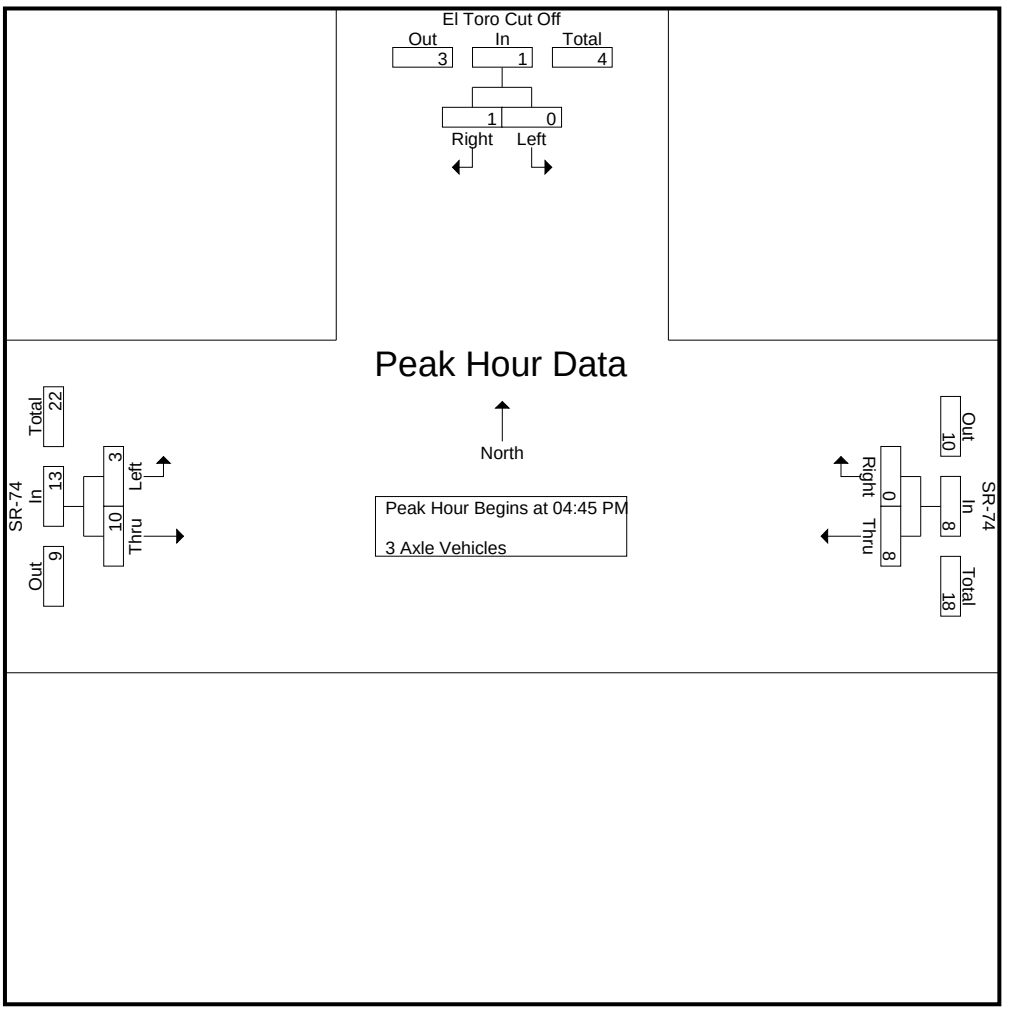
	El Toro Cut Off Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	3	2	5	6
04:15 PM	1	0	1	0	1	1	0	5	5	7
04:30 PM	0	0	0	2	0	2	1	1	2	4
04:45 PM	0	1	1	2	0	2	2	2	4	7
Total	1	1	2	5	1	6	6	10	16	24
05:00 PM	0	0	0	2	0	2	1	2	3	5
05:15 PM	0	0	0	2	0	2	0	3	3	5
05:30 PM	0	0	0	2	0	2	0	3	3	5
05:45 PM	0	0	0	0	0	0	0	3	3	3
Total	0	0	0	6	0	6	1	11	12	18
Grand Total	1	1	2	11	1	12	7	21	28	42
Apprch %	50	50		91.7	8.3		25	75		
Total %	2.4	2.4	4.8	26.2	2.4	28.6	16.7	50	66.7	

	El Toro Cut Off Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	**1**	**1**	**2**	0	**2**	**2**	2	**4**	**7**
05:00 PM	0	0	0	2	0	2	1	2	3	5
05:15 PM	0	0	0	2	0	2	0	**3**	3	5
05:30 PM	0	0	0	2	0	2	0	3	3	5
Total Volume	0	1	1	8	0	8	3	10	13	22
% App. Total	0	100		100	0		23.1	76.9		
PHF	.000	.250	.250	1.00	.000	1.00	.375	.833	.813	.786

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County of Riverside
N/S: El Toro Cut Off
E/W: SR-74
Weather: Clear

File Name : 06_CRV_El Toro_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	**1**	**1**	**2**	0	**2**	**2**	2	**4**
+15 mins.	0	0	0	2	0	2	1	2	3
+30 mins.	0	0	0	2	0	2	0	**3**	3
+45 mins.	0	0	0	2	0	2	0	3	3
Total Volume	0	1	1	8	0	8	3	10	13
% App. Total	0	100		100	0		23.1	76.9	
PHF	.000	.250	.250	1.000	.000	1.000	.375	.833	.813

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County of Riverside
N/S: El Toro Cut Off
E/W: SR-74
Weather: Clear

File Name : 06_CRV_El Toro_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

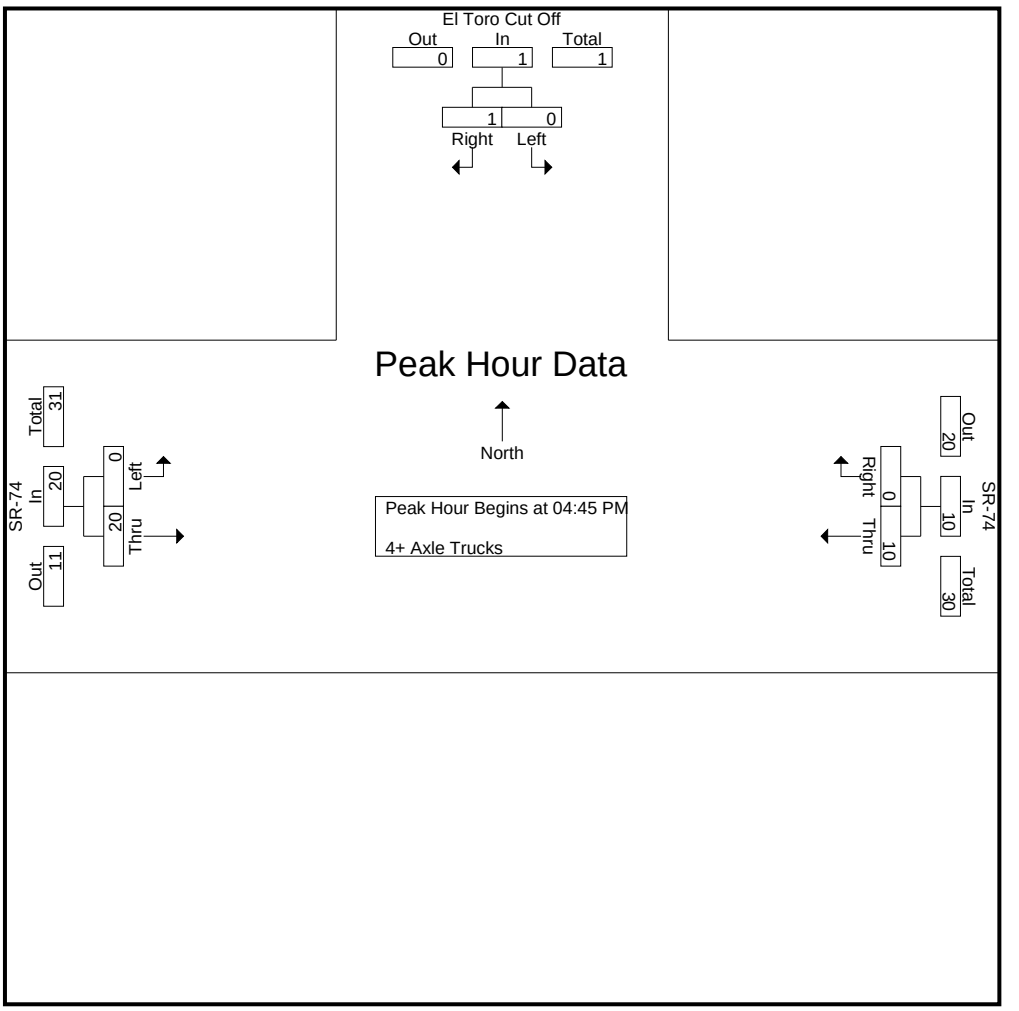
	El Toro Cut Off Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	1	1	7	1	8	0	4	4	13
04:15 PM	0	0	0	0	0	0	0	7	7	7
04:30 PM	0	0	0	5	1	6	0	2	2	8
04:45 PM	0	0	0	3	0	3	0	7	7	10
Total	0	1	1	15	2	17	0	20	20	38
05:00 PM	0	0	0	2	0	2	0	5	5	7
05:15 PM	0	1	1	5	0	5	0	4	4	10
05:30 PM	0	0	0	0	0	0	0	4	4	4
05:45 PM	0	0	0	4	0	4	0	7	7	11
Total	0	1	1	11	0	11	0	20	20	32
Grand Total	0	2	2	26	2	28	0	40	40	70
Apprch %	0	100		92.9	7.1		0	100		
Total %	0	2.9	2.9	37.1	2.9	40	0	57.1	57.1	

	El Toro Cut Off Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	3	0	3	0	**7**	**7**	**10**
05:00 PM	0	0	0	2	0	2	0	5	5	7
05:15 PM	0	**1**	**1**	**5**	0	**5**	0	4	4	10
05:30 PM	0	0	0	0	0	0	0	4	4	4
Total Volume	0	1	1	10	0	10	0	20	20	31
% App. Total	0	100		100	0		0	100		
PHF	.000	.250	.250	.500	.000	.500	.000	.714	.714	.775

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County of Riverside
N/S: El Toro Cut Off
E/W: SR-74
Weather: Clear

File Name : 06_CRV_El Toro_74_PM
Site Code : 00322418
Start Date : 5/12/2022



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	3	0	3	0	**7**	**7**
+15 mins.	0	0	0	2	0	2	0	5	5
+30 mins.	0	**1**	**1**	**5**	0	**5**	0	4	4
+45 mins.	0	0	0	0	0	0	0	4	4
Total Volume	0	1	1	10	0	10	0	20	20
% App. Total	0	100		100	0		0	100	
PHF	.000	.250	.250	.500	.000	.500	.000	.714	.714

Location: County of Riverside
N/S: El Toro Cutoff
E/W: SR-74

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg El Toro Cutoff	East Leg SR-74	South Leg El Toro Cutoff	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg El Toro Cutoff	East Leg SR-74	South Leg El Toro Cutoff	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: County of Riverside
N/S: El Toro Cutoff
E/W: SR-74

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound El Toro Cutoff			Westbound SR-74			Northbound El Toro Cutoff			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound El Toro Cutoff			Westbound SR-74			Northbound El Toro Cutoff			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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County of Riverside
N/S: Riverside Street
E/W: SR-74
Weather: Clear

File Name : 07_CRV_Riverside_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

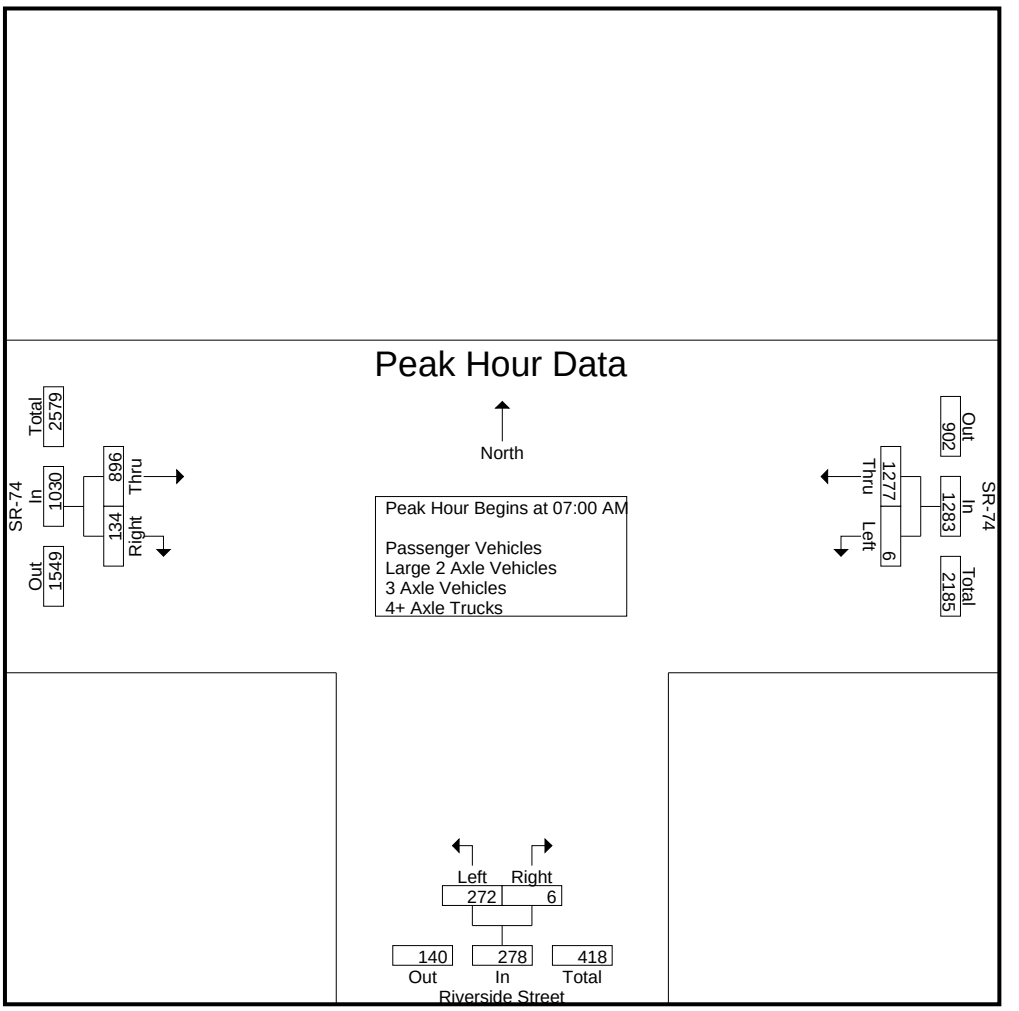
	SR-74 Westbound			Riverside Street Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	2	340	342	101	2	103	225	19	244	689
07:15 AM	1	318	319	60	0	60	249	24	273	652
07:30 AM	2	314	316	59	3	62	229	44	273	651
07:45 AM	1	305	306	52	1	53	193	47	240	599
Total	6	1277	1283	272	6	278	896	134	1030	2591
08:00 AM	2	274	276	39	1	40	212	40	252	568
08:15 AM	2	277	279	26	2	28	154	22	176	483
08:30 AM	1	244	245	29	2	31	162	18	180	456
08:45 AM	0	226	226	29	4	33	136	17	153	412
Total	5	1021	1026	123	9	132	664	97	761	1919
Grand Total	11	2298	2309	395	15	410	1560	231	1791	4510
Apprch %	0.5	99.5		96.3	3.7		87.1	12.9		
Total %	0.2	51	51.2	8.8	0.3	9.1	34.6	5.1	39.7	
Passenger Vehicles	9	2153	2162	387	15	402	1447	221	1668	4232
% Passenger Vehicles	81.8	93.7	93.6	98	100	98	92.8	95.7	93.1	93.8
Large 2 Axle Vehicles	1	55	56	2	0	2	41	3	44	102
% Large 2 Axle Vehicles	9.1	2.4	2.4	0.5	0	0.5	2.6	1.3	2.5	2.3
3 Axle Vehicles	1	40	41	6	0	6	39	1	40	87
% 3 Axle Vehicles	9.1	1.7	1.8	1.5	0	1.5	2.5	0.4	2.2	1.9
4+ Axle Trucks	0	50	50	0	0	0	33	6	39	89
% 4+ Axle Trucks	0	2.2	2.2	0	0	0	2.1	2.6	2.2	2

	SR-74 Westbound			Riverside Street Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**2**	**340**	**342**	**101**	2	**103**	225	19	244	**689**
07:15 AM	1	318	319	60	0	60	**249**	24	**273**	652
07:30 AM	2	314	316	59	**3**	62	229	44	273	651
07:45 AM	1	305	306	52	1	53	193	**47**	240	599
Total Volume	6	1277	1283	272	6	278	896	134	1030	2591
% App. Total	0.5	99.5		97.8	2.2		87	13		
PHF	.750	.939	.938	.673	.500	.675	.900	.713	.943	.940

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County of Riverside
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Weather: Clear

File Name : 07_CRV_Riverside_74_AM
Site Code : 00322418
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:15 AM		
+0 mins.	**2**	**340**	**342**	**101**	2	**103**	**249**	24	**273**
+15 mins.	1	318	319	60	0	60	229	44	273
+30 mins.	2	314	316	59	**3**	62	193	**47**	240
+45 mins.	1	305	306	52	1	53	212	40	252
Total Volume	6	1277	1283	272	6	278	883	155	1038
% App. Total	0.5	99.5		97.8	2.2		85.1	14.9	
PHF	.750	.939	.938	.673	.500	.675	.887	.824	.951

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Groups Printed- Passenger Vehicles

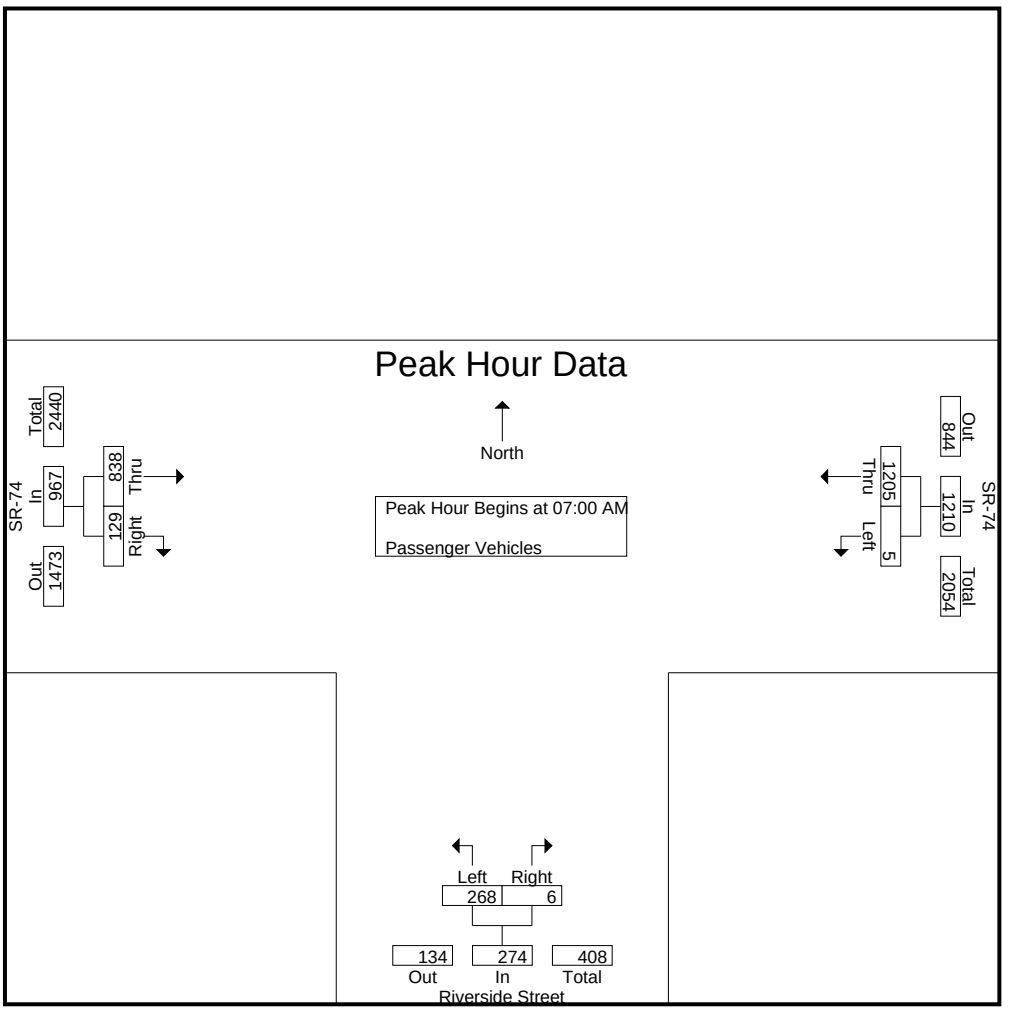
	SR-74 Westbound			Riverside Street Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	317	318	100	2	102	217	18	235	655
07:15 AM	1	303	304	60	0	60	230	24	254	618
07:30 AM	2	291	293	58	3	61	217	41	258	612
07:45 AM	1	294	295	50	1	51	174	46	220	566
Total	5	1205	1210	268	6	274	838	129	967	2451
08:00 AM	2	256	258	38	1	39	198	40	238	535
08:15 AM	2	258	260	25	2	27	145	20	165	452
08:30 AM	0	231	231	27	2	29	149	18	167	427
08:45 AM	0	203	203	29	4	33	117	14	131	367
Total	4	948	952	119	9	128	609	92	701	1781
Grand Total	9	2153	2162	387	15	402	1447	221	1668	4232
Apprch %	0.4	99.6		96.3	3.7		86.8	13.2		
Total %	0.2	50.9	51.1	9.1	0.4	9.5	34.2	5.2	39.4	

	SR-74 Westbound			Riverside Street Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	1	**317**	**318**	**100**	2	**102**	217	18	235	**655**
07:15 AM	1	303	304	60	0	60	**230**	24	254	618
07:30 AM	**2**	291	293	58	**3**	61	217	41	**258**	612
07:45 AM	1	294	295	50	1	51	174	**46**	220	566
Total Volume	5	1205	1210	268	6	274	838	129	967	2451
% App. Total	0.4	99.6		97.8	2.2		86.7	13.3		
PHF	.625	.950	.951	.670	.500	.672	.911	.701	.937	.935

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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	1	**317**	**318**	**100**	2	**102**	217	18	235
+15 mins.	1	303	304	60	0	60	**230**	24	254
+30 mins.	**2**	291	293	58	**3**	61	217	41	**258**
+45 mins.	1	294	295	50	1	51	174	**46**	220
Total Volume	5	1205	1210	268	6	274	838	129	967
% App. Total	0.4	99.6		97.8	2.2		86.7	13.3	
PHF	.625	.950	.951	.670	.500	.672	.911	.701	.937

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File Name : 07_CRV_Riverside_74_AM
Site Code : 00322418
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Groups Printed- Large 2 Axle Vehicles

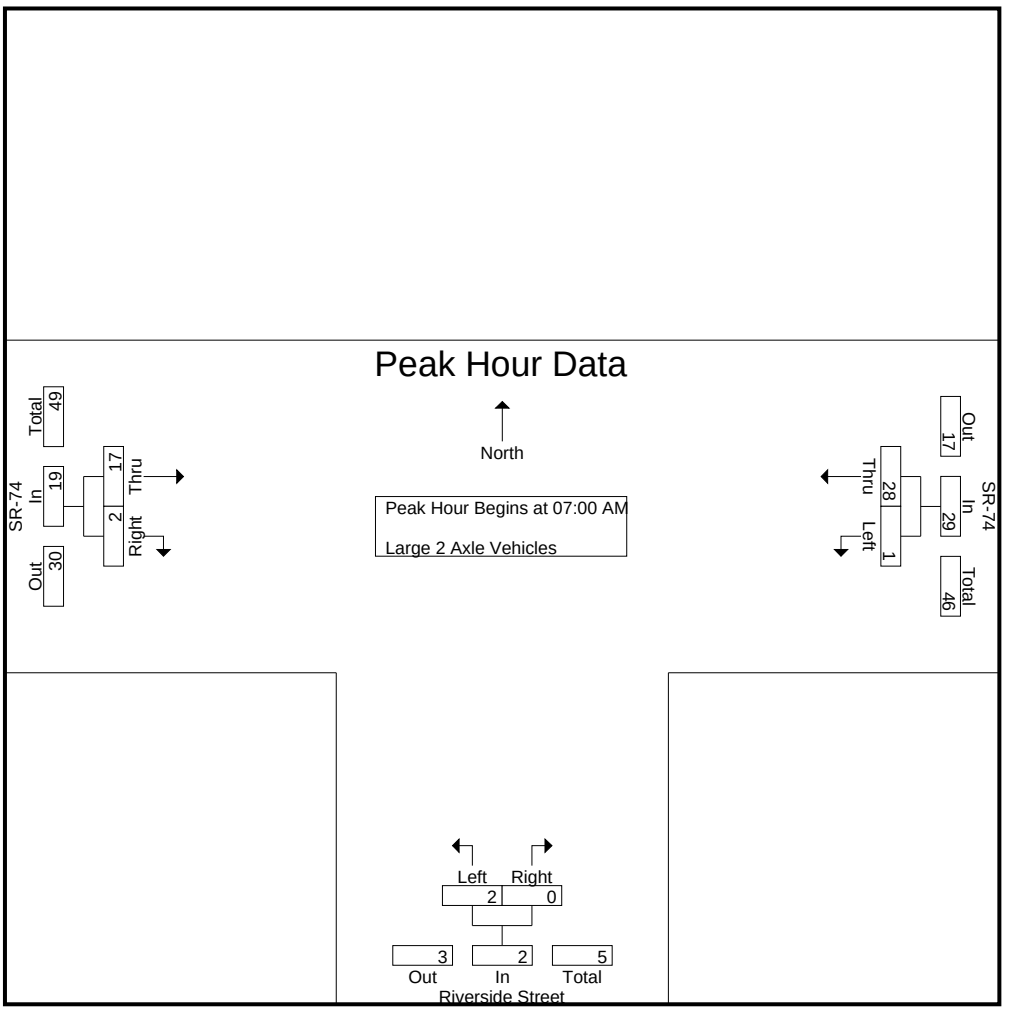
	SR-74 Westbound			Riverside Street Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	11	12	1	0	1	3	1	4	17
07:15 AM	0	7	7	0	0	0	6	0	6	13
07:30 AM	0	7	7	1	0	1	3	1	4	12
07:45 AM	0	3	3	0	0	0	5	0	5	8
Total	1	28	29	2	0	2	17	2	19	50
08:00 AM	0	8	8	0	0	0	6	0	6	14
08:15 AM	0	8	8	0	0	0	2	0	2	10
08:30 AM	0	5	5	0	0	0	5	0	5	10
08:45 AM	0	6	6	0	0	0	11	1	12	18
Total	0	27	27	0	0	0	24	1	25	52
Grand Total	1	55	56	2	0	2	41	3	44	102
Apprch %	1.8	98.2		100	0		93.2	6.8		
Total %	1	53.9	54.9	2	0	2	40.2	2.9	43.1	

	SR-74 Westbound			Riverside Street Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**1**	**11**	**12**	**1**	0	**1**	3	**1**	4	**17**
07:15 AM	0	7	7	0	0	0	**6**	0	**6**	13
07:30 AM	0	7	7	1	0	1	3	1	4	12
07:45 AM	0	3	3	0	0	0	5	0	5	8
Total Volume	1	28	29	2	0	2	17	2	19	50
% App. Total	3.4	96.6		100	0		89.5	10.5		
PHF	.250	.636	.604	.500	.000	.500	.708	.500	.792	.735

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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**1**	**11**	**12**	**1**	0	**1**	3	**1**	4
+15 mins.	0	7	7	0	0	0	**6**	0	**6**
+30 mins.	0	7	7	1	0	1	3	1	4
+45 mins.	0	3	3	0	0	0	5	0	5
Total Volume	1	28	29	2	0	2	17	2	19
% App. Total	3.4	96.6		100	0		89.5	10.5	
PHF	.250	.636	.604	.500	.000	.500	.708	.500	.792

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Groups Printed- 3 Axle Vehicles

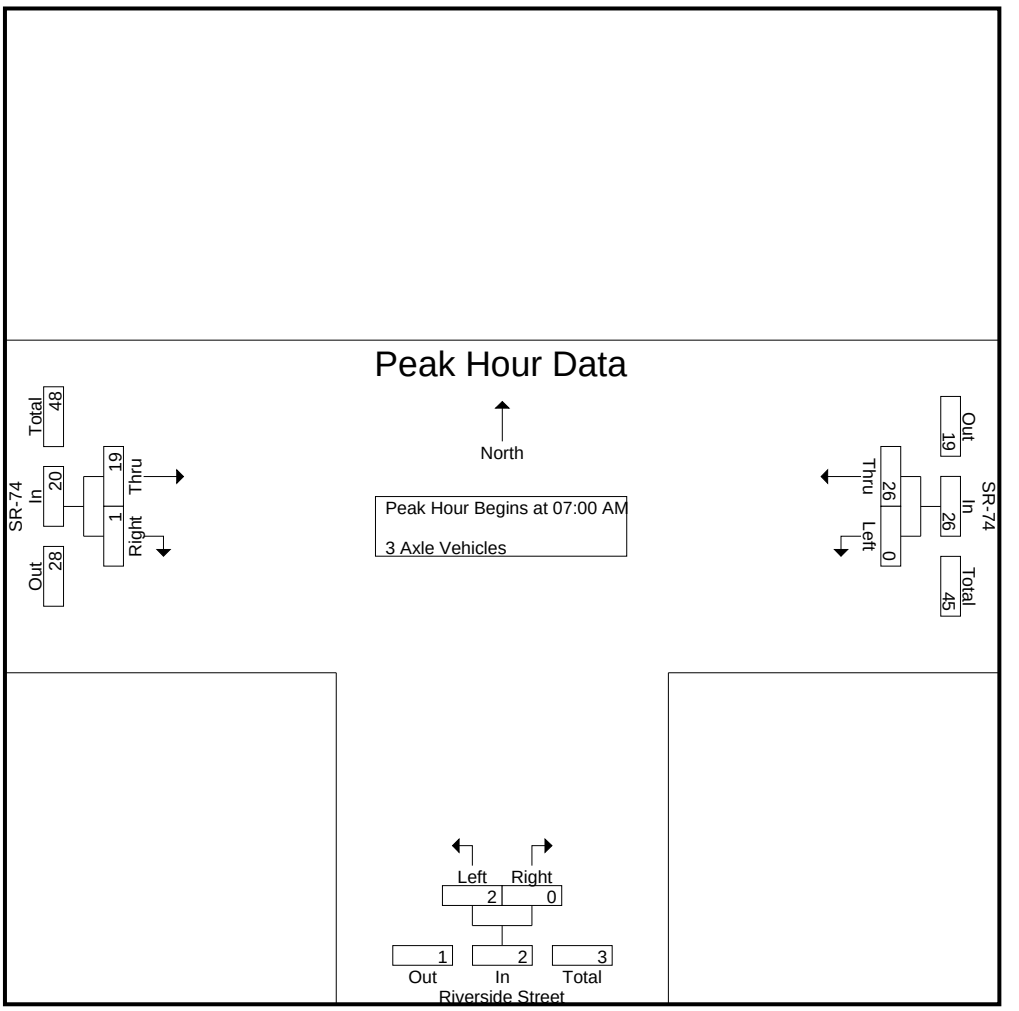
	SR-74 Westbound			Riverside Street Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	7	7	0	0	0	3	0	3	10
07:15 AM	0	6	6	0	0	0	7	0	7	13
07:30 AM	0	10	10	0	0	0	3	0	3	13
07:45 AM	0	3	3	2	0	2	6	1	7	12
Total	0	26	26	2	0	2	19	1	20	48
08:00 AM	0	5	5	1	0	1	4	0	4	10
08:15 AM	0	2	2	1	0	1	5	0	5	8
08:30 AM	1	0	1	2	0	2	6	0	6	9
08:45 AM	0	7	7	0	0	0	5	0	5	12
Total	1	14	15	4	0	4	20	0	20	39
Grand Total	1	40	41	6	0	6	39	1	40	87
Apprch %	2.4	97.6		100	0		97.5	2.5		
Total %	1.1	46	47.1	6.9	0	6.9	44.8	1.1	46	

	SR-74 Westbound			Riverside Street Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	7	7	0	0	0	3	0	3	10
07:15 AM	0	6	6	0	0	0	**7**	0	**7**	**13**
07:30 AM	0	**10**	**10**	0	0	0	3	0	3	13
07:45 AM	0	3	3	**2**	0	**2**	6	**1**	7	12
Total Volume	0	26	26	2	0	2	19	1	20	48
% App. Total	0	100		100	0		95	5		
PHF	.000	.650	.650	.250	.000	.250	.679	.250	.714	.923

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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	7	7	0	0	0	3	0	3
+15 mins.	0	6	6	0	0	0	**7**	0	**7**
+30 mins.	0	**10**	**10**	0	0	0	3	0	3
+45 mins.	0	3	3	**2**	0	**2**	6	**1**	7
Total Volume	0	26	26	2	0	2	19	1	20
% App. Total	0	100		100	0		95	5	
PHF	.000	.650	.650	.250	.000	.250	.679	.250	.714

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File Name : 07_CRV_Riverside_74_AM
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Groups Printed- 4+ Axle Trucks

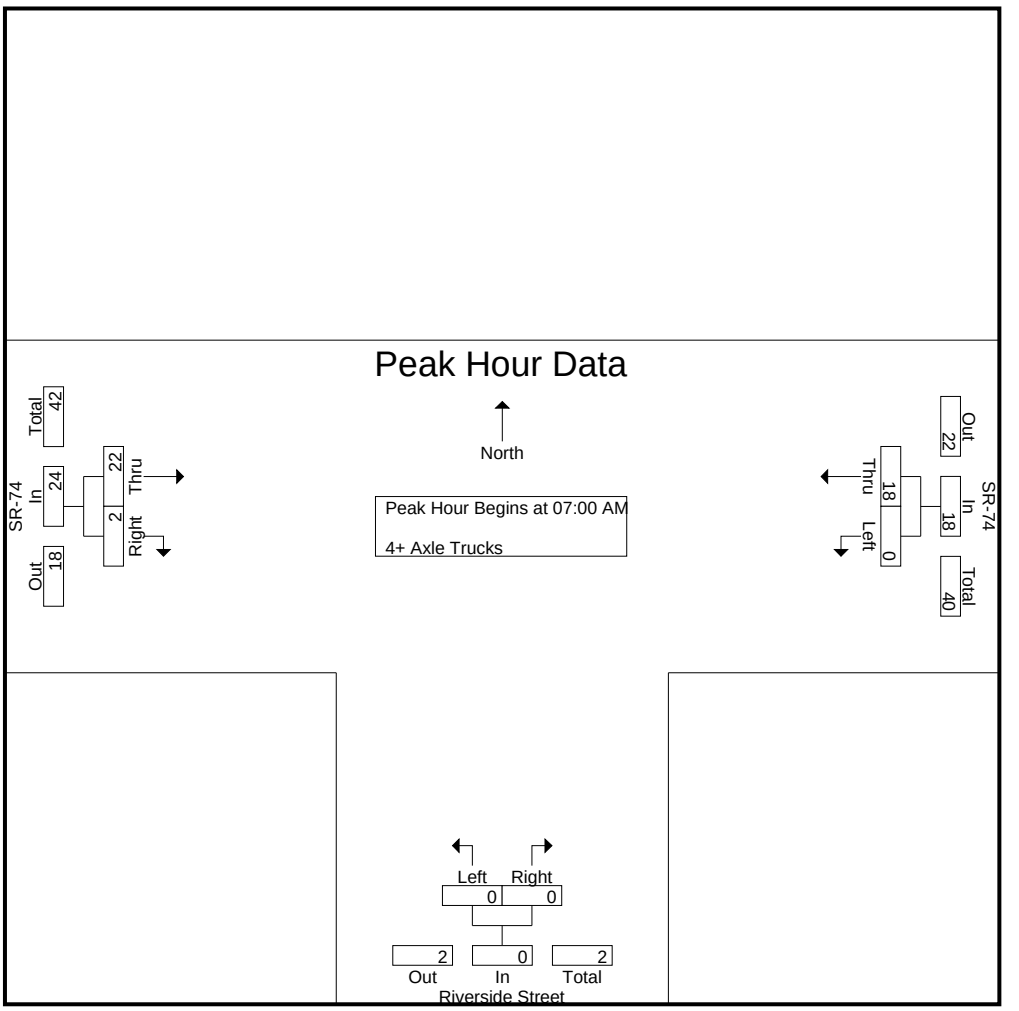
	SR-74 Westbound			Riverside Street Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	5	0	0	0	2	0	2	7
07:15 AM	0	2	2	0	0	0	6	0	6	8
07:30 AM	0	6	6	0	0	0	6	2	8	14
07:45 AM	0	5	5	0	0	0	8	0	8	13
Total	0	18	18	0	0	0	22	2	24	42
08:00 AM	0	5	5	0	0	0	4	0	4	9
08:15 AM	0	9	9	0	0	0	2	2	4	13
08:30 AM	0	8	8	0	0	0	2	0	2	10
08:45 AM	0	10	10	0	0	0	3	2	5	15
Total	0	32	32	0	0	0	11	4	15	47
Grand Total	0	50	50	0	0	0	33	6	39	89
Apprch %	0	100		0	0		84.6	15.4		
Total %	0	56.2	56.2	0	0	0	37.1	6.7	43.8	

	SR-74 Westbound			Riverside Street Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	5	5	0	0	0	2	0	2	7
07:15 AM	0	2	2	0	0	0	6	0	6	8
07:30 AM	0	**6**	**6**	0	0	0	6	**2**	**8**	**14**
07:45 AM	0	5	5	0	0	0	**8**	0	8	13
Total Volume	0	18	18	0	0	0	22	2	24	42
% App. Total	0	100		0	0		91.7	8.3		
PHF	.000	.750	.750	.000	.000	.000	.688	.250	.750	.750

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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	5	5	0	0	0	2	0	2
+15 mins.	0	2	2	0	0	0	6	0	6
+30 mins.	0	**6**	**6**	0	0	0	6	**2**	**8**
+45 mins.	0	5	5	0	0	0	**8**	0	8
Total Volume	0	18	18	0	0	0	22	2	24
% App. Total	0	100		0	0		91.7	8.3	
PHF	.000	.750	.750	.000	.000	.000	.688	.250	.750

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File Name : 07_CRV_Riverside_74_PM
Site Code : 00322418
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

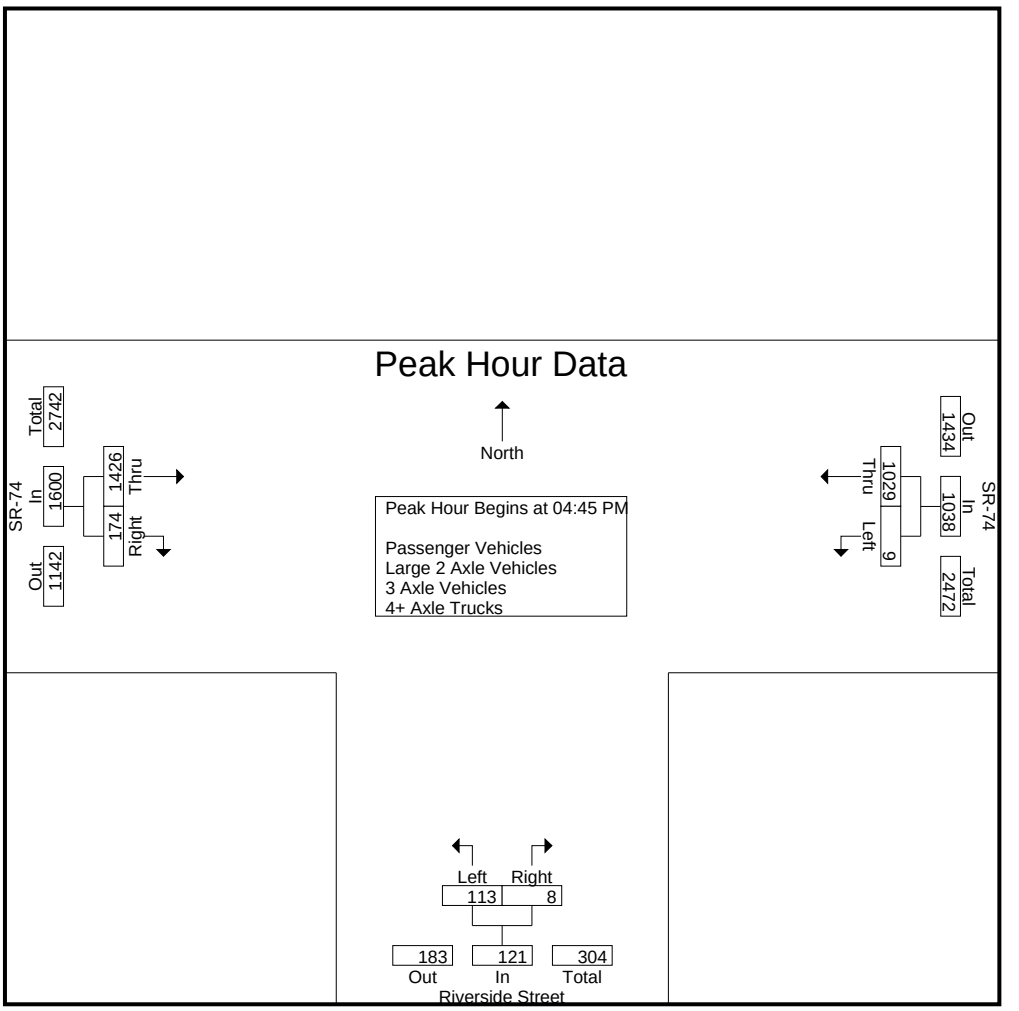
	SR-74 Westbound			Riverside Street Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	2	259	261	34	1	35	387	40	427	723
04:15 PM	3	245	248	24	1	25	348	44	392	665
04:30 PM	3	263	266	33	0	33	328	35	363	662
04:45 PM	1	245	246	25	1	26	366	40	406	678
Total	9	1012	1021	116	3	119	1429	159	1588	2728
05:00 PM	3	228	231	27	1	28	371	41	412	671
05:15 PM	3	292	295	29	4	33	368	50	418	746
05:30 PM	2	264	266	32	2	34	321	43	364	664
05:45 PM	3	249	252	26	1	27	331	37	368	647
Total	11	1033	1044	114	8	122	1391	171	1562	2728
Grand Total	20	2045	2065	230	11	241	2820	330	3150	5456
Apprch %	1	99		95.4	4.6		89.5	10.5		
Total %	0.4	37.5	37.8	4.2	0.2	4.4	51.7	6	57.7	
Passenger Vehicles	19	1972	1991	227	11	238	2711	328	3039	5268
% Passenger Vehicles	95	96.4	96.4	98.7	100	98.8	96.1	99.4	96.5	96.6
Large 2 Axle Vehicles	0	39	39	3	0	3	49	2	51	93
% Large 2 Axle Vehicles	0	1.9	1.9	1.3	0	1.2	1.7	0.6	1.6	1.7
3 Axle Vehicles	0	10	10	0	0	0	15	0	15	25
% 3 Axle Vehicles	0	0.5	0.5	0	0	0	0.5	0	0.5	0.5
4+ Axle Trucks	1	24	25	0	0	0	45	0	45	70
% 4+ Axle Trucks	5	1.2	1.2	0	0	0	1.6	0	1.4	1.3

	SR-74 Westbound			Riverside Street Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	1	245	246	25	1	26	366	40	406	678
05:00 PM	**3**	228	231	27	1	28	**371**	41	412	671
05:15 PM	3	**292**	**295**	29	**4**	33	368	**50**	**418**	**746**
05:30 PM	2	264	266	**32**	2	**34**	321	43	364	664
Total Volume	9	1029	1038	113	8	121	1426	174	1600	2759
% App. Total	0.9	99.1		93.4	6.6		89.1	10.9		
PHF	.750	.881	.880	.883	.500	.890	.961	.870	.957	.925

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

	05:00 PM			05:00 PM			04:45 PM		
+0 mins.	**3**	228	231	27	1	28	366	40	406
+15 mins.	3	**292**	**295**	29	**4**	33	**371**	41	412
+30 mins.	2	264	266	**32**	2	**34**	368	**50**	**418**
+45 mins.	3	249	252	26	1	27	321	43	364
Total Volume	11	1033	1044	114	8	122	1426	174	1600
% App. Total	1.1	98.9		93.4	6.6		89.1	10.9	
PHF	.917	.884	.885	.891	.500	.897	.961	.870	.957

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County of Riverside
N/S: Riverside Street
E/W: SR-74
Weather: Clear

File Name : 07_CRV_Riverside_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

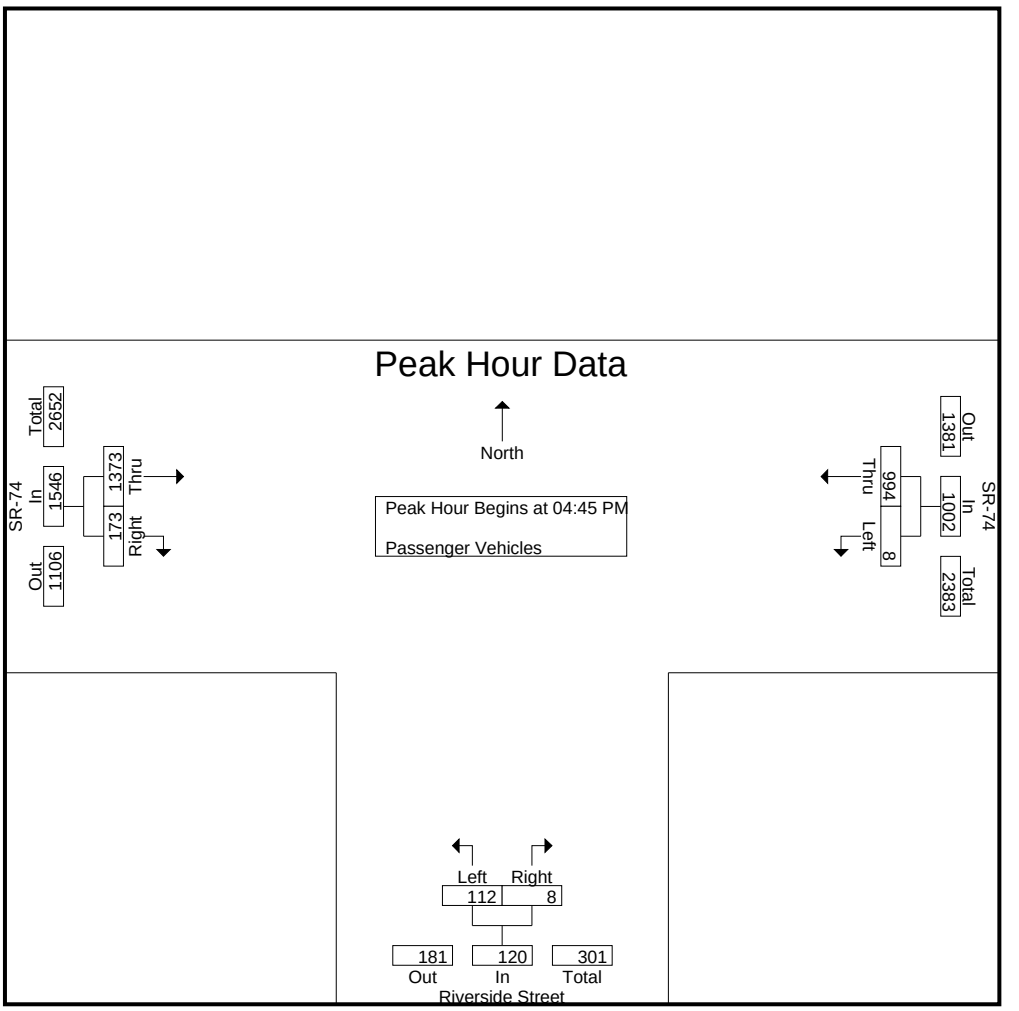
	SR-74 Westbound			Riverside Street Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	2	242	244	34	1	35	378	40	418	697
04:15 PM	3	242	245	24	1	25	326	44	370	640
04:30 PM	3	252	255	32	0	32	316	34	350	637
04:45 PM	0	238	238	25	1	26	348	40	388	652
Total	8	974	982	115	3	118	1368	158	1526	2626
05:00 PM	3	220	223	27	1	28	354	40	394	645
05:15 PM	3	279	282	29	4	33	360	50	410	725
05:30 PM	2	257	259	31	2	33	311	43	354	646
05:45 PM	3	242	245	25	1	26	318	37	355	626
Total	11	998	1009	112	8	120	1343	170	1513	2642
Grand Total	19	1972	1991	227	11	238	2711	328	3039	5268
Apprch %	1	99		95.4	4.6		89.2	10.8		
Total %	0.4	37.4	37.8	4.3	0.2	4.5	51.5	6.2	57.7	

	SR-74 Westbound			Riverside Street Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	238	238	25	1	26	348	40	388	652
05:00 PM	**3**	220	223	27	1	28	354	40	394	645
05:15 PM	3	**279**	**282**	29	**4**	**33**	**360**	**50**	**410**	**725**
05:30 PM	2	257	259	**31**	2	33	311	43	354	646
Total Volume	8	994	1002	112	8	120	1373	173	1546	2668
% App. Total	0.8	99.2		93.3	6.7		88.8	11.2		
PHF	.667	.891	.888	.903	.500	.909	.953	.865	.943	.920

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County of Riverside
N/S: Riverside Street
E/W: SR-74
Weather: Clear

File Name : 07_CRV_Riverside_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	238	238	25	1	26	348	40	388
+15 mins.	**3**	220	223	27	1	28	354	40	394
+30 mins.	3	**279**	**282**	29	**4**	**33**	**360**	**50**	**410**
+45 mins.	2	257	259	**31**	2	33	311	43	354
Total Volume	8	994	1002	112	8	120	1373	173	1546
% App. Total	0.8	99.2		93.3	6.7		88.8	11.2	
PHF	.667	.891	.888	.903	.500	.909	.953	.865	.943

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County of Riverside
N/S: Riverside Street
E/W: SR-74
Weather: Clear

File Name : 07_CRV_Riverside_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

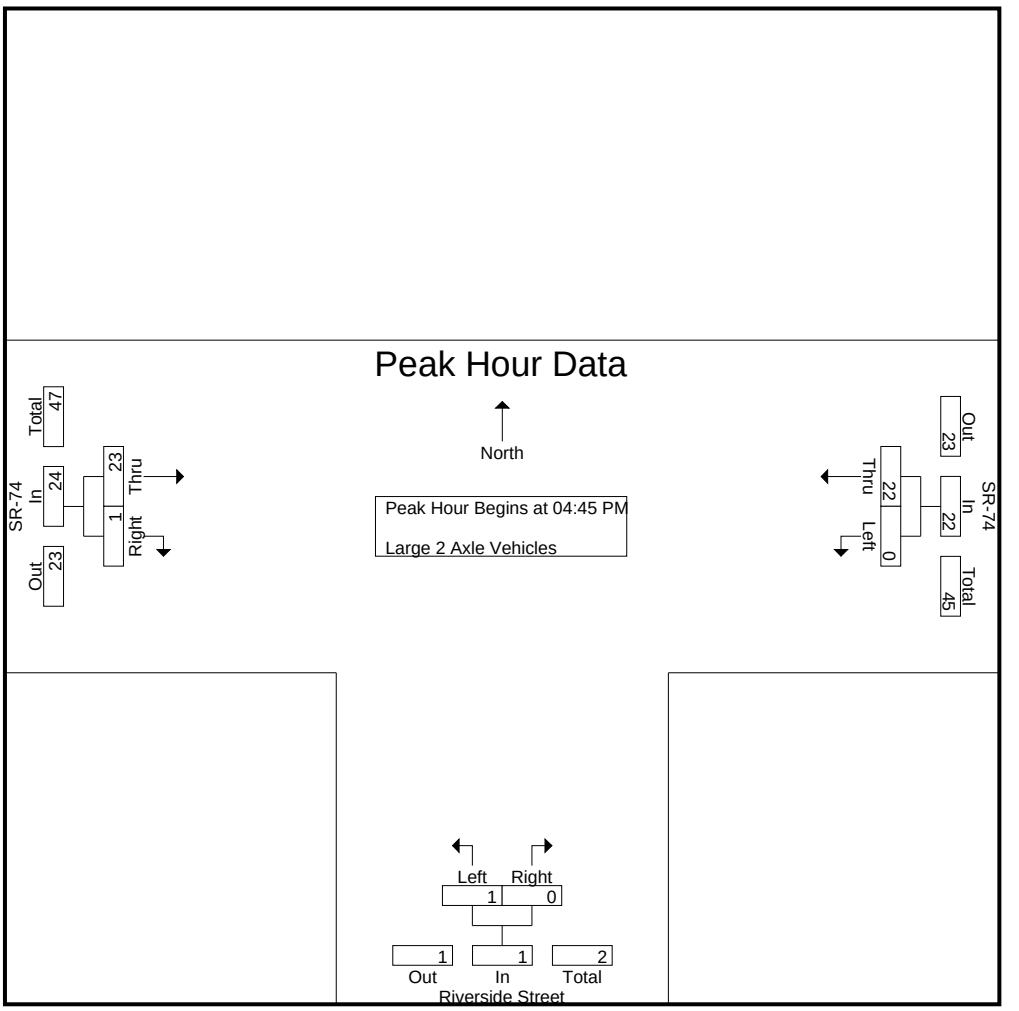
	SR-74 Westbound			Riverside Street Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	10	10	0	0	0	4	0	4	14
04:15 PM	0	1	1	0	0	0	12	0	12	13
04:30 PM	0	4	4	1	0	1	7	1	8	13
04:45 PM	0	4	4	0	0	0	10	0	10	14
Total	0	19	19	1	0	1	33	1	34	54
05:00 PM	0	5	5	0	0	0	8	1	9	14
05:15 PM	0	6	6	0	0	0	2	0	2	8
05:30 PM	0	7	7	1	0	1	3	0	3	11
05:45 PM	0	2	2	1	0	1	3	0	3	6
Total	0	20	20	2	0	2	16	1	17	39
Grand Total	0	39	39	3	0	3	49	2	51	93
Apprch %	0	100		100	0		96.1	3.9		
Total %	0	41.9	41.9	3.2	0	3.2	52.7	2.2	54.8	

	SR-74 Westbound			Riverside Street Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	4	4	0	0	0	**10**	0	**10**	**14**
05:00 PM	0	5	5	0	0	0	8	**1**	9	14
05:15 PM	0	6	6	0	0	0	2	0	2	8
05:30 PM	0	**7**	**7**	**1**	0	**1**	3	0	3	11
Total Volume	0	22	22	1	0	1	23	1	24	47
% App. Total	0	100		100	0		95.8	4.2		
PHF	.000	.786	.786	.250	.000	.250	.575	.250	.600	.839

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County of Riverside
N/S: Riverside Street
E/W: SR-74
Weather: Clear

File Name : 07_CRV_Riverside_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	4	4	0	0	0	**10**	0	**10**
+15 mins.	0	5	5	0	0	0	8	**1**	9
+30 mins.	0	6	6	0	0	0	2	0	2
+45 mins.	0	**7**	**7**	**1**	0	**1**	3	0	3
Total Volume	0	22	22	1	0	1	23	1	24
% App. Total	0	100		100	0		95.8	4.2	
PHF	.000	.786	.786	.250	.000	.250	.575	.250	.600

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County of Riverside
N/S: Riverside Street
E/W: SR-74
Weather: Clear

File Name : 07_CRV_Riverside_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

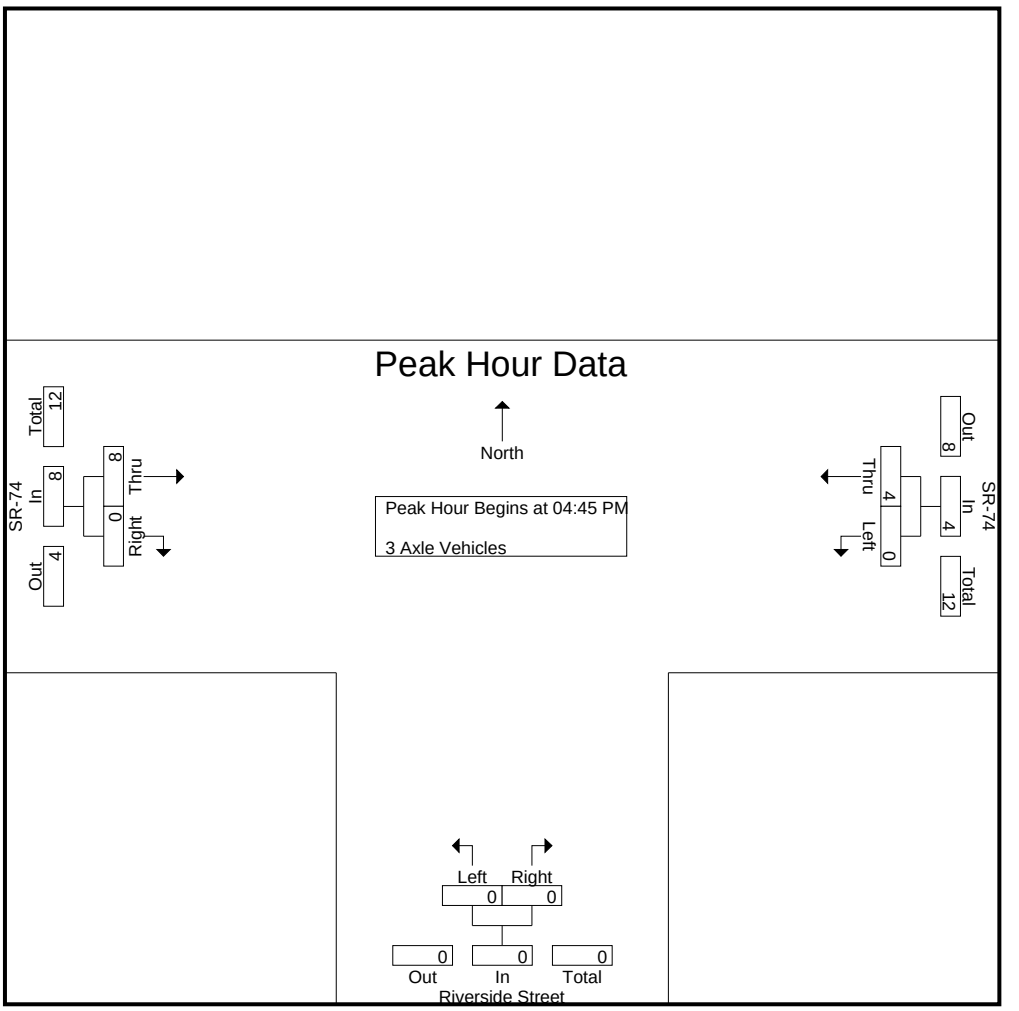
	SR-74 Westbound			Riverside Street Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	2	0	2	3
04:15 PM	0	1	1	0	0	0	3	0	3	4
04:30 PM	0	2	2	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	4	4	0	0	0	5	0	5	9
05:00 PM	0	1	1	0	0	0	3	0	3	4
05:15 PM	0	3	3	0	0	0	2	0	2	5
05:30 PM	0	0	0	0	0	0	3	0	3	3
05:45 PM	0	2	2	0	0	0	2	0	2	4
Total	0	6	6	0	0	0	10	0	10	16
Grand Total	0	10	10	0	0	0	15	0	15	25
Apprch %	0	100		0	0		100	0		
Total %	0	40	40	0	0	0	60	0	60	

	SR-74 Westbound			Riverside Street Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	1	0	0	0	**3**	0	**3**	4
05:15 PM	0	**3**	**3**	0	0	0	2	0	2	**5**
05:30 PM	0	0	0	0	0	0	3	0	3	3
Total Volume	0	4	4	0	0	0	8	0	8	12
% App. Total	0	100		0	0		100	0		
PHF	.000	.333	.333	.000	.000	.000	.667	.000	.667	.600

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County of Riverside
N/S: Riverside Street
E/W: SR-74
Weather: Clear

File Name : 07_CRV_Riverside_74_PM
Site Code : 00322418
Start Date : 5/12/2022



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	1	0	0	0	**3**	0	**3**
+30 mins.	0	**3**	**3**	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	3	0	3
Total Volume	0	4	4	0	0	0	8	0	8
% App. Total	0	100		0	0		100	0	
PHF	.000	.333	.333	.000	.000	.000	.667	.000	.667

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County of Riverside
N/S: Riverside Street
E/W: SR-74
Weather: Clear

File Name : 07_CRV_Riverside_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

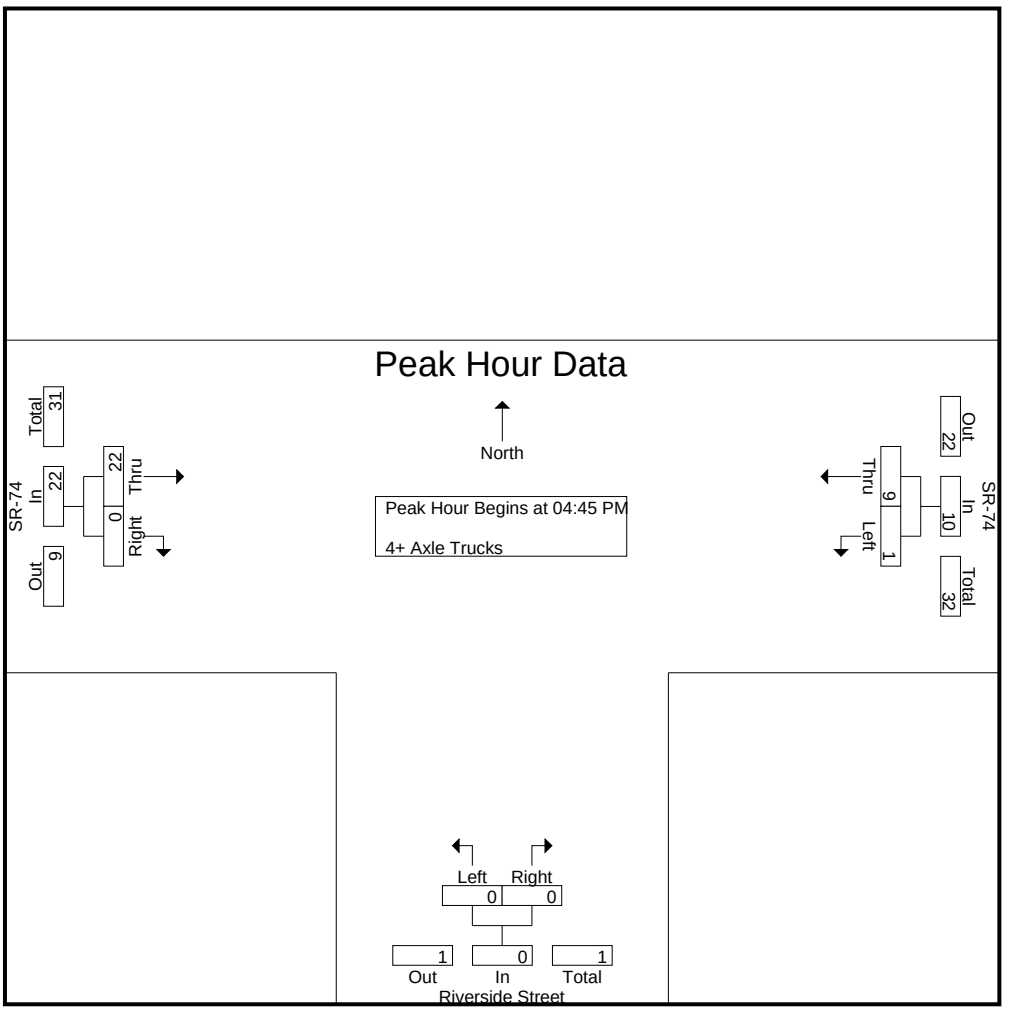
	SR-74 Westbound			Riverside Street Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	6	6	0	0	0	3	0	3	9
04:15 PM	0	1	1	0	0	0	7	0	7	8
04:30 PM	0	5	5	0	0	0	5	0	5	10
04:45 PM	1	3	4	0	0	0	8	0	8	12
Total	1	15	16	0	0	0	23	0	23	39
05:00 PM	0	2	2	0	0	0	6	0	6	8
05:15 PM	0	4	4	0	0	0	4	0	4	8
05:30 PM	0	0	0	0	0	0	4	0	4	4
05:45 PM	0	3	3	0	0	0	8	0	8	11
Total	0	9	9	0	0	0	22	0	22	31
Grand Total	1	24	25	0	0	0	45	0	45	70
Apprch %	4	96		0	0		100	0		
Total %	1.4	34.3	35.7	0	0	0	64.3	0	64.3	

	SR-74 Westbound			Riverside Street Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**1**	3	**4**	0	0	0	**8**	0	**8**	**12**
05:00 PM	0	2	2	0	0	0	6	0	6	8
05:15 PM	0	**4**	4	0	0	0	4	0	4	8
05:30 PM	0	0	0	0	0	0	4	0	4	4
Total Volume	1	9	10	0	0	0	22	0	22	32
% App. Total	10	90		0	0		100	0		
PHF	.250	.563	.625	.000	.000	.000	.688	.000	.688	.667

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County of Riverside
N/S: Riverside Street
E/W: SR-74
Weather: Clear

File Name : 07_CRV_Riverside_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	**1**	3	**4**	0	0	0	**8**	0	**8**
+15 mins.	0	2	2	0	0	0	6	0	6
+30 mins.	0	**4**	4	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	0	4	0	4
Total Volume	1	9	10	0	0	0	22	0	22
% App. Total	10	90		0	0		100	0	
PHF	.250	.563	.625	.000	.000	.000	.688	.000	.688

Location: County of Riverside
N/S: Riverside Street
E/W: SR-74

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg Riverside Street	East Leg SR-74	South Leg Riverside Street	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Riverside Street	East Leg SR-74	South Leg Riverside Street	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: County of Riverside
N/S: Riverside Street
E/W: SR-74

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound Riverside Street			Westbound SR-74			Northbound Riverside Street			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

	Southbound Riverside Street			Westbound SR-74			Northbound Riverside Street			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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County of Riverside
N/S: Wasson Canyon Road
E/W: SR-74
Weather: Clear

File Name : 08_CRV_Wasson Canyon_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

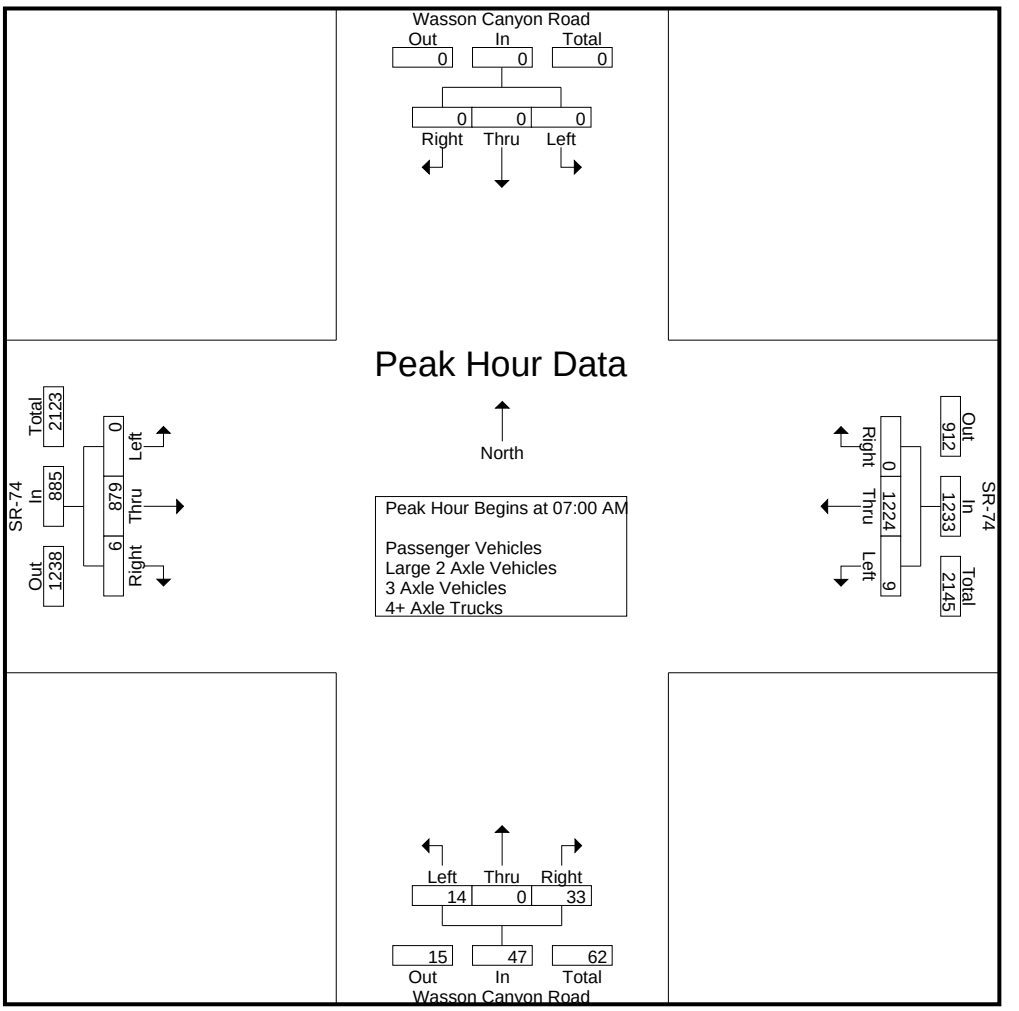
	Wasson Canyon Road Southbound				SR-74 Westbound				Wasson Canyon Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	2	332	0	334	7	0	14	21	0	217	1	218	573
07:15 AM	0	0	0	0	2	292	0	294	3	0	10	13	0	242	2	244	551
07:30 AM	0	0	0	0	4	308	0	312	2	0	5	7	0	225	3	228	547
07:45 AM	0	0	0	0	1	292	0	293	2	0	4	6	0	195	0	195	494
Total	0	0	0	0	9	1224	0	1233	14	0	33	47	0	879	6	885	2165
08:00 AM	0	0	0	0	3	259	0	262	2	0	2	4	0	204	2	206	472
08:15 AM	0	0	0	0	2	273	0	275	2	0	5	7	0	169	0	169	451
08:30 AM	0	0	0	0	6	226	0	232	3	0	3	6	0	154	1	155	393
08:45 AM	0	0	0	0	1	225	0	226	1	0	3	4	0	139	1	140	370
Total	0	0	0	0	12	983	0	995	8	0	13	21	0	666	4	670	1686
Grand Total	0	0	0	0	21	2207	0	2228	22	0	46	68	0	1545	10	1555	3851
Apprch %	0	0	0		0.9	99.1	0		32.4	0	67.6		0	99.4	0.6		
Total %	0	0	0	0	0.5	57.3	0	57.9	0.6	0	1.2	1.8	0	40.1	0.3	40.4	
Passenger Vehicles	0	0	0	0	21	2062	0	2083	21	0	46	67	0	1441	9	1450	3600
% Passenger Vehicles	0	0	0	0	100	93.4	0	93.5	95.5	0	100	98.5	0	93.3	90	93.2	93.5
Large 2 Axle Vehicles	0	0	0	0	0	58	0	58	1	0	0	1	0	36	1	37	96
% Large 2 Axle Vehicles	0	0	0	0	0	2.6	0	2.6	4.5	0	0	1.5	0	2.3	10	2.4	2.5
3 Axle Vehicles	0	0	0	0	0	43	0	43	0	0	0	0	0	48	0	48	91
% 3 Axle Vehicles	0	0	0	0	0	1.9	0	1.9	0	0	0	0	0	3.1	0	3.1	2.4
4+ Axle Trucks	0	0	0	0	0	44	0	44	0	0	0	0	0	20	0	20	64
% 4+ Axle Trucks	0	0	0	0	0	2	0	2	0	0	0	0	0	1.3	0	1.3	1.7

	Wasson Canyon Road Southbound				SR-74 Westbound				Wasson Canyon Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	2	**332**	0	**334**	**7**	0	**14**	**21**	0	217	1	218	**573**
07:15 AM	0	0	0	0	2	292	0	294	3	0	10	13	0	**242**	2	**244**	551
07:30 AM	0	0	0	0	**4**	308	0	312	2	0	5	7	0	225	**3**	228	547
07:45 AM	0	0	0	0	1	292	0	293	2	0	4	6	0	195	0	195	494
Total Volume	0	0	0	0	9	1224	0	1233	14	0	33	47	0	879	6	885	2165
% App. Total	0	0	0		0.7	99.3	0		29.8	0	70.2		0	99.3	0.7		
PHF	.000	.000	.000	.000	.563	.922	.000	.923	.500	.000	.589	.560	.000	.908	.500	.907	.945

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County of Riverside
N/S: Wasson Canyon Road
E/W: SR-74
Weather: Clear

File Name : 08_CRV_Wasson Canyon_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	2	**332**	0	**334**	**7**	0	**14**	**21**	0	217	1	218
+15 mins.	0	0	0	0	2	292	0	294	3	0	10	13	0	**242**	2	**244**
+30 mins.	0	0	0	0	**4**	308	0	312	2	0	5	7	0	225	**3**	228
+45 mins.	0	0	0	0	1	292	0	293	2	0	4	6	0	195	0	195
Total Volume	0	0	0	0	9	1224	0	1233	14	0	33	47	0	879	6	885
% App. Total	0	0	0		0.7	99.3	0		29.8	0	70.2		0	99.3	0.7	
PHF	.000	.000	.000	.000	.563	.922	.000	.923	.500	.000	.589	.560	.000	.908	.500	.907

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County of Riverside
N/S: Wasson Canyon Road
E/W: SR-74
Weather: Clear

File Name : 08_CRV_Wasson Canyon_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

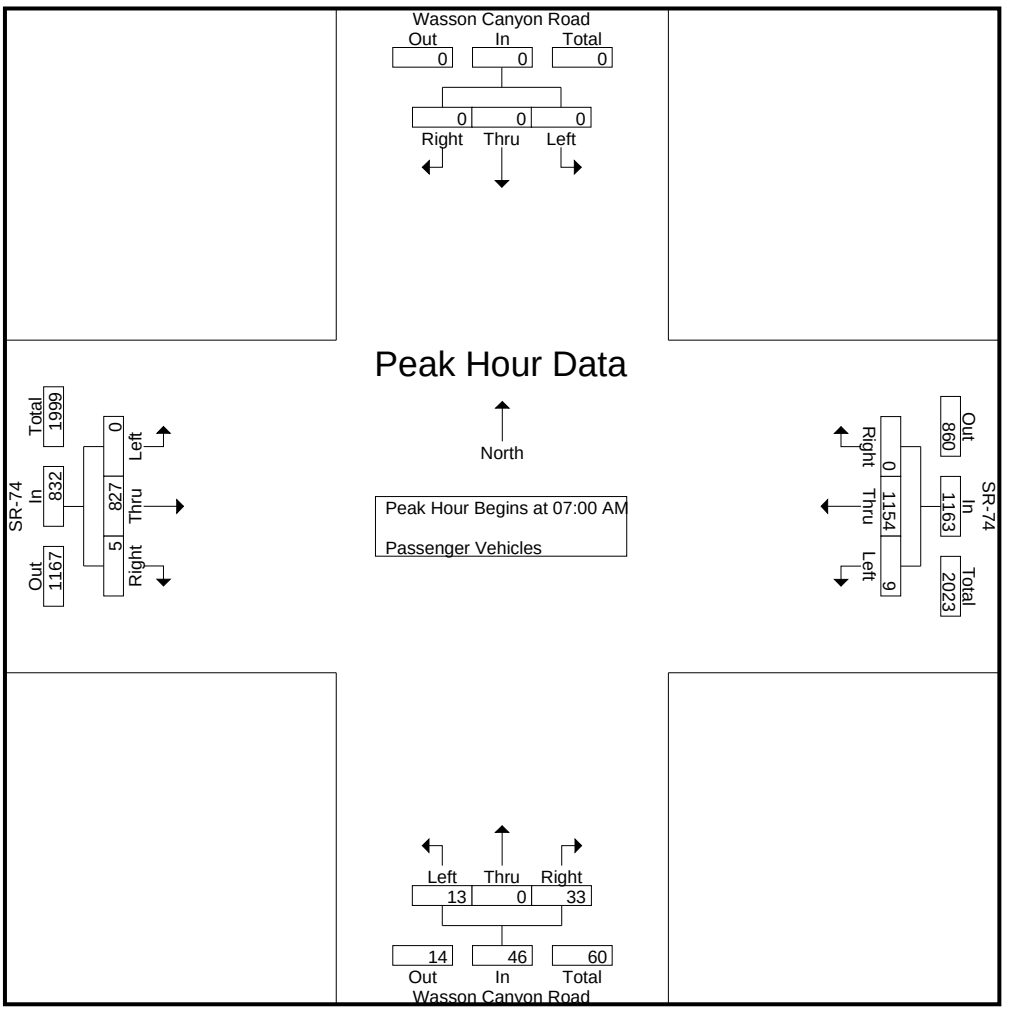
	Wasson Canyon Road Southbound				SR-74 Westbound				Wasson Canyon Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	2	311	0	313	6	0	14	20	0	209	0	209	542
07:15 AM	0	0	0	0	2	276	0	278	3	0	10	13	0	226	2	228	519
07:30 AM	0	0	0	0	4	286	0	290	2	0	5	7	0	214	3	217	514
07:45 AM	0	0	0	0	1	281	0	282	2	0	4	6	0	178	0	178	466
Total	0	0	0	0	9	1154	0	1163	13	0	33	46	0	827	5	832	2041
08:00 AM	0	0	0	0	3	242	0	245	2	0	2	4	0	192	2	194	443
08:15 AM	0	0	0	0	2	254	0	256	2	0	5	7	0	160	0	160	423
08:30 AM	0	0	0	0	6	210	0	216	3	0	3	6	0	142	1	143	365
08:45 AM	0	0	0	0	1	202	0	203	1	0	3	4	0	120	1	121	328
Total	0	0	0	0	12	908	0	920	8	0	13	21	0	614	4	618	1559
Grand Total	0	0	0	0	21	2062	0	2083	21	0	46	67	0	1441	9	1450	3600
Apprch %	0	0	0		1	99	0		31.3	0	68.7		0	99.4	0.6		
Total %	0	0	0	0	0.6	57.3	0	57.9	0.6	0	1.3	1.9	0	40	0.2	40.3	

	Wasson Canyon Road Southbound				SR-74 Westbound				Wasson Canyon Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	2	**311**	0	**313**	**6**	0	**14**	**20**	0	209	0	209	**542**
07:15 AM	0	0	0	0	2	276	0	278	3	0	10	13	0	**226**	2	**228**	519
07:30 AM	0	0	0	0	**4**	286	0	290	2	0	5	7	0	214	**3**	217	514
07:45 AM	0	0	0	0	1	281	0	282	2	0	4	6	0	178	0	178	466
Total Volume	0	0	0	0	9	1154	0	1163	13	0	33	46	0	827	5	832	2041
% App. Total	0	0	0		0.8	99.2	0		28.3	0	71.7		0	99.4	0.6		
PHF	.000	.000	.000	.000	.563	.928	.000	.929	.542	.000	.589	.575	.000	.915	.417	.912	.941

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County of Riverside
N/S: Wasson Canyon Road
E/W: SR-74
Weather: Clear

File Name : 08_CRV_Wasson Canyon_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	2	**311**	0	**313**	**6**	0	**14**	**20**	0	209	0	209
+15 mins.	0	0	0	0	2	276	0	278	3	0	10	13	0	**226**	2	**228**
+30 mins.	0	0	0	0	**4**	286	0	290	2	0	5	7	0	214	**3**	217
+45 mins.	0	0	0	0	1	281	0	282	2	0	4	6	0	178	0	178
Total Volume	0	0	0	0	9	1154	0	1163	13	0	33	46	0	827	5	832
% App. Total	0	0	0		0.8	99.2	0		28.3	0	71.7		0	99.4	0.6	
PHF	.000	.000	.000	.000	.563	.928	.000	.929	.542	.000	.589	.575	.000	.915	.417	.912

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County of Riverside
N/S: Wasson Canyon Road
E/W: SR-74
Weather: Clear

File Name : 08_CRV_Wasson Canyon_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

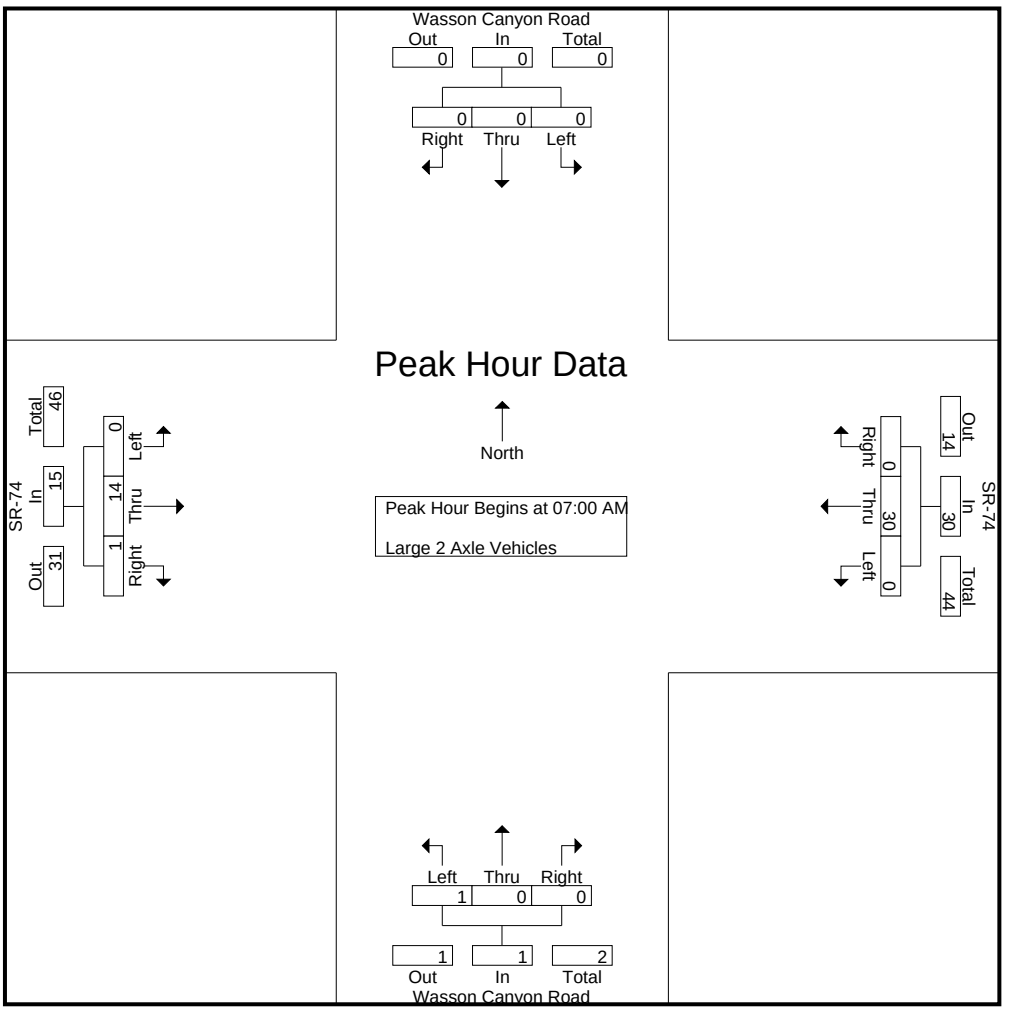
	Wasson Canyon Road Southbound				SR-74 Westbound				Wasson Canyon Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	11	0	11	1	0	0	1	0	3	1	4	16
07:15 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
07:30 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	3	0	3	12
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Total	0	0	0	0	0	30	0	30	1	0	0	1	0	14	1	15	46
08:00 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4	12
08:15 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
08:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
08:45 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	10	0	10	17
Total	0	0	0	0	0	28	0	28	0	0	0	0	0	22	0	22	50
Grand Total	0	0	0	0	0	58	0	58	1	0	0	1	0	36	1	37	96
Apprch %	0	0	0		0	100	0		100	0	0		0	97.3	2.7		
Total %	0	0	0	0	0	60.4	0	60.4	1	0	0	1	0	37.5	1	38.5	

	Wasson Canyon Road Southbound				SR-74 Westbound				Wasson Canyon Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**11**	0	**11**	**1**	0	0	**1**	0	3	**1**	4	**16**
07:15 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	**5**	0	**5**	13
07:30 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	3	0	3	12
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Total Volume	0	0	0	0	0	30	0	30	1	0	0	1	0	14	1	15	46
% App. Total	0	0	0		0	100	0		100	0	0		0	93.3	6.7		
PHF	.000	.000	.000	.000	.000	.682	.000	.682	.250	.000	.000	.250	.000	.700	.250	.750	.719

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County of Riverside
N/S: Wasson Canyon Road
E/W: SR-74
Weather: Clear

File Name : 08_CRV_Wasson Canyon_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	**11**	0	**11**	**1**	0	0	**1**	0	3	**1**	4
+15 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	**5**	0	**5**
+30 mins.	0	0	0	0	0	9	0	9	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	30	0	30	1	0	0	1	0	14	1	15
% App. Total	0	0	0		0	100	0		100	0	0		0	93.3	6.7	
PHF	.000	.000	.000	.000	.000	.682	.000	.682	.250	.000	.000	.250	.000	.700	.250	.750

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County of Riverside
N/S: Wasson Canyon Road
E/W: SR-74
Weather: Clear

File Name : 08_CRV_Wasson Canyon_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

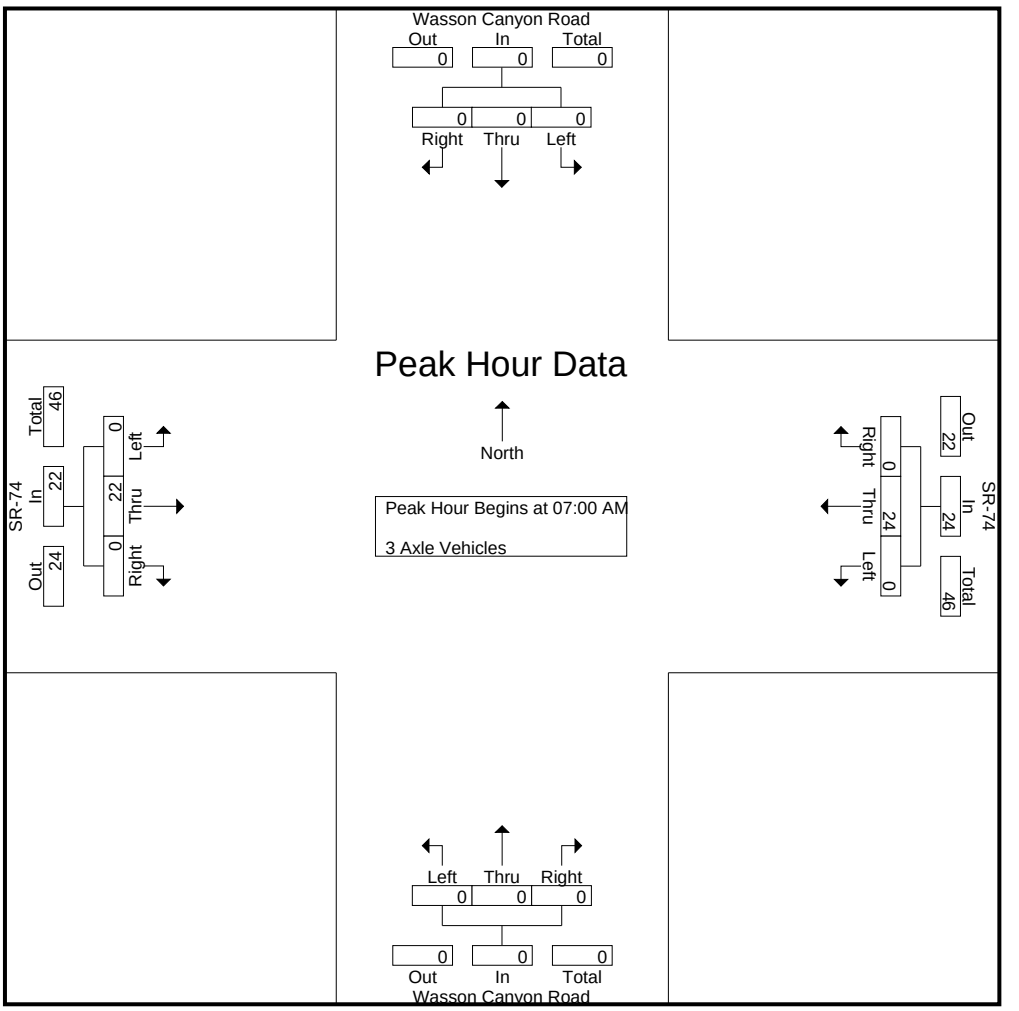
	Wasson Canyon Road Southbound				SR-74 Westbound				Wasson Canyon Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	4	0	4	11
07:15 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	9	0	9	15
07:30 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
Total	0	0	0	0	0	24	0	24	0	0	0	0	0	22	0	22	46
08:00 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
08:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7	10
08:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
08:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	8	0	8	16
Total	0	0	0	0	0	19	0	19	0	0	0	0	0	26	0	26	45
Grand Total	0	0	0	0	0	43	0	43	0	0	0	0	0	48	0	48	91
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	47.3	0	47.3	0	0	0	0	0	52.7	0	52.7	

	Wasson Canyon Road Southbound				SR-74 Westbound				Wasson Canyon Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**7**	0	**7**	0	0	0	0	0	4	0	4	11
07:15 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	**9**	0	**9**	**15**
07:30 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
Total Volume	0	0	0	0	0	24	0	24	0	0	0	0	0	22	0	22	46
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.857	.000	.857	.000	.000	.000	.000	.000	.611	.000	.611	.767

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County of Riverside
N/S: Wasson Canyon Road
E/W: SR-74
Weather: Clear

File Name : 08_CRV_Wasson Canyon_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	**7**	0	**7**	0	0	0	0	0	4	0	4
+15 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	**9**	0	**9**
+30 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6
Total Volume	0	0	0	0	0	24	0	24	0	0	0	0	0	22	0	22
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.857	.000	.857	.000	.000	.000	.000	.000	.611	.000	.611

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County of Riverside
N/S: Wasson Canyon Road
E/W: SR-74
Weather: Clear

File Name : 08_CRV_Wasson Canyon_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

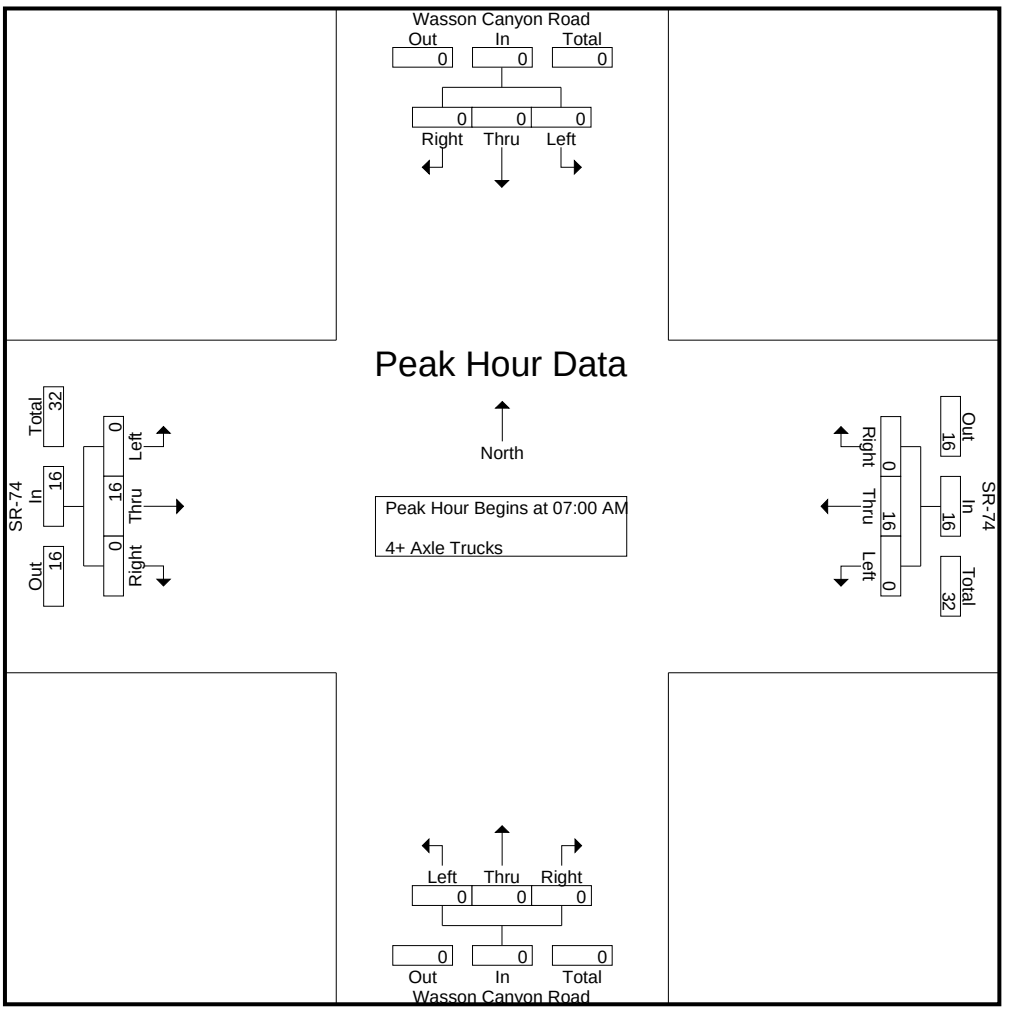
	Wasson Canyon Road Southbound				SR-74 Westbound				Wasson Canyon Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
07:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	8	0	8	13
Total	0	0	0	0	0	16	0	16	0	0	0	0	0	16	0	16	32
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
08:15 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	0	0	0	9
08:30 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	7
08:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	1	0	1	9
Total	0	0	0	0	0	28	0	28	0	0	0	0	0	4	0	4	32
Grand Total	0	0	0	0	0	44	0	44	0	0	0	0	0	20	0	20	64
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	68.8	0	68.8	0	0	0	0	0	31.2	0	31.2	

	Wasson Canyon Road Southbound				SR-74 Westbound				Wasson Canyon Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:30 AM	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	5	0	5	11
07:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	**8**	0	**8**	**13**
Total Volume	0	0	0	0	0	16	0	16	0	0	0	0	0	16	0	16	32
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.500	.000	.500	.615

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County of Riverside
N/S: Wasson Canyon Road
E/W: SR-74
Weather: Clear

File Name : 08_CRV_Wasson Canyon_74_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	5	0	5
+45 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	**8**	0	**8**
Total Volume	0	0	0	0	0	16	0	16	0	0	0	0	0	16	0	16
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.500	.000	.500

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County of Riverside
N/S: Wasson Canyon Road
E/W: SR-74
Weather: Clear

File Name : 08_CRV_Wasson Canyon_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

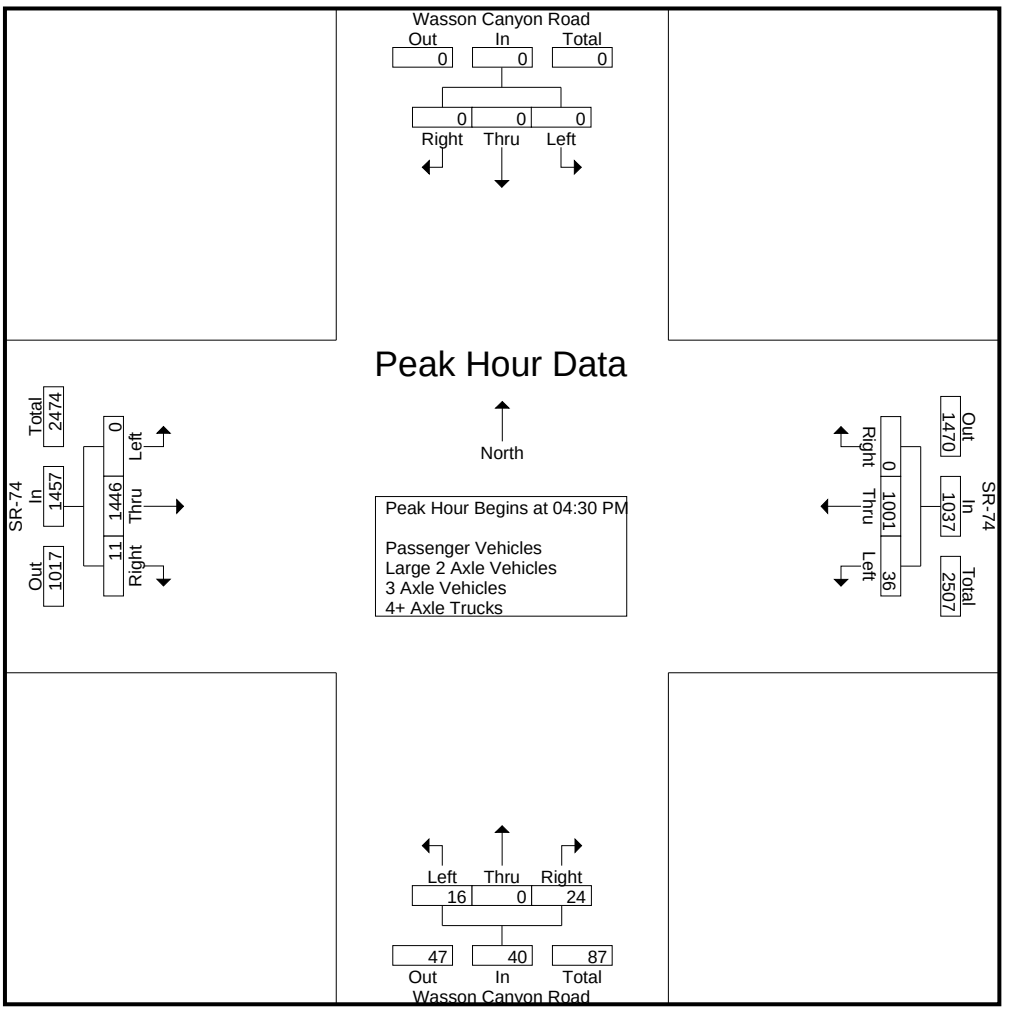
	Wasson Canyon Road Southbound				SR-74 Westbound				Wasson Canyon Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	7	264	0	271	0	0	2	2	0	401	3	404	677
04:15 PM	0	0	0	0	4	241	0	245	1	0	2	3	0	346	0	346	594
04:30 PM	0	0	0	0	7	263	0	270	4	0	3	7	0	316	1	317	594
04:45 PM	0	0	0	0	10	225	0	235	4	0	6	10	0	374	1	375	620
Total	0	0	0	0	28	993	0	1021	9	0	13	22	0	1437	5	1442	2485
05:00 PM	0	0	0	0	10	234	0	244	3	0	9	12	0	371	5	376	632
05:15 PM	0	0	0	0	9	279	0	288	5	0	6	11	0	385	4	389	688
05:30 PM	0	0	0	0	1	256	0	257	0	0	9	9	0	301	2	303	569
05:45 PM	0	0	0	0	8	248	0	256	1	0	3	4	0	340	2	342	602
Total	0	0	0	0	28	1017	0	1045	9	0	27	36	0	1397	13	1410	2491
Grand Total	0	0	0	0	56	2010	0	2066	18	0	40	58	0	2834	18	2852	4976
Apprch %	0	0	0		2.7	97.3	0		31	0	69		0	99.4	0.6		
Total %	0	0	0	0	1.1	40.4	0	41.5	0.4	0	0.8	1.2	0	57	0.4	57.3	
Passenger Vehicles	0	0	0	0	56	1936	0	1992	18	0	40	58	0	2735	18	2753	4803
% Passenger Vehicles	0	0	0	0	100	96.3	0	96.4	100	0	100	100	0	96.5	100	96.5	96.5
Large 2 Axle Vehicles	0	0	0	0	0	40	0	40	0	0	0	0	0	41	0	41	81
% Large 2 Axle Vehicles	0	0	0	0	0	2	0	1.9	0	0	0	0	0	1.4	0	1.4	1.6
3 Axle Vehicles	0	0	0	0	0	7	0	7	0	0	0	0	0	19	0	19	26
% 3 Axle Vehicles	0	0	0	0	0	0.3	0	0.3	0	0	0	0	0	0.7	0	0.7	0.5
4+ Axle Trucks	0	0	0	0	0	27	0	27	0	0	0	0	0	39	0	39	66
% 4+ Axle Trucks	0	0	0	0	0	1.3	0	1.3	0	0	0	0	0	1.4	0	1.4	1.3

	Wasson Canyon Road Southbound				SR-74 Westbound				Wasson Canyon Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	7	263	0	270	4	0	3	7	0	316	1	317	594
04:45 PM	0	0	0	0	**10**	225	0	235	4	0	6	10	0	374	1	375	620
05:00 PM	0	0	0	0	10	234	0	244	3	0	**9**	**12**	0	371	**5**	376	632
05:15 PM	0	0	0	0	9	**279**	0	**288**	**5**	0	6	11	0	**385**	4	**389**	**688**
Total Volume	0	0	0	0	36	1001	0	1037	16	0	24	40	0	1446	11	1457	2534
% App. Total	0	0	0		3.5	96.5	0		40	0	60		0	99.2	0.8		
PHF	.000	.000	.000	.000	.900	.897	.000	.900	.800	.000	.667	.833	.000	.939	.550	.936	.921

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County of Riverside
N/S: Wasson Canyon Road
E/W: SR-74
Weather: Clear

File Name : 08_CRV_Wasson Canyon_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:00 PM				05:00 PM				04:45 PM				04:30 PM			
+0 mins.	0	0	0	0	**10**	234	0	244	4	0	6	10	0	316	1	317
+15 mins.	0	0	0	0	9	**279**	0	**288**	3	0	**9**	**12**	0	374	1	375
+30 mins.	0	0	0	0	1	256	0	257	**5**	0	6	11	0	371	**5**	376
+45 mins.	0	0	0	0	8	248	0	256	0	0	9	9	0	**385**	4	**389**
Total Volume	0	0	0	0	28	1017	0	1045	12	0	30	42	0	1446	11	1457
% App. Total	0	0	0		2.7	97.3	0		28.6	0	71.4		0	99.2	0.8	
PHF	.000	.000	.000	.000	.700	.911	.000	.907	.600	.000	.833	.875	.000	.939	.550	.936

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County of Riverside
N/S: Wasson Canyon Road
E/W: SR-74
Weather: Clear

File Name : 08_CRV_Wasson Canyon_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

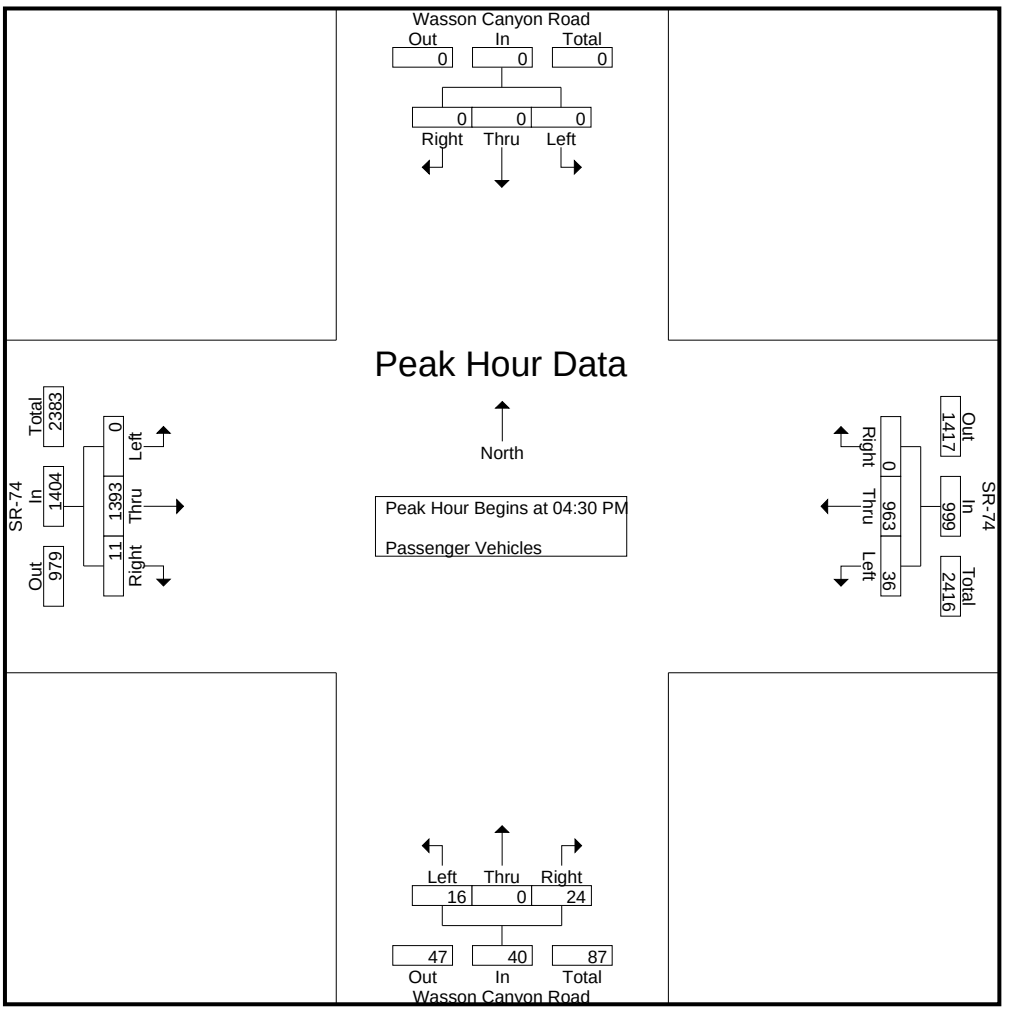
	Wasson Canyon Road Southbound				SR-74 Westbound				Wasson Canyon Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	7	246	0	253	0	0	2	2	0	392	3	395	650
04:15 PM	0	0	0	0	4	237	0	241	1	0	2	3	0	330	0	330	574
04:30 PM	0	0	0	0	7	250	0	257	4	0	3	7	0	306	1	307	571
04:45 PM	0	0	0	0	10	219	0	229	4	0	6	10	0	360	1	361	600
Total	0	0	0	0	28	952	0	980	9	0	13	22	0	1388	5	1393	2395
05:00 PM	0	0	0	0	10	225	0	235	3	0	9	12	0	351	5	356	603
05:15 PM	0	0	0	0	9	269	0	278	5	0	6	11	0	376	4	380	669
05:30 PM	0	0	0	0	1	247	0	248	0	0	9	9	0	293	2	295	552
05:45 PM	0	0	0	0	8	243	0	251	1	0	3	4	0	327	2	329	584
Total	0	0	0	0	28	984	0	1012	9	0	27	36	0	1347	13	1360	2408
Grand Total	0	0	0	0	56	1936	0	1992	18	0	40	58	0	2735	18	2753	4803
Apprch %	0	0	0		2.8	97.2	0		31	0	69		0	99.3	0.7		
Total %	0	0	0	0	1.2	40.3	0	41.5	0.4	0	0.8	1.2	0	56.9	0.4	57.3	

	Wasson Canyon Road Southbound				SR-74 Westbound				Wasson Canyon Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	7	250	0	257	4	0	3	7	0	306	1	307	571
04:45 PM	0	0	0	0	**10**	219	0	229	4	0	6	10	0	360	1	361	600
05:00 PM	0	0	0	0	10	225	0	235	3	0	**9**	**12**	0	351	**5**	356	603
05:15 PM	0	0	0	0	9	**269**	0	**278**	**5**	0	6	11	0	**376**	4	**380**	**669**
Total Volume	0	0	0	0	36	963	0	999	16	0	24	40	0	1393	11	1404	2443
% App. Total	0	0	0		3.6	96.4	0		40	0	60		0	99.2	0.8		
PHF	.000	.000	.000	.000	.900	.895	.000	.898	.800	.000	.667	.833	.000	.926	.550	.924	.913

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County of Riverside
N/S: Wasson Canyon Road
E/W: SR-74
Weather: Clear

File Name : 08_CRV_Wasson Canyon_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	7	250	0	257	4	0	3	7	0	306	1	307
+15 mins.	0	0	0	0	**10**	219	0	229	4	0	6	10	0	360	1	361
+30 mins.	0	0	0	0	10	225	0	235	3	0	**9**	**12**	0	351	**5**	356
+45 mins.	0	0	0	0	9	**269**	0	**278**	**5**	0	6	11	0	**376**	4	**380**
Total Volume	0	0	0	0	36	963	0	999	16	0	24	40	0	1393	11	1404
% App. Total	0	0	0		3.6	96.4	0		40	0	60		0	99.2	0.8	
PHF	.000	.000	.000	.000	.900	.895	.000	.898	.800	.000	.667	.833	.000	.926	.550	.924

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County of Riverside
N/S: Wasson Canyon Road
E/W: SR-74
Weather: Clear

File Name : 08_CRV_Wasson Canyon_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

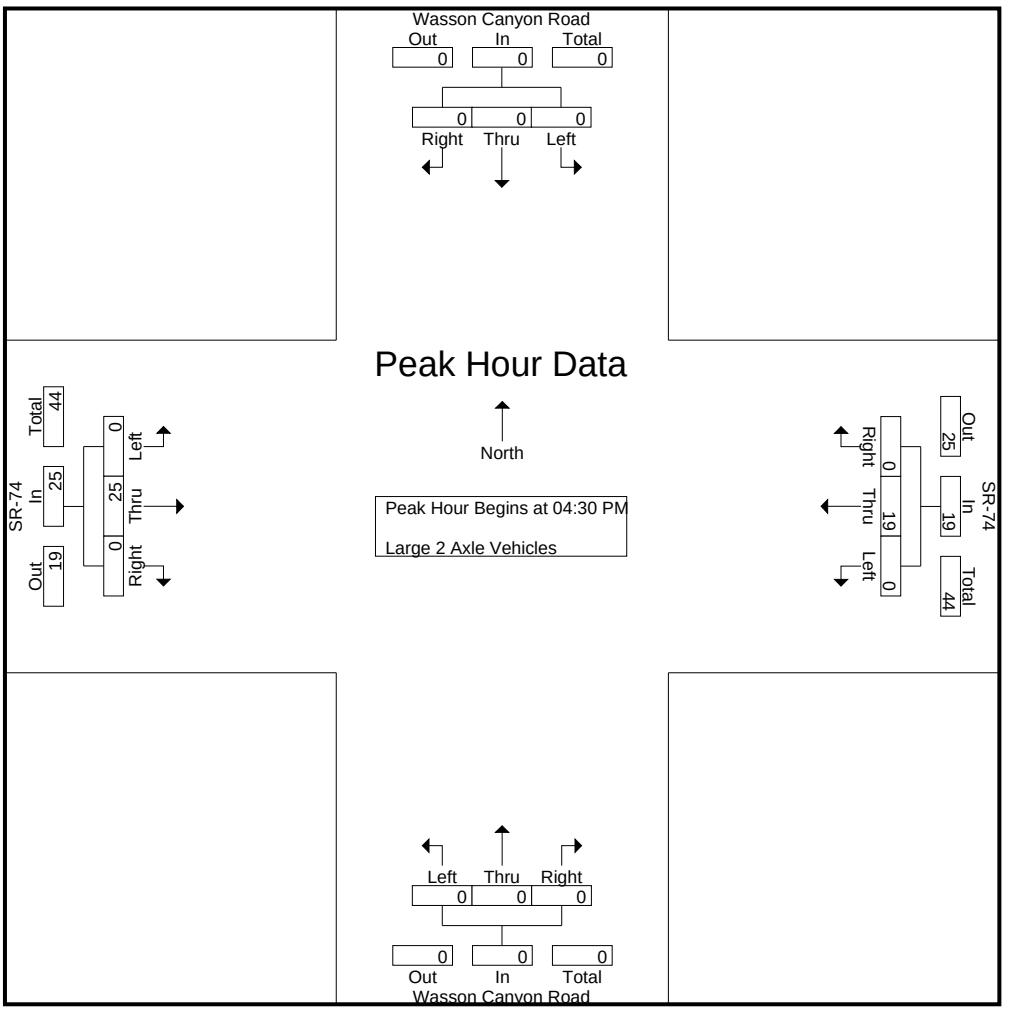
	Wasson Canyon Road Southbound				SR-74 Westbound				Wasson Canyon Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	4	0	4	13
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7	8
04:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7	10
Total	0	0	0	0	0	18	0	18	0	0	0	0	0	22	0	22	40
05:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	11	0	11	17
05:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
05:30 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total	0	0	0	0	0	22	0	22	0	0	0	0	0	19	0	19	41
Grand Total	0	0	0	0	0	40	0	40	0	0	0	0	0	41	0	41	81
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	49.4	0	49.4	0	0	0	0	0	50.6	0	50.6	

	Wasson Canyon Road Southbound				SR-74 Westbound				Wasson Canyon Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7	10
05:00 PM	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	**11**	0	**11**	**17**
05:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
Total Volume	0	0	0	0	0	19	0	19	0	0	0	0	0	25	0	25	44
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.792	.000	.792	.000	.000	.000	.000	.000	.568	.000	.568	.647

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County of Riverside
N/S: Wasson Canyon Road
E/W: SR-74
Weather: Clear

File Name : 08_CRV_Wasson Canyon_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7
+30 mins.	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	**11**	0	**11**
+45 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	19	0	19	0	0	0	0	0	25	0	25
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.792	.000	.792	.000	.000	.000	.000	.000	.568	.000	.568

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County of Riverside
N/S: Wasson Canyon Road
E/W: SR-74
Weather: Clear

File Name : 08_CRV_Wasson Canyon_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

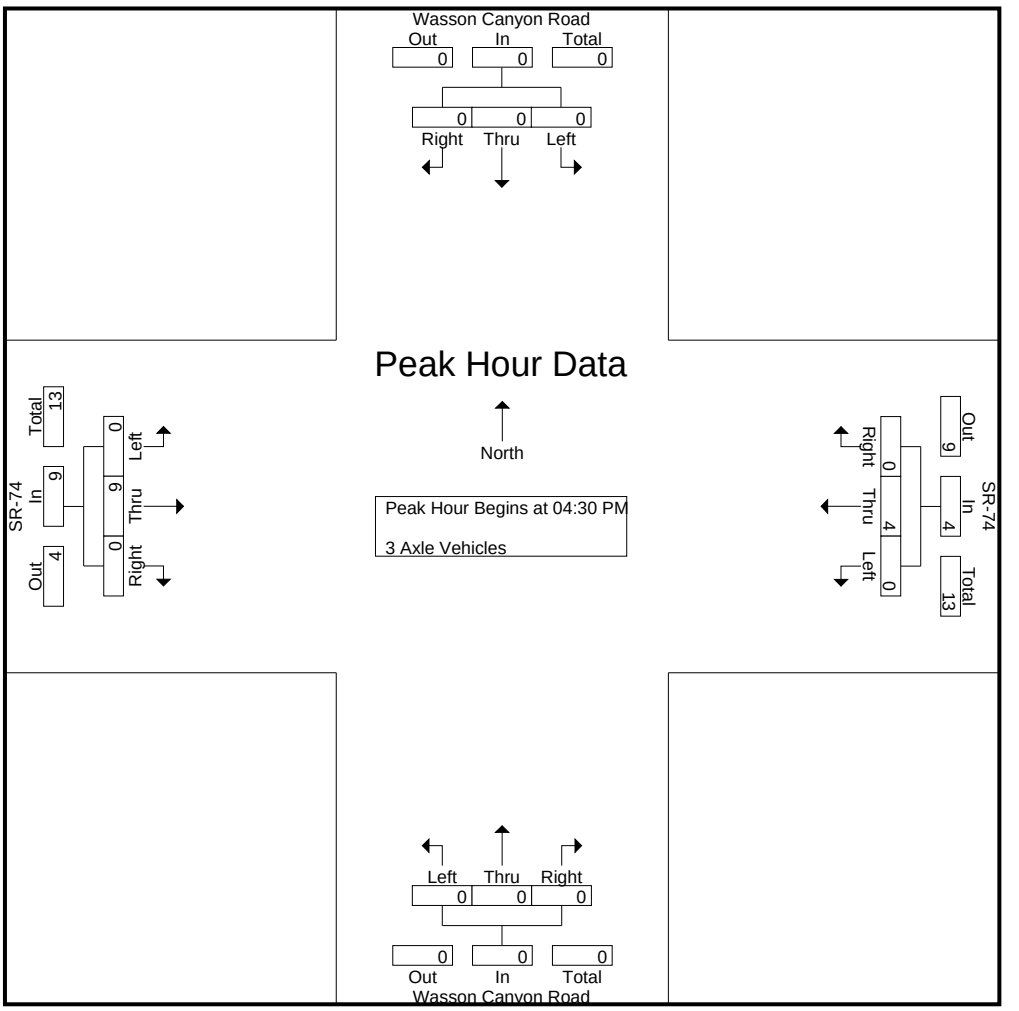
	Wasson Canyon Road Southbound				SR-74 Westbound				Wasson Canyon Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	10	0	10	16
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	9	0	9	10
Grand Total	0	0	0	0	0	7	0	7	0	0	0	0	0	19	0	19	26
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	26.9	0	26.9	0	0	0	0	0	73.1	0	73.1	

	Wasson Canyon Road Southbound				SR-74 Westbound				Wasson Canyon Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	2	0	2	**5**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	3
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	9	0	9	13
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000	.000	.750	.000	.750	.650

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County of Riverside
N/S: Wasson Canyon Road
E/W: SR-74
Weather: Clear

File Name : 08_CRV_Wasson Canyon_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	9	0	9
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000	.000	.750	.000	.750

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County of Riverside
N/S: Wasson Canyon Road
E/W: SR-74
Weather: Clear

File Name : 08_CRV_Wasson Canyon_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

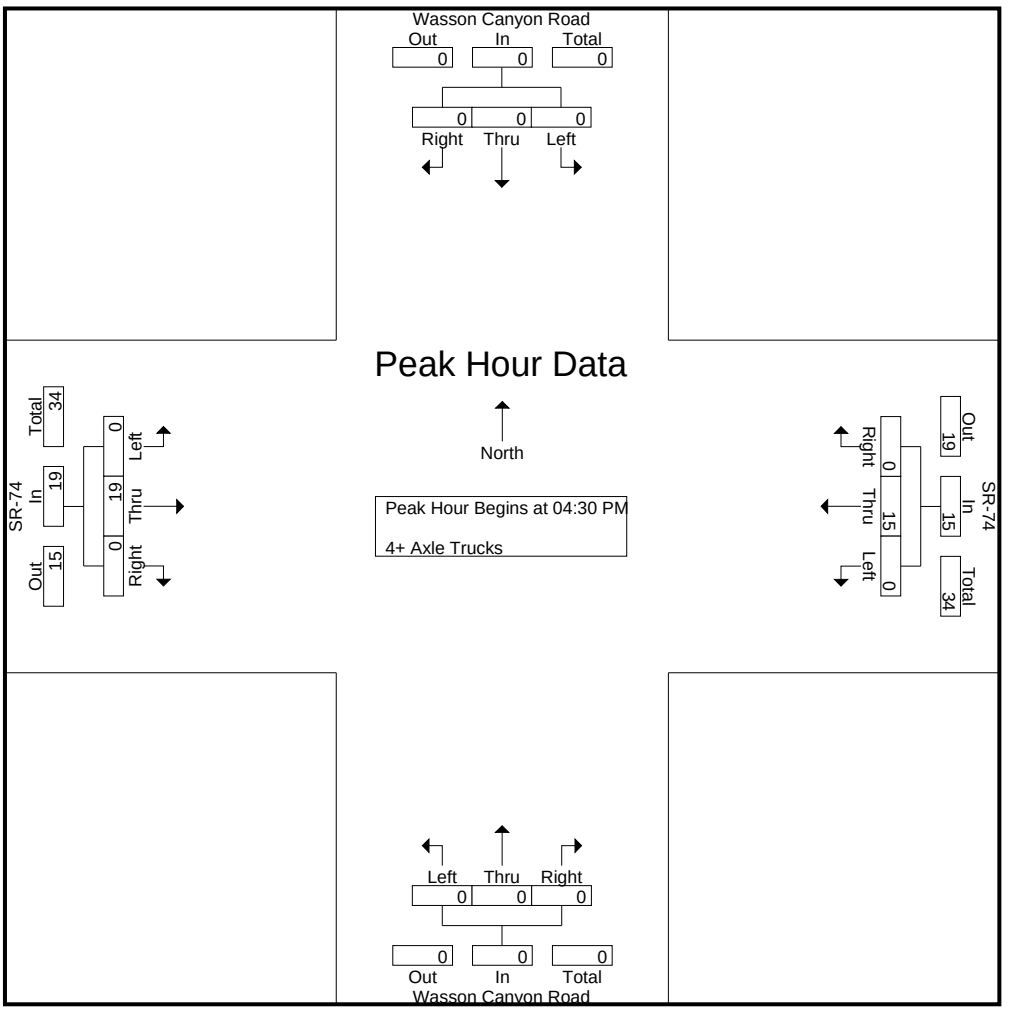
	Wasson Canyon Road Southbound				SR-74 Westbound				Wasson Canyon Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	2	0	2	10
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
04:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
Total	0	0	0	0	0	17	0	17	0	0	0	0	0	17	0	17	34
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
05:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	8	0	8	10
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	22	0	22	32
Grand Total	0	0	0	0	0	27	0	27	0	0	0	0	0	39	0	39	66
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	40.9	0	40.9	0	0	0	0	0	59.1	0	59.1	

	Wasson Canyon Road Southbound				SR-74 Westbound				Wasson Canyon Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	4	0	4	**9**
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	**7**	0	**7**	9
05:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
Total Volume	0	0	0	0	0	15	0	15	0	0	0	0	0	19	0	19	34
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.679	.000	.679	.944

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County of Riverside
N/S: Wasson Canyon Road
E/W: SR-74
Weather: Clear

File Name : 08_CRV_Wasson Canyon_74_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	4	0	4
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**7**	0	**7**
+45 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	15	0	15	0	0	0	0	0	19	0	19
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.679	.000	.679

Location: County of Riverside
N/S: Wasson Canyon Road
E/W: SR-74

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg Wasson Canyon Road	East Leg SR-74	South Leg Wasson Canyon Road	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Wasson Canyon Road	East Leg SR-74	South Leg Wasson Canyon Road	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

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Location: County of Riverside
N/S: Wasson Canyon Road
E/W: SR-74

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound Wasson Canyon Road			Westbound SR-74			Northbound Wasson Canyon Road			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Wasson Canyon Road			Westbound SR-74			Northbound Wasson Canyon Road			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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County of Riverside
N/S: SR-74
E/W: Meadowbrook Ave / Greenwalk Ave
Weather: Clear

File Name : 09_CRV_74_Greenwald_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

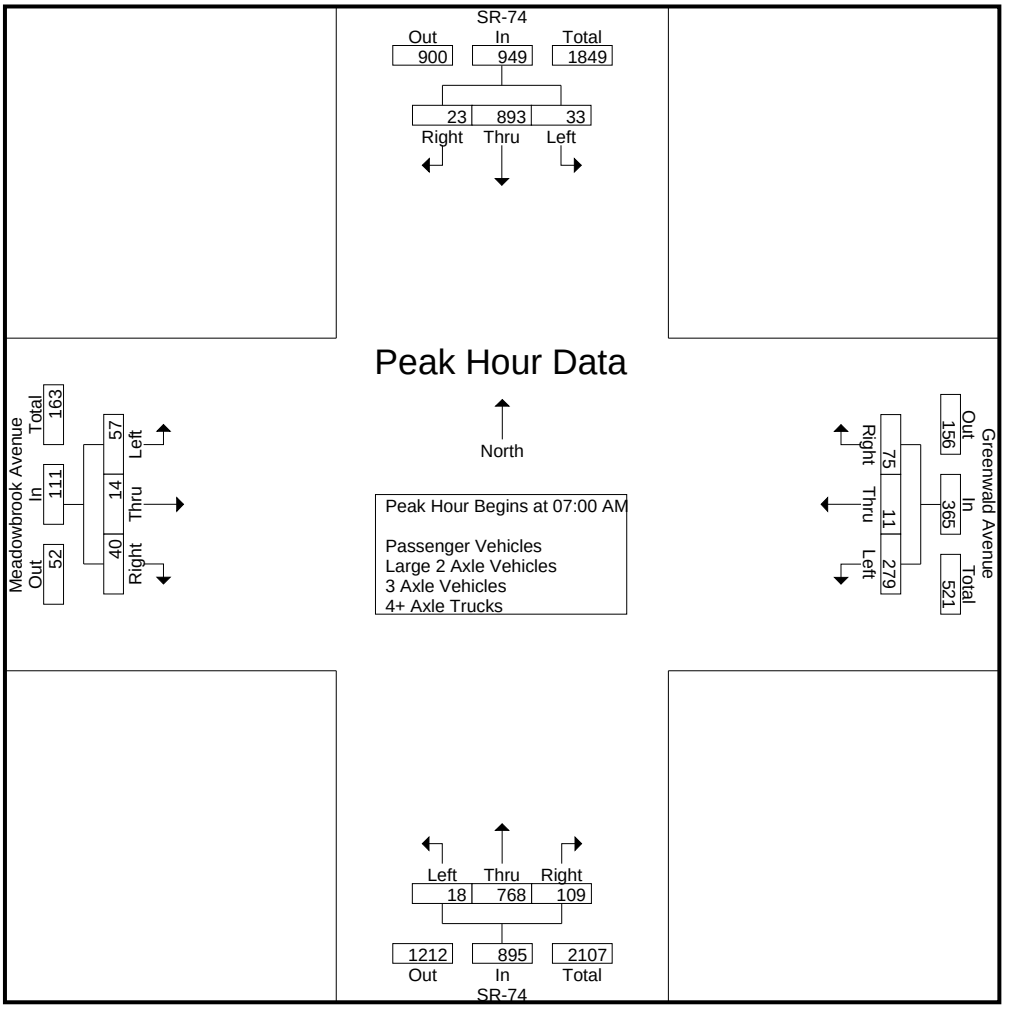
	SR-74 Southbound				Greenwald Avenue Westbound				SR-74 Northbound				Meadowbrook Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	233	4	248	87	3	20	110	5	206	17	228	10	2	9	21	607
07:15 AM	10	207	5	222	70	2	21	93	4	218	30	252	17	6	12	35	602
07:30 AM	4	225	5	234	66	0	18	84	6	186	37	229	12	5	7	24	571
07:45 AM	8	228	9	245	56	6	16	78	3	158	25	186	18	1	12	31	540
Total	33	893	23	949	279	11	75	365	18	768	109	895	57	14	40	111	2320
08:00 AM	8	217	13	238	39	0	18	57	4	152	31	187	7	5	7	19	501
08:15 AM	6	215	9	230	44	1	13	58	2	157	19	178	7	2	2	11	477
08:30 AM	7	186	4	197	36	2	10	48	5	116	26	147	10	0	6	16	408
08:45 AM	6	189	2	197	27	3	6	36	3	115	22	140	2	1	9	12	385
Total	27	807	28	862	146	6	47	199	14	540	98	652	26	8	24	58	1771
Grand Total	60	1700	51	1811	425	17	122	564	32	1308	207	1547	83	22	64	169	4091
Apprch %	3.3	93.9	2.8		75.4	3	21.6		2.1	84.6	13.4		49.1	13	37.9		
Total %	1.5	41.6	1.2	44.3	10.4	0.4	3	13.8	0.8	32	5.1	37.8	2	0.5	1.6	4.1	
Passenger Vehicles	59	1573	48	1680	417	16	122	555	32	1204	201	1437	74	22	62	158	3830
% Passenger Vehicles	98.3	92.5	94.1	92.8	98.1	94.1	100	98.4	100	92	97.1	92.9	89.2	100	96.9	93.5	93.6
Large 2 Axle Vehicles	1	45	3	49	7	1	0	8	0	35	6	41	5	0	1	6	104
% Large 2 Axle Vehicles	1.7	2.6	5.9	2.7	1.6	5.9	0	1.4	0	2.7	2.9	2.7	6	0	1.6	3.6	2.5
3 Axle Vehicles	0	36	0	36	0	0	0	0	0	42	0	42	0	0	0	0	78
% 3 Axle Vehicles	0	2.1	0	2	0	0	0	0	0	3.2	0	2.7	0	0	0	0	1.9
4+ Axle Trucks	0	46	0	46	1	0	0	1	0	27	0	27	4	0	1	5	79
% 4+ Axle Trucks	0	2.7	0	2.5	0.2	0	0	0.2	0	2.1	0	1.7	4.8	0	1.6	3	1.9

	SR-74 Southbound				Greenwald Avenue Westbound				SR-74 Northbound				Meadowbrook Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**11**	**233**	4	**248**	**87**	3	20	**110**	5	206	17	228	10	2	9	21	**607**
07:15 AM	10	207	5	222	70	2	**21**	93	4	**218**	30	**252**	17	**6**	**12**	**35**	602
07:30 AM	4	225	5	234	66	0	18	84	**6**	186	**37**	229	12	5	7	24	571
07:45 AM	8	228	**9**	245	56	**6**	16	78	3	158	25	186	**18**	1	12	31	540
Total Volume	33	893	23	949	279	11	75	365	18	768	109	895	57	14	40	111	2320
% App. Total	3.5	94.1	2.4		76.4	3	20.5		2	85.8	12.2		51.4	12.6	36		
PHF	.750	.958	.639	.957	.802	.458	.893	.830	.750	.881	.736	.888	.792	.583	.833	.793	.956

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County of Riverside
N/S: SR-74
E/W: Meadowbrook Ave / Greenwalk Ave
Weather: Clear

File Name : 09_CRV_74_Greenwald_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**11**	**233**	4	**248**	**87**	3	20	**110**	5	206	17	228	10	2	9	21
+15 mins.	10	207	5	222	70	2	**21**	93	4	**218**	30	**252**	17	**6**	**12**	**35**
+30 mins.	4	225	5	234	66	0	18	84	**6**	186	**37**	229	12	5	7	24
+45 mins.	8	228	**9**	245	56	**6**	16	78	3	158	25	186	**18**	1	12	31
Total Volume	33	893	23	949	279	11	75	365	18	768	109	895	57	14	40	111
% App. Total	3.5	94.1	2.4		76.4	3	20.5		2	85.8	12.2		51.4	12.6	36	
PHF	.750	.958	.639	.957	.802	.458	.893	.830	.750	.881	.736	.888	.792	.583	.833	.793

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File Name : 09_CRV_74_Greenwald_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

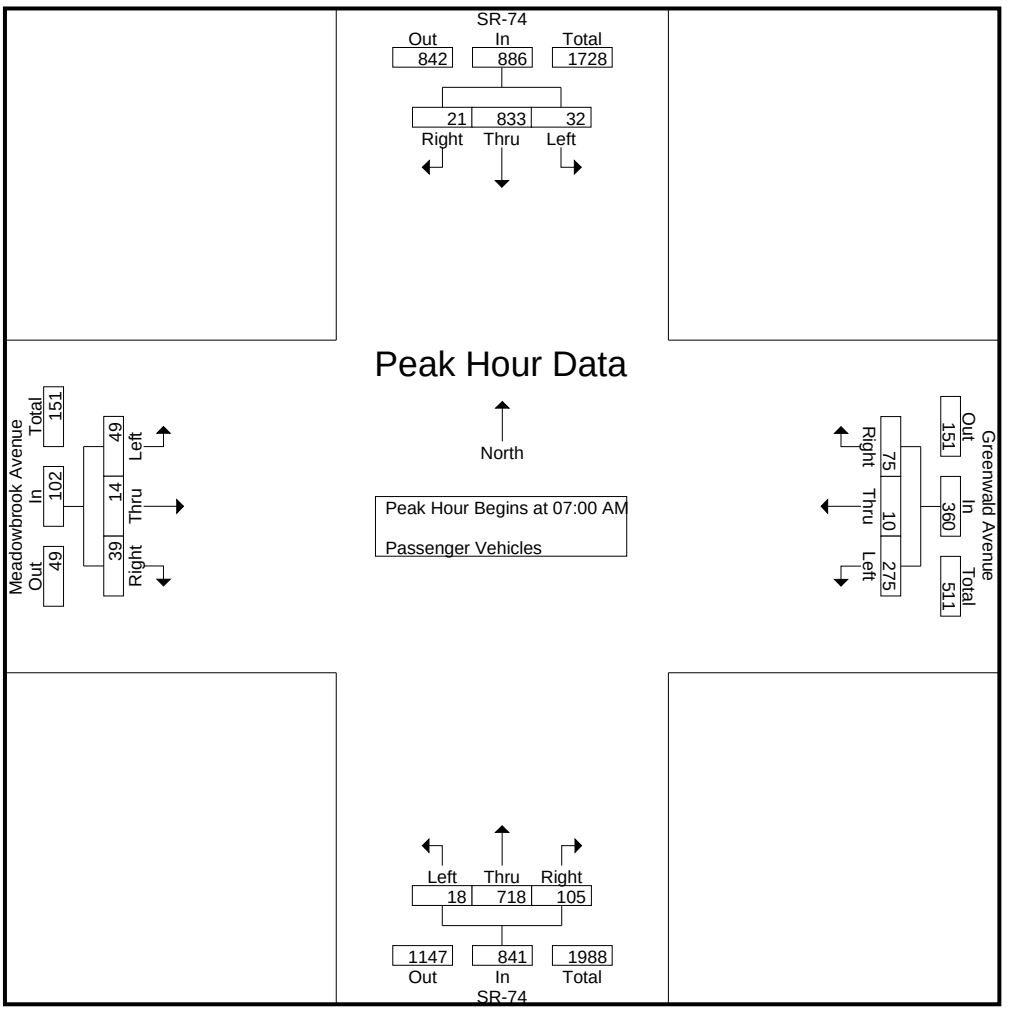
	SR-74 Southbound				Greenwald Avenue Westbound				SR-74 Northbound				Meadowbrook Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	215	4	229	87	2	20	109	5	199	16	220	10	2	9	21	579
07:15 AM	10	194	5	209	68	2	21	91	4	203	30	237	16	6	12	34	571
07:30 AM	4	205	3	212	65	0	18	83	6	175	35	216	11	5	7	23	534
07:45 AM	8	219	9	236	55	6	16	77	3	141	24	168	12	1	11	24	505
Total	32	833	21	886	275	10	75	360	18	718	105	841	49	14	39	102	2189
08:00 AM	8	200	13	221	37	0	18	55	4	142	30	176	7	5	7	19	471
08:15 AM	6	199	8	213	44	1	13	58	2	144	19	165	7	2	2	11	447
08:30 AM	7	171	4	182	36	2	10	48	5	104	25	134	9	0	6	15	379
08:45 AM	6	170	2	178	25	3	6	34	3	96	22	121	2	1	8	11	344
Total	27	740	27	794	142	6	47	195	14	486	96	596	25	8	23	56	1641
Grand Total	59	1573	48	1680	417	16	122	555	32	1204	201	1437	74	22	62	158	3830
Apprch %	3.5	93.6	2.9		75.1	2.9	22		2.2	83.8	14		46.8	13.9	39.2		
Total %	1.5	41.1	1.3	43.9	10.9	0.4	3.2	14.5	0.8	31.4	5.2	37.5	1.9	0.6	1.6	4.1	

	SR-74 Southbound				Greenwald Avenue Westbound				SR-74 Northbound				Meadowbrook Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**10**	215	4	229	**87**	2	20	**109**	5	199	16	220	10	2	9	21	**579**
07:15 AM	10	194	5	209	68	2	**21**	91	4	**203**	30	**237**	**16**	**6**	**12**	**34**	571
07:30 AM	4	205	3	212	65	0	18	83	**6**	175	**35**	216	11	5	7	23	534
07:45 AM	8	**219**	**9**	**236**	55	**6**	16	77	3	141	24	168	12	1	11	24	505
Total Volume	32	833	21	886	275	10	75	360	18	718	105	841	49	14	39	102	2189
% App. Total	3.6	94	2.4		76.4	2.8	20.8		2.1	85.4	12.5		48	13.7	38.2		
PHF	.800	.951	.583	.939	.790	.417	.893	.826	.750	.884	.750	.887	.766	.583	.813	.750	.945

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County of Riverside
N/S: SR-74
E/W: Meadowbrook Ave / Greenwalk Ave
Weather: Clear

File Name : 09_CRV_74_Greenwald_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**10**	215	4	229	**87**	2	20	**109**	5	199	16	220	10	2	9	21
+15 mins.	10	194	5	209	68	2	**21**	91	4	**203**	30	**237**	**16**	**6**	**12**	**34**
+30 mins.	4	205	3	212	65	0	18	83	**6**	175	**35**	216	11	5	7	23
+45 mins.	8	**219**	**9**	**236**	55	**6**	16	77	3	141	24	168	12	1	11	24
Total Volume	32	833	21	886	275	10	75	360	18	718	105	841	49	14	39	102
% App. Total	3.6	94	2.4		76.4	2.8	20.8		2.1	85.4	12.5		48	13.7	38.2	
PHF	.800	.951	.583	.939	.790	.417	.893	.826	.750	.884	.750	.887	.766	.583	.813	.750

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County of Riverside
N/S: SR-74
E/W: Meadowbrook Ave / Greenwalk Ave
Weather: Clear

File Name : 09_CRV_74_Greenwald_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

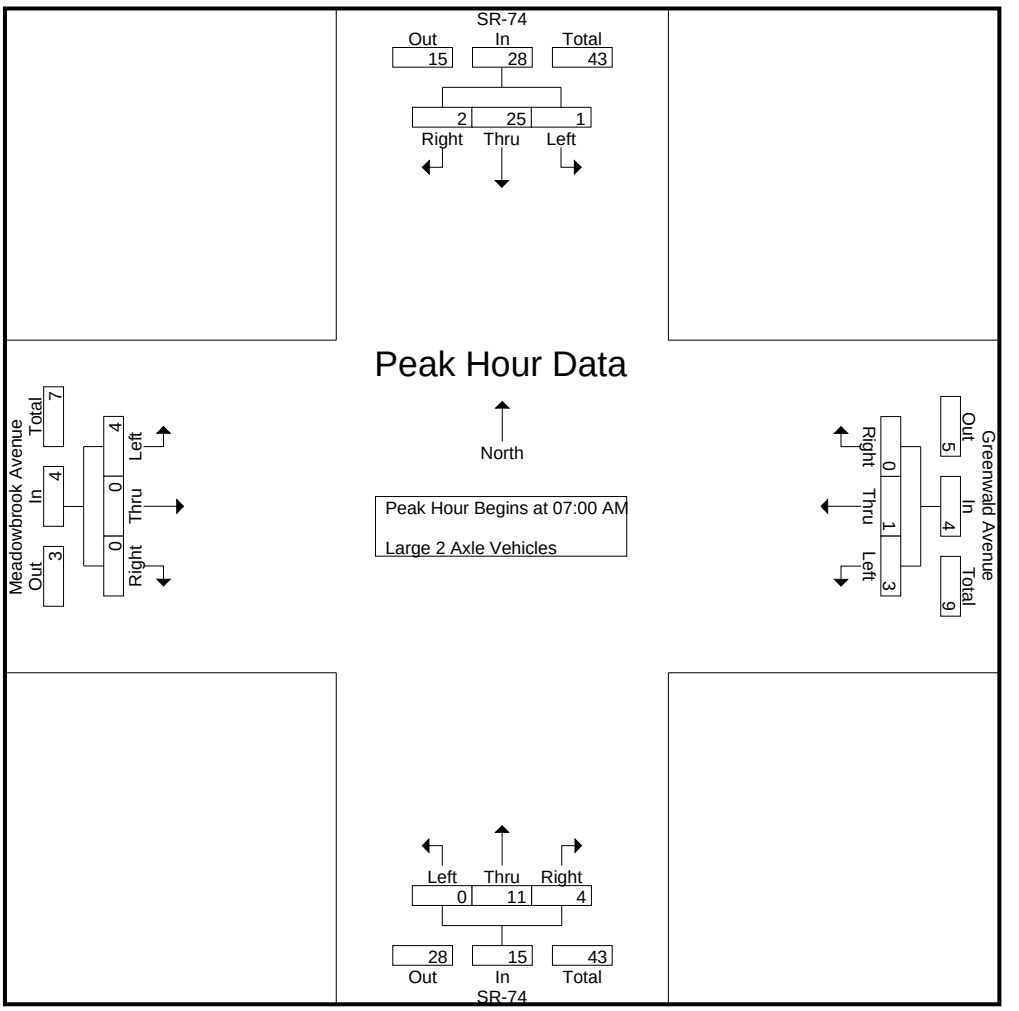
	SR-74 Southbound				Greenwald Avenue Westbound				SR-74 Northbound				Meadowbrook Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	8	0	9	0	1	0	1	0	1	1	2	0	0	0	0	12
07:15 AM	0	5	0	5	1	0	0	1	0	4	0	4	1	0	0	1	11
07:30 AM	0	9	2	11	1	0	0	1	0	3	2	5	1	0	0	1	18
07:45 AM	0	3	0	3	1	0	0	1	0	3	1	4	2	0	0	2	10
Total	1	25	2	28	3	1	0	4	0	11	4	15	4	0	0	4	51
08:00 AM	0	6	0	6	2	0	0	2	0	3	1	4	0	0	0	0	12
08:15 AM	0	5	1	6	0	0	0	0	0	5	0	5	0	0	0	0	11
08:30 AM	0	6	0	6	0	0	0	0	0	6	1	7	1	0	0	1	14
08:45 AM	0	3	0	3	2	0	0	2	0	10	0	10	0	0	1	1	16
Total	0	20	1	21	4	0	0	4	0	24	2	26	1	0	1	2	53
Grand Total	1	45	3	49	7	1	0	8	0	35	6	41	5	0	1	6	104
Apprch %	2	91.8	6.1		87.5	12.5	0		0	85.4	14.6		83.3	0	16.7		
Total %	1	43.3	2.9	47.1	6.7	1	0	7.7	0	33.7	5.8	39.4	4.8	0	1	5.8	

	SR-74 Southbound				Greenwald Avenue Westbound				SR-74 Northbound				Meadowbrook Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	8	0	9	0	**1**	0	**1**	0	1	1	2	0	0	0	0	12
07:15 AM	0	5	0	5	**1**	0	0	1	0	**4**	0	4	1	0	0	1	11
07:30 AM	0	**9**	**2**	**11**	1	0	0	1	0	3	**2**	**5**	1	0	0	1	**18**
07:45 AM	0	3	0	3	1	0	0	1	0	3	1	4	**2**	0	0	**2**	10
Total Volume	1	25	2	28	3	1	0	4	0	11	4	15	4	0	0	4	51
% App. Total	3.6	89.3	7.1		75	25	0		0	73.3	26.7		100	0	0		
PHF	.250	.694	.250	.636	.750	.250	.000	1.00	.000	.688	.500	.750	.500	.000	.000	.500	.708

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County of Riverside
N/S: SR-74
E/W: Meadowbrook Ave / Greenwalk Ave
Weather: Clear

File Name : 09_CRV_74_Greenwald_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**1**	8	0	9	0	**1**	0	**1**	0	1	1	2	0	0	0	0
+15 mins.	0	5	0	5	**1**	0	0	1	0	**4**	0	4	1	0	0	1
+30 mins.	0	**9**	**2**	**11**	1	0	0	1	0	3	**2**	**5**	1	0	0	1
+45 mins.	0	3	0	3	1	0	0	1	0	3	1	4	**2**	0	0	**2**
Total Volume	1	25	2	28	3	1	0	4	0	11	4	15	4	0	0	4
% App. Total	3.6	89.3	7.1		75	25	0		0	73.3	26.7		100	0	0	
PHF	.250	.694	.250	.636	.750	.250	.000	1.000	.000	.688	.500	.750	.500	.000	.000	.500

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E/W: Meadowbrook Ave / Greenwalk Ave
Weather: Clear

File Name : 09_CRV_74_Greenwald_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

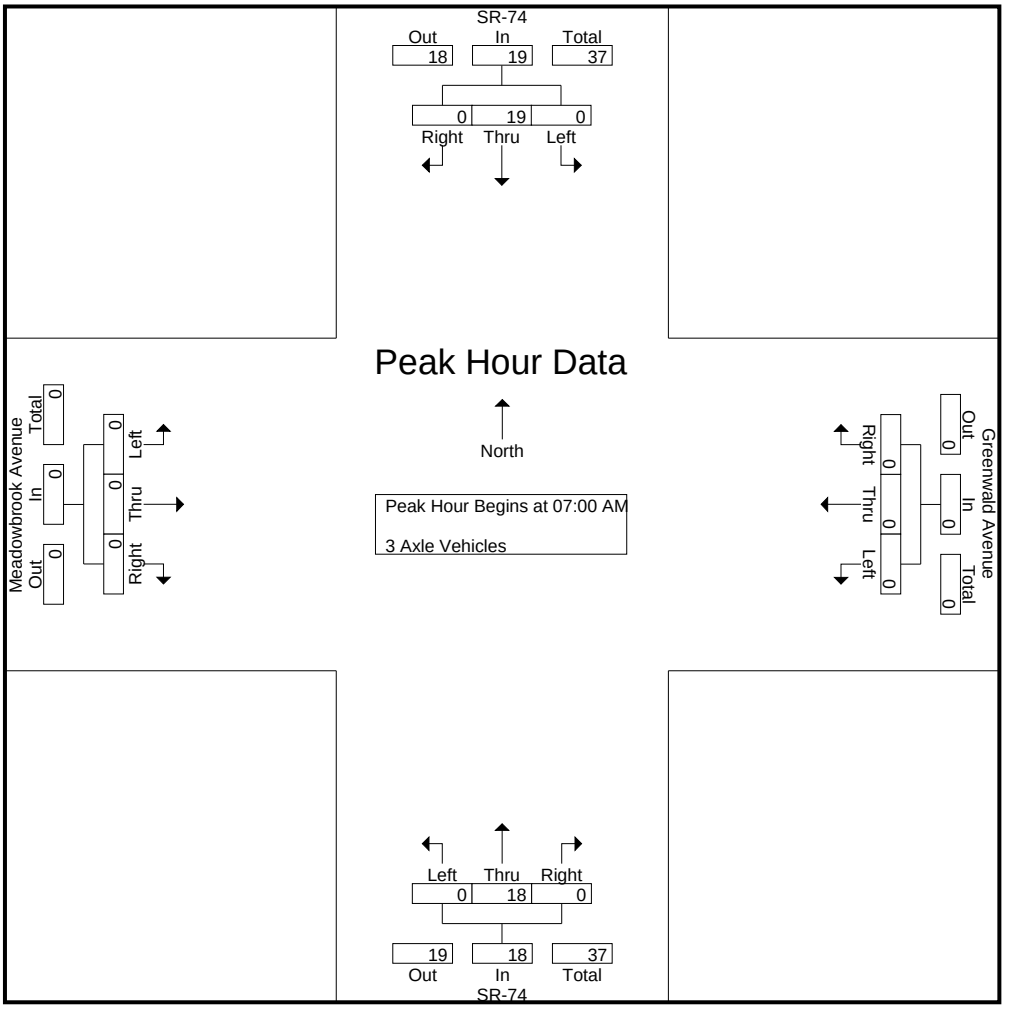
	SR-74 Southbound				Greenwald Avenue Westbound				SR-74 Northbound				Meadowbrook Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	6	0	6	0	0	0	0	0	4	0	4	0	0	0	0	10
07:15 AM	0	6	0	6	0	0	0	0	0	6	0	6	0	0	0	0	12
07:30 AM	0	6	0	6	0	0	0	0	0	3	0	3	0	0	0	0	9
07:45 AM	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
Total	0	19	0	19	0	0	0	0	0	18	0	18	0	0	0	0	37
08:00 AM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
08:15 AM	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0	9
08:30 AM	0	2	0	2	0	0	0	0	0	6	0	6	0	0	0	0	8
08:45 AM	0	7	0	7	0	0	0	0	0	8	0	8	0	0	0	0	15
Total	0	17	0	17	0	0	0	0	0	24	0	24	0	0	0	0	41
Grand Total	0	36	0	36	0	0	0	0	0	42	0	42	0	0	0	0	78
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	46.2	0	46.2	0	0	0	0	0	53.8	0	53.8	0	0	0	0	

	SR-74 Southbound				Greenwald Avenue Westbound				SR-74 Northbound				Meadowbrook Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**6**	0	**6**	0	0	0	0	0	4	0	4	0	0	0	0	10
07:15 AM	0	6	0	6	0	0	0	0	0	**6**	0	**6**	0	0	0	0	**12**
07:30 AM	0	6	0	6	0	0	0	0	0	3	0	3	0	0	0	0	9
07:45 AM	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
Total Volume	0	19	0	19	0	0	0	0	0	18	0	18	0	0	0	0	37
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.792	.000	.792	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.771

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County of Riverside
N/S: SR-74
E/W: Meadowbrook Ave / Greenwalk Ave
Weather: Clear

File Name : 09_CRV_74_Greenwald_AM
Site Code : 00322418
Start Date : 5/12/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**6**	0	**6**	0	0	0	0	0	4	0	4	0	0	0	0
+15 mins.	0	6	0	6	0	0	0	0	0	**6**	0	**6**	0	0	0	0
+30 mins.	0	6	0	6	0	0	0	0	0	3	0	3	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0
Total Volume	0	19	0	19	0	0	0	0	0	18	0	18	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.792	.000	.792	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000

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County of Riverside
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File Name : 09_CRV_74_Greenwald_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

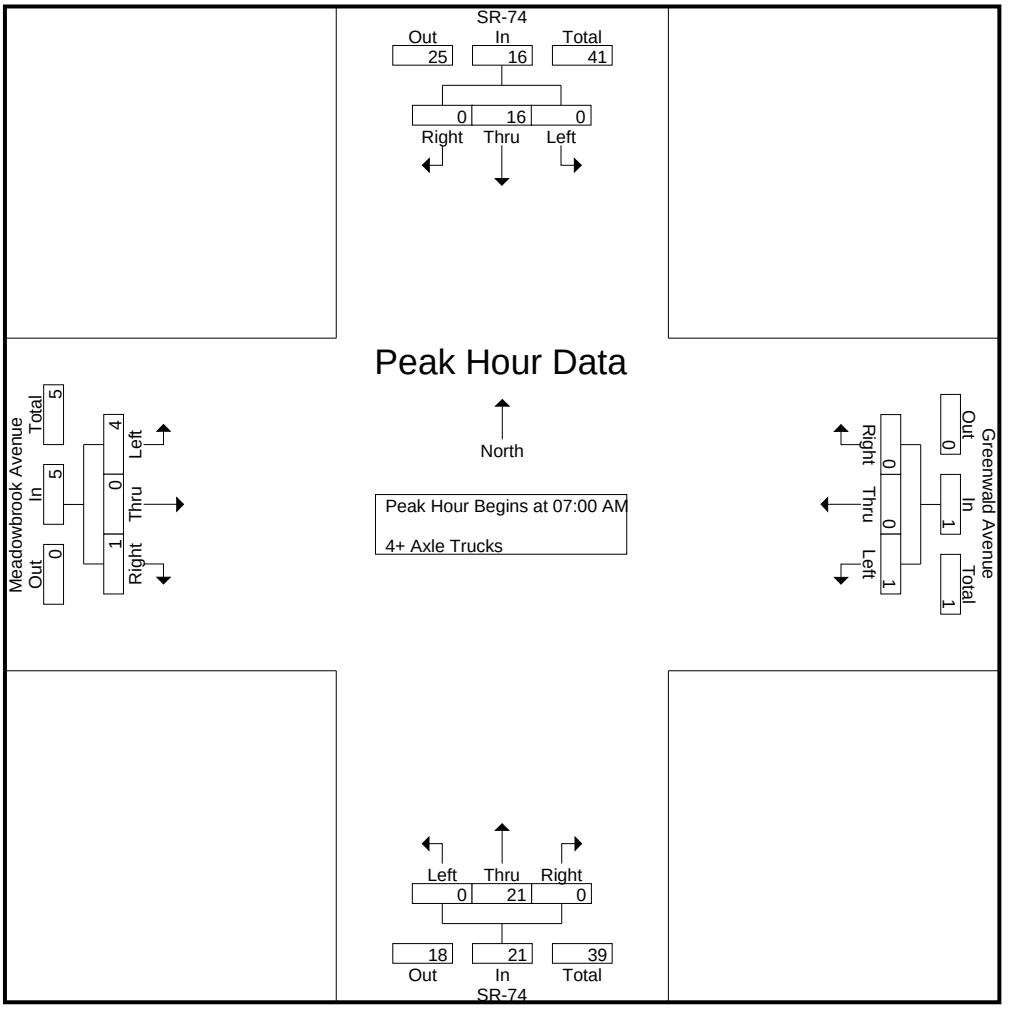
	SR-74 Southbound				Greenwald Avenue Westbound				SR-74 Northbound				Meadowbrook Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
07:15 AM	0	2	0	2	1	0	0	1	0	5	0	5	0	0	0	0	8
07:30 AM	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
07:45 AM	0	5	0	5	0	0	0	0	0	9	0	9	4	0	1	5	19
Total	0	16	0	16	1	0	0	1	0	21	0	21	4	0	1	5	43
08:00 AM	0	6	0	6	0	0	0	0	0	3	0	3	0	0	0	0	9
08:15 AM	0	8	0	8	0	0	0	0	0	2	0	2	0	0	0	0	10
08:30 AM	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
08:45 AM	0	9	0	9	0	0	0	0	0	1	0	1	0	0	0	0	10
Total	0	30	0	30	0	0	0	0	0	6	0	6	0	0	0	0	36
Grand Total	0	46	0	46	1	0	0	1	0	27	0	27	4	0	1	5	79
Apprch %	0	100	0		100	0	0		0	100	0		80	0	20		
Total %	0	58.2	0	58.2	1.3	0	0	1.3	0	34.2	0	34.2	5.1	0	1.3	6.3	

	SR-74 Southbound				Greenwald Avenue Westbound				SR-74 Northbound				Meadowbrook Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
07:15 AM	0	2	0	2	**1**	0	0	**1**	0	5	0	5	0	0	0	0	8
07:30 AM	0	**5**	0	**5**	0	0	0	0	0	5	0	5	0	0	0	0	10
07:45 AM	0	5	0	5	0	0	0	0	0	**9**	0	**9**	**4**	0	**1**	**5**	**19**
Total Volume	0	16	0	16	1	0	0	1	0	21	0	21	4	0	1	5	43
% App. Total	0	100	0		100	0	0		0	100	0		80	0	20		
PHF	.000	.800	.000	.800	.250	.000	.000	.250	.000	.583	.000	.583	.250	.000	.250	.250	.566

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County of Riverside
N/S: SR-74
E/W: Meadowbrook Ave / Greenwalk Ave
Weather: Clear

File Name : 09_CRV_74_Greenwald_AM
Site Code : 00322418
Start Date : 5/12/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	2	0	2	**1**	0	0	**1**	0	5	0	5	0	0	0	0
+30 mins.	0	**5**	0	**5**	0	0	0	0	0	5	0	5	0	0	0	0
+45 mins.	0	5	0	5	0	0	0	0	0	**9**	0	**9**	**4**	0	**1**	**5**
Total Volume	0	16	0	16	1	0	0	1	0	21	0	21	4	0	1	5
% App. Total	0	100	0		100	0	0		0	100	0		80	0	20	
PHF	.000	.800	.000	.800	.250	.000	.000	.250	.000	.583	.000	.583	.250	.000	.250	.250

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County of Riverside
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E/W: Meadowbrook Ave / Greenwalk Ave
Weather: Clear

File Name : 09_CRV_74_Greenwald_PM
Site Code : 00322418
Start Date : 5/12/2022

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

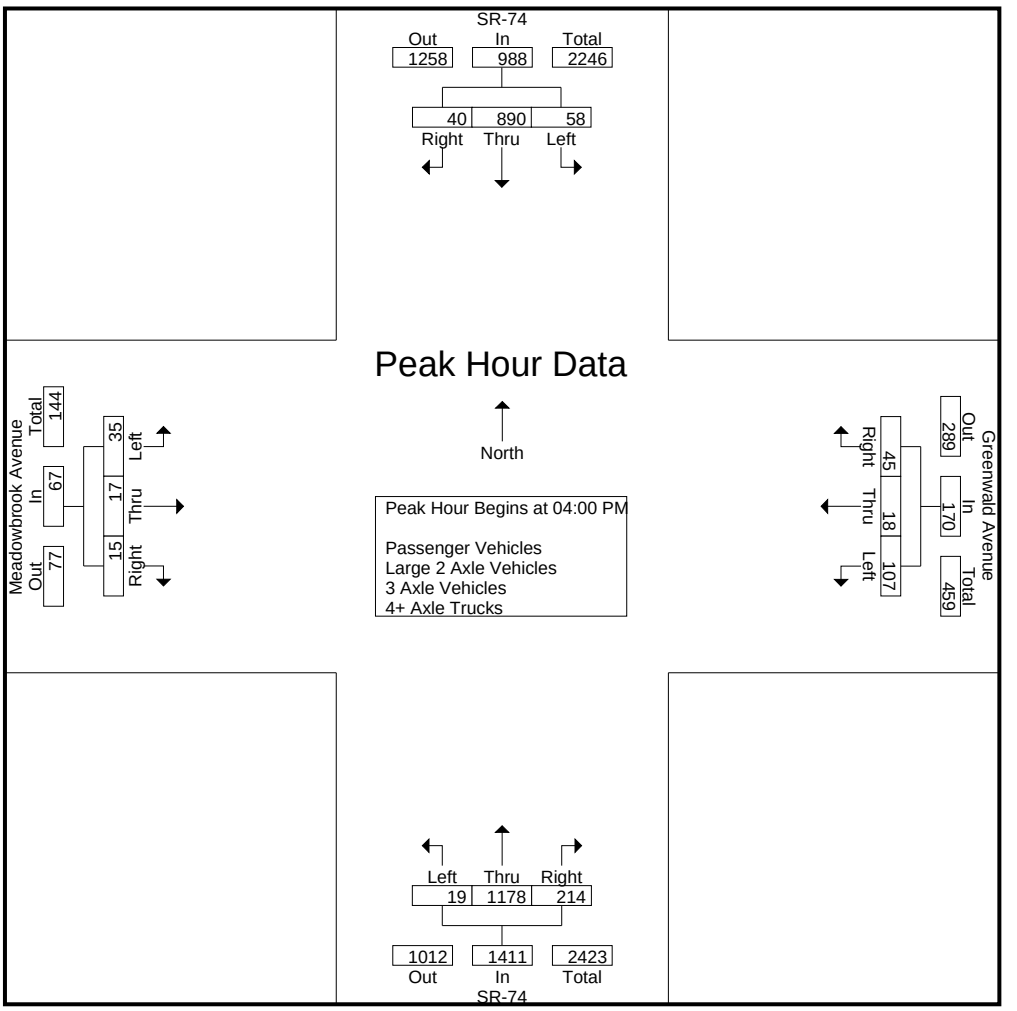
	SR-74 Southbound				Greenwald Avenue Westbound				SR-74 Northbound				Meadowbrook Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	17	233	8	258	30	7	13	50	10	315	46	371	7	6	3	16	695
04:15 PM	16	212	15	243	20	3	13	36	4	291	60	355	14	4	6	24	658
04:30 PM	14	232	7	253	31	4	12	47	2	251	42	295	6	1	3	10	605
04:45 PM	11	213	10	234	26	4	7	37	3	321	66	390	8	6	3	17	678
Total	58	890	40	988	107	18	45	170	19	1178	214	1411	35	17	15	67	2636
05:00 PM	14	193	13	220	29	3	9	41	6	264	61	331	7	3	4	14	606
05:15 PM	19	253	8	280	28	3	13	44	4	326	55	385	8	2	4	14	723
05:30 PM	14	238	11	263	32	0	13	45	7	254	38	299	9	3	6	18	625
05:45 PM	14	205	11	230	33	1	7	41	7	266	55	328	5	2	6	13	612
Total	61	889	43	993	122	7	42	171	24	1110	209	1343	29	10	20	59	2566
Grand Total	119	1779	83	1981	229	25	87	341	43	2288	423	2754	64	27	35	126	5202
Apprch %	6	89.8	4.2		67.2	7.3	25.5		1.6	83.1	15.4		50.8	21.4	27.8		
Total %	2.3	34.2	1.6	38.1	4.4	0.5	1.7	6.6	0.8	44	8.1	52.9	1.2	0.5	0.7	2.4	
Passenger Vehicles	118	1720	82	1920	225	25	84	334	40	2200	419	2659	62	26	33	121	5034
% Passenger Vehicles	99.2	96.7	98.8	96.9	98.3	100	96.6	97.9	93	96.2	99.1	96.6	96.9	96.3	94.3	96	96.8
Large 2 Axle Vehicles	0	20	1	21	2	0	0	2	2	25	4	31	2	1	0	3	57
% Large 2 Axle Vehicles	0	1.1	1.2	1.1	0.9	0	0	0.6	4.7	1.1	0.9	1.1	3.1	3.7	0	2.4	1.1
3 Axle Vehicles	1	13	0	14	2	0	1	3	1	20	0	21	0	0	2	2	40
% 3 Axle Vehicles	0.8	0.7	0	0.7	0.9	0	1.1	0.9	2.3	0.9	0	0.8	0	0	5.7	1.6	0.8
4+ Axle Trucks	0	26	0	26	0	0	2	2	0	43	0	43	0	0	0	0	71
% 4+ Axle Trucks	0	1.5	0	1.3	0	0	2.3	0.6	0	1.9	0	1.6	0	0	0	0	1.4

	SR-74 Southbound				Greenwald Avenue Westbound				SR-74 Northbound				Meadowbrook Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**17**	**233**	8	**258**	30	**7**	**13**	**50**	**10**	315	46	371	7	**6**	3	16	**695**
04:15 PM	16	212	**15**	243	20	3	13	36	4	291	60	355	**14**	4	**6**	**24**	658
04:30 PM	14	232	7	253	**31**	4	12	47	2	251	42	295	6	1	3	10	605
04:45 PM	11	213	10	234	26	4	7	37	3	**321**	**66**	**390**	8	6	3	17	678
Total Volume	58	890	40	988	107	18	45	170	19	1178	214	1411	35	17	15	67	2636
% App. Total	5.9	90.1	4		62.9	10.6	26.5		1.3	83.5	15.2		52.2	25.4	22.4		
PHF	.853	.955	.667	.957	.863	.643	.865	.850	.475	.917	.811	.904	.625	.708	.625	.698	.948

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File Name : 09_CRV_74_Greenwald_PM
Site Code : 00322418
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				04:00 PM				04:00 PM			
+0 mins.	11	213	10	234	29	**3**	9	41	**10**	315	46	371	7	**6**	3	16
+15 mins.	14	193	**13**	220	28	3	**13**	44	4	291	60	355	**14**	4	**6**	**24**
+30 mins.	**19**	**253**	8	**280**	32	0	13	**45**	2	251	42	295	6	1	3	10
+45 mins.	14	238	11	263	**33**	1	7	41	3	**321**	**66**	**390**	8	6	3	17
Total Volume	58	897	42	997	122	7	42	171	19	1178	214	1411	35	17	15	67
% App. Total	5.8	90	4.2		71.3	4.1	24.6		1.3	83.5	15.2		52.2	25.4	22.4	
PHF	.763	.886	.808	.890	.924	.583	.808	.950	.475	.917	.811	.904	.625	.708	.625	.698

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File Name : 09_CRV_74_Greenwald_PM
Site Code : 00322418
Start Date : 5/12/2022
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Groups Printed- Passenger Vehicles

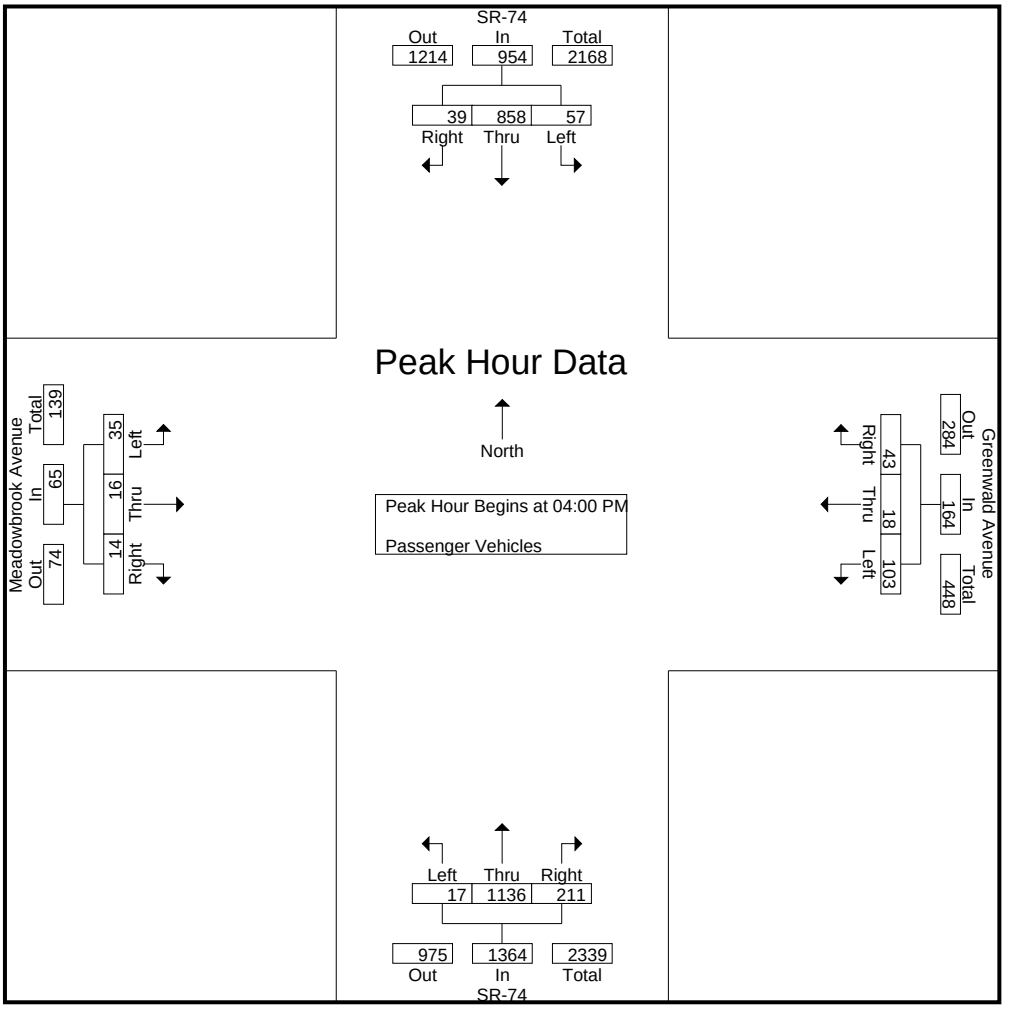
	SR-74 Southbound				Greenwald Avenue Westbound				SR-74 Northbound				Meadowbrook Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	17	222	8	247	27	7	12	46	10	308	45	363	7	6	3	16	672
04:15 PM	15	206	15	236	19	3	13	35	3	277	60	340	14	4	6	24	635
04:30 PM	14	224	7	245	31	4	11	46	2	241	41	284	6	1	2	9	584
04:45 PM	11	206	9	226	26	4	7	37	2	310	65	377	8	5	3	16	656
Total	57	858	39	954	103	18	43	164	17	1136	211	1364	35	16	14	65	2547
05:00 PM	14	189	13	216	29	3	9	41	6	246	60	312	6	3	3	12	581
05:15 PM	19	244	8	271	28	3	12	43	4	318	55	377	7	2	4	13	704
05:30 PM	14	229	11	254	32	0	13	45	6	246	38	290	9	3	6	18	607
05:45 PM	14	200	11	225	33	1	7	41	7	254	55	316	5	2	6	13	595
Total	61	862	43	966	122	7	41	170	23	1064	208	1295	27	10	19	56	2487
Grand Total	118	1720	82	1920	225	25	84	334	40	2200	419	2659	62	26	33	121	5034
Apprch %	6.1	89.6	4.3		67.4	7.5	25.1		1.5	82.7	15.8		51.2	21.5	27.3		
Total %	2.3	34.2	1.6	38.1	4.5	0.5	1.7	6.6	0.8	43.7	8.3	52.8	1.2	0.5	0.7	2.4	

	SR-74 Southbound				Greenwald Avenue Westbound				SR-74 Northbound				Meadowbrook Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**17**	222	8	**247**	27	**7**	12	**46**	**10**	308	45	363	7	**6**	3	16	**672**
04:15 PM	15	206	**15**	236	19	3	**13**	35	3	277	60	340	**14**	4	**6**	**24**	635
04:30 PM	14	**224**	7	245	**31**	4	11	46	2	241	41	284	6	1	2	9	584
04:45 PM	11	206	9	226	26	4	7	37	2	**310**	**65**	**377**	8	5	3	16	656
Total Volume	57	858	39	954	103	18	43	164	17	1136	211	1364	35	16	14	65	2547
% App. Total	6	89.9	4.1		62.8	11	26.2		1.2	83.3	15.5		53.8	24.6	21.5		
PHF	.838	.958	.650	.966	.831	.643	.827	.891	.425	.916	.812	.905	.625	.667	.583	.677	.948

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File Name : 09_CRV_74_Greenwald_PM
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**17**	222	8	**247**	27	**7**	12	**46**	**10**	308	45	363	7	**6**	3	16
+15 mins.	15	206	**15**	236	19	3	**13**	35	3	277	60	340	**14**	4	**6**	**24**
+30 mins.	14	**224**	7	245	**31**	4	11	46	2	241	41	284	6	1	2	9
+45 mins.	11	206	9	226	26	4	7	37	2	**310**	**65**	**377**	8	5	3	16
Total Volume	57	858	39	954	103	18	43	164	17	1136	211	1364	35	16	14	65
% App. Total	6	89.9	4.1		62.8	11	26.2		1.2	83.3	15.5		53.8	24.6	21.5	
PHF	.838	.958	.650	.966	.831	.643	.827	.891	.425	.916	.812	.905	.625	.667	.583	.677

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File Name : 09_CRV_74_Greenwald_PM
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Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

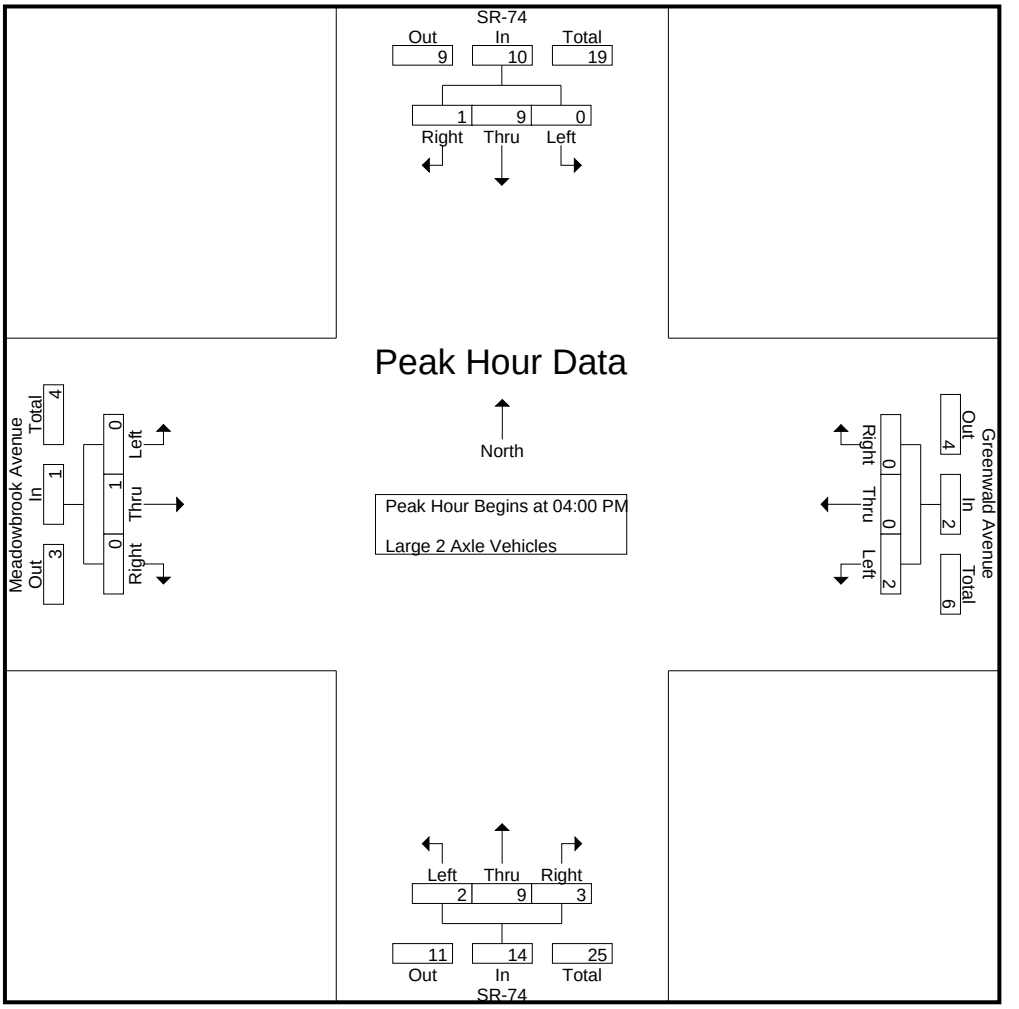
	SR-74 Southbound				Greenwald Avenue Westbound				SR-74 Northbound				Meadowbrook Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	0	4	2	0	0	2	0	1	1	2	0	0	0	0	8
04:15 PM	0	1	0	1	0	0	0	0	1	2	0	3	0	0	0	0	4
04:30 PM	0	3	0	3	0	0	0	0	0	4	1	5	0	0	0	0	8
04:45 PM	0	1	1	2	0	0	0	0	1	2	1	4	0	1	0	1	7
Total	0	9	1	10	2	0	0	2	2	9	3	14	0	1	0	1	27
05:00 PM	0	1	0	1	0	0	0	0	0	10	1	11	1	0	0	1	13
05:15 PM	0	3	0	3	0	0	0	0	0	2	0	2	1	0	0	1	6
05:30 PM	0	6	0	6	0	0	0	0	0	2	0	2	0	0	0	0	8
05:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	11	0	11	0	0	0	0	0	16	1	17	2	0	0	2	30
Grand Total	0	20	1	21	2	0	0	2	2	25	4	31	2	1	0	3	57
Apprch %	0	95.2	4.8		100	0	0		6.5	80.6	12.9		66.7	33.3	0		
Total %	0	35.1	1.8	36.8	3.5	0	0	3.5	3.5	43.9	7	54.4	3.5	1.8	0	5.3	

	SR-74 Southbound				Greenwald Avenue Westbound				SR-74 Northbound				Meadowbrook Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**4**	0	**4**	**2**	0	0	**2**	0	1	**1**	2	0	0	0	0	**8**
04:15 PM	0	1	0	1	0	0	0	0	**1**	2	0	3	0	0	0	0	4
04:30 PM	0	3	0	3	0	0	0	0	0	**4**	1	**5**	0	0	0	0	8
04:45 PM	0	1	**1**	2	0	0	0	0	1	2	1	4	0	**1**	0	**1**	7
Total Volume	0	9	1	10	2	0	0	2	2	9	3	14	0	1	0	1	27
% App. Total	0	90	10		100	0	0		14.3	64.3	21.4		0	100	0		
PHF	.000	.563	.250	.625	.250	.000	.000	.250	.500	.563	.750	.700	.000	.250	.000	.250	.844

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County of Riverside
N/S: SR-74
E/W: Meadowbrook Ave / Greenwalk Ave
Weather: Clear

File Name : 09_CRV_74_Greenwald_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**4**	0	**4**	**2**	0	0	**2**	0	1	**1**	2	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	**1**	2	0	3	0	0	0	0
+30 mins.	0	3	0	3	0	0	0	0	0	**4**	1	**5**	0	0	0	0
+45 mins.	0	1	**1**	2	0	0	0	0	1	2	1	4	0	**1**	0	**1**
Total Volume	0	9	1	10	2	0	0	2	2	9	3	14	0	1	0	1
% App. Total	0	90	10		100	0	0		14.3	64.3	21.4		0	100	0	
PHF	.000	.563	.250	.625	.250	.000	.000	.250	.500	.563	.750	.700	.000	.250	.000	.250

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County of Riverside
N/S: SR-74
E/W: Meadowbrook Ave / Greenwalk Ave
Weather: Clear

File Name : 09_CRV_74_Greenwald_PM
Site Code : 00322418
Start Date : 5/12/2022

Groups Printed- 3 Axle Vehicles

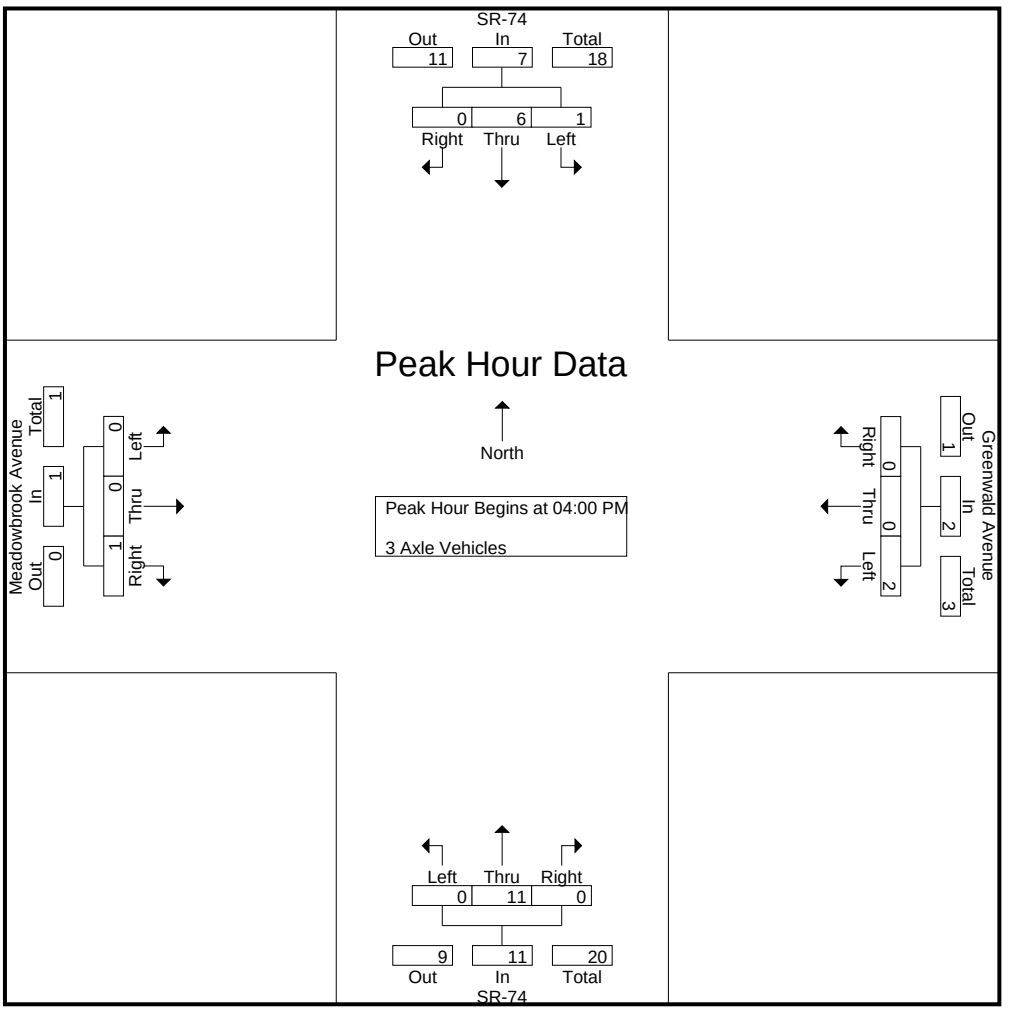
	SR-74 Southbound				Greenwald Avenue Westbound				SR-74 Northbound				Meadowbrook Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	1	0	0	1	0	2	0	2	0	0	0	0	4
04:15 PM	1	2	0	3	1	0	0	1	0	5	0	5	0	0	0	0	9
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
04:45 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Total	1	6	0	7	2	0	0	2	0	11	0	11	0	0	1	1	21
05:00 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	1	1	5
05:15 PM	0	1	0	1	0	0	1	1	0	3	0	3	0	0	0	0	5
05:30 PM	0	2	0	2	0	0	0	0	1	2	0	3	0	0	0	0	5
05:45 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total	0	7	0	7	0	0	1	1	1	9	0	10	0	0	1	1	19
Grand Total	1	13	0	14	2	0	1	3	1	20	0	21	0	0	2	2	40
Apprch %	7.1	92.9	0		66.7	0	33.3		4.8	95.2	0		0	0	100		
Total %	2.5	32.5	0	35	5	0	2.5	7.5	2.5	50	0	52.5	0	0	5	5	

	SR-74 Southbound				Greenwald Avenue Westbound				SR-74 Northbound				Meadowbrook Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	**1**	0	0	**1**	0	2	0	2	0	0	0	0	4
04:15 PM	**1**	**2**	0	**3**	1	0	0	1	0	**5**	0	**5**	0	0	0	0	**9**
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	**1**	**1**	3
04:45 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Total Volume	1	6	0	7	2	0	0	2	0	11	0	11	0	0	1	1	21
% App. Total	14.3	85.7	0		100	0	0		0	100	0		0	0	100		
PHF	.250	.750	.000	.583	.500	.000	.000	.500	.000	.550	.000	.550	.000	.000	.250	.250	.583

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County of Riverside
N/S: SR-74
E/W: Meadowbrook Ave / Greenwalk Ave
Weather: Clear

File Name : 09_CRV_74_Greenwald_PM
Site Code : 00322418
Start Date : 5/12/2022
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	**1**	0	0	**1**	0	2	0	2	0	0	0	0
+15 mins.	**1**	**2**	0	**3**	1	0	0	1	0	**5**	0	**5**	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	**1**	**1**
+45 mins.	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	1	6	0	7	2	0	0	2	0	11	0	11	0	0	1	1
% App. Total	14.3	85.7	0		100	0	0		0	100	0		0	0	100	
PHF	.250	.750	.000	.583	.500	.000	.000	.500	.000	.550	.000	.550	.000	.000	.250	.250

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County of Riverside
N/S: SR-74
E/W: Meadowbrook Ave / Greenwalk Ave
Weather: Clear

File Name : 09_CRV_74_Greenwald_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

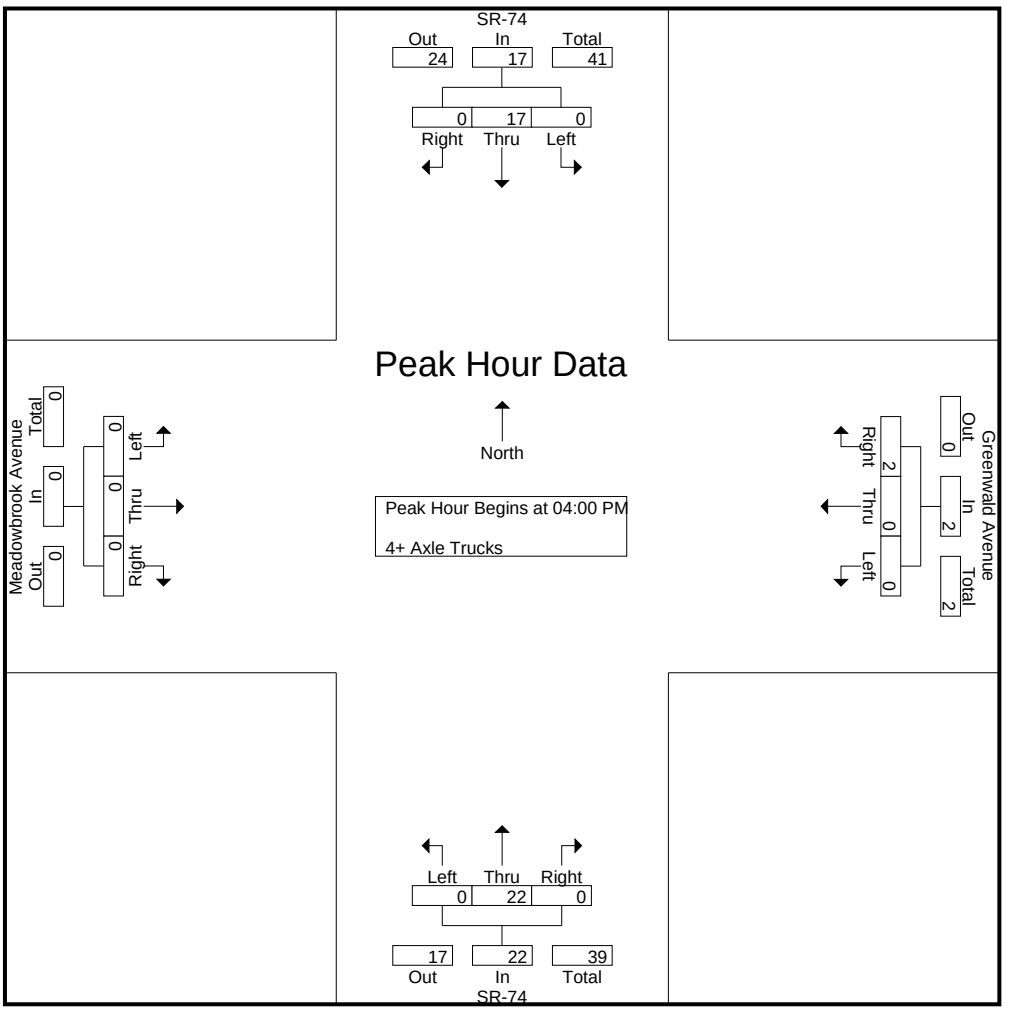
	SR-74 Southbound				Greenwald Avenue Westbound				SR-74 Northbound				Meadowbrook Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	6	0	6	0	0	1	1	0	4	0	4	0	0	0	0	11
04:15 PM	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0	10
04:30 PM	0	4	0	4	0	0	1	1	0	5	0	5	0	0	0	0	10
04:45 PM	0	4	0	4	0	0	0	0	0	6	0	6	0	0	0	0	10
Total	0	17	0	17	0	0	2	2	0	22	0	22	0	0	0	0	41
05:00 PM	0	1	0	1	0	0	0	0	0	6	0	6	0	0	0	0	7
05:15 PM	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
05:30 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
05:45 PM	0	2	0	2	0	0	0	0	0	8	0	8	0	0	0	0	10
Total	0	9	0	9	0	0	0	0	0	21	0	21	0	0	0	0	30
Grand Total	0	26	0	26	0	0	2	2	0	43	0	43	0	0	0	0	71
Apprch %	0	100	0		0	0	100		0	100	0		0	0	0		
Total %	0	36.6	0	36.6	0	0	2.8	2.8	0	60.6	0	60.6	0	0	0	0	

	SR-74 Southbound				Greenwald Avenue Westbound				SR-74 Northbound				Meadowbrook Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**6**	0	**6**	0	0	**1**	**1**	0	4	0	4	0	0	0	0	**11**
04:15 PM	0	3	0	3	0	0	0	0	0	**7**	0	**7**	0	0	0	0	10
04:30 PM	0	4	0	4	0	0	1	1	0	5	0	5	0	0	0	0	10
04:45 PM	0	4	0	4	0	0	0	0	0	6	0	6	0	0	0	0	10
Total Volume	0	17	0	17	0	0	2	2	0	22	0	22	0	0	0	0	41
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.708	.000	.708	.000	.000	.500	.500	.000	.786	.000	.786	.000	.000	.000	.000	.932

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County of Riverside
N/S: SR-74
E/W: Meadowbrook Ave / Greenwalk Ave
Weather: Clear

File Name : 09_CRV_74_Greenwald_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**6**	0	**6**	0	0	**1**	**1**	0	4	0	4	0	0	0	0
+15 mins.	0	3	0	3	0	0	0	0	0	**7**	0	**7**	0	0	0	0
+30 mins.	0	4	0	4	0	0	1	1	0	5	0	5	0	0	0	0
+45 mins.	0	4	0	4	0	0	0	0	0	6	0	6	0	0	0	0
Total Volume	0	17	0	17	0	0	2	2	0	22	0	22	0	0	0	0
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0	
PHF	.000	.708	.000	.708	.000	.000	.500	.500	.000	.786	.000	.786	.000	.000	.000	.000

Location: County of Riverside
N/S: SR-74
E/W: Greenwald Ave / Meadowbrook

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg SR-74	East Leg Greenwald Avenue	South Leg SR-74	West Leg Meadowbrook Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	2	2
TOTAL VOLUMES:	0	0	0	2	2

	North Leg SR-74	East Leg Greenwald Avenue	South Leg SR-74	West Leg Meadowbrook Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1
4:30 PM	1	0	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	1	0	0	1	2
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	1	2
TOTAL VOLUMES:	3	0	0	3	6

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Location: County of Riverside
N/S: SR-74
E/W: Greenwald Ave / Meadowbrook

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound SR-74			Westbound Greenwald Avenue			Northbound SR-74			Eastbound Meadowbrook Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

	Southbound SR-74			Westbound Greenwald Avenue			Northbound SR-74			Eastbound Meadowbrook Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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County of Riverside
N/S: SR-74
E/W: River Road
Weather: Clear

File Name : 10_CRV_74_River_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

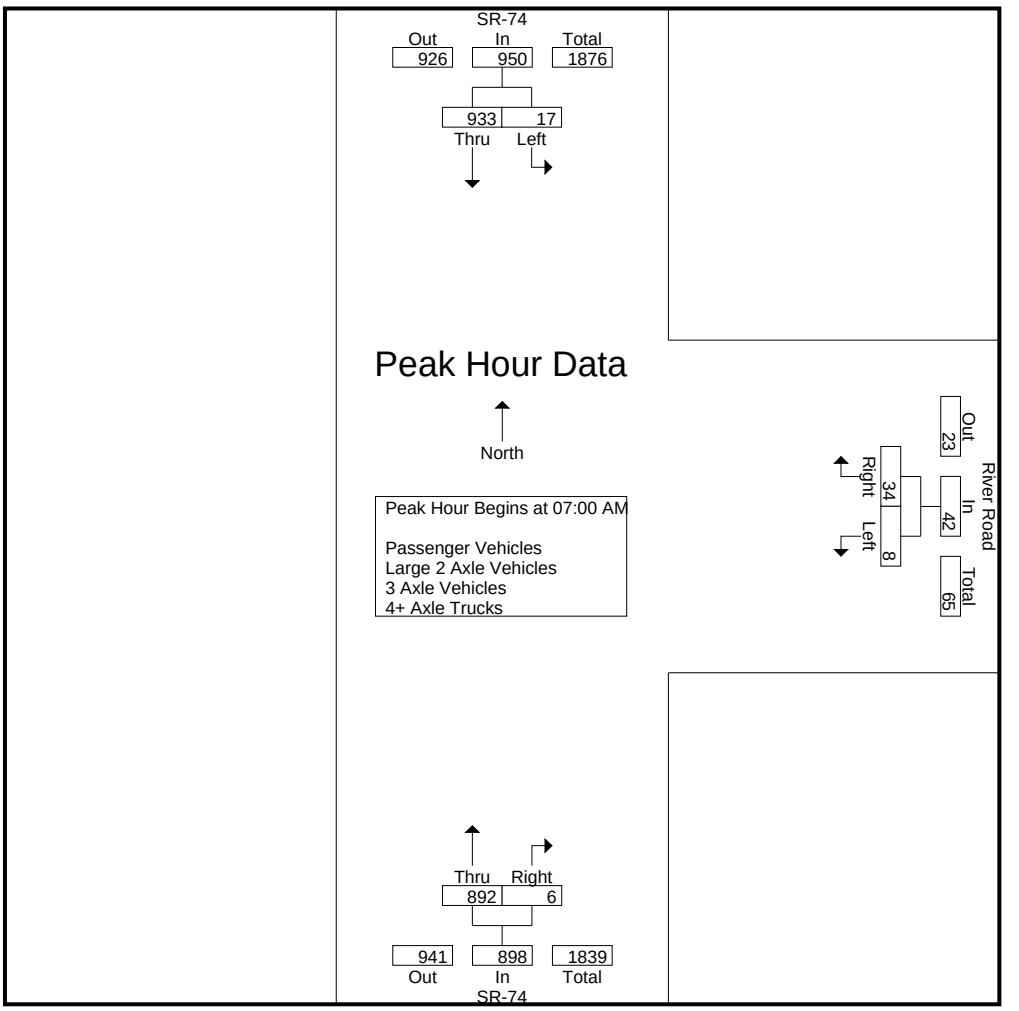
	SR-74 Southbound			River Road Westbound			SR-74 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	6	242	248	2	7	9	230	2	232	489
07:15 AM	5	216	221	1	7	8	261	2	263	492
07:30 AM	4	226	230	4	13	17	214	1	215	462
07:45 AM	2	249	251	1	7	8	187	1	188	447
Total	17	933	950	8	34	42	892	6	898	1890
08:00 AM	6	235	241	3	7	10	167	2	169	420
08:15 AM	9	231	240	2	6	8	174	1	175	423
08:30 AM	8	191	199	2	7	9	144	0	144	352
08:45 AM	5	192	197	4	4	8	122	1	123	328
Total	28	849	877	11	24	35	607	4	611	1523
Grand Total	45	1782	1827	19	58	77	1499	10	1509	3413
Apprch %	2.5	97.5		24.7	75.3		99.3	0.7		
Total %	1.3	52.2	53.5	0.6	1.7	2.3	43.9	0.3	44.2	
Passenger Vehicles	43	1649	1692	18	56	74	1387	10	1397	3163
% Passenger Vehicles	95.6	92.5	92.6	94.7	96.6	96.1	92.5	100	92.6	92.7
Large 2 Axle Vehicles	2	48	50	1	2	3	40	0	40	93
% Large 2 Axle Vehicles	4.4	2.7	2.7	5.3	3.4	3.9	2.7	0	2.7	2.7
3 Axle Vehicles	0	42	42	0	0	0	41	0	41	83
% 3 Axle Vehicles	0	2.4	2.3	0	0	0	2.7	0	2.7	2.4
4+ Axle Trucks	0	43	43	0	0	0	31	0	31	74
% 4+ Axle Trucks	0	2.4	2.4	0	0	0	2.1	0	2.1	2.2

	SR-74 Southbound			River Road Westbound			SR-74 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**6**	242	248	2	7	9	230	**2**	232	489
07:15 AM	5	216	221	1	7	8	**261**	2	**263**	**492**
07:30 AM	4	226	230	**4**	**13**	**17**	214	1	215	462
07:45 AM	2	**249**	**251**	1	7	8	187	1	188	447
Total Volume	17	933	950	8	34	42	892	6	898	1890
% App. Total	1.8	98.2		19	81		99.3	0.7		
PHF	.708	.937	.946	.500	.654	.618	.854	.750	.854	.960

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County of Riverside
N/S: SR-74
E/W: River Road
Weather: Clear

File Name : 10_CRV_74_River_AM
Site Code : 00322418
Start Date : 5/12/2022
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:15 AM			07:00 AM		
+0 mins.	4	226	230	1	7	8	230	**2**	232
+15 mins.	2	**249**	**251**	**4**	**13**	**17**	**261**	2	**263**
+30 mins.	6	235	241	1	7	8	214	1	215
+45 mins.	**9**	231	240	3	7	10	187	1	188
Total Volume	21	941	962	9	34	43	892	6	898
% App. Total	2.2	97.8		20.9	79.1		99.3	0.7	
PHF	.583	.945	.958	.563	.654	.632	.854	.750	.854

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County of Riverside
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File Name : 10_CRV_74_River_AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

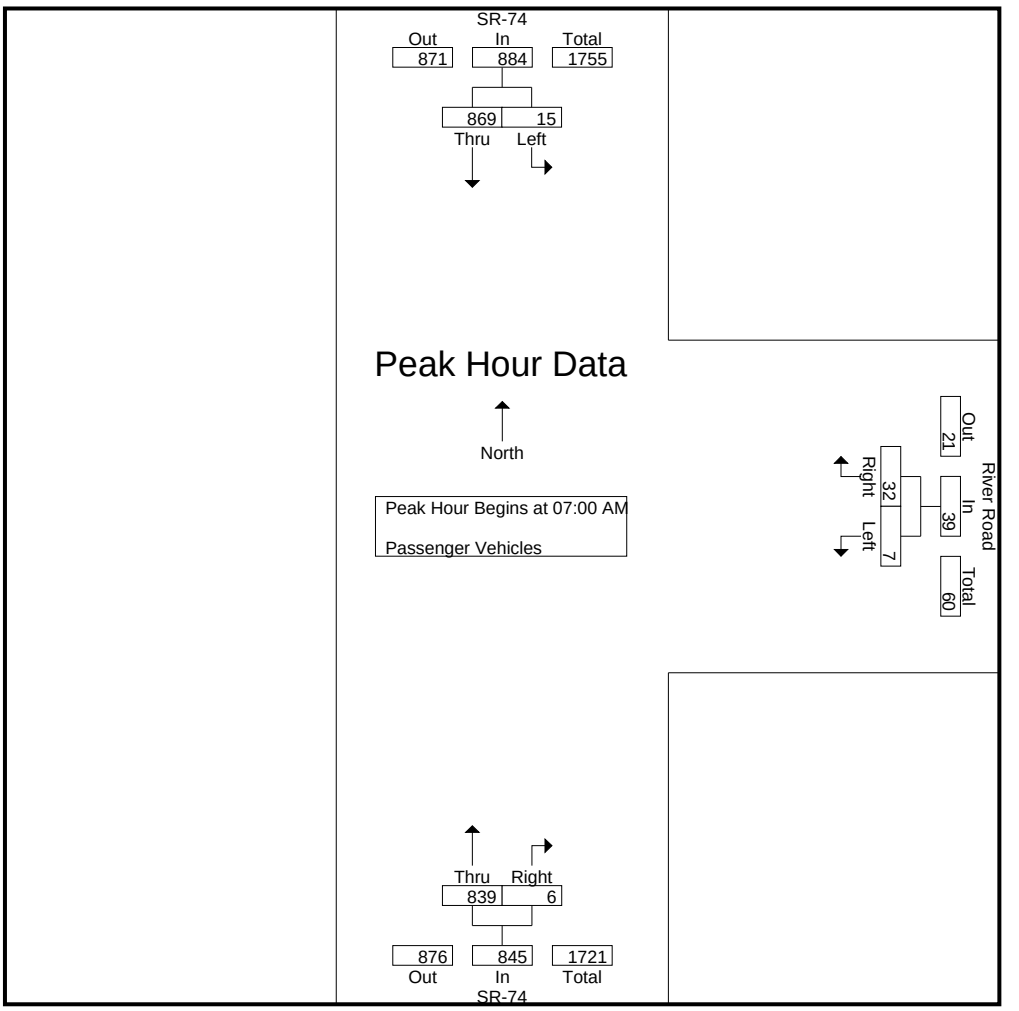
	SR-74 Southbound			River Road Westbound			SR-74 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	4	225	229	1	7	8	223	2	225	462
07:15 AM	5	203	208	1	6	7	248	2	250	465
07:30 AM	4	204	208	4	13	17	203	1	204	429
07:45 AM	2	237	239	1	6	7	165	1	166	412
Total	15	869	884	7	32	39	839	6	845	1768
08:00 AM	6	219	225	3	7	10	153	2	155	390
08:15 AM	9	213	222	2	6	8	164	1	165	395
08:30 AM	8	177	185	2	7	9	129	0	129	323
08:45 AM	5	171	176	4	4	8	102	1	103	287
Total	28	780	808	11	24	35	548	4	552	1395
Grand Total	43	1649	1692	18	56	74	1387	10	1397	3163
Apprch %	2.5	97.5		24.3	75.7		99.3	0.7		
Total %	1.4	52.1	53.5	0.6	1.8	2.3	43.9	0.3	44.2	

	SR-74 Southbound			River Road Westbound			SR-74 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	4	225	229	1	7	8	223	**2**	225	462
07:15 AM	**5**	203	208	1	6	7	**248**	2	**250**	**465**
07:30 AM	4	204	208	**4**	**13**	**17**	203	1	204	429
07:45 AM	2	**237**	**239**	1	6	7	165	1	166	412
Total Volume	15	869	884	7	32	39	839	6	845	1768
% App. Total	1.7	98.3		17.9	82.1		99.3	0.7		
PHF	.750	.917	.925	.438	.615	.574	.846	.750	.845	.951

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County of Riverside
N/S: SR-74
E/W: River Road
Weather: Clear

File Name : 10_CRV_74_River_AM
Site Code : 00322418
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	4	225	229	1	7	8	223	**2**	225
+15 mins.	**5**	203	208	1	6	7	**248**	2	**250**
+30 mins.	4	204	208	**4**	**13**	**17**	203	1	204
+45 mins.	2	**237**	**239**	1	6	7	165	1	166
Total Volume	15	869	884	7	32	39	839	6	845
% App. Total	1.7	98.3		17.9	82.1		99.3	0.7	
PHF	.750	.917	.925	.438	.615	.574	.846	.750	.845

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Weather: Clear

File Name : 10_CRV_74_River_AM
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Groups Printed- Large 2 Axle Vehicles

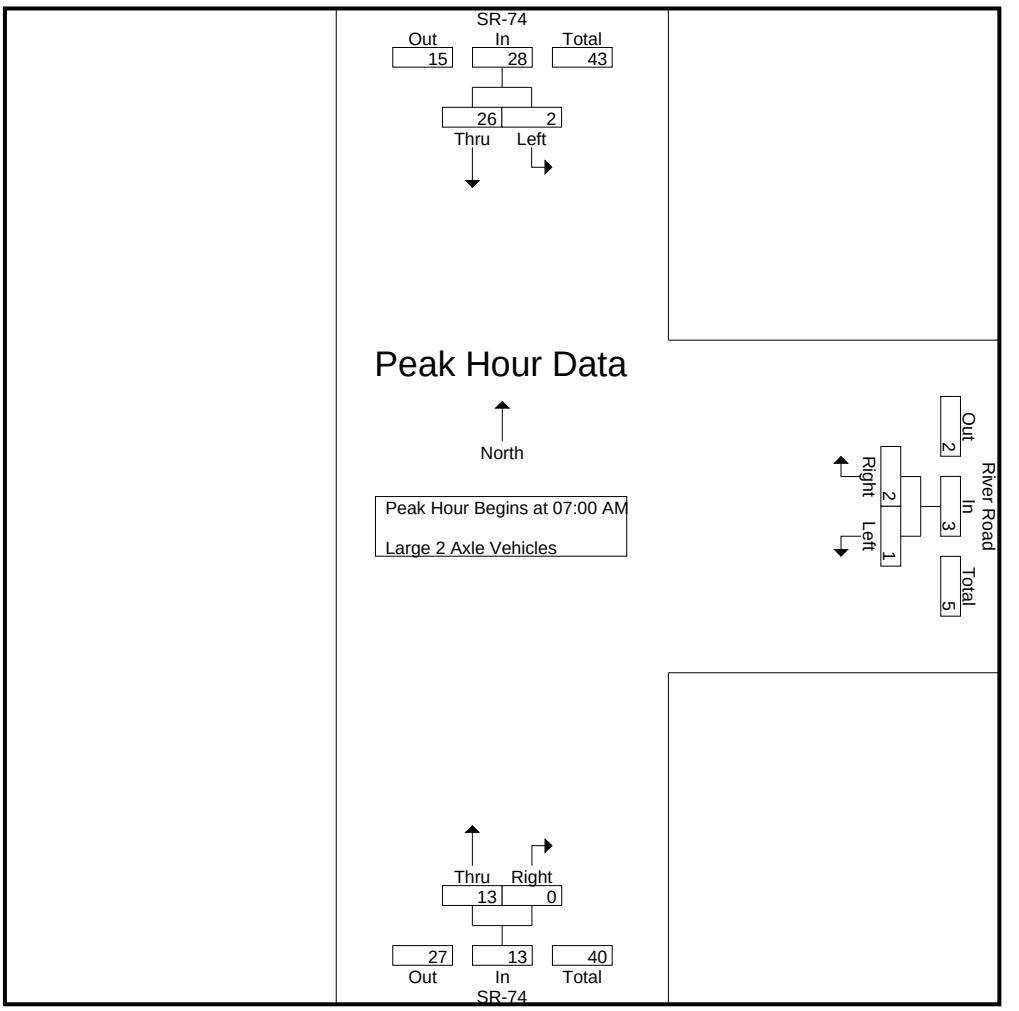
	SR-74 Southbound			River Road Westbound			SR-74 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	2	8	10	1	0	1	1	0	1	12
07:15 AM	0	5	5	0	1	1	2	0	2	8
07:30 AM	0	9	9	0	0	0	5	0	5	14
07:45 AM	0	4	4	0	1	1	5	0	5	10
Total	2	26	28	1	2	3	13	0	13	44
08:00 AM	0	5	5	0	0	0	5	0	5	10
08:15 AM	0	7	7	0	0	0	3	0	3	10
08:30 AM	0	5	5	0	0	0	7	0	7	12
08:45 AM	0	5	5	0	0	0	12	0	12	17
Total	0	22	22	0	0	0	27	0	27	49
Grand Total	2	48	50	1	2	3	40	0	40	93
Apprch %	4	96		33.3	66.7		100	0		
Total %	2.2	51.6	53.8	1.1	2.2	3.2	43	0	43	

	SR-74 Southbound			River Road Westbound			SR-74 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**2**	8	**10**	**1**	0	**1**	1	0	1	12
07:15 AM	0	5	5	0	**1**	1	2	0	2	8
07:30 AM	0	**9**	9	0	0	0	**5**	0	**5**	**14**
07:45 AM	0	4	4	0	1	1	5	0	5	10
Total Volume	2	26	28	1	2	3	13	0	13	44
% App. Total	7.1	92.9		33.3	66.7		100	0		
PHF	.250	.722	.700	.250	.500	.750	.650	.000	.650	.786

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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**2**	8	**10**	**1**	0	**1**	1	0	1
+15 mins.	0	5	5	0	**1**	1	2	0	2
+30 mins.	0	**9**	9	0	0	0	**5**	0	**5**
+45 mins.	0	4	4	0	1	1	5	0	5
Total Volume	2	26	28	1	2	3	13	0	13
% App. Total	7.1	92.9		33.3	66.7		100	0	
PHF	.250	.722	.700	.250	.500	.750	.650	.000	.650

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File Name : 10_CRV_74_River_AM
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Groups Printed- 3 Axle Vehicles

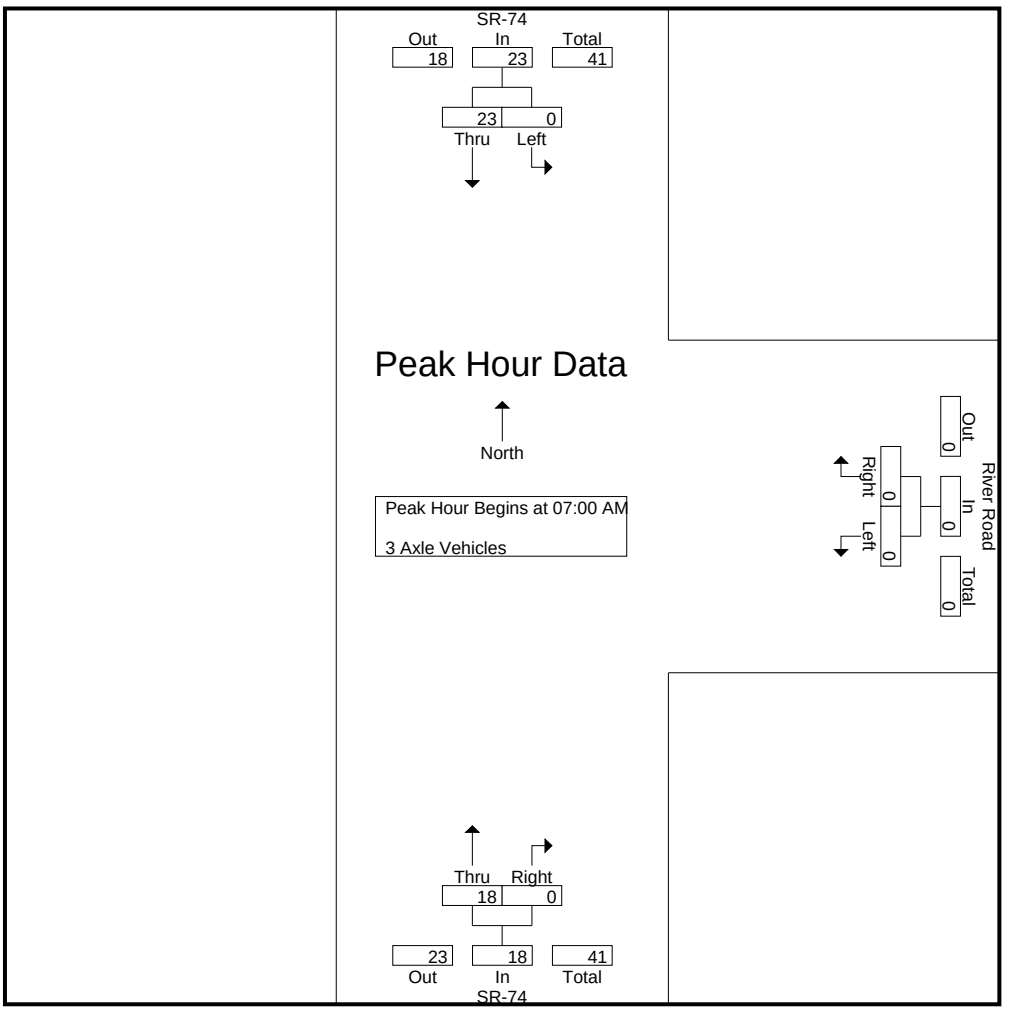
	SR-74 Southbound			River Road Westbound			SR-74 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	5	0	0	0	4	0	4	9
07:15 AM	0	7	7	0	0	0	7	0	7	14
07:30 AM	0	9	9	0	0	0	1	0	1	10
07:45 AM	0	2	2	0	0	0	6	0	6	8
Total	0	23	23	0	0	0	18	0	18	41
08:00 AM	0	5	5	0	0	0	5	0	5	10
08:15 AM	0	4	4	0	0	0	5	0	5	9
08:30 AM	0	2	2	0	0	0	6	0	6	8
08:45 AM	0	8	8	0	0	0	7	0	7	15
Total	0	19	19	0	0	0	23	0	23	42
Grand Total	0	42	42	0	0	0	41	0	41	83
Apprch %	0	100		0	0		100	0		
Total %	0	50.6	50.6	0	0	0	49.4	0	49.4	

	SR-74 Southbound			River Road Westbound			SR-74 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	5	5	0	0	0	4	0	4	9
07:15 AM	0	7	7	0	0	0	**7**	0	**7**	**14**
07:30 AM	0	**9**	**9**	0	0	0	1	0	1	10
07:45 AM	0	2	2	0	0	0	6	0	6	8
Total Volume	0	23	23	0	0	0	18	0	18	41
% App. Total	0	100		0	0		100	0		
PHF	.000	.639	.639	.000	.000	.000	.643	.000	.643	.732

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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	5	5	0	0	0	4	0	4
+15 mins.	0	7	7	0	0	0	**7**	0	**7**
+30 mins.	0	**9**	**9**	0	0	0	1	0	1
+45 mins.	0	2	2	0	0	0	6	0	6
Total Volume	0	23	23	0	0	0	18	0	18
% App. Total	0	100		0	0		100	0	
PHF	.000	.639	.639	.000	.000	.000	.643	.000	.643

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File Name : 10_CRV_74_River_AM
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Groups Printed- 4+ Axle Trucks

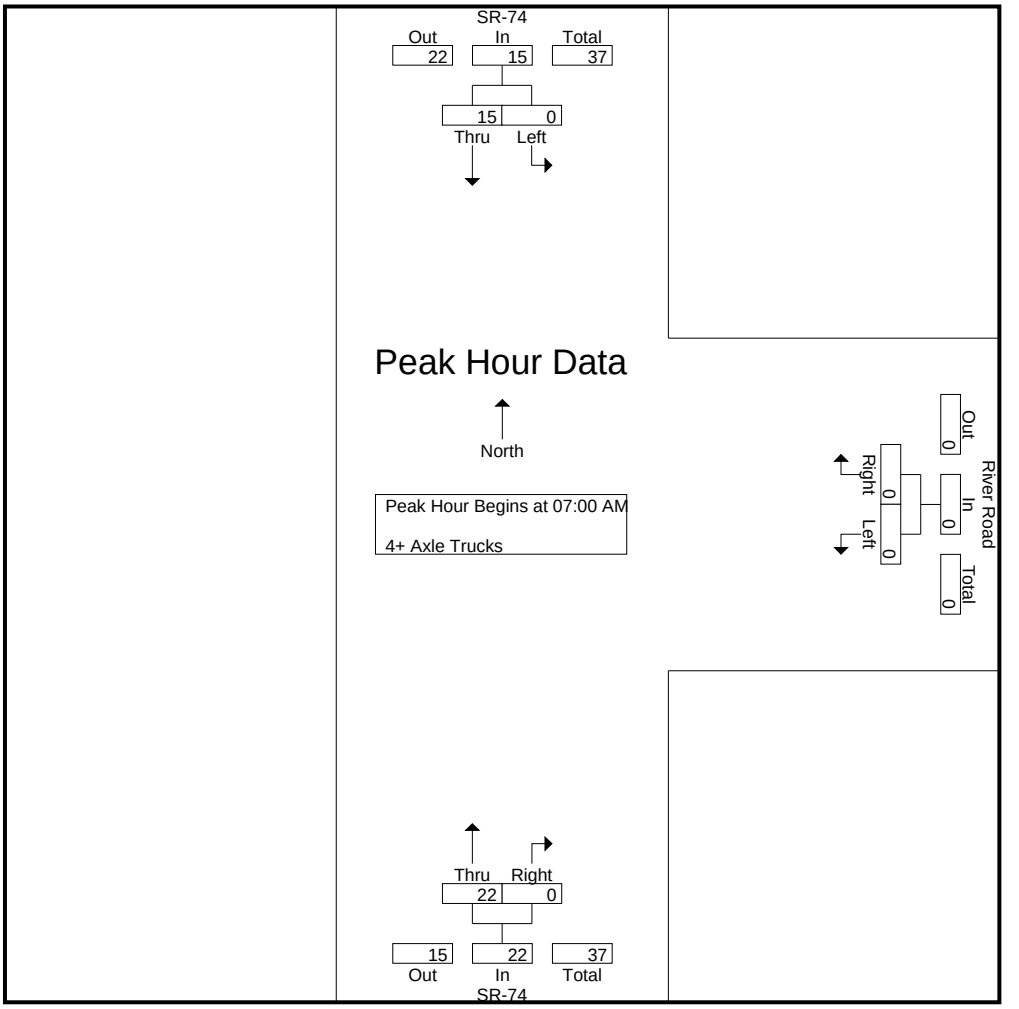
	SR-74 Southbound			River Road Westbound			SR-74 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	4	0	0	0	2	0	2	6
07:15 AM	0	1	1	0	0	0	4	0	4	5
07:30 AM	0	4	4	0	0	0	5	0	5	9
07:45 AM	0	6	6	0	0	0	11	0	11	17
Total	0	15	15	0	0	0	22	0	22	37
08:00 AM	0	6	6	0	0	0	4	0	4	10
08:15 AM	0	7	7	0	0	0	2	0	2	9
08:30 AM	0	7	7	0	0	0	2	0	2	9
08:45 AM	0	8	8	0	0	0	1	0	1	9
Total	0	28	28	0	0	0	9	0	9	37
Grand Total	0	43	43	0	0	0	31	0	31	74
Apprch %	0	100		0	0		100	0		
Total %	0	58.1	58.1	0	0	0	41.9	0	41.9	

	SR-74 Southbound			River Road Westbound			SR-74 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	4	4	0	0	0	2	0	2	6
07:15 AM	0	1	1	0	0	0	4	0	4	5
07:30 AM	0	4	4	0	0	0	5	0	5	9
07:45 AM	0	**6**	**6**	0	0	0	**11**	0	**11**	**17**
Total Volume	0	15	15	0	0	0	22	0	22	37
% App. Total	0	100		0	0		100	0		
PHF	.000	.625	.625	.000	.000	.000	.500	.000	.500	.544

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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	4	4	0	0	0	2	0	2
+15 mins.	0	1	1	0	0	0	4	0	4
+30 mins.	0	4	4	0	0	0	5	0	5
+45 mins.	0	**6**	**6**	0	0	0	**11**	0	**11**
Total Volume	0	15	15	0	0	0	22	0	22
% App. Total	0	100		0	0		100	0	
PHF	.000	.625	.625	.000	.000	.000	.500	.000	.500

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File Name : 10_CRV_74_River_PM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

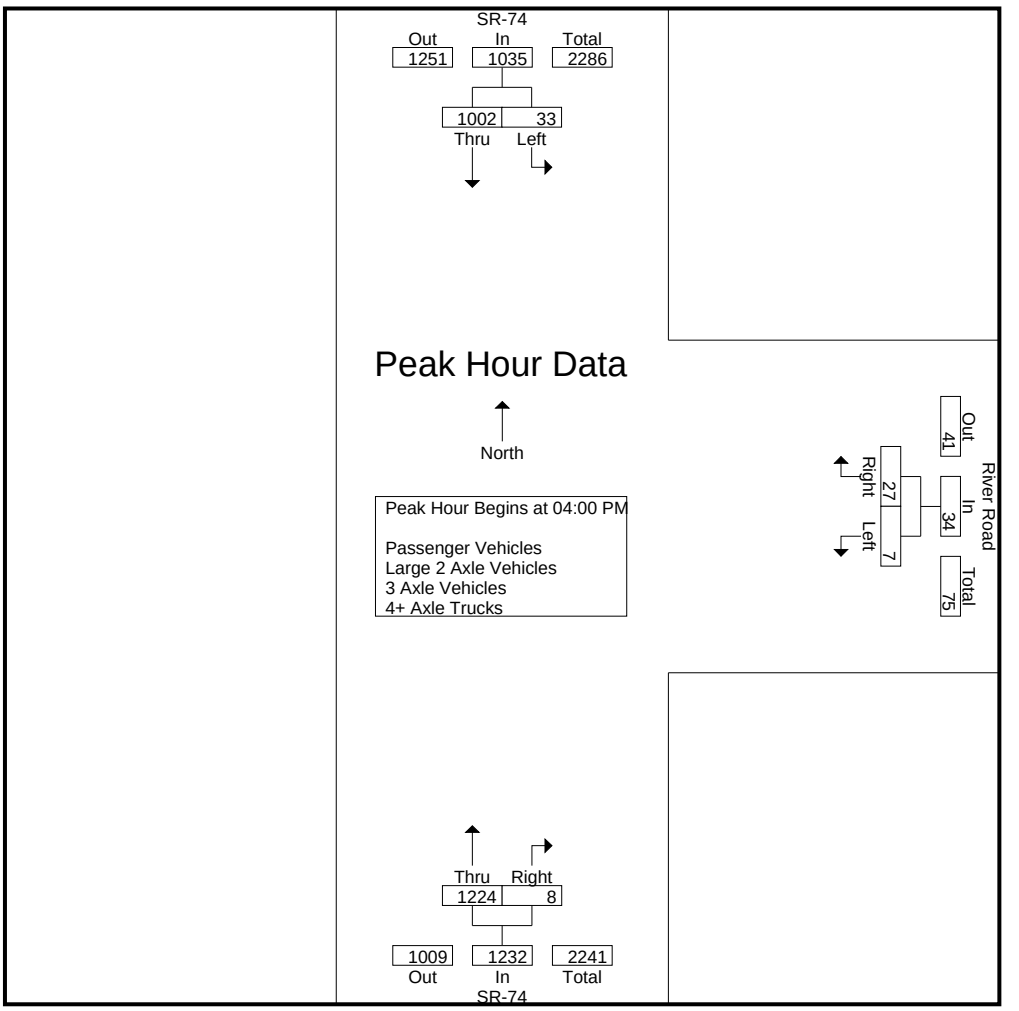
	SR-74 Southbound			River Road Westbound			SR-74 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	7	263	270	2	6	8	335	3	338	616
04:15 PM	8	246	254	1	6	7	309	4	313	574
04:30 PM	8	253	261	4	6	10	263	1	264	535
04:45 PM	10	240	250	0	9	9	317	0	317	576
Total	33	1002	1035	7	27	34	1224	8	1232	2301
05:00 PM	4	219	223	5	10	15	284	2	286	524
05:15 PM	9	269	278	3	1	4	324	4	328	610
05:30 PM	7	270	277	0	5	5	287	1	288	570
05:45 PM	2	221	223	0	2	2	274	1	275	500
Total	22	979	1001	8	18	26	1169	8	1177	2204
Grand Total	55	1981	2036	15	45	60	2393	16	2409	4505
Apprch %	2.7	97.3		25	75		99.3	0.7		
Total %	1.2	44	45.2	0.3	1	1.3	53.1	0.4	53.5	
Passenger Vehicles	55	1917	1972	15	44	59	2289	16	2305	4336
% Passenger Vehicles	100	96.8	96.9	100	97.8	98.3	95.7	100	95.7	96.2
Large 2 Axle Vehicles	0	25	25	0	0	0	39	0	39	64
% Large 2 Axle Vehicles	0	1.3	1.2	0	0	0	1.6	0	1.6	1.4
3 Axle Vehicles	0	12	12	0	0	0	17	0	17	29
% 3 Axle Vehicles	0	0.6	0.6	0	0	0	0.7	0	0.7	0.6
4+ Axle Trucks	0	27	27	0	1	1	48	0	48	76
% 4+ Axle Trucks	0	1.4	1.3	0	2.2	1.7	2	0	2	1.7

	SR-74 Southbound			River Road Westbound			SR-74 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	7	**263**	**270**	2	6	8	**335**	3	**338**	**616**
04:15 PM	8	246	254	1	6	7	309	**4**	313	574
04:30 PM	8	253	261	**4**	6	**10**	263	1	264	535
04:45 PM	**10**	240	250	0	**9**	9	317	0	317	576
Total Volume	33	1002	1035	7	27	34	1224	8	1232	2301
% App. Total	3.2	96.8		20.6	79.4		99.4	0.6		
PHF	.825	.952	.958	.438	.750	.850	.913	.500	.911	.934

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

	04:00 PM			04:15 PM			04:00 PM		
+0 mins.	7	**263**	**270**	1	6	7	**335**	3	**338**
+15 mins.	8	246	254	4	6	10	309	**4**	313
+30 mins.	8	253	261	0	9	9	263	1	264
+45 mins.	**10**	240	250	**5**	**10**	**15**	317	0	317
Total Volume	33	1002	1035	10	31	41	1224	8	1232
% App. Total	3.2	96.8		24.4	75.6		99.4	0.6	
PHF	.825	.952	.958	.500	.775	.683	.913	.500	.911

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Groups Printed- Passenger Vehicles

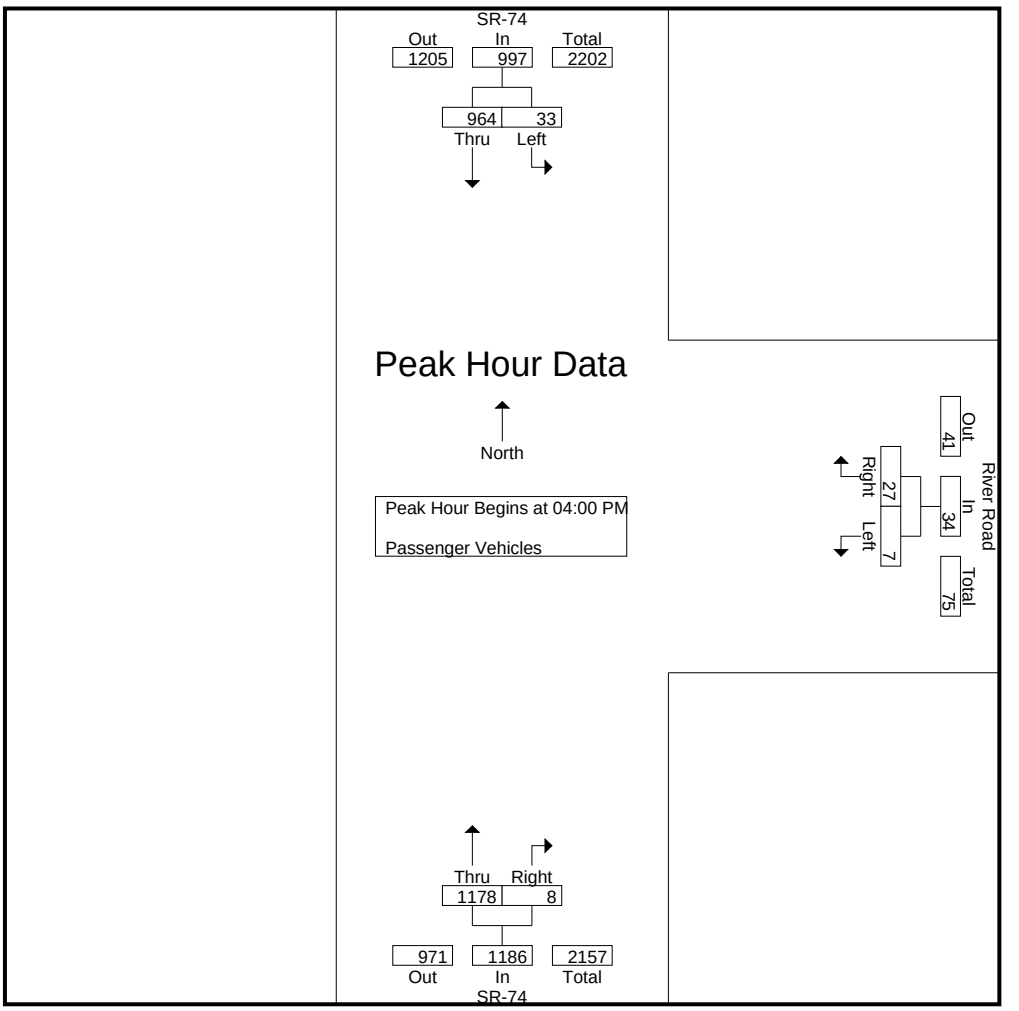
	SR-74 Southbound			River Road Westbound			SR-74 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	7	246	253	2	6	8	327	3	330	591
04:15 PM	8	239	247	1	6	7	293	4	297	551
04:30 PM	8	245	253	4	6	10	252	1	253	516
04:45 PM	10	234	244	0	9	9	306	0	306	559
Total	33	964	997	7	27	34	1178	8	1186	2217
05:00 PM	4	214	218	5	10	15	265	2	267	500
05:15 PM	9	261	270	3	1	4	311	4	315	589
05:30 PM	7	263	270	0	4	4	275	1	276	550
05:45 PM	2	215	217	0	2	2	260	1	261	480
Total	22	953	975	8	17	25	1111	8	1119	2119
Grand Total	55	1917	1972	15	44	59	2289	16	2305	4336
Apprch %	2.8	97.2		25.4	74.6		99.3	0.7		
Total %	1.3	44.2	45.5	0.3	1	1.4	52.8	0.4	53.2	

	SR-74 Southbound			River Road Westbound			SR-74 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	7	**246**	**253**	2	6	8	**327**	3	**330**	**591**
04:15 PM	8	239	247	1	6	7	293	**4**	297	551
04:30 PM	8	245	253	**4**	6	**10**	252	1	253	516
04:45 PM	**10**	234	244	0	**9**	9	306	0	306	559
Total Volume	33	964	997	7	27	34	1178	8	1186	2217
% App. Total	3.3	96.7		20.6	79.4		99.3	0.7		
PHF	.825	.980	.985	.438	.750	.850	.901	.500	.898	.938

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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	7	**246**	**253**	2	6	8	**327**	3	**330**
+15 mins.	8	239	247	1	6	7	293	**4**	297
+30 mins.	8	245	253	**4**	6	**10**	252	1	253
+45 mins.	**10**	234	244	0	**9**	9	306	0	306
Total Volume	33	964	997	7	27	34	1178	8	1186
% App. Total	3.3	96.7		20.6	79.4		99.3	0.7	
PHF	.825	.980	.985	.438	.750	.850	.901	.500	.898

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N/S: SR-74
E/W: River Road
Weather: Clear

File Name : 10_CRV_74_River_PM
Site Code : 00322418
Start Date : 5/12/2022
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Groups Printed- Large 2 Axle Vehicles

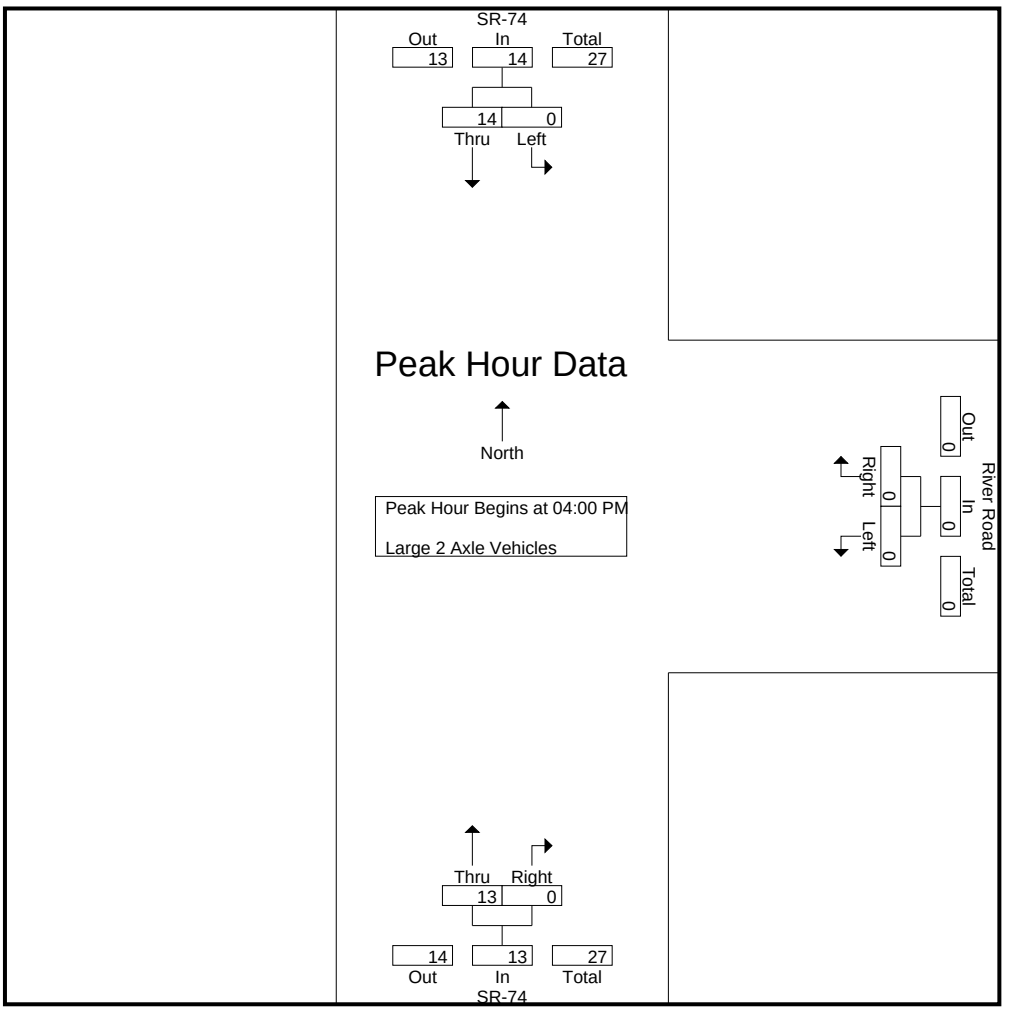
	SR-74 Southbound			River Road Westbound			SR-74 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	9	9	0	0	0	1	0	1	10
04:15 PM	0	1	1	0	0	0	5	0	5	6
04:30 PM	0	3	3	0	0	0	4	0	4	7
04:45 PM	0	1	1	0	0	0	3	0	3	4
Total	0	14	14	0	0	0	13	0	13	27
05:00 PM	0	3	3	0	0	0	12	0	12	15
05:15 PM	0	2	2	0	0	0	6	0	6	8
05:30 PM	0	3	3	0	0	0	5	0	5	8
05:45 PM	0	3	3	0	0	0	3	0	3	6
Total	0	11	11	0	0	0	26	0	26	37
Grand Total	0	25	25	0	0	0	39	0	39	64
Apprch %	0	100		0	0		100	0		
Total %	0	39.1	39.1	0	0	0	60.9	0	60.9	

	SR-74 Southbound			River Road Westbound			SR-74 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**9**	**9**	0	0	0	1	0	1	**10**
04:15 PM	0	1	1	0	0	0	**5**	0	**5**	6
04:30 PM	0	3	3	0	0	0	4	0	4	7
04:45 PM	0	1	1	0	0	0	3	0	3	4
Total Volume	0	14	14	0	0	0	13	0	13	27
% App. Total	0	100		0	0		100	0		
PHF	.000	.389	.389	.000	.000	.000	.650	.000	.650	.675

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County of Riverside
N/S: SR-74
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Weather: Clear

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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	**9**	**9**	0	0	0	1	0	1
+15 mins.	0	1	1	0	0	0	**5**	0	**5**
+30 mins.	0	3	3	0	0	0	4	0	4
+45 mins.	0	1	1	0	0	0	3	0	3
Total Volume	0	14	14	0	0	0	13	0	13
% App. Total	0	100		0	0		100	0	
PHF	.000	.389	.389	.000	.000	.000	.650	.000	.650

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County of Riverside
N/S: SR-74
E/W: River Road
Weather: Clear

File Name : 10_CRV_74_River_PM
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Groups Printed- 3 Axle Vehicles

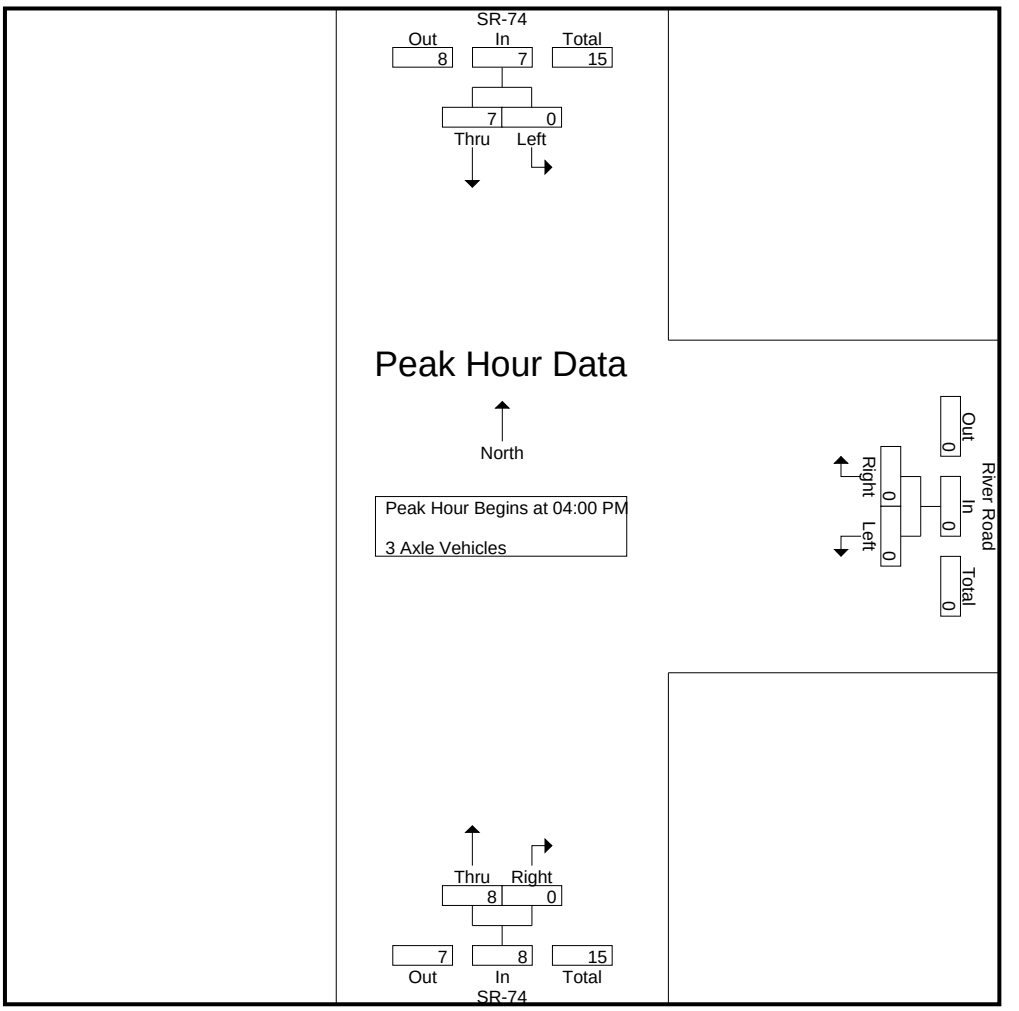
	SR-74 Southbound			River Road Westbound			SR-74 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	0	0	0	1
04:15 PM	0	3	3	0	0	0	3	0	3	6
04:30 PM	0	2	2	0	0	0	3	0	3	5
04:45 PM	0	1	1	0	0	0	2	0	2	3
Total	0	7	7	0	0	0	8	0	8	15
05:00 PM	0	1	1	0	0	0	1	0	1	2
05:15 PM	0	1	1	0	0	0	4	0	4	5
05:30 PM	0	3	3	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	4	0	4	4
Total	0	5	5	0	0	0	9	0	9	14
Grand Total	0	12	12	0	0	0	17	0	17	29
Apprch %	0	100		0	0		100	0		
Total %	0	41.4	41.4	0	0	0	58.6	0	58.6	

	SR-74 Southbound			River Road Westbound			SR-74 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	1	1	0	0	0	0	0	0	1
04:15 PM	0	**3**	**3**	0	0	0	**3**	0	**3**	**6**
04:30 PM	0	2	2	0	0	0	3	0	3	5
04:45 PM	0	1	1	0	0	0	2	0	2	3
Total Volume	0	7	7	0	0	0	8	0	8	15
% App. Total	0	100		0	0		100	0		
PHF	.000	.583	.583	.000	.000	.000	.667	.000	.667	.625

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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	1	1	0	0	0	0	0	0
+15 mins.	0	**3**	**3**	0	0	0	**3**	0	**3**
+30 mins.	0	2	2	0	0	0	3	0	3
+45 mins.	0	1	1	0	0	0	2	0	2
Total Volume	0	7	7	0	0	0	8	0	8
% App. Total	0	100		0	0		100	0	
PHF	.000	.583	.583	.000	.000	.000	.667	.000	.667

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County of Riverside
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Weather: Clear

File Name : 10_CRV_74_River_PM
Site Code : 00322418
Start Date : 5/12/2022
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Groups Printed- 4+ Axle Trucks

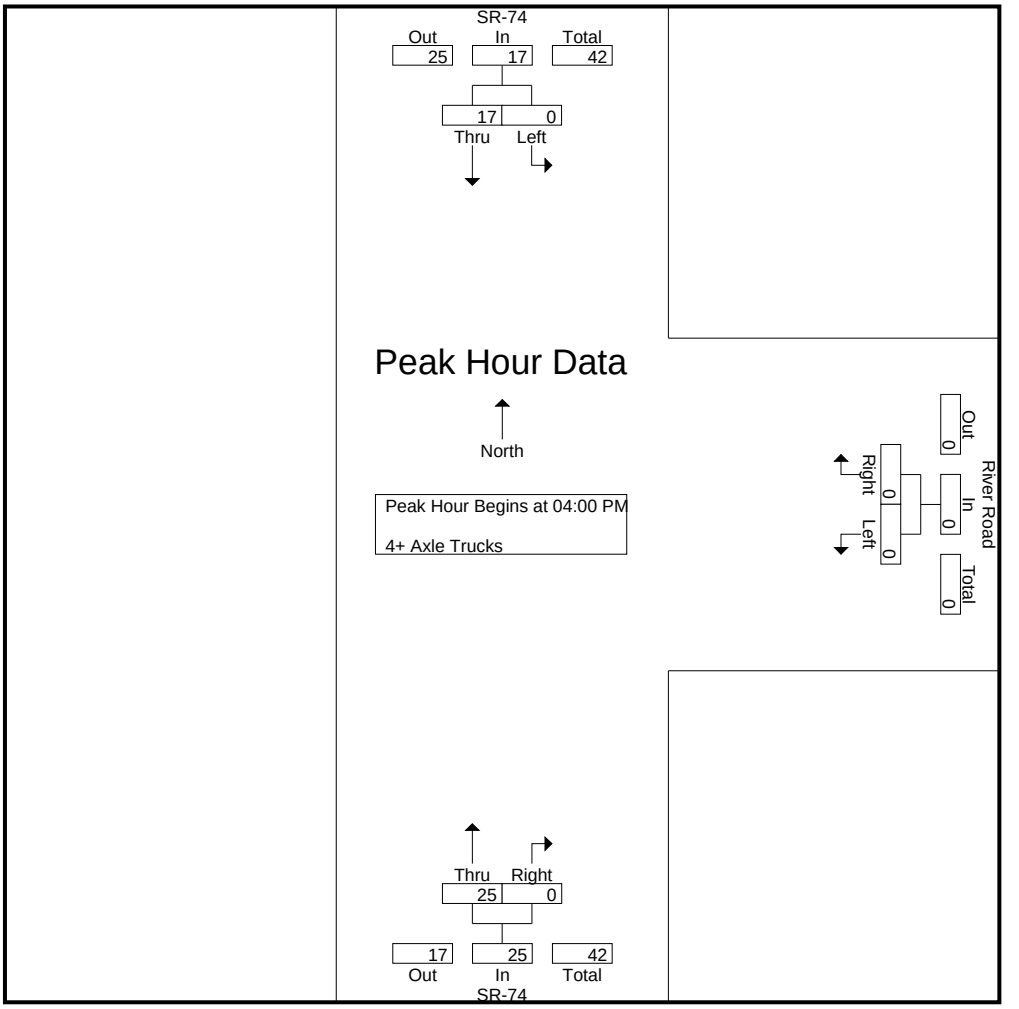
	SR-74 Southbound			River Road Westbound			SR-74 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	7	7	0	0	0	7	0	7	14
04:15 PM	0	3	3	0	0	0	8	0	8	11
04:30 PM	0	3	3	0	0	0	4	0	4	7
04:45 PM	0	4	4	0	0	0	6	0	6	10
Total	0	17	17	0	0	0	25	0	25	42
05:00 PM	0	1	1	0	0	0	6	0	6	7
05:15 PM	0	5	5	0	0	0	3	0	3	8
05:30 PM	0	1	1	0	1	1	7	0	7	9
05:45 PM	0	3	3	0	0	0	7	0	7	10
Total	0	10	10	0	1	1	23	0	23	34
Grand Total	0	27	27	0	1	1	48	0	48	76
Apprch %	0	100		0	100		100	0		
Total %	0	35.5	35.5	0	1.3	1.3	63.2	0	63.2	

	SR-74 Southbound			River Road Westbound			SR-74 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**7**	**7**	0	0	0	7	0	7	**14**
04:15 PM	0	3	3	0	0	0	**8**	0	**8**	11
04:30 PM	0	3	3	0	0	0	4	0	4	7
04:45 PM	0	4	4	0	0	0	6	0	6	10
Total Volume	0	17	17	0	0	0	25	0	25	42
% App. Total	0	100		0	0		100	0		
PHF	.000	.607	.607	.000	.000	.000	.781	.000	.781	.750

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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	**7**	**7**	0	0	0	7	0	7
+15 mins.	0	3	3	0	0	0	**8**	0	**8**
+30 mins.	0	3	3	0	0	0	4	0	4
+45 mins.	0	4	4	0	0	0	6	0	6
Total Volume	0	17	17	0	0	0	25	0	25
% App. Total	0	100		0	0		100	0	
PHF	.000	.607	.607	.000	.000	.000	.781	.000	.781

Location: County of Riverside
N/S: SR-74
E/W: River Road

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg SR-74	East Leg River Road	South Leg SR-74	West Leg River Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg SR-74	East Leg River Road	South Leg SR-74	West Leg River Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: County of Riverside
N/S: SR-74
E/W: River Road

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound SR-74			Westbound River Road			Northbound SR-74			Eastbound River Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound SR-74			Westbound River Road			Northbound SR-74			Eastbound River Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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County of Riverside
N/S: SR-74
E/W: Ellis Avenue
Weather: Clear

File Name : 11_CRV_74_Ellis_AM
Site Code : 00322418
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

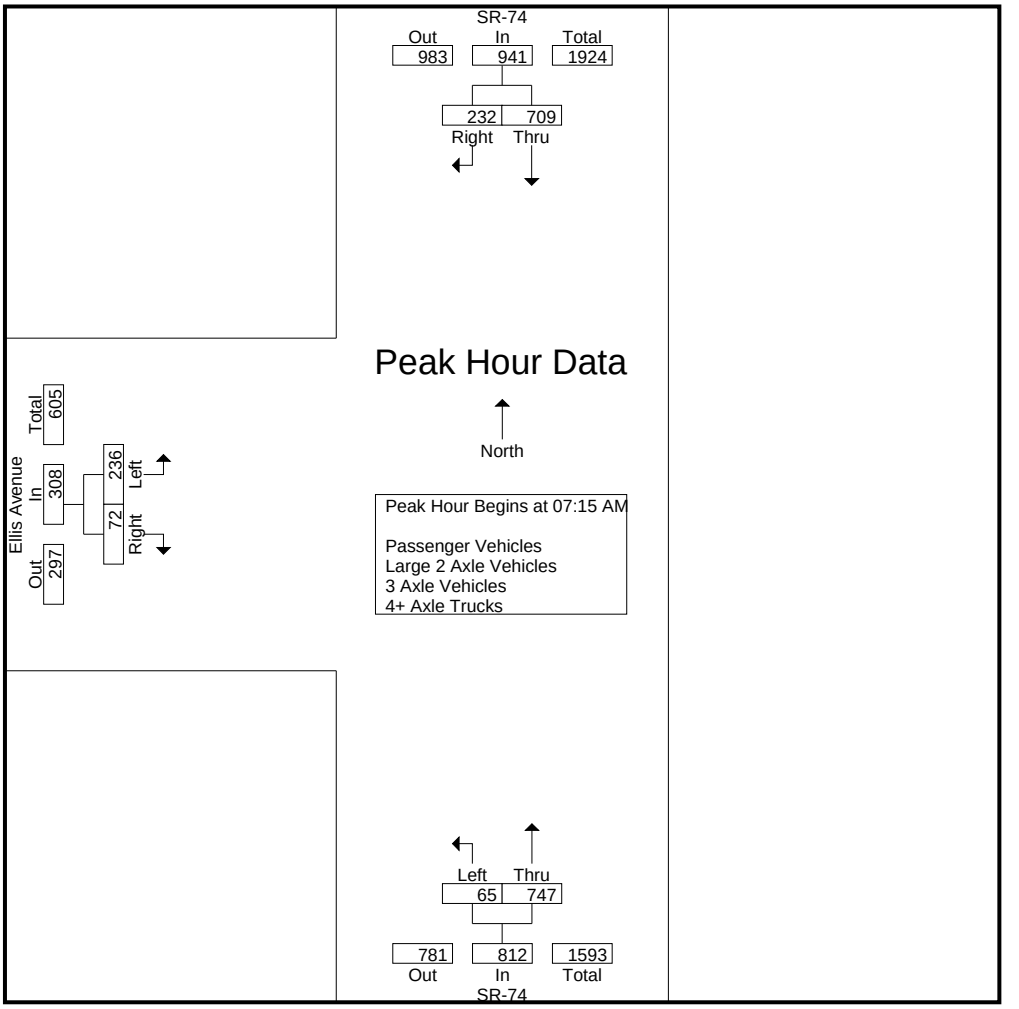
	SR-74 Southbound			SR-74 Northbound			Ellis Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	151	58	209	8	178	186	43	7	50	445
07:15 AM	156	72	228	12	210	222	62	11	73	523
07:30 AM	204	63	267	14	214	228	59	19	78	573
07:45 AM	179	51	230	21	171	192	61	25	86	508
Total	690	244	934	55	773	828	225	62	287	2049
08:00 AM	170	46	216	18	152	170	54	17	71	457
08:15 AM	175	25	200	10	130	140	35	8	43	383
08:30 AM	128	29	157	6	132	138	37	4	41	336
08:45 AM	132	30	162	3	152	155	43	6	49	366
Total	605	130	735	37	566	603	169	35	204	1542
Grand Total	1295	374	1669	92	1339	1431	394	97	491	3591
Apprch %	77.6	22.4		6.4	93.6		80.2	19.8		
Total %	36.1	10.4	46.5	2.6	37.3	39.8	11	2.7	13.7	
Passenger Vehicles	1202	356	1558	87	1263	1350	377	93	470	3378
% Passenger Vehicles	92.8	95.2	93.3	94.6	94.3	94.3	95.7	95.9	95.7	94.1
Large 2 Axle Vehicles	43	16	59	5	45	50	13	2	15	124
% Large 2 Axle Vehicles	3.3	4.3	3.5	5.4	3.4	3.5	3.3	2.1	3.1	3.5
3 Axle Vehicles	24	0	24	0	17	17	1	2	3	44
% 3 Axle Vehicles	1.9	0	1.4	0	1.3	1.2	0.3	2.1	0.6	1.2
4+ Axle Trucks	26	2	28	0	14	14	3	0	3	45
% 4+ Axle Trucks	2	0.5	1.7	0	1	1	0.8	0	0.6	1.3

	SR-74 Southbound			SR-74 Northbound			Ellis Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	156	**72**	228	12	210	222	**62**	11	73	523
07:30 AM	**204**	63	**267**	14	**214**	**228**	59	19	78	**573**
07:45 AM	179	51	230	**21**	171	192	61	**25**	**86**	508
08:00 AM	170	46	216	18	152	170	54	17	71	457
Total Volume	709	232	941	65	747	812	236	72	308	2061
% App. Total	75.3	24.7		8	92		76.6	23.4		
PHF	.869	.806	.881	.774	.873	.890	.952	.720	.895	.899

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

	07:15 AM			07:00 AM			07:15 AM		
+0 mins.	156	**72**	228	8	178	186	**62**	11	73
+15 mins.	**204**	63	**267**	12	210	222	59	19	78
+30 mins.	179	51	230	14	**214**	**228**	61	**25**	**86**
+45 mins.	170	46	216	**21**	171	192	54	17	71
Total Volume	709	232	941	55	773	828	236	72	308
% App. Total	75.3	24.7		6.6	93.4		76.6	23.4	
PHF	.869	.806	.881	.655	.903	.908	.952	.720	.895

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File Name : 11_CRV_74_Ellis_AM
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Groups Printed- Passenger Vehicles

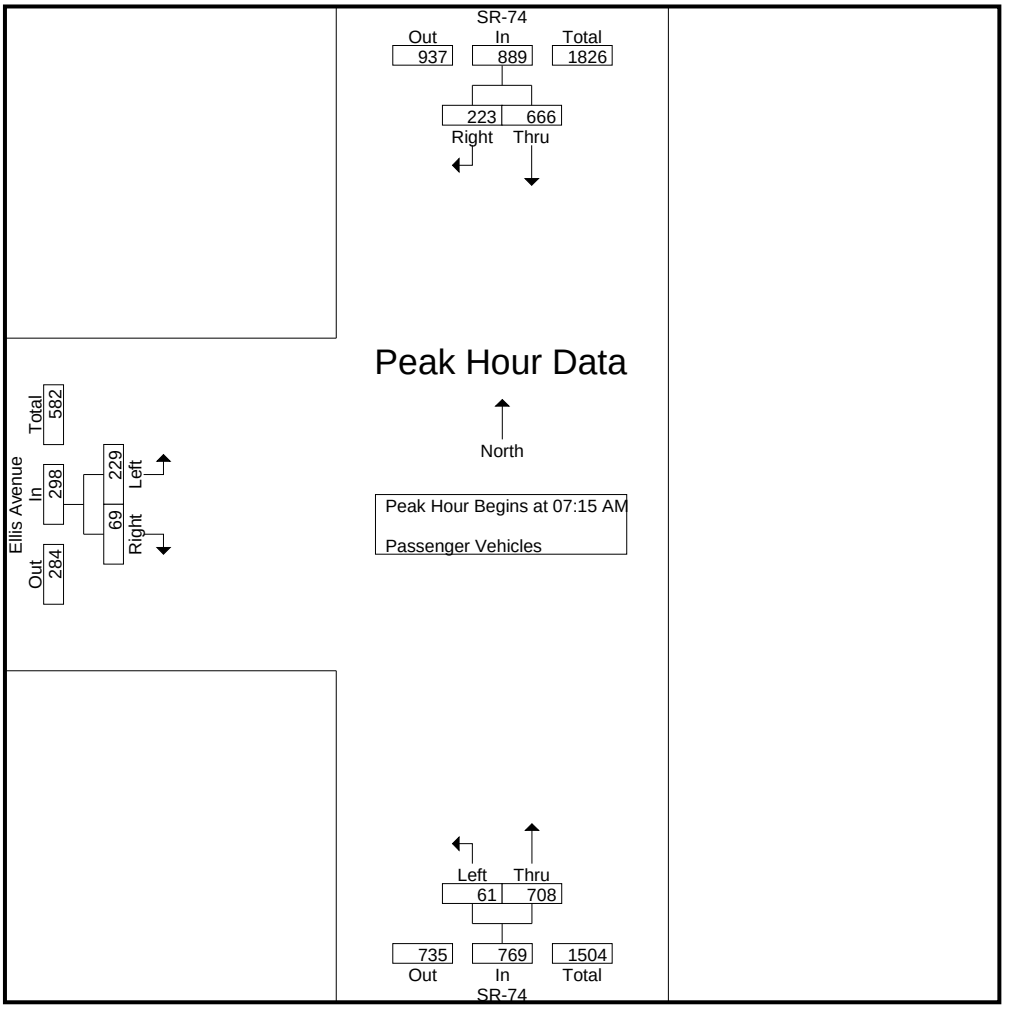
	SR-74 Southbound			SR-74 Northbound			Ellis Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	140	53	193	8	169	177	40	7	47	417
07:15 AM	142	68	210	12	202	214	61	10	71	495
07:30 AM	196	61	257	11	206	217	59	18	77	551
07:45 AM	171	50	221	20	157	177	56	24	80	478
Total	649	232	881	51	734	785	216	59	275	1941
08:00 AM	157	44	201	18	143	161	53	17	70	432
08:15 AM	158	23	181	10	120	130	34	7	41	352
08:30 AM	117	27	144	5	121	126	34	4	38	308
08:45 AM	121	30	151	3	145	148	40	6	46	345
Total	553	124	677	36	529	565	161	34	195	1437
Grand Total	1202	356	1558	87	1263	1350	377	93	470	3378
Apprch %	77.2	22.8		6.4	93.6		80.2	19.8		
Total %	35.6	10.5	46.1	2.6	37.4	40	11.2	2.8	13.9	

	SR-74 Southbound			SR-74 Northbound			Ellis Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	142	**68**	210	12	202	214	**61**	10	71	495
07:30 AM	**196**	61	**257**	11	**206**	**217**	59	18	77	**551**
07:45 AM	171	50	221	**20**	157	177	56	**24**	**80**	478
08:00 AM	157	44	201	18	143	161	53	17	70	432
Total Volume	666	223	889	61	708	769	229	69	298	1956
% App. Total	74.9	25.1		7.9	92.1		76.8	23.2		
PHF	.849	.820	.865	.763	.859	.886	.939	.719	.931	.887

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Weather: Clear

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	142	**68**	210	12	202	214	**61**	10	71
+15 mins.	**196**	61	**257**	11	**206**	**217**	59	18	77
+30 mins.	171	50	221	**20**	157	177	56	**24**	**80**
+45 mins.	157	44	201	18	143	161	53	17	70
Total Volume	666	223	889	61	708	769	229	69	298
% App. Total	74.9	25.1		7.9	92.1		76.8	23.2	
PHF	.849	.820	.865	.763	.859	.886	.939	.719	.931

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File Name : 11_CRV_74_Ellis_AM
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Groups Printed- Large 2 Axle Vehicles

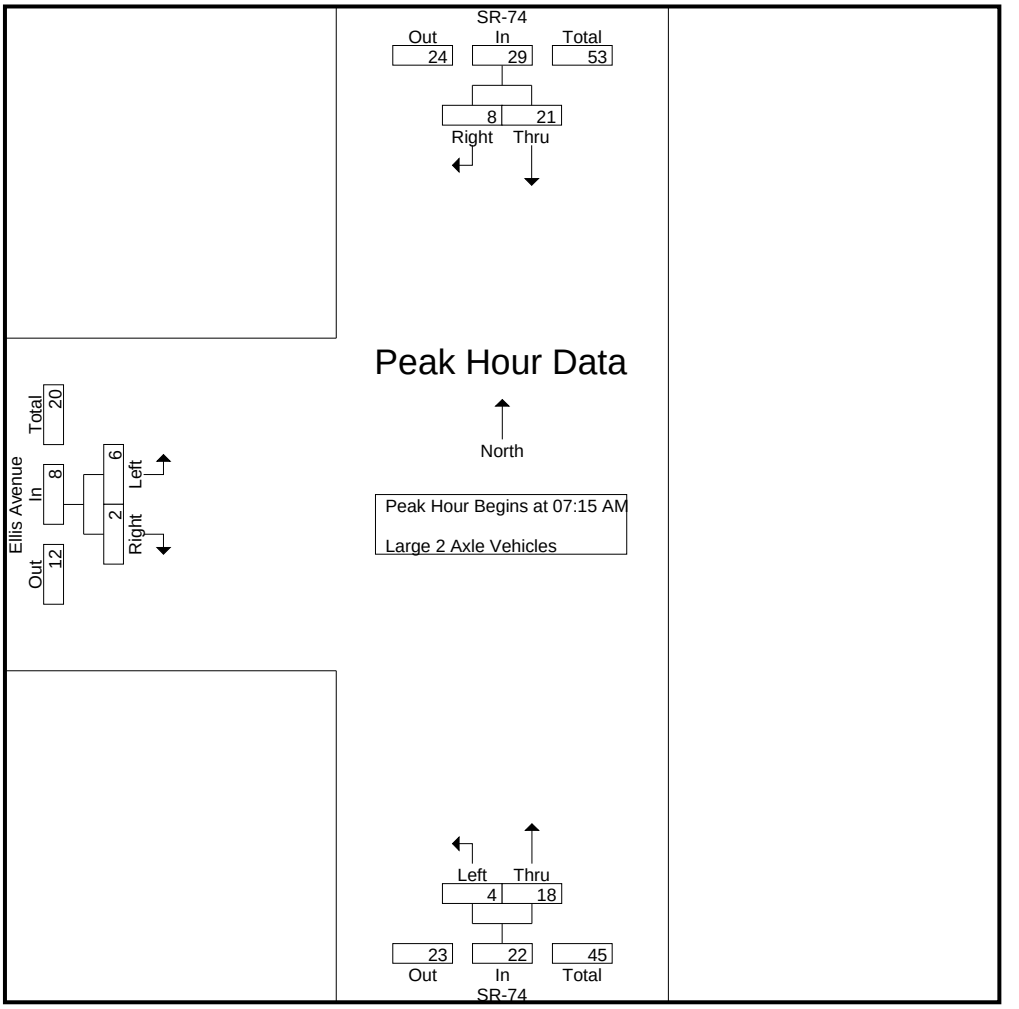
	SR-74 Southbound			SR-74 Northbound			Ellis Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	5	5	10	0	8	8	3	0	3	21
07:15 AM	6	3	9	0	4	4	0	1	1	14
07:30 AM	5	2	7	3	5	8	0	1	1	16
07:45 AM	5	1	6	1	5	6	5	0	5	17
Total	21	11	32	4	22	26	8	2	10	68
08:00 AM	5	2	7	0	4	4	1	0	1	12
08:15 AM	9	2	11	0	7	7	1	0	1	19
08:30 AM	4	1	5	1	5	6	1	0	1	12
08:45 AM	4	0	4	0	7	7	2	0	2	13
Total	22	5	27	1	23	24	5	0	5	56
Grand Total	43	16	59	5	45	50	13	2	15	124
Apprch %	72.9	27.1		10	90		86.7	13.3		
Total %	34.7	12.9	47.6	4	36.3	40.3	10.5	1.6	12.1	

	SR-74 Southbound			SR-74 Northbound			Ellis Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**6**	**3**	**9**	0	4	4	0	**1**	1	14
07:30 AM	5	2	7	**3**	**5**	**8**	0	1	1	16
07:45 AM	5	1	6	1	5	6	**5**	0	**5**	**17**
08:00 AM	5	2	7	0	4	4	1	0	1	12
Total Volume	21	8	29	4	18	22	6	2	8	59
% App. Total	72.4	27.6		18.2	81.8		75	25		
PHF	.875	.667	.806	.333	.900	.688	.300	.500	.400	.868

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	**6**	**3**	**9**	0	4	4	0	**1**	1
+15 mins.	5	2	7	**3**	**5**	**8**	0	1	1
+30 mins.	5	1	6	1	5	6	**5**	0	**5**
+45 mins.	5	2	7	0	4	4	1	0	1
Total Volume	21	8	29	4	18	22	6	2	8
% App. Total	72.4	27.6		18.2	81.8		75	25	
PHF	.875	.667	.806	.333	.900	.688	.300	.500	.400

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Groups Printed- 3 Axle Vehicles

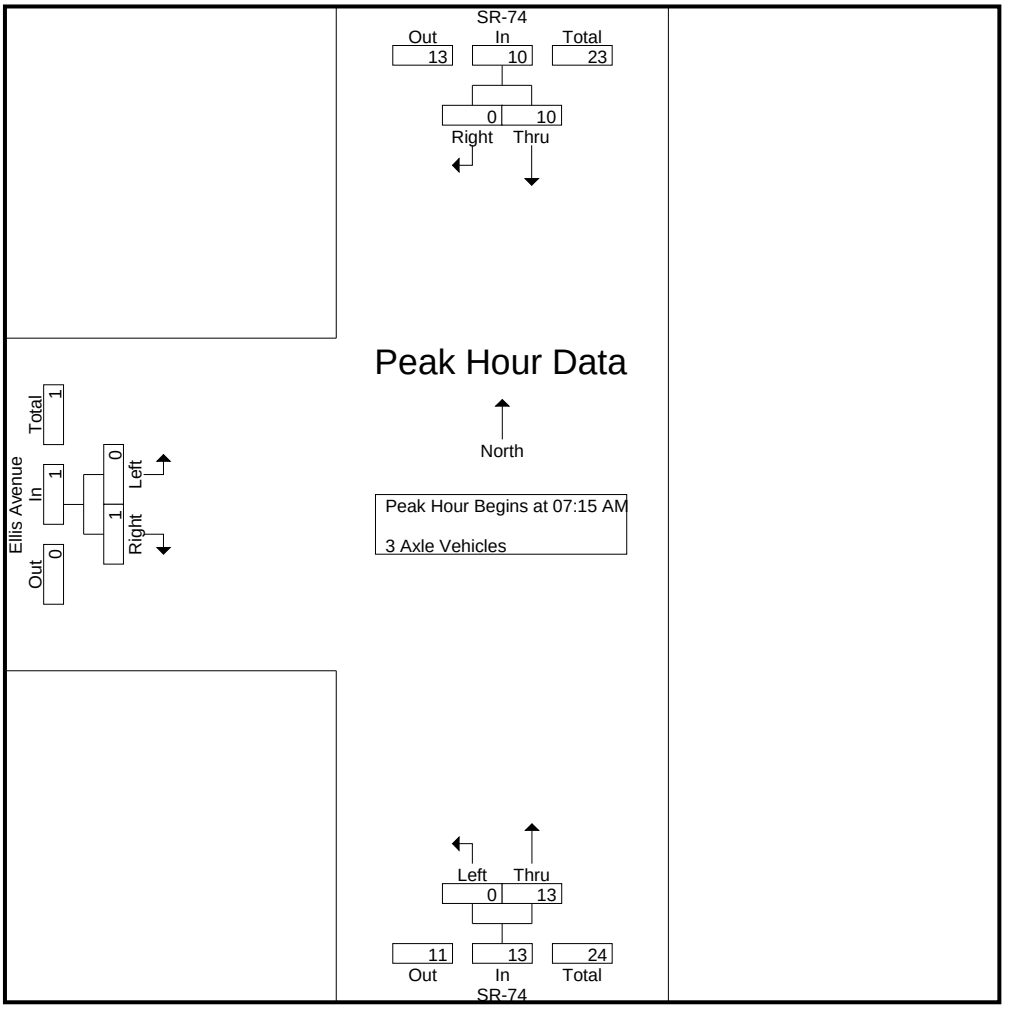
	SR-74 Southbound			SR-74 Northbound			Ellis Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	3	0	3	0	0	0	0	0	0	3
07:15 AM	6	0	6	0	3	3	0	0	0	9
07:30 AM	0	0	0	0	2	2	0	0	0	2
07:45 AM	2	0	2	0	4	4	0	1	1	7
Total	11	0	11	0	9	9	0	1	1	21
08:00 AM	2	0	2	0	4	4	0	0	0	6
08:15 AM	4	0	4	0	1	1	0	1	1	6
08:30 AM	4	0	4	0	3	3	0	0	0	7
08:45 AM	3	0	3	0	0	0	1	0	1	4
Total	13	0	13	0	8	8	1	1	2	23
Grand Total	24	0	24	0	17	17	1	2	3	44
Apprch %	100	0		0	100		33.3	66.7		
Total %	54.5	0	54.5	0	38.6	38.6	2.3	4.5	6.8	

	SR-74 Southbound			SR-74 Northbound			Ellis Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**6**	0	**6**	0	3	3	0	0	0	**9**
07:30 AM	0	0	0	0	2	2	0	0	0	2
07:45 AM	2	0	2	0	**4**	**4**	0	**1**	**1**	7
08:00 AM	2	0	2	0	4	4	0	0	0	6
Total Volume	10	0	10	0	13	13	0	1	1	24
% App. Total	100	0		0	100		0	100		
PHF	.417	.000	.417	.000	.813	.813	.000	.250	.250	.667

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	**6**	0	**6**	0	3	3	0	0	0
+15 mins.	0	0	0	0	2	2	0	0	0
+30 mins.	2	0	2	0	**4**	**4**	0	**1**	**1**
+45 mins.	2	0	2	0	4	4	0	0	0
Total Volume	10	0	10	0	13	13	0	1	1
% App. Total	100	0		0	100		0	100	
PHF	.417	.000	.417	.000	.813	.813	.000	.250	.250

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Groups Printed- 4+ Axle Trucks

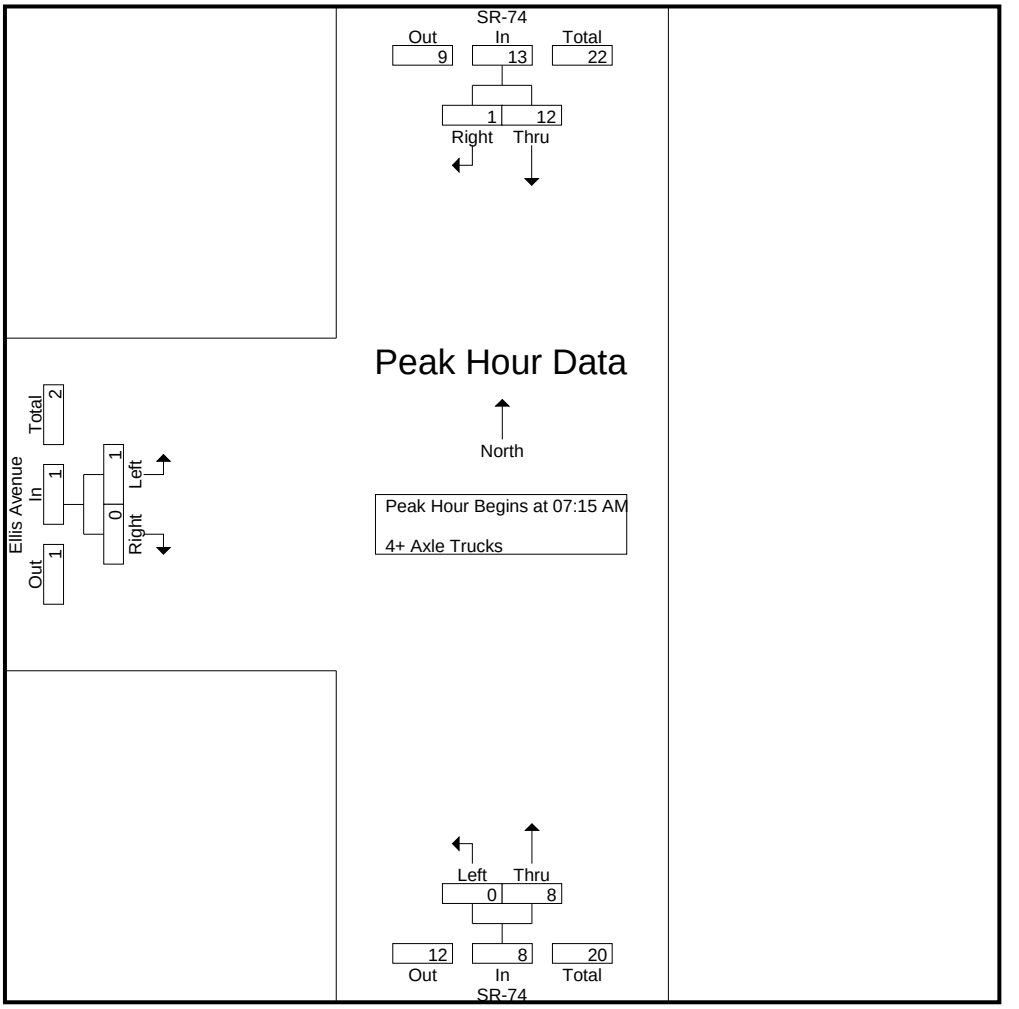
	SR-74 Southbound			SR-74 Northbound			Ellis Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	3	0	3	0	1	1	0	0	0	4
07:15 AM	2	1	3	0	1	1	1	0	1	5
07:30 AM	3	0	3	0	1	1	0	0	0	4
07:45 AM	1	0	1	0	5	5	0	0	0	6
Total	9	1	10	0	8	8	1	0	1	19
08:00 AM	6	0	6	0	1	1	0	0	0	7
08:15 AM	4	0	4	0	2	2	0	0	0	6
08:30 AM	3	1	4	0	3	3	2	0	2	9
08:45 AM	4	0	4	0	0	0	0	0	0	4
Total	17	1	18	0	6	6	2	0	2	26
Grand Total	26	2	28	0	14	14	3	0	3	45
Apprch %	92.9	7.1		0	100		100	0		
Total %	57.8	4.4	62.2	0	31.1	31.1	6.7	0	6.7	

	SR-74 Southbound			SR-74 Northbound			Ellis Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	2	**1**	3	0	1	1	**1**	0	**1**	5
07:30 AM	3	0	3	0	1	1	0	0	0	4
07:45 AM	1	0	1	0	**5**	**5**	0	0	0	6
08:00 AM	**6**	0	**6**	0	1	1	0	0	0	**7**
Total Volume	12	1	13	0	8	8	1	0	1	22
% App. Total	92.3	7.7		0	100		100	0		
PHF	.500	.250	.542	.000	.400	.400	.250	.000	.250	.786

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	2	**1**	3	0	1	1	**1**	0	**1**
+15 mins.	3	0	3	0	1	1	0	0	0
+30 mins.	1	0	1	0	**5**	**5**	0	0	0
+45 mins.	**6**	0	**6**	0	1	1	0	0	0
Total Volume	12	1	13	0	8	8	1	0	1
% App. Total	92.3	7.7		0	100		100	0	
PHF	.500	.250	.542	.000	.400	.400	.250	.000	.250

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

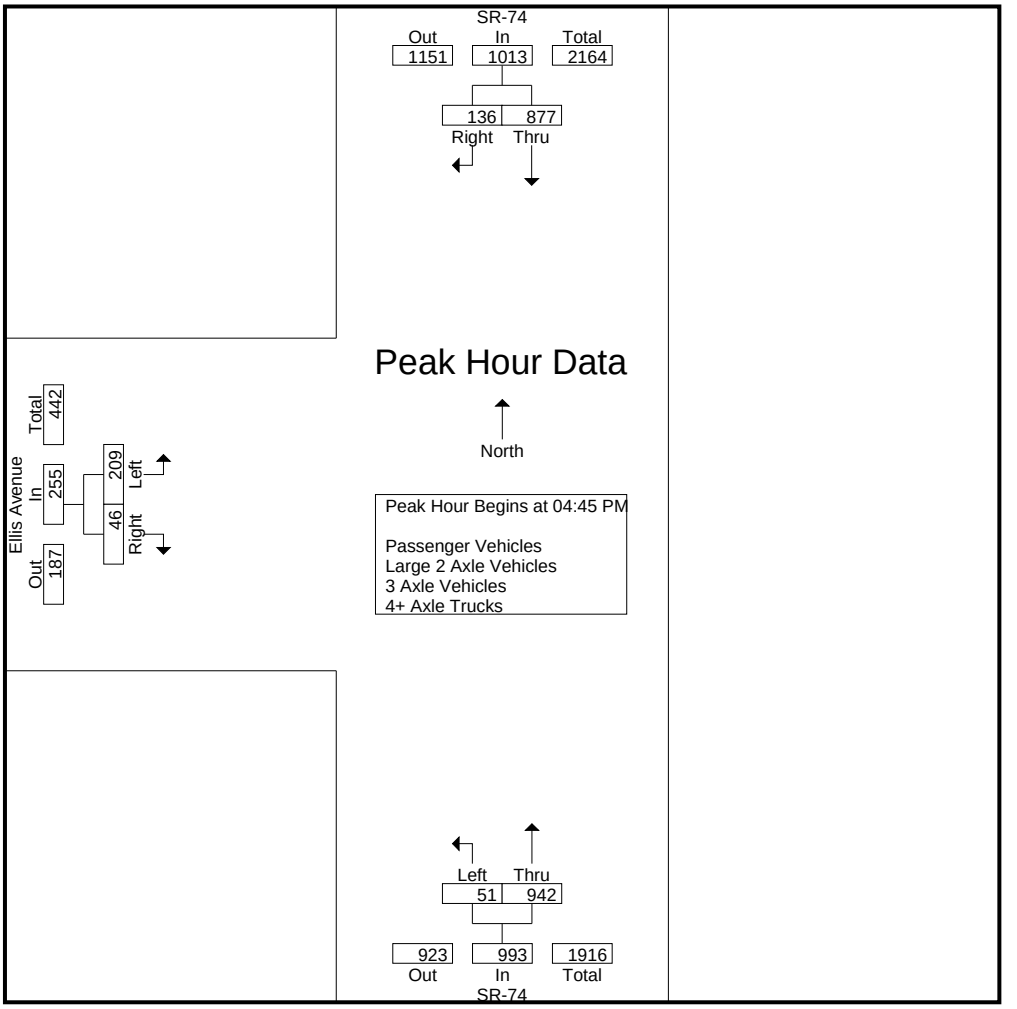
	SR-74 Southbound			SR-74 Northbound			Ellis Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	214	49	263	19	232	251	40	10	50	564
04:15 PM	198	50	248	11	217	228	57	11	68	544
04:30 PM	212	42	254	8	221	229	38	6	44	527
04:45 PM	206	33	239	14	236	250	54	12	66	555
Total	830	174	1004	52	906	958	189	39	228	2190
05:00 PM	215	40	255	9	226	235	48	10	58	548
05:15 PM	270	33	303	12	241	253	62	11	73	629
05:30 PM	186	30	216	16	239	255	45	13	58	529
05:45 PM	191	49	240	5	205	210	47	15	62	512
Total	862	152	1014	42	911	953	202	49	251	2218
Grand Total	1692	326	2018	94	1817	1911	391	88	479	4408
Apprch %	83.8	16.2		4.9	95.1		81.6	18.4		
Total %	38.4	7.4	45.8	2.1	41.2	43.4	8.9	2	10.9	
Passenger Vehicles	1624	323	1947	90	1771	1861	380	85	465	4273
% Passenger Vehicles	96	99.1	96.5	95.7	97.5	97.4	97.2	96.6	97.1	96.9
Large 2 Axle Vehicles	46	2	48	4	24	28	9	3	12	88
% Large 2 Axle Vehicles	2.7	0.6	2.4	4.3	1.3	1.5	2.3	3.4	2.5	2
3 Axle Vehicles	10	0	10	0	8	8	1	0	1	19
% 3 Axle Vehicles	0.6	0	0.5	0	0.4	0.4	0.3	0	0.2	0.4
4+ Axle Trucks	12	1	13	0	14	14	1	0	1	28
% 4+ Axle Trucks	0.7	0.3	0.6	0	0.8	0.7	0.3	0	0.2	0.6

	SR-74 Southbound			SR-74 Northbound			Ellis Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	206	33	239	14	236	250	54	12	66	555
05:00 PM	215	**40**	255	9	226	235	48	10	58	548
05:15 PM	**270**	33	**303**	12	**241**	253	**62**	11	**73**	**629**
05:30 PM	186	30	216	**16**	239	**255**	45	**13**	58	529
Total Volume	877	136	1013	51	942	993	209	46	255	2261
% App. Total	86.6	13.4		5.1	94.9		82	18		
PHF	.812	.850	.836	.797	.977	.974	.843	.885	.873	.899

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

	04:30 PM			04:45 PM			04:45 PM		
+0 mins.	212	**42**	254	14	236	250	54	12	66
+15 mins.	206	33	239	9	226	235	48	10	58
+30 mins.	215	40	255	12	**241**	253	**62**	11	**73**
+45 mins.	**270**	33	**303**	**16**	239	**255**	45	**13**	58
Total Volume	903	148	1051	51	942	993	209	46	255
% App. Total	85.9	14.1		5.1	94.9		82	18	
PHF	.836	.881	.867	.797	.977	.974	.843	.885	.873

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Groups Printed- Passenger Vehicles

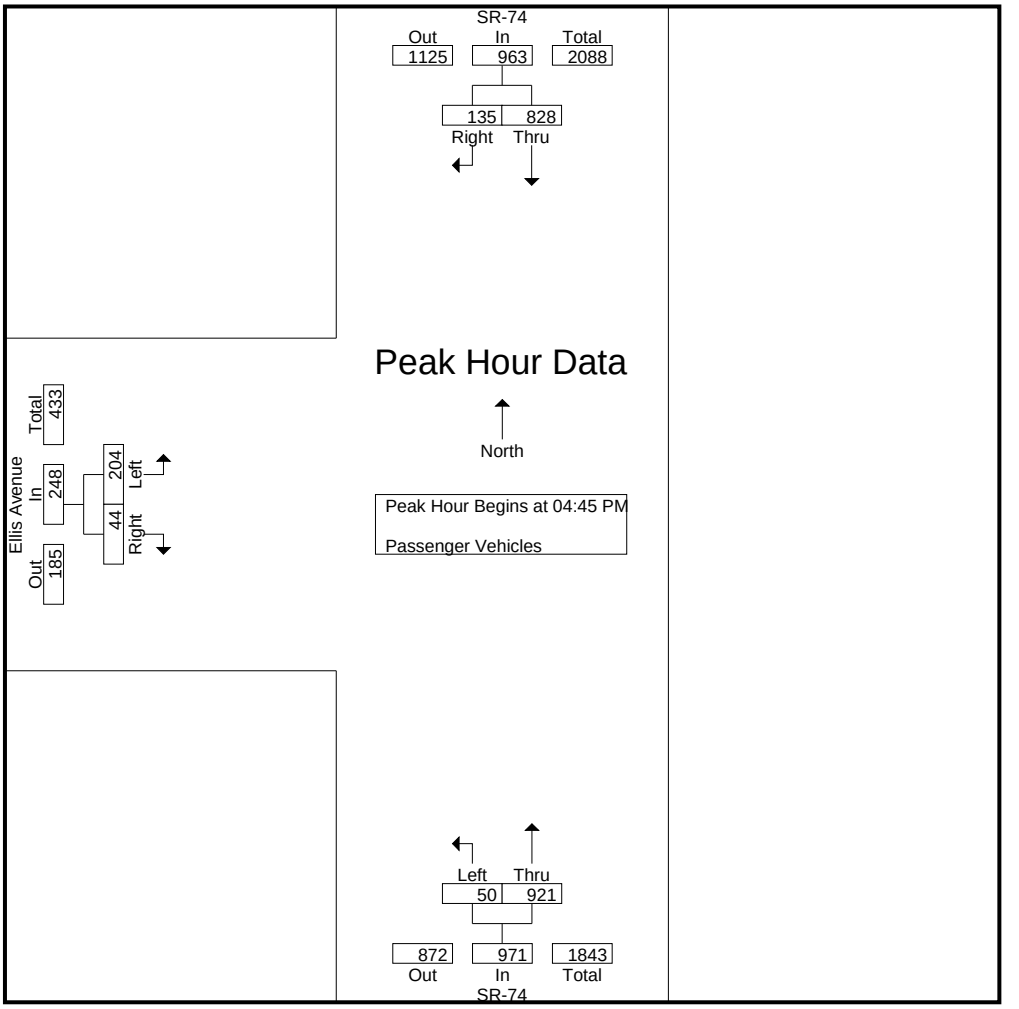
	SR-74 Southbound			SR-74 Northbound			Ellis Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	210	49	259	19	225	244	39	10	49	552
04:15 PM	189	50	239	11	215	226	54	11	65	530
04:30 PM	208	41	249	6	209	215	37	6	43	507
04:45 PM	203	33	236	13	232	245	52	12	64	545
Total	810	173	983	49	881	930	182	39	221	2134
05:00 PM	211	40	251	9	220	229	46	9	55	535
05:15 PM	235	33	268	12	237	249	62	11	73	590
05:30 PM	179	29	208	16	232	248	44	12	56	512
05:45 PM	189	48	237	4	201	205	46	14	60	502
Total	814	150	964	41	890	931	198	46	244	2139
Grand Total	1624	323	1947	90	1771	1861	380	85	465	4273
Apprch %	83.4	16.6		4.8	95.2		81.7	18.3		
Total %	38	7.6	45.6	2.1	41.4	43.6	8.9	2	10.9	

	SR-74 Southbound			SR-74 Northbound			Ellis Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	203	33	236	13	232	245	52	**12**	64	545
05:00 PM	211	**40**	251	9	220	229	46	9	55	535
05:15 PM	**235**	33	**268**	12	**237**	**249**	**62**	11	**73**	**590**
05:30 PM	179	29	208	**16**	232	248	44	12	56	512
Total Volume	828	135	963	50	921	971	204	44	248	2182
% App. Total	86	14		5.1	94.9		82.3	17.7		
PHF	.881	.844	.898	.781	.972	.975	.823	.917	.849	.925

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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	203	33	236	13	232	245	52	**12**	64
+15 mins.	211	**40**	251	9	220	229	46	9	55
+30 mins.	**235**	33	**268**	12	**237**	**249**	**62**	11	**73**
+45 mins.	179	29	208	**16**	232	248	44	12	56
Total Volume	828	135	963	50	921	971	204	44	248
% App. Total	86	14		5.1	94.9		82.3	17.7	
PHF	.881	.844	.898	.781	.972	.975	.823	.917	.849

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Groups Printed- Large 2 Axle Vehicles

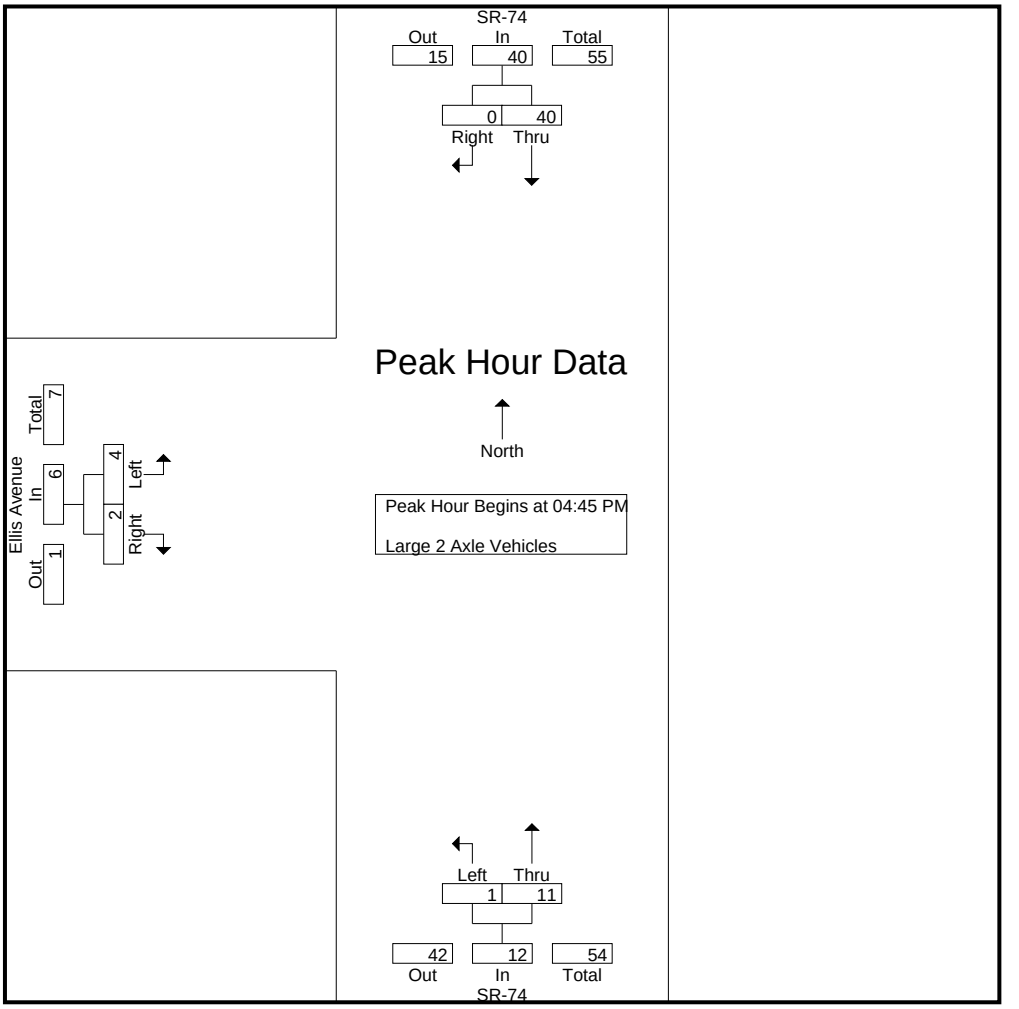
	SR-74 Southbound			SR-74 Northbound			Ellis Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	2	0	2	0	7	7	1	0	1	10
04:15 PM	2	0	2	0	1	1	3	0	3	6
04:30 PM	1	1	2	2	4	6	1	0	1	9
04:45 PM	1	0	1	1	3	4	1	0	1	6
Total	6	1	7	3	15	18	6	0	6	31
05:00 PM	1	0	1	0	2	2	2	1	3	6
05:15 PM	33	0	33	0	2	2	0	0	0	35
05:30 PM	5	0	5	0	4	4	1	1	2	11
05:45 PM	1	1	2	1	1	2	0	1	1	5
Total	40	1	41	1	9	10	3	3	6	57
Grand Total	46	2	48	4	24	28	9	3	12	88
Apprch %	95.8	4.2		14.3	85.7		75	25		
Total %	52.3	2.3	54.5	4.5	27.3	31.8	10.2	3.4	13.6	

	SR-74 Southbound			SR-74 Northbound			Ellis Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	1	0	1	**1**	3	**4**	1	0	1	6
05:00 PM	1	0	1	0	2	2	**2**	**1**	**3**	6
05:15 PM	**33**	0	**33**	0	2	2	0	0	0	**35**
05:30 PM	5	0	5	0	**4**	4	1	1	2	11
Total Volume	40	0	40	1	11	12	4	2	6	58
% App. Total	100	0		8.3	91.7		66.7	33.3		
PHF	.303	.000	.303	.250	.688	.750	.500	.500	.500	.414

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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	1	0	1	**1**	3	**4**	1	0	1
+15 mins.	1	0	1	0	2	2	**2**	**1**	**3**
+30 mins.	**33**	0	**33**	0	2	2	0	0	0
+45 mins.	5	0	5	0	**4**	4	1	1	2
Total Volume	40	0	40	1	11	12	4	2	6
% App. Total	100	0		8.3	91.7		66.7	33.3	
PHF	.303	.000	.303	.250	.688	.750	.500	.500	.500

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County of Riverside
N/S: SR-74
E/W: Ellis Avenue
Weather: Clear

File Name : 11_CRV_74_Ellis_PM
Site Code : 00322418
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Groups Printed- 3 Axle Vehicles

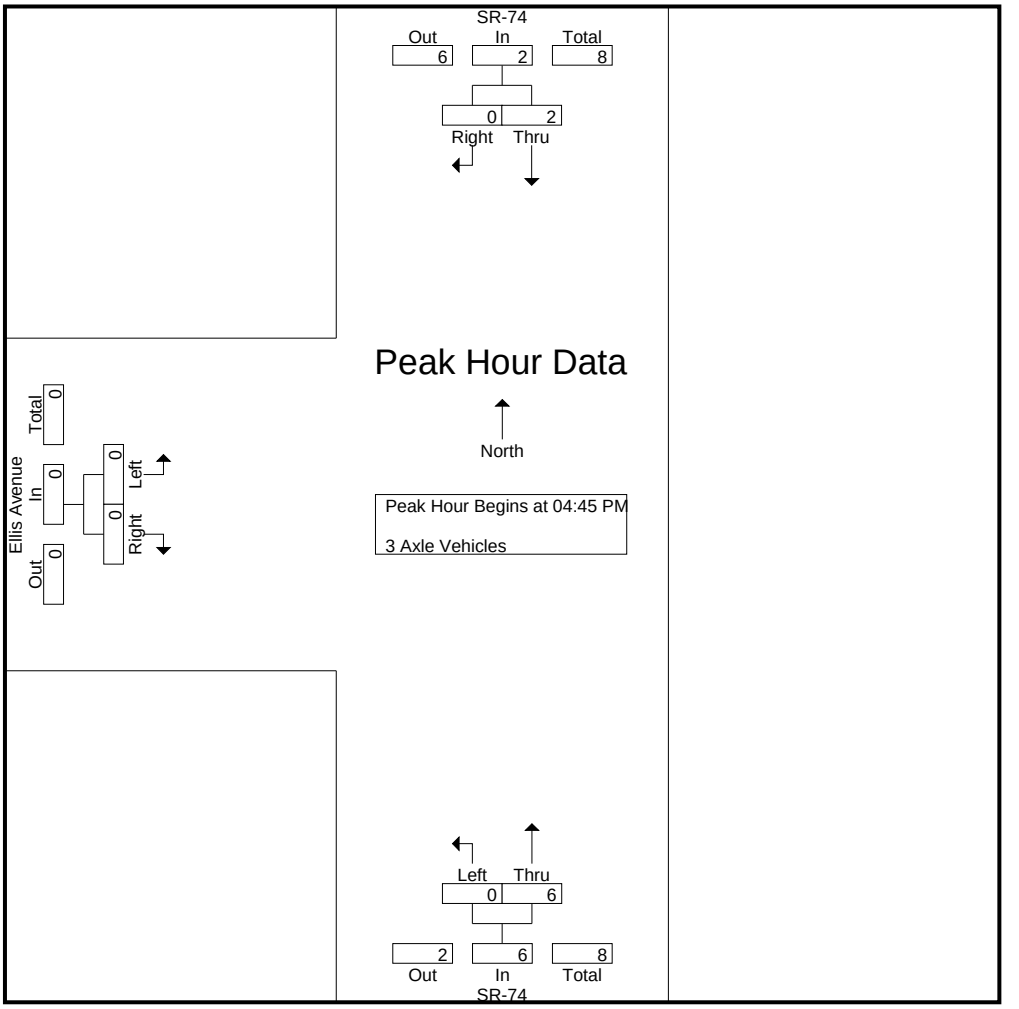
	SR-74 Southbound			SR-74 Northbound			Ellis Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	1	0	1	0	0	0	0	0	0	1
04:15 PM	4	0	4	0	1	1	0	0	0	5
04:30 PM	2	0	2	0	1	1	0	0	0	3
04:45 PM	1	0	1	0	0	0	0	0	0	1
Total	8	0	8	0	2	2	0	0	0	10
05:00 PM	1	0	1	0	2	2	0	0	0	3
05:15 PM	0	0	0	0	1	1	0	0	0	1
05:30 PM	0	0	0	0	3	3	0	0	0	3
05:45 PM	1	0	1	0	0	0	1	0	1	2
Total	2	0	2	0	6	6	1	0	1	9
Grand Total	10	0	10	0	8	8	1	0	1	19
Apprch %	100	0		0	100		100	0		
Total %	52.6	0	52.6	0	42.1	42.1	5.3	0	5.3	

	SR-74 Southbound			SR-74 Northbound			Ellis Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**1**	0	**1**	0	0	0	0	0	0	1
05:00 PM	1	0	1	0	2	2	0	0	0	**3**
05:15 PM	0	0	0	0	1	1	0	0	0	1
05:30 PM	0	0	0	0	**3**	**3**	0	0	0	3
Total Volume	2	0	2	0	6	6	0	0	0	8
% App. Total	100	0		0	100		0	0		
PHF	.500	.000	.500	.000	.500	.500	.000	.000	.000	.667

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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	**1**	0	**1**	0	0	0	0	0	0
+15 mins.	1	0	1	0	2	2	0	0	0
+30 mins.	0	0	0	0	1	1	0	0	0
+45 mins.	0	0	0	0	**3**	**3**	0	0	0
Total Volume	2	0	2	0	6	6	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.500	.000	.500	.000	.500	.500	.000	.000	.000

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County of Riverside
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Weather: Clear

File Name : 11_CRV_74_Ellis_PM
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Groups Printed- 4+ Axle Trucks

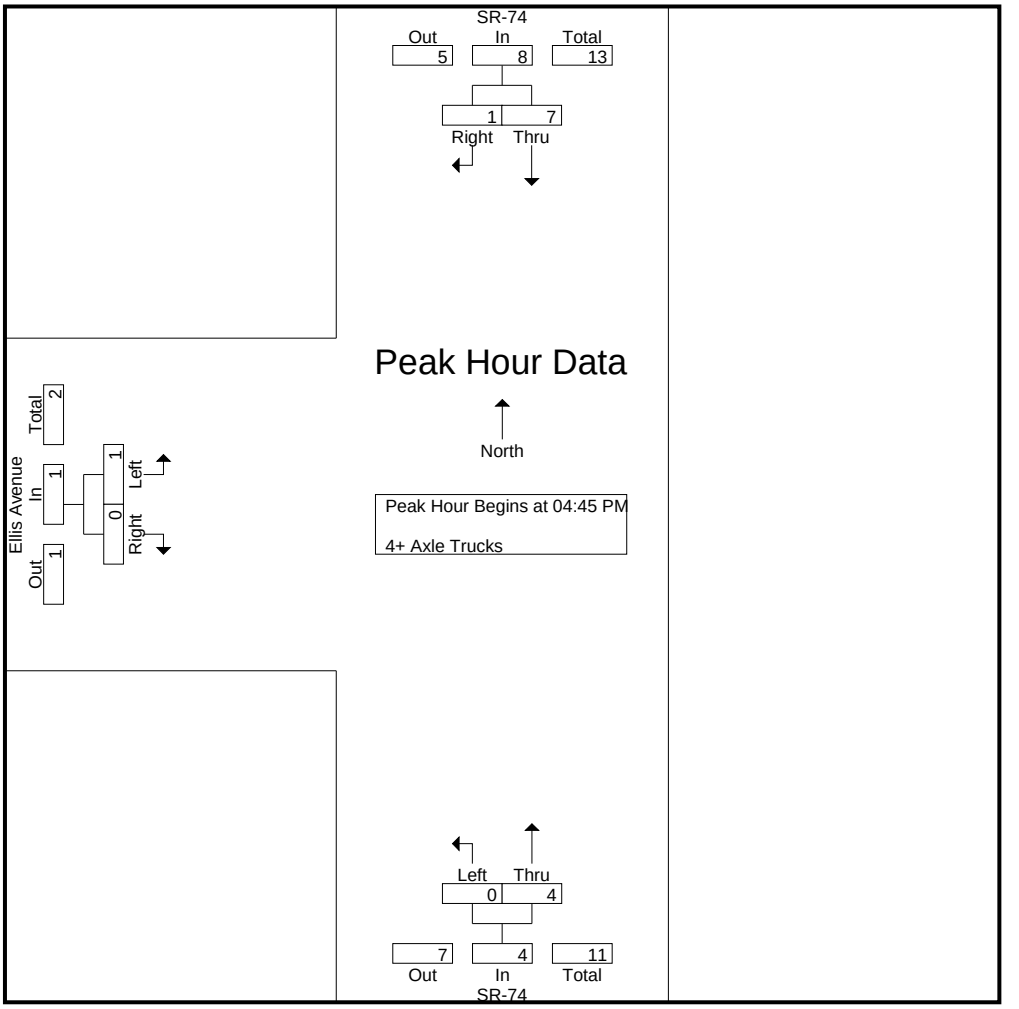
	SR-74 Southbound			SR-74 Northbound			Ellis Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	1	0	1	0	0	0	0	0	0	1
04:15 PM	3	0	3	0	0	0	0	0	0	3
04:30 PM	1	0	1	0	7	7	0	0	0	8
04:45 PM	1	0	1	0	1	1	1	0	1	3
Total	6	0	6	0	8	8	1	0	1	15
05:00 PM	2	0	2	0	2	2	0	0	0	4
05:15 PM	2	0	2	0	1	1	0	0	0	3
05:30 PM	2	1	3	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	3	3	0	0	0	3
Total	6	1	7	0	6	6	0	0	0	13
Grand Total	12	1	13	0	14	14	1	0	1	28
Apprch %	92.3	7.7		0	100		100	0		
Total %	42.9	3.6	46.4	0	50	50	3.6	0	3.6	

	SR-74 Southbound			SR-74 Northbound			Ellis Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	1	0	1	0	1	1	**1**	0	**1**	3
05:00 PM	**2**	0	2	0	**2**	**2**	0	0	0	**4**
05:15 PM	2	0	2	0	1	1	0	0	0	3
05:30 PM	2	**1**	**3**	0	0	0	0	0	0	3
Total Volume	7	1	8	0	4	4	1	0	1	13
% App. Total	87.5	12.5		0	100		100	0		
PHF	.875	.250	.667	.000	.500	.500	.250	.000	.250	.813

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County of Riverside
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E/W: Ellis Avenue
Weather: Clear

File Name : 11_CRV_74_Ellis_PM
Site Code : 00322418
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	1	0	1	0	1	1	**1**	0	**1**
+15 mins.	**2**	0	2	0	**2**	**2**	0	0	0
+30 mins.	2	0	2	0	1	1	0	0	0
+45 mins.	2	**1**	**3**	0	0	0	0	0	0
Total Volume	7	1	8	0	4	4	1	0	1
% App. Total	87.5	12.5		0	100		100	0	
PHF	.875	.250	.667	.000	.500	.500	.250	.000	.250

Location: County of Riverside
N/S: SR-74
E/W: Ellis Avenue

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg SR-74	East Leg Ellis Avenue	South Leg SR-74	West Leg Ellis Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

	North Leg SR-74	East Leg Ellis Avenue	South Leg SR-74	West Leg Ellis Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	1	1
5:15 PM	1	1	0	0	2
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	1	0	1	3

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Location: County of Riverside
N/S: SR-74
E/W: Ellis Avenue

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound SR-74			Westbound Ellis Avenue			Northbound SR-74			Eastbound Ellis Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound SR-74			Westbound Ellis Avenue			Northbound SR-74			Eastbound Ellis Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Perris
N/S: SR-74
E/W: Navajo Road
Weather: Clear

File Name : 12_PER_74_Navajo_AM
Site Code : 00322418
Start Date : 5/12/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

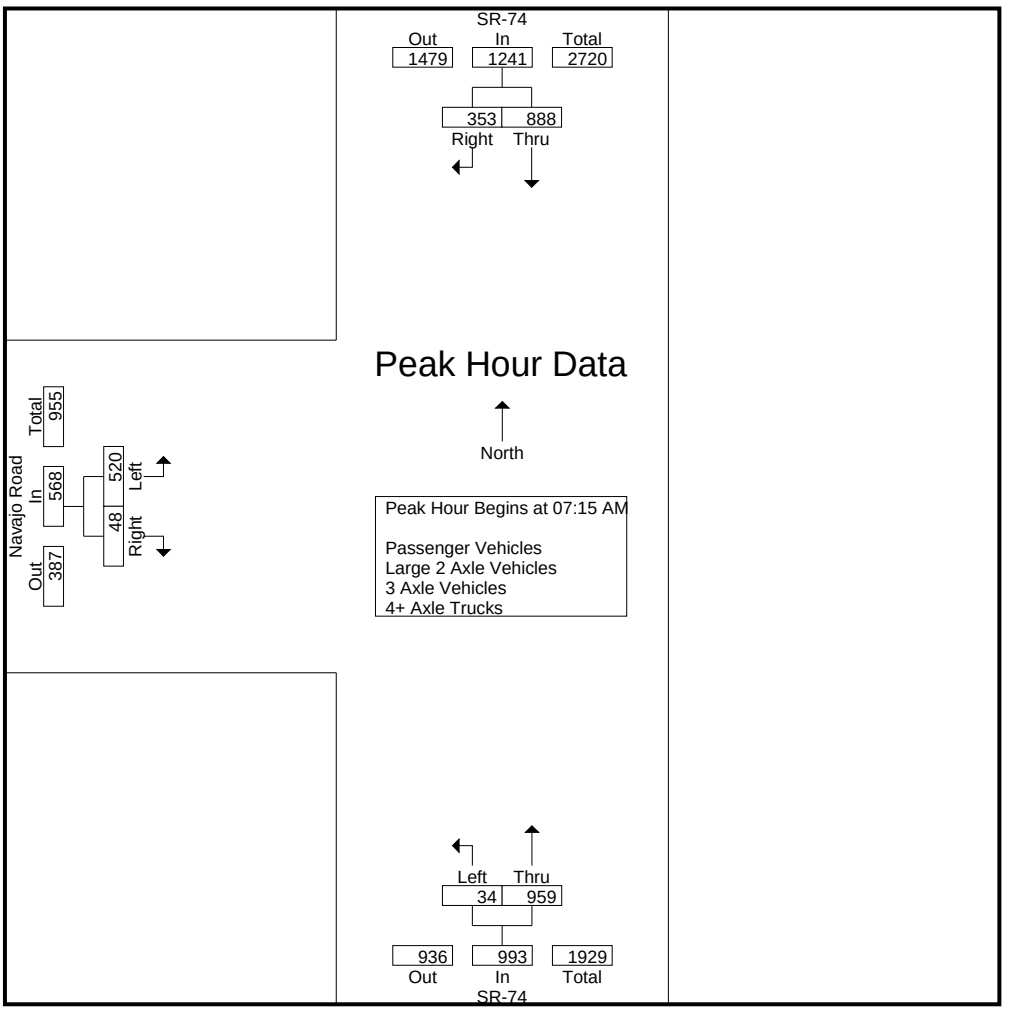
	SR-74 Southbound			SR-74 Northbound			Navajo Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	185	50	235	4	210	214	106	3	109	558
07:15 AM	224	57	281	11	264	275	149	7	156	712
07:30 AM	245	87	332	9	279	288	139	15	154	774
07:45 AM	221	110	331	7	218	225	126	14	140	696
Total	875	304	1179	31	971	1002	520	39	559	2740
08:00 AM	198	99	297	7	198	205	106	12	118	620
08:15 AM	170	66	236	5	152	157	75	9	84	477
08:30 AM	155	55	210	3	175	178	58	9	67	455
08:45 AM	160	62	222	7	188	195	68	7	75	492
Total	683	282	965	22	713	735	307	37	344	2044
Grand Total	1558	586	2144	53	1684	1737	827	76	903	4784
Apprch %	72.7	27.3		3.1	96.9		91.6	8.4		
Total %	32.6	12.2	44.8	1.1	35.2	36.3	17.3	1.6	18.9	
Passenger Vehicles	1468	561	2029	51	1601	1652	812	73	885	4566
% Passenger Vehicles	94.2	95.7	94.6	96.2	95.1	95.1	98.2	96.1	98	95.4
Large 2 Axle Vehicles	42	22	64	1	37	38	15	3	18	120
% Large 2 Axle Vehicles	2.7	3.8	3	1.9	2.2	2.2	1.8	3.9	2	2.5
3 Axle Vehicles	23	2	25	0	27	27	0	0	0	52
% 3 Axle Vehicles	1.5	0.3	1.2	0	1.6	1.6	0	0	0	1.1
4+ Axle Trucks	25	1	26	1	19	20	0	0	0	46
% 4+ Axle Trucks	1.6	0.2	1.2	1.9	1.1	1.2	0	0	0	1

	SR-74 Southbound			SR-74 Northbound			Navajo Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	224	57	281	**11**	264	275	**149**	7	**156**	712
07:30 AM	**245**	87	**332**	9	**279**	**288**	139	**15**	154	**774**
07:45 AM	221	**110**	331	7	218	225	126	14	140	696
08:00 AM	198	99	297	7	198	205	106	12	118	620
Total Volume	888	353	1241	34	959	993	520	48	568	2802
% App. Total	71.6	28.4		3.4	96.6		91.5	8.5		
PHF	.906	.802	.934	.773	.859	.862	.872	.800	.910	.905

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File Name : 12_PER_74_Navajo_AM
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:15 AM		
+0 mins.	224	57	281	4	210	214	**149**	7	**156**
+15 mins.	**245**	87	**332**	**11**	264	275	139	**15**	154
+30 mins.	221	**110**	331	9	**279**	**288**	126	14	140
+45 mins.	198	99	297	7	218	225	106	12	118
Total Volume	888	353	1241	31	971	1002	520	48	568
% App. Total	71.6	28.4		3.1	96.9		91.5	8.5	
PHF	.906	.802	.934	.705	.870	.870	.872	.800	.910

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City of Perris
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Weather: Clear

File Name : 12_PER_74_Navajo_AM
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Groups Printed- Passenger Vehicles

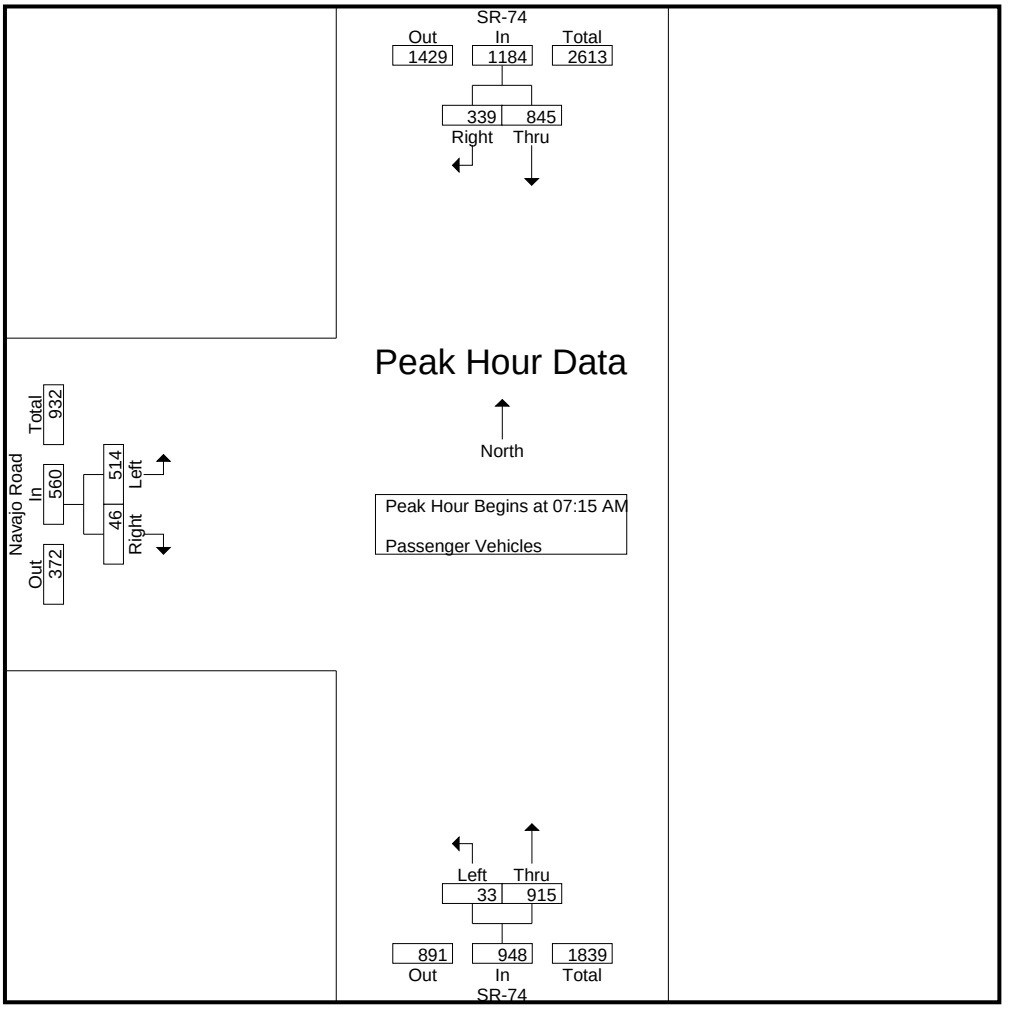
	SR-74 Southbound			SR-74 Northbound			Navajo Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	172	46	218	4	203	207	101	2	103	528
07:15 AM	211	52	263	10	257	267	148	7	155	685
07:30 AM	238	84	322	9	272	281	138	14	152	755
07:45 AM	212	106	318	7	200	207	125	14	139	664
Total	833	288	1121	30	932	962	512	37	549	2632
08:00 AM	184	97	281	7	186	193	103	11	114	588
08:15 AM	157	62	219	4	143	147	73	9	82	448
08:30 AM	143	54	197	3	164	167	56	9	65	429
08:45 AM	151	60	211	7	176	183	68	7	75	469
Total	635	273	908	21	669	690	300	36	336	1934
Grand Total	1468	561	2029	51	1601	1652	812	73	885	4566
Apprch %	72.4	27.6		3.1	96.9		91.8	8.2		
Total %	32.2	12.3	44.4	1.1	35.1	36.2	17.8	1.6	19.4	

	SR-74 Southbound			SR-74 Northbound			Navajo Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	211	52	263	**10**	257	267	**148**	7	**155**	685
07:30 AM	**238**	84	**322**	9	**272**	**281**	138	**14**	152	**755**
07:45 AM	212	**106**	318	7	200	207	125	14	139	664
08:00 AM	184	97	281	7	186	193	103	11	114	588
Total Volume	845	339	1184	33	915	948	514	46	560	2692
% App. Total	71.4	28.6		3.5	96.5		91.8	8.2		
PHF	.888	.800	.919	.825	.841	.843	.868	.821	.903	.891

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Weather: Clear

File Name : 12_PER_74_Navajo_AM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	211	52	263	**10**	257	267	**148**	7	**155**
+15 mins.	**238**	84	**322**	9	**272**	**281**	138	**14**	152
+30 mins.	212	**106**	318	7	200	207	125	14	139
+45 mins.	184	97	281	7	186	193	103	11	114
Total Volume	845	339	1184	33	915	948	514	46	560
% App. Total	71.4	28.6		3.5	96.5		91.8	8.2	
PHF	.888	.800	.919	.825	.841	.843	.868	.821	.903

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City of Perris
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File Name : 12_PER_74_Navajo_AM
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Groups Printed- Large 2 Axle Vehicles

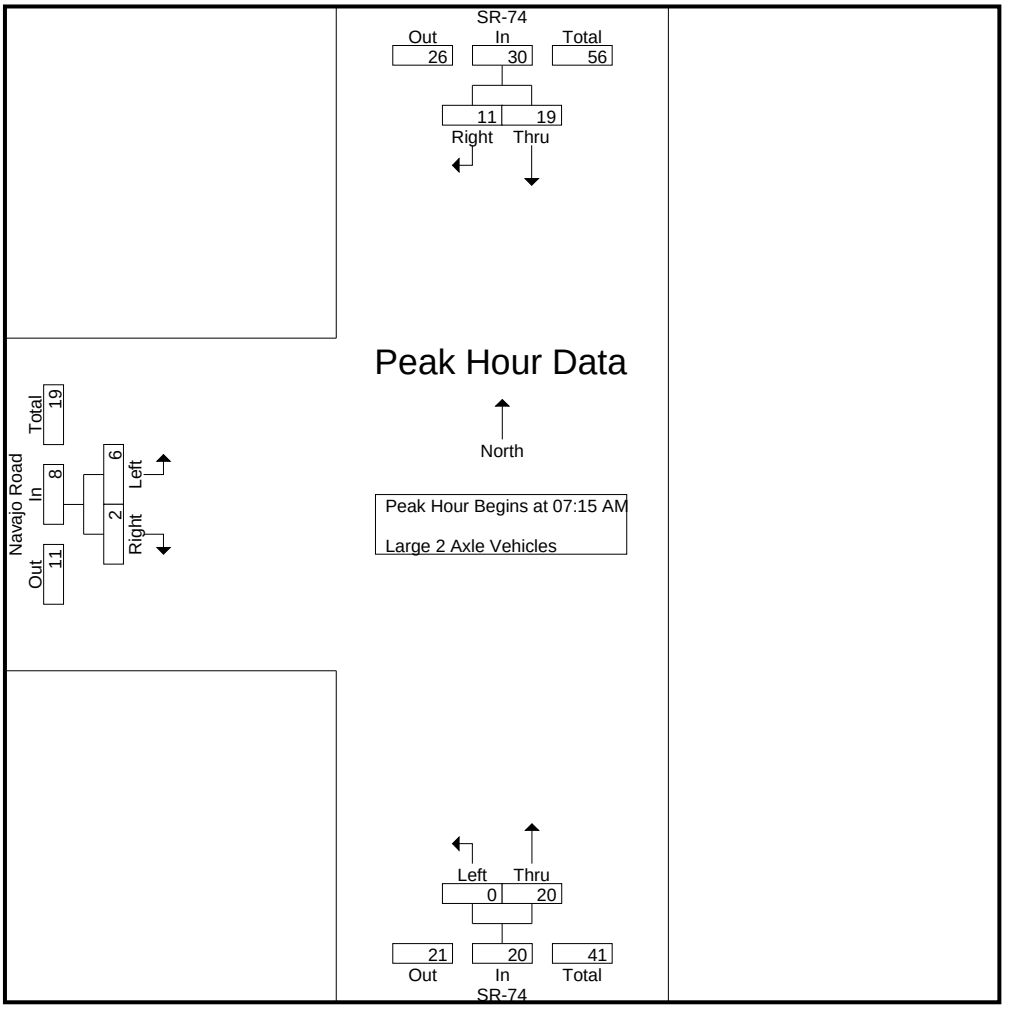
	SR-74 Southbound			SR-74 Northbound			Navajo Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	8	4	12	0	6	6	5	1	6	24
07:15 AM	4	5	9	0	4	4	1	0	1	14
07:30 AM	5	3	8	0	4	4	1	1	2	14
07:45 AM	4	3	7	0	9	9	1	0	1	17
Total	21	15	36	0	23	23	8	2	10	69
08:00 AM	6	0	6	0	3	3	3	1	4	13
08:15 AM	8	4	12	1	3	4	2	0	2	18
08:30 AM	4	1	5	0	1	1	2	0	2	8
08:45 AM	3	2	5	0	7	7	0	0	0	12
Total	21	7	28	1	14	15	7	1	8	51
Grand Total	42	22	64	1	37	38	15	3	18	120
Apprch %	65.6	34.4		2.6	97.4		83.3	16.7		
Total %	35	18.3	53.3	0.8	30.8	31.7	12.5	2.5	15	

	SR-74 Southbound			SR-74 Northbound			Navajo Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	4	**5**	**9**	0	4	4	1	0	1	14
07:30 AM	5	3	8	0	4	4	1	**1**	2	14
07:45 AM	4	3	7	0	**9**	**9**	1	0	1	**17**
08:00 AM	**6**	0	6	0	3	3	**3**	1	**4**	13
Total Volume	19	11	30	0	20	20	6	2	8	58
% App. Total	63.3	36.7		0	100		75	25		
PHF	.792	.550	.833	.000	.556	.556	.500	.500	.500	.853

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Weather: Clear

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	4	**5**	**9**	0	4	4	1	0	1
+15 mins.	5	3	8	0	4	4	1	**1**	2
+30 mins.	4	3	7	0	**9**	**9**	1	0	1
+45 mins.	**6**	0	6	0	3	3	**3**	1	**4**
Total Volume	19	11	30	0	20	20	6	2	8
% App. Total	63.3	36.7		0	100		75	25	
PHF	.792	.550	.833	.000	.556	.556	.500	.500	.500

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City of Perris
N/S: SR-74
E/W: Navajo Road
Weather: Clear

File Name : 12_PER_74_Navajo_AM
Site Code : 00322418
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Groups Printed- 3 Axle Vehicles

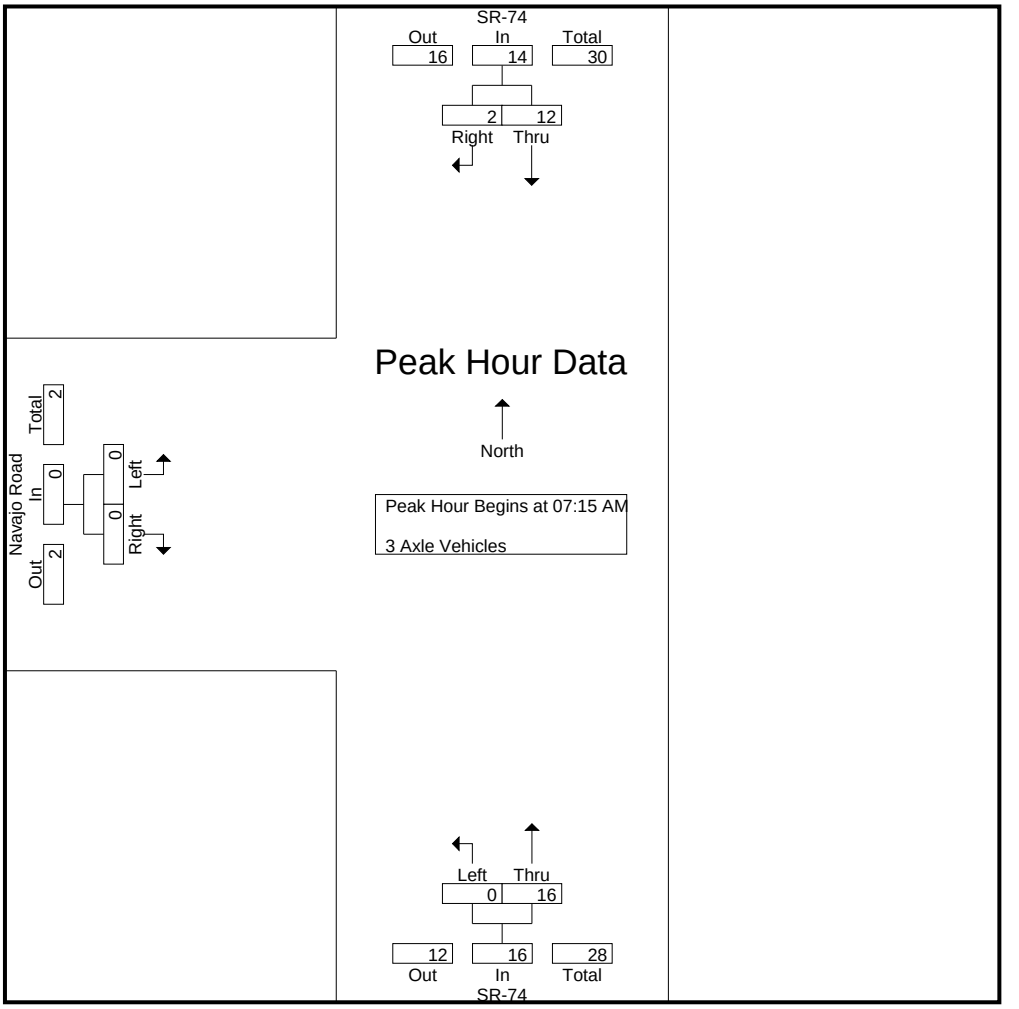
	SR-74 Southbound			SR-74 Northbound			Navajo Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	3	0	3	0	0	0	0	0	0	3
07:15 AM	6	0	6	0	1	1	0	0	0	7
07:30 AM	0	0	0	0	2	2	0	0	0	2
07:45 AM	3	1	4	0	5	5	0	0	0	9
Total	12	1	13	0	8	8	0	0	0	21
08:00 AM	3	1	4	0	8	8	0	0	0	12
08:15 AM	2	0	2	0	3	3	0	0	0	5
08:30 AM	3	0	3	0	4	4	0	0	0	7
08:45 AM	3	0	3	0	4	4	0	0	0	7
Total	11	1	12	0	19	19	0	0	0	31
Grand Total	23	2	25	0	27	27	0	0	0	52
Apprch %	92	8		0	100		0	0		
Total %	44.2	3.8	48.1	0	51.9	51.9	0	0	0	

	SR-74 Southbound			SR-74 Northbound			Navajo Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**6**	0	**6**	0	1	1	0	0	0	7
07:30 AM	0	0	0	0	2	2	0	0	0	2
07:45 AM	3	**1**	4	0	5	5	0	0	0	9
08:00 AM	3	1	4	0	**8**	**8**	0	0	0	**12**
Total Volume	12	2	14	0	16	16	0	0	0	30
% App. Total	85.7	14.3		0	100		0	0		
PHF	.500	.500	.583	.000	.500	.500	.000	.000	.000	.625

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	**6**	0	**6**	0	1	1	0	0	0
+15 mins.	0	0	0	0	2	2	0	0	0
+30 mins.	3	**1**	4	0	5	5	0	0	0
+45 mins.	3	1	4	0	**8**	**8**	0	0	0
Total Volume	12	2	14	0	16	16	0	0	0
% App. Total	85.7	14.3		0	100		0	0	
PHF	.500	.500	.583	.000	.500	.500	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

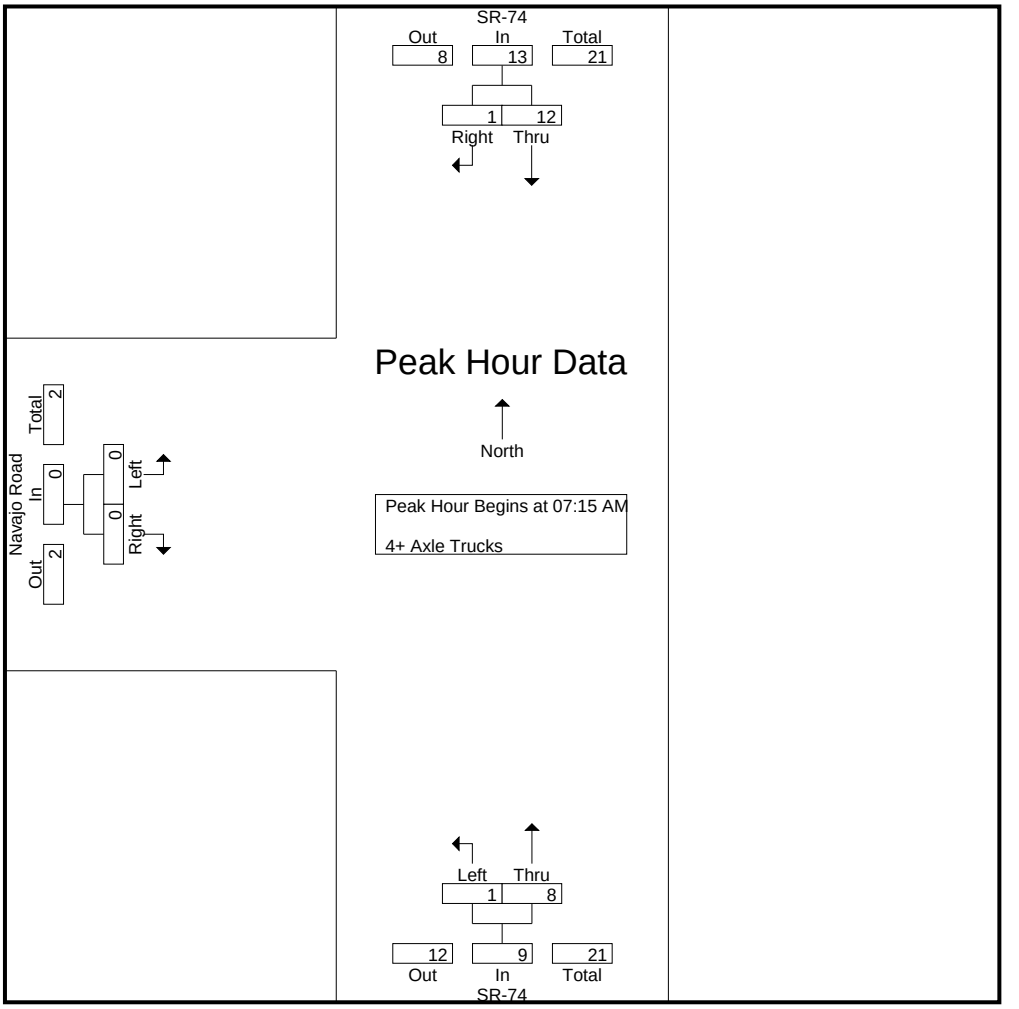
	SR-74 Southbound			SR-74 Northbound			Navajo Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	2	0	2	0	1	1	0	0	0	3
07:15 AM	3	0	3	1	2	3	0	0	0	6
07:30 AM	2	0	2	0	1	1	0	0	0	3
07:45 AM	2	0	2	0	4	4	0	0	0	6
Total	9	0	9	1	8	9	0	0	0	18
08:00 AM	5	1	6	0	1	1	0	0	0	7
08:15 AM	3	0	3	0	3	3	0	0	0	6
08:30 AM	5	0	5	0	6	6	0	0	0	11
08:45 AM	3	0	3	0	1	1	0	0	0	4
Total	16	1	17	0	11	11	0	0	0	28
Grand Total	25	1	26	1	19	20	0	0	0	46
Apprch %	96.2	3.8		5	95		0	0		
Total %	54.3	2.2	56.5	2.2	41.3	43.5	0	0	0	

	SR-74 Southbound			SR-74 Northbound			Navajo Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	3	0	3	**1**	2	3	0	0	0	6
07:30 AM	2	0	2	0	1	1	0	0	0	3
07:45 AM	2	0	2	0	**4**	**4**	0	0	0	6
08:00 AM	**5**	**1**	**6**	0	1	1	0	0	0	**7**
Total Volume	12	1	13	1	8	9	0	0	0	22
% App. Total	92.3	7.7		11.1	88.9		0	0		
PHF	.600	.250	.542	.250	.500	.563	.000	.000	.000	.786

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	3	0	3	**1**	2	3	0	0	0
+15 mins.	2	0	2	0	1	1	0	0	0
+30 mins.	2	0	2	0	**4**	**4**	0	0	0
+45 mins.	**5**	**1**	**6**	0	1	1	0	0	0
Total Volume	12	1	13	1	8	9	0	0	0
% App. Total	92.3	7.7		11.1	88.9		0	0	
PHF	.600	.250	.542	.250	.500	.563	.000	.000	.000

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

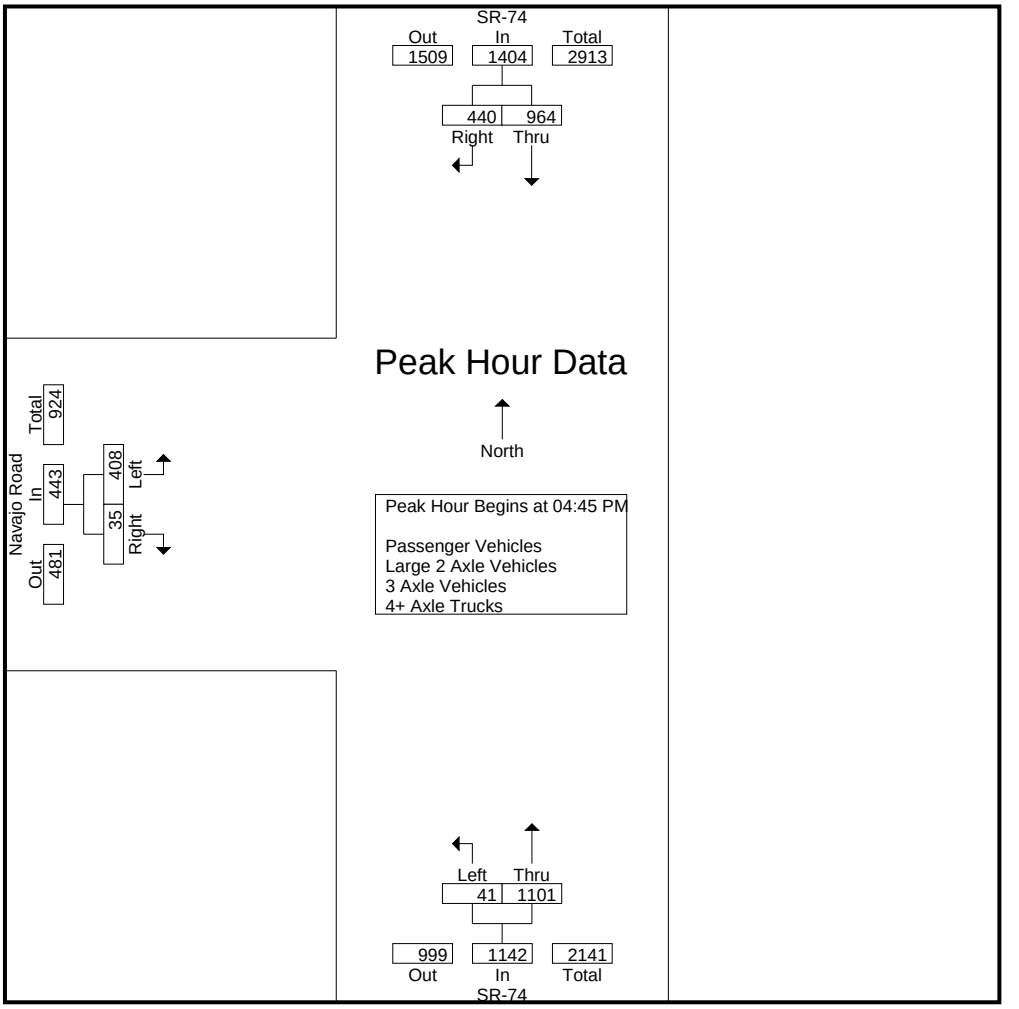
	SR-74 Southbound			SR-74 Northbound			Navajo Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	245	140	385	4	231	235	99	8	107	727
04:15 PM	252	110	362	9	261	270	91	10	101	733
04:30 PM	219	119	338	8	234	242	104	9	113	693
04:45 PM	248	111	359	15	257	272	91	9	100	731
Total	964	480	1444	36	983	1019	385	36	421	2884
05:00 PM	255	111	366	6	258	264	103	6	109	739
05:15 PM	256	108	364	12	294	306	107	7	114	784
05:30 PM	205	110	315	8	292	300	107	13	120	735
05:45 PM	233	121	354	12	227	239	124	9	133	726
Total	949	450	1399	38	1071	1109	441	35	476	2984
Grand Total	1913	930	2843	74	2054	2128	826	71	897	5868
Apprch %	67.3	32.7		3.5	96.5		92.1	7.9		
Total %	32.6	15.8	48.4	1.3	35	36.3	14.1	1.2	15.3	
Passenger Vehicles	1871	919	2790	74	2014	2088	816	71	887	5765
% Passenger Vehicles	97.8	98.8	98.1	100	98.1	98.1	98.8	100	98.9	98.2
Large 2 Axle Vehicles	16	9	25	0	15	15	9	0	9	49
% Large 2 Axle Vehicles	0.8	1	0.9	0	0.7	0.7	1.1	0	1	0.8
3 Axle Vehicles	10	1	11	0	10	10	1	0	1	22
% 3 Axle Vehicles	0.5	0.1	0.4	0	0.5	0.5	0.1	0	0.1	0.4
4+ Axle Trucks	16	1	17	0	15	15	0	0	0	32
% 4+ Axle Trucks	0.8	0.1	0.6	0	0.7	0.7	0	0	0	0.5

	SR-74 Southbound			SR-74 Northbound			Navajo Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	248	**111**	359	**15**	257	272	91	9	100	731
05:00 PM	255	111	**366**	6	258	264	103	6	109	739
05:15 PM	**256**	108	364	12	**294**	**306**	**107**	7	114	**784**
05:30 PM	205	110	315	8	292	300	107	**13**	**120**	735
Total Volume	964	440	1404	41	1101	1142	408	35	443	2989
% App. Total	68.7	31.3		3.6	96.4		92.1	7.9		
PHF	.941	.991	.959	.683	.936	.933	.953	.673	.923	.953

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

	04:00 PM			04:45 PM			05:00 PM		
+0 mins.	245	**140**	**385**	**15**	257	272	103	6	109
+15 mins.	**252**	110	362	6	258	264	107	7	114
+30 mins.	219	119	338	12	**294**	**306**	107	**13**	120
+45 mins.	248	111	359	8	292	300	**124**	9	**133**
Total Volume	964	480	1444	41	1101	1142	441	35	476
% App. Total	66.8	33.2		3.6	96.4		92.6	7.4	
PHF	.956	.857	.938	.683	.936	.933	.889	.673	.895

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File Name : 12_PER_74_Navajo_PM
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Groups Printed- Passenger Vehicles

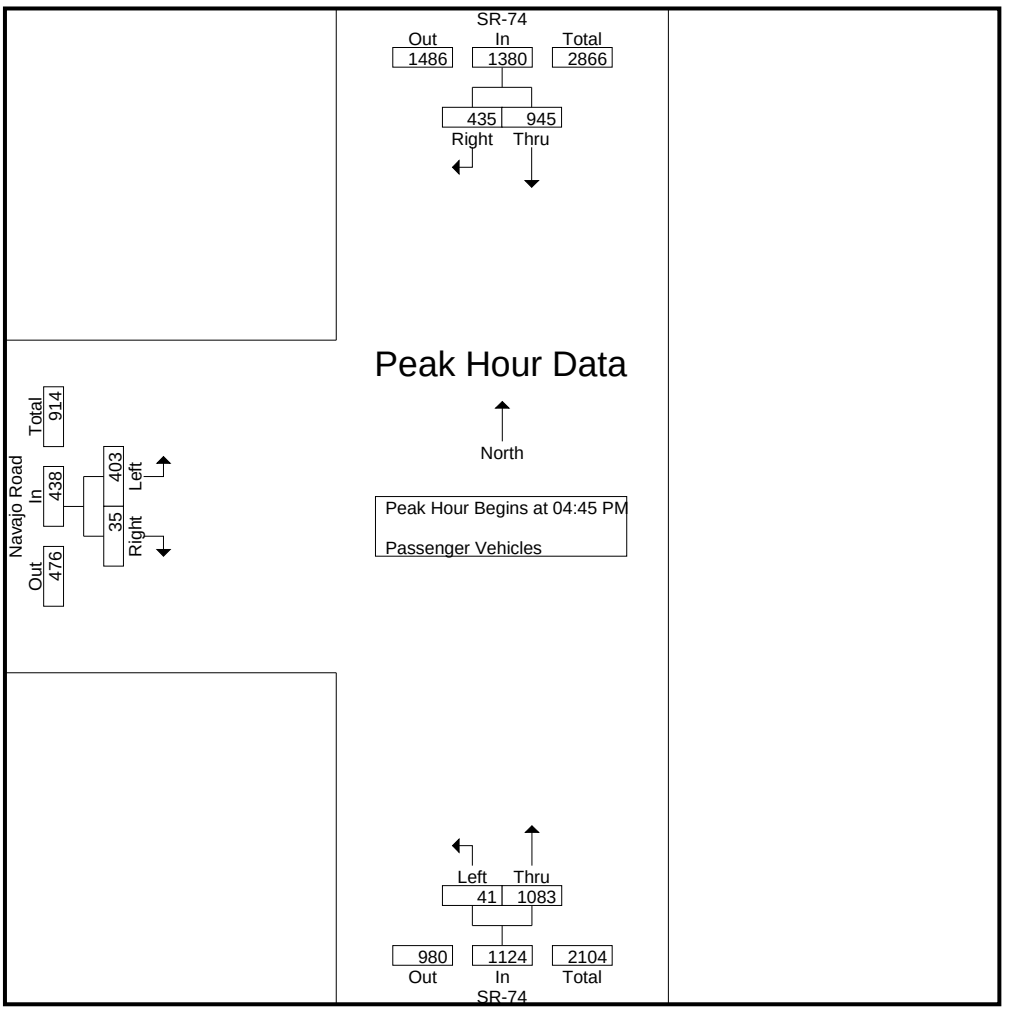
	SR-74 Southbound			SR-74 Northbound			Navajo Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	241	139	380	4	228	232	98	8	106	718
04:15 PM	240	108	348	9	258	267	89	10	99	714
04:30 PM	215	117	332	8	223	231	103	9	112	675
04:45 PM	244	110	354	15	252	267	90	9	99	720
Total	940	474	1414	36	961	997	380	36	416	2827
05:00 PM	251	109	360	6	251	257	101	6	107	724
05:15 PM	253	106	359	12	291	303	105	7	112	774
05:30 PM	197	110	307	8	289	297	107	13	120	724
05:45 PM	230	120	350	12	222	234	123	9	132	716
Total	931	445	1376	38	1053	1091	436	35	471	2938
Grand Total	1871	919	2790	74	2014	2088	816	71	887	5765
Apprch %	67.1	32.9		3.5	96.5		92	8		
Total %	32.5	15.9	48.4	1.3	34.9	36.2	14.2	1.2	15.4	

	SR-74 Southbound			SR-74 Northbound			Navajo Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	244	**110**	354	**15**	252	267	90	9	99	720
05:00 PM	251	109	**360**	6	251	257	101	6	107	724
05:15 PM	**253**	106	359	12	**291**	**303**	105	7	112	**774**
05:30 PM	197	110	307	8	289	297	**107**	**13**	**120**	724
Total Volume	945	435	1380	41	1083	1124	403	35	438	2942
% App. Total	68.5	31.5		3.6	96.4		92	8		
PHF	.934	.989	.958	.683	.930	.927	.942	.673	.913	.950

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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	244	**110**	354	**15**	252	267	90	9	99
+15 mins.	251	109	**360**	6	251	257	101	6	107
+30 mins.	**253**	106	359	12	**291**	**303**	105	7	112
+45 mins.	197	110	307	8	289	297	**107**	**13**	**120**
Total Volume	945	435	1380	41	1083	1124	403	35	438
% App. Total	68.5	31.5		3.6	96.4		92	8	
PHF	.934	.989	.958	.683	.930	.927	.942	.673	.913

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Groups Printed- Large 2 Axle Vehicles

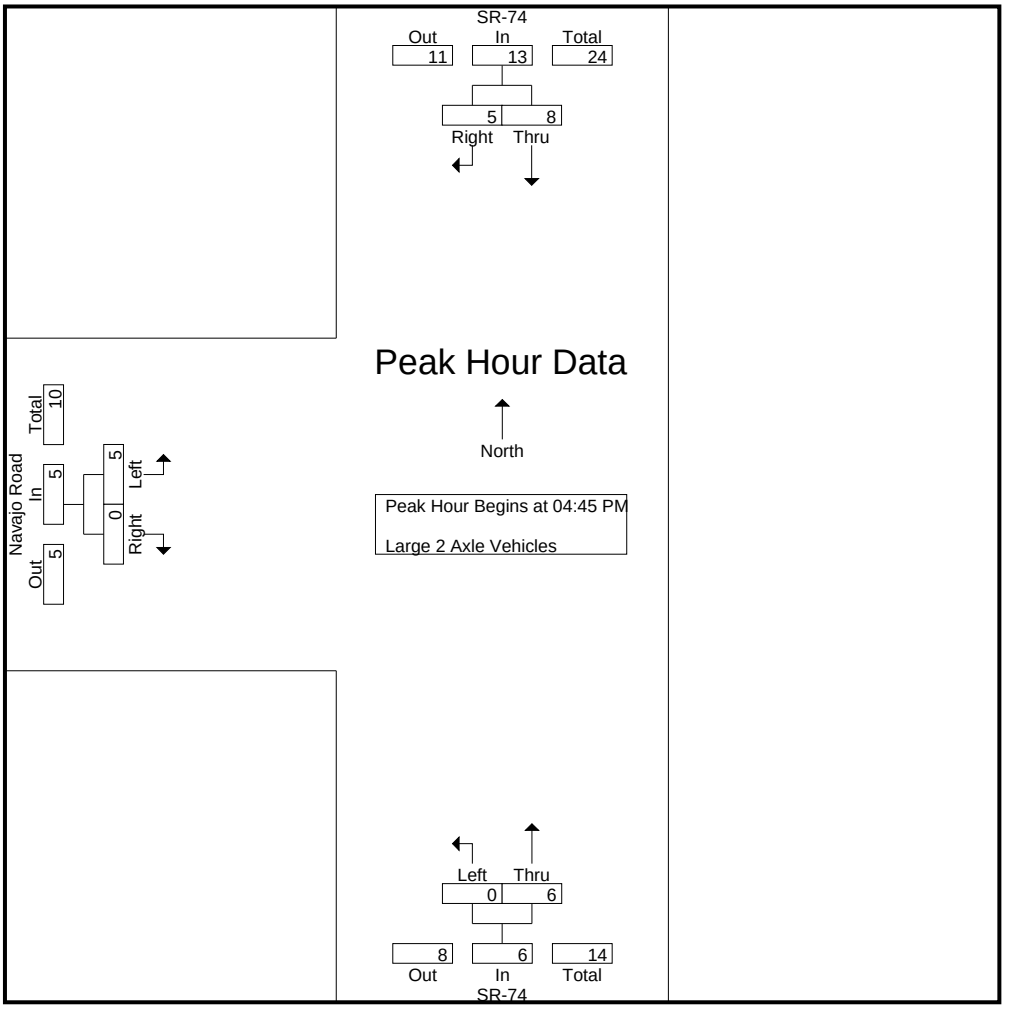
	SR-74 Southbound			SR-74 Northbound			Navajo Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	2	1	3	0	3	3	0	0	0	6
04:15 PM	4	1	5	0	2	2	2	0	2	9
04:30 PM	1	1	2	0	3	3	1	0	1	6
04:45 PM	1	1	2	0	3	3	1	0	1	6
Total	8	4	12	0	11	11	4	0	4	27
05:00 PM	2	2	4	0	2	2	2	0	2	8
05:15 PM	1	2	3	0	1	1	2	0	2	6
05:30 PM	4	0	4	0	0	0	0	0	0	4
05:45 PM	1	1	2	0	1	1	1	0	1	4
Total	8	5	13	0	4	4	5	0	5	22
Grand Total	16	9	25	0	15	15	9	0	9	49
Apprch %	64	36		0	100		100	0		
Total %	32.7	18.4	51	0	30.6	30.6	18.4	0	18.4	

	SR-74 Southbound			SR-74 Northbound			Navajo Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	1	1	2	0	**3**	**3**	1	0	1	6
05:00 PM	2	**2**	**4**	0	2	2	**2**	0	**2**	**8**
05:15 PM	1	2	3	0	1	1	2	0	2	6
05:30 PM	**4**	0	4	0	0	0	0	0	0	4
Total Volume	8	5	13	0	6	6	5	0	5	24
% App. Total	61.5	38.5		0	100		100	0		
PHF	.500	.625	.813	.000	.500	.500	.625	.000	.625	.750

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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	1	1	2	0	**3**	**3**	1	0	1
+15 mins.	2	**2**	**4**	0	2	2	**2**	0	**2**
+30 mins.	1	2	3	0	1	1	2	0	2
+45 mins.	**4**	0	4	0	0	0	0	0	0
Total Volume	8	5	13	0	6	6	5	0	5
% App. Total	61.5	38.5		0	100		100	0	
PHF	.500	.625	.813	.000	.500	.500	.625	.000	.625

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Groups Printed- 3 Axle Vehicles

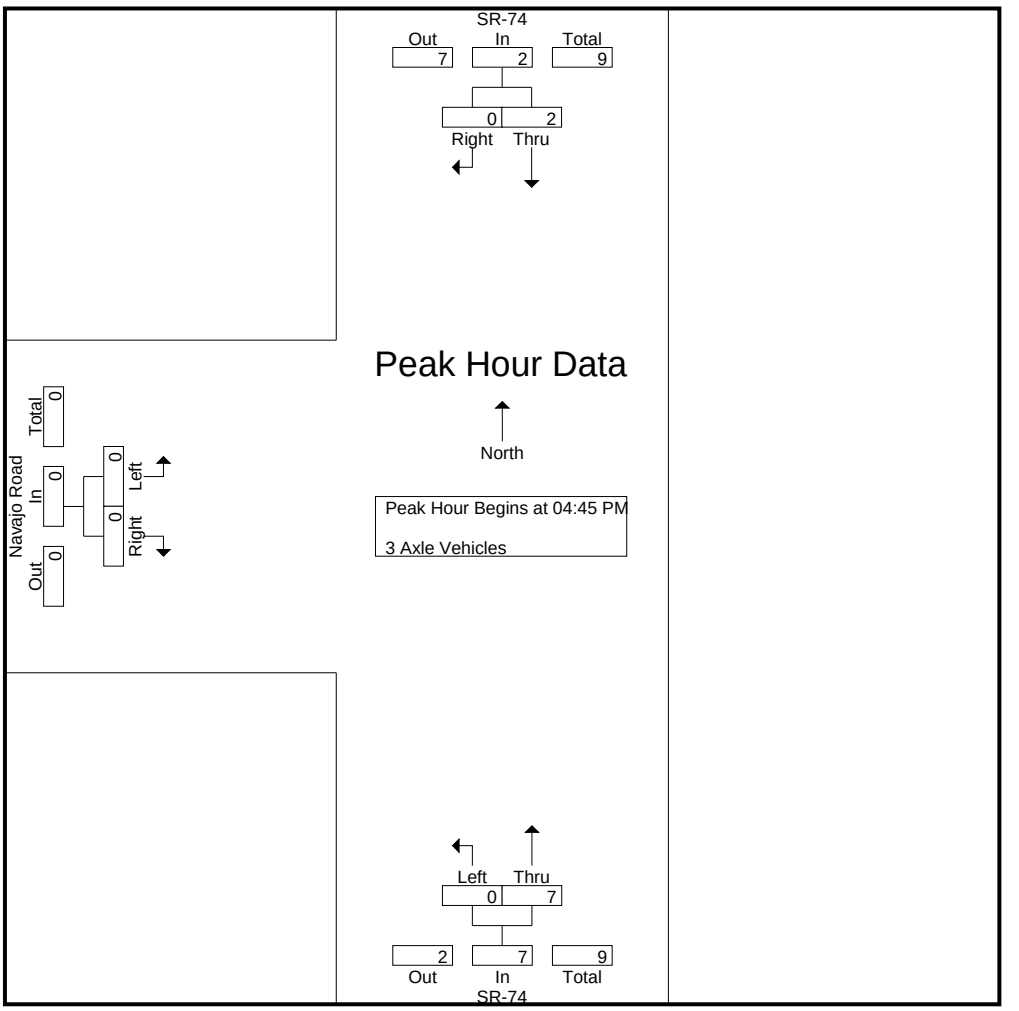
	SR-74 Southbound			SR-74 Northbound			Navajo Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	1	0	1	0	0	0	1	0	1	2
04:15 PM	4	0	4	0	1	1	0	0	0	5
04:30 PM	2	1	3	0	1	1	0	0	0	4
04:45 PM	2	0	2	0	1	1	0	0	0	3
Total	9	1	10	0	3	3	1	0	1	14
05:00 PM	0	0	0	0	2	2	0	0	0	2
05:15 PM	0	0	0	0	1	1	0	0	0	1
05:30 PM	0	0	0	0	3	3	0	0	0	3
05:45 PM	1	0	1	0	1	1	0	0	0	2
Total	1	0	1	0	7	7	0	0	0	8
Grand Total	10	1	11	0	10	10	1	0	1	22
Apprch %	90.9	9.1		0	100		100	0		
Total %	45.5	4.5	50	0	45.5	45.5	4.5	0	4.5	

	SR-74 Southbound			SR-74 Northbound			Navajo Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**2**	0	**2**	0	1	1	0	0	0	**3**
05:00 PM	0	0	0	0	2	2	0	0	0	2
05:15 PM	0	0	0	0	1	1	0	0	0	1
05:30 PM	0	0	0	0	**3**	**3**	0	0	0	3
Total Volume	2	0	2	0	7	7	0	0	0	9
% App. Total	100	0		0	100		0	0		
PHF	.250	.000	.250	.000	.583	.583	.000	.000	.000	.750

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File Name : 12_PER_74_Navajo_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	**2**	0	**2**	0	1	1	0	0	0
+15 mins.	0	0	0	0	2	2	0	0	0
+30 mins.	0	0	0	0	1	1	0	0	0
+45 mins.	0	0	0	0	**3**	**3**	0	0	0
Total Volume	2	0	2	0	7	7	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.250	.000	.250	.000	.583	.583	.000	.000	.000

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City of Perris
N/S: SR-74
E/W: Navajo Road
Weather: Clear

File Name : 12_PER_74_Navajo_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

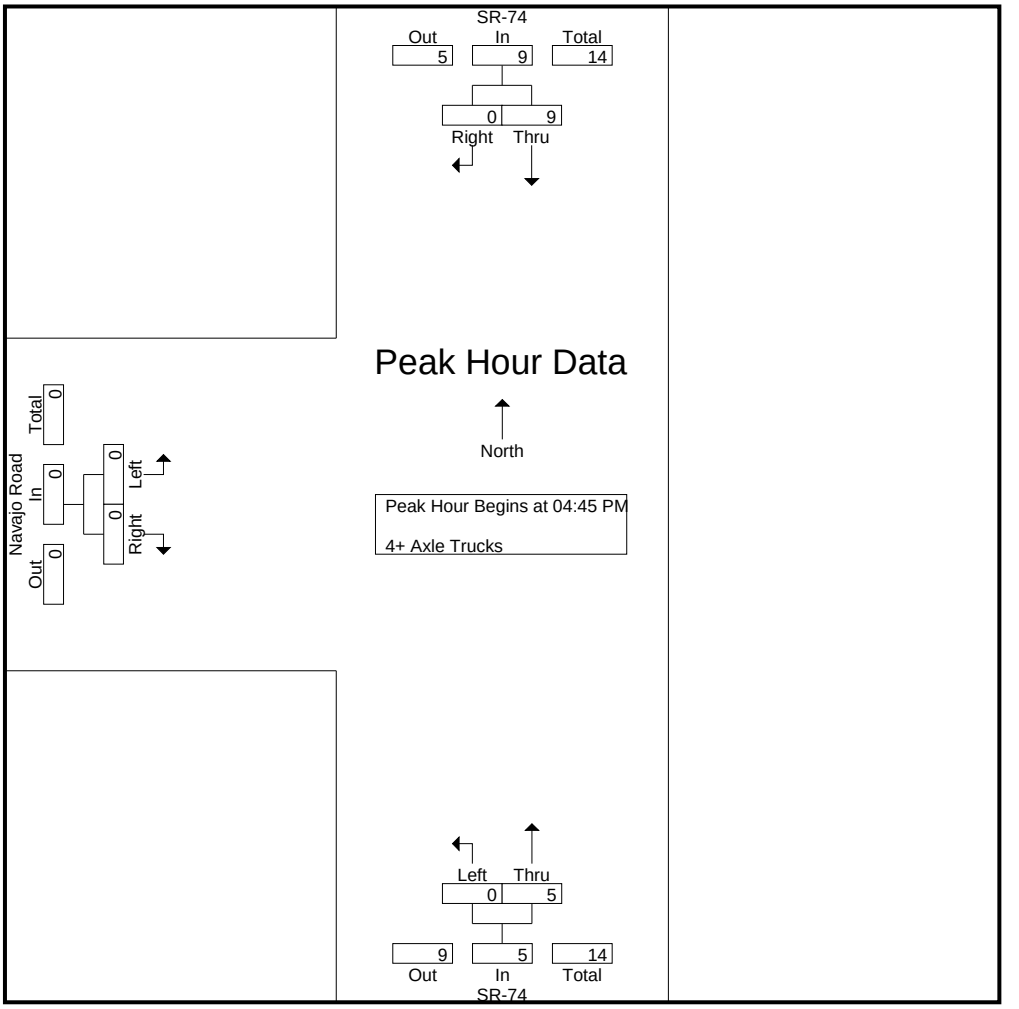
	SR-74 Southbound			SR-74 Northbound			Navajo Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	1	0	1	0	0	0	0	0	0	1
04:15 PM	4	1	5	0	0	0	0	0	0	5
04:30 PM	1	0	1	0	7	7	0	0	0	8
04:45 PM	1	0	1	0	1	1	0	0	0	2
Total	7	1	8	0	8	8	0	0	0	16
05:00 PM	2	0	2	0	3	3	0	0	0	5
05:15 PM	2	0	2	0	1	1	0	0	0	3
05:30 PM	4	0	4	0	0	0	0	0	0	4
05:45 PM	1	0	1	0	3	3	0	0	0	4
Total	9	0	9	0	7	7	0	0	0	16
Grand Total	16	1	17	0	15	15	0	0	0	32
Apprch %	94.1	5.9		0	100		0	0		
Total %	50	3.1	53.1	0	46.9	46.9	0	0	0	

	SR-74 Southbound			SR-74 Northbound			Navajo Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	1	0	1	0	1	1	0	0	0	2
05:00 PM	2	0	2	0	**3**	**3**	0	0	0	**5**
05:15 PM	2	0	2	0	1	1	0	0	0	3
05:30 PM	**4**	0	**4**	0	0	0	0	0	0	4
Total Volume	9	0	9	0	5	5	0	0	0	14
% App. Total	100	0		0	100		0	0		
PHF	.563	.000	.563	.000	.417	.417	.000	.000	.000	.700

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City of Perris
N/S: SR-74
E/W: Navajo Road
Weather: Clear

File Name : 12_PER_74_Navajo_PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	1	0	1	0	1	1	0	0	0
+15 mins.	2	0	2	0	**3**	**3**	0	0	0
+30 mins.	2	0	2	0	1	1	0	0	0
+45 mins.	**4**	0	**4**	0	0	0	0	0	0
Total Volume	9	0	9	0	5	5	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.563	.000	.563	.000	.417	.417	.000	.000	.000

Location: City of Perris
N/S: SR-74
E/W: Navajo Road

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg SR-74	East Leg Navajo Road	South Leg SR-74	West Leg Navajo Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	2	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	1	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	3	3

	North Leg SR-74	East Leg Navajo Road	South Leg SR-74	West Leg Navajo Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

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Location: City of Perris
N/S: SR-74
E/W: Navajo Road

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound SR-74			Westbound Navajo Road			Northbound SR-74			Eastbound Navajo Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

	Southbound SR-74			Westbound Navajo Road			Northbound SR-74			Eastbound Navajo Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

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City of Perris
N/S: A Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 13_PER_A_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

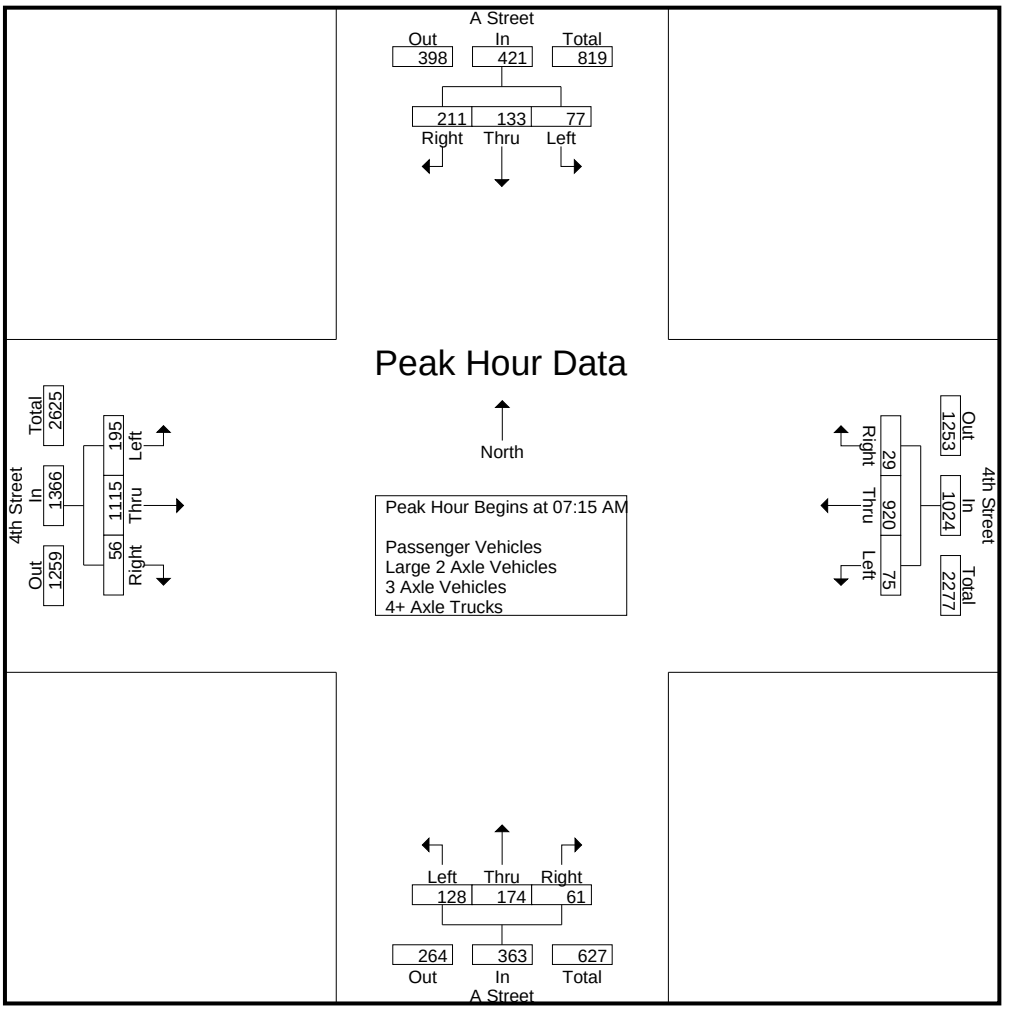
	A Street Southbound				4th Street Westbound				A Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	8	20	33	12	227	5	244	30	20	9	59	37	241	5	283	619
07:15 AM	12	19	41	72	17	231	10	258	28	25	17	70	54	301	13	368	768
07:30 AM	17	42	62	121	29	236	8	273	32	46	16	94	68	306	12	386	874
07:45 AM	33	53	75	161	19	227	5	251	21	57	12	90	50	245	18	313	815
Total	67	122	198	387	77	921	28	1026	111	148	54	313	209	1093	48	1350	3076
08:00 AM	15	19	33	67	10	226	6	242	47	46	16	109	23	263	13	299	717
08:15 AM	10	13	26	49	6	170	5	181	27	20	19	66	18	201	7	226	522
08:30 AM	9	12	16	37	10	192	7	209	21	13	17	51	17	192	10	219	516
08:45 AM	5	8	15	28	7	173	6	186	22	15	7	44	17	197	16	230	488
Total	39	52	90	181	33	761	24	818	117	94	59	270	75	853	46	974	2243
Grand Total	106	174	288	568	110	1682	52	1844	228	242	113	583	284	1946	94	2324	5319
Apprch %	18.7	30.6	50.7		6	91.2	2.8		39.1	41.5	19.4		12.2	83.7	4		
Total %	2	3.3	5.4	10.7	2.1	31.6	1	34.7	4.3	4.5	2.1	11	5.3	36.6	1.8	43.7	
Passenger Vehicles	104	172	280	556	109	1580	51	1740	222	227	111	560	278	1850	91	2219	5075
% Passenger Vehicles	98.1	98.9	97.2	97.9	99.1	93.9	98.1	94.4	97.4	93.8	98.2	96.1	97.9	95.1	96.8	95.5	95.4
Large 2 Axle Vehicles	2	2	7	11	1	53	1	55	4	14	1	19	5	54	2	61	146
% Large 2 Axle Vehicles	1.9	1.1	2.4	1.9	0.9	3.2	1.9	3	1.8	5.8	0.9	3.3	1.8	2.8	2.1	2.6	2.7
3 Axle Vehicles	0	0	0	0	0	26	0	26	2	1	1	4	0	27	0	27	57
% 3 Axle Vehicles	0	0	0	0	0	1.5	0	1.4	0.9	0.4	0.9	0.7	0	1.4	0	1.2	1.1
4+ Axle Trucks	0	0	1	1	0	23	0	23	0	0	0	0	1	15	1	17	41
% 4+ Axle Trucks	0	0	0.3	0.2	0	1.4	0	1.2	0	0	0	0	0.4	0.8	1.1	0.7	0.8

	A Street Southbound				4th Street Westbound				A Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	12	19	41	72	17	231	**10**	258	28	25	**17**	70	54	301	13	368	768
07:30 AM	17	42	62	121	**29**	**236**	8	**273**	32	46	16	94	**68**	**306**	12	**386**	**874**
07:45 AM	**33**	**53**	**75**	**161**	19	227	5	251	21	**57**	12	90	50	245	**18**	313	815
08:00 AM	15	19	33	67	10	226	6	242	**47**	46	16	**109**	23	263	13	299	717
Total Volume	77	133	211	421	75	920	29	1024	128	174	61	363	195	1115	56	1366	3174
% App. Total	18.3	31.6	50.1		7.3	89.8	2.8		35.3	47.9	16.8		14.3	81.6	4.1		
PHF	.583	.627	.703	.654	.647	.975	.725	.938	.681	.763	.897	.833	.717	.911	.778	.885	.908

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City of Perris
N/S: A Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 13_PER_A_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:15 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	12	19	41	72	12	227	5	244	28	25	**17**	70	54	301	13	368
+15 mins.	17	42	62	121	17	231	**10**	258	32	46	16	94	**68**	**306**	12	**386**
+30 mins.	**33**	**53**	**75**	**161**	**29**	**236**	8	**273**	21	**57**	12	90	50	245	**18**	313
+45 mins.	15	19	33	67	19	227	5	251	**47**	46	16	**109**	23	263	13	299
Total Volume	77	133	211	421	77	921	28	1026	128	174	61	363	195	1115	56	1366
% App. Total	18.3	31.6	50.1		7.5	89.8	2.7		35.3	47.9	16.8		14.3	81.6	4.1	
PHF	.583	.627	.703	.654	.664	.976	.700	.940	.681	.763	.897	.833	.717	.911	.778	.885

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City of Perris
N/S: A Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 13_PER_A_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

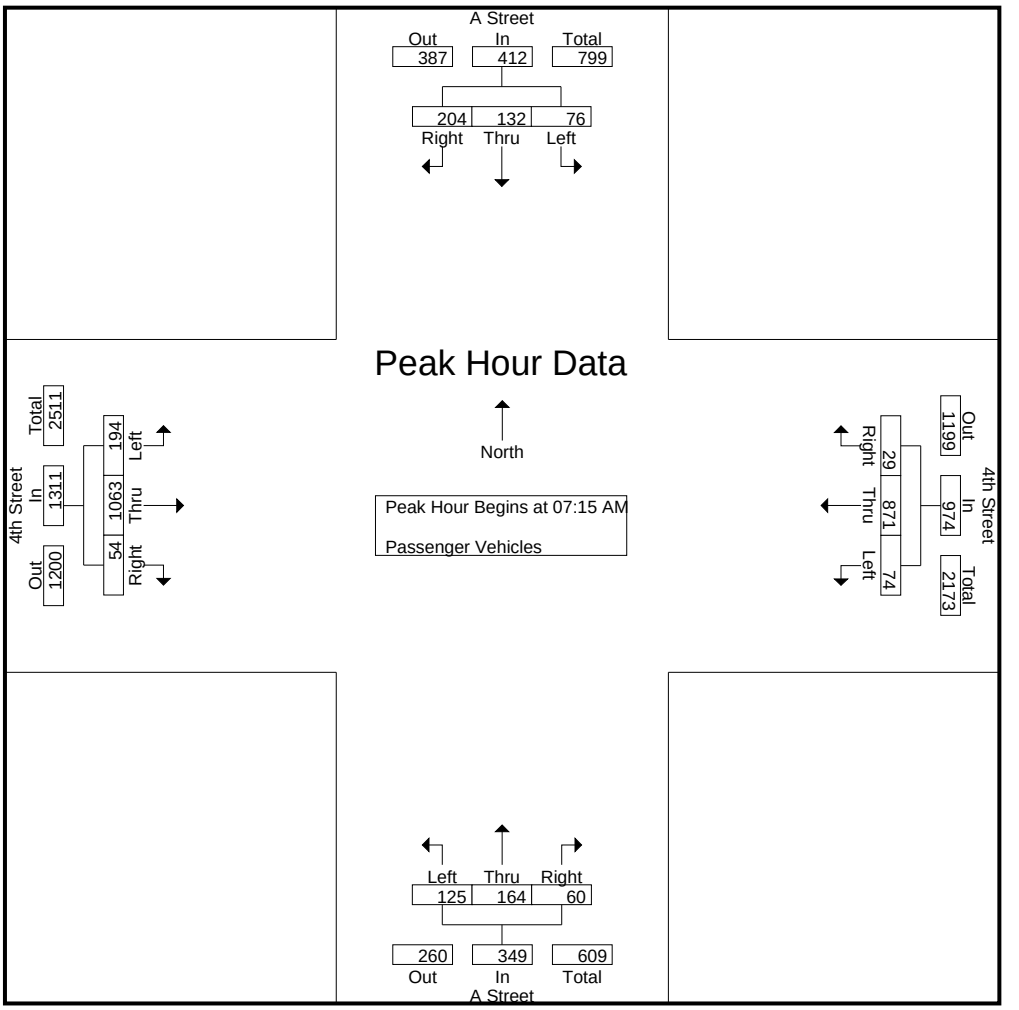
	A Street Southbound				4th Street Westbound				A Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	8	19	32	12	211	5	228	28	19	8	55	34	234	5	273	588
07:15 AM	11	19	38	68	17	216	10	243	27	25	17	69	54	291	12	357	737
07:30 AM	17	42	61	120	28	228	8	264	31	46	16	93	68	298	11	377	854
07:45 AM	33	53	73	159	19	217	5	241	21	52	11	84	50	229	18	297	781
Total	66	122	191	379	76	872	28	976	107	142	52	301	206	1052	46	1304	2960
08:00 AM	15	18	32	65	10	210	6	226	46	41	16	103	22	245	13	280	674
08:15 AM	10	13	26	49	6	159	5	170	27	17	19	63	16	190	7	213	495
08:30 AM	8	11	16	35	10	178	7	195	21	13	17	51	17	179	9	205	486
08:45 AM	5	8	15	28	7	161	5	173	21	14	7	42	17	184	16	217	460
Total	38	50	89	177	33	708	23	764	115	85	59	259	72	798	45	915	2115
Grand Total	104	172	280	556	109	1580	51	1740	222	227	111	560	278	1850	91	2219	5075
Apprch %	18.7	30.9	50.4		6.3	90.8	2.9		39.6	40.5	19.8		12.5	83.4	4.1		
Total %	2	3.4	5.5	11	2.1	31.1	1	34.3	4.4	4.5	2.2	11	5.5	36.5	1.8	43.7	

	A Street Southbound				4th Street Westbound				A Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	11	19	38	68	17	216	**10**	243	27	25	**17**	69	54	291	12	357	737
07:30 AM	17	42	61	120	**28**	**228**	8	**264**	31	46	16	93	**68**	**298**	11	**377**	**854**
07:45 AM	**33**	**53**	**73**	**159**	19	217	5	241	21	**52**	11	84	50	229	**18**	297	781
08:00 AM	15	18	32	65	10	210	6	226	**46**	41	16	**103**	22	245	13	280	674
Total Volume	76	132	204	412	74	871	29	974	125	164	60	349	194	1063	54	1311	3046
% App. Total	18.4	32	49.5		7.6	89.4	3		35.8	47	17.2		14.8	81.1	4.1		
PHF	.576	.623	.699	.648	.661	.955	.725	.922	.679	.788	.882	.847	.713	.892	.750	.869	.892

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City of Perris
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File Name : 13_PER_A_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	11	19	38	68	17	216	**10**	243	27	25	**17**	69	54	291	12	357
+15 mins.	17	42	61	120	**28**	**228**	8	**264**	31	46	16	93	**68**	**298**	11	**377**
+30 mins.	**33**	**53**	**73**	**159**	19	217	5	241	21	**52**	11	84	50	229	**18**	297
+45 mins.	15	18	32	65	10	210	6	226	**46**	41	16	**103**	22	245	13	280
Total Volume	76	132	204	412	74	871	29	974	125	164	60	349	194	1063	54	1311
% App. Total	18.4	32	49.5		7.6	89.4	3		35.8	47	17.2		14.8	81.1	4.1	
PHF	.576	.623	.699	.648	.661	.955	.725	.922	.679	.788	.882	.847	.713	.892	.750	.869

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City of Perris
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E/W: 4th Street (SR-74)
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File Name : 13_PER_A_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

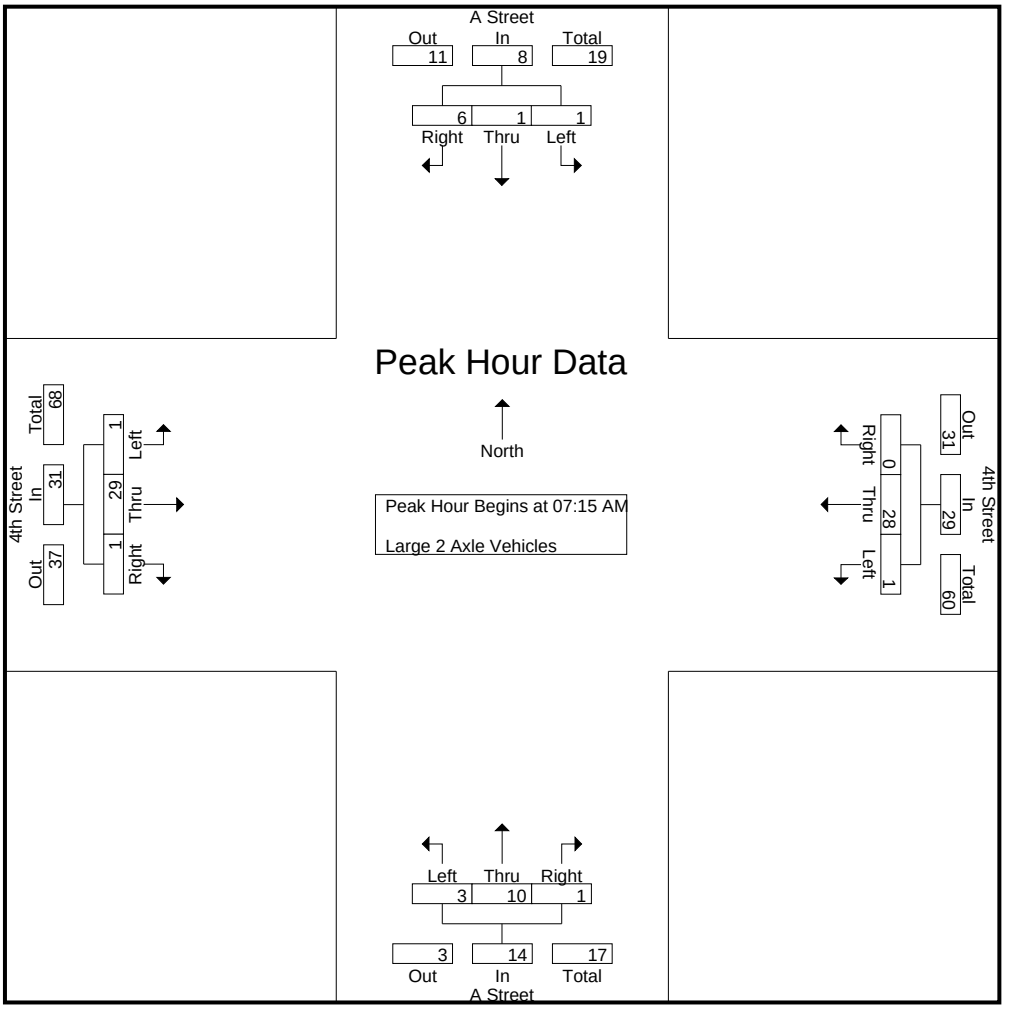
	A Street Southbound				4th Street Westbound				A Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	8	0	8	1	1	0	2	2	6	0	8	19
07:15 AM	1	0	3	4	0	9	0	9	1	0	0	1	0	7	1	8	22
07:30 AM	0	0	1	1	1	6	0	7	1	0	0	1	0	6	0	6	15
07:45 AM	0	0	2	2	0	6	0	6	0	5	1	6	0	9	0	9	23
Total	1	0	7	8	1	29	0	30	3	6	1	10	2	28	1	31	79
08:00 AM	0	1	0	1	0	7	0	7	1	5	0	6	1	7	0	8	22
08:15 AM	0	0	0	0	0	7	0	7	0	2	0	2	2	5	0	7	16
08:30 AM	1	1	0	2	0	6	0	6	0	0	0	0	0	5	1	6	14
08:45 AM	0	0	0	0	0	4	1	5	0	1	0	1	0	9	0	9	15
Total	1	2	0	3	0	24	1	25	1	8	0	9	3	26	1	30	67
Grand Total	2	2	7	11	1	53	1	55	4	14	1	19	5	54	2	61	146
Apprch %	18.2	18.2	63.6		1.8	96.4	1.8		21.1	73.7	5.3		8.2	88.5	3.3		
Total %	1.4	1.4	4.8	7.5	0.7	36.3	0.7	37.7	2.7	9.6	0.7	13	3.4	37	1.4	41.8	

	A Street Southbound				4th Street Westbound				A Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	0	**3**	**4**	0	**9**	0	**9**	**1**	0	0	1	0	7	**1**	8	22
07:30 AM	0	0	1	1	**1**	6	0	7	1	0	0	1	0	6	0	6	15
07:45 AM	0	0	2	2	0	6	0	6	0	**5**	**1**	**6**	0	**9**	0	**9**	**23**
08:00 AM	0	**1**	0	1	0	7	0	7	1	5	0	6	**1**	7	0	8	22
Total Volume	1	1	6	8	1	28	0	29	3	10	1	14	1	29	1	31	82
% App. Total	12.5	12.5	75		3.4	96.6	0		21.4	71.4	7.1		3.2	93.5	3.2		
PHF	.250	.250	.500	.500	.250	.778	.000	.806	.750	.500	.250	.583	.250	.806	.250	.861	.891

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City of Perris
N/S: A Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 13_PER_A_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	0	**3**	**4**	0	**9**	0	**9**	**1**	0	0	1	0	7	**1**	8
+15 mins.	0	0	1	1	**1**	6	0	7	1	0	0	1	0	6	0	6
+30 mins.	0	0	2	2	0	6	0	6	0	**5**	**1**	**6**	0	**9**	0	**9**
+45 mins.	0	**1**	0	1	0	7	0	7	1	5	0	6	**1**	7	0	8
Total Volume	1	1	6	8	1	28	0	29	3	10	1	14	1	29	1	31
% App. Total	12.5	12.5	75		3.4	96.6	0		21.4	71.4	7.1		3.2	93.5	3.2	
PHF	.250	.250	.500	.500	.250	.778	.000	.806	.750	.500	.250	.583	.250	.806	.250	.861

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City of Perris
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File Name : 13_PER_A_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

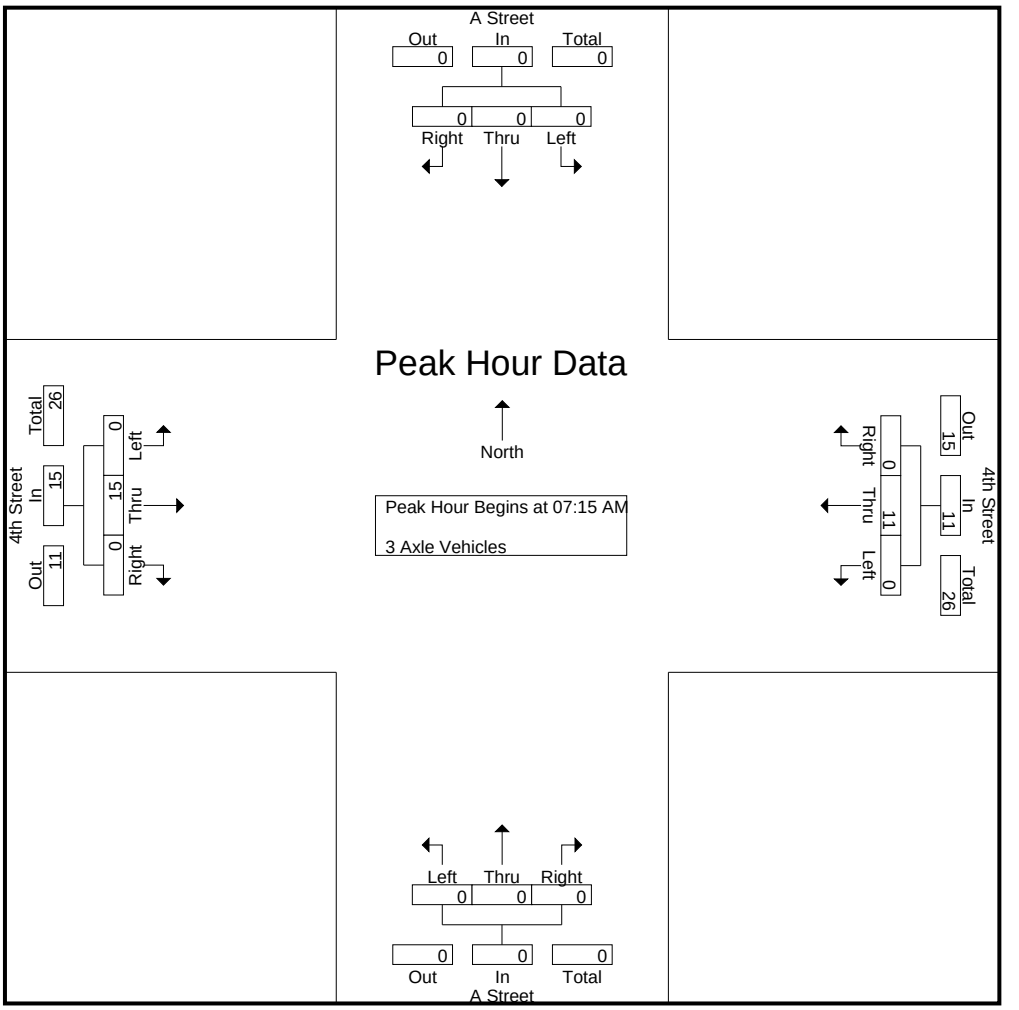
	A Street Southbound				4th Street Westbound				A Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	5	0	5	1	0	1	2	0	1	0	1	8
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
Total	0	0	0	0	0	12	0	12	1	0	1	2	0	8	0	8	22
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	8	0	8	12
08:15 AM	0	0	0	0	0	3	0	3	0	1	0	1	0	4	0	4	8
08:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
08:45 AM	0	0	0	0	0	4	0	4	1	0	0	1	0	4	0	4	9
Total	0	0	0	0	0	14	0	14	1	1	0	2	0	19	0	19	35
Grand Total	0	0	0	0	0	26	0	26	2	1	1	4	0	27	0	27	57
Apprch %	0	0	0		0	100	0		50	25	25		0	100	0		
Total %	0	0	0	0	0	45.6	0	45.6	3.5	1.8	1.8	7	0	47.4	0	47.4	

	A Street Southbound				4th Street Westbound				A Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	1	0	1	5
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	**8**	0	**8**	**12**
Total Volume	0	0	0	0	0	11	0	11	0	0	0	0	0	15	0	15	26
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.688	.000	.688	.000	.000	.000	.000	.000	.469	.000	.469	.542

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City of Perris
N/S: A Street
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Weather: Clear

File Name : 13_PER_A_ SR-74 AM
Site Code : 00322418
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	**8**	0	**8**
Total Volume	0	0	0	0	0	11	0	11	0	0	0	0	0	15	0	15
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.688	.000	.688	.000	.000	.000	.000	.000	.469	.000	.469

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City of Perris
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Weather: Clear

File Name : 13_PER_A_ SR-74 AM
Site Code : 00322418
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Page No : 1

Groups Printed- 4+ Axle Trucks

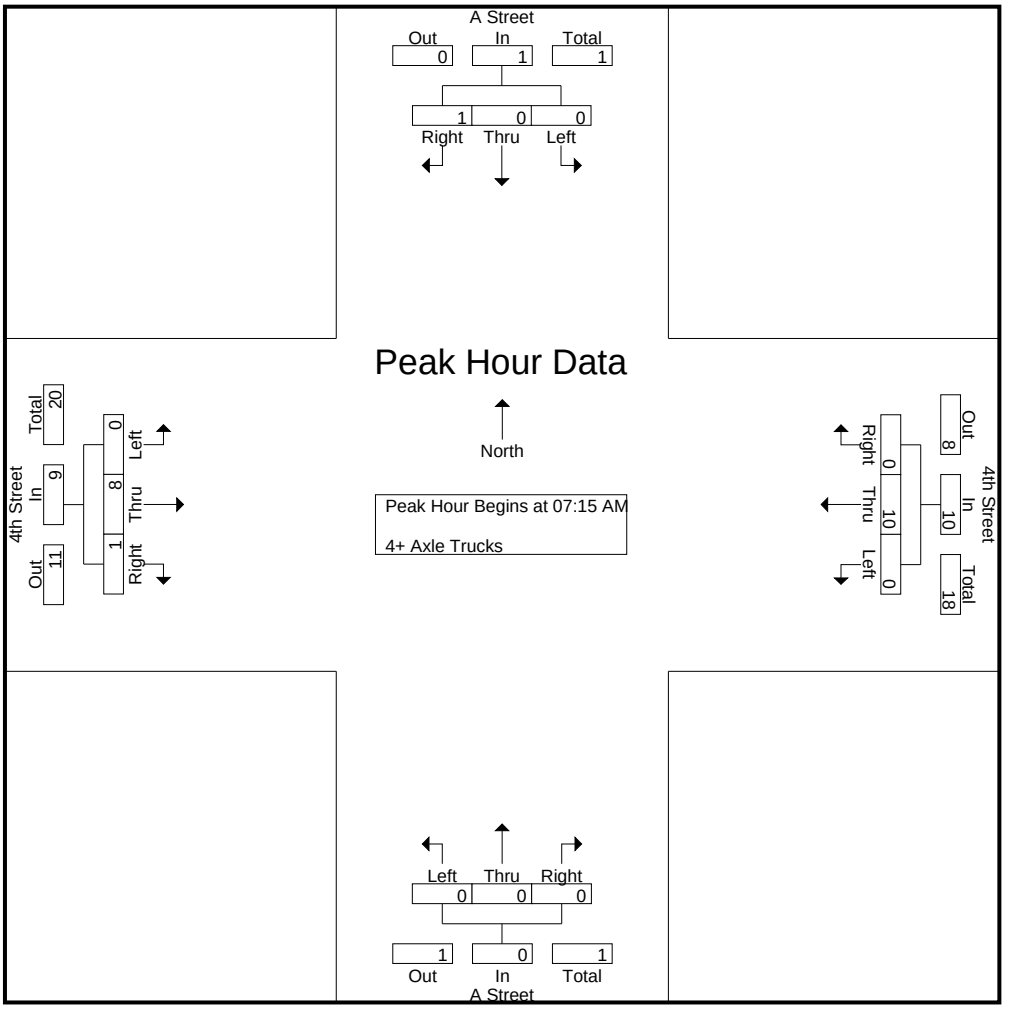
	A Street Southbound				4th Street Westbound				A Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	1	0	0	1	4
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Total	0	0	0	0	0	8	0	8	0	0	0	0	1	5	1	7	15
08:00 AM	0	0	1	1	0	5	0	5	0	0	0	0	0	3	0	3	9
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
08:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
Total	0	0	1	1	0	15	0	15	0	0	0	0	0	10	0	10	26
Grand Total	0	0	1	1	0	23	0	23	0	0	0	0	1	15	1	17	41
Apprch %	0	0	100		0	100	0		0	0	0		5.9	88.2	5.9		
Total %	0	0	2.4	2.4	0	56.1	0	56.1	0	0	0	0	2.4	36.6	2.4	41.5	

	A Street Southbound				4th Street Westbound				A Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	**1**	1	2
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	**3**	0	**3**	5
08:00 AM	0	0	**1**	**1**	0	**5**	0	**5**	0	0	0	0	0	3	0	3	**9**
Total Volume	0	0	1	1	0	10	0	10	0	0	0	0	0	8	1	9	20
% App. Total	0	0	100		0	100	0		0	0	0		0	88.9	11.1		
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.667	.250	.750	.556

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City of Perris
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File Name : 13_PER_A_ SR-74 AM
Site Code : 00322418
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	**1**	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**3**	0	**3**
+45 mins.	0	0	**1**	**1**	0	**5**	0	**5**	0	0	0	0	0	3	0	3
Total Volume	0	0	1	1	0	10	0	10	0	0	0	0	0	8	1	9
% App. Total	0	0	100		0	100	0		0	0	0		0	88.9	11.1	
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.667	.250	.750

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City of Perris
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File Name : 13_PER_A_ SR-74 PM
Site Code : 00322418
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

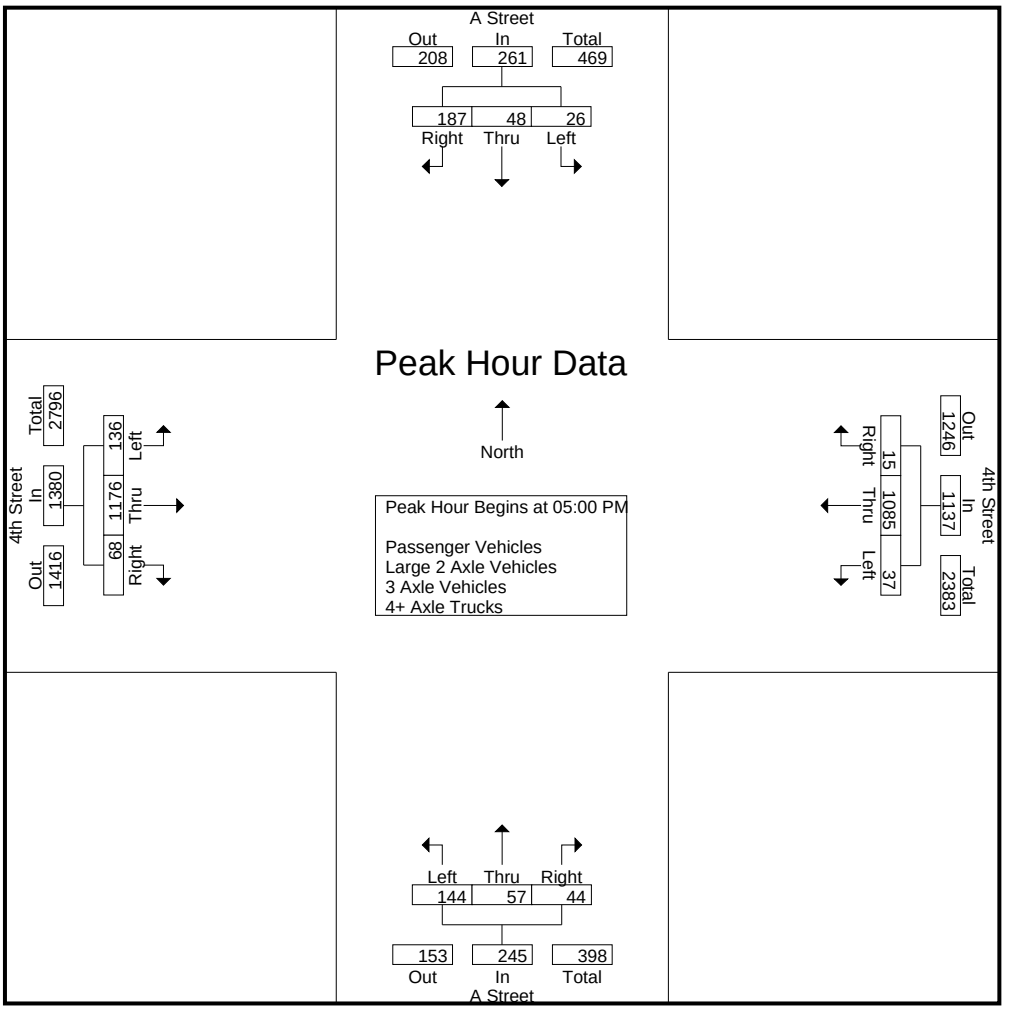
	A Street Southbound				4th Street Westbound				A Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	14	77	103	5	295	11	311	40	13	10	63	31	258	17	306	783
04:15 PM	15	19	67	101	9	261	7	277	36	10	6	52	27	266	13	306	736
04:30 PM	15	12	49	76	10	268	2	280	37	5	8	50	30	265	24	319	725
04:45 PM	6	18	55	79	9	254	2	265	27	8	11	46	30	288	10	328	718
Total	48	63	248	359	33	1078	22	1133	140	36	35	211	118	1077	64	1259	2962
05:00 PM	3	15	48	66	12	286	3	301	39	13	13	65	28	274	18	320	752
05:15 PM	8	11	45	64	5	291	4	300	34	12	9	55	35	328	17	380	799
05:30 PM	6	11	45	62	12	208	2	222	36	16	14	66	42	301	14	357	707
05:45 PM	9	11	49	69	8	300	6	314	35	16	8	59	31	273	19	323	765
Total	26	48	187	261	37	1085	15	1137	144	57	44	245	136	1176	68	1380	3023
Grand Total	74	111	435	620	70	2163	37	2270	284	93	79	456	254	2253	132	2639	5985
Apprch %	11.9	17.9	70.2		3.1	95.3	1.6		62.3	20.4	17.3		9.6	85.4	5		
Total %	1.2	1.9	7.3	10.4	1.2	36.1	0.6	37.9	4.7	1.6	1.3	7.6	4.2	37.6	2.2	44.1	
Passenger Vehicles	72	111	430	613	69	2114	36	2219	281	91	78	450	248	2206	124	2578	5860
% Passenger Vehicles	97.3	100	98.9	98.9	98.6	97.7	97.3	97.8	98.9	97.8	98.7	98.7	97.6	97.9	93.9	97.7	97.9
Large 2 Axle Vehicles	1	0	4	5	1	26	0	27	2	2	1	5	3	32	2	37	74
% Large 2 Axle Vehicles	1.4	0	0.9	0.8	1.4	1.2	0	1.2	0.7	2.2	1.3	1.1	1.2	1.4	1.5	1.4	1.2
3 Axle Vehicles	1	0	0	1	0	9	1	10	0	0	0	0	2	6	3	11	22
% 3 Axle Vehicles	1.4	0	0	0.2	0	0.4	2.7	0.4	0	0	0	0	0.8	0.3	2.3	0.4	0.4
4+ Axle Trucks	0	0	1	1	0	14	0	14	1	0	0	1	1	9	3	13	29
% 4+ Axle Trucks	0	0	0.2	0.2	0	0.6	0	0.6	0.4	0	0	0.2	0.4	0.4	2.3	0.5	0.5

	A Street Southbound				4th Street Westbound				A Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	3	**15**	48	66	**12**	286	3	301	**39**	13	13	65	28	274	18	320	752
05:15 PM	8	11	45	64	5	291	4	300	34	12	9	55	35	**328**	17	**380**	**799**
05:30 PM	6	11	45	62	12	208	2	222	36	**16**	**14**	**66**	**42**	301	14	357	707
05:45 PM	**9**	11	**49**	**69**	8	**300**	**6**	**314**	35	16	8	59	31	273	**19**	323	765
Total Volume	26	48	187	261	37	1085	15	1137	144	57	44	245	136	1176	68	1380	3023
% App. Total	10	18.4	71.6		3.3	95.4	1.3		58.8	23.3	18		9.9	85.2	4.9		
PHF	.722	.800	.954	.946	.771	.904	.625	.905	.923	.891	.786	.928	.810	.896	.895	.908	.946

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City of Perris
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File Name : 13_PER_A_ SR-74 PM
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				05:00 PM				04:45 PM			
+0 mins.	12	14	**77**	**103**	10	268	2	280	**39**	13	13	65	30	288	10	328
+15 mins.	**15**	**19**	67	101	9	254	2	265	34	12	9	55	28	274	**18**	320
+30 mins.	15	12	49	76	**12**	286	3	**301**	36	**16**	**14**	**66**	35	**328**	17	**380**
+45 mins.	6	18	55	79	5	**291**	**4**	300	35	16	8	59	**42**	301	14	357
Total Volume	48	63	248	359	36	1099	11	1146	144	57	44	245	135	1191	59	1385
% App. Total	13.4	17.5	69.1		3.1	95.9	1		58.8	23.3	18		9.7	86	4.3	
PHF	.800	.829	.805	.871	.750	.944	.688	.952	.923	.891	.786	.928	.804	.908	.819	.911

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City of Perris
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File Name : 13_PER_A_ SR-74 PM
Site Code : 00322418
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Groups Printed- Passenger Vehicles

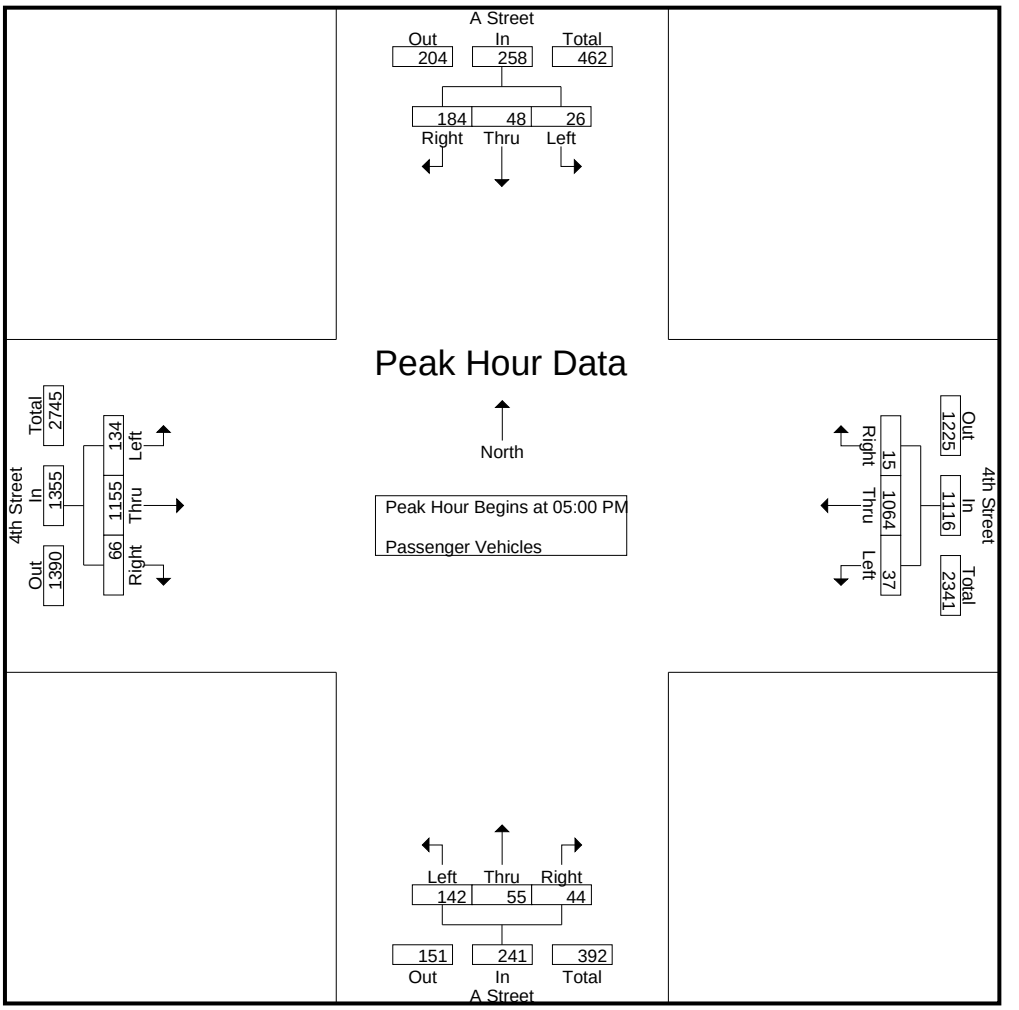
	A Street Southbound				4th Street Westbound				A Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	14	76	102	5	287	10	302	40	13	10	63	30	253	17	300	767
04:15 PM	15	19	67	101	9	253	7	269	35	10	6	51	27	262	13	302	723
04:30 PM	13	12	48	73	9	262	2	273	37	5	8	50	29	254	19	302	698
04:45 PM	6	18	55	79	9	248	2	259	27	8	10	45	28	282	9	319	702
Total	46	63	246	355	32	1050	21	1103	139	36	34	209	114	1051	58	1223	2890
05:00 PM	3	15	47	65	12	280	3	295	38	12	13	63	28	265	18	311	734
05:15 PM	8	11	45	64	5	287	4	296	34	12	9	55	35	321	17	373	788
05:30 PM	6	11	44	61	12	202	2	216	35	15	14	64	42	301	13	356	697
05:45 PM	9	11	48	68	8	295	6	309	35	16	8	59	29	268	18	315	751
Total	26	48	184	258	37	1064	15	1116	142	55	44	241	134	1155	66	1355	2970
Grand Total	72	111	430	613	69	2114	36	2219	281	91	78	450	248	2206	124	2578	5860
Apprch %	11.7	18.1	70.1		3.1	95.3	1.6		62.4	20.2	17.3		9.6	85.6	4.8		
Total %	1.2	1.9	7.3	10.5	1.2	36.1	0.6	37.9	4.8	1.6	1.3	7.7	4.2	37.6	2.1	44	

	A Street Southbound				4th Street Westbound				A Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	3	**15**	47	65	**12**	280	3	295	**38**	12	13	63	28	265	**18**	311	734
05:15 PM	8	11	45	64	5	287	4	296	34	12	9	55	35	**321**	17	**373**	**788**
05:30 PM	6	11	44	61	12	202	2	216	35	15	**14**	**64**	**42**	301	13	356	697
05:45 PM	**9**	11	**48**	**68**	8	**295**	**6**	**309**	35	**16**	8	59	29	268	18	315	751
Total Volume	26	48	184	258	37	1064	15	1116	142	55	44	241	134	1155	66	1355	2970
% App. Total	10.1	18.6	71.3		3.3	95.3	1.3		58.9	22.8	18.3		9.9	85.2	4.9		
PHF	.722	.800	.958	.949	.771	.902	.625	.903	.934	.859	.786	.941	.798	.900	.917	.908	.942

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City of Perris
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File Name : 13_PER_A_ SR-74 PM
Site Code : 00322418
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	3	**15**	47	65	**12**	280	3	295	**38**	12	13	63	28	265	**18**	311
+15 mins.	8	11	45	64	5	287	4	296	34	12	9	55	35	**321**	17	**373**
+30 mins.	6	11	44	61	12	202	2	216	35	15	**14**	**64**	**42**	301	13	356
+45 mins.	**9**	11	**48**	**68**	8	**295**	**6**	**309**	35	**16**	8	59	29	268	18	315
Total Volume	26	48	184	258	37	1064	15	1116	142	55	44	241	134	1155	66	1355
% App. Total	10.1	18.6	71.3		3.3	95.3	1.3		58.9	22.8	18.3		9.9	85.2	4.9	
PHF	.722	.800	.958	.949	.771	.902	.625	.903	.934	.859	.786	.941	.798	.900	.917	.908

Counts Unlimited, Inc.
PO Box 1178
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City of Perris
N/S: A Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 13_PER_A_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

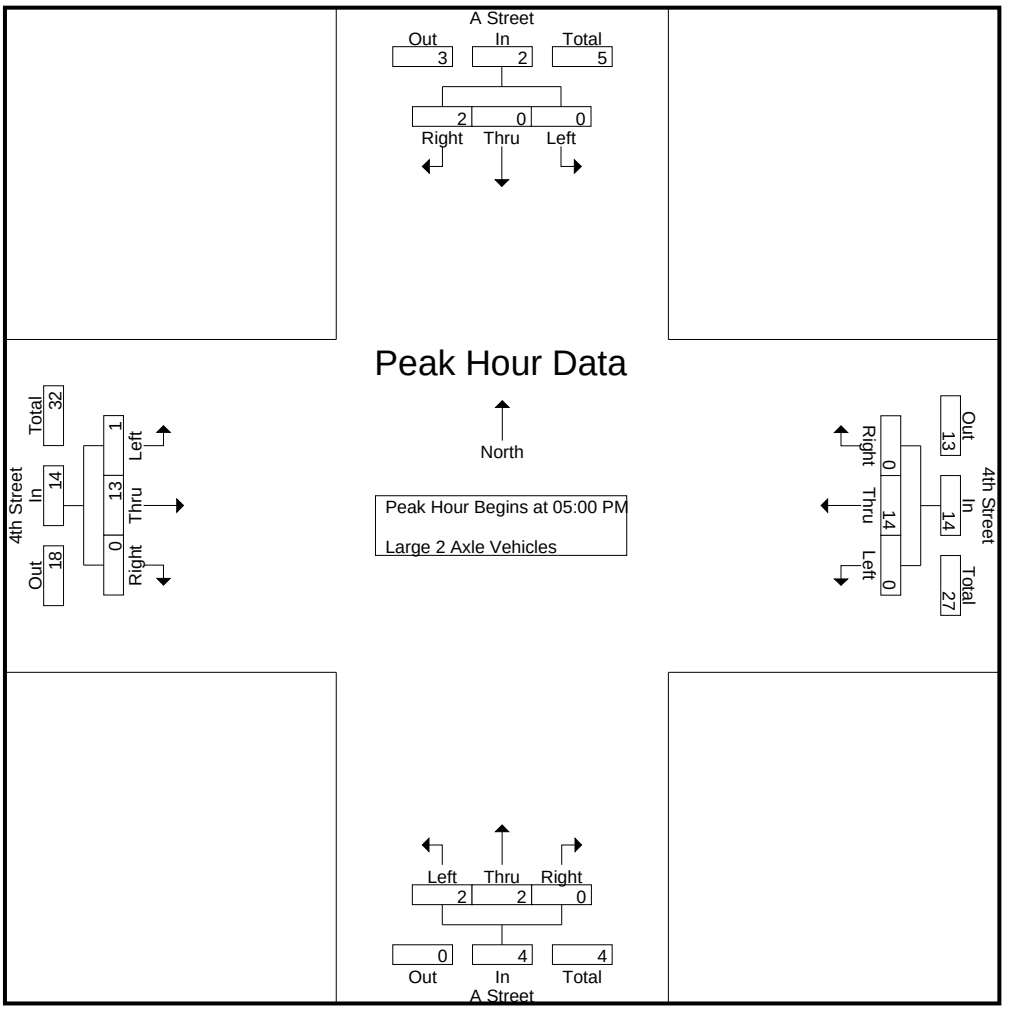
	A Street Southbound				4th Street Westbound				A Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	4	0	4	0	0	0	0	0	5	0	5	10
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
04:30 PM	1	0	1	2	1	3	0	4	0	0	0	0	1	5	2	8	14
04:45 PM	0	0	0	0	0	3	0	3	0	0	1	1	1	5	0	6	10
Total	1	0	2	3	1	12	0	13	0	0	1	1	2	19	2	23	40
05:00 PM	0	0	1	1	0	3	0	3	1	1	0	2	0	7	0	7	13
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
05:30 PM	0	0	0	0	0	4	0	4	1	1	0	2	0	0	0	0	6
05:45 PM	0	0	1	1	0	4	0	4	0	0	0	0	1	2	0	3	8
Total	0	0	2	2	0	14	0	14	2	2	0	4	1	13	0	14	34
Grand Total	1	0	4	5	1	26	0	27	2	2	1	5	3	32	2	37	74
Apprch %	20	0	80		3.7	96.3	0		40	40	20		8.1	86.5	5.4		
Total %	1.4	0	5.4	6.8	1.4	35.1	0	36.5	2.7	2.7	1.4	6.8	4.1	43.2	2.7	50	

	A Street Southbound				4th Street Westbound				A Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	**1**	**1**	0	3	0	3	**1**	**1**	0	**2**	0	**7**	0	**7**	**13**
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
05:30 PM	0	0	0	0	0	**4**	0	**4**	1	1	0	2	0	0	0	0	6
05:45 PM	0	0	1	1	0	4	0	4	0	0	0	0	**1**	2	0	3	8
Total Volume	0	0	2	2	0	14	0	14	2	2	0	4	1	13	0	14	34
% App. Total	0	0	100		0	100	0		50	50	0		7.1	92.9	0		
PHF	.000	.000	.500	.500	.000	.875	.000	.875	.500	.500	.000	.500	.250	.464	.000	.500	.654

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City of Perris
N/S: A Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 13_PER_A_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	**1**	**1**	0	3	0	3	**1**	**1**	0	**2**	0	**7**	0	**7**
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4
+30 mins.	0	0	0	0	0	**4**	0	**4**	1	1	0	2	0	0	0	0
+45 mins.	0	0	1	1	0	4	0	4	0	0	0	0	**1**	2	0	3
Total Volume	0	0	2	2	0	14	0	14	2	2	0	4	1	13	0	14
% App. Total	0	0	100		0	100	0		50	50	0		7.1	92.9	0	
PHF	.000	.000	.500	.500	.000	.875	.000	.875	.500	.500	.000	.500	.250	.464	.000	.500

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City of Perris
N/S: A Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 13_PER_A_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

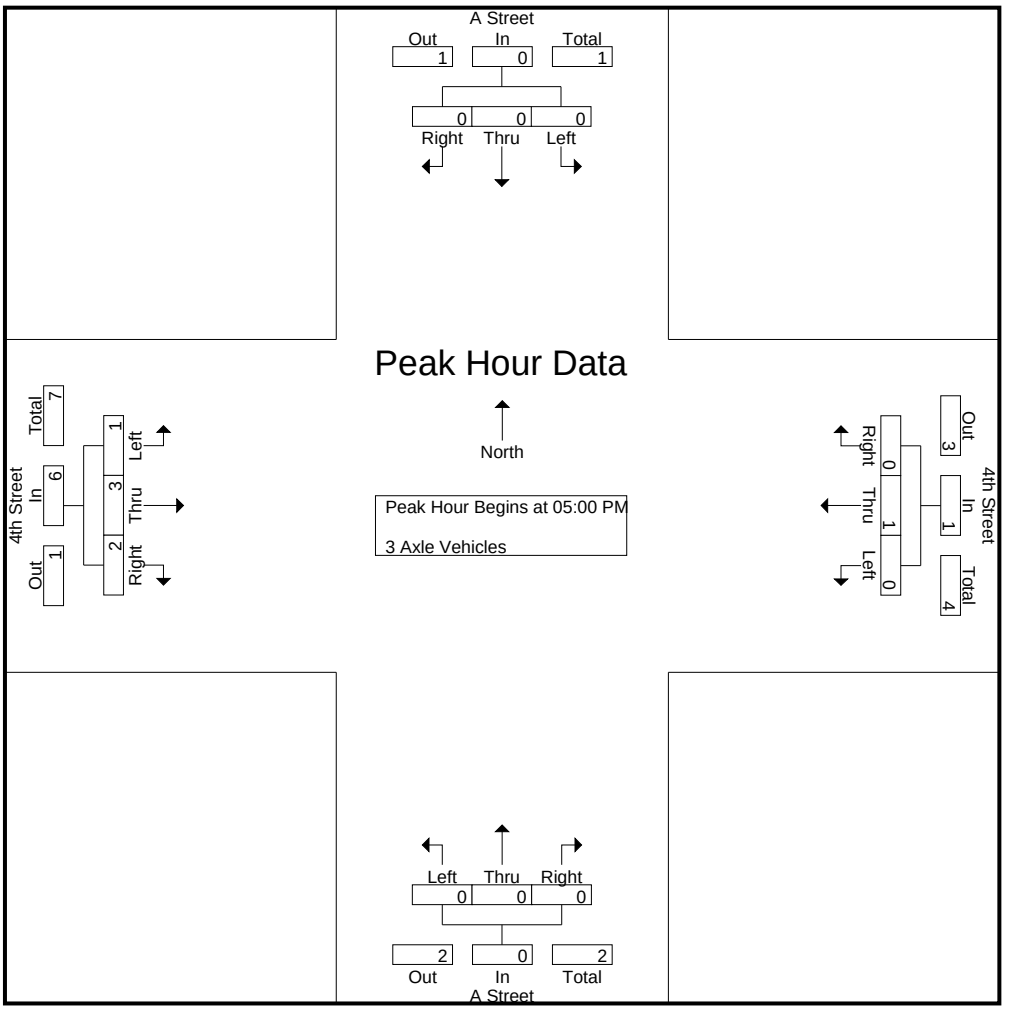
	A Street Southbound				4th Street Westbound				A Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	1	3	0	0	0	0	1	0	0	1	4
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
04:30 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	1	2	4
Total	1	0	0	1	0	8	1	9	0	0	0	0	1	3	1	5	15
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
Total	0	0	0	0	0	1	0	1	0	0	0	0	1	3	2	6	7
Grand Total	1	0	0	1	0	9	1	10	0	0	0	0	2	6	3	11	22
Apprch %	100	0	0		0	90	10		0	0	0		18.2	54.5	27.3		
Total %	4.5	0	0	4.5	0	40.9	4.5	45.5	0	0	0	0	9.1	27.3	13.6	50	

	A Street Southbound				4th Street Westbound				A Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**	**3**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	2	2
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	1	3	2	6	7
% App. Total	0	0	0		0	100	0		0	0	0		16.7	50	33.3		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250	.375	.500	.750	.583

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PO Box 1178
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(951)268-6268

City of Perris
N/S: A Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 13_PER_A_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	2
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	1	3	2	6
% App. Total	0	0	0		0	100	0		0	0	0		16.7	50	33.3	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250	.375	.500	.750

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City of Perris
N/S: A Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 13_PER_A_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

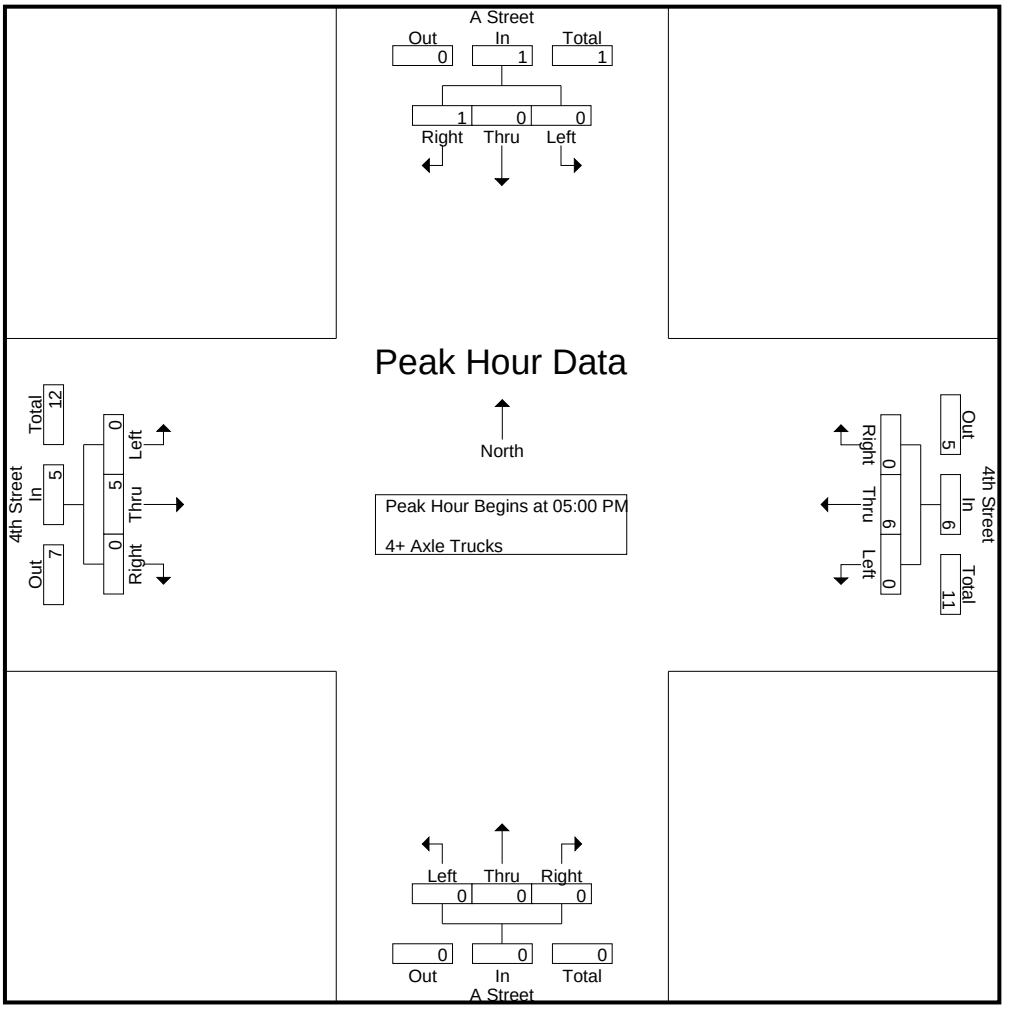
	A Street Southbound				4th Street Westbound				A Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	0	0	0	4
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	3	7	9
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	8	0	8	1	0	0	1	1	4	3	8	17
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total	0	0	1	1	0	6	0	6	0	0	0	0	0	5	0	5	12
Grand Total	0	0	1	1	0	14	0	14	1	0	0	1	1	9	3	13	29
Apprch %	0	0	100		0	100	0		100	0	0		7.7	69.2	23.1		
Total %	0	0	3.4	3.4	0	48.3	0	48.3	3.4	0	0	3.4	3.4	31	10.3	44.8	

	A Street Southbound				4th Street Westbound				A Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	1	0	1	**4**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	**1**	**1**	0	2	0	2	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**	4
Total Volume	0	0	1	1	0	6	0	6	0	0	0	0	0	5	0	5	12
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.417	.000	.417	.750

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City of Perris
N/S: A Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 13_PER_A_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	**1**	**1**	0	2	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**
Total Volume	0	0	1	1	0	6	0	6	0	0	0	0	0	5	0	5
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.417	.000	.417

Location: Perris
N/S: A Street
E/W: 4th Street

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg A Street	East Leg 4th Street	South Leg A Street	West Leg 4th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	1	0	0	1
7:15 AM	2	0	0	6	8
7:30 AM	1	2	0	2	5
7:45 AM	3	4	0	7	14
8:00 AM	0	3	3	3	9
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	6	10	3	18	37

	North Leg A Street	East Leg 4th Street	South Leg A Street	West Leg 4th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1
4:30 PM	0	0	0	0	0
4:45 PM	1	0	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	2	3

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Location: Perris
N/S: A Street
E/W: 4th Street

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound A Street			Westbound 4th Street			Northbound A Street			Eastbound 4th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

	Southbound A Street			Westbound 4th Street			Northbound A Street			Eastbound 4th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	1	1

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City of Perris
N/S: C Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 14_PER_C_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

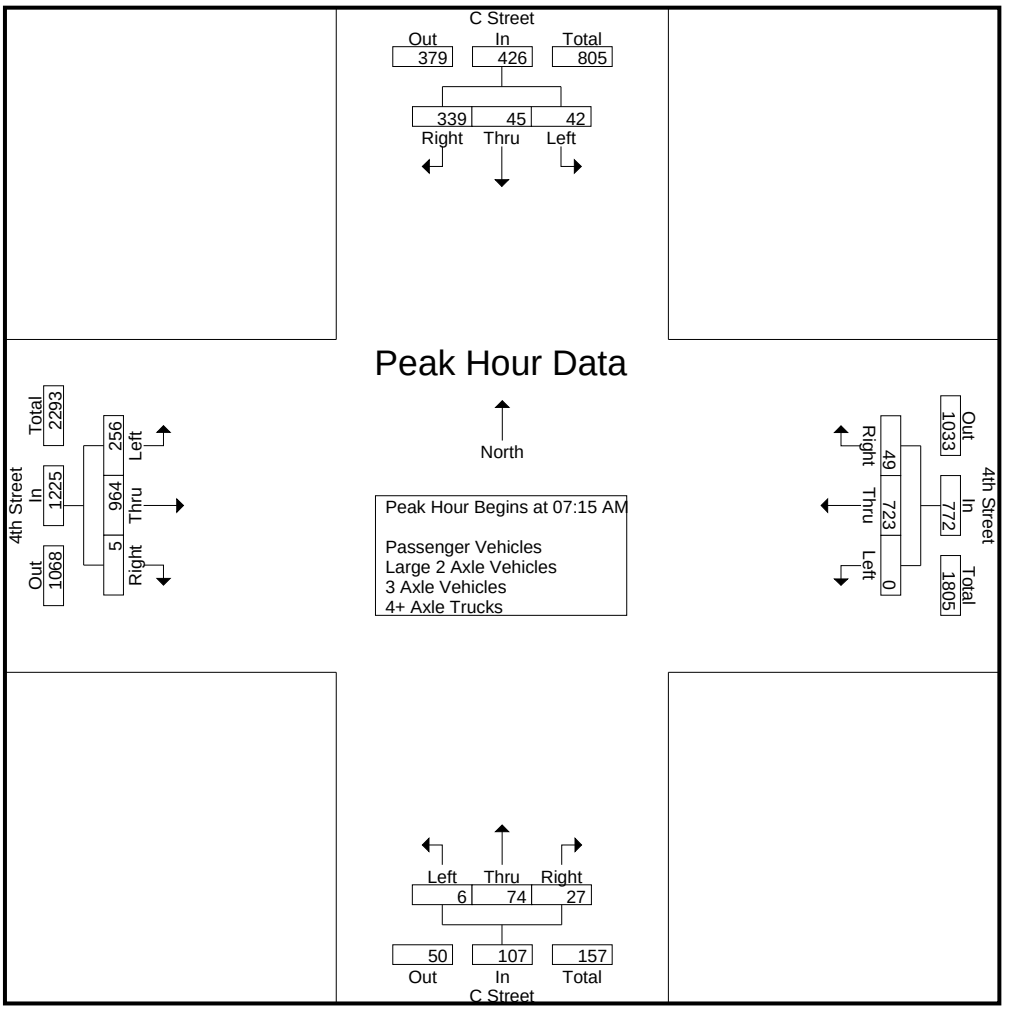
	C Street Southbound				4th Street Westbound				C Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	2	82	88	0	169	5	174	0	7	2	9	60	187	0	247	518
07:15 AM	3	6	97	106	0	176	6	182	1	15	5	21	71	231	1	303	612
07:30 AM	17	12	93	122	0	202	15	217	0	23	4	27	75	263	0	338	704
07:45 AM	14	20	81	115	0	203	21	224	2	22	6	30	53	239	3	295	664
Total	38	40	353	431	0	750	47	797	3	67	17	87	259	920	4	1183	2498
08:00 AM	8	7	68	83	0	142	7	149	3	14	12	29	57	231	1	289	550
08:15 AM	3	11	71	85	0	129	3	132	0	8	0	8	59	188	0	247	472
08:30 AM	7	12	85	104	0	123	12	135	1	2	2	5	63	142	1	206	450
08:45 AM	16	4	66	86	0	120	3	123	0	6	6	12	48	153	2	203	424
Total	34	34	290	358	0	514	25	539	4	30	20	54	227	714	4	945	1896
Grand Total	72	74	643	789	0	1264	72	1336	7	97	37	141	486	1634	8	2128	4394
Apprch %	9.1	9.4	81.5		0	94.6	5.4		5	68.8	26.2		22.8	76.8	0.4		
Total %	1.6	1.7	14.6	18	0	28.8	1.6	30.4	0.2	2.2	0.8	3.2	11.1	37.2	0.2	48.4	
Passenger Vehicles	70	73	612	755	0	1193	69	1262	7	95	36	138	462	1568	8	2038	4193
% Passenger Vehicles	97.2	98.6	95.2	95.7	0	94.4	95.8	94.5	100	97.9	97.3	97.9	95.1	96	100	95.8	95.4
Large 2 Axle Vehicles	1	1	14	16	0	38	3	41	0	2	1	3	13	34	0	47	107
% Large 2 Axle Vehicles	1.4	1.4	2.2	2	0	3	4.2	3.1	0	2.1	2.7	2.1	2.7	2.1	0	2.2	2.4
3 Axle Vehicles	1	0	7	8	0	17	0	17	0	0	0	0	8	21	0	29	54
% 3 Axle Vehicles	1.4	0	1.1	1	0	1.3	0	1.3	0	0	0	0	1.6	1.3	0	1.4	1.2
4+ Axle Trucks	0	0	10	10	0	16	0	16	0	0	0	0	3	11	0	14	40
% 4+ Axle Trucks	0	0	1.6	1.3	0	1.3	0	1.2	0	0	0	0	0.6	0.7	0	0.7	0.9

	C Street Southbound				4th Street Westbound				C Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	6	**97**	106	0	176	6	182	1	15	5	21	71	231	1	303	612
07:30 AM	**17**	12	93	**122**	0	202	15	217	0	**23**	4	27	**75**	**263**	0	**338**	**704**
07:45 AM	14	**20**	81	115	0	**203**	**21**	**224**	2	22	6	**30**	53	239	**3**	295	664
08:00 AM	8	7	68	83	0	142	7	149	**3**	14	**12**	29	57	231	1	289	550
Total Volume	42	45	339	426	0	723	49	772	6	74	27	107	256	964	5	1225	2530
% App. Total	9.9	10.6	79.6		0	93.7	6.3		5.6	69.2	25.2		20.9	78.7	0.4		
PHF	.618	.563	.874	.873	.000	.890	.583	.862	.500	.804	.563	.892	.853	.916	.417	.906	.898

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

City of Perris
N/S: C Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 14_PER_C_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	4	2	82	88	0	169	5	174	1	15	5	21	71	231	1	303
+15 mins.	3	6	**97**	106	0	176	6	182	0	**23**	4	27	**75**	**263**	0	**338**
+30 mins.	**17**	12	93	**122**	0	202	15	217	2	22	6	**30**	53	239	**3**	295
+45 mins.	14	**20**	81	115	0	**203**	**21**	**224**	**3**	14	**12**	29	57	231	1	289
Total Volume	38	40	353	431	0	750	47	797	6	74	27	107	256	964	5	1225
% App. Total	8.8	9.3	81.9		0	94.1	5.9		5.6	69.2	25.2		20.9	78.7	0.4	
PHF	.559	.500	.910	.883	.000	.924	.560	.890	.500	.804	.563	.892	.853	.916	.417	.906

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City of Perris
N/S: C Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 14_PER_C_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

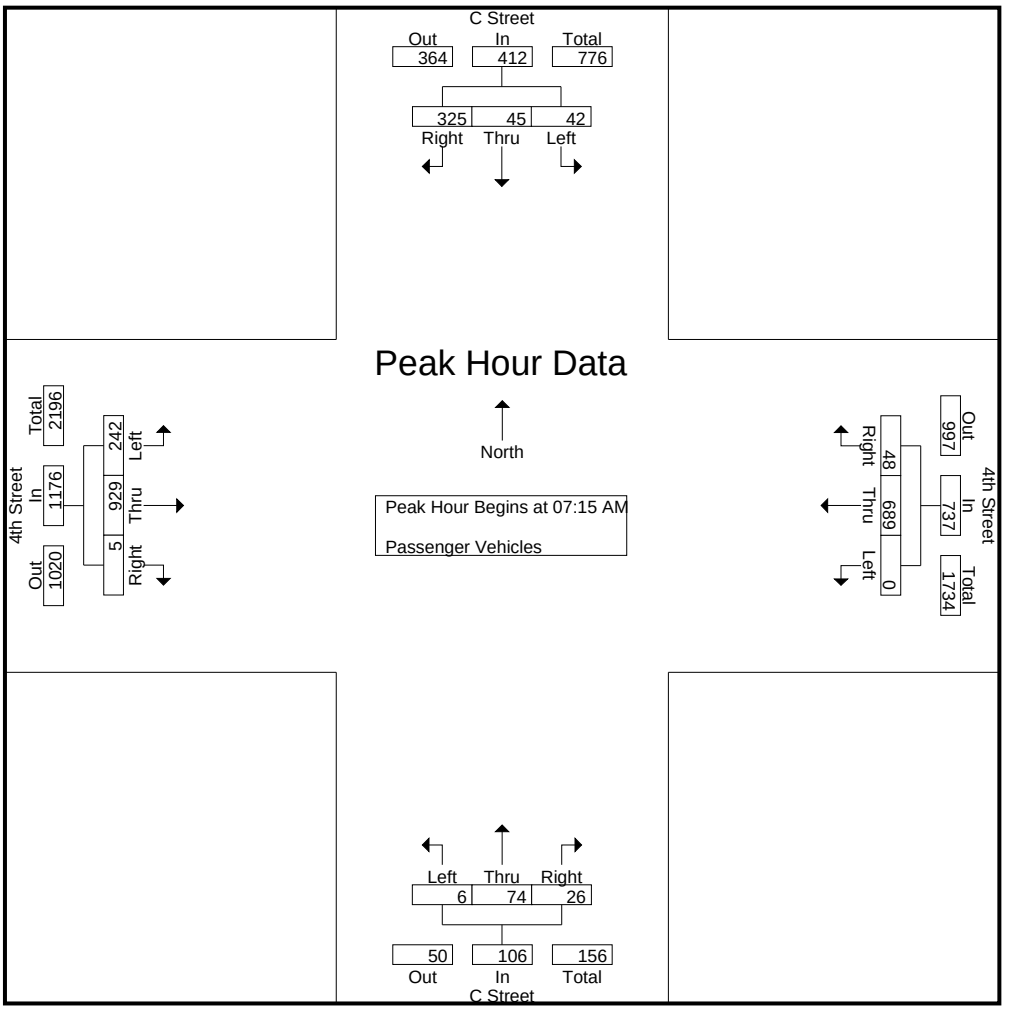
	C Street Southbound				4th Street Westbound				C Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	2	77	83	0	159	5	164	0	5	2	7	59	182	0	241	495
07:15 AM	3	6	94	103	0	166	6	172	1	15	5	21	69	224	1	294	590
07:30 AM	17	12	91	120	0	194	15	209	0	23	4	27	71	260	0	331	687
07:45 AM	14	20	77	111	0	195	20	215	2	22	6	30	49	227	3	279	635
Total	38	40	339	417	0	714	46	760	3	65	17	85	248	893	4	1145	2407
08:00 AM	8	7	63	78	0	134	7	141	3	14	11	28	53	218	1	272	519
08:15 AM	2	10	67	79	0	120	2	122	0	8	0	8	57	178	0	235	444
08:30 AM	7	12	79	98	0	114	11	125	1	2	2	5	59	135	1	195	423
08:45 AM	15	4	64	83	0	111	3	114	0	6	6	12	45	144	2	191	400
Total	32	33	273	338	0	479	23	502	4	30	19	53	214	675	4	893	1786
Grand Total	70	73	612	755	0	1193	69	1262	7	95	36	138	462	1568	8	2038	4193
Apprch %	9.3	9.7	81.1		0	94.5	5.5		5.1	68.8	26.1		22.7	76.9	0.4		
Total %	1.7	1.7	14.6	18	0	28.5	1.6	30.1	0.2	2.3	0.9	3.3	11	37.4	0.2	48.6	

	C Street Southbound				4th Street Westbound				C Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	6	**94**	103	0	166	6	172	1	15	5	21	69	224	1	294	590
07:30 AM	**17**	12	91	**120**	0	194	15	209	0	**23**	4	27	**71**	**260**	0	**331**	**687**
07:45 AM	14	**20**	77	111	0	**195**	**20**	**215**	2	22	6	**30**	49	227	**3**	279	635
08:00 AM	8	7	63	78	0	134	7	141	**3**	14	**11**	28	53	218	1	272	519
Total Volume	42	45	325	412	0	689	48	737	6	74	26	106	242	929	5	1176	2431
% App. Total	10.2	10.9	78.9		0	93.5	6.5		5.7	69.8	24.5		20.6	79	0.4		
PHF	.618	.563	.864	.858	.000	.883	.600	.857	.500	.804	.591	.883	.852	.893	.417	.888	.885

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(951)268-6268

City of Perris
N/S: C Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 14_PER_C_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	3	6	**94**	103	0	166	6	172	1	15	5	21	69	224	1	294
+15 mins.	**17**	12	91	**120**	0	194	15	209	0	**23**	4	27	**71**	**260**	0	**331**
+30 mins.	14	**20**	77	111	0	**195**	**20**	**215**	2	22	6	**30**	49	227	**3**	279
+45 mins.	8	7	63	78	0	134	7	141	**3**	14	**11**	28	53	218	1	272
Total Volume	42	45	325	412	0	689	48	737	6	74	26	106	242	929	5	1176
% App. Total	10.2	10.9	78.9		0	93.5	6.5		5.7	69.8	24.5		20.6	79	0.4	
PHF	.618	.563	.864	.858	.000	.883	.600	.857	.500	.804	.591	.883	.852	.893	.417	.888

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City of Perris
N/S: C Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 14_PER_C_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022

Groups Printed- Large 2 Axle Vehicles

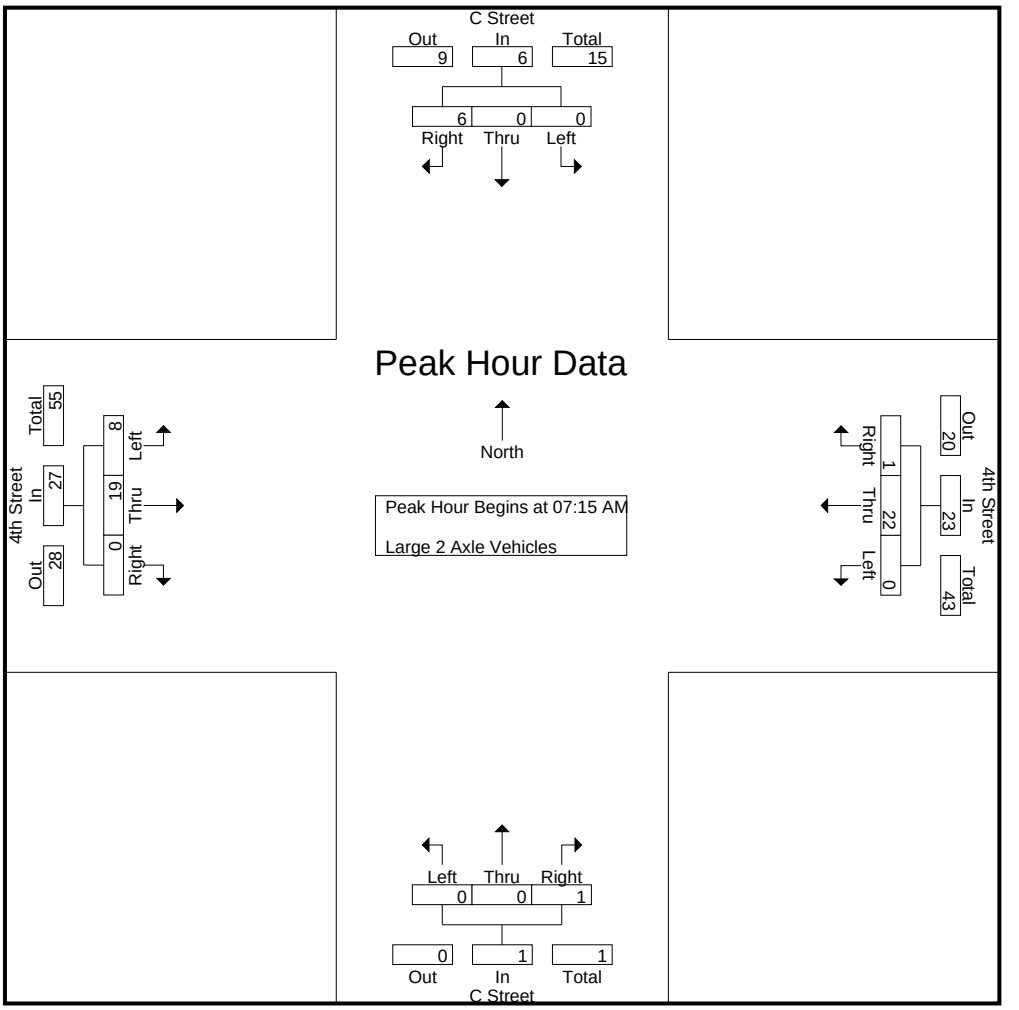
	C Street Southbound				4th Street Westbound				C Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	2	2	0	5	0	5	0	2	0	2	1	3	0	4	13
07:15 AM	0	0	2	2	0	6	0	6	0	0	0	0	1	5	0	6	14
07:30 AM	0	0	2	2	0	6	0	6	0	0	0	0	4	1	0	5	13
07:45 AM	0	0	1	1	0	7	1	8	0	0	0	0	3	7	0	10	19
Total	0	0	7	7	0	24	1	25	0	2	0	2	9	16	0	25	59
08:00 AM	0	0	1	1	0	3	0	3	0	0	1	1	0	6	0	6	11
08:15 AM	0	1	4	5	0	4	1	5	0	0	0	0	0	5	0	5	15
08:30 AM	0	0	2	2	0	3	1	4	0	0	0	0	2	1	0	3	9
08:45 AM	1	0	0	1	0	4	0	4	0	0	0	0	2	6	0	8	13
Total	1	1	7	9	0	14	2	16	0	0	1	1	4	18	0	22	48
Grand Total	1	1	14	16	0	38	3	41	0	2	1	3	13	34	0	47	107
Apprch %	6.2	6.2	87.5		0	92.7	7.3		0	66.7	33.3		27.7	72.3	0		
Total %	0.9	0.9	13.1	15	0	35.5	2.8	38.3	0	1.9	0.9	2.8	12.1	31.8	0	43.9	

	C Street Southbound				4th Street Westbound				C Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	**2**	**2**	0	6	0	6	0	0	0	0	1	5	0	6	14
07:30 AM	0	0	2	2	0	6	0	6	0	0	0	0	**4**	1	0	5	13
07:45 AM	0	0	1	1	0	**7**	**1**	**8**	0	0	0	0	3	**7**	0	**10**	**19**
08:00 AM	0	0	1	1	0	3	0	3	0	0	**1**	**1**	0	6	0	6	11
Total Volume	0	0	6	6	0	22	1	23	0	0	1	1	8	19	0	27	57
% App. Total	0	0	100		0	95.7	4.3		0	0	100		29.6	70.4	0		
PHF	.000	.000	.750	.750	.000	.786	.250	.719	.000	.000	.250	.250	.500	.679	.000	.675	.750

Counts Unlimited, Inc.
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(951)268-6268

City of Perris
N/S: C Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 14_PER_C_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	**2**	**2**	0	6	0	6	0	0	0	0	1	5	0	6
+15 mins.	0	0	2	2	0	6	0	6	0	0	0	0	**4**	1	0	5
+30 mins.	0	0	1	1	0	**7**	**1**	**8**	0	0	0	0	3	**7**	0	**10**
+45 mins.	0	0	1	1	0	3	0	3	0	0	**1**	**1**	0	6	0	6
Total Volume	0	0	6	6	0	22	1	23	0	0	1	1	8	19	0	27
% App. Total	0	0	100		0	95.7	4.3		0	0	100		29.6	70.4	0	
PHF	.000	.000	.750	.750	.000	.786	.250	.719	.000	.000	.250	.250	.500	.679	.000	.675

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City of Perris
N/S: C Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 14_PER_C_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022

Groups Printed- 3 Axle Vehicles

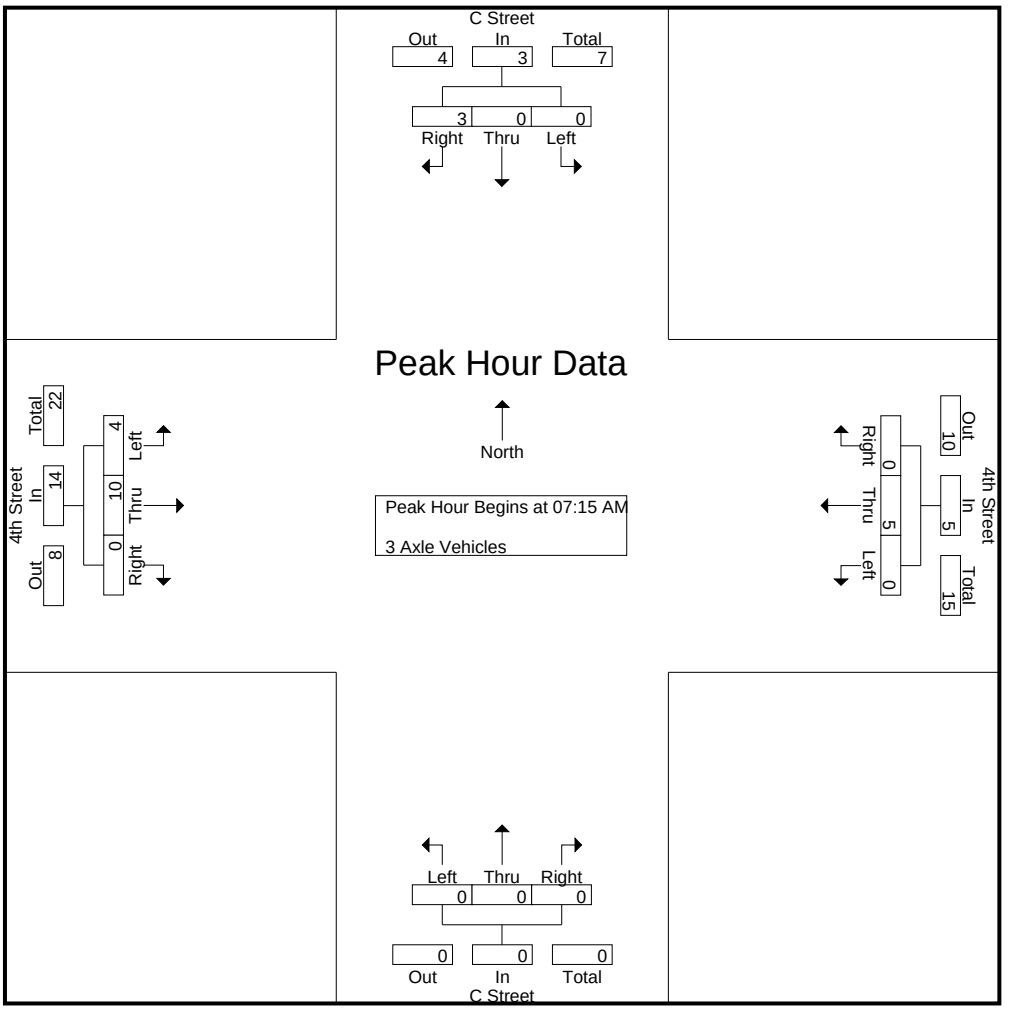
	C Street Southbound				4th Street Westbound				C Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	2	2	0	3	0	3	0	0	0	0	0	2	0	2	7
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	3	0	3	5
Total	0	0	4	4	0	5	0	5	0	0	0	0	1	7	0	8	17
08:00 AM	0	0	1	1	0	3	0	3	0	0	0	0	3	5	0	8	12
08:15 AM	1	0	0	1	0	3	0	3	0	0	0	0	2	3	0	5	9
08:30 AM	0	0	2	2	0	2	0	2	0	0	0	0	1	3	0	4	8
08:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	1	3	0	4	8
Total	1	0	3	4	0	12	0	12	0	0	0	0	7	14	0	21	37
Grand Total	1	0	7	8	0	17	0	17	0	0	0	0	8	21	0	29	54
Apprch %	12.5	0	87.5		0	100	0		0	0	0		27.6	72.4	0		
Total %	1.9	0	13	14.8	0	31.5	0	31.5	0	0	0	0	14.8	38.9	0	53.7	

	C Street Southbound				4th Street Westbound				C Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	**2**	**2**	0	0	0	0	0	0	0	0	0	3	0	3	5
08:00 AM	0	0	1	1	0	**3**	0	**3**	0	0	0	0	**3**	**5**	0	**8**	**12**
Total Volume	0	0	3	3	0	5	0	5	0	0	0	0	4	10	0	14	22
% App. Total	0	0	100		0	100	0		0	0	0		28.6	71.4	0		
PHF	.000	.000	.375	.375	.000	.417	.000	.417	.000	.000	.000	.000	.333	.500	.000	.438	.458

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City of Perris
N/S: C Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 14_PER_C_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+30 mins.	0	0	**2**	**2**	0	0	0	0	0	0	0	0	0	3	0	3
+45 mins.	0	0	1	1	0	**3**	0	**3**	0	0	0	0	**3**	**5**	0	**8**
Total Volume	0	0	3	3	0	5	0	5	0	0	0	0	4	10	0	14
% App. Total	0	0	100		0	100	0		0	0	0		28.6	71.4	0	
PHF	.000	.000	.375	.375	.000	.417	.000	.417	.000	.000	.000	.000	.333	.500	.000	.438

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City of Perris
N/S: C Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 14_PER_C_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022

Groups Printed- 4+ Axle Trucks

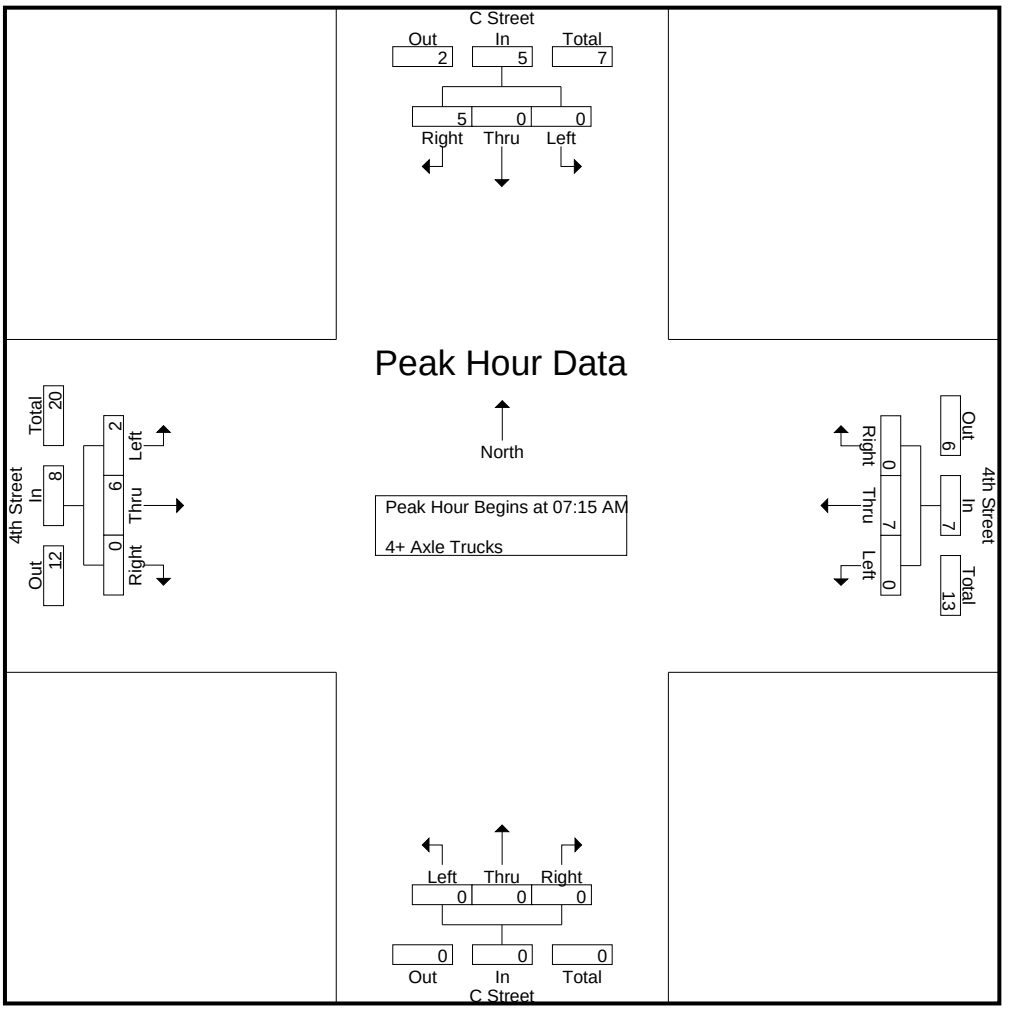
	C Street Southbound				4th Street Westbound				C Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	2	0	2	5
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	1	2	0	3	5
Total	0	0	3	3	0	7	0	7	0	0	0	0	1	4	0	5	15
08:00 AM	0	0	3	3	0	2	0	2	0	0	0	0	1	2	0	3	8
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
08:30 AM	0	0	2	2	0	4	0	4	0	0	0	0	1	3	0	4	10
08:45 AM	0	0	2	2	0	1	0	1	0	0	0	0	0	0	0	0	3
Total	0	0	7	7	0	9	0	9	0	0	0	0	2	7	0	9	25
Grand Total	0	0	10	10	0	16	0	16	0	0	0	0	3	11	0	14	40
Apprch %	0	0	100		0	100	0		0	0	0		21.4	78.6	0		
Total %	0	0	25	25	0	40	0	40	0	0	0	0	7.5	27.5	0	35	

	C Street Southbound				4th Street Westbound				C Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	1	1	0	**2**	0	**2**	0	0	0	0	0	**2**	0	2	5
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	**1**	2	0	**3**	5
08:00 AM	0	0	**3**	**3**	0	2	0	2	0	0	0	0	1	2	0	3	**8**
Total Volume	0	0	5	5	0	7	0	7	0	0	0	0	2	6	0	8	20
% App. Total	0	0	100		0	100	0		0	0	0		25	75	0		
PHF	.000	.000	.417	.417	.000	.875	.000	.875	.000	.000	.000	.000	.500	.750	.000	.667	.625

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City of Perris
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File Name : 14_PER_C_ SR-74 AM
Site Code : 00322418
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	1	1	0	**2**	0	**2**	0	0	0	0	0	**2**	0	2
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+30 mins.	0	0	1	1	0	1	0	1	0	0	0	0	**1**	2	0	**3**
+45 mins.	0	0	**3**	**3**	0	2	0	2	0	0	0	0	1	2	0	3
Total Volume	0	0	5	5	0	7	0	7	0	0	0	0	2	6	0	8
% App. Total	0	0	100		0	100	0		0	0	0		25	75	0	
PHF	.000	.000	.417	.417	.000	.875	.000	.875	.000	.000	.000	.000	.500	.750	.000	.667

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City of Perris
N/S: C Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 14_PER_C_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

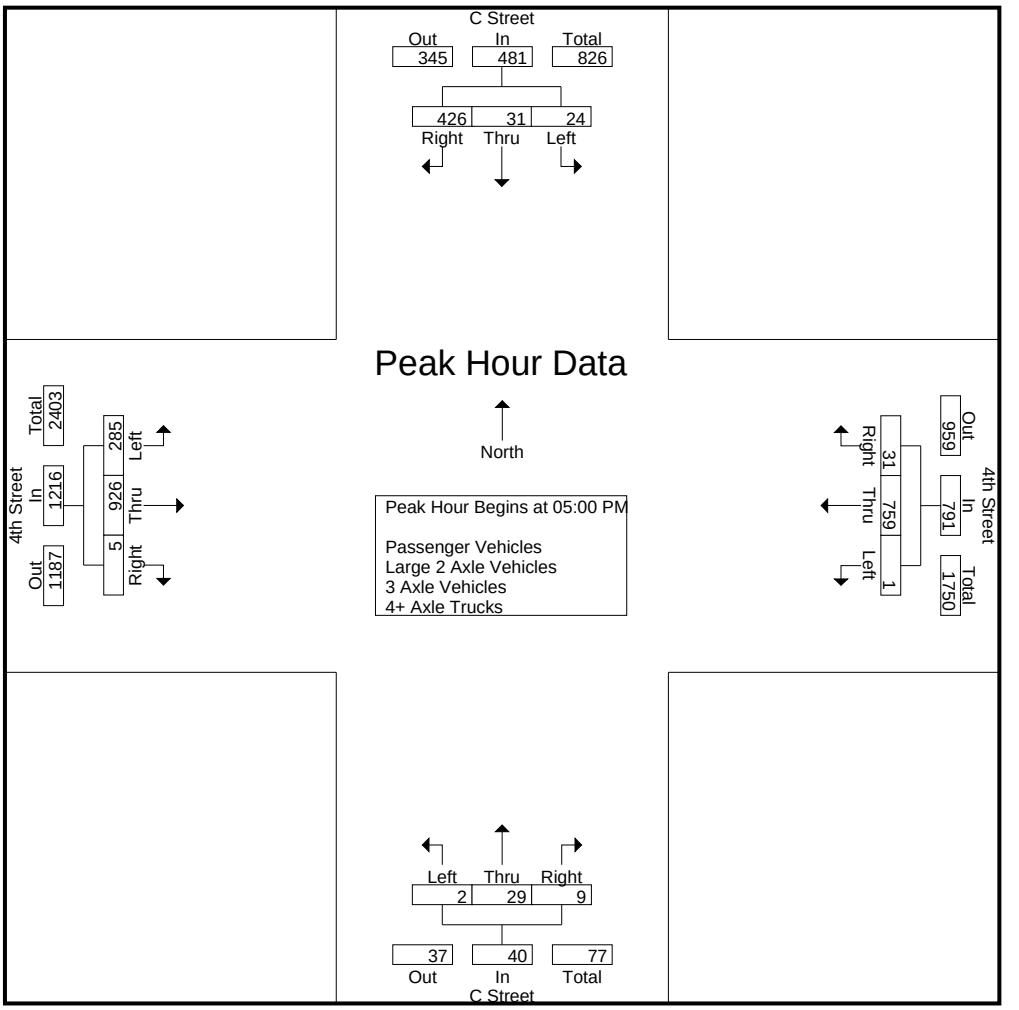
	C Street Southbound				4th Street Westbound				C Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	7	7	110	124	0	205	7	212	2	7	4	13	57	212	2	271	620
04:15 PM	3	9	100	112	0	186	2	188	0	4	3	7	63	234	0	297	604
04:30 PM	4	8	88	100	0	210	4	214	4	3	4	11	60	219	3	282	607
04:45 PM	1	12	109	122	0	160	10	170	1	6	3	10	68	240	1	309	611
Total	15	36	407	458	0	761	23	784	7	20	14	41	248	905	6	1159	2442
05:00 PM	6	6	115	127	0	205	6	211	1	6	3	10	60	210	1	271	619
05:15 PM	2	9	112	123	1	198	11	210	0	6	3	9	74	266	1	341	683
05:30 PM	5	7	96	108	0	153	7	160	1	7	0	8	76	206	2	284	560
05:45 PM	11	9	103	123	0	203	7	210	0	10	3	13	75	244	1	320	666
Total	24	31	426	481	1	759	31	791	2	29	9	40	285	926	5	1216	2528
Grand Total	39	67	833	939	1	1520	54	1575	9	49	23	81	533	1831	11	2375	4970
Apprch %	4.2	7.1	88.7		0.1	96.5	3.4		11.1	60.5	28.4		22.4	77.1	0.5		
Total %	0.8	1.3	16.8	18.9	0	30.6	1.1	31.7	0.2	1	0.5	1.6	10.7	36.8	0.2	47.8	
Passenger Vehicles	38	67	802	907	1	1497	54	1552	9	48	22	79	520	1804	11	2335	4873
% Passenger Vehicles	97.4	100	96.3	96.6	100	98.5	100	98.5	100	98	95.7	97.5	97.6	98.5	100	98.3	98
Large 2 Axle Vehicles	1	0	14	15	0	15	0	15	0	1	1	2	8	17	0	25	57
% Large 2 Axle Vehicles	2.6	0	1.7	1.6	0	1	0	1	0	2	4.3	2.5	1.5	0.9	0	1.1	1.1
3 Axle Vehicles	0	0	5	5	0	5	0	5	0	0	0	0	0	4	0	4	14
% 3 Axle Vehicles	0	0	0.6	0.5	0	0.3	0	0.3	0	0	0	0	0	0.2	0	0.2	0.3
4+ Axle Trucks	0	0	12	12	0	3	0	3	0	0	0	0	5	6	0	11	26
% 4+ Axle Trucks	0	0	1.4	1.3	0	0.2	0	0.2	0	0	0	0	0.9	0.3	0	0.5	0.5

	C Street Southbound				4th Street Westbound				C Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	6	**115**	**127**	0	**205**	6	**211**	**1**	6	**3**	10	60	210	1	271	619
05:15 PM	2	**9**	112	123	**1**	198	**11**	210	0	6	3	9	74	**266**	1	**341**	**683**
05:30 PM	5	7	96	108	0	153	7	160	1	7	0	8	**76**	206	**2**	284	560
05:45 PM	**11**	9	103	123	0	203	7	210	0	**10**	3	**13**	75	244	1	320	666
Total Volume	24	31	426	481	1	759	31	791	2	29	9	40	285	926	5	1216	2528
% App. Total	5	6.4	88.6		0.1	96	3.9		5	72.5	22.5		23.4	76.2	0.4		
PHF	.545	.861	.926	.947	.250	.926	.705	.937	.500	.725	.750	.769	.938	.870	.625	.891	.925

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File Name : 14_PER_C_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:00 PM				05:00 PM			
+0 mins.	6	6	**115**	**127**	0	**210**	4	**214**	2	**7**	**4**	**13**	60	210	1	271
+15 mins.	2	**9**	112	123	0	160	10	170	0	4	3	7	74	**266**	1	**341**
+30 mins.	5	7	96	108	0	205	6	211	**4**	3	4	11	**76**	206	**2**	284
+45 mins.	**11**	9	103	123	**1**	198	**11**	210	1	6	3	10	75	244	1	320
Total Volume	24	31	426	481	1	773	31	805	7	20	14	41	285	926	5	1216
% App. Total	5	6.4	88.6		0.1	96	3.9		17.1	48.8	34.1		23.4	76.2	0.4	
PHF	.545	.861	.926	.947	.250	.920	.705	.940	.438	.714	.875	.788	.938	.870	.625	.891

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File Name : 14_PER_C_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

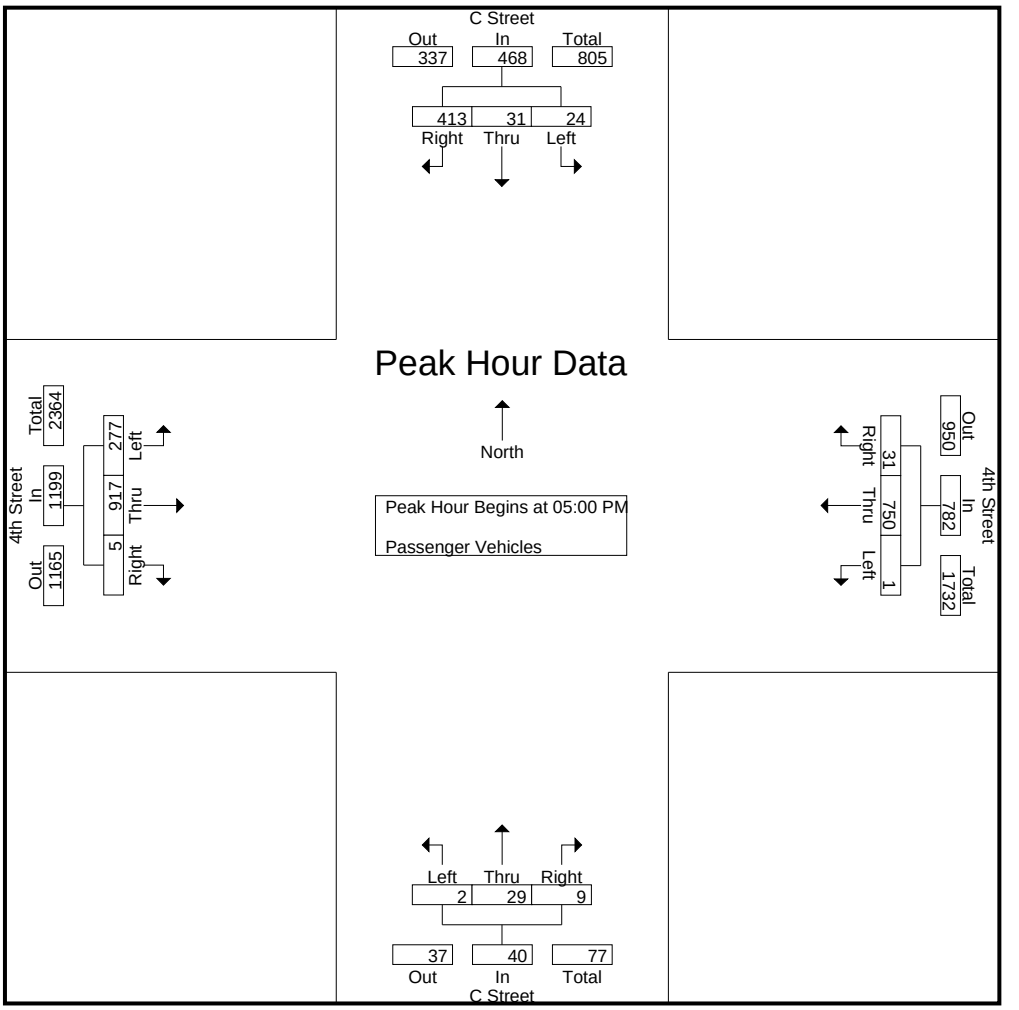
	C Street Southbound				4th Street Westbound				C Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	7	105	118	0	200	7	207	2	6	4	12	56	210	2	268	605
04:15 PM	3	9	96	108	0	184	2	186	0	4	3	7	63	231	0	294	595
04:30 PM	4	8	83	95	0	207	4	211	4	3	3	10	58	210	3	271	587
04:45 PM	1	12	105	118	0	156	10	166	1	6	3	10	66	236	1	303	597
Total	14	36	389	439	0	747	23	770	7	19	13	39	243	887	6	1136	2384
05:00 PM	6	6	111	123	0	202	6	208	1	6	3	10	57	207	1	265	606
05:15 PM	2	9	110	121	1	196	11	208	0	6	3	9	71	262	1	334	672
05:30 PM	5	7	91	103	0	150	7	157	1	7	0	8	76	206	2	284	552
05:45 PM	11	9	101	121	0	202	7	209	0	10	3	13	73	242	1	316	659
Total	24	31	413	468	1	750	31	782	2	29	9	40	277	917	5	1199	2489
Grand Total	38	67	802	907	1	1497	54	1552	9	48	22	79	520	1804	11	2335	4873
Apprch %	4.2	7.4	88.4		0.1	96.5	3.5		11.4	60.8	27.8		22.3	77.3	0.5		
Total %	0.8	1.4	16.5	18.6	0	30.7	1.1	31.8	0.2	1	0.5	1.6	10.7	37	0.2	47.9	

	C Street Southbound				4th Street Westbound				C Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	6	**111**	**123**	0	**202**	6	208	**1**	6	**3**	10	57	207	1	265	606
05:15 PM	2	**9**	110	121	**1**	196	**11**	208	0	6	3	9	71	**262**	1	**334**	**672**
05:30 PM	5	7	91	103	0	150	7	157	1	7	0	8	**76**	206	**2**	284	552
05:45 PM	**11**	9	101	121	0	202	7	**209**	0	**10**	3	**13**	73	242	1	316	659
Total Volume	24	31	413	468	1	750	31	782	2	29	9	40	277	917	5	1199	2489
% App. Total	5.1	6.6	88.2		0.1	95.9	4		5	72.5	22.5		23.1	76.5	0.4		
PHF	.545	.861	.930	.951	.250	.928	.705	.935	.500	.725	.750	.769	.911	.875	.625	.897	.926

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City of Perris
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File Name : 14_PER_C_ SR-74 PM
Site Code : 00322418
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	6	6	**111**	**123**	0	**202**	6	208	**1**	6	**3**	10	57	207	1	265
+15 mins.	2	**9**	110	121	**1**	196	**11**	208	0	6	3	9	71	**262**	1	**334**
+30 mins.	5	7	91	103	0	150	7	157	1	7	0	8	**76**	206	**2**	284
+45 mins.	**11**	9	101	121	0	202	7	**209**	0	**10**	3	**13**	73	242	1	316
Total Volume	24	31	413	468	1	750	31	782	2	29	9	40	277	917	5	1199
% App. Total	5.1	6.6	88.2		0.1	95.9	4		5	72.5	22.5		23.1	76.5	0.4	
PHF	.545	.861	.930	.951	.250	.928	.705	.935	.500	.725	.750	.769	.911	.875	.625	.897

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File Name : 14_PER_C_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

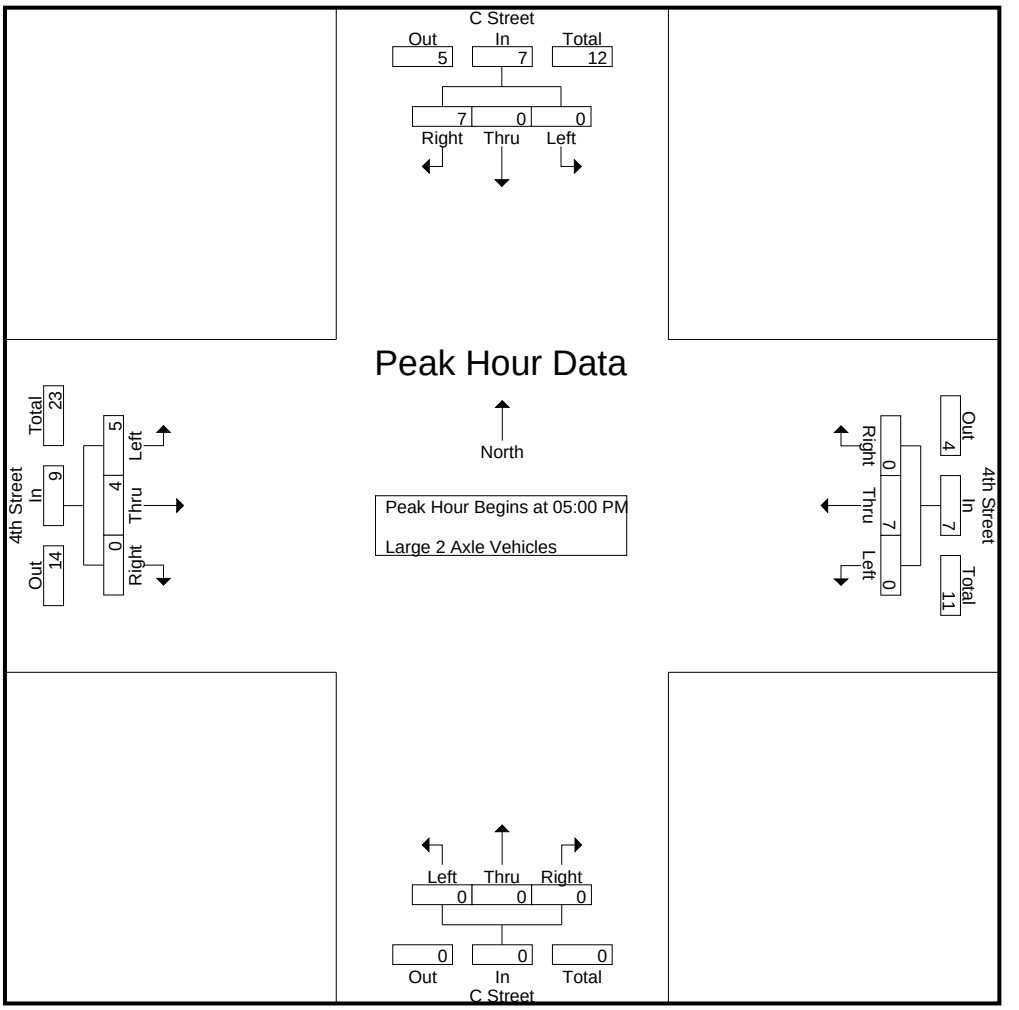
	C Street Southbound				4th Street Westbound				C Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	2	3	0	2	0	2	0	1	0	1	1	2	0	3	9
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	3
04:30 PM	0	0	2	2	0	3	0	3	0	0	1	1	0	5	0	5	11
04:45 PM	0	0	2	2	0	3	0	3	0	0	0	0	2	4	0	6	11
Total	1	0	7	8	0	8	0	8	0	1	1	2	3	13	0	16	34
05:00 PM	0	0	2	2	0	2	0	2	0	0	0	0	2	2	0	4	8
05:15 PM	0	0	2	2	0	1	0	1	0	0	0	0	2	2	0	4	7
05:30 PM	0	0	2	2	0	3	0	3	0	0	0	0	0	0	0	0	5
05:45 PM	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1	3
Total	0	0	7	7	0	7	0	7	0	0	0	0	5	4	0	9	23
Grand Total	1	0	14	15	0	15	0	15	0	1	1	2	8	17	0	25	57
Apprch %	6.7	0	93.3		0	100	0		0	50	50		32	68	0		
Total %	1.8	0	24.6	26.3	0	26.3	0	26.3	0	1.8	1.8	3.5	14	29.8	0	43.9	

	C Street Southbound				4th Street Westbound				C Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	**2**	**2**	0	2	0	2	0	0	0	0	**2**	**2**	0	**4**	**8**
05:15 PM	0	0	2	2	0	1	0	1	0	0	0	0	2	2	0	4	7
05:30 PM	0	0	2	2	0	**3**	0	**3**	0	0	0	0	0	0	0	0	5
05:45 PM	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1	3
Total Volume	0	0	7	7	0	7	0	7	0	0	0	0	5	4	0	9	23
% App. Total	0	0	100		0	100	0		0	0	0		55.6	44.4	0		
PHF	.000	.000	.875	.875	.000	.583	.000	.583	.000	.000	.000	.000	.625	.500	.000	.563	.719

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File Name : 14_PER_C_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	**2**	**2**	0	2	0	2	0	0	0	0	**2**	**2**	0	**4**
+15 mins.	0	0	2	2	0	1	0	1	0	0	0	0	2	2	0	4
+30 mins.	0	0	2	2	0	**3**	0	**3**	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1
Total Volume	0	0	7	7	0	7	0	7	0	0	0	0	5	4	0	9
% App. Total	0	0	100		0	100	0		0	0	0		55.6	44.4	0	
PHF	.000	.000	.875	.875	.000	.583	.000	.583	.000	.000	.000	.000	.625	.500	.000	.563

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City of Perris
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File Name : 14_PER_C_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
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Groups Printed- 3 Axle Vehicles

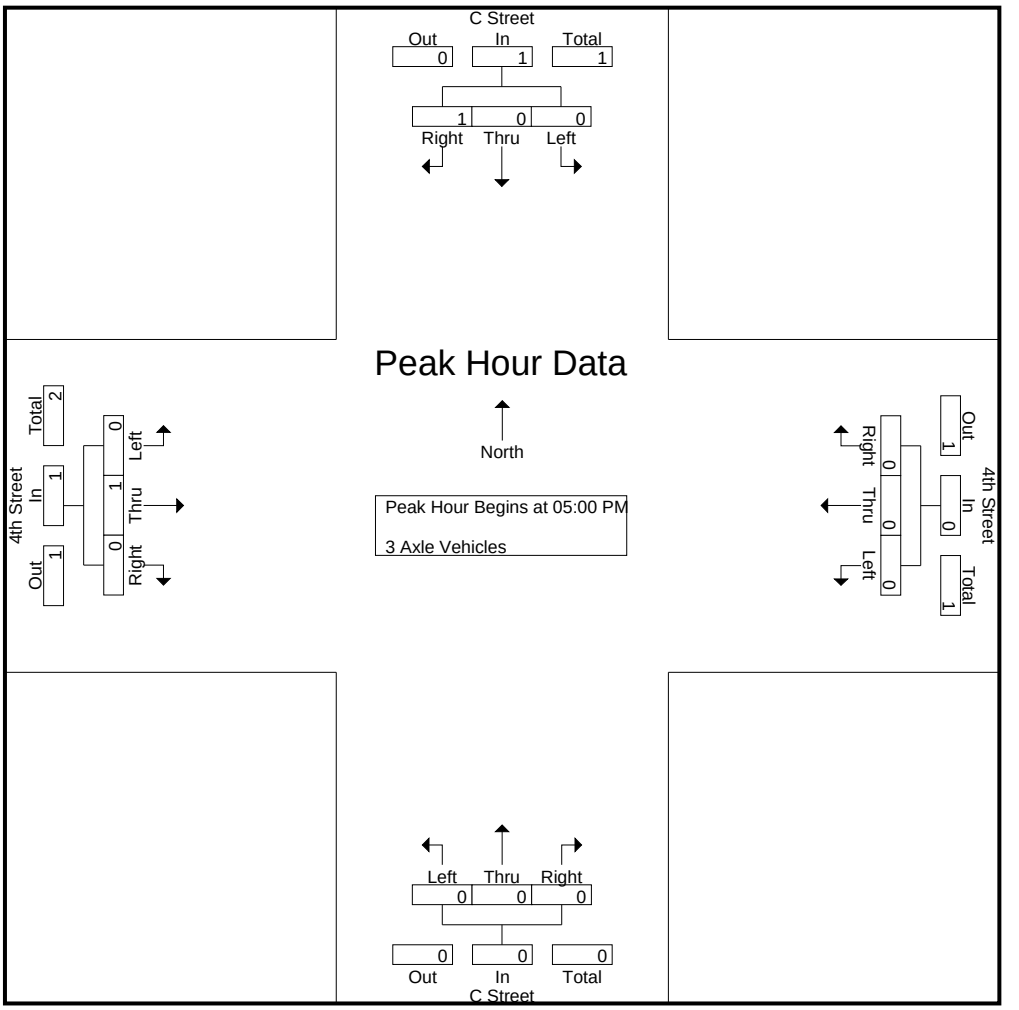
	C Street Southbound				4th Street Westbound				C Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	1	0	1	4
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	3
04:45 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	0	0	4	4	0	5	0	5	0	0	0	0	0	3	0	3	12
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Grand Total	0	0	5	5	0	5	0	5	0	0	0	0	0	4	0	4	14
Apprch %	0	0	100		0	100	0		0	0	0		0	100	0		
Total %	0	0	35.7	35.7	0	35.7	0	35.7	0	0	0	0	0	28.6	0	28.6	

	C Street Southbound				4th Street Westbound				C Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
% App. Total	0	0	100		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500

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Start Date : 5/12/2022
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	0	0	100		0	0	0		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

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File Name : 14_PER_C_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

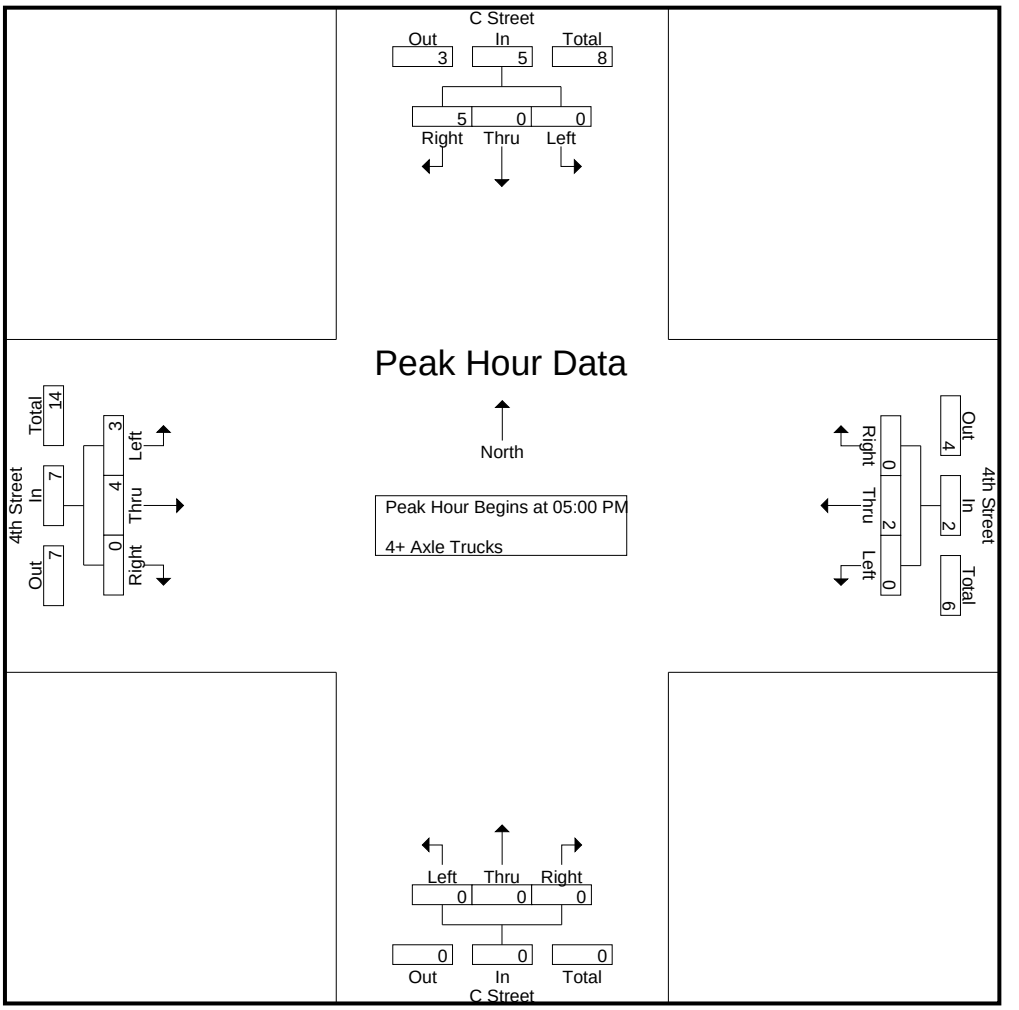
	C Street Southbound				4th Street Westbound				C Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	2	2	0	1	0	1	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	2	2	0	4	6
04:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	7	7	0	1	0	1	0	0	0	0	2	2	0	4	12
05:00 PM	0	0	2	2	0	1	0	1	0	0	0	0	1	0	0	1	4
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	2	0	3	4
05:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	2	0	3	4
Total	0	0	5	5	0	2	0	2	0	0	0	0	3	4	0	7	14
Grand Total	0	0	12	12	0	3	0	3	0	0	0	0	5	6	0	11	26
Apprch %	0	0	100		0	100	0		0	0	0		45.5	54.5	0		
Total %	0	0	46.2	46.2	0	11.5	0	11.5	0	0	0	0	19.2	23.1	0	42.3	

	C Street Southbound				4th Street Westbound				C Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	**2**	**2**	0	**1**	0	**1**	0	0	0	0	**1**	0	0	1	**4**
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	**2**	0	**3**	4
05:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	2	0	3	4
Total Volume	0	0	5	5	0	2	0	2	0	0	0	0	3	4	0	7	14
% App. Total	0	0	100		0	100	0		0	0	0		42.9	57.1	0		
PHF	.000	.000	.625	.625	.000	.500	.000	.500	.000	.000	.000	.000	.750	.500	.000	.583	.875

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PO Box 1178
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(951)268-6268

City of Perris
N/S: C Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 14_PER_C_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	**2**	**2**	0	**1**	0	**1**	0	0	0	0	**1**	0	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	**2**	0	**3**
+30 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	1	0	0	0	0	0	0	0	0	1	2	0	3
Total Volume	0	0	5	5	0	2	0	2	0	0	0	0	3	4	0	7
% App. Total	0	0	100		0	100	0		0	0	0		42.9	57.1	0	
PHF	.000	.000	.625	.625	.000	.500	.000	.500	.000	.000	.000	.000	.750	.500	.000	.583

Location: Perris
N/S: C Street
E/W: 4th Street

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg C Street	East Leg 4th Street	South Leg C Street	West Leg 4th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	1	1	1	3	6
7:30 AM	2	1	1	1	5
7:45 AM	2	0	3	3	8
8:00 AM	2	1	1	0	4
8:15 AM	0	0	2	0	2
8:30 AM	2	0	0	0	2
8:45 AM	0	0	2	0	2
TOTAL VOLUMES:	9	3	10	7	29

	North Leg C Street	East Leg 4th Street	South Leg C Street	West Leg 4th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1
4:45 PM	0	0	0	0	0
5:00 PM	1	0	1	0	2
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1
5:45 PM	2	0	0	1	3
TOTAL VOLUMES:	3	0	1	4	8

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Location: Perris
N/S: C Street
E/W: 4th Street

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound C Street			Westbound 4th Street			Northbound C Street			Eastbound 4th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	1	0	0	0	0	0	0	1	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	2	2	0	1	0	0	0	0	6

	Southbound C Street			Westbound 4th Street			Northbound C Street			Eastbound 4th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	1	0	0	0	0	0	0	1

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City of Perris
N/S: D Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 15_PER_D_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

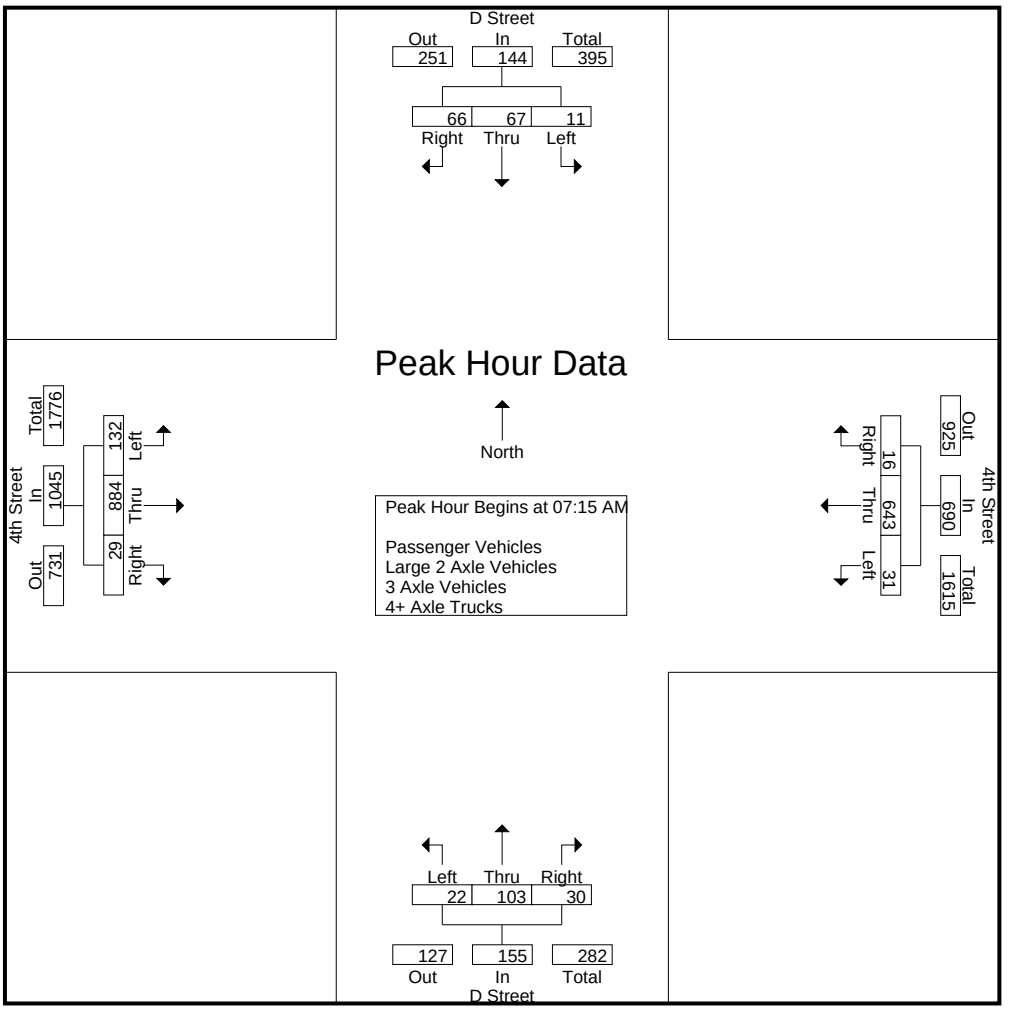
	D Street Southbound				4th Street Westbound				D Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	5	14	23	0	146	0	146	3	14	0	17	34	169	1	204	390
07:15 AM	1	18	12	31	7	142	1	150	4	24	5	33	27	212	5	244	458
07:30 AM	2	15	16	33	8	186	4	198	7	24	8	39	37	246	5	288	558
07:45 AM	4	21	25	50	7	187	4	198	7	24	6	37	32	208	10	250	535
Total	11	59	67	137	22	661	9	692	21	86	19	126	130	835	21	986	1941
08:00 AM	4	13	13	30	9	128	7	144	4	31	11	46	36	218	9	263	483
08:15 AM	7	8	9	24	5	107	6	118	5	13	11	29	33	157	1	191	362
08:30 AM	2	8	12	22	6	114	6	126	4	15	5	24	31	132	5	168	340
08:45 AM	5	8	12	25	8	104	3	115	5	17	4	26	21	143	2	166	332
Total	18	37	46	101	28	453	22	503	18	76	31	125	121	650	17	788	1517
Grand Total	29	96	113	238	50	1114	31	1195	39	162	50	251	251	1485	38	1774	3458
Apprch %	12.2	40.3	47.5		4.2	93.2	2.6		15.5	64.5	19.9		14.1	83.7	2.1		
Total %	0.8	2.8	3.3	6.9	1.4	32.2	0.9	34.6	1.1	4.7	1.4	7.3	7.3	42.9	1.1	51.3	
Passenger Vehicles	29	95	109	233	49	1054	31	1134	38	162	50	250	248	1417	38	1703	3320
% Passenger Vehicles	100	99	96.5	97.9	98	94.6	100	94.9	97.4	100	100	99.6	98.8	95.4	100	96	96
Large 2 Axle Vehicles	0	1	2	3	0	30	0	30	0	0	0	0	3	34	0	37	70
% Large 2 Axle Vehicles	0	1	1.8	1.3	0	2.7	0	2.5	0	0	0	0	1.2	2.3	0	2.1	2
3 Axle Vehicles	0	0	0	0	0	16	0	16	1	0	0	1	0	22	0	22	39
% 3 Axle Vehicles	0	0	0	0	0	1.4	0	1.3	2.6	0	0	0.4	0	1.5	0	1.2	1.1
4+ Axle Trucks	0	0	2	2	1	14	0	15	0	0	0	0	0	12	0	12	29
% 4+ Axle Trucks	0	0	1.8	0.8	2	1.3	0	1.3	0	0	0	0	0	0.8	0	0.7	0.8

	D Street Southbound				4th Street Westbound				D Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	18	12	31	7	142	1	150	4	24	5	33	27	212	5	244	458
07:30 AM	2	15	16	33	8	186	4	**198**	**7**	24	8	39	**37**	**246**	5	**288**	**558**
07:45 AM	**4**	**21**	**25**	**50**	7	**187**	4	198	7	24	6	37	32	208	**10**	250	535
08:00 AM	4	13	13	30	**9**	128	**7**	144	4	**31**	**11**	**46**	36	218	9	263	483
Total Volume	11	67	66	144	31	643	16	690	22	103	30	155	132	884	29	1045	2034
% App. Total	7.6	46.5	45.8		4.5	93.2	2.3		14.2	66.5	19.4		12.6	84.6	2.8		
PHF	.688	.798	.660	.720	.861	.860	.571	.871	.786	.831	.682	.842	.892	.898	.725	.907	.911

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City of Perris
N/S: D Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 15_PER_D_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:15 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	1	18	12	31	0	146	0	146	4	24	5	33	27	212	5	244
+15 mins.	2	15	16	33	7	142	1	150	**7**	24	8	39	**37**	**246**	5	**288**
+30 mins.	**4**	**21**	**25**	**50**	**8**	186	**4**	**198**	7	24	6	37	32	208	**10**	250
+45 mins.	4	13	13	30	7	**187**	4	198	4	**31**	**11**	**46**	36	218	9	263
Total Volume	11	67	66	144	22	661	9	692	22	103	30	155	132	884	29	1045
% App. Total	7.6	46.5	45.8		3.2	95.5	1.3		14.2	66.5	19.4		12.6	84.6	2.8	
PHF	.688	.798	.660	.720	.688	.884	.563	.874	.786	.831	.682	.842	.892	.898	.725	.907

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City of Perris
N/S: D Street
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Weather: Clear

File Name : 15_PER_D_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

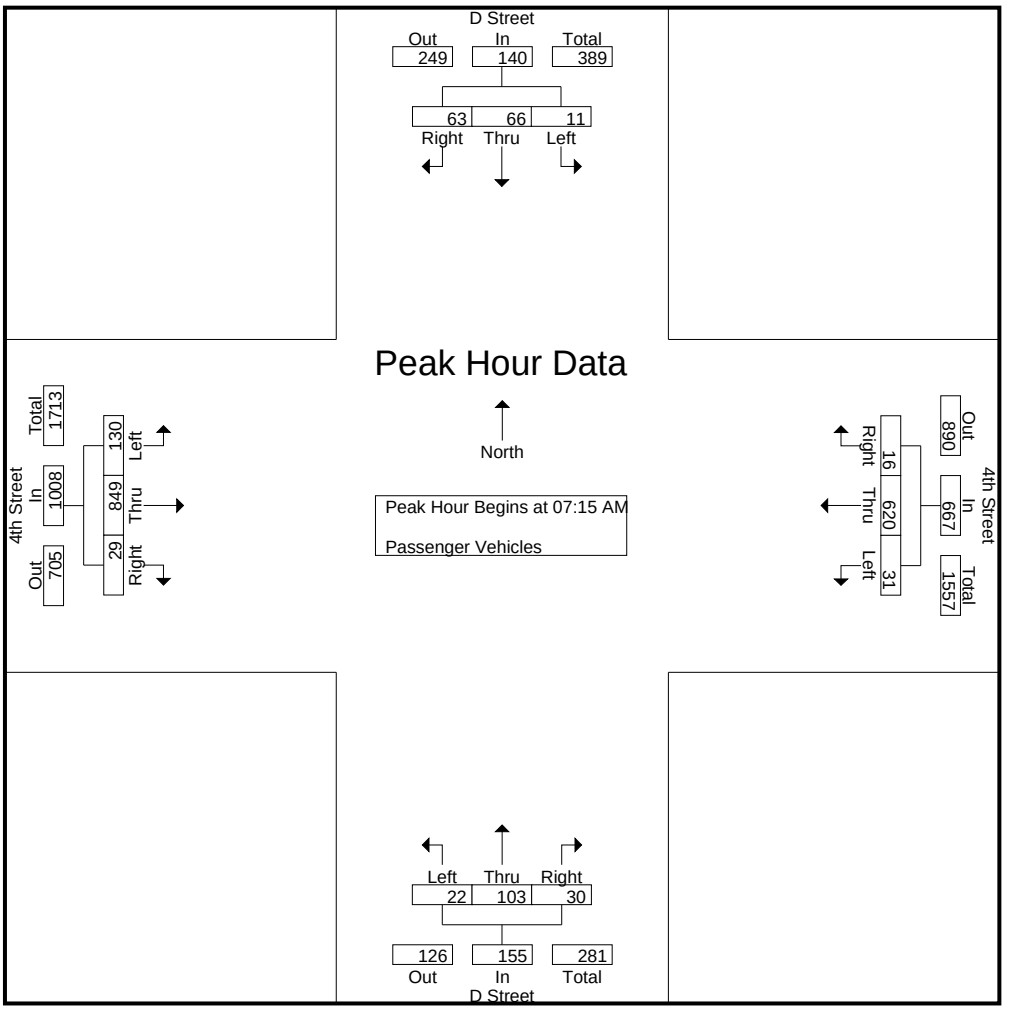
	D Street Southbound				4th Street Westbound				D Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	5	13	22	0	136	0	136	3	14	0	17	34	164	1	199	374
07:15 AM	1	18	12	31	7	136	1	144	4	24	5	33	26	205	5	236	444
07:30 AM	2	15	16	33	8	181	4	193	7	24	8	39	37	242	5	284	549
07:45 AM	4	21	23	48	7	183	4	194	7	24	6	37	32	199	10	241	520
Total	11	59	64	134	22	636	9	667	21	86	19	126	129	810	21	960	1887
08:00 AM	4	12	12	28	9	120	7	136	4	31	11	46	35	203	9	247	457
08:15 AM	7	8	9	24	5	97	6	108	5	13	11	29	33	146	1	180	341
08:30 AM	2	8	12	22	6	105	6	117	3	15	5	23	31	124	5	160	322
08:45 AM	5	8	12	25	7	96	3	106	5	17	4	26	20	134	2	156	313
Total	18	36	45	99	27	418	22	467	17	76	31	124	119	607	17	743	1433
Grand Total	29	95	109	233	49	1054	31	1134	38	162	50	250	248	1417	38	1703	3320
Apprch %	12.4	40.8	46.8		4.3	92.9	2.7		15.2	64.8	20		14.6	83.2	2.2		
Total %	0.9	2.9	3.3	7	1.5	31.7	0.9	34.2	1.1	4.9	1.5	7.5	7.5	42.7	1.1	51.3	

	D Street Southbound				4th Street Westbound				D Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	18	12	31	7	136	1	144	4	24	5	33	26	205	5	236	444
07:30 AM	2	15	16	33	8	181	4	193	**7**	24	8	39	**37**	**242**	5	**284**	**549**
07:45 AM	**4**	**21**	**23**	**48**	7	**183**	4	**194**	7	24	6	37	32	199	**10**	241	520
08:00 AM	4	12	12	28	**9**	120	**7**	136	4	**31**	**11**	**46**	35	203	9	247	457
Total Volume	11	66	63	140	31	620	16	667	22	103	30	155	130	849	29	1008	1970
% App. Total	7.9	47.1	45		4.6	93	2.4		14.2	66.5	19.4		12.9	84.2	2.9		
PHF	.688	.786	.685	.729	.861	.847	.571	.860	.786	.831	.682	.842	.878	.877	.725	.887	.897

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City of Perris
N/S: D Street
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File Name : 15_PER_D_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	18	12	31	7	136	1	144	4	24	5	33	26	205	5	236
+15 mins.	2	15	16	33	8	181	4	193	**7**	24	8	39	**37**	**242**	5	**284**
+30 mins.	**4**	**21**	**23**	**48**	7	**183**	4	**194**	7	24	6	37	32	199	**10**	241
+45 mins.	4	12	12	28	**9**	120	**7**	136	4	**31**	**11**	**46**	35	203	9	247
Total Volume	11	66	63	140	31	620	16	667	22	103	30	155	130	849	29	1008
% App. Total	7.9	47.1	45		4.6	93	2.4		14.2	66.5	19.4		12.9	84.2	2.9	
PHF	.688	.786	.685	.729	.861	.847	.571	.860	.786	.831	.682	.842	.878	.877	.725	.887

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City of Perris
N/S: D Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 15_PER_D_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022

Groups Printed- Large 2 Axle Vehicles

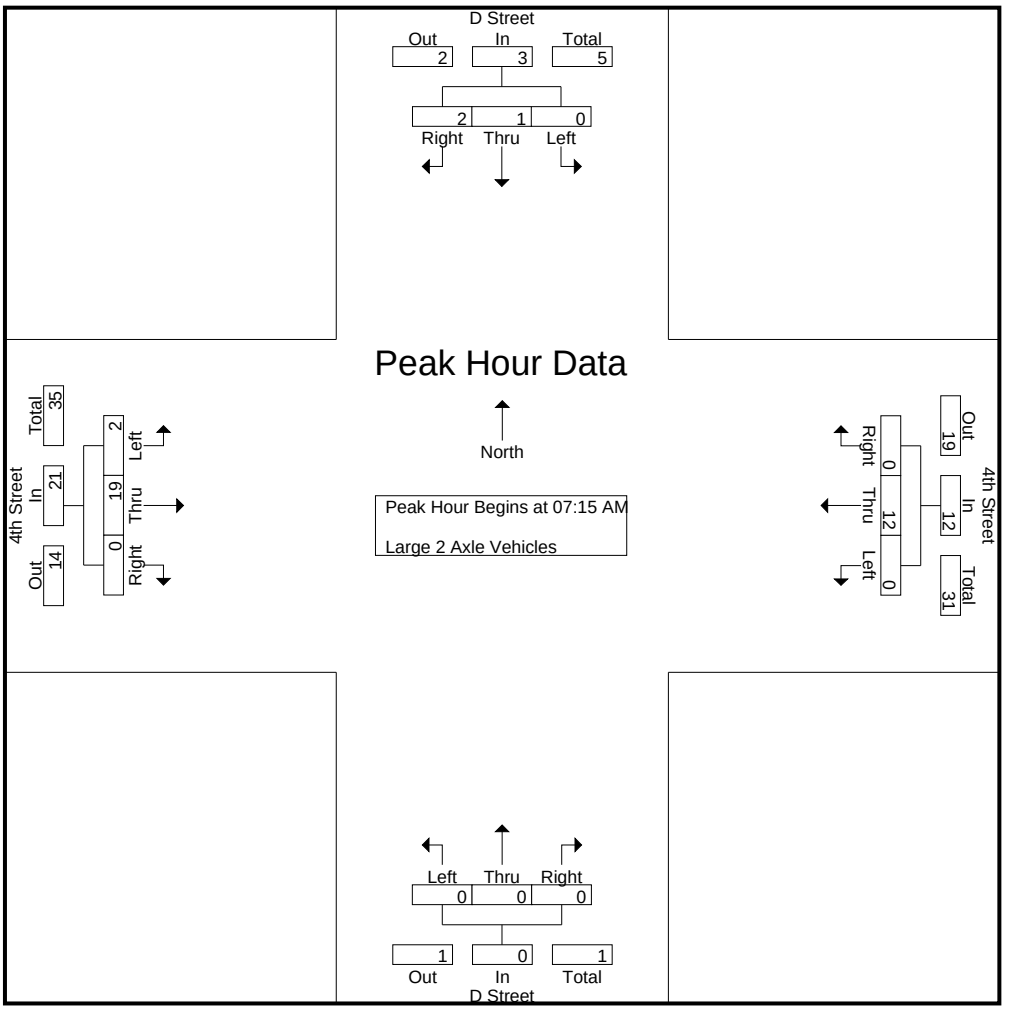
	D Street Southbound				4th Street Westbound				D Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	1	5	0	6	8
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
07:45 AM	0	0	2	2	0	3	0	3	0	0	0	0	0	6	0	6	11
Total	0	0	2	2	0	14	0	14	0	0	0	0	1	15	0	16	32
08:00 AM	0	1	0	1	0	4	0	4	0	0	0	0	1	6	0	7	12
08:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
08:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	1	5	0	6	9
Total	0	1	0	1	0	16	0	16	0	0	0	0	2	19	0	21	38
Grand Total	0	1	2	3	0	30	0	30	0	0	0	0	3	34	0	37	70
Apprch %	0	33.3	66.7		0	100	0		0	0	0		8.1	91.9	0		
Total %	0	1.4	2.9	4.3	0	42.9	0	42.9	0	0	0	0	4.3	48.6	0	52.9	

	D Street Southbound				4th Street Westbound				D Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	**1**	5	0	6	8
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
07:45 AM	0	0	**2**	**2**	0	3	0	3	0	0	0	0	0	**6**	0	6	11
08:00 AM	0	**1**	0	1	0	**4**	0	**4**	0	0	0	0	1	6	0	**7**	**12**
Total Volume	0	1	2	3	0	12	0	12	0	0	0	0	2	19	0	21	36
% App. Total	0	33.3	66.7		0	100	0		0	0	0		9.5	90.5	0		
PHF	.000	.250	.250	.375	.000	.750	.000	.750	.000	.000	.000	.000	.500	.792	.000	.750	.750

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City of Perris
N/S: D Street
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File Name : 15_PER_D_ SR-74 AM
Site Code : 00322418
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	**1**	5	0	6
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2
+30 mins.	0	0	**2**	**2**	0	3	0	3	0	0	0	0	0	**6**	0	6
+45 mins.	0	**1**	0	1	0	**4**	0	**4**	0	0	0	0	1	6	0	**7**
Total Volume	0	1	2	3	0	12	0	12	0	0	0	0	2	19	0	21
% App. Total	0	33.3	66.7		0	100	0		0	0	0		9.5	90.5	0	
PHF	.000	.250	.250	.375	.000	.750	.000	.750	.000	.000	.000	.000	.500	.792	.000	.750

Counts Unlimited, Inc.
PO Box 1178
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City of Perris
N/S: D Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 15_PER_D_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022

Groups Printed- 3 Axle Vehicles

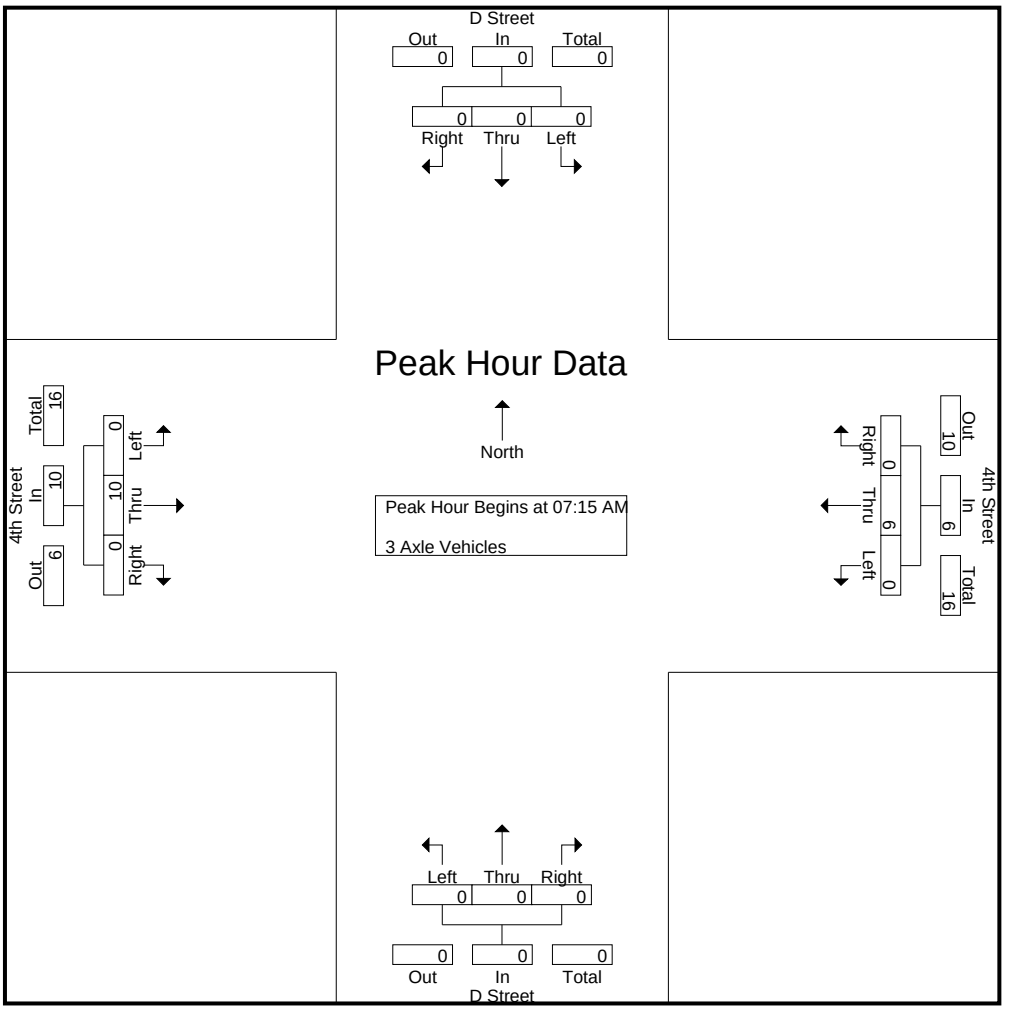
	D Street Southbound				4th Street Westbound				D Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	7	0	7	13
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
08:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	2	0	2	4
08:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
Total	0	0	0	0	0	10	0	10	1	0	0	1	0	15	0	15	26
Grand Total	0	0	0	0	0	16	0	16	1	0	0	1	0	22	0	22	39
Apprch %	0	0	0		0	100	0		100	0	0		0	100	0		
Total %	0	0	0	0	0	41	0	41	2.6	0	0	2.6	0	56.4	0	56.4	

	D Street Southbound				4th Street Westbound				D Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	**6**	0	**6**	**9**
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	10	0	10	16
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.417	.000	.417	.444

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City of Perris
N/S: D Street
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File Name : 15_PER_D_ SR-74 AM
Site Code : 00322418
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	**6**	0	**6**
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	10	0	10
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.417	.000	.417

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City of Perris
N/S: D Street
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Weather: Clear

File Name : 15_PER_D_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

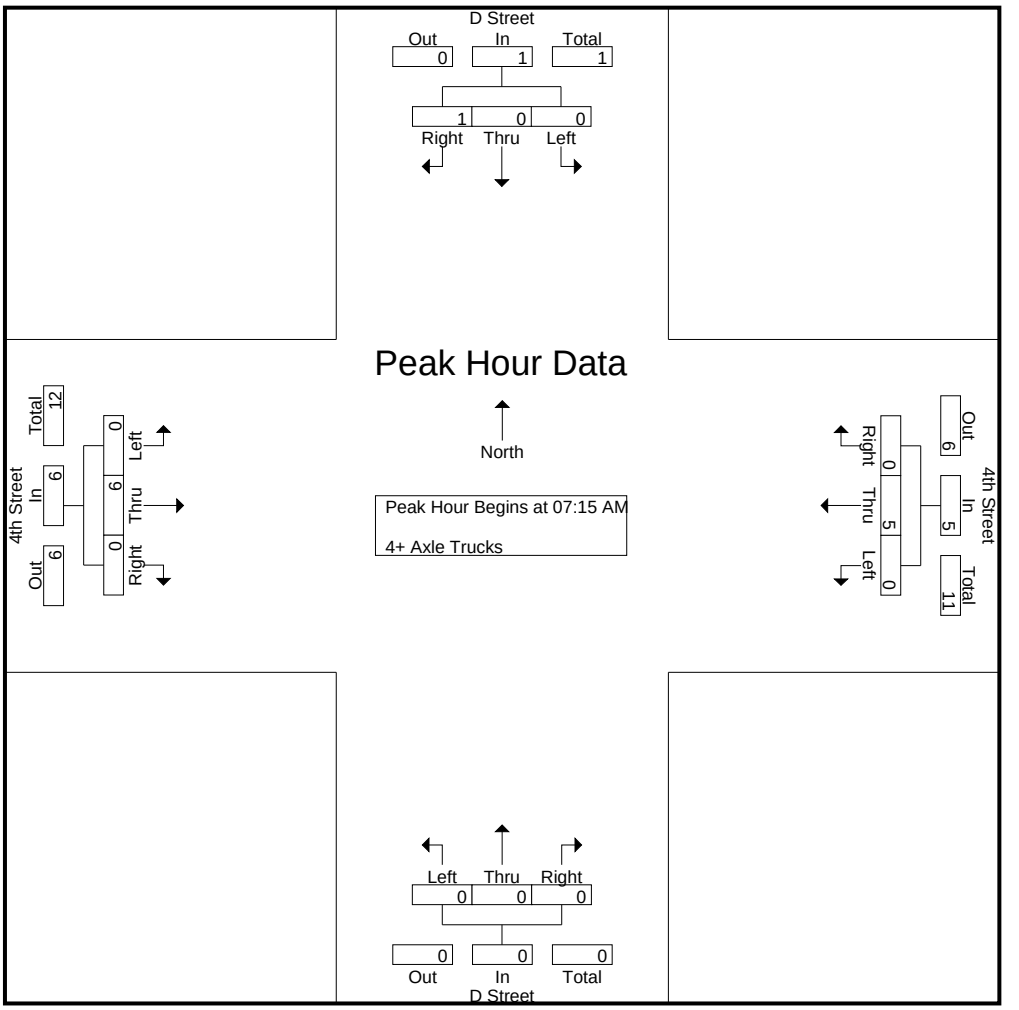
	D Street Southbound				4th Street Westbound				D Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	1	1	0	5	0	5	0	0	0	0	0	3	0	3	9
08:00 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	3	0	3	5
08:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
08:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
08:45 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	1	1	1	9	0	10	0	0	0	0	0	9	0	9	20
Grand Total	0	0	2	2	1	14	0	15	0	0	0	0	0	12	0	12	29
Apprch %	0	0	100		6.7	93.3	0		0	0	0		0	100	0		
Total %	0	0	6.9	6.9	3.4	48.3	0	51.7	0	0	0	0	0	41.4	0	41.4	

	D Street Southbound				4th Street Westbound				D Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:00 AM	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	**3**	0	**3**	**5**
Total Volume	0	0	1	1	0	5	0	5	0	0	0	0	0	6	0	6	12
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.625	.000	.625	.000	.000	.000	.000	.000	.500	.000	.500	.600

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City of Perris
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Weather: Clear

File Name : 15_PER_D_ SR-74 AM
Site Code : 00322418
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	**3**	0	**3**
Total Volume	0	0	1	1	0	5	0	5	0	0	0	0	0	6	0	6
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.625	.000	.625	.000	.000	.000	.000	.000	.500	.000	.500

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City of Perris
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File Name : 15_PER_D_ SR-74 PM
Site Code : 00322418
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

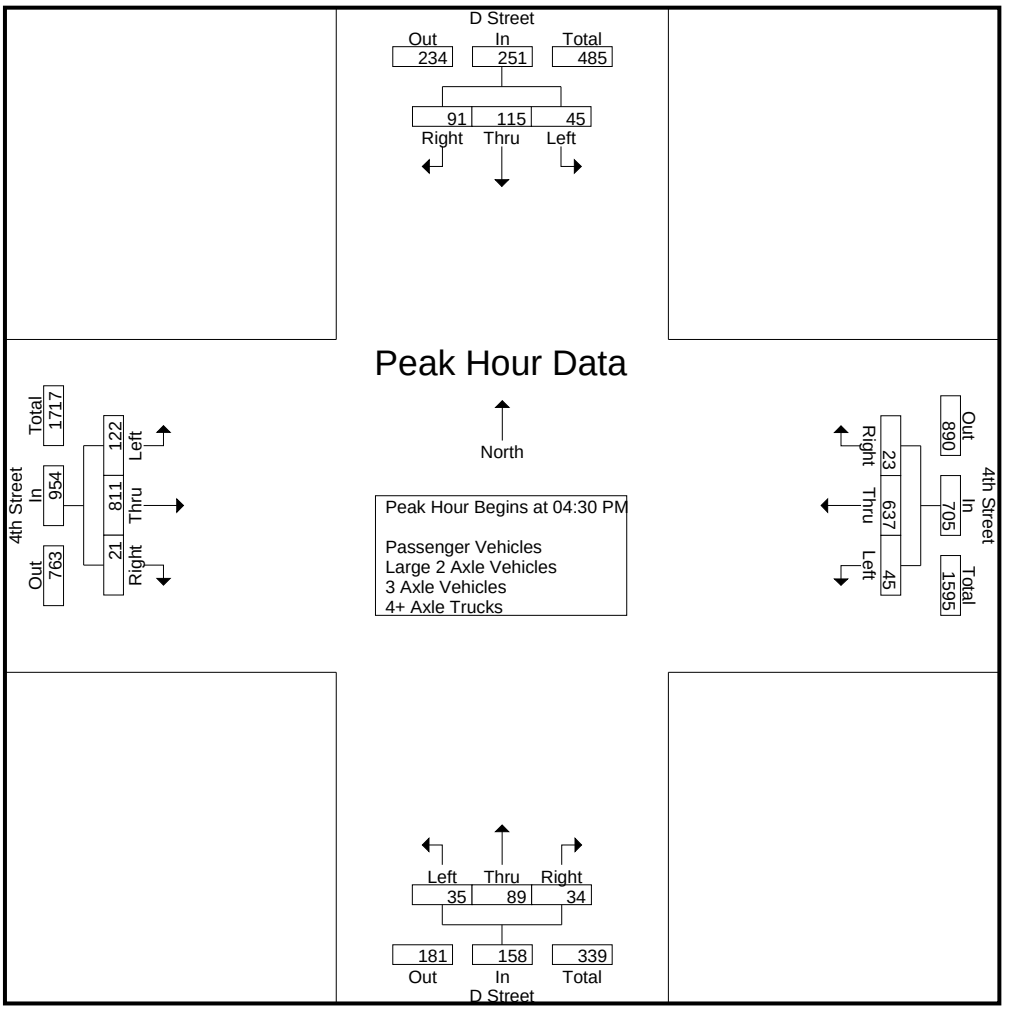
	D Street Southbound				4th Street Westbound				D Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	45	25	82	8	166	8	182	11	20	9	40	23	189	4	216	520
04:15 PM	8	28	14	50	5	152	12	169	11	18	11	40	28	197	8	233	492
04:30 PM	9	20	21	50	15	166	8	189	11	23	10	44	22	196	8	226	509
04:45 PM	14	44	19	77	11	144	6	161	5	25	9	39	27	210	8	245	522
Total	43	137	79	259	39	628	34	701	38	86	39	163	100	792	28	920	2043
05:00 PM	15	26	29	70	9	164	6	179	9	22	7	38	31	194	4	229	516
05:15 PM	7	25	22	54	10	163	3	176	10	19	8	37	42	211	1	254	521
05:30 PM	9	26	15	50	9	134	8	151	8	15	9	32	20	175	7	202	435
05:45 PM	14	39	19	72	8	169	6	183	7	19	13	39	24	234	14	272	566
Total	45	116	85	246	36	630	23	689	34	75	37	146	117	814	26	957	2038
Grand Total	88	253	164	505	75	1258	57	1390	72	161	76	309	217	1606	54	1877	4081
Apprch %	17.4	50.1	32.5		5.4	90.5	4.1		23.3	52.1	24.6		11.6	85.6	2.9		
Total %	2.2	6.2	4	12.4	1.8	30.8	1.4	34.1	1.8	3.9	1.9	7.6	5.3	39.4	1.3	46	
Passenger Vehicles	88	253	162	503	75	1240	57	1372	72	160	75	307	216	1581	54	1851	4033
% Passenger Vehicles	100	100	98.8	99.6	100	98.6	100	98.7	100	99.4	98.7	99.4	99.5	98.4	100	98.6	98.8
Large 2 Axle Vehicles	0	0	2	2	0	10	0	10	0	1	1	2	1	15	0	16	30
% Large 2 Axle Vehicles	0	0	1.2	0.4	0	0.8	0	0.7	0	0.6	1.3	0.6	0.5	0.9	0	0.9	0.7
3 Axle Vehicles	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
% 3 Axle Vehicles	0	0	0	0	0	0.5	0	0.4	0	0	0	0	0	0.4	0	0.3	0.3
4+ Axle Trucks	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
% 4+ Axle Trucks	0	0	0	0	0	0.2	0	0.1	0	0	0	0	0	0.2	0	0.2	0.1

	D Street Southbound				4th Street Westbound				D Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	9	20	21	50	**15**	**166**	**8**	**189**	**11**	23	**10**	**44**	22	196	**8**	226	509
04:45 PM	14	**44**	19	**77**	11	144	6	161	5	**25**	9	39	27	210	8	245	**522**
05:00 PM	**15**	26	**29**	70	9	164	6	179	9	22	7	38	31	194	4	229	516
05:15 PM	7	25	22	54	10	163	3	176	10	19	8	37	**42**	**211**	1	**254**	521
Total Volume	45	115	91	251	45	637	23	705	35	89	34	158	122	811	21	954	2068
% App. Total	17.9	45.8	36.3		6.4	90.4	3.3		22.2	56.3	21.5		12.8	85	2.2		
PHF	.750	.653	.784	.815	.750	.959	.719	.933	.795	.890	.850	.898	.726	.961	.656	.939	.990

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City of Perris
N/S: D Street
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File Name : 15_PER_D_ SR-74 PM
Site Code : 00322418
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:00 PM				05:00 PM			
+0 mins.	12	**45**	**25**	**82**	**15**	**166**	**8**	**189**	**11**	20	9	40	31	194	4	229
+15 mins.	8	28	14	50	11	144	6	161	11	18	**11**	40	**42**	211	1	254
+30 mins.	9	20	21	50	9	164	6	179	11	23	10	**44**	20	175	7	202
+45 mins.	**14**	44	19	77	10	163	3	176	5	**25**	9	39	24	**234**	**14**	**272**
Total Volume	43	137	79	259	45	637	23	705	38	86	39	163	117	814	26	957
% App. Total	16.6	52.9	30.5		6.4	90.4	3.3		23.3	52.8	23.9		12.2	85.1	2.7	
PHF	.768	.761	.790	.790	.750	.959	.719	.933	.864	.860	.886	.926	.696	.870	.464	.880

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File Name : 15_PER_D_ SR-74 PM
Site Code : 00322418
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Groups Printed- Passenger Vehicles

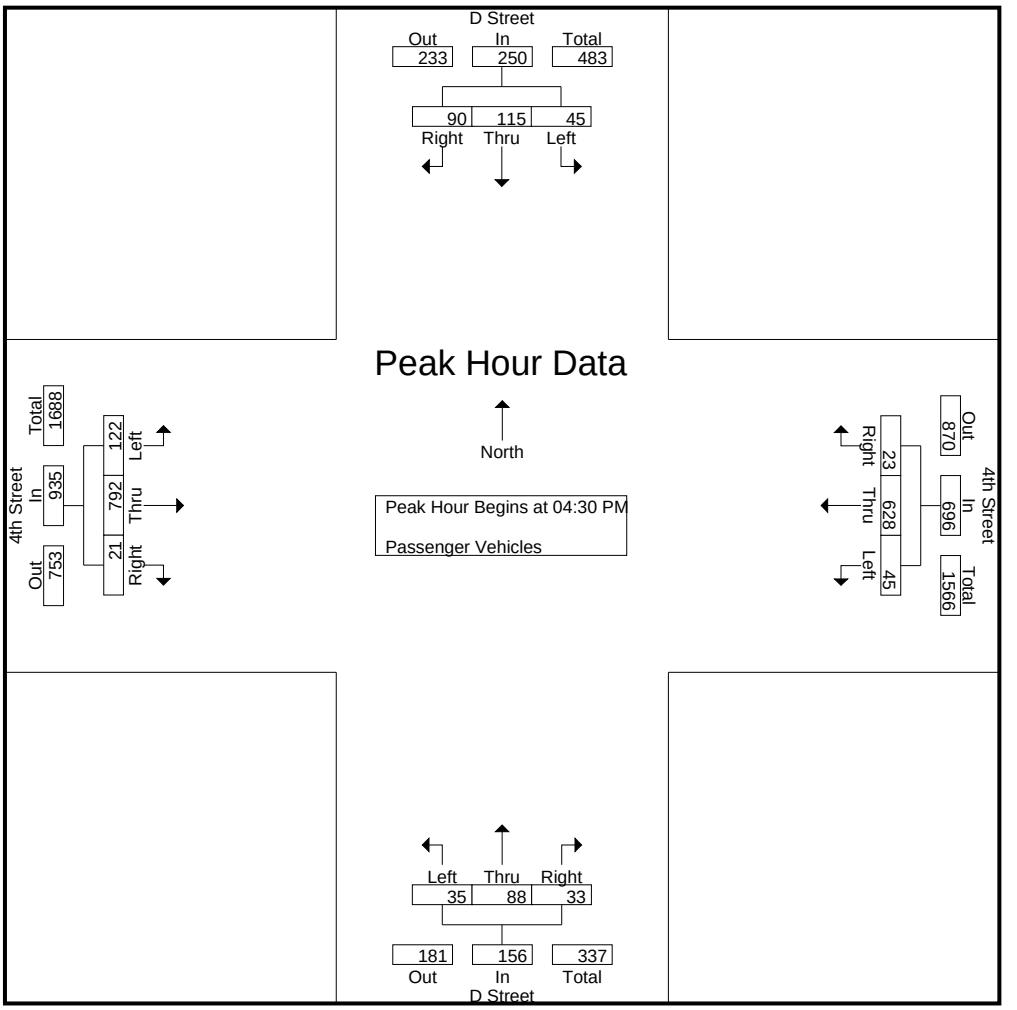
	D Street Southbound				4th Street Westbound				D Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	45	25	82	8	162	8	178	11	20	9	40	23	186	4	213	513
04:15 PM	8	28	14	50	5	150	12	167	11	18	11	40	27	195	8	230	487
04:30 PM	9	20	21	50	15	163	8	186	11	23	10	44	22	189	8	219	499
04:45 PM	14	44	19	77	11	141	6	158	5	25	8	38	27	204	8	239	512
Total	43	137	79	259	39	616	34	689	38	86	38	162	99	774	28	901	2011
05:00 PM	15	26	28	69	9	163	6	178	9	22	7	38	31	191	4	226	511
05:15 PM	7	25	22	54	10	161	3	174	10	18	8	36	42	208	1	251	515
05:30 PM	9	26	15	50	9	131	8	148	8	15	9	32	20	175	7	202	432
05:45 PM	14	39	18	71	8	169	6	183	7	19	13	39	24	233	14	271	564
Total	45	116	83	244	36	624	23	683	34	74	37	145	117	807	26	950	2022
Grand Total	88	253	162	503	75	1240	57	1372	72	160	75	307	216	1581	54	1851	4033
Apprch %	17.5	50.3	32.2		5.5	90.4	4.2		23.5	52.1	24.4		11.7	85.4	2.9		
Total %	2.2	6.3	4	12.5	1.9	30.7	1.4	34	1.8	4	1.9	7.6	5.4	39.2	1.3	45.9	

	D Street Southbound				4th Street Westbound				D Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	9	20	21	50	**15**	**163**	**8**	**186**	**11**	23	**10**	**44**	22	189	**8**	219	499
04:45 PM	14	**44**	19	**77**	11	141	6	158	5	**25**	8	38	27	204	8	239	512
05:00 PM	**15**	26	**28**	69	9	163	6	178	9	22	7	38	31	191	4	226	511
05:15 PM	7	25	22	54	10	161	3	174	10	18	8	36	**42**	**208**	1	**251**	**515**
Total Volume	45	115	90	250	45	628	23	696	35	88	33	156	122	792	21	935	2037
% App. Total	18	46	36		6.5	90.2	3.3		22.4	56.4	21.2		13	84.7	2.2		
PHF	.750	.653	.804	.812	.750	.963	.719	.935	.795	.880	.825	.886	.726	.952	.656	.931	.989

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	9	20	21	50	**15**	**163**	**8**	**186**	**11**	23	**10**	**44**	22	189	**8**	219
+15 mins.	14	**44**	19	**77**	11	141	6	158	5	**25**	8	38	27	204	8	239
+30 mins.	**15**	26	**28**	69	9	163	6	178	9	22	7	38	31	191	4	226
+45 mins.	7	25	22	54	10	161	3	174	10	18	8	36	**42**	**208**	1	**251**
Total Volume	45	115	90	250	45	628	23	696	35	88	33	156	122	792	21	935
% App. Total	18	46	36		6.5	90.2	3.3		22.4	56.4	21.2		13	84.7	2.2	
PHF	.750	.653	.804	.812	.750	.963	.719	.935	.795	.880	.825	.886	.726	.952	.656	.931

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Start Date : 5/12/2022

Groups Printed- Large 2 Axle Vehicles

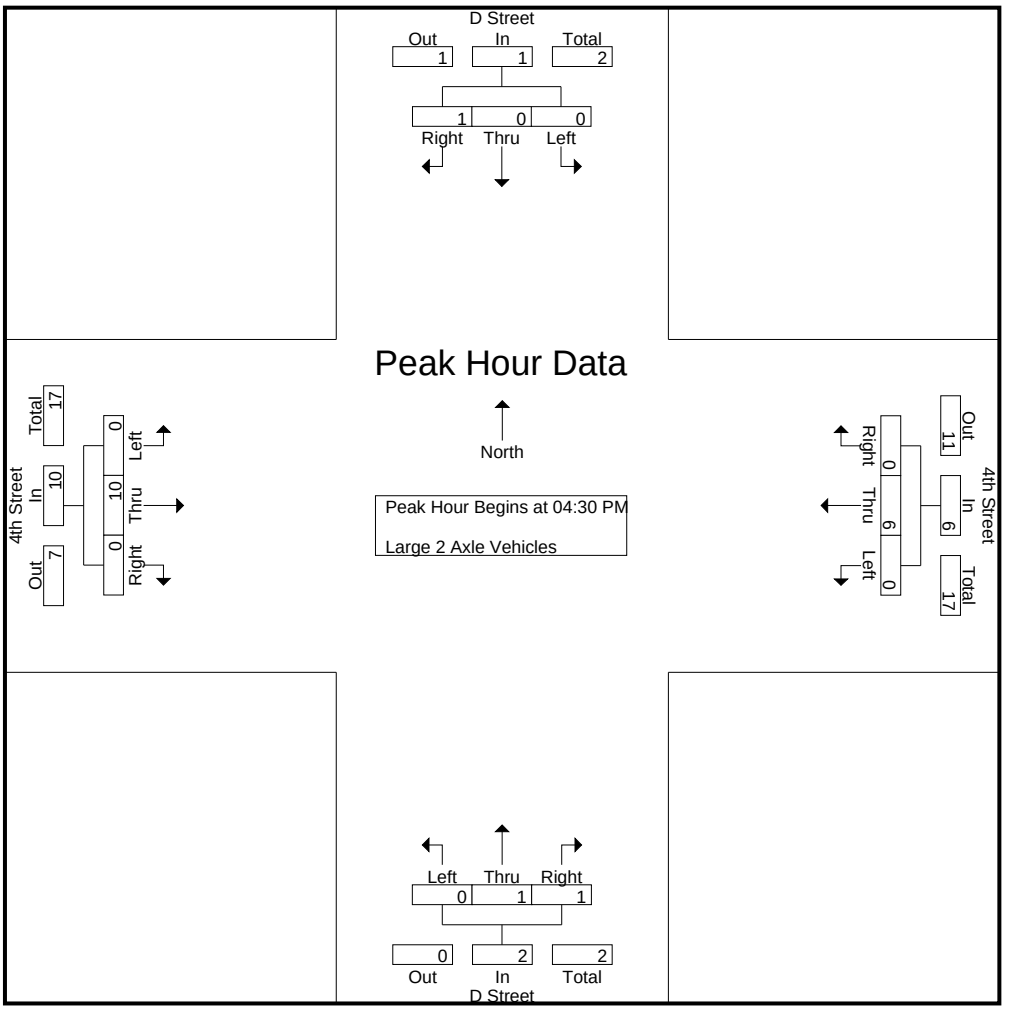
	D Street Southbound				4th Street Westbound				D Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
04:45 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	4	0	4	7
Total	0	0	0	0	0	6	0	6	0	0	1	1	1	12	0	13	20
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	3
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	2	0	4	0	4	0	1	0	1	0	3	0	3	10
Grand Total	0	0	2	2	0	10	0	10	0	1	1	2	1	15	0	16	30
Apprch %	0	0	100		0	100	0		0	50	50		6.2	93.8	0		
Total %	0	0	6.7	6.7	0	33.3	0	33.3	0	3.3	3.3	6.7	3.3	50	0	53.3	

	D Street Southbound				4th Street Westbound				D Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	3	0	3	6
04:45 PM	0	0	0	0	0	2	0	2	0	0	**1**	**1**	0	**4**	0	**4**	**7**
05:00 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	1	0	1	0	**1**	0	1	0	1	0	1	3
Total Volume	0	0	1	1	0	6	0	6	0	1	1	2	0	10	0	10	19
% App. Total	0	0	100		0	100	0		0	50	50		0	100	0		
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.250	.250	.500	.000	.625	.000	.625	.679

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

City of Perris
N/S: D Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 15_PER_D_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	2	0	2	0	0	**1**	**1**	0	**4**	0	**4**
+30 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	**1**	0	1	0	1	0	1
Total Volume	0	0	1	1	0	6	0	6	0	1	1	2	0	10	0	10
% App. Total	0	0	100		0	100	0		0	50	50		0	100	0	
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.250	.250	.500	.000	.625	.000	.625

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City of Perris
N/S: D Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 15_PER_D_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022

Groups Printed- 3 Axle Vehicles

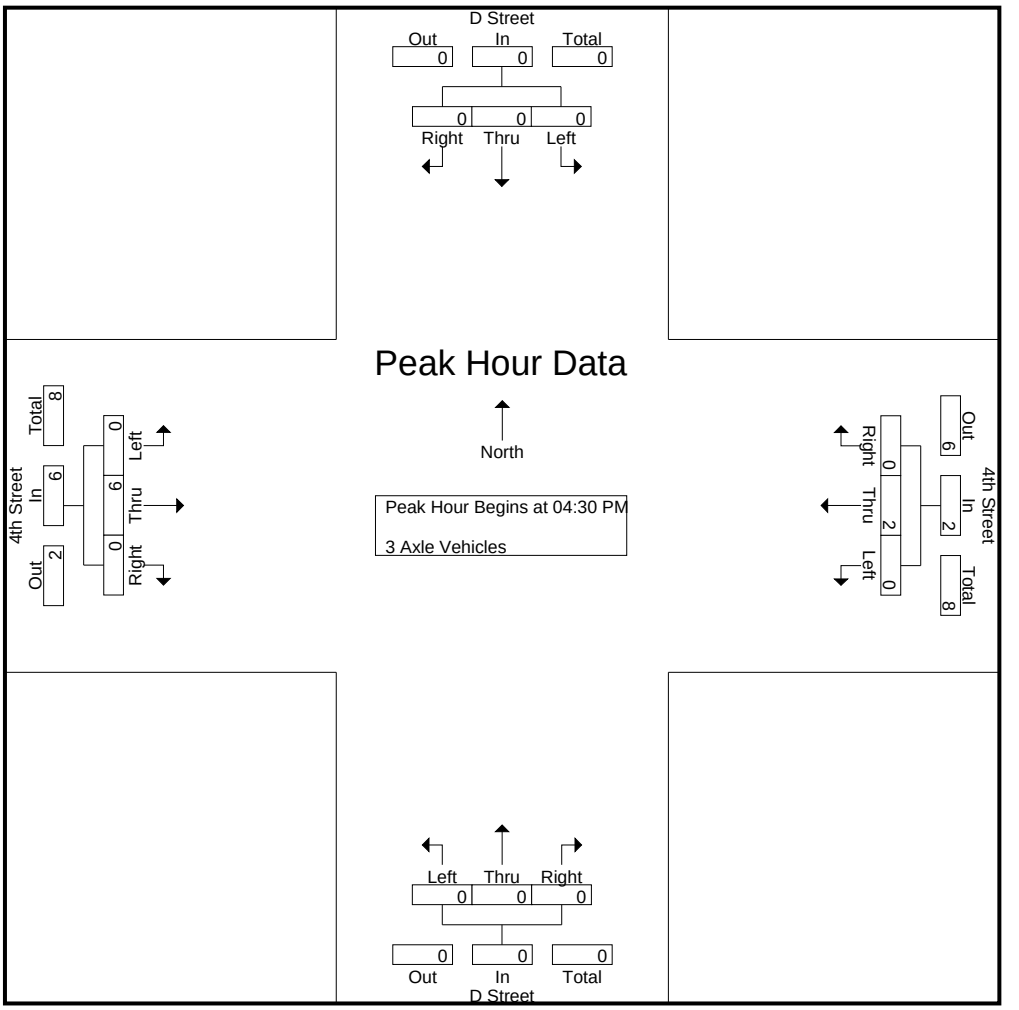
	D Street Southbound				4th Street Westbound				D Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Grand Total	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	50	0	50	0	0	0	0	0	50	0	50	

	D Street Southbound				4th Street Westbound				D Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	**3**
04:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	8
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.667

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City of Perris
N/S: D Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 15_PER_D_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500

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City of Perris
N/S: D Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 15_PER_D_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

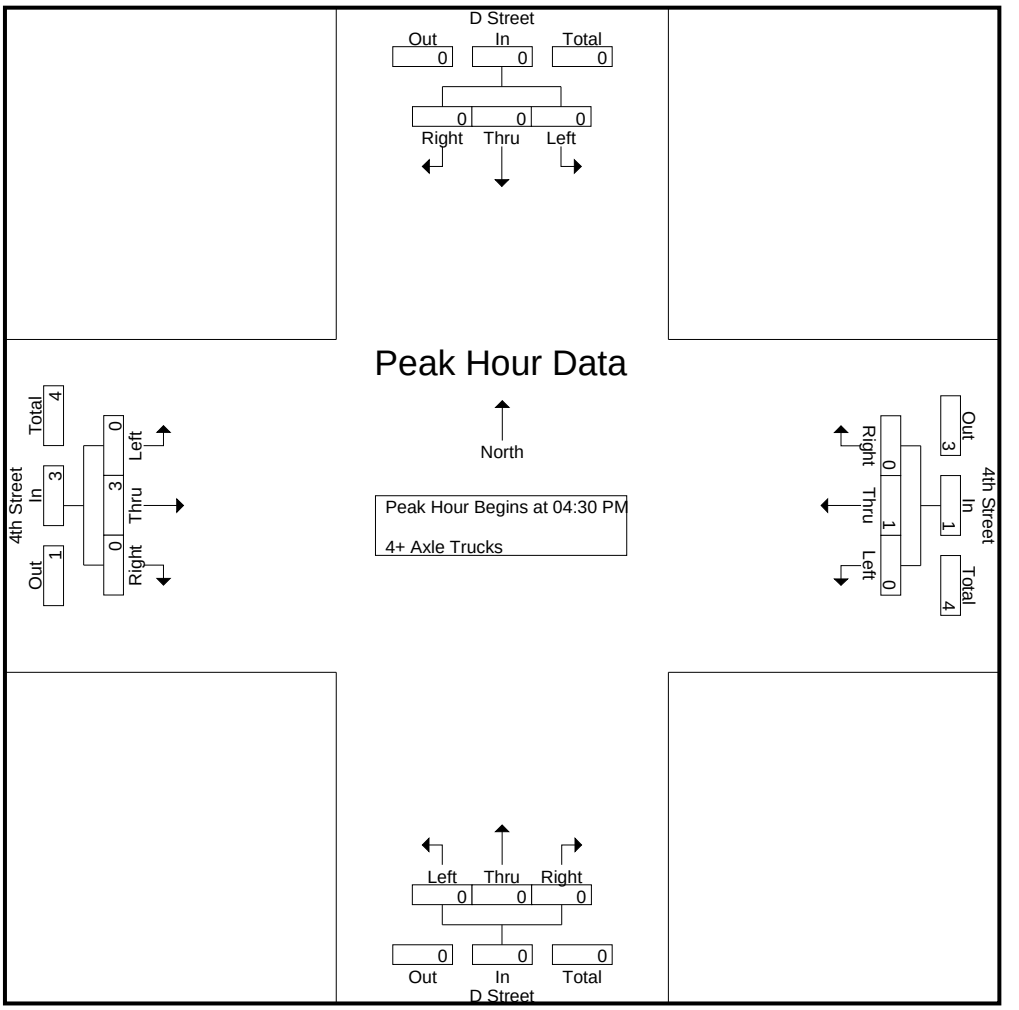
	D Street Southbound				4th Street Westbound				D Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Grand Total	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	33.3	0	33.3	0	0	0	0	0	66.7	0	66.7	

	D Street Southbound				4th Street Westbound				D Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.750	.000	.750	1.00

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City of Perris
N/S: D Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 15_PER_D_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.750	.000	.750

Location: Perris
N/S: D Street
E/W: 4th Street

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg D Street	East Leg 4th Street	South Leg D Street	West Leg 4th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	2	2
7:15 AM	5	2	0	3	10
7:30 AM	1	2	0	1	4
7:45 AM	2	1	1	1	5
8:00 AM	0	6	1	2	9
8:15 AM	0	1	0	2	3
8:30 AM	1	0	0	2	3
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	9	12	2	13	36

	North Leg D Street	East Leg 4th Street	South Leg D Street	West Leg 4th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	3	0	1	3	7
4:15 PM	1	0	0	2	3
4:30 PM	1	1	0	3	5
4:45 PM	0	0	0	0	0
5:00 PM	2	0	1	10	13
5:15 PM	2	0	0	1	3
5:30 PM	2	0	1	2	5
5:45 PM	0	1	0	1	2
TOTAL VOLUMES:	11	2	3	22	38

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Location: Perris
N/S: D Street
E/W: 4th Street

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound D Street			Westbound 4th Street			Northbound D Street			Eastbound 4th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	1	0	1	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	3	0	0	1	1	0	0	0	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	4	0	0	1	2	0	1	0	8

	Southbound D Street			Westbound 4th Street			Northbound D Street			Eastbound 4th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
TOTAL VOLUMES:	0	0	0	1	2	0	0	2	0	0	0	0	5

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City of Perris
N/S: Perris Boulevard
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 16_PER_Perris_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

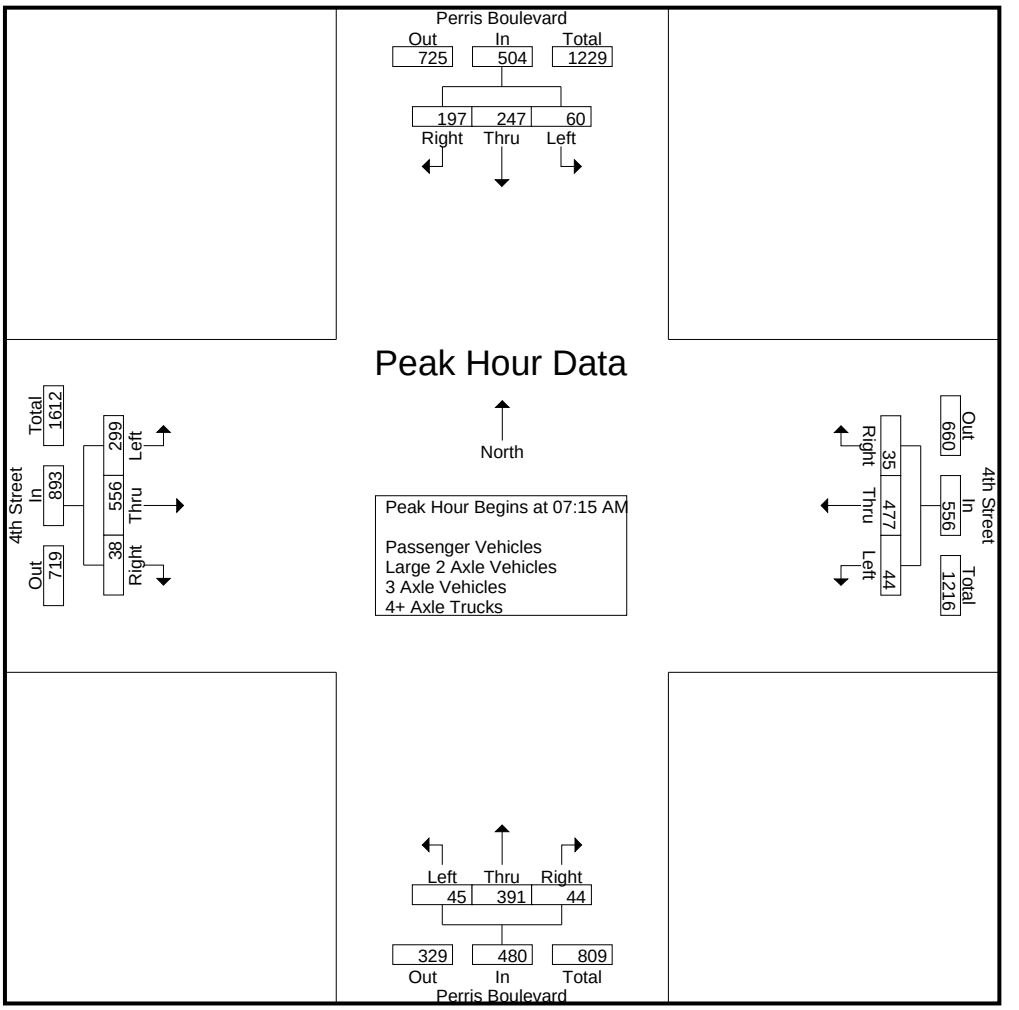
	Perris Boulevard Southbound				4th Street Westbound				Perris Boulevard Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	32	32	71	3	118	14	135	11	58	7	76	57	96	7	160	442
07:15 AM	15	41	51	107	4	112	10	126	8	94	9	111	89	122	8	219	563
07:30 AM	12	63	48	123	8	142	6	156	16	112	6	134	85	126	10	221	634
07:45 AM	17	104	51	172	22	133	9	164	10	96	18	124	67	142	8	217	677
Total	51	240	182	473	37	505	39	581	45	360	40	445	298	486	33	817	2316
08:00 AM	16	39	47	102	10	90	10	110	11	89	11	111	58	166	12	236	559
08:15 AM	15	26	29	70	13	70	13	96	7	58	2	67	55	103	5	163	396
08:30 AM	10	42	34	86	4	100	11	115	7	54	3	64	33	106	7	146	411
08:45 AM	8	40	30	78	9	79	17	105	10	75	10	95	38	105	5	148	426
Total	49	147	140	336	36	339	51	426	35	276	26	337	184	480	29	693	1792
Grand Total	100	387	322	809	73	844	90	1007	80	636	66	782	482	966	62	1510	4108
Apprch %	12.4	47.8	39.8		7.2	83.8	8.9		10.2	81.3	8.4		31.9	64	4.1		
Total %	2.4	9.4	7.8	19.7	1.8	20.5	2.2	24.5	1.9	15.5	1.6	19	11.7	23.5	1.5	36.8	
Passenger Vehicles	87	373	309	769	71	792	79	942	77	607	63	747	467	918	55	1440	3898
% Passenger Vehicles	87	96.4	96	95.1	97.3	93.8	87.8	93.5	96.2	95.4	95.5	95.5	96.9	95	88.7	95.4	94.9
Large 2 Axle Vehicles	9	10	10	29	0	29	8	37	1	19	3	23	11	21	2	34	123
% Large 2 Axle Vehicles	9	2.6	3.1	3.6	0	3.4	8.9	3.7	1.2	3	4.5	2.9	2.3	2.2	3.2	2.3	3
3 Axle Vehicles	1	1	3	5	2	14	2	18	2	7	0	9	4	21	1	26	58
% 3 Axle Vehicles	1	0.3	0.9	0.6	2.7	1.7	2.2	1.8	2.5	1.1	0	1.2	0.8	2.2	1.6	1.7	1.4
4+ Axle Trucks	3	3	0	6	0	9	1	10	0	3	0	3	0	6	4	10	29
% 4+ Axle Trucks	3	0.8	0	0.7	0	1.1	1.1	1	0	0.5	0	0.4	0	0.6	6.5	0.7	0.7

	Perris Boulevard Southbound				4th Street Westbound				Perris Boulevard Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	15	41	**51**	107	4	112	**10**	126	8	94	9	111	**89**	122	8	219	563
07:30 AM	12	63	48	123	8	**142**	6	156	**16**	**112**	6	**134**	85	126	10	221	634
07:45 AM	**17**	**104**	51	**172**	**22**	133	9	**164**	10	96	**18**	124	67	142	8	217	**677**
08:00 AM	16	39	47	102	10	90	10	110	11	89	11	111	58	**166**	**12**	**236**	559
Total Volume	60	247	197	504	44	477	35	556	45	391	44	480	299	556	38	893	2433
% App. Total	11.9	49	39.1		7.9	85.8	6.3		9.4	81.5	9.2		33.5	62.3	4.3		
PHF	.882	.594	.966	.733	.500	.840	.875	.848	.703	.873	.611	.896	.840	.837	.792	.946	.898

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City of Perris
N/S: Perris Boulevard
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 16_PER_Perris_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:15 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	15	41	**51**	107	3	118	**14**	135	8	94	9	111	**89**	122	8	219
+15 mins.	12	63	48	123	4	112	10	126	**16**	**112**	6	**134**	85	126	10	221
+30 mins.	**17**	**104**	51	**172**	8	**142**	6	156	10	96	**18**	124	67	142	8	217
+45 mins.	16	39	47	102	**22**	133	9	**164**	11	89	11	111	58	**166**	**12**	**236**
Total Volume	60	247	197	504	37	505	39	581	45	391	44	480	299	556	38	893
% App. Total	11.9	49	39.1		6.4	86.9	6.7		9.4	81.5	9.2		33.5	62.3	4.3	
PHF	.882	.594	.966	.733	.420	.889	.696	.886	.703	.873	.611	.896	.840	.837	.792	.946

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

City of Perris
N/S: Perris Boulevard
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 16_PER_Perris_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

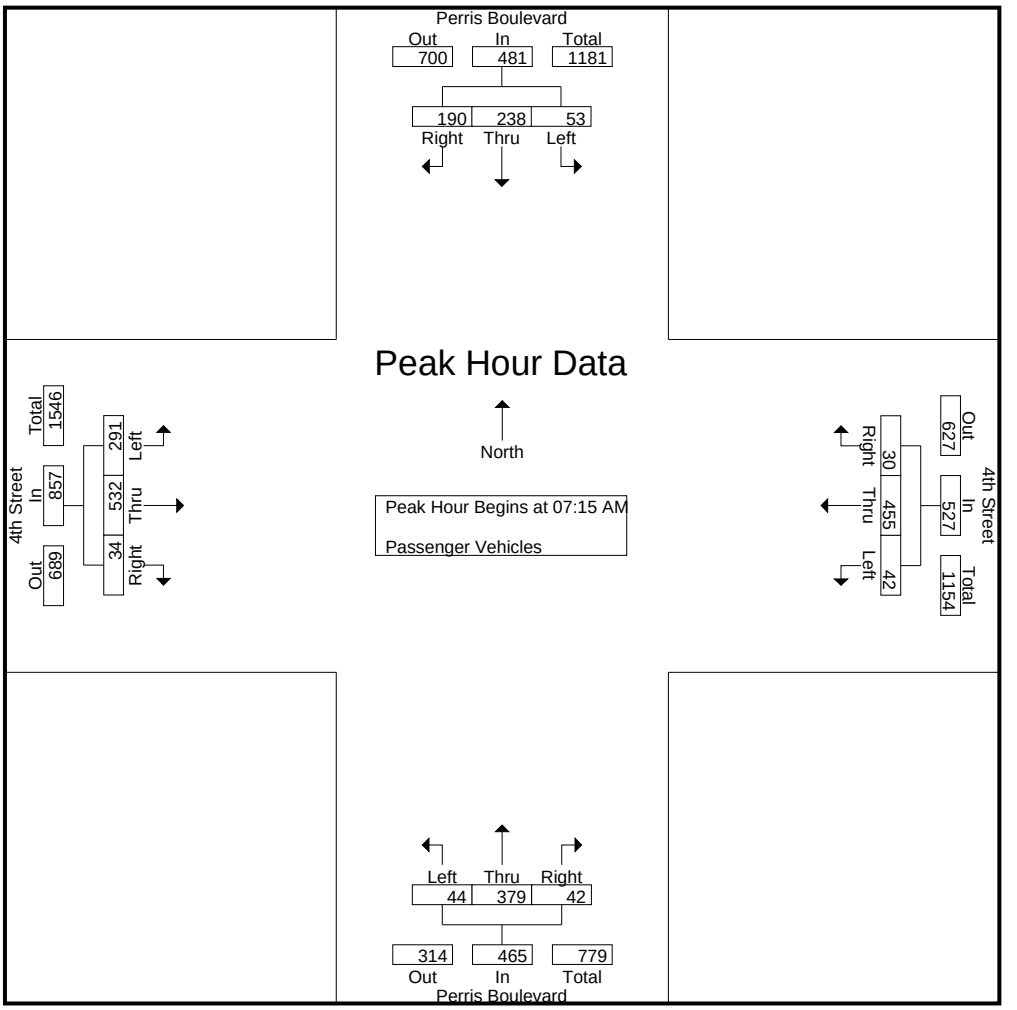
	Perris Boulevard Southbound				4th Street Westbound				Perris Boulevard Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	30	29	65	3	111	11	125	11	56	7	74	55	93	7	155	419
07:15 AM	12	39	47	98	4	108	9	121	8	91	9	108	88	116	8	212	539
07:30 AM	12	62	47	121	8	134	6	148	16	109	5	130	85	125	7	217	616
07:45 AM	16	101	51	168	20	128	5	153	10	94	17	121	63	138	8	209	651
Total	46	232	174	452	35	481	31	547	45	350	38	433	291	472	30	793	2225
08:00 AM	13	36	45	94	10	85	10	105	10	85	11	106	55	153	11	219	524
08:15 AM	14	25	29	68	13	62	12	87	7	53	2	62	51	98	4	153	370
08:30 AM	9	40	34	83	4	93	11	108	5	50	3	58	32	99	5	136	385
08:45 AM	5	40	27	72	9	71	15	95	10	69	9	88	38	96	5	139	394
Total	41	141	135	317	36	311	48	395	32	257	25	314	176	446	25	647	1673
Grand Total	87	373	309	769	71	792	79	942	77	607	63	747	467	918	55	1440	3898
Apprch %	11.3	48.5	40.2		7.5	84.1	8.4		10.3	81.3	8.4		32.4	63.8	3.8		
Total %	2.2	9.6	7.9	19.7	1.8	20.3	2	24.2	2	15.6	1.6	19.2	12	23.6	1.4	36.9	

	Perris Boulevard Southbound				4th Street Westbound				Perris Boulevard Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	12	39	47	98	4	108	9	121	8	91	9	108	**88**	116	8	212	539
07:30 AM	12	62	47	121	8	**134**	6	148	**16**	**109**	5	**130**	85	125	7	217	616
07:45 AM	**16**	**101**	**51**	**168**	**20**	128	5	**153**	10	94	**17**	121	63	138	8	209	**651**
08:00 AM	13	36	45	94	10	85	**10**	105	10	85	11	106	55	**153**	**11**	**219**	524
Total Volume	53	238	190	481	42	455	30	527	44	379	42	465	291	532	34	857	2330
% App. Total	11	49.5	39.5		8	86.3	5.7		9.5	81.5	9		34	62.1	4		
PHF	.828	.589	.931	.716	.525	.849	.750	.861	.688	.869	.618	.894	.827	.869	.773	.978	.895

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City of Perris
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Weather: Clear

File Name : 16_PER_Perris_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	12	39	47	98	4	108	9	121	8	91	9	108	**88**	116	8	212
+15 mins.	12	62	47	121	8	**134**	6	148	**16**	**109**	5	**130**	85	125	7	217
+30 mins.	**16**	**101**	**51**	**168**	**20**	128	5	**153**	10	94	**17**	121	63	138	8	209
+45 mins.	13	36	45	94	10	85	**10**	105	10	85	11	106	55	**153**	**11**	**219**
Total Volume	53	238	190	481	42	455	30	527	44	379	42	465	291	532	34	857
% App. Total	11	49.5	39.5		8	86.3	5.7		9.5	81.5	9		34	62.1	4	
PHF	.828	.589	.931	.716	.525	.849	.750	.861	.688	.869	.618	.894	.827	.869	.773	.978

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City of Perris
N/S: Perris Boulevard
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Weather: Clear

File Name : 16_PER_Perris_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

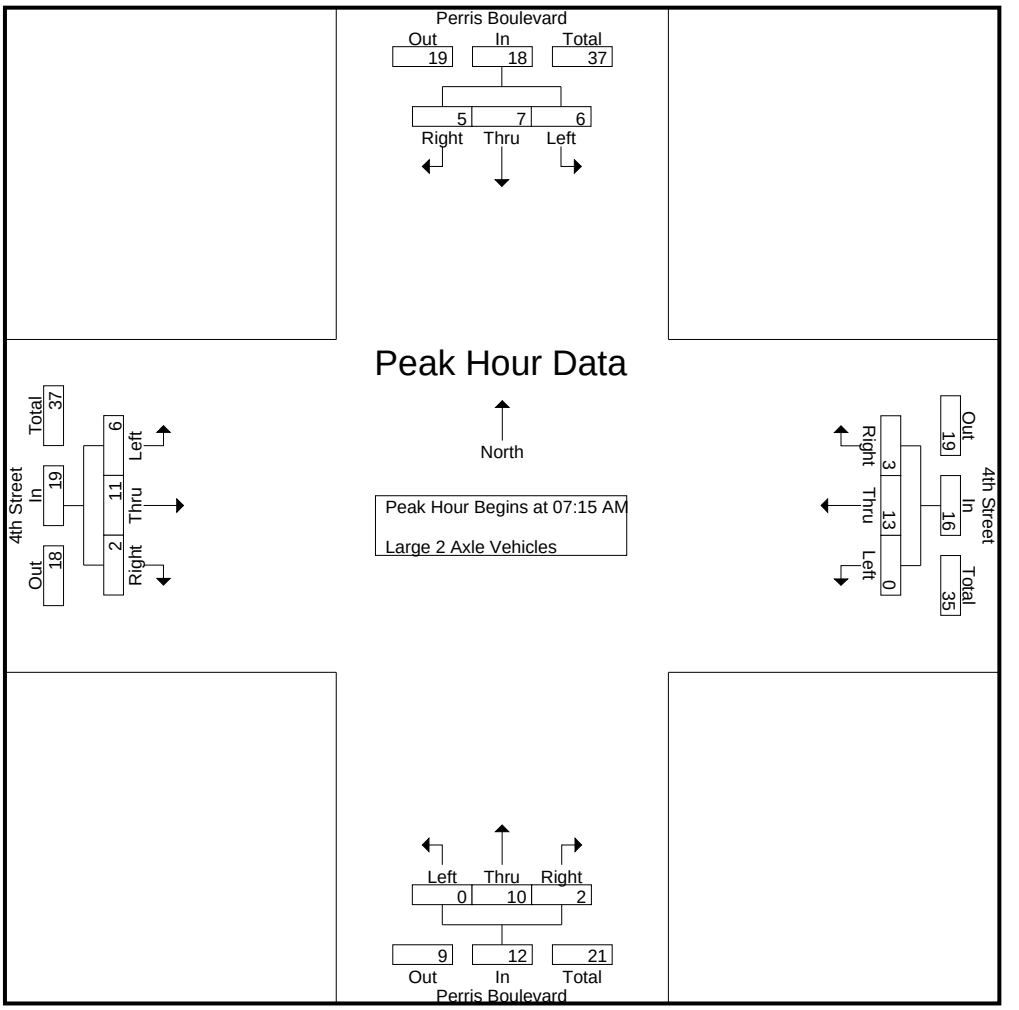
	Perris Boulevard Southbound				4th Street Westbound				Perris Boulevard Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	3	4	0	3	2	5	0	2	0	2	1	1	0	2	13
07:15 AM	3	1	3	7	0	0	1	1	0	3	0	3	1	4	0	5	16
07:30 AM	0	1	1	2	0	6	0	6	0	3	1	4	0	0	2	2	14
07:45 AM	1	2	0	3	0	4	2	6	0	1	1	2	2	2	0	4	15
Total	4	5	7	16	0	13	5	18	0	9	2	11	4	7	2	13	58
08:00 AM	2	3	1	6	0	3	0	3	0	3	0	3	3	5	0	8	20
08:15 AM	1	1	0	2	0	5	1	6	0	2	0	2	3	2	0	5	15
08:30 AM	0	1	0	1	0	4	0	4	1	2	0	3	1	2	0	3	11
08:45 AM	2	0	2	4	0	4	2	6	0	3	1	4	0	5	0	5	19
Total	5	5	3	13	0	16	3	19	1	10	1	12	7	14	0	21	65
Grand Total	9	10	10	29	0	29	8	37	1	19	3	23	11	21	2	34	123
Apprch %	31	34.5	34.5		0	78.4	21.6		4.3	82.6	13		32.4	61.8	5.9		
Total %	7.3	8.1	8.1	23.6	0	23.6	6.5	30.1	0.8	15.4	2.4	18.7	8.9	17.1	1.6	27.6	

	Perris Boulevard Southbound				4th Street Westbound				Perris Boulevard Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**3**	1	**3**	**7**	0	0	1	1	0	**3**	0	3	1	4	0	5	16
07:30 AM	0	1	1	2	0	**6**	0	**6**	0	3	**1**	**4**	0	0	**2**	2	14
07:45 AM	1	2	0	3	0	4	**2**	6	0	1	1	2	2	2	0	4	15
08:00 AM	2	**3**	1	6	0	3	0	3	0	3	0	3	**3**	**5**	0	**8**	**20**
Total Volume	6	7	5	18	0	13	3	16	0	10	2	12	6	11	2	19	65
% App. Total	33.3	38.9	27.8		0	81.2	18.8		0	83.3	16.7		31.6	57.9	10.5		
PHF	.500	.583	.417	.643	.000	.542	.375	.667	.000	.833	.500	.750	.500	.550	.250	.594	.813

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City of Perris
N/S: Perris Boulevard
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 16_PER_Perris_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**3**	1	**3**	**7**	0	0	1	1	0	**3**	0	3	1	4	0	5
+15 mins.	0	1	1	2	0	**6**	0	**6**	0	3	**1**	**4**	0	0	**2**	2
+30 mins.	1	2	0	3	0	4	**2**	6	0	1	1	2	2	2	0	4
+45 mins.	2	**3**	1	6	0	3	0	3	0	3	0	3	**3**	**5**	0	**8**
Total Volume	6	7	5	18	0	13	3	16	0	10	2	12	6	11	2	19
% App. Total	33.3	38.9	27.8		0	81.2	18.8		0	83.3	16.7		31.6	57.9	10.5	
PHF	.500	.583	.417	.643	.000	.542	.375	.667	.000	.833	.500	.750	.500	.550	.250	.594

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City of Perris
N/S: Perris Boulevard
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Weather: Clear

File Name : 16_PER_Perris_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

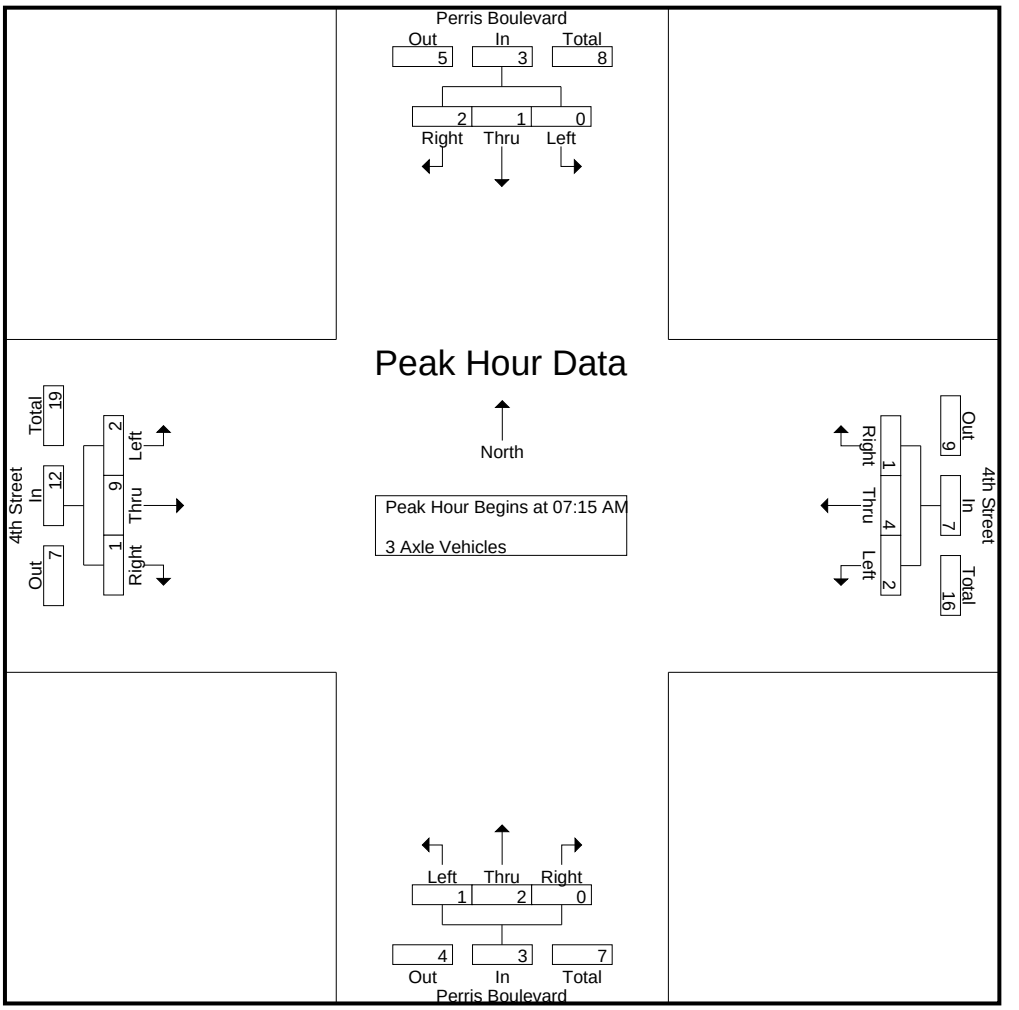
	Perris Boulevard Southbound				4th Street Westbound				Perris Boulevard Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	1	4	0	0	0	0	1	2	0	3	7
07:15 AM	0	0	1	1	0	3	0	3	0	0	0	0	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
07:45 AM	0	1	0	1	2	0	1	3	0	1	0	1	2	1	0	3	8
Total	0	1	1	2	2	6	2	10	0	1	0	1	3	4	1	8	21
08:00 AM	0	0	1	1	0	1	0	1	1	1	0	2	0	7	0	7	11
08:15 AM	0	0	0	0	0	2	0	2	0	2	0	2	1	2	0	3	7
08:30 AM	0	0	0	0	0	2	0	2	1	2	0	3	0	4	0	4	9
08:45 AM	1	0	1	2	0	3	0	3	0	1	0	1	0	4	0	4	10
Total	1	0	2	3	0	8	0	8	2	6	0	8	1	17	0	18	37
Grand Total	1	1	3	5	2	14	2	18	2	7	0	9	4	21	1	26	58
Apprch %	20	20	60		11.1	77.8	11.1		22.2	77.8	0		15.4	80.8	3.8		
Total %	1.7	1.7	5.2	8.6	3.4	24.1	3.4	31	3.4	12.1	0	15.5	6.9	36.2	1.7	44.8	

	Perris Boulevard Southbound				4th Street Westbound				Perris Boulevard Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	**1**	**1**	0	**3**	0	**3**	0	0	0	0	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**	2	2
07:45 AM	0	**1**	0	1	**2**	0	**1**	3	0	**1**	0	1	**2**	1	0	3	8
08:00 AM	0	0	1	1	0	1	0	1	**1**	1	0	**2**	0	**7**	0	**7**	**11**
Total Volume	0	1	2	3	2	4	1	7	1	2	0	3	2	9	1	12	25
% App. Total	0	33.3	66.7		28.6	57.1	14.3		33.3	66.7	0		16.7	75	8.3		
PHF	.000	.250	.500	.750	.250	.333	.250	.583	.250	.500	.000	.375	.250	.321	.250	.429	.568

Counts Unlimited, Inc.
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City of Perris
N/S: Perris Boulevard
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 16_PER_Perris_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	**1**	**1**	0	**3**	0	**3**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**	2
+30 mins.	0	**1**	0	1	**2**	0	**1**	3	0	**1**	0	1	**2**	1	0	3
+45 mins.	0	0	1	1	0	1	0	1	**1**	1	0	**2**	0	**7**	0	**7**
Total Volume	0	1	2	3	2	4	1	7	1	2	0	3	2	9	1	12
% App. Total	0	33.3	66.7		28.6	57.1	14.3		33.3	66.7	0		16.7	75	8.3	
PHF	.000	.250	.500	.750	.250	.333	.250	.583	.250	.500	.000	.375	.250	.321	.250	.429

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City of Perris
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Weather: Clear

File Name : 16_PER_Perris_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

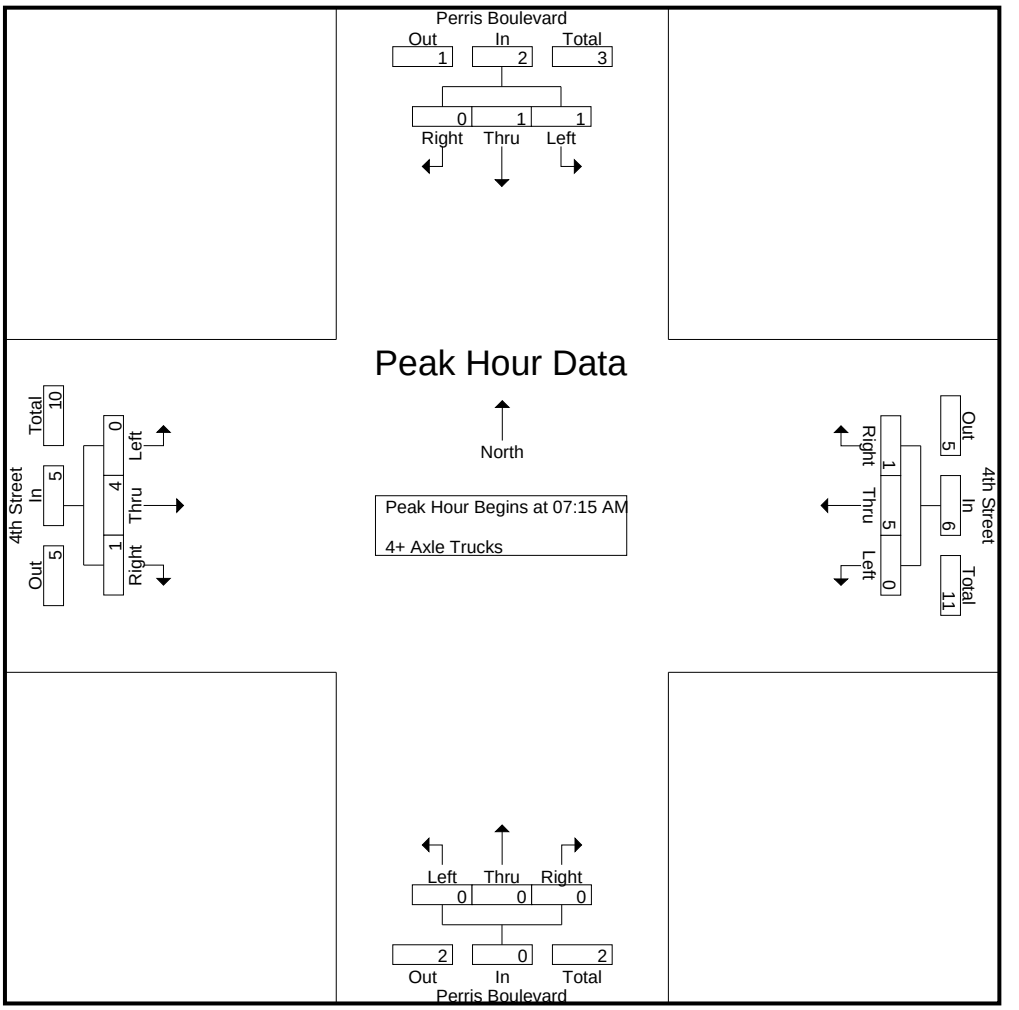
	Perris Boulevard Southbound				4th Street Westbound				Perris Boulevard Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
07:15 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
Total	1	2	0	3	0	5	1	6	0	0	0	0	0	3	0	3	12
08:00 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	1	1	2	4
08:15 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	1	1	2	4
08:30 AM	1	1	0	2	0	1	0	1	0	0	0	0	0	1	2	3	6
08:45 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
Total	2	1	0	3	0	4	0	4	0	3	0	3	0	3	4	7	17
Grand Total	3	3	0	6	0	9	1	10	0	3	0	3	0	6	4	10	29
Apprch %	50	50	0		0	90	10		0	100	0		0	60	40		
Total %	10.3	10.3	0	20.7	0	31	3.4	34.5	0	10.3	0	10.3	0	20.7	13.8	34.5	

	Perris Boulevard Southbound				4th Street Westbound				Perris Boulevard Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**1**	0	**1**	0	1	0	1	0	0	0	0	0	**2**	0	**2**	**4**
07:30 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	1	**1**	2	0	0	0	0	0	1	0	1	3
08:00 AM	**1**	0	0	1	0	1	0	1	0	0	0	0	0	1	**1**	2	4
Total Volume	1	1	0	2	0	5	1	6	0	0	0	0	0	4	1	5	13
% App. Total	50	50	0		0	83.3	16.7		0	0	0		0	80	20		
PHF	.250	.250	.000	.500	.000	.625	.250	.750	.000	.000	.000	.000	.000	.500	.250	.625	.813

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Weather: Clear

File Name : 16_PER_Perris_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**1**	0	**1**	0	1	0	1	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	**1**	2	0	0	0	0	0	1	0	1
+45 mins.	**1**	0	0	1	0	1	0	1	0	0	0	0	0	1	**1**	2
Total Volume	1	1	0	2	0	5	1	6	0	0	0	0	0	4	1	5
% App. Total	50	50	0		0	83.3	16.7		0	0	0		0	80	20	
PHF	.250	.250	.000	.500	.000	.625	.250	.750	.000	.000	.000	.000	.000	.500	.250	.625

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City of Perris
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Weather: Clear

File Name : 16_PER_Perris_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

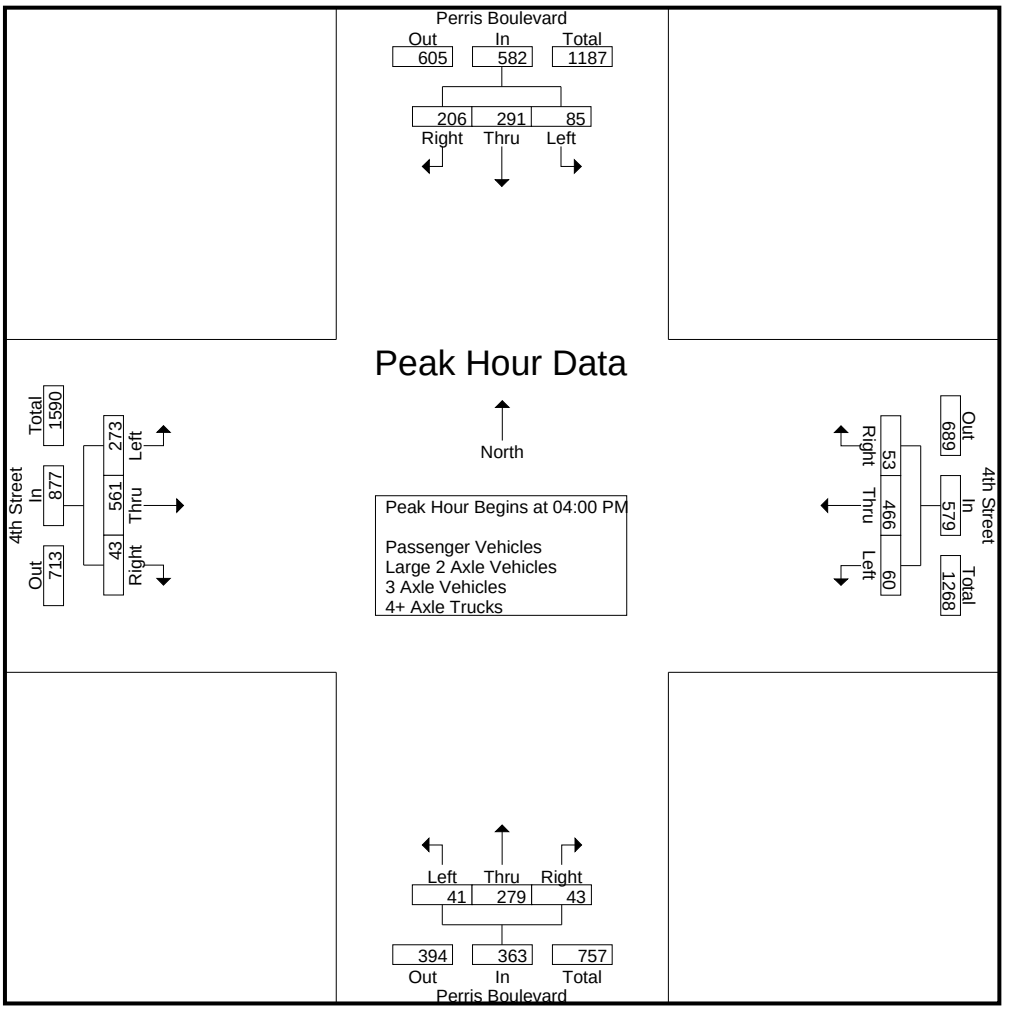
	Perris Boulevard Southbound				4th Street Westbound				Perris Boulevard Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	19	78	51	148	12	134	16	162	11	73	17	101	60	136	11	207	618
04:15 PM	20	81	53	154	16	95	10	121	11	75	11	97	67	136	18	221	593
04:30 PM	16	62	44	122	14	132	13	159	16	58	7	81	54	151	5	210	572
04:45 PM	30	70	58	158	18	105	14	137	3	73	8	84	92	138	9	239	618
Total	85	291	206	582	60	466	53	579	41	279	43	363	273	561	43	877	2401
05:00 PM	30	71	35	136	9	133	9	151	7	63	5	75	68	151	8	227	589
05:15 PM	21	54	50	125	17	121	15	153	11	75	13	99	71	133	5	209	586
05:30 PM	16	67	38	121	9	125	16	150	8	74	9	91	63	138	8	209	571
05:45 PM	19	71	38	128	11	118	9	138	5	64	9	78	66	169	2	237	581
Total	86	263	161	510	46	497	49	592	31	276	36	343	268	591	23	882	2327
Grand Total	171	554	367	1092	106	963	102	1171	72	555	79	706	541	1152	66	1759	4728
Apprch %	15.7	50.7	33.6		9.1	82.2	8.7		10.2	78.6	11.2		30.8	65.5	3.8		
Total %	3.6	11.7	7.8	23.1	2.2	20.4	2.2	24.8	1.5	11.7	1.7	14.9	11.4	24.4	1.4	37.2	
Passenger Vehicles	164	538	363	1065	104	947	97	1148	71	547	79	697	534	1133	64	1731	4641
% Passenger Vehicles	95.9	97.1	98.9	97.5	98.1	98.3	95.1	98	98.6	98.6	100	98.7	98.7	98.4	97	98.4	98.2
Large 2 Axle Vehicles	5	11	2	18	1	10	5	16	1	5	0	6	5	12	0	17	57
% Large 2 Axle Vehicles	2.9	2	0.5	1.6	0.9	1	4.9	1.4	1.4	0.9	0	0.8	0.9	1	0	1	1.2
3 Axle Vehicles	1	5	1	7	0	4	0	4	0	0	0	0	2	3	2	7	18
% 3 Axle Vehicles	0.6	0.9	0.3	0.6	0	0.4	0	0.3	0	0	0	0	0.4	0.3	3	0.4	0.4
4+ Axle Trucks	1	0	1	2	1	2	0	3	0	3	0	3	0	4	0	4	12
% 4+ Axle Trucks	0.6	0	0.3	0.2	0.9	0.2	0	0.3	0	0.5	0	0.4	0	0.3	0	0.2	0.3

	Perris Boulevard Southbound				4th Street Westbound				Perris Boulevard Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	19	78	51	148	12	**134**	**16**	**162**	11	73	**17**	**101**	60	136	11	207	**618**
04:15 PM	20	**81**	53	154	16	95	10	121	11	**75**	11	97	67	136	**18**	221	593
04:30 PM	16	62	44	122	14	132	13	159	**16**	58	7	81	54	**151**	5	210	572
04:45 PM	**30**	70	**58**	**158**	**18**	105	14	137	3	73	8	84	**92**	138	9	**239**	618
Total Volume	85	291	206	582	60	466	53	579	41	279	43	363	273	561	43	877	2401
% App. Total	14.6	50	35.4		10.4	80.5	9.2		11.3	76.9	11.8		31.1	64	4.9		
PHF	.708	.898	.888	.921	.833	.869	.828	.894	.641	.930	.632	.899	.742	.929	.597	.917	.971

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Corona, CA 92878
(951)268-6268

City of Perris
N/S: Perris Boulevard
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 16_PER_Perris_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022



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

	04:00 PM				04:30 PM				04:00 PM				04:15 PM			
+0 mins.	19	78	51	148	14	132	13	**159**	11	73	**17**	**101**	67	136	**18**	221
+15 mins.	20	**81**	53	154	**18**	105	14	137	11	**75**	11	97	54	**151**	5	210
+30 mins.	16	62	44	122	9	**133**	9	151	**16**	58	7	81	**92**	138	9	**239**
+45 mins.	**30**	70	**58**	**158**	17	121	**15**	153	3	73	8	84	68	151	8	227
Total Volume	85	291	206	582	58	491	51	600	41	279	43	363	281	576	40	897
% App. Total	14.6	50	35.4		9.7	81.8	8.5		11.3	76.9	11.8		31.3	64.2	4.5	
PHF	.708	.898	.888	.921	.806	.923	.850	.943	.641	.930	.632	.899	.764	.954	.556	.938

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City of Perris
N/S: Perris Boulevard
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 16_PER_Perris_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

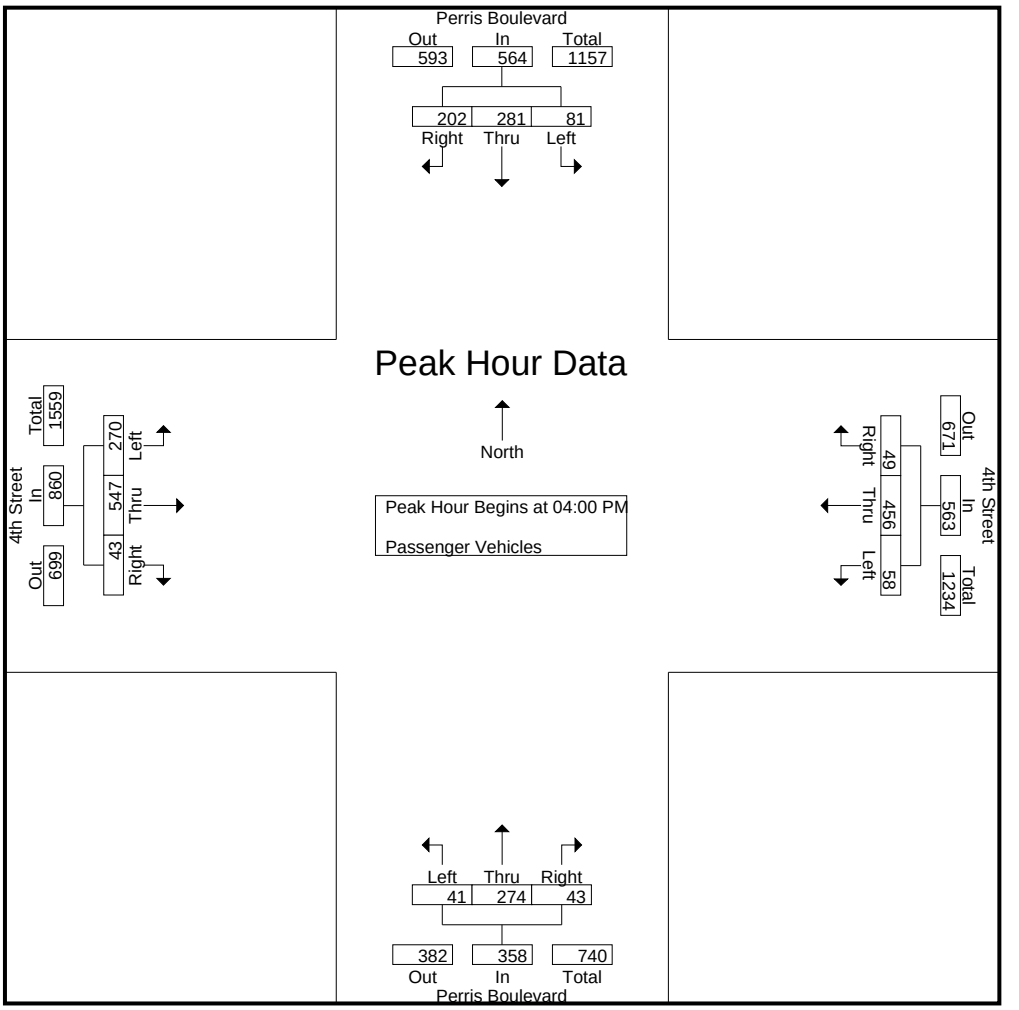
	Perris Boulevard Southbound				4th Street Westbound				Perris Boulevard Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	18	73	49	140	11	131	15	157	11	71	17	99	60	133	11	204	600
04:15 PM	19	76	53	148	16	93	8	117	11	74	11	96	67	134	18	219	580
04:30 PM	16	62	43	121	13	130	13	156	16	57	7	80	53	145	5	203	560
04:45 PM	28	70	57	155	18	102	13	133	3	72	8	83	90	135	9	234	605
Total	81	281	202	564	58	456	49	563	41	274	43	358	270	547	43	860	2345
05:00 PM	29	69	35	133	9	131	9	149	7	61	5	73	65	149	7	221	576
05:15 PM	20	50	50	120	17	120	15	152	10	74	13	97	70	132	4	206	575
05:30 PM	15	67	38	120	9	122	15	146	8	74	9	91	63	137	8	208	565
05:45 PM	19	71	38	128	11	118	9	138	5	64	9	78	66	168	2	236	580
Total	83	257	161	501	46	491	48	585	30	273	36	339	264	586	21	871	2296
Grand Total	164	538	363	1065	104	947	97	1148	71	547	79	697	534	1133	64	1731	4641
Apprch %	15.4	50.5	34.1		9.1	82.5	8.4		10.2	78.5	11.3		30.8	65.5	3.7		
Total %	3.5	11.6	7.8	22.9	2.2	20.4	2.1	24.7	1.5	11.8	1.7	15	11.5	24.4	1.4	37.3	

	Perris Boulevard Southbound				4th Street Westbound				Perris Boulevard Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	18	73	49	140	11	**131**	**15**	**157**	11	71	**17**	**99**	60	133	11	204	600
04:15 PM	19	**76**	53	148	16	93	8	117	11	**74**	11	96	67	134	**18**	219	580
04:30 PM	16	62	43	121	13	130	13	156	**16**	57	7	80	53	**145**	5	203	560
04:45 PM	**28**	70	**57**	**155**	**18**	102	13	133	3	72	8	83	**90**	135	9	**234**	**605**
Total Volume	81	281	202	564	58	456	49	563	41	274	43	358	270	547	43	860	2345
% App. Total	14.4	49.8	35.8		10.3	81	8.7		11.5	76.5	12		31.4	63.6	5		
PHF	.723	.924	.886	.910	.806	.870	.817	.896	.641	.926	.632	.904	.750	.943	.597	.919	.969

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PO Box 1178
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City of Perris
N/S: Perris Boulevard
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 16_PER_Perris_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	18	73	49	140	11	**131**	**15**	**157**	11	71	**17**	**99**	60	133	11	204
+15 mins.	19	**76**	53	148	16	93	8	117	11	**74**	11	96	67	134	**18**	219
+30 mins.	16	62	43	121	13	130	13	156	**16**	57	7	80	53	**145**	5	203
+45 mins.	**28**	70	**57**	**155**	**18**	102	13	133	3	72	8	83	**90**	135	9	**234**
Total Volume	81	281	202	564	58	456	49	563	41	274	43	358	270	547	43	860
% App. Total	14.4	49.8	35.8		10.3	81	8.7		11.5	76.5	12		31.4	63.6	5	
PHF	.723	.924	.886	.910	.806	.870	.817	.896	.641	.926	.632	.904	.750	.943	.597	.919

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City of Perris
N/S: Perris Boulevard
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 16_PER_Perris_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

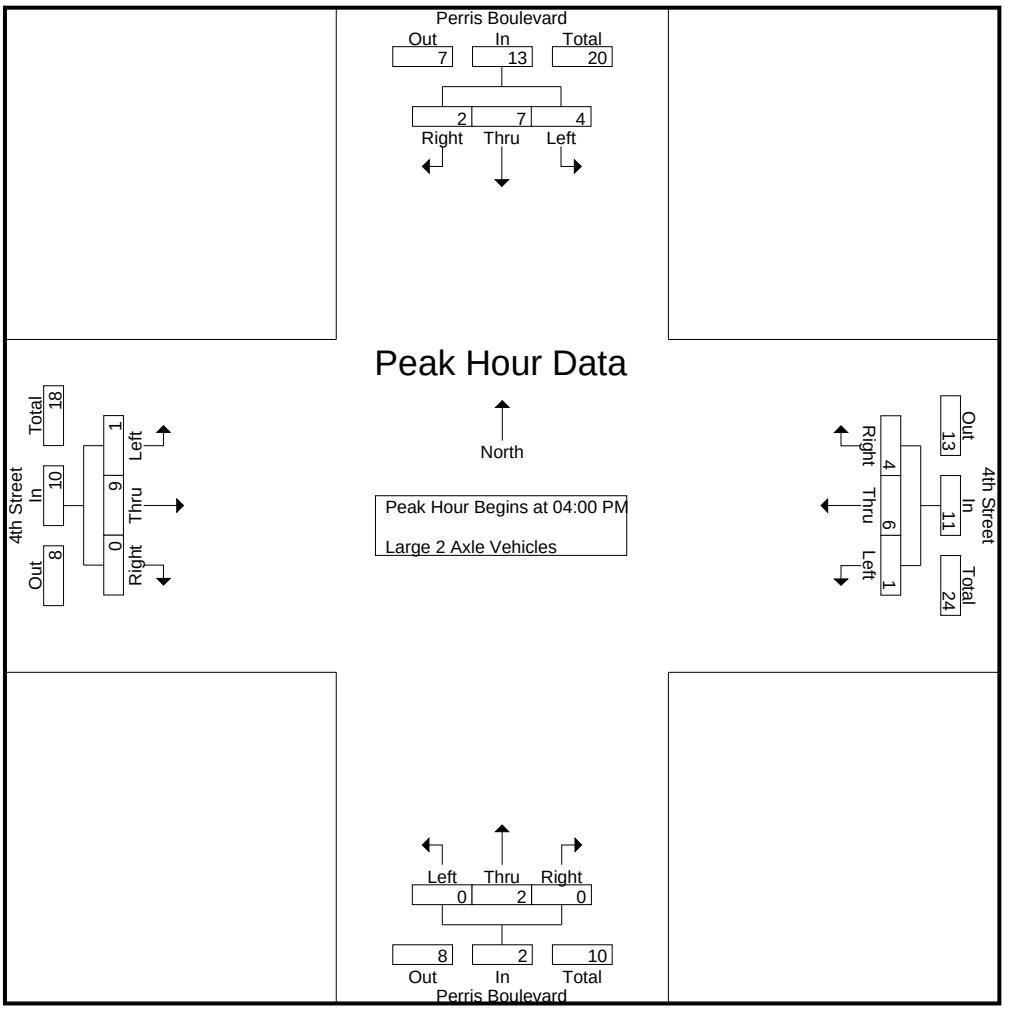
	Perris Boulevard Southbound				4th Street Westbound				Perris Boulevard Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	3	0	4	0	2	1	3	0	1	0	1	0	2	0	2	10
04:15 PM	1	4	0	5	0	0	2	2	0	0	0	0	0	1	0	1	8
04:30 PM	0	0	1	1	1	2	0	3	0	0	0	0	0	4	0	4	8
04:45 PM	2	0	1	3	0	2	1	3	0	1	0	1	1	2	0	3	10
Total	4	7	2	13	1	6	4	11	0	2	0	2	1	9	0	10	36
05:00 PM	0	1	0	1	0	1	0	1	0	2	0	2	3	2	0	5	9
05:15 PM	1	3	0	4	0	0	0	0	1	1	0	2	1	1	0	2	8
05:30 PM	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	4	0	5	0	4	1	5	1	3	0	4	4	3	0	7	21
Grand Total	5	11	2	18	1	10	5	16	1	5	0	6	5	12	0	17	57
Apprch %	27.8	61.1	11.1		6.2	62.5	31.2		16.7	83.3	0		29.4	70.6	0		
Total %	8.8	19.3	3.5	31.6	1.8	17.5	8.8	28.1	1.8	8.8	0	10.5	8.8	21.1	0	29.8	

	Perris Boulevard Southbound				4th Street Westbound				Perris Boulevard Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	3	0	4	0	**2**	1	**3**	0	**1**	0	**1**	0	2	0	2	**10**
04:15 PM	1	**4**	0	**5**	0	0	**2**	2	0	0	0	0	0	1	0	1	8
04:30 PM	0	0	**1**	1	**1**	2	0	3	0	0	0	0	0	**4**	0	**4**	8
04:45 PM	**2**	0	1	3	0	2	1	3	0	1	0	1	**1**	2	0	3	10
Total Volume	4	7	2	13	1	6	4	11	0	2	0	2	1	9	0	10	36
% App. Total	30.8	53.8	15.4		9.1	54.5	36.4		0	100	0		10	90	0		
PHF	.500	.438	.500	.650	.250	.750	.500	.917	.000	.500	.000	.500	.250	.563	.000	.625	.900

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

City of Perris
N/S: Perris Boulevard
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 16_PER_Perris_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	3	0	4	0	**2**	1	**3**	0	**1**	0	**1**	0	2	0	2
+15 mins.	1	**4**	0	**5**	0	0	**2**	2	0	0	0	0	0	1	0	1
+30 mins.	0	0	**1**	1	**1**	2	0	3	0	0	0	0	0	**4**	0	**4**
+45 mins.	**2**	0	1	3	0	2	1	3	0	1	0	1	**1**	2	0	3
Total Volume	4	7	2	13	1	6	4	11	0	2	0	2	1	9	0	10
% App. Total	30.8	53.8	15.4		9.1	54.5	36.4		0	100	0		10	90	0	
PHF	.500	.438	.500	.650	.250	.750	.500	.917	.000	.500	.000	.500	.250	.563	.000	.625

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City of Perris
N/S: Perris Boulevard
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 16_PER_Perris_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

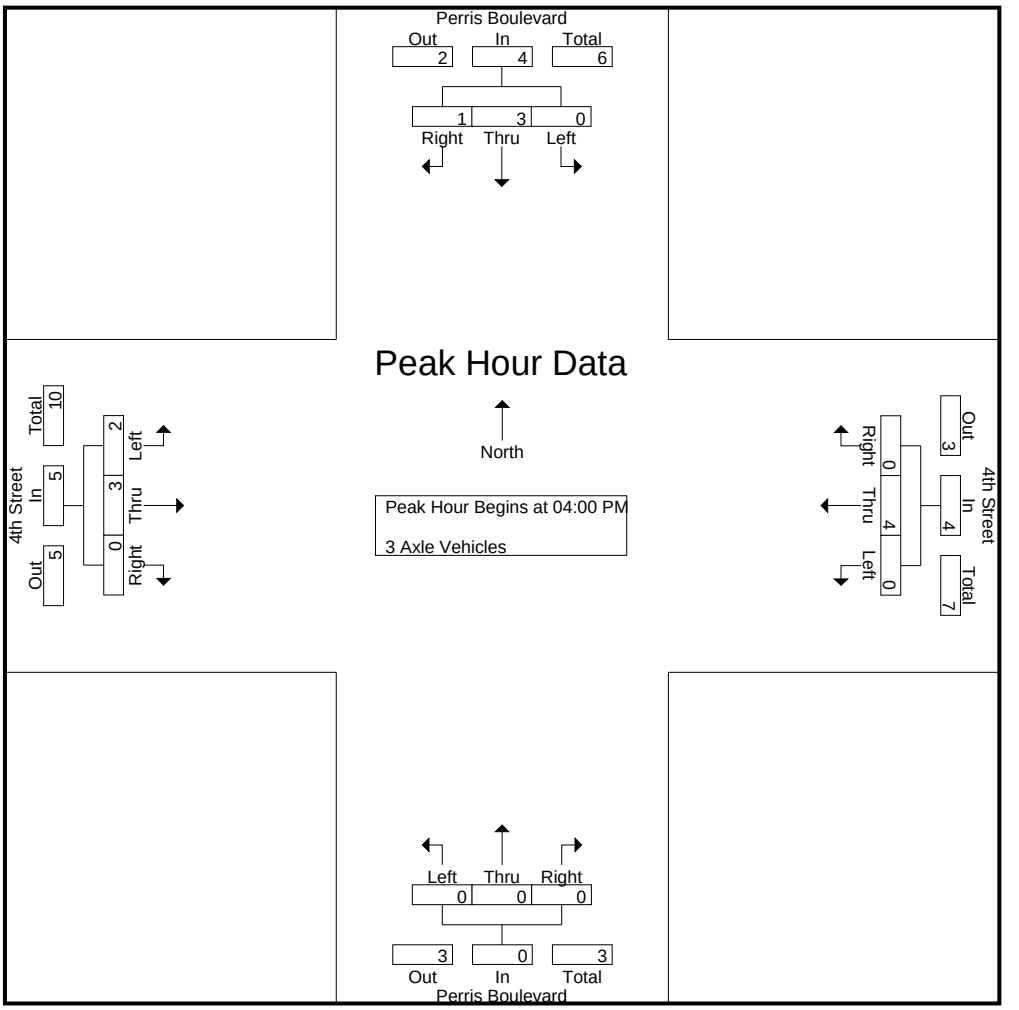
	Perris Boulevard Southbound				4th Street Westbound				Perris Boulevard Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	1	3	0	1	0	1	0	0	0	0	0	1	0	1	5
04:15 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
Total	0	3	1	4	0	4	0	4	0	0	0	0	2	3	0	5	13
05:00 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	2	0	3	0	0	0	0	0	0	0	0	0	0	2	2	5
Grand Total	1	5	1	7	0	4	0	4	0	0	0	0	2	3	2	7	18
Apprch %	14.3	71.4	14.3		0	100	0		0	0	0		28.6	42.9	28.6		
Total %	5.6	27.8	5.6	38.9	0	22.2	0	22.2	0	0	0	0	11.1	16.7	11.1	38.9	

	Perris Boulevard Southbound				4th Street Westbound				Perris Boulevard Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**2**	**1**	**3**	0	1	0	1	0	0	0	0	0	**1**	0	1	**5**
04:15 PM	0	1	0	1	0	**2**	0	**2**	0	0	0	0	0	1	0	1	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	0	**2**	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
Total Volume	0	3	1	4	0	4	0	4	0	0	0	0	2	3	0	5	13
% App. Total	0	75	25		0	100	0		0	0	0		40	60	0		
PHF	.000	.375	.250	.333	.000	.500	.000	.500	.000	.000	.000	.000	.500	.750	.000	.625	.650

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City of Perris
N/S: Perris Boulevard
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 16_PER_Perris_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**2**	**1**	**3**	0	1	0	1	0	0	0	0	0	**1**	0	1
+15 mins.	0	1	0	1	0	**2**	0	**2**	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	0	**2**
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1
Total Volume	0	3	1	4	0	4	0	4	0	0	0	0	2	3	0	5
% App. Total	0	75	25		0	100	0		0	0	0		40	60	0	
PHF	.000	.375	.250	.333	.000	.500	.000	.500	.000	.000	.000	.000	.500	.750	.000	.625

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City of Perris
N/S: Perris Boulevard
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 16_PER_Perris_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

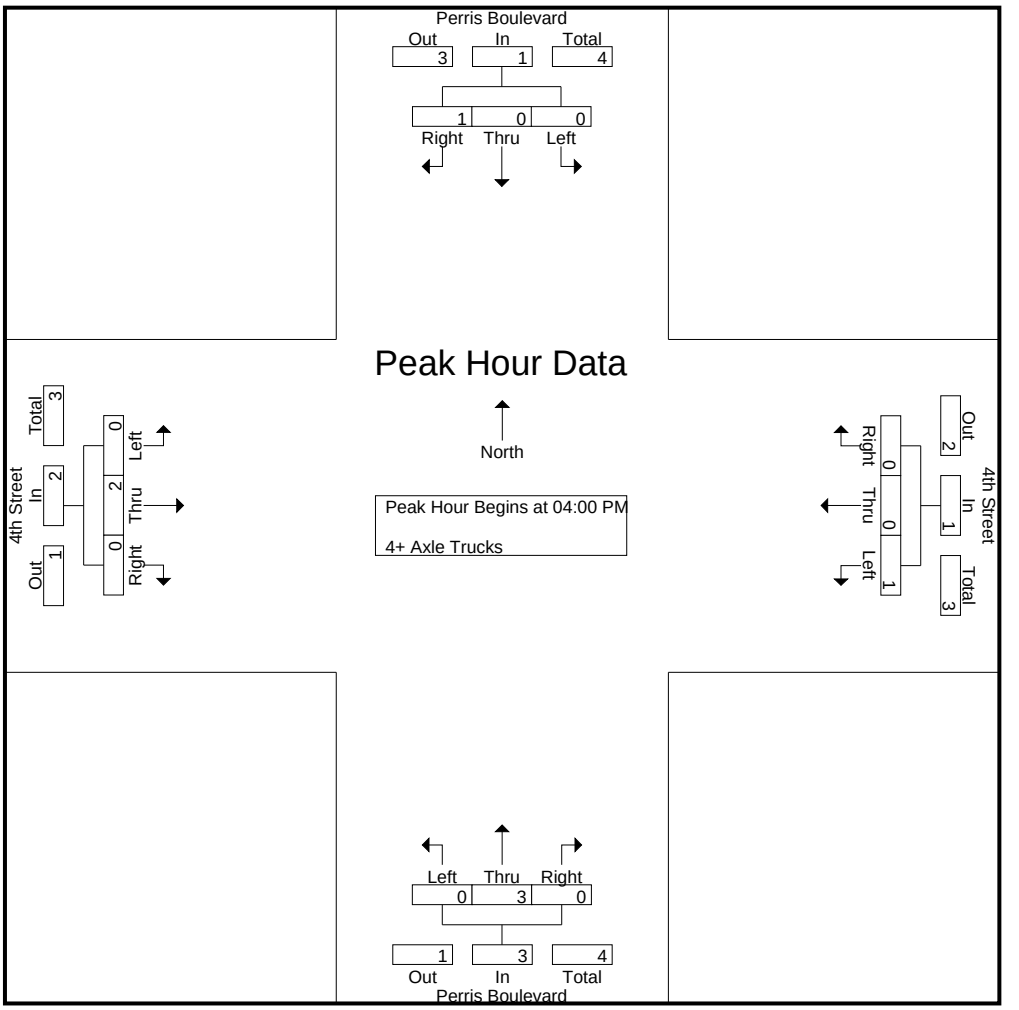
	Perris Boulevard Southbound				4th Street Westbound				Perris Boulevard Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	1	0	0	1	0	1	0	1	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	1	1	1	0	0	1	0	3	0	3	0	2	0	2	7
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	1	0	0	1	0	2	0	2	0	0	0	0	0	2	0	2	5
Grand Total	1	0	1	2	1	2	0	3	0	3	0	3	0	4	0	4	12
Apprch %	50	0	50		33.3	66.7	0		0	100	0		0	100	0		
Total %	8.3	0	8.3	16.7	8.3	16.7	0	25	0	25	0	25	0	33.3	0	33.3	

	Perris Boulevard Southbound				4th Street Westbound				Perris Boulevard Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**1**	**1**	**1**	0	0	**1**	0	**1**	0	**1**	0	0	0	0	**3**
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	**1**	0	**1**	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	1	1	1	0	0	1	0	3	0	3	0	2	0	2	7
% App. Total	0	0	100		100	0	0		0	100	0		0	100	0		
PHF	.000	.000	.250	.250	.250	.000	.000	.250	.000	.750	.000	.750	.000	.500	.000	.500	.583

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City of Perris
N/S: Perris Boulevard
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 16_PER_Perris_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	**1**	**1**	**1**	0	0	**1**	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	1	1	1	0	0	1	0	3	0	3	0	2	0	2
% App. Total	0	0	100		100	0	0		0	100	0		0	100	0	
PHF	.000	.000	.250	.250	.250	.000	.000	.250	.000	.750	.000	.750	.000	.500	.000	.500

Location: Perris
N/S: Perris Boulevard
E/W: 4th Street

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg Perris Boulevard	East Leg 4th Street	South Leg Perris Boulevard	West Leg 4th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	1	0	2
7:15 AM	0	0	2	1	3
7:30 AM	0	1	0	0	1
7:45 AM	1	0	0	1	2
8:00 AM	0	0	4	0	4
8:15 AM	0	5	1	1	7
8:30 AM	2	0	0	0	2
8:45 AM	2	0	1	2	5
TOTAL VOLUMES:	6	6	9	5	26

	North Leg Perris Boulevard	East Leg 4th Street	South Leg Perris Boulevard	West Leg 4th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	1	0	0	2
4:15 PM	2	0	1	0	3
4:30 PM	0	0	0	0	0
4:45 PM	2	0	0	1	3
5:00 PM	2	0	0	0	2
5:15 PM	2	1	0	0	3
5:30 PM	1	0	0	0	1
5:45 PM	1	1	1	2	5
TOTAL VOLUMES:	11	3	2	3	19

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Location: Perris
N/S: Perris Boulevard
E/W: 4th Street

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound Perris Boulevard			Westbound 4th Street			Northbound Perris Boulevard			Eastbound 4th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	2
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	1	0	0	0	1	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	1	0	2	0	0	0	1	0	1	0	6

	Southbound Perris Boulevard			Westbound 4th Street			Northbound Perris Boulevard			Eastbound 4th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1	0	0	0	0	0	1	0	3

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City of Perris
N/S: G Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 17_PER_G_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

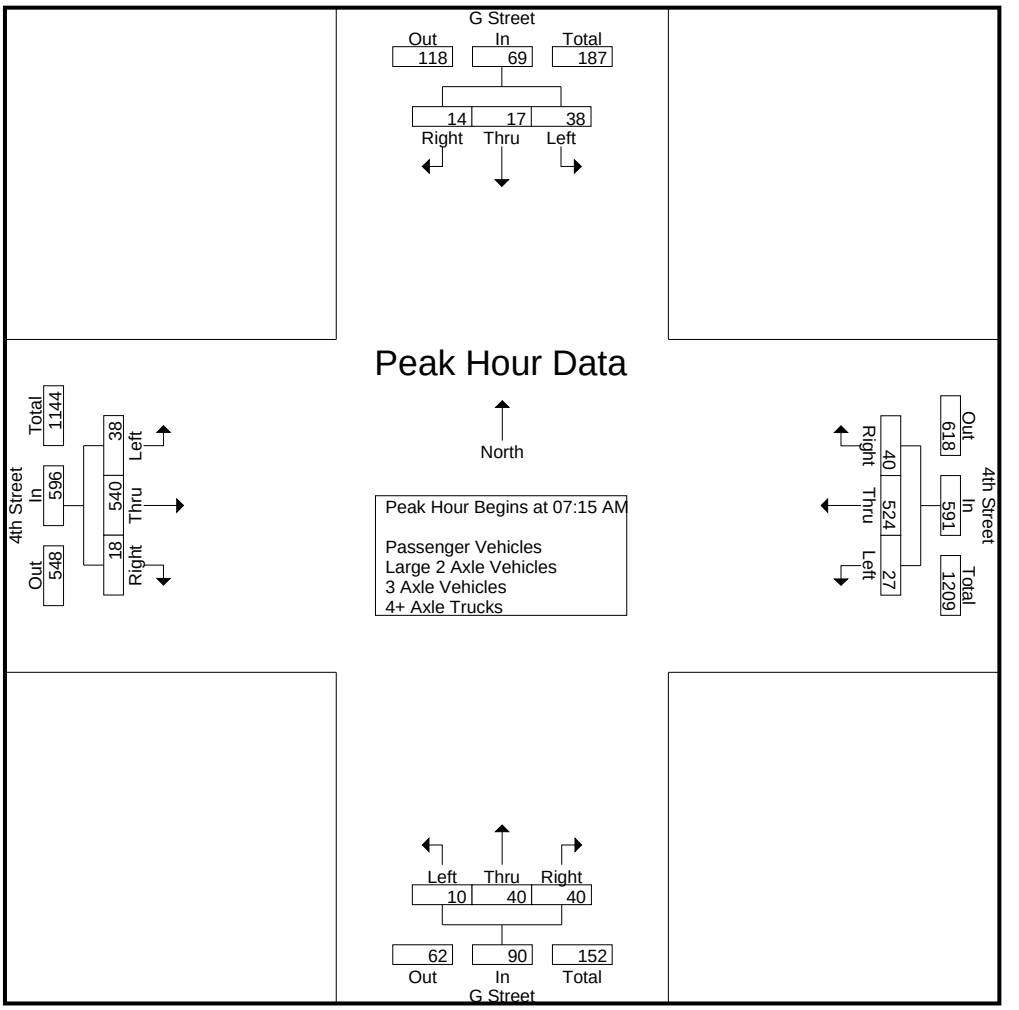
	G Street Southbound				4th Street Westbound				G Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	5	2	17	3	120	3	126	2	8	6	16	0	94	3	97	256
07:15 AM	10	3	3	16	3	126	8	137	0	9	4	13	5	123	6	134	300
07:30 AM	6	4	4	14	8	155	10	173	2	4	13	19	9	115	2	126	332
07:45 AM	8	3	4	15	8	149	6	163	4	13	14	31	13	156	4	173	382
Total	34	15	13	62	22	550	27	599	8	34	37	79	27	488	15	530	1270
08:00 AM	14	7	3	24	8	94	16	118	4	14	9	27	11	146	6	163	332
08:15 AM	9	0	7	16	8	98	8	114	1	10	9	20	7	133	3	143	293
08:30 AM	6	10	5	21	11	99	8	118	1	7	7	15	10	92	3	105	259
08:45 AM	7	3	4	14	7	107	7	121	6	3	5	14	9	111	4	124	273
Total	36	20	19	75	34	398	39	471	12	34	30	76	37	482	16	535	1157
Grand Total	70	35	32	137	56	948	66	1070	20	68	67	155	64	970	31	1065	2427
Apprch %	51.1	25.5	23.4		5.2	88.6	6.2		12.9	43.9	43.2		6	91.1	2.9		
Total %	2.9	1.4	1.3	5.6	2.3	39.1	2.7	44.1	0.8	2.8	2.8	6.4	2.6	40	1.3	43.9	
Passenger Vehicles	37	29	29	95	56	878	43	977	20	67	64	151	64	910	28	1002	2225
% Passenger Vehicles	52.9	82.9	90.6	69.3	100	92.6	65.2	91.3	100	98.5	95.5	97.4	100	93.8	90.3	94.1	91.7
Large 2 Axle Vehicles	11	5	3	19	0	46	12	58	0	1	2	3	0	32	2	34	114
% Large 2 Axle Vehicles	15.7	14.3	9.4	13.9	0	4.9	18.2	5.4	0	1.5	3	1.9	0	3.3	6.5	3.2	4.7
3 Axle Vehicles	20	1	0	21	0	16	6	22	0	0	0	0	0	18	1	19	62
% 3 Axle Vehicles	28.6	2.9	0	15.3	0	1.7	9.1	2.1	0	0	0	0	0	1.9	3.2	1.8	2.6
4+ Axle Trucks	2	0	0	2	0	8	5	13	0	0	1	1	0	10	0	10	26
% 4+ Axle Trucks	2.9	0	0	1.5	0	0.8	7.6	1.2	0	0	1.5	0.6	0	1	0	0.9	1.1

	G Street Southbound				4th Street Westbound				G Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	10	3	3	16	3	126	8	137	0	9	4	13	5	123	**6**	134	300
07:30 AM	6	4	**4**	14	**8**	**155**	10	**173**	2	4	13	19	9	115	2	126	332
07:45 AM	8	3	4	15	8	149	6	163	**4**	13	**14**	**31**	**13**	**156**	4	**173**	**382**
08:00 AM	**14**	**7**	3	**24**	8	94	**16**	118	4	**14**	9	27	11	146	6	163	332
Total Volume	38	17	14	69	27	524	40	591	10	40	40	90	38	540	18	596	1346
% App. Total	55.1	24.6	20.3		4.6	88.7	6.8		11.1	44.4	44.4		6.4	90.6	3		
PHF	.679	.607	.875	.719	.844	.845	.625	.854	.625	.714	.714	.726	.731	.865	.750	.861	.881

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City of Perris
N/S: G Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 17_PER_G_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:45 AM				07:00 AM				07:30 AM				07:30 AM			
+0 mins.	8	3	4	15	3	120	3	126	2	4	13	19	9	115	2	126
+15 mins.	**14**	7	3	**24**	3	126	8	137	**4**	13	**14**	**31**	**13**	**156**	4	**173**
+30 mins.	9	0	**7**	16	**8**	**155**	**10**	**173**	4	**14**	9	27	11	146	**6**	163
+45 mins.	6	**10**	5	21	8	149	6	163	1	10	9	20	7	133	3	143
Total Volume	37	20	19	76	22	550	27	599	11	41	45	97	40	550	15	605
% App. Total	48.7	26.3	25		3.7	91.8	4.5		11.3	42.3	46.4		6.6	90.9	2.5	
PHF	.661	.500	.679	.792	.688	.887	.675	.866	.688	.732	.804	.782	.769	.881	.625	.874

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City of Perris
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File Name : 17_PER_G_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

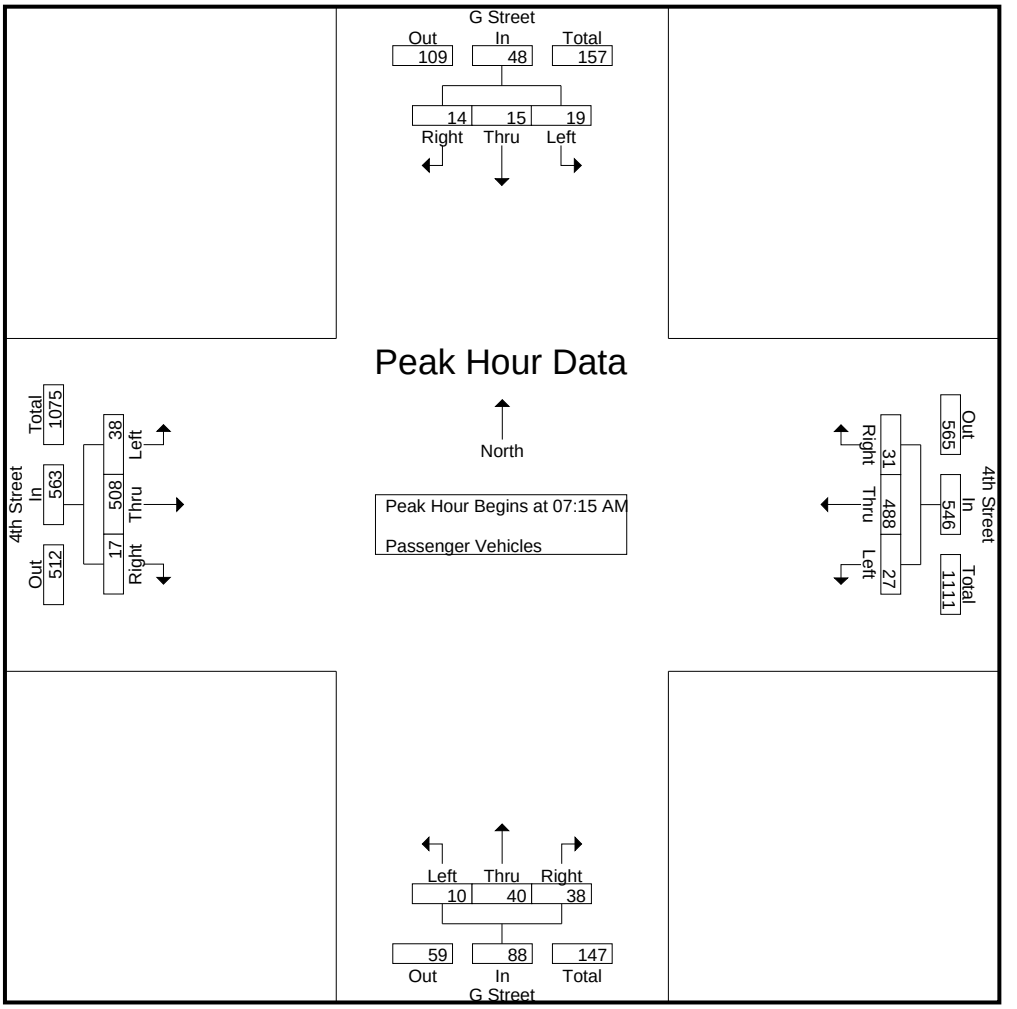
	G Street Southbound				4th Street Westbound				G Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	3	2	10	3	110	2	115	2	8	6	16	0	91	3	94	235
07:15 AM	5	1	3	9	3	115	7	125	0	9	3	12	5	113	6	124	270
07:30 AM	3	4	4	11	8	146	7	161	2	4	13	19	9	114	2	125	316
07:45 AM	5	3	4	12	8	138	3	149	4	13	13	30	13	148	4	165	356
Total	18	11	13	42	22	509	19	550	8	34	35	77	27	466	15	508	1177
08:00 AM	6	7	3	16	8	89	14	111	4	14	9	27	11	133	5	149	303
08:15 AM	6	0	5	11	8	89	3	100	1	10	9	20	7	125	3	135	266
08:30 AM	4	8	4	16	11	94	1	106	1	7	6	14	10	85	3	98	234
08:45 AM	3	3	4	10	7	97	6	110	6	2	5	13	9	101	2	112	245
Total	19	18	16	53	34	369	24	427	12	33	29	74	37	444	13	494	1048
Grand Total	37	29	29	95	56	878	43	977	20	67	64	151	64	910	28	1002	2225
Apprch %	38.9	30.5	30.5		5.7	89.9	4.4		13.2	44.4	42.4		6.4	90.8	2.8		
Total %	1.7	1.3	1.3	4.3	2.5	39.5	1.9	43.9	0.9	3	2.9	6.8	2.9	40.9	1.3	45	

	G Street Southbound				4th Street Westbound				G Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	5	1	3	9	3	115	7	125	0	9	3	12	5	113	**6**	124	270
07:30 AM	3	4	**4**	11	**8**	**146**	7	**161**	2	4	**13**	19	9	114	2	125	316
07:45 AM	5	3	4	12	8	138	3	149	**4**	13	13	**30**	**13**	**148**	4	**165**	**356**
08:00 AM	**6**	**7**	3	**16**	8	89	**14**	111	4	**14**	9	27	11	133	5	149	303
Total Volume	19	15	14	48	27	488	31	546	10	40	38	88	38	508	17	563	1245
% App. Total	39.6	31.2	29.2		4.9	89.4	5.7		11.4	45.5	43.2		6.7	90.2	3		
PHF	.792	.536	.875	.750	.844	.836	.554	.848	.625	.714	.731	.733	.731	.858	.708	.853	.874

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City of Perris
N/S: G Street
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File Name : 17_PER_G_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	5	1	3	9	3	115	7	125	0	9	3	12	5	113	**6**	124
+15 mins.	3	4	**4**	11	**8**	**146**	7	**161**	2	4	**13**	19	9	114	2	125
+30 mins.	5	3	4	12	8	138	3	149	**4**	13	13	**30**	**13**	**148**	4	**165**
+45 mins.	**6**	**7**	3	**16**	8	89	**14**	111	4	**14**	9	27	11	133	5	149
Total Volume	19	15	14	48	27	488	31	546	10	40	38	88	38	508	17	563
% App. Total	39.6	31.2	29.2		4.9	89.4	5.7		11.4	45.5	43.2		6.7	90.2	3	
PHF	.792	.536	.875	.750	.844	.836	.554	.848	.625	.714	.731	.733	.731	.858	.708	.853

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City of Perris
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Weather: Clear

File Name : 17_PER_G_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022

Groups Printed- Large 2 Axle Vehicles

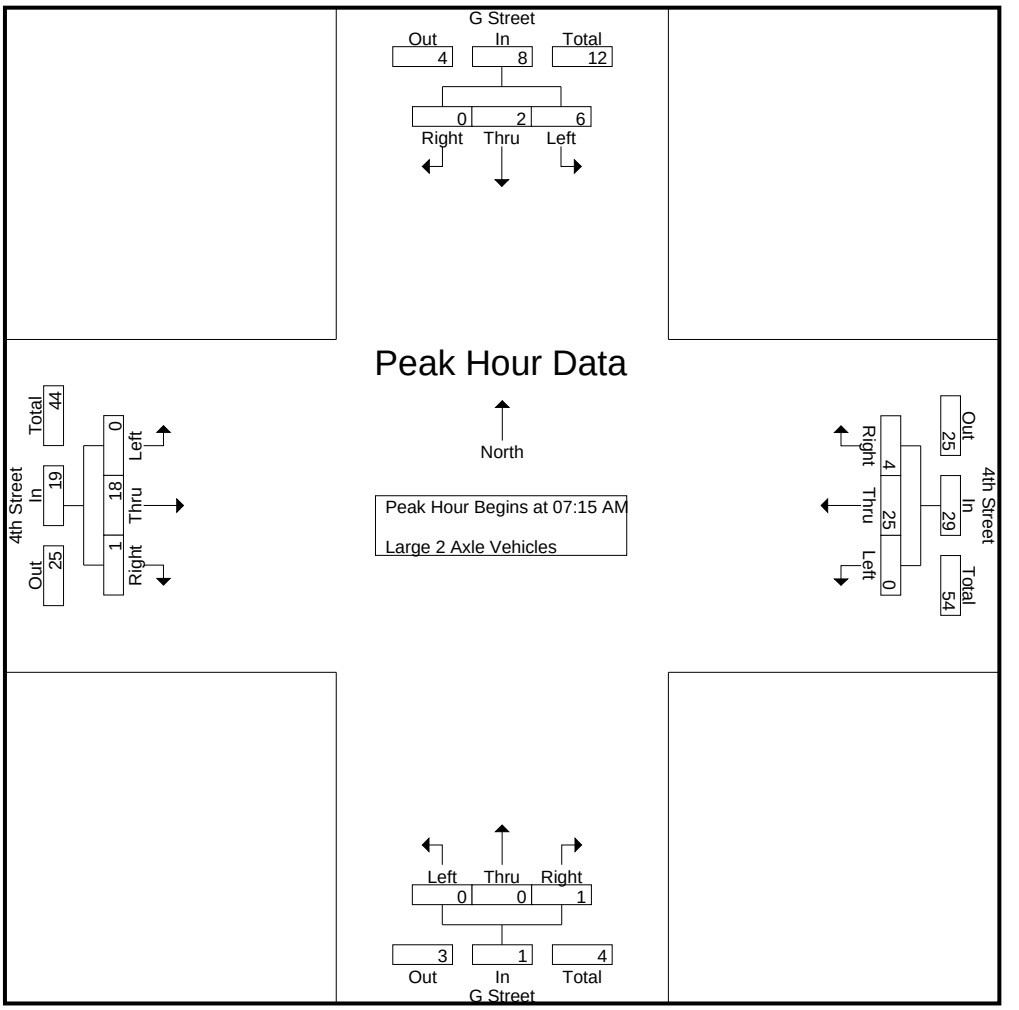
	G Street Southbound				4th Street Westbound				G Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	1	0	3	0	7	1	8	0	0	0	0	0	1	0	1	12
07:15 AM	4	2	0	6	0	6	0	6	0	0	0	0	0	8	0	8	20
07:30 AM	0	0	0	0	0	7	2	9	0	0	0	0	0	0	0	0	9
07:45 AM	1	0	0	1	0	8	1	9	0	0	1	1	0	5	0	5	16
Total	7	3	0	10	0	28	4	32	0	0	1	1	0	14	0	14	57
08:00 AM	1	0	0	1	0	4	1	5	0	0	0	0	0	5	1	6	12
08:15 AM	1	0	2	3	0	6	2	8	0	0	0	0	0	3	0	3	14
08:30 AM	0	2	1	3	0	3	5	8	0	0	1	1	0	3	0	3	15
08:45 AM	2	0	0	2	0	5	0	5	0	1	0	1	0	7	1	8	16
Total	4	2	3	9	0	18	8	26	0	1	1	2	0	18	2	20	57
Grand Total	11	5	3	19	0	46	12	58	0	1	2	3	0	32	2	34	114
Apprch %	57.9	26.3	15.8		0	79.3	20.7		0	33.3	66.7		0	94.1	5.9		
Total %	9.6	4.4	2.6	16.7	0	40.4	10.5	50.9	0	0.9	1.8	2.6	0	28.1	1.8	29.8	

	G Street Southbound				4th Street Westbound				G Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**4**	**2**	0	**6**	0	6	0	6	0	0	0	0	0	**8**	0	**8**	**20**
07:30 AM	0	0	0	0	0	7	**2**	**9**	0	0	0	0	0	0	0	0	9
07:45 AM	1	0	0	1	0	**8**	1	9	0	0	**1**	**1**	0	5	0	5	16
08:00 AM	1	0	0	1	0	4	1	5	0	0	0	0	0	5	**1**	6	12
Total Volume	6	2	0	8	0	25	4	29	0	0	1	1	0	18	1	19	57
% App. Total	75	25	0		0	86.2	13.8		0	0	100		0	94.7	5.3		
PHF	.375	.250	.000	.333	.000	.781	.500	.806	.000	.000	.250	.250	.000	.563	.250	.594	.713

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City of Perris
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File Name : 17_PER_G_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**4**	**2**	0	**6**	0	6	0	6	0	0	0	0	0	**8**	0	**8**
+15 mins.	0	0	0	0	0	7	**2**	**9**	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	**8**	1	9	0	0	**1**	**1**	0	5	0	5
+45 mins.	1	0	0	1	0	4	1	5	0	0	0	0	0	5	**1**	6
Total Volume	6	2	0	8	0	25	4	29	0	0	1	1	0	18	1	19
% App. Total	75	25	0		0	86.2	13.8		0	0	100		0	94.7	5.3	
PHF	.375	.250	.000	.333	.000	.781	.500	.806	.000	.000	.250	.250	.000	.563	.250	.594

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City of Perris
N/S: G Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 17_PER_G_ SR-74 AM
Site Code : 00322418
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Groups Printed- 3 Axle Vehicles

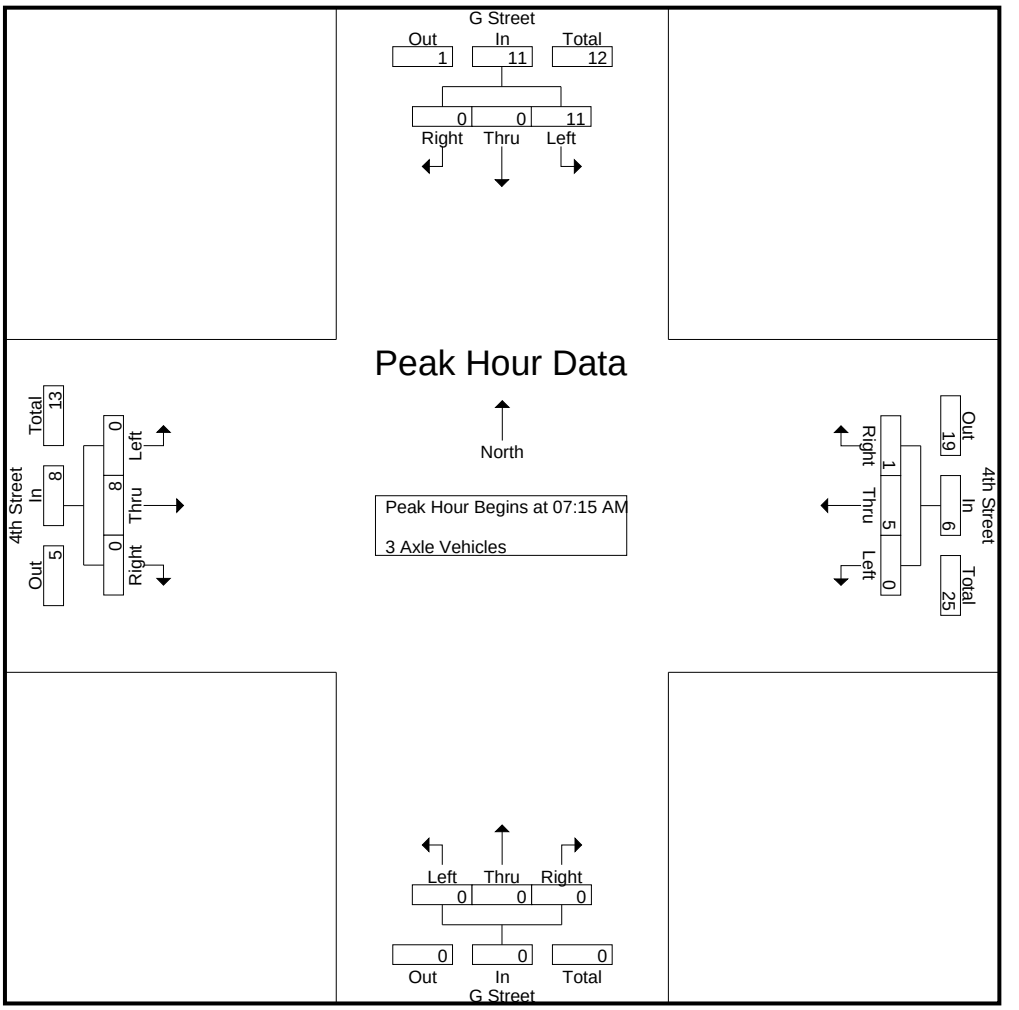
	G Street Southbound				4th Street Westbound				G Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	1	0	4	0	3	0	3	0	0	0	0	0	2	0	2	9
07:15 AM	1	0	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
07:30 AM	3	0	0	3	0	1	0	1	0	0	0	0	0	1	0	1	5
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	7	1	0	8	0	8	0	8	0	0	0	0	0	5	0	5	21
08:00 AM	7	0	0	7	0	0	1	1	0	0	0	0	0	5	0	5	13
08:15 AM	2	0	0	2	0	3	3	6	0	0	0	0	0	3	0	3	11
08:30 AM	2	0	0	2	0	1	1	2	0	0	0	0	0	2	0	2	6
08:45 AM	2	0	0	2	0	4	1	5	0	0	0	0	0	3	1	4	11
Total	13	0	0	13	0	8	6	14	0	0	0	0	0	13	1	14	41
Grand Total	20	1	0	21	0	16	6	22	0	0	0	0	0	18	1	19	62
Apprch %	95.2	4.8	0		0	72.7	27.3		0	0	0		0	94.7	5.3		
Total %	32.3	1.6	0	33.9	0	25.8	9.7	35.5	0	0	0	0	0	29	1.6	30.6	

	G Street Southbound				4th Street Westbound				G Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	0	1	0	**3**	0	**3**	0	0	0	0	0	0	0	0	4
07:30 AM	3	0	0	3	0	1	0	1	0	0	0	0	0	1	0	1	5
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:00 AM	**7**	0	0	**7**	0	0	**1**	1	0	0	0	0	0	**5**	0	**5**	**13**
Total Volume	11	0	0	11	0	5	1	6	0	0	0	0	0	8	0	8	25
% App. Total	100	0	0		0	83.3	16.7		0	0	0		0	100	0		
PHF	.393	.000	.000	.393	.000	.417	.250	.500	.000	.000	.000	.000	.000	.400	.000	.400	.481

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City of Perris
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	0	1	0	**3**	0	**3**	0	0	0	0	0	0	0	0
+15 mins.	3	0	0	3	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	**7**	0	0	**7**	0	0	**1**	1	0	0	0	0	0	**5**	0	**5**
Total Volume	11	0	0	11	0	5	1	6	0	0	0	0	0	8	0	8
% App. Total	100	0	0		0	83.3	16.7		0	0	0		0	100	0	
PHF	.393	.000	.000	.393	.000	.417	.250	.500	.000	.000	.000	.000	.000	.400	.000	.400

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City of Perris
N/S: G Street
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File Name : 17_PER_G_ SR-74 AM
Site Code : 00322418
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Groups Printed- 4+ Axle Trucks

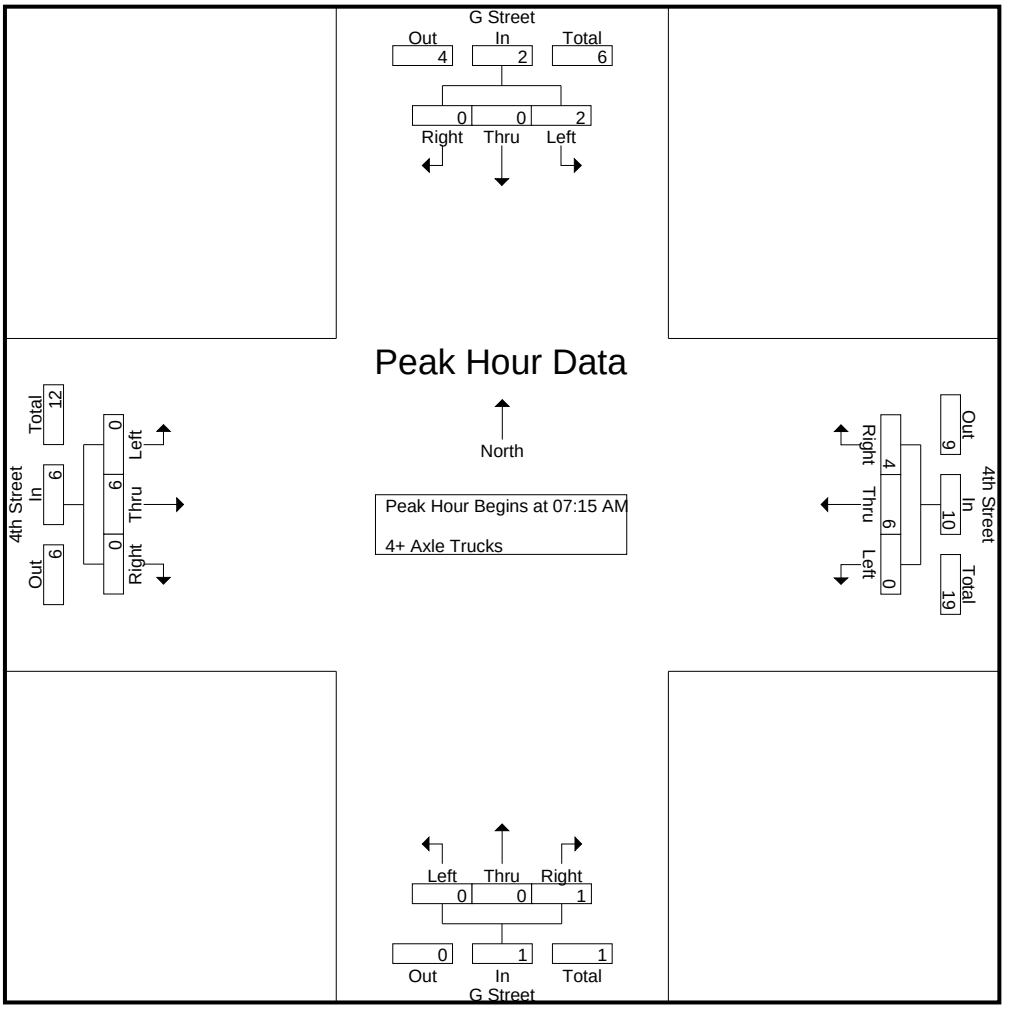
	G Street Southbound				4th Street Westbound				G Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	2	1	3	0	0	1	1	0	2	0	2	6
07:30 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
07:45 AM	2	0	0	2	0	2	2	4	0	0	0	0	0	1	0	1	7
Total	2	0	0	2	0	5	4	9	0	0	1	1	0	3	0	3	15
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	1	4	0	0	0	0	0	7	0	7	11
Grand Total	2	0	0	2	0	8	5	13	0	0	1	1	0	10	0	10	26
Apprch %	100	0	0		0	61.5	38.5		0	0	100		0	100	0		
Total %	7.7	0	0	7.7	0	30.8	19.2	50	0	0	3.8	3.8	0	38.5	0	38.5	

	G Street Southbound				4th Street Westbound				G Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**2**	1	3	0	0	**1**	**1**	0	2	0	2	6
07:30 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
07:45 AM	**2**	0	0	**2**	0	2	**2**	**4**	0	0	0	0	0	1	0	1	**7**
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**	4
Total Volume	2	0	0	2	0	6	4	10	0	0	1	1	0	6	0	6	19
% App. Total	100	0	0		0	60	40		0	0	100		0	100	0		
PHF	.250	.000	.000	.250	.000	.750	.500	.625	.000	.000	.250	.250	.000	.500	.000	.500	.679

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File Name : 17_PER_G_ SR-74 AM
Site Code : 00322418
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**2**	1	3	0	0	**1**	**1**	0	2	0	2
+15 mins.	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0
+30 mins.	**2**	0	0	**2**	0	2	**2**	**4**	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**
Total Volume	2	0	0	2	0	6	4	10	0	0	1	1	0	6	0	6
% App. Total	100	0	0		0	60	40		0	0	100		0	100	0	
PHF	.250	.000	.000	.250	.000	.750	.500	.625	.000	.000	.250	.250	.000	.500	.000	.500

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City of Perris
N/S: G Street
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File Name : 17_PER_G_ SR-74 PM
Site Code : 00322418
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

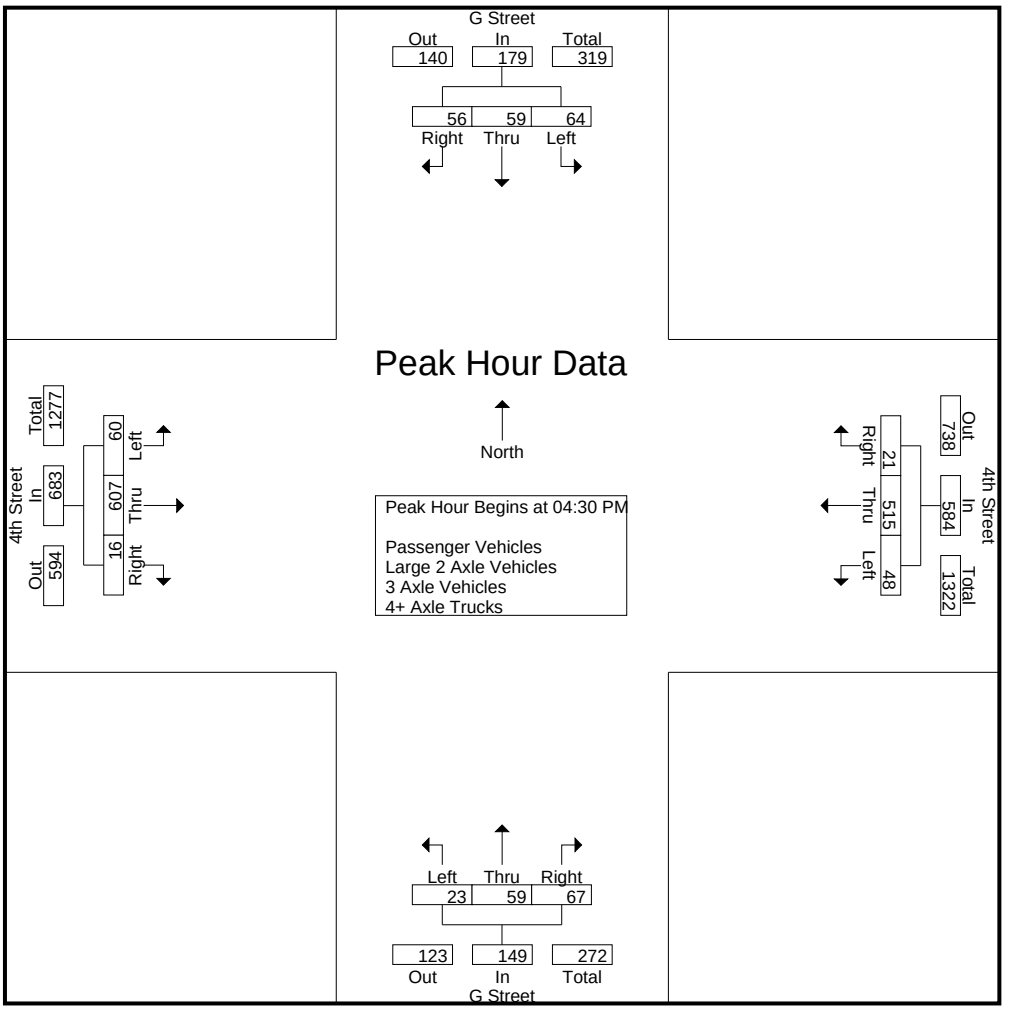
	G Street Southbound				4th Street Westbound				G Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	12	12	36	8	149	5	162	10	8	8	26	16	128	5	149	373
04:15 PM	18	11	11	40	10	120	14	144	2	13	6	21	12	158	6	176	381
04:30 PM	25	15	15	55	15	138	6	159	3	17	20	40	21	131	6	158	412
04:45 PM	11	16	16	43	12	104	7	123	7	21	11	39	12	164	3	179	384
Total	66	54	54	174	45	511	32	588	22	59	45	126	61	581	20	662	1550
05:00 PM	15	21	16	52	9	137	3	149	6	8	14	28	14	148	3	165	394
05:15 PM	13	7	9	29	12	136	5	153	7	13	22	42	13	164	4	181	405
05:30 PM	10	4	13	27	12	133	3	148	4	12	15	31	16	110	5	131	337
05:45 PM	14	6	11	31	10	97	4	111	4	10	6	20	16	183	4	203	365
Total	52	38	49	139	43	503	15	561	21	43	57	121	59	605	16	680	1501
Grand Total	118	92	103	313	88	1014	47	1149	43	102	102	247	120	1186	36	1342	3051
Apprch %	37.7	29.4	32.9		7.7	88.3	4.1		17.4	41.3	41.3		8.9	88.4	2.7		
Total %	3.9	3	3.4	10.3	2.9	33.2	1.5	37.7	1.4	3.3	3.3	8.1	3.9	38.9	1.2	44	
Passenger Vehicles	114	89	103	306	88	991	35	1114	42	101	100	243	120	1161	36	1317	2980
% Passenger Vehicles	96.6	96.7	100	97.8	100	97.7	74.5	97	97.7	99	98	98.4	100	97.9	100	98.1	97.7
Large 2 Axle Vehicles	3	2	0	5	0	17	8	25	1	1	1	3	0	17	0	17	50
% Large 2 Axle Vehicles	2.5	2.2	0	1.6	0	1.7	17	2.2	2.3	1	1	1.2	0	1.4	0	1.3	1.6
3 Axle Vehicles	0	0	0	0	0	4	3	7	0	0	1	1	0	2	0	2	10
% 3 Axle Vehicles	0	0	0	0	0	0.4	6.4	0.6	0	0	1	0.4	0	0.2	0	0.1	0.3
4+ Axle Trucks	1	1	0	2	0	2	1	3	0	0	0	0	0	6	0	6	11
% 4+ Axle Trucks	0.8	1.1	0	0.6	0	0.2	2.1	0.3	0	0	0	0	0	0.5	0	0.4	0.4

	G Street Southbound				4th Street Westbound				G Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**25**	15	15	**55**	**15**	**138**	6	**159**	3	17	20	40	**21**	131	**6**	158	**412**
04:45 PM	11	16	**16**	43	12	104	**7**	123	**7**	**21**	11	39	12	**164**	3	179	384
05:00 PM	15	**21**	16	52	9	137	3	149	6	8	14	28	14	148	3	165	394
05:15 PM	13	7	9	29	12	136	5	153	7	13	**22**	**42**	13	164	4	**181**	405
Total Volume	64	59	56	179	48	515	21	584	23	59	67	149	60	607	16	683	1595
% App. Total	35.8	33	31.3		8.2	88.2	3.6		15.4	39.6	45		8.8	88.9	2.3		
PHF	.640	.702	.875	.814	.800	.933	.750	.918	.821	.702	.761	.887	.714	.925	.667	.943	.968

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

	04:15 PM				04:00 PM				04:30 PM				04:30 PM			
+0 mins.	18	11	11	40	8	**149**	5	**162**	3	17	20	40	**21**	131	**6**	158
+15 mins.	**25**	15	15	**55**	10	120	**14**	144	**7**	**21**	11	39	12	**164**	3	179
+30 mins.	11	16	**16**	43	**15**	138	6	159	6	8	14	28	14	148	3	165
+45 mins.	15	**21**	16	52	12	104	7	123	7	13	**22**	**42**	13	164	4	**181**
Total Volume	69	63	58	190	45	511	32	588	23	59	67	149	60	607	16	683
% App. Total	36.3	33.2	30.5		7.7	86.9	5.4		15.4	39.6	45		8.8	88.9	2.3	
PHF	.690	.750	.906	.864	.750	.857	.571	.907	.821	.702	.761	.887	.714	.925	.667	.943

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File Name : 17_PER_G_ SR-74 PM
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Groups Printed- Passenger Vehicles

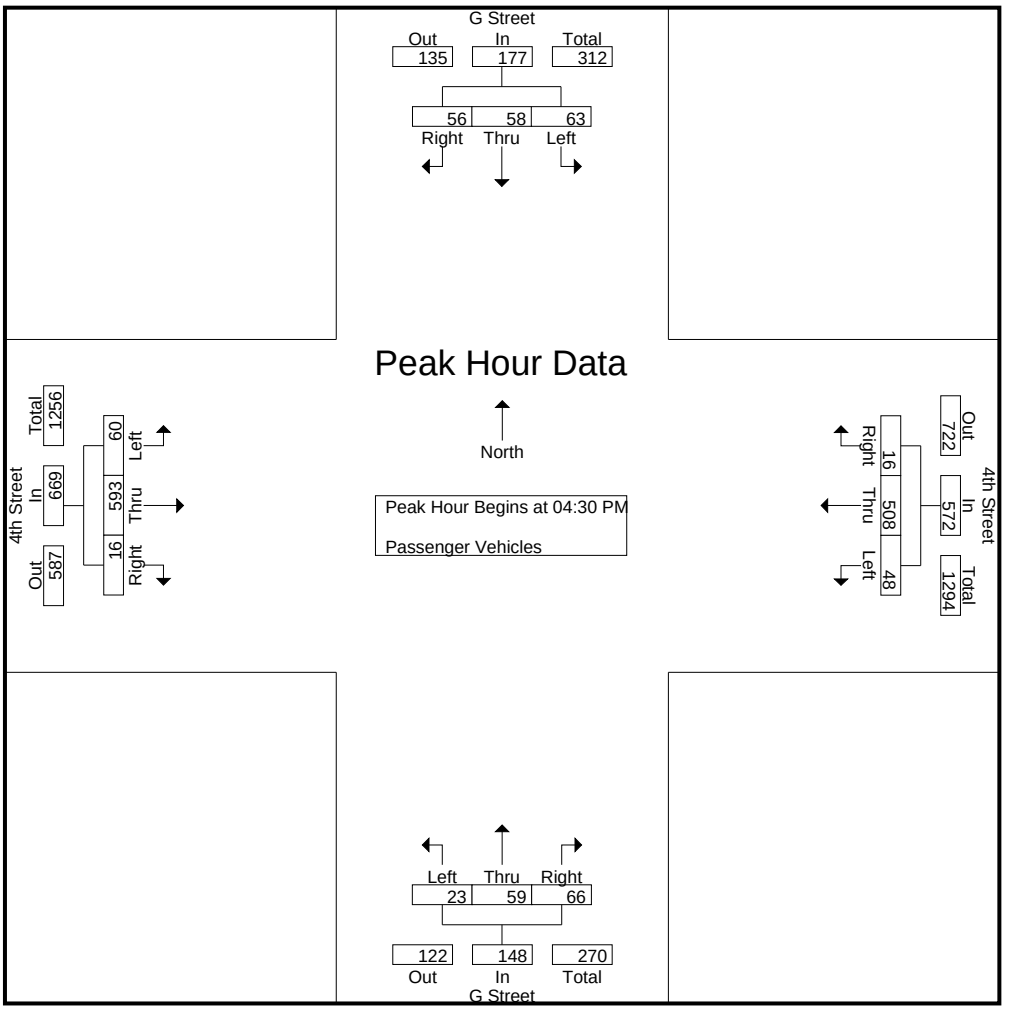
	G Street Southbound				4th Street Westbound				G Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	11	10	12	33	8	144	2	154	9	8	8	25	16	125	5	146	358
04:15 PM	17	11	11	39	10	115	10	135	2	12	5	19	12	154	6	172	365
04:30 PM	25	15	15	55	15	135	4	154	3	17	20	40	21	127	6	154	403
04:45 PM	11	15	16	42	12	103	5	120	7	21	11	39	12	158	3	173	374
Total	64	51	54	169	45	497	21	563	21	58	44	123	61	564	20	645	1500
05:00 PM	15	21	16	52	9	134	2	145	6	8	13	27	14	146	3	163	387
05:15 PM	12	7	9	28	12	136	5	153	7	13	22	42	13	162	4	179	402
05:30 PM	10	4	13	27	12	129	3	144	4	12	15	31	16	108	5	129	331
05:45 PM	13	6	11	30	10	95	4	109	4	10	6	20	16	181	4	201	360
Total	50	38	49	137	43	494	14	551	21	43	56	120	59	597	16	672	1480
Grand Total	114	89	103	306	88	991	35	1114	42	101	100	243	120	1161	36	1317	2980
Apprch %	37.3	29.1	33.7		7.9	89	3.1		17.3	41.6	41.2		9.1	88.2	2.7		
Total %	3.8	3	3.5	10.3	3	33.3	1.2	37.4	1.4	3.4	3.4	8.2	4	39	1.2	44.2	

	G Street Southbound				4th Street Westbound				G Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**25**	15	15	**55**	**15**	135	4	**154**	3	17	20	40	**21**	127	**6**	154	**403**
04:45 PM	11	15	**16**	42	12	103	**5**	120	**7**	**21**	11	39	12	158	3	173	374
05:00 PM	15	**21**	16	52	9	134	2	145	6	8	13	27	14	146	3	163	387
05:15 PM	12	7	9	28	12	**136**	5	153	7	13	**22**	**42**	13	**162**	4	**179**	402
Total Volume	63	58	56	177	48	508	16	572	23	59	66	148	60	593	16	669	1566
% App. Total	35.6	32.8	31.6		8.4	88.8	2.8		15.5	39.9	44.6		9	88.6	2.4		
PHF	.630	.690	.875	.805	.800	.934	.800	.929	.821	.702	.750	.881	.714	.915	.667	.934	.971

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**25**	15	15	**55**	**15**	135	4	**154**	3	17	20	40	**21**	127	**6**	154
+15 mins.	11	15	**16**	42	12	103	**5**	120	**7**	**21**	11	39	12	158	3	173
+30 mins.	15	**21**	16	52	9	134	2	145	6	8	13	27	14	146	3	163
+45 mins.	12	7	9	28	12	**136**	5	153	7	13	**22**	**42**	13	**162**	4	**179**
Total Volume	63	58	56	177	48	508	16	572	23	59	66	148	60	593	16	669
% App. Total	35.6	32.8	31.6		8.4	88.8	2.8		15.5	39.9	44.6		9	88.6	2.4	
PHF	.630	.690	.875	.805	.800	.934	.800	.929	.821	.702	.750	.881	.714	.915	.667	.934

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Groups Printed- Large 2 Axle Vehicles

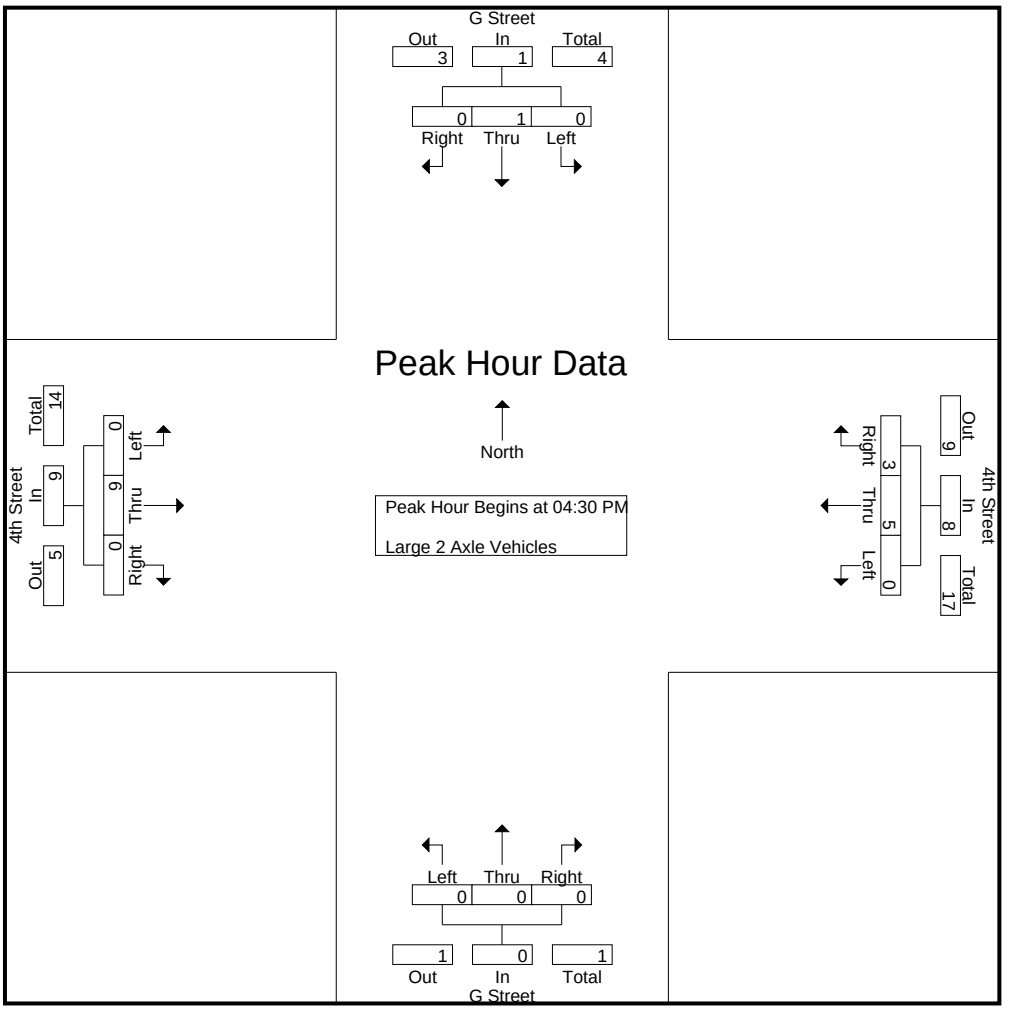
	G Street Southbound				4th Street Westbound				G Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	0	2	0	3	1	4	1	0	0	1	0	3	0	3	10
04:15 PM	1	0	0	1	0	3	4	7	0	1	1	2	0	4	0	4	14
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
04:45 PM	0	1	0	1	0	1	2	3	0	0	0	0	0	4	0	4	8
Total	2	2	0	4	0	10	7	17	1	1	1	3	0	13	0	13	37
05:00 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
05:45 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
Total	1	0	0	1	0	7	1	8	0	0	0	0	0	4	0	4	13
Grand Total	3	2	0	5	0	17	8	25	1	1	1	3	0	17	0	17	50
Apprch %	60	40	0		0	68	32		33.3	33.3	33.3		0	100	0		
Total %	6	4	0	10	0	34	16	50	2	2	2	6	0	34	0	34	

	G Street Southbound				4th Street Westbound				G Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	2	0	2	5
04:45 PM	0	**1**	0	**1**	0	1	**2**	3	0	0	0	0	0	**4**	0	**4**	**8**
05:00 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	1	0	1	0	5	3	8	0	0	0	0	0	9	0	9	18
% App. Total	0	100	0		0	62.5	37.5		0	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.417	.375	.667	.000	.000	.000	.000	.000	.563	.000	.563	.563

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City of Perris
N/S: G Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 17_PER_G_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	2	0	2
+15 mins.	0	**1**	0	**1**	0	1	**2**	3	0	0	0	0	0	**4**	0	**4**
+30 mins.	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total Volume	0	1	0	1	0	5	3	8	0	0	0	0	0	9	0	9
% App. Total	0	100	0		0	62.5	37.5		0	0	0		0	100	0	
PHF	.000	.250	.000	.250	.000	.417	.375	.667	.000	.000	.000	.000	.000	.563	.000	.563

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City of Perris
N/S: G Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 17_PER_G_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022

Groups Printed- 3 Axle Vehicles

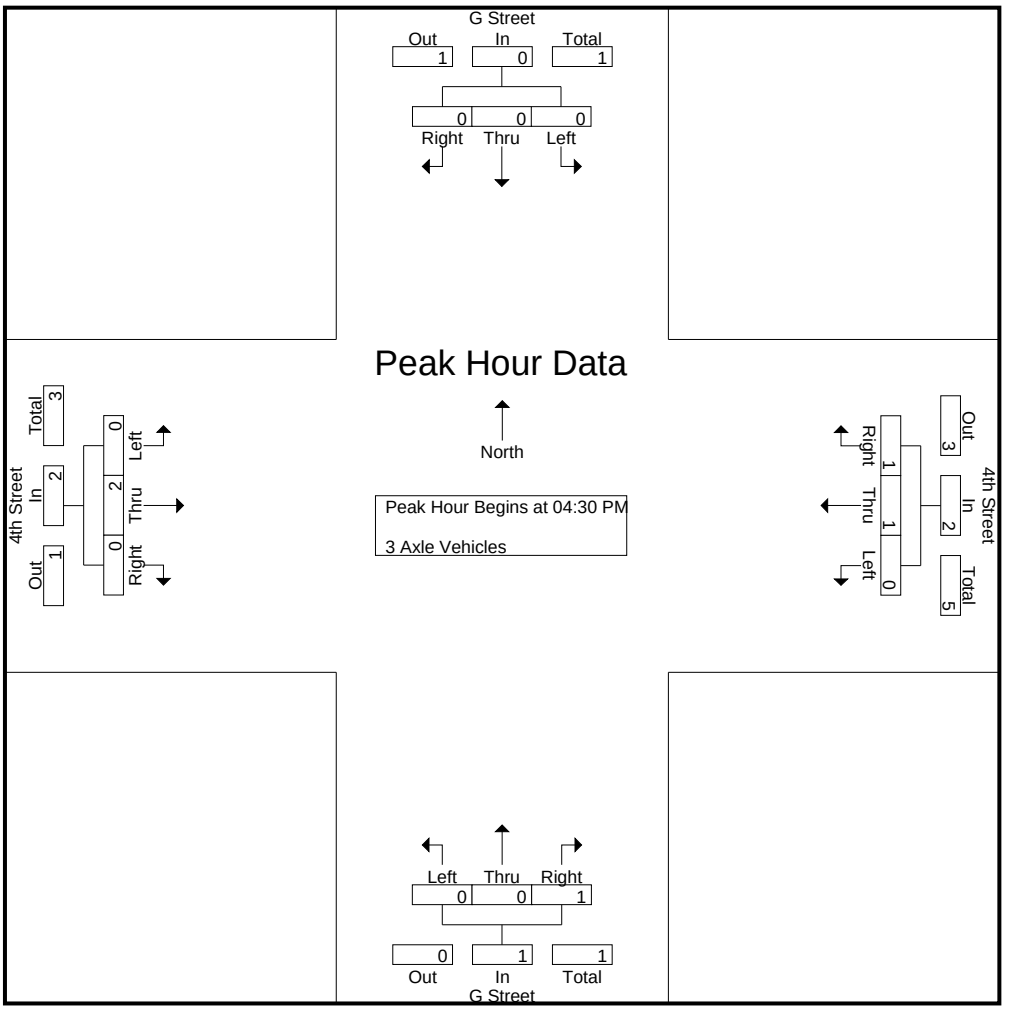
	G Street Southbound				4th Street Westbound				G Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	3	6	0	0	0	0	0	1	0	1	7
05:00 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
Grand Total	0	0	0	0	0	4	3	7	0	0	1	1	0	2	0	2	10
Apprch %	0	0	0		0	57.1	42.9		0	0	100		0	100	0		
Total %	0	0	0	0	0	40	30	70	0	0	10	10	0	20	0	20	

	G Street Southbound				4th Street Westbound				G Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	**1**	0	**1**	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	**1**	0	1	0	0	**1**	**1**	0	1	0	1	**3**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	1	2	0	0	1	1	0	2	0	2	5
% App. Total	0	0	0		0	50	50		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.250	.250	.000	.500	.000	.500	.417

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City of Perris
N/S: G Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 17_PER_G_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**1**	0	1	0	0	**1**	**1**	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	1	2	0	0	1	1	0	2	0	2
% App. Total	0	0	0		0	50	50		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.250	.250	.000	.500	.000	.500

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City of Perris
N/S: G Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 17_PER_G_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

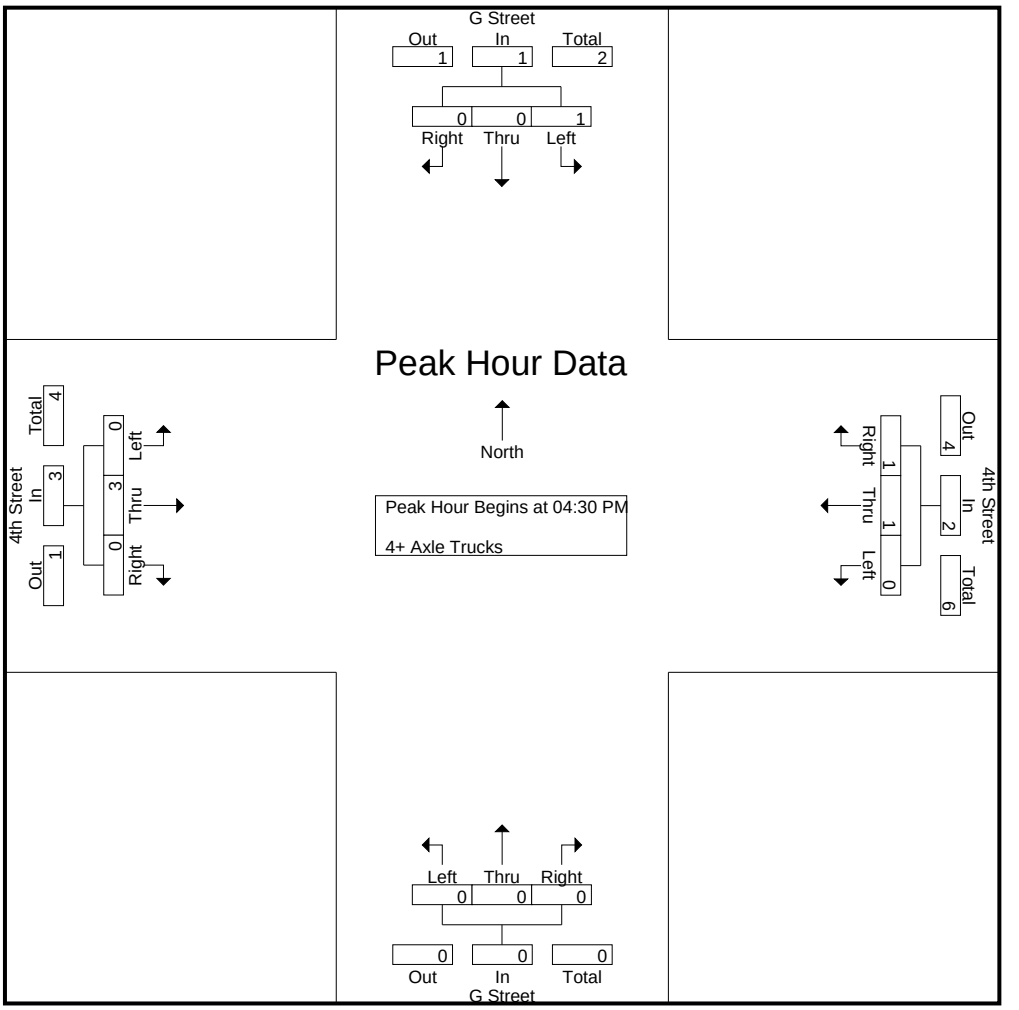
	G Street Southbound				4th Street Westbound				G Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	1	0	1	0	1	1	2	0	0	0	0	0	3	0	3	6
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	1	0	0	1	0	1	0	1	0	0	0	0	0	3	0	3	5
Grand Total	1	1	0	2	0	2	1	3	0	0	0	0	0	6	0	6	11
Apprch %	50	50	0		0	66.7	33.3		0	0	0		0	100	0		
Total %	9.1	9.1	0	18.2	0	18.2	9.1	27.3	0	0	0	0	0	54.5	0	54.5	

	G Street Southbound				4th Street Westbound				G Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	1	0	1	**2**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
05:00 PM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	1	1	2	0	0	0	0	0	3	0	3	6
% App. Total	100	0	0		0	50	50		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.250	.250	.500	.000	.000	.000	.000	.000	.375	.000	.375	.750

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City of Perris
N/S: G Street
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 17_PER_G_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0
+45 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	1	1	2	0	0	0	0	0	3	0	3
% App. Total	100	0	0		0	50	50		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.250	.250	.500	.000	.000	.000	.000	.000	.375	.000	.375

Location: Perris
N/S: G Street
E/W: 4th Street

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg G Street Pedestrians	East Leg 4th Street Pedestrians	South Leg G Street Pedestrians	West Leg 4th Street Pedestrians	
7:00 AM	1	0	2	1	4
7:15 AM	0	2	2	1	5
7:30 AM	0	2	1	0	3
7:45 AM	4	0	2	1	7
8:00 AM	3	0	0	0	3
8:15 AM	3	0	0	0	3
8:30 AM	2	0	0	0	2
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	13	4	8	3	28

	North Leg G Street Pedestrians	East Leg 4th Street Pedestrians	South Leg G Street Pedestrians	West Leg 4th Street Pedestrians	
4:00 PM	0	0	1	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	3	3
4:45 PM	0	0	0	0	0
5:00 PM	0	0	3	1	4
5:15 PM	0	0	0	2	2
5:30 PM	0	1	0	0	1
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	0	1	5	6	12

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Location: Perris
N/S: G Street
E/W: 4th Street

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound G Street			Westbound 4th Street			Northbound G Street			Eastbound 4th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

	Southbound G Street			Westbound 4th Street			Northbound G Street			Eastbound 4th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

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City of Perris
N/S: Wilkerson Avenue
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 18_PER_Wil_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

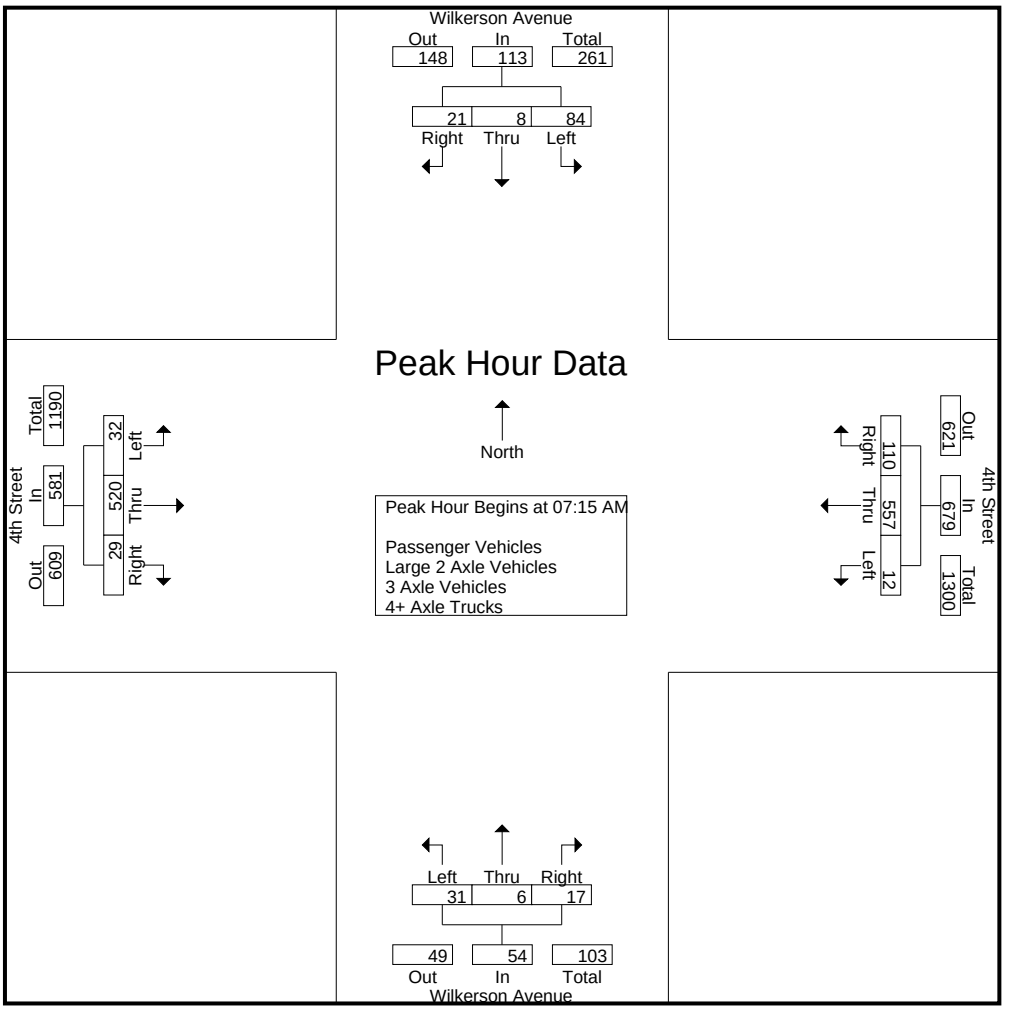
	Wilkerson Avenue Southbound				4th Street Westbound				Wilkerson Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	3	4	21	4	129	16	149	6	2	7	15	4	96	9	109	294
07:15 AM	15	2	9	26	4	128	25	157	4	2	5	11	4	123	5	132	326
07:30 AM	24	1	4	29	2	163	31	196	10	1	3	14	8	111	5	124	363
07:45 AM	24	1	4	29	3	166	24	193	8	2	3	13	11	145	9	165	400
Total	77	7	21	105	13	586	96	695	28	7	18	53	27	475	28	530	1383
08:00 AM	21	4	4	29	3	100	30	133	9	1	6	16	9	141	10	160	338
08:15 AM	17	1	4	22	3	107	21	131	7	3	2	12	10	117	7	134	299
08:30 AM	27	0	10	37	2	108	30	140	6	2	3	11	5	100	4	109	297
08:45 AM	25	4	3	32	7	99	14	120	5	0	5	10	7	102	4	113	275
Total	90	9	21	120	15	414	95	524	27	6	16	49	31	460	25	516	1209
Grand Total	167	16	42	225	28	1000	191	1219	55	13	34	102	58	935	53	1046	2592
Apprch %	74.2	7.1	18.7		2.3	82	15.7		53.9	12.7	33.3		5.5	89.4	5.1		
Total %	6.4	0.6	1.6	8.7	1.1	38.6	7.4	47	2.1	0.5	1.3	3.9	2.2	36.1	2	40.4	
Passenger Vehicles	159	14	39	212	28	923	180	1131	51	12	33	96	55	846	51	952	2391
% Passenger Vehicles	95.2	87.5	92.9	94.2	100	92.3	94.2	92.8	92.7	92.3	97.1	94.1	94.8	90.5	96.2	91	92.2
Large 2 Axle Vehicles	7	1	1	9	0	35	8	43	2	1	1	4	2	41	2	45	101
% Large 2 Axle Vehicles	4.2	6.2	2.4	4	0	3.5	4.2	3.5	3.6	7.7	2.9	3.9	3.4	4.4	3.8	4.3	3.9
3 Axle Vehicles	1	1	1	3	0	20	2	22	2	0	0	2	0	12	0	12	39
% 3 Axle Vehicles	0.6	6.2	2.4	1.3	0	2	1	1.8	3.6	0	0	2	0	1.3	0	1.1	1.5
4+ Axle Trucks	0	0	1	1	0	22	1	23	0	0	0	0	1	36	0	37	61
% 4+ Axle Trucks	0	0	2.4	0.4	0	2.2	0.5	1.9	0	0	0	0	1.7	3.9	0	3.5	2.4

	Wilkerson Avenue Southbound				4th Street Westbound				Wilkerson Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	15	2	**9**	26	**4**	128	25	157	4	**2**	5	11	4	123	5	132	326
07:30 AM	**24**	1	4	**29**	2	163	**31**	**196**	**10**	1	3	14	8	111	5	124	363
07:45 AM	24	1	4	29	3	**166**	24	193	8	2	3	13	**11**	**145**	9	**165**	**400**
08:00 AM	21	**4**	4	29	3	100	30	133	9	1	**6**	**16**	9	141	**10**	160	338
Total Volume	84	8	21	113	12	557	110	679	31	6	17	54	32	520	29	581	1427
% App. Total	74.3	7.1	18.6		1.8	82	16.2		57.4	11.1	31.5		5.5	89.5	5		
PHF	.875	.500	.583	.974	.750	.839	.887	.866	.775	.750	.708	.844	.727	.897	.725	.880	.892

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City of Perris
N/S: Wilkerson Avenue
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 18_PER_Wil_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022



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

	08:00 AM				07:00 AM				07:30 AM				07:30 AM			
+0 mins.	21	**4**	4	29	**4**	129	16	149	**10**	1	3	14	8	111	5	124
+15 mins.	17	1	4	22	4	128	25	157	8	2	3	13	**11**	**145**	9	**165**
+30 mins.	**27**	0	**10**	**37**	2	163	**31**	**196**	9	1	**6**	**16**	9	141	**10**	160
+45 mins.	25	4	3	32	3	**166**	24	193	7	**3**	2	12	10	117	7	134
Total Volume	90	9	21	120	13	586	96	695	34	7	14	55	38	514	31	583
% App. Total	75	7.5	17.5		1.9	84.3	13.8		61.8	12.7	25.5		6.5	88.2	5.3	
PHF	.833	.563	.525	.811	.813	.883	.774	.886	.850	.583	.583	.859	.864	.886	.775	.883

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

City of Perris
N/S: Wilkerson Avenue
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 18_PER_Wil_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

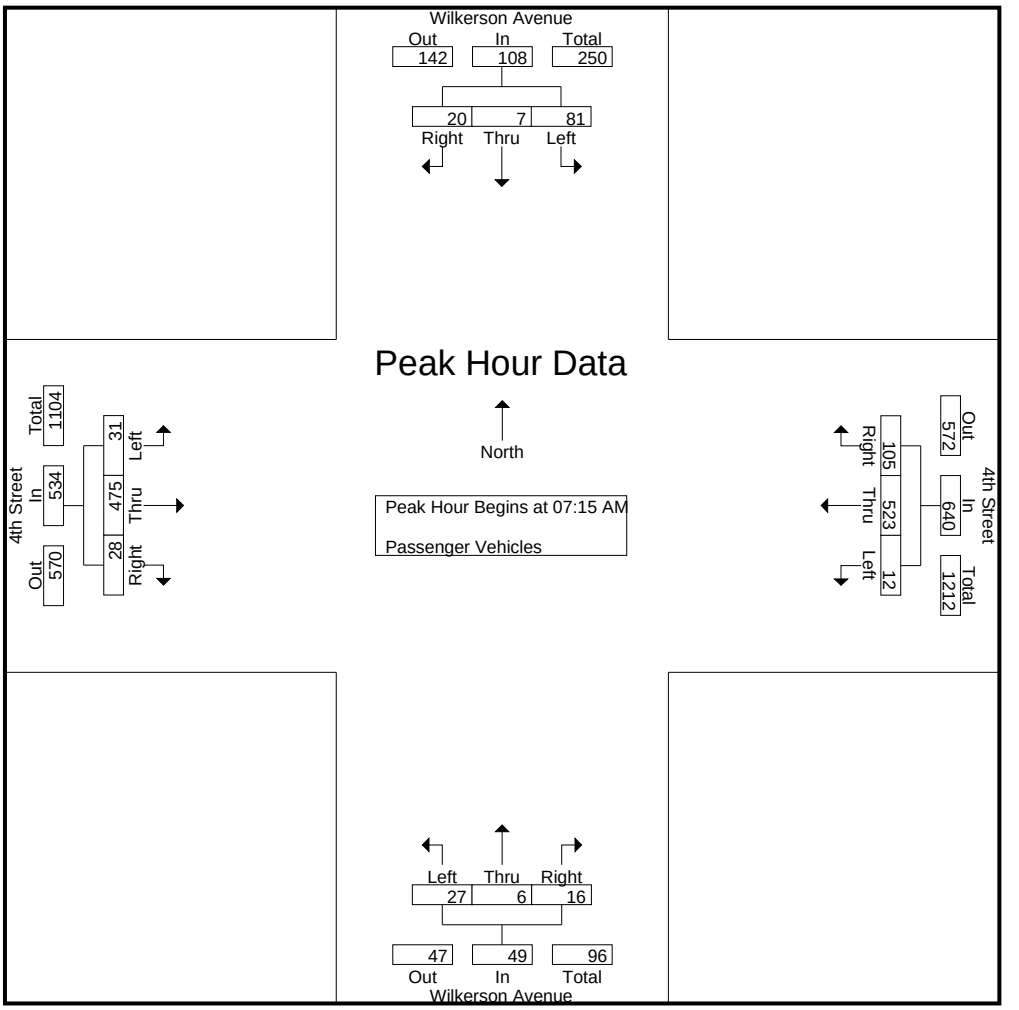
	Wilkerson Avenue Southbound				4th Street Westbound				Wilkerson Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	2	4	20	4	118	16	138	6	2	7	15	4	88	8	100	273
07:15 AM	15	2	8	25	4	121	24	149	3	2	4	9	4	109	4	117	300
07:30 AM	23	0	4	27	2	153	29	184	9	1	3	13	7	107	5	119	343
07:45 AM	23	1	4	28	3	155	22	180	7	2	3	12	11	133	9	153	373
Total	75	5	20	100	13	547	91	651	25	7	17	49	26	437	26	489	1289
08:00 AM	20	4	4	28	3	94	30	127	8	1	6	15	9	126	10	145	315
08:15 AM	15	1	4	20	3	95	20	118	7	2	2	11	9	106	7	122	271
08:30 AM	25	0	8	33	2	99	25	126	6	2	3	11	5	90	4	99	269
08:45 AM	24	4	3	31	7	88	14	109	5	0	5	10	6	87	4	97	247
Total	84	9	19	112	15	376	89	480	26	5	16	47	29	409	25	463	1102
Grand Total	159	14	39	212	28	923	180	1131	51	12	33	96	55	846	51	952	2391
Apprch %	75	6.6	18.4		2.5	81.6	15.9		53.1	12.5	34.4		5.8	88.9	5.4		
Total %	6.6	0.6	1.6	8.9	1.2	38.6	7.5	47.3	2.1	0.5	1.4	4	2.3	35.4	2.1	39.8	

	Wilkerson Avenue Southbound				4th Street Westbound				Wilkerson Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	15	2	**8**	25	**4**	121	24	149	3	**2**	4	9	4	109	4	117	300
07:30 AM	**23**	0	4	27	2	153	29	**184**	**9**	1	3	13	7	107	5	119	343
07:45 AM	23	1	4	**28**	3	**155**	22	180	7	2	3	12	**11**	**133**	9	**153**	**373**
08:00 AM	20	**4**	4	28	3	94	**30**	127	8	1	**6**	**15**	9	126	**10**	145	315
Total Volume	81	7	20	108	12	523	105	640	27	6	16	49	31	475	28	534	1331
% App. Total	75	6.5	18.5		1.9	81.7	16.4		55.1	12.2	32.7		5.8	89	5.2		
PHF	.880	.438	.625	.964	.750	.844	.875	.870	.750	.750	.667	.817	.705	.893	.700	.873	.892

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

City of Perris
N/S: Wilkerson Avenue
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 18_PER_Wil_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	15	2	**8**	25	**4**	121	24	149	3	**2**	4	9	4	109	4	117
+15 mins.	**23**	0	4	27	2	153	29	**184**	**9**	1	3	13	7	107	5	119
+30 mins.	23	1	4	**28**	3	**155**	22	180	7	2	3	12	**11**	**133**	9	**153**
+45 mins.	20	**4**	4	28	3	94	**30**	127	8	1	**6**	**15**	9	126	**10**	145
Total Volume	81	7	20	108	12	523	105	640	27	6	16	49	31	475	28	534
% App. Total	75	6.5	18.5		1.9	81.7	16.4		55.1	12.2	32.7		5.8	89	5.2	
PHF	.880	.438	.625	.964	.750	.844	.875	.870	.750	.750	.667	.817	.705	.893	.700	.873

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City of Perris
N/S: Wilkerson Avenue
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 18_PER_Wil_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

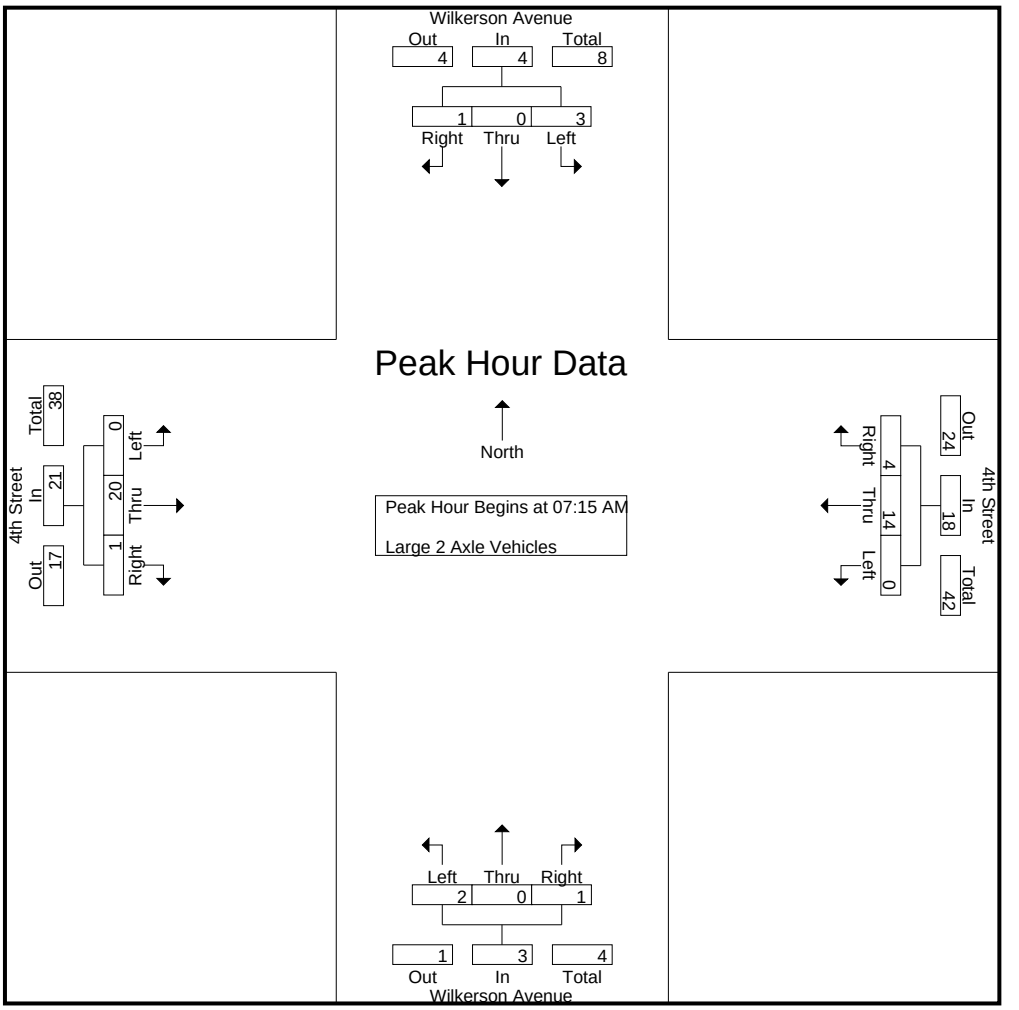
	Wilkerson Avenue Southbound				4th Street Westbound				Wilkerson Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	6	0	6	0	0	0	0	0	2	1	3	10
07:15 AM	0	0	1	1	0	2	1	3	0	0	1	1	0	9	1	10	15
07:30 AM	1	0	0	1	0	7	2	9	0	0	0	0	0	0	0	0	10
07:45 AM	1	0	0	1	0	2	1	3	1	0	0	1	0	7	0	7	12
Total	2	1	1	4	0	17	4	21	1	0	1	2	0	18	2	20	47
08:00 AM	1	0	0	1	0	3	0	3	1	0	0	1	0	4	0	4	9
08:15 AM	2	0	0	2	0	6	1	7	0	1	0	1	1	4	0	5	15
08:30 AM	2	0	0	2	0	5	3	8	0	0	0	0	0	4	0	4	14
08:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	1	11	0	12	16
Total	5	0	0	5	0	18	4	22	1	1	0	2	2	23	0	25	54
Grand Total	7	1	1	9	0	35	8	43	2	1	1	4	2	41	2	45	101
Apprch %	77.8	11.1	11.1		0	81.4	18.6		50	25	25		4.4	91.1	4.4		
Total %	6.9	1	1	8.9	0	34.7	7.9	42.6	2	1	1	4	2	40.6	2	44.6	

	Wilkerson Avenue Southbound				4th Street Westbound				Wilkerson Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	**1**	**1**	0	2	1	3	0	0	**1**	**1**	0	**9**	**1**	**10**	**15**
07:30 AM	**1**	0	0	1	0	**7**	**2**	**9**	0	0	0	0	0	0	0	0	10
07:45 AM	1	0	0	1	0	2	1	3	**1**	0	0	1	0	7	0	7	12
08:00 AM	1	0	0	1	0	3	0	3	1	0	0	1	0	4	0	4	9
Total Volume	3	0	1	4	0	14	4	18	2	0	1	3	0	20	1	21	46
% App. Total	75	0	25		0	77.8	22.2		66.7	0	33.3		0	95.2	4.8		
PHF	.750	.000	.250	1.00	.000	.500	.500	.500	.500	.000	.250	.750	.000	.556	.250	.525	.767

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

City of Perris
N/S: Wilkerson Avenue
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 18_PER_Wil_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	**1**	**1**	0	2	1	3	0	0	**1**	**1**	0	**9**	**1**	**10**
+15 mins.	**1**	0	0	1	0	**7**	**2**	**9**	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	2	1	3	**1**	0	0	1	0	7	0	7
+45 mins.	1	0	0	1	0	3	0	3	1	0	0	1	0	4	0	4
Total Volume	3	0	1	4	0	14	4	18	2	0	1	3	0	20	1	21
% App. Total	75	0	25		0	77.8	22.2		66.7	0	33.3		0	95.2	4.8	
PHF	.750	.000	.250	1.000	.000	.500	.500	.500	.500	.000	.250	.750	.000	.556	.250	.525

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City of Perris
N/S: Wilkerson Avenue
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 18_PER_Wil_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022

Groups Printed- 3 Axle Vehicles

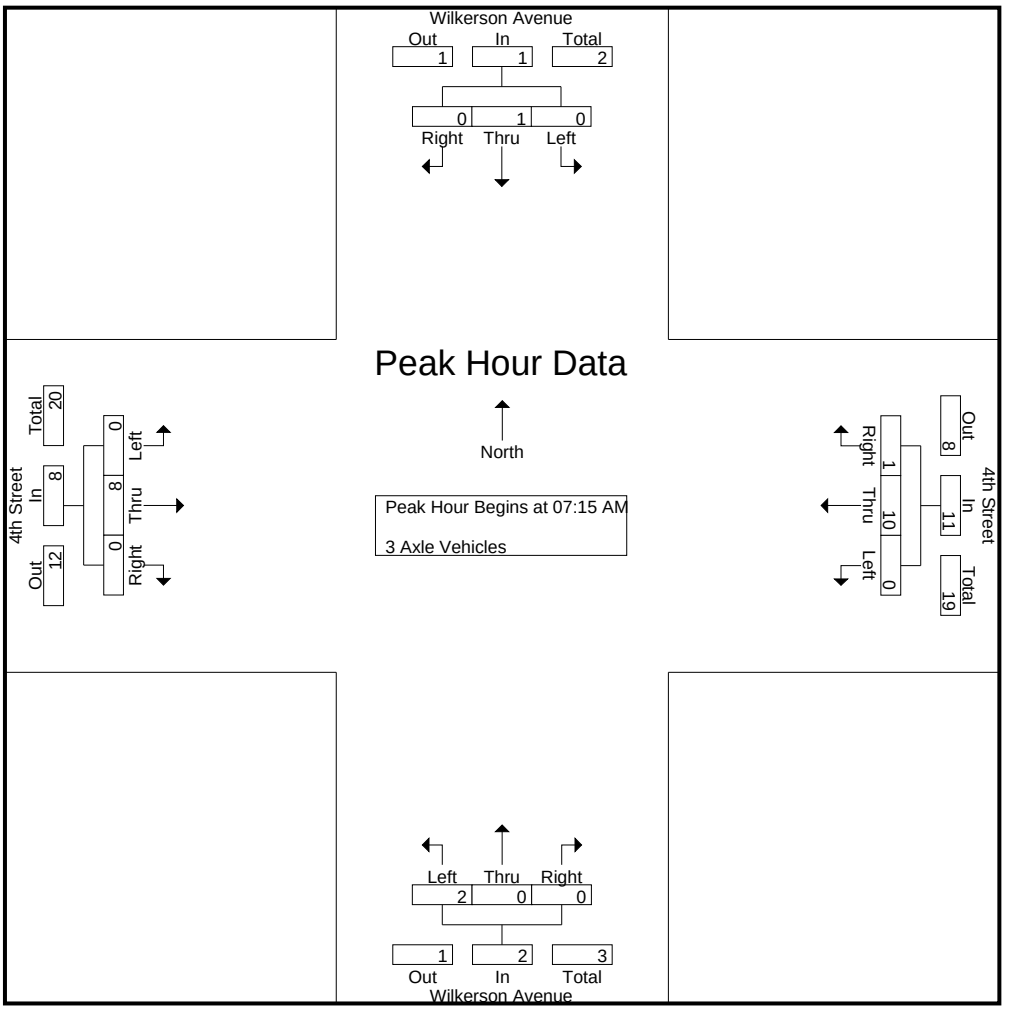
	Wilkerson Avenue Southbound				4th Street Westbound				Wilkerson Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	2	0	2	5
07:30 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	7	1	8	0	0	0	0	0	1	0	1	9
Total	0	1	0	1	0	10	1	11	2	0	0	2	0	4	0	4	18
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
08:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
08:30 AM	0	0	1	1	0	2	1	3	0	0	0	0	0	0	0	0	4
08:45 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
Total	1	0	1	2	0	10	1	11	0	0	0	0	0	8	0	8	21
Grand Total	1	1	1	3	0	20	2	22	2	0	0	2	0	12	0	12	39
Apprch %	33.3	33.3	33.3		0	90.9	9.1		100	0	0		0	100	0		
Total %	2.6	2.6	2.6	7.7	0	51.3	5.1	56.4	5.1	0	0	5.1	0	30.8	0	30.8	

	Wilkerson Avenue Southbound				4th Street Westbound				Wilkerson Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	2	0	2	**1**	0	0	**1**	0	2	0	2	5
07:30 AM	0	**1**	0	**1**	0	0	0	0	1	0	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	**7**	**1**	**8**	0	0	0	0	0	1	0	1	**9**
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**5**	0	**5**	6
Total Volume	0	1	0	1	0	10	1	11	2	0	0	2	0	8	0	8	22
% App. Total	0	100	0		0	90.9	9.1		100	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.357	.250	.344	.500	.000	.000	.500	.000	.400	.000	.400	.611

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PO Box 1178
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(951)268-6268

City of Perris
N/S: Wilkerson Avenue
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 18_PER_Wil_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	2	0	2	**1**	0	0	**1**	0	2	0	2
+15 mins.	0	**1**	0	**1**	0	0	0	0	1	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	**7**	**1**	**8**	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**5**	0	**5**
Total Volume	0	1	0	1	0	10	1	11	2	0	0	2	0	8	0	8
% App. Total	0	100	0		0	90.9	9.1		100	0	0		0	100	0	
PHF	.000	.250	.000	.250	.000	.357	.250	.344	.500	.000	.000	.500	.000	.400	.000	.400

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City of Perris
N/S: Wilkerson Avenue
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 18_PER_Wil_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022

Groups Printed- 4+ Axle Trucks

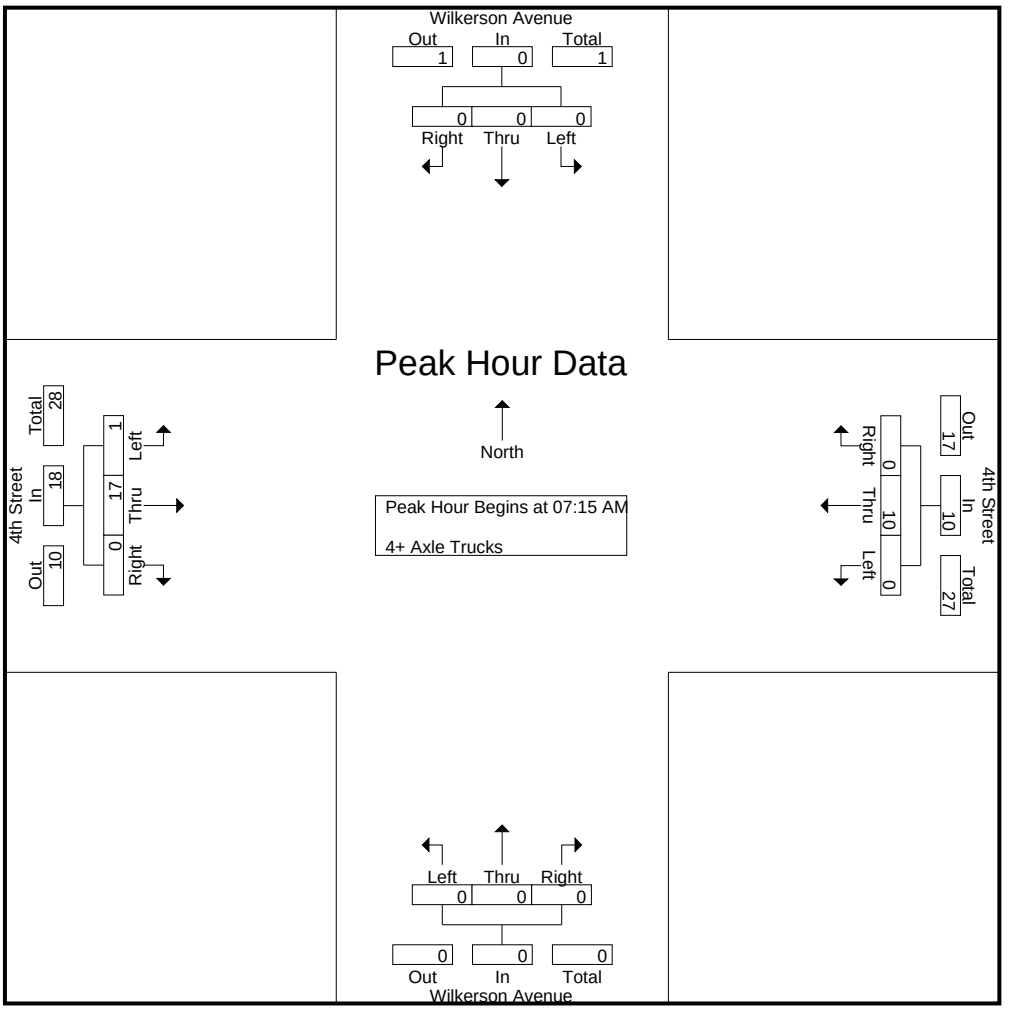
	Wilkerson Avenue Southbound				4th Street Westbound				Wilkerson Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	1	4	0	5	8
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
Total	0	0	0	0	0	12	0	12	0	0	0	0	1	16	0	17	29
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	8
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
08:30 AM	0	0	1	1	0	2	1	3	0	0	0	0	0	6	0	6	10
08:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
Total	0	0	1	1	0	10	1	11	0	0	0	0	0	20	0	20	32
Grand Total	0	0	1	1	0	22	1	23	0	0	0	0	1	36	0	37	61
Apprch %	0	0	100		0	95.7	4.3		0	0	0		2.7	97.3	0		
Total %	0	0	1.6	1.6	0	36.1	1.6	37.7	0	0	0	0	1.6	59	0	60.7	

	Wilkerson Avenue Southbound				4th Street Westbound				Wilkerson Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	3	0	3	6
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	**1**	4	0	5	**8**
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	**6**	0	**6**	8
Total Volume	0	0	0	0	0	10	0	10	0	0	0	0	1	17	0	18	28
% App. Total	0	0	0		0	100	0		0	0	0		5.6	94.4	0		
PHF	.000	.000	.000	.000	.000	.833	.000	.833	.000	.000	.000	.000	.250	.708	.000	.750	.875

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City of Perris
N/S: Wilkerson Avenue
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 18_PER_Wil_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	**1**	4	0	5
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**6**	0	**6**
Total Volume	0	0	0	0	0	10	0	10	0	0	0	0	1	17	0	18
% App. Total	0	0	0		0	100	0		0	0	0		5.6	94.4	0	
PHF	.000	.000	.000	.000	.000	.833	.000	.833	.000	.000	.000	.000	.250	.708	.000	.750

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City of Perris
N/S: Wilkerson Avenue
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 18_PER_Wil_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

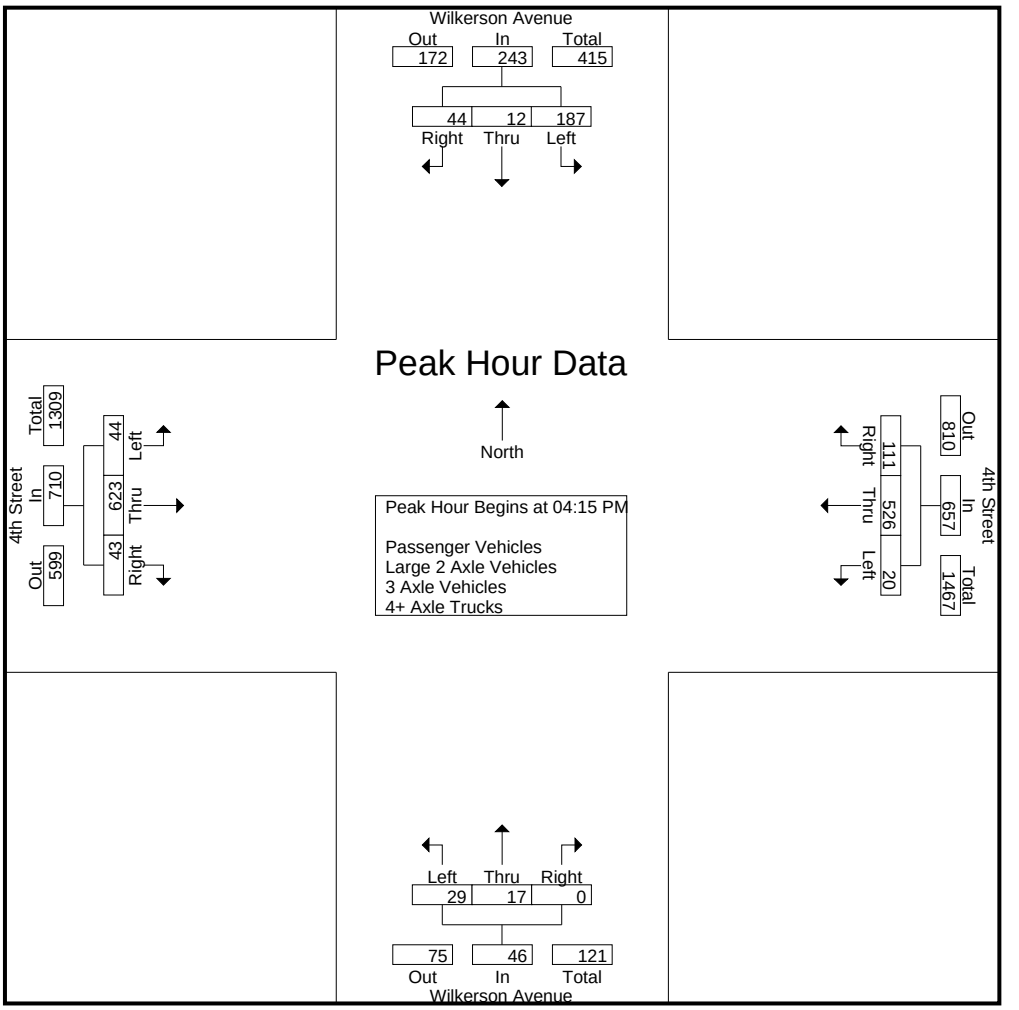
	Wilkerson Avenue Southbound				4th Street Westbound				Wilkerson Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	38	5	6	49	5	137	29	171	5	4	0	9	9	131	8	148	377
04:15 PM	51	5	14	70	4	126	34	164	9	3	0	12	13	160	8	181	427
04:30 PM	39	3	8	50	5	150	26	181	4	6	0	10	7	150	12	169	410
04:45 PM	62	4	8	74	6	109	27	142	8	4	0	12	12	169	11	192	420
Total	190	17	36	243	20	522	116	658	26	17	0	43	41	610	39	690	1634
05:00 PM	35	0	14	49	5	141	24	170	8	4	0	12	12	144	12	168	399
05:15 PM	42	3	18	63	2	131	28	161	7	2	0	9	15	167	11	193	426
05:30 PM	51	2	5	58	4	122	22	148	8	2	0	10	8	125	9	142	358
05:45 PM	35	3	4	42	4	97	19	120	7	2	0	9	12	164	2	178	349
Total	163	8	41	212	15	491	93	599	30	10	0	40	47	600	34	681	1532
Grand Total	353	25	77	455	35	1013	209	1257	56	27	0	83	88	1210	73	1371	3166
Apprch %	77.6	5.5	16.9		2.8	80.6	16.6		67.5	32.5	0		6.4	88.3	5.3		
Total %	11.1	0.8	2.4	14.4	1.1	32	6.6	39.7	1.8	0.9	0	2.6	2.8	38.2	2.3	43.3	
Passenger Vehicles	348	25	75	448	35	982	205	1222	56	27	0	83	88	1179	72	1339	3092
% Passenger Vehicles	98.6	100	97.4	98.5	100	96.9	98.1	97.2	100	100	0	100	100	97.4	98.6	97.7	97.7
Large 2 Axle Vehicles	2	0	2	4	0	20	3	23	0	0	0	0	0	19	0	19	46
% Large 2 Axle Vehicles	0.6	0	2.6	0.9	0	2	1.4	1.8	0	0	0	0	0	1.6	0	1.4	1.5
3 Axle Vehicles	3	0	0	3	0	5	1	6	0	0	0	0	0	2	1	3	12
% 3 Axle Vehicles	0.8	0	0	0.7	0	0.5	0.5	0.5	0	0	0	0	0	0.2	1.4	0.2	0.4
4+ Axle Trucks	0	0	0	0	0	6	0	6	0	0	0	0	0	10	0	10	16
% 4+ Axle Trucks	0	0	0	0	0	0.6	0	0.5	0	0	0	0	0	0.8	0	0.7	0.5

	Wilkerson Avenue Southbound				4th Street Westbound				Wilkerson Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	51	**5**	**14**	70	4	126	**34**	164	**9**	3	0	**12**	**13**	160	8	181	**427**
04:30 PM	39	3	8	50	5	**150**	26	**181**	4	**6**	0	10	7	150	**12**	169	410
04:45 PM	**62**	4	8	**74**	**6**	109	27	142	8	4	0	12	12	**169**	11	**192**	420
05:00 PM	35	0	14	49	5	141	24	170	8	4	0	12	12	144	12	168	399
Total Volume	187	12	44	243	20	526	111	657	29	17	0	46	44	623	43	710	1656
% App. Total	77	4.9	18.1		3	80.1	16.9		63	37	0		6.2	87.7	6.1		
PHF	.754	.600	.786	.821	.833	.877	.816	.907	.806	.708	.000	.958	.846	.922	.896	.924	.970

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City of Perris
N/S: Wilkerson Avenue
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 18_PER_Wil_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:45 PM				04:00 PM				04:15 PM				04:30 PM			
+0 mins.	**62**	**4**	8	**74**	5	137	29	171	**9**	3	0	**12**	7	150	**12**	169
+15 mins.	35	0	14	49	4	126	**34**	164	4	**6**	0	10	12	**169**	11	192
+30 mins.	42	3	**18**	63	5	**150**	26	**181**	8	4	0	12	12	144	12	168
+45 mins.	51	2	5	58	**6**	109	27	142	8	4	0	12	**15**	167	11	**193**
Total Volume	190	9	45	244	20	522	116	658	29	17	0	46	46	630	46	722
% App. Total	77.9	3.7	18.4		3	79.3	17.6		63	37	0		6.4	87.3	6.4	
PHF	.766	.563	.625	.824	.833	.870	.853	.909	.806	.708	.000	.958	.767	.932	.958	.935

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City of Perris
N/S: Wilkerson Avenue
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 18_PER_Wil_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

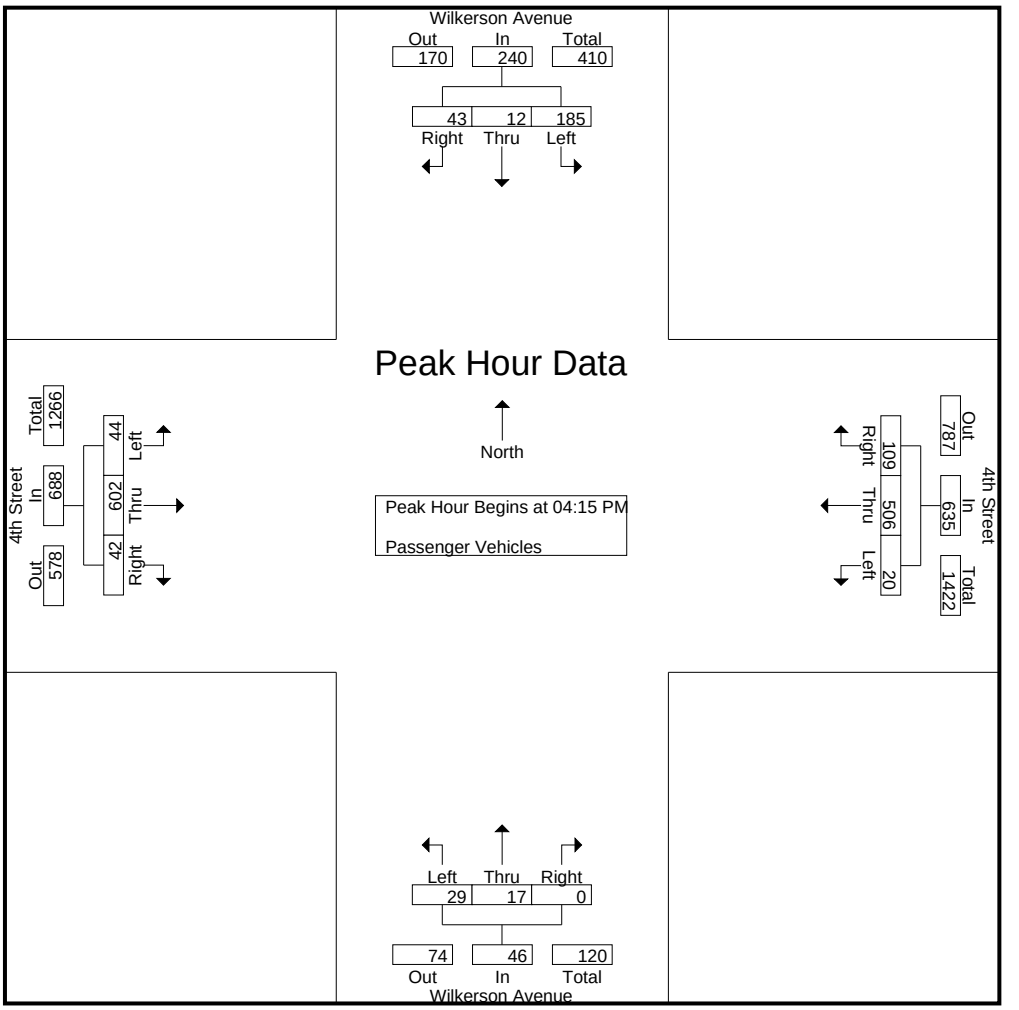
	Wilkerson Avenue Southbound				4th Street Westbound				Wilkerson Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	37	5	5	47	5	133	28	166	5	4	0	9	9	127	8	144	366
04:15 PM	50	5	13	68	4	120	33	157	9	3	0	12	13	155	8	176	413
04:30 PM	39	3	8	50	5	144	25	174	4	6	0	10	7	146	11	164	398
04:45 PM	62	4	8	74	6	106	27	139	8	4	0	12	12	160	11	183	408
Total	188	17	34	239	20	503	113	636	26	17	0	43	41	588	38	667	1585
05:00 PM	34	0	14	48	5	136	24	165	8	4	0	12	12	141	12	165	390
05:15 PM	41	3	18	62	2	131	28	161	7	2	0	9	15	165	11	191	423
05:30 PM	51	2	5	58	4	117	22	143	8	2	0	10	8	122	9	139	350
05:45 PM	34	3	4	41	4	95	18	117	7	2	0	9	12	163	2	177	344
Total	160	8	41	209	15	479	92	586	30	10	0	40	47	591	34	672	1507
Grand Total	348	25	75	448	35	982	205	1222	56	27	0	83	88	1179	72	1339	3092
Apprch %	77.7	5.6	16.7		2.9	80.4	16.8		67.5	32.5	0		6.6	88.1	5.4		
Total %	11.3	0.8	2.4	14.5	1.1	31.8	6.6	39.5	1.8	0.9	0	2.7	2.8	38.1	2.3	43.3	

	Wilkerson Avenue Southbound				4th Street Westbound				Wilkerson Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	50	**5**	13	68	4	120	**33**	157	**9**	3	0	**12**	**13**	155	8	176	**413**
04:30 PM	39	3	8	50	5	**144**	25	**174**	4	**6**	0	10	7	146	11	164	398
04:45 PM	**62**	4	8	**74**	**6**	106	27	139	8	4	0	12	12	**160**	11	**183**	408
05:00 PM	34	0	**14**	48	5	136	24	165	8	4	0	12	12	141	**12**	165	390
Total Volume	185	12	43	240	20	506	109	635	29	17	0	46	44	602	42	688	1609
% App. Total	77.1	5	17.9		3.1	79.7	17.2		63	37	0		6.4	87.5	6.1		
PHF	.746	.600	.768	.811	.833	.878	.826	.912	.806	.708	.000	.958	.846	.941	.875	.940	.974

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City of Perris
N/S: Wilkerson Avenue
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 18_PER_Wil_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	50	**5**	13	68	4	120	**33**	157	**9**	3	0	**12**	**13**	155	8	176
+15 mins.	39	3	8	50	5	**144**	25	**174**	4	**6**	0	10	7	146	11	164
+30 mins.	**62**	4	8	**74**	**6**	106	27	139	8	4	0	12	12	**160**	11	**183**
+45 mins.	34	0	**14**	48	5	136	24	165	8	4	0	12	12	141	**12**	165
Total Volume	185	12	43	240	20	506	109	635	29	17	0	46	44	602	42	688
% App. Total	77.1	5	17.9		3.1	79.7	17.2		63	37	0		6.4	87.5	6.1	
PHF	.746	.600	.768	.811	.833	.878	.826	.912	.806	.708	.000	.958	.846	.941	.875	.940

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City of Perris
N/S: Wilkerson Avenue
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 18_PER_Wil_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

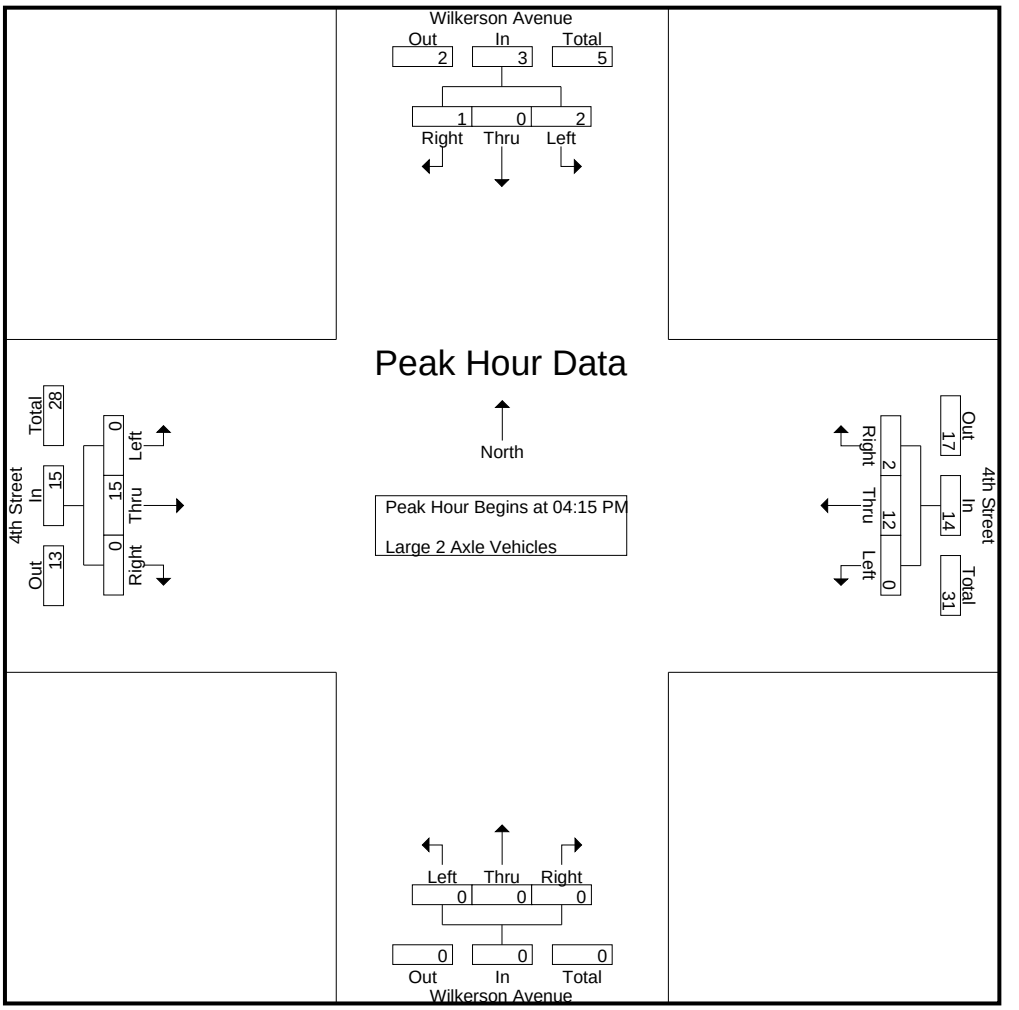
	Wilkerson Avenue Southbound				4th Street Westbound				Wilkerson Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	3	0	3	5
04:15 PM	1	0	1	2	0	4	1	5	0	0	0	0	0	5	0	5	12
04:30 PM	0	0	0	0	0	4	1	5	0	0	0	0	0	2	0	2	7
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
Total	1	0	2	3	0	10	2	12	0	0	0	0	0	16	0	16	31
05:00 PM	1	0	0	1	0	3	0	3	0	0	0	0	0	2	0	2	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
05:45 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	3
Total	1	0	0	1	0	10	1	11	0	0	0	0	0	3	0	3	15
Grand Total	2	0	2	4	0	20	3	23	0	0	0	0	0	19	0	19	46
Apprch %	50	0	50		0	87	13		0	0	0		0	100	0		
Total %	4.3	0	4.3	8.7	0	43.5	6.5	50	0	0	0	0	0	41.3	0	41.3	

	Wilkerson Avenue Southbound				4th Street Westbound				Wilkerson Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**1**	0	**1**	**2**	0	**4**	**1**	**5**	0	0	0	0	0	5	0	5	**12**
04:30 PM	0	0	0	0	0	4	1	5	0	0	0	0	0	2	0	2	7
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**6**	0	**6**	7
05:00 PM	1	0	0	1	0	3	0	3	0	0	0	0	0	2	0	2	6
Total Volume	2	0	1	3	0	12	2	14	0	0	0	0	0	15	0	15	32
% App. Total	66.7	0	33.3		0	85.7	14.3		0	0	0		0	100	0		
PHF	.500	.000	.250	.375	.000	.750	.500	.700	.000	.000	.000	.000	.000	.625	.000	.625	.667

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City of Perris
N/S: Wilkerson Avenue
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 18_PER_Wil_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	**1**	0	**1**	**2**	0	**4**	**1**	**5**	0	0	0	0	0	5	0	5
+15 mins.	0	0	0	0	0	4	1	5	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**6**	0	**6**
+45 mins.	1	0	0	1	0	3	0	3	0	0	0	0	0	2	0	2
Total Volume	2	0	1	3	0	12	2	14	0	0	0	0	0	15	0	15
% App. Total	66.7	0	33.3		0	85.7	14.3		0	0	0		0	100	0	
PHF	.500	.000	.250	.375	.000	.750	.500	.700	.000	.000	.000	.000	.000	.625	.000	.625

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City of Perris
N/S: Wilkerson Avenue
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 18_PER_Wil_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

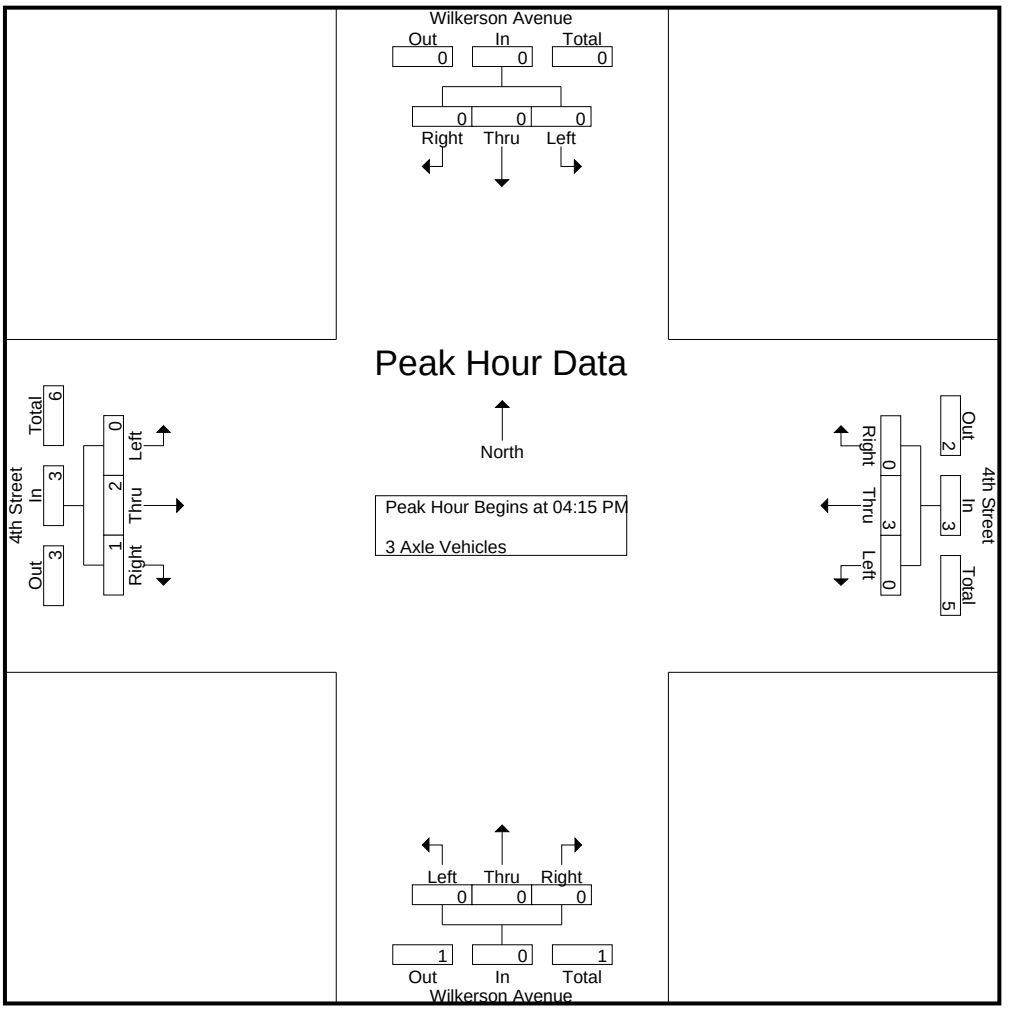
	Wilkerson Avenue Southbound				4th Street Westbound				Wilkerson Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	2	1	3	0	0	0	0	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	1	0	0	1	0	5	1	6	0	0	0	0	0	2	1	3	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	3	0	0	3	0	5	1	6	0	0	0	0	0	2	1	3	12
Apprch %	100	0	0		0	83.3	16.7		0	0	0		0	66.7	33.3		
Total %	25	0	0	25	0	41.7	8.3	50	0	0	0	0	0	16.7	8.3	25	

	Wilkerson Avenue Southbound				4th Street Westbound				Wilkerson Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	**1**	**2**	**3**
04:45 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	2	1	3	6
% App. Total	0	0	0		0	100	0		0	0	0		0	66.7	33.3		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.500	.250	.375	.500

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City of Perris
N/S: Wilkerson Avenue
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 18_PER_Wil_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	**1**	**2**
+30 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	2	1	3
% App. Total	0	0	0		0	100	0		0	0	0		0	66.7	33.3	
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.500	.250	.375

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City of Perris
N/S: Wilkerson Avenue
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 18_PER_Wil_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

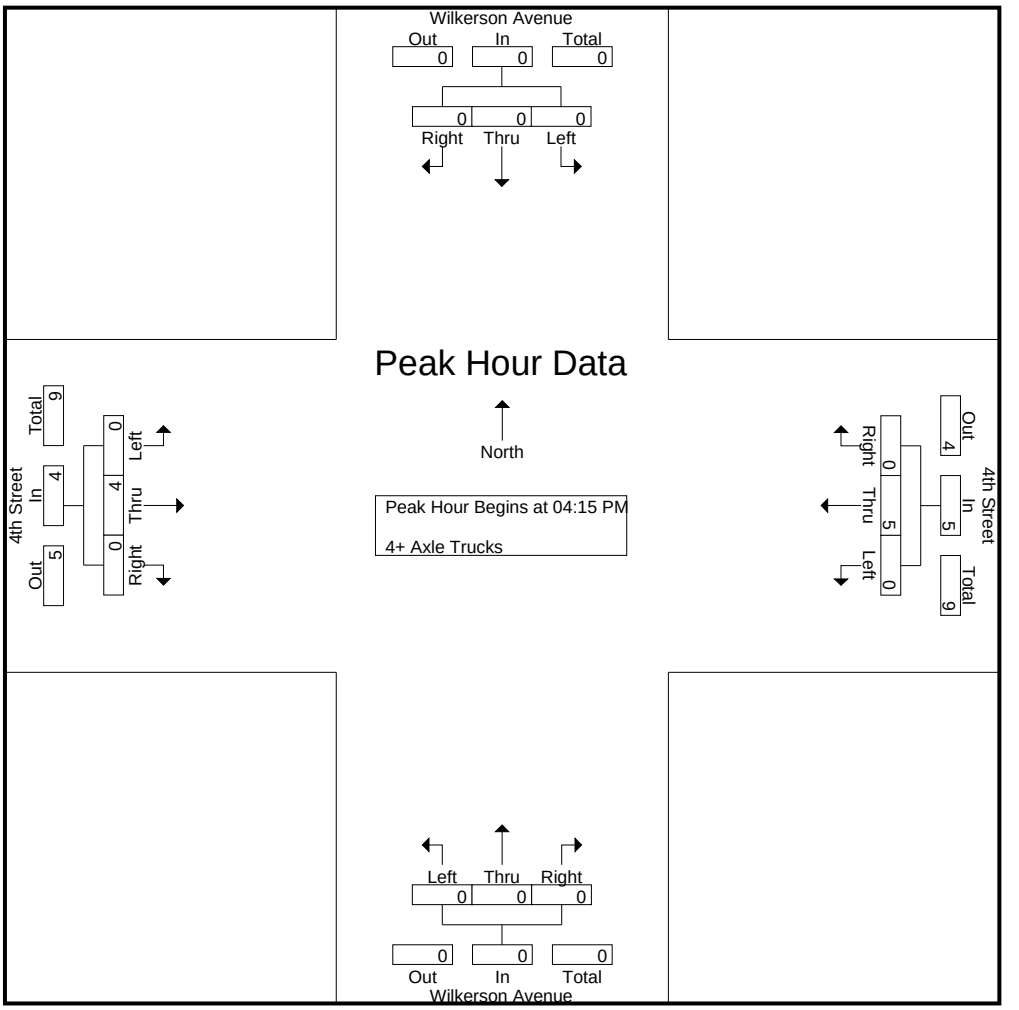
	Wilkerson Avenue Southbound				4th Street Westbound				Wilkerson Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	8
Grand Total	0	0	0	0	0	6	0	6	0	0	0	0	0	10	0	10	16
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	37.5	0	37.5	0	0	0	0	0	62.5	0	62.5	

	Wilkerson Avenue Southbound				4th Street Westbound				Wilkerson Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	**3**
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.500	.000	.500	.750

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City of Perris
N/S: Wilkerson Avenue
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 18_PER_Wil_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.500	.000	.500

Location: Perris
N/S: Wilkerson Avenue
E/W: 4th Street

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg Wilkerson Avenue	East Leg 4th Street	South Leg Wilkerson Avenue	West Leg 4th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	2	2
7:15 AM	0	0	2	1	3
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	0	0
8:00 AM	2	0	1	1	4
8:15 AM	0	0	3	1	4
8:30 AM	0	1	0	0	1
8:45 AM	2	2	1	1	6
TOTAL VOLUMES:	4	3	8	6	21

	North Leg Wilkerson Avenue	East Leg 4th Street	South Leg Wilkerson Avenue	West Leg 4th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	1	1	3
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	2	1	1	4
5:15 PM	1	0	2	0	3
5:30 PM	2	1	1	0	4
5:45 PM	0	1	1	3	5
TOTAL VOLUMES:	4	4	6	5	19

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Location: Perris
N/S: Wilkerson Avenue
E/W: 4th Street

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound Wilkerson Avenue			Westbound 4th Street			Northbound Wilkerson Avenue			Eastbound 4th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 19_PER_Red_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022

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

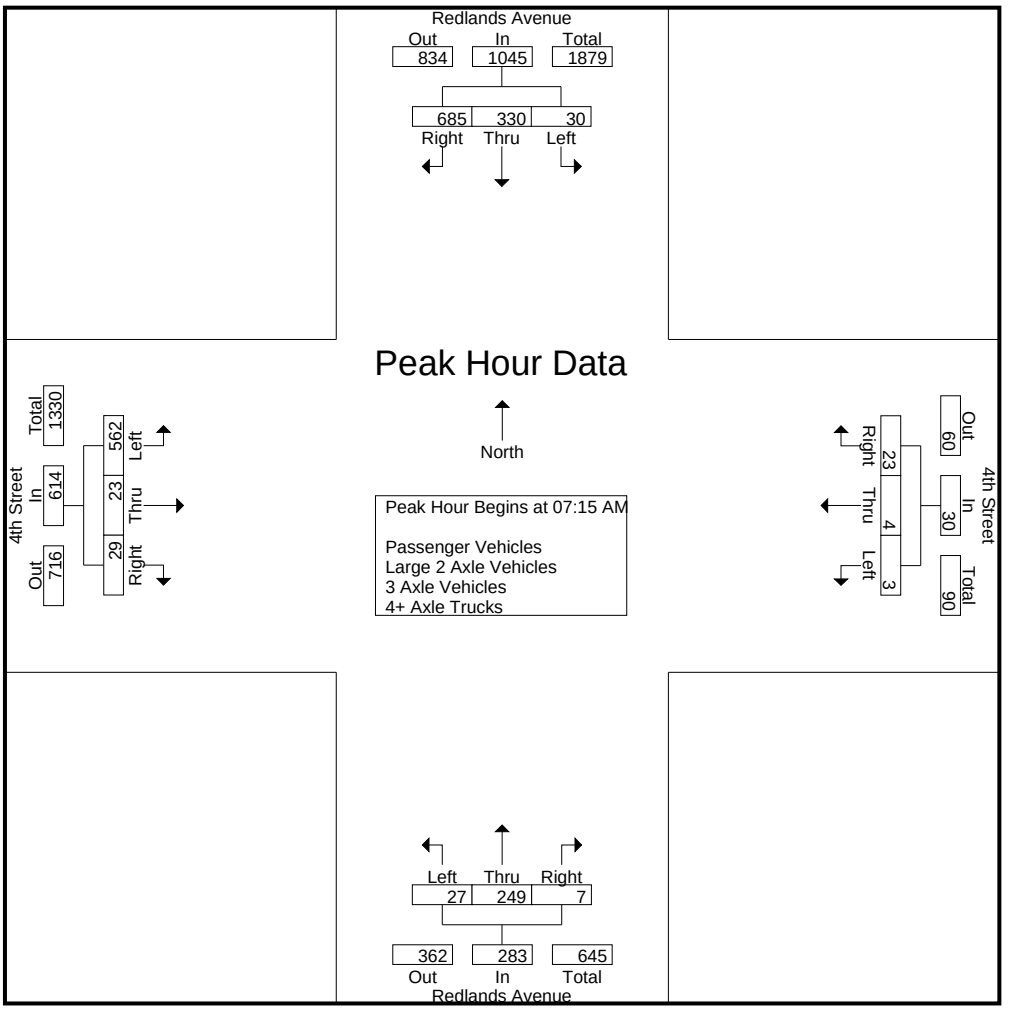
	Redlands Avenue Southbound				4th Street Westbound				Redlands Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	51	146	203	0	1	1	2	3	40	0	43	112	2	4	118	366
07:15 AM	11	55	156	222	0	0	7	7	7	58	5	70	120	5	6	131	430
07:30 AM	1	96	209	306	2	1	4	7	5	61	1	67	131	4	2	137	517
07:45 AM	11	99	203	313	0	0	5	5	6	66	1	73	165	5	9	179	570
Total	29	301	714	1044	2	2	17	21	21	225	7	253	528	16	21	565	1883
08:00 AM	7	80	117	204	1	3	7	11	9	64	0	73	146	9	12	167	455
08:15 AM	12	50	117	179	1	2	5	8	6	42	2	50	138	5	11	154	391
08:30 AM	8	55	132	195	1	4	5	10	10	53	4	67	121	4	9	134	406
08:45 AM	15	53	113	181	0	6	13	19	9	50	3	62	113	4	12	129	391
Total	42	238	479	759	3	15	30	48	34	209	9	252	518	22	44	584	1643
Grand Total	71	539	1193	1803	5	17	47	69	55	434	16	505	1046	38	65	1149	3526
Apprch %	3.9	29.9	66.2		7.2	24.6	68.1		10.9	85.9	3.2		91	3.3	5.7		
Total %	2	15.3	33.8	51.1	0.1	0.5	1.3	2	1.6	12.3	0.5	14.3	29.7	1.1	1.8	32.6	
Passenger Vehicles	69	500	1105	1674	5	16	45	66	47	403	15	465	945	38	61	1044	3249
% Passenger Vehicles	97.2	92.8	92.6	92.8	100	94.1	95.7	95.7	85.5	92.9	93.8	92.1	90.3	100	93.8	90.9	92.1
Large 2 Axle Vehicles	1	24	46	71	0	1	1	2	3	14	1	18	50	0	1	51	142
% Large 2 Axle Vehicles	1.4	4.5	3.9	3.9	0	5.9	2.1	2.9	5.5	3.2	6.2	3.6	4.8	0	1.5	4.4	4
3 Axle Vehicles	0	2	19	21	0	0	0	0	3	5	0	8	2	0	3	5	34
% 3 Axle Vehicles	0	0.4	1.6	1.2	0	0	0	0	5.5	1.2	0	1.6	0.2	0	4.6	0.4	1
4+ Axle Trucks	1	13	23	37	0	0	1	1	2	12	0	14	49	0	0	49	101
% 4+ Axle Trucks	1.4	2.4	1.9	2.1	0	0	2.1	1.4	3.6	2.8	0	2.8	4.7	0	0	4.3	2.9

	Redlands Avenue Southbound				4th Street Westbound				Redlands Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**11**	55	156	222	0	0	**7**	7	7	58	**5**	70	120	5	6	131	430
07:30 AM	1	96	**209**	306	**2**	1	4	7	5	61	1	67	131	4	2	137	517
07:45 AM	11	**99**	203	**313**	0	0	5	5	6	**66**	1	**73**	**165**	5	9	**179**	**570**
08:00 AM	7	80	117	204	1	**3**	7	**11**	**9**	64	0	73	146	**9**	**12**	167	455
Total Volume	30	330	685	1045	3	4	23	30	27	249	7	283	562	23	29	614	1972
% App. Total	2.9	31.6	65.6		10	13.3	76.7		9.5	88	2.5		91.5	3.7	4.7		
PHF	.682	.833	.819	.835	.375	.333	.821	.682	.750	.943	.350	.969	.852	.639	.604	.858	.865

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 19_PER_Red_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:15 AM				08:00 AM				07:15 AM				07:30 AM			
+0 mins.	**11**	55	156	222	**1**	3	7	11	7	58	**5**	70	131	4	2	137
+15 mins.	1	96	**209**	306	1	2	5	8	5	61	1	67	**165**	5	9	**179**
+30 mins.	11	**99**	203	**313**	1	4	5	10	6	**66**	1	**73**	146	**9**	**12**	167
+45 mins.	7	80	117	204	0	**6**	**13**	**19**	**9**	64	0	73	138	5	11	154
Total Volume	30	330	685	1045	3	15	30	48	27	249	7	283	580	23	34	637
% App. Total	2.9	31.6	65.6		6.2	31.2	62.5		9.5	88	2.5		91.1	3.6	5.3	
PHF	.682	.833	.819	.835	.750	.625	.577	.632	.750	.943	.350	.969	.879	.639	.708	.890

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 19_PER_Red_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022

Groups Printed- Passenger Vehicles

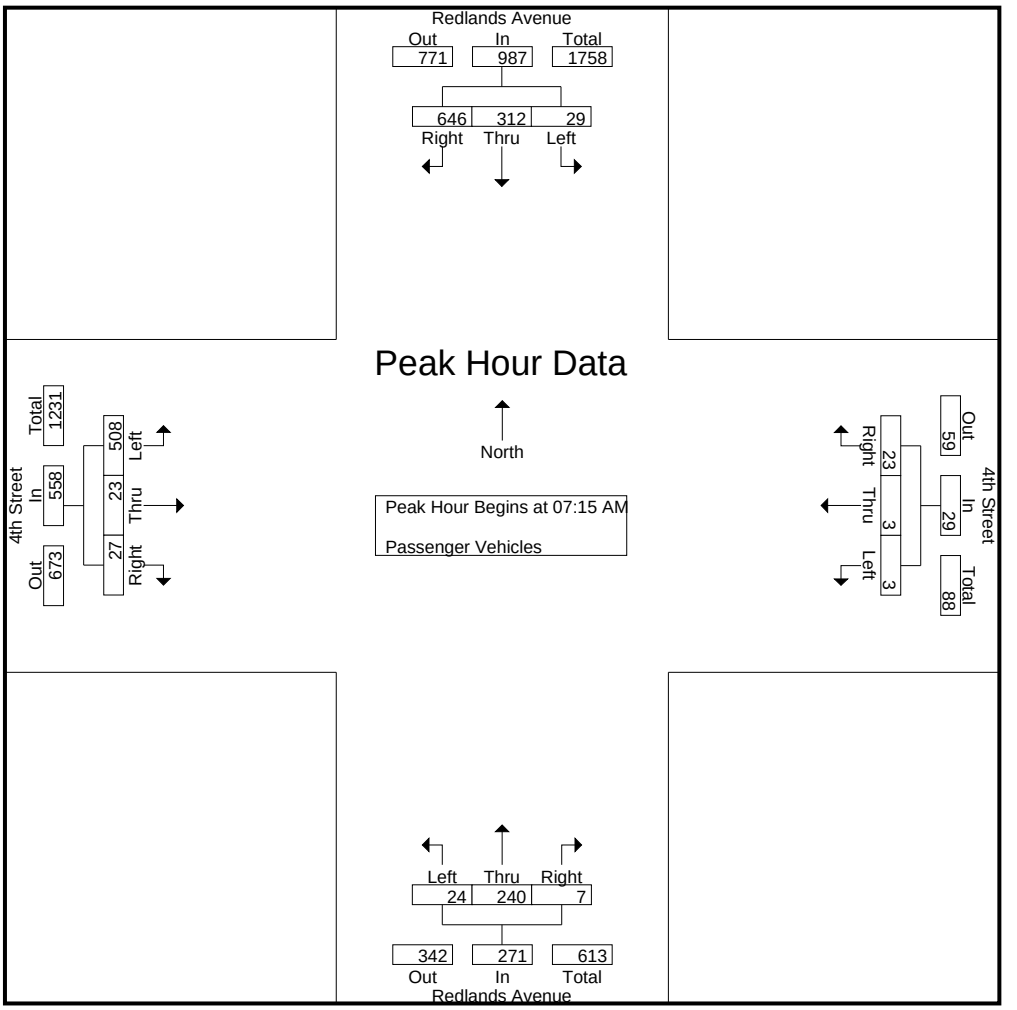
	Redlands Avenue Southbound				4th Street Westbound				Redlands Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	46	131	183	0	1	1	2	3	38	0	41	102	2	4	108	334
07:15 AM	11	54	146	211	0	0	7	7	6	55	5	66	105	5	6	116	400
07:30 AM	1	87	197	285	2	0	4	6	5	58	1	64	125	4	2	131	486
07:45 AM	10	97	192	299	0	0	5	5	4	65	1	70	153	5	8	166	540
Total	28	284	666	978	2	1	17	20	18	216	7	241	485	16	20	521	1760
08:00 AM	7	74	111	192	1	3	7	11	9	62	0	71	125	9	11	145	419
08:15 AM	12	46	104	162	1	2	5	8	6	35	2	43	126	5	10	141	354
08:30 AM	8	49	119	176	1	4	4	9	8	49	3	60	109	4	9	122	367
08:45 AM	14	47	105	166	0	6	12	18	6	41	3	50	100	4	11	115	349
Total	41	216	439	696	3	15	28	46	29	187	8	224	460	22	41	523	1489
Grand Total	69	500	1105	1674	5	16	45	66	47	403	15	465	945	38	61	1044	3249
Apprch %	4.1	29.9	66		7.6	24.2	68.2		10.1	86.7	3.2		90.5	3.6	5.8		
Total %	2.1	15.4	34	51.5	0.2	0.5	1.4	2	1.4	12.4	0.5	14.3	29.1	1.2	1.9	32.1	

	Redlands Avenue Southbound				4th Street Westbound				Redlands Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**11**	54	146	211	0	0	**7**	7	6	55	**5**	66	105	5	6	116	400
07:30 AM	1	87	**197**	285	**2**	0	4	6	5	58	1	64	125	4	2	131	486
07:45 AM	10	**97**	192	**299**	0	0	5	5	4	**65**	1	70	**153**	5	8	**166**	**540**
08:00 AM	7	74	111	192	1	**3**	7	**11**	**9**	62	0	**71**	125	**9**	**11**	145	419
Total Volume	29	312	646	987	3	3	23	29	24	240	7	271	508	23	27	558	1845
% App. Total	2.9	31.6	65.5		10.3	10.3	79.3		8.9	88.6	2.6		91	4.1	4.8		
PHF	.659	.804	.820	.825	.375	.250	.821	.659	.667	.923	.350	.954	.830	.639	.614	.840	.854

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 19_PER_Red_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**11**	54	146	211	0	0	**7**	7	6	55	**5**	66	105	5	6	116
+15 mins.	1	87	**197**	285	**2**	0	4	6	5	58	1	64	125	4	2	131
+30 mins.	10	**97**	192	**299**	0	0	5	5	4	**65**	1	70	**153**	5	8	**166**
+45 mins.	7	74	111	192	1	**3**	7	**11**	**9**	62	0	**71**	125	**9**	**11**	145
Total Volume	29	312	646	987	3	3	23	29	24	240	7	271	508	23	27	558
% App. Total	2.9	31.6	65.5		10.3	10.3	79.3		8.9	88.6	2.6		91	4.1	4.8	
PHF	.659	.804	.820	.825	.375	.250	.821	.659	.667	.923	.350	.954	.830	.639	.614	.840

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 19_PER_Red_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

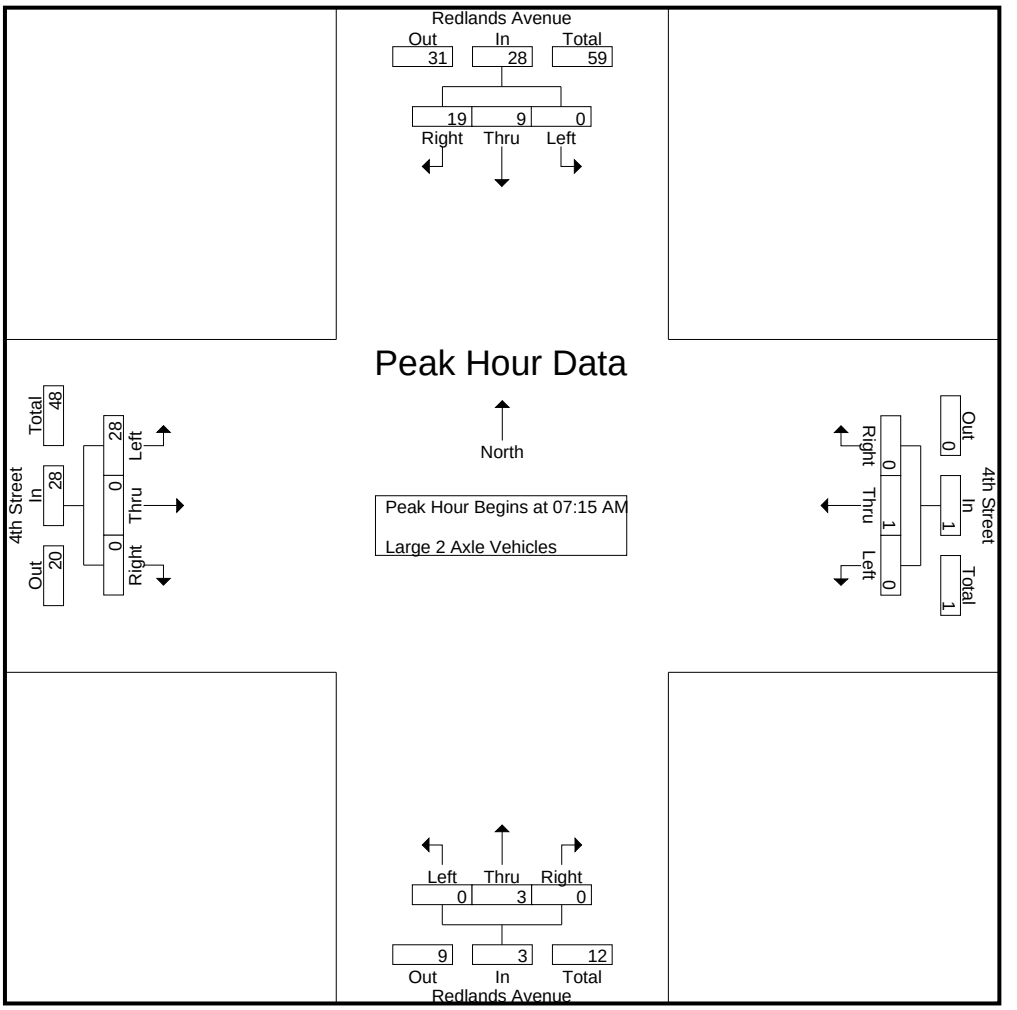
	Redlands Avenue Southbound				4th Street Westbound				Redlands Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	10	12	0	0	0	0	0	1	0	1	3	0	0	3	16
07:15 AM	0	1	5	6	0	0	0	0	0	2	0	2	10	0	0	10	18
07:30 AM	0	5	7	12	0	1	0	1	0	1	0	1	2	0	0	2	16
07:45 AM	0	2	4	6	0	0	0	0	0	0	0	0	8	0	0	8	14
Total	0	10	26	36	0	1	0	1	0	4	0	4	23	0	0	23	64
08:00 AM	0	1	3	4	0	0	0	0	0	0	0	0	8	0	0	8	12
08:15 AM	0	3	7	10	0	0	0	0	0	3	0	3	5	0	0	5	18
08:30 AM	0	5	9	14	0	0	0	0	0	2	1	3	4	0	0	4	21
08:45 AM	1	5	1	7	0	0	1	1	3	5	0	8	10	0	1	11	27
Total	1	14	20	35	0	0	1	1	3	10	1	14	27	0	1	28	78
Grand Total	1	24	46	71	0	1	1	2	3	14	1	18	50	0	1	51	142
Apprch %	1.4	33.8	64.8		0	50	50		16.7	77.8	5.6		98	0	2		
Total %	0.7	16.9	32.4	50	0	0.7	0.7	1.4	2.1	9.9	0.7	12.7	35.2	0	0.7	35.9	

	Redlands Avenue Southbound				4th Street Westbound				Redlands Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	5	6	0	0	0	0	0	**2**	0	**2**	**10**	0	0	**10**	**18**
07:30 AM	0	**5**	**7**	**12**	0	**1**	0	**1**	0	1	0	1	2	0	0	2	16
07:45 AM	0	2	4	6	0	0	0	0	0	0	0	0	8	0	0	8	14
08:00 AM	0	1	3	4	0	0	0	0	0	0	0	0	8	0	0	8	12
Total Volume	0	9	19	28	0	1	0	1	0	3	0	3	28	0	0	28	60
% App. Total	0	32.1	67.9		0	100	0		0	100	0		100	0	0		
PHF	.000	.450	.679	.583	.000	.250	.000	.250	.000	.375	.000	.375	.700	.000	.000	.700	.833

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 19_PER_Red_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	5	6	0	0	0	0	0	**2**	0	**2**	**10**	0	0	**10**
+15 mins.	0	**5**	**7**	**12**	0	**1**	0	**1**	0	1	0	1	2	0	0	2
+30 mins.	0	2	4	6	0	0	0	0	0	0	0	0	8	0	0	8
+45 mins.	0	1	3	4	0	0	0	0	0	0	0	0	8	0	0	8
Total Volume	0	9	19	28	0	1	0	1	0	3	0	3	28	0	0	28
% App. Total	0	32.1	67.9		0	100	0		0	100	0		100	0	0	
PHF	.000	.450	.679	.583	.000	.250	.000	.250	.000	.375	.000	.375	.700	.000	.000	.700

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 19_PER_Red_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

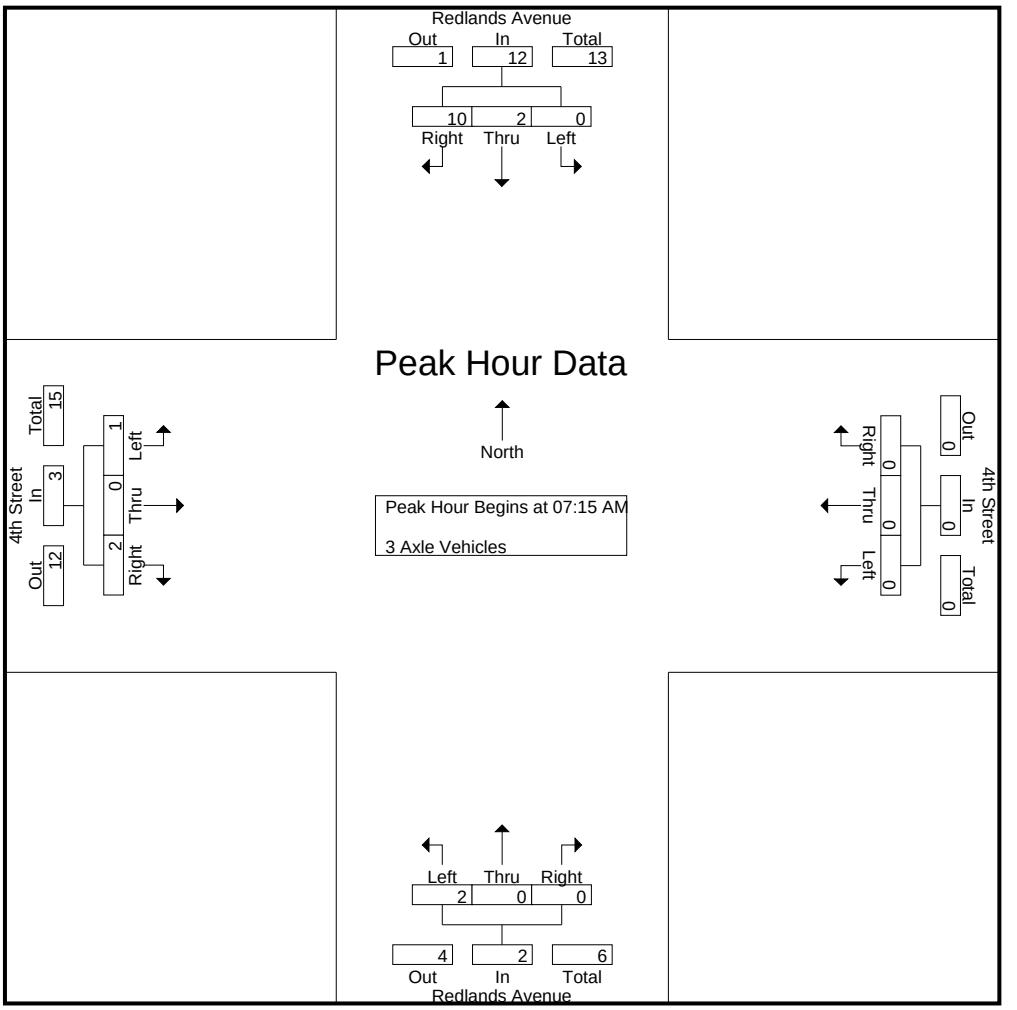
	Redlands Avenue Southbound				4th Street Westbound				Redlands Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:15 AM	0	0	1	1	0	0	0	0	1	0	0	1	1	0	0	1	3
07:30 AM	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	6	6	0	0	0	0	1	0	0	1	0	0	1	1	8
Total	0	1	10	11	0	0	0	0	2	1	0	3	1	0	1	2	16
08:00 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	1	1	3
08:15 AM	0	0	5	5	0	0	0	0	0	2	0	2	0	0	1	1	8
08:30 AM	0	0	2	2	0	0	0	0	1	0	0	1	1	0	0	1	4
08:45 AM	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	1	9	10	0	0	0	0	1	4	0	5	1	0	2	3	18
Grand Total	0	2	19	21	0	0	0	0	3	5	0	8	2	0	3	5	34
Apprch %	0	9.5	90.5		0	0	0		37.5	62.5	0		40	0	60		
Total %	0	5.9	55.9	61.8	0	0	0	0	8.8	14.7	0	23.5	5.9	0	8.8	14.7	

	Redlands Avenue Southbound				4th Street Westbound				Redlands Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	1	1	0	0	0	0	**1**	0	0	**1**	**1**	0	0	**1**	3
07:30 AM	0	**1**	2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	**6**	**6**	0	0	0	0	1	0	0	1	0	0	**1**	1	**8**
08:00 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	1	1	3
Total Volume	0	2	10	12	0	0	0	0	2	0	0	2	1	0	2	3	17
% App. Total	0	16.7	83.3		0	0	0		100	0	0		33.3	0	66.7		
PHF	.000	.500	.417	.500	.000	.000	.000	.000	.500	.000	.000	.500	.250	.000	.500	.750	.531

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 19_PER_Red_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	1	1	0	0	0	0	**1**	0	0	**1**	**1**	0	0	**1**
+15 mins.	0	**1**	2	3	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	**6**	**6**	0	0	0	0	1	0	0	1	0	0	**1**	1
+45 mins.	0	1	1	2	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	2	10	12	0	0	0	0	2	0	0	2	1	0	2	3
% App. Total	0	16.7	83.3		0	0	0		100	0	0		33.3	0	66.7	
PHF	.000	.500	.417	.500	.000	.000	.000	.000	.500	.000	.000	.500	.250	.000	.500	.750

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 19_PER_Red_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

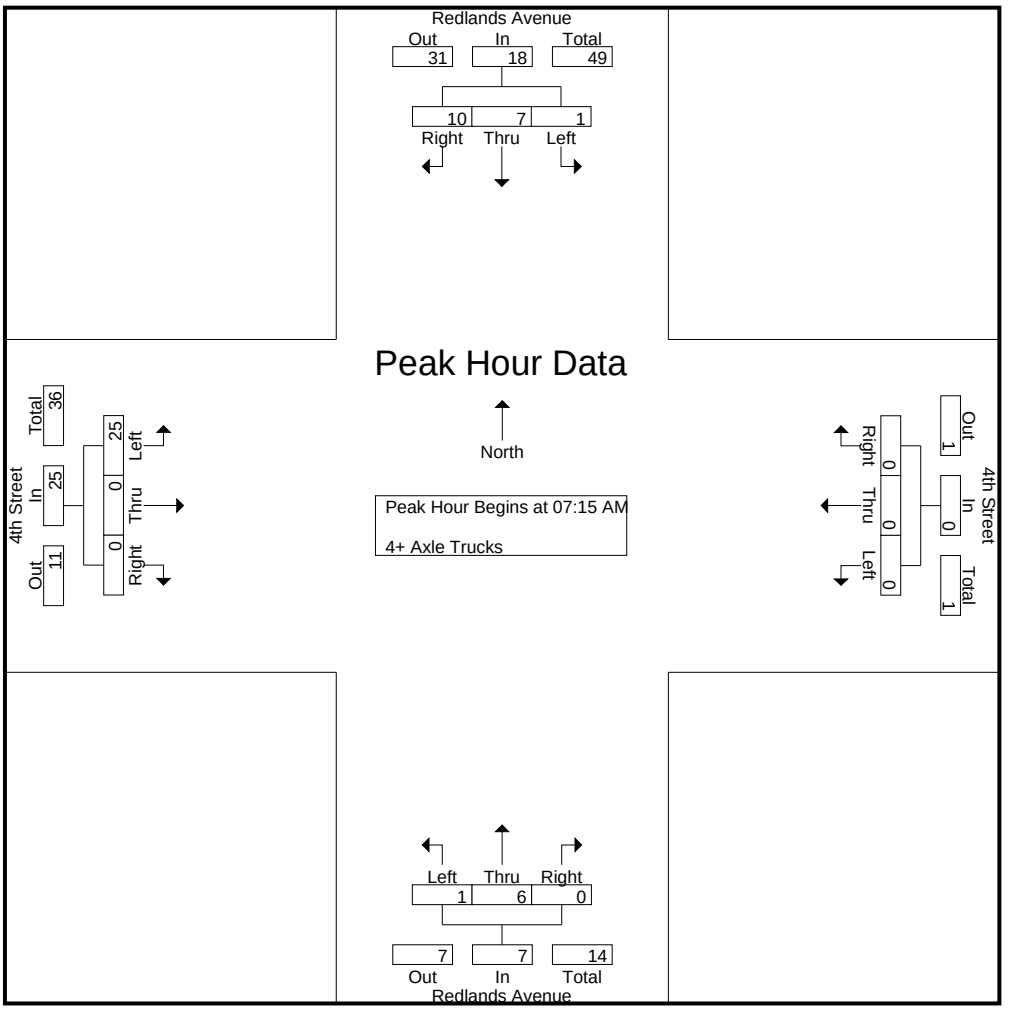
	Redlands Avenue Southbound				4th Street Westbound				Redlands Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	4	7	0	0	0	0	0	0	0	0	7	0	0	7	14
07:15 AM	0	0	4	4	0	0	0	0	0	1	0	1	4	0	0	4	9
07:30 AM	0	3	3	6	0	0	0	0	0	2	0	2	4	0	0	4	12
07:45 AM	1	0	1	2	0	0	0	0	1	1	0	2	4	0	0	4	8
Total	1	6	12	19	0	0	0	0	1	4	0	5	19	0	0	19	43
08:00 AM	0	4	2	6	0	0	0	0	0	2	0	2	13	0	0	13	21
08:15 AM	0	1	1	2	0	0	0	0	0	2	0	2	7	0	0	7	11
08:30 AM	0	1	2	3	0	0	1	1	1	2	0	3	7	0	0	7	14
08:45 AM	0	1	6	7	0	0	0	0	0	2	0	2	3	0	0	3	12
Total	0	7	11	18	0	0	1	1	1	8	0	9	30	0	0	30	58
Grand Total	1	13	23	37	0	0	1	1	2	12	0	14	49	0	0	49	101
Apprch %	2.7	35.1	62.2		0	0	100		14.3	85.7	0		100	0	0		
Total %	1	12.9	22.8	36.6	0	0	1	1	2	11.9	0	13.9	48.5	0	0	48.5	

	Redlands Avenue Southbound				4th Street Westbound				Redlands Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	**4**	4	0	0	0	0	0	1	0	1	4	0	0	4	9
07:30 AM	0	3	3	**6**	0	0	0	0	0	**2**	0	**2**	4	0	0	4	12
07:45 AM	**1**	0	1	2	0	0	0	0	**1**	1	0	2	4	0	0	4	8
08:00 AM	0	**4**	2	6	0	0	0	0	0	2	0	2	**13**	0	0	**13**	**21**
Total Volume	1	7	10	18	0	0	0	0	1	6	0	7	25	0	0	25	50
% App. Total	5.6	38.9	55.6		0	0	0		14.3	85.7	0		100	0	0		
PHF	.250	.438	.625	.750	.000	.000	.000	.000	.250	.750	.000	.875	.481	.000	.000	.481	.595

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 19_PER_Red_ SR-74 AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	**4**	4	0	0	0	0	0	1	0	1	4	0	0	4
+15 mins.	0	3	3	**6**	0	0	0	0	0	**2**	0	**2**	4	0	0	4
+30 mins.	**1**	0	1	2	0	0	0	0	**1**	1	0	2	4	0	0	4
+45 mins.	0	**4**	2	6	0	0	0	0	0	2	0	2	**13**	0	0	**13**
Total Volume	1	7	10	18	0	0	0	0	1	6	0	7	25	0	0	25
% App. Total	5.6	38.9	55.6		0	0	0		14.3	85.7	0		100	0	0	
PHF	.250	.438	.625	.750	.000	.000	.000	.000	.250	.750	.000	.875	.481	.000	.000	.481

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 19_PER_Red_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

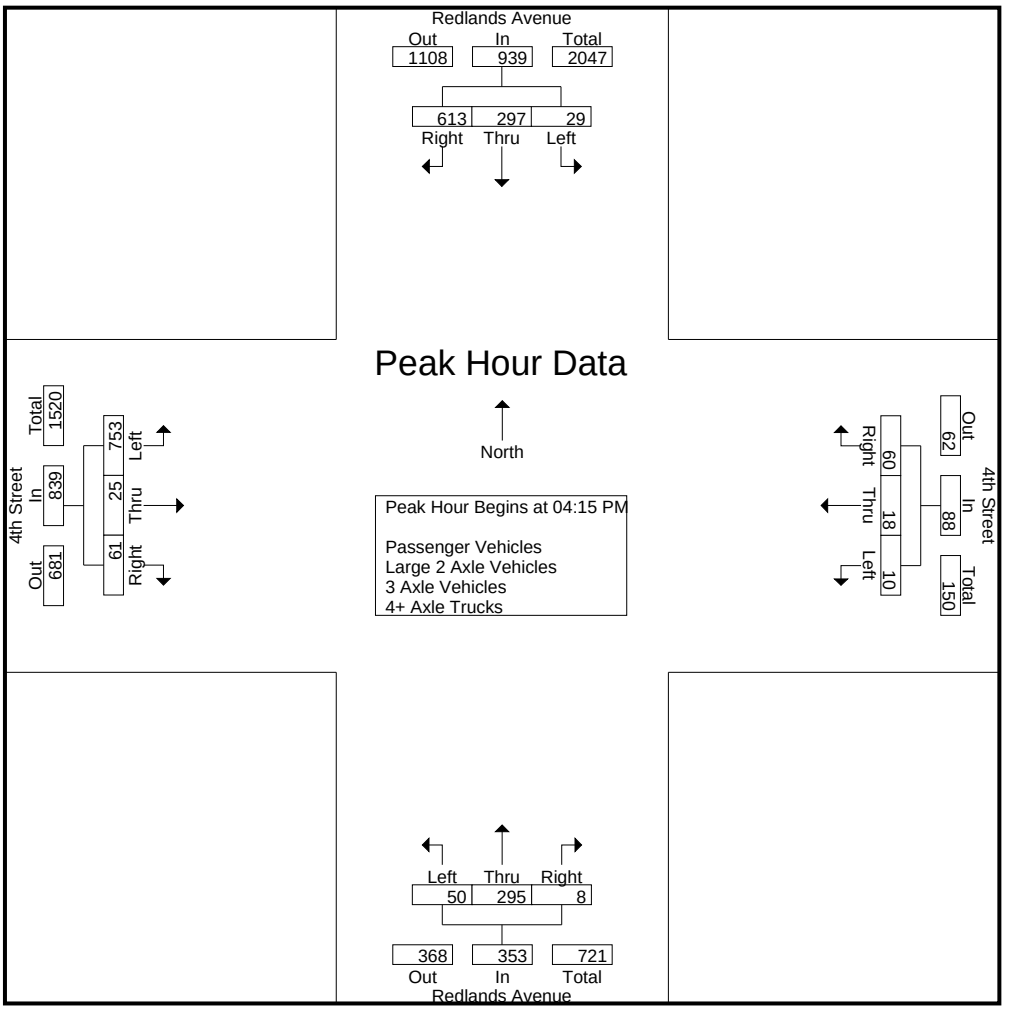
	Redlands Avenue Southbound				4th Street Westbound				Redlands Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	66	168	240	2	4	10	16	11	67	2	80	132	3	11	146	482
04:15 PM	8	76	155	239	3	2	14	19	13	63	0	76	190	10	12	212	546
04:30 PM	7	92	162	261	3	5	8	16	11	79	4	94	204	4	16	224	595
04:45 PM	8	80	142	230	1	5	16	22	10	67	2	79	179	8	18	205	536
Total	29	314	627	970	9	16	48	73	45	276	8	329	705	25	57	787	2159
05:00 PM	6	49	154	209	3	6	22	31	16	86	2	104	180	3	15	198	542
05:15 PM	2	76	155	233	2	3	15	20	8	64	0	72	192	5	12	209	534
05:30 PM	6	63	135	204	8	1	16	25	8	59	3	70	170	7	12	189	488
05:45 PM	4	56	121	181	2	4	10	16	8	50	0	58	177	6	10	193	448
Total	18	244	565	827	15	14	63	92	40	259	5	304	719	21	49	789	2012
Grand Total	47	558	1192	1797	24	30	111	165	85	535	13	633	1424	46	106	1576	4171
Apprch %	2.6	31.1	66.3		14.5	18.2	67.3		13.4	84.5	2.1		90.4	2.9	6.7		
Total %	1.1	13.4	28.6	43.1	0.6	0.7	2.7	4	2	12.8	0.3	15.2	34.1	1.1	2.5	37.8	
Passenger Vehicles	46	526	1150	1722	23	30	111	164	83	526	13	622	1381	46	103	1530	4038
% Passenger Vehicles	97.9	94.3	96.5	95.8	95.8	100	100	99.4	97.6	98.3	100	98.3	97	100	97.2	97.1	96.8
Large 2 Axle Vehicles	1	14	28	43	1	0	0	1	0	5	0	5	29	0	2	31	80
% Large 2 Axle Vehicles	2.1	2.5	2.3	2.4	4.2	0	0	0.6	0	0.9	0	0.8	2	0	1.9	2	1.9
3 Axle Vehicles	0	8	4	12	0	0	0	0	2	0	0	2	6	0	0	6	20
% 3 Axle Vehicles	0	1.4	0.3	0.7	0	0	0	0	2.4	0	0	0.3	0.4	0	0	0.4	0.5
4+ Axle Trucks	0	10	10	20	0	0	0	0	0	4	0	4	8	0	1	9	33
% 4+ Axle Trucks	0	1.8	0.8	1.1	0	0	0	0	0	0.7	0	0.6	0.6	0	0.9	0.6	0.8

	Redlands Avenue Southbound				4th Street Westbound				Redlands Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**8**	76	155	239	**3**	2	14	19	13	63	0	76	190	**10**	12	212	546
04:30 PM	7	**92**	**162**	**261**	3	5	8	16	11	79	**4**	94	**204**	4	16	**224**	**595**
04:45 PM	8	80	142	230	1	5	16	22	10	67	2	79	179	8	**18**	205	536
05:00 PM	6	49	154	209	3	**6**	**22**	**31**	**16**	**86**	2	**104**	180	3	15	198	542
Total Volume	29	297	613	939	10	18	60	88	50	295	8	353	753	25	61	839	2219
% App. Total	3.1	31.6	65.3		11.4	20.5	68.2		14.2	83.6	2.3		89.7	3	7.3		
PHF	.906	.807	.946	.899	.833	.750	.682	.710	.781	.858	.500	.849	.923	.625	.847	.936	.932

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 19_PER_Red_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:00 PM				04:45 PM				04:15 PM				04:15 PM			
+0 mins.	6	66	**168**	240	1	5	16	22	13	63	0	76	190	**10**	12	212
+15 mins.	**8**	76	155	239	3	**6**	**22**	**31**	11	79	**4**	94	**204**	4	16	**224**
+30 mins.	7	**92**	162	**261**	2	3	15	20	10	67	2	79	179	8	**18**	205
+45 mins.	8	80	142	230	**8**	1	16	25	**16**	**86**	2	**104**	180	3	15	198
Total Volume	29	314	627	970	14	15	69	98	50	295	8	353	753	25	61	839
% App. Total	3	32.4	64.6		14.3	15.3	70.4		14.2	83.6	2.3		89.7	3	7.3	
PHF	.906	.853	.933	.929	.438	.625	.784	.790	.781	.858	.500	.849	.923	.625	.847	.936

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 19_PER_Red_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

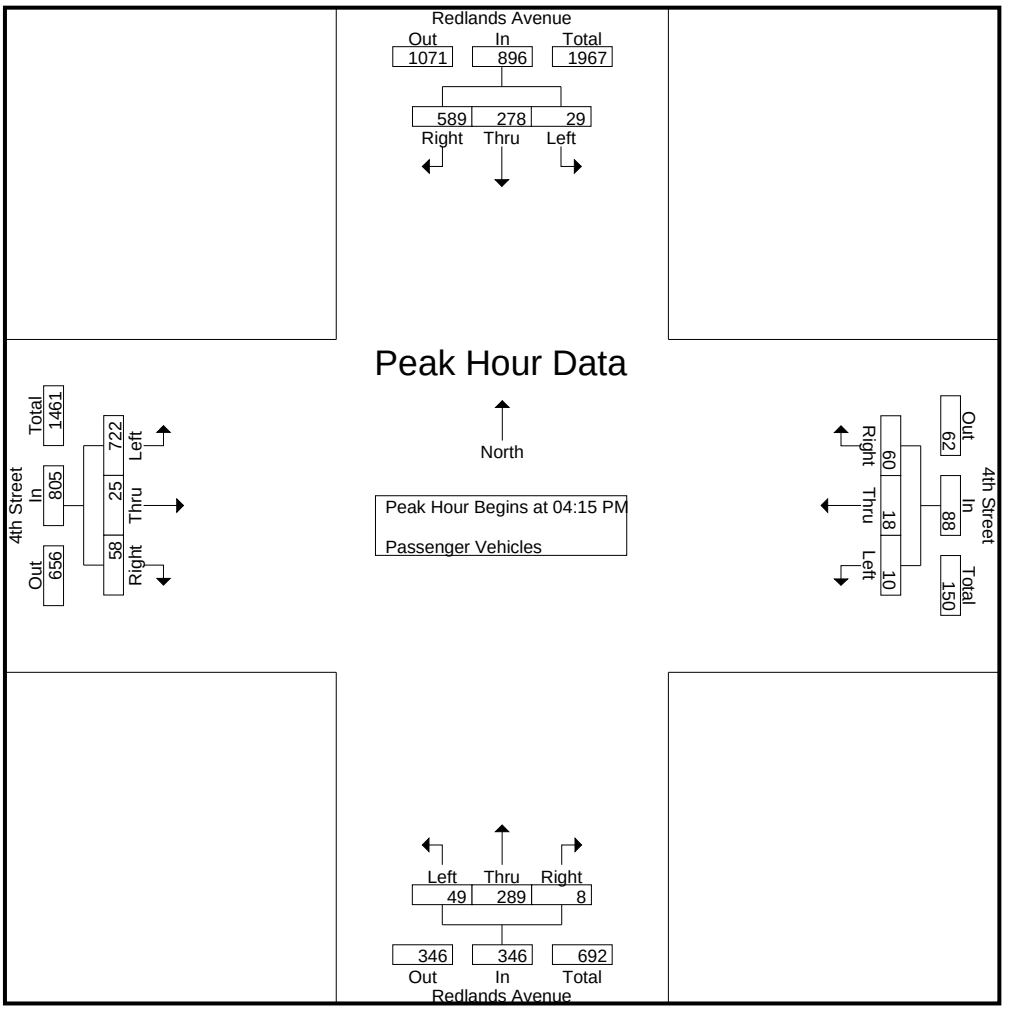
	Redlands Avenue Southbound				4th Street Westbound				Redlands Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	61	162	229	2	4	10	16	10	65	2	77	129	3	11	143	465
04:15 PM	8	66	145	219	3	2	14	19	13	62	0	75	182	10	11	203	516
04:30 PM	7	88	155	250	3	5	8	16	11	76	4	91	196	4	15	215	572
04:45 PM	8	78	139	225	1	5	16	22	10	65	2	77	168	8	17	193	517
Total	29	293	601	923	9	16	48	73	44	268	8	320	675	25	54	754	2070
05:00 PM	6	46	150	202	3	6	22	31	15	86	2	103	176	3	15	194	530
05:15 PM	2	75	153	230	2	3	15	20	8	63	0	71	189	5	12	206	527
05:30 PM	5	60	129	194	7	1	16	24	8	59	3	70	165	7	12	184	472
05:45 PM	4	52	117	173	2	4	10	16	8	50	0	58	176	6	10	192	439
Total	17	233	549	799	14	14	63	91	39	258	5	302	706	21	49	776	1968
Grand Total	46	526	1150	1722	23	30	111	164	83	526	13	622	1381	46	103	1530	4038
Apprch %	2.7	30.5	66.8		14	18.3	67.7		13.3	84.6	2.1		90.3	3	6.7		
Total %	1.1	13	28.5	42.6	0.6	0.7	2.7	4.1	2.1	13	0.3	15.4	34.2	1.1	2.6	37.9	

	Redlands Avenue Southbound				4th Street Westbound				Redlands Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**8**	66	145	219	**3**	2	14	19	13	62	0	75	182	**10**	11	203	516
04:30 PM	7	**88**	**155**	**250**	3	5	8	16	11	76	**4**	91	**196**	4	15	**215**	**572**
04:45 PM	8	78	139	225	1	5	16	22	10	65	2	77	168	8	**17**	193	517
05:00 PM	6	46	150	202	3	**6**	**22**	**31**	**15**	**86**	2	**103**	176	3	15	194	530
Total Volume	29	278	589	896	10	18	60	88	49	289	8	346	722	25	58	805	2135
% App. Total	3.2	31	65.7		11.4	20.5	68.2		14.2	83.5	2.3		89.7	3.1	7.2		
PHF	.906	.790	.950	.896	.833	.750	.682	.710	.817	.840	.500	.840	.921	.625	.853	.936	.933

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City of Perris
N/S: Redlands Avenue (SR-74)
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Weather: Clear

File Name : 19_PER_Red_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	**8**	66	145	219	**3**	2	14	19	13	62	0	75	182	**10**	11	203
+15 mins.	7	**88**	**155**	**250**	3	5	8	16	11	76	**4**	91	**196**	4	15	**215**
+30 mins.	8	78	139	225	1	5	16	22	10	65	2	77	168	8	**17**	193
+45 mins.	6	46	150	202	3	**6**	**22**	**31**	**15**	**86**	2	**103**	176	3	15	194
Total Volume	29	278	589	896	10	18	60	88	49	289	8	346	722	25	58	805
% App. Total	3.2	31	65.7		11.4	20.5	68.2		14.2	83.5	2.3		89.7	3.1	7.2	
PHF	.906	.790	.950	.896	.833	.750	.682	.710	.817	.840	.500	.840	.921	.625	.853	.936

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City of Perris
N/S: Redlands Avenue (SR-74)
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Weather: Clear

File Name : 19_PER_Red_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022

Groups Printed- Large 2 Axle Vehicles

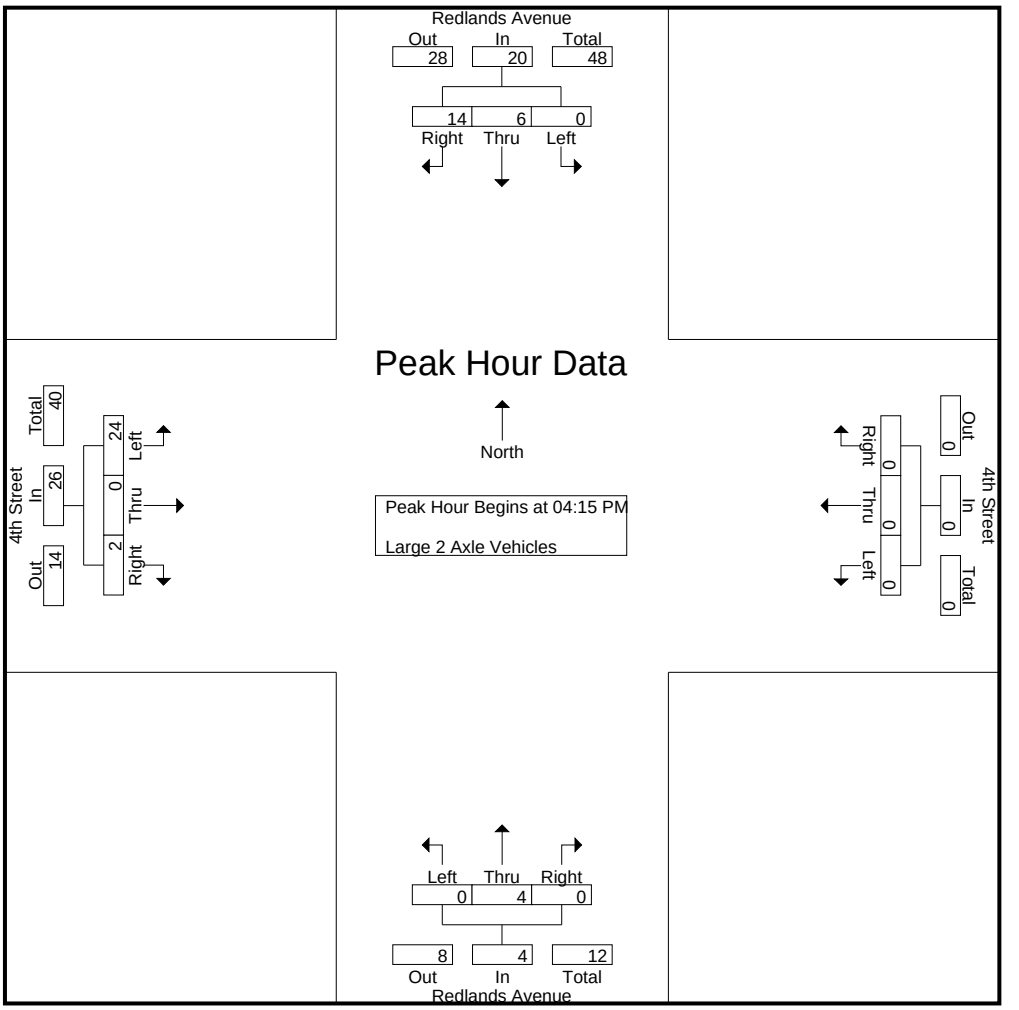
	Redlands Avenue Southbound				4th Street Westbound				Redlands Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	4	7	0	0	0	0	0	1	0	1	2	0	0	2	10
04:15 PM	0	4	6	10	0	0	0	0	0	1	0	1	7	0	1	8	19
04:30 PM	0	1	5	6	0	0	0	0	0	2	0	2	6	0	1	7	15
04:45 PM	0	0	1	1	0	0	0	0	0	1	0	1	8	0	0	8	10
Total	0	8	16	24	0	0	0	0	0	5	0	5	23	0	2	25	54
05:00 PM	0	1	2	3	0	0	0	0	0	0	0	0	3	0	0	3	6
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
05:30 PM	1	1	6	8	1	0	0	1	0	0	0	0	0	0	0	0	9
05:45 PM	0	3	4	7	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	1	6	12	19	1	0	0	1	0	0	0	0	6	0	0	6	26
Grand Total	1	14	28	43	1	0	0	1	0	5	0	5	29	0	2	31	80
Apprch %	2.3	32.6	65.1		100	0	0		0	100	0		93.5	0	6.5		
Total %	1.2	17.5	35	53.8	1.2	0	0	1.2	0	6.2	0	6.2	36.2	0	2.5	38.8	

	Redlands Avenue Southbound				4th Street Westbound				Redlands Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**4**	**6**	**10**	0	0	0	0	0	1	0	1	7	0	**1**	**8**	**19**
04:30 PM	0	1	5	6	0	0	0	0	0	**2**	0	**2**	6	0	1	7	15
04:45 PM	0	0	1	1	0	0	0	0	0	1	0	1	**8**	0	0	8	10
05:00 PM	0	1	2	3	0	0	0	0	0	0	0	0	3	0	0	3	6
Total Volume	0	6	14	20	0	0	0	0	0	4	0	4	24	0	2	26	50
% App. Total	0	30	70		0	0	0		0	100	0		92.3	0	7.7		
PHF	.000	.375	.583	.500	.000	.000	.000	.000	.000	.500	.000	.500	.750	.000	.500	.813	.658

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 19_PER_Red_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	**4**	**6**	**10**	0	0	0	0	0	1	0	1	7	0	**1**	**8**
+15 mins.	0	1	5	6	0	0	0	0	0	**2**	0	**2**	6	0	1	7
+30 mins.	0	0	1	1	0	0	0	0	0	1	0	1	**8**	0	0	8
+45 mins.	0	1	2	3	0	0	0	0	0	0	0	0	3	0	0	3
Total Volume	0	6	14	20	0	0	0	0	0	4	0	4	24	0	2	26
% App. Total	0	30	70		0	0	0		0	100	0		92.3	0	7.7	
PHF	.000	.375	.583	.500	.000	.000	.000	.000	.000	.500	.000	.500	.750	.000	.500	.813

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 19_PER_Red_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

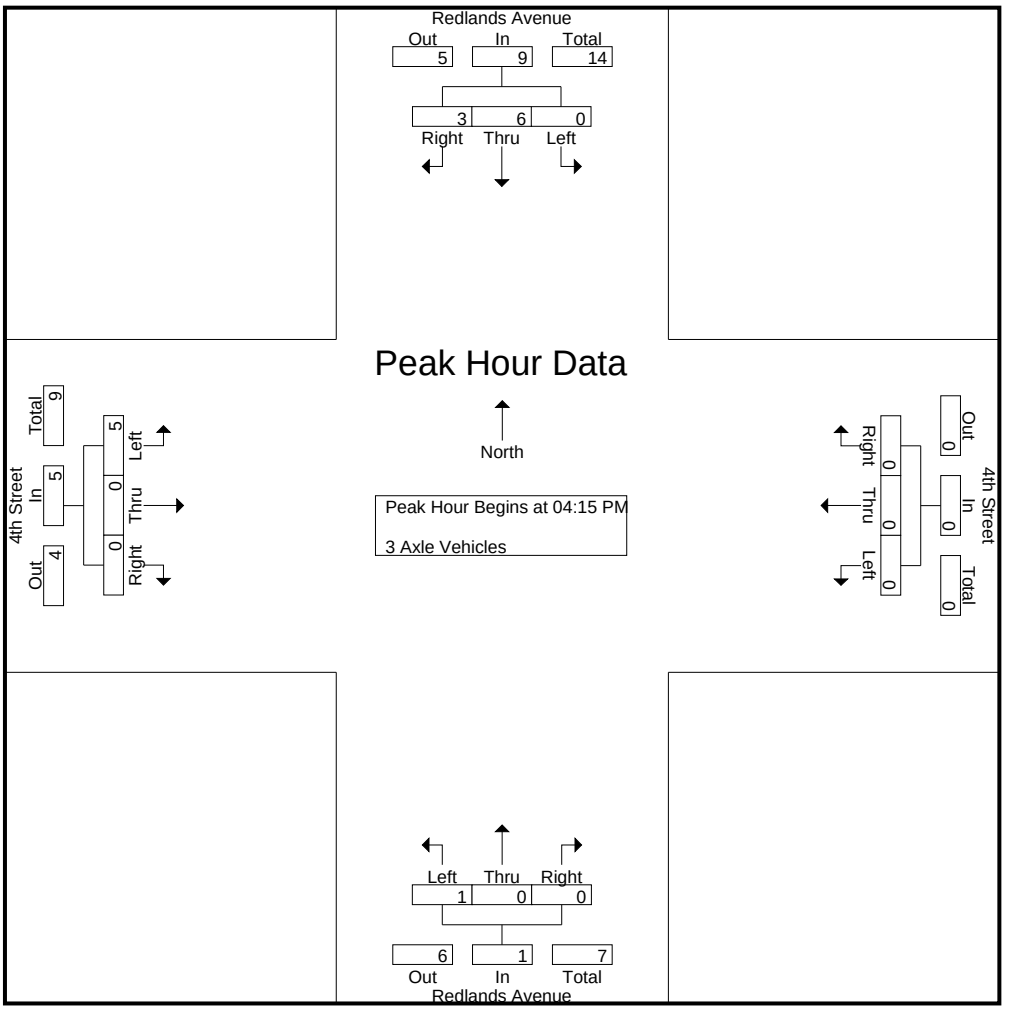
	Redlands Avenue Southbound				4th Street Westbound				Redlands Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	1	3	0	0	0	0	1	0	0	1	0	0	0	0	4
04:15 PM	0	4	0	4	0	0	0	0	0	0	0	0	1	0	0	1	5
04:30 PM	0	1	1	2	0	0	0	0	0	0	0	0	1	0	0	1	3
04:45 PM	0	0	2	2	0	0	0	0	0	0	0	0	2	0	0	2	4
Total	0	7	4	11	0	0	0	0	1	0	0	1	4	0	0	4	16
05:00 PM	0	1	0	1	0	0	0	0	1	0	0	1	1	0	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	1	0	0	1	2	0	0	2	4
Grand Total	0	8	4	12	0	0	0	0	2	0	0	2	6	0	0	6	20
Apprch %	0	66.7	33.3		0	0	0		100	0	0		100	0	0		
Total %	0	40	20	60	0	0	0	0	10	0	0	10	30	0	0	30	

	Redlands Avenue Southbound				4th Street Westbound				Redlands Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**4**	0	**4**	0	0	0	0	0	0	0	0	1	0	0	1	**5**
04:30 PM	0	1	1	2	0	0	0	0	0	0	0	0	1	0	0	1	3
04:45 PM	0	0	**2**	2	0	0	0	0	0	0	0	0	**2**	0	0	**2**	4
05:00 PM	0	1	0	1	0	0	0	0	**1**	0	0	**1**	1	0	0	1	3
Total Volume	0	6	3	9	0	0	0	0	1	0	0	1	5	0	0	5	15
% App. Total	0	66.7	33.3		0	0	0		100	0	0		100	0	0		
PHF	.000	.375	.375	.563	.000	.000	.000	.000	.250	.000	.000	.250	.625	.000	.000	.625	.750

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 19_PER_Red_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	**4**	0	**4**	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	1	1	2	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	**2**	2	0	0	0	0	0	0	0	0	**2**	0	0	**2**
+45 mins.	0	1	0	1	0	0	0	0	**1**	0	0	**1**	1	0	0	1
Total Volume	0	6	3	9	0	0	0	0	1	0	0	1	5	0	0	5
% App. Total	0	66.7	33.3		0	0	0		100	0	0		100	0	0	
PHF	.000	.375	.375	.563	.000	.000	.000	.000	.250	.000	.000	.250	.625	.000	.000	.625

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 19_PER_Red_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022

Groups Printed- 4+ Axle Trucks

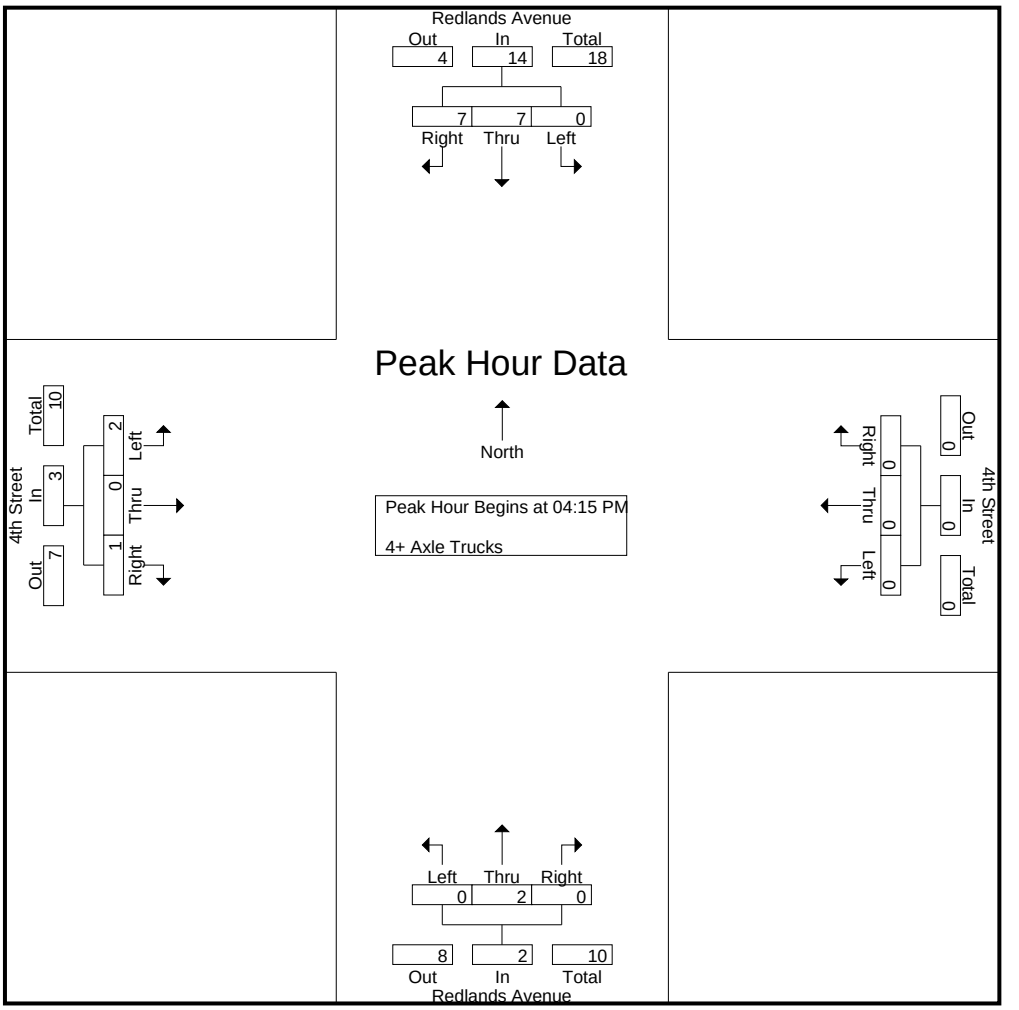
	Redlands Avenue Southbound				4th Street Westbound				Redlands Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	0	0	0	0	1	0	1	1	0	0	1	3
04:15 PM	0	2	4	6	0	0	0	0	0	0	0	0	0	0	0	0	6
04:30 PM	0	2	1	3	0	0	0	0	0	1	0	1	1	0	0	1	5
04:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	1	0	1	2	5
Total	0	6	6	12	0	0	0	0	0	3	0	3	3	0	1	4	19
05:00 PM	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	2	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	4	0	0	4	6
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	4	4	8	0	0	0	0	0	1	0	1	5	0	0	5	14
Grand Total	0	10	10	20	0	0	0	0	0	4	0	4	8	0	1	9	33
Apprch %	0	50	50		0	0	0		0	100	0		88.9	0	11.1		
Total %	0	30.3	30.3	60.6	0	0	0	0	0	12.1	0	12.1	24.2	0	3	27.3	

	Redlands Avenue Southbound				4th Street Westbound				Redlands Avenue Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**2**	**4**	**6**	0	0	0	0	0	0	0	0	0	0	0	0	**6**
04:30 PM	0	2	1	3	0	0	0	0	0	**1**	0	**1**	**1**	0	0	1	5
04:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	1	0	**1**	**2**	5
05:00 PM	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	7	7	14	0	0	0	0	0	2	0	2	2	0	1	3	19
% App. Total	0	50	50		0	0	0		0	100	0		66.7	0	33.3		
PHF	.000	.875	.438	.583	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.250	.375	.792

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: 4th Street (SR-74)
Weather: Clear

File Name : 19_PER_Red_ SR-74 PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	**2**	**4**	**6**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	2	1	3	0	0	0	0	0	**1**	0	**1**	**1**	0	0	1
+30 mins.	0	2	0	2	0	0	0	0	0	1	0	1	1	0	**1**	**2**
+45 mins.	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	7	7	14	0	0	0	0	0	2	0	2	2	0	1	3
% App. Total	0	50	50		0	0	0		0	100	0		66.7	0	33.3	
PHF	.000	.875	.438	.583	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.250	.375

Location: Perris
N/S: Redlands Avenue
E/W: 4th Street

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg Redlands Avenue	East Leg 4th Street	South Leg Redlands Avenue	West Leg 4th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	1	1	0	0	2
8:15 AM	1	1	1	0	3
8:30 AM	1	0	0	0	1
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	4	2	1	0	7

	North Leg Redlands Avenue	East Leg 4th Street	South Leg Redlands Avenue	West Leg 4th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1
5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	2	0	1	0	3

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Location: Perris
N/S: Redlands Avenue
E/W: 4th Street

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound Redlands Avenue			Westbound 4th Street			Northbound Redlands Avenue			Eastbound 4th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Southbound Ramps
Weather: Clear

File Name : 20_PER_Red_ 215S AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

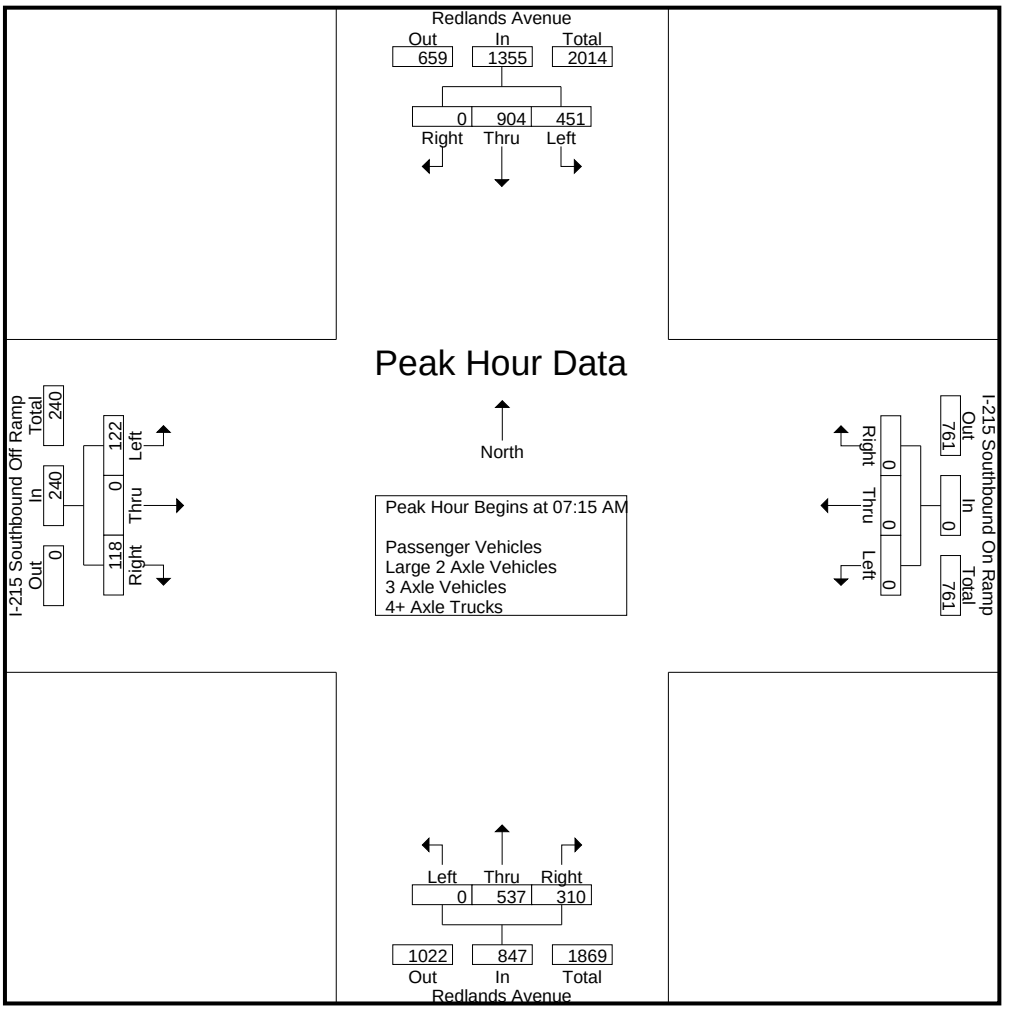
	Redlands Avenue Southbound				I-215 Southbound On Ramp Westbound				Redlands Avenue Northbound				I-215 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	107	179	0	286	0	0	0	0	0	73	73	146	16	0	31	47	479
07:15 AM	122	205	0	327	0	0	0	0	0	128	75	203	26	0	24	50	580
07:30 AM	122	269	0	391	0	0	0	0	0	121	69	190	39	0	29	68	649
07:45 AM	107	264	0	371	0	0	0	0	0	156	84	240	38	0	34	72	683
Total	458	917	0	1375	0	0	0	0	0	478	301	779	119	0	118	237	2391
08:00 AM	100	166	0	266	0	0	0	0	0	132	82	214	19	0	31	50	530
08:15 AM	78	156	0	234	0	0	0	0	0	102	61	163	14	0	20	34	431
08:30 AM	86	160	0	246	0	0	0	0	0	106	84	190	9	1	36	46	482
08:45 AM	73	158	0	231	0	0	0	0	0	101	78	179	13	0	24	37	447
Total	337	640	0	977	0	0	0	0	0	441	305	746	55	1	111	167	1890
Grand Total	795	1557	0	2352	0	0	0	0	0	919	606	1525	174	1	229	404	4281
Apprch %	33.8	66.2	0		0	0	0		0	60.3	39.7		43.1	0.2	56.7		
Total %	18.6	36.4	0	54.9	0	0	0	0	0	21.5	14.2	35.6	4.1	0	5.3	9.4	
Passenger Vehicles	789	1470	0	2259	0	0	0	0	0	857	543	1400	166	1	193	360	4019
% Passenger Vehicles	99.2	94.4	0	96	0	0	0	0	0	93.3	89.6	91.8	95.4	100	84.3	89.1	93.9
Large 2 Axle Vehicles	2	58	0	60	0	0	0	0	0	32	28	60	6	0	13	19	139
% Large 2 Axle Vehicles	0.3	3.7	0	2.6	0	0	0	0	0	3.5	4.6	3.9	3.4	0	5.7	4.7	3.2
3 Axle Vehicles	2	13	0	15	0	0	0	0	0	7	0	7	1	0	3	4	26
% 3 Axle Vehicles	0.3	0.8	0	0.6	0	0	0	0	0	0.8	0	0.5	0.6	0	1.3	1	0.6
4+ Axle Trucks	2	16	0	18	0	0	0	0	0	23	35	58	1	0	20	21	97
% 4+ Axle Trucks	0.3	1	0	0.8	0	0	0	0	0	2.5	5.8	3.8	0.6	0	8.7	5.2	2.3

	Redlands Avenue Southbound				I-215 Southbound On Ramp Westbound				Redlands Avenue Northbound				I-215 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**122**	205	0	327	0	0	0	0	0	128	75	203	26	0	24	50	580
07:30 AM	122	**269**	0	**391**	0	0	0	0	0	121	69	190	**39**	0	29	68	649
07:45 AM	107	264	0	371	0	0	0	0	0	**156**	**84**	**240**	38	0	**34**	**72**	**683**
08:00 AM	100	166	0	266	0	0	0	0	0	132	82	214	19	0	31	50	530
Total Volume	451	904	0	1355	0	0	0	0	0	537	310	847	122	0	118	240	2442
% App. Total	33.3	66.7	0		0	0	0		0	63.4	36.6		50.8	0	49.2		
PHF	.924	.840	.000	.866	.000	.000	.000	.000	.000	.861	.923	.882	.782	.000	.868	.833	.894

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Southbound Ramps
Weather: Clear

File Name : 20_PER_Red_ 215S AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	107	179	0	286	0	0	0	0	0	128	75	203	26	0	24	50
+15 mins.	**122**	205	0	327	0	0	0	0	0	121	69	190	**39**	0	29	68
+30 mins.	122	**269**	0	**391**	0	0	0	0	0	**156**	**84**	**240**	38	0	**34**	**72**
+45 mins.	107	264	0	371	0	0	0	0	0	132	82	214	19	0	31	50
Total Volume	458	917	0	1375	0	0	0	0	0	537	310	847	122	0	118	240
% App. Total	33.3	66.7	0		0	0	0		0	63.4	36.6		50.8	0	49.2	
PHF	.939	.852	.000	.879	.000	.000	.000	.000	.000	.861	.923	.882	.782	.000	.868	.833

Counts Unlimited, Inc.
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(951)268-6268

City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Southbound Ramps
Weather: Clear

File Name : 20_PER_Red_ 215S AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

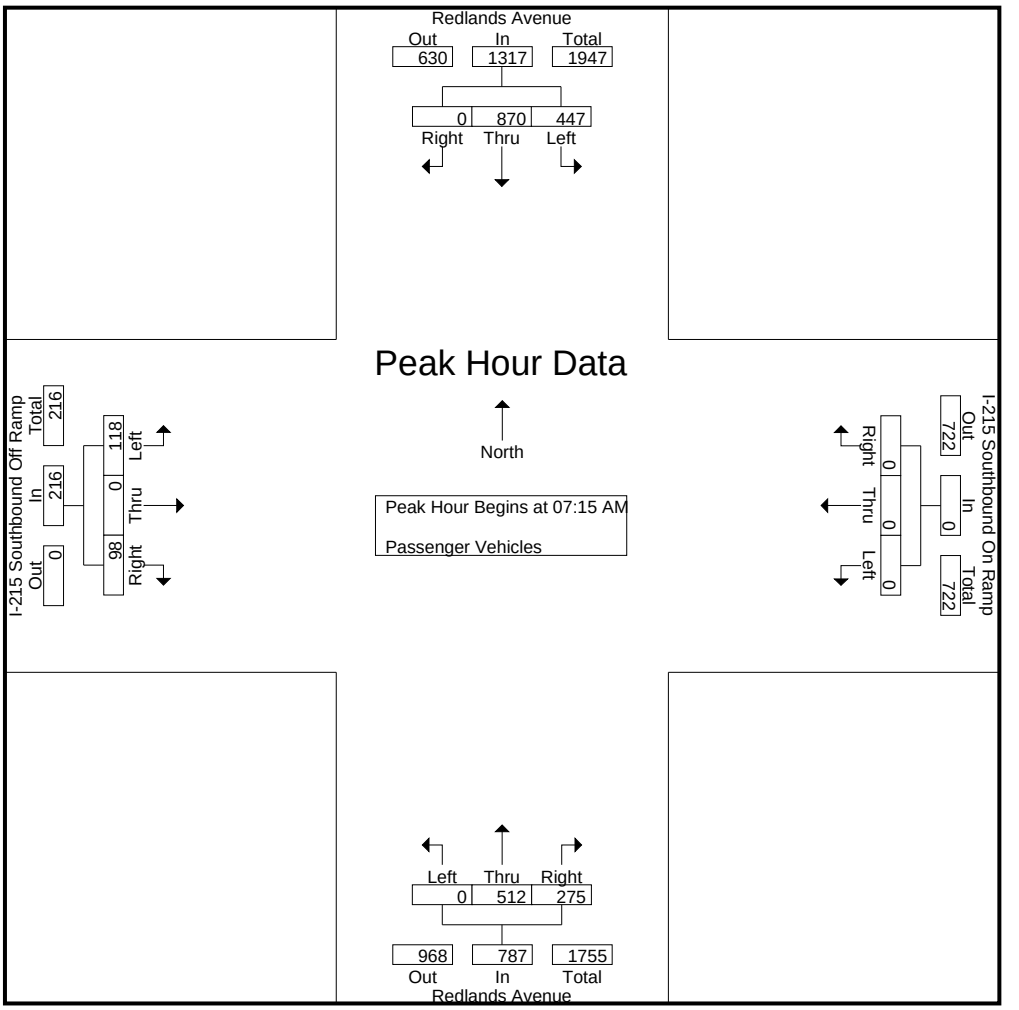
	Redlands Avenue Southbound				I-215 Southbound On Ramp Westbound				Redlands Avenue Northbound				I-215 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	106	168	0	274	0	0	0	0	0	68	66	134	15	0	25	40	448
07:15 AM	121	200	0	321	0	0	0	0	0	117	68	185	26	0	21	47	553
07:30 AM	121	255	0	376	0	0	0	0	0	119	64	183	37	0	23	60	619
07:45 AM	105	256	0	361	0	0	0	0	0	151	77	228	37	0	27	64	653
Total	453	879	0	1332	0	0	0	0	0	455	275	730	115	0	96	211	2273
08:00 AM	100	159	0	259	0	0	0	0	0	125	66	191	18	0	27	45	495
08:15 AM	77	139	0	216	0	0	0	0	0	91	57	148	13	0	18	31	395
08:30 AM	86	145	0	231	0	0	0	0	0	98	75	173	8	1	33	42	446
08:45 AM	73	148	0	221	0	0	0	0	0	88	70	158	12	0	19	31	410
Total	336	591	0	927	0	0	0	0	0	402	268	670	51	1	97	149	1746
Grand Total	789	1470	0	2259	0	0	0	0	0	857	543	1400	166	1	193	360	4019
Apprch %	34.9	65.1	0		0	0	0		0	61.2	38.8		46.1	0.3	53.6		
Total %	19.6	36.6	0	56.2	0	0	0	0	0	21.3	13.5	34.8	4.1	0	4.8	9	

	Redlands Avenue Southbound				I-215 Southbound On Ramp Westbound				Redlands Avenue Northbound				I-215 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**121**	200	0	321	0	0	0	0	0	117	68	185	26	0	21	47	553
07:30 AM	121	255	0	**376**	0	0	0	0	0	119	64	183	**37**	0	23	60	619
07:45 AM	105	**256**	0	361	0	0	0	0	0	**151**	**77**	**228**	37	0	**27**	**64**	**653**
08:00 AM	100	159	0	259	0	0	0	0	0	125	66	191	18	0	27	45	495
Total Volume	447	870	0	1317	0	0	0	0	0	512	275	787	118	0	98	216	2320
% App. Total	33.9	66.1	0		0	0	0		0	65.1	34.9		54.6	0	45.4		
PHF	.924	.850	.000	.876	.000	.000	.000	.000	.000	.848	.893	.863	.797	.000	.907	.844	.888

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Southbound Ramps
Weather: Clear

File Name : 20_PER_Red_ 215S AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**121**	200	0	321	0	0	0	0	0	117	68	185	26	0	21	47
+15 mins.	121	255	0	**376**	0	0	0	0	0	119	64	183	**37**	0	23	60
+30 mins.	105	**256**	0	361	0	0	0	0	0	**151**	**77**	**228**	37	0	**27**	**64**
+45 mins.	100	159	0	259	0	0	0	0	0	125	66	191	18	0	27	45
Total Volume	447	870	0	1317	0	0	0	0	0	512	275	787	118	0	98	216
% App. Total	33.9	66.1	0		0	0	0		0	65.1	34.9		54.6	0	45.4	
PHF	.924	.850	.000	.876	.000	.000	.000	.000	.000	.848	.893	.863	.797	.000	.907	.844

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Southbound Ramps
Weather: Clear

File Name : 20_PER_Red_ 215S AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

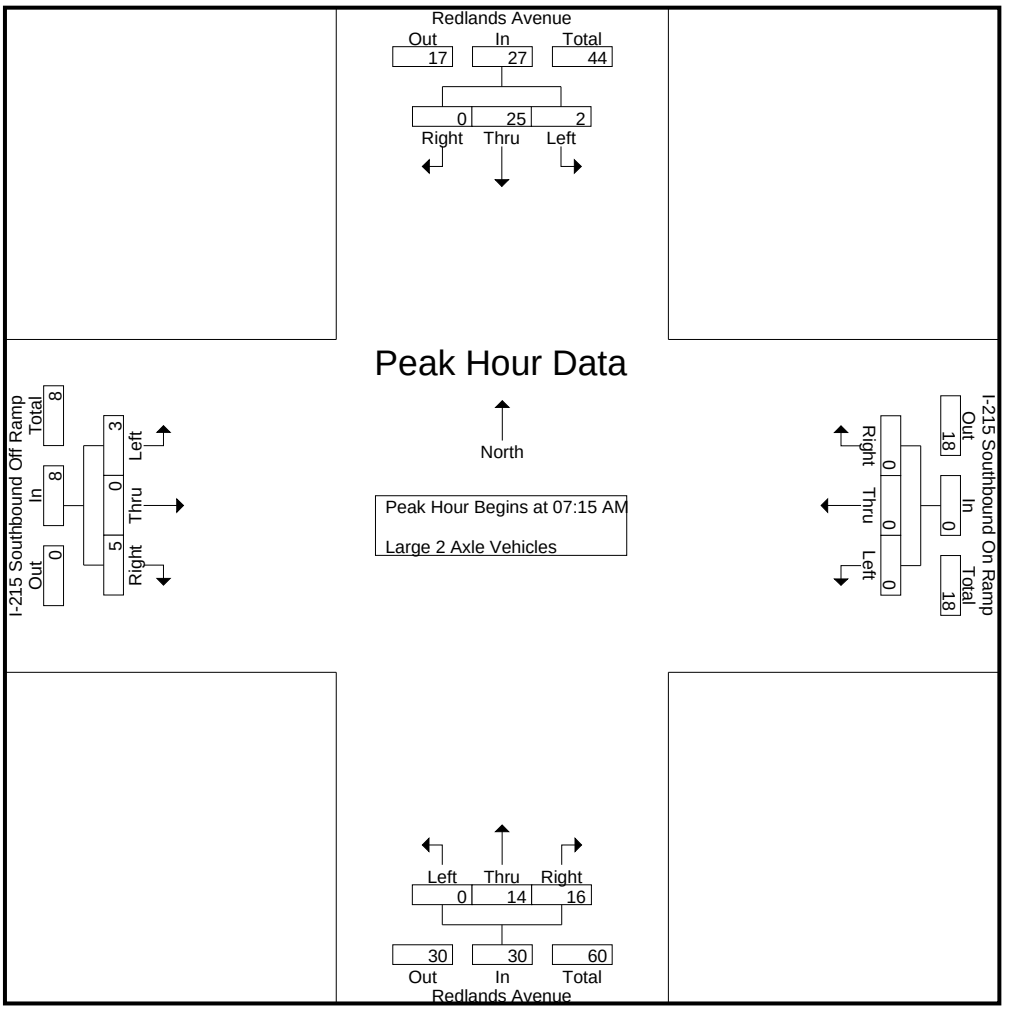
	Redlands Avenue Southbound				I-215 Southbound On Ramp Westbound				Redlands Avenue Northbound				I-215 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	0	5	0	0	0	0	0	3	1	4	0	0	3	3	12
07:15 AM	1	3	0	4	0	0	0	0	0	8	4	12	0	0	1	1	17
07:30 AM	1	12	0	13	0	0	0	0	0	0	1	1	2	0	1	3	17
07:45 AM	0	7	0	7	0	0	0	0	0	3	4	7	1	0	2	3	17
Total	2	27	0	29	0	0	0	0	0	14	10	24	3	0	7	10	63
08:00 AM	0	3	0	3	0	0	0	0	0	3	7	10	0	0	1	1	14
08:15 AM	0	12	0	12	0	0	0	0	0	5	1	6	1	0	1	2	20
08:30 AM	0	11	0	11	0	0	0	0	0	2	4	6	1	0	1	2	19
08:45 AM	0	5	0	5	0	0	0	0	0	8	6	14	1	0	3	4	23
Total	0	31	0	31	0	0	0	0	0	18	18	36	3	0	6	9	76
Grand Total	2	58	0	60	0	0	0	0	0	32	28	60	6	0	13	19	139
Apprch %	3.3	96.7	0		0	0	0		0	53.3	46.7		31.6	0	68.4		
Total %	1.4	41.7	0	43.2	0	0	0	0	0	23	20.1	43.2	4.3	0	9.4	13.7	

	Redlands Avenue Southbound				I-215 Southbound On Ramp Westbound				Redlands Avenue Northbound				I-215 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	3	0	4	0	0	0	0	0	**8**	4	**12**	0	0	1	1	**17**
07:30 AM	1	**12**	0	**13**	0	0	0	0	0	0	1	1	**2**	0	1	**3**	17
07:45 AM	0	7	0	7	0	0	0	0	0	3	4	7	1	0	**2**	3	17
08:00 AM	0	3	0	3	0	0	0	0	0	3	**7**	10	0	0	1	1	14
Total Volume	2	25	0	27	0	0	0	0	0	14	16	30	3	0	5	8	65
% App. Total	7.4	92.6	0		0	0	0		0	46.7	53.3		37.5	0	62.5		
PHF	.500	.521	.000	.519	.000	.000	.000	.000	.000	.438	.571	.625	.375	.000	.625	.667	.956

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Southbound Ramps
Weather: Clear

File Name : 20_PER_Red_ 215S AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	3	0	4	0	0	0	0	0	**8**	4	**12**	0	0	1	1
+15 mins.	1	**12**	0	**13**	0	0	0	0	0	0	1	1	**2**	0	1	**3**
+30 mins.	0	7	0	7	0	0	0	0	0	3	4	7	1	0	**2**	3
+45 mins.	0	3	0	3	0	0	0	0	0	3	**7**	10	0	0	1	1
Total Volume	2	25	0	27	0	0	0	0	0	14	16	30	3	0	5	8
% App. Total	7.4	92.6	0		0	0	0		0	46.7	53.3		37.5	0	62.5	
PHF	.500	.521	.000	.519	.000	.000	.000	.000	.000	.438	.571	.625	.375	.000	.625	.667

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Southbound Ramps
Weather: Clear

File Name : 20_PER_Red_ 215S AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

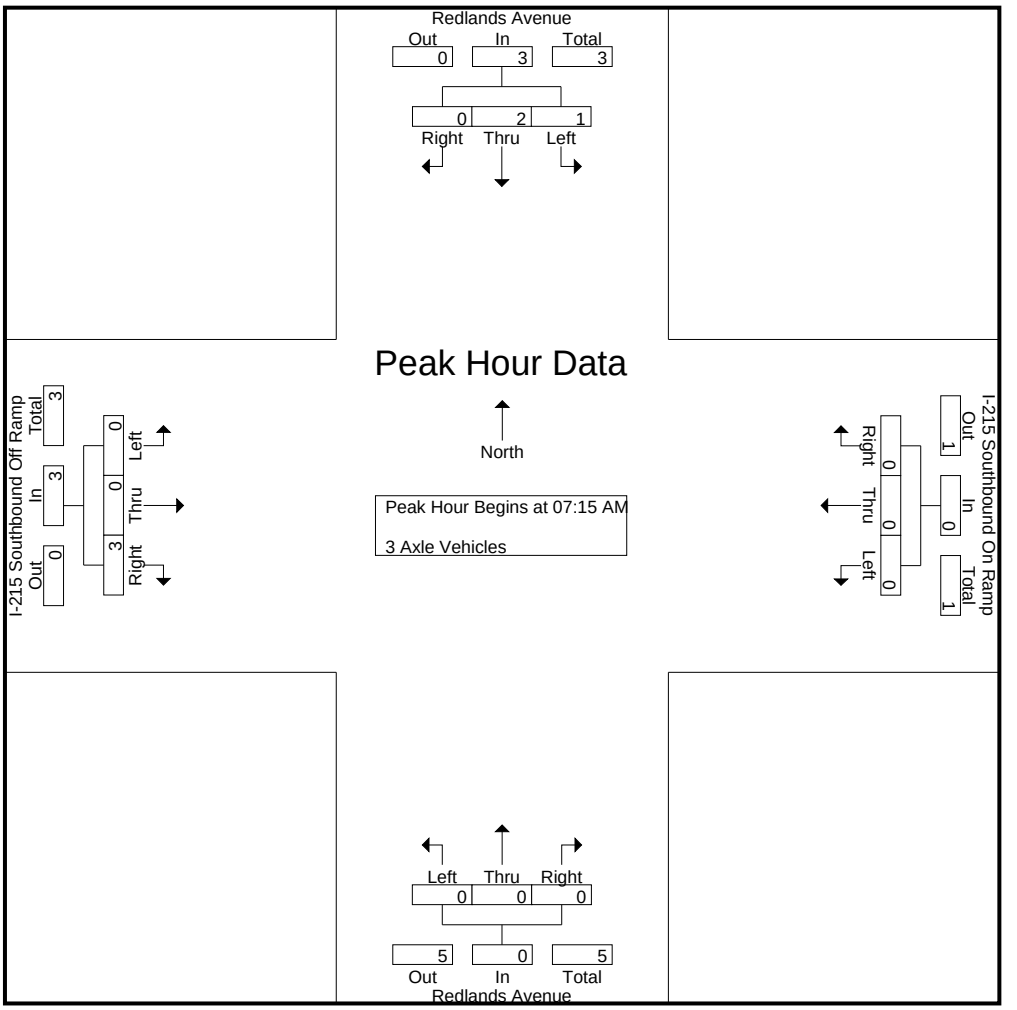
	Redlands Avenue Southbound				I-215 Southbound On Ramp Westbound				Redlands Avenue Northbound				I-215 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	2	0	3	0	0	0	0	0	2	0	2	1	0	0	1	6
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
07:45 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
Total	2	3	0	5	0	0	0	0	0	2	0	2	1	0	3	4	11
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	5	0	5	0	0	0	0	0	2	0	2	0	0	0	0	7
08:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:45 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total	0	10	0	10	0	0	0	0	0	5	0	5	0	0	0	0	15
Grand Total	2	13	0	15	0	0	0	0	0	7	0	7	1	0	3	4	26
Apprch %	13.3	86.7	0		0	0	0		0	100	0		25	0	75		
Total %	7.7	50	0	57.7	0	0	0	0	0	26.9	0	26.9	3.8	0	11.5	15.4	

	Redlands Avenue Southbound				I-215 Southbound On Ramp Westbound				Redlands Avenue Northbound				I-215 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**2**	2
07:45 AM	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	0	0	1	1	**3**
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3	3	6
% App. Total	33.3	66.7	0		0	0	0		0	0	0		0	0	100		
PHF	.250	.500	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.375	.500

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Southbound Ramps
Weather: Clear

File Name : 20_PER_Red_ 215S AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**2**
+30 mins.	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	0	0	1	1
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3	3
% App. Total	33.3	66.7	0		0	0	0		0	0	0		0	0	100	
PHF	.250	.500	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.375

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Southbound Ramps
Weather: Clear

File Name : 20_PER_Red_ 215S AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

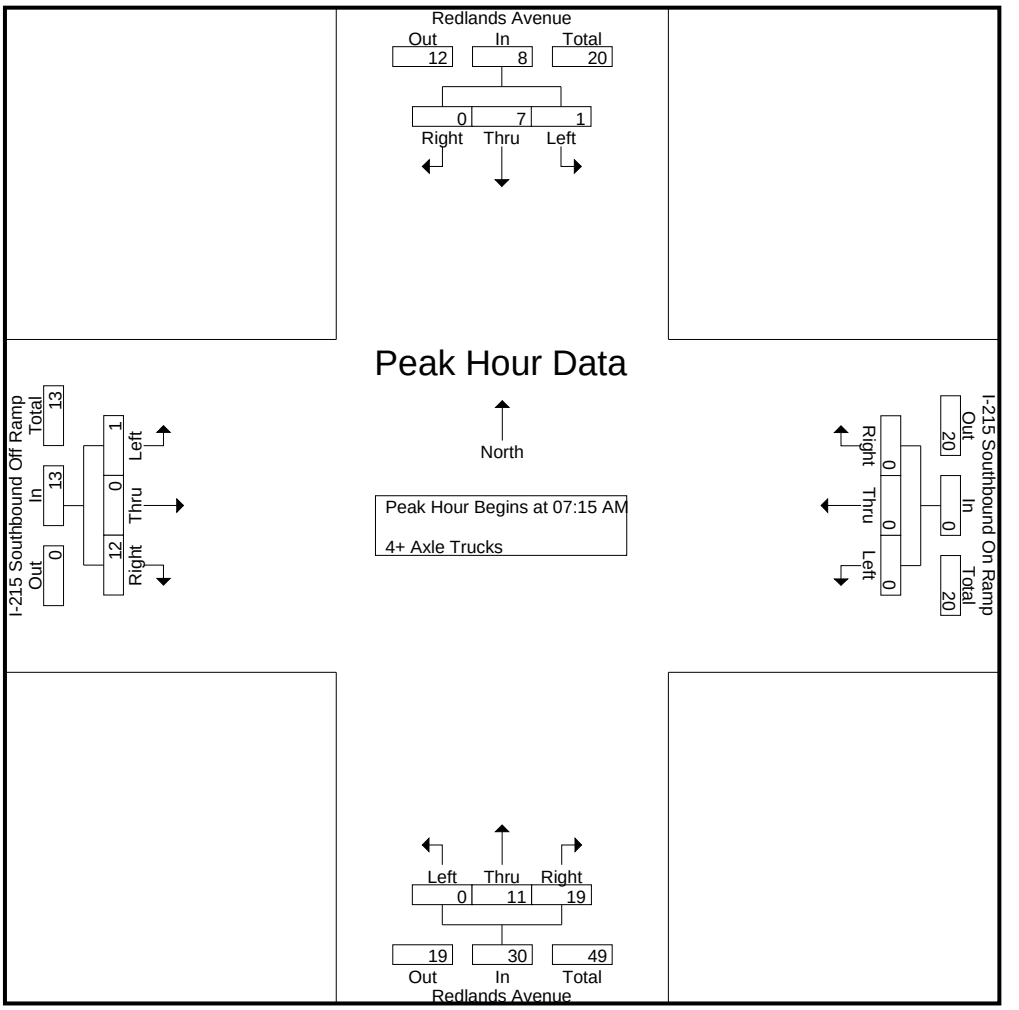
	Redlands Avenue Southbound				I-215 Southbound On Ramp Westbound				Redlands Avenue Northbound				I-215 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	0	0	6	6	0	0	3	3	13
07:15 AM	0	2	0	2	0	0	0	0	0	3	3	6	0	0	2	2	10
07:30 AM	0	2	0	2	0	0	0	0	0	2	4	6	0	0	3	3	11
07:45 AM	1	0	0	1	0	0	0	0	0	2	3	5	0	0	4	4	10
Total	1	8	0	9	0	0	0	0	0	7	16	23	0	0	12	12	44
08:00 AM	0	3	0	3	0	0	0	0	0	4	9	13	1	0	3	4	20
08:15 AM	1	0	0	1	0	0	0	0	0	4	3	7	0	0	1	1	9
08:30 AM	0	2	0	2	0	0	0	0	0	5	5	10	0	0	2	2	14
08:45 AM	0	3	0	3	0	0	0	0	0	3	2	5	0	0	2	2	10
Total	1	8	0	9	0	0	0	0	0	16	19	35	1	0	8	9	53
Grand Total	2	16	0	18	0	0	0	0	0	23	35	58	1	0	20	21	97
Apprch %	11.1	88.9	0		0	0	0		0	39.7	60.3		4.8	0	95.2		
Total %	2.1	16.5	0	18.6	0	0	0	0	0	23.7	36.1	59.8	1	0	20.6	21.6	

	Redlands Avenue Southbound				I-215 Southbound On Ramp Westbound				Redlands Avenue Northbound				I-215 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	2	0	2	0	0	0	0	0	3	3	6	0	0	2	2	10
07:30 AM	0	2	0	2	0	0	0	0	0	2	4	6	0	0	3	3	11
07:45 AM	**1**	0	0	1	0	0	0	0	0	2	3	5	0	0	**4**	**4**	10
08:00 AM	0	**3**	0	**3**	0	0	0	0	0	**4**	**9**	**13**	**1**	0	3	4	**20**
Total Volume	1	7	0	8	0	0	0	0	0	11	19	30	1	0	12	13	51
% App. Total	12.5	87.5	0		0	0	0		0	36.7	63.3		7.7	0	92.3		
PHF	.250	.583	.000	.667	.000	.000	.000	.000	.000	.688	.528	.577	.250	.000	.750	.813	.638

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Southbound Ramps
Weather: Clear

File Name : 20_PER_Red_ 215S AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	2	0	2	0	0	0	0	0	3	3	6	0	0	2	2
+15 mins.	0	2	0	2	0	0	0	0	0	2	4	6	0	0	3	3
+30 mins.	**1**	0	0	1	0	0	0	0	0	2	3	5	0	0	**4**	**4**
+45 mins.	0	**3**	0	**3**	0	0	0	0	0	**4**	**9**	**13**	**1**	0	3	4
Total Volume	1	7	0	8	0	0	0	0	0	11	19	30	1	0	12	13
% App. Total	12.5	87.5	0		0	0	0		0	36.7	63.3		7.7	0	92.3	
PHF	.250	.583	.000	.667	.000	.000	.000	.000	.000	.688	.528	.577	.250	.000	.750	.813

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Southbound Ramps
Weather: Clear

File Name : 20_PER_Red_ 215S PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

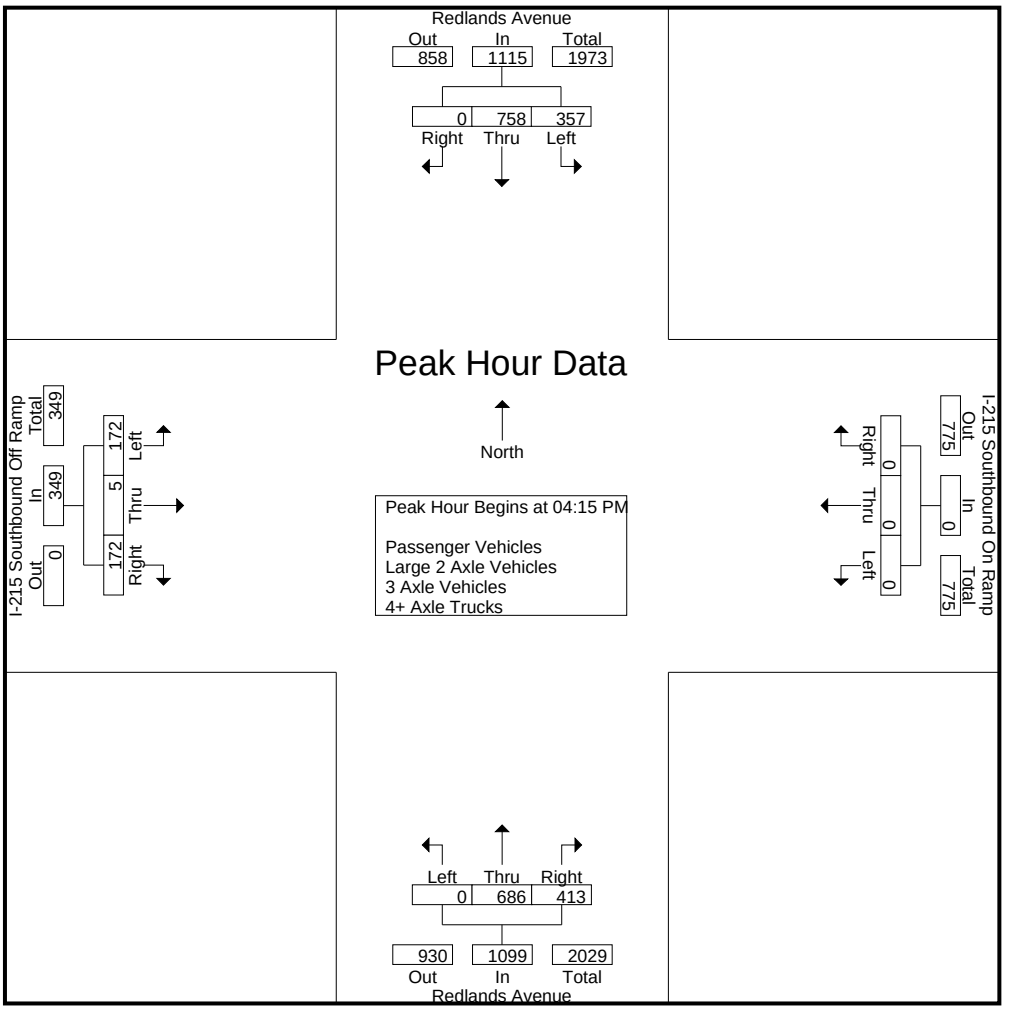
	Redlands Avenue Southbound				I-215 Southbound On Ramp Westbound				Redlands Avenue Northbound				I-215 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	89	187	0	276	0	0	0	0	0	125	91	216	34	0	33	67	559
04:15 PM	83	203	0	286	0	0	0	0	0	167	101	268	37	0	41	78	632
04:30 PM	93	201	0	294	0	0	0	0	0	186	96	282	41	2	44	87	663
04:45 PM	78	174	0	252	0	0	0	0	0	154	104	258	40	3	55	98	608
Total	343	765	0	1108	0	0	0	0	0	632	392	1024	152	5	173	330	2462
05:00 PM	103	180	0	283	0	0	0	0	0	179	112	291	54	0	32	86	660
05:15 PM	88	183	0	271	0	0	0	0	0	175	99	274	48	0	36	84	629
05:30 PM	93	185	0	278	0	0	0	0	0	158	91	249	42	0	33	75	602
05:45 PM	97	132	0	229	0	0	0	0	0	145	97	242	46	0	38	84	555
Total	381	680	0	1061	0	0	0	0	0	657	399	1056	190	0	139	329	2446
Grand Total	724	1445	0	2169	0	0	0	0	0	1289	791	2080	342	5	312	659	4908
Apprch %	33.4	66.6	0		0	0	0		0	62	38		51.9	0.8	47.3		
Total %	14.8	29.4	0	44.2	0	0	0	0	0	26.3	16.1	42.4	7	0.1	6.4	13.4	
Passenger Vehicles	719	1408	0	2127	0	0	0	0	0	1268	774	2042	332	5	293	630	4799
% Passenger Vehicles	99.3	97.4	0	98.1	0	0	0	0	0	98.4	97.9	98.2	97.1	100	93.9	95.6	97.8
Large 2 Axle Vehicles	3	29	0	32	0	0	0	0	0	11	13	24	6	0	3	9	65
% Large 2 Axle Vehicles	0.4	2	0	1.5	0	0	0	0	0	0.9	1.6	1.2	1.8	0	1	1.4	1.3
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	1	0	1	0	0	6	6	8
% 3 Axle Vehicles	0	0.1	0	0	0	0	0	0	0	0.1	0	0	0	0	1.9	0.9	0.2
4+ Axle Trucks	2	7	0	9	0	0	0	0	0	9	4	13	4	0	10	14	36
% 4+ Axle Trucks	0.3	0.5	0	0.4	0	0	0	0	0	0.7	0.5	0.6	1.2	0	3.2	2.1	0.7

	Redlands Avenue Southbound				I-215 Southbound On Ramp Westbound				Redlands Avenue Northbound				I-215 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	83	**203**	0	286	0	0	0	0	0	167	101	268	37	0	41	78	632
04:30 PM	93	201	0	**294**	0	0	0	0	0	**186**	96	282	41	2	44	87	**663**
04:45 PM	78	174	0	252	0	0	0	0	0	154	104	258	40	**3**	**55**	**98**	608
05:00 PM	**103**	180	0	283	0	0	0	0	0	179	**112**	**291**	**54**	0	32	86	660
Total Volume	357	758	0	1115	0	0	0	0	0	686	413	1099	172	5	172	349	2563
% App. Total	32	68	0		0	0	0		0	62.4	37.6		49.3	1.4	49.3		
PHF	.867	.933	.000	.948	.000	.000	.000	.000	.000	.922	.922	.944	.796	.417	.782	.890	.966

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Southbound Ramps
Weather: Clear

File Name : 20_PER_Red_ 215S PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:15 PM				04:00 PM				04:30 PM				04:30 PM			
+0 mins.	83	**203**	0	286	0	0	0	0	0	**186**	96	282	41	2	44	87
+15 mins.	93	201	0	**294**	0	0	0	0	0	154	104	258	40	**3**	**55**	**98**
+30 mins.	78	174	0	252	0	0	0	0	0	179	**112**	**291**	**54**	0	32	86
+45 mins.	**103**	180	0	283	0	0	0	0	0	175	99	274	48	0	36	84
Total Volume	357	758	0	1115	0	0	0	0	0	694	411	1105	183	5	167	355
% App. Total	32	68	0		0	0	0		0	62.8	37.2		51.5	1.4	47	
PHF	.867	.933	.000	.948	.000	.000	.000	.000	.000	.933	.917	.949	.847	.417	.759	.906

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Southbound Ramps
Weather: Clear

File Name : 20_PER_Red_ 215S PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

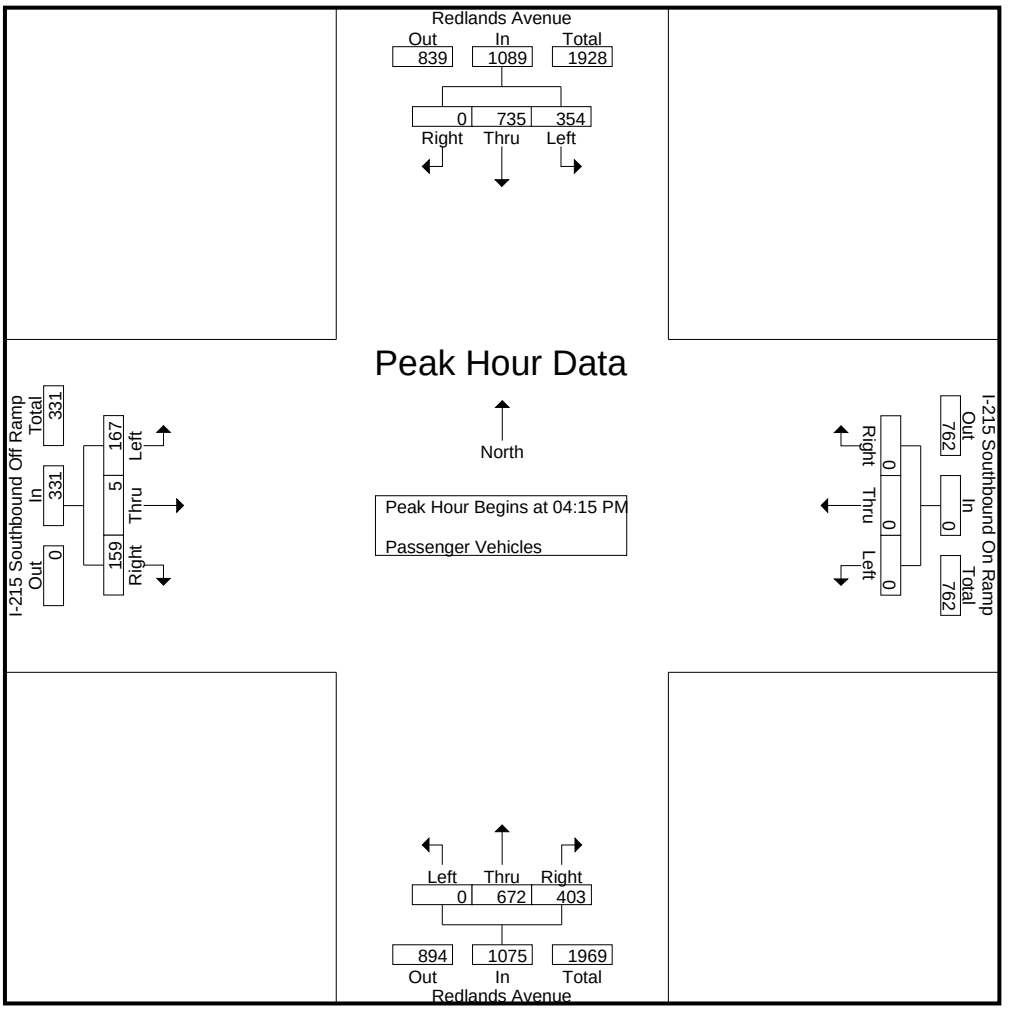
	Redlands Avenue Southbound				I-215 Southbound On Ramp Westbound				Redlands Avenue Northbound				I-215 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	89	181	0	270	0	0	0	0	0	123	88	211	33	0	31	64	545
04:15 PM	83	193	0	276	0	0	0	0	0	164	98	262	35	0	38	73	611
04:30 PM	91	194	0	285	0	0	0	0	0	181	94	275	40	2	39	81	641
04:45 PM	78	170	0	248	0	0	0	0	0	150	101	251	39	3	54	96	595
Total	341	738	0	1079	0	0	0	0	0	618	381	999	147	5	162	314	2392
05:00 PM	102	178	0	280	0	0	0	0	0	177	110	287	53	0	28	81	648
05:15 PM	87	183	0	270	0	0	0	0	0	174	97	271	48	0	36	84	625
05:30 PM	92	179	0	271	0	0	0	0	0	155	89	244	42	0	29	71	586
05:45 PM	97	130	0	227	0	0	0	0	0	144	97	241	42	0	38	80	548
Total	378	670	0	1048	0	0	0	0	0	650	393	1043	185	0	131	316	2407
Grand Total	719	1408	0	2127	0	0	0	0	0	1268	774	2042	332	5	293	630	4799
Apprch %	33.8	66.2	0		0	0	0		0	62.1	37.9		52.7	0.8	46.5		
Total %	15	29.3	0	44.3	0	0	0	0	0	26.4	16.1	42.6	6.9	0.1	6.1	13.1	

	Redlands Avenue Southbound				I-215 Southbound On Ramp Westbound				Redlands Avenue Northbound				I-215 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	83	193	0	276	0	0	0	0	0	164	98	262	35	0	38	73	611
04:30 PM	91	**194**	0	**285**	0	0	0	0	0	**181**	94	275	40	2	39	81	641
04:45 PM	78	170	0	248	0	0	0	0	0	150	101	251	39	**3**	**54**	**96**	595
05:00 PM	**102**	178	0	280	0	0	0	0	0	177	**110**	**287**	**53**	0	28	81	**648**
Total Volume	354	735	0	1089	0	0	0	0	0	672	403	1075	167	5	159	331	2495
% App. Total	32.5	67.5	0		0	0	0		0	62.5	37.5		50.5	1.5	48		
PHF	.868	.947	.000	.955	.000	.000	.000	.000	.000	.928	.916	.936	.788	.417	.736	.862	.963

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Southbound Ramps
Weather: Clear

File Name : 20_PER_Red_ 215S PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	83	193	0	276	0	0	0	0	0	164	98	262	35	0	38	73
+15 mins.	91	**194**	0	**285**	0	0	0	0	0	**181**	94	275	40	2	39	81
+30 mins.	78	170	0	248	0	0	0	0	0	150	101	251	39	**3**	**54**	**96**
+45 mins.	**102**	178	0	280	0	0	0	0	0	177	**110**	**287**	**53**	0	28	81
Total Volume	354	735	0	1089	0	0	0	0	0	672	403	1075	167	5	159	331
% App. Total	32.5	67.5	0		0	0	0		0	62.5	37.5		50.5	1.5	48	
PHF	.868	.947	.000	.955	.000	.000	.000	.000	.000	.928	.916	.936	.788	.417	.736	.862

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Southbound Ramps
Weather: Clear

File Name : 20_PER_Red_ 215S PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

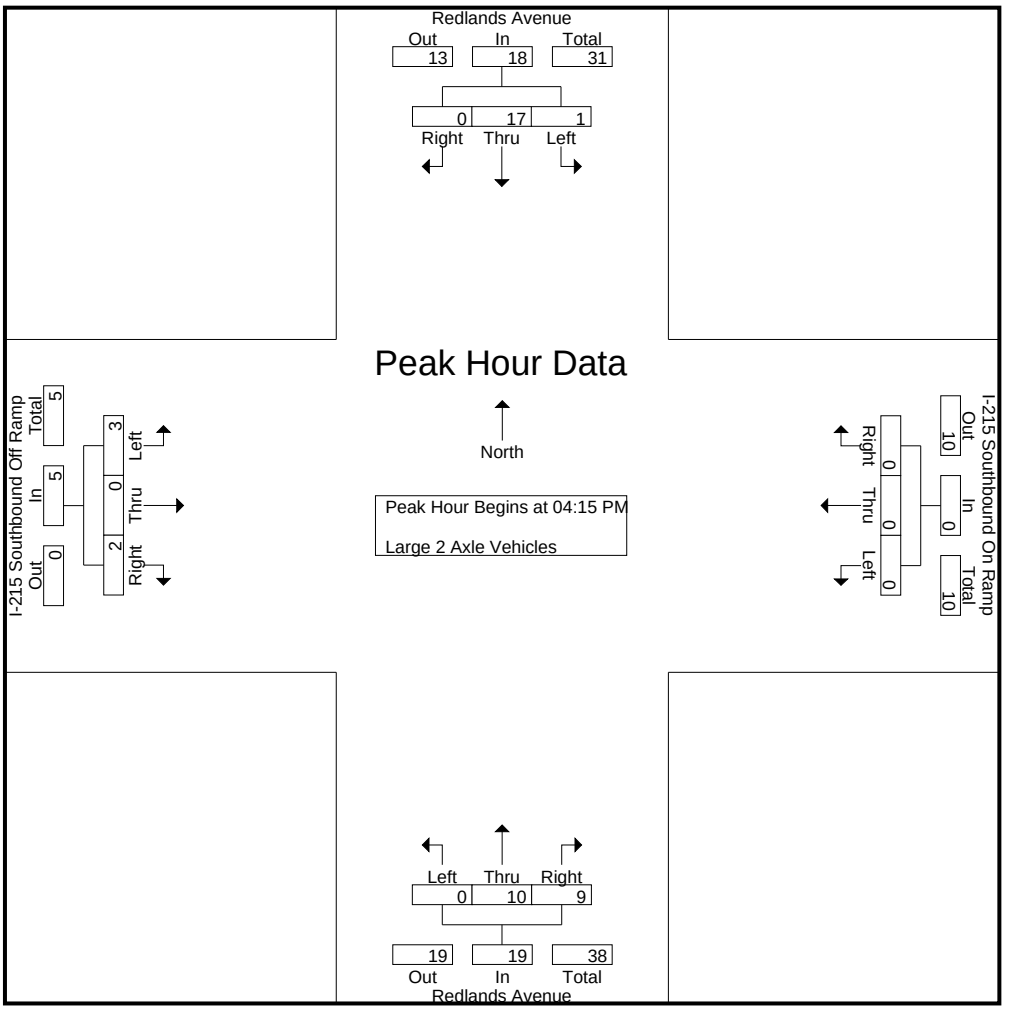
	Redlands Avenue Southbound				I-215 Southbound On Ramp Westbound				Redlands Avenue Northbound				I-215 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	0	4	0	0	0	0	0	1	2	3	0	0	0	0	7
04:15 PM	0	8	0	8	0	0	0	0	0	3	3	6	1	0	1	2	16
04:30 PM	0	4	0	4	0	0	0	0	0	3	2	5	1	0	1	2	11
04:45 PM	0	4	0	4	0	0	0	0	0	2	3	5	0	0	0	0	9
Total	0	20	0	20	0	0	0	0	0	9	10	19	2	0	2	4	43
05:00 PM	1	1	0	2	0	0	0	0	0	2	1	3	1	0	0	1	6
05:15 PM	1	0	0	1	0	0	0	0	0	0	2	2	0	0	0	0	3
05:30 PM	1	6	0	7	0	0	0	0	0	0	0	0	0	0	1	1	8
05:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	3	0	0	3	5
Total	3	9	0	12	0	0	0	0	0	2	3	5	4	0	1	5	22
Grand Total	3	29	0	32	0	0	0	0	0	11	13	24	6	0	3	9	65
Apprch %	9.4	90.6	0		0	0	0		0	45.8	54.2		66.7	0	33.3		
Total %	4.6	44.6	0	49.2	0	0	0	0	0	16.9	20	36.9	9.2	0	4.6	13.8	

	Redlands Avenue Southbound				I-215 Southbound On Ramp Westbound				Redlands Avenue Northbound				I-215 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**8**	0	**8**	0	0	0	0	0	**3**	**3**	**6**	**1**	0	**1**	**2**	**16**
04:30 PM	0	4	0	4	0	0	0	0	0	3	2	5	1	0	1	2	11
04:45 PM	0	4	0	4	0	0	0	0	0	2	3	5	0	0	0	0	9
05:00 PM	**1**	1	0	2	0	0	0	0	0	2	1	3	1	0	0	1	6
Total Volume	1	17	0	18	0	0	0	0	0	10	9	19	3	0	2	5	42
% App. Total	5.6	94.4	0		0	0	0		0	52.6	47.4		60	0	40		
PHF	.250	.531	.000	.563	.000	.000	.000	.000	.000	.833	.750	.792	.750	.000	.500	.625	.656

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Southbound Ramps
Weather: Clear

File Name : 20_PER_Red_ 215S PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	**8**	0	**8**	0	0	0	0	0	**3**	**3**	**6**	**1**	0	**1**	**2**
+15 mins.	0	4	0	4	0	0	0	0	0	3	2	5	1	0	1	2
+30 mins.	0	4	0	4	0	0	0	0	0	2	3	5	0	0	0	0
+45 mins.	**1**	1	0	2	0	0	0	0	0	2	1	3	1	0	0	1
Total Volume	1	17	0	18	0	0	0	0	0	10	9	19	3	0	2	5
% App. Total	5.6	94.4	0		0	0	0		0	52.6	47.4		60	0	40	
PHF	.250	.531	.000	.563	.000	.000	.000	.000	.000	.833	.750	.792	.750	.000	.500	.625

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Southbound Ramps
Weather: Clear

File Name : 20_PER_Red_ 215S PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

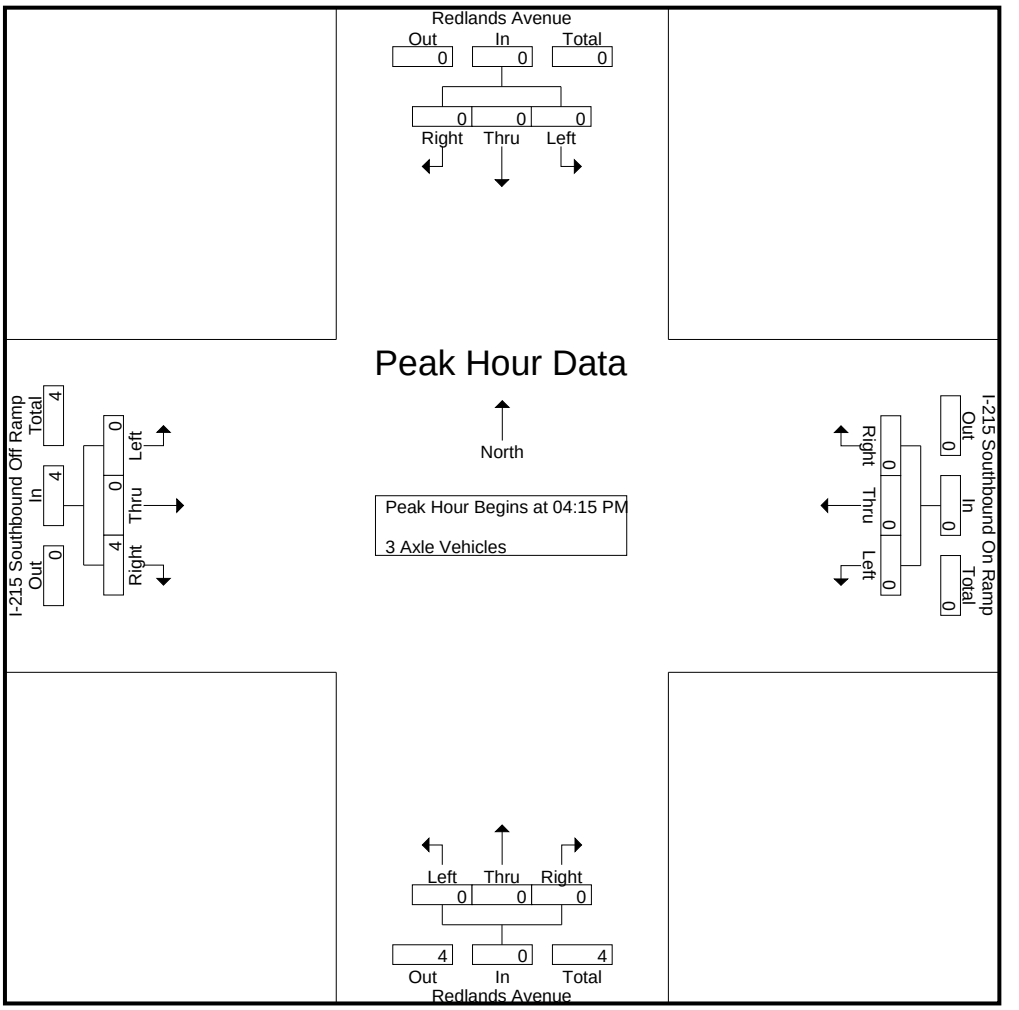
	Redlands Avenue Southbound				I-215 Southbound On Ramp Westbound				Redlands Avenue Northbound				I-215 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5	5	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
Grand Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	6	6	8
Apprch %	0	100	0		0	0	0		0	100	0		0	0	100		
Total %	0	12.5	0	12.5	0	0	0	0	0	12.5	0	12.5	0	0	75	75	

	Redlands Avenue Southbound				I-215 Southbound On Ramp Westbound				Redlands Avenue Northbound				I-215 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**2**	**2**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4
% App. Total	0	0	0		0	0	0		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.500

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Southbound Ramps
Weather: Clear

File Name : 20_PER_Red_ 215S PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**2**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
% App. Total	0	0	0		0	0	0		0	0	0		0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Southbound Ramps
Weather: Clear

File Name : 20_PER_Red_ 215S PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

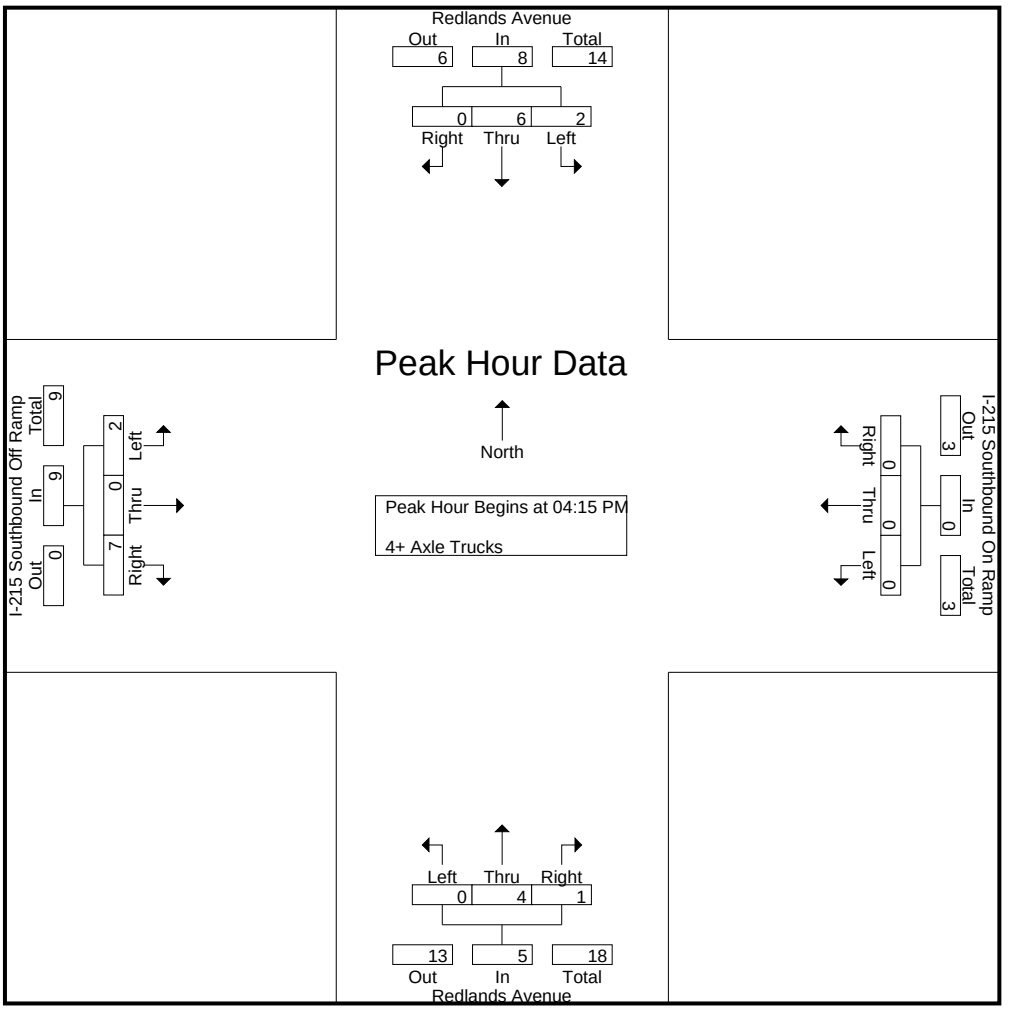
	Redlands Avenue Southbound				I-215 Southbound On Ramp Westbound				Redlands Avenue Northbound				I-215 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	1	1	2	1	0	0	1	4
04:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
04:30 PM	2	3	0	5	0	0	0	0	0	2	0	2	0	0	3	3	10
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	1	2	4
Total	2	6	0	8	0	0	0	0	0	5	1	6	3	0	4	7	21
05:00 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	3	3	5
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	2	2	4	0	0	3	3	7
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	1	0	1	0	0	0	0	0	4	3	7	1	0	6	7	15
Grand Total	2	7	0	9	0	0	0	0	0	9	4	13	4	0	10	14	36
Apprch %	22.2	77.8	0		0	0	0		0	69.2	30.8		28.6	0	71.4		
Total %	5.6	19.4	0	25	0	0	0	0	0	25	11.1	36.1	11.1	0	27.8	38.9	

	Redlands Avenue Southbound				I-215 Southbound On Ramp Westbound				Redlands Avenue Northbound				I-215 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	**1**	0	0	1	3
04:30 PM	**2**	**3**	0	**5**	0	0	0	0	0	**2**	0	**2**	0	0	**3**	**3**	**10**
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	1	2	4
05:00 PM	0	1	0	1	0	0	0	0	0	0	**1**	1	0	0	3	3	5
Total Volume	2	6	0	8	0	0	0	0	0	4	1	5	2	0	7	9	22
% App. Total	25	75	0		0	0	0		0	80	20		22.2	0	77.8		
PHF	.250	.500	.000	.400	.000	.000	.000	.000	.000	.500	.250	.625	.500	.000	.583	.750	.550

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Southbound Ramps
Weather: Clear

File Name : 20_PER_Red_ 215S PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	2	0	2	0	0	0	0	0	0	0	0	**1**	0	0	1
+15 mins.	**2**	**3**	0	**5**	0	0	0	0	0	**2**	0	**2**	0	0	**3**	**3**
+30 mins.	0	0	0	0	0	0	0	0	0	2	0	2	1	0	1	2
+45 mins.	0	1	0	1	0	0	0	0	0	0	**1**	1	0	0	3	3
Total Volume	2	6	0	8	0	0	0	0	0	4	1	5	2	0	7	9
% App. Total	25	75	0		0	0	0		0	80	20		22.2	0	77.8	
PHF	.250	.500	.000	.400	.000	.000	.000	.000	.000	.500	.250	.625	.500	.000	.583	.750

Location: Perris
N/S: Redlands Avenue
E/W: I-215 SB Ramps

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg Redlands Avenue	East Leg I-215 SB Ramps	South Leg Redlands Avenue	West Leg I-215 SB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	2	2
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	1	2
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	4	4
8:45 AM	0	0	0	3	3
TOTAL VOLUMES:	0	1	0	11	12

	North Leg Redlands Avenue	East Leg I-215 SB Ramps	South Leg Redlands Avenue	West Leg I-215 SB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	3	3
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	3	3
5:30 PM	0	0	0	2	2
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	0	0	0	10	10

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Location: Perris
N/S: Redlands Avenue
E/W: I-215 SB Ramps

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound Redlands Avenue			Westbound I-215 SB Ramps			Northbound Redlands Avenue			Eastbound I-215 SB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Redlands Avenue			Westbound I-215 SB Ramps			Northbound Redlands Avenue			Eastbound I-215 SB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Northbound Ramps
Weather: Clear

File Name : 21_PER_Red_ 215N AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

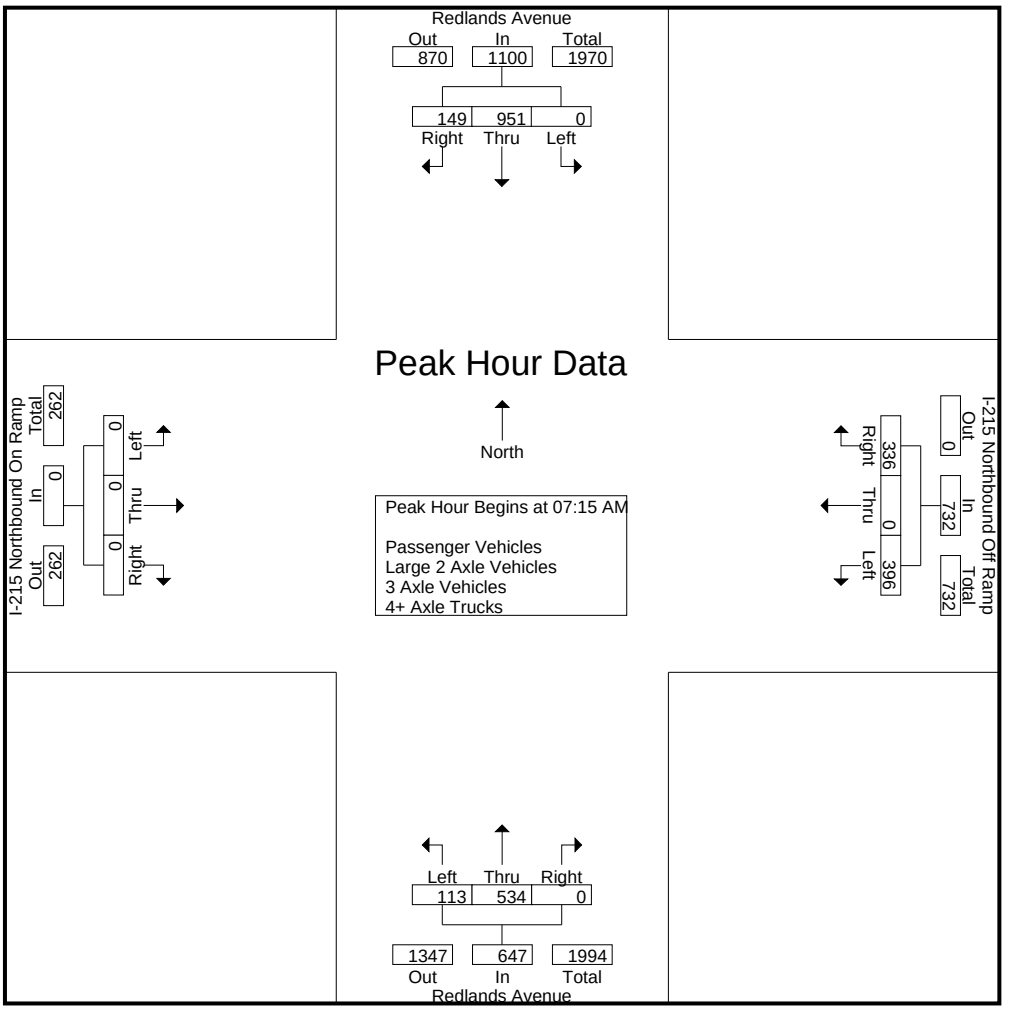
	Redlands Avenue Southbound				I-215 Northbound Off Ramp Westbound				Redlands Avenue Northbound				I-215 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	178	35	213	101	0	75	176	19	73	0	92	0	0	0	0	481
07:15 AM	0	218	43	261	104	0	105	209	28	114	0	142	0	0	0	0	612
07:30 AM	0	295	42	337	107	0	87	194	32	132	0	164	0	0	0	0	695
07:45 AM	0	248	28	276	120	0	96	216	21	160	0	181	0	0	0	0	673
Total	0	939	148	1087	432	0	363	795	100	479	0	579	0	0	0	0	2461
08:00 AM	0	190	36	226	65	0	48	113	32	128	0	160	0	0	0	0	499
08:15 AM	0	154	32	186	79	0	53	132	27	96	0	123	0	0	0	0	441
08:30 AM	0	175	31	206	82	0	49	131	34	85	0	119	0	0	0	0	456
08:45 AM	0	156	32	188	63	0	37	100	34	78	0	112	0	0	0	0	400
Total	0	675	131	806	289	0	187	476	127	387	0	514	0	0	0	0	1796
Grand Total	0	1614	279	1893	721	0	550	1271	227	866	0	1093	0	0	0	0	4257
Apprch %	0	85.3	14.7		56.7	0	43.3		20.8	79.2	0		0	0	0		
Total %	0	37.9	6.6	44.5	16.9	0	12.9	29.9	5.3	20.3	0	25.7	0	0	0	0	
Passenger Vehicles	0	1584	274	1858	660	0	537	1197	189	832	0	1021	0	0	0	0	4076
% Passenger Vehicles	0	98.1	98.2	98.2	91.5	0	97.6	94.2	83.3	96.1	0	93.4	0	0	0	0	95.7
Large 2 Axle Vehicles	0	23	4	27	28	0	8	36	16	24	0	40	0	0	0	0	103
% Large 2 Axle Vehicles	0	1.4	1.4	1.4	3.9	0	1.5	2.8	7	2.8	0	3.7	0	0	0	0	2.4
3 Axle Vehicles	0	2	1	3	19	0	0	19	5	2	0	7	0	0	0	0	29
% 3 Axle Vehicles	0	0.1	0.4	0.2	2.6	0	0	1.5	2.2	0.2	0	0.6	0	0	0	0	0.7
4+ Axle Trucks	0	5	0	5	14	0	5	19	17	8	0	25	0	0	0	0	49
% 4+ Axle Trucks	0	0.3	0	0.3	1.9	0	0.9	1.5	7.5	0.9	0	2.3	0	0	0	0	1.2

	Redlands Avenue Southbound				I-215 Northbound Off Ramp Westbound				Redlands Avenue Northbound				I-215 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	218	**43**	261	104	0	**105**	209	28	114	0	142	0	0	0	0	612
07:30 AM	0	**295**	42	**337**	107	0	87	194	**32**	132	0	164	0	0	0	0	**695**
07:45 AM	0	248	28	276	**120**	0	96	**216**	21	**160**	0	**181**	0	0	0	0	673
08:00 AM	0	190	36	226	65	0	48	113	32	128	0	160	0	0	0	0	499
Total Volume	0	951	149	1100	396	0	336	732	113	534	0	647	0	0	0	0	2479
% App. Total	0	86.5	13.5		54.1	0	45.9		17.5	82.5	0		0	0	0		
PHF	.000	.806	.866	.816	.825	.000	.800	.847	.883	.834	.000	.894	.000	.000	.000	.000	.892

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Northbound Ramps
Weather: Clear

File Name : 21_PER_Red_ 215N AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



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

	07:15 AM				07:00 AM				07:15 AM				07:00 AM			
+0 mins.	0	218	**43**	261	101	0	75	176	28	114	0	142	0	0	0	0
+15 mins.	0	**295**	42	**337**	104	0	**105**	209	**32**	132	0	164	0	0	0	0
+30 mins.	0	248	28	276	107	0	87	194	21	**160**	0	**181**	0	0	0	0
+45 mins.	0	190	36	226	**120**	0	96	**216**	32	128	0	160	0	0	0	0
Total Volume	0	951	149	1100	432	0	363	795	113	534	0	647	0	0	0	0
% App. Total	0	86.5	13.5		54.3	0	45.7		17.5	82.5	0		0	0	0	
PHF	.000	.806	.866	.816	.900	.000	.864	.920	.883	.834	.000	.894	.000	.000	.000	.000

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Northbound Ramps
Weather: Clear

File Name : 21_PER_Red_ 215N AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

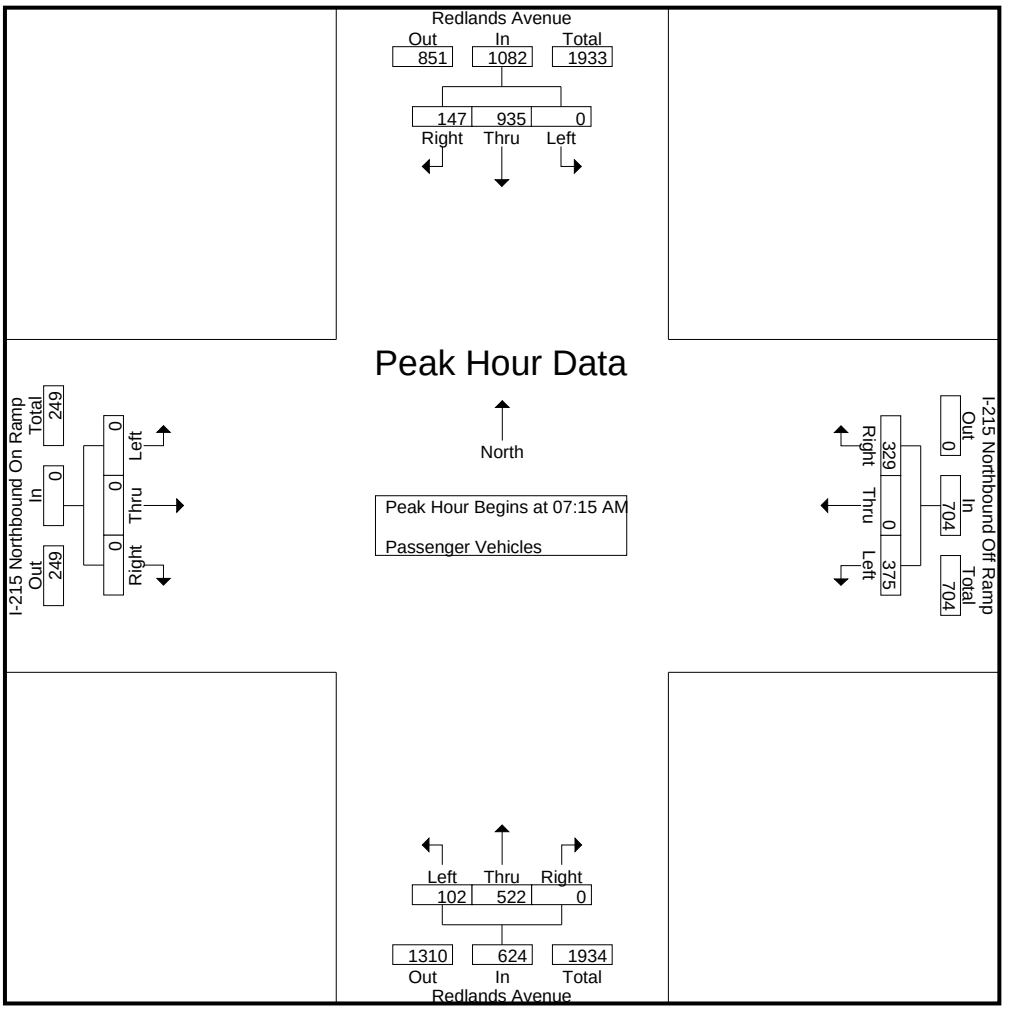
	Redlands Avenue Southbound				I-215 Northbound Off Ramp Westbound				Redlands Avenue Northbound				I-215 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	175	34	209	93	0	75	168	16	70	0	86	0	0	0	0	463
07:15 AM	0	215	43	258	100	0	105	205	25	111	0	136	0	0	0	0	599
07:30 AM	0	286	42	328	102	0	86	188	30	130	0	160	0	0	0	0	676
07:45 AM	0	246	27	273	113	0	94	207	18	158	0	176	0	0	0	0	656
Total	0	922	146	1068	408	0	360	768	89	469	0	558	0	0	0	0	2394
08:00 AM	0	188	35	223	60	0	44	104	29	123	0	152	0	0	0	0	479
08:15 AM	0	150	31	181	66	0	50	116	19	93	0	112	0	0	0	0	409
08:30 AM	0	170	31	201	72	0	46	118	24	80	0	104	0	0	0	0	423
08:45 AM	0	154	31	185	54	0	37	91	28	67	0	95	0	0	0	0	371
Total	0	662	128	790	252	0	177	429	100	363	0	463	0	0	0	0	1682
Grand Total	0	1584	274	1858	660	0	537	1197	189	832	0	1021	0	0	0	0	4076
Apprch %	0	85.3	14.7		55.1	0	44.9		18.5	81.5	0		0	0	0		
Total %	0	38.9	6.7	45.6	16.2	0	13.2	29.4	4.6	20.4	0	25	0	0	0	0	

	Redlands Avenue Southbound				I-215 Northbound Off Ramp Westbound				Redlands Avenue Northbound				I-215 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	215	**43**	258	100	0	**105**	205	25	111	0	136	0	0	0	0	599
07:30 AM	0	**286**	42	**328**	102	0	86	188	**30**	130	0	160	0	0	0	0	**676**
07:45 AM	0	246	27	273	**113**	0	94	**207**	18	**158**	0	**176**	0	0	0	0	656
08:00 AM	0	188	35	223	60	0	44	104	29	123	0	152	0	0	0	0	479
Total Volume	0	935	147	1082	375	0	329	704	102	522	0	624	0	0	0	0	2410
% App. Total	0	86.4	13.6		53.3	0	46.7		16.3	83.7	0		0	0	0		
PHF	.000	.817	.855	.825	.830	.000	.783	.850	.850	.826	.000	.886	.000	.000	.000	.000	.891

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Northbound Ramps
Weather: Clear

File Name : 21_PER_Red_ 215N AM
Site Code : 00322418
Start Date : 5/12/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	215	**43**	258	100	0	**105**	205	25	111	0	136	0	0	0	0
+15 mins.	0	**286**	42	**328**	102	0	86	188	**30**	130	0	160	0	0	0	0
+30 mins.	0	246	27	273	**113**	0	94	**207**	18	**158**	0	**176**	0	0	0	0
+45 mins.	0	188	35	223	60	0	44	104	29	123	0	152	0	0	0	0
Total Volume	0	935	147	1082	375	0	329	704	102	522	0	624	0	0	0	0
% App. Total	0	86.4	13.6		53.3	0	46.7		16.3	83.7	0		0	0	0	
PHF	.000	.817	.855	.825	.830	.000	.783	.850	.850	.826	.000	.886	.000	.000	.000	.000

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Northbound Ramps
Weather: Clear

File Name : 21_PER_Red_ 215N AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

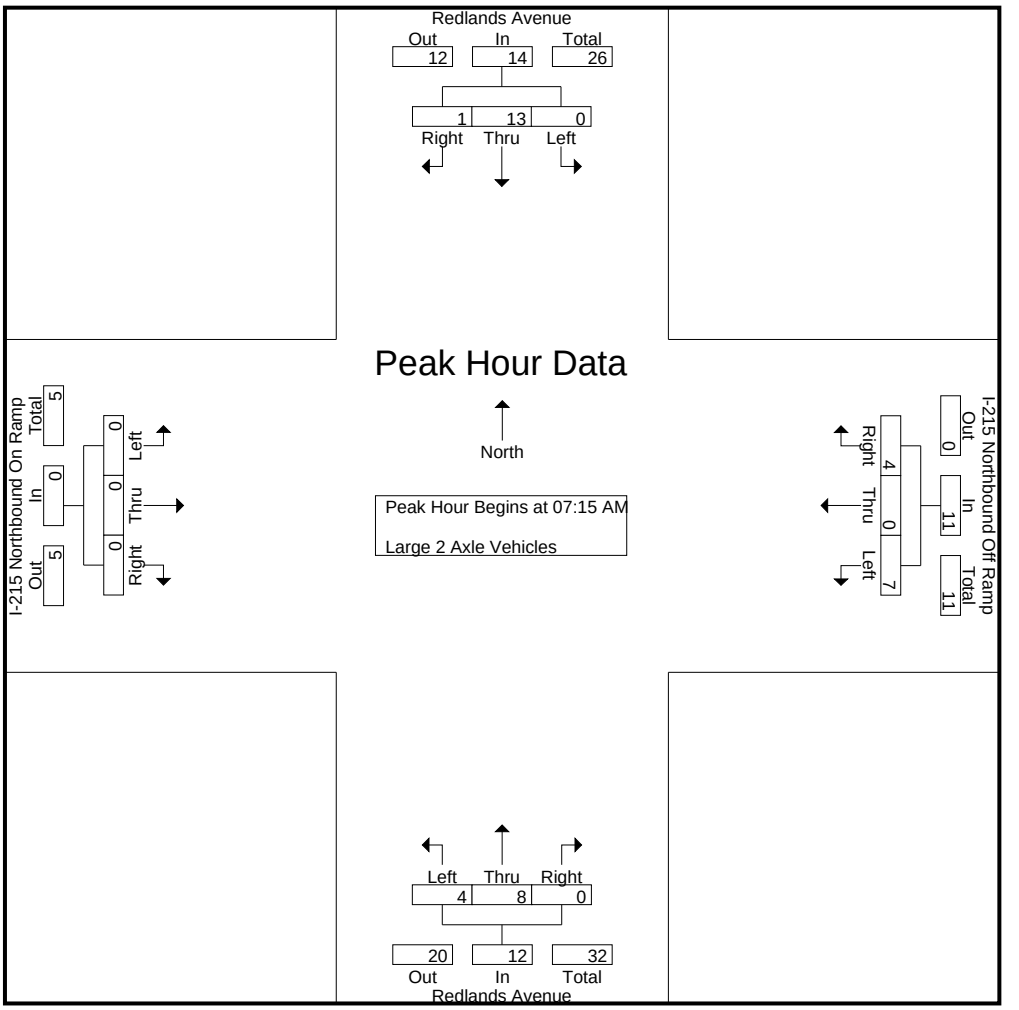
	Redlands Avenue Southbound				I-215 Northbound Off Ramp Westbound				Redlands Avenue Northbound				I-215 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	5	0	0	5	1	2	0	3	0	0	0	0	9
07:15 AM	0	2	0	2	3	0	0	3	2	2	0	4	0	0	0	0	9
07:30 AM	0	9	0	9	2	0	1	3	0	2	0	2	0	0	0	0	14
07:45 AM	0	1	1	2	2	0	1	3	2	1	0	3	0	0	0	0	8
Total	0	12	2	14	12	0	2	14	5	7	0	12	0	0	0	0	40
08:00 AM	0	1	0	1	0	0	2	2	0	3	0	3	0	0	0	0	6
08:15 AM	0	3	1	4	5	0	1	6	3	2	0	5	0	0	0	0	15
08:30 AM	0	5	0	5	7	0	3	10	5	3	0	8	0	0	0	0	23
08:45 AM	0	2	1	3	4	0	0	4	3	9	0	12	0	0	0	0	19
Total	0	11	2	13	16	0	6	22	11	17	0	28	0	0	0	0	63
Grand Total	0	23	4	27	28	0	8	36	16	24	0	40	0	0	0	0	103
Apprch %	0	85.2	14.8		77.8	0	22.2		40	60	0		0	0	0		
Total %	0	22.3	3.9	26.2	27.2	0	7.8	35	15.5	23.3	0	38.8	0	0	0	0	

	Redlands Avenue Southbound				I-215 Northbound Off Ramp Westbound				Redlands Avenue Northbound				I-215 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	2	0	2	**3**	0	0	**3**	**2**	2	0	**4**	0	0	0	0	9
07:30 AM	0	**9**	0	**9**	2	0	1	3	0	2	0	2	0	0	0	0	**14**
07:45 AM	0	1	**1**	2	2	0	1	3	2	1	0	3	0	0	0	0	8
08:00 AM	0	1	0	1	0	0	**2**	2	0	**3**	0	3	0	0	0	0	6
Total Volume	0	13	1	14	7	0	4	11	4	8	0	12	0	0	0	0	37
% App. Total	0	92.9	7.1		63.6	0	36.4		33.3	66.7	0		0	0	0		
PHF	.000	.361	.250	.389	.583	.000	.500	.917	.500	.667	.000	.750	.000	.000	.000	.000	.661

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Northbound Ramps
Weather: Clear

File Name : 21_PER_Red_ 215N AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	2	0	2	**3**	0	0	**3**	**2**	2	0	**4**	0	0	0	0
+15 mins.	0	**9**	0	**9**	2	0	1	3	0	2	0	2	0	0	0	0
+30 mins.	0	1	**1**	2	2	0	1	3	2	1	0	3	0	0	0	0
+45 mins.	0	1	0	1	0	0	**2**	2	0	**3**	0	3	0	0	0	0
Total Volume	0	13	1	14	7	0	4	11	4	8	0	12	0	0	0	0
% App. Total	0	92.9	7.1		63.6	0	36.4		33.3	66.7	0		0	0	0	
PHF	.000	.361	.250	.389	.583	.000	.500	.917	.500	.667	.000	.750	.000	.000	.000	.000

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Northbound Ramps
Weather: Clear

File Name : 21_PER_Red_ 215N AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

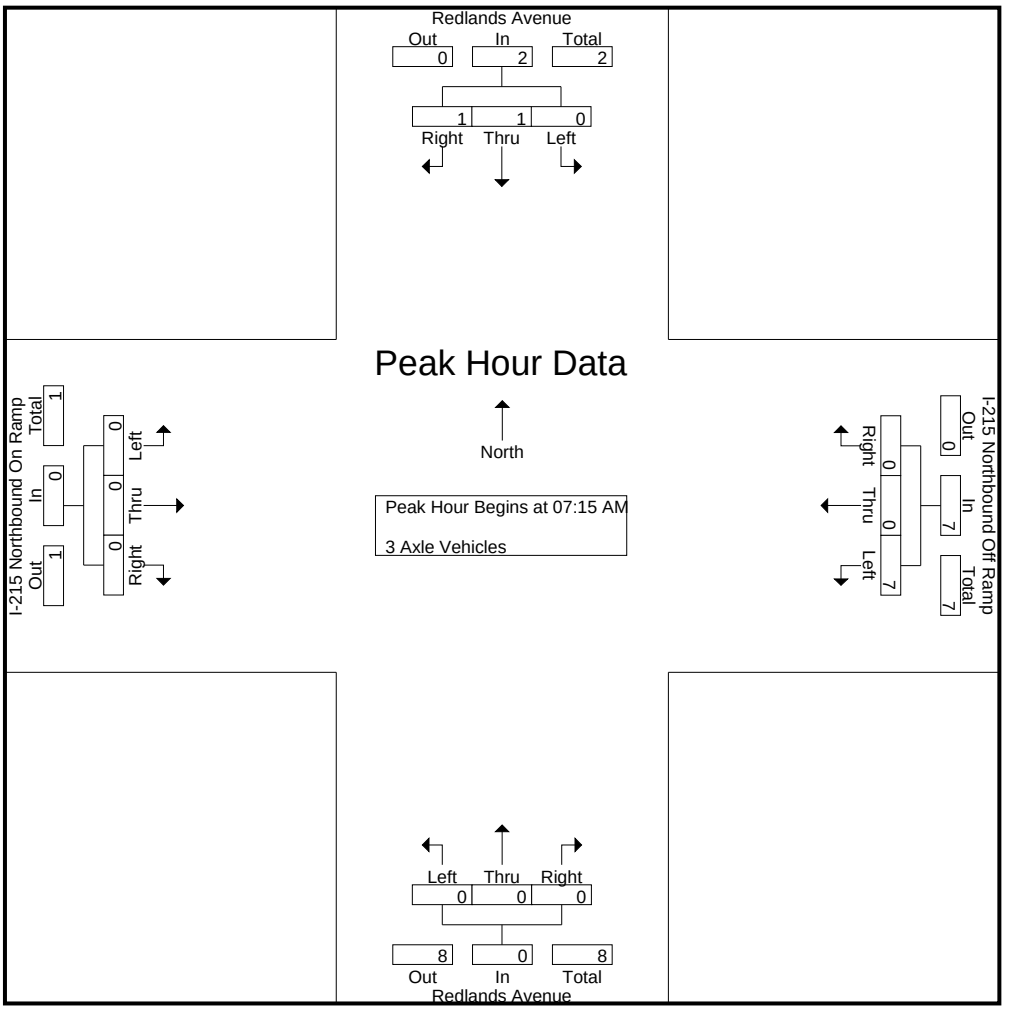
	Redlands Avenue Southbound				I-215 Northbound Off Ramp Westbound				Redlands Avenue Northbound				I-215 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	1	0	0	1	2	1	0	3	0	0	0	0	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	5
Total	0	1	0	1	6	0	0	6	2	1	0	3	0	0	0	0	10
08:00 AM	0	1	1	2	2	0	0	2	0	0	0	0	0	0	0	0	4
08:15 AM	0	0	0	0	8	0	0	8	1	0	0	1	0	0	0	0	9
08:30 AM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	2
08:45 AM	0	0	0	0	2	0	0	2	1	1	0	2	0	0	0	0	4
Total	0	1	1	2	13	0	0	13	3	1	0	4	0	0	0	0	19
Grand Total	0	2	1	3	19	0	0	19	5	2	0	7	0	0	0	0	29
Apprch %	0	66.7	33.3		100	0	0		71.4	28.6	0		0	0	0		
Total %	0	6.9	3.4	10.3	65.5	0	0	65.5	17.2	6.9	0	24.1	0	0	0	0	

	Redlands Avenue Southbound				I-215 Northbound Off Ramp Westbound				Redlands Avenue Northbound				I-215 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	**5**	0	0	**5**	0	0	0	0	0	0	0	0	**5**
08:00 AM	0	**1**	**1**	**2**	2	0	0	2	0	0	0	0	0	0	0	0	4
Total Volume	0	1	1	2	7	0	0	7	0	0	0	0	0	0	0	0	9
% App. Total	0	50	50		100	0	0		0	0	0		0	0	0		
PHF	.000	.250	.250	.250	.350	.000	.000	.350	.000	.000	.000	.000	.000	.000	.000	.000	.450

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Northbound Ramps
Weather: Clear

File Name : 21_PER_Red_ 215N AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	**5**	0	0	**5**	0	0	0	0	0	0	0	0
+45 mins.	0	**1**	**1**	**2**	2	0	0	2	0	0	0	0	0	0	0	0
Total Volume	0	1	1	2	7	0	0	7	0	0	0	0	0	0	0	0
% App. Total	0	50	50		100	0	0		0	0	0		0	0	0	
PHF	.000	.250	.250	.250	.350	.000	.000	.350	.000	.000	.000	.000	.000	.000	.000	.000

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Northbound Ramps
Weather: Clear

File Name : 21_PER_Red_ 215N AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

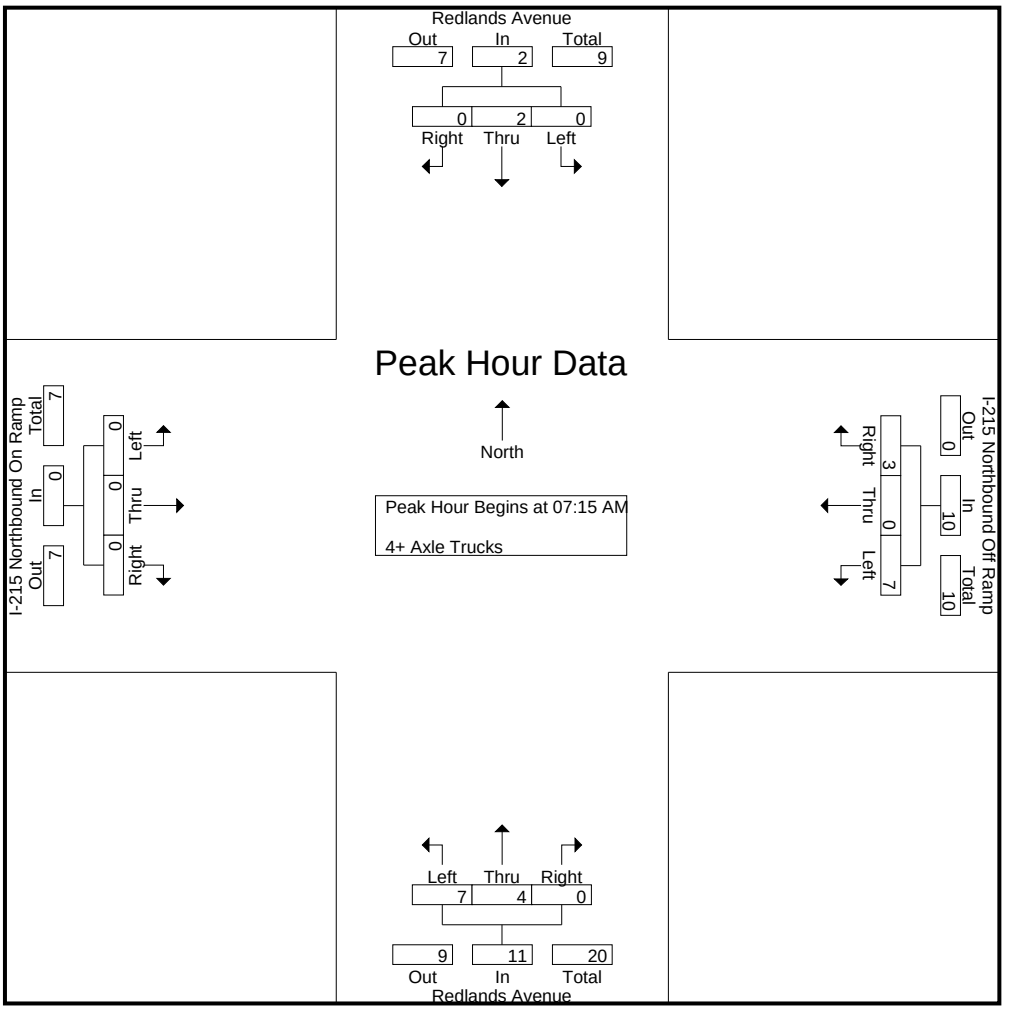
	Redlands Avenue Southbound				I-215 Northbound Off Ramp Westbound				Redlands Avenue Northbound				I-215 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	2	0	0	2	0	0	0	0	0	0	0	0	4
07:15 AM	0	1	0	1	1	0	0	1	1	1	0	2	0	0	0	0	4
07:30 AM	0	0	0	0	3	0	0	3	2	0	0	2	0	0	0	0	5
07:45 AM	0	1	0	1	0	0	1	1	1	1	0	2	0	0	0	0	4
Total	0	4	0	4	6	0	1	7	4	2	0	6	0	0	0	0	17
08:00 AM	0	0	0	0	3	0	2	5	3	2	0	5	0	0	0	0	10
08:15 AM	0	1	0	1	0	0	2	2	4	1	0	5	0	0	0	0	8
08:30 AM	0	0	0	0	2	0	0	2	4	2	0	6	0	0	0	0	8
08:45 AM	0	0	0	0	3	0	0	3	2	1	0	3	0	0	0	0	6
Total	0	1	0	1	8	0	4	12	13	6	0	19	0	0	0	0	32
Grand Total	0	5	0	5	14	0	5	19	17	8	0	25	0	0	0	0	49
Apprch %	0	100	0		73.7	0	26.3		68	32	0		0	0	0		
Total %	0	10.2	0	10.2	28.6	0	10.2	38.8	34.7	16.3	0	51	0	0	0	0	

	Redlands Avenue Southbound				I-215 Northbound Off Ramp Westbound				Redlands Avenue Northbound				I-215 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**1**	0	**1**	1	0	0	1	1	1	0	2	0	0	0	0	4
07:30 AM	0	0	0	0	**3**	0	0	3	2	0	0	2	0	0	0	0	5
07:45 AM	0	1	0	1	0	0	1	1	1	1	0	2	0	0	0	0	4
08:00 AM	0	0	0	0	3	0	**2**	**5**	**3**	**2**	0	**5**	0	0	0	0	**10**
Total Volume	0	2	0	2	7	0	3	10	7	4	0	11	0	0	0	0	23
% App. Total	0	100	0		70	0	30		63.6	36.4	0		0	0	0		
PHF	.000	.500	.000	.500	.583	.000	.375	.500	.583	.500	.000	.550	.000	.000	.000	.000	.575

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Northbound Ramps
Weather: Clear

File Name : 21_PER_Red_ 215N AM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**1**	0	**1**	1	0	0	1	1	1	0	2	0	0	0	0
+15 mins.	0	0	0	0	**3**	0	0	3	2	0	0	2	0	0	0	0
+30 mins.	0	1	0	1	0	0	1	1	1	1	0	2	0	0	0	0
+45 mins.	0	0	0	0	3	0	**2**	**5**	**3**	**2**	0	**5**	0	0	0	0
Total Volume	0	2	0	2	7	0	3	10	7	4	0	11	0	0	0	0
% App. Total	0	100	0		70	0	30		63.6	36.4	0		0	0	0	
PHF	.000	.500	.000	.500	.583	.000	.375	.500	.583	.500	.000	.550	.000	.000	.000	.000

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Northbound Ramps
Weather: Clear

File Name : 21_PER_Red_ 215N PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

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

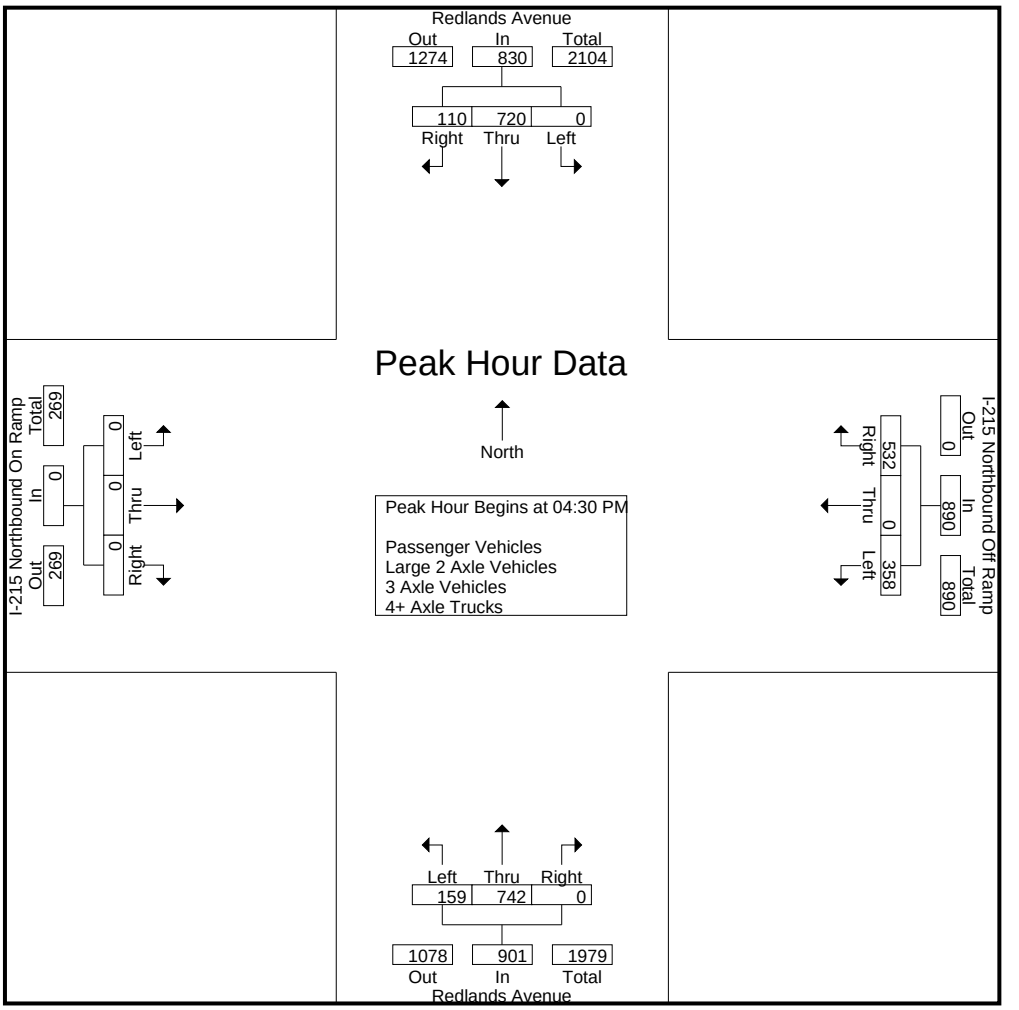
	Redlands Avenue Southbound				I-215 Northbound Off Ramp Westbound				Redlands Avenue Northbound				I-215 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	193	25	218	86	0	130	216	30	137	0	167	0	0	0	0	601
04:15 PM	0	179	26	205	96	0	122	218	43	155	0	198	0	0	0	0	621
04:30 PM	0	189	30	219	94	0	127	221	42	198	0	240	0	0	0	0	680
04:45 PM	0	168	24	192	81	0	111	192	26	177	0	203	0	0	0	0	587
Total	0	729	105	834	357	0	490	847	141	667	0	808	0	0	0	0	2489
05:00 PM	0	183	28	211	93	0	142	235	50	187	0	237	0	0	0	0	683
05:15 PM	0	180	28	208	90	0	152	242	41	180	0	221	0	0	0	0	671
05:30 PM	0	196	50	246	72	0	147	219	28	164	0	192	0	0	0	0	657
05:45 PM	0	165	23	188	65	0	125	190	20	185	0	205	0	0	0	0	583
Total	0	724	129	853	320	0	566	886	139	716	0	855	0	0	0	0	2594
Grand Total	0	1453	234	1687	677	0	1056	1733	280	1383	0	1663	0	0	0	0	5083
Apprch %	0	86.1	13.9		39.1	0	60.9		16.8	83.2	0		0	0	0		
Total %	0	28.6	4.6	33.2	13.3	0	20.8	34.1	5.5	27.2	0	32.7	0	0	0	0	
Passenger Vehicles	0	1428	229	1657	657	0	1048	1705	260	1349	0	1609	0	0	0	0	4971
% Passenger Vehicles	0	98.3	97.9	98.2	97	0	99.2	98.4	92.9	97.5	0	96.8	0	0	0	0	97.8
Large 2 Axle Vehicles	0	17	3	20	12	0	7	19	12	28	0	40	0	0	0	0	79
% Large 2 Axle Vehicles	0	1.2	1.3	1.2	1.8	0	0.7	1.1	4.3	2	0	2.4	0	0	0	0	1.6
3 Axle Vehicles	0	3	0	3	4	0	0	4	0	1	0	1	0	0	0	0	8
% 3 Axle Vehicles	0	0.2	0	0.2	0.6	0	0	0.2	0	0.1	0	0.1	0	0	0	0	0.2
4+ Axle Trucks	0	5	2	7	4	0	1	5	8	5	0	13	0	0	0	0	25
% 4+ Axle Trucks	0	0.3	0.9	0.4	0.6	0	0.1	0.3	2.9	0.4	0	0.8	0	0	0	0	0.5

	Redlands Avenue Southbound				I-215 Northbound Off Ramp Westbound				Redlands Avenue Northbound				I-215 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**189**	**30**	**219**	**94**	0	127	221	42	**198**	0	**240**	0	0	0	0	680
04:45 PM	0	168	24	192	81	0	111	192	26	177	0	203	0	0	0	0	587
05:00 PM	0	183	28	211	93	0	142	235	**50**	187	0	237	0	0	0	0	**683**
05:15 PM	0	180	28	208	90	0	**152**	**242**	41	180	0	221	0	0	0	0	671
Total Volume	0	720	110	830	358	0	532	890	159	742	0	901	0	0	0	0	2621
% App. Total	0	86.7	13.3		40.2	0	59.8		17.6	82.4	0		0	0	0		
PHF	.000	.952	.917	.947	.952	.000	.875	.919	.795	.937	.000	.939	.000	.000	.000	.000	.959

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Northbound Ramps
Weather: Clear

File Name : 21_PER_Red_ 215N PM
Site Code : 00322418
Start Date : 5/12/2022



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

	04:45 PM				04:30 PM				04:30 PM				04:00 PM			
+0 mins.	0	168	24	192	**94**	0	127	221	42	**198**	0	**240**	0	0	0	0
+15 mins.	0	183	28	211	81	0	111	192	26	177	0	203	0	0	0	0
+30 mins.	0	180	28	208	93	0	142	235	**50**	187	0	237	0	0	0	0
+45 mins.	0	**196**	**50**	**246**	90	0	**152**	**242**	41	180	0	221	0	0	0	0
Total Volume	0	727	130	857	358	0	532	890	159	742	0	901	0	0	0	0
% App. Total	0	84.8	15.2		40.2	0	59.8		17.6	82.4	0		0	0	0	
PHF	.000	.927	.650	.871	.952	.000	.875	.919	.795	.937	.000	.939	.000	.000	.000	.000

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Northbound Ramps
Weather: Clear

File Name : 21_PER_Red_ 215N PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

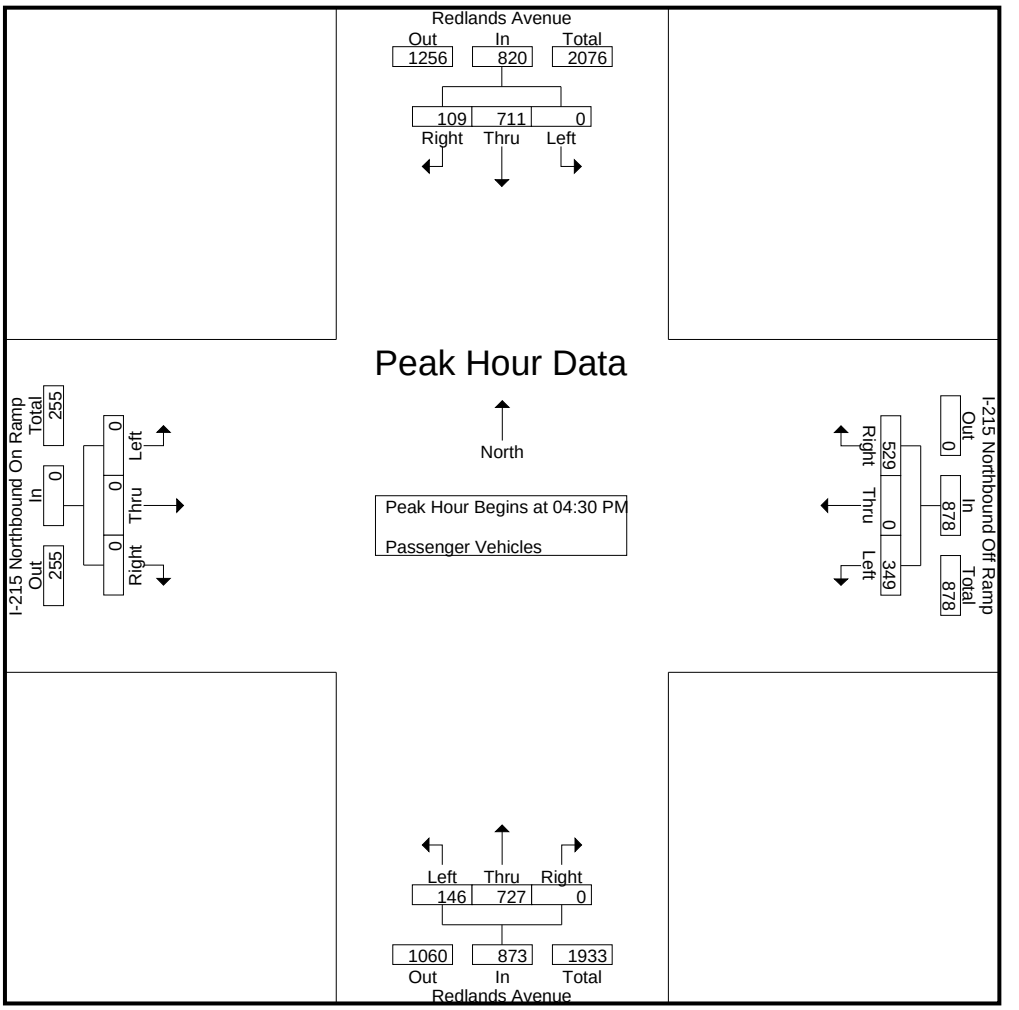
	Redlands Avenue Southbound				I-215 Northbound Off Ramp Westbound				Redlands Avenue Northbound				I-215 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	187	24	211	85	0	129	214	27	136	0	163	0	0	0	0	588
04:15 PM	0	174	23	197	92	0	122	214	41	146	0	187	0	0	0	0	598
04:30 PM	0	184	30	214	90	0	127	217	39	192	0	231	0	0	0	0	662
04:45 PM	0	167	23	190	78	0	111	189	22	173	0	195	0	0	0	0	574
Total	0	712	100	812	345	0	489	834	129	647	0	776	0	0	0	0	2422
05:00 PM	0	182	28	210	91	0	140	231	48	183	0	231	0	0	0	0	672
05:15 PM	0	178	28	206	90	0	151	241	37	179	0	216	0	0	0	0	663
05:30 PM	0	192	50	242	69	0	146	215	27	161	0	188	0	0	0	0	645
05:45 PM	0	164	23	187	62	0	122	184	19	179	0	198	0	0	0	0	569
Total	0	716	129	845	312	0	559	871	131	702	0	833	0	0	0	0	2549
Grand Total	0	1428	229	1657	657	0	1048	1705	260	1349	0	1609	0	0	0	0	4971
Apprch %	0	86.2	13.8		38.5	0	61.5		16.2	83.8	0		0	0	0		
Total %	0	28.7	4.6	33.3	13.2	0	21.1	34.3	5.2	27.1	0	32.4	0	0	0	0	

	Redlands Avenue Southbound				I-215 Northbound Off Ramp Westbound				Redlands Avenue Northbound				I-215 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**184**	**30**	**214**	90	0	127	217	39	**192**	0	**231**	0	0	0	0	662
04:45 PM	0	167	23	190	78	0	111	189	22	173	0	195	0	0	0	0	574
05:00 PM	0	182	28	210	**91**	0	140	231	**48**	183	0	231	0	0	0	0	**672**
05:15 PM	0	178	28	206	90	0	**151**	**241**	37	179	0	216	0	0	0	0	663
Total Volume	0	711	109	820	349	0	529	878	146	727	0	873	0	0	0	0	2571
% App. Total	0	86.7	13.3		39.7	0	60.3		16.7	83.3	0		0	0	0		
PHF	.000	.966	.908	.958	.959	.000	.876	.911	.760	.947	.000	.945	.000	.000	.000	.000	.956

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Northbound Ramps
Weather: Clear

File Name : 21_PER_Red_ 215N PM
Site Code : 00322418
Start Date : 5/12/2022



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	**184**	**30**	**214**	90	0	127	217	39	**192**	0	**231**	0	0	0	0
+15 mins.	0	167	23	190	78	0	111	189	22	173	0	195	0	0	0	0
+30 mins.	0	182	28	210	**91**	0	140	231	**48**	183	0	231	0	0	0	0
+45 mins.	0	178	28	206	90	0	**151**	**241**	37	179	0	216	0	0	0	0
Total Volume	0	711	109	820	349	0	529	878	146	727	0	873	0	0	0	0
% App. Total	0	86.7	13.3		39.7	0	60.3		16.7	83.3	0		0	0	0	
PHF	.000	.966	.908	.958	.959	.000	.876	.911	.760	.947	.000	.945	.000	.000	.000	.000

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Northbound Ramps
Weather: Clear

File Name : 21_PER_Red_ 215N PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

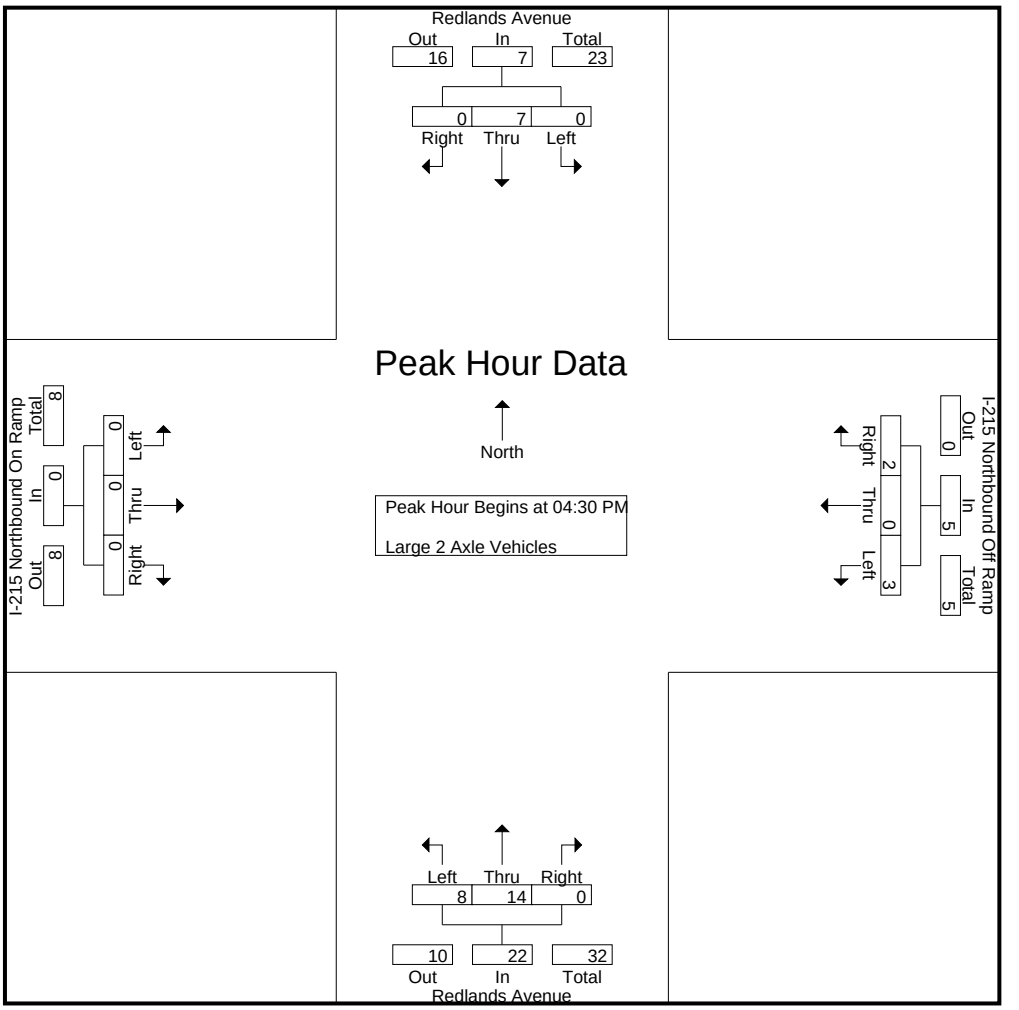
	Redlands Avenue Southbound				I-215 Northbound Off Ramp Westbound				Redlands Avenue Northbound				I-215 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	1	3	0	0	1	1	2	0	0	2	0	0	0	0	6
04:15 PM	0	4	2	6	3	0	0	3	2	8	0	10	0	0	0	0	19
04:30 PM	0	3	0	3	0	0	0	0	2	6	0	8	0	0	0	0	11
04:45 PM	0	1	0	1	2	0	0	2	1	4	0	5	0	0	0	0	8
Total	0	10	3	13	5	0	1	6	7	18	0	25	0	0	0	0	44
05:00 PM	0	1	0	1	1	0	2	3	2	3	0	5	0	0	0	0	9
05:15 PM	0	2	0	2	0	0	0	0	3	1	0	4	0	0	0	0	6
05:30 PM	0	3	0	3	3	0	1	4	0	1	0	1	0	0	0	0	8
05:45 PM	0	1	0	1	3	0	3	6	0	5	0	5	0	0	0	0	12
Total	0	7	0	7	7	0	6	13	5	10	0	15	0	0	0	0	35
Grand Total	0	17	3	20	12	0	7	19	12	28	0	40	0	0	0	0	79
Apprch %	0	85	15		63.2	0	36.8		30	70	0		0	0	0		
Total %	0	21.5	3.8	25.3	15.2	0	8.9	24.1	15.2	35.4	0	50.6	0	0	0	0	

	Redlands Avenue Southbound				I-215 Northbound Off Ramp Westbound				Redlands Avenue Northbound				I-215 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**3**	0	**3**	0	0	0	0	2	**6**	0	**8**	0	0	0	0	**11**
04:45 PM	0	1	0	1	**2**	0	0	2	1	4	0	5	0	0	0	0	8
05:00 PM	0	1	0	1	1	0	**2**	**3**	2	3	0	5	0	0	0	0	9
05:15 PM	0	2	0	2	0	0	0	0	**3**	1	0	4	0	0	0	0	6
Total Volume	0	7	0	7	3	0	2	5	8	14	0	22	0	0	0	0	34
% App. Total	0	100	0		60	0	40		36.4	63.6	0		0	0	0		
PHF	.000	.583	.000	.583	.375	.000	.250	.417	.667	.583	.000	.688	.000	.000	.000	.000	.773

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Northbound Ramps
Weather: Clear

File Name : 21_PER_Red_ 215N PM
Site Code : 00322418
Start Date : 5/12/2022



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	**3**	0	**3**	0	0	0	0	2	**6**	0	**8**	0	0	0	0
+15 mins.	0	1	0	1	**2**	0	0	2	1	4	0	5	0	0	0	0
+30 mins.	0	1	0	1	1	0	**2**	**3**	2	3	0	5	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	**3**	1	0	4	0	0	0	0
Total Volume	0	7	0	7	3	0	2	5	8	14	0	22	0	0	0	0
% App. Total	0	100	0		60	0	40		36.4	63.6	0		0	0	0	
PHF	.000	.583	.000	.583	.375	.000	.250	.417	.667	.583	.000	.688	.000	.000	.000	.000

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Northbound Ramps
Weather: Clear

File Name : 21_PER_Red_ 215N PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

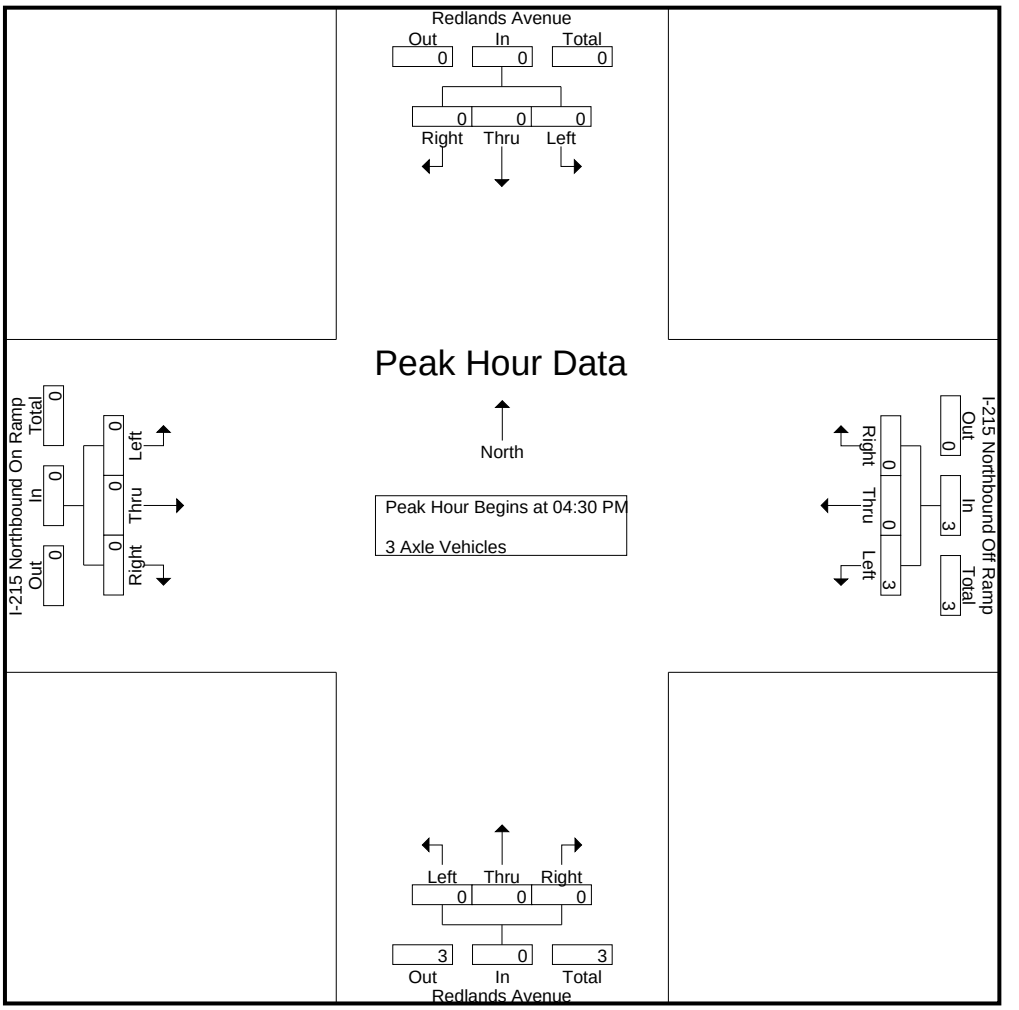
	Redlands Avenue Southbound				I-215 Northbound Off Ramp Westbound				Redlands Avenue Northbound				I-215 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	4	0	0	4	0	0	0	0	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	3	0	3	4	0	0	4	0	1	0	1	0	0	0	0	8
Apprch %	0	100	0		100	0	0		0	100	0		0	0	0		
Total %	0	37.5	0	37.5	50	0	0	50	0	12.5	0	12.5	0	0	0	0	

	Redlands Avenue Southbound				I-215 Northbound Off Ramp Westbound				Redlands Avenue Northbound				I-215 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	**2**
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.375

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Northbound Ramps
Weather: Clear

File Name : 21_PER_Red_ 215N PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Northbound Ramps
Weather: Clear

File Name : 21_PER_Red_ 215N PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

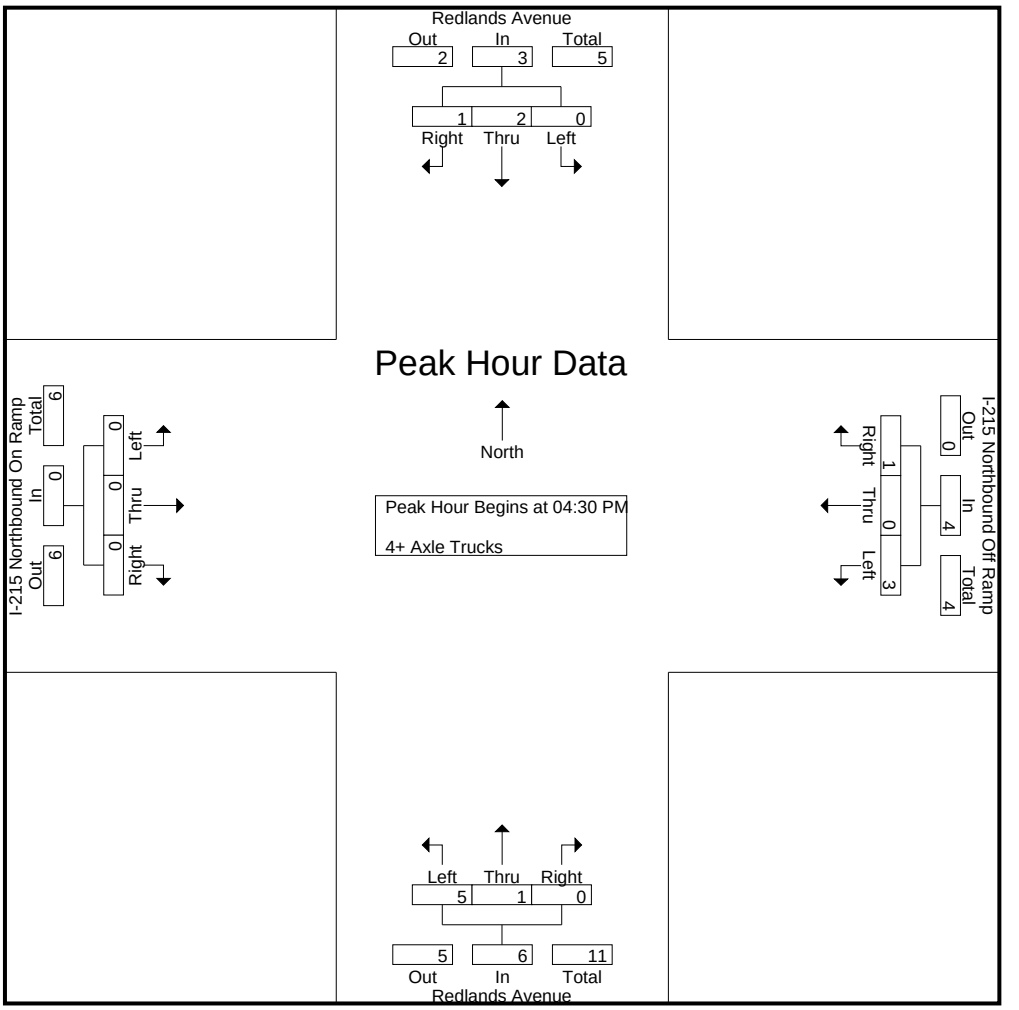
	Redlands Avenue Southbound				I-215 Northbound Off Ramp Westbound				Redlands Avenue Northbound				I-215 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	1	1	0	2	0	0	0	0	4
04:15 PM	0	1	1	2	1	0	0	1	0	1	0	1	0	0	0	0	4
04:30 PM	0	2	0	2	2	0	0	2	1	0	0	1	0	0	0	0	5
04:45 PM	0	0	1	1	0	0	0	0	3	0	0	3	0	0	0	0	4
Total	0	5	2	7	3	0	0	3	5	2	0	7	0	0	0	0	17
05:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
Total	0	0	0	0	1	0	1	2	3	3	0	6	0	0	0	0	8
Grand Total	0	5	2	7	4	0	1	5	8	5	0	13	0	0	0	0	25
Apprch %	0	71.4	28.6		80	0	20		61.5	38.5	0		0	0	0		
Total %	0	20	8	28	16	0	4	20	32	20	0	52	0	0	0	0	

	Redlands Avenue Southbound				I-215 Northbound Off Ramp Westbound				Redlands Avenue Northbound				I-215 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**2**	0	**2**	**2**	0	0	**2**	1	0	0	1	0	0	0	0	**5**
04:45 PM	0	0	**1**	1	0	0	0	0	**3**	0	0	**3**	0	0	0	0	4
05:00 PM	0	0	0	0	1	0	0	1	0	**1**	0	1	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	**1**	1	1	0	0	1	0	0	0	0	2
Total Volume	0	2	1	3	3	0	1	4	5	1	0	6	0	0	0	0	13
% App. Total	0	66.7	33.3		75	0	25		83.3	16.7	0		0	0	0		
PHF	.000	.250	.250	.375	.375	.000	.250	.500	.417	.250	.000	.500	.000	.000	.000	.000	.650

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City of Perris
N/S: Redlands Avenue (SR-74)
E/W: I-215 Northbound Ramps
Weather: Clear

File Name : 21_PER_Red_ 215N PM
Site Code : 00322418
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	**2**	0	**2**	**2**	0	0	**2**	1	0	0	1	0	0	0	0
+15 mins.	0	0	**1**	1	0	0	0	0	**3**	0	0	**3**	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	**1**	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	**1**	1	1	0	0	1	0	0	0	0
Total Volume	0	2	1	3	3	0	1	4	5	1	0	6	0	0	0	0
% App. Total	0	66.7	33.3		75	0	25		83.3	16.7	0		0	0	0	
PHF	.000	.250	.250	.375	.375	.000	.250	.500	.417	.250	.000	.500	.000	.000	.000	.000

Location: Perris
N/S: Redlands Avenue
E/W: I-215 NB Ramps

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg Redlands Avenue	East Leg I-215 NB Ramps	South Leg Redlands Avenue	West Leg I-215 NB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	1	2
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	4	4
8:45 AM	0	0	0	3	3
TOTAL VOLUMES:	0	1	0	10	11

	North Leg Redlands Avenue	East Leg I-215 NB Ramps	South Leg Redlands Avenue	West Leg I-215 NB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	3	3
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	3	3
5:30 PM	0	0	0	2	2
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	0	0	0	10	10

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Location: Perris
N/S: Redlands Avenue
E/W: I-215 NB Ramps

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound Redlands Avenue			Westbound I-215 NB Ramps			Northbound Redlands Avenue			Eastbound I-215 NB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Redlands Avenue			Westbound I-215 NB Ramps			Northbound Redlands Avenue			Eastbound I-215 NB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Perris
N/S: Dunlap Drive
E/W: Nuevo Road
Weather: Clear

File Name : 22_PER_Dun_Nue AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

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

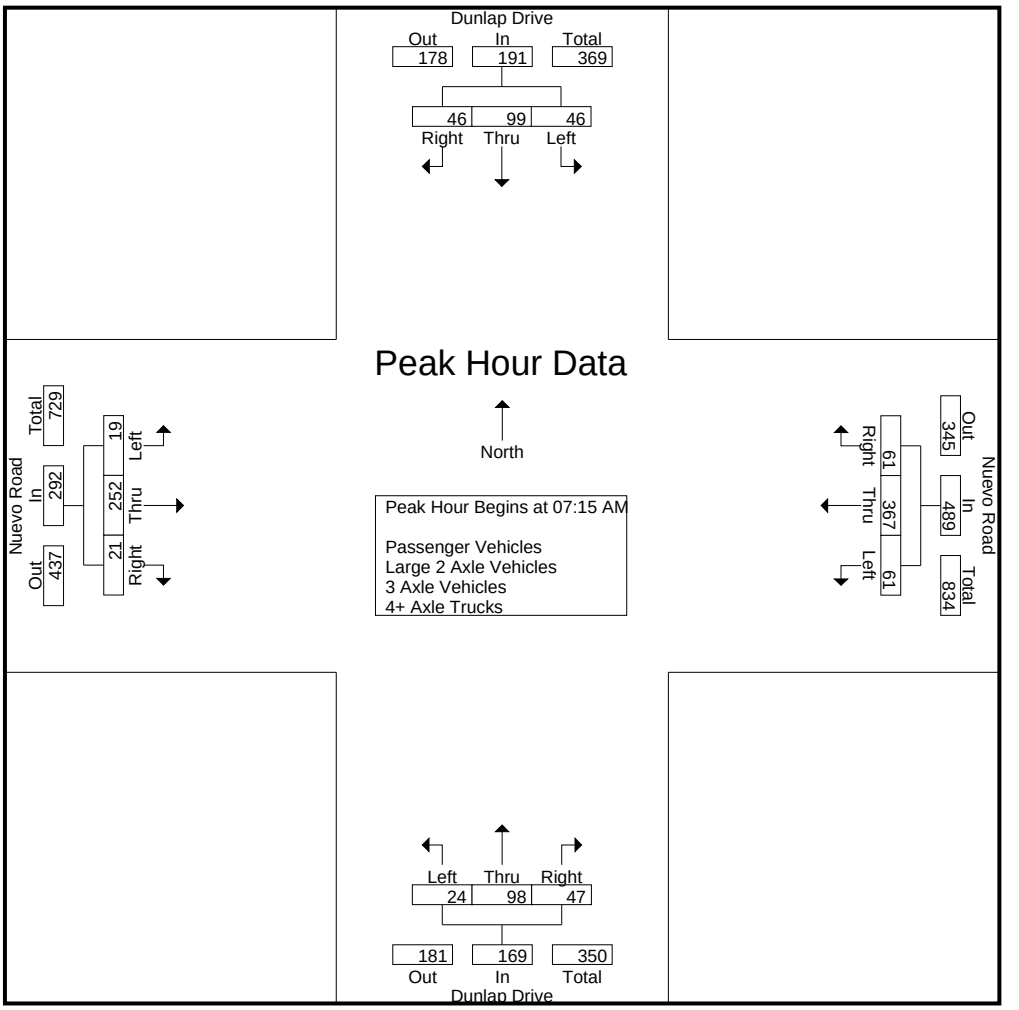
	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	20	13	44	11	72	17	100	4	28	12	44	1	40	8	49	237
07:15 AM	12	27	11	50	9	81	24	114	5	29	11	45	1	58	7	66	275
07:30 AM	17	24	14	55	12	93	13	118	10	29	12	51	7	68	7	82	306
07:45 AM	10	32	7	49	19	90	17	126	5	25	16	46	4	65	3	72	293
Total	50	103	45	198	51	336	71	458	24	111	51	186	13	231	25	269	1111
08:00 AM	7	16	14	37	21	103	7	131	4	15	8	27	7	61	4	72	267
08:15 AM	11	22	16	49	12	55	21	88	2	23	16	41	3	61	3	67	245
08:30 AM	10	23	15	48	12	46	8	66	2	17	10	29	6	59	5	70	213
08:45 AM	6	17	6	29	7	64	6	77	4	11	6	21	2	44	9	55	182
Total	34	78	51	163	52	268	42	362	12	66	40	118	18	225	21	264	907
Grand Total	84	181	96	361	103	604	113	820	36	177	91	304	31	456	46	533	2018
Apprch %	23.3	50.1	26.6		12.6	73.7	13.8		11.8	58.2	29.9		5.8	85.6	8.6		
Total %	4.2	9	4.8	17.9	5.1	29.9	5.6	40.6	1.8	8.8	4.5	15.1	1.5	22.6	2.3	26.4	
Passenger Vehicles	82	175	91	348	102	590	112	804	35	171	86	292	31	441	46	518	1962
% Passenger Vehicles	97.6	96.7	94.8	96.4	99	97.7	99.1	98	97.2	96.6	94.5	96.1	100	96.7	100	97.2	97.2
Large 2 Axle Vehicles	1	2	5	8	0	12	1	13	1	4	2	7	0	12	0	12	40
% Large 2 Axle Vehicles	1.2	1.1	5.2	2.2	0	2	0.9	1.6	2.8	2.3	2.2	2.3	0	2.6	0	2.3	2
3 Axle Vehicles	0	2	0	2	0	1	0	1	0	1	0	1	0	1	0	1	5
% 3 Axle Vehicles	0	1.1	0	0.6	0	0.2	0	0.1	0	0.6	0	0.3	0	0.2	0	0.2	0.2
4+ Axle Trucks	1	2	0	3	1	1	0	2	0	1	3	4	0	2	0	2	11
% 4+ Axle Trucks	1.2	1.1	0	0.8	1	0.2	0	0.2	0	0.6	3.3	1.3	0	0.4	0	0.4	0.5

	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	12	27	11	50	9	81	**24**	114	5	**29**	11	45	1	58	**7**	66	275
07:30 AM	**17**	24	**14**	**55**	12	93	13	118	**10**	29	12	**51**	**7**	**68**	7	**82**	**306**
07:45 AM	10	**32**	7	49	19	90	17	126	5	25	**16**	46	4	65	3	72	293
08:00 AM	7	16	14	37	**21**	**103**	7	**131**	4	15	8	27	7	61	4	72	267
Total Volume	46	99	46	191	61	367	61	489	24	98	47	169	19	252	21	292	1141
% App. Total	24.1	51.8	24.1		12.5	75.1	12.5		14.2	58	27.8		6.5	86.3	7.2		
PHF	.676	.773	.821	.868	.726	.891	.635	.933	.600	.845	.734	.828	.679	.926	.750	.890	.932

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City of Perris
N/S: Dunlap Drive
E/W: Nuevo Road
Weather: Clear

File Name : 22_PER_Dun_Nue AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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

	07:00 AM				07:15 AM				07:00 AM				07:30 AM			
+0 mins.	11	20	13	44	9	81	**24**	114	4	28	12	44	**7**	**68**	**7**	**82**
+15 mins.	12	27	11	50	12	93	13	118	5	**29**	11	45	4	65	3	72
+30 mins.	**17**	24	**14**	**55**	19	90	17	126	**10**	29	12	**51**	7	61	4	72
+45 mins.	10	**32**	7	49	**21**	**103**	7	**131**	5	25	**16**	46	3	61	3	67
Total Volume	50	103	45	198	61	367	61	489	24	111	51	186	21	255	17	293
% App. Total	25.3	52	22.7		12.5	75.1	12.5		12.9	59.7	27.4		7.2	87	5.8	
PHF	.735	.805	.804	.900	.726	.891	.635	.933	.600	.957	.797	.912	.750	.938	.607	.893

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City of Perris
N/S: Dunlap Drive
E/W: Nuevo Road
Weather: Clear

File Name : 22_PER_Dun_Nue AM
Site Code : 00322418
Start Date : 5/19/2022
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Groups Printed- Passenger Vehicles

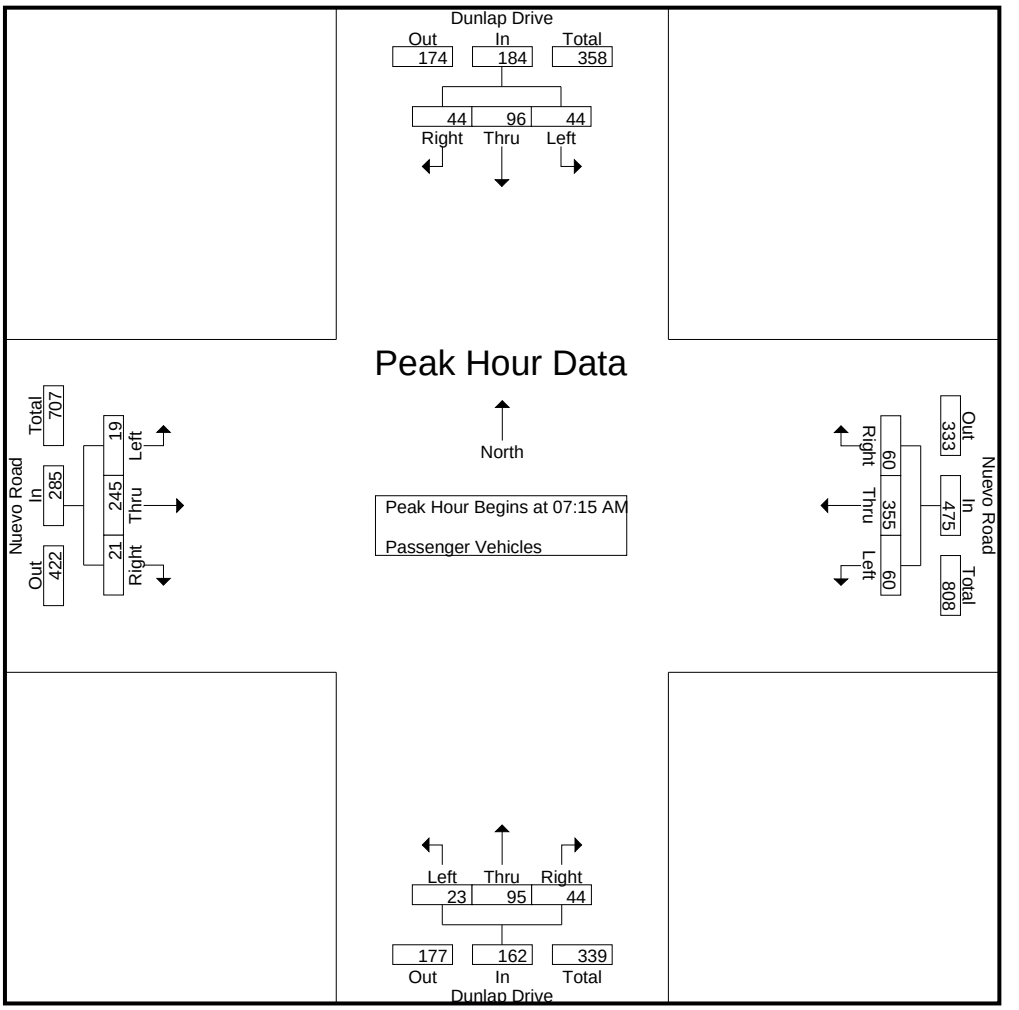
	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	20	11	42	11	72	17	100	4	26	12	42	1	39	8	48	232
07:15 AM	12	26	11	49	9	77	23	109	5	28	11	44	1	58	7	66	268
07:30 AM	16	22	13	51	12	89	13	114	10	29	11	50	7	67	7	81	296
07:45 AM	10	32	7	49	18	87	17	122	5	24	15	44	4	63	3	70	285
Total	49	100	42	191	50	325	70	445	24	107	49	180	13	227	25	265	1081
08:00 AM	6	16	13	35	21	102	7	130	3	14	7	24	7	57	4	68	257
08:15 AM	11	21	15	47	12	55	21	88	2	22	14	38	3	58	3	64	237
08:30 AM	10	21	15	46	12	45	8	65	2	17	10	29	6	57	5	68	208
08:45 AM	6	17	6	29	7	63	6	76	4	11	6	21	2	42	9	53	179
Total	33	75	49	157	52	265	42	359	11	64	37	112	18	214	21	253	881
Grand Total	82	175	91	348	102	590	112	804	35	171	86	292	31	441	46	518	1962
Apprch %	23.6	50.3	26.1		12.7	73.4	13.9		12	58.6	29.5		6	85.1	8.9		
Total %	4.2	8.9	4.6	17.7	5.2	30.1	5.7	41	1.8	8.7	4.4	14.9	1.6	22.5	2.3	26.4	

	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	12	26	11	49	9	77	**23**	109	5	28	11	44	1	58	**7**	66	268
07:30 AM	**16**	22	**13**	**51**	12	89	13	114	**10**	**29**	11	**50**	**7**	**67**	7	**81**	**296**
07:45 AM	10	**32**	7	49	18	87	17	122	5	24	**15**	44	4	63	3	70	285
08:00 AM	6	16	13	35	**21**	**102**	7	**130**	3	14	7	24	7	57	4	68	257
Total Volume	44	96	44	184	60	355	60	475	23	95	44	162	19	245	21	285	1106
% App. Total	23.9	52.2	23.9		12.6	74.7	12.6		14.2	58.6	27.2		6.7	86	7.4		
PHF	.688	.750	.846	.902	.714	.870	.652	.913	.575	.819	.733	.810	.679	.914	.750	.880	.934

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City of Perris
N/S: Dunlap Drive
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Weather: Clear

File Name : 22_PER_Dun_Nue AM
Site Code : 00322418
Start Date : 5/19/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	12	26	11	49	9	77	**23**	109	5	28	11	44	1	58	**7**	66
+15 mins.	**16**	22	**13**	**51**	12	89	13	114	**10**	**29**	11	**50**	**7**	**67**	7	**81**
+30 mins.	10	**32**	7	49	18	87	17	122	5	24	**15**	44	4	63	3	70
+45 mins.	6	16	13	35	**21**	**102**	7	**130**	3	14	7	24	7	57	4	68
Total Volume	44	96	44	184	60	355	60	475	23	95	44	162	19	245	21	285
% App. Total	23.9	52.2	23.9		12.6	74.7	12.6		14.2	58.6	27.2		6.7	86	7.4	
PHF	.688	.750	.846	.902	.714	.870	.652	.913	.575	.819	.733	.810	.679	.914	.750	.880

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City of Perris
N/S: Dunlap Drive
E/W: Nuevo Road
Weather: Clear

File Name : 22_PER_Dun_Nue AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

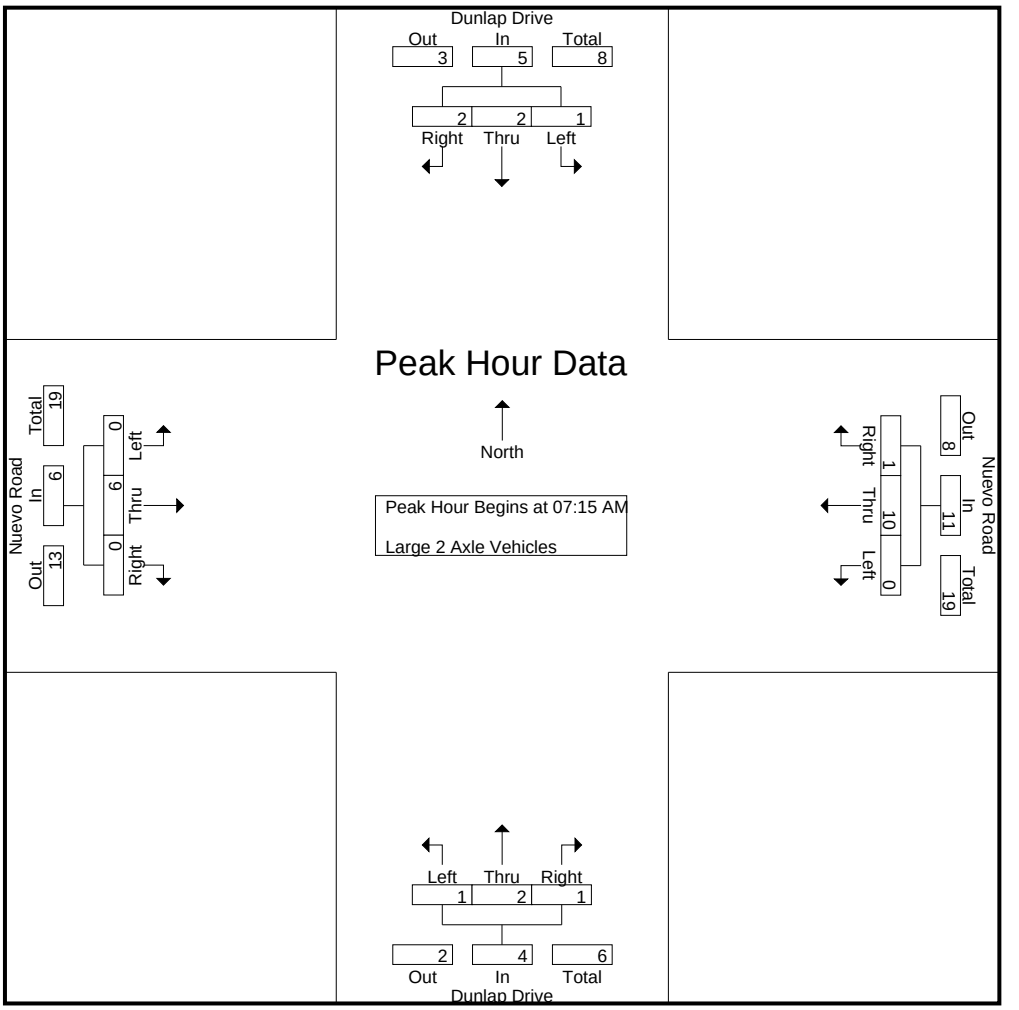
	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	2	2	0	0	0	0	0	2	0	2	0	1	0	1	5
07:15 AM	0	1	0	1	0	3	1	4	0	1	0	1	0	0	0	0	6
07:30 AM	1	1	1	3	0	4	0	4	0	0	1	1	0	1	0	1	9
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	1	2	3	6	0	9	1	10	0	3	1	4	0	4	0	4	24
08:00 AM	0	0	1	1	0	1	0	1	1	1	0	2	0	3	0	3	7
08:15 AM	0	0	1	1	0	0	0	0	0	0	1	1	0	2	0	2	4
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	2	2	0	3	0	3	1	1	1	3	0	8	0	8	16
Grand Total	1	2	5	8	0	12	1	13	1	4	2	7	0	12	0	12	40
Apprch %	12.5	25	62.5		0	92.3	7.7		14.3	57.1	28.6		0	100	0		
Total %	2.5	5	12.5	20	0	30	2.5	32.5	2.5	10	5	17.5	0	30	0	30	

	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**1**	0	1	0	3	**1**	**4**	0	**1**	0	1	0	0	0	0	6
07:30 AM	**1**	1	**1**	**3**	0	**4**	0	4	0	0	**1**	1	0	1	0	1	**9**
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
08:00 AM	0	0	1	1	0	1	0	1	**1**	1	0	**2**	0	**3**	0	**3**	7
Total Volume	1	2	2	5	0	10	1	11	1	2	1	4	0	6	0	6	26
% App. Total	20	40	40		0	90.9	9.1		25	50	25		0	100	0		
PHF	.250	.500	.500	.417	.000	.625	.250	.688	.250	.500	.250	.500	.000	.500	.000	.500	.722

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City of Perris
N/S: Dunlap Drive
E/W: Nuevo Road
Weather: Clear

File Name : 22_PER_Dun_Nue AM
Site Code : 00322418
Start Date : 5/19/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**1**	0	1	0	3	**1**	**4**	0	**1**	0	1	0	0	0	0
+15 mins.	**1**	1	**1**	**3**	0	**4**	0	4	0	0	**1**	1	0	1	0	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
+45 mins.	0	0	1	1	0	1	0	1	**1**	1	0	**2**	0	**3**	0	**3**
Total Volume	1	2	2	5	0	10	1	11	1	2	1	4	0	6	0	6
% App. Total	20	40	40		0	90.9	9.1		25	50	25		0	100	0	
PHF	.250	.500	.500	.417	.000	.625	.250	.688	.250	.500	.250	.500	.000	.500	.000	.500

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City of Perris
N/S: Dunlap Drive
E/W: Nuevo Road
Weather: Clear

File Name : 22_PER_Dun_Nue AM
Site Code : 00322418
Start Date : 5/19/2022
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Groups Printed- 3 Axle Vehicles

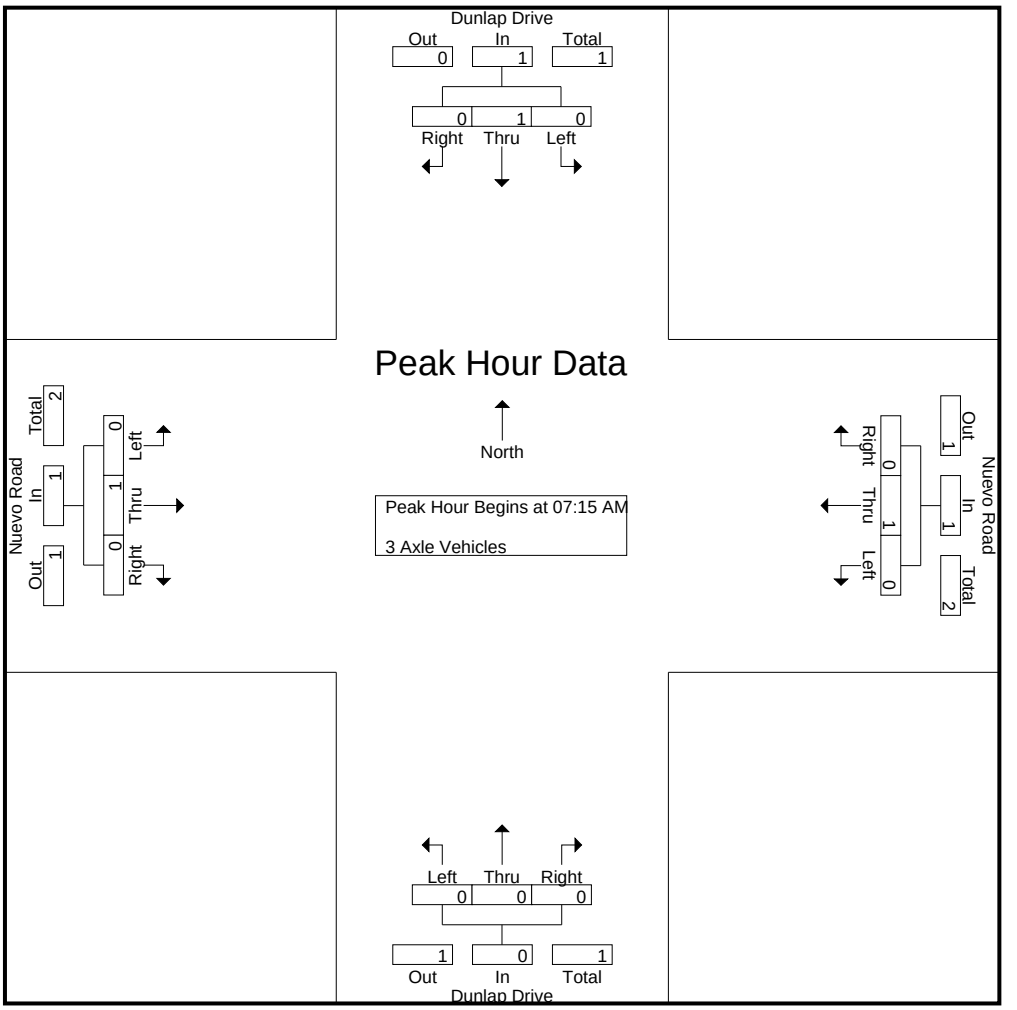
	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
Grand Total	0	2	0	2	0	1	0	1	0	1	0	1	0	1	0	1	5
Apprch %	0	100	0		0	100	0		0	100	0		0	100	0		
Total %	0	40	0	40	0	20	0	20	0	20	0	20	0	20	0	20	

	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
07:45 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
Total Volume	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
% App. Total	0	100	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.750

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City of Perris
N/S: Dunlap Drive
E/W: Nuevo Road
Weather: Clear

File Name : 22_PER_Dun_Nue AM
Site Code : 00322418
Start Date : 5/19/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
Total Volume	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1
% App. Total	0	100	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

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City of Perris
N/S: Dunlap Drive
E/W: Nuevo Road
Weather: Clear

File Name : 22_PER_Dun_Nue AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

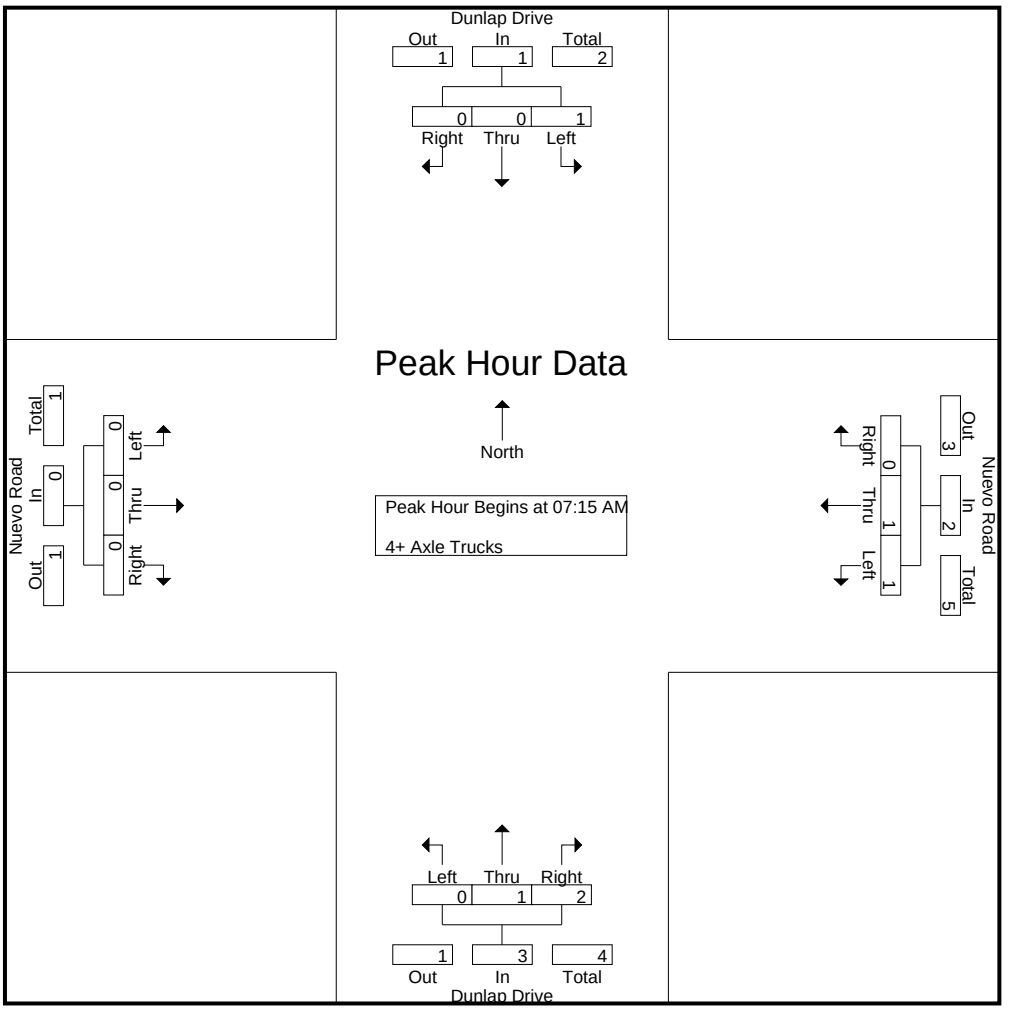
	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	1	0	1	1	2	0	0	0	0	3
Total	0	0	0	0	1	1	0	2	0	1	1	2	0	0	0	0	4
08:00 AM	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
08:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	1	2	0	3	0	0	0	0	0	0	2	2	0	2	0	2	7
Grand Total	1	2	0	3	1	1	0	2	0	1	3	4	0	2	0	2	11
Apprch %	33.3	66.7	0		50	50	0		0	25	75		0	100	0		
Total %	9.1	18.2	0	27.3	9.1	9.1	0	18.2	0	9.1	27.3	36.4	0	18.2	0	18.2	

	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	**1**	0	0	1	0	**1**	**1**	**2**	0	0	0	0	**3**
08:00 AM	**1**	0	0	**1**	0	0	0	0	0	0	1	1	0	0	0	0	2
Total Volume	1	0	0	1	1	1	0	2	0	1	2	3	0	0	0	0	6
% App. Total	100	0	0		50	50	0		0	33.3	66.7		0	0	0		
PHF	.250	.000	.000	.250	.250	.250	.000	.500	.000	.250	.500	.375	.000	.000	.000	.000	.500

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City of Perris
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Weather: Clear

File Name : 22_PER_Dun_Nue AM
Site Code : 00322418
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	**1**	0	0	1	0	**1**	**1**	**2**	0	0	0	0
+45 mins.	**1**	0	0	**1**	0	0	0	0	0	0	1	1	0	0	0	0
Total Volume	1	0	0	1	1	1	0	2	0	1	2	3	0	0	0	0
% App. Total	100	0	0		50	50	0		0	33.3	66.7		0	0	0	
PHF	.250	.000	.000	.250	.250	.250	.000	.500	.000	.250	.500	.375	.000	.000	.000	.000

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City of Perris
N/S: Dunlap Drive
E/W: Nuevo Road
Weather: Clear

File Name : 22_PER_Dun_Nue PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

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

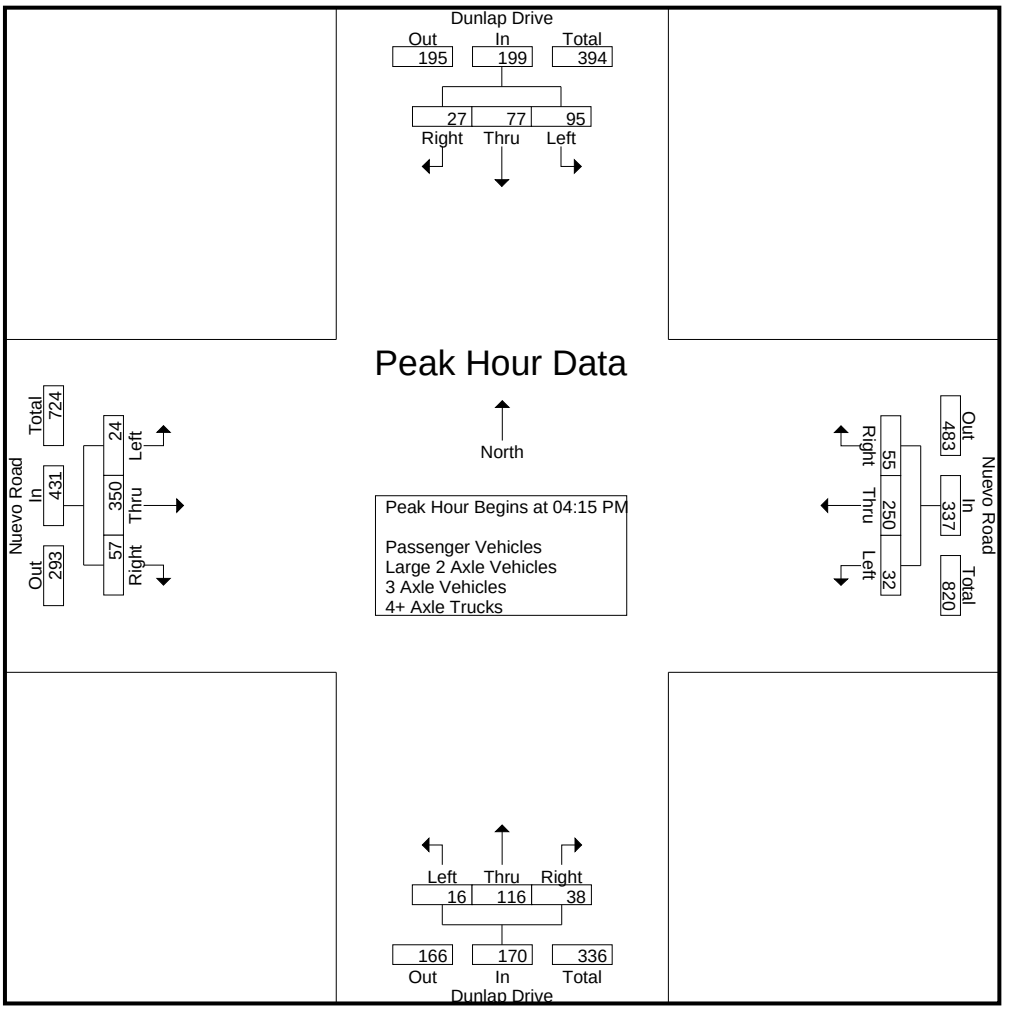
	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	23	24	4	51	8	59	12	79	4	13	13	30	8	83	7	98	258
04:15 PM	22	13	8	43	9	53	14	76	4	29	13	46	5	82	18	105	270
04:30 PM	22	21	8	51	7	61	22	90	2	23	8	33	4	90	8	102	276
04:45 PM	22	18	2	42	10	57	7	74	6	31	4	41	6	91	20	117	274
Total	89	76	22	187	34	230	55	319	16	96	38	150	23	346	53	422	1078
05:00 PM	29	25	9	63	6	79	12	97	4	33	13	50	9	87	11	107	317
05:15 PM	15	14	5	34	10	61	14	85	4	29	14	47	8	77	13	98	264
05:30 PM	20	14	8	42	16	59	11	86	7	21	9	37	7	79	10	96	261
05:45 PM	15	11	9	35	6	39	15	60	9	30	6	45	7	76	13	96	236
Total	79	64	31	174	38	238	52	328	24	113	42	179	31	319	47	397	1078
Grand Total	168	140	53	361	72	468	107	647	40	209	80	329	54	665	100	819	2156
Apprch %	46.5	38.8	14.7		11.1	72.3	16.5		12.2	63.5	24.3		6.6	81.2	12.2		
Total %	7.8	6.5	2.5	16.7	3.3	21.7	5	30	1.9	9.7	3.7	15.3	2.5	30.8	4.6	38	
Passenger Vehicles	168	134	49	351	72	459	107	638	40	208	78	326	53	659	98	810	2125
% Passenger Vehicles	100	95.7	92.5	97.2	100	98.1	100	98.6	100	99.5	97.5	99.1	98.1	99.1	98	98.9	98.6
Large 2 Axle Vehicles	0	5	2	7	0	5	0	5	0	1	1	2	0	4	1	5	19
% Large 2 Axle Vehicles	0	3.6	3.8	1.9	0	1.1	0	0.8	0	0.5	1.2	0.6	0	0.6	1	0.6	0.9
3 Axle Vehicles	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	0	1.9	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	1	1	2	0	4	0	4	0	0	1	1	1	2	1	4	11
% 4+ Axle Trucks	0	0.7	1.9	0.6	0	0.9	0	0.6	0	0	1.2	0.3	1.9	0.3	1	0.5	0.5

	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	22	13	8	43	9	53	14	76	4	29	**13**	46	5	82	18	105	270
04:30 PM	22	21	8	51	7	61	**22**	90	2	23	8	33	4	90	8	102	276
04:45 PM	22	18	2	42	**10**	57	7	74	**6**	31	4	41	6	**91**	**20**	**117**	274
05:00 PM	**29**	**25**	**9**	**63**	6	**79**	12	**97**	4	**33**	13	**50**	**9**	87	11	107	**317**
Total Volume	95	77	27	199	32	250	55	337	16	116	38	170	24	350	57	431	1137
% App. Total	47.7	38.7	13.6		9.5	74.2	16.3		9.4	68.2	22.4		5.6	81.2	13.2		
PHF	.819	.770	.750	.790	.800	.791	.625	.869	.667	.879	.731	.850	.667	.962	.713	.921	.897

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City of Perris
N/S: Dunlap Drive
E/W: Nuevo Road
Weather: Clear

File Name : 22_PER_Dun_Nue PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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

	04:15 PM				04:30 PM				05:00 PM				04:15 PM			
+0 mins.	22	13	8	43	7	61	**22**	90	4	**33**	13	**50**	5	82	18	105
+15 mins.	22	21	8	51	**10**	57	7	74	4	29	**14**	47	4	90	8	102
+30 mins.	22	18	2	42	6	**79**	12	**97**	7	21	9	37	6	**91**	**20**	**117**
+45 mins.	**29**	**25**	**9**	**63**	10	61	14	85	**9**	30	6	45	**9**	87	11	107
Total Volume	95	77	27	199	33	258	55	346	24	113	42	179	24	350	57	431
% App. Total	47.7	38.7	13.6		9.5	74.6	15.9		13.4	63.1	23.5		5.6	81.2	13.2	
PHF	.819	.770	.750	.790	.825	.816	.625	.892	.667	.856	.750	.895	.667	.962	.713	.921

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City of Perris
N/S: Dunlap Drive
E/W: Nuevo Road
Weather: Clear

File Name : 22_PER_Dun_Nue PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- Passenger Vehicles

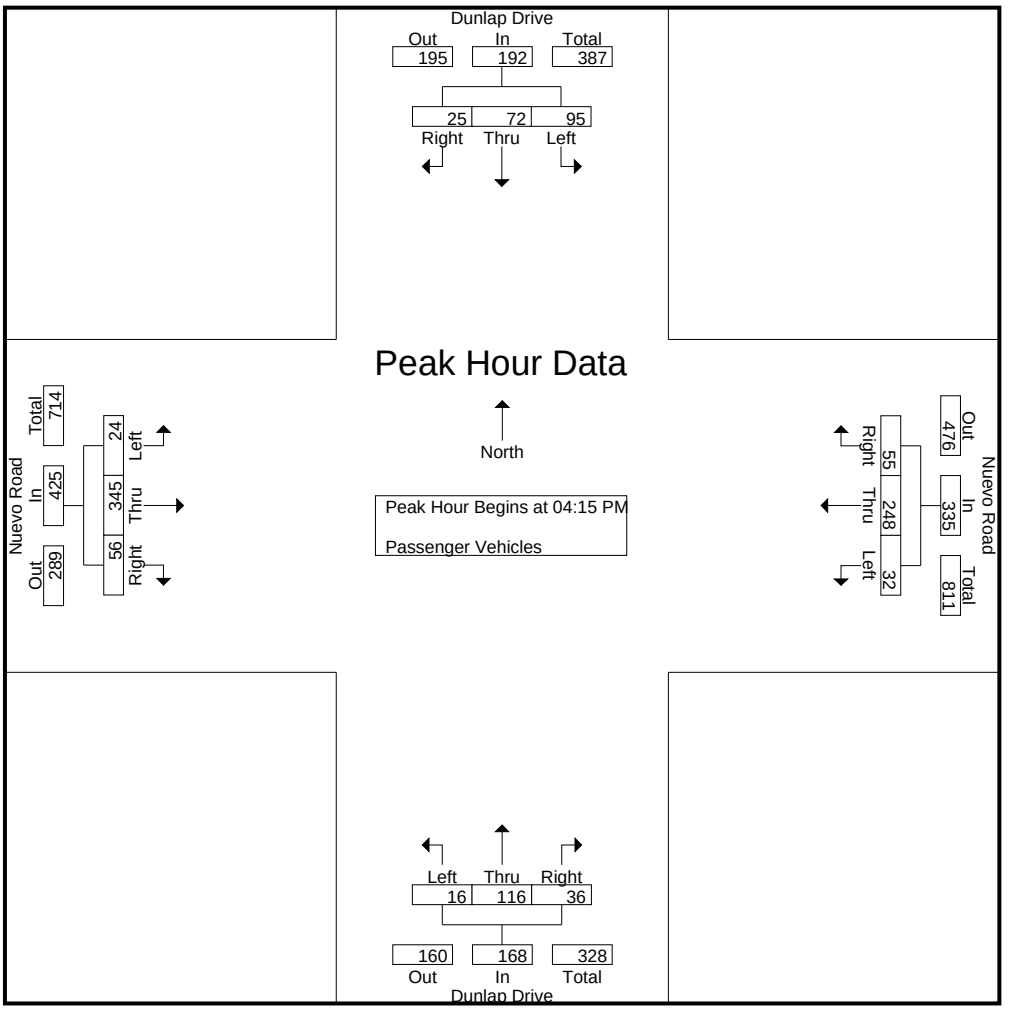
	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	23	24	4	51	8	58	12	78	4	13	13	30	8	82	6	96	255
04:15 PM	22	11	7	40	9	52	14	75	4	29	12	45	5	81	17	103	263
04:30 PM	22	20	7	49	7	61	22	90	2	23	7	32	4	89	8	101	272
04:45 PM	22	18	2	42	10	57	7	74	6	31	4	41	6	90	20	116	273
Total	89	73	20	182	34	228	55	317	16	96	36	148	23	342	51	416	1063
05:00 PM	29	23	9	61	6	78	12	96	4	33	13	50	9	85	11	105	312
05:15 PM	15	13	5	33	10	59	14	83	4	29	14	47	8	77	13	98	261
05:30 PM	20	14	7	41	16	56	11	83	7	21	9	37	7	79	10	96	257
05:45 PM	15	11	8	34	6	38	15	59	9	29	6	44	6	76	13	95	232
Total	79	61	29	169	38	231	52	321	24	112	42	178	30	317	47	394	1062
Grand Total	168	134	49	351	72	459	107	638	40	208	78	326	53	659	98	810	2125
Apprch %	47.9	38.2	14		11.3	71.9	16.8		12.3	63.8	23.9		6.5	81.4	12.1		
Total %	7.9	6.3	2.3	16.5	3.4	21.6	5	30	1.9	9.8	3.7	15.3	2.5	31	4.6	38.1	

	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	22	11	7	40	9	52	14	75	4	29	12	45	5	81	17	103	263
04:30 PM	22	20	7	49	7	61	**22**	90	2	23	7	32	4	89	8	101	272
04:45 PM	22	18	2	42	**10**	57	7	74	**6**	31	4	41	6	**90**	**20**	**116**	273
05:00 PM	**29**	**23**	**9**	**61**	6	**78**	12	**96**	4	**33**	**13**	**50**	**9**	85	11	105	**312**
Total Volume	95	72	25	192	32	248	55	335	16	116	36	168	24	345	56	425	1120
% App. Total	49.5	37.5	13		9.6	74	16.4		9.5	69	21.4		5.6	81.2	13.2		
PHF	.819	.783	.694	.787	.800	.795	.625	.872	.667	.879	.692	.840	.667	.958	.700	.916	.897

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City of Perris
N/S: Dunlap Drive
E/W: Nuevo Road
Weather: Clear

File Name : 22_PER_Dun_Nue PM
Site Code : 00322418
Start Date : 5/19/2022
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	22	11	7	40	9	52	14	75	4	29	12	45	5	81	17	103
+15 mins.	22	20	7	49	7	61	**22**	90	2	23	7	32	4	89	8	101
+30 mins.	22	18	2	42	**10**	57	7	74	**6**	31	4	41	6	**90**	**20**	**116**
+45 mins.	**29**	**23**	**9**	**61**	6	**78**	12	**96**	4	**33**	**13**	**50**	**9**	85	11	105
Total Volume	95	72	25	192	32	248	55	335	16	116	36	168	24	345	56	425
% App. Total	49.5	37.5	13		9.6	74	16.4		9.5	69	21.4		5.6	81.2	13.2	
PHF	.819	.783	.694	.787	.800	.795	.625	.872	.667	.879	.692	.840	.667	.958	.700	.916

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City of Perris
N/S: Dunlap Drive
E/W: Nuevo Road
Weather: Clear

File Name : 22_PER_Dun_Nue PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

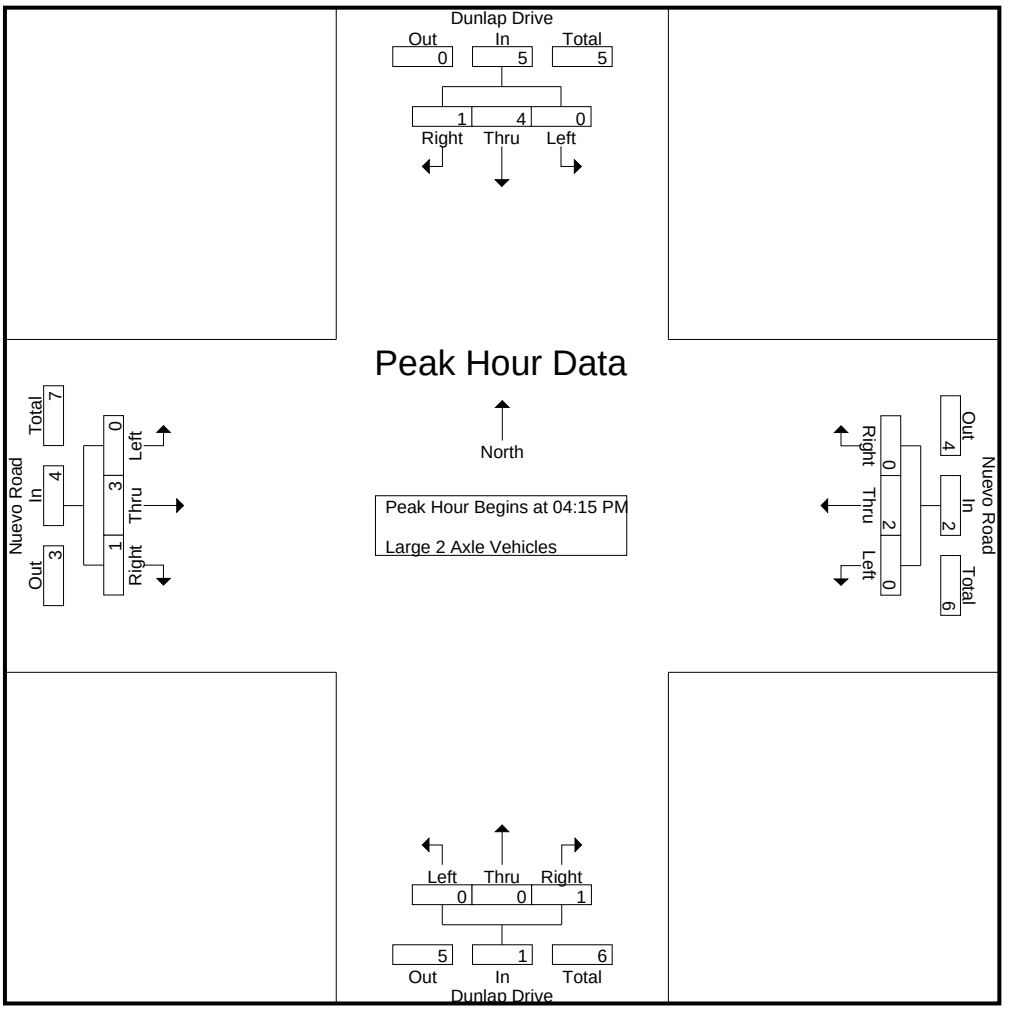
	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	2	0	2	0	1	0	1	0	0	0	0	0	1	1	2	5
04:30 PM	0	1	1	2	0	0	0	0	0	0	1	1	0	1	0	1	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	1	4	0	1	0	1	0	0	1	1	0	3	1	4	10
05:00 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
05:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	2	1	3	0	4	0	4	0	1	0	1	0	1	0	1	9
Grand Total	0	5	2	7	0	5	0	5	0	1	1	2	0	4	1	5	19
Apprch %	0	71.4	28.6		0	100	0		0	50	50		0	80	20		
Total %	0	26.3	10.5	36.8	0	26.3	0	26.3	0	5.3	5.3	10.5	0	21.1	5.3	26.3	

	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**2**	0	**2**	0	**1**	0	**1**	0	0	0	0	0	**1**	**1**	**2**	**5**
04:30 PM	0	1	**1**	2	0	0	0	0	0	0	**1**	**1**	0	1	0	1	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Total Volume	0	4	1	5	0	2	0	2	0	0	1	1	0	3	1	4	12
% App. Total	0	80	20		0	100	0		0	0	100		0	75	25		
PHF	.000	.500	.250	.625	.000	.500	.000	.500	.000	.000	.250	.250	.000	.750	.250	.500	.600

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City of Perris
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Weather: Clear

File Name : 22_PER_Dun_Nue PM
Site Code : 00322418
Start Date : 5/19/2022
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	**2**	0	**2**	0	**1**	0	**1**	0	0	0	0	0	**1**	**1**	**2**
+15 mins.	0	1	**1**	2	0	0	0	0	0	0	**1**	**1**	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	4	1	5	0	2	0	2	0	0	1	1	0	3	1	4
% App. Total	0	80	20		0	100	0		0	0	100		0	75	25	
PHF	.000	.500	.250	.625	.000	.500	.000	.500	.000	.000	.250	.250	.000	.750	.250	.500

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City of Perris
N/S: Dunlap Drive
E/W: Nuevo Road
Weather: Clear

File Name : 22_PER_Dun_Nue PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

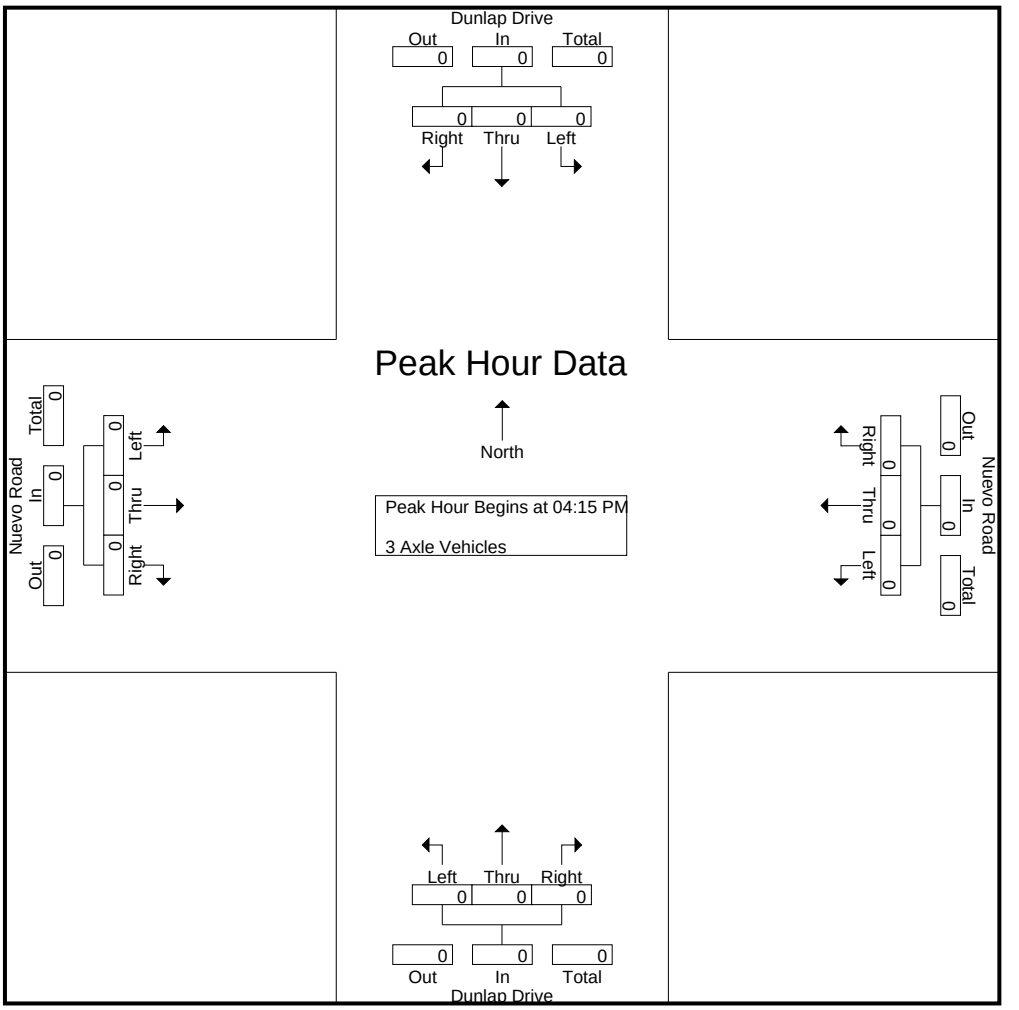
	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	100		0	0	0		0	0	0		0	0	0		
Total %	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	

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

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City of Perris
N/S: Dunlap Drive
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File Name : 22_PER_Dun_Nue PM
Site Code : 00322418
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Perris
N/S: Dunlap Drive
E/W: Nuevo Road
Weather: Clear

File Name : 22_PER_Dun_Nue PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

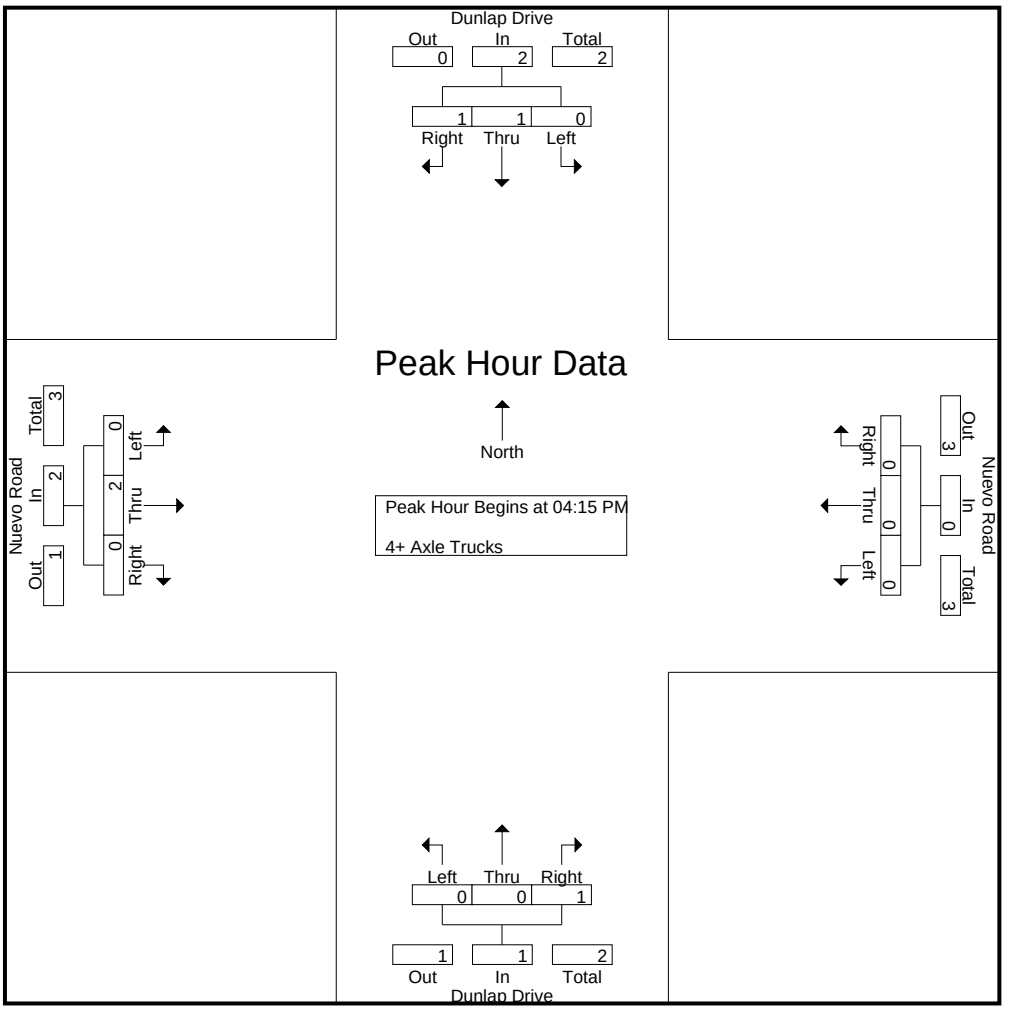
	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
04:15 PM	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	1	1	0	1	0	1	0	0	1	1	0	1	1	2	5
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
Total	0	1	0	1	0	3	0	3	0	0	0	0	1	1	0	2	6
Grand Total	0	1	1	2	0	4	0	4	0	0	1	1	1	2	1	4	11
Apprch %	0	50	50		0	100	0		0	0	100		25	50	25		
Total %	0	9.1	9.1	18.2	0	36.4	0	36.4	0	0	9.1	9.1	9.1	18.2	9.1	36.4	

	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	**1**	**1**	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**2**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
05:00 PM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	1	1	2	0	0	0	0	0	0	1	1	0	2	0	2	5
% App. Total	0	50	50		0	0	0		0	0	100		0	100	0		
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.500	.625

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City of Perris
N/S: Dunlap Drive
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File Name : 22_PER_Dun_Nue PM
Site Code : 00322418
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	**1**	**1**	0	0	0	0	0	0	**1**	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	**1**	0	1	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	1	1	2	0	0	0	0	0	0	1	1	0	2	0	2
% App. Total	0	50	50		0	0	0		0	0	100		0	100	0	
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.500

Location: Perris
N/S: Dunlap Drive
E/W: Nuevo Road

Date: 5/19/2022
Day: Thursday

PEDESTRIANS

	North Leg Dunlap Drive	East Leg Nuevo Road	South Leg Dunlap Drive	West Leg Nuevo Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	2	2
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	2	2
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	5	5

	North Leg Dunlap Drive	East Leg Nuevo Road	South Leg Dunlap Drive	West Leg Nuevo Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Perris
N/S: Dunlap Drive
E/W: Nuevo Road

Date: 5/19/2022
Day: Thursday

BICYCLES

	Southbound Dunlap Drive			Westbound Nuevo Road			Northbound Dunlap Drive			Eastbound Nuevo Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	3	0	0	0	0	0	0	0	3

	Southbound Dunlap Drive			Westbound Nuevo Road			Northbound Dunlap Drive			Eastbound Nuevo Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

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County of Riverside
N/S: Menifee Road
E/W: Nuevo Road
Weather: Clear

File Name : 23_CRV_Men_Nue AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

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

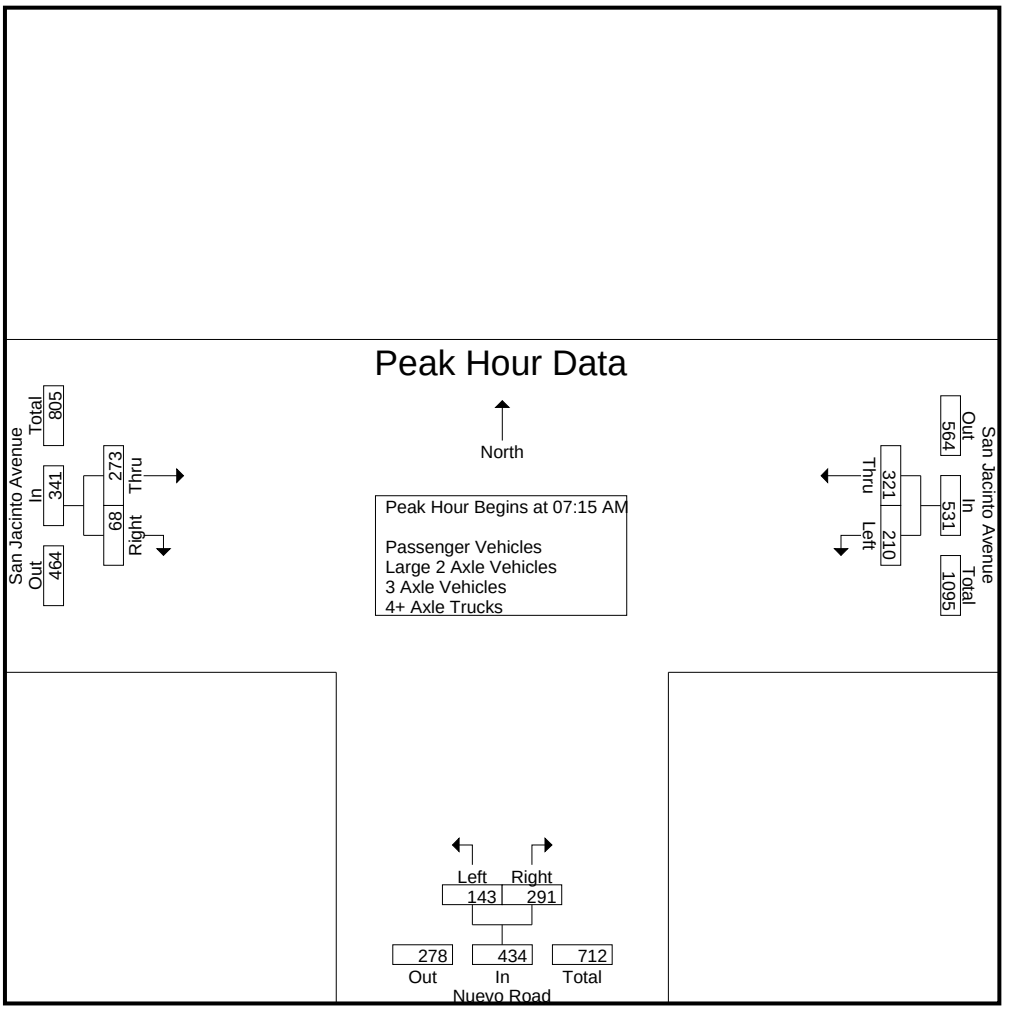
	San Jacinto Avenue Westbound			Nuevo Road Northbound			San Jacinto Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	41	62	103	41	42	83	41	17	58	244
07:15 AM	54	63	117	42	52	94	63	18	81	292
07:30 AM	54	78	132	35	86	121	72	19	91	344
07:45 AM	45	93	138	28	74	102	79	17	96	336
Total	194	296	490	146	254	400	255	71	326	1216
08:00 AM	57	87	144	38	79	117	59	14	73	334
08:15 AM	48	67	115	19	50	69	74	21	95	279
08:30 AM	41	55	96	13	40	53	68	21	89	238
08:45 AM	49	58	107	18	28	46	43	15	58	211
Total	195	267	462	88	197	285	244	71	315	1062
Grand Total	389	563	952	234	451	685	499	142	641	2278
Apprch %	40.9	59.1		34.2	65.8		77.8	22.2		
Total %	17.1	24.7	41.8	10.3	19.8	30.1	21.9	6.2	28.1	
Passenger Vehicles	373	555	928	225	422	647	481	135	616	2191
% Passenger Vehicles	95.9	98.6	97.5	96.2	93.6	94.5	96.4	95.1	96.1	96.2
Large 2 Axle Vehicles	8	6	14	9	19	28	13	4	17	59
% Large 2 Axle Vehicles	2.1	1.1	1.5	3.8	4.2	4.1	2.6	2.8	2.7	2.6
3 Axle Vehicles	1	1	2	0	3	3	1	2	3	8
% 3 Axle Vehicles	0.3	0.2	0.2	0	0.7	0.4	0.2	1.4	0.5	0.4
4+ Axle Trucks	7	1	8	0	7	7	4	1	5	20
% 4+ Axle Trucks	1.8	0.2	0.8	0	1.6	1	0.8	0.7	0.8	0.9

	San Jacinto Avenue Westbound			Nuevo Road Northbound			San Jacinto Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	54	63	117	**42**	52	94	63	18	81	292
07:30 AM	54	78	132	35	**86**	**121**	72	**19**	91	**344**
07:45 AM	45	**93**	138	28	74	102	**79**	17	**96**	336
08:00 AM	**57**	87	**144**	38	79	117	59	14	73	334
Total Volume	210	321	531	143	291	434	273	68	341	1306
% App. Total	39.5	60.5		32.9	67.1		80.1	19.9		
PHF	.921	.863	.922	.851	.846	.897	.864	.895	.888	.949

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County of Riverside
N/S: Menifee Road
E/W: Nuevo Road
Weather: Clear

File Name : 23_CRV_Men_Nue AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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

	07:15 AM			07:15 AM			07:30 AM		
+0 mins.	54	63	117	**42**	52	94	72	19	91
+15 mins.	54	78	132	35	**86**	**121**	**79**	17	**96**
+30 mins.	45	**93**	138	28	74	102	59	14	73
+45 mins.	**57**	87	**144**	38	79	117	74	**21**	95
Total Volume	210	321	531	143	291	434	284	71	355
% App. Total	39.5	60.5		32.9	67.1		80	20	
PHF	.921	.863	.922	.851	.846	.897	.899	.845	.924

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County of Riverside
N/S: Menifee Road
E/W: Nuevo Road
Weather: Clear

File Name : 23_CRV_Men_Nue AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- Passenger Vehicles

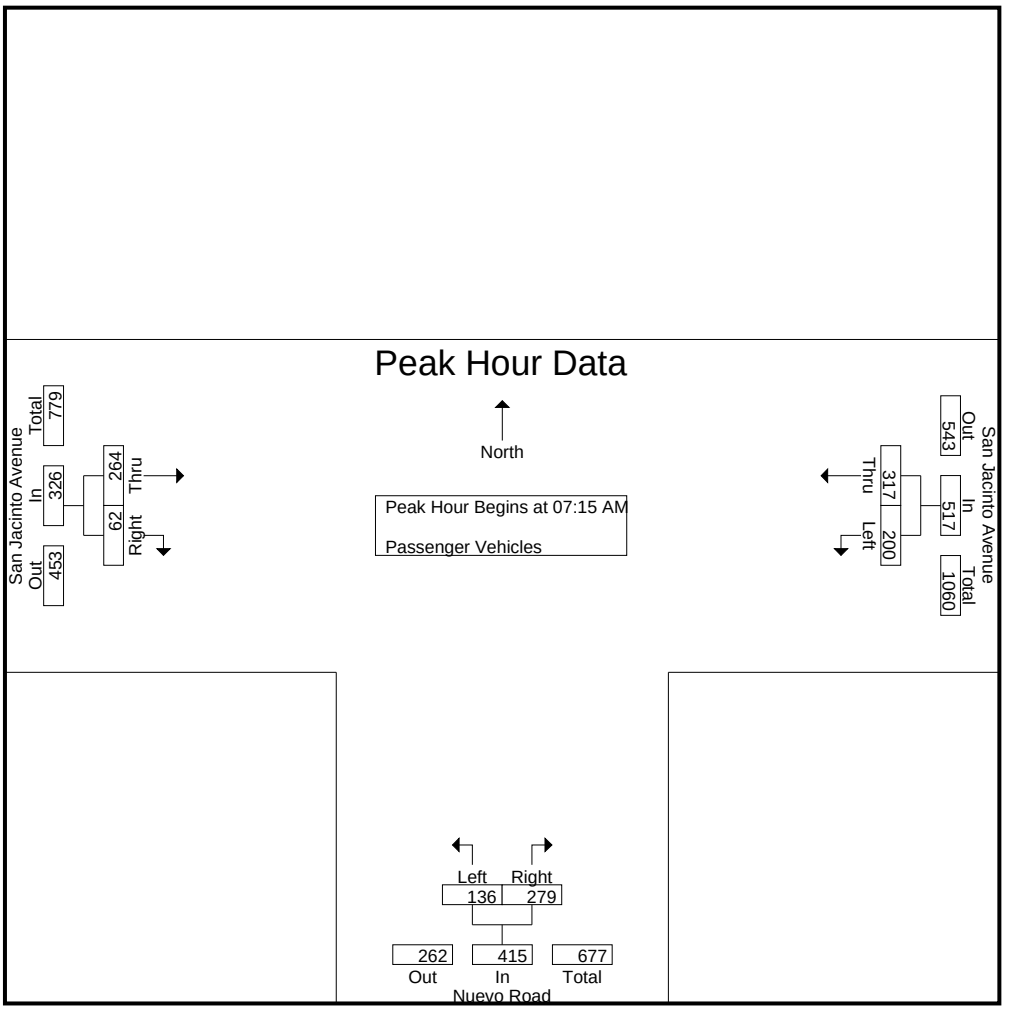
	San Jacinto Avenue Westbound			Nuevo Road Northbound			San Jacinto Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	40	61	101	39	38	77	40	17	57	235
07:15 AM	51	62	113	40	51	91	63	17	80	284
07:30 AM	51	77	128	32	83	115	67	19	86	329
07:45 AM	42	92	134	26	68	94	77	14	91	319
Total	184	292	476	137	240	377	247	67	314	1167
08:00 AM	56	86	142	38	77	115	57	12	69	326
08:15 AM	47	67	114	19	44	63	69	21	90	267
08:30 AM	38	54	92	13	36	49	66	20	86	227
08:45 AM	48	56	104	18	25	43	42	15	57	204
Total	189	263	452	88	182	270	234	68	302	1024
Grand Total	373	555	928	225	422	647	481	135	616	2191
Apprch %	40.2	59.8		34.8	65.2		78.1	21.9		
Total %	17	25.3	42.4	10.3	19.3	29.5	22	6.2	28.1	

	San Jacinto Avenue Westbound			Nuevo Road Northbound			San Jacinto Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	51	62	113	**40**	51	91	63	17	80	284
07:30 AM	51	77	128	32	**83**	**115**	67	**19**	86	**329**
07:45 AM	42	**92**	134	26	68	94	**77**	14	**91**	319
08:00 AM	**56**	86	**142**	38	77	115	57	12	69	326
Total Volume	200	317	517	136	279	415	264	62	326	1258
% App. Total	38.7	61.3		32.8	67.2		81	19		
PHF	.893	.861	.910	.850	.840	.902	.857	.816	.896	.956

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Weather: Clear

File Name : 23_CRV_Men_Nue AM
Site Code : 00322418
Start Date : 5/19/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	51	62	113	**40**	51	91	63	17	80
+15 mins.	51	77	128	32	**83**	**115**	67	**19**	86
+30 mins.	42	**92**	134	26	68	94	**77**	14	**91**
+45 mins.	**56**	86	**142**	38	77	115	57	12	69
Total Volume	200	317	517	136	279	415	264	62	326
% App. Total	38.7	61.3		32.8	67.2		81	19	
PHF	.893	.861	.910	.850	.840	.902	.857	.816	.896

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County of Riverside
N/S: Menifee Road
E/W: Nuevo Road
Weather: Clear

File Name : 23_CRV_Men_Nue AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

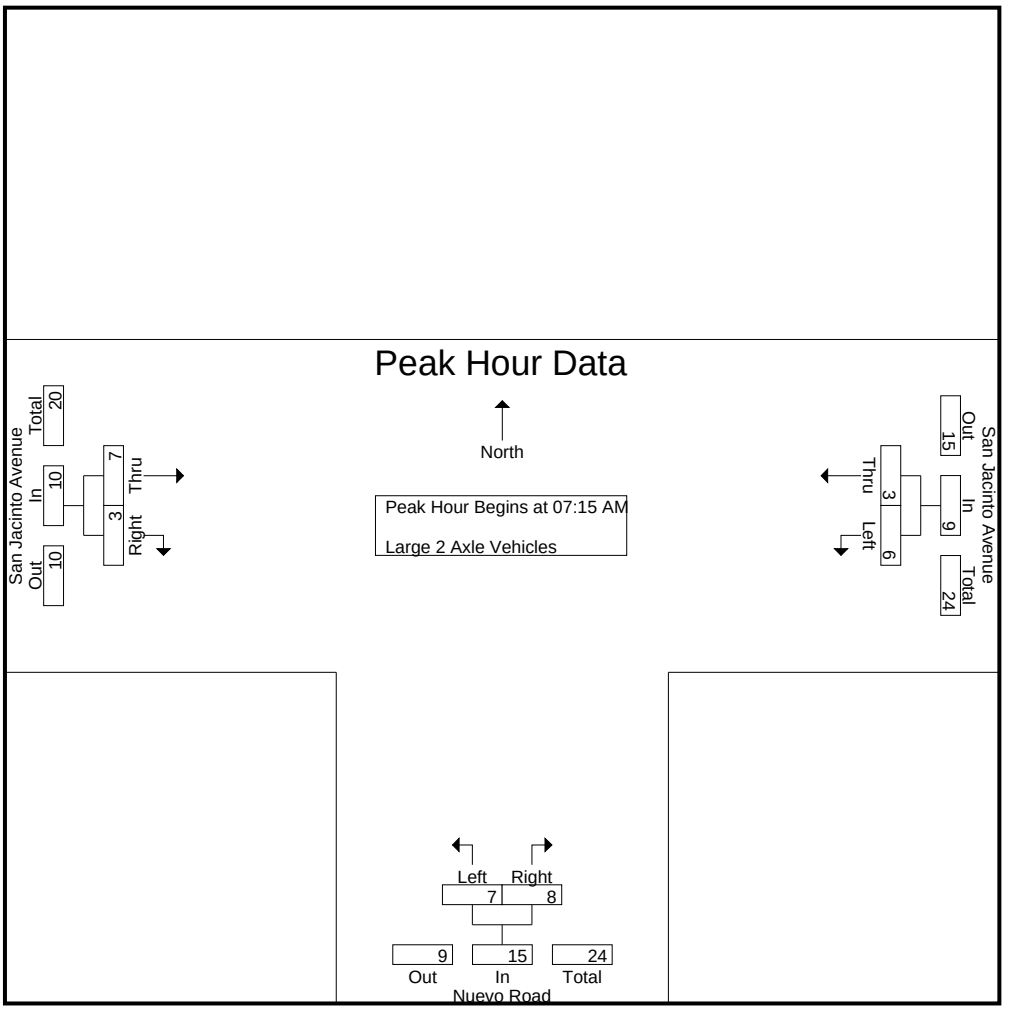
	San Jacinto Avenue Westbound			Nuevo Road Northbound			San Jacinto Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	2	4	6	1	0	1	7
07:15 AM	2	1	3	2	1	3	0	0	0	6
07:30 AM	2	1	3	3	3	6	4	0	4	13
07:45 AM	2	0	2	2	3	5	2	2	4	11
Total	6	2	8	9	11	20	7	2	9	37
08:00 AM	0	1	1	0	1	1	1	1	2	4
08:15 AM	0	0	0	0	4	4	4	0	4	8
08:30 AM	1	1	2	0	2	2	1	1	2	6
08:45 AM	1	2	3	0	1	1	0	0	0	4
Total	2	4	6	0	8	8	6	2	8	22
Grand Total	8	6	14	9	19	28	13	4	17	59
Apprch %	57.1	42.9		32.1	67.9		76.5	23.5		
Total %	13.6	10.2	23.7	15.3	32.2	47.5	22	6.8	28.8	

	San Jacinto Avenue Westbound			Nuevo Road Northbound			San Jacinto Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**2**	**1**	**3**	2	1	3	0	0	0	6
07:30 AM	2	1	3	**3**	**3**	**6**	**4**	0	**4**	**13**
07:45 AM	2	0	2	2	3	5	2	**2**	4	11
08:00 AM	0	1	1	0	1	1	1	1	2	4
Total Volume	6	3	9	7	8	15	7	3	10	34
% App. Total	66.7	33.3		46.7	53.3		70	30		
PHF	.750	.750	.750	.583	.667	.625	.438	.375	.625	.654

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County of Riverside
N/S: Menifee Road
E/W: Nuevo Road
Weather: Clear

File Name : 23_CRV_Men_Nue AM
Site Code : 00322418
Start Date : 5/19/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	**2**	**1**	**3**	2	1	3	0	0	0
+15 mins.	2	1	3	**3**	**3**	**6**	**4**	0	**4**
+30 mins.	2	0	2	2	3	5	2	**2**	4
+45 mins.	0	1	1	0	1	1	1	1	2
Total Volume	6	3	9	7	8	15	7	3	10
% App. Total	66.7	33.3		46.7	53.3		70	30	
PHF	.750	.750	.750	.583	.667	.625	.438	.375	.625

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County of Riverside
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E/W: Nuevo Road
Weather: Clear

File Name : 23_CRV_Men_Nue AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

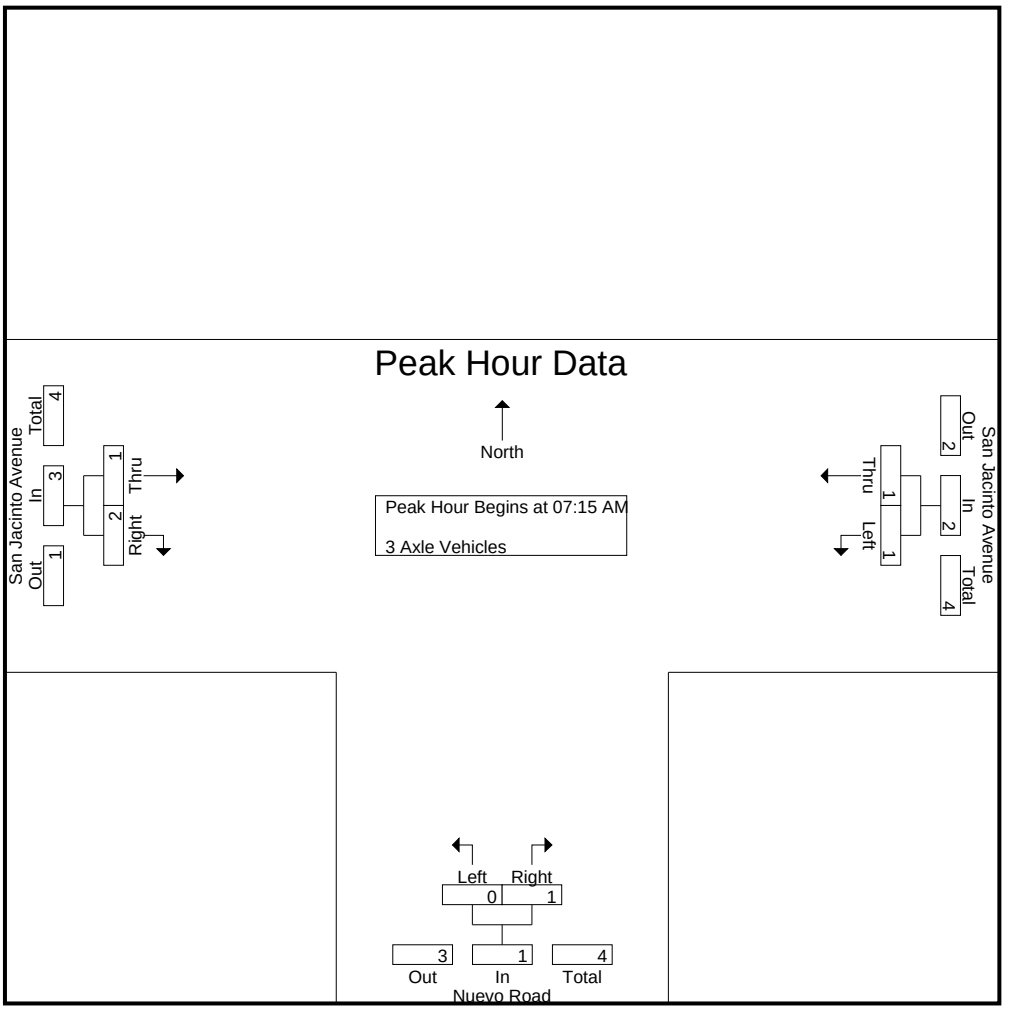
	San Jacinto Avenue Westbound			Nuevo Road Northbound			San Jacinto Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	0	1	1	0	1	1	0	1	1	3
Total	1	1	2	0	1	1	0	1	1	4
08:00 AM	0	0	0	0	0	0	1	1	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	1	0	0	0	1
08:45 AM	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	0	2	2	1	1	2	4
Grand Total	1	1	2	0	3	3	1	2	3	8
Apprch %	50	50		0	100		33.3	66.7		
Total %	12.5	12.5	25	0	37.5	37.5	12.5	25	37.5	

	San Jacinto Avenue Westbound			Nuevo Road Northbound			San Jacinto Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	**1**	0	**1**	0	0	0	0	0	0	1
07:45 AM	0	**1**	1	0	**1**	**1**	0	**1**	1	**3**
08:00 AM	0	0	0	0	0	0	**1**	1	**2**	2
Total Volume	1	1	2	0	1	1	1	2	3	6
% App. Total	50	50		0	100		33.3	66.7		
PHF	.250	.250	.500	.000	.250	.250	.250	.500	.375	.500

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County of Riverside
N/S: Menifee Road
E/W: Nuevo Road
Weather: Clear

File Name : 23_CRV_Men_Nue AM
Site Code : 00322418
Start Date : 5/19/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	**1**	0	**1**	0	0	0	0	0	0
+30 mins.	0	**1**	1	0	**1**	**1**	0	**1**	1
+45 mins.	0	0	0	0	0	0	**1**	1	**2**
Total Volume	1	1	2	0	1	1	1	2	3
% App. Total	50	50		0	100		33.3	66.7	
PHF	.250	.250	.500	.000	.250	.250	.250	.500	.375

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County of Riverside
N/S: Menifee Road
E/W: Nuevo Road
Weather: Clear

File Name : 23_CRV_Men_Nue AM
Site Code : 00322418
Start Date : 5/19/2022

Groups Printed- 4+ Axle Trucks

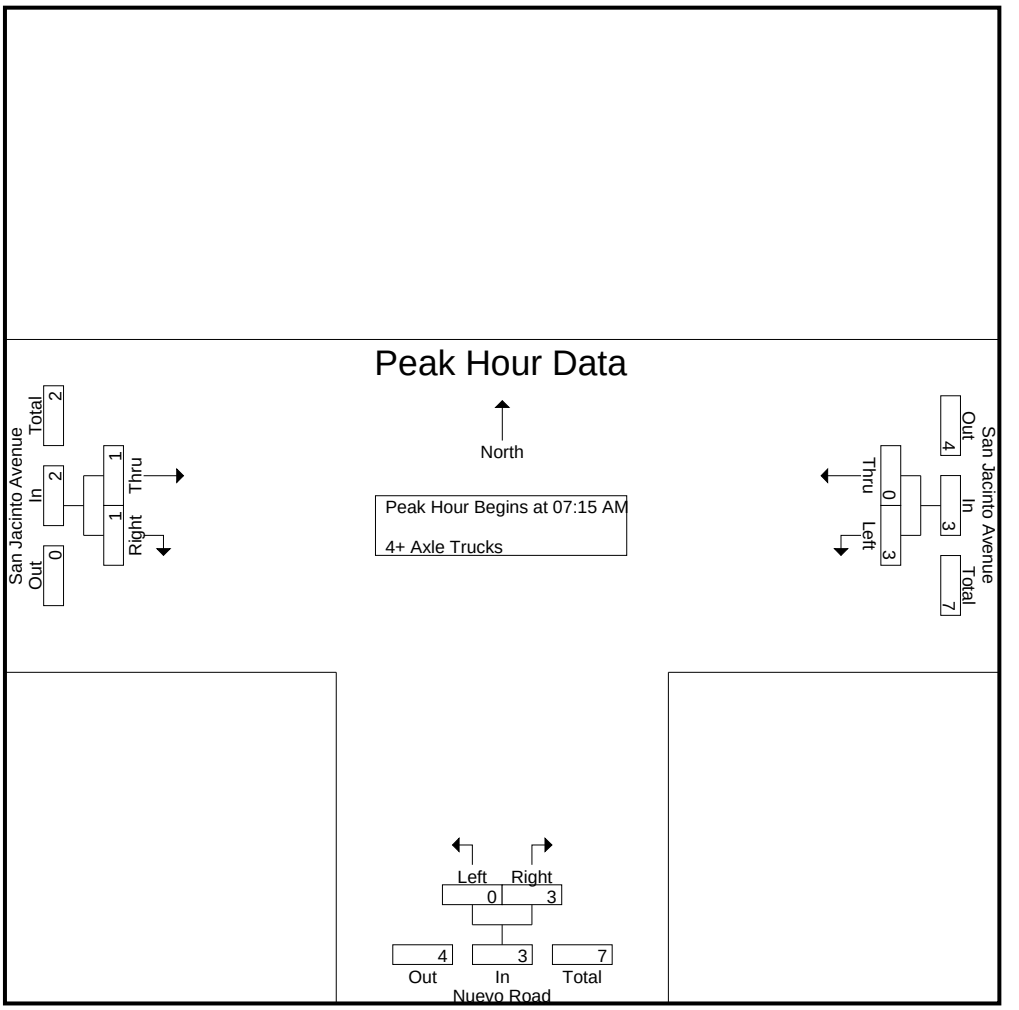
	San Jacinto Avenue Westbound			Nuevo Road Northbound			San Jacinto Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	2	0	0	0	0	0	0	2
07:15 AM	1	0	1	0	0	0	0	1	1	2
07:30 AM	0	0	0	0	0	0	1	0	1	1
07:45 AM	1	0	1	0	2	2	0	0	0	3
Total	3	1	4	0	2	2	1	1	2	8
08:00 AM	1	0	1	0	1	1	0	0	0	2
08:15 AM	1	0	1	0	2	2	1	0	1	4
08:30 AM	2	0	2	0	1	1	1	0	1	4
08:45 AM	0	0	0	0	1	1	1	0	1	2
Total	4	0	4	0	5	5	3	0	3	12
Grand Total	7	1	8	0	7	7	4	1	5	20
Apprch %	87.5	12.5		0	100		80	20		
Total %	35	5	40	0	35	35	20	5	25	

	San Jacinto Avenue Westbound			Nuevo Road Northbound			San Jacinto Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**1**	0	**1**	0	0	0	0	**1**	**1**	2
07:30 AM	0	0	0	0	0	0	**1**	0	1	1
07:45 AM	1	0	1	0	**2**	**2**	0	0	0	**3**
08:00 AM	1	0	1	0	1	1	0	0	0	2
Total Volume	3	0	3	0	3	3	1	1	2	8
% App. Total	100	0		0	100		50	50		
PHF	.750	.000	.750	.000	.375	.375	.250	.250	.500	.667

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County of Riverside
N/S: Menifee Road
E/W: Nuevo Road
Weather: Clear

File Name : 23_CRV_Men_Nue AM
Site Code : 00322418
Start Date : 5/19/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	**1**	0	**1**	0	0	0	0	**1**	**1**
+15 mins.	0	0	0	0	0	0	**1**	0	1
+30 mins.	1	0	1	0	**2**	**2**	0	0	0
+45 mins.	1	0	1	0	1	1	0	0	0
Total Volume	3	0	3	0	3	3	1	1	2
% App. Total	100	0		0	100		50	50	
PHF	.750	.000	.750	.000	.375	.375	.250	.250	.500

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County of Riverside
N/S: Menifee Road
E/W: Nuevo Road
Weather: Clear

File Name : 23_CRV_Men_Nue PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

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

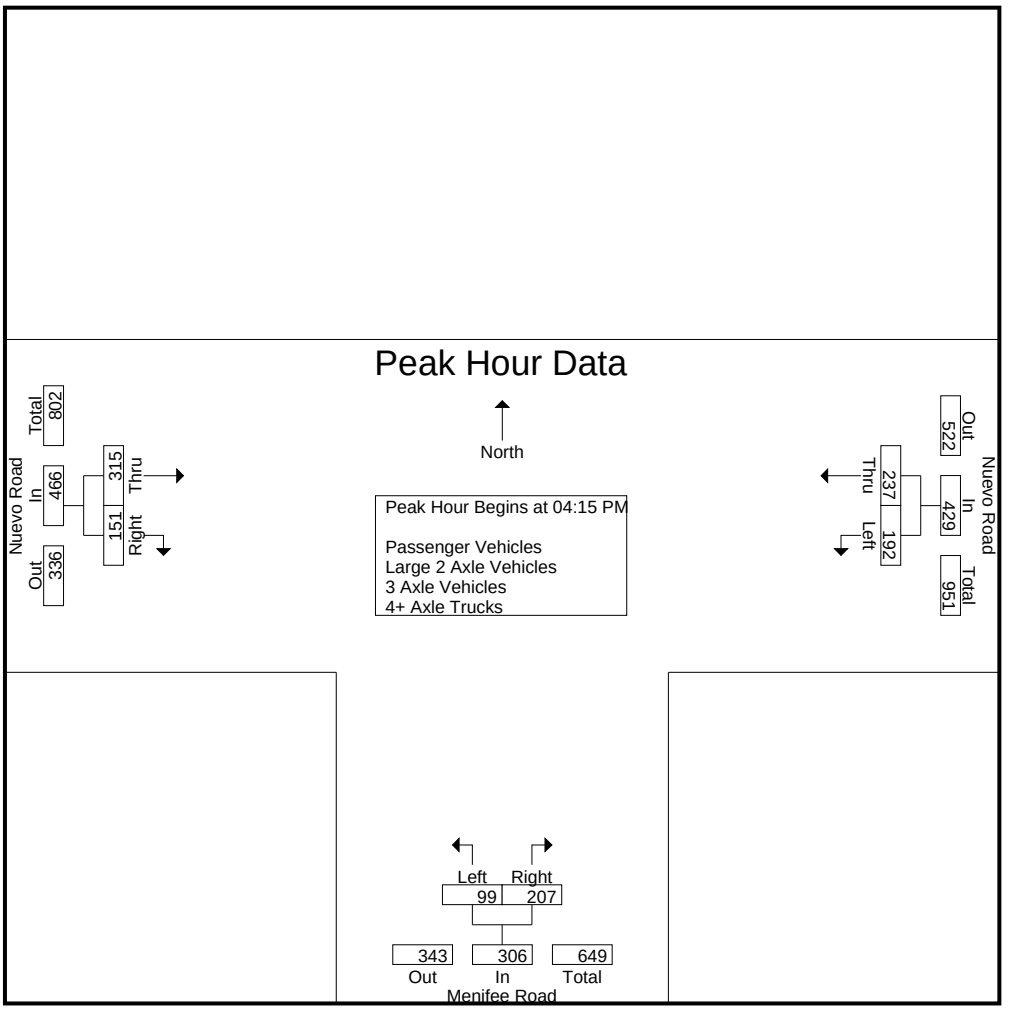
	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	50	56	106	23	60	83	90	30	120	309
04:15 PM	54	50	104	24	47	71	81	35	116	291
04:30 PM	45	61	106	25	55	80	77	39	116	302
04:45 PM	46	64	110	21	51	72	72	36	108	290
Total	195	231	426	93	213	306	320	140	460	1192
05:00 PM	47	62	109	29	54	83	85	41	126	318
05:15 PM	49	54	103	20	45	65	83	35	118	286
05:30 PM	44	55	99	16	47	63	74	33	107	269
05:45 PM	35	38	73	21	51	72	59	29	88	233
Total	175	209	384	86	197	283	301	138	439	1106
Grand Total	370	440	810	179	410	589	621	278	899	2298
Apprch %	45.7	54.3		30.4	69.6		69.1	30.9		
Total %	16.1	19.1	35.2	7.8	17.8	25.6	27	12.1	39.1	
Passenger Vehicles	352	432	784	178	399	577	611	276	887	2248
% Passenger Vehicles	95.1	98.2	96.8	99.4	97.3	98	98.4	99.3	98.7	97.8
Large 2 Axle Vehicles	8	4	12	1	7	8	6	0	6	26
% Large 2 Axle Vehicles	2.2	0.9	1.5	0.6	1.7	1.4	1	0	0.7	1.1
3 Axle Vehicles	1	1	2	0	3	3	1	2	3	8
% 3 Axle Vehicles	0.3	0.2	0.2	0	0.7	0.5	0.2	0.7	0.3	0.3
4+ Axle Trucks	9	3	12	0	1	1	3	0	3	16
% 4+ Axle Trucks	2.4	0.7	1.5	0	0.2	0.2	0.5	0	0.3	0.7

	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	**54**	50	104	24	47	71	81	35	116	291
04:30 PM	45	61	106	25	**55**	80	77	39	116	302
04:45 PM	46	**64**	**110**	21	51	72	72	36	108	290
05:00 PM	47	62	109	**29**	54	**83**	**85**	**41**	**126**	**318**
Total Volume	192	237	429	99	207	306	315	151	466	1201
% App. Total	44.8	55.2		32.4	67.6		67.6	32.4		
PHF	.889	.926	.975	.853	.941	.922	.926	.921	.925	.944

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County of Riverside
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E/W: Nuevo Road
Weather: Clear

File Name : 23_CRV_Men_Nue PM
Site Code : 00322418
Start Date : 5/19/2022



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

	04:15 PM			04:00 PM			04:30 PM		
+0 mins.	**54**	50	104	23	**60**	**83**	77	39	116
+15 mins.	45	61	106	24	47	71	72	36	108
+30 mins.	46	**64**	**110**	**25**	55	80	**85**	**41**	**126**
+45 mins.	47	62	109	21	51	72	83	35	118
Total Volume	192	237	429	93	213	306	317	151	468
% App. Total	44.8	55.2		30.4	69.6		67.7	32.3	
PHF	.889	.926	.975	.930	.888	.922	.932	.921	.929

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County of Riverside
N/S: Menifee Road
E/W: Nuevo Road
Weather: Clear

File Name : 23_CRV_Men_Nue PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- Passenger Vehicles

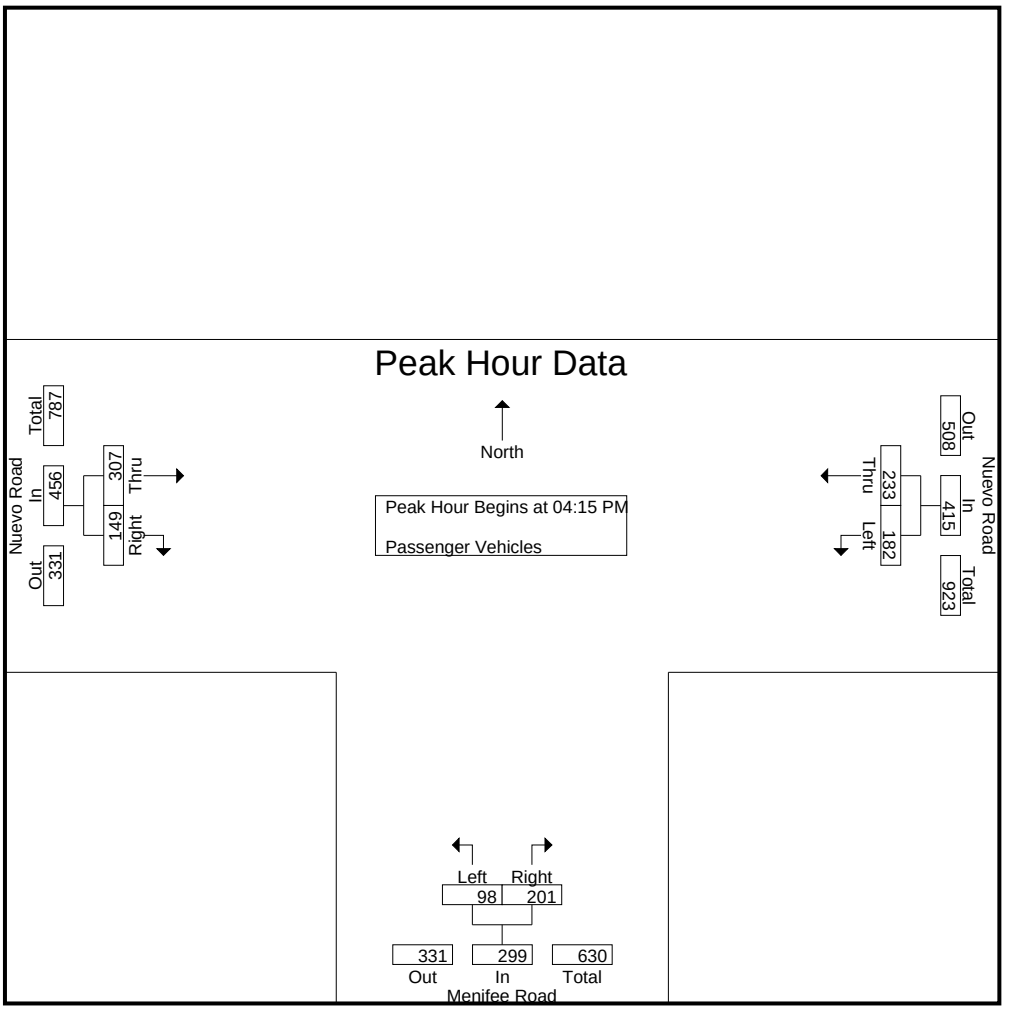
	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	49	55	104	23	58	81	89	30	119	304
04:15 PM	52	50	102	23	44	67	78	35	113	282
04:30 PM	43	61	104	25	55	80	75	39	114	298
04:45 PM	45	63	108	21	48	69	71	35	106	283
Total	189	229	418	92	205	297	313	139	452	1167
05:00 PM	42	59	101	29	54	83	83	40	123	307
05:15 PM	47	52	99	20	44	64	82	35	117	280
05:30 PM	43	54	97	16	46	62	74	33	107	266
05:45 PM	31	38	69	21	50	71	59	29	88	228
Total	163	203	366	86	194	280	298	137	435	1081
Grand Total	352	432	784	178	399	577	611	276	887	2248
Apprch %	44.9	55.1		30.8	69.2		68.9	31.1		
Total %	15.7	19.2	34.9	7.9	17.7	25.7	27.2	12.3	39.5	

	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	**52**	50	102	23	44	67	78	35	113	282
04:30 PM	43	61	104	25	**55**	80	75	39	114	298
04:45 PM	45	**63**	**108**	21	48	69	71	35	106	283
05:00 PM	42	59	101	**29**	54	**83**	**83**	**40**	**123**	**307**
Total Volume	182	233	415	98	201	299	307	149	456	1170
% App. Total	43.9	56.1		32.8	67.2		67.3	32.7		
PHF	.875	.925	.961	.845	.914	.901	.925	.931	.927	.953

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File Name : 23_CRV_Men_Nue PM
Site Code : 00322418
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	**52**	50	102	23	44	67	78	35	113
+15 mins.	43	61	104	25	**55**	80	75	39	114
+30 mins.	45	**63**	**108**	21	48	69	71	35	106
+45 mins.	42	59	101	**29**	54	**83**	**83**	**40**	**123**
Total Volume	182	233	415	98	201	299	307	149	456
% App. Total	43.9	56.1		32.8	67.2		67.3	32.7	
PHF	.875	.925	.961	.845	.914	.901	.925	.931	.927

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County of Riverside
N/S: Menifee Road
E/W: Nuevo Road
Weather: Clear

File Name : 23_CRV_Men_Nue PM
Site Code : 00322418
Start Date : 5/19/2022
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Groups Printed- Large 2 Axle Vehicles

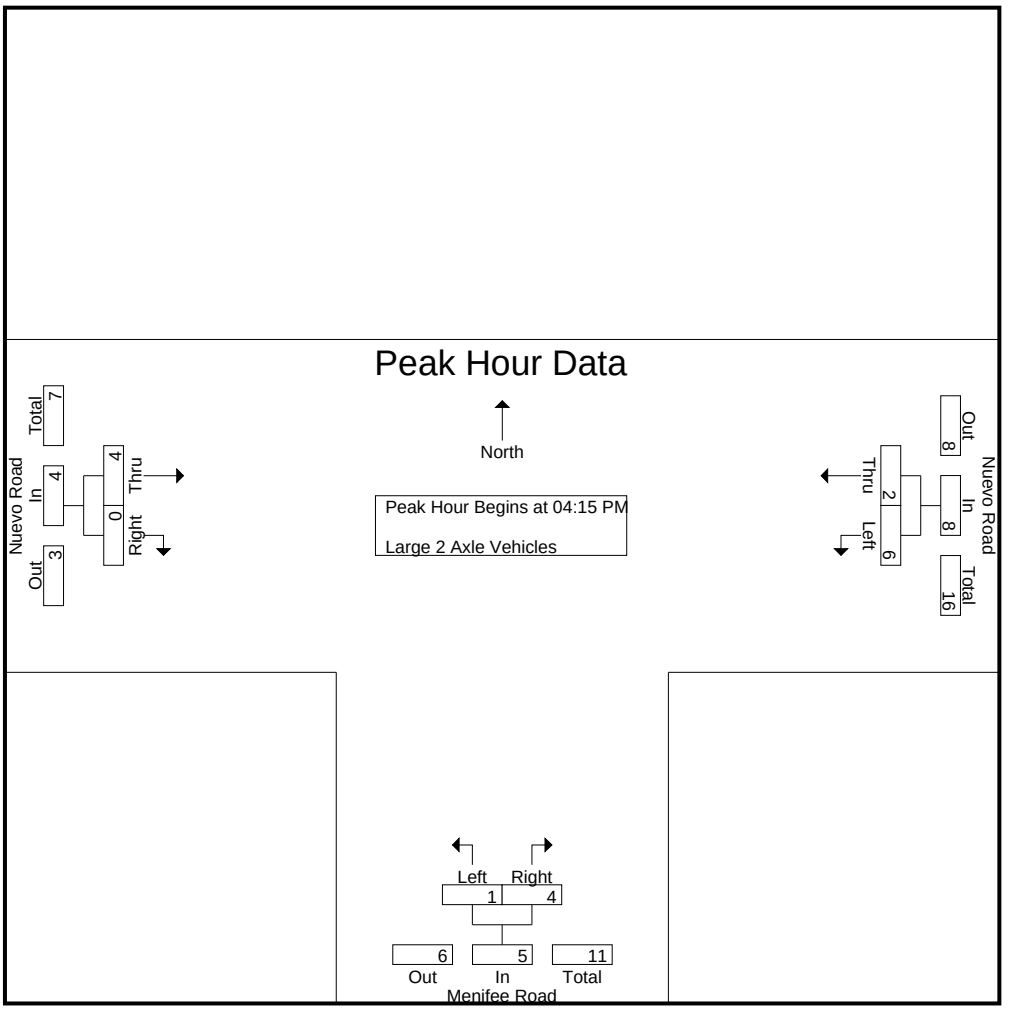
	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	1	0	2	2	1	0	1	4
04:15 PM	2	0	2	1	3	4	2	0	2	8
04:30 PM	0	0	0	0	0	0	2	0	2	2
04:45 PM	0	0	0	0	1	1	0	0	0	1
Total	3	0	3	1	6	7	5	0	5	15
05:00 PM	4	2	6	0	0	0	0	0	0	6
05:15 PM	1	1	2	0	1	1	1	0	1	4
05:30 PM	0	1	1	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	5	4	9	0	1	1	1	0	1	11
Grand Total	8	4	12	1	7	8	6	0	6	26
Apprch %	66.7	33.3		12.5	87.5		100	0		
Total %	30.8	15.4	46.2	3.8	26.9	30.8	23.1	0	23.1	

	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	2	0	2	**1**	**3**	**4**	**2**	0	**2**	**8**
04:30 PM	0	0	0	0	0	0	2	0	2	2
04:45 PM	0	0	0	0	1	1	0	0	0	1
05:00 PM	**4**	**2**	**6**	0	0	0	0	0	0	6
Total Volume	6	2	8	1	4	5	4	0	4	17
% App. Total	75	25		20	80		100	0		
PHF	.375	.250	.333	.250	.333	.313	.500	.000	.500	.531

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E/W: Nuevo Road
Weather: Clear

File Name : 23_CRV_Men_Nue PM
Site Code : 00322418
Start Date : 5/19/2022
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	2	0	2	**1**	**3**	**4**	**2**	0	**2**
+15 mins.	0	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	1	1	0	0	0
+45 mins.	**4**	**2**	**6**	0	0	0	0	0	0
Total Volume	6	2	8	1	4	5	4	0	4
% App. Total	75	25		20	80		100	0	
PHF	.375	.250	.333	.250	.333	.313	.500	.000	.500

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County of Riverside
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E/W: Nuevo Road
Weather: Clear

File Name : 23_CRV_Men_Nue PM
Site Code : 00322418
Start Date : 5/19/2022
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Groups Printed- 3 Axle Vehicles

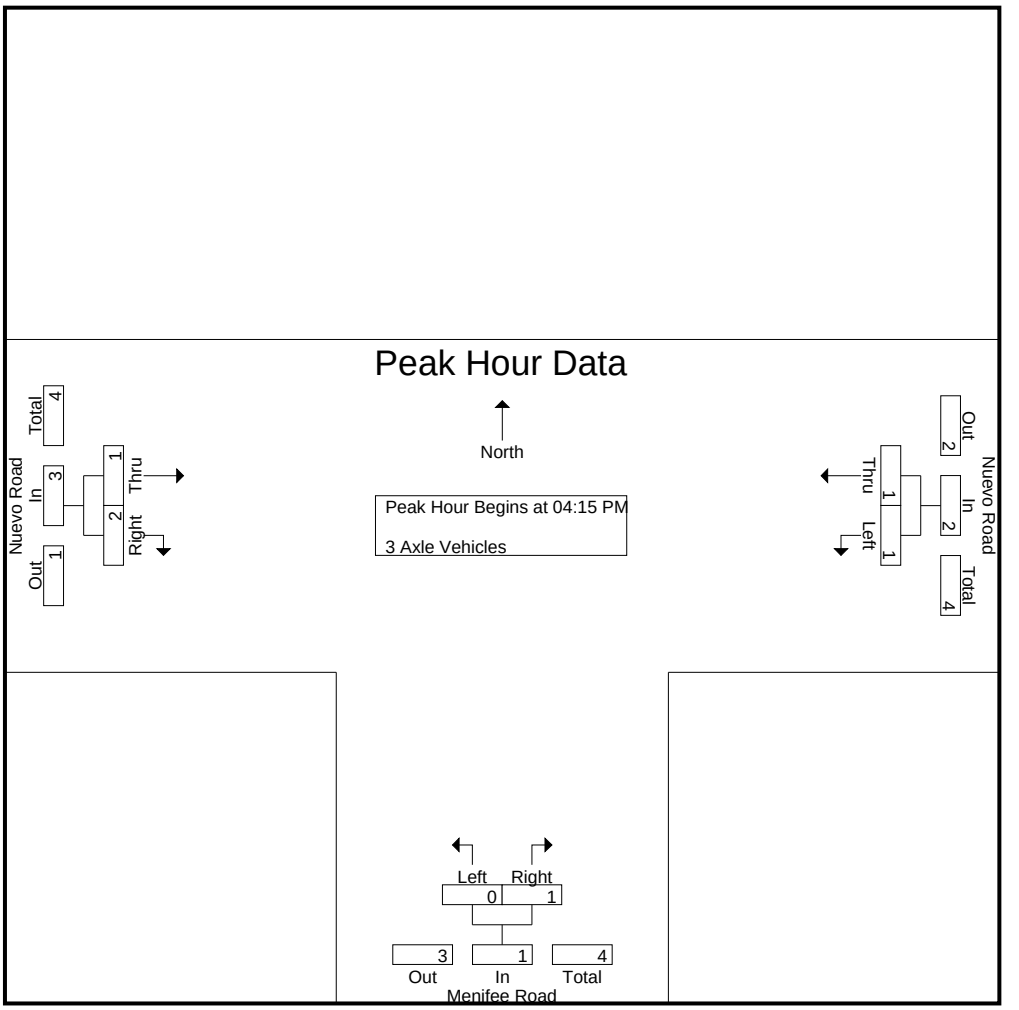
	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	0	1	1	0	1	1	0	1	1	3
Total	1	1	2	0	1	1	0	1	1	4
05:00 PM	0	0	0	0	0	0	1	1	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	1	0	0	0	1
05:45 PM	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	0	2	2	1	1	2	4
Grand Total	1	1	2	0	3	3	1	2	3	8
Apprch %	50	50		0	100		33.3	66.7		
Total %	12.5	12.5	25	0	37.5	37.5	12.5	25	37.5	

	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	**1**	0	**1**	0	0	0	0	0	0	1
04:45 PM	0	**1**	1	0	**1**	**1**	0	**1**	1	**3**
05:00 PM	0	0	0	0	0	0	**1**	1	**2**	2
Total Volume	1	1	2	0	1	1	1	2	3	6
% App. Total	50	50		0	100		33.3	66.7		
PHF	.250	.250	.500	.000	.250	.250	.250	.500	.375	.500

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Weather: Clear

File Name : 23_CRV_Men_Nue PM
Site Code : 00322418
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Page No : 2



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

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	**1**	0	**1**	0	0	0	0	0	0
+30 mins.	0	**1**	1	0	**1**	**1**	0	**1**	1
+45 mins.	0	0	0	0	0	0	**1**	1	**2**
Total Volume	1	1	2	0	1	1	1	2	3
% App. Total	50	50		0	100		33.3	66.7	
PHF	.250	.250	.500	.000	.250	.250	.250	.500	.375

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County of Riverside
N/S: Menifee Road
E/W: Nuevo Road
Weather: Clear

File Name : 23_CRV_Men_Nue PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

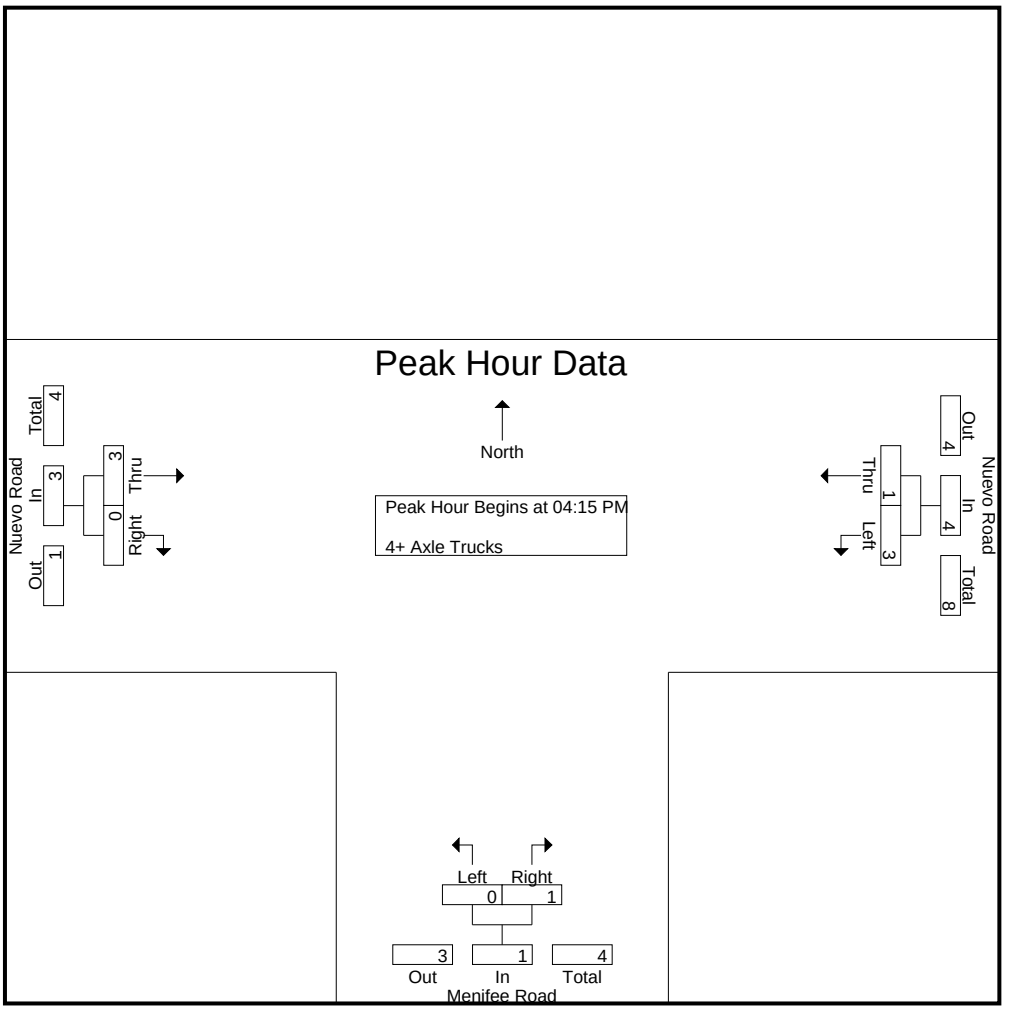
	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	1	0	1	1
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	1	0	1	0	1	1	1	0	1	3
Total	2	1	3	0	1	1	2	0	2	6
05:00 PM	1	1	2	0	0	0	1	0	1	3
05:15 PM	1	1	2	0	0	0	0	0	0	2
05:30 PM	1	0	1	0	0	0	0	0	0	1
05:45 PM	4	0	4	0	0	0	0	0	0	4
Total	7	2	9	0	0	0	1	0	1	10
Grand Total	9	3	12	0	1	1	3	0	3	16
Apprch %	75	25		0	100		100	0		
Total %	56.2	18.8	75	0	6.2	6.2	18.8	0	18.8	

	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	0	0	0	0	0	**1**	0	**1**	1
04:30 PM	**1**	0	1	0	0	0	0	0	0	1
04:45 PM	1	0	1	0	**1**	**1**	1	0	1	**3**
05:00 PM	1	**1**	**2**	0	0	0	1	0	1	3
Total Volume	3	1	4	0	1	1	3	0	3	8
% App. Total	75	25		0	100		100	0		
PHF	.750	.250	.500	.000	.250	.250	.750	.000	.750	.667

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County of Riverside
N/S: Menifee Road
E/W: Nuevo Road
Weather: Clear

File Name : 23_CRV_Men_Nue PM
Site Code : 00322418
Start Date : 5/19/2022



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

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	**1**	0	1	0	0	0	0	0	0
+30 mins.	1	0	1	0	**1**	**1**	1	0	1
+45 mins.	1	**1**	**2**	0	0	0	1	0	1
Total Volume	3	1	4	0	1	1	3	0	3
% App. Total	75	25		0	100		100	0	
PHF	.750	.250	.500	.000	.250	.250	.750	.000	.750

Location: County of Riverside
N/S: Menifee Road
E/W: Nuevo Road

Date: 5/19/2022
Day: Thursday

PEDESTRIANS

	North Leg Dead End	East Leg Nuevo Road	South Leg Menifee Road	West Leg Nuevo Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Dead End	East Leg Nuevo Road	South Leg Menifee Road	West Leg Nuevo Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: County of Riverside
N/S: Menifee Road
E/W: Nuevo Road

Date: 5/19/2022
Day: Thursday

BICYCLES

	Southbound Dead End			Westbound Nuevo Road			Northbound Menifee Road			Eastbound Nuevo Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Dead End			Westbound Nuevo Road			Northbound Menifee Road			Eastbound Nuevo Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

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County of Riverside
N/S: Menifee Road
E/W: Central Avenue/Porter Street
Weather: Clear

File Name : 24_CRV_Men_Cen AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- Total Volume - Bikes

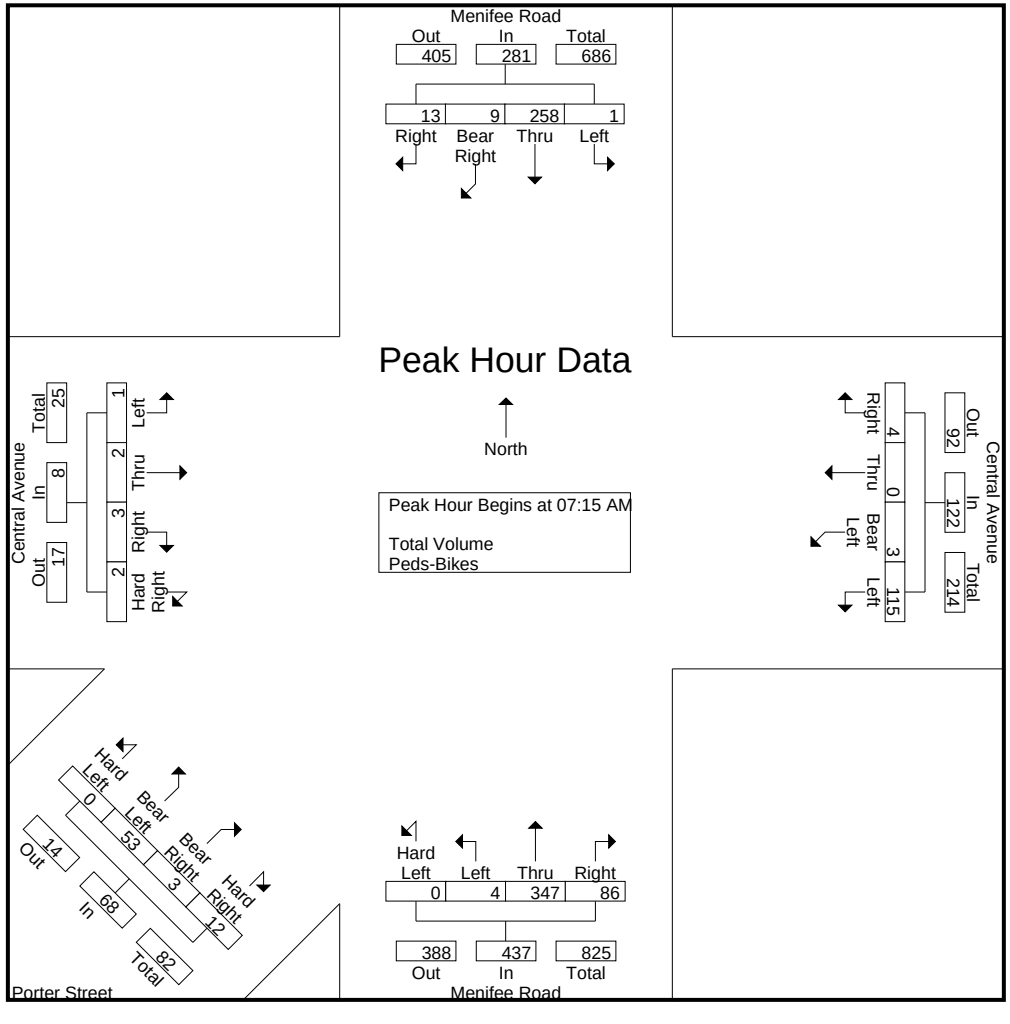
	Menifee Road Southbound					Central Avenue Westbound					Menifee Road Northbound					Porter Street Northeastbound					Central Avenue Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
07:00 AM	0	55	1	1	57	30	0	0	2	32	1	0	69	17	87	0	10	0	0	10	0	0	0	0	0	186
07:15 AM	1	65	0	1	67	25	0	0	0	25	0	0	83	17	100	0	7	3	2	12	0	1	1	1	3	207
07:30 AM	0	77	2	1	80	40	0	0	2	42	0	1	86	25	112	0	20	0	4	24	0	1	0	0	1	259
07:45 AM	0	62	7	1	70	29	1	0	1	31	0	2	84	21	107	0	8	0	2	10	0	0	2	1	3	221
Total	1	259	10	4	274	124	1	0	5	130	1	3	322	80	406	0	45	3	8	56	0	2	3	2	7	873
08:00 AM	0	54	0	10	64	21	2	0	1	24	0	1	94	23	118	0	18	0	4	22	1	0	0	0	1	229
08:15 AM	1	65	9	0	75	17	0	0	0	17	0	1	56	18	75	0	6	3	5	14	1	0	1	0	2	183
08:30 AM	1	55	5	0	61	13	1	0	0	14	1	0	48	19	68	1	4	1	5	11	1	1	0	0	2	156
08:45 AM	0	64	6	0	70	11	0	0	1	12	1	1	37	13	52	0	3	0	4	7	0	0	0	0	0	141
Total	2	238	20	10	270	62	3	0	2	67	2	3	235	73	313	1	31	4	18	54	3	1	1	0	5	709
Grand Total	3	497	30	14	544	186	4	0	7	197	3	6	557	153	719	1	76	7	26	110	3	3	4	2	12	1582
Apprch %	0.6	91.4	5.5	2.6		94.4	2	0	3.6		0.4	0.8	77.5	21.3		0.9	69.1	6.4	23.6		25	25	33.3	16.7		
Total %	0.2	31.4	1.9	0.9	34.4	11.8	0.3	0	0.4	12.5	0.2	0.4	35.2	9.7	45.4	0.1	4.8	0.4	1.6	7	0.2	0.2	0.3	0.1	0.8	
Total Volume	3	497	30	14	544	186	3	0	7	196	3	5	557	153	718	1	76	7	26	110	3	3	4	1	11	1579
% Total Volume	100	100	100	100	100	100	75	0	100	99.5	100	83.3	100	100	99.9	100	100	100	100	100	100	100	100	50	91.7	99.8
Peds-Bikes	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	3
% Peds-Bikes	0	0	0	0	0	0	25	0	0	0.5	0	16.7	0	0	0.1	0	0	0	0	0	0	0	0	50	8.3	0.2

	Menifee Road Southbound					Central Avenue Westbound					Menifee Road Northbound					Porter Street Northeastbound					Central Avenue Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:15 AM																										
07:15 AM	**1**	65	0	1	67	25	0	0	0	25	0	0	83	17	100	0	7	**3**	2	12	0	**1**	1	**1**	**3**	207
07:30 AM	0	**77**	2	1	**80**	**40**	0	0	**2**	**42**	0	1	86	**25**	112	0	**20**	0	**4**	**24**	0	1	0	0	1	**259**
07:45 AM	0	62	**7**	1	70	29	1	0	1	31	0	**2**	84	21	107	0	8	0	2	10	0	0	**2**	1	3	221
08:00 AM	0	54	0	**10**	64	21	**2**	0	1	24	0	1	**94**	23	**118**	0	18	0	4	22	**1**	0	0	0	1	229
Total Volume	1	258	9	13	281	115	3	0	4	122	0	4	347	86	437	0	53	3	12	68	1	2	3	2	8	916
% App. Total	0.4	91.8	3.2	4.6		94.3	2.5	0	3.3		0	0.9	79.4	19.7		0	77.9	4.4	17.6		12.5	25	37.5	25		
PHF	.250	.838	.321	.325	.878	.719	.375	.000	.500	.726	.000	.500	.923	.860	.926	.000	.663	.250	.750	.708	.250	.500	.375	.500	.667	.884

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County of Riverside
N/S: Menifee Road
E/W: Central Avenue/Porter Street
Weather: Clear

File Name : 24_CRV_Men_Cen AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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County of Riverside
N/S: Menifee Road
E/W: Central Avenue/Porter Street
Weather: Clear

File Name : 24_CRV_Men_Cen AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 3

	Menifee Road Southbound					Central Avenue Westbound					Menifee Road Northbound					Porter Street Northeastbound					Central Avenue Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Each Approach Begins at:																										
	07:30 AM					07:00 AM					07:15 AM					07:30 AM					07:15 AM					
+0 mins.	0	**77**	2	1	**80**	30	0	0	**2**	32	0	0	83	17	100	0	**20**	0	4	**24**	0	**1**	1	**1**	**3**	
+15 mins.	0	62	7	1	70	25	0	0	0	25	0	1	86	**25**	112	0	8	0	2	10	0	1	0	0	1	
+30 mins.	0	54	0	**10**	64	**40**	0	0	2	**42**	0	**2**	84	21	107	0	18	0	4	22	0	0	**2**	1	3	
+45 mins.	**1**	65	**9**	0	75	29	**1**	0	1	31	0	1	**94**	23	**118**	0	6	**3**	**5**	14	**1**	0	0	0	1	
Total Volume	1	258	18	12	289	124	1	0	5	130	0	4	347	86	437	0	52	3	15	70	1	2	3	2	8	
% App. Total	0.3	89.3	6.2	4.2		95.4	0.8	0	3.8		0	0.9	79.4	19.7		0	74.3	4.3	21.4		12.5	25	37.5	25		
PHF	.250	.838	.500	.300	.903	.775	.250	.000	.625	.774	.000	.500	.923	.860	.926	.000	.650	.250	.750	.729	.250	.500	.375	.500	.667	

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County of Riverside
N/S: Menifee Road
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Weather: Clear

File Name : 24_CRV_Men_Cen PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- Total Volume - Bikes

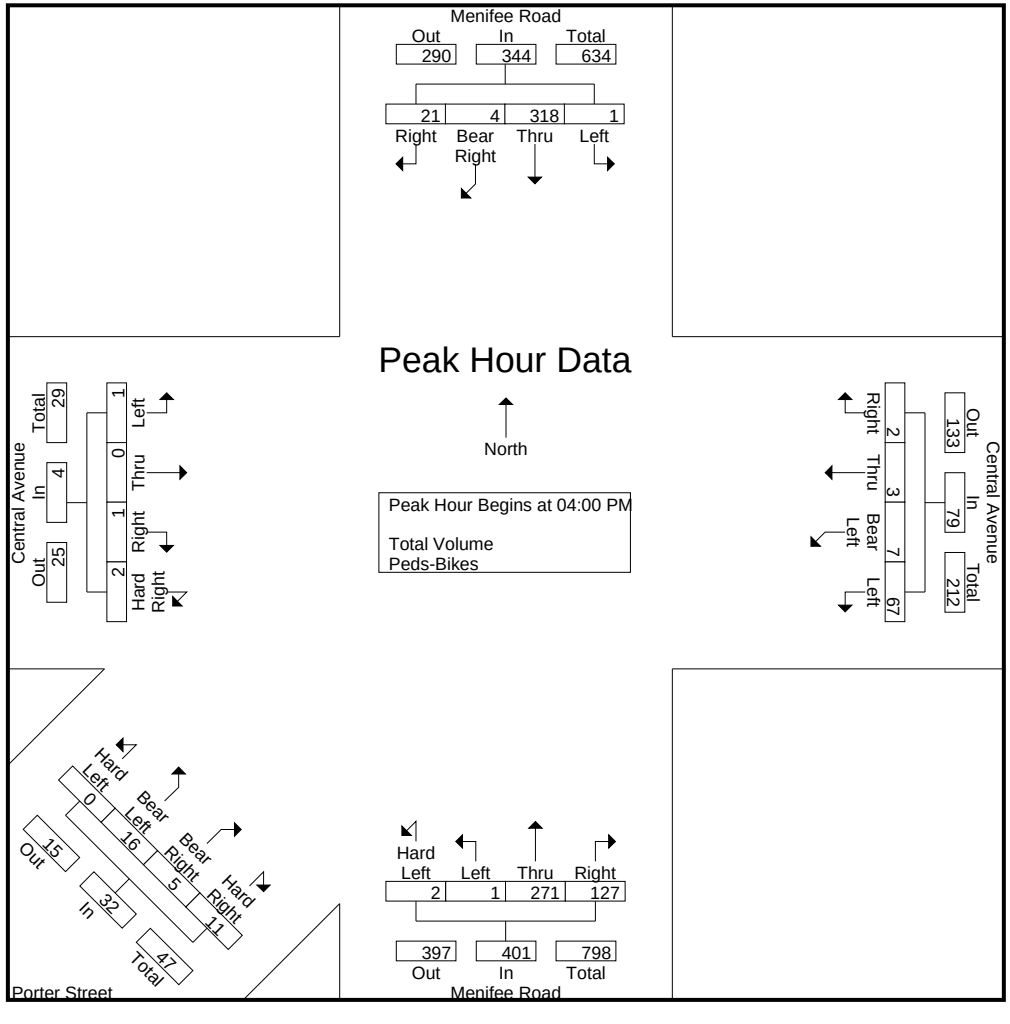
	Menifee Road Southbound					Central Avenue Westbound					Menifee Road Northbound					Porter Street Northeastbound					Central Avenue Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
04:00 PM	1	86	0	2	89	27	1	2	0	30	1	0	74	37	112	0	6	3	4	13	1	0	0	1	2	246
04:15 PM	0	74	2	4	80	14	2	1	0	17	0	0	61	30	91	0	3	1	0	4	0	0	0	0	0	192
04:30 PM	0	75	1	6	82	16	1	0	0	17	1	1	72	33	107	0	3	0	3	6	0	0	0	0	0	212
04:45 PM	0	83	1	9	93	10	3	0	2	15	0	0	64	27	91	0	4	1	4	9	0	0	1	1	2	210
Total	1	318	4	21	344	67	7	3	2	79	2	1	271	127	401	0	16	5	11	32	1	0	1	2	4	860
05:00 PM	2	72	6	1	81	18	1	0	3	22	1	0	76	27	104	0	3	1	1	5	0	2	0	0	2	214
05:15 PM	0	77	8	0	85	19	2	1	1	23	0	0	62	28	90	0	3	0	0	3	0	0	1	1	2	203
05:30 PM	0	68	6	0	74	16	0	1	1	18	0	0	55	25	80	0	5	2	0	7	1	0	0	0	1	180
05:45 PM	0	60	2	0	62	10	0	1	1	12	0	1	63	35	99	0	5	1	0	6	0	0	0	0	0	179
Total	2	277	22	1	302	63	3	3	6	75	1	1	256	115	373	0	16	4	1	21	1	2	1	1	5	776
Grand Total	3	595	26	22	646	130	10	6	8	154	3	2	527	242	774	0	32	9	12	53	2	2	2	3	9	1636
Apprch %	0.5	92.1	4	3.4		84.4	6.5	3.9	5.2		0.4	0.3	68.1	31.3		0	60.4	17	22.6		22.2	22.2	22.2	33.3		
Total %	0.2	36.4	1.6	1.3	39.5	7.9	0.6	0.4	0.5	9.4	0.2	0.1	32.2	14.8	47.3	0	2	0.6	0.7	3.2	0.1	0.1	0.1	0.2	0.6	
Total Volume	3	595	26	22	646	130	10	6	8	154	3	2	527	242	774	0	32	9	12	53	2	2	2	3	9	1636
% Total Volume	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	0	100	100	100	100	100	100	100	100	100	100
Peds-Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Peds-Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Menifee Road Southbound					Central Avenue Westbound					Menifee Road Northbound					Porter Street Northeastbound					Central Avenue Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:00 PM																										
04:00 PM	**1**	**86**	0	2	89	**27**	1	**2**	0	**30**	**1**	0	**74**	**37**	**112**	0	**6**	**3**	**4**	**13**	**1**	0	0	**1**	**2**	**246**
04:15 PM	0	74	**2**	4	80	14	2	1	0	17	0	0	61	30	91	0	3	1	0	4	0	0	0	0	0	192
04:30 PM	0	75	1	6	82	16	1	0	0	17	1	**1**	72	33	107	0	3	0	3	6	0	0	0	0	0	212
04:45 PM	0	83	1	**9**	**93**	10	**3**	0	**2**	15	0	0	64	27	91	0	4	1	4	9	0	0	**1**	1	2	210
Total Volume	1	318	4	21	344	67	7	3	2	79	2	1	271	127	401	0	16	5	11	32	1	0	1	2	4	860
% App. Total	0.3	92.4	1.2	6.1		84.8	8.9	3.8	2.5		0.5	0.2	67.6	31.7		0	50	15.6	34.4		25	0	25	50		
PHF	.250	.924	.500	.583	.925	.620	.583	.375	.250	.658	.500	.250	.916	.858	.895	.000	.667	.417	.688	.615	.250	.000	.250	.500	.500	.874

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County of Riverside
N/S: Menifee Road
E/W: Central Avenue/Porter Street
Weather: Clear

File Name : 24_CRV_Men_Cen PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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County of Riverside
N/S: Menifee Road
E/W: Central Avenue/Porter Street
Weather: Clear

File Name : 24_CRV_Men_Cen PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 3

	Menifee Road Southbound					Central Avenue Westbound					Menifee Road Northbound					Porter Street Northeastbound					Central Avenue Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Each Approach Begins at:																										
	04:00 PM					04:00 PM					04:00 PM					04:00 PM					04:45 PM					
+0 mins.	**1**	**86**	0	2	89	**27**	1	**2**	0	**30**	**1**	0	**74**	**37**	**112**	0	**6**	**3**	**4**	**13**	0	0	**1**	**1**	**2**	
+15 mins.	0	74	**2**	4	80	14	2	1	0	17	0	0	61	30	91	0	3	1	0	4	0	**2**	0	0	2	
+30 mins.	0	75	1	6	82	16	1	0	0	17	1	**1**	72	33	107	0	3	0	3	6	0	0	1	1	2	
+45 mins.	0	83	1	**9**	**93**	10	**3**	0	**2**	15	0	0	64	27	91	0	4	1	4	9	**1**	0	0	0	1	
Total Volume	1	318	4	21	344	67	7	3	2	79	2	1	271	127	401	0	16	5	11	32	1	2	2	2	7	
% App. Total	0.3	92.4	1.2	6.1		84.8	8.9	3.8	2.5		0.5	0.2	67.6	31.7		0	50	15.6	34.4		14.3	28.6	28.6	28.6		
PHF	.250	.924	.500	.583	.925	.620	.583	.375	.250	.658	.500	.250	.916	.858	.895	.000	.667	.417	.688	.615	.250	.250	.500	.500	.875	

Location: County of Riverside
N/S: Menifee Road
E/W: Central Avenue
SW: Porter Street

Date: 5/19/2022
Day: Thursday

PEDESTRIANS

	North Leg Menifee Road	East Leg Central Avenue	South Leg Menifee Road	Southwest Leg Porter Street	West Leg Central Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0	0
7:15 AM	2	0	0	0	0	2
7:30 AM	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0
8:00 AM	3	0	0	0	0	3
8:15 AM	0	3	0	0	2	5
8:30 AM	11	1	0	0	0	12
8:45 AM	12	0	0	0	3	15
TOTAL VOLUMES:	28	4	0	0	5	37

	North Leg Menifee Road	East Leg Central Avenue	South Leg Menifee Road	Southwest Leg Porter Street	West Leg Central Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	3	3
4:15 PM	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0
5:30 PM	0	1	1	1	1	4
5:45 PM	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	1	1	4	7

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Location: County of Riverside
N/S: Menifee Road
E/W: Central Avenue
SW: Porter Street

Date: 5/19/2022
Day: Thursday

BICYCLES

	Southbound Menifee Road				Westbound Central Avenue				Northbound Menifee Road				Northeastbound Porter Street				Eastbound Central Avenue				
	Left	Thru	Bear R	Right	Left	Bear L	Thru	Right	Hard L	Left	Thru	Right	Hard L	Bear L	Bear R	Hard R	Left	Thru	Right	Hard R	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3

	Southbound Menifee Road				Westbound Central Avenue				Northbound Menifee Road				Northeastbound Porter Street				Eastbound Central Avenue				
	Left	Thru	Bear R	Right	Left	Bear L	Thru	Right	Hard L	Left	Thru	Right	Hard L	Bear L	Bear R	Hard R	Left	Thru	Right	Hard R	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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County of Riverside
N/S: Menifee Road
E/W: San Jacinto Avenue
Weather: Clear

File Name : 25_CRV_Men_San J AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- Total Volume - Bikes

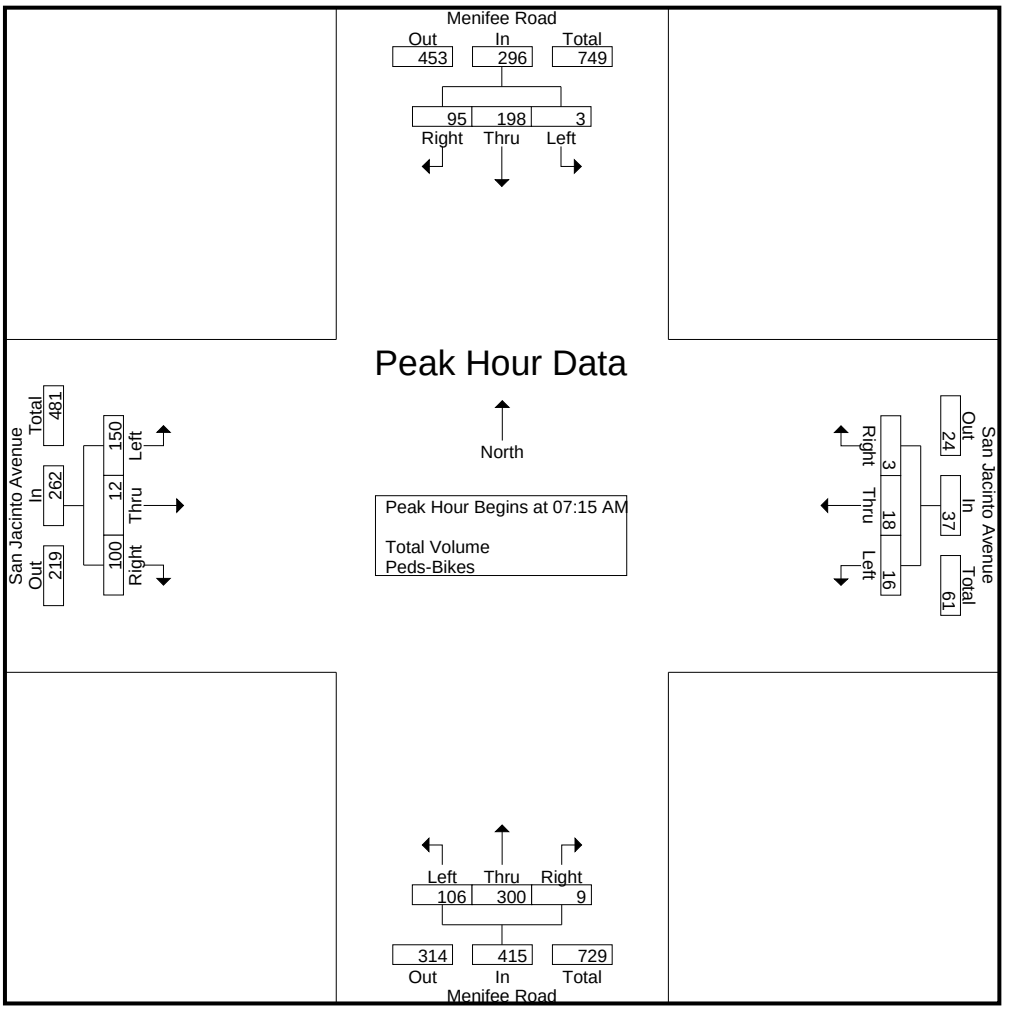
	Menifee Road Southbound				San Jacinto Avenue Westbound				Menifee Road Northbound				San Jacinto Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	53	22	75	2	7	0	9	23	63	2	88	24	0	24	48	220
07:15 AM	1	52	22	75	3	3	1	7	30	64	1	95	32	3	32	67	244
07:30 AM	0	57	31	88	4	7	0	11	33	82	1	116	38	2	33	73	288
07:45 AM	0	54	18	72	5	4	1	10	29	75	5	109	41	3	20	64	255
Total	1	216	93	310	14	21	2	37	115	284	9	408	135	8	109	252	1007
08:00 AM	2	35	24	61	4	4	1	9	14	79	2	95	39	4	15	58	223
08:15 AM	2	45	31	78	3	2	0	5	13	42	1	56	26	2	11	39	178
08:30 AM	0	41	11	52	2	3	0	5	12	42	1	55	22	1	17	40	152
08:45 AM	0	51	17	68	1	1	0	2	12	31	1	44	18	2	13	33	147
Total	4	172	83	259	10	10	1	21	51	194	5	250	105	9	56	170	700
Grand Total	5	388	176	569	24	31	3	58	166	478	14	658	240	17	165	422	1707
Apprch %	0.9	68.2	30.9		41.4	53.4	5.2		25.2	72.6	2.1		56.9	4	39.1		
Total %	0.3	22.7	10.3	33.3	1.4	1.8	0.2	3.4	9.7	28	0.8	38.5	14.1	1	9.7	24.7	
Total Volume	5	388	176	569	24	31	3	58	166	478	14	658	240	17	165	422	1707
% Total Volume	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Peds-Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Peds-Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Menifee Road Southbound				San Jacinto Avenue Westbound				Menifee Road Northbound				San Jacinto Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	52	22	75	3	3	**1**	7	30	64	1	95	32	3	32	67	244
07:30 AM	0	**57**	**31**	**88**	4	**7**	0	**11**	**33**	**82**	1	**116**	38	2	**33**	**73**	**288**
07:45 AM	0	54	18	72	**5**	4	1	10	29	75	**5**	109	**41**	3	20	64	255
08:00 AM	**2**	35	24	61	4	4	1	9	14	79	2	95	39	**4**	15	58	223
Total Volume	3	198	95	296	16	18	3	37	106	300	9	415	150	12	100	262	1010
% App. Total	1	66.9	32.1		43.2	48.6	8.1		25.5	72.3	2.2		57.3	4.6	38.2		
PHF	.375	.868	.766	.841	.800	.643	.750	.841	.803	.915	.450	.894	.915	.750	.758	.897	.877

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County of Riverside
N/S: Menifee Road
E/W: San Jacinto Avenue
Weather: Clear

File Name : 25_CRV_Men_San J AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	0	53	22	75	2	**7**	0	9	30	64	1	95	32	3	32	67
+15 mins.	**1**	52	22	75	3	3	**1**	7	**33**	**82**	1	**116**	38	2	**33**	**73**
+30 mins.	0	**57**	**31**	**88**	4	7	0	**11**	29	75	**5**	109	**41**	3	20	64
+45 mins.	0	54	18	72	**5**	4	1	10	14	79	2	95	39	**4**	15	58
Total Volume	1	216	93	310	14	21	2	37	106	300	9	415	150	12	100	262
% App. Total	0.3	69.7	30		37.8	56.8	5.4		25.5	72.3	2.2		57.3	4.6	38.2	
PHF	.250	.947	.750	.881	.700	.750	.500	.841	.803	.915	.450	.894	.915	.750	.758	.897

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File Name : 25_CRV_Men_San J PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- Total Volume - Bikes

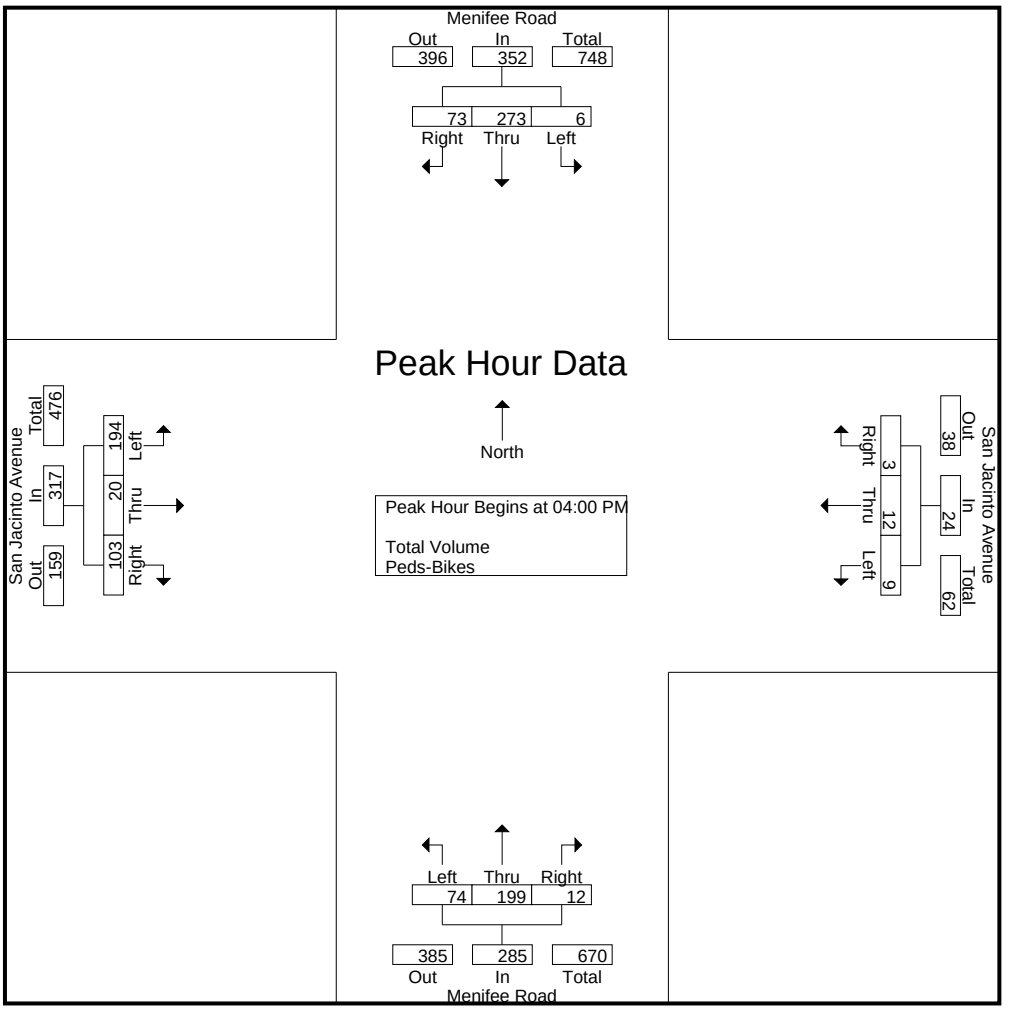
	Menifee Road Southbound				San Jacinto Avenue Westbound				Menifee Road Northbound				San Jacinto Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	72	23	96	4	2	1	7	23	58	1	82	55	4	22	81	266
04:15 PM	2	59	23	84	0	4	1	5	12	48	3	63	45	5	29	79	231
04:30 PM	0	70	16	86	4	5	0	9	21	51	5	77	50	3	22	75	247
04:45 PM	3	72	11	86	1	1	1	3	18	42	3	63	44	8	30	82	234
Total	6	273	73	352	9	12	3	24	74	199	12	285	194	20	103	317	978
05:00 PM	1	60	20	81	3	2	1	6	12	57	3	72	54	6	39	99	258
05:15 PM	2	74	13	89	4	1	0	5	15	39	2	56	42	10	23	75	225
05:30 PM	0	61	18	79	3	6	1	10	21	38	2	61	47	4	22	73	223
05:45 PM	0	50	16	66	0	2	0	2	10	37	3	50	59	2	26	87	205
Total	3	245	67	315	10	11	2	23	58	171	10	239	202	22	110	334	911
Grand Total	9	518	140	667	19	23	5	47	132	370	22	524	396	42	213	651	1889
Apprch %	1.3	77.7	21		40.4	48.9	10.6		25.2	70.6	4.2		60.8	6.5	32.7		
Total %	0.5	27.4	7.4	35.3	1	1.2	0.3	2.5	7	19.6	1.2	27.7	21	2.2	11.3	34.5	
Total Volume	9	518	140	667	19	23	5	47	132	370	22	524	396	42	213	651	1889
% Total Volume	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Peds-Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Peds-Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Menifee Road Southbound				San Jacinto Avenue Westbound				Menifee Road Northbound				San Jacinto Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	**72**	**23**	**96**	**4**	2	**1**	7	**23**	**58**	1	**82**	**55**	4	22	81	**266**
04:15 PM	2	59	23	84	0	4	1	5	12	48	3	63	45	5	29	79	231
04:30 PM	0	70	16	86	4	**5**	0	**9**	21	51	**5**	77	50	3	22	75	247
04:45 PM	**3**	72	11	86	1	1	1	3	18	42	3	63	44	**8**	**30**	**82**	234
Total Volume	6	273	73	352	9	12	3	24	74	199	12	285	194	20	103	317	978
% App. Total	1.7	77.6	20.7		37.5	50	12.5		26	69.8	4.2		61.2	6.3	32.5		
PHF	.500	.948	.793	.917	.563	.600	.750	.667	.804	.858	.600	.869	.882	.625	.858	.966	.919

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County of Riverside
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E/W: San Jacinto Avenue
Weather: Clear

File Name : 25_CRV_Men_San J PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:15 PM			
+0 mins.	1	**72**	**23**	**96**	**4**	2	**1**	7	**23**	**58**	1	**82**	45	5	29	79
+15 mins.	2	59	23	84	0	4	1	5	12	48	3	63	50	3	22	75
+30 mins.	0	70	16	86	4	**5**	0	**9**	21	51	**5**	77	44	**8**	30	82
+45 mins.	**3**	72	11	86	1	1	1	3	18	42	3	63	**54**	6	**39**	**99**
Total Volume	6	273	73	352	9	12	3	24	74	199	12	285	193	22	120	335
% App. Total	1.7	77.6	20.7		37.5	50	12.5		26	69.8	4.2		57.6	6.6	35.8	
PHF	.500	.948	.793	.917	.563	.600	.750	.667	.804	.858	.600	.869	.894	.688	.769	.846

Location: County of Riverside
N/S: Menifee Road
E/W: San Jacinto Avenue

Date: 5/19/2022
Day: Thursday

PEDESTRIANS

	North Leg Menifee Road	East Leg San Jacinto Avenue	South Leg Menifee Road	West Leg San Jacinto Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Menifee Road	East Leg San Jacinto Avenue	South Leg Menifee Road	West Leg San Jacinto Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: County of Riverside
N/S: Menifee Road
E/W: San Jacinto Avenue

Date: 5/19/2022
Day: Thursday

BICYCLES

	Southbound Menifee Road			Westbound San Jacinto Avenue			Northbound Menifee Road			Eastbound San Jacinto Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Menifee Road			Westbound San Jacinto Avenue			Northbound Menifee Road			Eastbound San Jacinto Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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County of Riverside
N/S: Menifee Road
E/W: Ellis Avenue
Weather: Clear

File Name : 26_CRV_Men_Ellis AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- Total Volume - Bikes

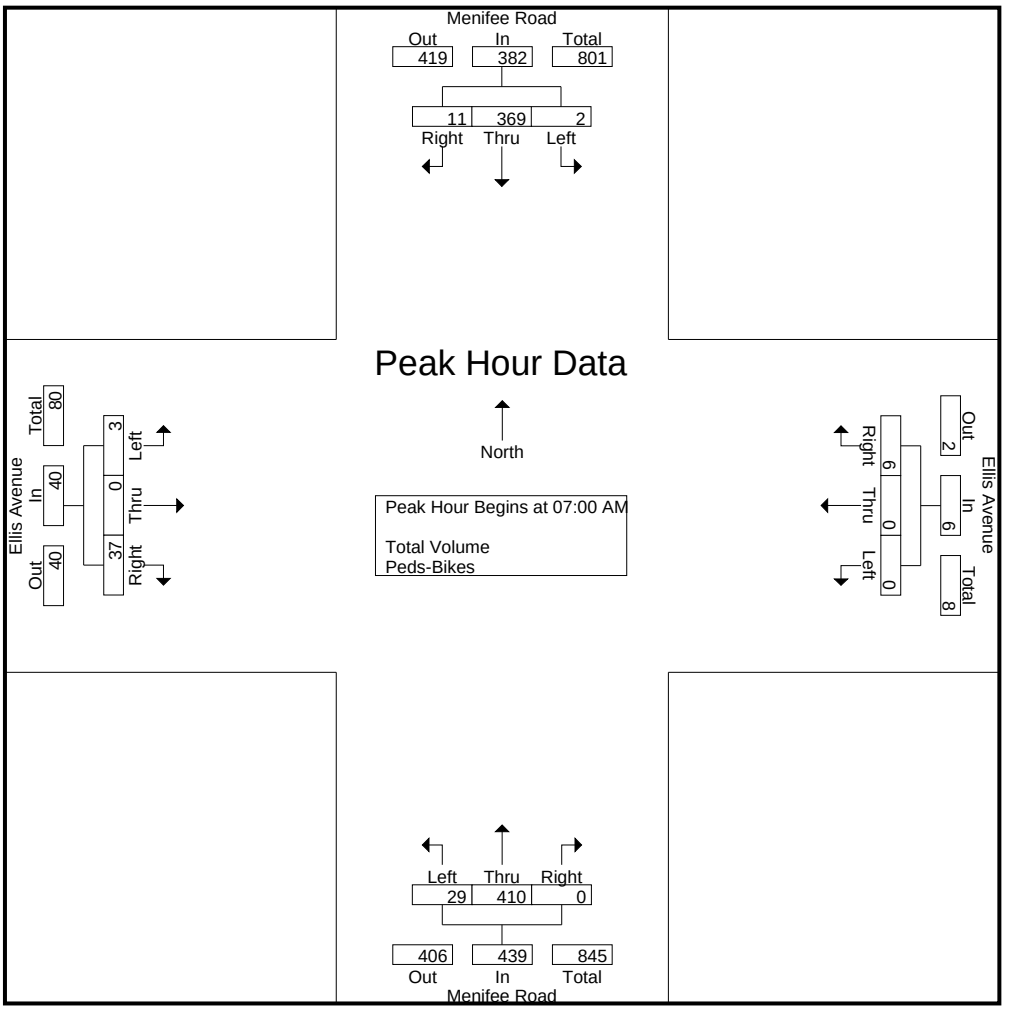
	Menifee Road Southbound				Ellis Avenue Westbound				Menifee Road Northbound				Ellis Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	82	1	83	0	0	4	4	5	83	0	88	0	0	11	11	186
07:15 AM	1	103	5	109	0	0	2	2	10	94	0	104	0	0	11	11	226
07:30 AM	0	98	4	102	0	0	0	0	8	122	0	130	0	0	9	9	241
07:45 AM	1	86	1	88	0	0	0	0	6	111	0	117	3	0	6	9	214
Total	2	369	11	382	0	0	6	6	29	410	0	439	3	0	37	40	867
08:00 AM	1	54	8	63	0	0	0	0	2	83	0	85	7	0	7	14	162
08:15 AM	0	56	0	56	0	0	0	0	4	52	0	56	3	1	1	5	117
08:30 AM	0	71	3	74	0	0	0	0	1	50	0	51	3	0	7	10	135
08:45 AM	1	61	2	64	0	0	0	0	1	45	0	46	1	0	6	7	117
Total	2	242	13	257	0	0	0	0	8	230	0	238	14	1	21	36	531
Grand Total	4	611	24	639	0	0	6	6	37	640	0	677	17	1	58	76	1398
Apprch %	0.6	95.6	3.8		0	0	100		5.5	94.5	0		22.4	1.3	76.3		
Total %	0.3	43.7	1.7	45.7	0	0	0.4	0.4	2.6	45.8	0	48.4	1.2	0.1	4.1	5.4	
Total Volume	4	611	24	639	0	0	6	6	37	640	0	677	17	1	58	76	1398
% Total Volume	100	100	100	100	0	0	100	100	100	100	0	100	100	100	100	100	100
Peds-Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Peds-Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Menifee Road Southbound				Ellis Avenue Westbound				Menifee Road Northbound				Ellis Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	82	1	83	0	0	**4**	**4**	5	83	0	88	0	0	**11**	**11**	186
07:15 AM	**1**	**103**	**5**	**109**	0	0	2	2	**10**	94	0	104	0	0	11	11	226
07:30 AM	0	98	4	102	0	0	0	0	8	**122**	0	**130**	0	0	9	9	**241**
07:45 AM	1	86	1	88	0	0	0	0	6	111	0	117	**3**	0	6	9	214
Total Volume	2	369	11	382	0	0	6	6	29	410	0	439	3	0	37	40	867
% App. Total	0.5	96.6	2.9		0	0	100		6.6	93.4	0		7.5	0	92.5		
PHF	.500	.896	.550	.876	.000	.000	.375	.375	.725	.840	.000	.844	.250	.000	.841	.909	.899

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County of Riverside
N/S: Menifee Road
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Weather: Clear

File Name : 26_CRV_Men_Ellis AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	0	82	1	83	0	0	**4**	**4**	5	83	0	88	0	0	**11**	11
+15 mins.	**1**	**103**	**5**	**109**	0	0	2	2	**10**	94	0	104	0	0	9	9
+30 mins.	0	98	4	102	0	0	0	0	8	**122**	0	**130**	3	0	6	9
+45 mins.	1	86	1	88	0	0	0	0	6	111	0	117	**7**	0	7	**14**
Total Volume	2	369	11	382	0	0	6	6	29	410	0	439	10	0	33	43
% App. Total	0.5	96.6	2.9		0	0	100		6.6	93.4	0		23.3	0	76.7	
PHF	.500	.896	.550	.876	.000	.000	.375	.375	.725	.840	.000	.844	.357	.000	.750	.768

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County of Riverside
N/S: Menifee Road
E/W: Ellis Avenue
Weather: Clear

File Name : 26_CRV_Men_Ellis PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- Total Volume - Bikes

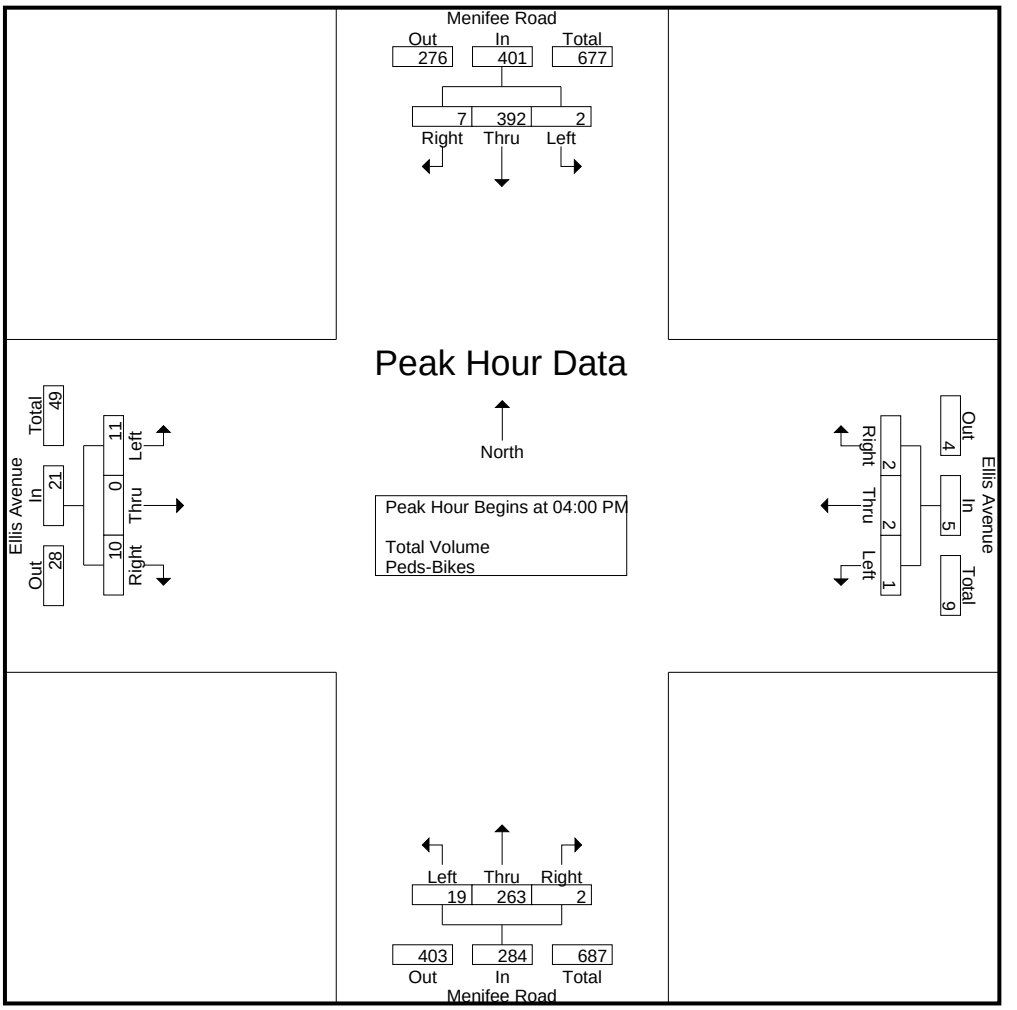
	Menifee Road Southbound				Ellis Avenue Westbound				Menifee Road Northbound				Ellis Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	103	3	108	1	2	0	3	9	74	1	84	4	0	2	6	201
04:15 PM	0	83	1	84	0	0	0	0	1	61	1	63	2	0	3	5	152
04:30 PM	0	96	1	97	0	0	2	2	5	70	0	75	4	0	3	7	181
04:45 PM	0	110	2	112	0	0	0	0	4	58	0	62	1	0	2	3	177
Total	2	392	7	401	1	2	2	5	19	263	2	284	11	0	10	21	711
05:00 PM	0	92	3	95	0	0	1	1	4	74	0	78	3	0	3	6	180
05:15 PM	0	90	4	94	0	0	0	0	6	61	0	67	1	0	2	3	164
05:30 PM	0	81	3	84	0	0	0	0	1	55	0	56	0	0	2	2	142
05:45 PM	0	70	1	71	0	0	0	0	11	57	0	68	4	0	3	7	146
Total	0	333	11	344	0	0	1	1	22	247	0	269	8	0	10	18	632
Grand Total	2	725	18	745	1	2	3	6	41	510	2	553	19	0	20	39	1343
Apprch %	0.3	97.3	2.4		16.7	33.3	50		7.4	92.2	0.4		48.7	0	51.3		
Total %	0.1	54	1.3	55.5	0.1	0.1	0.2	0.4	3.1	38	0.1	41.2	1.4	0	1.5	2.9	
Total Volume	2	725	18	745	1	2	3	6	41	510	2	553	19	0	20	39	1343
% Total Volume	100	100	100	100	100	100	100	100	100	100	100	100	100	0	100	100	100
Peds-Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Peds-Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Menifee Road Southbound				Ellis Avenue Westbound				Menifee Road Northbound				Ellis Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**2**	103	**3**	108	**1**	**2**	0	**3**	**9**	**74**	**1**	**84**	**4**	0	2	6	**201**
04:15 PM	0	83	1	84	0	0	0	0	1	61	1	63	2	0	**3**	5	152
04:30 PM	0	96	1	97	0	0	**2**	2	5	70	0	75	4	0	3	**7**	181
04:45 PM	0	**110**	2	**112**	0	0	0	0	4	58	0	62	1	0	2	3	177
Total Volume	2	392	7	401	1	2	2	5	19	263	2	284	11	0	10	21	711
% App. Total	0.5	97.8	1.7		20	40	40		6.7	92.6	0.7		52.4	0	47.6		
PHF	.250	.891	.583	.895	.250	.250	.250	.417	.528	.889	.500	.845	.688	.000	.833	.750	.884

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County of Riverside
N/S: Menifee Road
E/W: Ellis Avenue
Weather: Clear

File Name : 26_CRV_Men_Ellis PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**2**	103	**3**	108	**1**	**2**	0	**3**	**9**	**74**	**1**	**84**	**4**	0	2	6
+15 mins.	0	83	1	84	0	0	0	0	1	61	1	63	2	0	**3**	5
+30 mins.	0	96	1	97	0	0	**2**	2	5	70	0	75	4	0	3	**7**
+45 mins.	0	**110**	2	**112**	0	0	0	0	4	58	0	62	1	0	2	3
Total Volume	2	392	7	401	1	2	2	5	19	263	2	284	11	0	10	21
% App. Total	0.5	97.8	1.7		20	40	40		6.7	92.6	0.7		52.4	0	47.6	
PHF	.250	.891	.583	.895	.250	.250	.250	.417	.528	.889	.500	.845	.688	.000	.833	.750

Location: County of Riverside
N/S: Menifee Road
E/W: Ellis Avenue

Date: 5/19/2022
Day: Thursday

PEDESTRIANS

	North Leg Menifee Road	East Leg Ellis Avenue	South Leg Menifee Road	West Leg Ellis Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Menifee Road	East Leg Ellis Avenue	South Leg Menifee Road	West Leg Ellis Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: County of Riverside
N/S: Menifee Road
E/W: Ellis Avenue

Date: 5/19/2022
Day: Thursday

BICYCLES

	Southbound Menifee Road			Westbound Ellis Avenue			Northbound Menifee Road			Eastbound Ellis Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Menifee Road			Westbound Ellis Avenue			Northbound Menifee Road			Eastbound Ellis Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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County of Riverside
N/S: Menifee Road
E/W: Mapes Road
Weather: Clear

File Name : 27_MEN_Men_Mapes AM
Site Code : 00322418
Start Date : 5/19/2022

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

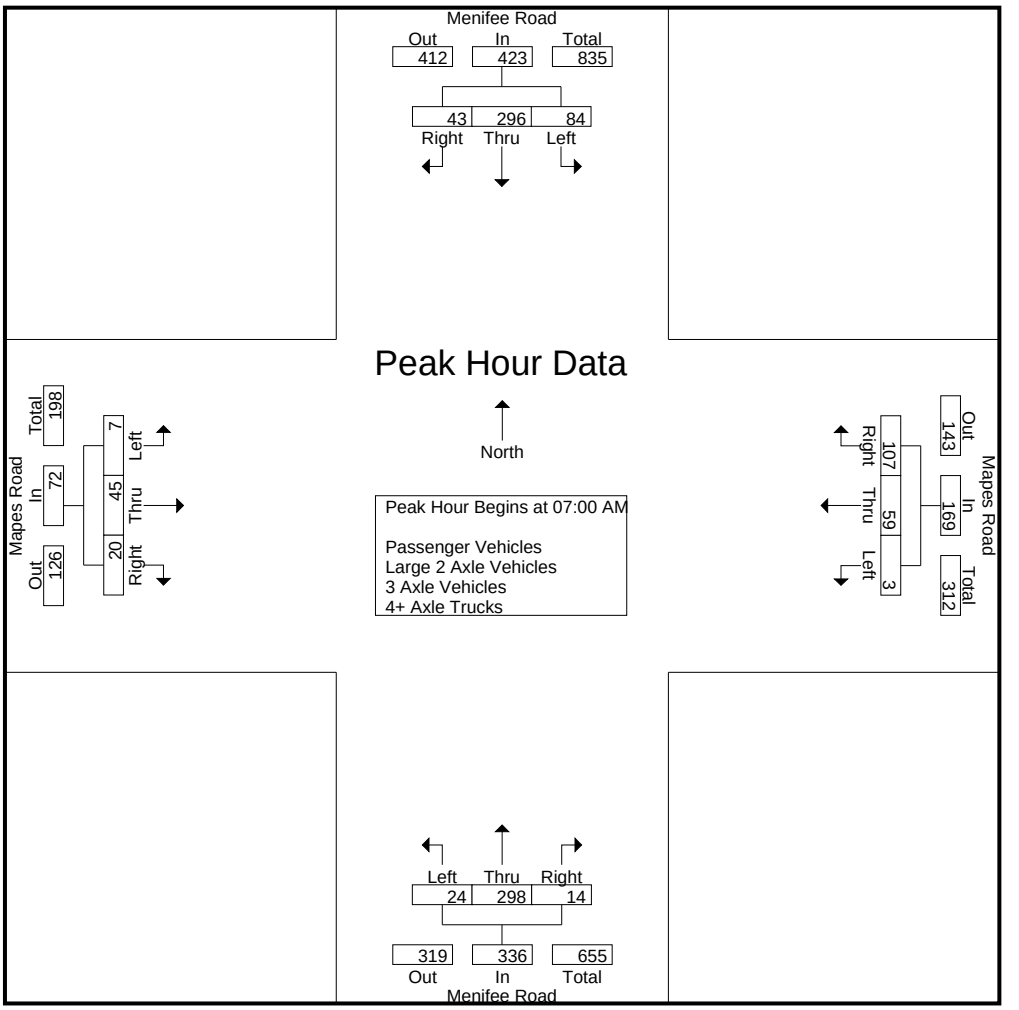
	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	27	70	10	107	1	10	14	25	7	60	7	74	2	8	8	18	224
07:15 AM	32	68	12	112	0	8	30	38	6	78	3	87	2	20	11	33	270
07:30 AM	14	82	7	103	2	21	26	49	7	86	1	94	1	8	1	10	256
07:45 AM	11	76	14	101	0	20	37	57	4	74	3	81	2	9	0	11	250
Total	84	296	43	423	3	59	107	169	24	298	14	336	7	45	20	72	1000
08:00 AM	14	53	9	76	1	16	25	42	0	55	3	58	2	6	3	11	187
08:15 AM	13	38	7	58	2	6	16	24	5	33	1	39	3	5	1	9	130
08:30 AM	15	55	11	81	1	9	10	20	2	39	3	44	6	6	4	16	161
08:45 AM	14	38	10	62	1	9	18	28	1	21	1	23	8	8	0	16	129
Total	56	184	37	277	5	40	69	114	8	148	8	164	19	25	8	52	607
Grand Total	140	480	80	700	8	99	176	283	32	446	22	500	26	70	28	124	1607
Apprch %	20	68.6	11.4		2.8	35	62.2		6.4	89.2	4.4		21	56.5	22.6		
Total %	8.7	29.9	5	43.6	0.5	6.2	11	17.6	2	27.8	1.4	31.1	1.6	4.4	1.7	7.7	
Passenger Vehicles	138	461	78	677	7	95	170	272	30	411	22	463	24	63	28	115	1527
% Passenger Vehicles	98.6	96	97.5	96.7	87.5	96	96.6	96.1	93.8	92.2	100	92.6	92.3	90	100	92.7	95
Large 2 Axle Vehicles	2	9	1	12	1	3	6	10	2	21	0	23	2	5	0	7	52
% Large 2 Axle Vehicles	1.4	1.9	1.2	1.7	12.5	3	3.4	3.5	6.2	4.7	0	4.6	7.7	7.1	0	5.6	3.2
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% 3 Axle Vehicles	0	0.4	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	8	1	9	0	1	0	1	0	14	0	14	0	2	0	2	26
% 4+ Axle Trucks	0	1.7	1.2	1.3	0	1	0	0.4	0	3.1	0	2.8	0	2.9	0	1.6	1.6

	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	27	70	10	107	1	10	14	25	**7**	60	**7**	74	**2**	8	8	18	224
07:15 AM	**32**	68	12	**112**	0	8	30	38	6	78	3	87	2	**20**	**11**	**33**	**270**
07:30 AM	14	**82**	7	103	**2**	**21**	26	49	7	**86**	1	**94**	1	8	1	10	256
07:45 AM	11	76	**14**	101	0	20	**37**	**57**	4	74	3	81	2	9	0	11	250
Total Volume	84	296	43	423	3	59	107	169	24	298	14	336	7	45	20	72	1000
% App. Total	19.9	70	10.2		1.8	34.9	63.3		7.1	88.7	4.2		9.7	62.5	27.8		
PHF	.656	.902	.768	.944	.375	.702	.723	.741	.857	.866	.500	.894	.875	.563	.455	.545	.926

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County of Riverside
N/S: Menifee Road
E/W: Mapes Road
Weather: Clear

File Name : 27_MEN_Men_Mapes AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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

	07:00 AM				07:15 AM				07:00 AM				07:00 AM			
+0 mins.	27	70	10	107	0	8	30	38	**7**	60	**7**	74	**2**	8	8	18
+15 mins.	**32**	68	12	**112**	**2**	**21**	26	49	6	78	3	87	2	**20**	**11**	**33**
+30 mins.	14	**82**	7	103	0	20	**37**	**57**	7	**86**	1	**94**	1	8	1	10
+45 mins.	11	76	**14**	101	1	16	25	42	4	74	3	81	2	9	0	11
Total Volume	84	296	43	423	3	65	118	186	24	298	14	336	7	45	20	72
% App. Total	19.9	70	10.2		1.6	34.9	63.4		7.1	88.7	4.2		9.7	62.5	27.8	
PHF	.656	.902	.768	.944	.375	.774	.797	.816	.857	.866	.500	.894	.875	.563	.455	.545

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County of Riverside
N/S: Menifee Road
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Weather: Clear

File Name : 27_MEN_Men_Mapes AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- Passenger Vehicles

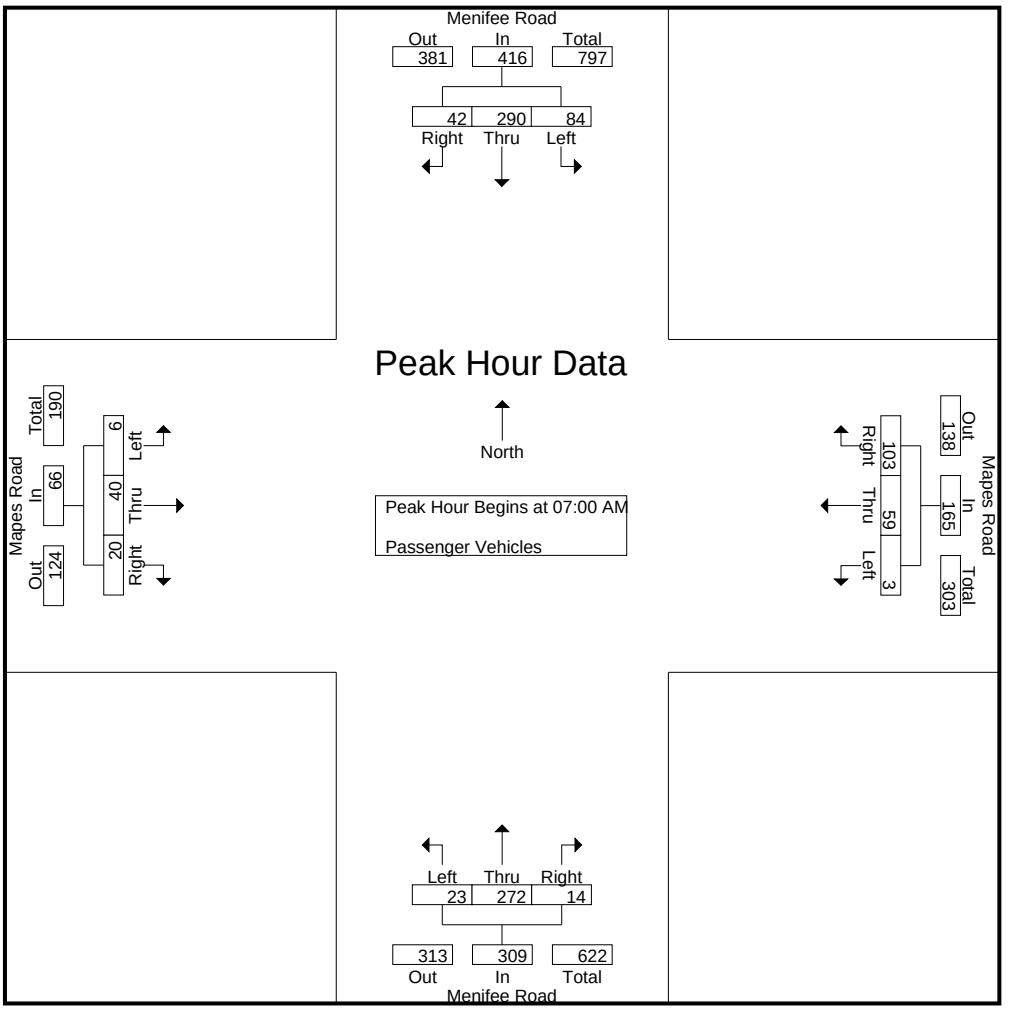
	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	27	70	9	106	1	10	14	25	7	55	7	69	2	6	8	16	216
07:15 AM	32	67	12	111	0	8	29	37	6	70	3	79	2	18	11	31	258
07:30 AM	14	81	7	102	2	21	26	49	6	78	1	85	0	8	1	9	245
07:45 AM	11	72	14	97	0	20	34	54	4	69	3	76	2	8	0	10	237
Total	84	290	42	416	3	59	103	165	23	272	14	309	6	40	20	66	956
08:00 AM	14	51	9	74	0	13	25	38	0	52	3	55	2	4	3	9	176
08:15 AM	13	36	7	56	2	5	15	22	4	31	1	36	2	5	1	8	122
08:30 AM	15	49	11	75	1	9	10	20	2	35	3	40	6	6	4	16	151
08:45 AM	12	35	9	56	1	9	17	27	1	21	1	23	8	8	0	16	122
Total	54	171	36	261	4	36	67	107	7	139	8	154	18	23	8	49	571
Grand Total	138	461	78	677	7	95	170	272	30	411	22	463	24	63	28	115	1527
Apprch %	20.4	68.1	11.5		2.6	34.9	62.5		6.5	88.8	4.8		20.9	54.8	24.3		
Total %	9	30.2	5.1	44.3	0.5	6.2	11.1	17.8	2	26.9	1.4	30.3	1.6	4.1	1.8	7.5	

	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	27	70	9	106	1	10	14	25	**7**	55	**7**	69	**2**	6	8	16	216
07:15 AM	**32**	67	12	**111**	0	8	29	37	6	70	3	79	2	**18**	**11**	**31**	**258**
07:30 AM	14	**81**	7	102	**2**	**21**	26	49	6	**78**	1	**85**	0	8	1	9	245
07:45 AM	11	72	**14**	97	0	20	**34**	**54**	4	69	3	76	2	8	0	10	237
Total Volume	84	290	42	416	3	59	103	165	23	272	14	309	6	40	20	66	956
% App. Total	20.2	69.7	10.1		1.8	35.8	62.4		7.4	88	4.5		9.1	60.6	30.3		
PHF	.656	.895	.750	.937	.375	.702	.757	.764	.821	.872	.500	.909	.750	.556	.455	.532	.926

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County of Riverside
N/S: Menifee Road
E/W: Mapes Road
Weather: Clear

File Name : 27_MEN_Men_Mapes AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	27	70	9	106	1	10	14	25	**7**	55	**7**	69	**2**	6	8	16
+15 mins.	**32**	67	12	**111**	0	8	29	37	6	70	3	79	2	**18**	**11**	**31**
+30 mins.	14	**81**	7	102	**2**	**21**	26	49	6	**78**	1	**85**	0	8	1	9
+45 mins.	11	72	**14**	97	0	20	**34**	**54**	4	69	3	76	2	8	0	10
Total Volume	84	290	42	416	3	59	103	165	23	272	14	309	6	40	20	66
% App. Total	20.2	69.7	10.1		1.8	35.8	62.4		7.4	88	4.5		9.1	60.6	30.3	
PHF	.656	.895	.750	.937	.375	.702	.757	.764	.821	.872	.500	.909	.750	.556	.455	.532

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County of Riverside
N/S: Menifee Road
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Weather: Clear

File Name : 27_MEN_Men_Mapes AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

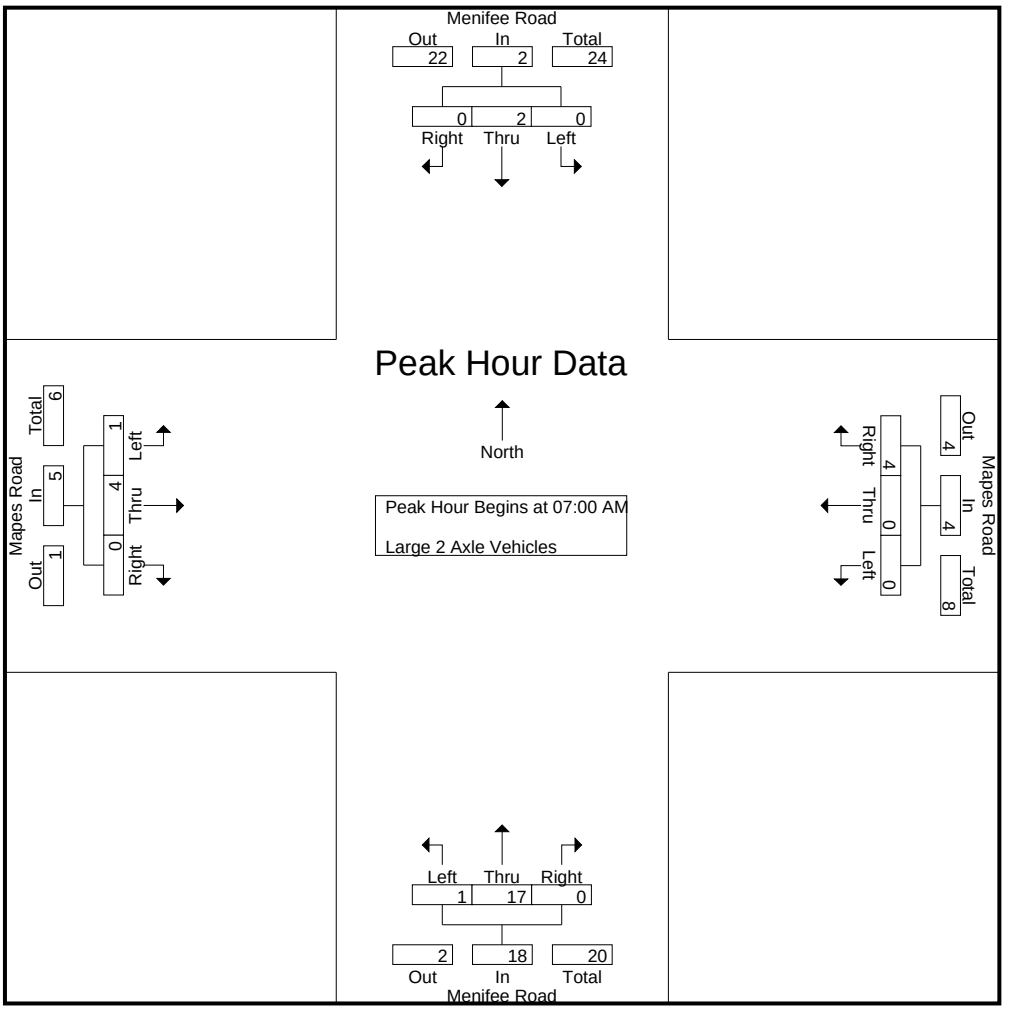
	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	1	0	1	5
07:15 AM	0	0	0	0	0	0	1	1	0	5	0	5	0	2	0	2	8
07:30 AM	0	0	0	0	0	0	0	0	1	6	0	7	1	0	0	1	8
07:45 AM	0	2	0	2	0	0	3	3	0	2	0	2	0	1	0	1	8
Total	0	2	0	2	0	0	4	4	1	17	0	18	1	4	0	5	29
08:00 AM	0	0	0	0	1	3	0	4	0	1	0	1	0	1	0	1	6
08:15 AM	0	1	0	1	0	0	1	1	1	0	0	1	1	0	0	1	4
08:30 AM	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
08:45 AM	2	2	1	5	0	0	1	1	0	0	0	0	0	0	0	0	6
Total	2	7	1	10	1	3	2	6	1	4	0	5	1	1	0	2	23
Grand Total	2	9	1	12	1	3	6	10	2	21	0	23	2	5	0	7	52
Apprch %	16.7	75	8.3		10	30	60		8.7	91.3	0		28.6	71.4	0		
Total %	3.8	17.3	1.9	23.1	1.9	5.8	11.5	19.2	3.8	40.4	0	44.2	3.8	9.6	0	13.5	

	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	1	0	1	5
07:15 AM	0	0	0	0	0	0	1	1	0	5	0	5	0	**2**	0	**2**	**8**
07:30 AM	0	0	0	0	0	0	0	0	**1**	**6**	0	**7**	**1**	0	0	1	8
07:45 AM	0	**2**	0	**2**	0	0	**3**	**3**	0	2	0	2	0	1	0	1	8
Total Volume	0	2	0	2	0	0	4	4	1	17	0	18	1	4	0	5	29
% App. Total	0	100	0		0	0	100		5.6	94.4	0		20	80	0		
PHF	.000	.250	.000	.250	.000	.000	.333	.333	.250	.708	.000	.643	.250	.500	.000	.625	.906

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County of Riverside
N/S: Menifee Road
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Weather: Clear

File Name : 27_MEN_Men_Mapes AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	4	0	4	0	1	0	1
+15 mins.	0	0	0	0	0	0	1	1	0	5	0	5	0	**2**	0	**2**
+30 mins.	0	0	0	0	0	0	0	0	**1**	**6**	0	**7**	**1**	0	0	1
+45 mins.	0	**2**	0	**2**	0	0	**3**	**3**	0	2	0	2	0	1	0	1
Total Volume	0	2	0	2	0	0	4	4	1	17	0	18	1	4	0	5
% App. Total	0	100	0		0	0	100		5.6	94.4	0		20	80	0	
PHF	.000	.250	.000	.250	.000	.000	.333	.333	.250	.708	.000	.643	.250	.500	.000	.625

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County of Riverside
N/S: Menifee Road
E/W: Mapes Road
Weather: Clear

File Name : 27_MEN_Men_Mapes AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

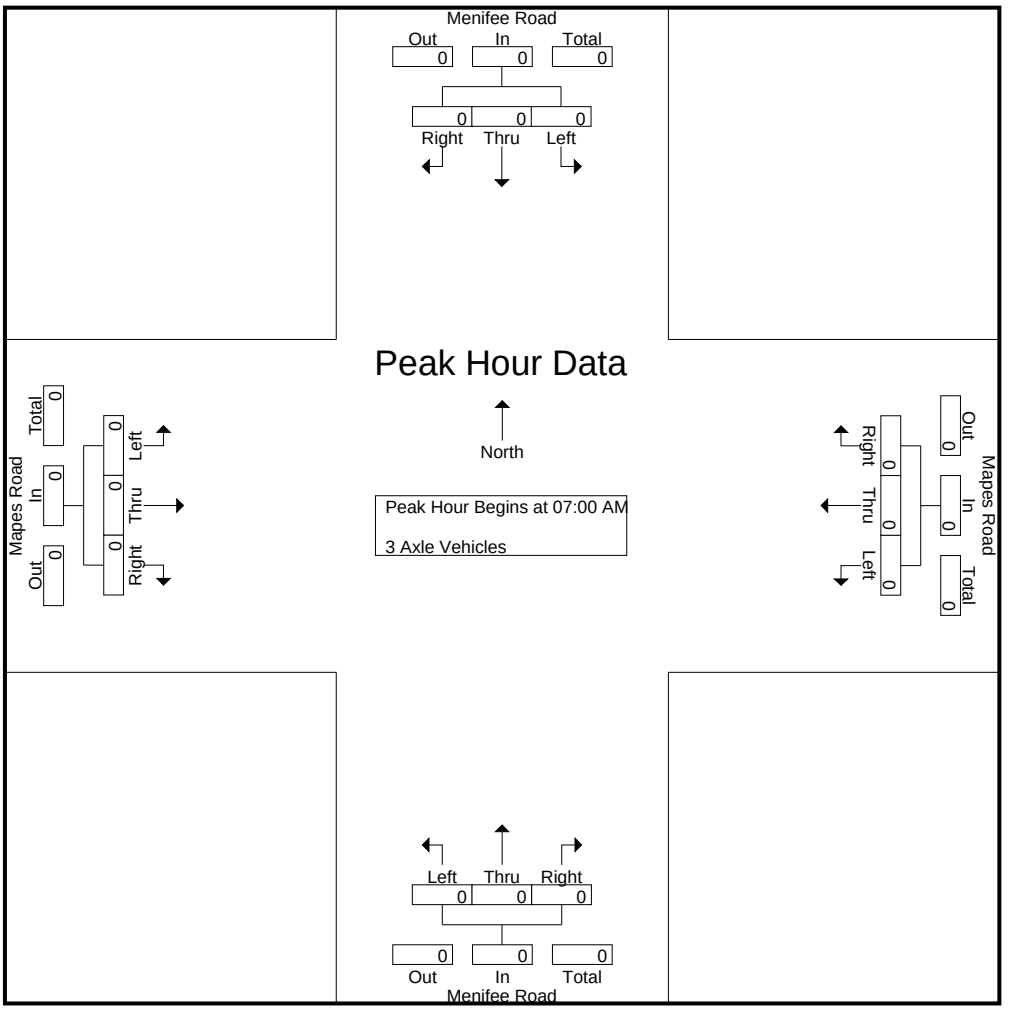
	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0		
Total %	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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County of Riverside
N/S: Menifee Road
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File Name : 27_MEN_Men_Mapes AM
Site Code : 00322418
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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County of Riverside
N/S: Menifee Road
E/W: Mapes Road
Weather: Clear

File Name : 27_MEN_Men_Mapes AM
Site Code : 00322418
Start Date : 5/19/2022

Groups Printed- 4+ Axle Trucks

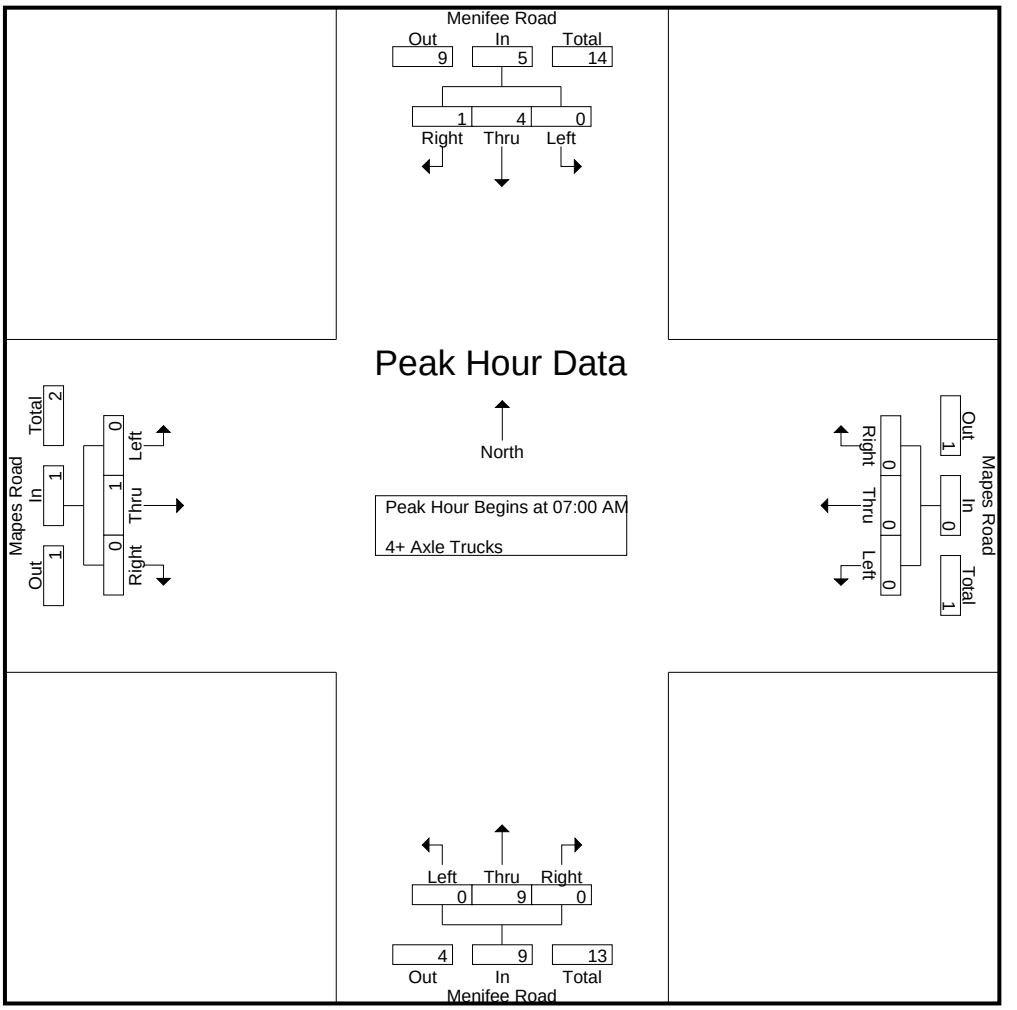
	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	0	1	0	1	0	1	0	1	3
07:15 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
07:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:45 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Total	0	4	1	5	0	0	0	0	0	9	0	9	0	1	0	1	15
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	1	0	1	4
08:15 AM	0	1	0	1	0	1	0	1	0	2	0	2	0	0	0	0	4
08:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	4	0	1	0	1	0	5	0	5	0	1	0	1	11
Grand Total	0	8	1	9	0	1	0	1	0	14	0	14	0	2	0	2	26
Apprch %	0	88.9	11.1		0	100	0		0	100	0		0	100	0		
Total %	0	30.8	3.8	34.6	0	3.8	0	3.8	0	53.8	0	53.8	0	7.7	0	7.7	

	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	**1**	1	0	0	0	0	0	1	0	1	0	**1**	0	**1**	3
07:15 AM	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0	4
07:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:45 AM	0	**2**	0	**2**	0	0	0	0	0	3	0	3	0	0	0	0	**5**
Total Volume	0	4	1	5	0	0	0	0	0	9	0	9	0	1	0	1	15
% App. Total	0	80	20		0	0	0		0	100	0		0	100	0		
PHF	.000	.500	.250	.625	.000	.000	.000	.000	.000	.750	.000	.750	.000	.250	.000	.250	.750

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County of Riverside
N/S: Menifee Road
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Weather: Clear

File Name : 27_MEN_Men_Mapes AM
Site Code : 00322418
Start Date : 5/19/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	**1**	1	0	0	0	0	0	1	0	1	0	**1**	0	**1**
+15 mins.	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	**2**	0	**2**	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	0	4	1	5	0	0	0	0	0	9	0	9	0	1	0	1
% App. Total	0	80	20		0	0	0		0	100	0		0	100	0	
PHF	.000	.500	.250	.625	.000	.000	.000	.000	.000	.750	.000	.750	.000	.250	.000	.250

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County of Riverside
N/S: Menifee Road
E/W: Mapes Road
Weather: Clear

File Name : 27_MEN_Men_Mapes PPM
Site Code : 00322418
Start Date : 5/19/2022

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

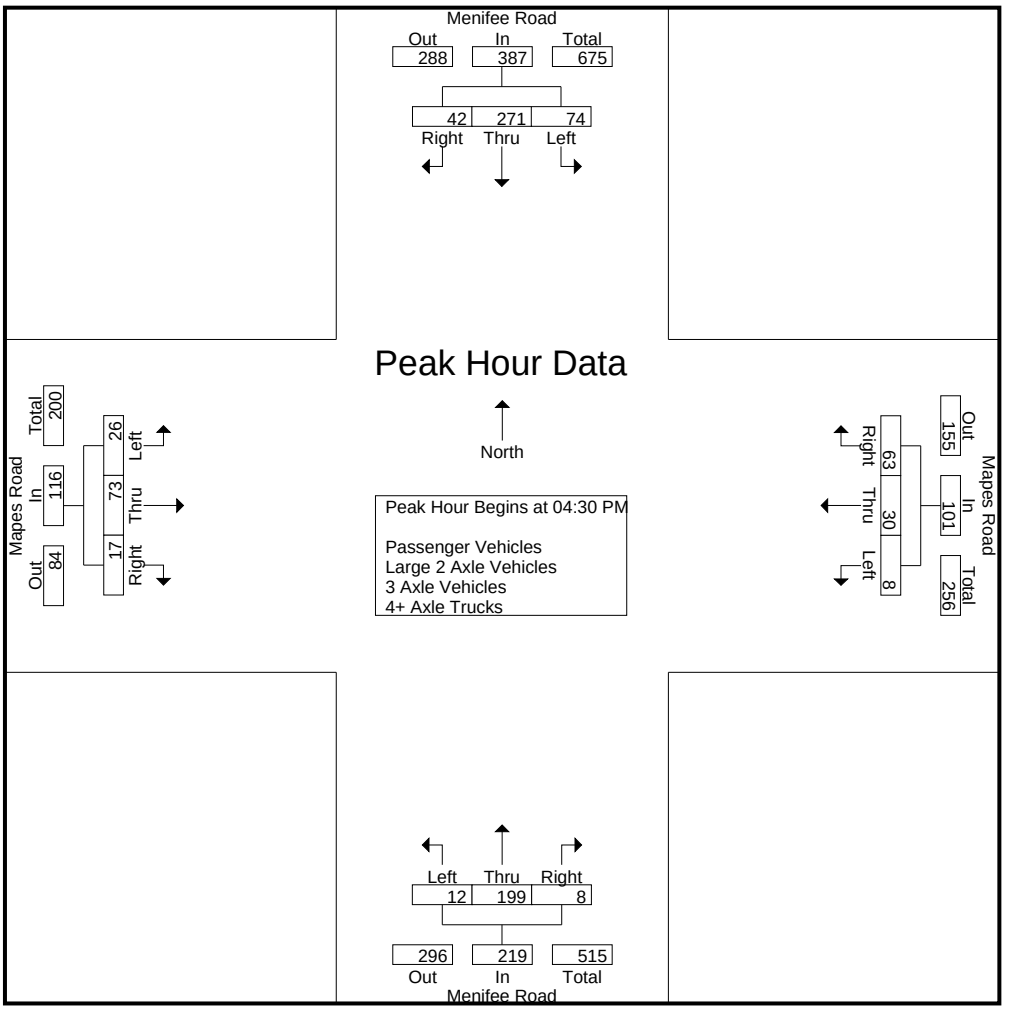
	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	25	53	14	92	3	8	17	28	5	53	2	60	7	9	4	20	200
04:15 PM	21	63	7	91	0	13	7	20	3	55	1	59	4	12	3	19	189
04:30 PM	13	63	13	89	0	5	19	24	4	55	2	61	9	17	5	31	205
04:45 PM	19	75	13	107	1	8	13	22	2	46	2	50	5	23	4	32	211
Total	78	254	47	379	4	34	56	94	14	209	7	230	25	61	16	102	805
05:00 PM	21	70	8	99	3	7	19	29	2	50	3	55	8	16	7	31	214
05:15 PM	21	63	8	92	4	10	12	26	4	48	1	53	4	17	1	22	193
05:30 PM	8	65	9	82	1	12	12	25	2	56	0	58	6	11	5	22	187
05:45 PM	17	46	9	72	0	10	7	17	3	53	1	57	6	13	0	19	165
Total	67	244	34	345	8	39	50	97	11	207	5	223	24	57	13	94	759
Grand Total	145	498	81	724	12	73	106	191	25	416	12	453	49	118	29	196	1564
Apprch %	20	68.8	11.2		6.3	38.2	55.5		5.5	91.8	2.6		25	60.2	14.8		
Total %	9.3	31.8	5.2	46.3	0.8	4.7	6.8	12.2	1.6	26.6	0.8	29	3.1	7.5	1.9	12.5	
Passenger Vehicles	140	491	77	708	12	68	106	186	24	404	12	440	49	114	28	191	1525
% Passenger Vehicles	96.6	98.6	95.1	97.8	100	93.2	100	97.4	96	97.1	100	97.1	100	96.6	96.6	97.4	97.5
Large 2 Axle Vehicles	5	6	2	13	0	1	0	1	1	8	0	9	0	1	1	2	25
% Large 2 Axle Vehicles	3.4	1.2	2.5	1.8	0	1.4	0	0.5	4	1.9	0	2	0	0.8	3.4	1	1.6
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0.5	0	0.4	0	0	0	0	0.1
4+ Axle Trucks	0	1	2	3	0	4	0	4	0	2	0	2	0	3	0	3	12
% 4+ Axle Trucks	0	0.2	2.5	0.4	0	5.5	0	2.1	0	0.5	0	0.4	0	2.5	0	1.5	0.8

	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	13	63	**13**	89	0	5	**19**	24	**4**	**55**	2	**61**	**9**	17	5	31	205
04:45 PM	19	**75**	13	**107**	1	8	13	22	2	46	2	50	5	**23**	4	**32**	211
05:00 PM	**21**	70	8	99	3	7	19	**29**	2	50	**3**	55	8	16	**7**	31	**214**
05:15 PM	21	63	8	92	**4**	**10**	12	26	4	48	1	53	4	17	1	22	193
Total Volume	74	271	42	387	8	30	63	101	12	199	8	219	26	73	17	116	823
% App. Total	19.1	70	10.9		7.9	29.7	62.4		5.5	90.9	3.7		22.4	62.9	14.7		
PHF	.881	.903	.808	.904	.500	.750	.829	.871	.750	.905	.667	.898	.722	.793	.607	.906	.961

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File Name : 27_MEN_Men_Mapes PPM
Site Code : 00322418
Start Date : 5/19/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:00 PM				04:30 PM			
+0 mins.	13	63	**13**	89	1	8	13	22	**5**	53	**2**	60	**9**	17	5	31
+15 mins.	19	**75**	13	**107**	3	7	**19**	**29**	3	**55**	1	59	5	**23**	4	**32**
+30 mins.	**21**	70	8	99	**4**	10	12	26	4	55	2	**61**	8	16	**7**	31
+45 mins.	21	63	8	92	1	**12**	12	25	2	46	2	50	4	17	1	22
Total Volume	74	271	42	387	9	37	56	102	14	209	7	230	26	73	17	116
% App. Total	19.1	70	10.9		8.8	36.3	54.9		6.1	90.9	3		22.4	62.9	14.7	
PHF	.881	.903	.808	.904	.563	.771	.737	.879	.700	.950	.875	.943	.722	.793	.607	.906

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County of Riverside
N/S: Menifee Road
E/W: Mapes Road
Weather: Clear

File Name : 27_MEN_Men_Mapes PPM
Site Code : 00322418
Start Date : 5/19/2022
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Groups Printed- Passenger Vehicles

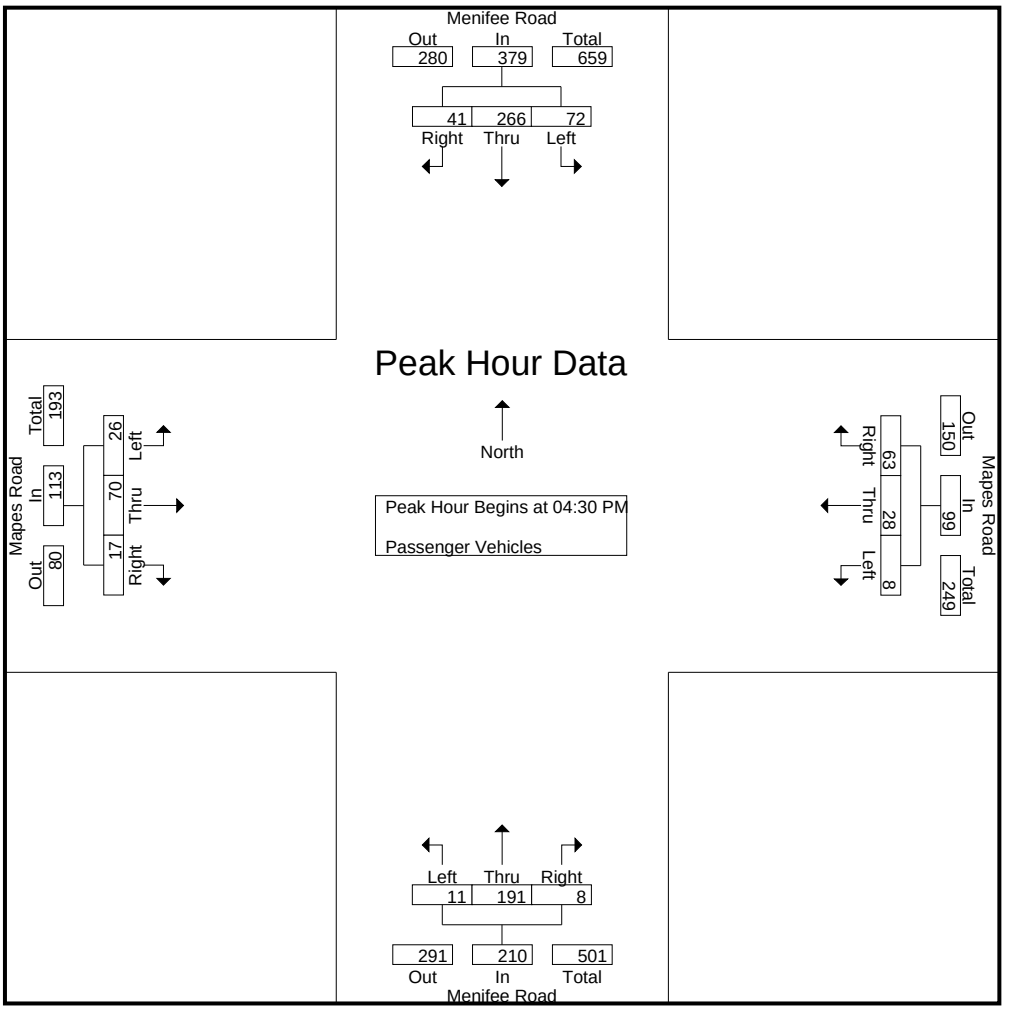
	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	23	53	14	90	3	7	17	27	5	51	2	58	7	8	4	19	194
04:15 PM	20	62	6	88	0	13	7	20	3	53	1	57	4	12	2	18	183
04:30 PM	13	62	13	88	0	5	19	24	4	53	2	59	9	16	5	30	201
04:45 PM	19	74	13	106	1	7	13	21	2	44	2	48	5	23	4	32	207
Total	75	251	46	372	4	32	56	92	14	201	7	222	25	59	15	99	785
05:00 PM	21	70	7	98	3	6	19	28	2	48	3	53	8	16	7	31	210
05:15 PM	19	60	8	87	4	10	12	26	3	46	1	50	4	15	1	20	183
05:30 PM	8	65	9	82	1	12	12	25	2	56	0	58	6	11	5	22	187
05:45 PM	17	45	7	69	0	8	7	15	3	53	1	57	6	13	0	19	160
Total	65	240	31	336	8	36	50	94	10	203	5	218	24	55	13	92	740
Grand Total	140	491	77	708	12	68	106	186	24	404	12	440	49	114	28	191	1525
Apprch %	19.8	69.4	10.9		6.5	36.6	57		5.5	91.8	2.7		25.7	59.7	14.7		
Total %	9.2	32.2	5	46.4	0.8	4.5	7	12.2	1.6	26.5	0.8	28.9	3.2	7.5	1.8	12.5	

	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	13	62	**13**	88	0	5	**19**	24	**4**	**53**	2	**59**	**9**	16	5	30	201
04:45 PM	19	**74**	13	**106**	1	7	13	21	2	44	2	48	5	**23**	4	**32**	207
05:00 PM	**21**	70	7	98	3	6	19	**28**	2	48	**3**	53	8	16	**7**	31	**210**
05:15 PM	19	60	8	87	**4**	**10**	12	26	3	46	1	50	4	15	1	20	183
Total Volume	72	266	41	379	8	28	63	99	11	191	8	210	26	70	17	113	801
% App. Total	19	70.2	10.8		8.1	28.3	63.6		5.2	91	3.8		23	61.9	15		
PHF	.857	.899	.788	.894	.500	.700	.829	.884	.688	.901	.667	.890	.722	.761	.607	.883	.954

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File Name : 27_MEN_Men_Mapes PPM
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	13	62	**13**	88	0	5	**19**	24	**4**	**53**	2	**59**	**9**	16	5	30
+15 mins.	19	**74**	13	**106**	1	7	13	21	2	44	2	48	5	**23**	4	**32**
+30 mins.	**21**	70	7	98	3	6	19	**28**	2	48	**3**	53	8	16	**7**	31
+45 mins.	19	60	8	87	**4**	**10**	12	26	3	46	1	50	4	15	1	20
Total Volume	72	266	41	379	8	28	63	99	11	191	8	210	26	70	17	113
% App. Total	19	70.2	10.8		8.1	28.3	63.6		5.2	91	3.8		23	61.9	15	
PHF	.857	.899	.788	.894	.500	.700	.829	.884	.688	.901	.667	.890	.722	.761	.607	.883

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County of Riverside
N/S: Menifee Road
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File Name : 27_MEN_Men_Mapes PPM
Site Code : 00322418
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Groups Printed- Large 2 Axle Vehicles

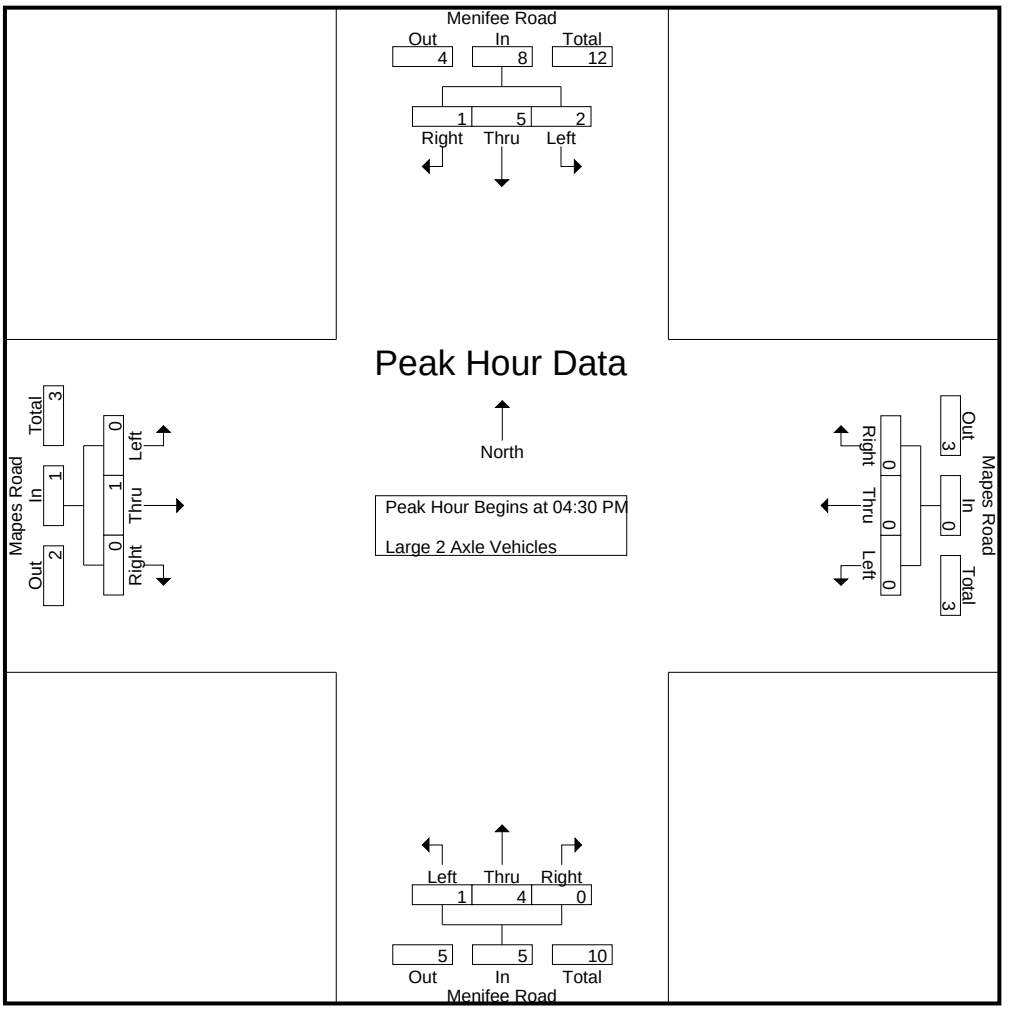
	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	0	2	0	1	0	1	0	2	0	2	0	0	0	0	5
04:15 PM	1	1	1	3	0	0	0	0	0	2	0	2	0	0	1	1	6
04:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	1	0	1	4
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	3	3	1	7	0	1	0	1	0	7	0	7	0	1	1	2	17
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	2	3	0	5	0	0	0	0	1	1	0	2	0	0	0	0	7
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	3	1	6	0	0	0	0	1	1	0	2	0	0	0	0	8
Grand Total	5	6	2	13	0	1	0	1	1	8	0	9	0	1	1	2	25
Apprch %	38.5	46.2	15.4		0	100	0		11.1	88.9	0		0	50	50		
Total %	20	24	8	52	0	4	0	4	4	32	0	36	0	4	4	8	

	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	**1**	0	**1**	4
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:00 PM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	**2**	**3**	0	**5**	0	0	0	0	**1**	1	0	2	0	0	0	0	**7**
Total Volume	2	5	1	8	0	0	0	0	1	4	0	5	0	1	0	1	14
% App. Total	25	62.5	12.5		0	0	0		20	80	0		0	100	0		
PHF	.250	.417	.250	.400	.000	.000	.000	.000	.250	.500	.000	.625	.000	.250	.000	.250	.500

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County of Riverside
N/S: Menifee Road
E/W: Mapes Road
Weather: Clear

File Name : 27_MEN_Men_Mapes PPM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	**1**	0	**1**
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	**2**	**3**	0	**5**	0	0	0	0	**1**	1	0	2	0	0	0	0
Total Volume	2	5	1	8	0	0	0	0	1	4	0	5	0	1	0	1
% App. Total	25	62.5	12.5		0	0	0		20	80	0		0	100	0	
PHF	.250	.417	.250	.400	.000	.000	.000	.000	.250	.500	.000	.625	.000	.250	.000	.250

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County of Riverside
N/S: Menifee Road
E/W: Mapes Road
Weather: Clear

File Name : 27_MEN_Men_Mapes PPM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

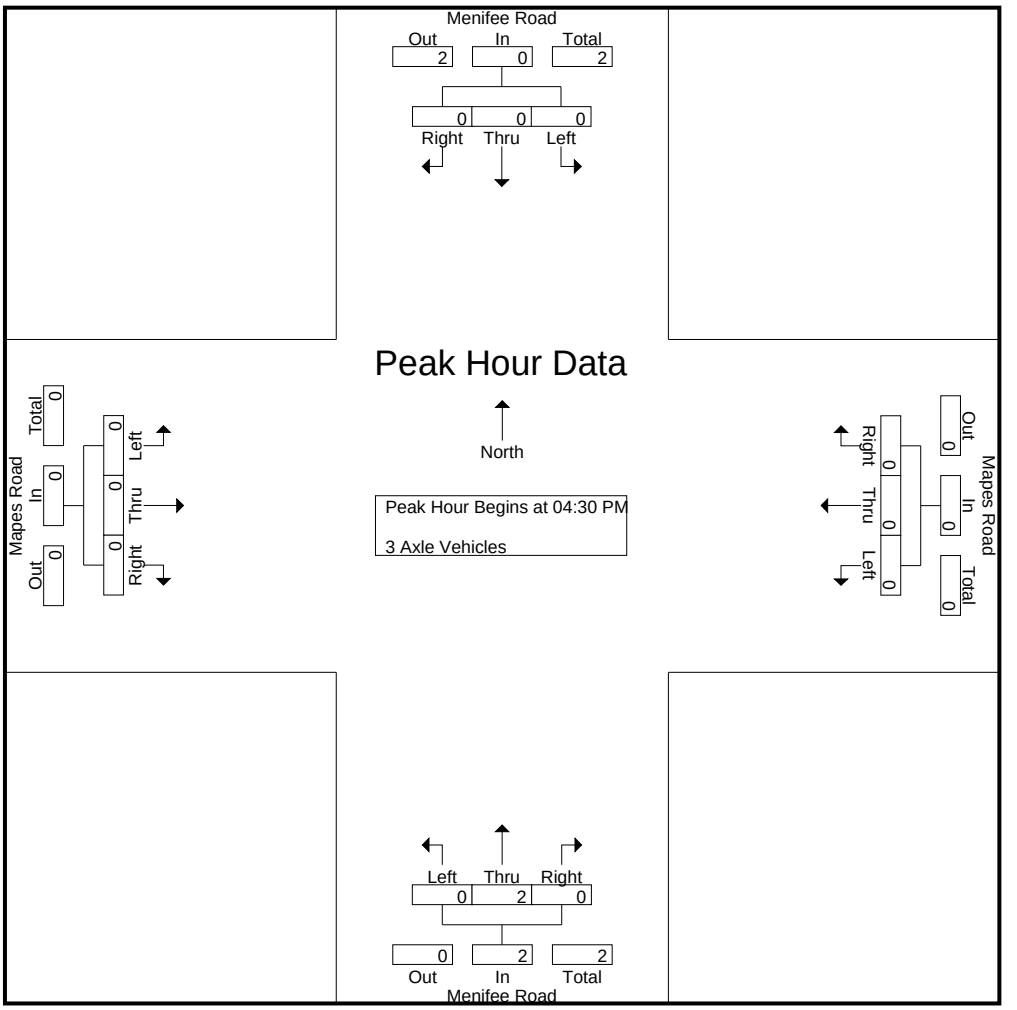
	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	

	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**2**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

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County of Riverside
N/S: Menifee Road
E/W: Mapes Road
Weather: Clear

File Name : 27_MEN_Men_Mapes PPM
Site Code : 00322418
Start Date : 5/19/2022
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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County of Riverside
N/S: Menifee Road
E/W: Mapes Road
Weather: Clear

File Name : 27_MEN_Men_Mapes PPM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

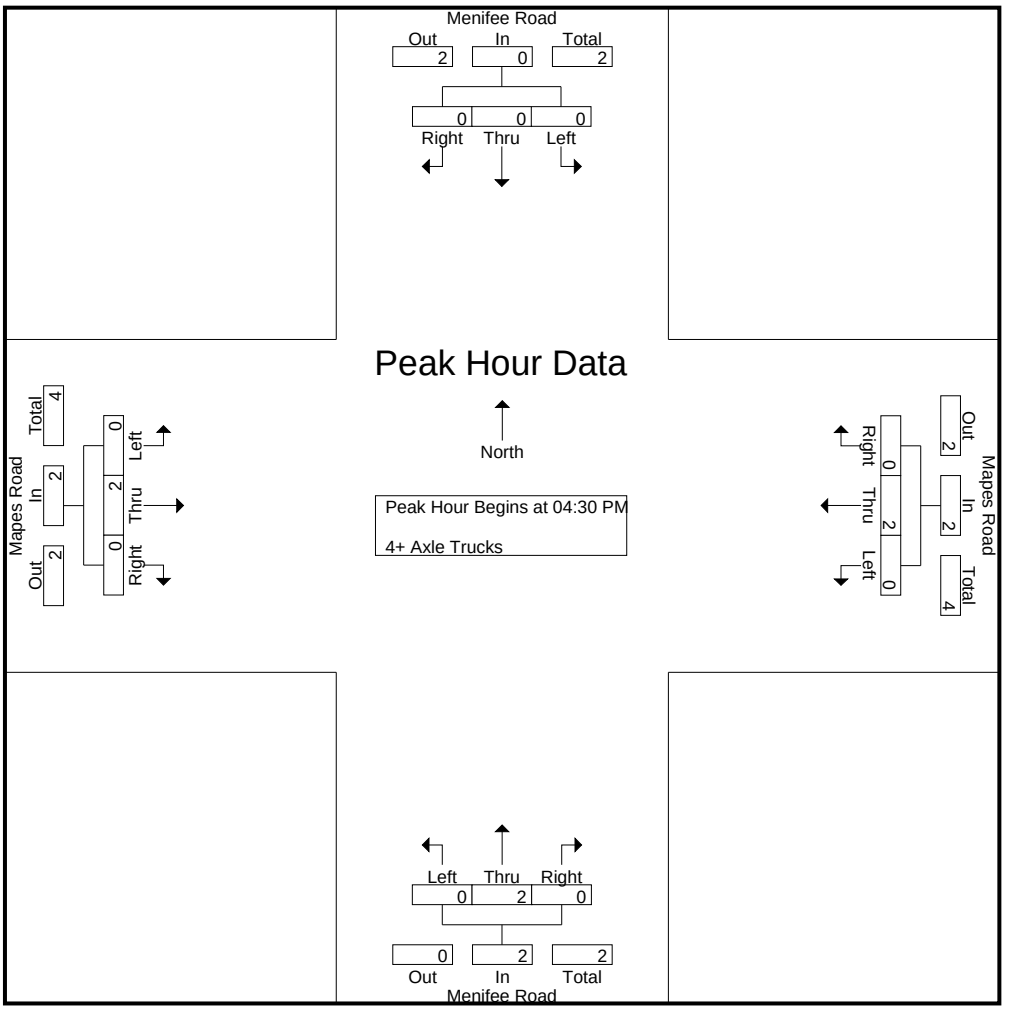
	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
Total	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	3
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	2	3	0	2	0	2	0	0	0	0	0	0	0	0	5
Total	0	1	2	3	0	3	0	3	0	1	0	1	0	2	0	2	9
Grand Total	0	1	2	3	0	4	0	4	0	2	0	2	0	3	0	3	12
Apprch %	0	33.3	66.7		0	100	0		0	100	0		0	100	0		
Total %	0	8.3	16.7	25	0	33.3	0	33.3	0	16.7	0	16.7	0	25	0	25	

	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	**1**	0	**1**	0	**1**	0	**1**	0	0	0	0	2
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	**2**	0	**2**	**3**
Total Volume	0	0	0	0	0	2	0	2	0	2	0	2	0	2	0	2	6
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.500	.000	.500	.000	.250	.000	.250	.500

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County of Riverside
N/S: Menifee Road
E/W: Mapes Road
Weather: Clear

File Name : 27_MEN_Men_Mapes PPM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	**1**	0	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	**2**	0	**2**
Total Volume	0	0	0	0	0	2	0	2	0	2	0	2	0	2	0	2
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.500	.000	.500	.000	.250	.000	.250

Location: Menifee
N/S: Menifee Road
E/W: Mapes Road

Date: 5/19/2022
Day: Thursday

PEDESTRIANS

	North Leg Menifee Road	East Leg Mapes Road	South Leg Menifee Road	West Leg Mapes Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Menifee Road	East Leg Mapes Road	South Leg Menifee Road	West Leg Mapes Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Menifee
N/S: Menifee Road
E/W: Mapes Road

Date: 5/19/2022
Day: Thursday

BICYCLES

	Southbound Menifee Road			Westbound Mapes Road			Northbound Menifee Road			Eastbound Mapes Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Menifee Road			Westbound Mapes Road			Northbound Menifee Road			Eastbound Mapes Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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County of Riverside
N/S: I-215 Southbound Ramps/SR-74
E/W: Bonnie Drive
Weather: Clear

File Name : 28_PER_215S_Bon AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

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

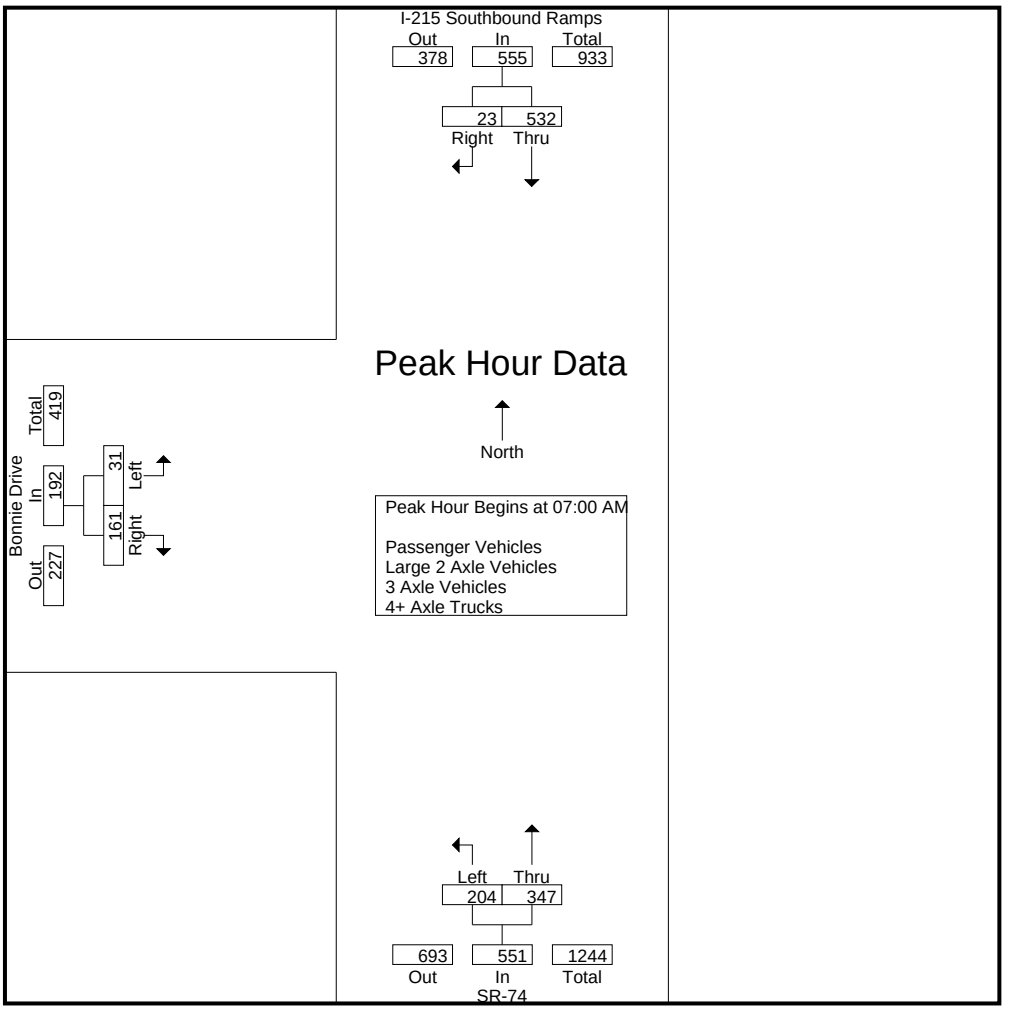
	I-215 Southbound Ramps Southbound			SR-74 Northbound			Bonnie Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	158	6	164	59	75	134	12	42	54	352
07:15 AM	128	4	132	41	79	120	7	54	61	313
07:30 AM	125	7	132	48	96	144	6	34	40	316
07:45 AM	121	6	127	56	97	153	6	31	37	317
Total	532	23	555	204	347	551	31	161	192	1298
08:00 AM	130	9	139	49	99	148	4	36	40	327
08:15 AM	136	4	140	34	71	105	9	34	43	288
08:30 AM	121	7	128	52	79	131	7	31	38	297
08:45 AM	131	10	141	37	92	129	6	19	25	295
Total	518	30	548	172	341	513	26	120	146	1207
Grand Total	1050	53	1103	376	688	1064	57	281	338	2505
Apprch %	95.2	4.8		35.3	64.7		16.9	83.1		
Total %	41.9	2.1	44	15	27.5	42.5	2.3	11.2	13.5	
Passenger Vehicles	927	51	978	349	596	945	52	253	305	2228
% Passenger Vehicles	88.3	96.2	88.7	92.8	86.6	88.8	91.2	90	90.2	88.9
Large 2 Axle Vehicles	41	0	41	18	41	59	1	18	19	119
% Large 2 Axle Vehicles	3.9	0	3.7	4.8	6	5.5	1.8	6.4	5.6	4.8
3 Axle Vehicles	16	0	16	4	5	9	2	7	9	34
% 3 Axle Vehicles	1.5	0	1.5	1.1	0.7	0.8	3.5	2.5	2.7	1.4
4+ Axle Trucks	66	2	68	5	46	51	2	3	5	124
% 4+ Axle Trucks	6.3	3.8	6.2	1.3	6.7	4.8	3.5	1.1	1.5	5

	I-215 Southbound Ramps Southbound			SR-74 Northbound			Bonnie Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**158**	6	**164**	**59**	75	134	**12**	42	54	**352**
07:15 AM	128	4	132	41	79	120	7	**54**	**61**	313
07:30 AM	125	**7**	132	48	96	144	6	34	40	316
07:45 AM	121	6	127	56	**97**	**153**	6	31	37	317
Total Volume	532	23	555	204	347	551	31	161	192	1298
% App. Total	95.9	4.1		37	63		16.1	83.9		
PHF	.842	.821	.846	.864	.894	.900	.646	.745	.787	.922

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County of Riverside
N/S: I-215 Southbound Ramps/SR-74
E/W: Bonnie Drive
Weather: Clear

File Name : 28_PER_215S_Bon AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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

	07:00 AM			07:15 AM			07:00 AM		
+0 mins.	**158**	6	**164**	41	79	120	**12**	42	54
+15 mins.	128	4	132	48	96	144	7	**54**	**61**
+30 mins.	125	**7**	132	**56**	97	**153**	6	34	40
+45 mins.	121	6	127	49	**99**	148	6	31	37
Total Volume	532	23	555	194	371	565	31	161	192
% App. Total	95.9	4.1		34.3	65.7		16.1	83.9	
PHF	.842	.821	.846	.866	.937	.923	.646	.745	.787

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County of Riverside
N/S: I-215 Southbound Ramps/SR-74
E/W: Bonnie Drive
Weather: Clear

File Name : 28_PER_215S_Bon AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- Passenger Vehicles

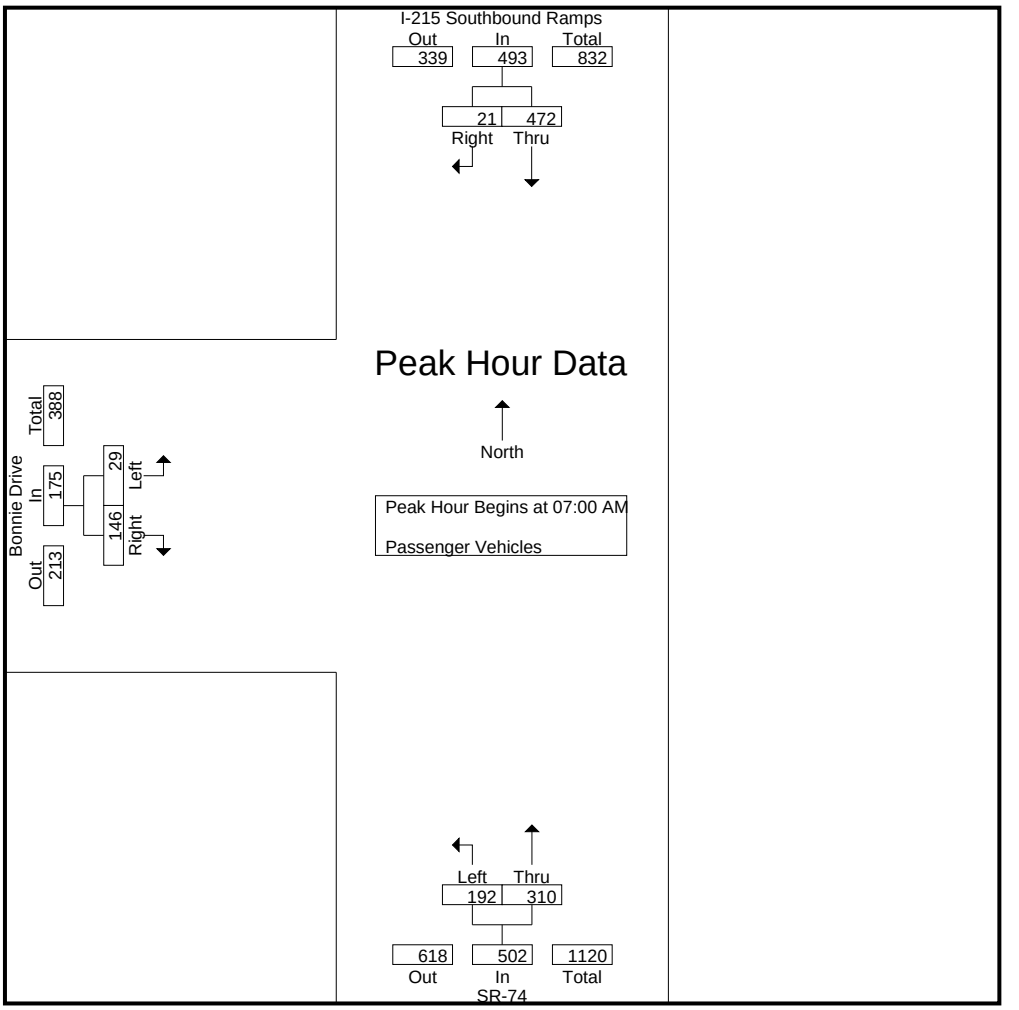
	I-215 Southbound Ramps Southbound			SR-74 Northbound			Bonnie Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	137	6	143	55	64	119	12	40	52	314
07:15 AM	111	4	115	39	77	116	7	47	54	285
07:30 AM	109	5	114	45	86	131	5	31	36	281
07:45 AM	115	6	121	53	83	136	5	28	33	290
Total	472	21	493	192	310	502	29	146	175	1170
08:00 AM	116	9	125	45	93	138	4	34	38	301
08:15 AM	121	4	125	33	65	98	7	31	38	261
08:30 AM	113	7	120	48	70	118	7	26	33	271
08:45 AM	105	10	115	31	58	89	5	16	21	225
Total	455	30	485	157	286	443	23	107	130	1058
Grand Total	927	51	978	349	596	945	52	253	305	2228
Apprch %	94.8	5.2		36.9	63.1		17	83		
Total %	41.6	2.3	43.9	15.7	26.8	42.4	2.3	11.4	13.7	

	I-215 Southbound Ramps Southbound			SR-74 Northbound			Bonnie Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**137**	**6**	**143**	**55**	64	119	**12**	40	52	**314**
07:15 AM	111	4	115	39	77	116	7	**47**	**54**	285
07:30 AM	109	5	114	45	**86**	131	5	31	36	281
07:45 AM	115	6	121	53	83	**136**	5	28	33	290
Total Volume	472	21	493	192	310	502	29	146	175	1170
% App. Total	95.7	4.3		38.2	61.8		16.6	83.4		
PHF	.861	.875	.862	.873	.901	.923	.604	.777	.810	.932

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County of Riverside
N/S: I-215 Southbound Ramps/SR-74
E/W: Bonnie Drive
Weather: Clear

File Name : 28_PER_215S_Bon AM
Site Code : 00322418
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**137**	**6**	**143**	**55**	64	119	**12**	40	52
+15 mins.	111	4	115	39	77	116	7	**47**	**54**
+30 mins.	109	5	114	45	**86**	131	5	31	36
+45 mins.	115	6	121	53	83	**136**	5	28	33
Total Volume	472	21	493	192	310	502	29	146	175
% App. Total	95.7	4.3		38.2	61.8		16.6	83.4	
PHF	.861	.875	.862	.873	.901	.923	.604	.777	.810

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County of Riverside
N/S: I-215 Southbound Ramps/SR-74
E/W: Bonnie Drive
Weather: Clear

File Name : 28_PER_215S_Bon AM
Site Code : 00322418
Start Date : 5/19/2022
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Groups Printed- Large 2 Axle Vehicles

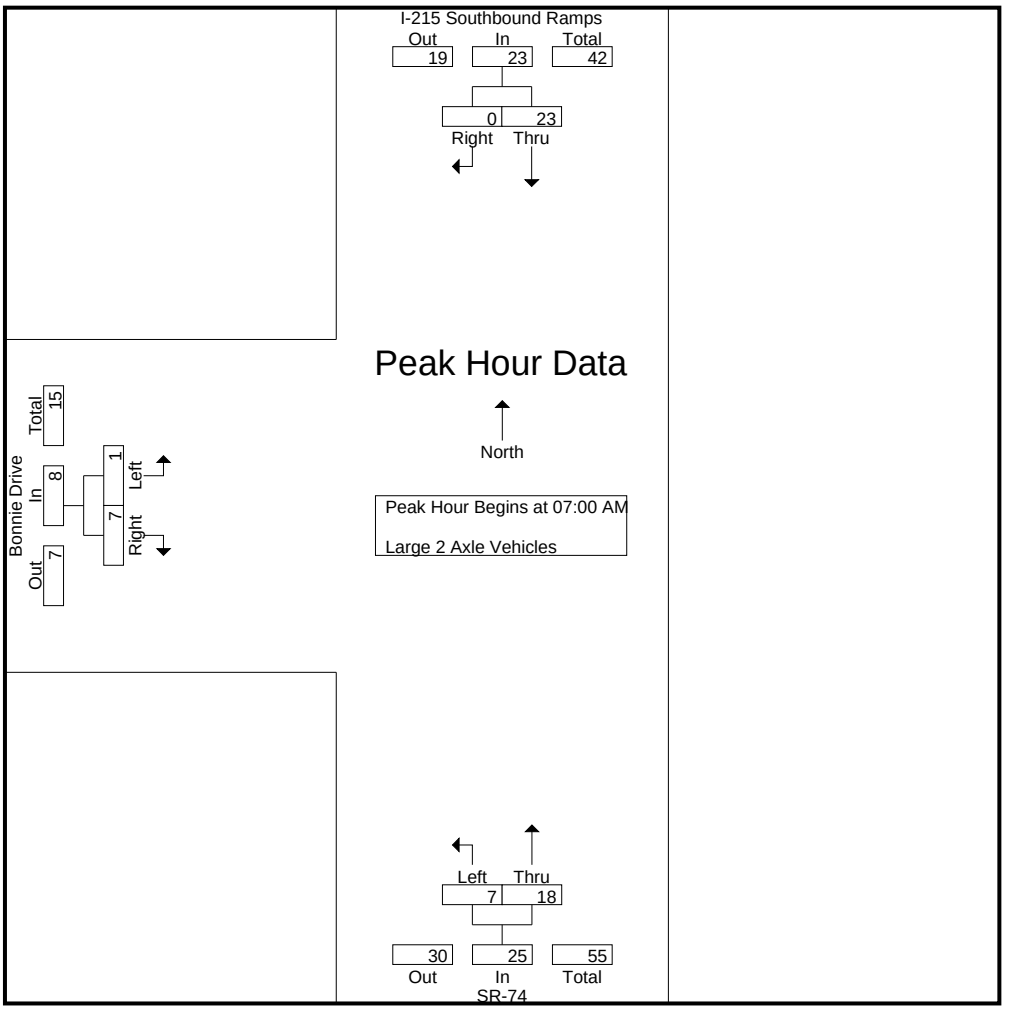
	I-215 Southbound Ramps Southbound			SR-74 Northbound			Bonnie Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	8	0	8	2	9	11	0	1	1	20
07:15 AM	5	0	5	1	0	1	0	3	3	9
07:30 AM	6	0	6	2	4	6	0	2	2	14
07:45 AM	4	0	4	2	5	7	1	1	2	13
Total	23	0	23	7	18	25	1	7	8	56
08:00 AM	4	0	4	2	2	4	0	2	2	10
08:15 AM	4	0	4	1	2	3	0	3	3	10
08:30 AM	1	0	1	4	1	5	0	3	3	9
08:45 AM	9	0	9	4	18	22	0	3	3	34
Total	18	0	18	11	23	34	0	11	11	63
Grand Total	41	0	41	18	41	59	1	18	19	119
Apprch %	100	0		30.5	69.5		5.3	94.7		
Total %	34.5	0	34.5	15.1	34.5	49.6	0.8	15.1	16	

	I-215 Southbound Ramps Southbound			SR-74 Northbound			Bonnie Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**8**	0	**8**	**2**	**9**	**11**	0	1	1	**20**
07:15 AM	5	0	5	1	0	1	0	**3**	**3**	9
07:30 AM	6	0	6	2	4	6	0	2	2	14
07:45 AM	4	0	4	2	5	7	**1**	1	2	13
Total Volume	23	0	23	7	18	25	1	7	8	56
% App. Total	100	0		28	72		12.5	87.5		
PHF	.719	.000	.719	.875	.500	.568	.250	.583	.667	.700

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County of Riverside
N/S: I-215 Southbound Ramps/SR-74
E/W: Bonnie Drive
Weather: Clear

File Name : 28_PER_215S_Bon AM
Site Code : 00322418
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**8**	0	**8**	**2**	**9**	**11**	0	1	1
+15 mins.	5	0	5	1	0	1	0	**3**	**3**
+30 mins.	6	0	6	2	4	6	0	2	2
+45 mins.	4	0	4	2	5	7	**1**	1	2
Total Volume	23	0	23	7	18	25	1	7	8
% App. Total	100	0		28	72		12.5	87.5	
PHF	.719	.000	.719	.875	.500	.568	.250	.583	.667

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County of Riverside
N/S: I-215 Southbound Ramps/SR-74
E/W: Bonnie Drive
Weather: Clear

File Name : 28_PER_215S_Bon AM
Site Code : 00322418
Start Date : 5/19/2022
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Groups Printed- 3 Axle Vehicles

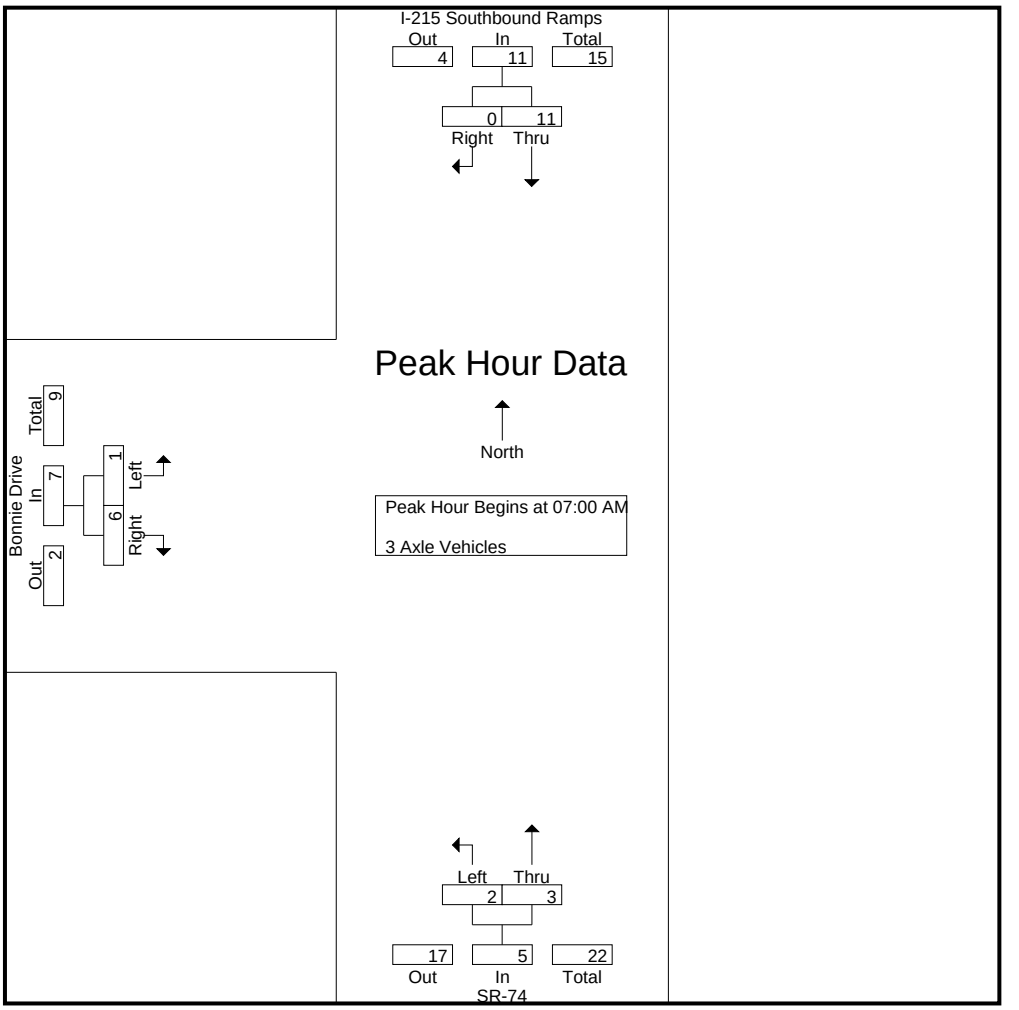
	I-215 Southbound Ramps Southbound			SR-74 Northbound			Bonnie Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	6	0	6	1	2	3	0	1	1	10
07:15 AM	3	0	3	0	1	1	0	4	4	8
07:30 AM	2	0	2	0	0	0	1	0	1	3
07:45 AM	0	0	0	1	0	1	0	1	1	2
Total	11	0	11	2	3	5	1	6	7	23
08:00 AM	1	0	1	1	0	1	0	0	0	2
08:15 AM	2	0	2	0	1	1	1	0	1	4
08:30 AM	1	0	1	0	0	0	0	1	1	2
08:45 AM	1	0	1	1	1	2	0	0	0	3
Total	5	0	5	2	2	4	1	1	2	11
Grand Total	16	0	16	4	5	9	2	7	9	34
Apprch %	100	0		44.4	55.6		22.2	77.8		
Total %	47.1	0	47.1	11.8	14.7	26.5	5.9	20.6	26.5	

	I-215 Southbound Ramps Southbound			SR-74 Northbound			Bonnie Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**6**	0	**6**	**1**	**2**	**3**	0	1	1	**10**
07:15 AM	3	0	3	0	1	1	0	**4**	**4**	8
07:30 AM	2	0	2	0	0	0	**1**	0	1	3
07:45 AM	0	0	0	1	0	1	0	1	1	2
Total Volume	11	0	11	2	3	5	1	6	7	23
% App. Total	100	0		40	60		14.3	85.7		
PHF	.458	.000	.458	.500	.375	.417	.250	.375	.438	.575

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County of Riverside
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E/W: Bonnie Drive
Weather: Clear

File Name : 28_PER_215S_Bon AM
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**6**	0	**6**	**1**	**2**	**3**	0	1	1
+15 mins.	3	0	3	0	1	1	0	**4**	**4**
+30 mins.	2	0	2	0	0	0	**1**	0	1
+45 mins.	0	0	0	1	0	1	0	1	1
Total Volume	11	0	11	2	3	5	1	6	7
% App. Total	100	0		40	60		14.3	85.7	
PHF	.458	.000	.458	.500	.375	.417	.250	.375	.438

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N/S: I-215 Southbound Ramps/SR-74
E/W: Bonnie Drive
Weather: Clear

File Name : 28_PER_215S_Bon AM
Site Code : 00322418
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Groups Printed- 4+ Axle Trucks

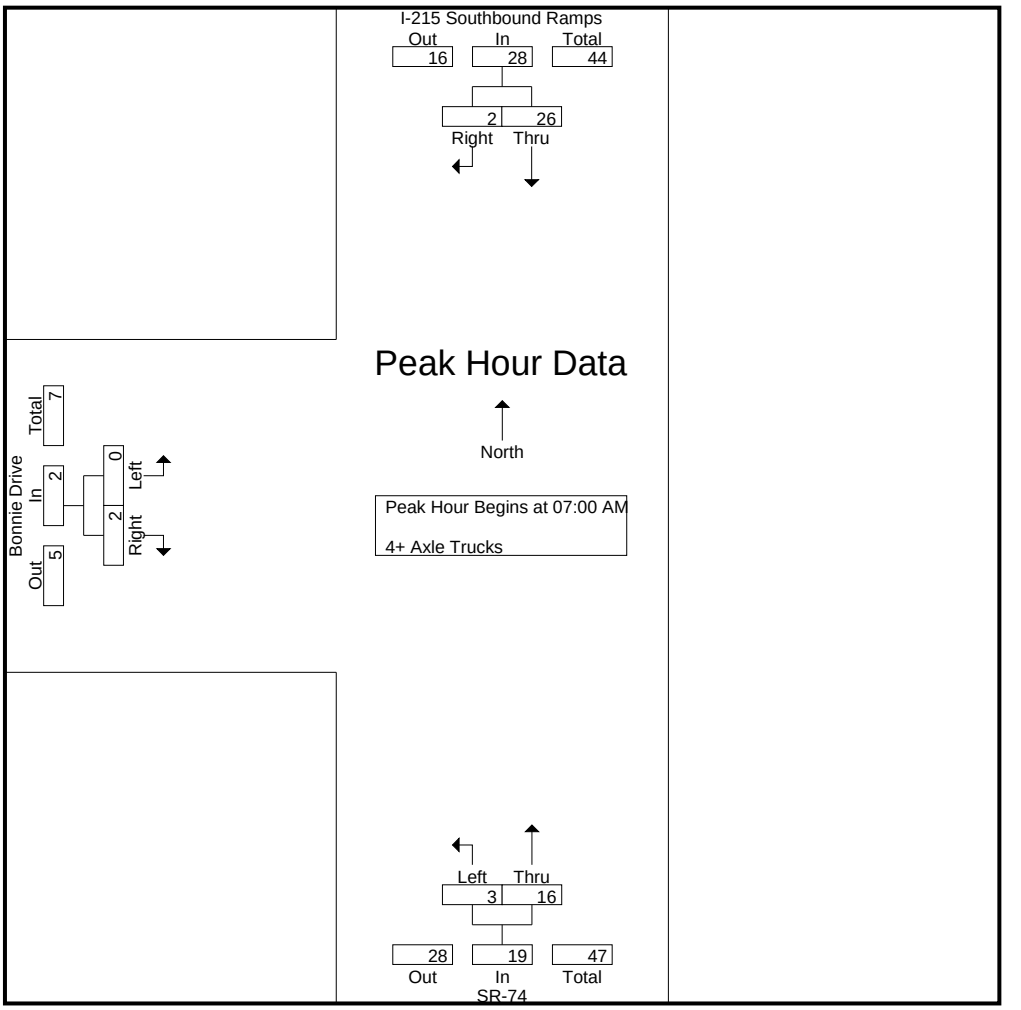
	I-215 Southbound Ramps Southbound			SR-74 Northbound			Bonnie Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	7	0	7	1	0	1	0	0	0	8
07:15 AM	9	0	9	1	1	2	0	0	0	11
07:30 AM	8	2	10	1	6	7	0	1	1	18
07:45 AM	2	0	2	0	9	9	0	1	1	12
Total	26	2	28	3	16	19	0	2	2	49
08:00 AM	9	0	9	1	4	5	0	0	0	14
08:15 AM	9	0	9	0	3	3	1	0	1	13
08:30 AM	6	0	6	0	8	8	0	1	1	15
08:45 AM	16	0	16	1	15	16	1	0	1	33
Total	40	0	40	2	30	32	2	1	3	75
Grand Total	66	2	68	5	46	51	2	3	5	124
Apprch %	97.1	2.9		9.8	90.2		40	60		
Total %	53.2	1.6	54.8	4	37.1	41.1	1.6	2.4	4	

	I-215 Southbound Ramps Southbound			SR-74 Northbound			Bonnie Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	7	0	7	**1**	0	1	0	0	0	8
07:15 AM	**9**	0	9	1	1	2	0	0	0	11
07:30 AM	8	**2**	**10**	1	6	7	0	**1**	**1**	**18**
07:45 AM	2	0	2	0	**9**	**9**	0	1	1	12
Total Volume	26	2	28	3	16	19	0	2	2	49
% App. Total	92.9	7.1		15.8	84.2		0	100		
PHF	.722	.250	.700	.750	.444	.528	.000	.500	.500	.681

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County of Riverside
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E/W: Bonnie Drive
Weather: Clear

File Name : 28_PER_215S_Bon AM
Site Code : 00322418
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	7	0	7	**1**	0	1	0	0	0
+15 mins.	**9**	0	9	1	1	2	0	0	0
+30 mins.	8	**2**	**10**	1	6	7	0	**1**	**1**
+45 mins.	2	0	2	0	**9**	**9**	0	1	1
Total Volume	26	2	28	3	16	19	0	2	2
% App. Total	92.9	7.1		15.8	84.2		0	100	
PHF	.722	.250	.700	.750	.444	.528	.000	.500	.500

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County of Riverside
N/S: I-215 Southbound Ramps/SR-74
E/W: Bonnie Drive
Weather: Clear

File Name : 28_PER_215S_Bon PM
Site Code : 00322418
Start Date : 5/19/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

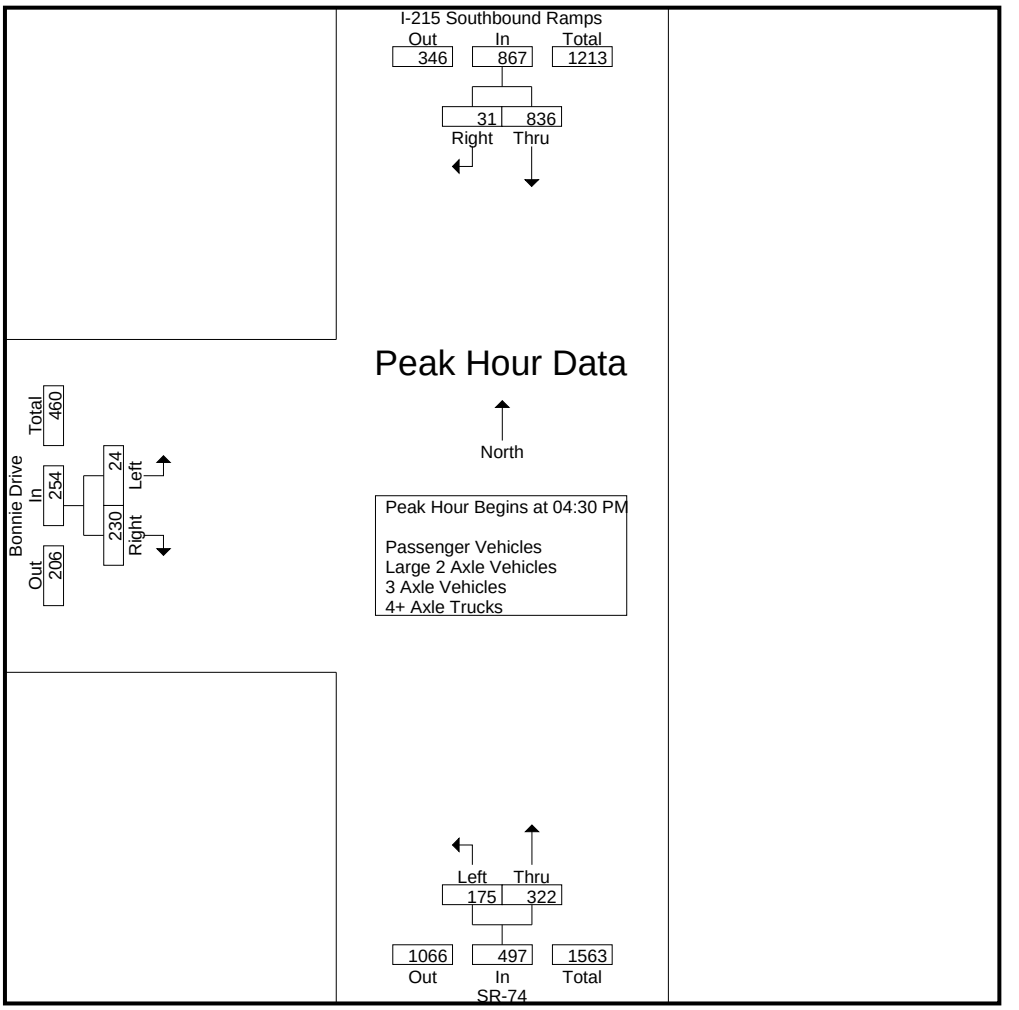
	I-215 Southbound Ramps Southbound			SR-74 Northbound			Bonnie Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	195	5	200	43	80	123	3	50	53	376
04:15 PM	175	6	181	47	73	120	2	53	55	356
04:30 PM	195	8	203	42	103	145	9	61	70	418
04:45 PM	233	9	242	55	66	121	3	59	62	425
Total	798	28	826	187	322	509	17	223	240	1575
05:00 PM	213	4	217	37	92	129	8	55	63	409
05:15 PM	195	10	205	41	61	102	4	55	59	366
05:30 PM	198	10	208	54	58	112	9	52	61	381
05:45 PM	227	8	235	35	53	88	8	61	69	392
Total	833	32	865	167	264	431	29	223	252	1548
Grand Total	1631	60	1691	354	586	940	46	446	492	3123
Apprch %	96.5	3.5		37.7	62.3		9.3	90.7		
Total %	52.2	1.9	54.1	11.3	18.8	30.1	1.5	14.3	15.8	
Passenger Vehicles	1603	59	1662	323	575	898	43	432	475	3035
% Passenger Vehicles	98.3	98.3	98.3	91.2	98.1	95.5	93.5	96.9	96.5	97.2
Large 2 Axle Vehicles	18	1	19	17	8	25	2	10	12	56
% Large 2 Axle Vehicles	1.1	1.7	1.1	4.8	1.4	2.7	4.3	2.2	2.4	1.8
3 Axle Vehicles	3	0	3	7	1	8	0	1	1	12
% 3 Axle Vehicles	0.2	0	0.2	2	0.2	0.9	0	0.2	0.2	0.4
4+ Axle Trucks	7	0	7	7	2	9	1	3	4	20
% 4+ Axle Trucks	0.4	0	0.4	2	0.3	1	2.2	0.7	0.8	0.6

	I-215 Southbound Ramps Southbound			SR-74 Northbound			Bonnie Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	195	8	203	42	**103**	**145**	**9**	**61**	**70**	418
04:45 PM	**233**	9	**242**	**55**	66	121	3	59	62	**425**
05:00 PM	213	4	217	37	92	129	8	55	63	409
05:15 PM	195	**10**	205	41	61	102	4	55	59	366
Total Volume	836	31	867	175	322	497	24	230	254	1618
% App. Total	96.4	3.6		35.2	64.8		9.4	90.6		
PHF	.897	.775	.896	.795	.782	.857	.667	.943	.907	.952

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County of Riverside
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E/W: Bonnie Drive
Weather: Clear

File Name : 28_PER_215S_Bon PM
Site Code : 00322418
Start Date : 5/19/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:15 PM			04:30 PM		
+0 mins.	**233**	9	**242**	47	73	120	**9**	**61**	**70**
+15 mins.	213	4	217	42	**103**	**145**	3	59	62
+30 mins.	195	**10**	205	**55**	66	121	8	55	63
+45 mins.	198	10	208	37	92	129	4	55	59
Total Volume	839	33	872	181	334	515	24	230	254
% App. Total	96.2	3.8		35.1	64.9		9.4	90.6	
PHF	.900	.825	.901	.823	.811	.888	.667	.943	.907

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County of Riverside
N/S: I-215 Southbound Ramps/SR-74
E/W: Bonnie Drive
Weather: Clear

File Name : 28_PER_215S_Bon PM
Site Code : 00322418
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Groups Printed- Passenger Vehicles

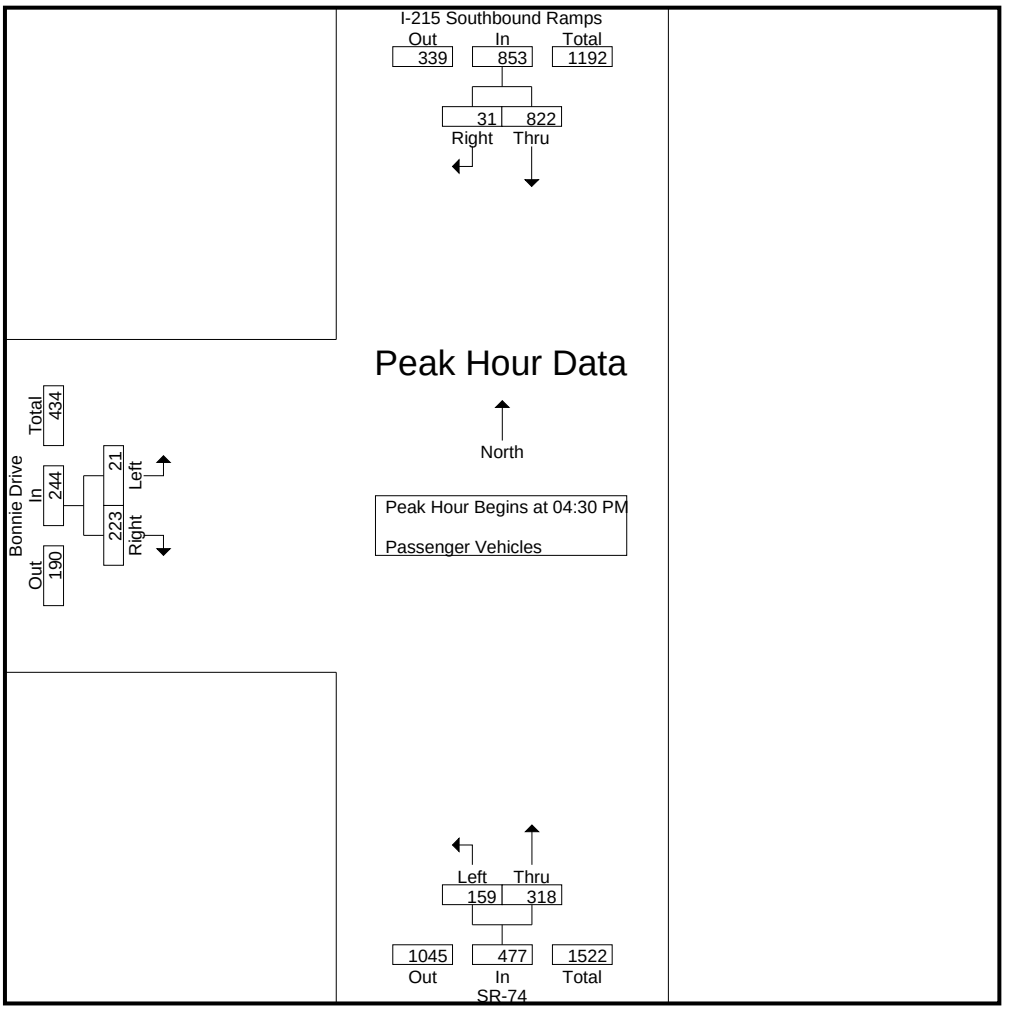
	I-215 Southbound Ramps Southbound			SR-74 Northbound			Bonnie Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	193	5	198	39	74	113	3	47	50	361
04:15 PM	172	5	177	42	73	115	2	52	54	346
04:30 PM	193	8	201	37	102	139	9	58	67	407
04:45 PM	231	9	240	50	65	115	2	59	61	416
Total	789	27	816	168	314	482	16	216	232	1530
05:00 PM	209	4	213	35	90	125	7	55	62	400
05:15 PM	189	10	199	37	61	98	3	51	54	351
05:30 PM	193	10	203	48	57	105	9	50	59	367
05:45 PM	223	8	231	35	53	88	8	60	68	387
Total	814	32	846	155	261	416	27	216	243	1505
Grand Total	1603	59	1662	323	575	898	43	432	475	3035
Apprch %	96.5	3.5		36	64		9.1	90.9		
Total %	52.8	1.9	54.8	10.6	18.9	29.6	1.4	14.2	15.7	

	I-215 Southbound Ramps Southbound			SR-74 Northbound			Bonnie Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	193	8	201	37	**102**	**139**	**9**	58	**67**	407
04:45 PM	**231**	9	**240**	**50**	65	115	2	**59**	61	**416**
05:00 PM	209	4	213	35	90	125	7	55	62	400
05:15 PM	189	**10**	199	37	61	98	3	51	54	351
Total Volume	822	31	853	159	318	477	21	223	244	1574
% App. Total	96.4	3.6		33.3	66.7		8.6	91.4		
PHF	.890	.775	.889	.795	.779	.858	.583	.945	.910	.946

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E/W: Bonnie Drive
Weather: Clear

File Name : 28_PER_215S_Bon PM
Site Code : 00322418
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	193	8	201	37	**102**	**139**	**9**	58	**67**
+15 mins.	**231**	9	**240**	**50**	65	115	2	**59**	61
+30 mins.	209	4	213	35	90	125	7	55	62
+45 mins.	189	**10**	199	37	61	98	3	51	54
Total Volume	822	31	853	159	318	477	21	223	244
% App. Total	96.4	3.6		33.3	66.7		8.6	91.4	
PHF	.890	.775	.889	.795	.779	.858	.583	.945	.910

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County of Riverside
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Weather: Clear

File Name : 28_PER_215S_Bon PM
Site Code : 00322418
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Groups Printed- Large 2 Axle Vehicles

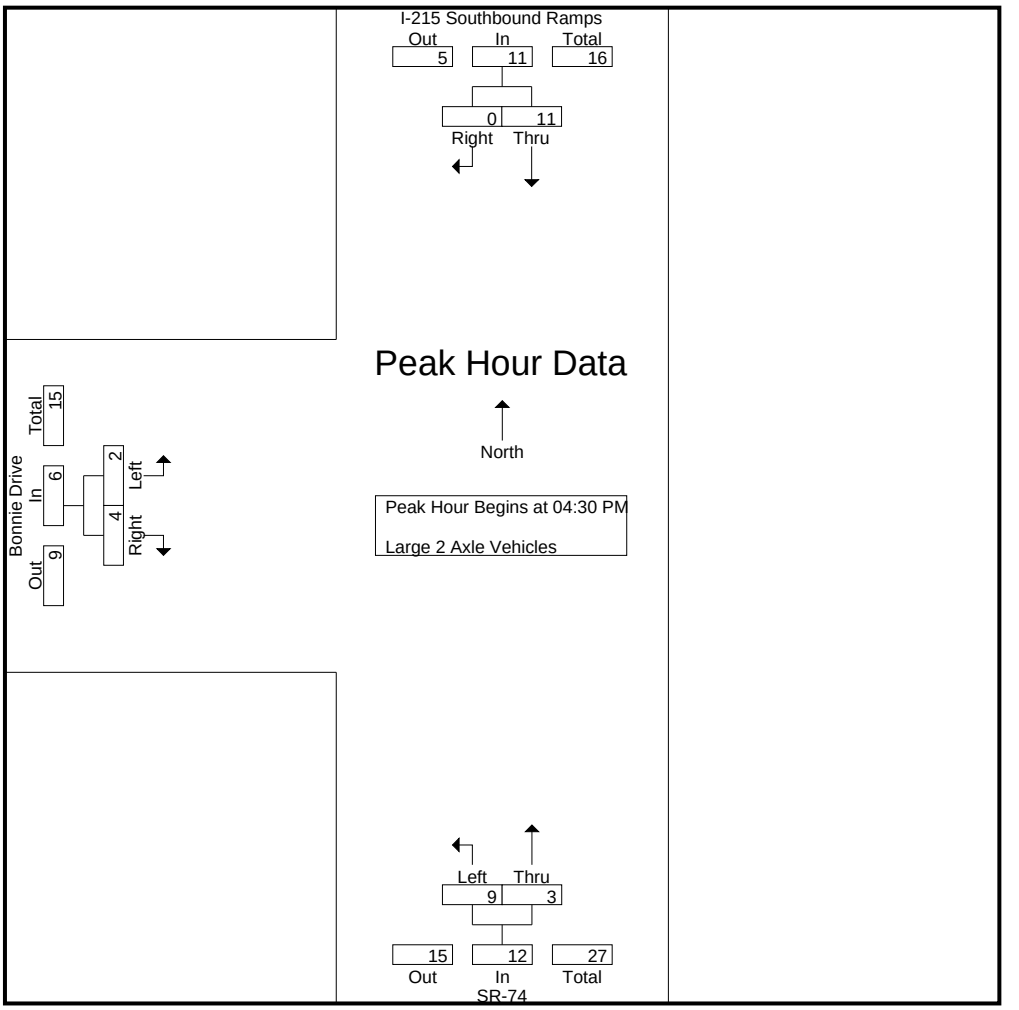
	I-215 Southbound Ramps Southbound			SR-74 Northbound			Bonnie Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	2	0	2	2	4	6	0	2	2	10
04:15 PM	1	1	2	3	0	3	0	1	1	6
04:30 PM	1	0	1	3	1	4	0	2	2	7
04:45 PM	2	0	2	3	0	3	0	0	0	5
Total	6	1	7	11	5	16	0	5	5	28
05:00 PM	3	0	3	1	2	3	1	0	1	7
05:15 PM	5	0	5	2	0	2	1	2	3	10
05:30 PM	2	0	2	3	1	4	0	2	2	8
05:45 PM	2	0	2	0	0	0	0	1	1	3
Total	12	0	12	6	3	9	2	5	7	28
Grand Total	18	1	19	17	8	25	2	10	12	56
Apprch %	94.7	5.3		68	32		16.7	83.3		
Total %	32.1	1.8	33.9	30.4	14.3	44.6	3.6	17.9	21.4	

	I-215 Southbound Ramps Southbound			SR-74 Northbound			Bonnie Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	1	0	1	**3**	1	**4**	0	**2**	2	7
04:45 PM	2	0	2	3	0	3	0	0	0	5
05:00 PM	3	0	3	1	**2**	3	**1**	0	1	7
05:15 PM	**5**	0	**5**	2	0	2	1	2	**3**	**10**
Total Volume	11	0	11	9	3	12	2	4	6	29
% App. Total	100	0		75	25		33.3	66.7		
PHF	.550	.000	.550	.750	.375	.750	.500	.500	.500	.725

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County of Riverside
N/S: I-215 Southbound Ramps/SR-74
E/W: Bonnie Drive
Weather: Clear

File Name : 28_PER_215S_Bon PM
Site Code : 00322418
Start Date : 5/19/2022
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	1	0	1	**3**	1	**4**	0	**2**	2
+15 mins.	2	0	2	3	0	3	0	0	0
+30 mins.	3	0	3	1	**2**	3	**1**	0	1
+45 mins.	**5**	0	**5**	2	0	2	1	2	**3**
Total Volume	11	0	11	9	3	12	2	4	6
% App. Total	100	0		75	25		33.3	66.7	
PHF	.550	.000	.550	.750	.375	.750	.500	.500	.500

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County of Riverside
N/S: I-215 Southbound Ramps/SR-74
E/W: Bonnie Drive
Weather: Clear

File Name : 28_PER_215S_Bon PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

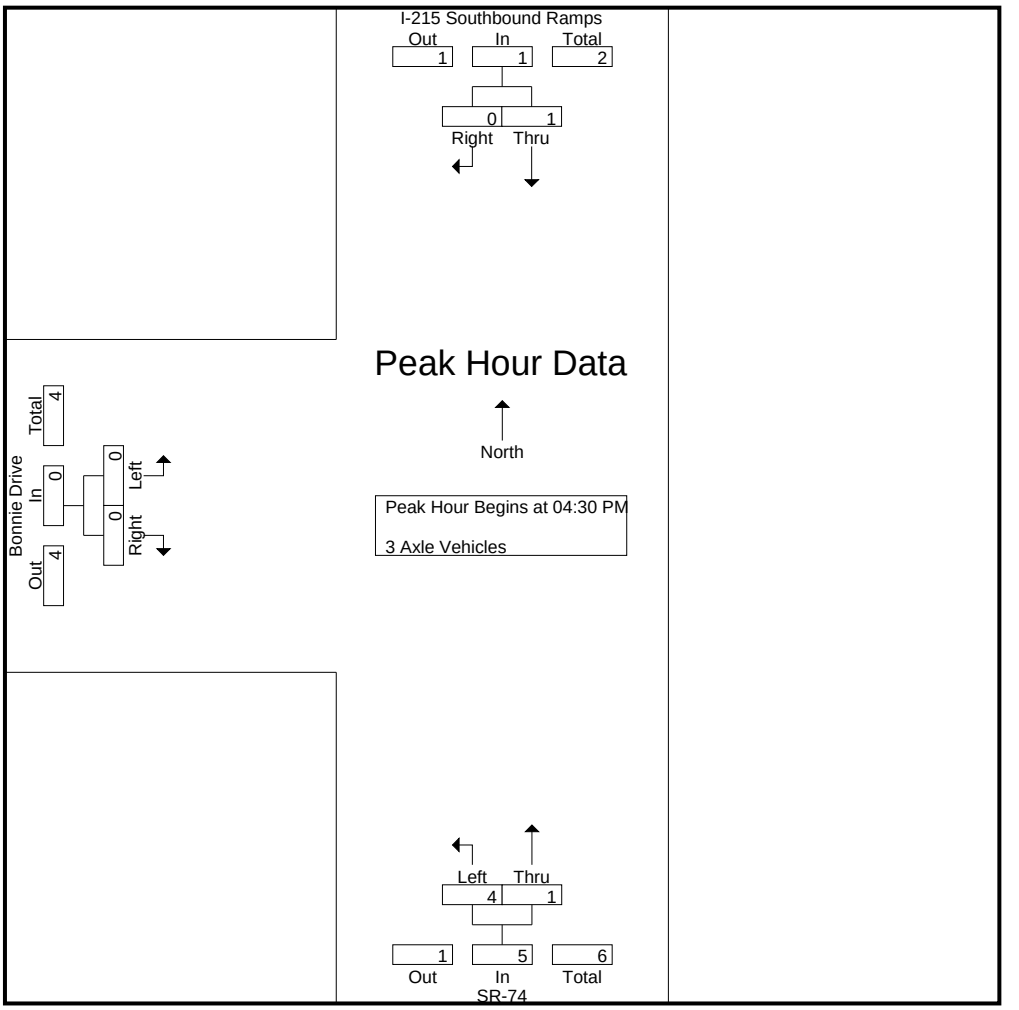
	I-215 Southbound Ramps Southbound			SR-74 Northbound			Bonnie Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	0	1	1	2
04:15 PM	1	0	1	2	0	2	0	0	0	3
04:30 PM	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	1	1	2	0	0	0	2
Total	1	0	1	5	1	6	0	1	1	8
05:00 PM	0	0	0	1	0	1	0	0	0	1
05:15 PM	1	0	1	1	0	1	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	1	0	0	0	0	0	0	1
Total	2	0	2	2	0	2	0	0	0	4
Grand Total	3	0	3	7	1	8	0	1	1	12
Apprch %	100	0		87.5	12.5		0	100		
Total %	25	0	25	58.3	8.3	66.7	0	8.3	8.3	

	I-215 Southbound Ramps Southbound			SR-74 Northbound			Bonnie Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	**1**	0	1	0	0	0	1
04:45 PM	0	0	0	1	**1**	**2**	0	0	0	**2**
05:00 PM	0	0	0	1	0	1	0	0	0	1
05:15 PM	**1**	0	**1**	1	0	1	0	0	0	2
Total Volume	1	0	1	4	1	5	0	0	0	6
% App. Total	100	0		80	20		0	0		
PHF	.250	.000	.250	1.00	.250	.625	.000	.000	.000	.750

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County of Riverside
N/S: I-215 Southbound Ramps/SR-74
E/W: Bonnie Drive
Weather: Clear

File Name : 28_PER_215S_Bon PM
Site Code : 00322418
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	**1**	0	1	0	0	0
+15 mins.	0	0	0	1	**1**	**2**	0	0	0
+30 mins.	0	0	0	1	0	1	0	0	0
+45 mins.	**1**	0	**1**	1	0	1	0	0	0
Total Volume	1	0	1	4	1	5	0	0	0
% App. Total	100	0		80	20		0	0	
PHF	.250	.000	.250	1.000	.250	.625	.000	.000	.000

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County of Riverside
N/S: I-215 Southbound Ramps/SR-74
E/W: Bonnie Drive
Weather: Clear

File Name : 28_PER_215S_Bon PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

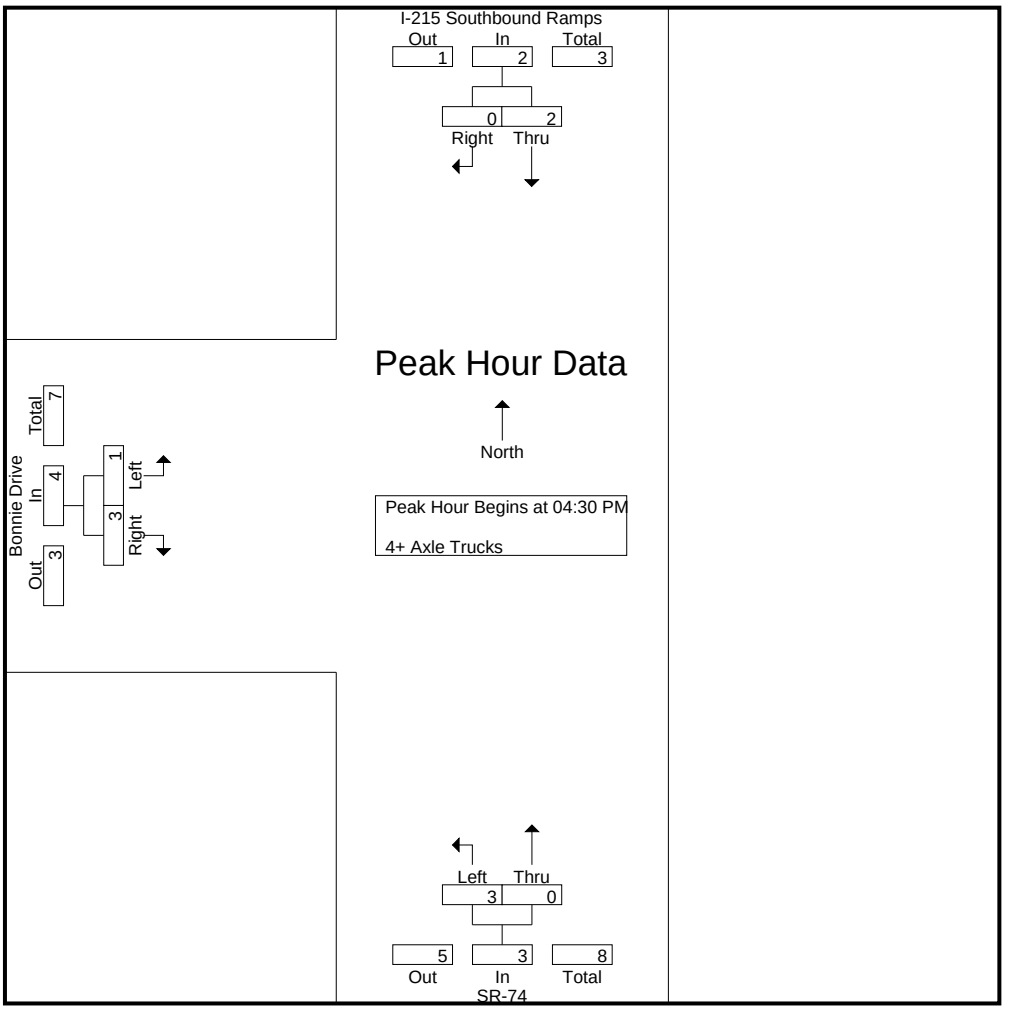
	I-215 Southbound Ramps Southbound			SR-74 Northbound			Bonnie Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	1	2	3	0	0	0	3
04:15 PM	1	0	1	0	0	0	0	0	0	1
04:30 PM	1	0	1	1	0	1	0	1	1	3
04:45 PM	0	0	0	1	0	1	1	0	1	2
Total	2	0	2	3	2	5	1	1	2	9
05:00 PM	1	0	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	1	0	1	0	2	2	3
05:30 PM	3	0	3	3	0	3	0	0	0	6
05:45 PM	1	0	1	0	0	0	0	0	0	1
Total	5	0	5	4	0	4	0	2	2	11
Grand Total	7	0	7	7	2	9	1	3	4	20
Apprch %	100	0		77.8	22.2		25	75		
Total %	35	0	35	35	10	45	5	15	20	

	I-215 Southbound Ramps Southbound			SR-74 Northbound			Bonnie Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	**1**	0	**1**	**1**	0	**1**	0	1	1	**3**
04:45 PM	0	0	0	1	0	1	**1**	0	1	2
05:00 PM	1	0	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	1	0	1	0	**2**	**2**	3
Total Volume	2	0	2	3	0	3	1	3	4	9
% App. Total	100	0		100	0		25	75		
PHF	.500	.000	.500	.750	.000	.750	.250	.375	.500	.750

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County of Riverside
N/S: I-215 Southbound Ramps/SR-74
E/W: Bonnie Drive
Weather: Clear

File Name : 28_PER_215S_Bon PM
Site Code : 00322418
Start Date : 5/19/2022
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	**1**	0	**1**	**1**	0	**1**	0	1	1
+15 mins.	0	0	0	1	0	1	**1**	0	1
+30 mins.	1	0	1	0	0	0	0	0	0
+45 mins.	0	0	0	1	0	1	0	**2**	**2**
Total Volume	2	0	2	3	0	3	1	3	4
% App. Total	100	0		100	0		25	75	
PHF	.500	.000	.500	.750	.000	.750	.250	.375	.500

Location: Perris
N/S: I-215 SB Ramps/SR-74
E/W: Bonnie Drive

Date: 5/19/2022
Day: Thursday

PEDESTRIANS

	North Leg I-215 SB Ramps	East Leg Dead End	South Leg SR-74	West Leg Bonnie Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg I-215 SB Ramps	East Leg Dead End	South Leg SR-74	West Leg Bonnie Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Perris
N/S: I-215 SB Ramps/SR-74
E/W: Bonnie Drive

Date: 5/19/2022
Day: Thursday

BICYCLES

	Southbound I-215 SB Ramps			Westbound Dead End			Northbound SR-74			Eastbound Bonnie Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	1	0	0	0	0	0	1

	Southbound I-215 SB Ramps			Westbound Dead End			Northbound SR-74			Eastbound Bonnie Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	1	1

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 29_MEN_215N_74 AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

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

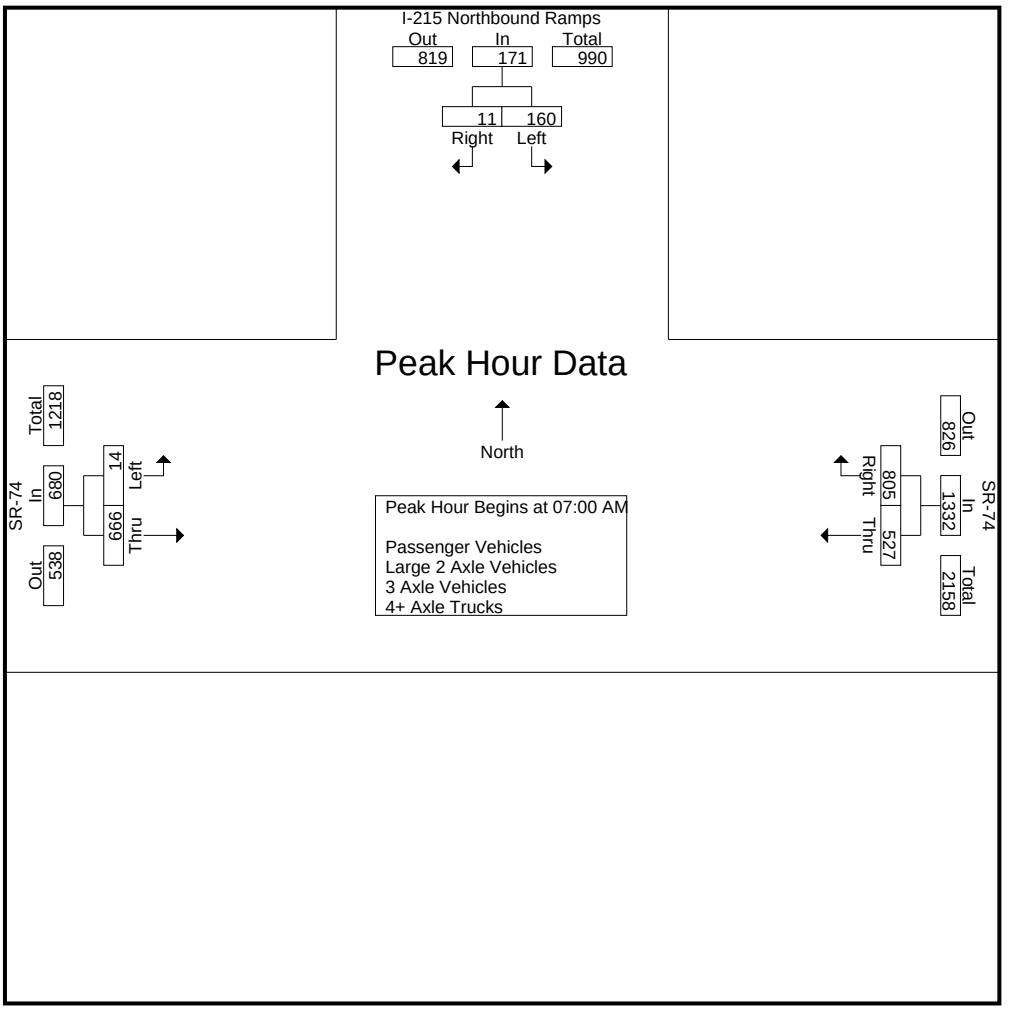
	I-215 Northbound Ramps Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	31	4	35	127	210	337	4	187	191	563
07:15 AM	49	4	53	114	192	306	2	175	177	536
07:30 AM	36	2	38	138	205	343	2	157	159	540
07:45 AM	44	1	45	148	198	346	6	147	153	544
Total	160	11	171	527	805	1332	14	666	680	2183
08:00 AM	44	4	48	139	178	317	8	159	167	532
08:15 AM	25	3	28	94	126	220	7	160	167	415
08:30 AM	31	5	36	122	143	265	2	149	151	452
08:45 AM	29	4	33	127	147	274	2	146	148	455
Total	129	16	145	482	594	1076	19	614	633	1854
Grand Total	289	27	316	1009	1399	2408	33	1280	1313	4037
Apprch %	91.5	8.5		41.9	58.1		2.5	97.5		
Total %	7.2	0.7	7.8	25	34.7	59.6	0.8	31.7	32.5	
Passenger Vehicles	232	25	257	865	1293	2158	28	1132	1160	3575
% Passenger Vehicles	80.3	92.6	81.3	85.7	92.4	89.6	84.8	88.4	88.3	88.6
Large 2 Axle Vehicles	20	0	20	83	50	133	1	55	56	209
% Large 2 Axle Vehicles	6.9	0	6.3	8.2	3.6	5.5	3	4.3	4.3	5.2
3 Axle Vehicles	8	0	8	5	9	14	0	27	27	49
% 3 Axle Vehicles	2.8	0	2.5	0.5	0.6	0.6	0	2.1	2.1	1.2
4+ Axle Trucks	29	2	31	56	47	103	4	66	70	204
% 4+ Axle Trucks	10	7.4	9.8	5.6	3.4	4.3	12.1	5.2	5.3	5.1

	I-215 Northbound Ramps Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	31	**4**	35	127	**210**	337	4	**187**	**191**	**563**
07:15 AM	**49**	4	**53**	114	192	306	2	175	177	536
07:30 AM	36	2	38	138	205	343	2	157	159	540
07:45 AM	44	1	45	**148**	198	**346**	**6**	147	153	544
Total Volume	160	11	171	527	805	1332	14	666	680	2183
% App. Total	93.6	6.4		39.6	60.4		2.1	97.9		
PHF	.816	.688	.807	.890	.958	.962	.583	.890	.890	.969

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 29_MEN_215N_74 AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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

	07:15 AM			07:00 AM			07:00 AM		
+0 mins.	**49**	**4**	**53**	127	**210**	337	4	**187**	**191**
+15 mins.	36	2	38	114	192	306	2	175	177
+30 mins.	44	1	45	138	205	343	2	157	159
+45 mins.	44	4	48	**148**	198	**346**	**6**	147	153
Total Volume	173	11	184	527	805	1332	14	666	680
% App. Total	94	6		39.6	60.4		2.1	97.9	
PHF	.883	.688	.868	.890	.958	.962	.583	.890	.890

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 29_MEN_215N_74 AM
Site Code : 00322418
Start Date : 5/19/2022
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Groups Printed- Passenger Vehicles

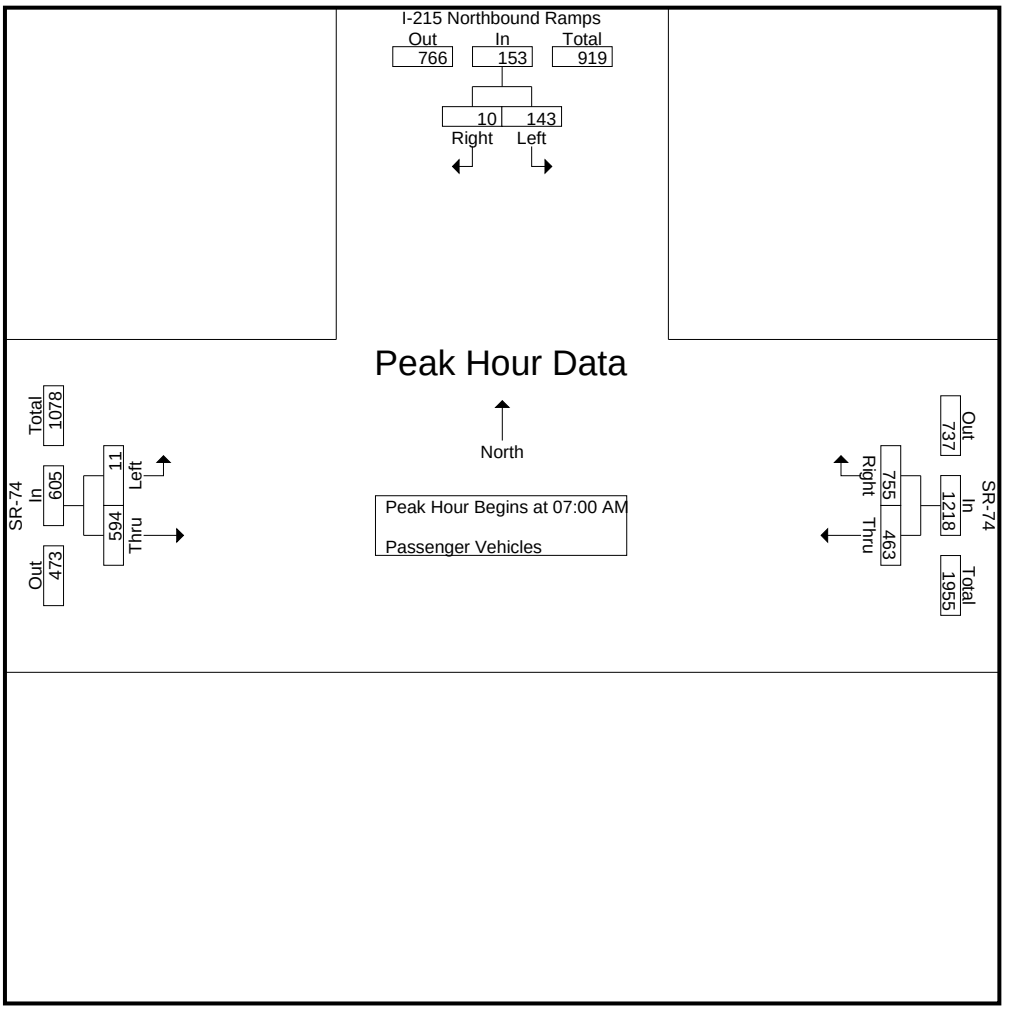
	I-215 Northbound Ramps Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	30	4	34	111	194	305	4	164	168	507
07:15 AM	42	3	45	105	180	285	2	150	152	482
07:30 AM	32	2	34	122	190	312	1	141	142	488
07:45 AM	39	1	40	125	191	316	4	139	143	499
Total	143	10	153	463	755	1218	11	594	605	1976
08:00 AM	30	4	34	124	161	285	6	144	150	469
08:15 AM	10	3	13	86	113	199	7	141	148	360
08:30 AM	23	5	28	107	131	238	2	135	137	403
08:45 AM	26	3	29	85	133	218	2	118	120	367
Total	89	15	104	402	538	940	17	538	555	1599
Grand Total	232	25	257	865	1293	2158	28	1132	1160	3575
Apprch %	90.3	9.7		40.1	59.9		2.4	97.6		
Total %	6.5	0.7	7.2	24.2	36.2	60.4	0.8	31.7	32.4	

	I-215 Northbound Ramps Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	30	**4**	34	111	**194**	305	**4**	**164**	**168**	**507**
07:15 AM	**42**	3	**45**	105	180	285	2	150	152	482
07:30 AM	32	2	34	122	190	312	1	141	142	488
07:45 AM	39	1	40	**125**	191	**316**	4	139	143	499
Total Volume	143	10	153	463	755	1218	11	594	605	1976
% App. Total	93.5	6.5		38	62		1.8	98.2		
PHF	.851	.625	.850	.926	.973	.964	.688	.905	.900	.974

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 29_MEN_215N_74 AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	30	**4**	34	111	**194**	305	**4**	**164**	**168**
+15 mins.	**42**	3	**45**	105	180	285	2	150	152
+30 mins.	32	2	34	122	190	312	1	141	142
+45 mins.	39	1	40	**125**	191	**316**	4	139	143
Total Volume	143	10	153	463	755	1218	11	594	605
% App. Total	93.5	6.5		38	62		1.8	98.2	
PHF	.851	.625	.850	.926	.973	.964	.688	.905	.900

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 29_MEN_215N_74 AM
Site Code : 00322418
Start Date : 5/19/2022
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Groups Printed- Large 2 Axle Vehicles

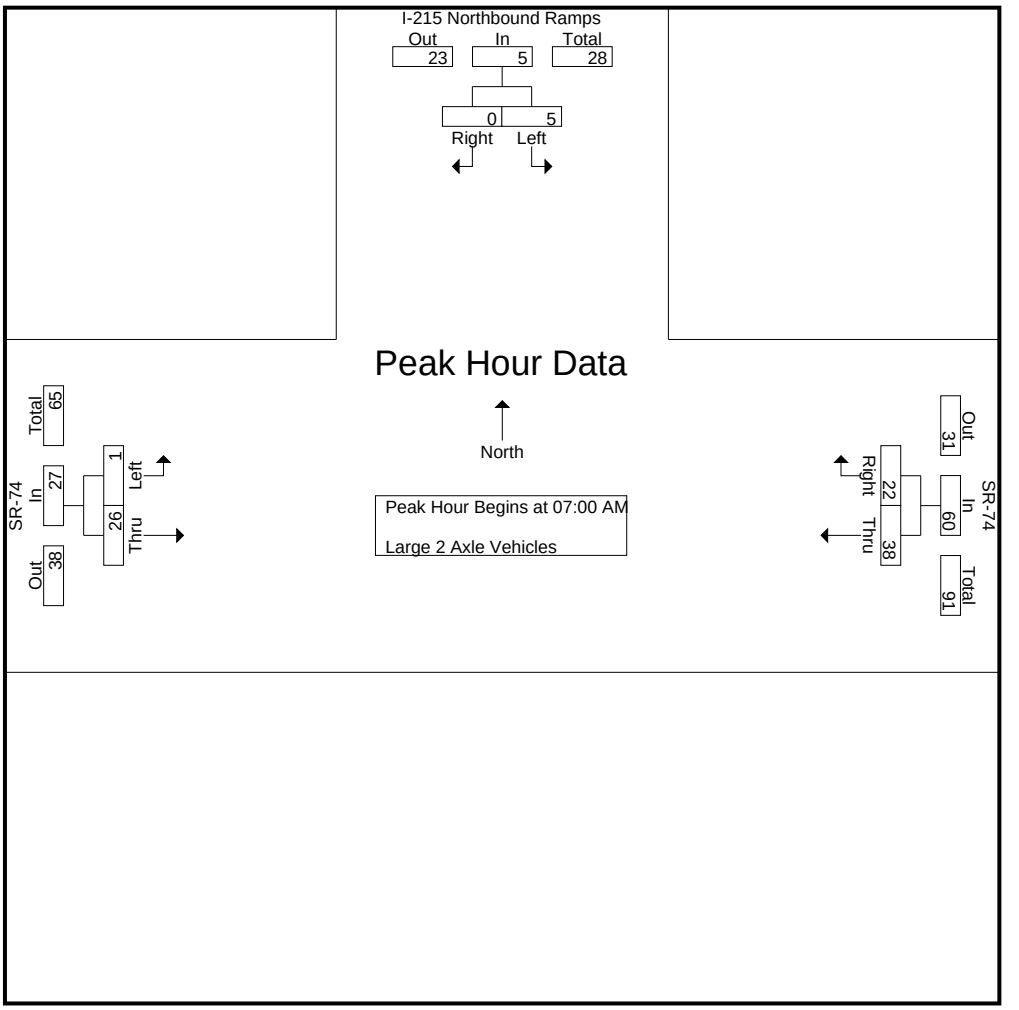
	I-215 Northbound Ramps Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	11	8	19	0	6	6	25
07:15 AM	1	0	1	7	6	13	0	9	9	23
07:30 AM	2	0	2	8	7	15	1	5	6	23
07:45 AM	2	0	2	12	1	13	0	6	6	21
Total	5	0	5	38	22	60	1	26	27	92
08:00 AM	7	0	7	10	5	15	0	5	5	27
08:15 AM	3	0	3	5	6	11	0	8	8	22
08:30 AM	4	0	4	7	6	13	0	6	6	23
08:45 AM	1	0	1	23	11	34	0	10	10	45
Total	15	0	15	45	28	73	0	29	29	117
Grand Total	20	0	20	83	50	133	1	55	56	209
Apprch %	100	0		62.4	37.6		1.8	98.2		
Total %	9.6	0	9.6	39.7	23.9	63.6	0.5	26.3	26.8	

	I-215 Northbound Ramps Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	11	**8**	**19**	0	6	6	**25**
07:15 AM	1	0	1	7	6	13	0	**9**	**9**	23
07:30 AM	**2**	0	**2**	8	7	15	**1**	5	6	23
07:45 AM	2	0	2	**12**	1	13	0	6	6	21
Total Volume	5	0	5	38	22	60	1	26	27	92
% App. Total	100	0		63.3	36.7		3.7	96.3		
PHF	.625	.000	.625	.792	.688	.789	.250	.722	.750	.920

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: SR-74
Weather: Clear

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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	11	**8**	**19**	0	6	6
+15 mins.	1	0	1	7	6	13	0	**9**	**9**
+30 mins.	**2**	0	**2**	8	7	15	**1**	5	6
+45 mins.	2	0	2	**12**	1	13	0	6	6
Total Volume	5	0	5	38	22	60	1	26	27
% App. Total	100	0		63.3	36.7		3.7	96.3	
PHF	.625	.000	.625	.792	.688	.789	.250	.722	.750

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 29_MEN_215N_74 AM
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Groups Printed- 3 Axle Vehicles

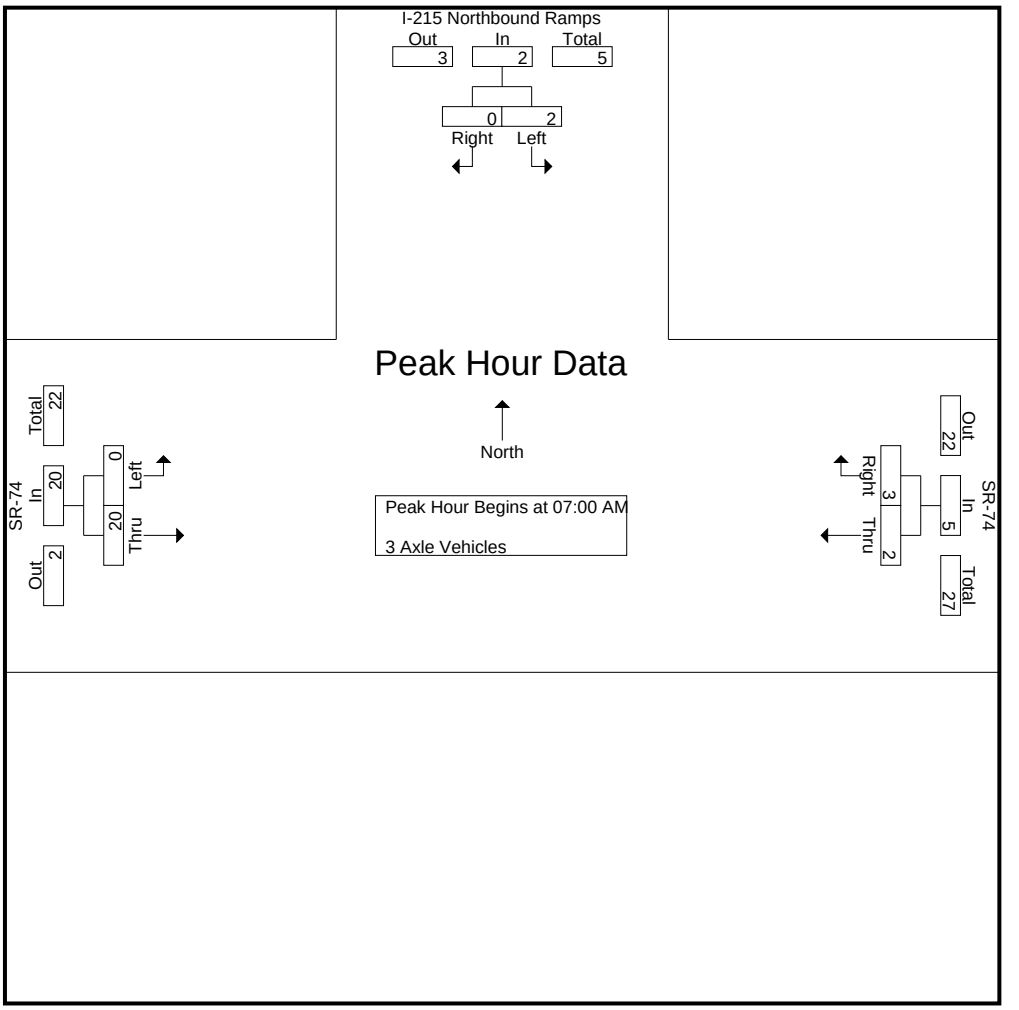
	I-215 Northbound Ramps Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	8	8	8
07:15 AM	1	0	1	1	1	2	0	8	8	11
07:30 AM	1	0	1	0	0	0	0	3	3	4
07:45 AM	0	0	0	1	2	3	0	1	1	4
Total	2	0	2	2	3	5	0	20	20	27
08:00 AM	3	0	3	1	3	4	0	2	2	9
08:15 AM	2	0	2	0	2	2	0	3	3	7
08:30 AM	1	0	1	0	0	0	0	1	1	2
08:45 AM	0	0	0	2	1	3	0	1	1	4
Total	6	0	6	3	6	9	0	7	7	22
Grand Total	8	0	8	5	9	14	0	27	27	49
Apprch %	100	0		35.7	64.3		0	100		
Total %	16.3	0	16.3	10.2	18.4	28.6	0	55.1	55.1	

	I-215 Northbound Ramps Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	**8**	**8**	8
07:15 AM	**1**	0	**1**	**1**	1	2	0	8	8	**11**
07:30 AM	1	0	1	0	0	0	0	3	3	4
07:45 AM	0	0	0	1	**2**	**3**	0	1	1	4
Total Volume	2	0	2	2	3	5	0	20	20	27
% App. Total	100	0		40	60		0	100		
PHF	.500	.000	.500	.500	.375	.417	.000	.625	.625	.614

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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	**8**	**8**
+15 mins.	**1**	0	**1**	**1**	1	2	0	8	8
+30 mins.	1	0	1	0	0	0	0	3	3
+45 mins.	0	0	0	1	**2**	**3**	0	1	1
Total Volume	2	0	2	2	3	5	0	20	20
% App. Total	100	0		40	60		0	100	
PHF	.500	.000	.500	.500	.375	.417	.000	.625	.625

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 29_MEN_215N_74 AM
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Groups Printed- 4+ Axle Trucks

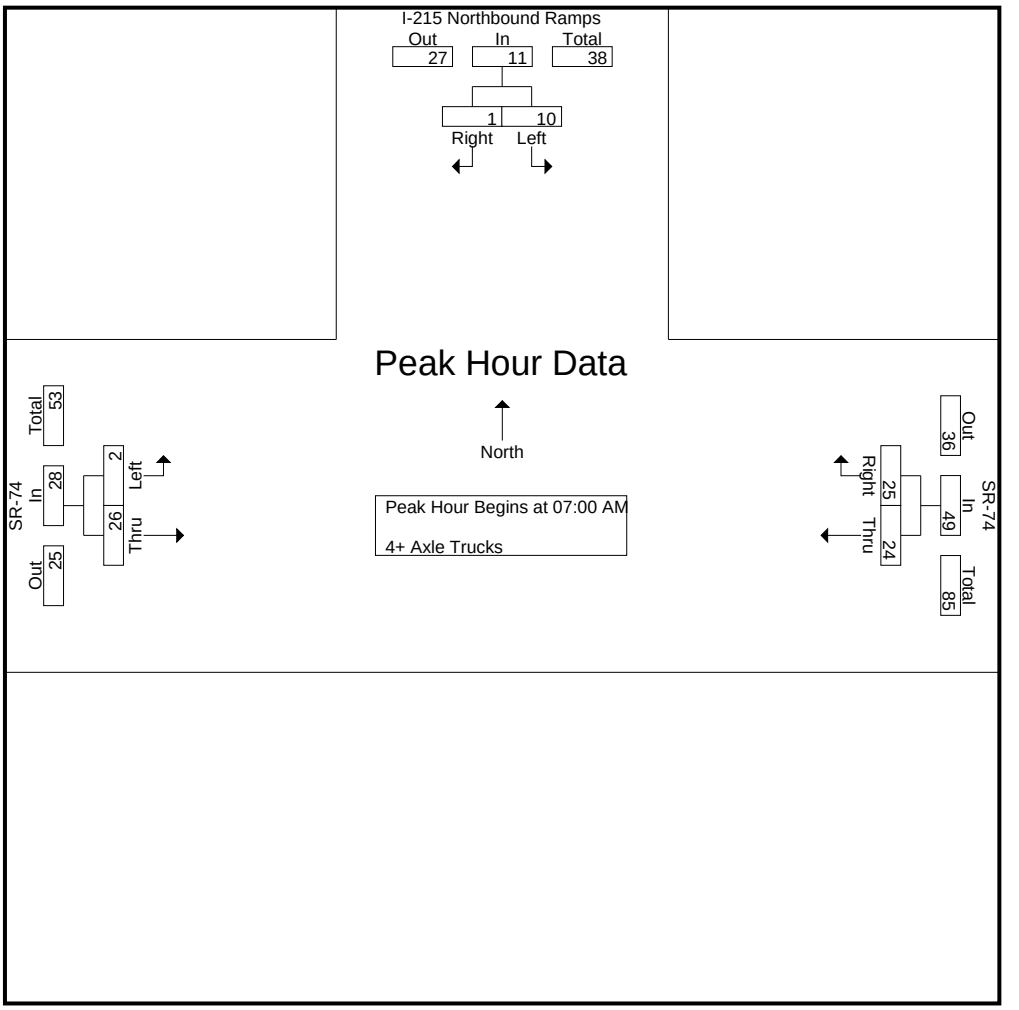
	I-215 Northbound Ramps Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	1	0	1	5	8	13	0	9	9	23
07:15 AM	5	1	6	1	5	6	0	8	8	20
07:30 AM	1	0	1	8	8	16	0	8	8	25
07:45 AM	3	0	3	10	4	14	2	1	3	20
Total	10	1	11	24	25	49	2	26	28	88
08:00 AM	4	0	4	4	9	13	2	8	10	27
08:15 AM	10	0	10	3	5	8	0	8	8	26
08:30 AM	3	0	3	8	6	14	0	7	7	24
08:45 AM	2	1	3	17	2	19	0	17	17	39
Total	19	1	20	32	22	54	2	40	42	116
Grand Total	29	2	31	56	47	103	4	66	70	204
Apprch %	93.5	6.5		54.4	45.6		5.7	94.3		
Total %	14.2	1	15.2	27.5	23	50.5	2	32.4	34.3	

	I-215 Northbound Ramps Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	1	0	1	5	**8**	13	0	**9**	**9**	23
07:15 AM	**5**	**1**	**6**	1	5	6	0	8	8	20
07:30 AM	1	0	1	8	8	**16**	0	8	8	**25**
07:45 AM	3	0	3	**10**	4	14	**2**	1	3	20
Total Volume	10	1	11	24	25	49	2	26	28	88
% App. Total	90.9	9.1		49	51		7.1	92.9		
PHF	.500	.250	.458	.600	.781	.766	.250	.722	.778	.880

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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	1	0	1	5	**8**	13	0	**9**	**9**
+15 mins.	**5**	**1**	**6**	1	5	6	0	8	8
+30 mins.	1	0	1	8	8	**16**	0	8	8
+45 mins.	3	0	3	**10**	4	14	**2**	1	3
Total Volume	10	1	11	24	25	49	2	26	28
% App. Total	90.9	9.1		49	51		7.1	92.9	
PHF	.500	.250	.458	.600	.781	.766	.250	.722	.778

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City of Menifee
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Weather: Clear

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

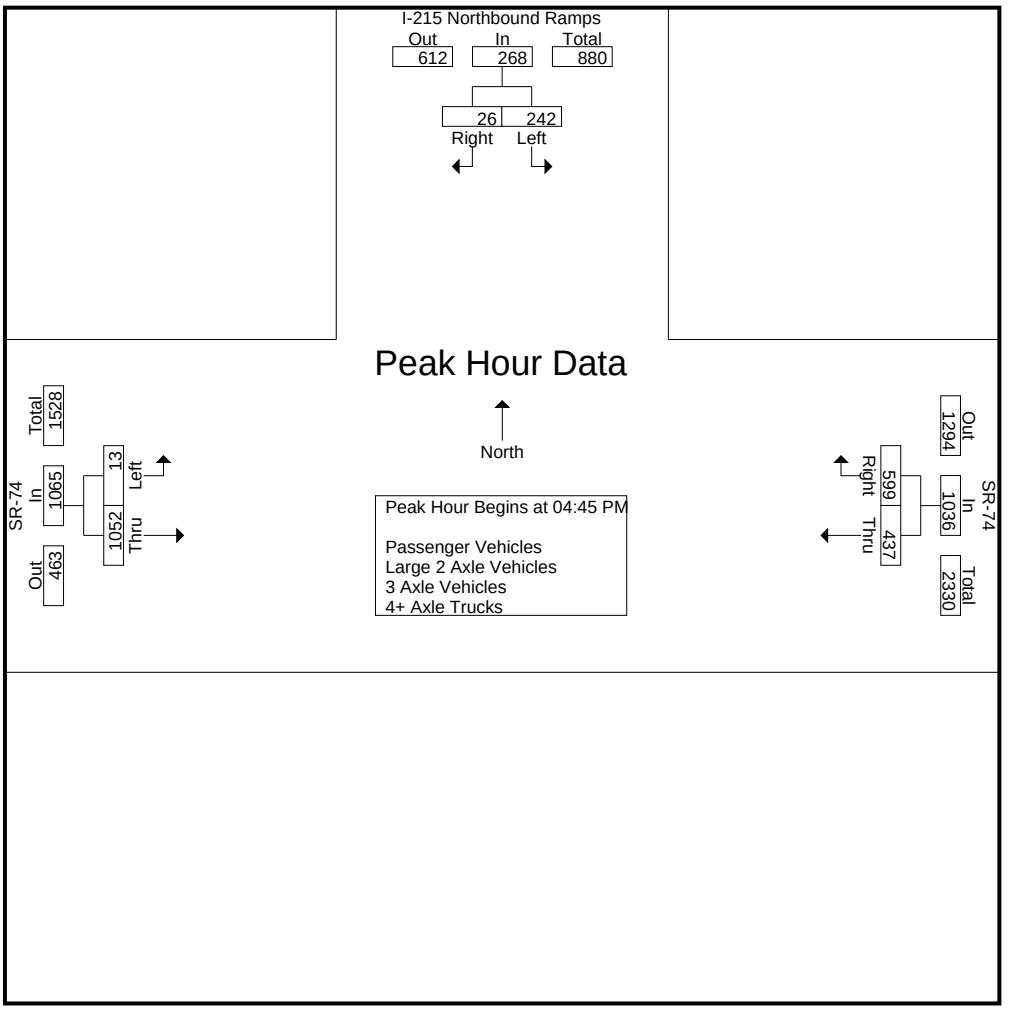
	I-215 Northbound Ramps Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	52	8	60	129	164	293	4	248	252	605
04:15 PM	52	3	55	114	139	253	3	219	222	530
04:30 PM	50	4	54	139	141	280	3	258	261	595
04:45 PM	73	7	80	117	130	247	1	291	292	619
Total	227	22	249	499	574	1073	11	1016	1027	2349
05:00 PM	42	3	45	125	157	282	5	265	270	597
05:15 PM	54	5	59	95	123	218	4	246	250	527
05:30 PM	73	11	84	100	189	289	3	250	253	626
05:45 PM	55	10	65	80	130	210	4	282	286	561
Total	224	29	253	400	599	999	16	1043	1059	2311
Grand Total	451	51	502	899	1173	2072	27	2059	2086	4660
Apprch %	89.8	10.2		43.4	56.6		1.3	98.7		
Total %	9.7	1.1	10.8	19.3	25.2	44.5	0.6	44.2	44.8	
Passenger Vehicles	407	49	456	861	1129	1990	27	2002	2029	4475
% Passenger Vehicles	90.2	96.1	90.8	95.8	96.2	96	100	97.2	97.3	96
Large 2 Axle Vehicles	29	0	29	25	22	47	0	42	42	118
% Large 2 Axle Vehicles	6.4	0	5.8	2.8	1.9	2.3	0	2	2	2.5
3 Axle Vehicles	0	0	0	7	3	10	0	4	4	14
% 3 Axle Vehicles	0	0	0	0.8	0.3	0.5	0	0.2	0.2	0.3
4+ Axle Trucks	15	2	17	6	19	25	0	11	11	53
% 4+ Axle Trucks	3.3	3.9	3.4	0.7	1.6	1.2	0	0.5	0.5	1.1

	I-215 Northbound Ramps Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**73**	7	80	117	130	247	1	**291**	**292**	619
05:00 PM	42	3	45	**125**	157	282	**5**	265	270	597
05:15 PM	54	5	59	95	123	218	4	246	250	527
05:30 PM	73	**11**	**84**	100	**189**	**289**	3	250	253	**626**
Total Volume	242	26	268	437	599	1036	13	1052	1065	2369
% App. Total	90.3	9.7		42.2	57.8		1.2	98.8		
PHF	.829	.591	.798	.874	.792	.896	.650	.904	.912	.946

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

	04:45 PM			04:00 PM			04:30 PM		
+0 mins.	**73**	7	80	129	**164**	**293**	3	258	261
+15 mins.	42	3	45	114	139	253	1	**291**	**292**
+30 mins.	54	5	59	**139**	141	280	**5**	265	270
+45 mins.	73	**11**	**84**	117	130	247	4	246	250
Total Volume	242	26	268	499	574	1073	13	1060	1073
% App. Total	90.3	9.7		46.5	53.5		1.2	98.8	
PHF	.829	.591	.798	.897	.875	.916	.650	.911	.919

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City of Menifee
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Groups Printed- Passenger Vehicles

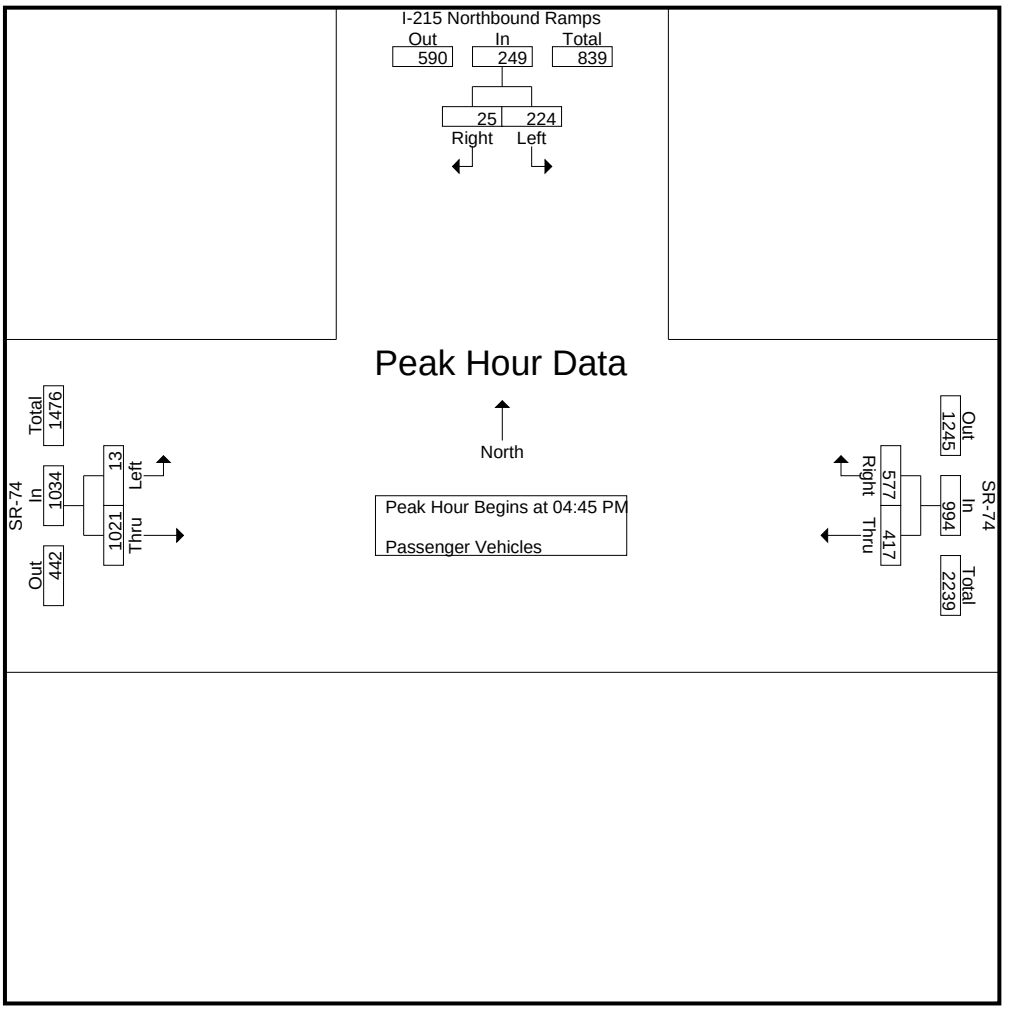
	I-215 Northbound Ramps Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	42	7	49	121	158	279	4	240	244	572
04:15 PM	45	3	48	109	134	243	3	214	217	508
04:30 PM	47	4	51	134	136	270	3	249	252	573
04:45 PM	71	6	77	111	122	233	1	288	289	599
Total	205	20	225	475	550	1025	11	991	1002	2252
05:00 PM	40	3	43	120	153	273	5	257	262	578
05:15 PM	49	5	54	93	120	213	4	234	238	505
05:30 PM	64	11	75	93	182	275	3	242	245	595
05:45 PM	49	10	59	80	124	204	4	278	282	545
Total	202	29	231	386	579	965	16	1011	1027	2223
Grand Total	407	49	456	861	1129	1990	27	2002	2029	4475
Apprch %	89.3	10.7		43.3	56.7		1.3	98.7		
Total %	9.1	1.1	10.2	19.2	25.2	44.5	0.6	44.7	45.3	

	I-215 Northbound Ramps Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**71**	6	**77**	111	122	233	1	**288**	**289**	**599**
05:00 PM	40	3	43	**120**	153	273	**5**	257	262	578
05:15 PM	49	5	54	93	120	213	4	234	238	505
05:30 PM	64	**11**	75	93	**182**	**275**	3	242	245	595
Total Volume	224	25	249	417	577	994	13	1021	1034	2277
% App. Total	90	10		42	58		1.3	98.7		
PHF	.789	.568	.808	.869	.793	.904	.650	.886	.894	.950

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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	**71**	6	**77**	111	122	233	1	**288**	**289**
+15 mins.	40	3	43	**120**	153	273	**5**	257	262
+30 mins.	49	5	54	93	120	213	4	234	238
+45 mins.	64	**11**	75	93	**182**	**275**	3	242	245
Total Volume	224	25	249	417	577	994	13	1021	1034
% App. Total	90	10		42	58		1.3	98.7	
PHF	.789	.568	.808	.869	.793	.904	.650	.886	.894

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City of Menifee
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Groups Printed- Large 2 Axle Vehicles

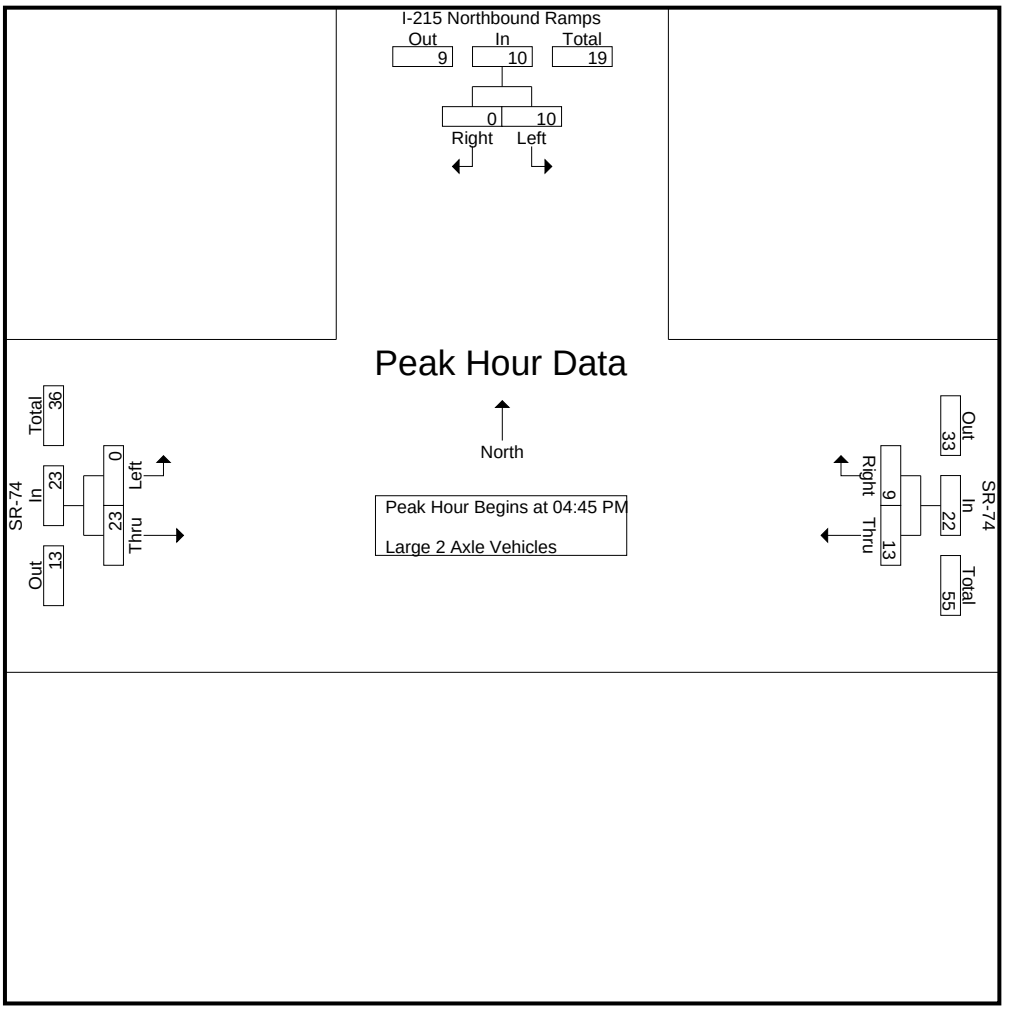
	I-215 Northbound Ramps Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	7	0	7	6	2	8	0	7	7	22
04:15 PM	4	0	4	3	4	7	0	3	3	14
04:30 PM	2	0	2	3	3	6	0	7	7	15
04:45 PM	1	0	1	5	4	9	0	3	3	13
Total	14	0	14	17	13	30	0	20	20	64
05:00 PM	2	0	2	4	1	5	0	6	6	13
05:15 PM	2	0	2	0	1	1	0	9	9	12
05:30 PM	5	0	5	4	3	7	0	5	5	17
05:45 PM	6	0	6	0	4	4	0	2	2	12
Total	15	0	15	8	9	17	0	22	22	54
Grand Total	29	0	29	25	22	47	0	42	42	118
Apprch %	100	0		53.2	46.8		0	100		
Total %	24.6	0	24.6	21.2	18.6	39.8	0	35.6	35.6	

	I-215 Northbound Ramps Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	1	0	1	**5**	**4**	**9**	0	3	3	13
05:00 PM	2	0	2	4	1	5	0	6	6	13
05:15 PM	2	0	2	0	1	1	0	**9**	**9**	12
05:30 PM	**5**	0	**5**	4	3	7	0	5	5	**17**
Total Volume	10	0	10	13	9	22	0	23	23	55
% App. Total	100	0		59.1	40.9		0	100		
PHF	.500	.000	.500	.650	.563	.611	.000	.639	.639	.809

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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	1	0	1	**5**	**4**	**9**	0	3	3
+15 mins.	2	0	2	4	1	5	0	6	6
+30 mins.	2	0	2	0	1	1	0	**9**	**9**
+45 mins.	**5**	0	**5**	4	3	7	0	5	5
Total Volume	10	0	10	13	9	22	0	23	23
% App. Total	100	0		59.1	40.9		0	100	
PHF	.500	.000	.500	.650	.563	.611	.000	.639	.639

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Corona, CA 92878
(951)268-6268

City of Menifee
N/S: I-215 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 29_MEN_215N_74 PM
Site Code : 00322418
Start Date : 5/19/2022

Groups Printed- 3 Axle Vehicles

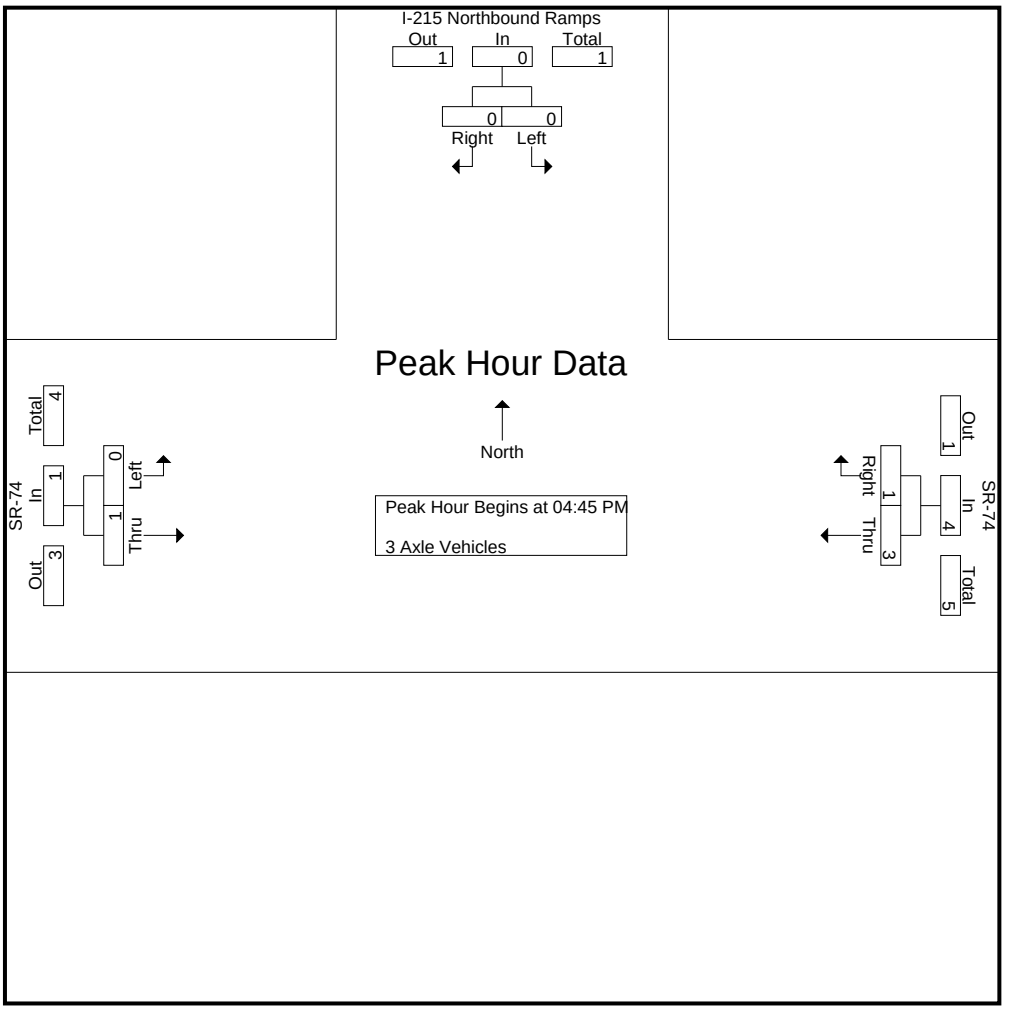
	I-215 Northbound Ramps Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	1	1	2	0	1	1	3
04:15 PM	0	0	0	2	0	2	0	1	1	3
04:30 PM	0	0	0	1	1	2	0	0	0	2
04:45 PM	0	0	0	1	1	2	0	0	0	2
Total	0	0	0	5	3	8	0	2	2	10
05:00 PM	0	0	0	1	0	1	0	0	0	1
05:15 PM	0	0	0	1	0	1	0	1	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	2	0	2	0	2	2	4
Grand Total	0	0	0	7	3	10	0	4	4	14
Apprch %	0	0		70	30		0	100		
Total %	0	0	0	50	21.4	71.4	0	28.6	28.6	

	I-215 Northbound Ramps Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	**1**	**1**	**2**	0	0	0	**2**
05:00 PM	0	0	0	1	0	1	0	0	0	1
05:15 PM	0	0	0	1	0	1	0	**1**	**1**	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	3	1	4	0	1	1	5
% App. Total	0	0		75	25		0	100		
PHF	.000	.000	.000	.750	.250	.500	.000	.250	.250	.625

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 29_MEN_215N_74 PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	**1**	**1**	**2**	0	0	0
+15 mins.	0	0	0	1	0	1	0	0	0
+30 mins.	0	0	0	1	0	1	0	**1**	**1**
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	3	1	4	0	1	1
% App. Total	0	0		75	25		0	100	
PHF	.000	.000	.000	.750	.250	.500	.000	.250	.250

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 29_MEN_215N_74 PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

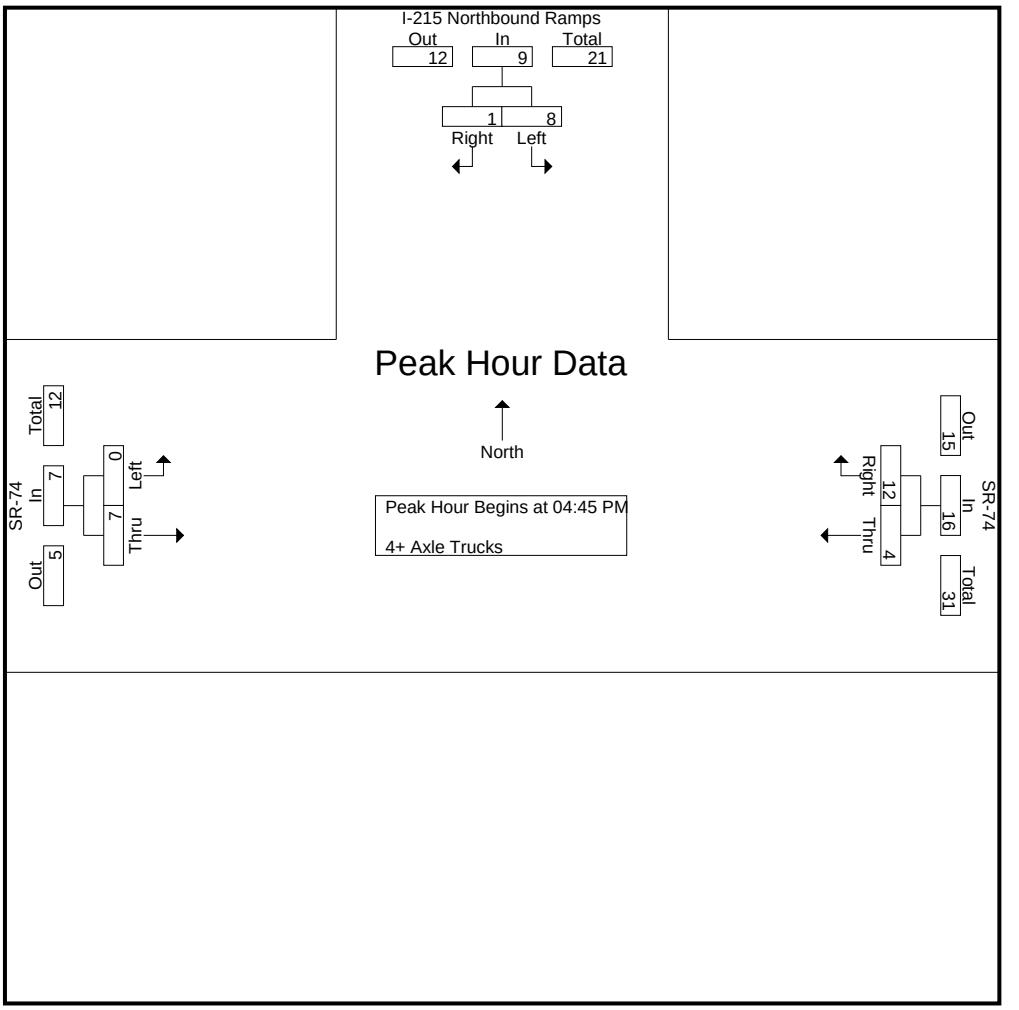
	I-215 Northbound Ramps Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	3	1	4	1	3	4	0	0	0	8
04:15 PM	3	0	3	0	1	1	0	1	1	5
04:30 PM	1	0	1	1	1	2	0	2	2	5
04:45 PM	1	1	2	0	3	3	0	0	0	5
Total	8	2	10	2	8	10	0	3	3	23
05:00 PM	0	0	0	0	3	3	0	2	2	5
05:15 PM	3	0	3	1	2	3	0	2	2	8
05:30 PM	4	0	4	3	4	7	0	3	3	14
05:45 PM	0	0	0	0	2	2	0	1	1	3
Total	7	0	7	4	11	15	0	8	8	30
Grand Total	15	2	17	6	19	25	0	11	11	53
Apprch %	88.2	11.8		24	76		0	100		
Total %	28.3	3.8	32.1	11.3	35.8	47.2	0	20.8	20.8	

	I-215 Northbound Ramps Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	1	**1**	2	0	3	3	0	0	0	5
05:00 PM	0	0	0	0	3	3	0	2	2	5
05:15 PM	3	0	3	1	2	3	0	2	2	8
05:30 PM	**4**	0	**4**	**3**	**4**	**7**	0	**3**	**3**	**14**
Total Volume	8	1	9	4	12	16	0	7	7	32
% App. Total	88.9	11.1		25	75		0	100		
PHF	.500	.250	.563	.333	.750	.571	.000	.583	.583	.571

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: SR-74
Weather: Clear

File Name : 29_MEN_215N_74 PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	1	**1**	2	0	3	3	0	0	0
+15 mins.	0	0	0	0	3	3	0	2	2
+30 mins.	3	0	3	1	2	3	0	2	2
+45 mins.	**4**	0	**4**	**3**	**4**	**7**	0	**3**	**3**
Total Volume	8	1	9	4	12	16	0	7	7
% App. Total	88.9	11.1		25	75		0	100	
PHF	.500	.250	.563	.333	.750	.571	.000	.583	.583

Location: Menifee
N/S: I-215 NB Ramps
E/W: SR-74

Date: 5/19/2022
Day: Thursday

PEDESTRIANS

	North Leg I-215 NB Ramps	East Leg SR-74	South Leg Dead End	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg I-215 NB Ramps	East Leg SR-74	South Leg Dead End	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Menifee
N/S: I-215 NB Ramps
E/W: SR-74

Date: 5/19/2022
Day: Thursday

BICYCLES

	Southbound I-215 NB Ramps			Westbound SR-74			Northbound Dead End			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

	Southbound I-215 NB Ramps			Westbound SR-74			Northbound Dead End			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

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City of Menifee
N/S: Trumble Road
E/W: SR-74
Weather: Clear

File Name : 30_MEN_Trum_74 AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

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

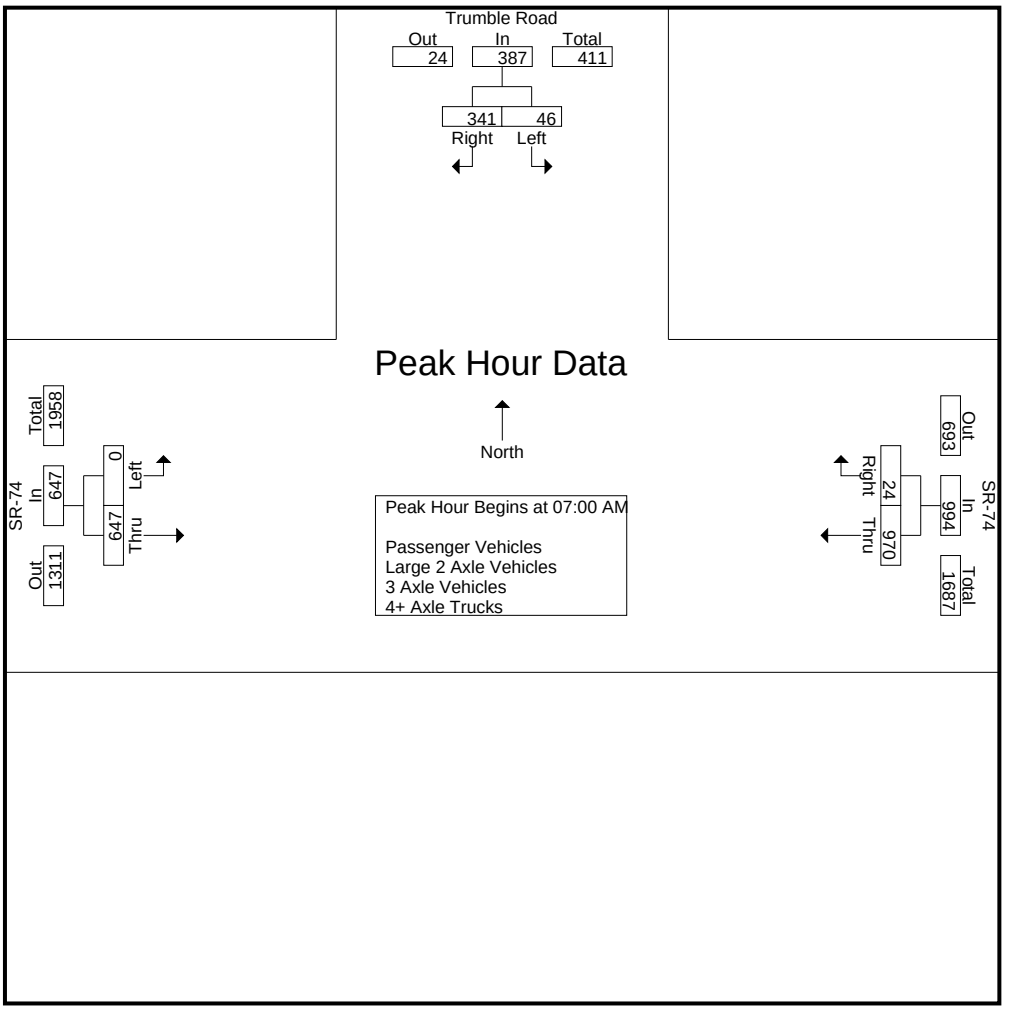
	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	22	89	111	244	6	250	0	186	186	547
07:15 AM	6	76	82	218	10	228	0	160	160	470
07:30 AM	9	86	95	261	2	263	0	158	158	516
07:45 AM	9	90	99	247	6	253	0	143	143	495
Total	46	341	387	970	24	994	0	647	647	2028
08:00 AM	7	85	92	229	7	236	0	153	153	481
08:15 AM	7	62	69	173	7	180	0	136	136	385
08:30 AM	11	70	81	196	3	199	0	127	127	407
08:45 AM	9	72	81	198	6	204	0	131	131	416
Total	34	289	323	796	23	819	0	547	547	1689
Grand Total	80	630	710	1766	47	1813	0	1194	1194	3717
Apprch %	11.3	88.7		97.4	2.6		0	100		
Total %	2.2	16.9	19.1	47.5	1.3	48.8	0	32.1	32.1	
Passenger Vehicles	65	539	604	1622	38	1660	0	1061	1061	3325
% Passenger Vehicles	81.2	85.6	85.1	91.8	80.9	91.6	0	88.9	88.9	89.5
Large 2 Axle Vehicles	14	44	58	71	5	76	0	43	43	177
% Large 2 Axle Vehicles	17.5	7	8.2	4	10.6	4.2	0	3.6	3.6	4.8
3 Axle Vehicles	1	34	35	13	0	13	0	20	20	68
% 3 Axle Vehicles	1.2	5.4	4.9	0.7	0	0.7	0	1.7	1.7	1.8
4+ Axle Trucks	0	13	13	60	4	64	0	70	70	147
% 4+ Axle Trucks	0	2.1	1.8	3.4	8.5	3.5	0	5.9	5.9	4

	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**22**	89	**111**	244	6	250	0	**186**	**186**	**547**
07:15 AM	6	76	82	218	**10**	228	0	160	160	470
07:30 AM	9	86	95	**261**	2	**263**	0	158	158	516
07:45 AM	9	**90**	99	247	6	253	0	143	143	495
Total Volume	46	341	387	970	24	994	0	647	647	2028
% App. Total	11.9	88.1		97.6	2.4		0	100		
PHF	.523	.947	.872	.929	.600	.945	.000	.870	.870	.927

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City of Menifee
N/S: Trumble Road
E/W: SR-74
Weather: Clear

File Name : 30_MEN_Trum_74 AM
Site Code : 00322418
Start Date : 5/19/2022



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**22**	89	**111**	244	6	250	0	**186**	**186**
+15 mins.	6	76	82	218	**10**	228	0	160	160
+30 mins.	9	86	95	**261**	2	**263**	0	158	158
+45 mins.	9	**90**	99	247	6	253	0	143	143
Total Volume	46	341	387	970	24	994	0	647	647
% App. Total	11.9	88.1		97.6	2.4		0	100	
PHF	.523	.947	.872	.929	.600	.945	.000	.870	.870

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City of Menifee
N/S: Trumble Road
E/W: SR-74
Weather: Clear

File Name : 30_MEN_Trum_74 AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- Passenger Vehicles

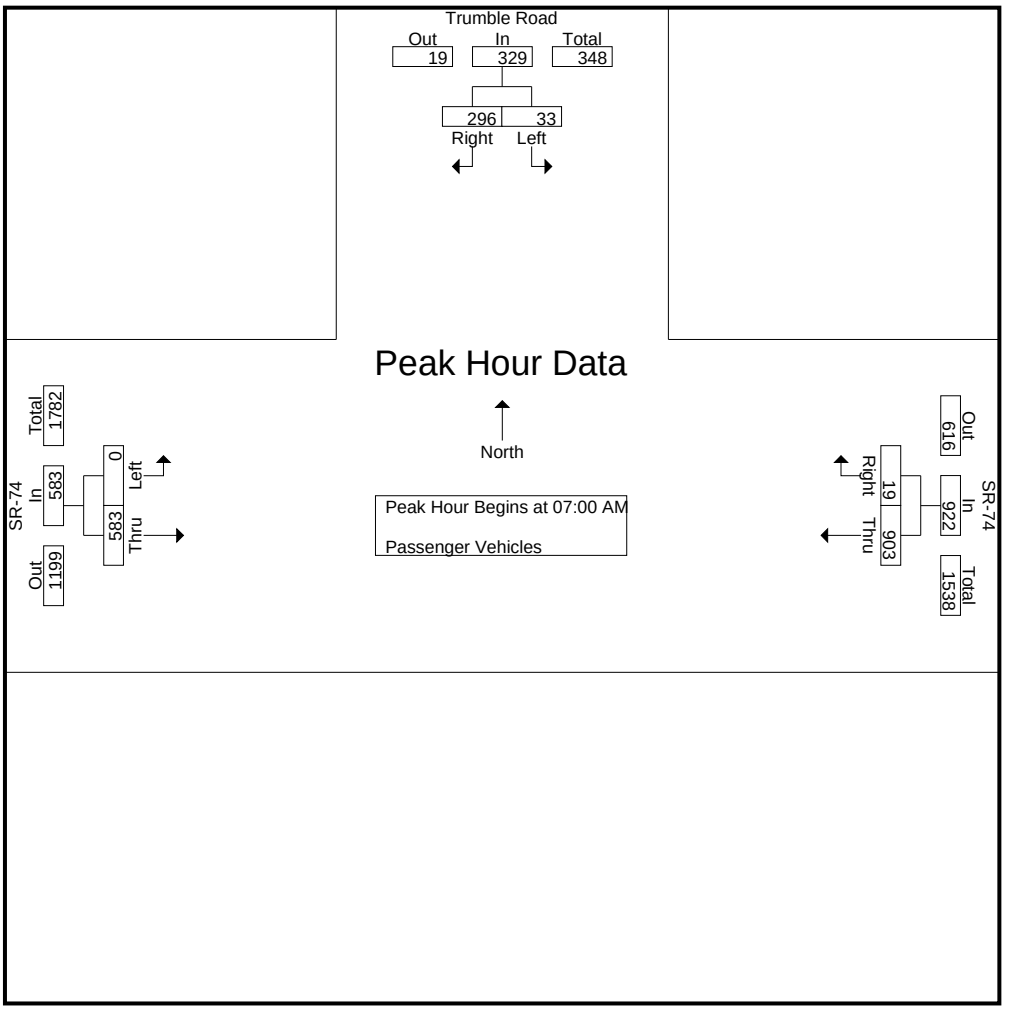
	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	16	73	89	229	4	233	0	168	168	490
07:15 AM	6	70	76	205	9	214	0	139	139	429
07:30 AM	7	76	83	240	1	241	0	142	142	466
07:45 AM	4	77	81	229	5	234	0	134	134	449
Total	33	296	329	903	19	922	0	583	583	1834
08:00 AM	7	80	87	208	6	214	0	139	139	440
08:15 AM	7	61	68	155	6	161	0	118	118	347
08:30 AM	11	62	73	181	2	183	0	115	115	371
08:45 AM	7	40	47	175	5	180	0	106	106	333
Total	32	243	275	719	19	738	0	478	478	1491
Grand Total	65	539	604	1622	38	1660	0	1061	1061	3325
Apprch %	10.8	89.2		97.7	2.3		0	100		
Total %	2	16.2	18.2	48.8	1.1	49.9	0	31.9	31.9	

	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**16**	73	**89**	229	4	233	0	**168**	**168**	**490**
07:15 AM	6	70	76	205	**9**	214	0	139	139	429
07:30 AM	7	76	83	**240**	1	**241**	0	142	142	466
07:45 AM	4	**77**	81	229	5	234	0	134	134	449
Total Volume	33	296	329	903	19	922	0	583	583	1834
% App. Total	10	90		97.9	2.1		0	100		
PHF	.516	.961	.924	.941	.528	.956	.000	.868	.868	.936

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City of Menifee
N/S: Trumble Road
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Weather: Clear

File Name : 30_MEN_Trum_74 AM
Site Code : 00322418
Start Date : 5/19/2022



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**16**	73	**89**	229	4	233	0	**168**	**168**
+15 mins.	6	70	76	205	**9**	214	0	139	139
+30 mins.	7	76	83	**240**	1	**241**	0	142	142
+45 mins.	4	**77**	81	229	5	234	0	134	134
Total Volume	33	296	329	903	19	922	0	583	583
% App. Total	10	90		97.9	2.1		0	100	
PHF	.516	.961	.924	.941	.528	.956	.000	.868	.868

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City of Menifee
N/S: Trumble Road
E/W: SR-74
Weather: Clear

File Name : 30_MEN_Trum_74 AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

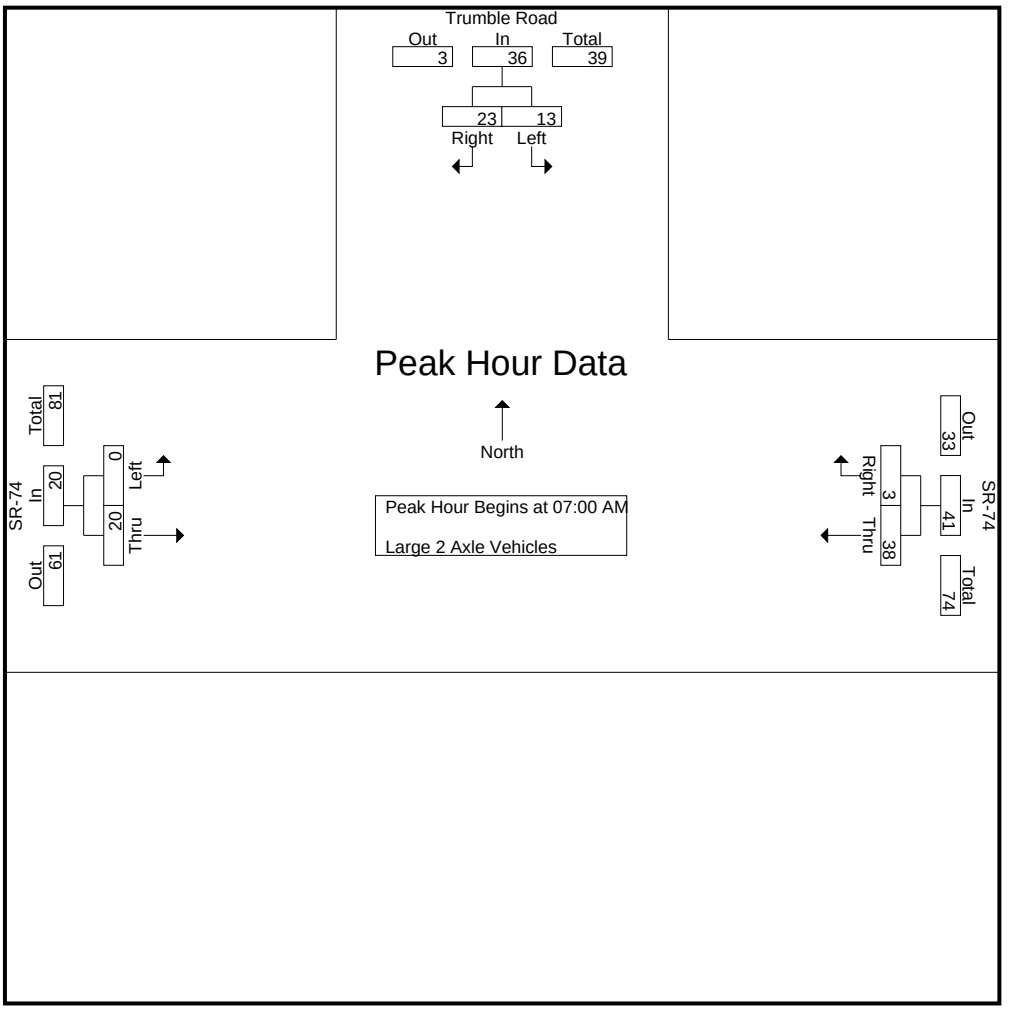
	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	6	13	19	7	2	9	0	5	5	33
07:15 AM	0	2	2	10	0	10	0	7	7	19
07:30 AM	2	4	6	11	0	11	0	5	5	22
07:45 AM	5	4	9	10	1	11	0	3	3	23
Total	13	23	36	38	3	41	0	20	20	97
08:00 AM	0	0	0	7	1	8	0	5	5	13
08:15 AM	0	0	0	7	0	7	0	5	5	12
08:30 AM	0	2	2	7	1	8	0	3	3	13
08:45 AM	1	19	20	12	0	12	0	10	10	42
Total	1	21	22	33	2	35	0	23	23	80
Grand Total	14	44	58	71	5	76	0	43	43	177
Apprch %	24.1	75.9		93.4	6.6		0	100		
Total %	7.9	24.9	32.8	40.1	2.8	42.9	0	24.3	24.3	

	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**6**	**13**	**19**	7	**2**	9	0	5	5	**33**
07:15 AM	0	2	2	10	0	10	0	**7**	**7**	19
07:30 AM	2	4	6	**11**	0	**11**	0	5	5	22
07:45 AM	5	4	9	10	1	11	0	3	3	23
Total Volume	13	23	36	38	3	41	0	20	20	97
% App. Total	36.1	63.9		92.7	7.3		0	100		
PHF	.542	.442	.474	.864	.375	.932	.000	.714	.714	.735

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City of Menifee
N/S: Trumble Road
E/W: SR-74
Weather: Clear

File Name : 30_MEN_Trum_74 AM
Site Code : 00322418
Start Date : 5/19/2022



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**6**	**13**	**19**	7	**2**	9	0	5	5
+15 mins.	0	2	2	10	0	10	0	**7**	**7**
+30 mins.	2	4	6	**11**	0	**11**	0	5	5
+45 mins.	5	4	9	10	1	11	0	3	3
Total Volume	13	23	36	38	3	41	0	20	20
% App. Total	36.1	63.9		92.7	7.3		0	100	
PHF	.542	.442	.474	.864	.375	.932	.000	.714	.714

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City of Menifee
N/S: Trumble Road
E/W: SR-74
Weather: Clear

File Name : 30_MEN_Trum_74 AM
Site Code : 00322418
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Groups Printed- 3 Axle Vehicles

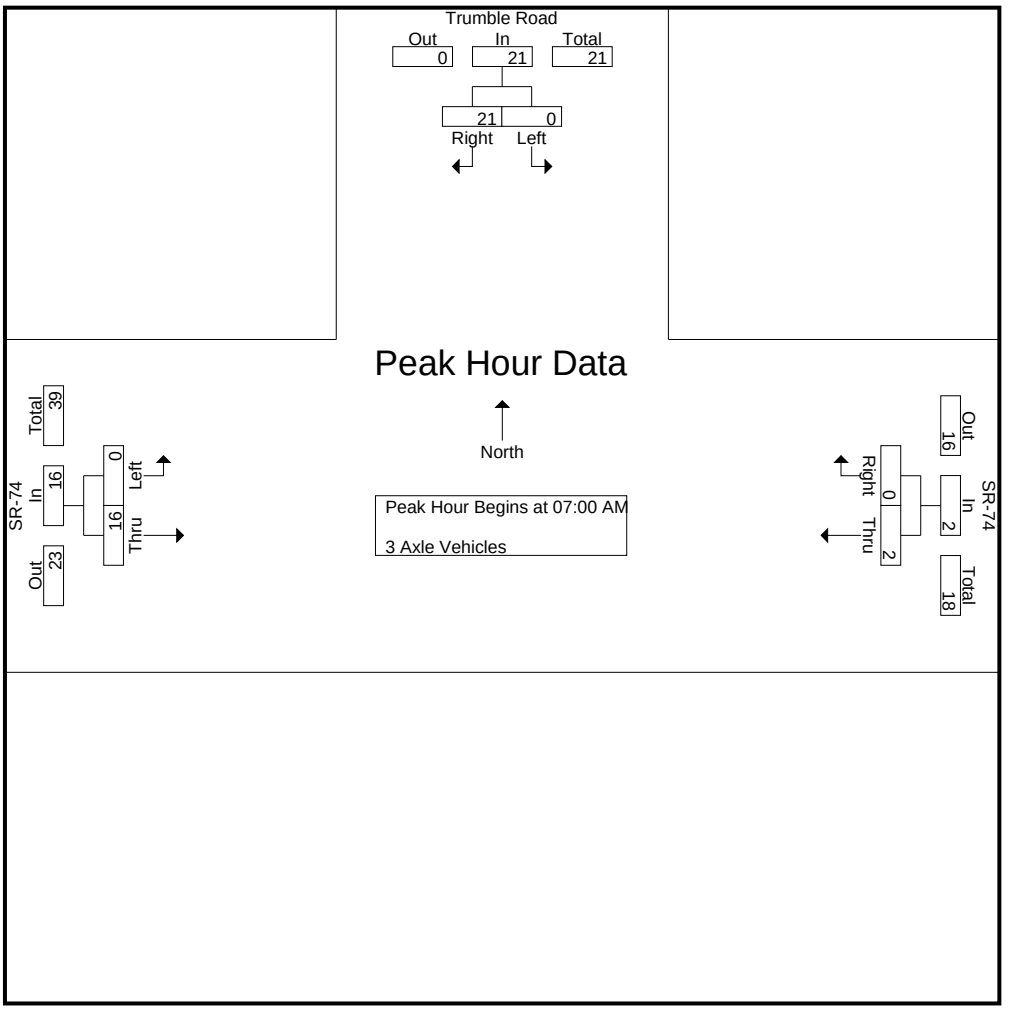
	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	3	3	0	0	0	0	3	3	6
07:15 AM	0	4	4	0	0	0	0	7	7	11
07:30 AM	0	6	6	1	0	1	0	5	5	12
07:45 AM	0	8	8	1	0	1	0	1	1	10
Total	0	21	21	2	0	2	0	16	16	39
08:00 AM	0	5	5	5	0	5	0	0	0	10
08:15 AM	0	1	1	3	0	3	0	2	2	6
08:30 AM	0	6	6	0	0	0	0	2	2	8
08:45 AM	1	1	2	3	0	3	0	0	0	5
Total	1	13	14	11	0	11	0	4	4	29
Grand Total	1	34	35	13	0	13	0	20	20	68
Apprch %	2.9	97.1		100	0		0	100		
Total %	1.5	50	51.5	19.1	0	19.1	0	29.4	29.4	

	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	3	3	0	0	0	0	3	3	6
07:15 AM	0	4	4	0	0	0	0	**7**	**7**	11
07:30 AM	0	6	6	**1**	0	**1**	0	5	5	**12**
07:45 AM	0	**8**	**8**	1	0	1	0	1	1	10
Total Volume	0	21	21	2	0	2	0	16	16	39
% App. Total	0	100		100	0		0	100		
PHF	.000	.656	.656	.500	.000	.500	.000	.571	.571	.813

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City of Menifee
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E/W: SR-74
Weather: Clear

File Name : 30_MEN_Trum_74 AM
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Start Date : 5/19/2022



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	3	3	0	0	0	0	3	3
+15 mins.	0	4	4	0	0	0	0	**7**	**7**
+30 mins.	0	6	6	**1**	0	**1**	0	5	5
+45 mins.	0	**8**	**8**	1	0	1	0	1	1
Total Volume	0	21	21	2	0	2	0	16	16
% App. Total	0	100		100	0		0	100	
PHF	.000	.656	.656	.500	.000	.500	.000	.571	.571

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City of Menifee
N/S: Trumble Road
E/W: SR-74
Weather: Clear

File Name : 30_MEN_Trum_74 AM
Site Code : 00322418
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Groups Printed- 4+ Axle Trucks

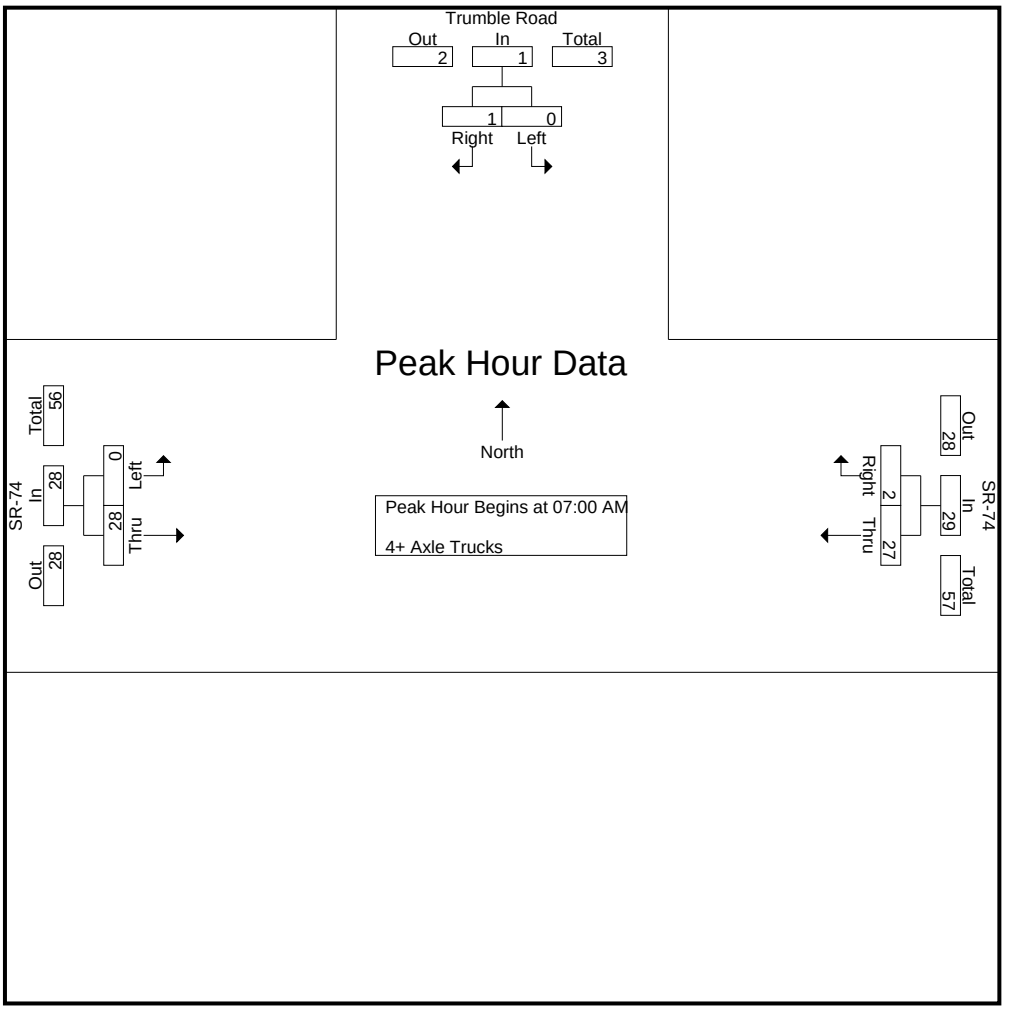
	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	8	0	8	0	10	10	18
07:15 AM	0	0	0	3	1	4	0	7	7	11
07:30 AM	0	0	0	9	1	10	0	6	6	16
07:45 AM	0	1	1	7	0	7	0	5	5	13
Total	0	1	1	27	2	29	0	28	28	58
08:00 AM	0	0	0	9	0	9	0	9	9	18
08:15 AM	0	0	0	8	1	9	0	11	11	20
08:30 AM	0	0	0	8	0	8	0	7	7	15
08:45 AM	0	12	12	8	1	9	0	15	15	36
Total	0	12	12	33	2	35	0	42	42	89
Grand Total	0	13	13	60	4	64	0	70	70	147
Apprch %	0	100		93.8	6.2		0	100		
Total %	0	8.8	8.8	40.8	2.7	43.5	0	47.6	47.6	

	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	8	0	8	0	**10**	**10**	**18**
07:15 AM	0	0	0	3	**1**	4	0	7	7	11
07:30 AM	0	0	0	**9**	1	**10**	0	6	6	16
07:45 AM	0	**1**	**1**	7	0	7	0	5	5	13
Total Volume	0	1	1	27	2	29	0	28	28	58
% App. Total	0	100		93.1	6.9		0	100		
PHF	.000	.250	.250	.750	.500	.725	.000	.700	.700	.806

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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	8	0	8	0	**10**	**10**
+15 mins.	0	0	0	3	**1**	4	0	7	7
+30 mins.	0	0	0	**9**	1	**10**	0	6	6
+45 mins.	0	**1**	**1**	7	0	7	0	5	5
Total Volume	0	1	1	27	2	29	0	28	28
% App. Total	0	100		93.1	6.9		0	100	
PHF	.000	.250	.250	.750	.500	.725	.000	.700	.700

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File Name : 30_MEN_Trum_74 PM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

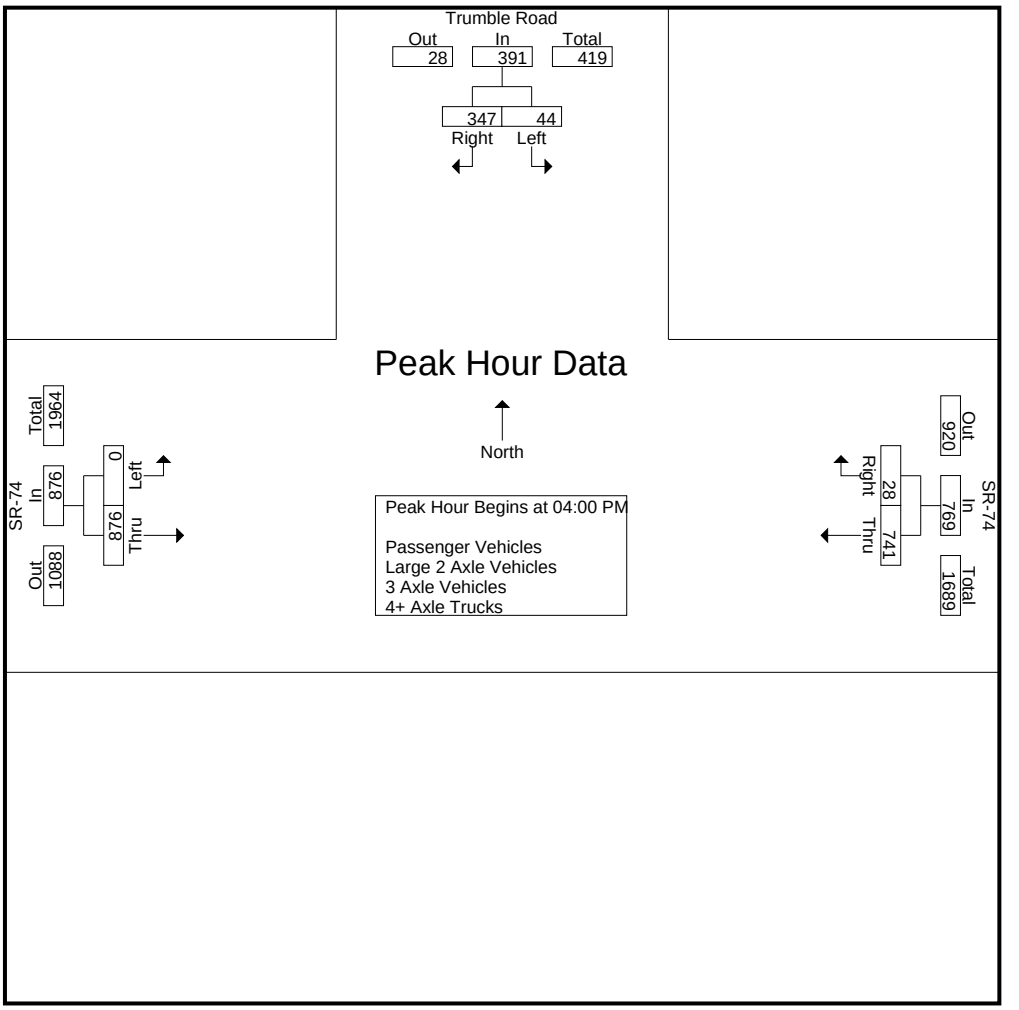
	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	16	97	113	205	7	212	0	218	218	543
04:15 PM	9	75	84	184	7	191	0	191	191	466
04:30 PM	13	103	116	181	4	185	0	224	224	525
04:45 PM	6	72	78	171	10	181	0	243	243	502
Total	44	347	391	741	28	769	0	876	876	2036
05:00 PM	14	93	107	183	7	190	1	244	245	542
05:15 PM	7	63	70	159	10	169	0	204	204	443
05:30 PM	5	65	70	223	14	237	0	214	214	521
05:45 PM	7	53	60	166	12	178	0	246	246	484
Total	33	274	307	731	43	774	1	908	909	1990
Grand Total	77	621	698	1472	71	1543	1	1784	1785	4026
Apprch %	11	89		95.4	4.6		0.1	99.9		
Total %	1.9	15.4	17.3	36.6	1.8	38.3	0	44.3	44.3	
Passenger Vehicles	75	591	666	1423	57	1480	1	1752	1753	3899
% Passenger Vehicles	97.4	95.2	95.4	96.7	80.3	95.9	100	98.2	98.2	96.8
Large 2 Axle Vehicles	1	23	24	20	12	32	0	18	18	74
% Large 2 Axle Vehicles	1.3	3.7	3.4	1.4	16.9	2.1	0	1	1	1.8
3 Axle Vehicles	1	1	2	12	1	13	0	4	4	19
% 3 Axle Vehicles	1.3	0.2	0.3	0.8	1.4	0.8	0	0.2	0.2	0.5
4+ Axle Trucks	0	6	6	17	1	18	0	10	10	34
% 4+ Axle Trucks	0	1	0.9	1.2	1.4	1.2	0	0.6	0.6	0.8

	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**16**	97	113	**205**	7	**212**	0	218	218	**543**
04:15 PM	9	75	84	184	7	191	0	191	191	466
04:30 PM	13	**103**	**116**	181	4	185	0	224	224	525
04:45 PM	6	72	78	171	**10**	181	0	**243**	**243**	502
Total Volume	44	347	391	741	28	769	0	876	876	2036
% App. Total	11.3	88.7		96.4	3.6		0	100		
PHF	.688	.842	.843	.904	.700	.907	.000	.901	.901	.937

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

	04:00 PM			04:45 PM			04:30 PM		
+0 mins.	**16**	97	113	171	10	181	0	224	224
+15 mins.	9	75	84	183	7	190	0	243	243
+30 mins.	13	**103**	**116**	159	10	169	**1**	**244**	**245**
+45 mins.	6	72	78	**223**	**14**	**237**	0	204	204
Total Volume	44	347	391	736	41	777	1	915	916
% App. Total	11.3	88.7		94.7	5.3		0.1	99.9	
PHF	.688	.842	.843	.825	.732	.820	.250	.938	.935

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File Name : 30_MEN_Trum_74 PM
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Groups Printed- Passenger Vehicles

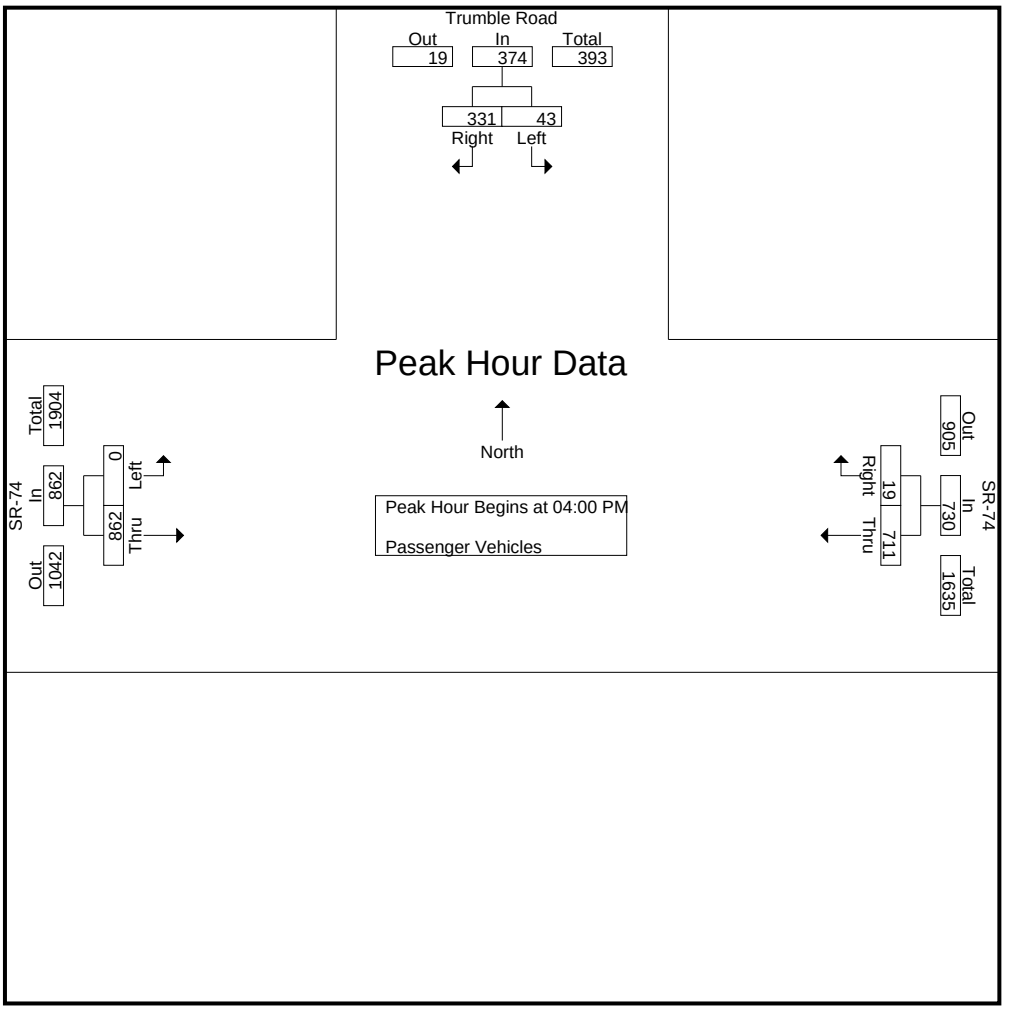
	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	15	94	109	195	4	199	0	212	212	520
04:15 PM	9	71	80	177	2	179	0	188	188	447
04:30 PM	13	99	112	177	4	181	0	221	221	514
04:45 PM	6	67	73	162	9	171	0	241	241	485
Total	43	331	374	711	19	730	0	862	862	1966
05:00 PM	14	90	104	179	6	185	1	242	243	532
05:15 PM	7	62	69	153	8	161	0	198	198	428
05:30 PM	5	60	65	214	14	228	0	209	209	502
05:45 PM	6	48	54	166	10	176	0	241	241	471
Total	32	260	292	712	38	750	1	890	891	1933
Grand Total	75	591	666	1423	57	1480	1	1752	1753	3899
Apprch %	11.3	88.7		96.1	3.9		0.1	99.9		
Total %	1.9	15.2	17.1	36.5	1.5	38	0	44.9	45	

	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**15**	94	109	**195**	4	**199**	0	212	212	**520**
04:15 PM	9	71	80	177	2	179	0	188	188	447
04:30 PM	13	**99**	**112**	177	4	181	0	221	221	514
04:45 PM	6	67	73	162	**9**	171	0	**241**	**241**	485
Total Volume	43	331	374	711	19	730	0	862	862	1966
% App. Total	11.5	88.5		97.4	2.6		0	100		
PHF	.717	.836	.835	.912	.528	.917	.000	.894	.894	.945

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File Name : 30_MEN_Trum_74 PM
Site Code : 00322418
Start Date : 5/19/2022



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**15**	94	109	**195**	4	**199**	0	212	212
+15 mins.	9	71	80	177	2	179	0	188	188
+30 mins.	13	**99**	**112**	177	4	181	0	221	221
+45 mins.	6	67	73	162	**9**	171	0	**241**	**241**
Total Volume	43	331	374	711	19	730	0	862	862
% App. Total	11.5	88.5		97.4	2.6		0	100	
PHF	.717	.836	.835	.912	.528	.917	.000	.894	.894

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City of Menifee
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Weather: Clear

File Name : 30_MEN_Trum_74 PM
Site Code : 00322418
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Groups Printed- Large 2 Axle Vehicles

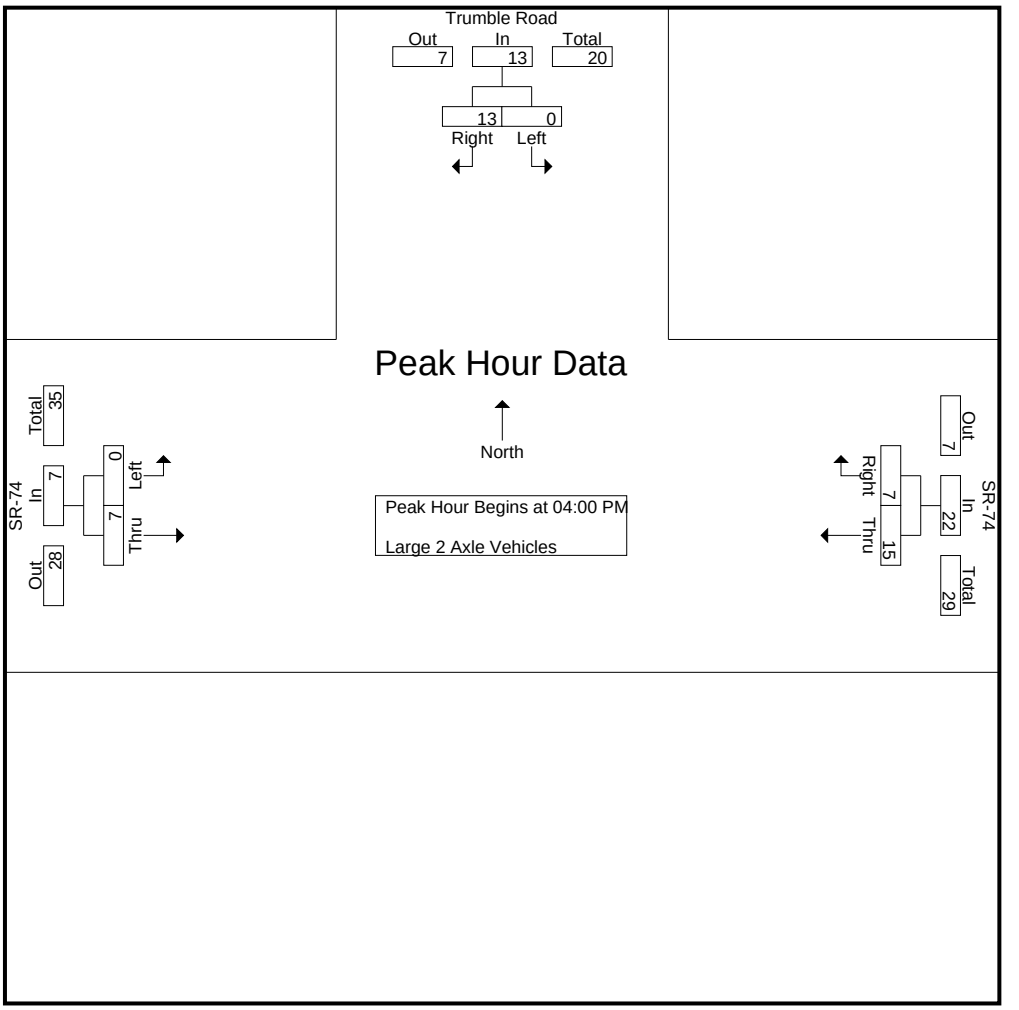
	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	3	3	4	2	6	0	3	3	12
04:15 PM	0	3	3	5	4	9	0	1	1	13
04:30 PM	0	3	3	1	0	1	0	1	1	5
04:45 PM	0	4	4	5	1	6	0	2	2	12
Total	0	13	13	15	7	22	0	7	7	42
05:00 PM	0	2	2	1	1	2	0	1	1	5
05:15 PM	0	1	1	1	2	3	0	4	4	8
05:30 PM	0	4	4	3	0	3	0	4	4	11
05:45 PM	1	3	4	0	2	2	0	2	2	8
Total	1	10	11	5	5	10	0	11	11	32
Grand Total	1	23	24	20	12	32	0	18	18	74
Apprch %	4.2	95.8		62.5	37.5		0	100		
Total %	1.4	31.1	32.4	27	16.2	43.2	0	24.3	24.3	

	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	3	3	4	2	6	0	**3**	**3**	12
04:15 PM	0	3	3	**5**	**4**	**9**	0	1	1	**13**
04:30 PM	0	3	3	1	0	1	0	1	1	5
04:45 PM	0	**4**	**4**	5	1	6	0	2	2	12
Total Volume	0	13	13	15	7	22	0	7	7	42
% App. Total	0	100		68.2	31.8		0	100		
PHF	.000	.813	.813	.750	.438	.611	.000	.583	.583	.808

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City of Menifee
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File Name : 30_MEN_Trum_74 PM
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	3	3	4	2	6	0	**3**	**3**
+15 mins.	0	3	3	**5**	**4**	**9**	0	1	1
+30 mins.	0	3	3	1	0	1	0	1	1
+45 mins.	0	**4**	**4**	5	1	6	0	2	2
Total Volume	0	13	13	15	7	22	0	7	7
% App. Total	0	100		68.2	31.8		0	100	
PHF	.000	.813	.813	.750	.438	.611	.000	.583	.583

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City of Menifee
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File Name : 30_MEN_Trum_74 PM
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Groups Printed- 3 Axle Vehicles

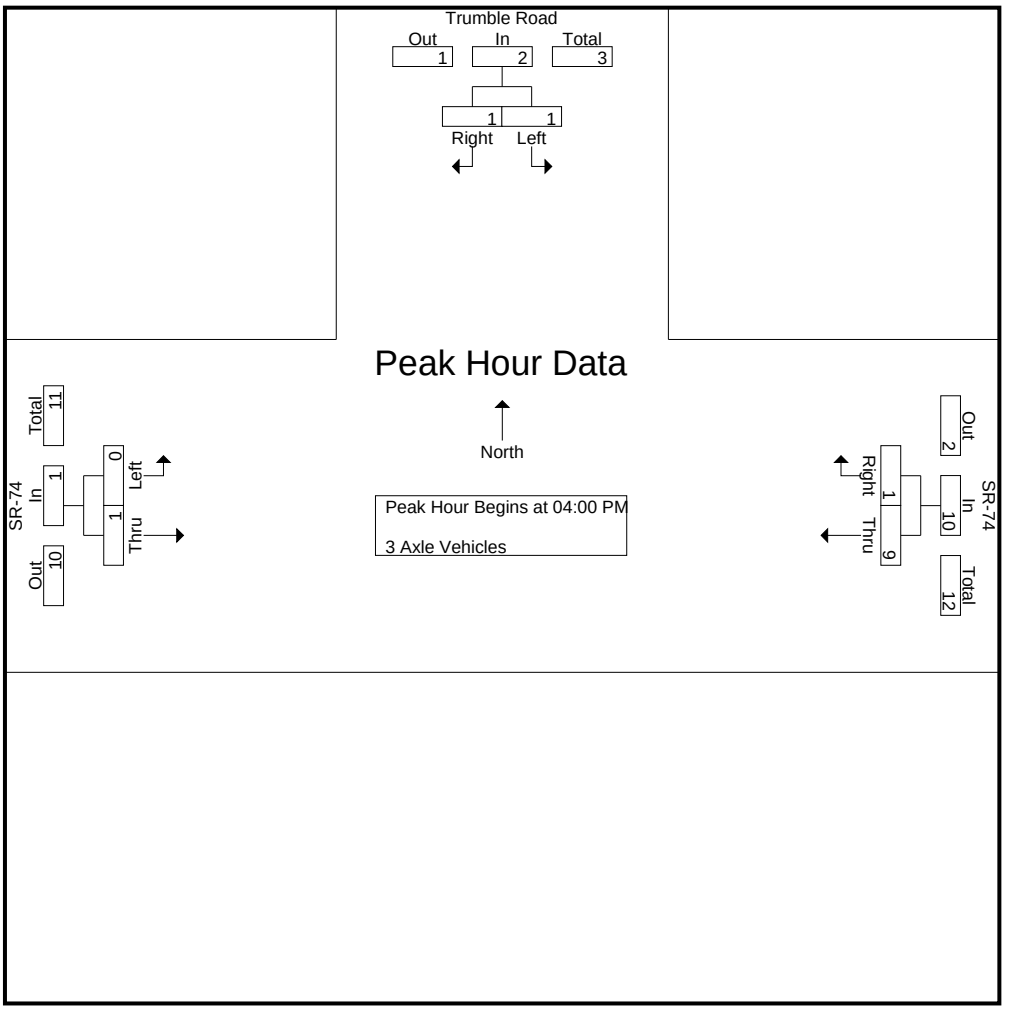
	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	1	0	1	3	1	4	0	1	1	6
04:15 PM	0	0	0	2	0	2	0	0	0	2
04:30 PM	0	1	1	2	0	2	0	0	0	3
04:45 PM	0	0	0	2	0	2	0	0	0	2
Total	1	1	2	9	1	10	0	1	1	13
05:00 PM	0	0	0	2	0	2	0	0	0	2
05:15 PM	0	0	0	1	0	1	0	2	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	3	0	3	0	3	3	6
Grand Total	1	1	2	12	1	13	0	4	4	19
Apprch %	50	50		92.3	7.7		0	100		
Total %	5.3	5.3	10.5	63.2	5.3	68.4	0	21.1	21.1	

	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**1**	0	**1**	**3**	**1**	**4**	0	**1**	**1**	**6**
04:15 PM	0	0	0	2	0	2	0	0	0	2
04:30 PM	0	**1**	1	2	0	2	0	0	0	3
04:45 PM	0	0	0	2	0	2	0	0	0	2
Total Volume	1	1	2	9	1	10	0	1	1	13
% App. Total	50	50		90	10		0	100		
PHF	.250	.250	.500	.750	.250	.625	.000	.250	.250	.542

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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**1**	0	**1**	**3**	**1**	**4**	0	**1**	**1**
+15 mins.	0	0	0	2	0	2	0	0	0
+30 mins.	0	**1**	1	2	0	2	0	0	0
+45 mins.	0	0	0	2	0	2	0	0	0
Total Volume	1	1	2	9	1	10	0	1	1
% App. Total	50	50		90	10		0	100	
PHF	.250	.250	.500	.750	.250	.625	.000	.250	.250

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Groups Printed- 4+ Axle Trucks

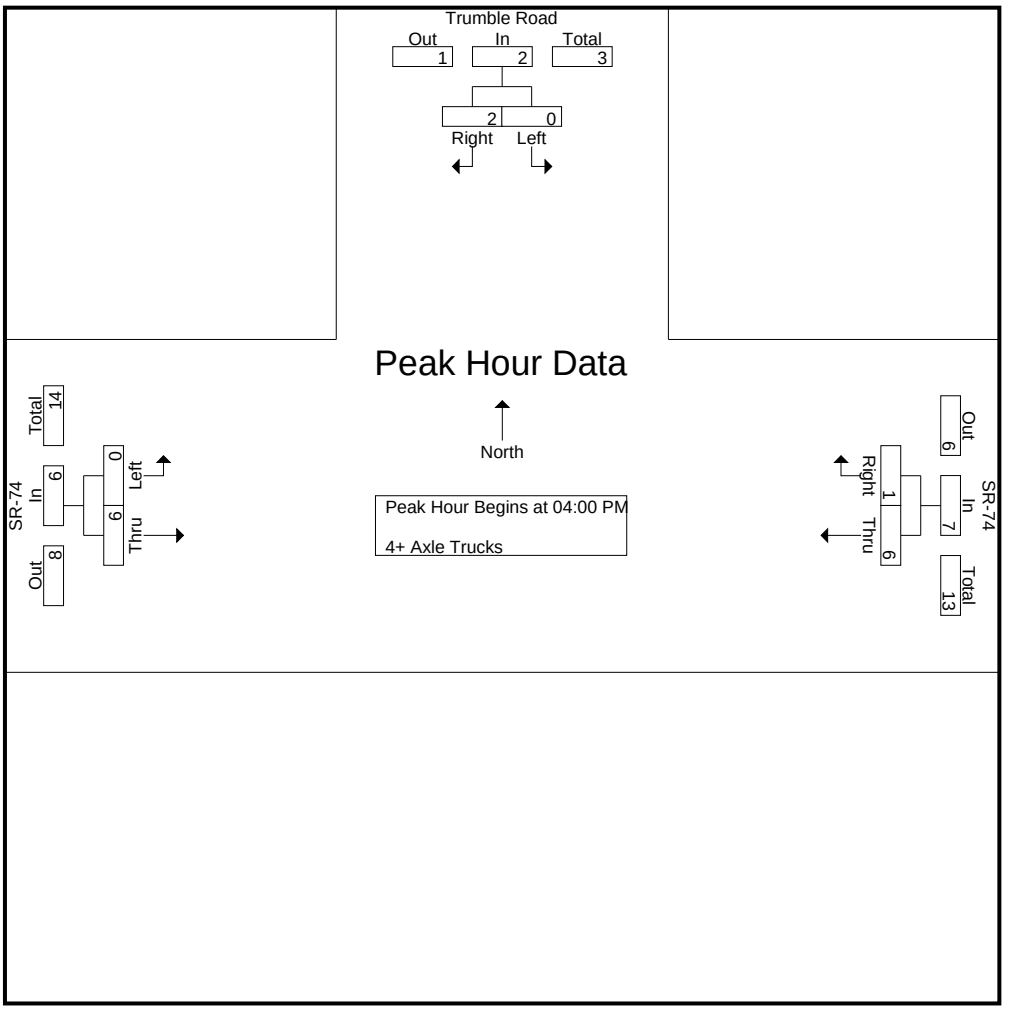
	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	3	0	3	0	2	2	5
04:15 PM	0	1	1	0	1	1	0	2	2	4
04:30 PM	0	0	0	1	0	1	0	2	2	3
04:45 PM	0	1	1	2	0	2	0	0	0	3
Total	0	2	2	6	1	7	0	6	6	15
05:00 PM	0	1	1	1	0	1	0	1	1	3
05:15 PM	0	0	0	4	0	4	0	0	0	4
05:30 PM	0	1	1	6	0	6	0	1	1	8
05:45 PM	0	2	2	0	0	0	0	2	2	4
Total	0	4	4	11	0	11	0	4	4	19
Grand Total	0	6	6	17	1	18	0	10	10	34
Apprch %	0	100		94.4	5.6		0	100		
Total %	0	17.6	17.6	50	2.9	52.9	0	29.4	29.4	

	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	**3**	0	**3**	0	**2**	**2**	**5**
04:15 PM	0	**1**	**1**	0	**1**	1	0	2	2	4
04:30 PM	0	0	0	1	0	1	0	2	2	3
04:45 PM	0	1	1	2	0	2	0	0	0	3
Total Volume	0	2	2	6	1	7	0	6	6	15
% App. Total	0	100		85.7	14.3		0	100		
PHF	.000	.500	.500	.500	.250	.583	.000	.750	.750	.750

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City of Menifee
N/S: Trumble Road
E/W: SR-74
Weather: Clear

File Name : 30_MEN_Trum_74 PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	**3**	0	**3**	0	**2**	**2**
+15 mins.	0	**1**	**1**	0	**1**	1	0	2	2
+30 mins.	0	0	0	1	0	1	0	2	2
+45 mins.	0	1	1	2	0	2	0	0	0
Total Volume	0	2	2	6	1	7	0	6	6
% App. Total	0	100		85.7	14.3		0	100	
PHF	.000	.500	.500	.500	.250	.583	.000	.750	.750

Location: Menifee
N/S: Trumble Road
E/W: SR-74

Date: 5/19/2022
Day: Thursday

PEDESTRIANS

	North Leg Trumble Road	East Leg SR-74	South Leg Dead End	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	1	2
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	2	3

	North Leg Trumble Road	East Leg SR-74	South Leg Dead End	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Menifee
N/S: Trumble Road
E/W: SR-74

Date: 5/19/2022
Day: Thursday

BICYCLES

	Southbound Trumble Road			Westbound SR-74			Northbound Dead End			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

	Southbound Trumble Road			Westbound SR-74			Northbound Dead End			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Perris
N/S: Trumble Road
E/W: SR-74
Weather: Clear

File Name : 05_PER_Trumble_SR-74 AM
Site Code : 00322221
Start Date : 3/10/2022
Page No : 1

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

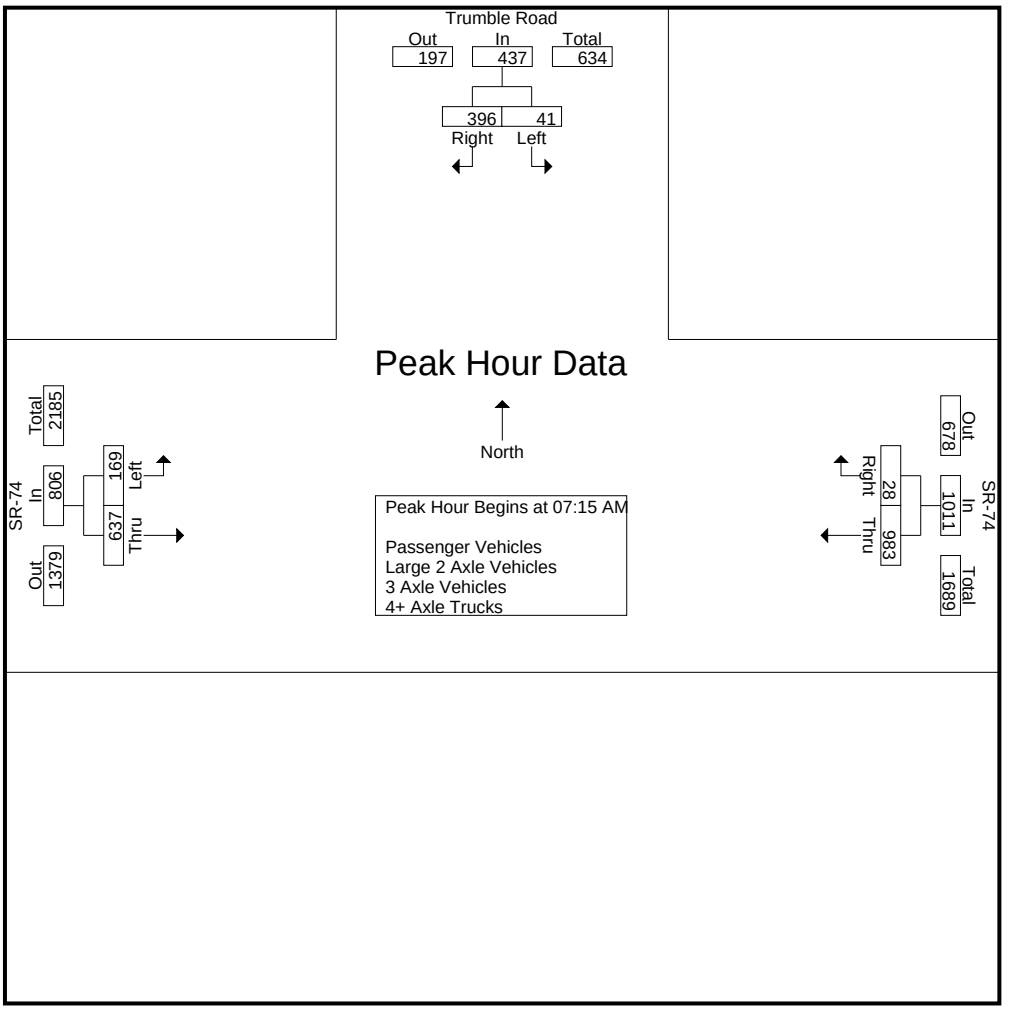
	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	6	117	123	211	8	219	39	152	191	533
07:15 AM	13	107	120	236	5	241	52	190	242	603
07:30 AM	5	101	106	231	4	235	38	154	192	533
07:45 AM	16	94	110	267	11	278	37	142	179	567
Total	40	419	459	945	28	973	166	638	804	2236
08:00 AM	7	94	101	249	8	257	42	151	193	551
08:15 AM	5	68	73	187	7	194	45	142	187	454
08:30 AM	6	57	63	193	3	196	35	140	175	434
08:45 AM	1	55	56	180	4	184	36	130	166	406
Total	19	274	293	809	22	831	158	563	721	1845
Grand Total	59	693	752	1754	50	1804	324	1201	1525	4081
Apprch %	7.8	92.2		97.2	2.8		21.2	78.8		
Total %	1.4	17	18.4	43	1.2	44.2	7.9	29.4	37.4	
Passenger Vehicles	51	582	633	1668	45	1713	293	1041	1334	3680
% Passenger Vehicles	86.4	84	84.2	95.1	90	95	90.4	86.7	87.5	90.2
Large 2 Axle Vehicles	8	76	84	46	4	50	23	75	98	232
% Large 2 Axle Vehicles	13.6	11	11.2	2.6	8	2.8	7.1	6.2	6.4	5.7
3 Axle Vehicles	0	8	8	23	1	24	4	35	39	71
% 3 Axle Vehicles	0	1.2	1.1	1.3	2	1.3	1.2	2.9	2.6	1.7
4+ Axle Trucks	0	27	27	17	0	17	4	50	54	98
% 4+ Axle Trucks	0	3.9	3.6	1	0	0.9	1.2	4.2	3.5	2.4

	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	13	**107**	**120**	236	5	241	**52**	**190**	**242**	**603**
07:30 AM	5	101	106	231	4	235	38	154	192	533
07:45 AM	**16**	94	110	**267**	**11**	**278**	37	142	179	567
08:00 AM	7	94	101	249	8	257	42	151	193	551
Total Volume	41	396	437	983	28	1011	169	637	806	2254
% App. Total	9.4	90.6		97.2	2.8		21	79		
PHF	.641	.925	.910	.920	.636	.909	.813	.838	.833	.934

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City of Perris
N/S: Trumble Road
E/W: SR-74
Weather: Clear

File Name : 05_PER_Trumble_SR-74 AM
Site Code : 00322221
Start Date : 3/10/2022
Page No : 2



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

	07:00 AM			07:15 AM			07:15 AM		
+0 mins.	6	**117**	**123**	236	5	241	**52**	**190**	**242**
+15 mins.	13	107	120	231	4	235	38	154	192
+30 mins.	5	101	106	**267**	**11**	**278**	37	142	179
+45 mins.	**16**	94	110	249	8	257	42	151	193
Total Volume	40	419	459	983	28	1011	169	637	806
% App. Total	8.7	91.3		97.2	2.8		21	79	
PHF	.625	.895	.933	.920	.636	.909	.813	.838	.833

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City of Perris
N/S: Trumble Road
E/W: SR-74
Weather: Clear

File Name : 05_PER_Trumble_SR-74 AM
Site Code : 00322221
Start Date : 3/10/2022
Page No : 1

Groups Printed- Passenger Vehicles

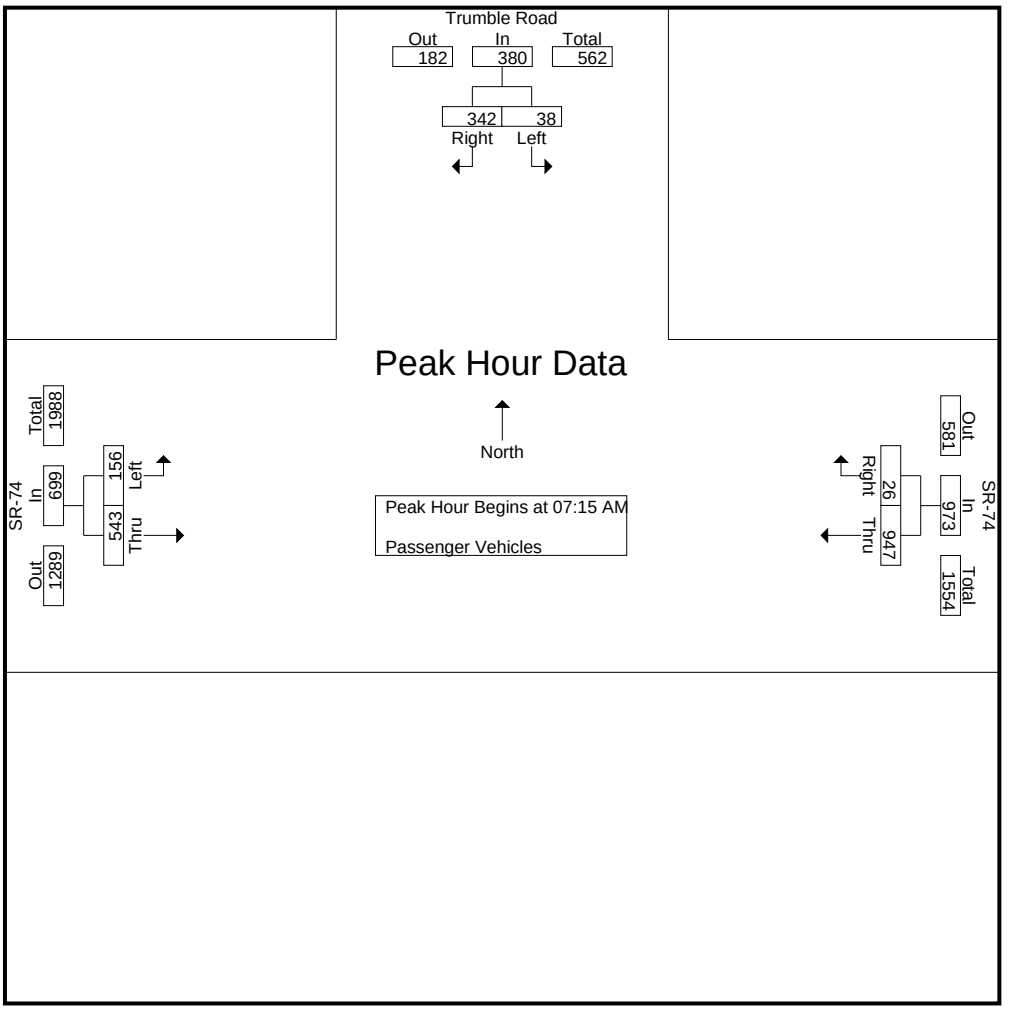
	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	3	75	78	195	7	202	33	130	163	443
07:15 AM	12	86	98	228	5	233	50	165	215	546
07:30 AM	5	85	90	220	4	224	35	128	163	477
07:45 AM	14	87	101	259	10	269	35	120	155	525
Total	34	333	367	902	26	928	153	543	696	1991
08:00 AM	7	84	91	240	7	247	36	130	166	504
08:15 AM	4	59	63	175	6	181	38	130	168	412
08:30 AM	5	52	57	186	2	188	31	125	156	401
08:45 AM	1	54	55	165	4	169	35	113	148	372
Total	17	249	266	766	19	785	140	498	638	1689
Grand Total	51	582	633	1668	45	1713	293	1041	1334	3680
Apprch %	8.1	91.9		97.4	2.6		22	78		
Total %	1.4	15.8	17.2	45.3	1.2	46.5	8	28.3	36.2	

	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	12	86	98	228	5	233	**50**	**165**	**215**	**546**
07:30 AM	5	85	90	220	4	224	35	128	163	477
07:45 AM	**14**	**87**	**101**	**259**	**10**	**269**	35	120	155	525
08:00 AM	7	84	91	240	7	247	36	130	166	504
Total Volume	38	342	380	947	26	973	156	543	699	2052
% App. Total	10	90		97.3	2.7		22.3	77.7		
PHF	.679	.983	.941	.914	.650	.904	.780	.823	.813	.940

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City of Perris
N/S: Trumble Road
E/W: SR-74
Weather: Clear

File Name : 05_PER_Trumble_SR-74 AM
Site Code : 00322221
Start Date : 3/10/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	12	86	98	228	5	233	**50**	**165**	**215**
+15 mins.	5	85	90	220	4	224	35	128	163
+30 mins.	**14**	**87**	**101**	**259**	**10**	**269**	35	120	155
+45 mins.	7	84	91	240	7	247	36	130	166
Total Volume	38	342	380	947	26	973	156	543	699
% App. Total	10	90		97.3	2.7		22.3	77.7	
PHF	.679	.983	.941	.914	.650	.904	.780	.823	.813

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City of Perris
N/S: Trumble Road
E/W: SR-74
Weather: Clear

File Name : 05_PER_Trumble_SR-74 AM
Site Code : 00322221
Start Date : 3/10/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

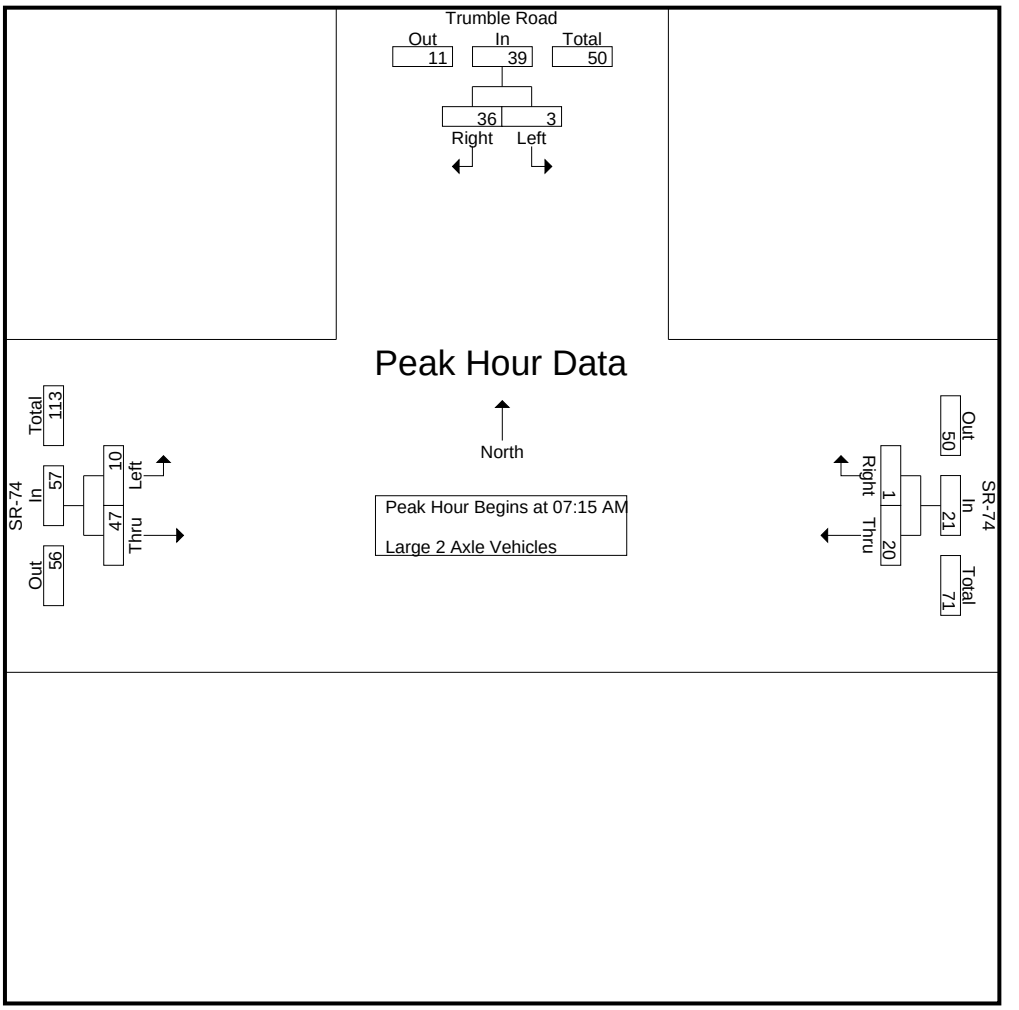
	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	3	28	31	7	1	8	4	7	11	50
07:15 AM	1	12	13	5	0	5	2	14	16	34
07:30 AM	0	12	12	7	0	7	2	10	12	31
07:45 AM	2	5	7	5	0	5	2	12	14	26
Total	6	57	63	24	1	25	10	43	53	141
08:00 AM	0	7	7	3	1	4	4	11	15	26
08:15 AM	1	8	9	7	1	8	6	6	12	29
08:30 AM	1	3	4	2	1	3	2	5	7	14
08:45 AM	0	1	1	10	0	10	1	10	11	22
Total	2	19	21	22	3	25	13	32	45	91
Grand Total	8	76	84	46	4	50	23	75	98	232
Apprch %	9.5	90.5		92	8		23.5	76.5		
Total %	3.4	32.8	36.2	19.8	1.7	21.6	9.9	32.3	42.2	

	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	1	**12**	**13**	5	0	5	2	**14**	**16**	**34**
07:30 AM	0	12	12	**7**	0	**7**	2	10	12	31
07:45 AM	**2**	5	7	5	0	5	2	12	14	26
08:00 AM	0	7	7	3	**1**	4	**4**	11	15	26
Total Volume	3	36	39	20	1	21	10	47	57	117
% App. Total	7.7	92.3		95.2	4.8		17.5	82.5		
PHF	.375	.750	.750	.714	.250	.750	.625	.839	.891	.860

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City of Perris
N/S: Trumble Road
E/W: SR-74
Weather: Clear

File Name : 05_PER_Trumble_SR-74 AM
Site Code : 00322221
Start Date : 3/10/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	**12**	**13**	5	0	5	2	**14**	**16**
+15 mins.	0	12	12	**7**	0	**7**	2	10	12
+30 mins.	**2**	5	7	5	0	5	2	12	14
+45 mins.	0	7	7	3	**1**	4	**4**	11	15
Total Volume	3	36	39	20	1	21	10	47	57
% App. Total	7.7	92.3		95.2	4.8		17.5	82.5	
PHF	.375	.750	.750	.714	.250	.750	.625	.839	.891

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City of Perris
N/S: Trumble Road
E/W: SR-74
Weather: Clear

File Name : 05_PER_Trumble_SR-74 AM
Site Code : 00322221
Start Date : 3/10/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

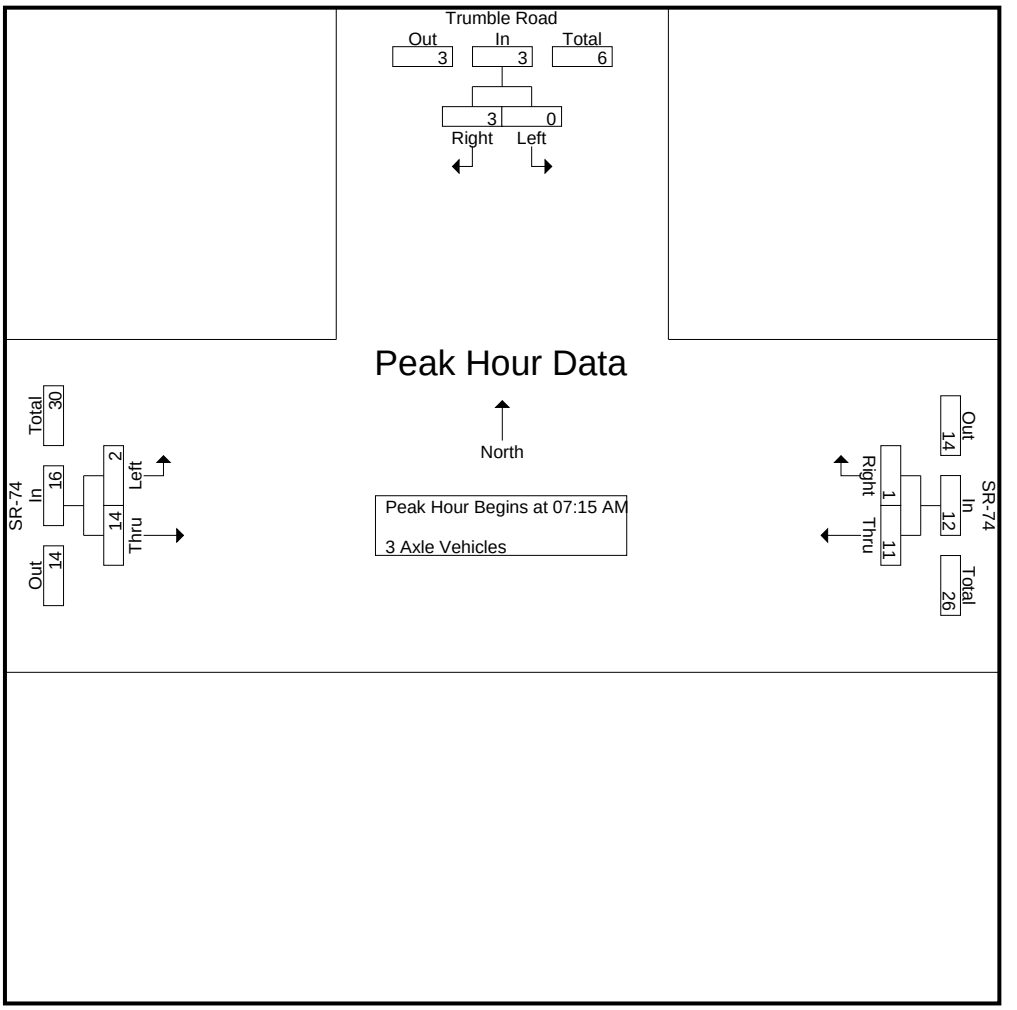
	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	3	3	4	0	4	1	7	8	15
07:15 AM	0	1	1	2	0	2	0	5	5	8
07:30 AM	0	1	1	3	0	3	1	4	5	9
07:45 AM	0	1	1	1	1	2	0	2	2	5
Total	0	6	6	10	1	11	2	18	20	37
08:00 AM	0	0	0	5	0	5	1	3	4	9
08:15 AM	0	0	0	3	0	3	0	4	4	7
08:30 AM	0	2	2	2	0	2	1	6	7	11
08:45 AM	0	0	0	3	0	3	0	4	4	7
Total	0	2	2	13	0	13	2	17	19	34
Grand Total	0	8	8	23	1	24	4	35	39	71
Apprch %	0	100		95.8	4.2		10.3	89.7		
Total %	0	11.3	11.3	32.4	1.4	33.8	5.6	49.3	54.9	

	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	**1**	**1**	2	0	2	0	**5**	**5**	8
07:30 AM	0	1	1	3	0	3	**1**	4	5	**9**
07:45 AM	0	1	1	1	**1**	2	0	2	2	5
08:00 AM	0	0	0	**5**	0	**5**	1	3	4	9
Total Volume	0	3	3	11	1	12	2	14	16	31
% App. Total	0	100		91.7	8.3		12.5	87.5		
PHF	.000	.750	.750	.550	.250	.600	.500	.700	.800	.861

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City of Perris
N/S: Trumble Road
E/W: SR-74
Weather: Clear

File Name : 05_PER_Trumble_SR-74 AM
Site Code : 00322221
Start Date : 3/10/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	**1**	**1**	2	0	2	0	**5**	**5**
+15 mins.	0	1	1	3	0	3	**1**	4	5
+30 mins.	0	1	1	1	**1**	2	0	2	2
+45 mins.	0	0	0	**5**	0	**5**	1	3	4
Total Volume	0	3	3	11	1	12	2	14	16
% App. Total	0	100		91.7	8.3		12.5	87.5	
PHF	.000	.750	.750	.550	.250	.600	.500	.700	.800

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City of Perris
N/S: Trumble Road
E/W: SR-74
Weather: Clear

File Name : 05_PER_Trumble_SR-74 AM
Site Code : 00322221
Start Date : 3/10/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

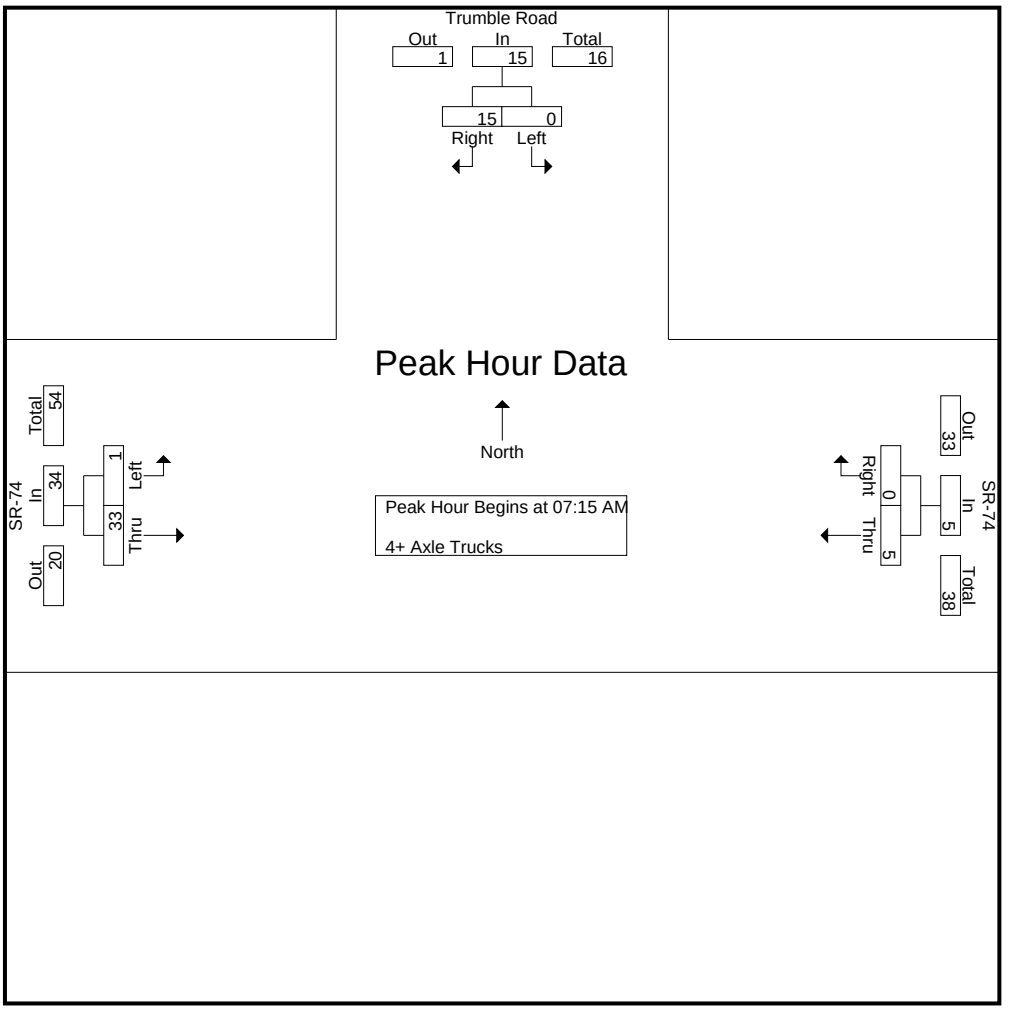
	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	11	11	5	0	5	1	8	9	25
07:15 AM	0	8	8	1	0	1	0	6	6	15
07:30 AM	0	3	3	1	0	1	0	12	12	16
07:45 AM	0	1	1	2	0	2	0	8	8	11
Total	0	23	23	9	0	9	1	34	35	67
08:00 AM	0	3	3	1	0	1	1	7	8	12
08:15 AM	0	1	1	2	0	2	1	2	3	6
08:30 AM	0	0	0	3	0	3	1	4	5	8
08:45 AM	0	0	0	2	0	2	0	3	3	5
Total	0	4	4	8	0	8	3	16	19	31
Grand Total	0	27	27	17	0	17	4	50	54	98
Apprch %	0	100		100	0		7.4	92.6		
Total %	0	27.6	27.6	17.3	0	17.3	4.1	51	55.1	

	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	**8**	**8**	1	0	1	0	6	6	15
07:30 AM	0	3	3	1	0	1	0	**12**	**12**	**16**
07:45 AM	0	1	1	**2**	0	**2**	0	8	8	11
08:00 AM	0	3	3	1	0	1	**1**	7	8	12
Total Volume	0	15	15	5	0	5	1	33	34	54
% App. Total	0	100		100	0		2.9	97.1		
PHF	.000	.469	.469	.625	.000	.625	.250	.688	.708	.844

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City of Perris
N/S: Trumble Road
E/W: SR-74
Weather: Clear

File Name : 05_PER_Trumble_SR-74 AM
Site Code : 00322221
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	**8**	**8**	1	0	1	0	6	6
+15 mins.	0	3	3	1	0	1	0	**12**	**12**
+30 mins.	0	1	1	**2**	0	**2**	0	8	8
+45 mins.	0	3	3	1	0	1	**1**	7	8
Total Volume	0	15	15	5	0	5	1	33	34
% App. Total	0	100		100	0		2.9	97.1	
PHF	.000	.469	.469	.625	.000	.625	.250	.688	.708

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City of Perris
N/S: Trumble Road
E/W: SR-74
Weather: Clear

File Name : 05_PER_Trumble_SR-74 PM
Site Code : 00322221
Start Date : 3/10/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

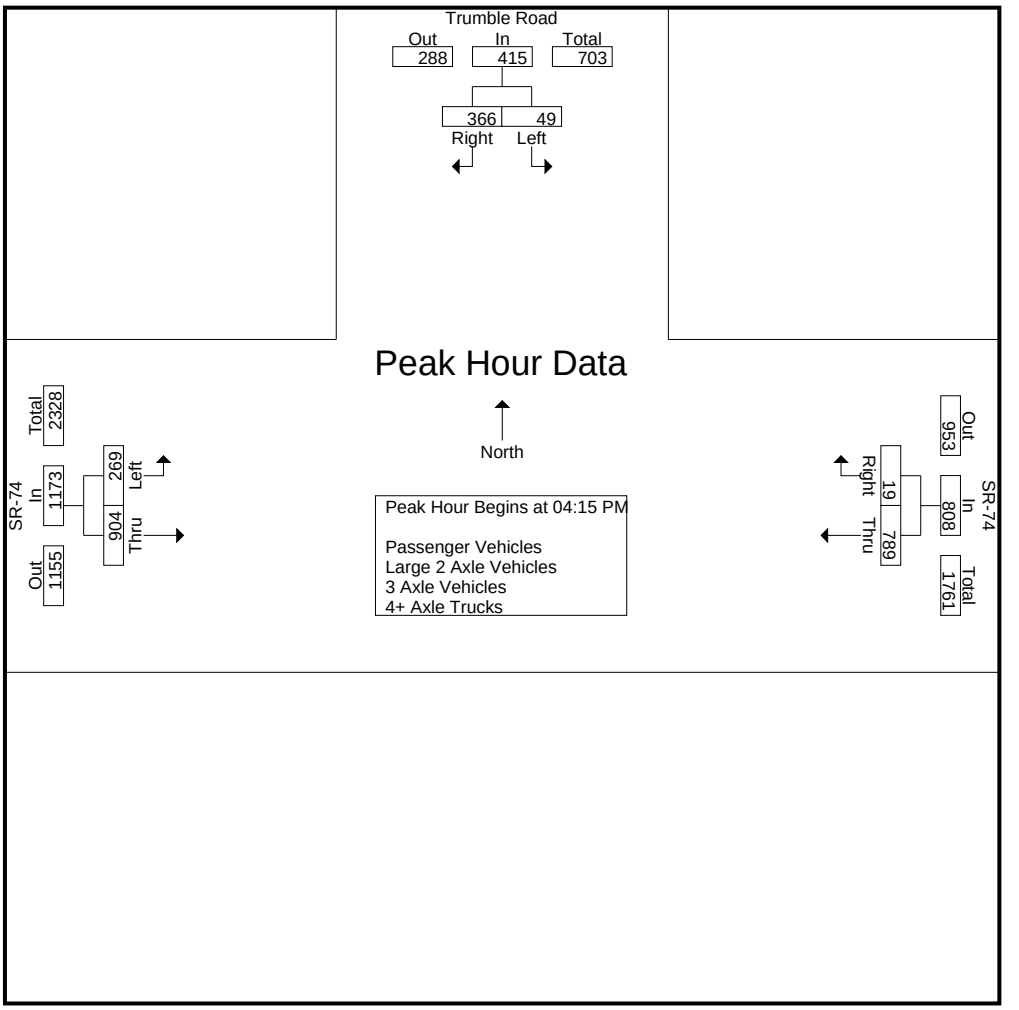
	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	17	87	104	200	2	202	57	263	320	626
04:15 PM	12	79	91	216	6	222	60	220	280	593
04:30 PM	12	103	115	178	7	185	62	237	299	599
04:45 PM	11	61	72	180	4	184	70	240	310	566
Total	52	330	382	774	19	793	249	960	1209	2384
05:00 PM	14	123	137	215	2	217	77	207	284	638
05:15 PM	10	60	70	187	4	191	80	219	299	560
05:30 PM	11	53	64	213	11	224	90	227	317	605
05:45 PM	5	53	58	162	11	173	101	249	350	581
Total	40	289	329	777	28	805	348	902	1250	2384
Grand Total	92	619	711	1551	47	1598	597	1862	2459	4768
Apprch %	12.9	87.1		97.1	2.9		24.3	75.7		
Total %	1.9	13	14.9	32.5	1	33.5	12.5	39.1	51.6	
Passenger Vehicles	89	595	684	1477	41	1518	535	1825	2360	4562
% Passenger Vehicles	96.7	96.1	96.2	95.2	87.2	95	89.6	98	96	95.7
Large 2 Axle Vehicles	3	20	23	43	6	49	45	30	75	147
% Large 2 Axle Vehicles	3.3	3.2	3.2	2.8	12.8	3.1	7.5	1.6	3.1	3.1
3 Axle Vehicles	0	2	2	22	0	22	6	0	6	30
% 3 Axle Vehicles	0	0.3	0.3	1.4	0	1.4	1	0	0.2	0.6
4+ Axle Trucks	0	2	2	9	0	9	11	7	18	29
% 4+ Axle Trucks	0	0.3	0.3	0.6	0	0.6	1.8	0.4	0.7	0.6

	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	12	79	91	**216**	6	**222**	60	220	280	593
04:30 PM	12	103	115	178	**7**	185	62	237	299	599
04:45 PM	11	61	72	180	4	184	70	**240**	**310**	566
05:00 PM	**14**	**123**	**137**	215	2	217	**77**	207	284	**638**
Total Volume	49	366	415	789	19	808	269	904	1173	2396
% App. Total	11.8	88.2		97.6	2.4		22.9	77.1		
PHF	.875	.744	.757	.913	.679	.910	.873	.942	.946	.939

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City of Perris
N/S: Trumble Road
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Weather: Clear

File Name : 05_PER_Trumble_SR-74 PM
Site Code : 00322221
Start Date : 3/10/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:45 PM			05:00 PM		
+0 mins.	12	79	91	180	4	184	77	207	284
+15 mins.	12	103	115	**215**	2	217	80	219	299
+30 mins.	11	61	72	187	4	191	90	227	317
+45 mins.	**14**	**123**	**137**	213	**11**	**224**	**101**	**249**	**350**
Total Volume	49	366	415	795	21	816	348	902	1250
% App. Total	11.8	88.2		97.4	2.6		27.8	72.2	
PHF	.875	.744	.757	.924	.477	.911	.861	.906	.893

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City of Perris
N/S: Trumble Road
E/W: SR-74
Weather: Clear

File Name : 05_PER_Trumble_SR-74 PM
Site Code : 00322221
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Groups Printed- Passenger Vehicles

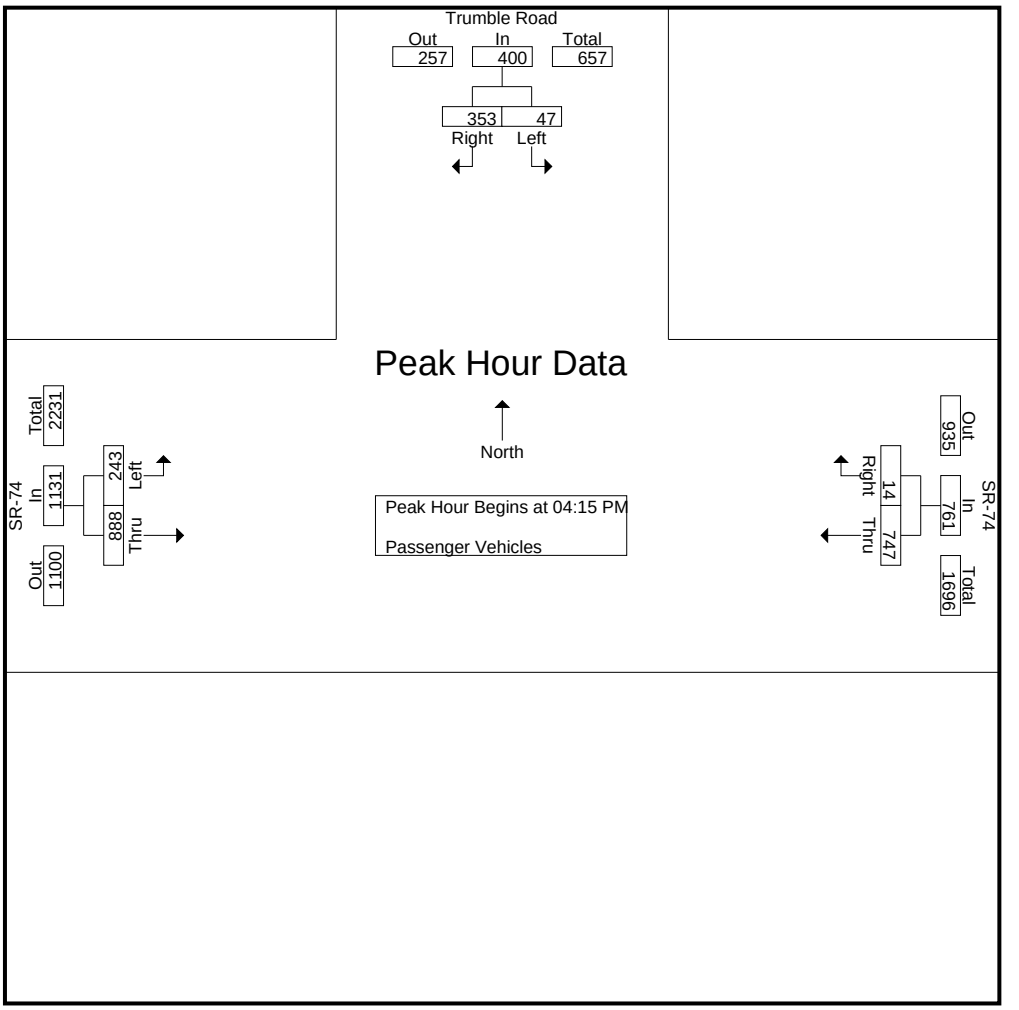
	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	17	83	100	187	2	189	50	255	305	594
04:15 PM	11	74	85	204	3	207	55	215	270	562
04:30 PM	12	100	112	170	5	175	54	233	287	574
04:45 PM	10	60	70	169	4	173	62	237	299	542
Total	50	317	367	730	14	744	221	940	1161	2272
05:00 PM	14	119	133	204	2	206	72	203	275	614
05:15 PM	10	58	68	181	4	185	71	215	286	539
05:30 PM	11	51	62	208	10	218	81	222	303	583
05:45 PM	4	50	54	154	11	165	90	245	335	554
Total	39	278	317	747	27	774	314	885	1199	2290
Grand Total	89	595	684	1477	41	1518	535	1825	2360	4562
Apprch %	13	87		97.3	2.7		22.7	77.3		
Total %	2	13	15	32.4	0.9	33.3	11.7	40	51.7	

	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	11	74	85	**204**	3	**207**	55	215	270	562
04:30 PM	12	100	112	170	**5**	175	54	233	287	574
04:45 PM	10	60	70	169	4	173	62	**237**	**299**	542
05:00 PM	**14**	**119**	**133**	204	2	206	**72**	203	275	**614**
Total Volume	47	353	400	747	14	761	243	888	1131	2292
% App. Total	11.8	88.2		98.2	1.8		21.5	78.5		
PHF	.839	.742	.752	.915	.700	.919	.844	.937	.946	.933

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File Name : 05_PER_Trumble_SR-74 PM
Site Code : 00322221
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	11	74	85	**204**	3	**207**	55	215	270
+15 mins.	12	100	112	170	**5**	175	54	233	287
+30 mins.	10	60	70	169	4	173	62	**237**	**299**
+45 mins.	**14**	**119**	**133**	204	2	206	**72**	203	275
Total Volume	47	353	400	747	14	761	243	888	1131
% App. Total	11.8	88.2		98.2	1.8		21.5	78.5	
PHF	.839	.742	.752	.915	.700	.919	.844	.937	.946

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City of Perris
N/S: Trumble Road
E/W: SR-74
Weather: Clear

File Name : 05_PER_Trumble_SR-74 PM
Site Code : 00322221
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Groups Printed- Large 2 Axle Vehicles

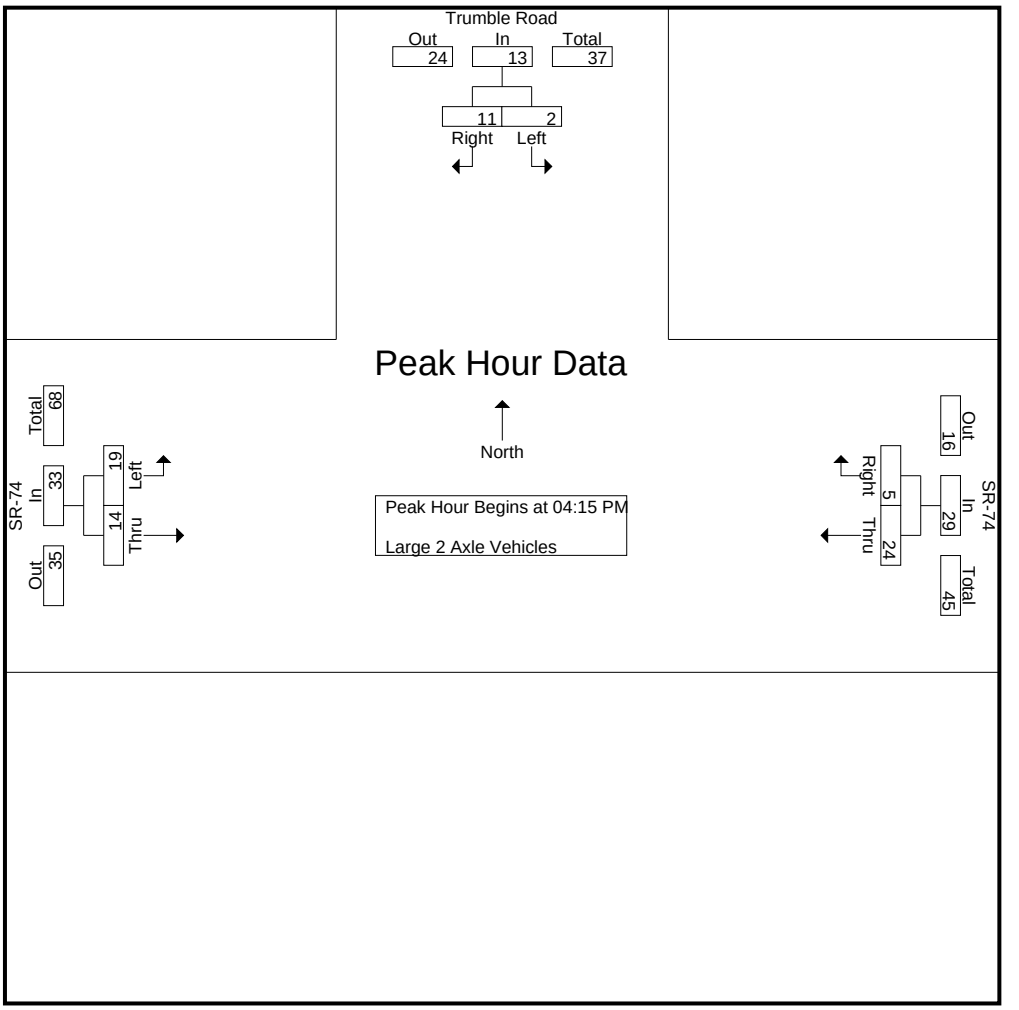
	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	4	4	10	0	10	6	5	11	25
04:15 PM	1	3	4	7	3	10	4	4	8	22
04:30 PM	0	3	3	4	2	6	6	3	9	18
04:45 PM	1	1	2	5	0	5	5	3	8	15
Total	2	11	13	26	5	31	21	15	36	80
05:00 PM	0	4	4	8	0	8	4	4	8	20
05:15 PM	0	1	1	4	0	4	8	3	11	16
05:30 PM	0	1	1	3	1	4	6	4	10	15
05:45 PM	1	3	4	2	0	2	6	4	10	16
Total	1	9	10	17	1	18	24	15	39	67
Grand Total	3	20	23	43	6	49	45	30	75	147
Apprch %	13	87		87.8	12.2		60	40		
Total %	2	13.6	15.6	29.3	4.1	33.3	30.6	20.4	51	

	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	**1**	3	**4**	7	**3**	**10**	4	**4**	8	**22**
04:30 PM	0	3	3	4	2	6	**6**	3	**9**	18
04:45 PM	1	1	2	5	0	5	5	3	8	15
05:00 PM	0	**4**	4	**8**	0	8	4	4	8	20
Total Volume	2	11	13	24	5	29	19	14	33	75
% App. Total	15.4	84.6		82.8	17.2		57.6	42.4		
PHF	.500	.688	.813	.750	.417	.725	.792	.875	.917	.852

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City of Perris
N/S: Trumble Road
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Weather: Clear

File Name : 05_PER_Trumble_SR-74 PM
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	**1**	3	**4**	7	**3**	**10**	4	**4**	8
+15 mins.	0	3	3	4	2	6	**6**	3	**9**
+30 mins.	1	1	2	5	0	5	5	3	8
+45 mins.	0	**4**	4	**8**	0	8	4	4	8
Total Volume	2	11	13	24	5	29	19	14	33
% App. Total	15.4	84.6		82.8	17.2		57.6	42.4	
PHF	.500	.688	.813	.750	.417	.725	.792	.875	.917

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City of Perris
N/S: Trumble Road
E/W: SR-74
Weather: Clear

File Name : 05_PER_Trumble_SR-74 PM
Site Code : 00322221
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Groups Printed- 3 Axle Vehicles

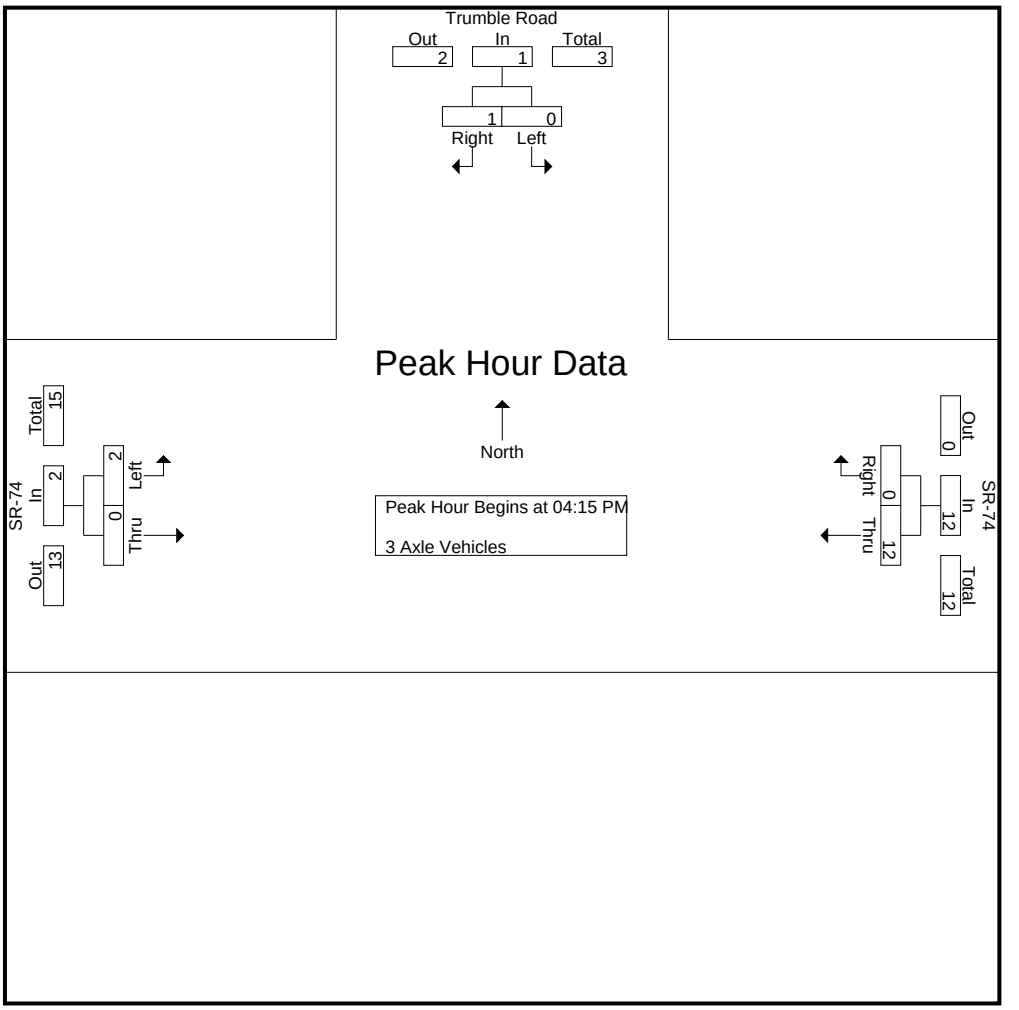
	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	2	0	2	0	0	0	2
04:15 PM	0	1	1	2	0	2	0	0	0	3
04:30 PM	0	0	0	3	0	3	0	0	0	3
04:45 PM	0	0	0	4	0	4	2	0	2	6
Total	0	1	1	11	0	11	2	0	2	14
05:00 PM	0	0	0	3	0	3	0	0	0	3
05:15 PM	0	1	1	2	0	2	0	0	0	3
05:30 PM	0	0	0	2	0	2	0	0	0	2
05:45 PM	0	0	0	4	0	4	4	0	4	8
Total	0	1	1	11	0	11	4	0	4	16
Grand Total	0	2	2	22	0	22	6	0	6	30
Apprch %	0	100		100	0		100	0		
Total %	0	6.7	6.7	73.3	0	73.3	20	0	20	

	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	**1**	**1**	2	0	2	0	0	0	3
04:30 PM	0	0	0	3	0	3	0	0	0	3
04:45 PM	0	0	0	**4**	0	**4**	**2**	0	**2**	**6**
05:00 PM	0	0	0	3	0	3	0	0	0	3
Total Volume	0	1	1	12	0	12	2	0	2	15
% App. Total	0	100		100	0		100	0		
PHF	.000	.250	.250	.750	.000	.750	.250	.000	.250	.625

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City of Perris
N/S: Trumble Road
E/W: SR-74
Weather: Clear

File Name : 05_PER_Trumble_SR-74 PM
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	**1**	**1**	2	0	2	0	0	0
+15 mins.	0	0	0	3	0	3	0	0	0
+30 mins.	0	0	0	**4**	0	**4**	**2**	0	**2**
+45 mins.	0	0	0	3	0	3	0	0	0
Total Volume	0	1	1	12	0	12	2	0	2
% App. Total	0	100		100	0		100	0	
PHF	.000	.250	.250	.750	.000	.750	.250	.000	.250

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City of Perris
N/S: Trumble Road
E/W: SR-74
Weather: Clear

File Name : 05_PER_Trumble_SR-74 PM
Site Code : 00322221
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Groups Printed- 4+ Axle Trucks

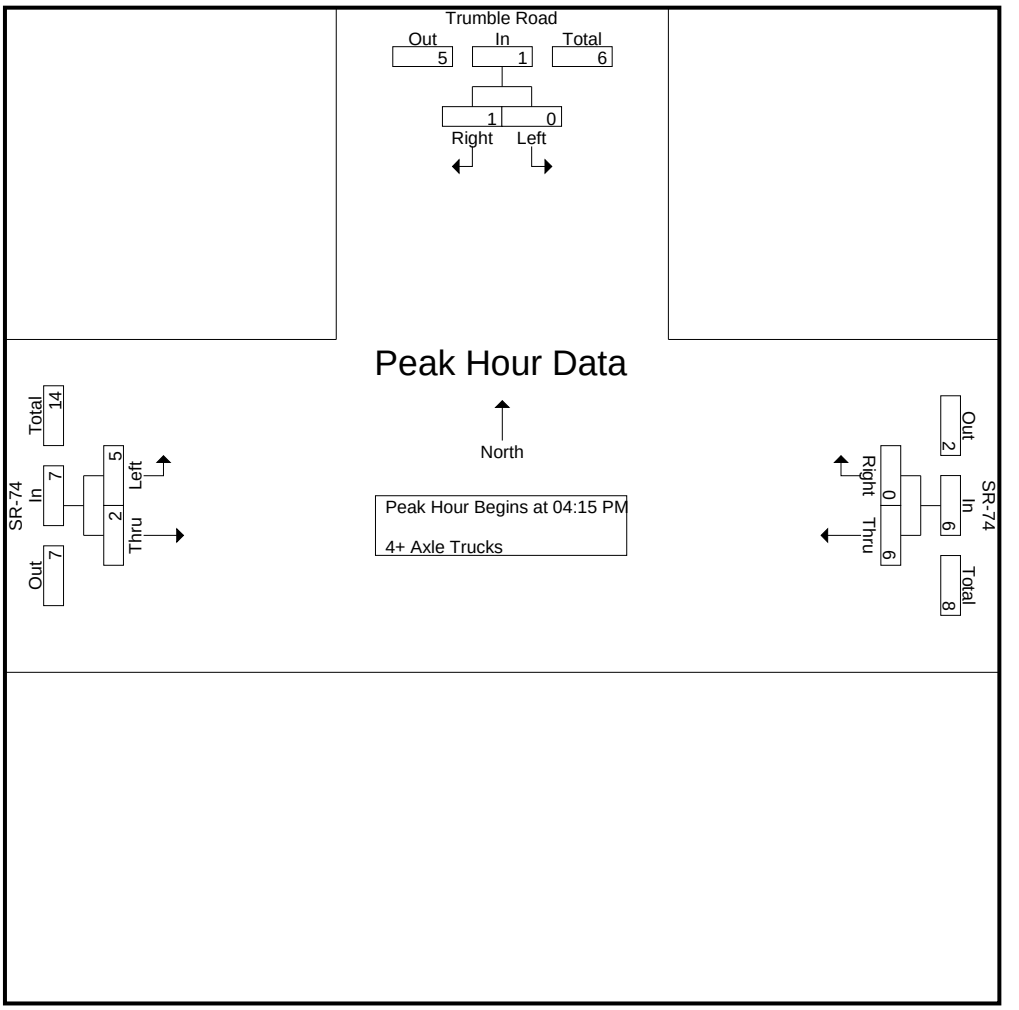
	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	1	3	4	5
04:15 PM	0	1	1	3	0	3	1	1	2	6
04:30 PM	0	0	0	1	0	1	2	1	3	4
04:45 PM	0	0	0	2	0	2	1	0	1	3
Total	0	1	1	7	0	7	5	5	10	18
05:00 PM	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	1	1	2	2
05:30 PM	0	1	1	0	0	0	3	1	4	5
05:45 PM	0	0	0	2	0	2	1	0	1	3
Total	0	1	1	2	0	2	6	2	8	11
Grand Total	0	2	2	9	0	9	11	7	18	29
Apprch %	0	100		100	0		61.1	38.9		
Total %	0	6.9	6.9	31	0	31	37.9	24.1	62.1	

	Trumble Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	**1**	**1**	**3**	0	**3**	1	**1**	2	**6**
04:30 PM	0	0	0	1	0	1	**2**	1	**3**	4
04:45 PM	0	0	0	2	0	2	1	0	1	3
05:00 PM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	1	1	6	0	6	5	2	7	14
% App. Total	0	100		100	0		71.4	28.6		
PHF	.000	.250	.250	.500	.000	.500	.625	.500	.583	.583

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City of Perris
N/S: Trumble Road
E/W: SR-74
Weather: Clear

File Name : 05_PER_Trumble_SR-74 PM
Site Code : 00322221
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	**1**	**1**	**3**	0	**3**	1	**1**	2
+15 mins.	0	0	0	1	0	1	**2**	1	**3**
+30 mins.	0	0	0	2	0	2	1	0	1
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	0	1	1	6	0	6	5	2	7
% App. Total	0	100		100	0		71.4	28.6	
PHF	.000	.250	.250	.500	.000	.500	.625	.500	.583

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City of Menifee
N/S: Sherman Road (West)
E/W: SR-74
Weather: Clear

File Name : 31_MEN_Sher W_74 AM
Site Code : 00322418
Start Date : 5/19/2022
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Groups Printed- Total Volume - Bikes

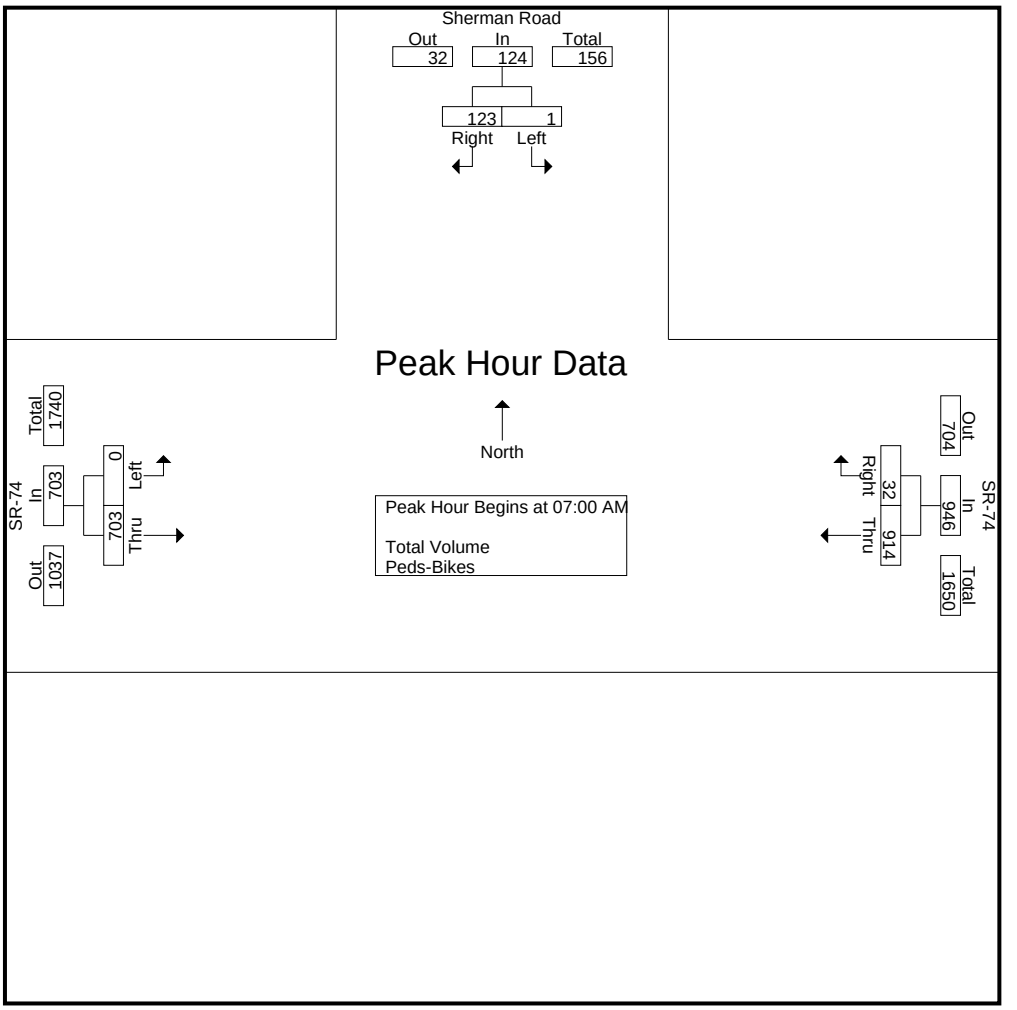
	Sherman Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	22	22	208	7	215	0	205	205	442
07:15 AM	0	31	31	232	11	243	0	164	164	438
07:30 AM	0	41	41	213	9	222	0	164	164	427
07:45 AM	1	29	30	261	5	266	0	170	170	466
Total	1	123	124	914	32	946	0	703	703	1773
08:00 AM	0	36	36	209	11	220	0	150	150	406
08:15 AM	0	25	25	169	18	187	0	146	146	358
08:30 AM	0	23	23	183	15	198	0	148	148	369
08:45 AM	0	31	31	174	19	193	0	141	141	365
Total	0	115	115	735	63	798	0	585	585	1498
Grand Total	1	238	239	1649	95	1744	0	1288	1288	3271
Apprch %	0.4	99.6		94.6	5.4		0	100		
Total %	0	7.3	7.3	50.4	2.9	53.3	0	39.4	39.4	
Total Volume	0	237	237	1649	95	1744	0	1288	1288	3269
% Total Volume	0	99.6	99.2	100	100	100	0	100	100	99.9
Peds-Bikes	1	1	2	0	0	0	0	0	0	2
% Peds-Bikes	100	0.4	0.8	0	0	0	0	0	0	0.1

	Sherman Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	22	22	208	7	215	0	**205**	**205**	442
07:15 AM	0	31	31	232	**11**	243	0	164	164	438
07:30 AM	0	**41**	**41**	213	9	222	0	164	164	427
07:45 AM	**1**	29	30	**261**	5	**266**	0	170	170	**466**
Total Volume	1	123	124	914	32	946	0	703	703	1773
% App. Total	0.8	99.2		96.6	3.4		0	100		
PHF	.250	.750	.756	.875	.727	.889	.000	.857	.857	.951

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City of Menifee
N/S: Sherman Road (West)
E/W: SR-74
Weather: Clear

File Name : 31_MEN_Sher W_74 AM
Site Code : 00322418
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:00 AM		
+0 mins.	0	31	31	232	**11**	243	0	**205**	**205**
+15 mins.	0	**41**	**41**	213	9	222	0	164	164
+30 mins.	**1**	29	30	**261**	5	**266**	0	164	164
+45 mins.	0	36	36	209	11	220	0	170	170
Total Volume	1	137	138	915	36	951	0	703	703
% App. Total	0.7	99.3		96.2	3.8		0	100	
PHF	.250	.835	.841	.876	.818	.894	.000	.857	.857

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City of Menifee
N/S: Sherman Road (West)
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File Name : 31_MEN_Sher W_74 PM
Site Code : 00322418
Start Date : 5/19/2022
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Groups Printed- Total Volume - Bikes

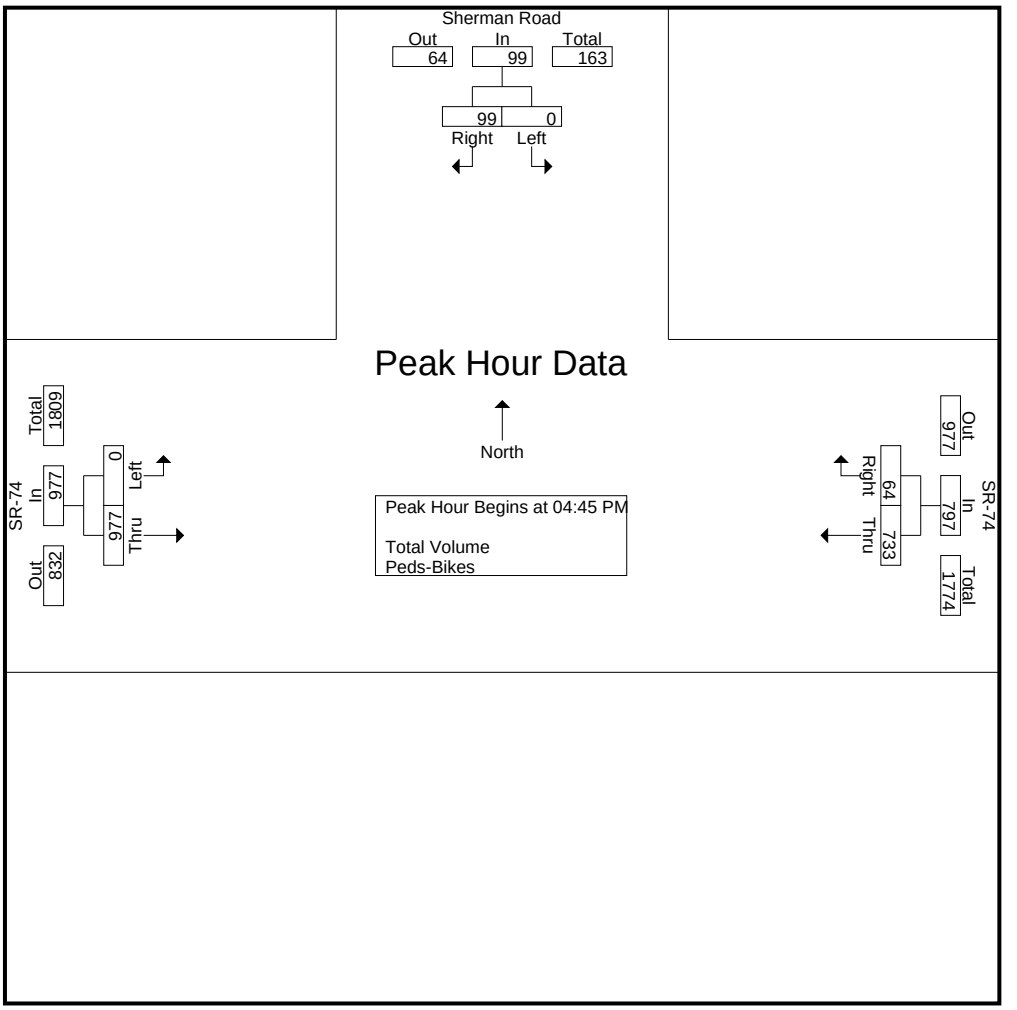
	Sherman Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	23	23	211	11	222	0	231	231	476
04:15 PM	0	16	16	179	13	192	0	218	218	426
04:30 PM	0	18	18	180	13	193	0	250	250	461
04:45 PM	0	19	19	174	10	184	0	267	267	470
Total	0	76	76	744	47	791	0	966	966	1833
05:00 PM	0	26	26	167	17	184	0	256	256	466
05:15 PM	0	28	28	161	14	175	0	221	221	424
05:30 PM	0	26	26	231	23	254	0	233	233	513
05:45 PM	0	30	30	153	12	165	0	270	270	465
Total	0	110	110	712	66	778	0	980	980	1868
Grand Total	0	186	186	1456	113	1569	0	1946	1946	3701
Apprch %	0	100		92.8	7.2		0	100		
Total %	0	5	5	39.3	3.1	42.4	0	52.6	52.6	
Total Volume	0	186	186	1455	112	1567	0	1946	1946	3699
% Total Volume	0	100	100	99.9	99.1	99.9	0	100	100	99.9
Peds-Bikes	0	0	0	1	1	2	0	0	0	2
% Peds-Bikes	0	0	0	0.1	0.9	0.1	0	0	0	0.1

	Sherman Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	19	19	174	10	184	0	**267**	**267**	470
05:00 PM	0	26	26	167	17	184	0	256	256	466
05:15 PM	0	**28**	**28**	161	14	175	0	221	221	424
05:30 PM	0	26	26	**231**	**23**	**254**	0	233	233	**513**
Total Volume	0	99	99	733	64	797	0	977	977	1873
% App. Total	0	100		92	8		0	100		
PHF	.000	.884	.884	.793	.696	.784	.000	.915	.915	.913

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City of Menifee
N/S: Sherman Road (West)
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Weather: Clear

File Name : 31_MEN_Sher W_74 PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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

	05:00 PM			04:45 PM			04:30 PM		
+0 mins.	0	26	26	174	10	184	0	250	250
+15 mins.	0	28	28	167	17	184	0	**267**	**267**
+30 mins.	0	26	26	161	14	175	0	256	256
+45 mins.	0	**30**	**30**	**231**	**23**	**254**	0	221	221
Total Volume	0	110	110	733	64	797	0	994	994
% App. Total	0	100		92	8		0	100	
PHF	.000	.917	.917	.793	.696	.784	.000	.931	.931

Location: Menifee
N/S: Sherman Road West
E/W: SR-74

Date: 5/19/2022
Day: Thursday

PEDESTRIANS

	North Leg Sherman Road West	East Leg SR-74	South Leg Dead End	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Sherman Road West	East Leg SR-74	South Leg Dead End	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	1	0	0	0	1
5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	4	0	0	0	4

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Location: Menifee
N/S: Sherman Road West
E/W: SR-74

Date: 5/19/2022
Day: Thursday

BICYCLES

	Southbound Sherman Road West			Westbound SR-74			Northbound Dead End			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	1	0	0	0	0	0	0	0	0	0	2

	Southbound Sherman Road West			Westbound SR-74			Northbound Dead End			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	1	0	0	0	0	0	0	2

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City of Menifee
N/S: Sherman Road (East)
E/W: SR-74
Weather: Clear

File Name : 32_MEN_Sher E_74 AM
Site Code : 00322418
Start Date : 5/19/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

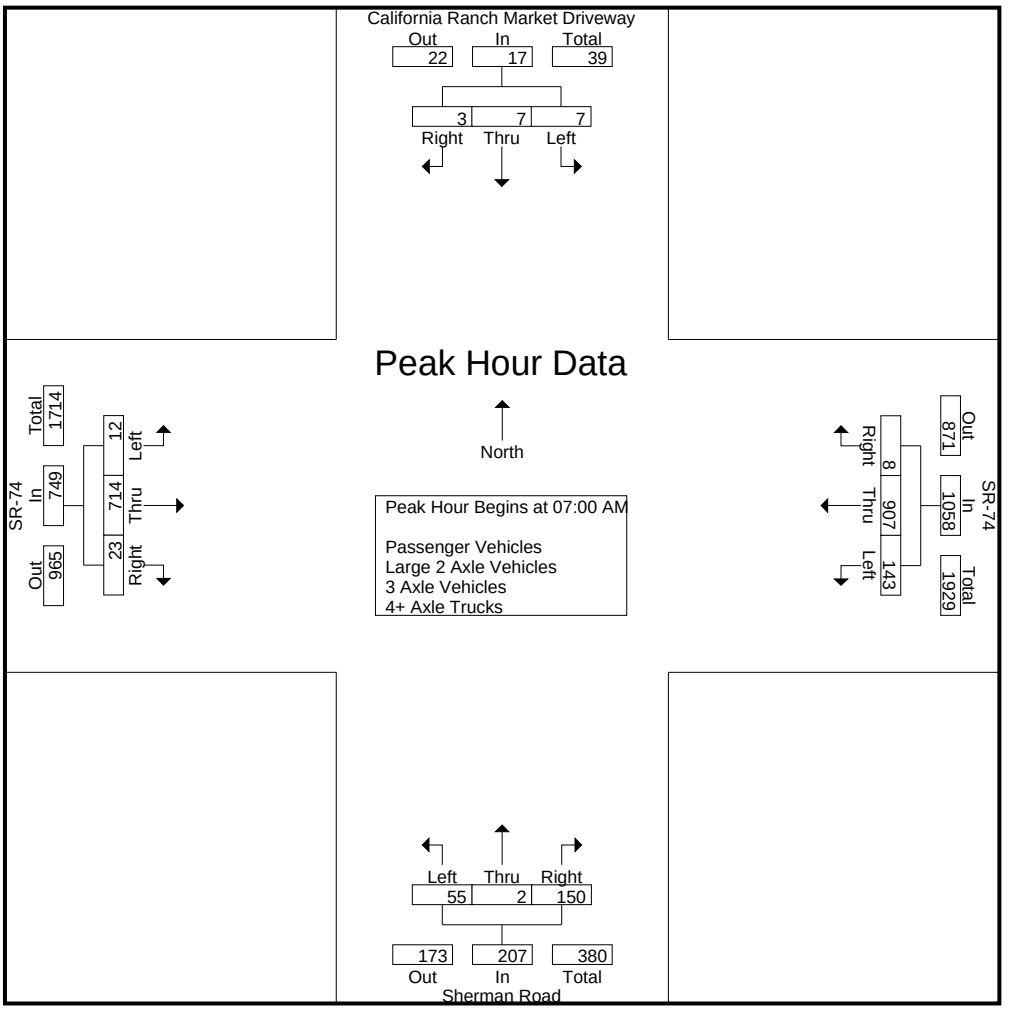
	California Ranch Market Driveway Southbound				SR-74 Westbound				Sherman Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	2	2	6	25	210	0	235	10	0	25	35	2	210	11	223	499
07:15 AM	2	1	0	3	24	216	1	241	22	1	50	73	2	170	4	176	493
07:30 AM	2	2	1	5	47	225	3	275	14	0	34	48	3	173	2	178	506
07:45 AM	1	2	0	3	47	256	4	307	9	1	41	51	5	161	6	172	533
Total	7	7	3	17	143	907	8	1058	55	2	150	207	12	714	23	749	2031
08:00 AM	2	2	0	4	32	218	1	251	16	1	29	46	0	154	4	158	459
08:15 AM	1	2	1	4	26	180	1	207	9	2	23	34	1	152	7	160	405
08:30 AM	3	2	1	6	16	181	4	201	20	1	23	44	3	148	3	154	405
08:45 AM	2	0	0	2	24	191	0	215	13	1	21	35	5	136	7	148	400
Total	8	6	2	16	98	770	6	874	58	5	96	159	9	590	21	620	1669
Grand Total	15	13	5	33	241	1677	14	1932	113	7	246	366	21	1304	44	1369	3700
Apprch %	45.5	39.4	15.2		12.5	86.8	0.7		30.9	1.9	67.2		1.5	95.3	3.2		
Total %	0.4	0.4	0.1	0.9	6.5	45.3	0.4	52.2	3.1	0.2	6.6	9.9	0.6	35.2	1.2	37	
Passenger Vehicles	15	13	5	33	235	1573	14	1822	111	7	233	351	21	1172	37	1230	3436
% Passenger Vehicles	100	100	100	100	97.5	93.8	100	94.3	98.2	100	94.7	95.9	100	89.9	84.1	89.8	92.9
Large 2 Axle Vehicles	0	0	0	0	3	41	0	44	2	0	5	7	0	44	3	47	98
% Large 2 Axle Vehicles	0	0	0	0	1.2	2.4	0	2.3	1.8	0	2	1.9	0	3.4	6.8	3.4	2.6
3 Axle Vehicles	0	0	0	0	1	15	0	16	0	0	1	1	0	20	2	22	39
% 3 Axle Vehicles	0	0	0	0	0.4	0.9	0	0.8	0	0	0.4	0.3	0	1.5	4.5	1.6	1.1
4+ Axle Trucks	0	0	0	0	2	48	0	50	0	0	7	7	0	68	2	70	127
% 4+ Axle Trucks	0	0	0	0	0.8	2.9	0	2.6	0	0	2.8	1.9	0	5.2	4.5	5.1	3.4

	California Ranch Market Driveway Southbound				SR-74 Westbound				Sherman Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**2**	**2**	**2**	**6**	25	210	0	235	10	0	25	35	2	**210**	**11**	**223**	499
07:15 AM	2	1	0	3	24	216	1	241	**22**	**1**	**50**	**73**	2	170	4	176	493
07:30 AM	2	2	1	5	**47**	225	3	275	14	0	34	48	3	173	2	178	506
07:45 AM	1	2	0	3	47	**256**	**4**	**307**	9	1	41	51	**5**	161	6	172	**533**
Total Volume	7	7	3	17	143	907	8	1058	55	2	150	207	12	714	23	749	2031
% App. Total	41.2	41.2	17.6		13.5	85.7	0.8		26.6	1	72.5		1.6	95.3	3.1		
PHF	.875	.875	.375	.708	.761	.886	.500	.862	.625	.500	.750	.709	.600	.850	.523	.840	.953

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City of Menifee
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File Name : 32_MEN_Sher E_74 AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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

	07:00 AM				07:15 AM				07:15 AM				07:00 AM			
+0 mins.	**2**	**2**	**2**	**6**	24	216	1	241	**22**	**1**	**50**	**73**	2	**210**	**11**	**223**
+15 mins.	2	1	0	3	**47**	225	3	275	14	0	34	48	2	170	4	176
+30 mins.	2	2	1	5	47	**256**	**4**	**307**	9	1	41	51	3	173	2	178
+45 mins.	1	2	0	3	32	218	1	251	16	1	29	46	**5**	161	6	172
Total Volume	7	7	3	17	150	915	9	1074	61	3	154	218	12	714	23	749
% App. Total	41.2	41.2	17.6		14	85.2	0.8		28	1.4	70.6		1.6	95.3	3.1	
PHF	.875	.875	.375	.708	.798	.894	.563	.875	.693	.750	.770	.747	.600	.850	.523	.840

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City of Menifee
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Weather: Clear

File Name : 32_MEN_Sher E_74 AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- Passenger Vehicles

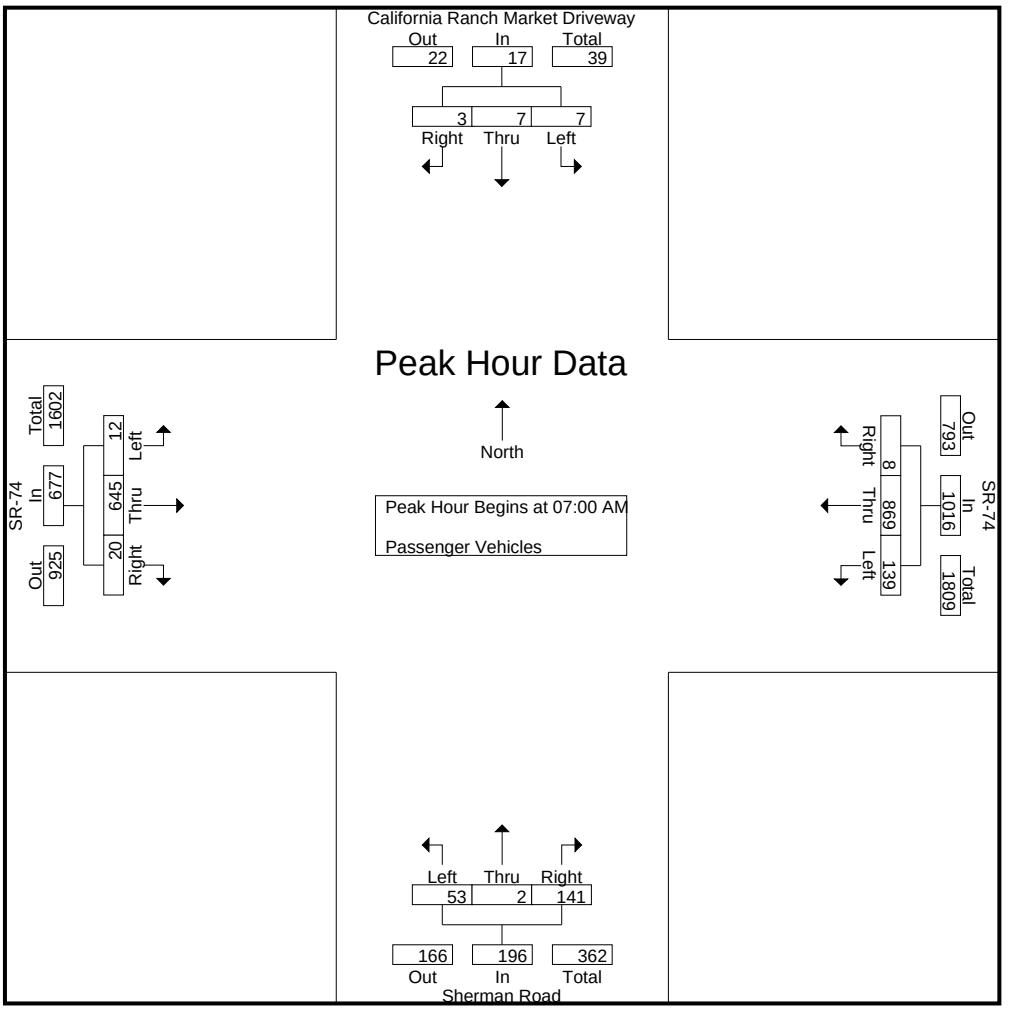
	California Ranch Market Driveway Southbound				SR-74 Westbound				Sherman Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	2	2	6	24	200	0	224	10	0	24	34	2	187	10	199	463
07:15 AM	2	1	0	3	23	211	1	235	20	1	45	66	2	152	3	157	461
07:30 AM	2	2	1	5	46	213	3	262	14	0	33	47	3	158	2	163	477
07:45 AM	1	2	0	3	46	245	4	295	9	1	39	49	5	148	5	158	505
Total	7	7	3	17	139	869	8	1016	53	2	141	196	12	645	20	677	1906
08:00 AM	2	2	0	4	31	197	1	229	16	1	29	46	0	142	4	146	425
08:15 AM	1	2	1	4	26	165	1	192	9	2	21	32	1	134	6	141	369
08:30 AM	3	2	1	6	16	168	4	188	20	1	23	44	3	134	3	140	378
08:45 AM	2	0	0	2	23	174	0	197	13	1	19	33	5	117	4	126	358
Total	8	6	2	16	96	704	6	806	58	5	92	155	9	527	17	553	1530
Grand Total	15	13	5	33	235	1573	14	1822	111	7	233	351	21	1172	37	1230	3436
Apprch %	45.5	39.4	15.2		12.9	86.3	0.8		31.6	2	66.4		1.7	95.3	3		
Total %	0.4	0.4	0.1	1	6.8	45.8	0.4	53	3.2	0.2	6.8	10.2	0.6	34.1	1.1	35.8	

	California Ranch Market Driveway Southbound				SR-74 Westbound				Sherman Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**2**	**2**	**2**	**6**	24	200	0	224	10	0	24	34	2	**187**	**10**	**199**	463
07:15 AM	2	1	0	3	23	211	1	235	**20**	**1**	**45**	**66**	2	152	3	157	461
07:30 AM	2	2	1	5	**46**	213	3	262	14	0	33	47	3	158	2	163	477
07:45 AM	1	2	0	3	46	**245**	**4**	**295**	9	1	39	49	**5**	148	5	158	**505**
Total Volume	7	7	3	17	139	869	8	1016	53	2	141	196	12	645	20	677	1906
% App. Total	41.2	41.2	17.6		13.7	85.5	0.8		27	1	71.9		1.8	95.3	3		
PHF	.875	.875	.375	.708	.755	.887	.500	.861	.663	.500	.783	.742	.600	.862	.500	.851	.944

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City of Menifee
N/S: Sherman Road (East)
E/W: SR-74
Weather: Clear

File Name : 32_MEN_Sher E_74 AM
Site Code : 00322418
Start Date : 5/19/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**2**	**2**	**2**	**6**	24	200	0	224	10	0	24	34	2	**187**	**10**	**199**
+15 mins.	2	1	0	3	23	211	1	235	**20**	**1**	**45**	**66**	2	152	3	157
+30 mins.	2	2	1	5	**46**	213	3	262	14	0	33	47	3	158	2	163
+45 mins.	1	2	0	3	46	**245**	**4**	**295**	9	1	39	49	**5**	148	5	158
Total Volume	7	7	3	17	139	869	8	1016	53	2	141	196	12	645	20	677
% App. Total	41.2	41.2	17.6		13.7	85.5	0.8		27	1	71.9		1.8	95.3	3	
PHF	.875	.875	.375	.708	.755	.887	.500	.861	.663	.500	.783	.742	.600	.862	.500	.851

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City of Menifee
N/S: Sherman Road (East)
E/W: SR-74
Weather: Clear

File Name : 32_MEN_Sher E_74 AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

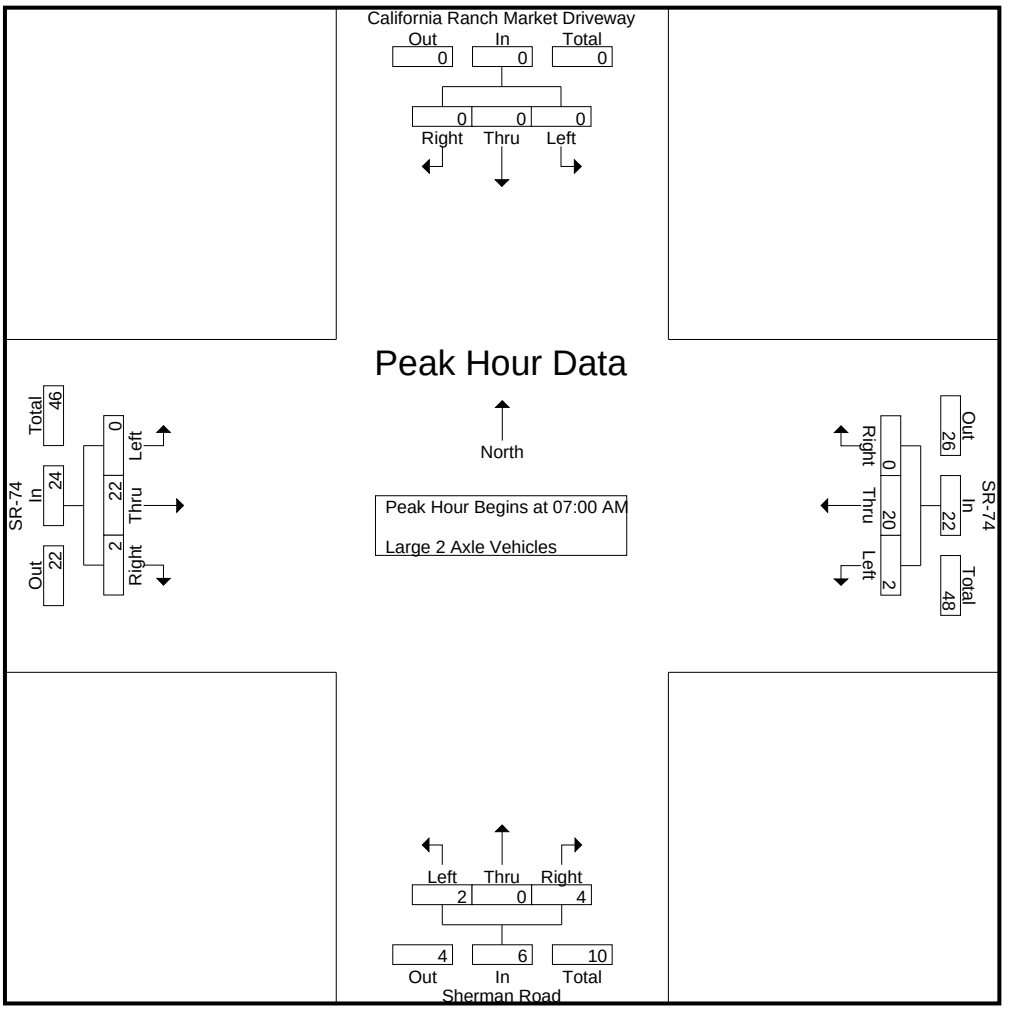
	California Ranch Market Driveway Southbound				SR-74 Westbound				Sherman Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	9	0	9	16
07:15 AM	0	0	0	0	1	4	0	5	2	0	4	6	0	1	1	2	13
07:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
07:45 AM	0	0	0	0	1	3	0	4	0	0	0	0	0	6	1	7	11
Total	0	0	0	0	2	20	0	22	2	0	4	6	0	22	2	24	52
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
08:15 AM	0	0	0	0	0	5	0	5	0	0	1	1	0	6	0	6	12
08:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
08:45 AM	0	0	0	0	1	8	0	9	0	0	0	0	0	7	1	8	17
Total	0	0	0	0	1	21	0	22	0	0	1	1	0	22	1	23	46
Grand Total	0	0	0	0	3	41	0	44	2	0	5	7	0	44	3	47	98
Apprch %	0	0	0		6.8	93.2	0		28.6	0	71.4		0	93.6	6.4		
Total %	0	0	0	0	3.1	41.8	0	44.9	2	0	5.1	7.1	0	44.9	3.1	48	

	California Ranch Market Driveway Southbound				SR-74 Westbound				Sherman Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**7**	0	**7**	0	0	0	0	0	**9**	0	**9**	**16**
07:15 AM	0	0	0	0	**1**	4	0	5	**2**	0	**4**	**6**	0	1	**1**	2	13
07:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
07:45 AM	0	0	0	0	1	3	0	4	0	0	0	0	0	6	1	7	11
Total Volume	0	0	0	0	2	20	0	22	2	0	4	6	0	22	2	24	52
% App. Total	0	0	0		9.1	90.9	0		33.3	0	66.7		0	91.7	8.3		
PHF	.000	.000	.000	.000	.500	.714	.000	.786	.250	.000	.250	.250	.000	.611	.500	.667	.813

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City of Menifee
N/S: Sherman Road (East)
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Weather: Clear

File Name : 32_MEN_Sher E_74 AM
Site Code : 00322418
Start Date : 5/19/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	**7**	0	**7**	0	0	0	0	0	**9**	0	**9**
+15 mins.	0	0	0	0	**1**	4	0	5	**2**	0	**4**	**6**	0	1	**1**	2
+30 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6
+45 mins.	0	0	0	0	1	3	0	4	0	0	0	0	0	6	1	7
Total Volume	0	0	0	0	2	20	0	22	2	0	4	6	0	22	2	24
% App. Total	0	0	0		9.1	90.9	0		33.3	0	66.7		0	91.7	8.3	
PHF	.000	.000	.000	.000	.500	.714	.000	.786	.250	.000	.250	.250	.000	.611	.500	.667

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File Name : 32_MEN_Sher E_74 AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

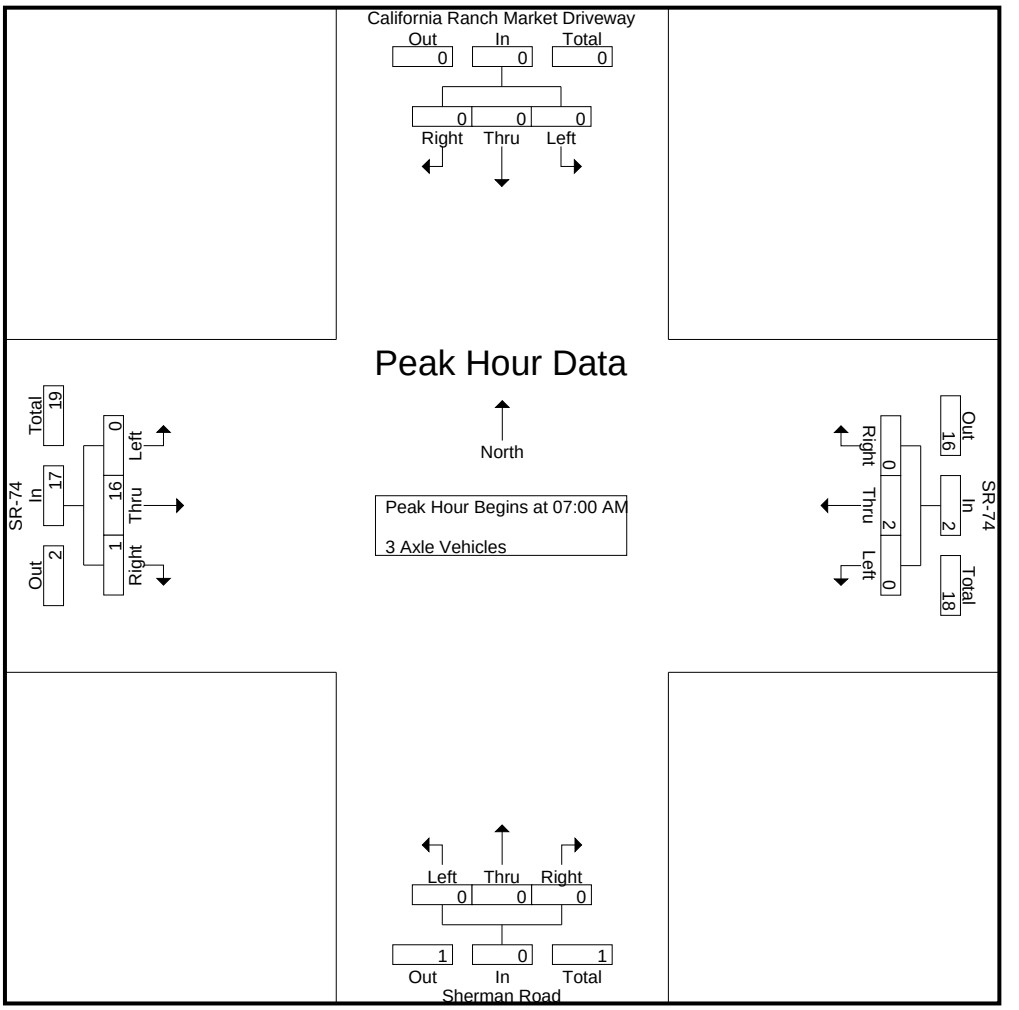
	California Ranch Market Driveway Southbound				SR-74 Westbound				Sherman Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	7
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	16	1	17	19
08:00 AM	0	0	0	0	1	7	0	8	0	0	0	0	0	1	0	1	9
08:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:45 AM	0	0	0	0	0	3	0	3	0	0	1	1	0	1	1	2	6
Total	0	0	0	0	1	13	0	14	0	0	1	1	0	4	1	5	20
Grand Total	0	0	0	0	1	15	0	16	0	0	1	1	0	20	2	22	39
Apprch %	0	0	0		6.2	93.8	0		0	0	100		0	90.9	9.1		
Total %	0	0	0	0	2.6	38.5	0	41	0	0	2.6	2.6	0	51.3	5.1	56.4	

	California Ranch Market Driveway Southbound				SR-74 Westbound				Sherman Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	**1**	5	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**7**	0	**7**	**7**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
07:45 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	3
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	16	1	17	19
% App. Total	0	0	0		0	100	0		0	0	0		0	94.1	5.9		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.571	.250	.607	.679

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City of Menifee
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File Name : 32_MEN_Sher E_74 AM
Site Code : 00322418
Start Date : 5/19/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	4	**1**	5
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**7**	0	**7**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	16	1	17
% App. Total	0	0	0		0	100	0		0	0	0		0	94.1	5.9	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.571	.250	.607

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City of Menifee
N/S: Sherman Road (East)
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Weather: Clear

File Name : 32_MEN_Sher E_74 AM
Site Code : 00322418
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Groups Printed- 4+ Axle Trucks

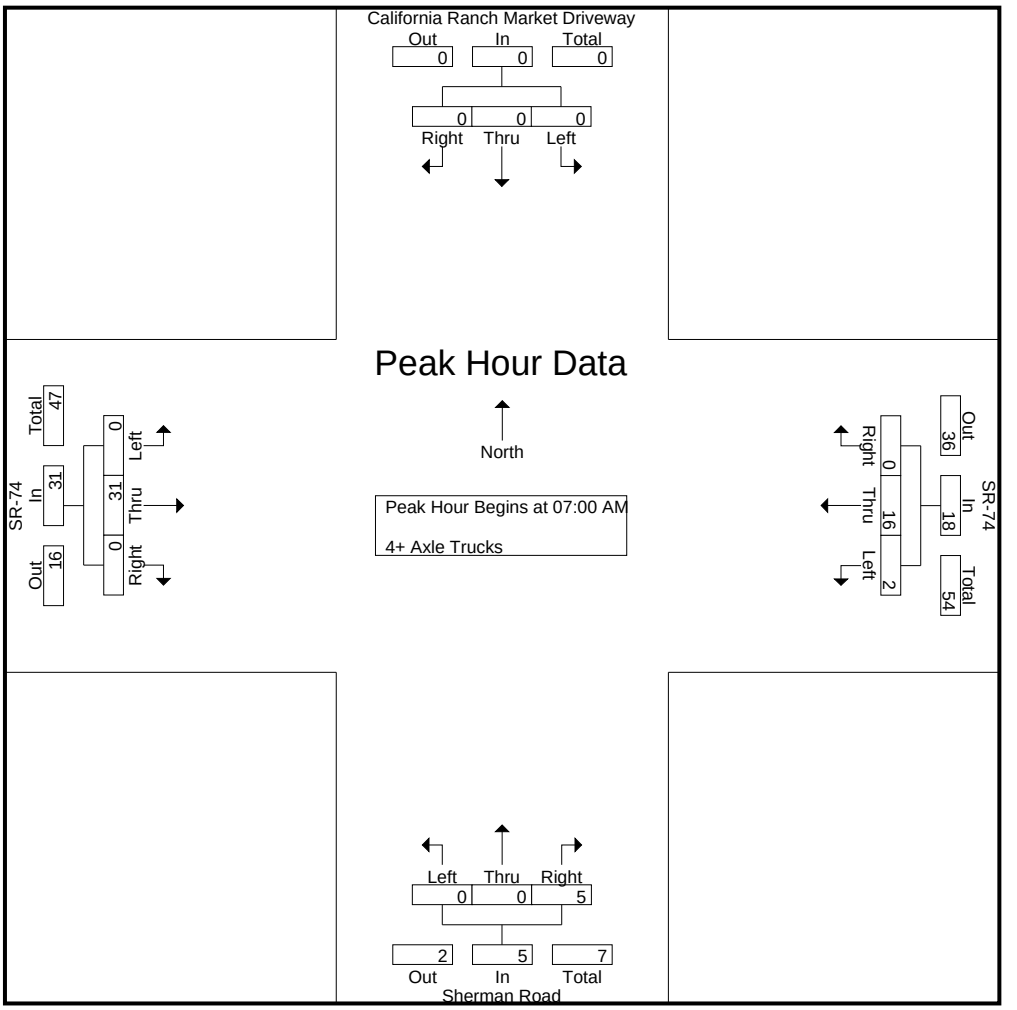
	California Ranch Market Driveway Southbound				SR-74 Westbound				Sherman Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	3	0	4	0	0	1	1	0	10	0	10	15
07:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	10	0	10	12
07:30 AM	0	0	0	0	1	6	0	7	0	0	1	1	0	5	0	5	13
07:45 AM	0	0	0	0	0	6	0	6	0	0	2	2	0	6	0	6	14
Total	0	0	0	0	2	16	0	18	0	0	5	5	0	31	0	31	54
08:00 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	7	0	7	17
08:15 AM	0	0	0	0	0	7	0	7	0	0	1	1	0	12	1	13	21
08:30 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	7	0	7	16
08:45 AM	0	0	0	0	0	6	0	6	0	0	1	1	0	11	1	12	19
Total	0	0	0	0	0	32	0	32	0	0	2	2	0	37	2	39	73
Grand Total	0	0	0	0	2	48	0	50	0	0	7	7	0	68	2	70	127
Apprch %	0	0	0		4	96	0		0	0	100		0	97.1	2.9		
Total %	0	0	0	0	1.6	37.8	0	39.4	0	0	5.5	5.5	0	53.5	1.6	55.1	

	California Ranch Market Driveway Southbound				SR-74 Westbound				Sherman Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	**1**	3	0	4	0	0	1	1	0	**10**	0	**10**	**15**
07:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	10	0	10	12
07:30 AM	0	0	0	0	1	**6**	0	**7**	0	0	1	1	0	5	0	5	13
07:45 AM	0	0	0	0	0	6	0	6	0	0	**2**	**2**	0	6	0	6	14
Total Volume	0	0	0	0	2	16	0	18	0	0	5	5	0	31	0	31	54
% App. Total	0	0	0		11.1	88.9	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.500	.667	.000	.643	.000	.000	.625	.625	.000	.775	.000	.775	.900

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File Name : 32_MEN_Sher E_74 AM
Site Code : 00322418
Start Date : 5/19/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	**1**	3	0	4	0	0	1	1	0	**10**	0	**10**
+15 mins.	0	0	0	0	0	1	0	1	0	0	1	1	0	10	0	10
+30 mins.	0	0	0	0	1	**6**	0	**7**	0	0	1	1	0	5	0	5
+45 mins.	0	0	0	0	0	6	0	6	0	0	**2**	**2**	0	6	0	6
Total Volume	0	0	0	0	2	16	0	18	0	0	5	5	0	31	0	31
% App. Total	0	0	0		11.1	88.9	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.500	.667	.000	.643	.000	.000	.625	.625	.000	.775	.000	.775

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City of Menifee
N/S: Sherman Road (East)
E/W: SR-74
Weather: Clear

File Name : 32_MEN_Sher E_74 PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

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

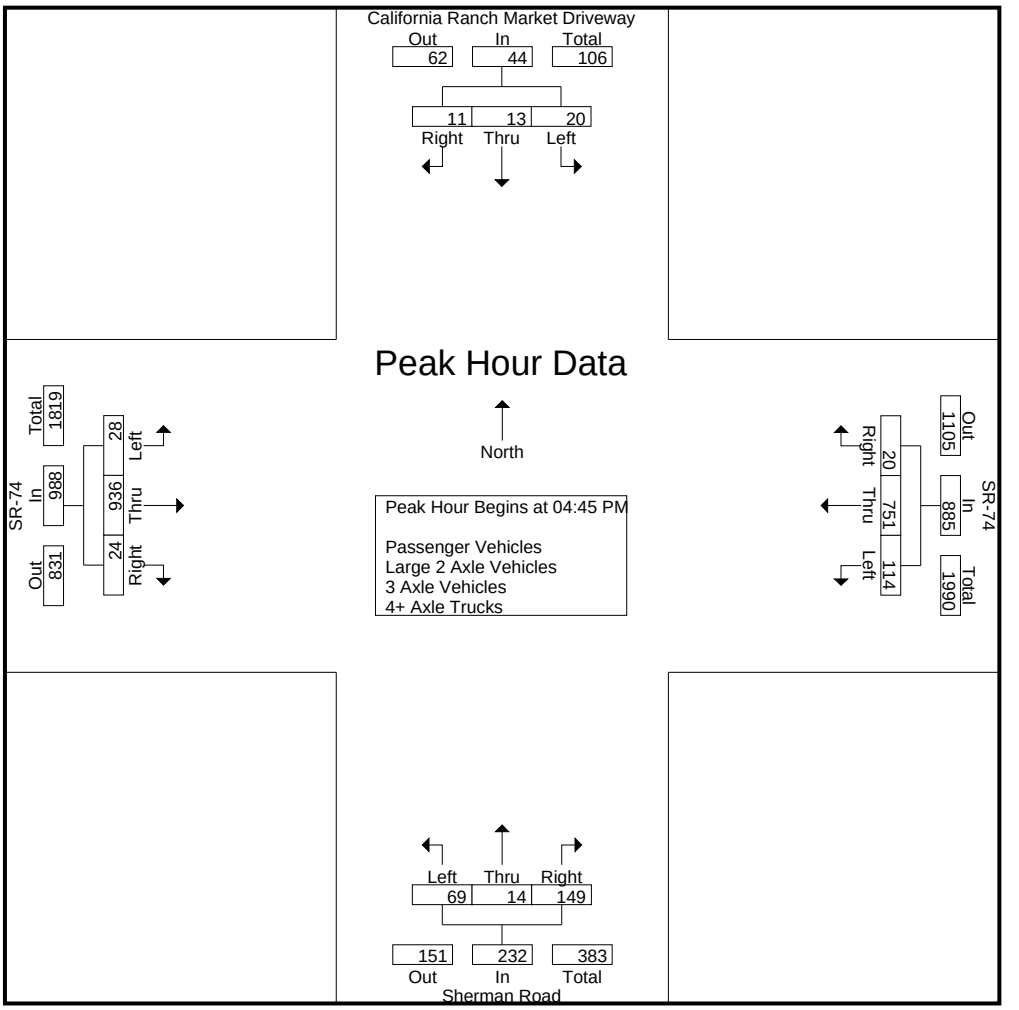
	California Ranch Market Driveway Southbound				SR-74 Westbound				Sherman Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	2	1	7	27	207	6	240	14	1	29	44	15	217	8	240	531
04:15 PM	4	2	1	7	22	182	1	205	15	1	31	47	5	205	5	215	474
04:30 PM	2	1	0	3	23	184	2	209	18	4	39	61	6	237	9	252	525
04:45 PM	4	1	4	9	29	174	2	205	16	2	32	50	6	257	3	266	530
Total	14	6	6	26	101	747	11	859	63	8	131	202	32	916	25	973	2060
05:00 PM	4	5	1	10	30	182	7	219	18	7	41	66	6	248	9	263	558
05:15 PM	9	5	0	14	26	167	5	198	15	3	36	54	11	203	5	219	485
05:30 PM	3	2	6	11	29	228	6	263	20	2	40	62	5	228	7	240	576
05:45 PM	4	1	6	11	25	144	1	170	14	3	33	50	4	251	11	266	497
Total	20	13	13	46	110	721	19	850	67	15	150	232	26	930	32	988	2116
Grand Total	34	19	19	72	211	1468	30	1709	130	23	281	434	58	1846	57	1961	4176
Apprch %	47.2	26.4	26.4		12.3	85.9	1.8		30	5.3	64.7		3	94.1	2.9		
Total %	0.8	0.5	0.5	1.7	5.1	35.2	0.7	40.9	3.1	0.6	6.7	10.4	1.4	44.2	1.4	47	
Passenger Vehicles	34	18	19	71	209	1398	29	1636	115	22	278	415	58	1818	49	1925	4047
% Passenger Vehicles	100	94.7	100	98.6	99.1	95.2	96.7	95.7	88.5	95.7	98.9	95.6	100	98.5	86	98.2	96.9
Large 2 Axle Vehicles	0	1	0	1	2	42	1	45	13	1	3	17	0	16	3	19	82
% Large 2 Axle Vehicles	0	5.3	0	1.4	0.9	2.9	3.3	2.6	10	4.3	1.1	3.9	0	0.9	5.3	1	2
3 Axle Vehicles	0	0	0	0	0	8	0	8	1	0	0	1	0	0	5	5	14
% 3 Axle Vehicles	0	0	0	0	0	0.5	0	0.5	0.8	0	0	0.2	0	0	8.8	0.3	0.3
4+ Axle Trucks	0	0	0	0	0	20	0	20	1	0	0	1	0	12	0	12	33
% 4+ Axle Trucks	0	0	0	0	0	1.4	0	1.2	0.8	0	0	0.2	0	0.7	0	0.6	0.8

	California Ranch Market Driveway Southbound				SR-74 Westbound				Sherman Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	4	1	4	9	29	174	2	205	16	2	32	50	6	**257**	3	**266**	530
05:00 PM	4	**5**	1	10	**30**	182	**7**	219	18	**7**	**41**	**66**	6	248	**9**	263	558
05:15 PM	**9**	5	0	**14**	26	167	5	198	15	3	36	54	**11**	203	5	219	485
05:30 PM	3	2	**6**	11	29	**228**	6	**263**	**20**	2	40	62	5	228	7	240	**576**
Total Volume	20	13	11	44	114	751	20	885	69	14	149	232	28	936	24	988	2149
% App. Total	45.5	29.5	25		12.9	84.9	2.3		29.7	6	64.2		2.8	94.7	2.4		
PHF	.556	.650	.458	.786	.950	.823	.714	.841	.863	.500	.909	.879	.636	.911	.667	.929	.933

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City of Menifee
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Weather: Clear

File Name : 32_MEN_Sher E_74 PM
Site Code : 00322418
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:45 PM				04:30 PM			
+0 mins.	4	**5**	1	10	29	174	2	205	16	2	32	50	6	237	**9**	252
+15 mins.	**9**	5	0	**14**	**30**	182	**7**	219	18	**7**	**41**	**66**	6	**257**	3	**266**
+30 mins.	3	2	**6**	11	26	167	5	198	15	3	36	54	6	248	9	263
+45 mins.	4	1	6	11	29	**228**	6	**263**	**20**	2	40	62	**11**	203	5	219
Total Volume	20	13	13	46	114	751	20	885	69	14	149	232	29	945	26	1000
% App. Total	43.5	28.3	28.3		12.9	84.9	2.3		29.7	6	64.2		2.9	94.5	2.6	
PHF	.556	.650	.542	.821	.950	.823	.714	.841	.863	.500	.909	.879	.659	.919	.722	.940

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File Name : 32_MEN_Sher E_74 PM
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Groups Printed- Passenger Vehicles

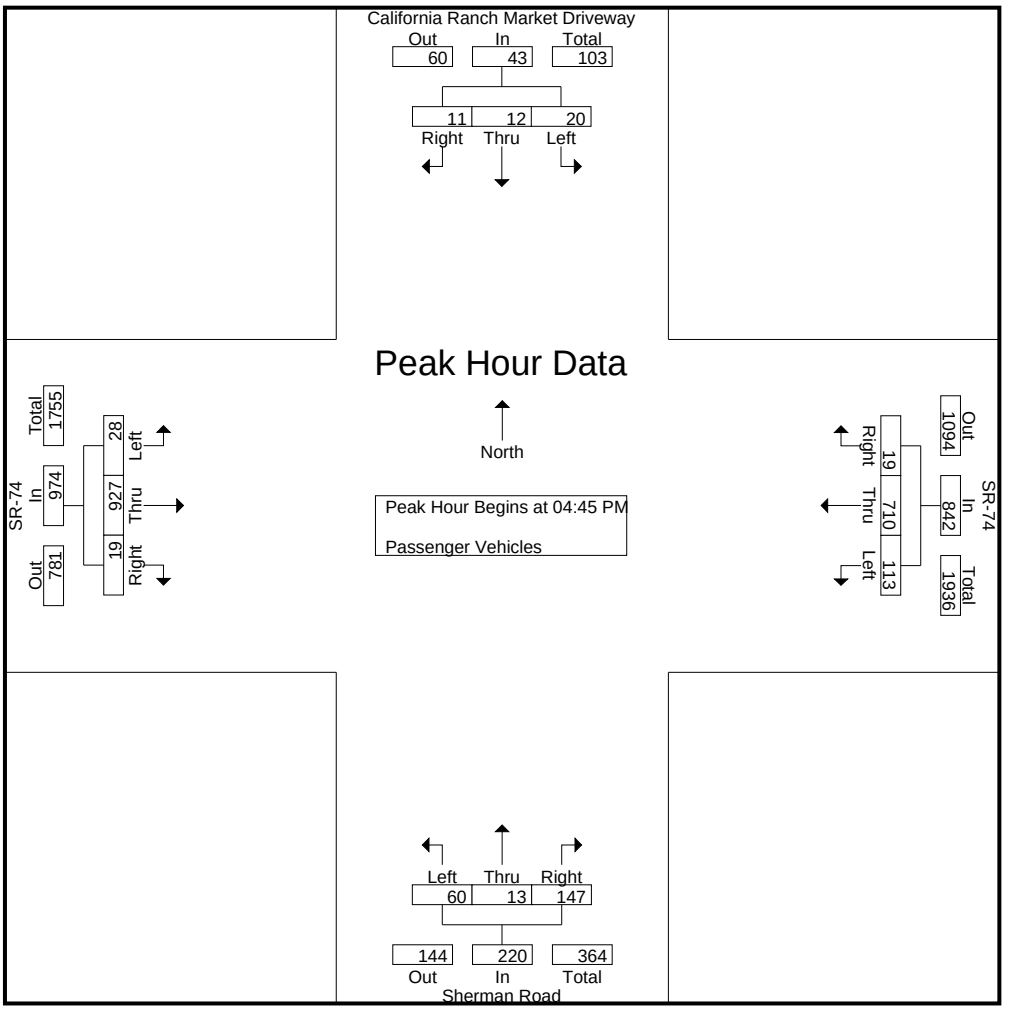
	California Ranch Market Driveway Southbound				SR-74 Westbound				Sherman Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	2	1	7	27	197	6	230	12	1	29	42	15	210	7	232	511
04:15 PM	4	2	1	7	22	174	1	197	14	1	30	45	5	202	4	211	460
04:30 PM	2	1	0	3	23	175	2	200	16	4	39	59	6	233	8	247	509
04:45 PM	4	1	4	9	29	164	2	195	14	2	31	47	6	255	3	264	515
Total	14	6	6	26	101	710	11	822	56	8	129	193	32	900	22	954	1995
05:00 PM	4	5	1	10	29	171	7	207	16	7	41	64	6	246	8	260	541
05:15 PM	9	5	0	14	26	160	5	191	11	3	35	49	11	201	3	215	469
05:30 PM	3	1	6	10	29	215	5	249	19	1	40	60	5	225	5	235	554
05:45 PM	4	1	6	11	24	142	1	167	13	3	33	49	4	246	11	261	488
Total	20	12	13	45	108	688	18	814	59	14	149	222	26	918	27	971	2052
Grand Total	34	18	19	71	209	1398	29	1636	115	22	278	415	58	1818	49	1925	4047
Apprch %	47.9	25.4	26.8		12.8	85.5	1.8		27.7	5.3	67		3	94.4	2.5		
Total %	0.8	0.4	0.5	1.8	5.2	34.5	0.7	40.4	2.8	0.5	6.9	10.3	1.4	44.9	1.2	47.6	

	California Ranch Market Driveway Southbound				SR-74 Westbound				Sherman Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	4	1	4	9	**29**	164	2	195	14	2	31	47	6	**255**	3	**264**	515
05:00 PM	4	**5**	1	10	29	171	**7**	207	16	**7**	**41**	**64**	6	246	**8**	260	541
05:15 PM	**9**	5	0	**14**	26	160	5	191	11	3	35	49	**11**	201	3	215	469
05:30 PM	3	1	**6**	10	29	**215**	5	**249**	**19**	1	40	60	5	225	5	235	**554**
Total Volume	20	12	11	43	113	710	19	842	60	13	147	220	28	927	19	974	2079
% App. Total	46.5	27.9	25.6		13.4	84.3	2.3		27.3	5.9	66.8		2.9	95.2	2		
PHF	.556	.600	.458	.768	.974	.826	.679	.845	.789	.464	.896	.859	.636	.909	.594	.922	.938

Counts Unlimited, Inc.
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City of Menifee
N/S: Sherman Road (East)
E/W: SR-74
Weather: Clear

File Name : 32_MEN_Sher E_74 PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	4	1	4	9	**29**	164	2	195	14	2	31	47	6	**255**	3	**264**
+15 mins.	4	**5**	1	10	29	171	**7**	207	16	**7**	**41**	**64**	6	246	**8**	260
+30 mins.	**9**	5	0	**14**	26	160	5	191	11	3	35	49	**11**	201	3	215
+45 mins.	3	1	**6**	10	29	**215**	5	**249**	**19**	1	40	60	5	225	5	235
Total Volume	20	12	11	43	113	710	19	842	60	13	147	220	28	927	19	974
% App. Total	46.5	27.9	25.6		13.4	84.3	2.3		27.3	5.9	66.8		2.9	95.2	2	
PHF	.556	.600	.458	.768	.974	.826	.679	.845	.789	.464	.896	.859	.636	.909	.594	.922

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City of Menifee
N/S: Sherman Road (East)
E/W: SR-74
Weather: Clear

File Name : 32_MEN_Sher E_74 PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

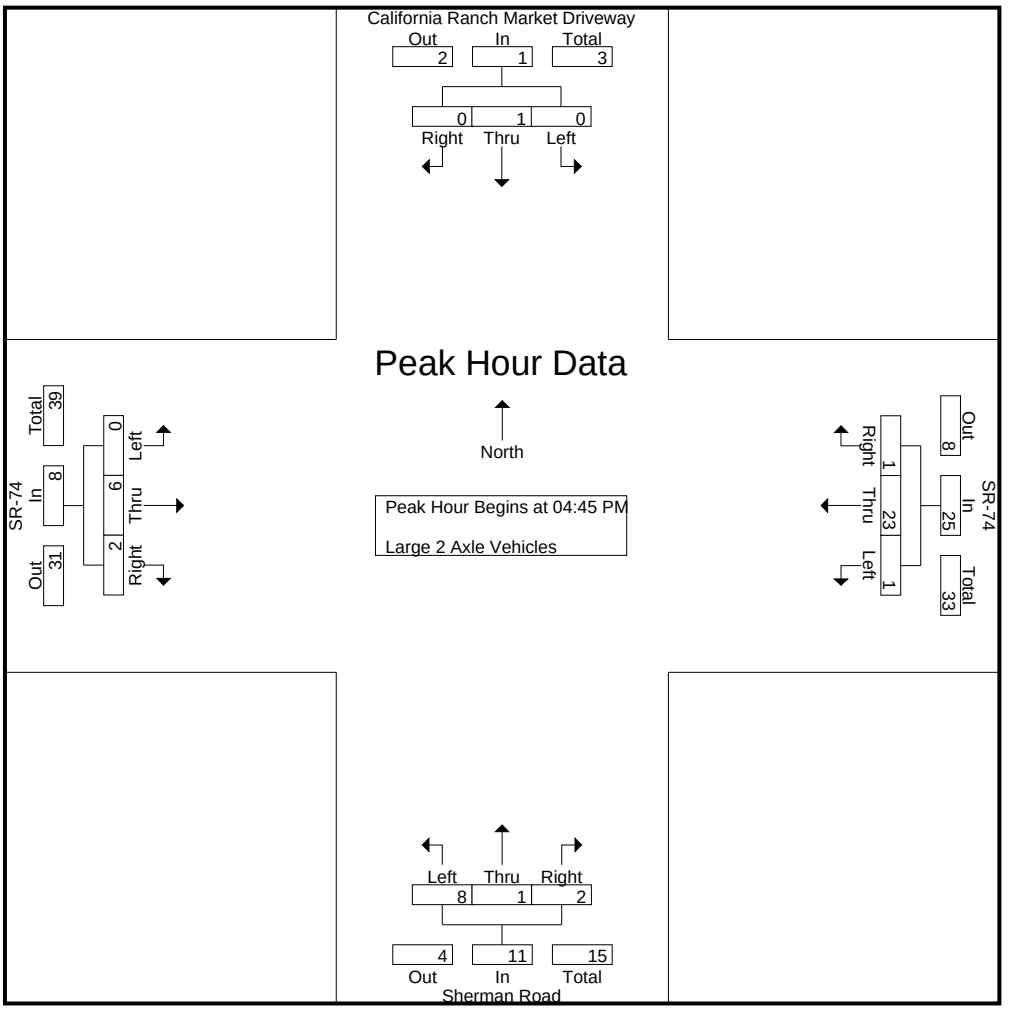
	California Ranch Market Driveway Southbound				SR-74 Westbound				Sherman Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	5	0	5	1	0	0	1	0	4	0	4	10
04:15 PM	0	0	0	0	0	6	0	6	1	0	1	2	0	1	1	2	10
04:30 PM	0	0	0	0	0	7	0	7	2	0	0	2	0	2	0	2	11
04:45 PM	0	0	0	0	0	5	0	5	1	0	1	2	0	1	0	1	8
Total	0	0	0	0	0	23	0	23	5	0	2	7	0	8	1	9	39
05:00 PM	0	0	0	0	1	8	0	9	2	0	0	2	0	0	1	1	12
05:15 PM	0	0	0	0	0	2	0	2	4	0	1	5	0	2	0	2	9
05:30 PM	0	1	0	1	0	8	1	9	1	1	0	2	0	3	1	4	16
05:45 PM	0	0	0	0	1	1	0	2	1	0	0	1	0	3	0	3	6
Total	0	1	0	1	2	19	1	22	8	1	1	10	0	8	2	10	43
Grand Total	0	1	0	1	2	42	1	45	13	1	3	17	0	16	3	19	82
Apprch %	0	100	0		4.4	93.3	2.2		76.5	5.9	17.6		0	84.2	15.8		
Total %	0	1.2	0	1.2	2.4	51.2	1.2	54.9	15.9	1.2	3.7	20.7	0	19.5	3.7	23.2	

	California Ranch Market Driveway Southbound				SR-74 Westbound				Sherman Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	5	0	5	1	0	**1**	2	0	1	0	1	8
05:00 PM	0	0	0	0	**1**	**8**	0	**9**	2	0	0	2	0	0	**1**	1	12
05:15 PM	0	0	0	0	0	2	0	2	**4**	0	1	**5**	0	2	0	2	9
05:30 PM	0	**1**	0	**1**	0	8	**1**	9	1	**1**	0	2	0	**3**	1	**4**	**16**
Total Volume	0	1	0	1	1	23	1	25	8	1	2	11	0	6	2	8	45
% App. Total	0	100	0		4	92	4		72.7	9.1	18.2		0	75	25		
PHF	.000	.250	.000	.250	.250	.719	.250	.694	.500	.250	.500	.550	.000	.500	.500	.500	.703

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City of Menifee
N/S: Sherman Road (East)
E/W: SR-74
Weather: Clear

File Name : 32_MEN_Sher E_74 PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	5	0	5	1	0	**1**	2	0	1	0	1
+15 mins.	0	0	0	0	**1**	**8**	0	**9**	2	0	0	2	0	0	**1**	1
+30 mins.	0	0	0	0	0	2	0	2	**4**	0	1	**5**	0	2	0	2
+45 mins.	0	**1**	0	**1**	0	8	**1**	9	1	**1**	0	2	0	**3**	1	**4**
Total Volume	0	1	0	1	1	23	1	25	8	1	2	11	0	6	2	8
% App. Total	0	100	0		4	92	4		72.7	9.1	18.2		0	75	25	
PHF	.000	.250	.000	.250	.250	.719	.250	.694	.500	.250	.500	.550	.000	.500	.500	.500

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City of Menifee
N/S: Sherman Road (East)
E/W: SR-74
Weather: Clear

File Name : 32_MEN_Sher E_74 PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

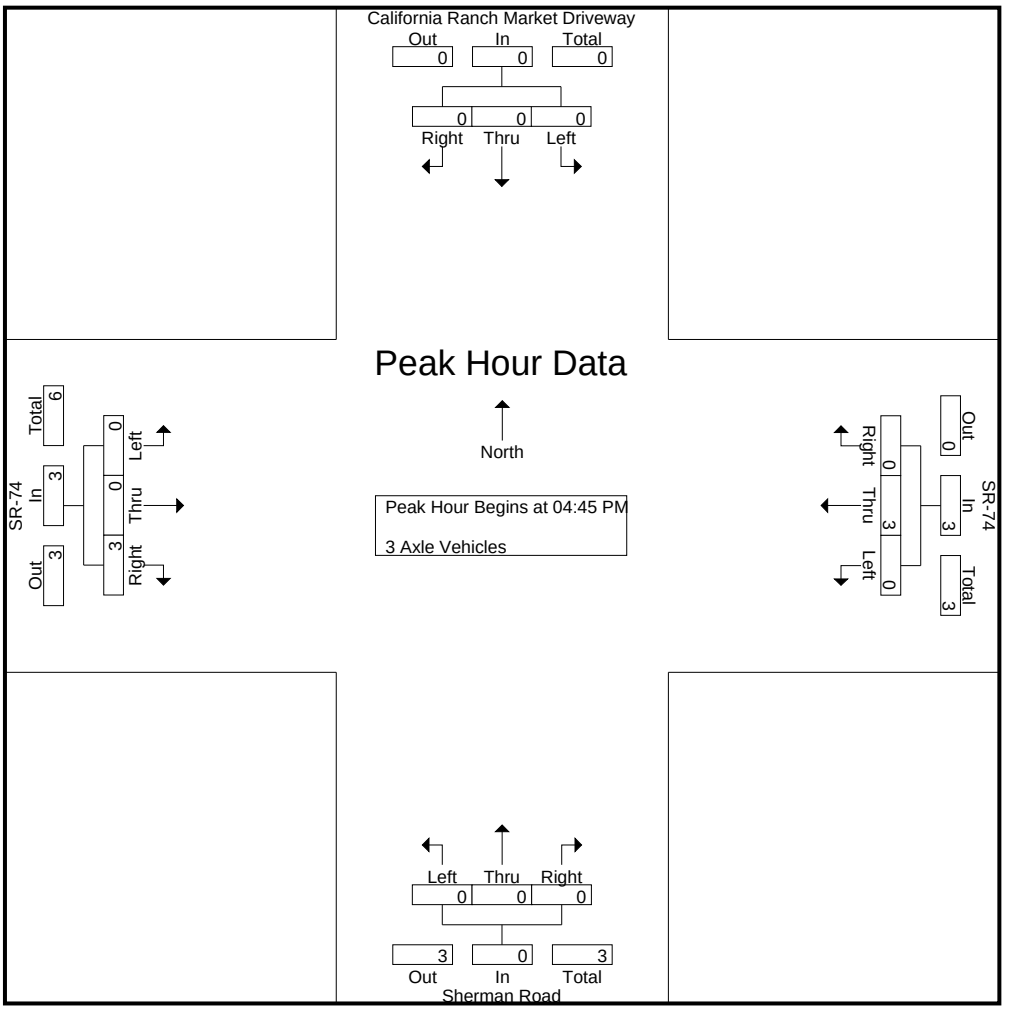
	California Ranch Market Driveway Southbound				SR-74 Westbound				Sherman Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	0	1	1	5
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	6	0	6	1	0	0	1	0	0	2	2	9
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3	3	5
Grand Total	0	0	0	0	0	8	0	8	1	0	0	1	0	0	5	5	14
Apprch %	0	0	0		0	100	0		100	0	0		0	0	100		
Total %	0	0	0	0	0	57.1	0	57.1	7.1	0	0	7.1	0	0	35.7	35.7	

	California Ranch Market Driveway Southbound				SR-74 Westbound				Sherman Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	**2**	**2**	**3**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	0	3	3	6
% App. Total	0	0	0		0	100	0		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.000	.375	.375	.500

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City of Menifee
N/S: Sherman Road (East)
E/W: SR-74
Weather: Clear

File Name : 32_MEN_Sher E_74 PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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

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

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City of Menifee
N/S: Sherman Road (East)
E/W: SR-74
Weather: Clear

File Name : 32_MEN_Sher E_74 PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

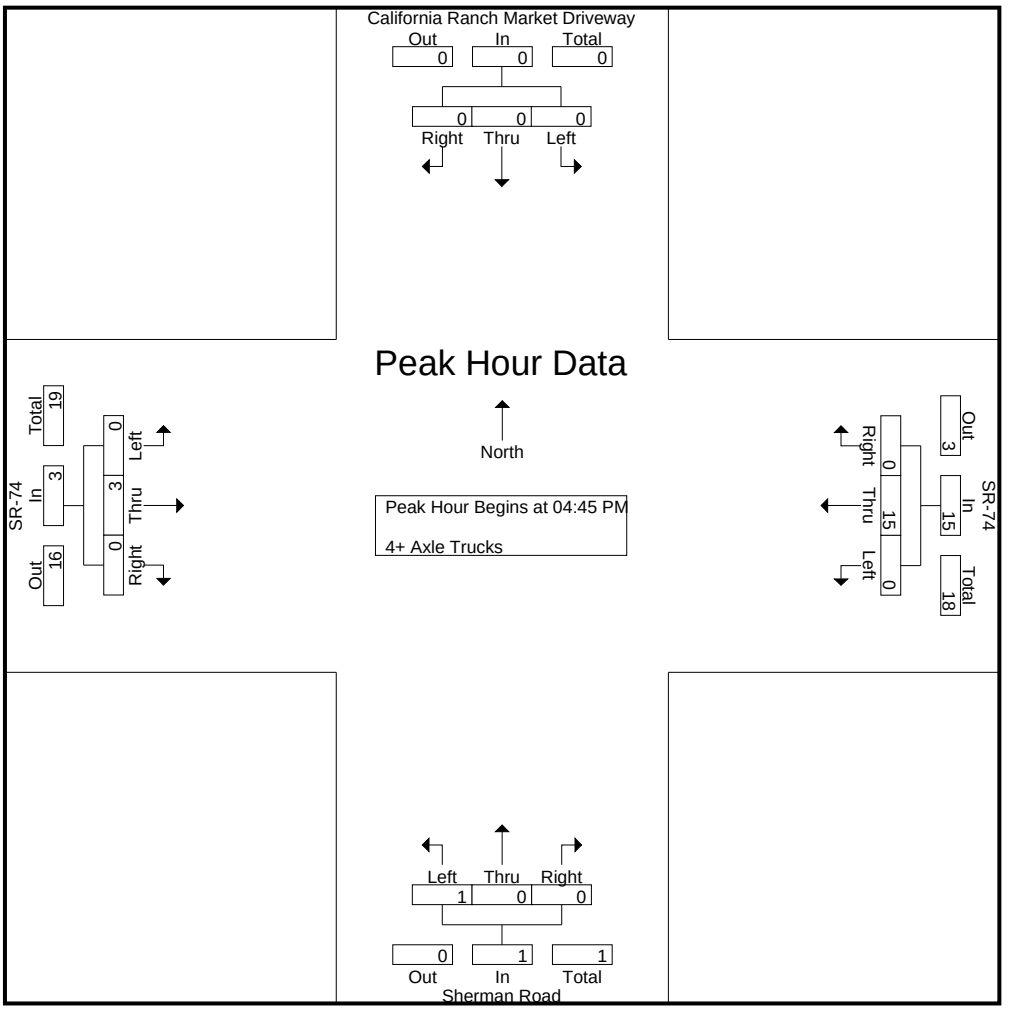
	California Ranch Market Driveway Southbound				SR-74 Westbound				Sherman Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:45 PM	0	0	0	0	0	4	0	4	1	0	0	1	0	1	0	1	6
Total	0	0	0	0	0	8	0	8	1	0	0	1	0	8	0	8	17
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
05:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	12	0	12	0	0	0	0	0	4	0	4	16
Grand Total	0	0	0	0	0	20	0	20	1	0	0	1	0	12	0	12	33
Apprch %	0	0	0		0	100	0		100	0	0		0	100	0		
Total %	0	0	0	0	0	60.6	0	60.6	3	0	0	3	0	36.4	0	36.4	

	California Ranch Market Driveway Southbound				SR-74 Westbound				Sherman Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	4	0	4	**1**	0	0	**1**	0	1	0	1	**6**
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	0	**2**	4
05:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	0	0	0	5
Total Volume	0	0	0	0	0	15	0	15	1	0	0	1	0	3	0	3	19
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.250	.000	.000	.250	.000	.375	.000	.375	.792

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City of Menifee
N/S: Sherman Road (East)
E/W: SR-74
Weather: Clear

File Name : 32_MEN_Sher E_74 PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	4	0	4	**1**	0	0	**1**	0	1	0	1
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	15	0	15	1	0	0	1	0	3	0	3
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.250	.000	.000	.250	.000	.375	.000	.375

Location: Menifee
N/S: Sherman Road East
E/W: SR-74

Date: 5/19/2022
Day: Thursday

PEDESTRIANS

	North Leg CA Ranch Market DW	East Leg SR-74	South Leg Sherman Road East	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg CA Ranch Market DW	East Leg SR-74	South Leg Sherman Road East	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	3	0	0	0	3
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1
4:45 PM	3	1	0	0	4
5:00 PM	2	0	0	0	2
5:15 PM	0	0	0	0	0
5:30 PM	1	1	0	0	2
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	10	2	0	0	12

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Location: Menifee
N/S: Sherman Road East
E/W: SR-74

Date: 5/19/2022
Day: Thursday

BICYCLES

	Southbound CA Ranch Market DW			Westbound SR-74			Northbound Sherman Road East			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

	Southbound CA Ranch Market DW			Westbound SR-74			Northbound Sherman Road East			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	3	1	0	0	0	0	0	0	5

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City of Menifee
N/S: Antelope Road
E/W: SR-74
Weather: Clear

File Name : 33_MEN_Ant_74 AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- Total Volume - Bikes

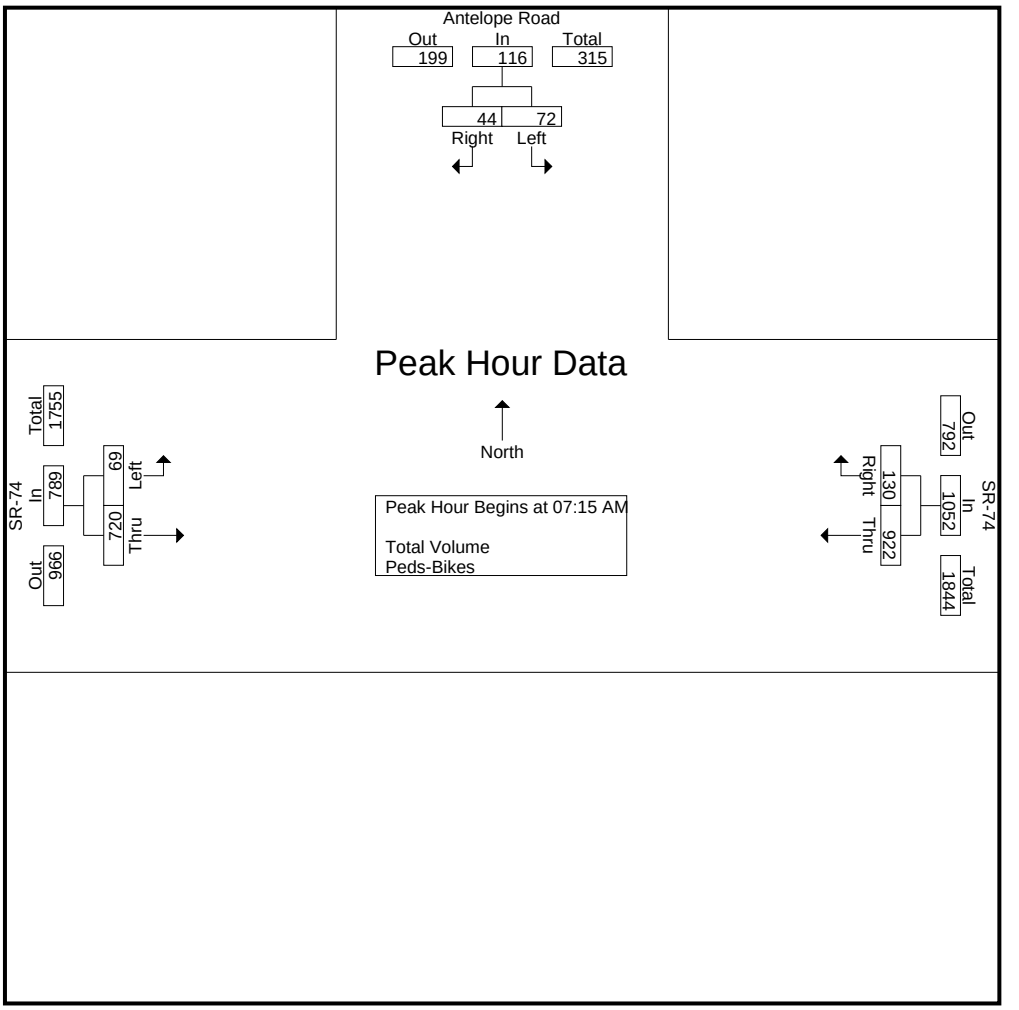
	Antelope Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	14	4	18	191	14	205	11	190	201	424
07:15 AM	19	7	26	227	24	251	16	188	204	481
07:30 AM	20	13	33	218	51	269	16	185	201	503
07:45 AM	22	13	35	254	40	294	24	182	206	535
Total	75	37	112	890	129	1019	67	745	812	1943
08:00 AM	11	11	22	223	15	238	13	165	178	438
08:15 AM	12	13	25	169	8	177	12	135	147	349
08:30 AM	9	3	12	173	6	179	6	142	148	339
08:45 AM	9	1	10	201	1	202	5	130	135	347
Total	41	28	69	766	30	796	36	572	608	1473
Grand Total	116	65	181	1656	159	1815	103	1317	1420	3416
Apprch %	64.1	35.9		91.2	8.8		7.3	92.7		
Total %	3.4	1.9	5.3	48.5	4.7	53.1	3	38.6	41.6	
Total Volume	116	65	181	1656	159	1815	103	1317	1420	3416
% Total Volume	100	100	100	100	100	100	100	100	100	100
Peds-Bikes	0	0	0	0	0	0	0	0	0	0
% Peds-Bikes	0	0	0	0	0	0	0	0	0	0

	Antelope Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	19	7	26	227	24	251	16	**188**	204	481
07:30 AM	20	**13**	33	218	**51**	269	16	185	201	503
07:45 AM	**22**	13	**35**	**254**	40	**294**	**24**	182	**206**	**535**
08:00 AM	11	11	22	223	15	238	13	165	178	438
Total Volume	72	44	116	922	130	1052	69	720	789	1957
% App. Total	62.1	37.9		87.6	12.4		8.7	91.3		
PHF	.818	.846	.829	.907	.637	.895	.719	.957	.958	.914

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City of Menifee
N/S: Antelope Road
E/W: SR-74
Weather: Clear

File Name : 33_MEN_Ant_74 AM
Site Code : 00322418
Start Date : 5/19/2022



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

	07:15 AM			07:15 AM			07:00 AM		
+0 mins.	19	7	26	227	24	251	11	**190**	201
+15 mins.	20	**13**	33	218	**51**	269	16	188	204
+30 mins.	**22**	13	**35**	**254**	40	**294**	16	185	201
+45 mins.	11	11	22	223	15	238	**24**	182	**206**
Total Volume	72	44	116	922	130	1052	67	745	812
% App. Total	62.1	37.9		87.6	12.4		8.3	91.7	
PHF	.818	.846	.829	.907	.637	.895	.698	.980	.985

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City of Menifee
N/S: Antelope Road
E/W: SR-74
Weather: Clear

File Name : 33_MEN_Ant_74 PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- Total Volume - Bikes

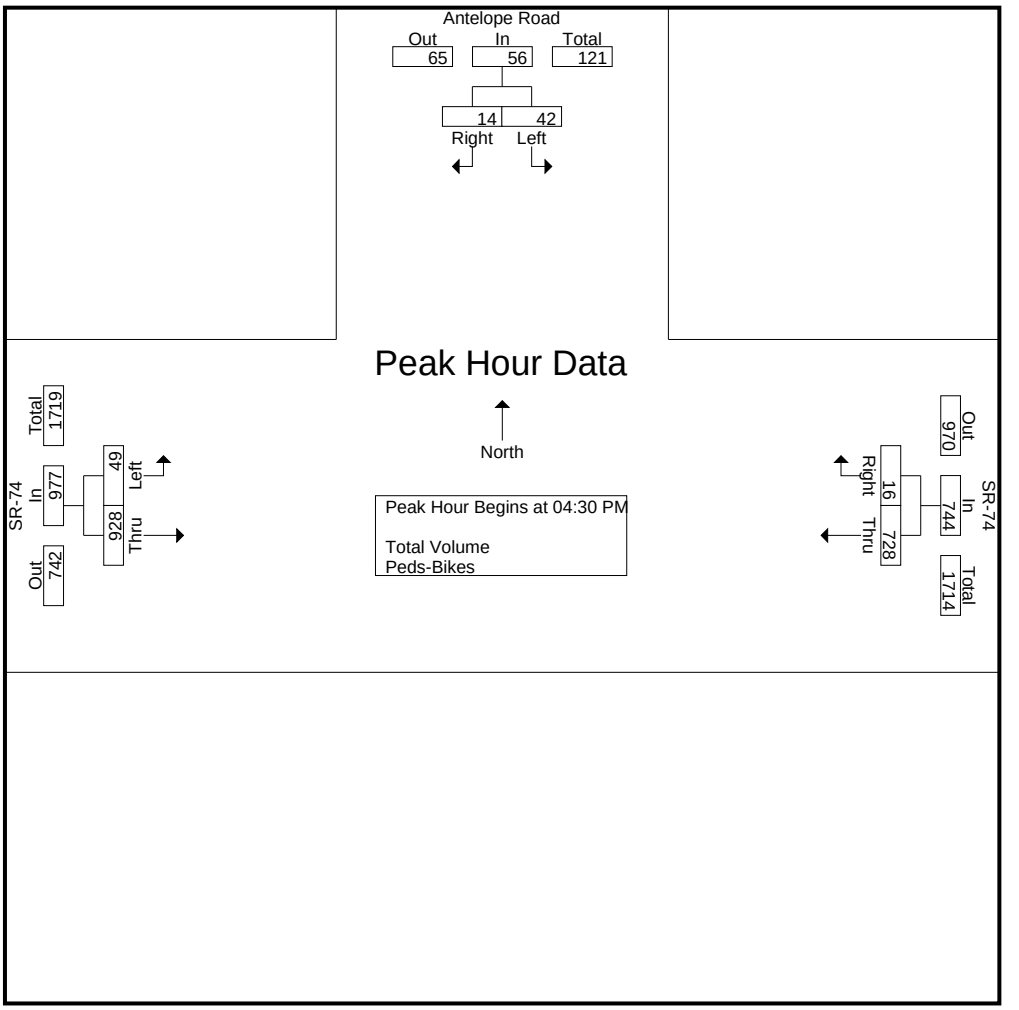
	Antelope Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	13	6	19	202	11	213	10	224	234	466
04:15 PM	8	5	13	161	6	167	12	188	200	380
04:30 PM	13	5	18	188	5	193	15	237	252	463
04:45 PM	7	4	11	180	3	183	4	255	259	453
Total	41	20	61	731	25	756	41	904	945	1762
05:00 PM	12	2	14	197	4	201	12	245	257	472
05:15 PM	10	3	13	163	4	167	18	191	209	389
05:30 PM	7	5	12	224	5	229	14	207	221	462
05:45 PM	6	2	8	137	9	146	12	245	257	411
Total	35	12	47	721	22	743	56	888	944	1734
Grand Total	76	32	108	1452	47	1499	97	1792	1889	3496
Apprch %	70.4	29.6		96.9	3.1		5.1	94.9		
Total %	2.2	0.9	3.1	41.5	1.3	42.9	2.8	51.3	54	
Total Volume	75	32	107	1451	47	1498	97	1792	1889	3494
% Total Volume	98.7	100	99.1	99.9	100	99.9	100	100	100	99.9
Peds-Bikes	1	0	1	1	0	1	0	0	0	2
% Peds-Bikes	1.3	0	0.9	0.1	0	0.1	0	0	0	0.1

	Antelope Road Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	**13**	**5**	**18**	188	**5**	193	15	237	252	463
04:45 PM	7	4	11	180	3	183	4	**255**	**259**	453
05:00 PM	12	2	14	**197**	4	**201**	12	245	257	**472**
05:15 PM	10	3	13	163	4	167	**18**	191	209	389
Total Volume	42	14	56	728	16	744	49	928	977	1777
% App. Total	75	25		97.8	2.2		5	95		
PHF	.808	.700	.778	.924	.800	.925	.681	.910	.943	.941

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City of Menifee
N/S: Antelope Road
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File Name : 33_MEN_Ant_74 PM
Site Code : 00322418
Start Date : 5/19/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:45 PM			04:30 PM		
+0 mins.	**13**	**6**	**19**	180	3	183	15	237	252
+15 mins.	8	5	13	197	4	201	4	**255**	**259**
+30 mins.	13	5	18	163	4	167	12	245	257
+45 mins.	7	4	11	**224**	**5**	**229**	**18**	191	209
Total Volume	41	20	61	764	16	780	49	928	977
% App. Total	67.2	32.8		97.9	2.1		5	95	
PHF	.788	.833	.803	.853	.800	.852	.681	.910	.943

Location: Menifee
N/S: Antelope Road
E/W: SR-74

Date: 5/19/2022
Day: Thursday

PEDESTRIANS

	North Leg Antelope Road	East Leg SR-74	South Leg Dead End	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Antelope Road	East Leg SR-74	South Leg Dead End	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	2	0	0	0	2

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Location: Menifee
N/S: Antelope Road
E/W: SR-74

Date: 5/19/2022
Day: Thursday

BICYCLES

	Southbound Antelope Road			Westbound SR-74			Northbound Dead End			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Antelope Road			Westbound SR-74			Northbound Dead End			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	1	0	0	0	1	0	0	0	0	0	0	0	2

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City of Menifee
N/S: Palomar Road
E/W: SR-74
Weather: Clear

File Name : 34_MEN_Pal_74 AM
Site Code : 00322418
Start Date : 5/19/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

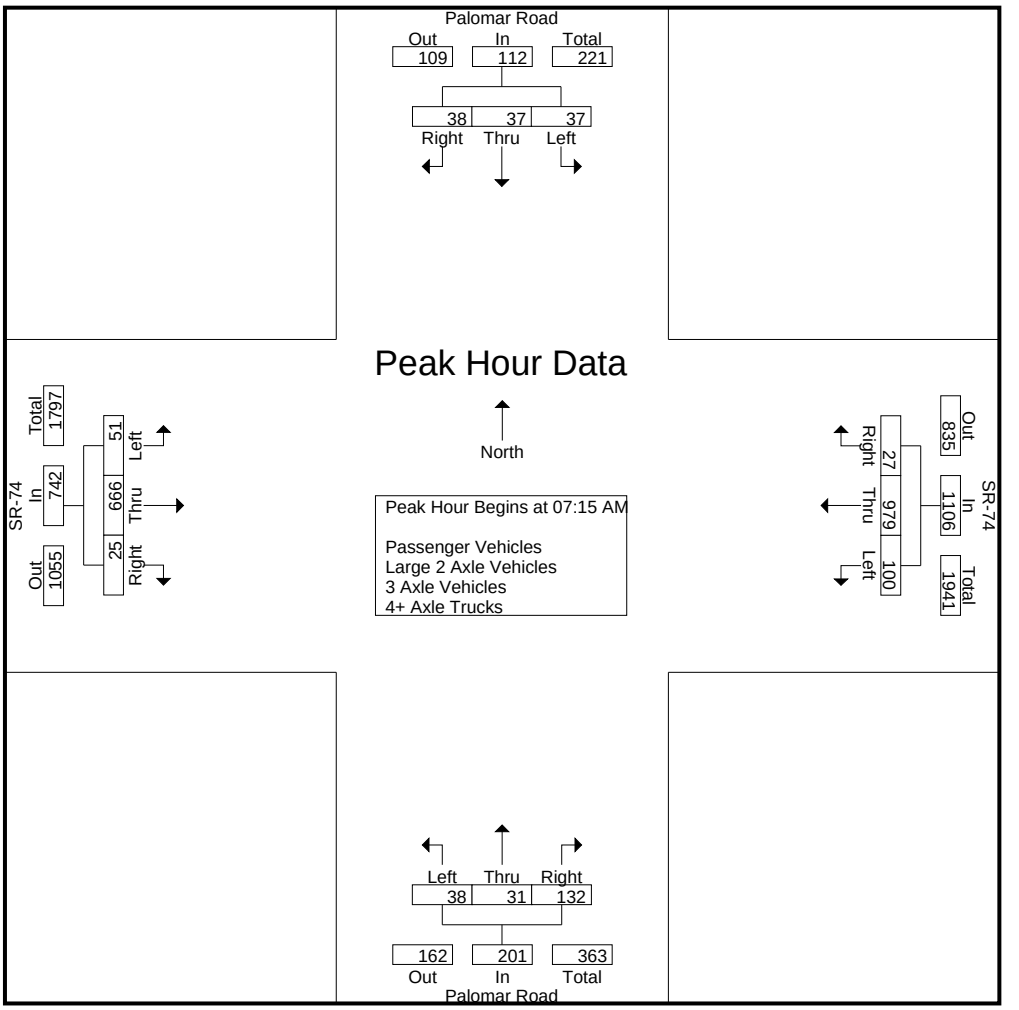
	Palomar Road Southbound				SR-74 Westbound				Palomar Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	15	16	4	35	14	202	3	219	2	6	26	34	3	176	13	192	480
07:15 AM	13	10	4	27	21	247	4	272	8	10	52	70	7	192	7	206	575
07:30 AM	9	11	17	37	28	249	5	282	13	10	40	63	9	178	8	195	577
07:45 AM	10	9	8	27	30	265	10	305	9	5	19	33	12	141	5	158	523
Total	47	46	33	126	93	963	22	1078	32	31	137	200	31	687	33	751	2155
08:00 AM	5	7	9	21	21	218	8	247	8	6	21	35	23	155	5	183	486
08:15 AM	3	5	5	13	13	171	2	186	2	4	18	24	10	132	4	146	369
08:30 AM	2	5	7	14	10	170	1	181	7	6	11	24	8	138	3	149	368
08:45 AM	2	7	6	15	15	176	1	192	1	6	17	24	8	129	0	137	368
Total	12	24	27	63	59	735	12	806	18	22	67	107	49	554	12	615	1591
Grand Total	59	70	60	189	152	1698	34	1884	50	53	204	307	80	1241	45	1366	3746
Apprch %	31.2	37	31.7		8.1	90.1	1.8		16.3	17.3	66.4		5.9	90.8	3.3		
Total %	1.6	1.9	1.6	5	4.1	45.3	0.9	50.3	1.3	1.4	5.4	8.2	2.1	33.1	1.2	36.5	
Passenger Vehicles	58	70	58	186	147	1602	33	1782	41	47	173	261	79	1103	35	1217	3446
% Passenger Vehicles	98.3	100	96.7	98.4	96.7	94.3	97.1	94.6	82	88.7	84.8	85	98.8	88.9	77.8	89.1	92
Large 2 Axle Vehicles	1	0	1	2	5	38	1	44	2	6	20	28	0	66	1	67	141
% Large 2 Axle Vehicles	1.7	0	1.7	1.1	3.3	2.2	2.9	2.3	4	11.3	9.8	9.1	0	5.3	2.2	4.9	3.8
3 Axle Vehicles	0	0	0	0	0	21	0	21	3	0	6	9	1	38	3	42	72
% 3 Axle Vehicles	0	0	0	0	0	1.2	0	1.1	6	0	2.9	2.9	1.2	3.1	6.7	3.1	1.9
4+ Axle Trucks	0	0	1	1	0	37	0	37	4	0	5	9	0	34	6	40	87
% 4+ Axle Trucks	0	0	1.7	0.5	0	2.2	0	2	8	0	2.5	2.9	0	2.7	13.3	2.9	2.3

	Palomar Road Southbound				SR-74 Westbound				Palomar Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**13**	10	4	27	21	247	4	272	8	**10**	**52**	**70**	7	**192**	7	**206**	575
07:30 AM	9	**11**	**17**	**37**	28	249	5	282	**13**	10	40	63	9	178	**8**	195	**577**
07:45 AM	10	9	8	27	**30**	**265**	**10**	**305**	9	5	19	33	12	141	5	158	523
08:00 AM	5	7	9	21	21	218	8	247	8	6	21	35	**23**	155	5	183	486
Total Volume	37	37	38	112	100	979	27	1106	38	31	132	201	51	666	25	742	2161
% App. Total	33	33	33.9		9	88.5	2.4		18.9	15.4	65.7		6.9	89.8	3.4		
PHF	.712	.841	.559	.757	.833	.924	.675	.907	.731	.775	.635	.718	.554	.867	.781	.900	.936

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City of Menifee
N/S: Palomar Road
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File Name : 34_MEN_Pal_74 AM
Site Code : 00322418
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:15 AM				07:00 AM			
+0 mins.	**15**	**16**	4	35	21	247	4	272	8	**10**	**52**	**70**	3	176	**13**	192
+15 mins.	13	10	4	27	28	249	5	282	**13**	10	40	63	7	**192**	7	**206**
+30 mins.	9	11	**17**	**37**	**30**	**265**	**10**	**305**	9	5	19	33	9	178	8	195
+45 mins.	10	9	8	27	21	218	8	247	8	6	21	35	**12**	141	5	158
Total Volume	47	46	33	126	100	979	27	1106	38	31	132	201	31	687	33	751
% App. Total	37.3	36.5	26.2		9	88.5	2.4		18.9	15.4	65.7		4.1	91.5	4.4	
PHF	.783	.719	.485	.851	.833	.924	.675	.907	.731	.775	.635	.718	.646	.895	.635	.911

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City of Menifee
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File Name : 34_MEN_Pal_74 AM
Site Code : 00322418
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Groups Printed- Passenger Vehicles

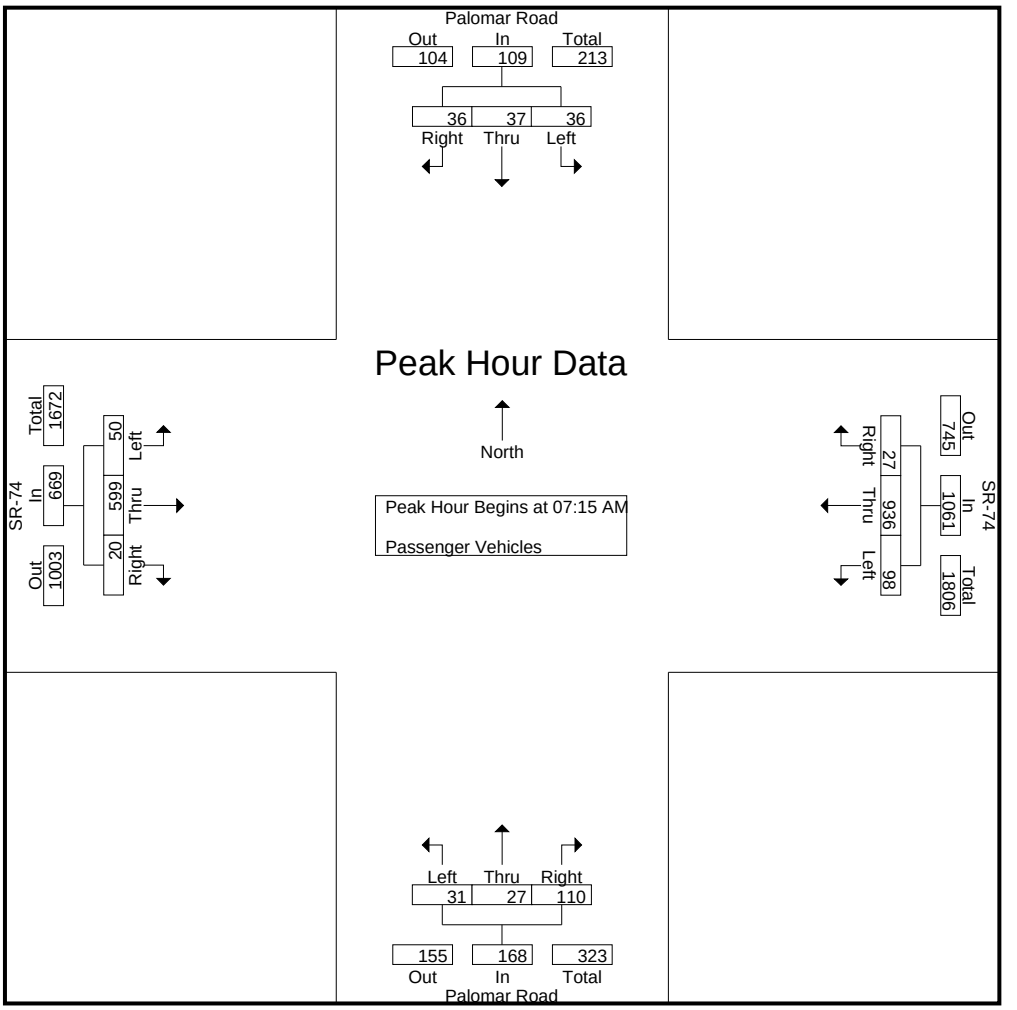
	Palomar Road Southbound				SR-74 Westbound				Palomar Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	15	16	4	35	13	193	3	209	2	5	24	31	3	158	11	172	447
07:15 AM	13	10	4	27	21	239	4	264	7	7	39	53	6	168	6	180	524
07:30 AM	9	11	16	36	27	241	5	273	12	10	35	57	9	161	7	177	543
07:45 AM	9	9	8	26	29	254	10	293	9	5	17	31	12	127	3	142	492
Total	46	46	32	124	90	927	22	1039	30	27	115	172	30	614	27	671	2006
08:00 AM	5	7	8	20	21	202	8	231	3	5	19	27	23	143	4	170	448
08:15 AM	3	5	5	13	13	158	2	173	2	4	14	20	10	117	3	130	336
08:30 AM	2	5	7	14	9	157	0	166	5	6	11	22	8	120	1	129	331
08:45 AM	2	7	6	15	14	158	1	173	1	5	14	20	8	109	0	117	325
Total	12	24	26	62	57	675	11	743	11	20	58	89	49	489	8	546	1440
Grand Total	58	70	58	186	147	1602	33	1782	41	47	173	261	79	1103	35	1217	3446
Apprch %	31.2	37.6	31.2		8.2	89.9	1.9		15.7	18	66.3		6.5	90.6	2.9		
Total %	1.7	2	1.7	5.4	4.3	46.5	1	51.7	1.2	1.4	5	7.6	2.3	32	1	35.3	

	Palomar Road Southbound				SR-74 Westbound				Palomar Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**13**	10	4	27	21	239	4	264	7	7	**39**	53	6	**168**	6	**180**	524
07:30 AM	9	**11**	**16**	**36**	27	241	5	273	**12**	**10**	35	**57**	9	161	**7**	177	**543**
07:45 AM	9	9	8	26	**29**	**254**	**10**	**293**	9	5	17	31	12	127	3	142	492
08:00 AM	5	7	8	20	21	202	8	231	3	5	19	27	**23**	143	4	170	448
Total Volume	36	37	36	109	98	936	27	1061	31	27	110	168	50	599	20	669	2007
% App. Total	33	33.9	33		9.2	88.2	2.5		18.5	16.1	65.5		7.5	89.5	3		
PHF	.692	.841	.563	.757	.845	.921	.675	.905	.646	.675	.705	.737	.543	.891	.714	.929	.924

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City of Menifee
N/S: Palomar Road
E/W: SR-74
Weather: Clear

File Name : 34_MEN_Pal_74 AM
Site Code : 00322418
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**13**	10	4	27	21	239	4	264	7	7	**39**	53	6	**168**	6	**180**
+15 mins.	9	**11**	**16**	**36**	27	241	5	273	**12**	**10**	35	**57**	9	161	**7**	177
+30 mins.	9	9	8	26	**29**	**254**	**10**	**293**	9	5	17	31	12	127	3	142
+45 mins.	5	7	8	20	21	202	8	231	3	5	19	27	**23**	143	4	170
Total Volume	36	37	36	109	98	936	27	1061	31	27	110	168	50	599	20	669
% App. Total	33	33.9	33		9.2	88.2	2.5		18.5	16.1	65.5		7.5	89.5	3	
PHF	.692	.841	.563	.757	.845	.921	.675	.905	.646	.675	.705	.737	.543	.891	.714	.929

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City of Menifee
N/S: Palomar Road
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File Name : 34_MEN_Pal_74 AM
Site Code : 00322418
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Groups Printed- Large 2 Axle Vehicles

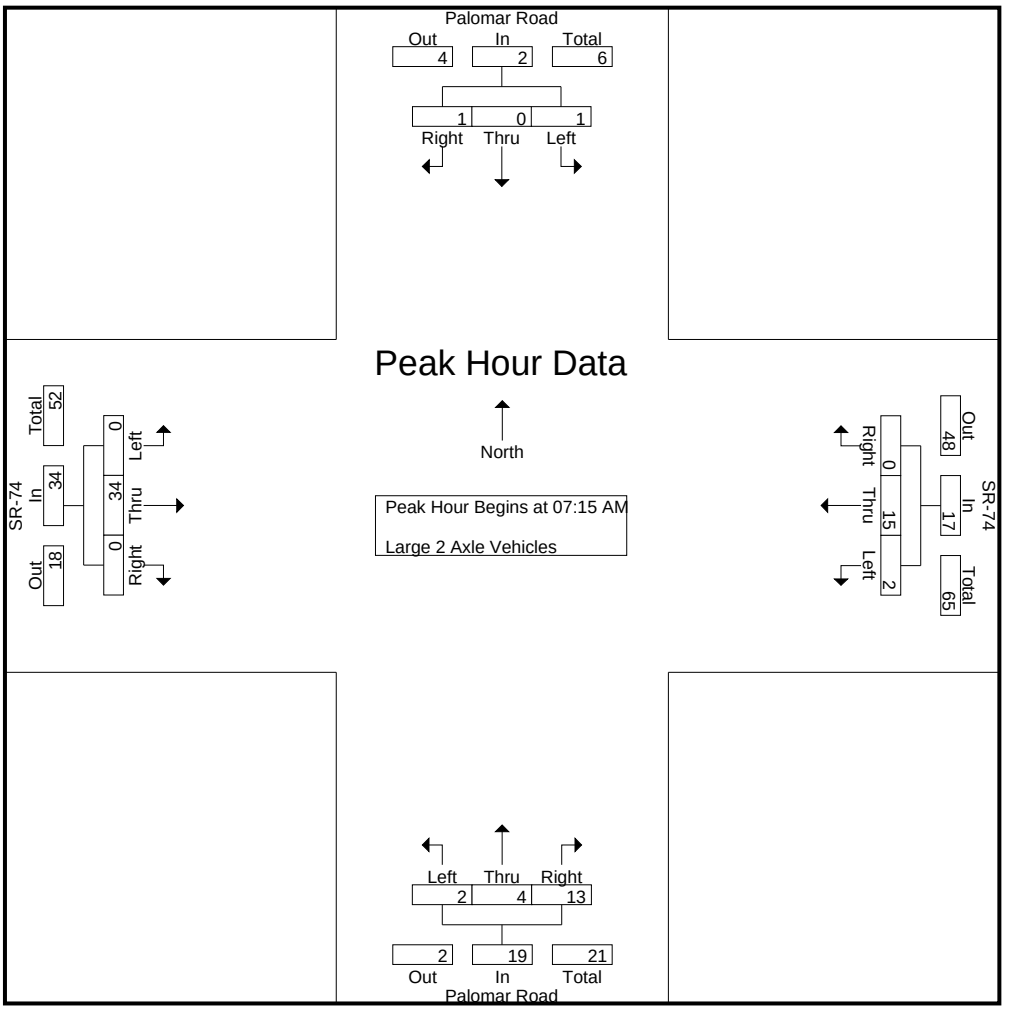
	Palomar Road Southbound				SR-74 Westbound				Palomar Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	6	0	7	0	1	1	2	0	12	1	13	22
07:15 AM	0	0	0	0	0	7	0	7	1	3	10	14	0	10	0	10	31
07:30 AM	0	0	1	1	1	1	0	2	0	0	1	1	0	8	0	8	12
07:45 AM	1	0	0	1	1	5	0	6	0	0	0	0	0	9	0	9	16
Total	1	0	1	2	3	19	0	22	1	4	12	17	0	39	1	40	81
08:00 AM	0	0	0	0	0	2	0	2	1	1	2	4	0	7	0	7	13
08:15 AM	0	0	0	0	0	4	0	4	0	0	3	3	0	8	0	8	15
08:30 AM	0	0	0	0	1	4	1	6	0	0	0	0	0	6	0	6	12
08:45 AM	0	0	0	0	1	9	0	10	0	1	3	4	0	6	0	6	20
Total	0	0	0	0	2	19	1	22	1	2	8	11	0	27	0	27	60
Grand Total	1	0	1	2	5	38	1	44	2	6	20	28	0	66	1	67	141
Apprch %	50	0	50		11.4	86.4	2.3		7.1	21.4	71.4		0	98.5	1.5		
Total %	0.7	0	0.7	1.4	3.5	27	0.7	31.2	1.4	4.3	14.2	19.9	0	46.8	0.7	47.5	

	Palomar Road Southbound				SR-74 Westbound				Palomar Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**7**	0	**7**	**1**	**3**	**10**	**14**	0	**10**	0	**10**	**31**
07:30 AM	0	0	**1**	**1**	**1**	1	0	2	0	0	1	1	0	8	0	8	12
07:45 AM	**1**	0	0	1	1	5	0	6	0	0	0	0	0	9	0	9	16
08:00 AM	0	0	0	0	0	2	0	2	1	1	2	4	0	7	0	7	13
Total Volume	1	0	1	2	2	15	0	17	2	4	13	19	0	34	0	34	72
% App. Total	50	0	50		11.8	88.2	0		10.5	21.1	68.4		0	100	0		
PHF	.250	.000	.250	.500	.500	.536	.000	.607	.500	.333	.325	.339	.000	.850	.000	.850	.581

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City of Menifee
N/S: Palomar Road
E/W: SR-74
Weather: Clear

File Name : 34_MEN_Pal_74 AM
Site Code : 00322418
Start Date : 5/19/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**7**	0	**7**	**1**	**3**	**10**	**14**	0	**10**	0	**10**
+15 mins.	0	0	**1**	**1**	**1**	1	0	2	0	0	1	1	0	8	0	8
+30 mins.	**1**	0	0	1	1	5	0	6	0	0	0	0	0	9	0	9
+45 mins.	0	0	0	0	0	2	0	2	1	1	2	4	0	7	0	7
Total Volume	1	0	1	2	2	15	0	17	2	4	13	19	0	34	0	34
% App. Total	50	0	50		11.8	88.2	0		10.5	21.1	68.4		0	100	0	
PHF	.250	.000	.250	.500	.500	.536	.000	.607	.500	.333	.325	.339	.000	.850	.000	.850

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City of Menifee
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Weather: Clear

File Name : 34_MEN_Pal_74 AM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

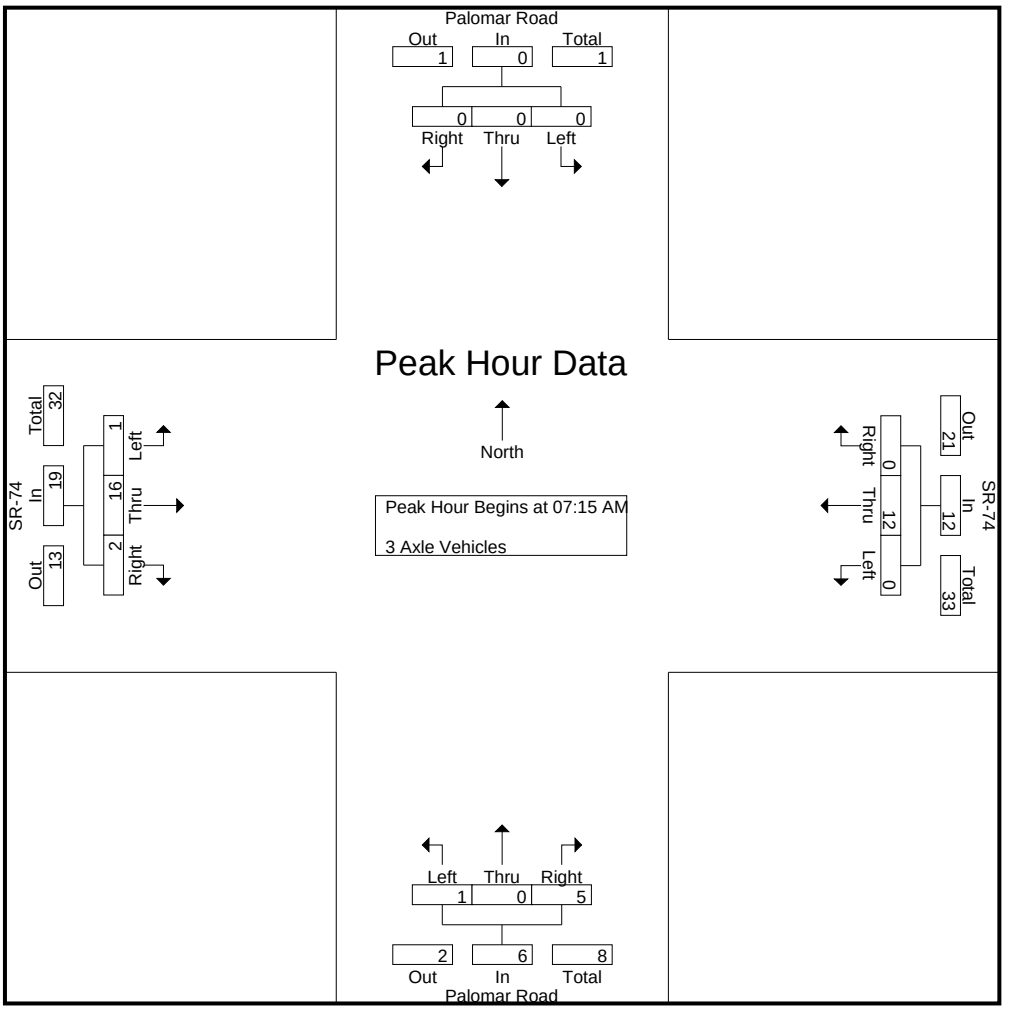
	Palomar Road Southbound				SR-74 Westbound				Palomar Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	8	0	9	9
07:30 AM	0	0	0	0	0	2	0	2	0	0	4	4	0	3	1	4	10
07:45 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	3	0	3	6
Total	0	0	0	0	0	4	0	4	0	0	5	5	1	18	1	20	29
08:00 AM	0	0	0	0	0	8	0	8	1	0	0	1	0	2	1	3	12
08:15 AM	0	0	0	0	0	3	0	3	0	0	1	1	0	2	1	3	7
08:30 AM	0	0	0	0	0	3	0	3	2	0	0	2	0	9	0	9	14
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7	10
Total	0	0	0	0	0	17	0	17	3	0	1	4	0	20	2	22	43
Grand Total	0	0	0	0	0	21	0	21	3	0	6	9	1	38	3	42	72
Apprch %	0	0	0		0	100	0		33.3	0	66.7		2.4	90.5	7.1		
Total %	0	0	0	0	0	29.2	0	29.2	4.2	0	8.3	12.5	1.4	52.8	4.2	58.3	

	Palomar Road Southbound				SR-74 Westbound				Palomar Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**8**	0	**9**	9
07:30 AM	0	0	0	0	0	2	0	2	0	0	**4**	**4**	0	3	**1**	4	10
07:45 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	3	0	3	6
08:00 AM	0	0	0	0	0	**8**	0	**8**	**1**	0	0	1	0	2	1	3	**12**
Total Volume	0	0	0	0	0	12	0	12	1	0	5	6	1	16	2	19	37
% App. Total	0	0	0		0	100	0		16.7	0	83.3		5.3	84.2	10.5		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.313	.375	.250	.500	.500	.528	.771

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City of Menifee
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File Name : 34_MEN_Pal_74 AM
Site Code : 00322418
Start Date : 5/19/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**8**	0	**9**
+15 mins.	0	0	0	0	0	2	0	2	0	0	**4**	**4**	0	3	**1**	4
+30 mins.	0	0	0	0	0	2	0	2	0	0	1	1	0	3	0	3
+45 mins.	0	0	0	0	0	**8**	0	**8**	**1**	0	0	1	0	2	1	3
Total Volume	0	0	0	0	0	12	0	12	1	0	5	6	1	16	2	19
% App. Total	0	0	0		0	100	0		16.7	0	83.3		5.3	84.2	10.5	
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.313	.375	.250	.500	.500	.528

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City of Menifee
N/S: Palomar Road
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Weather: Clear

File Name : 34_MEN_Pal_74 AM
Site Code : 00322418
Start Date : 5/19/2022
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Groups Printed- 4+ Axle Trucks

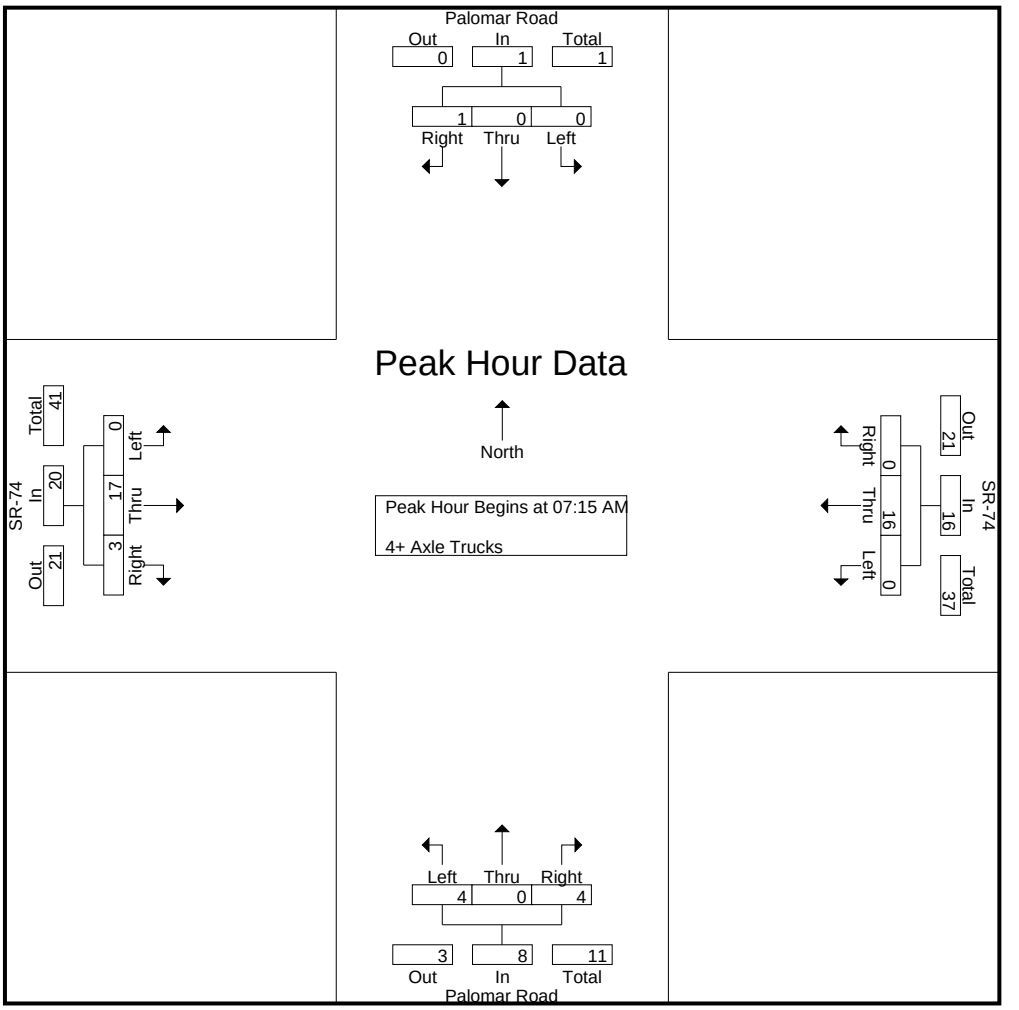
	Palomar Road Southbound				SR-74 Westbound				Palomar Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	3	0	0	1	1	0	2	1	3	7
07:15 AM	0	0	0	0	0	1	0	1	0	0	3	3	0	6	1	7	11
07:30 AM	0	0	0	0	0	5	0	5	1	0	0	1	0	6	0	6	12
07:45 AM	0	0	0	0	0	4	0	4	0	0	1	1	0	2	2	4	9
Total	0	0	0	0	0	13	0	13	1	0	5	6	0	16	4	20	39
08:00 AM	0	0	1	1	0	6	0	6	3	0	0	3	0	3	0	3	13
08:15 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
08:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	2	5	11
08:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	7	0	7	13
Total	0	0	1	1	0	24	0	24	3	0	0	3	0	18	2	20	48
Grand Total	0	0	1	1	0	37	0	37	4	0	5	9	0	34	6	40	87
Apprch %	0	0	100		0	100	0		44.4	0	55.6		0	85	15		
Total %	0	0	1.1	1.1	0	42.5	0	42.5	4.6	0	5.7	10.3	0	39.1	6.9	46	

	Palomar Road Southbound				SR-74 Westbound				Palomar Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	1	0	1	0	0	**3**	**3**	0	**6**	1	**7**	11
07:30 AM	0	0	0	0	0	5	0	5	1	0	0	1	0	6	0	6	12
07:45 AM	0	0	0	0	0	4	0	4	0	0	1	1	0	2	**2**	4	9
08:00 AM	0	0	**1**	**1**	0	**6**	0	**6**	**3**	0	0	3	0	3	0	3	**13**
Total Volume	0	0	1	1	0	16	0	16	4	0	4	8	0	17	3	20	45
% App. Total	0	0	100		0	100	0		50	0	50		0	85	15		
PHF	.000	.000	.250	.250	.000	.667	.000	.667	.333	.000	.333	.667	.000	.708	.375	.714	.865

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File Name : 34_MEN_Pal_74 AM
Site Code : 00322418
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	**3**	**3**	0	**6**	1	**7**
+15 mins.	0	0	0	0	0	5	0	5	1	0	0	1	0	6	0	6
+30 mins.	0	0	0	0	0	4	0	4	0	0	1	1	0	2	**2**	4
+45 mins.	0	0	**1**	**1**	0	**6**	0	**6**	**3**	0	0	3	0	3	0	3
Total Volume	0	0	1	1	0	16	0	16	4	0	4	8	0	17	3	20
% App. Total	0	0	100		0	100	0		50	0	50		0	85	15	
PHF	.000	.000	.250	.250	.000	.667	.000	.667	.333	.000	.333	.667	.000	.708	.375	.714

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City of Menifee
N/S: Palomar Road
E/W: SR-74
Weather: Clear

File Name : 34_MEN_Pal_74 PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

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

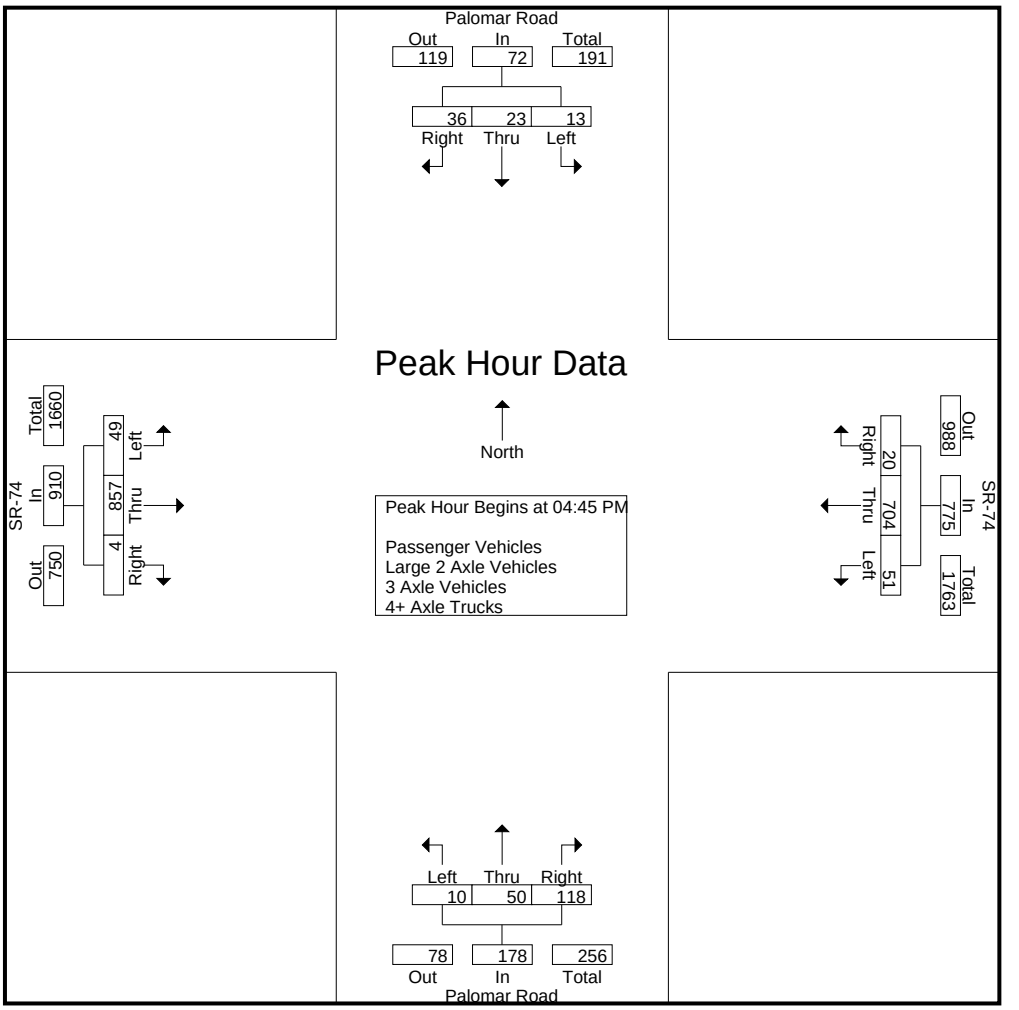
	Palomar Road Southbound				SR-74 Westbound				Palomar Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	6	11	27	18	184	5	207	10	14	37	61	16	218	2	236	531
04:15 PM	9	6	5	20	10	150	4	164	3	9	30	42	11	176	1	188	414
04:30 PM	5	6	6	17	7	165	4	176	5	18	25	48	15	217	2	234	475
04:45 PM	8	3	7	18	12	158	4	174	2	8	37	47	17	241	3	261	500
Total	32	21	29	82	47	657	17	721	20	49	129	198	59	852	8	919	1920
05:00 PM	0	7	10	17	16	187	6	209	2	11	25	38	12	224	1	237	501
05:15 PM	5	6	10	21	5	144	5	154	4	18	36	58	9	186	0	195	428
05:30 PM	0	7	9	16	18	215	5	238	2	13	20	35	11	206	0	217	506
05:45 PM	2	5	5	12	13	127	3	143	2	13	30	45	10	225	1	236	436
Total	7	25	34	66	52	673	19	744	10	55	111	176	42	841	2	885	1871
Grand Total	39	46	63	148	99	1330	36	1465	30	104	240	374	101	1693	10	1804	3791
Apprch %	26.4	31.1	42.6		6.8	90.8	2.5		8	27.8	64.2		5.6	93.8	0.6		
Total %	1	1.2	1.7	3.9	2.6	35.1	0.9	38.6	0.8	2.7	6.3	9.9	2.7	44.7	0.3	47.6	
Passenger Vehicles	39	42	63	144	94	1261	35	1390	27	99	218	344	99	1654	9	1762	3640
% Passenger Vehicles	100	91.3	100	97.3	94.9	94.8	97.2	94.9	90	95.2	90.8	92	98	97.7	90	97.7	96
Large 2 Axle Vehicles	0	4	0	4	1	40	1	42	2	5	16	23	2	22	0	24	93
% Large 2 Axle Vehicles	0	8.7	0	2.7	1	3	2.8	2.9	6.7	4.8	6.7	6.1	2	1.3	0	1.3	2.5
3 Axle Vehicles	0	0	0	0	0	13	0	13	0	0	0	0	0	5	0	5	18
% 3 Axle Vehicles	0	0	0	0	0	1	0	0.9	0	0	0	0	0	0.3	0	0.3	0.5
4+ Axle Trucks	0	0	0	0	4	16	0	20	1	0	6	7	0	12	1	13	40
% 4+ Axle Trucks	0	0	0	0	4	1.2	0	1.4	3.3	0	2.5	1.9	0	0.7	10	0.7	1.1

	Palomar Road Southbound				SR-74 Westbound				Palomar Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**8**	3	7	18	12	158	4	174	2	8	**37**	47	**17**	**241**	**3**	**261**	500
05:00 PM	0	**7**	**10**	17	16	187	**6**	209	2	11	25	38	12	224	1	237	501
05:15 PM	5	6	10	**21**	5	144	5	154	**4**	**18**	36	**58**	9	186	0	195	428
05:30 PM	0	7	9	16	**18**	**215**	5	**238**	2	13	20	35	11	206	0	217	**506**
Total Volume	13	23	36	72	51	704	20	775	10	50	118	178	49	857	4	910	1935
% App. Total	18.1	31.9	50		6.6	90.8	2.6		5.6	28.1	66.3		5.4	94.2	0.4		
PHF	.406	.821	.900	.857	.708	.819	.833	.814	.625	.694	.797	.767	.721	.889	.333	.872	.956

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City of Menifee
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E/W: SR-74
Weather: Clear

File Name : 34_MEN_Pal_74 PM
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:00 PM				04:30 PM			
+0 mins.	**10**	**6**	**11**	**27**	12	158	4	174	**10**	14	**37**	**61**	15	217	2	234
+15 mins.	9	6	5	20	16	187	**6**	209	3	9	30	42	**17**	**241**	**3**	**261**
+30 mins.	5	6	6	17	5	144	5	154	5	**18**	25	48	12	224	1	237
+45 mins.	8	3	7	18	**18**	**215**	5	**238**	2	8	37	47	9	186	0	195
Total Volume	32	21	29	82	51	704	20	775	20	49	129	198	53	868	6	927
% App. Total	39	25.6	35.4		6.6	90.8	2.6		10.1	24.7	65.2		5.7	93.6	0.6	
PHF	.800	.875	.659	.759	.708	.819	.833	.814	.500	.681	.872	.811	.779	.900	.500	.888

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City of Menifee
N/S: Palomar Road
E/W: SR-74
Weather: Clear

File Name : 34_MEN_Pal_74 PM
Site Code : 00322418
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Groups Printed- Passenger Vehicles

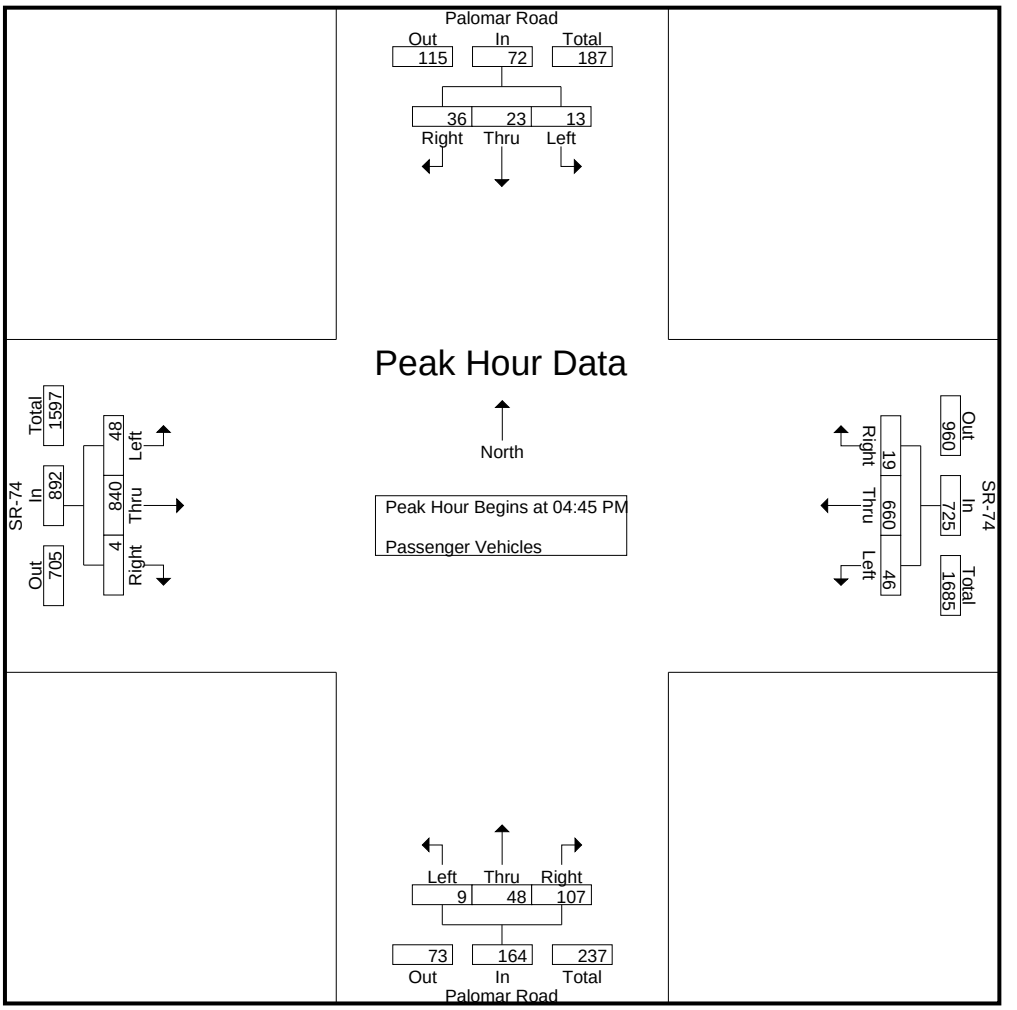
	Palomar Road Southbound				SR-74 Westbound				Palomar Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	5	11	26	18	175	5	198	9	13	34	56	15	211	1	227	507
04:15 PM	9	3	5	17	10	144	4	158	3	8	25	36	11	173	1	185	396
04:30 PM	5	6	6	17	7	157	4	168	5	18	22	45	15	211	2	228	458
04:45 PM	8	3	7	18	12	147	4	163	2	8	34	44	16	237	3	256	481
Total	32	17	29	78	47	623	17	687	19	47	115	181	57	832	7	896	1842
05:00 PM	0	7	10	17	14	174	6	194	2	10	22	34	12	222	1	235	480
05:15 PM	5	6	10	21	3	139	4	146	3	17	34	54	9	182	0	191	412
05:30 PM	0	7	9	16	17	200	5	222	2	13	17	32	11	199	0	210	480
05:45 PM	2	5	5	12	13	125	3	141	1	12	30	43	10	219	1	230	426
Total	7	25	34	66	47	638	18	703	8	52	103	163	42	822	2	866	1798
Grand Total	39	42	63	144	94	1261	35	1390	27	99	218	344	99	1654	9	1762	3640
Apprch %	27.1	29.2	43.8		6.8	90.7	2.5		7.8	28.8	63.4		5.6	93.9	0.5		
Total %	1.1	1.2	1.7	4	2.6	34.6	1	38.2	0.7	2.7	6	9.5	2.7	45.4	0.2	48.4	

	Palomar Road Southbound				SR-74 Westbound				Palomar Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**8**	3	7	18	12	147	4	163	2	8	**34**	44	**16**	**237**	**3**	**256**	**481**
05:00 PM	0	**7**	**10**	17	14	174	**6**	194	2	10	22	34	12	222	1	235	480
05:15 PM	5	6	10	**21**	3	139	4	146	**3**	**17**	34	**54**	9	182	0	191	412
05:30 PM	0	7	9	16	**17**	**200**	5	**222**	2	13	17	32	11	199	0	210	480
Total Volume	13	23	36	72	46	660	19	725	9	48	107	164	48	840	4	892	1853
% App. Total	18.1	31.9	50		6.3	91	2.6		5.5	29.3	65.2		5.4	94.2	0.4		
PHF	.406	.821	.900	.857	.676	.825	.792	.816	.750	.706	.787	.759	.750	.886	.333	.871	.963

Counts Unlimited, Inc.
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City of Menifee
N/S: Palomar Road
E/W: SR-74
Weather: Clear

File Name : 34_MEN_Pal_74 PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	**8**	3	7	18	12	147	4	163	2	8	**34**	44	**16**	**237**	**3**	**256**
+15 mins.	0	**7**	**10**	17	14	174	**6**	194	2	10	22	34	12	222	1	235
+30 mins.	5	6	10	**21**	3	139	4	146	**3**	**17**	34	**54**	9	182	0	191
+45 mins.	0	7	9	16	**17**	**200**	5	**222**	2	13	17	32	11	199	0	210
Total Volume	13	23	36	72	46	660	19	725	9	48	107	164	48	840	4	892
% App. Total	18.1	31.9	50		6.3	91	2.6		5.5	29.3	65.2		5.4	94.2	0.4	
PHF	.406	.821	.900	.857	.676	.825	.792	.816	.750	.706	.787	.759	.750	.886	.333	.871

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City of Menifee
N/S: Palomar Road
E/W: SR-74
Weather: Clear

File Name : 34_MEN_Pal_74 PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

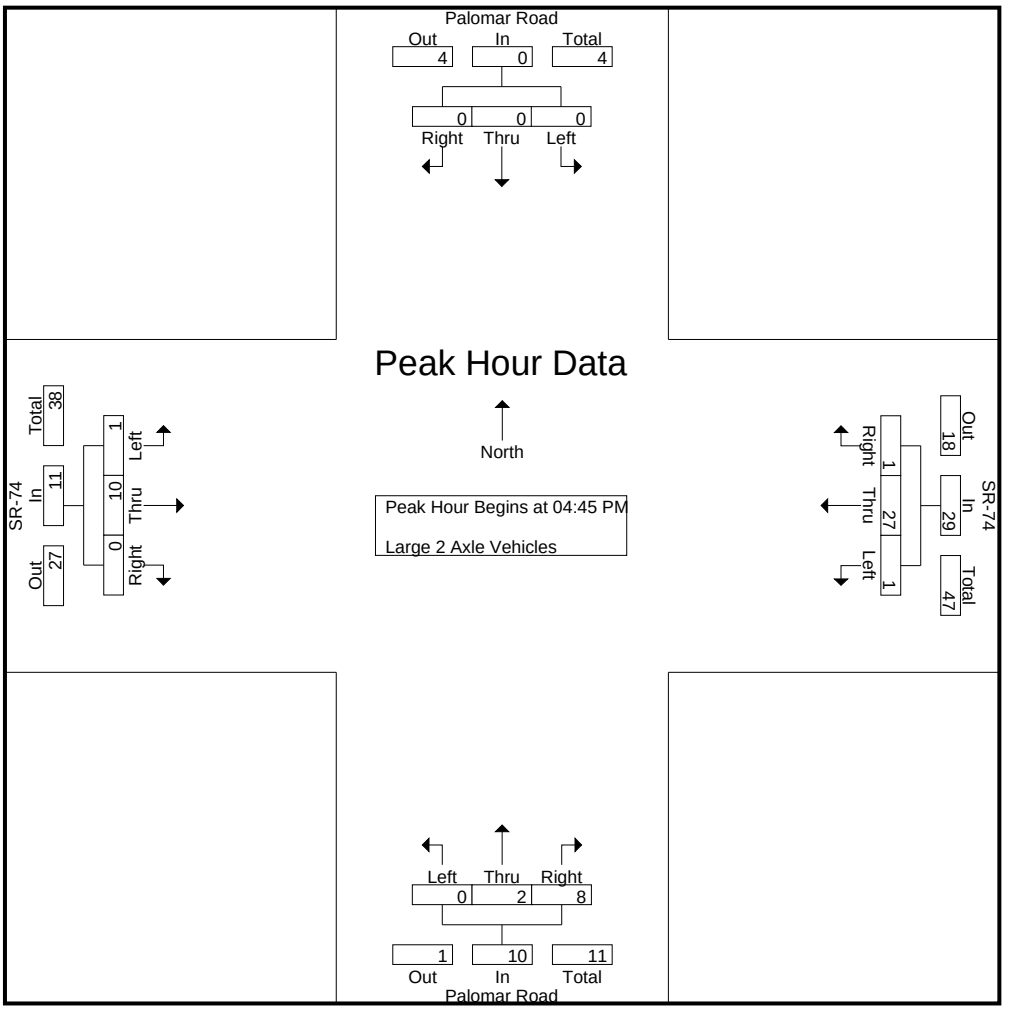
	Palomar Road Southbound				SR-74 Westbound				Palomar Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	4	0	4	1	1	2	4	1	3	0	4	13
04:15 PM	0	3	0	3	0	4	0	4	0	1	3	4	0	2	0	2	13
04:30 PM	0	0	0	0	0	4	0	4	0	0	3	3	0	3	0	3	10
04:45 PM	0	0	0	0	0	8	0	8	0	0	2	2	1	2	0	3	13
Total	0	4	0	4	0	20	0	20	1	2	10	13	2	10	0	12	49
05:00 PM	0	0	0	0	0	6	0	6	0	1	2	3	0	0	0	0	9
05:15 PM	0	0	0	0	1	3	1	5	0	1	1	2	0	3	0	3	10
05:30 PM	0	0	0	0	0	10	0	10	0	0	3	3	0	5	0	5	18
05:45 PM	0	0	0	0	0	1	0	1	1	1	0	2	0	4	0	4	7
Total	0	0	0	0	1	20	1	22	1	3	6	10	0	12	0	12	44
Grand Total	0	4	0	4	1	40	1	42	2	5	16	23	2	22	0	24	93
Apprch %	0	100	0		2.4	95.2	2.4		8.7	21.7	69.6		8.3	91.7	0		
Total %	0	4.3	0	4.3	1.1	43	1.1	45.2	2.2	5.4	17.2	24.7	2.2	23.7	0	25.8	

	Palomar Road Southbound				SR-74 Westbound				Palomar Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	8	0	8	0	0	2	2	**1**	2	0	3	13
05:00 PM	0	0	0	0	0	6	0	6	0	**1**	2	**3**	0	0	0	0	9
05:15 PM	0	0	0	0	**1**	3	**1**	5	0	1	1	2	0	3	0	3	10
05:30 PM	0	0	0	0	0	**10**	0	**10**	0	0	**3**	3	0	**5**	0	**5**	**18**
Total Volume	0	0	0	0	1	27	1	29	0	2	8	10	1	10	0	11	50
% App. Total	0	0	0		3.4	93.1	3.4		0	20	80		9.1	90.9	0		
PHF	.000	.000	.000	.000	.250	.675	.250	.725	.000	.500	.667	.833	.250	.500	.000	.550	.694

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City of Menifee
N/S: Palomar Road
E/W: SR-74
Weather: Clear

File Name : 34_MEN_Pal_74 PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	8	0	8	0	0	2	2	**1**	2	0	3
+15 mins.	0	0	0	0	0	6	0	6	0	**1**	2	**3**	0	0	0	0
+30 mins.	0	0	0	0	**1**	3	**1**	5	0	1	1	2	0	3	0	3
+45 mins.	0	0	0	0	0	**10**	0	**10**	0	0	**3**	3	0	**5**	0	**5**
Total Volume	0	0	0	0	1	27	1	29	0	2	8	10	1	10	0	11
% App. Total	0	0	0		3.4	93.1	3.4		0	20	80		9.1	90.9	0	
PHF	.000	.000	.000	.000	.250	.675	.250	.725	.000	.500	.667	.833	.250	.500	.000	.550

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City of Menifee
N/S: Palomar Road
E/W: SR-74
Weather: Clear

File Name : 34_MEN_Pal_74 PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

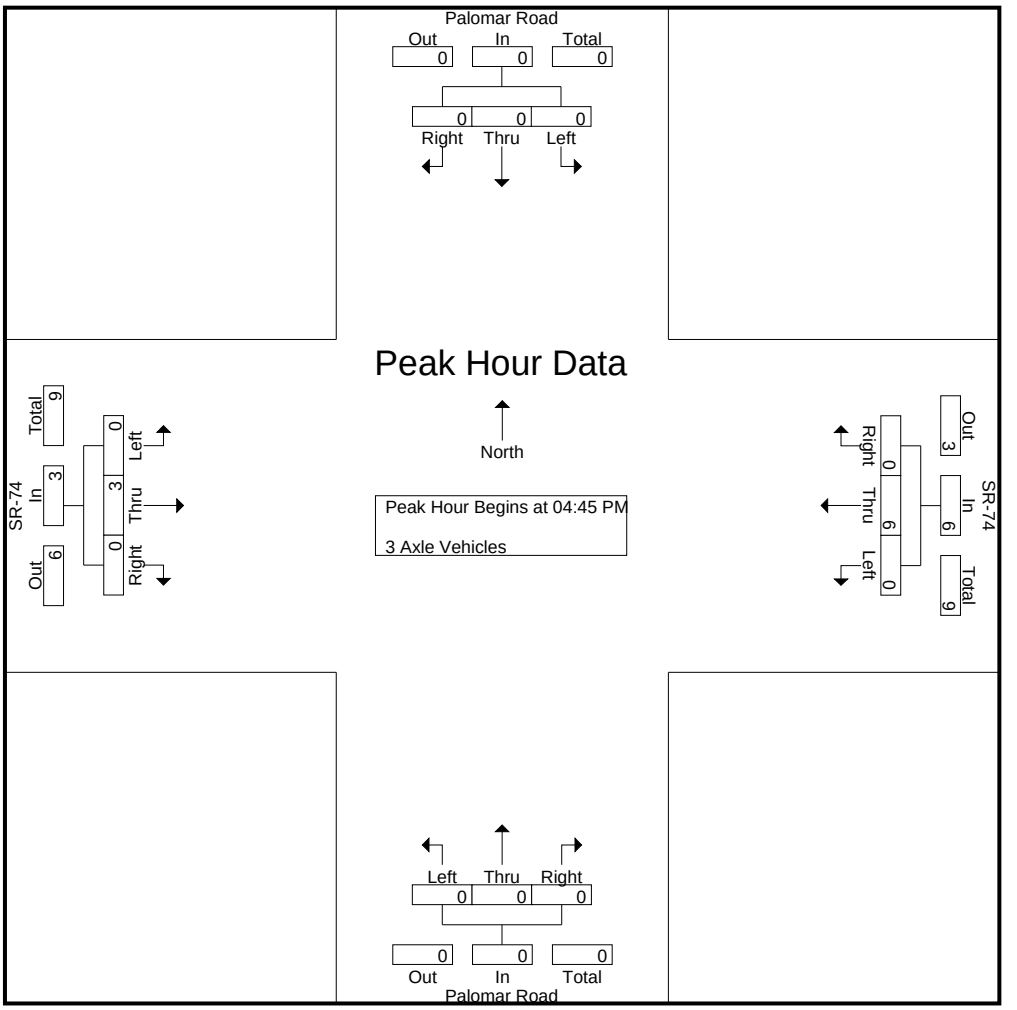
	Palomar Road Southbound				SR-74 Westbound				Palomar Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
05:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
Grand Total	0	0	0	0	0	13	0	13	0	0	0	0	0	5	0	5	18
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	72.2	0	72.2	0	0	0	0	0	27.8	0	27.8	

	Palomar Road Southbound				SR-74 Westbound				Palomar Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**	2
05:00 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0	**4**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.750	.000	.750	.563

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City of Menifee
N/S: Palomar Road
E/W: SR-74
Weather: Clear

File Name : 34_MEN_Pal_74 PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.750	.000	.750

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City of Menifee
N/S: Palomar Road
E/W: SR-74
Weather: Clear

File Name : 34_MEN_Pal_74 PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

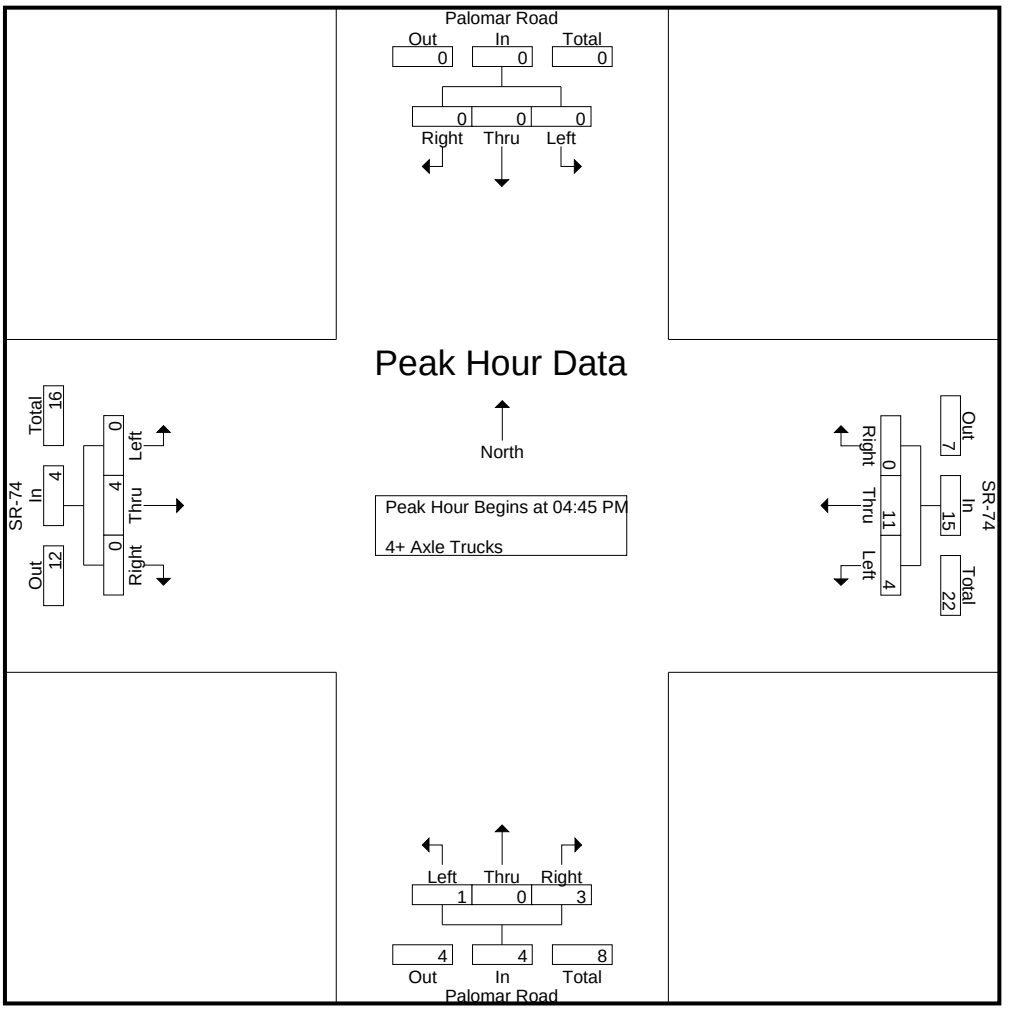
	Palomar Road Southbound				SR-74 Westbound				Palomar Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	2	1	3	7
04:15 PM	0	0	0	0	0	1	0	1	0	0	2	2	0	1	0	1	4
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
04:45 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1	4
Total	0	0	0	0	0	7	0	7	0	0	4	4	0	7	1	8	19
05:00 PM	0	0	0	0	2	3	0	5	0	0	1	1	0	2	0	2	8
05:15 PM	0	0	0	0	1	2	0	3	1	0	1	2	0	0	0	0	5
05:30 PM	0	0	0	0	1	4	0	5	0	0	0	0	0	1	0	1	6
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	4	9	0	13	1	0	2	3	0	5	0	5	21
Grand Total	0	0	0	0	4	16	0	20	1	0	6	7	0	12	1	13	40
Apprch %	0	0	0		20	80	0		14.3	0	85.7		0	92.3	7.7		
Total %	0	0	0	0	10	40	0	50	2.5	0	15	17.5	0	30	2.5	32.5	

	Palomar Road Southbound				SR-74 Westbound				Palomar Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	2	0	2	0	0	**1**	1	0	1	0	1	4
05:00 PM	0	0	0	0	**2**	3	0	**5**	0	0	1	1	0	**2**	0	**2**	**8**
05:15 PM	0	0	0	0	1	2	0	3	**1**	0	1	**2**	0	0	0	0	5
05:30 PM	0	0	0	0	1	**4**	0	5	0	0	0	0	0	1	0	1	6
Total Volume	0	0	0	0	4	11	0	15	1	0	3	4	0	4	0	4	23
% App. Total	0	0	0		26.7	73.3	0		25	0	75		0	100	0		
PHF	.000	.000	.000	.000	.500	.688	.000	.750	.250	.000	.750	.500	.000	.500	.000	.500	.719

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City of Menifee
N/S: Palomar Road
E/W: SR-74
Weather: Clear

File Name : 34_MEN_Pal_74 PM
Site Code : 00322418
Start Date : 5/19/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	**1**	1	0	1	0	1
+15 mins.	0	0	0	0	**2**	3	0	**5**	0	0	1	1	0	**2**	0	**2**
+30 mins.	0	0	0	0	1	2	0	3	**1**	0	1	**2**	0	0	0	0
+45 mins.	0	0	0	0	1	**4**	0	5	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	4	11	0	15	1	0	3	4	0	4	0	4
% App. Total	0	0	0		26.7	73.3	0		25	0	75		0	100	0	
PHF	.000	.000	.000	.000	.500	.688	.000	.750	.250	.000	.750	.500	.000	.500	.000	.500

Location: Menifee
N/S: Palomar Road
E/W: SR-74

Date: 5/19/2022
Day: Thursday

PEDESTRIANS

	North Leg Palomar Road	East Leg SR-74	South Leg Palomar Road	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Palomar Road	East Leg SR-74	South Leg Palomar Road	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Menifee
N/S: Palomar Road
E/W: SR-74

Date: 5/19/2022
Day: Thursday

BICYCLES

	Southbound Palomar Road			Westbound SR-74			Northbound Palomar Road			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Palomar Road			Westbound SR-74			Northbound Palomar Road			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Menifee
N/S: Goetz Road
E/W: Ethanac Road
Weather: Clear

File Name : 35_MEN_Goetz_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

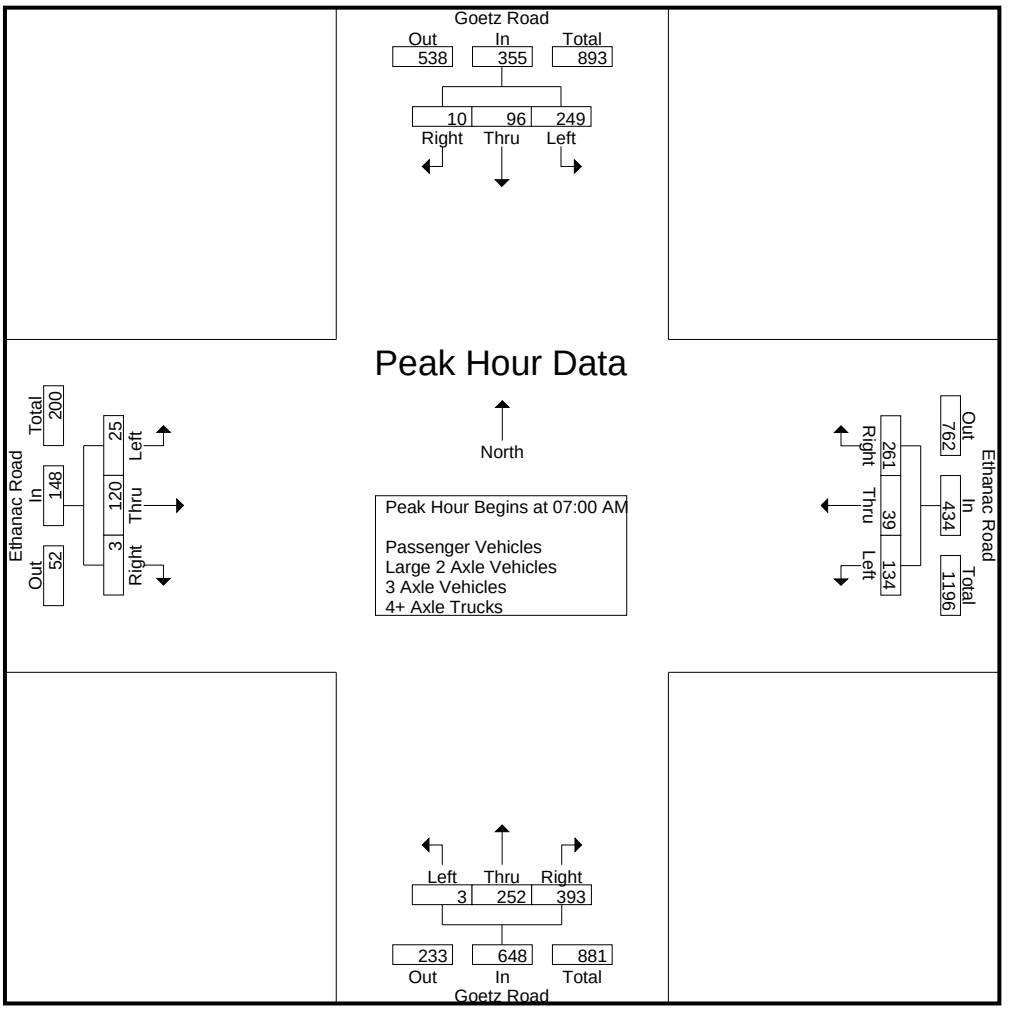
	Goetz Road Southbound				Ethanac Road Westbound				Goetz Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	62	17	2	81	29	3	75	107	0	57	98	155	7	49	0	56	399
07:15 AM	44	16	3	63	26	6	70	102	0	71	89	160	5	29	2	36	361
07:30 AM	73	22	4	99	40	13	59	112	3	66	120	189	9	26	0	35	435
07:45 AM	70	41	1	112	39	17	57	113	0	58	86	144	4	16	1	21	390
Total	249	96	10	355	134	39	261	434	3	252	393	648	25	120	3	148	1585
08:00 AM	64	26	2	92	67	15	28	110	0	33	68	101	3	8	3	14	317
08:15 AM	32	28	4	64	48	9	46	103	0	32	76	108	2	9	0	11	286
08:30 AM	41	15	5	61	49	6	39	94	0	29	44	73	1	8	1	10	238
08:45 AM	41	24	3	68	42	6	45	93	0	24	51	75	4	5	0	9	245
Total	178	93	14	285	206	36	158	400	0	118	239	357	10	30	4	44	1086
Grand Total	427	189	24	640	340	75	419	834	3	370	632	1005	35	150	7	192	2671
Apprch %	66.7	29.5	3.8		40.8	9	50.2		0.3	36.8	62.9		18.2	78.1	3.6		
Total %	16	7.1	0.9	24	12.7	2.8	15.7	31.2	0.1	13.9	23.7	37.6	1.3	5.6	0.3	7.2	
Passenger Vehicles	387	179	24	590	323	74	394	791	2	359	620	981	32	150	6	188	2550
% Passenger Vehicles	90.6	94.7	100	92.2	95	98.7	94	94.8	66.7	97	98.1	97.6	91.4	100	85.7	97.9	95.5
Large 2 Axle Vehicles	17	7	0	24	11	1	18	30	1	10	7	18	2	0	1	3	75
% Large 2 Axle Vehicles	4	3.7	0	3.8	3.2	1.3	4.3	3.6	33.3	2.7	1.1	1.8	5.7	0	14.3	1.6	2.8
3 Axle Vehicles	19	2	0	21	3	0	4	7	0	1	3	4	0	0	0	0	32
% 3 Axle Vehicles	4.4	1.1	0	3.3	0.9	0	1	0.8	0	0.3	0.5	0.4	0	0	0	0	1.2
4+ Axle Trucks	4	1	0	5	3	0	3	6	0	0	2	2	1	0	0	1	14
% 4+ Axle Trucks	0.9	0.5	0	0.8	0.9	0	0.7	0.7	0	0	0.3	0.2	2.9	0	0	0.5	0.5

	Goetz Road Southbound				Ethanac Road Westbound				Goetz Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	62	17	2	81	29	3	**75**	107	0	57	98	155	7	**49**	0	**56**	399
07:15 AM	44	16	3	63	26	6	70	102	0	**71**	89	160	5	29	**2**	36	361
07:30 AM	**73**	22	**4**	99	**40**	13	59	112	**3**	66	**120**	**189**	**9**	26	0	35	**435**
07:45 AM	70	**41**	1	**112**	39	**17**	57	**113**	0	58	86	144	4	16	1	21	390
Total Volume	249	96	10	355	134	39	261	434	3	252	393	648	25	120	3	148	1585
% App. Total	70.1	27	2.8		30.9	9	60.1		0.5	38.9	60.6		16.9	81.1	2		
PHF	.853	.585	.625	.792	.838	.574	.870	.960	.250	.887	.819	.857	.694	.612	.375	.661	.911

Counts Unlimited, Inc.
PO Box 1178
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City of Menifee
N/S: Goetz Road
E/W: Ethanac Road
Weather: Clear

File Name : 35_MEN_Goetz_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:30 AM				07:30 AM				07:00 AM				07:00 AM			
+0 mins.	**73**	22	**4**	99	40	13	**59**	112	0	57	98	155	7	**49**	0	**56**
+15 mins.	70	**41**	1	**112**	39	**17**	57	**113**	0	**71**	89	160	5	29	**2**	36
+30 mins.	64	26	2	92	**67**	15	28	110	**3**	66	**120**	**189**	**9**	26	0	35
+45 mins.	32	28	4	64	48	9	46	103	0	58	86	144	4	16	1	21
Total Volume	239	117	11	367	194	54	190	438	3	252	393	648	25	120	3	148
% App. Total	65.1	31.9	3		44.3	12.3	43.4		0.5	38.9	60.6		16.9	81.1	2	
PHF	.818	.713	.688	.819	.724	.794	.805	.969	.250	.887	.819	.857	.694	.612	.375	.661

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City of Menifee
N/S: Goetz Road
E/W: Ethanac Road
Weather: Clear

File Name : 35_MEN_Goetz_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

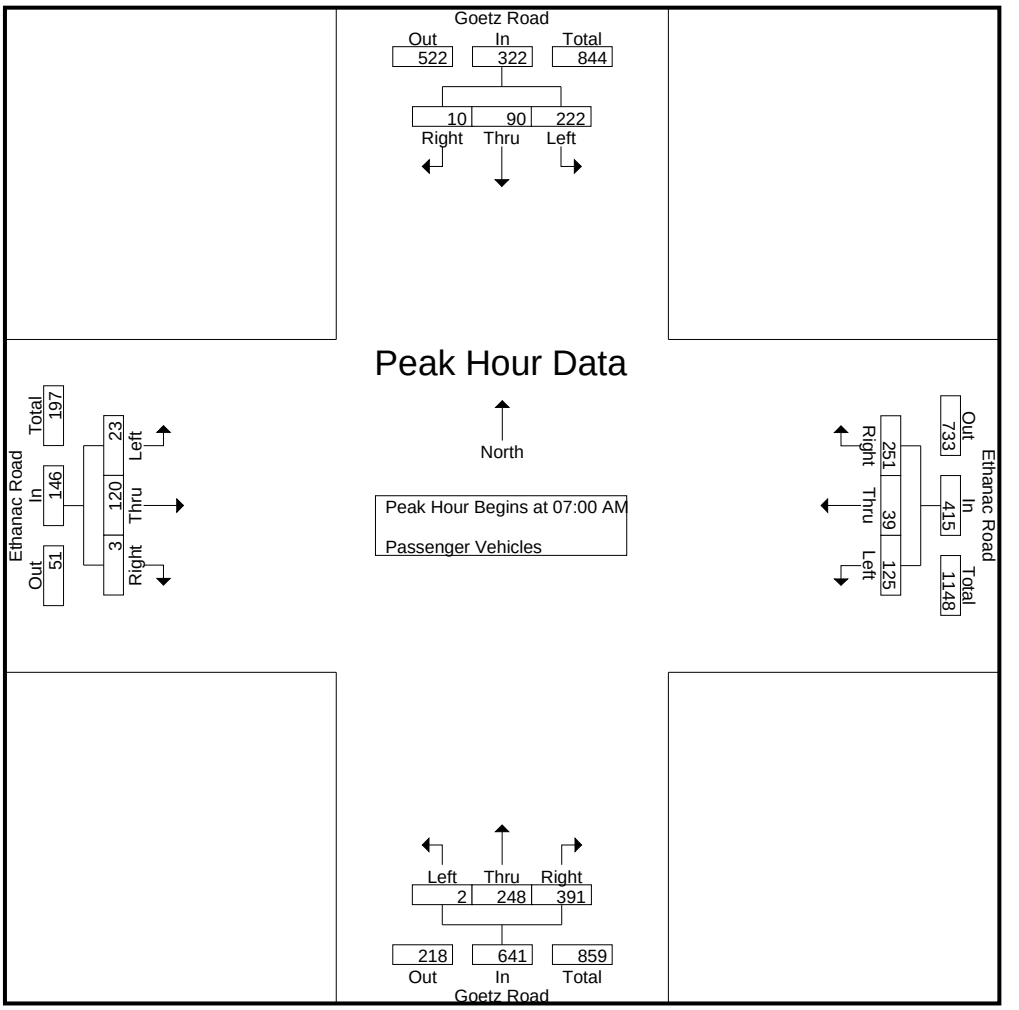
	Goetz Road Southbound				Ethanac Road Westbound				Goetz Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	53	15	2	70	27	3	72	102	0	57	98	155	6	49	0	55	382
07:15 AM	38	15	3	56	25	6	67	98	0	69	87	156	5	29	2	36	346
07:30 AM	66	20	4	90	38	13	58	109	2	65	120	187	8	26	0	34	420
07:45 AM	65	40	1	106	35	17	54	106	0	57	86	143	4	16	1	21	376
Total	222	90	10	322	125	39	251	415	2	248	391	641	23	120	3	146	1524
08:00 AM	62	26	2	90	66	14	25	105	0	29	66	95	3	8	2	13	303
08:15 AM	29	25	4	58	46	9	41	96	0	30	75	105	2	9	0	11	270
08:30 AM	39	15	5	59	45	6	35	86	0	28	38	66	0	8	1	9	220
08:45 AM	35	23	3	61	41	6	42	89	0	24	50	74	4	5	0	9	233
Total	165	89	14	268	198	35	143	376	0	111	229	340	9	30	3	42	1026
Grand Total	387	179	24	590	323	74	394	791	2	359	620	981	32	150	6	188	2550
Apprch %	65.6	30.3	4.1		40.8	9.4	49.8		0.2	36.6	63.2		17	79.8	3.2		
Total %	15.2	7	0.9	23.1	12.7	2.9	15.5	31	0.1	14.1	24.3	38.5	1.3	5.9	0.2	7.4	

	Goetz Road Southbound				Ethanac Road Westbound				Goetz Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	53	15	2	70	27	3	**72**	102	0	57	98	155	6	**49**	0	**55**	382
07:15 AM	38	15	3	56	25	6	67	98	0	**69**	87	156	5	29	**2**	36	346
07:30 AM	**66**	20	**4**	90	**38**	13	58	**109**	**2**	65	**120**	**187**	**8**	26	0	34	**420**
07:45 AM	65	**40**	1	**106**	35	**17**	54	106	0	57	86	143	4	16	1	21	376
Total Volume	222	90	10	322	125	39	251	415	2	248	391	641	23	120	3	146	1524
% App. Total	68.9	28	3.1		30.1	9.4	60.5		0.3	38.7	61		15.8	82.2	2.1		
PHF	.841	.563	.625	.759	.822	.574	.872	.952	.250	.899	.815	.857	.719	.612	.375	.664	.907

Counts Unlimited, Inc.
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City of Menifee
N/S: Goetz Road
E/W: Ethanac Road
Weather: Clear

File Name : 35_MEN_Goetz_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	53	15	2	70	27	3	**72**	102	0	57	98	155	6	**49**	0	**55**
+15 mins.	38	15	3	56	25	6	67	98	0	**69**	87	156	5	29	**2**	36
+30 mins.	**66**	20	**4**	90	**38**	13	58	**109**	**2**	65	**120**	**187**	**8**	26	0	34
+45 mins.	65	**40**	1	**106**	35	**17**	54	106	0	57	86	143	4	16	1	21
Total Volume	222	90	10	322	125	39	251	415	2	248	391	641	23	120	3	146
% App. Total	68.9	28	3.1		30.1	9.4	60.5		0.3	38.7	61		15.8	82.2	2.1	
PHF	.841	.563	.625	.759	.822	.574	.872	.952	.250	.899	.815	.857	.719	.612	.375	.664

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City of Menifee
N/S: Goetz Road
E/W: Ethanac Road
Weather: Clear

File Name : 35_MEN_Goetz_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

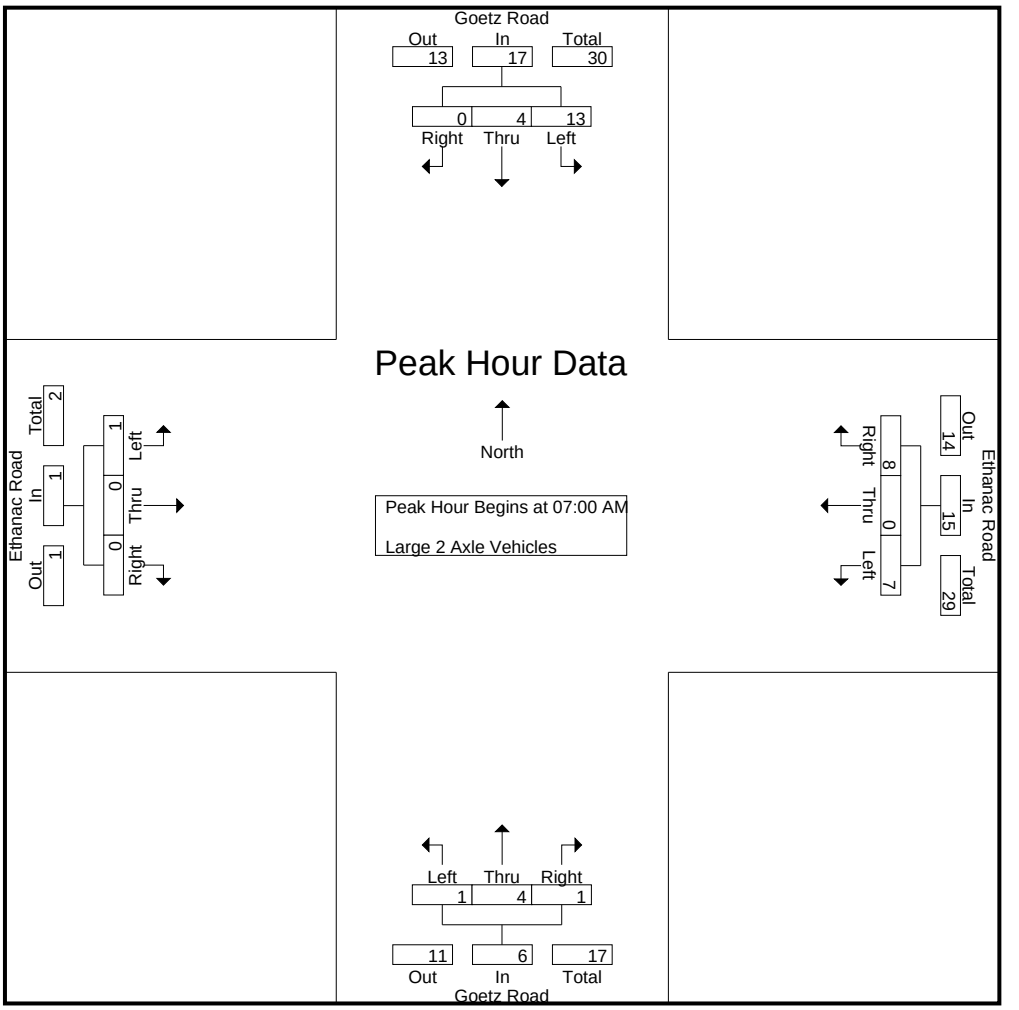
	Goetz Road Southbound				Ethanac Road Westbound				Goetz Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	1	0	6	1	0	3	4	0	0	0	0	0	0	0	0	10
07:15 AM	3	1	0	4	1	0	2	3	0	2	1	3	0	0	0	0	10
07:30 AM	3	1	0	4	2	0	1	3	1	1	0	2	1	0	0	1	10
07:45 AM	2	1	0	3	3	0	2	5	0	1	0	1	0	0	0	0	9
Total	13	4	0	17	7	0	8	15	1	4	1	6	1	0	0	1	39
08:00 AM	1	0	0	1	1	1	3	5	0	4	2	6	0	0	1	1	13
08:15 AM	2	3	0	5	2	0	4	6	0	1	1	2	0	0	0	0	13
08:30 AM	0	0	0	0	1	0	1	2	0	1	2	3	1	0	0	1	6
08:45 AM	1	0	0	1	0	0	2	2	0	0	1	1	0	0	0	0	4
Total	4	3	0	7	4	1	10	15	0	6	6	12	1	0	1	2	36
Grand Total	17	7	0	24	11	1	18	30	1	10	7	18	2	0	1	3	75
Apprch %	70.8	29.2	0		36.7	3.3	60		5.6	55.6	38.9		66.7	0	33.3		
Total %	22.7	9.3	0	32	14.7	1.3	24	40	1.3	13.3	9.3	24	2.7	0	1.3	4	

	Goetz Road Southbound				Ethanac Road Westbound				Goetz Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**5**	**1**	0	**6**	1	0	**3**	4	0	0	0	0	0	0	0	0	**10**
07:15 AM	3	1	0	4	1	0	2	3	0	**2**	**1**	**3**	0	0	0	0	10
07:30 AM	3	1	0	4	2	0	1	3	**1**	1	0	2	**1**	0	0	**1**	10
07:45 AM	2	1	0	3	**3**	0	2	**5**	0	1	0	1	0	0	0	0	9
Total Volume	13	4	0	17	7	0	8	15	1	4	1	6	1	0	0	1	39
% App. Total	76.5	23.5	0		46.7	0	53.3		16.7	66.7	16.7		100	0	0		
PHF	.650	1.00	.000	.708	.583	.000	.667	.750	.250	.500	.250	.500	.250	.000	.000	.250	.975

Counts Unlimited, Inc.
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City of Menifee
N/S: Goetz Road
E/W: Ethanac Road
Weather: Clear

File Name : 35_MEN_Goetz_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**5**	**1**	0	**6**	1	0	**3**	4	0	0	0	0	0	0	0	0
+15 mins.	3	1	0	4	1	0	2	3	0	**2**	**1**	**3**	0	0	0	0
+30 mins.	3	1	0	4	2	0	1	3	**1**	1	0	2	**1**	0	0	**1**
+45 mins.	2	1	0	3	**3**	0	2	**5**	0	1	0	1	0	0	0	0
Total Volume	13	4	0	17	7	0	8	15	1	4	1	6	1	0	0	1
% App. Total	76.5	23.5	0		46.7	0	53.3		16.7	66.7	16.7		100	0	0	
PHF	.650	1.000	.000	.708	.583	.000	.667	.750	.250	.500	.250	.500	.250	.000	.000	.250

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City of Menifee
N/S: Goetz Road
E/W: Ethanac Road
Weather: Clear

File Name : 35_MEN_Goetz_Etha AM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- 3 Axle Vehicles

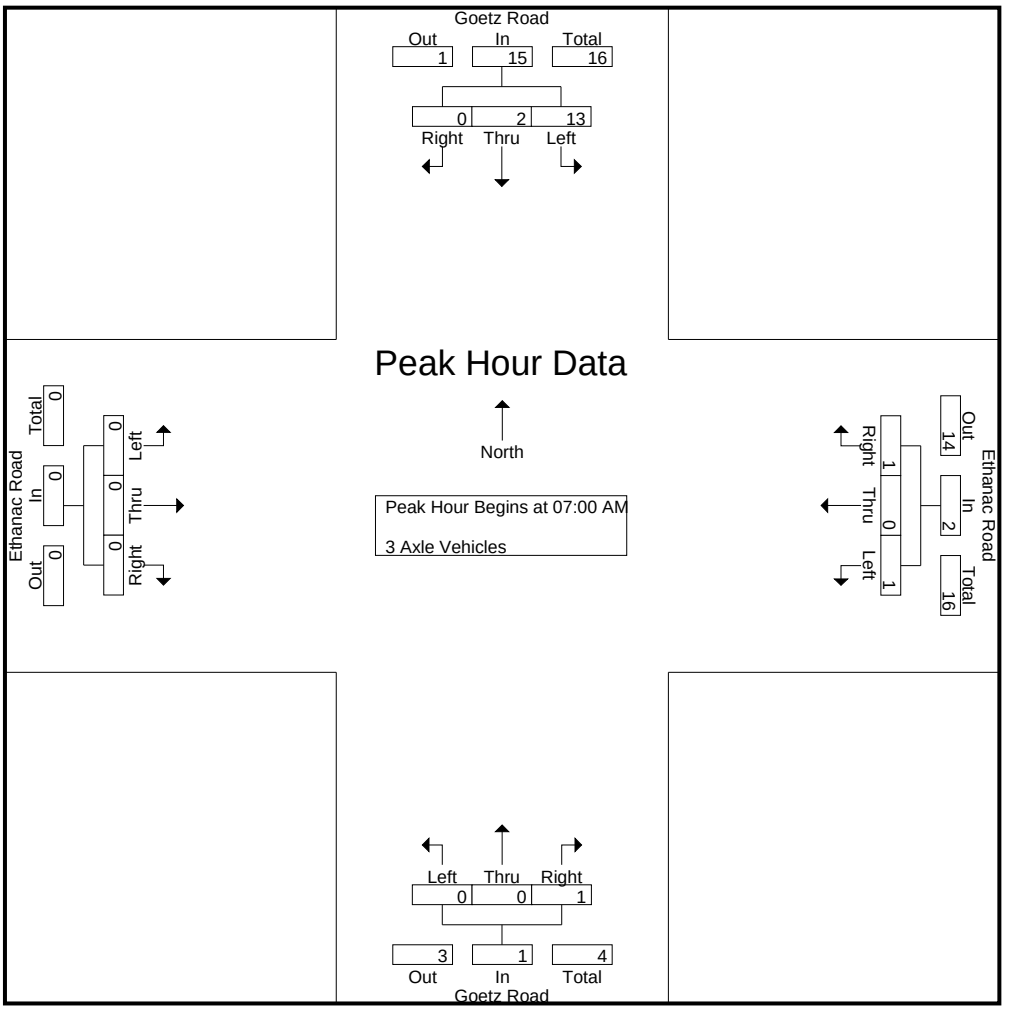
	Goetz Road Southbound				Ethanac Road Westbound				Goetz Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	3	0	0	3	0	0	1	1	0	0	1	1	0	0	0	0	5
07:30 AM	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
07:45 AM	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
Total	13	2	0	15	1	0	1	2	0	0	1	1	0	0	0	0	18
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
08:30 AM	2	0	0	2	1	0	1	2	0	0	2	2	0	0	0	0	6
08:45 AM	3	0	0	3	1	0	1	2	0	0	0	0	0	0	0	0	5
Total	6	0	0	6	2	0	3	5	0	1	2	3	0	0	0	0	14
Grand Total	19	2	0	21	3	0	4	7	0	1	3	4	0	0	0	0	32
Apprch %	90.5	9.5	0		42.9	0	57.1		0	25	75		0	0	0		
Total %	59.4	6.2	0	65.6	9.4	0	12.5	21.9	0	3.1	9.4	12.5	0	0	0	0	

	Goetz Road Southbound				Ethanac Road Westbound				Goetz Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**4**	**1**	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	**5**
07:15 AM	3	0	0	3	0	0	**1**	**1**	0	0	**1**	**1**	0	0	0	0	5
07:30 AM	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
07:45 AM	2	0	0	2	**1**	0	0	1	0	0	0	0	0	0	0	0	3
Total Volume	13	2	0	15	1	0	1	2	0	0	1	1	0	0	0	0	18
% App. Total	86.7	13.3	0		50	0	50		0	0	100		0	0	0		
PHF	.813	.500	.000	.750	.250	.000	.250	.500	.000	.000	.250	.250	.000	.000	.000	.000	.900

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City of Menifee
N/S: Goetz Road
E/W: Ethanac Road
Weather: Clear

File Name : 35_MEN_Goetz_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**4**	**1**	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	3	0	0	3	0	0	**1**	**1**	0	0	**1**	**1**	0	0	0	0
+30 mins.	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	2	0	0	2	**1**	0	0	1	0	0	0	0	0	0	0	0
Total Volume	13	2	0	15	1	0	1	2	0	0	1	1	0	0	0	0
% App. Total	86.7	13.3	0		50	0	50		0	0	100		0	0	0	
PHF	.813	.500	.000	.750	.250	.000	.250	.500	.000	.000	.250	.250	.000	.000	.000	.000

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City of Menifee
N/S: Goetz Road
E/W: Ethanac Road
Weather: Clear

File Name : 35_MEN_Goetz_Etha AM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- 4+ Axle Trucks

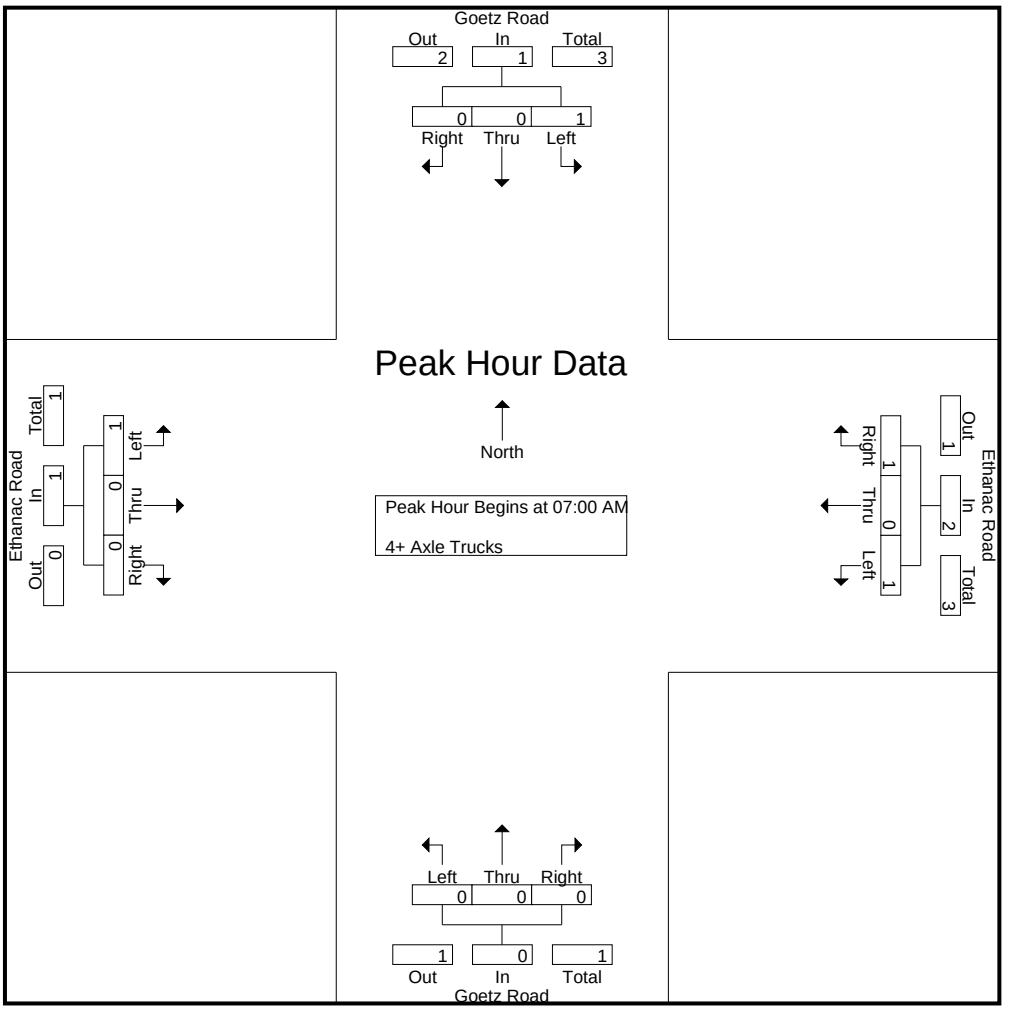
	Goetz Road Southbound				Ethanac Road Westbound				Goetz Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	1	0	0	1	1	0	1	2	0	0	0	0	1	0	0	1	4
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	2	0	2	4	0	0	2	2	0	0	0	0	6
08:45 AM	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	3	1	0	4	2	0	2	4	0	0	2	2	0	0	0	0	10
Grand Total	4	1	0	5	3	0	3	6	0	0	2	2	1	0	0	1	14
Apprch %	80	20	0		50	0	50		0	0	100		100	0	0		
Total %	28.6	7.1	0	35.7	21.4	0	21.4	42.9	0	0	14.3	14.3	7.1	0	0	7.1	

	Goetz Road Southbound				Ethanac Road Westbound				Goetz Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**1**	0	0	**1**	**2**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	**1**	0	0	**1**	0	0	**1**	1	0	0	0	0	0	0	0	0	2
Total Volume	1	0	0	1	1	0	1	2	0	0	0	0	1	0	0	1	4
% App. Total	100	0	0		50	0	50		0	0	0		100	0	0		
PHF	.250	.000	.000	.250	.250	.000	.250	.500	.000	.000	.000	.000	.250	.000	.000	.250	.500

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City of Menifee
N/S: Goetz Road
E/W: Ethanac Road
Weather: Clear

File Name : 35_MEN_Goetz_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**1**	0	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	**1**	0	0	**1**	0	0	**1**	1	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	1	0	1	2	0	0	0	0	1	0	0	1
% App. Total	100	0	0		50	0	50		0	0	0		100	0	0	
PHF	.250	.000	.000	.250	.250	.000	.250	.500	.000	.000	.000	.000	.250	.000	.000	.250

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City of Menifee
N/S: Goetz Road
E/W: Ethanac Road
Weather: Clear

File Name : 35_MEN_Goetz_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

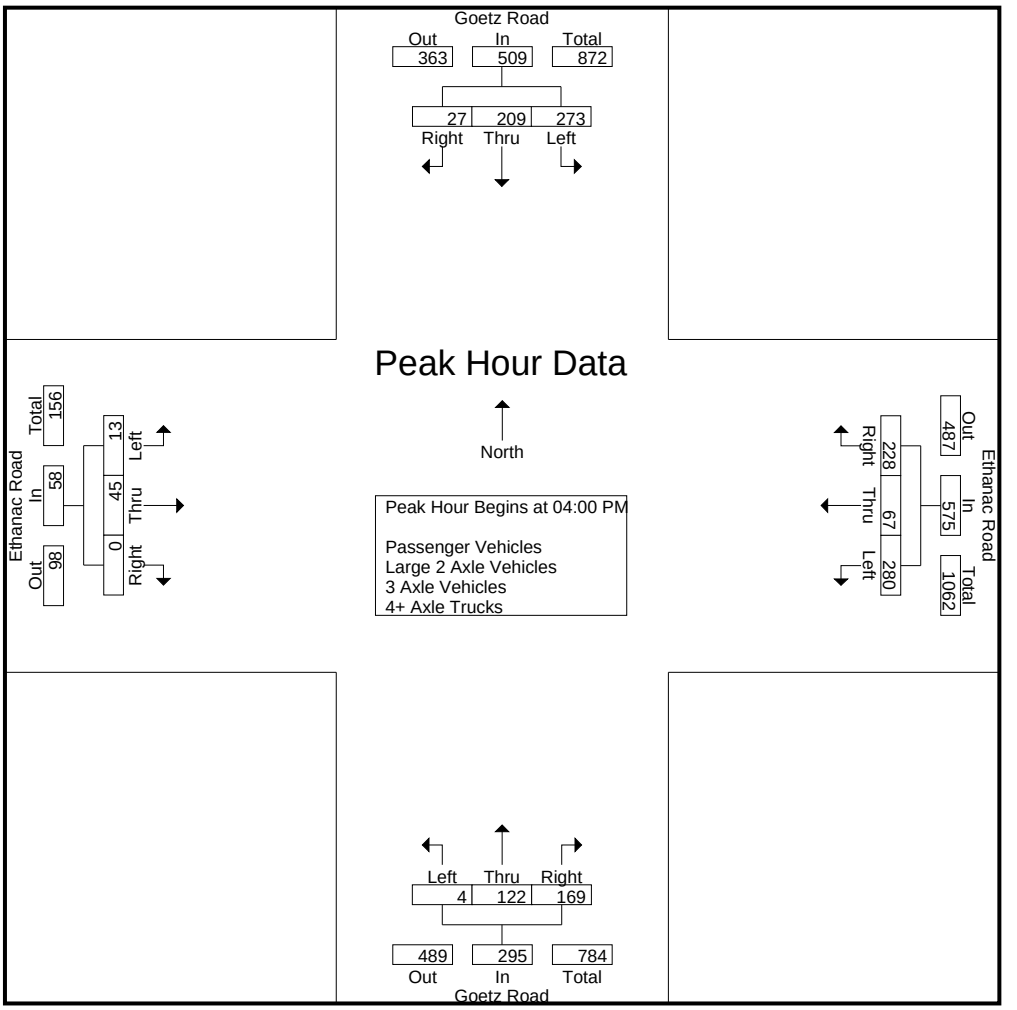
	Goetz Road Southbound				Ethanac Road Westbound				Goetz Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	80	46	8	134	61	15	61	137	0	33	41	74	5	9	0	14	359
04:15 PM	75	54	5	134	77	16	63	156	0	33	39	72	3	10	0	13	375
04:30 PM	72	53	9	134	72	17	42	131	2	21	41	64	2	14	0	16	345
04:45 PM	46	56	5	107	70	19	62	151	2	35	48	85	3	12	0	15	358
Total	273	209	27	509	280	67	228	575	4	122	169	295	13	45	0	58	1437
05:00 PM	72	50	7	129	61	16	50	127	5	31	42	78	3	10	2	15	349
05:15 PM	70	65	5	140	55	21	41	117	0	28	43	71	3	12	2	17	345
05:30 PM	46	63	11	120	74	14	62	150	2	25	54	81	0	18	4	22	373
05:45 PM	51	54	8	113	45	18	37	100	1	23	51	75	2	14	0	16	304
Total	239	232	31	502	235	69	190	494	8	107	190	305	8	54	8	70	1371
Grand Total	512	441	58	1011	515	136	418	1069	12	229	359	600	21	99	8	128	2808
Apprch %	50.6	43.6	5.7		48.2	12.7	39.1		2	38.2	59.8		16.4	77.3	6.2		
Total %	18.2	15.7	2.1	36	18.3	4.8	14.9	38.1	0.4	8.2	12.8	21.4	0.7	3.5	0.3	4.6	
Passenger Vehicles	485	435	58	978	509	135	382	1026	12	222	355	589	20	99	8	127	2720
% Passenger Vehicles	94.7	98.6	100	96.7	98.8	99.3	91.4	96	100	96.9	98.9	98.2	95.2	100	100	99.2	96.9
Large 2 Axle Vehicles	15	4	0	19	5	1	17	23	0	6	4	10	1	0	0	1	53
% Large 2 Axle Vehicles	2.9	0.9	0	1.9	1	0.7	4.1	2.2	0	2.6	1.1	1.7	4.8	0	0	0.8	1.9
3 Axle Vehicles	4	2	0	6	1	0	14	15	0	1	0	1	0	0	0	0	22
% 3 Axle Vehicles	0.8	0.5	0	0.6	0.2	0	3.3	1.4	0	0.4	0	0.2	0	0	0	0	0.8
4+ Axle Trucks	8	0	0	8	0	0	5	5	0	0	0	0	0	0	0	0	13
% 4+ Axle Trucks	1.6	0	0	0.8	0	0	1.2	0.5	0	0	0	0	0	0	0	0	0.5

	Goetz Road Southbound				Ethanac Road Westbound				Goetz Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**80**	46	8	**134**	61	15	61	137	0	33	41	74	**5**	9	0	14	359
04:15 PM	75	54	5	134	**77**	16	**63**	**156**	0	33	39	72	3	10	0	13	**375**
04:30 PM	72	53	**9**	134	72	17	42	131	**2**	21	41	64	2	**14**	0	**16**	345
04:45 PM	46	**56**	5	107	70	**19**	62	151	2	**35**	**48**	**85**	3	12	0	15	358
Total Volume	273	209	27	509	280	67	228	575	4	122	169	295	13	45	0	58	1437
% App. Total	53.6	41.1	5.3		48.7	11.7	39.7		1.4	41.4	57.3		22.4	77.6	0		
PHF	.853	.933	.750	.950	.909	.882	.905	.921	.500	.871	.880	.868	.650	.804	.000	.906	.958

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City of Menifee
N/S: Goetz Road
E/W: Ethanac Road
Weather: Clear

File Name : 35_MEN_Goetz_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:30 PM				04:00 PM				04:45 PM				05:00 PM			
+0 mins.	**72**	53	**9**	134	61	15	61	137	2	**35**	48	**85**	**3**	10	2	15
+15 mins.	46	56	5	107	**77**	16	**63**	**156**	**5**	31	42	78	3	12	2	17
+30 mins.	72	50	7	129	72	17	42	131	0	28	43	71	0	**18**	**4**	**22**
+45 mins.	70	**65**	5	**140**	70	**19**	62	151	2	25	**54**	81	2	14	0	16
Total Volume	260	224	26	510	280	67	228	575	9	119	187	315	8	54	8	70
% App. Total	51	43.9	5.1		48.7	11.7	39.7		2.9	37.8	59.4		11.4	77.1	11.4	
PHF	.903	.862	.722	.911	.909	.882	.905	.921	.450	.850	.866	.926	.667	.750	.500	.795

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City of Menifee
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File Name : 35_MEN_Goetz_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- Passenger Vehicles

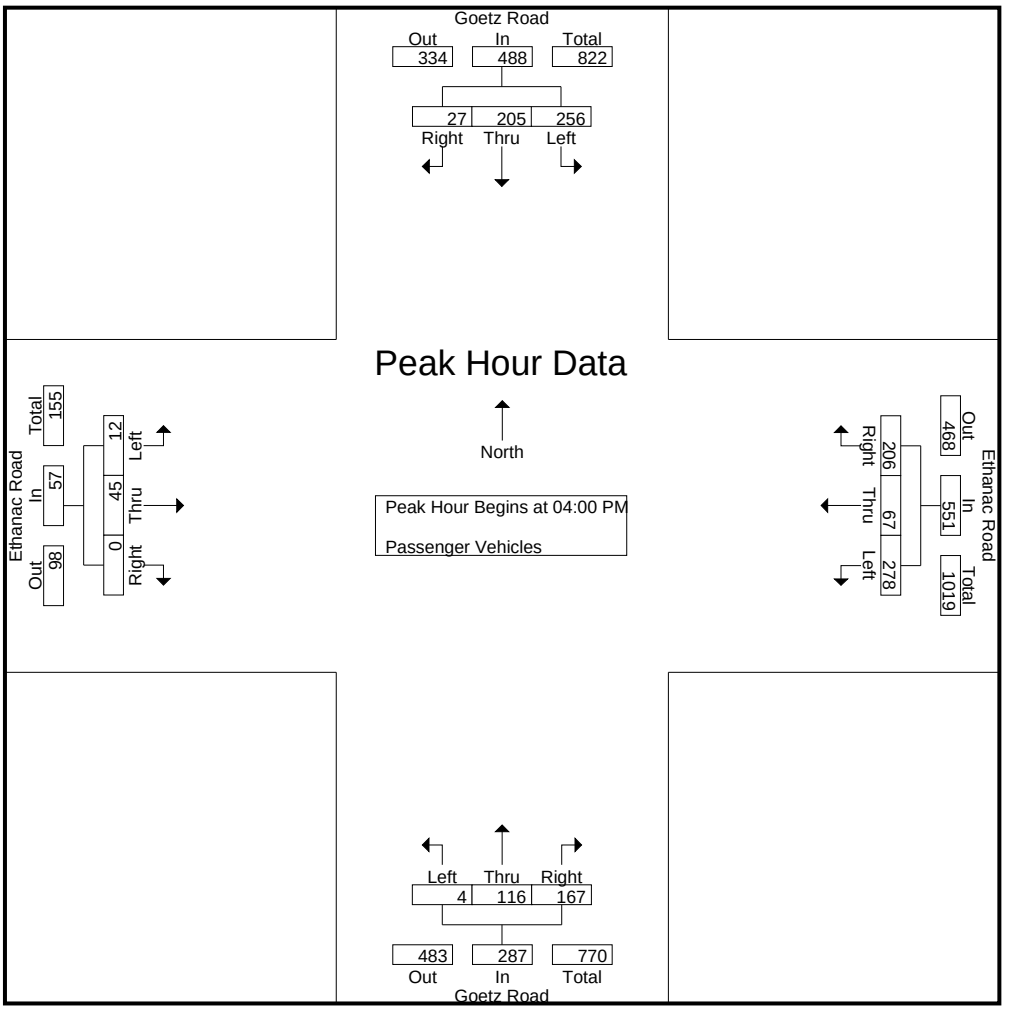
	Goetz Road Southbound				Ethanac Road Westbound				Goetz Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	71	46	8	125	61	15	52	128	0	31	40	71	4	9	0	13	337
04:15 PM	72	53	5	130	76	16	62	154	0	32	39	71	3	10	0	13	368
04:30 PM	68	52	9	129	72	17	35	124	2	20	40	62	2	14	0	16	331
04:45 PM	45	54	5	104	69	19	57	145	2	33	48	83	3	12	0	15	347
Total	256	205	27	488	278	67	206	551	4	116	167	287	12	45	0	57	1383
05:00 PM	69	49	7	125	60	16	45	121	5	31	42	78	3	10	2	15	339
05:15 PM	66	64	5	135	55	20	40	115	0	27	43	70	3	12	2	17	337
05:30 PM	43	63	11	117	73	14	59	146	2	25	52	79	0	18	4	22	364
05:45 PM	51	54	8	113	43	18	32	93	1	23	51	75	2	14	0	16	297
Total	229	230	31	490	231	68	176	475	8	106	188	302	8	54	8	70	1337
Grand Total	485	435	58	978	509	135	382	1026	12	222	355	589	20	99	8	127	2720
Apprch %	49.6	44.5	5.9		49.6	13.2	37.2		2	37.7	60.3		15.7	78	6.3		
Total %	17.8	16	2.1	36	18.7	5	14	37.7	0.4	8.2	13.1	21.7	0.7	3.6	0.3	4.7	

	Goetz Road Southbound				Ethanac Road Westbound				Goetz Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	71	46	8	125	61	15	52	128	0	31	40	71	**4**	9	0	13	337
04:15 PM	**72**	53	5	**130**	**76**	16	**62**	**154**	0	32	39	71	3	10	0	13	**368**
04:30 PM	68	52	**9**	129	72	17	35	124	**2**	20	40	62	2	**14**	0	**16**	331
04:45 PM	45	**54**	5	104	69	**19**	57	145	2	**33**	**48**	**83**	3	12	0	15	347
Total Volume	256	205	27	488	278	67	206	551	4	116	167	287	12	45	0	57	1383
% App. Total	52.5	42	5.5		50.5	12.2	37.4		1.4	40.4	58.2		21.1	78.9	0		
PHF	.889	.949	.750	.938	.914	.882	.831	.894	.500	.879	.870	.864	.750	.804	.000	.891	.940

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City of Menifee
N/S: Goetz Road
E/W: Ethanac Road
Weather: Clear

File Name : 35_MEN_Goetz_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	71	46	8	125	61	15	52	128	0	31	40	71	**4**	9	0	13
+15 mins.	**72**	53	5	**130**	**76**	16	**62**	**154**	0	32	39	71	3	10	0	13
+30 mins.	68	52	**9**	129	72	17	35	124	**2**	20	40	62	2	**14**	0	**16**
+45 mins.	45	**54**	5	104	69	**19**	57	145	2	**33**	**48**	**83**	3	12	0	15
Total Volume	256	205	27	488	278	67	206	551	4	116	167	287	12	45	0	57
% App. Total	52.5	42	5.5		50.5	12.2	37.4		1.4	40.4	58.2		21.1	78.9	0	
PHF	.889	.949	.750	.938	.914	.882	.831	.894	.500	.879	.870	.864	.750	.804	.000	.891

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City of Menifee
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File Name : 35_MEN_Goetz_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

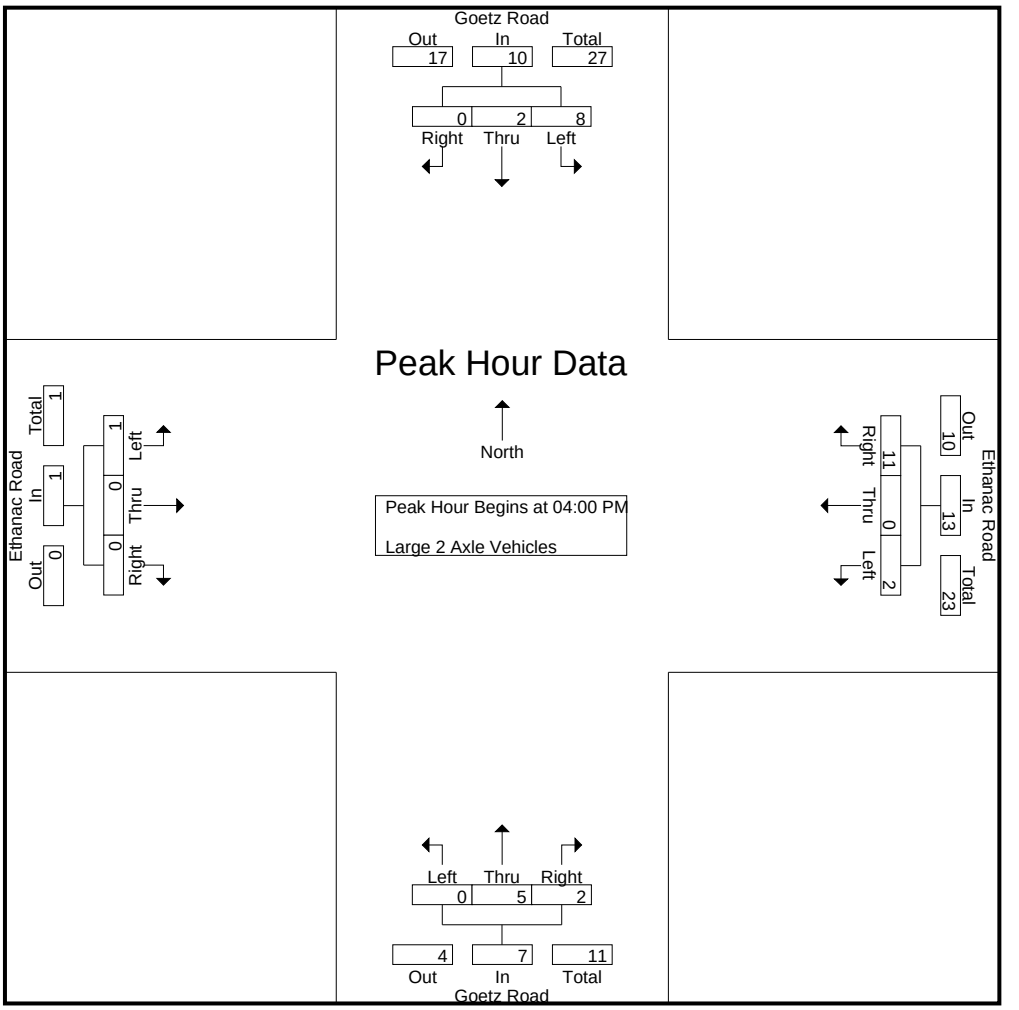
	Goetz Road Southbound				Ethanac Road Westbound				Goetz Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	0	0	5	0	0	5	5	0	2	1	3	1	0	0	1	14
04:15 PM	1	0	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
04:30 PM	2	1	0	3	0	0	2	2	0	0	1	1	0	0	0	0	6
04:45 PM	0	1	0	1	1	0	4	5	0	2	0	2	0	0	0	0	8
Total	8	2	0	10	2	0	11	13	0	5	2	7	1	0	0	1	31
05:00 PM	2	1	0	3	1	0	4	5	0	0	0	0	0	0	0	0	8
05:15 PM	3	1	0	4	0	1	1	2	0	1	0	1	0	0	0	0	7
05:30 PM	2	0	0	2	1	0	1	2	0	0	2	2	0	0	0	0	6
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	7	2	0	9	3	1	6	10	0	1	2	3	0	0	0	0	22
Grand Total	15	4	0	19	5	1	17	23	0	6	4	10	1	0	0	1	53
Apprch %	78.9	21.1	0		21.7	4.3	73.9		0	60	40		100	0	0		
Total %	28.3	7.5	0	35.8	9.4	1.9	32.1	43.4	0	11.3	7.5	18.9	1.9	0	0	1.9	

	Goetz Road Southbound				Ethanac Road Westbound				Goetz Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**5**	0	0	**5**	0	0	**5**	**5**	0	**2**	**1**	**3**	**1**	0	0	**1**	**14**
04:15 PM	1	0	0	1	**1**	0	0	1	0	1	0	1	0	0	0	0	3
04:30 PM	2	**1**	0	3	0	0	2	2	0	0	1	1	0	0	0	0	6
04:45 PM	0	1	0	1	1	0	4	5	0	2	0	2	0	0	0	0	8
Total Volume	8	2	0	10	2	0	11	13	0	5	2	7	1	0	0	1	31
% App. Total	80	20	0		15.4	0	84.6		0	71.4	28.6		100	0	0		
PHF	.400	.500	.000	.500	.500	.000	.550	.650	.000	.625	.500	.583	.250	.000	.000	.250	.554

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City of Menifee
N/S: Goetz Road
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File Name : 35_MEN_Goetz_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**5**	0	0	**5**	0	0	**5**	**5**	0	**2**	**1**	**3**	**1**	0	0	**1**
+15 mins.	1	0	0	1	**1**	0	0	1	0	1	0	1	0	0	0	0
+30 mins.	2	**1**	0	3	0	0	2	2	0	0	1	1	0	0	0	0
+45 mins.	0	1	0	1	1	0	4	5	0	2	0	2	0	0	0	0
Total Volume	8	2	0	10	2	0	11	13	0	5	2	7	1	0	0	1
% App. Total	80	20	0		15.4	0	84.6		0	71.4	28.6		100	0	0	
PHF	.400	.500	.000	.500	.500	.000	.550	.650	.000	.625	.500	.583	.250	.000	.000	.250

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City of Menifee
N/S: Goetz Road
E/W: Ethanac Road
Weather: Clear

File Name : 35_MEN_Goetz_Etha PM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- 3 Axle Vehicles

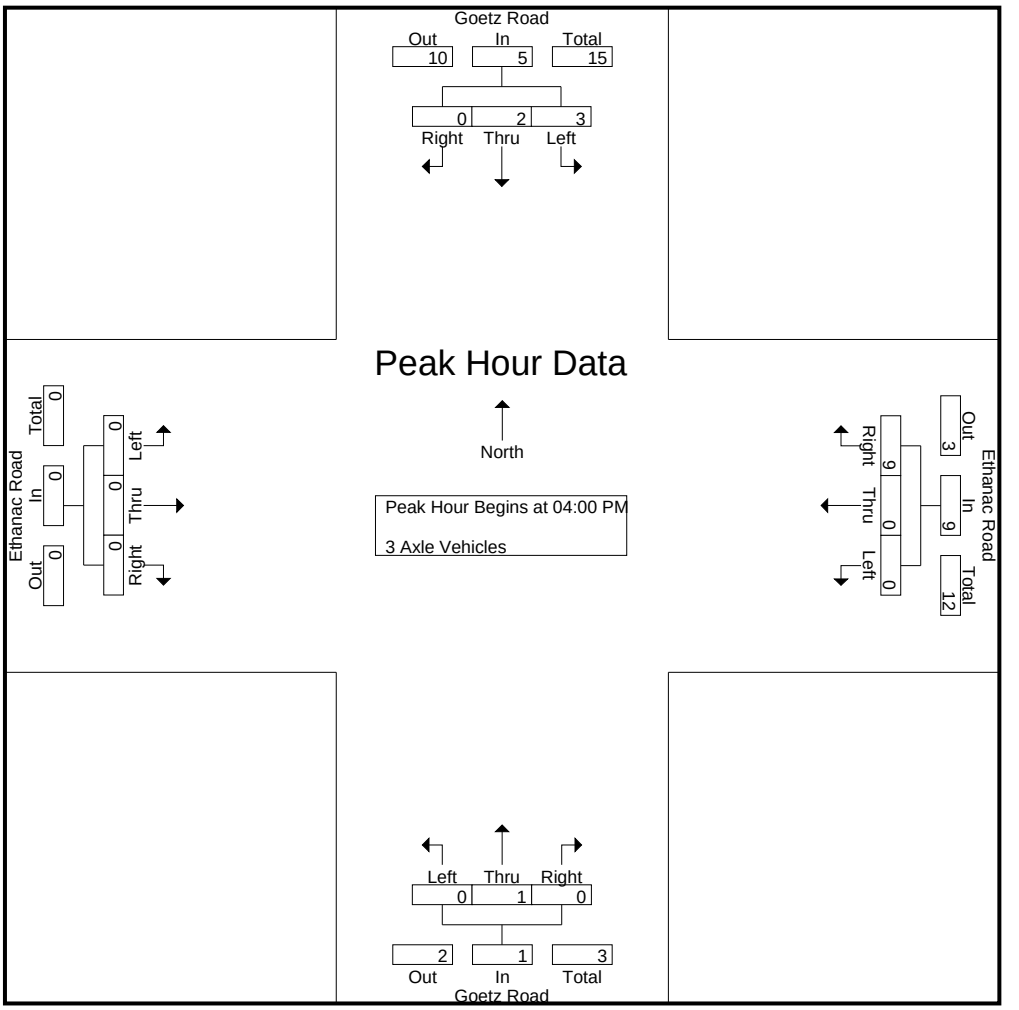
	Goetz Road Southbound				Ethanac Road Westbound				Goetz Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	0	3	3	0	0	0	0	0	0	0	0	4
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	1	0	0	1	0	0	5	5	0	1	0	1	0	0	0	0	7
04:45 PM	1	1	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
Total	3	2	0	5	0	0	9	9	0	1	0	1	0	0	0	0	15
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	1	0	3	4	0	0	0	0	0	0	0	0	4
Total	1	0	0	1	1	0	5	6	0	0	0	0	0	0	0	0	7
Grand Total	4	2	0	6	1	0	14	15	0	1	0	1	0	0	0	0	22
Apprch %	66.7	33.3	0		6.7	0	93.3		0	100	0		0	0	0		
Total %	18.2	9.1	0	27.3	4.5	0	63.6	68.2	0	4.5	0	4.5	0	0	0	0	

	Goetz Road Southbound				Ethanac Road Westbound				Goetz Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	0	0	1	0	0	3	3	0	0	0	0	0	0	0	0	4
04:15 PM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	1	0	0	1	0	0	**5**	**5**	0	**1**	0	**1**	0	0	0	0	**7**
04:45 PM	1	1	0	**2**	0	0	1	1	0	0	0	0	0	0	0	0	3
Total Volume	3	2	0	5	0	0	9	9	0	1	0	1	0	0	0	0	15
% App. Total	60	40	0		0	0	100		0	100	0		0	0	0		
PHF	.750	.500	.000	.625	.000	.000	.450	.450	.000	.250	.000	.250	.000	.000	.000	.000	.536

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City of Menifee
N/S: Goetz Road
E/W: Ethanac Road
Weather: Clear

File Name : 35_MEN_Goetz_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**1**	0	0	1	0	0	3	3	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	0	**5**	**5**	0	**1**	0	**1**	0	0	0	0
+45 mins.	1	1	0	**2**	0	0	1	1	0	0	0	0	0	0	0	0
Total Volume	3	2	0	5	0	0	9	9	0	1	0	1	0	0	0	0
% App. Total	60	40	0		0	0	100		0	100	0		0	0	0	
PHF	.750	.500	.000	.625	.000	.000	.450	.450	.000	.250	.000	.250	.000	.000	.000	.000

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City of Menifee
N/S: Goetz Road
E/W: Ethanac Road
Weather: Clear

File Name : 35_MEN_Goetz_Etha PM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- 4+ Axle Trucks

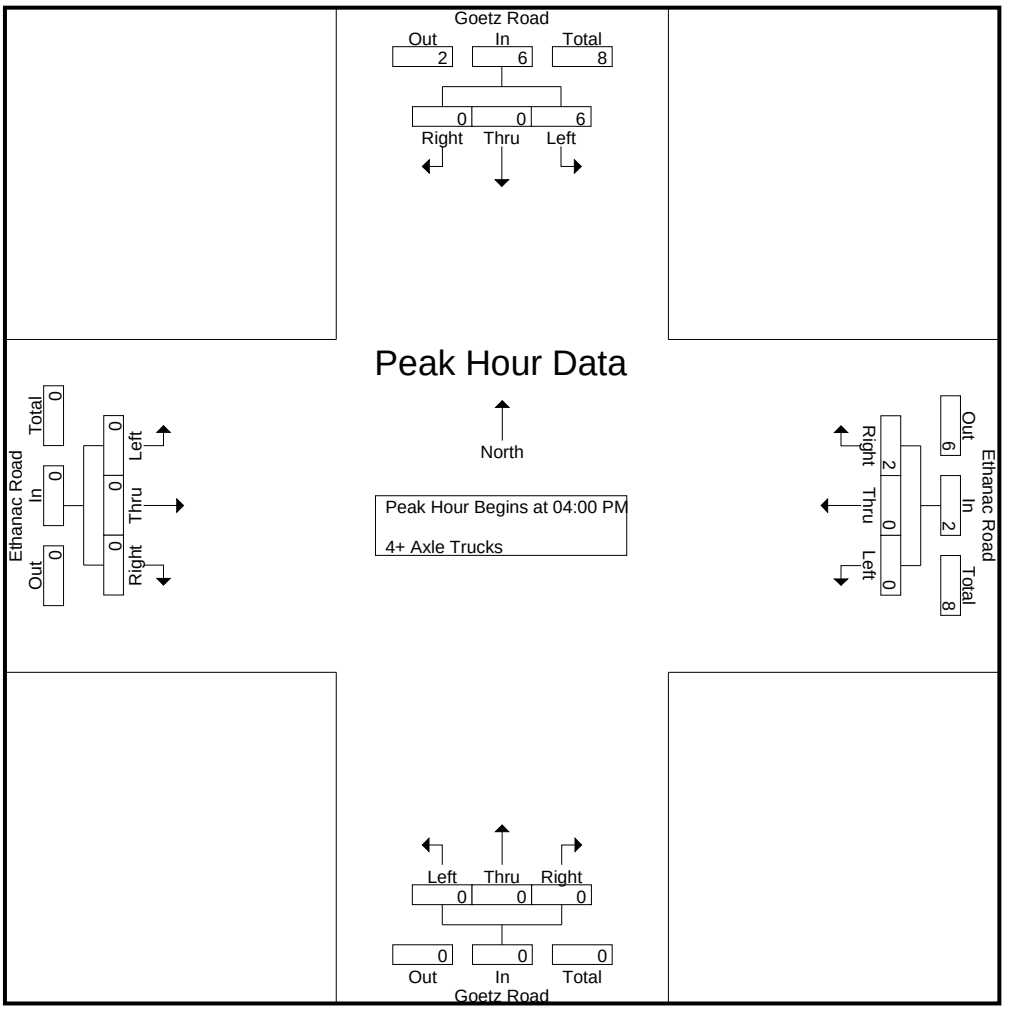
	Goetz Road Southbound				Ethanac Road Westbound				Goetz Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	0	0	3	0	0	1	1	0	0	0	0	0	0	0	0	4
04:15 PM	2	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	0	0	6	0	0	2	2	0	0	0	0	0	0	0	0	8
05:00 PM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
Total	2	0	0	2	0	0	3	3	0	0	0	0	0	0	0	0	5
Grand Total	8	0	0	8	0	0	5	5	0	0	0	0	0	0	0	0	13
Apprch %	100	0	0		0	0	100		0	0	0		0	0	0		
Total %	61.5	0	0	61.5	0	0	38.5	38.5	0	0	0	0	0	0	0	0	

	Goetz Road Southbound				Ethanac Road Westbound				Goetz Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**3**	0	0	**3**	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**4**
04:15 PM	2	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	6	0	0	6	0	0	2	2	0	0	0	0	0	0	0	0	8
% App. Total	100	0	0		0	0	100		0	0	0		0	0	0		
PHF	.500	.000	.000	.500	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

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City of Menifee
N/S: Goetz Road
E/W: Ethanac Road
Weather: Clear

File Name : 35_MEN_Goetz_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**3**	0	0	**3**	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+15 mins.	2	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	6	0	0	6	0	0	2	2	0	0	0	0	0	0	0	0
% App. Total	100	0	0		0	0	100		0	0	0		0	0	0	
PHF	.500	.000	.000	.500	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000

Location: Menifee
N/S: Goetz Road
E/W: Ethanac Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Goetz Road Pedestrians	East Leg Ethanac Road Pedestrians	South Leg Goetz Road Pedestrians	West Leg Ethanac Road Pedestrians	
7:00 AM	1	0	0	1	2
7:15 AM	0	2	0	0	2
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	2	2	0	1	5

	North Leg Goetz Road Pedestrians	East Leg Ethanac Road Pedestrians	South Leg Goetz Road Pedestrians	West Leg Ethanac Road Pedestrians	
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	2	2

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Location: Menifee
N/S: Goetz Road
E/W: Ethanac Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Goetz Road			Westbound Ethanac Road			Northbound Goetz Road			Eastbound Ethanac Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	1	1	0	0	0	0	0	0	0	0	0	0	2

	Southbound Goetz Road			Westbound Ethanac Road			Northbound Goetz Road			Eastbound Ethanac Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	1	0	0	0	0	0	0	2

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City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 36_MEN_Mur_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

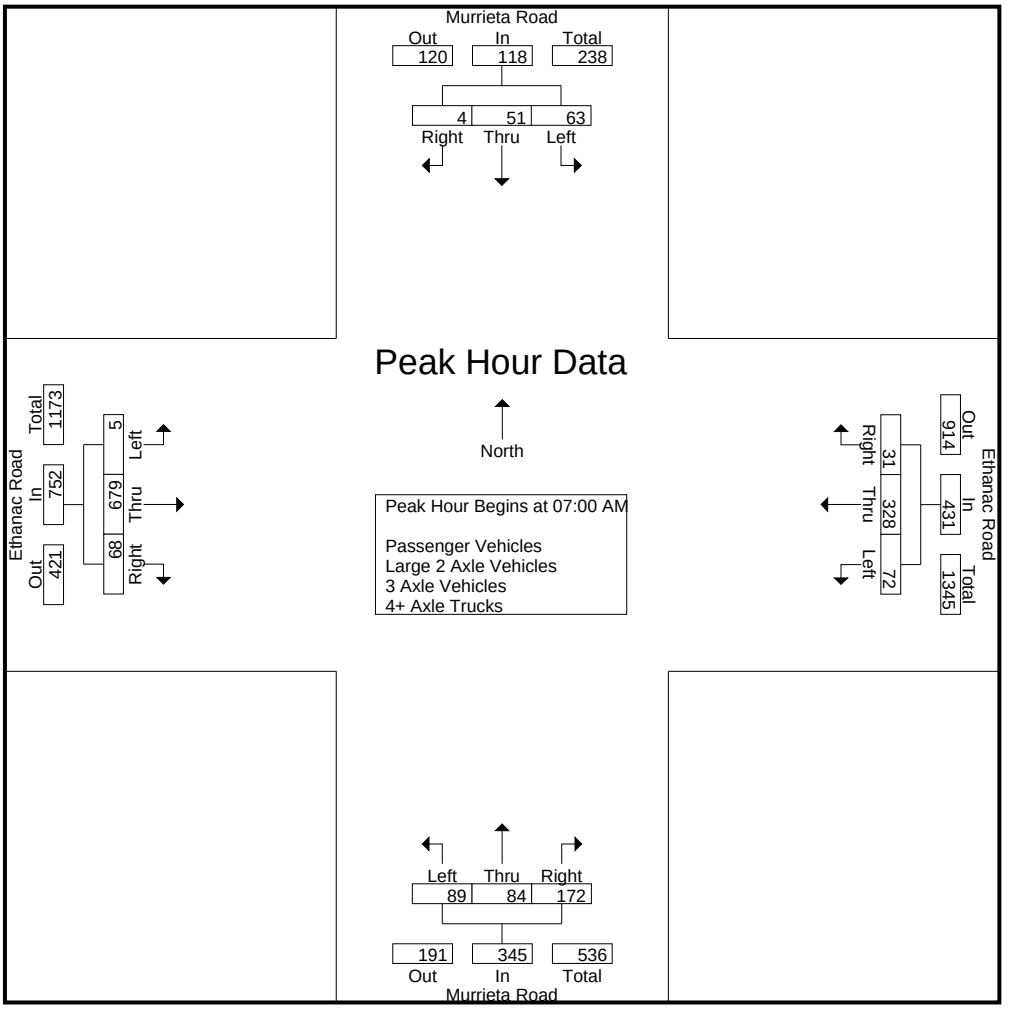
	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	10	1	23	12	78	3	93	21	21	39	81	2	160	19	181	378
07:15 AM	17	10	1	28	20	74	7	101	28	21	55	104	0	161	13	174	407
07:30 AM	18	15	0	33	18	84	12	114	21	24	50	95	1	172	16	189	431
07:45 AM	16	16	2	34	22	92	9	123	19	18	28	65	2	186	20	208	430
Total	63	51	4	118	72	328	31	431	89	84	172	345	5	679	68	752	1646
08:00 AM	12	16	5	33	26	90	14	130	0	1	0	1	2	115	15	132	296
08:15 AM	10	12	3	25	23	85	16	124	15	17	32	64	1	112	16	129	342
08:30 AM	10	16	2	28	13	80	9	102	14	15	33	62	3	81	11	95	287
08:45 AM	11	9	1	21	23	70	8	101	13	19	39	71	1	88	12	101	294
Total	43	53	11	107	85	325	47	457	42	52	104	198	7	396	54	457	1219
Grand Total	106	104	15	225	157	653	78	888	131	136	276	543	12	1075	122	1209	2865
Apprch %	47.1	46.2	6.7		17.7	73.5	8.8		24.1	25	50.8		1	88.9	10.1		
Total %	3.7	3.6	0.5	7.9	5.5	22.8	2.7	31	4.6	4.7	9.6	19	0.4	37.5	4.3	42.2	
Passenger Vehicles	104	102	11	217	152	624	73	849	126	133	264	523	8	1032	116	1156	2745
% Passenger Vehicles	98.1	98.1	73.3	96.4	96.8	95.6	93.6	95.6	96.2	97.8	95.7	96.3	66.7	96	95.1	95.6	95.8
Large 2 Axle Vehicles	0	2	0	2	3	17	2	22	4	2	7	13	0	20	3	23	60
% Large 2 Axle Vehicles	0	1.9	0	0.9	1.9	2.6	2.6	2.5	3.1	1.5	2.5	2.4	0	1.9	2.5	1.9	2.1
3 Axle Vehicles	0	0	3	3	2	6	1	9	0	1	3	4	4	19	3	26	42
% 3 Axle Vehicles	0	0	20	1.3	1.3	0.9	1.3	1	0	0.7	1.1	0.7	33.3	1.8	2.5	2.2	1.5
4+ Axle Trucks	2	0	1	3	0	6	2	8	1	0	2	3	0	4	0	4	18
% 4+ Axle Trucks	1.9	0	6.7	1.3	0	0.9	2.6	0.9	0.8	0	0.7	0.6	0	0.4	0	0.3	0.6

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	12	10	1	23	12	78	3	93	21	21	39	81	**2**	160	19	181	378
07:15 AM	17	10	1	28	20	74	7	101	**28**	21	**55**	**104**	0	161	13	174	407
07:30 AM	**18**	15	0	33	18	84	**12**	114	21	**24**	50	95	1	172	16	189	**431**
07:45 AM	16	**16**	**2**	**34**	**22**	**92**	9	**123**	19	18	28	65	2	**186**	**20**	**208**	430
Total Volume	63	51	4	118	72	328	31	431	89	84	172	345	5	679	68	752	1646
% App. Total	53.4	43.2	3.4		16.7	76.1	7.2		25.8	24.3	49.9		0.7	90.3	9		
PHF	.875	.797	.500	.868	.818	.891	.646	.876	.795	.875	.782	.829	.625	.913	.850	.904	.955

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City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 36_MEN_Mur_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:15 AM				07:30 AM				07:00 AM				07:00 AM			
+0 mins.	17	10	1	28	18	84	12	114	21	21	39	81	**2**	160	19	181
+15 mins.	**18**	15	0	33	22	**92**	9	123	**28**	21	**55**	**104**	0	161	13	174
+30 mins.	16	**16**	2	**34**	**26**	90	14	**130**	21	**24**	50	95	1	172	16	189
+45 mins.	12	16	**5**	33	23	85	**16**	124	19	18	28	65	2	**186**	**20**	**208**
Total Volume	63	57	8	128	89	351	51	491	89	84	172	345	5	679	68	752
% App. Total	49.2	44.5	6.2		18.1	71.5	10.4		25.8	24.3	49.9		0.7	90.3	9	
PHF	.875	.891	.400	.941	.856	.954	.797	.944	.795	.875	.782	.829	.625	.913	.850	.904

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City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 36_MEN_Mur_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

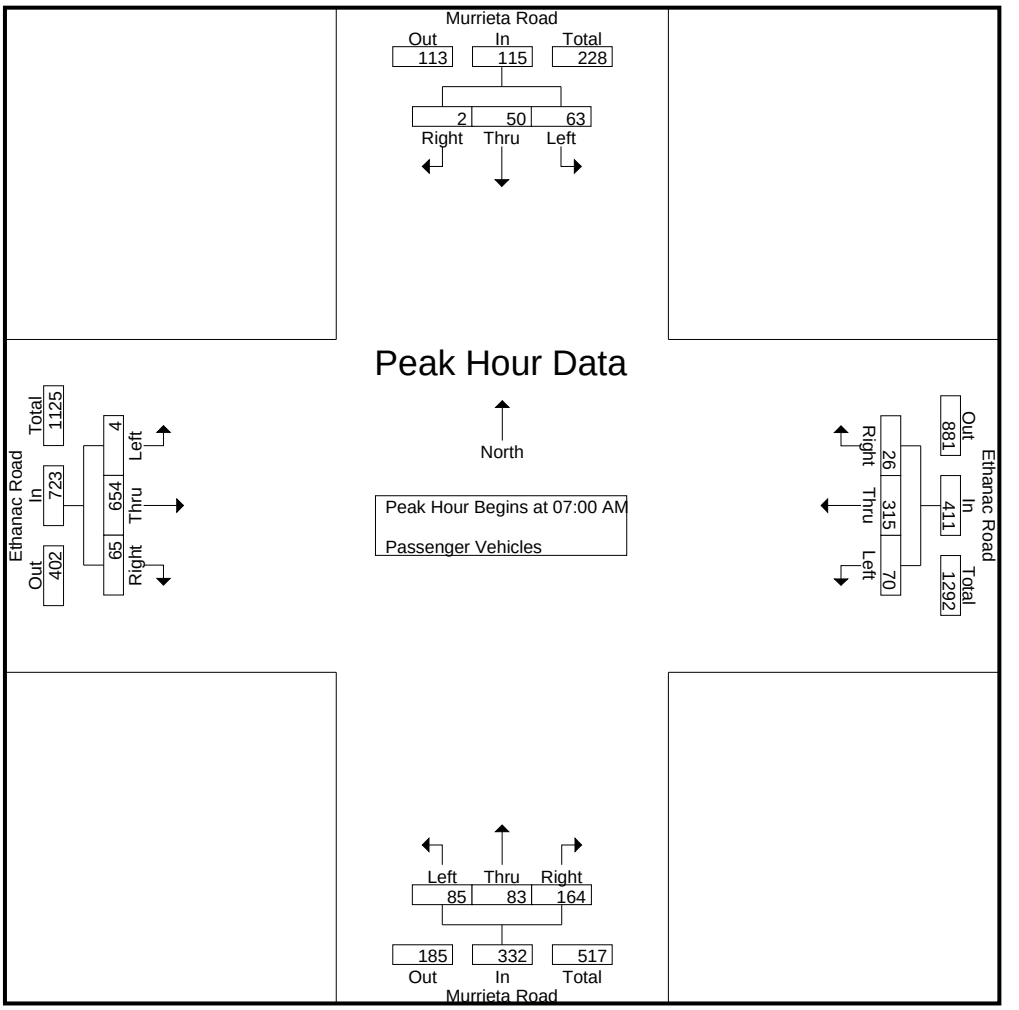
	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	10	1	23	10	74	3	87	20	21	36	77	2	153	17	172	359
07:15 AM	17	10	0	27	20	73	6	99	27	21	52	100	0	153	13	166	392
07:30 AM	18	15	0	33	18	82	9	109	20	23	48	91	0	166	15	181	414
07:45 AM	16	15	1	32	22	86	8	116	18	18	28	64	2	182	20	204	416
Total	63	50	2	115	70	315	26	411	85	83	164	332	4	654	65	723	1581
08:00 AM	10	15	5	30	26	87	14	127	0	0	0	0	2	111	15	128	285
08:15 AM	10	12	3	25	22	80	16	118	14	17	29	60	0	109	16	125	328
08:30 AM	10	16	1	27	13	73	9	95	14	14	32	60	2	76	8	86	268
08:45 AM	11	9	0	20	21	69	8	98	13	19	39	71	0	82	12	94	283
Total	41	52	9	102	82	309	47	438	41	50	100	191	4	378	51	433	1164
Grand Total	104	102	11	217	152	624	73	849	126	133	264	523	8	1032	116	1156	2745
Apprch %	47.9	47	5.1		17.9	73.5	8.6		24.1	25.4	50.5		0.7	89.3	10		
Total %	3.8	3.7	0.4	7.9	5.5	22.7	2.7	30.9	4.6	4.8	9.6	19.1	0.3	37.6	4.2	42.1	

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	12	10	**1**	23	10	74	3	87	20	21	36	77	**2**	153	17	172	359
07:15 AM	17	10	0	27	20	73	6	99	**27**	21	**52**	**100**	0	153	13	166	392
07:30 AM	**18**	**15**	0	**33**	18	82	**9**	109	20	**23**	48	91	0	166	15	181	414
07:45 AM	16	15	1	32	**22**	**86**	8	**116**	18	18	28	64	2	**182**	**20**	**204**	**416**
Total Volume	63	50	2	115	70	315	26	411	85	83	164	332	4	654	65	723	1581
% App. Total	54.8	43.5	1.7		17	76.6	6.3		25.6	25	49.4		0.6	90.5	9		
PHF	.875	.833	.500	.871	.795	.916	.722	.886	.787	.902	.788	.830	.500	.898	.813	.886	.950

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City of Menifee
N/S: Murrieta Road
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Weather: Clear

File Name : 36_MEN_Mur_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	12	10	**1**	23	10	74	3	87	20	21	36	77	**2**	153	17	172
+15 mins.	17	10	0	27	20	73	6	99	**27**	21	**52**	**100**	0	153	13	166
+30 mins.	**18**	**15**	0	**33**	18	82	**9**	109	20	**23**	48	91	0	166	15	181
+45 mins.	16	15	1	32	**22**	**86**	8	**116**	18	18	28	64	2	**182**	**20**	**204**
Total Volume	63	50	2	115	70	315	26	411	85	83	164	332	4	654	65	723
% App. Total	54.8	43.5	1.7		17	76.6	6.3		25.6	25	49.4		0.6	90.5	9	
PHF	.875	.833	.500	.871	.795	.916	.722	.886	.787	.902	.788	.830	.500	.898	.813	.886

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City of Menifee
N/S: Murrieta Road
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File Name : 36_MEN_Mur_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

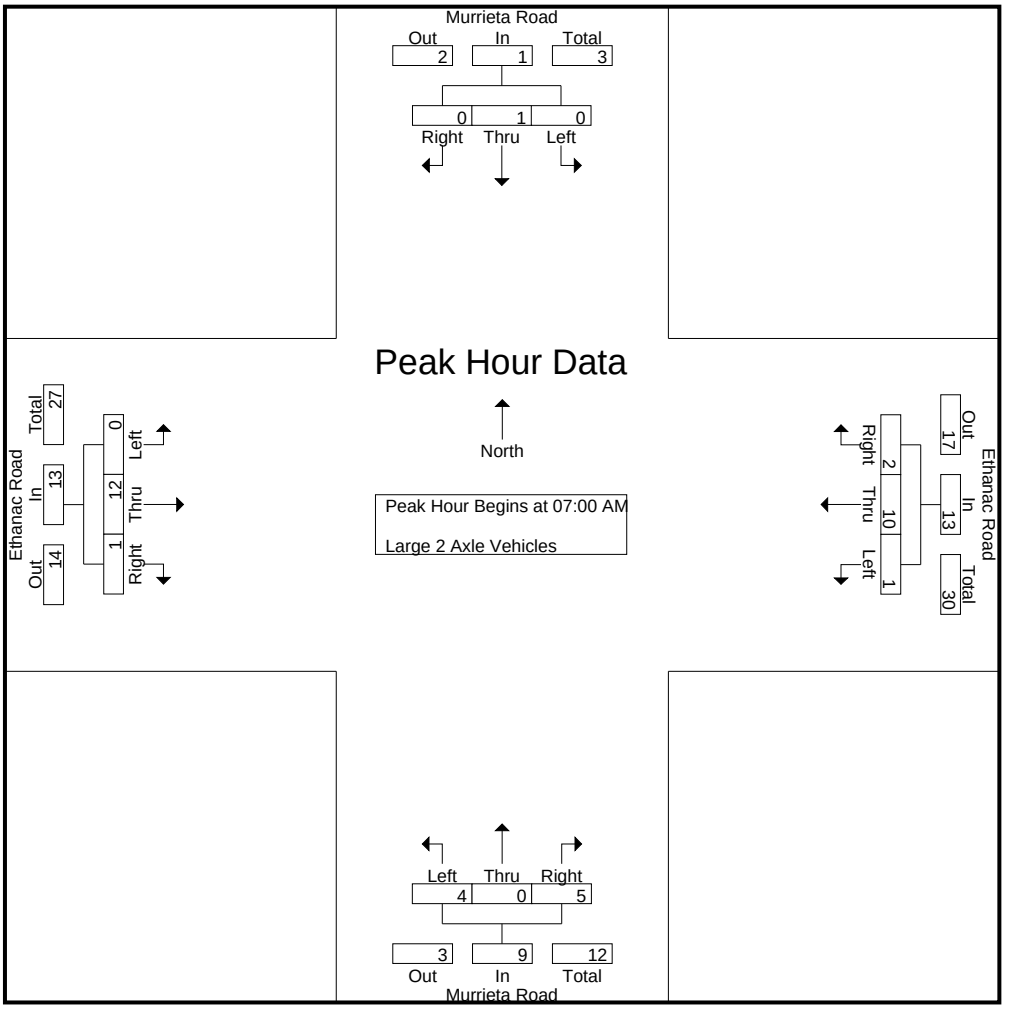
	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	3	0	4	1	0	2	3	0	3	1	4	11
07:15 AM	0	0	0	0	0	0	0	0	1	0	2	3	0	5	0	5	8
07:30 AM	0	0	0	0	0	2	1	3	1	0	1	2	0	3	0	3	8
07:45 AM	0	1	0	1	0	5	1	6	1	0	0	1	0	1	0	1	9
Total	0	1	0	1	1	10	2	13	4	0	5	9	0	12	1	13	36
08:00 AM	0	1	0	1	0	3	0	3	0	1	0	1	0	2	0	2	7
08:15 AM	0	0	0	0	0	4	0	4	0	0	2	2	0	2	0	2	8
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2	4	5
08:45 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	2	4
Total	0	1	0	1	2	7	0	9	0	2	2	4	0	8	2	10	24
Grand Total	0	2	0	2	3	17	2	22	4	2	7	13	0	20	3	23	60
Apprch %	0	100	0		13.6	77.3	9.1		30.8	15.4	53.8		0	87	13		
Total %	0	3.3	0	3.3	5	28.3	3.3	36.7	6.7	3.3	11.7	21.7	0	33.3	5	38.3	

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	**1**	3	0	4	**1**	0	**2**	**3**	0	3	**1**	4	**11**
07:15 AM	0	0	0	0	0	0	0	0	1	0	2	3	0	**5**	0	**5**	8
07:30 AM	0	0	0	0	0	2	**1**	3	1	0	1	2	0	3	0	3	8
07:45 AM	0	**1**	0	**1**	0	**5**	1	**6**	1	0	0	1	0	1	0	1	9
Total Volume	0	1	0	1	1	10	2	13	4	0	5	9	0	12	1	13	36
% App. Total	0	100	0		7.7	76.9	15.4		44.4	0	55.6		0	92.3	7.7		
PHF	.000	.250	.000	.250	.250	.500	.500	.542	1.00	.000	.625	.750	.000	.600	.250	.650	.818

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City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 36_MEN_Mur_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	**1**	3	0	4	**1**	0	**2**	**3**	0	3	**1**	4
+15 mins.	0	0	0	0	0	0	0	0	1	0	2	3	0	**5**	0	**5**
+30 mins.	0	0	0	0	0	2	**1**	3	1	0	1	2	0	3	0	3
+45 mins.	0	**1**	0	**1**	0	**5**	1	**6**	1	0	0	1	0	1	0	1
Total Volume	0	1	0	1	1	10	2	13	4	0	5	9	0	12	1	13
% App. Total	0	100	0		7.7	76.9	15.4		44.4	0	55.6		0	92.3	7.7	
PHF	.000	.250	.000	.250	.250	.500	.500	.542	1.000	.000	.625	.750	.000	.600	.250	.650

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City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 36_MEN_Mur_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

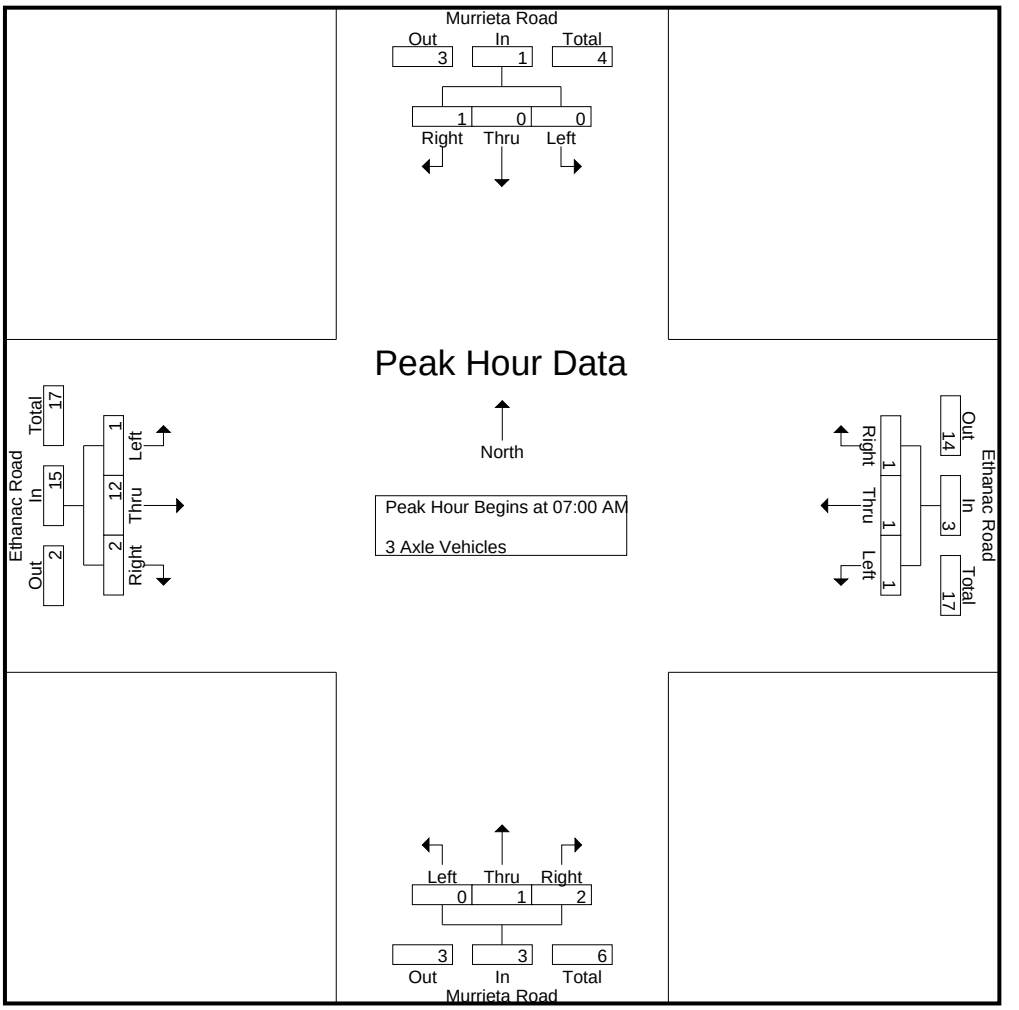
	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	4	1	5	7
07:15 AM	0	0	1	1	0	1	1	2	0	0	0	0	0	3	0	3	6
07:30 AM	0	0	0	0	0	0	0	0	0	1	1	2	1	3	1	5	7
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	1	1	1	1	1	3	0	1	2	3	1	12	2	15	22
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0	2	4
08:30 AM	0	0	1	1	0	3	0	3	0	0	1	1	1	3	1	5	10
08:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	1	2	0	3	5
Total	0	0	2	2	1	5	0	6	0	0	1	1	3	7	1	11	20
Grand Total	0	0	3	3	2	6	1	9	0	1	3	4	4	19	3	26	42
Apprch %	0	0	100		22.2	66.7	11.1		0	25	75		15.4	73.1	11.5		
Total %	0	0	7.1	7.1	4.8	14.3	2.4	21.4	0	2.4	7.1	9.5	9.5	45.2	7.1	61.9	

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	**1**	0	0	1	0	0	**1**	1	0	**4**	**1**	**5**	**7**
07:15 AM	0	0	**1**	**1**	0	**1**	**1**	**2**	0	0	0	0	0	3	0	3	6
07:30 AM	0	0	0	0	0	0	0	0	0	**1**	1	**2**	**1**	3	1	5	7
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	1	1	1	1	1	3	0	1	2	3	1	12	2	15	22
% App. Total	0	0	100		33.3	33.3	33.3		0	33.3	66.7		6.7	80	13.3		
PHF	.000	.000	.250	.250	.250	.250	.250	.375	.000	.250	.500	.375	.250	.750	.500	.750	.786

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City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 36_MEN_Mur_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	**1**	0	0	1	0	0	**1**	1	0	**4**	**1**	**5**
+15 mins.	0	0	**1**	**1**	0	**1**	**1**	**2**	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	0	0	0	0	**1**	1	**2**	**1**	3	1	5
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total Volume	0	0	1	1	1	1	1	3	0	1	2	3	1	12	2	15
% App. Total	0	0	100		33.3	33.3	33.3		0	33.3	66.7		6.7	80	13.3	
PHF	.000	.000	.250	.250	.250	.250	.250	.375	.000	.250	.500	.375	.250	.750	.500	.750

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City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 36_MEN_Mur_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

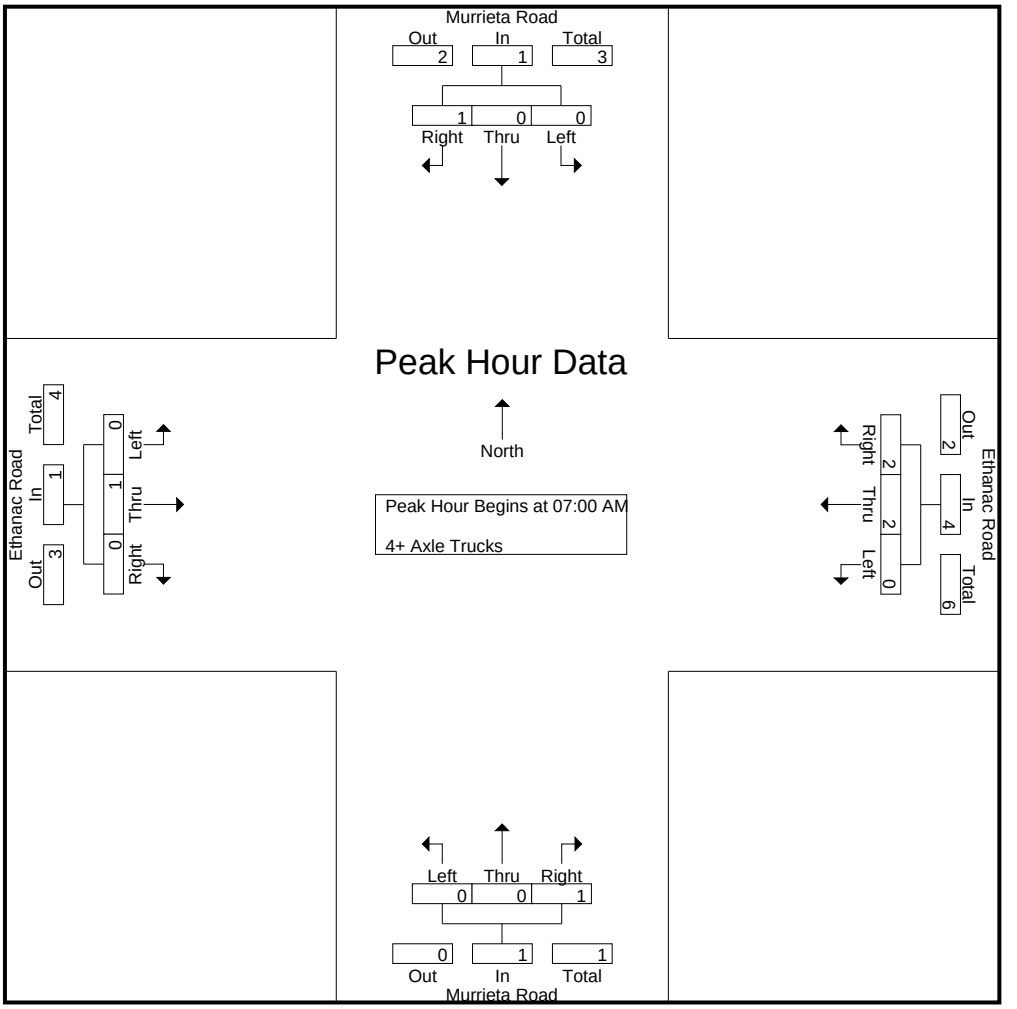
	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Total	0	0	1	1	0	2	2	4	0	0	1	1	0	1	0	1	7
08:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
08:15 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
08:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	2	0	0	2	0	4	0	4	1	0	1	2	0	3	0	3	11
Grand Total	2	0	1	3	0	6	2	8	1	0	2	3	0	4	0	4	18
Apprch %	66.7	0	33.3		0	75	25		33.3	0	66.7		0	100	0		
Total %	11.1	0	5.6	16.7	0	33.3	11.1	44.4	5.6	0	11.1	16.7	0	22.2	0	22.2	

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	**2**	**2**	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	**1**	0	**1**	**3**
Total Volume	0	0	1	1	0	2	2	4	0	0	1	1	0	1	0	1	7
% App. Total	0	0	100		0	50	50		0	0	100		0	100	0		
PHF	.000	.000	.250	.250	.000	.500	.250	.500	.000	.000	.250	.250	.000	.250	.000	.250	.583

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City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 36_MEN_Mur_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	0	**2**	**2**	0	0	0	0	0	0	0	0
+45 mins.	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	**1**	0	**1**
Total Volume	0	0	1	1	0	2	2	4	0	0	1	1	0	1	0	1
% App. Total	0	0	100		0	50	50		0	0	100		0	100	0	
PHF	.000	.000	.250	.250	.000	.500	.250	.500	.000	.000	.250	.250	.000	.250	.000	.250

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City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 36_MEN_Mur_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

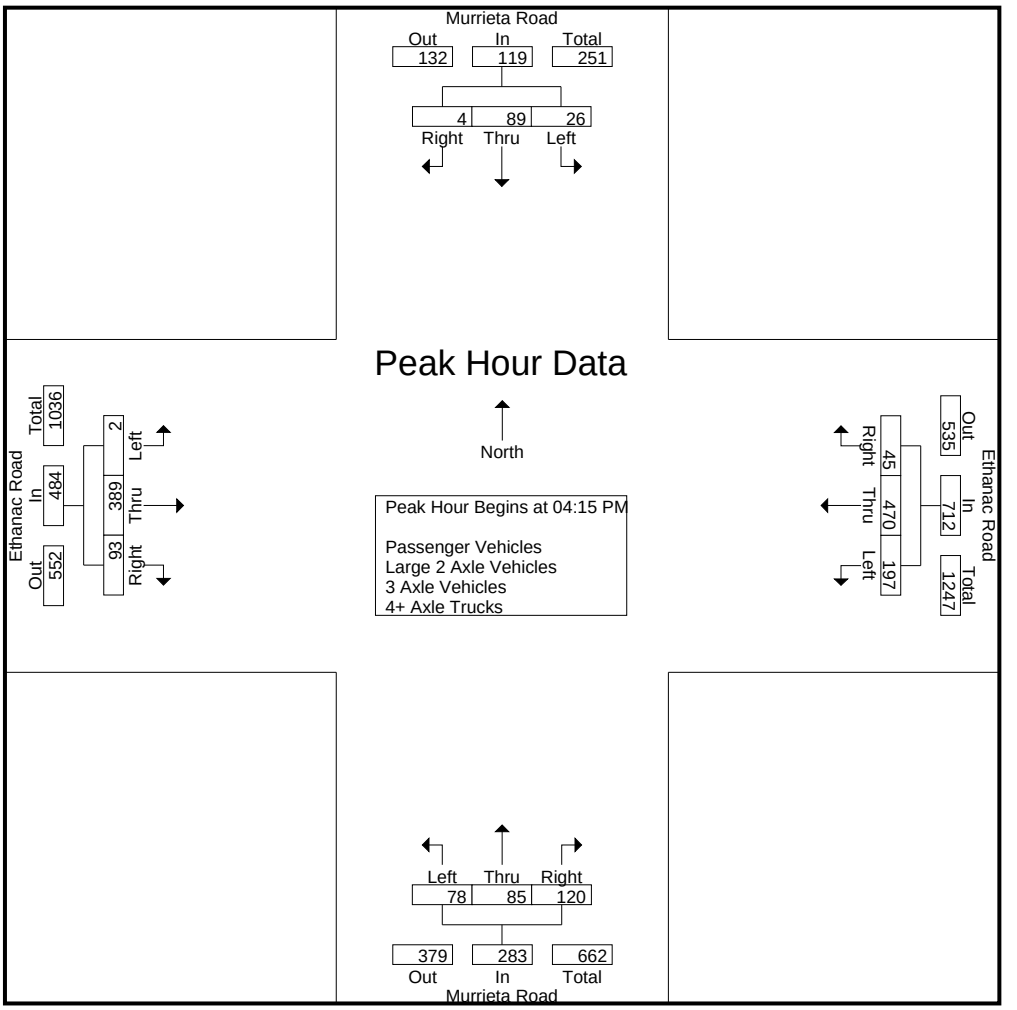
	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	23	1	29	31	108	11	150	18	17	41	76	0	92	26	118	373
04:15 PM	5	22	3	30	45	138	5	188	22	16	28	66	0	95	25	120	404
04:30 PM	11	23	1	35	42	101	10	153	20	22	33	75	1	89	26	116	379
04:45 PM	5	29	0	34	65	121	10	196	21	24	32	77	1	98	23	122	429
Total	26	97	5	128	183	468	36	687	81	79	134	294	2	374	100	476	1585
05:00 PM	5	15	0	20	45	110	20	175	15	23	27	65	0	107	19	126	386
05:15 PM	11	21	3	35	46	98	11	155	15	20	28	63	0	91	27	118	371
05:30 PM	8	20	1	29	40	128	10	178	18	18	27	63	0	110	16	126	396
05:45 PM	6	23	3	32	46	82	12	140	17	19	36	72	0	87	25	112	356
Total	30	79	7	116	177	418	53	648	65	80	118	263	0	395	87	482	1509
Grand Total	56	176	12	244	360	886	89	1335	146	159	252	557	2	769	187	958	3094
Apprch %	23	72.1	4.9		27	66.4	6.7		26.2	28.5	45.2		0.2	80.3	19.5		
Total %	1.8	5.7	0.4	7.9	11.6	28.6	2.9	43.1	4.7	5.1	8.1	18	0.1	24.9	6	31	
Passenger Vehicles	55	176	11	242	354	851	86	1291	143	156	247	546	2	738	183	923	3002
% Passenger Vehicles	98.2	100	91.7	99.2	98.3	96	96.6	96.7	97.9	98.1	98	98	100	96	97.9	96.3	97
Large 2 Axle Vehicles	0	0	1	1	6	16	1	23	1	3	5	9	0	20	3	23	56
% Large 2 Axle Vehicles	0	0	8.3	0.4	1.7	1.8	1.1	1.7	0.7	1.9	2	1.6	0	2.6	1.6	2.4	1.8
3 Axle Vehicles	0	0	0	0	0	10	1	11	1	0	0	1	0	4	1	5	17
% 3 Axle Vehicles	0	0	0	0	0	1.1	1.1	0.8	0.7	0	0	0.2	0	0.5	0.5	0.5	0.5
4+ Axle Trucks	1	0	0	1	0	9	1	10	1	0	0	1	0	7	0	7	19
% 4+ Axle Trucks	1.8	0	0	0.4	0	1	1.1	0.7	0.7	0	0	0.2	0	0.9	0	0.7	0.6

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	5	22	**3**	30	45	**138**	5	188	**22**	16	28	66	0	95	25	120	404
04:30 PM	**11**	23	1	**35**	42	101	10	153	20	22	**33**	75	**1**	89	**26**	116	379
04:45 PM	5	**29**	0	34	**65**	121	10	**196**	21	**24**	32	**77**	1	98	23	122	**429**
05:00 PM	5	15	0	20	45	110	**20**	175	15	23	27	65	0	**107**	19	**126**	386
Total Volume	26	89	4	119	197	470	45	712	78	85	120	283	2	389	93	484	1598
% App. Total	21.8	74.8	3.4		27.7	66	6.3		27.6	30	42.4		0.4	80.4	19.2		
PHF	.591	.767	.333	.850	.758	.851	.563	.908	.886	.885	.909	.919	.500	.909	.894	.960	.931

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City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 36_MEN_Mur_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:00 PM				04:45 PM			
+0 mins.	5	23	1	29	45	**138**	5	188	18	17	**41**	76	**1**	98	23	122
+15 mins.	5	22	**3**	30	42	101	10	153	**22**	16	28	66	0	107	19	**126**
+30 mins.	**11**	23	1	**35**	**65**	121	10	**196**	20	22	33	75	0	91	**27**	118
+45 mins.	5	**29**	0	34	45	110	**20**	175	21	**24**	32	**77**	0	**110**	16	126
Total Volume	26	97	5	128	197	470	45	712	81	79	134	294	1	406	85	492
% App. Total	20.3	75.8	3.9		27.7	66	6.3		27.6	26.9	45.6		0.2	82.5	17.3	
PHF	.591	.836	.417	.914	.758	.851	.563	.908	.920	.823	.817	.955	.250	.923	.787	.976

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City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 36_MEN_Mur_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

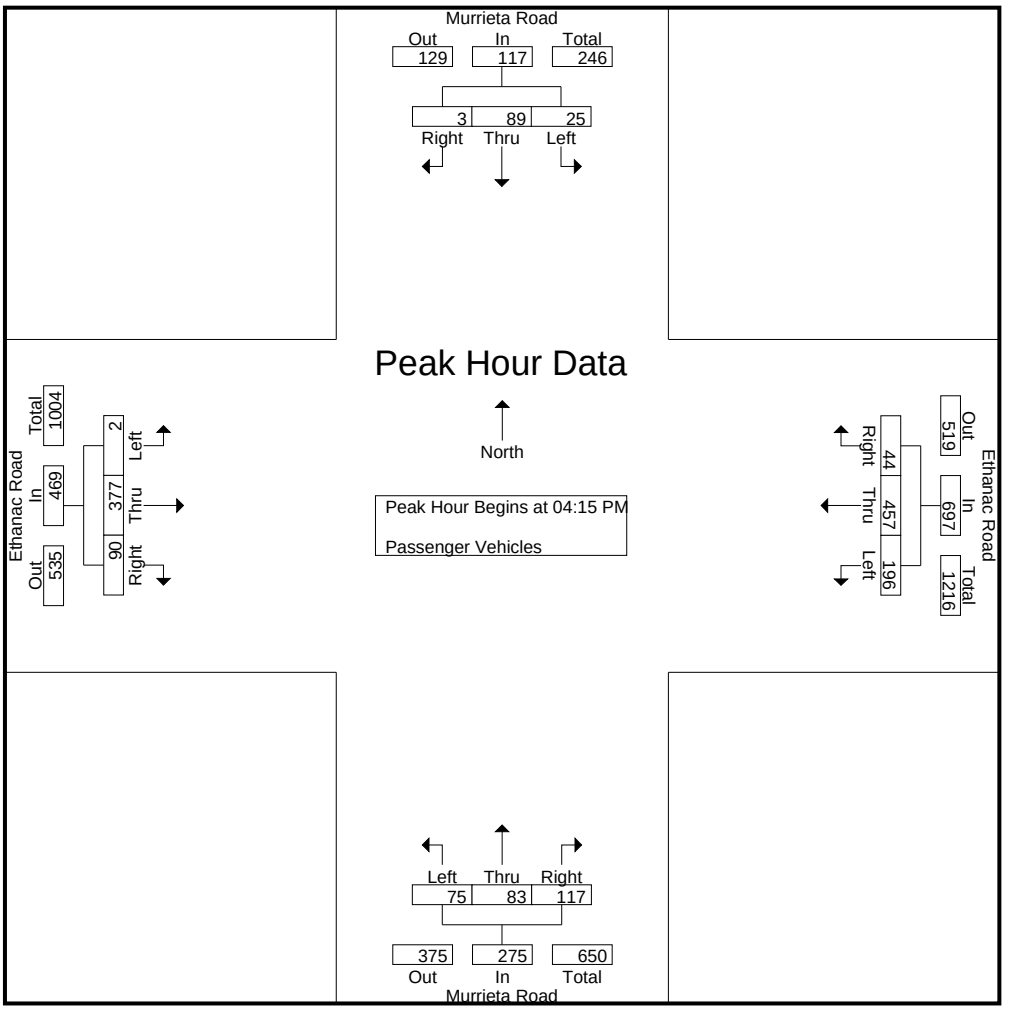
	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	23	1	29	28	99	11	138	18	16	40	74	0	81	25	106	347
04:15 PM	5	22	3	30	45	136	5	186	22	15	27	64	0	94	24	118	398
04:30 PM	11	23	0	34	41	97	9	147	18	22	33	73	1	84	24	109	363
04:45 PM	5	29	0	34	65	118	10	193	20	23	30	73	1	95	23	119	419
Total	26	97	4	127	179	450	35	664	78	76	130	284	2	354	96	452	1527
05:00 PM	4	15	0	19	45	106	20	171	15	23	27	65	0	104	19	123	378
05:15 PM	11	21	3	35	46	96	11	153	15	20	28	63	0	87	27	114	365
05:30 PM	8	20	1	29	38	124	8	170	18	18	27	63	0	107	16	123	385
05:45 PM	6	23	3	32	46	75	12	133	17	19	35	71	0	86	25	111	347
Total	29	79	7	115	175	401	51	627	65	80	117	262	0	384	87	471	1475
Grand Total	55	176	11	242	354	851	86	1291	143	156	247	546	2	738	183	923	3002
Apprch %	22.7	72.7	4.5		27.4	65.9	6.7		26.2	28.6	45.2		0.2	80	19.8		
Total %	1.8	5.9	0.4	8.1	11.8	28.3	2.9	43	4.8	5.2	8.2	18.2	0.1	24.6	6.1	30.7	

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	5	22	**3**	30	45	**136**	5	186	**22**	15	27	64	0	94	**24**	118	398
04:30 PM	**11**	23	0	**34**	41	97	9	147	18	22	**33**	**73**	**1**	84	24	109	363
04:45 PM	5	**29**	0	34	**65**	118	10	**193**	20	**23**	30	73	1	95	23	119	**419**
05:00 PM	4	15	0	19	45	106	**20**	171	15	23	27	65	0	**104**	19	**123**	378
Total Volume	25	89	3	117	196	457	44	697	75	83	117	275	2	377	90	469	1558
% App. Total	21.4	76.1	2.6		28.1	65.6	6.3		27.3	30.2	42.5		0.4	80.4	19.2		
PHF	.568	.767	.250	.860	.754	.840	.550	.903	.852	.902	.886	.942	.500	.906	.938	.953	.930

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City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 36_MEN_Mur_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	5	22	**3**	30	45	**136**	5	186	**22**	15	27	64	0	94	**24**	118
+15 mins.	**11**	23	0	**34**	41	97	9	147	18	22	**33**	**73**	**1**	84	24	109
+30 mins.	5	**29**	0	34	**65**	118	10	**193**	20	**23**	30	73	1	95	23	119
+45 mins.	4	15	0	19	45	106	**20**	171	15	23	27	65	0	**104**	19	**123**
Total Volume	25	89	3	117	196	457	44	697	75	83	117	275	2	377	90	469
% App. Total	21.4	76.1	2.6		28.1	65.6	6.3		27.3	30.2	42.5		0.4	80.4	19.2	
PHF	.568	.767	.250	.860	.754	.840	.550	.903	.852	.902	.886	.942	.500	.906	.938	.953

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City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 36_MEN_Mur_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

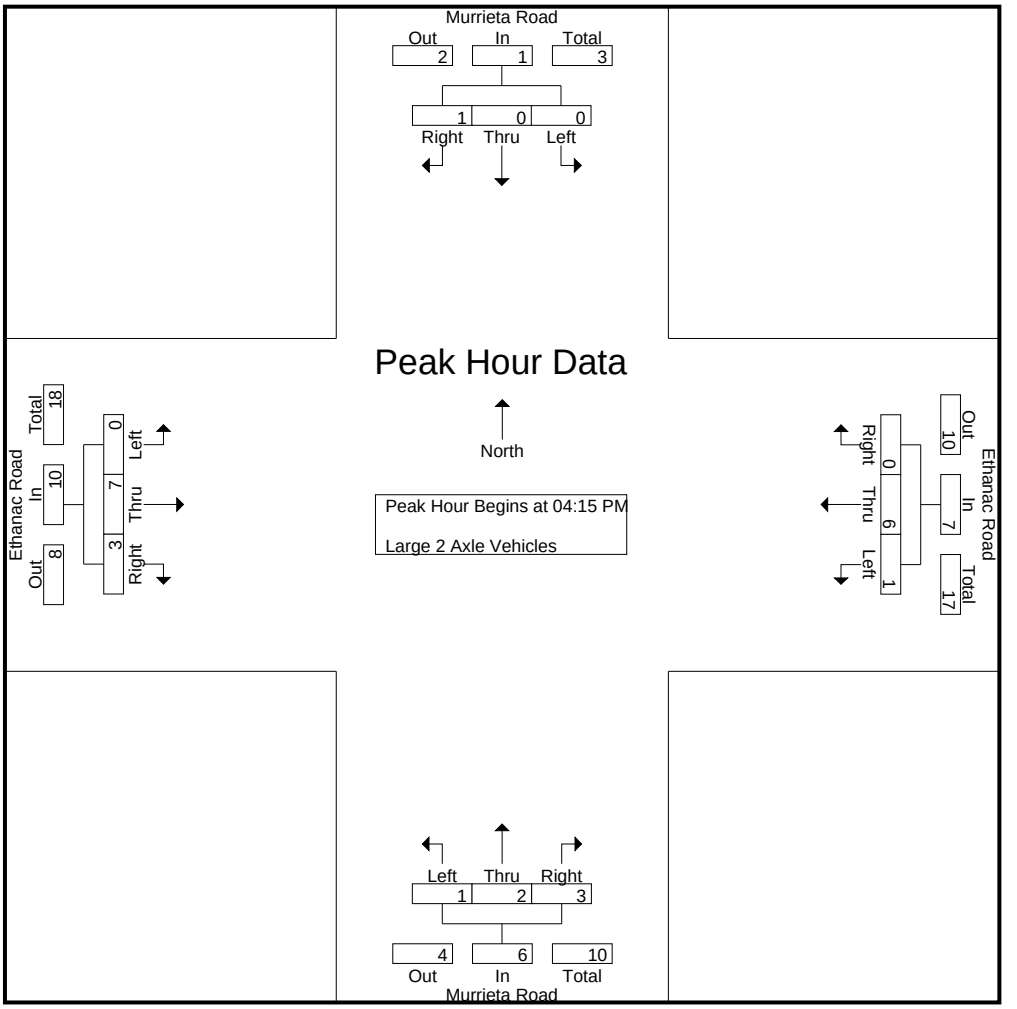
	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	3	5	0	8	0	1	1	2	0	7	0	7	17
04:15 PM	0	0	0	0	0	1	0	1	0	1	1	2	0	1	1	2	5
04:30 PM	0	0	1	1	1	0	0	1	1	0	0	1	0	2	2	4	7
04:45 PM	0	0	0	0	0	2	0	2	0	1	2	3	0	1	0	1	6
Total	0	0	1	1	4	8	0	12	1	3	4	8	0	11	3	14	35
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
05:30 PM	0	0	0	0	2	1	1	4	0	0	0	0	0	3	0	3	7
05:45 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
Total	0	0	0	0	2	8	1	11	0	0	1	1	0	9	0	9	21
Grand Total	0	0	1	1	6	16	1	23	1	3	5	9	0	20	3	23	56
Apprch %	0	0	100		26.1	69.6	4.3		11.1	33.3	55.6		0	87	13		
Total %	0	0	1.8	1.8	10.7	28.6	1.8	41.1	1.8	5.4	8.9	16.1	0	35.7	5.4	41.1	

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	1	0	1	0	**1**	1	2	0	1	1	2	5
04:30 PM	0	0	**1**	**1**	**1**	0	0	1	**1**	0	0	1	0	2	**2**	**4**	**7**
04:45 PM	0	0	0	0	0	2	0	2	0	1	**2**	**3**	0	1	0	1	6
05:00 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**3**	0	3	6
Total Volume	0	0	1	1	1	6	0	7	1	2	3	6	0	7	3	10	24
% App. Total	0	0	100		14.3	85.7	0		16.7	33.3	50		0	70	30		
PHF	.000	.000	.250	.250	.250	.500	.000	.583	.250	.500	.375	.500	.000	.583	.375	.625	.857

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City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 36_MEN_Mur_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	**1**	1	2	0	1	1	2
+15 mins.	0	0	**1**	**1**	**1**	0	0	1	**1**	0	0	1	0	2	**2**	**4**
+30 mins.	0	0	0	0	0	2	0	2	0	1	**2**	**3**	0	1	0	1
+45 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**3**	0	3
Total Volume	0	0	1	1	1	6	0	7	1	2	3	6	0	7	3	10
% App. Total	0	0	100		14.3	85.7	0		16.7	33.3	50		0	70	30	
PHF	.000	.000	.250	.250	.250	.500	.000	.583	.250	.500	.375	.500	.000	.583	.375	.625

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City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 36_MEN_Mur_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

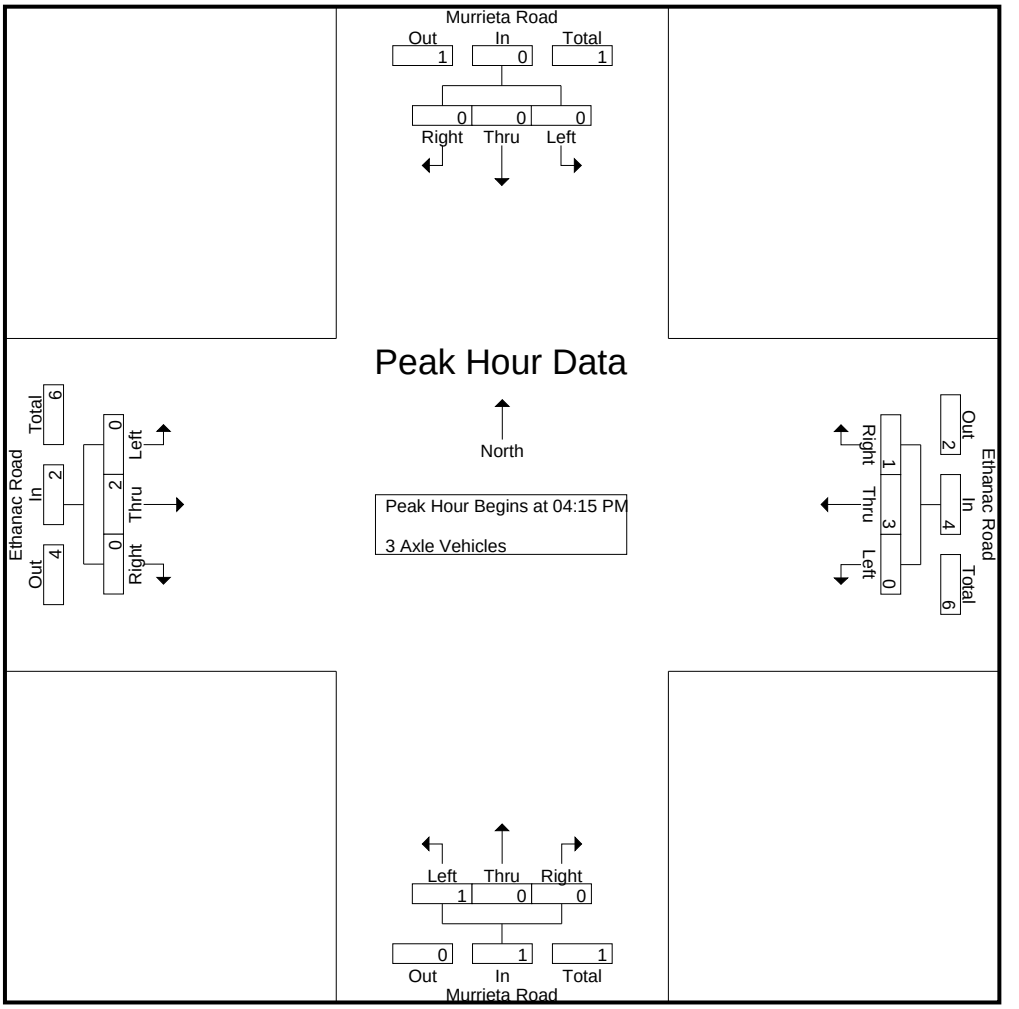
	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	1	2	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	3
Total	0	0	0	0	0	6	1	7	1	0	0	1	0	3	1	4	12
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
Grand Total	0	0	0	0	0	10	1	11	1	0	0	1	0	4	1	5	17
Apprch %	0	0	0		0	90.9	9.1		100	0	0		0	80	20		
Total %	0	0	0	0	0	58.8	5.9	64.7	5.9	0	0	5.9	0	23.5	5.9	29.4	

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	**3**	**1**	**4**	0	0	0	0	0	0	0	0	**4**
04:45 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	**2**	0	**2**	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	1	4	1	0	0	1	0	2	0	2	7
% App. Total	0	0	0		0	75	25		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.250	.000	.000	.250	.000	.250	.000	.250	.438

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City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 36_MEN_Mur_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**3**	**1**	**4**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	**2**	0	**2**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	1	4	1	0	0	1	0	2	0	2
% App. Total	0	0	0		0	75	25		100	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.250	.000	.000	.250	.000	.250	.000	.250

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City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 36_MEN_Mur_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

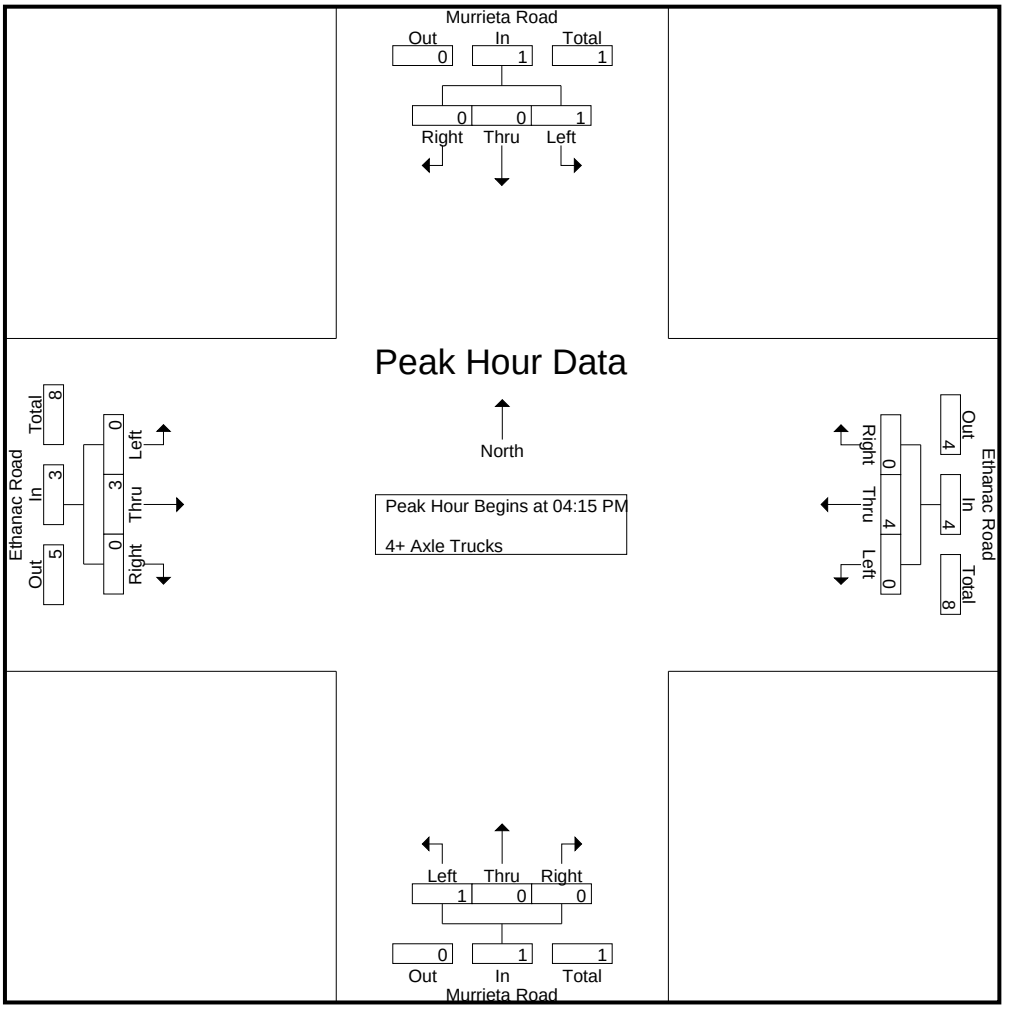
	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	3	0	3	5
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	4	0	4	1	0	0	1	0	6	0	6	11
05:00 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	1	0	0	1	0	5	1	6	0	0	0	0	0	1	0	1	8
Grand Total	1	0	0	1	0	9	1	10	1	0	0	1	0	7	0	7	19
Apprch %	100	0	0		0	90	10		100	0	0		0	100	0		
Total %	5.3	0	0	5.3	0	47.4	5.3	52.6	5.3	0	0	5.3	0	36.8	0	36.8	

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	**1**	0	0	**1**	0	**3**	0	**3**	**5**
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	**1**	0	0	**1**	0	1	0	1	0	0	0	0	0	0	0	0	2
Total Volume	1	0	0	1	0	4	0	4	1	0	0	1	0	3	0	3	9
% App. Total	100	0	0		0	100	0		100	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	1.00	.000	1.00	.250	.000	.000	.250	.000	.250	.000	.250	.450

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City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 36_MEN_Mur_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	**1**	0	0	**1**	0	**3**	0	**3**
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	**1**	0	0	**1**	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	4	0	4	1	0	0	1	0	3	0	3
% App. Total	100	0	0		0	100	0		100	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	1.000	.000	1.000	.250	.000	.000	.250	.000	.250	.000	.250

Location: Menifee
N/S: Murrieta Road
E/W: Ethanac Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Murrieta Road	East Leg Ethanac Road	South Leg Murrieta Road	West Leg Ethanac Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Murrieta Road	East Leg Ethanac Road	South Leg Murrieta Road	West Leg Ethanac Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Menifee
N/S: Murrieta Road
E/W: Ethanac Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Murrieta Road			Westbound Ethanac Road			Northbound Murrieta Road			Eastbound Ethanac Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Murrieta Road			Westbound Ethanac Road			Northbound Murrieta Road			Eastbound Ethanac Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

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City of Menifee
N/S: Barnett Road
E/W: Ethanac Road
Weather: Clear

File Name : 37_MEN_Barnett_Ethanac AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

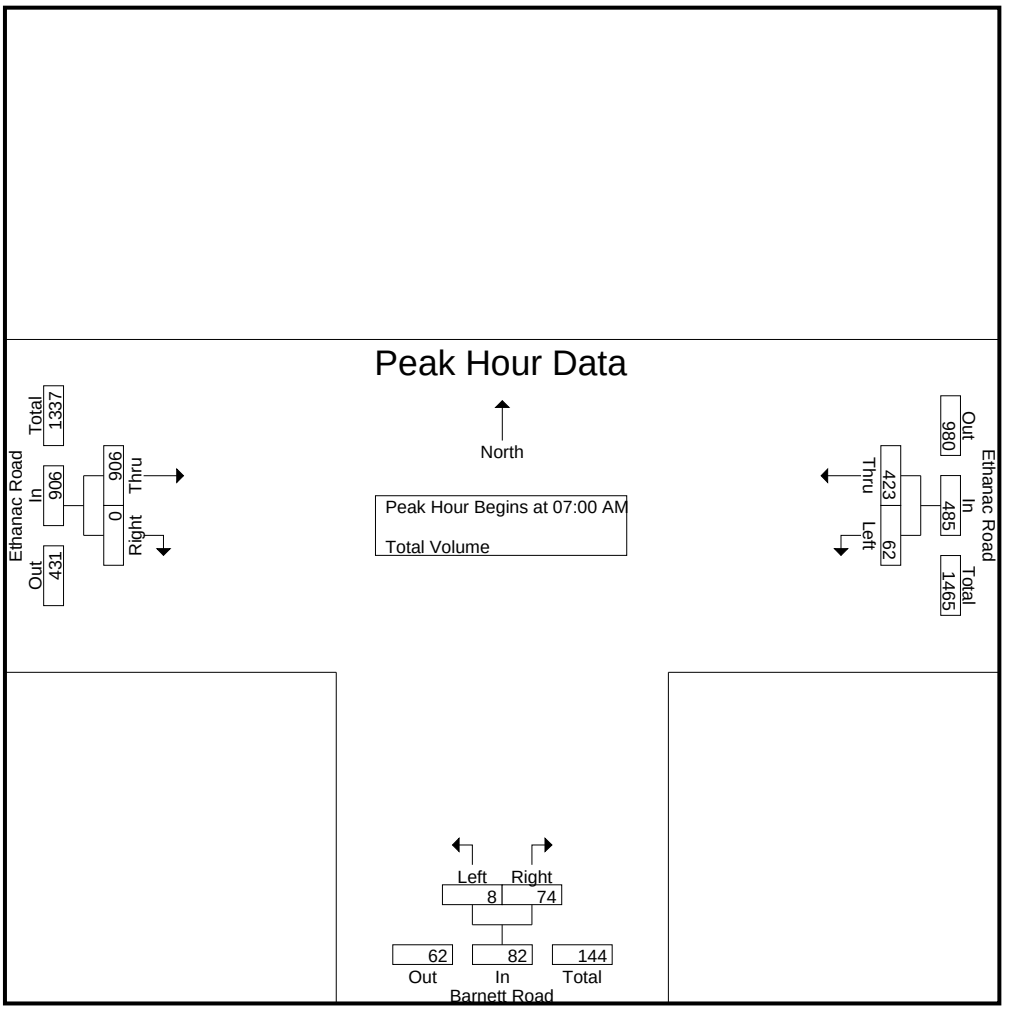
	Ethanac Road Westbound			Barnett Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	13	99	112	0	16	16	216	0	216	344
07:15 AM	13	95	108	3	20	23	236	0	236	367
07:30 AM	16	106	122	5	21	26	245	0	245	393
07:45 AM	20	123	143	0	17	17	209	0	209	369
Total	62	423	485	8	74	82	906	0	906	1473
08:00 AM	14	132	146	3	21	24	154	0	154	324
08:15 AM	16	92	108	2	17	19	151	0	151	278
08:30 AM	17	95	112	4	18	22	141	0	141	275
08:45 AM	14	79	93	1	23	24	115	0	115	232
Total	61	398	459	10	79	89	561	0	561	1109
Grand Total	123	821	944	18	153	171	1467	0	1467	2582
Apprch %	13	87		10.5	89.5		100	0		
Total %	4.8	31.8	36.6	0.7	5.9	6.6	56.8	0	56.8	

	Ethanac Road Westbound			Barnett Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	13	99	112	0	16	16	216	0	216	344
07:15 AM	13	95	108	3	20	23	236	0	236	367
07:30 AM	16	106	122	**5**	**21**	**26**	**245**	0	**245**	**393**
07:45 AM	**20**	**123**	**143**	0	17	17	209	0	209	369
Total Volume	62	423	485	8	74	82	906	0	906	1473
% App. Total	12.8	87.2		9.8	90.2		100	0		
PHF	.775	.860	.848	.400	.881	.788	.924	.000	.924	.937

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City of Menifee
N/S: Barnett Road
E/W: Ethanac Road
Weather: Clear

File Name : 37_MEN_Barnett_Ethanac AM
Site Code : 00322418
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:00 AM		
+0 mins.	13	95	108	3	20	23	216	0	216
+15 mins.	16	106	122	**5**	**21**	**26**	236	0	236
+30 mins.	**20**	123	143	0	17	17	**245**	0	**245**
+45 mins.	14	**132**	**146**	3	21	24	209	0	209
Total Volume	63	456	519	11	79	90	906	0	906
% App. Total	12.1	87.9		12.2	87.8		100	0	
PHF	.788	.864	.889	.550	.940	.865	.924	.000	.924

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City of Menifee
N/S: Barnett Road
E/W: Ethanac Road
Weather: Clear

File Name : 37_MEN_Barnett_Ethanac PM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- Total Volume

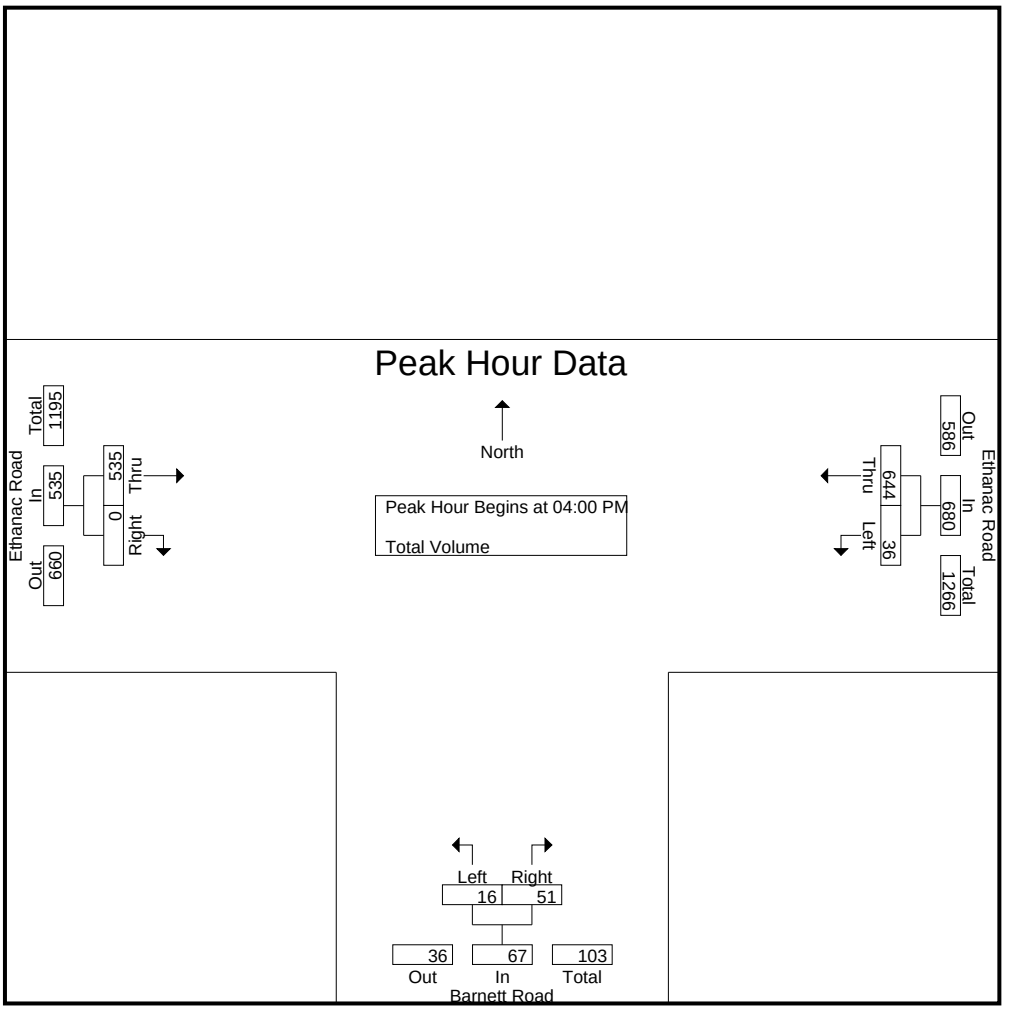
	Ethanac Road Westbound			Barnett Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	11	156	167	9	15	24	141	0	141	332
04:15 PM	7	156	163	2	10	12	133	0	133	308
04:30 PM	7	176	183	1	14	15	133	0	133	331
04:45 PM	11	156	167	4	12	16	128	0	128	311
Total	36	644	680	16	51	67	535	0	535	1282
05:00 PM	7	157	164	1	14	15	130	0	130	309
05:15 PM	6	138	144	3	10	13	130	0	130	287
05:30 PM	9	158	167	6	9	15	142	0	142	324
05:45 PM	13	129	142	3	16	19	119	0	119	280
Total	35	582	617	13	49	62	521	0	521	1200
Grand Total	71	1226	1297	29	100	129	1056	0	1056	2482
Apprch %	5.5	94.5		22.5	77.5		100	0		
Total %	2.9	49.4	52.3	1.2	4	5.2	42.5	0	42.5	

	Ethanac Road Westbound			Barnett Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**11**	156	167	**9**	**15**	**24**	**141**	0	**141**	**332**
04:15 PM	7	156	163	2	10	12	133	0	133	308
04:30 PM	7	**176**	**183**	1	14	15	133	0	133	331
04:45 PM	11	156	167	4	12	16	128	0	128	311
Total Volume	36	644	680	16	51	67	535	0	535	1282
% App. Total	5.3	94.7		23.9	76.1		100	0		
PHF	.818	.915	.929	.444	.850	.698	.949	.000	.949	.965

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City of Menifee
N/S: Barnett Road
E/W: Ethanac Road
Weather: Clear

File Name : 37_MEN_Barnett_Ethanac PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**11**	156	167	**9**	**15**	**24**	**141**	0	**141**
+15 mins.	7	156	163	2	10	12	133	0	133
+30 mins.	7	**176**	**183**	1	14	15	133	0	133
+45 mins.	11	156	167	4	12	16	128	0	128
Total Volume	36	644	680	16	51	67	535	0	535
% App. Total	5.3	94.7		23.9	76.1		100	0	
PHF	.818	.915	.929	.444	.850	.698	.949	.000	.949

Location: Menifee
N/S: Barnett Road
E/W: Ethanac Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Dead End	East Leg Ethanac Road	South Leg Barnett Road	West Leg Ethanac Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	0	0	0	3	3

	North Leg Dead End	East Leg Ethanac Road	South Leg Barnett Road	West Leg Ethanac Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Menifee
N/S: Barnett Road
E/W: Ethanac Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Dead End			Westbound Ethanac Road			Northbound Barnett Road			Eastbound Ethanac Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Dead End			Westbound Ethanac Road			Northbound Barnett Road			Eastbound Ethanac Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	1	0	1	0	2

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City of Menifee
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 38_MEN_Case_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

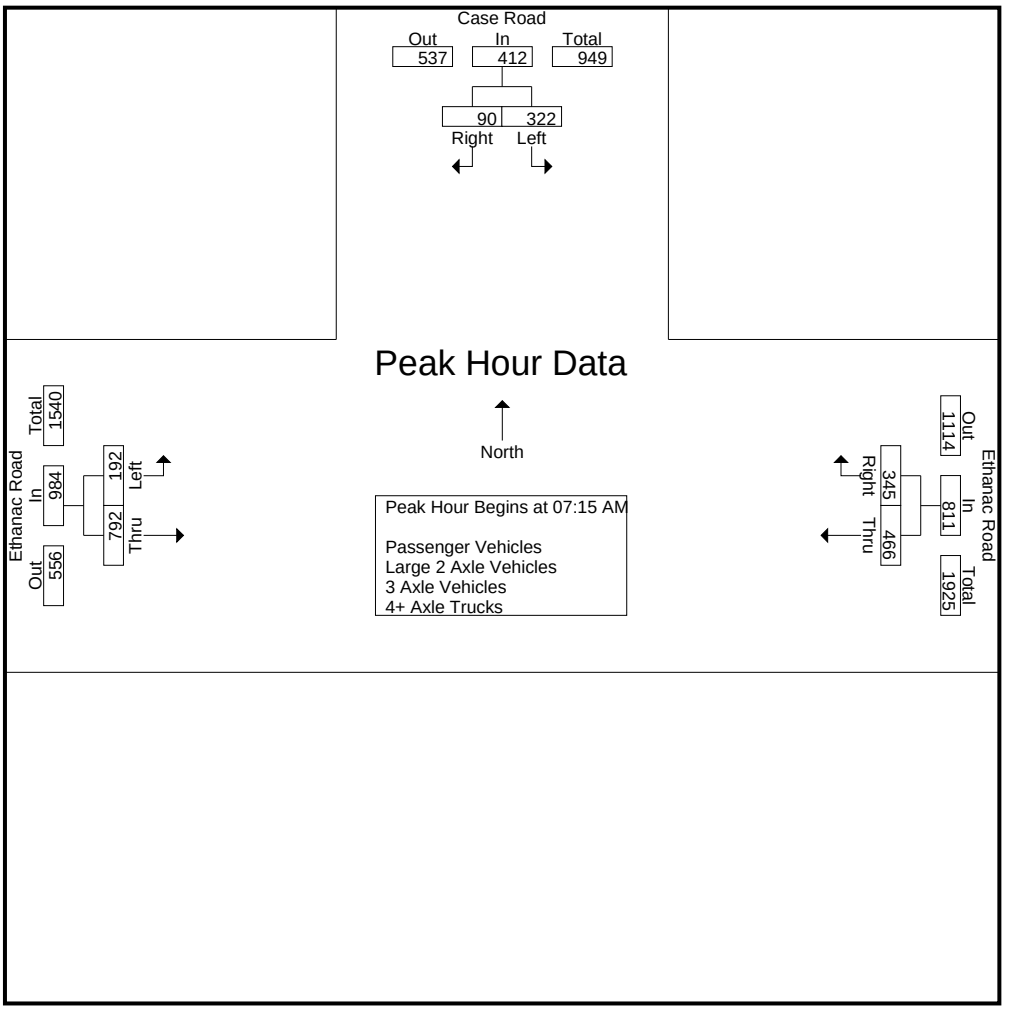
	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	70	15	85	104	62	166	28	214	242	493
07:15 AM	78	19	97	101	68	169	43	233	276	542
07:30 AM	83	16	99	114	68	182	61	223	284	565
07:45 AM	82	23	105	129	96	225	51	192	243	573
Total	313	73	386	448	294	742	183	862	1045	2173
08:00 AM	79	32	111	122	113	235	37	144	181	527
08:15 AM	94	30	124	89	87	176	49	129	178	478
08:30 AM	88	23	111	101	103	204	49	119	168	483
08:45 AM	97	26	123	72	85	157	41	112	153	433
Total	358	111	469	384	388	772	176	504	680	1921
Grand Total	671	184	855	832	682	1514	359	1366	1725	4094
Apprch %	78.5	21.5		55	45		20.8	79.2		
Total %	16.4	4.5	20.9	20.3	16.7	37	8.8	33.4	42.1	
Passenger Vehicles	634	178	812	722	664	1386	349	1243	1592	3790
% Passenger Vehicles	94.5	96.7	95	86.8	97.4	91.5	97.2	91	92.3	92.6
Large 2 Axle Vehicles	26	3	29	45	12	57	9	52	61	147
% Large 2 Axle Vehicles	3.9	1.6	3.4	5.4	1.8	3.8	2.5	3.8	3.5	3.6
3 Axle Vehicles	3	0	3	43	1	44	1	48	49	96
% 3 Axle Vehicles	0.4	0	0.4	5.2	0.1	2.9	0.3	3.5	2.8	2.3
4+ Axle Trucks	8	3	11	22	5	27	0	23	23	61
% 4+ Axle Trucks	1.2	1.6	1.3	2.6	0.7	1.8	0	1.7	1.3	1.5

	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	78	19	97	101	68	169	43	**233**	276	542
07:30 AM	**83**	16	99	114	68	182	**61**	223	**284**	565
07:45 AM	82	23	105	**129**	96	225	51	192	243	**573**
08:00 AM	79	**32**	**111**	122	**113**	**235**	37	144	181	527
Total Volume	322	90	412	466	345	811	192	792	984	2207
% App. Total	78.2	21.8		57.5	42.5		19.5	80.5		
PHF	.970	.703	.928	.903	.763	.863	.787	.850	.866	.963

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City of Menifee
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 38_MEN_Case_Etha AM
Site Code : 00322418
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			07:45 AM			07:00 AM		
+0 mins.	79	**32**	111	**129**	96	225	28	214	242
+15 mins.	94	30	**124**	122	**113**	**235**	43	**233**	276
+30 mins.	88	23	111	89	87	176	**61**	223	**284**
+45 mins.	**97**	26	123	101	103	204	51	192	243
Total Volume	358	111	469	441	399	840	183	862	1045
% App. Total	76.3	23.7		52.5	47.5		17.5	82.5	
PHF	.923	.867	.946	.855	.883	.894	.750	.925	.920

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City of Menifee
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 38_MEN_Case_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- Passenger Vehicles

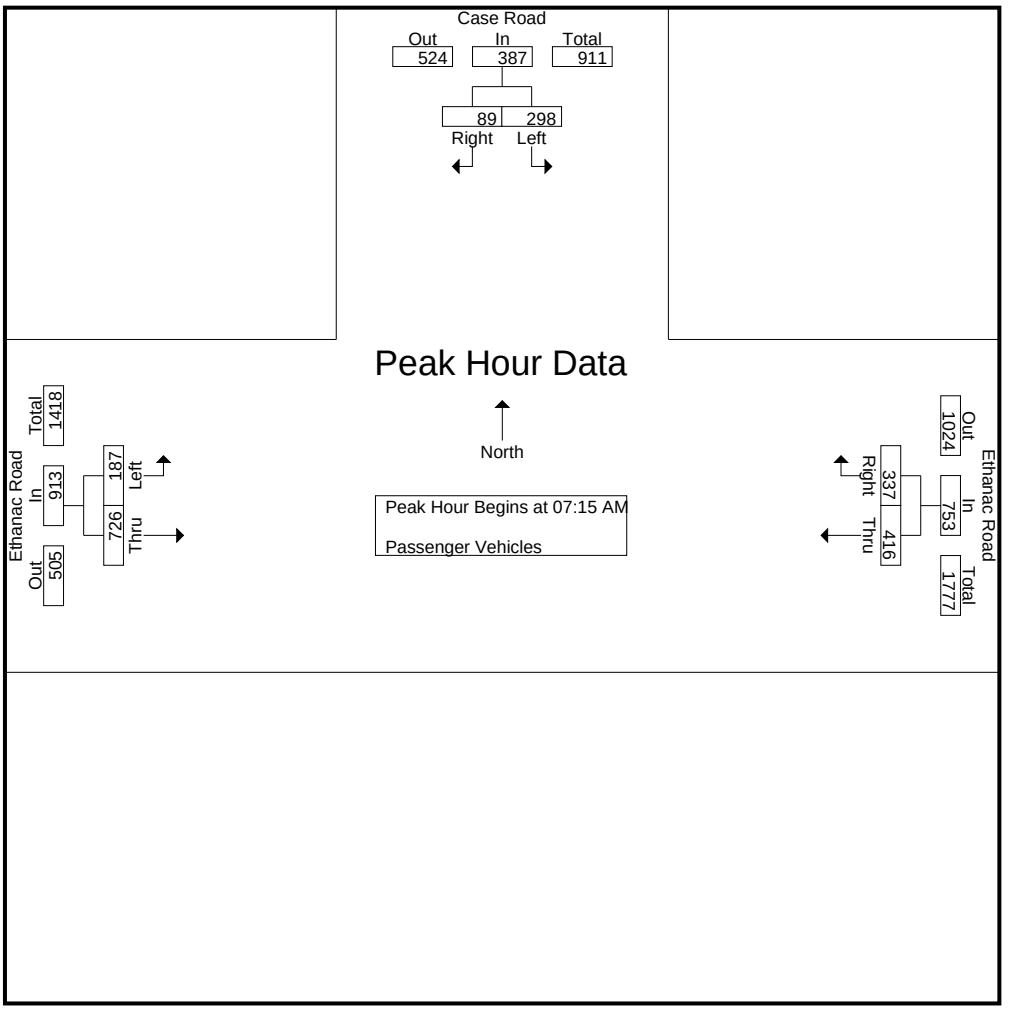
	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	66	15	81	89	61	150	28	196	224	455
07:15 AM	75	19	94	86	67	153	42	210	252	499
07:30 AM	73	16	89	104	65	169	59	206	265	523
07:45 AM	75	23	98	117	92	209	50	180	230	537
Total	289	73	362	396	285	681	179	792	971	2014
08:00 AM	75	31	106	109	113	222	36	130	166	494
08:15 AM	92	30	122	70	83	153	49	115	164	439
08:30 AM	84	21	105	83	99	182	47	106	153	440
08:45 AM	94	23	117	64	84	148	38	100	138	403
Total	345	105	450	326	379	705	170	451	621	1776
Grand Total	634	178	812	722	664	1386	349	1243	1592	3790
Apprch %	78.1	21.9		52.1	47.9		21.9	78.1		
Total %	16.7	4.7	21.4	19.1	17.5	36.6	9.2	32.8	42	

	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**75**	19	94	86	67	153	42	**210**	252	499
07:30 AM	73	16	89	104	65	169	**59**	206	**265**	523
07:45 AM	75	23	98	**117**	92	209	50	180	230	**537**
08:00 AM	75	**31**	**106**	109	**113**	**222**	36	130	166	494
Total Volume	298	89	387	416	337	753	187	726	913	2053
% App. Total	77	23		55.2	44.8		20.5	79.5		
PHF	.993	.718	.913	.889	.746	.848	.792	.864	.861	.956

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City of Menifee
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 38_MEN_Case_Etha AM
Site Code : 00322418
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	**75**	19	94	86	67	153	42	**210**	252
+15 mins.	73	16	89	104	65	169	**59**	206	**265**
+30 mins.	75	23	98	**117**	92	209	50	180	230
+45 mins.	75	**31**	**106**	109	**113**	**222**	36	130	166
Total Volume	298	89	387	416	337	753	187	726	913
% App. Total	77	23		55.2	44.8		20.5	79.5	
PHF	.993	.718	.913	.889	.746	.848	.792	.864	.861

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City of Menifee
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 38_MEN_Case_Etha AM
Site Code : 00322418
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Groups Printed- Large 2 Axle Vehicles

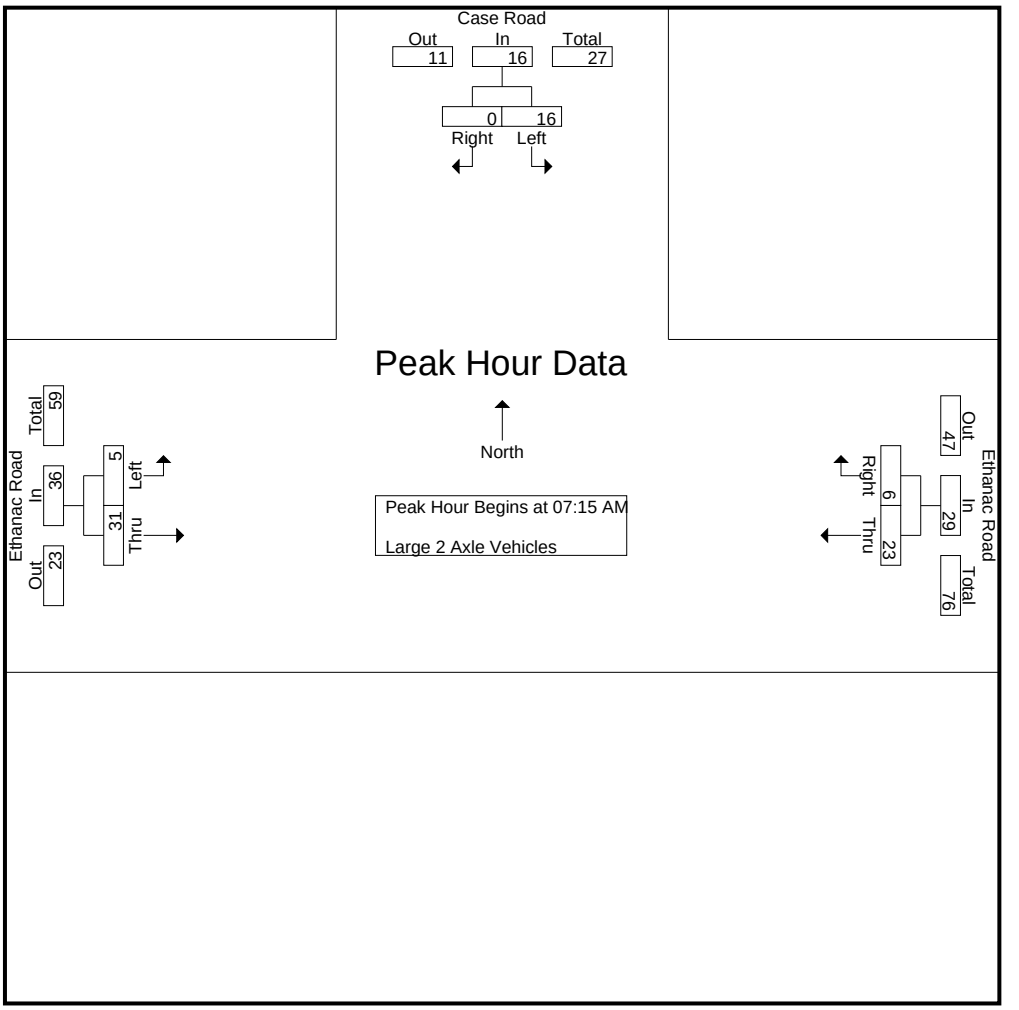
	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	4	0	4	7	1	8	0	7	7	19
07:15 AM	1	0	1	5	1	6	1	16	17	24
07:30 AM	7	0	7	5	3	8	2	6	8	23
07:45 AM	5	0	5	4	2	6	1	4	5	16
Total	17	0	17	21	7	28	4	33	37	82
08:00 AM	3	0	3	9	0	9	1	5	6	18
08:15 AM	2	0	2	6	3	9	0	6	6	17
08:30 AM	2	2	4	5	2	7	1	2	3	14
08:45 AM	2	1	3	4	0	4	3	6	9	16
Total	9	3	12	24	5	29	5	19	24	65
Grand Total	26	3	29	45	12	57	9	52	61	147
Apprch %	89.7	10.3		78.9	21.1		14.8	85.2		
Total %	17.7	2	19.7	30.6	8.2	38.8	6.1	35.4	41.5	

	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	1	0	1	5	1	6	1	**16**	**17**	**24**
07:30 AM	**7**	0	**7**	5	**3**	8	**2**	6	8	23
07:45 AM	5	0	5	4	2	6	1	4	5	16
08:00 AM	3	0	3	**9**	0	**9**	1	5	6	18
Total Volume	16	0	16	23	6	29	5	31	36	81
% App. Total	100	0		79.3	20.7		13.9	86.1		
PHF	.571	.000	.571	.639	.500	.806	.625	.484	.529	.844

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City of Menifee
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 38_MEN_Case_Etha AM
Site Code : 00322418
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	0	1	5	1	6	1	**16**	**17**
+15 mins.	**7**	0	**7**	5	**3**	8	**2**	6	8
+30 mins.	5	0	5	4	2	6	1	4	5
+45 mins.	3	0	3	**9**	0	**9**	1	5	6
Total Volume	16	0	16	23	6	29	5	31	36
% App. Total	100	0		79.3	20.7		13.9	86.1	
PHF	.571	.000	.571	.639	.500	.806	.625	.484	.529

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City of Menifee
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 38_MEN_Case_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- 3 Axle Vehicles

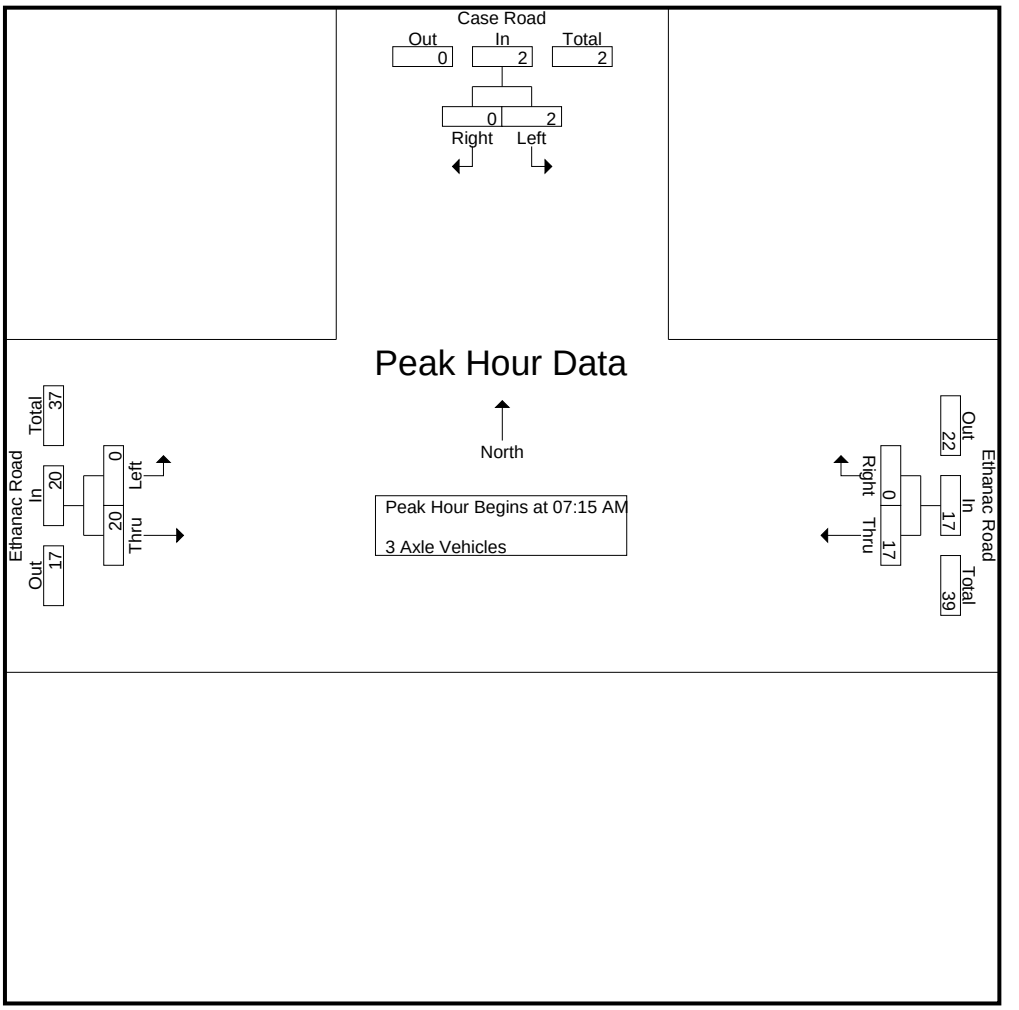
	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	7	0	7	0	10	10	17
07:15 AM	1	0	1	8	0	8	0	3	3	12
07:30 AM	1	0	1	2	0	2	0	8	8	11
07:45 AM	0	0	0	5	0	5	0	5	5	10
Total	2	0	2	22	0	22	0	26	26	50
08:00 AM	0	0	0	2	0	2	0	4	4	6
08:15 AM	0	0	0	8	1	9	0	6	6	15
08:30 AM	0	0	0	9	0	9	1	7	8	17
08:45 AM	1	0	1	2	0	2	0	5	5	8
Total	1	0	1	21	1	22	1	22	23	46
Grand Total	3	0	3	43	1	44	1	48	49	96
Apprch %	100	0		97.7	2.3		2	98		
Total %	3.1	0	3.1	44.8	1	45.8	1	50	51	

	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**1**	0	**1**	**8**	0	**8**	0	3	3	**12**
07:30 AM	1	0	1	2	0	2	0	**8**	**8**	11
07:45 AM	0	0	0	5	0	5	0	5	5	10
08:00 AM	0	0	0	2	0	2	0	4	4	6
Total Volume	2	0	2	17	0	17	0	20	20	39
% App. Total	100	0		100	0		0	100		
PHF	.500	.000	.500	.531	.000	.531	.000	.625	.625	.813

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City of Menifee
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 38_MEN_Case_Etha AM
Site Code : 00322418
Start Date : 5/25/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	**1**	0	**1**	**8**	0	**8**	0	3	3
+15 mins.	1	0	1	2	0	2	0	**8**	**8**
+30 mins.	0	0	0	5	0	5	0	5	5
+45 mins.	0	0	0	2	0	2	0	4	4
Total Volume	2	0	2	17	0	17	0	20	20
% App. Total	100	0		100	0		0	100	
PHF	.500	.000	.500	.531	.000	.531	.000	.625	.625

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City of Menifee
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 38_MEN_Case_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

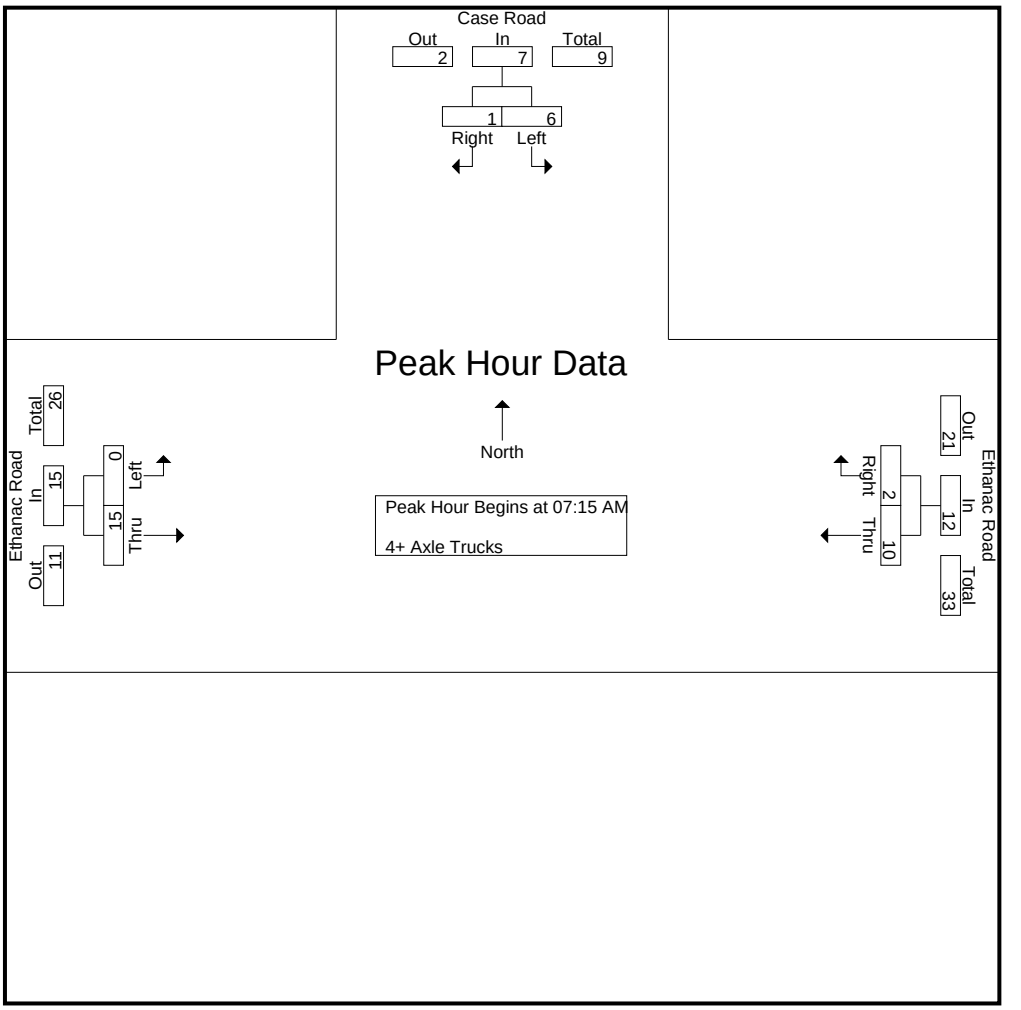
	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	1	0	1	0	1	1	2
07:15 AM	1	0	1	2	0	2	0	4	4	7
07:30 AM	2	0	2	3	0	3	0	3	3	8
07:45 AM	2	0	2	3	2	5	0	3	3	10
Total	5	0	5	9	2	11	0	11	11	27
08:00 AM	1	1	2	2	0	2	0	5	5	9
08:15 AM	0	0	0	5	0	5	0	2	2	7
08:30 AM	2	0	2	4	2	6	0	4	4	12
08:45 AM	0	2	2	2	1	3	0	1	1	6
Total	3	3	6	13	3	16	0	12	12	34
Grand Total	8	3	11	22	5	27	0	23	23	61
Apprch %	72.7	27.3		81.5	18.5		0	100		
Total %	13.1	4.9	18	36.1	8.2	44.3	0	37.7	37.7	

	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	1	0	1	2	0	2	0	4	4	7
07:30 AM	**2**	0	**2**	**3**	0	3	0	3	3	8
07:45 AM	2	0	2	3	**2**	**5**	0	3	3	**10**
08:00 AM	1	**1**	2	2	0	2	0	**5**	**5**	9
Total Volume	6	1	7	10	2	12	0	15	15	34
% App. Total	85.7	14.3		83.3	16.7		0	100		
PHF	.750	.250	.875	.833	.250	.600	.000	.750	.750	.850

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City of Menifee
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 38_MEN_Case_Etha AM
Site Code : 00322418
Start Date : 5/25/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	0	1	2	0	2	0	4	4
+15 mins.	**2**	0	**2**	**3**	0	3	0	3	3
+30 mins.	2	0	2	3	**2**	**5**	0	3	3
+45 mins.	1	**1**	2	2	0	2	0	**5**	**5**
Total Volume	6	1	7	10	2	12	0	15	15
% App. Total	85.7	14.3		83.3	16.7		0	100	
PHF	.750	.250	.875	.833	.250	.600	.000	.750	.750

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City of Menifee
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 38_MEN_Case_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

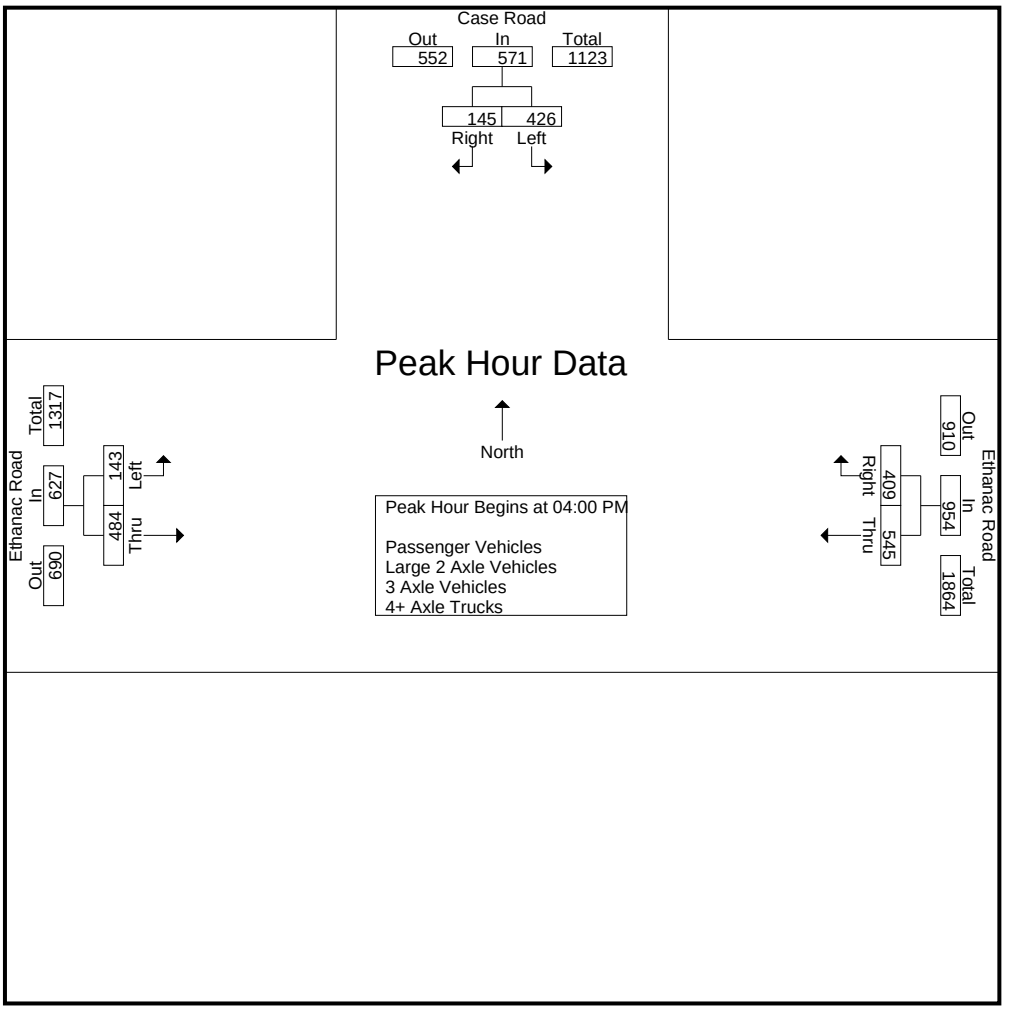
	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	104	38	142	132	101	233	34	134	168	543
04:15 PM	117	31	148	132	112	244	34	117	151	543
04:30 PM	95	38	133	149	101	250	30	122	152	535
04:45 PM	110	38	148	132	95	227	45	111	156	531
Total	426	145	571	545	409	954	143	484	627	2152
05:00 PM	87	41	128	132	106	238	50	102	152	518
05:15 PM	98	34	132	110	101	211	31	110	141	484
05:30 PM	111	44	155	125	103	228	43	110	153	536
05:45 PM	97	31	128	117	109	226	44	102	146	500
Total	393	150	543	484	419	903	168	424	592	2038
Grand Total	819	295	1114	1029	828	1857	311	908	1219	4190
Apprch %	73.5	26.5		55.4	44.6		25.5	74.5		
Total %	19.5	7	26.6	24.6	19.8	44.3	7.4	21.7	29.1	
Passenger Vehicles	810	289	1099	978	820	1798	306	860	1166	4063
% Passenger Vehicles	98.9	98	98.7	95	99	96.8	98.4	94.7	95.7	97
Large 2 Axle Vehicles	4	6	10	22	7	29	5	33	38	77
% Large 2 Axle Vehicles	0.5	2	0.9	2.1	0.8	1.6	1.6	3.6	3.1	1.8
3 Axle Vehicles	1	0	1	20	1	21	0	9	9	31
% 3 Axle Vehicles	0.1	0	0.1	1.9	0.1	1.1	0	1	0.7	0.7
4+ Axle Trucks	4	0	4	9	0	9	0	6	6	19
% 4+ Axle Trucks	0.5	0	0.4	0.9	0	0.5	0	0.7	0.5	0.5

	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	104	**38**	142	132	101	233	34	**134**	**168**	**543**
04:15 PM	**117**	31	**148**	132	**112**	244	34	117	151	543
04:30 PM	95	38	133	**149**	101	**250**	30	122	152	535
04:45 PM	110	38	148	132	95	227	**45**	111	156	531
Total Volume	426	145	571	545	409	954	143	484	627	2152
% App. Total	74.6	25.4		57.1	42.9		22.8	77.2		
PHF	.910	.954	.965	.914	.913	.954	.794	.903	.933	.991

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City of Menifee
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 38_MEN_Case_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:15 PM			04:00 PM		
+0 mins.	104	**38**	142	132	**112**	244	34	**134**	**168**
+15 mins.	**117**	31	**148**	**149**	101	**250**	34	117	151
+30 mins.	95	38	133	132	95	227	30	122	152
+45 mins.	110	38	148	132	106	238	**45**	111	156
Total Volume	426	145	571	545	414	959	143	484	627
% App. Total	74.6	25.4		56.8	43.2		22.8	77.2	
PHF	.910	.954	.965	.914	.924	.959	.794	.903	.933

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City of Menifee
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 38_MEN_Case_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- Passenger Vehicles

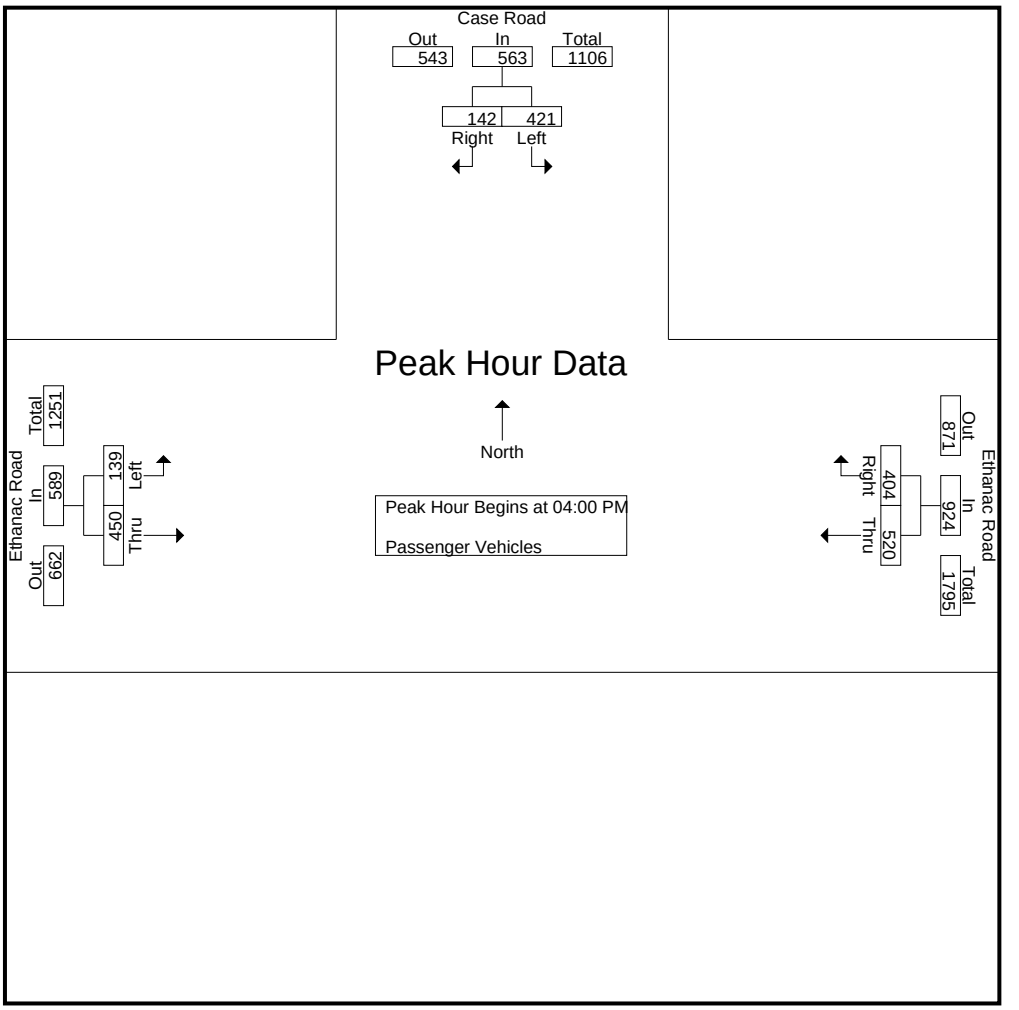
	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	103	37	140	124	101	225	33	118	151	516
04:15 PM	115	31	146	128	109	237	33	109	142	525
04:30 PM	94	38	132	140	100	240	30	117	147	519
04:45 PM	109	36	145	128	94	222	43	106	149	516
Total	421	142	563	520	404	924	139	450	589	2076
05:00 PM	87	40	127	126	106	232	50	99	149	508
05:15 PM	96	34	130	104	100	204	31	105	136	470
05:30 PM	110	43	153	120	103	223	42	107	149	525
05:45 PM	96	30	126	108	107	215	44	99	143	484
Total	389	147	536	458	416	874	167	410	577	1987
Grand Total	810	289	1099	978	820	1798	306	860	1166	4063
Apprch %	73.7	26.3		54.4	45.6		26.2	73.8		
Total %	19.9	7.1	27	24.1	20.2	44.3	7.5	21.2	28.7	

	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	103	37	140	124	101	225	33	**118**	**151**	516
04:15 PM	**115**	31	**146**	128	**109**	237	33	109	142	**525**
04:30 PM	94	**38**	132	**140**	100	**240**	30	117	147	519
04:45 PM	109	36	145	128	94	222	**43**	106	149	516
Total Volume	421	142	563	520	404	924	139	450	589	2076
% App. Total	74.8	25.2		56.3	43.7		23.6	76.4		
PHF	.915	.934	.964	.929	.927	.963	.808	.953	.975	.989

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City of Menifee
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E/W: Ethanac Road
Weather: Clear

File Name : 38_MEN_Case_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	103	37	140	124	101	225	33	**118**	**151**
+15 mins.	**115**	31	**146**	128	**109**	237	33	109	142
+30 mins.	94	**38**	132	**140**	100	**240**	30	117	147
+45 mins.	109	36	145	128	94	222	**43**	106	149
Total Volume	421	142	563	520	404	924	139	450	589
% App. Total	74.8	25.2		56.3	43.7		23.6	76.4	
PHF	.915	.934	.964	.929	.927	.963	.808	.953	.975

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City of Menifee
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 38_MEN_Case_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

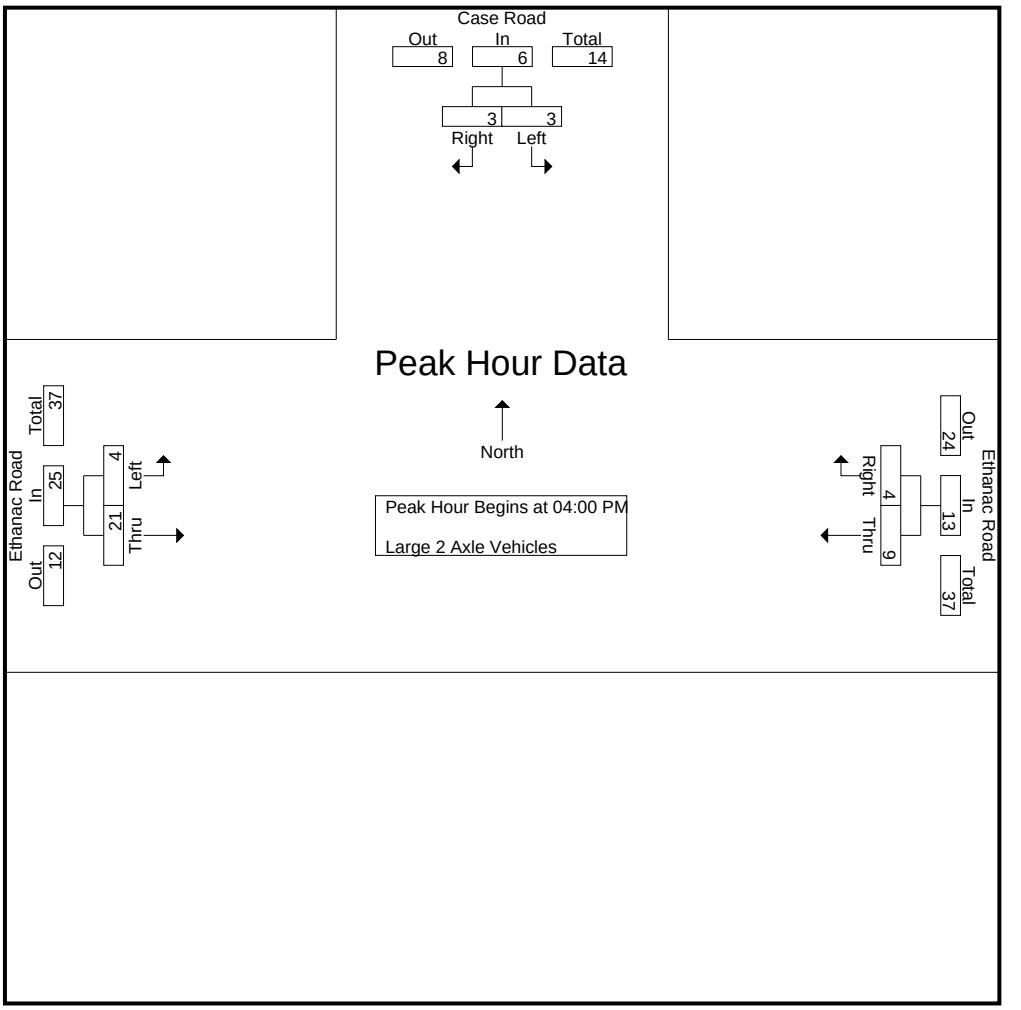
	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	1	1	2	6	0	6	1	9	10	18
04:15 PM	1	0	1	1	2	3	1	6	7	11
04:30 PM	1	0	1	1	1	2	0	5	5	8
04:45 PM	0	2	2	1	1	2	2	1	3	7
Total	3	3	6	9	4	13	4	21	25	44
05:00 PM	0	1	1	4	0	4	0	3	3	8
05:15 PM	0	0	0	4	1	5	0	3	3	8
05:30 PM	1	1	2	2	0	2	1	3	4	8
05:45 PM	0	1	1	3	2	5	0	3	3	9
Total	1	3	4	13	3	16	1	12	13	33
Grand Total	4	6	10	22	7	29	5	33	38	77
Apprch %	40	60		75.9	24.1		13.2	86.8		
Total %	5.2	7.8	13	28.6	9.1	37.7	6.5	42.9	49.4	

	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**1**	1	**2**	**6**	0	**6**	1	**9**	**10**	**18**
04:15 PM	1	0	1	1	**2**	3	1	6	7	11
04:30 PM	1	0	1	1	1	2	0	5	5	8
04:45 PM	0	**2**	2	1	1	2	**2**	1	3	7
Total Volume	3	3	6	9	4	13	4	21	25	44
% App. Total	50	50		69.2	30.8		16	84		
PHF	.750	.375	.750	.375	.500	.542	.500	.583	.625	.611

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City of Menifee
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 38_MEN_Case_Etha PM
Site Code : 00322418
Start Date : 5/25/2022



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**1**	1	**2**	**6**	0	**6**	1	**9**	**10**
+15 mins.	1	0	1	1	**2**	3	1	6	7
+30 mins.	1	0	1	1	1	2	0	5	5
+45 mins.	0	**2**	2	1	1	2	**2**	1	3
Total Volume	3	3	6	9	4	13	4	21	25
% App. Total	50	50		69.2	30.8		16	84	
PHF	.750	.375	.750	.375	.500	.542	.500	.583	.625

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City of Menifee
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 38_MEN_Case_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

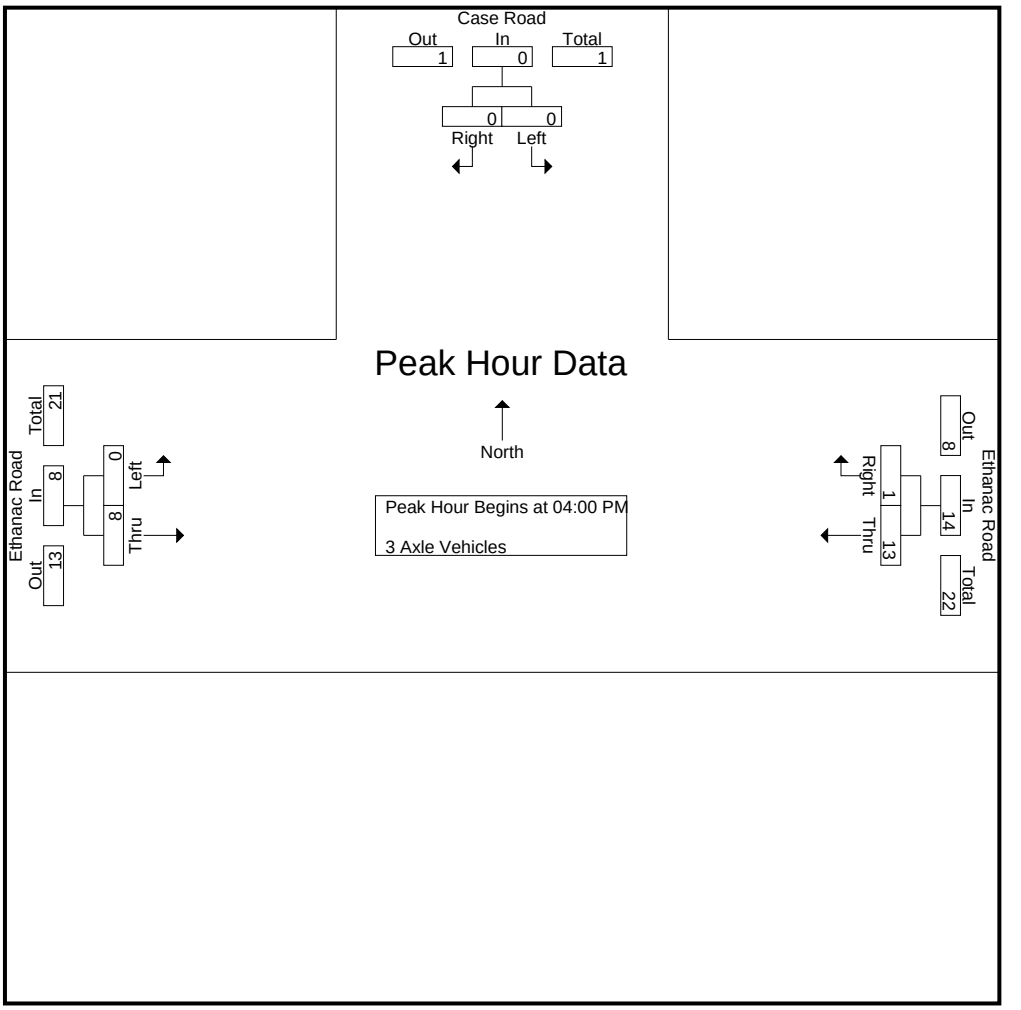
	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	0	5	5	6
04:15 PM	0	0	0	3	1	4	0	1	1	5
04:30 PM	0	0	0	6	0	6	0	0	0	6
04:45 PM	0	0	0	3	0	3	0	2	2	5
Total	0	0	0	13	1	14	0	8	8	22
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	1	0	1	0	1	1	2
05:30 PM	0	0	0	1	0	1	0	0	0	1
05:45 PM	1	0	1	5	0	5	0	0	0	6
Total	1	0	1	7	0	7	0	1	1	9
Grand Total	1	0	1	20	1	21	0	9	9	31
Apprch %	100	0		95.2	4.8		0	100		
Total %	3.2	0	3.2	64.5	3.2	67.7	0	29	29	

	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	1	0	1	0	**5**	**5**	**6**
04:15 PM	0	0	0	3	**1**	4	0	1	1	5
04:30 PM	0	0	0	**6**	0	**6**	0	0	0	6
04:45 PM	0	0	0	3	0	3	0	2	2	5
Total Volume	0	0	0	13	1	14	0	8	8	22
% App. Total	0	0		92.9	7.1		0	100		
PHF	.000	.000	.000	.542	.250	.583	.000	.400	.400	.917

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City of Menifee
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 38_MEN_Case_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	1	0	1	0	**5**	**5**
+15 mins.	0	0	0	3	**1**	4	0	1	1
+30 mins.	0	0	0	**6**	0	**6**	0	0	0
+45 mins.	0	0	0	3	0	3	0	2	2
Total Volume	0	0	0	13	1	14	0	8	8
% App. Total	0	0		92.9	7.1		0	100	
PHF	.000	.000	.000	.542	.250	.583	.000	.400	.400

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City of Menifee
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 38_MEN_Case_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

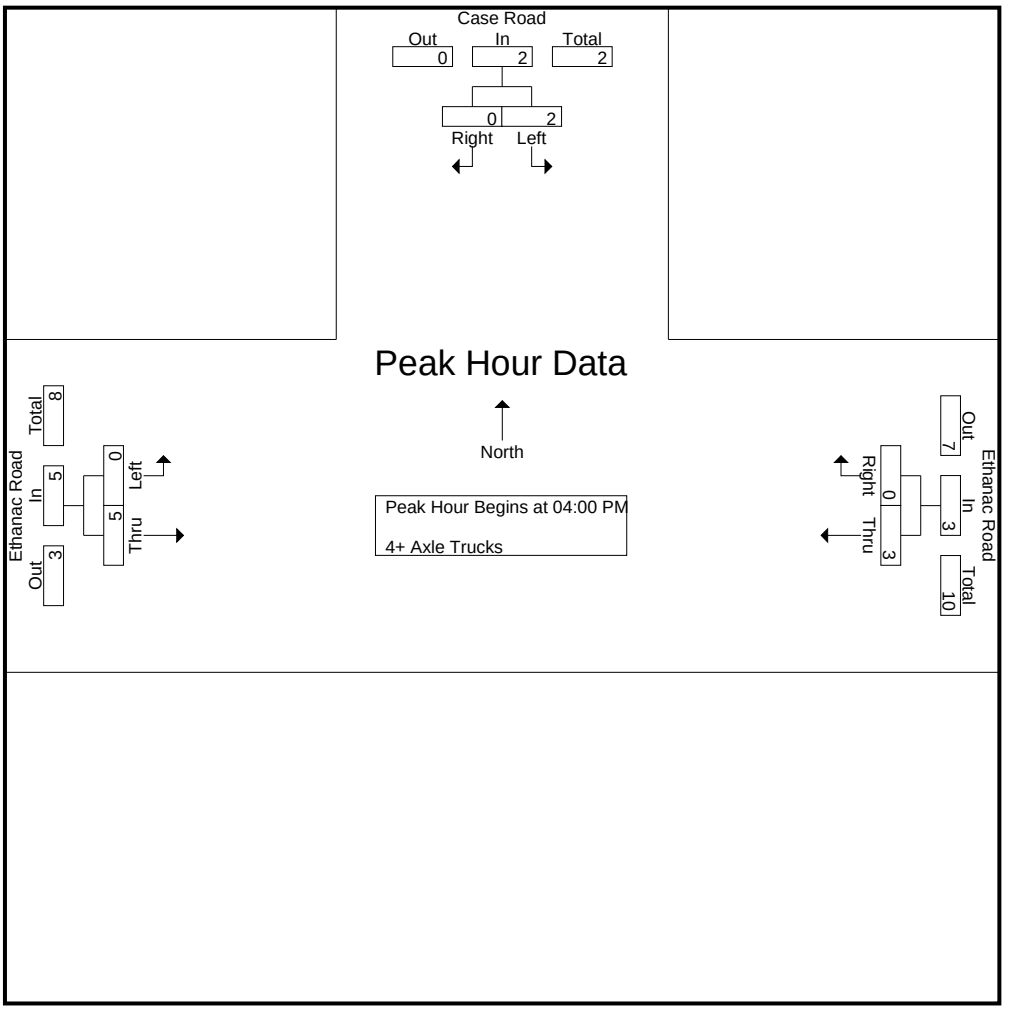
	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	0	2	2	3
04:15 PM	1	0	1	0	0	0	0	1	1	2
04:30 PM	0	0	0	2	0	2	0	0	0	2
04:45 PM	1	0	1	0	0	0	0	2	2	3
Total	2	0	2	3	0	3	0	5	5	10
05:00 PM	0	0	0	2	0	2	0	0	0	2
05:15 PM	2	0	2	1	0	1	0	1	1	4
05:30 PM	0	0	0	2	0	2	0	0	0	2
05:45 PM	0	0	0	1	0	1	0	0	0	1
Total	2	0	2	6	0	6	0	1	1	9
Grand Total	4	0	4	9	0	9	0	6	6	19
Apprch %	100	0		100	0		0	100		
Total %	21.1	0	21.1	47.4	0	47.4	0	31.6	31.6	

	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	1	0	1	0	**2**	**2**	**3**
04:15 PM	**1**	0	**1**	0	0	0	0	1	1	2
04:30 PM	0	0	0	**2**	0	**2**	0	0	0	2
04:45 PM	1	0	1	0	0	0	0	2	2	3
Total Volume	2	0	2	3	0	3	0	5	5	10
% App. Total	100	0		100	0		0	100		
PHF	.500	.000	.500	.375	.000	.375	.000	.625	.625	.833

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City of Menifee
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 38_MEN_Case_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	1	0	1	0	**2**	**2**
+15 mins.	**1**	0	**1**	0	0	0	0	1	1
+30 mins.	0	0	0	**2**	0	**2**	0	0	0
+45 mins.	1	0	1	0	0	0	0	2	2
Total Volume	2	0	2	3	0	3	0	5	5
% App. Total	100	0		100	0		0	100	
PHF	.500	.000	.500	.375	.000	.375	.000	.625	.625

Location: Menifee
N/S: Case Road
E/W: Ethanac Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Case Road	East Leg Ethanac Road	South Leg Dead End	West Leg Ethanac Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Case Road	East Leg Ethanac Road	South Leg Dead End	West Leg Ethanac Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Menifee
N/S: Case Road
E/W: Ethanac Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Case Road			Westbound Ethanac Road			Northbound Dead End			Eastbound Ethanac Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Case Road			Westbound Ethanac Road			Northbound Dead End			Eastbound Ethanac Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	1	3	0	0	0	1	1	0	6

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 39_MEN_215S_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

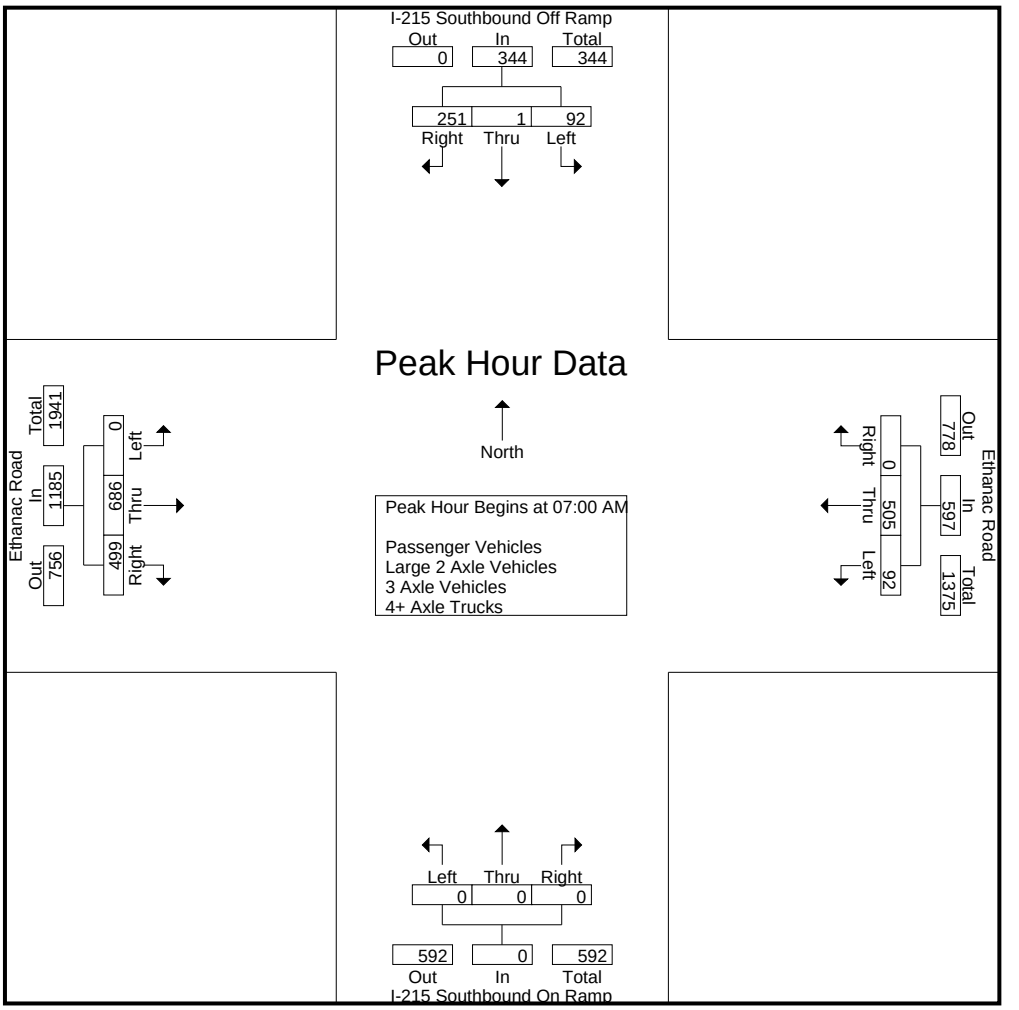
	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	21	0	54	75	26	122	0	148	0	0	0	0	0	163	130	293	516
07:15 AM	24	0	63	87	19	104	0	123	0	0	0	0	0	170	139	309	519
07:30 AM	20	0	67	87	26	113	0	139	0	0	0	0	0	179	125	304	530
07:45 AM	27	1	67	95	21	166	0	187	0	0	0	0	0	174	105	279	561
Total	92	1	251	344	92	505	0	597	0	0	0	0	0	686	499	1185	2126
08:00 AM	23	1	62	86	15	169	0	184	0	0	0	0	0	139	95	234	504
08:15 AM	21	0	58	79	29	122	0	151	0	0	0	0	0	141	78	219	449
08:30 AM	17	0	77	94	22	122	0	144	0	0	0	0	0	130	85	215	453
08:45 AM	21	0	52	73	32	108	0	140	0	0	0	0	0	122	83	205	418
Total	82	1	249	332	98	521	0	619	0	0	0	0	0	532	341	873	1824
Grand Total	174	2	500	676	190	1026	0	1216	0	0	0	0	0	1218	840	2058	3950
Apprch %	25.7	0.3	74		15.6	84.4	0		0	0	0		0	59.2	40.8		
Total %	4.4	0.1	12.7	17.1	4.8	26	0	30.8	0	0	0	0	0	30.8	21.3	52.1	
Passenger Vehicles	153	2	411	566	141	972	0	1113	0	0	0	0	0	1115	767	1882	3561
% Passenger Vehicles	87.9	100	82.2	83.7	74.2	94.7	0	91.5	0	0	0	0	0	91.5	91.3	91.4	90.2
Large 2 Axle Vehicles	9	0	44	53	22	32	0	54	0	0	0	0	0	50	38	88	195
% Large 2 Axle Vehicles	5.2	0	8.8	7.8	11.6	3.1	0	4.4	0	0	0	0	0	4.1	4.5	4.3	4.9
3 Axle Vehicles	9	0	25	34	14	12	0	26	0	0	0	0	0	32	19	51	111
% 3 Axle Vehicles	5.2	0	5	5	7.4	1.2	0	2.1	0	0	0	0	0	2.6	2.3	2.5	2.8
4+ Axle Trucks	3	0	20	23	13	10	0	23	0	0	0	0	0	21	16	37	83
% 4+ Axle Trucks	1.7	0	4	3.4	6.8	1	0	1.9	0	0	0	0	0	1.7	1.9	1.8	2.1

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	21	0	54	75	**26**	122	0	148	0	0	0	0	0	163	130	293	516
07:15 AM	24	0	63	87	19	104	0	123	0	0	0	0	0	170	**139**	**309**	519
07:30 AM	20	0	**67**	87	26	113	0	139	0	0	0	0	0	**179**	125	304	530
07:45 AM	**27**	**1**	67	**95**	21	**166**	0	**187**	0	0	0	0	0	174	105	279	**561**
Total Volume	92	1	251	344	92	505	0	597	0	0	0	0	0	686	499	1185	2126
% App. Total	26.7	0.3	73		15.4	84.6	0		0	0	0		0	57.9	42.1		
PHF	.852	.250	.937	.905	.885	.761	.000	.798	.000	.000	.000	.000	.000	.958	.897	.959	.947

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 39_MEN_215S_Etha AM
Site Code : 00322418
Start Date : 5/25/2022



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

	07:15 AM				07:45 AM				07:00 AM				07:00 AM			
+0 mins.	24	0	63	87	21	166	0	**187**	0	0	0	0	0	163	130	293
+15 mins.	20	0	**67**	87	15	**169**	0	184	0	0	0	0	0	170	**139**	**309**
+30 mins.	**27**	**1**	67	**95**	**29**	122	0	151	0	0	0	0	0	**179**	125	304
+45 mins.	23	1	62	86	22	122	0	144	0	0	0	0	0	174	105	279
Total Volume	94	2	259	355	87	579	0	666	0	0	0	0	0	686	499	1185
% App. Total	26.5	0.6	73		13.1	86.9	0		0	0	0		0	57.9	42.1	
PHF	.870	.500	.966	.934	.750	.857	.000	.890	.000	.000	.000	.000	.000	.958	.897	.959

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 39_MEN_215S_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

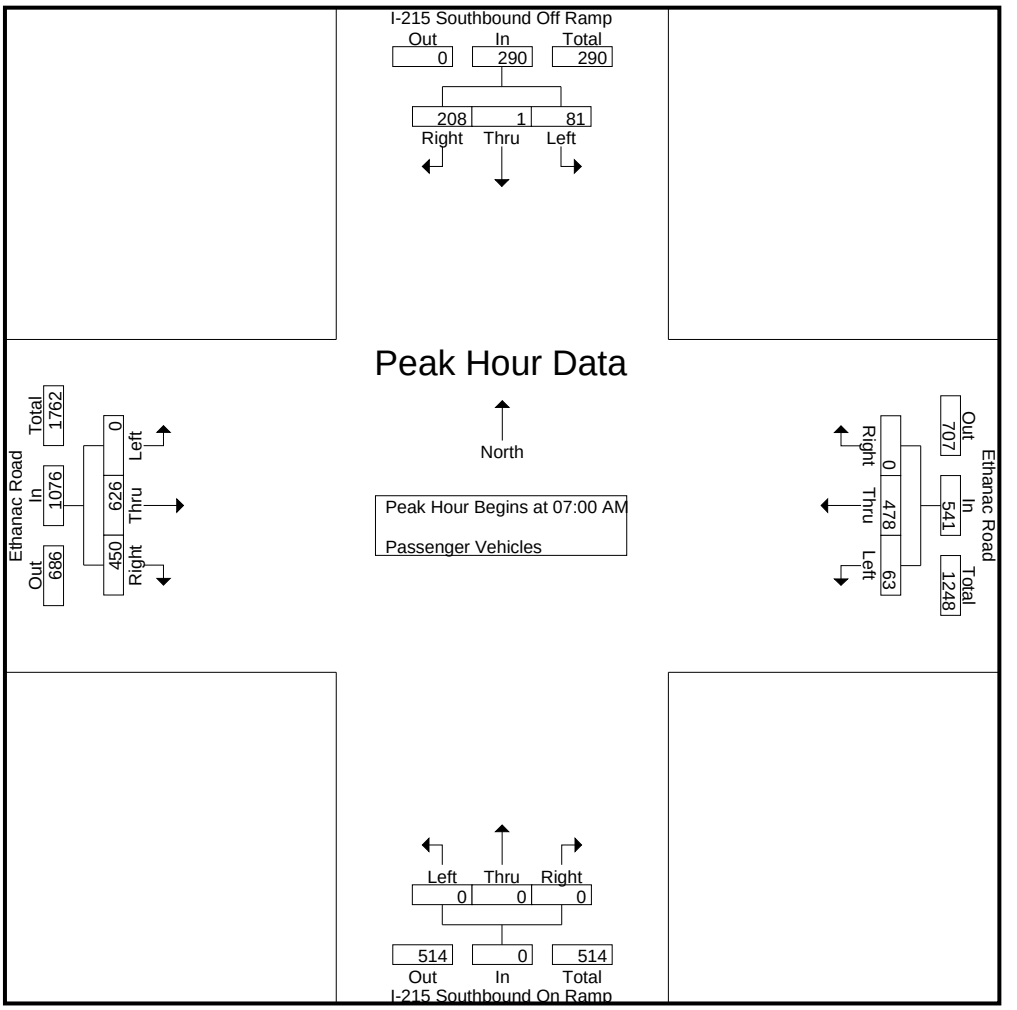
	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	0	43	60	16	116	0	132	0	0	0	0	0	147	114	261	453
07:15 AM	22	0	53	75	11	97	0	108	0	0	0	0	0	157	125	282	465
07:30 AM	19	0	53	72	19	112	0	131	0	0	0	0	0	161	117	278	481
07:45 AM	23	1	59	83	17	153	0	170	0	0	0	0	0	161	94	255	508
Total	81	1	208	290	63	478	0	541	0	0	0	0	0	626	450	1076	1907
08:00 AM	21	1	52	74	9	165	0	174	0	0	0	0	0	127	88	215	463
08:15 AM	18	0	42	60	23	110	0	133	0	0	0	0	0	130	72	202	395
08:30 AM	14	0	63	77	18	116	0	134	0	0	0	0	0	118	80	198	409
08:45 AM	19	0	46	65	28	103	0	131	0	0	0	0	0	114	77	191	387
Total	72	1	203	276	78	494	0	572	0	0	0	0	0	489	317	806	1654
Grand Total	153	2	411	566	141	972	0	1113	0	0	0	0	0	1115	767	1882	3561
Apprch %	27	0.4	72.6		12.7	87.3	0		0	0	0		0	59.2	40.8		
Total %	4.3	0.1	11.5	15.9	4	27.3	0	31.3	0	0	0	0	0	31.3	21.5	52.9	

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	17	0	43	60	16	116	0	132	0	0	0	0	0	147	114	261	453
07:15 AM	22	0	53	75	11	97	0	108	0	0	0	0	0	157	**125**	**282**	465
07:30 AM	19	0	53	72	**19**	112	0	131	0	0	0	0	0	**161**	117	278	481
07:45 AM	**23**	**1**	**59**	**83**	17	**153**	0	**170**	0	0	0	0	0	161	94	255	**508**
Total Volume	81	1	208	290	63	478	0	541	0	0	0	0	0	626	450	1076	1907
% App. Total	27.9	0.3	71.7		11.6	88.4	0		0	0	0		0	58.2	41.8		
PHF	.880	.250	.881	.873	.829	.781	.000	.796	.000	.000	.000	.000	.000	.972	.900	.954	.938

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 39_MEN_215S_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	17	0	43	60	16	116	0	132	0	0	0	0	0	147	114	261
+15 mins.	22	0	53	75	11	97	0	108	0	0	0	0	0	157	**125**	**282**
+30 mins.	19	0	53	72	**19**	112	0	131	0	0	0	0	0	**161**	117	278
+45 mins.	**23**	**1**	**59**	**83**	17	**153**	0	**170**	0	0	0	0	0	161	94	255
Total Volume	81	1	208	290	63	478	0	541	0	0	0	0	0	626	450	1076
% App. Total	27.9	0.3	71.7		11.6	88.4	0		0	0	0		0	58.2	41.8	
PHF	.880	.250	.881	.873	.829	.781	.000	.796	.000	.000	.000	.000	.000	.972	.900	.954

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 39_MEN_215S_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

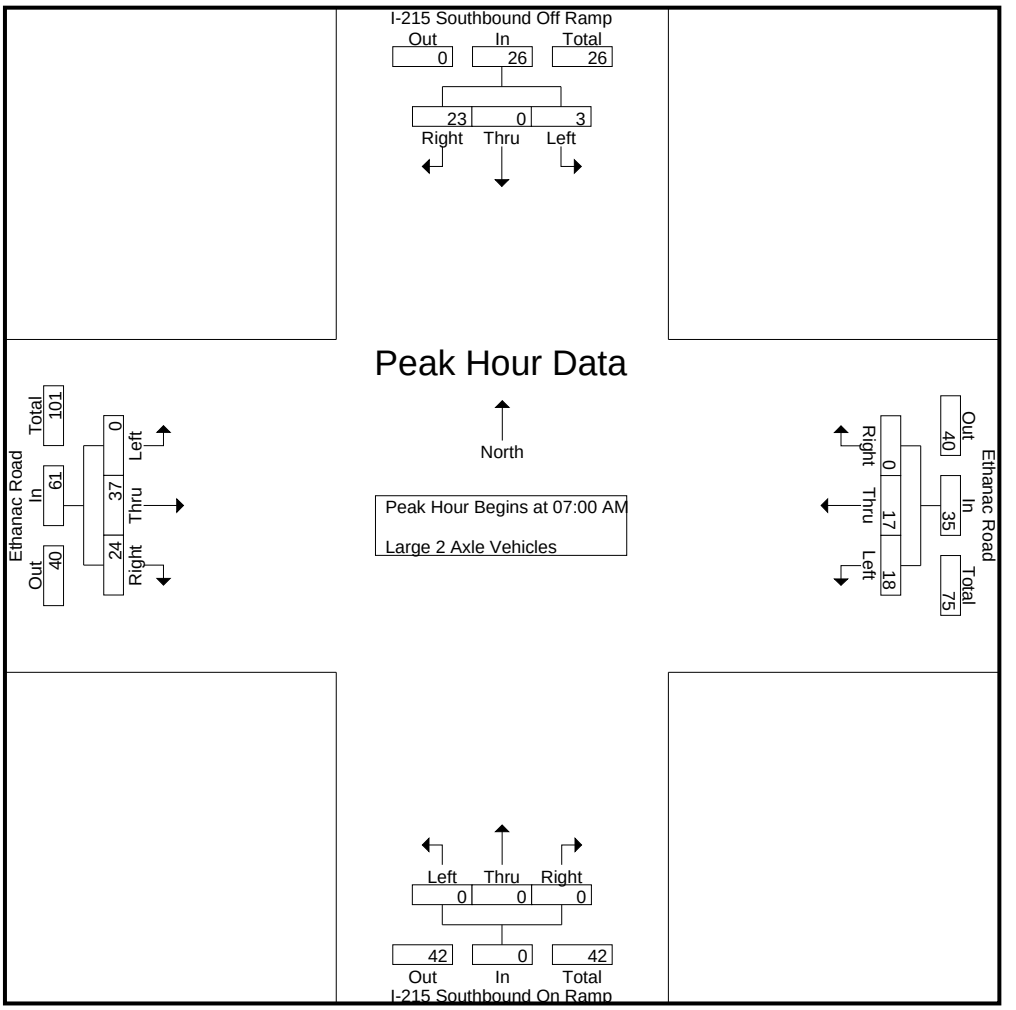
	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	6	7	8	3	0	11	0	0	0	0	0	9	9	18	36
07:15 AM	0	0	5	5	3	5	0	8	0	0	0	0	0	9	8	17	30
07:30 AM	1	0	8	9	5	0	0	5	0	0	0	0	0	11	2	13	27
07:45 AM	1	0	4	5	2	9	0	11	0	0	0	0	0	8	5	13	29
Total	3	0	23	26	18	17	0	35	0	0	0	0	0	37	24	61	122
08:00 AM	1	0	6	7	2	4	0	6	0	0	0	0	0	4	3	7	20
08:15 AM	1	0	8	9	1	6	0	7	0	0	0	0	0	3	6	9	25
08:30 AM	2	0	4	6	1	3	0	4	0	0	0	0	0	1	3	4	14
08:45 AM	2	0	3	5	0	2	0	2	0	0	0	0	0	5	2	7	14
Total	6	0	21	27	4	15	0	19	0	0	0	0	0	13	14	27	73
Grand Total	9	0	44	53	22	32	0	54	0	0	0	0	0	50	38	88	195
Apprch %	17	0	83		40.7	59.3	0		0	0	0		0	56.8	43.2		
Total %	4.6	0	22.6	27.2	11.3	16.4	0	27.7	0	0	0	0	0	25.6	19.5	45.1	

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	0	6	7	**8**	3	0	**11**	0	0	0	0	0	9	**9**	**18**	**36**
07:15 AM	0	0	5	5	3	5	0	8	0	0	0	0	0	9	8	17	30
07:30 AM	1	0	**8**	**9**	5	0	0	5	0	0	0	0	0	**11**	2	13	27
07:45 AM	1	0	4	5	2	**9**	0	11	0	0	0	0	0	8	5	13	29
Total Volume	3	0	23	26	18	17	0	35	0	0	0	0	0	37	24	61	122
% App. Total	11.5	0	88.5		51.4	48.6	0		0	0	0		0	60.7	39.3		
PHF	.750	.000	.719	.722	.563	.472	.000	.795	.000	.000	.000	.000	.000	.841	.667	.847	.847

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 39_MEN_215S_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**1**	0	6	7	**8**	3	0	**11**	0	0	0	0	0	9	**9**	**18**
+15 mins.	0	0	5	5	3	5	0	8	0	0	0	0	0	9	8	17
+30 mins.	1	0	**8**	**9**	5	0	0	5	0	0	0	0	0	**11**	2	13
+45 mins.	1	0	4	5	2	**9**	0	11	0	0	0	0	0	8	5	13
Total Volume	3	0	23	26	18	17	0	35	0	0	0	0	0	37	24	61
% App. Total	11.5	0	88.5		51.4	48.6	0		0	0	0		0	60.7	39.3	
PHF	.750	.000	.719	.722	.563	.472	.000	.795	.000	.000	.000	.000	.000	.841	.667	.847

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 39_MEN_215S_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

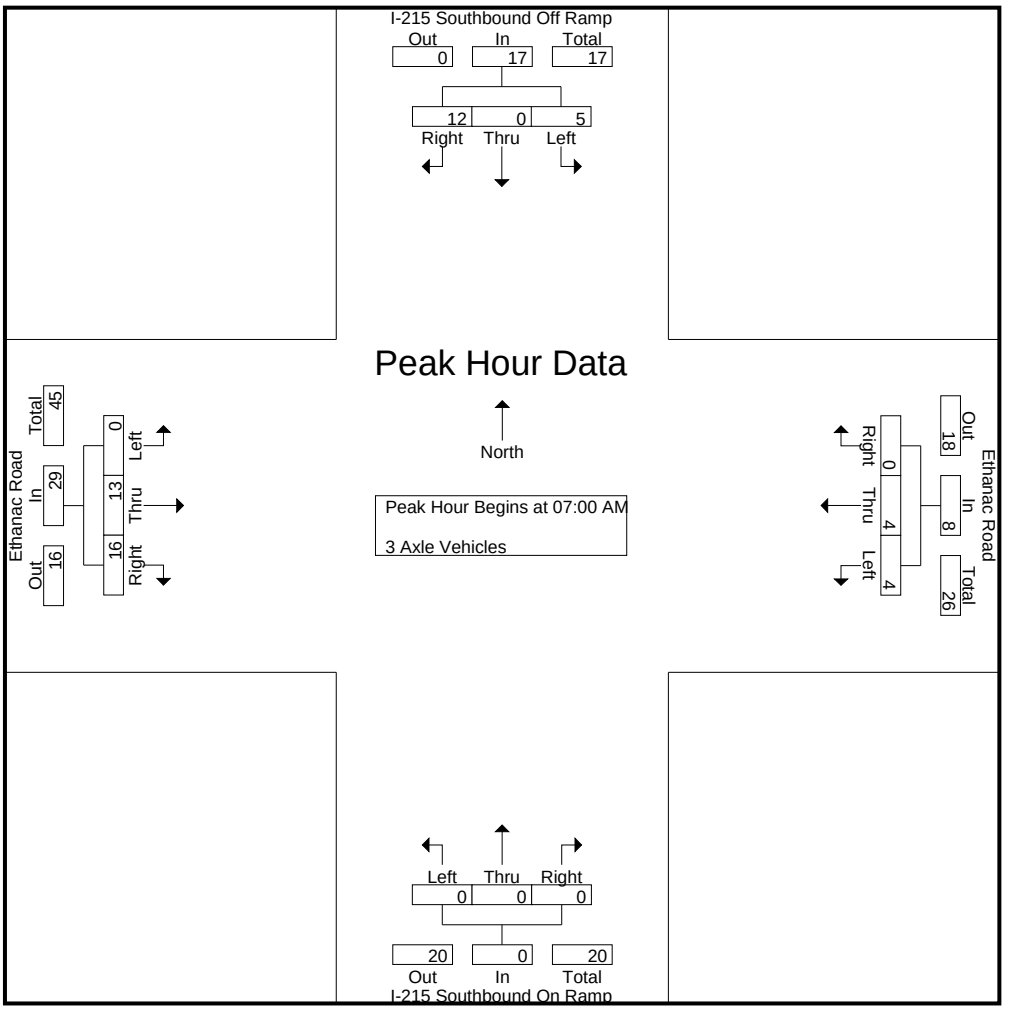
	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	4	6	1	2	0	3	0	0	0	0	0	7	6	13	22
07:15 AM	2	0	1	3	1	2	0	3	0	0	0	0	0	3	3	6	12
07:30 AM	0	0	5	5	2	0	0	2	0	0	0	0	0	3	3	6	13
07:45 AM	1	0	2	3	0	0	0	0	0	0	0	0	0	0	4	4	7
Total	5	0	12	17	4	4	0	8	0	0	0	0	0	13	16	29	54
08:00 AM	1	0	1	2	1	0	0	1	0	0	0	0	0	4	2	6	9
08:15 AM	2	0	5	7	3	5	0	8	0	0	0	0	0	7	0	7	22
08:30 AM	1	0	6	7	3	1	0	4	0	0	0	0	0	6	0	6	17
08:45 AM	0	0	1	1	3	2	0	5	0	0	0	0	0	2	1	3	9
Total	4	0	13	17	10	8	0	18	0	0	0	0	0	19	3	22	57
Grand Total	9	0	25	34	14	12	0	26	0	0	0	0	0	32	19	51	111
Apprch %	26.5	0	73.5		53.8	46.2	0		0	0	0		0	62.7	37.3		
Total %	8.1	0	22.5	30.6	12.6	10.8	0	23.4	0	0	0	0	0	28.8	17.1	45.9	

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**2**	0	4	**6**	1	**2**	0	**3**	0	0	0	0	0	**7**	**6**	**13**	**22**
07:15 AM	2	0	1	3	1	2	0	3	0	0	0	0	0	3	3	6	12
07:30 AM	0	0	**5**	5	**2**	0	0	2	0	0	0	0	0	3	3	6	13
07:45 AM	1	0	2	3	0	0	0	0	0	0	0	0	0	0	4	4	7
Total Volume	5	0	12	17	4	4	0	8	0	0	0	0	0	13	16	29	54
% App. Total	29.4	0	70.6		50	50	0		0	0	0		0	44.8	55.2		
PHF	.625	.000	.600	.708	.500	.500	.000	.667	.000	.000	.000	.000	.000	.464	.667	.558	.614

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 39_MEN_215S_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**2**	0	4	**6**	1	**2**	0	**3**	0	0	0	0	0	**7**	**6**	**13**
+15 mins.	2	0	1	3	1	2	0	3	0	0	0	0	0	3	3	6
+30 mins.	0	0	**5**	5	**2**	0	0	2	0	0	0	0	0	3	3	6
+45 mins.	1	0	2	3	0	0	0	0	0	0	0	0	0	0	4	4
Total Volume	5	0	12	17	4	4	0	8	0	0	0	0	0	13	16	29
% App. Total	29.4	0	70.6		50	50	0		0	0	0		0	44.8	55.2	
PHF	.625	.000	.600	.708	.500	.500	.000	.667	.000	.000	.000	.000	.000	.464	.667	.558

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City of Menifee
N/S: I-215 Southbound Ramps
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Weather: Clear

File Name : 39_MEN_215S_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

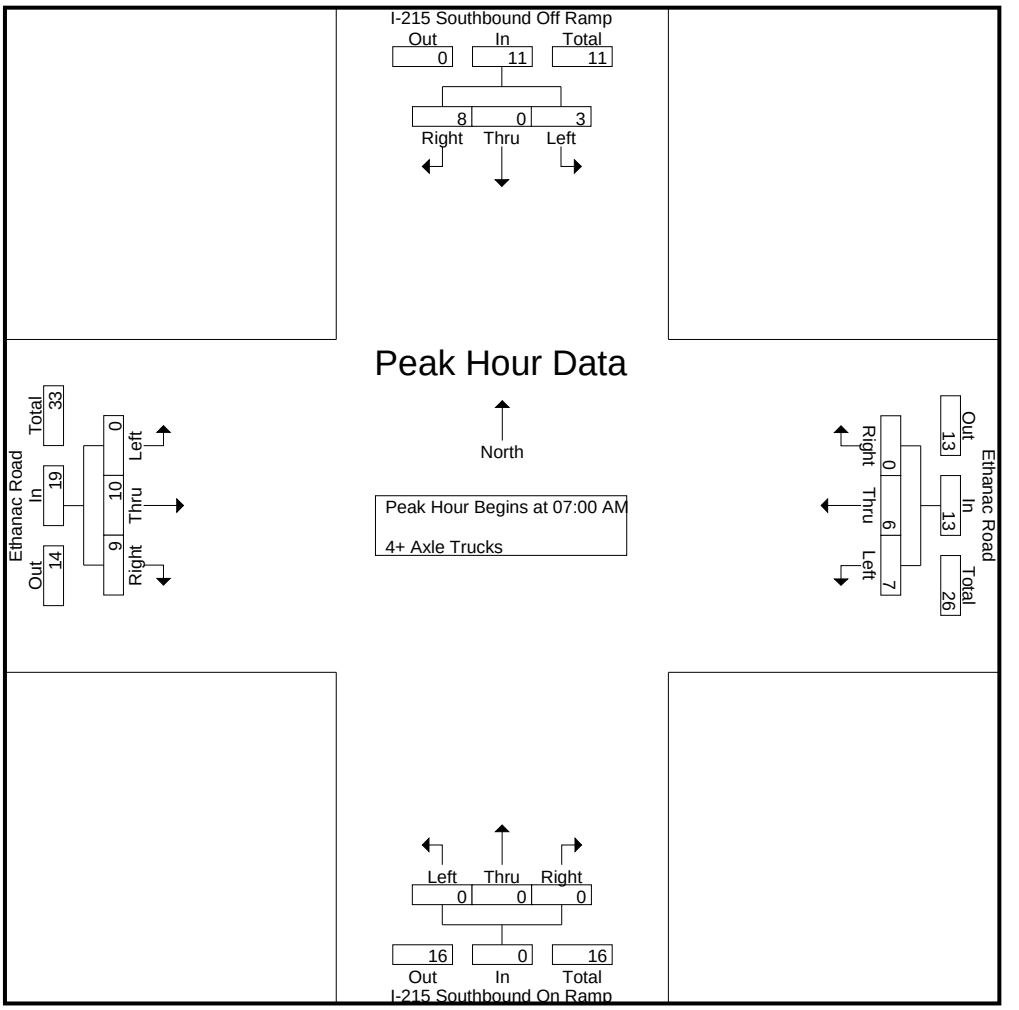
	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	1	2	1	1	0	2	0	0	0	0	0	0	1	1	5
07:15 AM	0	0	4	4	4	0	0	4	0	0	0	0	0	1	3	4	12
07:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	4	3	7	9
07:45 AM	2	0	2	4	2	4	0	6	0	0	0	0	0	5	2	7	17
Total	3	0	8	11	7	6	0	13	0	0	0	0	0	10	9	19	43
08:00 AM	0	0	3	3	3	0	0	3	0	0	0	0	0	4	2	6	12
08:15 AM	0	0	3	3	2	1	0	3	0	0	0	0	0	1	0	1	7
08:30 AM	0	0	4	4	0	2	0	2	0	0	0	0	0	5	2	7	13
08:45 AM	0	0	2	2	1	1	0	2	0	0	0	0	0	1	3	4	8
Total	0	0	12	12	6	4	0	10	0	0	0	0	0	11	7	18	40
Grand Total	3	0	20	23	13	10	0	23	0	0	0	0	0	21	16	37	83
Apprch %	13	0	87		56.5	43.5	0		0	0	0		0	56.8	43.2		
Total %	3.6	0	24.1	27.7	15.7	12	0	27.7	0	0	0	0	0	25.3	19.3	44.6	

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	0	1	2	1	1	0	2	0	0	0	0	0	0	1	1	5
07:15 AM	0	0	**4**	**4**	**4**	0	0	4	0	0	0	0	0	1	**3**	4	12
07:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	4	3	**7**	9
07:45 AM	**2**	0	2	4	2	**4**	0	**6**	0	0	0	0	0	**5**	2	7	**17**
Total Volume	3	0	8	11	7	6	0	13	0	0	0	0	0	10	9	19	43
% App. Total	27.3	0	72.7		53.8	46.2	0		0	0	0		0	52.6	47.4		
PHF	.375	.000	.500	.688	.438	.375	.000	.542	.000	.000	.000	.000	.000	.500	.750	.679	.632

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 39_MEN_215S_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	0	1	2	1	1	0	2	0	0	0	0	0	0	1	1
+15 mins.	0	0	**4**	**4**	**4**	0	0	4	0	0	0	0	0	1	**3**	4
+30 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	4	3	**7**
+45 mins.	**2**	0	2	4	2	**4**	0	**6**	0	0	0	0	0	**5**	2	7
Total Volume	3	0	8	11	7	6	0	13	0	0	0	0	0	10	9	19
% App. Total	27.3	0	72.7		53.8	46.2	0		0	0	0		0	52.6	47.4	
PHF	.375	.000	.500	.688	.438	.375	.000	.542	.000	.000	.000	.000	.000	.500	.750	.679

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 39_MEN_215S_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

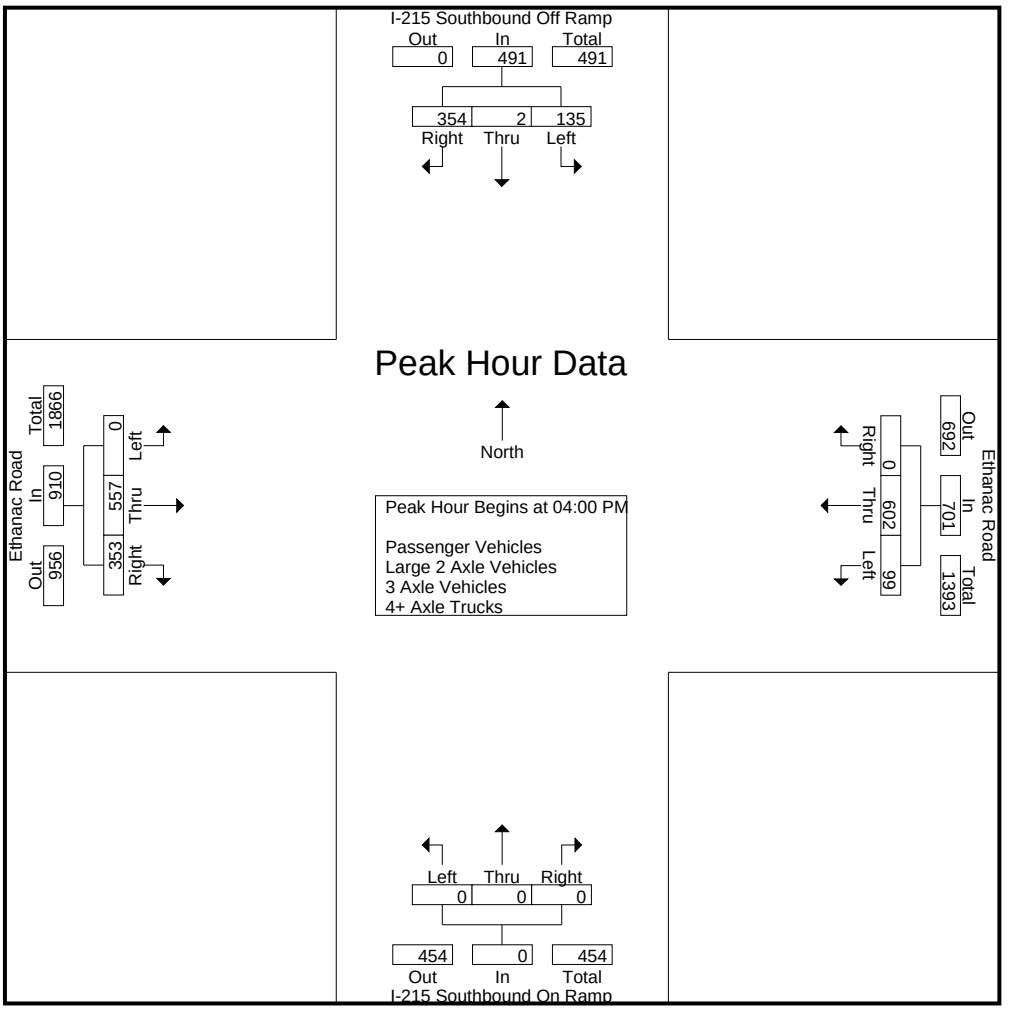
	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	25	1	81	107	27	154	0	181	0	0	0	0	0	138	97	235	523
04:15 PM	37	1	80	118	25	165	0	190	0	0	0	0	0	148	90	238	546
04:30 PM	37	0	105	142	29	144	0	173	0	0	0	0	0	132	82	214	529
04:45 PM	36	0	88	124	18	139	0	157	0	0	0	0	0	139	84	223	504
Total	135	2	354	491	99	602	0	701	0	0	0	0	0	557	353	910	2102
05:00 PM	37	0	94	131	39	156	0	195	0	0	0	0	0	98	90	188	514
05:15 PM	35	0	70	105	24	138	0	162	0	0	0	0	0	134	79	213	480
05:30 PM	31	1	72	104	23	153	0	176	0	0	0	0	0	129	86	215	495
05:45 PM	42	2	88	132	16	132	0	148	0	0	0	0	0	111	83	194	474
Total	145	3	324	472	102	579	0	681	0	0	0	0	0	472	338	810	1963
Grand Total	280	5	678	963	201	1181	0	1382	0	0	0	0	0	1029	691	1720	4065
Apprch %	29.1	0.5	70.4		14.5	85.5	0		0	0	0		0	59.8	40.2		
Total %	6.9	0.1	16.7	23.7	4.9	29.1	0	34	0	0	0	0	0	25.3	17	42.3	
Passenger Vehicles	268	4	657	929	189	1116	0	1305	0	0	0	0	0	986	681	1667	3901
% Passenger Vehicles	95.7	80	96.9	96.5	94	94.5	0	94.4	0	0	0	0	0	95.8	98.6	96.9	96
Large 2 Axle Vehicles	6	1	15	22	12	50	0	62	0	0	0	0	0	29	7	36	120
% Large 2 Axle Vehicles	2.1	20	2.2	2.3	6	4.2	0	4.5	0	0	0	0	0	2.8	1	2.1	3
3 Axle Vehicles	0	0	2	2	0	8	0	8	0	0	0	0	0	4	1	5	15
% 3 Axle Vehicles	0	0	0.3	0.2	0	0.7	0	0.6	0	0	0	0	0	0.4	0.1	0.3	0.4
4+ Axle Trucks	6	0	4	10	0	7	0	7	0	0	0	0	0	10	2	12	29
% 4+ Axle Trucks	2.1	0	0.6	1	0	0.6	0	0.5	0	0	0	0	0	1	0.3	0.7	0.7

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	25	**1**	81	107	27	154	0	181	0	0	0	0	0	138	**97**	235	523
04:15 PM	**37**	1	80	118	25	**165**	0	**190**	0	0	0	0	0	**148**	90	**238**	**546**
04:30 PM	37	0	**105**	**142**	**29**	144	0	173	0	0	0	0	0	132	82	214	529
04:45 PM	36	0	88	124	18	139	0	157	0	0	0	0	0	139	84	223	504
Total Volume	135	2	354	491	99	602	0	701	0	0	0	0	0	557	353	910	2102
% App. Total	27.5	0.4	72.1		14.1	85.9	0		0	0	0		0	61.2	38.8		
PHF	.912	.500	.843	.864	.853	.912	.000	.922	.000	.000	.000	.000	.000	.941	.910	.956	.962

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 39_MEN_215S_Etha PM
Site Code : 00322418
Start Date : 5/25/2022



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

	04:15 PM				04:15 PM				04:00 PM				04:00 PM			
+0 mins.	**37**	**1**	80	118	25	**165**	0	190	0	0	0	0	0	138	**97**	235
+15 mins.	37	0	**105**	**142**	29	144	0	173	0	0	0	0	0	**148**	90	**238**
+30 mins.	36	0	88	124	18	139	0	157	0	0	0	0	0	132	82	214
+45 mins.	37	0	94	131	**39**	156	0	**195**	0	0	0	0	0	139	84	223
Total Volume	147	1	367	515	111	604	0	715	0	0	0	0	0	557	353	910
% App. Total	28.5	0.2	71.3		15.5	84.5	0		0	0	0		0	61.2	38.8	
PHF	.993	.250	.874	.907	.712	.915	.000	.917	.000	.000	.000	.000	.000	.941	.910	.956

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 39_MEN_215S_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- Passenger Vehicles

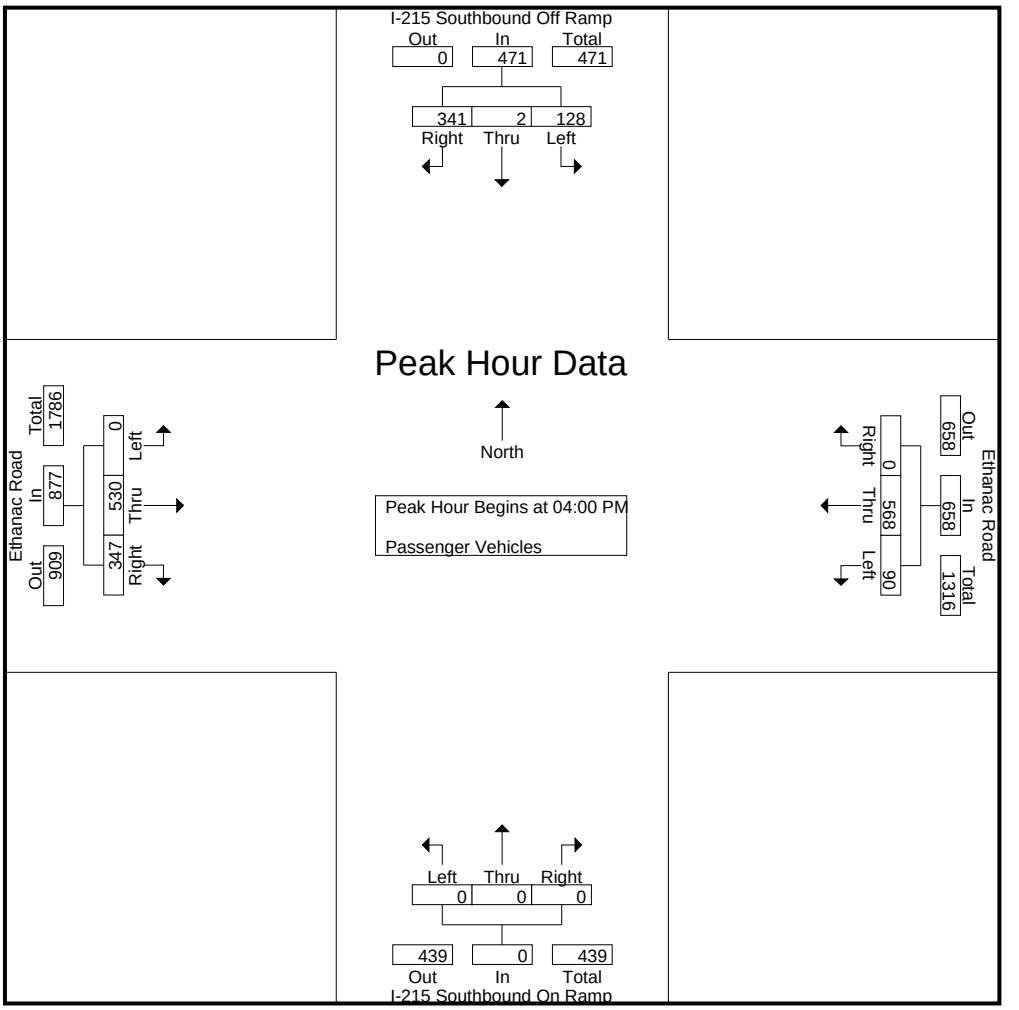
	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	24	1	78	103	24	145	0	169	0	0	0	0	0	124	95	219	491
04:15 PM	37	1	78	116	25	154	0	179	0	0	0	0	0	142	89	231	526
04:30 PM	32	0	98	130	27	137	0	164	0	0	0	0	0	129	82	211	505
04:45 PM	35	0	87	122	14	132	0	146	0	0	0	0	0	135	81	216	484
Total	128	2	341	471	90	568	0	658	0	0	0	0	0	530	347	877	2006
05:00 PM	37	0	93	130	38	145	0	183	0	0	0	0	0	94	89	183	496
05:15 PM	34	0	68	102	24	131	0	155	0	0	0	0	0	128	77	205	462
05:30 PM	29	1	71	101	22	148	0	170	0	0	0	0	0	126	85	211	482
05:45 PM	40	1	84	125	15	124	0	139	0	0	0	0	0	108	83	191	455
Total	140	2	316	458	99	548	0	647	0	0	0	0	0	456	334	790	1895
Grand Total	268	4	657	929	189	1116	0	1305	0	0	0	0	0	986	681	1667	3901
Apprch %	28.8	0.4	70.7		14.5	85.5	0		0	0	0		0	59.1	40.9		
Total %	6.9	0.1	16.8	23.8	4.8	28.6	0	33.5	0	0	0	0	0	25.3	17.5	42.7	

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	24	**1**	78	103	24	145	0	169	0	0	0	0	0	124	**95**	219	491
04:15 PM	**37**	1	78	116	25	**154**	0	**179**	0	0	0	0	0	**142**	89	**231**	**526**
04:30 PM	32	0	**98**	**130**	**27**	137	0	164	0	0	0	0	0	129	82	211	505
04:45 PM	35	0	87	122	14	132	0	146	0	0	0	0	0	135	81	216	484
Total Volume	128	2	341	471	90	568	0	658	0	0	0	0	0	530	347	877	2006
% App. Total	27.2	0.4	72.4		13.7	86.3	0		0	0	0		0	60.4	39.6		
PHF	.865	.500	.870	.906	.833	.922	.000	.919	.000	.000	.000	.000	.000	.933	.913	.949	.953

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 39_MEN_215S_Etha PM
Site Code : 00322418
Start Date : 5/25/2022



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	24	**1**	78	103	24	145	0	169	0	0	0	0	0	124	**95**	219
+15 mins.	**37**	1	78	116	25	**154**	0	**179**	0	0	0	0	0	**142**	89	**231**
+30 mins.	32	0	**98**	**130**	**27**	137	0	164	0	0	0	0	0	129	82	211
+45 mins.	35	0	87	122	14	132	0	146	0	0	0	0	0	135	81	216
Total Volume	128	2	341	471	90	568	0	658	0	0	0	0	0	530	347	877
% App. Total	27.2	0.4	72.4		13.7	86.3	0		0	0	0		0	60.4	39.6	
PHF	.865	.500	.870	.906	.833	.922	.000	.919	.000	.000	.000	.000	.000	.933	.913	.949

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City of Menifee
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File Name : 39_MEN_215S_Etha PM
Site Code : 00322418
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Groups Printed- Large 2 Axle Vehicles

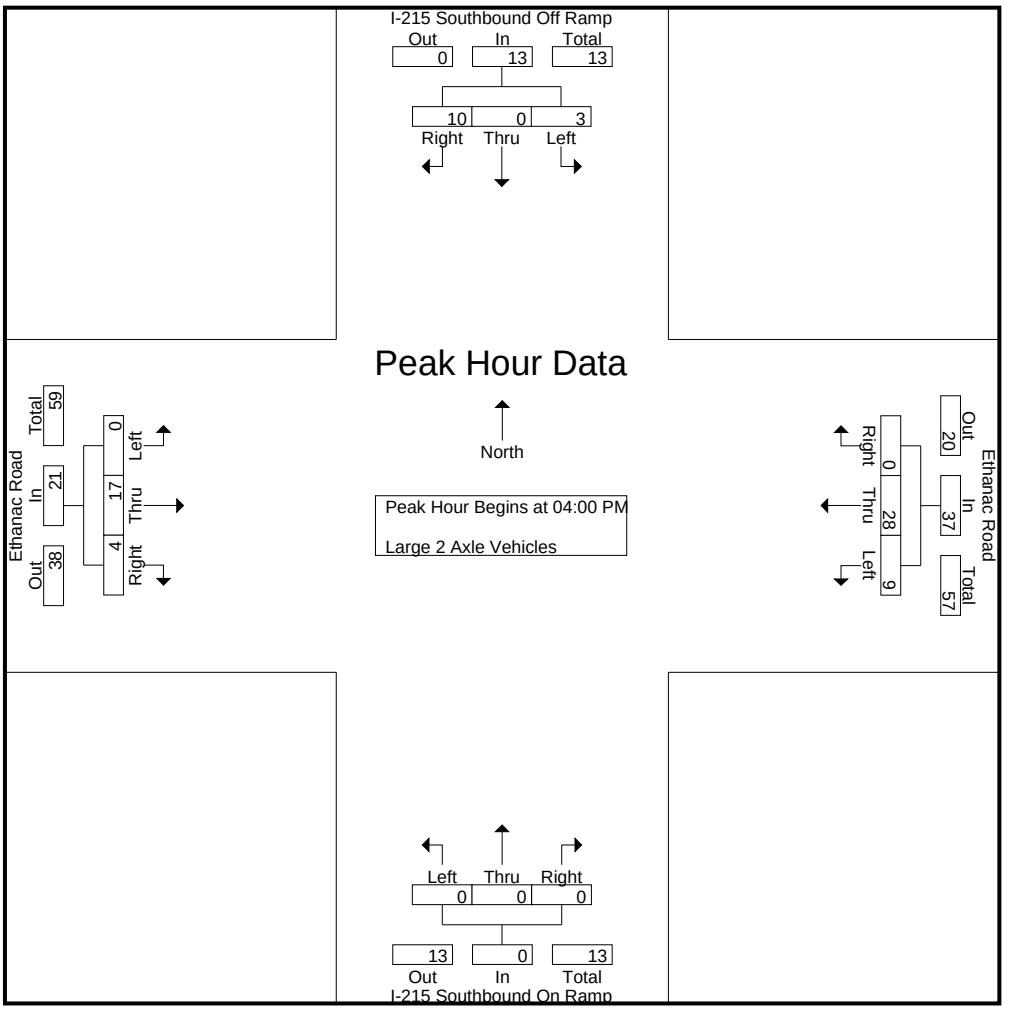
	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	3	4	3	7	0	10	0	0	0	0	0	8	2	10	24
04:15 PM	0	0	1	1	0	8	0	8	0	0	0	0	0	4	1	5	14
04:30 PM	1	0	5	6	2	7	0	9	0	0	0	0	0	3	0	3	18
04:45 PM	1	0	1	2	4	6	0	10	0	0	0	0	0	2	1	3	15
Total	3	0	10	13	9	28	0	37	0	0	0	0	0	17	4	21	71
05:00 PM	0	0	0	0	1	7	0	8	0	0	0	0	0	3	1	4	12
05:15 PM	0	0	1	1	0	7	0	7	0	0	0	0	0	4	1	5	13
05:30 PM	1	0	1	2	1	4	0	5	0	0	0	0	0	3	1	4	11
05:45 PM	2	1	3	6	1	4	0	5	0	0	0	0	0	2	0	2	13
Total	3	1	5	9	3	22	0	25	0	0	0	0	0	12	3	15	49
Grand Total	6	1	15	22	12	50	0	62	0	0	0	0	0	29	7	36	120
Apprch %	27.3	4.5	68.2		19.4	80.6	0		0	0	0		0	80.6	19.4		
Total %	5	0.8	12.5	18.3	10	41.7	0	51.7	0	0	0	0	0	24.2	5.8	30	

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	0	3	4	3	7	0	**10**	0	0	0	0	0	**8**	**2**	**10**	**24**
04:15 PM	0	0	1	1	0	**8**	0	8	0	0	0	0	0	4	1	5	14
04:30 PM	1	0	**5**	**6**	2	7	0	9	0	0	0	0	0	3	0	3	18
04:45 PM	1	0	1	2	**4**	6	0	10	0	0	0	0	0	2	1	3	15
Total Volume	3	0	10	13	9	28	0	37	0	0	0	0	0	17	4	21	71
% App. Total	23.1	0	76.9		24.3	75.7	0		0	0	0		0	81	19		
PHF	.750	.000	.500	.542	.563	.875	.000	.925	.000	.000	.000	.000	.000	.531	.500	.525	.740

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

City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 39_MEN_215S_Etha PM
Site Code : 00322418
Start Date : 5/25/2022



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**1**	0	3	4	3	7	0	**10**	0	0	0	0	0	**8**	**2**	**10**
+15 mins.	0	0	1	1	0	**8**	0	8	0	0	0	0	0	4	1	5
+30 mins.	1	0	**5**	**6**	2	7	0	9	0	0	0	0	0	3	0	3
+45 mins.	1	0	1	2	**4**	6	0	10	0	0	0	0	0	2	1	3
Total Volume	3	0	10	13	9	28	0	37	0	0	0	0	0	17	4	21
% App. Total	23.1	0	76.9		24.3	75.7	0		0	0	0		0	81	19	
PHF	.750	.000	.500	.542	.563	.875	.000	.925	.000	.000	.000	.000	.000	.531	.500	.525

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 39_MEN_215S_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

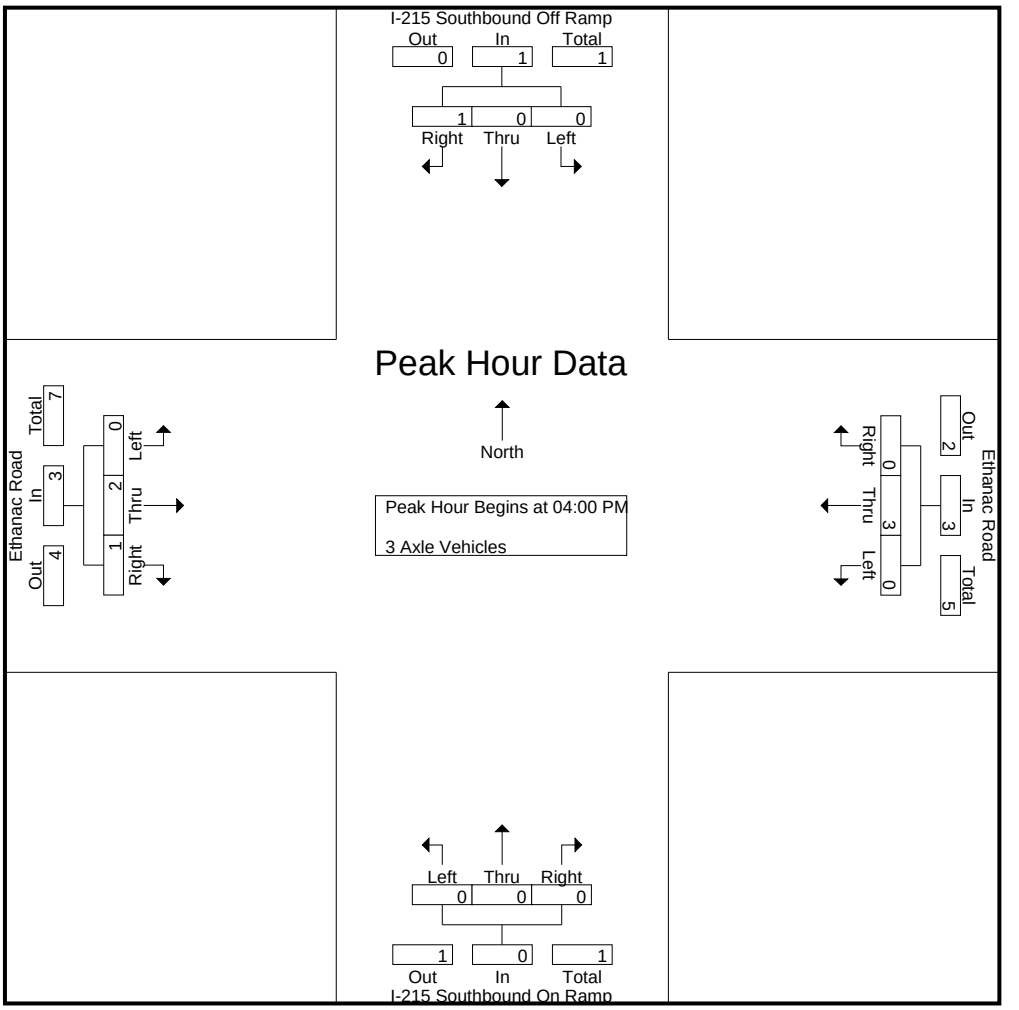
	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:15 PM	0	0	1	1	0	3	0	3	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	1	1	0	3	0	3	0	0	0	0	0	2	1	3	7
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	1	0	1	4
Total	0	0	1	1	0	5	0	5	0	0	0	0	0	2	0	2	8
Grand Total	0	0	2	2	0	8	0	8	0	0	0	0	0	4	1	5	15
Apprch %	0	0	100		0	100	0		0	0	0		0	80	20		
Total %	0	0	13.3	13.3	0	53.3	0	53.3	0	0	0	0	0	26.7	6.7	33.3	

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
04:15 PM	0	0	**1**	**1**	0	**3**	0	**3**	0	0	0	0	0	0	0	0	**4**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	1
Total Volume	0	0	1	1	0	3	0	3	0	0	0	0	0	2	1	3	7
% App. Total	0	0	100		0	100	0		0	0	0		0	66.7	33.3		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.250	.375	.438

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

City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 39_MEN_215S_Etha PM
Site Code : 00322418
Start Date : 5/25/2022



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	**1**	**1**	0	**3**	0	**3**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1
Total Volume	0	0	1	1	0	3	0	3	0	0	0	0	0	2	1	3
% App. Total	0	0	100		0	100	0		0	0	0		0	66.7	33.3	
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.250	.375

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 39_MEN_215S_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

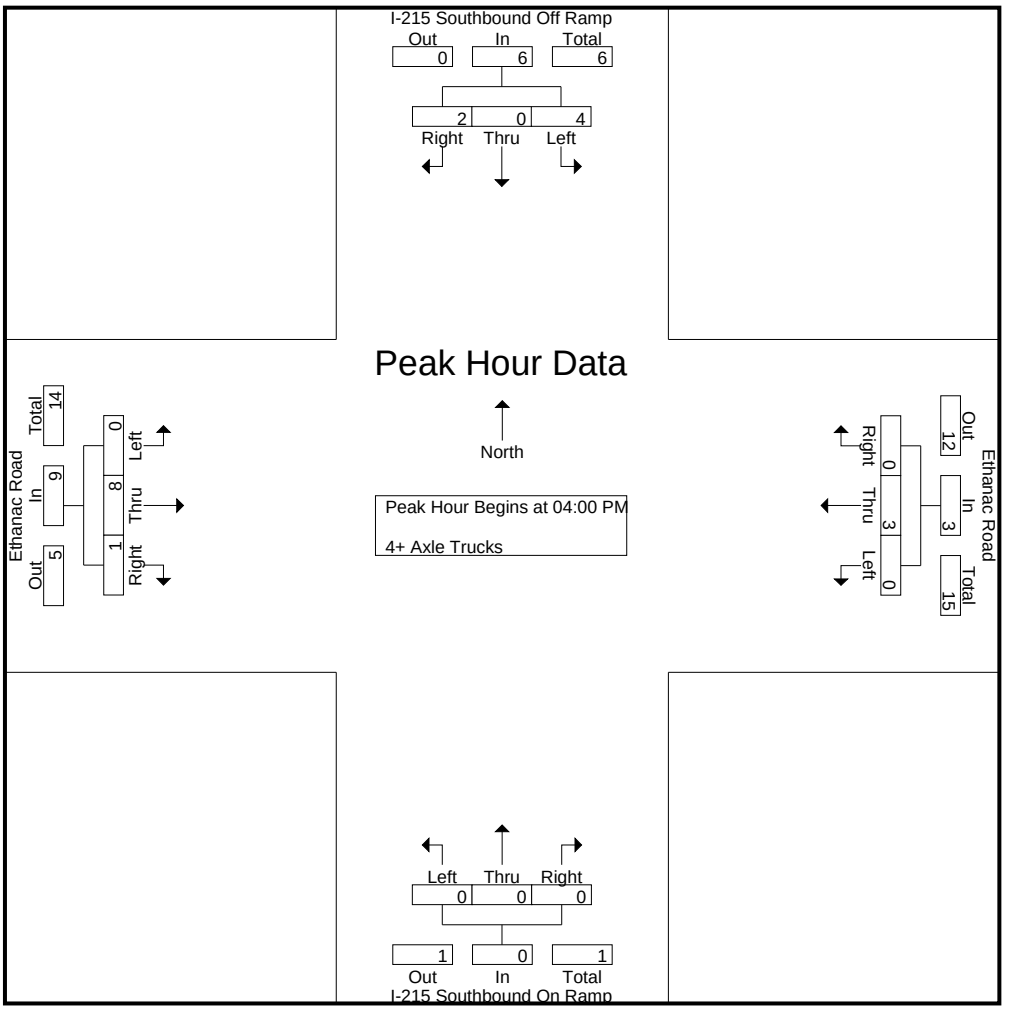
	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:30 PM	4	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	6
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	3	4
Total	4	0	2	6	0	3	0	3	0	0	0	0	0	8	1	9	18
05:00 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
05:15 PM	1	0	1	2	0	0	0	0	0	0	0	0	0	1	1	2	4
05:30 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	2	0	2	4	0	4	0	4	0	0	0	0	0	2	1	3	11
Grand Total	6	0	4	10	0	7	0	7	0	0	0	0	0	10	2	12	29
Apprch %	60	0	40		0	100	0		0	0	0		0	83.3	16.7		
Total %	20.7	0	13.8	34.5	0	24.1	0	24.1	0	0	0	0	0	34.5	6.9	41.4	

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**4**	0	**4**	**6**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:30 PM	**4**	0	**2**	**6**	0	0	0	0	0	0	0	0	0	0	0	0	6
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	**1**	3	4
Total Volume	4	0	2	6	0	3	0	3	0	0	0	0	0	8	1	9	18
% App. Total	66.7	0	33.3		0	100	0		0	0	0		0	88.9	11.1		
PHF	.250	.000	.250	.250	.000	.375	.000	.375	.000	.000	.000	.000	.000	.500	.250	.563	.750

Counts Unlimited, Inc.
PO Box 1178
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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 39_MEN_215S_Etha PM
Site Code : 00322418
Start Date : 5/25/2022



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**4**	0	**4**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+30 mins.	**4**	0	**2**	**6**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	**1**	3
Total Volume	4	0	2	6	0	3	0	3	0	0	0	0	0	8	1	9
% App. Total	66.7	0	33.3		0	100	0		0	0	0		0	88.9	11.1	
PHF	.250	.000	.250	.250	.000	.375	.000	.375	.000	.000	.000	.000	.000	.500	.250	.563

Location: Menifee
N/S: I-215 SB Ramps
E/W: Ethanac Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg I-215 SB Ramps	East Leg Ethanac Road	South Leg I-215 SB Ramps	West Leg Ethanac Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg I-215 SB Ramps	East Leg Ethanac Road	South Leg I-215 SB Ramps	West Leg Ethanac Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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PO Box 1178
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Location: Menifee
N/S: I-215 SB Ramps
E/W: Ethanac Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound I-215 SB Ramps			Westbound Ethanac Road			Northbound I-215 SB Ramps			Eastbound Ethanac Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound I-215 SB Ramps			Westbound Ethanac Road			Northbound I-215 SB Ramps			Eastbound Ethanac Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	4	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	4	0	0	0	0	0	0	0	4

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 40_MEN_215N_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

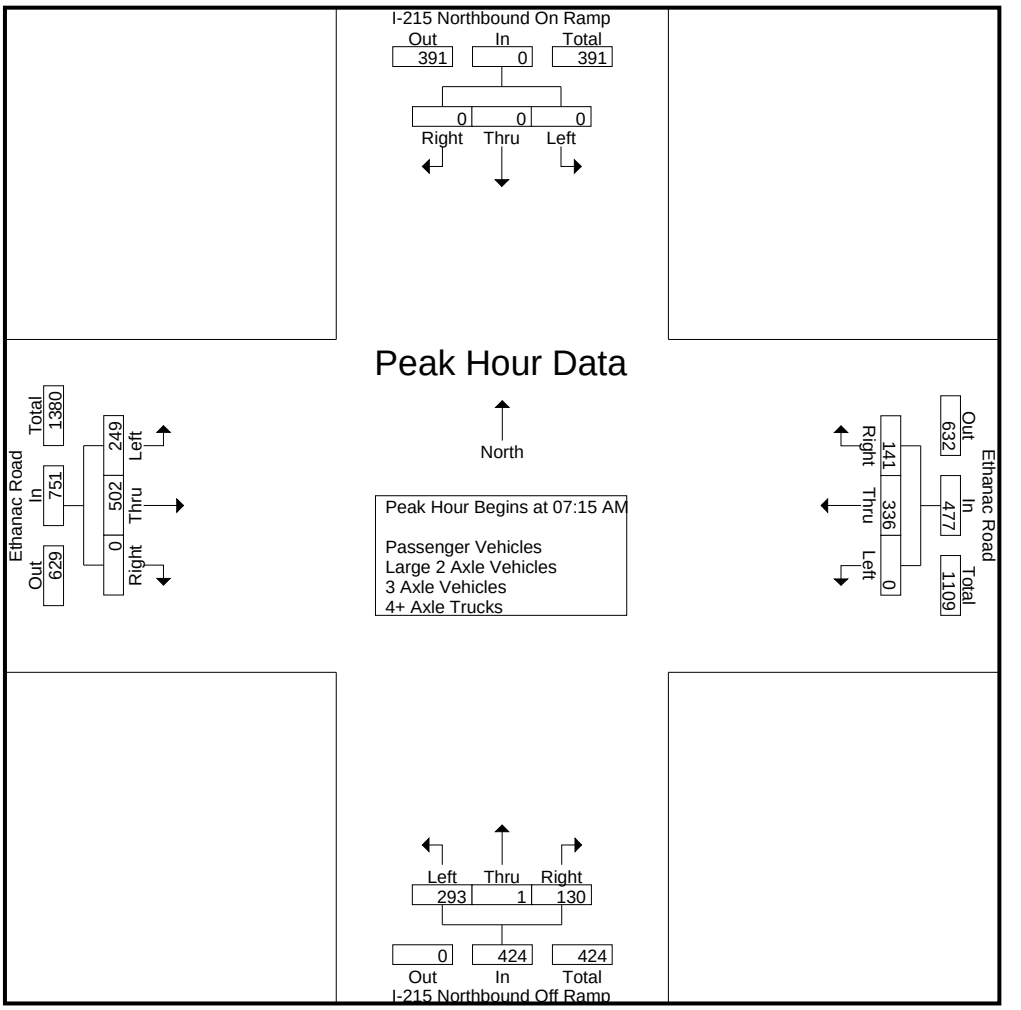
	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	68	36	104	80	0	33	113	52	123	0	175	392
07:15 AM	0	0	0	0	0	76	43	119	54	0	36	90	64	122	0	186	395
07:30 AM	0	0	0	0	0	76	38	114	66	0	36	102	64	134	0	198	414
07:45 AM	0	0	0	0	0	86	26	112	92	0	29	121	60	146	0	206	439
Total	0	0	0	0	0	306	143	449	292	0	134	426	240	525	0	765	1640
08:00 AM	0	0	0	0	0	98	34	132	81	1	29	111	61	100	0	161	404
08:15 AM	0	0	0	0	0	86	30	116	59	1	41	101	52	103	0	155	372
08:30 AM	0	0	0	0	0	87	37	124	56	2	26	84	61	85	0	146	354
08:45 AM	0	0	0	0	0	66	27	93	73	0	41	114	59	75	0	134	341
Total	0	0	0	0	0	337	128	465	269	4	137	410	233	363	0	596	1471
Grand Total	0	0	0	0	0	643	271	914	561	4	271	836	473	888	0	1361	3111
Apprch %	0	0	0		0	70.4	29.6		67.1	0.5	32.4		34.8	65.2	0		
Total %	0	0	0	0	0	20.7	8.7	29.4	18	0.1	8.7	26.9	15.2	28.5	0	43.7	
Passenger Vehicles	0	0	0	0	0	576	227	803	535	4	236	775	415	836	0	1251	2829
% Passenger Vehicles	0	0	0	0	0	89.6	83.8	87.9	95.4	100	87.1	92.7	87.7	94.1	0	91.9	90.9
Large 2 Axle Vehicles	0	0	0	0	0	27	20	47	15	0	11	26	20	26	0	46	119
% Large 2 Axle Vehicles	0	0	0	0	0	4.2	7.4	5.1	2.7	0	4.1	3.1	4.2	2.9	0	3.4	3.8
3 Axle Vehicles	0	0	0	0	0	24	16	40	4	0	15	19	13	16	0	29	88
% 3 Axle Vehicles	0	0	0	0	0	3.7	5.9	4.4	0.7	0	5.5	2.3	2.7	1.8	0	2.1	2.8
4+ Axle Trucks	0	0	0	0	0	16	8	24	7	0	9	16	25	10	0	35	75
% 4+ Axle Trucks	0	0	0	0	0	2.5	3	2.6	1.2	0	3.3	1.9	5.3	1.1	0	2.6	2.4

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	76	**43**	119	54	0	**36**	90	**64**	122	0	186	395
07:30 AM	0	0	0	0	0	76	38	114	66	0	36	102	64	134	0	198	414
07:45 AM	0	0	0	0	0	86	26	112	**92**	0	29	**121**	60	**146**	0	**206**	**439**
08:00 AM	0	0	0	0	0	**98**	34	**132**	81	**1**	29	111	61	100	0	161	404
Total Volume	0	0	0	0	0	336	141	477	293	1	130	424	249	502	0	751	1652
% App. Total	0	0	0		0	70.4	29.6		69.1	0.2	30.7		33.2	66.8	0		
PHF	.000	.000	.000	.000	.000	.857	.820	.903	.796	.250	.903	.876	.973	.860	.000	.911	.941

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

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 40_MEN_215N_Etha AM
Site Code : 00322418
Start Date : 5/25/2022



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

	07:00 AM				07:45 AM				07:30 AM				07:00 AM			
+0 mins.	0	0	0	0	0	86	26	112	66	0	36	102	52	123	0	175
+15 mins.	0	0	0	0	0	**98**	34	**132**	**92**	0	29	**121**	**64**	122	0	186
+30 mins.	0	0	0	0	0	86	30	116	81	**1**	29	111	64	134	0	198
+45 mins.	0	0	0	0	0	87	**37**	124	59	1	**41**	101	60	**146**	0	**206**
Total Volume	0	0	0	0	0	357	127	484	298	2	135	435	240	525	0	765
% App. Total	0	0	0		0	73.8	26.2		68.5	0.5	31		31.4	68.6	0	
PHF	.000	.000	.000	.000	.000	.911	.858	.917	.810	.500	.823	.899	.938	.899	.000	.928

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

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 40_MEN_215N_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

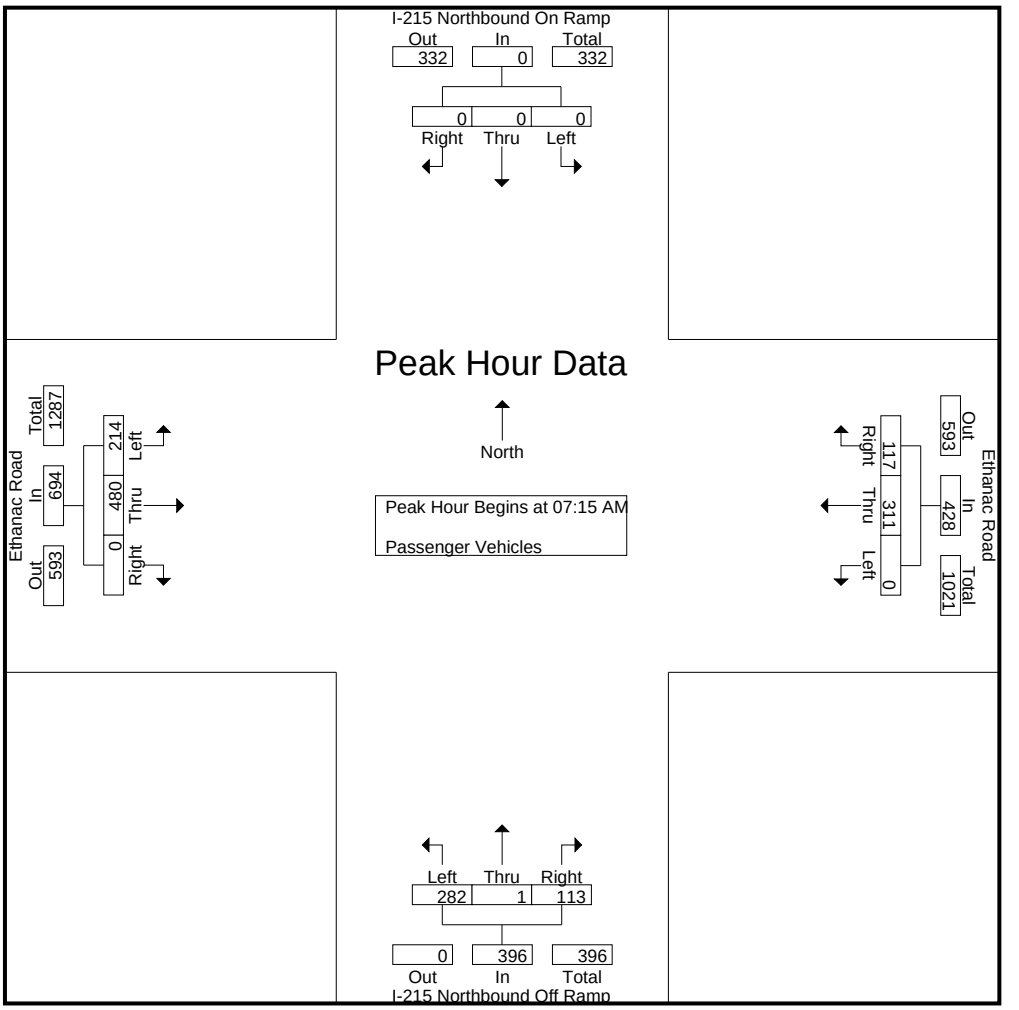
	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	50	34	84	79	0	30	109	47	111	0	158	351
07:15 AM	0	0	0	0	0	64	34	98	52	0	30	82	56	117	0	173	353
07:30 AM	0	0	0	0	0	73	32	105	62	0	32	94	51	129	0	180	379
07:45 AM	0	0	0	0	0	80	24	104	88	0	27	115	50	141	0	191	410
Total	0	0	0	0	0	267	124	391	281	0	119	400	204	498	0	702	1493
08:00 AM	0	0	0	0	0	94	27	121	80	1	24	105	57	93	0	150	376
08:15 AM	0	0	0	0	0	74	26	100	52	1	34	87	45	97	0	142	329
08:30 AM	0	0	0	0	0	82	28	110	53	2	22	77	54	76	0	130	317
08:45 AM	0	0	0	0	0	59	22	81	69	0	37	106	55	72	0	127	314
Total	0	0	0	0	0	309	103	412	254	4	117	375	211	338	0	549	1336
Grand Total	0	0	0	0	0	576	227	803	535	4	236	775	415	836	0	1251	2829
Apprch %	0	0	0		0	71.7	28.3		69	0.5	30.5		33.2	66.8	0		
Total %	0	0	0	0	0	20.4	8	28.4	18.9	0.1	8.3	27.4	14.7	29.6	0	44.2	

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	64	**34**	98	52	0	30	82	56	117	0	173	353
07:30 AM	0	0	0	0	0	73	32	105	62	0	**32**	94	51	129	0	180	379
07:45 AM	0	0	0	0	0	80	24	104	**88**	0	27	**115**	50	**141**	0	**191**	**410**
08:00 AM	0	0	0	0	0	**94**	27	**121**	80	**1**	24	105	**57**	93	0	150	376
Total Volume	0	0	0	0	0	311	117	428	282	1	113	396	214	480	0	694	1518
% App. Total	0	0	0		0	72.7	27.3		71.2	0.3	28.5		30.8	69.2	0		
PHF	.000	.000	.000	.000	.000	.827	.860	.884	.801	.250	.883	.861	.939	.851	.000	.908	.926

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

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 40_MEN_215N_Etha AM
Site Code : 00322418
Start Date : 5/25/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	64	**34**	98	52	0	30	82	56	117	0	173
+15 mins.	0	0	0	0	0	73	32	105	62	0	**32**	94	51	129	0	180
+30 mins.	0	0	0	0	0	80	24	104	**88**	0	27	**115**	50	**141**	0	**191**
+45 mins.	0	0	0	0	0	**94**	27	**121**	80	**1**	24	105	**57**	93	0	150
Total Volume	0	0	0	0	0	311	117	428	282	1	113	396	214	480	0	694
% App. Total	0	0	0		0	72.7	27.3		71.2	0.3	28.5		30.8	69.2	0	
PHF	.000	.000	.000	.000	.000	.827	.860	.884	.801	.250	.883	.861	.939	.851	.000	.908

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(951)268-6268

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 40_MEN_215N_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

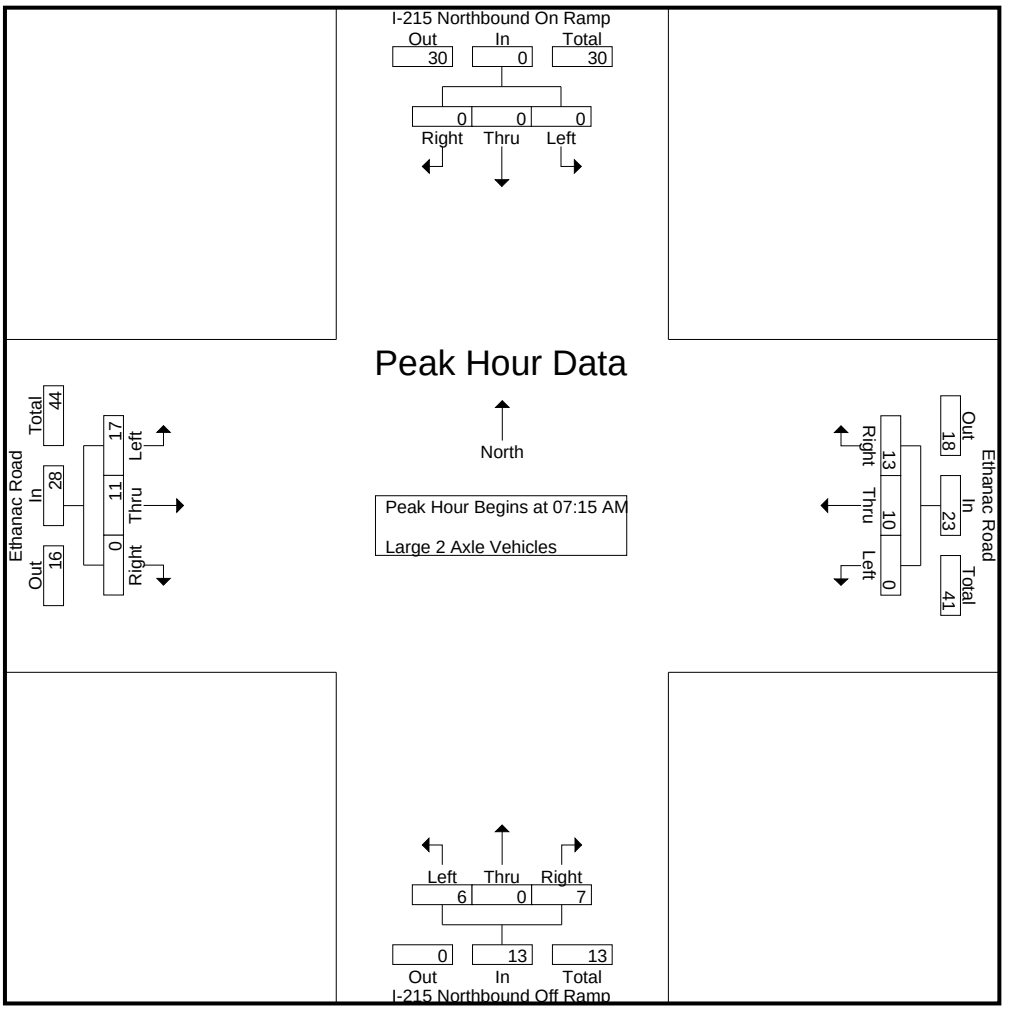
	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	11	0	11	1	0	1	2	0	8	0	8	21
07:15 AM	0	0	0	0	0	4	7	11	2	0	2	4	7	3	0	10	25
07:30 AM	0	0	0	0	0	1	4	5	3	0	3	6	6	2	0	8	19
07:45 AM	0	0	0	0	0	3	0	3	1	0	1	2	4	2	0	6	11
Total	0	0	0	0	0	19	11	30	7	0	7	14	17	15	0	32	76
08:00 AM	0	0	0	0	0	2	2	4	0	0	1	1	0	4	0	4	9
08:15 AM	0	0	0	0	0	3	1	4	4	0	2	6	1	2	0	3	13
08:30 AM	0	0	0	0	0	1	5	6	3	0	1	4	0	3	0	3	13
08:45 AM	0	0	0	0	0	2	1	3	1	0	0	1	2	2	0	4	8
Total	0	0	0	0	0	8	9	17	8	0	4	12	3	11	0	14	43
Grand Total	0	0	0	0	0	27	20	47	15	0	11	26	20	26	0	46	119
Apprch %	0	0	0		0	57.4	42.6		57.7	0	42.3		43.5	56.5	0		
Total %	0	0	0	0	0	22.7	16.8	39.5	12.6	0	9.2	21.8	16.8	21.8	0	38.7	

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**4**	**7**	**11**	2	0	2	4	**7**	3	0	**10**	**25**
07:30 AM	0	0	0	0	0	1	4	5	**3**	0	**3**	**6**	6	2	0	8	19
07:45 AM	0	0	0	0	0	3	0	3	1	0	1	2	4	2	0	6	11
08:00 AM	0	0	0	0	0	2	2	4	0	0	1	1	0	**4**	0	4	9
Total Volume	0	0	0	0	0	10	13	23	6	0	7	13	17	11	0	28	64
% App. Total	0	0	0		0	43.5	56.5		46.2	0	53.8		60.7	39.3	0		
PHF	.000	.000	.000	.000	.000	.625	.464	.523	.500	.000	.583	.542	.607	.688	.000	.700	.640

Counts Unlimited, Inc.
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(951)268-6268

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 40_MEN_215N_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**4**	**7**	**11**	2	0	2	4	**7**	3	0	**10**
+15 mins.	0	0	0	0	0	1	4	5	**3**	0	**3**	**6**	6	2	0	8
+30 mins.	0	0	0	0	0	3	0	3	1	0	1	2	4	2	0	6
+45 mins.	0	0	0	0	0	2	2	4	0	0	1	1	0	**4**	0	4
Total Volume	0	0	0	0	0	10	13	23	6	0	7	13	17	11	0	28
% App. Total	0	0	0		0	43.5	56.5		46.2	0	53.8		60.7	39.3	0	
PHF	.000	.000	.000	.000	.000	.625	.464	.523	.500	.000	.583	.542	.607	.688	.000	.700

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 40_MEN_215N_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

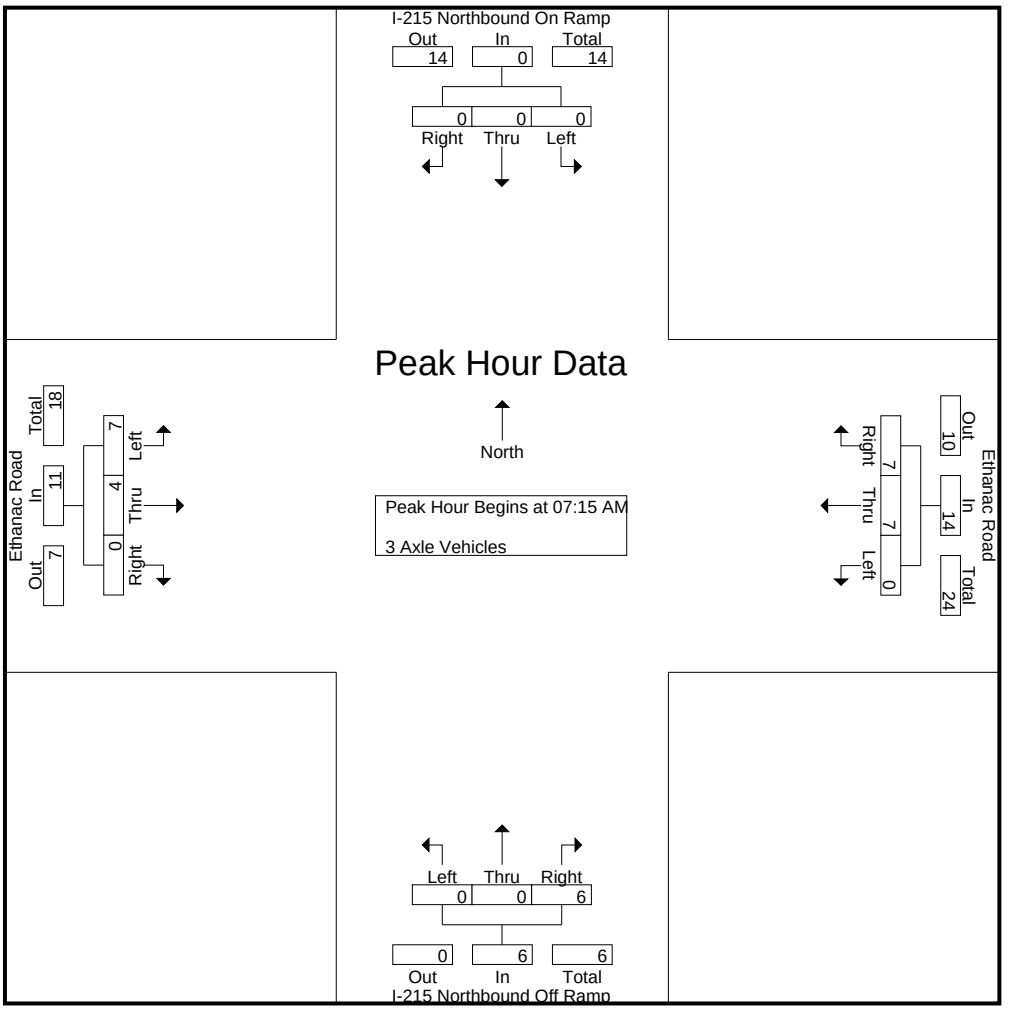
	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	5	2	7	0	0	1	1	0	3	0	3	11
07:15 AM	0	0	0	0	0	5	2	7	0	0	3	3	0	1	0	1	11
07:30 AM	0	0	0	0	0	1	2	3	0	0	0	0	6	0	0	6	9
07:45 AM	0	0	0	0	0	1	2	3	0	0	1	1	1	1	0	2	6
Total	0	0	0	0	0	12	8	20	0	0	5	5	7	5	0	12	37
08:00 AM	0	0	0	0	0	0	1	1	0	0	2	2	0	2	0	2	5
08:15 AM	0	0	0	0	0	6	1	7	2	0	3	5	4	4	0	8	20
08:30 AM	0	0	0	0	0	2	3	5	0	0	2	2	2	4	0	6	13
08:45 AM	0	0	0	0	0	4	3	7	2	0	3	5	0	1	0	1	13
Total	0	0	0	0	0	12	8	20	4	0	10	14	6	11	0	17	51
Grand Total	0	0	0	0	0	24	16	40	4	0	15	19	13	16	0	29	88
Apprch %	0	0	0		0	60	40		21.1	0	78.9		44.8	55.2	0		
Total %	0	0	0	0	0	27.3	18.2	45.5	4.5	0	17	21.6	14.8	18.2	0	33	

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**5**	**2**	**7**	0	0	**3**	**3**	0	1	0	1	**11**
07:30 AM	0	0	0	0	0	1	2	3	0	0	0	0	**6**	0	0	**6**	9
07:45 AM	0	0	0	0	0	1	2	3	0	0	1	1	1	1	0	2	6
08:00 AM	0	0	0	0	0	0	1	1	0	0	2	2	0	**2**	0	2	5
Total Volume	0	0	0	0	0	7	7	14	0	0	6	6	7	4	0	11	31
% App. Total	0	0	0		0	50	50		0	0	100		63.6	36.4	0		
PHF	.000	.000	.000	.000	.000	.350	.875	.500	.000	.000	.500	.500	.292	.500	.000	.458	.705

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 40_MEN_215N_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**5**	**2**	**7**	0	0	**3**	**3**	0	1	0	1
+15 mins.	0	0	0	0	0	1	2	3	0	0	0	0	**6**	0	0	**6**
+30 mins.	0	0	0	0	0	1	2	3	0	0	1	1	1	1	0	2
+45 mins.	0	0	0	0	0	0	1	1	0	0	2	2	0	**2**	0	2
Total Volume	0	0	0	0	0	7	7	14	0	0	6	6	7	4	0	11
% App. Total	0	0	0		0	50	50		0	0	100		63.6	36.4	0	
PHF	.000	.000	.000	.000	.000	.350	.875	.500	.000	.000	.500	.500	.292	.500	.000	.458

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 40_MEN_215N_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

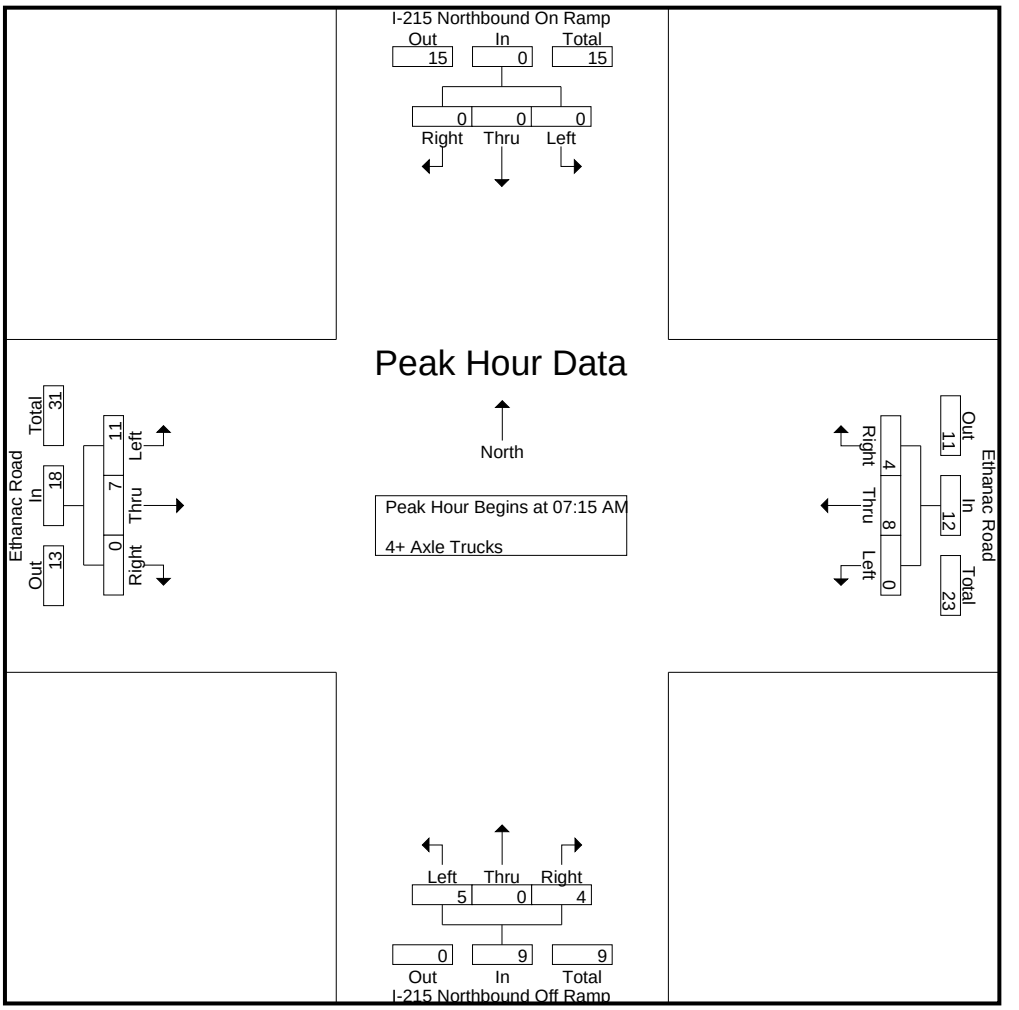
	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	0	0	1	1	5	1	0	6	9
07:15 AM	0	0	0	0	0	3	0	3	0	0	1	1	1	1	0	2	6
07:30 AM	0	0	0	0	0	1	0	1	1	0	1	2	1	3	0	4	7
07:45 AM	0	0	0	0	0	2	0	2	3	0	0	3	5	2	0	7	12
Total	0	0	0	0	0	8	0	8	4	0	3	7	12	7	0	19	34
08:00 AM	0	0	0	0	0	2	4	6	1	0	2	3	4	1	0	5	14
08:15 AM	0	0	0	0	0	3	2	5	1	0	2	3	2	0	0	2	10
08:30 AM	0	0	0	0	0	2	1	3	0	0	1	1	5	2	0	7	11
08:45 AM	0	0	0	0	0	1	1	2	1	0	1	2	2	0	0	2	6
Total	0	0	0	0	0	8	8	16	3	0	6	9	13	3	0	16	41
Grand Total	0	0	0	0	0	16	8	24	7	0	9	16	25	10	0	35	75
Apprch %	0	0	0		0	66.7	33.3		43.8	0	56.2		71.4	28.6	0		
Total %	0	0	0	0	0	21.3	10.7	32	9.3	0	12	21.3	33.3	13.3	0	46.7	

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**3**	0	3	0	0	1	1	1	1	0	2	6
07:30 AM	0	0	0	0	0	1	0	1	1	0	1	2	1	**3**	0	4	7
07:45 AM	0	0	0	0	0	2	0	2	**3**	0	0	**3**	**5**	2	0	**7**	12
08:00 AM	0	0	0	0	0	2	**4**	**6**	1	0	**2**	3	4	1	0	5	**14**
Total Volume	0	0	0	0	0	8	4	12	5	0	4	9	11	7	0	18	39
% App. Total	0	0	0		0	66.7	33.3		55.6	0	44.4		61.1	38.9	0		
PHF	.000	.000	.000	.000	.000	.667	.250	.500	.417	.000	.500	.750	.550	.583	.000	.643	.696

Counts Unlimited, Inc.
PO Box 1178
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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 40_MEN_215N_Etha AM
Site Code : 00322418
Start Date : 5/25/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**3**	0	3	0	0	1	1	1	1	0	2
+15 mins.	0	0	0	0	0	1	0	1	1	0	1	2	1	**3**	0	4
+30 mins.	0	0	0	0	0	2	0	2	**3**	0	0	**3**	**5**	2	0	**7**
+45 mins.	0	0	0	0	0	2	**4**	**6**	1	0	**2**	3	4	1	0	5
Total Volume	0	0	0	0	0	8	4	12	5	0	4	9	11	7	0	18
% App. Total	0	0	0		0	66.7	33.3		55.6	0	44.4		61.1	38.9	0	
PHF	.000	.000	.000	.000	.000	.667	.250	.500	.417	.000	.500	.750	.550	.583	.000	.643

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 40_MEN_215N_Etha PM
Site Code : 00322418
Start Date : 5/25/2022

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

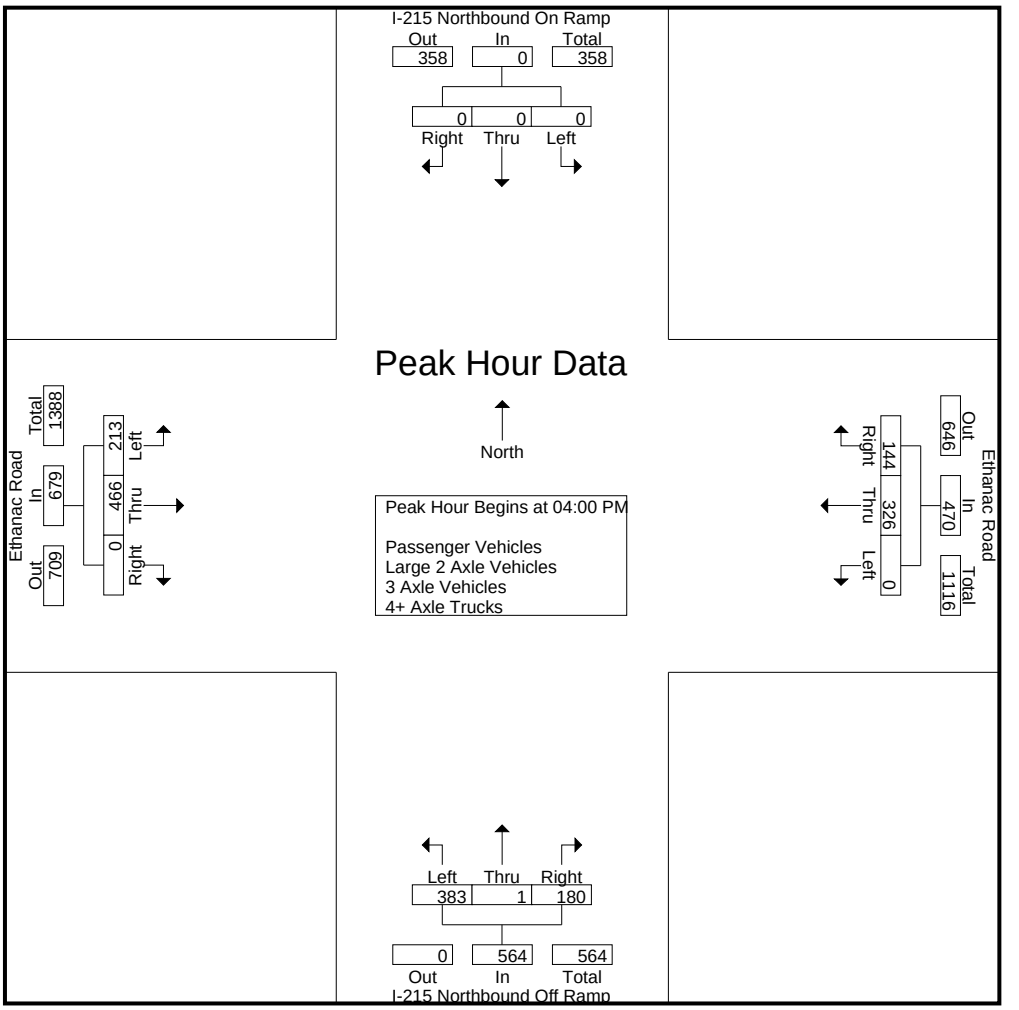
	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	85	51	136	99	0	47	146	52	109	0	161	443
04:15 PM	0	0	0	0	0	86	28	114	107	0	37	144	57	127	0	184	442
04:30 PM	0	0	0	0	0	88	37	125	88	0	46	134	46	112	0	158	417
04:45 PM	0	0	0	0	0	67	28	95	89	1	50	140	58	118	0	176	411
Total	0	0	0	0	0	326	144	470	383	1	180	564	213	466	0	679	1713
05:00 PM	0	0	0	0	0	93	28	121	97	1	54	152	34	106	0	140	413
05:15 PM	0	0	0	0	0	84	37	121	83	1	55	139	52	114	0	166	426
05:30 PM	0	0	0	0	0	78	35	113	99	1	59	159	65	89	0	154	426
05:45 PM	0	0	0	0	0	58	17	75	86	0	30	116	55	99	0	154	345
Total	0	0	0	0	0	313	117	430	365	3	198	566	206	408	0	614	1610
Grand Total	0	0	0	0	0	639	261	900	748	4	378	1130	419	874	0	1293	3323
Apprch %	0	0	0		0	71	29		66.2	0.4	33.5		32.4	67.6	0		
Total %	0	0	0	0	0	19.2	7.9	27.1	22.5	0.1	11.4	34	12.6	26.3	0	38.9	
Passenger Vehicles	0	0	0	0	0	625	253	878	715	2	353	1070	395	849	0	1244	3192
% Passenger Vehicles	0	0	0	0	0	97.8	96.9	97.6	95.6	50	93.4	94.7	94.3	97.1	0	96.2	96.1
Large 2 Axle Vehicles	0	0	0	0	0	9	3	12	18	0	19	37	14	17	0	31	80
% Large 2 Axle Vehicles	0	0	0	0	0	1.4	1.1	1.3	2.4	0	5	3.3	3.3	1.9	0	2.4	2.4
3 Axle Vehicles	0	0	0	0	0	3	1	4	12	0	2	14	5	3	0	8	26
% 3 Axle Vehicles	0	0	0	0	0	0.5	0.4	0.4	1.6	0	0.5	1.2	1.2	0.3	0	0.6	0.8
4+ Axle Trucks	0	0	0	0	0	2	4	6	3	2	4	9	5	5	0	10	25
% 4+ Axle Trucks	0	0	0	0	0	0.3	1.5	0.7	0.4	50	1.1	0.8	1.2	0.6	0	0.8	0.8

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	85	**51**	**136**	99	0	47	**146**	52	109	0	161	**443**
04:15 PM	0	0	0	0	0	86	28	114	**107**	0	37	144	57	**127**	0	**184**	442
04:30 PM	0	0	0	0	0	**88**	37	125	88	0	46	134	46	112	0	158	417
04:45 PM	0	0	0	0	0	67	28	95	89	**1**	**50**	140	**58**	118	0	176	411
Total Volume	0	0	0	0	0	326	144	470	383	1	180	564	213	466	0	679	1713
% App. Total	0	0	0		0	69.4	30.6		67.9	0.2	31.9		31.4	68.6	0		
PHF	.000	.000	.000	.000	.000	.926	.706	.864	.895	.250	.900	.966	.918	.917	.000	.923	.967

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

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 40_MEN_215N_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:45 PM				04:00 PM			
+0 mins.	0	0	0	0	0	85	**51**	**136**	89	**1**	50	140	52	109	0	161
+15 mins.	0	0	0	0	0	86	28	114	97	1	54	152	57	**127**	0	**184**
+30 mins.	0	0	0	0	0	**88**	37	125	83	1	55	139	46	112	0	158
+45 mins.	0	0	0	0	0	67	28	95	**99**	1	**59**	**159**	**58**	118	0	176
Total Volume	0	0	0	0	0	326	144	470	368	4	218	590	213	466	0	679
% App. Total	0	0	0		0	69.4	30.6		62.4	0.7	36.9		31.4	68.6	0	
PHF	.000	.000	.000	.000	.000	.926	.706	.864	.929	1.000	.924	.928	.918	.917	.000	.923

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 40_MEN_215N_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

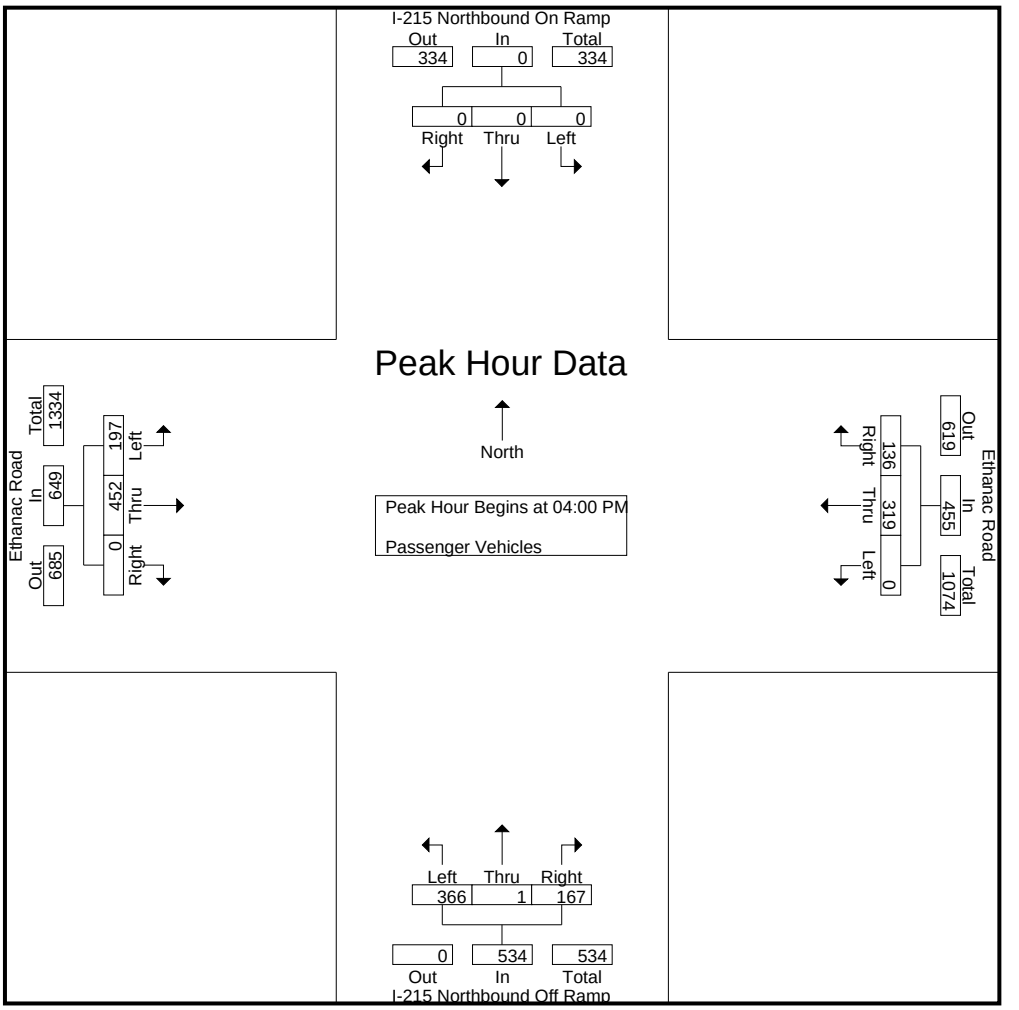
	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	82	49	131	94	0	44	138	47	100	0	147	416
04:15 PM	0	0	0	0	0	84	25	109	101	0	33	134	53	126	0	179	422
04:30 PM	0	0	0	0	0	86	36	122	85	0	44	129	44	112	0	156	407
04:45 PM	0	0	0	0	0	67	26	93	86	1	46	133	53	114	0	167	393
Total	0	0	0	0	0	319	136	455	366	1	167	534	197	452	0	649	1638
05:00 PM	0	0	0	0	0	91	28	119	94	0	50	144	32	105	0	137	400
05:15 PM	0	0	0	0	0	82	37	119	80	0	49	129	51	109	0	160	408
05:30 PM	0	0	0	0	0	77	35	112	96	1	58	155	61	87	0	148	415
05:45 PM	0	0	0	0	0	56	17	73	79	0	29	108	54	96	0	150	331
Total	0	0	0	0	0	306	117	423	349	1	186	536	198	397	0	595	1554
Grand Total	0	0	0	0	0	625	253	878	715	2	353	1070	395	849	0	1244	3192
Apprch %	0	0	0		0	71.2	28.8		66.8	0.2	33		31.8	68.2	0		
Total %	0	0	0	0	0	19.6	7.9	27.5	22.4	0.1	11.1	33.5	12.4	26.6	0	39	

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	82	**49**	**131**	94	0	44	**138**	47	100	0	147	416
04:15 PM	0	0	0	0	0	84	25	109	**101**	0	33	134	**53**	**126**	0	**179**	**422**
04:30 PM	0	0	0	0	0	**86**	36	122	85	0	44	129	44	112	0	156	407
04:45 PM	0	0	0	0	0	67	26	93	86	**1**	**46**	133	53	114	0	167	393
Total Volume	0	0	0	0	0	319	136	455	366	1	167	534	197	452	0	649	1638
% App. Total	0	0	0		0	70.1	29.9		68.5	0.2	31.3		30.4	69.6	0		
PHF	.000	.000	.000	.000	.000	.927	.694	.868	.906	.250	.908	.967	.929	.897	.000	.906	.970

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(951)268-6268

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 40_MEN_215N_Etha PM
Site Code : 00322418
Start Date : 5/25/2022



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	82	**49**	**131**	94	0	44	**138**	47	100	0	147
+15 mins.	0	0	0	0	0	84	25	109	**101**	0	33	134	**53**	**126**	0	**179**
+30 mins.	0	0	0	0	0	**86**	36	122	85	0	44	129	44	112	0	156
+45 mins.	0	0	0	0	0	67	26	93	86	**1**	**46**	133	53	114	0	167
Total Volume	0	0	0	0	0	319	136	455	366	1	167	534	197	452	0	649
% App. Total	0	0	0		0	70.1	29.9		68.5	0.2	31.3		30.4	69.6	0	
PHF	.000	.000	.000	.000	.000	.927	.694	.868	.906	.250	.908	.967	.929	.897	.000	.906

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 40_MEN_215N_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

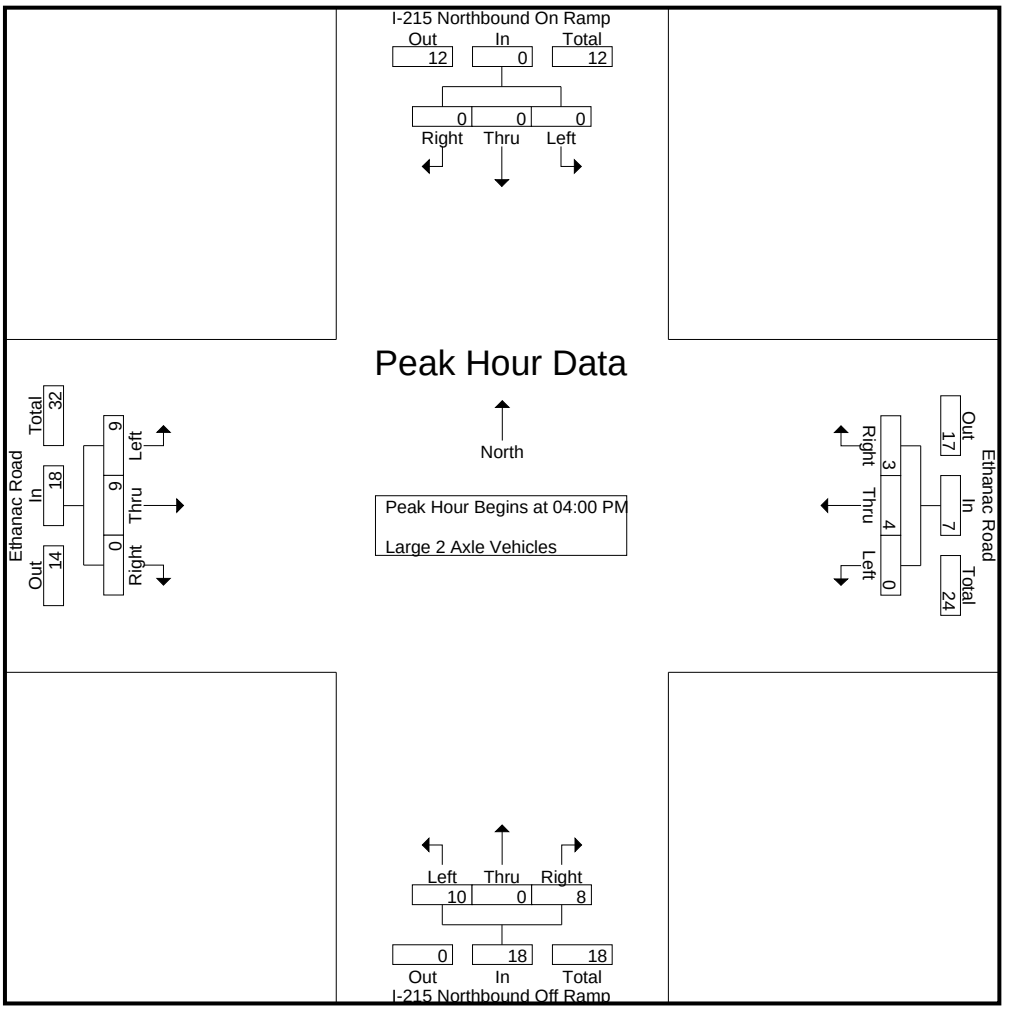
	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	3	0	3	3	0	1	4	2	5	0	7	14
04:15 PM	0	0	0	0	0	0	0	0	3	0	2	5	2	1	0	3	8
04:30 PM	0	0	0	0	0	1	1	2	2	0	1	3	2	0	0	2	7
04:45 PM	0	0	0	0	0	0	2	2	2	0	4	6	3	3	0	6	14
Total	0	0	0	0	0	4	3	7	10	0	8	18	9	9	0	18	43
05:00 PM	0	0	0	0	0	2	0	2	2	0	4	6	1	1	0	2	10
05:15 PM	0	0	0	0	0	1	0	1	3	0	5	8	0	3	0	3	12
05:30 PM	0	0	0	0	0	0	0	0	1	0	1	2	4	1	0	5	7
05:45 PM	0	0	0	0	0	2	0	2	2	0	1	3	0	3	0	3	8
Total	0	0	0	0	0	5	0	5	8	0	11	19	5	8	0	13	37
Grand Total	0	0	0	0	0	9	3	12	18	0	19	37	14	17	0	31	80
Apprch %	0	0	0		0	75	25		48.6	0	51.4		45.2	54.8	0		
Total %	0	0	0	0	0	11.2	3.8	15	22.5	0	23.8	46.2	17.5	21.2	0	38.8	

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**3**	0	**3**	**3**	0	1	4	2	**5**	0	**7**	**14**
04:15 PM	0	0	0	0	0	0	0	0	3	0	2	5	2	1	0	3	8
04:30 PM	0	0	0	0	0	1	1	2	2	0	1	3	2	0	0	2	7
04:45 PM	0	0	0	0	0	0	**2**	2	2	0	**4**	**6**	**3**	3	0	6	14
Total Volume	0	0	0	0	0	4	3	7	10	0	8	18	9	9	0	18	43
% App. Total	0	0	0		0	57.1	42.9		55.6	0	44.4		50	50	0		
PHF	.000	.000	.000	.000	.000	.333	.375	.583	.833	.000	.500	.750	.750	.450	.000	.643	.768

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 40_MEN_215N_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	**3**	0	1	4	2	**5**	0	**7**
+15 mins.	0	0	0	0	0	0	0	0	3	0	2	5	2	1	0	3
+30 mins.	0	0	0	0	0	1	1	2	2	0	1	3	2	0	0	2
+45 mins.	0	0	0	0	0	0	**2**	2	2	0	**4**	**6**	**3**	3	0	6
Total Volume	0	0	0	0	0	4	3	7	10	0	8	18	9	9	0	18
% App. Total	0	0	0		0	57.1	42.9		55.6	0	44.4		50	50	0	
PHF	.000	.000	.000	.000	.000	.333	.375	.583	.833	.000	.500	.750	.750	.450	.000	.643

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 40_MEN_215N_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

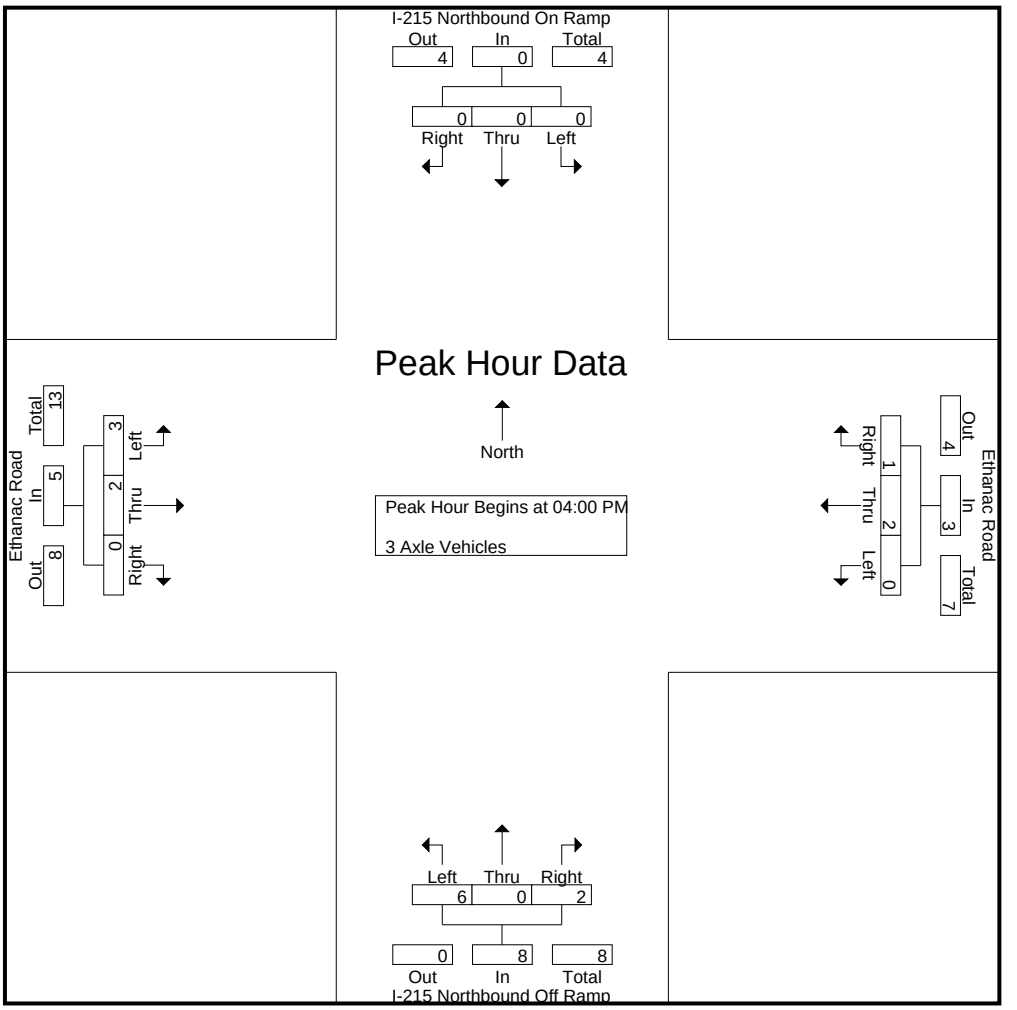
	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	3	2	0	5	6
04:15 PM	0	0	0	0	0	2	1	3	3	0	1	4	0	0	0	0	7
04:30 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	2	1	3	6	0	2	8	3	2	0	5	16
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	4	0	0	4	1	0	0	1	5
Total	0	0	0	0	0	1	0	1	6	0	0	6	2	1	0	3	10
Grand Total	0	0	0	0	0	3	1	4	12	0	2	14	5	3	0	8	26
Apprch %	0	0	0		0	75	25		85.7	0	14.3		62.5	37.5	0		
Total %	0	0	0	0	0	11.5	3.8	15.4	46.2	0	7.7	53.8	19.2	11.5	0	30.8	

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	**3**	**2**	0	**5**	6
04:15 PM	0	0	0	0	0	**2**	**1**	**3**	**3**	0	**1**	**4**	0	0	0	0	**7**
04:30 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	2	1	3	6	0	2	8	3	2	0	5	16
% App. Total	0	0	0		0	66.7	33.3		75	0	25		60	40	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.500	.000	.500	.500	.250	.250	.000	.250	.571

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 40_MEN_215N_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	**3**	**2**	0	**5**
+15 mins.	0	0	0	0	0	**2**	**1**	**3**	**3**	0	**1**	**4**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	0	0	0	0	2	1	3	6	0	2	8	3	2	0	5
% App. Total	0	0	0		0	66.7	33.3		75	0	25		60	40	0	
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.500	.000	.500	.500	.250	.250	.000	.250

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 40_MEN_215N_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

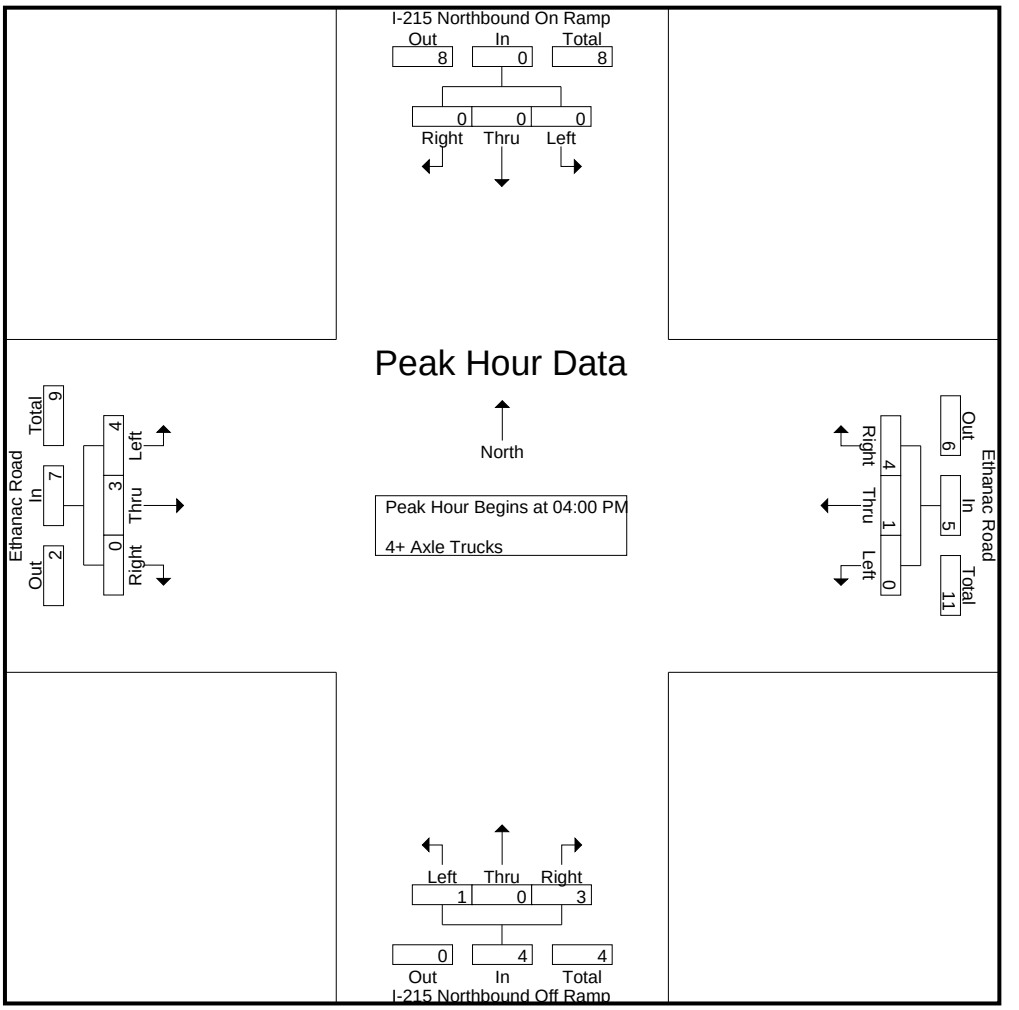
	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	2	1	0	2	3	0	2	0	2	7
04:15 PM	0	0	0	0	0	0	2	2	0	0	1	1	2	0	0	2	5
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
Total	0	0	0	0	0	1	4	5	1	0	3	4	4	3	0	7	16
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	1	1	2	1	1	0	2	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	2	2	1	5	1	2	0	3	9
Grand Total	0	0	0	0	0	2	4	6	3	2	4	9	5	5	0	10	25
Apprch %	0	0	0		0	33.3	66.7		33.3	22.2	44.4		50	50	0		
Total %	0	0	0	0	0	8	16	24	12	8	16	36	20	20	0	40	

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	**2**	**2**	**1**	0	**2**	**3**	0	**2**	0	2	**7**
04:15 PM	0	0	0	0	0	0	2	2	0	0	1	1	**2**	0	0	2	5
04:30 PM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	**3**	3
Total Volume	0	0	0	0	0	1	4	5	1	0	3	4	4	3	0	7	16
% App. Total	0	0	0		0	20	80		25	0	75		57.1	42.9	0		
PHF	.000	.000	.000	.000	.000	.250	.500	.625	.250	.000	.375	.333	.500	.375	.000	.583	.571

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 40_MEN_215N_Etha PM
Site Code : 00322418
Start Date : 5/25/2022



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	**2**	**2**	**1**	0	**2**	**3**	0	**2**	0	2
+15 mins.	0	0	0	0	0	0	2	2	0	0	1	1	**2**	0	0	2
+30 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	**3**
Total Volume	0	0	0	0	0	1	4	5	1	0	3	4	4	3	0	7
% App. Total	0	0	0		0	20	80		25	0	75		57.1	42.9	0	
PHF	.000	.000	.000	.000	.000	.250	.500	.625	.250	.000	.375	.333	.500	.375	.000	.583

Location: Menifee
N/S: I-215 NB Ramps
E/W: Ethanac Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg I-215 NB Ramps	East Leg Ethanac Road	South Leg I-215 NB Ramps	West Leg Ethanac Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg I-215 NB Ramps	East Leg Ethanac Road	South Leg I-215 NB Ramps	West Leg Ethanac Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	2	0	2
TOTAL VOLUMES:	0	0	2	0	2

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Location: Menifee
N/S: I-215 NB Ramps
E/W: Ethanac Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound I-215 NB Ramps			Westbound Ethanac Road			Northbound I-215 NB Ramps			Eastbound Ethanac Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound I-215 NB Ramps			Westbound Ethanac Road			Northbound I-215 NB Ramps			Eastbound Ethanac Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	4	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	4	0	0	0	0	0	0	0	4

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City of Menifee
N/S: Encanto Drive
E/W: Ethanac Road
Weather: Clear

File Name : 41_MEN_Enc_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

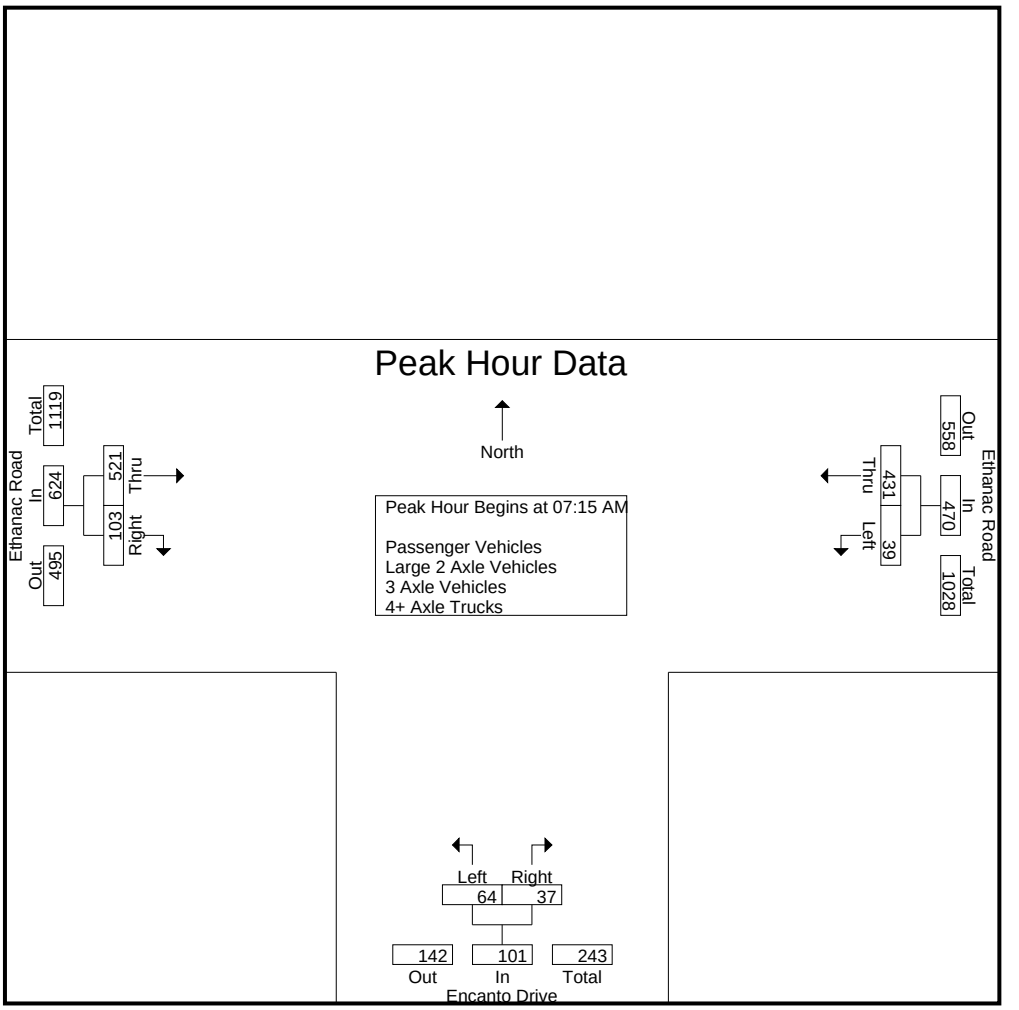
	Ethanac Road Westbound			Encanto Drive Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	5	97	102	9	8	17	146	8	154	273
07:15 AM	3	120	123	7	10	17	146	14	160	300
07:30 AM	9	109	118	15	8	23	148	17	165	306
07:45 AM	13	92	105	17	4	21	138	39	177	303
Total	30	418	448	48	30	78	578	78	656	1182
08:00 AM	14	110	124	25	15	40	89	33	122	286
08:15 AM	4	88	92	21	6	27	99	41	140	259
08:30 AM	5	97	102	24	14	38	96	17	113	253
08:45 AM	7	79	86	13	8	21	105	13	118	225
Total	30	374	404	83	43	126	389	104	493	1023
Grand Total	60	792	852	131	73	204	967	182	1149	2205
Apprch %	7	93		64.2	35.8		84.2	15.8		
Total %	2.7	35.9	38.6	5.9	3.3	9.3	43.9	8.3	52.1	
Passenger Vehicles	55	678	733	129	71	200	888	175	1063	1996
% Passenger Vehicles	91.7	85.6	86	98.5	97.3	98	91.8	96.2	92.5	90.5
Large 2 Axle Vehicles	4	51	55	1	1	2	26	5	31	88
% Large 2 Axle Vehicles	6.7	6.4	6.5	0.8	1.4	1	2.7	2.7	2.7	4
3 Axle Vehicles	1	43	44	0	1	1	35	0	35	80
% 3 Axle Vehicles	1.7	5.4	5.2	0	1.4	0.5	3.6	0	3	3.6
4+ Axle Trucks	0	20	20	1	0	1	18	2	20	41
% 4+ Axle Trucks	0	2.5	2.3	0.8	0	0.5	1.9	1.1	1.7	1.9

	Ethanac Road Westbound			Encanto Drive Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	3	**120**	123	7	10	17	146	14	160	300
07:30 AM	9	109	118	15	8	23	**148**	17	165	**306**
07:45 AM	13	92	105	17	4	21	138	**39**	**177**	303
08:00 AM	**14**	110	**124**	**25**	**15**	**40**	89	33	122	286
Total Volume	39	431	470	64	37	101	521	103	624	1195
% App. Total	8.3	91.7		63.4	36.6		83.5	16.5		
PHF	.696	.898	.948	.640	.617	.631	.880	.660	.881	.976

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City of Menifee
N/S: Encanto Drive
E/W: Ethanac Road
Weather: Clear

File Name : 41_MEN_Enc_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:15 AM			07:45 AM			07:00 AM		
+0 mins.	3	**120**	123	17	4	21	146	8	154
+15 mins.	9	109	118	**25**	**15**	**40**	146	14	160
+30 mins.	13	92	105	21	6	27	**148**	17	165
+45 mins.	**14**	110	**124**	24	14	38	138	**39**	**177**
Total Volume	39	431	470	87	39	126	578	78	656
% App. Total	8.3	91.7		69	31		88.1	11.9	
PHF	.696	.898	.948	.870	.650	.788	.976	.500	.927

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City of Menifee
N/S: Encanto Drive
E/W: Ethanac Road
Weather: Clear

File Name : 41_MEN_Enc_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

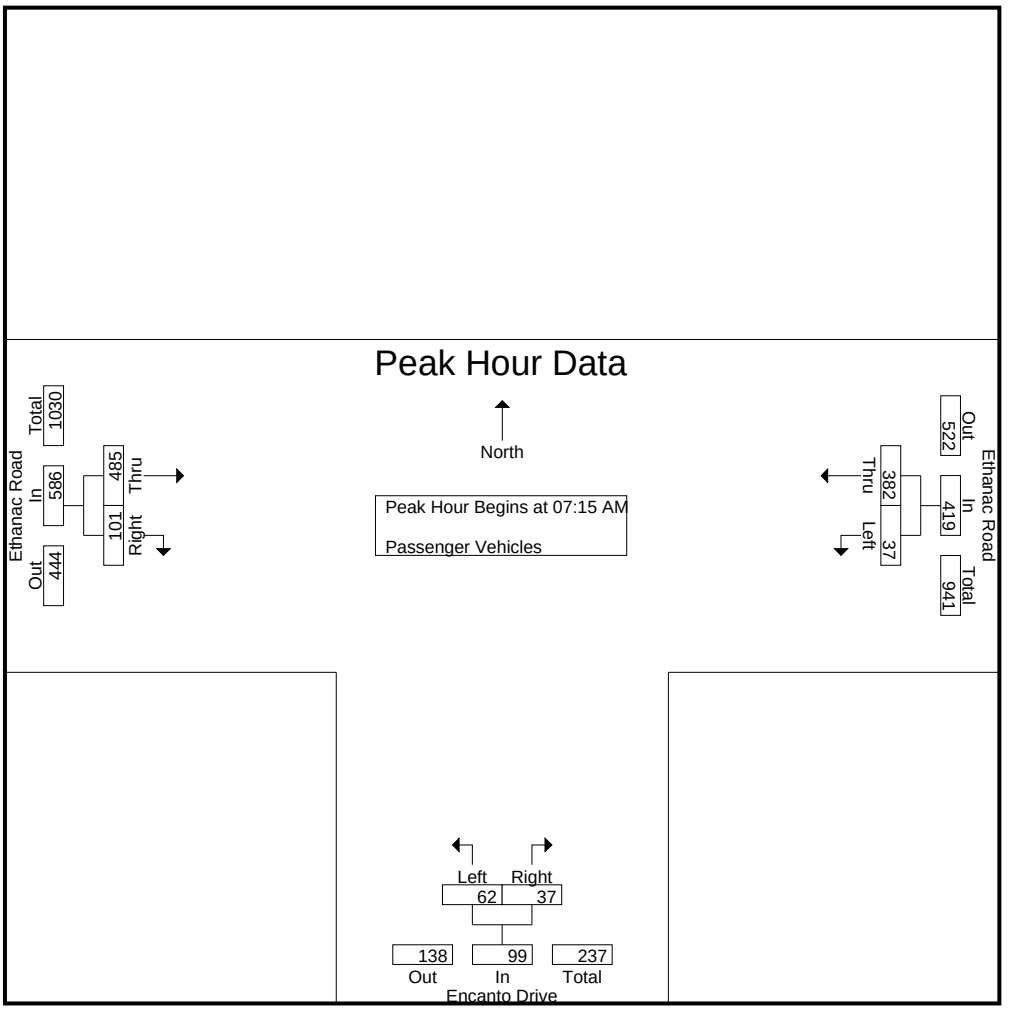
	Ethanac Road Westbound			Encanto Drive Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	4	75	79	9	8	17	132	7	139	235
07:15 AM	2	98	100	7	10	17	137	14	151	268
07:30 AM	9	98	107	15	8	23	137	17	154	284
07:45 AM	12	85	97	16	4	20	132	38	170	287
Total	27	356	383	47	30	77	538	76	614	1074
08:00 AM	14	101	115	24	15	39	79	32	111	265
08:15 AM	3	72	75	21	6	27	88	39	127	229
08:30 AM	5	80	85	24	13	37	84	16	100	222
08:45 AM	6	69	75	13	7	20	99	12	111	206
Total	28	322	350	82	41	123	350	99	449	922
Grand Total	55	678	733	129	71	200	888	175	1063	1996
Apprch %	7.5	92.5		64.5	35.5		83.5	16.5		
Total %	2.8	34	36.7	6.5	3.6	10	44.5	8.8	53.3	

	Ethanac Road Westbound			Encanto Drive Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	2	98	100	7	10	17	**137**	14	151	268
07:30 AM	9	98	107	15	8	23	137	17	154	284
07:45 AM	12	85	97	16	4	20	132	**38**	**170**	**287**
08:00 AM	**14**	**101**	**115**	**24**	**15**	**39**	79	32	111	265
Total Volume	37	382	419	62	37	99	485	101	586	1104
% App. Total	8.8	91.2		62.6	37.4		82.8	17.2		
PHF	.661	.946	.911	.646	.617	.635	.885	.664	.862	.962

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City of Menifee
N/S: Encanto Drive
E/W: Ethanac Road
Weather: Clear

File Name : 41_MEN_Enc_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	2	98	100	7	10	17	**137**	14	151
+15 mins.	9	98	107	15	8	23	137	17	154
+30 mins.	12	85	97	16	4	20	132	**38**	**170**
+45 mins.	**14**	**101**	**115**	**24**	**15**	**39**	79	32	111
Total Volume	37	382	419	62	37	99	485	101	586
% App. Total	8.8	91.2		62.6	37.4		82.8	17.2	
PHF	.661	.946	.911	.646	.617	.635	.885	.664	.862

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City of Menifee
N/S: Encanto Drive
E/W: Ethanac Road
Weather: Clear

File Name : 41_MEN_Enc_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

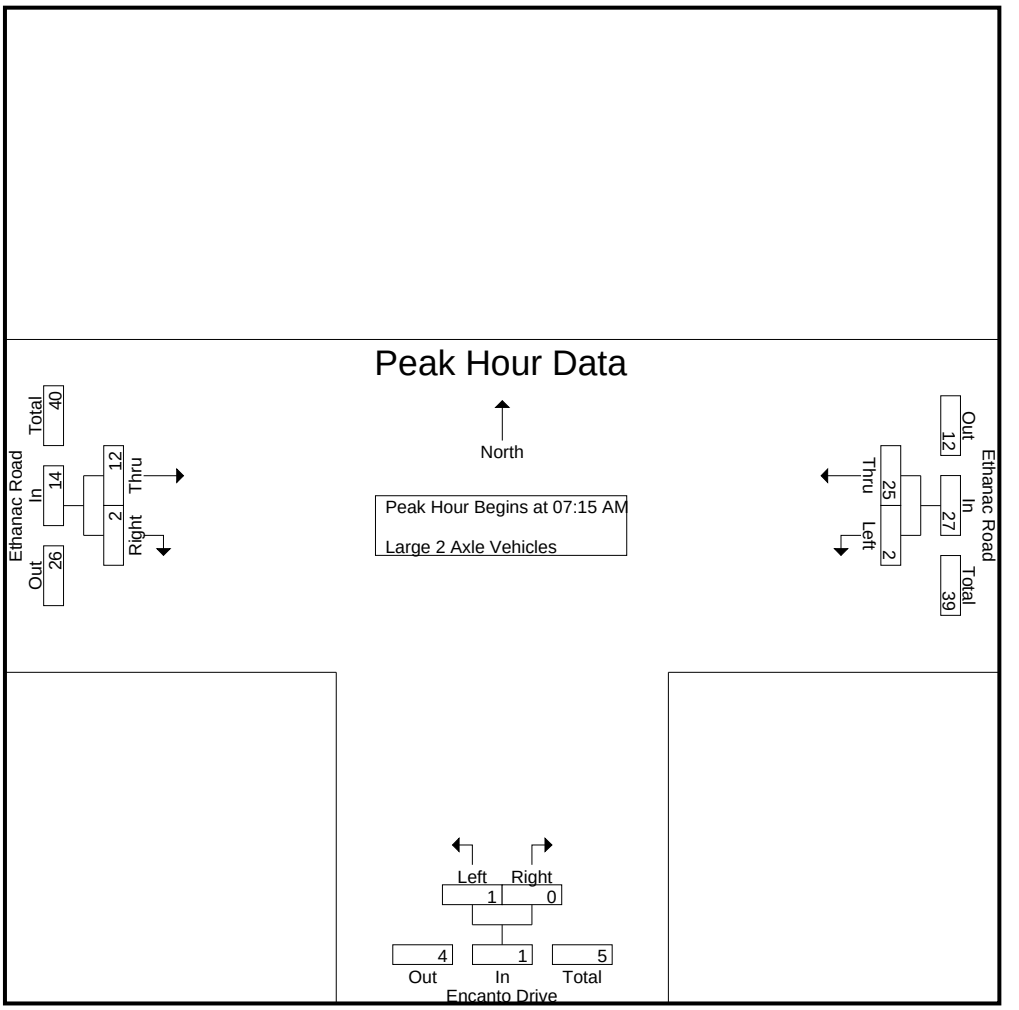
	Ethanac Road Westbound			Encanto Drive Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	12	12	0	0	0	7	0	7	19
07:15 AM	1	13	14	0	0	0	3	0	3	17
07:30 AM	0	6	6	0	0	0	5	0	5	11
07:45 AM	1	3	4	1	0	1	2	1	3	8
Total	2	34	36	1	0	1	17	1	18	55
08:00 AM	0	3	3	0	0	0	2	1	3	6
08:15 AM	1	4	5	0	0	0	3	1	4	9
08:30 AM	0	7	7	0	0	0	3	1	4	11
08:45 AM	1	3	4	0	1	1	1	1	2	7
Total	2	17	19	0	1	1	9	4	13	33
Grand Total	4	51	55	1	1	2	26	5	31	88
Apprch %	7.3	92.7		50	50		83.9	16.1		
Total %	4.5	58	62.5	1.1	1.1	2.3	29.5	5.7	35.2	

	Ethanac Road Westbound			Encanto Drive Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**1**	**13**	**14**	0	0	0	3	0	3	**17**
07:30 AM	0	6	6	0	0	0	**5**	0	**5**	11
07:45 AM	1	3	4	**1**	0	**1**	2	**1**	3	8
08:00 AM	0	3	3	0	0	0	2	1	3	6
Total Volume	2	25	27	1	0	1	12	2	14	42
% App. Total	7.4	92.6		100	0		85.7	14.3		
PHF	.500	.481	.482	.250	.000	.250	.600	.500	.700	.618

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City of Menifee
N/S: Encanto Drive
E/W: Ethanac Road
Weather: Clear

File Name : 41_MEN_Enc_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	**1**	**13**	**14**	0	0	0	3	0	3
+15 mins.	0	6	6	0	0	0	**5**	0	**5**
+30 mins.	1	3	4	**1**	0	**1**	2	**1**	3
+45 mins.	0	3	3	0	0	0	2	1	3
Total Volume	2	25	27	1	0	1	12	2	14
% App. Total	7.4	92.6		100	0		85.7	14.3	
PHF	.500	.481	.482	.250	.000	.250	.600	.500	.700

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City of Menifee
N/S: Encanto Drive
E/W: Ethanac Road
Weather: Clear

File Name : 41_MEN_Enc_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

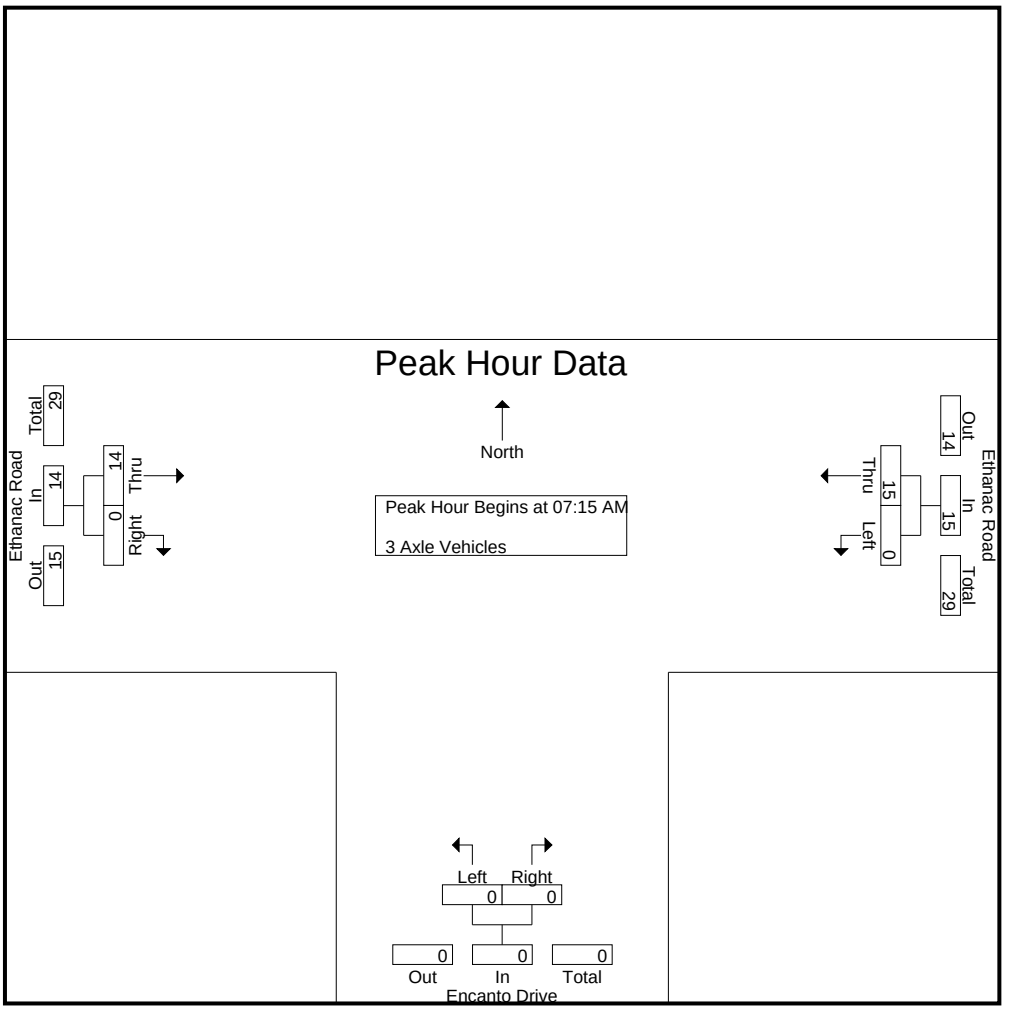
	Ethanac Road Westbound			Encanto Drive Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	8	9	0	0	0	6	0	6	15
07:15 AM	0	6	6	0	0	0	3	0	3	9
07:30 AM	0	4	4	0	0	0	3	0	3	7
07:45 AM	0	2	2	0	0	0	3	0	3	5
Total	1	20	21	0	0	0	15	0	15	36
08:00 AM	0	3	3	0	0	0	5	0	5	8
08:15 AM	0	7	7	0	0	0	6	0	6	13
08:30 AM	0	6	6	0	1	1	5	0	5	12
08:45 AM	0	7	7	0	0	0	4	0	4	11
Total	0	23	23	0	1	1	20	0	20	44
Grand Total	1	43	44	0	1	1	35	0	35	80
Apprch %	2.3	97.7		0	100		100	0		
Total %	1.2	53.8	55	0	1.2	1.2	43.8	0	43.8	

	Ethanac Road Westbound			Encanto Drive Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	**6**	**6**	0	0	0	3	0	3	**9**
07:30 AM	0	4	4	0	0	0	3	0	3	7
07:45 AM	0	2	2	0	0	0	3	0	3	5
08:00 AM	0	3	3	0	0	0	**5**	0	**5**	8
Total Volume	0	15	15	0	0	0	14	0	14	29
% App. Total	0	100		0	0		100	0		
PHF	.000	.625	.625	.000	.000	.000	.700	.000	.700	.806

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City of Menifee
N/S: Encanto Drive
E/W: Ethanac Road
Weather: Clear

File Name : 41_MEN_Enc_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	**6**	**6**	0	0	0	3	0	3
+15 mins.	0	4	4	0	0	0	3	0	3
+30 mins.	0	2	2	0	0	0	3	0	3
+45 mins.	0	3	3	0	0	0	**5**	0	**5**
Total Volume	0	15	15	0	0	0	14	0	14
% App. Total	0	100		0	0		100	0	
PHF	.000	.625	.625	.000	.000	.000	.700	.000	.700

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City of Menifee
N/S: Encanto Drive
E/W: Ethanac Road
Weather: Clear

File Name : 41_MEN_Enc_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

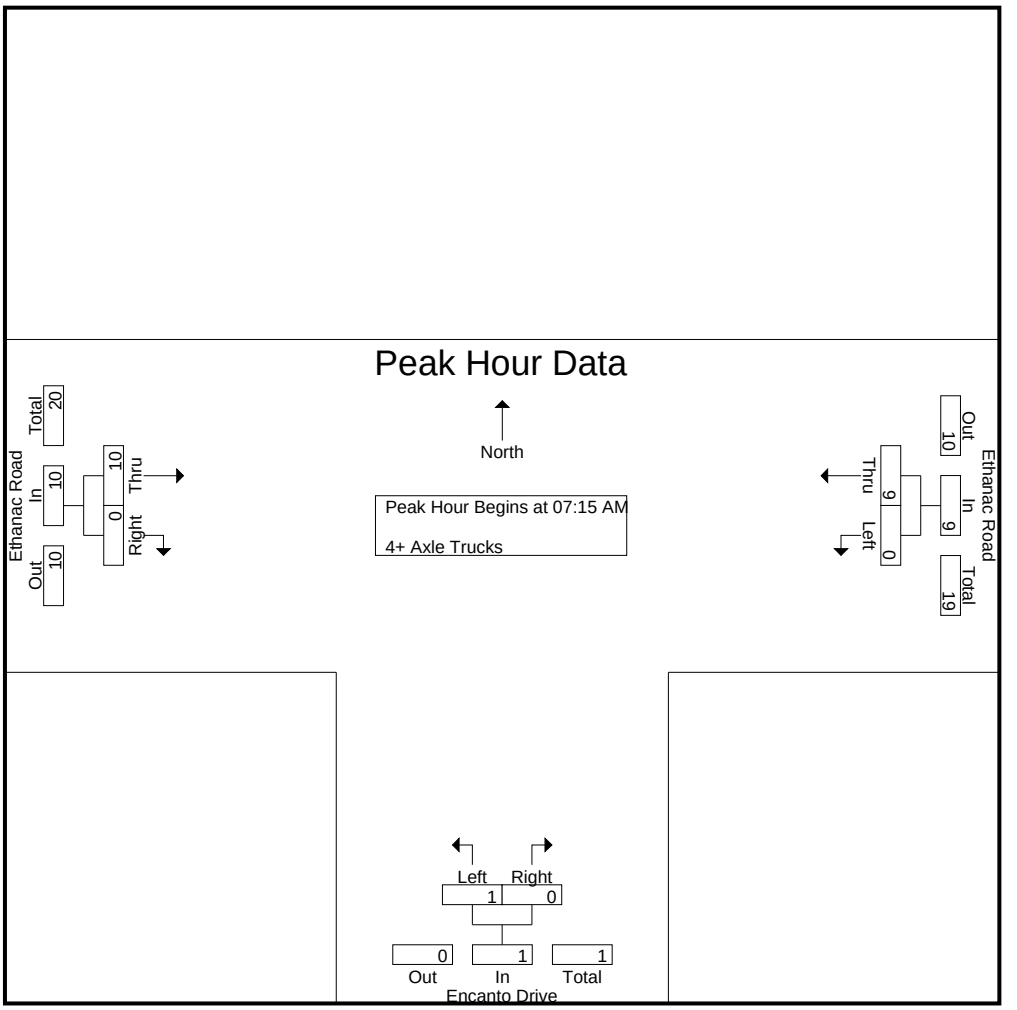
	Ethanac Road Westbound			Encanto Drive Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	0	0	0	1	1	2	4
07:15 AM	0	3	3	0	0	0	3	0	3	6
07:30 AM	0	1	1	0	0	0	3	0	3	4
07:45 AM	0	2	2	0	0	0	1	0	1	3
Total	0	8	8	0	0	0	8	1	9	17
08:00 AM	0	3	3	1	0	1	3	0	3	7
08:15 AM	0	5	5	0	0	0	2	1	3	8
08:30 AM	0	4	4	0	0	0	4	0	4	8
08:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	12	12	1	0	1	10	1	11	24
Grand Total	0	20	20	1	0	1	18	2	20	41
Apprch %	0	100		100	0		90	10		
Total %	0	48.8	48.8	2.4	0	2.4	43.9	4.9	48.8	

	Ethanac Road Westbound			Encanto Drive Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	**3**	**3**	0	0	0	**3**	0	**3**	6
07:30 AM	0	1	1	0	0	0	3	0	3	4
07:45 AM	0	2	2	0	0	0	1	0	1	3
08:00 AM	0	3	3	**1**	0	**1**	3	0	3	**7**
Total Volume	0	9	9	1	0	1	10	0	10	20
% App. Total	0	100		100	0		100	0		
PHF	.000	.750	.750	.250	.000	.250	.833	.000	.833	.714

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Weather: Clear

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	**3**	**3**	0	0	0	**3**	0	**3**
+15 mins.	0	1	1	0	0	0	3	0	3
+30 mins.	0	2	2	0	0	0	1	0	1
+45 mins.	0	3	3	**1**	0	**1**	3	0	3
Total Volume	0	9	9	1	0	1	10	0	10
% App. Total	0	100		100	0		100	0	
PHF	.000	.750	.750	.250	.000	.250	.833	.000	.833

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

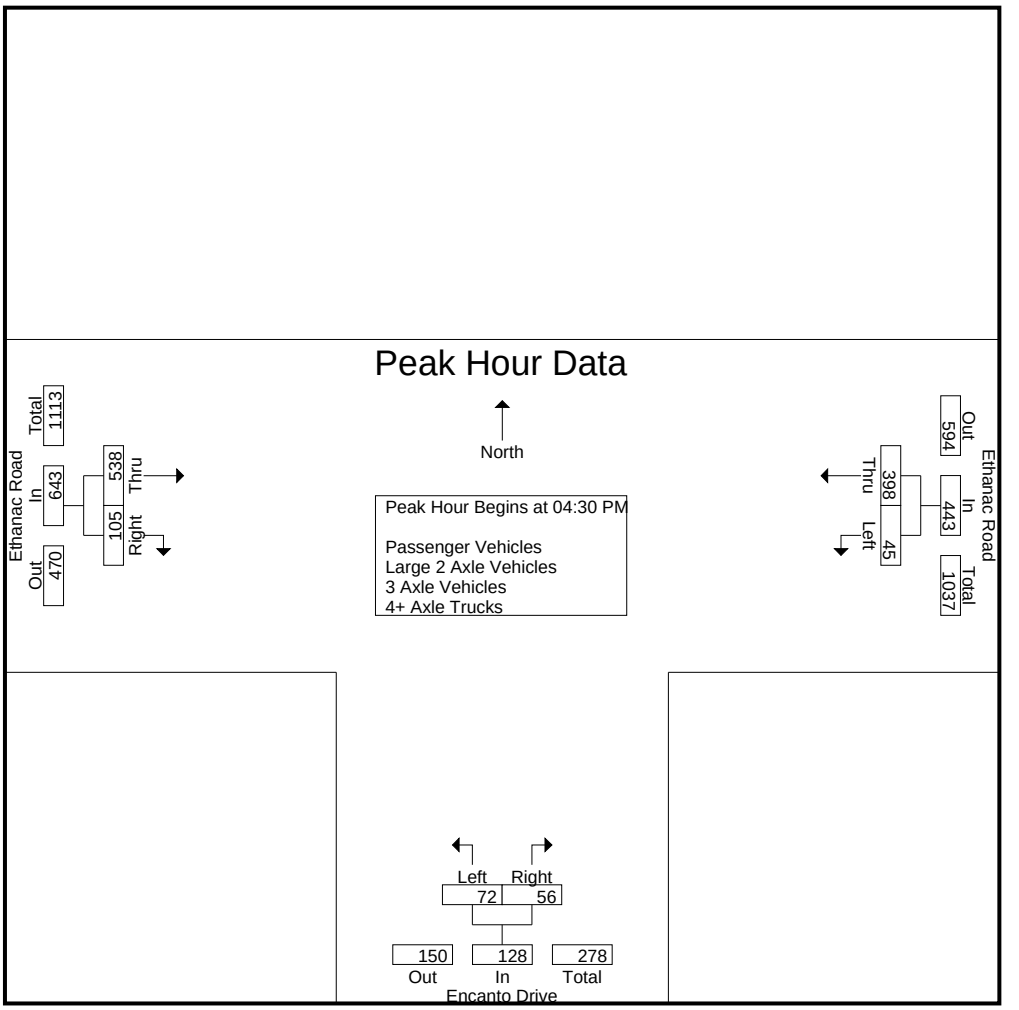
	Ethanac Road Westbound			Encanto Drive Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	6	121	127	17	11	28	132	23	155	310
04:15 PM	10	97	107	15	6	21	136	20	156	284
04:30 PM	10	108	118	18	22	40	131	25	156	314
04:45 PM	20	88	108	9	11	20	139	30	169	297
Total	46	414	460	59	50	109	538	98	636	1205
05:00 PM	7	104	111	24	13	37	134	23	157	305
05:15 PM	8	98	106	21	10	31	134	27	161	298
05:30 PM	8	88	96	16	10	26	128	21	149	271
05:45 PM	14	61	75	16	6	22	109	20	129	226
Total	37	351	388	77	39	116	505	91	596	1100
Grand Total	83	765	848	136	89	225	1043	189	1232	2305
Apprch %	9.8	90.2		60.4	39.6		84.7	15.3		
Total %	3.6	33.2	36.8	5.9	3.9	9.8	45.2	8.2	53.4	
Passenger Vehicles	82	741	823	134	89	223	994	188	1182	2228
% Passenger Vehicles	98.8	96.9	97.1	98.5	100	99.1	95.3	99.5	95.9	96.7
Large 2 Axle Vehicles	0	15	15	0	0	0	34	1	35	50
% Large 2 Axle Vehicles	0	2	1.8	0	0	0	3.3	0.5	2.8	2.2
3 Axle Vehicles	1	4	5	1	0	1	7	0	7	13
% 3 Axle Vehicles	1.2	0.5	0.6	0.7	0	0.4	0.7	0	0.6	0.6
4+ Axle Trucks	0	5	5	1	0	1	8	0	8	14
% 4+ Axle Trucks	0	0.7	0.6	0.7	0	0.4	0.8	0	0.6	0.6

	Ethanac Road Westbound			Encanto Drive Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	10	**108**	**118**	18	**22**	**40**	131	25	156	**314**
04:45 PM	**20**	88	108	9	11	20	**139**	**30**	**169**	297
05:00 PM	7	104	111	**24**	13	37	134	23	157	305
05:15 PM	8	98	106	21	10	31	134	27	161	298
Total Volume	45	398	443	72	56	128	538	105	643	1214
% App. Total	10.2	89.8		56.2	43.8		83.7	16.3		
PHF	.563	.921	.939	.750	.636	.800	.968	.875	.951	.967

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

	04:00 PM			04:30 PM			04:30 PM		
+0 mins.	6	**121**	**127**	18	**22**	**40**	131	25	156
+15 mins.	10	97	107	9	11	20	**139**	**30**	**169**
+30 mins.	10	108	118	**24**	13	37	134	23	157
+45 mins.	**20**	88	108	21	10	31	134	27	161
Total Volume	46	414	460	72	56	128	538	105	643
% App. Total	10	90		56.2	43.8		83.7	16.3	
PHF	.575	.855	.906	.750	.636	.800	.968	.875	.951

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Groups Printed- Passenger Vehicles

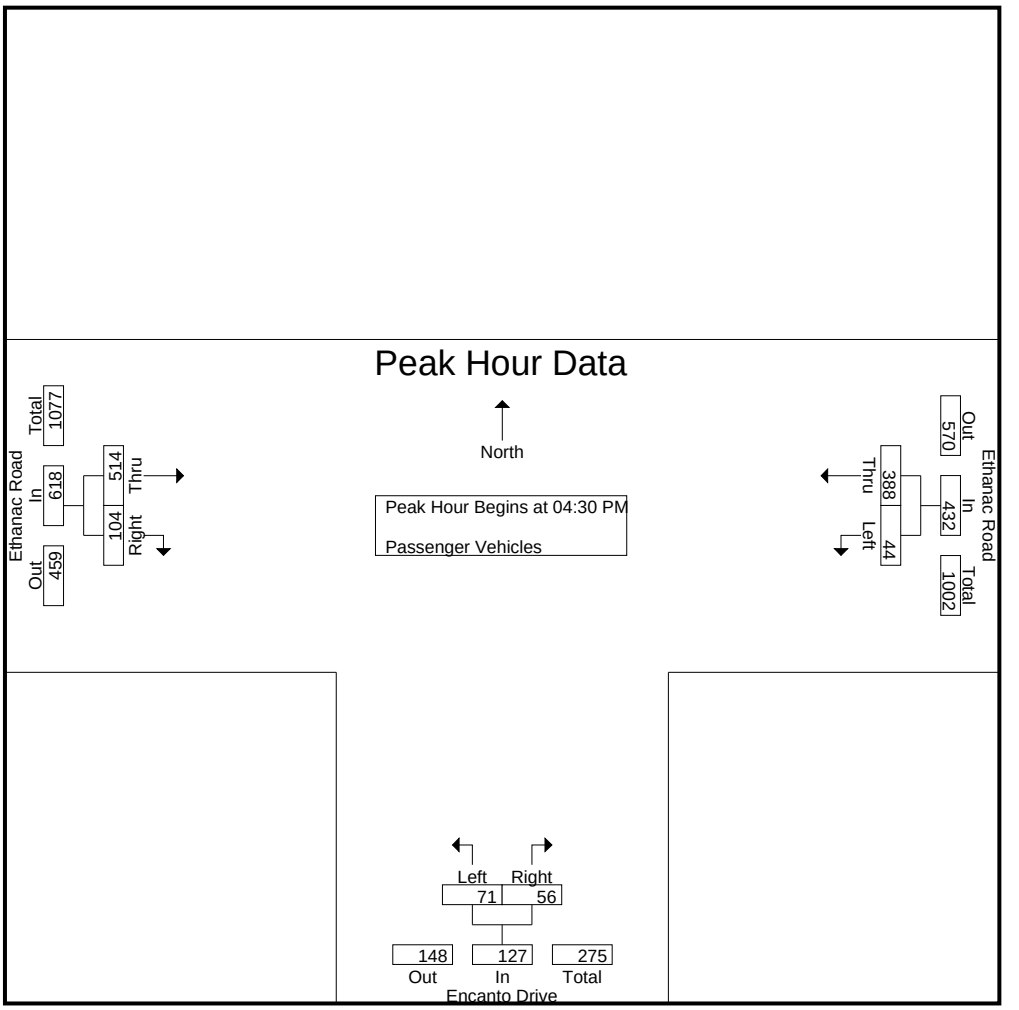
	Ethanac Road Westbound			Encanto Drive Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	6	115	121	17	11	28	121	23	144	293
04:15 PM	10	92	102	14	6	20	130	20	150	272
04:30 PM	10	104	114	18	22	40	129	25	154	308
04:45 PM	20	85	105	9	11	20	131	30	161	286
Total	46	396	442	58	50	108	511	98	609	1159
05:00 PM	6	102	108	24	13	37	129	23	152	297
05:15 PM	8	97	105	20	10	30	125	26	151	286
05:30 PM	8	87	95	16	10	26	124	21	145	266
05:45 PM	14	59	73	16	6	22	105	20	125	220
Total	36	345	381	76	39	115	483	90	573	1069
Grand Total	82	741	823	134	89	223	994	188	1182	2228
Apprch %	10	90		60.1	39.9		84.1	15.9		
Total %	3.7	33.3	36.9	6	4	10	44.6	8.4	53.1	

	Ethanac Road Westbound			Encanto Drive Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	10	**104**	**114**	18	**22**	**40**	129	25	154	**308**
04:45 PM	**20**	85	105	9	11	20	**131**	**30**	**161**	286
05:00 PM	6	102	108	**24**	13	37	129	23	152	297
05:15 PM	8	97	105	20	10	30	125	26	151	286
Total Volume	44	388	432	71	56	127	514	104	618	1177
% App. Total	10.2	89.8		55.9	44.1		83.2	16.8		
PHF	.550	.933	.947	.740	.636	.794	.981	.867	.960	.955

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	10	**104**	**114**	18	**22**	**40**	129	25	154
+15 mins.	**20**	85	105	9	11	20	**131**	**30**	**161**
+30 mins.	6	102	108	**24**	13	37	129	23	152
+45 mins.	8	97	105	20	10	30	125	26	151
Total Volume	44	388	432	71	56	127	514	104	618
% App. Total	10.2	89.8		55.9	44.1		83.2	16.8	
PHF	.550	.933	.947	.740	.636	.794	.981	.867	.960

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Groups Printed- Large 2 Axle Vehicles

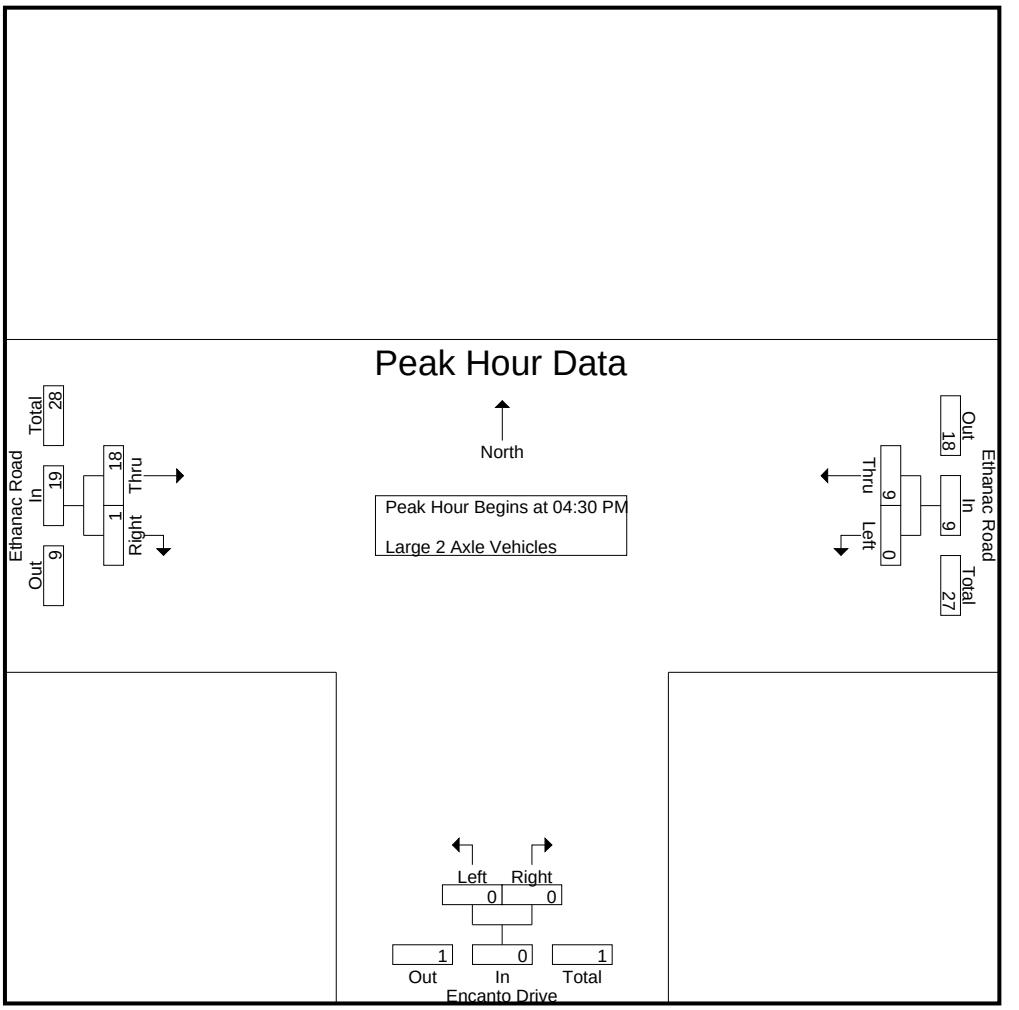
	Ethanac Road Westbound			Encanto Drive Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	4	0	0	0	5	0	5	9
04:15 PM	0	0	0	0	0	0	4	0	4	4
04:30 PM	0	3	3	0	0	0	1	0	1	4
04:45 PM	0	3	3	0	0	0	7	0	7	10
Total	0	10	10	0	0	0	17	0	17	27
05:00 PM	0	2	2	0	0	0	5	0	5	7
05:15 PM	0	1	1	0	0	0	5	1	6	7
05:30 PM	0	0	0	0	0	0	3	0	3	3
05:45 PM	0	2	2	0	0	0	4	0	4	6
Total	0	5	5	0	0	0	17	1	18	23
Grand Total	0	15	15	0	0	0	34	1	35	50
Apprch %	0	100		0	0		97.1	2.9		
Total %	0	30	30	0	0	0	68	2	70	

	Ethanac Road Westbound			Encanto Drive Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	**3**	**3**	0	0	0	1	0	1	4
04:45 PM	0	3	3	0	0	0	**7**	0	**7**	**10**
05:00 PM	0	2	2	0	0	0	5	0	5	7
05:15 PM	0	1	1	0	0	0	5	**1**	6	7
Total Volume	0	9	9	0	0	0	18	1	19	28
% App. Total	0	100		0	0		94.7	5.3		
PHF	.000	.750	.750	.000	.000	.000	.643	.250	.679	.700

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	**3**	**3**	0	0	0	1	0	1
+15 mins.	0	3	3	0	0	0	**7**	0	**7**
+30 mins.	0	2	2	0	0	0	5	0	5
+45 mins.	0	1	1	0	0	0	5	**1**	6
Total Volume	0	9	9	0	0	0	18	1	19
% App. Total	0	100		0	0		94.7	5.3	
PHF	.000	.750	.750	.000	.000	.000	.643	.250	.679

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Groups Printed- 3 Axle Vehicles

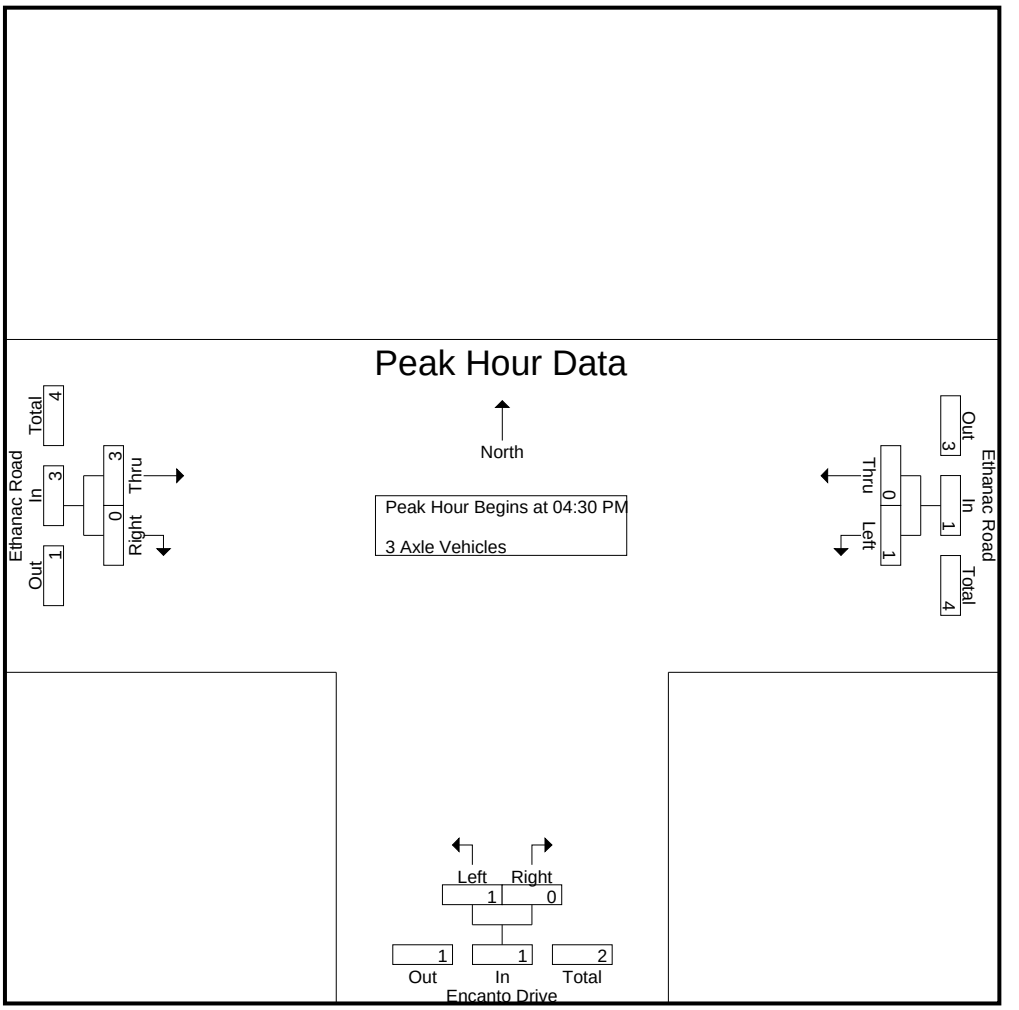
	Ethanac Road Westbound			Encanto Drive Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	0	2	2
04:15 PM	0	4	4	0	0	0	2	0	2	6
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	4	4	0	0	0	5	0	5	9
05:00 PM	1	0	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	1	0	1	2	0	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	1	0	1	2	0	2	4
Grand Total	1	4	5	1	0	1	7	0	7	13
Apprch %	20	80		100	0		100	0		
Total %	7.7	30.8	38.5	7.7	0	7.7	53.8	0	53.8	

	Ethanac Road Westbound			Encanto Drive Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	**1**	0	**1**	0	0	0	0	0	0	1
05:15 PM	0	0	0	**1**	0	**1**	**2**	0	**2**	**3**
Total Volume	1	0	1	1	0	1	3	0	3	5
% App. Total	100	0		100	0		100	0		
PHF	.250	.000	.250	.250	.000	.250	.375	.000	.375	.417

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	**1**	0	**1**	0	0	0	0	0	0
+45 mins.	0	0	0	**1**	0	**1**	**2**	0	**2**
Total Volume	1	0	1	1	0	1	3	0	3
% App. Total	100	0		100	0		100	0	
PHF	.250	.000	.250	.250	.000	.250	.375	.000	.375

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Groups Printed- 4+ Axle Trucks

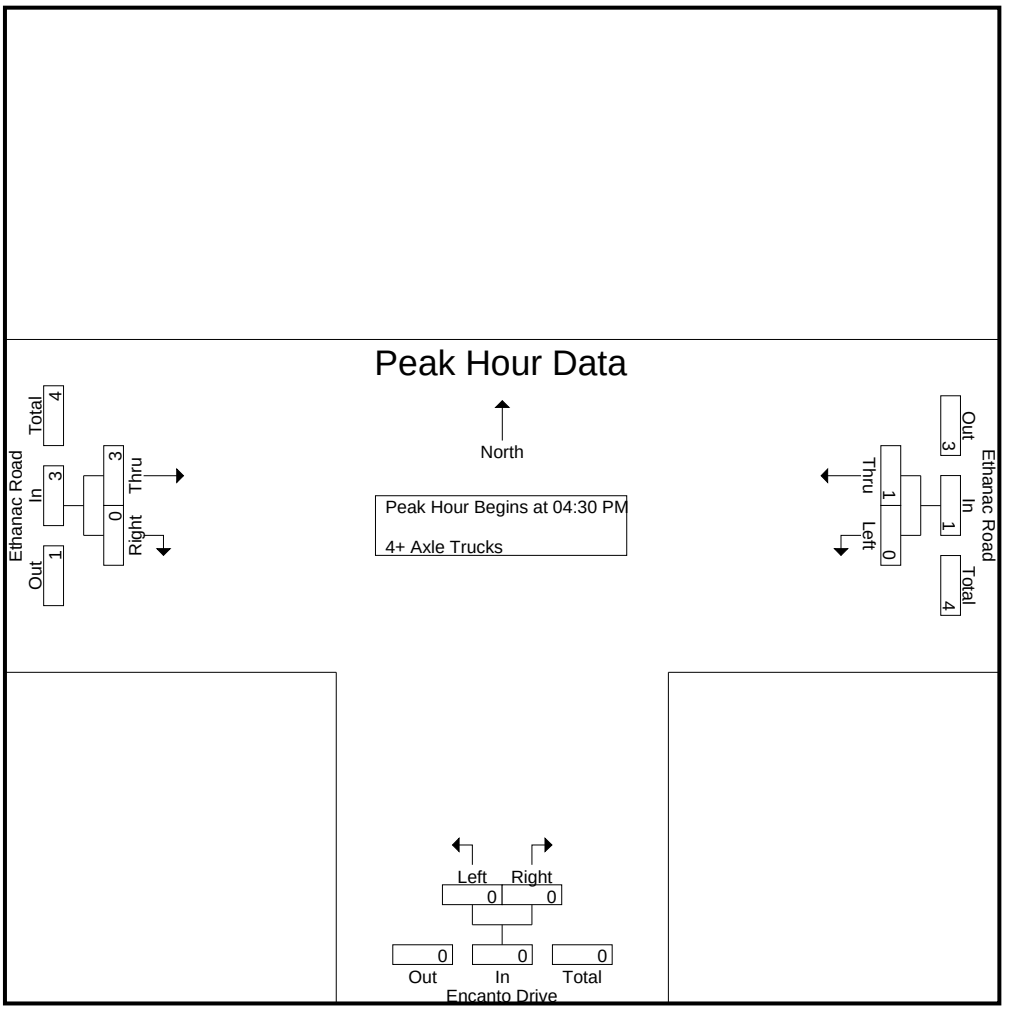
	Ethanac Road Westbound			Encanto Drive Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	2	0	0	0	4	0	4	6
04:15 PM	0	1	1	1	0	1	0	0	0	2
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	4	4	1	0	1	5	0	5	10
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	2	0	2	2
05:30 PM	0	1	1	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	3	0	3	4
Grand Total	0	5	5	1	0	1	8	0	8	14
Apprch %	0	100		100	0		100	0		
Total %	0	35.7	35.7	7.1	0	7.1	57.1	0	57.1	

	Ethanac Road Westbound			Encanto Drive Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	**1**	**1**	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	**2**	0	**2**	**2**
Total Volume	0	1	1	0	0	0	3	0	3	4
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.375	.000	.375	.500

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	**1**	**1**	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	**2**	0	**2**
Total Volume	0	1	1	0	0	0	3	0	3
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.375	.000	.375

Location: Menifee
N/S: Encanto Drive
E/W: Ethanac Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Dead End	East Leg Ethanac Road	South Leg Encanto Drive	West Leg Ethanac Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

	North Leg Dead End	East Leg Ethanac Road	South Leg Encanto Drive	West Leg Ethanac Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Menifee
N/S: Encanto Drive
E/W: Ethanac Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Dead End			Westbound Ethanac Road			Northbound Encanto Drive			Eastbound Ethanac Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Dead End			Westbound Ethanac Road			Northbound Encanto Drive			Eastbound Ethanac Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	4	0	0	0	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	4	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	4	4	0	0	0	0	0	0	0	8

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City of Menifee
N/S: Sherman Road
E/W: Ethanac Road
Weather: Clear

File Name : 42_MEN_Sher_Ethanac AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

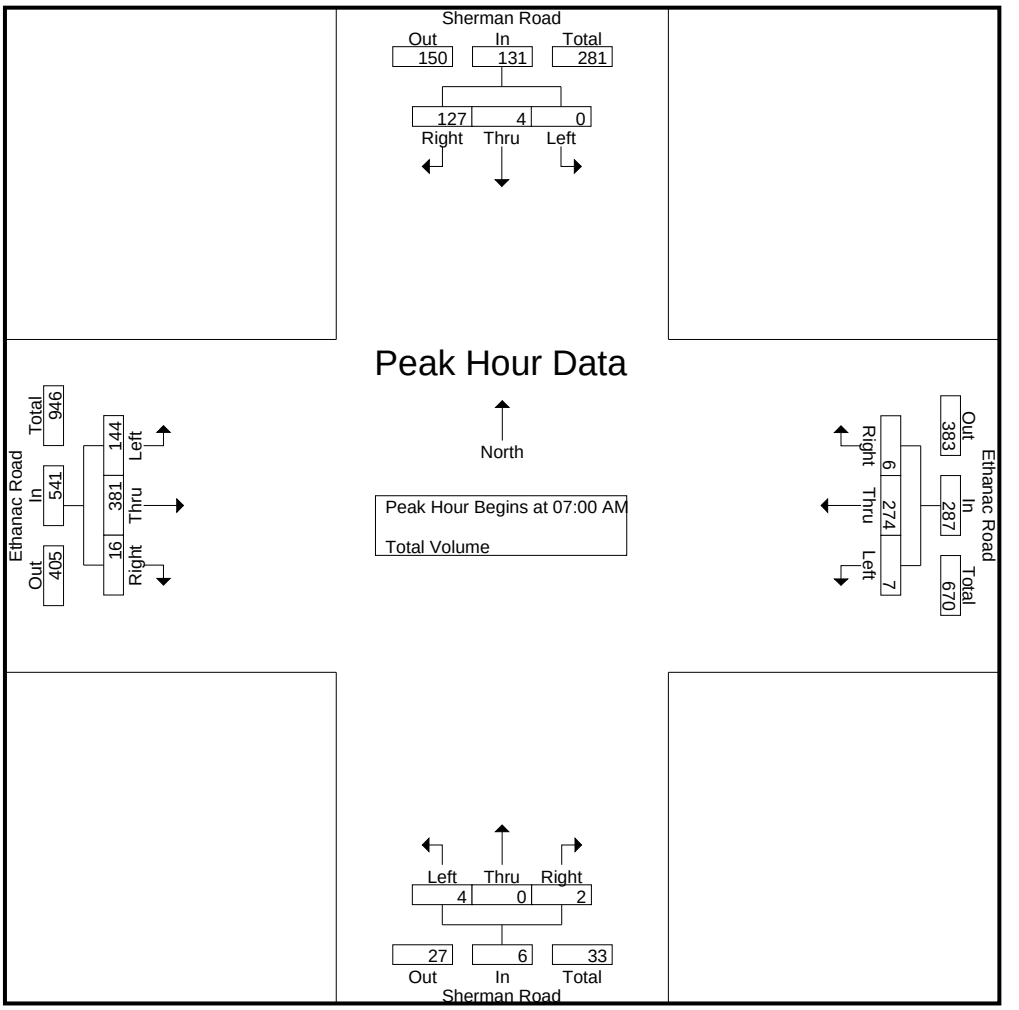
	Sherman Road Southbound				Ethanac Road Westbound				Sherman Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	21	22	2	61	2	65	1	0	0	1	34	95	2	131	219
07:15 AM	0	1	32	33	1	75	1	77	0	0	1	1	48	90	2	140	251
07:30 AM	0	0	30	30	2	81	1	84	1	0	1	2	37	102	3	142	258
07:45 AM	0	2	44	46	2	57	2	61	2	0	0	2	25	94	9	128	237
Total	0	4	127	131	7	274	6	287	4	0	2	6	144	381	16	541	965
08:00 AM	1	3	40	44	0	60	2	62	2	0	0	2	40	41	4	85	193
08:15 AM	1	1	32	34	1	38	2	41	1	1	0	2	37	44	3	84	161
08:30 AM	0	0	26	26	0	47	0	47	3	1	0	4	47	41	0	88	165
08:45 AM	1	1	18	20	0	48	0	48	2	2	0	4	46	49	6	101	173
Total	3	5	116	124	1	193	4	198	8	4	0	12	170	175	13	358	692
Grand Total	3	9	243	255	8	467	10	485	12	4	2	18	314	556	29	899	1657
Apprch %	1.2	3.5	95.3		1.6	96.3	2.1		66.7	22.2	11.1		34.9	61.8	3.2		
Total %	0.2	0.5	14.7	15.4	0.5	28.2	0.6	29.3	0.7	0.2	0.1	1.1	18.9	33.6	1.8	54.3	

	Sherman Road Southbound				Ethanac Road Westbound				Sherman Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	21	22	**2**	61	**2**	65	1	0	0	1	34	95	2	131	219
07:15 AM	0	1	32	33	1	75	1	77	0	0	**1**	1	**48**	90	2	140	251
07:30 AM	0	0	30	30	2	**81**	1	**84**	1	0	1	**2**	37	**102**	3	**142**	**258**
07:45 AM	0	**2**	**44**	**46**	2	57	2	61	**2**	0	0	2	25	94	**9**	128	237
Total Volume	0	4	127	131	7	274	6	287	4	0	2	6	144	381	16	541	965
% App. Total	0	3.1	96.9		2.4	95.5	2.1		66.7	0	33.3		26.6	70.4	3		
PHF	.000	.500	.722	.712	.875	.846	.750	.854	.500	.000	.500	.750	.750	.934	.444	.952	.935

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City of Menifee
N/S: Sherman Road
E/W: Ethanac Road
Weather: Clear

File Name : 42_MEN_Sher_Ethanac AM
Site Code : 00322418
Start Date : 5/25/2022



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

	07:30 AM				07:00 AM				08:00 AM				07:00 AM			
+0 mins.	0	0	30	30	**2**	61	**2**	65	2	0	0	2	34	95	2	131
+15 mins.	0	2	**44**	**46**	1	75	1	77	1	1	0	2	**48**	90	2	140
+30 mins.	**1**	**3**	40	44	2	**81**	1	**84**	**3**	1	0	**4**	37	**102**	3	**142**
+45 mins.	1	1	32	34	2	57	2	61	2	**2**	0	4	25	94	**9**	128
Total Volume	2	6	146	154	7	274	6	287	8	4	0	12	144	381	16	541
% App. Total	1.3	3.9	94.8		2.4	95.5	2.1		66.7	33.3	0		26.6	70.4	3	
PHF	.500	.500	.830	.837	.875	.846	.750	.854	.667	.500	.000	.750	.750	.934	.444	.952

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City of Menifee
N/S: Sherman Road
E/W: Ethanac Road
Weather: Clear

File Name : 42_MEN_Sher_Ethanac PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

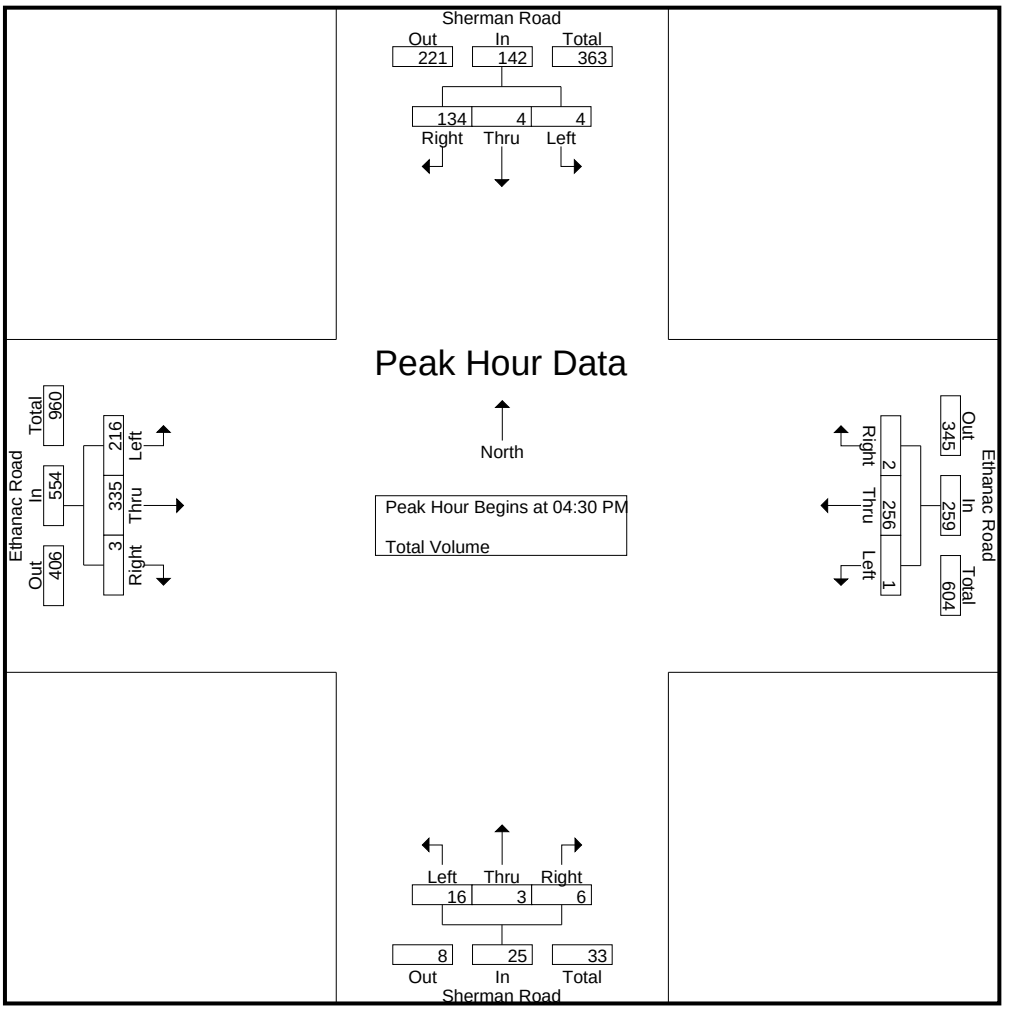
	Sherman Road Southbound				Ethanac Road Westbound				Sherman Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	36	36	0	66	1	67	9	0	1	10	54	68	2	124	237
04:15 PM	1	0	39	40	0	54	0	54	3	4	0	7	50	76	1	127	228
04:30 PM	2	1	32	35	0	72	0	72	3	0	1	4	59	87	1	147	258
04:45 PM	2	0	33	35	0	58	0	58	5	0	2	7	53	88	0	141	241
Total	5	1	140	146	0	250	1	251	20	4	4	28	216	319	4	539	964
05:00 PM	0	1	39	40	1	64	2	67	5	2	2	9	51	83	1	135	251
05:15 PM	0	2	30	32	0	62	0	62	3	1	1	5	53	77	1	131	230
05:30 PM	1	1	22	24	1	67	0	68	2	2	2	6	56	75	3	134	232
05:45 PM	0	1	30	31	1	35	2	38	1	1	0	2	37	70	1	108	179
Total	1	5	121	127	3	228	4	235	11	6	5	22	197	305	6	508	892
Grand Total	6	6	261	273	3	478	5	486	31	10	9	50	413	624	10	1047	1856
Apprch %	2.2	2.2	95.6		0.6	98.4	1		62	20	18		39.4	59.6	1		
Total %	0.3	0.3	14.1	14.7	0.2	25.8	0.3	26.2	1.7	0.5	0.5	2.7	22.3	33.6	0.5	56.4	

	Sherman Road Southbound				Ethanac Road Westbound				Sherman Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**2**	1	32	35	0	**72**	0	**72**	3	0	1	4	**59**	87	**1**	**147**	**258**
04:45 PM	2	0	33	35	0	58	0	58	**5**	0	**2**	7	53	**88**	0	141	241
05:00 PM	0	1	**39**	**40**	**1**	64	**2**	67	5	**2**	2	**9**	51	83	1	135	251
05:15 PM	0	**2**	30	32	0	62	0	62	3	1	1	5	53	77	1	131	230
Total Volume	4	4	134	142	1	256	2	259	16	3	6	25	216	335	3	554	980
% App. Total	2.8	2.8	94.4		0.4	98.8	0.8		64	12	24		39	60.5	0.5		
PHF	.500	.500	.859	.888	.250	.889	.250	.899	.800	.375	.750	.694	.915	.952	.750	.942	.950

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City of Menifee
N/S: Sherman Road
E/W: Ethanac Road
Weather: Clear

File Name : 42_MEN_Sher_Ethanac PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:15 PM				04:30 PM				04:00 PM				04:30 PM			
+0 mins.	1	0	**39**	**40**	0	**72**	0	**72**	**9**	0	1	**10**	**59**	87	**1**	**147**
+15 mins.	**2**	**1**	32	35	0	58	0	58	3	**4**	0	7	53	**88**	0	141
+30 mins.	2	0	33	35	**1**	64	**2**	67	3	0	1	4	51	83	1	135
+45 mins.	0	1	39	40	0	62	0	62	5	0	**2**	7	53	77	1	131
Total Volume	5	2	143	150	1	256	2	259	20	4	4	28	216	335	3	554
% App. Total	3.3	1.3	95.3		0.4	98.8	0.8		71.4	14.3	14.3		39	60.5	0.5	
PHF	.625	.500	.917	.938	.250	.889	.250	.899	.556	.250	.500	.700	.915	.952	.750	.942

Location: Menifee
N/S: Sherman Road
E/W: Ethanac Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Sherman Road Pedestrians	East Leg Ethanac Road Pedestrians	South Leg Sherman Road Pedestrians	West Leg Ethanac Road Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Sherman Road Pedestrians	East Leg Ethanac Road Pedestrians	South Leg Sherman Road Pedestrians	West Leg Ethanac Road Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	2	0	2
4:45 PM	0	0	0	0	0
5:00 PM	0	0	2	0	2
5:15 PM	0	0	0	0	0
5:30 PM	0	0	2	0	2
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	6	0	6

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Location: Menifee
N/S: Sherman Road
E/W: Ethanac Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Sherman Road			Westbound Ethanac Road			Northbound Sherman Road			Eastbound Ethanac Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Sherman Road			Westbound Ethanac Road			Northbound Sherman Road			Eastbound Ethanac Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	4	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	4	0	0	0	0	0	0	0	0	0	5

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City of Menifee
N/S: Jackson Avenue
E/W: Ethanac Road
Weather: Clear

File Name : 43_MEN_Jack_Ethanac AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

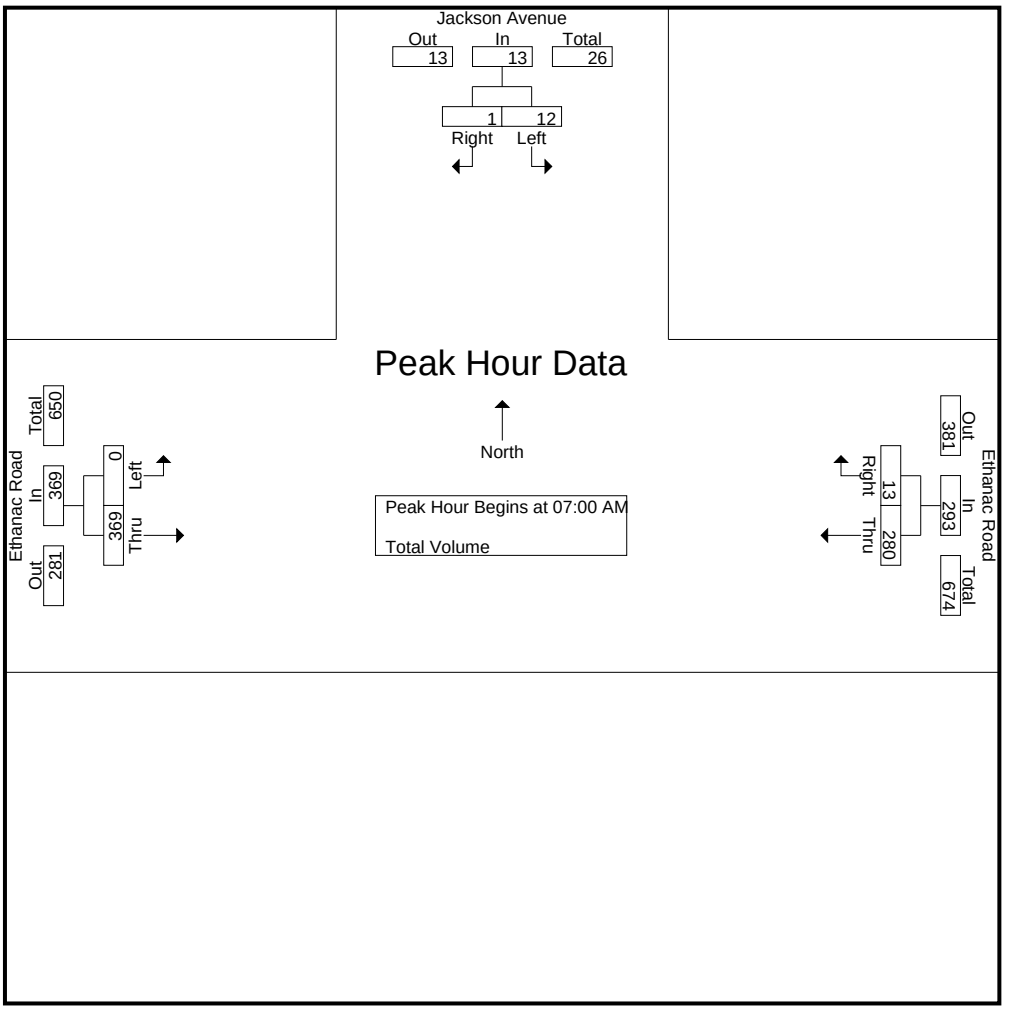
	Jackson Avenue Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	4	0	4	63	0	63	0	89	89	156
07:15 AM	3	0	3	72	4	76	0	95	95	174
07:30 AM	4	1	5	80	5	85	0	96	96	186
07:45 AM	1	0	1	65	4	69	0	89	89	159
Total	12	1	13	280	13	293	0	369	369	675
08:00 AM	2	0	2	57	0	57	0	45	45	104
08:15 AM	2	2	4	38	1	39	1	42	43	86
08:30 AM	2	0	2	41	5	46	0	44	44	92
08:45 AM	3	0	3	44	1	45	0	42	42	90
Total	9	2	11	180	7	187	1	173	174	372
Grand Total	21	3	24	460	20	480	1	542	543	1047
Apprch %	87.5	12.5		95.8	4.2		0.2	99.8		
Total %	2	0.3	2.3	43.9	1.9	45.8	0.1	51.8	51.9	

	Jackson Avenue Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**4**	0	4	63	0	63	0	89	89	156
07:15 AM	3	0	3	72	4	76	0	95	95	174
07:30 AM	4	**1**	**5**	**80**	**5**	**85**	0	**96**	**96**	**186**
07:45 AM	1	0	1	65	4	69	0	89	89	159
Total Volume	12	1	13	280	13	293	0	369	369	675
% App. Total	92.3	7.7		95.6	4.4		0	100		
PHF	.750	.250	.650	.875	.650	.862	.000	.961	.961	.907

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City of Menifee
N/S: Jackson Avenue
E/W: Ethanac Road
Weather: Clear

File Name : 43_MEN_Jack_Ethanac AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**4**	0	4	63	0	63	0	89	89
+15 mins.	3	0	3	72	4	76	0	95	95
+30 mins.	4	**1**	**5**	**80**	**5**	**85**	0	**96**	**96**
+45 mins.	1	0	1	65	4	69	0	89	89
Total Volume	12	1	13	280	13	293	0	369	369
% App. Total	92.3	7.7		95.6	4.4		0	100	
PHF	.750	.250	.650	.875	.650	.862	.000	.961	.961

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City of Menifee
N/S: Jackson Avenue
E/W: Ethanac Road
Weather: Clear

File Name : 43_MEN_Jack_Ethanac PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

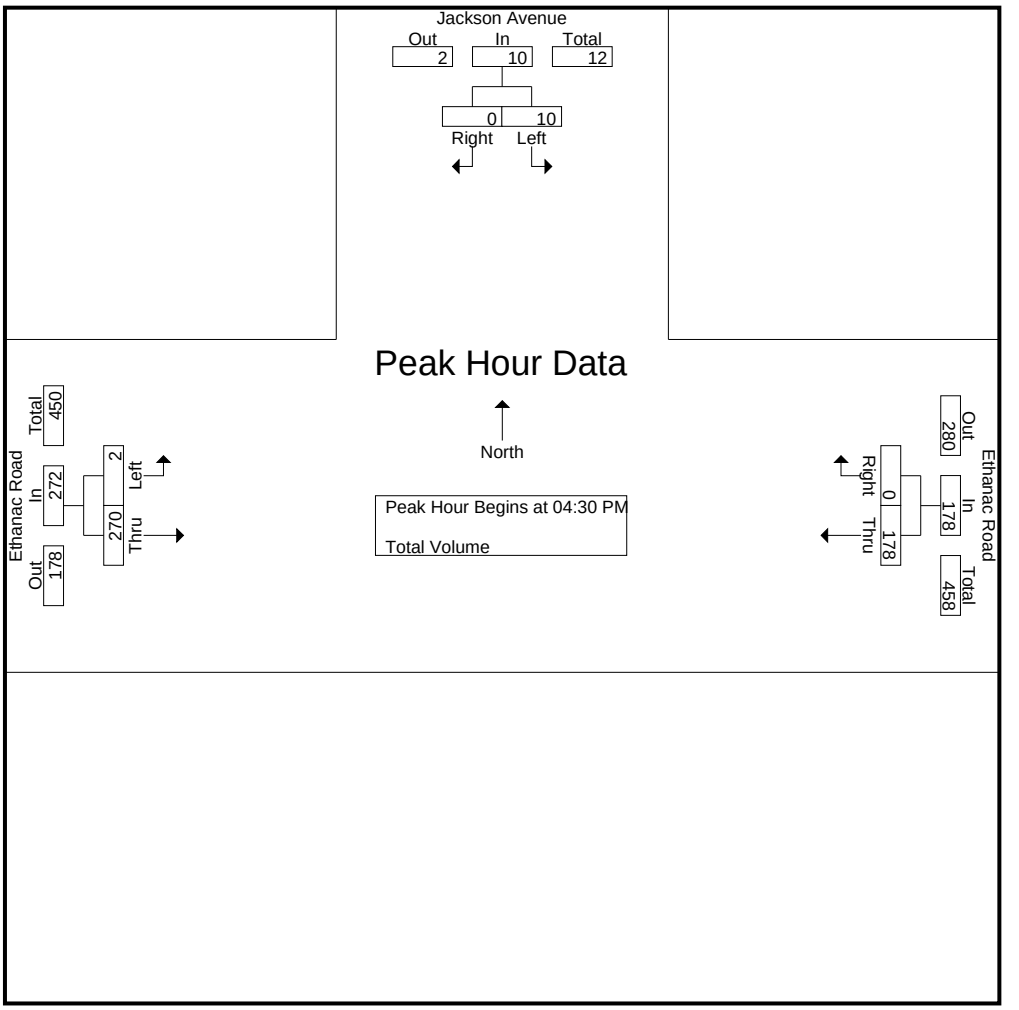
	Jackson Avenue Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	49	0	49	0	60	60	109
04:15 PM	1	0	1	37	0	37	0	62	62	100
04:30 PM	2	0	2	51	0	51	1	64	65	118
04:45 PM	2	0	2	44	0	44	1	69	70	116
Total	5	0	5	181	0	181	2	255	257	443
05:00 PM	4	0	4	34	0	34	0	68	68	106
05:15 PM	2	0	2	49	0	49	0	69	69	120
05:30 PM	4	0	4	47	0	47	0	53	53	104
05:45 PM	4	0	4	21	0	21	0	46	46	71
Total	14	0	14	151	0	151	0	236	236	401
Grand Total	19	0	19	332	0	332	2	491	493	844
Apprch %	100	0		100	0		0.4	99.6		
Total %	2.3	0	2.3	39.3	0	39.3	0.2	58.2	58.4	

	Jackson Avenue Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	2	0	2	**51**	0	**51**	**1**	64	65	118
04:45 PM	2	0	2	44	0	44	1	**69**	**70**	116
05:00 PM	**4**	0	**4**	34	0	34	0	68	68	106
05:15 PM	2	0	2	49	0	49	0	69	69	**120**
Total Volume	10	0	10	178	0	178	2	270	272	460
% App. Total	100	0		100	0		0.7	99.3		
PHF	.625	.000	.625	.873	.000	.873	.500	.978	.971	.958

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City of Menifee
N/S: Jackson Avenue
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Weather: Clear

File Name : 43_MEN_Jack_Ethanac PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	05:00 PM			04:00 PM			04:30 PM		
+0 mins.	**4**	0	**4**	49	0	49	**1**	64	65
+15 mins.	2	0	2	37	0	37	1	**69**	**70**
+30 mins.	4	0	4	**51**	0	**51**	0	68	68
+45 mins.	4	0	4	44	0	44	0	69	69
Total Volume	14	0	14	181	0	181	2	270	272
% App. Total	100	0		100	0		0.7	99.3	
PHF	.875	.000	.875	.887	.000	.887	.500	.978	.971

Location: Menifee
N/S: Jackson Avenue
E/W: Ethanac Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Jackson Avenue	East Leg Ethanac Road	South Leg Dead End	West Leg Ethanac Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Jackson Avenue	East Leg Ethanac Road	South Leg Dead End	West Leg Ethanac Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	2	0	0	2
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	0	3	0	0	3

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Location: Menifee
N/S: Jackson Avenue
E/W: Ethanac Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Jackson Avenue			Westbound Ethanac Road			Northbound Dead End			Eastbound Ethanac Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Jackson Avenue			Westbound Ethanac Road			Northbound Dead End			Eastbound Ethanac Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Menifee
N/S: Antelope Road
E/W: Ethanac Road/Matthews Road
Weather: Clear

File Name : 44_MEN_Ant_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

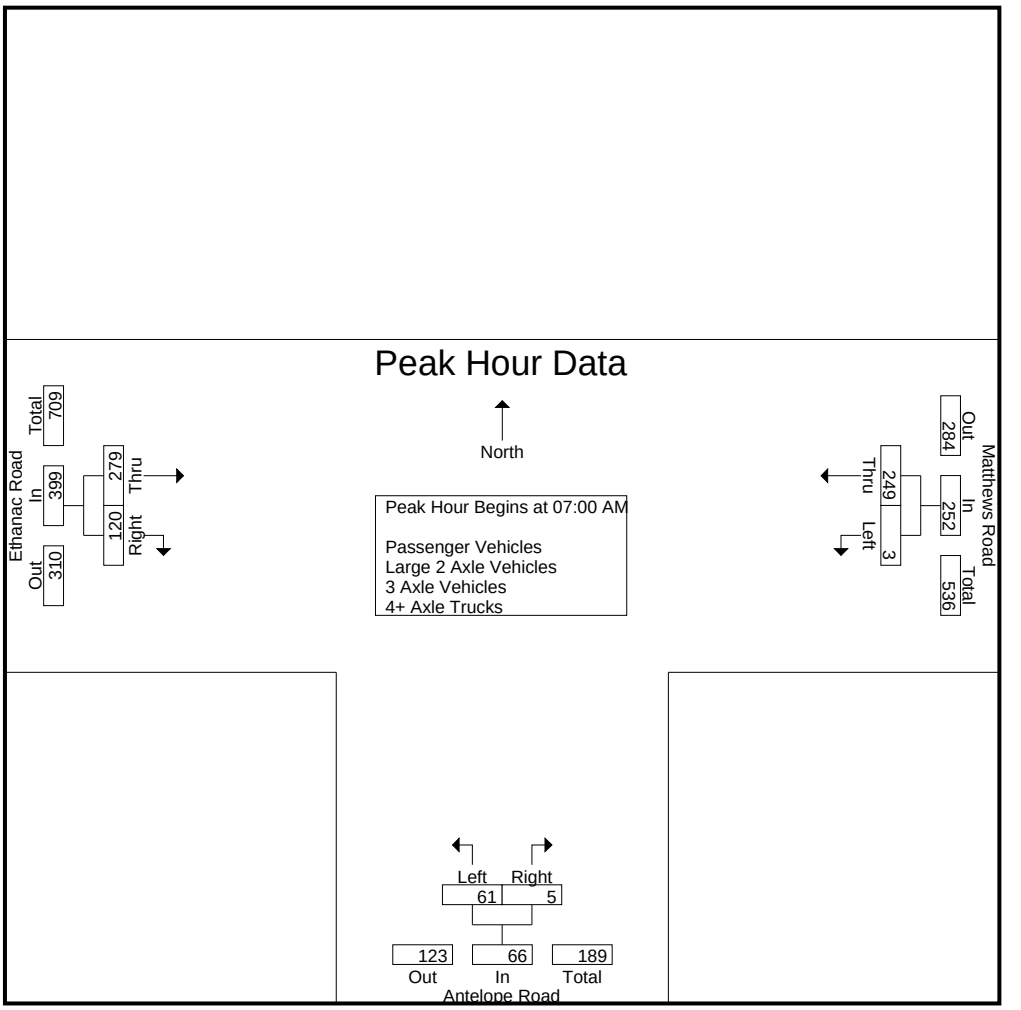
	Matthews Road Westbound			Antelope Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	2	63	65	11	1	12	69	21	90	167
07:15 AM	0	71	71	17	3	20	85	22	107	198
07:30 AM	0	70	70	16	1	17	66	34	100	187
07:45 AM	1	45	46	17	0	17	59	43	102	165
Total	3	249	252	61	5	66	279	120	399	717
08:00 AM	1	27	28	25	2	27	25	16	41	96
08:15 AM	0	28	28	10	0	10	32	10	42	80
08:30 AM	0	31	31	16	2	18	42	9	51	100
08:45 AM	1	34	35	11	0	11	32	6	38	84
Total	2	120	122	62	4	66	131	41	172	360
Grand Total	5	369	374	123	9	132	410	161	571	1077
Apprch %	1.3	98.7		93.2	6.8		71.8	28.2		
Total %	0.5	34.3	34.7	11.4	0.8	12.3	38.1	14.9	53	
Passenger Vehicles	5	327	332	111	8	119	388	154	542	993
% Passenger Vehicles	100	88.6	88.8	90.2	88.9	90.2	94.6	95.7	94.9	92.2
Large 2 Axle Vehicles	0	32	32	6	1	7	12	5	17	56
% Large 2 Axle Vehicles	0	8.7	8.6	4.9	11.1	5.3	2.9	3.1	3	5.2
3 Axle Vehicles	0	6	6	3	0	3	2	1	3	12
% 3 Axle Vehicles	0	1.6	1.6	2.4	0	2.3	0.5	0.6	0.5	1.1
4+ Axle Trucks	0	4	4	3	0	3	8	1	9	16
% 4+ Axle Trucks	0	1.1	1.1	2.4	0	2.3	2	0.6	1.6	1.5

	Matthews Road Westbound			Antelope Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**2**	63	65	11	1	12	69	21	90	167
07:15 AM	0	**71**	**71**	**17**	**3**	**20**	**85**	22	**107**	**198**
07:30 AM	0	70	70	16	1	17	66	34	100	187
07:45 AM	1	45	46	17	0	17	59	**43**	102	165
Total Volume	3	249	252	61	5	66	279	120	399	717
% App. Total	1.2	98.8		92.4	7.6		69.9	30.1		
PHF	.375	.877	.887	.897	.417	.825	.821	.698	.932	.905

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City of Menifee
N/S: Antelope Road
E/W: Ethanac Road/Matthews Road
Weather: Clear

File Name : 44_MEN_Ant_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM			07:15 AM			07:00 AM		
+0 mins.	**2**	63	65	17	**3**	20	69	21	90
+15 mins.	0	**71**	**71**	16	1	17	**85**	22	**107**
+30 mins.	0	70	70	17	0	17	66	34	100
+45 mins.	1	45	46	**25**	2	**27**	59	**43**	102
Total Volume	3	249	252	75	6	81	279	120	399
% App. Total	1.2	98.8		92.6	7.4		69.9	30.1	
PHF	.375	.877	.887	.750	.500	.750	.821	.698	.932

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City of Menifee
N/S: Antelope Road
E/W: Ethanac Road/Matthews Road
Weather: Clear

File Name : 44_MEN_Ant_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

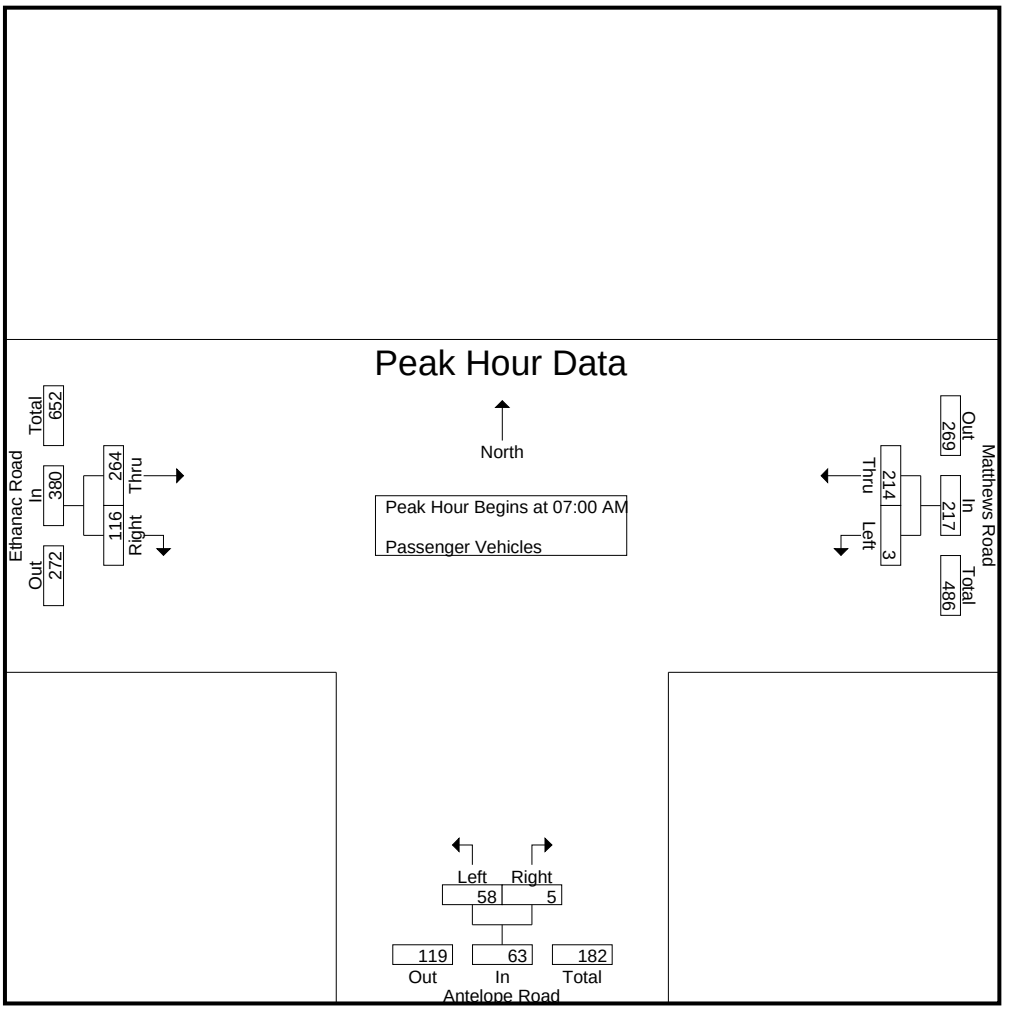
	Matthews Road Westbound			Antelope Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	2	54	56	9	1	10	64	21	85	151
07:15 AM	0	55	55	17	3	20	80	22	102	177
07:30 AM	0	62	62	15	1	16	62	33	95	173
07:45 AM	1	43	44	17	0	17	58	40	98	159
Total	3	214	217	58	5	63	264	116	380	660
08:00 AM	1	24	25	24	2	26	23	16	39	90
08:15 AM	0	26	26	6	0	6	32	9	41	73
08:30 AM	0	30	30	15	1	16	37	7	44	90
08:45 AM	1	33	34	8	0	8	32	6	38	80
Total	2	113	115	53	3	56	124	38	162	333
Grand Total	5	327	332	111	8	119	388	154	542	993
Apprch %	1.5	98.5		93.3	6.7		71.6	28.4		
Total %	0.5	32.9	33.4	11.2	0.8	12	39.1	15.5	54.6	

	Matthews Road Westbound			Antelope Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**2**	54	56	9	1	10	64	21	85	151
07:15 AM	0	55	55	**17**	**3**	**20**	**80**	22	**102**	**177**
07:30 AM	0	**62**	**62**	15	1	16	62	33	95	173
07:45 AM	1	43	44	17	0	17	58	**40**	98	159
Total Volume	3	214	217	58	5	63	264	116	380	660
% App. Total	1.4	98.6		92.1	7.9		69.5	30.5		
PHF	.375	.863	.875	.853	.417	.788	.825	.725	.931	.932

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City of Menifee
N/S: Antelope Road
E/W: Ethanac Road/Matthews Road
Weather: Clear

File Name : 44_MEN_Ant_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**2**	54	56	9	1	10	64	21	85
+15 mins.	0	55	55	**17**	**3**	**20**	**80**	22	**102**
+30 mins.	0	**62**	**62**	15	1	16	62	33	95
+45 mins.	1	43	44	17	0	17	58	**40**	98
Total Volume	3	214	217	58	5	63	264	116	380
% App. Total	1.4	98.6		92.1	7.9		69.5	30.5	
PHF	.375	.863	.875	.853	.417	.788	.825	.725	.931

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City of Menifee
N/S: Antelope Road
E/W: Ethanac Road/Matthews Road
Weather: Clear

File Name : 44_MEN_Ant_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

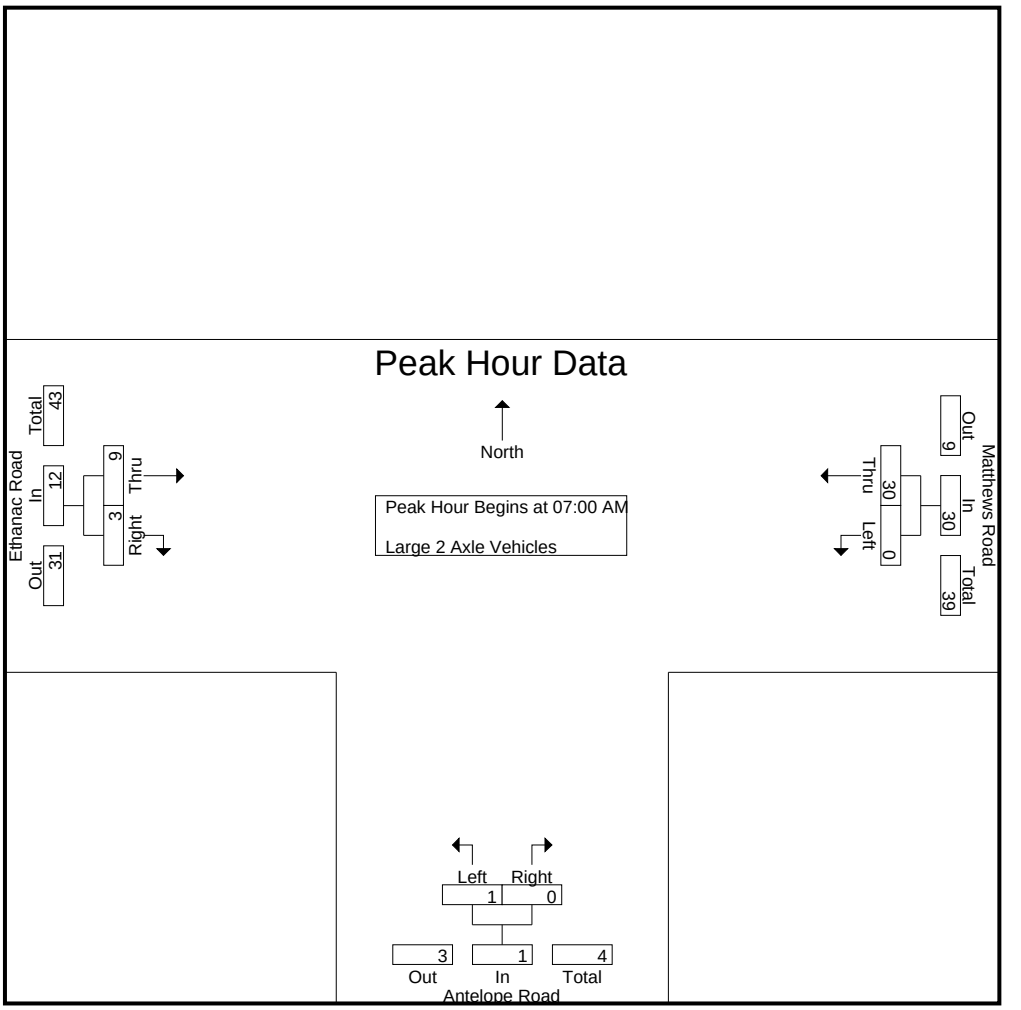
	Matthews Road Westbound			Antelope Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	7	7	1	0	1	3	0	3	11
07:15 AM	0	16	16	0	0	0	4	0	4	20
07:30 AM	0	7	7	0	0	0	2	1	3	10
07:45 AM	0	0	0	0	0	0	0	2	2	2
Total	0	30	30	1	0	1	9	3	12	43
08:00 AM	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	2	0	2	0	1	1	3
08:30 AM	0	1	1	1	1	2	2	1	3	6
08:45 AM	0	1	1	2	0	2	0	0	0	3
Total	0	2	2	5	1	6	3	2	5	13
Grand Total	0	32	32	6	1	7	12	5	17	56
Apprch %	0	100		85.7	14.3		70.6	29.4		
Total %	0	57.1	57.1	10.7	1.8	12.5	21.4	8.9	30.4	

	Matthews Road Westbound			Antelope Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	7	7	**1**	0	**1**	3	0	3	11
07:15 AM	0	**16**	**16**	0	0	0	**4**	0	**4**	**20**
07:30 AM	0	7	7	0	0	0	2	1	3	10
07:45 AM	0	0	0	0	0	0	0	**2**	2	2
Total Volume	0	30	30	1	0	1	9	3	12	43
% App. Total	0	100		100	0		75	25		
PHF	.000	.469	.469	.250	.000	.250	.563	.375	.750	.538

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City of Menifee
N/S: Antelope Road
E/W: Ethanac Road/Matthews Road
Weather: Clear

File Name : 44_MEN_Ant_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	7	7	**1**	0	**1**	3	0	3
+15 mins.	0	**16**	**16**	0	0	0	**4**	0	**4**
+30 mins.	0	7	7	0	0	0	2	1	3
+45 mins.	0	0	0	0	0	0	0	**2**	2
Total Volume	0	30	30	1	0	1	9	3	12
% App. Total	0	100		100	0		75	25	
PHF	.000	.469	.469	.250	.000	.250	.563	.375	.750

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City of Menifee
N/S: Antelope Road
E/W: Ethanac Road/Matthews Road
Weather: Clear

File Name : 44_MEN_Ant_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

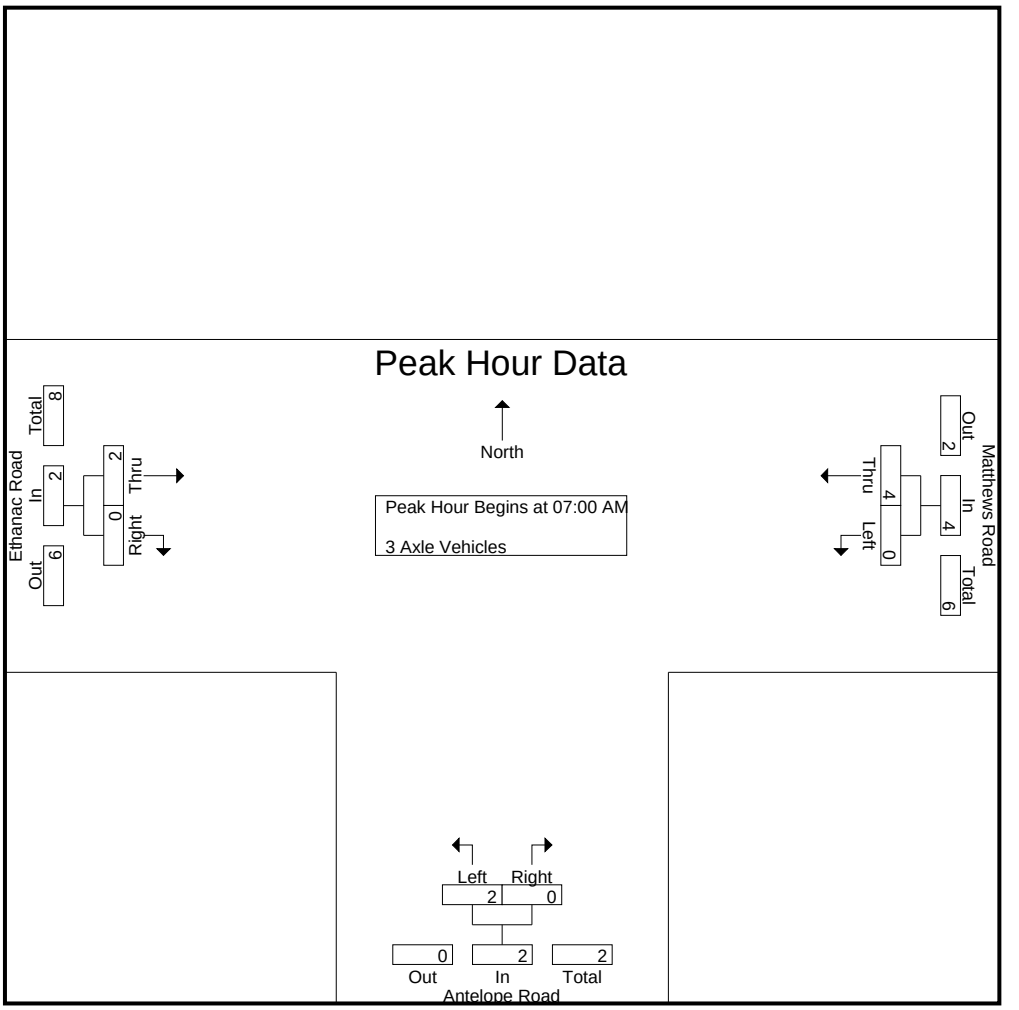
	Matthews Road Westbound			Antelope Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	1	0	1	1	0	1	3
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	1	1	1	0	1	0	0	0	2
07:45 AM	0	2	2	0	0	0	0	0	0	2
Total	0	4	4	2	0	2	2	0	2	8
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	1	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	1	0	1	0	0	0	1
Total	0	2	2	1	0	1	0	1	1	4
Grand Total	0	6	6	3	0	3	2	1	3	12
Apprch %	0	100		100	0		66.7	33.3		
Total %	0	50	50	25	0	25	16.7	8.3	25	

	Matthews Road Westbound			Antelope Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	1	1	**1**	0	**1**	**1**	0	**1**	**3**
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	1	1	1	0	1	0	0	0	2
07:45 AM	0	**2**	**2**	0	0	0	0	0	0	2
Total Volume	0	4	4	2	0	2	2	0	2	8
% App. Total	0	100		100	0		100	0		
PHF	.000	.500	.500	.500	.000	.500	.500	.000	.500	.667

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City of Menifee
N/S: Antelope Road
E/W: Ethanac Road/Matthews Road
Weather: Clear

File Name : 44_MEN_Ant_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	1	1	**1**	0	**1**	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	1	1	1	0	1	0	0	0
+45 mins.	0	**2**	**2**	0	0	0	0	0	0
Total Volume	0	4	4	2	0	2	2	0	2
% App. Total	0	100		100	0		100	0	
PHF	.000	.500	.500	.500	.000	.500	.500	.000	.500

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City of Menifee
N/S: Antelope Road
E/W: Ethanac Road/Matthews Road
Weather: Clear

File Name : 44_MEN_Ant_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

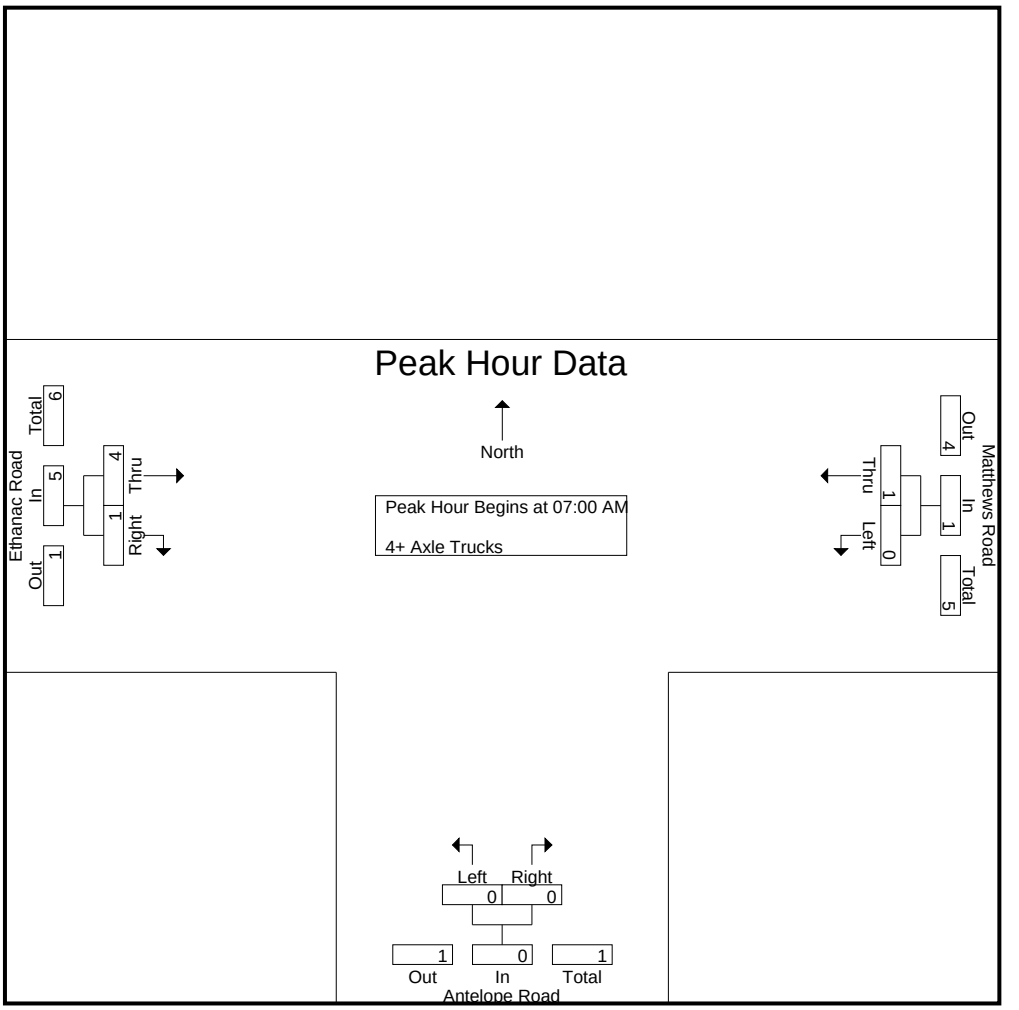
	Matthews Road Westbound			Antelope Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	0	0	0	0	1	1	2	2
Total	0	1	1	0	0	0	4	1	5	6
08:00 AM	0	2	2	1	0	1	1	0	1	4
08:15 AM	0	1	1	2	0	2	0	0	0	3
08:30 AM	0	0	0	0	0	0	3	0	3	3
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	3	0	3	4	0	4	10
Grand Total	0	4	4	3	0	3	8	1	9	16
Apprch %	0	100		100	0		88.9	11.1		
Total %	0	25	25	18.8	0	18.8	50	6.2	56.2	

	Matthews Road Westbound			Antelope Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	**1**	**1**	0	0	0	1	0	1	**2**
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	**2**	0	**2**	2
07:45 AM	0	0	0	0	0	0	1	**1**	2	2
Total Volume	0	1	1	0	0	0	4	1	5	6
% App. Total	0	100		0	0		80	20		
PHF	.000	.250	.250	.000	.000	.000	.500	.250	.625	.750

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City of Menifee
N/S: Antelope Road
E/W: Ethanac Road/Matthews Road
Weather: Clear

File Name : 44_MEN_Ant_Etha AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	**1**	**1**	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	**2**	0	**2**
+45 mins.	0	0	0	0	0	0	1	**1**	2
Total Volume	0	1	1	0	0	0	4	1	5
% App. Total	0	100		0	0		80	20	
PHF	.000	.250	.250	.000	.000	.000	.500	.250	.625

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City of Menifee
N/S: Antelope Road
E/W: Ethanac Road/Matthews Road
Weather: Clear

File Name : 44_MEN_Ant_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

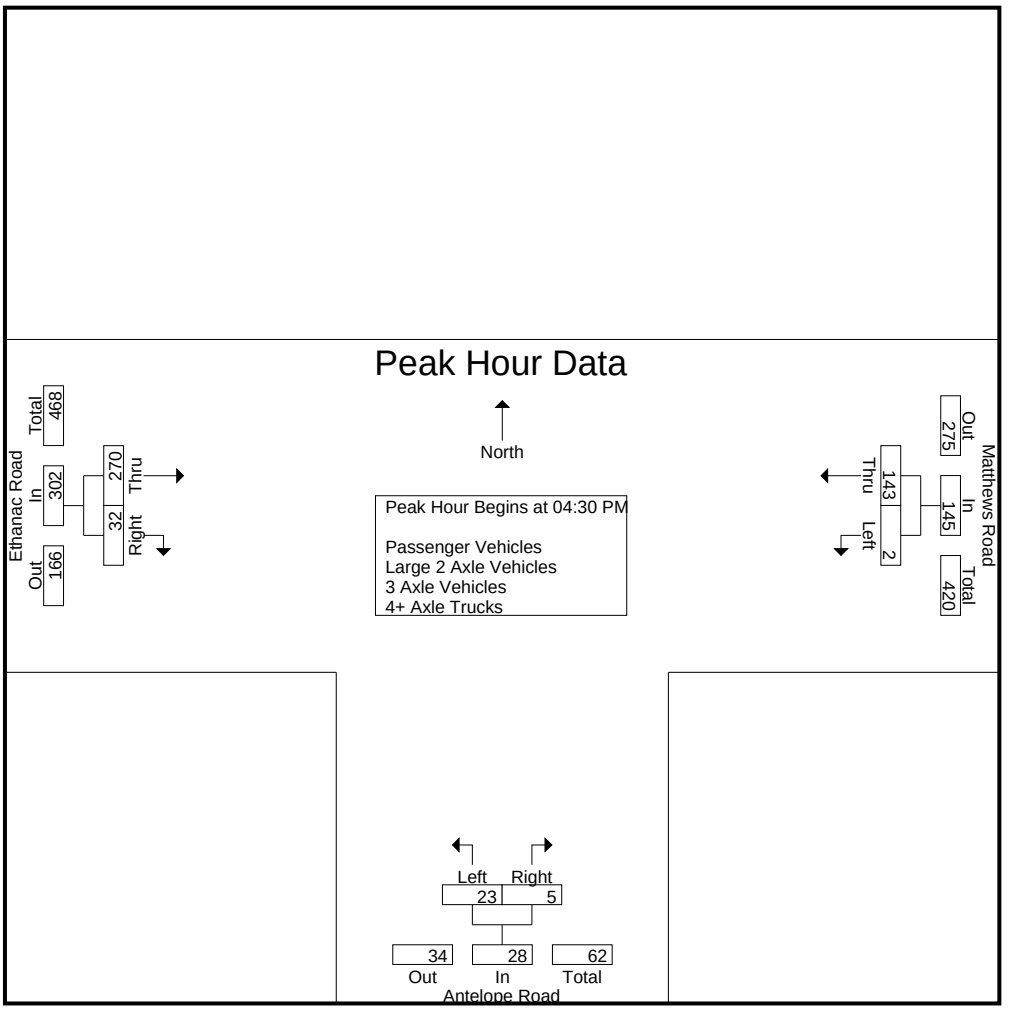
	Matthews Road Westbound			Antelope Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	32	33	13	0	13	60	5	65	111
04:15 PM	3	19	22	8	4	12	62	14	76	110
04:30 PM	1	42	43	7	3	10	64	7	71	124
04:45 PM	0	40	40	6	0	6	69	13	82	128
Total	5	133	138	34	7	41	255	39	294	473
05:00 PM	0	23	23	4	2	6	68	9	77	106
05:15 PM	1	38	39	6	0	6	69	3	72	117
05:30 PM	0	33	33	10	0	10	53	11	64	107
05:45 PM	0	11	11	2	0	2	46	6	52	65
Total	1	105	106	22	2	24	236	29	265	395
Grand Total	6	238	244	56	9	65	491	68	559	868
Apprch %	2.5	97.5		86.2	13.8		87.8	12.2		
Total %	0.7	27.4	28.1	6.5	1	7.5	56.6	7.8	64.4	
Passenger Vehicles	6	229	235	51	9	60	475	59	534	829
% Passenger Vehicles	100	96.2	96.3	91.1	100	92.3	96.7	86.8	95.5	95.5
Large 2 Axle Vehicles	0	6	6	4	0	4	11	7	18	28
% Large 2 Axle Vehicles	0	2.5	2.5	7.1	0	6.2	2.2	10.3	3.2	3.2
3 Axle Vehicles	0	1	1	1	0	1	3	1	4	6
% 3 Axle Vehicles	0	0.4	0.4	1.8	0	1.5	0.6	1.5	0.7	0.7
4+ Axle Trucks	0	2	2	0	0	0	2	1	3	5
% 4+ Axle Trucks	0	0.8	0.8	0	0	0	0.4	1.5	0.5	0.6

	Matthews Road Westbound			Antelope Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	**1**	**42**	**43**	**7**	**3**	**10**	64	7	71	124
04:45 PM	0	40	40	6	0	6	**69**	**13**	**82**	**128**
05:00 PM	0	23	23	4	2	6	68	9	77	106
05:15 PM	1	38	39	6	0	6	69	3	72	117
Total Volume	2	143	145	23	5	28	270	32	302	475
% App. Total	1.4	98.6		82.1	17.9		89.4	10.6		
PHF	.500	.851	.843	.821	.417	.700	.978	.615	.921	.928

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City of Menifee
N/S: Antelope Road
E/W: Ethanac Road/Matthews Road
Weather: Clear

File Name : 44_MEN_Ant_Etha PM
Site Code : 00322418
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:00 PM			04:15 PM		
+0 mins.	**1**	**42**	**43**	**13**	0	**13**	62	**14**	76
+15 mins.	0	40	40	8	**4**	12	64	7	71
+30 mins.	0	23	23	7	3	10	**69**	13	**82**
+45 mins.	1	38	39	6	0	6	68	9	77
Total Volume	2	143	145	34	7	41	263	43	306
% App. Total	1.4	98.6		82.9	17.1		85.9	14.1	
PHF	.500	.851	.843	.654	.438	.788	.953	.768	.933

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City of Menifee
N/S: Antelope Road
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Weather: Clear

File Name : 44_MEN_Ant_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- Passenger Vehicles

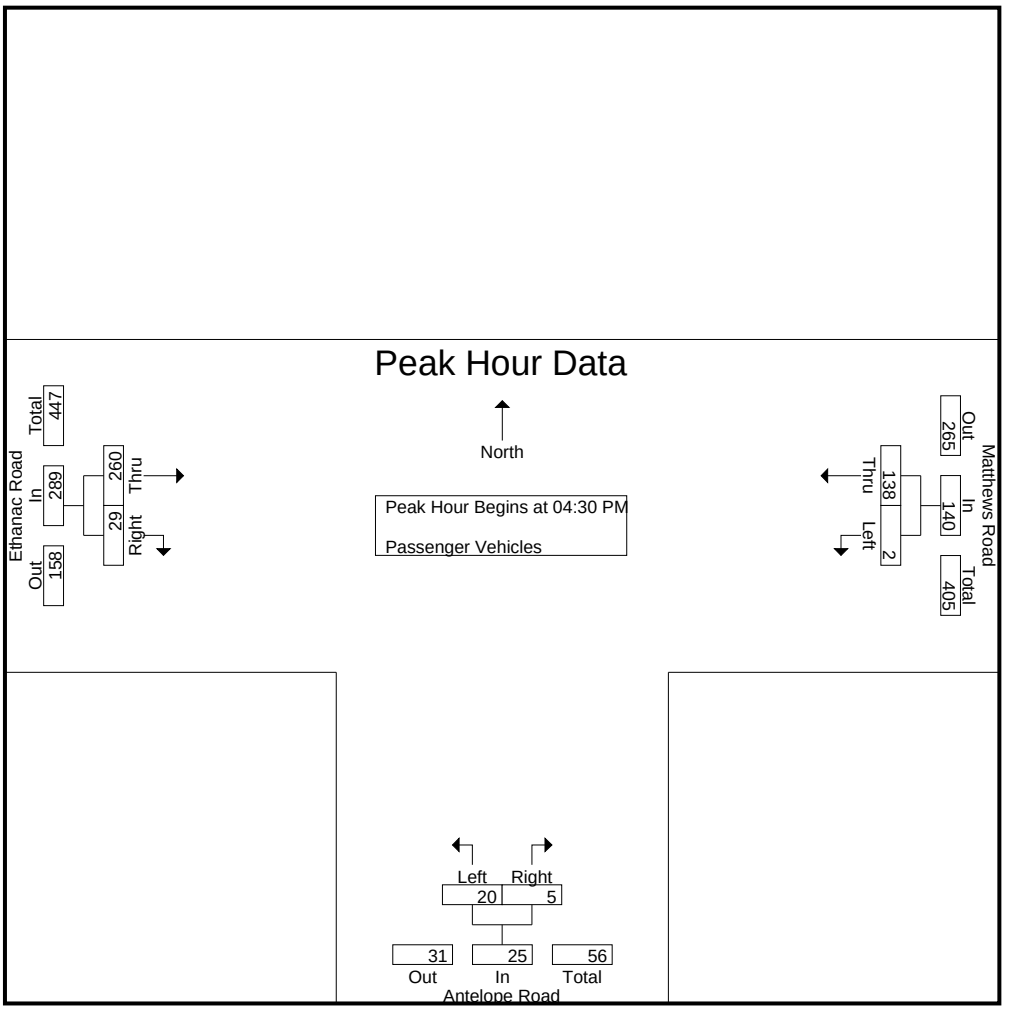
	Matthews Road Westbound			Antelope Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	30	31	12	0	12	57	3	60	103
04:15 PM	3	19	22	7	4	11	60	13	73	106
04:30 PM	1	40	41	6	3	9	63	7	70	120
04:45 PM	0	38	38	5	0	5	67	10	77	120
Total	5	127	132	30	7	37	247	33	280	449
05:00 PM	0	23	23	3	2	5	68	9	77	105
05:15 PM	1	37	38	6	0	6	62	3	65	109
05:30 PM	0	32	32	10	0	10	53	10	63	105
05:45 PM	0	10	10	2	0	2	45	4	49	61
Total	1	102	103	21	2	23	228	26	254	380
Grand Total	6	229	235	51	9	60	475	59	534	829
Apprch %	2.6	97.4		85	15		89	11		
Total %	0.7	27.6	28.3	6.2	1.1	7.2	57.3	7.1	64.4	

	Matthews Road Westbound			Antelope Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	**1**	**40**	**41**	**6**	**3**	**9**	63	7	70	**120**
04:45 PM	0	38	38	5	0	5	67	**10**	**77**	120
05:00 PM	0	23	23	3	2	5	**68**	9	77	105
05:15 PM	1	37	38	6	0	6	62	3	65	109
Total Volume	2	138	140	20	5	25	260	29	289	454
% App. Total	1.4	98.6		80	20		90	10		
PHF	.500	.863	.854	.833	.417	.694	.956	.725	.938	.946

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City of Menifee
N/S: Antelope Road
E/W: Ethanac Road/Matthews Road
Weather: Clear

File Name : 44_MEN_Ant_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	**1**	**40**	**41**	**6**	**3**	**9**	63	7	70
+15 mins.	0	38	38	5	0	5	67	**10**	**77**
+30 mins.	0	23	23	3	2	5	**68**	9	77
+45 mins.	1	37	38	6	0	6	62	3	65
Total Volume	2	138	140	20	5	25	260	29	289
% App. Total	1.4	98.6		80	20		90	10	
PHF	.500	.863	.854	.833	.417	.694	.956	.725	.938

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City of Menifee
N/S: Antelope Road
E/W: Ethanac Road/Matthews Road
Weather: Clear

File Name : 44_MEN_Ant_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- Large 2 Axle Vehicles

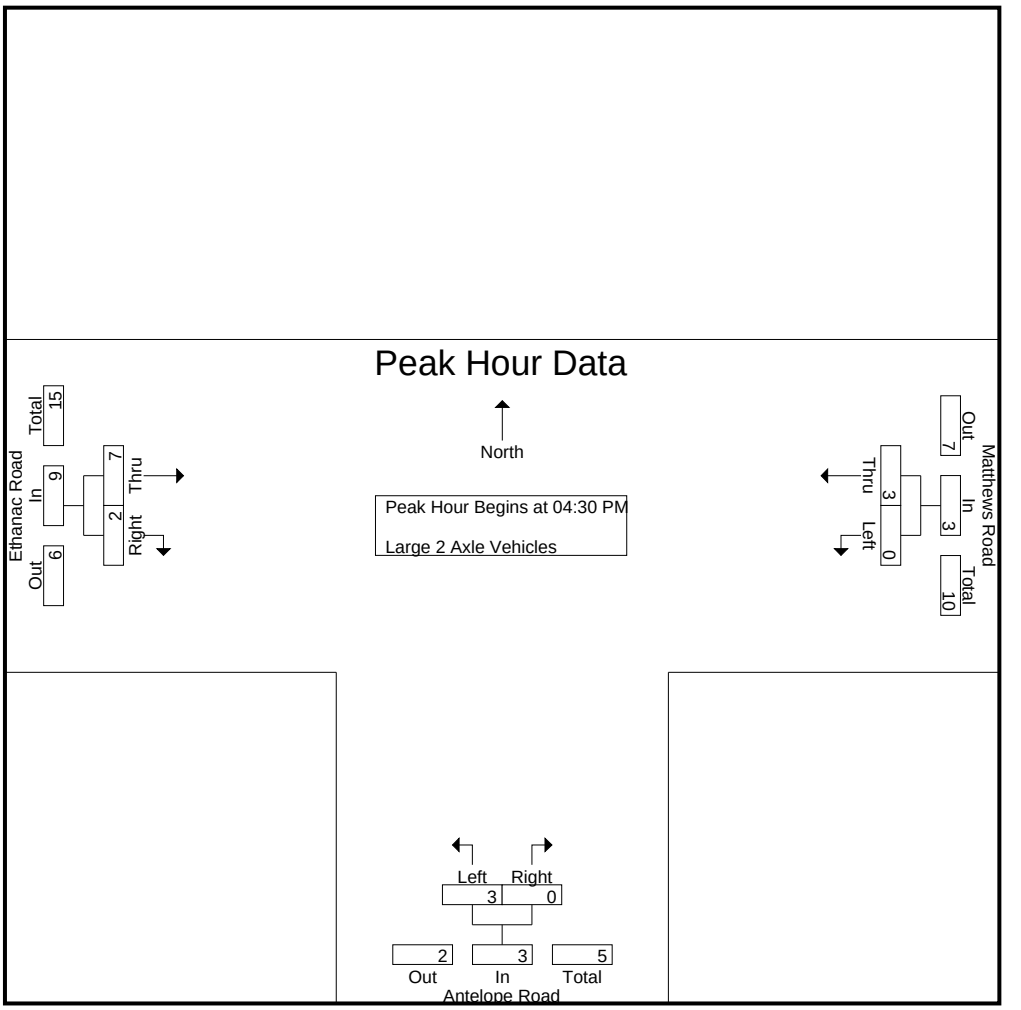
	Matthews Road Westbound			Antelope Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	1	0	1	2	1	3	5
04:15 PM	0	0	0	0	0	0	1	1	2	2
04:30 PM	0	1	1	1	0	1	0	0	0	2
04:45 PM	0	1	1	1	0	1	2	2	4	6
Total	0	3	3	3	0	3	5	4	9	15
05:00 PM	0	0	0	1	0	1	0	0	0	1
05:15 PM	0	1	1	0	0	0	5	0	5	6
05:30 PM	0	1	1	0	0	0	0	1	1	2
05:45 PM	0	1	1	0	0	0	1	2	3	4
Total	0	3	3	1	0	1	6	3	9	13
Grand Total	0	6	6	4	0	4	11	7	18	28
Apprch %	0	100		100	0		61.1	38.9		
Total %	0	21.4	21.4	14.3	0	14.3	39.3	25	64.3	

	Matthews Road Westbound			Antelope Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	**1**	**1**	**1**	0	**1**	0	0	0	2
04:45 PM	0	1	1	1	0	1	2	**2**	4	**6**
05:00 PM	0	0	0	1	0	1	0	0	0	1
05:15 PM	0	1	1	0	0	0	**5**	0	**5**	6
Total Volume	0	3	3	3	0	3	7	2	9	15
% App. Total	0	100		100	0		77.8	22.2		
PHF	.000	.750	.750	.750	.000	.750	.350	.250	.450	.625

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City of Menifee
N/S: Antelope Road
E/W: Ethanac Road/Matthews Road
Weather: Clear

File Name : 44_MEN_Ant_Etha PM
Site Code : 00322418
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	**1**	**1**	**1**	0	**1**	0	0	0
+15 mins.	0	1	1	1	0	1	2	**2**	4
+30 mins.	0	0	0	1	0	1	0	0	0
+45 mins.	0	1	1	0	0	0	**5**	0	**5**
Total Volume	0	3	3	3	0	3	7	2	9
% App. Total	0	100		100	0		77.8	22.2	
PHF	.000	.750	.750	.750	.000	.750	.350	.250	.450

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City of Menifee
N/S: Antelope Road
E/W: Ethanac Road/Matthews Road
Weather: Clear

File Name : 44_MEN_Ant_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

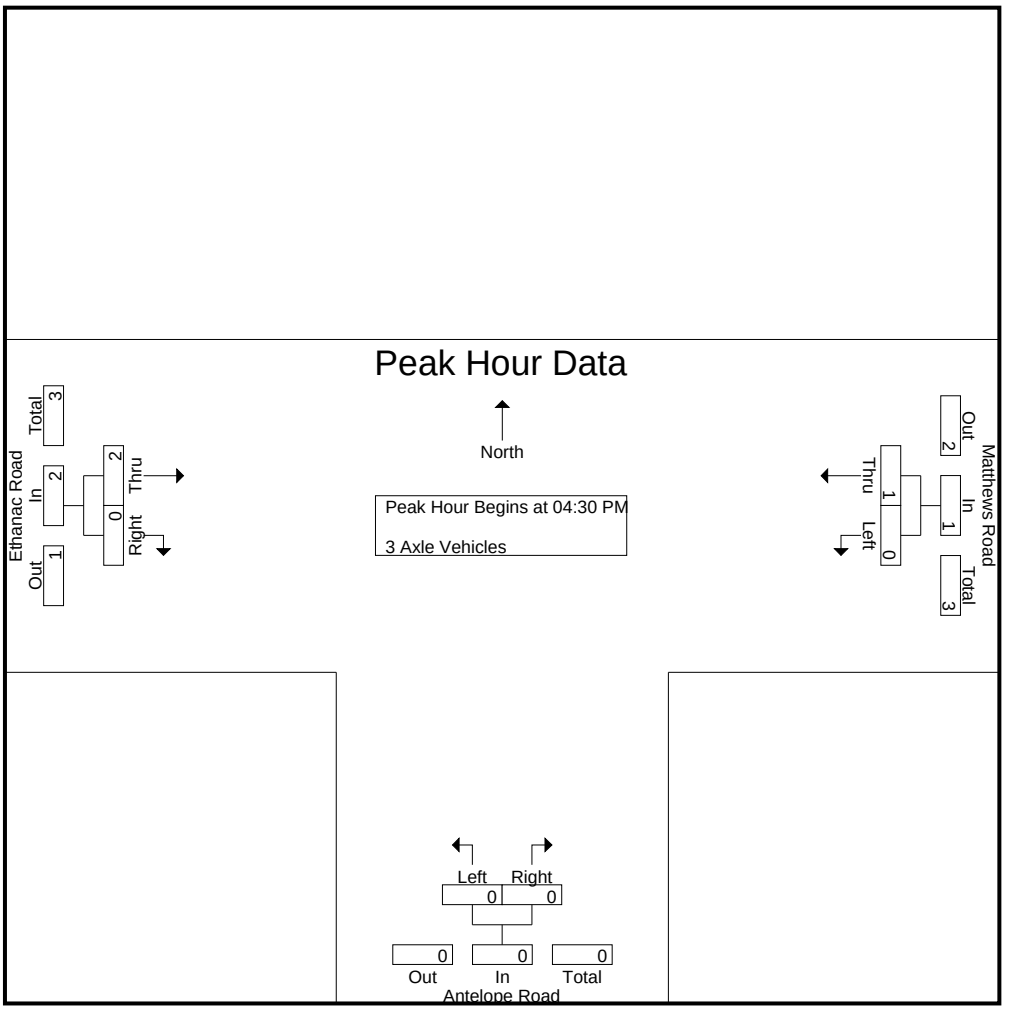
	Matthews Road Westbound			Antelope Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	0	0	1	0	1	1	0	1	2
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	1	1	1	0	1	2	1	3	5
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	1	1	1	0	1	3	1	4	6
Apprch %	0	100		100	0		75	25		
Total %	0	16.7	16.7	16.7	0	16.7	50	16.7	66.7	

	Matthews Road Westbound			Antelope Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	0	0	0	**1**	0	**1**	**1**
04:45 PM	0	**1**	**1**	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	1	1	0	0	0	2	0	2	3
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.500	.000	.500	.750

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City of Menifee
N/S: Antelope Road
E/W: Ethanac Road/Matthews Road
Weather: Clear

File Name : 44_MEN_Ant_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	**1**	**1**	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	0	1	1	0	0	0	2	0	2
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.500	.000	.500

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City of Menifee
N/S: Antelope Road
E/W: Ethanac Road/Matthews Road
Weather: Clear

File Name : 44_MEN_Ant_Etha PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

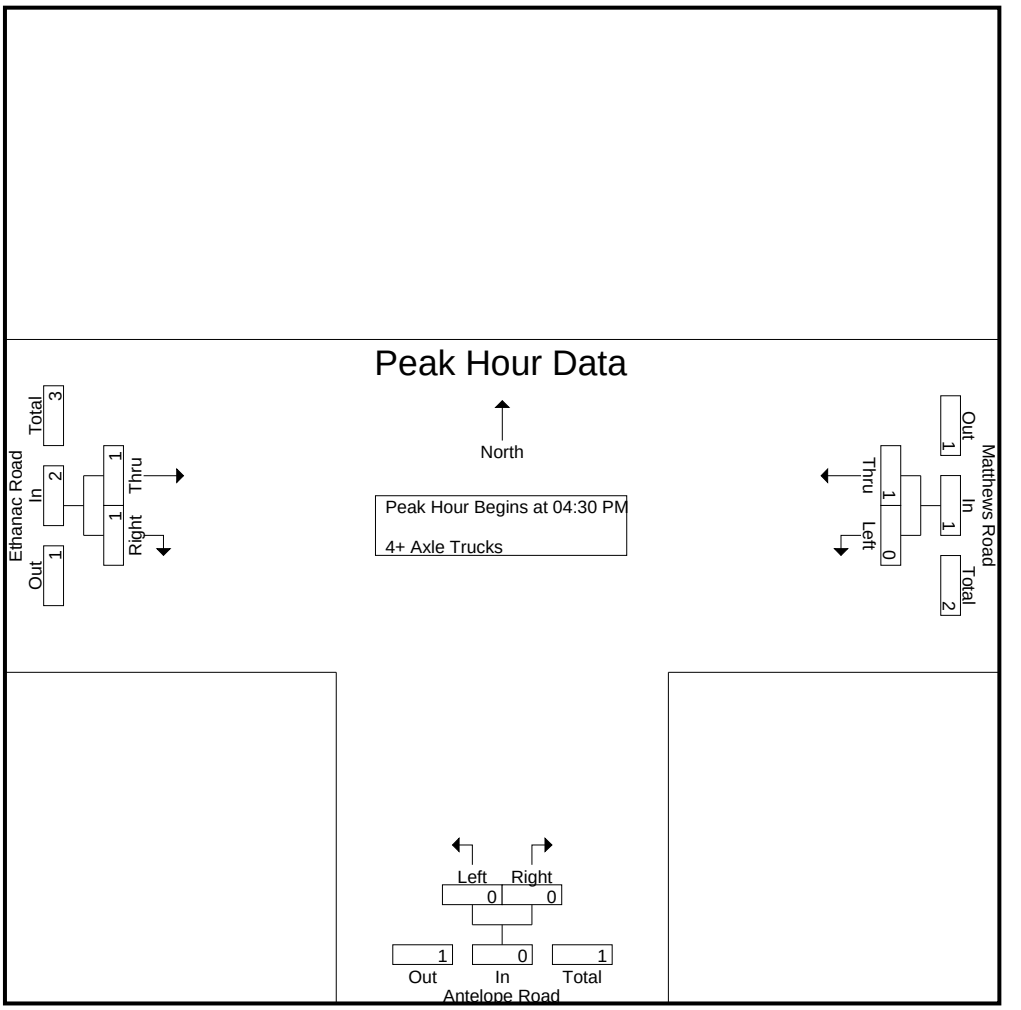
	Matthews Road Westbound			Antelope Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	2	2	0	0	0	1	1	2	4
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	2	2	0	0	0	2	1	3	5
Apprch %	0	100		0	0		66.7	33.3		
Total %	0	40	40	0	0	0	40	20	60	

	Matthews Road Westbound			Antelope Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	**1**	**1**	0	0	0	0	0	0	**1**
04:45 PM	0	0	0	0	0	0	0	**1**	**1**	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	**1**	0	1	1
Total Volume	0	1	1	0	0	0	1	1	2	3
% App. Total	0	100		0	0		50	50		
PHF	.000	.250	.250	.000	.000	.000	.250	.250	.500	.750

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City of Menifee
N/S: Antelope Road
E/W: Ethanac Road/Matthews Road
Weather: Clear

File Name : 44_MEN_Ant_Etha PM
Site Code : 00322418
Start Date : 5/25/2022



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	**1**	**1**	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	**1**	**1**
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	**1**	0	1
Total Volume	0	1	1	0	0	0	1	1	2
% App. Total	0	100		0	0		50	50	
PHF	.000	.250	.250	.000	.000	.000	.250	.250	.500

Location: Menifee
N/S: Antelope Road
E/W: Ethanac Road/Matthews Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Dead End	East Leg Matthews Road	South Leg Antelope Road	West Leg Ethanac Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Dead End	East Leg Matthews Road	South Leg Antelope Road	West Leg Ethanac Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	2	2	0	4
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	0	3	2	0	5

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Location: Menifee
N/S: Antelope Road
E/W: Ethanac Road/Matthews Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Dead End			Westbound Matthews Road			Northbound Antelope Road			Eastbound Ethanac Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Dead End			Westbound Matthews Road			Northbound Antelope Road			Eastbound Ethanac Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Menifee
N/S: Palomar Road
E/W: Matthews Road
Weather: Clear

File Name : 45_MEN_Pal_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

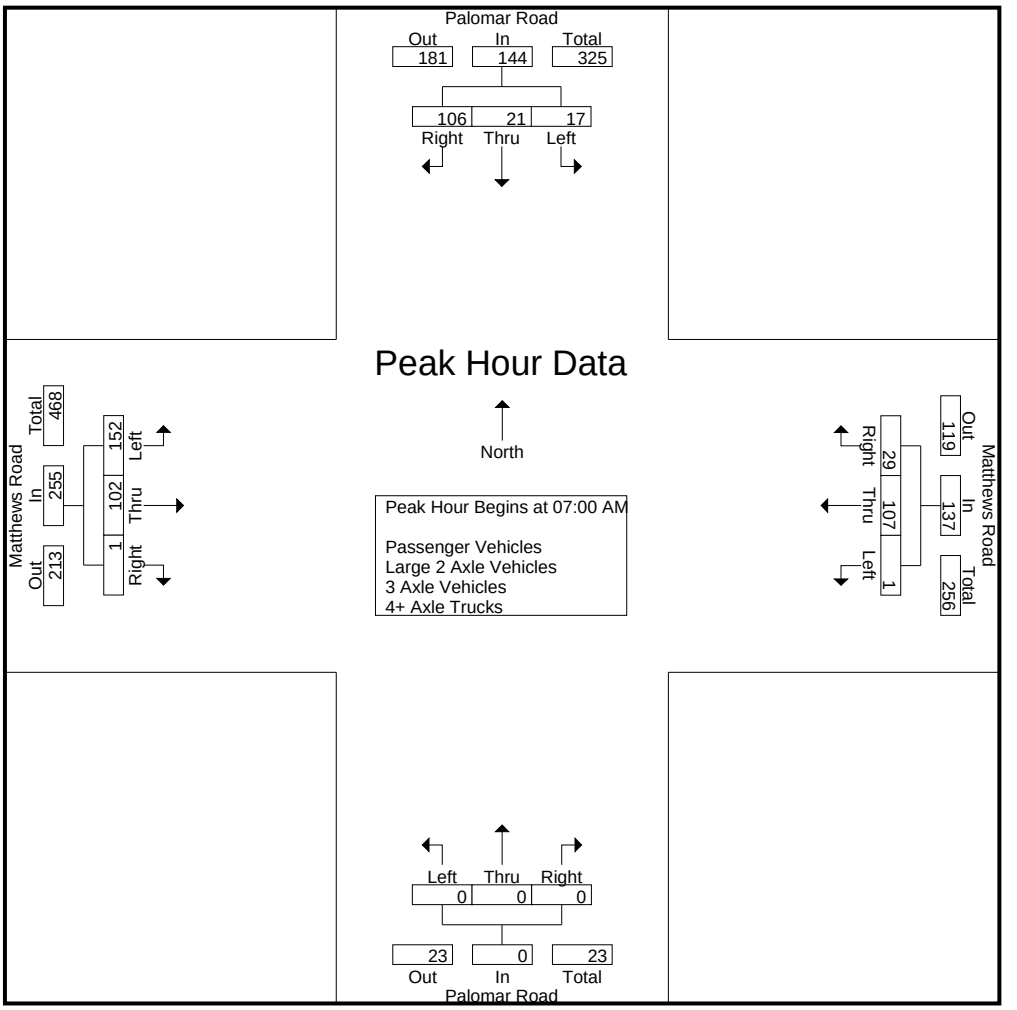
	Palomar Road Southbound				Matthews Road Westbound				Palomar Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	17	17	34	0	29	5	34	0	0	0	0	32	33	0	65	133
07:15 AM	7	3	29	39	0	22	11	33	0	0	0	0	48	29	1	78	150
07:30 AM	5	0	31	36	0	34	11	45	0	0	0	0	38	14	0	52	133
07:45 AM	5	1	29	35	1	22	2	25	0	0	0	0	34	26	0	60	120
Total	17	21	106	144	1	107	29	137	0	0	0	0	152	102	1	255	536
08:00 AM	7	0	16	23	0	13	2	15	0	0	0	0	15	11	1	27	65
08:15 AM	4	0	21	25	1	9	2	12	0	0	0	0	16	11	0	27	64
08:30 AM	2	1	13	16	1	14	1	16	0	0	0	0	23	9	2	34	66
08:45 AM	0	1	18	19	0	7	3	10	0	0	0	0	22	14	2	38	67
Total	13	2	68	83	2	43	8	53	0	0	0	0	76	45	5	126	262
Grand Total	30	23	174	227	3	150	37	190	0	0	0	0	228	147	6	381	798
Apprch %	13.2	10.1	76.7		1.6	78.9	19.5		0	0	0		59.8	38.6	1.6		
Total %	3.8	2.9	21.8	28.4	0.4	18.8	4.6	23.8	0	0	0	0	28.6	18.4	0.8	47.7	
Passenger Vehicles	30	23	161	214	2	133	35	170	0	0	0	0	213	138	5	356	740
% Passenger Vehicles	100	100	92.5	94.3	66.7	88.7	94.6	89.5	0	0	0	0	93.4	93.9	83.3	93.4	92.7
Large 2 Axle Vehicles	0	0	7	7	0	17	0	17	0	0	0	0	9	3	1	13	37
% Large 2 Axle Vehicles	0	0	4	3.1	0	11.3	0	8.9	0	0	0	0	3.9	2	16.7	3.4	4.6
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0.4	1.4	0	0.8	0.4
4+ Axle Trucks	0	0	6	6	1	0	2	3	0	0	0	0	5	4	0	9	18
% 4+ Axle Trucks	0	0	3.4	2.6	33.3	0	5.4	1.6	0	0	0	0	2.2	2.7	0	2.4	2.3

	Palomar Road Southbound				Matthews Road Westbound				Palomar Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**17**	17	34	0	29	5	34	0	0	0	0	32	**33**	0	65	133
07:15 AM	**7**	3	29	**39**	0	22	**11**	33	0	0	0	0	**48**	29	**1**	**78**	**150**
07:30 AM	5	0	**31**	36	0	**34**	11	**45**	0	0	0	0	38	14	0	52	133
07:45 AM	5	1	29	35	**1**	22	2	25	0	0	0	0	34	26	0	60	120
Total Volume	17	21	106	144	1	107	29	137	0	0	0	0	152	102	1	255	536
% App. Total	11.8	14.6	73.6		0.7	78.1	21.2		0	0	0		59.6	40	0.4		
PHF	.607	.309	.855	.923	.250	.787	.659	.761	.000	.000	.000	.000	.792	.773	.250	.817	.893

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City of Menifee
N/S: Palomar Road
E/W: Matthews Road
Weather: Clear

File Name : 45_MEN_Pal_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**17**	17	34	0	29	5	34	0	0	0	0	32	**33**	0	65
+15 mins.	**7**	3	29	**39**	0	22	**11**	33	0	0	0	0	**48**	29	**1**	**78**
+30 mins.	5	0	**31**	36	0	**34**	11	**45**	0	0	0	0	38	14	0	52
+45 mins.	5	1	29	35	**1**	22	2	25	0	0	0	0	34	26	0	60
Total Volume	17	21	106	144	1	107	29	137	0	0	0	0	152	102	1	255
% App. Total	11.8	14.6	73.6		0.7	78.1	21.2		0	0	0		59.6	40	0.4	
PHF	.607	.309	.855	.923	.250	.787	.659	.761	.000	.000	.000	.000	.792	.773	.250	.817

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File Name : 45_MEN_Pal_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

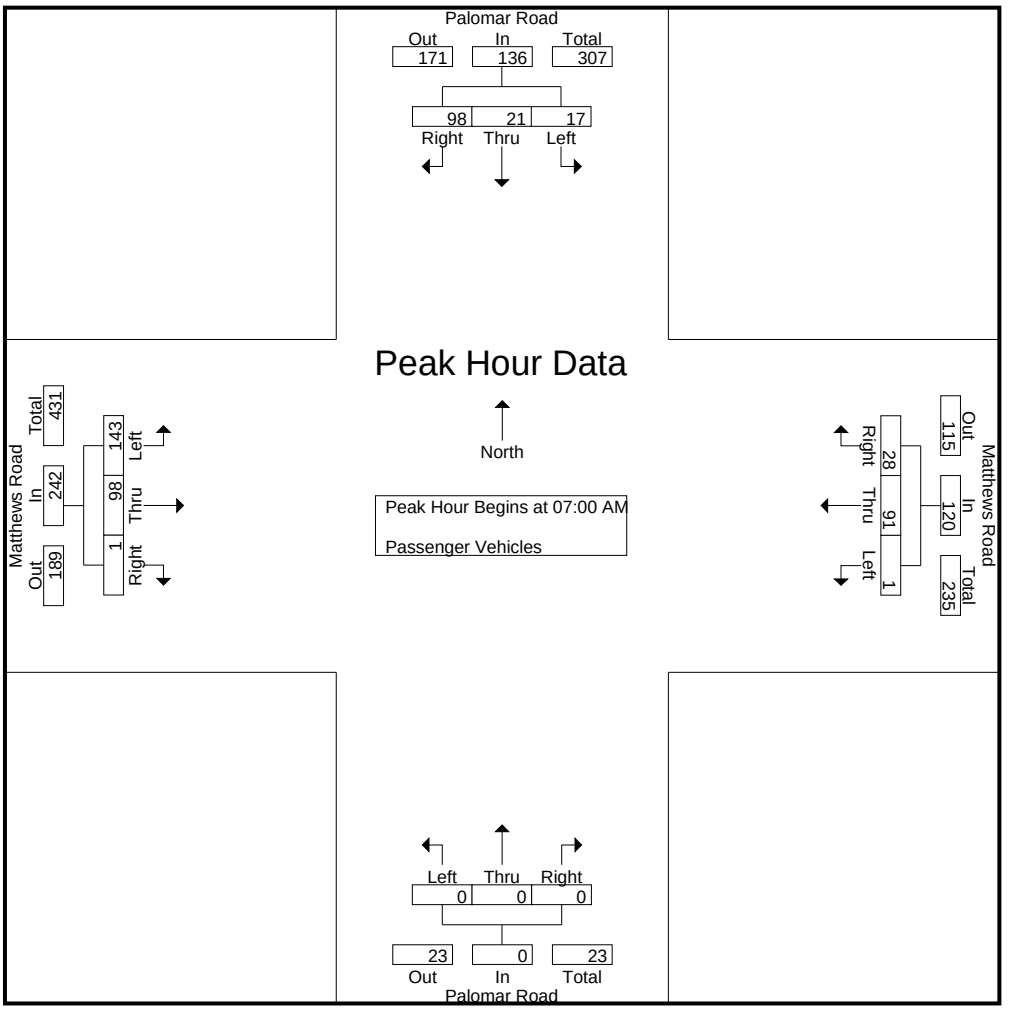
	Palomar Road Southbound				Matthews Road Westbound				Palomar Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	17	15	32	0	22	5	27	0	0	0	0	30	32	0	62	121
07:15 AM	7	3	27	37	0	16	10	26	0	0	0	0	44	27	1	72	135
07:30 AM	5	0	28	33	0	32	11	43	0	0	0	0	35	14	0	49	125
07:45 AM	5	1	28	34	1	21	2	24	0	0	0	0	34	25	0	59	117
Total	17	21	98	136	1	91	28	120	0	0	0	0	143	98	1	242	498
08:00 AM	7	0	13	20	0	13	2	15	0	0	0	0	14	9	1	24	59
08:15 AM	4	0	20	24	1	9	2	12	0	0	0	0	15	10	0	25	61
08:30 AM	2	1	13	16	0	13	0	13	0	0	0	0	20	7	2	29	58
08:45 AM	0	1	17	18	0	7	3	10	0	0	0	0	21	14	1	36	64
Total	13	2	63	78	1	42	7	50	0	0	0	0	70	40	4	114	242
Grand Total	30	23	161	214	2	133	35	170	0	0	0	0	213	138	5	356	740
Apprch %	14	10.7	75.2		1.2	78.2	20.6		0	0	0		59.8	38.8	1.4		
Total %	4.1	3.1	21.8	28.9	0.3	18	4.7	23	0	0	0	0	28.8	18.6	0.7	48.1	

	Palomar Road Southbound				Matthews Road Westbound				Palomar Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**17**	15	32	0	22	5	27	0	0	0	0	30	**32**	0	62	121
07:15 AM	**7**	3	27	**37**	0	16	10	26	0	0	0	0	**44**	27	**1**	**72**	**135**
07:30 AM	5	0	**28**	33	0	**32**	**11**	**43**	0	0	0	0	35	14	0	49	125
07:45 AM	5	1	28	34	**1**	21	2	24	0	0	0	0	34	25	0	59	117
Total Volume	17	21	98	136	1	91	28	120	0	0	0	0	143	98	1	242	498
% App. Total	12.5	15.4	72.1		0.8	75.8	23.3		0	0	0		59.1	40.5	0.4		
PHF	.607	.309	.875	.919	.250	.711	.636	.698	.000	.000	.000	.000	.813	.766	.250	.840	.922

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E/W: Matthews Road
Weather: Clear

File Name : 45_MEN_Pal_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**17**	15	32	0	22	5	27	0	0	0	0	30	**32**	0	62
+15 mins.	**7**	3	27	**37**	0	16	10	26	0	0	0	0	**44**	27	**1**	**72**
+30 mins.	5	0	**28**	33	0	**32**	**11**	**43**	0	0	0	0	35	14	0	49
+45 mins.	5	1	28	34	**1**	21	2	24	0	0	0	0	34	25	0	59
Total Volume	17	21	98	136	1	91	28	120	0	0	0	0	143	98	1	242
% App. Total	12.5	15.4	72.1		0.8	75.8	23.3		0	0	0		59.1	40.5	0.4	
PHF	.607	.309	.875	.919	.250	.711	.636	.698	.000	.000	.000	.000	.813	.766	.250	.840

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City of Menifee
N/S: Palomar Road
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Weather: Clear

File Name : 45_MEN_Pal_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

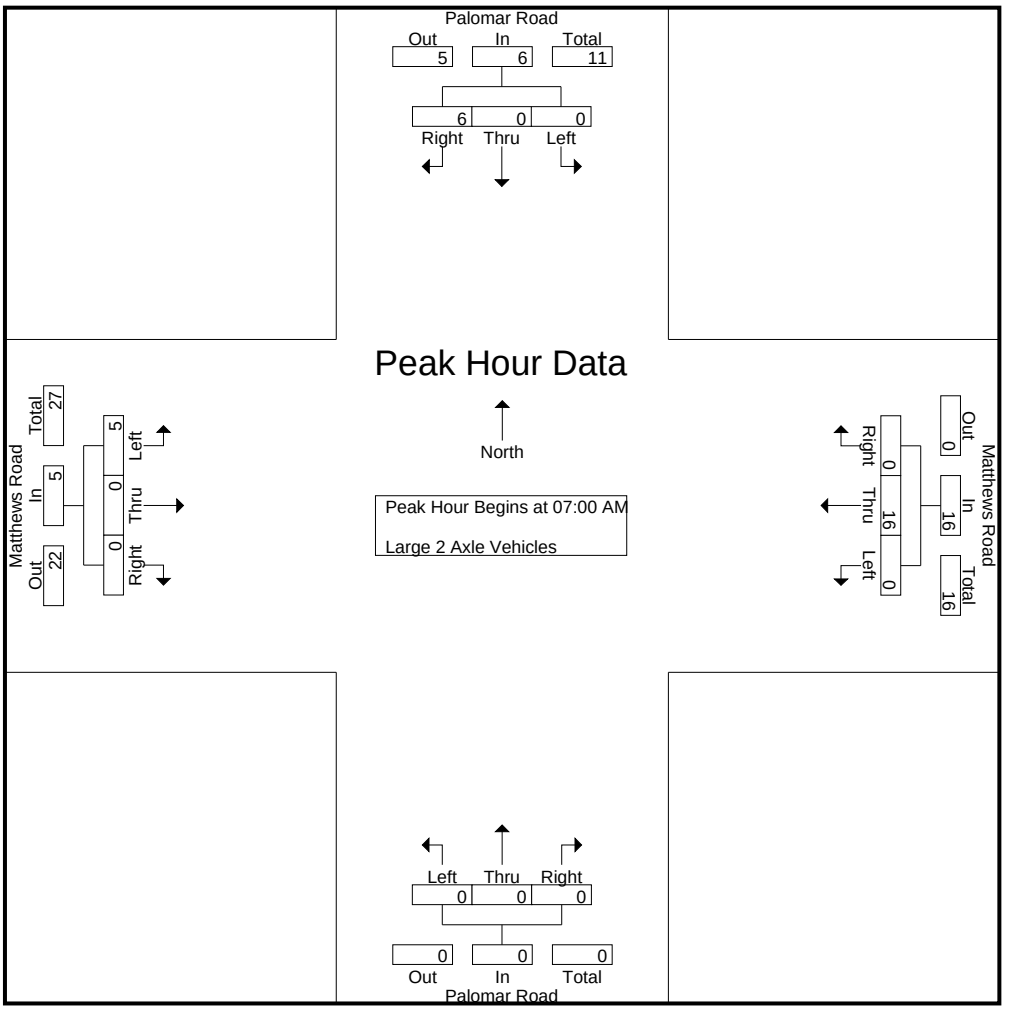
	Palomar Road Southbound				Matthews Road Westbound				Palomar Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	7	0	7	0	0	0	0	1	0	0	1	9
07:15 AM	0	0	2	2	0	6	0	6	0	0	0	0	3	0	0	3	11
07:30 AM	0	0	3	3	0	2	0	2	0	0	0	0	1	0	0	1	6
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	6	6	0	16	0	16	0	0	0	0	5	0	0	5	27
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2	3
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	1	2	3
Total	0	0	1	1	0	1	0	1	0	0	0	0	4	3	1	8	10
Grand Total	0	0	7	7	0	17	0	17	0	0	0	0	9	3	1	13	37
Apprch %	0	0	100		0	100	0		0	0	0		69.2	23.1	7.7		
Total %	0	0	18.9	18.9	0	45.9	0	45.9	0	0	0	0	24.3	8.1	2.7	35.1	

	Palomar Road Southbound				Matthews Road Westbound				Palomar Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	1	1	0	**7**	0	**7**	0	0	0	0	1	0	0	1	9
07:15 AM	0	0	2	2	0	6	0	6	0	0	0	0	**3**	0	0	**3**	**11**
07:30 AM	0	0	**3**	**3**	0	2	0	2	0	0	0	0	1	0	0	1	6
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	6	6	0	16	0	16	0	0	0	0	5	0	0	5	27
% App. Total	0	0	100		0	100	0		0	0	0		100	0	0		
PHF	.000	.000	.500	.500	.000	.571	.000	.571	.000	.000	.000	.000	.417	.000	.000	.417	.614

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City of Menifee
N/S: Palomar Road
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File Name : 45_MEN_Pal_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	1	1	0	**7**	0	**7**	0	0	0	0	1	0	0	1
+15 mins.	0	0	2	2	0	6	0	6	0	0	0	0	**3**	0	0	**3**
+30 mins.	0	0	**3**	**3**	0	2	0	2	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	6	6	0	16	0	16	0	0	0	0	5	0	0	5
% App. Total	0	0	100		0	100	0		0	0	0		100	0	0	
PHF	.000	.000	.500	.500	.000	.571	.000	.571	.000	.000	.000	.000	.417	.000	.000	.417

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City of Menifee
N/S: Palomar Road
E/W: Matthews Road
Weather: Clear

File Name : 45_MEN_Pal_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

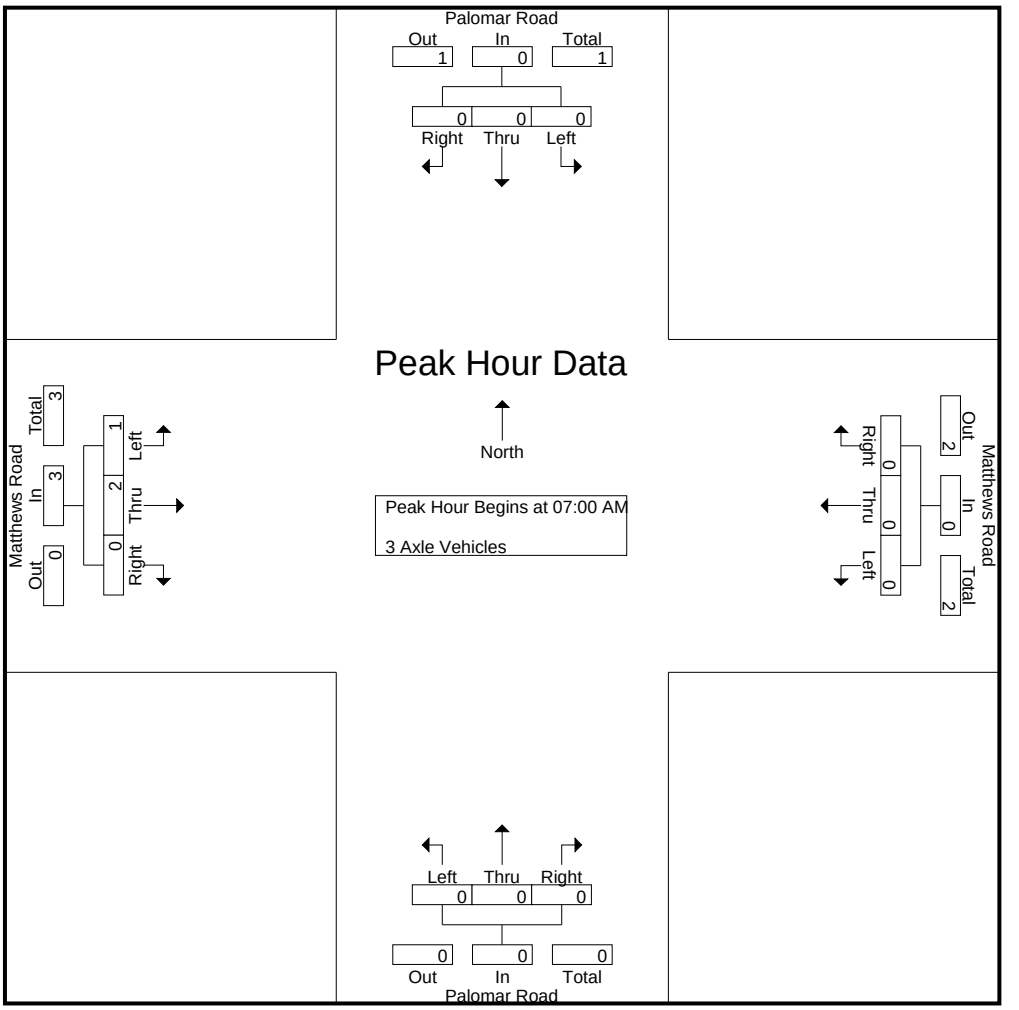
	Palomar Road Southbound				Matthews Road Westbound				Palomar Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
Apprch %	0	0	0		0	0	0		0	0	0		33.3	66.7	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	33.3	66.7	0	100	

	Palomar Road Southbound				Matthews Road Westbound				Palomar Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**2**	0	**3**	**3**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
% App. Total	0	0	0		0	0	0		0	0	0		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250	.250

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File Name : 45_MEN_Pal_Matt AM
Site Code : 00322418
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Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**2**	0	**3**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3
% App. Total	0	0	0		0	0	0		0	0	0		33.3	66.7	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250

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City of Menifee
N/S: Palomar Road
E/W: Matthews Road
Weather: Clear

File Name : 45_MEN_Pal_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

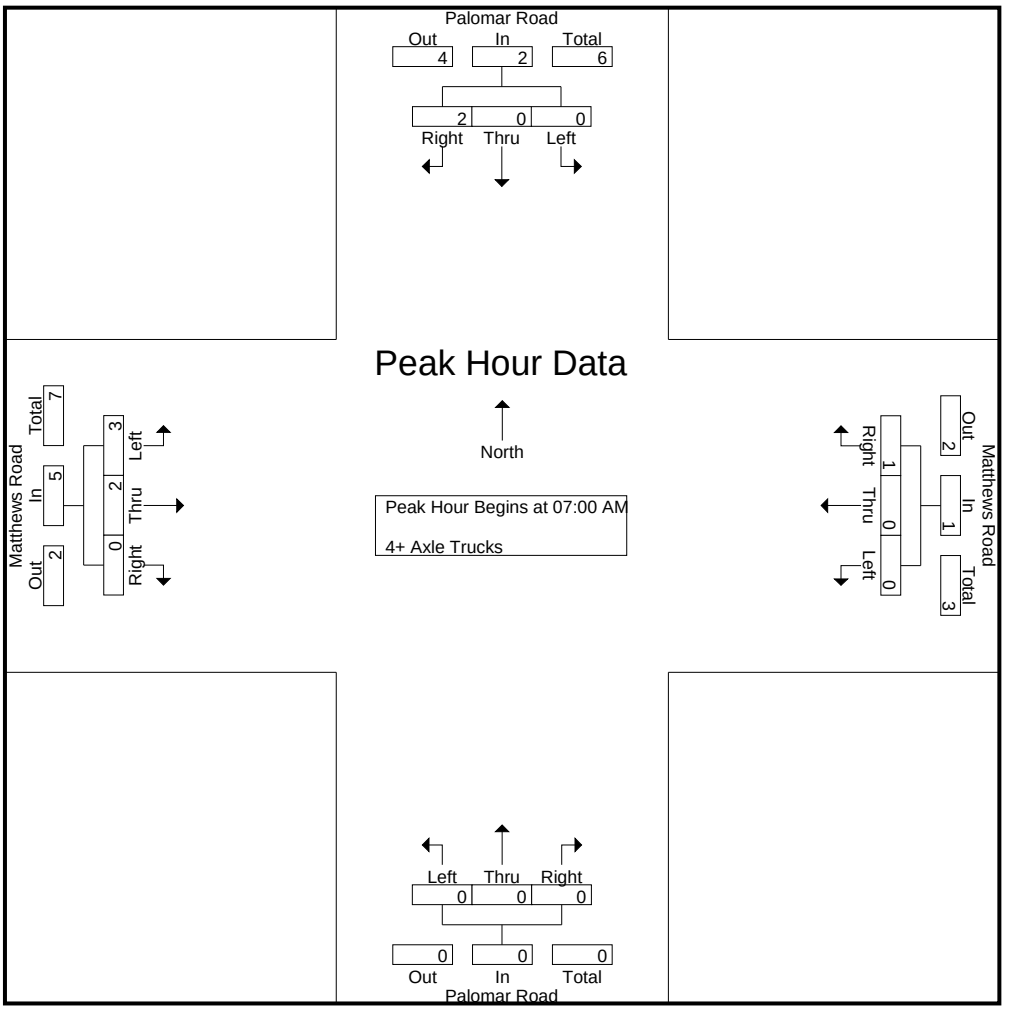
	Palomar Road Southbound				Matthews Road Westbound				Palomar Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	2	3
07:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	0	2	2	0	0	1	1	0	0	0	0	3	2	0	5	8
08:00 AM	0	0	3	3	0	0	0	0	0	0	0	0	0	1	0	1	4
08:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	1	0	1	2	0	0	0	0	2	1	0	3	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	4	4	1	0	1	2	0	0	0	0	2	2	0	4	10
Grand Total	0	0	6	6	1	0	2	3	0	0	0	0	5	4	0	9	18
Apprch %	0	0	100		33.3	0	66.7		0	0	0		55.6	44.4	0		
Total %	0	0	33.3	33.3	5.6	0	11.1	16.7	0	0	0	0	27.8	22.2	0	50	

	Palomar Road Southbound				Matthews Road Westbound				Palomar Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1	**1**	0	**2**	**3**
07:15 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	2	2
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	0	2	2	0	0	1	1	0	0	0	0	3	2	0	5	8
% App. Total	0	0	100		0	0	100		0	0	0		60	40	0		
PHF	.000	.000	.500	.500	.000	.000	.250	.250	.000	.000	.000	.000	.375	.500	.000	.625	.667

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City of Menifee
N/S: Palomar Road
E/W: Matthews Road
Weather: Clear

File Name : 45_MEN_Pal_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1	**1**	0	**2**
+15 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	2
+45 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	2	2	0	0	1	1	0	0	0	0	3	2	0	5
% App. Total	0	0	100		0	0	100		0	0	0		60	40	0	
PHF	.000	.000	.500	.500	.000	.000	.250	.250	.000	.000	.000	.000	.375	.500	.000	.625

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City of Menifee
N/S: Palomar Road
E/W: Matthews Road
Weather: Clear

File Name : 45_MEN_Pal_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

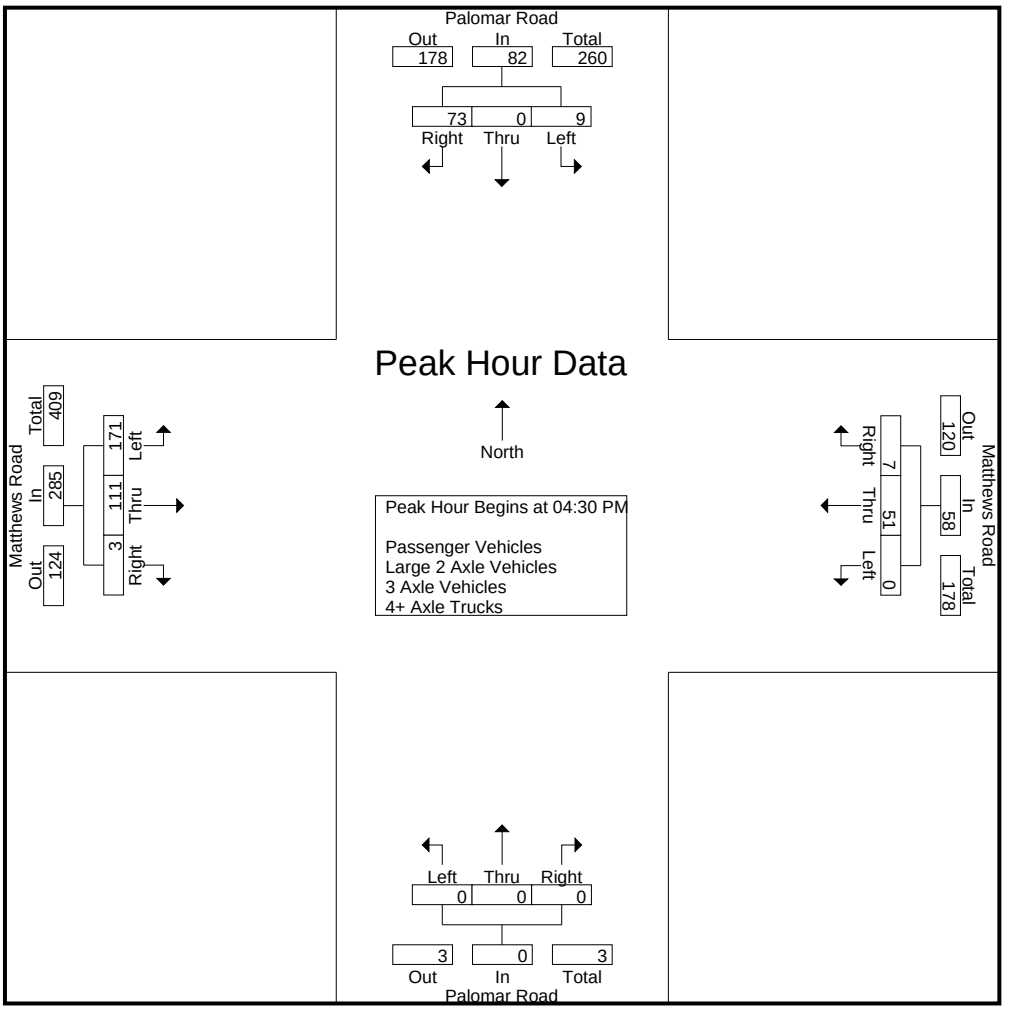
	Palomar Road Southbound				Matthews Road Westbound				Palomar Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	0	15	18	0	13	4	17	0	0	0	0	36	20	0	56	91
04:15 PM	1	1	14	16	0	8	1	9	0	0	0	0	41	29	0	70	95
04:30 PM	3	0	21	24	0	16	2	18	0	0	0	0	42	24	1	67	109
04:45 PM	0	0	17	17	0	11	0	11	0	0	0	0	38	31	2	71	99
Total	7	1	67	75	0	48	7	55	0	0	0	0	157	104	3	264	394
05:00 PM	4	0	17	21	0	9	2	11	0	0	0	0	43	30	0	73	105
05:15 PM	2	0	18	20	0	15	3	18	0	0	0	0	48	26	0	74	112
05:30 PM	2	0	21	23	0	10	1	11	0	0	0	0	40	18	0	58	92
05:45 PM	0	0	9	9	0	4	0	4	0	0	0	0	24	19	0	43	56
Total	8	0	65	73	0	38	6	44	0	0	0	0	155	93	0	248	365
Grand Total	15	1	132	148	0	86	13	99	0	0	0	0	312	197	3	512	759
Apprch %	10.1	0.7	89.2		0	86.9	13.1		0	0	0		60.9	38.5	0.6		
Total %	2	0.1	17.4	19.5	0	11.3	1.7	13	0	0	0	0	41.1	26	0.4	67.5	
Passenger Vehicles	14	0	130	144	0	82	13	95	0	0	0	0	303	190	3	496	735
% Passenger Vehicles	93.3	0	98.5	97.3	0	95.3	100	96	0	0	0	0	97.1	96.4	100	96.9	96.8
Large 2 Axle Vehicles	0	0	2	2	0	3	0	3	0	0	0	0	4	3	0	7	12
% Large 2 Axle Vehicles	0	0	1.5	1.4	0	3.5	0	3	0	0	0	0	1.3	1.5	0	1.4	1.6
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	5
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	1.3	0.5	0	1	0.7
4+ Axle Trucks	1	1	0	2	0	1	0	1	0	0	0	0	1	3	0	4	7
% 4+ Axle Trucks	6.7	100	0	1.4	0	1.2	0	1	0	0	0	0	0.3	1.5	0	0.8	0.9

	Palomar Road Southbound				Matthews Road Westbound				Palomar Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	3	0	**21**	**24**	0	**16**	2	**18**	0	0	0	0	42	24	1	67	109
04:45 PM	0	0	17	17	0	11	0	11	0	0	0	0	38	**31**	**2**	71	99
05:00 PM	**4**	0	17	21	0	9	2	11	0	0	0	0	43	30	0	73	105
05:15 PM	2	0	18	20	0	15	**3**	18	0	0	0	0	**48**	26	0	**74**	**112**
Total Volume	9	0	73	82	0	51	7	58	0	0	0	0	171	111	3	285	425
% App. Total	11	0	89		0	87.9	12.1		0	0	0		60	38.9	1.1		
PHF	.563	.000	.869	.854	.000	.797	.583	.806	.000	.000	.000	.000	.891	.895	.375	.963	.949

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City of Menifee
N/S: Palomar Road
E/W: Matthews Road
Weather: Clear

File Name : 45_MEN_Pal_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:30 PM				04:30 PM				04:00 PM				04:30 PM			
+0 mins.	3	0	**21**	**24**	0	**16**	2	**18**	0	0	0	0	42	24	1	67
+15 mins.	0	0	17	17	0	11	0	11	0	0	0	0	38	**31**	**2**	71
+30 mins.	**4**	0	17	21	0	9	2	11	0	0	0	0	43	30	0	73
+45 mins.	2	0	18	20	0	15	**3**	18	0	0	0	0	**48**	26	0	**74**
Total Volume	9	0	73	82	0	51	7	58	0	0	0	0	171	111	3	285
% App. Total	11	0	89		0	87.9	12.1		0	0	0		60	38.9	1.1	
PHF	.563	.000	.869	.854	.000	.797	.583	.806	.000	.000	.000	.000	.891	.895	.375	.963

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City of Menifee
N/S: Palomar Road
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Weather: Clear

File Name : 45_MEN_Pal_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

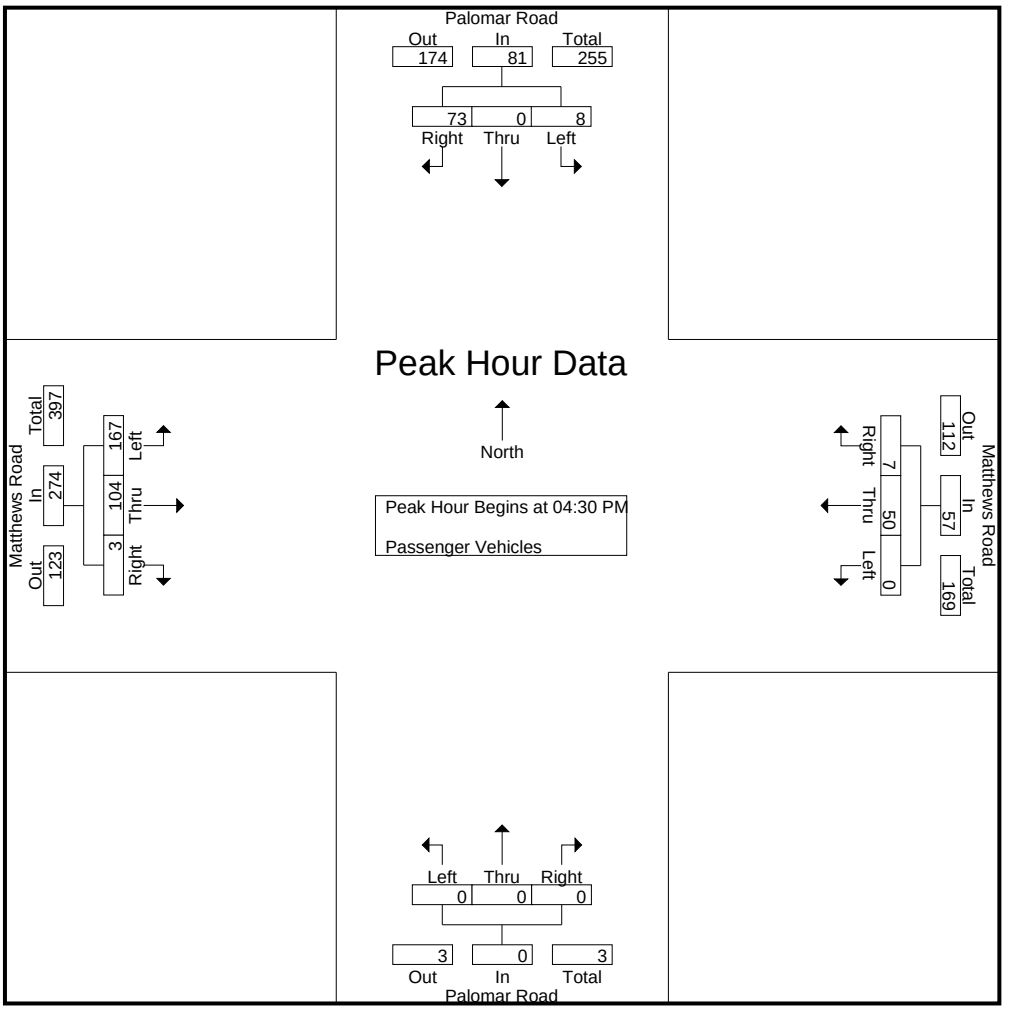
	Palomar Road Southbound				Matthews Road Westbound				Palomar Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	0	14	17	0	12	4	16	0	0	0	0	34	20	0	54	87
04:15 PM	1	0	14	15	0	8	1	9	0	0	0	0	39	29	0	68	92
04:30 PM	3	0	21	24	0	16	2	18	0	0	0	0	42	24	1	67	109
04:45 PM	0	0	17	17	0	10	0	10	0	0	0	0	37	30	2	69	96
Total	7	0	66	73	0	46	7	53	0	0	0	0	152	103	3	258	384
05:00 PM	3	0	17	20	0	9	2	11	0	0	0	0	42	30	0	72	103
05:15 PM	2	0	18	20	0	15	3	18	0	0	0	0	46	20	0	66	104
05:30 PM	2	0	21	23	0	8	1	9	0	0	0	0	39	18	0	57	89
05:45 PM	0	0	8	8	0	4	0	4	0	0	0	0	24	19	0	43	55
Total	7	0	64	71	0	36	6	42	0	0	0	0	151	87	0	238	351
Grand Total	14	0	130	144	0	82	13	95	0	0	0	0	303	190	3	496	735
Apprch %	9.7	0	90.3		0	86.3	13.7		0	0	0		61.1	38.3	0.6		
Total %	1.9	0	17.7	19.6	0	11.2	1.8	12.9	0	0	0	0	41.2	25.9	0.4	67.5	

	Palomar Road Southbound				Matthews Road Westbound				Palomar Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**3**	0	**21**	**24**	0	**16**	2	**18**	0	0	0	0	42	24	1	67	**109**
04:45 PM	0	0	17	17	0	10	0	10	0	0	0	0	37	**30**	**2**	69	96
05:00 PM	3	0	17	20	0	9	2	11	0	0	0	0	42	30	0	**72**	103
05:15 PM	2	0	18	20	0	15	**3**	18	0	0	0	0	**46**	20	0	66	104
Total Volume	8	0	73	81	0	50	7	57	0	0	0	0	167	104	3	274	412
% App. Total	9.9	0	90.1		0	87.7	12.3		0	0	0		60.9	38	1.1		
PHF	.667	.000	.869	.844	.000	.781	.583	.792	.000	.000	.000	.000	.908	.867	.375	.951	.945

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City of Menifee
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Weather: Clear

File Name : 45_MEN_Pal_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**3**	0	**21**	**24**	0	**16**	2	**18**	0	0	0	0	42	24	1	67
+15 mins.	0	0	17	17	0	10	0	10	0	0	0	0	37	**30**	**2**	69
+30 mins.	3	0	17	20	0	9	2	11	0	0	0	0	42	30	0	**72**
+45 mins.	2	0	18	20	0	15	**3**	18	0	0	0	0	**46**	20	0	66
Total Volume	8	0	73	81	0	50	7	57	0	0	0	0	167	104	3	274
% App. Total	9.9	0	90.1		0	87.7	12.3		0	0	0		60.9	38	1.1	
PHF	.667	.000	.869	.844	.000	.781	.583	.792	.000	.000	.000	.000	.908	.867	.375	.951

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City of Menifee
N/S: Palomar Road
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Weather: Clear

File Name : 45_MEN_Pal_Matt PM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- Large 2 Axle Vehicles

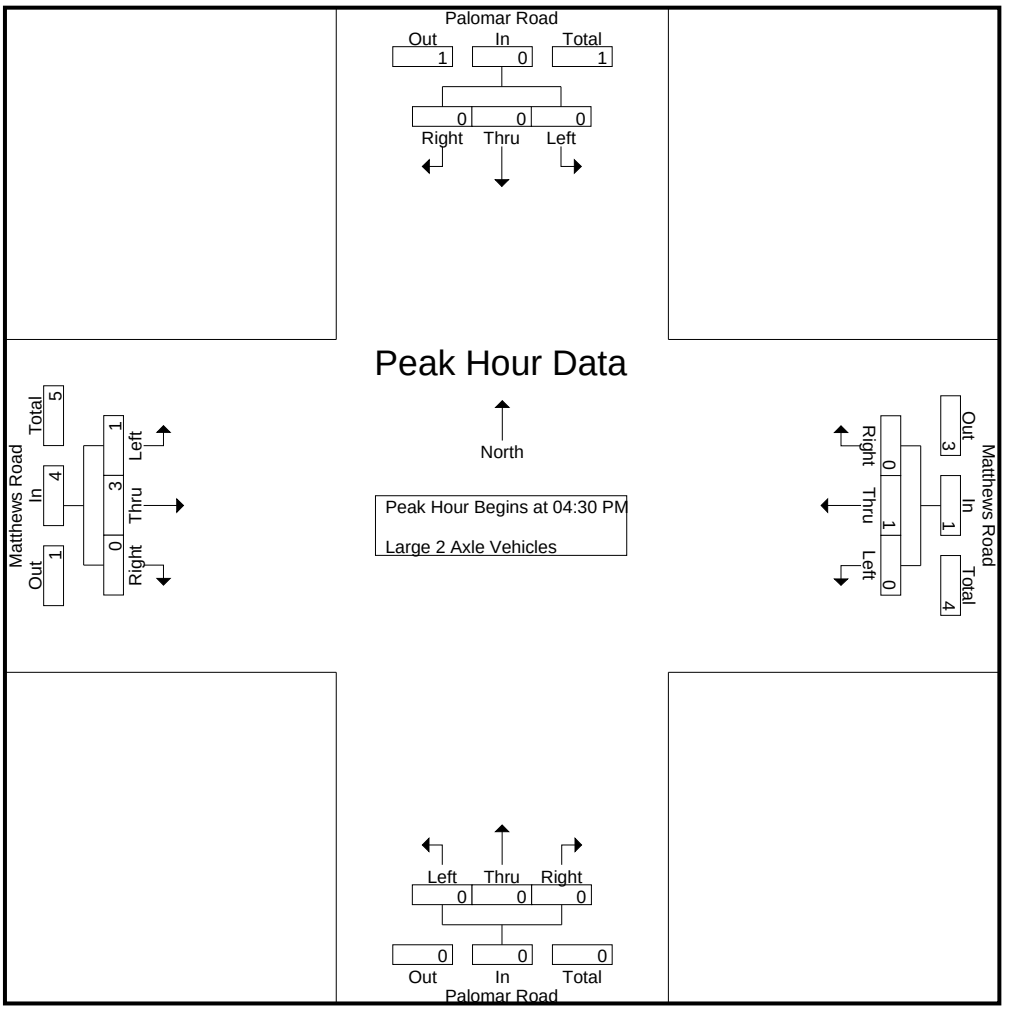
	Palomar Road Southbound				Matthews Road Westbound				Palomar Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2	3
Total	0	0	1	1	0	1	0	1	0	0	0	0	3	1	0	4	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1	3
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	2	0	2	0	0	0	0	1	2	0	3	6
Grand Total	0	0	2	2	0	3	0	3	0	0	0	0	4	3	0	7	12
Apprch %	0	0	100		0	100	0		0	0	0		57.1	42.9	0		
Total %	0	0	16.7	16.7	0	25	0	25	0	0	0	0	33.3	25	0	58.3	

	Palomar Road Southbound				Matthews Road Westbound				Palomar Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**	1	0	**2**	**3**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	2
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	1	3	0	4	5
% App. Total	0	0	0		0	100	0		0	0	0		25	75	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250	.375	.000	.500	.417

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File Name : 45_MEN_Pal_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**	1	0	**2**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	1	3	0	4
% App. Total	0	0	0		0	100	0		0	0	0		25	75	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250	.375	.000	.500

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City of Menifee
N/S: Palomar Road
E/W: Matthews Road
Weather: Clear

File Name : 45_MEN_Pal_Matt PM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- 3 Axle Vehicles

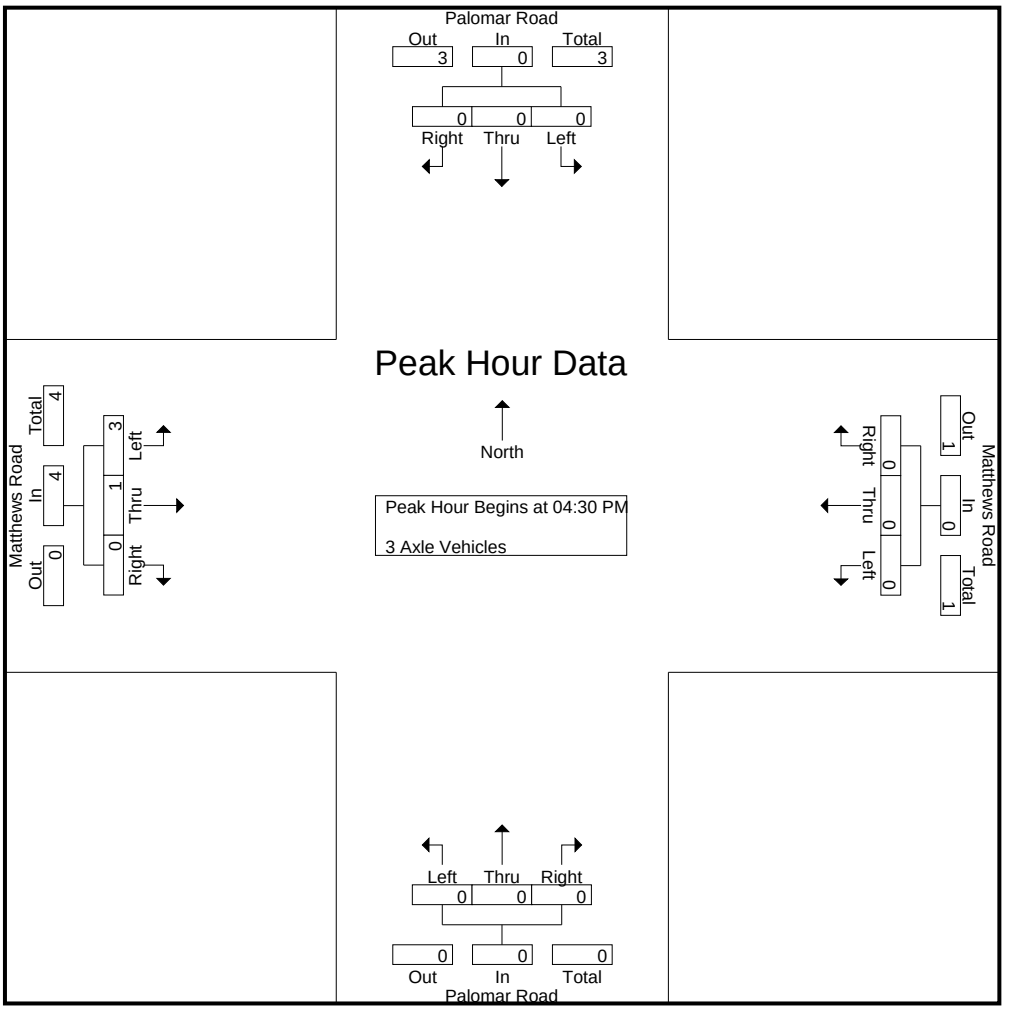
	Palomar Road Southbound				Matthews Road Westbound				Palomar Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	5
Apprch %	0	0	0		0	0	0		0	0	0		80	20	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	80	20	0	100	

	Palomar Road Southbound				Matthews Road Westbound				Palomar Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**1**	0	**3**	**3**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4
% App. Total	0	0	0		0	0	0		0	0	0		75	25	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.250	.000	.333	.333

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City of Menifee
N/S: Palomar Road
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File Name : 45_MEN_Pal_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**1**	0	**3**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4
% App. Total	0	0	0		0	0	0		0	0	0		75	25	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.250	.000	.333

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City of Menifee
N/S: Palomar Road
E/W: Matthews Road
Weather: Clear

File Name : 45_MEN_Pal_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

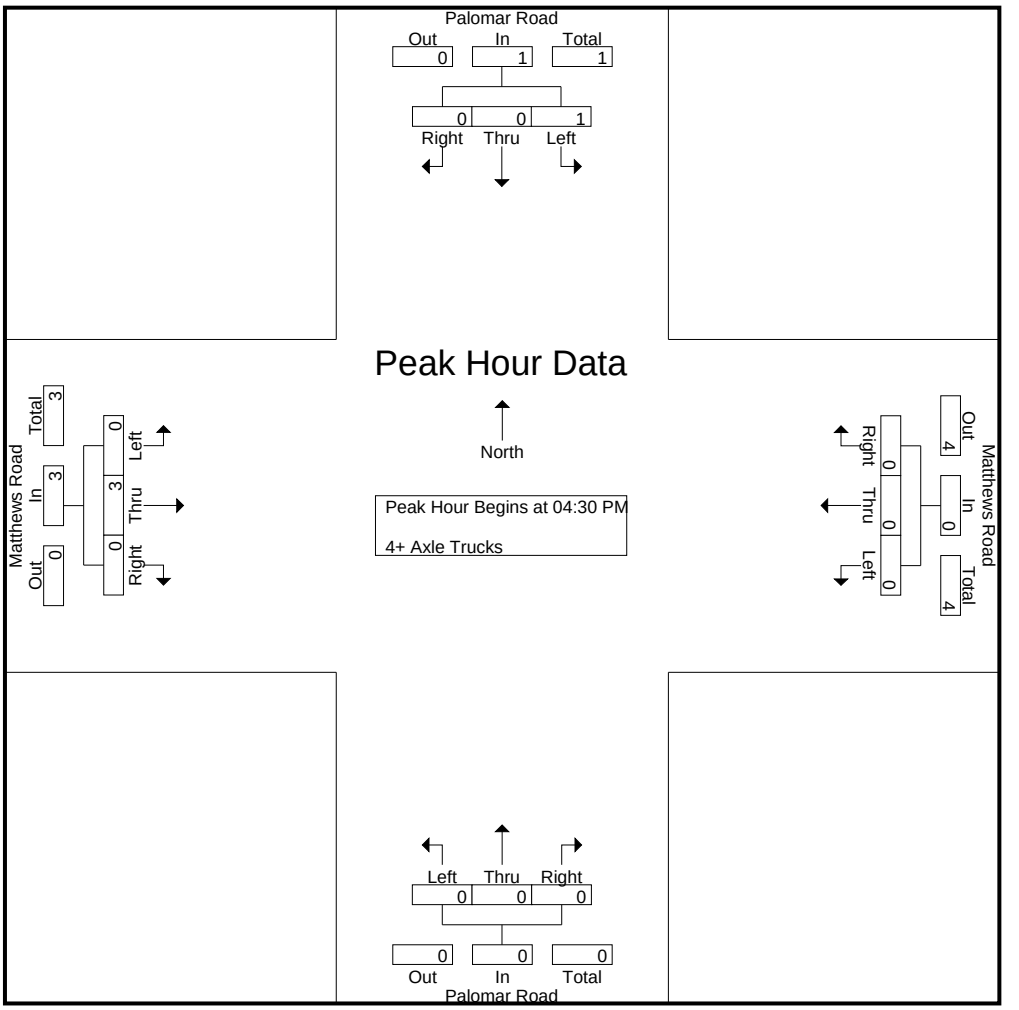
	Palomar Road Southbound				Matthews Road Westbound				Palomar Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	1	0	1	0	0	0	0	1	0	0	1	3
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	3	0	3	4
Grand Total	1	1	0	2	0	1	0	1	0	0	0	0	1	3	0	4	7
Apprch %	50	50	0		0	100	0		0	0	0		25	75	0		
Total %	14.3	14.3	0	28.6	0	14.3	0	14.3	0	0	0	0	14.3	42.9	0	57.1	

	Palomar Road Southbound				Matthews Road Westbound				Palomar Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	**3**
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	3	0	3	4
% App. Total	100	0	0		0	0	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.333

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City of Menifee
N/S: Palomar Road
E/W: Matthews Road
Weather: Clear

File Name : 45_MEN_Pal_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	3	0	3
% App. Total	100	0	0		0	0	0		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

Location: Menifee
N/S: Palomar Road
E/W: Matthews Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Palomar Road	East Leg Matthews Road	South Leg Palomar Road	West Leg Matthews Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Palomar Road	East Leg Matthews Road	South Leg Palomar Road	West Leg Matthews Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	1	0	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

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Location: Menifee
N/S: Palomar Road
E/W: Matthews Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Palomar Road			Westbound Matthews Road			Northbound Palomar Road			Eastbound Matthews Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Palomar Road			Westbound Matthews Road			Northbound Palomar Road			Eastbound Matthews Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Menifee
N/S: Menifee Road
E/W: Watson Road
Weather: Clear

File Name : 46_MEN_Men_Wat AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

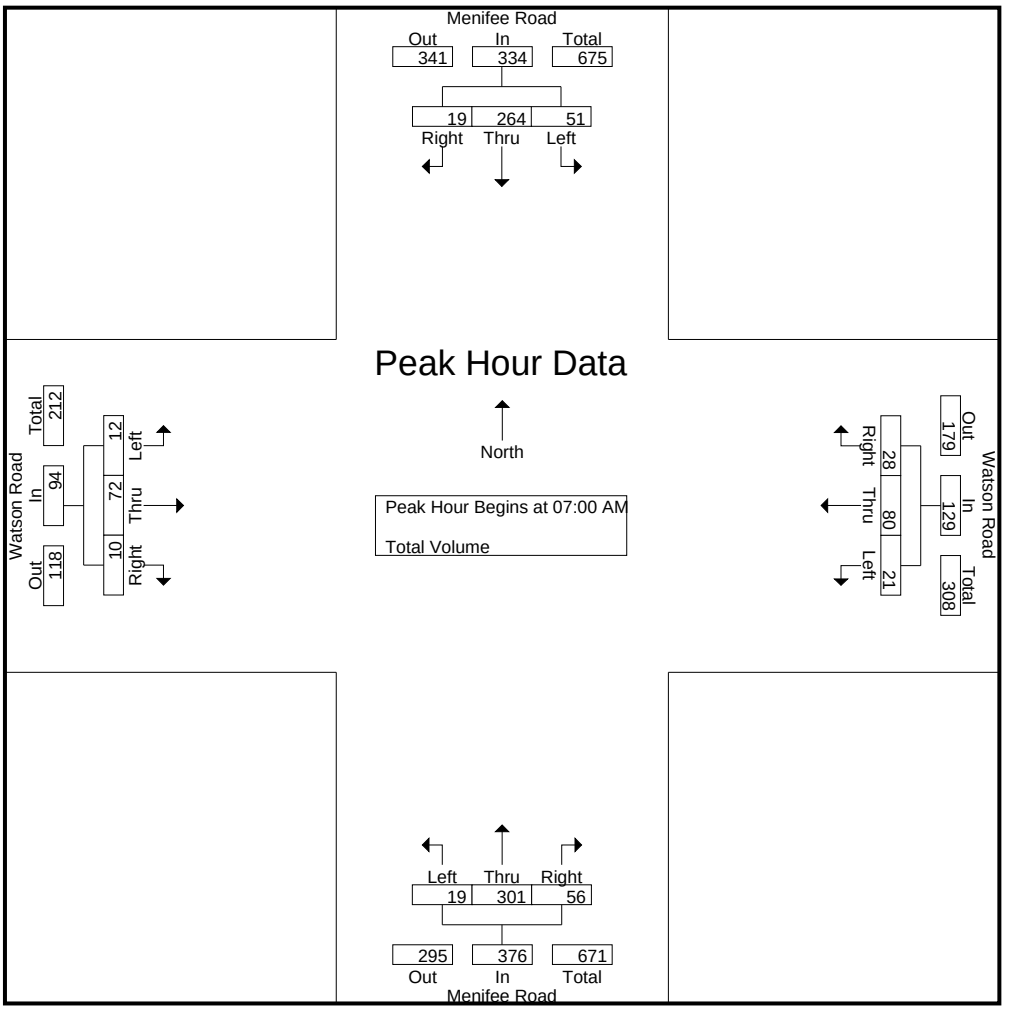
	Menifee Road Southbound				Watson Road Westbound				Menifee Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	76	3	86	5	11	4	20	1	68	12	81	3	15	4	22	209
07:15 AM	14	63	6	83	5	15	7	27	2	76	16	94	3	18	3	24	228
07:30 AM	18	67	3	88	7	32	6	45	12	84	20	116	3	23	2	28	277
07:45 AM	12	58	7	77	4	22	11	37	4	73	8	85	3	16	1	20	219
Total	51	264	19	334	21	80	28	129	19	301	56	376	12	72	10	94	933
08:00 AM	7	37	5	49	1	16	5	22	4	60	6	70	1	6	2	9	150
08:15 AM	4	42	3	49	2	12	3	17	2	49	3	54	0	10	3	13	133
08:30 AM	0	42	1	43	7	12	1	20	2	41	4	47	0	8	1	9	119
08:45 AM	5	43	3	51	6	13	0	19	0	37	4	41	0	9	1	10	121
Total	16	164	12	192	16	53	9	78	8	187	17	212	1	33	7	41	523
Grand Total	67	428	31	526	37	133	37	207	27	488	73	588	13	105	17	135	1456
Apprch %	12.7	81.4	5.9		17.9	64.3	17.9		4.6	83	12.4		9.6	77.8	12.6		
Total %	4.6	29.4	2.1	36.1	2.5	9.1	2.5	14.2	1.9	33.5	5	40.4	0.9	7.2	1.2	9.3	

	Menifee Road Southbound				Watson Road Westbound				Menifee Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	7	**76**	3	86	5	11	4	20	1	68	12	81	**3**	15	**4**	22	209
07:15 AM	14	63	6	83	5	15	7	27	2	76	16	94	3	18	3	24	228
07:30 AM	**18**	67	3	**88**	**7**	**32**	6	**45**	**12**	**84**	**20**	**116**	3	**23**	2	**28**	**277**
07:45 AM	12	58	**7**	77	4	22	**11**	37	4	73	8	85	3	16	1	20	219
Total Volume	51	264	19	334	21	80	28	129	19	301	56	376	12	72	10	94	933
% App. Total	15.3	79	5.7		16.3	62	21.7		5.1	80.1	14.9		12.8	76.6	10.6		
PHF	.708	.868	.679	.949	.750	.625	.636	.717	.396	.896	.700	.810	1.00	.783	.625	.839	.842

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City of Menifee
N/S: Menifee Road
E/W: Watson Road
Weather: Clear

File Name : 46_MEN_Men_Wat AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:15 AM				07:00 AM				07:00 AM			
+0 mins.	7	**76**	3	86	5	15	7	27	1	68	12	81	**3**	15	**4**	22
+15 mins.	14	63	6	83	**7**	**32**	6	**45**	2	76	16	94	3	18	3	24
+30 mins.	**18**	67	3	**88**	4	22	**11**	37	**12**	**84**	**20**	**116**	3	**23**	2	**28**
+45 mins.	12	58	**7**	77	1	16	5	22	4	73	8	85	3	16	1	20
Total Volume	51	264	19	334	17	85	29	131	19	301	56	376	12	72	10	94
% App. Total	15.3	79	5.7		13	64.9	22.1		5.1	80.1	14.9		12.8	76.6	10.6	
PHF	.708	.868	.679	.949	.607	.664	.659	.728	.396	.896	.700	.810	1.000	.783	.625	.839

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City of Menifee
N/S: Menifee Road
E/W: Watson Road
Weather: Clear

File Name : 46_MEN_Men_Wat PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

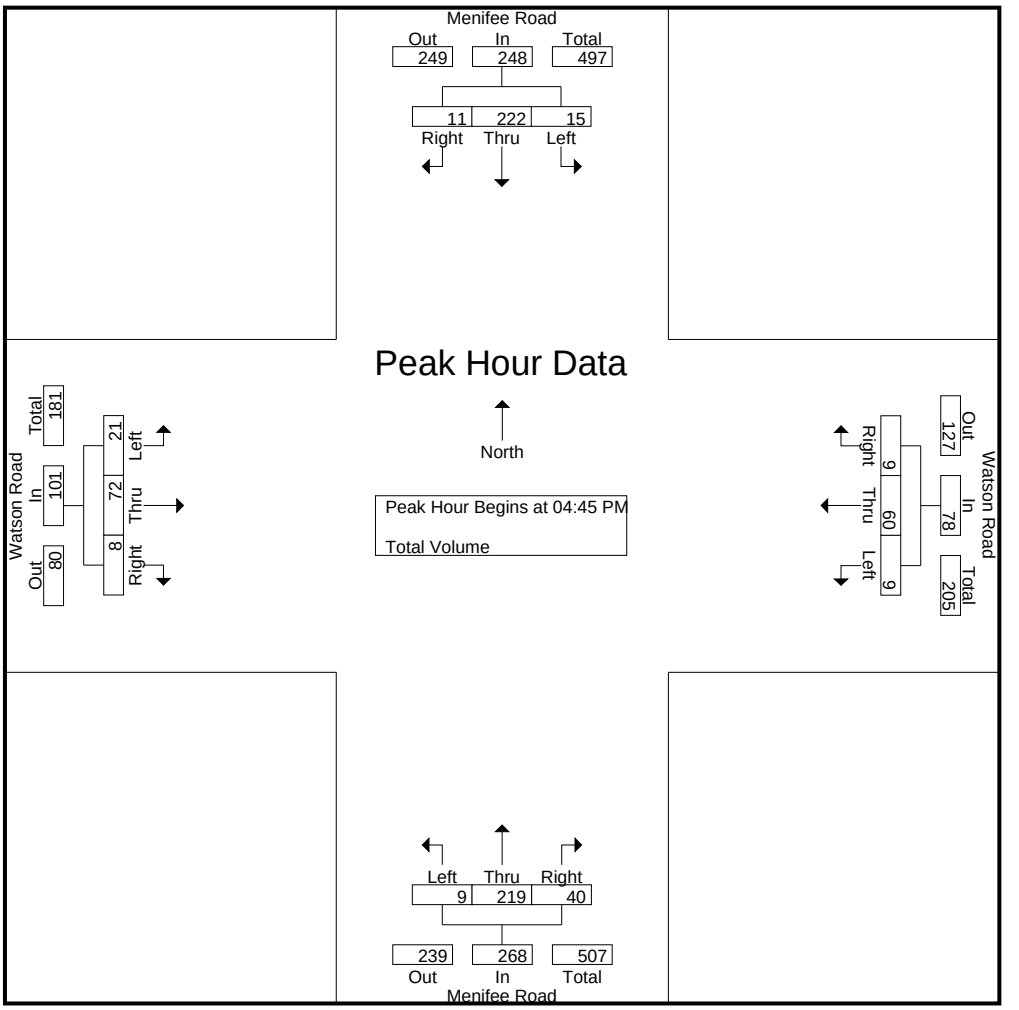
	Menifee Road Southbound				Watson Road Westbound				Menifee Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	53	6	63	1	9	4	14	4	54	7	65	5	19	2	26	168
04:15 PM	7	60	7	74	4	7	1	12	1	54	5	60	4	12	3	19	165
04:30 PM	2	45	3	50	4	13	1	18	0	48	11	59	2	10	0	12	139
04:45 PM	3	53	1	57	2	10	0	12	3	56	8	67	4	15	2	21	157
Total	16	211	17	244	11	39	6	56	8	212	31	251	15	56	7	78	629
05:00 PM	4	77	3	84	2	17	6	25	0	48	8	56	9	19	1	29	194
05:15 PM	2	46	2	50	3	13	3	19	3	56	9	68	7	18	2	27	164
05:30 PM	6	46	5	57	2	20	0	22	3	59	15	77	1	20	3	24	180
05:45 PM	1	49	5	55	4	8	3	15	1	39	7	47	0	12	2	14	131
Total	13	218	15	246	11	58	12	81	7	202	39	248	17	69	8	94	669
Grand Total	29	429	32	490	22	97	18	137	15	414	70	499	32	125	15	172	1298
Apprch %	5.9	87.6	6.5		16.1	70.8	13.1		3	83	14		18.6	72.7	8.7		
Total %	2.2	33.1	2.5	37.8	1.7	7.5	1.4	10.6	1.2	31.9	5.4	38.4	2.5	9.6	1.2	13.3	

	Menifee Road Southbound				Watson Road Westbound				Menifee Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	3	53	1	57	2	10	0	12	**3**	56	8	67	4	15	2	21	157
05:00 PM	4	**77**	3	**84**	2	17	**6**	**25**	0	48	8	56	**9**	19	1	**29**	**194**
05:15 PM	2	46	2	50	**3**	13	3	19	3	56	9	68	7	18	2	27	164
05:30 PM	**6**	46	**5**	57	2	**20**	0	22	3	**59**	**15**	**77**	1	**20**	**3**	24	180
Total Volume	15	222	11	248	9	60	9	78	9	219	40	268	21	72	8	101	695
% App. Total	6	89.5	4.4		11.5	76.9	11.5		3.4	81.7	14.9		20.8	71.3	7.9		
PHF	.625	.721	.550	.738	.750	.750	.375	.780	.750	.928	.667	.870	.583	.900	.667	.871	.896

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City of Menifee
N/S: Menifee Road
E/W: Watson Road
Weather: Clear

File Name : 46_MEN_Men_Wat PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:15 PM				05:00 PM				04:45 PM				04:45 PM			
+0 mins.	**7**	60	**7**	74	2	17	**6**	**25**	**3**	56	8	67	4	15	2	21
+15 mins.	2	45	3	50	3	13	3	19	0	48	8	56	**9**	19	1	**29**
+30 mins.	3	53	1	57	2	**20**	0	22	3	56	9	68	7	18	2	27
+45 mins.	4	**77**	3	**84**	**4**	8	3	15	3	**59**	**15**	**77**	1	**20**	**3**	24
Total Volume	16	235	14	265	11	58	12	81	9	219	40	268	21	72	8	101
% App. Total	6	88.7	5.3		13.6	71.6	14.8		3.4	81.7	14.9		20.8	71.3	7.9	
PHF	.571	.763	.500	.789	.688	.725	.500	.810	.750	.928	.667	.870	.583	.900	.667	.871

Location: Menifee
N/S: Menifee Road
E/W: Watson Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Menifee Road	East Leg Matthews Road	South Leg Menifee Road	West Leg Watson Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	2	0	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	2	0	2

	North Leg Menifee Road	East Leg Matthews Road	South Leg Menifee Road	West Leg Watson Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Menifee
N/S: Menifee Road
E/W: Watson Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Menifee Road			Westbound Matthews Road			Northbound Menifee Road			Eastbound Watson Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Menifee Road			Westbound Matthews Road			Northbound Menifee Road			Eastbound Watson Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	4	0	0	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	4	0	0	0	0	0	0	0	4

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951-268-6268

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

City of Menifee
N/S: Menifee Road
E/W: SR-74
Weather: Clear

File Name : 47_MEN_Men_SR-74 AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

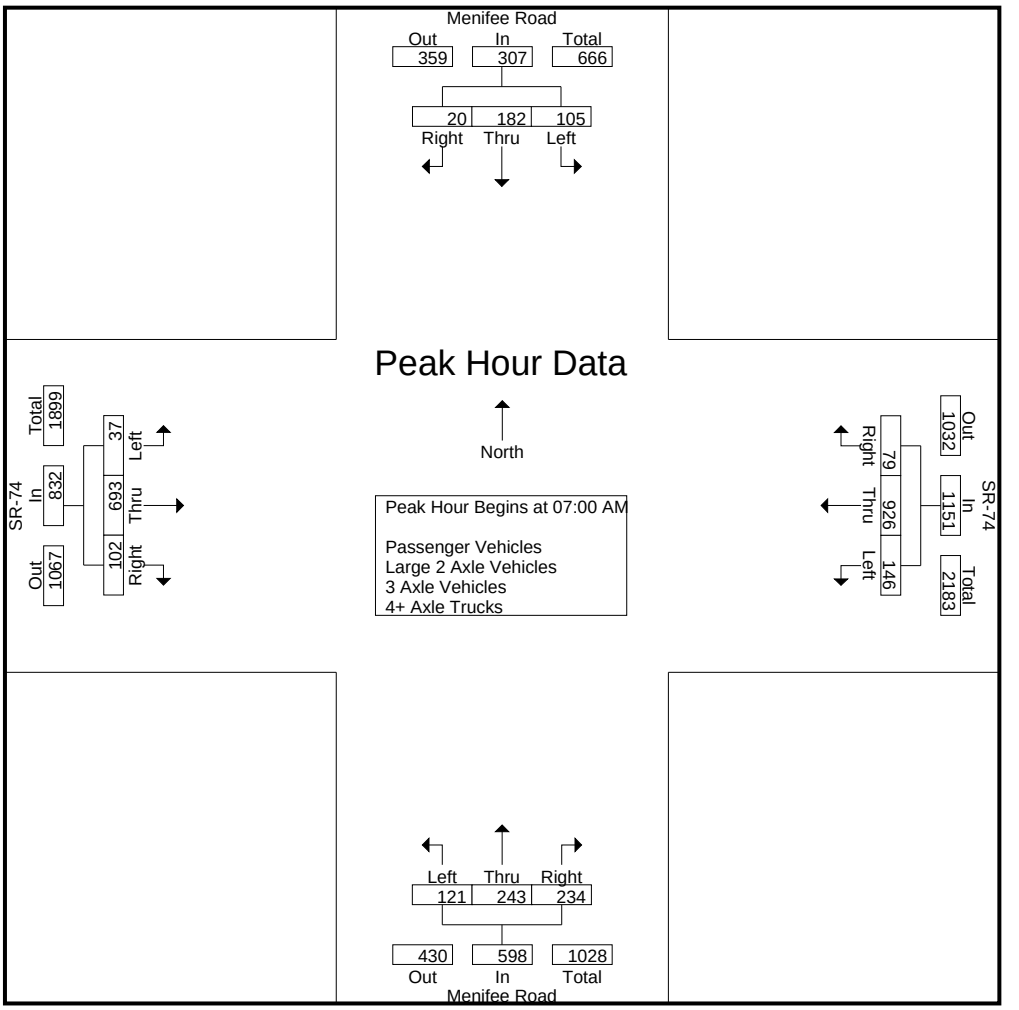
	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	16	62	4	82	25	189	16	230	26	61	48	135	9	131	30	170	617
07:15 AM	27	52	9	88	42	234	19	295	36	67	81	184	7	176	26	209	776
07:30 AM	42	28	2	72	38	261	17	316	34	68	70	172	8	217	20	245	805
07:45 AM	20	40	5	65	41	242	27	310	25	47	35	107	13	169	26	208	690
Total	105	182	20	307	146	926	79	1151	121	243	234	598	37	693	102	832	2888
08:00 AM	18	23	8	49	33	169	15	217	34	39	37	110	9	130	8	147	523
08:15 AM	19	19	1	39	32	170	15	217	14	31	19	64	10	125	17	152	472
08:30 AM	19	29	4	52	27	146	15	188	13	27	31	71	4	118	24	146	457
08:45 AM	15	31	6	52	28	122	11	161	15	22	24	61	13	142	18	173	447
Total	71	102	19	192	120	607	56	783	76	119	111	306	36	515	67	618	1899
Grand Total	176	284	39	499	266	1533	135	1934	197	362	345	904	73	1208	169	1450	4787
Apprch %	35.3	56.9	7.8		13.8	79.3	7		21.8	40	38.2		5	83.3	11.7		
Total %	3.7	5.9	0.8	10.4	5.6	32	2.8	40.4	4.1	7.6	7.2	18.9	1.5	25.2	3.5	30.3	
Passenger Vehicles	171	274	33	478	258	1454	125	1837	186	353	332	871	57	1053	146	1256	4442
% Passenger Vehicles	97.2	96.5	84.6	95.8	97	94.8	92.6	95	94.4	97.5	96.2	96.3	78.1	87.2	86.4	86.6	92.8
Large 2 Axle Vehicles	5	8	3	16	4	34	8	46	4	7	6	17	2	62	14	78	157
% Large 2 Axle Vehicles	2.8	2.8	7.7	3.2	1.5	2.2	5.9	2.4	2	1.9	1.7	1.9	2.7	5.1	8.3	5.4	3.3
3 Axle Vehicles	0	1	1	2	1	15	2	18	4	1	2	7	2	42	2	46	73
% 3 Axle Vehicles	0	0.4	2.6	0.4	0.4	1	1.5	0.9	2	0.3	0.6	0.8	2.7	3.5	1.2	3.2	1.5
4+ Axle Trucks	0	1	2	3	3	30	0	33	3	1	5	9	12	51	7	70	115
% 4+ Axle Trucks	0	0.4	5.1	0.6	1.1	2	0	1.7	1.5	0.3	1.4	1	16.4	4.2	4.1	4.8	2.4

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	16	**62**	4	82	25	189	16	230	26	61	48	135	9	131	**30**	170	617
07:15 AM	27	52	**9**	**88**	**42**	234	19	295	**36**	67	**81**	**184**	7	176	26	209	776
07:30 AM	**42**	28	2	72	38	**261**	17	**316**	34	**68**	70	172	8	**217**	20	**245**	**805**
07:45 AM	20	40	5	65	41	242	**27**	310	25	47	35	107	**13**	169	26	208	690
Total Volume	105	182	20	307	146	926	79	1151	121	243	234	598	37	693	102	832	2888
% App. Total	34.2	59.3	6.5		12.7	80.5	6.9		20.2	40.6	39.1		4.4	83.3	12.3		
PHF	.625	.734	.556	.872	.869	.887	.731	.911	.840	.893	.722	.813	.712	.798	.850	.849	.897

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City of Menifee
N/S: Menifee Road
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Weather: Clear

File Name : 47_MEN_Men_SR-74 AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	16	**62**	4	82	25	189	16	230	26	61	48	135	9	131	**30**	170
+15 mins.	27	52	**9**	**88**	**42**	234	19	295	**36**	67	**81**	**184**	7	176	26	209
+30 mins.	**42**	28	2	72	38	**261**	17	**316**	34	**68**	70	172	8	**217**	20	**245**
+45 mins.	20	40	5	65	41	242	**27**	310	25	47	35	107	**13**	169	26	208
Total Volume	105	182	20	307	146	926	79	1151	121	243	234	598	37	693	102	832
% App. Total	34.2	59.3	6.5		12.7	80.5	6.9		20.2	40.6	39.1		4.4	83.3	12.3	
PHF	.625	.734	.556	.872	.869	.887	.731	.911	.840	.893	.722	.813	.712	.798	.850	.849

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File Name : 47_MEN_Men_SR-74 AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

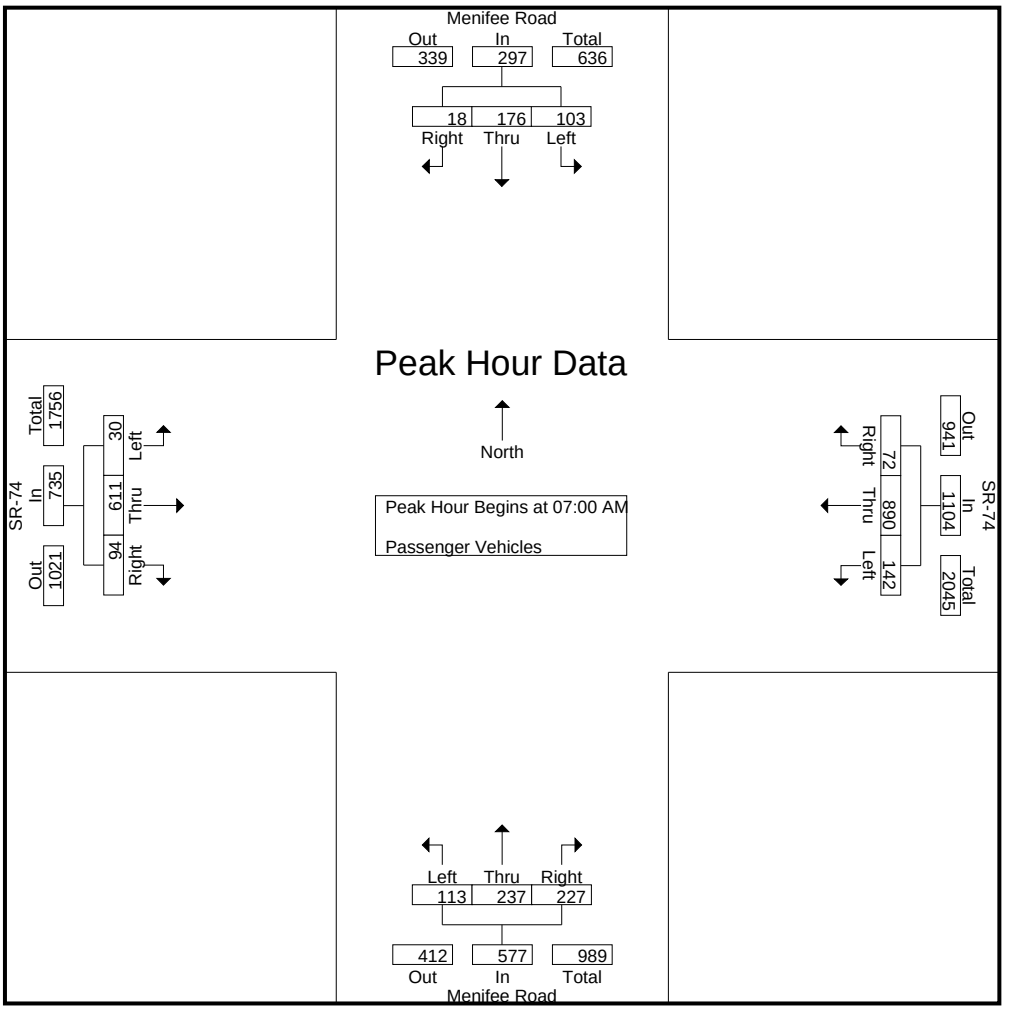
	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	15	62	3	80	23	184	12	219	21	59	46	126	8	106	27	141	566
07:15 AM	27	49	9	85	40	226	19	285	36	66	79	181	4	156	26	186	737
07:30 AM	41	26	1	68	38	250	16	304	32	67	68	167	7	195	19	221	760
07:45 AM	20	39	5	64	41	230	25	296	24	45	34	103	11	154	22	187	650
Total	103	176	18	297	142	890	72	1104	113	237	227	577	30	611	94	735	2713
08:00 AM	17	21	7	45	32	161	15	208	34	38	36	108	8	115	5	128	489
08:15 AM	19	18	1	38	31	158	13	202	14	30	19	63	7	107	14	128	431
08:30 AM	18	29	2	49	26	135	14	175	11	27	29	67	2	101	20	123	414
08:45 AM	14	30	5	49	27	110	11	148	14	21	21	56	10	119	13	142	395
Total	68	98	15	181	116	564	53	733	73	116	105	294	27	442	52	521	1729
Grand Total	171	274	33	478	258	1454	125	1837	186	353	332	871	57	1053	146	1256	4442
Apprch %	35.8	57.3	6.9		14	79.2	6.8		21.4	40.5	38.1		4.5	83.8	11.6		
Total %	3.8	6.2	0.7	10.8	5.8	32.7	2.8	41.4	4.2	7.9	7.5	19.6	1.3	23.7	3.3	28.3	

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	15	**62**	3	80	23	184	12	219	21	59	46	126	8	106	**27**	141	566
07:15 AM	27	49	**9**	**85**	40	226	19	285	**36**	66	**79**	**181**	4	156	26	186	737
07:30 AM	**41**	26	1	68	38	**250**	16	**304**	32	**67**	68	167	7	**195**	19	**221**	**760**
07:45 AM	20	39	5	64	**41**	230	**25**	296	24	45	34	103	**11**	154	22	187	650
Total Volume	103	176	18	297	142	890	72	1104	113	237	227	577	30	611	94	735	2713
% App. Total	34.7	59.3	6.1		12.9	80.6	6.5		19.6	41.1	39.3		4.1	83.1	12.8		
PHF	.628	.710	.500	.874	.866	.890	.720	.908	.785	.884	.718	.797	.682	.783	.870	.831	.892

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City of Menifee
N/S: Menifee Road
E/W: SR-74
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File Name : 47_MEN_Men_SR-74 AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	15	**62**	3	80	23	184	12	219	21	59	46	126	8	106	**27**	141
+15 mins.	27	49	**9**	**85**	40	226	19	285	**36**	66	**79**	**181**	4	156	26	186
+30 mins.	**41**	26	1	68	38	**250**	16	**304**	32	**67**	68	167	7	**195**	19	**221**
+45 mins.	20	39	5	64	**41**	230	**25**	296	24	45	34	103	**11**	154	22	187
Total Volume	103	176	18	297	142	890	72	1104	113	237	227	577	30	611	94	735
% App. Total	34.7	59.3	6.1		12.9	80.6	6.5		19.6	41.1	39.3		4.1	83.1	12.8	
PHF	.628	.710	.500	.874	.866	.890	.720	.908	.785	.884	.718	.797	.682	.783	.870	.831

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City of Menifee
N/S: Menifee Road
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Weather: Clear

File Name : 47_MEN_Men_SR-74 AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

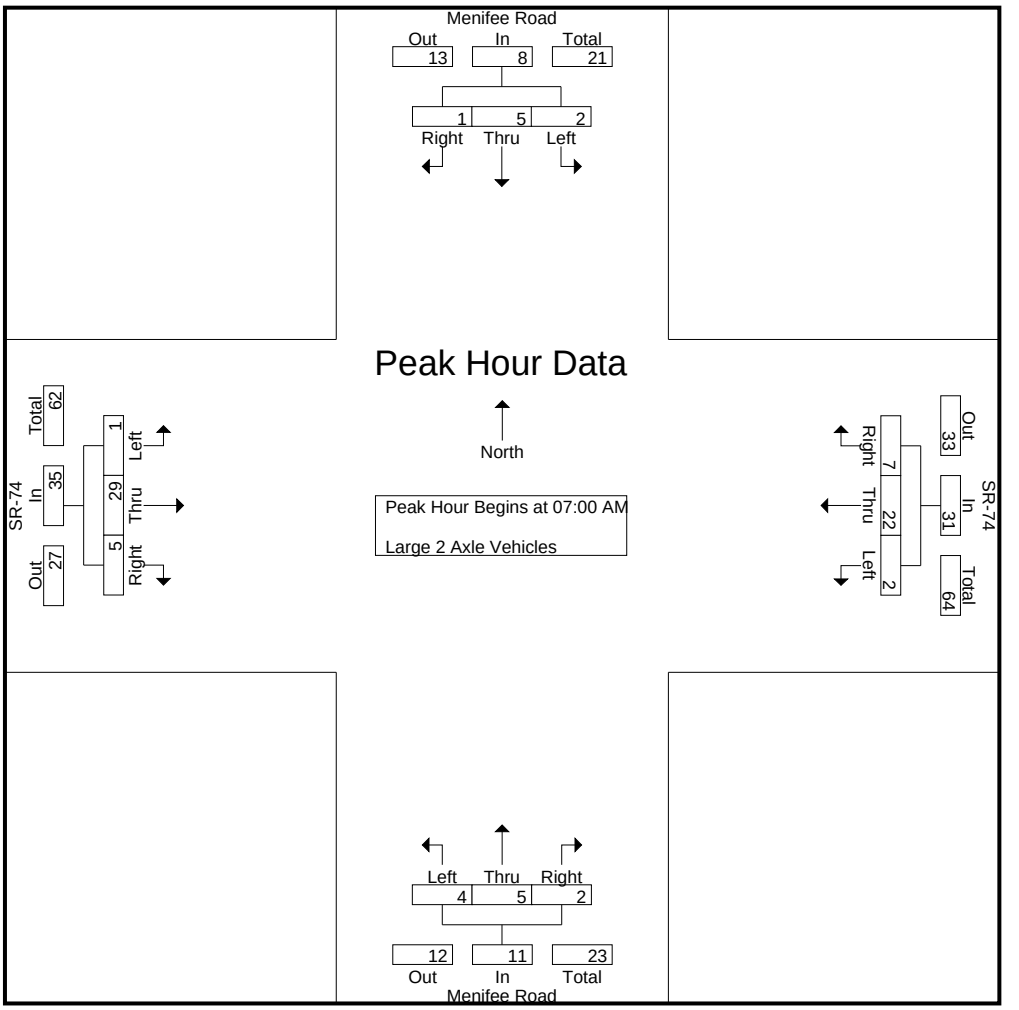
	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	1	2	1	3	4	8	2	1	0	3	0	8	2	10	23
07:15 AM	0	2	0	2	1	4	0	5	0	1	1	2	1	8	0	9	18
07:30 AM	1	2	0	3	0	8	1	9	2	1	1	4	0	7	0	7	23
07:45 AM	0	1	0	1	0	7	2	9	0	2	0	2	0	6	3	9	21
Total	2	5	1	8	2	22	7	31	4	5	2	11	1	29	5	35	85
08:00 AM	1	1	0	2	1	2	0	3	0	1	0	1	0	8	2	10	16
08:15 AM	0	1	0	1	0	2	0	2	0	0	0	0	0	12	1	13	16
08:30 AM	1	0	1	2	0	3	1	4	0	0	2	2	1	6	3	10	18
08:45 AM	1	1	1	3	1	5	0	6	0	1	2	3	0	7	3	10	22
Total	3	3	2	8	2	12	1	15	0	2	4	6	1	33	9	43	72
Grand Total	5	8	3	16	4	34	8	46	4	7	6	17	2	62	14	78	157
Apprch %	31.2	50	18.8		8.7	73.9	17.4		23.5	41.2	35.3		2.6	79.5	17.9		
Total %	3.2	5.1	1.9	10.2	2.5	21.7	5.1	29.3	2.5	4.5	3.8	10.8	1.3	39.5	8.9	49.7	

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	0	**1**	2	**1**	3	**4**	8	**2**	1	0	3	0	**8**	2	**10**	**23**
07:15 AM	0	**2**	0	2	1	4	0	5	0	1	**1**	2	**1**	8	0	9	18
07:30 AM	1	2	0	**3**	0	**8**	1	**9**	2	1	1	**4**	0	7	0	7	23
07:45 AM	0	1	0	1	0	7	2	9	0	**2**	0	2	0	6	**3**	9	21
Total Volume	2	5	1	8	2	22	7	31	4	5	2	11	1	29	5	35	85
% App. Total	25	62.5	12.5		6.5	71	22.6		36.4	45.5	18.2		2.9	82.9	14.3		
PHF	.500	.625	.250	.667	.500	.688	.438	.861	.500	.625	.500	.688	.250	.906	.417	.875	.924

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City of Menifee
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File Name : 47_MEN_Men_SR-74 AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**1**	0	**1**	2	**1**	3	**4**	8	**2**	1	0	3	0	**8**	2	**10**
+15 mins.	0	**2**	0	2	1	4	0	5	0	1	**1**	2	**1**	8	0	9
+30 mins.	1	2	0	**3**	0	**8**	1	**9**	2	1	1	**4**	0	7	0	7
+45 mins.	0	1	0	1	0	7	2	9	0	**2**	0	2	0	6	**3**	9
Total Volume	2	5	1	8	2	22	7	31	4	5	2	11	1	29	5	35
% App. Total	25	62.5	12.5		6.5	71	22.6		36.4	45.5	18.2		2.9	82.9	14.3	
PHF	.500	.625	.250	.667	.500	.688	.438	.861	.500	.625	.500	.688	.250	.906	.417	.875

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City of Menifee
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File Name : 47_MEN_Men_SR-74 AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

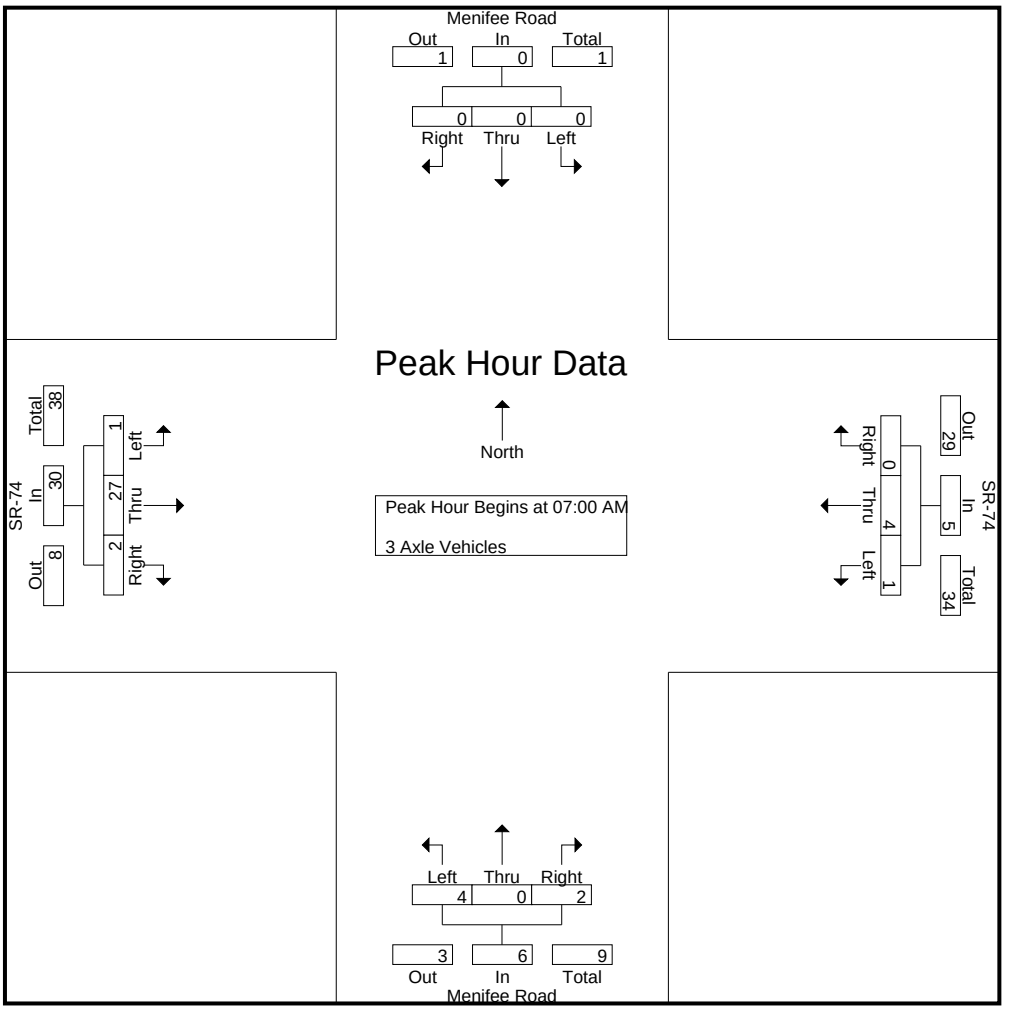
	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	1	0	2	3	0	0	3	0	8	0	8	13
07:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	1	8	0	9	11
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	7	1	8	9
07:45 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	4	1	5	8
Total	0	0	0	0	1	4	0	5	4	0	2	6	1	27	2	30	41
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	5	0	6	7
08:15 AM	0	0	0	0	0	3	2	5	0	1	0	1	0	0	0	0	6
08:30 AM	0	0	1	1	0	3	0	3	0	0	0	0	0	4	0	4	8
08:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	6	0	6	11
Total	0	1	1	2	0	11	2	13	0	1	0	1	1	15	0	16	32
Grand Total	0	1	1	2	1	15	2	18	4	1	2	7	2	42	2	46	73
Apprch %	0	50	50		5.6	83.3	11.1		57.1	14.3	28.6		4.3	91.3	4.3		
Total %	0	1.4	1.4	2.7	1.4	20.5	2.7	24.7	5.5	1.4	2.7	9.6	2.7	57.5	2.7	63	

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	**1**	1	0	**2**	**3**	0	0	**3**	0	**8**	0	8	**13**
07:15 AM	0	0	0	0	0	1	0	1	0	0	**1**	1	**1**	8	0	**9**	11
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	7	**1**	8	9
07:45 AM	0	0	0	0	0	**2**	0	2	1	0	0	1	0	4	1	5	8
Total Volume	0	0	0	0	1	4	0	5	4	0	2	6	1	27	2	30	41
% App. Total	0	0	0		20	80	0		66.7	0	33.3		3.3	90	6.7		
PHF	.000	.000	.000	.000	.250	.500	.000	.625	.333	.000	.500	.500	.250	.844	.500	.833	.788

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File Name : 47_MEN_Men_SR-74 AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	**1**	1	0	**2**	**3**	0	0	**3**	0	**8**	0	8
+15 mins.	0	0	0	0	0	1	0	1	0	0	**1**	1	**1**	8	0	**9**
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	7	**1**	8
+45 mins.	0	0	0	0	0	**2**	0	2	1	0	0	1	0	4	1	5
Total Volume	0	0	0	0	1	4	0	5	4	0	2	6	1	27	2	30
% App. Total	0	0	0		20	80	0		66.7	0	33.3		3.3	90	6.7	
PHF	.000	.000	.000	.000	.250	.500	.000	.625	.333	.000	.500	.500	.250	.844	.500	.833

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Groups Printed- 4+ Axle Trucks

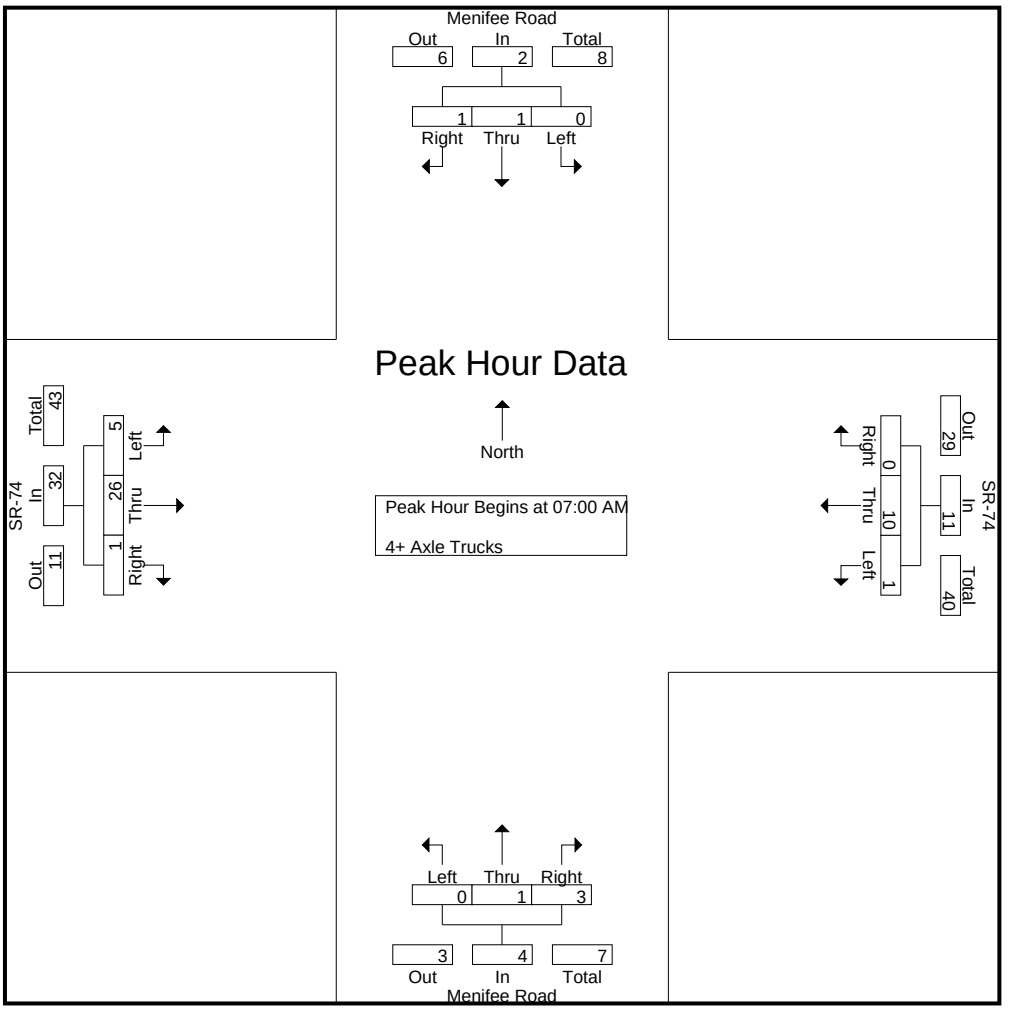
	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	1	2	3	1	9	1	11	15
07:15 AM	0	1	0	1	1	3	0	4	0	0	0	0	1	4	0	5	10
07:30 AM	0	0	1	1	0	3	0	3	0	0	0	0	1	8	0	9	13
07:45 AM	0	0	0	0	0	3	0	3	0	0	1	1	2	5	0	7	11
Total	0	1	1	2	1	10	0	11	0	1	3	4	5	26	1	32	49
08:00 AM	0	0	1	1	0	6	0	6	0	0	1	1	0	2	1	3	11
08:15 AM	0	0	0	0	1	7	0	8	0	0	0	0	3	6	2	11	19
08:30 AM	0	0	0	0	1	5	0	6	2	0	0	2	1	7	1	9	17
08:45 AM	0	0	0	0	0	2	0	2	1	0	1	2	3	10	2	15	19
Total	0	0	1	1	2	20	0	22	3	0	2	5	7	25	6	38	66
Grand Total	0	1	2	3	3	30	0	33	3	1	5	9	12	51	7	70	115
Apprch %	0	33.3	66.7		9.1	90.9	0		33.3	11.1	55.6		17.1	72.9	10		
Total %	0	0.9	1.7	2.6	2.6	26.1	0	28.7	2.6	0.9	4.3	7.8	10.4	44.3	6.1	60.9	

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	1	0	1	0	**1**	**2**	**3**	1	**9**	**1**	**11**	**15**
07:15 AM	0	**1**	0	**1**	**1**	**3**	0	**4**	0	0	0	0	1	4	0	5	10
07:30 AM	0	0	**1**	1	0	3	0	3	0	0	0	0	1	8	0	9	13
07:45 AM	0	0	0	0	0	3	0	3	0	0	1	1	**2**	5	0	7	11
Total Volume	0	1	1	2	1	10	0	11	0	1	3	4	5	26	1	32	49
% App. Total	0	50	50		9.1	90.9	0		0	25	75		15.6	81.2	3.1		
PHF	.000	.250	.250	.500	.250	.833	.000	.688	.000	.250	.375	.333	.625	.722	.250	.727	.817

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City of Menifee
N/S: Menifee Road
E/W: SR-74
Weather: Clear

File Name : 47_MEN_Men_SR-74 AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	**1**	**2**	**3**	1	**9**	**1**	**11**
+15 mins.	0	**1**	0	**1**	**1**	**3**	0	**4**	0	0	0	0	1	4	0	5
+30 mins.	0	0	**1**	1	0	3	0	3	0	0	0	0	1	8	0	9
+45 mins.	0	0	0	0	0	3	0	3	0	0	1	1	**2**	5	0	7
Total Volume	0	1	1	2	1	10	0	11	0	1	3	4	5	26	1	32
% App. Total	0	50	50		9.1	90.9	0		0	25	75		15.6	81.2	3.1	
PHF	.000	.250	.250	.500	.250	.833	.000	.688	.000	.250	.375	.333	.625	.722	.250	.727

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City of Menifee
N/S: Menifee Road
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File Name : 47_MEN_Men_SR-74 PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

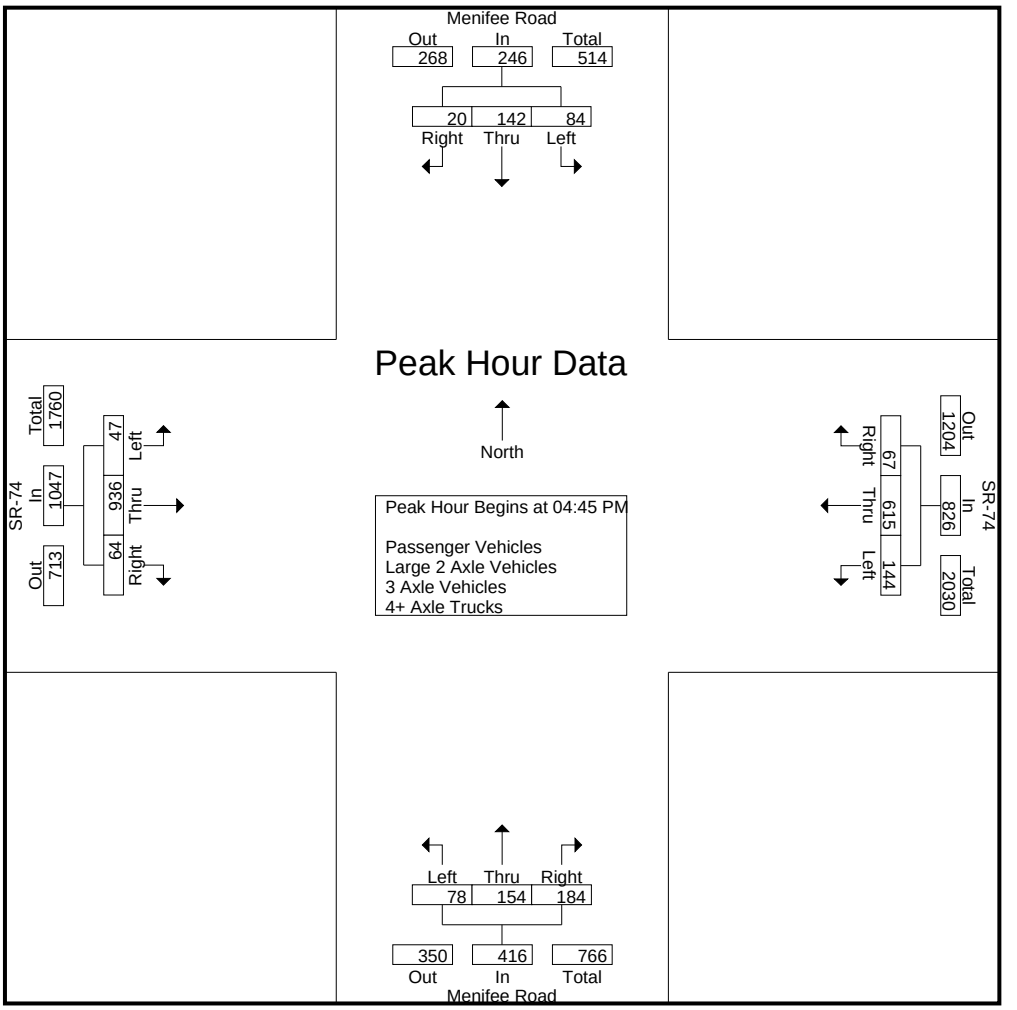
	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	13	37	1	51	42	140	18	200	21	41	43	105	12	240	17	269	625
04:15 PM	19	43	9	71	49	140	6	195	12	36	46	94	15	262	16	293	653
04:30 PM	15	28	4	47	33	155	18	206	26	34	34	94	9	215	15	239	586
04:45 PM	21	40	4	65	31	159	15	205	15	33	47	95	8	225	14	247	612
Total	68	148	18	234	155	594	57	806	74	144	170	388	44	942	62	1048	2476
05:00 PM	19	47	6	72	38	115	15	168	23	44	42	109	9	232	18	259	608
05:15 PM	27	32	5	64	42	171	23	236	26	33	45	104	11	247	19	277	681
05:30 PM	17	23	5	45	33	170	14	217	14	44	50	108	19	232	13	264	634
05:45 PM	21	32	2	55	29	130	20	179	15	25	35	75	10	193	26	229	538
Total	84	134	18	236	142	586	72	800	78	146	172	396	49	904	76	1029	2461
Grand Total	152	282	36	470	297	1180	129	1606	152	290	342	784	93	1846	138	2077	4937
Apprch %	32.3	60	7.7		18.5	73.5	8		19.4	37	43.6		4.5	88.9	6.6		
Total %	3.1	5.7	0.7	9.5	6	23.9	2.6	32.5	3.1	5.9	6.9	15.9	1.9	37.4	2.8	42.1	
Passenger Vehicles	151	279	35	465	289	1116	128	1533	142	279	338	759	91	1808	137	2036	4793
% Passenger Vehicles	99.3	98.9	97.2	98.9	97.3	94.6	99.2	95.5	93.4	96.2	98.8	96.8	97.8	97.9	99.3	98	97.1
Large 2 Axle Vehicles	1	2	0	3	6	44	0	50	6	6	4	16	1	27	1	29	98
% Large 2 Axle Vehicles	0.7	0.7	0	0.6	2	3.7	0	3.1	3.9	2.1	1.2	2	1.1	1.5	0.7	1.4	2
3 Axle Vehicles	0	1	1	2	1	10	0	11	2	1	0	3	1	5	0	6	22
% 3 Axle Vehicles	0	0.4	2.8	0.4	0.3	0.8	0	0.7	1.3	0.3	0	0.4	1.1	0.3	0	0.3	0.4
4+ Axle Trucks	0	0	0	0	1	10	1	12	2	4	0	6	0	6	0	6	24
% 4+ Axle Trucks	0	0	0	0	0.3	0.8	0.8	0.7	1.3	1.4	0	0.8	0	0.3	0	0.3	0.5

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	21	40	4	65	31	159	15	205	15	33	47	95	8	225	14	247	612
05:00 PM	19	**47**	**6**	**72**	38	115	15	168	23	**44**	42	**109**	9	232	18	259	608
05:15 PM	**27**	32	5	64	**42**	**171**	**23**	**236**	**26**	33	45	104	11	**247**	**19**	**277**	**681**
05:30 PM	17	23	5	45	33	170	14	217	14	44	**50**	108	**19**	232	13	264	634
Total Volume	84	142	20	246	144	615	67	826	78	154	184	416	47	936	64	1047	2535
% App. Total	34.1	57.7	8.1		17.4	74.5	8.1		18.8	37	44.2		4.5	89.4	6.1		
PHF	.778	.755	.833	.854	.857	.899	.728	.875	.750	.875	.920	.954	.618	.947	.842	.945	.931

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City of Menifee
N/S: Menifee Road
E/W: SR-74
Weather: Clear

File Name : 47_MEN_Men_SR-74 PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:45 PM				04:45 PM				04:00 PM			
+0 mins.	19	43	**9**	71	31	159	15	205	15	33	47	95	12	240	**17**	269
+15 mins.	15	28	4	47	38	115	15	168	23	**44**	42	**109**	**15**	**262**	16	**293**
+30 mins.	**21**	40	4	65	**42**	**171**	**23**	**236**	**26**	33	45	104	9	215	15	239
+45 mins.	19	**47**	6	**72**	33	170	14	217	14	44	**50**	108	8	225	14	247
Total Volume	74	158	23	255	144	615	67	826	78	154	184	416	44	942	62	1048
% App. Total	29	62	9		17.4	74.5	8.1		18.8	37	44.2		4.2	89.9	5.9	
PHF	.881	.840	.639	.885	.857	.899	.728	.875	.750	.875	.920	.954	.733	.899	.912	.894

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City of Menifee
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File Name : 47_MEN_Men_SR-74 PM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- Passenger Vehicles

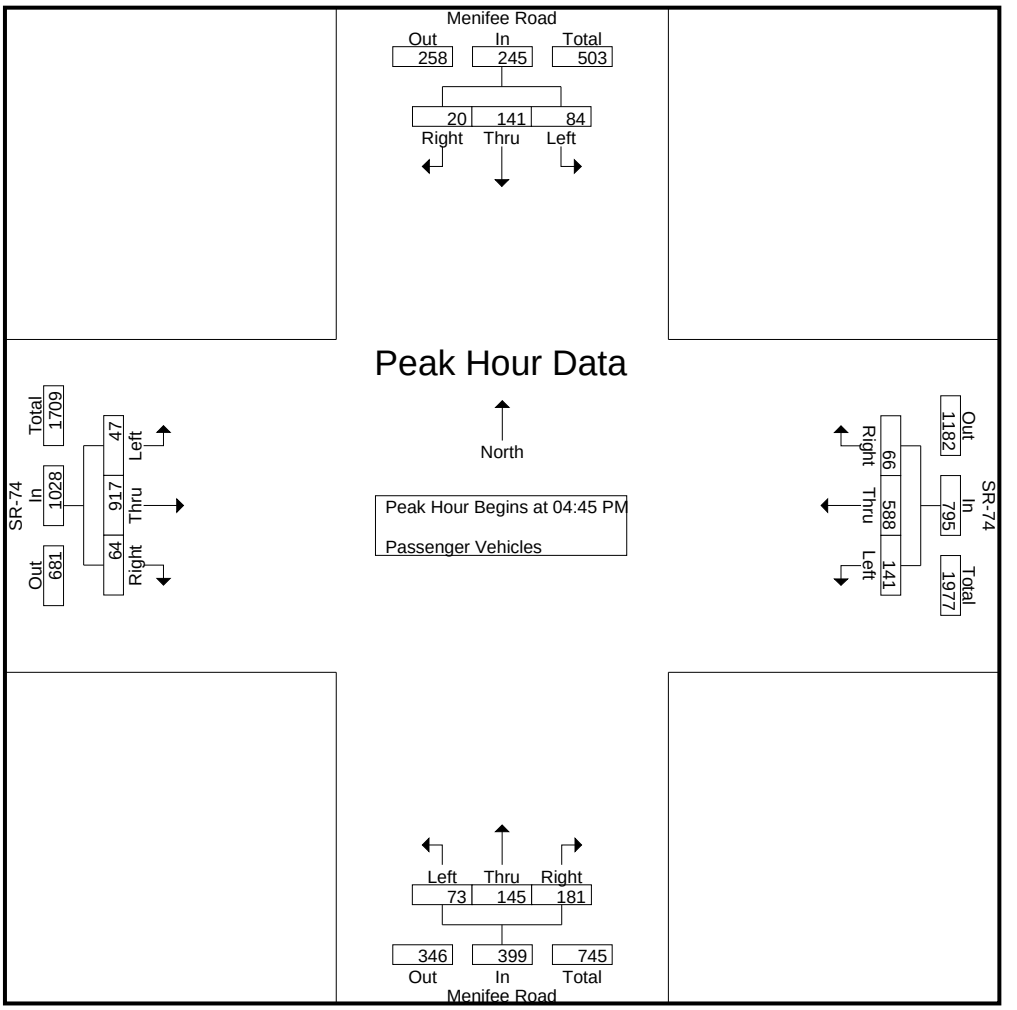
	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	13	37	1	51	40	129	18	187	19	40	43	102	11	231	17	259	599
04:15 PM	19	41	8	68	47	132	6	185	12	35	45	92	14	257	16	287	632
04:30 PM	14	28	4	46	33	142	18	193	24	34	34	92	9	213	15	237	568
04:45 PM	21	40	4	65	30	151	14	195	15	32	47	94	8	214	14	236	590
Total	67	146	17	230	150	554	56	760	70	141	169	380	42	915	62	1019	2389
05:00 PM	19	46	6	71	37	108	15	160	21	44	42	107	9	229	18	256	594
05:15 PM	27	32	5	64	41	169	23	233	25	30	45	100	11	245	19	275	672
05:30 PM	17	23	5	45	33	160	14	207	12	39	47	98	19	229	13	261	611
05:45 PM	21	32	2	55	28	125	20	173	14	25	35	74	10	190	25	225	527
Total	84	133	18	235	139	562	72	773	72	138	169	379	49	893	75	1017	2404
Grand Total	151	279	35	465	289	1116	128	1533	142	279	338	759	91	1808	137	2036	4793
Apprch %	32.5	60	7.5		18.9	72.8	8.3		18.7	36.8	44.5		4.5	88.8	6.7		
Total %	3.2	5.8	0.7	9.7	6	23.3	2.7	32	3	5.8	7.1	15.8	1.9	37.7	2.9	42.5	

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	21	40	4	65	30	151	14	195	15	32	**47**	94	8	214	14	236	590
05:00 PM	19	**46**	**6**	**71**	37	108	15	160	21	**44**	42	**107**	9	229	18	256	594
05:15 PM	**27**	32	5	64	**41**	**169**	**23**	**233**	**25**	30	45	100	11	**245**	**19**	**275**	**672**
05:30 PM	17	23	5	45	33	160	14	207	12	39	47	98	**19**	229	13	261	611
Total Volume	84	141	20	245	141	588	66	795	73	145	181	399	47	917	64	1028	2467
% App. Total	34.3	57.6	8.2		17.7	74	8.3		18.3	36.3	45.4		4.6	89.2	6.2		
PHF	.778	.766	.833	.863	.860	.870	.717	.853	.730	.824	.963	.932	.618	.936	.842	.935	.918

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City of Menifee
N/S: Menifee Road
E/W: SR-74
Weather: Clear

File Name : 47_MEN_Men_SR-74 PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	21	40	4	65	30	151	14	195	15	32	**47**	94	8	214	14	236
+15 mins.	19	**46**	**6**	**71**	37	108	15	160	21	**44**	42	**107**	9	229	18	256
+30 mins.	**27**	32	5	64	**41**	**169**	**23**	**233**	**25**	30	45	100	11	**245**	**19**	**275**
+45 mins.	17	23	5	45	33	160	14	207	12	39	47	98	**19**	229	13	261
Total Volume	84	141	20	245	141	588	66	795	73	145	181	399	47	917	64	1028
% App. Total	34.3	57.6	8.2		17.7	74	8.3		18.3	36.3	45.4		4.6	89.2	6.2	
PHF	.778	.766	.833	.863	.860	.870	.717	.853	.730	.824	.963	.932	.618	.936	.842	.935

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City of Menifee
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File Name : 47_MEN_Men_SR-74 PM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- Large 2 Axle Vehicles

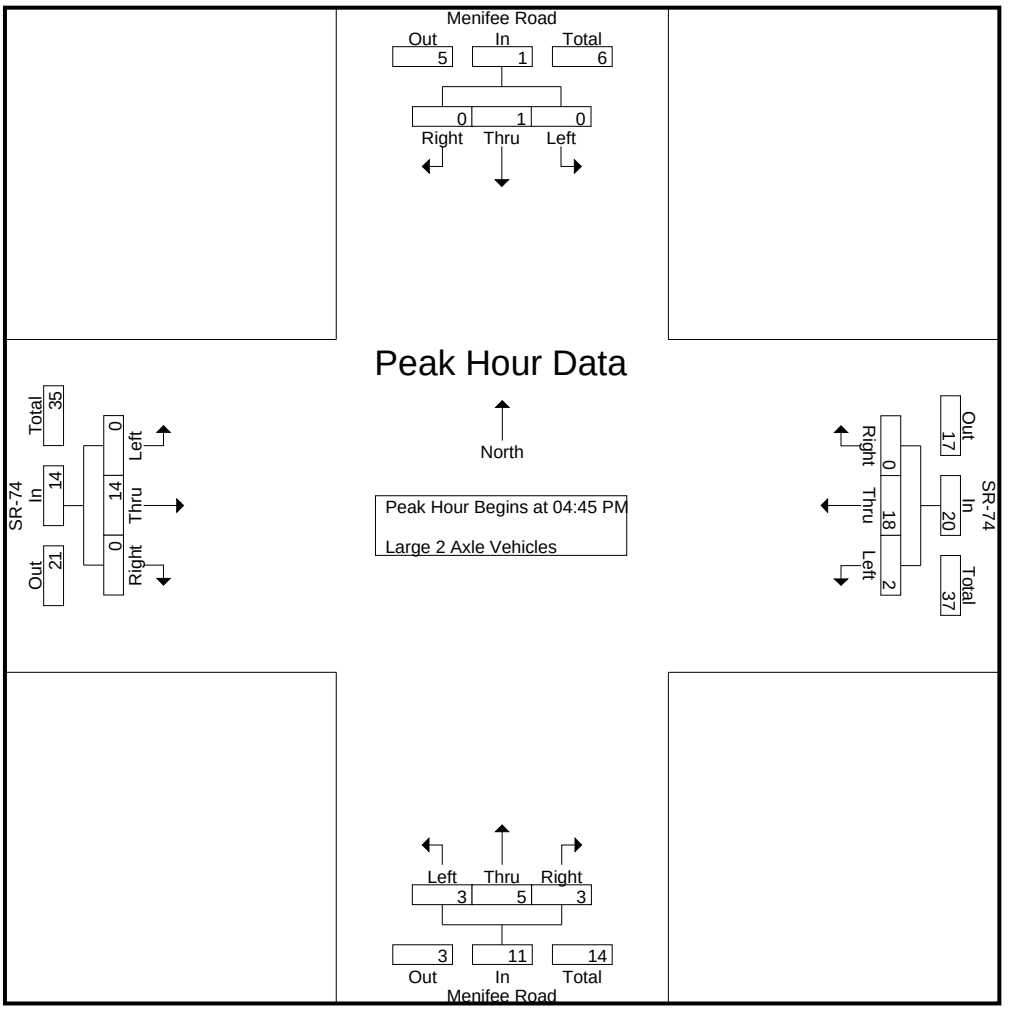
	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	2	7	0	9	1	1	0	2	1	6	0	7	18
04:15 PM	0	1	0	1	2	5	0	7	0	0	1	1	0	4	0	4	13
04:30 PM	1	0	0	1	0	11	0	11	1	0	0	1	0	1	0	1	14
04:45 PM	0	0	0	0	1	3	0	4	0	1	0	1	0	8	0	8	13
Total	1	1	0	2	5	26	0	31	2	2	1	5	1	19	0	20	58
05:00 PM	0	1	0	1	0	6	0	6	1	0	0	1	0	3	0	3	11
05:15 PM	0	0	0	0	1	1	0	2	1	0	0	1	0	0	0	0	3
05:30 PM	0	0	0	0	0	8	0	8	1	4	3	8	0	3	0	3	19
05:45 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	2	1	3	7
Total	0	1	0	1	1	18	0	19	4	4	3	11	0	8	1	9	40
Grand Total	1	2	0	3	6	44	0	50	6	6	4	16	1	27	1	29	98
Apprch %	33.3	66.7	0		12	88	0		37.5	37.5	25		3.4	93.1	3.4		
Total %	1	2	0	3.1	6.1	44.9	0	51	6.1	6.1	4.1	16.3	1	27.6	1	29.6	

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	**1**	3	0	4	0	1	0	1	0	**8**	0	**8**	13
05:00 PM	0	**1**	0	**1**	0	6	0	6	**1**	0	0	1	0	3	0	3	11
05:15 PM	0	0	0	0	1	1	0	2	1	0	0	1	0	0	0	0	3
05:30 PM	0	0	0	0	0	**8**	0	**8**	1	**4**	**3**	**8**	0	3	0	3	**19**
Total Volume	0	1	0	1	2	18	0	20	3	5	3	11	0	14	0	14	46
% App. Total	0	100	0		10	90	0		27.3	45.5	27.3		0	100	0		
PHF	.000	.250	.000	.250	.500	.563	.000	.625	.750	.313	.250	.344	.000	.438	.000	.438	.605

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City of Menifee
N/S: Menifee Road
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File Name : 47_MEN_Men_SR-74 PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	**1**	3	0	4	0	1	0	1	0	**8**	0	**8**
+15 mins.	0	**1**	0	**1**	0	6	0	6	**1**	0	0	1	0	3	0	3
+30 mins.	0	0	0	0	1	1	0	2	1	0	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	**8**	0	**8**	1	**4**	**3**	**8**	0	3	0	3
Total Volume	0	1	0	1	2	18	0	20	3	5	3	11	0	14	0	14
% App. Total	0	100	0		10	90	0		27.3	45.5	27.3		0	100	0	
PHF	.000	.250	.000	.250	.500	.563	.000	.625	.750	.313	.250	.344	.000	.438	.000	.438

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City of Menifee
N/S: Menifee Road
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Weather: Clear

File Name : 47_MEN_Men_SR-74 PM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- 3 Axle Vehicles

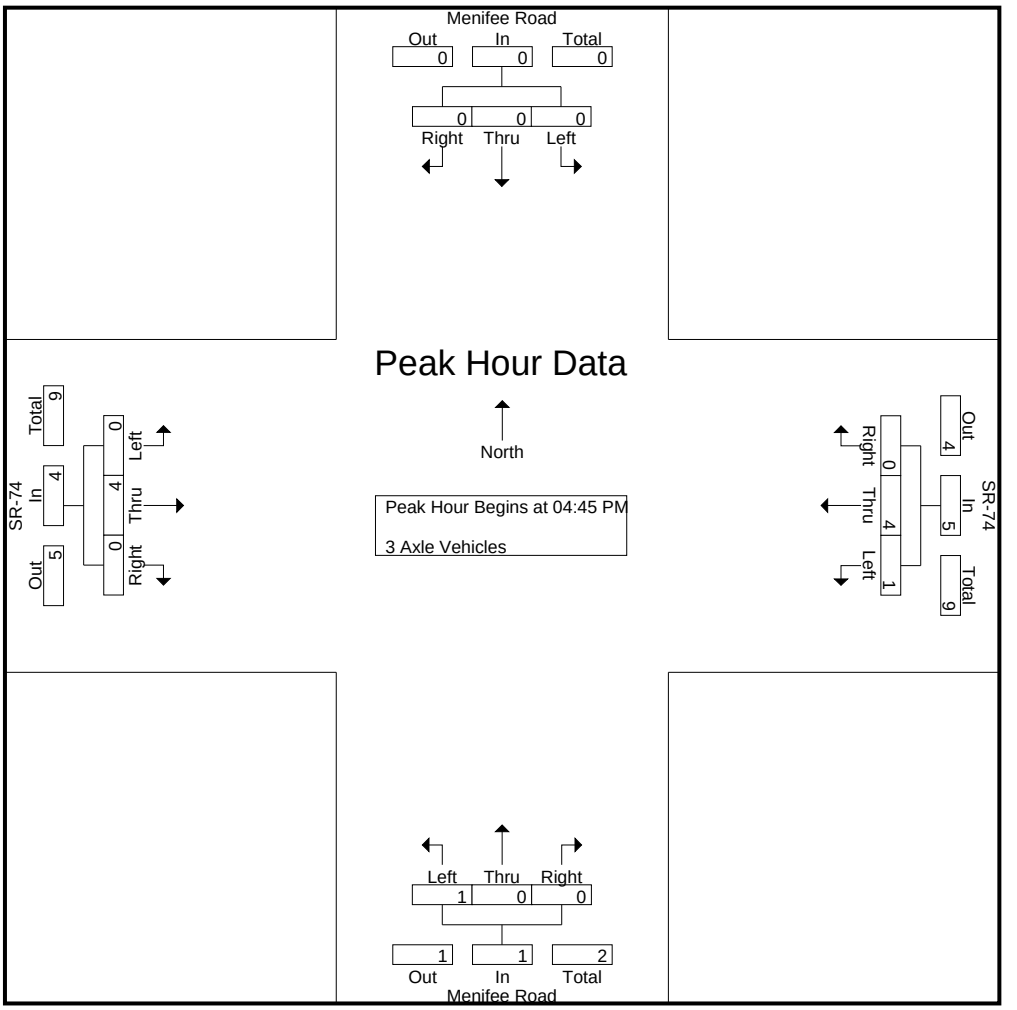
	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	1	0	1	5
04:15 PM	0	1	1	2	0	2	0	2	0	1	0	1	1	0	0	1	6
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
Total	0	1	1	2	0	10	0	10	1	1	0	2	1	3	0	4	18
05:00 PM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	1	0	0	1	0	2	0	2	4
Grand Total	0	1	1	2	1	10	0	11	2	1	0	3	1	5	0	6	22
Apprch %	0	50	50		9.1	90.9	0		66.7	33.3	0		16.7	83.3	0		
Total %	0	4.5	4.5	9.1	4.5	45.5	0	50	9.1	4.5	0	13.6	4.5	22.7	0	27.3	

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	**2**	0	**2**	**6**
05:00 PM	0	0	0	0	**1**	0	0	1	**1**	0	0	**1**	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	4	0	5	1	0	0	1	0	4	0	4	10
% App. Total	0	0	0		20	80	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.313	.250	.000	.000	.250	.000	.500	.000	.500	.417

Counts Unlimited, Inc.
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City of Menifee
N/S: Menifee Road
E/W: SR-74
Weather: Clear

File Name : 47_MEN_Men_SR-74 PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	**1**	0	0	1	**1**	0	0	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	4	0	5	1	0	0	1	0	4	0	4
% App. Total	0	0	0		20	80	0		100	0	0		0	100	0	
PHF	.000	.000	.000	.000	.250	.250	.000	.313	.250	.000	.000	.250	.000	.500	.000	.500

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City of Menifee
N/S: Menifee Road
E/W: SR-74
Weather: Clear

File Name : 47_MEN_Men_SR-74 PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

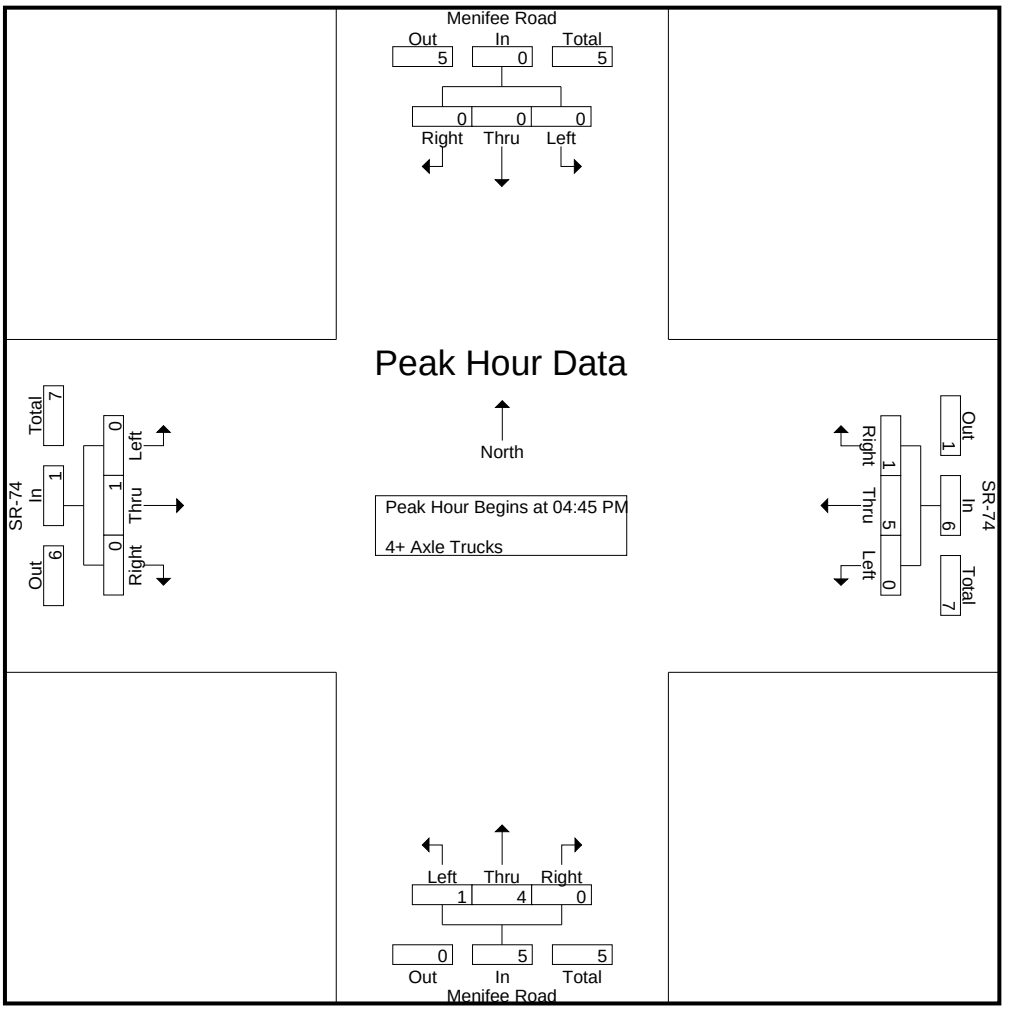
	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
04:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	4	1	5	1	0	0	1	0	5	0	5	11
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	3	0	3	0	0	0	0	4
05:30 PM	0	0	0	0	0	2	0	2	1	1	0	2	0	0	0	0	4
05:45 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1	4
Total	0	0	0	0	1	6	0	7	1	4	0	5	0	1	0	1	13
Grand Total	0	0	0	0	1	10	1	12	2	4	0	6	0	6	0	6	24
Apprch %	0	0	0		8.3	83.3	8.3		33.3	66.7	0		0	100	0		
Total %	0	0	0	0	4.2	41.7	4.2	50	8.3	16.7	0	25	0	25	0	25	

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	1	**1**	**2**	0	0	0	0	0	**1**	0	**1**	3
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	**3**	0	**3**	0	0	0	0	**4**
05:30 PM	0	0	0	0	0	**2**	0	2	**1**	1	0	2	0	0	0	0	4
Total Volume	0	0	0	0	0	5	1	6	1	4	0	5	0	1	0	1	12
% App. Total	0	0	0		0	83.3	16.7		20	80	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.250	.750	.250	.333	.000	.417	.000	.250	.000	.250	.750

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City of Menifee
N/S: Menifee Road
E/W: SR-74
Weather: Clear

File Name : 47_MEN_Men_SR-74 PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	1	**1**	**2**	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	**3**	0	**3**	0	0	0	0
+45 mins.	0	0	0	0	0	**2**	0	2	**1**	1	0	2	0	0	0	0
Total Volume	0	0	0	0	0	5	1	6	1	4	0	5	0	1	0	1
% App. Total	0	0	0		0	83.3	16.7		20	80	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.625	.250	.750	.250	.333	.000	.417	.000	.250	.000	.250

Location: Menifee
N/S: Menifee Road
E/W: SR-74

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Menifee Road	East Leg Matthews Road	South Leg Menifee Road	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Menifee Road	East Leg Matthews Road	South Leg Menifee Road	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Menifee
N/S: Menifee Road
E/W: SR-74

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Menifee Road			Westbound Matthews Road			Northbound Menifee Road			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Menifee Road			Westbound Matthews Road			Northbound Menifee Road			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Menifee
N/S: Menifee Road
E/W: Valley Substation Driveway/Biscayne
Weather: Clear

File Name : 48_MEN_Men_Bis AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

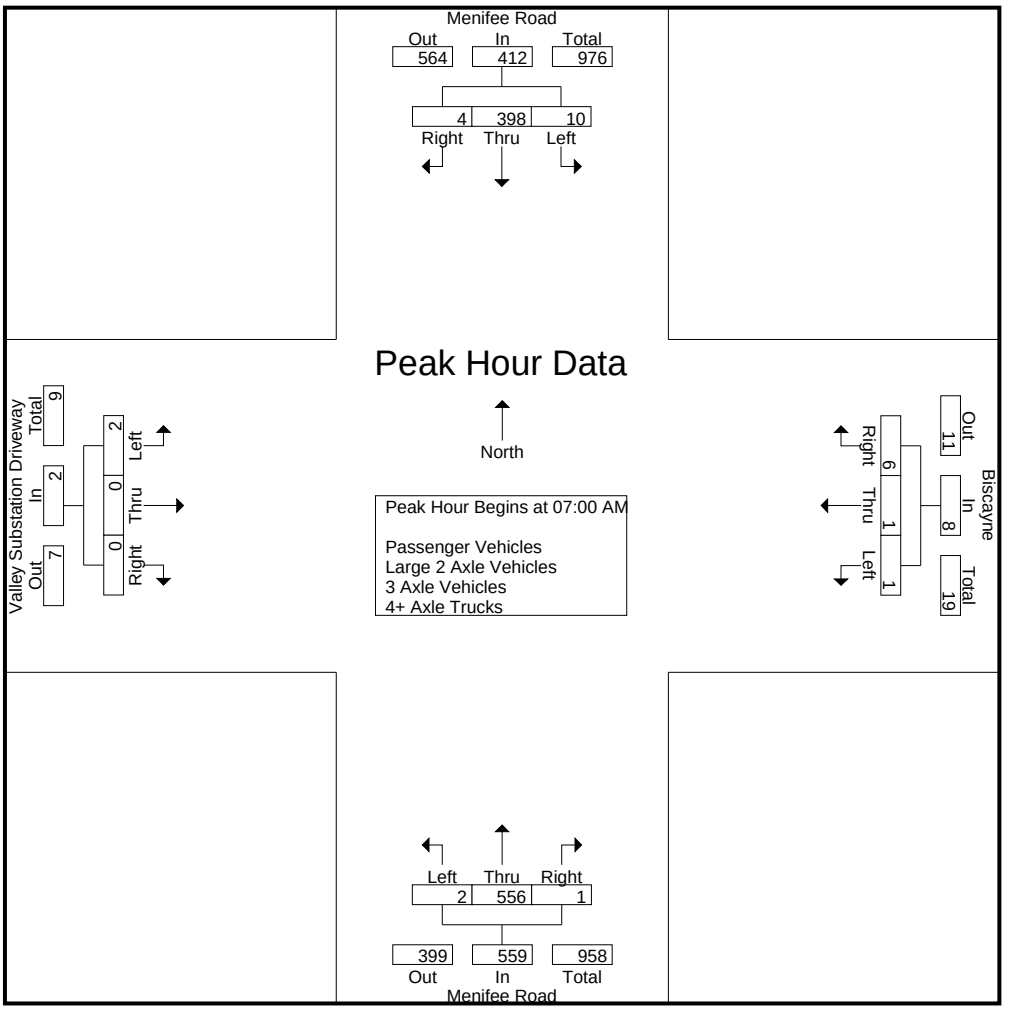
	Menifee Road Southbound				Biscayne Westbound				Menifee Road Northbound				Valley Substation Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	110	1	113	0	0	1	1	0	121	1	122	0	0	0	0	236
07:15 AM	1	115	0	116	0	0	0	0	1	200	0	201	0	0	0	0	317
07:30 AM	3	80	3	86	0	1	5	6	0	133	0	133	1	0	0	1	226
07:45 AM	4	93	0	97	1	0	0	1	1	102	0	103	1	0	0	1	202
Total	10	398	4	412	1	1	6	8	2	556	1	559	2	0	0	2	981
08:00 AM	1	58	0	59	0	1	1	2	0	97	1	98	3	0	0	3	162
08:15 AM	2	64	0	66	0	0	1	1	0	60	0	60	0	0	2	2	129
08:30 AM	0	67	3	70	1	0	0	1	0	64	1	65	1	0	0	1	137
08:45 AM	2	74	0	76	0	0	0	0	1	49	1	51	1	0	1	2	129
Total	5	263	3	271	1	1	2	4	1	270	3	274	5	0	3	8	557
Grand Total	15	661	7	683	2	2	8	12	3	826	4	833	7	0	3	10	1538
Apprch %	2.2	96.8	1		16.7	16.7	66.7		0.4	99.2	0.5		70	0	30		
Total %	1	43	0.5	44.4	0.1	0.1	0.5	0.8	0.2	53.7	0.3	54.2	0.5	0	0.2	0.7	
Passenger Vehicles	15	632	5	652	2	1	6	9	3	805	4	812	5	0	3	8	1481
% Passenger Vehicles	100	95.6	71.4	95.5	100	50	75	75	100	97.5	100	97.5	71.4	0	100	80	96.3
Large 2 Axle Vehicles	0	14	1	15	0	1	2	3	0	11	0	11	1	0	0	1	30
% Large 2 Axle Vehicles	0	2.1	14.3	2.2	0	50	25	25	0	1.3	0	1.3	14.3	0	0	10	2
3 Axle Vehicles	0	3	0	3	0	0	0	0	0	6	0	6	1	0	0	1	10
% 3 Axle Vehicles	0	0.5	0	0.4	0	0	0	0	0	0.7	0	0.7	14.3	0	0	10	0.7
4+ Axle Trucks	0	12	1	13	0	0	0	0	0	4	0	4	0	0	0	0	17
% 4+ Axle Trucks	0	1.8	14.3	1.9	0	0	0	0	0	0.5	0	0.5	0	0	0	0	1.1

	Menifee Road Southbound				Biscayne Westbound				Menifee Road Northbound				Valley Substation Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	110	1	113	0	0	1	1	0	121	**1**	122	0	0	0	0	236
07:15 AM	1	**115**	0	**116**	0	0	0	0	**1**	**200**	0	**201**	0	0	0	0	**317**
07:30 AM	3	80	**3**	86	0	**1**	**5**	**6**	0	133	0	133	**1**	0	0	**1**	226
07:45 AM	**4**	93	0	97	**1**	0	0	1	1	102	0	103	1	0	0	1	202
Total Volume	10	398	4	412	1	1	6	8	2	556	1	559	2	0	0	2	981
% App. Total	2.4	96.6	1		12.5	12.5	75		0.4	99.5	0.2		100	0	0		
PHF	.625	.865	.333	.888	.250	.250	.300	.333	.500	.695	.250	.695	.500	.000	.000	.500	.774

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City of Menifee
N/S: Menifee Road
E/W: Valley Substation Driveway/Biscayne
Weather: Clear

File Name : 48_MEN_Men_Bis AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:30 AM				07:00 AM				08:00 AM			
+0 mins.	2	110	1	113	0	**1**	**5**	**6**	0	121	**1**	122	**3**	0	0	**3**
+15 mins.	1	**115**	0	**116**	**1**	0	0	1	**1**	**200**	0	**201**	0	0	**2**	2
+30 mins.	3	80	**3**	86	0	1	1	2	0	133	0	133	1	0	0	1
+45 mins.	**4**	93	0	97	0	0	1	1	1	102	0	103	1	0	1	2
Total Volume	10	398	4	412	1	2	7	10	2	556	1	559	5	0	3	8
% App. Total	2.4	96.6	1		10	20	70		0.4	99.5	0.2		62.5	0	37.5	
PHF	.625	.865	.333	.888	.250	.500	.350	.417	.500	.695	.250	.695	.417	.000	.375	.667

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City of Menifee
N/S: Menifee Road
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Weather: Clear

File Name : 48_MEN_Men_Bis AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

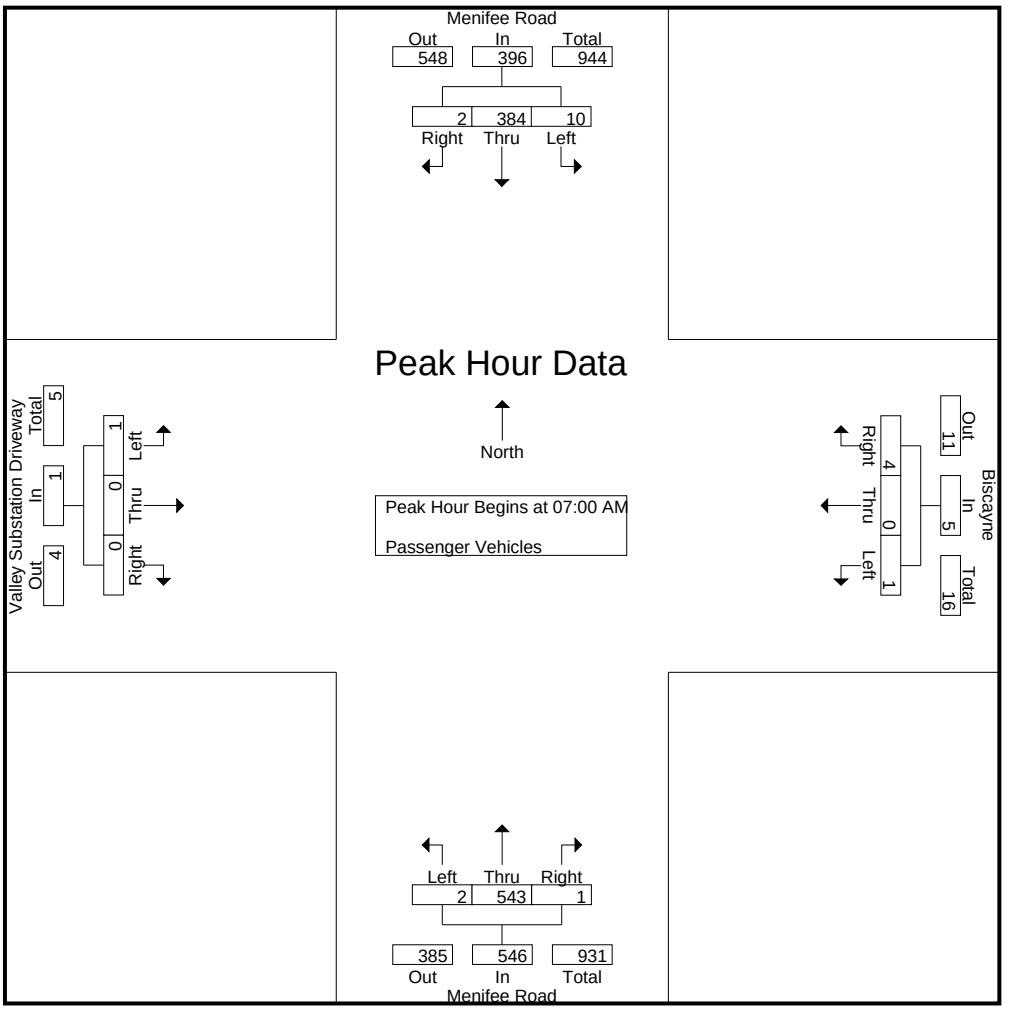
	Menifee Road Southbound				Biscayne Westbound				Menifee Road Northbound				Valley Substation Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	104	0	106	0	0	0	0	0	116	1	117	0	0	0	0	223
07:15 AM	1	111	0	112	0	0	0	0	1	198	0	199	0	0	0	0	311
07:30 AM	3	80	2	85	0	0	4	4	0	130	0	130	0	0	0	0	219
07:45 AM	4	89	0	93	1	0	0	1	1	99	0	100	1	0	0	1	195
Total	10	384	2	396	1	0	4	5	2	543	1	546	1	0	0	1	948
08:00 AM	1	53	0	54	0	1	1	2	0	96	1	97	2	0	0	2	155
08:15 AM	2	61	0	63	0	0	1	1	0	58	0	58	0	0	2	2	124
08:30 AM	0	66	3	69	1	0	0	1	0	63	1	64	1	0	0	1	135
08:45 AM	2	68	0	70	0	0	0	0	1	45	1	47	1	0	1	2	119
Total	5	248	3	256	1	1	2	4	1	262	3	266	4	0	3	7	533
Grand Total	15	632	5	652	2	1	6	9	3	805	4	812	5	0	3	8	1481
Apprch %	2.3	96.9	0.8		22.2	11.1	66.7		0.4	99.1	0.5		62.5	0	37.5		
Total %	1	42.7	0.3	44	0.1	0.1	0.4	0.6	0.2	54.4	0.3	54.8	0.3	0	0.2	0.5	

	Menifee Road Southbound				Biscayne Westbound				Menifee Road Northbound				Valley Substation Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	104	0	106	0	0	0	0	0	116	**1**	117	0	0	0	0	223
07:15 AM	1	**111**	0	**112**	0	0	0	0	**1**	**198**	0	**199**	0	0	0	0	**311**
07:30 AM	3	80	**2**	85	0	0	**4**	**4**	0	130	0	130	0	0	0	0	219
07:45 AM	**4**	89	0	93	**1**	0	0	1	1	99	0	100	**1**	0	0	**1**	195
Total Volume	10	384	2	396	1	0	4	5	2	543	1	546	1	0	0	1	948
% App. Total	2.5	97	0.5		20	0	80		0.4	99.5	0.2		100	0	0		
PHF	.625	.865	.250	.884	.250	.000	.250	.313	.500	.686	.250	.686	.250	.000	.000	.250	.762

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City of Menifee
N/S: Menifee Road
E/W: Valley Substation Driveway/Biscayne
Weather: Clear

File Name : 48_MEN_Men_Bis AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	2	104	0	106	0	0	0	0	0	116	**1**	117	0	0	0	0
+15 mins.	1	**111**	0	**112**	0	0	0	0	**1**	**198**	0	**199**	0	0	0	0
+30 mins.	3	80	**2**	85	0	0	**4**	**4**	0	130	0	130	0	0	0	0
+45 mins.	**4**	89	0	93	**1**	0	0	1	1	99	0	100	**1**	0	0	**1**
Total Volume	10	384	2	396	1	0	4	5	2	543	1	546	1	0	0	1
% App. Total	2.5	97	0.5		20	0	80		0.4	99.5	0.2		100	0	0	
PHF	.625	.865	.250	.884	.250	.000	.250	.313	.500	.686	.250	.686	.250	.000	.000	.250

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City of Menifee
N/S: Menifee Road
E/W: Valley Substation Driveway/Biscayne
Weather: Clear

File Name : 48_MEN_Men_Bis AM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- Large 2 Axle Vehicles

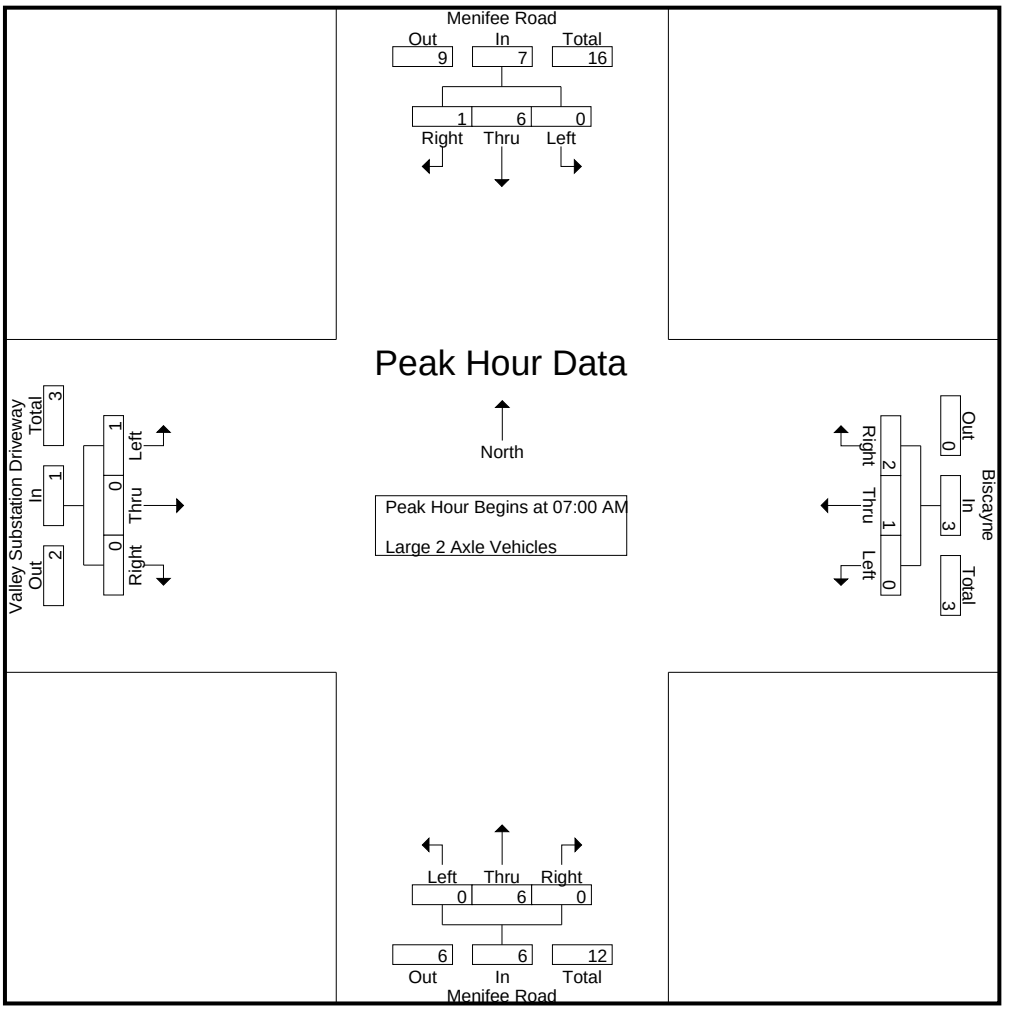
	Menifee Road Southbound				Biscayne Westbound				Menifee Road Northbound				Valley Substation Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	2	0	0	1	1	0	1	0	1	0	0	0	0	4
07:15 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:30 AM	0	0	0	0	0	1	1	2	0	3	0	3	1	0	0	1	6
07:45 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total	0	6	1	7	0	1	2	3	0	6	0	6	1	0	0	1	17
08:00 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
Total	0	8	0	8	0	0	0	0	0	5	0	5	0	0	0	0	13
Grand Total	0	14	1	15	0	1	2	3	0	11	0	11	1	0	0	1	30
Apprch %	0	93.3	6.7		0	33.3	66.7		0	100	0		100	0	0		
Total %	0	46.7	3.3	50	0	3.3	6.7	10	0	36.7	0	36.7	3.3	0	0	3.3	

	Menifee Road Southbound				Biscayne Westbound				Menifee Road Northbound				Valley Substation Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	**1**	2	0	0	**1**	1	0	1	0	1	0	0	0	0	4
07:15 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:30 AM	0	0	0	0	0	**1**	1	**2**	0	**3**	0	**3**	**1**	0	0	**1**	**6**
07:45 AM	0	**3**	0	**3**	0	0	0	0	0	1	0	1	0	0	0	0	4
Total Volume	0	6	1	7	0	1	2	3	0	6	0	6	1	0	0	1	17
% App. Total	0	85.7	14.3		0	33.3	66.7		0	100	0		100	0	0		
PHF	.000	.500	.250	.583	.000	.250	.500	.375	.000	.500	.000	.500	.250	.000	.000	.250	.708

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City of Menifee
N/S: Menifee Road
E/W: Valley Substation Driveway/Biscayne
Weather: Clear

File Name : 48_MEN_Men_Bis AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	**1**	2	0	0	**1**	1	0	1	0	1	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	**1**	1	**2**	0	**3**	0	**3**	**1**	0	0	**1**
+45 mins.	0	**3**	0	**3**	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	6	1	7	0	1	2	3	0	6	0	6	1	0	0	1
% App. Total	0	85.7	14.3		0	33.3	66.7		0	100	0		100	0	0	
PHF	.000	.500	.250	.583	.000	.250	.500	.375	.000	.500	.000	.500	.250	.000	.000	.250

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City of Menifee
N/S: Menifee Road
E/W: Valley Substation Driveway/Biscayne
Weather: Clear

File Name : 48_MEN_Men_Bis AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

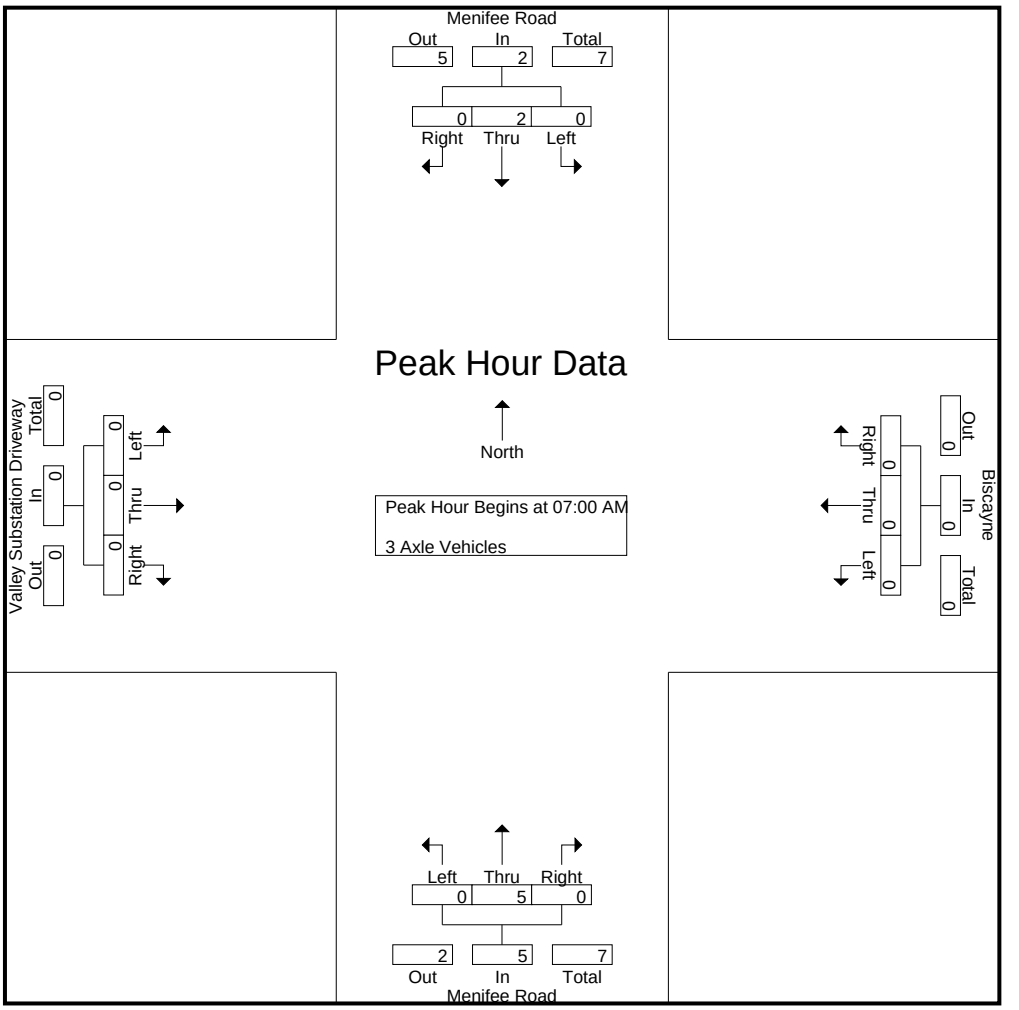
	Menifee Road Southbound				Biscayne Westbound				Menifee Road Northbound				Valley Substation Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
Grand Total	0	3	0	3	0	0	0	0	0	6	0	6	1	0	0	1	10
Apprch %	0	100	0		0	0	0		0	100	0		100	0	0		
Total %	0	30	0	30	0	0	0	0	0	60	0	60	10	0	0	10	

	Menifee Road Southbound				Biscayne Westbound				Menifee Road Northbound				Valley Substation Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**1**	0	**1**	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**4**
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.438

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City of Menifee
N/S: Menifee Road
E/W: Valley Substation Driveway/Biscayne
Weather: Clear

File Name : 48_MEN_Men_Bis AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	**3**	0	**3**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000

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City of Menifee
N/S: Menifee Road
E/W: Valley Substation Driveway/Biscayne
Weather: Clear

File Name : 48_MEN_Men_Bis AM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- 4+ Axle Trucks

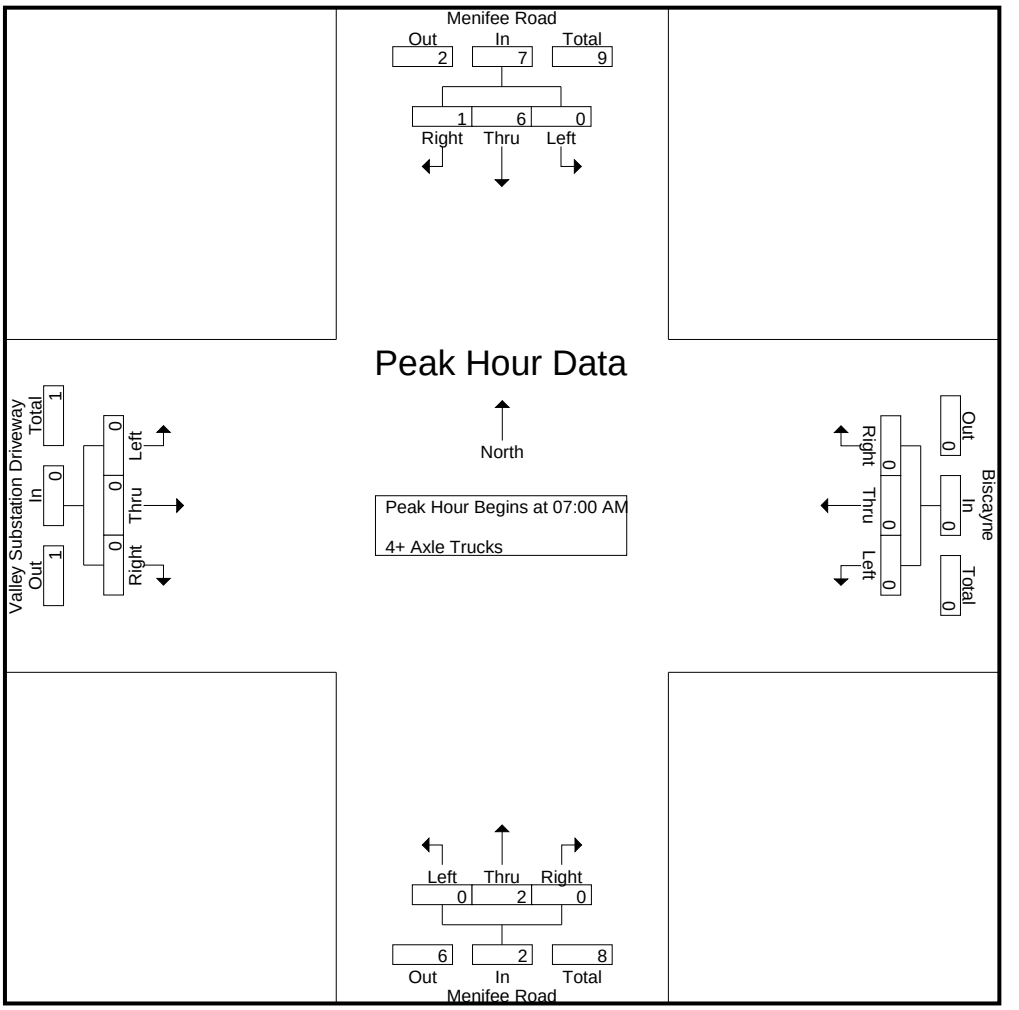
	Menifee Road Southbound				Biscayne Westbound				Menifee Road Northbound				Valley Substation Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
07:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	6	1	7	0	0	0	0	0	2	0	2	0	0	0	0	9
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total	0	6	0	6	0	0	0	0	0	2	0	2	0	0	0	0	8
Grand Total	0	12	1	13	0	0	0	0	0	4	0	4	0	0	0	0	17
Apprch %	0	92.3	7.7		0	0	0		0	100	0		0	0	0		
Total %	0	70.6	5.9	76.5	0	0	0	0	0	23.5	0	23.5	0	0	0	0	

	Menifee Road Southbound				Biscayne Westbound				Menifee Road Northbound				Valley Substation Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**4**	0	**4**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**5**
07:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	6	1	7	0	0	0	0	0	2	0	2	0	0	0	0	9
% App. Total	0	85.7	14.3		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.250	.438	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.450

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City of Menifee
N/S: Menifee Road
E/W: Valley Substation Driveway/Biscayne
Weather: Clear

File Name : 48_MEN_Men_Bis AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**4**	0	**4**	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	6	1	7	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	85.7	14.3		0	0	0		0	100	0		0	0	0	
PHF	.000	.375	.250	.438	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

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City of Menifee
N/S: Menifee Road
E/W: Valley Substation Driveway/Biscayne
Weather: Clear

File Name : 48_MEN_Men_Bis PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

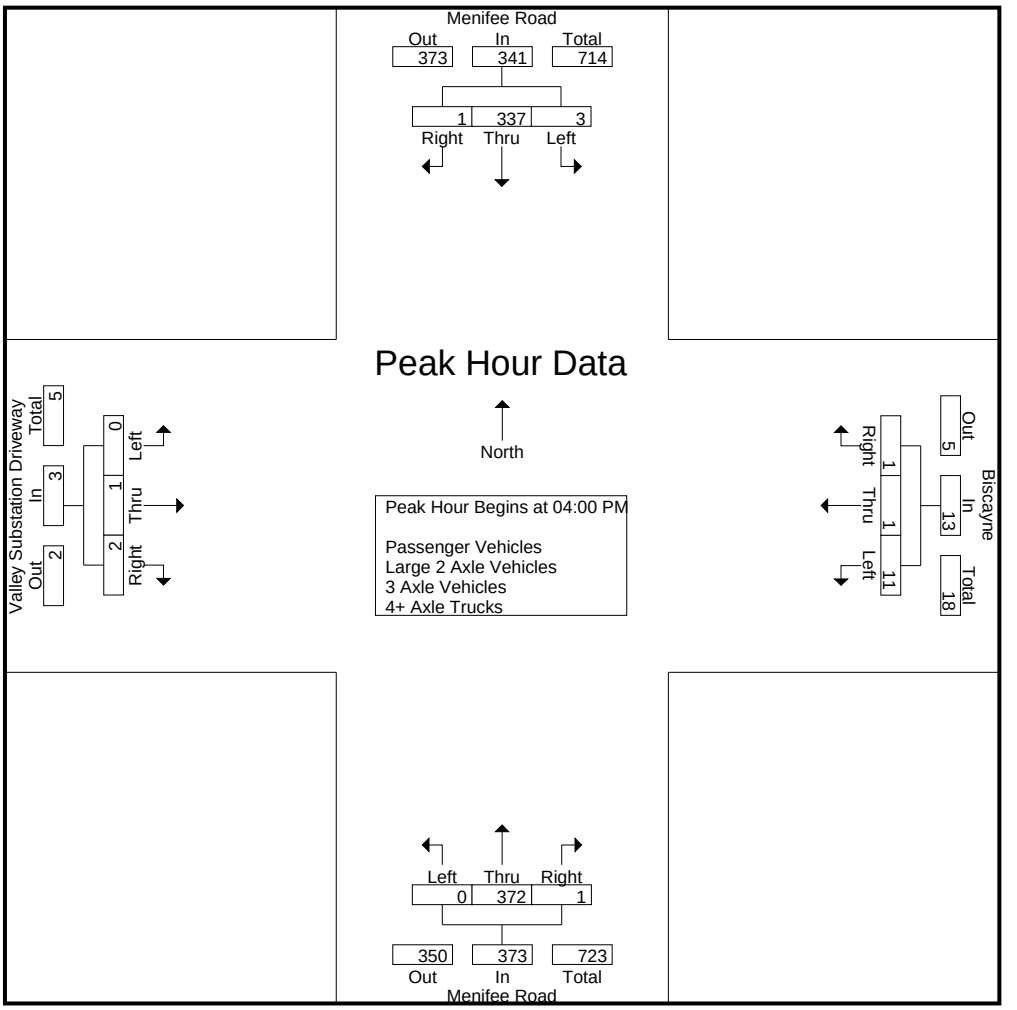
	Menifee Road Southbound				Biscayne Westbound				Menifee Road Northbound				Valley Substation Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	96	0	96	2	0	0	2	0	100	1	101	0	1	0	1	200
04:15 PM	3	97	1	101	5	0	0	5	0	94	0	94	0	0	1	1	201
04:30 PM	0	66	0	66	0	0	1	1	0	84	0	84	0	0	0	0	151
04:45 PM	0	78	0	78	4	1	0	5	0	94	0	94	0	0	1	1	178
Total	3	337	1	341	11	1	1	13	0	372	1	373	0	1	2	3	730
05:00 PM	0	95	0	95	2	0	1	3	0	97	0	97	0	1	1	2	197
05:15 PM	1	81	0	82	0	1	0	1	0	89	3	92	0	0	0	0	175
05:30 PM	1	66	0	67	1	0	1	2	0	105	0	105	1	1	0	2	176
05:45 PM	1	79	0	80	0	0	3	3	0	61	1	62	1	0	2	3	148
Total	3	321	0	324	3	1	5	9	0	352	4	356	2	2	3	7	696
Grand Total	6	658	1	665	14	2	6	22	0	724	5	729	2	3	5	10	1426
Apprch %	0.9	98.9	0.2		63.6	9.1	27.3		0	99.3	0.7		20	30	50		
Total %	0.4	46.1	0.1	46.6	1	0.1	0.4	1.5	0	50.8	0.4	51.1	0.1	0.2	0.4	0.7	
Passenger Vehicles	5	653	1	659	14	2	6	22	0	703	5	708	2	2	5	9	1398
% Passenger Vehicles	83.3	99.2	100	99.1	100	100	100	100	0	97.1	100	97.1	100	66.7	100	90	98
Large 2 Axle Vehicles	1	2	0	3	0	0	0	0	0	12	0	12	0	0	0	0	15
% Large 2 Axle Vehicles	16.7	0.3	0	0.5	0	0	0	0	0	1.7	0	1.6	0	0	0	0	1.1
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	2	0	2	0	1	0	1	5
% 3 Axle Vehicles	0	0.3	0	0.3	0	0	0	0	0	0.3	0	0.3	0	33.3	0	10	0.4
4+ Axle Trucks	0	1	0	1	0	0	0	0	0	7	0	7	0	0	0	0	8
% 4+ Axle Trucks	0	0.2	0	0.2	0	0	0	0	0	1	0	1	0	0	0	0	0.6

	Menifee Road Southbound				Biscayne Westbound				Menifee Road Northbound				Valley Substation Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	96	0	96	2	0	0	2	0	**100**	**1**	**101**	0	**1**	0	**1**	200
04:15 PM	**3**	**97**	**1**	**101**	**5**	0	0	**5**	0	94	0	94	0	0	**1**	1	**201**
04:30 PM	0	66	0	66	0	0	**1**	1	0	84	0	84	0	0	0	0	151
04:45 PM	0	78	0	78	4	**1**	0	5	0	94	0	94	0	0	1	1	178
Total Volume	3	337	1	341	11	1	1	13	0	372	1	373	0	1	2	3	730
% App. Total	0.9	98.8	0.3		84.6	7.7	7.7		0	99.7	0.3		0	33.3	66.7		
PHF	.250	.869	.250	.844	.550	.250	.250	.650	.000	.930	.250	.923	.000	.250	.500	.750	.908

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City of Menifee
N/S: Menifee Road
E/W: Valley Substation Driveway/Biscayne
Weather: Clear

File Name : 48_MEN_Men_Bis PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:15 PM				04:45 PM				05:00 PM			
+0 mins.	0	96	0	96	**5**	0	0	**5**	0	94	0	94	0	**1**	1	2
+15 mins.	**3**	**97**	**1**	**101**	0	0	**1**	1	0	97	0	97	0	0	0	0
+30 mins.	0	66	0	66	4	**1**	0	5	0	89	**3**	92	**1**	1	0	2
+45 mins.	0	78	0	78	2	0	1	3	0	**105**	0	**105**	1	0	**2**	**3**
Total Volume	3	337	1	341	11	1	2	14	0	385	3	388	2	2	3	7
% App. Total	0.9	98.8	0.3		78.6	7.1	14.3		0	99.2	0.8		28.6	28.6	42.9	
PHF	.250	.869	.250	.844	.550	.250	.500	.700	.000	.917	.250	.924	.500	.500	.375	.583

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City of Menifee
N/S: Menifee Road
E/W: Valley Substation Driveway/Biscayne
Weather: Clear

File Name : 48_MEN_Men_Bis PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

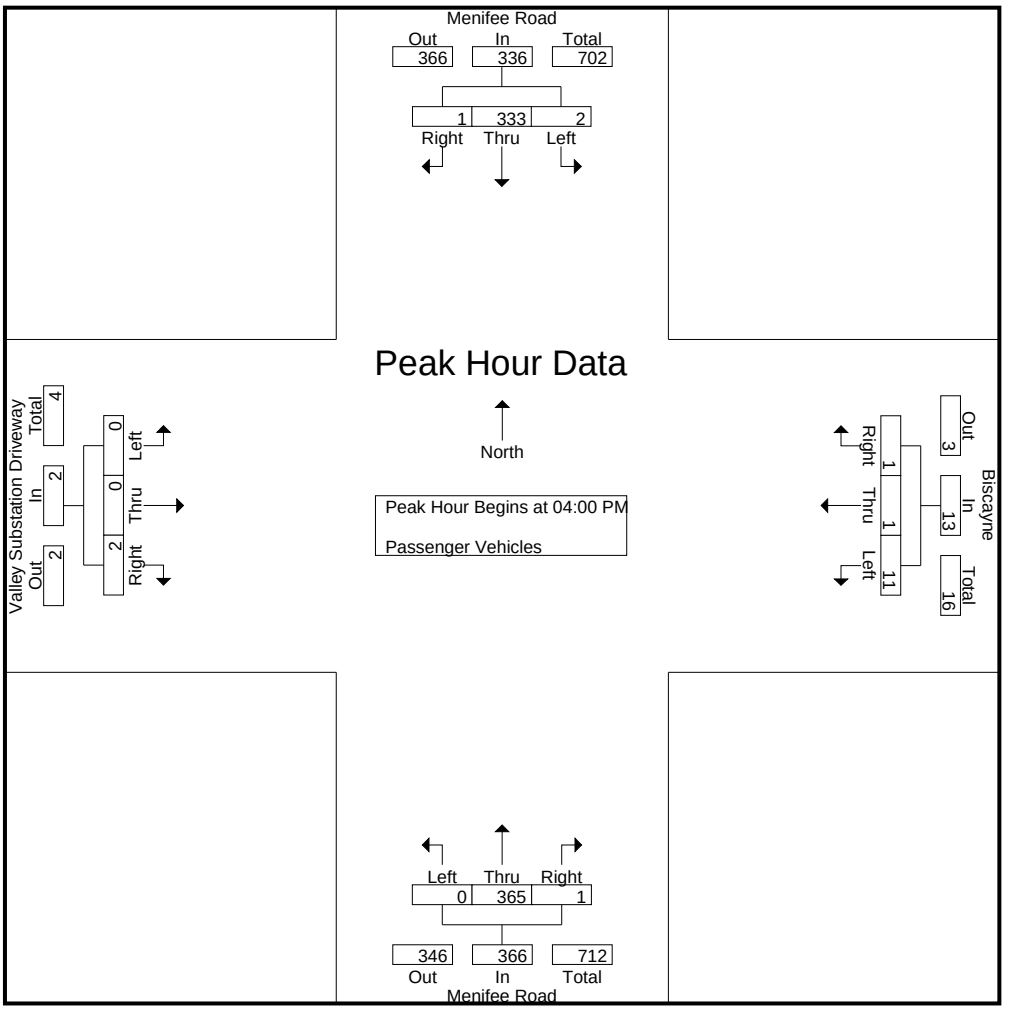
	Menifee Road Southbound				Biscayne Westbound				Menifee Road Northbound				Valley Substation Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	94	0	94	2	0	0	2	0	98	1	99	0	0	0	0	195
04:15 PM	2	96	1	99	5	0	0	5	0	92	0	92	0	0	1	1	197
04:30 PM	0	66	0	66	0	0	1	1	0	81	0	81	0	0	0	0	148
04:45 PM	0	77	0	77	4	1	0	5	0	94	0	94	0	0	1	1	177
Total	2	333	1	336	11	1	1	13	0	365	1	366	0	0	2	2	717
05:00 PM	0	95	0	95	2	0	1	3	0	96	0	96	0	1	1	2	196
05:15 PM	1	81	0	82	0	1	0	1	0	85	3	88	0	0	0	0	171
05:30 PM	1	66	0	67	1	0	1	2	0	98	0	98	1	1	0	2	169
05:45 PM	1	78	0	79	0	0	3	3	0	59	1	60	1	0	2	3	145
Total	3	320	0	323	3	1	5	9	0	338	4	342	2	2	3	7	681
Grand Total	5	653	1	659	14	2	6	22	0	703	5	708	2	2	5	9	1398
Apprch %	0.8	99.1	0.2		63.6	9.1	27.3		0	99.3	0.7		22.2	22.2	55.6		
Total %	0.4	46.7	0.1	47.1	1	0.1	0.4	1.6	0	50.3	0.4	50.6	0.1	0.1	0.4	0.6	

	Menifee Road Southbound				Biscayne Westbound				Menifee Road Northbound				Valley Substation Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	94	0	94	2	0	0	2	0	**98**	**1**	**99**	0	0	0	0	195
04:15 PM	**2**	**96**	**1**	**99**	**5**	0	0	**5**	0	92	0	92	0	0	**1**	**1**	**197**
04:30 PM	0	66	0	66	0	0	**1**	1	0	81	0	81	0	0	0	0	148
04:45 PM	0	77	0	77	4	**1**	0	5	0	94	0	94	0	0	1	1	177
Total Volume	2	333	1	336	11	1	1	13	0	365	1	366	0	0	2	2	717
% App. Total	0.6	99.1	0.3		84.6	7.7	7.7		0	99.7	0.3		0	0	100		
PHF	.250	.867	.250	.848	.550	.250	.250	.650	.000	.931	.250	.924	.000	.000	.500	.500	.910

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

City of Menifee
N/S: Menifee Road
E/W: Valley Substation Driveway/Biscayne
Weather: Clear

File Name : 48_MEN_Men_Bis PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	94	0	94	2	0	0	2	0	**98**	**1**	**99**	0	0	0	0
+15 mins.	**2**	**96**	**1**	**99**	**5**	0	0	**5**	0	92	0	92	0	0	**1**	**1**
+30 mins.	0	66	0	66	0	0	**1**	1	0	81	0	81	0	0	0	0
+45 mins.	0	77	0	77	4	**1**	0	5	0	94	0	94	0	0	1	1
Total Volume	2	333	1	336	11	1	1	13	0	365	1	366	0	0	2	2
% App. Total	0.6	99.1	0.3		84.6	7.7	7.7		0	99.7	0.3		0	0	100	
PHF	.250	.867	.250	.848	.550	.250	.250	.650	.000	.931	.250	.924	.000	.000	.500	.500

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City of Menifee
N/S: Menifee Road
E/W: Valley Substation Driveway/Biscayne
Weather: Clear

File Name : 48_MEN_Men_Bis PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

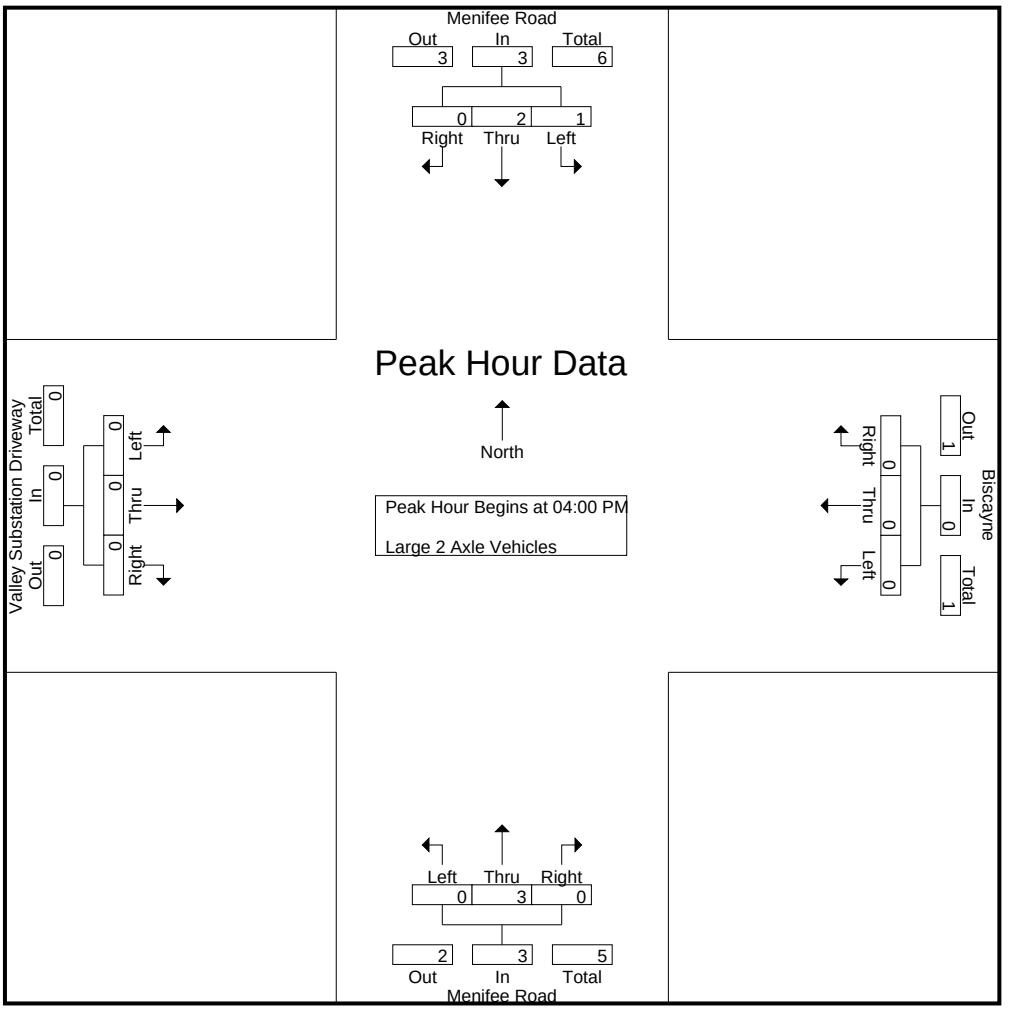
	Menifee Road Southbound				Biscayne Westbound				Menifee Road Northbound				Valley Substation Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	2	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
05:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	9	0	9	0	0	0	0	9
Grand Total	1	2	0	3	0	0	0	0	0	12	0	12	0	0	0	0	15
Apprch %	33.3	66.7	0		0	0	0		0	100	0		0	0	0		
Total %	6.7	13.3	0	20	0	0	0	0	0	80	0	80	0	0	0	0	

	Menifee Road Southbound				Biscayne Westbound				Menifee Road Northbound				Valley Substation Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**3**
04:15 PM	**1**	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	2	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
% App. Total	33.3	66.7	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.250	.000	.375	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.500

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(951)268-6268

City of Menifee
N/S: Menifee Road
E/W: Valley Substation Driveway/Biscayne
Weather: Clear

File Name : 48_MEN_Men_Bis PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	**1**	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	2	0	3	0	0	0	0	0	3	0	3	0	0	0	0
% App. Total	33.3	66.7	0		0	0	0		0	100	0		0	0	0	
PHF	.250	.250	.000	.375	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000

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City of Menifee
N/S: Menifee Road
E/W: Valley Substation Driveway/Biscayne
Weather: Clear

File Name : 48_MEN_Men_Bis PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

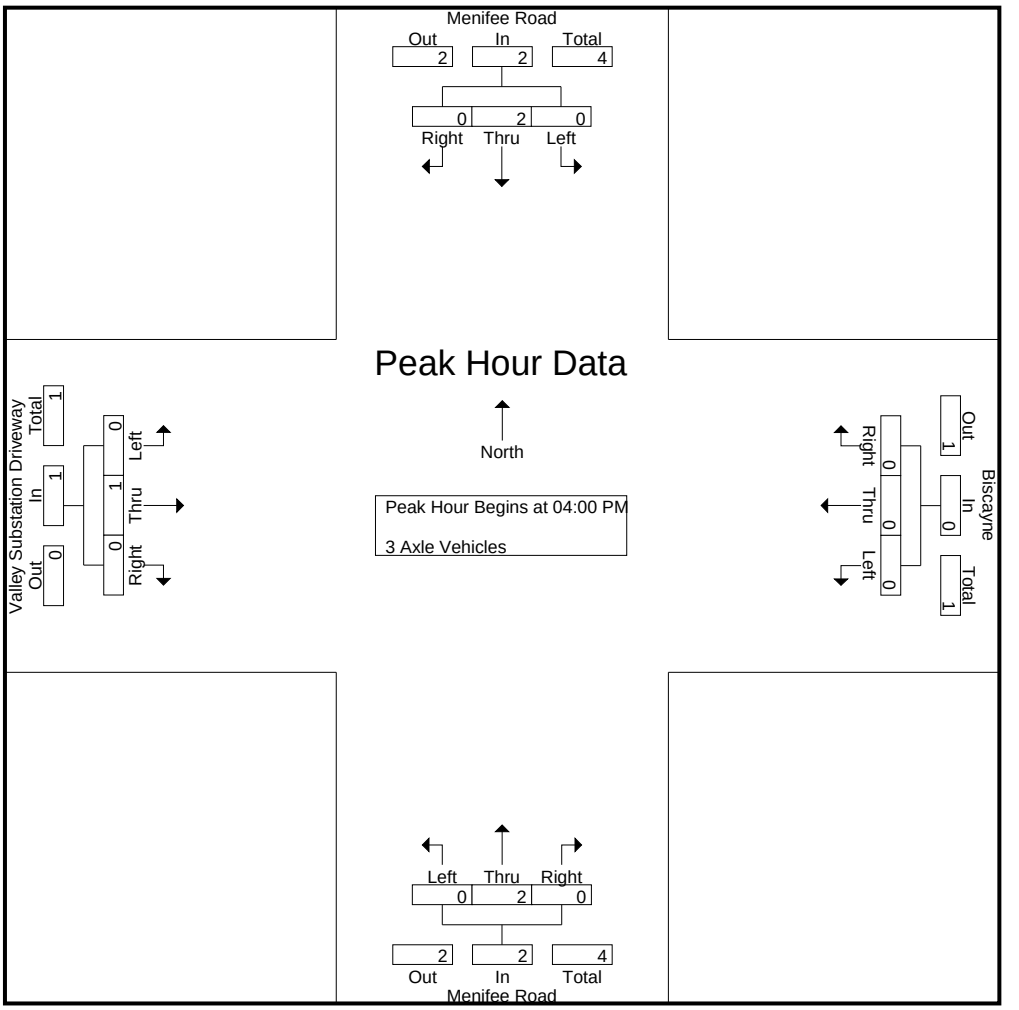
	Menifee Road Southbound				Biscayne Westbound				Menifee Road Northbound				Valley Substation Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	2	0	2	0	1	0	1	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	0	2	0	0	0	0	0	2	0	2	0	1	0	1	5
Apprch %	0	100	0		0	0	0		0	100	0		0	100	0		
Total %	0	40	0	40	0	0	0	0	0	40	0	40	0	20	0	20	

	Menifee Road Southbound				Biscayne Westbound				Menifee Road Northbound				Valley Substation Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
04:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**2**
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	0	1	0	1	5
% App. Total	0	100	0		0	0	0		0	100	0		0	100	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.625

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City of Menifee
N/S: Menifee Road
E/W: Valley Substation Driveway/Biscayne
Weather: Clear

File Name : 48_MEN_Men_Bis PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	0	1	0	1
% App. Total	0	100	0		0	0	0		0	100	0		0	100	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250

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City of Menifee
N/S: Menifee Road
E/W: Valley Substation Driveway/Biscayne
Weather: Clear

File Name : 48_MEN_Men_Bis PM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- 4+ Axle Trucks

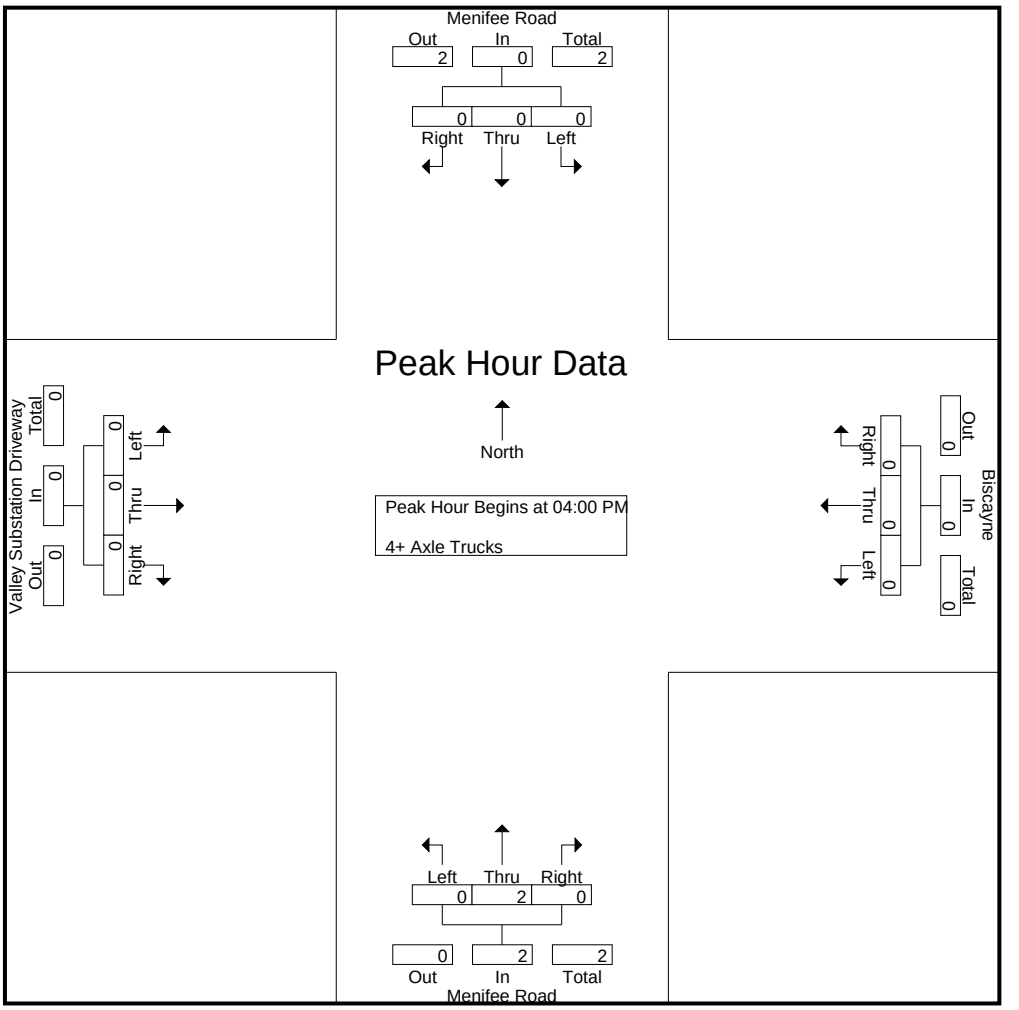
	Menifee Road Southbound				Biscayne Westbound				Menifee Road Northbound				Valley Substation Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
Grand Total	0	1	0	1	0	0	0	0	0	7	0	7	0	0	0	0	8
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	12.5	0	12.5	0	0	0	0	0	87.5	0	87.5	0	0	0	0	

	Menifee Road Southbound				Biscayne Westbound				Menifee Road Northbound				Valley Substation Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500

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City of Menifee
N/S: Menifee Road
E/W: Valley Substation Driveway/Biscayne
Weather: Clear

File Name : 48_MEN_Men_Bis PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

Location: Menifee
N/S: Menifee Road
E/W: Valley Substation DW/Biscayne

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Menifee Road	East Leg Biscayne	South Leg Menifee Road	West Leg Valley Substation DW	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	1	2
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	1	2

	North Leg Menifee Road	East Leg Biscayne	South Leg Menifee Road	West Leg Valley Substation DW	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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951-268-6268

Location: Menifee
N/S: Menifee Road
E/W: Valley Substation DW/Biscayne

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Menifee Road			Westbound Biscayne			Northbound Menifee Road			Eastbound Valley Substation DW			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

	Southbound Menifee Road			Westbound Biscayne			Northbound Menifee Road			Eastbound Valley Substation DW			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Menifee
N/S: Menifee Road
E/W: McLaughlin Road
Weather: Clear

File Name : 49_MEN_Men_Mcl AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

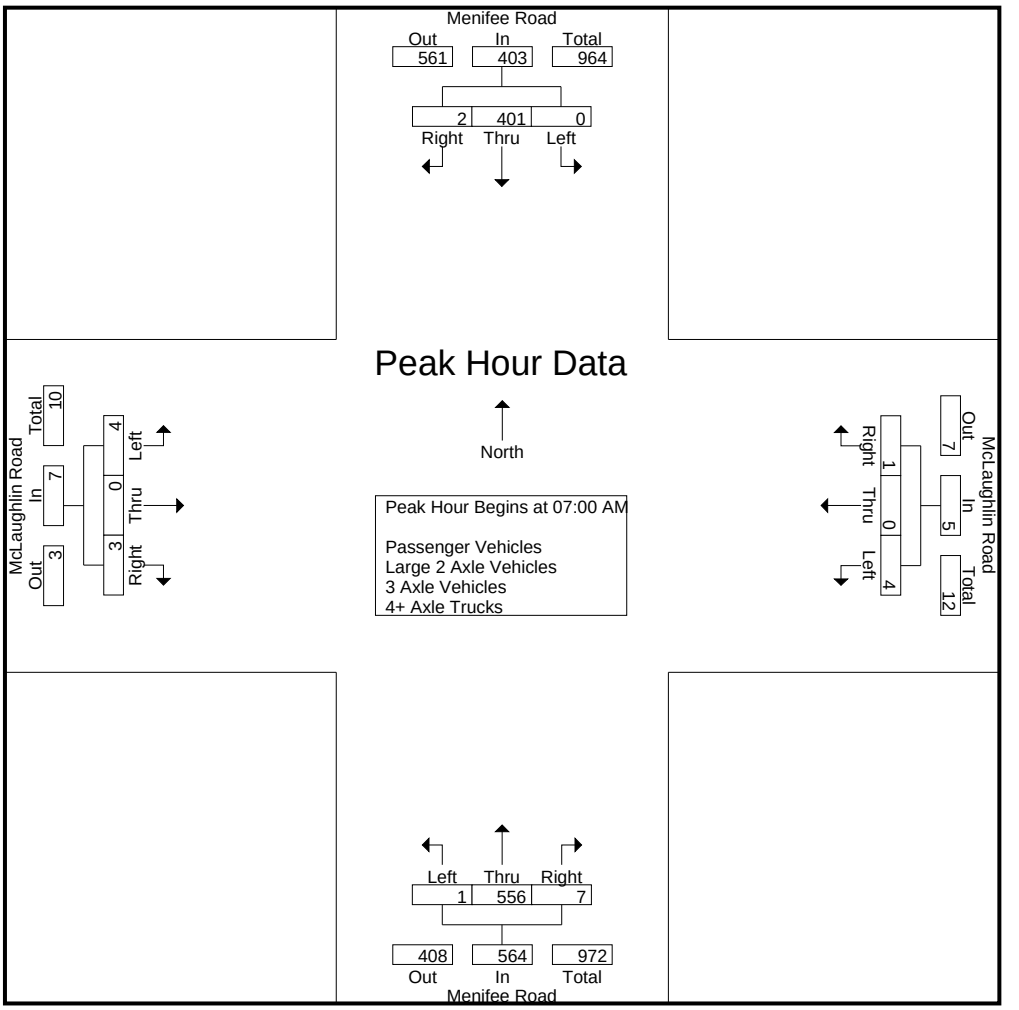
	Menifee Road Southbound				McLaughlin Road Westbound				Menifee Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	113	0	113	0	0	0	0	0	121	0	121	1	0	1	2	236
07:15 AM	0	113	2	115	0	0	0	0	0	202	2	204	0	0	0	0	319
07:30 AM	0	85	0	85	2	0	1	3	0	129	3	132	2	0	0	2	222
07:45 AM	0	90	0	90	2	0	0	2	1	104	2	107	1	0	2	3	202
Total	0	401	2	403	4	0	1	5	1	556	7	564	4	0	3	7	979
08:00 AM	0	59	1	60	0	0	0	0	1	96	0	97	0	0	0	0	157
08:15 AM	0	68	0	68	0	0	0	0	0	59	0	59	0	0	0	0	127
08:30 AM	0	62	0	62	0	0	0	0	0	68	0	68	0	0	2	2	132
08:45 AM	0	78	0	78	0	0	1	1	0	49	0	49	0	0	0	0	128
Total	0	267	1	268	0	0	1	1	1	272	0	273	0	0	2	2	544
Grand Total	0	668	3	671	4	0	2	6	2	828	7	837	4	0	5	9	1523
Apprch %	0	99.6	0.4		66.7	0	33.3		0.2	98.9	0.8		44.4	0	55.6		
Total %	0	43.9	0.2	44.1	0.3	0	0.1	0.4	0.1	54.4	0.5	55	0.3	0	0.3	0.6	
Passenger Vehicles	0	642	2	644	4	0	2	6	2	808	7	817	3	0	5	8	1475
% Passenger Vehicles	0	96.1	66.7	96	100	0	100	100	100	97.6	100	97.6	75	0	100	88.9	96.8
Large 2 Axle Vehicles	0	13	0	13	0	0	0	0	0	9	0	9	1	0	0	1	23
% Large 2 Axle Vehicles	0	1.9	0	1.9	0	0	0	0	0	1.1	0	1.1	25	0	0	11.1	1.5
3 Axle Vehicles	0	3	0	3	0	0	0	0	0	8	0	8	0	0	0	0	11
% 3 Axle Vehicles	0	0.4	0	0.4	0	0	0	0	0	1	0	1	0	0	0	0	0.7
4+ Axle Trucks	0	10	1	11	0	0	0	0	0	3	0	3	0	0	0	0	14
% 4+ Axle Trucks	0	1.5	33.3	1.6	0	0	0	0	0	0.4	0	0.4	0	0	0	0	0.9

	Menifee Road Southbound				McLaughlin Road Westbound				Menifee Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**113**	0	113	0	0	0	0	0	121	0	121	1	0	1	2	236
07:15 AM	0	113	**2**	**115**	0	0	0	0	0	**202**	2	**204**	0	0	0	0	**319**
07:30 AM	0	85	0	85	**2**	0	**1**	**3**	0	129	**3**	132	**2**	0	0	2	222
07:45 AM	0	90	0	90	2	0	0	2	**1**	104	2	107	1	0	**2**	**3**	202
Total Volume	0	401	2	403	4	0	1	5	1	556	7	564	4	0	3	7	979
% App. Total	0	99.5	0.5		80	0	20		0.2	98.6	1.2		57.1	0	42.9		
PHF	.000	.887	.250	.876	.500	.000	.250	.417	.250	.688	.583	.691	.500	.000	.375	.583	.767

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City of Menifee
N/S: Menifee Road
E/W: McLaughlin Road
Weather: Clear

File Name : 49_MEN_Men_Mcl AM
Site Code : 00322418
Start Date : 5/25/2022



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**113**	0	113	0	0	0	0	0	121	0	121	1	0	1	2
+15 mins.	0	113	**2**	**115**	0	0	0	0	0	**202**	2	**204**	0	0	0	0
+30 mins.	0	85	0	85	**2**	0	**1**	**3**	0	129	**3**	132	**2**	0	0	2
+45 mins.	0	90	0	90	2	0	0	2	**1**	104	2	107	1	0	**2**	**3**
Total Volume	0	401	2	403	4	0	1	5	1	556	7	564	4	0	3	7
% App. Total	0	99.5	0.5		80	0	20		0.2	98.6	1.2		57.1	0	42.9	
PHF	.000	.887	.250	.876	.500	.000	.250	.417	.250	.688	.583	.691	.500	.000	.375	.583

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City of Menifee
N/S: Menifee Road
E/W: McLaughlin Road
Weather: Clear

File Name : 49_MEN_Men_Mcl AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

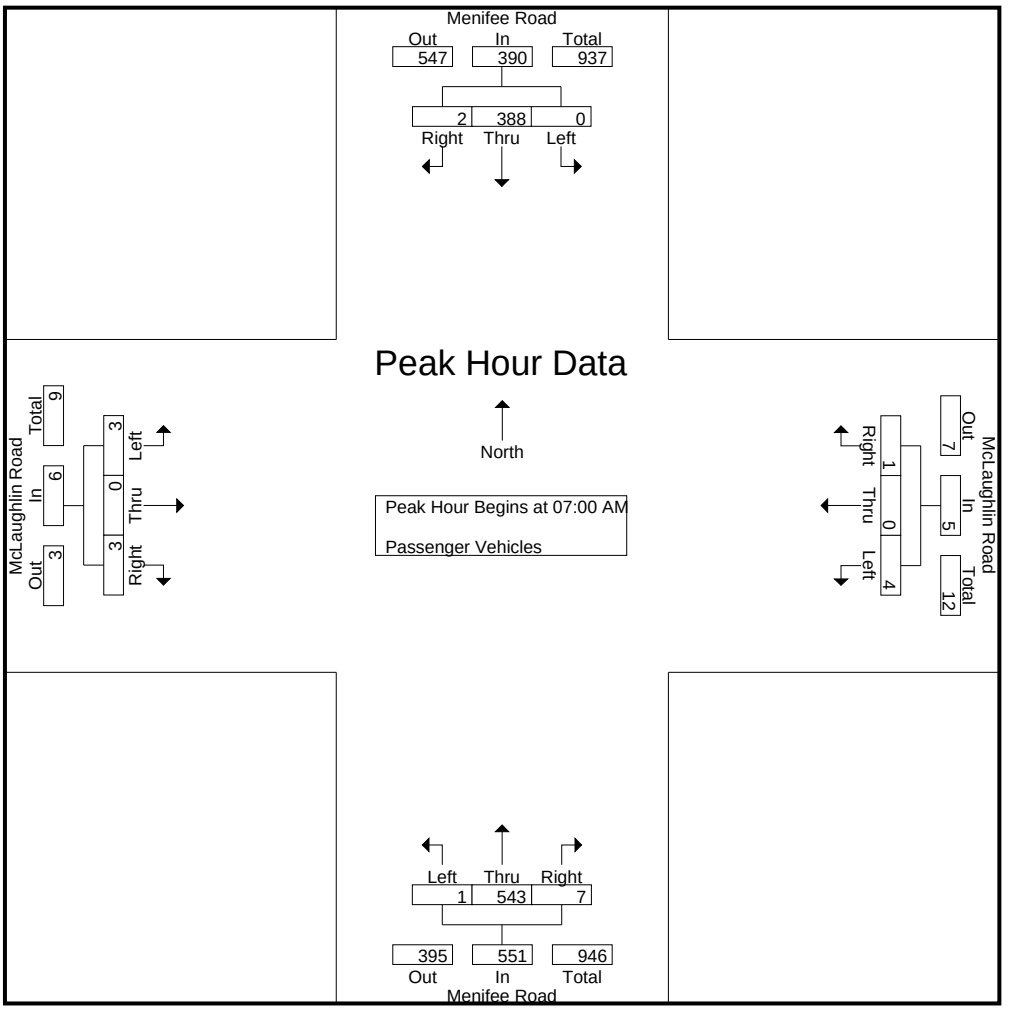
	Menifee Road Southbound				McLaughlin Road Westbound				Menifee Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	108	0	108	0	0	0	0	0	116	0	116	1	0	1	2	226
07:15 AM	0	107	2	109	0	0	0	0	0	200	2	202	0	0	0	0	311
07:30 AM	0	85	0	85	2	0	1	3	0	126	3	129	1	0	0	1	218
07:45 AM	0	88	0	88	2	0	0	2	1	101	2	104	1	0	2	3	197
Total	0	388	2	390	4	0	1	5	1	543	7	551	3	0	3	6	952
08:00 AM	0	54	0	54	0	0	0	0	1	95	0	96	0	0	0	0	150
08:15 AM	0	66	0	66	0	0	0	0	0	58	0	58	0	0	0	0	124
08:30 AM	0	61	0	61	0	0	0	0	0	67	0	67	0	0	2	2	130
08:45 AM	0	73	0	73	0	0	1	1	0	45	0	45	0	0	0	0	119
Total	0	254	0	254	0	0	1	1	1	265	0	266	0	0	2	2	523
Grand Total	0	642	2	644	4	0	2	6	2	808	7	817	3	0	5	8	1475
Apprch %	0	99.7	0.3		66.7	0	33.3		0.2	98.9	0.9		37.5	0	62.5		
Total %	0	43.5	0.1	43.7	0.3	0	0.1	0.4	0.1	54.8	0.5	55.4	0.2	0	0.3	0.5	

	Menifee Road Southbound				McLaughlin Road Westbound				Menifee Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**108**	0	108	0	0	0	0	0	116	0	116	**1**	0	1	2	226
07:15 AM	0	107	**2**	**109**	0	0	0	0	0	**200**	2	**202**	0	0	0	0	**311**
07:30 AM	0	85	0	85	**2**	0	**1**	**3**	0	126	**3**	129	1	0	0	1	218
07:45 AM	0	88	0	88	2	0	0	2	**1**	101	2	104	1	0	**2**	**3**	197
Total Volume	0	388	2	390	4	0	1	5	1	543	7	551	3	0	3	6	952
% App. Total	0	99.5	0.5		80	0	20		0.2	98.5	1.3		50	0	50		
PHF	.000	.898	.250	.894	.500	.000	.250	.417	.250	.679	.583	.682	.750	.000	.375	.500	.765

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City of Menifee
N/S: Menifee Road
E/W: McLaughlin Road
Weather: Clear

File Name : 49_MEN_Men_Mcl AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**108**	0	108	0	0	0	0	0	116	0	116	**1**	0	1	2
+15 mins.	0	107	**2**	**109**	0	0	0	0	0	**200**	2	**202**	0	0	0	0
+30 mins.	0	85	0	85	**2**	0	**1**	**3**	0	126	**3**	129	1	0	0	1
+45 mins.	0	88	0	88	2	0	0	2	**1**	101	2	104	1	0	**2**	**3**
Total Volume	0	388	2	390	4	0	1	5	1	543	7	551	3	0	3	6
% App. Total	0	99.5	0.5		80	0	20		0.2	98.5	1.3		50	0	50	
PHF	.000	.898	.250	.894	.500	.000	.250	.417	.250	.679	.583	.682	.750	.000	.375	.500

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City of Menifee
N/S: Menifee Road
E/W: McLaughlin Road
Weather: Clear

File Name : 49_MEN_Men_Mcl AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

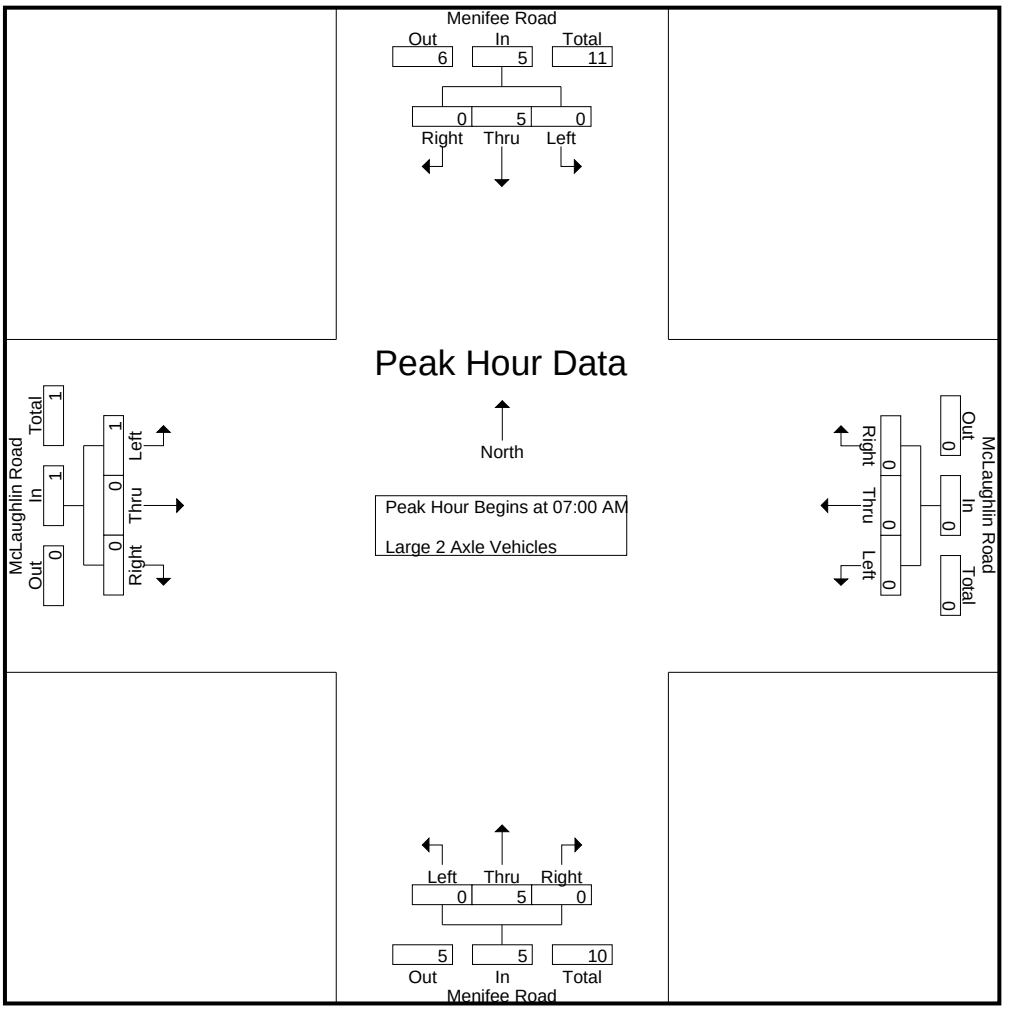
	Menifee Road Southbound				McLaughlin Road Westbound				Menifee Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:15 AM	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	1	3
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	5	0	5	0	0	0	0	0	5	0	5	1	0	0	1	11
08:00 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Total	0	8	0	8	0	0	0	0	0	4	0	4	0	0	0	0	12
Grand Total	0	13	0	13	0	0	0	0	0	9	0	9	1	0	0	1	23
Apprch %	0	100	0		0	0	0		0	100	0		100	0	0		
Total %	0	56.5	0	56.5	0	0	0	0	0	39.1	0	39.1	4.3	0	0	4.3	

	Menifee Road Southbound				McLaughlin Road Westbound				Menifee Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
07:15 AM	0	**4**	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	**4**
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	**1**	0	0	**1**	3
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	5	0	5	0	0	0	0	0	5	0	5	1	0	0	1	11
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.313	.000	.313	.000	.000	.000	.000	.000	.625	.000	.625	.250	.000	.000	.250	.688

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City of Menifee
N/S: Menifee Road
E/W: McLaughlin Road
Weather: Clear

File Name : 49_MEN_Men_Mcl AM
Site Code : 00322418
Start Date : 5/25/2022



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+15 mins.	0	**4**	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	2	0	2	**1**	0	0	**1**
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	5	0	5	0	0	0	0	0	5	0	5	1	0	0	1
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0	
PHF	.000	.313	.000	.313	.000	.000	.000	.000	.000	.625	.000	.625	.250	.000	.000	.250

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City of Menifee
N/S: Menifee Road
E/W: McLaughlin Road
Weather: Clear

File Name : 49_MEN_Men_Mcl AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

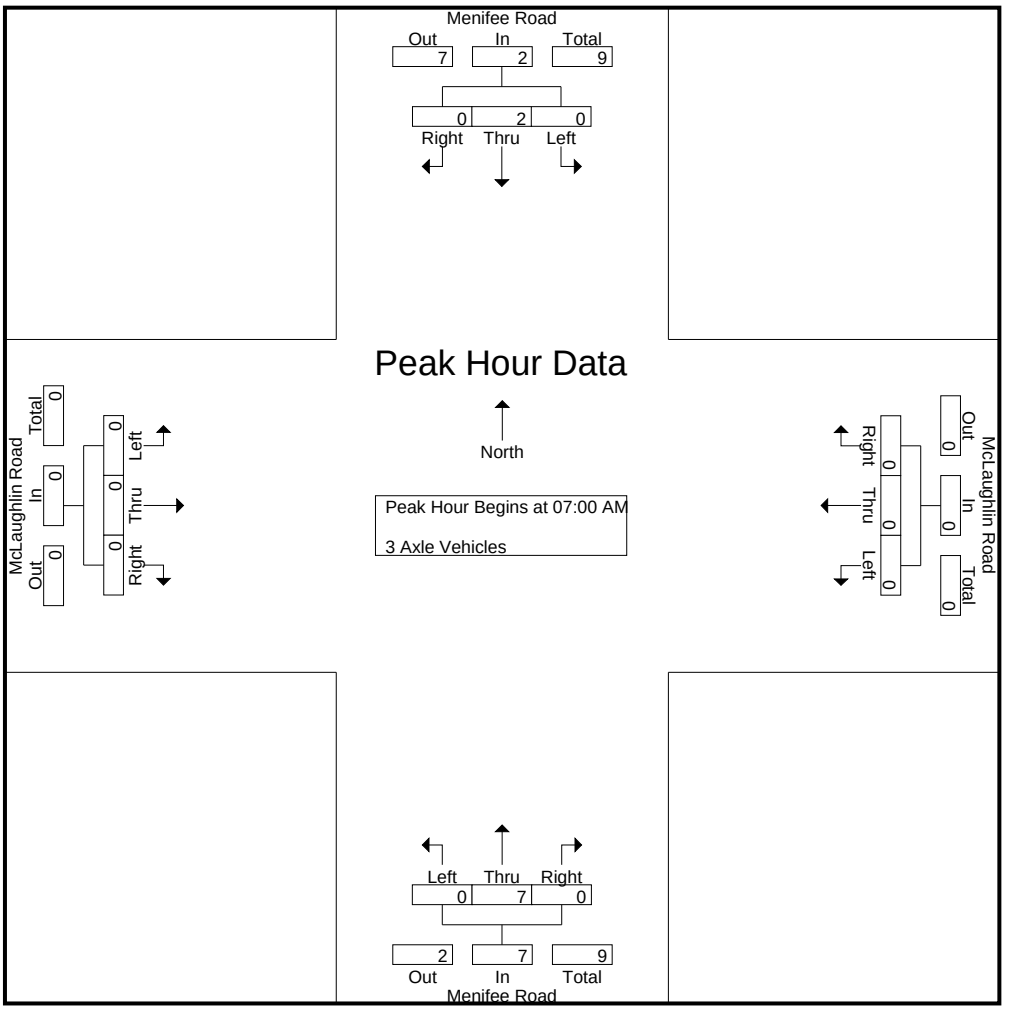
	Menifee Road Southbound				McLaughlin Road Westbound				Menifee Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	2	0	2	0	0	0	0	0	7	0	7	0	0	0	0	9
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	3	0	3	0	0	0	0	0	8	0	8	0	0	0	0	11
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	27.3	0	27.3	0	0	0	0	0	72.7	0	72.7	0	0	0	0	

	Menifee Road Southbound				McLaughlin Road Westbound				Menifee Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**1**	0	**1**	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**4**
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	2	0	2	0	0	0	0	0	7	0	7	0	0	0	0	9
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.563

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City of Menifee
N/S: Menifee Road
E/W: McLaughlin Road
Weather: Clear

File Name : 49_MEN_Men_Mcl AM
Site Code : 00322418
Start Date : 5/25/2022



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	**3**	0	**3**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	7	0	7	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000

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City of Menifee
N/S: Menifee Road
E/W: McLaughlin Road
Weather: Clear

File Name : 49_MEN_Men_Mcl AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

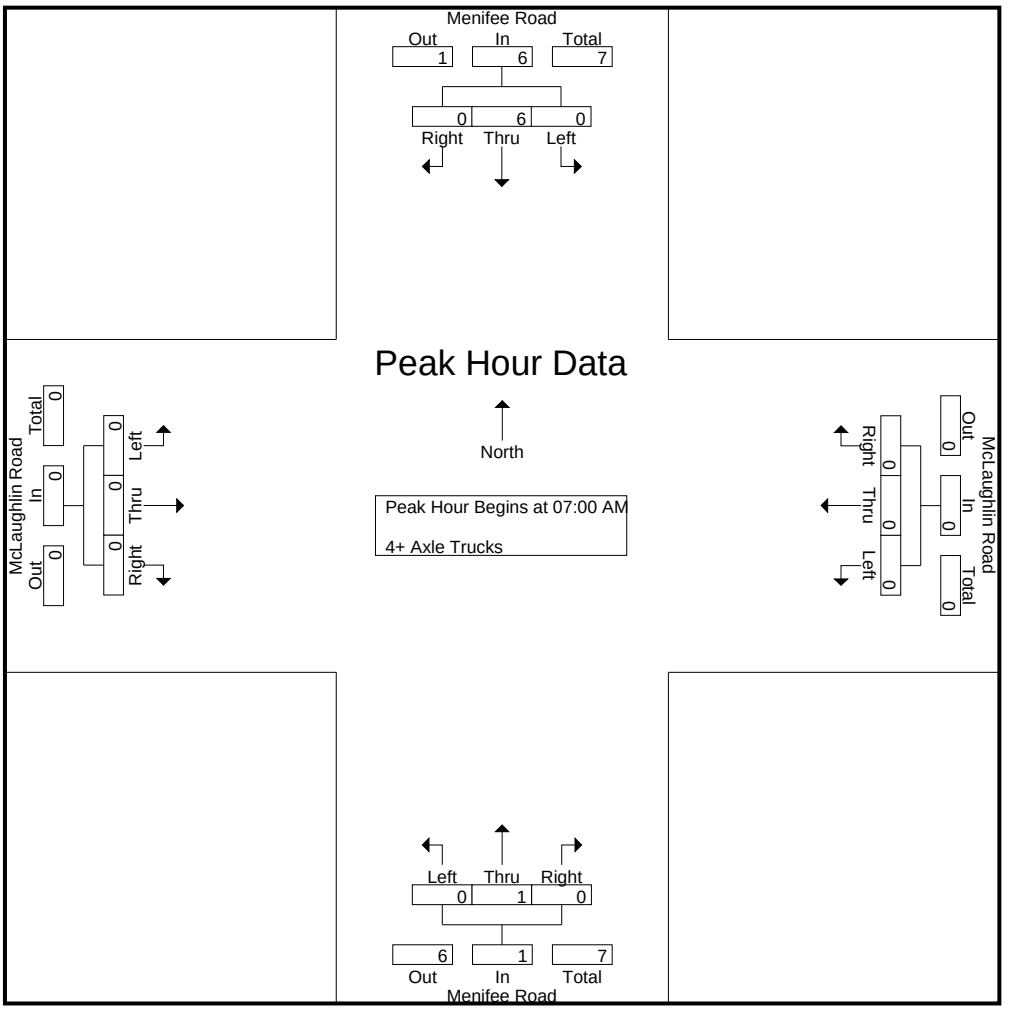
	Menifee Road Southbound				McLaughlin Road Westbound				Menifee Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
07:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total	0	4	1	5	0	0	0	0	0	2	0	2	0	0	0	0	7
Grand Total	0	10	1	11	0	0	0	0	0	3	0	3	0	0	0	0	14
Apprch %	0	90.9	9.1		0	0	0		0	100	0		0	0	0		
Total %	0	71.4	7.1	78.6	0	0	0	0	0	21.4	0	21.4	0	0	0	0	

	Menifee Road Southbound				McLaughlin Road Westbound				Menifee Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**4**	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	**4**
07:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
Total Volume	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.438

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City of Menifee
N/S: Menifee Road
E/W: McLaughlin Road
Weather: Clear

File Name : 49_MEN_Men_Mcl AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**4**	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
Total Volume	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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City of Menifee
N/S: Menifee Road
E/W: McLaughlin Road
Weather: Clear

File Name : 49_MEN_Men_Mcl PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

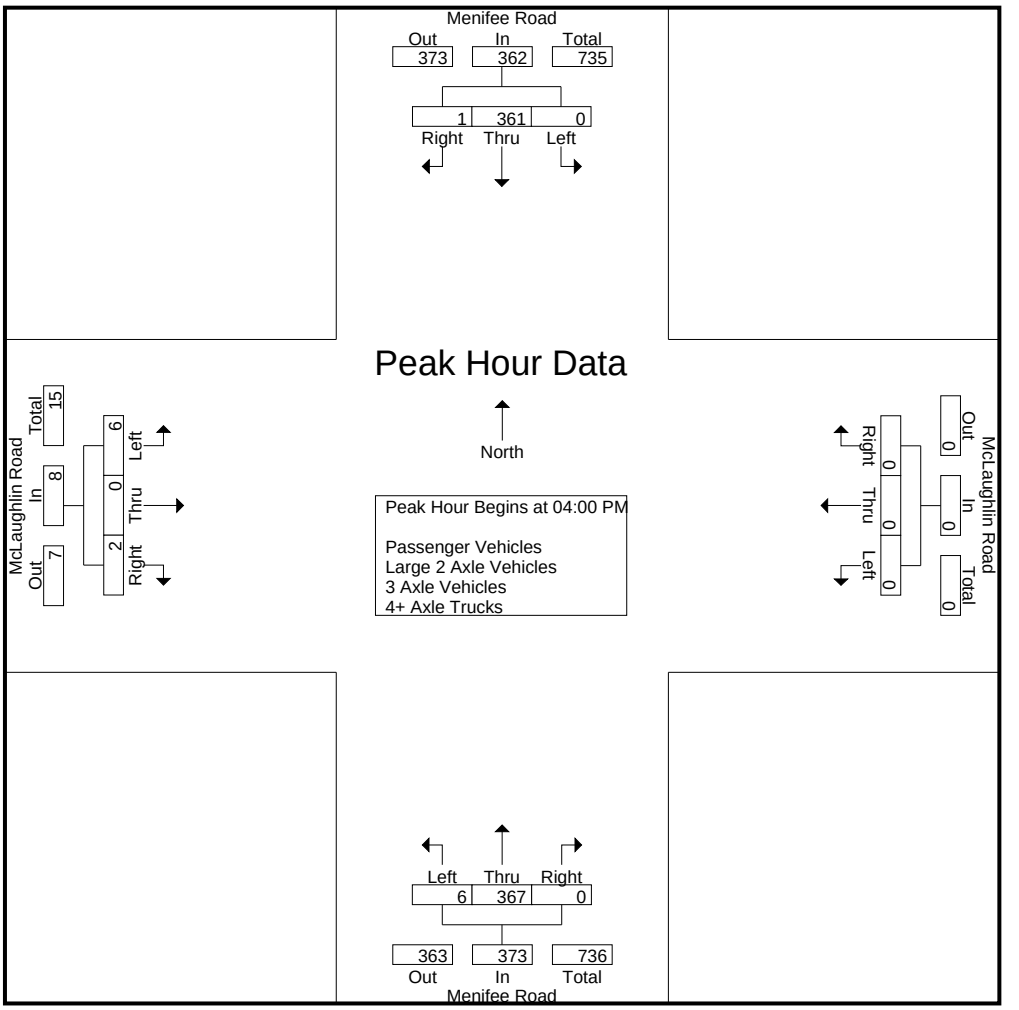
	Menifee Road Southbound				McLaughlin Road Westbound				Menifee Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	97	0	97	0	0	0	0	0	97	0	97	4	0	1	5	199
04:15 PM	0	105	0	105	0	0	0	0	1	91	0	92	1	0	0	1	198
04:30 PM	0	76	0	76	0	0	0	0	1	85	0	86	1	0	1	2	164
04:45 PM	0	83	1	84	0	0	0	0	4	94	0	98	0	0	0	0	182
Total	0	361	1	362	0	0	0	0	6	367	0	373	6	0	2	8	743
05:00 PM	0	93	1	94	0	0	0	0	2	95	0	97	1	0	0	1	192
05:15 PM	0	84	0	84	0	0	0	0	3	86	0	89	2	0	1	3	176
05:30 PM	0	67	0	67	0	0	0	0	0	101	0	101	0	0	0	0	168
05:45 PM	0	77	1	78	0	0	0	0	0	62	0	62	1	0	0	1	141
Total	0	321	2	323	0	0	0	0	5	344	0	349	4	0	1	5	677
Grand Total	0	682	3	685	0	0	0	0	11	711	0	722	10	0	3	13	1420
Apprch %	0	99.6	0.4		0	0	0		1.5	98.5	0		76.9	0	23.1		
Total %	0	48	0.2	48.2	0	0	0	0	0.8	50.1	0	50.8	0.7	0	0.2	0.9	
Passenger Vehicles	0	678	1	679	0	0	0	0	2	690	0	692	10	0	3	13	1384
% Passenger Vehicles	0	99.4	33.3	99.1	0	0	0	0	18.2	97	0	95.8	100	0	100	100	97.5
Large 2 Axle Vehicles	0	3	1	4	0	0	0	0	3	13	0	16	0	0	0	0	20
% Large 2 Axle Vehicles	0	0.4	33.3	0.6	0	0	0	0	27.3	1.8	0	2.2	0	0	0	0	1.4
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	0	0	0	0.3	0	0.3	0	0	0	0	0.2
4+ Axle Trucks	0	0	1	1	0	0	0	0	6	6	0	12	0	0	0	0	13
% 4+ Axle Trucks	0	0	33.3	0.1	0	0	0	0	54.5	0.8	0	1.7	0	0	0	0	0.9

	Menifee Road Southbound				McLaughlin Road Westbound				Menifee Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	97	0	97	0	0	0	0	0	**97**	0	97	**4**	0	**1**	**5**	**199**
04:15 PM	0	**105**	0	**105**	0	0	0	0	1	91	0	92	1	0	0	1	198
04:30 PM	0	76	0	76	0	0	0	0	1	85	0	86	1	0	1	2	164
04:45 PM	0	83	**1**	84	0	0	0	0	**4**	94	0	**98**	0	0	0	0	182
Total Volume	0	361	1	362	0	0	0	0	6	367	0	373	6	0	2	8	743
% App. Total	0	99.7	0.3		0	0	0		1.6	98.4	0		75	0	25		
PHF	.000	.860	.250	.862	.000	.000	.000	.000	.375	.946	.000	.952	.375	.000	.500	.400	.933

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City of Menifee
N/S: Menifee Road
E/W: McLaughlin Road
Weather: Clear

File Name : 49_MEN_Men_Mcl PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:45 PM				04:00 PM			
+0 mins.	0	97	0	97	0	0	0	0	**4**	94	0	98	**4**	0	**1**	**5**
+15 mins.	0	**105**	0	**105**	0	0	0	0	2	95	0	97	1	0	0	1
+30 mins.	0	76	0	76	0	0	0	0	3	86	0	89	1	0	1	2
+45 mins.	0	83	**1**	84	0	0	0	0	0	**101**	0	**101**	0	0	0	0
Total Volume	0	361	1	362	0	0	0	0	9	376	0	385	6	0	2	8
% App. Total	0	99.7	0.3		0	0	0		2.3	97.7	0		75	0	25	
PHF	.000	.860	.250	.862	.000	.000	.000	.000	.563	.931	.000	.953	.375	.000	.500	.400

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City of Menifee
N/S: Menifee Road
E/W: McLaughlin Road
Weather: Clear

File Name : 49_MEN_Men_Mcl PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

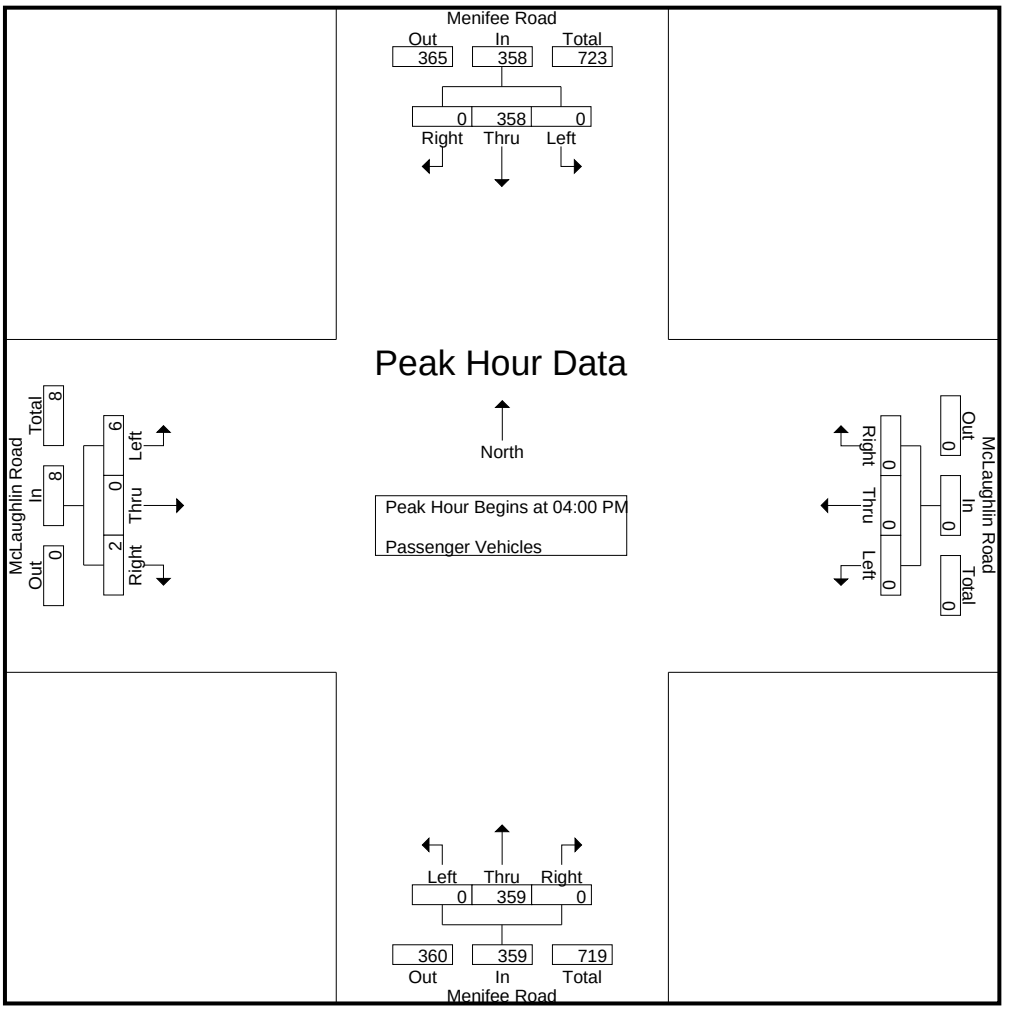
	Menifee Road Southbound				McLaughlin Road Westbound				Menifee Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	95	0	95	0	0	0	0	0	93	0	93	4	0	1	5	193
04:15 PM	0	104	0	104	0	0	0	0	0	90	0	90	1	0	0	1	195
04:30 PM	0	76	0	76	0	0	0	0	0	82	0	82	1	0	1	2	160
04:45 PM	0	83	0	83	0	0	0	0	0	94	0	94	0	0	0	0	177
Total	0	358	0	358	0	0	0	0	0	359	0	359	6	0	2	8	725
05:00 PM	0	93	1	94	0	0	0	0	0	94	0	94	1	0	0	1	189
05:15 PM	0	83	0	83	0	0	0	0	2	83	0	85	2	0	1	3	171
05:30 PM	0	67	0	67	0	0	0	0	0	93	0	93	0	0	0	0	160
05:45 PM	0	77	0	77	0	0	0	0	0	61	0	61	1	0	0	1	139
Total	0	320	1	321	0	0	0	0	2	331	0	333	4	0	1	5	659
Grand Total	0	678	1	679	0	0	0	0	2	690	0	692	10	0	3	13	1384
Apprch %	0	99.9	0.1		0	0	0		0.3	99.7	0		76.9	0	23.1		
Total %	0	49	0.1	49.1	0	0	0	0	0.1	49.9	0	50	0.7	0	0.2	0.9	

	Menifee Road Southbound				McLaughlin Road Westbound				Menifee Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	95	0	95	0	0	0	0	0	93	0	93	**4**	0	**1**	**5**	193
04:15 PM	0	**104**	0	**104**	0	0	0	0	0	90	0	90	1	0	0	1	**195**
04:30 PM	0	76	0	76	0	0	0	0	0	82	0	82	1	0	1	2	160
04:45 PM	0	83	0	83	0	0	0	0	0	**94**	0	**94**	0	0	0	0	177
Total Volume	0	358	0	358	0	0	0	0	0	359	0	359	6	0	2	8	725
% App. Total	0	100	0		0	0	0		0	100	0		75	0	25		
PHF	.000	.861	.000	.861	.000	.000	.000	.000	.000	.955	.000	.955	.375	.000	.500	.400	.929

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City of Menifee
N/S: Menifee Road
E/W: McLaughlin Road
Weather: Clear

File Name : 49_MEN_Men_Mcl PM
Site Code : 00322418
Start Date : 5/25/2022



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	95	0	95	0	0	0	0	0	93	0	93	**4**	0	**1**	**5**
+15 mins.	0	**104**	0	**104**	0	0	0	0	0	90	0	90	1	0	0	1
+30 mins.	0	76	0	76	0	0	0	0	0	82	0	82	1	0	1	2
+45 mins.	0	83	0	83	0	0	0	0	0	**94**	0	**94**	0	0	0	0
Total Volume	0	358	0	358	0	0	0	0	0	359	0	359	6	0	2	8
% App. Total	0	100	0		0	0	0		0	100	0		75	0	25	
PHF	.000	.861	.000	.861	.000	.000	.000	.000	.000	.955	.000	.955	.375	.000	.500	.400

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City of Menifee
N/S: Menifee Road
E/W: McLaughlin Road
Weather: Clear

File Name : 49_MEN_Men_Mcl PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

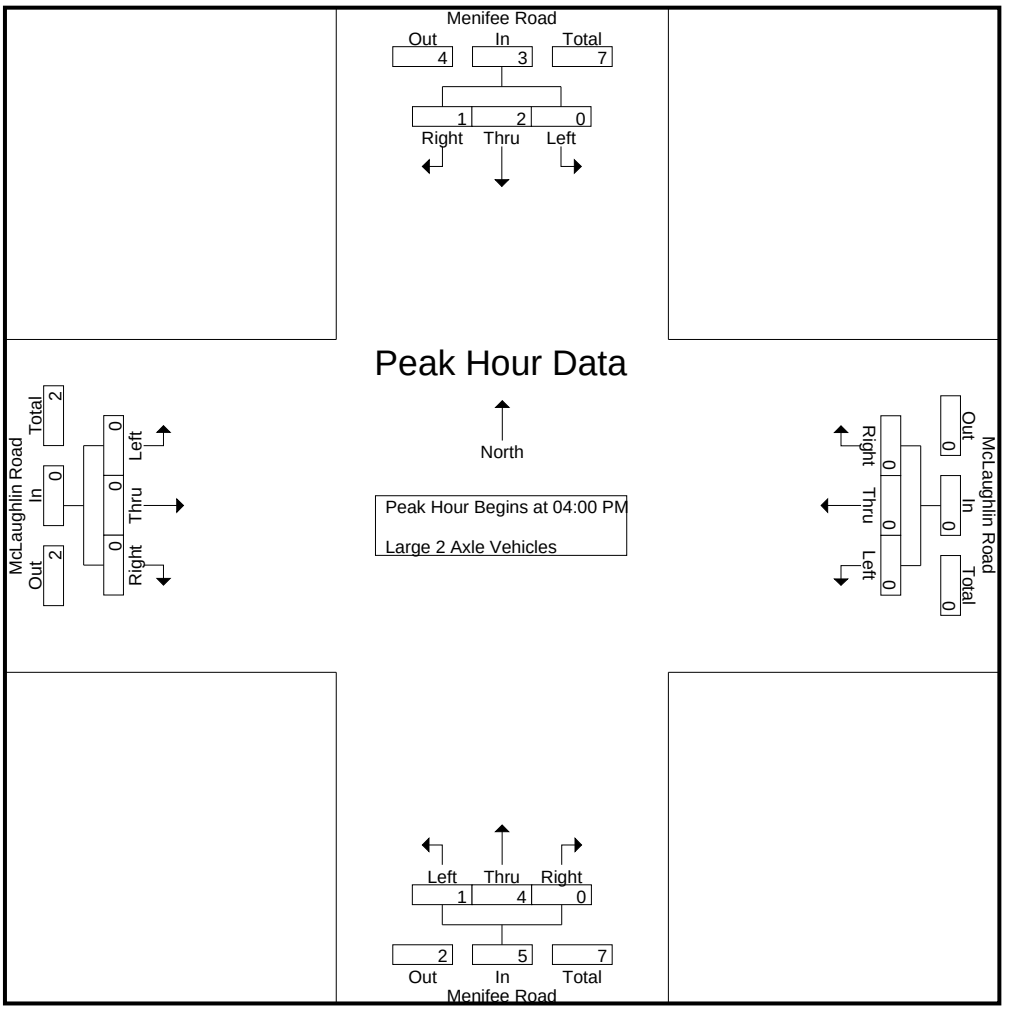
	Menifee Road Southbound				McLaughlin Road Westbound				Menifee Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	1	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	0	2	1	3	0	0	0	0	1	4	0	5	0	0	0	0	8
05:00 PM	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	3
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	6
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	2	9	0	11	0	0	0	0	12
Grand Total	0	3	1	4	0	0	0	0	3	13	0	16	0	0	0	0	20
Apprch %	0	75	25		0	0	0		18.8	81.2	0		0	0	0		
Total %	0	15	5	20	0	0	0	0	15	65	0	80	0	0	0	0	

	Menifee Road Southbound				McLaughlin Road Westbound				Menifee Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**2**	0	**2**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**4**
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	**1**	1	0	0	0	0	**1**	0	0	1	0	0	0	0	2
Total Volume	0	2	1	3	0	0	0	0	1	4	0	5	0	0	0	0	8
% App. Total	0	66.7	33.3		0	0	0		20	80	0		0	0	0		
PHF	.000	.250	.250	.375	.000	.000	.000	.000	.250	.500	.000	.625	.000	.000	.000	.000	.500

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City of Menifee
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File Name : 49_MEN_Men_Mcl PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	**1**	1	0	0	0	0	**1**	0	0	1	0	0	0	0
Total Volume	0	2	1	3	0	0	0	0	1	4	0	5	0	0	0	0
% App. Total	0	66.7	33.3		0	0	0		20	80	0		0	0	0	
PHF	.000	.250	.250	.375	.000	.000	.000	.000	.250	.500	.000	.625	.000	.000	.000	.000

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City of Menifee
N/S: Menifee Road
E/W: McLaughlin Road
Weather: Clear

File Name : 49_MEN_Men_Mcl PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

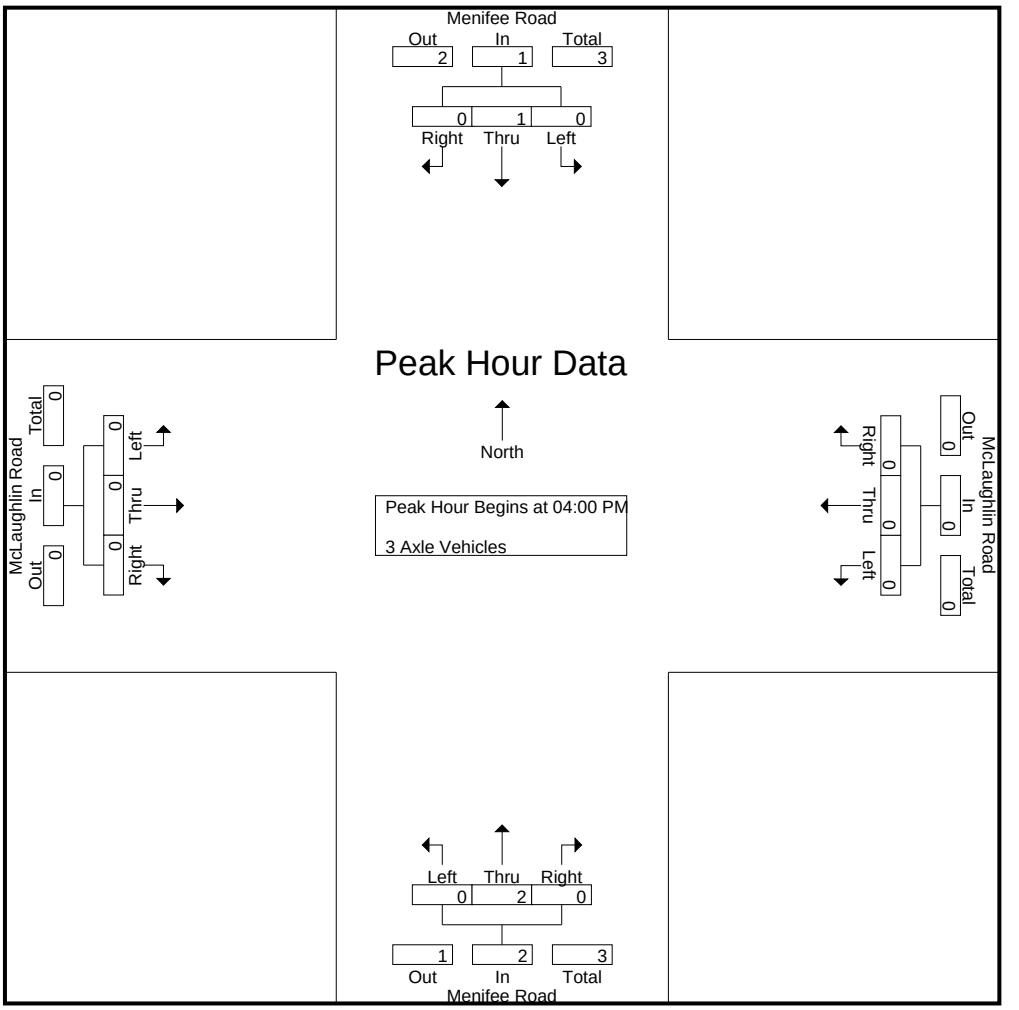
	Menifee Road Southbound				McLaughlin Road Westbound				Menifee Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	33.3	0	33.3	0	0	0	0	0	66.7	0	66.7	0	0	0	0	

	Menifee Road Southbound				McLaughlin Road Westbound				Menifee Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**2**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.375

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City of Menifee
N/S: Menifee Road
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File Name : 49_MEN_Men_Mcl PM
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Start Date : 5/25/2022
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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City of Menifee
N/S: Menifee Road
E/W: McLaughlin Road
Weather: Clear

File Name : 49_MEN_Men_Mcl PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

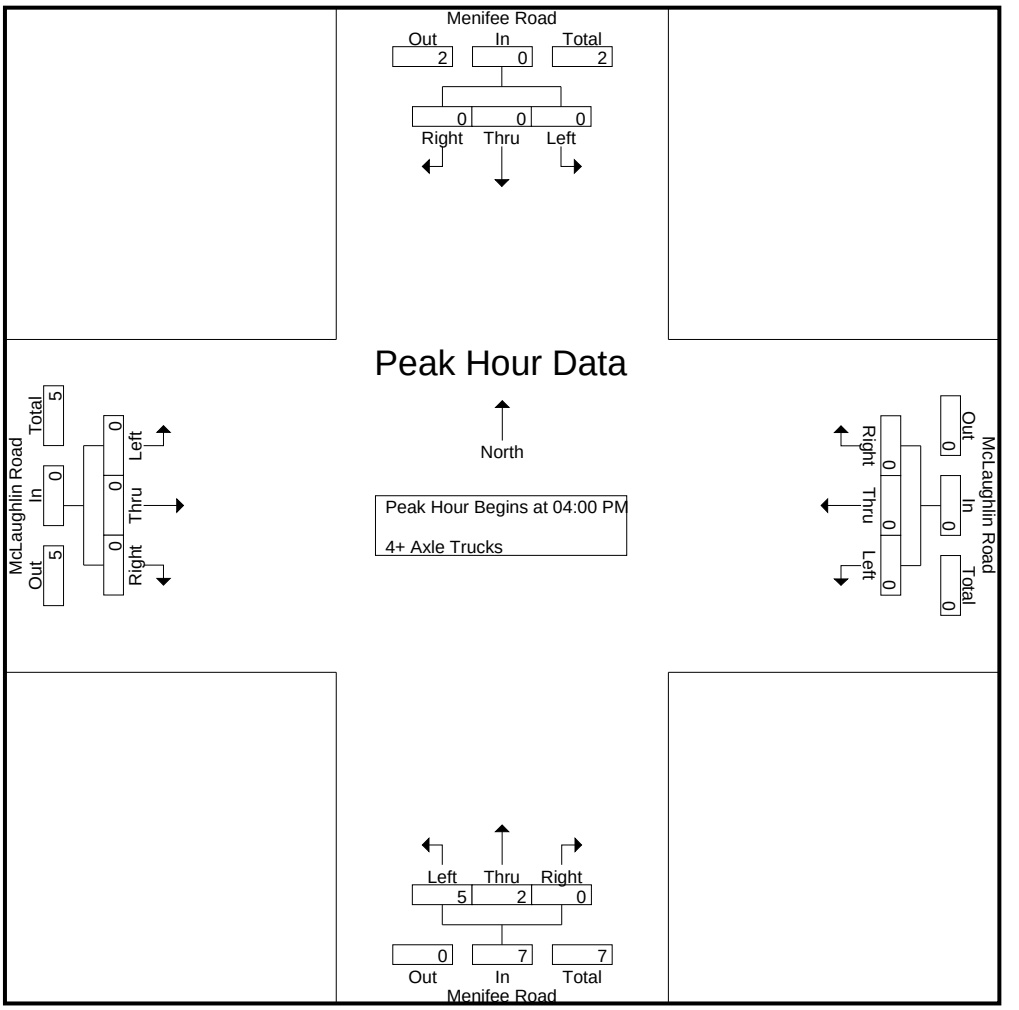
	Menifee Road Southbound				McLaughlin Road Westbound				Menifee Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	5	2	0	7	0	0	0	0	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	0	0	0	1	4	0	5	0	0	0	0	6
Grand Total	0	0	1	1	0	0	0	0	6	6	0	12	0	0	0	0	13
Apprch %	0	0	100		0	0	0		50	50	0		0	0	0		
Total %	0	0	7.7	7.7	0	0	0	0	46.2	46.2	0	92.3	0	0	0	0	

	Menifee Road Southbound				McLaughlin Road Westbound				Menifee Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	**3**	0	0	**3**	0	0	0	0	**3**
Total Volume	0	0	0	0	0	0	0	0	5	2	0	7	0	0	0	0	7
% App. Total	0	0	0		0	0	0		71.4	28.6	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.417	.250	.000	.583	.000	.000	.000	.000	.583

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City of Menifee
N/S: Menifee Road
E/W: McLaughlin Road
Weather: Clear

File Name : 49_MEN_Men_Mcl PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	**3**	0	0	**3**	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	5	2	0	7	0	0	0	0
% App. Total	0	0	0		0	0	0		71.4	28.6	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.417	.250	.000	.583	.000	.000	.000	.000

Location: Menifee
N/S: Menifee Road
E/W: McLaughlin Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Menifee Road	East Leg McLaughlin Road	South Leg Menifee Road	West Leg McLaughlin Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Menifee Road	East Leg McLaughlin Road	South Leg Menifee Road	West Leg McLaughlin Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Menifee
N/S: Menifee Road
E/W: McLaughlin Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Menifee Road			Westbound McLaughlin Road			Northbound Menifee Road			Eastbound McLaughlin Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Menifee Road			Westbound McLaughlin Road			Northbound Menifee Road			Eastbound McLaughlin Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Menifee
N/S: Menifee Road
E/W: Matthews Road
Weather: Clear

File Name : 51_MEN_Men_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

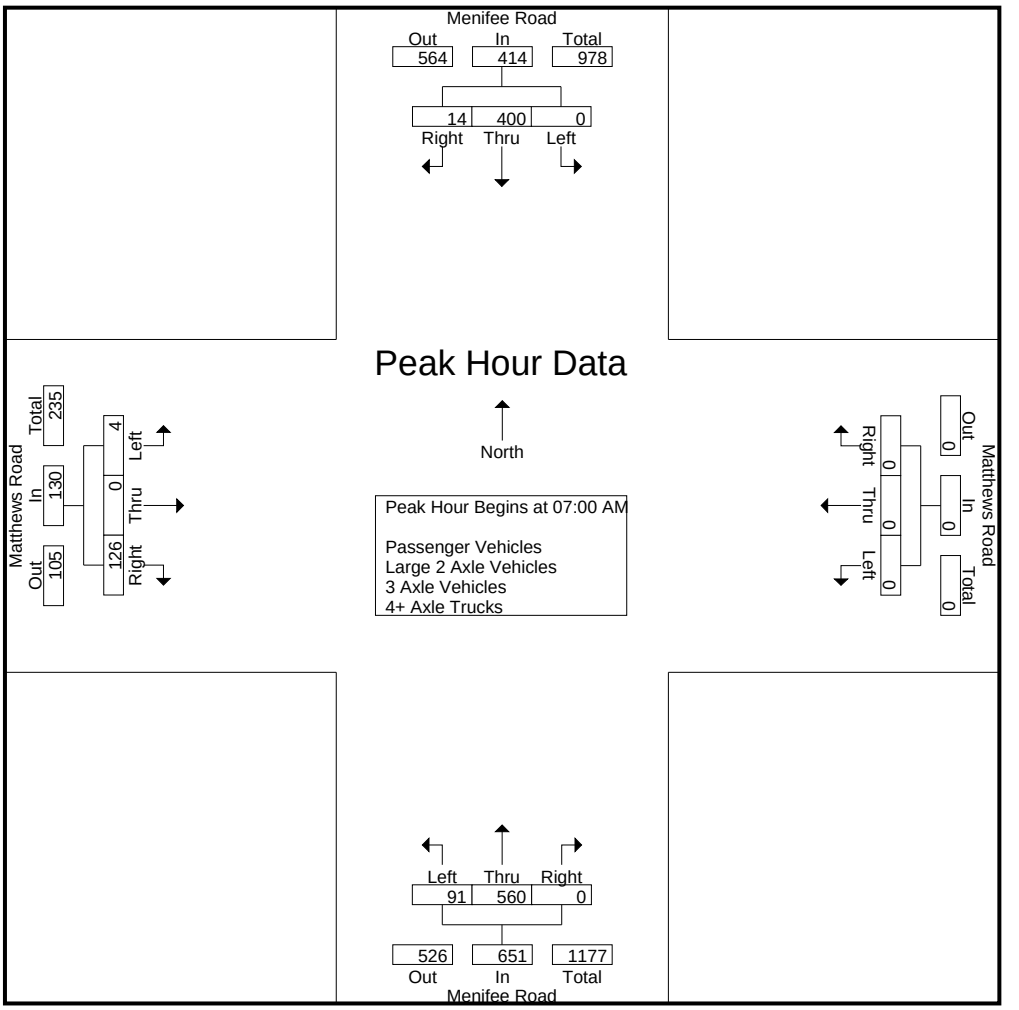
	Menifee Road Southbound				Matthews Road Westbound				Menifee Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	115	3	118	0	0	0	0	20	112	0	132	1	0	46	47	297
07:15 AM	0	111	5	116	0	0	0	0	21	206	0	227	2	0	38	40	383
07:30 AM	0	81	4	85	0	0	0	0	33	138	0	171	0	0	16	16	272
07:45 AM	0	93	2	95	0	0	0	0	17	104	0	121	1	0	26	27	243
Total	0	400	14	414	0	0	0	0	91	560	0	651	4	0	126	130	1195
08:00 AM	0	65	1	66	0	0	0	0	12	96	0	108	0	0	17	17	191
08:15 AM	0	69	3	72	0	0	0	0	9	60	0	69	0	0	10	10	151
08:30 AM	0	54	5	59	0	0	0	0	8	67	0	75	0	0	11	11	145
08:45 AM	0	80	2	82	0	0	0	0	7	49	0	56	1	0	11	12	150
Total	0	268	11	279	0	0	0	0	36	272	0	308	1	0	49	50	637
Grand Total	0	668	25	693	0	0	0	0	127	832	0	959	5	0	175	180	1832
Apprch %	0	96.4	3.6		0	0	0		13.2	86.8	0		2.8	0	97.2		
Total %	0	36.5	1.4	37.8	0	0	0	0	6.9	45.4	0	52.3	0.3	0	9.6	9.8	
Passenger Vehicles	0	632	24	656	0	0	0	0	127	815	0	942	4	0	171	175	1773
% Passenger Vehicles	0	94.6	96	94.7	0	0	0	0	100	98	0	98.2	80	0	97.7	97.2	96.8
Large 2 Axle Vehicles	0	25	0	25	0	0	0	0	0	9	0	9	0	0	2	2	36
% Large 2 Axle Vehicles	0	3.7	0	3.6	0	0	0	0	0	1.1	0	0.9	0	0	1.1	1.1	2
3 Axle Vehicles	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
% 3 Axle Vehicles	0	0.4	0	0.4	0	0	0	0	0	0.5	0	0.4	0	0	0	0	0.4
4+ Axle Trucks	0	8	1	9	0	0	0	0	0	4	0	4	1	0	2	3	16
% 4+ Axle Trucks	0	1.2	4	1.3	0	0	0	0	0	0.5	0	0.4	20	0	1.1	1.7	0.9

	Menifee Road Southbound				Matthews Road Westbound				Menifee Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**115**	3	**118**	0	0	0	0	20	112	0	132	1	0	**46**	**47**	297
07:15 AM	0	111	**5**	116	0	0	0	0	21	**206**	0	**227**	**2**	0	38	40	**383**
07:30 AM	0	81	4	85	0	0	0	0	**33**	138	0	171	0	0	16	16	272
07:45 AM	0	93	2	95	0	0	0	0	17	104	0	121	1	0	26	27	243
Total Volume	0	400	14	414	0	0	0	0	91	560	0	651	4	0	126	130	1195
% App. Total	0	96.6	3.4		0	0	0		14	86	0		3.1	0	96.9		
PHF	.000	.870	.700	.877	.000	.000	.000	.000	.689	.680	.000	.717	.500	.000	.685	.691	.780

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City of Menifee
N/S: Menifee Road
E/W: Matthews Road
Weather: Clear

File Name : 51_MEN_Men_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**115**	3	**118**	0	0	0	0	20	112	0	132	1	0	**46**	**47**
+15 mins.	0	111	**5**	116	0	0	0	0	21	**206**	0	**227**	**2**	0	38	40
+30 mins.	0	81	4	85	0	0	0	0	**33**	138	0	171	0	0	16	16
+45 mins.	0	93	2	95	0	0	0	0	17	104	0	121	1	0	26	27
Total Volume	0	400	14	414	0	0	0	0	91	560	0	651	4	0	126	130
% App. Total	0	96.6	3.4		0	0	0		14	86	0		3.1	0	96.9	
PHF	.000	.870	.700	.877	.000	.000	.000	.000	.689	.680	.000	.717	.500	.000	.685	.691

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City of Menifee
N/S: Menifee Road
E/W: Matthews Road
Weather: Clear

File Name : 51_MEN_Men_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

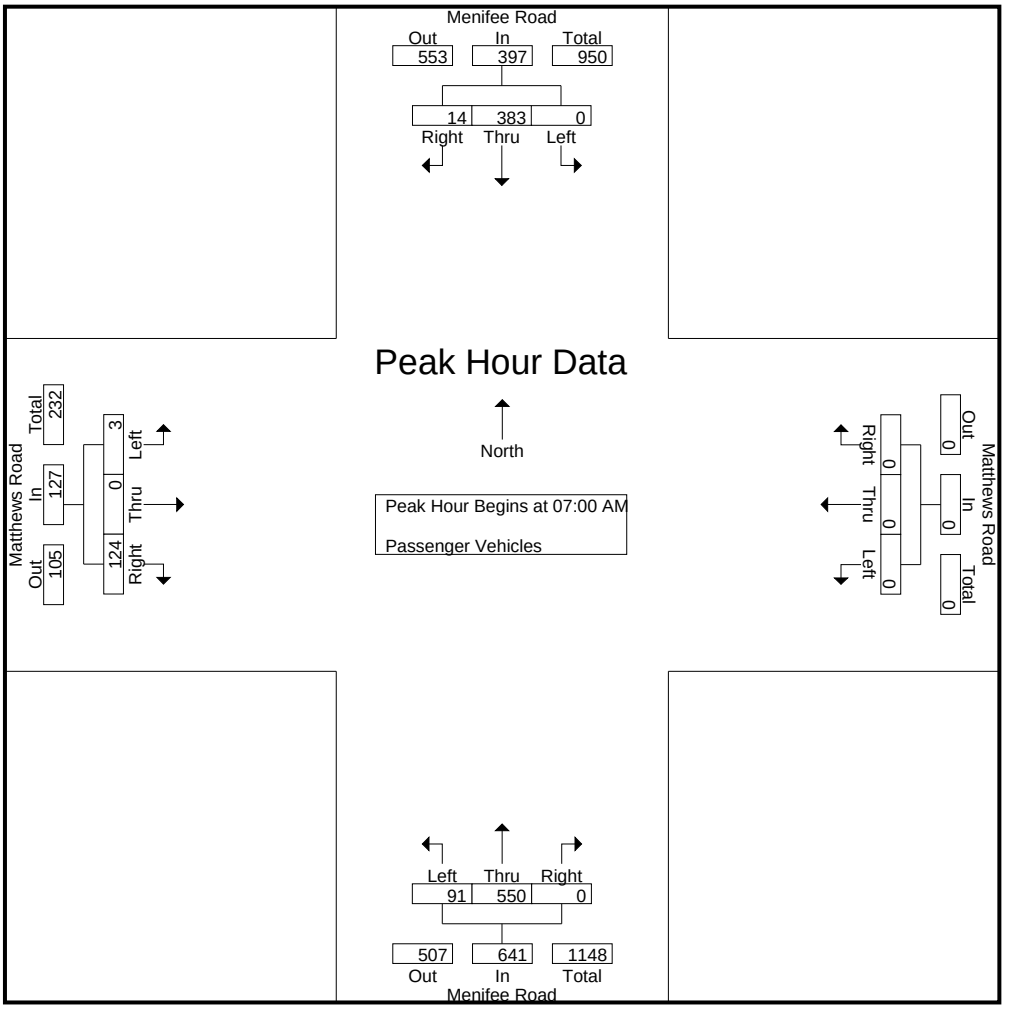
	Menifee Road Southbound				Matthews Road Westbound				Menifee Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	111	3	114	0	0	0	0	20	110	0	130	1	0	45	46	290
07:15 AM	0	103	5	108	0	0	0	0	21	204	0	225	1	0	37	38	371
07:30 AM	0	80	4	84	0	0	0	0	33	135	0	168	0	0	16	16	268
07:45 AM	0	89	2	91	0	0	0	0	17	101	0	118	1	0	26	27	236
Total	0	383	14	397	0	0	0	0	91	550	0	641	3	0	124	127	1165
08:00 AM	0	58	1	59	0	0	0	0	12	95	0	107	0	0	16	16	182
08:15 AM	0	65	3	68	0	0	0	0	9	59	0	68	0	0	10	10	146
08:30 AM	0	53	4	57	0	0	0	0	8	66	0	74	0	0	10	10	141
08:45 AM	0	73	2	75	0	0	0	0	7	45	0	52	1	0	11	12	139
Total	0	249	10	259	0	0	0	0	36	265	0	301	1	0	47	48	608
Grand Total	0	632	24	656	0	0	0	0	127	815	0	942	4	0	171	175	1773
Apprch %	0	96.3	3.7		0	0	0		13.5	86.5	0		2.3	0	97.7		
Total %	0	35.6	1.4	37	0	0	0	0	7.2	46	0	53.1	0.2	0	9.6	9.9	

	Menifee Road Southbound				Matthews Road Westbound				Menifee Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**111**	3	**114**	0	0	0	0	20	110	0	130	**1**	0	**45**	**46**	290
07:15 AM	0	103	**5**	108	0	0	0	0	21	**204**	0	**225**	1	0	37	38	**371**
07:30 AM	0	80	4	84	0	0	0	0	**33**	135	0	168	0	0	16	16	268
07:45 AM	0	89	2	91	0	0	0	0	17	101	0	118	1	0	26	27	236
Total Volume	0	383	14	397	0	0	0	0	91	550	0	641	3	0	124	127	1165
% App. Total	0	96.5	3.5		0	0	0		14.2	85.8	0		2.4	0	97.6		
PHF	.000	.863	.700	.871	.000	.000	.000	.000	.689	.674	.000	.712	.750	.000	.689	.690	.785

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City of Menifee
N/S: Menifee Road
E/W: Matthews Road
Weather: Clear

File Name : 51_MEN_Men_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**111**	3	**114**	0	0	0	0	20	110	0	130	**1**	0	**45**	**46**
+15 mins.	0	103	**5**	108	0	0	0	0	21	**204**	0	**225**	1	0	37	38
+30 mins.	0	80	4	84	0	0	0	0	**33**	135	0	168	0	0	16	16
+45 mins.	0	89	2	91	0	0	0	0	17	101	0	118	1	0	26	27
Total Volume	0	383	14	397	0	0	0	0	91	550	0	641	3	0	124	127
% App. Total	0	96.5	3.5		0	0	0		14.2	85.8	0		2.4	0	97.6	
PHF	.000	.863	.700	.871	.000	.000	.000	.000	.689	.674	.000	.712	.750	.000	.689	.690

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City of Menifee
N/S: Menifee Road
E/W: Matthews Road
Weather: Clear

File Name : 51_MEN_Men_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

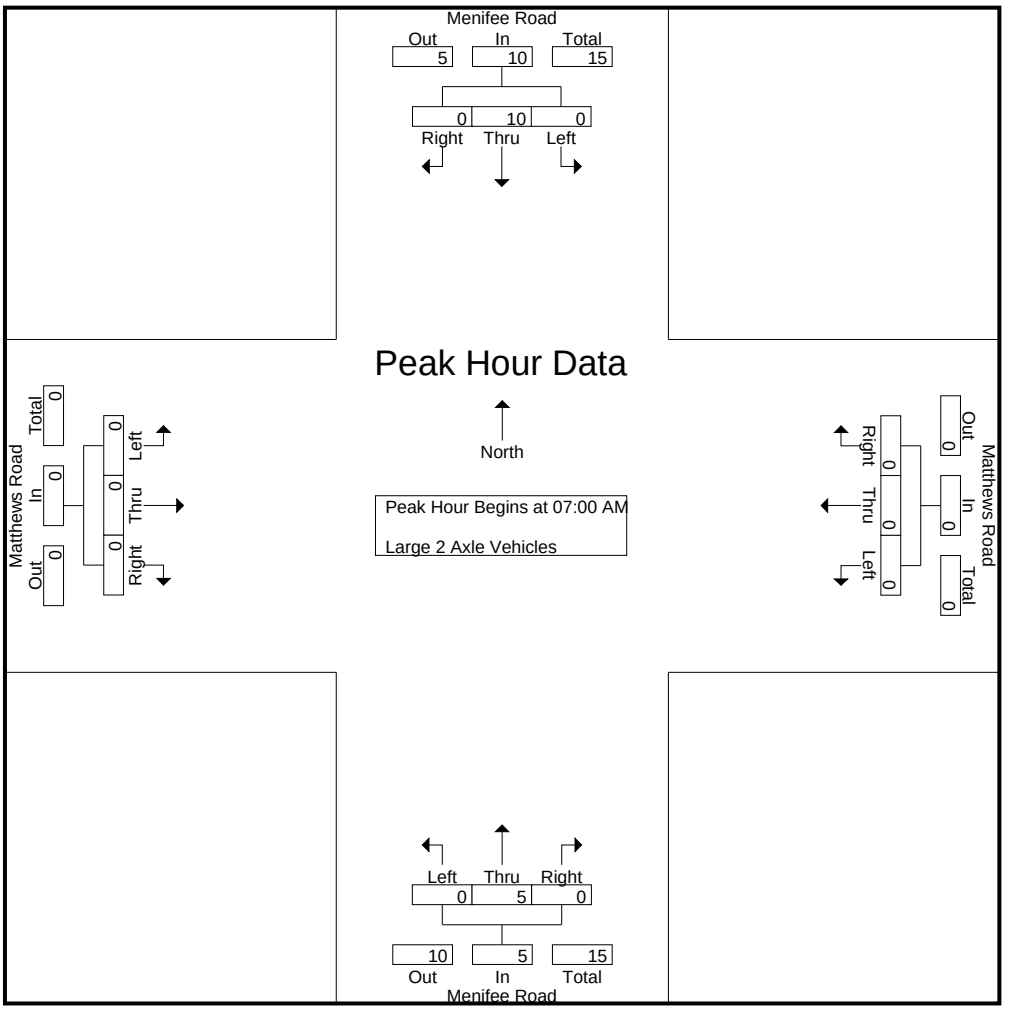
	Menifee Road Southbound				Matthews Road Westbound				Menifee Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:15 AM	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
07:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:45 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total	0	10	0	10	0	0	0	0	0	5	0	5	0	0	0	0	15
08:00 AM	0	6	0	6	0	0	0	0	0	1	0	1	0	0	1	1	8
08:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
08:45 AM	0	6	0	6	0	0	0	0	0	2	0	2	0	0	0	0	8
Total	0	15	0	15	0	0	0	0	0	4	0	4	0	0	2	2	21
Grand Total	0	25	0	25	0	0	0	0	0	9	0	9	0	0	2	2	36
Apprch %	0	100	0		0	0	0		0	100	0		0	0	100		
Total %	0	69.4	0	69.4	0	0	0	0	0	25	0	25	0	0	5.6	5.6	

	Menifee Road Southbound				Matthews Road Westbound				Menifee Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:15 AM	0	**5**	0	**5**	0	0	0	0	0	1	0	1	0	0	0	0	**6**
07:30 AM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	3
07:45 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total Volume	0	10	0	10	0	0	0	0	0	5	0	5	0	0	0	0	15
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.625

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City of Menifee
N/S: Menifee Road
E/W: Matthews Road
Weather: Clear

File Name : 51_MEN_Men_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	**5**	0	**5**	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+45 mins.	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	10	0	10	0	0	0	0	0	5	0	5	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000

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City of Menifee
N/S: Menifee Road
E/W: Matthews Road
Weather: Clear

File Name : 51_MEN_Men_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

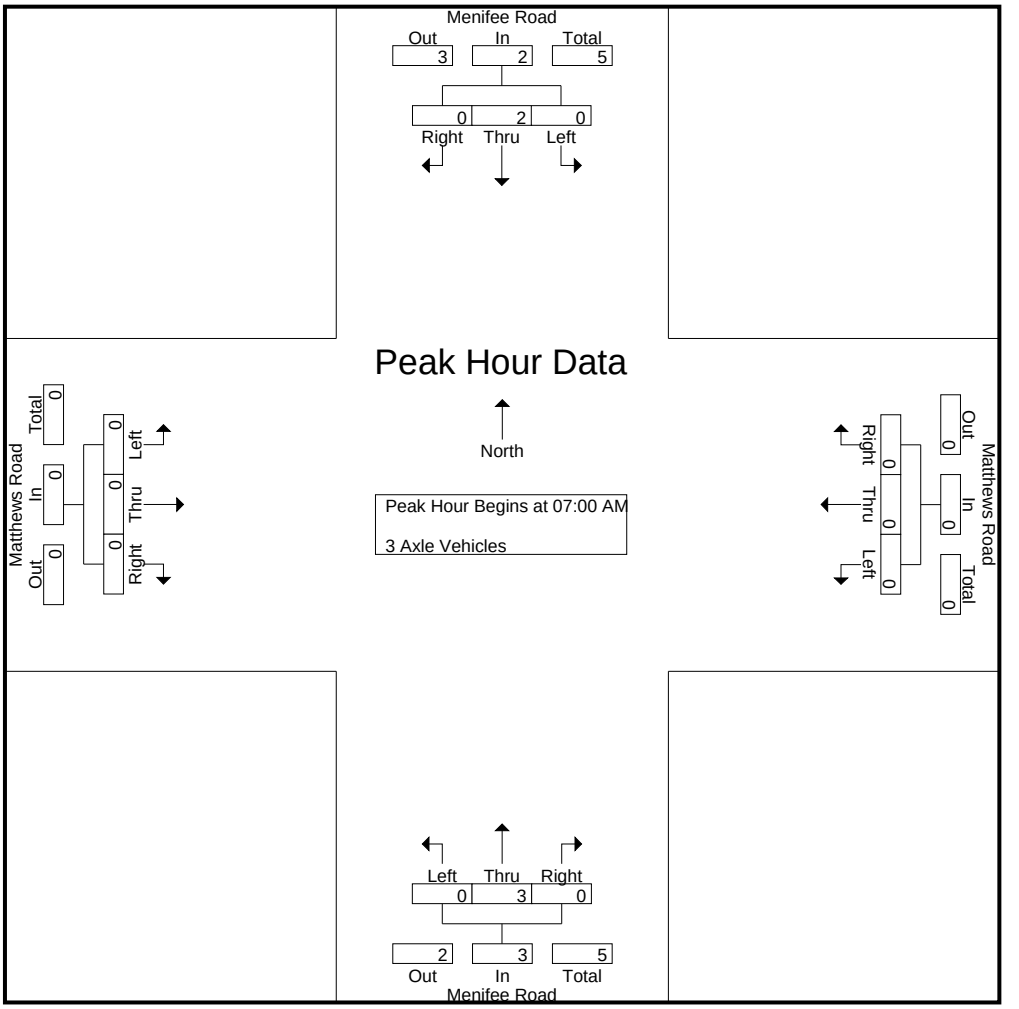
	Menifee Road Southbound				Matthews Road Westbound				Menifee Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	42.9	0	42.9	0	0	0	0	0	57.1	0	57.1	0	0	0	0	

	Menifee Road Southbound				Matthews Road Westbound				Menifee Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	**2**
Total Volume	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.625

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City of Menifee
N/S: Menifee Road
E/W: Matthews Road
Weather: Clear

File Name : 51_MEN_Men_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000

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City of Menifee
N/S: Menifee Road
E/W: Matthews Road
Weather: Clear

File Name : 51_MEN_Men_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

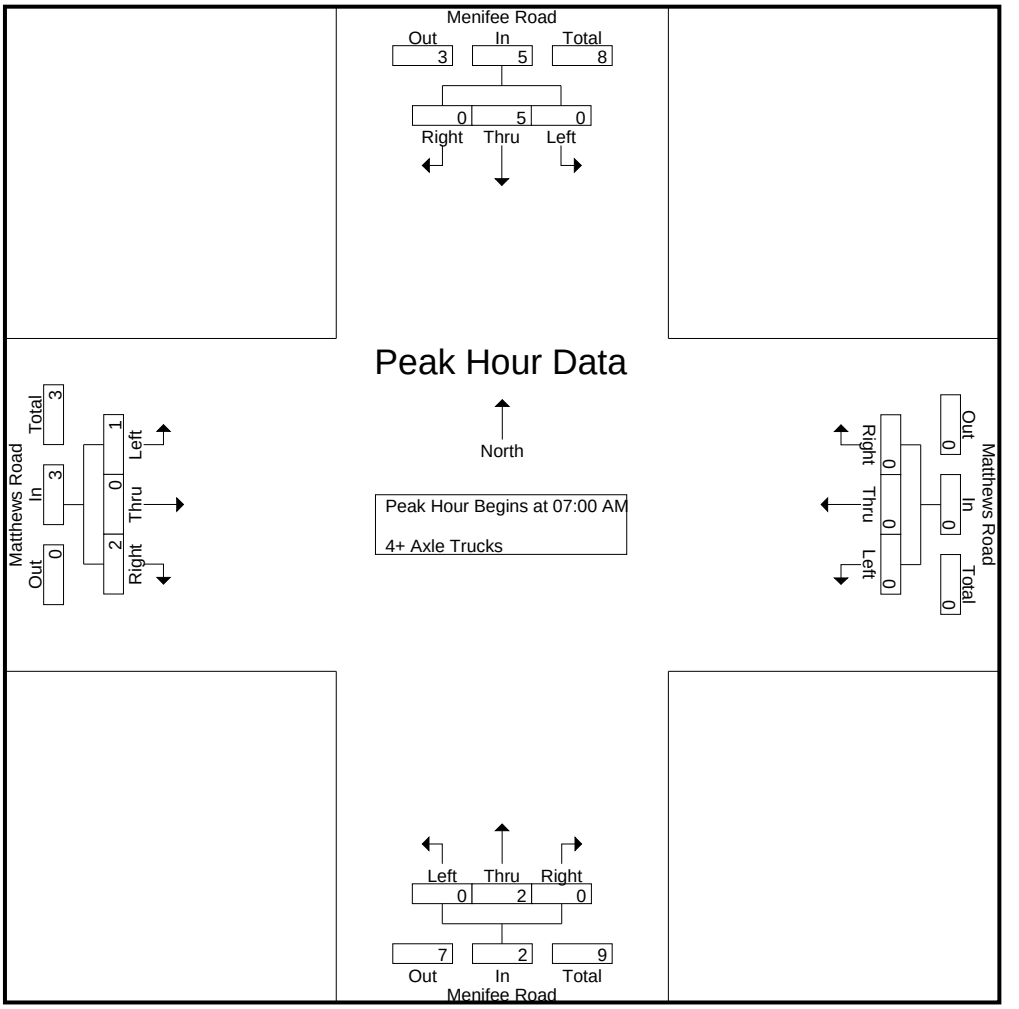
	Menifee Road Southbound				Matthews Road Westbound				Menifee Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	1	1	4
07:15 AM	0	3	0	3	0	0	0	0	0	0	0	0	1	0	1	2	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	5	0	5	0	0	0	0	0	2	0	2	1	0	2	3	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	3	1	4	0	0	0	0	0	2	0	2	0	0	0	0	6
Grand Total	0	8	1	9	0	0	0	0	0	4	0	4	1	0	2	3	16
Apprch %	0	88.9	11.1		0	0	0		0	100	0		33.3	0	66.7		
Total %	0	50	6.2	56.2	0	0	0	0	0	25	0	25	6.2	0	12.5	18.8	

	Menifee Road Southbound				Matthews Road Westbound				Menifee Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	2	0	2	0	0	0	0	0	**1**	0	**1**	0	0	**1**	1	4
07:15 AM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	**1**	0	1	**2**	**5**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	5	0	5	0	0	0	0	0	2	0	2	1	0	2	3	10
% App. Total	0	100	0		0	0	0		0	100	0		33.3	0	66.7		
PHF	.000	.417	.000	.417	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.500	.375	.500

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City of Menifee
N/S: Menifee Road
E/W: Matthews Road
Weather: Clear

File Name : 51_MEN_Men_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	2	0	2	0	0	0	0	0	**1**	0	**1**	0	0	**1**	1
+15 mins.	0	**3**	0	**3**	0	0	0	0	0	0	0	0	**1**	0	1	**2**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	5	0	5	0	0	0	0	0	2	0	2	1	0	2	3
% App. Total	0	100	0		0	0	0		0	100	0		33.3	0	66.7	
PHF	.000	.417	.000	.417	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.500	.375

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City of Menifee
N/S: Menifee Road
E/W: Matthews Road
Weather: Clear

File Name : 51_MEN_Men_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

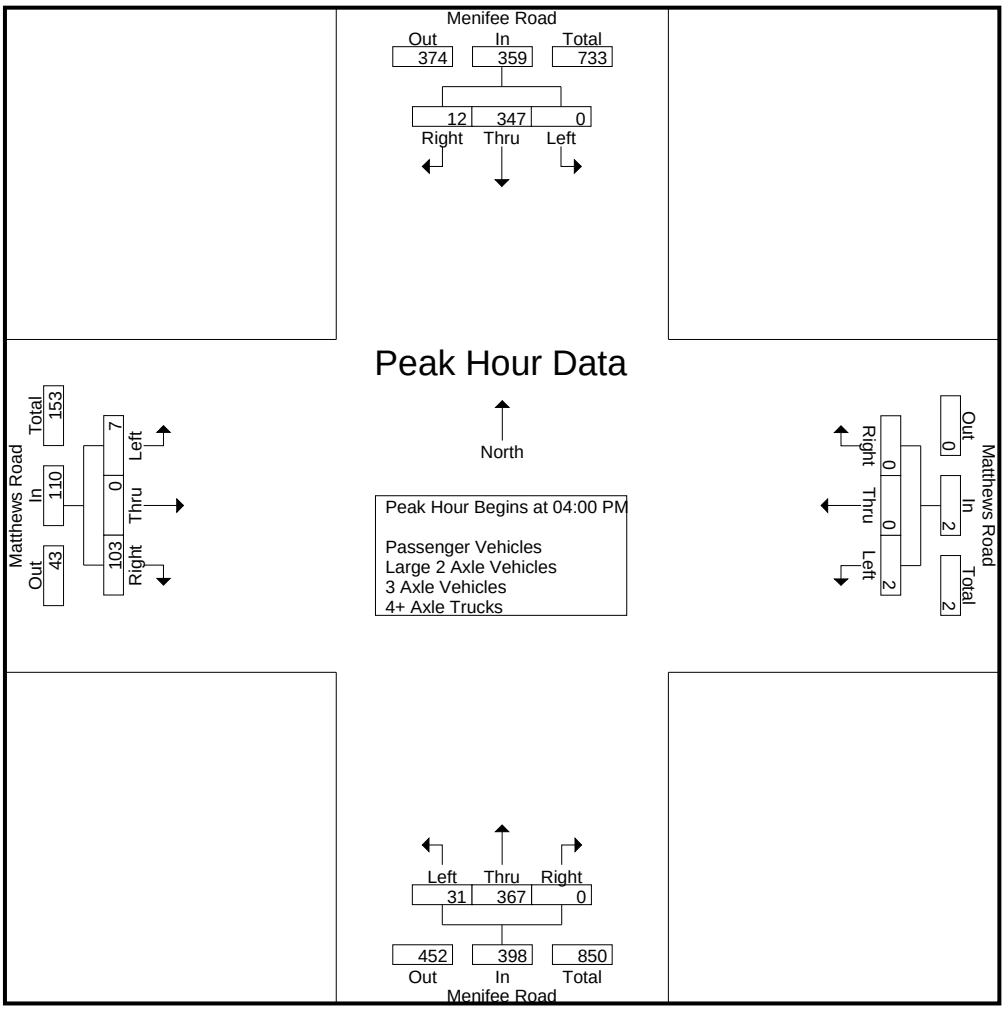
	Menifee Road Southbound				Matthews Road Westbound				Menifee Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	94	3	97	2	0	0	2	7	97	0	104	0	0	22	22	225
04:15 PM	0	97	3	100	0	0	0	0	5	91	0	96	3	0	29	32	228
04:30 PM	0	74	5	79	0	0	0	0	9	85	0	94	2	0	24	26	199
04:45 PM	0	82	1	83	0	0	0	0	10	94	0	104	2	0	28	30	217
Total	0	347	12	359	2	0	0	2	31	367	0	398	7	0	103	110	869
05:00 PM	0	94	2	96	0	1	0	1	8	87	0	95	5	0	21	26	218
05:15 PM	0	82	4	86	0	0	0	0	11	90	0	101	0	0	23	23	210
05:30 PM	0	66	1	67	0	0	0	0	7	103	0	110	1	1	16	18	195
05:45 PM	0	78	0	78	0	0	1	1	3	53	0	56	1	0	18	19	154
Total	0	320	7	327	0	1	1	2	29	333	0	362	7	1	78	86	777
Grand Total	0	667	19	686	2	1	1	4	60	700	0	760	14	1	181	196	1646
Apprch %	0	97.2	2.8		50	25	25		7.9	92.1	0		7.1	0.5	92.3		
Total %	0	40.5	1.2	41.7	0.1	0.1	0.1	0.2	3.6	42.5	0	46.2	0.9	0.1	11	11.9	
Passenger Vehicles	0	656	19	675	2	1	1	4	59	670	0	729	14	1	181	196	1604
% Passenger Vehicles	0	98.4	100	98.4	100	100	100	100	98.3	95.7	0	95.9	100	100	100	100	97.4
Large 2 Axle Vehicles	0	7	0	7	0	0	0	0	1	17	0	18	0	0	0	0	25
% Large 2 Axle Vehicles	0	1	0	1	0	0	0	0	1.7	2.4	0	2.4	0	0	0	0	1.5
3 Axle Vehicles	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
% 3 Axle Vehicles	0	0.6	0	0.6	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.3
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	12	0	12	0	0	0	0	12
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	1.7	0	1.6	0	0	0	0	0.7

	Menifee Road Southbound				Matthews Road Westbound				Menifee Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	94	3	97	**2**	0	0	**2**	7	**97**	0	**104**	0	0	22	22	225
04:15 PM	0	**97**	3	**100**	0	0	0	0	5	91	0	96	**3**	0	**29**	**32**	**228**
04:30 PM	0	74	**5**	79	0	0	0	0	9	85	0	94	2	0	24	26	199
04:45 PM	0	82	1	83	0	0	0	0	**10**	94	0	104	2	0	28	30	217
Total Volume	0	347	12	359	2	0	0	2	31	367	0	398	7	0	103	110	869
% App. Total	0	96.7	3.3		100	0	0		7.8	92.2	0		6.4	0	93.6		
PHF	.000	.894	.600	.898	.250	.000	.000	.250	.775	.946	.000	.957	.583	.000	.888	.859	.953

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City of Menifee
N/S: Menifee Road
E/W: Matthews Road
Weather: Clear

File Name : 51_MEN_Men_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:45 PM				04:15 PM			
+0 mins.	0	94	3	97	**2**	0	0	**2**	10	94	0	104	3	0	**29**	**32**
+15 mins.	0	**97**	3	**100**	0	0	0	0	8	87	0	95	2	0	24	26
+30 mins.	0	74	**5**	79	0	0	0	0	**11**	90	0	101	2	0	28	30
+45 mins.	0	82	1	83	0	0	0	0	7	**103**	0	**110**	**5**	0	21	26
Total Volume	0	347	12	359	2	0	0	2	36	374	0	410	12	0	102	114
% App. Total	0	96.7	3.3		100	0	0		8.8	91.2	0		10.5	0	89.5	
PHF	.000	.894	.600	.898	.250	.000	.000	.250	.818	.908	.000	.932	.600	.000	.879	.891

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City of Menifee
N/S: Menifee Road
E/W: Matthews Road
Weather: Clear

File Name : 51_MEN_Men_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

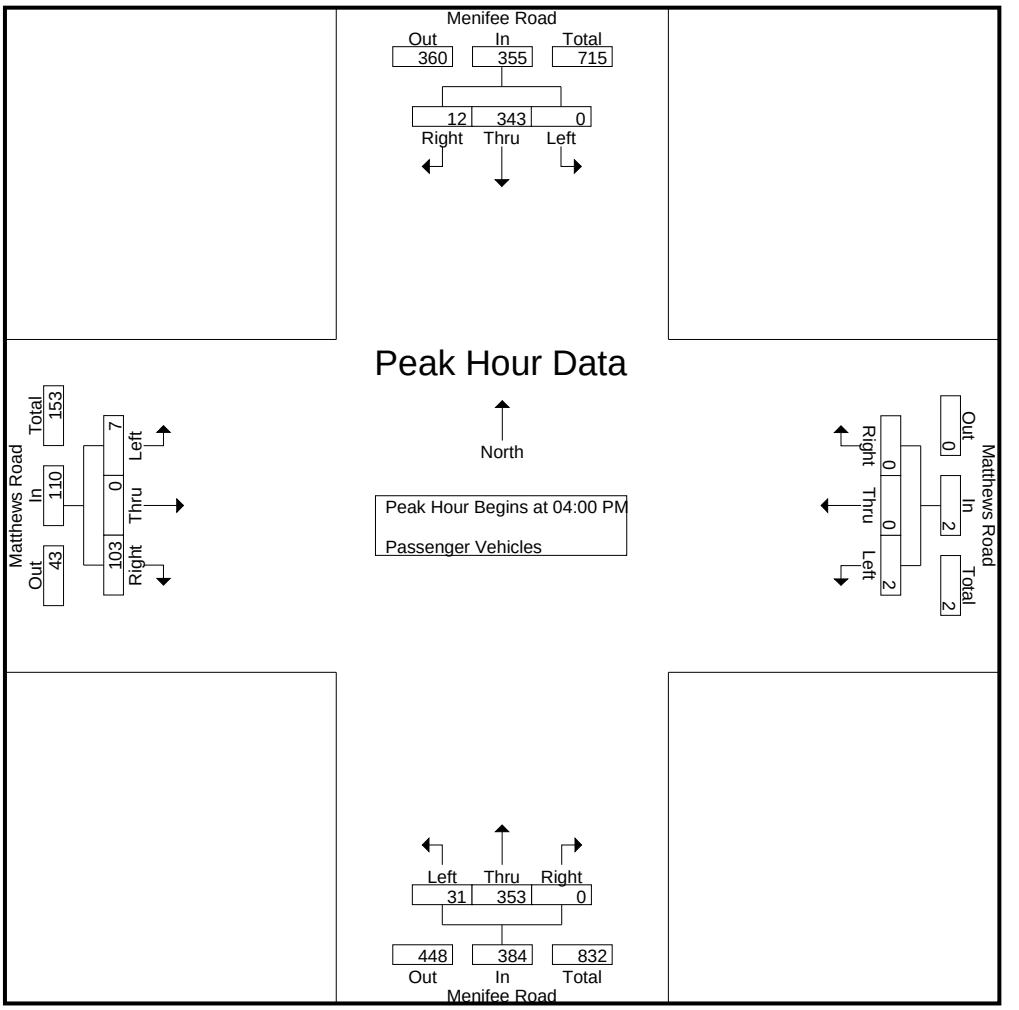
	Menifee Road Southbound				Matthews Road Westbound				Menifee Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	94	3	97	2	0	0	2	7	94	0	101	0	0	22	22	222
04:15 PM	0	95	3	98	0	0	0	0	5	88	0	93	3	0	29	32	223
04:30 PM	0	72	5	77	0	0	0	0	9	81	0	90	2	0	24	26	193
04:45 PM	0	82	1	83	0	0	0	0	10	90	0	100	2	0	28	30	213
Total	0	343	12	355	2	0	0	2	31	353	0	384	7	0	103	110	851
05:00 PM	0	93	2	95	0	1	0	1	8	84	0	92	5	0	21	26	214
05:15 PM	0	78	4	82	0	0	0	0	11	85	0	96	0	0	23	23	201
05:30 PM	0	65	1	66	0	0	0	0	6	95	0	101	1	1	16	18	185
05:45 PM	0	77	0	77	0	0	1	1	3	53	0	56	1	0	18	19	153
Total	0	313	7	320	0	1	1	2	28	317	0	345	7	1	78	86	753
Grand Total	0	656	19	675	2	1	1	4	59	670	0	729	14	1	181	196	1604
Apprch %	0	97.2	2.8		50	25	25		8.1	91.9	0		7.1	0.5	92.3		
Total %	0	40.9	1.2	42.1	0.1	0.1	0.1	0.2	3.7	41.8	0	45.4	0.9	0.1	11.3	12.2	

	Menifee Road Southbound				Matthews Road Westbound				Menifee Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	94	3	97	**2**	0	0	**2**	7	**94**	0	**101**	0	0	22	22	222
04:15 PM	0	**95**	3	**98**	0	0	0	0	5	88	0	93	**3**	0	**29**	**32**	**223**
04:30 PM	0	72	**5**	77	0	0	0	0	9	81	0	90	2	0	24	26	193
04:45 PM	0	82	1	83	0	0	0	0	**10**	90	0	100	2	0	28	30	213
Total Volume	0	343	12	355	2	0	0	2	31	353	0	384	7	0	103	110	851
% App. Total	0	96.6	3.4		100	0	0		8.1	91.9	0		6.4	0	93.6		
PHF	.000	.903	.600	.906	.250	.000	.000	.250	.775	.939	.000	.950	.583	.000	.888	.859	.954

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City of Menifee
N/S: Menifee Road
E/W: Matthews Road
Weather: Clear

File Name : 51_MEN_Men_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	94	3	97	**2**	0	0	**2**	7	**94**	0	**101**	0	0	22	22
+15 mins.	0	**95**	3	**98**	0	0	0	0	5	88	0	93	**3**	0	**29**	**32**
+30 mins.	0	72	**5**	77	0	0	0	0	9	81	0	90	2	0	24	26
+45 mins.	0	82	1	83	0	0	0	0	**10**	90	0	100	2	0	28	30
Total Volume	0	343	12	355	2	0	0	2	31	353	0	384	7	0	103	110
% App. Total	0	96.6	3.4		100	0	0		8.1	91.9	0		6.4	0	93.6	
PHF	.000	.903	.600	.906	.250	.000	.000	.250	.775	.939	.000	.950	.583	.000	.888	.859

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City of Menifee
N/S: Menifee Road
E/W: Matthews Road
Weather: Clear

File Name : 51_MEN_Men_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

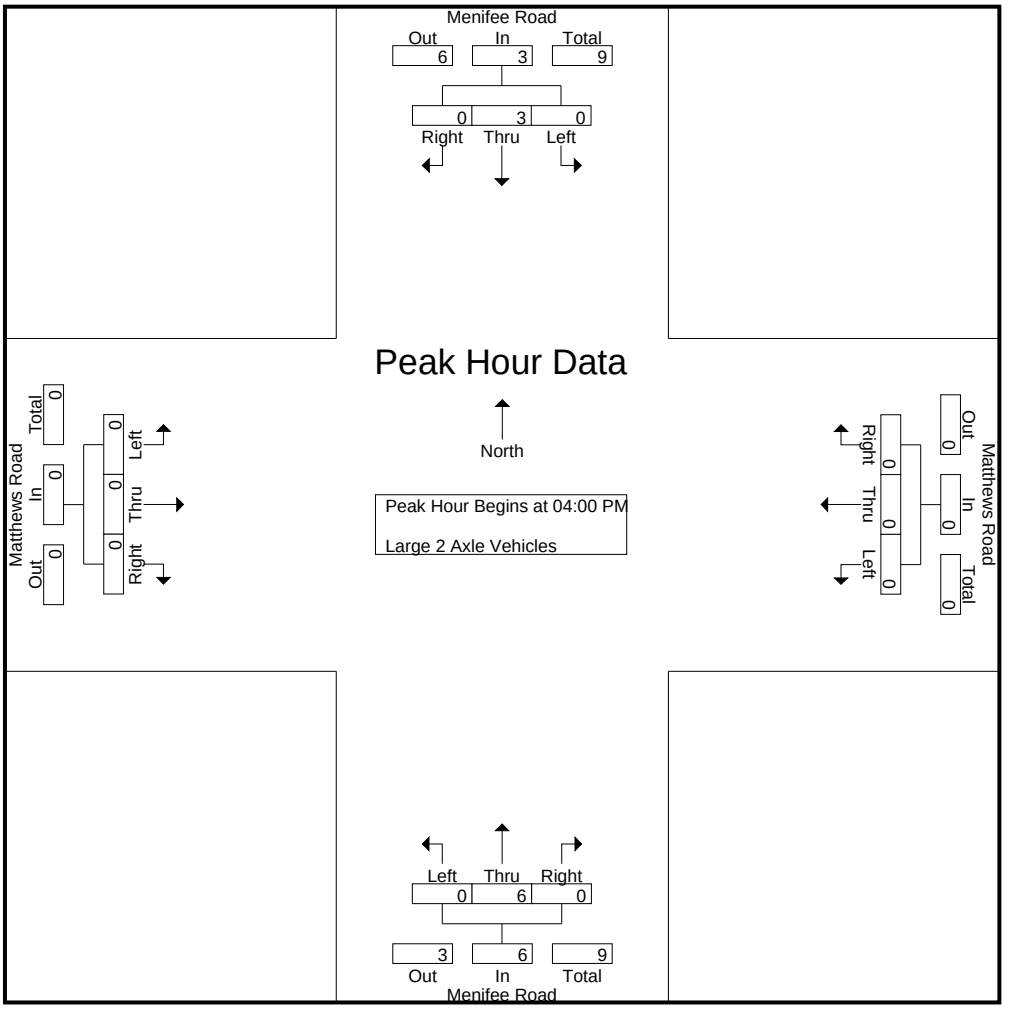
	Menifee Road Southbound				Matthews Road Westbound				Menifee Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0	9
05:00 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
05:15 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	1	6	0	7	0	0	0	0	7
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	4	0	0	0	0	1	11	0	12	0	0	0	0	16
Grand Total	0	7	0	7	0	0	0	0	1	17	0	18	0	0	0	0	25
Apprch %	0	100	0		0	0	0		5.6	94.4	0		0	0	0		
Total %	0	28	0	28	0	0	0	0	4	68	0	72	0	0	0	0	

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

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City of Menifee
N/S: Menifee Road
E/W: Matthews Road
Weather: Clear

File Name : 51_MEN_Men_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+15 mins.	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000

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City of Menifee
N/S: Menifee Road
E/W: Matthews Road
Weather: Clear

File Name : 51_MEN_Men_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

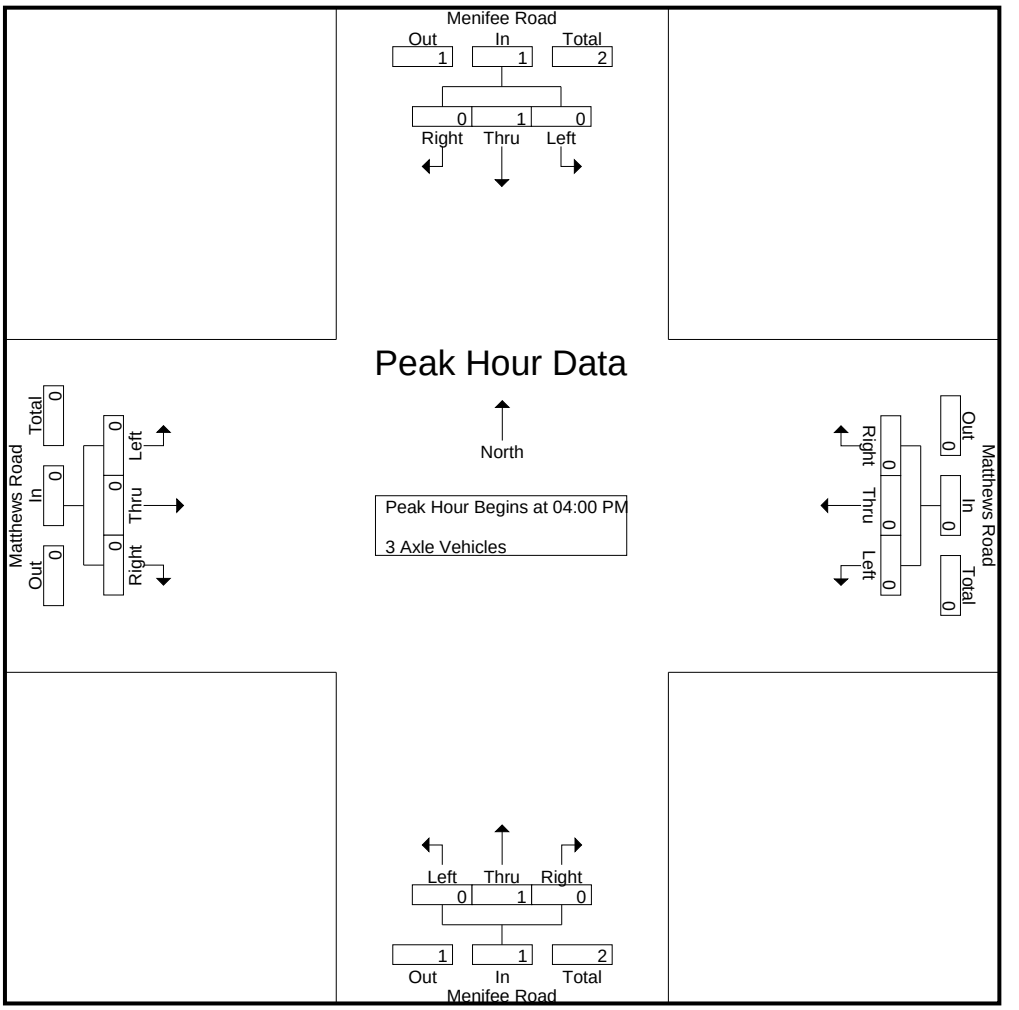
	Menifee Road Southbound				Matthews Road Westbound				Menifee Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	80	0	80	0	0	0	0	0	20	0	20	0	0	0	0	

	Menifee Road Southbound				Matthews Road Westbound				Menifee Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

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City of Menifee
N/S: Menifee Road
E/W: Matthews Road
Weather: Clear

File Name : 51_MEN_Men_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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City of Menifee
N/S: Menifee Road
E/W: Matthews Road
Weather: Clear

File Name : 51_MEN_Men_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

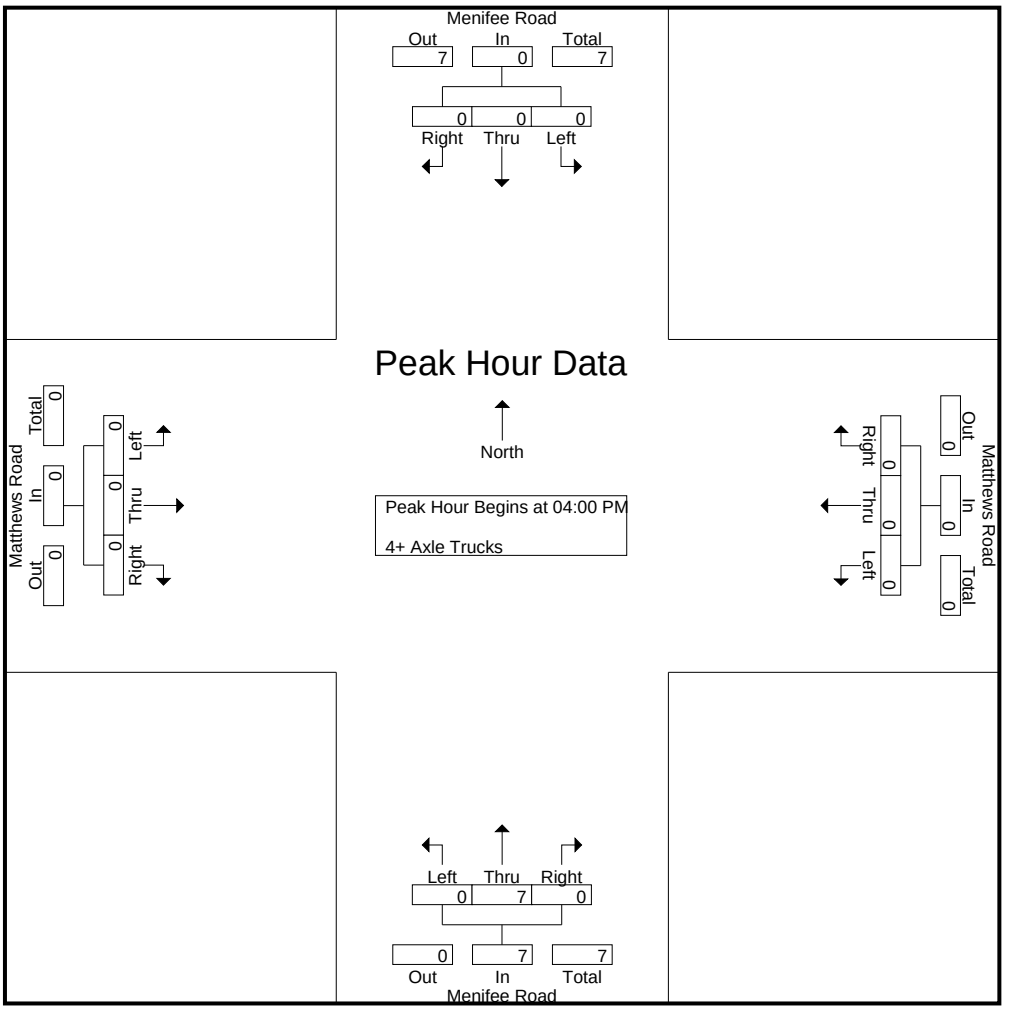
	Menifee Road Southbound				Matthews Road Westbound				Menifee Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
Grand Total	0	0	0	0	0	0	0	0	0	12	0	12	0	0	0	0	12
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	

	Menifee Road Southbound				Matthews Road Westbound				Menifee Road Northbound				Matthews Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**3**
Total Volume	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	7
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.583

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City of Menifee
N/S: Menifee Road
E/W: Matthews Road
Weather: Clear

File Name : 51_MEN_Men_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000

Location: Menifee
N/S: Menifee Road
E/W: Matthews Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Menifee Road	East Leg Matthews Road	South Leg Menifee Road	West Leg Matthews Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

	North Leg Menifee Road	East Leg Matthews Road	South Leg Menifee Road	West Leg Matthews Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Menifee
N/S: Menifee Road
E/W: Matthews Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Menifee Road			Westbound Matthews Road			Northbound Menifee Road			Eastbound Matthews Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	0	0	0	0	0	2

	Southbound Menifee Road			Westbound Matthews Road			Northbound Menifee Road			Eastbound Matthews Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Menifee
N/S: McKinley Road
E/W: SR-74
Weather: Clear

File Name : 52_MEN_McK_SR-74 AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

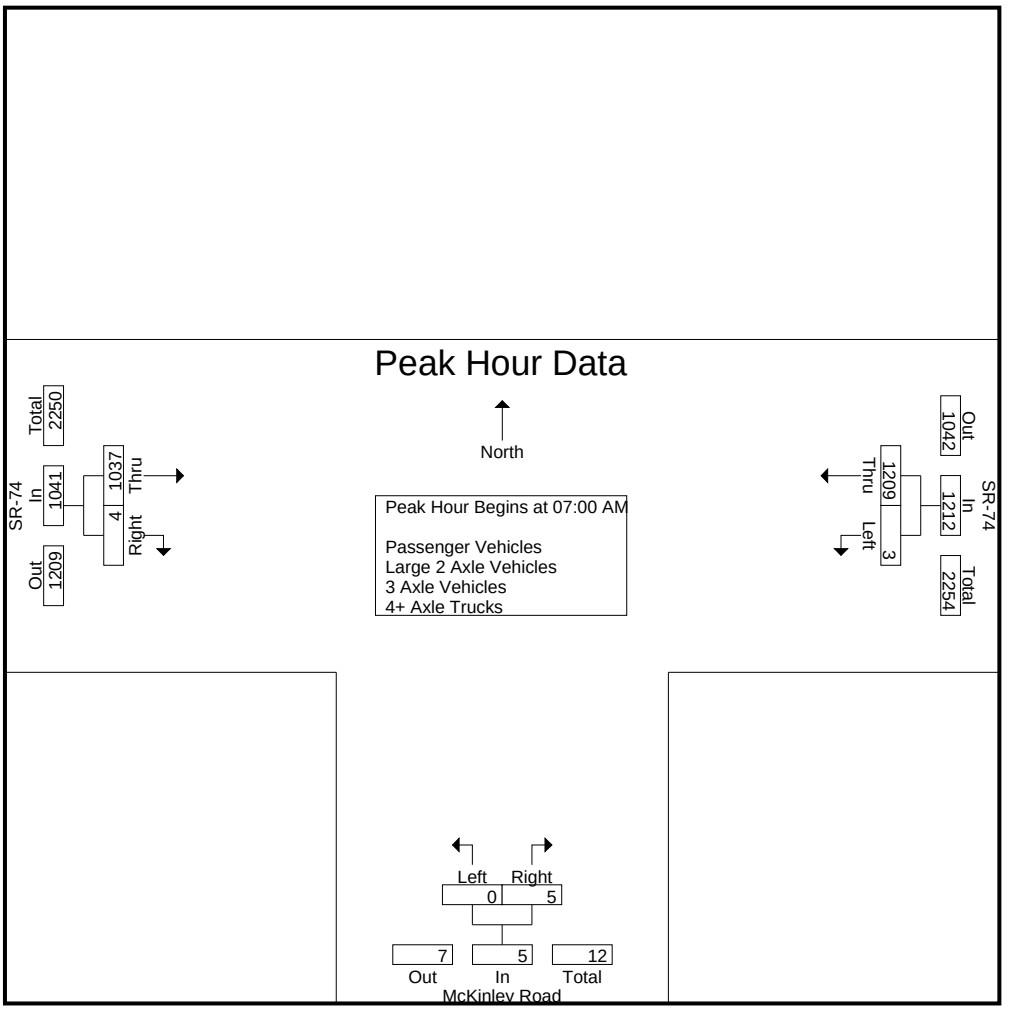
	SR-74 Westbound			McKinley Road Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	262	263	0	1	1	208	0	208	472
07:15 AM	0	291	291	0	1	1	275	1	276	568
07:30 AM	1	315	316	0	3	3	338	3	341	660
07:45 AM	1	341	342	0	0	0	216	0	216	558
Total	3	1209	1212	0	5	5	1037	4	1041	2258
08:00 AM	0	207	207	0	1	1	166	1	167	375
08:15 AM	0	212	212	0	1	1	185	1	186	399
08:30 AM	0	200	200	0	1	1	174	0	174	375
08:45 AM	1	167	168	1	0	1	179	0	179	348
Total	1	786	787	1	3	4	704	2	706	1497
Grand Total	4	1995	1999	1	8	9	1741	6	1747	3755
Apprch %	0.2	99.8		11.1	88.9		99.7	0.3		
Total %	0.1	53.1	53.2	0	0.2	0.2	46.4	0.2	46.5	
Passenger Vehicles	4	1891	1895	1	8	9	1563	5	1568	3472
% Passenger Vehicles	100	94.8	94.8	100	100	100	89.8	83.3	89.8	92.5
Large 2 Axle Vehicles	0	52	52	0	0	0	94	1	95	147
% Large 2 Axle Vehicles	0	2.6	2.6	0	0	0	5.4	16.7	5.4	3.9
3 Axle Vehicles	0	18	18	0	0	0	28	0	28	46
% 3 Axle Vehicles	0	0.9	0.9	0	0	0	1.6	0	1.6	1.2
4+ Axle Trucks	0	34	34	0	0	0	56	0	56	90
% 4+ Axle Trucks	0	1.7	1.7	0	0	0	3.2	0	3.2	2.4

	SR-74 Westbound			McKinley Road Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**1**	262	263	0	1	1	208	0	208	472
07:15 AM	0	291	291	0	1	1	275	1	276	568
07:30 AM	1	315	316	0	**3**	**3**	**338**	**3**	**341**	**660**
07:45 AM	1	**341**	**342**	0	0	0	216	0	216	558
Total Volume	3	1209	1212	0	5	5	1037	4	1041	2258
% App. Total	0.2	99.8		0	100		99.6	0.4		
PHF	.750	.886	.886	.000	.417	.417	.767	.333	.763	.855

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City of Menifee
N/S: McKinley Road
E/W: SR-74
Weather: Clear

File Name : 52_MEN_McK_SR-74 AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**1**	262	263	0	1	1	208	0	208
+15 mins.	0	291	291	0	1	1	275	1	276
+30 mins.	1	315	316	0	**3**	**3**	**338**	**3**	**341**
+45 mins.	1	**341**	**342**	0	0	0	216	0	216
Total Volume	3	1209	1212	0	5	5	1037	4	1041
% App. Total	0.2	99.8		0	100		99.6	0.4	
PHF	.750	.886	.886	.000	.417	.417	.767	.333	.763

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City of Menifee
N/S: McKinley Road
E/W: SR-74
Weather: Clear

File Name : 52_MEN_McK_SR-74 AM
Site Code : 00322418
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Groups Printed- Passenger Vehicles

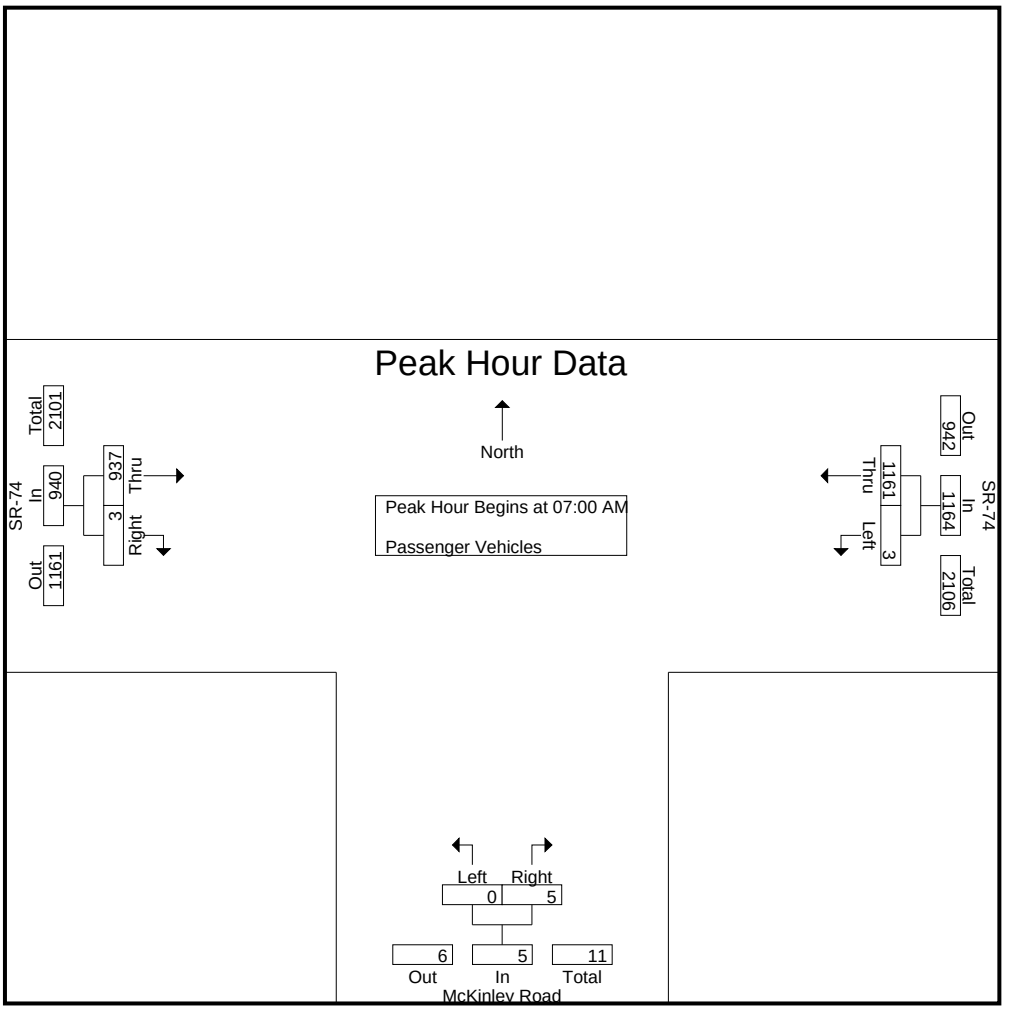
	SR-74 Westbound			McKinley Road Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	249	250	0	1	1	174	0	174	425
07:15 AM	0	280	280	0	1	1	250	1	251	532
07:30 AM	1	304	305	0	3	3	316	2	318	626
07:45 AM	1	328	329	0	0	0	197	0	197	526
Total	3	1161	1164	0	5	5	937	3	940	2109
08:00 AM	0	199	199	0	1	1	152	1	153	353
08:15 AM	0	196	196	0	1	1	167	1	168	365
08:30 AM	0	186	186	0	1	1	156	0	156	343
08:45 AM	1	149	150	1	0	1	151	0	151	302
Total	1	730	731	1	3	4	626	2	628	1363
Grand Total	4	1891	1895	1	8	9	1563	5	1568	3472
Apprch %	0.2	99.8		11.1	88.9		99.7	0.3		
Total %	0.1	54.5	54.6	0	0.2	0.3	45	0.1	45.2	

	SR-74 Westbound			McKinley Road Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**1**	249	250	0	1	1	174	0	174	425
07:15 AM	0	280	280	0	1	1	250	1	251	532
07:30 AM	1	304	305	0	**3**	**3**	**316**	**2**	**318**	**626**
07:45 AM	1	**328**	**329**	0	0	0	197	0	197	526
Total Volume	3	1161	1164	0	5	5	937	3	940	2109
% App. Total	0.3	99.7		0	100		99.7	0.3		
PHF	.750	.885	.884	.000	.417	.417	.741	.375	.739	.842

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City of Menifee
N/S: McKinley Road
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Weather: Clear

File Name : 52_MEN_McK_SR-74 AM
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**1**	249	250	0	1	1	174	0	174
+15 mins.	0	280	280	0	1	1	250	1	251
+30 mins.	1	304	305	0	**3**	**3**	**316**	**2**	**318**
+45 mins.	1	**328**	**329**	0	0	0	197	0	197
Total Volume	3	1161	1164	0	5	5	937	3	940
% App. Total	0.3	99.7		0	100		99.7	0.3	
PHF	.750	.885	.884	.000	.417	.417	.741	.375	.739

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City of Menifee
N/S: McKinley Road
E/W: SR-74
Weather: Clear

File Name : 52_MEN_McK_SR-74 AM
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Groups Printed- Large 2 Axle Vehicles

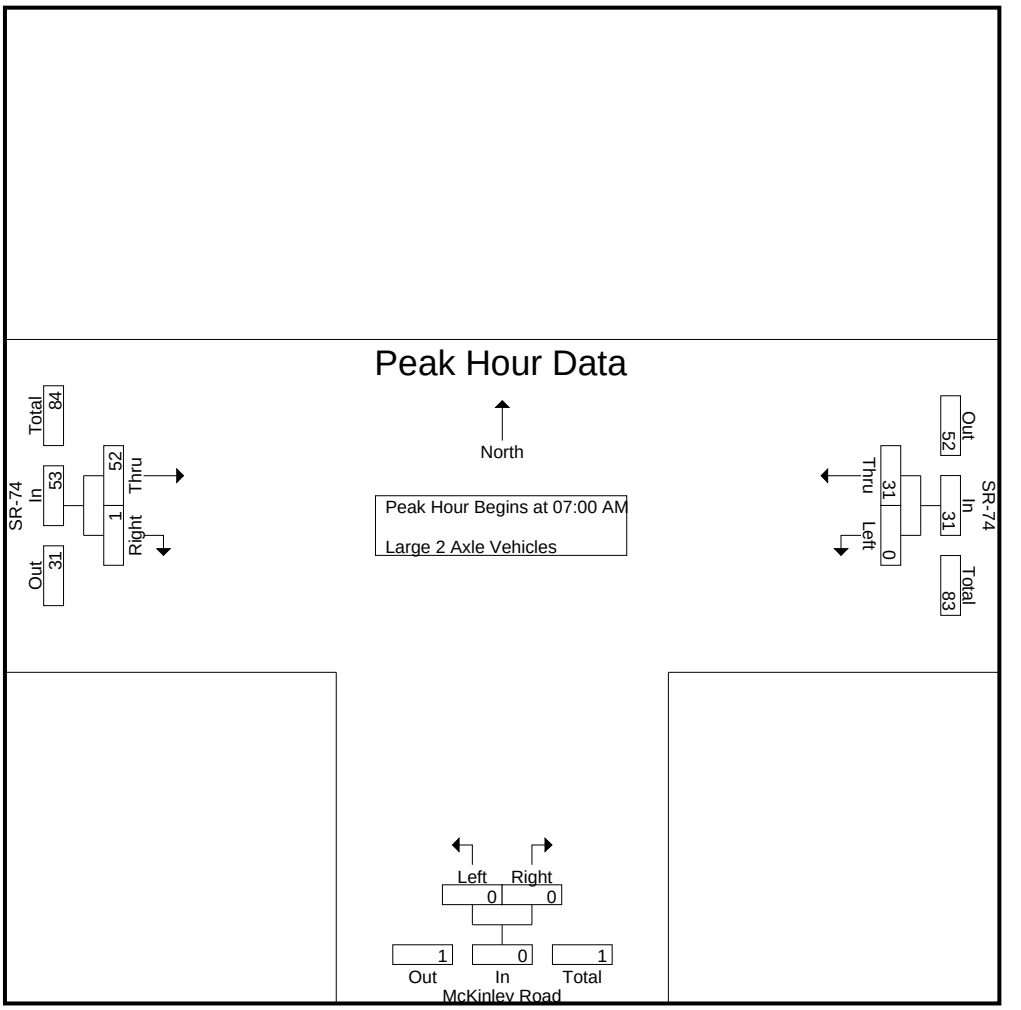
	SR-74 Westbound			McKinley Road Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	10	10	0	0	0	17	0	17	27
07:15 AM	0	5	5	0	0	0	18	0	18	23
07:30 AM	0	9	9	0	0	0	9	1	10	19
07:45 AM	0	7	7	0	0	0	8	0	8	15
Total	0	31	31	0	0	0	52	1	53	84
08:00 AM	0	3	3	0	0	0	9	0	9	12
08:15 AM	0	4	4	0	0	0	13	0	13	17
08:30 AM	0	4	4	0	0	0	8	0	8	12
08:45 AM	0	10	10	0	0	0	12	0	12	22
Total	0	21	21	0	0	0	42	0	42	63
Grand Total	0	52	52	0	0	0	94	1	95	147
Apprch %	0	100		0	0		98.9	1.1		
Total %	0	35.4	35.4	0	0	0	63.9	0.7	64.6	

	SR-74 Westbound			McKinley Road Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	**10**	**10**	0	0	0	17	0	17	**27**
07:15 AM	0	5	5	0	0	0	**18**	0	**18**	23
07:30 AM	0	9	9	0	0	0	9	**1**	10	19
07:45 AM	0	7	7	0	0	0	8	0	8	15
Total Volume	0	31	31	0	0	0	52	1	53	84
% App. Total	0	100		0	0		98.1	1.9		
PHF	.000	.775	.775	.000	.000	.000	.722	.250	.736	.778

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City of Menifee
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Weather: Clear

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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	**10**	**10**	0	0	0	17	0	17
+15 mins.	0	5	5	0	0	0	**18**	0	**18**
+30 mins.	0	9	9	0	0	0	9	**1**	10
+45 mins.	0	7	7	0	0	0	8	0	8
Total Volume	0	31	31	0	0	0	52	1	53
% App. Total	0	100		0	0		98.1	1.9	
PHF	.000	.775	.775	.000	.000	.000	.722	.250	.736

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City of Menifee
N/S: McKinley Road
E/W: SR-74
Weather: Clear

File Name : 52_MEN_McK_SR-74 AM
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Groups Printed- 3 Axle Vehicles

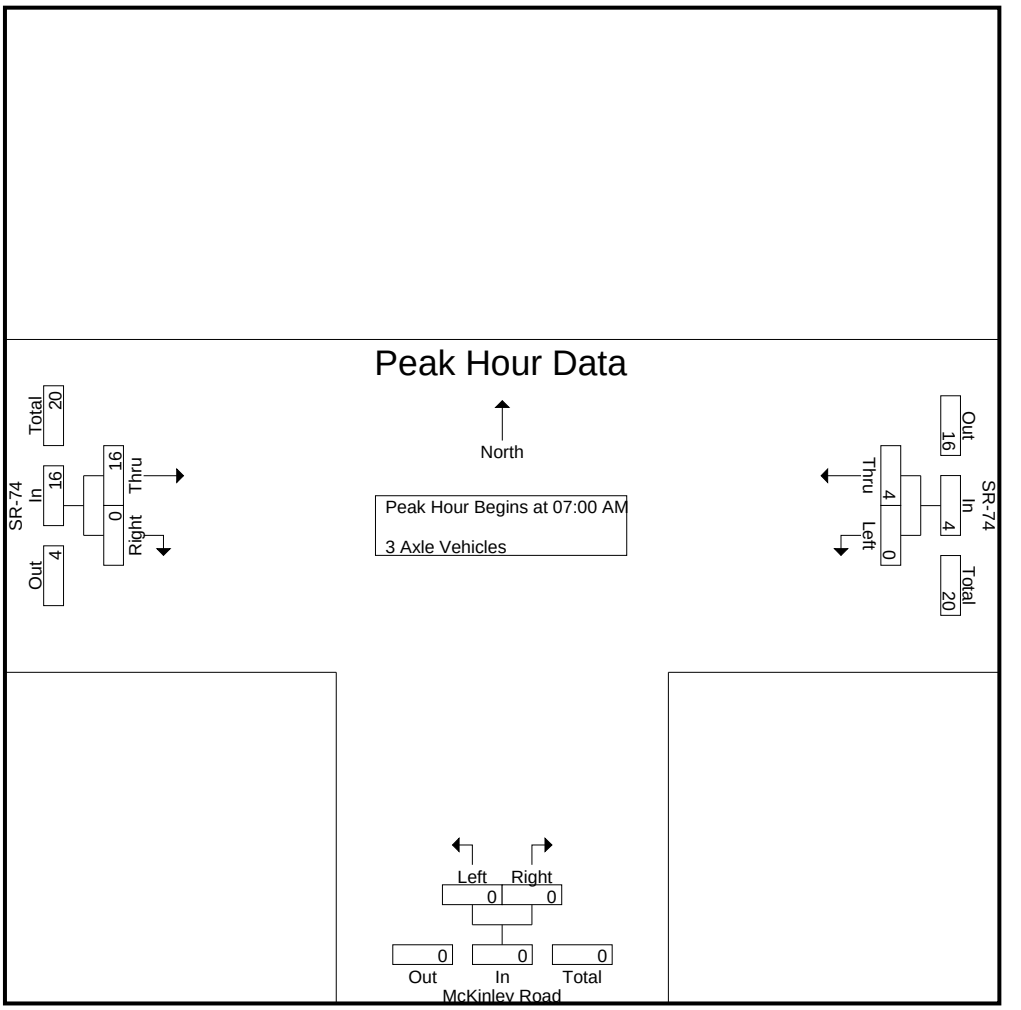
	SR-74 Westbound			McKinley Road Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	4	0	4	5
07:15 AM	0	1	1	0	0	0	3	0	3	4
07:30 AM	0	0	0	0	0	0	5	0	5	5
07:45 AM	0	2	2	0	0	0	4	0	4	6
Total	0	4	4	0	0	0	16	0	16	20
08:00 AM	0	0	0	0	0	0	4	0	4	4
08:15 AM	0	4	4	0	0	0	0	0	0	4
08:30 AM	0	3	3	0	0	0	3	0	3	6
08:45 AM	0	7	7	0	0	0	5	0	5	12
Total	0	14	14	0	0	0	12	0	12	26
Grand Total	0	18	18	0	0	0	28	0	28	46
Apprch %	0	100		0	0		100	0		
Total %	0	39.1	39.1	0	0	0	60.9	0	60.9	

	SR-74 Westbound			McKinley Road Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	1	1	0	0	0	4	0	4	5
07:15 AM	0	1	1	0	0	0	3	0	3	4
07:30 AM	0	0	0	0	0	0	**5**	0	**5**	5
07:45 AM	0	**2**	**2**	0	0	0	4	0	4	**6**
Total Volume	0	4	4	0	0	0	16	0	16	20
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.800	.000	.800	.833

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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	1	1	0	0	0	4	0	4
+15 mins.	0	1	1	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	0	**5**	0	**5**
+45 mins.	0	**2**	**2**	0	0	0	4	0	4
Total Volume	0	4	4	0	0	0	16	0	16
% App. Total	0	100		0	0		100	0	
PHF	.000	.500	.500	.000	.000	.000	.800	.000	.800

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File Name : 52_MEN_McK_SR-74 AM
Site Code : 00322418
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Groups Printed- 4+ Axle Trucks

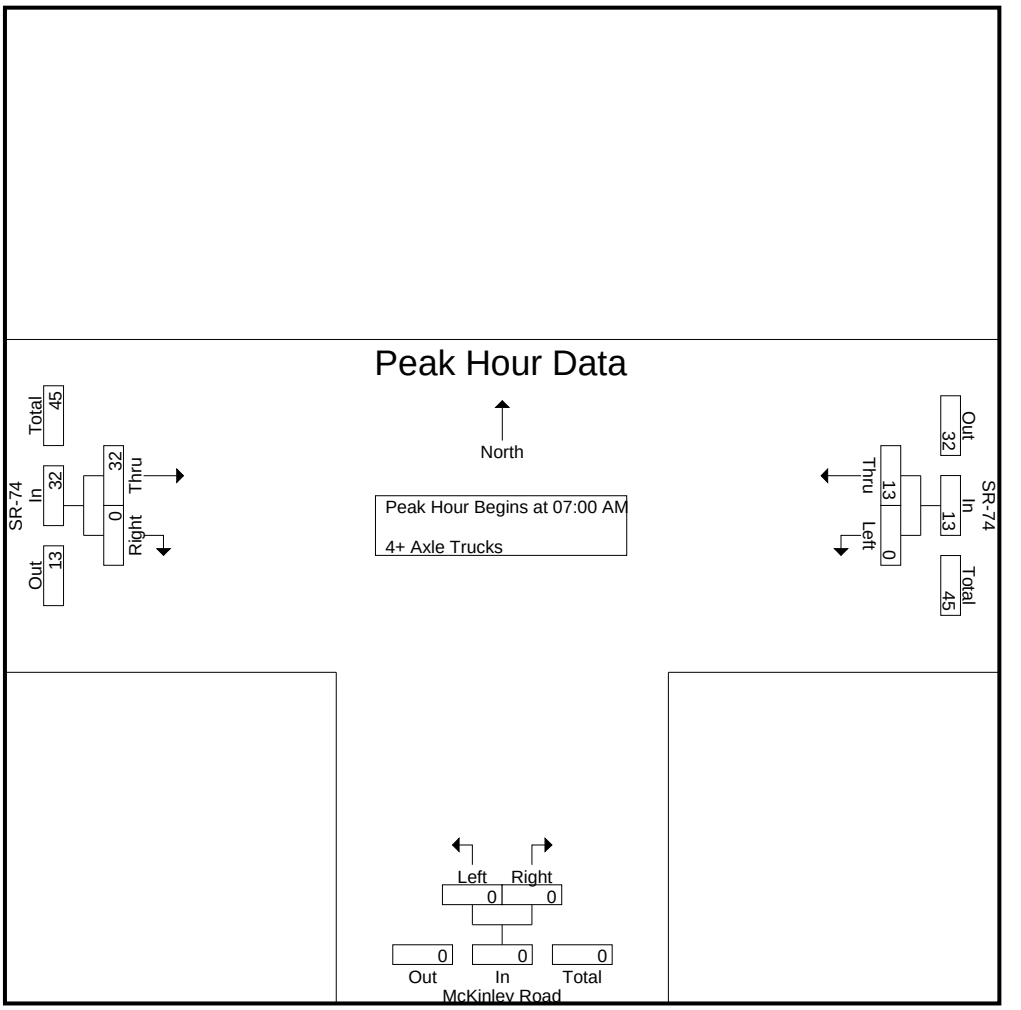
	SR-74 Westbound			McKinley Road Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	0	0	0	13	0	13	15
07:15 AM	0	5	5	0	0	0	4	0	4	9
07:30 AM	0	2	2	0	0	0	8	0	8	10
07:45 AM	0	4	4	0	0	0	7	0	7	11
Total	0	13	13	0	0	0	32	0	32	45
08:00 AM	0	5	5	0	0	0	1	0	1	6
08:15 AM	0	8	8	0	0	0	5	0	5	13
08:30 AM	0	7	7	0	0	0	7	0	7	14
08:45 AM	0	1	1	0	0	0	11	0	11	12
Total	0	21	21	0	0	0	24	0	24	45
Grand Total	0	34	34	0	0	0	56	0	56	90
Apprch %	0	100		0	0		100	0		
Total %	0	37.8	37.8	0	0	0	62.2	0	62.2	

	SR-74 Westbound			McKinley Road Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	2	2	0	0	0	**13**	0	**13**	**15**
07:15 AM	0	**5**	**5**	0	0	0	4	0	4	9
07:30 AM	0	2	2	0	0	0	8	0	8	10
07:45 AM	0	4	4	0	0	0	7	0	7	11
Total Volume	0	13	13	0	0	0	32	0	32	45
% App. Total	0	100		0	0		100	0		
PHF	.000	.650	.650	.000	.000	.000	.615	.000	.615	.750

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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	2	2	0	0	0	**13**	0	**13**
+15 mins.	0	**5**	**5**	0	0	0	4	0	4
+30 mins.	0	2	2	0	0	0	8	0	8
+45 mins.	0	4	4	0	0	0	7	0	7
Total Volume	0	13	13	0	0	0	32	0	32
% App. Total	0	100		0	0		100	0	
PHF	.000	.650	.650	.000	.000	.000	.615	.000	.615

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City of Menifee
N/S: McKinley Road
E/W: SR-74
Weather: Clear

File Name : 52_MEN_McK_SR-74 PM
Site Code : 00322418
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

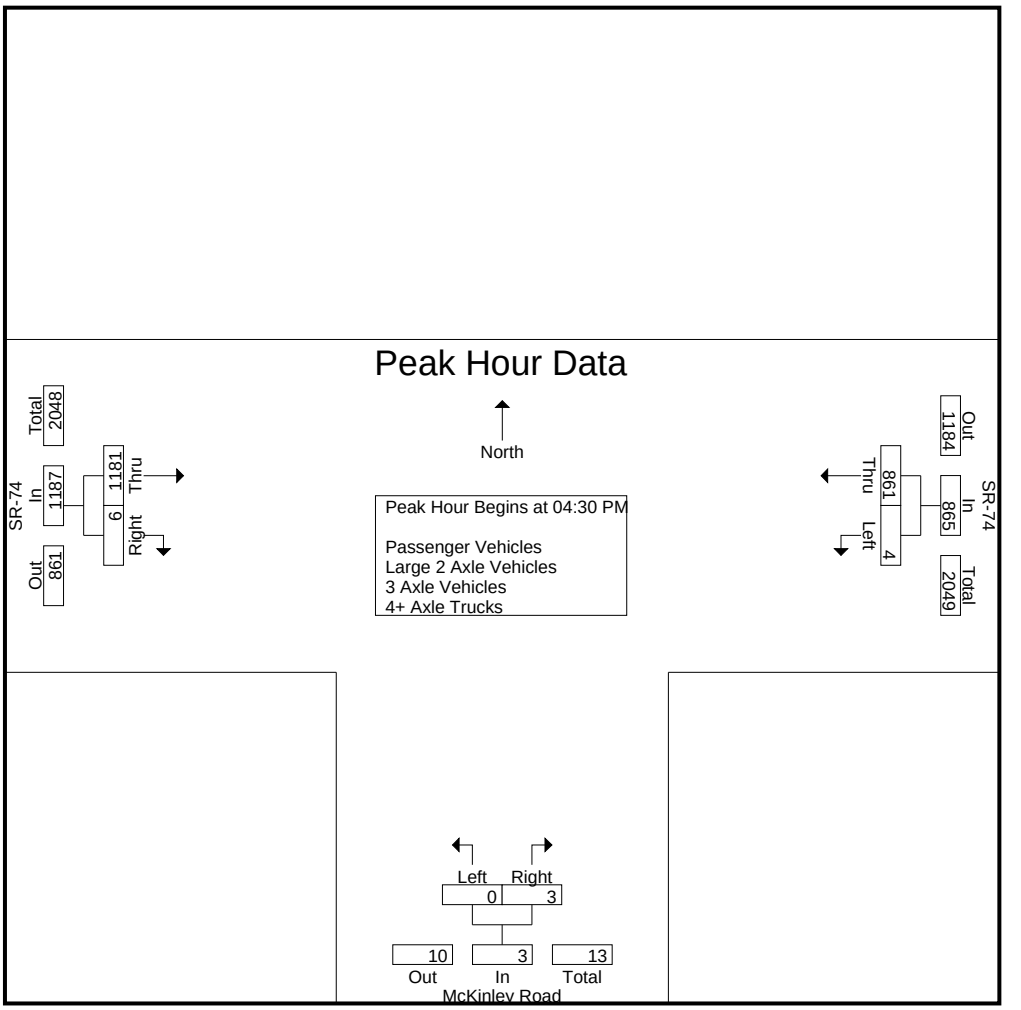
	SR-74 Westbound			McKinley Road Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	215	215	0	1	1	289	0	289	505
04:15 PM	1	193	194	2	0	2	282	1	283	479
04:30 PM	1	228	229	0	1	1	280	1	281	511
04:45 PM	1	196	197	0	1	1	288	3	291	489
Total	3	832	835	2	3	5	1139	5	1144	1984
05:00 PM	2	204	206	0	1	1	305	1	306	513
05:15 PM	0	233	233	0	0	0	308	1	309	542
05:30 PM	1	206	207	1	3	4	281	0	281	492
05:45 PM	0	187	187	0	0	0	233	0	233	420
Total	3	830	833	1	4	5	1127	2	1129	1967
Grand Total	6	1662	1668	3	7	10	2266	7	2273	3951
Apprch %	0.4	99.6		30	70		99.7	0.3		
Total %	0.2	42.1	42.2	0.1	0.2	0.3	57.4	0.2	57.5	
Passenger Vehicles	5	1579	1584	3	7	10	2224	3	2227	3821
% Passenger Vehicles	83.3	95	95	100	100	100	98.1	42.9	98	96.7
Large 2 Axle Vehicles	0	61	61	0	0	0	32	4	36	97
% Large 2 Axle Vehicles	0	3.7	3.7	0	0	0	1.4	57.1	1.6	2.5
3 Axle Vehicles	1	9	10	0	0	0	4	0	4	14
% 3 Axle Vehicles	16.7	0.5	0.6	0	0	0	0.2	0	0.2	0.4
4+ Axle Trucks	0	13	13	0	0	0	6	0	6	19
% 4+ Axle Trucks	0	0.8	0.8	0	0	0	0.3	0	0.3	0.5

	SR-74 Westbound			McKinley Road Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	1	228	229	0	**1**	**1**	280	1	281	511
04:45 PM	1	196	197	0	1	1	288	**3**	291	489
05:00 PM	**2**	204	206	0	1	1	305	1	306	513
05:15 PM	0	**233**	**233**	0	0	0	**308**	1	**309**	**542**
Total Volume	4	861	865	0	3	3	1181	6	1187	2055
% App. Total	0.5	99.5		0	100		99.5	0.5		
PHF	.500	.924	.928	.000	.750	.750	.959	.500	.960	.948

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

	04:30 PM			04:45 PM			04:30 PM		
+0 mins.	1	228	229	0	1	1	280	1	281
+15 mins.	1	196	197	0	1	1	288	**3**	291
+30 mins.	**2**	204	206	0	0	0	305	1	306
+45 mins.	0	**233**	**233**	**1**	**3**	**4**	**308**	1	**309**
Total Volume	4	861	865	1	5	6	1181	6	1187
% App. Total	0.5	99.5		16.7	83.3		99.5	0.5	
PHF	.500	.924	.928	.250	.417	.375	.959	.500	.960

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City of Menifee
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File Name : 52_MEN_McK_SR-74 PM
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Groups Printed- Passenger Vehicles

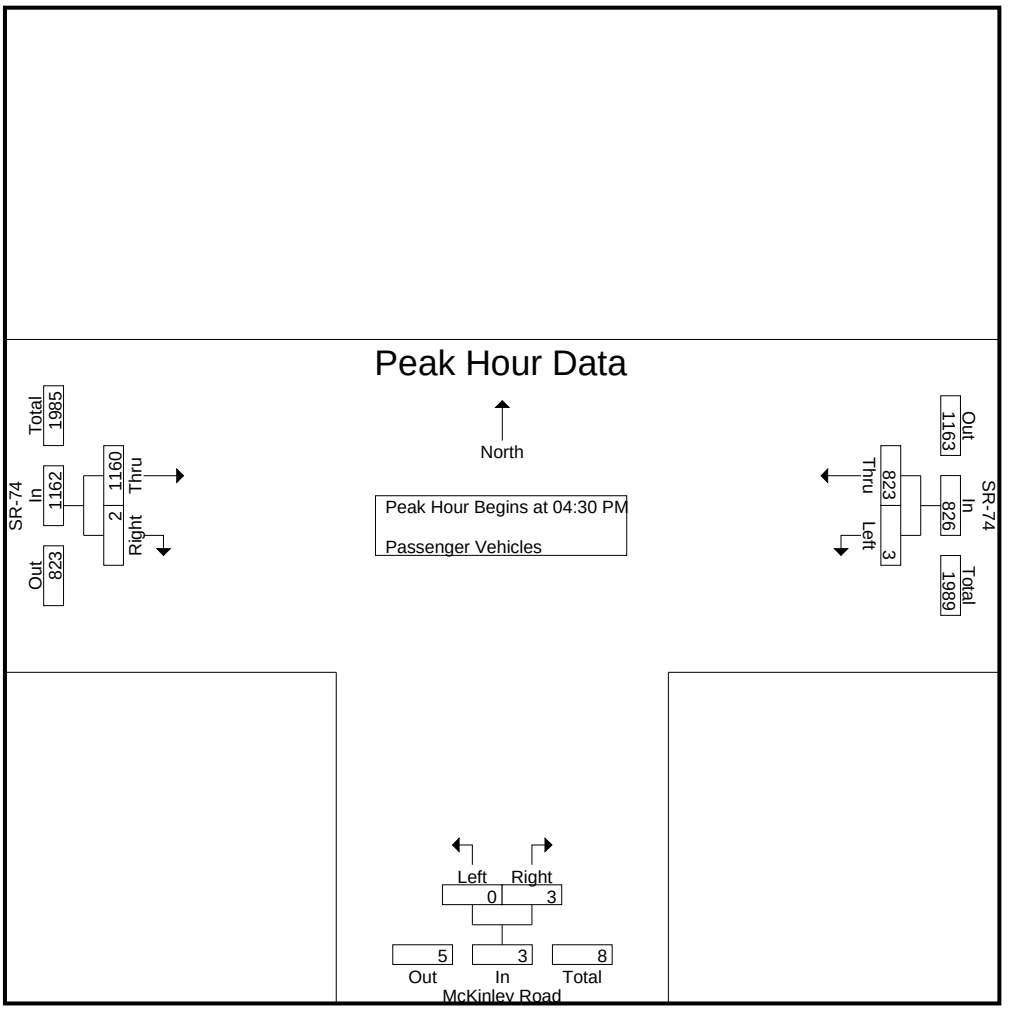
	SR-74 Westbound			McKinley Road Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	200	200	0	1	1	280	0	280	481
04:15 PM	1	182	183	2	0	2	279	1	280	465
04:30 PM	1	215	216	0	1	1	276	0	276	493
04:45 PM	0	185	185	0	1	1	278	1	279	465
Total	2	782	784	2	3	5	1113	2	1115	1904
05:00 PM	2	194	196	0	1	1	300	0	300	497
05:15 PM	0	229	229	0	0	0	306	1	307	536
05:30 PM	1	194	195	1	3	4	276	0	276	475
05:45 PM	0	180	180	0	0	0	229	0	229	409
Total	3	797	800	1	4	5	1111	1	1112	1917
Grand Total	5	1579	1584	3	7	10	2224	3	2227	3821
Apprch %	0.3	99.7		30	70		99.9	0.1		
Total %	0.1	41.3	41.5	0.1	0.2	0.3	58.2	0.1	58.3	

	SR-74 Westbound			McKinley Road Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	1	215	216	0	**1**	**1**	276	0	276	493
04:45 PM	0	185	185	0	1	1	278	**1**	279	465
05:00 PM	**2**	194	196	0	1	1	300	0	300	497
05:15 PM	0	**229**	**229**	0	0	0	**306**	1	**307**	**536**
Total Volume	3	823	826	0	3	3	1160	2	1162	1991
% App. Total	0.4	99.6		0	100		99.8	0.2		
PHF	.375	.898	.902	.000	.750	.750	.948	.500	.946	.929

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	1	215	216	0	**1**	**1**	276	0	276
+15 mins.	0	185	185	0	1	1	278	**1**	279
+30 mins.	**2**	194	196	0	1	1	300	0	300
+45 mins.	0	**229**	**229**	0	0	0	**306**	1	**307**
Total Volume	3	823	826	0	3	3	1160	2	1162
% App. Total	0.4	99.6		0	100		99.8	0.2	
PHF	.375	.898	.902	.000	.750	.750	.948	.500	.946

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City of Menifee
N/S: McKinley Road
E/W: SR-74
Weather: Clear

File Name : 52_MEN_McK_SR-74 PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

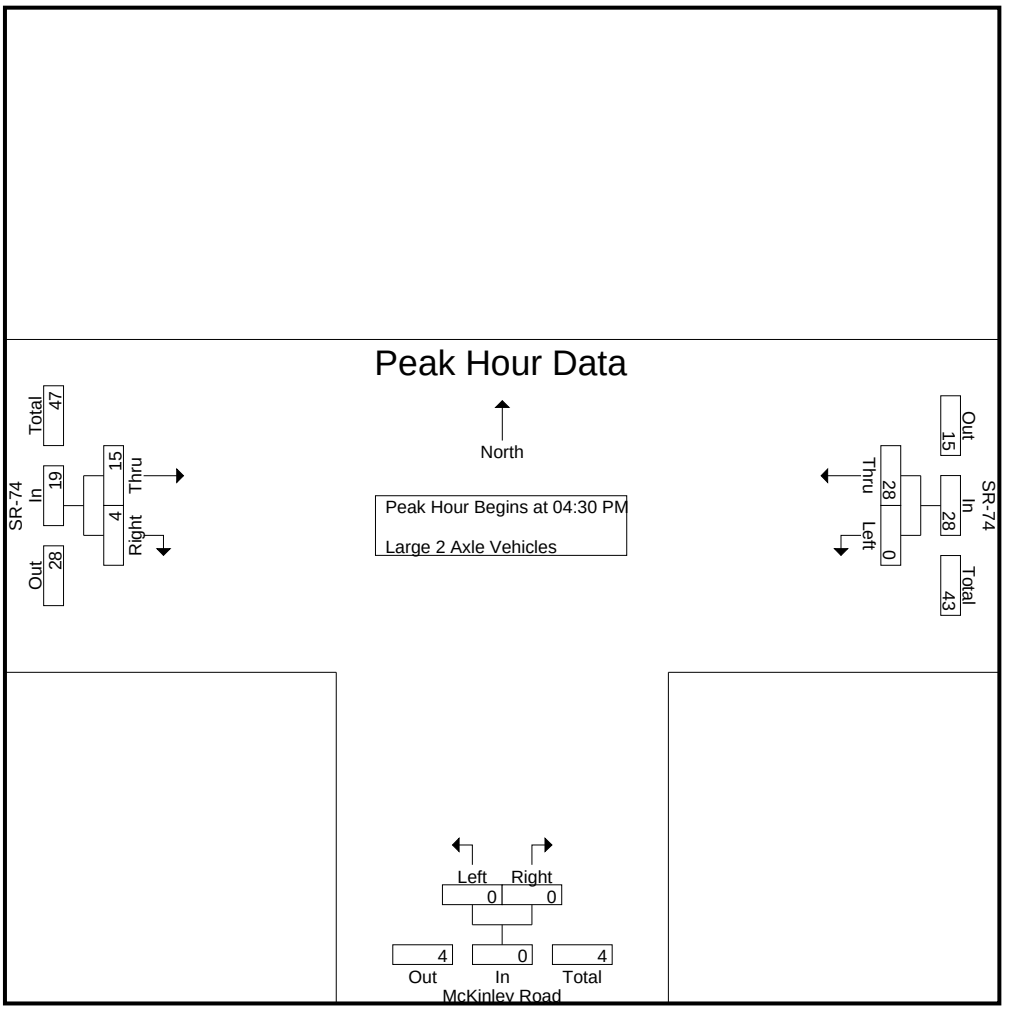
	SR-74 Westbound			McKinley Road Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	11	11	0	0	0	7	0	7	18
04:15 PM	0	8	8	0	0	0	2	0	2	10
04:30 PM	0	11	11	0	0	0	3	1	4	15
04:45 PM	0	6	6	0	0	0	7	2	9	15
Total	0	36	36	0	0	0	19	3	22	58
05:00 PM	0	8	8	0	0	0	5	1	6	14
05:15 PM	0	3	3	0	0	0	0	0	0	3
05:30 PM	0	9	9	0	0	0	5	0	5	14
05:45 PM	0	5	5	0	0	0	3	0	3	8
Total	0	25	25	0	0	0	13	1	14	39
Grand Total	0	61	61	0	0	0	32	4	36	97
Apprch %	0	100		0	0		88.9	11.1		
Total %	0	62.9	62.9	0	0	0	33	4.1	37.1	

	SR-74 Westbound			McKinley Road Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	**11**	**11**	0	0	0	3	1	4	**15**
04:45 PM	0	6	6	0	0	0	**7**	**2**	**9**	15
05:00 PM	0	8	8	0	0	0	5	1	6	14
05:15 PM	0	3	3	0	0	0	0	0	0	3
Total Volume	0	28	28	0	0	0	15	4	19	47
% App. Total	0	100		0	0		78.9	21.1		
PHF	.000	.636	.636	.000	.000	.000	.536	.500	.528	.783

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City of Menifee
N/S: McKinley Road
E/W: SR-74
Weather: Clear

File Name : 52_MEN_McK_SR-74 PM
Site Code : 00322418
Start Date : 5/25/2022



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	**11**	**11**	0	0	0	3	1	4
+15 mins.	0	6	6	0	0	0	**7**	**2**	**9**
+30 mins.	0	8	8	0	0	0	5	1	6
+45 mins.	0	3	3	0	0	0	0	0	0
Total Volume	0	28	28	0	0	0	15	4	19
% App. Total	0	100		0	0		78.9	21.1	
PHF	.000	.636	.636	.000	.000	.000	.536	.500	.528

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City of Menifee
N/S: McKinley Road
E/W: SR-74
Weather: Clear

File Name : 52_MEN_McK_SR-74 PM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- 3 Axle Vehicles

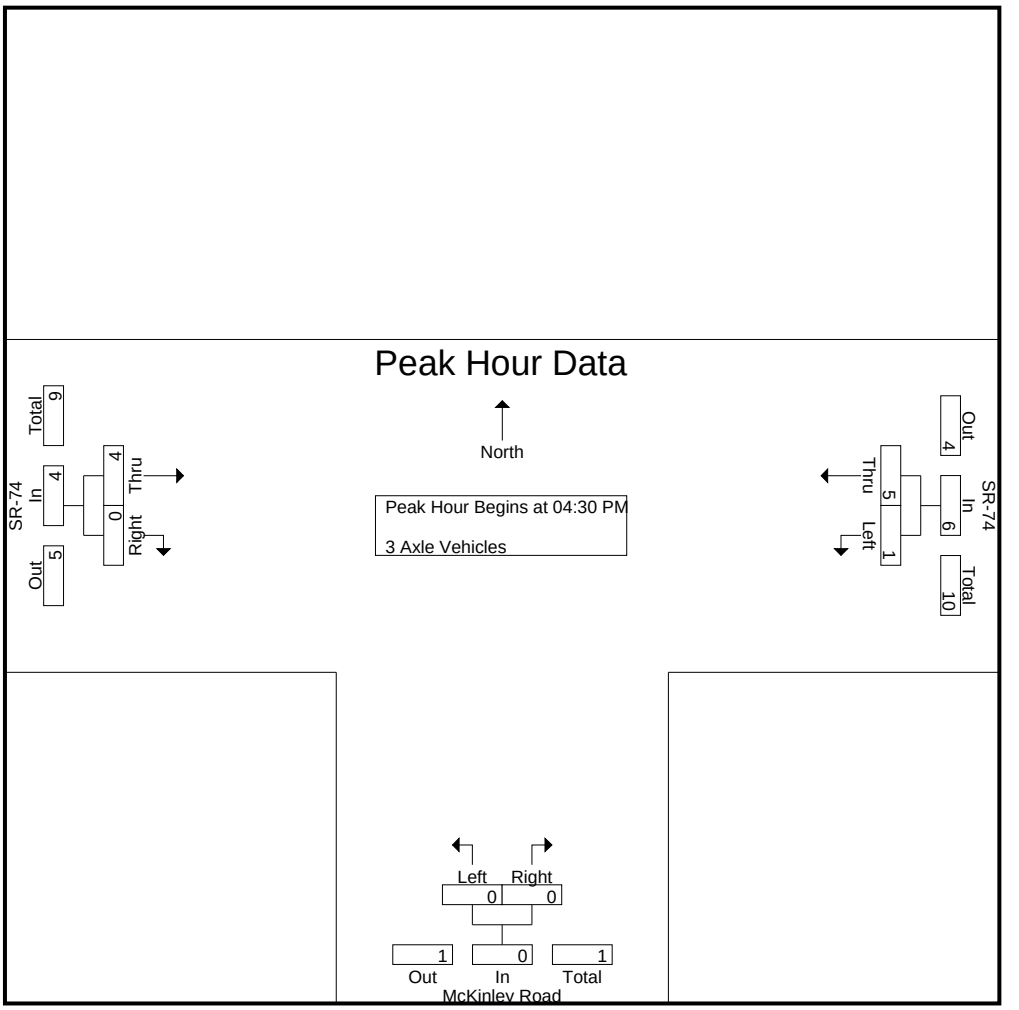
	SR-74 Westbound			McKinley Road Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	3	0	0	0	0	0	0	3
04:15 PM	0	1	1	0	0	0	0	0	0	1
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	1	3	4	0	0	0	2	0	2	6
Total	1	8	9	0	0	0	2	0	2	11
05:00 PM	0	1	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	2	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	2	0	2	3
Grand Total	1	9	10	0	0	0	4	0	4	14
Apprch %	10	90		0	0		100	0		
Total %	7.1	64.3	71.4	0	0	0	28.6	0	28.6	

	SR-74 Westbound			McKinley Road Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	**1**	**3**	**4**	0	0	0	**2**	0	**2**	**6**
05:00 PM	0	1	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	2	0	2	2
Total Volume	1	5	6	0	0	0	4	0	4	10
% App. Total	16.7	83.3		0	0		100	0		
PHF	.250	.417	.375	.000	.000	.000	.500	.000	.500	.417

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City of Menifee
N/S: McKinley Road
E/W: SR-74
Weather: Clear

File Name : 52_MEN_McK_SR-74 PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	1	1	0	0	0	0	0	0
+15 mins.	**1**	**3**	**4**	0	0	0	**2**	0	**2**
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	2	0	2
Total Volume	1	5	6	0	0	0	4	0	4
% App. Total	16.7	83.3		0	0		100	0	
PHF	.250	.417	.375	.000	.000	.000	.500	.000	.500

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City of Menifee
N/S: McKinley Road
E/W: SR-74
Weather: Clear

File Name : 52_MEN_McK_SR-74 PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

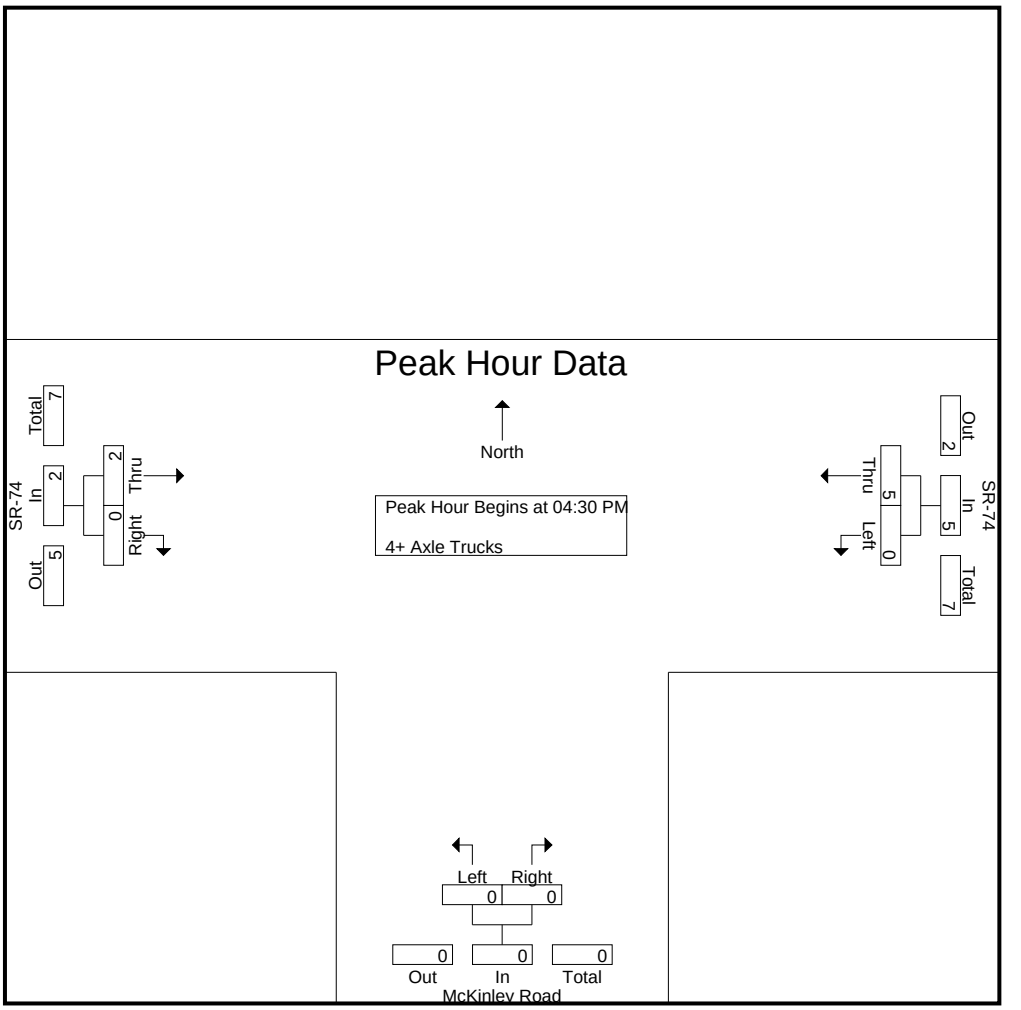
	SR-74 Westbound			McKinley Road Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	2	0	2	3
04:15 PM	0	2	2	0	0	0	1	0	1	3
04:30 PM	0	1	1	0	0	0	1	0	1	2
04:45 PM	0	2	2	0	0	0	1	0	1	3
Total	0	6	6	0	0	0	5	0	5	11
05:00 PM	0	1	1	0	0	0	0	0	0	1
05:15 PM	0	1	1	0	0	0	0	0	0	1
05:30 PM	0	3	3	0	0	0	0	0	0	3
05:45 PM	0	2	2	0	0	0	1	0	1	3
Total	0	7	7	0	0	0	1	0	1	8
Grand Total	0	13	13	0	0	0	6	0	6	19
Apprch %	0	100		0	0		100	0		
Total %	0	68.4	68.4	0	0	0	31.6	0	31.6	

	SR-74 Westbound			McKinley Road Northbound			SR-74 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	1	1	0	0	0	**1**	0	**1**	2
04:45 PM	0	**2**	**2**	0	0	0	1	0	1	**3**
05:00 PM	0	1	1	0	0	0	0	0	0	1
05:15 PM	0	1	1	0	0	0	0	0	0	1
Total Volume	0	5	5	0	0	0	2	0	2	7
% App. Total	0	100		0	0		100	0		
PHF	.000	.625	.625	.000	.000	.000	.500	.000	.500	.583

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City of Menifee
N/S: McKinley Road
E/W: SR-74
Weather: Clear

File Name : 52_MEN_McK_SR-74 PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	1	1	0	0	0	**1**	0	**1**
+15 mins.	0	**2**	**2**	0	0	0	1	0	1
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	0	1	1	0	0	0	0	0	0
Total Volume	0	5	5	0	0	0	2	0	2
% App. Total	0	100		0	0		100	0	
PHF	.000	.625	.625	.000	.000	.000	.500	.000	.500

Location: Menifee
N/S: McKinley Road
E/W: SR-74

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Dead End	East Leg SR-74	South Leg McKinley Road	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	1	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

	North Leg Dead End	East Leg SR-74	South Leg McKinley Road	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Menifee
N/S: McKinley Road
E/W: SR-74

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Dead End			Westbound SR-74			Northbound McKinley Road			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

	Southbound Dead End			Westbound SR-74			Northbound McKinley Road			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

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City of Menifee
N/S: Briggs Road
E/W: Watson Road
Weather: Clear

File Name : 55_MEN_Brig_Wat AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

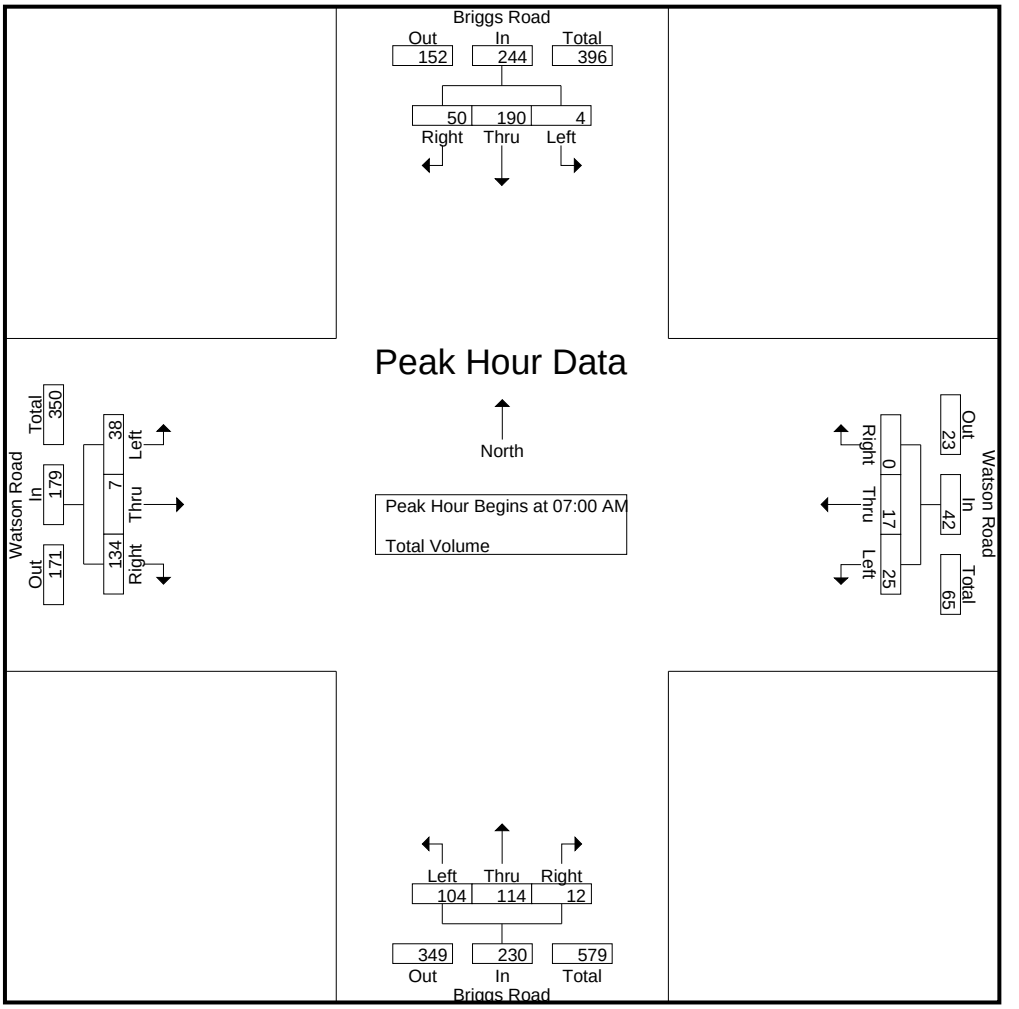
	Briggs Road Southbound				Watson Road Westbound				Briggs Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	47	4	52	0	0	0	0	23	25	4	52	0	1	24	25	129
07:15 AM	1	61	10	72	3	2	0	5	14	10	1	25	6	0	33	39	141
07:30 AM	0	43	16	59	7	4	0	11	32	34	2	68	14	4	44	62	200
07:45 AM	2	39	20	61	15	11	0	26	35	45	5	85	18	2	33	53	225
Total	4	190	50	244	25	17	0	42	104	114	12	230	38	7	134	179	695
08:00 AM	1	29	9	39	3	2	6	11	16	24	0	40	10	1	21	32	122
08:15 AM	0	23	6	29	1	4	0	5	8	14	1	23	2	0	12	14	71
08:30 AM	0	19	5	24	4	1	0	5	4	13	1	18	8	0	3	11	58
08:45 AM	2	14	1	17	3	3	0	6	7	8	0	15	1	1	14	16	54
Total	3	85	21	109	11	10	6	27	35	59	2	96	21	2	50	73	305
Grand Total	7	275	71	353	36	27	6	69	139	173	14	326	59	9	184	252	1000
Apprch %	2	77.9	20.1		52.2	39.1	8.7		42.6	53.1	4.3		23.4	3.6	73		
Total %	0.7	27.5	7.1	35.3	3.6	2.7	0.6	6.9	13.9	17.3	1.4	32.6	5.9	0.9	18.4	25.2	

	Briggs Road Southbound				Watson Road Westbound				Briggs Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	47	4	52	0	0	0	0	23	25	4	52	0	1	24	25	129
07:15 AM	1	**61**	10	**72**	3	2	0	5	14	10	1	25	6	0	33	39	141
07:30 AM	0	43	16	59	7	4	0	11	32	34	2	68	14	**4**	**44**	**62**	200
07:45 AM	**2**	39	**20**	61	**15**	**11**	0	**26**	**35**	**45**	**5**	**85**	**18**	2	33	53	**225**
Total Volume	4	190	50	244	25	17	0	42	104	114	12	230	38	7	134	179	695
% App. Total	1.6	77.9	20.5		59.5	40.5	0		45.2	49.6	5.2		21.2	3.9	74.9		
PHF	.500	.779	.625	.847	.417	.386	.000	.404	.743	.633	.600	.676	.528	.438	.761	.722	.772

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City of Menifee
N/S: Briggs Road
E/W: Watson Road
Weather: Clear

File Name : 55_MEN_Brig_Wat AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:15 AM				07:00 AM				07:15 AM			
+0 mins.	1	47	4	52	3	2	0	5	23	25	4	52	6	0	33	39
+15 mins.	1	**61**	10	**72**	7	4	0	11	14	10	1	25	14	**4**	**44**	**62**
+30 mins.	0	43	16	59	**15**	**11**	0	**26**	32	34	2	68	**18**	2	33	53
+45 mins.	**2**	39	**20**	61	3	2	**6**	11	**35**	**45**	**5**	**85**	10	1	21	32
Total Volume	4	190	50	244	28	19	6	53	104	114	12	230	48	7	131	186
% App. Total	1.6	77.9	20.5		52.8	35.8	11.3		45.2	49.6	5.2		25.8	3.8	70.4	
PHF	.500	.779	.625	.847	.467	.432	.250	.510	.743	.633	.600	.676	.667	.438	.744	.750

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City of Menifee
N/S: Briggs Road
E/W: Watson Road
Weather: Clear

File Name : 55_MEN_Brig_Wat PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

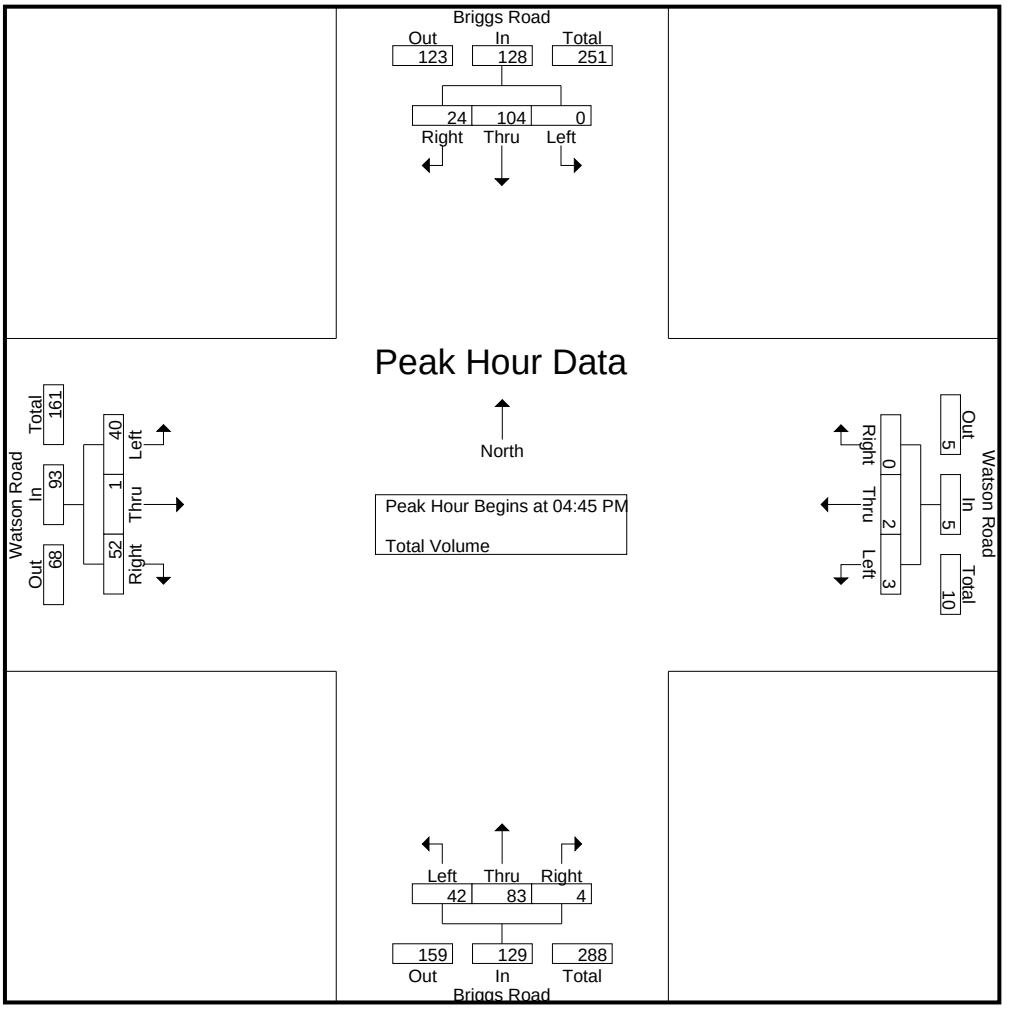
	Briggs Road Southbound				Watson Road Westbound				Briggs Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	25	2	27	3	0	0	3	12	23	2	37	9	1	9	19	86
04:15 PM	0	33	3	36	0	2	0	2	6	24	0	30	11	0	13	24	92
04:30 PM	1	31	2	34	1	1	0	2	8	22	2	32	9	3	9	21	89
04:45 PM	0	22	6	28	0	1	0	1	9	21	1	31	10	1	12	23	83
Total	1	111	13	125	4	4	0	8	35	90	5	130	39	5	43	87	350
05:00 PM	0	32	5	37	1	1	0	2	9	16	2	27	10	0	12	22	88
05:15 PM	0	29	6	35	0	0	0	0	9	20	1	30	10	0	9	19	84
05:30 PM	0	21	7	28	2	0	0	2	15	26	0	41	10	0	19	29	100
05:45 PM	1	17	5	23	2	3	0	5	8	20	0	28	7	0	13	20	76
Total	1	99	23	123	5	4	0	9	41	82	3	126	37	0	53	90	348
Grand Total	2	210	36	248	9	8	0	17	76	172	8	256	76	5	96	177	698
Apprch %	0.8	84.7	14.5		52.9	47.1	0		29.7	67.2	3.1		42.9	2.8	54.2		
Total %	0.3	30.1	5.2	35.5	1.3	1.1	0	2.4	10.9	24.6	1.1	36.7	10.9	0.7	13.8	25.4	

	Briggs Road Southbound				Watson Road Westbound				Briggs Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	22	6	28	0	**1**	0	1	9	21	1	31	**10**	**1**	12	23	83
05:00 PM	0	**32**	5	**37**	1	1	0	**2**	9	16	**2**	27	10	0	12	22	88
05:15 PM	0	29	6	35	0	0	0	0	9	20	1	30	10	0	9	19	84
05:30 PM	0	21	**7**	28	**2**	0	0	2	**15**	**26**	0	**41**	10	0	**19**	**29**	**100**
Total Volume	0	104	24	128	3	2	0	5	42	83	4	129	40	1	52	93	355
% App. Total	0	81.2	18.8		60	40	0		32.6	64.3	3.1		43	1.1	55.9		
PHF	.000	.813	.857	.865	.375	.500	.000	.625	.700	.798	.500	.787	1.00	.250	.684	.802	.888

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City of Menifee
N/S: Briggs Road
E/W: Watson Road
Weather: Clear

File Name : 55_MEN_Brig_Wat PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:15 PM				05:00 PM				04:00 PM				04:45 PM			
+0 mins.	0	**33**	3	36	1	1	0	2	**12**	23	**2**	**37**	**10**	**1**	12	23
+15 mins.	**1**	31	2	34	0	0	0	0	6	**24**	0	30	10	0	12	22
+30 mins.	0	22	**6**	28	**2**	0	0	2	8	22	2	32	10	0	9	19
+45 mins.	0	32	5	**37**	2	**3**	0	**5**	9	21	1	31	10	0	**19**	**29**
Total Volume	1	118	16	135	5	4	0	9	35	90	5	130	40	1	52	93
% App. Total	0.7	87.4	11.9		55.6	44.4	0		26.9	69.2	3.8		43	1.1	55.9	
PHF	.250	.894	.667	.912	.625	.333	.000	.450	.729	.938	.625	.878	1.000	.250	.684	.802

Location: Menifee
N/S: Briggs Road
E/W: Watson Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Briggs Road Pedestrians	East Leg Watson Road Pedestrians	South Leg Briggs Road Pedestrians	West Leg Watson Road Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	1	4	4	9
7:30 AM	0	1	18	14	33
7:45 AM	0	3	38	11	52
8:00 AM	0	1	12	14	27
8:15 AM	0	0	1	6	7
8:30 AM	0	0	1	2	3
8:45 AM	0	0	4	2	6
TOTAL VOLUMES:	0	6	78	53	137

	North Leg Briggs Road Pedestrians	East Leg Watson Road Pedestrians	South Leg Briggs Road Pedestrians	West Leg Watson Road Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	2	2	0	4
5:00 PM	0	0	1	0	1
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	2	3	1	6

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Location: Menifee
N/S: Briggs Road
E/W: Watson Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Briggs Road			Westbound Watson Road			Northbound Briggs Road			Eastbound Watson Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	0	0	0	0	0	0	0	0	1

	Southbound Briggs Road			Westbound Watson Road			Northbound Briggs Road			Eastbound Watson Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	4	0	0	0	0	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	4	0	0	0	0	0	0	0	0	0	4

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City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

File Name : 56_MEN_Briggs_SR-74 AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

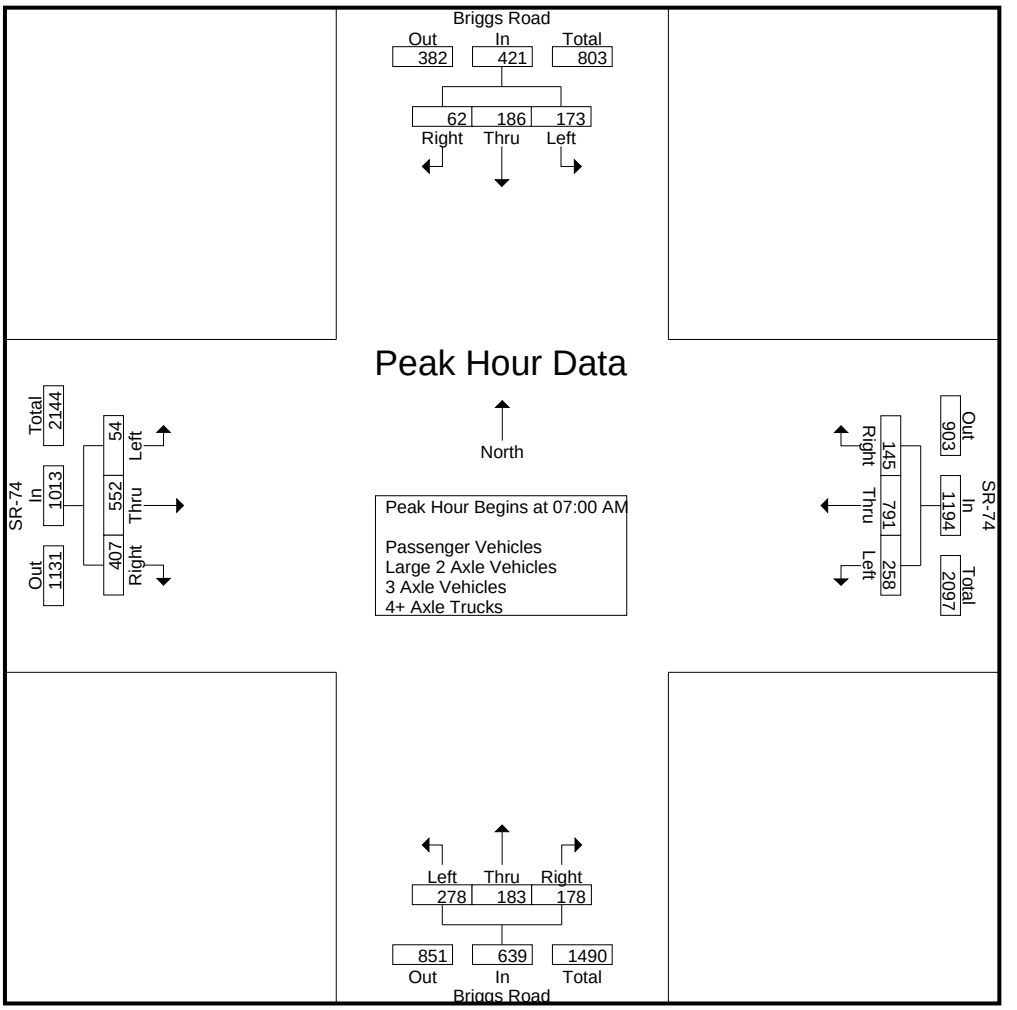
	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	49	5	68	93	207	15	315	35	31	38	104	11	109	55	175	662
07:15 AM	28	53	15	96	79	174	22	275	72	44	51	167	17	124	117	258	796
07:30 AM	60	53	24	137	59	213	54	326	87	52	52	191	15	159	158	332	986
07:45 AM	71	31	18	120	27	197	54	278	84	56	37	177	11	160	77	248	823
Total	173	186	62	421	258	791	145	1194	278	183	178	639	54	552	407	1013	3267
08:00 AM	39	24	14	77	19	164	21	204	26	24	22	72	9	157	26	192	545
08:15 AM	21	16	6	43	19	177	7	203	30	12	14	56	3	133	23	159	461
08:30 AM	15	16	7	38	22	169	8	199	21	13	18	52	3	160	33	196	485
08:45 AM	16	15	2	33	16	151	5	172	23	10	13	46	2	154	28	184	435
Total	91	71	29	191	76	661	41	778	100	59	67	226	17	604	110	731	1926
Grand Total	264	257	91	612	334	1452	186	1972	378	242	245	865	71	1156	517	1744	5193
Apprch %	43.1	42	14.9		16.9	73.6	9.4		43.7	28	28.3		4.1	66.3	29.6		
Total %	5.1	4.9	1.8	11.8	6.4	28	3.6	38	7.3	4.7	4.7	16.7	1.4	22.3	10	33.6	
Passenger Vehicles	262	254	91	607	329	1371	186	1886	362	239	238	839	67	1014	500	1581	4913
% Passenger Vehicles	99.2	98.8	100	99.2	98.5	94.4	100	95.6	95.8	98.8	97.1	97	94.4	87.7	96.7	90.7	94.6
Large 2 Axle Vehicles	0	1	0	1	2	33	0	35	11	1	1	13	3	69	4	76	125
% Large 2 Axle Vehicles	0	0.4	0	0.2	0.6	2.3	0	1.8	2.9	0.4	0.4	1.5	4.2	6	0.8	4.4	2.4
3 Axle Vehicles	0	2	0	2	0	17	0	17	2	0	3	5	1	33	4	38	62
% 3 Axle Vehicles	0	0.8	0	0.3	0	1.2	0	0.9	0.5	0	1.2	0.6	1.4	2.9	0.8	2.2	1.2
4+ Axle Trucks	2	0	0	2	3	31	0	34	3	2	3	8	0	40	9	49	93
% 4+ Axle Trucks	0.8	0	0	0.3	0.9	2.1	0	1.7	0.8	0.8	1.2	0.9	0	3.5	1.7	2.8	1.8

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	14	49	5	68	**93**	207	15	315	35	31	38	104	11	109	55	175	662
07:15 AM	28	**53**	15	96	79	174	22	275	72	44	51	167	**17**	124	117	258	796
07:30 AM	60	53	**24**	**137**	59	**213**	**54**	**326**	**87**	52	**52**	**191**	15	159	**158**	**332**	**986**
07:45 AM	**71**	31	18	120	27	197	54	278	84	**56**	37	177	11	**160**	77	248	823
Total Volume	173	186	62	421	258	791	145	1194	278	183	178	639	54	552	407	1013	3267
% App. Total	41.1	44.2	14.7		21.6	66.2	12.1		43.5	28.6	27.9		5.3	54.5	40.2		
PHF	.609	.877	.646	.768	.694	.928	.671	.916	.799	.817	.856	.836	.794	.863	.644	.763	.828

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City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

File Name : 56_MEN_Briggs_SR-74 AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:15 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	28	**53**	15	96	**93**	207	15	315	35	31	38	104	**17**	124	117	258
+15 mins.	60	53	**24**	**137**	79	174	22	275	72	44	51	167	15	159	**158**	**332**
+30 mins.	**71**	31	18	120	59	**213**	**54**	**326**	**87**	52	**52**	**191**	11	**160**	77	248
+45 mins.	39	24	14	77	27	197	54	278	84	**56**	37	177	9	157	26	192
Total Volume	198	161	71	430	258	791	145	1194	278	183	178	639	52	600	378	1030
% App. Total	46	37.4	16.5		21.6	66.2	12.1		43.5	28.6	27.9		5	58.3	36.7	
PHF	.697	.759	.740	.785	.694	.928	.671	.916	.799	.817	.856	.836	.765	.938	.598	.776

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City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

File Name : 56_MEN_Briggs_SR-74 AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

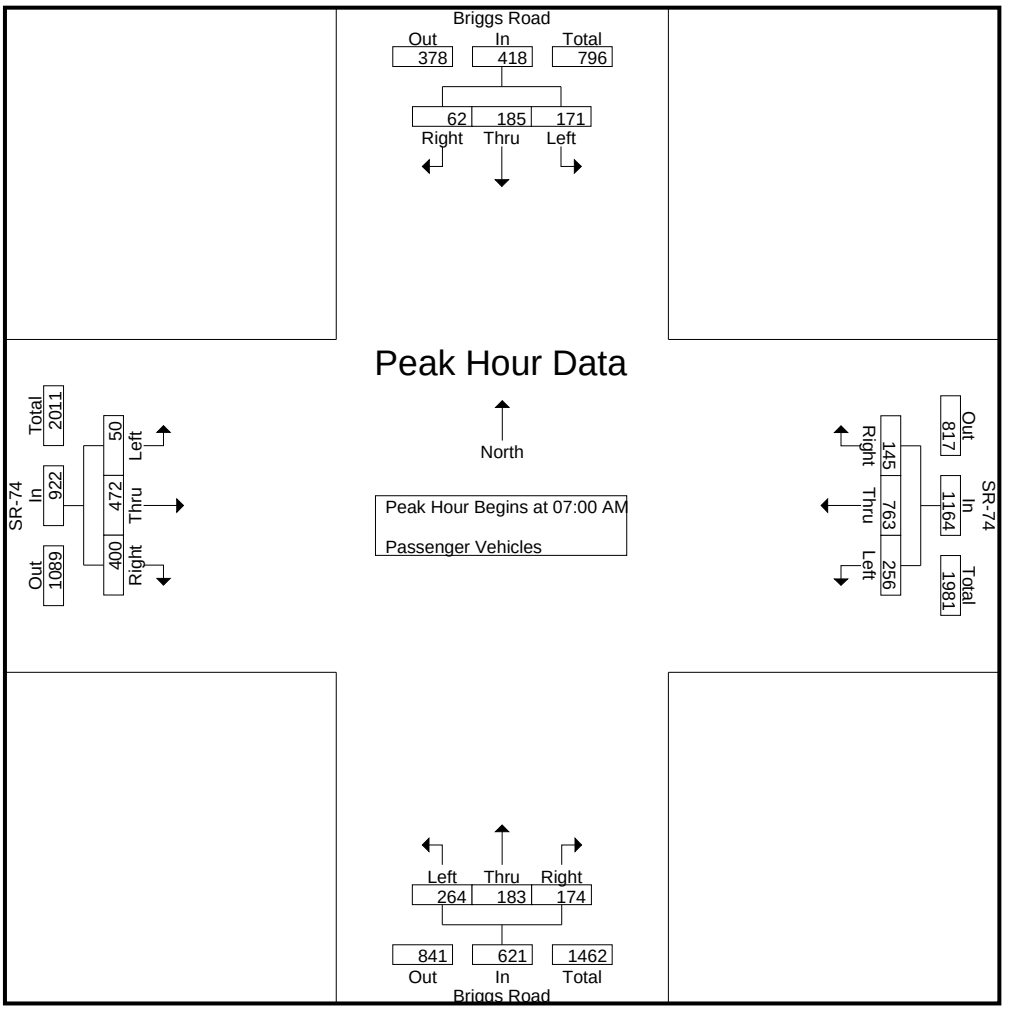
	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	13	49	5	67	93	200	15	308	29	31	36	96	10	92	53	155	626
07:15 AM	28	53	15	96	78	170	22	270	69	44	51	164	14	105	117	236	766
07:30 AM	60	52	24	136	58	203	54	315	85	52	52	189	15	140	156	311	951
07:45 AM	70	31	18	119	27	190	54	271	81	56	35	172	11	135	74	220	782
Total	171	185	62	418	256	763	145	1164	264	183	174	621	50	472	400	922	3125
08:00 AM	39	24	14	77	18	155	21	194	26	23	21	70	9	138	26	173	514
08:15 AM	21	15	6	42	18	160	7	185	30	12	14	56	3	126	21	150	433
08:30 AM	15	16	7	38	21	158	8	187	21	11	18	50	3	146	29	178	453
08:45 AM	16	14	2	32	16	135	5	156	21	10	11	42	2	132	24	158	388
Total	91	69	29	189	73	608	41	722	98	56	64	218	17	542	100	659	1788
Grand Total	262	254	91	607	329	1371	186	1886	362	239	238	839	67	1014	500	1581	4913
Apprch %	43.2	41.8	15		17.4	72.7	9.9		43.1	28.5	28.4		4.2	64.1	31.6		
Total %	5.3	5.2	1.9	12.4	6.7	27.9	3.8	38.4	7.4	4.9	4.8	17.1	1.4	20.6	10.2	32.2	

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	13	49	5	67	**93**	200	15	308	29	31	36	96	10	92	53	155	626
07:15 AM	28	**53**	15	96	78	170	22	270	69	44	51	164	14	105	117	236	766
07:30 AM	60	52	**24**	**136**	58	**203**	**54**	**315**	**85**	52	**52**	**189**	**15**	**140**	**156**	**311**	**951**
07:45 AM	**70**	31	18	119	27	190	54	271	81	**56**	35	172	11	135	74	220	782
Total Volume	171	185	62	418	256	763	145	1164	264	183	174	621	50	472	400	922	3125
% App. Total	40.9	44.3	14.8		22	65.5	12.5		42.5	29.5	28		5.4	51.2	43.4		
PHF	.611	.873	.646	.768	.688	.940	.671	.924	.776	.817	.837	.821	.833	.843	.641	.741	.822

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City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

File Name : 56_MEN_Briggs_SR-74 AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	13	49	5	67	**93**	200	15	308	29	31	36	96	10	92	53	155
+15 mins.	28	**53**	15	96	78	170	22	270	69	44	51	164	14	105	117	236
+30 mins.	60	52	**24**	**136**	58	**203**	**54**	**315**	**85**	52	**52**	**189**	**15**	**140**	**156**	**311**
+45 mins.	**70**	31	18	119	27	190	54	271	81	**56**	35	172	11	135	74	220
Total Volume	171	185	62	418	256	763	145	1164	264	183	174	621	50	472	400	922
% App. Total	40.9	44.3	14.8		22	65.5	12.5		42.5	29.5	28		5.4	51.2	43.4	
PHF	.611	.873	.646	.768	.688	.940	.671	.924	.776	.817	.837	.821	.833	.843	.641	.741

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City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

File Name : 56_MEN_Briggs_SR-74 AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

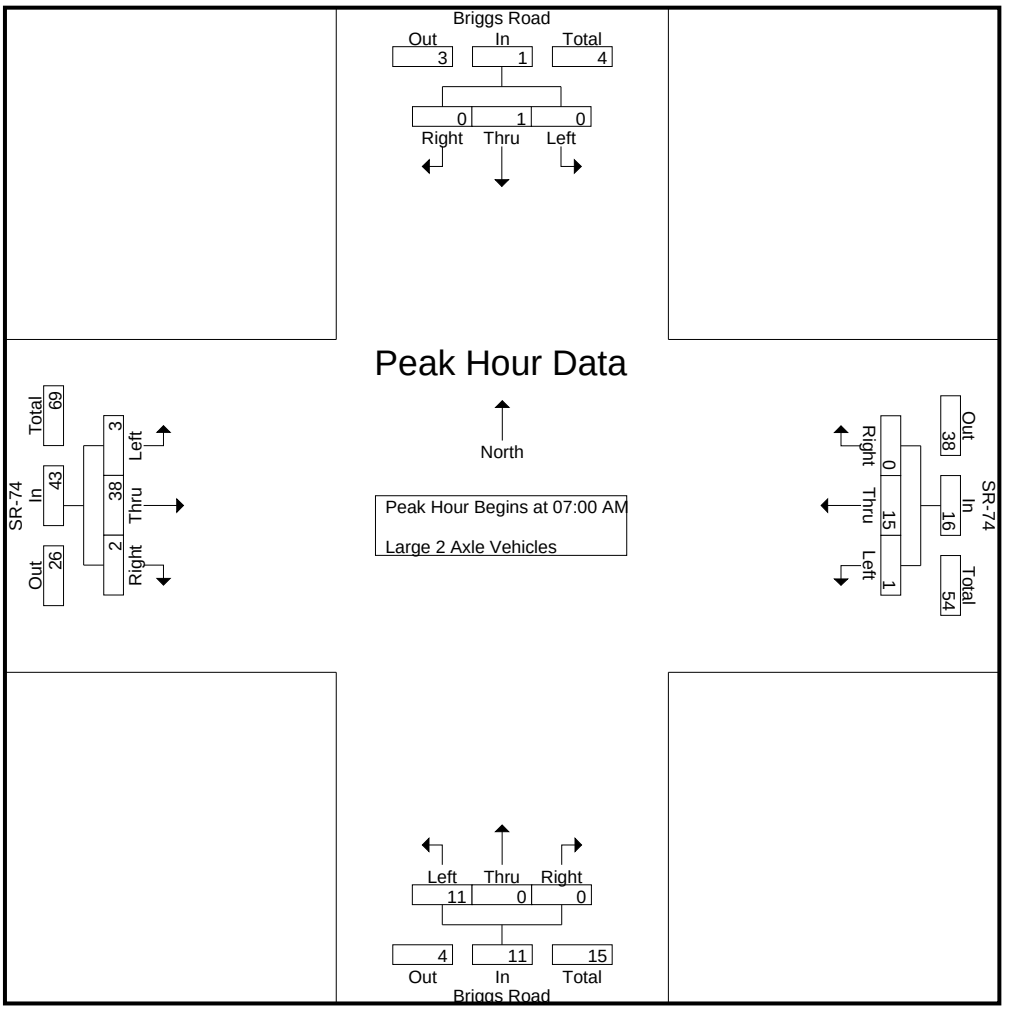
	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	5	0	5	6	0	0	6	0	11	1	12	23
07:15 AM	0	0	0	0	1	1	0	2	1	0	0	1	3	12	0	15	18
07:30 AM	0	1	0	1	0	7	0	7	1	0	0	1	0	7	1	8	17
07:45 AM	0	0	0	0	0	2	0	2	3	0	0	3	0	8	0	8	13
Total	0	1	0	1	1	15	0	16	11	0	0	11	3	38	2	43	71
08:00 AM	0	0	0	0	1	2	0	3	0	0	1	1	0	10	0	10	14
08:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	2	6	9
08:30 AM	0	0	0	0	0	3	0	3	0	1	0	1	0	10	0	10	14
08:45 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	7	0	7	17
Total	0	0	0	0	1	18	0	19	0	1	1	2	0	31	2	33	54
Grand Total	0	1	0	1	2	33	0	35	11	1	1	13	3	69	4	76	125
Apprch %	0	100	0		5.7	94.3	0		84.6	7.7	7.7		3.9	90.8	5.3		
Total %	0	0.8	0	0.8	1.6	26.4	0	28	8.8	0.8	0.8	10.4	2.4	55.2	3.2	60.8	

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	5	0	5	**6**	0	0	**6**	0	11	**1**	12	**23**
07:15 AM	0	0	0	0	**1**	1	0	2	1	0	0	1	**3**	**12**	0	**15**	18
07:30 AM	0	**1**	0	**1**	0	**7**	0	**7**	1	0	0	1	0	7	1	8	17
07:45 AM	0	0	0	0	0	2	0	2	3	0	0	3	0	8	0	8	13
Total Volume	0	1	0	1	1	15	0	16	11	0	0	11	3	38	2	43	71
% App. Total	0	100	0		6.2	93.8	0		100	0	0		7	88.4	4.7		
PHF	.000	.250	.000	.250	.250	.536	.000	.571	.458	.000	.000	.458	.250	.792	.500	.717	.772

Counts Unlimited, Inc.
PO Box 1178
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City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

File Name : 56_MEN_Briggs_SR-74 AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	5	0	5	**6**	0	0	**6**	0	11	**1**	12
+15 mins.	0	0	0	0	**1**	1	0	2	1	0	0	1	**3**	**12**	0	**15**
+30 mins.	0	**1**	0	**1**	0	**7**	0	**7**	1	0	0	1	0	7	1	8
+45 mins.	0	0	0	0	0	2	0	2	3	0	0	3	0	8	0	8
Total Volume	0	1	0	1	1	15	0	16	11	0	0	11	3	38	2	43
% App. Total	0	100	0		6.2	93.8	0		100	0	0		7	88.4	4.7	
PHF	.000	.250	.000	.250	.250	.536	.000	.571	.458	.000	.000	.458	.250	.792	.500	.717

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City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

File Name : 56_MEN_Briggs_SR-74 AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

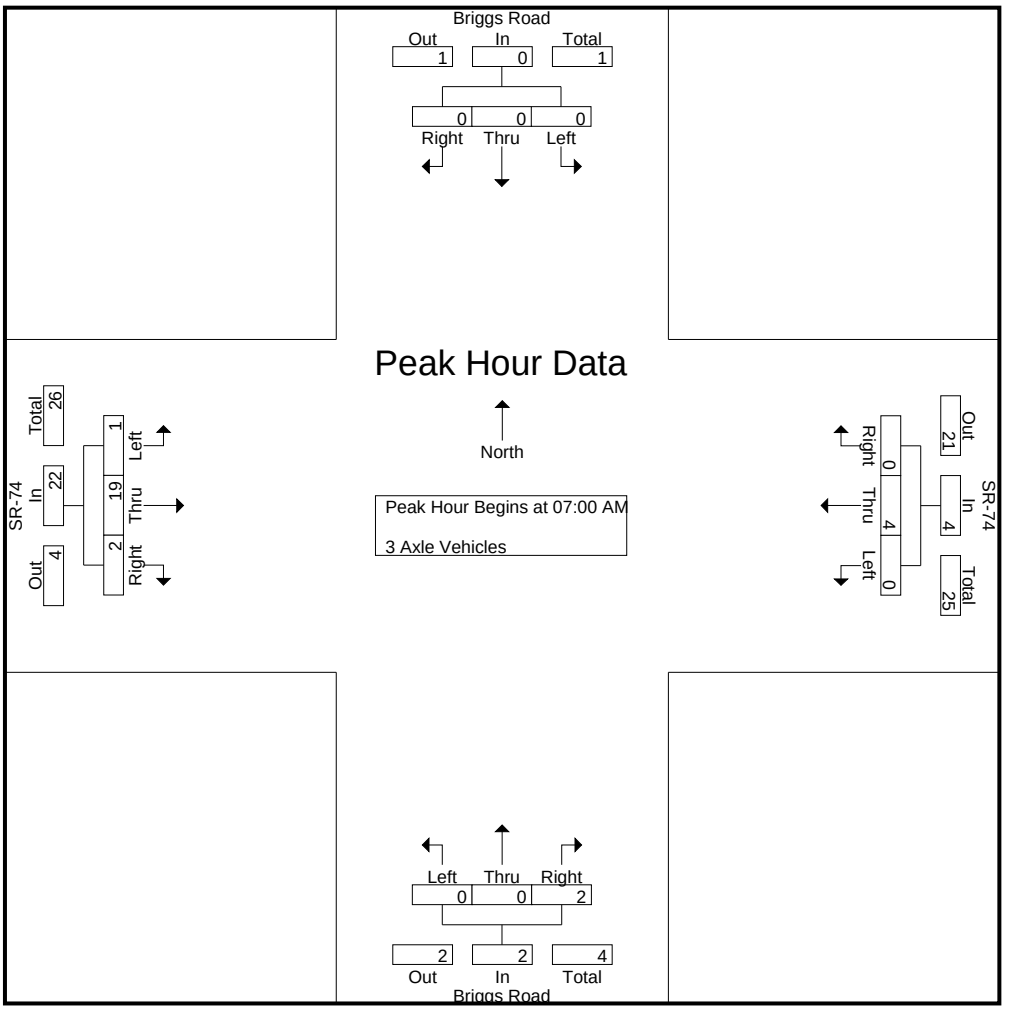
	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	1	1	1	4	0	5	7
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7	8
07:45 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	4	2	6	8
Total	0	0	0	0	0	4	0	4	0	0	2	2	1	19	2	22	28
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	7
08:15 AM	0	1	0	1	0	6	0	6	0	0	0	0	0	0	0	0	7
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
08:45 AM	0	1	0	1	0	5	0	5	2	0	1	3	0	5	2	7	16
Total	0	2	0	2	0	13	0	13	2	0	1	3	0	14	2	16	34
Grand Total	0	2	0	2	0	17	0	17	2	0	3	5	1	33	4	38	62
Apprch %	0	100	0		0	100	0		40	0	60		2.6	86.8	10.5		
Total %	0	3.2	0	3.2	0	27.4	0	27.4	3.2	0	4.8	8.1	1.6	53.2	6.5	61.3	

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	**1**	4	0	5	7
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**7**	0	**7**	**8**
07:45 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	4	**2**	6	8
Total Volume	0	0	0	0	0	4	0	4	0	0	2	2	1	19	2	22	28
% App. Total	0	0	0		0	100	0		0	0	100		4.5	86.4	9.1		
PHF	.000	.000	.000	.000	.000	1.00	.000	1.00	.000	.000	.500	.500	.250	.679	.250	.786	.875

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City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

File Name : 56_MEN_Briggs_SR-74 AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	**1**	4	0	5
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**7**	0	**7**
+45 mins.	0	0	0	0	0	1	0	1	0	0	1	1	0	4	**2**	6
Total Volume	0	0	0	0	0	4	0	4	0	0	2	2	1	19	2	22
% App. Total	0	0	0		0	100	0		0	0	100		4.5	86.4	9.1	
PHF	.000	.000	.000	.000	.000	1.000	.000	1.000	.000	.000	.500	.500	.250	.679	.250	.786

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City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

File Name : 56_MEN_Briggs_SR-74 AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

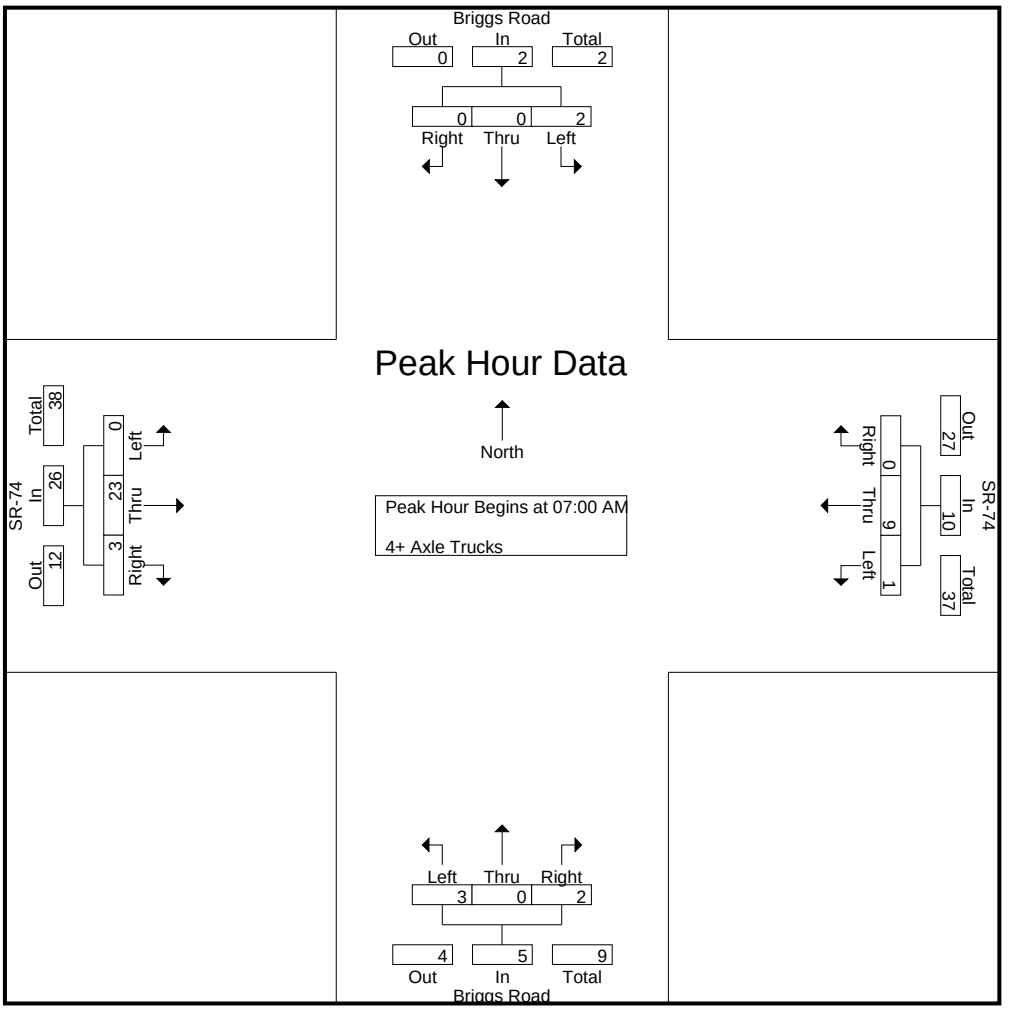
	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	1	0	1	0	0	1	1	0	2	1	3	6
07:15 AM	0	0	0	0	0	2	0	2	2	0	0	2	0	3	0	3	7
07:30 AM	0	0	0	0	1	2	0	3	1	0	0	1	0	5	1	6	10
07:45 AM	1	0	0	1	0	4	0	4	0	0	1	1	0	13	1	14	20
Total	2	0	0	2	1	9	0	10	3	0	2	5	0	23	3	26	43
08:00 AM	0	0	0	0	0	7	0	7	0	1	0	1	0	2	0	2	10
08:15 AM	0	0	0	0	1	8	0	9	0	0	0	0	0	3	0	3	12
08:30 AM	0	0	0	0	1	6	0	7	0	1	0	1	0	2	4	6	14
08:45 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	10	2	12	14
Total	0	0	0	0	2	22	0	24	0	2	1	3	0	17	6	23	50
Grand Total	2	0	0	2	3	31	0	34	3	2	3	8	0	40	9	49	93
Apprch %	100	0	0		8.8	91.2	0		37.5	25	37.5		0	81.6	18.4		
Total %	2.2	0	0	2.2	3.2	33.3	0	36.6	3.2	2.2	3.2	8.6	0	43	9.7	52.7	

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	0	0	**1**	0	1	0	1	0	0	**1**	1	0	2	**1**	3	6
07:15 AM	0	0	0	0	0	2	0	2	**2**	0	0	**2**	0	3	0	3	7
07:30 AM	0	0	0	0	**1**	2	0	3	1	0	0	1	0	5	1	6	10
07:45 AM	1	0	0	1	0	**4**	0	**4**	0	0	1	1	0	**13**	1	**14**	**20**
Total Volume	2	0	0	2	1	9	0	10	3	0	2	5	0	23	3	26	43
% App. Total	100	0	0		10	90	0		60	0	40		0	88.5	11.5		
PHF	.500	.000	.000	.500	.250	.563	.000	.625	.375	.000	.500	.625	.000	.442	.750	.464	.538

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File Name : 56_MEN_Briggs_SR-74 AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**1**	0	0	**1**	0	1	0	1	0	0	**1**	1	0	2	**1**	3
+15 mins.	0	0	0	0	0	2	0	2	**2**	0	0	**2**	0	3	0	3
+30 mins.	0	0	0	0	**1**	2	0	3	1	0	0	1	0	5	1	6
+45 mins.	1	0	0	1	0	**4**	0	**4**	0	0	1	1	0	**13**	1	**14**
Total Volume	2	0	0	2	1	9	0	10	3	0	2	5	0	23	3	26
% App. Total	100	0	0		10	90	0		60	0	40		0	88.5	11.5	
PHF	.500	.000	.000	.500	.250	.563	.000	.625	.375	.000	.500	.625	.000	.442	.750	.464

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City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

File Name : 56_MEN_Briggs_SR-74 PM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

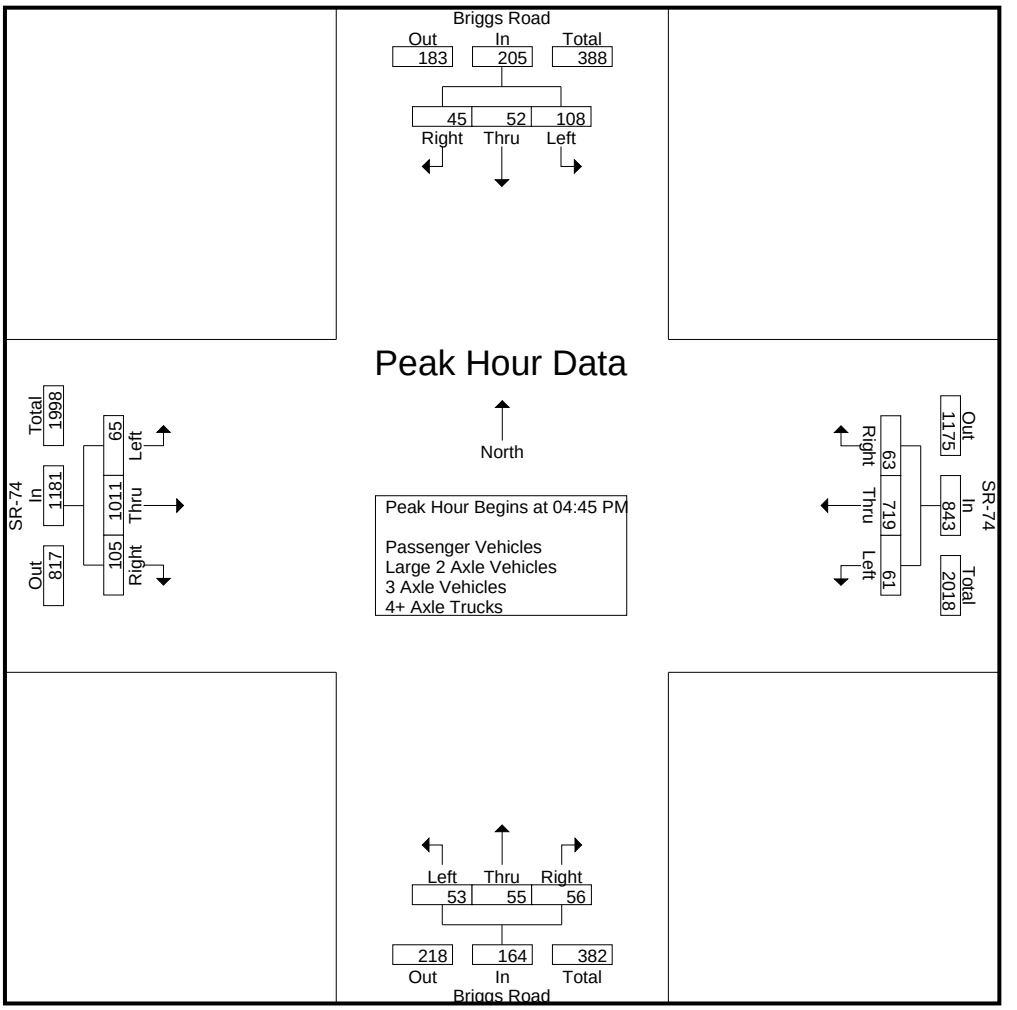
	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	26	9	13	48	14	183	5	202	9	19	17	45	11	252	17	280	575
04:15 PM	32	12	6	50	10	175	22	207	16	6	14	36	15	252	8	275	568
04:30 PM	31	13	9	53	9	180	15	204	21	11	20	52	13	264	16	293	602
04:45 PM	30	10	7	47	15	171	15	201	12	16	13	41	13	231	23	267	556
Total	119	44	35	198	48	709	57	814	58	52	64	174	52	999	64	1115	2301
05:00 PM	25	15	14	54	9	169	10	188	12	14	19	45	14	252	28	294	581
05:15 PM	21	17	15	53	22	202	21	245	15	12	11	38	19	259	35	313	649
05:30 PM	32	10	9	51	15	177	17	209	14	13	13	40	19	269	19	307	607
05:45 PM	18	6	9	33	10	176	12	198	15	8	13	36	12	238	15	265	532
Total	96	48	47	191	56	724	60	840	56	47	56	159	64	1018	97	1179	2369
Grand Total	215	92	82	389	104	1433	117	1654	114	99	120	333	116	2017	161	2294	4670
Apprch %	55.3	23.7	21.1		6.3	86.6	7.1		34.2	29.7	36		5.1	87.9	7		
Total %	4.6	2	1.8	8.3	2.2	30.7	2.5	35.4	2.4	2.1	2.6	7.1	2.5	43.2	3.4	49.1	
Passenger Vehicles	213	92	81	386	104	1354	116	1574	112	96	120	328	115	1988	161	2264	4552
% Passenger Vehicles	99.1	100	98.8	99.2	100	94.5	99.1	95.2	98.2	97	100	98.5	99.1	98.6	100	98.7	97.5
Large 2 Axle Vehicles	2	0	0	2	0	57	0	57	1	1	0	2	0	21	0	21	82
% Large 2 Axle Vehicles	0.9	0	0	0.5	0	4	0	3.4	0.9	1	0	0.6	0	1	0	0.9	1.8
3 Axle Vehicles	0	0	1	1	0	10	0	10	0	1	0	1	0	3	0	3	15
% 3 Axle Vehicles	0	0	1.2	0.3	0	0.7	0	0.6	0	1	0	0.3	0	0.1	0	0.1	0.3
4+ Axle Trucks	0	0	0	0	0	12	1	13	1	1	0	2	1	5	0	6	21
% 4+ Axle Trucks	0	0	0	0	0	0.8	0.9	0.8	0.9	1	0	0.6	0.9	0.2	0	0.3	0.4

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	30	10	7	47	15	171	15	201	12	**16**	13	41	13	231	23	267	556
05:00 PM	25	15	14	**54**	9	169	10	188	12	14	**19**	**45**	14	252	28	294	581
05:15 PM	21	**17**	**15**	53	**22**	**202**	**21**	**245**	**15**	12	11	38	**19**	259	**35**	**313**	**649**
05:30 PM	**32**	10	9	51	15	177	17	209	14	13	13	40	19	**269**	19	307	607
Total Volume	108	52	45	205	61	719	63	843	53	55	56	164	65	1011	105	1181	2393
% App. Total	52.7	25.4	22		7.2	85.3	7.5		32.3	33.5	34.1		5.5	85.6	8.9		
PHF	.844	.765	.750	.949	.693	.890	.750	.860	.883	.859	.737	.911	.855	.940	.750	.943	.922

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File Name : 56_MEN_Briggs_SR-74 PM
Site Code : 00322418
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:30 PM				04:45 PM			
+0 mins.	**31**	13	9	53	15	171	15	201	**21**	11	**20**	**52**	13	231	23	267
+15 mins.	30	10	7	47	9	169	10	188	12	**16**	13	41	14	252	28	294
+30 mins.	25	15	14	**54**	**22**	**202**	**21**	**245**	12	14	19	45	**19**	259	**35**	**313**
+45 mins.	21	**17**	**15**	53	15	177	17	209	15	12	11	38	19	**269**	19	307
Total Volume	107	55	45	207	61	719	63	843	60	53	63	176	65	1011	105	1181
% App. Total	51.7	26.6	21.7		7.2	85.3	7.5		34.1	30.1	35.8		5.5	85.6	8.9	
PHF	.863	.809	.750	.958	.693	.890	.750	.860	.714	.828	.788	.846	.855	.940	.750	.943

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City of Menifee
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File Name : 56_MEN_Briggs_SR-74 PM
Site Code : 00322418
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Groups Printed- Passenger Vehicles

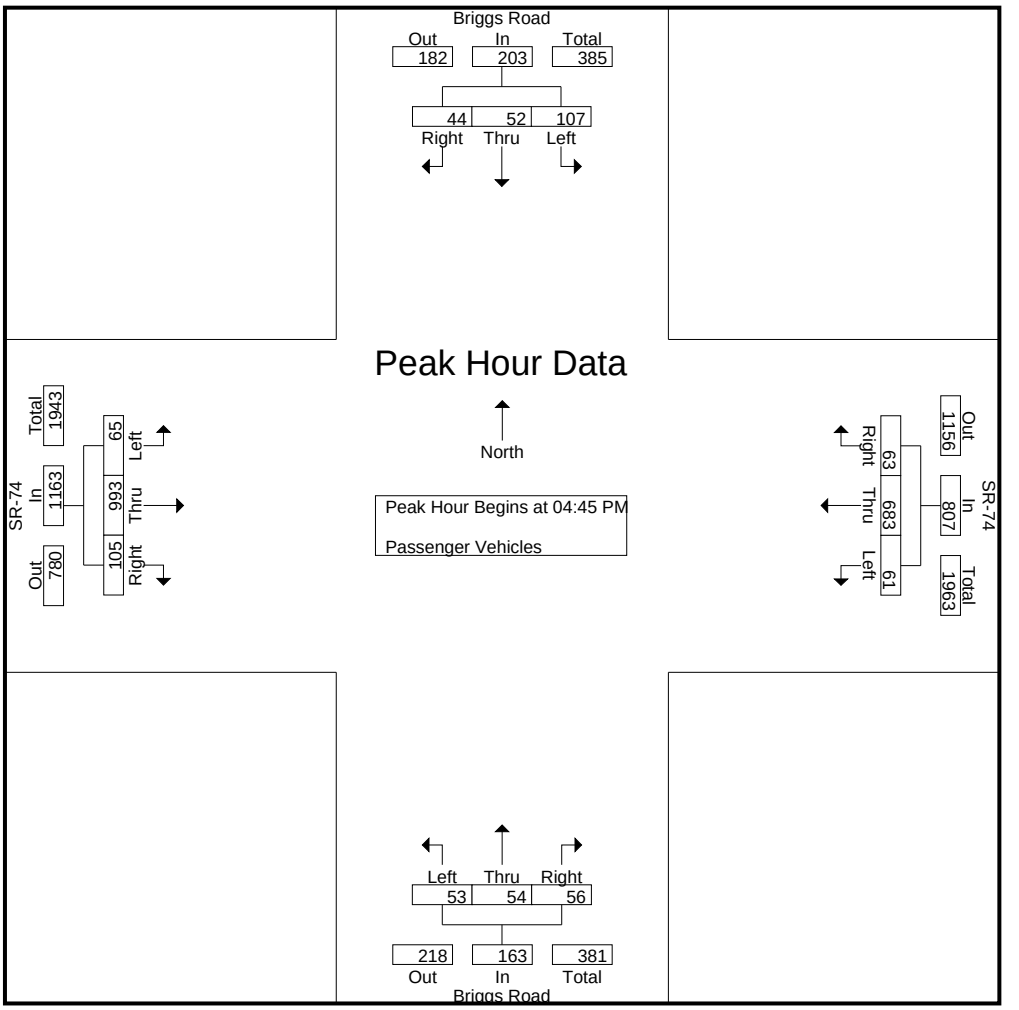
	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	25	9	13	47	14	170	5	189	9	19	17	45	10	248	17	275	556
04:15 PM	32	12	6	50	10	164	22	196	15	6	14	35	15	252	8	275	556
04:30 PM	31	13	9	53	9	167	15	191	21	10	20	51	13	260	16	289	584
04:45 PM	30	10	7	47	15	159	15	189	12	16	13	41	13	225	23	261	538
Total	118	44	35	197	48	660	57	765	57	51	64	172	51	985	64	1100	2234
05:00 PM	24	15	13	52	9	161	10	180	12	14	19	45	14	250	28	292	569
05:15 PM	21	17	15	53	22	199	21	242	15	11	11	37	19	257	35	311	643
05:30 PM	32	10	9	51	15	164	17	196	14	13	13	40	19	261	19	299	586
05:45 PM	18	6	9	33	10	170	11	191	14	7	13	34	12	235	15	262	520
Total	95	48	46	189	56	694	59	809	55	45	56	156	64	1003	97	1164	2318
Grand Total	213	92	81	386	104	1354	116	1574	112	96	120	328	115	1988	161	2264	4552
Apprch %	55.2	23.8	21		6.6	86	7.4		34.1	29.3	36.6		5.1	87.8	7.1		
Total %	4.7	2	1.8	8.5	2.3	29.7	2.5	34.6	2.5	2.1	2.6	7.2	2.5	43.7	3.5	49.7	

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	30	10	7	47	15	159	15	189	12	**16**	13	41	13	225	23	261	538
05:00 PM	24	15	13	52	9	161	10	180	12	14	**19**	**45**	14	250	28	292	569
05:15 PM	21	**17**	**15**	**53**	**22**	**199**	**21**	**242**	**15**	11	11	37	**19**	257	**35**	**311**	**643**
05:30 PM	**32**	10	9	51	15	164	17	196	14	13	13	40	19	**261**	19	299	586
Total Volume	107	52	44	203	61	683	63	807	53	54	56	163	65	993	105	1163	2336
% App. Total	52.7	25.6	21.7		7.6	84.6	7.8		32.5	33.1	34.4		5.6	85.4	9		
PHF	.836	.765	.733	.958	.693	.858	.750	.834	.883	.844	.737	.906	.855	.951	.750	.935	.908

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City of Menifee
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File Name : 56_MEN_Briggs_SR-74 PM
Site Code : 00322418
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	30	10	7	47	15	159	15	189	12	**16**	13	41	13	225	23	261
+15 mins.	24	15	13	52	9	161	10	180	12	14	**19**	**45**	14	250	28	292
+30 mins.	21	**17**	**15**	**53**	**22**	**199**	**21**	**242**	**15**	11	11	37	**19**	257	**35**	**311**
+45 mins.	**32**	10	9	51	15	164	17	196	14	13	13	40	19	**261**	19	299
Total Volume	107	52	44	203	61	683	63	807	53	54	56	163	65	993	105	1163
% App. Total	52.7	25.6	21.7		7.6	84.6	7.8		32.5	33.1	34.4		5.6	85.4	9	
PHF	.836	.765	.733	.958	.693	.858	.750	.834	.883	.844	.737	.906	.855	.951	.750	.935

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City of Menifee
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Weather: Clear

File Name : 56_MEN_Briggs_SR-74 PM
Site Code : 00322418
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Groups Printed- Large 2 Axle Vehicles

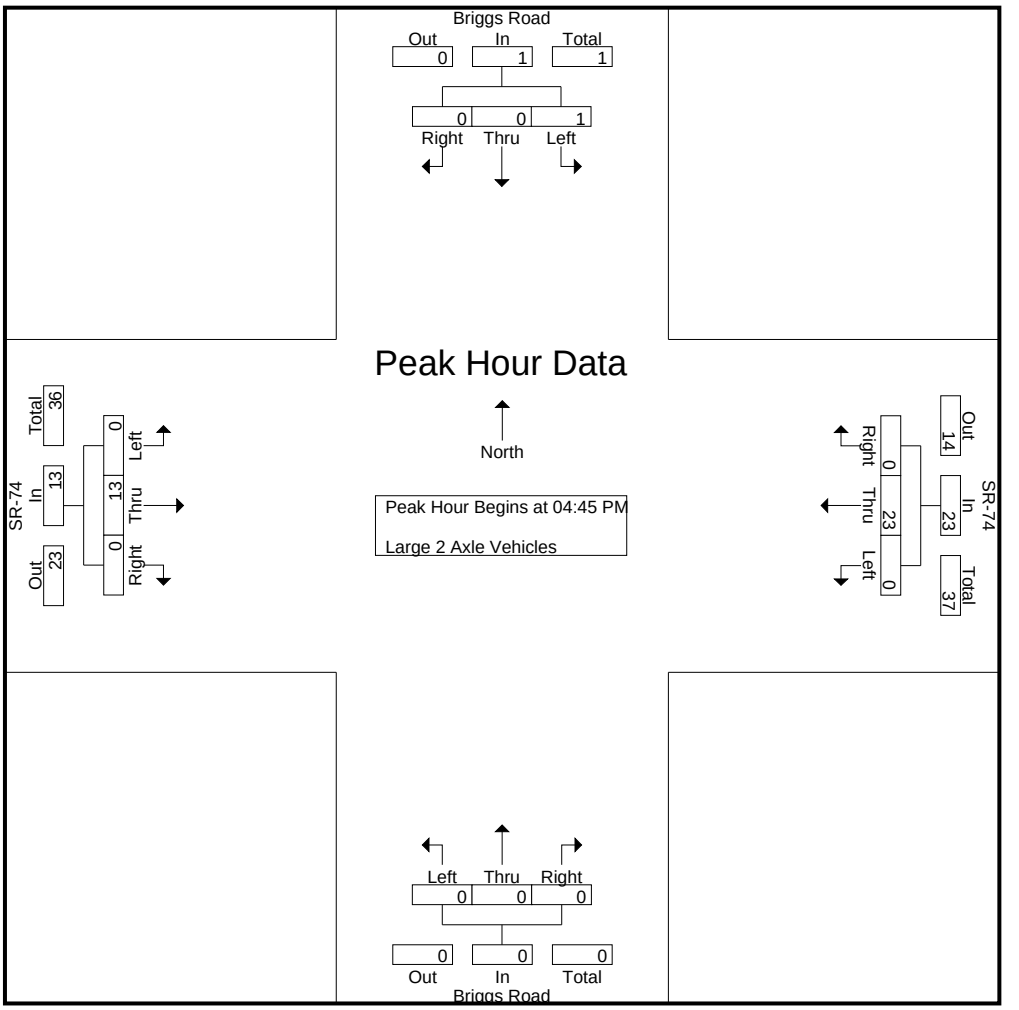
	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	10	0	10	0	0	0	0	0	3	0	3	14
04:15 PM	0	0	0	0	0	10	0	10	0	0	0	0	0	0	0	0	10
04:30 PM	0	0	0	0	0	10	0	10	0	1	0	1	0	2	0	2	13
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
Total	1	0	0	1	0	34	0	34	0	1	0	1	0	8	0	8	44
05:00 PM	1	0	0	1	0	7	0	7	0	0	0	0	0	2	0	2	10
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:30 PM	0	0	0	0	0	10	0	10	0	0	0	0	0	7	0	7	17
05:45 PM	0	0	0	0	0	4	0	4	1	0	0	1	0	3	0	3	8
Total	1	0	0	1	0	23	0	23	1	0	0	1	0	13	0	13	38
Grand Total	2	0	0	2	0	57	0	57	1	1	0	2	0	21	0	21	82
Apprch %	100	0	0		0	100	0		50	50	0		0	100	0		
Total %	2.4	0	0	2.4	0	69.5	0	69.5	1.2	1.2	0	2.4	0	25.6	0	25.6	

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
05:00 PM	**1**	0	0	**1**	0	7	0	7	0	0	0	0	0	2	0	2	10
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:30 PM	0	0	0	0	0	**10**	0	**10**	0	0	0	0	0	**7**	0	**7**	**17**
Total Volume	1	0	0	1	0	23	0	23	0	0	0	0	0	13	0	13	37
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.575	.000	.575	.000	.000	.000	.000	.000	.464	.000	.464	.544

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City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

File Name : 56_MEN_Briggs_SR-74 PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3
+15 mins.	**1**	0	0	**1**	0	7	0	7	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	**10**	0	**10**	0	0	0	0	0	**7**	0	**7**
Total Volume	1	0	0	1	0	23	0	23	0	0	0	0	0	13	0	13
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.575	.000	.575	.000	.000	.000	.000	.000	.464	.000	.464

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City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

File Name : 56_MEN_Briggs_SR-74 PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

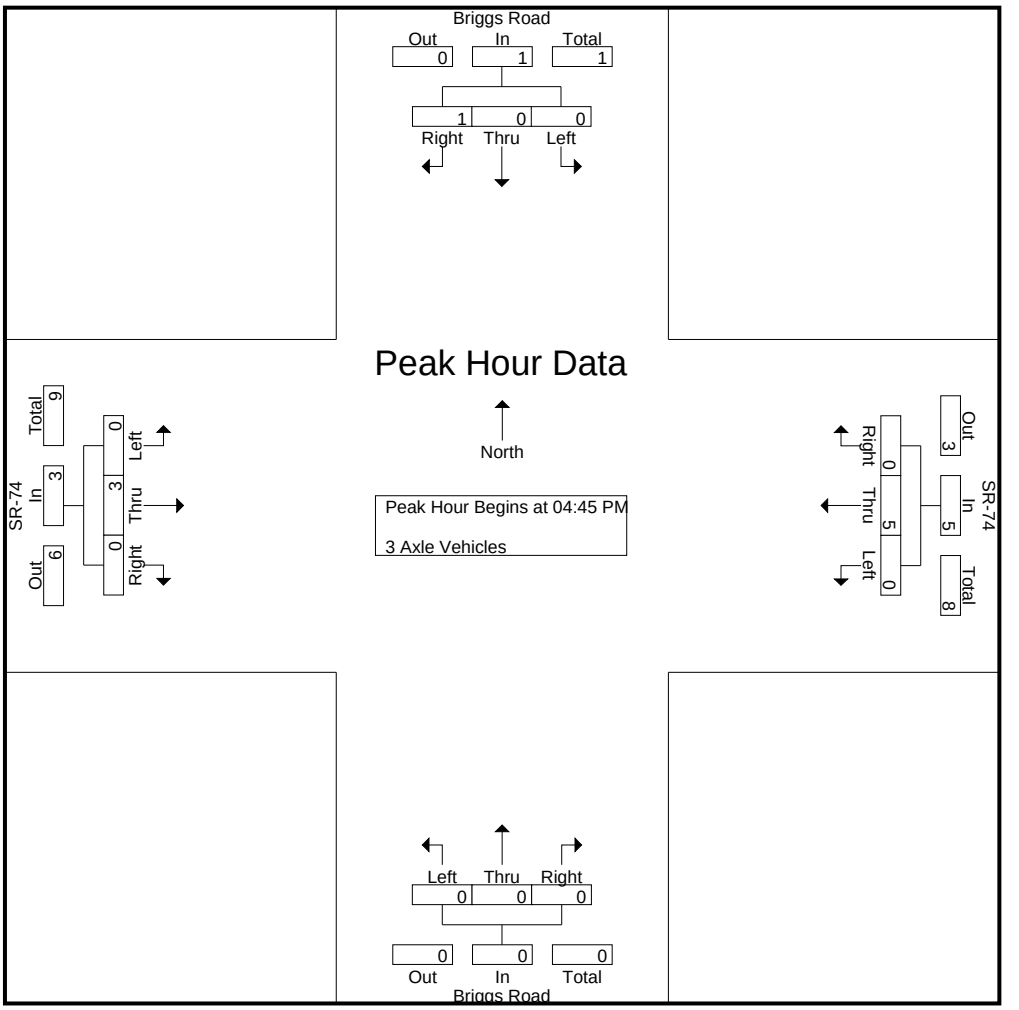
	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
Total	0	0	0	0	0	9	0	9	0	0	0	0	0	2	0	2	11
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
Total	0	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1	4
Grand Total	0	0	1	1	0	10	0	10	0	1	0	1	0	3	0	3	15
Apprch %	0	0	100		0	100	0		0	100	0		0	100	0		
Total %	0	0	6.7	6.7	0	66.7	0	66.7	0	6.7	0	6.7	0	20	0	20	

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	**2**	0	**2**	**7**
05:00 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	5	0	5	0	0	0	0	0	3	0	3	9
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.375	.000	.375	.321

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City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

File Name : 56_MEN_Briggs_SR-74 PM
Site Code : 00322418
Start Date : 5/25/2022



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	5	0	5	0	0	0	0	0	3	0	3
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.375	.000	.375

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City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

File Name : 56_MEN_Briggs_SR-74 PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

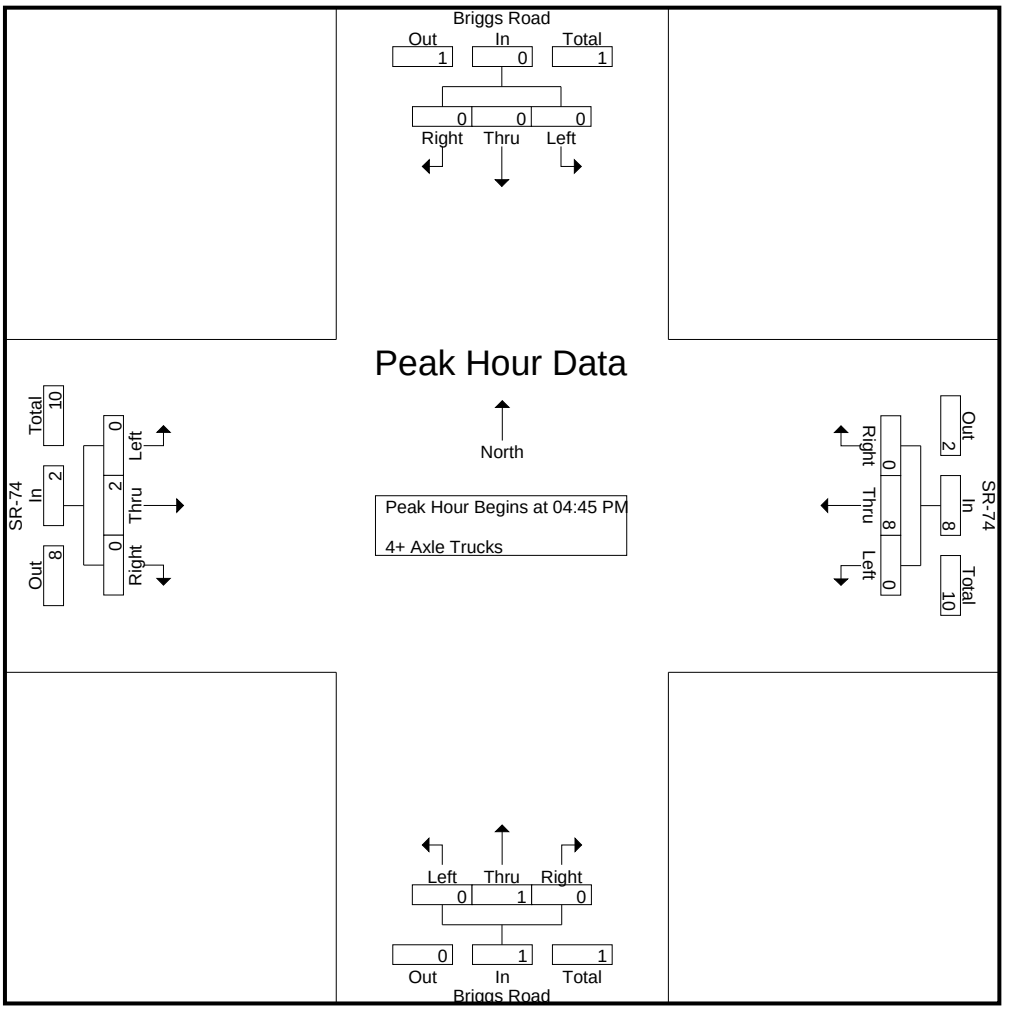
	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2	3
04:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total	0	0	0	0	0	6	0	6	1	0	0	1	1	4	0	5	12
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	6	1	7	0	1	0	1	0	1	0	1	9
Grand Total	0	0	0	0	0	12	1	13	1	1	0	2	1	5	0	6	21
Apprch %	0	0	0		0	92.3	7.7		50	50	0		16.7	83.3	0		
Total %	0	0	0	0	0	57.1	4.8	61.9	4.8	4.8	0	9.5	4.8	23.8	0	28.6	

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**1**	0	**1**	**4**
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	**1**	0	**1**	0	0	0	0	2
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total Volume	0	0	0	0	0	8	0	8	0	1	0	1	0	2	0	2	11
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.250	.000	.250	.000	.500	.000	.500	.688

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City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

File Name : 56_MEN_Briggs_SR-74 PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	**1**	0	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	8	0	8	0	1	0	1	0	2	0	2
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.250	.000	.250	.000	.500	.000	.500

Location: Menifee
N/S: Briggs Road
E/W: SR-74

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Briggs Road	East Leg SR-74	South Leg Briggs Road	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	1	10	11
7:15 AM	5	0	2	26	33
7:30 AM	5	0	2	57	64
7:45 AM	3	0	0	10	13
8:00 AM	0	0	0	2	2
8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	3	3
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	13	0	5	110	128

	North Leg Briggs Road	East Leg SR-74	South Leg Briggs Road	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	7	7
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	9	9

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Location: Menifee
N/S: Briggs Road
E/W: SR-74

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Briggs Road			Westbound SR-74			Northbound Briggs Road			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	1	0	0	0	0	0	0	0	0	0	2

	Southbound Briggs Road			Westbound SR-74			Northbound Briggs Road			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Menifee
N/S: Briggs Road
E/W: Heritage High School Driveway
Weather: Clear

File Name : 57_MEN_Brig_HS AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

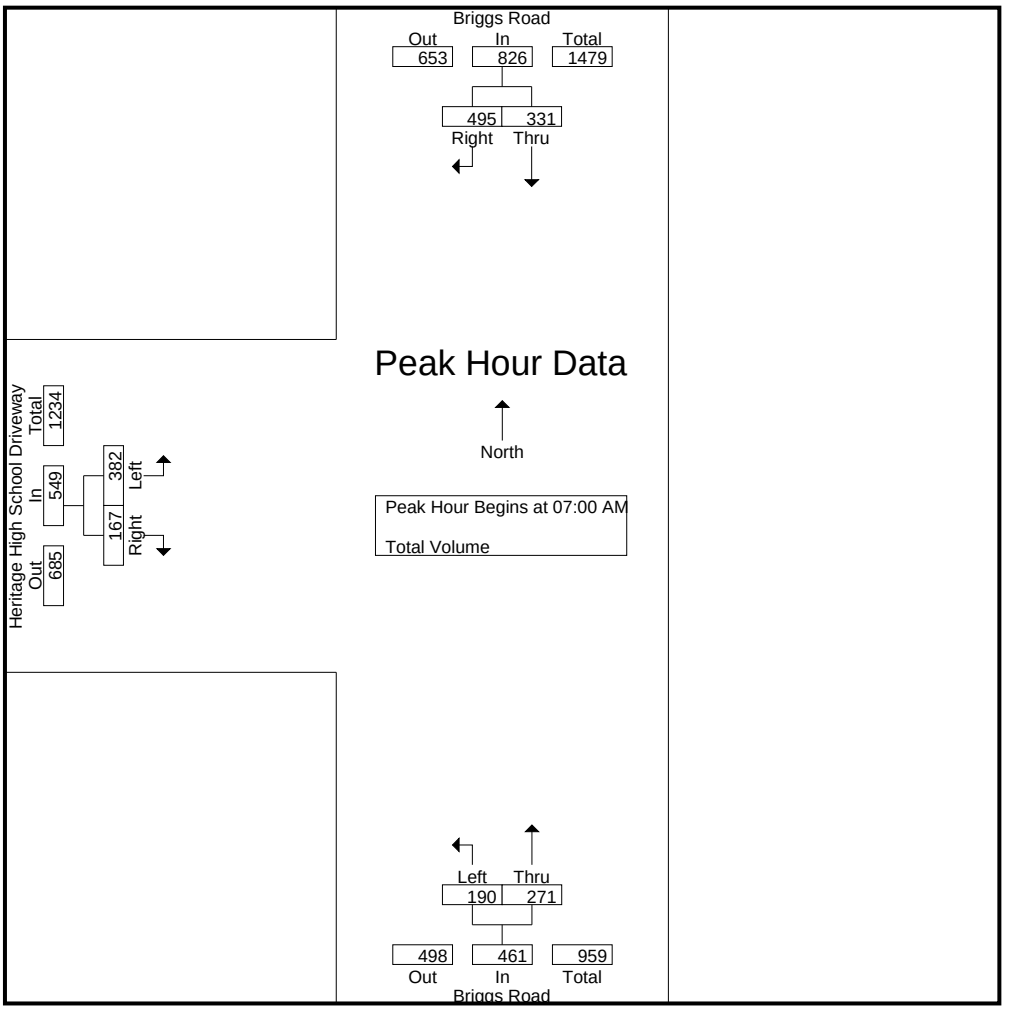
	Briggs Road Southbound			Briggs Road Northbound			Heritage High School Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	107	70	177	49	60	109	48	28	76	362
07:15 AM	92	149	241	64	70	134	108	38	146	521
07:30 AM	91	182	273	54	88	142	110	52	162	577
07:45 AM	41	94	135	23	53	76	116	49	165	376
Total	331	495	826	190	271	461	382	167	549	1836
08:00 AM	29	40	69	21	31	52	44	16	60	181
08:15 AM	30	26	56	13	30	43	24	9	33	132
08:30 AM	31	39	70	17	23	40	29	14	43	153
08:45 AM	31	27	58	1	26	27	2	5	7	92
Total	121	132	253	52	110	162	99	44	143	558
Grand Total	452	627	1079	242	381	623	481	211	692	2394
Apprch %	41.9	58.1		38.8	61.2		69.5	30.5		
Total %	18.9	26.2	45.1	10.1	15.9	26	20.1	8.8	28.9	

	Briggs Road Southbound			Briggs Road Northbound			Heritage High School Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**107**	70	177	49	60	109	48	28	76	362
07:15 AM	92	149	241	**64**	70	134	108	38	146	521
07:30 AM	91	**182**	**273**	54	**88**	**142**	110	**52**	162	**577**
07:45 AM	41	94	135	23	53	76	**116**	49	**165**	376
Total Volume	331	495	826	190	271	461	382	167	549	1836
% App. Total	40.1	59.9		41.2	58.8		69.6	30.4		
PHF	.773	.680	.756	.742	.770	.812	.823	.803	.832	.795

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City of Menifee
N/S: Briggs Road
E/W: Heritage High School Driveway
Weather: Clear

File Name : 57_MEN_Brig_HS AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**107**	70	177	49	60	109	48	28	76
+15 mins.	92	149	241	**64**	70	134	108	38	146
+30 mins.	91	**182**	**273**	54	**88**	**142**	110	**52**	162
+45 mins.	41	94	135	23	53	76	**116**	49	**165**
Total Volume	331	495	826	190	271	461	382	167	549
% App. Total	40.1	59.9		41.2	58.8		69.6	30.4	
PHF	.773	.680	.756	.742	.770	.812	.823	.803	.832

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City of Menifee
N/S: Briggs Road
E/W: Heritage High School Driveway
Weather: Clear

File Name : 57_MEN_Brig_HS PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

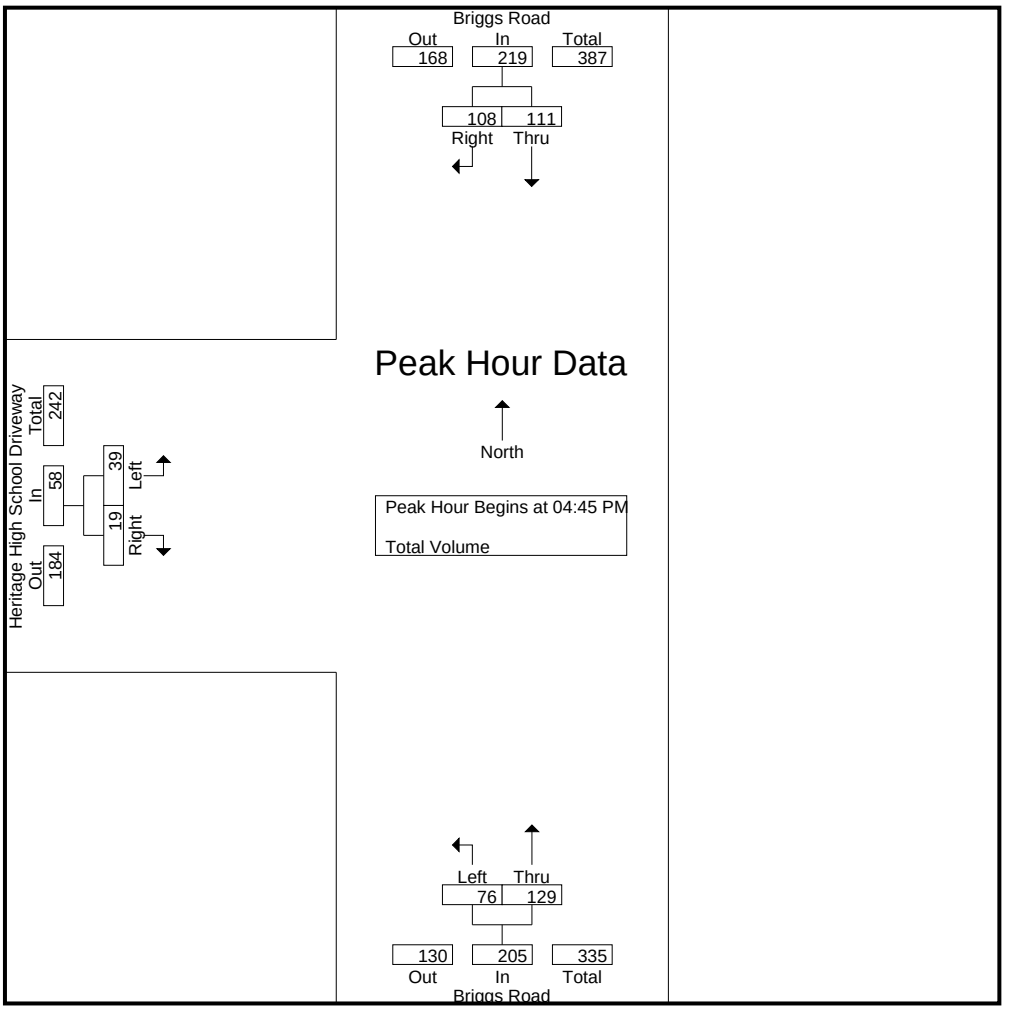
	Briggs Road Southbound			Briggs Road Northbound			Heritage High School Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	33	6	39	8	43	51	7	9	16	106
04:15 PM	25	4	29	6	31	37	11	10	21	87
04:30 PM	26	10	36	1	41	42	11	6	17	95
04:45 PM	30	15	45	6	30	36	9	7	16	97
Total	114	35	149	21	145	166	38	32	70	385
05:00 PM	31	20	51	17	36	53	7	5	12	116
05:15 PM	27	49	76	33	33	66	12	6	18	160
05:30 PM	23	24	47	20	30	50	11	1	12	109
05:45 PM	21	8	29	5	35	40	3	0	3	72
Total	102	101	203	75	134	209	33	12	45	457
Grand Total	216	136	352	96	279	375	71	44	115	842
Apprch %	61.4	38.6		25.6	74.4		61.7	38.3		
Total %	25.7	16.2	41.8	11.4	33.1	44.5	8.4	5.2	13.7	

	Briggs Road Southbound			Briggs Road Northbound			Heritage High School Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	30	15	45	6	30	36	9	**7**	16	97
05:00 PM	**31**	20	51	17	**36**	53	7	5	12	116
05:15 PM	27	**49**	**76**	**33**	33	**66**	**12**	6	**18**	**160**
05:30 PM	23	24	47	20	30	50	11	1	12	109
Total Volume	111	108	219	76	129	205	39	19	58	482
% App. Total	50.7	49.3		37.1	62.9		67.2	32.8		
PHF	.895	.551	.720	.576	.896	.777	.813	.679	.806	.753

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City of Menifee
N/S: Briggs Road
E/W: Heritage High School Driveway
Weather: Clear

File Name : 57_MEN_Brig_HS PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:45 PM			05:00 PM			04:00 PM		
+0 mins.	30	15	45	17	**36**	53	7	9	16
+15 mins.	**31**	20	51	**33**	33	**66**	**11**	**10**	**21**
+30 mins.	27	**49**	**76**	20	30	50	11	6	17
+45 mins.	23	24	47	5	35	40	9	7	16
Total Volume	111	108	219	75	134	209	38	32	70
% App. Total	50.7	49.3		35.9	64.1		54.3	45.7	
PHF	.895	.551	.720	.568	.931	.792	.864	.800	.833

Location: Menifee
N/S: Briggs Road
E/W: Heritage High School DW

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Briggs Road	East Leg Dead End	South Leg Briggs Road	West Leg Heritage High School DW	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	2	0	2
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	2	0	2

	North Leg Briggs Road	East Leg Dead End	South Leg Briggs Road	West Leg Heritage High School DW	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Menifee
N/S: Briggs Road
E/W: Heritage High School DW

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Briggs Road			Westbound Dead End			Northbound Briggs Road			Eastbound Heritage High School DW			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Briggs Road			Westbound Dead End			Northbound Briggs Road			Eastbound Heritage High School DW			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Menifee
N/S: Briggs Road
E/W: McLaughlin Road
Weather: Clear

File Name : 58_MEN_Brig_McL AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

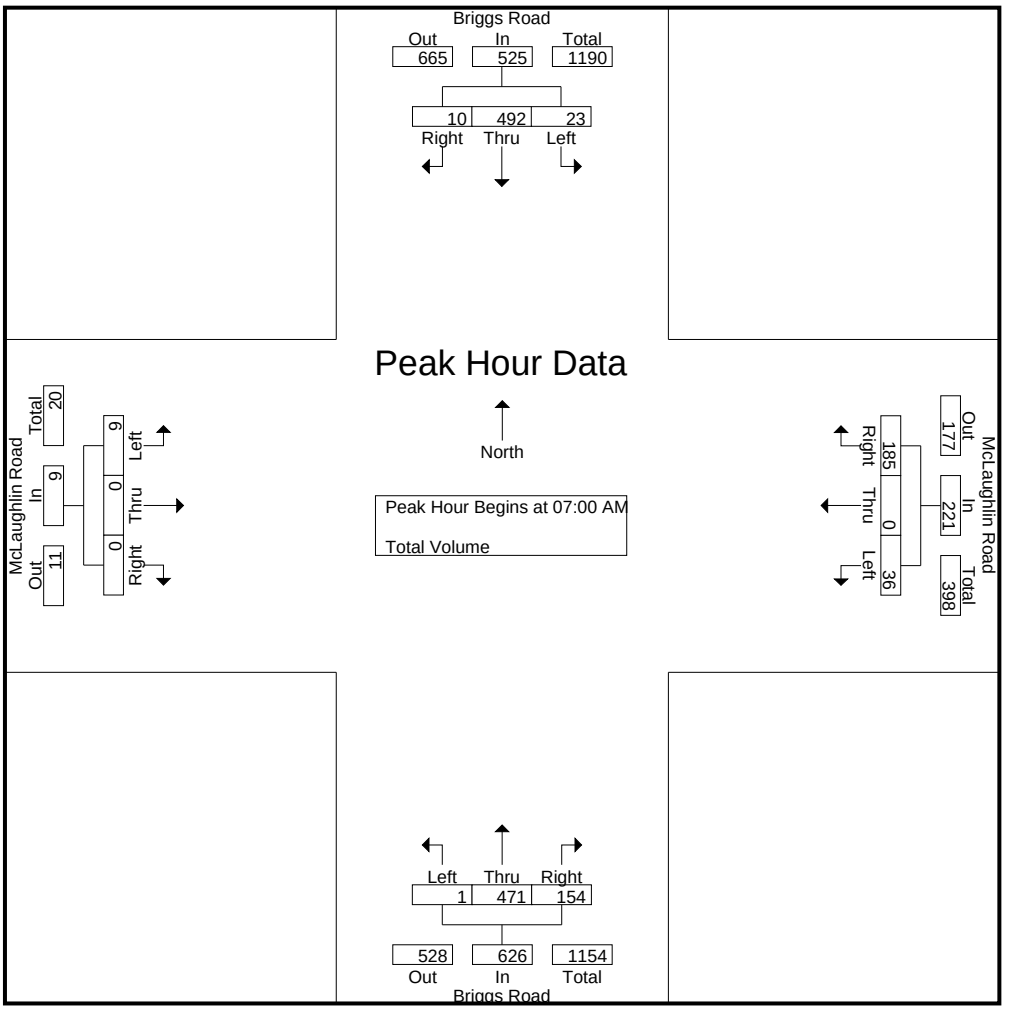
	Briggs Road Southbound				McLaughlin Road Westbound				Briggs Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	129	0	132	8	0	15	23	0	139	8	147	0	0	0	0	302
07:15 AM	2	145	1	148	18	0	59	77	1	135	57	193	2	0	0	2	420
07:30 AM	10	130	6	146	9	0	107	116	0	122	88	210	6	0	0	6	478
07:45 AM	8	88	3	99	1	0	4	5	0	75	1	76	1	0	0	1	181
Total	23	492	10	525	36	0	185	221	1	471	154	626	9	0	0	9	1381
08:00 AM	4	40	0	44	1	0	5	6	0	57	1	58	0	0	1	1	109
08:15 AM	4	31	0	35	2	0	6	8	0	42	1	43	0	0	0	0	86
08:30 AM	7	28	0	35	2	0	7	9	0	61	2	63	0	0	0	0	107
08:45 AM	4	23	0	27	2	1	6	9	0	29	0	29	0	0	0	0	65
Total	19	122	0	141	7	1	24	32	0	189	4	193	0	0	1	1	367
Grand Total	42	614	10	666	43	1	209	253	1	660	158	819	9	0	1	10	1748
Apprch %	6.3	92.2	1.5		17	0.4	82.6		0.1	80.6	19.3		90	0	10		
Total %	2.4	35.1	0.6	38.1	2.5	0.1	12	14.5	0.1	37.8	9	46.9	0.5	0	0.1	0.6	

	Briggs Road Southbound				McLaughlin Road Westbound				Briggs Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	129	0	132	8	0	15	23	0	**139**	8	147	0	0	0	0	302
07:15 AM	2	**145**	1	**148**	**18**	0	59	77	**1**	135	57	193	2	0	0	2	420
07:30 AM	**10**	130	**6**	146	9	0	**107**	**116**	0	122	**88**	**210**	**6**	0	0	**6**	**478**
07:45 AM	8	88	3	99	1	0	4	5	0	75	1	76	1	0	0	1	181
Total Volume	23	492	10	525	36	0	185	221	1	471	154	626	9	0	0	9	1381
% App. Total	4.4	93.7	1.9		16.3	0	83.7		0.2	75.2	24.6		100	0	0		
PHF	.575	.848	.417	.887	.500	.000	.432	.476	.250	.847	.438	.745	.375	.000	.000	.375	.722

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City of Menifee
N/S: Briggs Road
E/W: McLaughlin Road
Weather: Clear

File Name : 58_MEN_Brig_McL AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	3	129	0	132	8	0	15	23	0	**139**	8	147	2	0	0	2
+15 mins.	2	**145**	1	**148**	**18**	0	59	77	**1**	135	57	193	**6**	0	0	**6**
+30 mins.	**10**	130	**6**	146	9	0	**107**	**116**	0	122	**88**	**210**	1	0	0	1
+45 mins.	8	88	3	99	1	0	4	5	0	75	1	76	0	0	**1**	1
Total Volume	23	492	10	525	36	0	185	221	1	471	154	626	9	0	1	10
% App. Total	4.4	93.7	1.9		16.3	0	83.7		0.2	75.2	24.6		90	0	10	
PHF	.575	.848	.417	.887	.500	.000	.432	.476	.250	.847	.438	.745	.375	.000	.250	.417

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City of Menifee
N/S: Briggs Road
E/W: McLaughlin Road
Weather: Clear

File Name : 58_MEN_Brig_McL PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

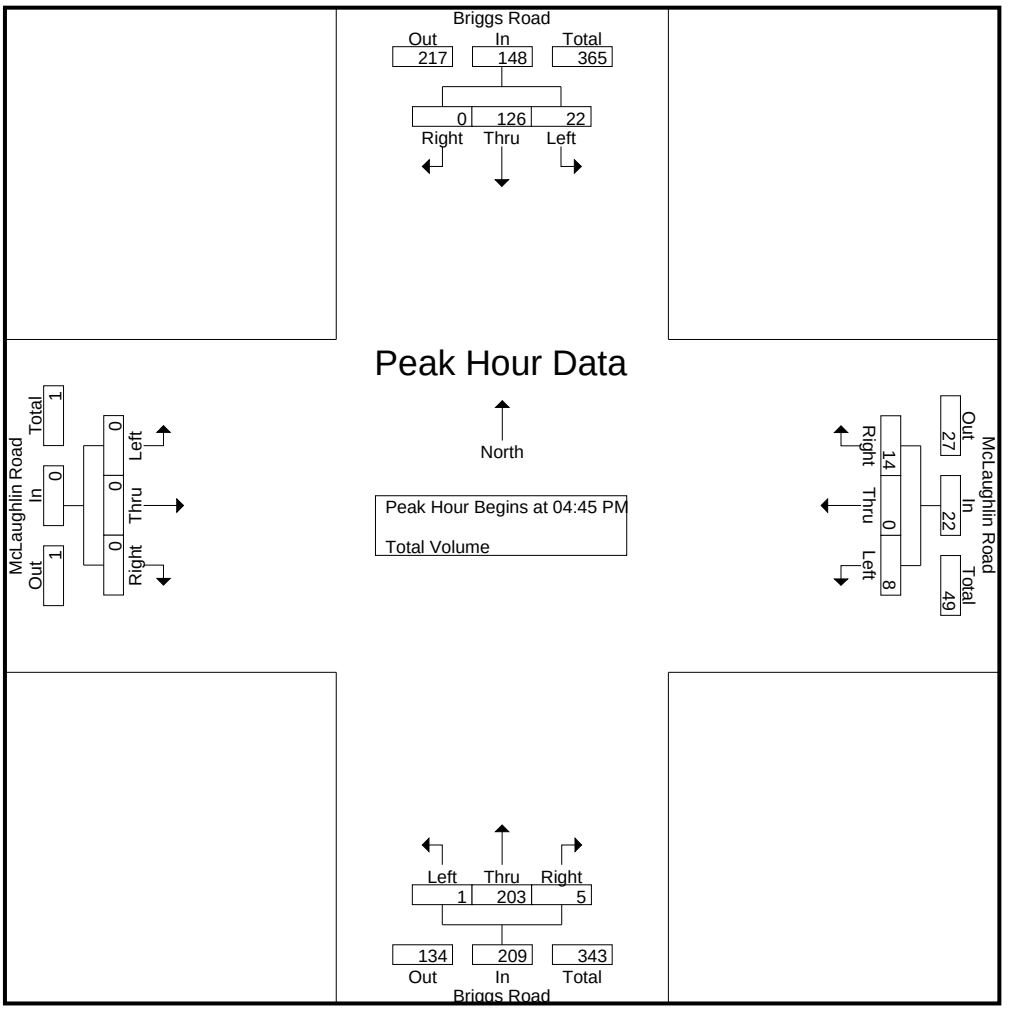
	Briggs Road Southbound				McLaughlin Road Westbound				Briggs Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	44	0	56	1	0	4	5	0	45	0	45	0	0	0	0	106
04:15 PM	3	34	0	37	1	0	2	3	2	37	1	40	0	0	0	0	80
04:30 PM	3	35	0	38	0	0	3	3	0	41	2	43	0	0	0	0	84
04:45 PM	6	31	0	37	5	0	5	10	0	34	0	34	0	0	0	0	81
Total	24	144	0	168	7	0	14	21	2	157	3	162	0	0	0	0	351
05:00 PM	4	34	0	38	0	0	4	4	1	61	1	63	0	0	0	0	105
05:15 PM	5	37	0	42	1	0	2	3	0	61	2	63	0	0	0	0	108
05:30 PM	7	24	0	31	2	0	3	5	0	47	2	49	0	0	0	0	85
05:45 PM	5	18	0	23	0	0	7	7	0	30	0	30	0	0	0	0	60
Total	21	113	0	134	3	0	16	19	1	199	5	205	0	0	0	0	358
Grand Total	45	257	0	302	10	0	30	40	3	356	8	367	0	0	0	0	709
Apprch %	14.9	85.1	0		25	0	75		0.8	97	2.2		0	0	0		
Total %	6.3	36.2	0	42.6	1.4	0	4.2	5.6	0.4	50.2	1.1	51.8	0	0	0	0	

	Briggs Road Southbound				McLaughlin Road Westbound				Briggs Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	6	31	0	37	**5**	0	**5**	**10**	0	34	0	34	0	0	0	0	81
05:00 PM	4	34	0	38	0	0	4	4	**1**	**61**	1	**63**	0	0	0	0	105
05:15 PM	5	**37**	0	**42**	1	0	2	3	0	61	**2**	63	0	0	0	0	**108**
05:30 PM	**7**	24	0	31	2	0	3	5	0	47	2	49	0	0	0	0	85
Total Volume	22	126	0	148	8	0	14	22	1	203	5	209	0	0	0	0	379
% App. Total	14.9	85.1	0		36.4	0	63.6		0.5	97.1	2.4		0	0	0		
PHF	.786	.851	.000	.881	.400	.000	.700	.550	.250	.832	.625	.829	.000	.000	.000	.000	.877

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City of Menifee
N/S: Briggs Road
E/W: McLaughlin Road
Weather: Clear

File Name : 58_MEN_Brig_McL PM
Site Code : 00322418
Start Date : 5/25/2022



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

	04:00 PM				04:45 PM				04:45 PM				04:00 PM			
+0 mins.	**12**	**44**	0	**56**	**5**	0	**5**	**10**	0	34	0	34	0	0	0	0
+15 mins.	3	34	0	37	0	0	4	4	**1**	**61**	1	**63**	0	0	0	0
+30 mins.	3	35	0	38	1	0	2	3	0	61	**2**	63	0	0	0	0
+45 mins.	6	31	0	37	2	0	3	5	0	47	2	49	0	0	0	0
Total Volume	24	144	0	168	8	0	14	22	1	203	5	209	0	0	0	0
% App. Total	14.3	85.7	0		36.4	0	63.6		0.5	97.1	2.4		0	0	0	
PHF	.500	.818	.000	.750	.400	.000	.700	.550	.250	.832	.625	.829	.000	.000	.000	.000

Location: Menifee
N/S: Briggs Road
E/W: McLaughlin Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Briggs Road	East Leg McLaughlin Road	South Leg Briggs Road	West Leg McLaughlin Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	5	0	0	0	5
7:15 AM	8	1	1	1	11
7:30 AM	5	3	5	7	20
7:45 AM	0	1	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	1	0	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	19	5	6	8	38

	North Leg Briggs Road	East Leg McLaughlin Road	South Leg Briggs Road	West Leg McLaughlin Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	1	1	0	0	2
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	1	0	0	2

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Location: Menifee
N/S: Briggs Road
E/W: McLaughlin Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Briggs Road			Westbound McLaughlin Road			Northbound Briggs Road			Eastbound McLaughlin Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	4	0	0	0	0	4
7:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	1	0	6	0	0	0	0	9

	Southbound Briggs Road			Westbound McLaughlin Road			Northbound Briggs Road			Eastbound McLaughlin Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	0	0	0	0	2

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City of Menifee
N/S: Briggs Road
E/W: Meadow Oak Street
Weather: Clear

File Name : 60_MEN_Brig_Meadow AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

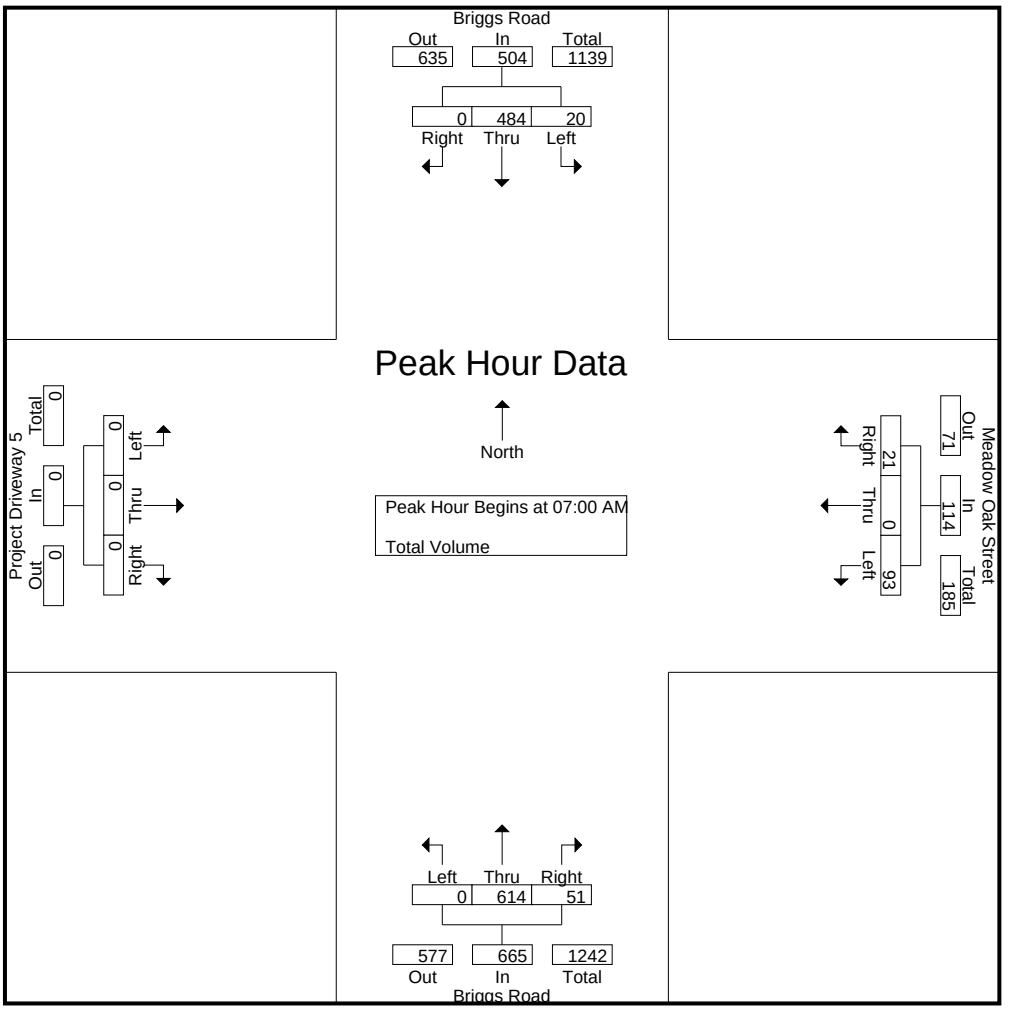
	Briggs Road Southbound				Meadow Oak Street Westbound				Briggs Road Northbound				Project Driveway 5 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	130	0	134	19	0	6	25	0	149	5	154	0	0	0	0	313
07:15 AM	5	154	0	159	14	0	2	16	0	200	13	213	0	0	0	0	388
07:30 AM	6	125	0	131	25	0	7	32	0	197	22	219	0	0	0	0	382
07:45 AM	5	75	0	80	35	0	6	41	0	68	11	79	0	0	0	0	200
Total	20	484	0	504	93	0	21	114	0	614	51	665	0	0	0	0	1283
08:00 AM	5	40	0	45	10	0	5	15	0	48	21	69	0	0	0	0	129
08:15 AM	6	23	0	29	12	0	7	19	0	35	10	45	0	0	0	0	93
08:30 AM	4	18	0	22	16	0	6	22	0	58	4	62	0	0	0	0	106
08:45 AM	3	18	0	21	7	0	5	12	0	29	9	38	0	0	0	0	71
Total	18	99	0	117	45	0	23	68	0	170	44	214	0	0	0	0	399
Grand Total	38	583	0	621	138	0	44	182	0	784	95	879	0	0	0	0	1682
Apprch %	6.1	93.9	0		75.8	0	24.2		0	89.2	10.8		0	0	0		
Total %	2.3	34.7	0	36.9	8.2	0	2.6	10.8	0	46.6	5.6	52.3	0	0	0	0	

	Briggs Road Southbound				Meadow Oak Street Westbound				Briggs Road Northbound				Project Driveway 5 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	4	130	0	134	19	0	6	25	0	149	5	154	0	0	0	0	313
07:15 AM	5	**154**	0	**159**	14	0	2	16	0	**200**	13	213	0	0	0	0	**388**
07:30 AM	**6**	125	0	131	25	0	**7**	32	0	197	**22**	**219**	0	0	0	0	382
07:45 AM	5	75	0	80	**35**	0	6	**41**	0	68	11	79	0	0	0	0	200
Total Volume	20	484	0	504	93	0	21	114	0	614	51	665	0	0	0	0	1283
% App. Total	4	96	0		81.6	0	18.4		0	92.3	7.7		0	0	0		
PHF	.833	.786	.000	.792	.664	.000	.750	.695	.000	.768	.580	.759	.000	.000	.000	.000	.827

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City of Menifee
N/S: Briggs Road
E/W: Meadow Oak Street
Weather: Clear

File Name : 60_MEN_Brig_Meadow AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	4	130	0	134	19	0	6	25	0	149	5	154	0	0	0	0
+15 mins.	5	**154**	0	**159**	14	0	2	16	0	**200**	13	213	0	0	0	0
+30 mins.	**6**	125	0	131	25	0	**7**	32	0	197	**22**	**219**	0	0	0	0
+45 mins.	5	75	0	80	**35**	0	6	**41**	0	68	11	79	0	0	0	0
Total Volume	20	484	0	504	93	0	21	114	0	614	51	665	0	0	0	0
% App. Total	4	96	0		81.6	0	18.4		0	92.3	7.7		0	0	0	
PHF	.833	.786	.000	.792	.664	.000	.750	.695	.000	.768	.580	.759	.000	.000	.000	.000

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City of Menifee
N/S: Briggs Road
E/W: Meadow Oak Street
Weather: Clear

File Name : 60_MEN_Brig_Meadow PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

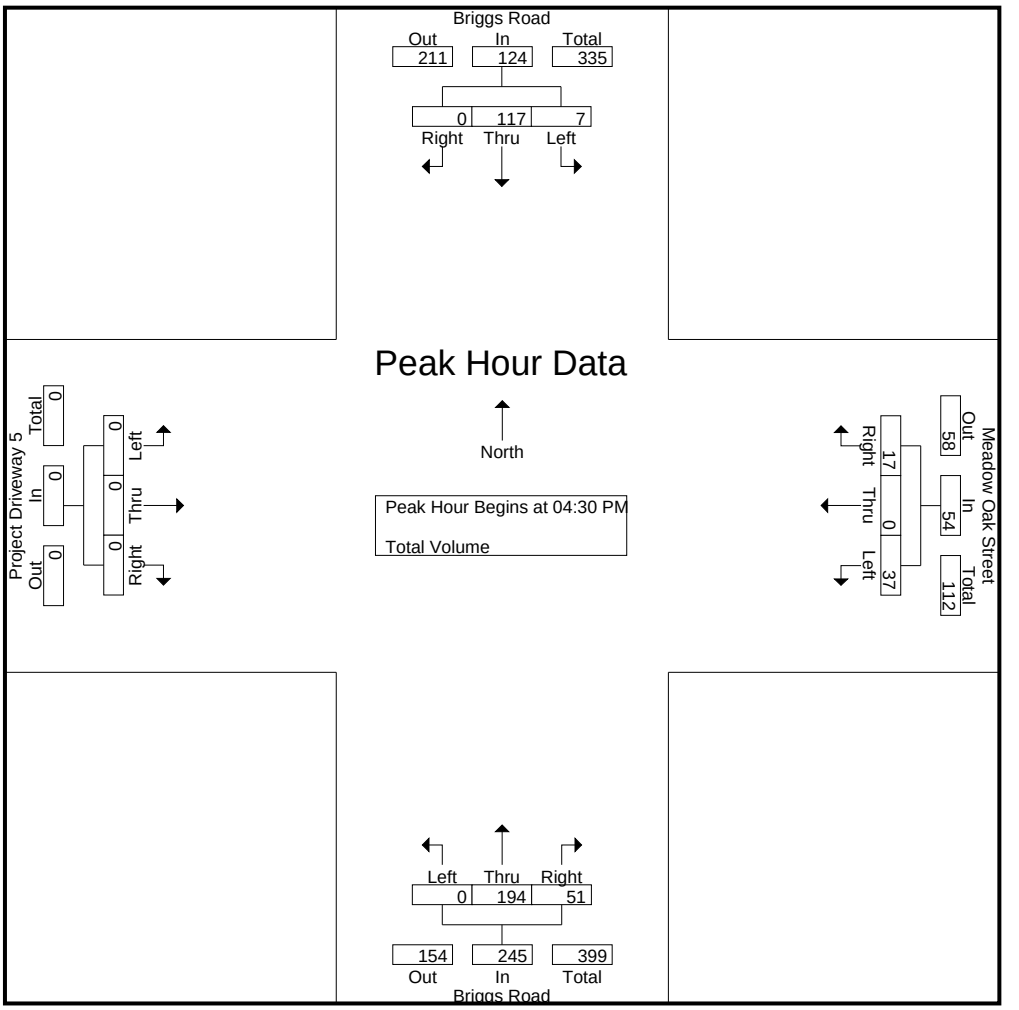
	Briggs Road Southbound				Meadow Oak Street Westbound				Briggs Road Northbound				Project Driveway 5 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	42	0	42	5	0	4	9	0	41	11	52	0	0	0	0	103
04:15 PM	1	33	0	34	7	0	9	16	0	29	9	38	0	0	0	0	88
04:30 PM	0	34	0	34	6	0	7	13	0	38	13	51	0	0	0	0	98
04:45 PM	1	28	0	29	11	0	3	14	0	34	9	43	0	0	0	0	86
Total	2	137	0	139	29	0	23	52	0	142	42	184	0	0	0	0	375
05:00 PM	3	23	0	26	7	0	4	11	0	54	16	70	0	0	0	0	107
05:15 PM	3	32	0	35	13	0	3	16	0	68	13	81	0	0	0	0	132
05:30 PM	1	22	0	23	8	0	5	13	0	38	21	59	0	0	0	0	95
05:45 PM	0	16	0	16	10	0	4	14	0	29	16	45	0	0	0	0	75
Total	7	93	0	100	38	0	16	54	0	189	66	255	0	0	0	0	409
Grand Total	9	230	0	239	67	0	39	106	0	331	108	439	0	0	0	0	784
Apprch %	3.8	96.2	0		63.2	0	36.8		0	75.4	24.6		0	0	0		
Total %	1.1	29.3	0	30.5	8.5	0	5	13.5	0	42.2	13.8	56	0	0	0	0	

	Briggs Road Southbound				Meadow Oak Street Westbound				Briggs Road Northbound				Project Driveway 5 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**34**	0	34	6	0	**7**	13	0	38	13	51	0	0	0	0	98
04:45 PM	1	28	0	29	11	0	3	14	0	34	9	43	0	0	0	0	86
05:00 PM	**3**	23	0	26	7	0	4	11	0	54	**16**	70	0	0	0	0	107
05:15 PM	3	32	0	**35**	**13**	0	3	**16**	0	**68**	13	**81**	0	0	0	0	**132**
Total Volume	7	117	0	124	37	0	17	54	0	194	51	245	0	0	0	0	423
% App. Total	5.6	94.4	0		68.5	0	31.5		0	79.2	20.8		0	0	0		
PHF	.583	.860	.000	.886	.712	.000	.607	.844	.000	.713	.797	.756	.000	.000	.000	.000	.801

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City of Menifee
N/S: Briggs Road
E/W: Meadow Oak Street
Weather: Clear

File Name : 60_MEN_Brig_Meadow PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:15 PM				05:00 PM				04:00 PM			
+0 mins.	0	**42**	0	**42**	7	0	**9**	**16**	0	54	16	70	0	0	0	0
+15 mins.	**1**	33	0	34	6	0	7	13	0	**68**	13	**81**	0	0	0	0
+30 mins.	0	34	0	34	**11**	0	3	14	0	38	**21**	59	0	0	0	0
+45 mins.	1	28	0	29	7	0	4	11	0	29	16	45	0	0	0	0
Total Volume	2	137	0	139	31	0	23	54	0	189	66	255	0	0	0	0
% App. Total	1.4	98.6	0		57.4	0	42.6		0	74.1	25.9		0	0	0	
PHF	.500	.815	.000	.827	.705	.000	.639	.844	.000	.695	.786	.787	.000	.000	.000	.000

Location: Menifee
N/S: Briggs Road
E/W: Meadow Oak Street

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Briggs Road	East Leg Meadow Oak Street	South Leg Briggs Road	West Leg Project Driveway 5	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	2	0	0	2
7:45 AM	0	1	0	0	1
8:00 AM	0	1	0	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	4	0	0	4

	North Leg Briggs Road	East Leg Meadow Oak Street	South Leg Briggs Road	West Leg Project Driveway 5	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	0	1
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	0	2	0	0	2

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Location: Menifee
N/S: Briggs Road
E/W: Meadow Oak Street

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Briggs Road			Westbound Meadow Oak Street			Northbound Briggs Road			Eastbound Project Driveway 5			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	5	0	0	0	0	5

	Southbound Briggs Road			Westbound Meadow Oak Street			Northbound Briggs Road			Eastbound Project Driveway 5			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	1	0	0	0	1

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 63_MEN_Briggs_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

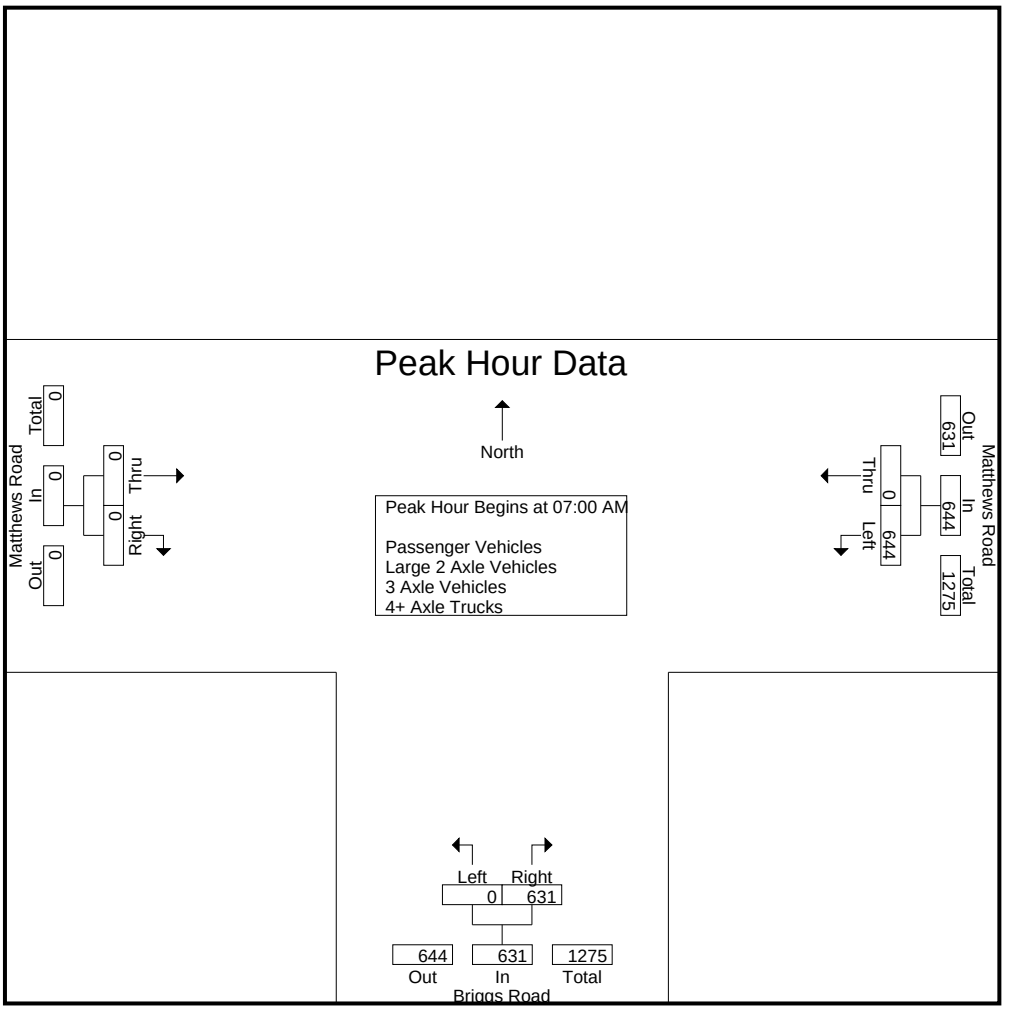
	Matthews Road Westbound			Briggs Road Northbound			Matthews Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	162	0	162	0	157	157	0	0	0	319
07:15 AM	185	0	185	0	203	203	0	0	0	388
07:30 AM	165	0	165	0	204	204	0	0	0	369
07:45 AM	132	0	132	0	67	67	0	0	0	199
Total	644	0	644	0	631	631	0	0	0	1275
08:00 AM	55	0	55	0	72	72	0	0	0	127
08:15 AM	46	0	46	0	52	52	0	0	0	98
08:30 AM	41	0	41	0	56	56	0	0	0	97
08:45 AM	38	0	38	0	32	32	0	0	0	70
Total	180	0	180	0	212	212	0	0	0	392
Grand Total	824	0	824	0	843	843	0	0	0	1667
Apprch %	100	0		0	100		0	0		
Total %	49.4	0	49.4	0	50.6	50.6	0	0	0	
Passenger Vehicles	818	0	818	0	836	836	0	0	0	1654
% Passenger Vehicles	99.3	0	99.3	0	99.2	99.2	0	0	0	99.2
Large 2 Axle Vehicles	3	0	3	0	7	7	0	0	0	10
% Large 2 Axle Vehicles	0.4	0	0.4	0	0.8	0.8	0	0	0	0.6
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	3	0	3	0	0	0	0	0	0	3
% 4+ Axle Trucks	0.4	0	0.4	0	0	0	0	0	0	0.2

	Matthews Road Westbound			Briggs Road Northbound			Matthews Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	162	0	162	0	157	157	0	0	0	319
07:15 AM	**185**	0	**185**	0	203	203	0	0	0	**388**
07:30 AM	165	0	165	0	**204**	**204**	0	0	0	369
07:45 AM	132	0	132	0	67	67	0	0	0	199
Total Volume	644	0	644	0	631	631	0	0	0	1275
% App. Total	100	0		0	100		0	0		
PHF	.870	.000	.870	.000	.773	.773	.000	.000	.000	.822

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 63_MEN_Briggs_Matt AM
Site Code : 00322418
Start Date : 5/25/2022



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	162	0	162	0	157	157	0	0	0
+15 mins.	**185**	0	**185**	0	203	203	0	0	0
+30 mins.	165	0	165	0	**204**	**204**	0	0	0
+45 mins.	132	0	132	0	67	67	0	0	0
Total Volume	644	0	644	0	631	631	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.870	.000	.870	.000	.773	.773	.000	.000	.000

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 63_MEN_Briggs_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

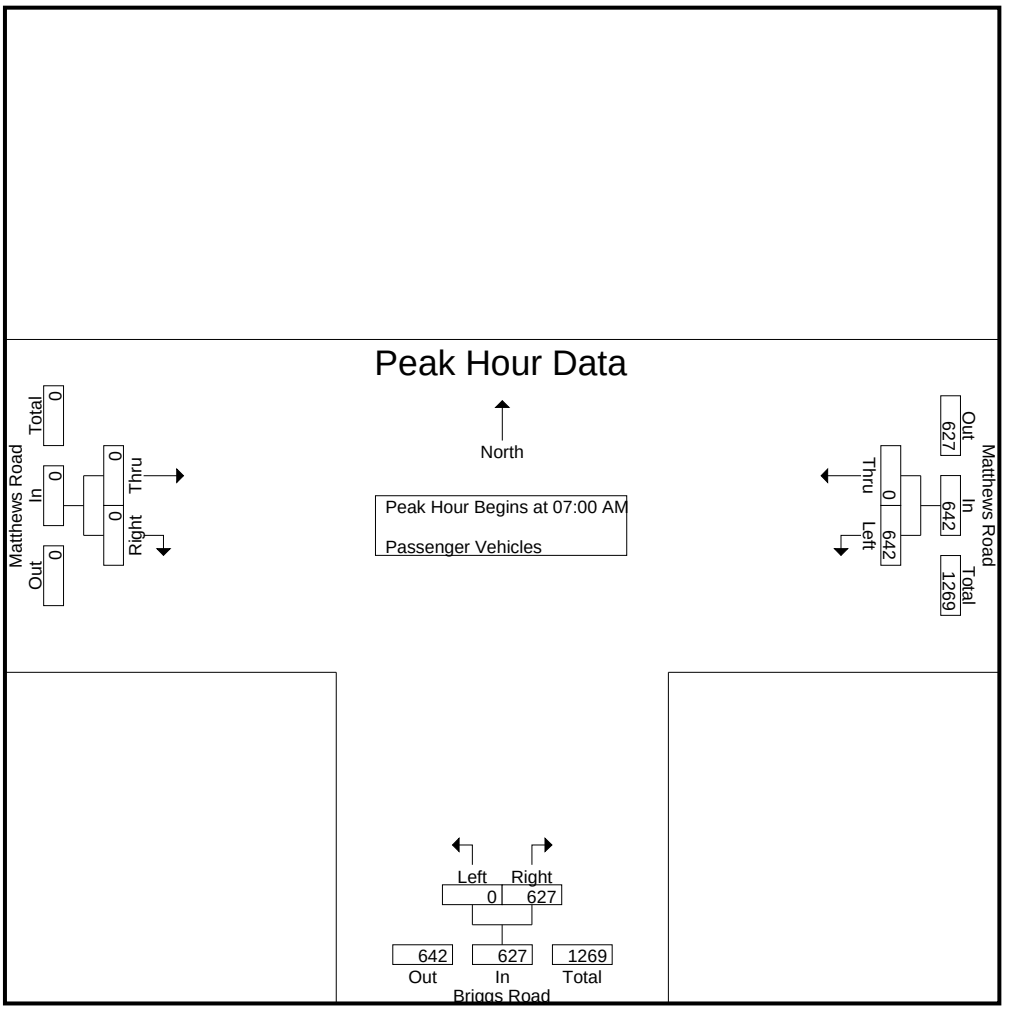
	Matthews Road Westbound			Briggs Road Northbound			Matthews Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	162	0	162	0	156	156	0	0	0	318
07:15 AM	185	0	185	0	202	202	0	0	0	387
07:30 AM	164	0	164	0	203	203	0	0	0	367
07:45 AM	131	0	131	0	66	66	0	0	0	197
Total	642	0	642	0	627	627	0	0	0	1269
08:00 AM	53	0	53	0	71	71	0	0	0	124
08:15 AM	45	0	45	0	51	51	0	0	0	96
08:30 AM	40	0	40	0	55	55	0	0	0	95
08:45 AM	38	0	38	0	32	32	0	0	0	70
Total	176	0	176	0	209	209	0	0	0	385
Grand Total	818	0	818	0	836	836	0	0	0	1654
Apprch %	100	0		0	100		0	0		
Total %	49.5	0	49.5	0	50.5	50.5	0	0	0	

	Matthews Road Westbound			Briggs Road Northbound			Matthews Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	162	0	162	0	156	156	0	0	0	318
07:15 AM	**185**	0	**185**	0	202	202	0	0	0	**387**
07:30 AM	164	0	164	0	**203**	**203**	0	0	0	367
07:45 AM	131	0	131	0	66	66	0	0	0	197
Total Volume	642	0	642	0	627	627	0	0	0	1269
% App. Total	100	0		0	100		0	0		
PHF	.868	.000	.868	.000	.772	.772	.000	.000	.000	.820

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 63_MEN_Briggs_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	162	0	162	0	156	156	0	0	0
+15 mins.	**185**	0	**185**	0	202	202	0	0	0
+30 mins.	164	0	164	0	**203**	**203**	0	0	0
+45 mins.	131	0	131	0	66	66	0	0	0
Total Volume	642	0	642	0	627	627	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.868	.000	.868	.000	.772	.772	.000	.000	.000

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 63_MEN_Briggs_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

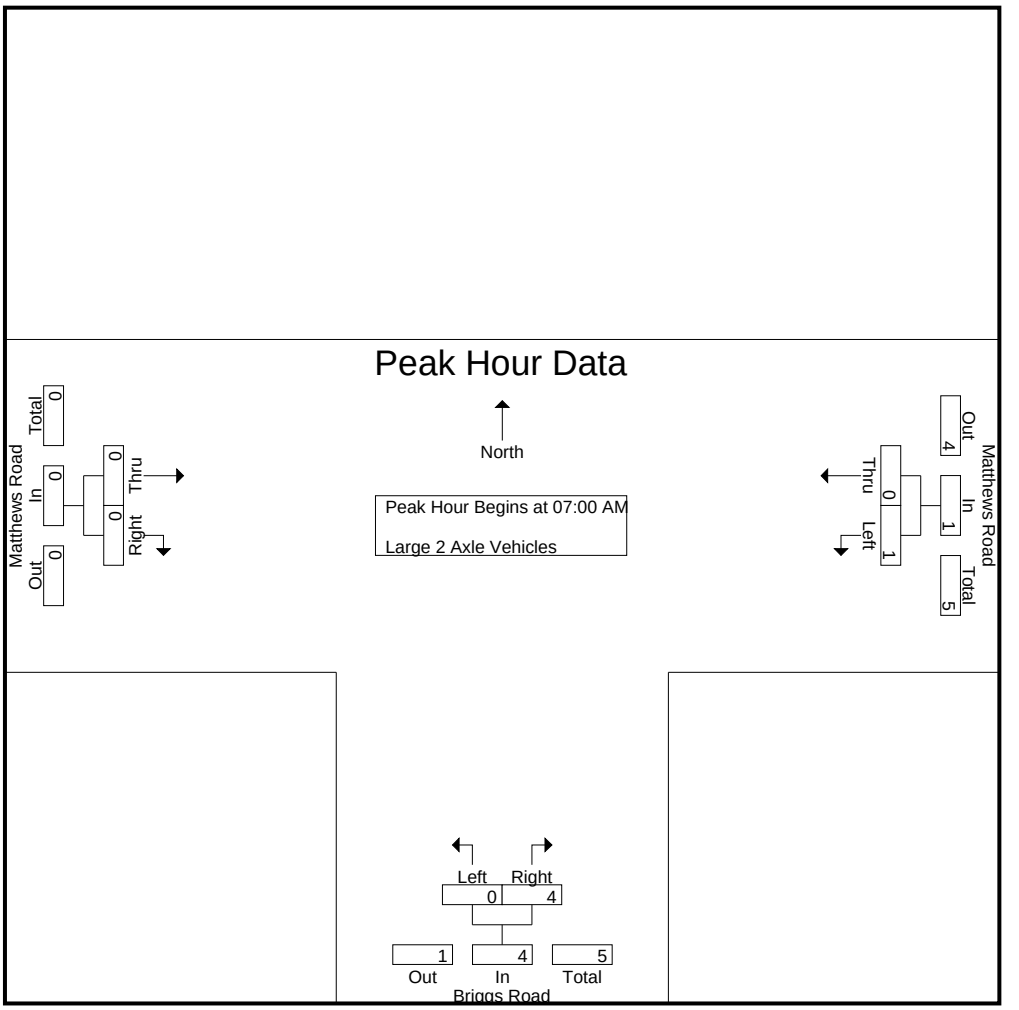
	Matthews Road Westbound			Briggs Road Northbound			Matthews Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	1	0	0	0	1
07:15 AM	0	0	0	0	1	1	0	0	0	1
07:30 AM	1	0	1	0	1	1	0	0	0	2
07:45 AM	0	0	0	0	1	1	0	0	0	1
Total	1	0	1	0	4	4	0	0	0	5
08:00 AM	0	0	0	0	1	1	0	0	0	1
08:15 AM	1	0	1	0	1	1	0	0	0	2
08:30 AM	1	0	1	0	1	1	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	3	3	0	0	0	5
Grand Total	3	0	3	0	7	7	0	0	0	10
Apprch %	100	0		0	100		0	0		
Total %	30	0	30	0	70	70	0	0	0	

	Matthews Road Westbound			Briggs Road Northbound			Matthews Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	**1**	**1**	0	0	0	1
07:15 AM	0	0	0	0	1	1	0	0	0	1
07:30 AM	**1**	0	**1**	0	1	1	0	0	0	**2**
07:45 AM	0	0	0	0	1	1	0	0	0	1
Total Volume	1	0	1	0	4	4	0	0	0	5
% App. Total	100	0		0	100		0	0		
PHF	.250	.000	.250	.000	1.00	1.00	.000	.000	.000	.625

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 63_MEN_Briggs_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	**1**	**1**	0	0	0
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	**1**	0	**1**	0	1	1	0	0	0
+45 mins.	0	0	0	0	1	1	0	0	0
Total Volume	1	0	1	0	4	4	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.250	.000	.250	.000	1.000	1.000	.000	.000	.000

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 63_MEN_Briggs_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

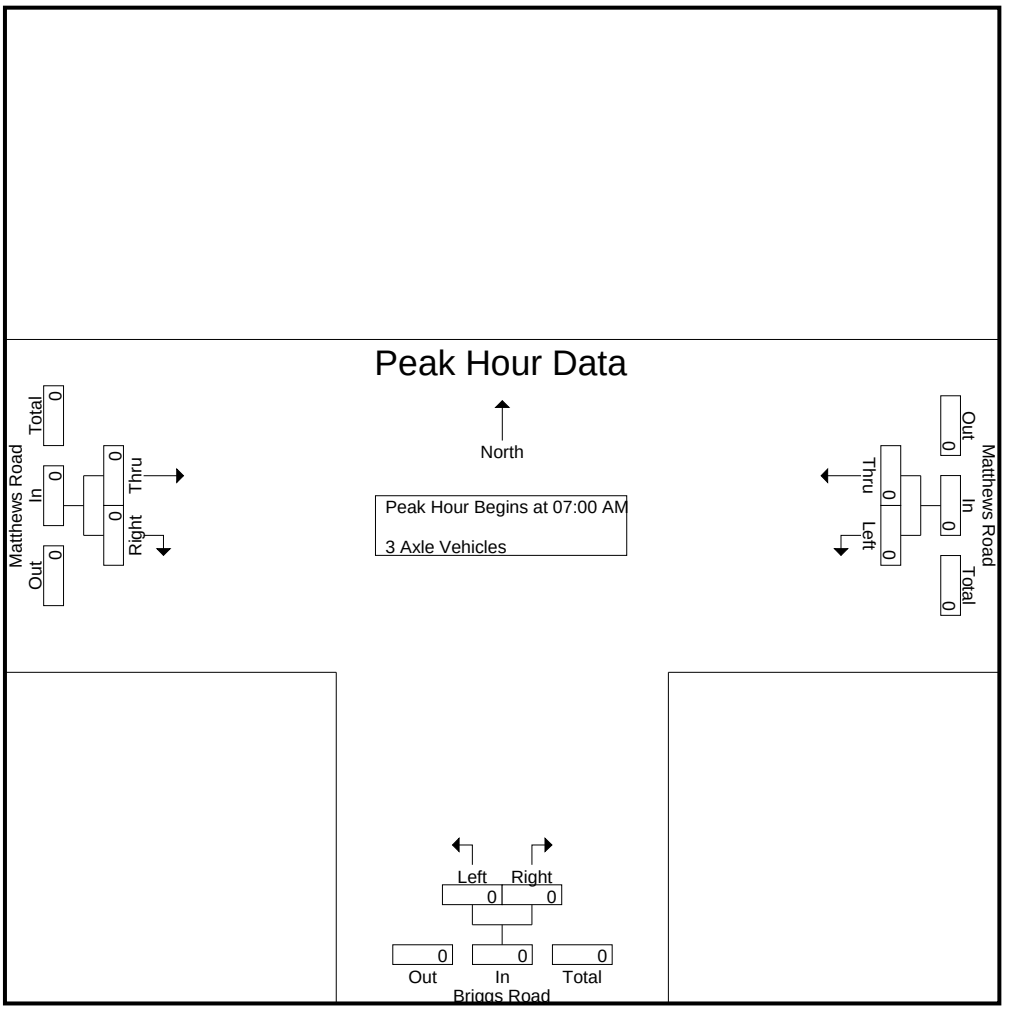
	Matthews Road Westbound			Briggs Road Northbound			Matthews Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Matthews Road Westbound			Briggs Road Northbound			Matthews Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 63_MEN_Briggs_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 63_MEN_Briggs_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

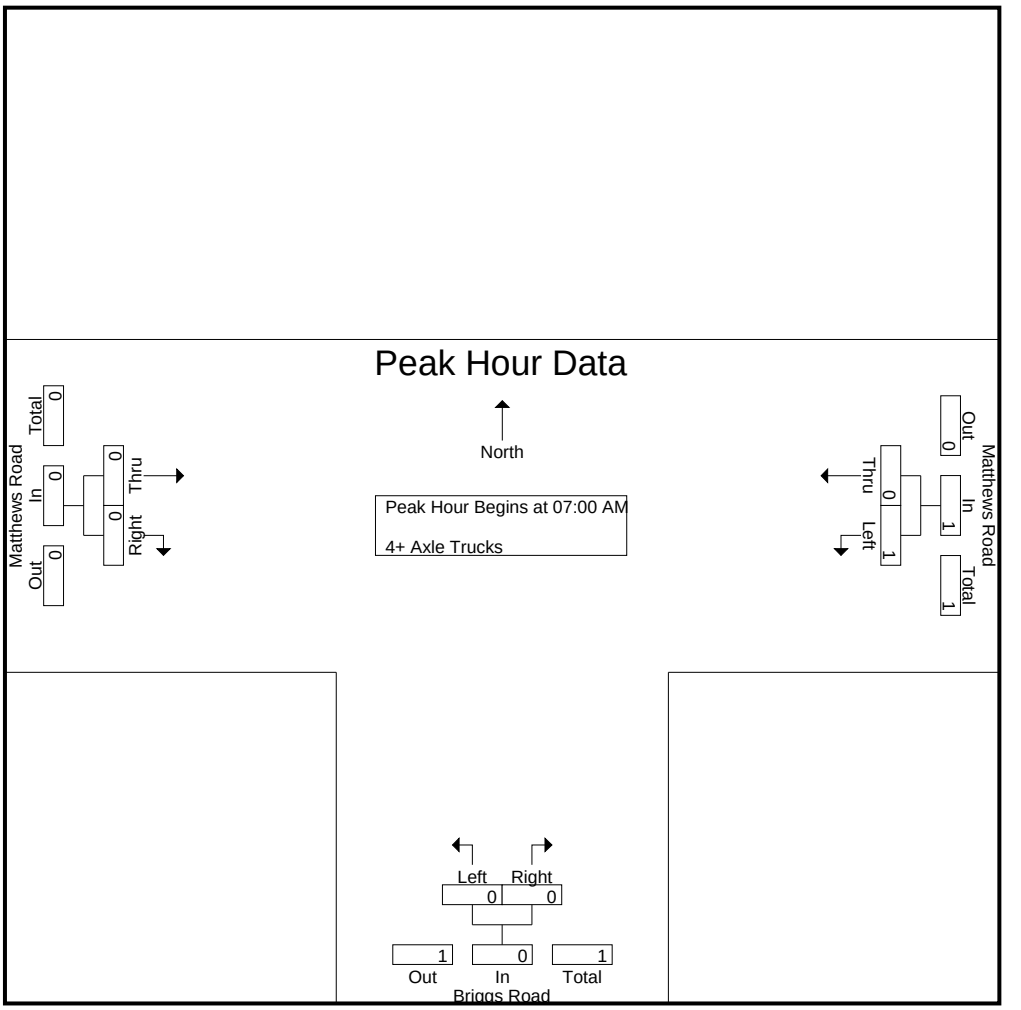
	Matthews Road Westbound			Briggs Road Northbound			Matthews Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	1	0	0	0	0	0	0	1
Total	1	0	1	0	0	0	0	0	0	1
08:00 AM	2	0	2	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	0	0	0	0	0	2
Grand Total	3	0	3	0	0	0	0	0	0	3
Apprch %	100	0		0	0		0	0		
Total %	100	0	100	0	0	0	0	0	0	

	Matthews Road Westbound			Briggs Road Northbound			Matthews Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	**1**	0	**1**	0	0	0	0	0	0	**1**
Total Volume	1	0	1	0	0	0	0	0	0	1
% App. Total	100	0		0	0		0	0		
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 63_MEN_Briggs_Matt AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	**1**	0	**1**	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	0	0
% App. Total	100	0		0	0		0	0	
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 63_MEN_Briggs_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

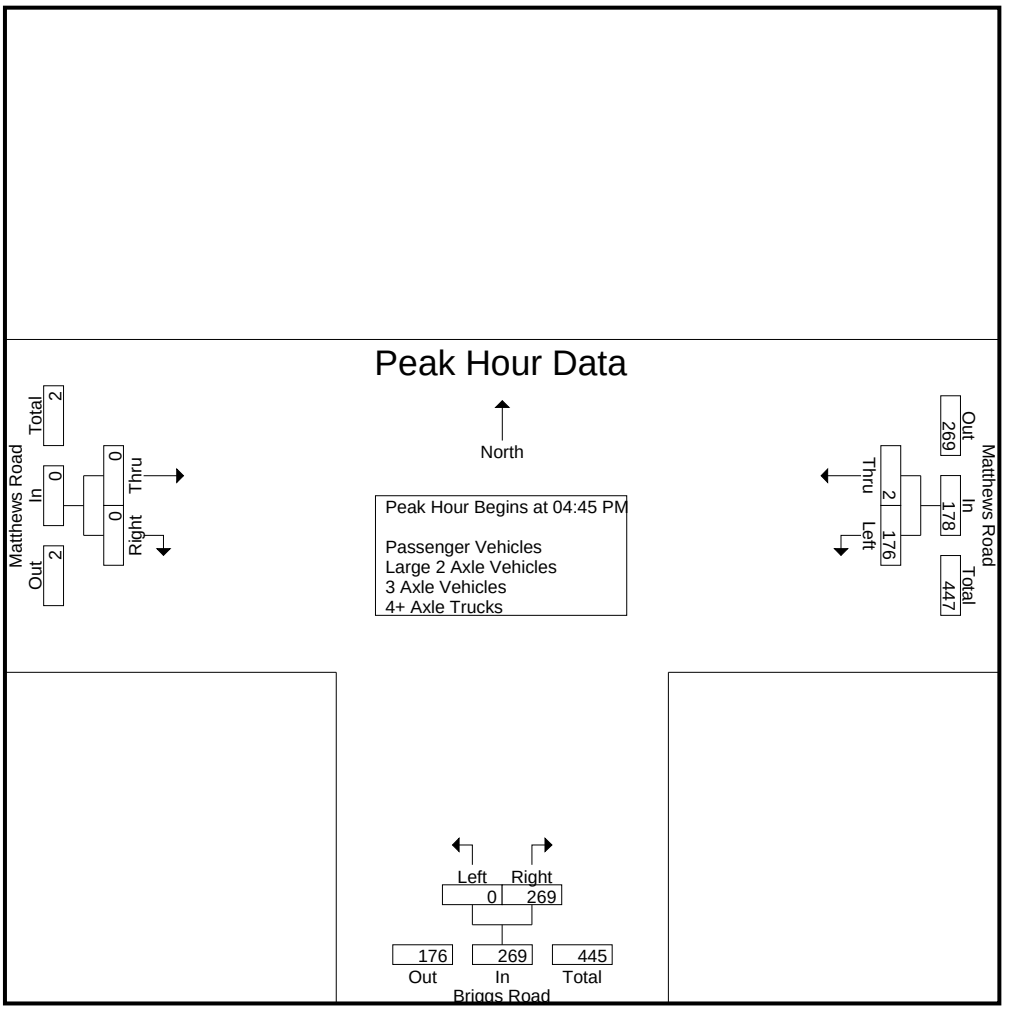
	Matthews Road Westbound			Briggs Road Northbound			Matthews Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	41	0	41	0	55	55	0	0	0	96
04:15 PM	32	0	32	0	39	39	0	0	0	71
04:30 PM	43	0	43	0	51	51	0	0	0	94
04:45 PM	47	1	48	0	54	54	0	0	0	102
Total	163	1	164	0	199	199	0	0	0	363
05:00 PM	39	0	39	0	77	77	0	0	0	116
05:15 PM	47	0	47	0	79	79	0	0	0	126
05:30 PM	43	1	44	0	59	59	0	0	0	103
05:45 PM	27	2	29	0	43	43	1	0	1	73
Total	156	3	159	0	258	258	1	0	1	418
Grand Total	319	4	323	0	457	457	1	0	1	781
Apprch %	98.8	1.2		0	100		100	0		
Total %	40.8	0.5	41.4	0	58.5	58.5	0.1	0	0.1	
Passenger Vehicles	318	4	322	0	455	455	1	0	1	778
% Passenger Vehicles	99.7	100	99.7	0	99.6	99.6	100	0	100	99.6
Large 2 Axle Vehicles	1	0	1	0	2	2	0	0	0	3
% Large 2 Axle Vehicles	0.3	0	0.3	0	0.4	0.4	0	0	0	0.4
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	Matthews Road Westbound			Briggs Road Northbound			Matthews Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**47**	**1**	**48**	0	54	54	0	0	0	102
05:00 PM	39	0	39	0	77	77	0	0	0	116
05:15 PM	47	0	47	0	**79**	**79**	0	0	0	**126**
05:30 PM	43	1	44	0	59	59	0	0	0	103
Total Volume	176	2	178	0	269	269	0	0	0	447
% App. Total	98.9	1.1		0	100		0	0		
PHF	.936	.500	.927	.000	.851	.851	.000	.000	.000	.887

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 63_MEN_Briggs_Matt PM
Site Code : 00322418
Start Date : 5/25/2022



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

	04:45 PM			04:45 PM			05:00 PM		
+0 mins.	**47**	**1**	**48**	0	54	54	0	0	0
+15 mins.	39	0	39	0	77	77	0	0	0
+30 mins.	47	0	47	0	**79**	**79**	0	0	0
+45 mins.	43	1	44	0	59	59	**1**	0	**1**
Total Volume	176	2	178	0	269	269	1	0	1
% App. Total	98.9	1.1		0	100		100	0	
PHF	.936	.500	.927	.000	.851	.851	.250	.000	.250

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 63_MEN_Briggs_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

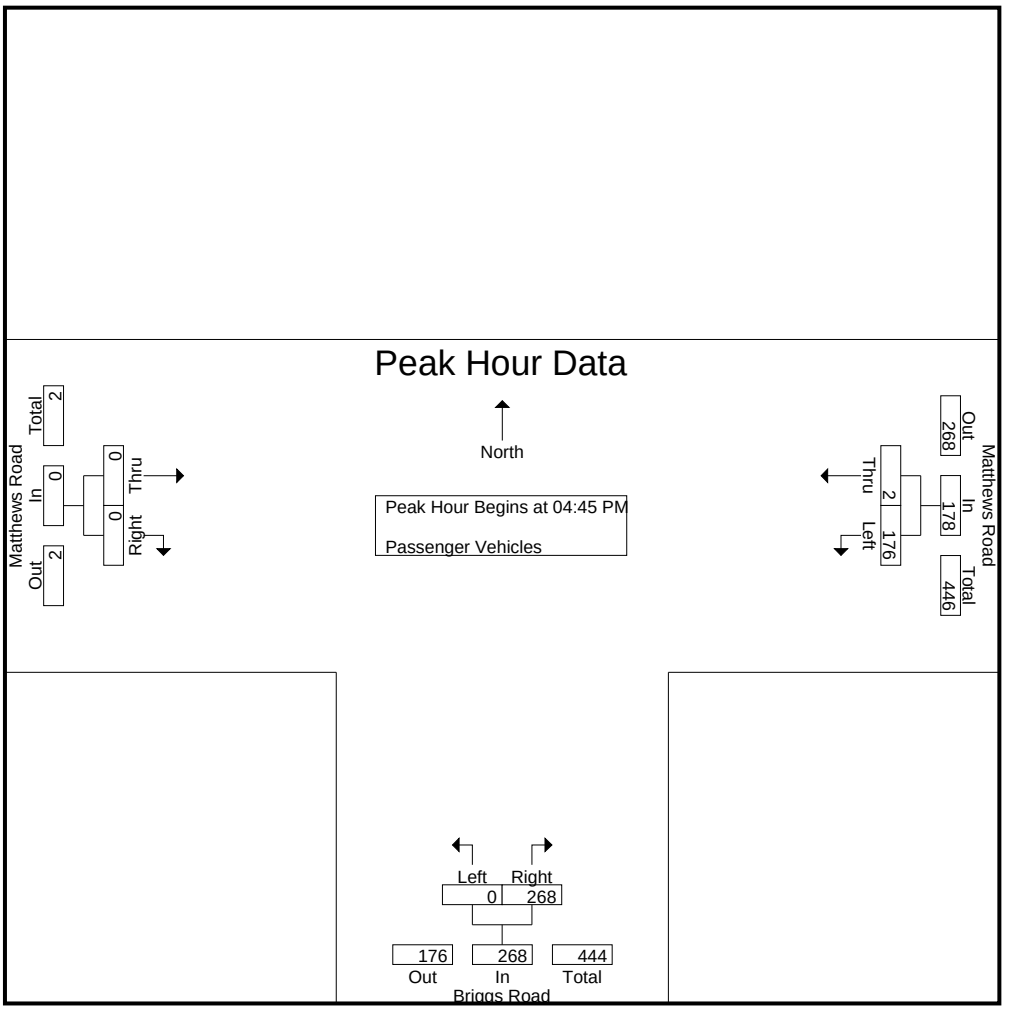
	Matthews Road Westbound			Briggs Road Northbound			Matthews Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	41	0	41	0	55	55	0	0	0	96
04:15 PM	32	0	32	0	39	39	0	0	0	71
04:30 PM	42	0	42	0	50	50	0	0	0	92
04:45 PM	47	1	48	0	54	54	0	0	0	102
Total	162	1	163	0	198	198	0	0	0	361
05:00 PM	39	0	39	0	77	77	0	0	0	116
05:15 PM	47	0	47	0	79	79	0	0	0	126
05:30 PM	43	1	44	0	58	58	0	0	0	102
05:45 PM	27	2	29	0	43	43	1	0	1	73
Total	156	3	159	0	257	257	1	0	1	417
Grand Total	318	4	322	0	455	455	1	0	1	778
Apprch %	98.8	1.2		0	100		100	0		
Total %	40.9	0.5	41.4	0	58.5	58.5	0.1	0	0.1	

	Matthews Road Westbound			Briggs Road Northbound			Matthews Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**47**	**1**	**48**	0	54	54	0	0	0	102
05:00 PM	39	0	39	0	77	77	0	0	0	116
05:15 PM	47	0	47	0	**79**	**79**	0	0	0	**126**
05:30 PM	43	1	44	0	58	58	0	0	0	102
Total Volume	176	2	178	0	268	268	0	0	0	446
% App. Total	98.9	1.1		0	100		0	0		
PHF	.936	.500	.927	.000	.848	.848	.000	.000	.000	.885

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 63_MEN_Briggs_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	**47**	**1**	**48**	0	54	54	0	0	0
+15 mins.	39	0	39	0	77	77	0	0	0
+30 mins.	47	0	47	0	**79**	**79**	0	0	0
+45 mins.	43	1	44	0	58	58	0	0	0
Total Volume	176	2	178	0	268	268	0	0	0
% App. Total	98.9	1.1		0	100		0	0	
PHF	.936	.500	.927	.000	.848	.848	.000	.000	.000

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 63_MEN_Briggs_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

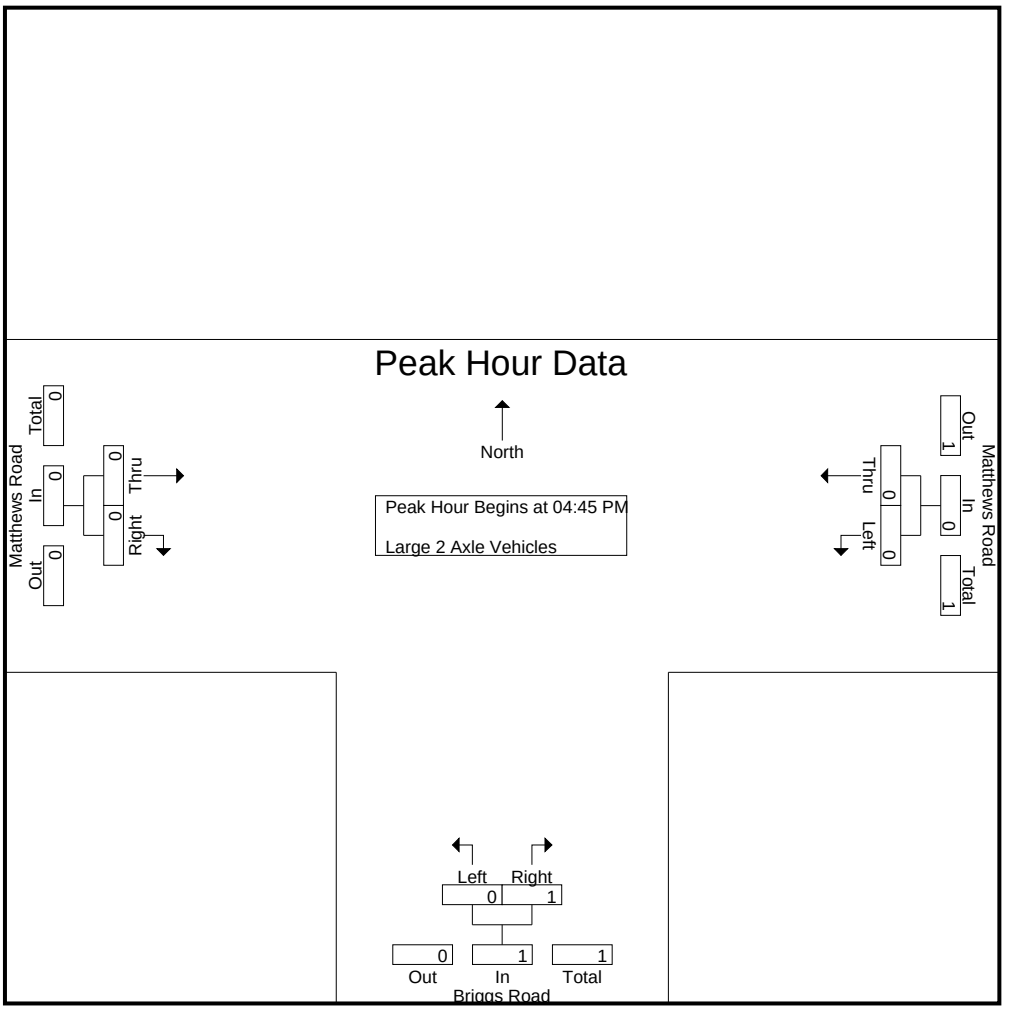
	Matthews Road Westbound			Briggs Road Northbound			Matthews Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	1	0	1	1	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	1	1	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	1	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	1
Grand Total	1	0	1	0	2	2	0	0	0	3
Apprch %	100	0		0	100		0	0		
Total %	33.3	0	33.3	0	66.7	66.7	0	0	0	

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

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City of Menifee
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Weather: Clear

File Name : 63_MEN_Briggs_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

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

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 63_MEN_Briggs_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

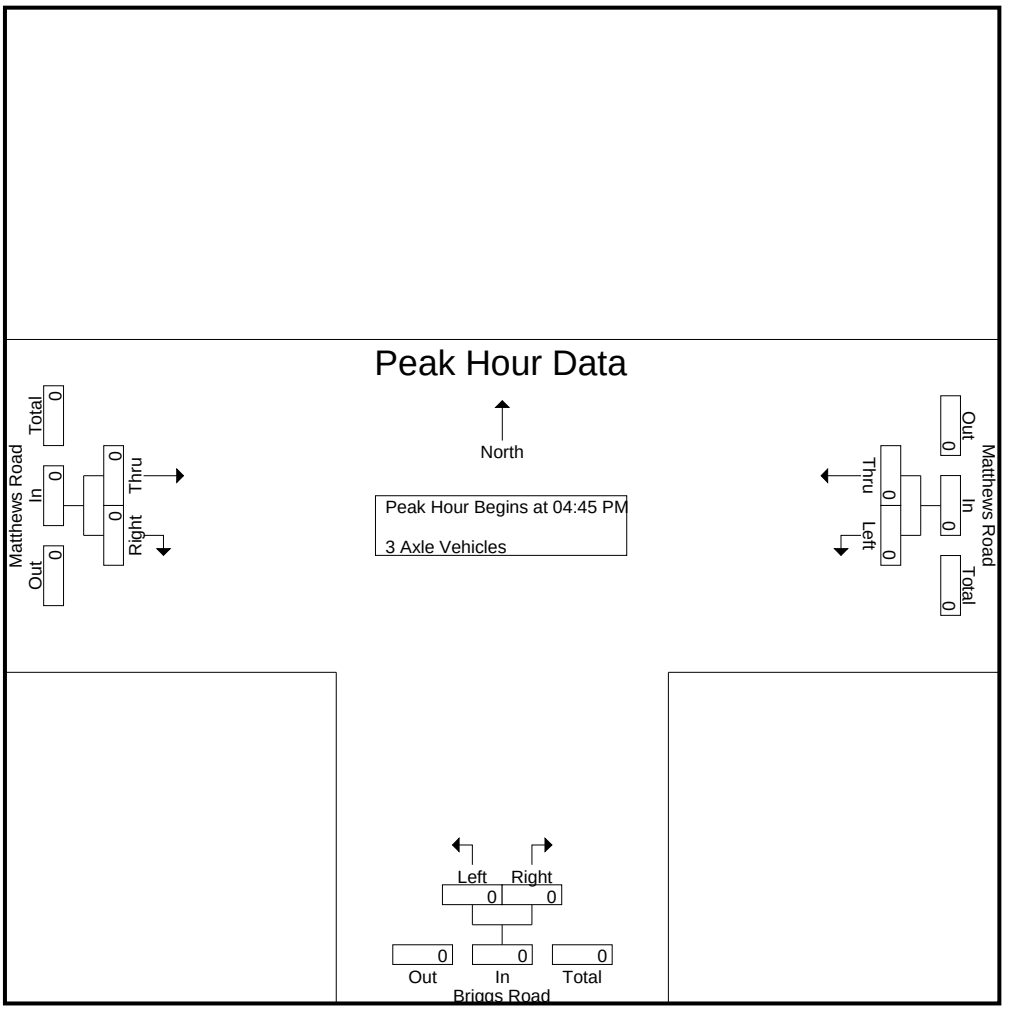
	Matthews Road Westbound			Briggs Road Northbound			Matthews Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Matthews Road Westbound			Briggs Road Northbound			Matthews Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 63_MEN_Briggs_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

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

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 63_MEN_Briggs_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

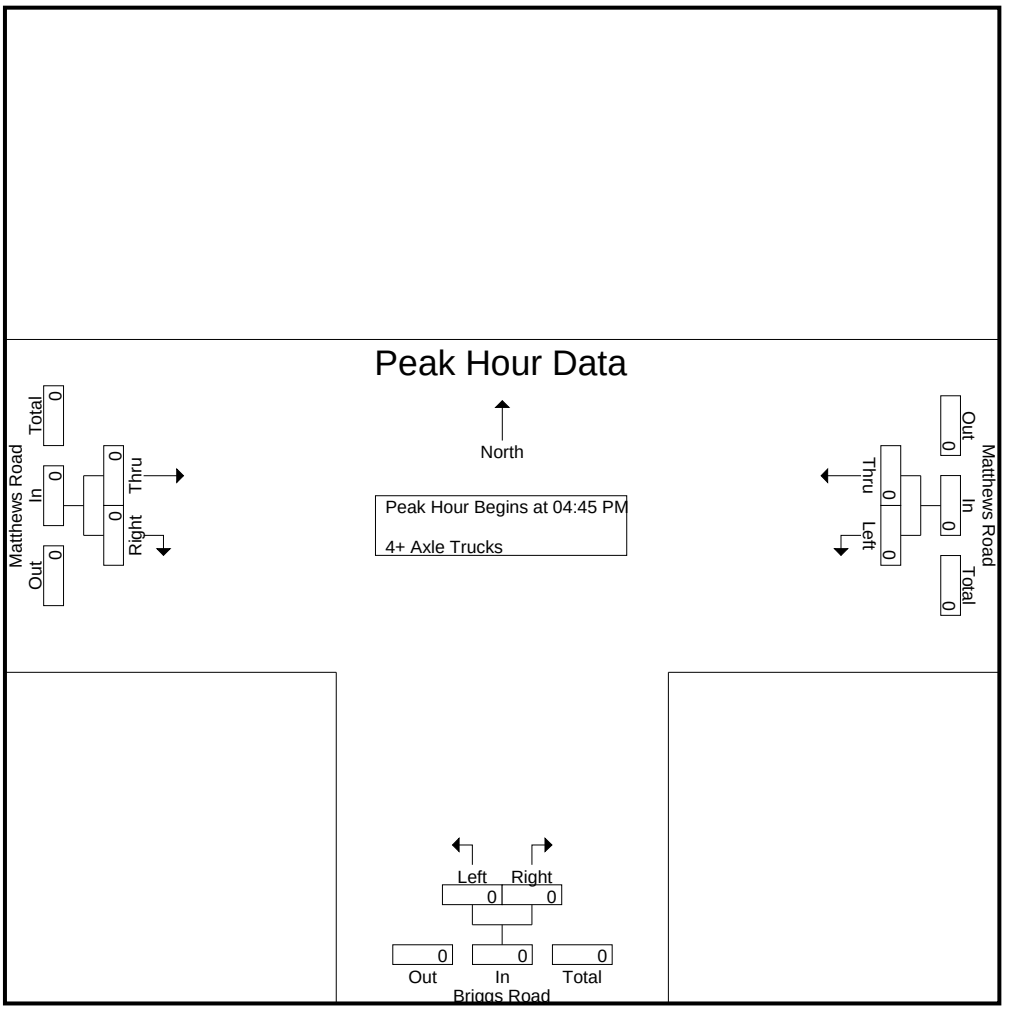
	Matthews Road Westbound			Briggs Road Northbound			Matthews Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Matthews Road Westbound			Briggs Road Northbound			Matthews Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 63_MEN_Briggs_Matt PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

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

Location: Menifee
N/S: Briggs Road
E/W: Matthews Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Dead End	East Leg Matthews Road	South Leg Briggs Road	West Leg Project Driveway 5	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	2	2
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	2	2

	North Leg Dead End	East Leg Matthews Road	South Leg Briggs Road	West Leg Project Driveway 5	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	0	0	0	1	1

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Location: Menifee
N/S: Briggs Road
E/W: Matthews Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Dead End			Westbound Matthews Road			Northbound Briggs Road			Eastbound Project Driveway 5			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	2	1	1	0	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	2	2	3	0	0	0	7

	Southbound Dead End			Westbound Matthews Road			Northbound Briggs Road			Eastbound Project Driveway 5			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	1	0	0	0	0	1	2

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 64_MEN_Briggs_Matth AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

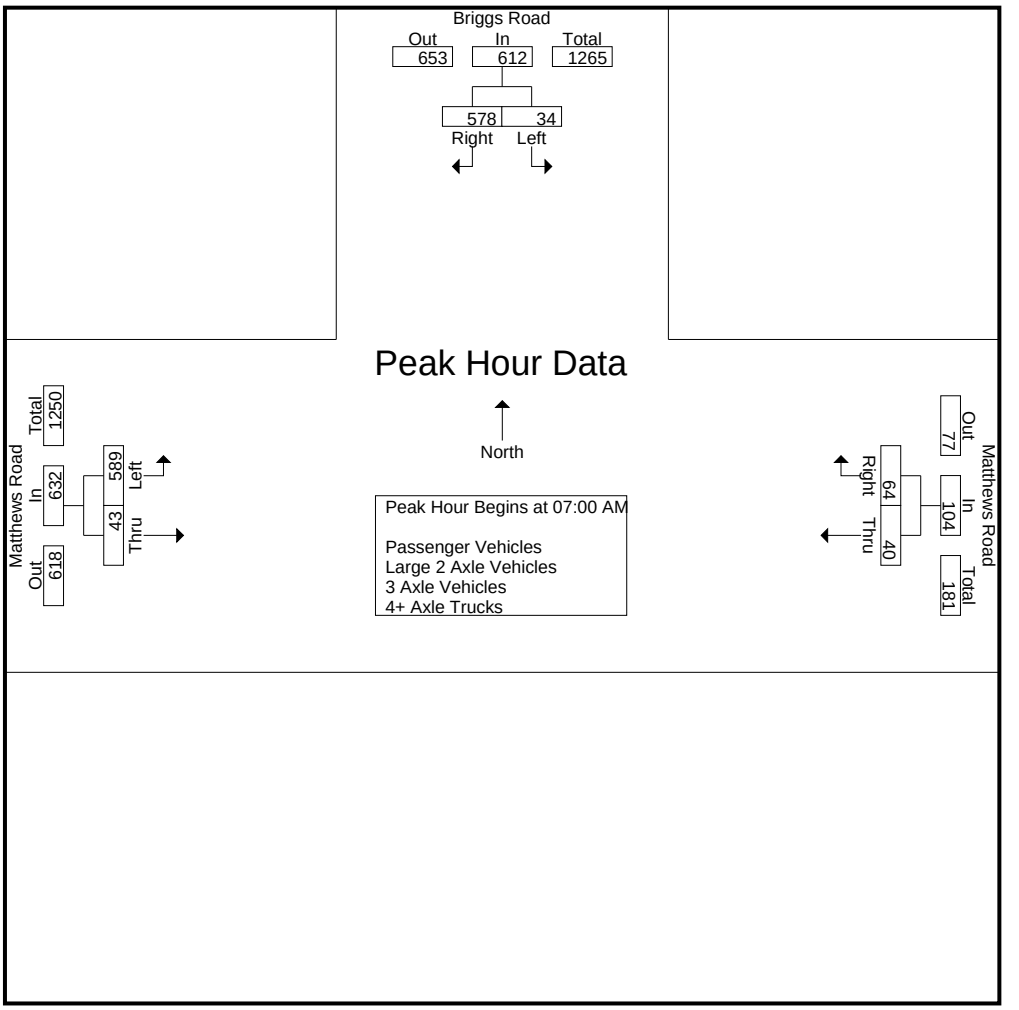
	Briggs Road Southbound			Matthews Road Westbound			Matthews Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	4	141	145	17	12	29	143	9	152	326
07:15 AM	6	164	170	2	21	23	202	5	207	400
07:30 AM	8	151	159	12	17	29	189	17	206	394
07:45 AM	16	122	138	9	14	23	55	12	67	228
Total	34	578	612	40	64	104	589	43	632	1348
08:00 AM	9	45	54	7	10	17	57	12	69	140
08:15 AM	6	33	39	11	7	18	41	13	54	111
08:30 AM	11	38	49	5	6	11	51	6	57	117
08:45 AM	6	26	32	12	9	21	29	4	33	86
Total	32	142	174	35	32	67	178	35	213	454
Grand Total	66	720	786	75	96	171	767	78	845	1802
Apprch %	8.4	91.6		43.9	56.1		90.8	9.2		
Total %	3.7	40	43.6	4.2	5.3	9.5	42.6	4.3	46.9	
Passenger Vehicles	59	715	774	74	92	166	761	77	838	1778
% Passenger Vehicles	89.4	99.3	98.5	98.7	95.8	97.1	99.2	98.7	99.2	98.7
Large 2 Axle Vehicles	0	3	3	0	3	3	6	1	7	13
% Large 2 Axle Vehicles	0	0.4	0.4	0	3.1	1.8	0.8	1.3	0.8	0.7
3 Axle Vehicles	5	1	6	0	1	1	0	0	0	7
% 3 Axle Vehicles	7.6	0.1	0.8	0	1	0.6	0	0	0	0.4
4+ Axle Trucks	2	1	3	1	0	1	0	0	0	4
% 4+ Axle Trucks	3	0.1	0.4	1.3	0	0.6	0	0	0	0.2

	Briggs Road Southbound			Matthews Road Westbound			Matthews Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	4	141	145	**17**	12	**29**	143	9	152	326
07:15 AM	6	**164**	**170**	2	**21**	23	**202**	5	**207**	**400**
07:30 AM	8	151	159	12	17	29	189	**17**	206	394
07:45 AM	**16**	122	138	9	14	23	55	12	67	228
Total Volume	34	578	612	40	64	104	589	43	632	1348
% App. Total	5.6	94.4		38.5	61.5		93.2	6.8		
PHF	.531	.881	.900	.588	.762	.897	.729	.632	.763	.843

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 64_MEN_Briggs_Matth AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	4	141	145	**17**	12	**29**	143	9	152
+15 mins.	6	**164**	**170**	2	**21**	23	**202**	5	**207**
+30 mins.	8	151	159	12	17	29	189	**17**	206
+45 mins.	**16**	122	138	9	14	23	55	12	67
Total Volume	34	578	612	40	64	104	589	43	632
% App. Total	5.6	94.4		38.5	61.5		93.2	6.8	
PHF	.531	.881	.900	.588	.762	.897	.729	.632	.763

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 64_MEN_Briggs_Matth AM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- Passenger Vehicles

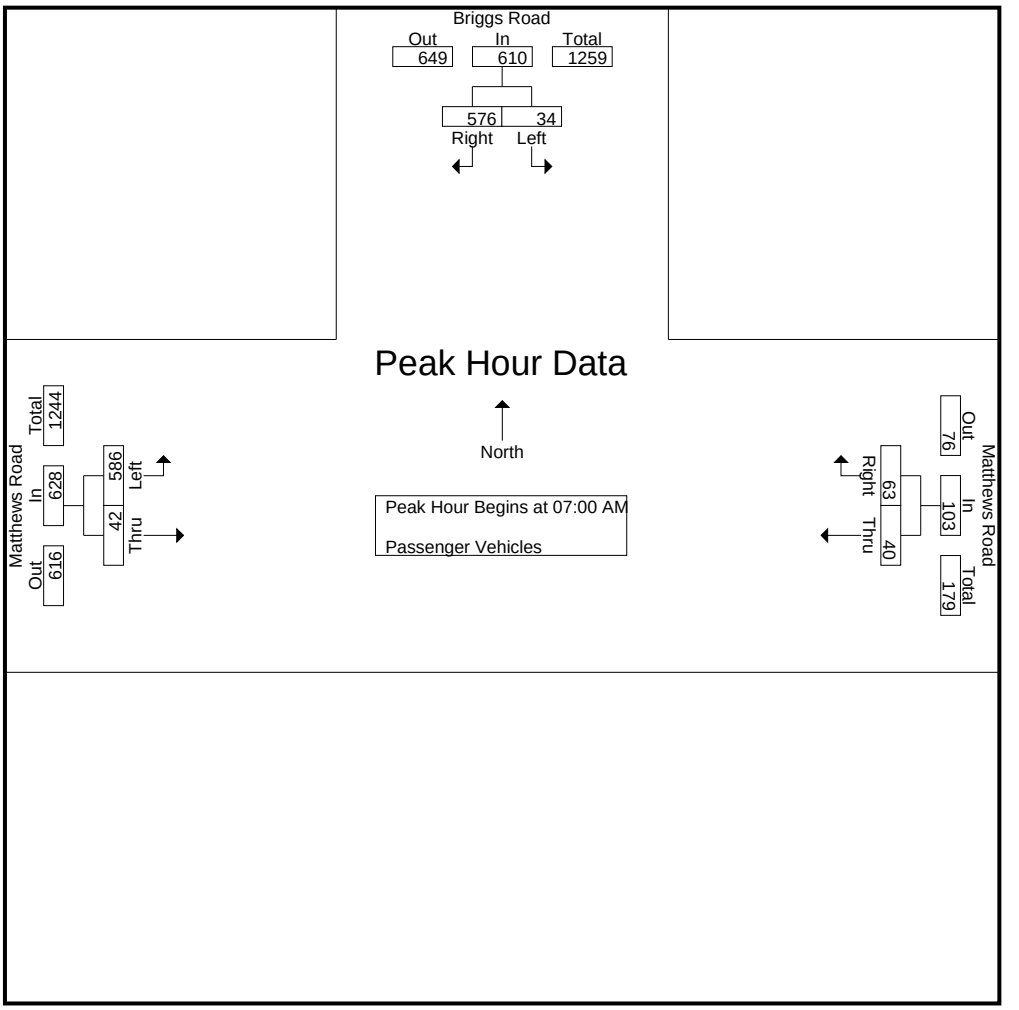
	Briggs Road Southbound			Matthews Road Westbound			Matthews Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	4	141	145	17	12	29	142	9	151	325
07:15 AM	6	164	170	2	21	23	201	5	206	399
07:30 AM	8	150	158	12	16	28	188	17	205	391
07:45 AM	16	121	137	9	14	23	55	11	66	226
Total	34	576	610	40	63	103	586	42	628	1341
08:00 AM	9	44	53	6	10	16	56	12	68	137
08:15 AM	6	32	38	11	7	18	40	13	53	109
08:30 AM	7	37	44	5	6	11	50	6	56	111
08:45 AM	3	26	29	12	6	18	29	4	33	80
Total	25	139	164	34	29	63	175	35	210	437
Grand Total	59	715	774	74	92	166	761	77	838	1778
Apprch %	7.6	92.4		44.6	55.4		90.8	9.2		
Total %	3.3	40.2	43.5	4.2	5.2	9.3	42.8	4.3	47.1	

	Briggs Road Southbound			Matthews Road Westbound			Matthews Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	4	141	145	**17**	12	**29**	142	9	151	325
07:15 AM	6	**164**	**170**	2	**21**	23	**201**	5	**206**	**399**
07:30 AM	8	150	158	12	16	28	188	**17**	205	391
07:45 AM	**16**	121	137	9	14	23	55	11	66	226
Total Volume	34	576	610	40	63	103	586	42	628	1341
% App. Total	5.6	94.4		38.8	61.2		93.3	6.7		
PHF	.531	.878	.897	.588	.750	.888	.729	.618	.762	.840

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 64_MEN_Briggs_Matth AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	4	141	145	**17**	12	**29**	142	9	151
+15 mins.	6	**164**	**170**	2	**21**	23	**201**	5	**206**
+30 mins.	8	150	158	12	16	28	188	**17**	205
+45 mins.	**16**	121	137	9	14	23	55	11	66
Total Volume	34	576	610	40	63	103	586	42	628
% App. Total	5.6	94.4		38.8	61.2		93.3	6.7	
PHF	.531	.878	.897	.588	.750	.888	.729	.618	.762

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 64_MEN_Briggs_Matth AM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- Large 2 Axle Vehicles

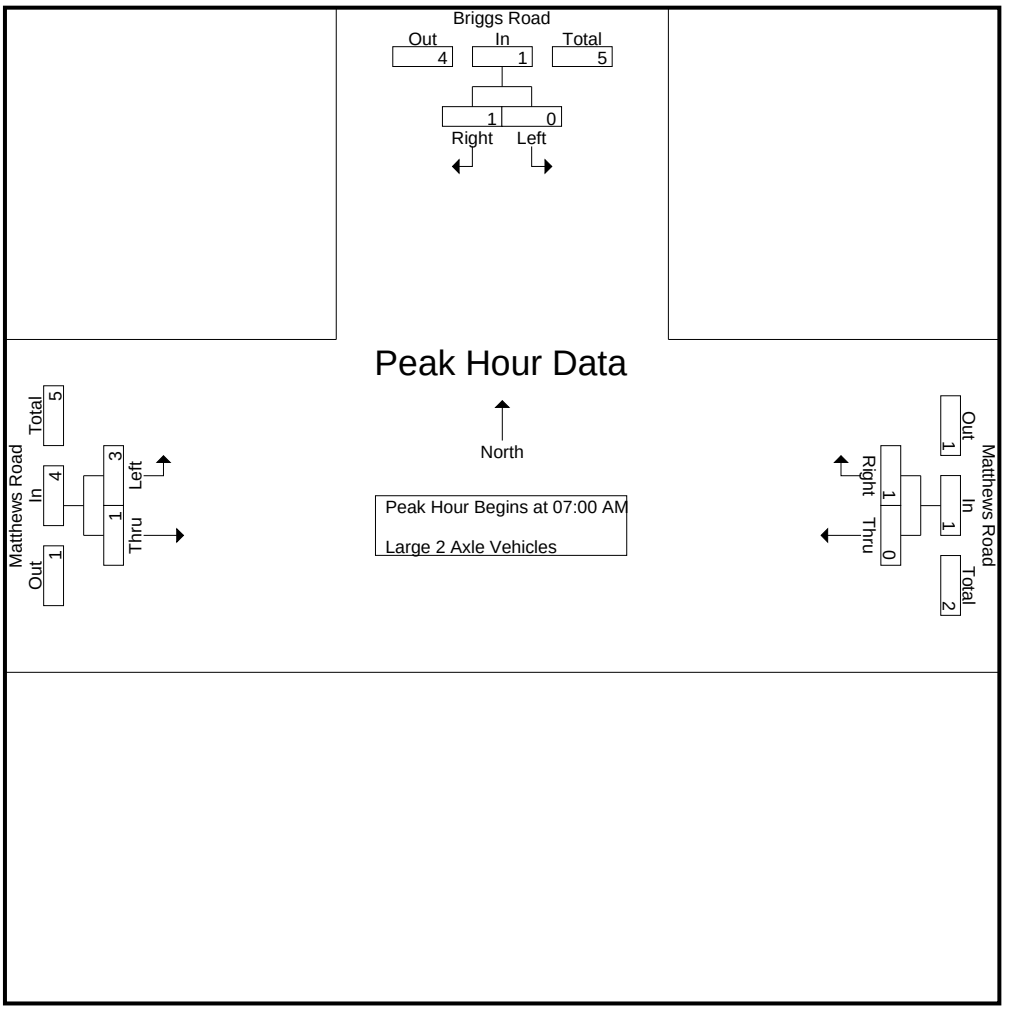
	Briggs Road Southbound			Matthews Road Westbound			Matthews Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	1	1	0	1	1	1	0	1	3
07:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	1	1	0	1	1	3	1	4	6
08:00 AM	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	1	1	0	0	0	1	0	1	2
08:30 AM	0	1	1	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	2	2	0	0	0	2
Total	0	2	2	0	2	2	3	0	3	7
Grand Total	0	3	3	0	3	3	6	1	7	13
Apprch %	0	100		0	100		85.7	14.3		
Total %	0	23.1	23.1	0	23.1	23.1	46.2	7.7	53.8	

	Briggs Road Southbound			Matthews Road Westbound			Matthews Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	**1**	0	**1**	1
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	**1**	**1**	0	**1**	**1**	1	0	1	**3**
07:45 AM	0	0	0	0	0	0	0	**1**	1	1
Total Volume	0	1	1	0	1	1	3	1	4	6
% App. Total	0	100		0	100		75	25		
PHF	.000	.250	.250	.000	.250	.250	.750	.250	1.00	.500

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 64_MEN_Briggs_Matth AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	**1**	**1**	0	**1**	**1**	1	0	1
+45 mins.	0	0	0	0	0	0	0	**1**	1
Total Volume	0	1	1	0	1	1	3	1	4
% App. Total	0	100		0	100		75	25	
PHF	.000	.250	.250	.000	.250	.250	.750	.250	1.000

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 64_MEN_Briggs_Matth AM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- 3 Axle Vehicles

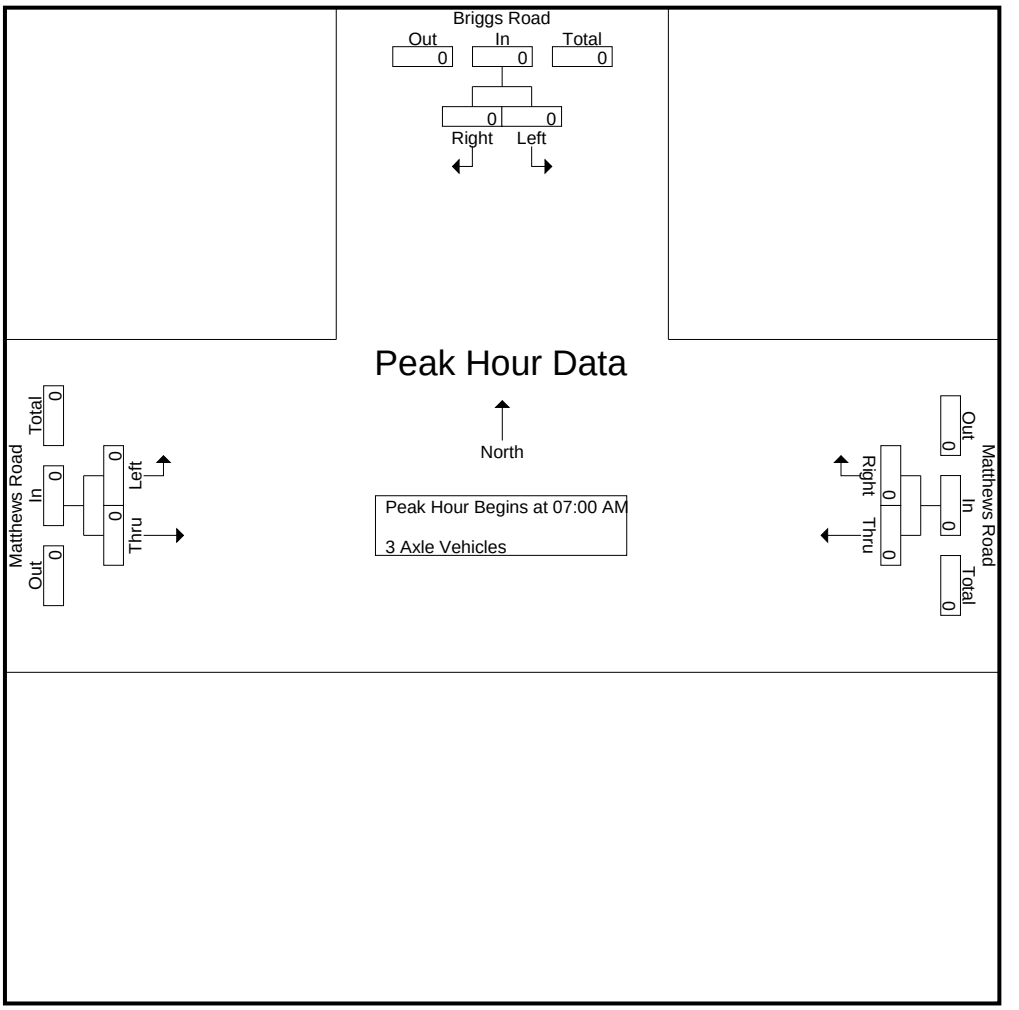
	Briggs Road Southbound			Matthews Road Westbound			Matthews Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	2	0	2	0	0	0	0	0	0	2
08:45 AM	3	0	3	0	1	1	0	0	0	4
Total	5	1	6	0	1	1	0	0	0	7
Grand Total	5	1	6	0	1	1	0	0	0	7
Apprch %	83.3	16.7		0	100		0	0		
Total %	71.4	14.3	85.7	0	14.3	14.3	0	0	0	

	Briggs Road Southbound			Matthews Road Westbound			Matthews Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 64_MEN_Briggs_Matth AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 64_MEN_Briggs_Matth AM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- 4+ Axle Trucks

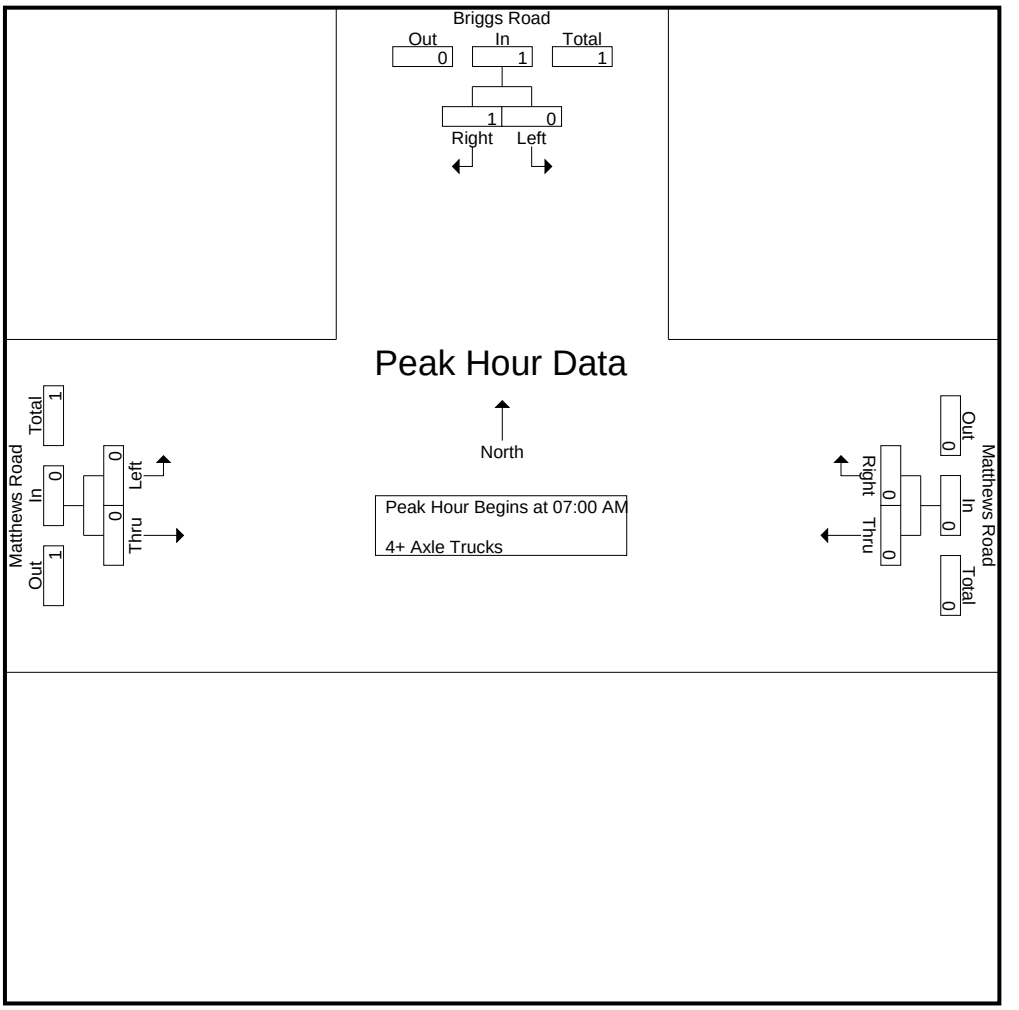
	Briggs Road Southbound			Matthews Road Westbound			Matthews Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	1	0	0	0	0	0	0	1
Total	0	1	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	1	0	1	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	2	0	2	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	1	0	1	0	0	0	3
Grand Total	2	1	3	1	0	1	0	0	0	4
Apprch %	66.7	33.3		100	0		0	0		
Total %	50	25	75	25	0	25	0	0	0	

	Briggs Road Southbound			Matthews Road Westbound			Matthews Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	**1**	**1**	0	0	0	0	0	0	**1**
Total Volume	0	1	1	0	0	0	0	0	0	1
% App. Total	0	100		0	0		0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 64_MEN_Briggs_Matth AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	**1**	**1**	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	0	0
% App. Total	0	100		0	0		0	0	
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000

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Corona, CA 92878
(951)268-6268

City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 64_MEN_Briggs_Matth PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

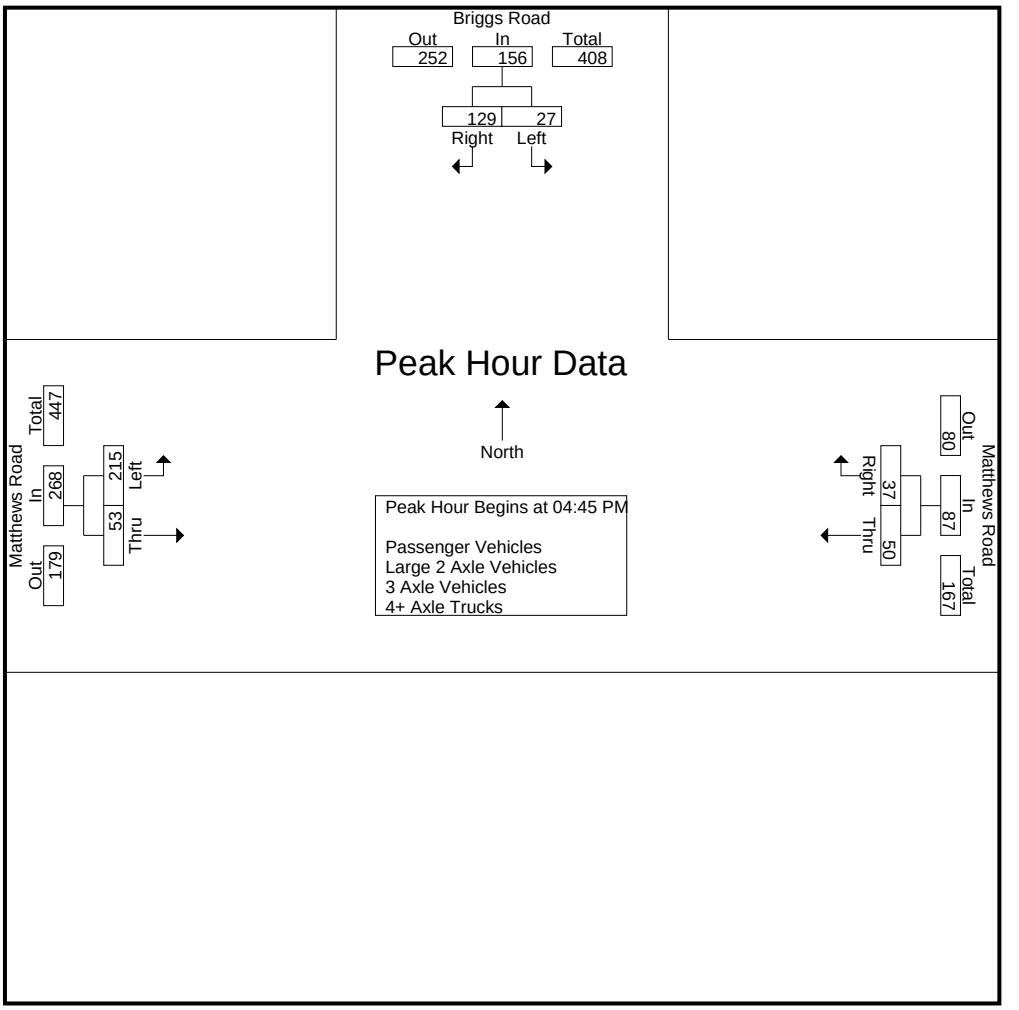
	Briggs Road Southbound			Matthews Road Westbound			Matthews Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	11	35	46	6	8	14	44	10	54	114
04:15 PM	8	26	34	6	6	12	31	9	40	86
04:30 PM	7	33	40	7	11	18	33	19	52	110
04:45 PM	10	36	46	13	10	23	38	16	54	123
Total	36	130	166	32	35	67	146	54	200	433
05:00 PM	4	27	31	11	6	17	61	13	74	122
05:15 PM	10	34	44	14	11	25	68	14	82	151
05:30 PM	3	32	35	12	10	22	48	10	58	115
05:45 PM	5	19	24	9	9	18	35	9	44	86
Total	22	112	134	46	36	82	212	46	258	474
Grand Total	58	242	300	78	71	149	358	100	458	907
Apprch %	19.3	80.7		52.3	47.7		78.2	21.8		
Total %	6.4	26.7	33.1	8.6	7.8	16.4	39.5	11	50.5	
Passenger Vehicles	58	242	300	77	67	144	355	99	454	898
% Passenger Vehicles	100	100	100	98.7	94.4	96.6	99.2	99	99.1	99
Large 2 Axle Vehicles	0	0	0	1	1	2	3	1	4	6
% Large 2 Axle Vehicles	0	0	0	1.3	1.4	1.3	0.8	1	0.9	0.7
3 Axle Vehicles	0	0	0	0	2	2	0	0	0	2
% 3 Axle Vehicles	0	0	0	0	2.8	1.3	0	0	0	0.2
4+ Axle Trucks	0	0	0	0	1	1	0	0	0	1
% 4+ Axle Trucks	0	0	0	0	1.4	0.7	0	0	0	0.1

	Briggs Road Southbound			Matthews Road Westbound			Matthews Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**10**	**36**	**46**	13	10	23	38	**16**	54	123
05:00 PM	4	27	31	11	6	17	61	13	74	122
05:15 PM	10	34	44	**14**	**11**	**25**	**68**	14	**82**	**151**
05:30 PM	3	32	35	12	10	22	48	10	58	115
Total Volume	27	129	156	50	37	87	215	53	268	511
% App. Total	17.3	82.7		57.5	42.5		80.2	19.8		
PHF	.675	.896	.848	.893	.841	.870	.790	.828	.817	.846

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 64_MEN_Briggs_Matth PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:45 PM			04:45 PM		
+0 mins.	**11**	35	**46**	13	10	23	38	**16**	54
+15 mins.	8	26	34	11	6	17	61	13	74
+30 mins.	7	33	40	**14**	**11**	**25**	**68**	14	**82**
+45 mins.	10	**36**	46	12	10	22	48	10	58
Total Volume	36	130	166	50	37	87	215	53	268
% App. Total	21.7	78.3		57.5	42.5		80.2	19.8	
PHF	.818	.903	.902	.893	.841	.870	.790	.828	.817

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 64_MEN_Briggs_Matth PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

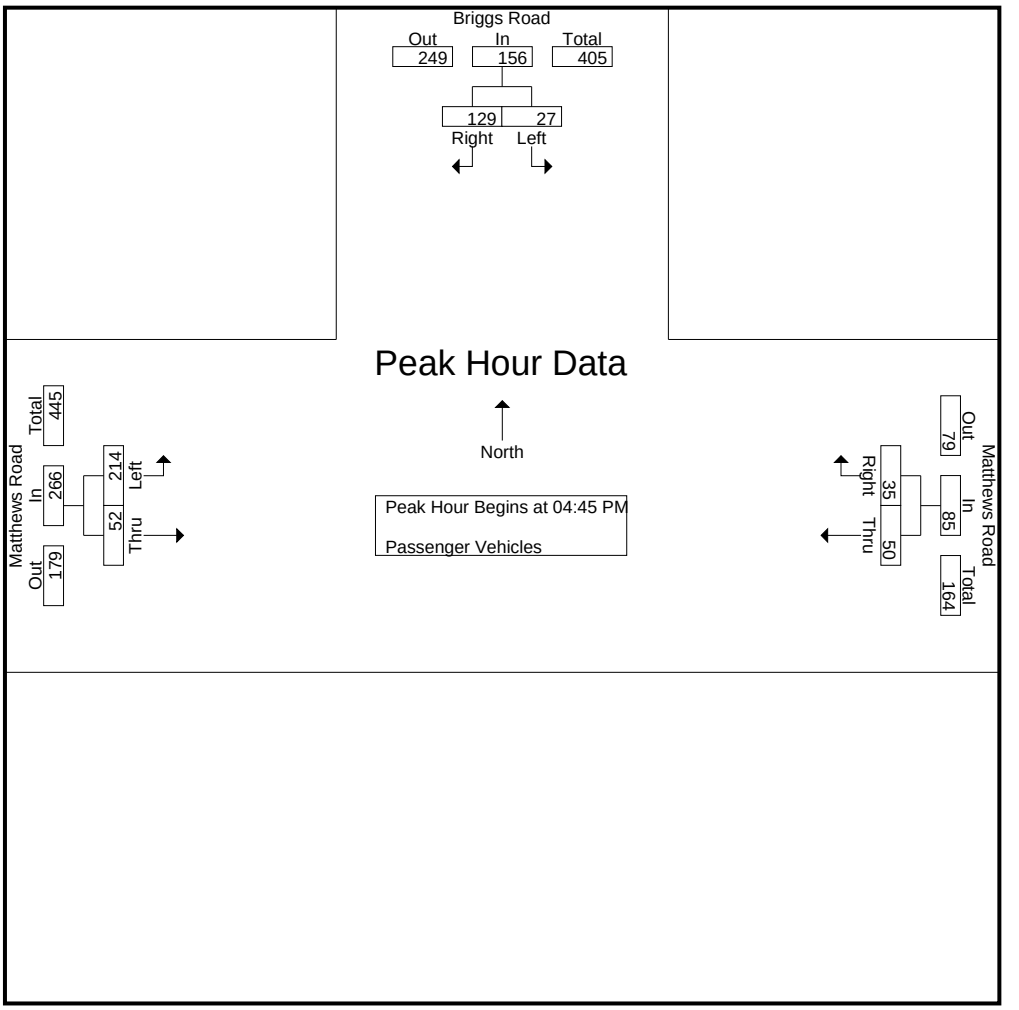
	Briggs Road Southbound			Matthews Road Westbound			Matthews Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	11	35	46	6	8	14	43	10	53	113
04:15 PM	8	26	34	6	5	11	31	9	40	85
04:30 PM	7	33	40	6	11	17	32	19	51	108
04:45 PM	10	36	46	13	10	23	38	16	54	123
Total	36	130	166	31	34	65	144	54	198	429
05:00 PM	4	27	31	11	6	17	61	13	74	122
05:15 PM	10	34	44	14	9	23	68	14	82	149
05:30 PM	3	32	35	12	10	22	47	9	56	113
05:45 PM	5	19	24	9	8	17	35	9	44	85
Total	22	112	134	46	33	79	211	45	256	469
Grand Total	58	242	300	77	67	144	355	99	454	898
Apprch %	19.3	80.7		53.5	46.5		78.2	21.8		
Total %	6.5	26.9	33.4	8.6	7.5	16	39.5	11	50.6	

	Briggs Road Southbound			Matthews Road Westbound			Matthews Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**10**	**36**	**46**	13	**10**	**23**	38	**16**	54	123
05:00 PM	4	27	31	11	6	17	61	13	74	122
05:15 PM	10	34	44	**14**	9	23	**68**	14	**82**	**149**
05:30 PM	3	32	35	12	10	22	47	9	56	113
Total Volume	27	129	156	50	35	85	214	52	266	507
% App. Total	17.3	82.7		58.8	41.2		80.5	19.5		
PHF	.675	.896	.848	.893	.875	.924	.787	.813	.811	.851

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 64_MEN_Briggs_Matth PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	**10**	**36**	**46**	13	**10**	**23**	38	**16**	54
+15 mins.	4	27	31	11	6	17	61	13	74
+30 mins.	10	34	44	**14**	9	23	**68**	14	**82**
+45 mins.	3	32	35	12	10	22	47	9	56
Total Volume	27	129	156	50	35	85	214	52	266
% App. Total	17.3	82.7		58.8	41.2		80.5	19.5	
PHF	.675	.896	.848	.893	.875	.924	.787	.813	.811

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City of Menifee
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Weather: Clear

File Name : 64_MEN_Briggs_Matth PM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- Large 2 Axle Vehicles

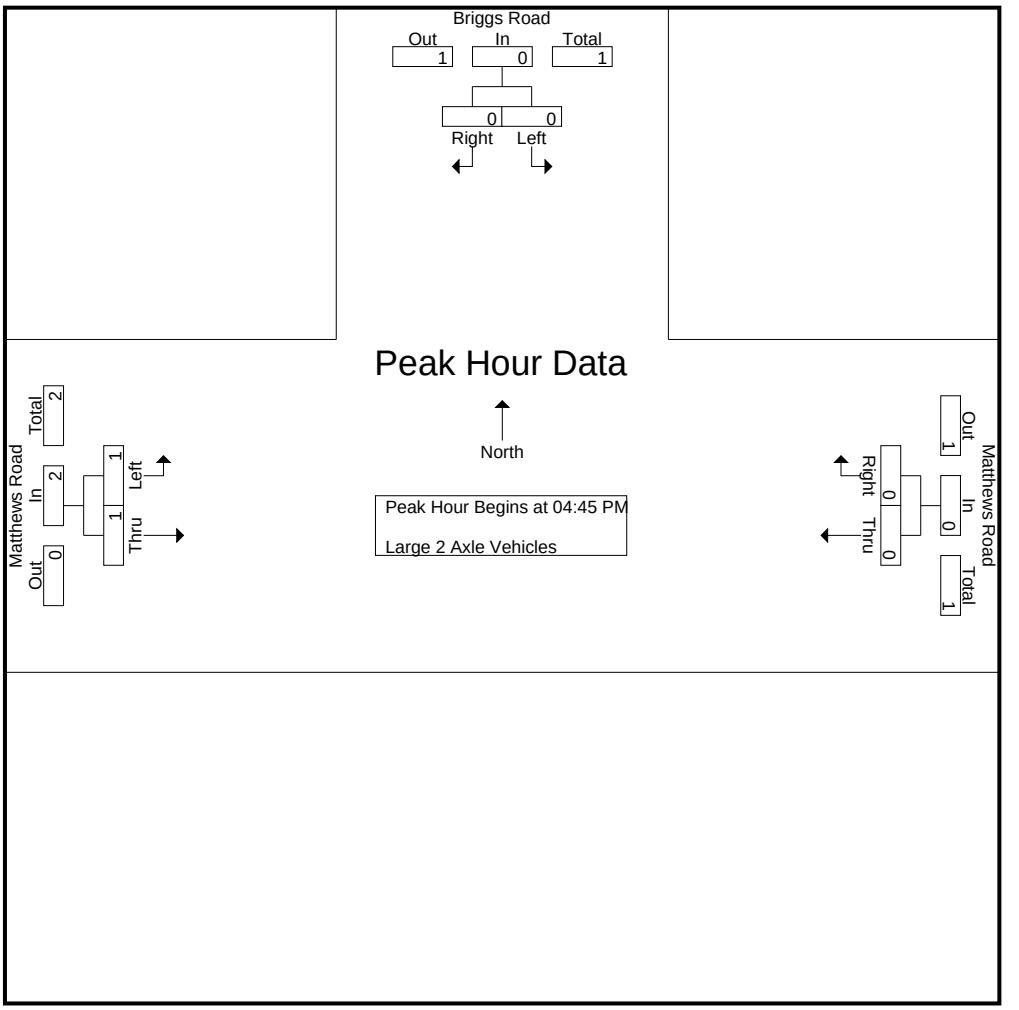
	Briggs Road Southbound			Matthews Road Westbound			Matthews Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	1	1	0	0	0	1
04:30 PM	0	0	0	1	0	1	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	2	2	0	2	4
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	1	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	2	2
Grand Total	0	0	0	1	1	2	3	1	4	6
Apprch %	0	0		50	50		75	25		
Total %	0	0	0	16.7	16.7	33.3	50	16.7	66.7	

	Briggs Road Southbound			Matthews Road Westbound			Matthews Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	**1**	**1**	**2**	**2**
Total Volume	0	0	0	0	0	0	1	1	2	2
% App. Total	0	0		0	0		50	50		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.250	.250

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City of Menifee
N/S: Briggs Road
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Weather: Clear

File Name : 64_MEN_Briggs_Matth PM
Site Code : 00322418
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	**1**	**1**	**2**
Total Volume	0	0	0	0	0	0	1	1	2
% App. Total	0	0		0	0		50	50	
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.250

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 64_MEN_Briggs_Matth PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

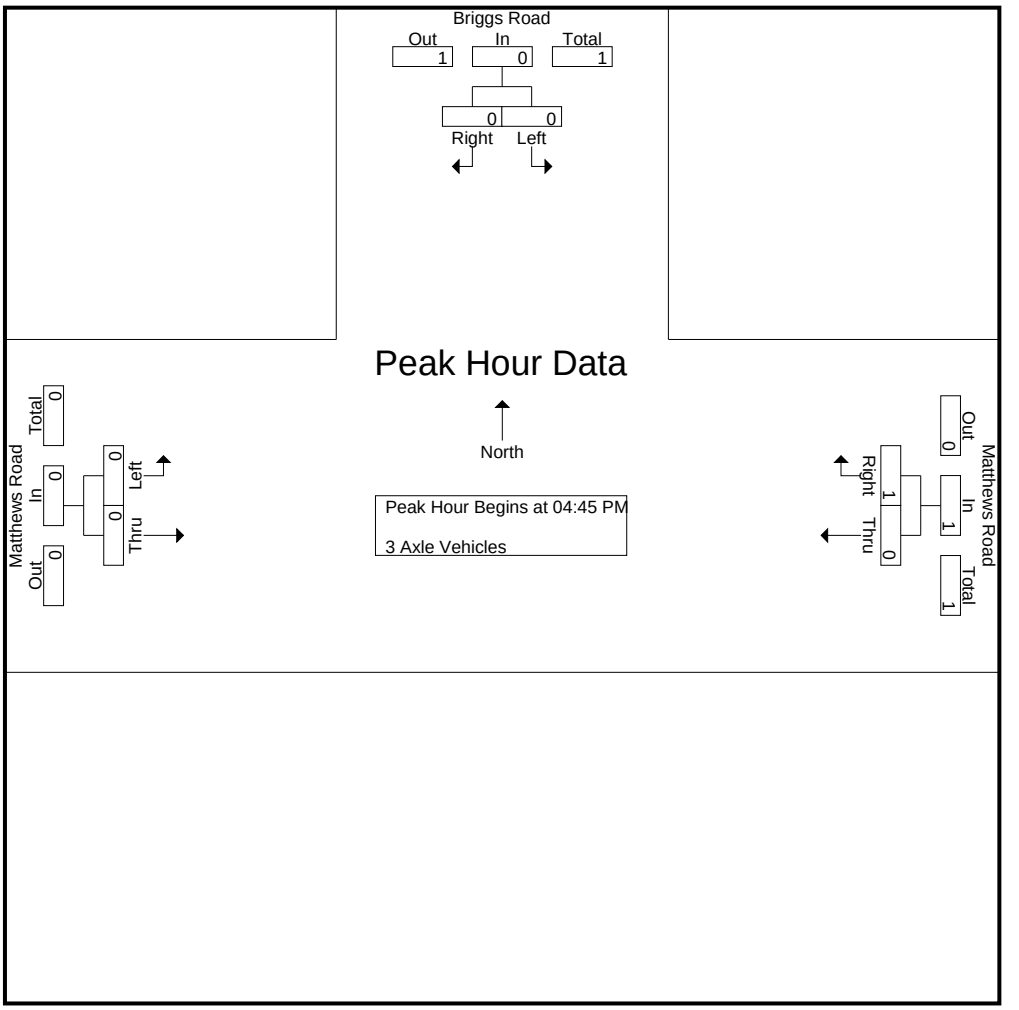
	Briggs Road Southbound			Matthews Road Westbound			Matthews Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	1	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	0	2	2	0	0	0	2
Grand Total	0	0	0	0	2	2	0	0	0	2
Apprch %	0	0		0	100		0	0		
Total %	0	0	0	0	100	100	0	0	0	

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

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 64_MEN_Briggs_Matth PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 64_MEN_Briggs_Matth PM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- 4+ Axle Trucks

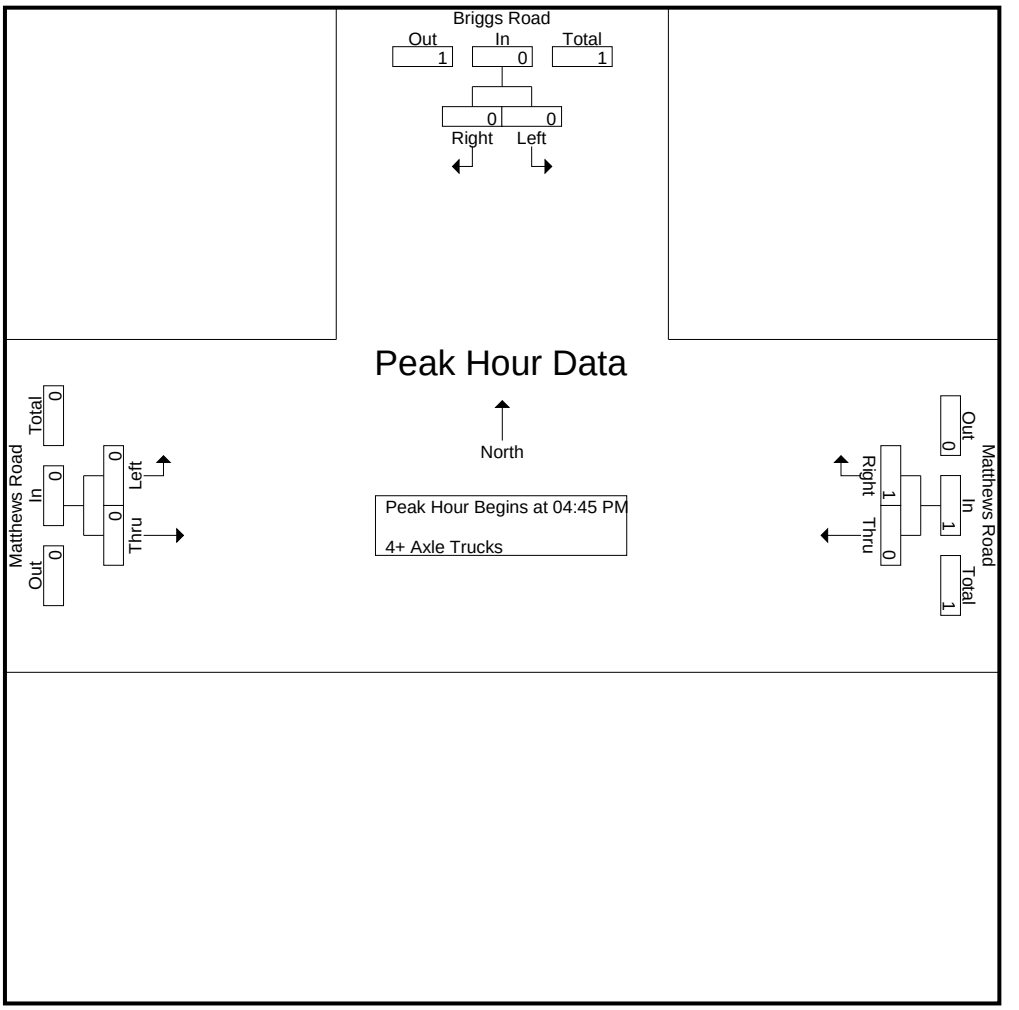
	Briggs Road Southbound			Matthews Road Westbound			Matthews Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	1	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	1
Grand Total	0	0	0	0	1	1	0	0	0	1
Apprch %	0	0		0	100		0	0		
Total %	0	0	0	0	100	100	0	0	0	

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

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City of Menifee
N/S: Briggs Road
E/W: Matthews Road
Weather: Clear

File Name : 64_MEN_Briggs_Matth PM
Site Code : 00322418
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

Location: Menifee
N/S: Briggs Road
E/W: Matthews Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Briggs Road	East Leg Matthews Road	South Leg Dead End	West Leg Matthews Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Briggs Road	East Leg Matthews Road	South Leg Dead End	West Leg Matthews Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Menifee
N/S: Briggs Road
E/W: Matthews Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Briggs Road			Westbound Matthews Road			Northbound Dead End			Eastbound Matthews Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	2
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	0	0	0	0	0	3	0	0	4

	Southbound Briggs Road			Westbound Matthews Road			Northbound Dead End			Eastbound Matthews Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	1	0	0	0	0	0	0	1

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City of Menifee
N/S: Murrieta Road
E/W: McCall Boulevard
Weather: Clear

File Name : 65_MEN_Mur_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

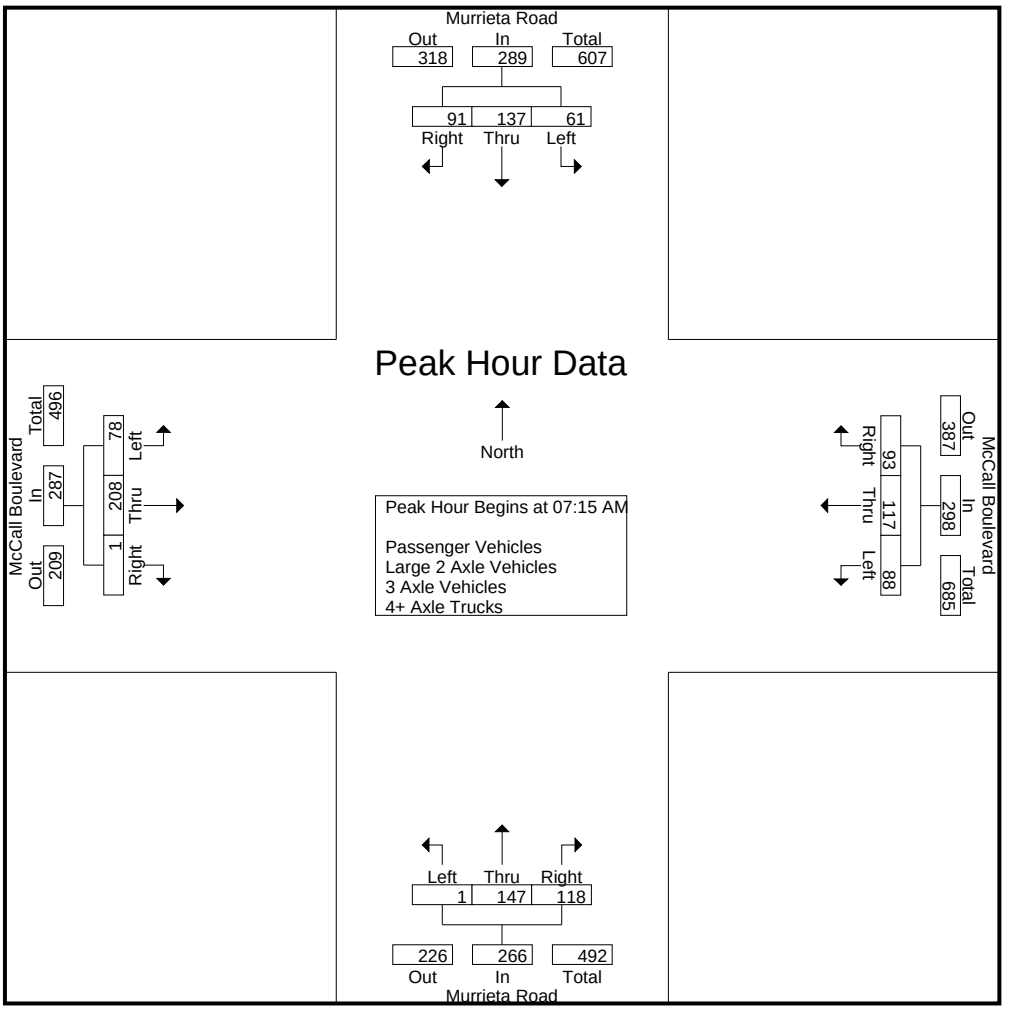
	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	36	16	69	16	23	13	52	0	33	31	64	13	34	1	48	233
07:15 AM	10	44	35	89	18	32	9	59	1	32	32	65	20	50	1	71	284
07:30 AM	17	30	40	87	20	32	20	72	0	45	25	70	32	76	0	108	337
07:45 AM	11	34	7	52	30	19	36	85	0	42	37	79	19	40	0	59	275
Total	55	144	98	297	84	106	78	268	1	152	125	278	84	200	2	286	1129
08:00 AM	23	29	9	61	20	34	28	82	0	28	24	52	7	42	0	49	244
08:15 AM	17	36	6	59	21	27	21	69	0	20	16	36	7	54	0	61	225
08:30 AM	45	49	5	99	27	39	21	87	0	39	13	52	9	21	2	32	270
08:45 AM	19	38	4	61	41	28	16	85	0	39	14	53	9	29	0	38	237
Total	104	152	24	280	109	128	86	323	0	126	67	193	32	146	2	180	976
Grand Total	159	296	122	577	193	234	164	591	1	278	192	471	116	346	4	466	2105
Apprch %	27.6	51.3	21.1		32.7	39.6	27.7		0.2	59	40.8		24.9	74.2	0.9		
Total %	7.6	14.1	5.8	27.4	9.2	11.1	7.8	28.1	0	13.2	9.1	22.4	5.5	16.4	0.2	22.1	
Passenger Vehicles	156	291	119	566	186	227	160	573	1	263	177	441	109	340	4	453	2033
% Passenger Vehicles	98.1	98.3	97.5	98.1	96.4	97	97.6	97	100	94.6	92.2	93.6	94	98.3	100	97.2	96.6
Large 2 Axle Vehicles	1	3	1	5	6	6	2	14	0	8	12	20	5	4	0	9	48
% Large 2 Axle Vehicles	0.6	1	0.8	0.9	3.1	2.6	1.2	2.4	0	2.9	6.2	4.2	4.3	1.2	0	1.9	2.3
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	5	1	6	0	0	0	0	7
% 3 Axle Vehicles	0	0.3	0	0.2	0	0	0	0	0	1.8	0.5	1.3	0	0	0	0	0.3
4+ Axle Trucks	2	1	2	5	1	1	2	4	0	2	2	4	2	2	0	4	17
% 4+ Axle Trucks	1.3	0.3	1.6	0.9	0.5	0.4	1.2	0.7	0	0.7	1	0.8	1.7	0.6	0	0.9	0.8

	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	10	**44**	35	**89**	18	32	9	59	**1**	32	32	65	20	50	**1**	71	284
07:30 AM	17	30	**40**	87	20	32	20	72	0	**45**	25	70	**32**	**76**	0	**108**	**337**
07:45 AM	11	34	7	52	**30**	19	**36**	**85**	0	42	**37**	**79**	19	40	0	59	275
08:00 AM	**23**	29	9	61	20	**34**	28	82	0	28	24	52	7	42	0	49	244
Total Volume	61	137	91	289	88	117	93	298	1	147	118	266	78	208	1	287	1140
% App. Total	21.1	47.4	31.5		29.5	39.3	31.2		0.4	55.3	44.4		27.2	72.5	0.3		
PHF	.663	.778	.569	.812	.733	.860	.646	.876	.250	.817	.797	.842	.609	.684	.250	.664	.846

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City of Menifee
N/S: Murrieta Road
E/W: McCall Boulevard
Weather: Clear

File Name : 65_MEN_Mur_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:45 AM				07:00 AM				07:15 AM			
+0 mins.	**17**	36	16	69	**30**	19	**36**	85	0	33	31	64	20	50	**1**	71
+15 mins.	10	**44**	35	**89**	20	34	28	82	**1**	32	32	65	**32**	**76**	0	**108**
+30 mins.	17	30	**40**	87	21	27	21	69	0	**45**	25	70	19	40	0	59
+45 mins.	11	34	7	52	27	**39**	21	**87**	0	42	**37**	**79**	7	42	0	49
Total Volume	55	144	98	297	98	119	106	323	1	152	125	278	78	208	1	287
% App. Total	18.5	48.5	33		30.3	36.8	32.8		0.4	54.7	45		27.2	72.5	0.3	
PHF	.809	.818	.613	.834	.817	.763	.736	.928	.250	.844	.845	.880	.609	.684	.250	.664

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City of Menifee
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File Name : 65_MEN_Mur_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

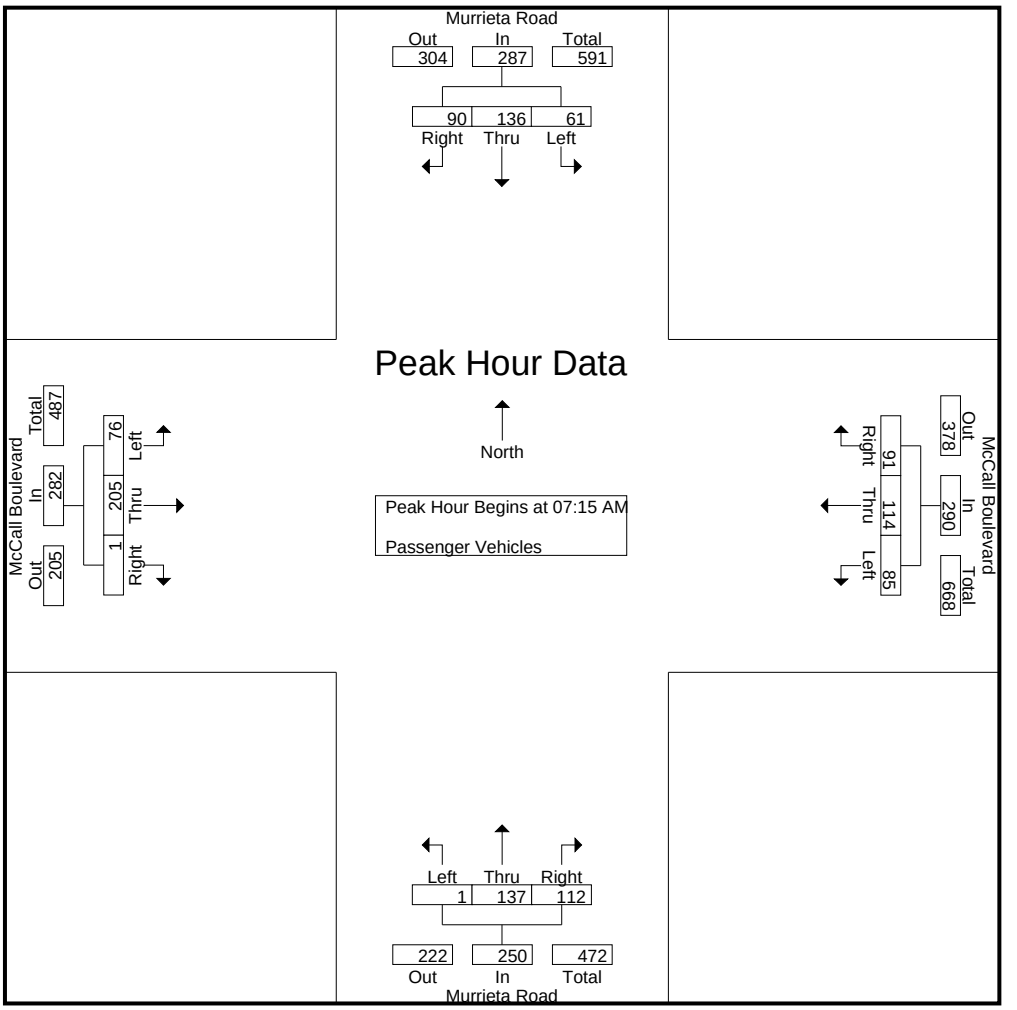
	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	16	35	15	66	15	20	13	48	0	31	26	57	11	33	1	45	216
07:15 AM	10	44	35	89	17	31	9	57	1	27	30	58	20	49	1	70	274
07:30 AM	17	30	40	87	19	31	19	69	0	45	24	69	32	76	0	108	333
07:45 AM	11	33	6	50	29	19	36	84	0	39	36	75	18	39	0	57	266
Total	54	142	96	292	80	101	77	258	1	142	116	259	81	197	2	280	1089
08:00 AM	23	29	9	61	20	33	27	80	0	26	22	48	6	41	0	47	236
08:15 AM	17	34	6	57	21	26	19	66	0	20	13	33	5	53	0	58	214
08:30 AM	43	49	4	96	26	39	21	86	0	37	13	50	9	21	2	32	264
08:45 AM	19	37	4	60	39	28	16	83	0	38	13	51	8	28	0	36	230
Total	102	149	23	274	106	126	83	315	0	121	61	182	28	143	2	173	944
Grand Total	156	291	119	566	186	227	160	573	1	263	177	441	109	340	4	453	2033
Apprch %	27.6	51.4	21		32.5	39.6	27.9		0.2	59.6	40.1		24.1	75.1	0.9		
Total %	7.7	14.3	5.9	27.8	9.1	11.2	7.9	28.2	0	12.9	8.7	21.7	5.4	16.7	0.2	22.3	

	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	10	**44**	35	**89**	17	31	9	57	**1**	27	30	58	20	49	**1**	70	274
07:30 AM	17	30	**40**	87	19	31	19	69	0	**45**	24	69	**32**	**76**	0	**108**	**333**
07:45 AM	11	33	6	50	**29**	19	**36**	**84**	0	39	**36**	**75**	18	39	0	57	266
08:00 AM	**23**	29	9	61	20	**33**	27	80	0	26	22	48	6	41	0	47	236
Total Volume	61	136	90	287	85	114	91	290	1	137	112	250	76	205	1	282	1109
% App. Total	21.3	47.4	31.4		29.3	39.3	31.4		0.4	54.8	44.8		27	72.7	0.4		
PHF	.663	.773	.563	.806	.733	.864	.632	.863	.250	.761	.778	.833	.594	.674	.250	.653	.833

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City of Menifee
N/S: Murrieta Road
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Weather: Clear

File Name : 65_MEN_Mur_McC AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	10	**44**	35	**89**	17	31	9	57	**1**	27	30	58	20	49	**1**	70
+15 mins.	17	30	**40**	87	19	31	19	69	0	**45**	24	69	**32**	**76**	0	**108**
+30 mins.	11	33	6	50	**29**	19	**36**	**84**	0	39	**36**	**75**	18	39	0	57
+45 mins.	**23**	29	9	61	20	**33**	27	80	0	26	22	48	6	41	0	47
Total Volume	61	136	90	287	85	114	91	290	1	137	112	250	76	205	1	282
% App. Total	21.3	47.4	31.4		29.3	39.3	31.4		0.4	54.8	44.8		27	72.7	0.4	
PHF	.663	.773	.563	.806	.733	.864	.632	.863	.250	.761	.778	.833	.594	.674	.250	.653

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File Name : 65_MEN_Mur_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

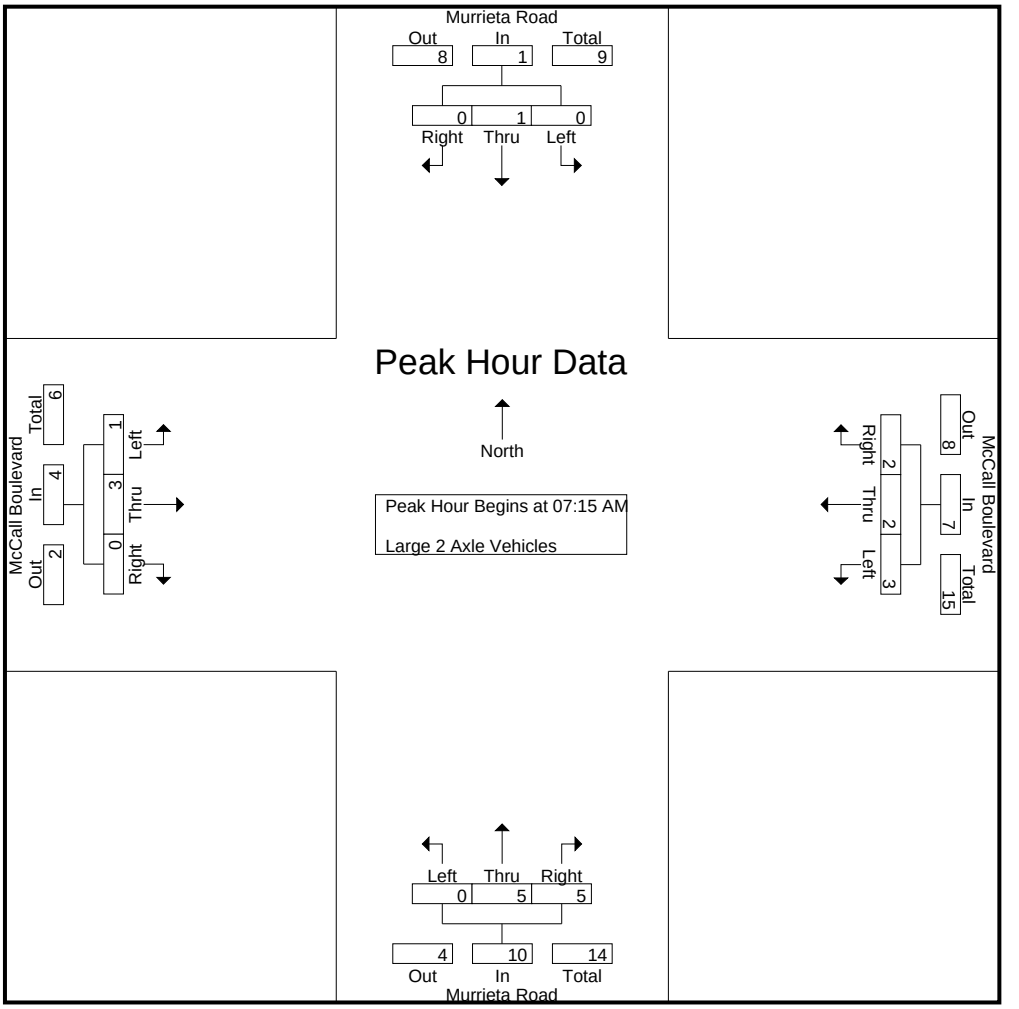
	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	1	2	1	3	0	4	0	1	5	6	2	0	0	2	14
07:15 AM	0	0	0	0	1	1	0	2	0	2	2	4	0	1	0	1	7
07:30 AM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	1	0	1	1	0	0	1	0	2	1	3	1	1	0	2	7
Total	1	1	1	3	4	4	1	9	0	5	8	13	3	2	0	5	30
08:00 AM	0	0	0	0	0	1	1	2	0	1	2	3	0	1	0	1	6
08:15 AM	0	1	0	1	0	1	0	1	0	0	2	2	1	1	0	2	6
08:30 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
08:45 AM	0	1	0	1	1	0	0	1	0	1	0	1	1	0	0	1	4
Total	0	2	0	2	2	2	1	5	0	3	4	7	2	2	0	4	18
Grand Total	1	3	1	5	6	6	2	14	0	8	12	20	5	4	0	9	48
Apprch %	20	60	20		42.9	42.9	14.3		0	40	60		55.6	44.4	0		
Total %	2.1	6.2	2.1	10.4	12.5	12.5	4.2	29.2	0	16.7	25	41.7	10.4	8.3	0	18.8	

	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	**1**	**1**	0	**2**	0	**2**	**2**	**4**	0	**1**	0	1	**7**
07:30 AM	0	0	0	0	1	0	**1**	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	**1**	0	**1**	1	0	0	1	0	2	1	3	**1**	1	0	**2**	7
08:00 AM	0	0	0	0	0	1	1	2	0	1	2	3	0	1	0	1	6
Total Volume	0	1	0	1	3	2	2	7	0	5	5	10	1	3	0	4	22
% App. Total	0	100	0		42.9	28.6	28.6		0	50	50		25	75	0		
PHF	.000	.250	.000	.250	.750	.500	.500	.875	.000	.625	.625	.625	.250	.750	.000	.500	.786

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File Name : 65_MEN_Mur_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	**1**	**1**	0	**2**	0	**2**	**2**	**4**	0	**1**	0	1
+15 mins.	0	0	0	0	1	0	**1**	2	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	**1**	1	0	0	1	0	2	1	3	**1**	1	0	**2**
+45 mins.	0	0	0	0	0	1	1	2	0	1	2	3	0	1	0	1
Total Volume	0	1	0	1	3	2	2	7	0	5	5	10	1	3	0	4
% App. Total	0	100	0		42.9	28.6	28.6		0	50	50		25	75	0	
PHF	.000	.250	.000	.250	.750	.500	.500	.875	.000	.625	.625	.625	.250	.750	.000	.500

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City of Menifee
N/S: Murrieta Road
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File Name : 65_MEN_Mur_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

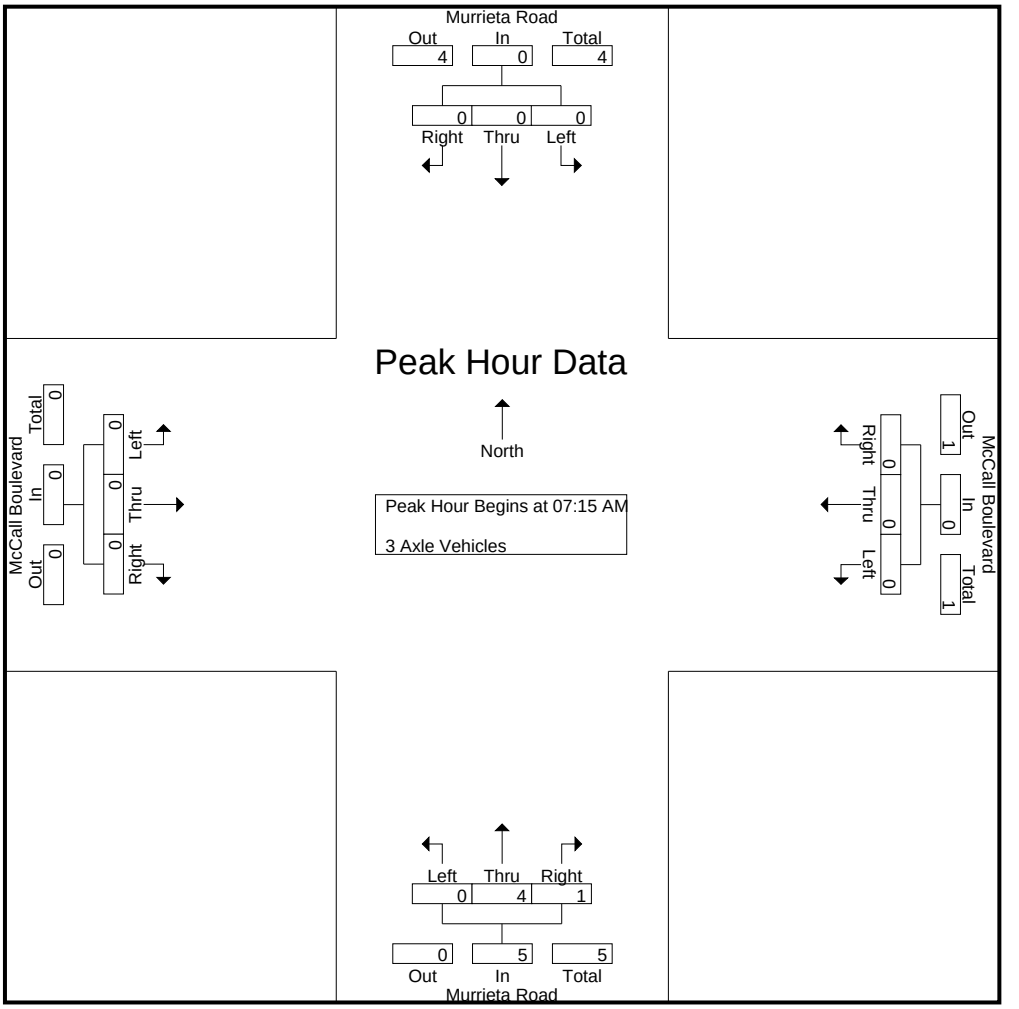
	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Grand Total	0	1	0	1	0	0	0	0	0	5	1	6	0	0	0	0	7
Apprch %	0	100	0		0	0	0		0	83.3	16.7		0	0	0		
Total %	0	14.3	0	14.3	0	0	0	0	0	71.4	14.3	85.7	0	0	0	0	

	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**2**
07:30 AM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	5
% App. Total	0	0	0		0	0	0		0	80	20		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.625	.000	.000	.000	.000	.625

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File Name : 65_MEN_Mur_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0
% App. Total	0	0	0		0	0	0		0	80	20		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.625	.000	.000	.000	.000

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File Name : 65_MEN_Mur_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

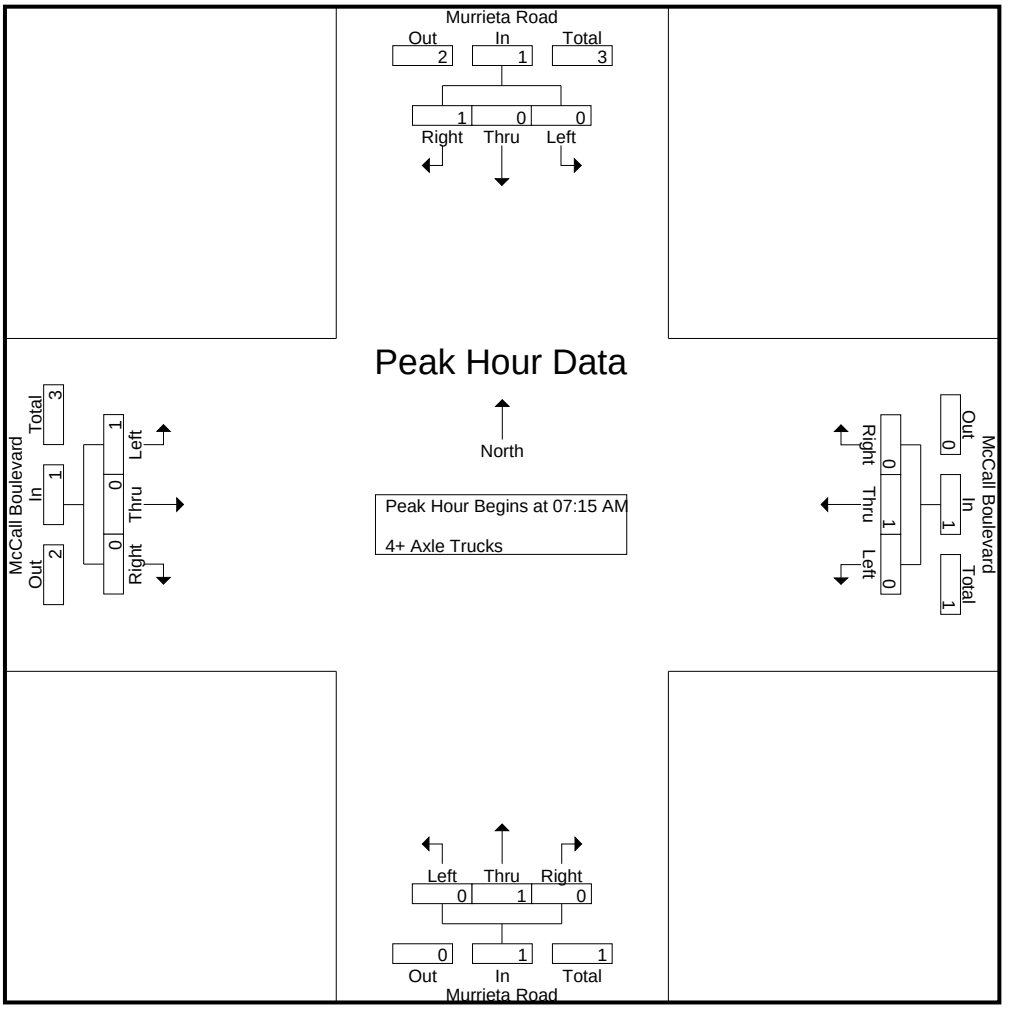
	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	2	0	1	0	1	0	2	0	2	0	1	0	1	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	0	0	0	0	0	0	2	2	0	0	1	1	1	0	0	1	4
08:30 AM	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	1	0	1	3
Total	2	0	1	3	1	0	2	3	0	0	2	2	2	1	0	3	11
Grand Total	2	1	2	5	1	1	2	4	0	2	2	4	2	2	0	4	17
Apprch %	40	20	40		25	25	50		0	50	50		50	50	0		
Total %	11.8	5.9	11.8	29.4	5.9	5.9	11.8	23.5	0	11.8	11.8	23.5	11.8	11.8	0	23.5	

	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
07:30 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
Total Volume	0	0	1	1	0	1	0	1	0	1	0	1	1	0	0	1	4
% App. Total	0	0	100		0	100	0		0	100	0		100	0	0		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.250	.000	.250	.250	.000	.000	.250	1.00

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City of Menifee
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E/W: McCall Boulevard
Weather: Clear

File Name : 65_MEN_Mur_McC AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**
Total Volume	0	0	1	1	0	1	0	1	0	1	0	1	1	0	0	1
% App. Total	0	0	100		0	100	0		0	100	0		100	0	0	
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.250	.000	.250	.250	.000	.000	.250

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City of Menifee
N/S: Murrieta Road
E/W: McCall Boulevard
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File Name : 65_MEN_Mur_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

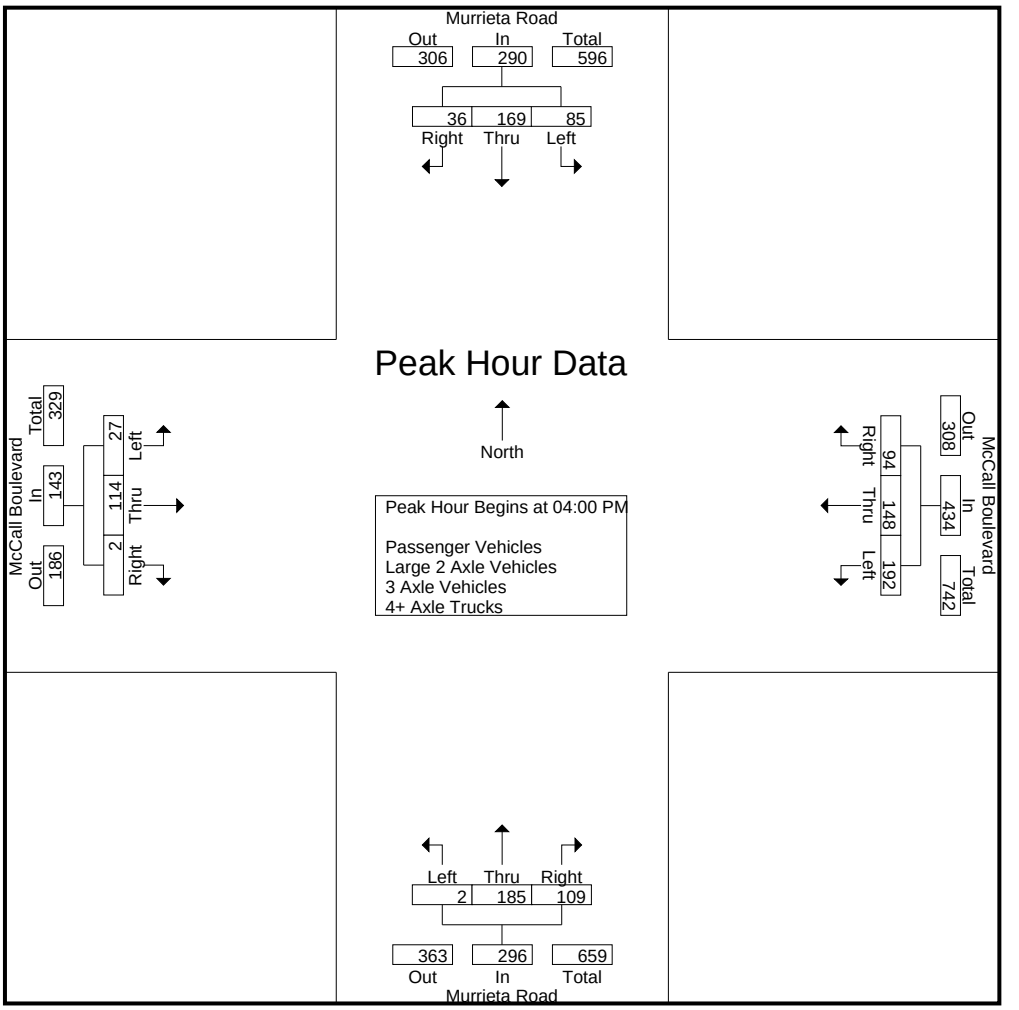
	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	20	35	11	66	44	37	17	98	2	48	30	80	10	26	1	37	281
04:15 PM	30	44	9	83	55	36	25	116	0	44	30	74	5	27	0	32	305
04:30 PM	14	39	8	61	52	37	22	111	0	42	26	68	7	29	1	37	277
04:45 PM	21	51	8	80	41	38	30	109	0	51	23	74	5	32	0	37	300
Total	85	169	36	290	192	148	94	434	2	185	109	296	27	114	2	143	1163
05:00 PM	13	36	6	55	43	38	25	106	0	39	27	66	6	34	1	41	268
05:15 PM	22	50	7	79	47	51	31	129	0	37	31	68	7	31	1	39	315
05:30 PM	14	37	4	55	47	43	19	109	1	24	22	47	5	17	1	23	234
05:45 PM	16	45	15	76	35	31	23	89	1	42	26	69	7	29	0	36	270
Total	65	168	32	265	172	163	98	433	2	142	106	250	25	111	3	139	1087
Grand Total	150	337	68	555	364	311	192	867	4	327	215	546	52	225	5	282	2250
Apprch %	27	60.7	12.3		42	35.9	22.1		0.7	59.9	39.4		18.4	79.8	1.8		
Total %	6.7	15	3	24.7	16.2	13.8	8.5	38.5	0.2	14.5	9.6	24.3	2.3	10	0.2	12.5	
Passenger Vehicles	150	333	68	551	362	306	192	860	4	320	207	531	52	215	5	272	2214
% Passenger Vehicles	100	98.8	100	99.3	99.5	98.4	100	99.2	100	97.9	96.3	97.3	100	95.6	100	96.5	98.4
Large 2 Axle Vehicles	0	4	0	4	2	5	0	7	0	5	6	11	0	7	0	7	29
% Large 2 Axle Vehicles	0	1.2	0	0.7	0.5	1.6	0	0.8	0	1.5	2.8	2	0	3.1	0	2.5	1.3
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	2	1	3	0	1	0	1	4
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0.6	0.5	0.5	0	0.4	0	0.4	0.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0.5	0.2	0	0.9	0	0.7	0.1

	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	20	35	**11**	66	44	37	17	98	**2**	48	**30**	**80**	**10**	26	**1**	**37**	281
04:15 PM	**30**	44	9	**83**	**55**	36	25	**116**	0	44	30	74	5	27	0	32	**305**
04:30 PM	14	39	8	61	52	37	22	111	0	42	26	68	7	29	1	37	277
04:45 PM	21	**51**	8	80	41	**38**	**30**	109	0	**51**	23	74	5	**32**	0	37	300
Total Volume	85	169	36	290	192	148	94	434	2	185	109	296	27	114	2	143	1163
% App. Total	29.3	58.3	12.4		44.2	34.1	21.7		0.7	62.5	36.8		18.9	79.7	1.4		
PHF	.708	.828	.818	.873	.873	.974	.783	.935	.250	.907	.908	.925	.675	.891	.500	.966	.953

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File Name : 65_MEN_Mur_McC PM
Site Code : 00322418
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:00 PM				04:30 PM			
+0 mins.	20	35	**11**	66	**52**	37	22	111	**2**	48	**30**	**80**	**7**	29	**1**	37
+15 mins.	**30**	44	9	**83**	41	38	30	109	0	44	30	74	5	32	0	37
+30 mins.	14	39	8	61	43	38	25	106	0	42	26	68	6	**34**	1	**41**
+45 mins.	21	**51**	8	80	47	**51**	**31**	**129**	0	**51**	23	74	7	31	1	39
Total Volume	85	169	36	290	183	164	108	455	2	185	109	296	25	126	3	154
% App. Total	29.3	58.3	12.4		40.2	36	23.7		0.7	62.5	36.8		16.2	81.8	1.9	
PHF	.708	.828	.818	.873	.880	.804	.871	.882	.250	.907	.908	.925	.893	.926	.750	.939

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File Name : 65_MEN_Mur_McC PM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- Passenger Vehicles

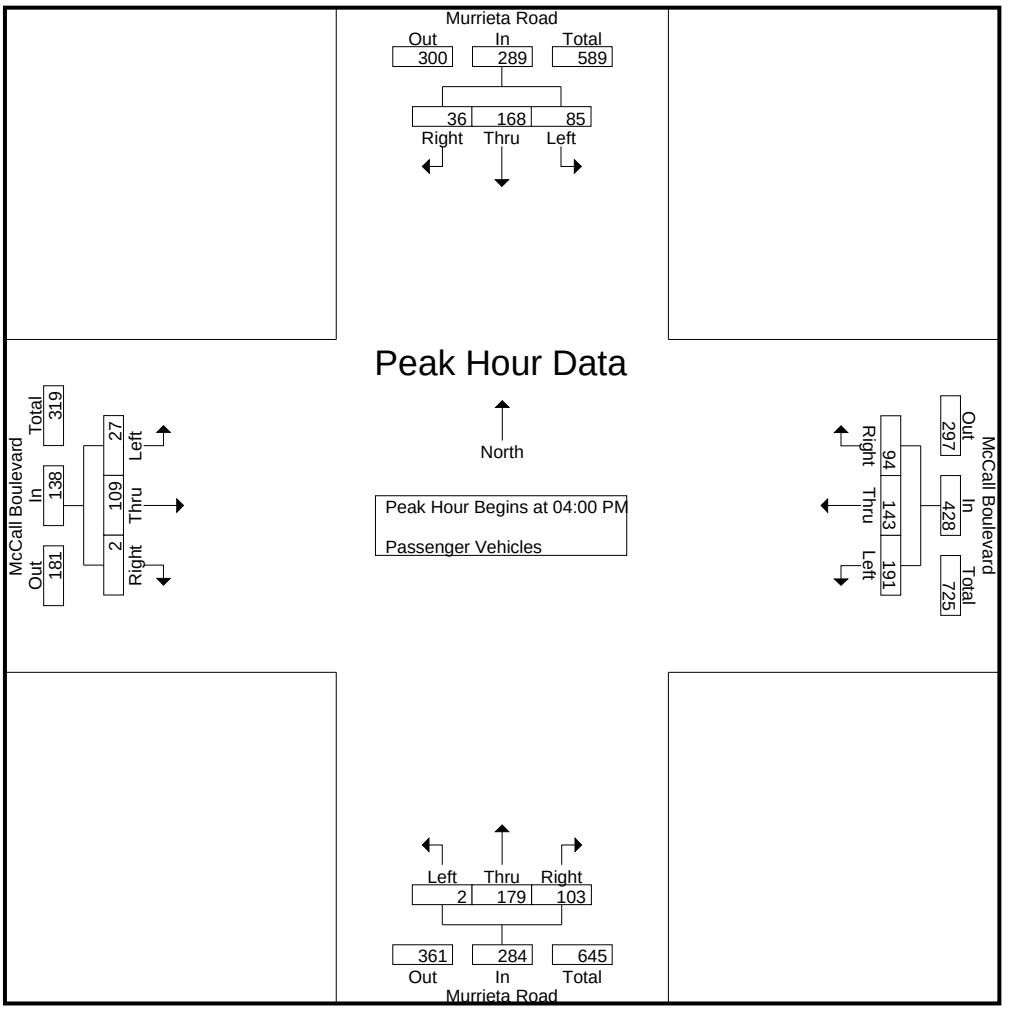
	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	20	35	11	66	44	34	17	95	2	48	28	78	10	25	1	36	275
04:15 PM	30	43	9	82	55	35	25	115	0	43	28	71	5	25	0	30	298
04:30 PM	14	39	8	61	51	36	22	109	0	38	24	62	7	28	1	36	268
04:45 PM	21	51	8	80	41	38	30	109	0	50	23	73	5	31	0	36	298
Total	85	168	36	289	191	143	94	428	2	179	103	284	27	109	2	138	1139
05:00 PM	13	36	6	55	43	38	25	106	0	39	27	66	6	33	1	40	267
05:15 PM	22	48	7	77	47	51	31	129	0	36	31	67	7	29	1	37	310
05:30 PM	14	36	4	54	47	43	19	109	1	24	20	45	5	17	1	23	231
05:45 PM	16	45	15	76	34	31	23	88	1	42	26	69	7	27	0	34	267
Total	65	165	32	262	171	163	98	432	2	141	104	247	25	106	3	134	1075
Grand Total	150	333	68	551	362	306	192	860	4	320	207	531	52	215	5	272	2214
Apprch %	27.2	60.4	12.3		42.1	35.6	22.3		0.8	60.3	39		19.1	79	1.8		
Total %	6.8	15	3.1	24.9	16.4	13.8	8.7	38.8	0.2	14.5	9.3	24	2.3	9.7	0.2	12.3	

	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	20	35	**11**	66	44	34	17	95	**2**	48	**28**	**78**	**10**	25	**1**	**36**	275
04:15 PM	**30**	43	9	**82**	**55**	35	25	**115**	0	43	28	71	5	25	0	30	**298**
04:30 PM	14	39	8	61	51	36	22	109	0	38	24	62	7	28	1	36	268
04:45 PM	21	**51**	8	80	41	**38**	**30**	109	0	**50**	23	73	5	**31**	0	36	298
Total Volume	85	168	36	289	191	143	94	428	2	179	103	284	27	109	2	138	1139
% App. Total	29.4	58.1	12.5		44.6	33.4	22		0.7	63	36.3		19.6	79	1.4		
PHF	.708	.824	.818	.881	.868	.941	.783	.930	.250	.895	.920	.910	.675	.879	.500	.958	.956

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File Name : 65_MEN_Mur_McC PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	20	35	**11**	66	44	34	17	95	**2**	48	**28**	**78**	**10**	25	**1**	**36**
+15 mins.	**30**	43	9	**82**	**55**	35	25	**115**	0	43	28	71	5	25	0	30
+30 mins.	14	39	8	61	51	36	22	109	0	38	24	62	7	28	1	36
+45 mins.	21	**51**	8	80	41	**38**	**30**	109	0	**50**	23	73	5	**31**	0	36
Total Volume	85	168	36	289	191	143	94	428	2	179	103	284	27	109	2	138
% App. Total	29.4	58.1	12.5		44.6	33.4	22		0.7	63	36.3		19.6	79	1.4	
PHF	.708	.824	.818	.881	.868	.941	.783	.930	.250	.895	.920	.910	.675	.879	.500	.958

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File Name : 65_MEN_Mur_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

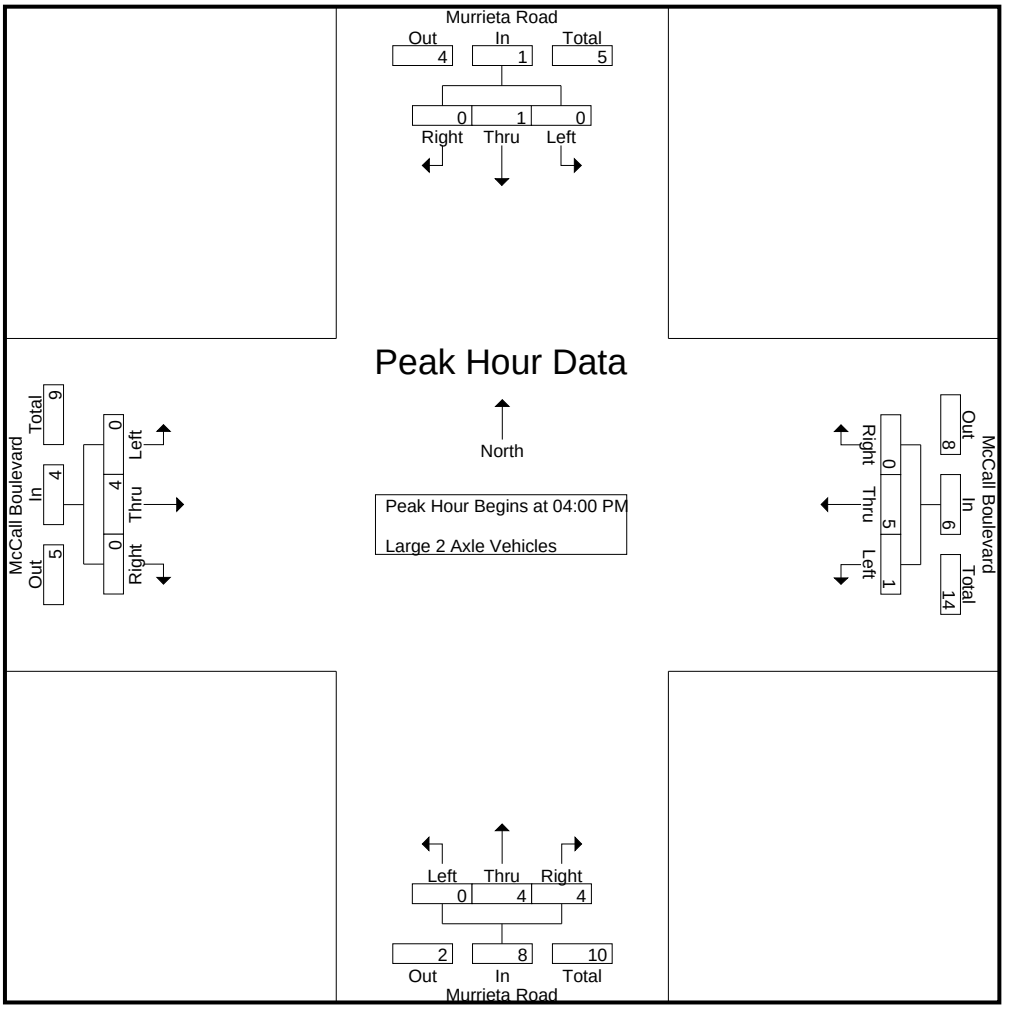
	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	0	0	0	4
04:15 PM	0	1	0	1	0	1	0	1	0	1	1	2	0	2	0	2	6
04:30 PM	0	0	0	0	1	1	0	2	0	2	2	4	0	1	0	1	7
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Total	0	1	0	1	1	5	0	6	0	4	4	8	0	4	0	4	19
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:30 PM	0	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	3
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	2	3
Total	0	3	0	3	1	0	0	1	0	1	2	3	0	3	0	3	10
Grand Total	0	4	0	4	2	5	0	7	0	5	6	11	0	7	0	7	29
Apprch %	0	100	0		28.6	71.4	0		0	45.5	54.5		0	100	0		
Total %	0	13.8	0	13.8	6.9	17.2	0	24.1	0	17.2	20.7	37.9	0	24.1	0	24.1	

	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**3**	0	**3**	0	0	1	1	0	0	0	0	4
04:15 PM	0	**1**	0	**1**	0	1	0	1	0	1	1	2	0	**2**	0	**2**	6
04:30 PM	0	0	0	0	**1**	1	0	2	0	**2**	**2**	**4**	0	1	0	1	**7**
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Total Volume	0	1	0	1	1	5	0	6	0	4	4	8	0	4	0	4	19
% App. Total	0	100	0		16.7	83.3	0		0	50	50		0	100	0		
PHF	.000	.250	.000	.250	.250	.417	.000	.500	.000	.500	.500	.500	.000	.500	.000	.500	.679

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File Name : 65_MEN_Mur_McC PM
Site Code : 00322418
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	0	1	1	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	1	0	1	0	1	1	2	0	**2**	0	**2**
+30 mins.	0	0	0	0	**1**	1	0	2	0	**2**	**2**	**4**	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1
Total Volume	0	1	0	1	1	5	0	6	0	4	4	8	0	4	0	4
% App. Total	0	100	0		16.7	83.3	0		0	50	50		0	100	0	
PHF	.000	.250	.000	.250	.250	.417	.000	.500	.000	.500	.500	.500	.000	.500	.000	.500

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City of Menifee
N/S: Murrieta Road
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Weather: Clear

File Name : 65_MEN_Mur_McC PM
Site Code : 00322418
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Groups Printed- 3 Axle Vehicles

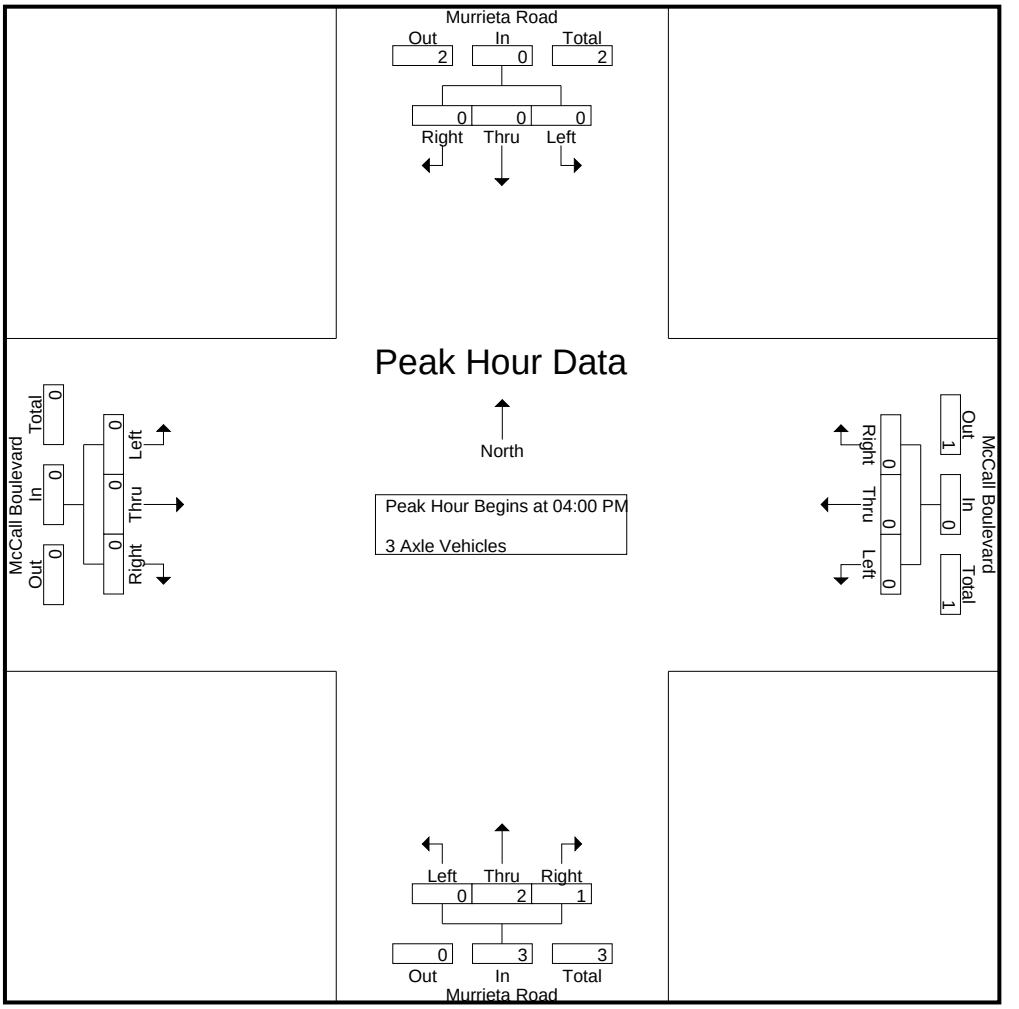
	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	2	1	3	0	1	0	1	4
Apprch %	0	0	0		0	0	0		0	66.7	33.3		0	100	0		
Total %	0	0	0	0	0	0	0	0	0	50	25	75	0	25	0	25	

	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**2**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	3
% App. Total	0	0	0		0	0	0		0	66.7	33.3		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.375	.000	.000	.000	.000	.375

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City of Menifee
N/S: Murrieta Road
E/W: McCall Boulevard
Weather: Clear

File Name : 65_MEN_Mur_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0
% App. Total	0	0	0		0	0	0		0	66.7	33.3		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.375	.000	.000	.000	.000

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City of Menifee
N/S: Murrieta Road
E/W: McCall Boulevard
Weather: Clear

File Name : 65_MEN_Mur_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

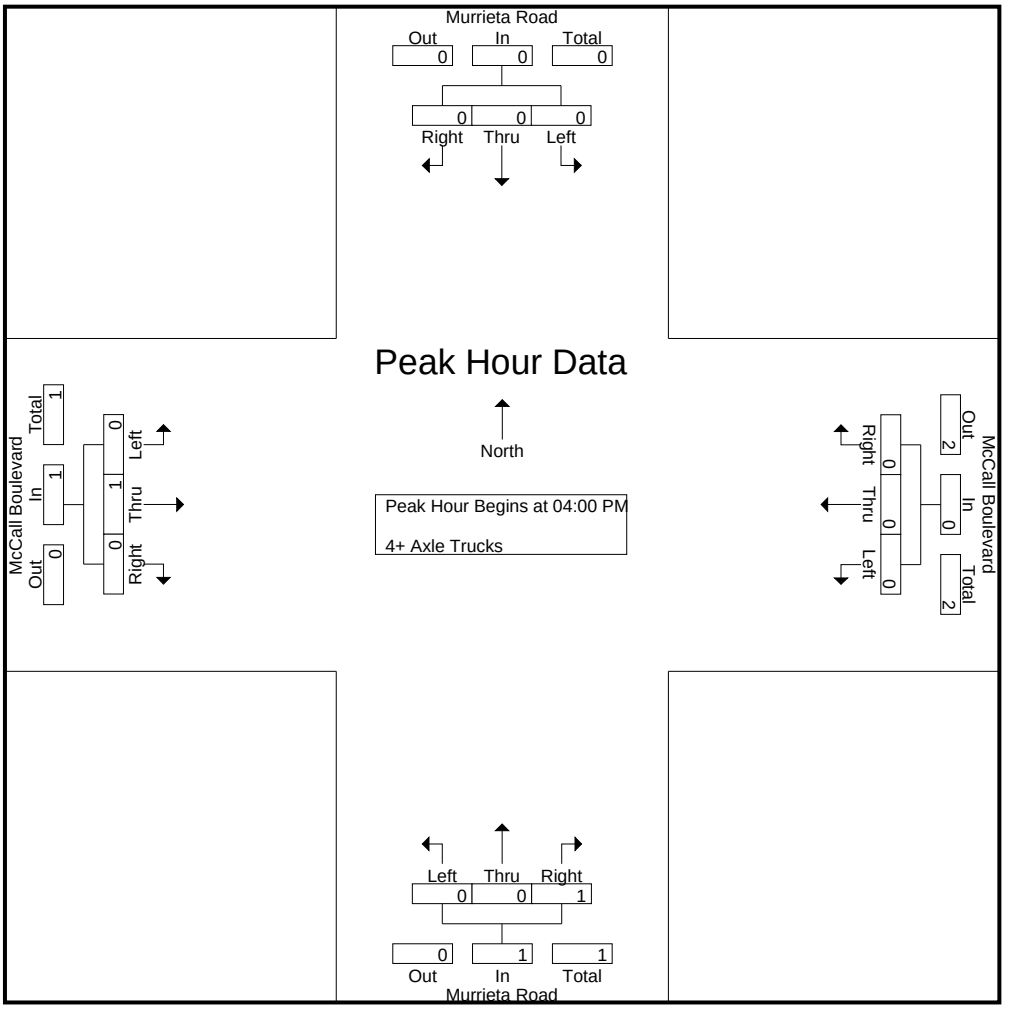
	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
Apprch %	0	0	0		0	0	0		0	0	100		0	100	0		
Total %	0	0	0	0	0	0	0	0	0	0	33.3	33.3	0	66.7	0	66.7	

	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**1**	0	**1**	**2**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
% App. Total	0	0	0		0	0	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250	.000	.250	.250

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City of Menifee
N/S: Murrieta Road
E/W: McCall Boulevard
Weather: Clear

File Name : 65_MEN_Mur_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1
% App. Total	0	0	0		0	0	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250	.000	.250

Location: Menifee
N/S: Murrieta Road
E/W: McCall Boulevard

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Murrieta Road	East Leg McCall Boulevard	South Leg Murrieta Road	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	2	1	3
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	2	0	0	1	3
8:30 AM	0	0	0	1	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	2	0	2	3	7

	North Leg Murrieta Road	East Leg McCall Boulevard	South Leg Murrieta Road	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	1	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

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Location: Menifee
N/S: Murrieta Road
E/W: McCall Boulevard

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Murrieta Road			Westbound McCall Boulevard			Northbound Murrieta Road			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	2	0	1	0	0	0	0	4

	Southbound Murrieta Road			Westbound McCall Boulevard			Northbound Murrieta Road			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

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City of Menifee
N/S: Sun City Boulevard
E/W: McCall Boulevard
Weather: Clear

File Name : 66_MEN_Sun_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

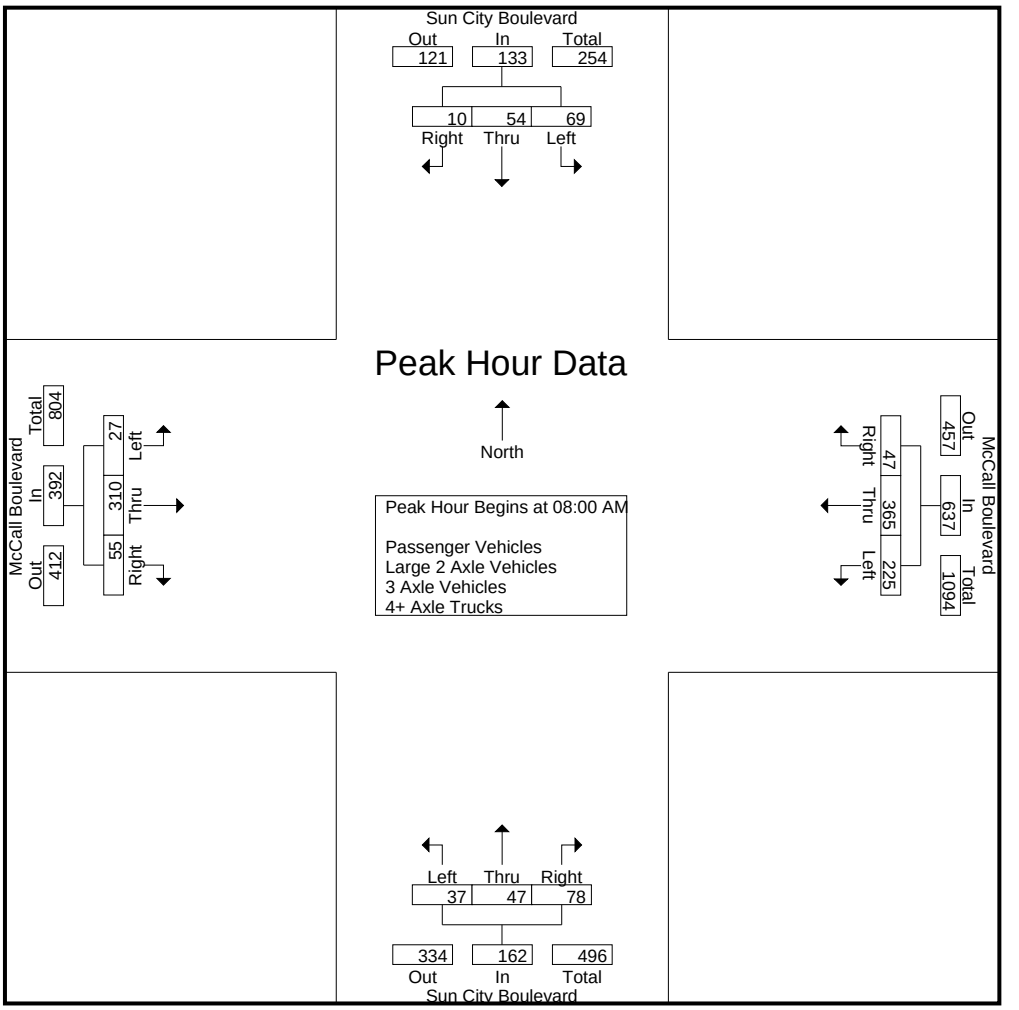
	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	5	2	17	23	53	6	82	1	4	18	23	2	90	3	95	217
07:15 AM	13	8	0	21	32	71	5	108	7	6	8	21	10	83	3	96	246
07:30 AM	14	7	4	25	21	68	10	99	4	7	15	26	10	122	7	139	289
07:45 AM	13	11	3	27	27	104	10	141	6	10	13	29	3	103	5	111	308
Total	50	31	9	90	103	296	31	430	18	27	54	99	25	398	18	441	1060
08:00 AM	20	6	2	28	44	86	17	147	9	5	12	26	5	76	7	88	289
08:15 AM	15	11	2	28	29	76	10	115	12	16	24	52	6	101	3	110	305
08:30 AM	18	15	1	34	64	102	8	174	9	13	20	42	10	64	13	87	337
08:45 AM	16	22	5	43	88	101	12	201	7	13	22	42	6	69	32	107	393
Total	69	54	10	133	225	365	47	637	37	47	78	162	27	310	55	392	1324
Grand Total	119	85	19	223	328	661	78	1067	55	74	132	261	52	708	73	833	2384
Apprch %	53.4	38.1	8.5		30.7	61.9	7.3		21.1	28.4	50.6		6.2	85	8.8		
Total %	5	3.6	0.8	9.4	13.8	27.7	3.3	44.8	2.3	3.1	5.5	10.9	2.2	29.7	3.1	34.9	
Passenger Vehicles	118	83	18	219	318	642	76	1036	54	73	124	251	49	678	73	800	2306
% Passenger Vehicles	99.2	97.6	94.7	98.2	97	97.1	97.4	97.1	98.2	98.6	93.9	96.2	94.2	95.8	100	96	96.7
Large 2 Axle Vehicles	1	2	1	4	7	15	1	23	1	1	4	6	3	24	0	27	60
% Large 2 Axle Vehicles	0.8	2.4	5.3	1.8	2.1	2.3	1.3	2.2	1.8	1.4	3	2.3	5.8	3.4	0	3.2	2.5
3 Axle Vehicles	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
% 3 Axle Vehicles	0	0	0	0	0	0.2	1.3	0.2	0	0	0	0	0	0.3	0	0.2	0.2
4+ Axle Trucks	0	0	0	0	3	3	0	6	0	0	4	4	0	4	0	4	14
% 4+ Axle Trucks	0	0	0	0	0.9	0.5	0	0.6	0	0	3	1.5	0	0.6	0	0.5	0.6

	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**20**	6	2	28	44	86	**17**	147	9	5	12	26	5	76	7	88	289
08:15 AM	15	11	2	28	29	76	10	115	**12**	**16**	**24**	**52**	6	**101**	3	**110**	305
08:30 AM	18	15	1	34	64	**102**	8	174	9	13	20	42	**10**	64	13	87	337
08:45 AM	16	**22**	**5**	**43**	**88**	101	12	**201**	7	13	22	42	6	69	**32**	107	**393**
Total Volume	69	54	10	133	225	365	47	637	37	47	78	162	27	310	55	392	1324
% App. Total	51.9	40.6	7.5		35.3	57.3	7.4		22.8	29	48.1		6.9	79.1	14		
PHF	.863	.614	.500	.773	.639	.895	.691	.792	.771	.734	.813	.779	.675	.767	.430	.891	.842

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City of Menifee
N/S: Sun City Boulevard
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Weather: Clear

File Name : 66_MEN_Sun_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				07:30 AM			
+0 mins.	**20**	6	2	28	44	86	**17**	147	9	5	12	26	**10**	**122**	**7**	**139**
+15 mins.	15	11	2	28	29	76	10	115	**12**	**16**	**24**	**52**	3	103	5	111
+30 mins.	18	15	1	34	64	**102**	8	174	9	13	20	42	5	76	7	88
+45 mins.	16	**22**	**5**	**43**	**88**	101	12	**201**	7	13	22	42	6	101	3	110
Total Volume	69	54	10	133	225	365	47	637	37	47	78	162	24	402	22	448
% App. Total	51.9	40.6	7.5		35.3	57.3	7.4		22.8	29	48.1		5.4	89.7	4.9	
PHF	.863	.614	.500	.773	.639	.895	.691	.792	.771	.734	.813	.779	.600	.824	.786	.806

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City of Menifee
N/S: Sun City Boulevard
E/W: McCall Boulevard
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File Name : 66_MEN_Sun_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

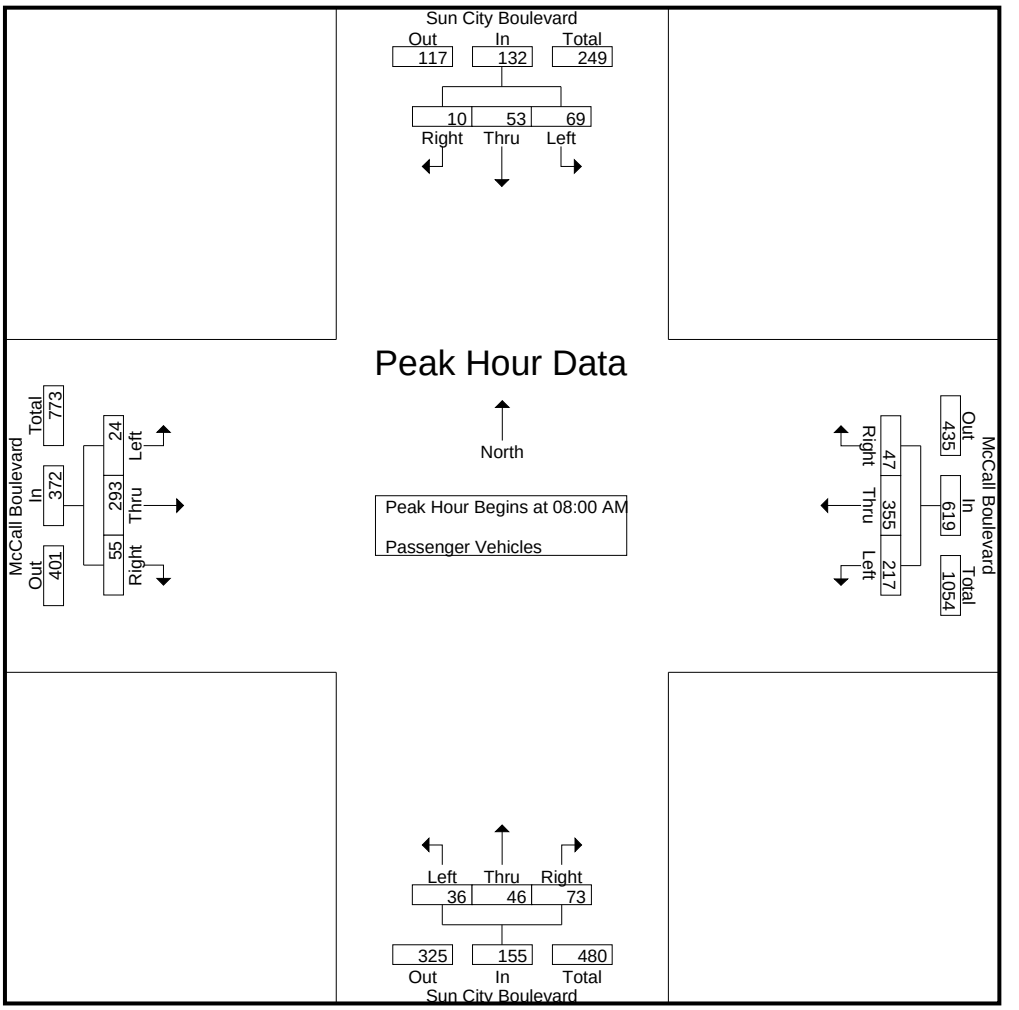
	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	4	2	15	22	51	6	79	1	4	16	21	2	84	3	89	204
07:15 AM	13	8	0	21	31	69	4	104	7	6	7	20	10	80	3	93	238
07:30 AM	14	7	3	24	21	66	9	96	4	7	15	26	10	120	7	137	283
07:45 AM	13	11	3	27	27	101	10	138	6	10	13	29	3	101	5	109	303
Total	49	30	8	87	101	287	29	417	18	27	51	96	25	385	18	428	1028
08:00 AM	20	6	2	28	43	82	17	142	9	4	12	25	5	71	7	83	278
08:15 AM	15	11	2	28	28	74	10	112	11	16	22	49	6	95	3	104	293
08:30 AM	18	15	1	34	61	100	8	169	9	13	18	40	7	62	13	82	325
08:45 AM	16	21	5	42	85	99	12	196	7	13	21	41	6	65	32	103	382
Total	69	53	10	132	217	355	47	619	36	46	73	155	24	293	55	372	1278
Grand Total	118	83	18	219	318	642	76	1036	54	73	124	251	49	678	73	800	2306
Apprch %	53.9	37.9	8.2		30.7	62	7.3		21.5	29.1	49.4		6.1	84.8	9.1		
Total %	5.1	3.6	0.8	9.5	13.8	27.8	3.3	44.9	2.3	3.2	5.4	10.9	2.1	29.4	3.2	34.7	

	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**20**	6	2	28	43	82	**17**	142	9	4	12	25	5	71	7	83	278
08:15 AM	15	11	2	28	28	74	10	112	**11**	**16**	**22**	**49**	6	**95**	3	**104**	293
08:30 AM	18	15	1	34	61	**100**	8	169	9	13	18	40	**7**	62	13	82	325
08:45 AM	16	**21**	**5**	**42**	**85**	99	12	**196**	7	13	21	41	6	65	**32**	103	**382**
Total Volume	69	53	10	132	217	355	47	619	36	46	73	155	24	293	55	372	1278
% App. Total	52.3	40.2	7.6		35.1	57.4	7.6		23.2	29.7	47.1		6.5	78.8	14.8		
PHF	.863	.631	.500	.786	.638	.888	.691	.790	.818	.719	.830	.791	.857	.771	.430	.894	.836

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City of Menifee
N/S: Sun City Boulevard
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Weather: Clear

File Name : 66_MEN_Sun_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	**20**	6	2	28	43	82	**17**	142	9	4	12	25	5	71	7	83
+15 mins.	15	11	2	28	28	74	10	112	**11**	**16**	**22**	**49**	6	**95**	3	**104**
+30 mins.	18	15	1	34	61	**100**	8	169	9	13	18	40	**7**	62	13	82
+45 mins.	16	**21**	**5**	**42**	**85**	99	12	**196**	7	13	21	41	6	65	**32**	103
Total Volume	69	53	10	132	217	355	47	619	36	46	73	155	24	293	55	372
% App. Total	52.3	40.2	7.6		35.1	57.4	7.6		23.2	29.7	47.1		6.5	78.8	14.8	
PHF	.863	.631	.500	.786	.638	.888	.691	.790	.818	.719	.830	.791	.857	.771	.430	.894

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City of Menifee
N/S: Sun City Boulevard
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Weather: Clear

File Name : 66_MEN_Sun_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

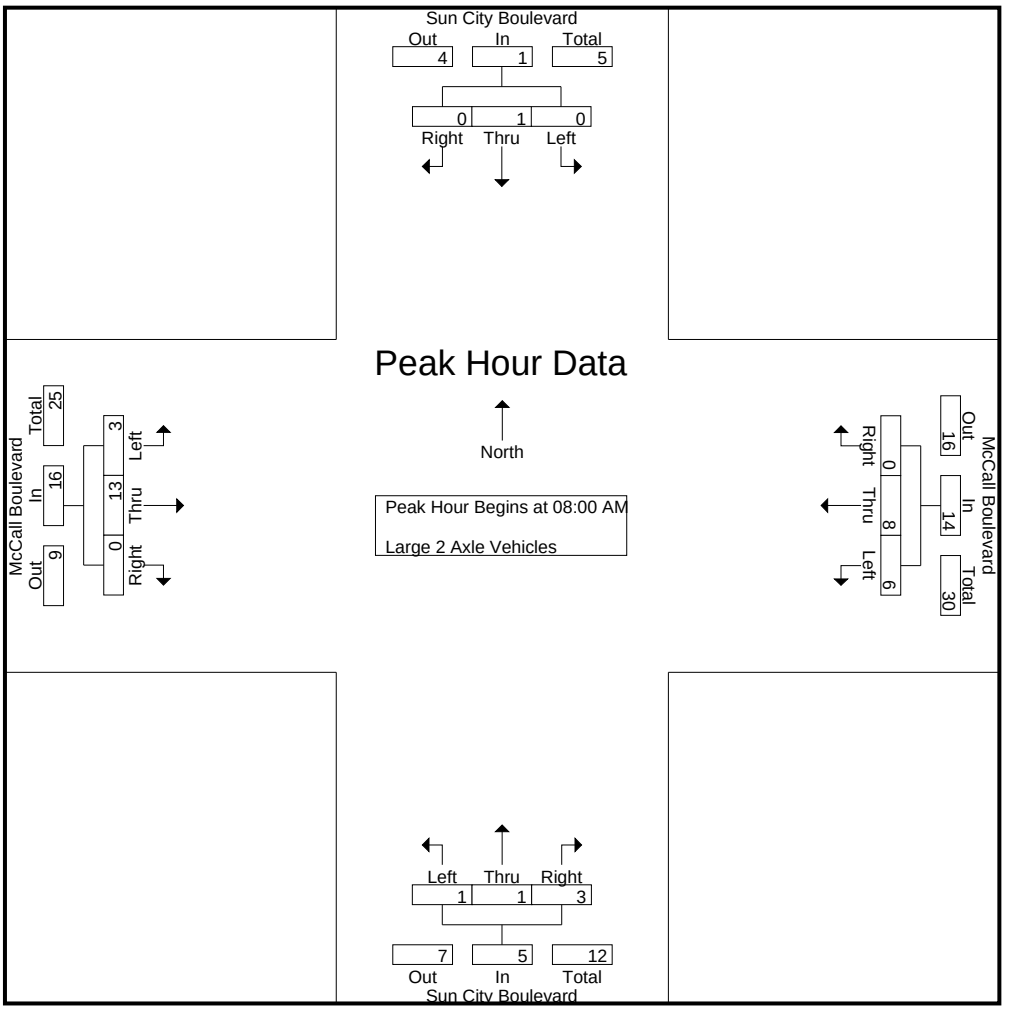
	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	0	2	0	2	0	2	0	0	1	1	0	5	0	5	10
07:15 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	3	0	3	6
07:30 AM	0	0	1	1	0	1	1	2	0	0	0	0	0	1	0	1	4
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	1	1	1	3	1	7	1	9	0	0	1	1	0	11	0	11	24
08:00 AM	0	0	0	0	0	4	0	4	0	1	0	1	0	5	0	5	10
08:15 AM	0	0	0	0	1	1	0	2	1	0	2	3	0	5	0	5	10
08:30 AM	0	0	0	0	2	2	0	4	0	0	1	1	3	1	0	4	9
08:45 AM	0	1	0	1	3	1	0	4	0	0	0	0	0	2	0	2	7
Total	0	1	0	1	6	8	0	14	1	1	3	5	3	13	0	16	36
Grand Total	1	2	1	4	7	15	1	23	1	1	4	6	3	24	0	27	60
Apprch %	25	50	25		30.4	65.2	4.3		16.7	16.7	66.7		11.1	88.9	0		
Total %	1.7	3.3	1.7	6.7	11.7	25	1.7	38.3	1.7	1.7	6.7	10	5	40	0	45	

	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	**4**	0	**4**	0	**1**	0	1	0	**5**	0	**5**	**10**
08:15 AM	0	0	0	0	1	1	0	2	**1**	0	**2**	**3**	0	5	0	5	10
08:30 AM	0	0	0	0	2	2	0	4	0	0	1	1	**3**	1	0	4	9
08:45 AM	0	**1**	0	**1**	**3**	1	0	4	0	0	0	0	0	2	0	2	7
Total Volume	0	1	0	1	6	8	0	14	1	1	3	5	3	13	0	16	36
% App. Total	0	100	0		42.9	57.1	0		20	20	60		18.8	81.2	0		
PHF	.000	.250	.000	.250	.500	.500	.000	.875	.250	.250	.375	.417	.250	.650	.000	.800	.900

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City of Menifee
N/S: Sun City Boulevard
E/W: McCall Boulevard
Weather: Clear

File Name : 66_MEN_Sun_McC AM
Site Code : 00322418
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	**4**	0	**4**	0	**1**	0	1	0	**5**	0	**5**
+15 mins.	0	0	0	0	1	1	0	2	**1**	0	**2**	**3**	0	5	0	5
+30 mins.	0	0	0	0	2	2	0	4	0	0	1	1	**3**	1	0	4
+45 mins.	0	**1**	0	**1**	**3**	1	0	4	0	0	0	0	0	2	0	2
Total Volume	0	1	0	1	6	8	0	14	1	1	3	5	3	13	0	16
% App. Total	0	100	0		42.9	57.1	0		20	20	60		18.8	81.2	0	
PHF	.000	.250	.000	.250	.500	.500	.000	.875	.250	.250	.375	.417	.250	.650	.000	.800

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City of Menifee
N/S: Sun City Boulevard
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Weather: Clear

File Name : 66_MEN_Sun_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

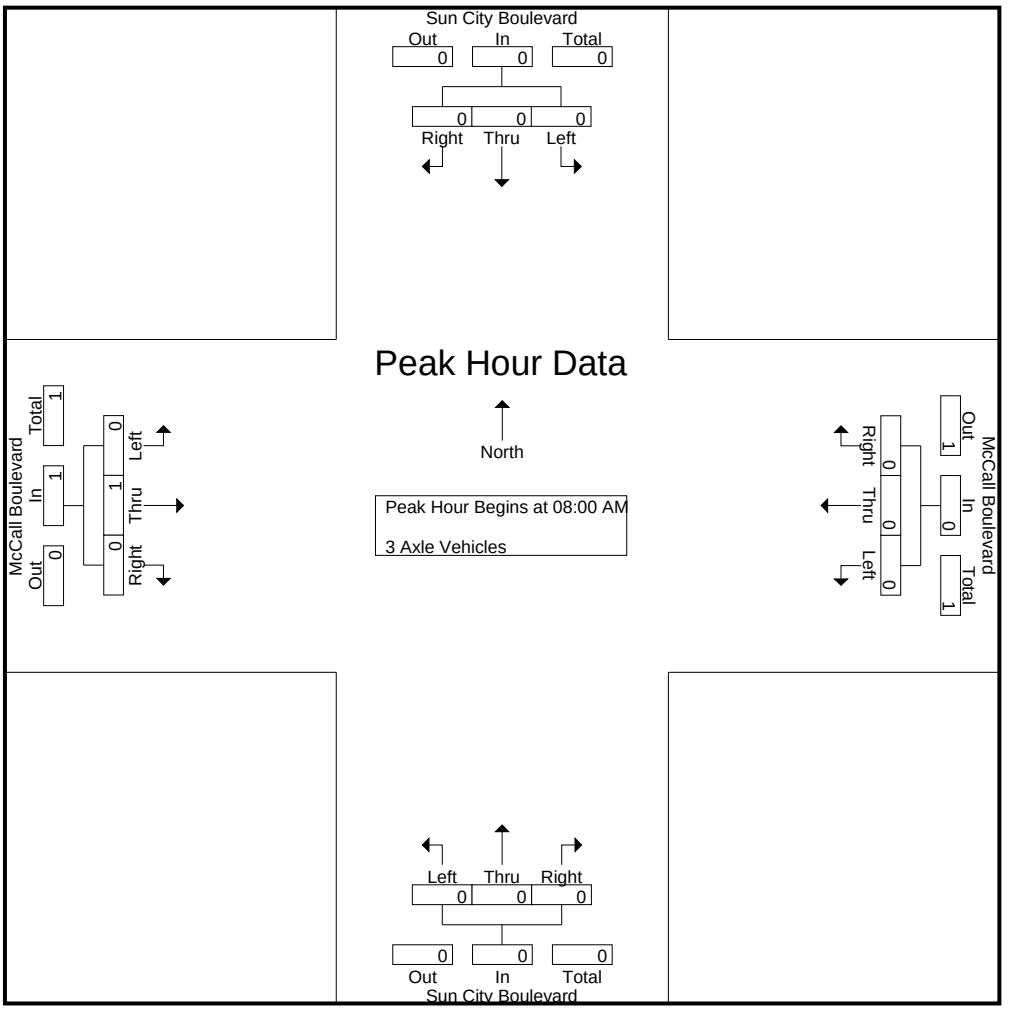
	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
Apprch %	0	0	0		0	50	50		0	0	0		0	100	0		
Total %	0	0	0	0	0	25	25	50	0	0	0	0	0	50	0	50	

	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

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City of Menifee
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Weather: Clear

File Name : 66_MEN_Sun_McC AM
Site Code : 00322418
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

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City of Menifee
N/S: Sun City Boulevard
E/W: McCall Boulevard
Weather: Clear

File Name : 66_MEN_Sun_McC AM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- 4+ Axle Trucks

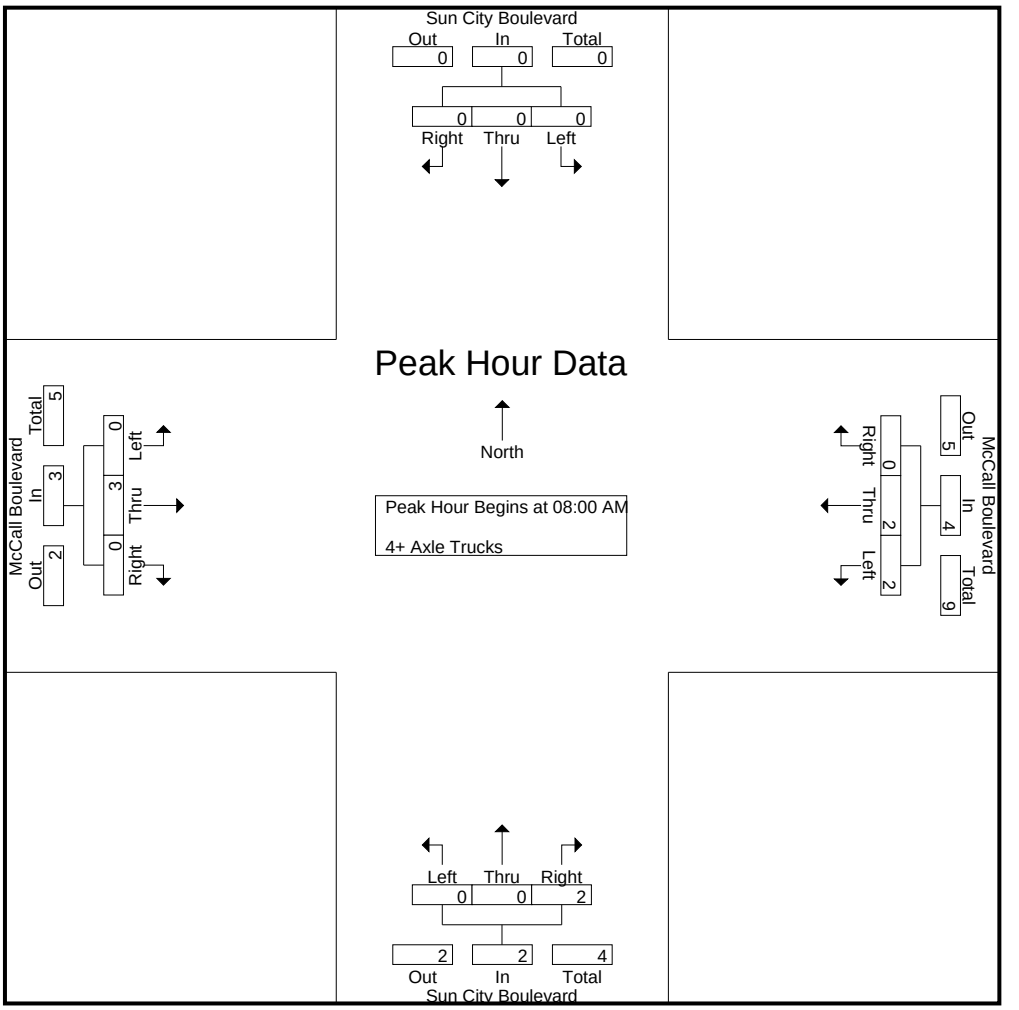
	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	1	0	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	2	0	0	2	2	0	1	0	1	5
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
08:45 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	2	4
Total	0	0	0	0	2	2	0	4	0	0	2	2	0	3	0	3	9
Grand Total	0	0	0	0	3	3	0	6	0	0	4	4	0	4	0	4	14
Apprch %	0	0	0		50	50	0		0	0	100		0	100	0		
Total %	0	0	0	0	21.4	21.4	0	42.9	0	0	28.6	28.6	0	28.6	0	28.6	

	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	1	0	0	1	0	0	**1**	**1**	0	0	0	0	2
08:45 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	**2**	0	**2**	**4**
Total Volume	0	0	0	0	2	2	0	4	0	0	2	2	0	3	0	3	9
% App. Total	0	0	0		50	50	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.500	.500	.000	1.00	.000	.000	.500	.500	.000	.375	.000	.375	.563

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File Name : 66_MEN_Sun_McC AM
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	1	0	0	1	0	0	**1**	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	1	1	0	**2**	0	**2**
Total Volume	0	0	0	0	2	2	0	4	0	0	2	2	0	3	0	3
% App. Total	0	0	0		50	50	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.500	.500	.000	1.000	.000	.000	.500	.500	.000	.375	.000	.375

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City of Menifee
N/S: Sun City Boulevard
E/W: McCall Boulevard
Weather: Clear

File Name : 66_MEN_Sun_McC PM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

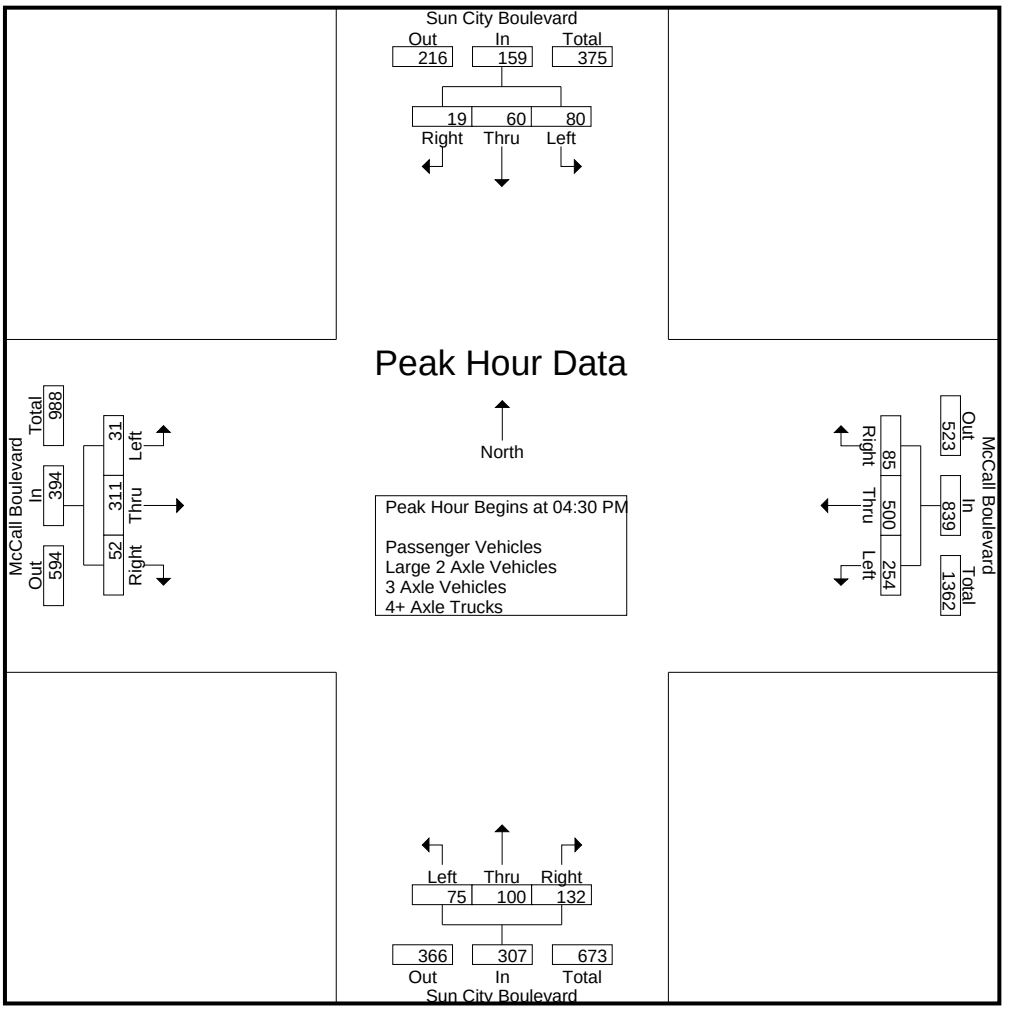
	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	22	15	2	39	62	104	21	187	21	27	26	74	1	81	13	95	395
04:15 PM	11	19	6	36	64	137	11	212	18	28	43	89	7	82	18	107	444
04:30 PM	21	18	10	49	63	119	20	202	18	23	32	73	8	74	7	89	413
04:45 PM	13	18	2	33	69	115	30	214	21	17	26	64	9	67	21	97	408
Total	67	70	20	157	258	475	82	815	78	95	127	300	25	304	59	388	1660
05:00 PM	14	12	6	32	63	119	17	199	15	27	40	82	5	86	13	104	417
05:15 PM	32	12	1	45	59	147	18	224	21	33	34	88	9	84	11	104	461
05:30 PM	16	18	0	34	35	113	19	167	19	23	36	78	3	63	14	80	359
05:45 PM	14	14	2	30	43	114	13	170	15	29	25	69	13	59	11	83	352
Total	76	56	9	141	200	493	67	760	70	112	135	317	30	292	49	371	1589
Grand Total	143	126	29	298	458	968	149	1575	148	207	262	617	55	596	108	759	3249
Apprch %	48	42.3	9.7		29.1	61.5	9.5		24	33.5	42.5		7.2	78.5	14.2		
Total %	4.4	3.9	0.9	9.2	14.1	29.8	4.6	48.5	4.6	6.4	8.1	19	1.7	18.3	3.3	23.4	
Passenger Vehicles	140	124	29	293	455	962	149	1566	145	205	259	609	54	577	107	738	3206
% Passenger Vehicles	97.9	98.4	100	98.3	99.3	99.4	100	99.4	98	99	98.9	98.7	98.2	96.8	99.1	97.2	98.7
Large 2 Axle Vehicles	3	2	0	5	2	6	0	8	3	2	2	7	1	16	1	18	38
% Large 2 Axle Vehicles	2.1	1.6	0	1.7	0.4	0.6	0	0.5	2	1	0.8	1.1	1.8	2.7	0.9	2.4	1.2
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0.1	0
4+ Axle Trucks	0	0	0	0	1	0	0	1	0	0	1	1	0	2	0	2	4
% 4+ Axle Trucks	0	0	0	0	0.2	0	0	0.1	0	0	0.4	0.2	0	0.3	0	0.3	0.1

	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	21	**18**	**10**	**49**	63	119	20	202	18	23	32	73	8	74	7	89	413
04:45 PM	13	18	2	33	**69**	115	**30**	214	**21**	17	26	64	**9**	67	**21**	97	408
05:00 PM	14	12	6	32	63	119	17	199	15	27	**40**	82	5	**86**	13	**104**	417
05:15 PM	**32**	12	1	45	59	**147**	18	**224**	21	**33**	34	**88**	9	84	11	104	**461**
Total Volume	80	60	19	159	254	500	85	839	75	100	132	307	31	311	52	394	1699
% App. Total	50.3	37.7	11.9		30.3	59.6	10.1		24.4	32.6	43		7.9	78.9	13.2		
PHF	.625	.833	.475	.811	.920	.850	.708	.936	.893	.758	.825	.872	.861	.904	.619	.947	.921

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

	04:30 PM				04:30 PM				05:00 PM				04:15 PM			
+0 mins.	21	**18**	**10**	**49**	63	119	20	202	15	27	**40**	82	7	82	18	**107**
+15 mins.	13	18	2	33	**69**	115	**30**	214	**21**	**33**	34	**88**	8	74	7	89
+30 mins.	14	12	6	32	63	119	17	199	19	23	36	78	**9**	67	**21**	97
+45 mins.	**32**	12	1	45	59	**147**	18	**224**	15	29	25	69	5	**86**	13	104
Total Volume	80	60	19	159	254	500	85	839	70	112	135	317	29	309	59	397
% App. Total	50.3	37.7	11.9		30.3	59.6	10.1		22.1	35.3	42.6		7.3	77.8	14.9	
PHF	.625	.833	.475	.811	.920	.850	.708	.936	.833	.848	.844	.901	.806	.898	.702	.928

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City of Menifee
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File Name : 66_MEN_Sun_McC PM
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Groups Printed- Passenger Vehicles

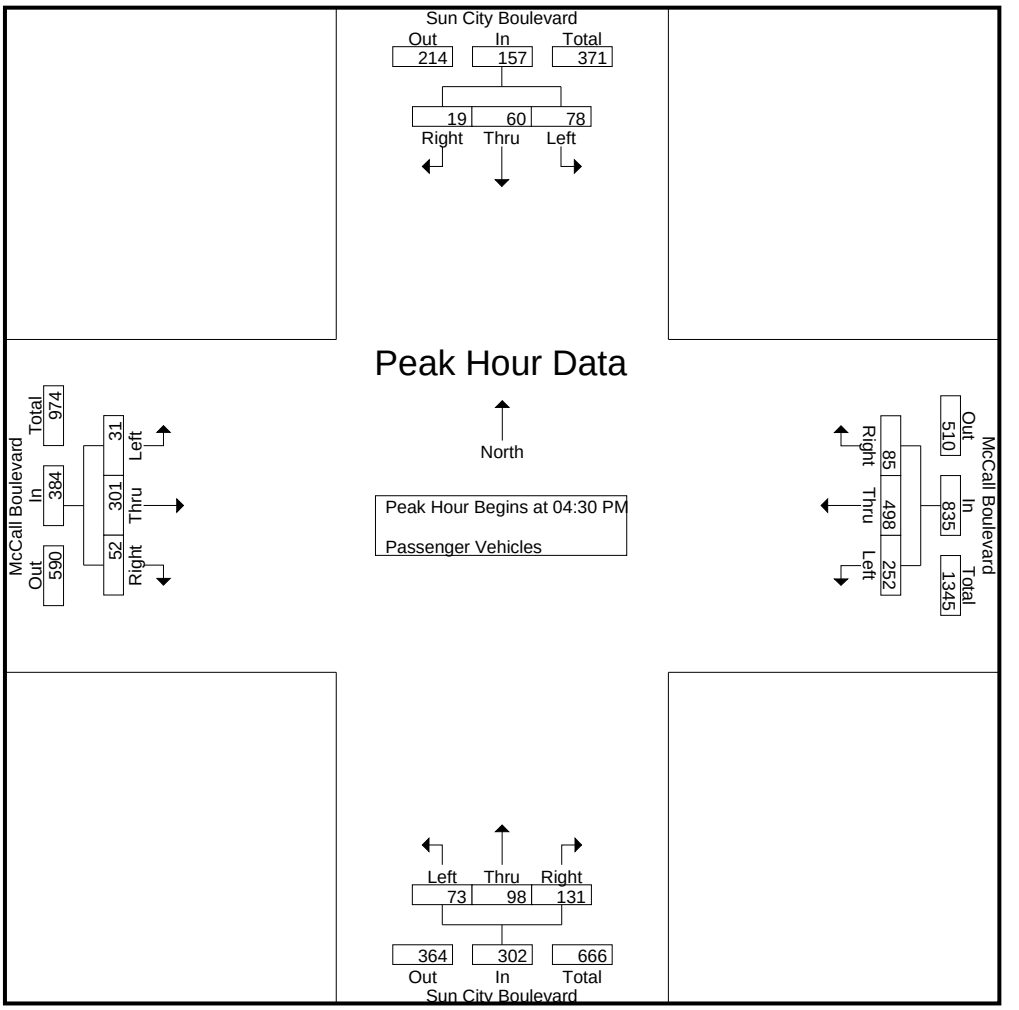
	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	21	14	2	37	62	101	21	184	21	27	26	74	1	79	13	93	388
04:15 PM	11	19	6	36	63	137	11	211	18	28	43	89	6	76	17	99	435
04:30 PM	21	18	10	49	62	118	20	200	16	22	31	69	8	67	7	82	400
04:45 PM	13	18	2	33	69	114	30	213	21	16	26	63	9	66	21	96	405
Total	66	69	20	155	256	470	82	808	76	93	126	295	24	288	58	370	1628
05:00 PM	14	12	6	32	63	119	17	199	15	27	40	82	5	85	13	103	416
05:15 PM	30	12	1	43	58	147	18	223	21	33	34	88	9	83	11	103	457
05:30 PM	16	18	0	34	35	112	19	166	19	23	34	76	3	62	14	79	355
05:45 PM	14	13	2	29	43	114	13	170	14	29	25	68	13	59	11	83	350
Total	74	55	9	138	199	492	67	758	69	112	133	314	30	289	49	368	1578
Grand Total	140	124	29	293	455	962	149	1566	145	205	259	609	54	577	107	738	3206
Apprch %	47.8	42.3	9.9		29.1	61.4	9.5		23.8	33.7	42.5		7.3	78.2	14.5		
Total %	4.4	3.9	0.9	9.1	14.2	30	4.6	48.8	4.5	6.4	8.1	19	1.7	18	3.3	23	

	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	21	**18**	**10**	**49**	62	118	20	200	16	22	31	69	8	67	7	82	400
04:45 PM	13	18	2	33	**69**	114	**30**	213	**21**	16	26	63	**9**	66	**21**	96	405
05:00 PM	14	12	6	32	63	119	17	199	15	27	**40**	82	5	**85**	13	**103**	416
05:15 PM	**30**	12	1	43	58	**147**	18	**223**	21	**33**	34	**88**	9	83	11	103	**457**
Total Volume	78	60	19	157	252	498	85	835	73	98	131	302	31	301	52	384	1678
% App. Total	49.7	38.2	12.1		30.2	59.6	10.2		24.2	32.5	43.4		8.1	78.4	13.5		
PHF	.650	.833	.475	.801	.913	.847	.708	.936	.869	.742	.819	.858	.861	.885	.619	.932	.918

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City of Menifee
N/S: Sun City Boulevard
E/W: McCall Boulevard
Weather: Clear

File Name : 66_MEN_Sun_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	21	**18**	**10**	**49**	62	118	20	200	16	22	31	69	8	67	7	82
+15 mins.	13	18	2	33	**69**	114	**30**	213	**21**	16	26	63	**9**	66	**21**	96
+30 mins.	14	12	6	32	63	119	17	199	15	27	**40**	82	5	**85**	13	**103**
+45 mins.	**30**	12	1	43	58	**147**	18	**223**	21	**33**	34	**88**	9	83	11	103
Total Volume	78	60	19	157	252	498	85	835	73	98	131	302	31	301	52	384
% App. Total	49.7	38.2	12.1		30.2	59.6	10.2		24.2	32.5	43.4		8.1	78.4	13.5	
PHF	.650	.833	.475	.801	.913	.847	.708	.936	.869	.742	.819	.858	.861	.885	.619	.932

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City of Menifee
N/S: Sun City Boulevard
E/W: McCall Boulevard
Weather: Clear

File Name : 66_MEN_Sun_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

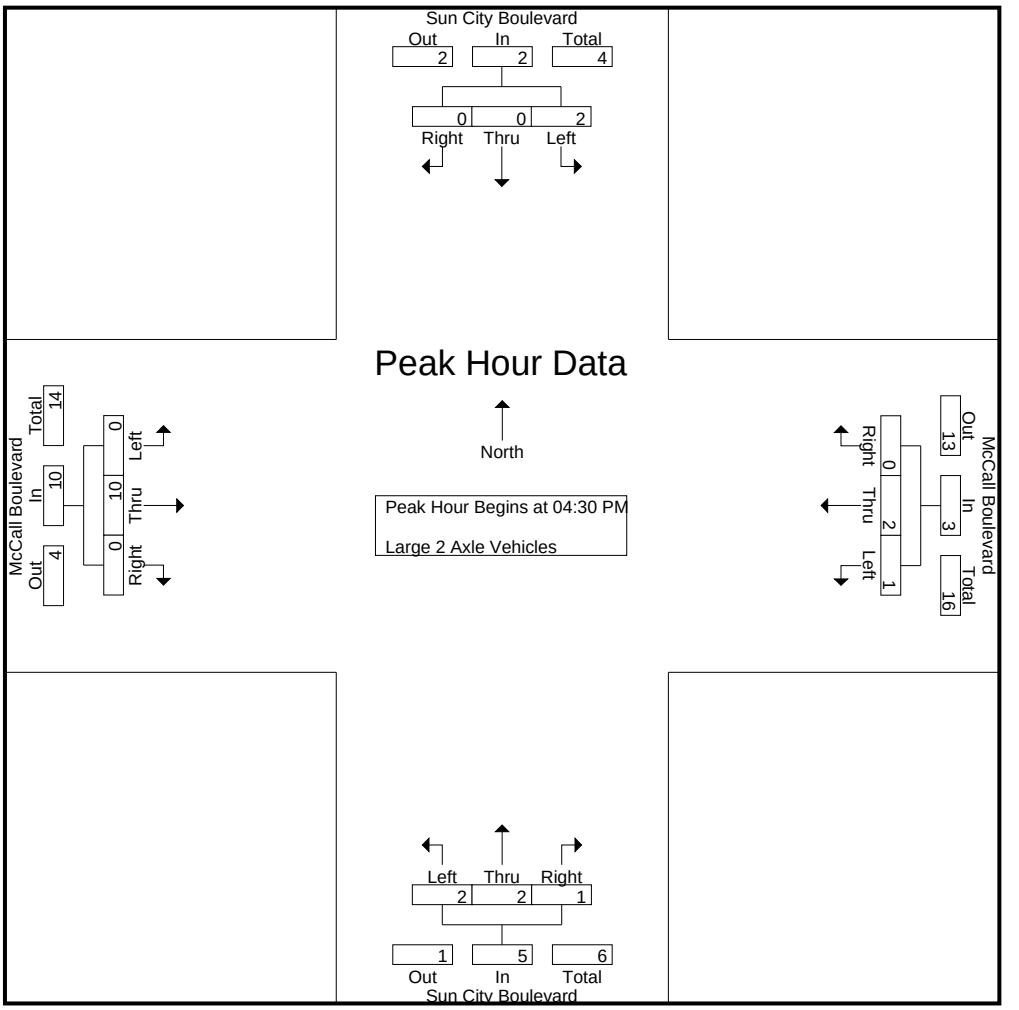
	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	0	2	0	3	0	3	0	0	0	0	0	0	0	0	5
04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	5	1	7	8
04:30 PM	0	0	0	0	1	1	0	2	2	1	1	4	0	7	0	7	13
04:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	3
Total	1	1	0	2	2	5	0	7	2	2	1	5	1	13	1	15	29
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
05:30 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
05:45 PM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	2	1	0	3	0	1	0	1	1	0	1	2	0	3	0	3	9
Grand Total	3	2	0	5	2	6	0	8	3	2	2	7	1	16	1	18	38
Apprch %	60	40	0		25	75	0		42.9	28.6	28.6		5.6	88.9	5.6		
Total %	7.9	5.3	0	13.2	5.3	15.8	0	21.1	7.9	5.3	5.3	18.4	2.6	42.1	2.6	47.4	

	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	**1**	**1**	0	**2**	**2**	**1**	**1**	**4**	0	**7**	0	**7**	**13**
04:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	1	0	1	3
Total Volume	2	0	0	2	1	2	0	3	2	2	1	5	0	10	0	10	20
% App. Total	100	0	0		33.3	66.7	0		40	40	20		0	100	0		
PHF	.250	.000	.000	.250	.250	.500	.000	.375	.250	.500	.250	.313	.000	.357	.000	.357	.385

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City of Menifee
N/S: Sun City Boulevard
E/W: McCall Boulevard
Weather: Clear

File Name : 66_MEN_Sun_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	**1**	**1**	0	**2**	**2**	**1**	**1**	**4**	0	**7**	0	**7**
+15 mins.	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	2	0	0	2	1	2	0	3	2	2	1	5	0	10	0	10
% App. Total	100	0	0		33.3	66.7	0		40	40	20		0	100	0	
PHF	.250	.000	.000	.250	.250	.500	.000	.375	.250	.500	.250	.313	.000	.357	.000	.357

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City of Menifee
N/S: Sun City Boulevard
E/W: McCall Boulevard
Weather: Clear

File Name : 66_MEN_Sun_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

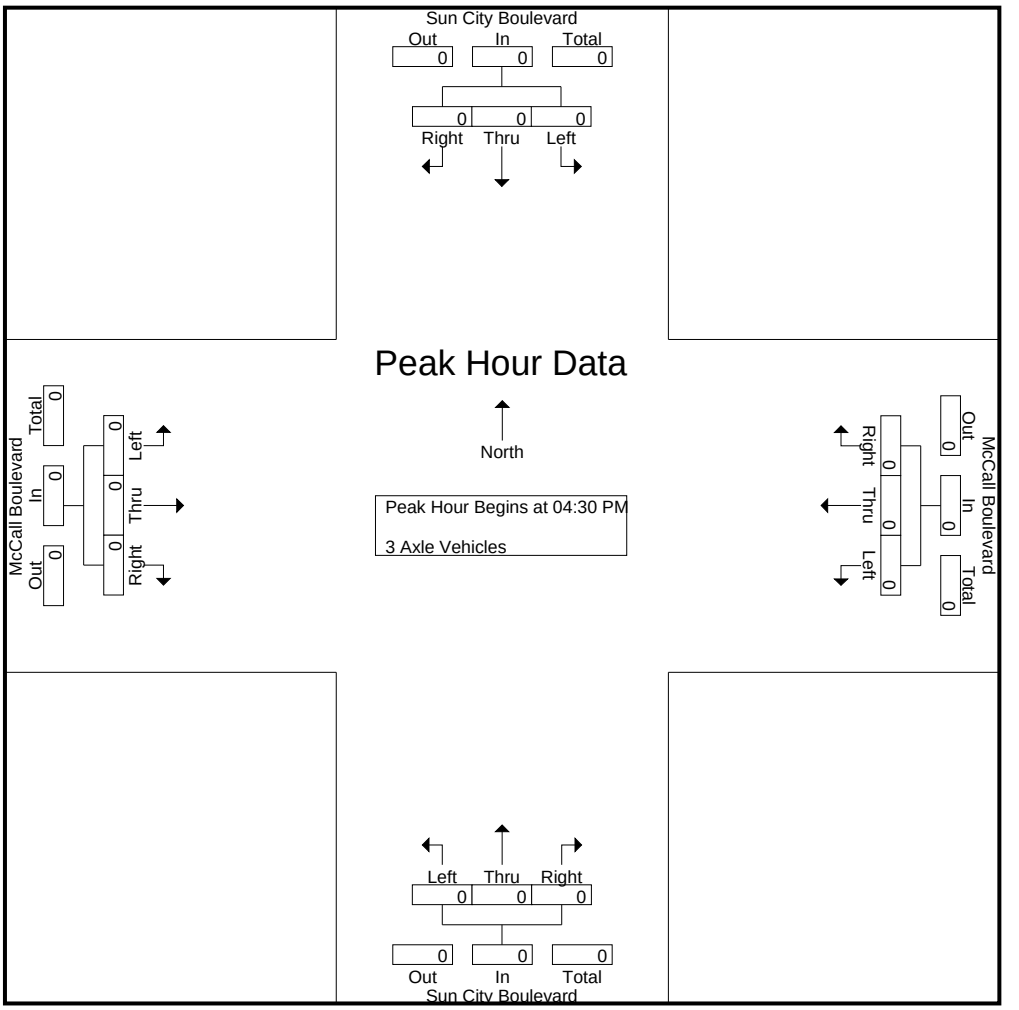
	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	

	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Menifee
N/S: Sun City Boulevard
E/W: McCall Boulevard
Weather: Clear

File Name : 66_MEN_Sun_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Menifee
N/S: Sun City Boulevard
E/W: McCall Boulevard
Weather: Clear

File Name : 66_MEN_Sun_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

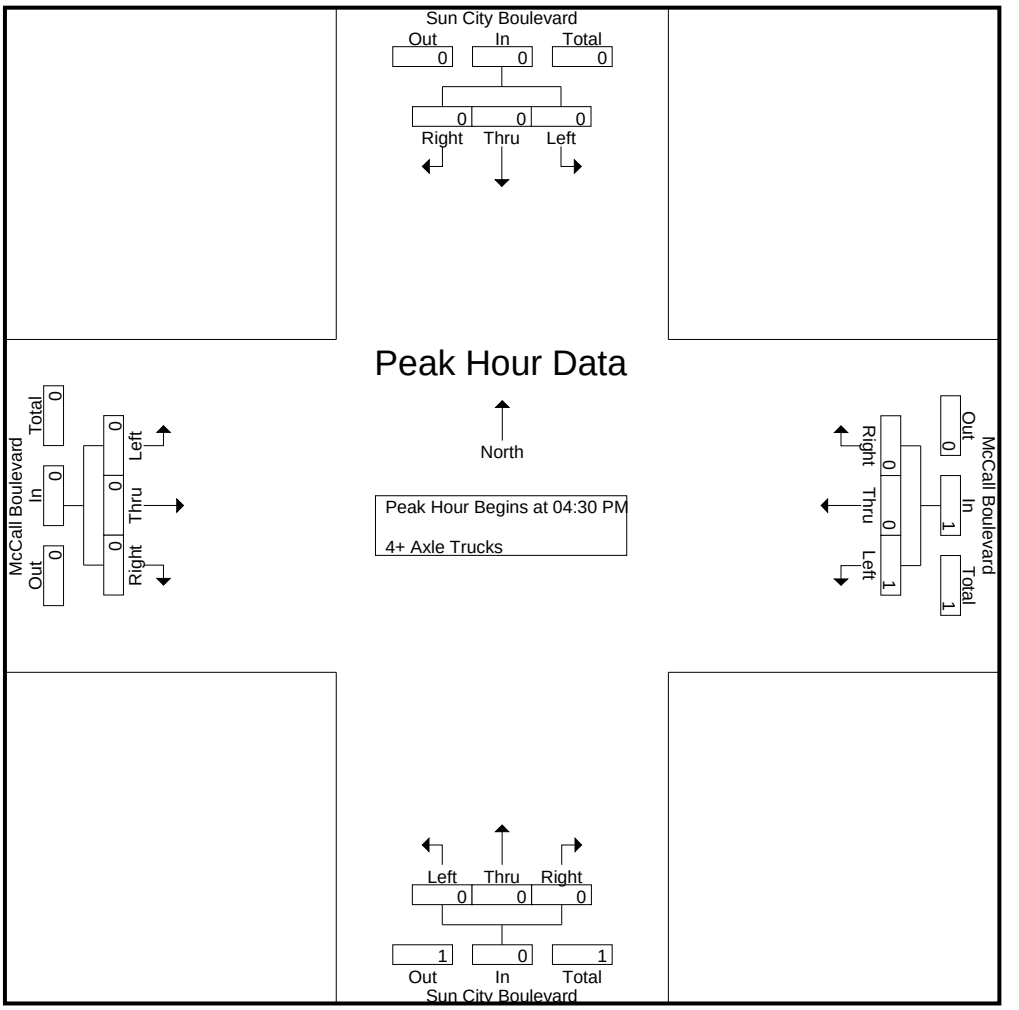
	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
Grand Total	0	0	0	0	1	0	0	1	0	0	1	1	0	2	0	2	4
Apprch %	0	0	0		100	0	0		0	0	100		0	100	0		
Total %	0	0	0	0	25	0	0	25	0	0	25	25	0	50	0	50	

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

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City of Menifee
N/S: Sun City Boulevard
E/W: McCall Boulevard
Weather: Clear

File Name : 66_MEN_Sun_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

Location: Menifee
N/S: Sun City Boulevard
E/W: McCall Boulevard

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Sun City Boulevard	East Leg McCall Boulevard	South Leg Sun City Boulevard	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	3	0	0	3
7:15 AM	1	1	0	0	2
7:30 AM	0	2	0	0	2
7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	0	1
8:15 AM	0	2	3	3	8
8:30 AM	1	0	0	1	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	2	9	3	4	18

	North Leg Sun City Boulevard	East Leg McCall Boulevard	South Leg Sun City Boulevard	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	1	1	2
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	1	0	0	1
5:00 PM	0	0	1	1	2
5:15 PM	1	1	2	1	5
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	2	4	3	10

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Location: Menifee
N/S: Sun City Boulevard
E/W: McCall Boulevard

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Sun City Boulevard			Westbound McCall Boulevard			Northbound Sun City Boulevard			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	1	2
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	1	1	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	0	1	1	4	2	0	2	0	0	0	1	11

	Southbound Sun City Boulevard			Westbound McCall Boulevard			Northbound Sun City Boulevard			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	0	0	1	0	3	0	0	1	0	8

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City of Menifee
N/S: Bradley Road
E/W: McCall Boulevard
Weather: Clear

File Name : 67_MEN_Brad_McC AM
Site Code : 00322418
Start Date : 5/25/2022

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

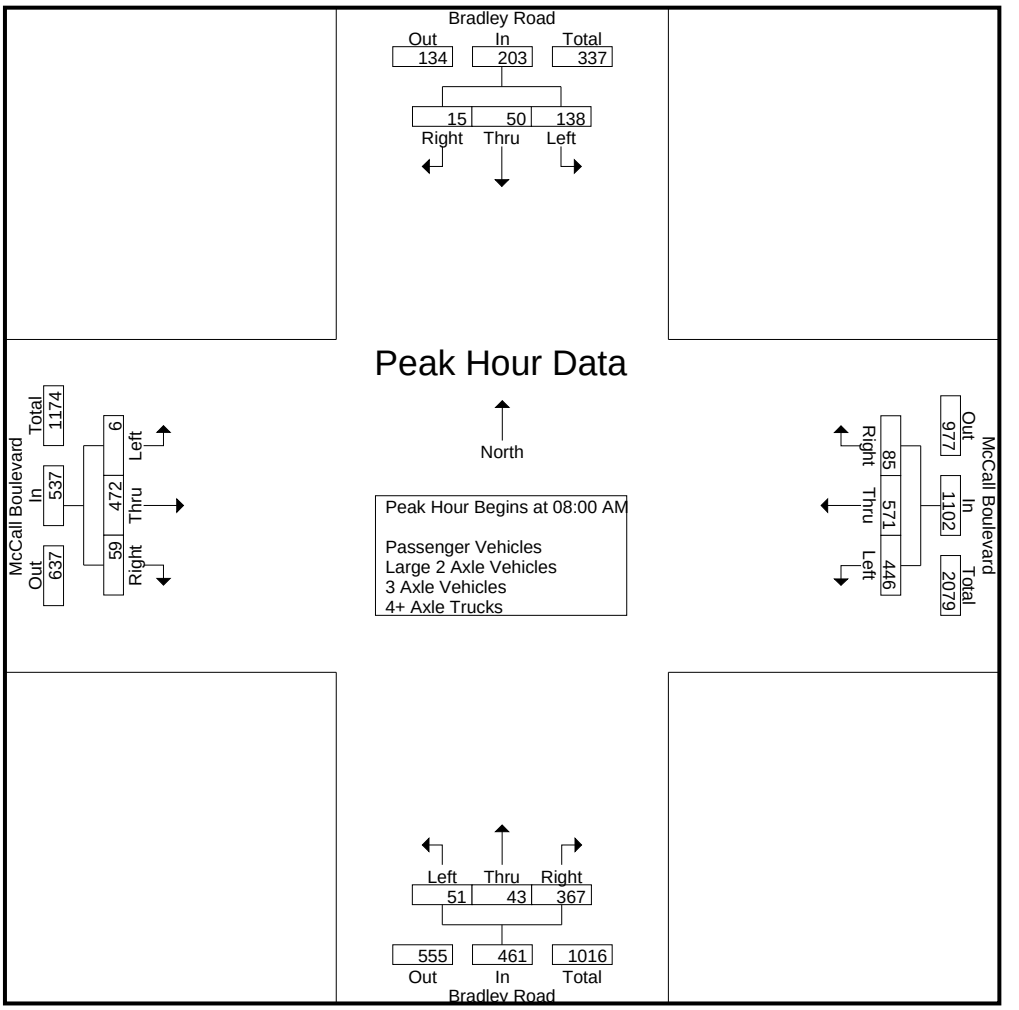
	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	45	15	0	60	40	83	6	129	11	2	63	76	0	103	7	110	375
07:15 AM	49	17	0	66	75	103	11	189	6	8	65	79	1	104	13	118	452
07:30 AM	52	13	1	66	74	92	16	182	6	8	80	94	3	167	6	176	518
07:45 AM	46	9	1	56	113	127	29	269	13	11	102	126	2	98	19	119	570
Total	192	54	2	248	302	405	62	769	36	29	310	375	6	472	45	523	1915
08:00 AM	34	11	5	50	86	134	22	242	16	12	86	114	2	112	8	122	528
08:15 AM	47	12	1	60	93	125	17	235	8	11	89	108	2	147	12	161	564
08:30 AM	21	10	1	32	127	163	19	309	15	13	105	133	0	99	9	108	582
08:45 AM	36	17	8	61	140	149	27	316	12	7	87	106	2	114	30	146	629
Total	138	50	15	203	446	571	85	1102	51	43	367	461	6	472	59	537	2303
Grand Total	330	104	17	451	748	976	147	1871	87	72	677	836	12	944	104	1060	4218
Apprch %	73.2	23.1	3.8		40	52.2	7.9		10.4	8.6	81		1.1	89.1	9.8		
Total %	7.8	2.5	0.4	10.7	17.7	23.1	3.5	44.4	2.1	1.7	16.1	19.8	0.3	22.4	2.5	25.1	
Passenger Vehicles	328	104	17	449	733	949	144	1826	85	72	672	829	12	923	102	1037	4141
% Passenger Vehicles	99.4	100	100	99.6	98	97.2	98	97.6	97.7	100	99.3	99.2	100	97.8	98.1	97.8	98.2
Large 2 Axle Vehicles	2	0	0	2	14	18	2	34	2	0	4	6	0	11	2	13	55
% Large 2 Axle Vehicles	0.6	0	0	0.4	1.9	1.8	1.4	1.8	2.3	0	0.6	0.7	0	1.2	1.9	1.2	1.3
3 Axle Vehicles	0	0	0	0	0	3	1	4	0	0	1	1	0	1	0	1	6
% 3 Axle Vehicles	0	0	0	0	0	0.3	0.7	0.2	0	0	0.1	0.1	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	1	6	0	7	0	0	0	0	0	9	0	9	16
% 4+ Axle Trucks	0	0	0	0	0.1	0.6	0	0.4	0	0	0	0	0	1	0	0.8	0.4

	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	34	11	5	50	86	134	22	242	**16**	12	86	114	**2**	112	8	122	528
08:15 AM	**47**	12	1	60	93	125	17	235	8	11	89	108	2	**147**	12	**161**	564
08:30 AM	21	10	1	32	127	**163**	19	309	15	**13**	**105**	**133**	0	99	9	108	582
08:45 AM	36	**17**	**8**	**61**	**140**	149	**27**	**316**	12	7	87	106	2	114	**30**	146	**629**
Total Volume	138	50	15	203	446	571	85	1102	51	43	367	461	6	472	59	537	2303
% App. Total	68	24.6	7.4		40.5	51.8	7.7		11.1	9.3	79.6		1.1	87.9	11		
PHF	.734	.735	.469	.832	.796	.876	.787	.872	.797	.827	.874	.867	.750	.803	.492	.834	.915

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City of Menifee
N/S: Bradley Road
E/W: McCall Boulevard
Weather: Clear

File Name : 67_MEN_Brad_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				08:00 AM				07:45 AM				07:30 AM			
+0 mins.	45	15	0	60	86	134	22	242	13	11	102	126	**3**	**167**	6	**176**
+15 mins.	49	**17**	0	**66**	93	125	17	235	**16**	12	86	114	2	98	**19**	119
+30 mins.	**52**	13	**1**	66	127	**163**	19	309	8	11	89	108	2	112	8	122
+45 mins.	46	9	1	56	**140**	149	**27**	**316**	15	**13**	**105**	**133**	2	147	12	161
Total Volume	192	54	2	248	446	571	85	1102	52	47	382	481	9	524	45	578
% App. Total	77.4	21.8	0.8		40.5	51.8	7.7		10.8	9.8	79.4		1.6	90.7	7.8	
PHF	.923	.794	.500	.939	.796	.876	.787	.872	.813	.904	.910	.904	.750	.784	.592	.821

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City of Menifee
N/S: Bradley Road
E/W: McCall Boulevard
Weather: Clear

File Name : 67_MEN_Brad_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

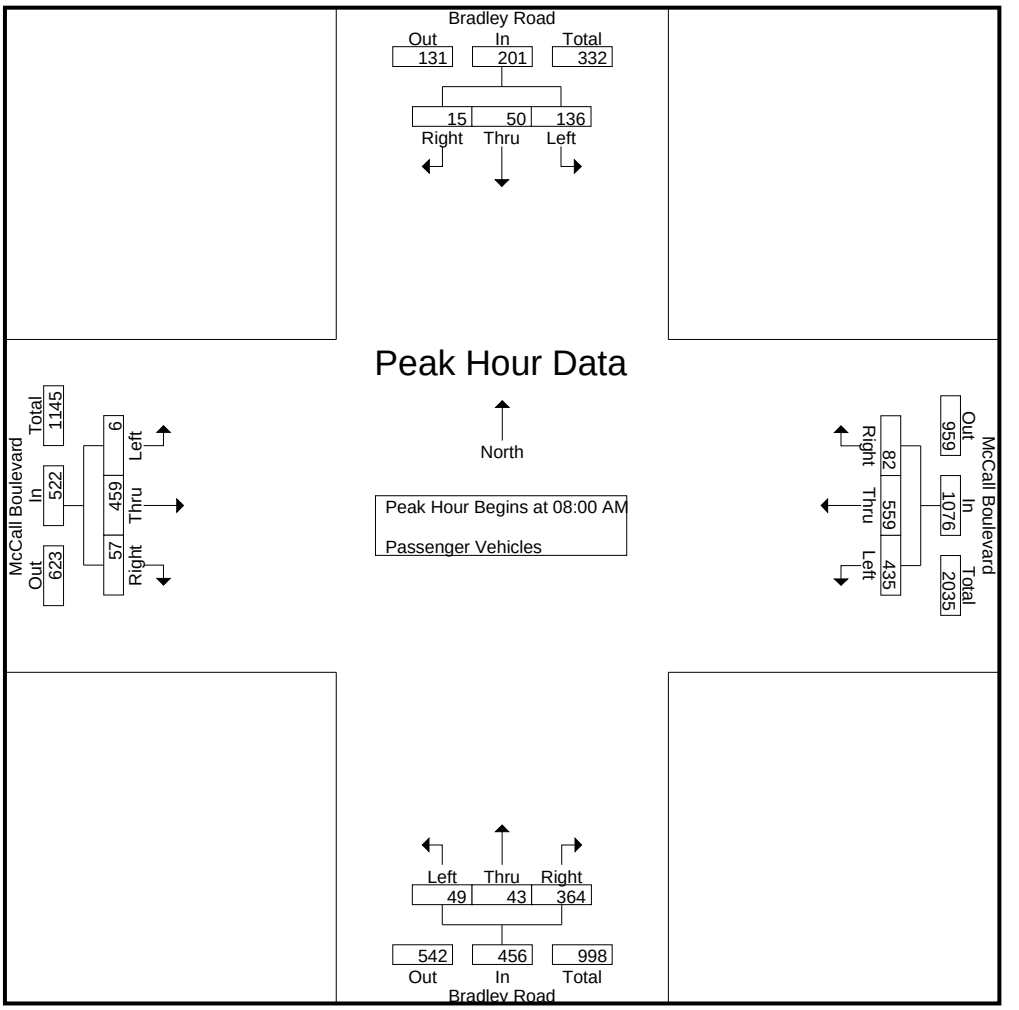
	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	45	15	0	60	40	78	6	124	11	2	62	75	0	98	7	105	364
07:15 AM	49	17	0	66	74	99	11	184	6	8	65	79	1	103	13	117	446
07:30 AM	52	13	1	66	74	89	16	179	6	8	80	94	3	165	6	174	513
07:45 AM	46	9	1	56	110	124	29	263	13	11	101	125	2	98	19	119	563
Total	192	54	2	248	298	390	62	750	36	29	308	373	6	464	45	515	1886
08:00 AM	33	11	5	49	86	132	22	240	15	12	85	112	2	112	8	122	523
08:15 AM	47	12	1	60	89	122	17	228	8	11	89	108	2	143	11	156	552
08:30 AM	21	10	1	32	123	159	18	300	15	13	103	131	0	97	9	106	569
08:45 AM	35	17	8	60	137	146	25	308	11	7	87	105	2	107	29	138	611
Total	136	50	15	201	435	559	82	1076	49	43	364	456	6	459	57	522	2255
Grand Total	328	104	17	449	733	949	144	1826	85	72	672	829	12	923	102	1037	4141
Apprch %	73.1	23.2	3.8		40.1	52	7.9		10.3	8.7	81.1		1.2	89	9.8		
Total %	7.9	2.5	0.4	10.8	17.7	22.9	3.5	44.1	2.1	1.7	16.2	20	0.3	22.3	2.5	25	

	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	33	11	5	49	86	132	22	240	**15**	12	85	112	**2**	112	8	122	523
08:15 AM	**47**	12	1	**60**	89	122	17	228	8	11	89	108	2	**143**	11	**156**	552
08:30 AM	21	10	1	32	123	**159**	18	300	15	**13**	**103**	**131**	0	97	9	106	569
08:45 AM	35	**17**	**8**	60	**137**	146	**25**	**308**	11	7	87	105	2	107	**29**	138	**611**
Total Volume	136	50	15	201	435	559	82	1076	49	43	364	456	6	459	57	522	2255
% App. Total	67.7	24.9	7.5		40.4	52	7.6		10.7	9.4	79.8		1.1	87.9	10.9		
PHF	.723	.735	.469	.838	.794	.879	.820	.873	.817	.827	.883	.870	.750	.802	.491	.837	.923

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City of Menifee
N/S: Bradley Road
E/W: McCall Boulevard
Weather: Clear

File Name : 67_MEN_Brad_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	33	11	5	49	86	132	22	240	**15**	12	85	112	**2**	112	8	122
+15 mins.	**47**	12	1	**60**	89	122	17	228	8	11	89	108	2	**143**	11	**156**
+30 mins.	21	10	1	32	123	**159**	18	300	15	**13**	**103**	**131**	0	97	9	106
+45 mins.	35	**17**	**8**	60	**137**	146	**25**	**308**	11	7	87	105	2	107	**29**	138
Total Volume	136	50	15	201	435	559	82	1076	49	43	364	456	6	459	57	522
% App. Total	67.7	24.9	7.5		40.4	52	7.6		10.7	9.4	79.8		1.1	87.9	10.9	
PHF	.723	.735	.469	.838	.794	.879	.820	.873	.817	.827	.883	.870	.750	.802	.491	.837

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City of Menifee
N/S: Bradley Road
E/W: McCall Boulevard
Weather: Clear

File Name : 67_MEN_Brad_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

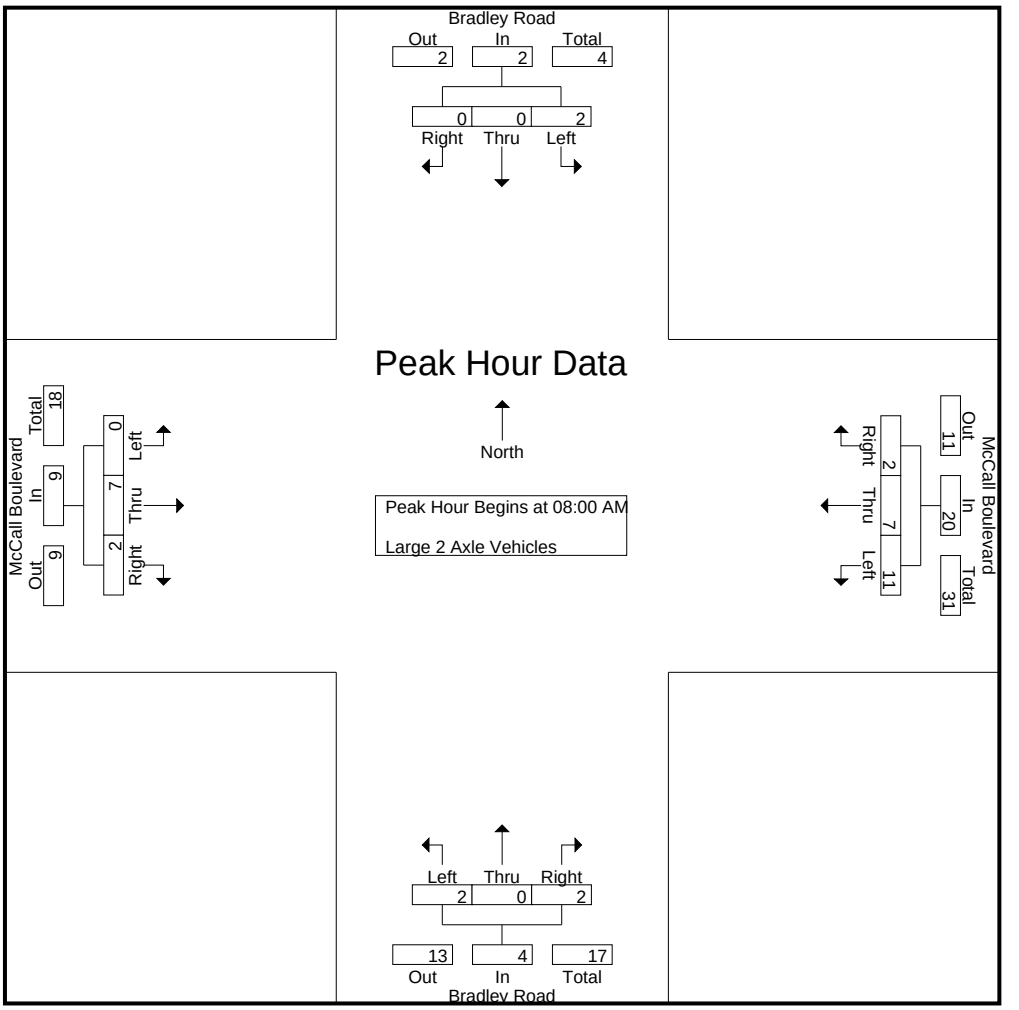
	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	4	0	4	0	0	1	1	0	3	0	3	8
07:15 AM	0	0	0	0	1	3	0	4	0	0	0	0	0	0	0	0	4
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	2	2	0	4	0	0	1	1	0	0	0	0	5
Total	0	0	0	0	3	11	0	14	0	0	2	2	0	4	0	4	20
08:00 AM	1	0	0	1	0	1	0	1	1	0	0	1	0	0	0	0	3
08:15 AM	0	0	0	0	4	1	0	5	0	0	0	0	0	3	1	4	9
08:30 AM	0	0	0	0	4	3	1	8	0	0	2	2	0	2	0	2	12
08:45 AM	1	0	0	1	3	2	1	6	1	0	0	1	0	2	1	3	11
Total	2	0	0	2	11	7	2	20	2	0	2	4	0	7	2	9	35
Grand Total	2	0	0	2	14	18	2	34	2	0	4	6	0	11	2	13	55
Apprch %	100	0	0		41.2	52.9	5.9		33.3	0	66.7		0	84.6	15.4		
Total %	3.6	0	0	3.6	25.5	32.7	3.6	61.8	3.6	0	7.3	10.9	0	20	3.6	23.6	

	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**1**	0	0	**1**	0	1	0	1	**1**	0	0	1	0	0	0	0	3
08:15 AM	0	0	0	0	**4**	1	0	5	0	0	0	0	0	**3**	**1**	**4**	9
08:30 AM	0	0	0	0	4	**3**	**1**	**8**	0	0	**2**	**2**	0	2	0	2	**12**
08:45 AM	1	0	0	1	3	2	1	6	1	0	0	1	0	2	1	3	11
Total Volume	2	0	0	2	11	7	2	20	2	0	2	4	0	7	2	9	35
% App. Total	100	0	0		55	35	10		50	0	50		0	77.8	22.2		
PHF	.500	.000	.000	.500	.688	.583	.500	.625	.500	.000	.250	.500	.000	.583	.500	.563	.729

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City of Menifee
N/S: Bradley Road
E/W: McCall Boulevard
Weather: Clear

File Name : 67_MEN_Brad_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	**1**	0	0	**1**	0	1	0	1	**1**	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	**4**	1	0	5	0	0	0	0	0	**3**	**1**	**4**
+30 mins.	0	0	0	0	4	**3**	**1**	**8**	0	0	**2**	**2**	0	2	0	2
+45 mins.	1	0	0	1	3	2	1	6	1	0	0	1	0	2	1	3
Total Volume	2	0	0	2	11	7	2	20	2	0	2	4	0	7	2	9
% App. Total	100	0	0		55	35	10		50	0	50		0	77.8	22.2	
PHF	.500	.000	.000	.500	.688	.583	.500	.625	.500	.000	.250	.500	.000	.583	.500	.563

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City of Menifee
N/S: Bradley Road
E/W: McCall Boulevard
Weather: Clear

File Name : 67_MEN_Brad_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

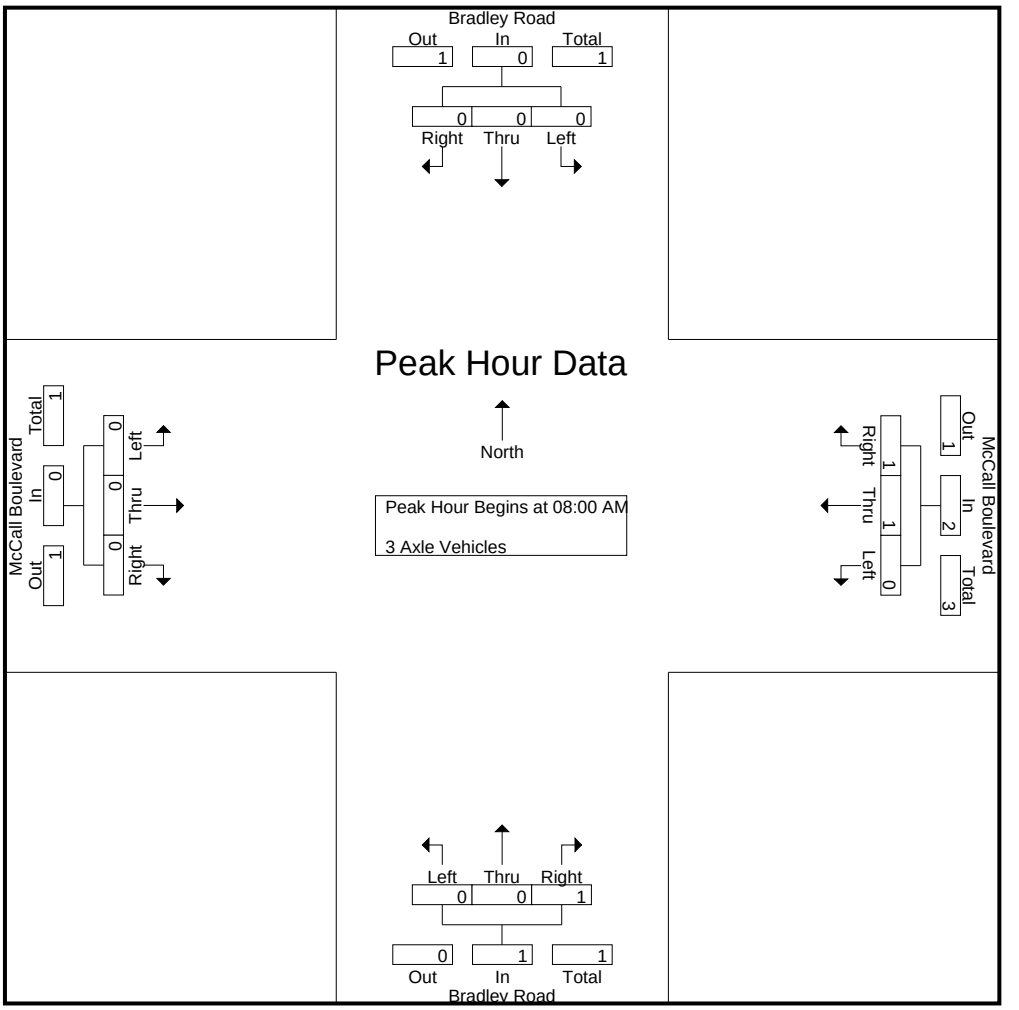
	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	1	2	0	0	1	1	0	0	0	0	3
Grand Total	0	0	0	0	0	3	1	4	0	0	1	1	0	1	0	1	6
Apprch %	0	0	0		0	75	25		0	0	100		0	100	0		
Total %	0	0	0	0	0	50	16.7	66.7	0	0	16.7	16.7	0	16.7	0	16.7	

	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**1**
08:15 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	1	2	0	0	1	1	0	0	0	0	3
% App. Total	0	0	0		0	50	50		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.250	.250	.000	.000	.000	.000	.750

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City of Menifee
N/S: Bradley Road
E/W: McCall Boulevard
Weather: Clear

File Name : 67_MEN_Brad_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	1	2	0	0	1	1	0	0	0	0
% App. Total	0	0	0		0	50	50		0	0	100		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.250	.250	.000	.000	.000	.000

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City of Menifee
N/S: Bradley Road
E/W: McCall Boulevard
Weather: Clear

File Name : 67_MEN_Brad_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

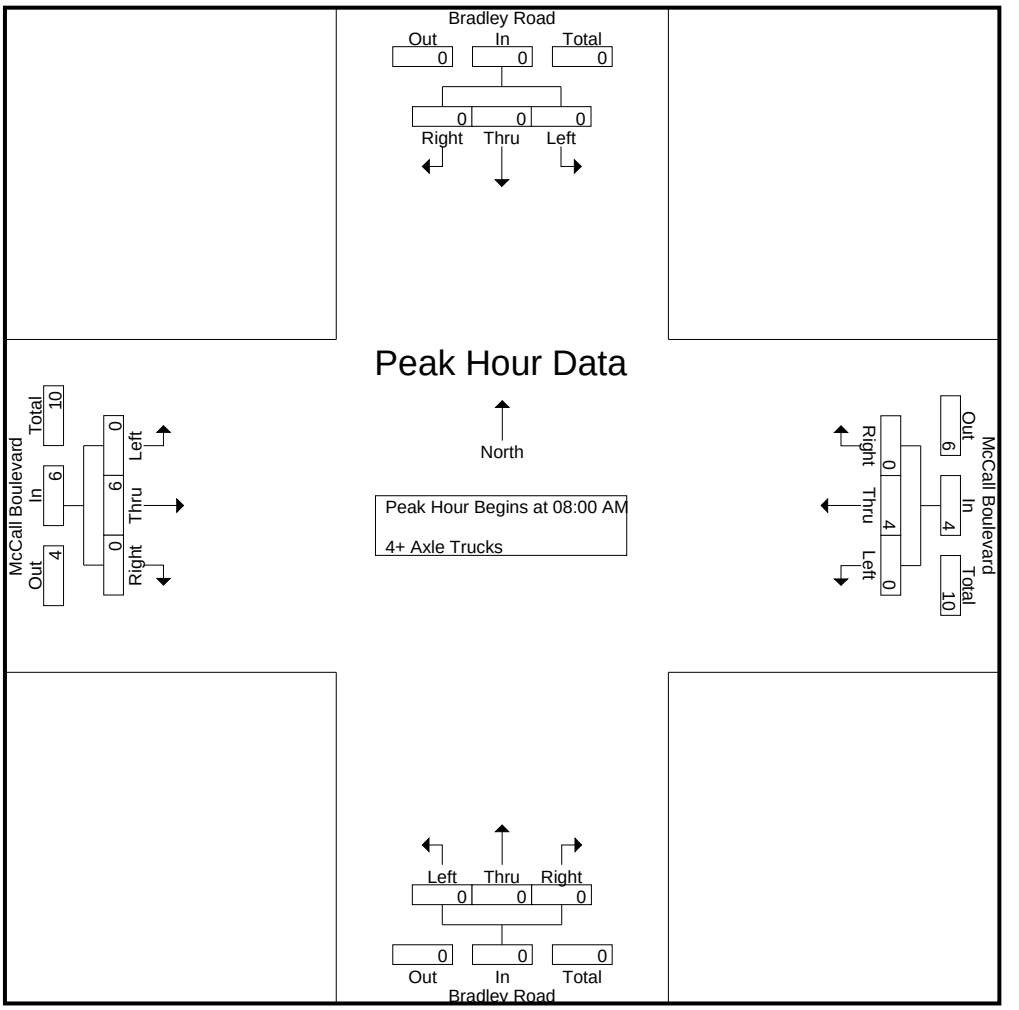
	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	2	0	3	0	0	0	0	0	3	0	3	6
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
Grand Total	0	0	0	0	1	6	0	7	0	0	0	0	0	9	0	9	16
Apprch %	0	0	0		14.3	85.7	0		0	0	0		0	100	0		
Total %	0	0	0	0	6.2	37.5	0	43.8	0	0	0	0	0	56.2	0	56.2	

	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**5**	0	**5**	**6**
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	1.00	.000	1.00	.000	.000	.000	.000	.000	.300	.000	.300	.417

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City of Menifee
N/S: Bradley Road
E/W: McCall Boulevard
Weather: Clear

File Name : 67_MEN_Brad_McC AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**5**	0	**5**
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	1.000	.000	1.000	.000	.000	.000	.000	.000	.300	.000	.300

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City of Menifee
N/S: Bradley Road
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File Name : 67_MEN_Brad_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

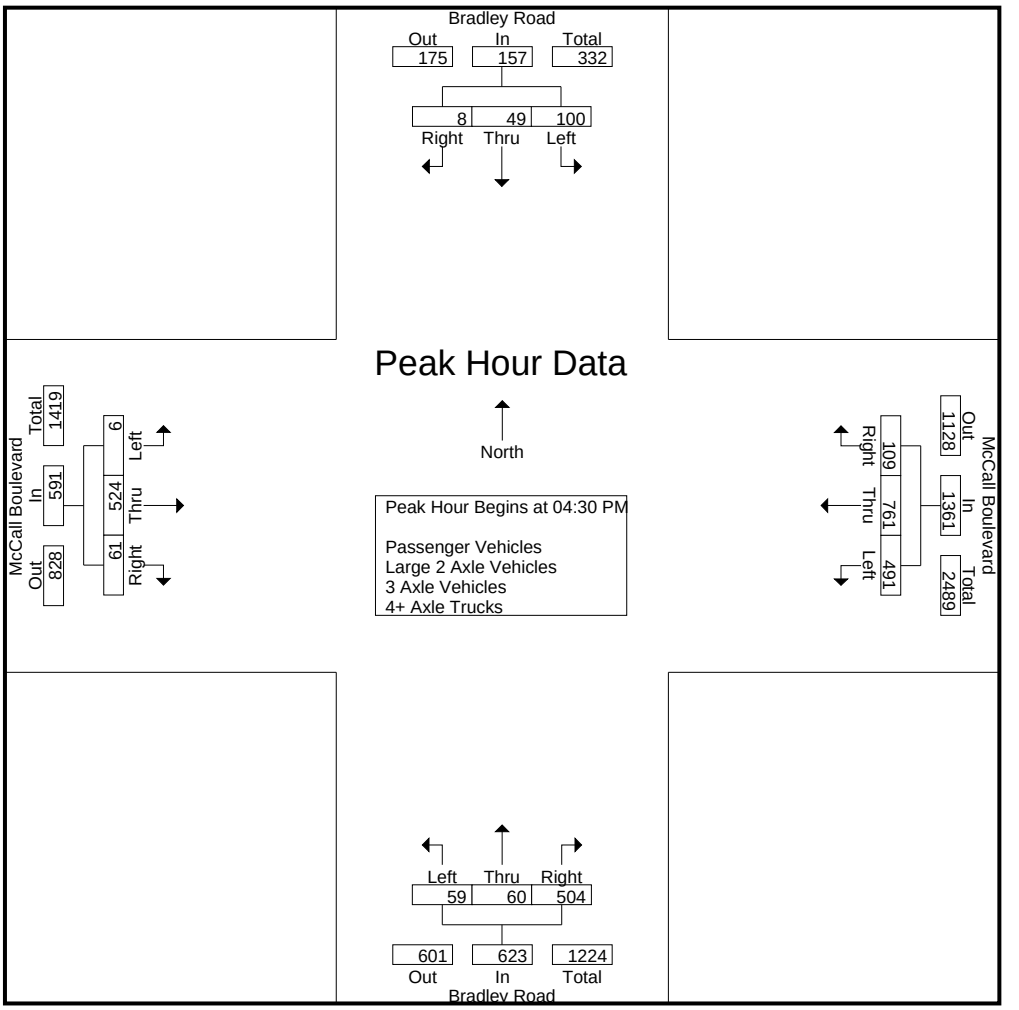
	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	31	16	8	55	150	168	18	336	14	23	108	145	2	136	14	152	688
04:15 PM	36	12	3	51	111	180	34	325	14	20	132	166	1	127	14	142	684
04:30 PM	24	12	1	37	124	190	24	338	12	11	112	135	2	151	9	162	672
04:45 PM	28	16	4	48	117	196	33	346	15	17	143	175	2	101	15	118	687
Total	119	56	16	191	502	734	109	1345	55	71	495	621	7	515	52	574	2731
05:00 PM	24	11	1	36	121	170	25	316	18	16	143	177	1	131	18	150	679
05:15 PM	24	10	2	36	129	205	27	361	14	16	106	136	1	141	19	161	694
05:30 PM	30	13	3	46	123	171	29	323	7	14	114	135	1	135	10	146	650
05:45 PM	32	12	3	47	109	153	38	300	12	9	99	120	3	100	11	114	581
Total	110	46	9	165	482	699	119	1300	51	55	462	568	6	507	58	571	2604
Grand Total	229	102	25	356	984	1433	228	2645	106	126	957	1189	13	1022	110	1145	5335
Apprch %	64.3	28.7	7		37.2	54.2	8.6		8.9	10.6	80.5		1.1	89.3	9.6		
Total %	4.3	1.9	0.5	6.7	18.4	26.9	4.3	49.6	2	2.4	17.9	22.3	0.2	19.2	2.1	21.5	
Passenger Vehicles	227	101	25	353	978	1426	227	2631	106	125	951	1182	13	1010	108	1131	5297
% Passenger Vehicles	99.1	99	100	99.2	99.4	99.5	99.6	99.5	100	99.2	99.4	99.4	100	98.8	98.2	98.8	99.3
Large 2 Axle Vehicles	2	1	0	3	6	6	1	13	0	1	6	7	0	8	2	10	33
% Large 2 Axle Vehicles	0.9	1	0	0.8	0.6	0.4	0.4	0.5	0	0.8	0.6	0.6	0	0.8	1.8	0.9	0.6
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0.1	0
4+ Axle Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
% 4+ Axle Trucks	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0.3	0	0.3	0.1

	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	24	12	1	37	124	190	24	338	12	11	112	135	**2**	**151**	9	**162**	672
04:45 PM	**28**	**16**	**4**	**48**	117	196	**33**	346	15	**17**	**143**	175	2	101	15	118	687
05:00 PM	24	11	1	36	121	170	25	316	**18**	16	143	**177**	1	131	18	150	679
05:15 PM	24	10	2	36	**129**	**205**	27	**361**	14	16	106	136	1	141	**19**	161	**694**
Total Volume	100	49	8	157	491	761	109	1361	59	60	504	623	6	524	61	591	2732
% App. Total	63.7	31.2	5.1		36.1	55.9	8		9.5	9.6	80.9		1	88.7	10.3		
PHF	.893	.766	.500	.818	.952	.928	.826	.943	.819	.882	.881	.880	.750	.868	.803	.912	.984

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Weather: Clear

File Name : 67_MEN_Brad_McC PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:15 PM				04:30 PM			
+0 mins.	31	**16**	**8**	**55**	124	190	24	338	14	**20**	132	166	**2**	**151**	9	**162**
+15 mins.	**36**	12	3	51	117	196	**33**	346	12	11	112	135	2	101	15	118
+30 mins.	24	12	1	37	121	170	25	316	15	17	**143**	175	1	131	18	150
+45 mins.	28	16	4	48	**129**	**205**	27	**361**	**18**	16	143	**177**	1	141	**19**	161
Total Volume	119	56	16	191	491	761	109	1361	59	64	530	653	6	524	61	591
% App. Total	62.3	29.3	8.4		36.1	55.9	8		9	9.8	81.2		1	88.7	10.3	
PHF	.826	.875	.500	.868	.952	.928	.826	.943	.819	.800	.927	.922	.750	.868	.803	.912

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City of Menifee
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File Name : 67_MEN_Brad_McC PM
Site Code : 00322418
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Groups Printed- Passenger Vehicles

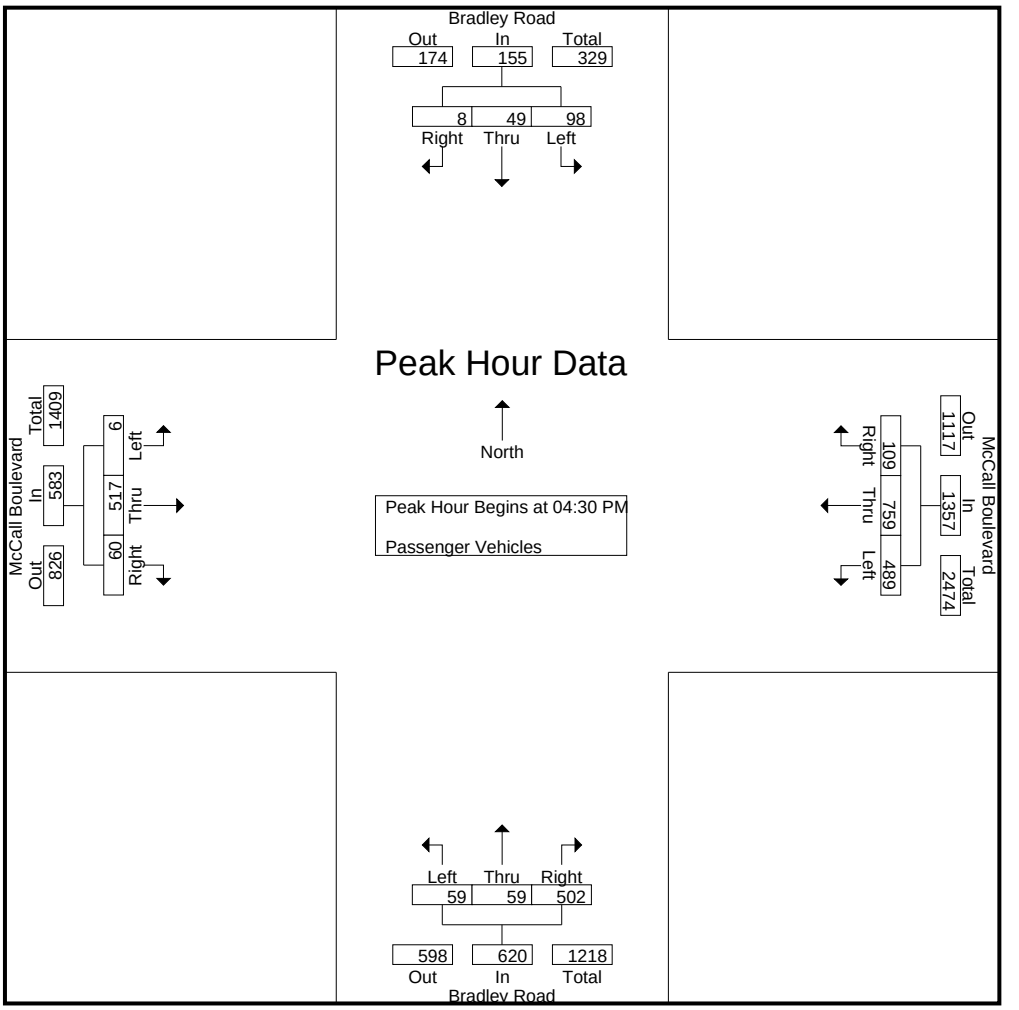
	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	31	16	8	55	149	164	18	331	14	23	108	145	2	135	14	151	682
04:15 PM	36	11	3	50	110	180	33	323	14	20	130	164	1	126	14	141	678
04:30 PM	24	12	1	37	123	190	24	337	12	11	112	135	2	148	8	158	667
04:45 PM	28	16	4	48	117	196	33	346	15	17	142	174	2	100	15	117	685
Total	119	55	16	190	499	730	108	1337	55	71	492	618	7	509	51	567	2712
05:00 PM	23	11	1	35	120	170	25	315	18	15	143	176	1	131	18	150	676
05:15 PM	23	10	2	35	129	203	27	359	14	16	105	135	1	138	19	158	687
05:30 PM	30	13	3	46	123	170	29	322	7	14	113	134	1	133	9	143	645
05:45 PM	32	12	3	47	107	153	38	298	12	9	98	119	3	99	11	113	577
Total	108	46	9	163	479	696	119	1294	51	54	459	564	6	501	57	564	2585
Grand Total	227	101	25	353	978	1426	227	2631	106	125	951	1182	13	1010	108	1131	5297
Apprch %	64.3	28.6	7.1		37.2	54.2	8.6		9	10.6	80.5		1.1	89.3	9.5		
Total %	4.3	1.9	0.5	6.7	18.5	26.9	4.3	49.7	2	2.4	18	22.3	0.2	19.1	2	21.4	

	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	24	12	1	37	123	190	24	337	12	11	112	135	**2**	**148**	8	**158**	667
04:45 PM	**28**	**16**	**4**	**48**	117	196	**33**	346	15	**17**	142	174	2	100	15	117	685
05:00 PM	23	11	1	35	120	170	25	315	**18**	15	**143**	**176**	1	131	18	150	676
05:15 PM	23	10	2	35	**129**	**203**	27	**359**	14	16	105	135	1	138	**19**	158	**687**
Total Volume	98	49	8	155	489	759	109	1357	59	59	502	620	6	517	60	583	2715
% App. Total	63.2	31.6	5.2		36	55.9	8		9.5	9.5	81		1	88.7	10.3		
PHF	.875	.766	.500	.807	.948	.935	.826	.945	.819	.868	.878	.881	.750	.873	.789	.922	.988

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City of Menifee
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Weather: Clear

File Name : 67_MEN_Brad_McC PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	24	12	1	37	123	190	24	337	12	11	112	135	**2**	**148**	8	**158**
+15 mins.	**28**	**16**	**4**	**48**	117	196	**33**	346	15	**17**	142	174	2	100	15	117
+30 mins.	23	11	1	35	120	170	25	315	**18**	15	**143**	**176**	1	131	18	150
+45 mins.	23	10	2	35	**129**	**203**	27	**359**	14	16	105	135	1	138	**19**	158
Total Volume	98	49	8	155	489	759	109	1357	59	59	502	620	6	517	60	583
% App. Total	63.2	31.6	5.2		36	55.9	8		9.5	9.5	81		1	88.7	10.3	
PHF	.875	.766	.500	.807	.948	.935	.826	.945	.819	.868	.878	.881	.750	.873	.789	.922

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City of Menifee
N/S: Bradley Road
E/W: McCall Boulevard
Weather: Clear

File Name : 67_MEN_Brad_McC PM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- Large 2 Axle Vehicles

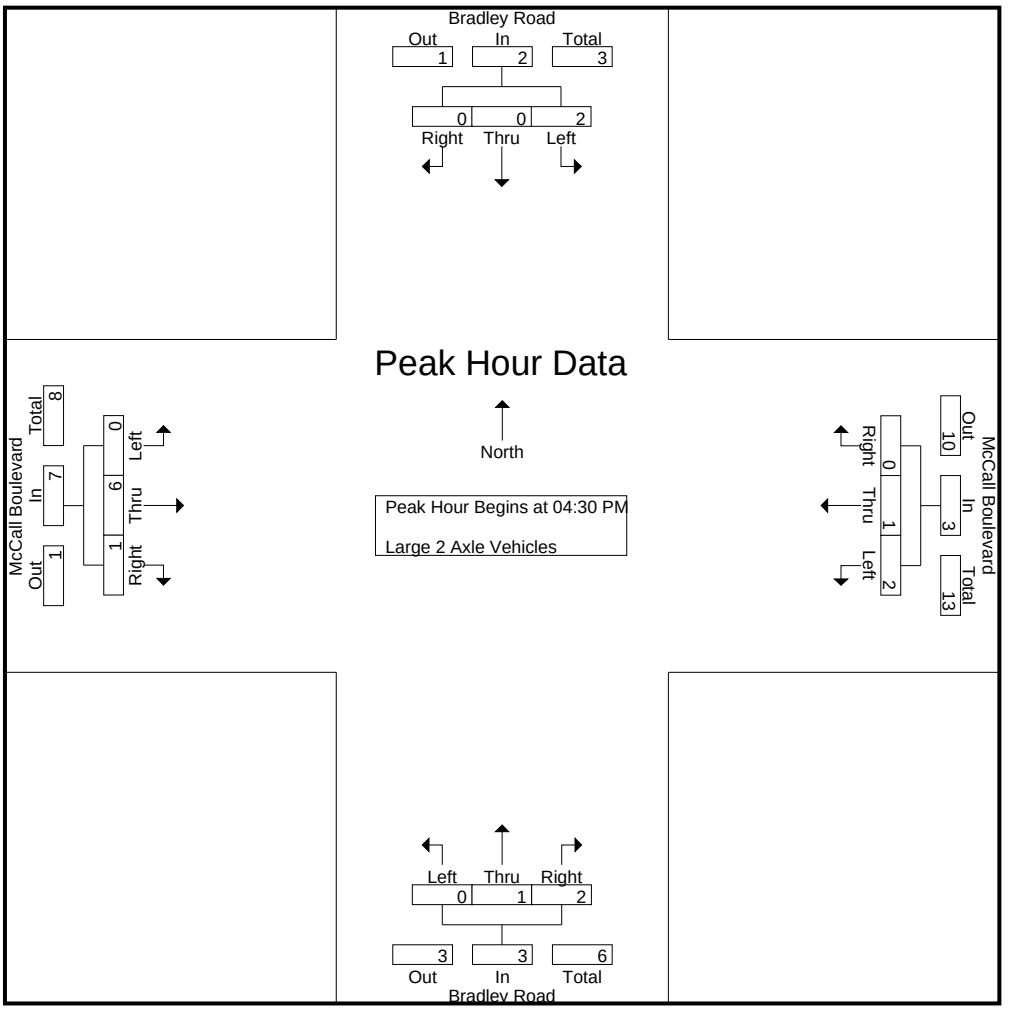
	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	4	0	5	0	0	0	0	0	0	0	0	5
04:15 PM	0	1	0	1	1	0	1	2	0	0	2	2	0	0	0	0	5
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	2	1	3	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
Total	0	1	0	1	3	4	1	8	0	0	3	3	0	3	1	4	16
05:00 PM	1	0	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
05:15 PM	1	0	0	1	0	1	0	1	0	0	1	1	0	3	0	3	6
05:30 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	1	2	4
05:45 PM	0	0	0	0	2	0	0	2	0	0	1	1	0	1	0	1	4
Total	2	0	0	2	3	2	0	5	0	1	3	4	0	5	1	6	17
Grand Total	2	1	0	3	6	6	1	13	0	1	6	7	0	8	2	10	33
Apprch %	66.7	33.3	0		46.2	46.2	7.7		0	14.3	85.7		0	80	20		
Total %	6.1	3	0	9.1	18.2	18.2	3	39.4	0	3	18.2	21.2	0	24.2	6.1	30.3	

	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	2	**1**	**3**	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	1	0	1	2
05:00 PM	**1**	0	0	**1**	1	0	0	1	0	**1**	0	1	0	0	0	0	3
05:15 PM	1	0	0	1	0	**1**	0	1	0	0	1	1	0	**3**	0	3	**6**
Total Volume	2	0	0	2	2	1	0	3	0	1	2	3	0	6	1	7	15
% App. Total	100	0	0		66.7	33.3	0		0	33.3	66.7		0	85.7	14.3		
PHF	.500	.000	.000	.500	.500	.250	.000	.750	.000	.250	.500	.750	.000	.500	.250	.583	.625

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City of Menifee
N/S: Bradley Road
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Weather: Clear

File Name : 67_MEN_Brad_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	2	**1**	**3**
+15 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	1	0	1
+30 mins.	**1**	0	0	**1**	1	0	0	1	0	**1**	0	1	0	0	0	0
+45 mins.	1	0	0	1	0	**1**	0	1	0	0	1	1	0	**3**	0	3
Total Volume	2	0	0	2	2	1	0	3	0	1	2	3	0	6	1	7
% App. Total	100	0	0		66.7	33.3	0		0	33.3	66.7		0	85.7	14.3	
PHF	.500	.000	.000	.500	.500	.250	.000	.750	.000	.250	.500	.750	.000	.500	.250	.583

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City of Menifee
N/S: Bradley Road
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File Name : 67_MEN_Brad_McC PM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- 3 Axle Vehicles

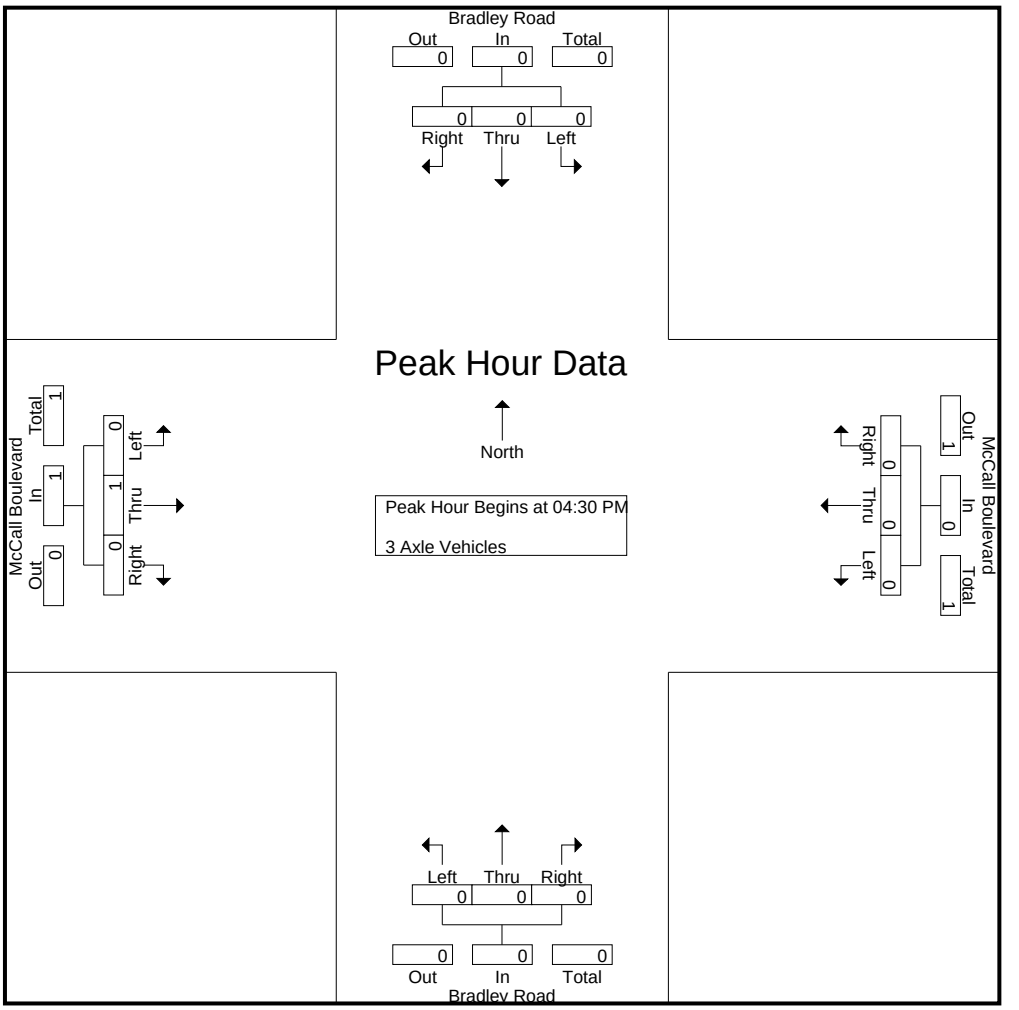
	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	

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

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Site Code : 00322418
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Menifee
N/S: Bradley Road
E/W: McCall Boulevard
Weather: Clear

File Name : 67_MEN_Brad_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

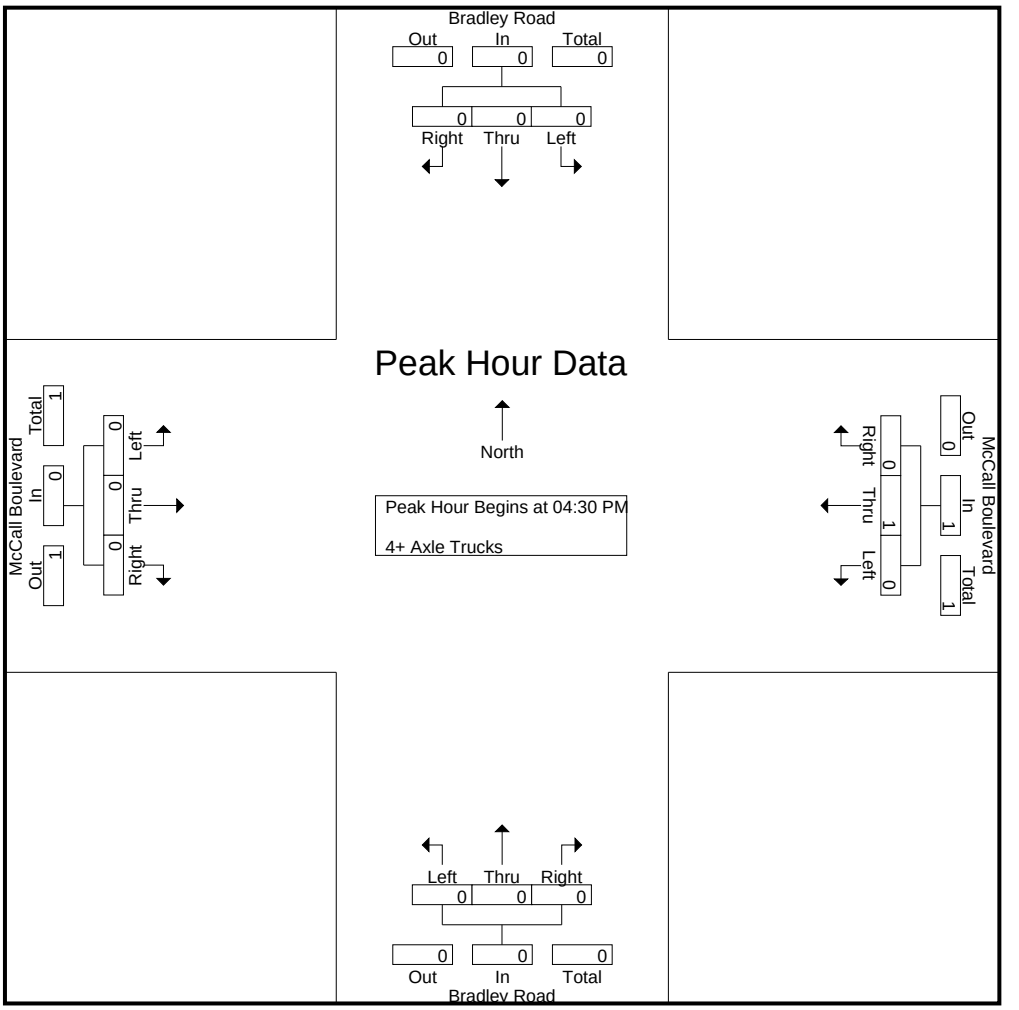
	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	25	0	25	0	0	0	0	0	75	0	75	

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

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City of Menifee
N/S: Bradley Road
E/W: McCall Boulevard
Weather: Clear

File Name : 67_MEN_Brad_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

Location: Menifee
N/S: Bradley Road
E/W: McCall Boulevard

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Bradley Road	East Leg McCall Boulevard	South Leg Bradley Road	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	1	0	1
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	1	1
8:15 AM	0	0	0	2	2
8:30 AM	0	0	0	3	3
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	7	8

	North Leg Bradley Road	East Leg McCall Boulevard	South Leg Bradley Road	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	1	1	2
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	1	1
5:15 PM	0	0	1	1	2
5:30 PM	0	0	0	0	0
5:45 PM	0	0	2	0	2
TOTAL VOLUMES:	0	0	5	3	8

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Location: Menifee
N/S: Bradley Road
E/W: McCall Boulevard

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Bradley Road			Westbound McCall Boulevard			Northbound Bradley Road			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	2	0	0	0	1	0	0	0	0	1	5

	Southbound Bradley Road			Westbound McCall Boulevard			Northbound Bradley Road			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	1	0	1	0	0	0	0	0	0	0	2

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 68_MEN_215S_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

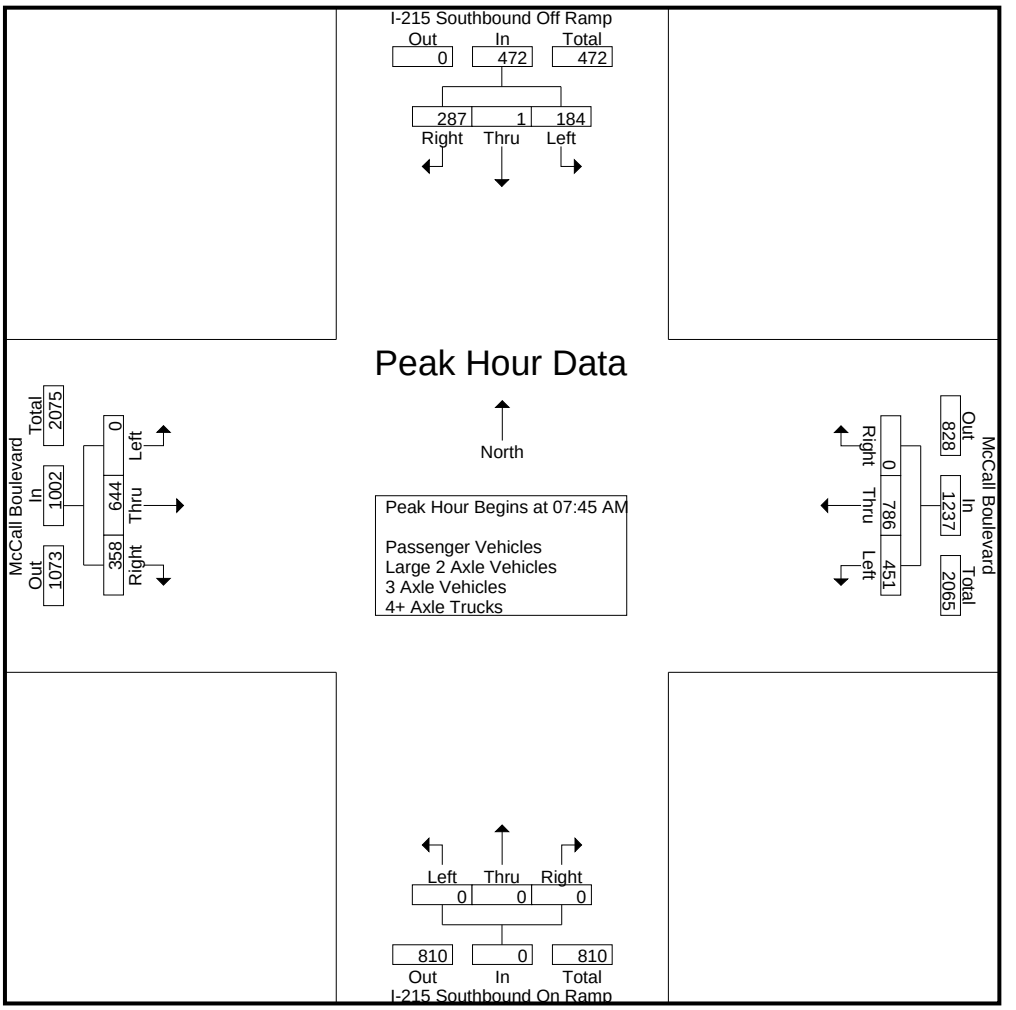
	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	73	0	35	108	104	95	0	199	0	0	0	0	0	131	76	207	514
07:15 AM	77	0	63	140	115	121	0	236	0	0	0	0	0	135	85	220	596
07:30 AM	67	0	53	120	114	137	0	251	0	0	0	0	0	182	107	289	660
07:45 AM	56	0	79	135	119	191	0	310	0	0	0	0	0	174	81	255	700
Total	273	0	230	503	452	544	0	996	0	0	0	0	0	622	349	971	2470
08:00 AM	40	0	70	110	128	174	0	302	0	0	0	0	0	152	80	232	644
08:15 AM	38	1	58	97	123	185	0	308	0	0	0	0	0	183	102	285	690
08:30 AM	50	0	80	130	81	236	0	317	0	0	0	0	0	135	95	230	677
08:45 AM	44	0	81	125	42	241	0	283	0	0	0	0	0	183	62	245	653
Total	172	1	289	462	374	836	0	1210	0	0	0	0	0	653	339	992	2664
Grand Total	445	1	519	965	826	1380	0	2206	0	0	0	0	0	1275	688	1963	5134
Apprch %	46.1	0.1	53.8		37.4	62.6	0		0	0	0		0	65	35		
Total %	8.7	0	10.1	18.8	16.1	26.9	0	43	0	0	0	0	0	24.8	13.4	38.2	
Passenger Vehicles	427	0	501	928	808	1353	0	2161	0	0	0	0	0	1254	682	1936	5025
% Passenger Vehicles	96	0	96.5	96.2	97.8	98	0	98	0	0	0	0	0	98.4	99.1	98.6	97.9
Large 2 Axle Vehicles	12	0	11	23	15	23	0	38	0	0	0	0	0	15	2	17	78
% Large 2 Axle Vehicles	2.7	0	2.1	2.4	1.8	1.7	0	1.7	0	0	0	0	0	1.2	0.3	0.9	1.5
3 Axle Vehicles	2	0	3	5	2	1	0	3	0	0	0	0	0	1	2	3	11
% 3 Axle Vehicles	0.4	0	0.6	0.5	0.2	0.1	0	0.1	0	0	0	0	0	0.1	0.3	0.2	0.2
4+ Axle Trucks	4	1	4	9	1	3	0	4	0	0	0	0	0	5	2	7	20
% 4+ Axle Trucks	0.9	100	0.8	0.9	0.1	0.2	0	0.2	0	0	0	0	0	0.4	0.3	0.4	0.4

	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**56**	0	79	**135**	119	191	0	310	0	0	0	0	0	174	81	255	**700**
08:00 AM	40	0	70	110	**128**	174	0	302	0	0	0	0	0	152	80	232	644
08:15 AM	38	**1**	58	97	123	185	0	308	0	0	0	0	0	**183**	**102**	**285**	690
08:30 AM	50	0	**80**	130	81	**236**	0	**317**	0	0	0	0	0	135	95	230	677
Total Volume	184	1	287	472	451	786	0	1237	0	0	0	0	0	644	358	1002	2711
% App. Total	39	0.2	60.8		36.5	63.5	0		0	0	0		0	64.3	35.7		
PHF	.821	.250	.897	.874	.881	.833	.000	.976	.000	.000	.000	.000	.000	.880	.877	.879	.968

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 68_MEN_215S_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:15 AM				07:45 AM				07:00 AM				07:30 AM			
+0 mins.	**77**	0	63	**140**	119	191	0	310	0	0	0	0	0	182	**107**	**289**
+15 mins.	67	0	53	120	**128**	174	0	302	0	0	0	0	0	174	81	255
+30 mins.	56	0	**79**	135	123	185	0	308	0	0	0	0	0	152	80	232
+45 mins.	40	0	70	110	81	**236**	0	**317**	0	0	0	0	0	**183**	102	285
Total Volume	240	0	265	505	451	786	0	1237	0	0	0	0	0	691	370	1061
% App. Total	47.5	0	52.5		36.5	63.5	0		0	0	0		0	65.1	34.9	
PHF	.779	.000	.839	.902	.881	.833	.000	.976	.000	.000	.000	.000	.000	.944	.864	.918

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 68_MEN_215S_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

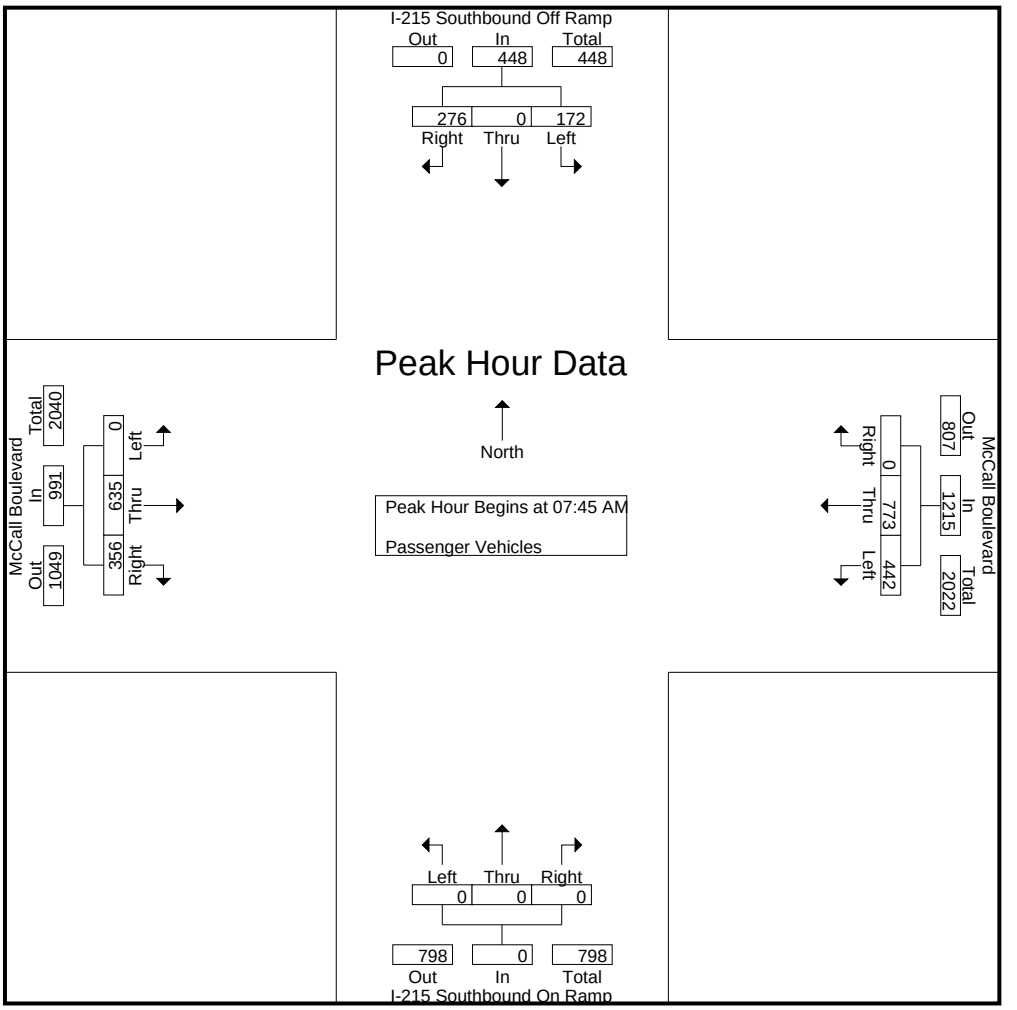
	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	72	0	33	105	102	92	0	194	0	0	0	0	0	126	75	201	500
07:15 AM	74	0	60	134	112	120	0	232	0	0	0	0	0	135	84	219	585
07:30 AM	65	0	52	117	111	134	0	245	0	0	0	0	0	181	106	287	649
07:45 AM	54	0	75	129	119	189	0	308	0	0	0	0	0	173	81	254	691
Total	265	0	220	485	444	535	0	979	0	0	0	0	0	615	346	961	2425
08:00 AM	40	0	68	108	128	174	0	302	0	0	0	0	0	151	79	230	640
08:15 AM	33	0	56	89	119	180	0	299	0	0	0	0	0	180	101	281	669
08:30 AM	45	0	77	122	76	230	0	306	0	0	0	0	0	131	95	226	654
08:45 AM	44	0	80	124	41	234	0	275	0	0	0	0	0	177	61	238	637
Total	162	0	281	443	364	818	0	1182	0	0	0	0	0	639	336	975	2600
Grand Total	427	0	501	928	808	1353	0	2161	0	0	0	0	0	1254	682	1936	5025
Apprch %	46	0	54		37.4	62.6	0		0	0	0		0	64.8	35.2		
Total %	8.5	0	10	18.5	16.1	26.9	0	43	0	0	0	0	0	25	13.6	38.5	

	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**54**	0	75	**129**	119	189	0	**308**	0	0	0	0	0	173	81	254	**691**
08:00 AM	40	0	68	108	**128**	174	0	302	0	0	0	0	0	151	79	230	640
08:15 AM	33	0	56	89	119	180	0	299	0	0	0	0	0	**180**	**101**	**281**	669
08:30 AM	45	0	**77**	122	76	**230**	0	306	0	0	0	0	0	131	95	226	654
Total Volume	172	0	276	448	442	773	0	1215	0	0	0	0	0	635	356	991	2654
% App. Total	38.4	0	61.6		36.4	63.6	0		0	0	0		0	64.1	35.9		
PHF	.796	.000	.896	.868	.863	.840	.000	.986	.000	.000	.000	.000	.000	.882	.881	.882	.960

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City of Menifee
N/S: I-215 Southbound Ramps
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File Name : 68_MEN_215S_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	**54**	0	75	**129**	119	189	0	**308**	0	0	0	0	0	173	81	254
+15 mins.	40	0	68	108	**128**	174	0	302	0	0	0	0	0	151	79	230
+30 mins.	33	0	56	89	119	180	0	299	0	0	0	0	0	**180**	**101**	**281**
+45 mins.	45	0	**77**	122	76	**230**	0	306	0	0	0	0	0	131	95	226
Total Volume	172	0	276	448	442	773	0	1215	0	0	0	0	0	635	356	991
% App. Total	38.4	0	61.6		36.4	63.6	0		0	0	0		0	64.1	35.9	
PHF	.796	.000	.896	.868	.863	.840	.000	.986	.000	.000	.000	.000	.000	.882	.881	.882

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 68_MEN_215S_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

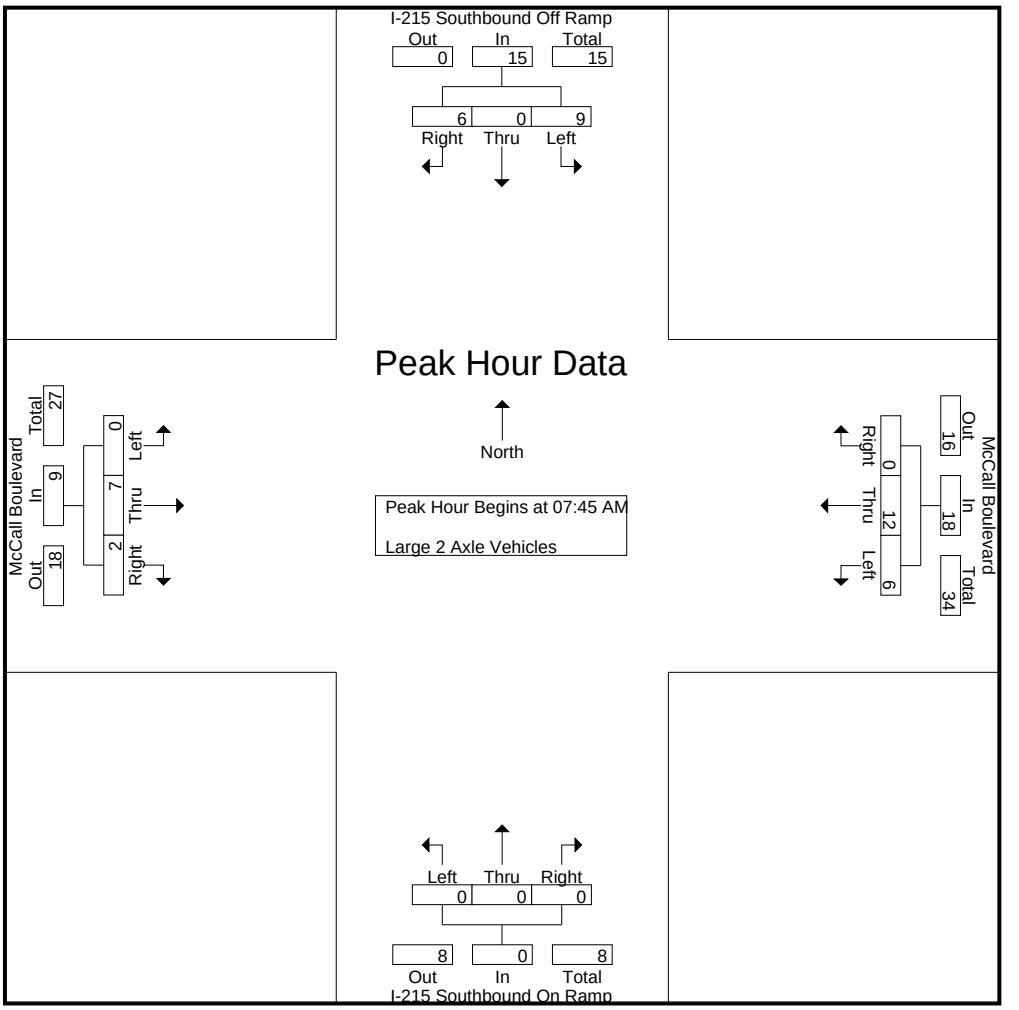
	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	2	2	2	2	0	4	0	0	0	0	0	4	0	4	10
07:15 AM	2	0	3	5	3	0	0	3	0	0	0	0	0	0	0	0	8
07:30 AM	1	0	0	1	3	3	0	6	0	0	0	0	0	1	0	1	8
07:45 AM	2	0	2	4	0	2	0	2	0	0	0	0	0	1	0	1	7
Total	5	0	7	12	8	7	0	15	0	0	0	0	0	6	0	6	33
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
08:15 AM	4	0	1	5	3	4	0	7	0	0	0	0	0	2	1	3	15
08:30 AM	3	0	2	5	3	6	0	9	0	0	0	0	0	4	0	4	18
08:45 AM	0	0	0	0	1	6	0	7	0	0	0	0	0	3	0	3	10
Total	7	0	4	11	7	16	0	23	0	0	0	0	0	9	2	11	45
Grand Total	12	0	11	23	15	23	0	38	0	0	0	0	0	15	2	17	78
Apprch %	52.2	0	47.8		39.5	60.5	0		0	0	0		0	88.2	11.8		
Total %	15.4	0	14.1	29.5	19.2	29.5	0	48.7	0	0	0	0	0	19.2	2.6	21.8	

	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	2	0	**2**	4	0	2	0	2	0	0	0	0	0	1	0	1	7
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	**1**	1	2
08:15 AM	**4**	0	1	**5**	**3**	4	0	7	0	0	0	0	0	2	1	3	15
08:30 AM	3	0	2	5	3	**6**	0	**9**	0	0	0	0	0	**4**	0	**4**	**18**
Total Volume	9	0	6	15	6	12	0	18	0	0	0	0	0	7	2	9	42
% App. Total	60	0	40		33.3	66.7	0		0	0	0		0	77.8	22.2		
PHF	.563	.000	.750	.750	.500	.500	.000	.500	.000	.000	.000	.000	.000	.438	.500	.563	.583

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 68_MEN_215S_McC AM
Site Code : 00322418
Start Date : 5/25/2022



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

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	2	0	**2**	4	0	2	0	2	0	0	0	0	0	1	0	1
+15 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	**1**	1
+30 mins.	**4**	0	1	**5**	**3**	4	0	7	0	0	0	0	0	2	1	3
+45 mins.	3	0	2	5	3	**6**	0	**9**	0	0	0	0	0	**4**	0	**4**
Total Volume	9	0	6	15	6	12	0	18	0	0	0	0	0	7	2	9
% App. Total	60	0	40		33.3	66.7	0		0	0	0		0	77.8	22.2	
PHF	.563	.000	.750	.750	.500	.500	.000	.500	.000	.000	.000	.000	.000	.438	.500	.563

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 68_MEN_215S_McC AM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- 3 Axle Vehicles

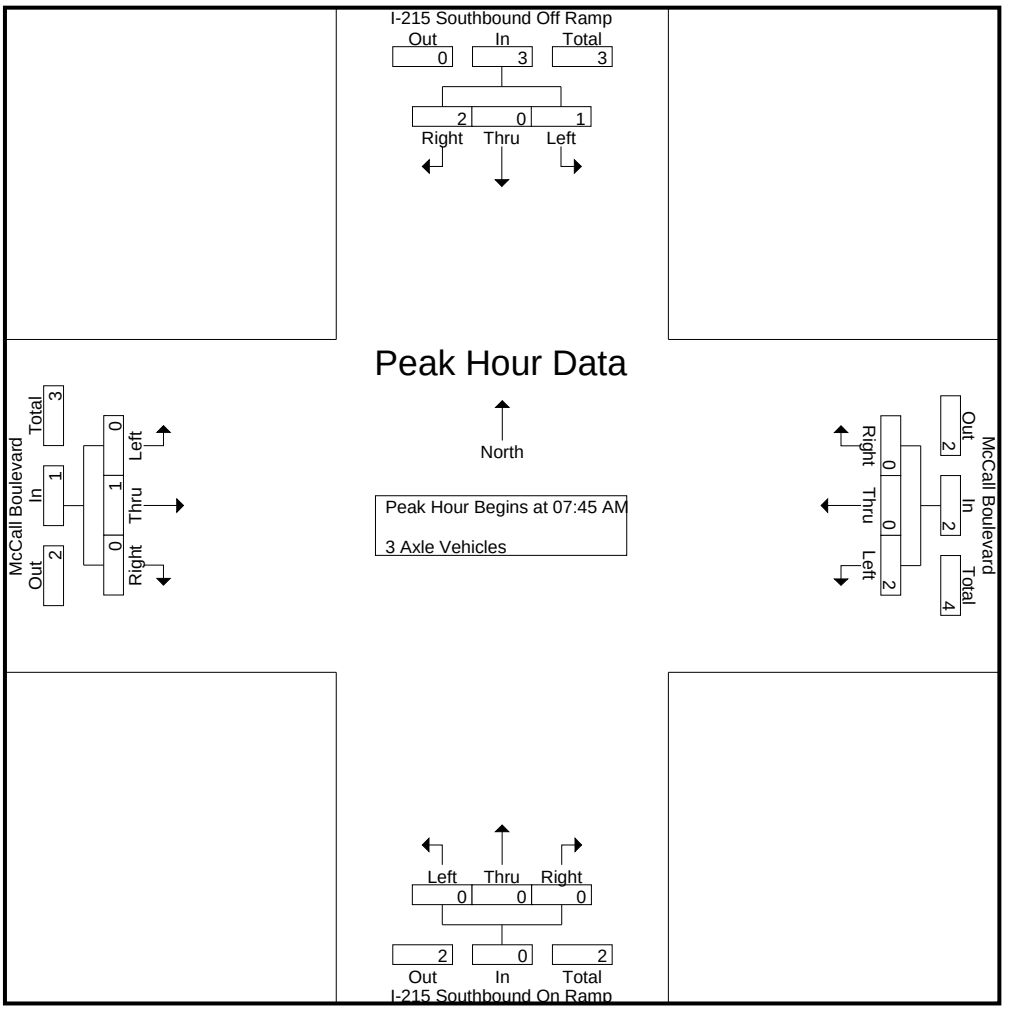
	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	1	2	0	1	0	1	0	0	0	0	0	0	1	1	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	1	0	2	3	2	0	0	2	0	0	0	0	0	1	1	2	7
Grand Total	2	0	3	5	2	1	0	3	0	0	0	0	0	1	2	3	11
Apprch %	40	0	60		66.7	33.3	0		0	0	0		0	33.3	66.7		
Total %	18.2	0	27.3	45.5	18.2	9.1	0	27.3	0	0	0	0	0	9.1	18.2	27.3	

	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
08:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	**1**	0	0	1	**2**	0	0	**2**	0	0	0	0	0	0	0	0	**3**
Total Volume	1	0	2	3	2	0	0	2	0	0	0	0	0	1	0	1	6
% App. Total	33.3	0	66.7		100	0	0		0	0	0		0	100	0		
PHF	.250	.000	.500	.750	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 68_MEN_215S_McC AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	**1**	0	0	1	**2**	0	0	**2**	0	0	0	0	0	0	0	0
Total Volume	1	0	2	3	2	0	0	2	0	0	0	0	0	1	0	1
% App. Total	33.3	0	66.7		100	0	0		0	0	0		0	100	0	
PHF	.250	.000	.500	.750	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 68_MEN_215S_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

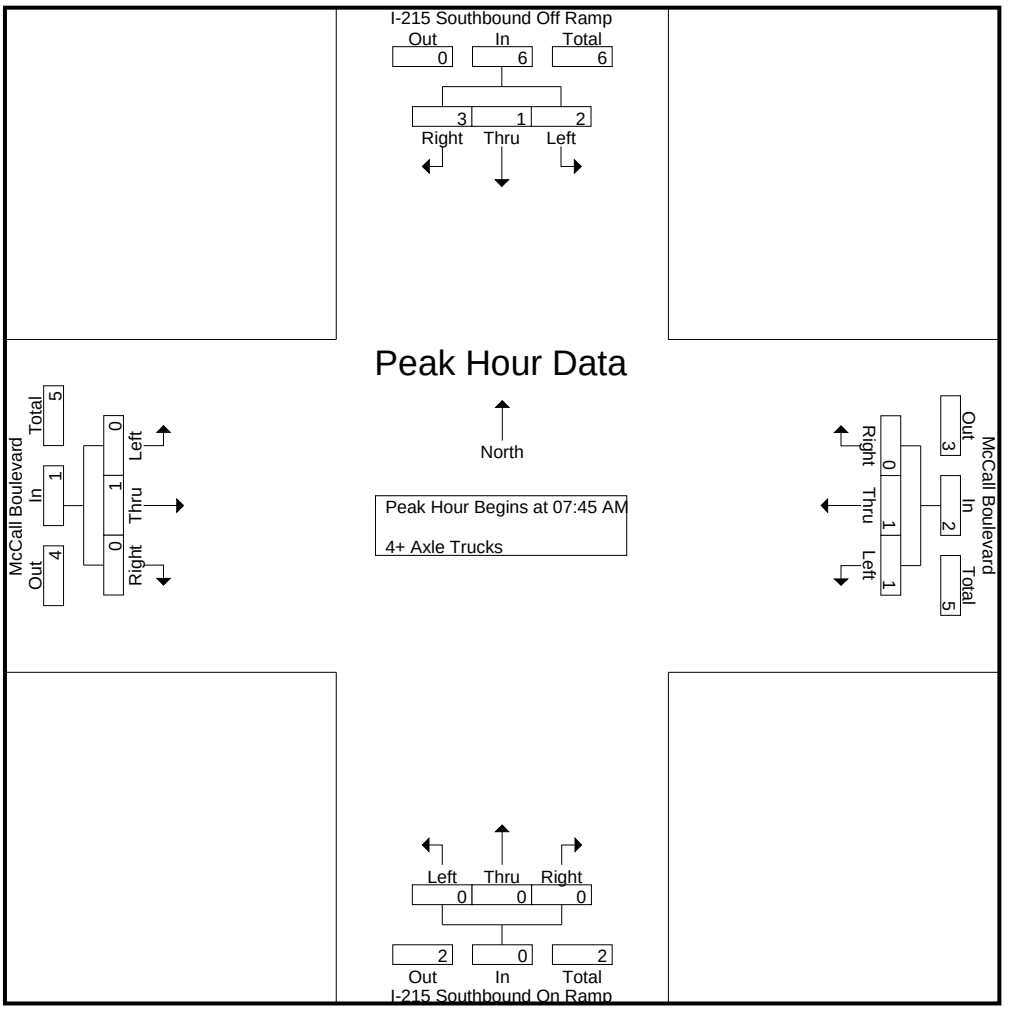
	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	1	1	2	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:30 AM	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	2	4	0	1	0	1	0	0	0	0	0	1	2	3	8
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	1	1	0	2	1	1	0	2	0	0	0	0	0	1	0	1	5
08:30 AM	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total	2	1	2	5	1	2	0	3	0	0	0	0	0	4	0	4	12
Grand Total	4	1	4	9	1	3	0	4	0	0	0	0	0	5	2	7	20
Apprch %	44.4	11.1	44.4		25	75	0		0	0	0		0	71.4	28.6		
Total %	20	5	20	45	5	15	0	20	0	0	0	0	0	25	10	35	

	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	**1**	**1**	0	**2**	**1**	**1**	0	**2**	0	0	0	0	0	**1**	0	**1**	**5**
08:30 AM	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	2	1	3	6	1	1	0	2	0	0	0	0	0	1	0	1	9
% App. Total	33.3	16.7	50		50	50	0		0	0	0		0	100	0		
PHF	.500	.250	.750	.750	.250	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.450

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 68_MEN_215S_McC AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	**1**	**1**	0	**2**	**1**	**1**	0	**2**	0	0	0	0	0	**1**	0	**1**
+45 mins.	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	1	3	6	1	1	0	2	0	0	0	0	0	1	0	1
% App. Total	33.3	16.7	50		50	50	0		0	0	0		0	100	0	
PHF	.500	.250	.750	.750	.250	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 68_MEN_215S_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

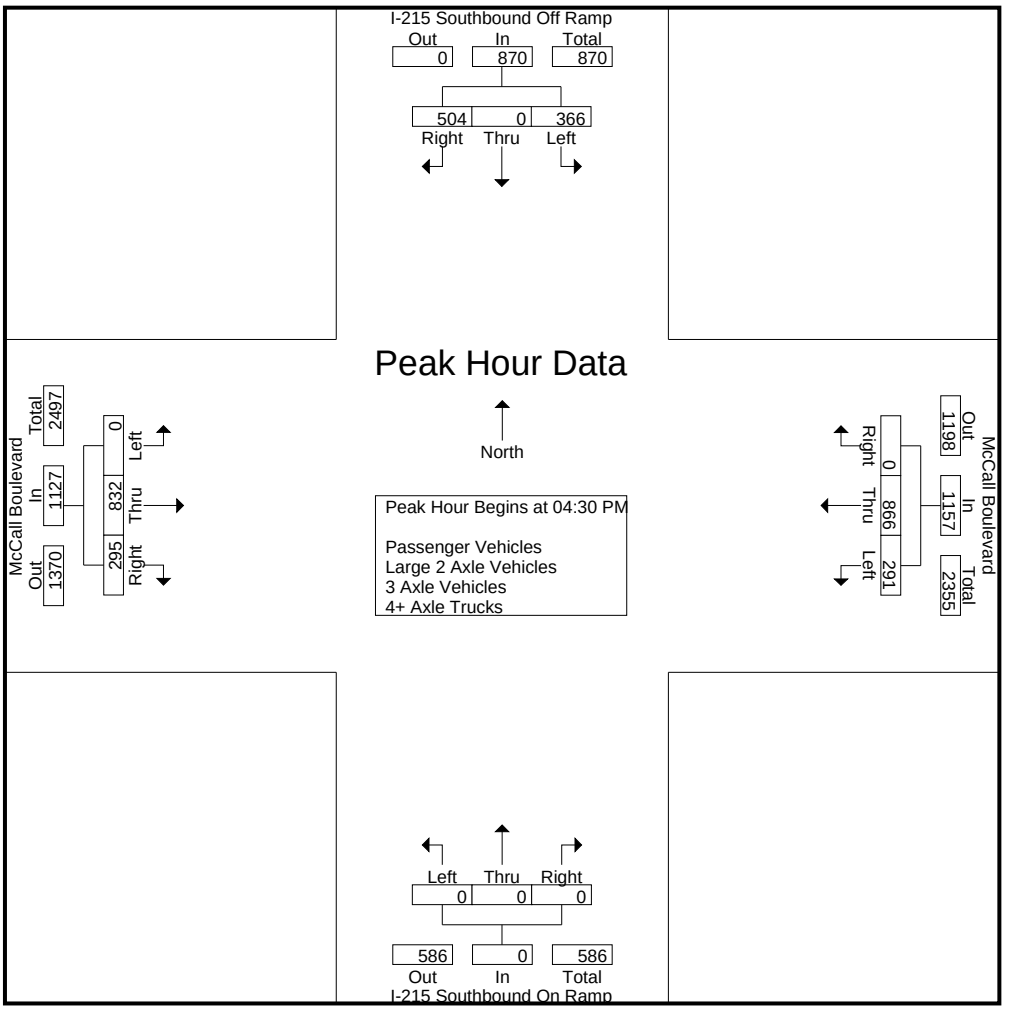
	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	81	0	115	196	77	225	0	302	0	0	0	0	0	188	88	276	774
04:15 PM	69	0	111	180	77	218	0	295	0	0	0	0	0	212	83	295	770
04:30 PM	87	0	137	224	80	203	0	283	0	0	0	0	0	202	82	284	791
04:45 PM	87	0	125	212	73	223	0	296	0	0	0	0	0	224	59	283	791
Total	324	0	488	812	307	869	0	1176	0	0	0	0	0	826	312	1138	3126
05:00 PM	97	0	109	206	69	215	0	284	0	0	0	0	0	208	81	289	779
05:15 PM	95	0	133	228	69	225	0	294	0	0	0	0	0	198	73	271	793
05:30 PM	94	0	123	217	72	202	0	274	0	0	0	0	0	200	81	281	772
05:45 PM	97	0	112	209	69	193	0	262	0	0	0	0	0	155	77	232	703
Total	383	0	477	860	279	835	0	1114	0	0	0	0	0	761	312	1073	3047
Grand Total	707	0	965	1672	586	1704	0	2290	0	0	0	0	0	1587	624	2211	6173
Apprch %	42.3	0	57.7		25.6	74.4	0		0	0	0		0	71.8	28.2		
Total %	11.5	0	15.6	27.1	9.5	27.6	0	37.1	0	0	0	0	0	25.7	10.1	35.8	
Passenger Vehicles	698	0	958	1656	581	1693	0	2274	0	0	0	0	0	1570	623	2193	6123
% Passenger Vehicles	98.7	0	99.3	99	99.1	99.4	0	99.3	0	0	0	0	0	98.9	99.8	99.2	99.2
Large 2 Axle Vehicles	3	0	6	9	3	10	0	13	0	0	0	0	0	16	1	17	39
% Large 2 Axle Vehicles	0.4	0	0.6	0.5	0.5	0.6	0	0.6	0	0	0	0	0	1	0.2	0.8	0.6
3 Axle Vehicles	3	0	0	3	0	1	0	1	0	0	0	0	0	1	0	1	5
% 3 Axle Vehicles	0.4	0	0	0.2	0	0.1	0	0	0	0	0	0	0	0.1	0	0	0.1
4+ Axle Trucks	3	0	1	4	2	0	0	2	0	0	0	0	0	0	0	0	6
% 4+ Axle Trucks	0.4	0	0.1	0.2	0.3	0	0	0.1	0	0	0	0	0	0	0	0	0.1

	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	87	0	**137**	224	**80**	203	0	283	0	0	0	0	0	202	**82**	284	791
04:45 PM	87	0	125	212	73	223	0	**296**	0	0	0	0	0	**224**	59	283	791
05:00 PM	**97**	0	109	206	69	215	0	284	0	0	0	0	0	208	81	**289**	779
05:15 PM	95	0	133	**228**	69	**225**	0	294	0	0	0	0	0	198	73	271	**793**
Total Volume	366	0	504	870	291	866	0	1157	0	0	0	0	0	832	295	1127	3154
% App. Total	42.1	0	57.9		25.2	74.8	0		0	0	0		0	73.8	26.2		
PHF	.943	.000	.920	.954	.909	.962	.000	.977	.000	.000	.000	.000	.000	.929	.899	.975	.994

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 68_MEN_215S_McC PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:00 PM				04:15 PM			
+0 mins.	87	0	**137**	224	77	**225**	0	**302**	0	0	0	0	0	212	**83**	**295**
+15 mins.	87	0	125	212	77	218	0	295	0	0	0	0	0	202	82	284
+30 mins.	**97**	0	109	206	**80**	203	0	283	0	0	0	0	0	**224**	59	283
+45 mins.	95	0	133	**228**	73	223	0	296	0	0	0	0	0	208	81	289
Total Volume	366	0	504	870	307	869	0	1176	0	0	0	0	0	846	305	1151
% App. Total	42.1	0	57.9		26.1	73.9	0		0	0	0		0	73.5	26.5	
PHF	.943	.000	.920	.954	.959	.966	.000	.974	.000	.000	.000	.000	.000	.944	.919	.975

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City of Menifee
N/S: I-215 Southbound Ramps
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File Name : 68_MEN_215S_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

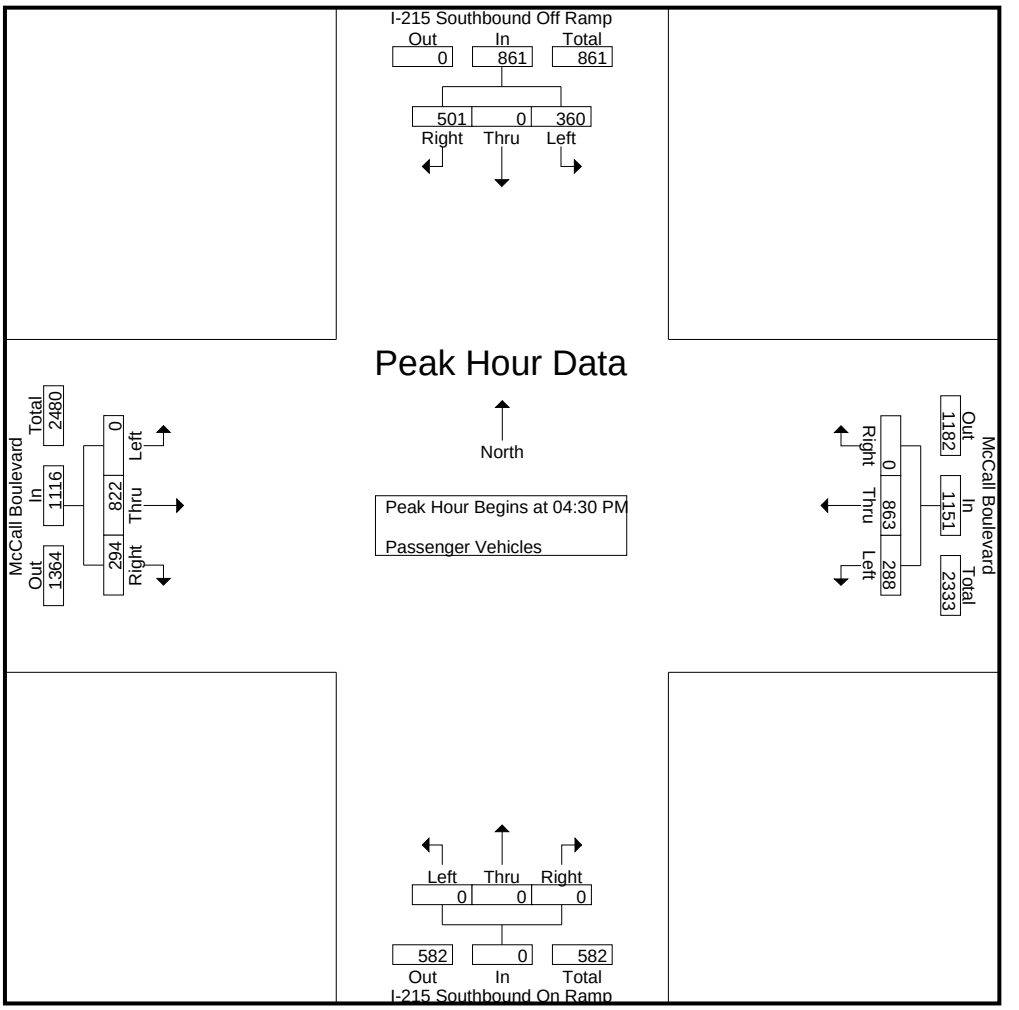
	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	80	0	114	194	75	220	0	295	0	0	0	0	0	188	88	276	765
04:15 PM	68	0	111	179	77	216	0	293	0	0	0	0	0	210	83	293	765
04:30 PM	86	0	136	222	80	201	0	281	0	0	0	0	0	201	81	282	785
04:45 PM	85	0	125	210	71	223	0	294	0	0	0	0	0	221	59	280	784
Total	319	0	486	805	303	860	0	1163	0	0	0	0	0	820	311	1131	3099
05:00 PM	96	0	108	204	68	214	0	282	0	0	0	0	0	206	81	287	773
05:15 PM	93	0	132	225	69	225	0	294	0	0	0	0	0	194	73	267	786
05:30 PM	93	0	122	215	72	201	0	273	0	0	0	0	0	197	81	278	766
05:45 PM	97	0	110	207	69	193	0	262	0	0	0	0	0	153	77	230	699
Total	379	0	472	851	278	833	0	1111	0	0	0	0	0	750	312	1062	3024
Grand Total	698	0	958	1656	581	1693	0	2274	0	0	0	0	0	1570	623	2193	6123
Apprch %	42.1	0	57.9		25.5	74.5	0		0	0	0		0	71.6	28.4		
Total %	11.4	0	15.6	27	9.5	27.6	0	37.1	0	0	0	0	0	25.6	10.2	35.8	

	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	86	0	**136**	222	**80**	201	0	281	0	0	0	0	0	201	**81**	282	785
04:45 PM	85	0	125	210	71	223	0	**294**	0	0	0	0	0	**221**	59	280	784
05:00 PM	**96**	0	108	204	68	214	0	282	0	0	0	0	0	206	81	**287**	773
05:15 PM	93	0	132	**225**	69	**225**	0	294	0	0	0	0	0	194	73	267	**786**
Total Volume	360	0	501	861	288	863	0	1151	0	0	0	0	0	822	294	1116	3128
% App. Total	41.8	0	58.2		25	75	0		0	0	0		0	73.7	26.3		
PHF	.938	.000	.921	.957	.900	.959	.000	.979	.000	.000	.000	.000	.000	.930	.907	.972	.995

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 68_MEN_215S_McC PM
Site Code : 00322418
Start Date : 5/25/2022



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	86	0	**136**	222	**80**	201	0	281	0	0	0	0	0	201	**81**	282
+15 mins.	85	0	125	210	71	223	0	**294**	0	0	0	0	0	**221**	59	280
+30 mins.	**96**	0	108	204	68	214	0	282	0	0	0	0	0	206	81	**287**
+45 mins.	93	0	132	**225**	69	**225**	0	294	0	0	0	0	0	194	73	267
Total Volume	360	0	501	861	288	863	0	1151	0	0	0	0	0	822	294	1116
% App. Total	41.8	0	58.2		25	75	0		0	0	0		0	73.7	26.3	
PHF	.938	.000	.921	.957	.900	.959	.000	.979	.000	.000	.000	.000	.000	.930	.907	.972

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

City of Menifee
N/S: I-215 Southbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 68_MEN_215S_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

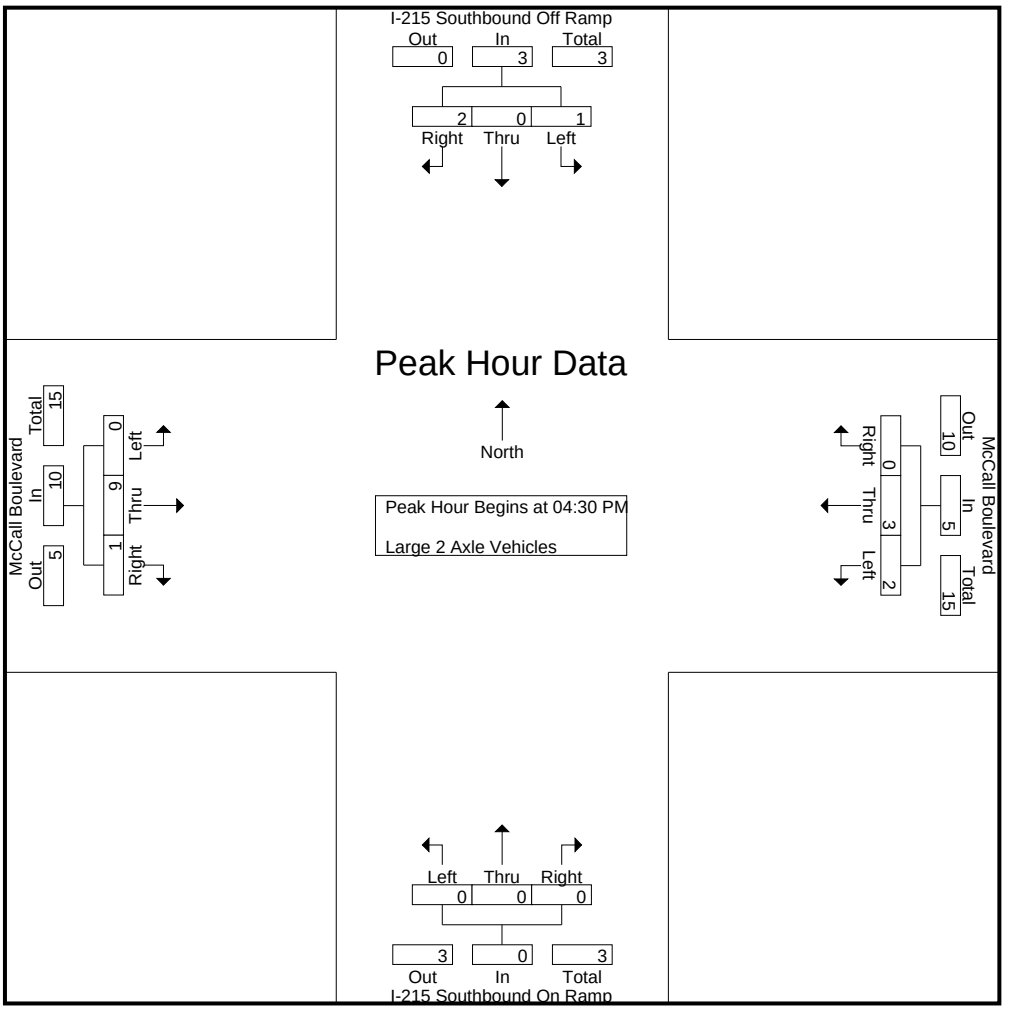
	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	1	4	0	5	0	0	0	0	0	0	0	0	6
04:15 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	2	0	2	5
04:30 PM	1	0	1	2	0	2	0	2	0	0	0	0	0	1	1	2	6
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	2	3
Total	2	0	2	4	2	8	0	10	0	0	0	0	0	5	1	6	20
05:00 PM	0	0	1	1	1	1	0	2	0	0	0	0	0	2	0	2	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
05:30 PM	1	0	1	2	0	1	0	1	0	0	0	0	0	3	0	3	6
05:45 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	2	0	2	4
Total	1	0	4	5	1	2	0	3	0	0	0	0	0	11	0	11	19
Grand Total	3	0	6	9	3	10	0	13	0	0	0	0	0	16	1	17	39
Apprch %	33.3	0	66.7		23.1	76.9	0		0	0	0		0	94.1	5.9		
Total %	7.7	0	15.4	23.1	7.7	25.6	0	33.3	0	0	0	0	0	41	2.6	43.6	

	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**1**	0	**1**	**2**	0	**2**	0	**2**	0	0	0	0	0	1	**1**	2	**6**
04:45 PM	0	0	0	0	**1**	0	0	1	0	0	0	0	0	2	0	2	3
05:00 PM	0	0	1	1	1	1	0	2	0	0	0	0	0	2	0	2	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	**4**	4
Total Volume	1	0	2	3	2	3	0	5	0	0	0	0	0	9	1	10	18
% App. Total	33.3	0	66.7		40	60	0		0	0	0		0	90	10		
PHF	.250	.000	.500	.375	.500	.375	.000	.625	.000	.000	.000	.000	.000	.563	.250	.625	.750

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 68_MEN_215S_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**1**	0	**1**	**2**	0	**2**	0	**2**	0	0	0	0	0	1	**1**	2
+15 mins.	0	0	0	0	**1**	0	0	1	0	0	0	0	0	2	0	2
+30 mins.	0	0	1	1	1	1	0	2	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	**4**
Total Volume	1	0	2	3	2	3	0	5	0	0	0	0	0	9	1	10
% App. Total	33.3	0	66.7		40	60	0		0	0	0		0	90	10	
PHF	.250	.000	.500	.375	.500	.375	.000	.625	.000	.000	.000	.000	.000	.563	.250	.625

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 68_MEN_215S_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

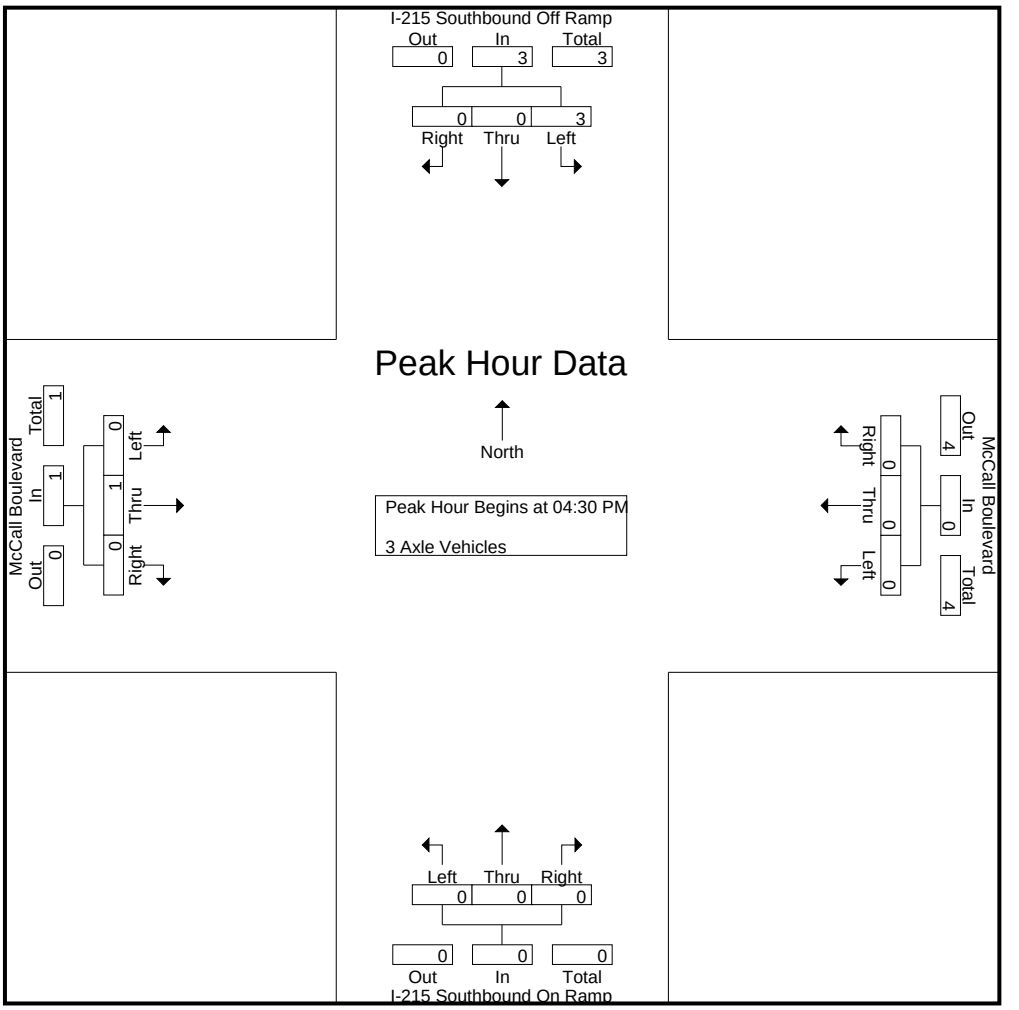
	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	3	0	0	3	0	1	0	1	0	0	0	0	0	1	0	1	5
Apprch %	100	0	0		0	100	0		0	0	0		0	100	0		
Total %	60	0	0	60	0	20	0	20	0	0	0	0	0	20	0	20	

	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	4
% App. Total	100	0	0		0	0	0		0	0	0		0	100	0		
PHF	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 68_MEN_215S_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	100	0	0		0	0	0		0	0	0		0	100	0	
PHF	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 68_MEN_215S_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

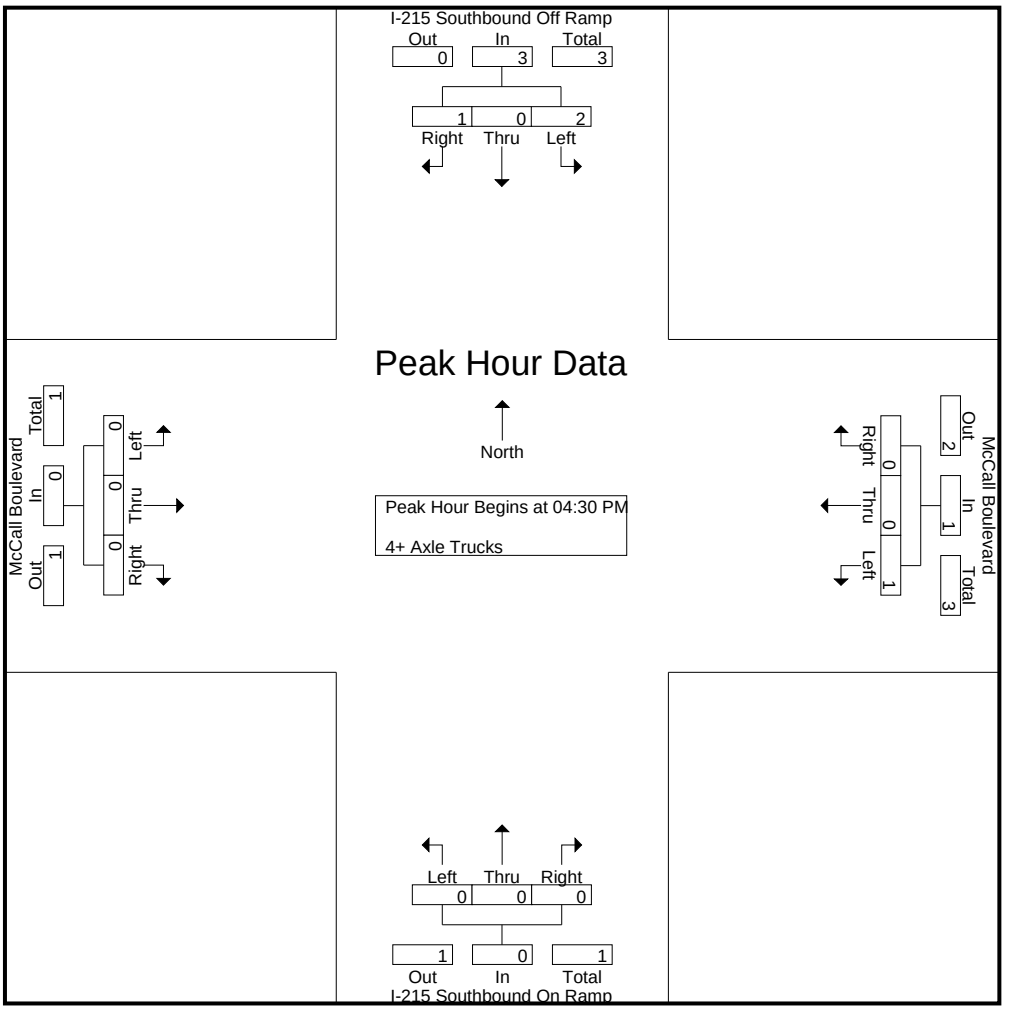
	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Total	2	0	0	2	2	0	0	2	0	0	0	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	3	0	1	4	2	0	0	2	0	0	0	0	0	0	0	0	6
Apprch %	75	0	25		100	0	0		0	0	0		0	0	0		
Total %	50	0	16.7	66.7	33.3	0	0	33.3	0	0	0	0	0	0	0	0	

	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	**1**	0	0	1	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**2**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	**1**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	2	0	1	3	1	0	0	1	0	0	0	0	0	0	0	0	4
% App. Total	66.7	0	33.3		100	0	0		0	0	0		0	0	0		
PHF	.500	.000	.250	.375	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 68_MEN_215S_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	**1**	0	0	1	**1**	0	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	**1**	**2**	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	1	3	1	0	0	1	0	0	0	0	0	0	0	0
% App. Total	66.7	0	33.3		100	0	0		0	0	0		0	0	0	
PHF	.500	.000	.250	.375	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

Location: Menifee
N/S: I-215 SB Ramps
E/W: McCall Boulevard

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg I-215 SB Ramps	East Leg McCall Boulevard	South Leg I-215 SB Ramps	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg I-215 SB Ramps	East Leg McCall Boulevard	South Leg I-215 SB Ramps	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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951-268-6268

Location: Menifee
N/S: I-215 SB Ramps
E/W: McCall Boulevard

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound I-215 SB Ramps			Westbound McCall Boulevard			Northbound I-215 SB Ramps			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	3	0	0	0	0	0	1	0	4

	Southbound I-215 SB Ramps			Westbound McCall Boulevard			Northbound I-215 SB Ramps			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	2	0	0	0	0	0	1	0	3

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 69_MEN_215N_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

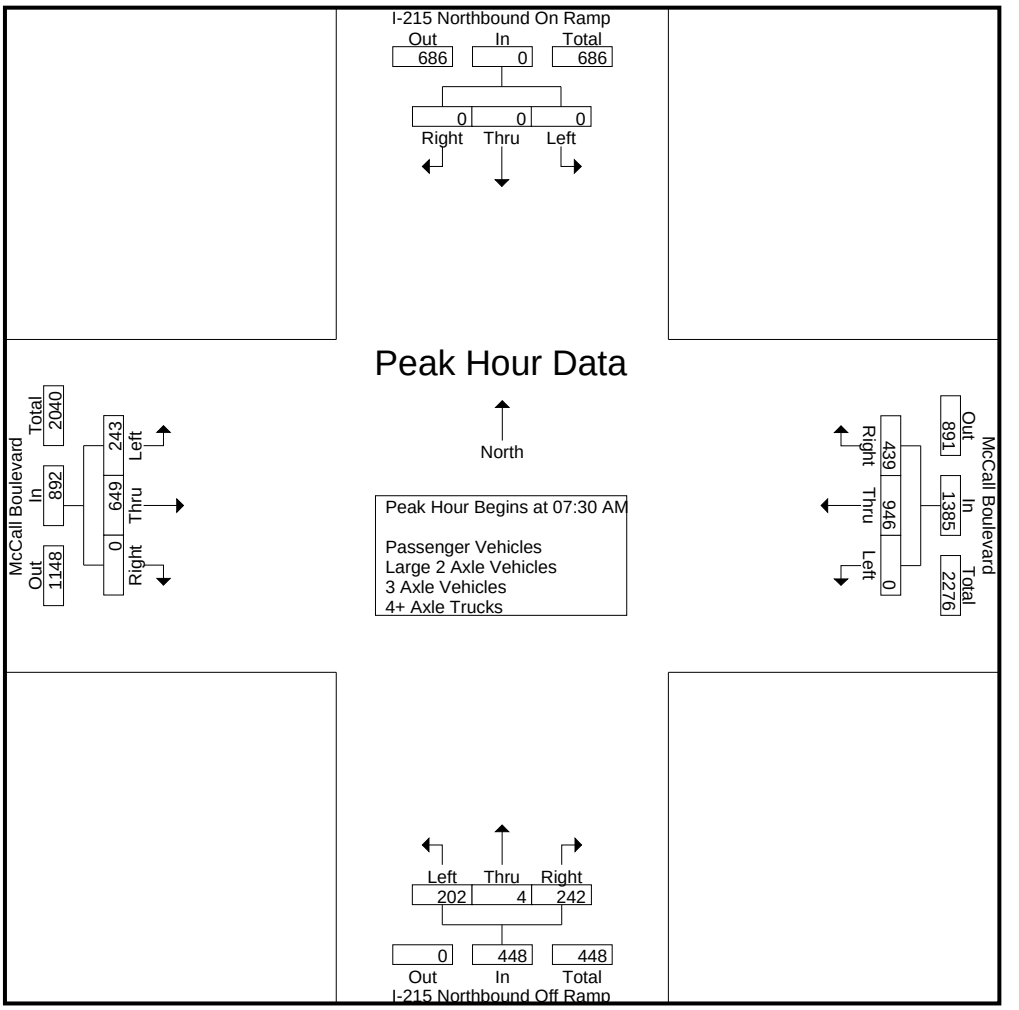
	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	170	116	286	35	0	55	90	64	150	0	214	590
07:15 AM	0	0	0	0	0	197	103	300	32	0	63	95	67	154	0	221	616
07:30 AM	0	0	0	0	0	214	135	349	40	1	52	93	63	180	0	243	685
07:45 AM	0	0	0	0	0	246	109	355	56	1	61	118	73	152	0	225	698
Total	0	0	0	0	0	827	463	1290	163	2	231	396	267	636	0	903	2589
08:00 AM	0	0	0	0	0	243	112	355	50	1	68	119	44	155	0	199	673
08:15 AM	0	0	0	0	0	243	83	326	56	1	61	118	63	162	0	225	669
08:30 AM	0	0	0	0	0	261	50	311	55	0	57	112	57	129	0	186	609
08:45 AM	0	0	0	0	0	202	85	287	73	0	50	123	63	160	0	223	633
Total	0	0	0	0	0	949	330	1279	234	2	236	472	227	606	0	833	2584
Grand Total	0	0	0	0	0	1776	793	2569	397	4	467	868	494	1242	0	1736	5173
Apprch %	0	0	0		0	69.1	30.9		45.7	0.5	53.8		28.5	71.5	0		
Total %	0	0	0	0	0	34.3	15.3	49.7	7.7	0.1	9	16.8	9.5	24	0	33.6	
Passenger Vehicles	0	0	0	0	0	1738	776	2514	390	4	452	846	485	1212	0	1697	5057
% Passenger Vehicles	0	0	0	0	0	97.9	97.9	97.9	98.2	100	96.8	97.5	98.2	97.6	0	97.8	97.8
Large 2 Axle Vehicles	0	0	0	0	0	34	11	45	4	0	13	17	3	24	0	27	89
% Large 2 Axle Vehicles	0	0	0	0	0	1.9	1.4	1.8	1	0	2.8	2	0.6	1.9	0	1.6	1.7
3 Axle Vehicles	0	0	0	0	0	2	4	6	1	0	0	1	2	1	0	3	10
% 3 Axle Vehicles	0	0	0	0	0	0.1	0.5	0.2	0.3	0	0	0.1	0.4	0.1	0	0.2	0.2
4+ Axle Trucks	0	0	0	0	0	2	2	4	2	0	2	4	4	5	0	9	17
% 4+ Axle Trucks	0	0	0	0	0	0.1	0.3	0.2	0.5	0	0.4	0.5	0.8	0.4	0	0.5	0.3

	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	214	**135**	349	40	**1**	52	93	63	**180**	0	**243**	685
07:45 AM	0	0	0	0	0	**246**	109	**355**	**56**	1	61	118	**73**	152	0	225	**698**
08:00 AM	0	0	0	0	0	243	112	355	50	1	**68**	**119**	44	155	0	199	673
08:15 AM	0	0	0	0	0	243	83	326	56	1	61	118	63	162	0	225	669
Total Volume	0	0	0	0	0	946	439	1385	202	4	242	448	243	649	0	892	2725
% App. Total	0	0	0		0	68.3	31.7		45.1	0.9	54		27.2	72.8	0		
PHF	.000	.000	.000	.000	.000	.961	.813	.975	.902	1.00	.890	.941	.832	.901	.000	.918	.976

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 69_MEN_215N_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:30 AM				08:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	214	**135**	349	50	**1**	**68**	119	64	150	0	214
+15 mins.	0	0	0	0	0	**246**	109	**355**	56	1	61	118	67	154	0	221
+30 mins.	0	0	0	0	0	243	112	355	55	0	57	112	63	**180**	0	**243**
+45 mins.	0	0	0	0	0	243	83	326	**73**	0	50	**123**	**73**	152	0	225
Total Volume	0	0	0	0	0	946	439	1385	234	2	236	472	267	636	0	903
% App. Total	0	0	0		0	68.3	31.7		49.6	0.4	50		29.6	70.4	0	
PHF	.000	.000	.000	.000	.000	.961	.813	.975	.801	.500	.868	.959	.914	.883	.000	.929

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 69_MEN_215N_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

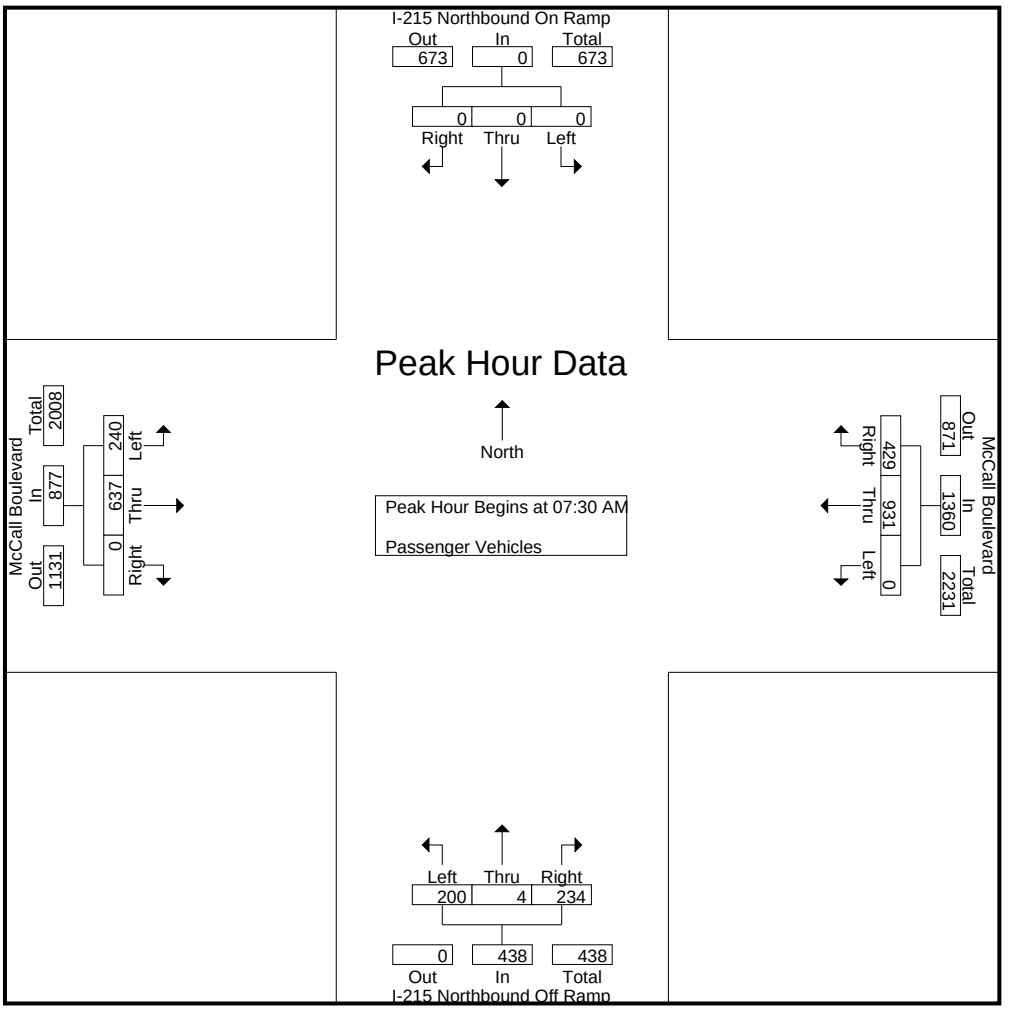
	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	165	113	278	35	0	54	89	62	146	0	208	575
07:15 AM	0	0	0	0	0	194	101	295	31	0	61	92	66	152	0	218	605
07:30 AM	0	0	0	0	0	208	133	341	40	1	51	92	63	177	0	240	673
07:45 AM	0	0	0	0	0	244	106	350	56	1	59	116	72	150	0	222	688
Total	0	0	0	0	0	811	453	1264	162	2	225	389	263	625	0	888	2541
08:00 AM	0	0	0	0	0	243	109	352	50	1	65	116	43	155	0	198	666
08:15 AM	0	0	0	0	0	236	81	317	54	1	59	114	62	155	0	217	648
08:30 AM	0	0	0	0	0	252	49	301	53	0	54	107	56	121	0	177	585
08:45 AM	0	0	0	0	0	196	84	280	71	0	49	120	61	156	0	217	617
Total	0	0	0	0	0	927	323	1250	228	2	227	457	222	587	0	809	2516
Grand Total	0	0	0	0	0	1738	776	2514	390	4	452	846	485	1212	0	1697	5057
Apprch %	0	0	0		0	69.1	30.9		46.1	0.5	53.4		28.6	71.4	0		
Total %	0	0	0	0	0	34.4	15.3	49.7	7.7	0.1	8.9	16.7	9.6	24	0	33.6	

	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	208	**133**	341	40	**1**	51	92	63	**177**	0	**240**	673
07:45 AM	0	0	0	0	0	**244**	106	350	**56**	1	59	**116**	**72**	150	0	222	**688**
08:00 AM	0	0	0	0	0	243	109	**352**	50	1	**65**	116	43	155	0	198	666
08:15 AM	0	0	0	0	0	236	81	317	54	1	59	114	62	155	0	217	648
Total Volume	0	0	0	0	0	931	429	1360	200	4	234	438	240	637	0	877	2675
% App. Total	0	0	0		0	68.5	31.5		45.7	0.9	53.4		27.4	72.6	0		
PHF	.000	.000	.000	.000	.000	.954	.806	.966	.893	1.00	.900	.944	.833	.900	.000	.914	.972

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 69_MEN_215N_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	208	**133**	341	40	**1**	51	92	63	**177**	0	**240**
+15 mins.	0	0	0	0	0	**244**	106	350	**56**	1	59	**116**	**72**	150	0	222
+30 mins.	0	0	0	0	0	243	109	**352**	50	1	**65**	116	43	155	0	198
+45 mins.	0	0	0	0	0	236	81	317	54	1	59	114	62	155	0	217
Total Volume	0	0	0	0	0	931	429	1360	200	4	234	438	240	637	0	877
% App. Total	0	0	0		0	68.5	31.5		45.7	0.9	53.4		27.4	72.6	0	
PHF	.000	.000	.000	.000	.000	.954	.806	.966	.893	1.000	.900	.944	.833	.900	.000	.914

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 69_MEN_215N_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

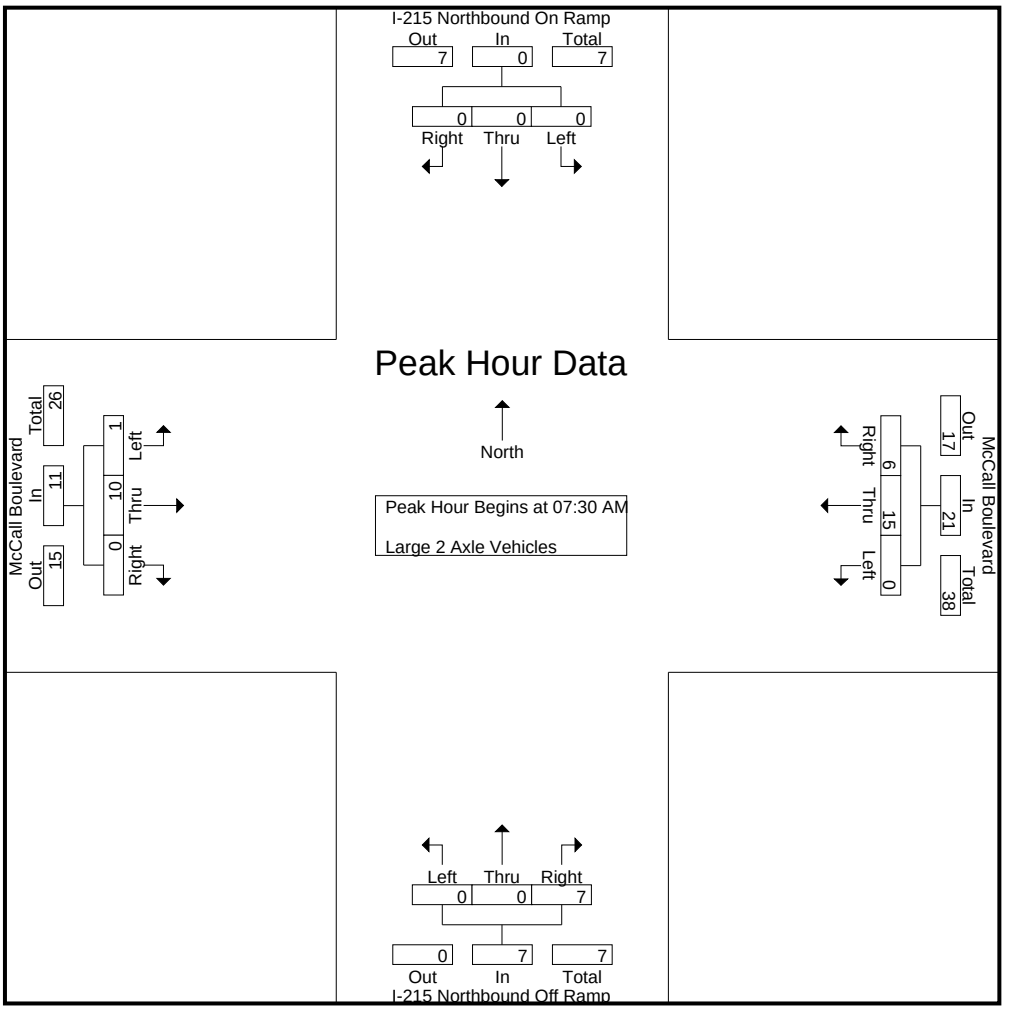
	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	4	2	6	0	0	1	1	1	3	0	4	11
07:15 AM	0	0	0	0	0	3	1	4	0	0	2	2	0	2	0	2	8
07:30 AM	0	0	0	0	0	6	1	7	0	0	1	1	0	2	0	2	10
07:45 AM	0	0	0	0	0	2	2	4	0	0	2	2	1	2	0	3	9
Total	0	0	0	0	0	15	6	21	0	0	6	6	2	9	0	11	38
08:00 AM	0	0	0	0	0	0	1	1	0	0	2	2	0	0	0	0	3
08:15 AM	0	0	0	0	0	7	2	9	0	0	2	2	0	6	0	6	17
08:30 AM	0	0	0	0	0	7	1	8	2	0	2	4	1	6	0	7	19
08:45 AM	0	0	0	0	0	5	1	6	2	0	1	3	0	3	0	3	12
Total	0	0	0	0	0	19	5	24	4	0	7	11	1	15	0	16	51
Grand Total	0	0	0	0	0	34	11	45	4	0	13	17	3	24	0	27	89
Apprch %	0	0	0		0	75.6	24.4		23.5	0	76.5		11.1	88.9	0		
Total %	0	0	0	0	0	38.2	12.4	50.6	4.5	0	14.6	19.1	3.4	27	0	30.3	

	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	6	1	7	0	0	1	1	0	2	0	2	10
07:45 AM	0	0	0	0	0	2	**2**	4	0	0	**2**	**2**	**1**	2	0	3	9
08:00 AM	0	0	0	0	0	0	1	1	0	0	2	2	0	0	0	0	3
08:15 AM	0	0	0	0	0	**7**	2	**9**	0	0	2	2	0	**6**	0	**6**	**17**
Total Volume	0	0	0	0	0	15	6	21	0	0	7	7	1	10	0	11	39
% App. Total	0	0	0		0	71.4	28.6		0	0	100		9.1	90.9	0		
PHF	.000	.000	.000	.000	.000	.536	.750	.583	.000	.000	.875	.875	.250	.417	.000	.458	.574

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 69_MEN_215N_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	6	1	7	0	0	1	1	0	2	0	2
+15 mins.	0	0	0	0	0	2	**2**	4	0	0	**2**	**2**	**1**	2	0	3
+30 mins.	0	0	0	0	0	0	1	1	0	0	2	2	0	0	0	0
+45 mins.	0	0	0	0	0	**7**	2	**9**	0	0	2	2	0	**6**	0	**6**
Total Volume	0	0	0	0	0	15	6	21	0	0	7	7	1	10	0	11
% App. Total	0	0	0		0	71.4	28.6		0	0	100		9.1	90.9	0	
PHF	.000	.000	.000	.000	.000	.536	.750	.583	.000	.000	.875	.875	.250	.417	.000	.458

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 69_MEN_215N_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

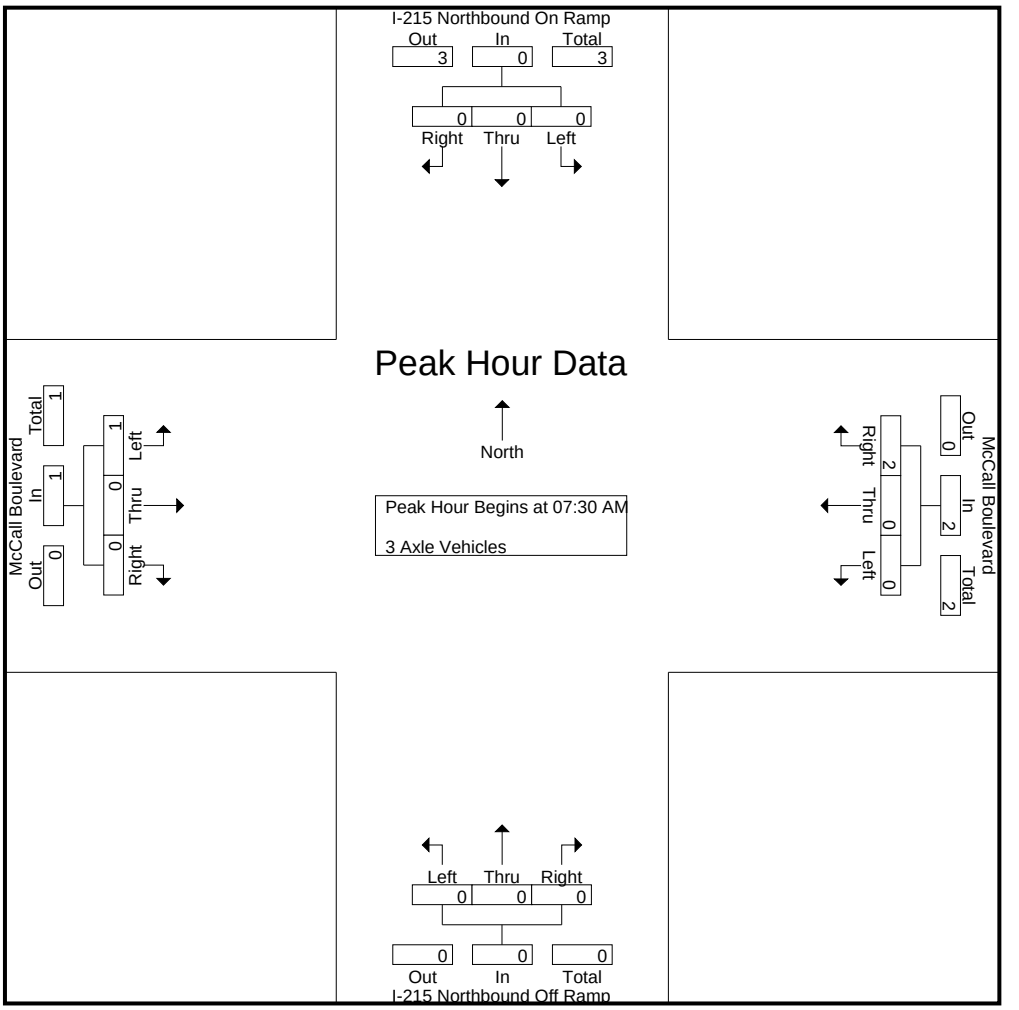
	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	1	1	1	0	0	1	1	0	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	3	1	0	0	1	1	0	0	1	5
08:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	1	3	0	0	0	0	1	1	0	2	5
Grand Total	0	0	0	0	0	2	4	6	1	0	0	1	2	1	0	3	10
Apprch %	0	0	0		0	33.3	66.7		100	0	0		66.7	33.3	0		
Total %	0	0	0	0	0	20	40	60	10	0	0	10	20	10	0	30	

	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	**1**	0	0	**1**	**2**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	2	0	0	0	0	1	0	0	1	3
% App. Total	0	0	0		0	0	100		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000	.000	.250	.000	.000	.250	.375

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 69_MEN_215N_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	**1**	0	0	**1**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	2	0	0	0	0	1	0	0	1
% App. Total	0	0	0		0	0	100		0	0	0		100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000	.000	.250	.000	.000	.250

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 69_MEN_215N_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

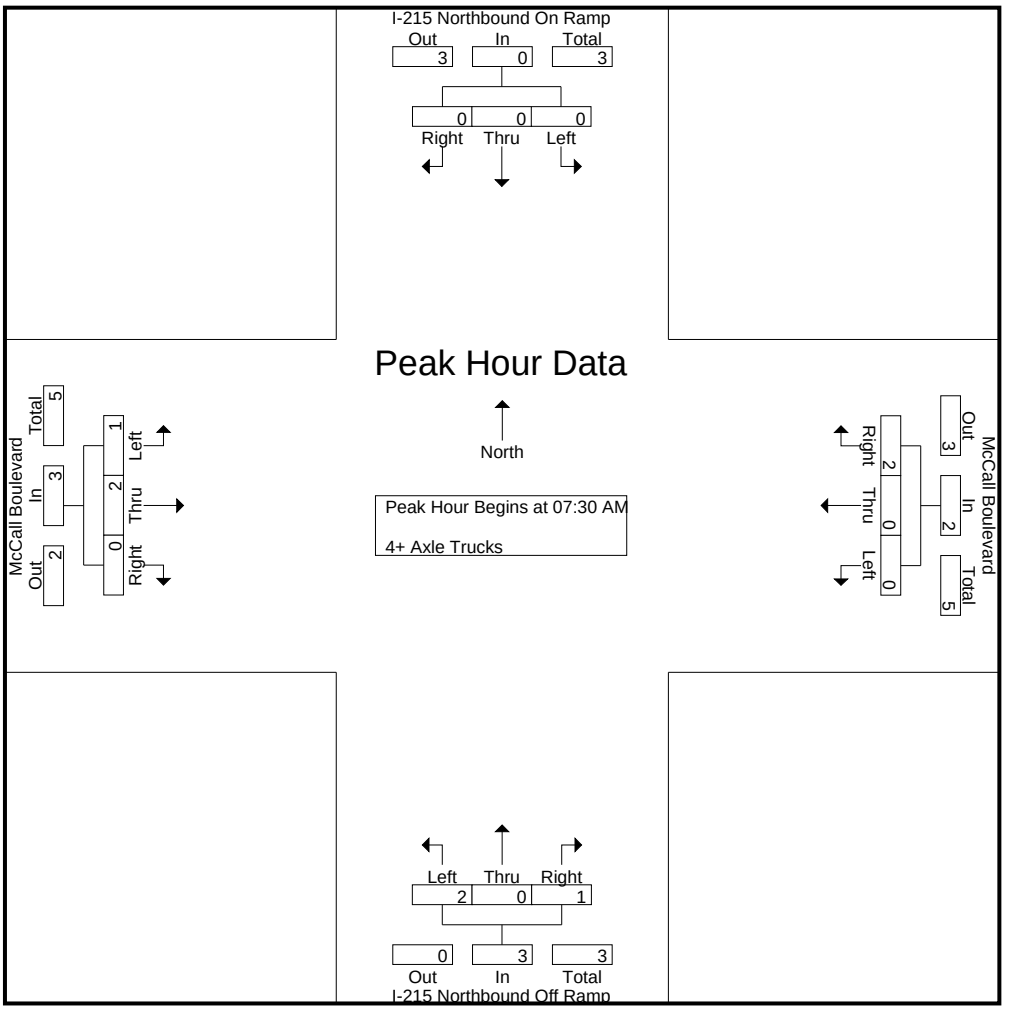
	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	2	0	0	0	0	1	2	0	3	5
08:00 AM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	1	1	0	2	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	2	1	0	3	4
Total	0	0	0	0	0	1	1	2	2	0	2	4	3	3	0	6	12
Grand Total	0	0	0	0	0	2	2	4	2	0	2	4	4	5	0	9	17
Apprch %	0	0	0		0	50	50		50	0	50		44.4	55.6	0		
Total %	0	0	0	0	0	11.8	11.8	23.5	11.8	0	11.8	23.5	23.5	29.4	0	52.9	

	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	**1**	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	1	1	0	0	**1**	1	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	**2**	0	0	**2**	**1**	1	0	**2**	**4**
Total Volume	0	0	0	0	0	0	2	2	2	0	1	3	1	2	0	3	8
% App. Total	0	0	0		0	0	100		66.7	0	33.3		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.250	.000	.250	.375	.250	.500	.000	.375	.500

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 69_MEN_215N_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	**1**	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	0	0	**1**	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	**2**	0	0	**2**	**1**	1	0	**2**
Total Volume	0	0	0	0	0	0	2	2	2	0	1	3	1	2	0	3
% App. Total	0	0	0		0	0	100		66.7	0	33.3		33.3	66.7	0	
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.250	.000	.250	.375	.250	.500	.000	.375

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 69_MEN_215N_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

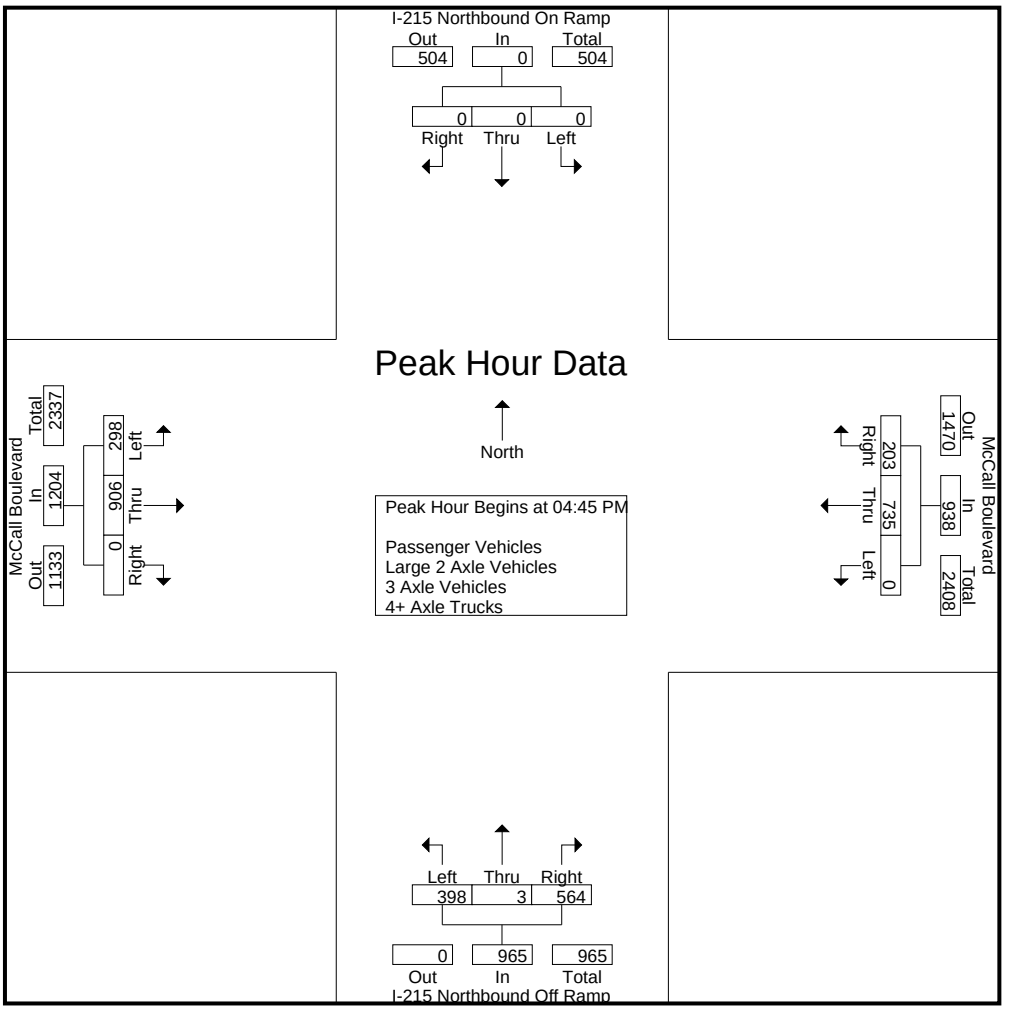
	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	207	59	266	87	1	105	193	65	207	0	272	731
04:15 PM	0	0	0	0	0	203	86	289	91	0	119	210	66	210	0	276	775
04:30 PM	0	0	0	0	0	188	39	227	88	0	113	201	55	226	0	281	709
04:45 PM	0	0	0	0	0	185	41	226	104	0	124	228	91	229	0	320	774
Total	0	0	0	0	0	783	225	1008	370	1	461	832	277	872	0	1149	2989
05:00 PM	0	0	0	0	0	190	58	248	94	0	130	224	71	227	0	298	770
05:15 PM	0	0	0	0	0	191	50	241	99	2	169	270	63	226	0	289	800
05:30 PM	0	0	0	0	0	169	54	223	101	1	141	243	73	224	0	297	763
05:45 PM	0	0	0	0	0	164	52	216	93	1	102	196	52	195	0	247	659
Total	0	0	0	0	0	714	214	928	387	4	542	933	259	872	0	1131	2992
Grand Total	0	0	0	0	0	1497	439	1936	757	5	1003	1765	536	1744	0	2280	5981
Apprch %	0	0	0		0	77.3	22.7		42.9	0.3	56.8		23.5	76.5	0		
Total %	0	0	0	0	0	25	7.3	32.4	12.7	0.1	16.8	29.5	9	29.2	0	38.1	
Passenger Vehicles	0	0	0	0	0	1487	427	1914	751	4	996	1751	527	1725	0	2252	5917
% Passenger Vehicles	0	0	0	0	0	99.3	97.3	98.9	99.2	80	99.3	99.2	98.3	98.9	0	98.8	98.9
Large 2 Axle Vehicles	0	0	0	0	0	8	11	19	5	0	6	11	8	13	0	21	51
% Large 2 Axle Vehicles	0	0	0	0	0	0.5	2.5	1	0.7	0	0.6	0.6	1.5	0.7	0	0.9	0.9
3 Axle Vehicles	0	0	0	0	0	0	0	0	1	0	0	1	1	3	0	4	5
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0.2	0.2	0	0.2	0.1
4+ Axle Trucks	0	0	0	0	0	2	1	3	0	1	1	2	0	3	0	3	8
% 4+ Axle Trucks	0	0	0	0	0	0.1	0.2	0.2	0	20	0.1	0.1	0	0.2	0	0.1	0.1

	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	185	41	226	**104**	0	124	228	**91**	**229**	0	**320**	774
05:00 PM	0	0	0	0	0	190	**58**	**248**	94	0	130	224	71	227	0	298	770
05:15 PM	0	0	0	0	0	**191**	50	241	99	**2**	**169**	**270**	63	226	0	289	**800**
05:30 PM	0	0	0	0	0	169	54	223	101	1	141	243	73	224	0	297	763
Total Volume	0	0	0	0	0	735	203	938	398	3	564	965	298	906	0	1204	3107
% App. Total	0	0	0		0	78.4	21.6		41.2	0.3	58.4		24.8	75.2	0		
PHF	.000	.000	.000	.000	.000	.962	.875	.946	.957	.375	.834	.894	.819	.989	.000	.941	.971

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 69_MEN_215N_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**207**	59	266	**104**	0	124	228	**91**	**229**	0	**320**
+15 mins.	0	0	0	0	0	203	**86**	**289**	94	0	130	224	71	227	0	298
+30 mins.	0	0	0	0	0	188	39	227	99	**2**	**169**	**270**	63	226	0	289
+45 mins.	0	0	0	0	0	185	41	226	101	1	141	243	73	224	0	297
Total Volume	0	0	0	0	0	783	225	1008	398	3	564	965	298	906	0	1204
% App. Total	0	0	0		0	77.7	22.3		41.2	0.3	58.4		24.8	75.2	0	
PHF	.000	.000	.000	.000	.000	.946	.654	.872	.957	.375	.834	.894	.819	.989	.000	.941

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City of Menifee
N/S: I-215 Northbound Ramps
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Weather: Clear

File Name : 69_MEN_215N_McC PM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- Passenger Vehicles

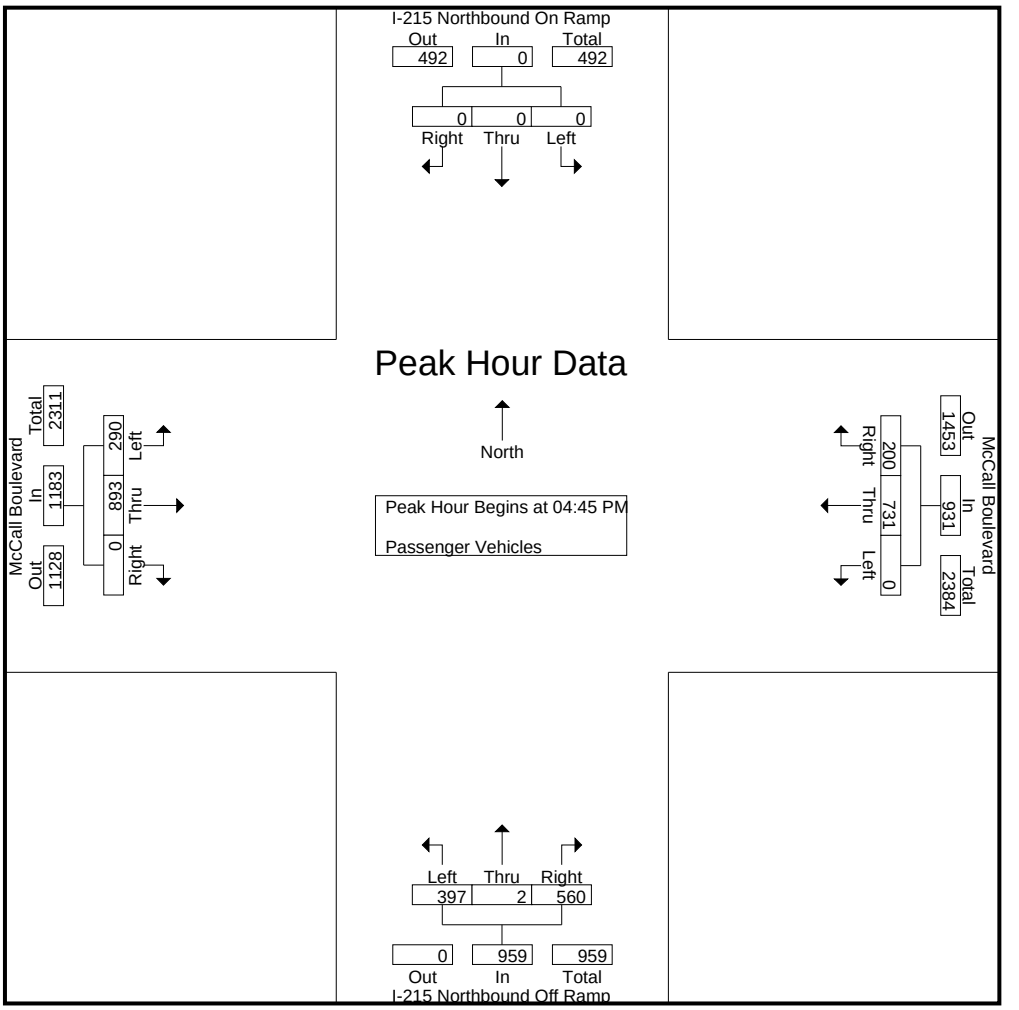
	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	204	59	263	83	1	104	188	65	205	0	270	721
04:15 PM	0	0	0	0	0	202	79	281	90	0	118	208	66	208	0	274	763
04:30 PM	0	0	0	0	0	186	37	223	88	0	113	201	55	224	0	279	703
04:45 PM	0	0	0	0	0	183	40	223	104	0	123	227	88	226	0	314	764
Total	0	0	0	0	0	775	215	990	365	1	458	824	274	863	0	1137	2951
05:00 PM	0	0	0	0	0	189	58	247	93	0	129	222	69	226	0	295	764
05:15 PM	0	0	0	0	0	191	50	241	99	1	168	268	62	222	0	284	793
05:30 PM	0	0	0	0	0	168	52	220	101	1	140	242	71	219	0	290	752
05:45 PM	0	0	0	0	0	164	52	216	93	1	101	195	51	195	0	246	657
Total	0	0	0	0	0	712	212	924	386	3	538	927	253	862	0	1115	2966
Grand Total	0	0	0	0	0	1487	427	1914	751	4	996	1751	527	1725	0	2252	5917
Apprch %	0	0	0		0	77.7	22.3		42.9	0.2	56.9		23.4	76.6	0		
Total %	0	0	0	0	0	25.1	7.2	32.3	12.7	0.1	16.8	29.6	8.9	29.2	0	38.1	

	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	183	40	223	**104**	0	123	227	**88**	**226**	0	**314**	764
05:00 PM	0	0	0	0	0	189	**58**	**247**	93	0	129	222	69	226	0	295	764
05:15 PM	0	0	0	0	0	**191**	50	241	99	**1**	**168**	**268**	62	222	0	284	**793**
05:30 PM	0	0	0	0	0	168	52	220	101	1	140	242	71	219	0	290	752
Total Volume	0	0	0	0	0	731	200	931	397	2	560	959	290	893	0	1183	3073
% App. Total	0	0	0		0	78.5	21.5		41.4	0.2	58.4		24.5	75.5	0		
PHF	.000	.000	.000	.000	.000	.957	.862	.942	.954	.500	.833	.895	.824	.988	.000	.942	.969

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 69_MEN_215N_McC PM
Site Code : 00322418
Start Date : 5/25/2022



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	183	40	223	**104**	0	123	227	**88**	**226**	0	**314**
+15 mins.	0	0	0	0	0	189	**58**	**247**	93	0	129	222	69	226	0	295
+30 mins.	0	0	0	0	0	**191**	50	241	99	**1**	**168**	**268**	62	222	0	284
+45 mins.	0	0	0	0	0	168	52	220	101	1	140	242	71	219	0	290
Total Volume	0	0	0	0	0	731	200	931	397	2	560	959	290	893	0	1183
% App. Total	0	0	0		0	78.5	21.5		41.4	0.2	58.4		24.5	75.5	0	
PHF	.000	.000	.000	.000	.000	.957	.862	.942	.954	.500	.833	.895	.824	.988	.000	.942

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 69_MEN_215N_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

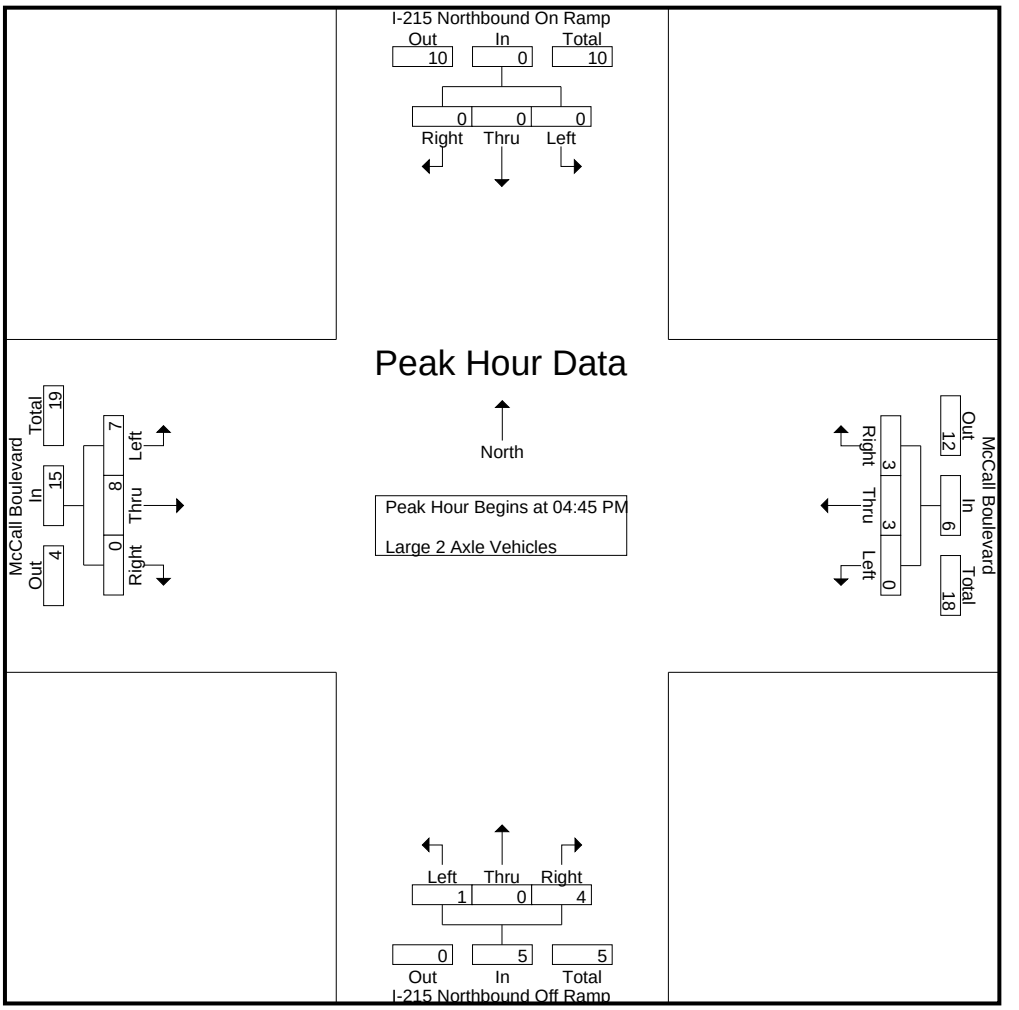
	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	2	3	0	0	3	0	1	0	1	6
04:15 PM	0	0	0	0	0	1	7	8	1	0	1	2	0	2	0	2	12
04:30 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	2	0	2	5
04:45 PM	0	0	0	0	0	1	1	2	0	0	1	1	2	1	0	3	6
Total	0	0	0	0	0	6	9	15	4	0	2	6	2	6	0	8	29
05:00 PM	0	0	0	0	0	1	0	1	1	0	1	2	2	0	0	2	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	2	0	3	4
05:30 PM	0	0	0	0	0	1	2	3	0	0	1	1	2	5	0	7	11
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	2
Total	0	0	0	0	0	2	2	4	1	0	4	5	6	7	0	13	22
Grand Total	0	0	0	0	0	8	11	19	5	0	6	11	8	13	0	21	51
Apprch %	0	0	0		0	42.1	57.9		45.5	0	54.5		38.1	61.9	0		
Total %	0	0	0	0	0	15.7	21.6	37.3	9.8	0	11.8	21.6	15.7	25.5	0	41.2	

	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**1**	1	2	0	0	**1**	1	**2**	1	0	3	6
05:00 PM	0	0	0	0	0	1	0	1	**1**	0	1	**2**	2	0	0	2	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	2	0	3	4
05:30 PM	0	0	0	0	0	1	**2**	**3**	0	0	1	1	2	**5**	0	**7**	**11**
Total Volume	0	0	0	0	0	3	3	6	1	0	4	5	7	8	0	15	26
% App. Total	0	0	0		0	50	50		20	0	80		46.7	53.3	0		
PHF	.000	.000	.000	.000	.000	.750	.375	.500	.250	.000	1.00	.625	.875	.400	.000	.536	.591

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 69_MEN_215N_McC PM
Site Code : 00322418
Start Date : 5/25/2022



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**1**	1	2	0	0	**1**	1	**2**	1	0	3
+15 mins.	0	0	0	0	0	1	0	1	**1**	0	1	**2**	2	0	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	1	1	2	0	3
+45 mins.	0	0	0	0	0	1	**2**	**3**	0	0	1	1	2	**5**	0	**7**
Total Volume	0	0	0	0	0	3	3	6	1	0	4	5	7	8	0	15
% App. Total	0	0	0		0	50	50		20	0	80		46.7	53.3	0	
PHF	.000	.000	.000	.000	.000	.750	.375	.500	.250	.000	1.000	.625	.875	.400	.000	.536

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 69_MEN_215N_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

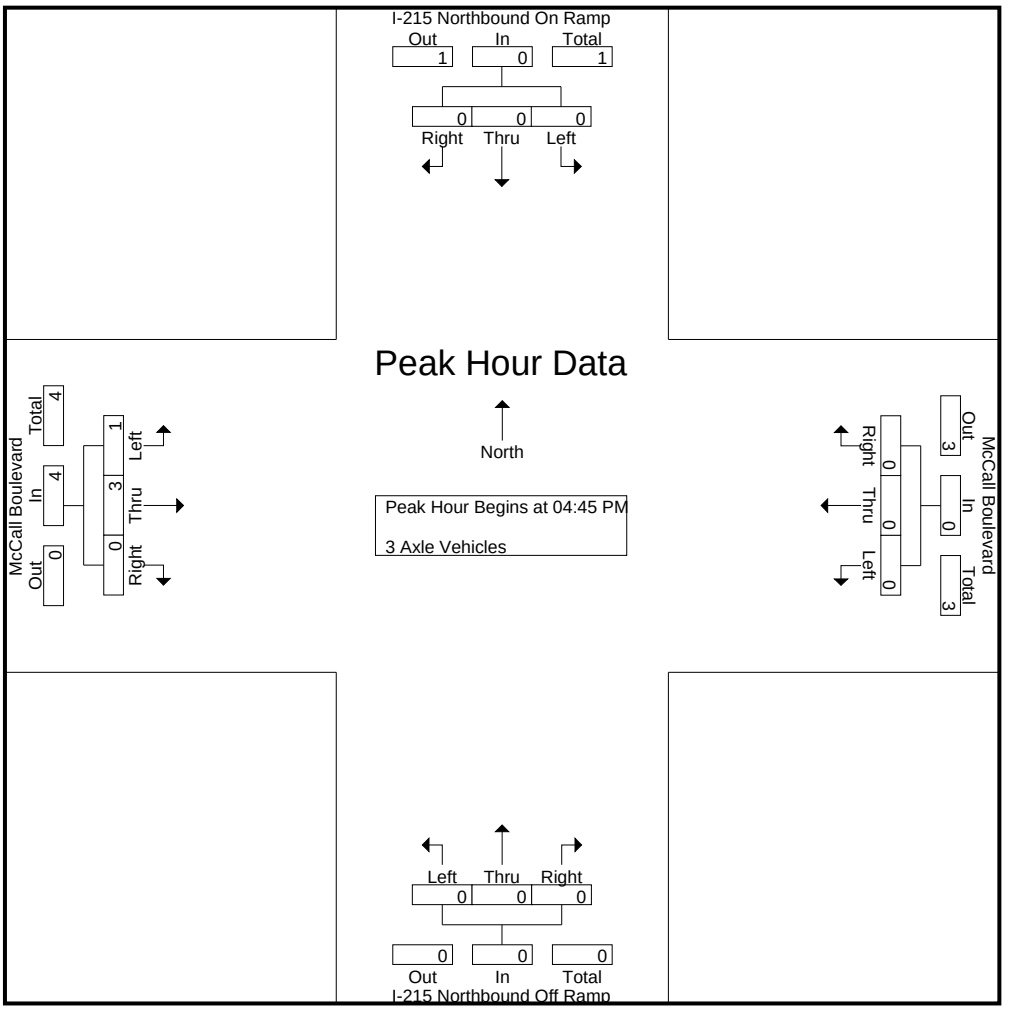
	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Total	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	1	3	0	4	5
Apprch %	0	0	0		0	0	0		100	0	0		25	75	0		
Total %	0	0	0	0	0	0	0	0	20	0	0	20	20	60	0	80	

	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	**2**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	4
% App. Total	0	0	0		0	0	0		0	0	0		25	75	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.750	.000	.500	.500

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City of Menifee
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File Name : 69_MEN_215N_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4
% App. Total	0	0	0		0	0	0		0	0	0		25	75	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.750	.000	.500

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 69_MEN_215N_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

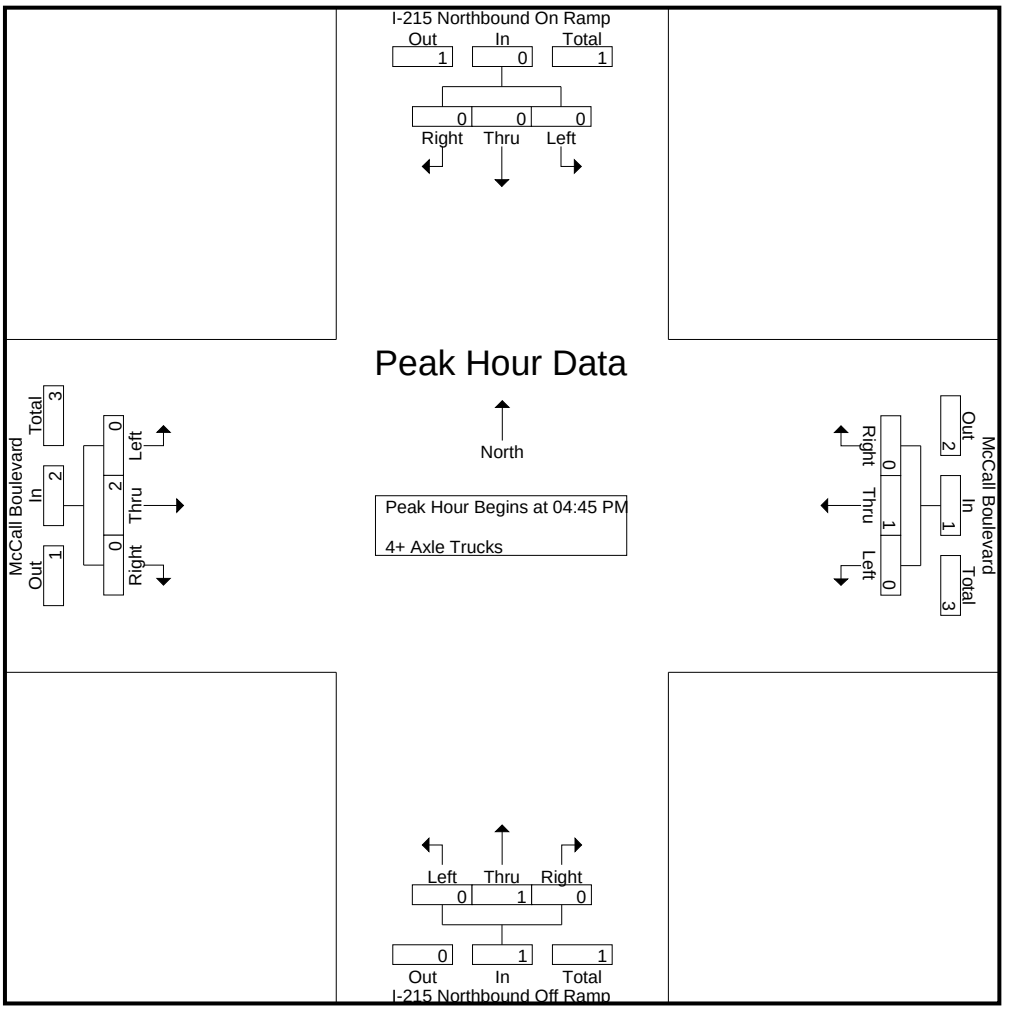
	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	2	1	3	0	0	1	1	0	2	0	2	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Grand Total	0	0	0	0	0	2	1	3	0	1	1	2	0	3	0	3	8
Apprch %	0	0	0		0	66.7	33.3		0	50	50		0	100	0		
Total %	0	0	0	0	0	25	12.5	37.5	0	12.5	12.5	25	0	37.5	0	37.5	

	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	**2**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	2	4
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.000	.500	.000	.500	.500

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: McCall Boulevard
Weather: Clear

File Name : 69_MEN_215N_McC PM
Site Code : 00322418
Start Date : 5/25/2022



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	2
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.000	.500	.000	.500

Location: Menifee
N/S: I-215 NB Ramps
E/W: McCall Boulevard

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg I-215 NB Ramps	East Leg McCall Boulevard	South Leg I-215 NB Ramps	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	2	0	2
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	1	0	1
8:15 AM	0	0	2	0	2
8:30 AM	0	0	0	0	0
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	0	0	6	0	6

	North Leg I-215 NB Ramps	East Leg McCall Boulevard	South Leg I-215 NB Ramps	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	2	0	2
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	1	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	0	0	4	0	4

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Location: Menifee
N/S: I-215 NB Ramps
E/W: McCall Boulevard

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound I-215 NB Ramps			Westbound McCall Boulevard			Northbound I-215 NB Ramps			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	3	0	0	0	0	0	1	0	4

	Southbound I-215 NB Ramps			Westbound McCall Boulevard			Northbound I-215 NB Ramps			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	2	0	0	0	0	0	2	0	4

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City of Menifee
N/S: Encanto Drive
E/W: McCall Boulevard
Weather: Clear

File Name : 70_MEN_Enca_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

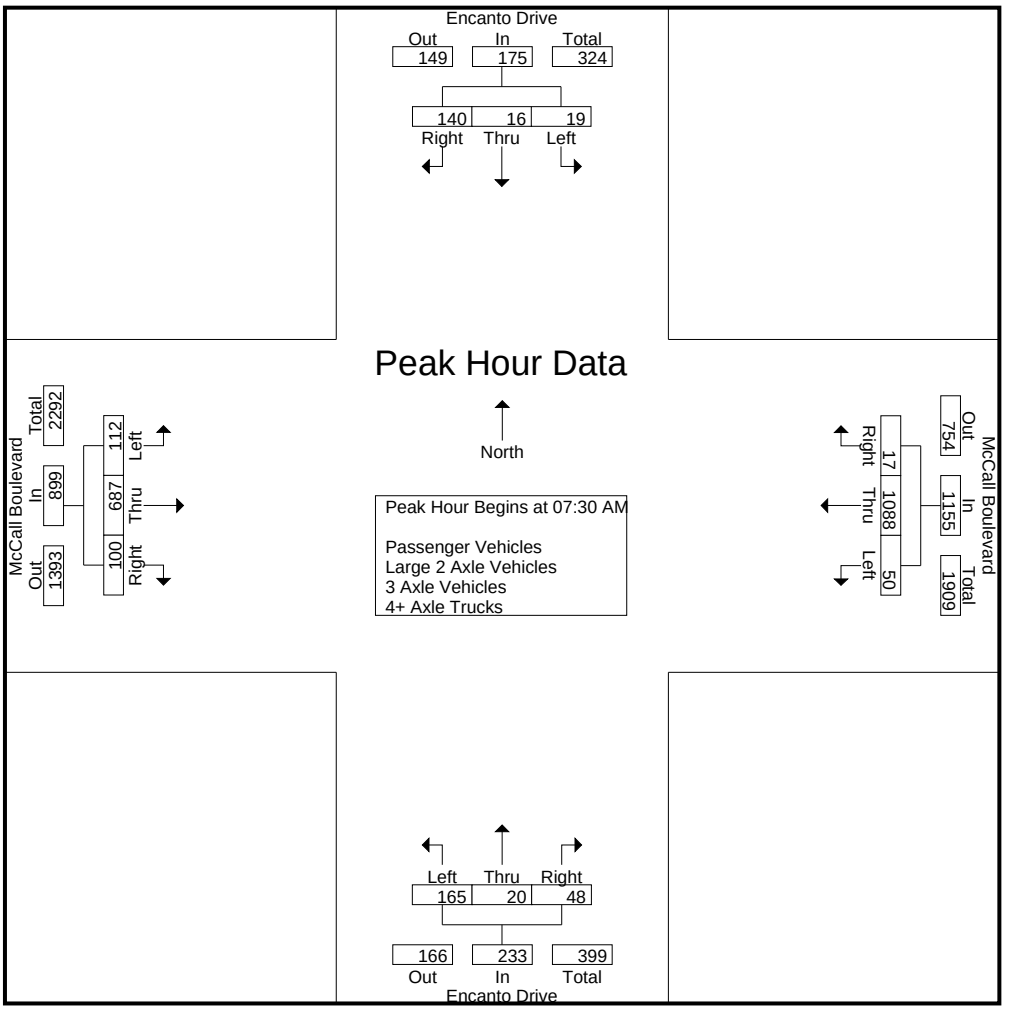
	Encanto Drive Southbound				McCall Boulevard Westbound				Encanto Drive Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	1	29	38	4	215	1	220	44	2	25	71	14	169	20	203	532
07:15 AM	12	3	19	34	3	230	5	238	67	3	28	98	12	190	13	215	585
07:30 AM	8	1	24	33	14	270	5	289	49	4	20	73	25	181	17	223	618
07:45 AM	4	4	19	27	18	305	6	329	41	2	8	51	23	179	26	228	635
Total	32	9	91	132	39	1020	17	1076	201	11	81	293	74	719	76	869	2370
08:00 AM	5	8	41	54	13	265	5	283	36	8	15	59	34	165	27	226	622
08:15 AM	2	3	56	61	5	248	1	254	39	6	5	50	30	162	30	222	587
08:30 AM	3	6	52	61	5	222	2	229	41	9	10	60	24	129	32	185	535
08:45 AM	1	2	22	25	4	216	6	226	60	4	6	70	28	135	46	209	530
Total	11	19	171	201	27	951	14	992	176	27	36	239	116	591	135	842	2274
Grand Total	43	28	262	333	66	1971	31	2068	377	38	117	532	190	1310	211	1711	4644
Apprch %	12.9	8.4	78.7		3.2	95.3	1.5		70.9	7.1	22		11.1	76.6	12.3		
Total %	0.9	0.6	5.6	7.2	1.4	42.4	0.7	44.5	8.1	0.8	2.5	11.5	4.1	28.2	4.5	36.8	
Passenger Vehicles	42	28	249	319	65	1947	30	2042	369	38	116	523	186	1281	201	1668	4552
% Passenger Vehicles	97.7	100	95	95.8	98.5	98.8	96.8	98.7	97.9	100	99.1	98.3	97.9	97.8	95.3	97.5	98
Large 2 Axle Vehicles	1	0	12	13	0	15	0	15	8	0	1	9	3	23	8	34	71
% Large 2 Axle Vehicles	2.3	0	4.6	3.9	0	0.8	0	0.7	2.1	0	0.9	1.7	1.6	1.8	3.8	2	1.5
3 Axle Vehicles	0	0	1	1	1	2	1	4	0	0	0	0	0	2	2	4	9
% 3 Axle Vehicles	0	0	0.4	0.3	1.5	0.1	3.2	0.2	0	0	0	0	0	0.2	0.9	0.2	0.2
4+ Axle Trucks	0	0	0	0	0	7	0	7	0	0	0	0	1	4	0	5	12
% 4+ Axle Trucks	0	0	0	0	0	0.4	0	0.3	0	0	0	0	0.5	0.3	0	0.3	0.3

	Encanto Drive Southbound				McCall Boulevard Westbound				Encanto Drive Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**8**	1	24	33	14	270	5	289	**49**	4	**20**	**73**	25	**181**	17	223	618
07:45 AM	4	4	19	27	**18**	**305**	**6**	**329**	41	2	8	51	23	179	26	**228**	**635**
08:00 AM	5	**8**	41	54	13	265	5	283	36	**8**	15	59	**34**	165	27	226	622
08:15 AM	2	3	**56**	**61**	5	248	1	254	39	6	5	50	30	162	**30**	222	587
Total Volume	19	16	140	175	50	1088	17	1155	165	20	48	233	112	687	100	899	2462
% App. Total	10.9	9.1	80		4.3	94.2	1.5		70.8	8.6	20.6		12.5	76.4	11.1		
PHF	.594	.500	.625	.717	.694	.892	.708	.878	.842	.625	.600	.798	.824	.949	.833	.986	.969

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City of Menifee
N/S: Encanto Drive
E/W: McCall Boulevard
Weather: Clear

File Name : 70_MEN_Enca_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:45 AM				07:30 AM				07:00 AM				07:30 AM			
+0 mins.	4	4	19	27	14	270	5	289	44	2	25	71	25	**181**	17	223
+15 mins.	**5**	**8**	41	54	**18**	**305**	**6**	**329**	**67**	3	**28**	**98**	23	179	26	**228**
+30 mins.	2	3	**56**	**61**	13	265	5	283	49	**4**	20	73	**34**	165	27	226
+45 mins.	3	6	52	61	5	248	1	254	41	2	8	51	30	162	**30**	222
Total Volume	14	21	168	203	50	1088	17	1155	201	11	81	293	112	687	100	899
% App. Total	6.9	10.3	82.8		4.3	94.2	1.5		68.6	3.8	27.6		12.5	76.4	11.1	
PHF	.700	.656	.750	.832	.694	.892	.708	.878	.750	.688	.723	.747	.824	.949	.833	.986

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City of Menifee
N/S: Encanto Drive
E/W: McCall Boulevard
Weather: Clear

File Name : 70_MEN_Enca_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

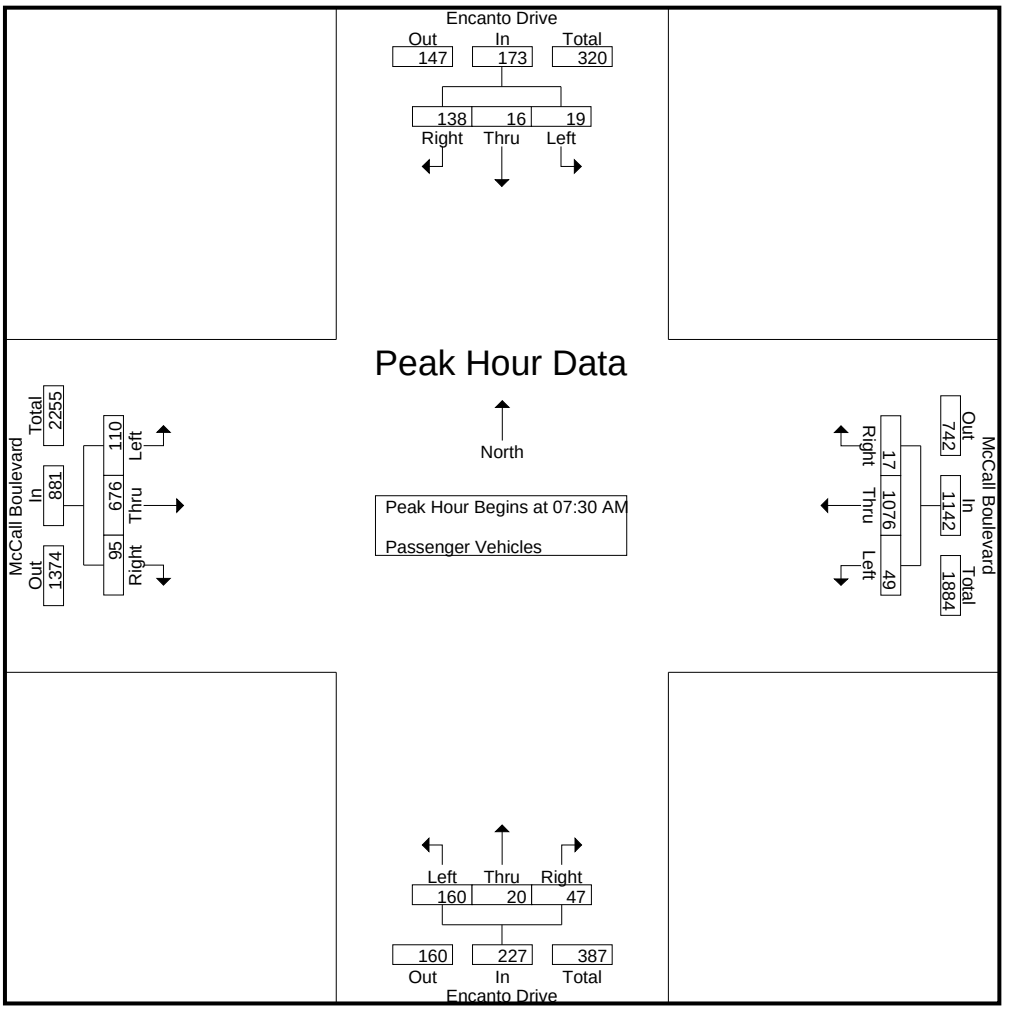
	Encanto Drive Southbound				McCall Boulevard Westbound				Encanto Drive Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	1	26	35	4	213	1	218	43	2	25	70	14	166	18	198	521
07:15 AM	11	3	19	33	3	225	4	232	67	3	28	98	12	188	12	212	575
07:30 AM	8	1	24	33	14	266	5	285	48	4	20	72	25	177	17	219	609
07:45 AM	4	4	19	27	18	303	6	327	41	2	8	51	22	178	25	225	630
Total	31	9	88	128	39	1007	16	1062	199	11	81	291	73	709	72	854	2335
08:00 AM	5	8	41	54	13	262	5	280	36	8	15	59	33	164	27	224	617
08:15 AM	2	3	54	59	4	245	1	250	35	6	4	45	30	157	26	213	567
08:30 AM	3	6	47	56	5	220	2	227	40	9	10	59	22	120	31	173	515
08:45 AM	1	2	19	22	4	213	6	223	59	4	6	69	28	131	45	204	518
Total	11	19	161	191	26	940	14	980	170	27	35	232	113	572	129	814	2217
Grand Total	42	28	249	319	65	1947	30	2042	369	38	116	523	186	1281	201	1668	4552
Apprch %	13.2	8.8	78.1		3.2	95.3	1.5		70.6	7.3	22.2		11.2	76.8	12.1		
Total %	0.9	0.6	5.5	7	1.4	42.8	0.7	44.9	8.1	0.8	2.5	11.5	4.1	28.1	4.4	36.6	

	Encanto Drive Southbound				McCall Boulevard Westbound				Encanto Drive Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**8**	1	24	33	14	266	5	285	**48**	4	**20**	**72**	25	177	17	219	609
07:45 AM	4	4	19	27	**18**	**303**	**6**	**327**	41	2	8	51	22	**178**	25	**225**	**630**
08:00 AM	5	**8**	41	54	13	262	5	280	36	**8**	15	59	**33**	164	**27**	224	617
08:15 AM	2	3	**54**	**59**	4	245	1	250	35	6	4	45	30	157	26	213	567
Total Volume	19	16	138	173	49	1076	17	1142	160	20	47	227	110	676	95	881	2423
% App. Total	11	9.2	79.8		4.3	94.2	1.5		70.5	8.8	20.7		12.5	76.7	10.8		
PHF	.594	.500	.639	.733	.681	.888	.708	.873	.833	.625	.588	.788	.833	.949	.880	.979	.962

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City of Menifee
N/S: Encanto Drive
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Weather: Clear

File Name : 70_MEN_Enca_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**8**	1	24	33	14	266	5	285	**48**	4	**20**	**72**	25	177	17	219
+15 mins.	4	4	19	27	**18**	**303**	**6**	**327**	41	2	8	51	22	**178**	25	**225**
+30 mins.	5	**8**	41	54	13	262	5	280	36	**8**	15	59	**33**	164	**27**	224
+45 mins.	2	3	**54**	**59**	4	245	1	250	35	6	4	45	30	157	26	213
Total Volume	19	16	138	173	49	1076	17	1142	160	20	47	227	110	676	95	881
% App. Total	11	9.2	79.8		4.3	94.2	1.5		70.5	8.8	20.7		12.5	76.7	10.8	
PHF	.594	.500	.639	.733	.681	.888	.708	.873	.833	.625	.588	.788	.833	.949	.880	.979

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City of Menifee
N/S: Encanto Drive
E/W: McCall Boulevard
Weather: Clear

File Name : 70_MEN_Enca_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

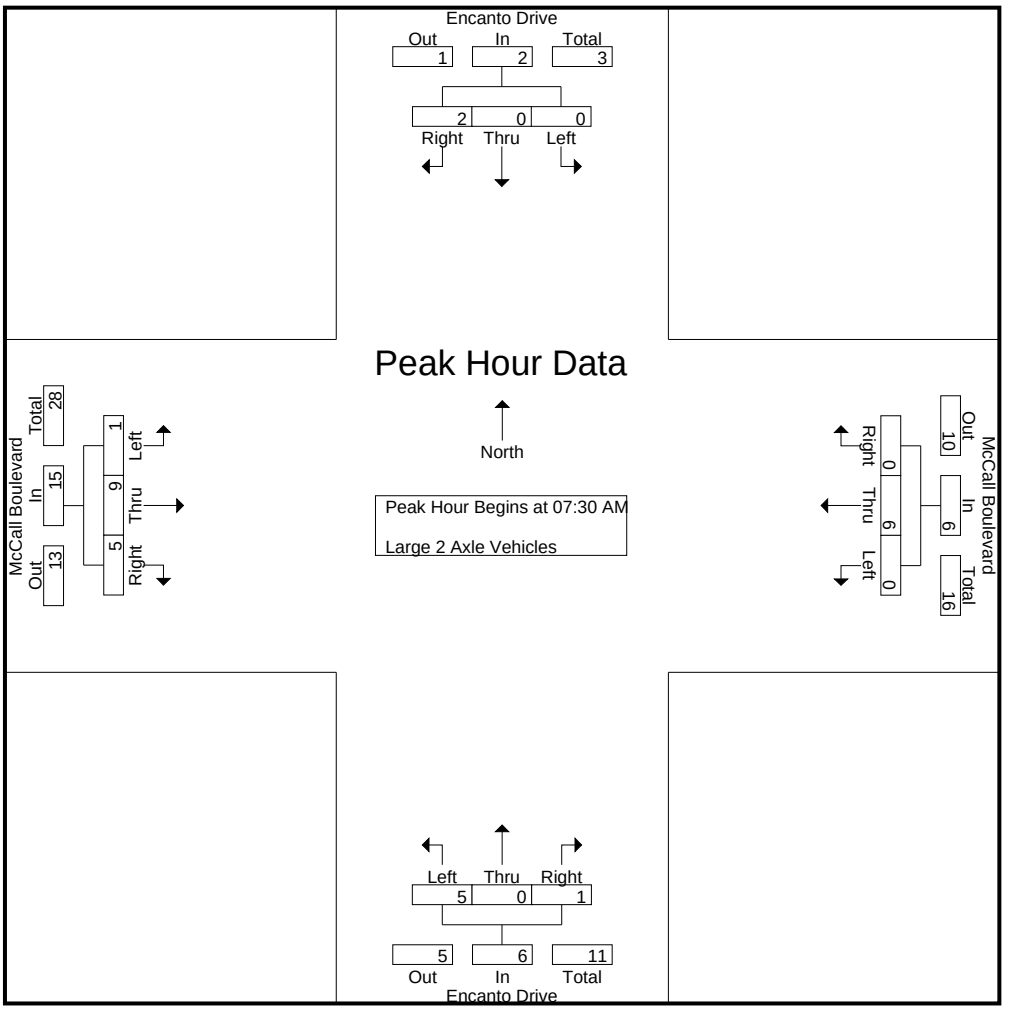
	Encanto Drive Southbound				McCall Boulevard Westbound				Encanto Drive Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	3	3	0	1	0	1	1	0	0	1	0	2	2	4	9
07:15 AM	1	0	0	1	0	4	0	4	0	0	0	0	0	2	0	2	7
07:30 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	3	0	3	6
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	1	1	3	4
Total	1	0	3	4	0	8	0	8	2	0	0	2	1	8	3	12	26
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	2	2	0	2	0	2	4	0	1	5	0	4	4	8	17
08:30 AM	0	0	5	5	0	2	0	2	1	0	0	1	2	6	1	9	17
08:45 AM	0	0	2	2	0	2	0	2	1	0	0	1	0	4	0	4	9
Total	0	0	9	9	0	7	0	7	6	0	1	7	2	15	5	22	45
Grand Total	1	0	12	13	0	15	0	15	8	0	1	9	3	23	8	34	71
Apprch %	7.7	0	92.3		0	100	0		88.9	0	11.1		8.8	67.6	23.5		
Total %	1.4	0	16.9	18.3	0	21.1	0	21.1	11.3	0	1.4	12.7	4.2	32.4	11.3	47.9	

	Encanto Drive Southbound				McCall Boulevard Westbound				Encanto Drive Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	**2**	0	**2**	1	0	0	1	0	3	0	3	6
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	**1**	1	1	3	4
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	**2**	**2**	0	2	0	2	**4**	0	**1**	**5**	0	**4**	**4**	**8**	**17**
Total Volume	0	0	2	2	0	6	0	6	5	0	1	6	1	9	5	15	29
% App. Total	0	0	100		0	100	0		83.3	0	16.7		6.7	60	33.3		
PHF	.000	.000	.250	.250	.000	.750	.000	.750	.313	.000	.250	.300	.250	.563	.313	.469	.426

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City of Menifee
N/S: Encanto Drive
E/W: McCall Boulevard
Weather: Clear

File Name : 70_MEN_Enca_McC AM
Site Code : 00322418
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	1	0	0	1	0	3	0	3
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	**1**	1	1	3
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	**2**	**2**	0	2	0	2	**4**	0	**1**	**5**	0	**4**	**4**	**8**
Total Volume	0	0	2	2	0	6	0	6	5	0	1	6	1	9	5	15
% App. Total	0	0	100		0	100	0		83.3	0	16.7		6.7	60	33.3	
PHF	.000	.000	.250	.250	.000	.750	.000	.750	.313	.000	.250	.300	.250	.563	.313	.469

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City of Menifee
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Weather: Clear

File Name : 70_MEN_Enca_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

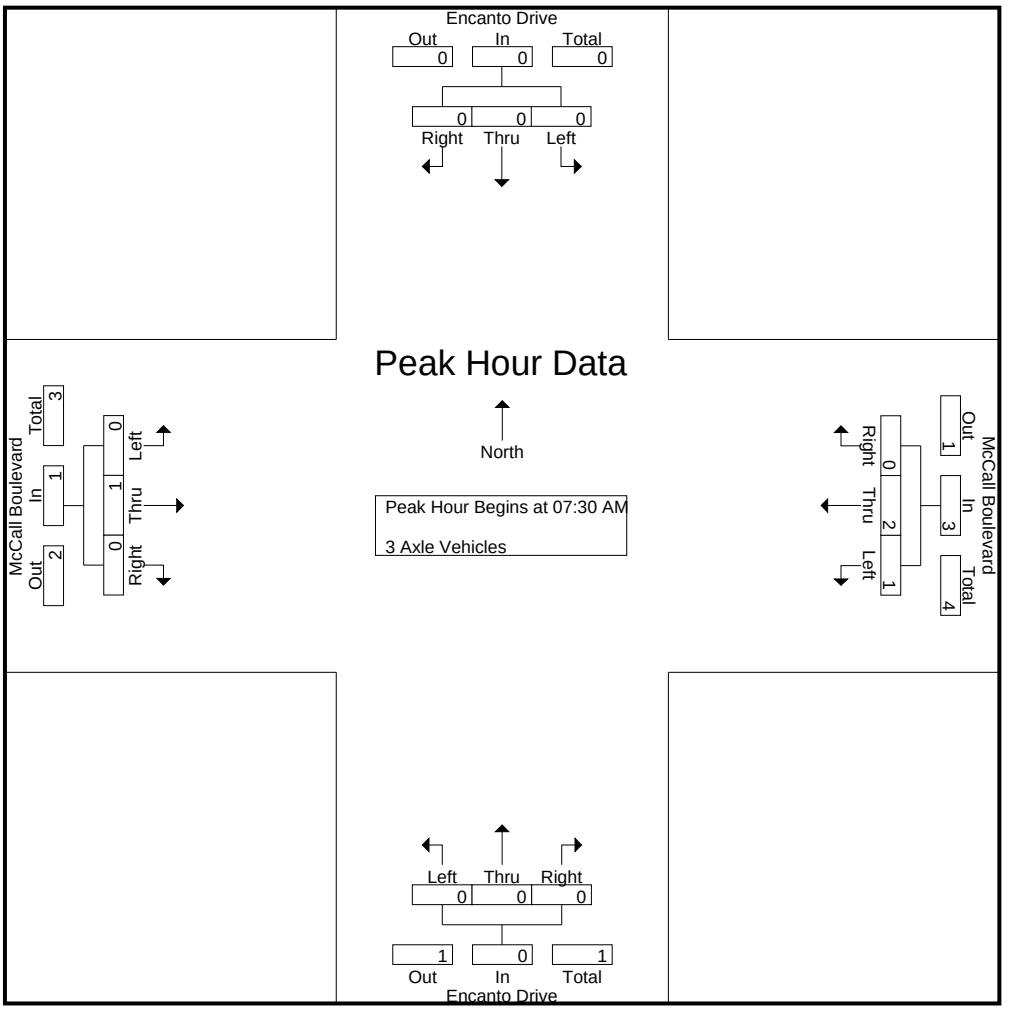
	Encanto Drive Southbound				McCall Boulevard Westbound				Encanto Drive Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	2
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	1	1	1	1	0	2	0	0	0	0	0	1	1	2	5
Grand Total	0	0	1	1	1	2	1	4	0	0	0	0	0	2	2	4	9
Apprch %	0	0	100		25	50	25		0	0	0		0	50	50		
Total %	0	0	11.1	11.1	11.1	22.2	11.1	44.4	0	0	0	0	0	22.2	22.2	44.4	

	Encanto Drive Southbound				McCall Boulevard Westbound				Encanto Drive Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	**1**	0	**1**	**2**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	**1**	1	0	**2**	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1	4
% App. Total	0	0	0		33.3	66.7	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.500	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250	.500

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City of Menifee
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File Name : 70_MEN_Enca_McC AM
Site Code : 00322418
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	**1**	1	0	**2**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1
% App. Total	0	0	0		33.3	66.7	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.250	.500	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250

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City of Menifee
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Weather: Clear

File Name : 70_MEN_Enca_McC AM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- 4+ Axle Trucks

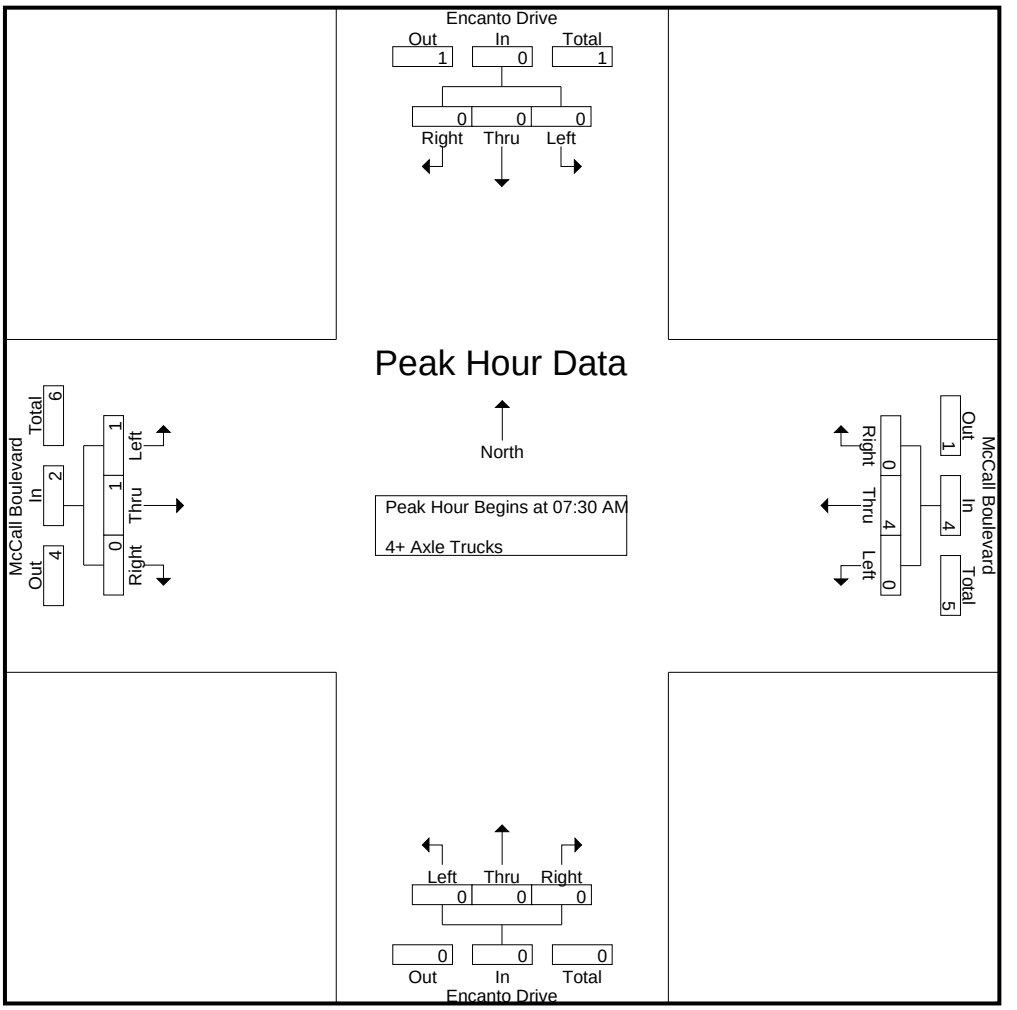
	Encanto Drive Southbound				McCall Boulevard Westbound				Encanto Drive Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	0	0	0	0	1	3	0	4	7
Grand Total	0	0	0	0	0	7	0	7	0	0	0	0	1	4	0	5	12
Apprch %	0	0	0		0	100	0		0	0	0		20	80	0		
Total %	0	0	0	0	0	58.3	0	58.3	0	0	0	0	8.3	33.3	0	41.7	

	Encanto Drive Southbound				McCall Boulevard Westbound				Encanto Drive Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**1**	0	0	**1**	**3**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	1	1	0	2	6
% App. Total	0	0	0		0	100	0		0	0	0		50	50	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.250	.250	.000	.500	.500

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File Name : 70_MEN_Enca_McC AM
Site Code : 00322418
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**1**	0	0	**1**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	1	1	0	2
% App. Total	0	0	0		0	100	0		0	0	0		50	50	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.250	.250	.000	.500

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Weather: Clear

File Name : 70_MEN_Enca_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

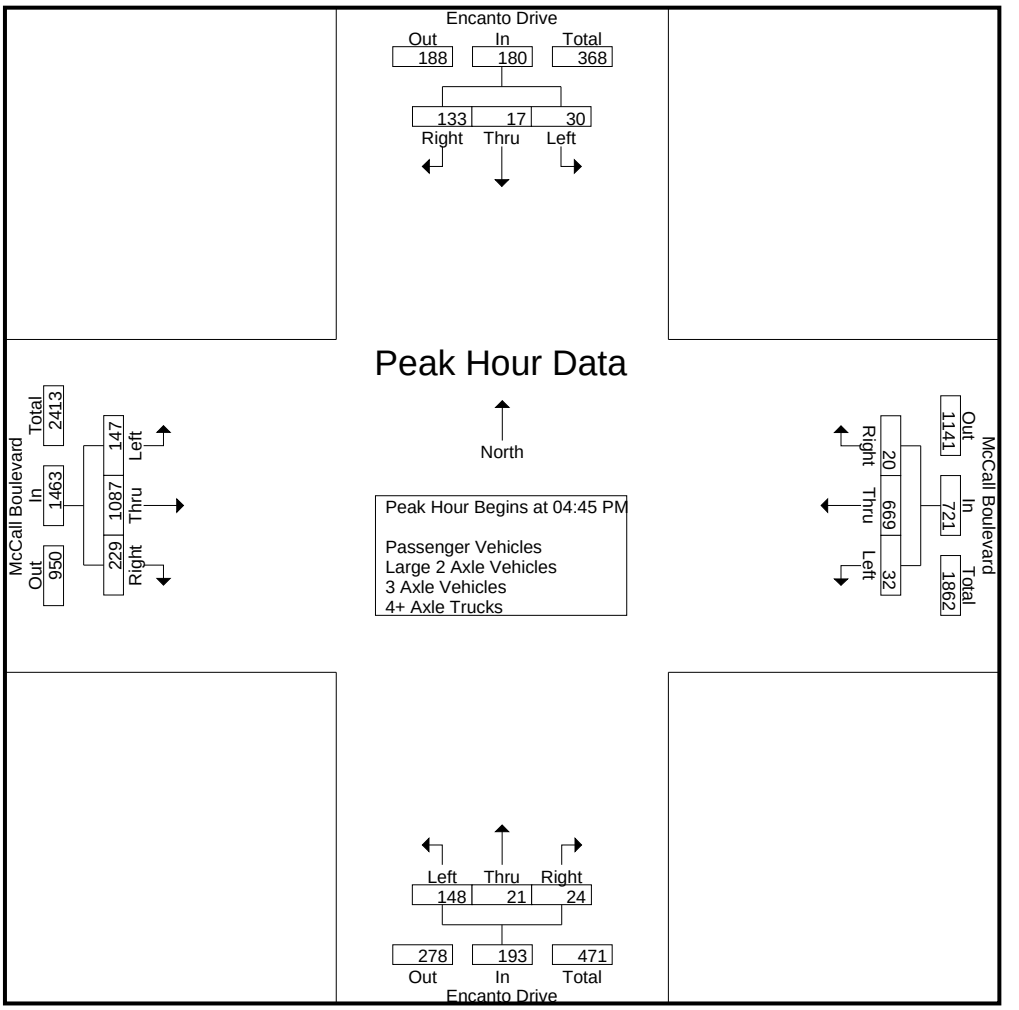
	Encanto Drive Southbound				McCall Boulevard Westbound				Encanto Drive Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	6	45	54	6	181	9	196	34	9	6	49	31	227	50	308	607
04:15 PM	6	7	36	49	2	187	6	195	49	4	10	63	35	241	49	325	632
04:30 PM	3	6	44	53	6	154	5	165	32	6	9	47	31	266	50	347	612
04:45 PM	9	3	38	50	6	157	4	167	35	3	5	43	36	254	58	348	608
Total	21	22	163	206	20	679	24	723	150	22	30	202	133	988	207	1328	2459
05:00 PM	9	8	29	46	7	177	6	190	47	4	7	58	34	264	54	352	646
05:15 PM	8	5	38	51	13	162	8	183	32	8	3	43	37	304	57	398	675
05:30 PM	4	1	28	33	6	173	2	181	34	6	9	49	40	265	60	365	628
05:45 PM	5	6	33	44	6	144	4	154	38	6	9	53	29	209	53	291	542
Total	26	20	128	174	32	656	20	708	151	24	28	203	140	1042	224	1406	2491
Grand Total	47	42	291	380	52	1335	44	1431	301	46	58	405	273	2030	431	2734	4950
Apprch %	12.4	11.1	76.6		3.6	93.3	3.1		74.3	11.4	14.3		10	74.3	15.8		
Total %	0.9	0.8	5.9	7.7	1.1	27	0.9	28.9	6.1	0.9	1.2	8.2	5.5	41	8.7	55.2	
Passenger Vehicles	46	42	291	379	52	1325	42	1419	295	46	58	399	268	2020	425	2713	4910
% Passenger Vehicles	97.9	100	100	99.7	100	99.3	95.5	99.2	98	100	100	98.5	98.2	99.5	98.6	99.2	99.2
Large 2 Axle Vehicles	1	0	0	1	0	7	2	9	6	0	0	6	3	5	6	14	30
% Large 2 Axle Vehicles	2.1	0	0	0.3	0	0.5	4.5	0.6	2	0	0	1.5	1.1	0.2	1.4	0.5	0.6
3 Axle Vehicles	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
% 3 Axle Vehicles	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	2	0	2	0	0	0	0	2	2	0	4	6
% 4+ Axle Trucks	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.7	0.1	0	0.1	0.1

	Encanto Drive Southbound				McCall Boulevard Westbound				Encanto Drive Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**9**	3	**38**	50	6	157	4	167	35	3	5	43	36	254	58	348	608
05:00 PM	9	**8**	29	46	7	**177**	6	**190**	**47**	4	7	**58**	34	264	54	352	646
05:15 PM	8	5	38	**51**	**13**	162	**8**	183	32	**8**	3	43	37	**304**	57	**398**	**675**
05:30 PM	4	1	28	33	6	173	2	181	34	6	**9**	49	**40**	265	**60**	365	628
Total Volume	30	17	133	180	32	669	20	721	148	21	24	193	147	1087	229	1463	2557
% App. Total	16.7	9.4	73.9		4.4	92.8	2.8		76.7	10.9	12.4		10	74.3	15.7		
PHF	.833	.531	.875	.882	.615	.945	.625	.949	.787	.656	.667	.832	.919	.894	.954	.919	.947

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Weather: Clear

File Name : 70_MEN_Enca_McC PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:15 PM				04:45 PM			
+0 mins.	3	6	**45**	**54**	**6**	181	**9**	**196**	**49**	4	**10**	**63**	36	254	58	348
+15 mins.	6	**7**	36	49	2	**187**	6	195	32	**6**	9	47	34	264	54	352
+30 mins.	3	6	44	53	6	154	5	165	35	3	5	43	37	**304**	57	**398**
+45 mins.	**9**	3	38	50	6	157	4	167	47	4	7	58	**40**	265	**60**	365
Total Volume	21	22	163	206	20	679	24	723	163	17	31	211	147	1087	229	1463
% App. Total	10.2	10.7	79.1		2.8	93.9	3.3		77.3	8.1	14.7		10	74.3	15.7	
PHF	.583	.786	.906	.954	.833	.908	.667	.922	.832	.708	.775	.837	.919	.894	.954	.919

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File Name : 70_MEN_Enca_McC PM
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Groups Printed- Passenger Vehicles

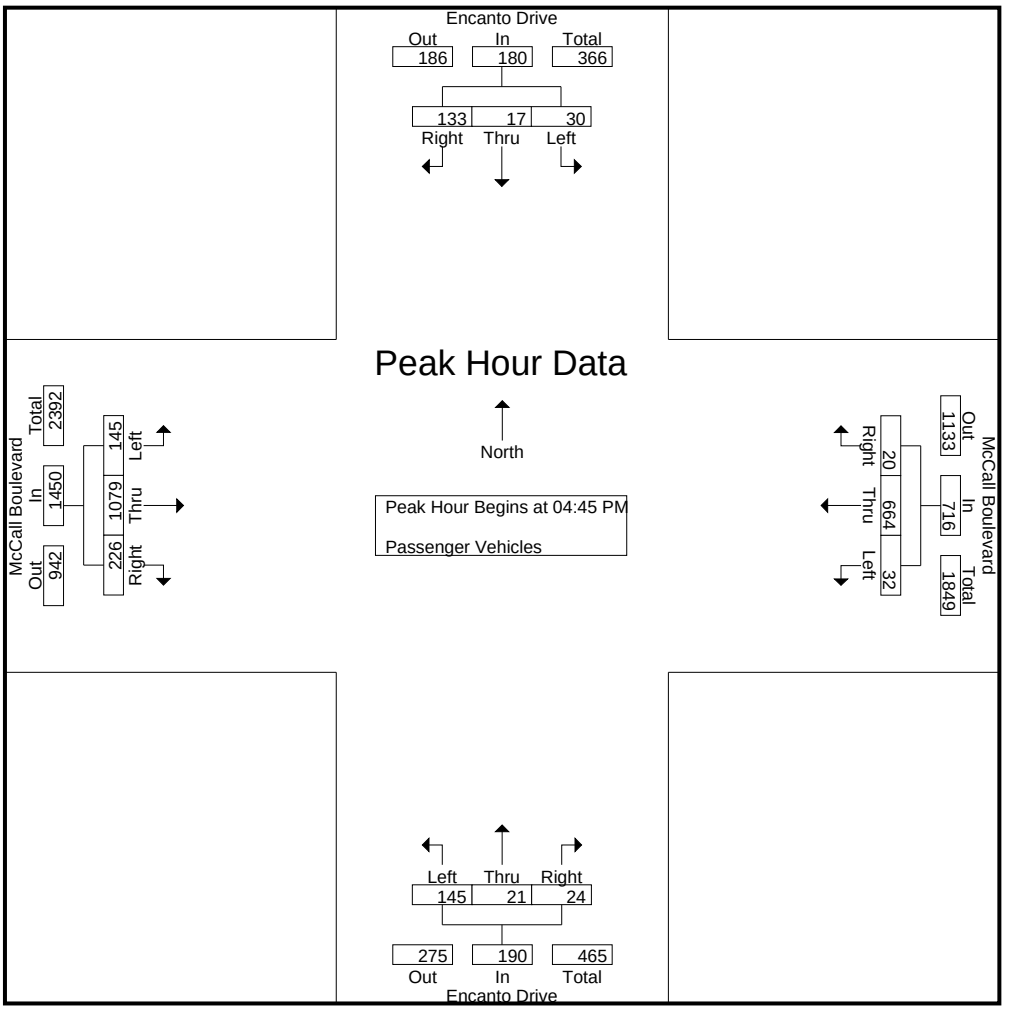
	Encanto Drive Southbound				McCall Boulevard Westbound				Encanto Drive Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	6	45	54	6	180	8	194	34	9	6	49	29	226	50	305	602
04:15 PM	5	7	36	48	2	186	5	193	49	4	10	63	35	241	47	323	627
04:30 PM	3	6	44	53	6	152	5	163	30	6	9	45	31	265	49	345	606
04:45 PM	9	3	38	50	6	154	4	164	34	3	5	42	34	253	57	344	600
Total	20	22	163	205	20	672	22	714	147	22	30	199	129	985	203	1317	2435
05:00 PM	9	8	29	46	7	177	6	190	46	4	7	57	34	263	54	351	644
05:15 PM	8	5	38	51	13	162	8	183	32	8	3	43	37	300	57	394	671
05:30 PM	4	1	28	33	6	171	2	179	33	6	9	48	40	263	58	361	621
05:45 PM	5	6	33	44	6	143	4	153	37	6	9	52	28	209	53	290	539
Total	26	20	128	174	32	653	20	705	148	24	28	200	139	1035	222	1396	2475
Grand Total	46	42	291	379	52	1325	42	1419	295	46	58	399	268	2020	425	2713	4910
Apprch %	12.1	11.1	76.8		3.7	93.4	3		73.9	11.5	14.5		9.9	74.5	15.7		
Total %	0.9	0.9	5.9	7.7	1.1	27	0.9	28.9	6	0.9	1.2	8.1	5.5	41.1	8.7	55.3	

	Encanto Drive Southbound				McCall Boulevard Westbound				Encanto Drive Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**9**	3	**38**	50	6	154	4	164	34	3	5	42	34	253	57	344	600
05:00 PM	9	**8**	29	46	7	**177**	6	**190**	**46**	4	7	**57**	34	263	54	351	644
05:15 PM	8	5	38	**51**	**13**	162	**8**	183	32	**8**	3	43	37	**300**	57	**394**	**671**
05:30 PM	4	1	28	33	6	171	2	179	33	6	**9**	48	**40**	263	**58**	361	621
Total Volume	30	17	133	180	32	664	20	716	145	21	24	190	145	1079	226	1450	2536
% App. Total	16.7	9.4	73.9		4.5	92.7	2.8		76.3	11.1	12.6		10	74.4	15.6		
PHF	.833	.531	.875	.882	.615	.938	.625	.942	.788	.656	.667	.833	.906	.899	.974	.920	.945

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File Name : 70_MEN_Enca_McC PM
Site Code : 00322418
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	**9**	3	**38**	50	6	154	4	164	34	3	5	42	34	253	57	344
+15 mins.	9	**8**	29	46	7	**177**	6	**190**	**46**	4	7	**57**	34	263	54	351
+30 mins.	8	5	38	**51**	**13**	162	**8**	183	32	**8**	3	43	37	**300**	57	**394**
+45 mins.	4	1	28	33	6	171	2	179	33	6	**9**	48	**40**	263	**58**	361
Total Volume	30	17	133	180	32	664	20	716	145	21	24	190	145	1079	226	1450
% App. Total	16.7	9.4	73.9		4.5	92.7	2.8		76.3	11.1	12.6		10	74.4	15.6	
PHF	.833	.531	.875	.882	.615	.938	.625	.942	.788	.656	.667	.833	.906	.899	.974	.920

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City of Menifee
N/S: Encanto Drive
E/W: McCall Boulevard
Weather: Clear

File Name : 70_MEN_Enca_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

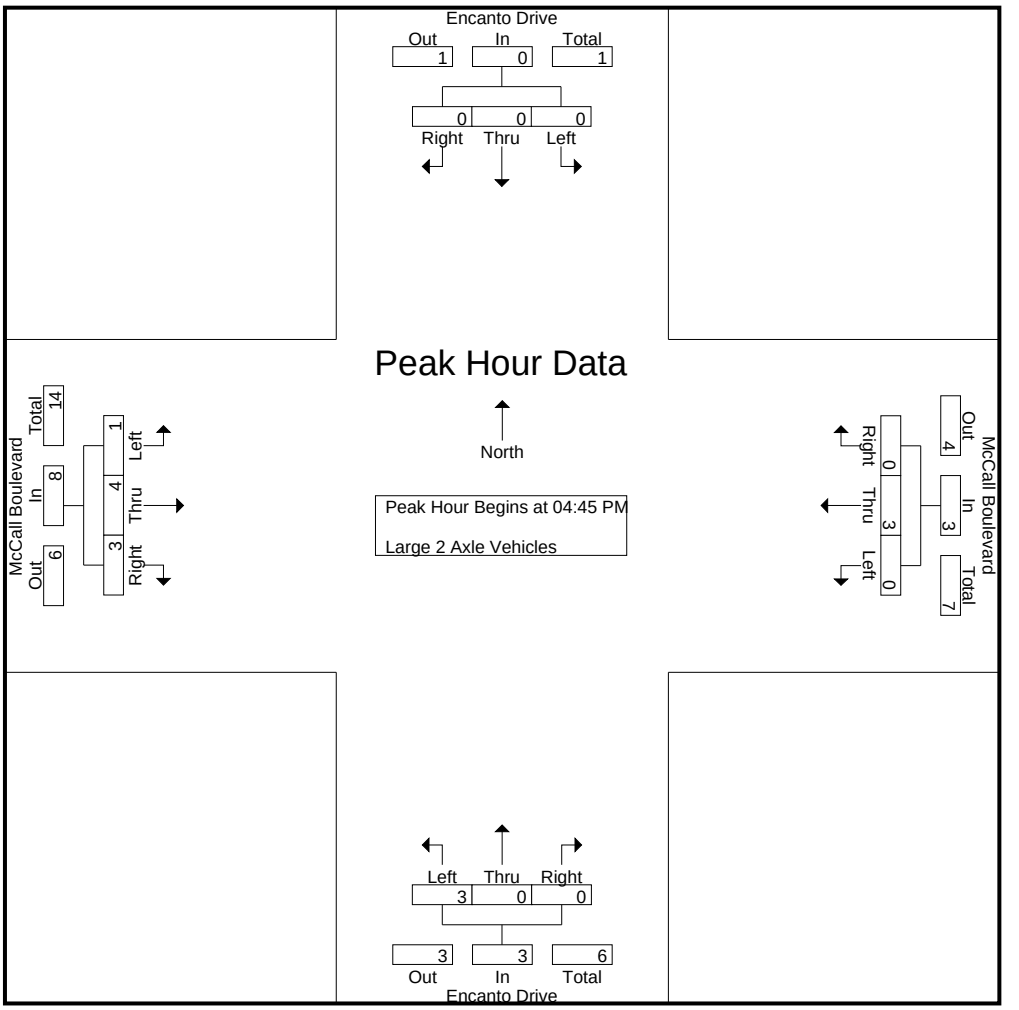
	Encanto Drive Southbound				McCall Boulevard Westbound				Encanto Drive Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	1	2
04:15 PM	1	0	0	1	0	1	1	2	0	0	0	0	0	0	2	2	5
04:30 PM	0	0	0	0	0	2	0	2	2	0	0	2	0	1	1	2	6
04:45 PM	0	0	0	0	0	2	0	2	1	0	0	1	1	0	1	2	5
Total	1	0	0	1	0	5	2	7	3	0	0	3	2	1	4	7	18
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	2	2	4	6
05:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	1	0	0	1	3
Total	0	0	0	0	0	2	0	2	3	0	0	3	1	4	2	7	12
Grand Total	1	0	0	1	0	7	2	9	6	0	0	6	3	5	6	14	30
Apprch %	100	0	0		0	77.8	22.2		100	0	0		21.4	35.7	42.9		
Total %	3.3	0	0	3.3	0	23.3	6.7	30	20	0	0	20	10	16.7	20	46.7	

	Encanto Drive Southbound				McCall Boulevard Westbound				Encanto Drive Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**2**	0	**2**	**1**	0	0	**1**	**1**	0	1	2	5
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	2
05:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	2	**2**	**4**	**6**
Total Volume	0	0	0	0	0	3	0	3	3	0	0	3	1	4	3	8	14
% App. Total	0	0	0		0	100	0		100	0	0		12.5	50	37.5		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.750	.000	.000	.750	.250	.500	.375	.500	.583

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City of Menifee
N/S: Encanto Drive
E/W: McCall Boulevard
Weather: Clear

File Name : 70_MEN_Enca_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	**1**	0	0	**1**	**1**	0	1	2
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2
+45 mins.	0	0	0	0	0	1	0	1	1	0	0	1	0	2	**2**	**4**
Total Volume	0	0	0	0	0	3	0	3	3	0	0	3	1	4	3	8
% App. Total	0	0	0		0	100	0		100	0	0		12.5	50	37.5	
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.750	.000	.000	.750	.250	.500	.375	.500

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City of Menifee
N/S: Encanto Drive
E/W: McCall Boulevard
Weather: Clear

File Name : 70_MEN_Enca_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

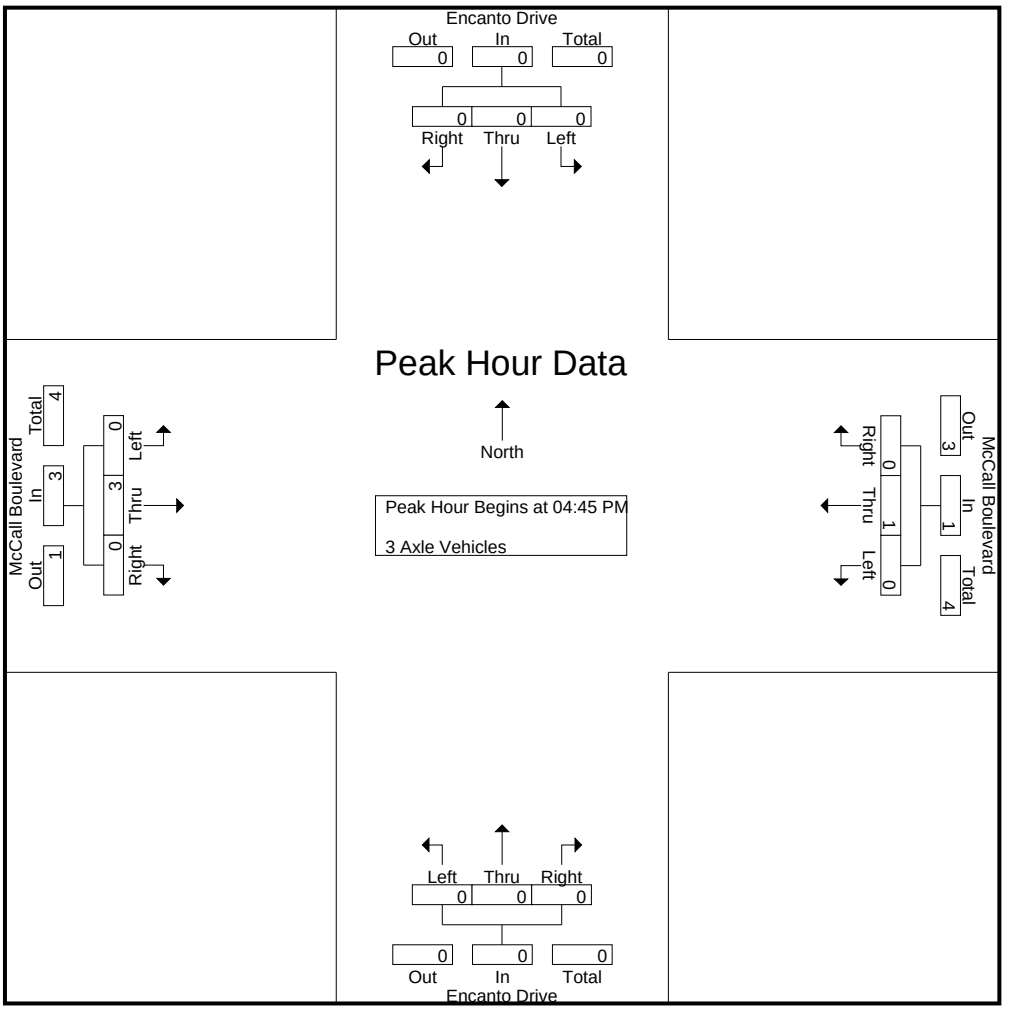
	Encanto Drive Southbound				McCall Boulevard Westbound				Encanto Drive Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	25	0	25	0	0	0	0	0	75	0	75	

	Encanto Drive Southbound				McCall Boulevard Westbound				Encanto Drive Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.750	.000	.750	1.00

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City of Menifee
N/S: Encanto Drive
E/W: McCall Boulevard
Weather: Clear

File Name : 70_MEN_Enca_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.750	.000	.750

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City of Menifee
N/S: Encanto Drive
E/W: McCall Boulevard
Weather: Clear

File Name : 70_MEN_Enca_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

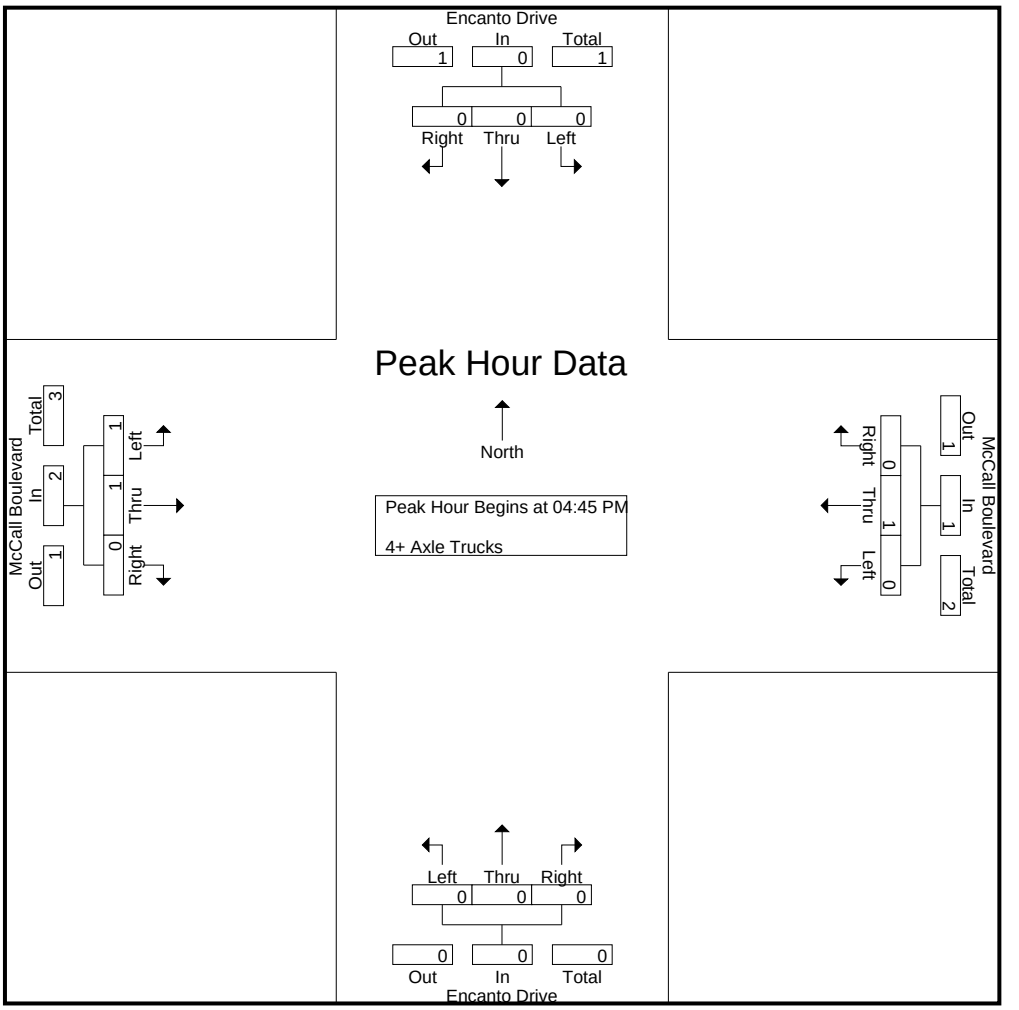
	Encanto Drive Southbound				McCall Boulevard Westbound				Encanto Drive Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	2	0	2	0	0	0	0	2	1	0	3	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	2	0	2	0	0	0	0	2	2	0	4	6
Apprch %	0	0	0		0	100	0		0	0	0		50	50	0		
Total %	0	0	0	0	0	33.3	0	33.3	0	0	0	0	33.3	33.3	0	66.7	

	Encanto Drive Southbound				McCall Boulevard Westbound				Encanto Drive Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**	0	0	**1**	**2**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2	3
% App. Total	0	0	0		0	100	0		0	0	0		50	50	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250	.250	.000	.500	.375

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City of Menifee
N/S: Encanto Drive
E/W: McCall Boulevard
Weather: Clear

File Name : 70_MEN_Enca_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**	0	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2
% App. Total	0	0	0		0	100	0		0	0	0		50	50	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250	.250	.000	.500

Location: Menifee
N/S: Encanto Drive
E/W: McCall Boulevard

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Encanto Drive	East Leg McCall Boulevard	South Leg Encanto Drive	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	1	0	1
7:30 AM	0	2	0	0	2
7:45 AM	0	0	1	0	1
8:00 AM	0	4	0	0	4
8:15 AM	0	2	0	0	2
8:30 AM	0	1	1	0	2
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	0	9	4	0	13

	North Leg Encanto Drive	East Leg McCall Boulevard	South Leg Encanto Drive	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	1	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	0	0	2	0	2

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Location: Menifee
N/S: Encanto Drive
E/W: McCall Boulevard

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Encanto Drive			Westbound McCall Boulevard			Northbound Encanto Drive			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	2	0	0	0	0	0	0	0	1	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	2	0	1	0	0	0	0	0	1	0	4

	Southbound Encanto Drive			Westbound McCall Boulevard			Northbound Encanto Drive			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	0	0	0	0	2

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City of Menifee
N/S: Sherman Road
E/W: McCall Boulevard
Weather: Clear

File Name : 71_MEN_Sherm_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

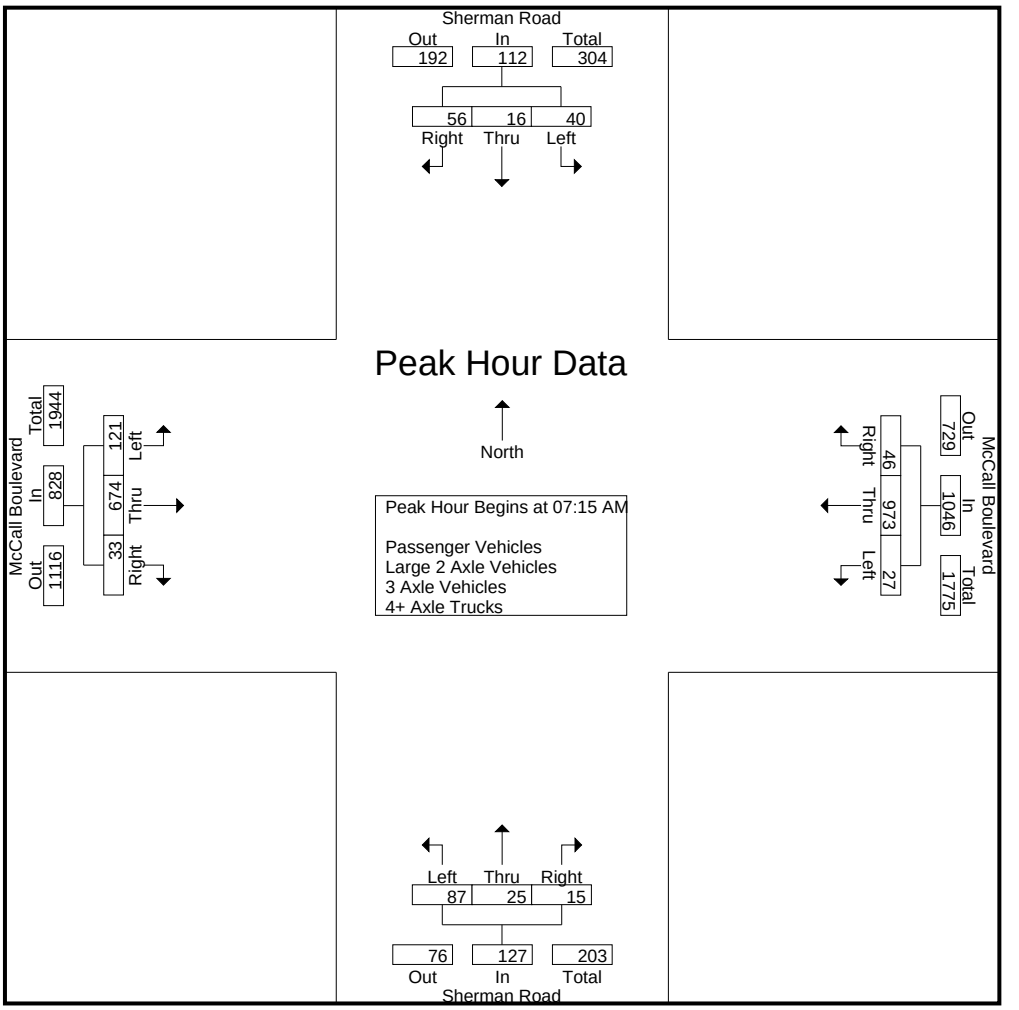
	Sherman Road Southbound				McCall Boulevard Westbound				Sherman Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	1	2	6	3	199	5	207	18	1	4	23	7	185	5	197	433
07:15 AM	6	1	2	9	8	221	9	238	22	3	4	29	14	219	4	237	513
07:30 AM	7	3	10	20	2	261	8	271	25	6	6	37	26	170	12	208	536
07:45 AM	5	2	8	15	8	295	17	320	17	5	3	25	35	145	6	186	546
Total	21	7	22	50	21	976	39	1036	82	15	17	114	82	719	27	828	2028
08:00 AM	22	10	36	68	9	196	12	217	23	11	2	36	46	140	11	197	518
08:15 AM	32	13	71	116	8	156	15	179	29	16	2	47	59	101	8	168	510
08:30 AM	25	5	31	61	3	173	11	187	24	3	3	30	21	113	14	148	426
08:45 AM	4	3	6	13	15	190	3	208	29	2	1	32	7	109	25	141	394
Total	83	31	144	258	35	715	41	791	105	32	8	145	133	463	58	654	1848
Grand Total	104	38	166	308	56	1691	80	1827	187	47	25	259	215	1182	85	1482	3876
Apprch %	33.8	12.3	53.9		3.1	92.6	4.4		72.2	18.1	9.7		14.5	79.8	5.7		
Total %	2.7	1	4.3	7.9	1.4	43.6	2.1	47.1	4.8	1.2	0.6	6.7	5.5	30.5	2.2	38.2	
Passenger Vehicles	99	38	165	302	56	1668	80	1804	185	46	25	256	211	1161	81	1453	3815
% Passenger Vehicles	95.2	100	99.4	98.1	100	98.6	100	98.7	98.9	97.9	100	98.8	98.1	98.2	95.3	98	98.4
Large 2 Axle Vehicles	5	0	1	6	0	15	0	15	1	1	0	2	4	15	3	22	45
% Large 2 Axle Vehicles	4.8	0	0.6	1.9	0	0.9	0	0.8	0.5	2.1	0	0.8	1.9	1.3	3.5	1.5	1.2
3 Axle Vehicles	0	0	0	0	0	2	0	2	1	0	0	1	0	3	0	3	6
% 3 Axle Vehicles	0	0	0	0	0	0.1	0	0.1	0.5	0	0	0.4	0	0.3	0	0.2	0.2
4+ Axle Trucks	0	0	0	0	0	6	0	6	0	0	0	0	0	3	1	4	10
% 4+ Axle Trucks	0	0	0	0	0	0.4	0	0.3	0	0	0	0	0	0.3	1.2	0.3	0.3

	Sherman Road Southbound				McCall Boulevard Westbound				Sherman Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	6	1	2	9	8	221	9	238	22	3	4	29	14	**219**	4	**237**	513
07:30 AM	7	3	10	20	2	261	8	271	**25**	6	**6**	**37**	26	170	**12**	208	536
07:45 AM	5	2	8	15	8	**295**	**17**	**320**	17	5	3	25	35	145	6	186	**546**
08:00 AM	**22**	**10**	**36**	**68**	**9**	196	12	217	23	**11**	2	36	**46**	140	11	197	518
Total Volume	40	16	56	112	27	973	46	1046	87	25	15	127	121	674	33	828	2113
% App. Total	35.7	14.3	50		2.6	93	4.4		68.5	19.7	11.8		14.6	81.4	4		
PHF	.455	.400	.389	.412	.750	.825	.676	.817	.870	.568	.625	.858	.658	.769	.688	.873	.967

Counts Unlimited, Inc.
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City of Menifee
N/S: Sherman Road
E/W: McCall Boulevard
Weather: Clear

File Name : 71_MEN_Sherm_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:45 AM				07:15 AM				07:30 AM				07:00 AM			
+0 mins.	5	2	8	15	8	221	9	238	25	6	**6**	37	7	185	5	197
+15 mins.	22	10	36	68	2	261	8	271	17	5	3	25	14	**219**	4	**237**
+30 mins.	**32**	**13**	**71**	**116**	8	**295**	**17**	**320**	23	11	2	36	26	170	**12**	208
+45 mins.	25	5	31	61	**9**	196	12	217	**29**	**16**	2	**47**	**35**	145	6	186
Total Volume	84	30	146	260	27	973	46	1046	94	38	13	145	82	719	27	828
% App. Total	32.3	11.5	56.2		2.6	93	4.4		64.8	26.2	9		9.9	86.8	3.3	
PHF	.656	.577	.514	.560	.750	.825	.676	.817	.810	.594	.542	.771	.586	.821	.563	.873

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City of Menifee
N/S: Sherman Road
E/W: McCall Boulevard
Weather: Clear

File Name : 71_MEN_Sherm_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

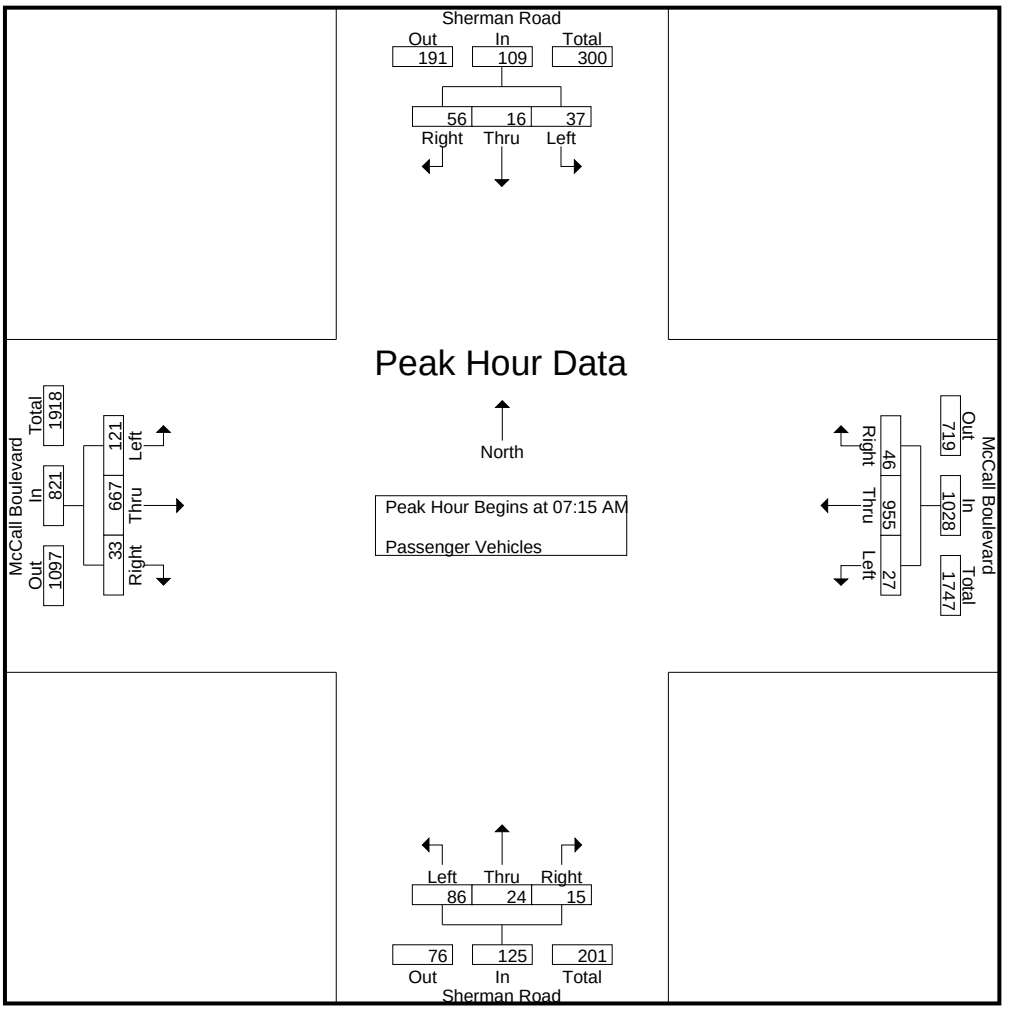
	Sherman Road Southbound				McCall Boulevard Westbound				Sherman Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	1	2	6	3	196	5	204	18	1	4	23	6	183	5	194	427
07:15 AM	6	1	2	9	8	215	9	232	22	3	4	29	14	216	4	234	504
07:30 AM	7	3	10	20	2	256	8	266	24	6	6	36	26	168	12	206	528
07:45 AM	5	2	8	15	8	293	17	318	17	5	3	25	35	144	6	185	543
Total	21	7	22	50	21	960	39	1020	81	15	17	113	81	711	27	819	2002
08:00 AM	19	10	36	65	9	191	12	212	23	10	2	35	46	139	11	196	508
08:15 AM	32	13	70	115	8	156	15	179	29	16	2	47	58	98	7	163	504
08:30 AM	24	5	31	60	3	173	11	187	23	3	3	29	19	106	13	138	414
08:45 AM	3	3	6	12	15	188	3	206	29	2	1	32	7	107	23	137	387
Total	78	31	143	252	35	708	41	784	104	31	8	143	130	450	54	634	1813
Grand Total	99	38	165	302	56	1668	80	1804	185	46	25	256	211	1161	81	1453	3815
Apprch %	32.8	12.6	54.6		3.1	92.5	4.4		72.3	18	9.8		14.5	79.9	5.6		
Total %	2.6	1	4.3	7.9	1.5	43.7	2.1	47.3	4.8	1.2	0.7	6.7	5.5	30.4	2.1	38.1	

	Sherman Road Southbound				McCall Boulevard Westbound				Sherman Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	6	1	2	9	8	215	9	232	22	3	4	29	14	**216**	4	**234**	504
07:30 AM	7	3	10	20	2	256	8	266	**24**	6	**6**	**36**	26	168	**12**	206	528
07:45 AM	5	2	8	15	8	**293**	**17**	**318**	17	5	3	25	35	144	6	185	**543**
08:00 AM	**19**	**10**	**36**	**65**	**9**	191	12	212	23	**10**	2	35	**46**	139	11	196	508
Total Volume	37	16	56	109	27	955	46	1028	86	24	15	125	121	667	33	821	2083
% App. Total	33.9	14.7	51.4		2.6	92.9	4.5		68.8	19.2	12		14.7	81.2	4		
PHF	.487	.400	.389	.419	.750	.815	.676	.808	.896	.600	.625	.868	.658	.772	.688	.877	.959

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City of Menifee
N/S: Sherman Road
E/W: McCall Boulevard
Weather: Clear

File Name : 71_MEN_Sherm_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	6	1	2	9	8	215	9	232	22	3	4	29	14	**216**	4	**234**
+15 mins.	7	3	10	20	2	256	8	266	**24**	6	**6**	**36**	26	168	**12**	206
+30 mins.	5	2	8	15	8	**293**	**17**	**318**	17	5	3	25	35	144	6	185
+45 mins.	**19**	**10**	**36**	**65**	**9**	191	12	212	23	**10**	2	35	**46**	139	11	196
Total Volume	37	16	56	109	27	955	46	1028	86	24	15	125	121	667	33	821
% App. Total	33.9	14.7	51.4		2.6	92.9	4.5		68.8	19.2	12		14.7	81.2	4	
PHF	.487	.400	.389	.419	.750	.815	.676	.808	.896	.600	.625	.868	.658	.772	.688	.877

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City of Menifee
N/S: Sherman Road
E/W: McCall Boulevard
Weather: Clear

File Name : 71_MEN_Sherm_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

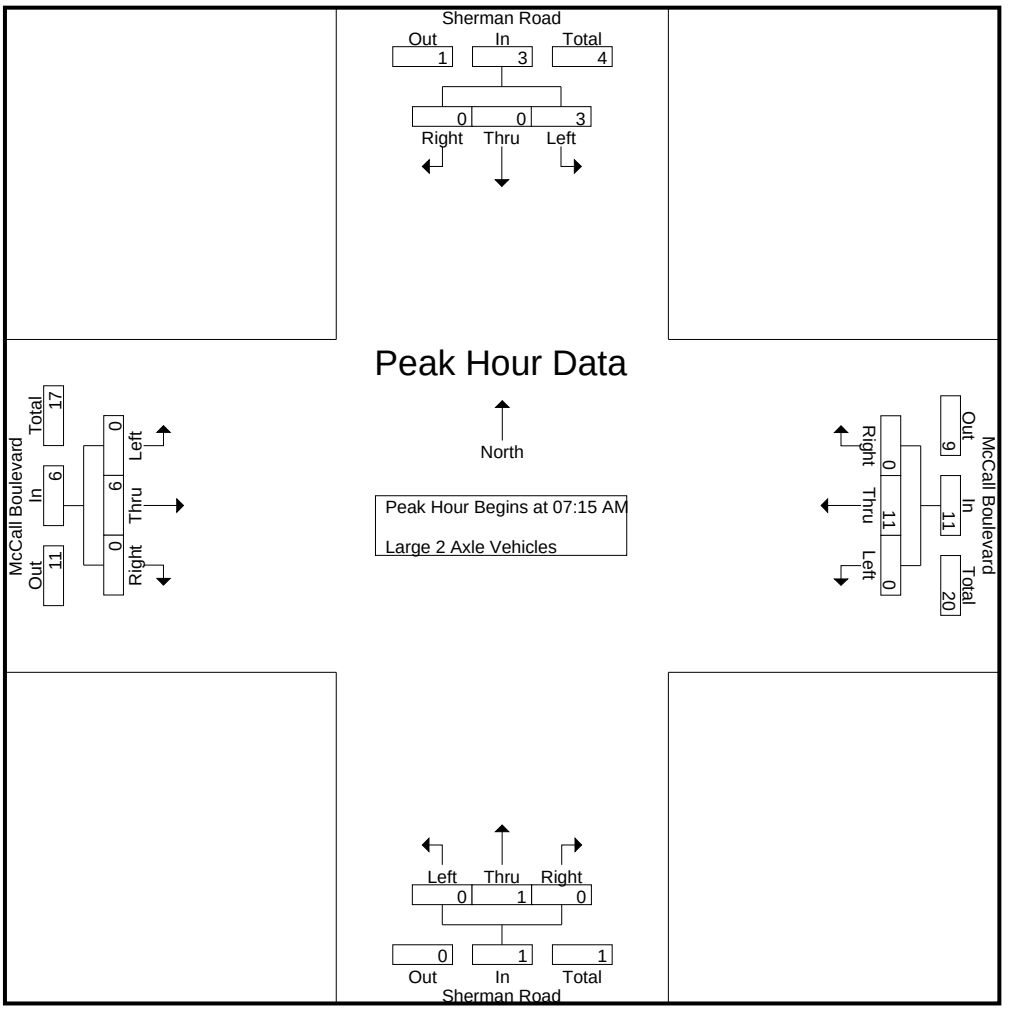
	Sherman Road Southbound				McCall Boulevard Westbound				Sherman Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	1	1	0	2	4
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	11	0	11	0	0	0	0	1	6	0	7	18
08:00 AM	3	0	0	3	0	2	0	2	0	1	0	1	0	1	0	1	7
08:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	2	1	4	5
08:30 AM	1	0	0	1	0	0	0	0	1	0	0	1	2	4	0	6	8
08:45 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	2	2	4	7
Total	5	0	1	6	0	4	0	4	1	1	0	2	3	9	3	15	27
Grand Total	5	0	1	6	0	15	0	15	1	1	0	2	4	15	3	22	45
Apprch %	83.3	0	16.7		0	100	0		50	50	0		18.2	68.2	13.6		
Total %	11.1	0	2.2	13.3	0	33.3	0	33.3	2.2	2.2	0	4.4	8.9	33.3	6.7	48.9	

	Sherman Road Southbound				McCall Boulevard Westbound				Sherman Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	**3**	0	**3**	**7**
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:00 AM	**3**	0	0	**3**	0	2	0	2	0	**1**	0	**1**	0	1	0	1	7
Total Volume	3	0	0	3	0	11	0	11	0	1	0	1	0	6	0	6	21
% App. Total	100	0	0		0	100	0		0	100	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.688	.000	.688	.000	.250	.000	.250	.000	.500	.000	.500	.750

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City of Menifee
N/S: Sherman Road
E/W: McCall Boulevard
Weather: Clear

File Name : 71_MEN_Sherm_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	**3**	0	**3**
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	**3**	0	0	**3**	0	2	0	2	0	**1**	0	**1**	0	1	0	1
Total Volume	3	0	0	3	0	11	0	11	0	1	0	1	0	6	0	6
% App. Total	100	0	0		0	100	0		0	100	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.688	.000	.688	.000	.250	.000	.250	.000	.500	.000	.500

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City of Menifee
N/S: Sherman Road
E/W: McCall Boulevard
Weather: Clear

File Name : 71_MEN_Sherm_McC AM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- 3 Axle Vehicles

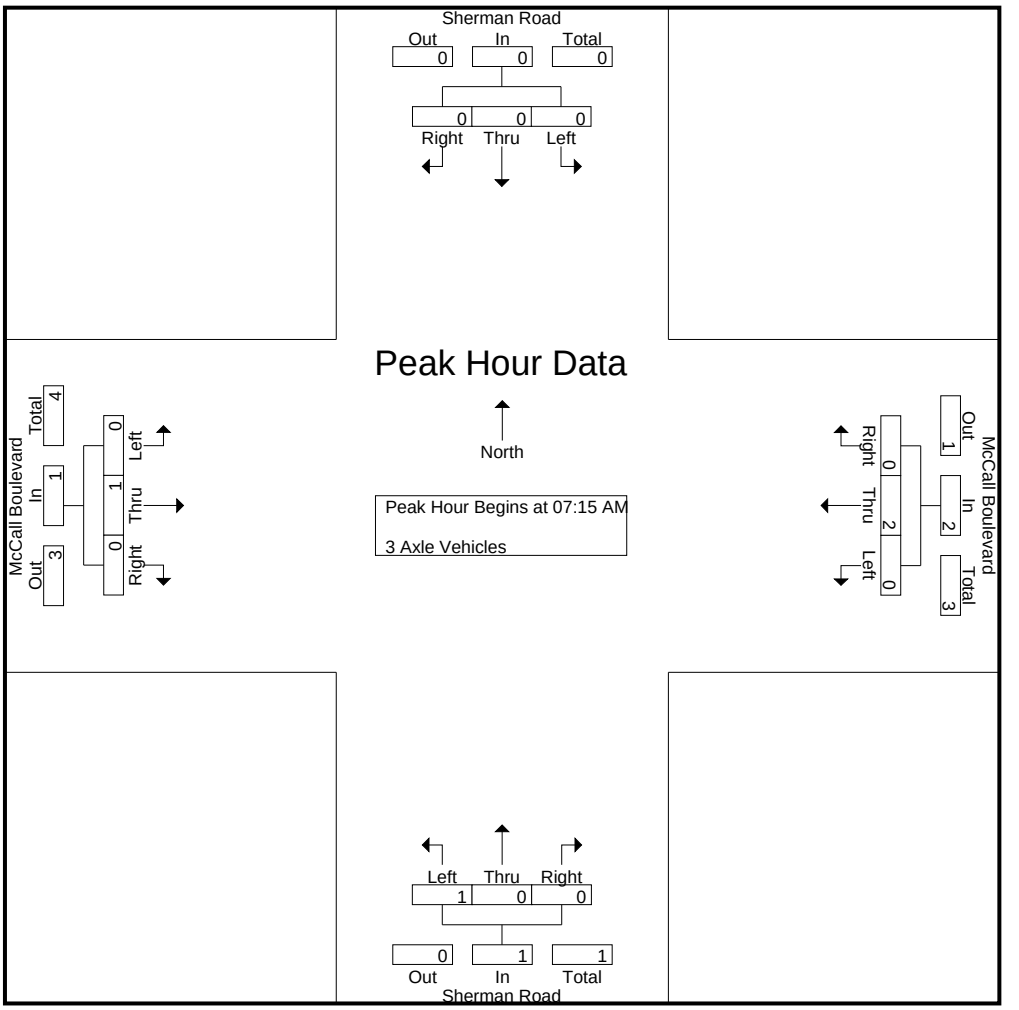
	Sherman Road Southbound				McCall Boulevard Westbound				Sherman Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Grand Total	0	0	0	0	0	2	0	2	1	0	0	1	0	3	0	3	6
Apprch %	0	0	0		0	100	0		100	0	0		0	100	0		
Total %	0	0	0	0	0	33.3	0	33.3	16.7	0	0	16.7	0	50	0	50	

	Sherman Road Southbound				McCall Boulevard Westbound				Sherman Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	**1**	0	**1**	**2**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	1	0	0	1	0	1	0	1	4
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.000	.250	.000	.250	.500

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City of Menifee
N/S: Sherman Road
E/W: McCall Boulevard
Weather: Clear

File Name : 71_MEN_Sherm_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	1	0	0	1	0	1	0	1
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.000	.250	.000	.250

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City of Menifee
N/S: Sherman Road
E/W: McCall Boulevard
Weather: Clear

File Name : 71_MEN_Sherm_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

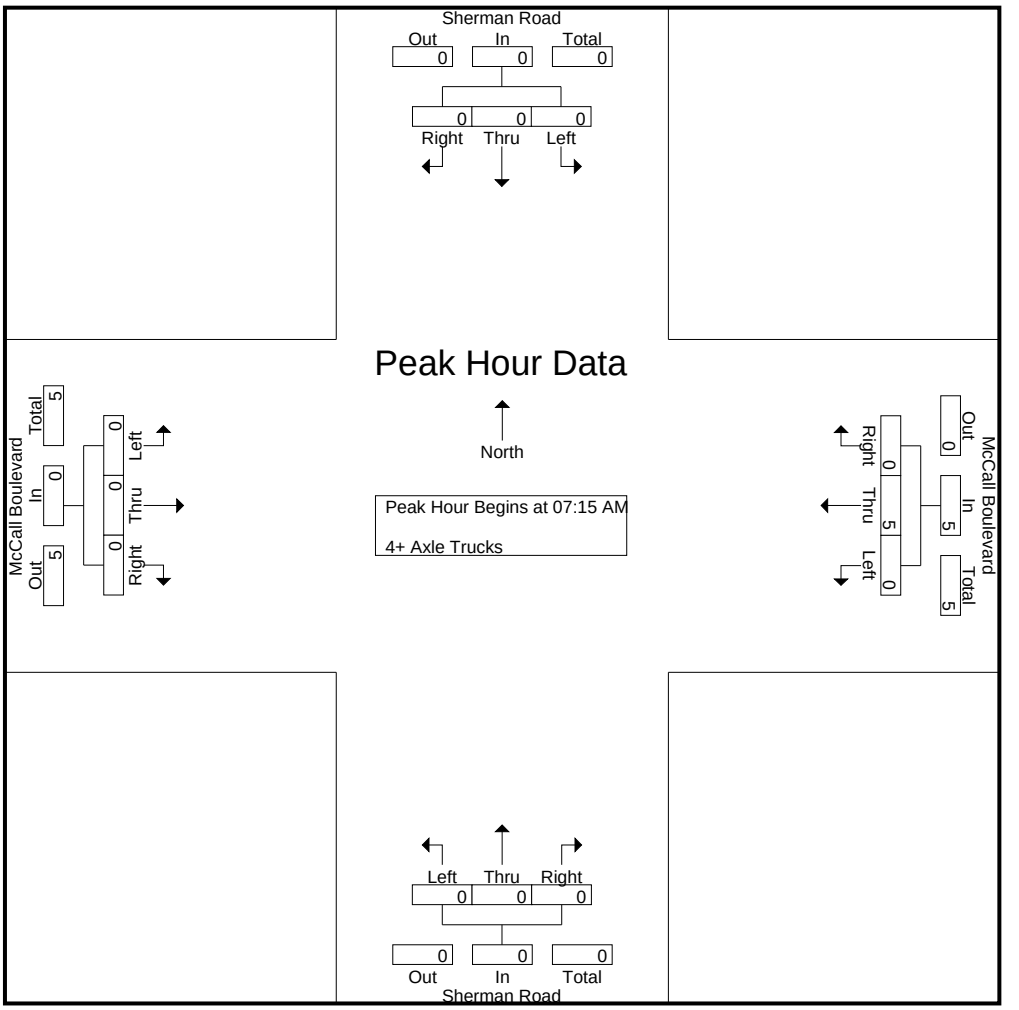
	Sherman Road Southbound				McCall Boulevard Westbound				Sherman Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3	5
Grand Total	0	0	0	0	0	6	0	6	0	0	0	0	0	3	1	4	10
Apprch %	0	0	0		0	100	0		0	0	0		0	75	25		
Total %	0	0	0	0	0	60	0	60	0	0	0	0	0	30	10	40	

	Sherman Road Southbound				McCall Boulevard Westbound				Sherman Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.000	.000	.000	.625

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City of Menifee
N/S: Sherman Road
E/W: McCall Boulevard
Weather: Clear

File Name : 71_MEN_Sherm_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.000	.000	.000

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City of Menifee
N/S: Sherman Road
E/W: McCall Boulevard
Weather: Clear

File Name : 71_MEN_Sherm_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

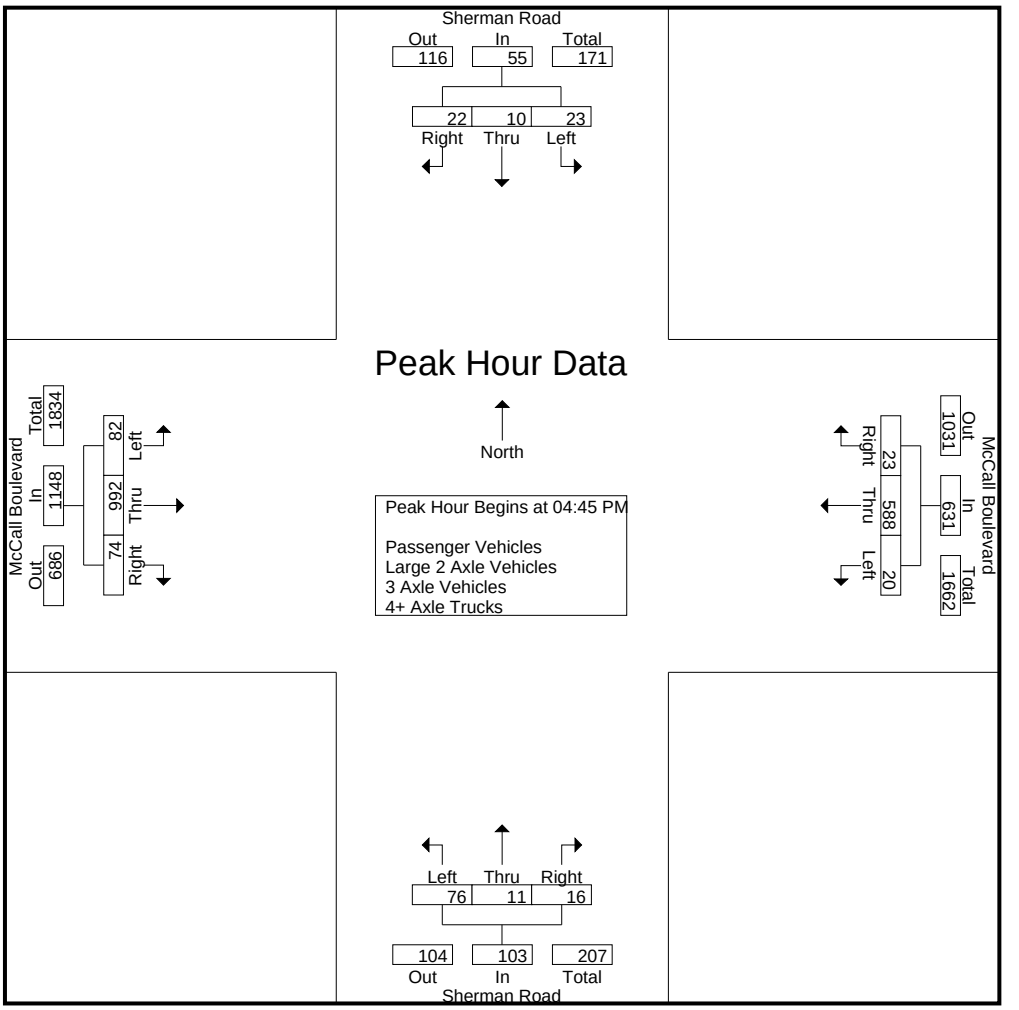
	Sherman Road Southbound				McCall Boulevard Westbound				Sherman Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	2	10	17	6	155	5	166	22	1	3	26	2	233	17	252	461
04:15 PM	7	4	4	15	6	148	4	158	14	4	4	22	4	224	16	244	439
04:30 PM	11	1	4	16	7	139	4	150	24	0	3	27	5	240	21	266	459
04:45 PM	6	1	3	10	3	141	4	148	14	2	3	19	9	238	20	267	444
Total	29	8	21	58	22	583	17	622	74	7	13	94	20	935	74	1029	1803
05:00 PM	5	2	2	9	5	151	10	166	21	3	11	35	25	235	18	278	488
05:15 PM	3	5	4	12	2	140	3	145	24	5	0	29	35	253	21	309	495
05:30 PM	9	2	13	24	10	156	6	172	17	1	2	20	13	266	15	294	510
05:45 PM	3	0	5	8	6	134	5	145	16	1	6	23	6	220	10	236	412
Total	20	9	24	53	23	581	24	628	78	10	19	107	79	974	64	1117	1905
Grand Total	49	17	45	111	45	1164	41	1250	152	17	32	201	99	1909	138	2146	3708
Apprch %	44.1	15.3	40.5		3.6	93.1	3.3		75.6	8.5	15.9		4.6	89	6.4		
Total %	1.3	0.5	1.2	3	1.2	31.4	1.1	33.7	4.1	0.5	0.9	5.4	2.7	51.5	3.7	57.9	
Passenger Vehicles	49	17	45	111	44	1154	41	1239	151	16	32	199	98	1899	135	2132	3681
% Passenger Vehicles	100	100	100	100	97.8	99.1	100	99.1	99.3	94.1	100	99	99	99.5	97.8	99.3	99.3
Large 2 Axle Vehicles	0	0	0	0	1	7	0	8	1	1	0	2	0	7	2	9	19
% Large 2 Axle Vehicles	0	0	0	0	2.2	0.6	0	0.6	0.7	5.9	0	1	0	0.4	1.4	0.4	0.5
3 Axle Vehicles	0	0	0	0	0	1	0	1	0	0	0	0	1	1	1	3	4
% 3 Axle Vehicles	0	0	0	0	0	0.1	0	0.1	0	0	0	0	1	0.1	0.7	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
% 4+ Axle Trucks	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0.1	0	0.1	0.1

	Sherman Road Southbound				McCall Boulevard Westbound				Sherman Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	6	1	3	10	3	141	4	148	14	2	3	19	9	238	20	267	444
05:00 PM	5	2	2	9	5	151	**10**	166	21	3	**11**	**35**	25	235	18	278	488
05:15 PM	3	**5**	4	12	2	140	3	145	**24**	**5**	0	29	**35**	253	**21**	**309**	495
05:30 PM	**9**	2	**13**	**24**	**10**	**156**	6	**172**	17	1	2	20	13	**266**	15	294	**510**
Total Volume	23	10	22	55	20	588	23	631	76	11	16	103	82	992	74	1148	1937
% App. Total	41.8	18.2	40		3.2	93.2	3.6		73.8	10.7	15.5		7.1	86.4	6.4		
PHF	.639	.500	.423	.573	.500	.942	.575	.917	.792	.550	.364	.736	.586	.932	.881	.929	.950

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City of Menifee
N/S: Sherman Road
E/W: McCall Boulevard
Weather: Clear

File Name : 71_MEN_Sherm_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:45 PM				04:30 PM				04:45 PM			
+0 mins.	5	2	**10**	**17**	3	141	4	148	**24**	0	3	27	9	238	20	267
+15 mins.	7	**4**	4	15	5	151	**10**	166	14	2	3	19	25	235	18	278
+30 mins.	**11**	1	4	16	2	140	3	145	21	3	**11**	**35**	**35**	253	**21**	**309**
+45 mins.	6	1	3	10	**10**	**156**	6	**172**	24	**5**	0	29	13	**266**	15	294
Total Volume	29	8	21	58	20	588	23	631	83	10	17	110	82	992	74	1148
% App. Total	50	13.8	36.2		3.2	93.2	3.6		75.5	9.1	15.5		7.1	86.4	6.4	
PHF	.659	.500	.525	.853	.500	.942	.575	.917	.865	.500	.386	.786	.586	.932	.881	.929

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City of Menifee
N/S: Sherman Road
E/W: McCall Boulevard
Weather: Clear

File Name : 71_MEN_Sherm_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

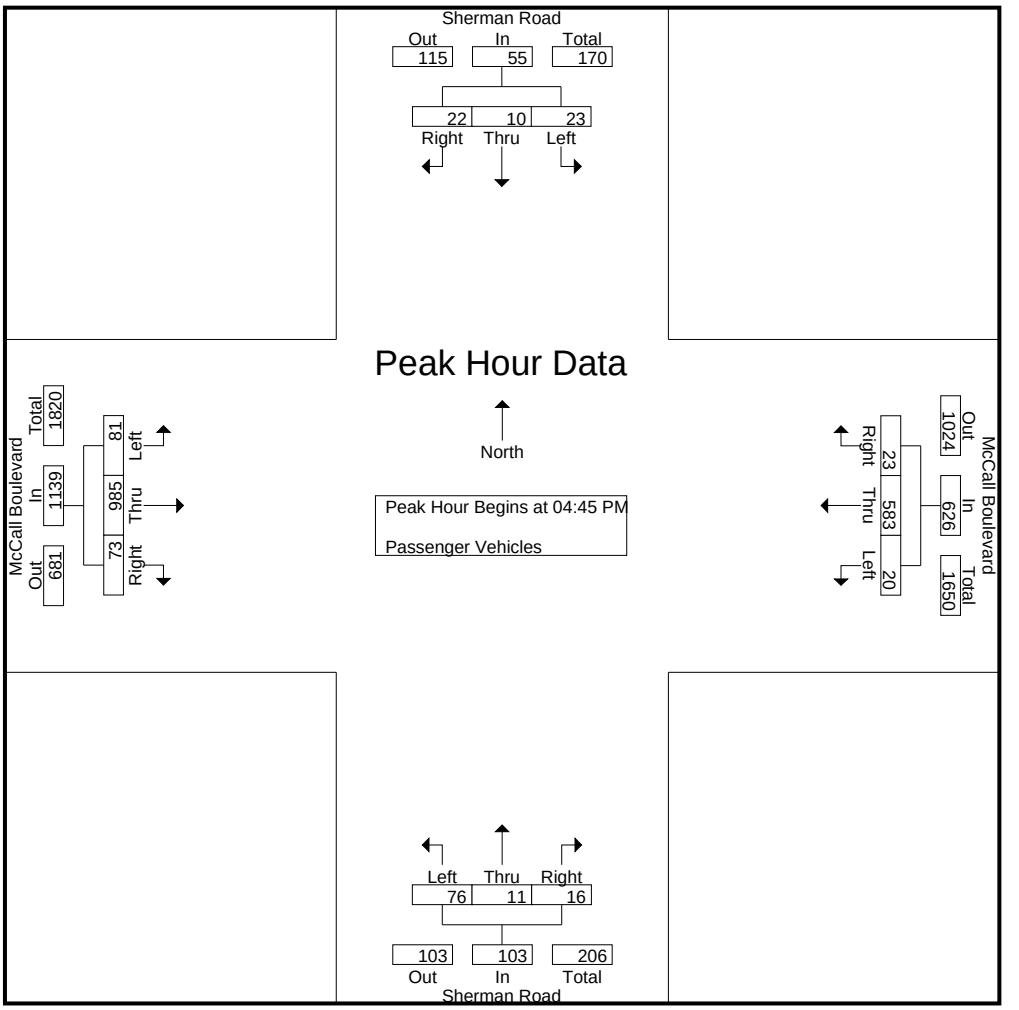
	Sherman Road Southbound				McCall Boulevard Westbound				Sherman Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	2	10	17	6	154	5	165	21	0	3	24	2	232	16	250	456
04:15 PM	7	4	4	15	5	147	4	156	14	4	4	22	4	223	16	243	436
04:30 PM	11	1	4	16	7	137	4	148	24	0	3	27	5	239	21	265	456
04:45 PM	6	1	3	10	3	139	4	146	14	2	3	19	9	237	20	266	441
Total	29	8	21	58	21	577	17	615	73	6	13	92	20	931	73	1024	1789
05:00 PM	5	2	2	9	5	151	10	166	21	3	11	35	24	235	18	277	487
05:15 PM	3	5	4	12	2	140	3	145	24	5	0	29	35	249	20	304	490
05:30 PM	9	2	13	24	10	153	6	169	17	1	2	20	13	264	15	292	505
05:45 PM	3	0	5	8	6	133	5	144	16	1	6	23	6	220	9	235	410
Total	20	9	24	53	23	577	24	624	78	10	19	107	78	968	62	1108	1892
Grand Total	49	17	45	111	44	1154	41	1239	151	16	32	199	98	1899	135	2132	3681
Apprch %	44.1	15.3	40.5		3.6	93.1	3.3		75.9	8	16.1		4.6	89.1	6.3		
Total %	1.3	0.5	1.2	3	1.2	31.4	1.1	33.7	4.1	0.4	0.9	5.4	2.7	51.6	3.7	57.9	

	Sherman Road Southbound				McCall Boulevard Westbound				Sherman Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	6	1	3	10	3	139	4	146	14	2	3	19	9	237	**20**	266	441
05:00 PM	5	2	2	9	5	151	**10**	166	21	3	**11**	**35**	24	235	18	277	487
05:15 PM	3	**5**	4	12	2	140	3	145	**24**	**5**	0	29	**35**	249	20	**304**	490
05:30 PM	**9**	2	**13**	**24**	**10**	**153**	6	**169**	17	1	2	20	13	**264**	15	292	**505**
Total Volume	23	10	22	55	20	583	23	626	76	11	16	103	81	985	73	1139	1923
% App. Total	41.8	18.2	40		3.2	93.1	3.7		73.8	10.7	15.5		7.1	86.5	6.4		
PHF	.639	.500	.423	.573	.500	.953	.575	.926	.792	.550	.364	.736	.579	.933	.913	.937	.952

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City of Menifee
N/S: Sherman Road
E/W: McCall Boulevard
Weather: Clear

File Name : 71_MEN_Sherm_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	6	1	3	10	3	139	4	146	14	2	3	19	9	237	**20**	266
+15 mins.	5	2	2	9	5	151	**10**	166	21	3	**11**	**35**	24	235	18	277
+30 mins.	3	**5**	4	12	2	140	3	145	**24**	**5**	0	29	**35**	249	20	**304**
+45 mins.	**9**	2	**13**	**24**	**10**	**153**	6	**169**	17	1	2	20	13	**264**	15	292
Total Volume	23	10	22	55	20	583	23	626	76	11	16	103	81	985	73	1139
% App. Total	41.8	18.2	40		3.2	93.1	3.7		73.8	10.7	15.5		7.1	86.5	6.4	
PHF	.639	.500	.423	.573	.500	.953	.575	.926	.792	.550	.364	.736	.579	.933	.913	.937

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City of Menifee
N/S: Sherman Road
E/W: McCall Boulevard
Weather: Clear

File Name : 71_MEN_Sherm_McC PM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- Large 2 Axle Vehicles

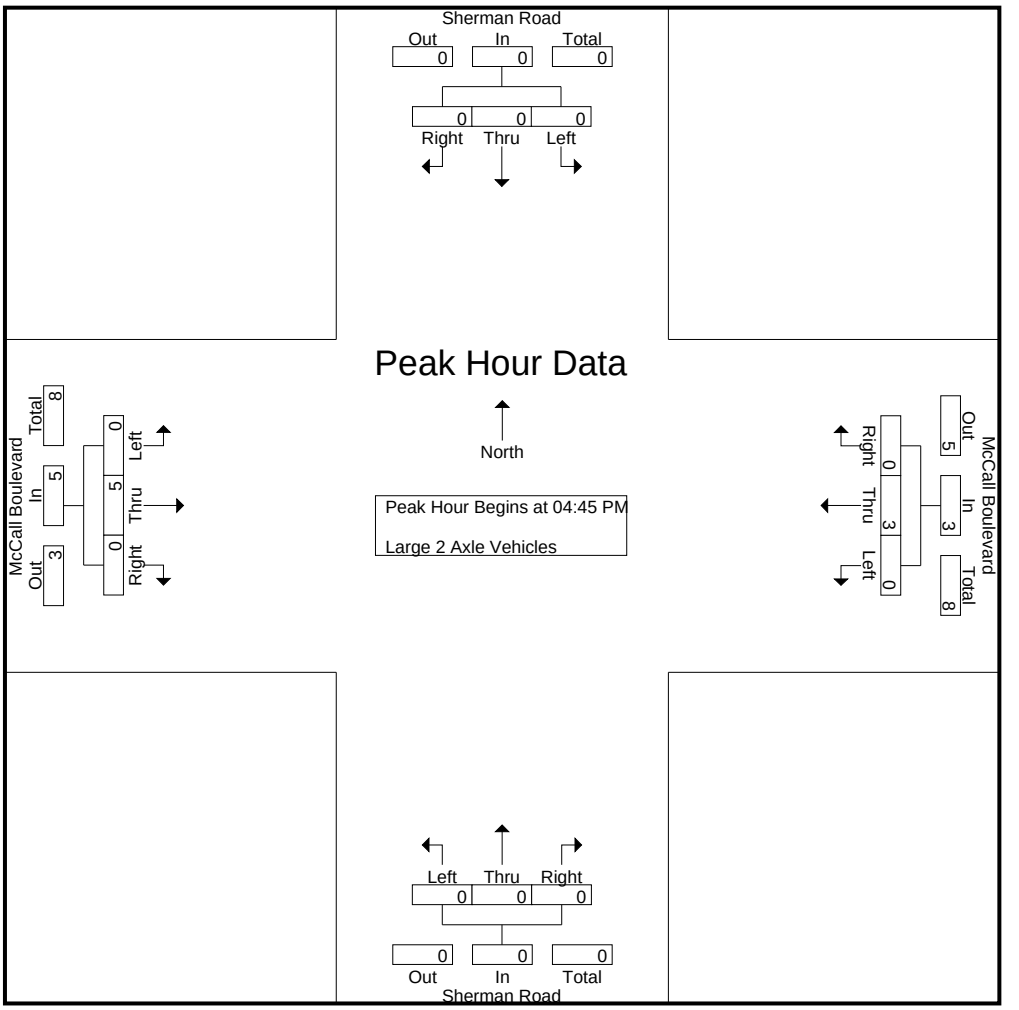
	Sherman Road Southbound				McCall Boulevard Westbound				Sherman Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	1	1	3
04:15 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	4	0	5	1	1	0	2	0	2	1	3	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	5	1	6	9
Grand Total	0	0	0	0	1	7	0	8	1	1	0	2	0	7	2	9	19
Apprch %	0	0	0		12.5	87.5	0		50	50	0		0	77.8	22.2		
Total %	0	0	0	0	5.3	36.8	0	42.1	5.3	5.3	0	10.5	0	36.8	10.5	47.4	

	Sherman Road Southbound				McCall Boulevard Westbound				Sherman Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	3
05:30 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	2	0	2	**4**
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.417	.000	.417	.500

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City of Menifee
N/S: Sherman Road
E/W: McCall Boulevard
Weather: Clear

File Name : 71_MEN_Sherm_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**
+45 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.417	.000	.417

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City of Menifee
N/S: Sherman Road
E/W: McCall Boulevard
Weather: Clear

File Name : 71_MEN_Sherm_McC PM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- 3 Axle Vehicles

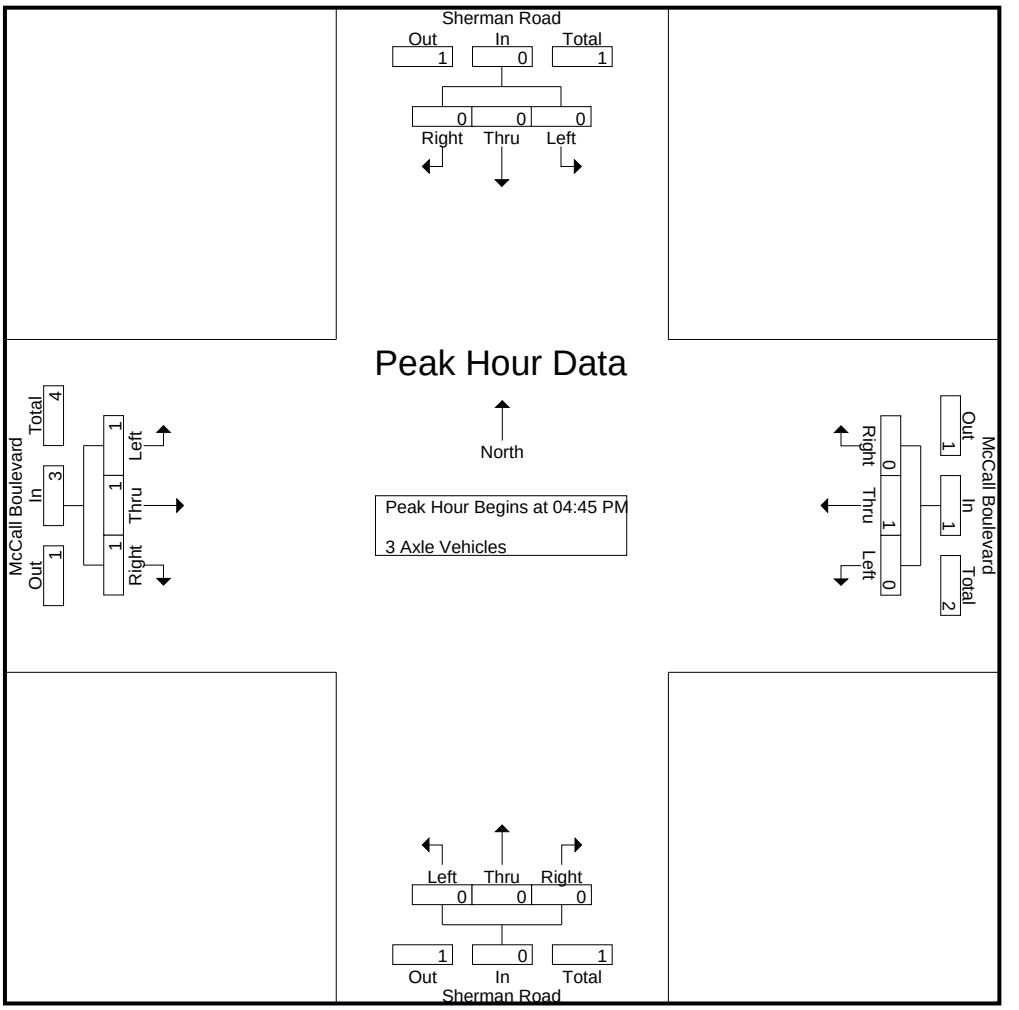
	Sherman Road Southbound				McCall Boulevard Westbound				Sherman Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	2	3
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	1	1	1	3	4
Apprch %	0	0	0		0	100	0		0	0	0		33.3	33.3	33.3		
Total %	0	0	0	0	0	25	0	25	0	0	0	0	25	25	25	75	

	Sherman Road Southbound				McCall Boulevard Westbound				Sherman Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	1
05:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	1	1	1	3	4
% App. Total	0	0	0		0	100	0		0	0	0		33.3	33.3	33.3		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250	.250	.250	.750	1.00

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City of Menifee
N/S: Sherman Road
E/W: McCall Boulevard
Weather: Clear

File Name : 71_MEN_Sherm_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1
+45 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	1	1	1	3
% App. Total	0	0	0		0	100	0		0	0	0		33.3	33.3	33.3	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250	.250	.250	.750

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City of Menifee
N/S: Sherman Road
E/W: McCall Boulevard
Weather: Clear

File Name : 71_MEN_Sherm_McC PM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- 4+ Axle Trucks

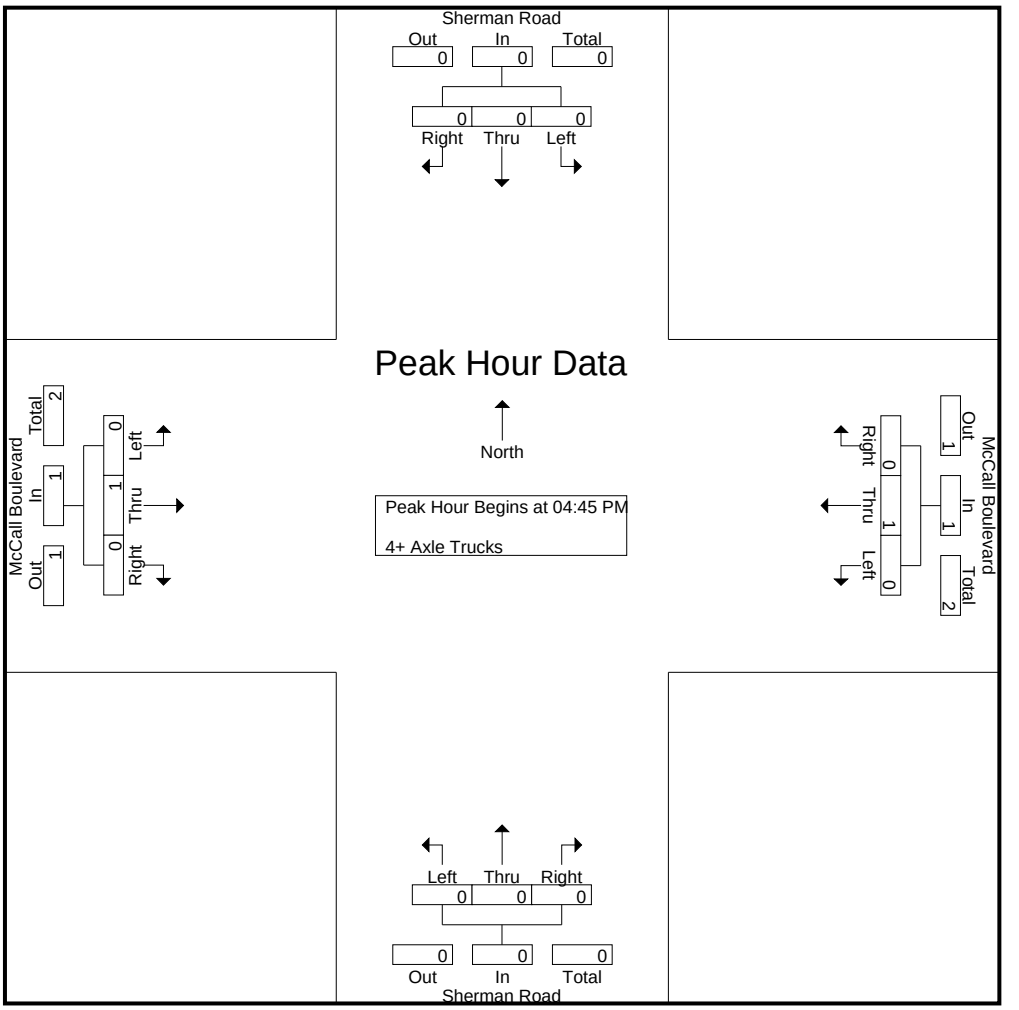
	Sherman Road Southbound				McCall Boulevard Westbound				Sherman Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	50	0	50	0	0	0	0	0	50	0	50	

	Sherman Road Southbound				McCall Boulevard Westbound				Sherman Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

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City of Menifee
N/S: Sherman Road
E/W: McCall Boulevard
Weather: Clear

File Name : 71_MEN_Sherm_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

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

Location: Menifee
N/S: Sherman Road
E/W: McCall Boulevard

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Sherman Road	East Leg McCall Boulevard	South Leg Sherman Road	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	3	4	7
7:45 AM	3	8	3	5	19
8:00 AM	0	14	1	3	18
8:15 AM	0	9	1	0	10
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	3	31	8	12	54

	North Leg Sherman Road	East Leg McCall Boulevard	South Leg Sherman Road	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	1	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

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Location: Menifee
N/S: Sherman Road
E/W: McCall Boulevard

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Sherman Road			Westbound McCall Boulevard			Northbound Sherman Road			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	2	0	0	1	0	4

	Southbound Sherman Road			Westbound McCall Boulevard			Northbound Sherman Road			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Menifee
N/S: Antelope Road
E/W: McCall Boulevard
Weather: Clear

File Name : 72_MEN_Ant_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

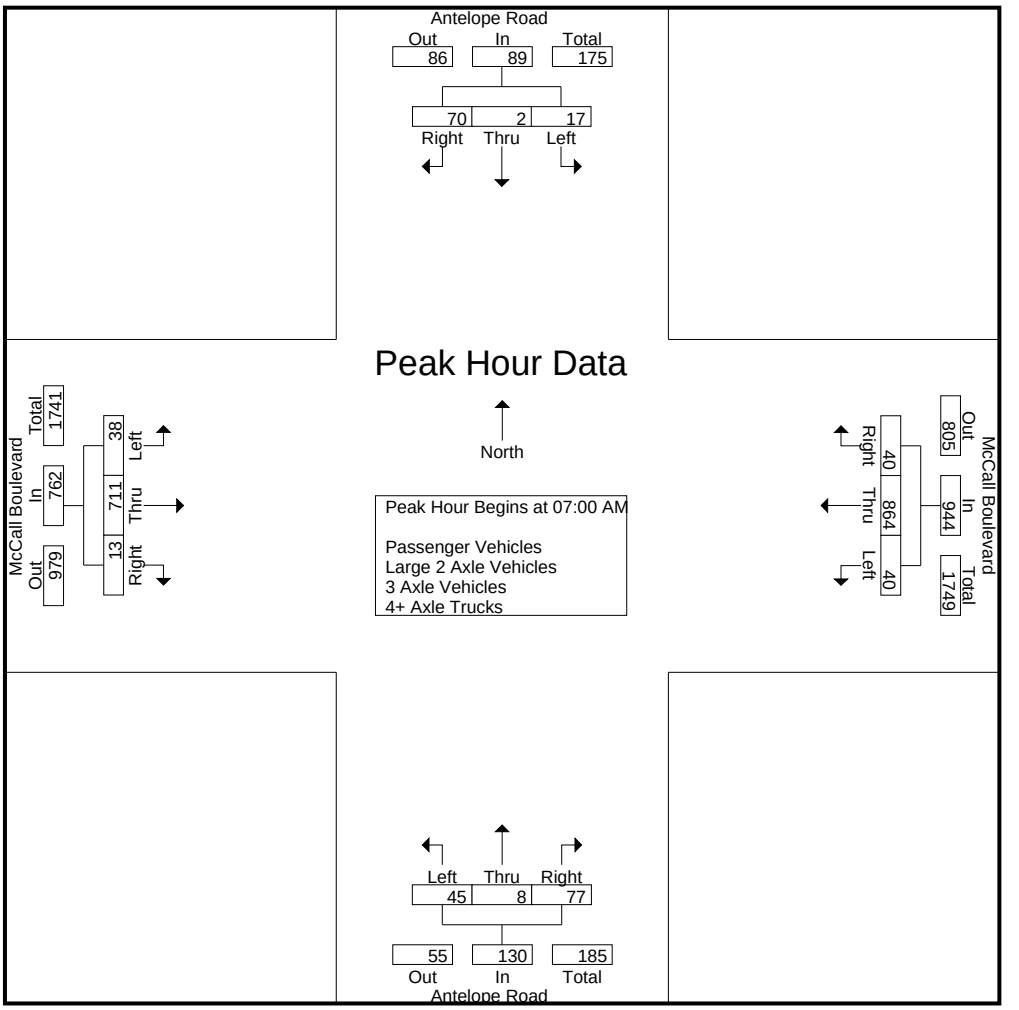
	Antelope Road Southbound				McCall Boulevard Westbound				Antelope Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	1	13	22	2	173	6	181	9	1	17	27	11	180	3	194	424
07:15 AM	4	0	18	22	6	189	7	202	11	4	46	61	7	219	2	228	513
07:30 AM	3	1	21	25	15	249	13	277	12	1	5	18	12	172	5	189	509
07:45 AM	2	0	18	20	17	253	14	284	13	2	9	24	8	140	3	151	479
Total	17	2	70	89	40	864	40	944	45	8	77	130	38	711	13	762	1925
08:00 AM	2	1	11	14	5	198	19	222	10	2	7	19	10	121	5	136	391
08:15 AM	5	2	12	19	3	170	32	205	7	2	9	18	8	105	2	115	357
08:30 AM	8	2	9	19	5	144	8	157	10	1	9	20	14	109	6	129	325
08:45 AM	1	0	11	12	2	171	0	173	7	1	2	10	5	81	8	94	289
Total	16	5	43	64	15	683	59	757	34	6	27	67	37	416	21	474	1362
Grand Total	33	7	113	153	55	1547	99	1701	79	14	104	197	75	1127	34	1236	3287
Apprch %	21.6	4.6	73.9		3.2	90.9	5.8		40.1	7.1	52.8		6.1	91.2	2.8		
Total %	1	0.2	3.4	4.7	1.7	47.1	3	51.7	2.4	0.4	3.2	6	2.3	34.3	1	37.6	
Passenger Vehicles	31	7	105	143	54	1531	99	1684	79	14	103	196	70	1113	32	1215	3238
% Passenger Vehicles	93.9	100	92.9	93.5	98.2	99	100	99	100	100	99	99.5	93.3	98.8	94.1	98.3	98.5
Large 2 Axle Vehicles	1	0	6	7	1	7	0	8	0	0	1	1	3	9	2	14	30
% Large 2 Axle Vehicles	3	0	5.3	4.6	1.8	0.5	0	0.5	0	0	1	0.5	4	0.8	5.9	1.1	0.9
3 Axle Vehicles	1	0	0	1	0	3	0	3	0	0	0	0	1	2	0	3	7
% 3 Axle Vehicles	3	0	0	0.7	0	0.2	0	0.2	0	0	0	0	1.3	0.2	0	0.2	0.2
4+ Axle Trucks	0	0	2	2	0	6	0	6	0	0	0	0	1	3	0	4	12
% 4+ Axle Trucks	0	0	1.8	1.3	0	0.4	0	0.4	0	0	0	0	1.3	0.3	0	0.3	0.4

	Antelope Road Southbound				McCall Boulevard Westbound				Antelope Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**8**	**1**	13	22	2	173	6	181	9	1	17	27	11	180	3	194	424
07:15 AM	4	0	18	22	6	189	7	202	11	**4**	**46**	**61**	7	**219**	2	**228**	**513**
07:30 AM	3	1	**21**	**25**	15	249	13	277	12	1	5	18	**12**	172	**5**	189	509
07:45 AM	2	0	18	20	**17**	**253**	**14**	**284**	**13**	2	9	24	8	140	3	151	479
Total Volume	17	2	70	89	40	864	40	944	45	8	77	130	38	711	13	762	1925
% App. Total	19.1	2.2	78.7		4.2	91.5	4.2		34.6	6.2	59.2		5	93.3	1.7		
PHF	.531	.500	.833	.890	.588	.854	.714	.831	.865	.500	.418	.533	.792	.812	.650	.836	.938

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City of Menifee
N/S: Antelope Road
E/W: McCall Boulevard
Weather: Clear

File Name : 72_MEN_Ant_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:30 AM				07:00 AM				07:00 AM			
+0 mins.	**8**	**1**	13	22	15	249	13	277	9	1	17	27	11	180	3	194
+15 mins.	4	0	18	22	**17**	**253**	14	**284**	11	**4**	**46**	**61**	7	**219**	2	**228**
+30 mins.	3	1	**21**	**25**	5	198	19	222	12	1	5	18	**12**	172	**5**	189
+45 mins.	2	0	18	20	3	170	**32**	205	**13**	2	9	24	8	140	3	151
Total Volume	17	2	70	89	40	870	78	988	45	8	77	130	38	711	13	762
% App. Total	19.1	2.2	78.7		4	88.1	7.9		34.6	6.2	59.2		5	93.3	1.7	
PHF	.531	.500	.833	.890	.588	.860	.609	.870	.865	.500	.418	.533	.792	.812	.650	.836

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City of Menifee
N/S: Antelope Road
E/W: McCall Boulevard
Weather: Clear

File Name : 72_MEN_Ant_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

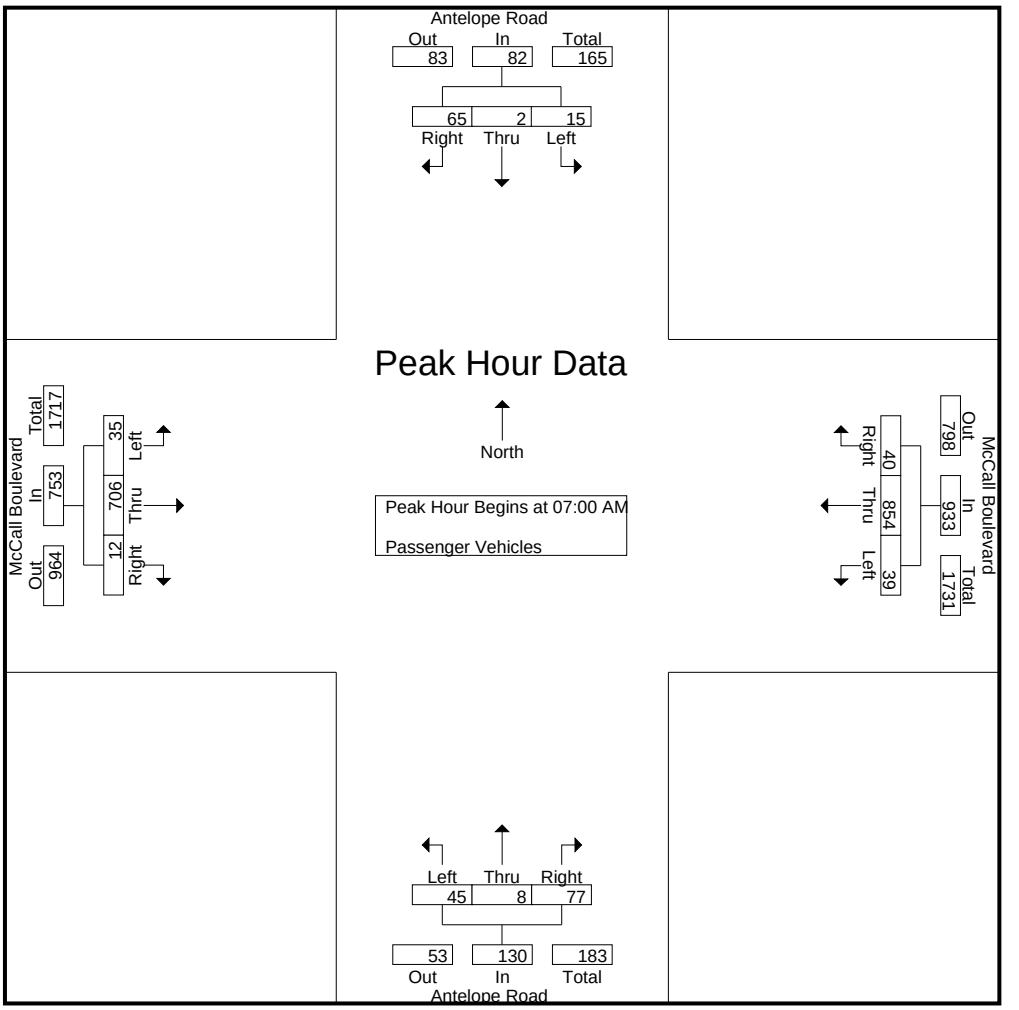
	Antelope Road Southbound				McCall Boulevard Westbound				Antelope Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	1	12	19	2	171	6	179	9	1	17	27	10	177	3	190	415
07:15 AM	4	0	15	19	6	184	7	197	11	4	46	61	6	219	2	227	504
07:30 AM	3	1	20	24	15	247	13	275	12	1	5	18	12	170	4	186	503
07:45 AM	2	0	18	20	16	252	14	282	13	2	9	24	7	140	3	150	476
Total	15	2	65	82	39	854	40	933	45	8	77	130	35	706	12	753	1898
08:00 AM	2	1	10	13	5	196	19	220	10	2	6	18	10	121	5	136	387
08:15 AM	5	2	10	17	3	169	32	204	7	2	9	18	7	103	2	112	351
08:30 AM	8	2	9	19	5	144	8	157	10	1	9	20	13	105	5	123	319
08:45 AM	1	0	11	12	2	168	0	170	7	1	2	10	5	78	8	91	283
Total	16	5	40	61	15	677	59	751	34	6	26	66	35	407	20	462	1340
Grand Total	31	7	105	143	54	1531	99	1684	79	14	103	196	70	1113	32	1215	3238
Apprch %	21.7	4.9	73.4		3.2	90.9	5.9		40.3	7.1	52.6		5.8	91.6	2.6		
Total %	1	0.2	3.2	4.4	1.7	47.3	3.1	52	2.4	0.4	3.2	6.1	2.2	34.4	1	37.5	

	Antelope Road Southbound				McCall Boulevard Westbound				Antelope Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**6**	**1**	12	19	2	171	6	179	9	1	17	27	10	177	3	190	415
07:15 AM	4	0	15	19	6	184	7	197	11	**4**	**46**	**61**	6	**219**	2	**227**	**504**
07:30 AM	3	1	**20**	**24**	15	247	13	275	12	1	5	18	**12**	170	**4**	186	503
07:45 AM	2	0	18	20	**16**	**252**	**14**	**282**	**13**	2	9	24	7	140	3	150	476
Total Volume	15	2	65	82	39	854	40	933	45	8	77	130	35	706	12	753	1898
% App. Total	18.3	2.4	79.3		4.2	91.5	4.3		34.6	6.2	59.2		4.6	93.8	1.6		
PHF	.625	.500	.813	.854	.609	.847	.714	.827	.865	.500	.418	.533	.729	.806	.750	.829	.941

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City of Menifee
N/S: Antelope Road
E/W: McCall Boulevard
Weather: Clear

File Name : 72_MEN_Ant_McC AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**6**	**1**	12	19	2	171	6	179	9	1	17	27	10	177	3	190
+15 mins.	4	0	15	19	6	184	7	197	11	**4**	**46**	**61**	6	**219**	2	**227**
+30 mins.	3	1	**20**	**24**	15	247	13	275	12	1	5	18	**12**	170	**4**	186
+45 mins.	2	0	18	20	**16**	**252**	**14**	**282**	**13**	2	9	24	7	140	3	150
Total Volume	15	2	65	82	39	854	40	933	45	8	77	130	35	706	12	753
% App. Total	18.3	2.4	79.3		4.2	91.5	4.3		34.6	6.2	59.2		4.6	93.8	1.6	
PHF	.625	.500	.813	.854	.609	.847	.714	.827	.865	.500	.418	.533	.729	.806	.750	.829

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City of Menifee
N/S: Antelope Road
E/W: McCall Boulevard
Weather: Clear

File Name : 72_MEN_Ant_McC AM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- Large 2 Axle Vehicles

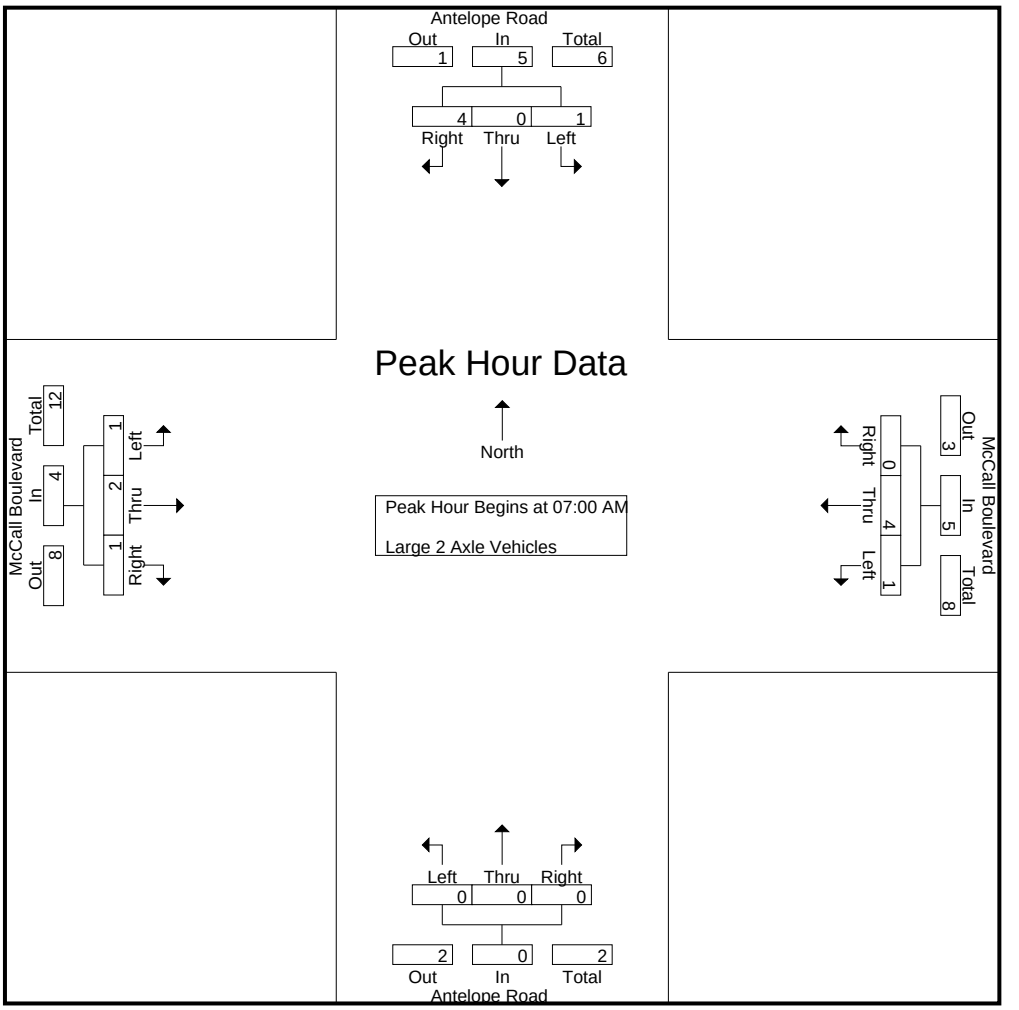
	Antelope Road Southbound				McCall Boulevard Westbound				Antelope Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	1	2	0	0	0	0	0	0	0	0	0	2	0	2	4
07:15 AM	0	0	2	2	0	2	0	2	0	0	0	0	0	0	0	0	4
07:30 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	0	1	1	4
07:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
Total	1	0	4	5	1	4	0	5	0	0	0	0	1	2	1	4	14
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:15 AM	0	0	2	2	0	1	0	1	0	0	0	0	1	1	0	2	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	5	5
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Total	0	0	2	2	0	3	0	3	0	0	1	1	2	7	1	10	16
Grand Total	1	0	6	7	1	7	0	8	0	0	1	1	3	9	2	14	30
Apprch %	14.3	0	85.7		12.5	87.5	0		0	0	100		21.4	64.3	14.3		
Total %	3.3	0	20	23.3	3.3	23.3	0	26.7	0	0	3.3	3.3	10	30	6.7	46.7	

	Antelope Road Southbound				McCall Boulevard Westbound				Antelope Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	0	1	**2**	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**4**
07:15 AM	0	0	**2**	2	0	**2**	0	**2**	0	0	0	0	0	0	0	0	4
07:30 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	0	**1**	1	4
07:45 AM	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**	0	0	1	2
Total Volume	1	0	4	5	1	4	0	5	0	0	0	0	1	2	1	4	14
% App. Total	20	0	80		20	80	0		0	0	0		25	50	25		
PHF	.250	.000	.500	.625	.250	.500	.000	.625	.000	.000	.000	.000	.250	.250	.250	.500	.875

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City of Menifee
N/S: Antelope Road
E/W: McCall Boulevard
Weather: Clear

File Name : 72_MEN_Ant_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**1**	0	1	**2**	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	**2**	2	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+30 mins.	0	0	1	1	0	2	0	2	0	0	0	0	0	0	**1**	1
+45 mins.	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**	0	0	1
Total Volume	1	0	4	5	1	4	0	5	0	0	0	0	1	2	1	4
% App. Total	20	0	80		20	80	0		0	0	0		25	50	25	
PHF	.250	.000	.500	.625	.250	.500	.000	.625	.000	.000	.000	.000	.250	.250	.250	.500

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City of Menifee
N/S: Antelope Road
E/W: McCall Boulevard
Weather: Clear

File Name : 72_MEN_Ant_McC AM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- 3 Axle Vehicles

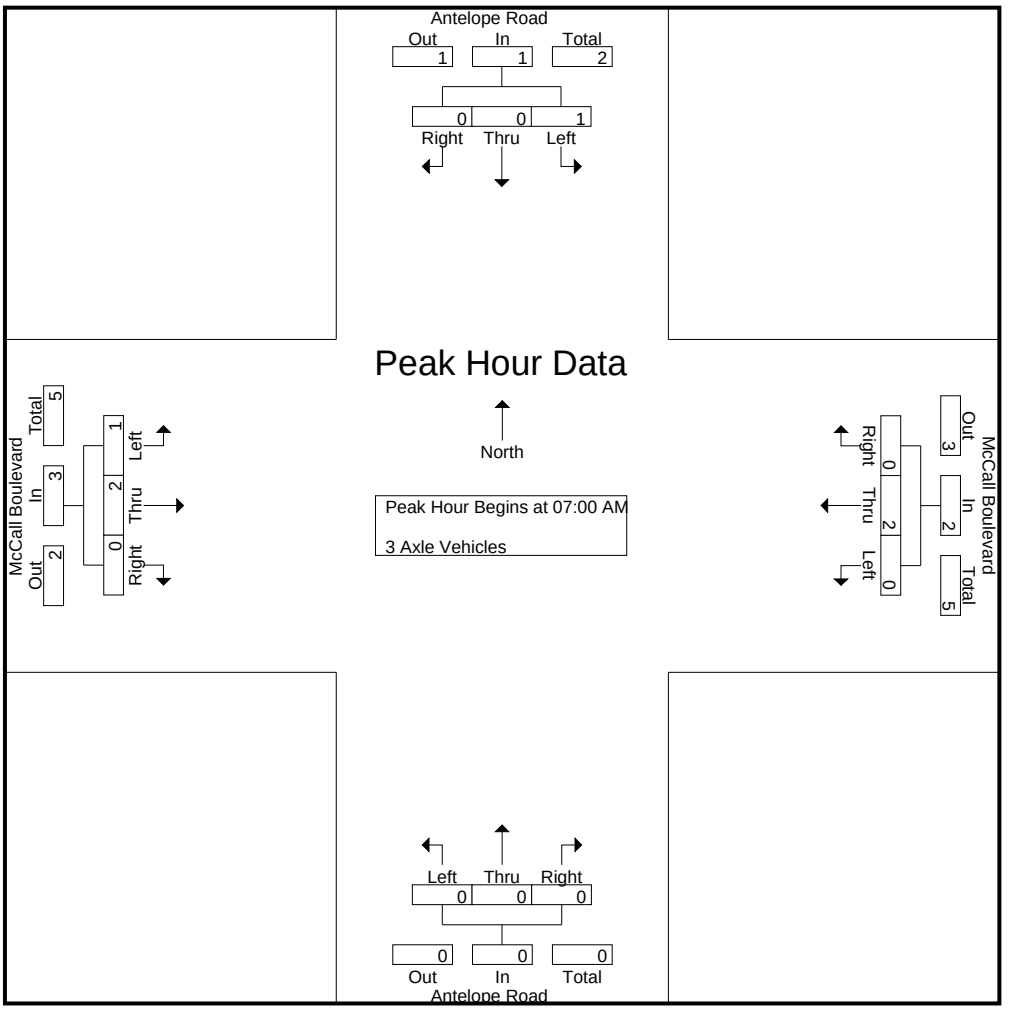
	Antelope Road Southbound				McCall Boulevard Westbound				Antelope Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	2	0	2	0	0	0	0	1	2	0	3	6
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	1	0	3	0	3	0	0	0	0	1	2	0	3	7
Apprch %	100	0	0		0	100	0		0	0	0		33.3	66.7	0		
Total %	14.3	0	0	14.3	0	42.9	0	42.9	0	0	0	0	14.3	28.6	0	42.9	

	Antelope Road Southbound				McCall Boulevard Westbound				Antelope Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	0	0	**1**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**2**
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	**1**	0	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	2	0	2	0	0	0	0	1	2	0	3	6
% App. Total	100	0	0		0	100	0		0	0	0		33.3	66.7	0		
PHF	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.250	.250	.000	.375	.750

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City of Menifee
N/S: Antelope Road
E/W: McCall Boulevard
Weather: Clear

File Name : 72_MEN_Ant_McC AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**1**	0	0	**1**	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	**1**	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	2	0	2	0	0	0	0	1	2	0	3
% App. Total	100	0	0		0	100	0		0	0	0		33.3	66.7	0	
PHF	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.250	.250	.000	.375

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City of Menifee
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Weather: Clear

File Name : 72_MEN_Ant_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

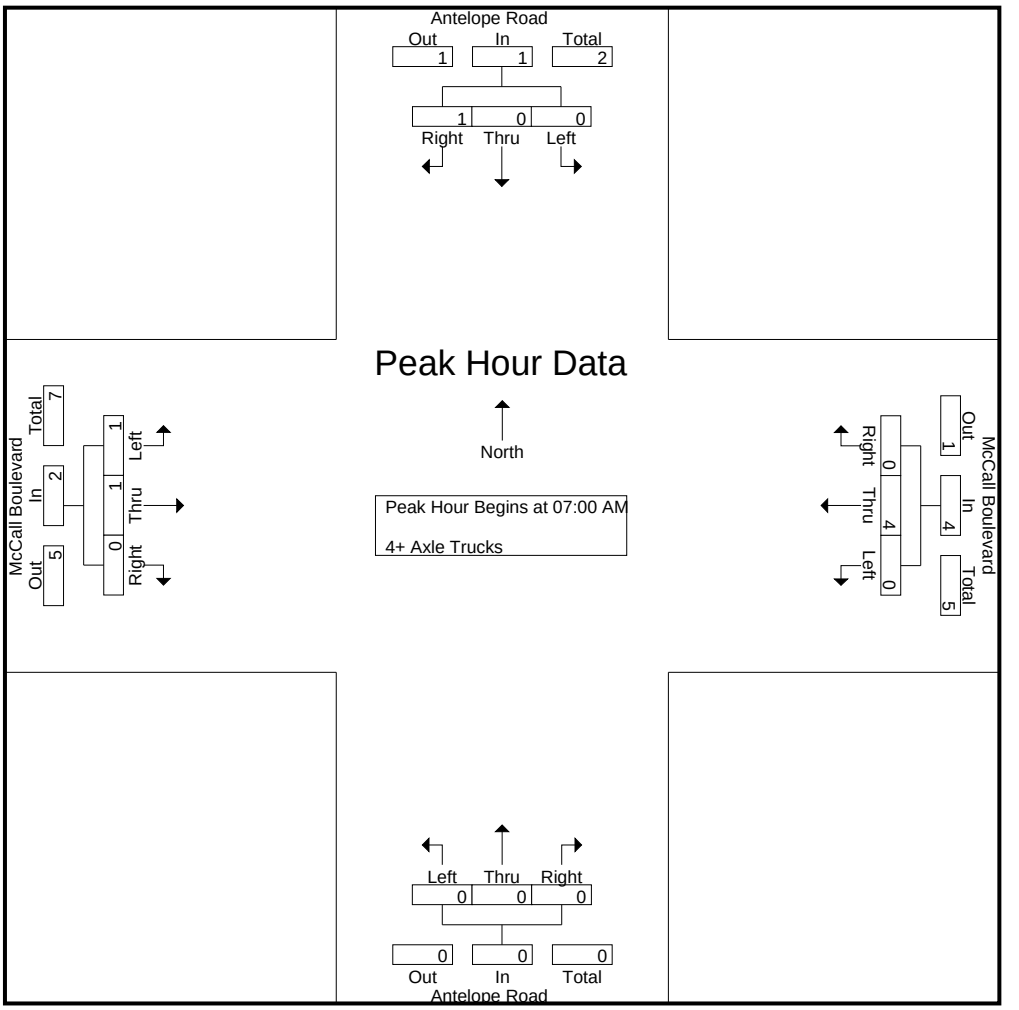
	Antelope Road Southbound				McCall Boulevard Westbound				Antelope Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2	3
07:15 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	4	0	4	0	0	0	0	1	1	0	2	7
08:00 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	2	0	2	0	0	0	0	0	2	0	2	5
Grand Total	0	0	2	2	0	6	0	6	0	0	0	0	1	3	0	4	12
Apprch %	0	0	100		0	100	0		0	0	0		25	75	0		
Total %	0	0	16.7	16.7	0	50	0	50	0	0	0	0	8.3	25	0	33.3	

	Antelope Road Southbound				McCall Boulevard Westbound				Antelope Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	**1**	**1**	0	**2**	**3**
07:15 AM	0	0	**1**	**1**	0	**2**	0	**2**	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	4	0	4	0	0	0	0	1	1	0	2	7
% App. Total	0	0	100		0	100	0		0	0	0		50	50	0		
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.250	.250	.000	.250	.583

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File Name : 72_MEN_Ant_McC AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	**1**	**1**	0	**2**
+15 mins.	0	0	**1**	**1**	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	4	0	4	0	0	0	0	1	1	0	2
% App. Total	0	0	100		0	100	0		0	0	0		50	50	0	
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.250	.250	.000	.250

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City of Menifee
N/S: Antelope Road
E/W: McCall Boulevard
Weather: Clear

File Name : 72_MEN_Ant_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

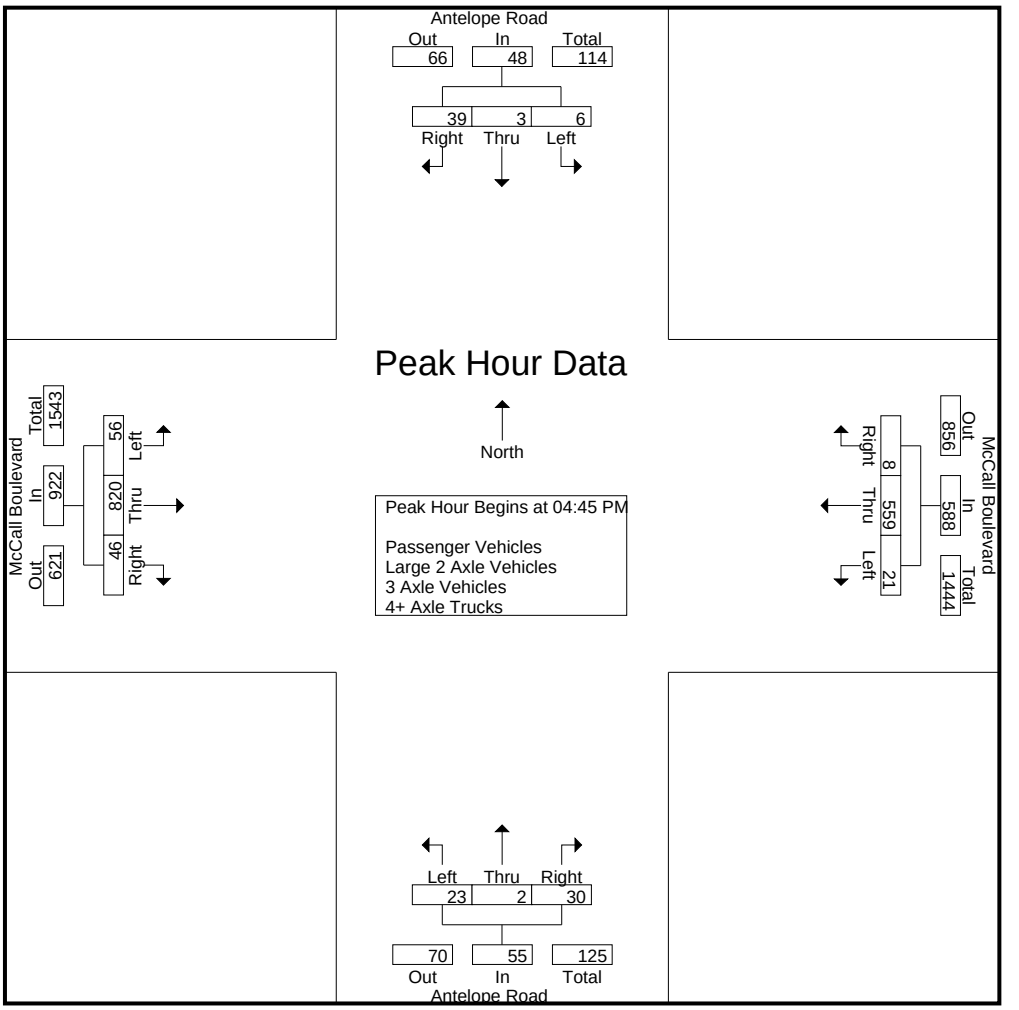
	Antelope Road Southbound				McCall Boulevard Westbound				Antelope Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	9	10	5	154	0	159	6	0	6	12	14	185	6	205	386
04:15 PM	2	3	12	17	6	157	4	167	2	0	5	7	14	190	10	214	405
04:30 PM	2	0	15	17	5	136	5	146	8	0	4	12	12	202	10	224	399
04:45 PM	2	1	7	10	5	124	1	130	5	0	7	12	10	190	11	211	363
Total	6	5	43	54	21	571	10	602	21	0	22	43	50	767	37	854	1553
05:00 PM	1	0	10	11	6	156	1	163	4	0	9	13	13	211	8	232	419
05:15 PM	0	0	12	12	3	143	3	149	5	1	7	13	18	218	15	251	425
05:30 PM	3	2	10	15	7	136	3	146	9	1	7	17	15	201	12	228	406
05:45 PM	0	1	7	8	6	112	1	119	5	2	6	13	12	165	9	186	326
Total	4	3	39	46	22	547	8	577	23	4	29	56	58	795	44	897	1576
Grand Total	10	8	82	100	43	1118	18	1179	44	4	51	99	108	1562	81	1751	3129
Apprch %	10	8	82		3.6	94.8	1.5		44.4	4	51.5		6.2	89.2	4.6		
Total %	0.3	0.3	2.6	3.2	1.4	35.7	0.6	37.7	1.4	0.1	1.6	3.2	3.5	49.9	2.6	56	
Passenger Vehicles	9	7	80	96	43	1112	18	1173	43	4	51	98	106	1550	79	1735	3102
% Passenger Vehicles	90	87.5	97.6	96	100	99.5	100	99.5	97.7	100	100	99	98.1	99.2	97.5	99.1	99.1
Large 2 Axle Vehicles	1	1	1	3	0	5	0	5	1	0	0	1	2	9	2	13	22
% Large 2 Axle Vehicles	10	12.5	1.2	3	0	0.4	0	0.4	2.3	0	0	1	1.9	0.6	2.5	0.7	0.7
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0.1	0
4+ Axle Trucks	0	0	1	1	0	1	0	1	0	0	0	0	0	2	0	2	4
% 4+ Axle Trucks	0	0	1.2	1	0	0.1	0	0.1	0	0	0	0	0	0.1	0	0.1	0.1

	Antelope Road Southbound				McCall Boulevard Westbound				Antelope Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	2	1	7	10	5	124	1	130	5	0	7	12	10	190	11	211	363
05:00 PM	1	0	10	11	6	**156**	1	**163**	4	0	**9**	13	13	211	8	232	419
05:15 PM	0	0	**12**	12	3	143	**3**	149	5	**1**	7	13	**18**	**218**	**15**	**251**	**425**
05:30 PM	**3**	**2**	10	**15**	**7**	136	3	146	**9**	1	7	**17**	15	201	12	228	406
Total Volume	6	3	39	48	21	559	8	588	23	2	30	55	56	820	46	922	1613
% App. Total	12.5	6.2	81.2		3.6	95.1	1.4		41.8	3.6	54.5		6.1	88.9	5		
PHF	.500	.375	.813	.800	.750	.896	.667	.902	.639	.500	.833	.809	.778	.940	.767	.918	.949

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File Name : 72_MEN_Ant_McC PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				05:00 PM				04:45 PM			
+0 mins.	**2**	**3**	12	**17**	**6**	**157**	4	**167**	4	0	**9**	13	10	190	11	211
+15 mins.	2	0	**15**	17	5	136	**5**	146	5	1	7	13	13	211	8	232
+30 mins.	2	1	7	10	5	124	1	130	**9**	1	7	**17**	**18**	**218**	**15**	**251**
+45 mins.	1	0	10	11	6	156	1	163	5	**2**	6	13	15	201	12	228
Total Volume	7	4	44	55	22	573	11	606	23	4	29	56	56	820	46	922
% App. Total	12.7	7.3	80		3.6	94.6	1.8		41.1	7.1	51.8		6.1	88.9	5	
PHF	.875	.333	.733	.809	.917	.912	.550	.907	.639	.500	.806	.824	.778	.940	.767	.918

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City of Menifee
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Weather: Clear

File Name : 72_MEN_Ant_McC PM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- Passenger Vehicles

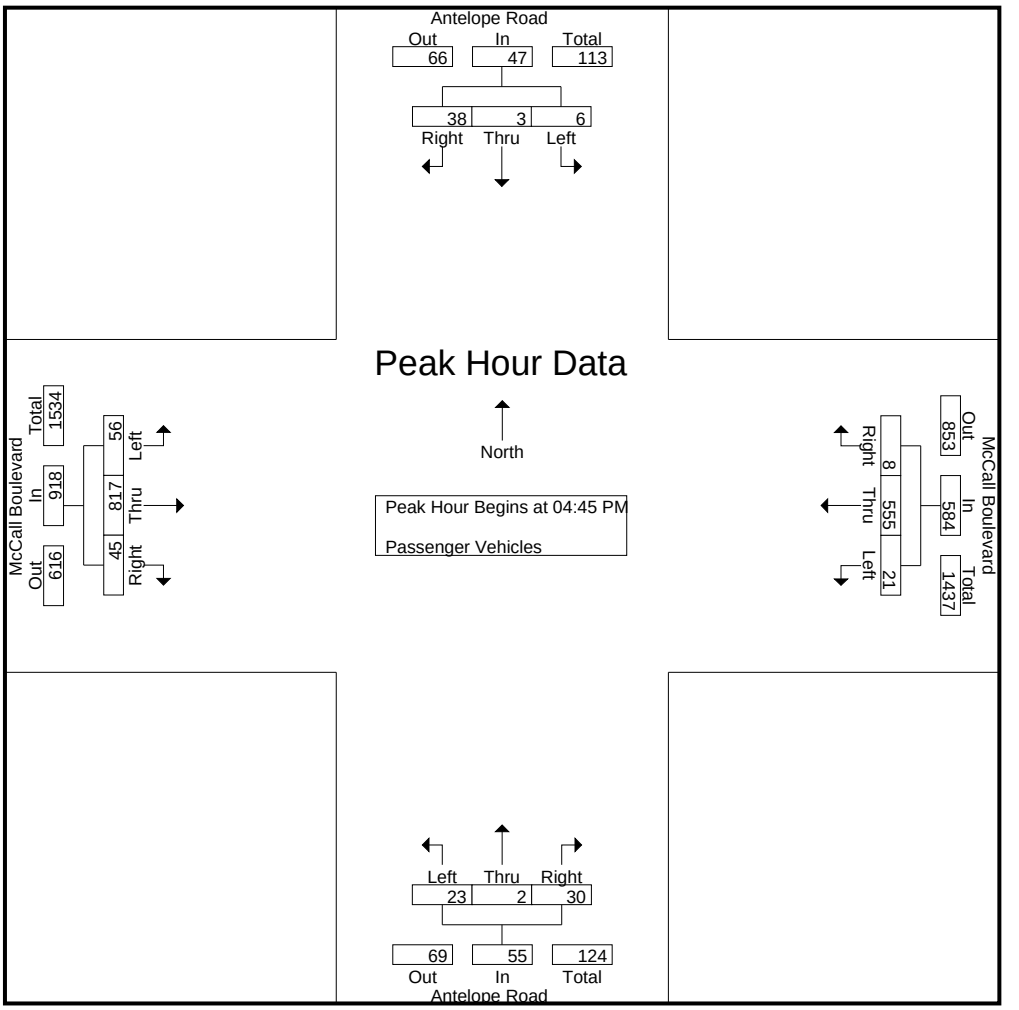
	Antelope Road Southbound				McCall Boulevard Westbound				Antelope Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	9	10	5	153	0	158	6	0	6	12	14	182	6	202	382
04:15 PM	1	2	11	14	6	156	4	166	2	0	5	7	13	185	9	207	394
04:30 PM	2	0	15	17	5	136	5	146	8	0	4	12	11	201	10	222	397
04:45 PM	2	1	6	9	5	123	1	129	5	0	7	12	10	190	11	211	361
Total	5	4	41	50	21	568	10	599	21	0	22	43	48	758	36	842	1534
05:00 PM	1	0	10	11	6	156	1	163	4	0	9	13	13	211	8	232	419
05:15 PM	0	0	12	12	3	143	3	149	5	1	7	13	18	217	14	249	423
05:30 PM	3	2	10	15	7	133	3	143	9	1	7	17	15	199	12	226	401
05:45 PM	0	1	7	8	6	112	1	119	4	2	6	12	12	165	9	186	325
Total	4	3	39	46	22	544	8	574	22	4	29	55	58	792	43	893	1568
Grand Total	9	7	80	96	43	1112	18	1173	43	4	51	98	106	1550	79	1735	3102
Apprch %	9.4	7.3	83.3		3.7	94.8	1.5		43.9	4.1	52		6.1	89.3	4.6		
Total %	0.3	0.2	2.6	3.1	1.4	35.8	0.6	37.8	1.4	0.1	1.6	3.2	3.4	50	2.5	55.9	

	Antelope Road Southbound				McCall Boulevard Westbound				Antelope Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	2	1	6	9	5	123	1	129	5	0	7	12	10	190	11	211	361
05:00 PM	1	0	10	11	6	**156**	1	**163**	4	0	**9**	13	13	211	8	232	419
05:15 PM	0	0	**12**	12	3	143	**3**	149	5	**1**	7	13	**18**	**217**	**14**	**249**	**423**
05:30 PM	**3**	**2**	10	**15**	**7**	133	3	143	**9**	1	7	**17**	15	199	12	226	401
Total Volume	6	3	38	47	21	555	8	584	23	2	30	55	56	817	45	918	1604
% App. Total	12.8	6.4	80.9		3.6	95	1.4		41.8	3.6	54.5		6.1	89	4.9		
PHF	.500	.375	.792	.783	.750	.889	.667	.896	.639	.500	.833	.809	.778	.941	.804	.922	.948

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City of Menifee
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Weather: Clear

File Name : 72_MEN_Ant_McC PM
Site Code : 00322418
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	2	1	6	9	5	123	1	129	5	0	7	12	10	190	11	211
+15 mins.	1	0	10	11	6	**156**	1	**163**	4	0	**9**	13	13	211	8	232
+30 mins.	0	0	**12**	12	3	143	**3**	149	5	**1**	7	13	**18**	**217**	**14**	**249**
+45 mins.	**3**	**2**	10	**15**	**7**	133	3	143	**9**	1	7	**17**	15	199	12	226
Total Volume	6	3	38	47	21	555	8	584	23	2	30	55	56	817	45	918
% App. Total	12.8	6.4	80.9		3.6	95	1.4		41.8	3.6	54.5		6.1	89	4.9	
PHF	.500	.375	.792	.783	.750	.889	.667	.896	.639	.500	.833	.809	.778	.941	.804	.922

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City of Menifee
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File Name : 72_MEN_Ant_McC PM
Site Code : 00322418
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Groups Printed- Large 2 Axle Vehicles

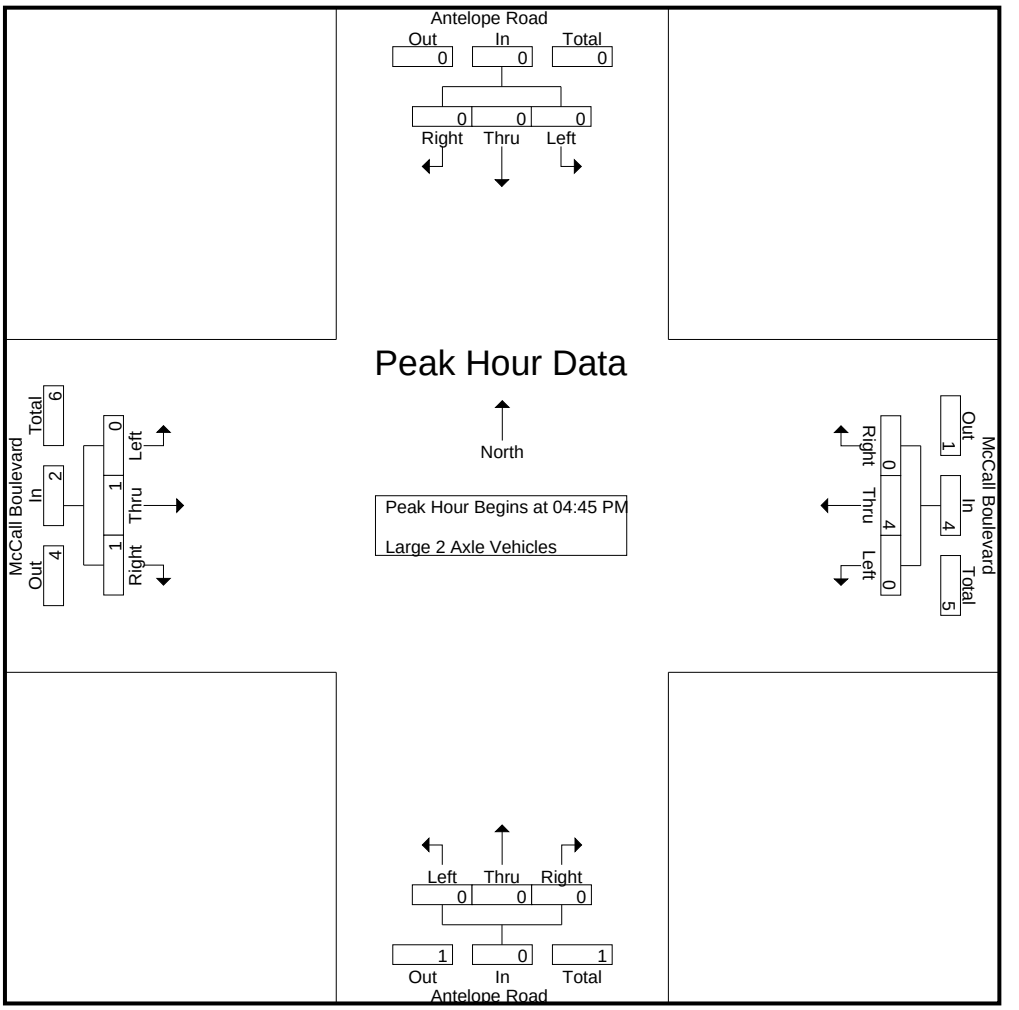
	Antelope Road Southbound				McCall Boulevard Westbound				Antelope Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:15 PM	1	1	1	3	0	1	0	1	0	0	0	0	1	5	1	7	11
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	1	1	1	3	0	2	0	2	0	0	0	0	2	8	1	11	16
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	1	0	0	1	0	1	1	2	6
Grand Total	1	1	1	3	0	5	0	5	1	0	0	1	2	9	2	13	22
Apprch %	33.3	33.3	33.3		0	100	0		100	0	0		15.4	69.2	15.4		
Total %	4.5	4.5	4.5	13.6	0	22.7	0	22.7	4.5	0	0	4.5	9.1	40.9	9.1	59.1	

	Antelope Road Southbound				McCall Boulevard Westbound				Antelope Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	1
05:30 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**1**	0	1	**4**
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	1	1	2	6
% App. Total	0	0	0		0	100	0		0	0	0		0	50	50		
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000	.000	.250	.250	.500	.375

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City of Menifee
N/S: Antelope Road
E/W: McCall Boulevard
Weather: Clear

File Name : 72_MEN_Ant_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**
+45 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**1**	0	1
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	1	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	50	50	
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000	.000	.250	.250	.500

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City of Menifee
N/S: Antelope Road
E/W: McCall Boulevard
Weather: Clear

File Name : 72_MEN_Ant_McC PM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- 3 Axle Vehicles

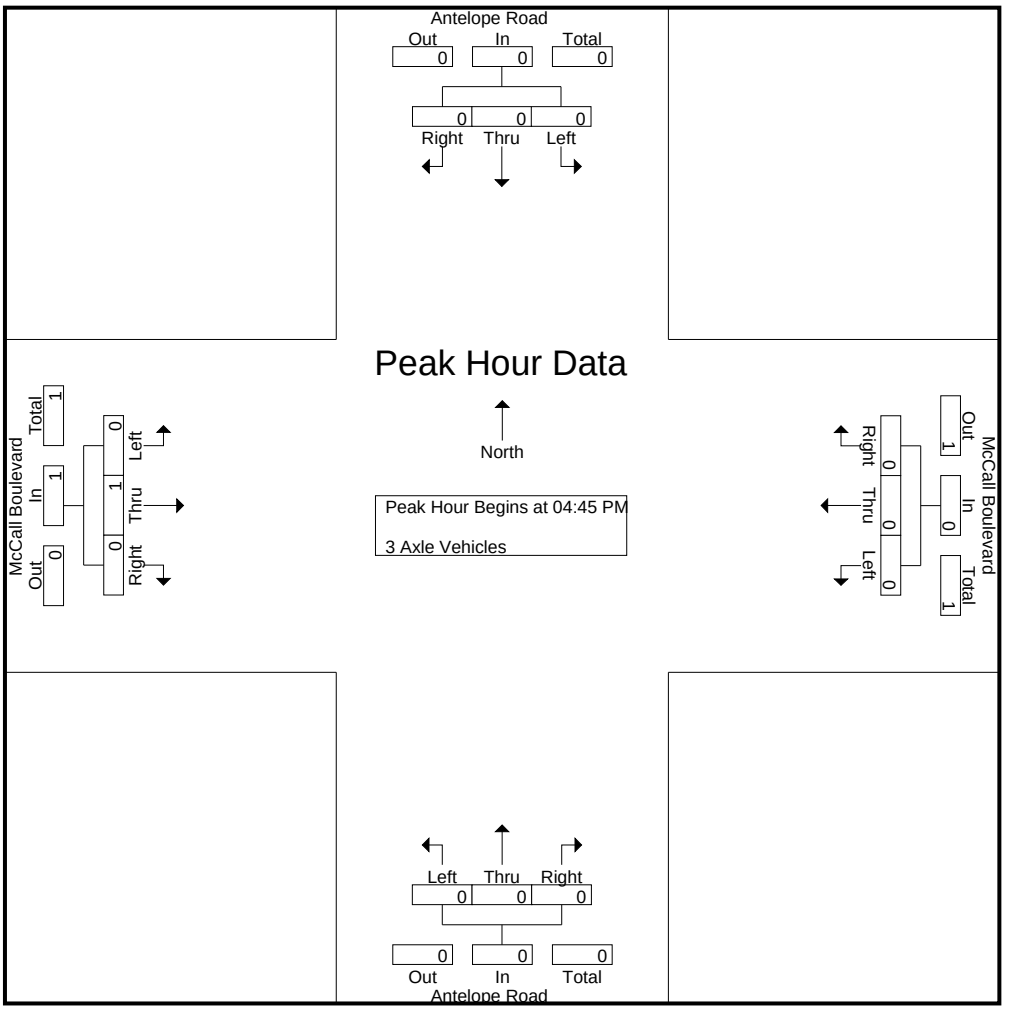
	Antelope Road Southbound				McCall Boulevard Westbound				Antelope Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	

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

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City of Menifee
N/S: Antelope Road
E/W: McCall Boulevard
Weather: Clear

File Name : 72_MEN_Ant_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

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

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City of Menifee
N/S: Antelope Road
E/W: McCall Boulevard
Weather: Clear

File Name : 72_MEN_Ant_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

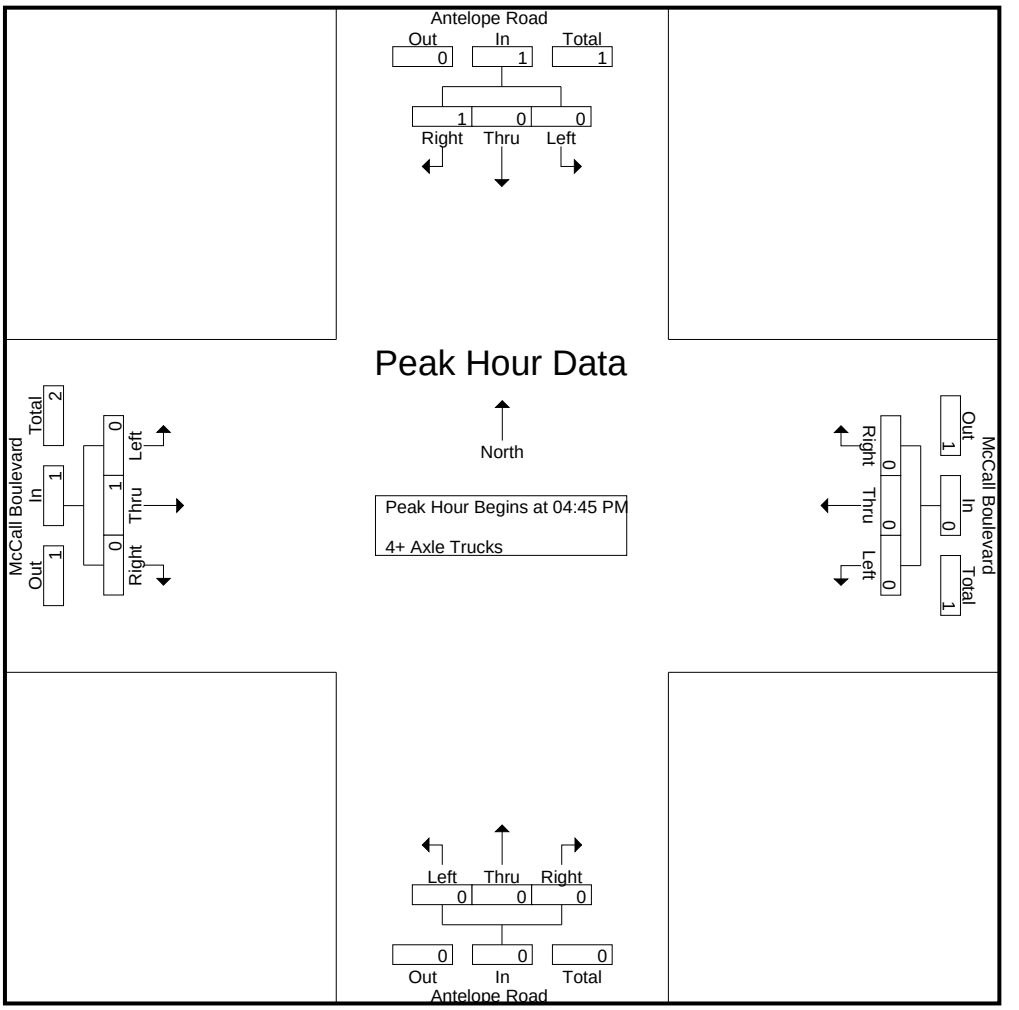
	Antelope Road Southbound				McCall Boulevard Westbound				Antelope Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	1	1	0	1	0	1	0	0	0	0	0	2	0	2	4
Apprch %	0	0	100		0	100	0		0	0	0		0	100	0		
Total %	0	0	25	25	0	25	0	25	0	0	0	0	0	50	0	50	

	Antelope Road Southbound				McCall Boulevard Westbound				Antelope Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
% App. Total	0	0	100		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500

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City of Menifee
N/S: Antelope Road
E/W: McCall Boulevard
Weather: Clear

File Name : 72_MEN_Ant_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

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

Location: Menifee
N/S: Antelope Road
E/W: McCall Boulevard

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Antelope Road	East Leg McCall Boulevard	South Leg Antelope Road	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	1	0	0	1
TOTAL VOLUMES:	0	1	1	0	2

	North Leg Antelope Road	East Leg McCall Boulevard	South Leg Antelope Road	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	2	1	0	3
TOTAL VOLUMES:	0	2	1	0	3

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Location: Menifee
N/S: Antelope Road
E/W: McCall Boulevard

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Antelope Road			Westbound McCall Boulevard			Northbound Antelope Road			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

	Southbound Antelope Road			Westbound McCall Boulevard			Northbound Antelope Road			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

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City of Menifee
N/S: Junipero Road
E/W: McCall Boulevard
Weather: Clear

File Name : 73_MEN_Juni_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

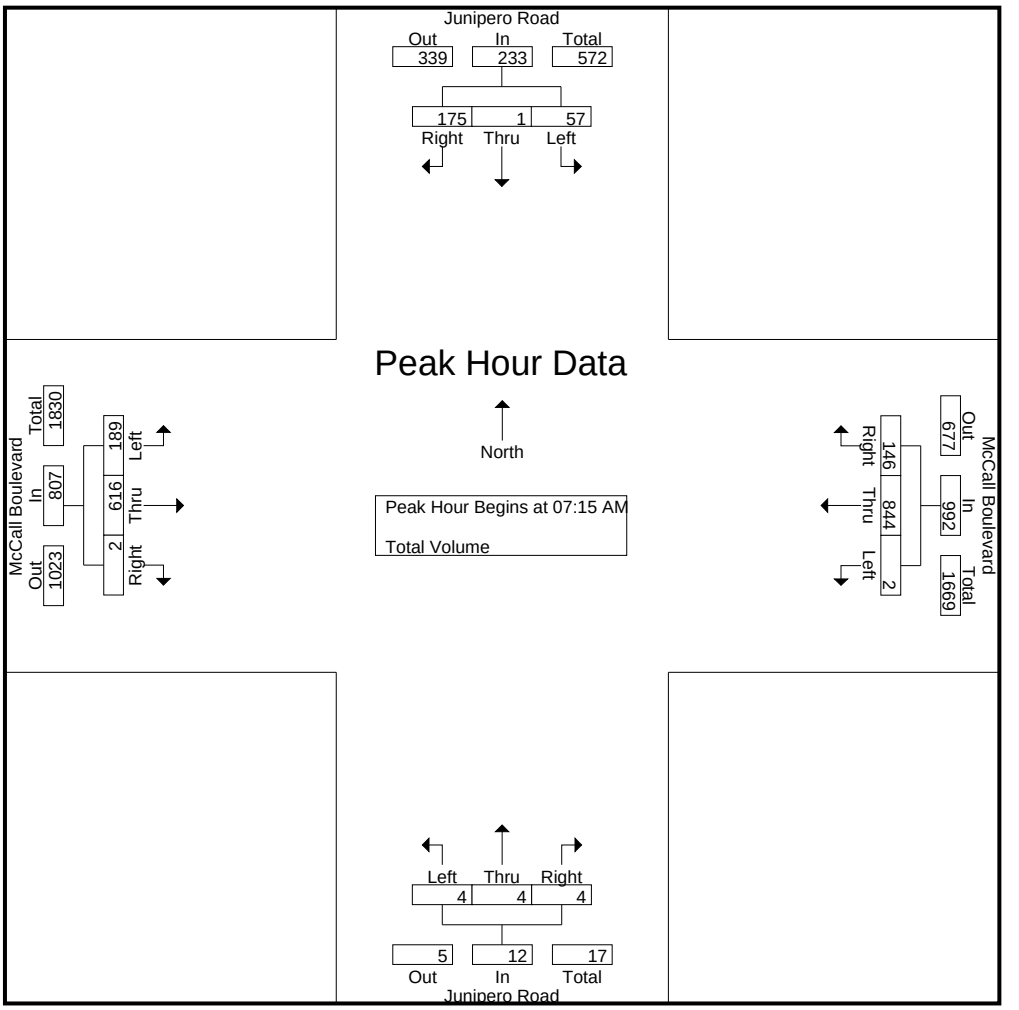
	Junipero Road Southbound				McCall Boulevard Westbound				Junipero Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	0	5	9	1	157	13	171	0	0	0	0	9	195	1	205	385
07:15 AM	5	0	15	20	0	198	57	255	2	0	3	5	34	242	0	276	556
07:30 AM	18	0	51	69	2	246	57	305	1	1	1	3	75	135	0	210	587
07:45 AM	13	0	57	70	0	227	23	250	1	2	0	3	62	125	1	188	511
Total	40	0	128	168	3	828	150	981	4	3	4	11	180	697	2	879	2039
08:00 AM	21	1	52	74	0	173	9	182	0	1	0	1	18	114	1	133	390
08:15 AM	3	0	13	16	3	182	6	191	1	1	1	3	7	113	1	121	331
08:30 AM	4	0	10	14	0	134	0	134	0	0	0	0	3	124	0	127	275
08:45 AM	2	0	1	3	0	151	0	151	0	0	0	0	5	73	0	78	232
Total	30	1	76	107	3	640	15	658	1	2	1	4	33	424	2	459	1228
Grand Total	70	1	204	275	6	1468	165	1639	5	5	5	15	213	1121	4	1338	3267
Apprch %	25.5	0.4	74.2		0.4	89.6	10.1		33.3	33.3	33.3		15.9	83.8	0.3		
Total %	2.1	0	6.2	8.4	0.2	44.9	5.1	50.2	0.2	0.2	0.2	0.5	6.5	34.3	0.1	41	

	Junipero Road Southbound				McCall Boulevard Westbound				Junipero Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	5	0	15	20	0	198	**57**	255	**2**	0	**3**	**5**	34	**242**	0	**276**	556
07:30 AM	18	0	51	69	**2**	**246**	57	**305**	1	1	1	3	**75**	135	0	210	**587**
07:45 AM	13	0	**57**	70	0	227	23	250	1	**2**	0	3	62	125	**1**	188	511
08:00 AM	**21**	**1**	52	**74**	0	173	9	182	0	1	0	1	18	114	1	133	390
Total Volume	57	1	175	233	2	844	146	992	4	4	4	12	189	616	2	807	2044
% App. Total	24.5	0.4	75.1		0.2	85.1	14.7		33.3	33.3	33.3		23.4	76.3	0.2		
PHF	.679	.250	.768	.787	.250	.858	.640	.813	.500	.500	.333	.600	.630	.636	.500	.731	.871

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City of Menifee
N/S: Junipero Road
E/W: McCall Boulevard
Weather: Clear

File Name : 73_MEN_Juni_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:00 AM			
+0 mins.	5	0	15	20	0	198	**57**	255	**2**	0	**3**	**5**	9	195	**1**	205
+15 mins.	18	0	51	69	**2**	**246**	57	**305**	1	1	1	3	34	**242**	0	**276**
+30 mins.	13	0	**57**	70	0	227	23	250	1	**2**	0	3	**75**	135	0	210
+45 mins.	**21**	**1**	52	**74**	0	173	9	182	0	1	0	1	62	125	1	188
Total Volume	57	1	175	233	2	844	146	992	4	4	4	12	180	697	2	879
% App. Total	24.5	0.4	75.1		0.2	85.1	14.7		33.3	33.3	33.3		20.5	79.3	0.2	
PHF	.679	.250	.768	.787	.250	.858	.640	.813	.500	.500	.333	.600	.600	.720	.500	.796

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City of Menifee
N/S: Junipero Road
E/W: McCall Boulevard
Weather: Clear

File Name : 73_MEN_Juni_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

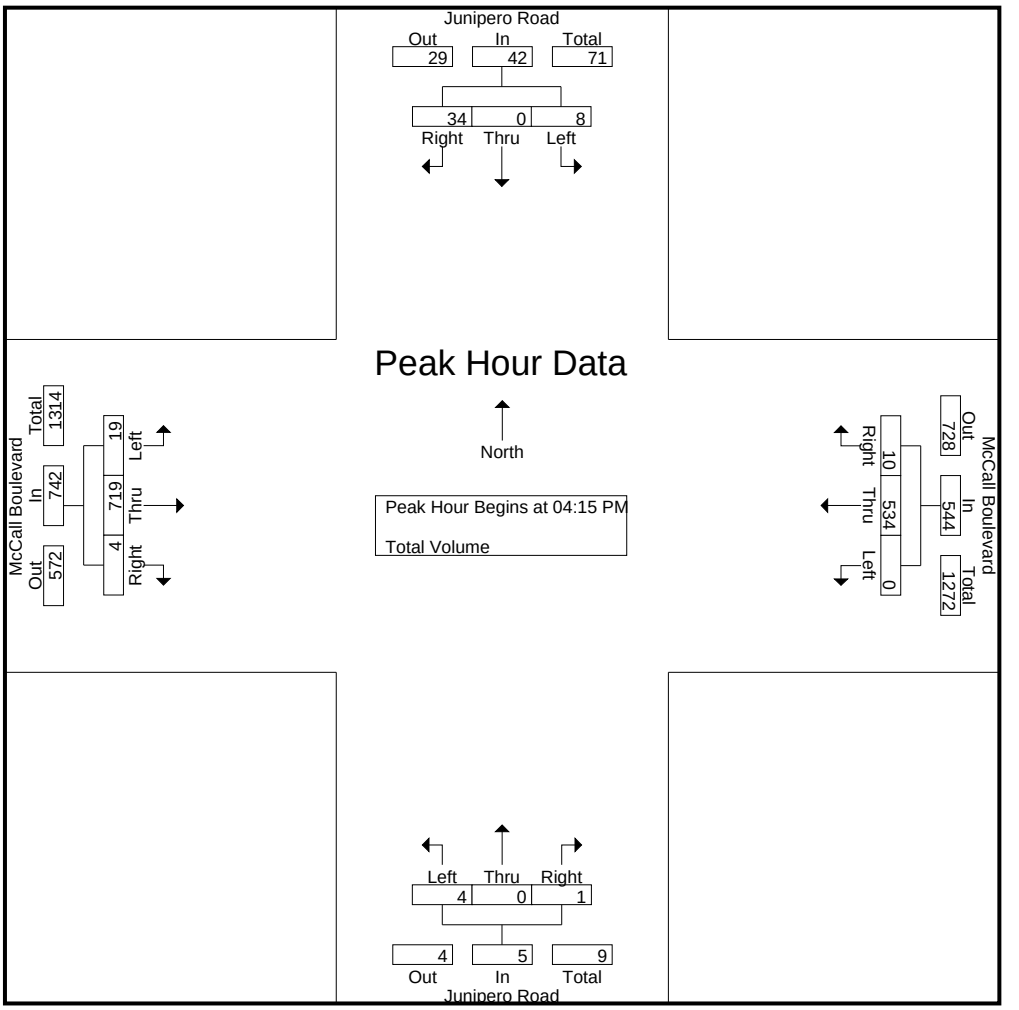
	Junipero Road Southbound				McCall Boulevard Westbound				Junipero Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	0	10	16	3	162	1	166	0	0	1	1	4	176	0	180	363
04:15 PM	2	0	11	13	0	143	3	146	1	0	1	2	4	166	1	171	332
04:30 PM	3	0	7	10	0	117	4	121	2	0	0	2	6	173	1	180	313
04:45 PM	1	0	6	7	0	120	2	122	0	0	0	0	0	179	0	179	308
Total	12	0	34	46	3	542	10	555	3	0	2	5	14	694	2	710	1316
05:00 PM	2	0	10	12	0	154	1	155	1	0	0	1	9	201	2	212	380
05:15 PM	0	0	6	6	0	127	3	130	0	0	0	0	3	163	3	169	305
05:30 PM	2	0	5	7	1	125	2	128	0	0	0	0	3	195	1	199	334
05:45 PM	1	0	5	6	0	119	0	119	1	0	0	1	5	161	2	168	294
Total	5	0	26	31	1	525	6	532	2	0	0	2	20	720	8	748	1313
Grand Total	17	0	60	77	4	1067	16	1087	5	0	2	7	34	1414	10	1458	2629
Apprch %	22.1	0	77.9		0.4	98.2	1.5		71.4	0	28.6		2.3	97	0.7		
Total %	0.6	0	2.3	2.9	0.2	40.6	0.6	41.3	0.2	0	0.1	0.3	1.3	53.8	0.4	55.5	

	Junipero Road Southbound				McCall Boulevard Westbound				Junipero Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	0	**11**	**13**	0	143	3	146	1	0	**1**	**2**	4	166	1	171	332
04:30 PM	**3**	0	7	10	0	117	**4**	121	**2**	0	0	2	6	173	1	180	313
04:45 PM	1	0	6	7	0	120	2	122	0	0	0	0	0	179	0	179	308
05:00 PM	2	0	10	12	0	**154**	1	**155**	1	0	0	1	**9**	**201**	**2**	**212**	**380**
Total Volume	8	0	34	42	0	534	10	544	4	0	1	5	19	719	4	742	1333
% App. Total	19	0	81		0	98.2	1.8		80	0	20		2.6	96.9	0.5		
PHF	.667	.000	.773	.808	.000	.867	.625	.877	.500	.000	.250	.625	.528	.894	.500	.875	.877

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City of Menifee
N/S: Junipero Road
E/W: McCall Boulevard
Weather: Clear

File Name : 73_MEN_Juni_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:45 PM			
+0 mins.	**6**	0	10	**16**	**3**	**162**	1	**166**	0	0	**1**	1	0	179	0	179
+15 mins.	2	0	**11**	13	0	143	3	146	1	0	1	**2**	**9**	**201**	2	**212**
+30 mins.	3	0	7	10	0	117	**4**	121	**2**	0	0	2	3	163	**3**	169
+45 mins.	1	0	6	7	0	120	2	122	0	0	0	0	3	195	1	199
Total Volume	12	0	34	46	3	542	10	555	3	0	2	5	15	738	6	759
% App. Total	26.1	0	73.9		0.5	97.7	1.8		60	0	40		2	97.2	0.8	
PHF	.500	.000	.773	.719	.250	.836	.625	.836	.375	.000	.500	.625	.417	.918	.500	.895

Location: Menifee
N/S: Junipero Road
E/W: McCall Boulevard

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Junipero Road	East Leg McCall Boulevard	South Leg Junipero Road	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	2	2	4
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	2	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	2	2
TOTAL VOLUMES:	0	0	2	6	8

	North Leg Junipero Road	East Leg McCall Boulevard	South Leg Junipero Road	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	2	2
TOTAL VOLUMES:	0	0	0	2	2

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Location: Menifee
N/S: Junipero Road
E/W: McCall Boulevard

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Junipero Road			Westbound McCall Boulevard			Northbound Junipero Road			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	2	0	2

	Southbound Junipero Road			Westbound McCall Boulevard			Northbound Junipero Road			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Menifee
N/S: Menifee Road
E/W: McCall Boulevard
Weather: Clear

File Name : 74_MEN_Meni_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

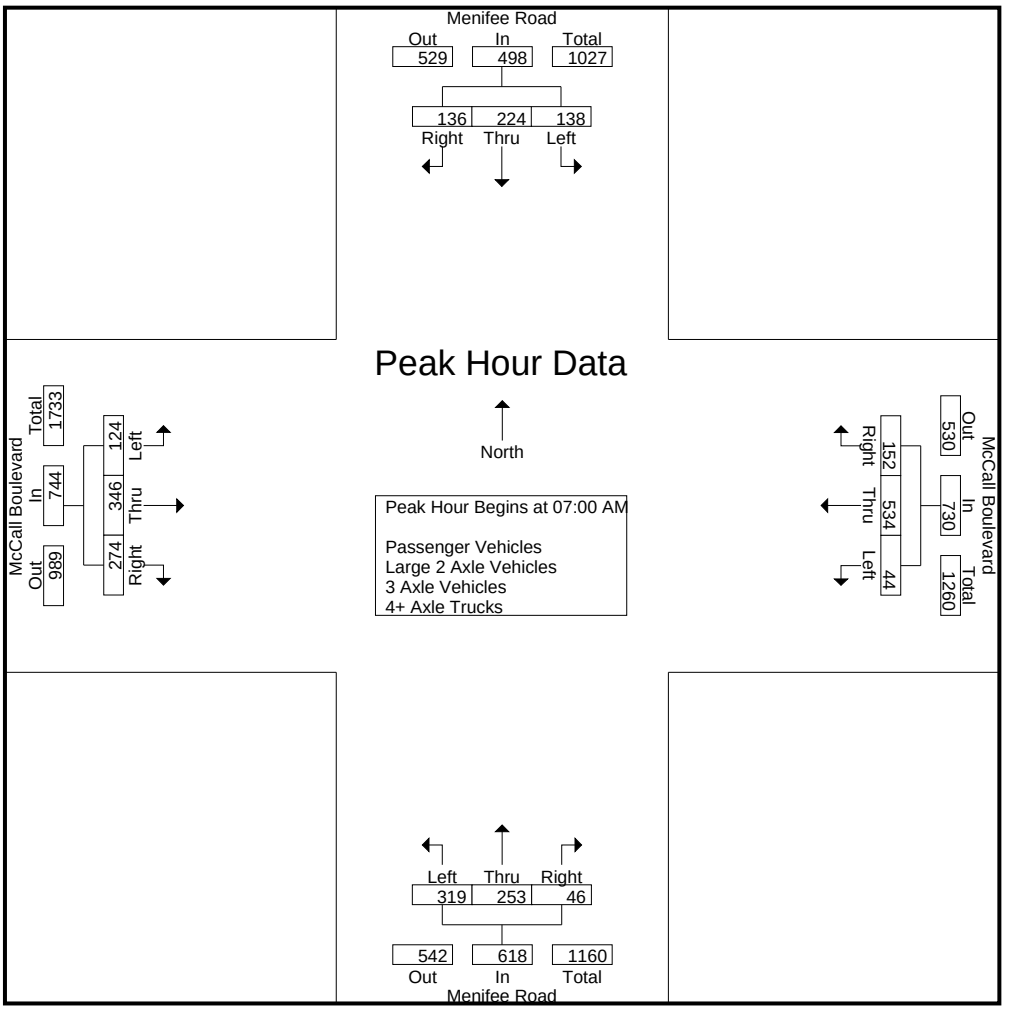
	Menifee Road Southbound				McCall Boulevard Westbound				Menifee Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	61	59	25	145	5	113	31	149	49	46	10	105	29	101	65	195	594
07:15 AM	49	75	31	155	8	127	63	198	87	80	8	175	35	123	94	252	780
07:30 AM	12	29	35	76	10	177	41	228	100	59	12	171	26	67	69	162	637
07:45 AM	16	61	45	122	21	117	17	155	83	68	16	167	34	55	46	135	579
Total	138	224	136	498	44	534	152	730	319	253	46	618	124	346	274	744	2590
08:00 AM	17	39	40	96	15	90	22	127	58	30	7	95	37	54	46	137	455
08:15 AM	6	34	38	78	9	79	13	101	67	37	13	117	18	60	48	126	422
08:30 AM	8	37	27	72	12	83	12	107	28	36	5	69	25	42	57	124	372
08:45 AM	8	40	47	95	11	65	3	79	35	23	2	60	16	35	23	74	308
Total	39	150	152	341	47	317	50	414	188	126	27	341	96	191	174	461	1557
Grand Total	177	374	288	839	91	851	202	1144	507	379	73	959	220	537	448	1205	4147
Apprch %	21.1	44.6	34.3		8	74.4	17.7		52.9	39.5	7.6		18.3	44.6	37.2		
Total %	4.3	9	6.9	20.2	2.2	20.5	4.9	27.6	12.2	9.1	1.8	23.1	5.3	12.9	10.8	29.1	
Passenger Vehicles	175	356	282	813	90	845	198	1133	504	369	72	945	216	529	439	1184	4075
% Passenger Vehicles	98.9	95.2	97.9	96.9	98.9	99.3	98	99	99.4	97.4	98.6	98.5	98.2	98.5	98	98.3	98.3
Large 2 Axle Vehicles	2	7	3	12	1	2	3	6	2	7	1	10	3	7	3	13	41
% Large 2 Axle Vehicles	1.1	1.9	1	1.4	1.1	0.2	1.5	0.5	0.4	1.8	1.4	1	1.4	1.3	0.7	1.1	1
3 Axle Vehicles	0	7	1	8	0	2	0	2	0	1	0	1	1	1	2	4	15
% 3 Axle Vehicles	0	1.9	0.3	1	0	0.2	0	0.2	0	0.3	0	0.1	0.5	0.2	0.4	0.3	0.4
4+ Axle Trucks	0	4	2	6	0	2	1	3	1	2	0	3	0	0	4	4	16
% 4+ Axle Trucks	0	1.1	0.7	0.7	0	0.2	0.5	0.3	0.2	0.5	0	0.3	0	0	0.9	0.3	0.4

	Menifee Road Southbound				McCall Boulevard Westbound				Menifee Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**61**	59	25	145	5	113	31	149	49	46	10	105	29	101	65	195	594
07:15 AM	49	**75**	31	**155**	8	127	**63**	198	87	**80**	8	**175**	**35**	**123**	**94**	**252**	**780**
07:30 AM	12	29	35	76	10	**177**	41	**228**	**100**	59	12	171	26	67	69	162	637
07:45 AM	16	61	**45**	122	**21**	117	17	155	83	68	**16**	167	34	55	46	135	579
Total Volume	138	224	136	498	44	534	152	730	319	253	46	618	124	346	274	744	2590
% App. Total	27.7	45	27.3		6	73.2	20.8		51.6	40.9	7.4		16.7	46.5	36.8		
PHF	.566	.747	.756	.803	.524	.754	.603	.800	.798	.791	.719	.883	.886	.703	.729	.738	.830

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City of Menifee
N/S: Menifee Road
E/W: McCall Boulevard
Weather: Clear

File Name : 74_MEN_Meni_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**61**	59	25	145	5	113	31	149	49	46	10	105	29	101	65	195
+15 mins.	49	**75**	31	**155**	8	127	**63**	198	87	**80**	8	**175**	**35**	**123**	**94**	**252**
+30 mins.	12	29	35	76	10	**177**	41	**228**	**100**	59	12	171	26	67	69	162
+45 mins.	16	61	**45**	122	**21**	117	17	155	83	68	**16**	167	34	55	46	135
Total Volume	138	224	136	498	44	534	152	730	319	253	46	618	124	346	274	744
% App. Total	27.7	45	27.3		6	73.2	20.8		51.6	40.9	7.4		16.7	46.5	36.8	
PHF	.566	.747	.756	.803	.524	.754	.603	.800	.798	.791	.719	.883	.886	.703	.729	.738

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City of Menifee
N/S: Menifee Road
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Weather: Clear

File Name : 74_MEN_Meni_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

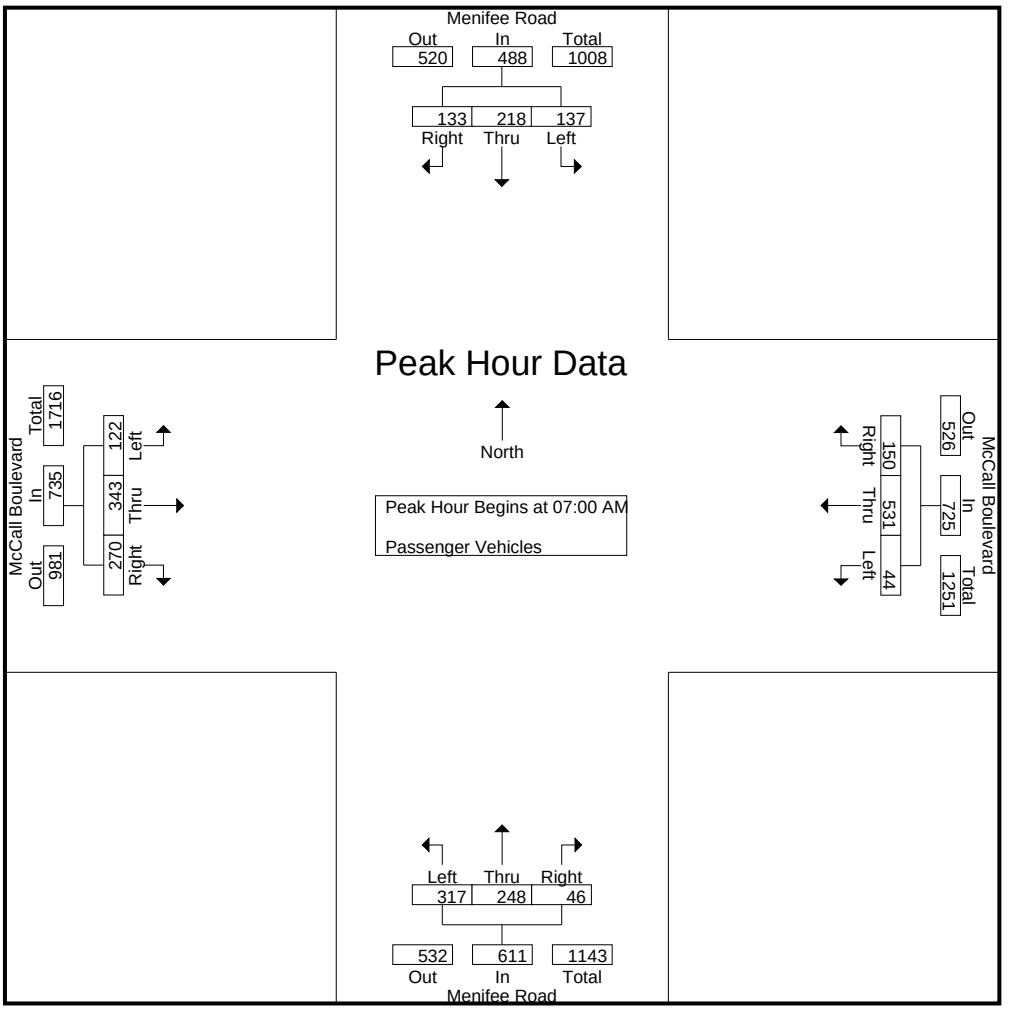
	Menifee Road Southbound				McCall Boulevard Westbound				Menifee Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	61	57	24	142	5	112	30	147	49	45	10	104	28	100	63	191	584
07:15 AM	49	74	29	152	8	126	63	197	87	79	8	174	35	122	94	251	774
07:30 AM	12	29	35	76	10	177	40	227	99	58	12	169	25	66	68	159	631
07:45 AM	15	58	45	118	21	116	17	154	82	66	16	164	34	55	45	134	570
Total	137	218	133	488	44	531	150	725	317	248	46	611	122	343	270	735	2559
08:00 AM	16	34	39	89	15	88	22	125	58	28	7	93	37	54	45	136	443
08:15 AM	6	31	38	75	8	79	13	100	66	36	12	114	18	58	48	124	413
08:30 AM	8	36	27	71	12	83	11	106	28	34	5	67	24	40	54	118	362
08:45 AM	8	37	45	90	11	64	2	77	35	23	2	60	15	34	22	71	298
Total	38	138	149	325	46	314	48	408	187	121	26	334	94	186	169	449	1516
Grand Total	175	356	282	813	90	845	198	1133	504	369	72	945	216	529	439	1184	4075
Apprch %	21.5	43.8	34.7		7.9	74.6	17.5		53.3	39	7.6		18.2	44.7	37.1		
Total %	4.3	8.7	6.9	20	2.2	20.7	4.9	27.8	12.4	9.1	1.8	23.2	5.3	13	10.8	29.1	

	Menifee Road Southbound				McCall Boulevard Westbound				Menifee Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**61**	57	24	142	5	112	30	147	49	45	10	104	28	100	63	191	584
07:15 AM	49	**74**	29	**152**	8	126	**63**	197	87	**79**	8	**174**	**35**	**122**	**94**	**251**	**774**
07:30 AM	12	29	35	76	10	**177**	40	**227**	**99**	58	12	169	25	66	68	159	631
07:45 AM	15	58	**45**	118	**21**	116	17	154	82	66	**16**	164	34	55	45	134	570
Total Volume	137	218	133	488	44	531	150	725	317	248	46	611	122	343	270	735	2559
% App. Total	28.1	44.7	27.3		6.1	73.2	20.7		51.9	40.6	7.5		16.6	46.7	36.7		
PHF	.561	.736	.739	.803	.524	.750	.595	.798	.801	.785	.719	.878	.871	.703	.718	.732	.827

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City of Menifee
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File Name : 74_MEN_Meni_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**61**	57	24	142	5	112	30	147	49	45	10	104	28	100	63	191
+15 mins.	49	**74**	29	**152**	8	126	**63**	197	87	**79**	8	**174**	**35**	**122**	**94**	**251**
+30 mins.	12	29	35	76	10	**177**	40	**227**	**99**	58	12	169	25	66	68	159
+45 mins.	15	58	**45**	118	**21**	116	17	154	82	66	**16**	164	34	55	45	134
Total Volume	137	218	133	488	44	531	150	725	317	248	46	611	122	343	270	735
% App. Total	28.1	44.7	27.3		6.1	73.2	20.7		51.9	40.6	7.5		16.6	46.7	36.7	
PHF	.561	.736	.739	.803	.524	.750	.595	.798	.801	.785	.719	.878	.871	.703	.718	.732

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City of Menifee
N/S: Menifee Road
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File Name : 74_MEN_Meni_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

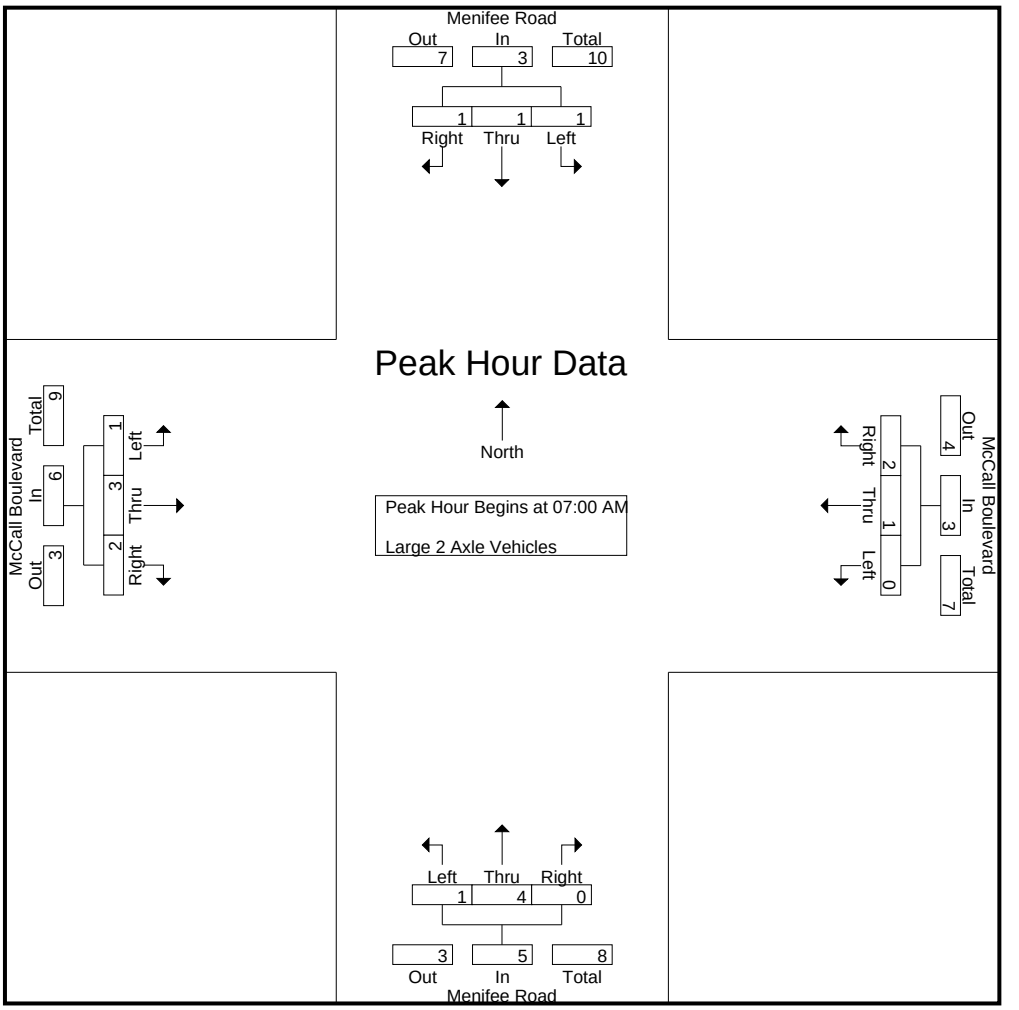
	Menifee Road Southbound				McCall Boulevard Westbound				Menifee Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	0	1	0	1	1	1	0	2	4
07:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	1	1	1	1	0	2	0	1	1	2	5
07:45 AM	1	1	0	2	0	1	0	1	0	2	0	2	0	0	1	1	6
Total	1	1	1	3	0	1	2	3	1	4	0	5	1	3	2	6	17
08:00 AM	1	3	1	5	0	0	0	0	0	2	0	2	0	0	0	0	7
08:15 AM	0	2	0	2	1	0	0	1	1	0	1	2	0	2	0	2	7
08:30 AM	0	0	0	0	0	0	1	1	0	1	0	1	1	1	0	2	4
08:45 AM	0	1	1	2	0	1	0	1	0	0	0	0	1	1	1	3	6
Total	1	6	2	9	1	1	1	3	1	3	1	5	2	4	1	7	24
Grand Total	2	7	3	12	1	2	3	6	2	7	1	10	3	7	3	13	41
Apprch %	16.7	58.3	25		16.7	33.3	50		20	70	10		23.1	53.8	23.1		
Total %	4.9	17.1	7.3	29.3	2.4	4.9	7.3	14.6	4.9	17.1	2.4	24.4	7.3	17.1	7.3	31.7	

	Menifee Road Southbound				McCall Boulevard Westbound				Menifee Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	**1**	**1**	0	1	0	1	**1**	**1**	0	**2**	4
07:15 AM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	1	1	**1**	1	0	**2**	0	1	**1**	2	5
07:45 AM	**1**	**1**	0	**2**	0	**1**	0	1	0	**2**	0	2	0	0	1	1	**6**
Total Volume	1	1	1	3	0	1	2	3	1	4	0	5	1	3	2	6	17
% App. Total	33.3	33.3	33.3		0	33.3	66.7		20	80	0		16.7	50	33.3		
PHF	.250	.250	.250	.375	.000	.250	.500	.750	.250	.500	.000	.625	.250	.750	.500	.750	.708

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City of Menifee
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File Name : 74_MEN_Meni_McC AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	**1**	**1**	0	1	0	1	**1**	**1**	0	**2**
+15 mins.	0	0	**1**	1	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	1	1	**1**	1	0	**2**	0	1	**1**	2
+45 mins.	**1**	**1**	0	**2**	0	**1**	0	1	0	**2**	0	2	0	0	1	1
Total Volume	1	1	1	3	0	1	2	3	1	4	0	5	1	3	2	6
% App. Total	33.3	33.3	33.3		0	33.3	66.7		20	80	0		16.7	50	33.3	
PHF	.250	.250	.250	.375	.000	.250	.500	.750	.250	.500	.000	.625	.250	.750	.500	.750

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City of Menifee
N/S: Menifee Road
E/W: McCall Boulevard
Weather: Clear

File Name : 74_MEN_Meni_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

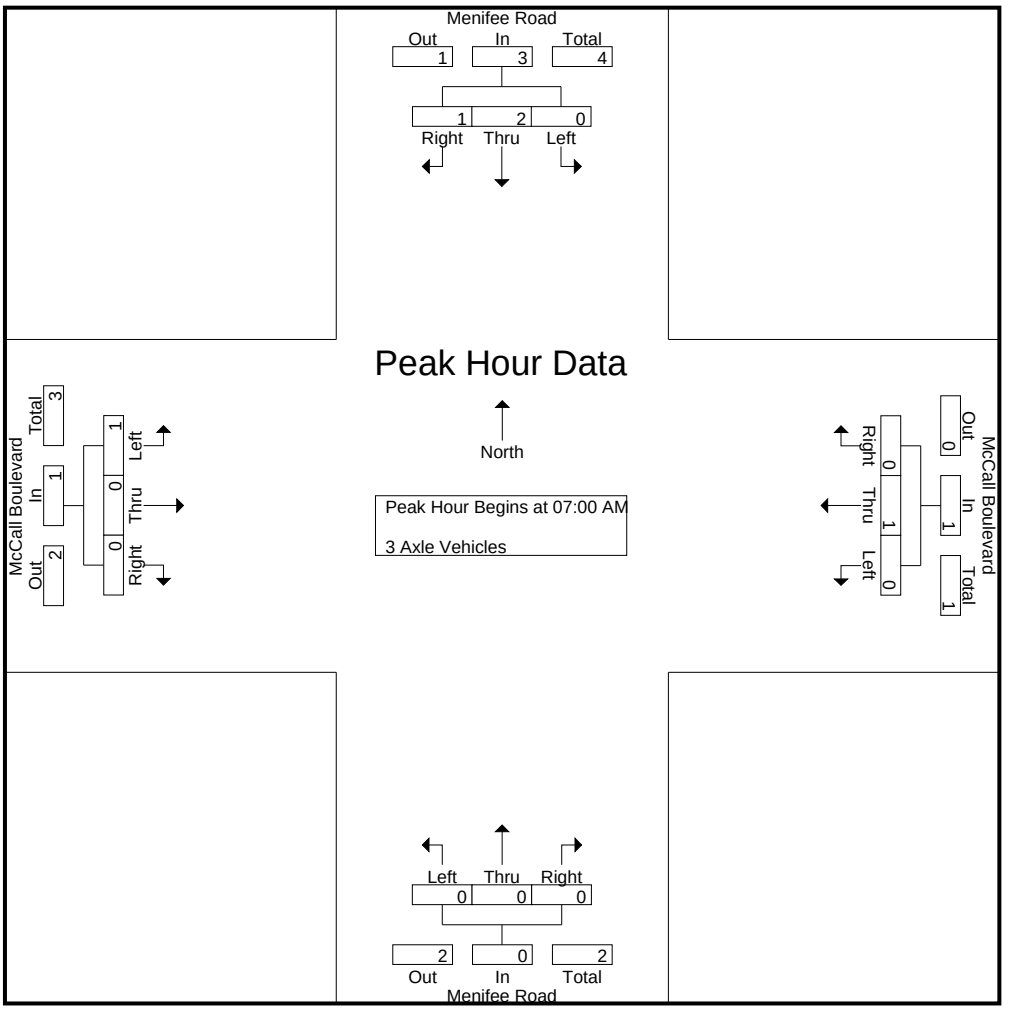
	Menifee Road Southbound				McCall Boulevard Westbound				Menifee Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	3	0	1	0	1	0	0	0	0	1	0	0	1	5
08:00 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	1	1	3
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	2	3
08:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	5	0	5	0	1	0	1	0	1	0	1	0	1	2	3	10
Grand Total	0	7	1	8	0	2	0	2	0	1	0	1	1	1	2	4	15
Apprch %	0	87.5	12.5		0	100	0		0	100	0		25	25	50		
Total %	0	46.7	6.7	53.3	0	13.3	0	13.3	0	6.7	0	6.7	6.7	6.7	13.3	26.7	

	Menifee Road Southbound				McCall Boulevard Westbound				Menifee Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**2**	0	**2**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**3**
07:15 AM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	1	3	0	1	0	1	0	0	0	0	1	0	0	1	5
% App. Total	0	66.7	33.3		0	100	0		0	0	0		100	0	0		
PHF	.000	.250	.250	.375	.000	.250	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250	.417

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City of Menifee
N/S: Menifee Road
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Weather: Clear

File Name : 74_MEN_Meni_McC AM
Site Code : 00322418
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**2**	0	**2**	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	1	3	0	1	0	1	0	0	0	0	1	0	0	1
% App. Total	0	66.7	33.3		0	100	0		0	0	0		100	0	0	
PHF	.000	.250	.250	.375	.000	.250	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250

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City of Menifee
N/S: Menifee Road
E/W: McCall Boulevard
Weather: Clear

File Name : 74_MEN_Meni_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

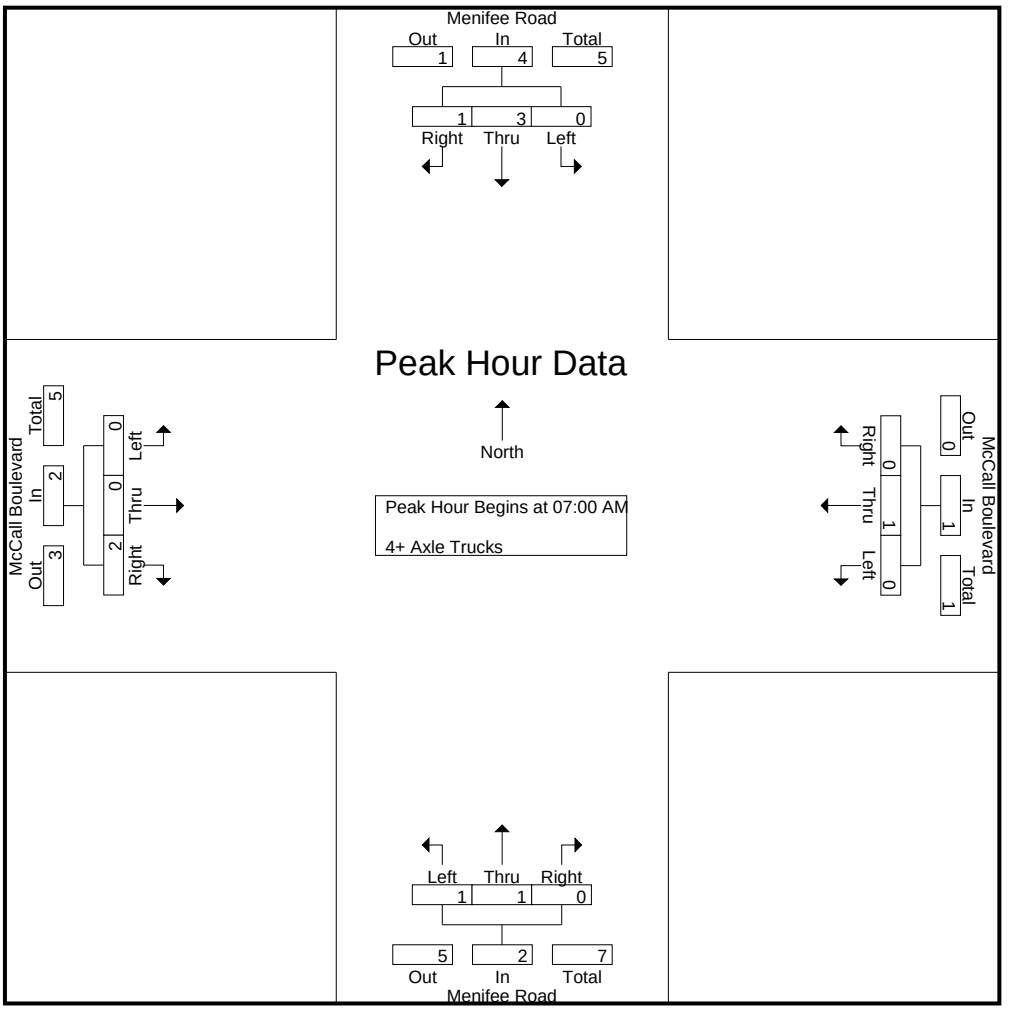
	Menifee Road Southbound				McCall Boulevard Westbound				Menifee Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2	3
07:15 AM	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	2	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
Total	0	3	1	4	0	1	0	1	1	1	0	2	0	0	2	2	9
08:00 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2	3
08:45 AM	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	0	1	1	2	0	1	1	2	0	1	0	1	0	0	2	2	7
Grand Total	0	4	2	6	0	2	1	3	1	2	0	3	0	0	4	4	16
Apprch %	0	66.7	33.3		0	66.7	33.3		33.3	66.7	0		0	0	100		
Total %	0	25	12.5	37.5	0	12.5	6.2	18.8	6.2	12.5	0	18.8	0	0	25	25	

	Menifee Road Southbound				McCall Boulevard Westbound				Menifee Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	**2**	**2**	**3**
07:15 AM	0	1	0	1	0	**1**	0	**1**	0	**1**	0	**1**	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	**2**	0	**2**	0	0	0	0	**1**	0	0	1	0	0	0	0	3
Total Volume	0	3	1	4	0	1	0	1	1	1	0	2	0	0	2	2	9
% App. Total	0	75	25		0	100	0		50	50	0		0	0	100		
PHF	.000	.375	.250	.500	.000	.250	.000	.250	.250	.250	.000	.500	.000	.000	.250	.250	.750

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City of Menifee
N/S: Menifee Road
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File Name : 74_MEN_Meni_McC AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	**2**	**2**
+15 mins.	0	1	0	1	0	**1**	0	**1**	0	**1**	0	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	**2**	0	**2**	0	0	0	0	**1**	0	0	1	0	0	0	0
Total Volume	0	3	1	4	0	1	0	1	1	1	0	2	0	0	2	2
% App. Total	0	75	25		0	100	0		50	50	0		0	0	100	
PHF	.000	.375	.250	.500	.000	.250	.000	.250	.250	.250	.000	.500	.000	.000	.250	.250

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City of Menifee
N/S: Menifee Road
E/W: McCall Boulevard
Weather: Clear

File Name : 74_MEN_Meni_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

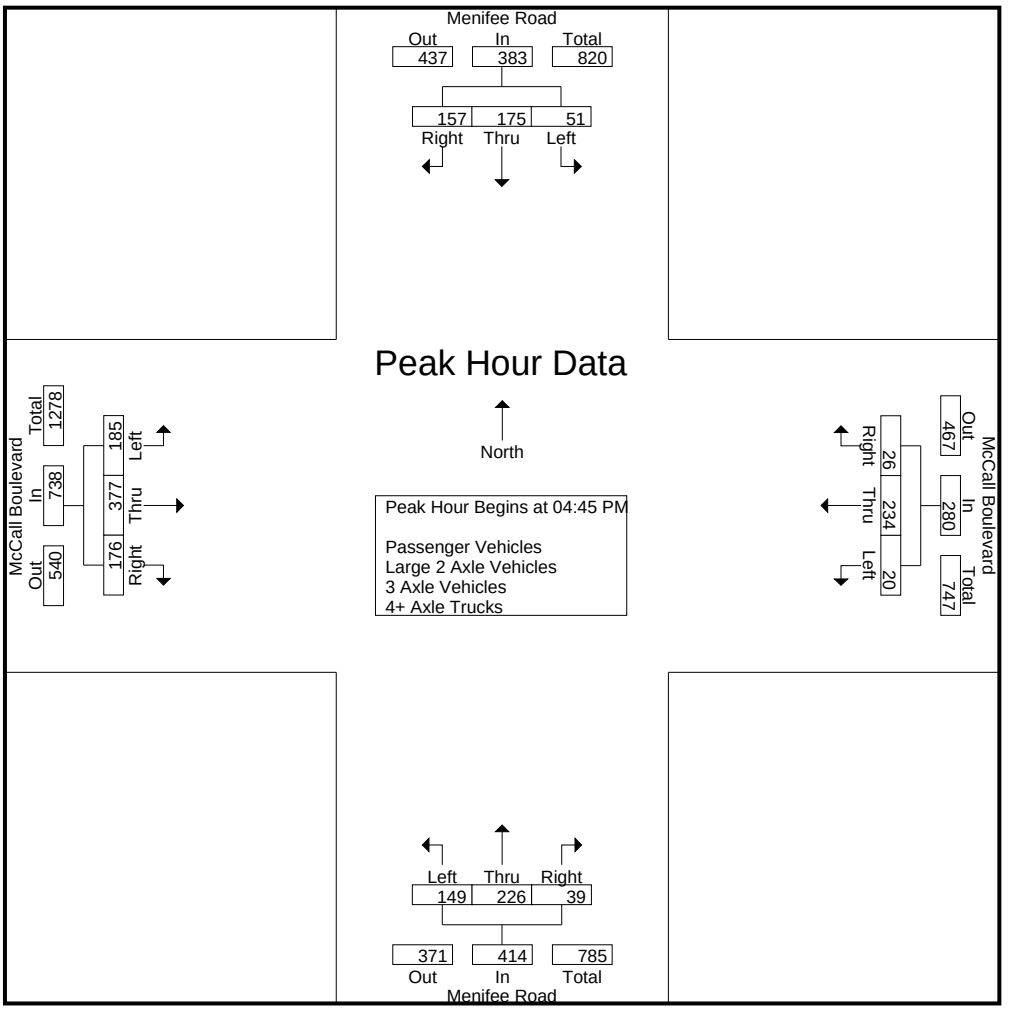
	Menifee Road Southbound				McCall Boulevard Westbound				Menifee Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	56	43	111	10	81	8	99	46	41	12	99	46	73	55	174	483
04:15 PM	13	55	56	124	8	56	14	78	31	40	15	86	45	78	37	160	448
04:30 PM	8	43	31	82	3	62	5	70	31	47	13	91	47	97	44	188	431
04:45 PM	14	47	43	104	6	40	6	52	39	61	12	112	48	86	44	178	446
Total	47	201	173	421	27	239	33	299	147	189	52	388	186	334	180	700	1808
05:00 PM	10	53	48	111	4	71	8	83	37	57	14	108	45	98	44	187	489
05:15 PM	12	38	31	81	5	66	6	77	36	59	9	104	41	91	48	180	442
05:30 PM	15	37	35	87	5	57	6	68	37	49	4	90	51	102	40	193	438
05:45 PM	7	40	34	81	7	50	6	63	36	44	12	92	32	85	36	153	389
Total	44	168	148	360	21	244	26	291	146	209	39	394	169	376	168	713	1758
Grand Total	91	369	321	781	48	483	59	590	293	398	91	782	355	710	348	1413	3566
Apprch %	11.7	47.2	41.1		8.1	81.9	10		37.5	50.9	11.6		25.1	50.2	24.6		
Total %	2.6	10.3	9	21.9	1.3	13.5	1.7	16.5	8.2	11.2	2.6	21.9	10	19.9	9.8	39.6	
Passenger Vehicles	91	367	321	779	48	481	57	586	289	369	91	749	351	707	344	1402	3516
% Passenger Vehicles	100	99.5	100	99.7	100	99.6	96.6	99.3	98.6	92.7	100	95.8	98.9	99.6	98.9	99.2	98.6
Large 2 Axle Vehicles	0	1	0	1	0	2	2	4	3	23	0	26	4	3	1	8	39
% Large 2 Axle Vehicles	0	0.3	0	0.1	0	0.4	3.4	0.7	1	5.8	0	3.3	1.1	0.4	0.3	0.6	1.1
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
% 3 Axle Vehicles	0	0.3	0	0.1	0	0	0	0	0	0.3	0	0.1	0	0	0.3	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	1	5	0	6	0	0	2	2	8
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0.3	1.3	0	0.8	0	0	0.6	0.1	0.2

	Menifee Road Southbound				McCall Boulevard Westbound				Menifee Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	14	47	43	104	**6**	40	6	52	**39**	**61**	12	**112**	48	86	44	178	446
05:00 PM	10	**53**	**48**	**111**	4	**71**	**8**	**83**	37	57	**14**	108	45	98	44	187	**489**
05:15 PM	12	38	31	81	5	66	6	77	36	59	9	104	41	91	**48**	180	442
05:30 PM	**15**	37	35	87	5	57	6	68	37	49	4	90	**51**	**102**	40	**193**	438
Total Volume	51	175	157	383	20	234	26	280	149	226	39	414	185	377	176	738	1815
% App. Total	13.3	45.7	41		7.1	83.6	9.3		36	54.6	9.4		25.1	51.1	23.8		
PHF	.850	.825	.818	.863	.833	.824	.813	.843	.955	.926	.696	.924	.907	.924	.917	.956	.928

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File Name : 74_MEN_Meni_McC PM
Site Code : 00322418
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				04:45 PM			
+0 mins.	12	**56**	43	111	**10**	**81**	8	**99**	31	47	13	91	48	86	44	178
+15 mins.	13	55	**56**	**124**	8	56	**14**	78	**39**	**61**	12	**112**	45	98	44	187
+30 mins.	8	43	31	82	3	62	5	70	37	57	**14**	108	41	91	**48**	180
+45 mins.	**14**	47	43	104	6	40	6	52	36	59	9	104	**51**	**102**	40	**193**
Total Volume	47	201	173	421	27	239	33	299	143	224	48	415	185	377	176	738
% App. Total	11.2	47.7	41.1		9	79.9	11		34.5	54	11.6		25.1	51.1	23.8	
PHF	.839	.897	.772	.849	.675	.738	.589	.755	.917	.918	.857	.926	.907	.924	.917	.956

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City of Menifee
N/S: Menifee Road
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File Name : 74_MEN_Meni_McC PM
Site Code : 00322418
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Groups Printed- Passenger Vehicles

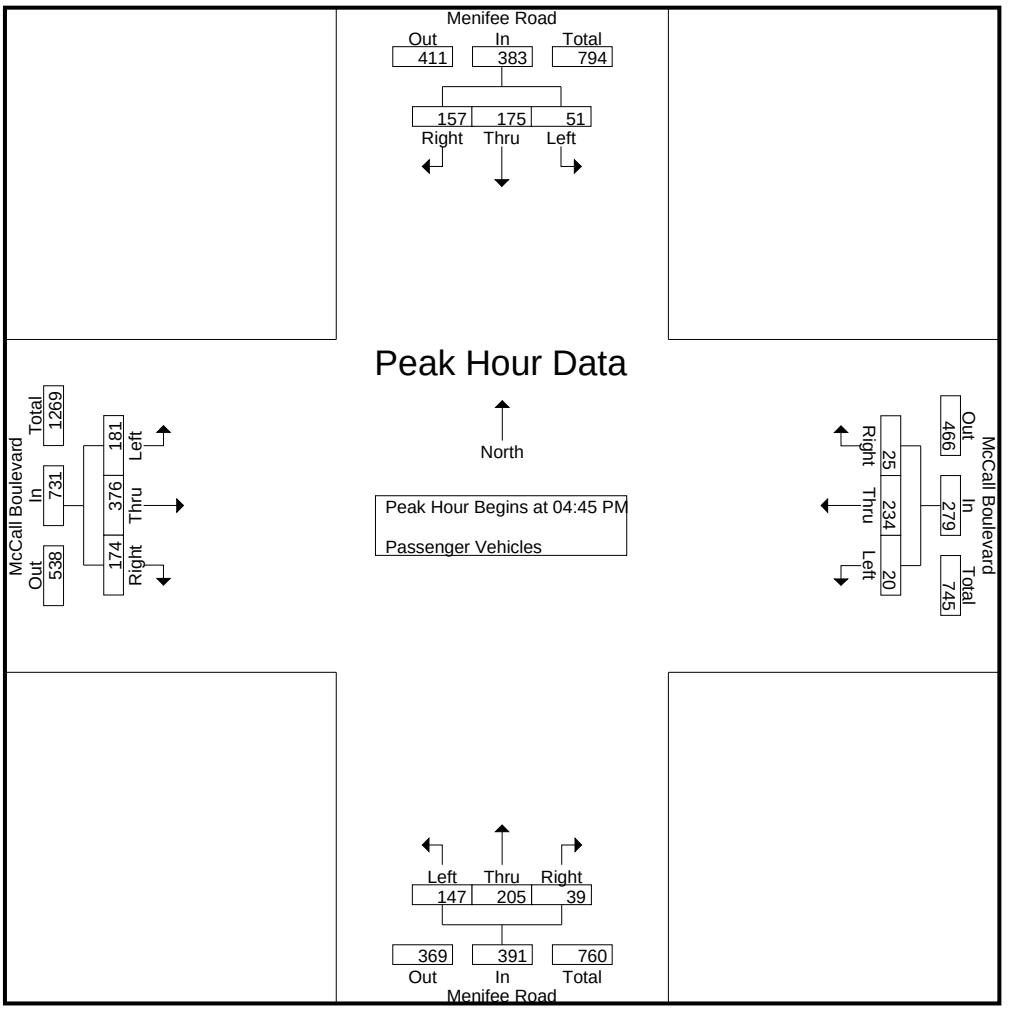
	Menifee Road Southbound				McCall Boulevard Westbound				Menifee Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	56	43	111	10	81	8	99	45	39	12	96	46	72	53	171	477
04:15 PM	13	55	56	124	8	56	14	78	30	38	15	83	45	77	37	159	444
04:30 PM	8	41	31	80	3	60	4	67	31	44	13	88	47	97	44	188	423
04:45 PM	14	47	43	104	6	40	6	52	39	52	12	103	48	86	44	178	437
Total	47	199	173	419	27	237	32	296	145	173	52	370	186	332	178	696	1781
05:00 PM	10	53	48	111	4	71	7	82	37	53	14	104	45	98	44	187	484
05:15 PM	12	38	31	81	5	66	6	77	36	56	9	101	40	90	47	177	436
05:30 PM	15	37	35	87	5	57	6	68	35	44	4	83	48	102	39	189	427
05:45 PM	7	40	34	81	7	50	6	63	36	43	12	91	32	85	36	153	388
Total	44	168	148	360	21	244	25	290	144	196	39	379	165	375	166	706	1735
Grand Total	91	367	321	779	48	481	57	586	289	369	91	749	351	707	344	1402	3516
Apprch %	11.7	47.1	41.2		8.2	82.1	9.7		38.6	49.3	12.1		25	50.4	24.5		
Total %	2.6	10.4	9.1	22.2	1.4	13.7	1.6	16.7	8.2	10.5	2.6	21.3	10	20.1	9.8	39.9	

	Menifee Road Southbound				McCall Boulevard Westbound				Menifee Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	14	47	43	104	**6**	40	6	52	**39**	52	12	103	**48**	86	44	178	437
05:00 PM	10	**53**	**48**	**111**	4	**71**	**7**	**82**	37	53	**14**	**104**	45	98	44	187	**484**
05:15 PM	12	38	31	81	5	66	6	77	36	**56**	9	101	40	90	**47**	177	436
05:30 PM	**15**	37	35	87	5	57	6	68	35	44	4	83	48	**102**	39	**189**	427
Total Volume	51	175	157	383	20	234	25	279	147	205	39	391	181	376	174	731	1784
% App. Total	13.3	45.7	41		7.2	83.9	9		37.6	52.4	10		24.8	51.4	23.8		
PHF	.850	.825	.818	.863	.833	.824	.893	.851	.942	.915	.696	.940	.943	.922	.926	.967	.921

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City of Menifee
N/S: Menifee Road
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Weather: Clear

File Name : 74_MEN_Meni_McC PM
Site Code : 00322418
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	14	47	43	104	**6**	40	6	52	**39**	52	12	103	**48**	86	44	178
+15 mins.	10	**53**	**48**	**111**	4	**71**	**7**	**82**	37	53	**14**	**104**	45	98	44	187
+30 mins.	12	38	31	81	5	66	6	77	36	**56**	9	101	40	90	**47**	177
+45 mins.	**15**	37	35	87	5	57	6	68	35	44	4	83	48	**102**	39	**189**
Total Volume	51	175	157	383	20	234	25	279	147	205	39	391	181	376	174	731
% App. Total	13.3	45.7	41		7.2	83.9	9		37.6	52.4	10		24.8	51.4	23.8	
PHF	.850	.825	.818	.863	.833	.824	.893	.851	.942	.915	.696	.940	.943	.922	.926	.967

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City of Menifee
N/S: Menifee Road
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Weather: Clear

File Name : 74_MEN_Meni_McC PM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- Large 2 Axle Vehicles

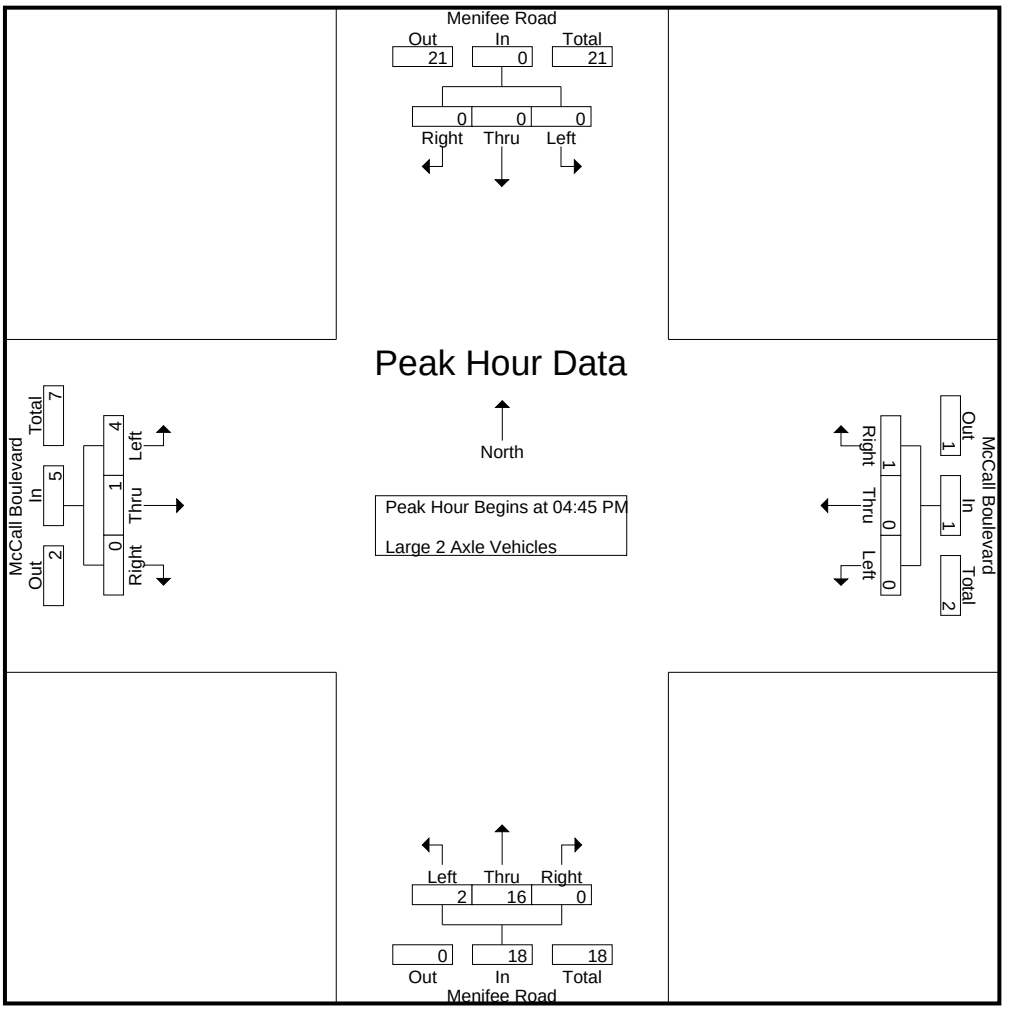
	Menifee Road Southbound				McCall Boulevard Westbound				Menifee Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	2	3
04:15 PM	0	0	0	0	0	0	0	0	1	2	0	3	0	1	0	1	4
04:30 PM	0	1	0	1	0	2	1	3	0	3	0	3	0	0	0	0	7
04:45 PM	0	0	0	0	0	0	0	0	0	9	0	9	0	0	0	0	9
Total	0	1	0	1	0	2	1	3	1	15	0	16	0	2	1	3	23
05:00 PM	0	0	0	0	0	0	1	1	0	2	0	2	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	1	1	0	2	4
05:30 PM	0	0	0	0	0	0	0	0	2	3	0	5	3	0	0	3	8
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	2	8	0	10	4	1	0	5	16
Grand Total	0	1	0	1	0	2	2	4	3	23	0	26	4	3	1	8	39
Apprch %	0	100	0		0	50	50		11.5	88.5	0		50	37.5	12.5		
Total %	0	2.6	0	2.6	0	5.1	5.1	10.3	7.7	59	0	66.7	10.3	7.7	2.6	20.5	

	Menifee Road Southbound				McCall Boulevard Westbound				Menifee Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	**9**	0	**9**	0	0	0	0	**9**
05:00 PM	0	0	0	0	0	0	**1**	**1**	0	2	0	2	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	1	**1**	0	2	4
05:30 PM	0	0	0	0	0	0	0	0	**2**	3	0	5	**3**	0	0	**3**	8
Total Volume	0	0	0	0	0	0	1	1	2	16	0	18	4	1	0	5	24
% App. Total	0	0	0		0	0	100		11.1	88.9	0		80	20	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.250	.444	.000	.500	.333	.250	.000	.417	.667

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City of Menifee
N/S: Menifee Road
E/W: McCall Boulevard
Weather: Clear

File Name : 74_MEN_Meni_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**9**	0	**9**	0	0	0	0
+15 mins.	0	0	0	0	0	0	**1**	**1**	0	2	0	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	2	0	2	1	**1**	0	2
+45 mins.	0	0	0	0	0	0	0	0	**2**	3	0	5	**3**	0	0	**3**
Total Volume	0	0	0	0	0	0	1	1	2	16	0	18	4	1	0	5
% App. Total	0	0	0		0	0	100		11.1	88.9	0		80	20	0	
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.250	.444	.000	.500	.333	.250	.000	.417

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City of Menifee
N/S: Menifee Road
E/W: McCall Boulevard
Weather: Clear

File Name : 74_MEN_Meni_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

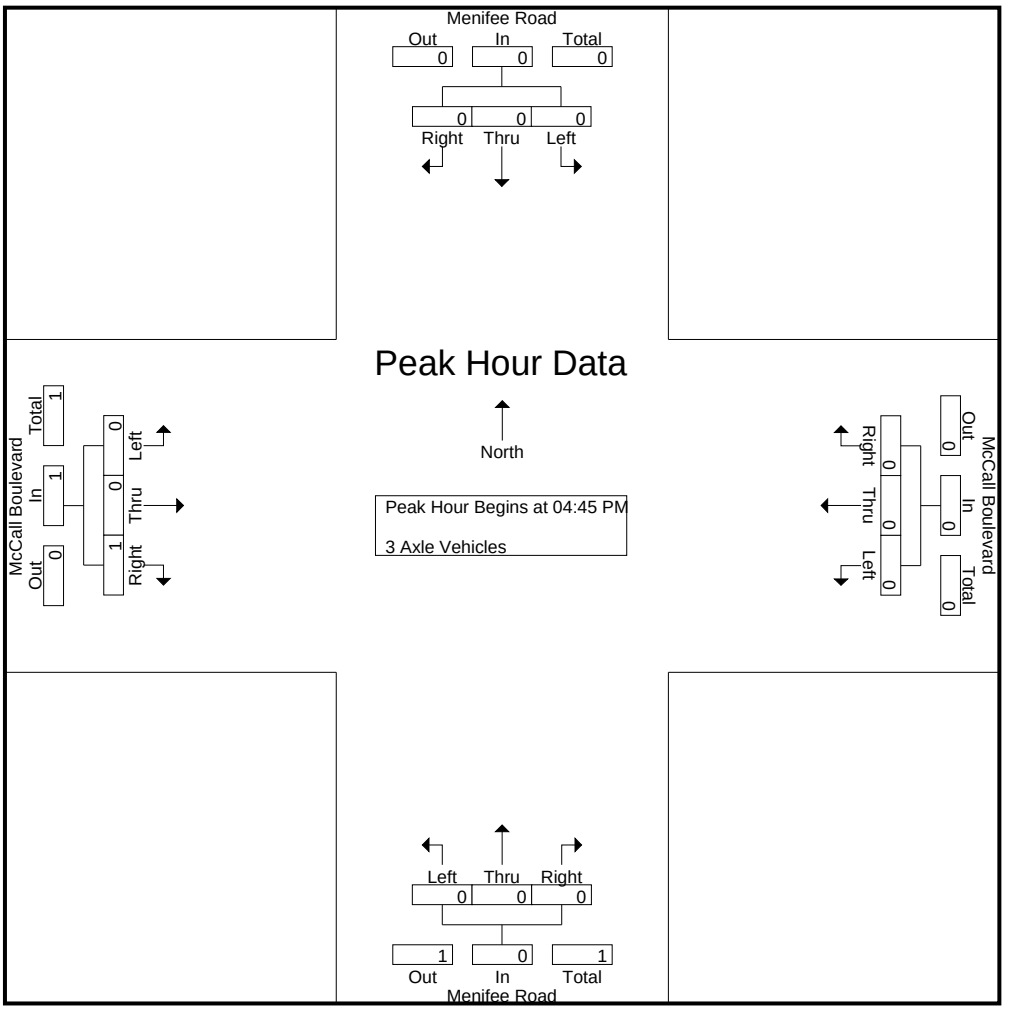
	Menifee Road Southbound				McCall Boulevard Westbound				Menifee Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Grand Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
Apprch %	0	100	0		0	0	0		0	100	0		0	0	100		
Total %	0	33.3	0	33.3	0	0	0	0	0	33.3	0	33.3	0	0	33.3	33.3	

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

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City of Menifee
N/S: Menifee Road
E/W: McCall Boulevard
Weather: Clear

File Name : 74_MEN_Meni_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

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

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City of Menifee
N/S: Menifee Road
E/W: McCall Boulevard
Weather: Clear

File Name : 74_MEN_Meni_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

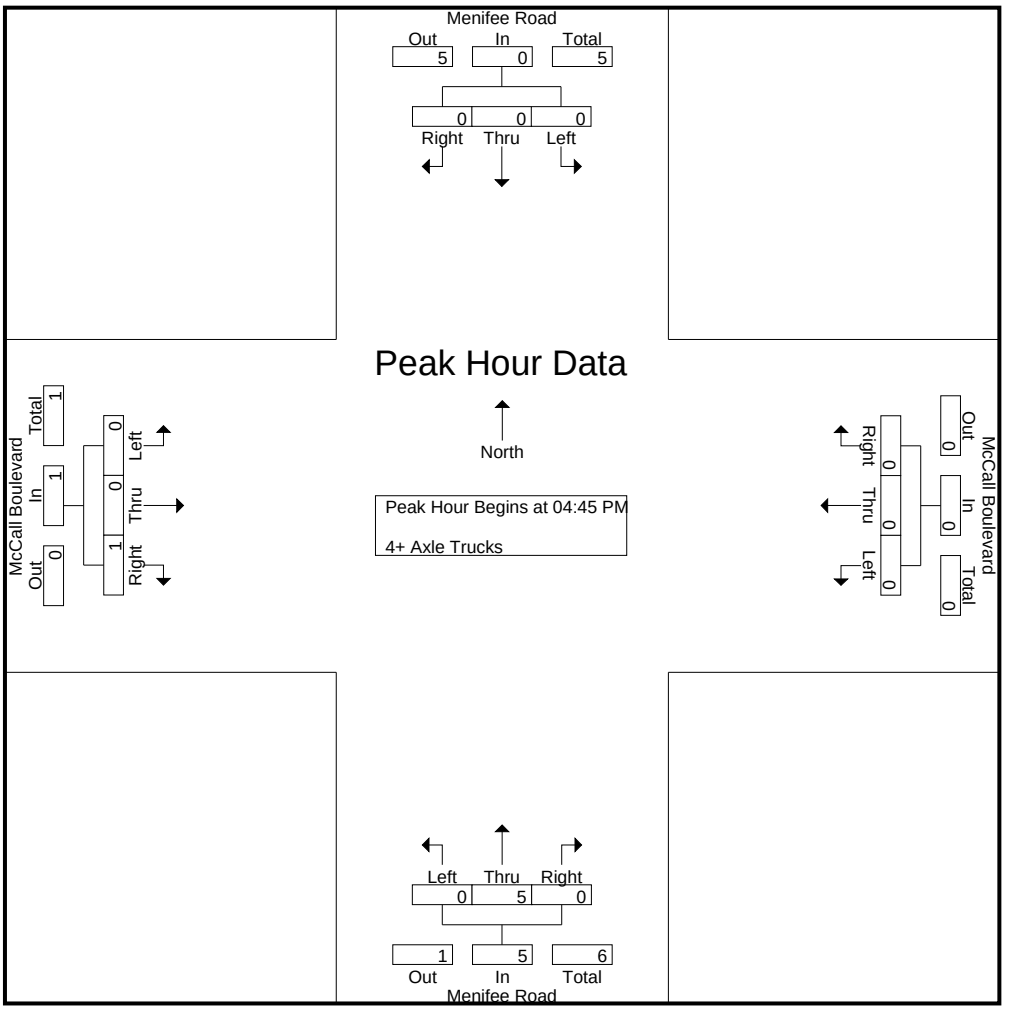
	Menifee Road Southbound				McCall Boulevard Westbound				Menifee Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	5	0	5	0	0	1	1	6
Grand Total	0	0	0	0	0	0	0	0	1	5	0	6	0	0	2	2	8
Apprch %	0	0	0		0	0	0		16.7	83.3	0		0	0	100		
Total %	0	0	0	0	0	0	0	0	12.5	62.5	0	75	0	0	25	25	

	Menifee Road Southbound				McCall Boulevard Westbound				Menifee Road Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**2**
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	**1**	**1**	2
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	5	0	5	0	0	1	1	6
% App. Total	0	0	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.250	.250	.750

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City of Menifee
N/S: Menifee Road
E/W: McCall Boulevard
Weather: Clear

File Name : 74_MEN_Meni_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	**1**	**1**
+45 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	5	0	5	0	0	1	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.250	.250

Location: Menifee
N/S: Menifee Road
E/W: McCall Boulevard

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Menifee Road	East Leg McCall Boulevard	South Leg Menifee Road	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Menifee Road	East Leg McCall Boulevard	South Leg Menifee Road	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Menifee
N/S: Menifee Road
E/W: McCall Boulevard

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Menifee Road			Westbound McCall Boulevard			Northbound Menifee Road			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

	Southbound Menifee Road			Westbound McCall Boulevard			Northbound Menifee Road			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Menifee
N/S: Heritage Lake Drive West
E/W: McCall Boulevard
Weather: Clear

File Name : 75_MEN_HL W_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

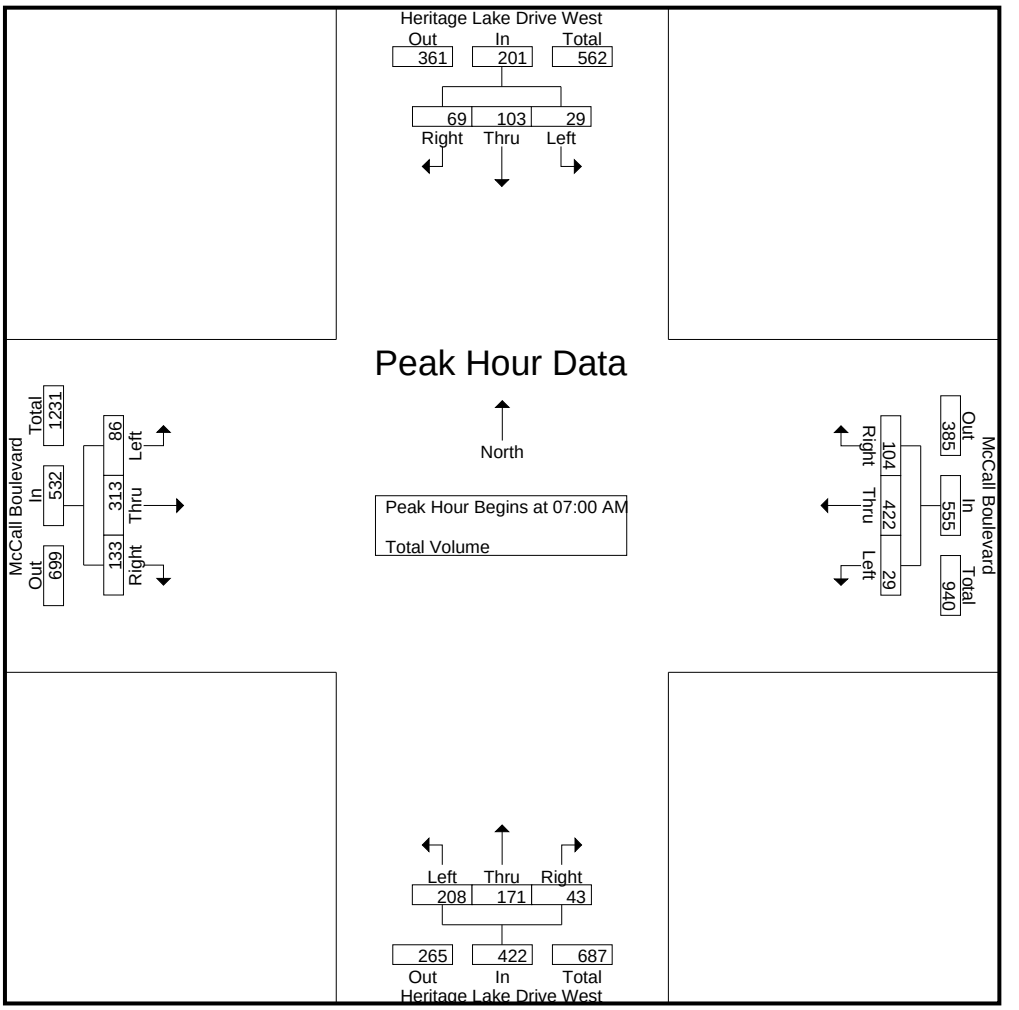
	Heritage Lake Drive West Southbound				McCall Boulevard Westbound				Heritage Lake Drive West Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	9	11	22	5	78	0	83	44	15	13	72	10	101	51	162	339
07:15 AM	3	9	14	26	6	107	20	133	77	33	18	128	23	110	52	185	472
07:30 AM	8	43	27	78	7	131	40	178	63	62	5	130	18	52	15	85	471
07:45 AM	16	42	17	75	11	106	44	161	24	61	7	92	35	50	15	100	428
Total	29	103	69	201	29	422	104	555	208	171	43	422	86	313	133	532	1710
08:00 AM	14	26	30	70	9	68	7	84	24	14	3	41	11	49	12	72	267
08:15 AM	3	4	17	24	2	57	1	60	21	5	3	29	5	51	18	74	187
08:30 AM	0	3	17	20	2	64	1	67	23	3	6	32	9	36	13	58	177
08:45 AM	2	4	12	18	3	60	1	64	14	6	4	24	2	28	16	46	152
Total	19	37	76	132	16	249	10	275	82	28	16	126	27	164	59	250	783
Grand Total	48	140	145	333	45	671	114	830	290	199	59	548	113	477	192	782	2493
Apprch %	14.4	42	43.5		5.4	80.8	13.7		52.9	36.3	10.8		14.5	61	24.6		
Total %	1.9	5.6	5.8	13.4	1.8	26.9	4.6	33.3	11.6	8	2.4	22	4.5	19.1	7.7	31.4	

	Heritage Lake Drive West Southbound				McCall Boulevard Westbound				Heritage Lake Drive West Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	9	11	22	5	78	0	83	44	15	13	72	10	101	51	162	339
07:15 AM	3	9	14	26	6	107	20	133	**77**	33	**18**	128	23	**110**	**52**	**185**	**472**
07:30 AM	8	**43**	**27**	**78**	7	**131**	40	**178**	63	**62**	5	**130**	18	52	15	85	471
07:45 AM	**16**	42	17	75	**11**	106	**44**	161	24	61	7	92	**35**	50	15	100	428
Total Volume	29	103	69	201	29	422	104	555	208	171	43	422	86	313	133	532	1710
% App. Total	14.4	51.2	34.3		5.2	76	18.7		49.3	40.5	10.2		16.2	58.8	25		
PHF	.453	.599	.639	.644	.659	.805	.591	.779	.675	.690	.597	.812	.614	.711	.639	.719	.906

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City of Menifee
N/S: Heritage Lake Drive West
E/W: McCall Boulevard
Weather: Clear

File Name : 75_MEN_HL W_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:15 AM				07:15 AM				07:00 AM				07:00 AM			
+0 mins.	3	9	14	26	6	107	20	133	44	15	13	72	10	101	51	162
+15 mins.	8	**43**	27	**78**	7	**131**	40	**178**	**77**	33	**18**	128	23	**110**	**52**	**185**
+30 mins.	**16**	42	17	75	**11**	106	**44**	161	63	**62**	5	**130**	18	52	15	85
+45 mins.	14	26	**30**	70	9	68	7	84	24	61	7	92	**35**	50	15	100
Total Volume	41	120	88	249	33	412	111	556	208	171	43	422	86	313	133	532
% App. Total	16.5	48.2	35.3		5.9	74.1	20		49.3	40.5	10.2		16.2	58.8	25	
PHF	.641	.698	.733	.798	.750	.786	.631	.781	.675	.690	.597	.812	.614	.711	.639	.719

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City of Menifee
N/S: Heritage Lake Drive West
E/W: McCall Boulevard
Weather: Clear

File Name : 75_MEN_HL W_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

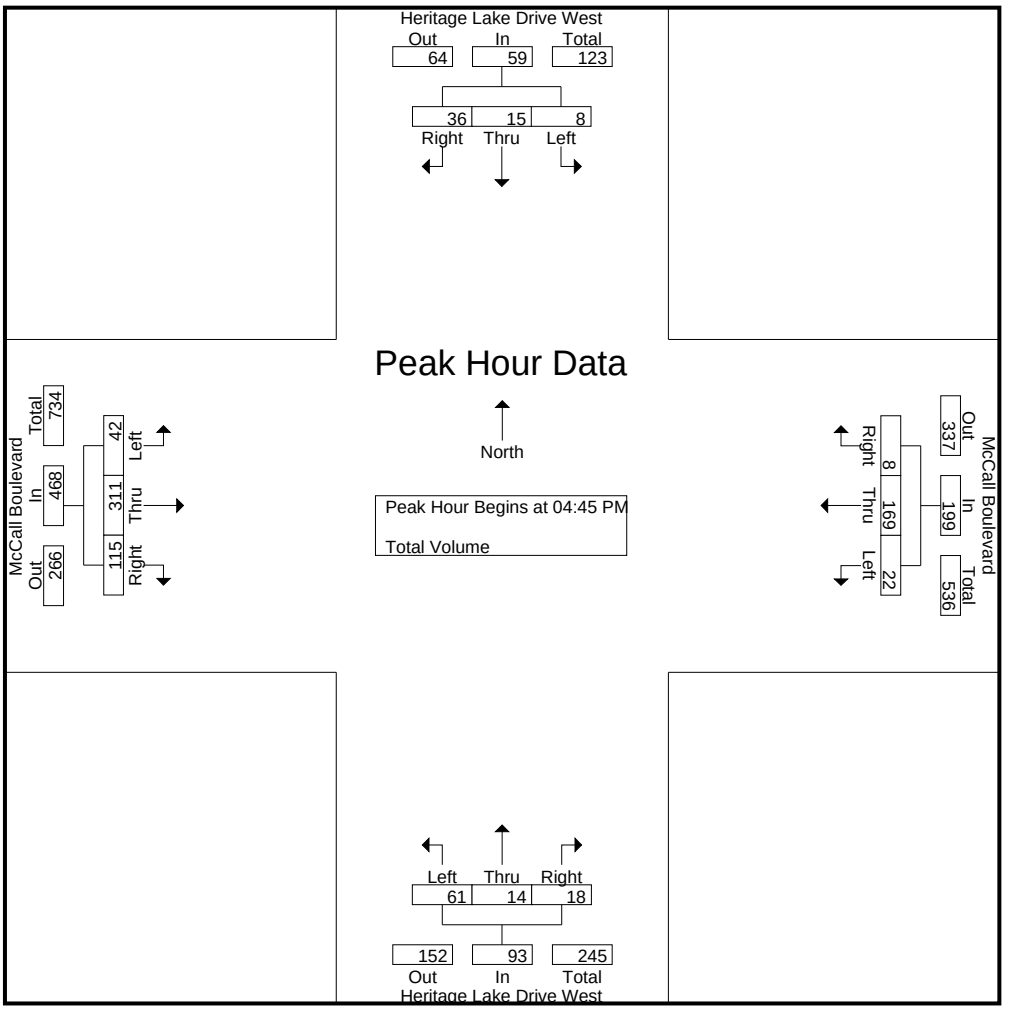
	Heritage Lake Drive West Southbound				McCall Boulevard Westbound				Heritage Lake Drive West Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	2	14	17	8	52	3	63	22	4	5	31	12	80	15	107	218
04:15 PM	3	4	7	14	4	49	1	54	21	7	7	35	15	66	27	108	211
04:30 PM	0	0	8	8	1	49	6	56	11	3	3	17	9	84	21	114	195
04:45 PM	2	4	7	13	6	34	1	41	11	4	2	17	13	75	29	117	188
Total	6	10	36	52	19	184	11	214	65	18	17	100	49	305	92	446	812
05:00 PM	2	2	10	14	5	46	3	54	20	2	7	29	6	82	31	119	216
05:15 PM	3	5	7	15	7	55	4	66	12	2	6	20	11	71	22	104	205
05:30 PM	1	4	12	17	4	34	0	38	18	6	3	27	12	83	33	128	210
05:45 PM	2	3	15	20	2	40	1	43	9	2	2	13	9	66	29	104	180
Total	8	14	44	66	18	175	8	201	59	12	18	89	38	302	115	455	811
Grand Total	14	24	80	118	37	359	19	415	124	30	35	189	87	607	207	901	1623
Apprch %	11.9	20.3	67.8		8.9	86.5	4.6		65.6	15.9	18.5		9.7	67.4	23		
Total %	0.9	1.5	4.9	7.3	2.3	22.1	1.2	25.6	7.6	1.8	2.2	11.6	5.4	37.4	12.8	55.5	

	Heritage Lake Drive West Southbound				McCall Boulevard Westbound				Heritage Lake Drive West Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	2	4	7	13	6	34	1	41	11	4	2	17	**13**	75	29	117	188
05:00 PM	2	2	10	14	5	46	3	54	**20**	2	**7**	**29**	6	82	31	119	**216**
05:15 PM	**3**	**5**	7	15	**7**	**55**	**4**	**66**	12	2	6	20	11	71	22	104	205
05:30 PM	1	4	**12**	**17**	4	34	0	38	18	**6**	3	27	12	**83**	**33**	**128**	210
Total Volume	8	15	36	59	22	169	8	199	61	14	18	93	42	311	115	468	819
% App. Total	13.6	25.4	61		11.1	84.9	4		65.6	15.1	19.4		9	66.5	24.6		
PHF	.667	.750	.750	.868	.786	.768	.500	.754	.763	.583	.643	.802	.808	.937	.871	.914	.948

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City of Menifee
N/S: Heritage Lake Drive West
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File Name : 75_MEN_HL W_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	05:00 PM				04:30 PM				04:00 PM				04:45 PM			
+0 mins.	2	2	10	14	1	49	**6**	56	**22**	4	5	31	**13**	75	29	117
+15 mins.	**3**	**5**	7	15	6	34	1	41	21	**7**	**7**	**35**	6	82	31	119
+30 mins.	1	4	12	17	5	46	3	54	11	3	3	17	11	71	22	104
+45 mins.	2	3	**15**	**20**	**7**	**55**	4	**66**	11	4	2	17	12	**83**	**33**	**128**
Total Volume	8	14	44	66	19	184	14	217	65	18	17	100	42	311	115	468
% App. Total	12.1	21.2	66.7		8.8	84.8	6.5		65	18	17		9	66.5	24.6	
PHF	.667	.700	.733	.825	.679	.836	.583	.822	.739	.643	.607	.714	.808	.937	.871	.914

Location: Menifee
N/S: Heritage Lake Drive West
E/W: McCall Boulevard

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Heritage Lake Drive West	East Leg McCall Boulevard	South Leg Heritage Lake Drive West	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	5	6	0	11
7:15 AM	0	7	1	0	8
7:30 AM	4	14	2	0	20
7:45 AM	1	17	2	0	20
8:00 AM	0	5	12	1	18
8:15 AM	2	3	2	0	7
8:30 AM	0	1	8	0	9
8:45 AM	0	0	8	0	8
TOTAL VOLUMES:	7	52	41	1	101

	North Leg Heritage Lake Drive West	East Leg McCall Boulevard	South Leg Heritage Lake Drive West	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	2	0	2
4:30 PM	0	0	4	0	4
4:45 PM	0	0	0	0	0
5:00 PM	0	1	2	0	3
5:15 PM	0	0	2	0	2
5:30 PM	0	1	3	0	4
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	0	3	13	0	16

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Location: Menifee
N/S: Heritage Lake Drive West
E/W: McCall Boulevard

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Heritage Lake Drive West			Westbound McCall Boulevard			Northbound Heritage Lake Drive West			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	5	4	0	0	0	0	0	0	0	0	2	0	11
7:15 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
TOTAL VOLUMES:	5	5	0	0	1	0	0	3	2	0	3	0	19

	Southbound Heritage Lake Drive West			Westbound McCall Boulevard			Northbound Heritage Lake Drive West			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	1	0	0	0	0	1	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	2	0	0	0	1	1	0	1	0	7

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City of Menifee
N/S: Heritage Lake Drive East
E/W: McCall Boulevard
Weather: Clear

File Name : 76_MEN_HL E_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

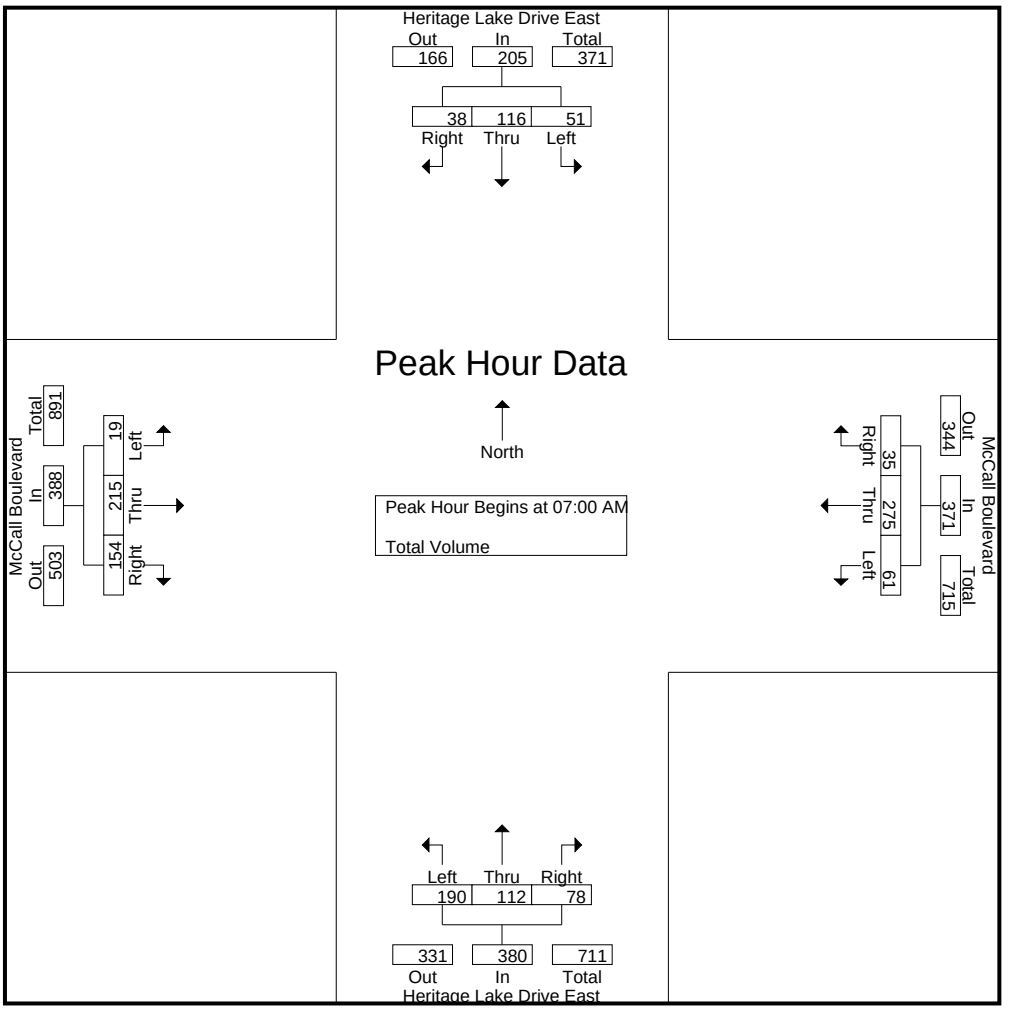
	Heritage Lake Drive East Southbound				McCall Boulevard Westbound				Heritage Lake Drive East Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	29	8	47	24	31	4	59	39	21	22	82	5	50	58	113	301
07:15 AM	15	50	6	71	25	69	11	105	66	37	44	147	6	65	68	139	462
07:30 AM	19	22	8	49	7	97	11	115	53	29	10	92	2	57	20	79	335
07:45 AM	7	15	16	38	5	78	9	92	32	25	2	59	6	43	8	57	246
Total	51	116	38	205	61	275	35	371	190	112	78	380	19	215	154	388	1344
08:00 AM	8	13	8	29	1	40	1	42	13	4	2	19	4	43	19	66	156
08:15 AM	4	2	5	11	2	32	1	35	10	1	1	12	4	35	10	49	107
08:30 AM	7	2	3	12	2	32	3	37	17	4	1	22	2	28	6	36	107
08:45 AM	2	2	3	7	0	25	1	26	17	5	0	22	4	18	8	30	85
Total	21	19	19	59	5	129	6	140	57	14	4	75	14	124	43	181	455
Grand Total	72	135	57	264	66	404	41	511	247	126	82	455	33	339	197	569	1799
Apprch %	27.3	51.1	21.6		12.9	79.1	8		54.3	27.7	18		5.8	59.6	34.6		
Total %	4	7.5	3.2	14.7	3.7	22.5	2.3	28.4	13.7	7	4.6	25.3	1.8	18.8	11	31.6	

	Heritage Lake Drive East Southbound				McCall Boulevard Westbound				Heritage Lake Drive East Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	10	29	8	47	24	31	4	59	39	21	22	82	5	50	58	113	301
07:15 AM	15	**50**	6	**71**	**25**	69	**11**	105	**66**	**37**	**44**	**147**	**6**	**65**	**68**	**139**	**462**
07:30 AM	**19**	22	8	49	7	**97**	11	**115**	53	29	10	92	2	57	20	79	335
07:45 AM	7	15	**16**	38	5	78	9	92	32	25	2	59	6	43	8	57	246
Total Volume	51	116	38	205	61	275	35	371	190	112	78	380	19	215	154	388	1344
% App. Total	24.9	56.6	18.5		16.4	74.1	9.4		50	29.5	20.5		4.9	55.4	39.7		
PHF	.671	.580	.594	.722	.610	.709	.795	.807	.720	.757	.443	.646	.792	.827	.566	.698	.727

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City of Menifee
N/S: Heritage Lake Drive East
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File Name : 76_MEN_HL E_McC AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	10	29	8	47	24	31	4	59	39	21	22	82	5	50	58	113
+15 mins.	15	**50**	6	**71**	**25**	69	**11**	105	**66**	**37**	**44**	**147**	**6**	**65**	**68**	**139**
+30 mins.	**19**	22	8	49	7	**97**	11	**115**	53	29	10	92	2	57	20	79
+45 mins.	7	15	**16**	38	5	78	9	92	32	25	2	59	6	43	8	57
Total Volume	51	116	38	205	61	275	35	371	190	112	78	380	19	215	154	388
% App. Total	24.9	56.6	18.5		16.4	74.1	9.4		50	29.5	20.5		4.9	55.4	39.7	
PHF	.671	.580	.594	.722	.610	.709	.795	.807	.720	.757	.443	.646	.792	.827	.566	.698

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City of Menifee
N/S: Heritage Lake Drive East
E/W: McCall Boulevard
Weather: Clear

File Name : 76_MEN_HL E_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

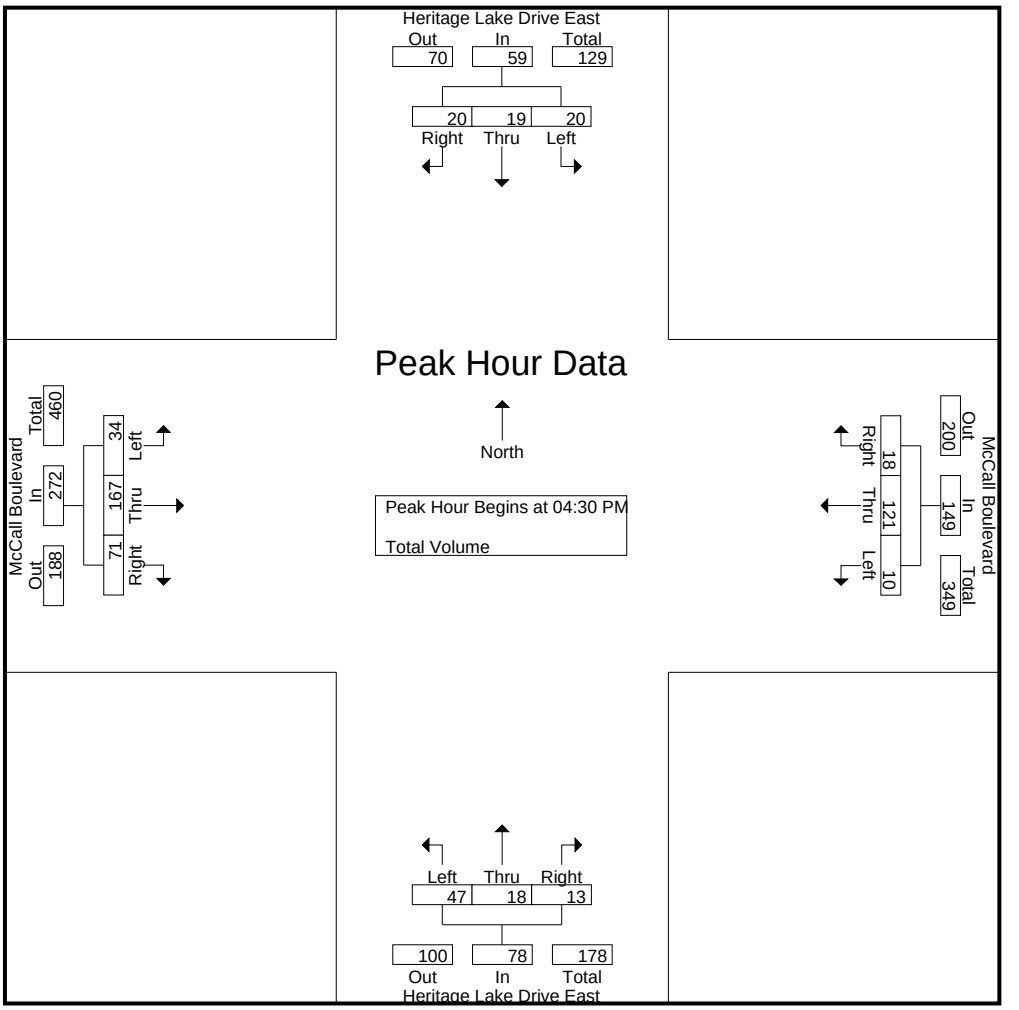
	Heritage Lake Drive East Southbound				McCall Boulevard Westbound				Heritage Lake Drive East Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	3	8	17	2	27	5	34	15	3	2	20	4	43	14	61	132
04:15 PM	0	6	6	12	2	30	6	38	11	4	1	16	5	33	22	60	126
04:30 PM	4	5	4	13	3	29	5	37	15	8	1	24	6	40	22	68	142
04:45 PM	7	3	5	15	3	27	4	34	7	2	2	11	7	41	18	66	126
Total	17	17	23	57	10	113	20	143	48	17	6	71	22	157	76	255	526
05:00 PM	6	5	3	14	3	30	7	40	10	5	7	22	10	43	19	72	148
05:15 PM	3	6	8	17	1	35	2	38	15	3	3	21	11	43	12	66	142
05:30 PM	4	4	6	14	1	26	8	35	5	4	1	10	7	50	21	78	137
05:45 PM	5	5	6	16	2	17	6	25	11	2	1	14	8	30	15	53	108
Total	18	20	23	61	7	108	23	138	41	14	12	67	36	166	67	269	535
Grand Total	35	37	46	118	17	221	43	281	89	31	18	138	58	323	143	524	1061
Apprch %	29.7	31.4	39		6	78.6	15.3		64.5	22.5	13		11.1	61.6	27.3		
Total %	3.3	3.5	4.3	11.1	1.6	20.8	4.1	26.5	8.4	2.9	1.7	13	5.5	30.4	13.5	49.4	

	Heritage Lake Drive East Southbound				McCall Boulevard Westbound				Heritage Lake Drive East Northbound				McCall Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	5	4	13	**3**	29	5	37	**15**	**8**	1	**24**	6	40	**22**	68	142
04:45 PM	**7**	3	5	15	3	27	4	34	7	2	2	11	7	41	18	66	126
05:00 PM	6	5	3	14	3	30	**7**	**40**	10	5	**7**	22	10	**43**	19	**72**	**148**
05:15 PM	3	**6**	**8**	**17**	1	**35**	2	38	15	3	3	21	**11**	43	12	66	142
Total Volume	20	19	20	59	10	121	18	149	47	18	13	78	34	167	71	272	558
% App. Total	33.9	32.2	33.9		6.7	81.2	12.1		60.3	23.1	16.7		12.5	61.4	26.1		
PHF	.714	.792	.625	.868	.833	.864	.643	.931	.783	.563	.464	.813	.773	.971	.807	.944	.943

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City of Menifee
N/S: Heritage Lake Drive East
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Weather: Clear

File Name : 76_MEN_HL E_McC PM
Site Code : 00322418
Start Date : 5/25/2022



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

	05:00 PM				04:15 PM				04:30 PM				04:45 PM			
+0 mins.	**6**	5	3	14	2	**30**	6	38	**15**	**8**	1	**24**	7	41	18	66
+15 mins.	3	**6**	**8**	**17**	**3**	29	5	37	7	2	2	11	10	43	19	72
+30 mins.	4	4	6	14	3	27	4	34	10	5	**7**	22	**11**	43	12	66
+45 mins.	5	5	6	16	3	30	**7**	**40**	15	3	3	21	7	**50**	**21**	**78**
Total Volume	18	20	23	61	11	116	22	149	47	18	13	78	35	177	70	282
% App. Total	29.5	32.8	37.7		7.4	77.9	14.8		60.3	23.1	16.7		12.4	62.8	24.8	
PHF	.750	.833	.719	.897	.917	.967	.786	.931	.783	.563	.464	.813	.795	.885	.833	.904

Location: Menifee
N/S: Heritage Lake Drive East
E/W: McCall Boulevard

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Heritage Lake Drive East	East Leg McCall Boulevard	South Leg Heritage Lake Drive East	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	2	0	0	2
7:15 AM	0	2	0	0	2
7:30 AM	0	0	0	1	1
7:45 AM	1	0	0	0	1
8:00 AM	0	0	1	2	3
8:15 AM	1	0	0	1	2
8:30 AM	0	1	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	2	5	1	4	12

	North Leg Heritage Lake Drive East	East Leg McCall Boulevard	South Leg Heritage Lake Drive East	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1
4:30 PM	0	3	1	0	4
4:45 PM	0	0	0	0	0
5:00 PM	0	1	1	0	2
5:15 PM	0	0	1	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	5	3	0	8

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Location: Menifee
N/S: Heritage Lake Drive East
E/W: McCall Boulevard

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Heritage Lake Drive East			Westbound McCall Boulevard			Northbound Heritage Lake Drive East			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	1	2	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	5
7:30 AM	0	0	0	0	0	0	3	1	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	7	0	1	0	0	3	1	0	0	1	0	14

	Southbound Heritage Lake Drive East			Westbound McCall Boulevard			Northbound Heritage Lake Drive East			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
TOTAL VOLUMES:	0	0	2	0	2	0	0	2	0	0	2	1	9

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(951)268-6268

City of Menifee
N/S: Briggs Road
E/W: McCall Boulevard
Weather: Clear

File Name : 77_MEN_Briggs_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

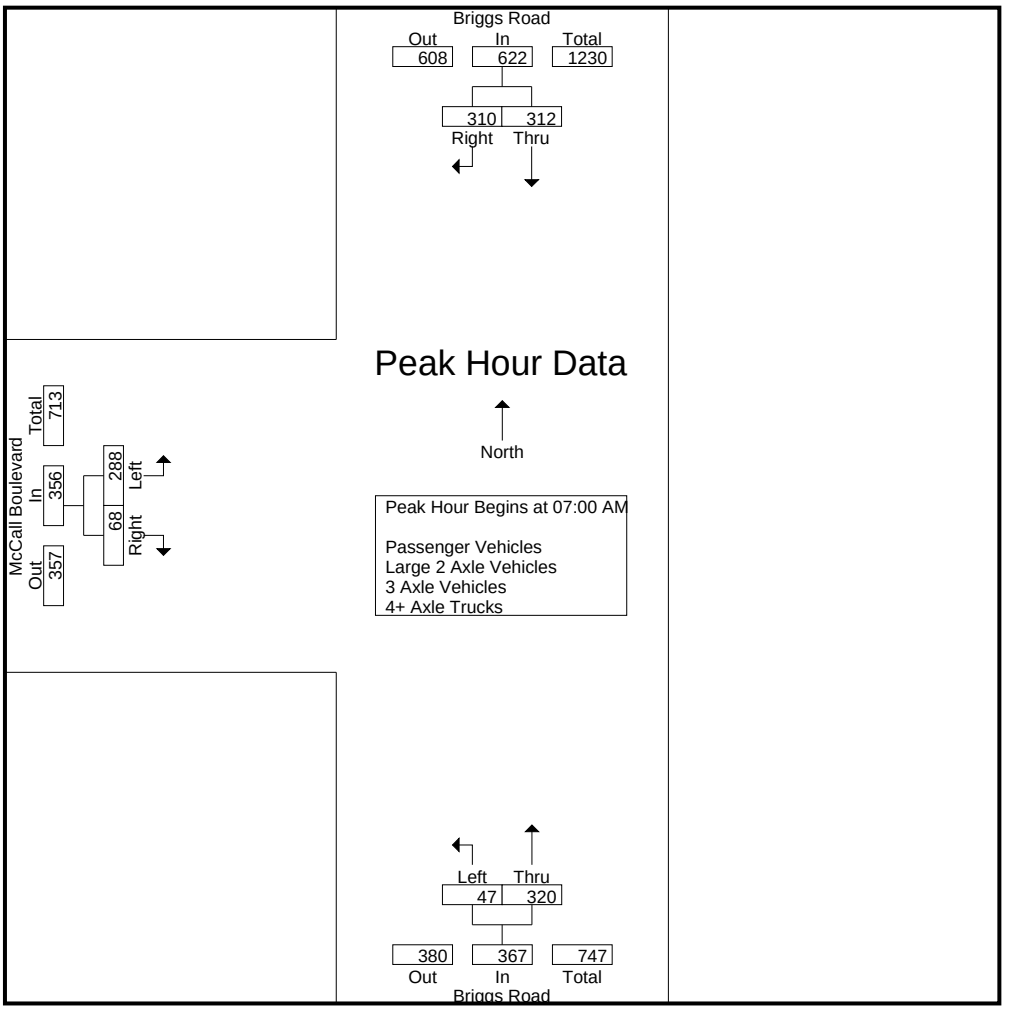
	Briggs Road Southbound			Briggs Road Northbound			McCall Boulevard Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	104	51	155	7	89	96	68	13	81	332
07:15 AM	107	74	181	22	124	146	101	28	129	456
07:30 AM	60	97	157	12	83	95	73	17	90	342
07:45 AM	41	88	129	6	24	30	46	10	56	215
Total	312	310	622	47	320	367	288	68	356	1345
08:00 AM	25	27	52	7	20	27	34	14	48	127
08:15 AM	16	30	46	4	19	23	35	10	45	114
08:30 AM	16	25	41	11	32	43	24	13	37	121
08:45 AM	11	26	37	1	17	18	15	3	18	73
Total	68	108	176	23	88	111	108	40	148	435
Grand Total	380	418	798	70	408	478	396	108	504	1780
Apprch %	47.6	52.4		14.6	85.4		78.6	21.4		
Total %	21.3	23.5	44.8	3.9	22.9	26.9	22.2	6.1	28.3	
Passenger Vehicles	378	414	792	69	407	476	392	106	498	1766
% Passenger Vehicles	99.5	99	99.2	98.6	99.8	99.6	99	98.1	98.8	99.2
Large 2 Axle Vehicles	0	3	3	0	1	1	4	1	5	9
% Large 2 Axle Vehicles	0	0.7	0.4	0	0.2	0.2	1	0.9	1	0.5
3 Axle Vehicles	1	0	1	0	0	0	0	0	0	1
% 3 Axle Vehicles	0.3	0	0.1	0	0	0	0	0	0	0.1
4+ Axle Trucks	1	1	2	1	0	1	0	1	1	4
% 4+ Axle Trucks	0.3	0.2	0.3	1.4	0	0.2	0	0.9	0.2	0.2

	Briggs Road Southbound			Briggs Road Northbound			McCall Boulevard Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	104	51	155	7	89	96	68	13	81	332
07:15 AM	**107**	74	**181**	**22**	**124**	**146**	**101**	**28**	**129**	**456**
07:30 AM	60	**97**	157	12	83	95	73	17	90	342
07:45 AM	41	88	129	6	24	30	46	10	56	215
Total Volume	312	310	622	47	320	367	288	68	356	1345
% App. Total	50.2	49.8		12.8	87.2		80.9	19.1		
PHF	.729	.799	.859	.534	.645	.628	.713	.607	.690	.737

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Weather: Clear

File Name : 77_MEN_Briggs_McC AM
Site Code : 00322418
Start Date : 5/25/2022



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	104	51	155	7	89	96	68	13	81
+15 mins.	**107**	74	**181**	**22**	**124**	**146**	**101**	**28**	**129**
+30 mins.	60	**97**	157	12	83	95	73	17	90
+45 mins.	41	88	129	6	24	30	46	10	56
Total Volume	312	310	622	47	320	367	288	68	356
% App. Total	50.2	49.8		12.8	87.2		80.9	19.1	
PHF	.729	.799	.859	.534	.645	.628	.713	.607	.690

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City of Menifee
N/S: Briggs Road
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File Name : 77_MEN_Briggs_McC AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

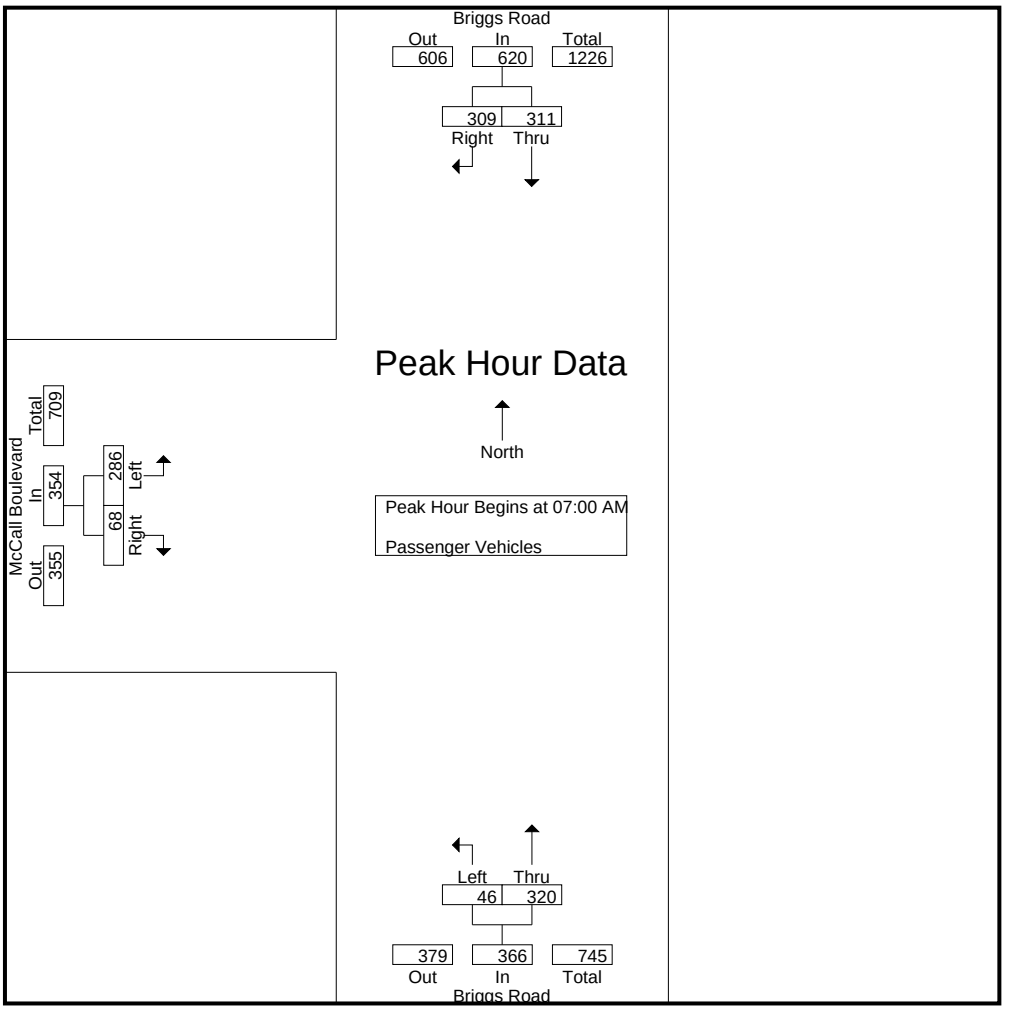
	Briggs Road Southbound			Briggs Road Northbound			McCall Boulevard Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	104	51	155	7	89	96	68	13	81	332
07:15 AM	107	74	181	21	124	145	100	28	128	454
07:30 AM	60	96	156	12	83	95	72	17	89	340
07:45 AM	40	88	128	6	24	30	46	10	56	214
Total	311	309	620	46	320	366	286	68	354	1340
08:00 AM	24	26	50	7	20	27	33	14	47	124
08:15 AM	16	29	45	4	19	23	34	10	44	112
08:30 AM	16	24	40	11	31	42	24	11	35	117
08:45 AM	11	26	37	1	17	18	15	3	18	73
Total	67	105	172	23	87	110	106	38	144	426
Grand Total	378	414	792	69	407	476	392	106	498	1766
Apprch %	47.7	52.3		14.5	85.5		78.7	21.3		
Total %	21.4	23.4	44.8	3.9	23	27	22.2	6	28.2	

	Briggs Road Southbound			Briggs Road Northbound			McCall Boulevard Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	104	51	155	7	89	96	68	13	81	332
07:15 AM	**107**	74	**181**	**21**	**124**	**145**	**100**	**28**	**128**	**454**
07:30 AM	60	**96**	156	12	83	95	72	17	89	340
07:45 AM	40	88	128	6	24	30	46	10	56	214
Total Volume	311	309	620	46	320	366	286	68	354	1340
% App. Total	50.2	49.8		12.6	87.4		80.8	19.2		
PHF	.727	.805	.856	.548	.645	.631	.715	.607	.691	.738

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City of Menifee
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Weather: Clear

File Name : 77_MEN_Briggs_McC AM
Site Code : 00322418
Start Date : 5/25/2022



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	104	51	155	7	89	96	68	13	81
+15 mins.	**107**	74	**181**	**21**	**124**	**145**	**100**	**28**	**128**
+30 mins.	60	**96**	156	12	83	95	72	17	89
+45 mins.	40	88	128	6	24	30	46	10	56
Total Volume	311	309	620	46	320	366	286	68	354
% App. Total	50.2	49.8		12.6	87.4		80.8	19.2	
PHF	.727	.805	.856	.548	.645	.631	.715	.607	.691

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City of Menifee
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File Name : 77_MEN_Briggs_McC AM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- Large 2 Axle Vehicles

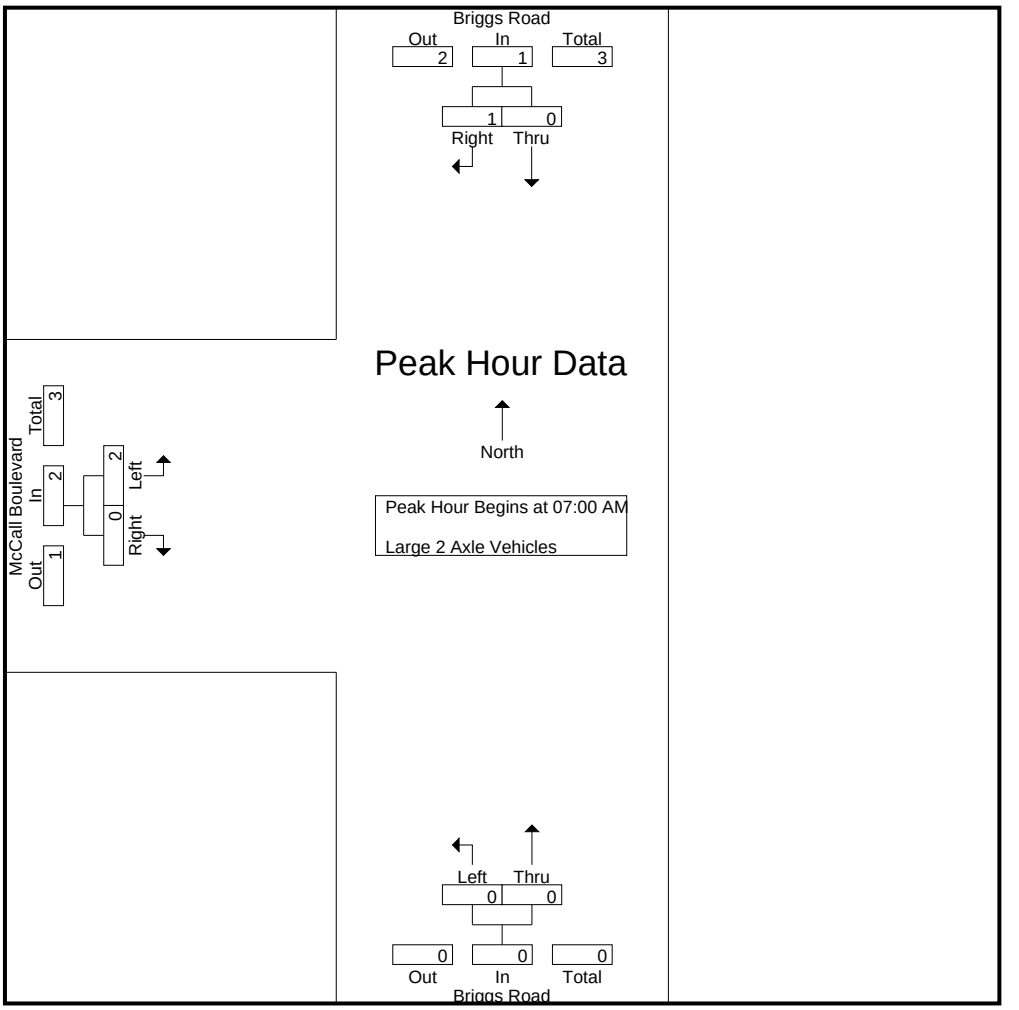
	Briggs Road Southbound			Briggs Road Northbound			McCall Boulevard Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	1	1	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	2	0	2	3
08:00 AM	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	1	1	0	0	0	1	0	1	2
08:30 AM	0	1	1	0	1	1	0	1	1	3
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	0	1	1	2	1	3	6
Grand Total	0	3	3	0	1	1	4	1	5	9
Apprch %	0	100		0	100		80	20		
Total %	0	33.3	33.3	0	11.1	11.1	44.4	11.1	55.6	

	Briggs Road Southbound			Briggs Road Northbound			McCall Boulevard Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	**1**	0	**1**	1
07:30 AM	0	**1**	**1**	0	0	0	1	0	1	**2**
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	2	0	2	3
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.500	.000	.500	.375

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City of Menifee
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File Name : 77_MEN_Briggs_McC AM
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	**1**	**1**	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	2	0	2
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.500	.000	.500

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City of Menifee
N/S: Briggs Road
E/W: McCall Boulevard
Weather: Clear

File Name : 77_MEN_Briggs_McC AM
Site Code : 00322418
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Page No : 1

Groups Printed- 3 Axle Vehicles

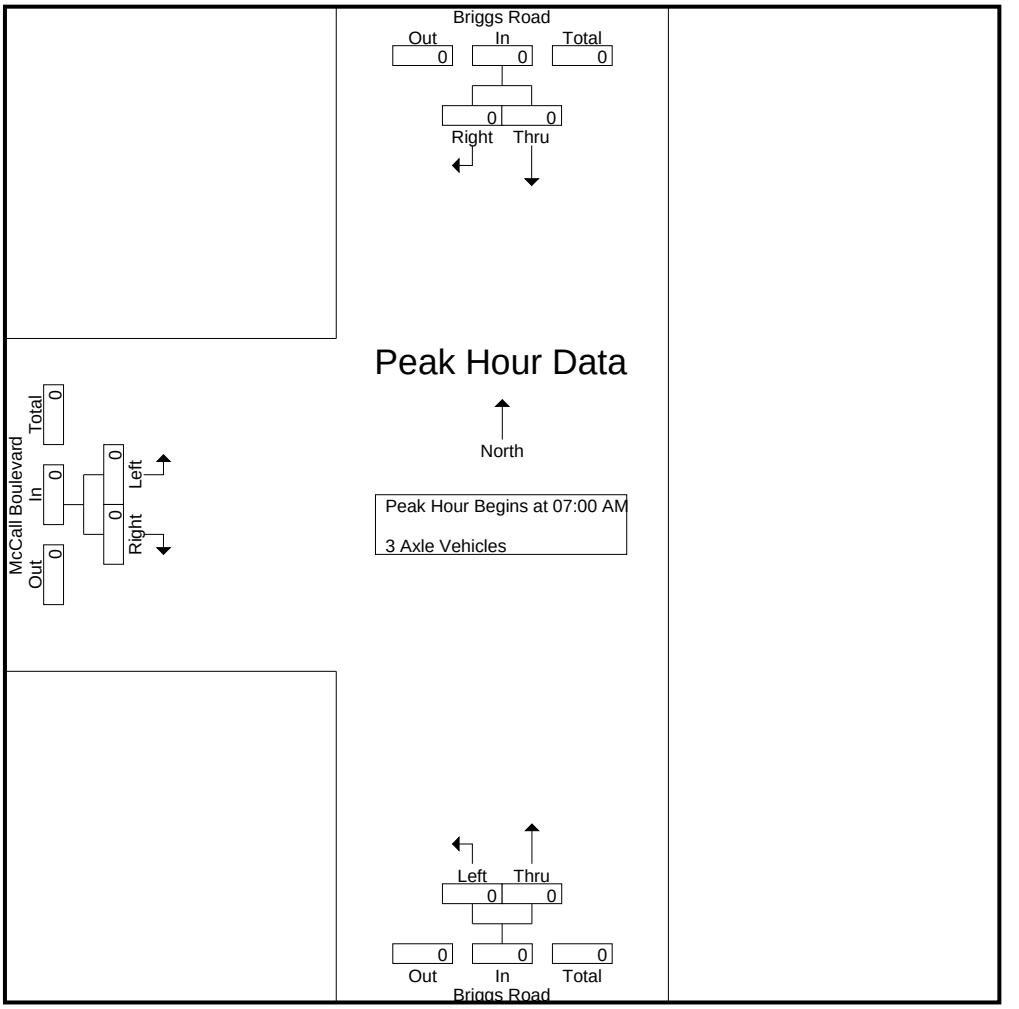
	Briggs Road Southbound			Briggs Road Northbound			McCall Boulevard Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	0	1	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	0	0	1
Grand Total	1	0	1	0	0	0	0	0	0	1
Apprch %	100	0		0	0		0	0		
Total %	100	0	100	0	0	0	0	0	0	

	Briggs Road Southbound			Briggs Road Northbound			McCall Boulevard Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Menifee
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File Name : 77_MEN_Briggs_McC AM
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Groups Printed- 4+ Axle Trucks

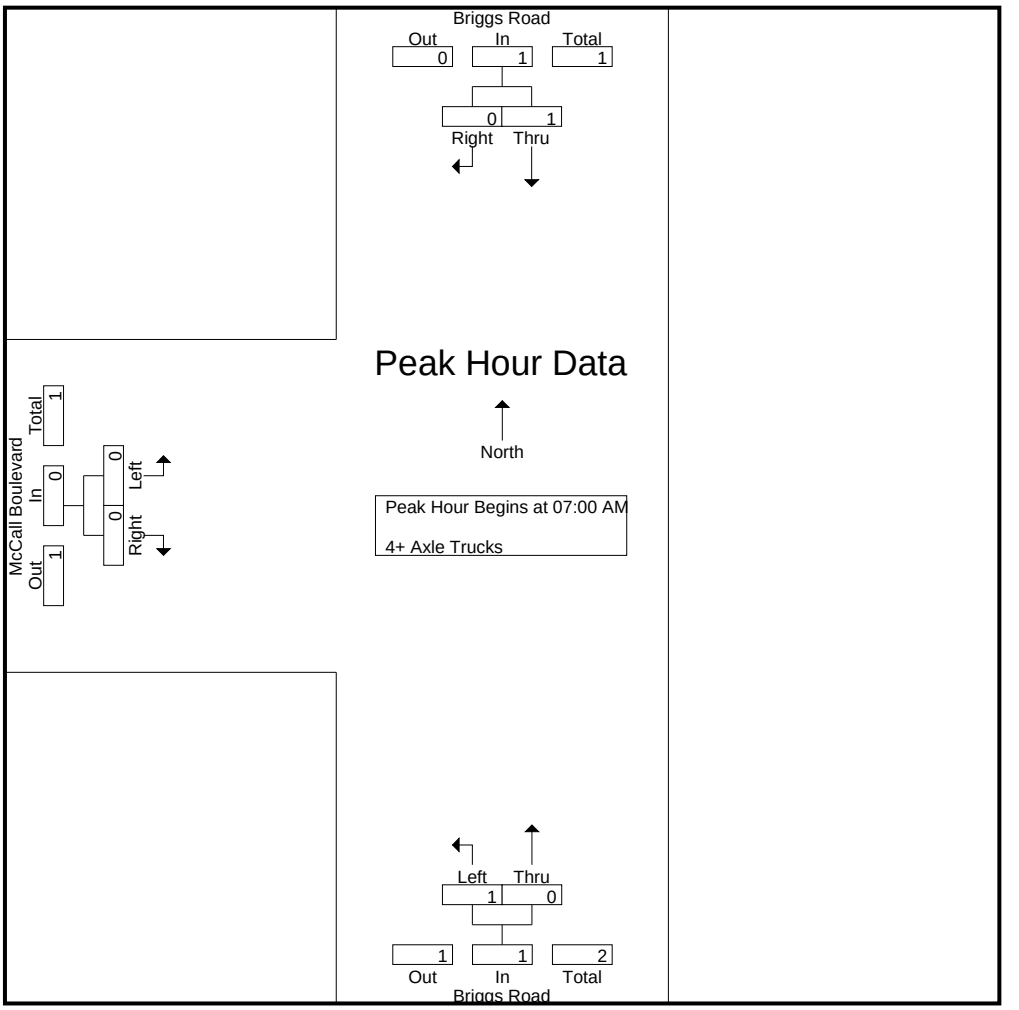
	Briggs Road Southbound			Briggs Road Northbound			McCall Boulevard Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	1	0	0	0	0	0	0	1
Total	1	0	1	1	0	1	0	0	0	2
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	1	1	2
Grand Total	1	1	2	1	0	1	0	1	1	4
Apprch %	50	50		100	0		0	100		
Total %	25	25	50	25	0	25	0	25	25	

	Briggs Road Southbound			Briggs Road Northbound			McCall Boulevard Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	**1**	0	**1**	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	**1**	0	**1**	0	0	0	0	0	0	1
Total Volume	1	0	1	1	0	1	0	0	0	2
% App. Total	100	0		100	0		0	0		
PHF	.250	.000	.250	.250	.000	.250	.000	.000	.000	.500

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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	**1**	0	**1**	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	**1**	0	**1**	0	0	0	0	0	0
Total Volume	1	0	1	1	0	1	0	0	0
% App. Total	100	0		100	0		0	0	
PHF	.250	.000	.250	.250	.000	.250	.000	.000	.000

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City of Menifee
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File Name : 77_MEN_Briggs_McC PM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

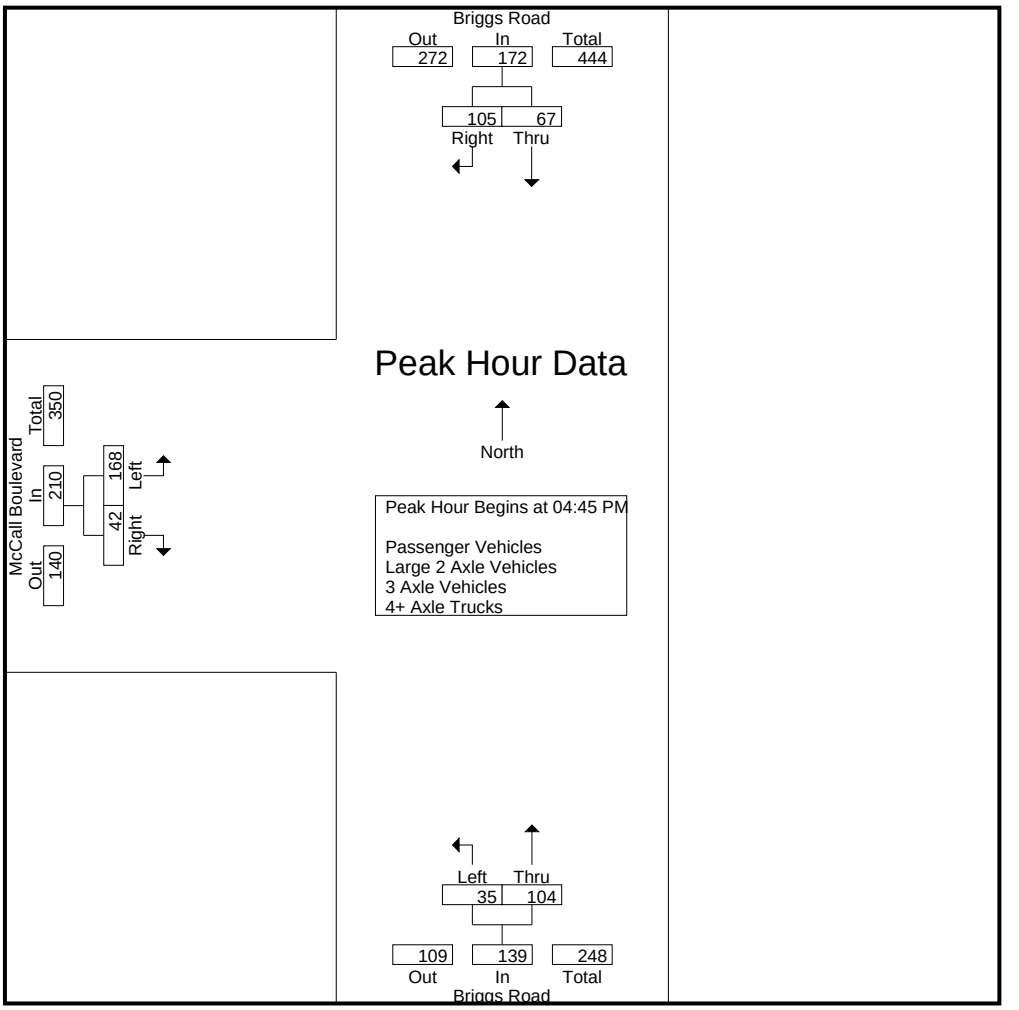
	Briggs Road Southbound			Briggs Road Northbound			McCall Boulevard Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	17	23	40	8	17	25	35	13	48	113
04:15 PM	8	26	34	6	15	21	22	17	39	94
04:30 PM	15	21	36	11	23	34	32	15	47	117
04:45 PM	15	28	43	7	16	23	36	13	49	115
Total	55	98	153	32	71	103	125	58	183	439
05:00 PM	15	22	37	12	33	45	44	10	54	136
05:15 PM	18	30	48	5	34	39	46	6	52	139
05:30 PM	19	25	44	11	21	32	42	13	55	131
05:45 PM	9	19	28	3	13	16	22	15	37	81
Total	61	96	157	31	101	132	154	44	198	487
Grand Total	116	194	310	63	172	235	279	102	381	926
Apprch %	37.4	62.6		26.8	73.2		73.2	26.8		
Total %	12.5	21	33.5	6.8	18.6	25.4	30.1	11	41.1	
Passenger Vehicles	116	192	308	63	171	234	278	100	378	920
% Passenger Vehicles	100	99	99.4	100	99.4	99.6	99.6	98	99.2	99.4
Large 2 Axle Vehicles	0	2	2	0	1	1	1	2	3	6
% Large 2 Axle Vehicles	0	1	0.6	0	0.6	0.4	0.4	2	0.8	0.6
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	Briggs Road Southbound			Briggs Road Northbound			McCall Boulevard Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	15	28	43	7	16	23	36	**13**	49	115
05:00 PM	15	22	37	**12**	33	**45**	44	10	54	136
05:15 PM	18	**30**	**48**	5	**34**	39	**46**	6	52	**139**
05:30 PM	**19**	25	44	11	21	32	42	13	**55**	131
Total Volume	67	105	172	35	104	139	168	42	210	521
% App. Total	39	61		25.2	74.8		80	20		
PHF	.882	.875	.896	.729	.765	.772	.913	.808	.955	.937

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City of Menifee
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Weather: Clear

File Name : 77_MEN_Briggs_McC PM
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:30 PM			04:45 PM		
+0 mins.	15	28	43	11	23	34	36	**13**	49
+15 mins.	15	22	37	7	16	23	44	10	54
+30 mins.	18	**30**	**48**	**12**	33	**45**	**46**	6	52
+45 mins.	**19**	25	44	5	**34**	39	42	13	**55**
Total Volume	67	105	172	35	106	141	168	42	210
% App. Total	39	61		24.8	75.2		80	20	
PHF	.882	.875	.896	.729	.779	.783	.913	.808	.955

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City of Menifee
N/S: Briggs Road
E/W: McCall Boulevard
Weather: Clear

File Name : 77_MEN_Briggs_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

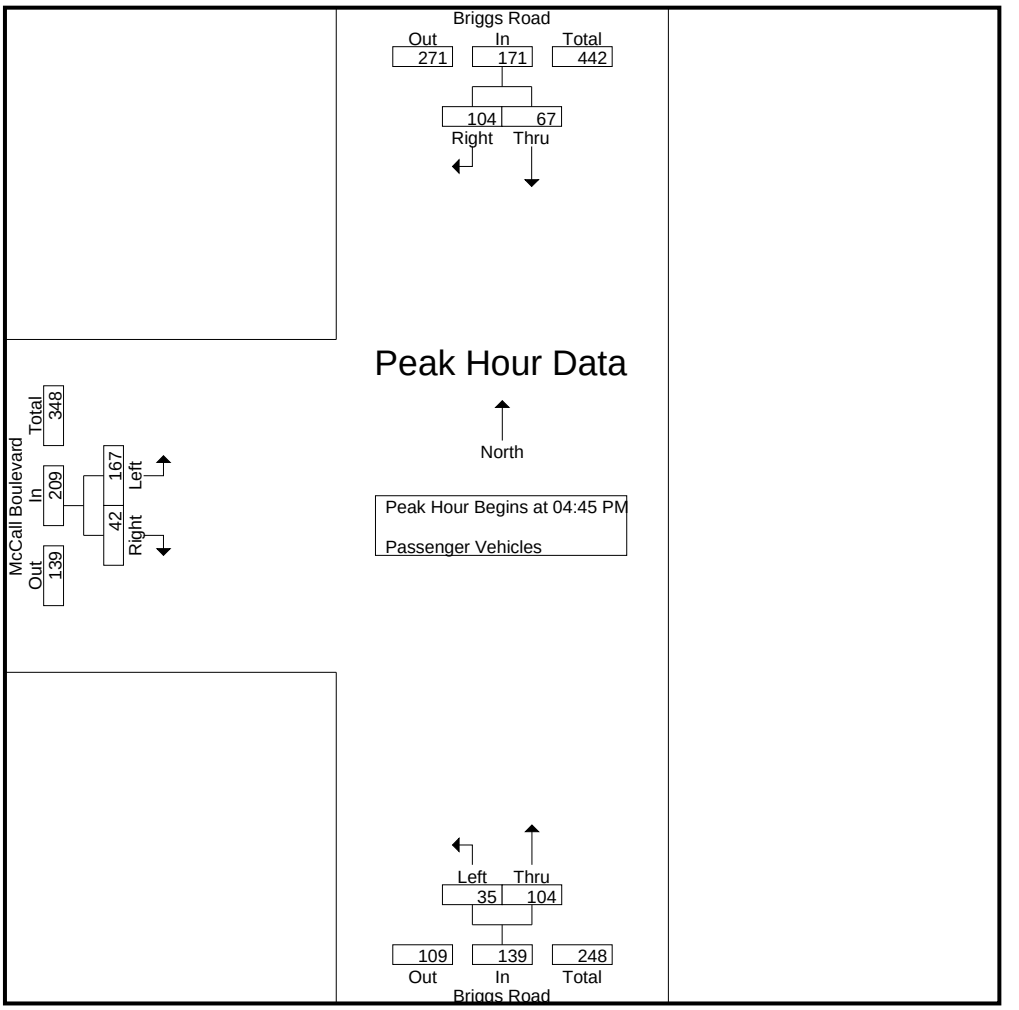
	Briggs Road Southbound			Briggs Road Northbound			McCall Boulevard Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	17	23	40	8	17	25	35	13	48	113
04:15 PM	8	26	34	6	15	21	22	15	37	92
04:30 PM	15	20	35	11	22	33	32	15	47	115
04:45 PM	15	28	43	7	16	23	36	13	49	115
Total	55	97	152	32	70	102	125	56	181	435
05:00 PM	15	22	37	12	33	45	44	10	54	136
05:15 PM	18	30	48	5	34	39	46	6	52	139
05:30 PM	19	24	43	11	21	32	41	13	54	129
05:45 PM	9	19	28	3	13	16	22	15	37	81
Total	61	95	156	31	101	132	153	44	197	485
Grand Total	116	192	308	63	171	234	278	100	378	920
Apprch %	37.7	62.3		26.9	73.1		73.5	26.5		
Total %	12.6	20.9	33.5	6.8	18.6	25.4	30.2	10.9	41.1	

	Briggs Road Southbound			Briggs Road Northbound			McCall Boulevard Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	15	28	43	7	16	23	36	**13**	49	115
05:00 PM	15	22	37	**12**	33	**45**	44	10	**54**	136
05:15 PM	18	**30**	**48**	5	**34**	39	**46**	6	52	**139**
05:30 PM	**19**	24	43	11	21	32	41	13	54	129
Total Volume	67	104	171	35	104	139	167	42	209	519
% App. Total	39.2	60.8		25.2	74.8		79.9	20.1		
PHF	.882	.867	.891	.729	.765	.772	.908	.808	.968	.933

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City of Menifee
N/S: Briggs Road
E/W: McCall Boulevard
Weather: Clear

File Name : 77_MEN_Briggs_McC PM
Site Code : 00322418
Start Date : 5/25/2022



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	15	28	43	7	16	23	36	**13**	49
+15 mins.	15	22	37	**12**	33	**45**	44	10	**54**
+30 mins.	18	**30**	**48**	5	**34**	39	**46**	6	52
+45 mins.	**19**	24	43	11	21	32	41	13	54
Total Volume	67	104	171	35	104	139	167	42	209
% App. Total	39.2	60.8		25.2	74.8		79.9	20.1	
PHF	.882	.867	.891	.729	.765	.772	.908	.808	.968

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City of Menifee
N/S: Briggs Road
E/W: McCall Boulevard
Weather: Clear

File Name : 77_MEN_Briggs_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

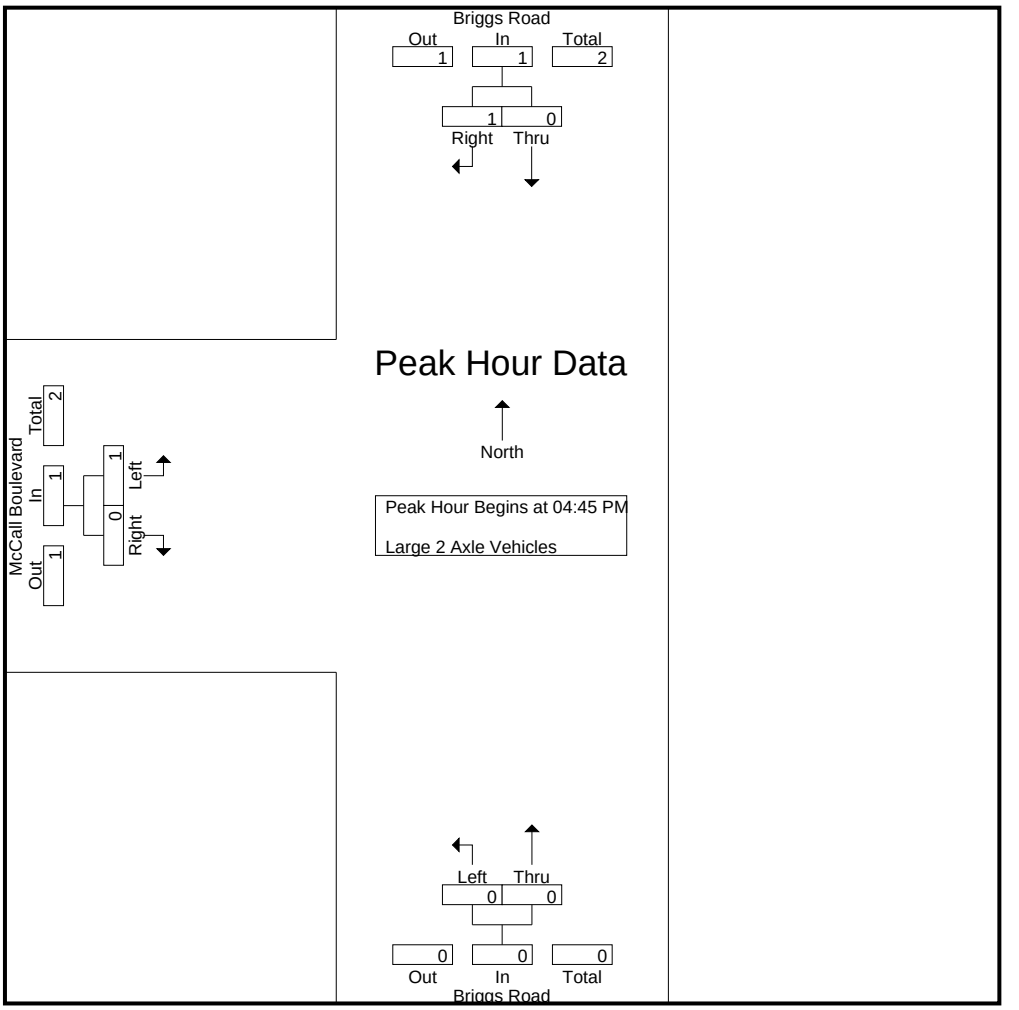
	Briggs Road Southbound			Briggs Road Northbound			McCall Boulevard Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	2	2	2
04:30 PM	0	1	1	0	1	1	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	1	1	0	2	2	4
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	1	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	1	0	1	2
Grand Total	0	2	2	0	1	1	1	2	3	6
Apprch %	0	100		0	100		33.3	66.7		
Total %	0	33.3	33.3	0	16.7	16.7	16.7	33.3	50	

	Briggs Road Southbound			Briggs Road Northbound			McCall Boulevard Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	**1**	**1**	0	0	0	**1**	0	**1**	**2**
Total Volume	0	1	1	0	0	0	1	0	1	2
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250	.250

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City of Menifee
N/S: Briggs Road
E/W: McCall Boulevard
Weather: Clear

File Name : 77_MEN_Briggs_McC PM
Site Code : 00322418
Start Date : 5/25/2022



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

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

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City of Menifee
N/S: Briggs Road
E/W: McCall Boulevard
Weather: Clear

File Name : 77_MEN_Briggs_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

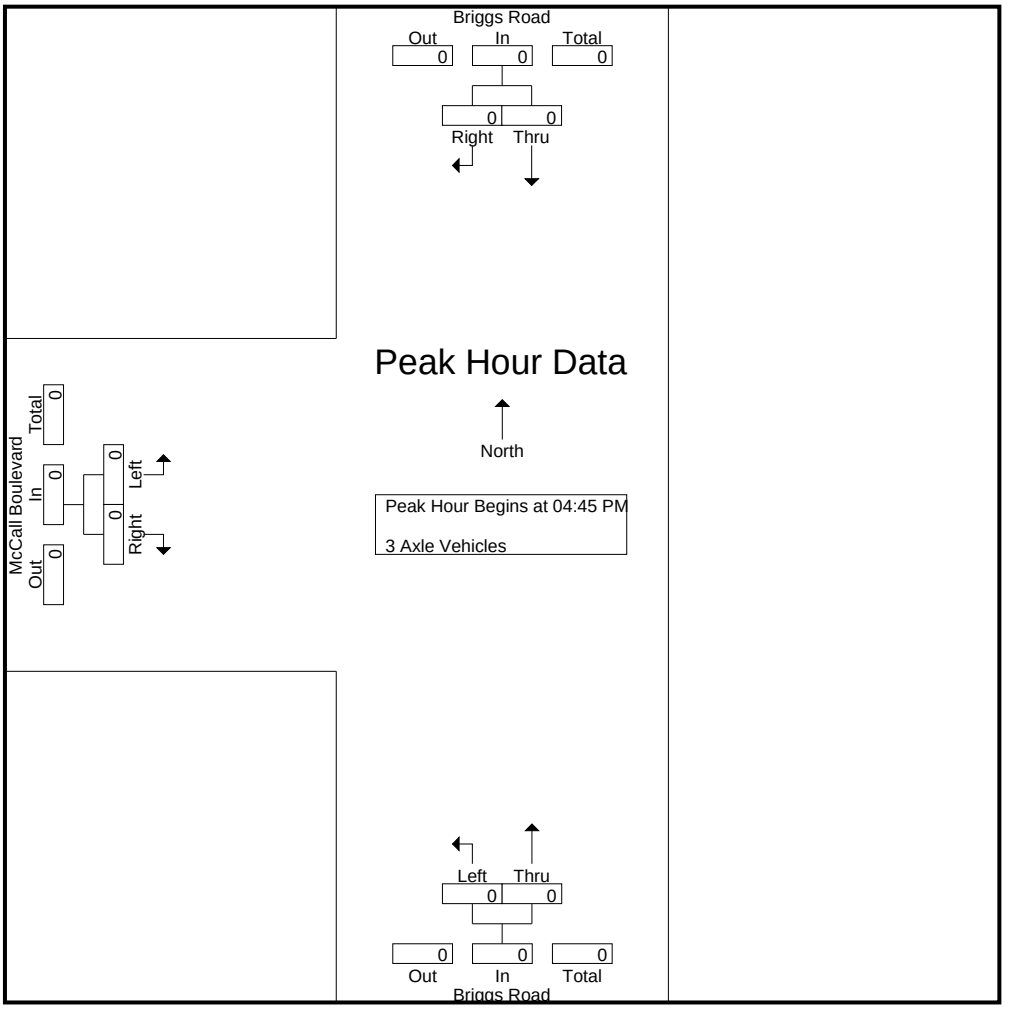
	Briggs Road Southbound			Briggs Road Northbound			McCall Boulevard Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Briggs Road Southbound			Briggs Road Northbound			McCall Boulevard Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Menifee
N/S: Briggs Road
E/W: McCall Boulevard
Weather: Clear

File Name : 77_MEN_Briggs_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

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

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City of Menifee
N/S: Briggs Road
E/W: McCall Boulevard
Weather: Clear

File Name : 77_MEN_Briggs_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

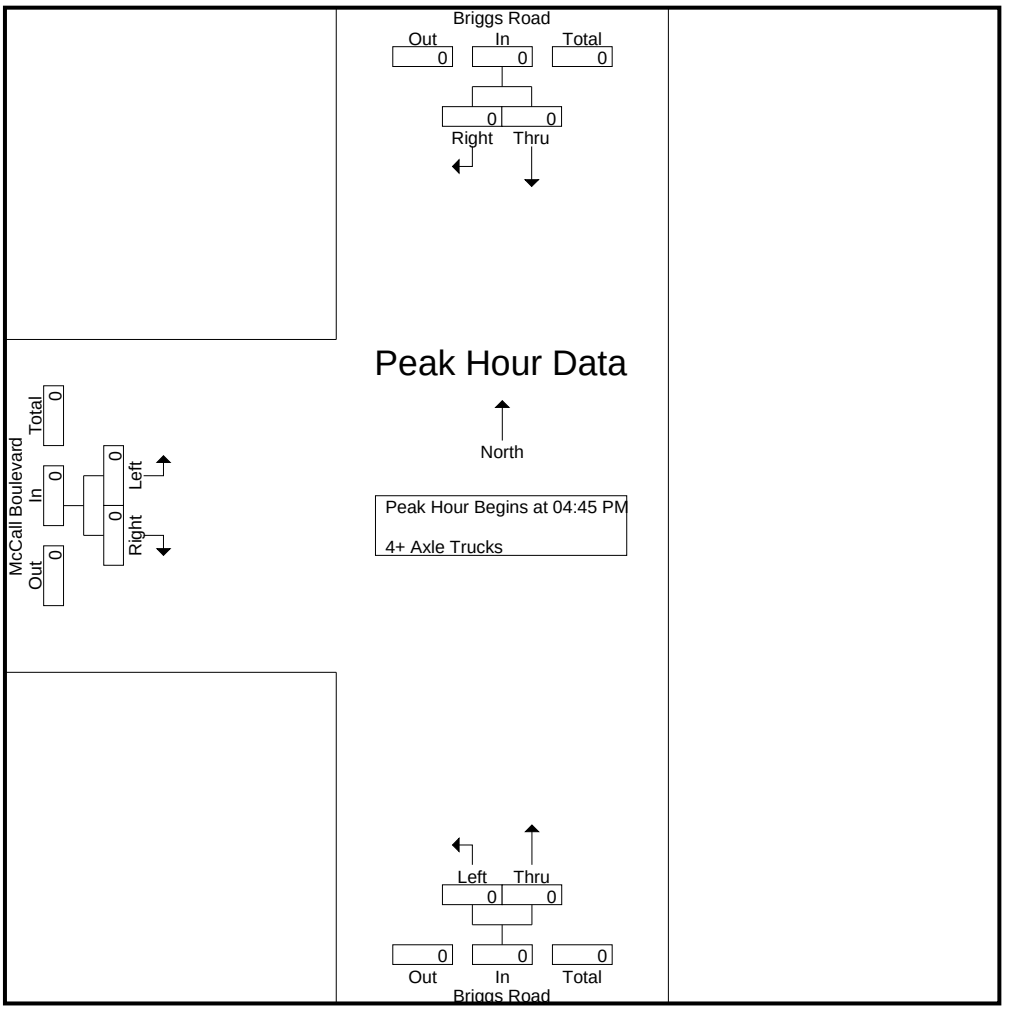
	Briggs Road Southbound			Briggs Road Northbound			McCall Boulevard Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Briggs Road Southbound			Briggs Road Northbound			McCall Boulevard Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Menifee
N/S: Briggs Road
E/W: McCall Boulevard
Weather: Clear

File Name : 77_MEN_Briggs_McC PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

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

Location: Menifee
N/S: Briggs Road
E/W: McCall Boulevard

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Briggs Road	East Leg Dead End	South Leg Briggs Road	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

	North Leg Briggs Road	East Leg Dead End	South Leg Briggs Road	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	2	2

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Location: Menifee
N/S: Briggs Road
E/W: McCall Boulevard

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Briggs Road			Westbound Dead End			Northbound Briggs Road			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	0	0	0	2	0	0	0	2	5

	Southbound Briggs Road			Westbound Dead End			Northbound Briggs Road			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	2	0	0	3

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City of Menifee
N/S: Menifee Road
E/W: Coastline Avenue
Weather: Clear

File Name : 78_MEN_Meni_Coast AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

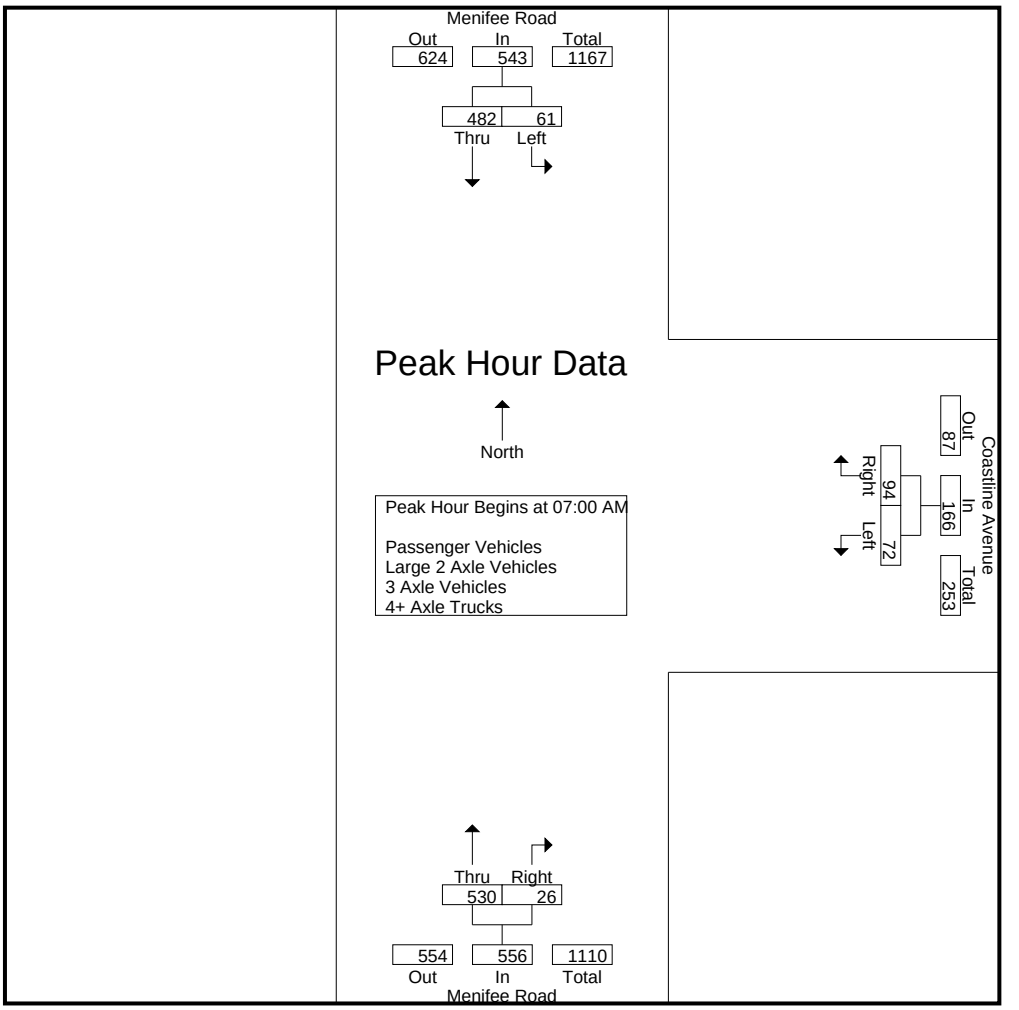
	Menifee Road Southbound			Coastline Avenue Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	28	106	134	19	21	40	94	3	97	271
07:15 AM	25	157	182	19	49	68	127	8	135	385
07:30 AM	5	106	111	15	16	31	164	8	172	314
07:45 AM	3	113	116	19	8	27	145	7	152	295
Total	61	482	543	72	94	166	530	26	556	1265
08:00 AM	3	103	106	22	6	28	90	7	97	231
08:15 AM	4	85	89	12	4	16	110	10	120	225
08:30 AM	2	103	105	14	5	19	62	10	72	196
08:45 AM	3	74	77	9	4	13	58	7	65	155
Total	12	365	377	57	19	76	320	34	354	807
Grand Total	73	847	920	129	113	242	850	60	910	2072
Apprch %	7.9	92.1		53.3	46.7		93.4	6.6		
Total %	3.5	40.9	44.4	6.2	5.5	11.7	41	2.9	43.9	
Passenger Vehicles	72	820	892	128	113	241	836	60	896	2029
% Passenger Vehicles	98.6	96.8	97	99.2	100	99.6	98.4	100	98.5	97.9
Large 2 Axle Vehicles	1	12	13	1	0	1	10	0	10	24
% Large 2 Axle Vehicles	1.4	1.4	1.4	0.8	0	0.4	1.2	0	1.1	1.2
3 Axle Vehicles	0	7	7	0	0	0	1	0	1	8
% 3 Axle Vehicles	0	0.8	0.8	0	0	0	0.1	0	0.1	0.4
4+ Axle Trucks	0	8	8	0	0	0	3	0	3	11
% 4+ Axle Trucks	0	0.9	0.9	0	0	0	0.4	0	0.3	0.5

	Menifee Road Southbound			Coastline Avenue Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**28**	106	134	**19**	21	40	94	3	97	271
07:15 AM	25	**157**	**182**	19	**49**	**68**	127	**8**	135	**385**
07:30 AM	5	106	111	15	16	31	**164**	8	**172**	314
07:45 AM	3	113	116	19	8	27	145	7	152	295
Total Volume	61	482	543	72	94	166	530	26	556	1265
% App. Total	11.2	88.8		43.4	56.6		95.3	4.7		
PHF	.545	.768	.746	.947	.480	.610	.808	.813	.808	.821

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City of Menifee
N/S: Menifee Road
E/W: Coastline Avenue
Weather: Clear

File Name : 78_MEN_Meni_Coast AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**28**	106	134	**19**	21	40	94	3	97
+15 mins.	25	**157**	**182**	19	**49**	**68**	127	**8**	135
+30 mins.	5	106	111	15	16	31	**164**	8	**172**
+45 mins.	3	113	116	19	8	27	145	7	152
Total Volume	61	482	543	72	94	166	530	26	556
% App. Total	11.2	88.8		43.4	56.6		95.3	4.7	
PHF	.545	.768	.746	.947	.480	.610	.808	.813	.808

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City of Menifee
N/S: Menifee Road
E/W: Coastline Avenue
Weather: Clear

File Name : 78_MEN_Meni_Coast AM
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Groups Printed- Passenger Vehicles

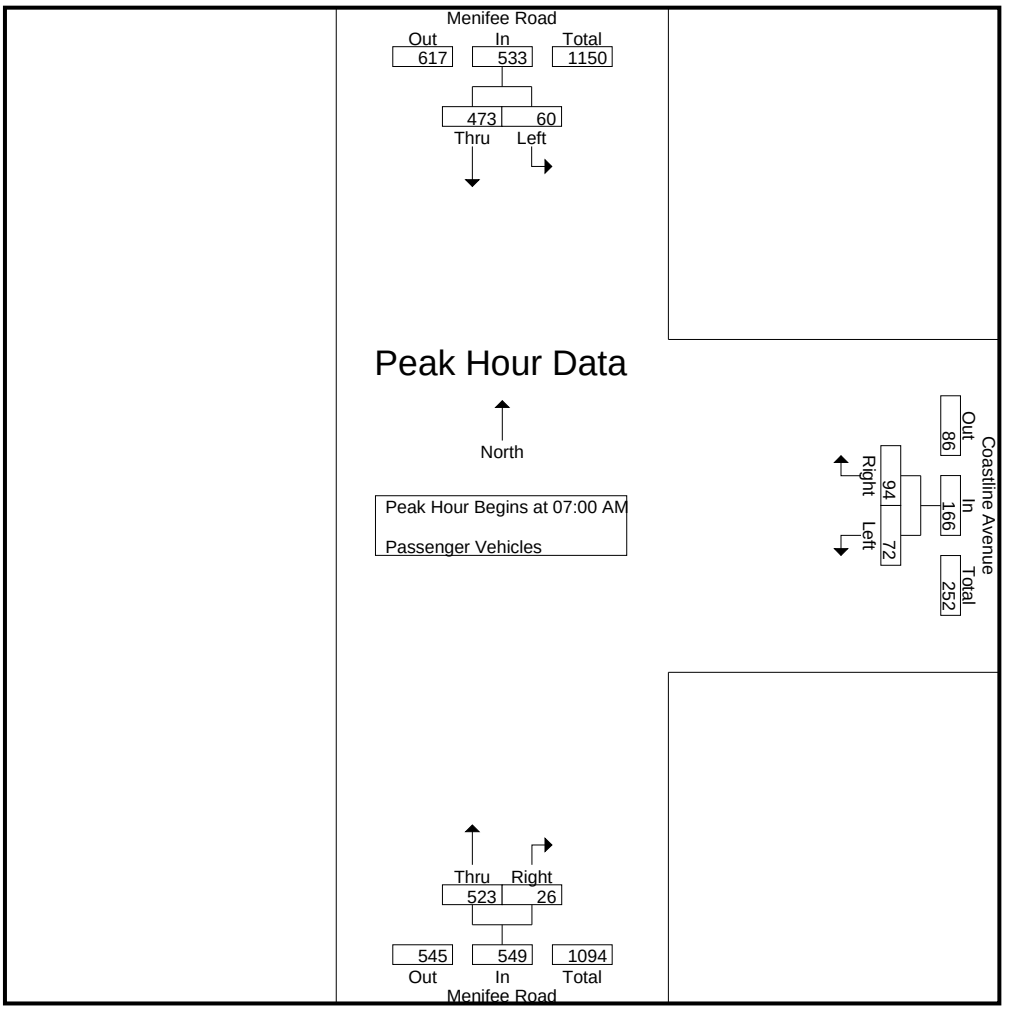
	Menifee Road Southbound			Coastline Avenue Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	28	102	130	19	21	40	93	3	96	266
07:15 AM	24	157	181	19	49	68	126	8	134	383
07:30 AM	5	104	109	15	16	31	161	8	169	309
07:45 AM	3	110	113	19	8	27	143	7	150	290
Total	60	473	533	72	94	166	523	26	549	1248
08:00 AM	3	96	99	22	6	28	88	7	95	222
08:15 AM	4	81	85	12	4	16	107	10	117	218
08:30 AM	2	99	101	13	5	18	60	10	70	189
08:45 AM	3	71	74	9	4	13	58	7	65	152
Total	12	347	359	56	19	75	313	34	347	781
Grand Total	72	820	892	128	113	241	836	60	896	2029
Apprch %	8.1	91.9		53.1	46.9		93.3	6.7		
Total %	3.5	40.4	44	6.3	5.6	11.9	41.2	3	44.2	

	Menifee Road Southbound			Coastline Avenue Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**28**	102	130	**19**	21	40	93	3	96	266
07:15 AM	24	**157**	**181**	19	**49**	**68**	126	**8**	134	**383**
07:30 AM	5	104	109	15	16	31	**161**	8	**169**	309
07:45 AM	3	110	113	19	8	27	143	7	150	290
Total Volume	60	473	533	72	94	166	523	26	549	1248
% App. Total	11.3	88.7		43.4	56.6		95.3	4.7		
PHF	.536	.753	.736	.947	.480	.610	.812	.813	.812	.815

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City of Menifee
N/S: Menifee Road
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**28**	102	130	**19**	21	40	93	3	96
+15 mins.	24	**157**	**181**	19	**49**	**68**	126	**8**	134
+30 mins.	5	104	109	15	16	31	**161**	8	**169**
+45 mins.	3	110	113	19	8	27	143	7	150
Total Volume	60	473	533	72	94	166	523	26	549
% App. Total	11.3	88.7		43.4	56.6		95.3	4.7	
PHF	.536	.753	.736	.947	.480	.610	.812	.813	.812

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City of Menifee
N/S: Menifee Road
E/W: Coastline Avenue
Weather: Clear

File Name : 78_MEN_Meni_Coast AM
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Groups Printed- Large 2 Axle Vehicles

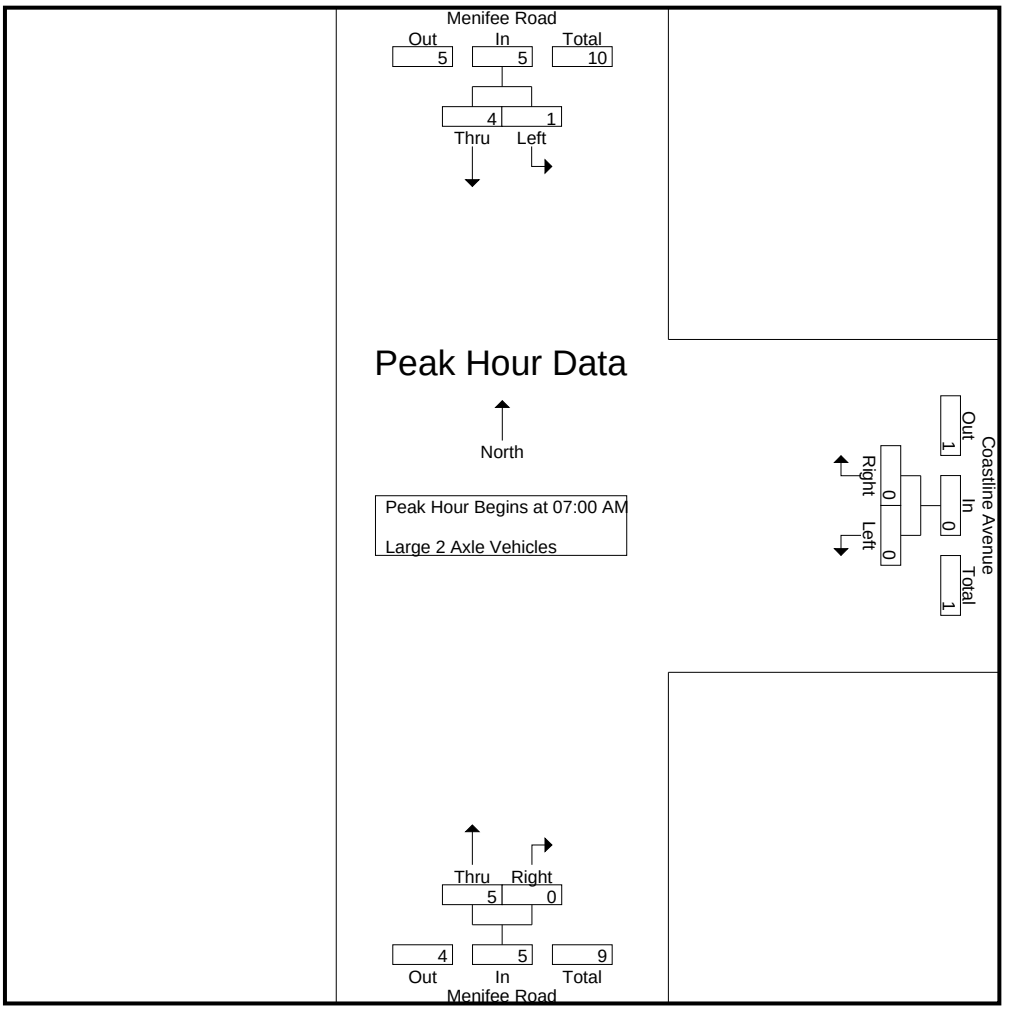
	Menifee Road Southbound			Coastline Avenue Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	1	0	1	2
07:15 AM	1	0	1	0	0	0	0	0	0	1
07:30 AM	0	1	1	0	0	0	3	0	3	4
07:45 AM	0	2	2	0	0	0	1	0	1	3
Total	1	4	5	0	0	0	5	0	5	10
08:00 AM	0	3	3	0	0	0	2	0	2	5
08:15 AM	0	3	3	0	0	0	2	0	2	5
08:30 AM	0	1	1	1	0	1	1	0	1	3
08:45 AM	0	1	1	0	0	0	0	0	0	1
Total	0	8	8	1	0	1	5	0	5	14
Grand Total	1	12	13	1	0	1	10	0	10	24
Apprch %	7.7	92.3		100	0		100	0		
Total %	4.2	50	54.2	4.2	0	4.2	41.7	0	41.7	

	Menifee Road Southbound			Coastline Avenue Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	1	1	0	0	0	1	0	1	2
07:15 AM	**1**	0	1	0	0	0	0	0	0	1
07:30 AM	0	1	1	0	0	0	**3**	0	**3**	**4**
07:45 AM	0	**2**	**2**	0	0	0	1	0	1	3
Total Volume	1	4	5	0	0	0	5	0	5	10
% App. Total	20	80		0	0		100	0		
PHF	.250	.500	.625	.000	.000	.000	.417	.000	.417	.625

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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	1	1	0	0	0	1	0	1
+15 mins.	**1**	0	1	0	0	0	0	0	0
+30 mins.	0	1	1	0	0	0	**3**	0	**3**
+45 mins.	0	**2**	**2**	0	0	0	1	0	1
Total Volume	1	4	5	0	0	0	5	0	5
% App. Total	20	80		0	0		100	0	
PHF	.250	.500	.625	.000	.000	.000	.417	.000	.417

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City of Menifee
N/S: Menifee Road
E/W: Coastline Avenue
Weather: Clear

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Groups Printed- 3 Axle Vehicles

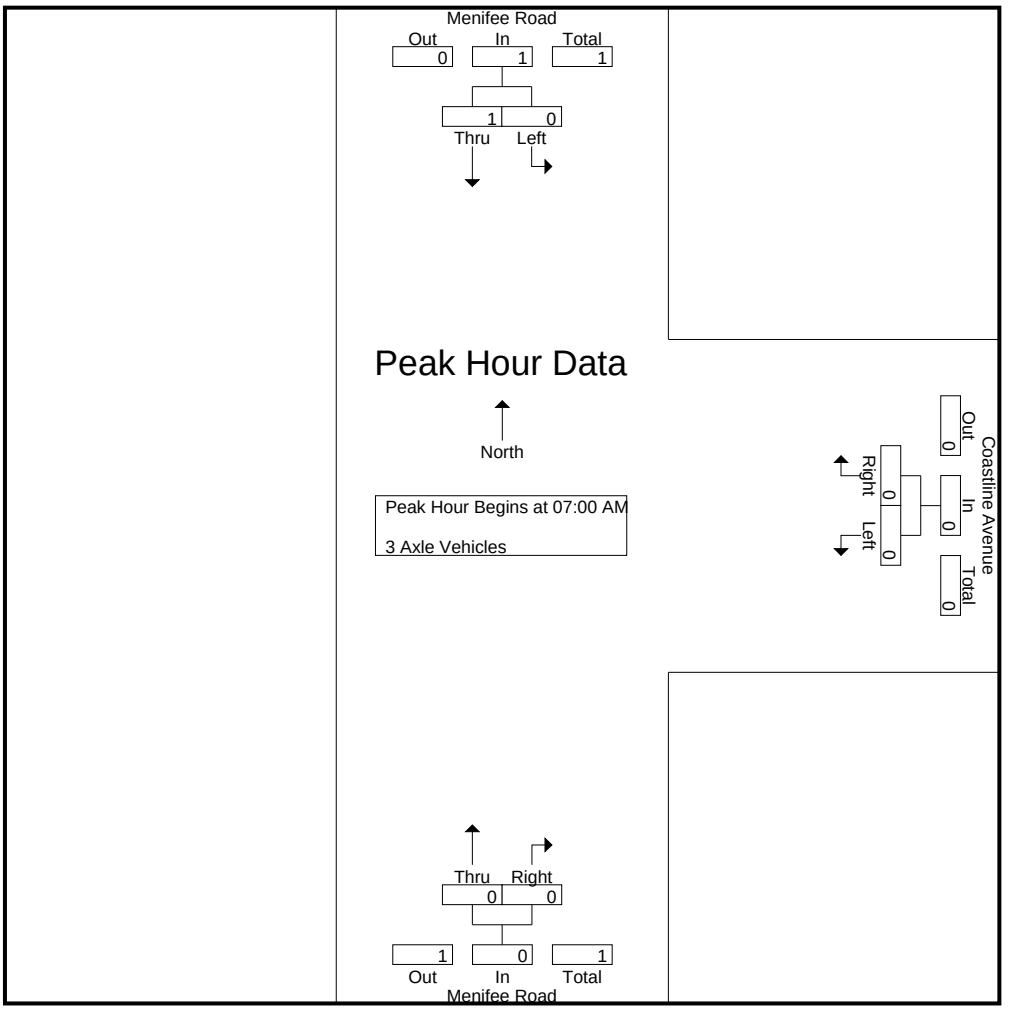
	Menifee Road Southbound			Coastline Avenue Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
08:00 AM	0	2	2	0	0	0	0	0	0	2
08:15 AM	0	1	1	0	0	0	1	0	1	2
08:30 AM	0	1	1	0	0	0	0	0	0	1
08:45 AM	0	2	2	0	0	0	0	0	0	2
Total	0	6	6	0	0	0	1	0	1	7
Grand Total	0	7	7	0	0	0	1	0	1	8
Apprch %	0	100		0	0		100	0		
Total %	0	87.5	87.5	0	0	0	12.5	0	12.5	

	Menifee Road Southbound			Coastline Avenue Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	**1**	**1**	0	0	0	0	0	0	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	0	0	1
% App. Total	0	100		0	0		0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250

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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	**1**	**1**	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	0	0
% App. Total	0	100		0	0		0	0	
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000

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City of Menifee
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Groups Printed- 4+ Axle Trucks

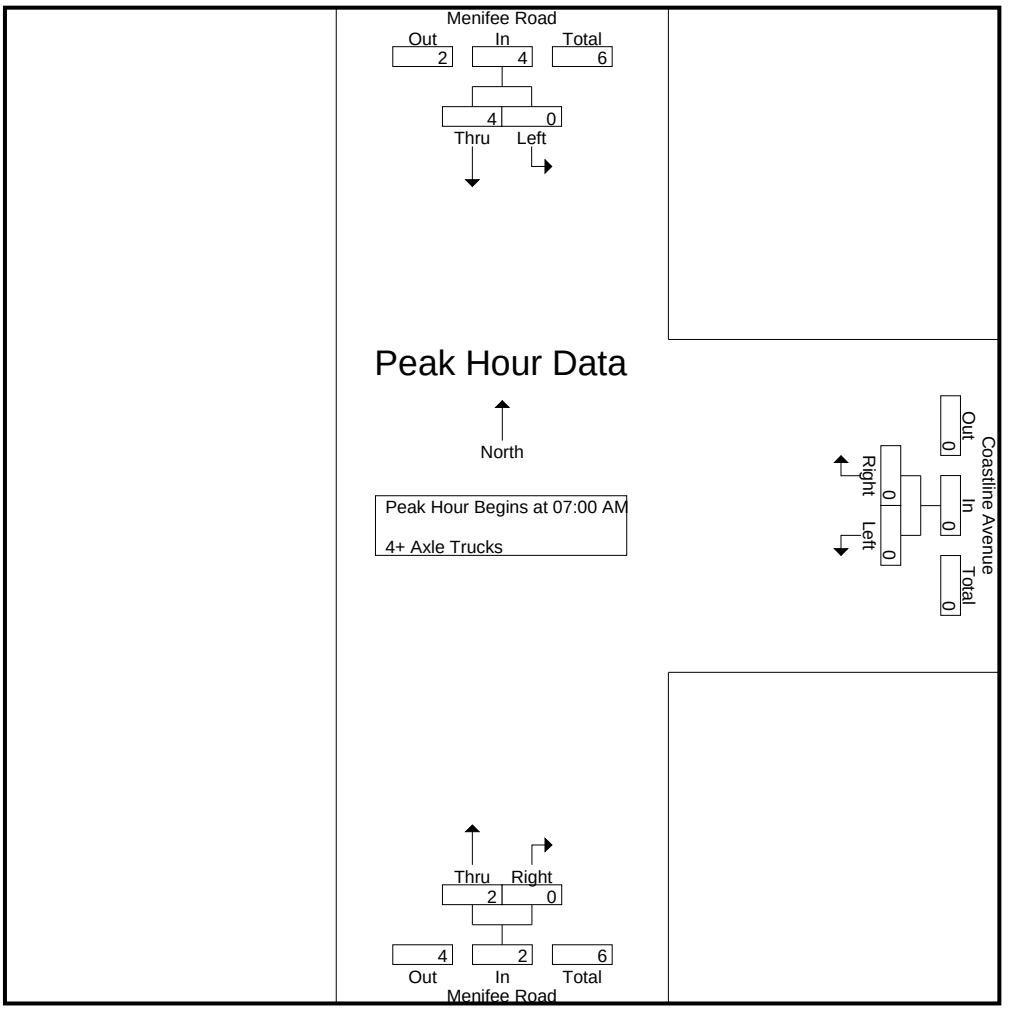
	Menifee Road Southbound			Coastline Avenue Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	0	1	1	0	0	0	1	0	1	2
Total	0	4	4	0	0	0	2	0	2	6
08:00 AM	0	2	2	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	2	2	0	0	0	1	0	1	3
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	4	4	0	0	0	1	0	1	5
Grand Total	0	8	8	0	0	0	3	0	3	11
Apprch %	0	100		0	0		100	0		
Total %	0	72.7	72.7	0	0	0	27.3	0	27.3	

	Menifee Road Southbound			Coastline Avenue Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	**2**	**2**	0	0	0	0	0	0	**2**
07:15 AM	0	0	0	0	0	0	**1**	0	**1**	1
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	0	1	1	0	0	0	1	0	1	2
Total Volume	0	4	4	0	0	0	2	0	2	6
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.500	.000	.500	.750

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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	**2**	**2**	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	0	1	1	0	0	0	1	0	1
Total Volume	0	4	4	0	0	0	2	0	2
% App. Total	0	100		0	0		100	0	
PHF	.000	.500	.500	.000	.000	.000	.500	.000	.500

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

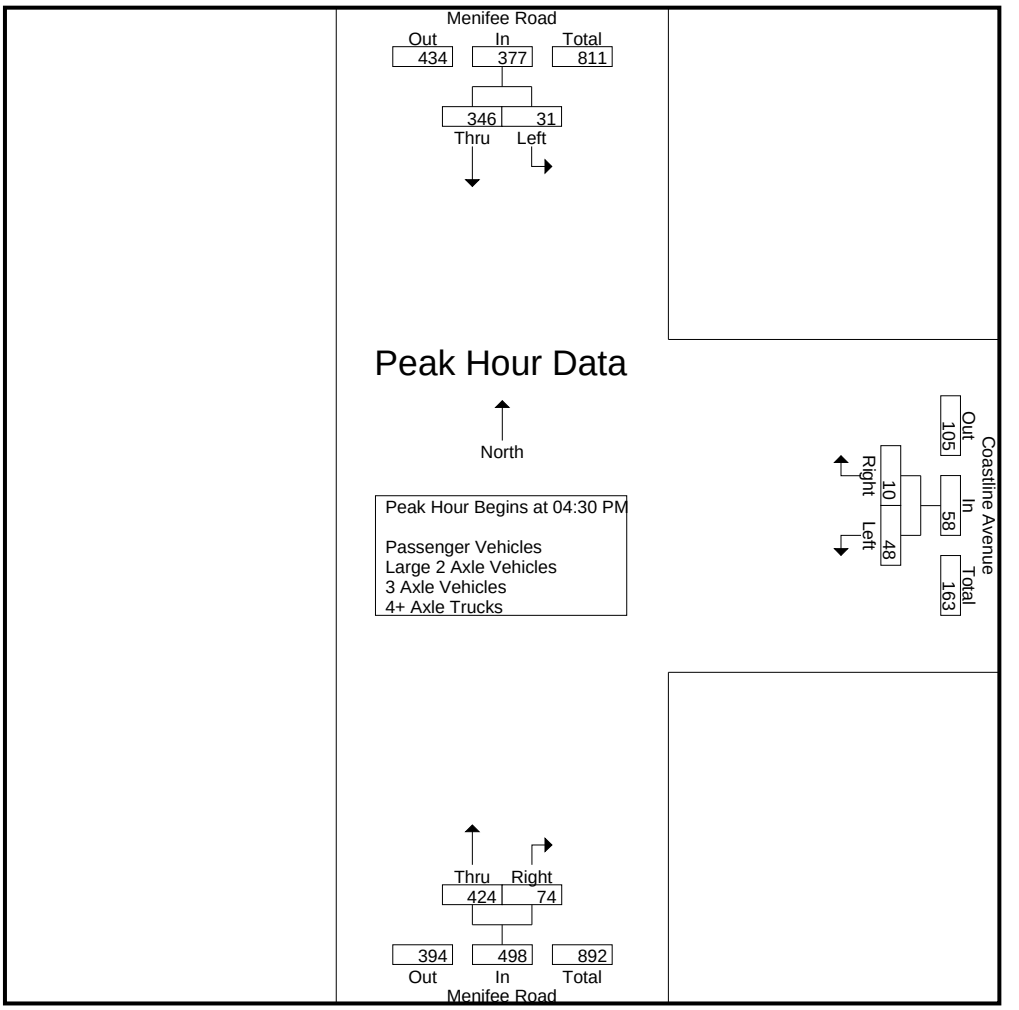
	Menifee Road Southbound			Coastline Avenue Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	6	120	126	20	1	21	91	22	113	260
04:15 PM	4	101	105	17	2	19	77	17	94	218
04:30 PM	9	77	86	16	0	16	107	15	122	224
04:45 PM	5	92	97	7	4	11	98	10	108	216
Total	24	390	414	60	7	67	373	64	437	918
05:00 PM	6	89	95	10	4	14	112	32	144	253
05:15 PM	11	88	99	15	2	17	107	17	124	240
05:30 PM	3	75	78	14	3	17	87	18	105	200
05:45 PM	3	73	76	6	1	7	82	25	107	190
Total	23	325	348	45	10	55	388	92	480	883
Grand Total	47	715	762	105	17	122	761	156	917	1801
Apprch %	6.2	93.8		86.1	13.9		83	17		
Total %	2.6	39.7	42.3	5.8	0.9	6.8	42.3	8.7	50.9	
Passenger Vehicles	47	709	756	105	16	121	717	154	871	1748
% Passenger Vehicles	100	99.2	99.2	100	94.1	99.2	94.2	98.7	95	97.1
Large 2 Axle Vehicles	0	1	1	0	1	1	27	1	28	30
% Large 2 Axle Vehicles	0	0.1	0.1	0	5.9	0.8	3.5	0.6	3.1	1.7
3 Axle Vehicles	0	2	2	0	0	0	8	1	9	11
% 3 Axle Vehicles	0	0.3	0.3	0	0	0	1.1	0.6	1	0.6
4+ Axle Trucks	0	3	3	0	0	0	9	0	9	12
% 4+ Axle Trucks	0	0.4	0.4	0	0	0	1.2	0	1	0.7

	Menifee Road Southbound			Coastline Avenue Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	9	77	86	**16**	0	16	107	15	122	224
04:45 PM	5	**92**	97	7	**4**	11	98	10	108	216
05:00 PM	6	89	95	10	4	14	**112**	**32**	**144**	**253**
05:15 PM	**11**	88	**99**	15	2	**17**	107	17	124	240
Total Volume	31	346	377	48	10	58	424	74	498	933
% App. Total	8.2	91.8		82.8	17.2		85.1	14.9		
PHF	.705	.940	.952	.750	.625	.853	.946	.578	.865	.922

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

	04:00 PM			04:00 PM			04:30 PM		
+0 mins.	6	**120**	**126**	**20**	1	**21**	107	15	122
+15 mins.	4	101	105	17	2	19	98	10	108
+30 mins.	**9**	77	86	16	0	16	**112**	**32**	**144**
+45 mins.	5	92	97	7	**4**	11	107	17	124
Total Volume	24	390	414	60	7	67	424	74	498
% App. Total	5.8	94.2		89.6	10.4		85.1	14.9	
PHF	.667	.813	.821	.750	.438	.798	.946	.578	.865

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City of Menifee
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Groups Printed- Passenger Vehicles

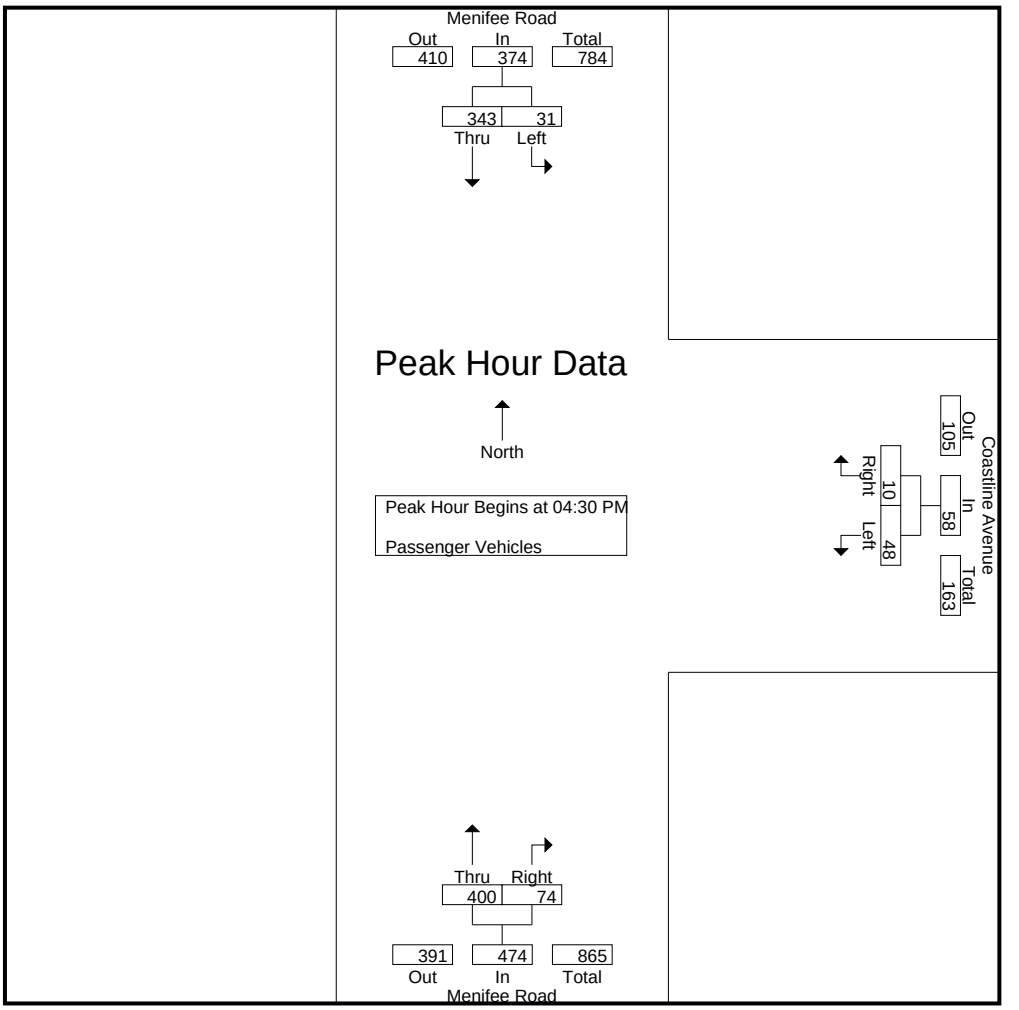
	Menifee Road Southbound			Coastline Avenue Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	6	118	124	20	1	21	85	22	107	252
04:15 PM	4	101	105	17	2	19	71	17	88	212
04:30 PM	9	75	84	16	0	16	99	15	114	214
04:45 PM	5	92	97	7	4	11	92	10	102	210
Total	24	386	410	60	7	67	347	64	411	888
05:00 PM	6	89	95	10	4	14	107	32	139	248
05:15 PM	11	87	98	15	2	17	102	17	119	234
05:30 PM	3	74	77	14	2	16	81	18	99	192
05:45 PM	3	73	76	6	1	7	80	23	103	186
Total	23	323	346	45	9	54	370	90	460	860
Grand Total	47	709	756	105	16	121	717	154	871	1748
Apprch %	6.2	93.8		86.8	13.2		82.3	17.7		
Total %	2.7	40.6	43.2	6	0.9	6.9	41	8.8	49.8	

	Menifee Road Southbound			Coastline Avenue Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	9	75	84	**16**	0	16	99	15	114	214
04:45 PM	5	**92**	97	7	**4**	11	92	10	102	210
05:00 PM	6	89	95	10	4	14	**107**	**32**	**139**	**248**
05:15 PM	**11**	87	**98**	15	2	**17**	102	17	119	234
Total Volume	31	343	374	48	10	58	400	74	474	906
% App. Total	8.3	91.7		82.8	17.2		84.4	15.6		
PHF	.705	.932	.954	.750	.625	.853	.935	.578	.853	.913

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	9	75	84	**16**	0	16	99	15	114
+15 mins.	5	**92**	97	7	**4**	11	92	10	102
+30 mins.	6	89	95	10	4	14	**107**	**32**	**139**
+45 mins.	**11**	87	**98**	15	2	**17**	102	17	119
Total Volume	31	343	374	48	10	58	400	74	474
% App. Total	8.3	91.7		82.8	17.2		84.4	15.6	
PHF	.705	.932	.954	.750	.625	.853	.935	.578	.853

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Groups Printed- Large 2 Axle Vehicles

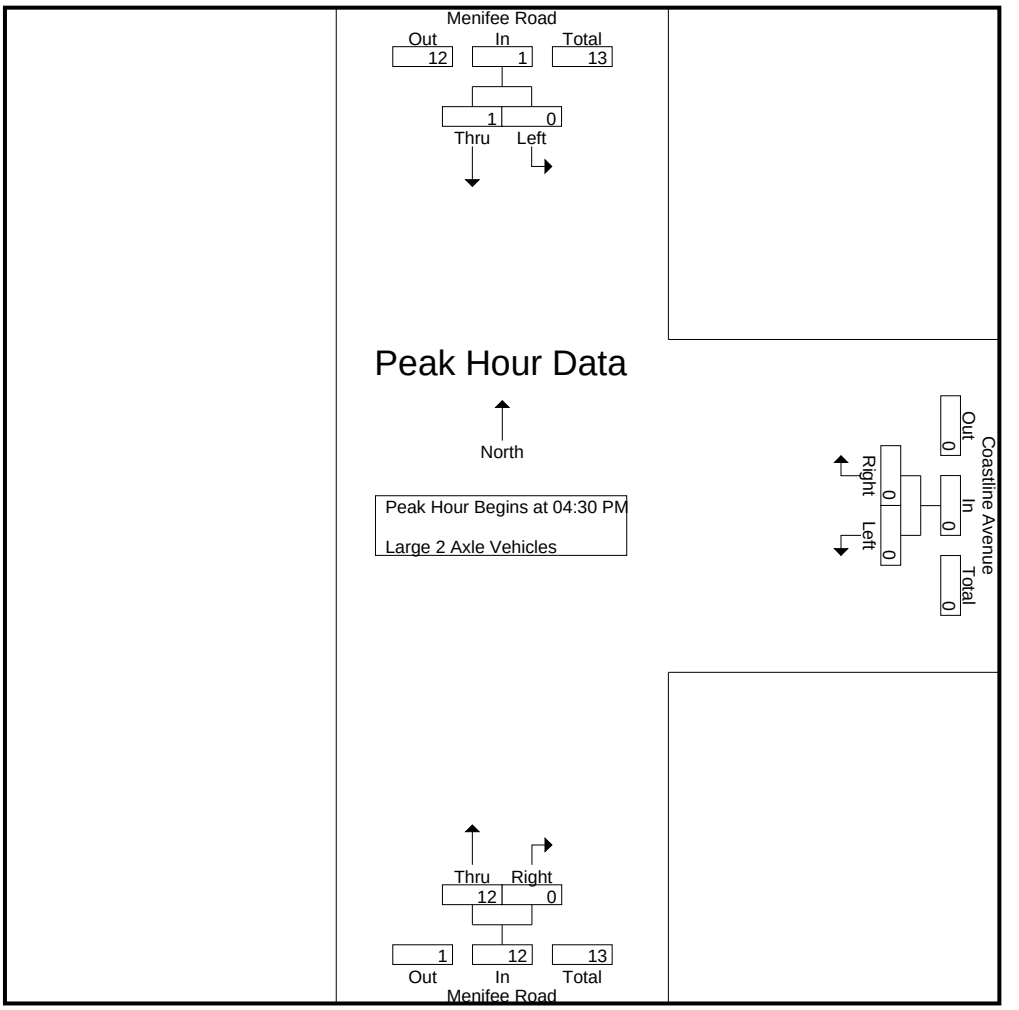
	Menifee Road Southbound			Coastline Avenue Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	4	0	4	4
04:15 PM	0	0	0	0	0	0	5	0	5	5
04:30 PM	0	1	1	0	0	0	3	0	3	4
04:45 PM	0	0	0	0	0	0	3	0	3	3
Total	0	1	1	0	0	0	15	0	15	16
05:00 PM	0	0	0	0	0	0	3	0	3	3
05:15 PM	0	0	0	0	0	0	3	0	3	3
05:30 PM	0	0	0	0	1	1	4	0	4	5
05:45 PM	0	0	0	0	0	0	2	1	3	3
Total	0	0	0	0	1	1	12	1	13	14
Grand Total	0	1	1	0	1	1	27	1	28	30
Apprch %	0	100		0	100		96.4	3.6		
Total %	0	3.3	3.3	0	3.3	3.3	90	3.3	93.3	

	Menifee Road Southbound			Coastline Avenue Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	**1**	**1**	0	0	0	**3**	0	**3**	**4**
04:45 PM	0	0	0	0	0	0	3	0	3	3
05:00 PM	0	0	0	0	0	0	3	0	3	3
05:15 PM	0	0	0	0	0	0	3	0	3	3
Total Volume	0	1	1	0	0	0	12	0	12	13
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	1.00	.000	1.00	.813

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City of Menifee
N/S: Menifee Road
E/W: Coastline Avenue
Weather: Clear

File Name : 78_MEN_Meni_Coast PM
Site Code : 00322418
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	**1**	**1**	0	0	0	**3**	0	**3**
+15 mins.	0	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	0	3	0	3
Total Volume	0	1	1	0	0	0	12	0	12
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	1.000	.000	1.000

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City of Menifee
N/S: Menifee Road
E/W: Coastline Avenue
Weather: Clear

File Name : 78_MEN_Meni_Coast PM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- 3 Axle Vehicles

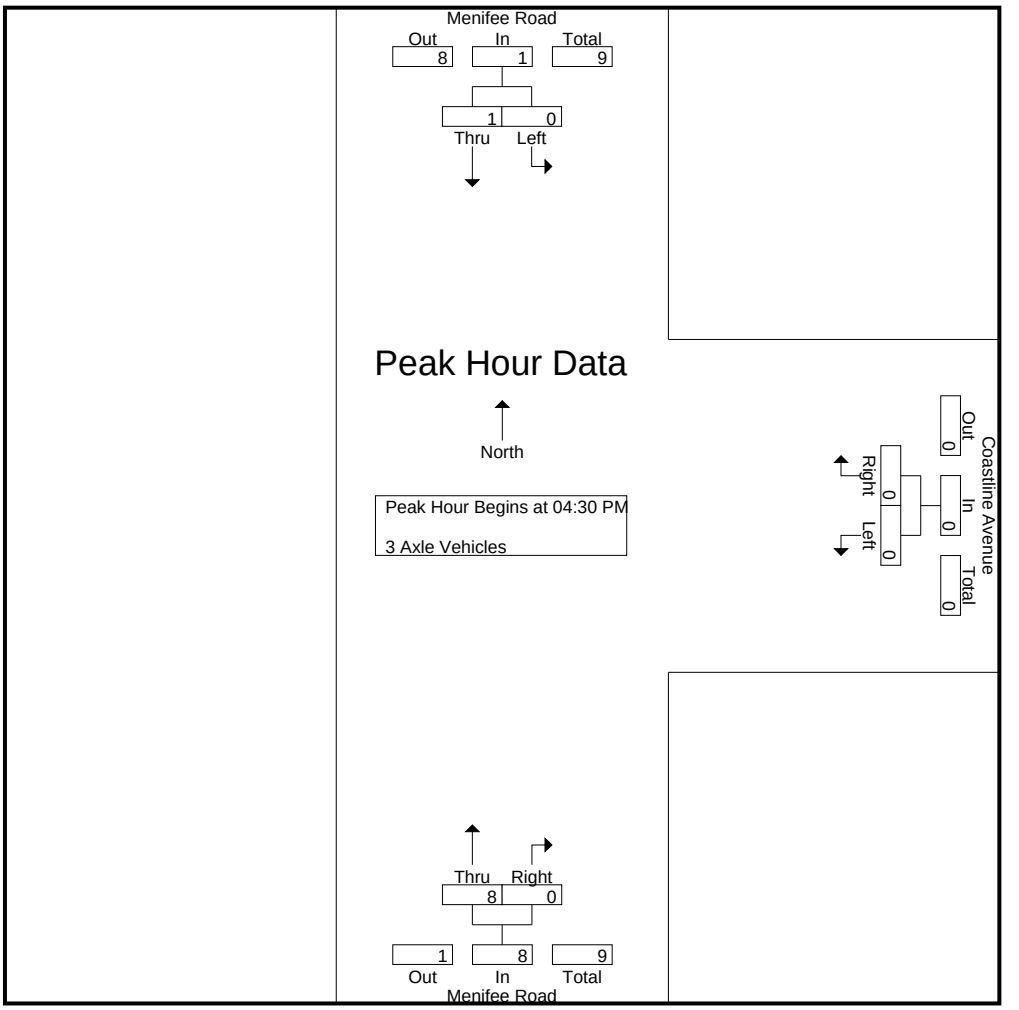
	Menifee Road Southbound			Coastline Avenue Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	1	0	0	0	4	0	4	5
04:45 PM	0	0	0	0	0	0	3	0	3	3
Total	0	1	1	0	0	0	7	0	7	8
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	1	1	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	1	1	0	0	0	1	1	2	3
Grand Total	0	2	2	0	0	0	8	1	9	11
Apprch %	0	100		0	0		88.9	11.1		
Total %	0	18.2	18.2	0	0	0	72.7	9.1	81.8	

	Menifee Road Southbound			Coastline Avenue Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	**1**	**1**	0	0	0	**4**	0	**4**	**5**
04:45 PM	0	0	0	0	0	0	3	0	3	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	1	1	0	0	0	8	0	8	9
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.500	.000	.500	.450

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City of Menifee
N/S: Menifee Road
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File Name : 78_MEN_Meni_Coast PM
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	**1**	**1**	0	0	0	**4**	0	**4**
+15 mins.	0	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	0	1	1	0	0	0	8	0	8
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.500	.000	.500

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City of Menifee
N/S: Menifee Road
E/W: Coastline Avenue
Weather: Clear

File Name : 78_MEN_Meni_Coast PM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- 4+ Axle Trucks

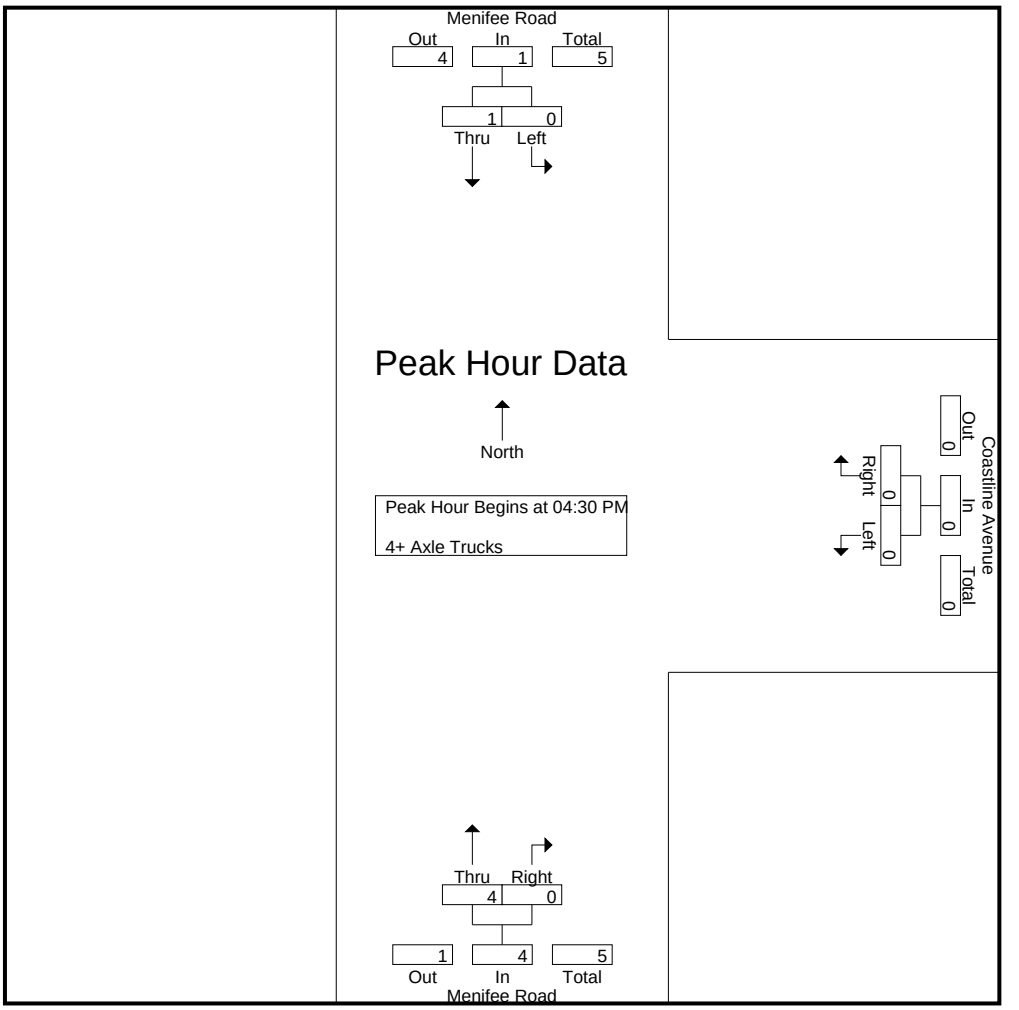
	Menifee Road Southbound			Coastline Avenue Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	2	0	0	0	2	0	2	4
04:15 PM	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	0	0	0	4	0	4	6
05:00 PM	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	1	1	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	2	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	5	0	5	6
Grand Total	0	3	3	0	0	0	9	0	9	12
Apprch %	0	100		0	0		100	0		
Total %	0	25	25	0	0	0	75	0	75	

	Menifee Road Southbound			Coastline Avenue Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	**2**	0	**2**	**2**
05:15 PM	0	**1**	**1**	0	0	0	1	0	1	2
Total Volume	0	1	1	0	0	0	4	0	4	5
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.500	.000	.500	.625

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City of Menifee
N/S: Menifee Road
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Weather: Clear

File Name : 78_MEN_Meni_Coast PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	**2**	0	**2**
+45 mins.	0	**1**	**1**	0	0	0	1	0	1
Total Volume	0	1	1	0	0	0	4	0	4
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.500	.000	.500

Location: Menifee
N/S: Menifee Road
E/W: Coastline Avenue

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

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

	North Leg Menifee Road	East Leg Coastline Avenue	South Leg Menifee Road	West Leg Coastline Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	3	0	3
TOTAL VOLUMES:	0	0	3	0	3

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Location: Menifee
N/S: Menifee Road
E/W: Coastline Avenue

Date: 5/25/2022
Day: Wednesday

BICYCLES

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

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

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City of Menifee
N/S: Menifee Road
E/W: Simpson Road
Weather: Clear

File Name : 79_MEN_Meni_Sim AM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

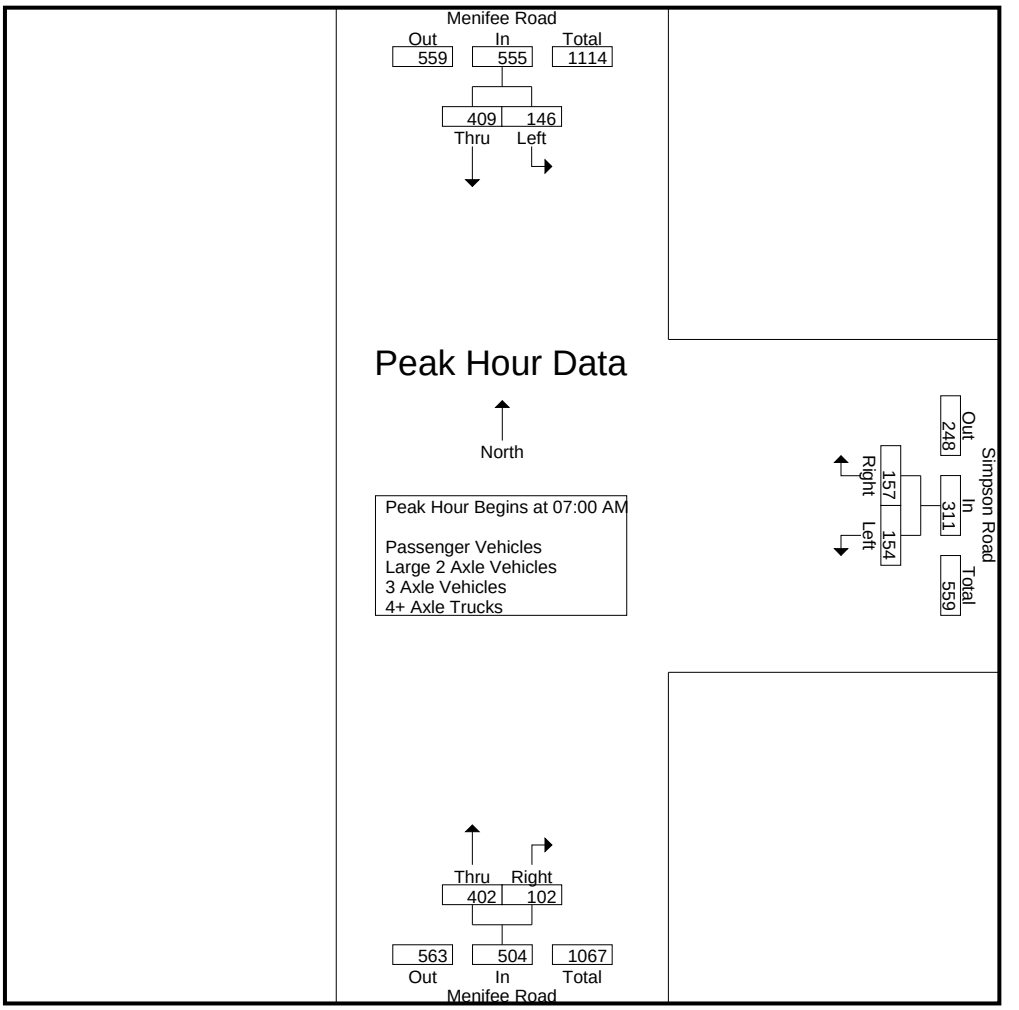
	Menifee Road Southbound			Simpson Road Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	44	80	124	40	33	73	68	29	97	294
07:15 AM	39	134	173	47	40	87	100	28	128	388
07:30 AM	33	91	124	40	45	85	125	25	150	359
07:45 AM	30	104	134	27	39	66	109	20	129	329
Total	146	409	555	154	157	311	402	102	504	1370
08:00 AM	38	83	121	31	32	63	62	19	81	265
08:15 AM	41	54	95	28	40	68	84	23	107	270
08:30 AM	35	75	110	36	30	66	39	16	55	231
08:45 AM	28	57	85	27	34	61	31	21	52	198
Total	142	269	411	122	136	258	216	79	295	964
Grand Total	288	678	966	276	293	569	618	181	799	2334
Apprch %	29.8	70.2		48.5	51.5		77.3	22.7		
Total %	12.3	29	41.4	11.8	12.6	24.4	26.5	7.8	34.2	
Passenger Vehicles	269	667	936	273	283	556	612	179	791	2283
% Passenger Vehicles	93.4	98.4	96.9	98.9	96.6	97.7	99	98.9	99	97.8
Large 2 Axle Vehicles	9	6	15	0	6	6	5	0	5	26
% Large 2 Axle Vehicles	3.1	0.9	1.6	0	2	1.1	0.8	0	0.6	1.1
3 Axle Vehicles	5	2	7	2	1	3	0	1	1	11
% 3 Axle Vehicles	1.7	0.3	0.7	0.7	0.3	0.5	0	0.6	0.1	0.5
4+ Axle Trucks	5	3	8	1	3	4	1	1	2	14
% 4+ Axle Trucks	1.7	0.4	0.8	0.4	1	0.7	0.2	0.6	0.3	0.6

	Menifee Road Southbound			Simpson Road Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**44**	80	124	40	33	73	68	**29**	97	294
07:15 AM	39	**134**	**173**	**47**	40	**87**	100	28	128	**388**
07:30 AM	33	91	124	40	**45**	85	**125**	25	**150**	359
07:45 AM	30	104	134	27	39	66	109	20	129	329
Total Volume	146	409	555	154	157	311	402	102	504	1370
% App. Total	26.3	73.7		49.5	50.5		79.8	20.2		
PHF	.830	.763	.802	.819	.872	.894	.804	.879	.840	.883

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City of Menifee
N/S: Menifee Road
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Weather: Clear

File Name : 79_MEN_Meni_Sim AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**44**	80	124	40	33	73	68	**29**	97
+15 mins.	39	**134**	**173**	**47**	40	**87**	100	28	128
+30 mins.	33	91	124	40	**45**	85	**125**	25	**150**
+45 mins.	30	104	134	27	39	66	109	20	129
Total Volume	146	409	555	154	157	311	402	102	504
% App. Total	26.3	73.7		49.5	50.5		79.8	20.2	
PHF	.830	.763	.802	.819	.872	.894	.804	.879	.840

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City of Menifee
N/S: Menifee Road
E/W: Simpson Road
Weather: Clear

File Name : 79_MEN_Meni_Sim AM
Site Code : 00322418
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Groups Printed- Passenger Vehicles

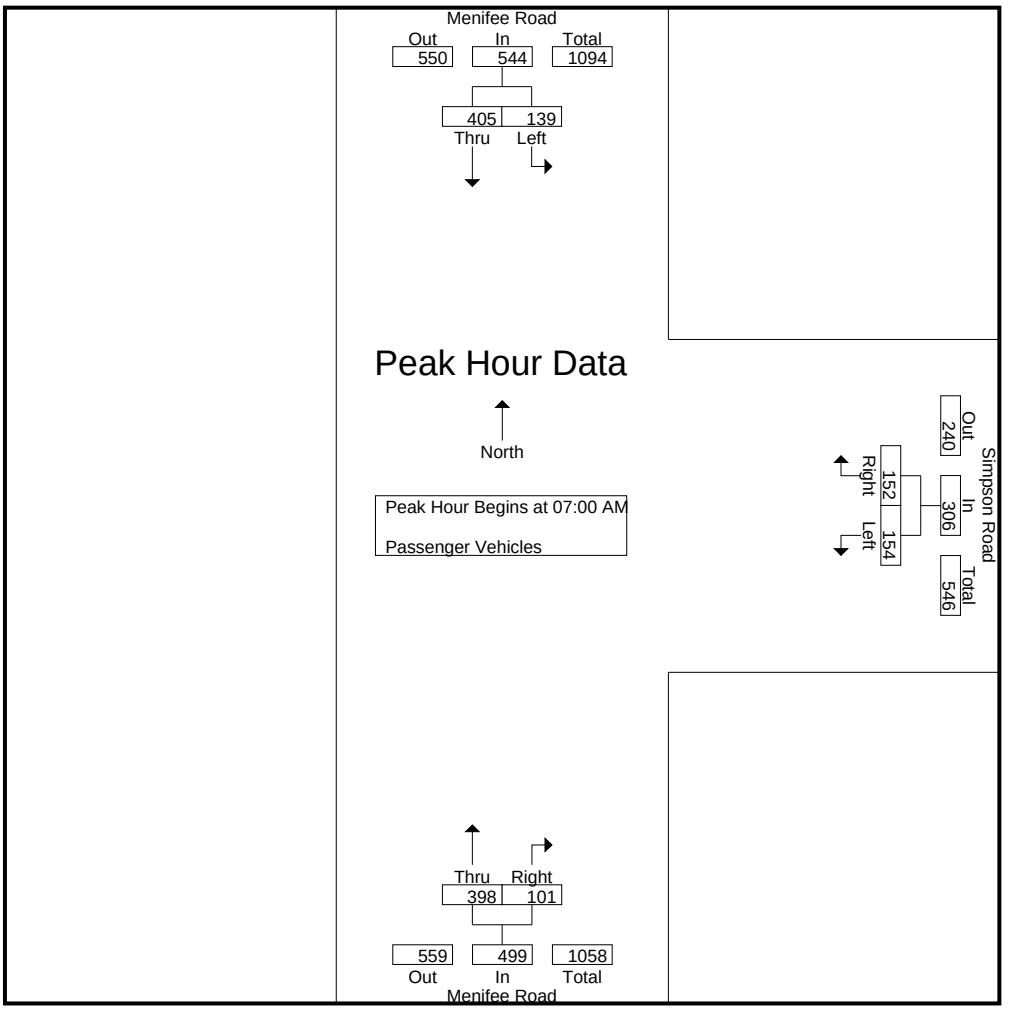
	Menifee Road Southbound			Simpson Road Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	40	78	118	40	32	72	67	29	96	286
07:15 AM	39	134	173	47	39	86	99	28	127	386
07:30 AM	32	90	122	40	43	83	124	24	148	353
07:45 AM	28	103	131	27	38	65	108	20	128	324
Total	139	405	544	154	152	306	398	101	499	1349
08:00 AM	34	80	114	30	31	61	61	19	80	255
08:15 AM	39	52	91	28	38	66	83	22	105	262
08:30 AM	31	75	106	36	28	64	39	16	55	225
08:45 AM	26	55	81	25	34	59	31	21	52	192
Total	130	262	392	119	131	250	214	78	292	934
Grand Total	269	667	936	273	283	556	612	179	791	2283
Apprch %	28.7	71.3		49.1	50.9		77.4	22.6		
Total %	11.8	29.2	41	12	12.4	24.4	26.8	7.8	34.6	

	Menifee Road Southbound			Simpson Road Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**40**	78	118	40	32	72	67	**29**	96	286
07:15 AM	39	**134**	**173**	**47**	39	**86**	99	28	127	**386**
07:30 AM	32	90	122	40	**43**	83	**124**	24	**148**	353
07:45 AM	28	103	131	27	38	65	108	20	128	324
Total Volume	139	405	544	154	152	306	398	101	499	1349
% App. Total	25.6	74.4		50.3	49.7		79.8	20.2		
PHF	.869	.756	.786	.819	.884	.890	.802	.871	.843	.874

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City of Menifee
N/S: Menifee Road
E/W: Simpson Road
Weather: Clear

File Name : 79_MEN_Meni_Sim AM
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**40**	78	118	40	32	72	67	**29**	96
+15 mins.	39	**134**	**173**	**47**	39	**86**	99	28	127
+30 mins.	32	90	122	40	**43**	83	**124**	24	**148**
+45 mins.	28	103	131	27	38	65	108	20	128
Total Volume	139	405	544	154	152	306	398	101	499
% App. Total	25.6	74.4		50.3	49.7		79.8	20.2	
PHF	.869	.756	.786	.819	.884	.890	.802	.871	.843

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N/S: Menifee Road
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Start Date : 5/25/2022

Groups Printed- Large 2 Axle Vehicles

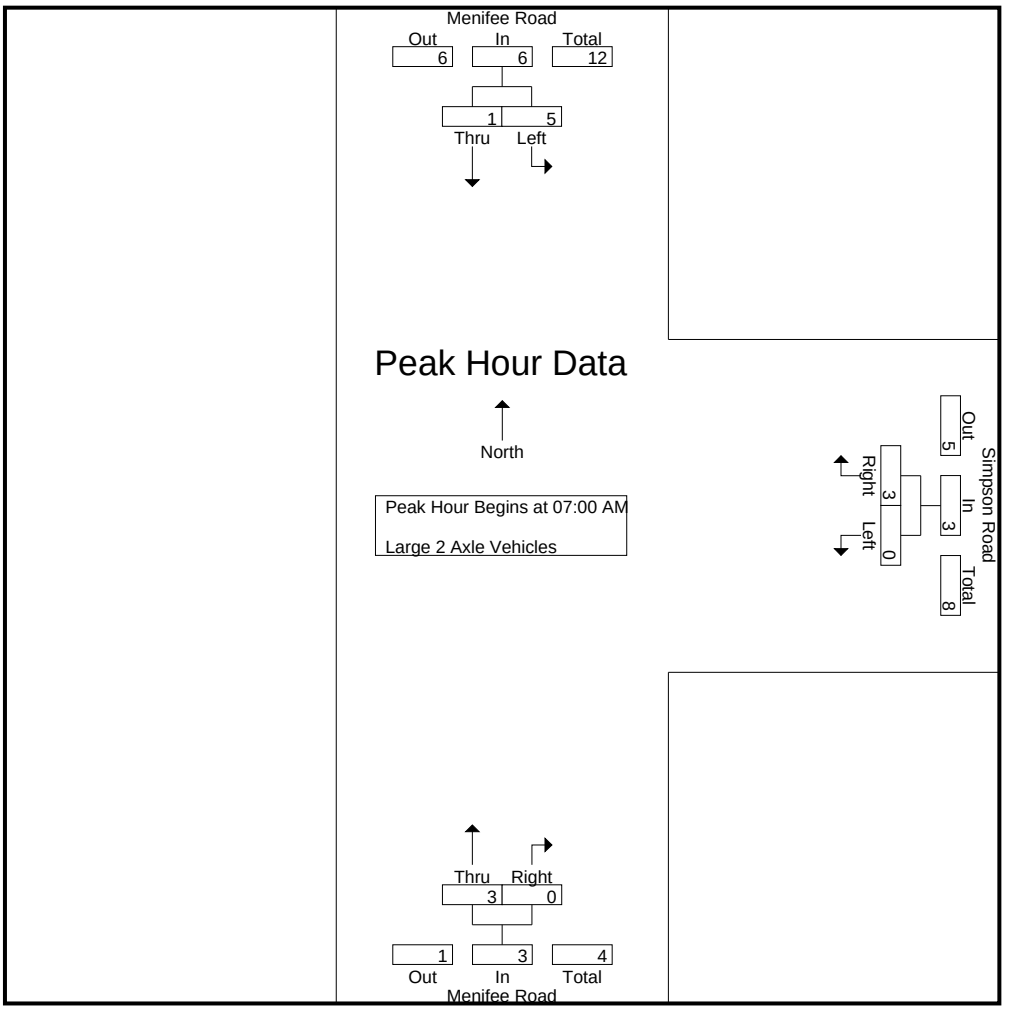
	Menifee Road Southbound			Simpson Road Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	2	1	3	0	0	0	1	0	1	4
07:15 AM	0	0	0	0	1	1	0	0	0	1
07:30 AM	1	0	1	0	2	2	1	0	1	4
07:45 AM	2	0	2	0	0	0	1	0	1	3
Total	5	1	6	0	3	3	3	0	3	12
08:00 AM	2	1	3	0	1	1	1	0	1	5
08:15 AM	1	2	3	0	1	1	1	0	1	5
08:30 AM	1	0	1	0	1	1	0	0	0	2
08:45 AM	0	2	2	0	0	0	0	0	0	2
Total	4	5	9	0	3	3	2	0	2	14
Grand Total	9	6	15	0	6	6	5	0	5	26
Apprch %	60	40		0	100		100	0		
Total %	34.6	23.1	57.7	0	23.1	23.1	19.2	0	19.2	

	Menifee Road Southbound			Simpson Road Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**2**	**1**	**3**	0	0	0	**1**	0	**1**	**4**
07:15 AM	0	0	0	0	1	1	0	0	0	1
07:30 AM	1	0	1	0	**2**	**2**	1	0	1	4
07:45 AM	2	0	2	0	0	0	1	0	1	3
Total Volume	5	1	6	0	3	3	3	0	3	12
% App. Total	83.3	16.7		0	100		100	0		
PHF	.625	.250	.500	.000	.375	.375	.750	.000	.750	.750

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City of Menifee
N/S: Menifee Road
E/W: Simpson Road
Weather: Clear

File Name : 79_MEN_Meni_Sim AM
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**2**	**1**	**3**	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	1	0	1	0	**2**	**2**	1	0	1
+45 mins.	2	0	2	0	0	0	1	0	1
Total Volume	5	1	6	0	3	3	3	0	3
% App. Total	83.3	16.7		0	100		100	0	
PHF	.625	.250	.500	.000	.375	.375	.750	.000	.750

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City of Menifee
N/S: Menifee Road
E/W: Simpson Road
Weather: Clear

File Name : 79_MEN_Meni_Sim AM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- 3 Axle Vehicles

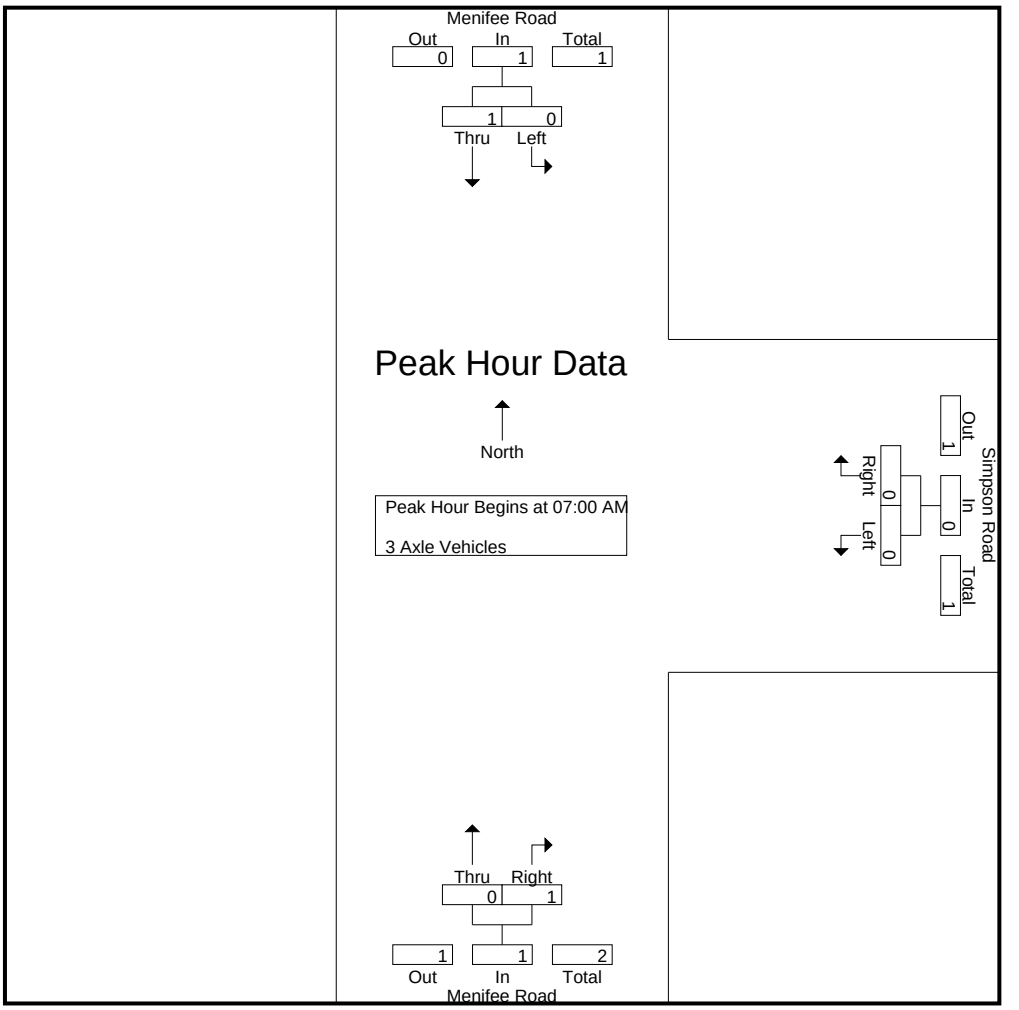
	Menifee Road Southbound			Simpson Road Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	1	1	2
08:00 AM	1	1	2	1	0	1	0	0	0	3
08:15 AM	1	0	1	0	1	1	0	0	0	2
08:30 AM	1	0	1	0	0	0	0	0	0	1
08:45 AM	2	0	2	1	0	1	0	0	0	3
Total	5	1	6	2	1	3	0	0	0	9
Grand Total	5	2	7	2	1	3	0	1	1	11
Apprch %	71.4	28.6		66.7	33.3		0	100		
Total %	45.5	18.2	63.6	18.2	9.1	27.3	0	9.1	9.1	

	Menifee Road Southbound			Simpson Road Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	**1**	**1**	0	0	0	0	0	0	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	**1**	**1**	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	1	1	2
% App. Total	0	100		0	0		0	100		
PHF	.000	.250	.250	.000	.000	.000	.000	.250	.250	.500

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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	**1**	**1**	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	**1**	**1**
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	1	1
% App. Total	0	100		0	0		0	100	
PHF	.000	.250	.250	.000	.000	.000	.000	.250	.250

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City of Menifee
N/S: Menifee Road
E/W: Simpson Road
Weather: Clear

File Name : 79_MEN_Meni_Sim AM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- 4+ Axle Trucks

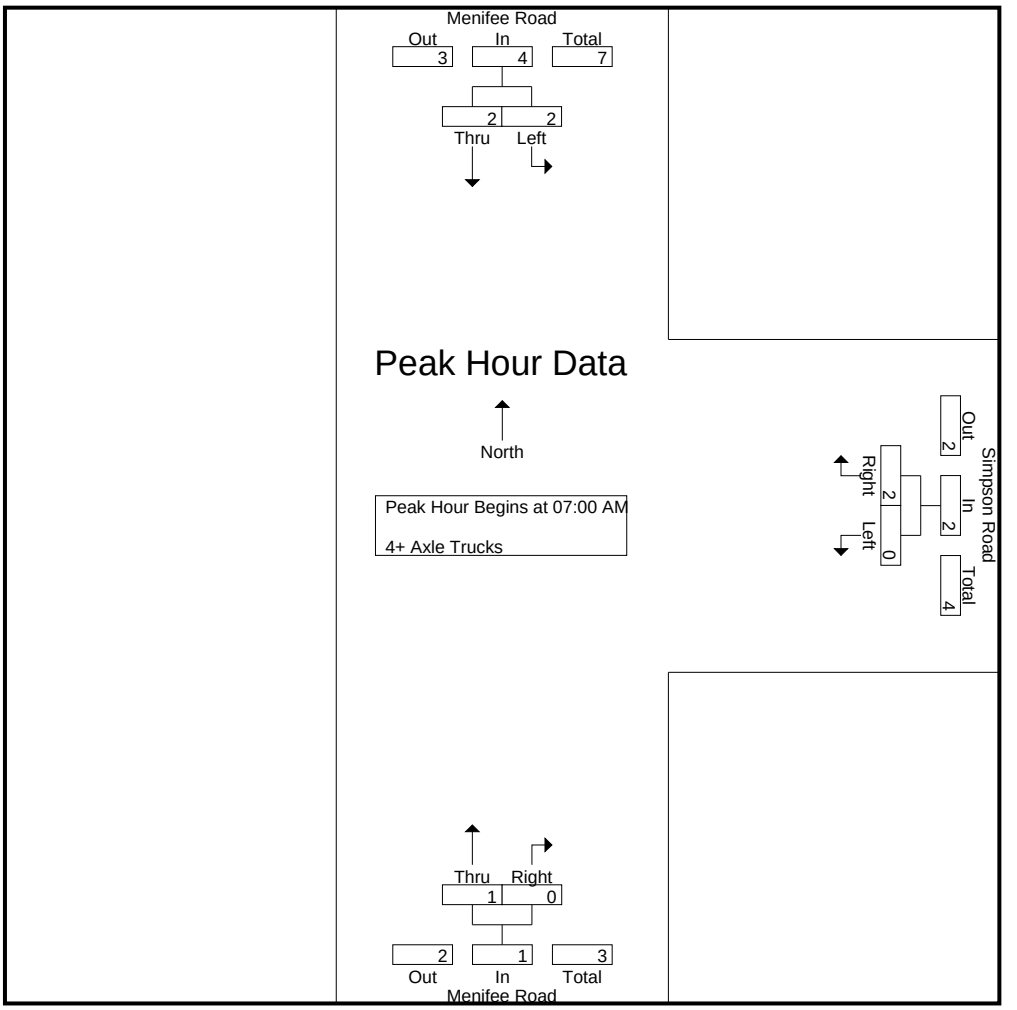
	Menifee Road Southbound			Simpson Road Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	2	0	1	1	0	0	0	3
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	0	1	1	0	1	1	0	0	0	2
Total	2	2	4	0	2	2	1	0	1	7
08:00 AM	1	1	2	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	1	1	1
08:30 AM	2	0	2	0	1	1	0	0	0	3
08:45 AM	0	0	0	1	0	1	0	0	0	1
Total	3	1	4	1	1	2	0	1	1	7
Grand Total	5	3	8	1	3	4	1	1	2	14
Apprch %	62.5	37.5		25	75		50	50		
Total %	35.7	21.4	57.1	7.1	21.4	28.6	7.1	7.1	14.3	

	Menifee Road Southbound			Simpson Road Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**2**	0	**2**	0	**1**	**1**	0	0	0	**3**
07:15 AM	0	0	0	0	0	0	**1**	0	**1**	1
07:30 AM	0	**1**	1	0	0	0	0	0	0	1
07:45 AM	0	1	1	0	1	1	0	0	0	2
Total Volume	2	2	4	0	2	2	1	0	1	7
% App. Total	50	50		0	100		100	0		
PHF	.250	.500	.500	.000	.500	.500	.250	.000	.250	.583

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Weather: Clear

File Name : 79_MEN_Meni_Sim AM
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**2**	0	**2**	0	**1**	**1**	0	0	0
+15 mins.	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	**1**	1	0	0	0	0	0	0
+45 mins.	0	1	1	0	1	1	0	0	0
Total Volume	2	2	4	0	2	2	1	0	1
% App. Total	50	50		0	100		100	0	
PHF	.250	.500	.500	.000	.500	.500	.250	.000	.250

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City of Menifee
N/S: Menifee Road
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File Name : 79_MEN_Meni_Sim PM
Site Code : 00322418
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

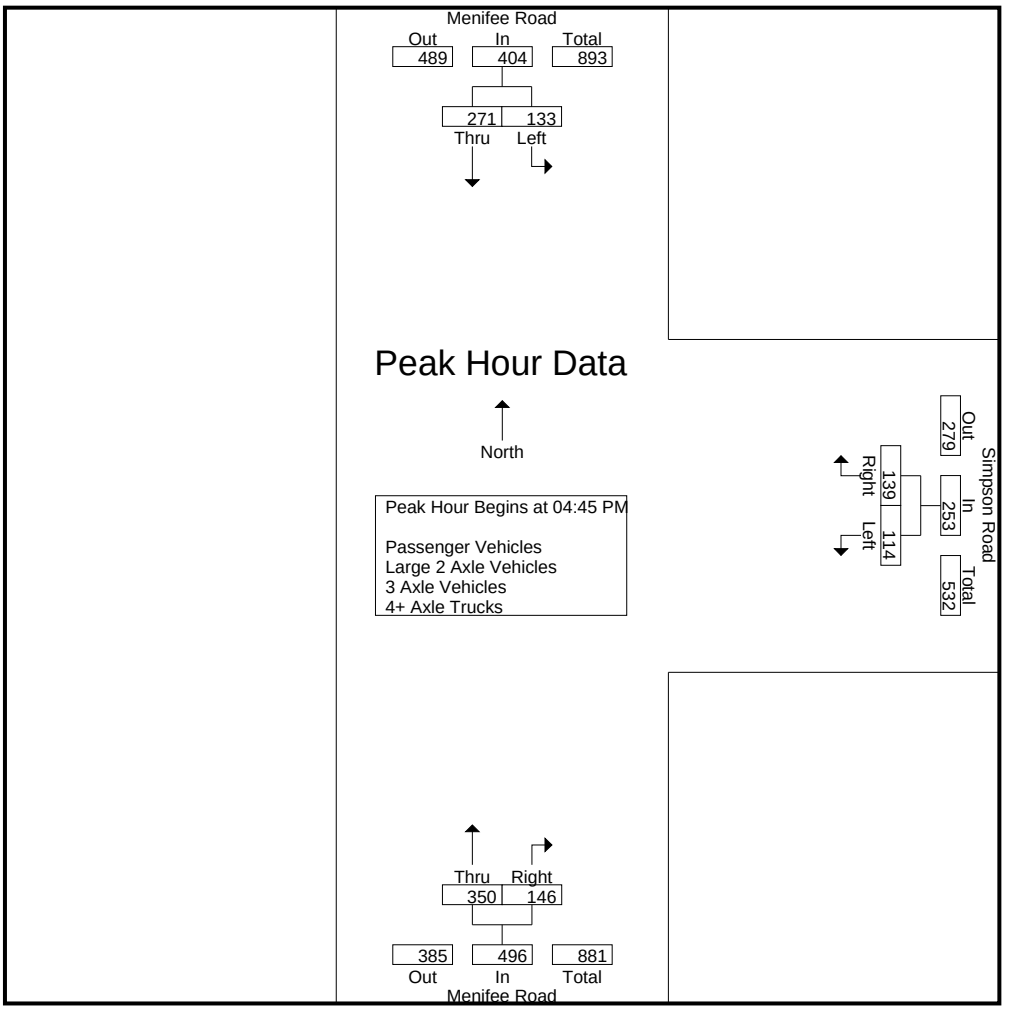
	Menifee Road Southbound			Simpson Road Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	47	93	140	27	33	60	89	27	116	316
04:15 PM	44	73	117	28	21	49	72	26	98	264
04:30 PM	30	60	90	35	46	81	73	28	101	272
04:45 PM	45	65	110	28	33	61	72	32	104	275
Total	166	291	457	118	133	251	306	113	419	1127
05:00 PM	35	66	101	31	33	64	120	39	159	324
05:15 PM	27	75	102	30	46	76	72	28	100	278
05:30 PM	26	65	91	25	27	52	86	47	133	276
05:45 PM	27	54	81	20	24	44	76	27	103	228
Total	115	260	375	106	130	236	354	141	495	1106
Grand Total	281	551	832	224	263	487	660	254	914	2233
Apprch %	33.8	66.2		46	54		72.2	27.8		
Total %	12.6	24.7	37.3	10	11.8	21.8	29.6	11.4	40.9	
Passenger Vehicles	275	549	824	224	239	463	652	254	906	2193
% Passenger Vehicles	97.9	99.6	99	100	90.9	95.1	98.8	100	99.1	98.2
Large 2 Axle Vehicles	2	1	3	0	20	20	4	0	4	27
% Large 2 Axle Vehicles	0.7	0.2	0.4	0	7.6	4.1	0.6	0	0.4	1.2
3 Axle Vehicles	1	1	2	0	0	0	3	0	3	5
% 3 Axle Vehicles	0.4	0.2	0.2	0	0	0	0.5	0	0.3	0.2
4+ Axle Trucks	3	0	3	0	4	4	1	0	1	8
% 4+ Axle Trucks	1.1	0	0.4	0	1.5	0.8	0.2	0	0.1	0.4

	Menifee Road Southbound			Simpson Road Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**45**	65	**110**	28	33	61	72	32	104	275
05:00 PM	35	66	101	**31**	33	64	**120**	39	**159**	**324**
05:15 PM	27	**75**	102	30	**46**	**76**	72	28	100	278
05:30 PM	26	65	91	25	27	52	86	**47**	133	276
Total Volume	133	271	404	114	139	253	350	146	496	1153
% App. Total	32.9	67.1		45.1	54.9		70.6	29.4		
PHF	.739	.903	.918	.919	.755	.832	.729	.777	.780	.890

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

	04:00 PM			04:30 PM			04:45 PM		
+0 mins.	**47**	**93**	**140**	**35**	**46**	**81**	72	32	104
+15 mins.	44	73	117	28	33	61	**120**	39	**159**
+30 mins.	30	60	90	31	33	64	72	28	100
+45 mins.	45	65	110	30	46	76	86	**47**	133
Total Volume	166	291	457	124	158	282	350	146	496
% App. Total	36.3	63.7		44	56		70.6	29.4	
PHF	.883	.782	.816	.886	.859	.870	.729	.777	.780

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City of Menifee
N/S: Menifee Road
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Weather: Clear

File Name : 79_MEN_Meni_Sim PM
Site Code : 00322418
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Groups Printed- Passenger Vehicles

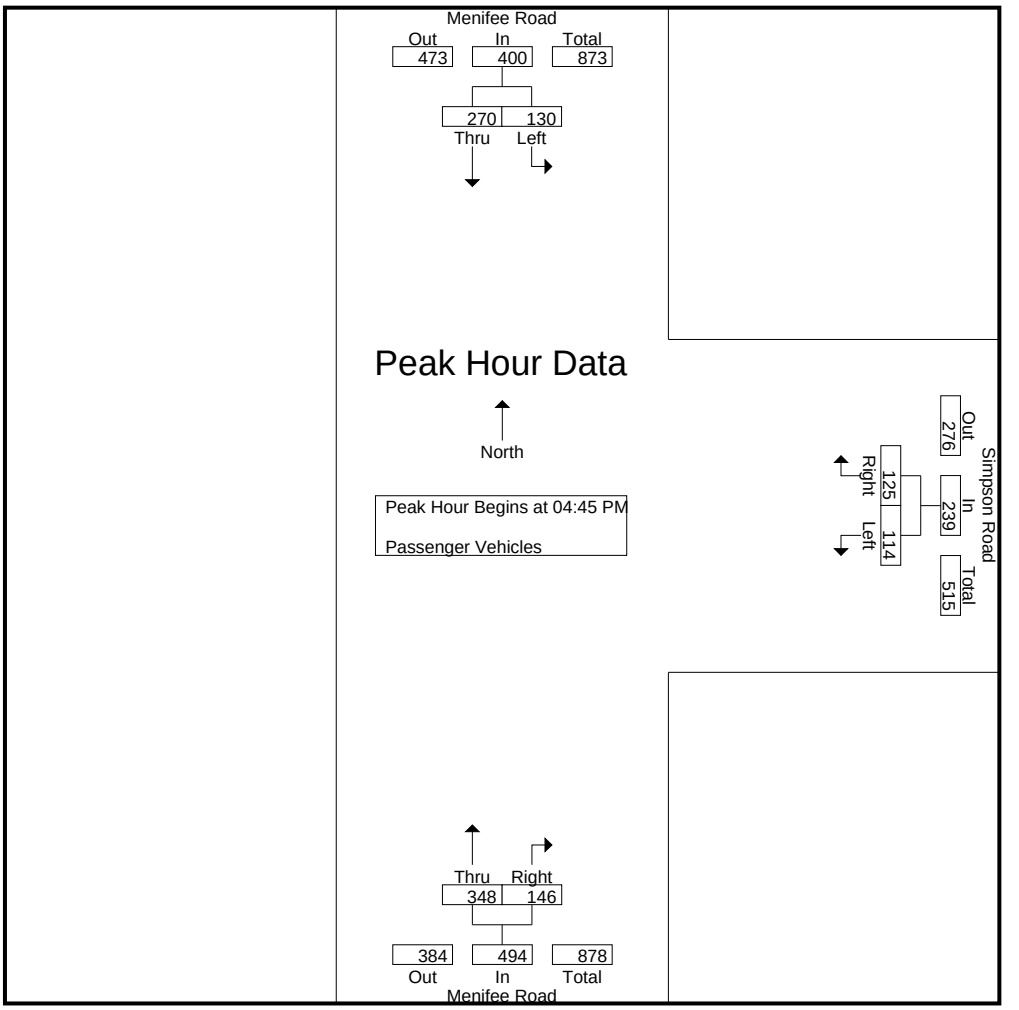
	Menifee Road Southbound			Simpson Road Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	45	93	138	27	31	58	88	27	115	311
04:15 PM	44	72	116	28	20	48	70	26	96	260
04:30 PM	29	60	89	35	39	74	72	28	100	263
04:45 PM	44	65	109	28	29	57	72	32	104	270
Total	162	290	452	118	119	237	302	113	415	1104
05:00 PM	35	66	101	31	31	62	118	39	157	320
05:15 PM	26	75	101	30	43	73	72	28	100	274
05:30 PM	25	64	89	25	22	47	86	47	133	269
05:45 PM	27	54	81	20	24	44	74	27	101	226
Total	113	259	372	106	120	226	350	141	491	1089
Grand Total	275	549	824	224	239	463	652	254	906	2193
Apprch %	33.4	66.6		48.4	51.6		72	28		
Total %	12.5	25	37.6	10.2	10.9	21.1	29.7	11.6	41.3	

	Menifee Road Southbound			Simpson Road Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**44**	65	**109**	28	29	57	72	32	104	270
05:00 PM	35	66	101	**31**	31	62	**118**	39	**157**	**320**
05:15 PM	26	**75**	101	30	**43**	**73**	72	28	100	274
05:30 PM	25	64	89	25	22	47	86	**47**	133	269
Total Volume	130	270	400	114	125	239	348	146	494	1133
% App. Total	32.5	67.5		47.7	52.3		70.4	29.6		
PHF	.739	.900	.917	.919	.727	.818	.737	.777	.787	.885

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City of Menifee
N/S: Menifee Road
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File Name : 79_MEN_Meni_Sim PM
Site Code : 00322418
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	**44**	65	**109**	28	29	57	72	32	104
+15 mins.	35	66	101	**31**	31	62	**118**	39	**157**
+30 mins.	26	**75**	101	30	**43**	**73**	72	28	100
+45 mins.	25	64	89	25	22	47	86	**47**	133
Total Volume	130	270	400	114	125	239	348	146	494
% App. Total	32.5	67.5		47.7	52.3		70.4	29.6	
PHF	.739	.900	.917	.919	.727	.818	.737	.777	.787

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City of Menifee
N/S: Menifee Road
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File Name : 79_MEN_Meni_Sim PM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- Large 2 Axle Vehicles

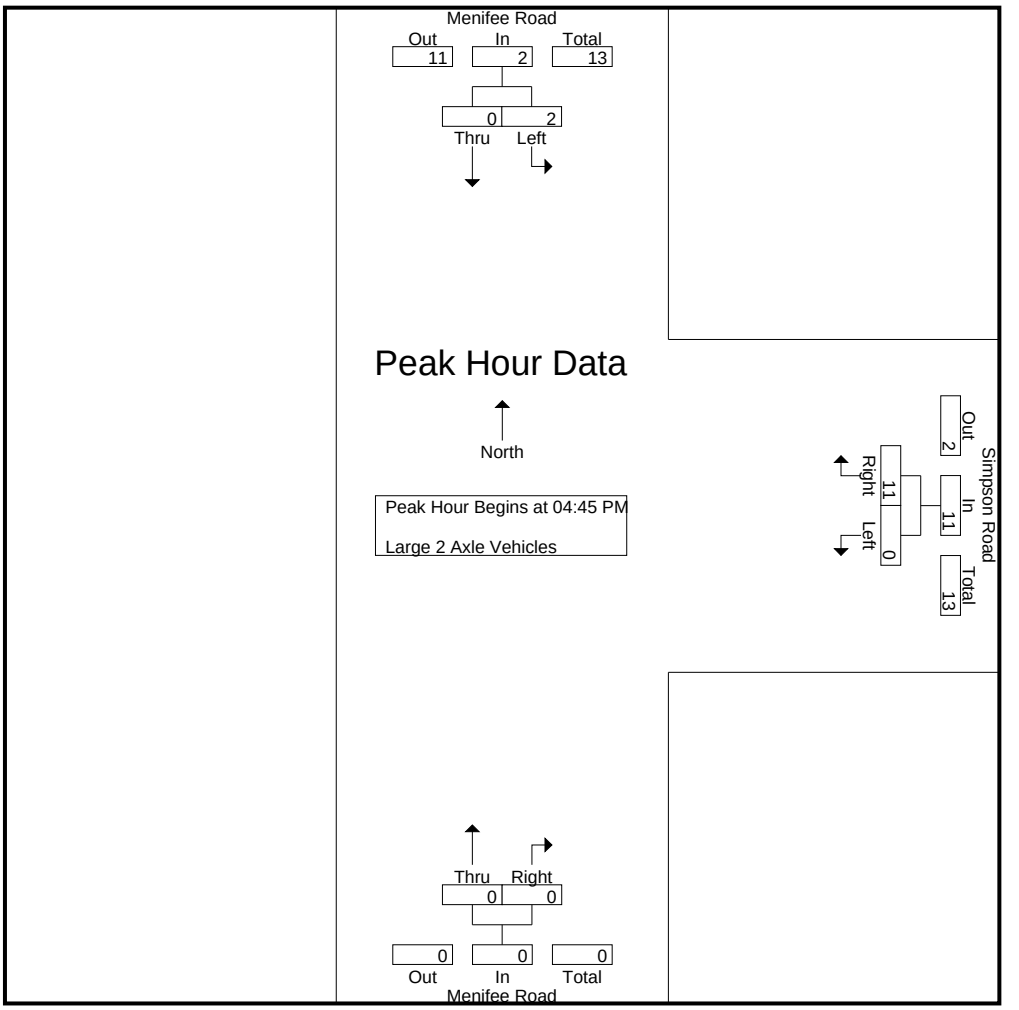
	Menifee Road Southbound			Simpson Road Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	1	0	0	0	1
04:15 PM	0	1	1	0	1	1	2	0	2	4
04:30 PM	0	0	0	0	7	7	1	0	1	8
04:45 PM	1	0	1	0	4	4	0	0	0	5
Total	1	1	2	0	13	13	3	0	3	18
05:00 PM	0	0	0	0	2	2	0	0	0	2
05:15 PM	0	0	0	0	2	2	0	0	0	2
05:30 PM	1	0	1	0	3	3	0	0	0	4
05:45 PM	0	0	0	0	0	0	1	0	1	1
Total	1	0	1	0	7	7	1	0	1	9
Grand Total	2	1	3	0	20	20	4	0	4	27
Apprch %	66.7	33.3		0	100		100	0		
Total %	7.4	3.7	11.1	0	74.1	74.1	14.8	0	14.8	

	Menifee Road Southbound			Simpson Road Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**1**	0	**1**	0	**4**	**4**	0	0	0	**5**
05:00 PM	0	0	0	0	2	2	0	0	0	2
05:15 PM	0	0	0	0	2	2	0	0	0	2
05:30 PM	1	0	1	0	3	3	0	0	0	4
Total Volume	2	0	2	0	11	11	0	0	0	13
% App. Total	100	0		0	100		0	0		
PHF	.500	.000	.500	.000	.688	.688	.000	.000	.000	.650

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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	**1**	0	**1**	0	**4**	**4**	0	0	0
+15 mins.	0	0	0	0	2	2	0	0	0
+30 mins.	0	0	0	0	2	2	0	0	0
+45 mins.	1	0	1	0	3	3	0	0	0
Total Volume	2	0	2	0	11	11	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.500	.000	.500	.000	.688	.688	.000	.000	.000

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Start Date : 5/25/2022

Groups Printed- 3 Axle Vehicles

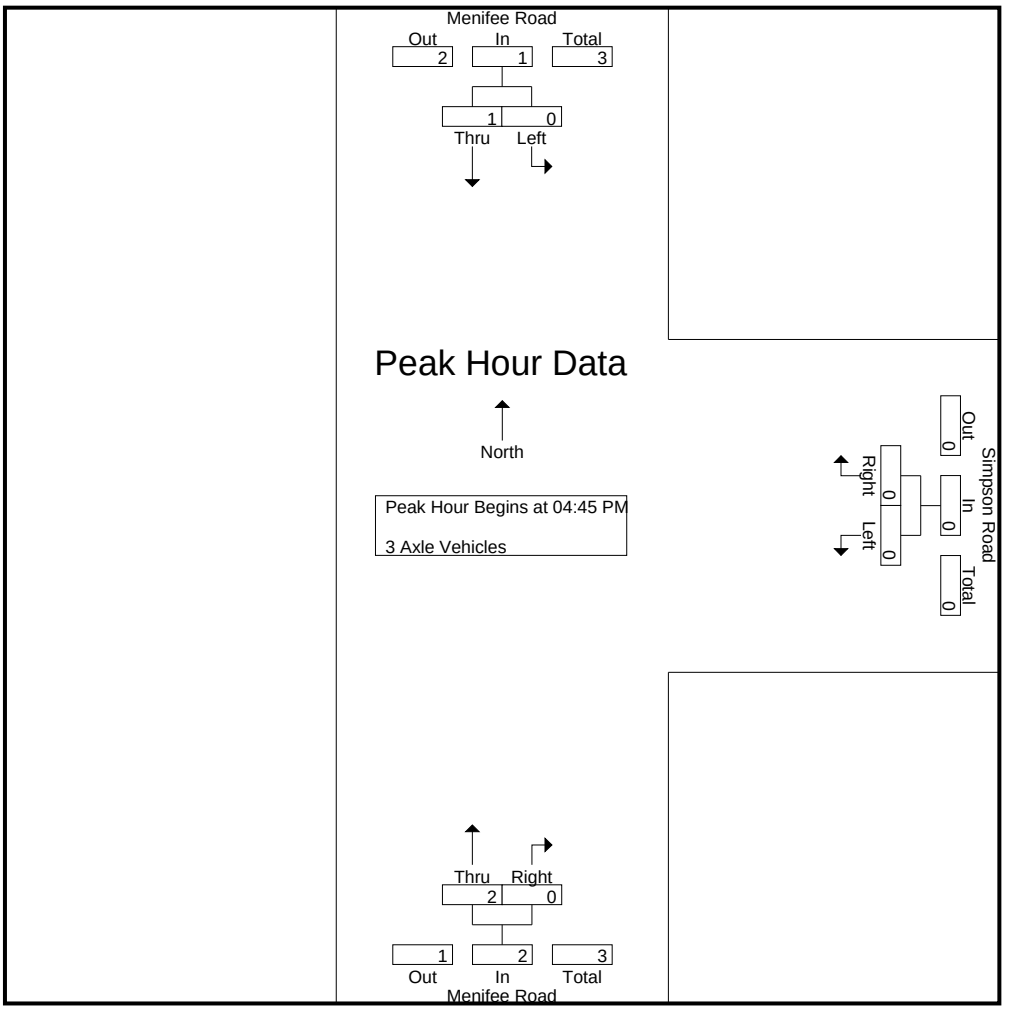
	Menifee Road Southbound			Simpson Road Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	1	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	1	1	0	0	0	3	0	3	4
Grand Total	1	1	2	0	0	0	3	0	3	5
Apprch %	50	50		0	0		100	0		
Total %	20	20	40	0	0	0	60	0	60	

	Menifee Road Southbound			Simpson Road Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	**2**	0	**2**	**2**
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	**1**	**1**	0	0	0	0	0	0	1
Total Volume	0	1	1	0	0	0	2	0	2	3
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250	.375

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City of Menifee
N/S: Menifee Road
E/W: Simpson Road
Weather: Clear

File Name : 79_MEN_Meni_Sim PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	**1**	**1**	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	2	0	2
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250

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City of Menifee
N/S: Menifee Road
E/W: Simpson Road
Weather: Clear

File Name : 79_MEN_Meni_Sim PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

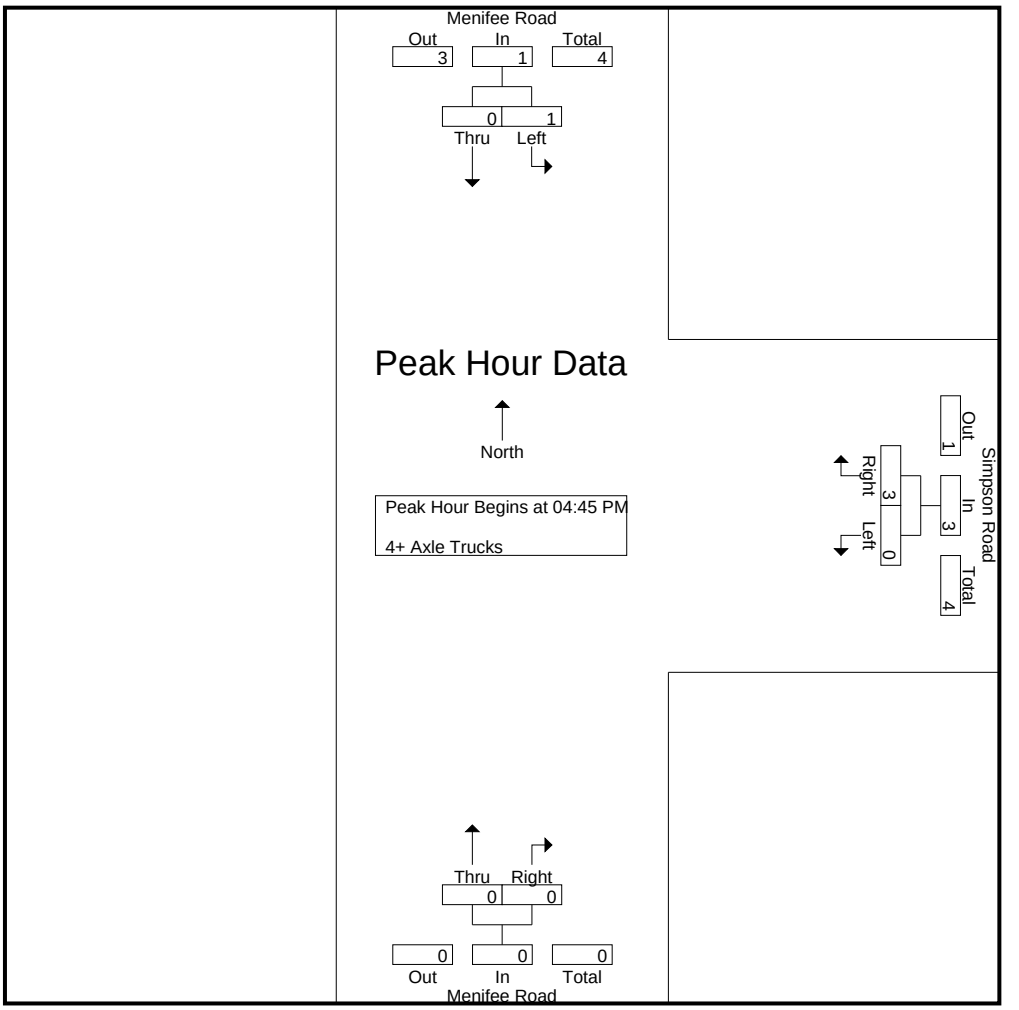
	Menifee Road Southbound			Simpson Road Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	2	0	1	1	1	0	1	4
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	1	1	1	0	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	1	0	1	1	0	0	0	2
05:30 PM	0	0	0	0	2	2	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	3	3	0	0	0	4
Grand Total	3	0	3	0	4	4	1	0	1	8
Apprch %	100	0		0	100		100	0		
Total %	37.5	0	37.5	0	50	50	12.5	0	12.5	

	Menifee Road Southbound			Simpson Road Westbound			Menifee Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	**1**	0	**1**	0	1	1	0	0	0	**2**
05:30 PM	0	0	0	0	**2**	**2**	0	0	0	2
Total Volume	1	0	1	0	3	3	0	0	0	4
% App. Total	100	0		0	100		0	0		
PHF	.250	.000	.250	.000	.375	.375	.000	.000	.000	.500

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City of Menifee
N/S: Menifee Road
E/W: Simpson Road
Weather: Clear

File Name : 79_MEN_Meni_Sim PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	**1**	0	**1**	0	1	1	0	0	0
+45 mins.	0	0	0	0	**2**	**2**	0	0	0
Total Volume	1	0	1	0	3	3	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.250	.000	.250	.000	.375	.375	.000	.000	.000

Location: Menifee
N/S: Menifee Road
E/W: Simpson Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Menifee Road	East Leg Simpson Road	South Leg Menifee Road	West Leg Dead End	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	0	1
8:15 AM	0	1	0	0	1
8:30 AM	0	2	0	0	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	4	0	0	5

	North Leg Menifee Road	East Leg Simpson Road	South Leg Menifee Road	West Leg Dead End	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	1	0	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

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Location: Menifee
N/S: Menifee Road
E/W: Simpson Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Menifee Road			Westbound Simpson Road			Northbound Menifee Road			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	1	0	0	0	0	1	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	1	1	0	2	0	0	0	0	1	0	0	0	5

	Southbound Menifee Road			Westbound Simpson Road			Northbound Menifee Road			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES:	0	2	0	0	0	0	0	0	0	0	0	0	2

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City of Menifee
N/S: Lindenberger Road
E/W: Simpson Road
Weather: Clear

File Name : 80_MEN_Lind_Sim AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

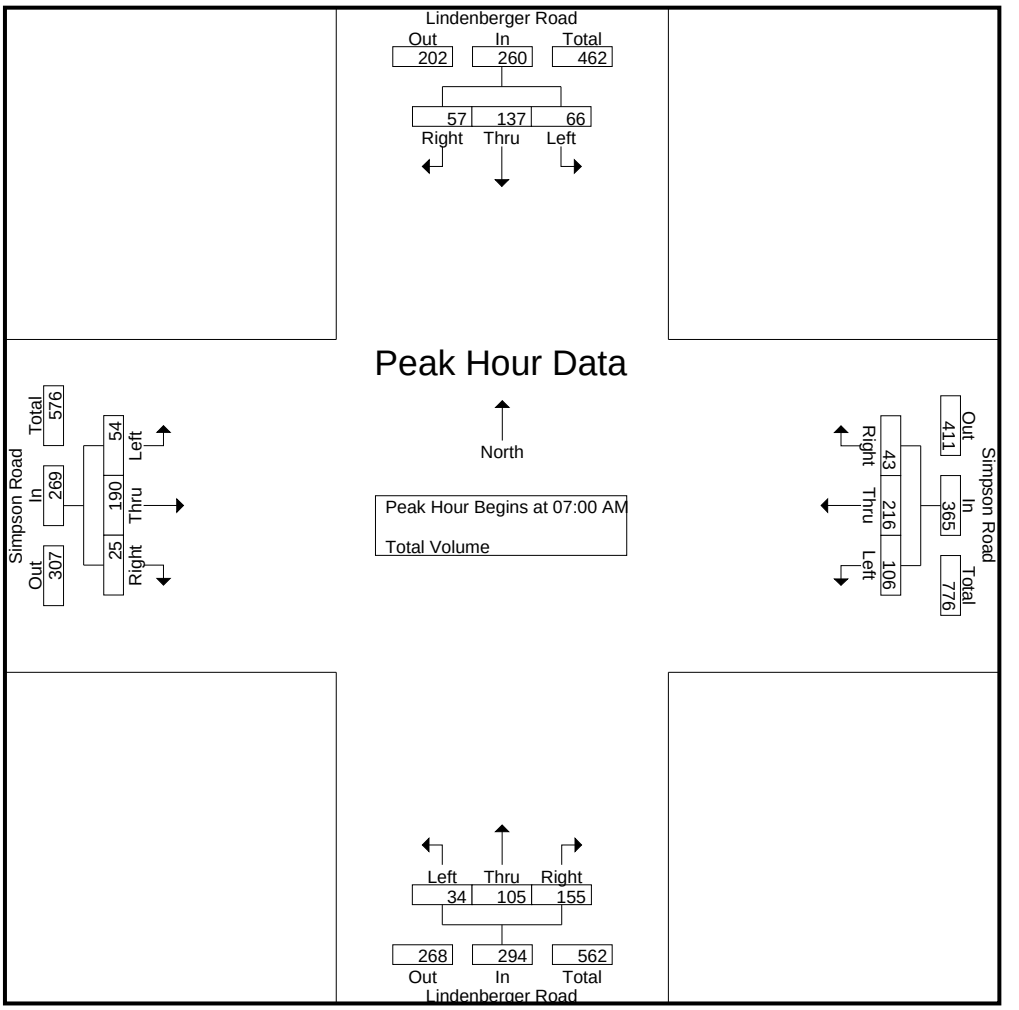
	Lindenberger Road Southbound				Simpson Road Westbound				Lindenberger Road Northbound				Simpson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	23	11	48	27	53	13	93	7	23	34	64	21	50	6	77	282
07:15 AM	21	39	22	82	26	59	17	102	7	38	50	95	17	54	6	77	356
07:30 AM	20	42	18	80	33	56	5	94	9	21	47	77	10	47	10	67	318
07:45 AM	11	33	6	50	20	48	8	76	11	23	24	58	6	39	3	48	232
Total	66	137	57	260	106	216	43	365	34	105	155	294	54	190	25	269	1188
08:00 AM	5	20	5	30	12	38	2	52	18	16	10	44	5	45	9	59	185
08:15 AM	4	16	4	24	9	39	3	51	20	13	21	54	7	43	9	59	188
08:30 AM	6	11	7	24	6	44	7	57	8	7	20	35	5	38	11	54	170
08:45 AM	0	11	5	16	12	51	2	65	6	11	17	34	4	38	6	48	163
Total	15	58	21	94	39	172	14	225	52	47	68	167	21	164	35	220	706
Grand Total	81	195	78	354	145	388	57	590	86	152	223	461	75	354	60	489	1894
Apprch %	22.9	55.1	22		24.6	65.8	9.7		18.7	33	48.4		15.3	72.4	12.3		
Total %	4.3	10.3	4.1	18.7	7.7	20.5	3	31.2	4.5	8	11.8	24.3	4	18.7	3.2	25.8	

	Lindenberger Road Southbound				Simpson Road Westbound				Lindenberger Road Northbound				Simpson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	14	23	11	48	27	53	13	93	7	23	34	64	**21**	50	6	**77**	282
07:15 AM	**21**	39	**22**	**82**	26	**59**	**17**	**102**	7	**38**	**50**	**95**	17	**54**	6	77	**356**
07:30 AM	20	**42**	18	80	**33**	56	5	94	9	21	47	77	10	47	**10**	67	318
07:45 AM	11	33	6	50	20	48	8	76	**11**	23	24	58	6	39	3	48	232
Total Volume	66	137	57	260	106	216	43	365	34	105	155	294	54	190	25	269	1188
% App. Total	25.4	52.7	21.9		29	59.2	11.8		11.6	35.7	52.7		20.1	70.6	9.3		
PHF	.786	.815	.648	.793	.803	.915	.632	.895	.773	.691	.775	.774	.643	.880	.625	.873	.834

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City of Menifee
N/S: Lindenberger Road
E/W: Simpson Road
Weather: Clear

File Name : 80_MEN_Lind_Sim AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	14	23	11	48	27	53	13	93	7	23	34	64	**21**	50	6	**77**
+15 mins.	**21**	39	**22**	**82**	26	**59**	**17**	**102**	7	**38**	**50**	**95**	17	**54**	6	77
+30 mins.	20	**42**	18	80	**33**	56	5	94	9	21	47	77	10	47	**10**	67
+45 mins.	11	33	6	50	20	48	8	76	**11**	23	24	58	6	39	3	48
Total Volume	66	137	57	260	106	216	43	365	34	105	155	294	54	190	25	269
% App. Total	25.4	52.7	21.9		29	59.2	11.8		11.6	35.7	52.7		20.1	70.6	9.3	
PHF	.786	.815	.648	.793	.803	.915	.632	.895	.773	.691	.775	.774	.643	.880	.625	.873

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City of Menifee
N/S: Lindenberger Road
E/W: Simpson Road
Weather: Clear

File Name : 80_MEN_Lind_Sim PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

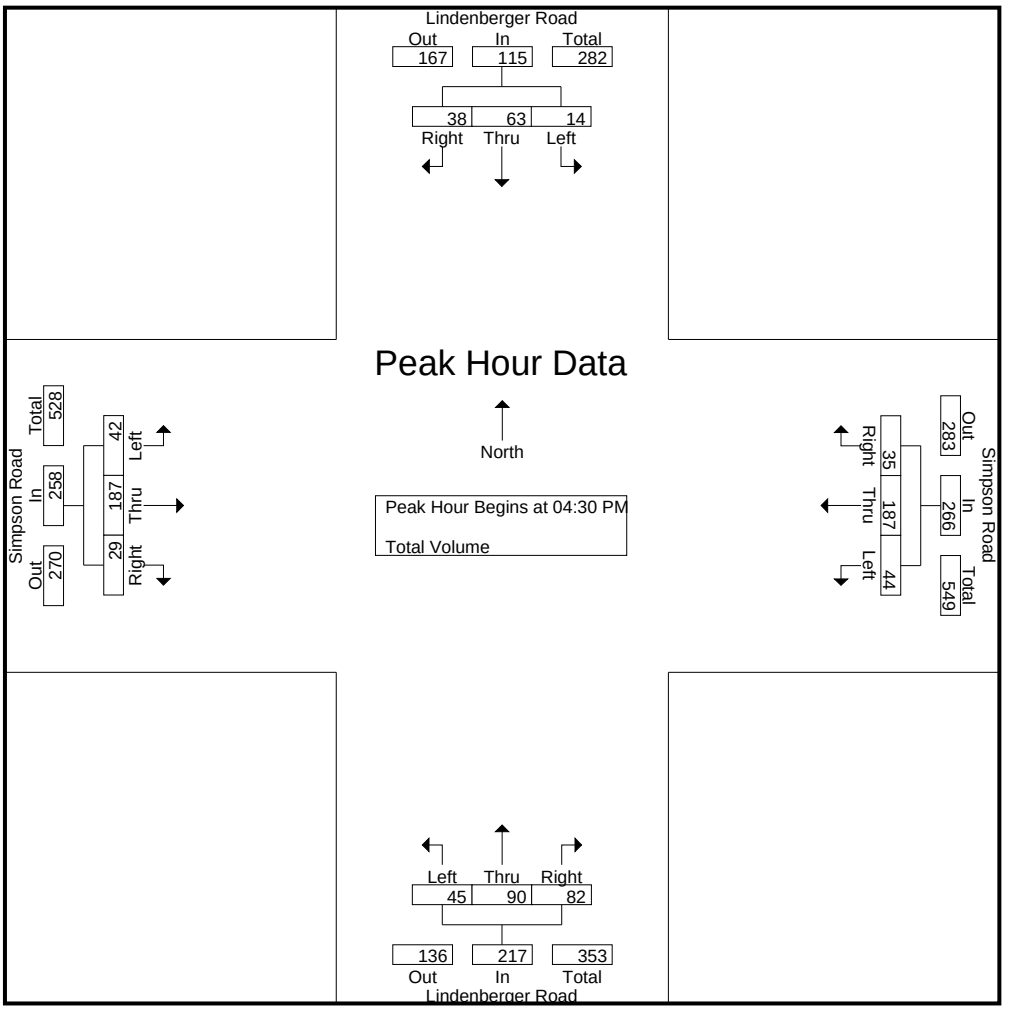
	Lindenberger Road Southbound				Simpson Road Westbound				Lindenberger Road Northbound				Simpson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	13	9	23	11	45	6	62	7	10	19	36	9	52	13	74	195
04:15 PM	2	22	6	30	10	37	2	49	9	25	14	48	6	45	8	59	186
04:30 PM	2	16	14	32	15	48	4	67	11	28	12	51	15	37	8	60	210
04:45 PM	5	13	8	26	12	39	11	62	7	21	12	40	10	59	7	76	204
Total	10	64	37	111	48	169	23	240	34	84	57	175	40	193	36	269	795
05:00 PM	2	15	12	29	8	41	10	59	13	22	30	65	9	51	9	69	222
05:15 PM	5	19	4	28	9	59	10	78	14	19	28	61	8	40	5	53	220
05:30 PM	4	18	7	29	17	32	5	54	4	25	20	49	11	45	5	61	193
05:45 PM	4	14	8	26	14	34	7	55	8	22	14	44	8	37	8	53	178
Total	15	66	31	112	48	166	32	246	39	88	92	219	36	173	27	236	813
Grand Total	25	130	68	223	96	335	55	486	73	172	149	394	76	366	63	505	1608
Apprch %	11.2	58.3	30.5		19.8	68.9	11.3		18.5	43.7	37.8		15	72.5	12.5		
Total %	1.6	8.1	4.2	13.9	6	20.8	3.4	30.2	4.5	10.7	9.3	24.5	4.7	22.8	3.9	31.4	

	Lindenberger Road Southbound				Simpson Road Westbound				Lindenberger Road Northbound				Simpson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	16	**14**	**32**	**15**	48	4	67	11	**28**	12	51	**15**	37	8	60	210
04:45 PM	**5**	13	8	26	12	39	**11**	62	7	21	12	40	10	**59**	7	**76**	204
05:00 PM	2	15	12	29	8	41	10	59	13	22	**30**	**65**	9	51	**9**	69	**222**
05:15 PM	5	**19**	4	28	9	**59**	10	**78**	**14**	19	28	61	8	40	5	53	220
Total Volume	14	63	38	115	44	187	35	266	45	90	82	217	42	187	29	258	856
% App. Total	12.2	54.8	33		16.5	70.3	13.2		20.7	41.5	37.8		16.3	72.5	11.2		
PHF	.700	.829	.679	.898	.733	.792	.795	.853	.804	.804	.683	.835	.700	.792	.806	.849	.964

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City of Menifee
N/S: Lindenberger Road
E/W: Simpson Road
Weather: Clear

File Name : 80_MEN_Lind_Sim PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:15 PM				04:30 PM				05:00 PM				04:00 PM			
+0 mins.	2	**22**	6	30	**15**	48	4	67	13	22	**30**	**65**	9	52	**13**	74
+15 mins.	2	16	**14**	**32**	12	39	**11**	62	**14**	19	28	61	6	45	8	59
+30 mins.	**5**	13	8	26	8	41	10	59	4	**25**	20	49	**15**	37	8	60
+45 mins.	2	15	12	29	9	**59**	10	**78**	8	22	14	44	10	**59**	7	**76**
Total Volume	11	66	40	117	44	187	35	266	39	88	92	219	40	193	36	269
% App. Total	9.4	56.4	34.2		16.5	70.3	13.2		17.8	40.2	42		14.9	71.7	13.4	
PHF	.550	.750	.714	.914	.733	.792	.795	.853	.696	.880	.767	.842	.667	.818	.692	.885

Location: Menifee
N/S: Lindenberger Road
E/W: Simpson Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Lindenberger Road	East Leg Simpson Road	South Leg Lindenberger Road	West Leg Simpson Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	2	0	2
7:45 AM	1	0	0	1	2
8:00 AM	0	0	0	0	0
8:15 AM	2	0	0	3	5
8:30 AM	1	0	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	4	0	2	4	10

	North Leg Lindenberger Road	East Leg Simpson Road	South Leg Lindenberger Road	West Leg Simpson Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	1	0	0	1	2

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Location: Menifee
N/S: Lindenberger Road
E/W: Simpson Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Lindenberger Road			Westbound Simpson Road			Northbound Lindenberger Road			Eastbound Simpson Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	1	0	0	0	5	0	0	0	0	6
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	2	0	1	5	0	0	0	0	9

	Southbound Lindenberger Road			Westbound Simpson Road			Northbound Lindenberger Road			Eastbound Simpson Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	1	0	0	2

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City of Menifee
N/S: Briggs Road
E/W: Simpson Road
Weather: Clear

File Name : 81_MEN_Briggs_Sim AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

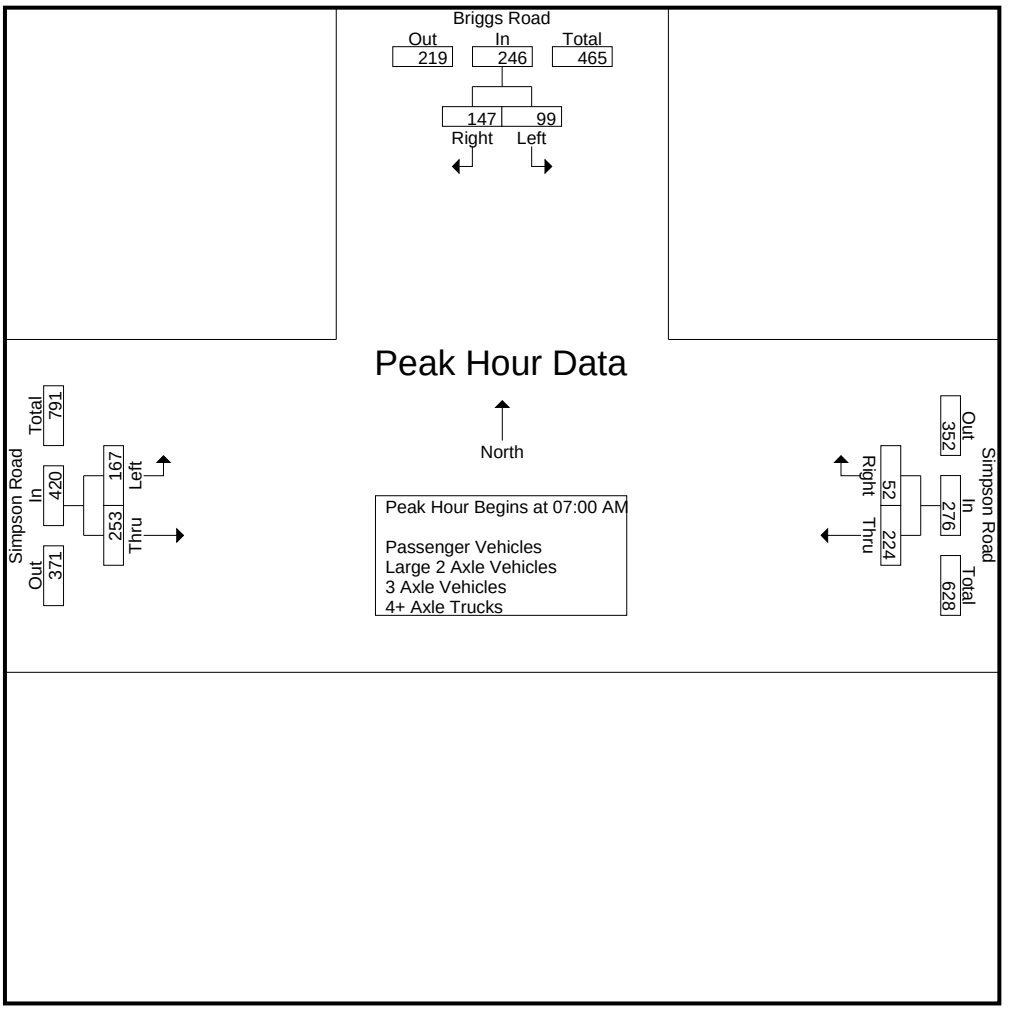
	Briggs Road Southbound			Simpson Road Westbound			Simpson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	14	32	46	67	10	77	49	53	102	225
07:15 AM	36	46	82	65	24	89	61	69	130	301
07:30 AM	30	39	69	54	10	64	41	71	112	245
07:45 AM	19	30	49	38	8	46	16	60	76	171
Total	99	147	246	224	52	276	167	253	420	942
08:00 AM	19	20	39	29	8	37	10	47	57	133
08:15 AM	22	15	37	34	9	43	16	52	68	148
08:30 AM	26	14	40	48	12	60	21	44	65	165
08:45 AM	14	11	25	50	3	53	13	42	55	133
Total	81	60	141	161	32	193	60	185	245	579
Grand Total	180	207	387	385	84	469	227	438	665	1521
Apprch %	46.5	53.5		82.1	17.9		34.1	65.9		
Total %	11.8	13.6	25.4	25.3	5.5	30.8	14.9	28.8	43.7	
Passenger Vehicles	177	206	383	373	83	456	227	418	645	1484
% Passenger Vehicles	98.3	99.5	99	96.9	98.8	97.2	100	95.4	97	97.6
Large 2 Axle Vehicles	2	1	3	5	1	6	0	7	7	16
% Large 2 Axle Vehicles	1.1	0.5	0.8	1.3	1.2	1.3	0	1.6	1.1	1.1
3 Axle Vehicles	0	0	0	4	0	4	0	3	3	7
% 3 Axle Vehicles	0	0	0	1	0	0.9	0	0.7	0.5	0.5
4+ Axle Trucks	1	0	1	3	0	3	0	10	10	14
% 4+ Axle Trucks	0.6	0	0.3	0.8	0	0.6	0	2.3	1.5	0.9

	Briggs Road Southbound			Simpson Road Westbound			Simpson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	14	32	46	**67**	10	77	49	53	102	225
07:15 AM	**36**	**46**	**82**	65	**24**	**89**	**61**	69	**130**	**301**
07:30 AM	30	39	69	54	10	64	41	**71**	112	245
07:45 AM	19	30	49	38	8	46	16	60	76	171
Total Volume	99	147	246	224	52	276	167	253	420	942
% App. Total	40.2	59.8		81.2	18.8		39.8	60.2		
PHF	.688	.799	.750	.836	.542	.775	.684	.891	.808	.782

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City of Menifee
N/S: Briggs Road
E/W: Simpson Road
Weather: Clear

File Name : 81_MEN_Briggs_Sim AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	14	32	46	**67**	10	77	49	53	102
+15 mins.	**36**	**46**	**82**	65	**24**	**89**	**61**	69	**130**
+30 mins.	30	39	69	54	10	64	41	**71**	112
+45 mins.	19	30	49	38	8	46	16	60	76
Total Volume	99	147	246	224	52	276	167	253	420
% App. Total	40.2	59.8		81.2	18.8		39.8	60.2	
PHF	.688	.799	.750	.836	.542	.775	.684	.891	.808

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City of Menifee
N/S: Briggs Road
E/W: Simpson Road
Weather: Clear

File Name : 81_MEN_Briggs_Sim AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

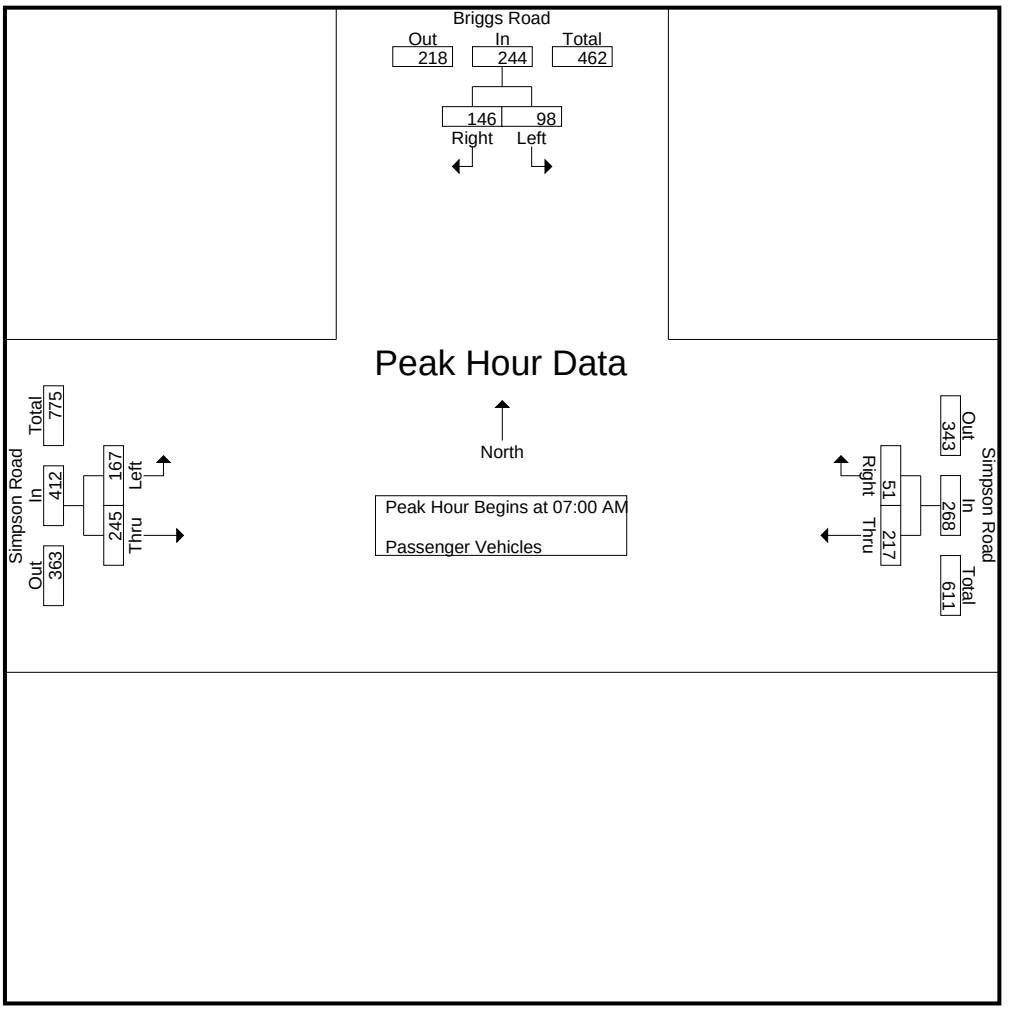
	Briggs Road Southbound			Simpson Road Westbound			Simpson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	13	31	44	65	10	75	49	50	99	218
07:15 AM	36	46	82	64	23	87	61	68	129	298
07:30 AM	30	39	69	52	10	62	41	69	110	241
07:45 AM	19	30	49	36	8	44	16	58	74	167
Total	98	146	244	217	51	268	167	245	412	924
08:00 AM	19	20	39	28	8	36	10	45	55	130
08:15 AM	22	15	37	34	9	43	16	49	65	145
08:30 AM	24	14	38	45	12	57	21	39	60	155
08:45 AM	14	11	25	49	3	52	13	40	53	130
Total	79	60	139	156	32	188	60	173	233	560
Grand Total	177	206	383	373	83	456	227	418	645	1484
Apprch %	46.2	53.8		81.8	18.2		35.2	64.8		
Total %	11.9	13.9	25.8	25.1	5.6	30.7	15.3	28.2	43.5	

	Briggs Road Southbound			Simpson Road Westbound			Simpson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	13	31	44	**65**	10	75	49	50	99	218
07:15 AM	**36**	**46**	**82**	64	**23**	**87**	**61**	68	**129**	**298**
07:30 AM	30	39	69	52	10	62	41	**69**	110	241
07:45 AM	19	30	49	36	8	44	16	58	74	167
Total Volume	98	146	244	217	51	268	167	245	412	924
% App. Total	40.2	59.8		81	19		40.5	59.5		
PHF	.681	.793	.744	.835	.554	.770	.684	.888	.798	.775

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City of Menifee
N/S: Briggs Road
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Weather: Clear

File Name : 81_MEN_Briggs_Sim AM
Site Code : 00322418
Start Date : 5/25/2022



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	13	31	44	**65**	10	75	49	50	99
+15 mins.	**36**	**46**	**82**	64	**23**	**87**	**61**	68	**129**
+30 mins.	30	39	69	52	10	62	41	**69**	110
+45 mins.	19	30	49	36	8	44	16	58	74
Total Volume	98	146	244	217	51	268	167	245	412
% App. Total	40.2	59.8		81	19		40.5	59.5	
PHF	.681	.793	.744	.835	.554	.770	.684	.888	.798

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City of Menifee
N/S: Briggs Road
E/W: Simpson Road
Weather: Clear

File Name : 81_MEN_Briggs_Sim AM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- Large 2 Axle Vehicles

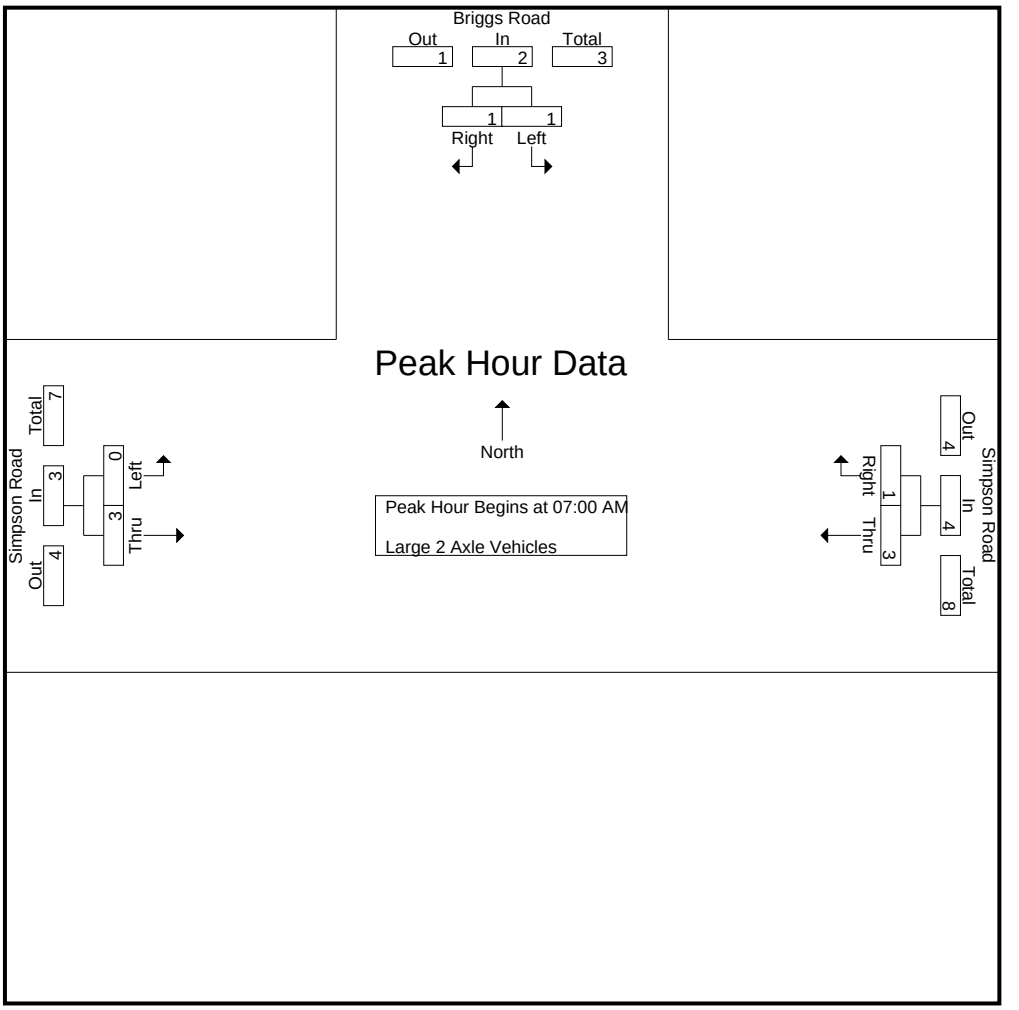
	Briggs Road Southbound			Simpson Road Westbound			Simpson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	1	1	2	0	0	0	0	1	1	3
07:15 AM	0	0	0	1	1	2	0	1	1	3
07:30 AM	0	0	0	2	0	2	0	1	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	1	2	3	1	4	0	3	3	9
08:00 AM	0	0	0	1	0	1	0	2	2	3
08:15 AM	0	0	0	0	0	0	0	1	1	1
08:30 AM	1	0	1	1	0	1	0	1	1	3
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	2	0	2	0	4	4	7
Grand Total	2	1	3	5	1	6	0	7	7	16
Apprch %	66.7	33.3		83.3	16.7		0	100		
Total %	12.5	6.2	18.8	31.2	6.2	37.5	0	43.8	43.8	

	Briggs Road Southbound			Simpson Road Westbound			Simpson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**1**	**1**	**2**	0	0	0	0	**1**	**1**	**3**
07:15 AM	0	0	0	1	**1**	**2**	0	1	1	3
07:30 AM	0	0	0	**2**	0	2	0	1	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	2	3	1	4	0	3	3	9
% App. Total	50	50		75	25		0	100		
PHF	.250	.250	.250	.375	.250	.500	.000	.750	.750	.750

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City of Menifee
N/S: Briggs Road
E/W: Simpson Road
Weather: Clear

File Name : 81_MEN_Briggs_Sim AM
Site Code : 00322418
Start Date : 5/25/2022



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**1**	**1**	**2**	0	0	0	0	**1**	**1**
+15 mins.	0	0	0	1	**1**	**2**	0	1	1
+30 mins.	0	0	0	**2**	0	2	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	1	2	3	1	4	0	3	3
% App. Total	50	50		75	25		0	100	
PHF	.250	.250	.250	.375	.250	.500	.000	.750	.750

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City of Menifee
N/S: Briggs Road
E/W: Simpson Road
Weather: Clear

File Name : 81_MEN_Briggs_Sim AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

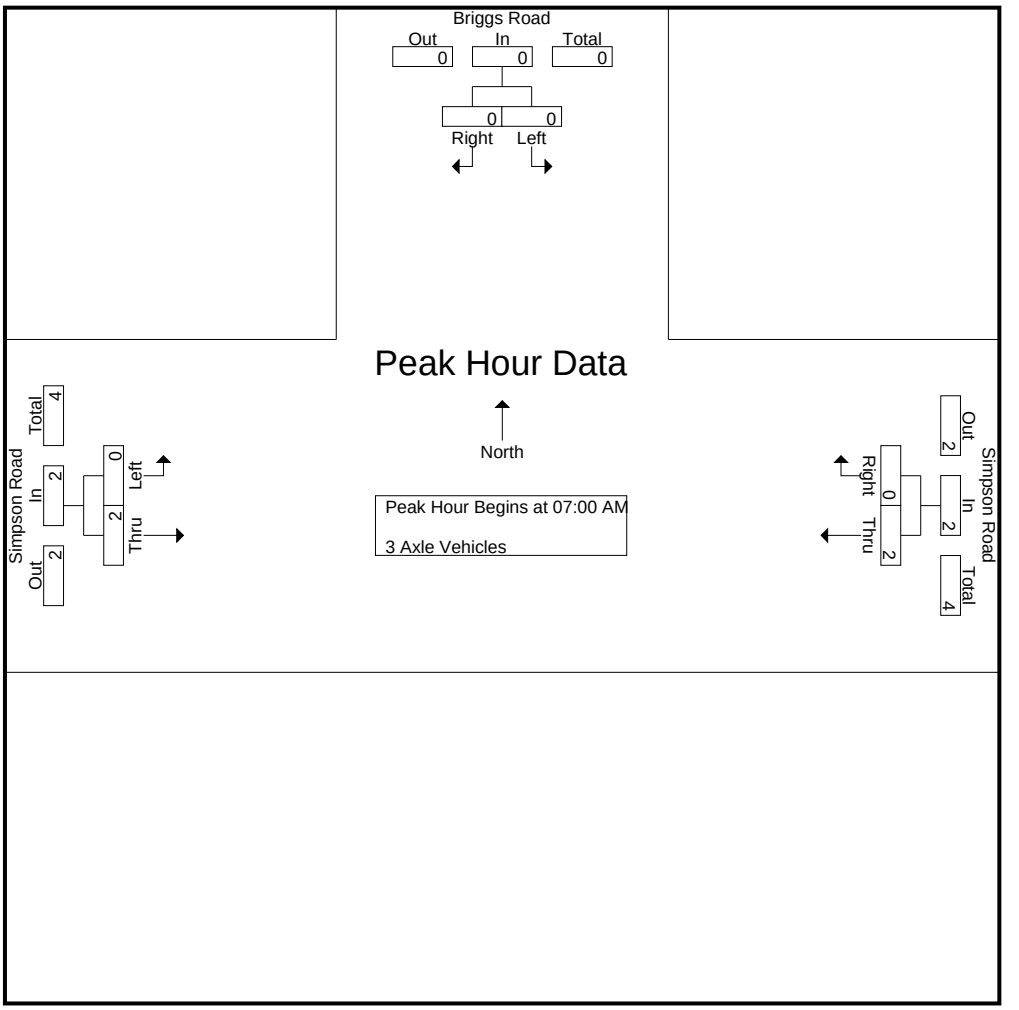
	Briggs Road Southbound			Simpson Road Westbound			Simpson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	1	0	1	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	1	0	1	0	2	2	3
Total	0	0	0	2	0	2	0	2	2	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	1	0	1	0	1	1	2
08:45 AM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	2	0	2	0	1	1	3
Grand Total	0	0	0	4	0	4	0	3	3	7
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	57.1	0	57.1	0	42.9	42.9	

	Briggs Road Southbound			Simpson Road Westbound			Simpson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	**1**	0	**1**	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	1	0	1	0	**2**	**2**	**3**
Total Volume	0	0	0	2	0	2	0	2	2	4
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.500	.000	.500	.000	.250	.250	.333

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City of Menifee
N/S: Briggs Road
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Weather: Clear

File Name : 81_MEN_Briggs_Sim AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	**1**	0	**1**	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	1	0	1	0	**2**	**2**
Total Volume	0	0	0	2	0	2	0	2	2
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.500	.000	.500	.000	.250	.250

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City of Menifee
N/S: Briggs Road
E/W: Simpson Road
Weather: Clear

File Name : 81_MEN_Briggs_Sim AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

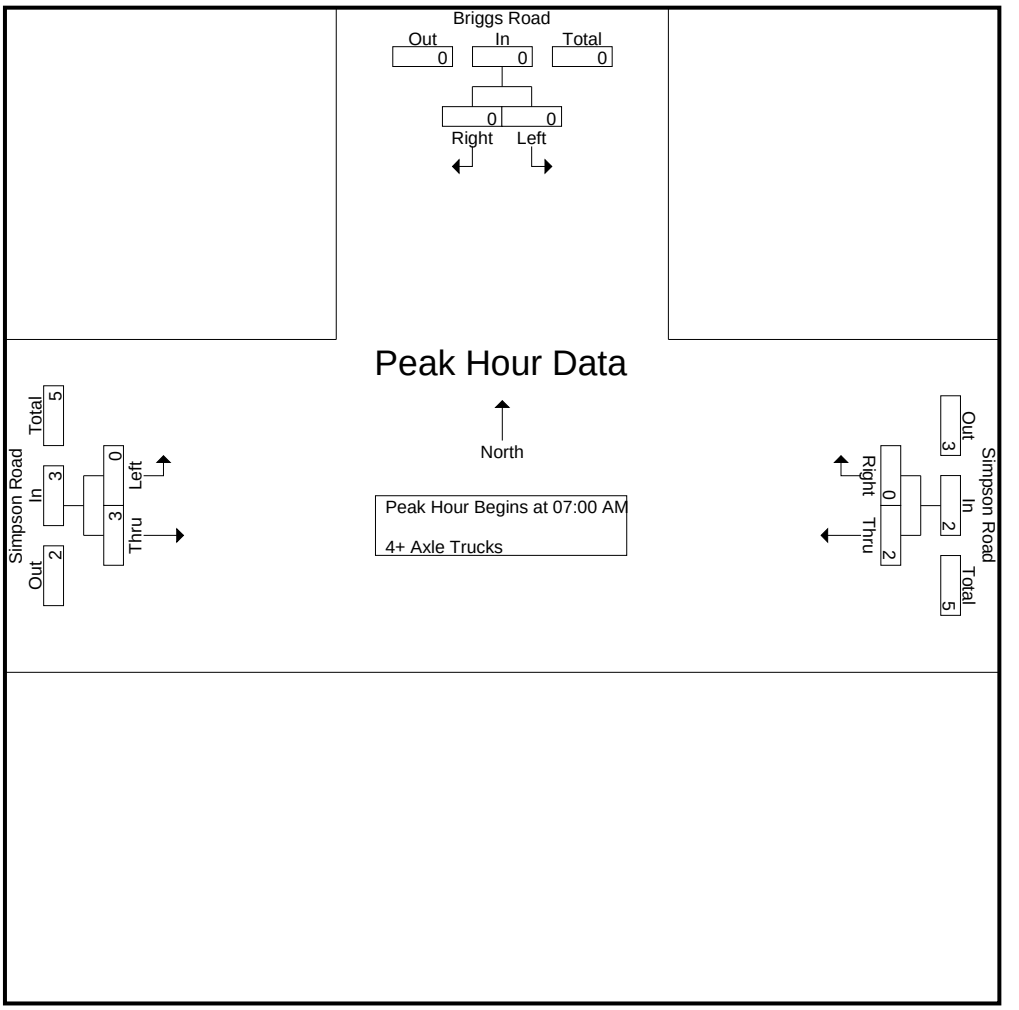
	Briggs Road Southbound			Simpson Road Westbound			Simpson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	1	0	1	0	2	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	2	0	2	0	3	3	5
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	2	2	2
08:30 AM	1	0	1	1	0	1	0	3	3	5
08:45 AM	0	0	0	0	0	0	0	2	2	2
Total	1	0	1	1	0	1	0	7	7	9
Grand Total	1	0	1	3	0	3	0	10	10	14
Apprch %	100	0		100	0		0	100		
Total %	7.1	0	7.1	21.4	0	21.4	0	71.4	71.4	

	Briggs Road Southbound			Simpson Road Westbound			Simpson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	**1**	0	**1**	0	**2**	**2**	**3**
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	1	0	1	0	0	0	1
Total Volume	0	0	0	2	0	2	0	3	3	5
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.500	.000	.500	.000	.375	.375	.417

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City of Menifee
N/S: Briggs Road
E/W: Simpson Road
Weather: Clear

File Name : 81_MEN_Briggs_Sim AM
Site Code : 00322418
Start Date : 5/25/2022



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	**1**	0	**1**	0	**2**	**2**
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	1	0	1	0	0	0
Total Volume	0	0	0	2	0	2	0	3	3
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.500	.000	.500	.000	.375	.375

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City of Menifee
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E/W: Simpson Road
Weather: Clear

File Name : 81_MEN_Briggs_Sim PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

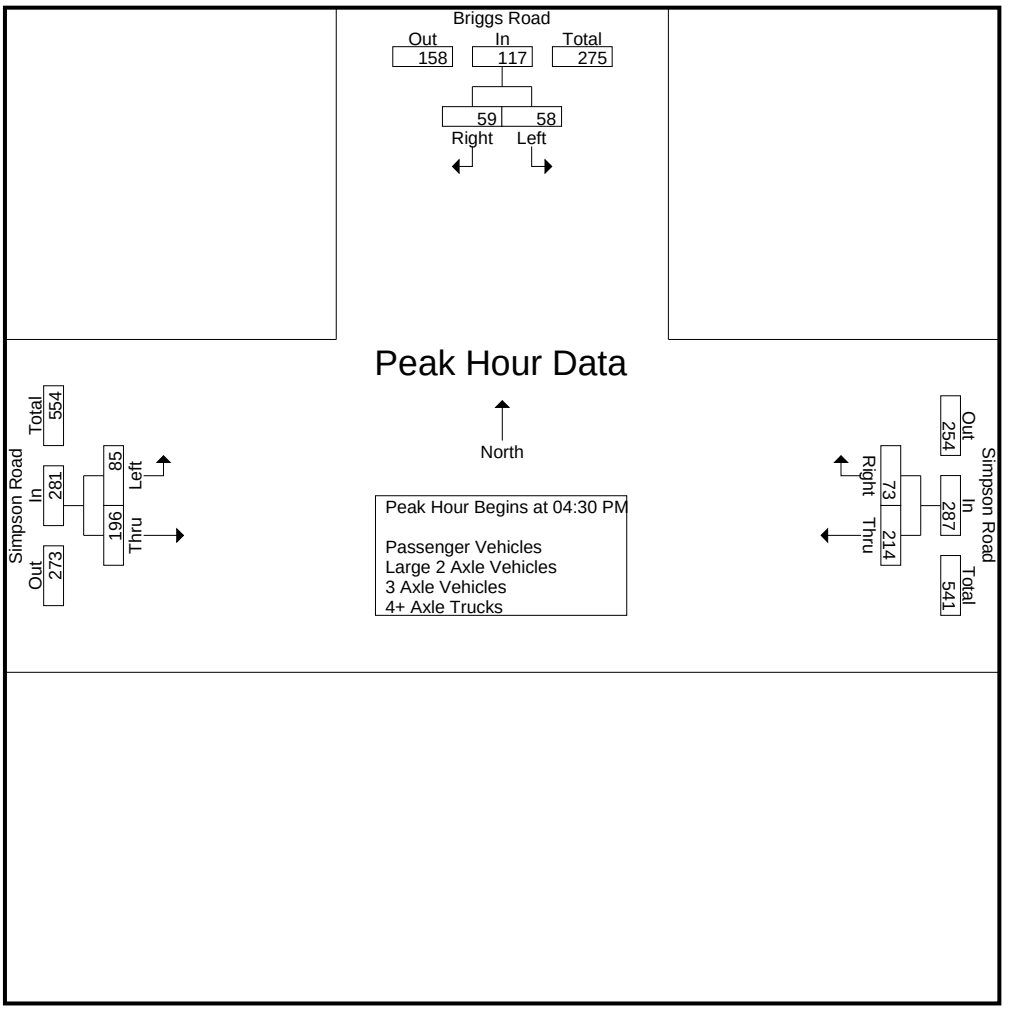
	Briggs Road Southbound			Simpson Road Westbound			Simpson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	16	15	31	47	11	58	13	55	68	157
04:15 PM	16	9	25	40	10	50	17	45	62	137
04:30 PM	16	17	33	55	12	67	17	40	57	157
04:45 PM	21	12	33	47	17	64	11	55	66	163
Total	69	53	122	189	50	239	58	195	253	614
05:00 PM	13	12	25	50	27	77	31	54	85	187
05:15 PM	8	18	26	62	17	79	26	47	73	178
05:30 PM	14	14	28	46	10	56	18	46	64	148
05:45 PM	15	11	26	46	5	51	19	33	52	129
Total	50	55	105	204	59	263	94	180	274	642
Grand Total	119	108	227	393	109	502	152	375	527	1256
Apprch %	52.4	47.6		78.3	21.7		28.8	71.2		
Total %	9.5	8.6	18.1	31.3	8.7	40	12.1	29.9	42	
Passenger Vehicles	118	107	225	371	107	478	152	370	522	1225
% Passenger Vehicles	99.2	99.1	99.1	94.4	98.2	95.2	100	98.7	99.1	97.5
Large 2 Axle Vehicles	1	1	2	10	2	12	0	2	2	16
% Large 2 Axle Vehicles	0.8	0.9	0.9	2.5	1.8	2.4	0	0.5	0.4	1.3
3 Axle Vehicles	0	0	0	4	0	4	0	0	0	4
% 3 Axle Vehicles	0	0	0	1	0	0.8	0	0	0	0.3
4+ Axle Trucks	0	0	0	8	0	8	0	3	3	11
% 4+ Axle Trucks	0	0	0	2	0	1.6	0	0.8	0.6	0.9

	Briggs Road Southbound			Simpson Road Westbound			Simpson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	16	17	**33**	55	12	67	17	40	57	157
04:45 PM	**21**	12	33	47	17	64	11	**55**	66	163
05:00 PM	13	12	25	50	**27**	77	**31**	54	**85**	**187**
05:15 PM	8	**18**	26	**62**	17	**79**	26	47	73	178
Total Volume	58	59	117	214	73	287	85	196	281	685
% App. Total	49.6	50.4		74.6	25.4		30.2	69.8		
PHF	.690	.819	.886	.863	.676	.908	.685	.891	.826	.916

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City of Menifee
N/S: Briggs Road
E/W: Simpson Road
Weather: Clear

File Name : 81_MEN_Briggs_Sim PM
Site Code : 00322418
Start Date : 5/25/2022



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

	04:00 PM			04:30 PM			04:45 PM		
+0 mins.	16	15	31	55	12	67	11	**55**	66
+15 mins.	16	9	25	47	17	64	**31**	54	**85**
+30 mins.	16	**17**	**33**	50	**27**	77	26	47	73
+45 mins.	**21**	12	33	**62**	17	**79**	18	46	64
Total Volume	69	53	122	214	73	287	86	202	288
% App. Total	56.6	43.4		74.6	25.4		29.9	70.1	
PHF	.821	.779	.924	.863	.676	.908	.694	.918	.847

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City of Menifee
N/S: Briggs Road
E/W: Simpson Road
Weather: Clear

File Name : 81_MEN_Briggs_Sim PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

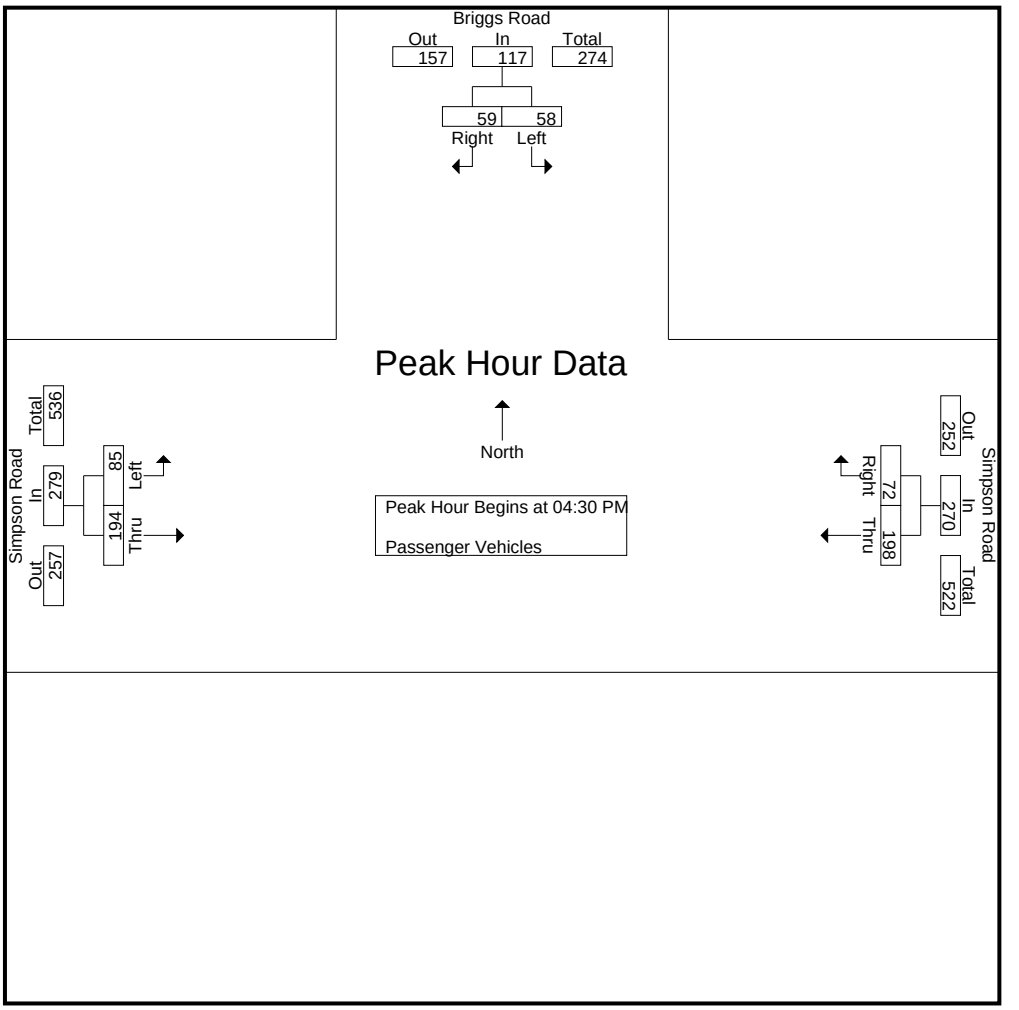
	Briggs Road Southbound			Simpson Road Westbound			Simpson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	16	15	31	46	10	56	13	54	67	154
04:15 PM	15	8	23	38	10	48	17	44	61	132
04:30 PM	16	17	33	50	11	61	17	40	57	151
04:45 PM	21	12	33	42	17	59	11	54	65	157
Total	68	52	120	176	48	224	58	192	250	594
05:00 PM	13	12	25	46	27	73	31	54	85	183
05:15 PM	8	18	26	60	17	77	26	46	72	175
05:30 PM	14	14	28	43	10	53	18	45	63	144
05:45 PM	15	11	26	46	5	51	19	33	52	129
Total	50	55	105	195	59	254	94	178	272	631
Grand Total	118	107	225	371	107	478	152	370	522	1225
Apprch %	52.4	47.6		77.6	22.4		29.1	70.9		
Total %	9.6	8.7	18.4	30.3	8.7	39	12.4	30.2	42.6	

	Briggs Road Southbound			Simpson Road Westbound			Simpson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	16	17	**33**	50	11	61	17	40	57	151
04:45 PM	**21**	12	33	42	17	59	11	**54**	65	157
05:00 PM	13	12	25	46	**27**	73	**31**	54	**85**	**183**
05:15 PM	8	**18**	26	**60**	17	**77**	26	46	72	175
Total Volume	58	59	117	198	72	270	85	194	279	666
% App. Total	49.6	50.4		73.3	26.7		30.5	69.5		
PHF	.690	.819	.886	.825	.667	.877	.685	.898	.821	.910

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City of Menifee
N/S: Briggs Road
E/W: Simpson Road
Weather: Clear

File Name : 81_MEN_Briggs_Sim PM
Site Code : 00322418
Start Date : 5/25/2022



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	16	17	**33**	50	11	61	17	40	57
+15 mins.	**21**	12	33	42	17	59	11	**54**	65
+30 mins.	13	12	25	46	**27**	73	**31**	54	**85**
+45 mins.	8	**18**	26	**60**	17	**77**	26	46	72
Total Volume	58	59	117	198	72	270	85	194	279
% App. Total	49.6	50.4		73.3	26.7		30.5	69.5	
PHF	.690	.819	.886	.825	.667	.877	.685	.898	.821

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City of Menifee
N/S: Briggs Road
E/W: Simpson Road
Weather: Clear

File Name : 81_MEN_Briggs_Sim PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

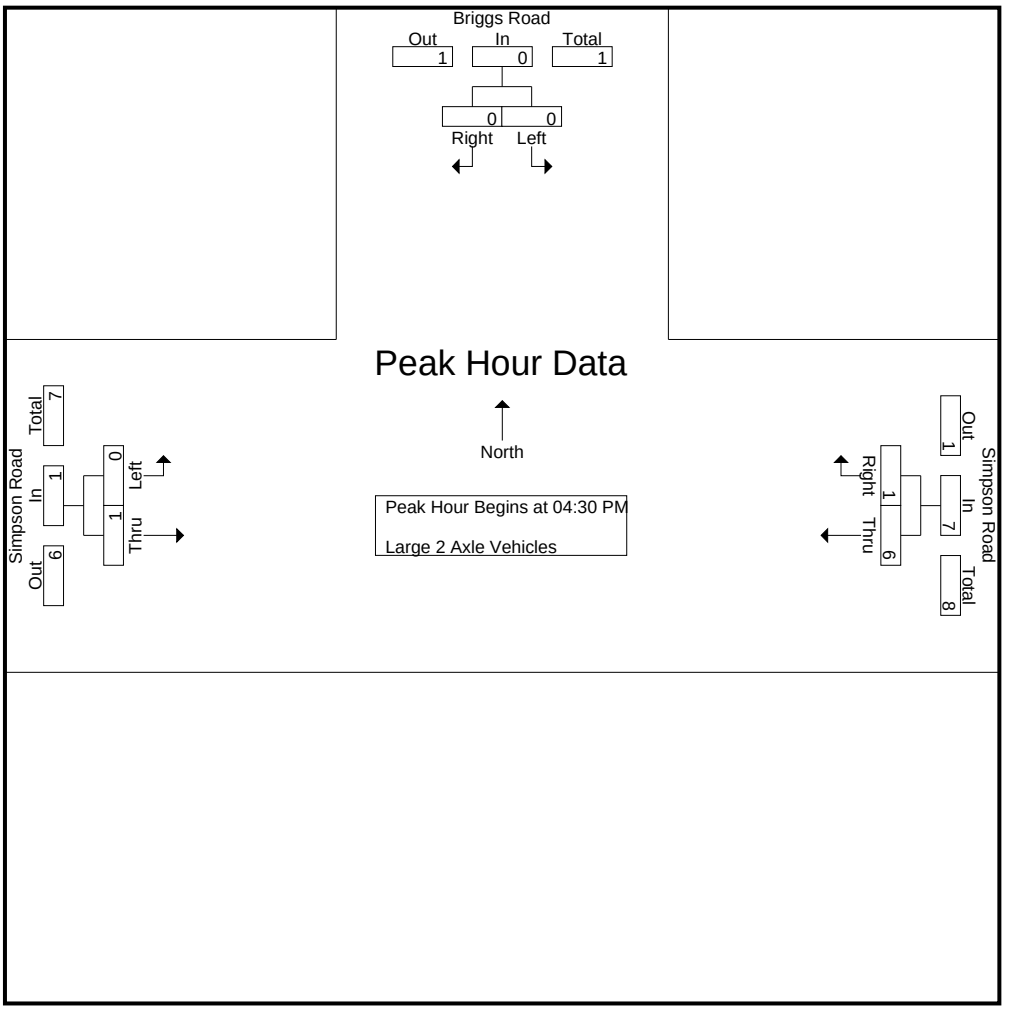
	Briggs Road Southbound			Simpson Road Westbound			Simpson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	1	1	2	0	0	0	2
04:15 PM	1	1	2	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	1	1	0	0	0	1
04:45 PM	0	0	0	3	0	3	0	1	1	4
Total	1	1	2	4	2	6	0	1	1	9
05:00 PM	0	0	0	3	0	3	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	3	0	3	0	1	1	4
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	6	0	6	0	1	1	7
Grand Total	1	1	2	10	2	12	0	2	2	16
Apprch %	50	50		83.3	16.7		0	100		
Total %	6.2	6.2	12.5	62.5	12.5	75	0	12.5	12.5	

	Briggs Road Southbound			Simpson Road Westbound			Simpson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	0	**1**	1	0	0	0	1
04:45 PM	0	0	0	**3**	0	**3**	0	**1**	**1**	**4**
05:00 PM	0	0	0	3	0	3	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	6	1	7	0	1	1	8
% App. Total	0	0		85.7	14.3		0	100		
PHF	.000	.000	.000	.500	.250	.583	.000	.250	.250	.500

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City of Menifee
N/S: Briggs Road
E/W: Simpson Road
Weather: Clear

File Name : 81_MEN_Briggs_Sim PM
Site Code : 00322418
Start Date : 5/25/2022



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	**1**	1	0	0	0
+15 mins.	0	0	0	**3**	0	**3**	0	**1**	**1**
+30 mins.	0	0	0	3	0	3	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	6	1	7	0	1	1
% App. Total	0	0		85.7	14.3		0	100	
PHF	.000	.000	.000	.500	.250	.583	.000	.250	.250

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City of Menifee
N/S: Briggs Road
E/W: Simpson Road
Weather: Clear

File Name : 81_MEN_Briggs_Sim PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

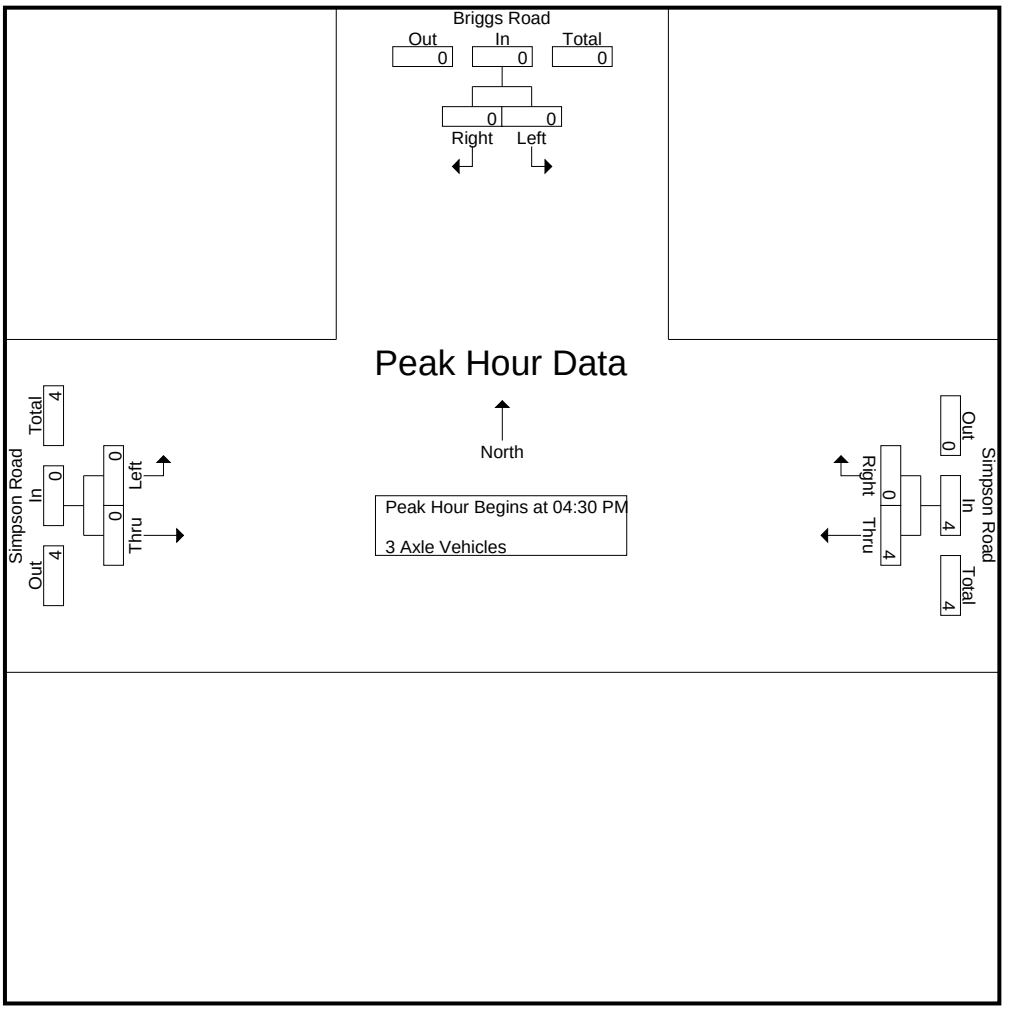
	Briggs Road Southbound			Simpson Road Westbound			Simpson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	3	0	3	0	0	0	3
04:45 PM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	4	0	4	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	4	0	4	0	0	0	4
Apprch %	0	0		100	0		0	0		
Total %	0	0	0	100	0	100	0	0	0	

	Briggs Road Southbound			Simpson Road Westbound			Simpson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	**3**	0	**3**	0	0	0	**3**
04:45 PM	0	0	0	1	0	1	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	4	0	4	0	0	0	4
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.333	.000	.333	.000	.000	.000	.333

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City of Menifee
N/S: Briggs Road
E/W: Simpson Road
Weather: Clear

File Name : 81_MEN_Briggs_Sim PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	**3**	0	**3**	0	0	0
+15 mins.	0	0	0	1	0	1	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	4	0	4	0	0	0
% App. Total	0	0		100	0		0	0	
PHF	.000	.000	.000	.333	.000	.333	.000	.000	.000

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City of Menifee
N/S: Briggs Road
E/W: Simpson Road
Weather: Clear

File Name : 81_MEN_Briggs_Sim PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

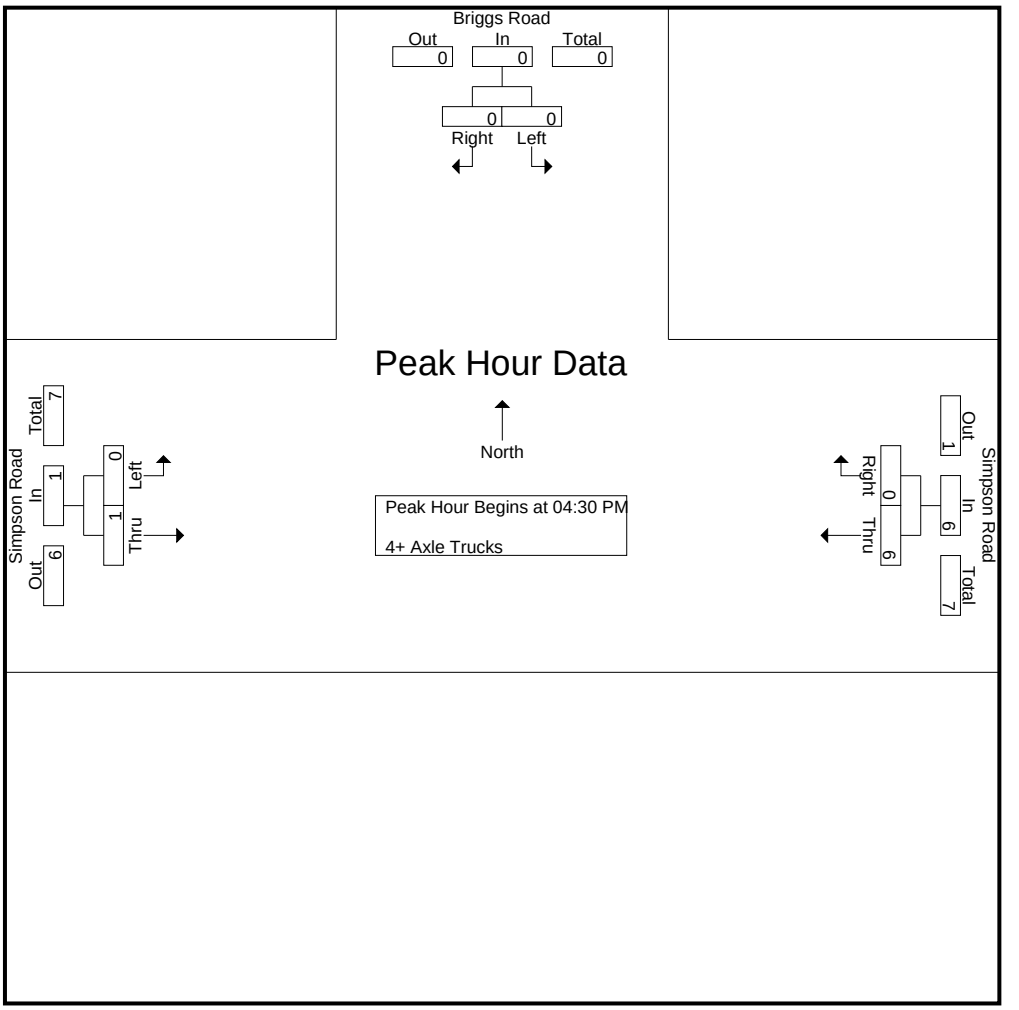
	Briggs Road Southbound			Simpson Road Westbound			Simpson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	0	0	2	0	2	0	1	1	3
04:30 PM	0	0	0	2	0	2	0	0	0	2
04:45 PM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	5	0	5	0	2	2	7
05:00 PM	0	0	0	1	0	1	0	0	0	1
05:15 PM	0	0	0	2	0	2	0	1	1	3
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	0	3	0	1	1	4
Grand Total	0	0	0	8	0	8	0	3	3	11
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	72.7	0	72.7	0	27.3	27.3	

	Briggs Road Southbound			Simpson Road Westbound			Simpson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	**2**	0	**2**	0	0	0	2
04:45 PM	0	0	0	1	0	1	0	0	0	1
05:00 PM	0	0	0	1	0	1	0	0	0	1
05:15 PM	0	0	0	2	0	2	0	**1**	**1**	**3**
Total Volume	0	0	0	6	0	6	0	1	1	7
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.750	.000	.750	.000	.250	.250	.583

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City of Menifee
N/S: Briggs Road
E/W: Simpson Road
Weather: Clear

File Name : 81_MEN_Briggs_Sim PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	**2**	0	**2**	0	0	0
+15 mins.	0	0	0	1	0	1	0	0	0
+30 mins.	0	0	0	1	0	1	0	0	0
+45 mins.	0	0	0	2	0	2	0	**1**	**1**
Total Volume	0	0	0	6	0	6	0	1	1
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.750	.000	.750	.000	.250	.250

Location: Menifee
N/S: Briggs Road
E/W: Simpson Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Briggs Road	East Leg Simpson Road	South Leg Dead End	West Leg Simpson Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Briggs Road	East Leg Simpson Road	South Leg Dead End	West Leg Simpson Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Menifee
N/S: Briggs Road
E/W: Simpson Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Briggs Road			Westbound Simpson Road			Northbound Dead End			Eastbound Simpson Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	2	0	0	0	0	0	0	0	0	0	2

	Southbound Briggs Road			Westbound Simpson Road			Northbound Dead End			Eastbound Simpson Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Menifee
N/S: Menifee Road
E/W: Aldergate Drive/Carnelian Way
Weather: Clear

File Name : 82_MEN_Men_Ald AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

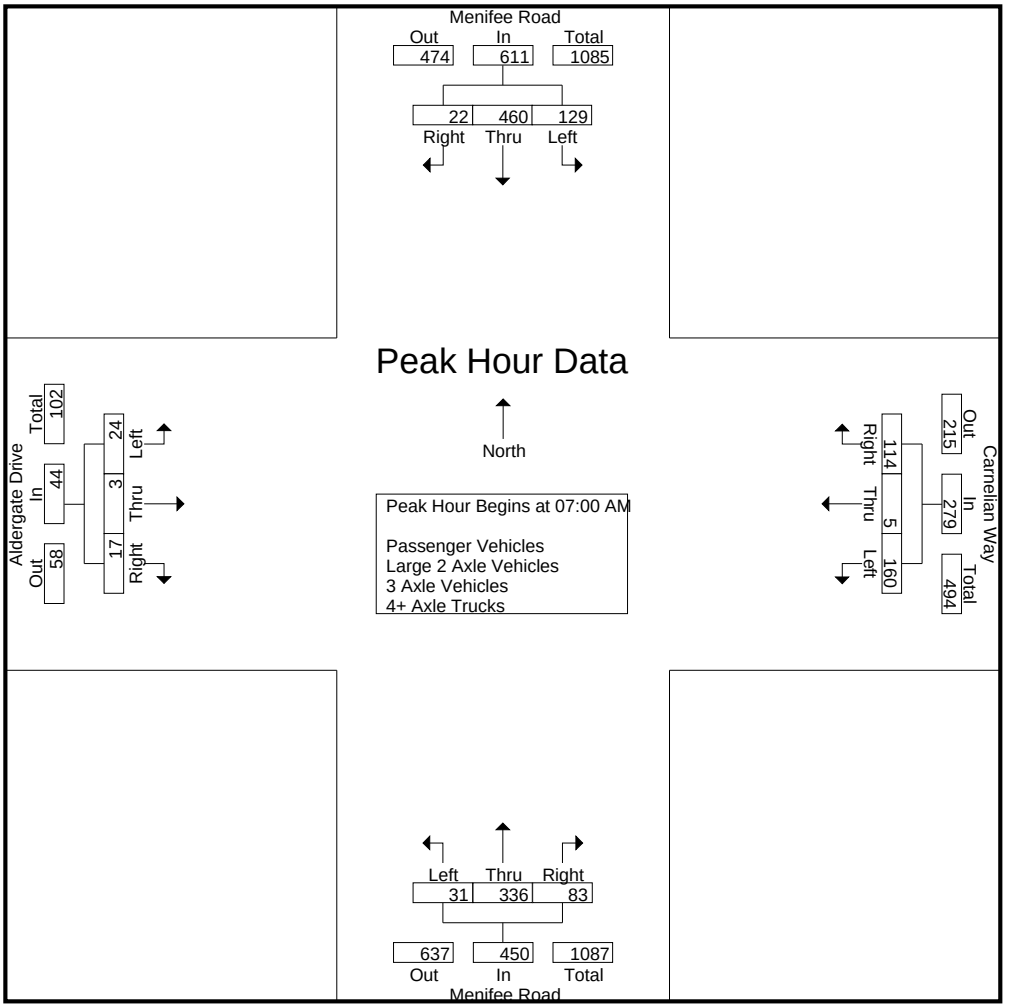
	Menifee Road Southbound				Carnelian Way Westbound				Menifee Road Northbound				Aldergate Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	19	105	3	127	19	0	15	34	2	81	7	90	4	2	1	7	258
07:15 AM	54	103	10	167	56	1	25	82	6	87	30	123	4	1	5	10	382
07:30 AM	41	119	8	168	54	4	38	96	17	89	43	149	8	0	9	17	430
07:45 AM	15	133	1	149	31	0	36	67	6	79	3	88	8	0	2	10	314
Total	129	460	22	611	160	5	114	279	31	336	83	450	24	3	17	44	1384
08:00 AM	3	120	2	125	11	1	10	22	1	63	6	70	1	0	4	5	222
08:15 AM	2	82	2	86	8	0	3	11	5	101	3	109	3	0	6	9	215
08:30 AM	5	110	2	117	8	0	4	12	0	65	5	70	2	0	1	3	202
08:45 AM	4	90	1	95	11	0	1	12	2	51	7	60	2	0	10	12	179
Total	14	402	7	423	38	1	18	57	8	280	21	309	8	0	21	29	818
Grand Total	143	862	29	1034	198	6	132	336	39	616	104	759	32	3	38	73	2202
Apprch %	13.8	83.4	2.8		58.9	1.8	39.3		5.1	81.2	13.7		43.8	4.1	52.1		
Total %	6.5	39.1	1.3	47	9	0.3	6	15.3	1.8	28	4.7	34.5	1.5	0.1	1.7	3.3	
Passenger Vehicles	142	850	29	1021	196	6	132	334	39	607	102	748	32	3	38	73	2176
% Passenger Vehicles	99.3	98.6	100	98.7	99	100	100	99.4	100	98.5	98.1	98.6	100	100	100	100	98.8
Large 2 Axle Vehicles	1	3	0	4	2	0	0	2	0	5	2	7	0	0	0	0	13
% Large 2 Axle Vehicles	0.7	0.3	0	0.4	1	0	0	0.6	0	0.8	1.9	0.9	0	0	0	0	0.6
3 Axle Vehicles	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
% 3 Axle Vehicles	0	0.5	0	0.4	0	0	0	0	0	0.2	0	0.1	0	0	0	0	0.2
4+ Axle Trucks	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
% 4+ Axle Trucks	0	0.6	0	0.5	0	0	0	0	0	0.5	0	0.4	0	0	0	0	0.4

	Menifee Road Southbound				Carnelian Way Westbound				Menifee Road Northbound				Aldergate Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	19	105	3	127	19	0	15	34	2	81	7	90	4	**2**	1	7	258
07:15 AM	**54**	103	**10**	167	**56**	1	25	82	6	87	30	123	4	1	5	10	382
07:30 AM	41	119	8	**168**	54	**4**	**38**	**96**	**17**	**89**	**43**	**149**	**8**	0	**9**	**17**	**430**
07:45 AM	15	**133**	1	149	31	0	36	67	6	79	3	88	8	0	2	10	314
Total Volume	129	460	22	611	160	5	114	279	31	336	83	450	24	3	17	44	1384
% App. Total	21.1	75.3	3.6		57.3	1.8	40.9		6.9	74.7	18.4		54.5	6.8	38.6		
PHF	.597	.865	.550	.909	.714	.313	.750	.727	.456	.944	.483	.755	.750	.375	.472	.647	.805

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

City of Menifee
N/S: Menifee Road
E/W: Aldergate Drive/Carnelian Way
Weather: Clear

File Name : 82_MEN_Men_Ald AM
Site Code : 00322418
Start Date : 5/25/2022



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	19	105	3	127	19	0	15	34	2	81	7	90	4	**2**	1	7
+15 mins.	**54**	103	**10**	167	**56**	1	25	82	6	87	30	123	4	1	5	10
+30 mins.	41	119	8	**168**	54	**4**	**38**	**96**	**17**	**89**	**43**	**149**	**8**	0	**9**	**17**
+45 mins.	15	**133**	1	149	31	0	36	67	6	79	3	88	8	0	2	10
Total Volume	129	460	22	611	160	5	114	279	31	336	83	450	24	3	17	44
% App. Total	21.1	75.3	3.6		57.3	1.8	40.9		6.9	74.7	18.4		54.5	6.8	38.6	
PHF	.597	.865	.550	.909	.714	.313	.750	.727	.456	.944	.483	.755	.750	.375	.472	.647

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City of Menifee
N/S: Menifee Road
E/W: Aldergate Drive/Carnelian Way
Weather: Clear

File Name : 82_MEN_Men_Ald AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

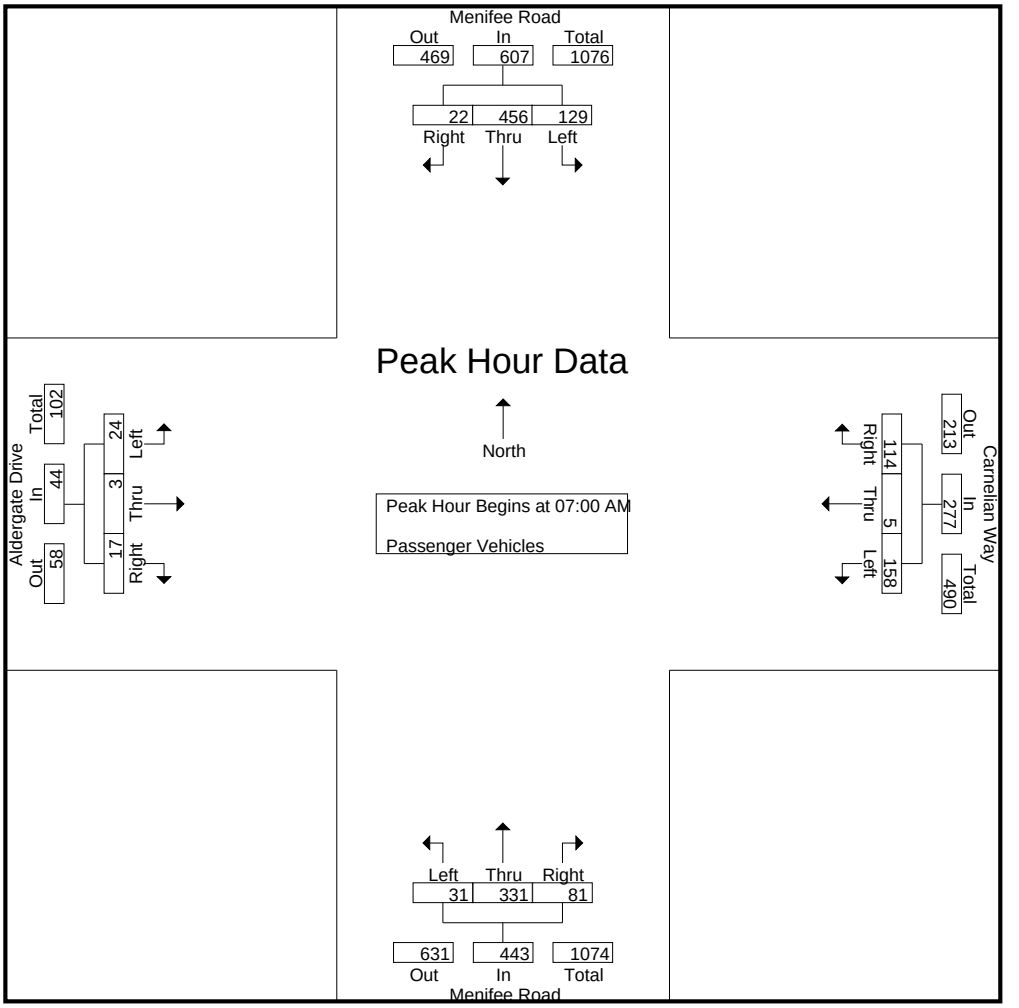
	Menifee Road Southbound				Carnelian Way Westbound				Menifee Road Northbound				Aldergate Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	19	103	3	125	19	0	15	34	2	80	7	89	4	2	1	7	255
07:15 AM	54	103	10	167	56	1	25	82	6	86	29	121	4	1	5	10	380
07:30 AM	41	118	8	167	52	4	38	94	17	87	42	146	8	0	9	17	424
07:45 AM	15	132	1	148	31	0	36	67	6	78	3	87	8	0	2	10	312
Total	129	456	22	607	158	5	114	277	31	331	81	443	24	3	17	44	1371
08:00 AM	3	116	2	121	11	1	10	22	1	62	6	69	1	0	4	5	217
08:15 AM	2	80	2	84	8	0	3	11	5	99	3	107	3	0	6	9	211
08:30 AM	5	110	2	117	8	0	4	12	0	65	5	70	2	0	1	3	202
08:45 AM	3	88	1	92	11	0	1	12	2	50	7	59	2	0	10	12	175
Total	13	394	7	414	38	1	18	57	8	276	21	305	8	0	21	29	805
Grand Total	142	850	29	1021	196	6	132	334	39	607	102	748	32	3	38	73	2176
Apprch %	13.9	83.3	2.8		58.7	1.8	39.5		5.2	81.1	13.6		43.8	4.1	52.1		
Total %	6.5	39.1	1.3	46.9	9	0.3	6.1	15.3	1.8	27.9	4.7	34.4	1.5	0.1	1.7	3.4	

	Menifee Road Southbound				Carnelian Way Westbound				Menifee Road Northbound				Aldergate Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	19	103	3	125	19	0	15	34	2	80	7	89	4	**2**	1	7	255
07:15 AM	**54**	103	**10**	**167**	**56**	1	25	82	6	86	29	121	4	1	5	10	380
07:30 AM	41	118	8	167	52	**4**	**38**	**94**	**17**	**87**	**42**	**146**	**8**	0	**9**	**17**	**424**
07:45 AM	15	**132**	1	148	31	0	36	67	6	78	3	87	8	0	2	10	312
Total Volume	129	456	22	607	158	5	114	277	31	331	81	443	24	3	17	44	1371
% App. Total	21.3	75.1	3.6		57	1.8	41.2		7	74.7	18.3		54.5	6.8	38.6		
PHF	.597	.864	.550	.909	.705	.313	.750	.737	.456	.951	.482	.759	.750	.375	.472	.647	.808

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City of Menifee
N/S: Menifee Road
E/W: Aldergate Drive/Carnelian Way
Weather: Clear

File Name : 82_MEN_Men_Ald AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	19	103	3	125	19	0	15	34	2	80	7	89	4	**2**	1	7
+15 mins.	**54**	103	**10**	**167**	**56**	1	25	82	6	86	29	121	4	1	5	10
+30 mins.	41	118	8	167	52	**4**	**38**	**94**	**17**	**87**	**42**	**146**	**8**	0	**9**	**17**
+45 mins.	15	**132**	1	148	31	0	36	67	6	78	3	87	8	0	2	10
Total Volume	129	456	22	607	158	5	114	277	31	331	81	443	24	3	17	44
% App. Total	21.3	75.1	3.6		57	1.8	41.2		7	74.7	18.3		54.5	6.8	38.6	
PHF	.597	.864	.550	.909	.705	.313	.750	.737	.456	.951	.482	.759	.750	.375	.472	.647

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City of Menifee
N/S: Menifee Road
E/W: Aldergate Drive/Carnelian Way
Weather: Clear

File Name : 82_MEN_Men_Ald AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

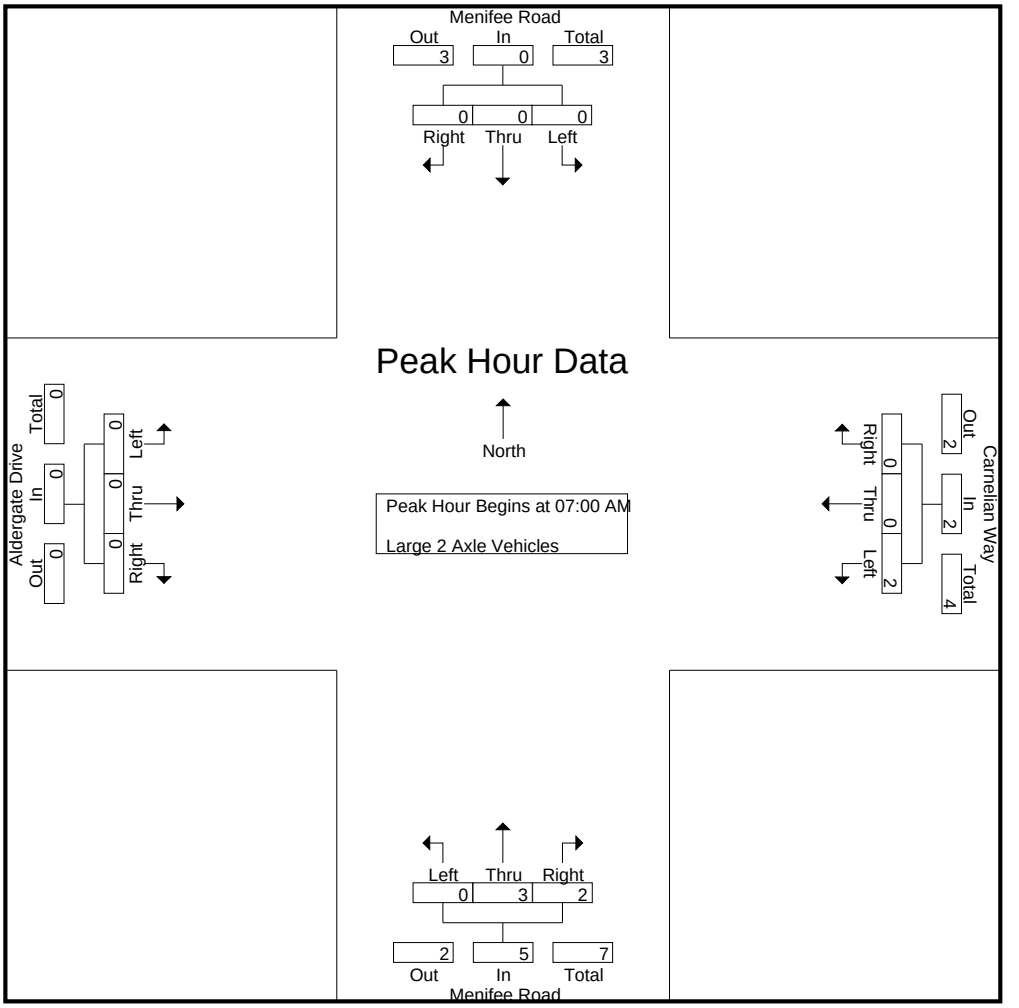
	Menifee Road Southbound				Carnelian Way Westbound				Menifee Road Northbound				Aldergate Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	0	0	0	2	0	0	2	0	1	1	2	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	2	0	0	2	0	3	2	5	0	0	0	0	7
08:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:15 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	3	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
Grand Total	1	3	0	4	2	0	0	2	0	5	2	7	0	0	0	0	13
Apprch %	25	75	0		100	0	0		0	71.4	28.6		0	0	0		
Total %	7.7	23.1	0	30.8	15.4	0	0	15.4	0	38.5	15.4	53.8	0	0	0	0	

	Menifee Road Southbound				Carnelian Way Westbound				Menifee Road Northbound				Aldergate Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	1
07:30 AM	0	0	0	0	**2**	0	0	**2**	0	1	1	**2**	0	0	0	0	**4**
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	2	0	0	2	0	3	2	5	0	0	0	0	7
% App. Total	0	0	0		100	0	0		0	60	40		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.750	.500	.625	.000	.000	.000	.000	.438

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City of Menifee
N/S: Menifee Road
E/W: Aldergate Drive/Carnelian Way
Weather: Clear

File Name : 82_MEN_Men_Ald AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0
+30 mins.	0	0	0	0	**2**	0	0	**2**	0	1	1	**2**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	0	0	0	2	0	0	2	0	3	2	5	0	0	0	0
% App. Total	0	0	0		100	0	0		0	60	40		0	0	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.750	.500	.625	.000	.000	.000	.000

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City of Menifee
N/S: Menifee Road
E/W: Aldergate Drive/Carnelian Way
Weather: Clear

File Name : 82_MEN_Men_Ald AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

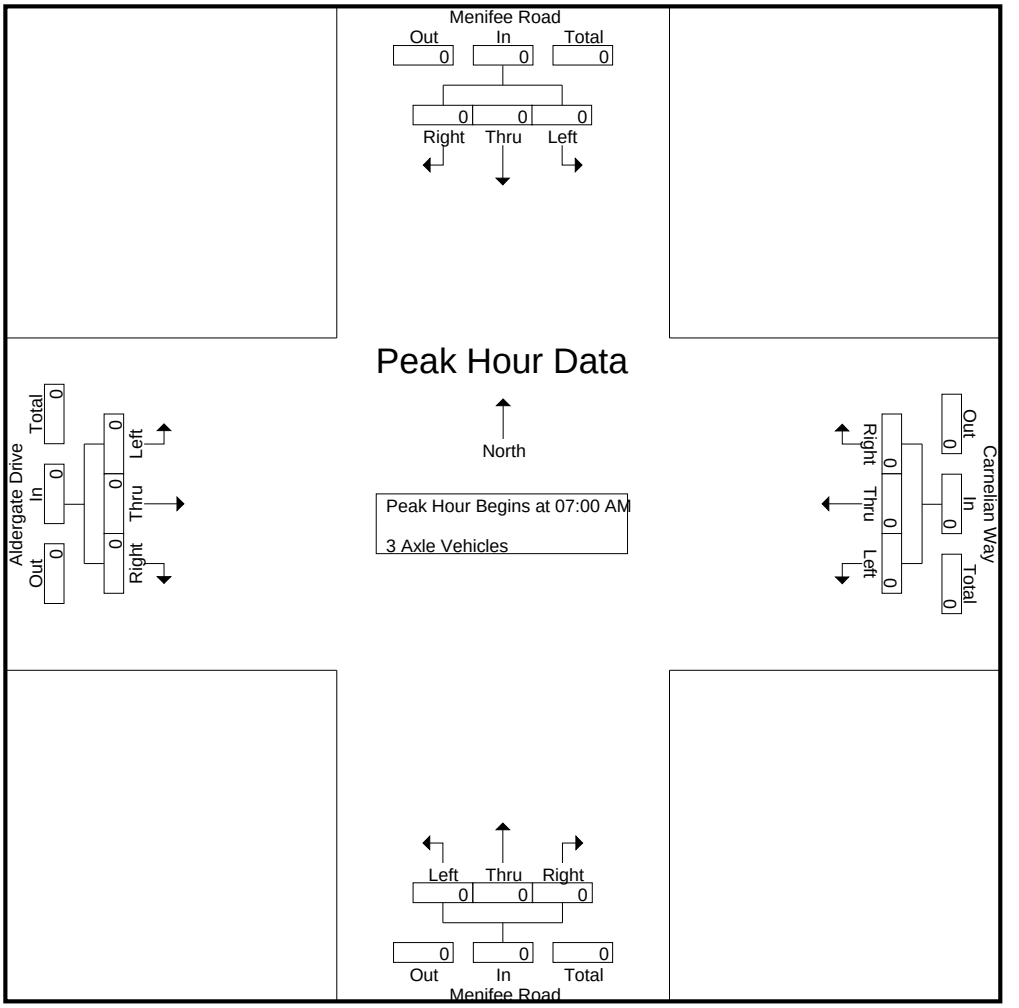
	Menifee Road Southbound				Carnelian Way Westbound				Menifee Road Northbound				Aldergate Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Grand Total	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	80	0	80	0	0	0	0	0	20	0	20	0	0	0	0	

	Menifee Road Southbound				Carnelian Way Westbound				Menifee Road Northbound				Aldergate Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Menifee
N/S: Menifee Road
E/W: Aldergate Drive/Carnelian Way
Weather: Clear

File Name : 82_MEN_Men_Ald AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Menifee
N/S: Menifee Road
E/W: Aldergate Drive/Carnelian Way
Weather: Clear

File Name : 82_MEN_Men_Ald AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

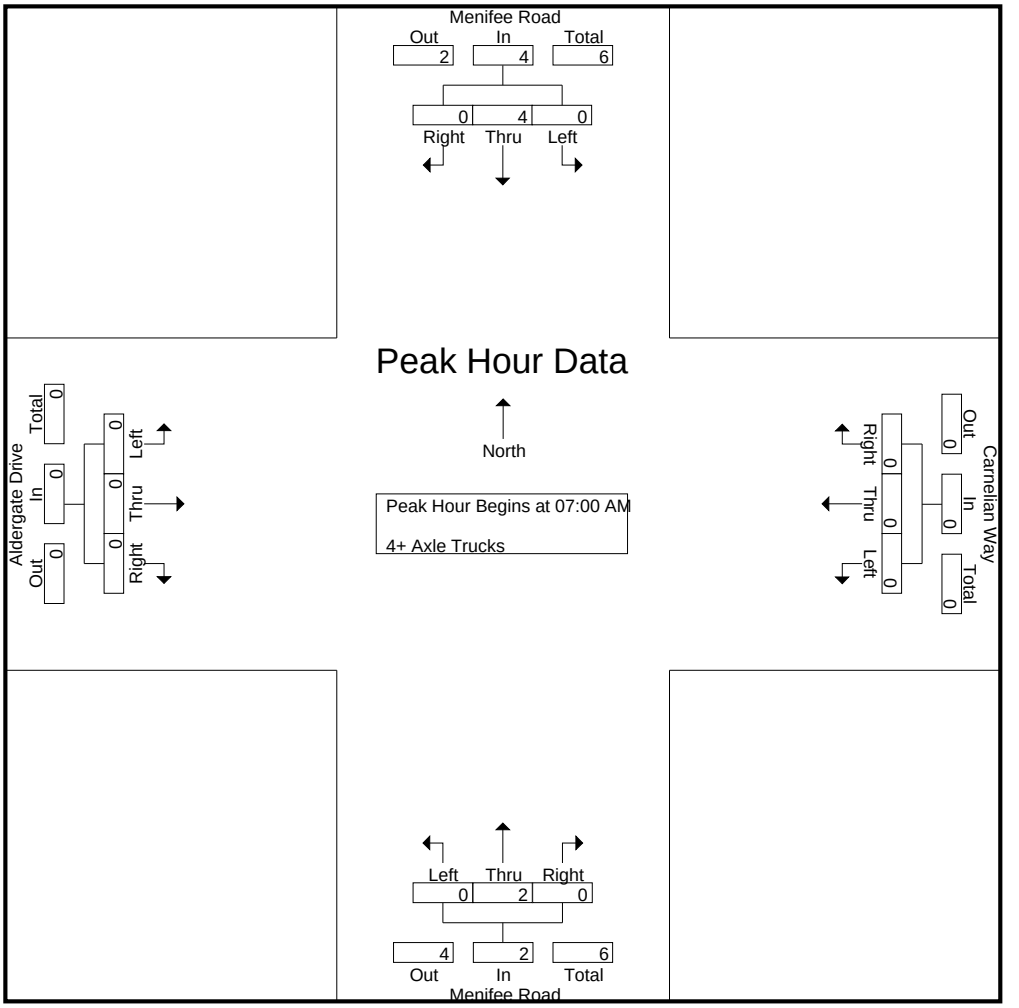
	Menifee Road Southbound				Carnelian Way Westbound				Menifee Road Northbound				Aldergate Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	62.5	0	62.5	0	0	0	0	0	37.5	0	37.5	0	0	0	0	

	Menifee Road Southbound				Carnelian Way Westbound				Menifee Road Northbound				Aldergate Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
07:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.750

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City of Menifee
N/S: Menifee Road
E/W: Aldergate Drive/Carnelian Way
Weather: Clear

File Name : 82_MEN_Men_Ald AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

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City of Menifee
N/S: Menifee Road
E/W: Aldergate Drive/Carnelian Way
Weather: Clear

File Name : 82_MEN_Men_Ald PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

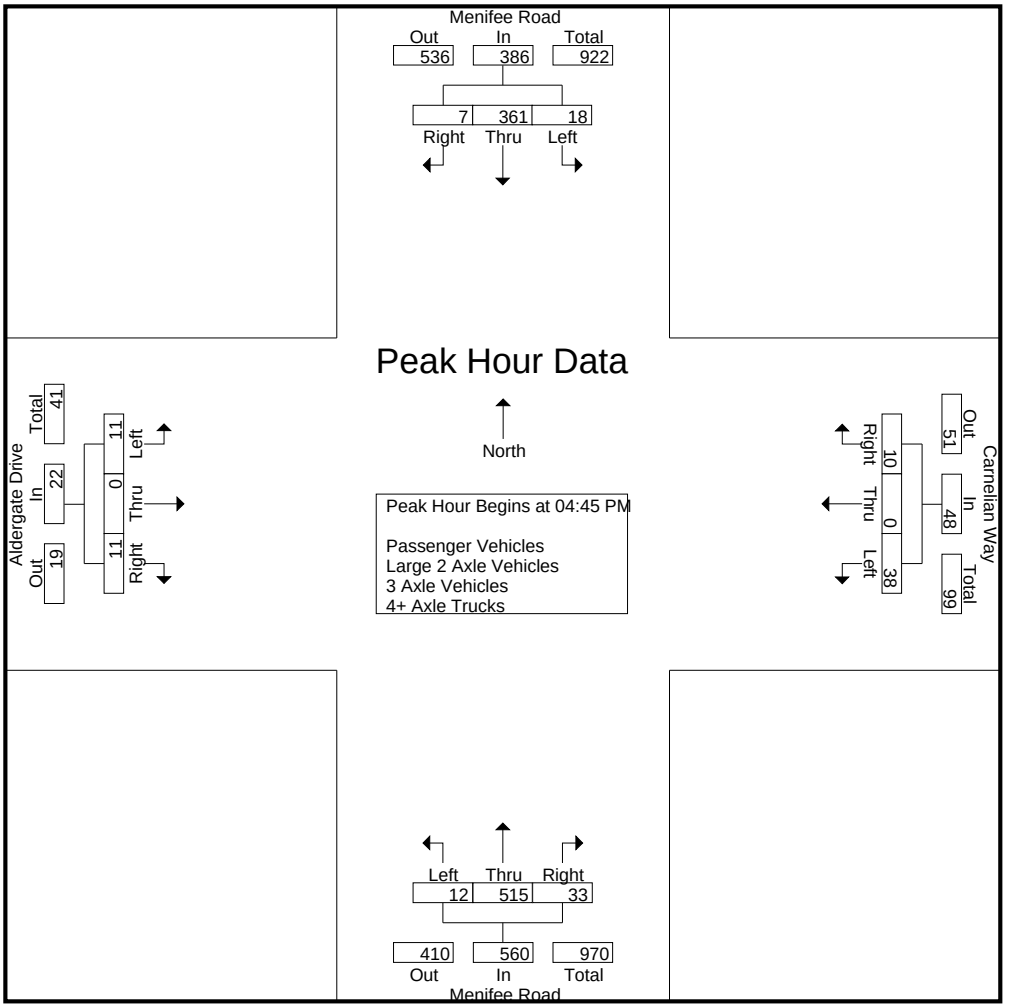
	Menifee Road Southbound				Carnelian Way Westbound				Menifee Road Northbound				Aldergate Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	103	3	110	7	0	0	7	3	116	9	128	4	0	4	8	253
04:15 PM	4	114	2	120	13	0	1	14	2	104	9	115	2	0	7	9	258
04:30 PM	0	95	2	97	8	0	1	9	6	116	4	126	2	1	6	9	241
04:45 PM	3	90	1	94	10	0	2	12	2	110	7	119	3	0	3	6	231
Total	11	402	8	421	38	0	4	42	13	446	29	488	11	1	20	32	983
05:00 PM	4	80	3	87	7	0	2	9	2	151	8	161	4	0	4	8	265
05:15 PM	7	110	2	119	11	0	2	13	4	123	12	139	0	0	1	1	272
05:30 PM	4	81	1	86	10	0	4	14	4	131	6	141	4	0	3	7	248
05:45 PM	1	78	3	82	12	0	3	15	4	111	6	121	2	0	2	4	222
Total	16	349	9	374	40	0	11	51	14	516	32	562	10	0	10	20	1007
Grand Total	27	751	17	795	78	0	15	93	27	962	61	1050	21	1	30	52	1990
Apprch %	3.4	94.5	2.1		83.9	0	16.1		2.6	91.6	5.8		40.4	1.9	57.7		
Total %	1.4	37.7	0.9	39.9	3.9	0	0.8	4.7	1.4	48.3	3.1	52.8	1.1	0.1	1.5	2.6	
Passenger Vehicles	27	747	17	791	78	0	15	93	27	954	60	1041	21	1	30	52	1977
% Passenger Vehicles	100	99.5	100	99.5	100	0	100	100	100	99.2	98.4	99.1	100	100	100	100	99.3
Large 2 Axle Vehicles	0	2	0	2	0	0	0	0	0	4	1	5	0	0	0	0	7
% Large 2 Axle Vehicles	0	0.3	0	0.3	0	0	0	0	0	0.4	1.6	0.5	0	0	0	0	0.4
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% 3 Axle Vehicles	0	0.3	0	0.3	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0.3	0	0.3	0	0	0	0	0.2

	Menifee Road Southbound				Carnelian Way Westbound				Menifee Road Northbound				Aldergate Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	3	90	1	94	10	0	2	12	2	110	7	119	3	0	3	6	231
05:00 PM	4	80	**3**	87	7	0	2	9	2	**151**	8	**161**	**4**	0	**4**	**8**	265
05:15 PM	**7**	**110**	2	**119**	**11**	0	2	13	**4**	123	**12**	139	0	0	1	1	**272**
05:30 PM	4	81	1	86	10	0	**4**	**14**	4	131	6	141	4	0	3	7	248
Total Volume	18	361	7	386	38	0	10	48	12	515	33	560	11	0	11	22	1016
% App. Total	4.7	93.5	1.8		79.2	0	20.8		2.1	92	5.9		50	0	50		
PHF	.643	.820	.583	.811	.864	.000	.625	.857	.750	.853	.688	.870	.688	.000	.688	.688	.934

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City of Menifee
N/S: Menifee Road
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Weather: Clear

File Name : 82_MEN_Men_Ald PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				05:00 PM				04:00 PM			
+0 mins.	**4**	103	**3**	110	7	0	2	9	2	**151**	8	**161**	**4**	0	4	8
+15 mins.	4	**114**	2	**120**	11	0	2	13	**4**	123	**12**	139	2	0	**7**	**9**
+30 mins.	0	95	2	97	10	0	**4**	14	4	131	6	141	2	**1**	6	9
+45 mins.	3	90	1	94	**12**	0	3	**15**	4	111	6	121	3	0	3	6
Total Volume	11	402	8	421	40	0	11	51	14	516	32	562	11	1	20	32
% App. Total	2.6	95.5	1.9		78.4	0	21.6		2.5	91.8	5.7		34.4	3.1	62.5	
PHF	.688	.882	.667	.877	.833	.000	.688	.850	.875	.854	.667	.873	.688	.250	.714	.889

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City of Menifee
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Weather: Clear

File Name : 82_MEN_Men_Ald PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

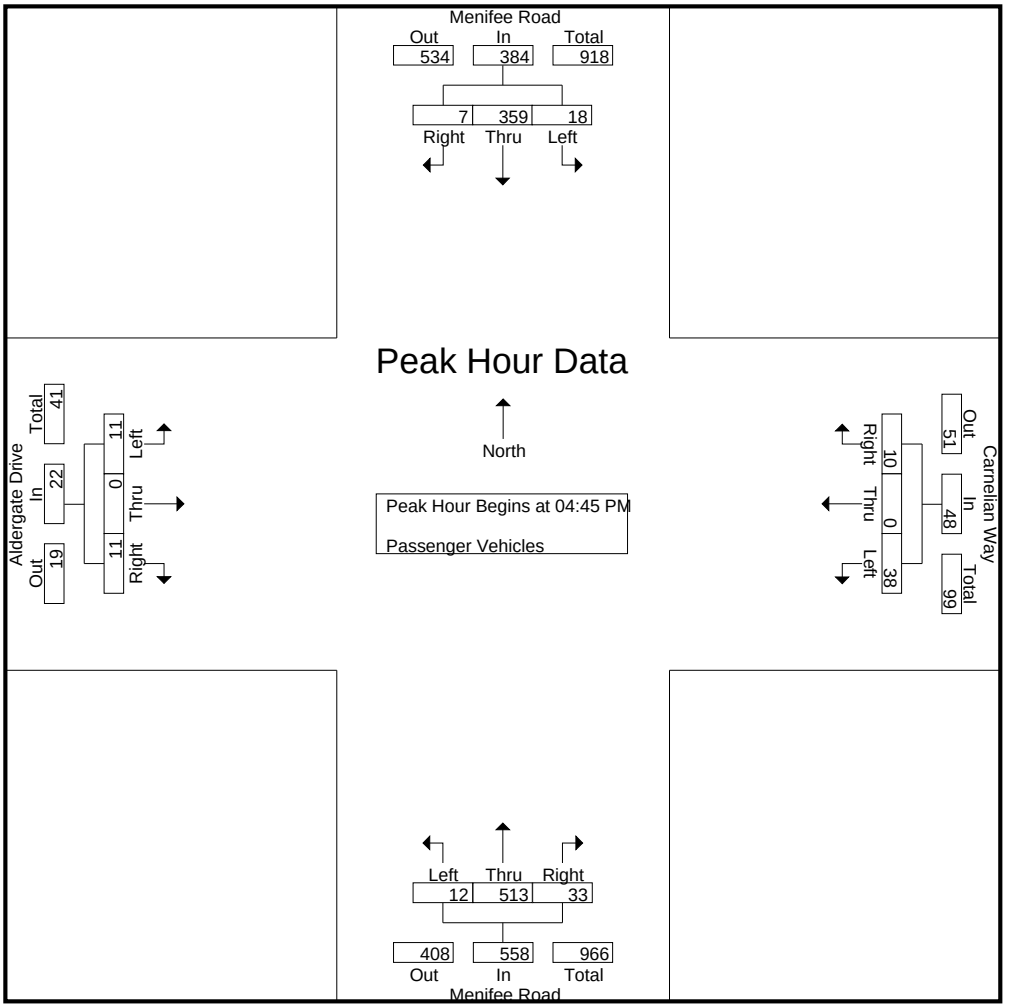
	Menifee Road Southbound				Carnelian Way Westbound				Menifee Road Northbound				Aldergate Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	103	3	110	7	0	0	7	3	115	9	127	4	0	4	8	252
04:15 PM	4	112	2	118	13	0	1	14	2	102	8	112	2	0	7	9	253
04:30 PM	0	95	2	97	8	0	1	9	6	115	4	125	2	1	6	9	240
04:45 PM	3	89	1	93	10	0	2	12	2	110	7	119	3	0	3	6	230
Total	11	399	8	418	38	0	4	42	13	442	28	483	11	1	20	32	975
05:00 PM	4	80	3	87	7	0	2	9	2	149	8	159	4	0	4	8	263
05:15 PM	7	110	2	119	11	0	2	13	4	123	12	139	0	0	1	1	272
05:30 PM	4	80	1	85	10	0	4	14	4	131	6	141	4	0	3	7	247
05:45 PM	1	78	3	82	12	0	3	15	4	109	6	119	2	0	2	4	220
Total	16	348	9	373	40	0	11	51	14	512	32	558	10	0	10	20	1002
Grand Total	27	747	17	791	78	0	15	93	27	954	60	1041	21	1	30	52	1977
Apprch %	3.4	94.4	2.1		83.9	0	16.1		2.6	91.6	5.8		40.4	1.9	57.7		
Total %	1.4	37.8	0.9	40	3.9	0	0.8	4.7	1.4	48.3	3	52.7	1.1	0.1	1.5	2.6	

	Menifee Road Southbound				Carnelian Way Westbound				Menifee Road Northbound				Aldergate Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	3	89	1	93	10	0	2	12	2	110	7	119	3	0	3	6	230
05:00 PM	4	80	**3**	87	7	0	2	9	2	**149**	8	**159**	**4**	0	**4**	**8**	263
05:15 PM	**7**	**110**	2	**119**	**11**	0	2	13	**4**	123	**12**	139	0	0	1	1	**272**
05:30 PM	4	80	1	85	10	0	**4**	**14**	4	131	6	141	4	0	3	7	247
Total Volume	18	359	7	384	38	0	10	48	12	513	33	558	11	0	11	22	1012
% App. Total	4.7	93.5	1.8		79.2	0	20.8		2.2	91.9	5.9		50	0	50		
PHF	.643	.816	.583	.807	.864	.000	.625	.857	.750	.861	.688	.877	.688	.000	.688	.688	.930

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City of Menifee
N/S: Menifee Road
E/W: Aldergate Drive/Carnelian Way
Weather: Clear

File Name : 82_MEN_Men_Ald PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	3	89	1	93	10	0	2	12	2	110	7	119	3	0	3	6
+15 mins.	4	80	**3**	87	7	0	2	9	2	**149**	8	**159**	**4**	0	**4**	**8**
+30 mins.	**7**	**110**	2	**119**	**11**	0	2	13	**4**	123	**12**	139	0	0	1	1
+45 mins.	4	80	1	85	10	0	**4**	**14**	4	131	6	141	4	0	3	7
Total Volume	18	359	7	384	38	0	10	48	12	513	33	558	11	0	11	22
% App. Total	4.7	93.5	1.8		79.2	0	20.8		2.2	91.9	5.9		50	0	50	
PHF	.643	.816	.583	.807	.864	.000	.625	.857	.750	.861	.688	.877	.688	.000	.688	.688

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City of Menifee
N/S: Menifee Road
E/W: Aldergate Drive/Carnelian Way
Weather: Clear

File Name : 82_MEN_Men_Ald PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

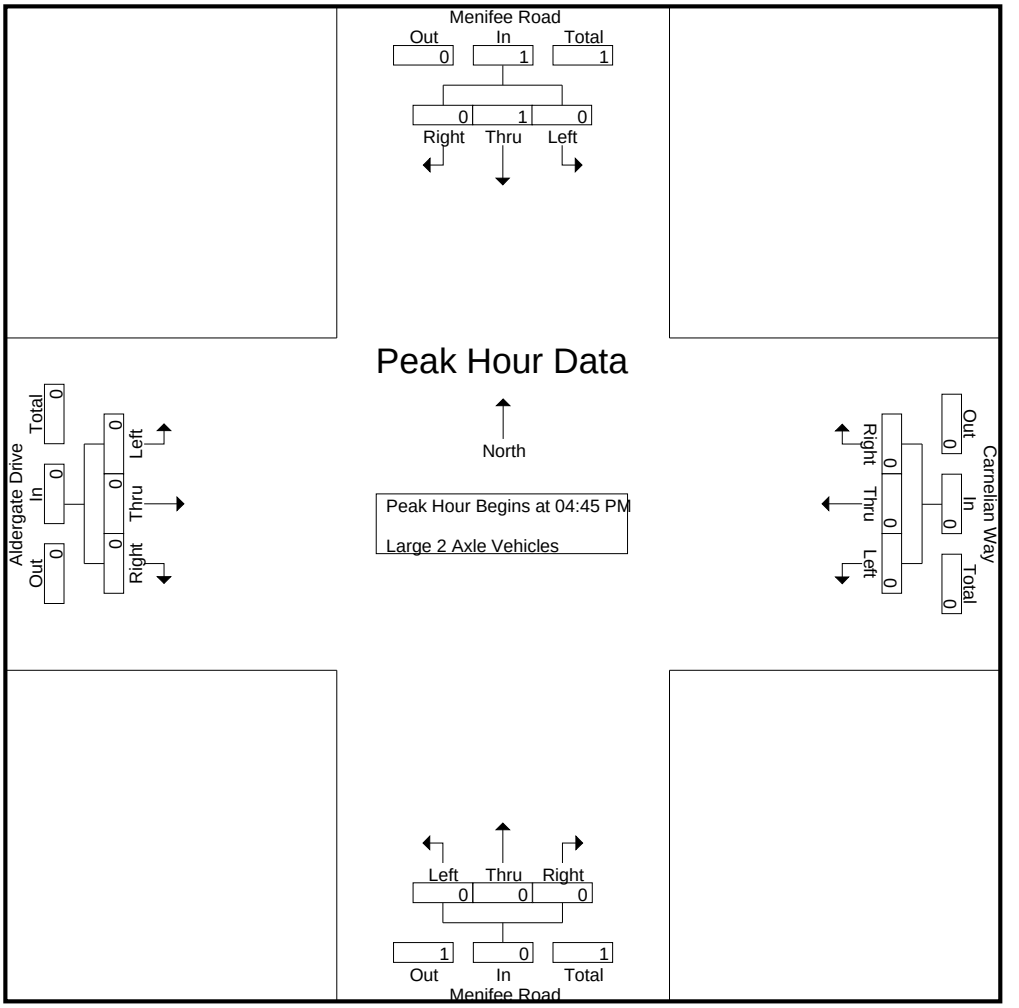
	Menifee Road Southbound				Carnelian Way Westbound				Menifee Road Northbound				Aldergate Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	1	0	0	0	0	0	2	1	3	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	3	1	4	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	2	0	2	0	0	0	0	0	4	1	5	0	0	0	0	7
Apprch %	0	100	0		0	0	0		0	80	20		0	0	0		
Total %	0	28.6	0	28.6	0	0	0	0	0	57.1	14.3	71.4	0	0	0	0	

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

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City of Menifee
N/S: Menifee Road
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Weather: Clear

File Name : 82_MEN_Men_Ald PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Menifee
N/S: Menifee Road
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Weather: Clear

File Name : 82_MEN_Men_Ald PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

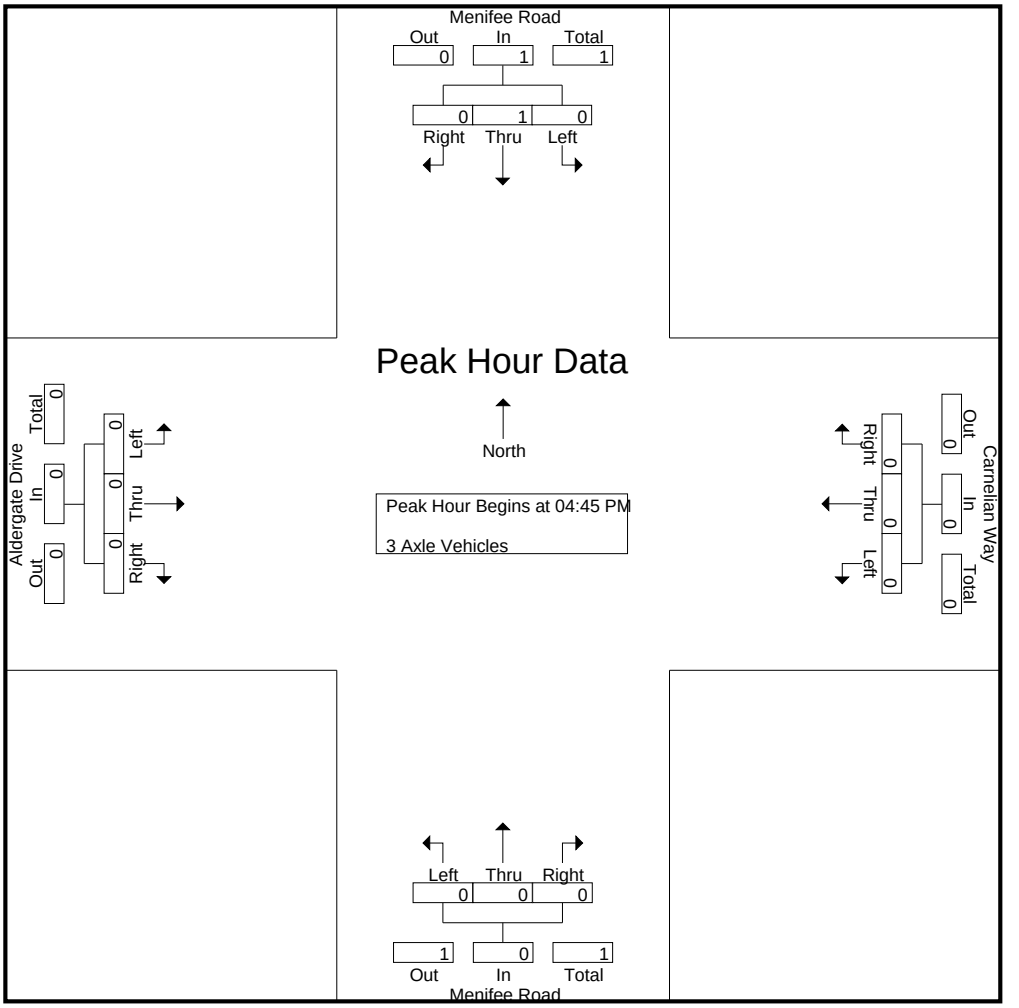
	Menifee Road Southbound				Carnelian Way Westbound				Menifee Road Northbound				Aldergate Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	66.7	0	66.7	0	0	0	0	0	33.3	0	33.3	0	0	0	0	

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

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City of Menifee
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Weather: Clear

File Name : 82_MEN_Men_Ald PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

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

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City of Menifee
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Weather: Clear

File Name : 82_MEN_Men_Ald PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

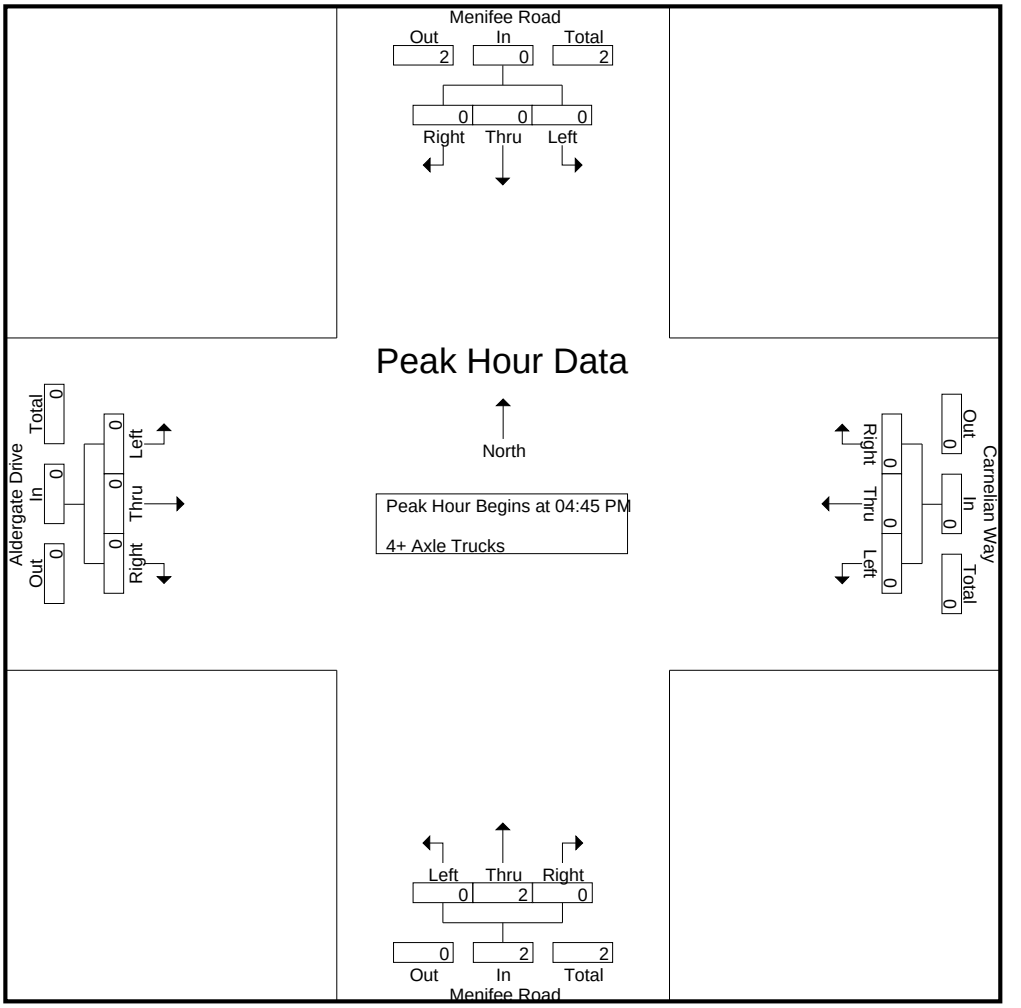
	Menifee Road Southbound				Carnelian Way Westbound				Menifee Road Northbound				Aldergate Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	

	Menifee Road Southbound				Carnelian Way Westbound				Menifee Road Northbound				Aldergate Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**2**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

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City of Menifee
N/S: Menifee Road
E/W: Aldergate Drive/Carnelian Way
Weather: Clear

File Name : 82_MEN_Men_Ald PM
Site Code : 00322418
Start Date : 5/25/2022



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

Location: Menifee
N/S: Menifee Road
E/W: Aldergate Dr/Carnelian Way

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Menifee Road	East Leg Carnelian Way	South Leg Menifee Road	West Leg Aldergate Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	4	5	2	0	11
7:15 AM	3	17	12	1	33
7:30 AM	13	24	29	9	75
7:45 AM	0	1	1	0	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	3	1	1	5
8:45 AM	0	1	0	0	1
TOTAL VOLUMES:	20	51	45	11	127

	North Leg Menifee Road	East Leg Carnelian Way	South Leg Menifee Road	West Leg Aldergate Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1
5:30 PM	0	1	0	0	1
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	0	3	0	0	3

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Location: Menifee
N/S: Menifee Road
E/W: Aldergate Dr/Carnelian Way

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Menifee Road			Westbound Carnelian Way			Northbound Menifee Road			Eastbound Aldergate Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	1	0	0	1	0	1	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	4	0	0	0	0	1	0	0	1	0	1	7

	Southbound Menifee Road			Westbound Carnelian Way			Northbound Menifee Road			Eastbound Aldergate Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
TOTAL VOLUMES:	0	0	0	0	0	0	0	2	0	0	0	1	3

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City of Menifee
N/S: Goetz Rd/Buckstone Ln
E/W: Railroad Canyon Rd/Newport Rd
Weather: Clear

File Name : 83_MEN_Goetz_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

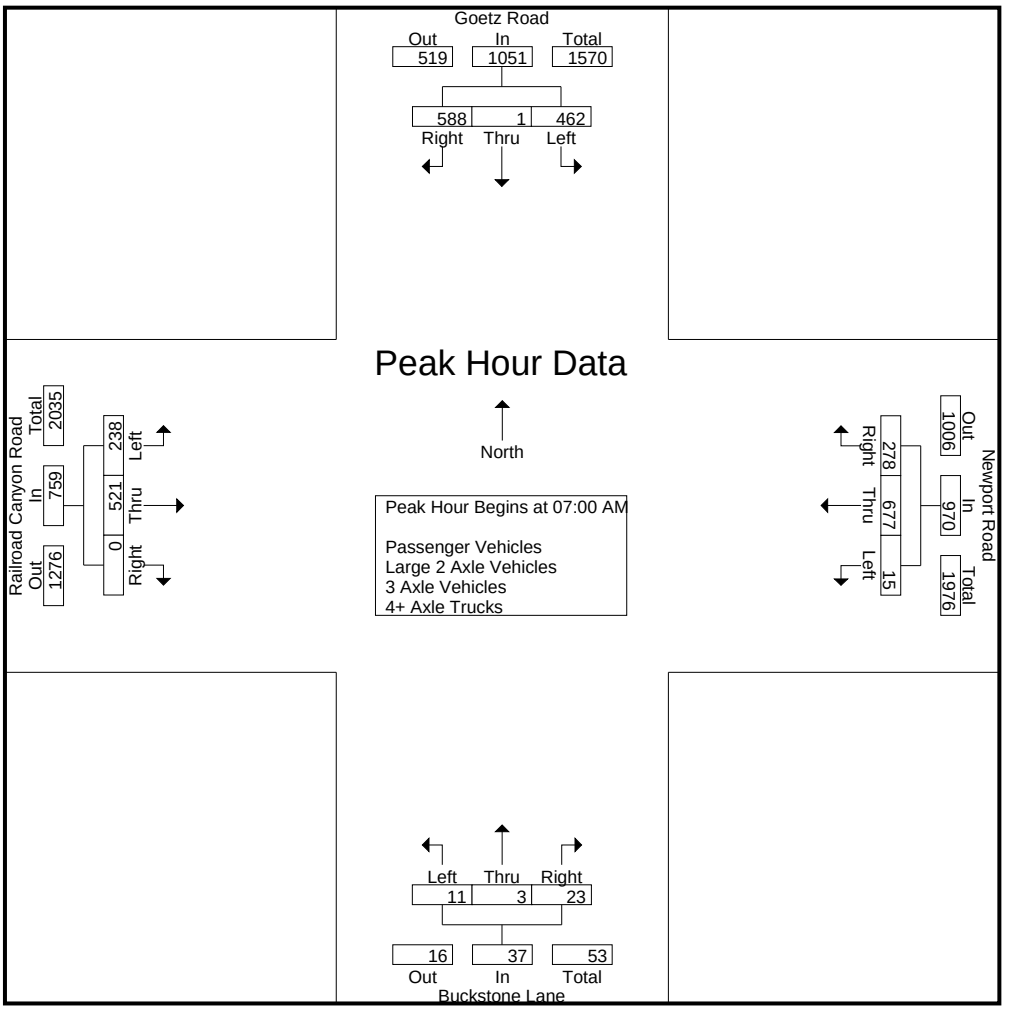
	Goetz Road Southbound				Newport Road Westbound				Buckstone Lane Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	99	0	165	264	3	169	58	230	3	1	4	8	66	125	0	191	693
07:15 AM	166	0	172	338	3	172	67	242	4	1	7	12	60	106	0	166	758
07:30 AM	106	0	152	258	5	189	91	285	3	1	7	11	55	160	0	215	769
07:45 AM	91	1	99	191	4	147	62	213	1	0	5	6	57	130	0	187	597
Total	462	1	588	1051	15	677	278	970	11	3	23	37	238	521	0	759	2817
08:00 AM	54	2	103	159	2	130	51	183	4	0	5	9	71	123	0	194	545
08:15 AM	87	0	117	204	4	179	41	224	1	0	2	3	55	128	0	183	614
08:30 AM	85	1	96	182	4	184	53	241	6	1	5	12	68	122	0	190	625
08:45 AM	70	1	90	161	0	188	58	246	1	0	5	6	60	139	1	200	613
Total	296	4	406	706	10	681	203	894	12	1	17	30	254	512	1	767	2397
Grand Total	758	5	994	1757	25	1358	481	1864	23	4	40	67	492	1033	1	1526	5214
Apprch %	43.1	0.3	56.6		1.3	72.9	25.8		34.3	6	59.7		32.2	67.7	0.1		
Total %	14.5	0.1	19.1	33.7	0.5	26	9.2	35.7	0.4	0.1	0.8	1.3	9.4	19.8	0	29.3	
Passenger Vehicles	751	5	981	1737	25	1326	468	1819	23	4	40	67	460	985	1	1446	5069
% Passenger Vehicles	99.1	100	98.7	98.9	100	97.6	97.3	97.6	100	100	100	100	93.5	95.4	100	94.8	97.2
Large 2 Axle Vehicles	4	0	7	11	0	13	11	24	0	0	0	0	20	33	0	53	88
% Large 2 Axle Vehicles	0.5	0	0.7	0.6	0	1	2.3	1.3	0	0	0	0	4.1	3.2	0	3.5	1.7
3 Axle Vehicles	1	0	3	4	0	10	2	12	0	0	0	0	2	5	0	7	23
% 3 Axle Vehicles	0.1	0	0.3	0.2	0	0.7	0.4	0.6	0	0	0	0	0.4	0.5	0	0.5	0.4
4+ Axle Trucks	2	0	3	5	0	9	0	9	0	0	0	0	10	10	0	20	34
% 4+ Axle Trucks	0.3	0	0.3	0.3	0	0.7	0	0.5	0	0	0	0	2	1	0	1.3	0.7

	Goetz Road Southbound				Newport Road Westbound				Buckstone Lane Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	99	0	165	264	3	169	58	230	3	**1**	4	8	**66**	125	0	191	693
07:15 AM	**166**	0	**172**	**338**	3	172	67	242	**4**	1	**7**	**12**	60	106	0	166	758
07:30 AM	106	0	152	258	**5**	**189**	**91**	**285**	3	1	7	11	55	**160**	0	**215**	**769**
07:45 AM	91	**1**	99	191	4	147	62	213	1	0	5	6	57	130	0	187	597
Total Volume	462	1	588	1051	15	677	278	970	11	3	23	37	238	521	0	759	2817
% App. Total	44	0.1	55.9		1.5	69.8	28.7		29.7	8.1	62.2		31.4	68.6	0		
PHF	.696	.250	.855	.777	.750	.896	.764	.851	.688	.750	.821	.771	.902	.814	.000	.883	.916

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City of Menifee
N/S: Goetz Rd/Buckstone Ln
E/W: Railroad Canyon Rd/Newport Rd
Weather: Clear

File Name : 83_MEN_Goetz_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	99	0	165	264	3	169	58	230	**4**	**1**	**7**	**12**	55	**160**	0	**215**
+15 mins.	**166**	0	**172**	**338**	3	172	67	242	3	1	7	11	57	130	0	187
+30 mins.	106	0	152	258	**5**	**189**	**91**	**285**	1	0	5	6	**71**	123	0	194
+45 mins.	91	**1**	99	191	4	147	62	213	4	0	5	9	55	128	0	183
Total Volume	462	1	588	1051	15	677	278	970	12	2	24	38	238	541	0	779
% App. Total	44	0.1	55.9		1.5	69.8	28.7		31.6	5.3	63.2		30.6	69.4	0	
PHF	.696	.250	.855	.777	.750	.896	.764	.851	.750	.500	.857	.792	.838	.845	.000	.906

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City of Menifee
N/S: Goetz Rd/Buckstone Ln
E/W: Railroad Canyon Rd/Newport Rd
Weather: Clear

File Name : 83_MEN_Goetz_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

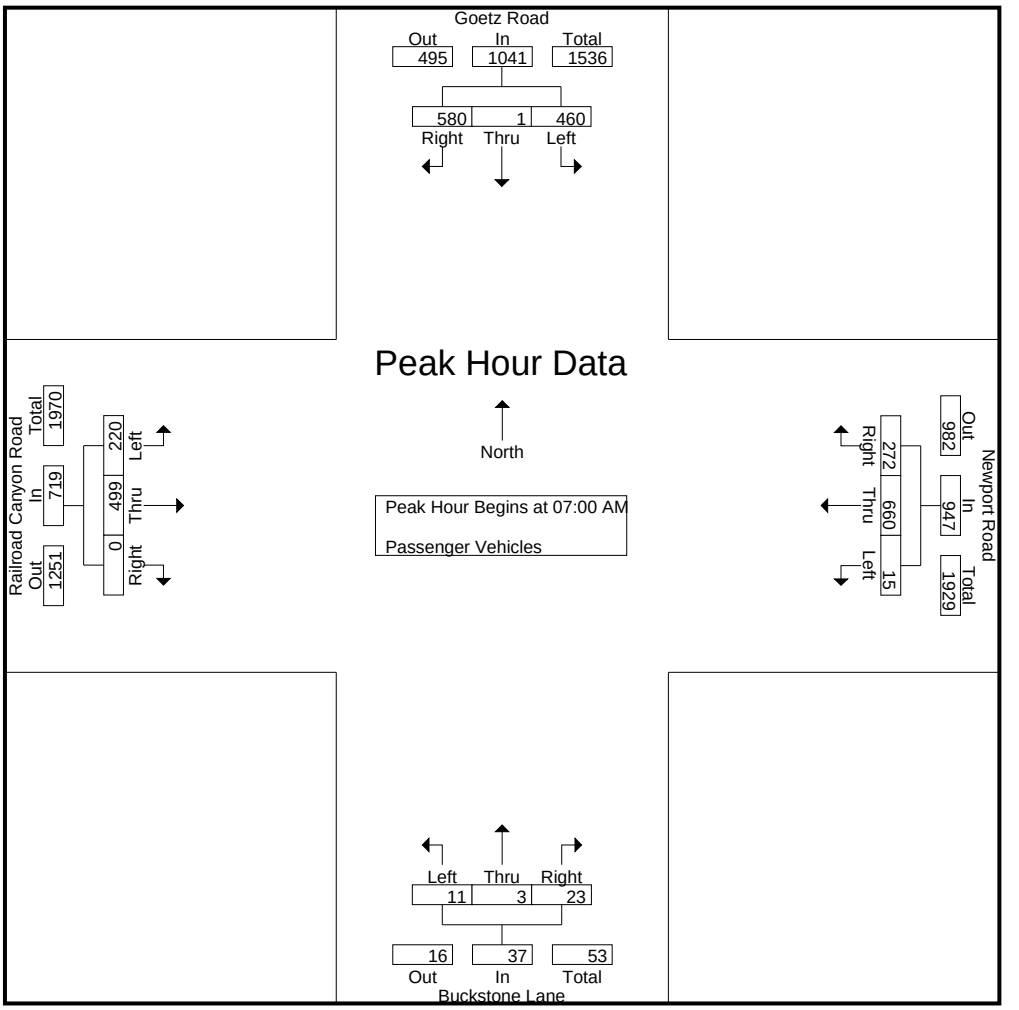
	Goetz Road Southbound				Newport Road Westbound				Buckstone Lane Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	98	0	163	261	3	164	55	222	3	1	4	8	60	121	0	181	672
07:15 AM	166	0	170	336	3	169	66	238	4	1	7	12	54	100	0	154	740
07:30 AM	105	0	151	256	5	184	90	279	3	1	7	11	55	153	0	208	754
07:45 AM	91	1	96	188	4	143	61	208	1	0	5	6	51	125	0	176	578
Total	460	1	580	1041	15	660	272	947	11	3	23	37	220	499	0	719	2744
08:00 AM	54	2	102	158	2	129	49	180	4	0	5	9	67	113	0	180	527
08:15 AM	86	0	117	203	4	173	39	216	1	0	2	3	52	122	0	174	596
08:30 AM	82	1	95	178	4	180	53	237	6	1	5	12	64	116	0	180	607
08:45 AM	69	1	87	157	0	184	55	239	1	0	5	6	57	135	1	193	595
Total	291	4	401	696	10	666	196	872	12	1	17	30	240	486	1	727	2325
Grand Total	751	5	981	1737	25	1326	468	1819	23	4	40	67	460	985	1	1446	5069
Apprch %	43.2	0.3	56.5		1.4	72.9	25.7		34.3	6	59.7		31.8	68.1	0.1		
Total %	14.8	0.1	19.4	34.3	0.5	26.2	9.2	35.9	0.5	0.1	0.8	1.3	9.1	19.4	0	28.5	

	Goetz Road Southbound				Newport Road Westbound				Buckstone Lane Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	98	0	163	261	3	164	55	222	3	**1**	4	8	**60**	121	0	181	672
07:15 AM	**166**	0	**170**	**336**	3	169	66	238	**4**	1	**7**	**12**	54	100	0	154	740
07:30 AM	105	0	151	256	**5**	**184**	**90**	**279**	3	1	7	11	55	**153**	0	**208**	**754**
07:45 AM	91	**1**	96	188	4	143	61	208	1	0	5	6	51	125	0	176	578
Total Volume	460	1	580	1041	15	660	272	947	11	3	23	37	220	499	0	719	2744
% App. Total	44.2	0.1	55.7		1.6	69.7	28.7		29.7	8.1	62.2		30.6	69.4	0		
PHF	.693	.250	.853	.775	.750	.897	.756	.849	.688	.750	.821	.771	.917	.815	.000	.864	.910

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City of Menifee
N/S: Goetz Rd/Buckstone Ln
E/W: Railroad Canyon Rd/Newport Rd
Weather: Clear

File Name : 83_MEN_Goetz_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	98	0	163	261	3	164	55	222	3	**1**	4	8	**60**	121	0	181
+15 mins.	**166**	0	**170**	**336**	3	169	66	238	**4**	1	**7**	**12**	54	100	0	154
+30 mins.	105	0	151	256	**5**	**184**	**90**	**279**	3	1	7	11	55	**153**	0	**208**
+45 mins.	91	**1**	96	188	4	143	61	208	1	0	5	6	51	125	0	176
Total Volume	460	1	580	1041	15	660	272	947	11	3	23	37	220	499	0	719
% App. Total	44.2	0.1	55.7		1.6	69.7	28.7		29.7	8.1	62.2		30.6	69.4	0	
PHF	.693	.250	.853	.775	.750	.897	.756	.849	.688	.750	.821	.771	.917	.815	.000	.864

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City of Menifee
N/S: Goetz Rd/Buckstone Ln
E/W: Railroad Canyon Rd/Newport Rd
Weather: Clear

File Name : 83_MEN_Goetz_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

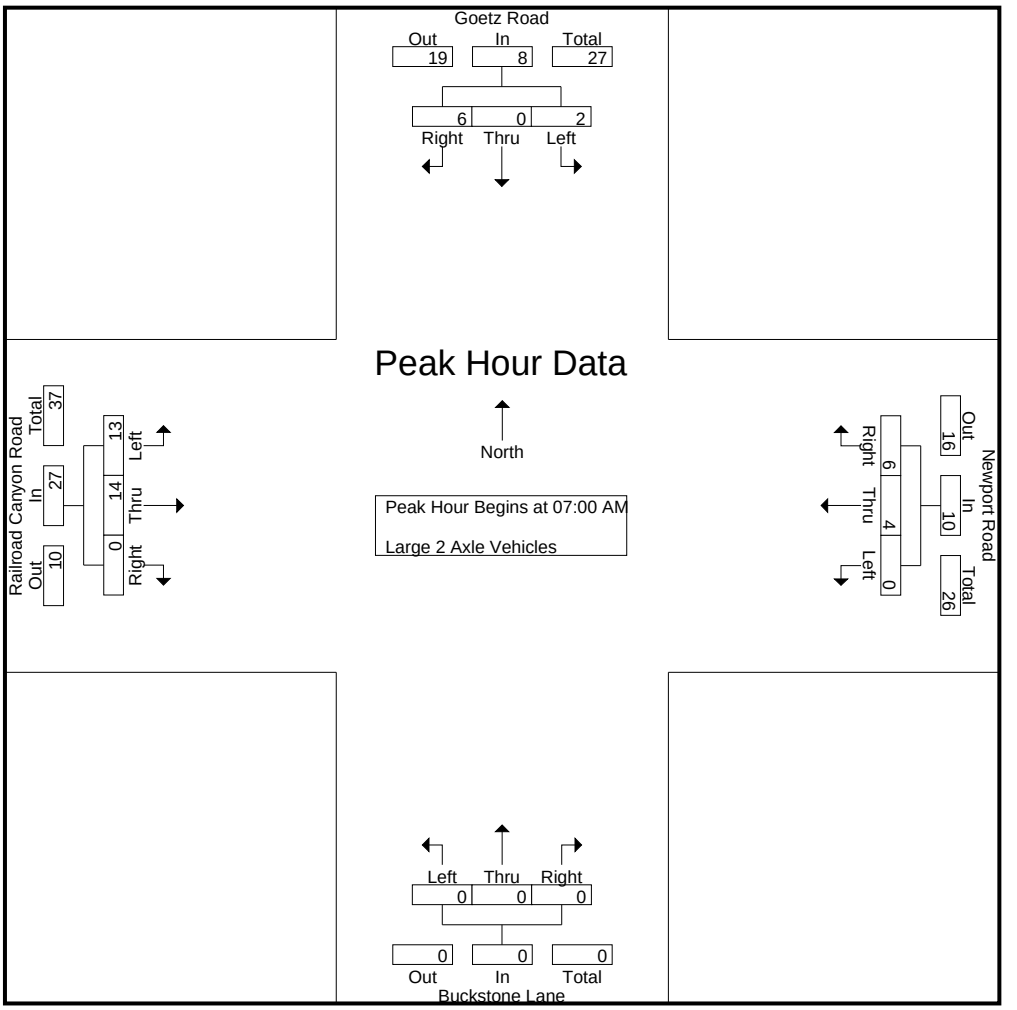
	Goetz Road Southbound				Newport Road Westbound				Buckstone Lane Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	2	3	0	3	3	6	0	0	0	0	4	3	0	7	16
07:15 AM	0	0	0	0	0	1	1	2	0	0	0	0	4	4	0	8	10
07:30 AM	1	0	1	2	0	0	1	1	0	0	0	0	0	5	0	5	8
07:45 AM	0	0	3	3	0	0	1	1	0	0	0	0	5	2	0	7	11
Total	2	0	6	8	0	4	6	10	0	0	0	0	13	14	0	27	45
08:00 AM	0	0	0	0	0	0	2	2	0	0	0	0	2	5	0	7	9
08:15 AM	1	0	0	1	0	3	2	5	0	0	0	0	1	5	0	6	12
08:30 AM	1	0	0	1	0	3	0	3	0	0	0	0	2	5	0	7	11
08:45 AM	0	0	1	1	0	3	1	4	0	0	0	0	2	4	0	6	11
Total	2	0	1	3	0	9	5	14	0	0	0	0	7	19	0	26	43
Grand Total	4	0	7	11	0	13	11	24	0	0	0	0	20	33	0	53	88
Apprch %	36.4	0	63.6		0	54.2	45.8		0	0	0		37.7	62.3	0		
Total %	4.5	0	8	12.5	0	14.8	12.5	27.3	0	0	0	0	22.7	37.5	0	60.2	

	Goetz Road Southbound				Newport Road Westbound				Buckstone Lane Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	0	2	**3**	0	**3**	**3**	**6**	0	0	0	0	4	3	0	7	**16**
07:15 AM	0	0	0	0	0	1	1	2	0	0	0	0	4	4	0	**8**	10
07:30 AM	1	0	1	2	0	0	1	1	0	0	0	0	0	**5**	0	5	8
07:45 AM	0	0	**3**	3	0	0	1	1	0	0	0	0	**5**	2	0	7	11
Total Volume	2	0	6	8	0	4	6	10	0	0	0	0	13	14	0	27	45
% App. Total	25	0	75		0	40	60		0	0	0		48.1	51.9	0		
PHF	.500	.000	.500	.667	.000	.333	.500	.417	.000	.000	.000	.000	.650	.700	.000	.844	.703

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City of Menifee
N/S: Goetz Rd/Buckstone Ln
E/W: Railroad Canyon Rd/Newport Rd
Weather: Clear

File Name : 83_MEN_Goetz_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**1**	0	2	**3**	0	**3**	**3**	**6**	0	0	0	0	4	3	0	7
+15 mins.	0	0	0	0	0	1	1	2	0	0	0	0	4	4	0	**8**
+30 mins.	1	0	1	2	0	0	1	1	0	0	0	0	0	**5**	0	5
+45 mins.	0	0	**3**	3	0	0	1	1	0	0	0	0	**5**	2	0	7
Total Volume	2	0	6	8	0	4	6	10	0	0	0	0	13	14	0	27
% App. Total	25	0	75		0	40	60		0	0	0		48.1	51.9	0	
PHF	.500	.000	.500	.667	.000	.333	.500	.417	.000	.000	.000	.000	.650	.700	.000	.844

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City of Menifee
N/S: Goetz Rd/Buckstone Ln
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Weather: Clear

File Name : 83_MEN_Goetz_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

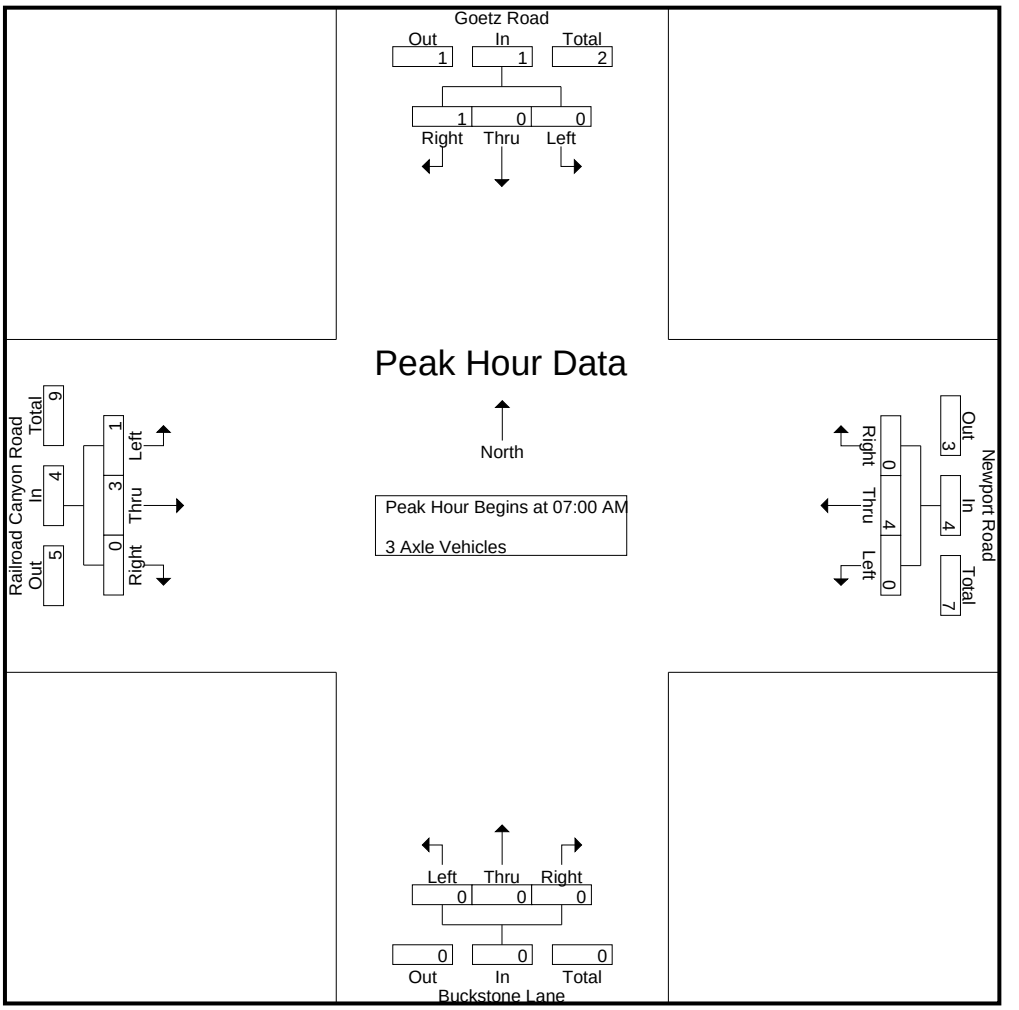
	Goetz Road Southbound				Newport Road Westbound				Buckstone Lane Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
07:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	1	1	0	4	0	4	0	0	0	0	1	3	0	4	9
08:00 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	2	0	2	4
08:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	1	0	0	1	4
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	1	0	1	2	0	1	2	3	0	0	0	0	0	0	0	0	5
Total	1	0	2	3	0	6	2	8	0	0	0	0	1	2	0	3	14
Grand Total	1	0	3	4	0	10	2	12	0	0	0	0	2	5	0	7	23
Apprch %	25	0	75		0	83.3	16.7		0	0	0		28.6	71.4	0		
Total %	4.3	0	13	17.4	0	43.5	8.7	52.2	0	0	0	0	8.7	21.7	0	30.4	

	Goetz Road Southbound				Newport Road Westbound				Buckstone Lane Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	2
07:15 AM	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	1	0	1	**3**
07:30 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	1	1	0	4	0	4	0	0	0	0	1	3	0	4	9
% App. Total	0	0	100		0	100	0		0	0	0		25	75	0		
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.250	.750	.000	.500	.750

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City of Menifee
N/S: Goetz Rd/Buckstone Ln
E/W: Railroad Canyon Rd/Newport Rd
Weather: Clear

File Name : 83_MEN_Goetz_New AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**
+15 mins.	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	1	1	0	4	0	4	0	0	0	0	1	3	0	4
% App. Total	0	0	100		0	100	0		0	0	0		25	75	0	
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.250	.750	.000	.500

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City of Menifee
N/S: Goetz Rd/Buckstone Ln
E/W: Railroad Canyon Rd/Newport Rd
Weather: Clear

File Name : 83_MEN_Goetz_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

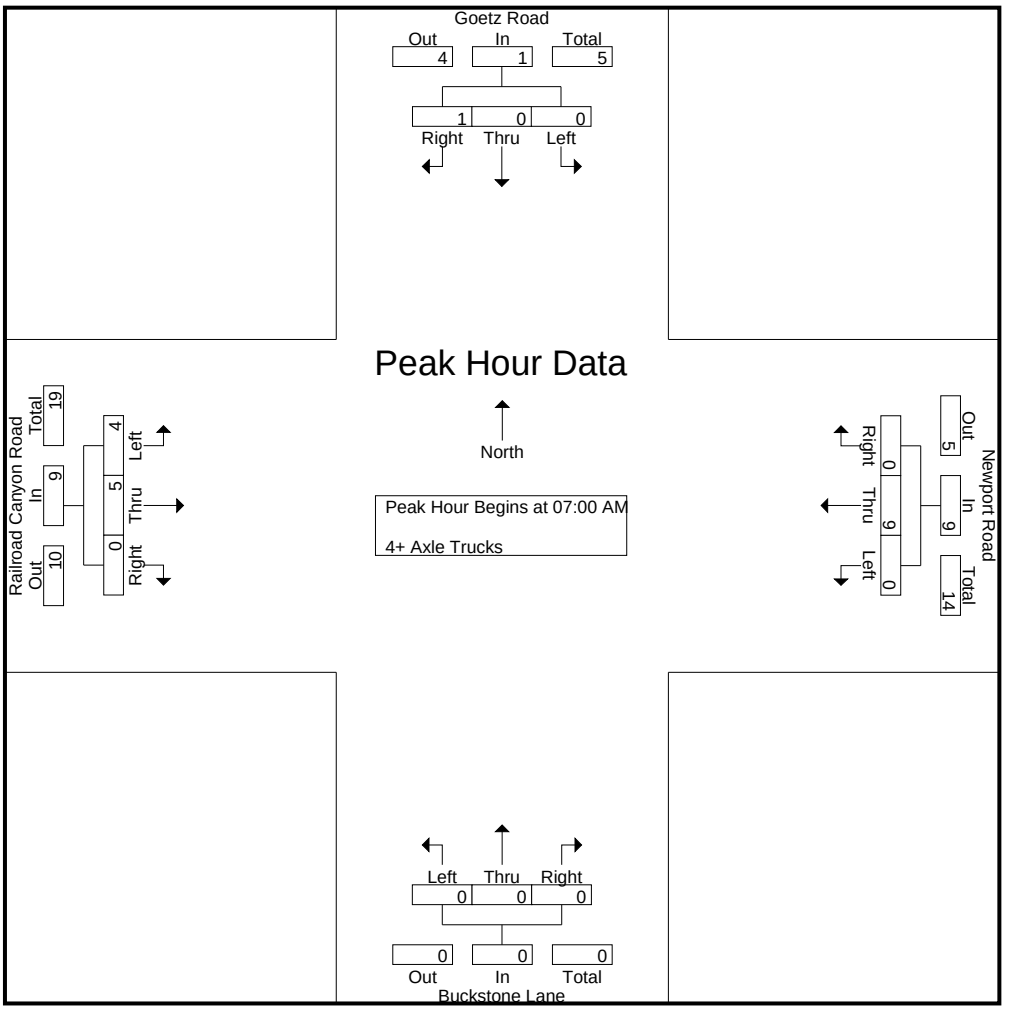
	Goetz Road Southbound				Newport Road Westbound				Buckstone Lane Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1	3
07:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	2	1	0	3	5
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	1	2	0	3	6
Total	0	0	1	1	0	9	0	9	0	0	0	0	4	5	0	9	19
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	5
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
08:30 AM	2	0	1	3	0	0	0	0	0	0	0	0	2	1	0	3	6
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	2	0	2	4	0	0	0	0	0	0	0	0	6	5	0	11	15
Grand Total	2	0	3	5	0	9	0	9	0	0	0	0	10	10	0	20	34
Apprch %	40	0	60		0	100	0		0	0	0		50	50	0		
Total %	5.9	0	8.8	14.7	0	26.5	0	26.5	0	0	0	0	29.4	29.4	0	58.8	

	Goetz Road Southbound				Newport Road Westbound				Buckstone Lane Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1	3
07:15 AM	0	0	**1**	**1**	0	1	0	1	0	0	0	0	**2**	1	0	**3**	5
07:30 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**2**	0	2	5
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	1	2	0	3	**6**
Total Volume	0	0	1	1	0	9	0	9	0	0	0	0	4	5	0	9	19
% App. Total	0	0	100		0	100	0		0	0	0		44.4	55.6	0		
PHF	.000	.000	.250	.250	.000	.750	.000	.750	.000	.000	.000	.000	.500	.625	.000	.750	.792

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City of Menifee
N/S: Goetz Rd/Buckstone Ln
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Weather: Clear

File Name : 83_MEN_Goetz_New AM
Site Code : 00322418
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1
+15 mins.	0	0	**1**	**1**	0	1	0	1	0	0	0	0	**2**	1	0	**3**
+30 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**2**	0	2
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	1	2	0	3
Total Volume	0	0	1	1	0	9	0	9	0	0	0	0	4	5	0	9
% App. Total	0	0	100		0	100	0		0	0	0		44.4	55.6	0	
PHF	.000	.000	.250	.250	.000	.750	.000	.750	.000	.000	.000	.000	.500	.625	.000	.750

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City of Menifee
N/S: Goetz Rd/Buckstone Ln
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Weather: Clear

File Name : 83_MEN_Goetz_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

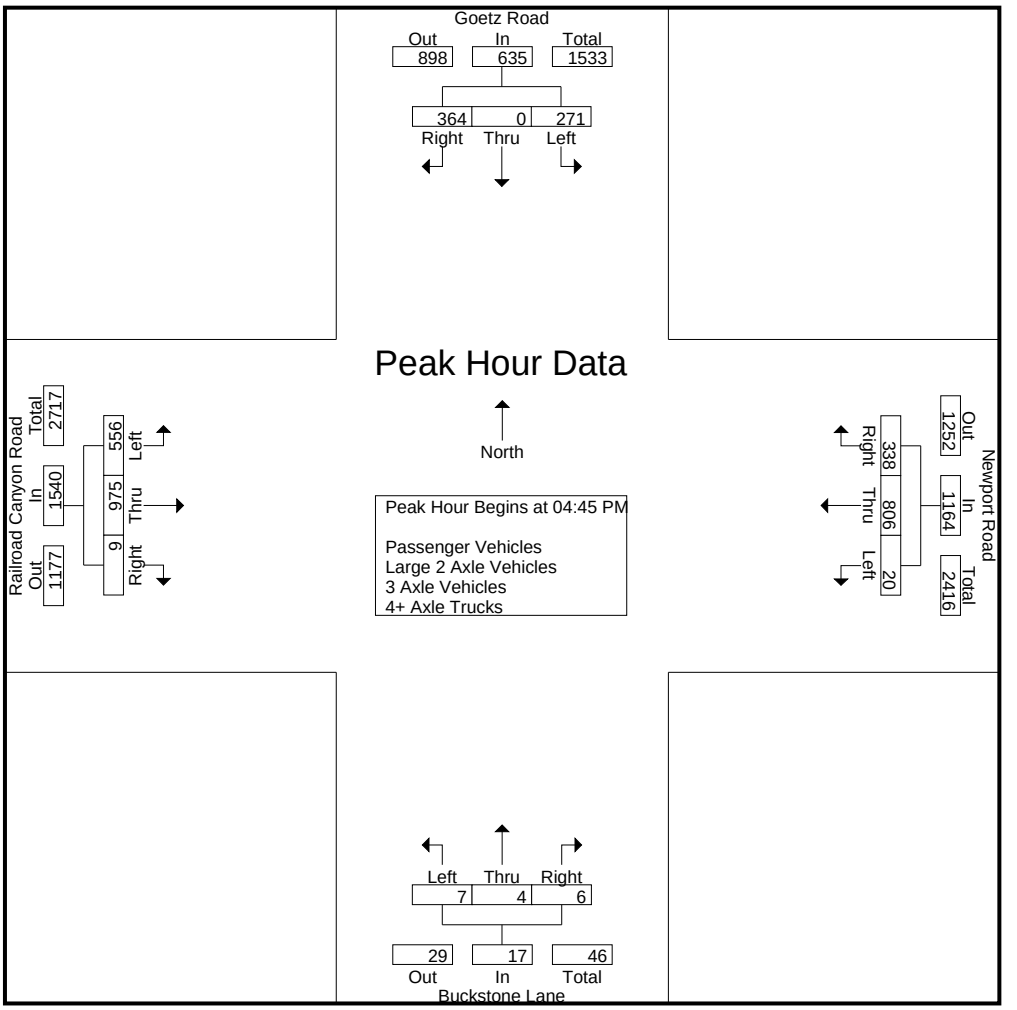
	Goetz Road Southbound				Newport Road Westbound				Buckstone Lane Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	81	0	92	173	3	168	78	249	1	1	5	7	127	192	1	320	749
04:15 PM	75	1	94	170	2	232	84	318	2	0	3	5	139	206	2	347	840
04:30 PM	67	0	102	169	4	186	68	258	1	0	3	4	118	236	1	355	786
04:45 PM	72	0	84	156	9	170	83	262	0	1	1	2	131	262	1	394	814
Total	295	1	372	668	18	756	313	1087	4	2	12	18	515	896	5	1416	3189
05:00 PM	83	0	86	169	7	200	68	275	3	3	1	7	152	233	5	390	841
05:15 PM	59	0	93	152	1	210	93	304	3	0	2	5	129	216	2	347	808
05:30 PM	57	0	101	158	3	226	94	323	1	0	2	3	144	264	1	409	893
05:45 PM	57	0	60	117	7	165	63	235	5	0	4	9	145	230	0	375	736
Total	256	0	340	596	18	801	318	1137	12	3	9	24	570	943	8	1521	3278
Grand Total	551	1	712	1264	36	1557	631	2224	16	5	21	42	1085	1839	13	2937	6467
Apprch %	43.6	0.1	56.3		1.6	70	28.4		38.1	11.9	50		36.9	62.6	0.4		
Total %	8.5	0	11	19.5	0.6	24.1	9.8	34.4	0.2	0.1	0.3	0.6	16.8	28.4	0.2	45.4	
Passenger Vehicles	543	1	703	1247	35	1545	625	2205	16	4	21	41	1072	1814	13	2899	6392
% Passenger Vehicles	98.5	100	98.7	98.7	97.2	99.2	99	99.1	100	80	100	97.6	98.8	98.6	100	98.7	98.8
Large 2 Axle Vehicles	7	0	7	14	1	9	6	16	0	1	0	1	11	23	0	34	65
% Large 2 Axle Vehicles	1.3	0	1	1.1	2.8	0.6	1	0.7	0	20	0	2.4	1	1.3	0	1.2	1
3 Axle Vehicles	1	0	1	2	0	1	0	1	0	0	0	0	2	1	0	3	6
% 3 Axle Vehicles	0.2	0	0.1	0.2	0	0.1	0	0	0	0	0	0	0.2	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	1	1	0	2	0	2	0	0	0	0	0	1	0	1	4
% 4+ Axle Trucks	0	0	0.1	0.1	0	0.1	0	0.1	0	0	0	0	0	0.1	0	0	0.1

	Goetz Road Southbound				Newport Road Westbound				Buckstone Lane Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	72	0	84	156	**9**	170	83	262	0	1	1	2	131	262	1	394	814
05:00 PM	**83**	0	86	**169**	7	200	68	275	**3**	**3**	1	**7**	**152**	233	**5**	390	841
05:15 PM	59	0	93	152	1	210	**93**	304	3	0	**2**	5	129	216	2	347	808
05:30 PM	57	0	**101**	158	3	**226**	**94**	**323**	1	0	2	3	144	**264**	1	**409**	**893**
Total Volume	271	0	364	635	20	806	338	1164	7	4	6	17	556	975	9	1540	3356
% App. Total	42.7	0	57.3		1.7	69.2	29		41.2	23.5	35.3		36.1	63.3	0.6		
PHF	.816	.000	.901	.939	.556	.892	.899	.901	.583	.333	.750	.607	.914	.923	.450	.941	.940

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City of Menifee
N/S: Goetz Rd/Buckstone Ln
E/W: Railroad Canyon Rd/Newport Rd
Weather: Clear

File Name : 83_MEN_Goetz_New PM
Site Code : 00322418
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				05:00 PM				04:45 PM			
+0 mins.	**81**	0	92	**173**	**9**	170	83	262	3	**3**	1	7	131	262	1	394
+15 mins.	75	**1**	94	170	7	200	68	275	3	0	2	5	**152**	233	**5**	390
+30 mins.	67	0	**102**	169	1	210	93	304	1	0	2	3	129	216	2	347
+45 mins.	72	0	84	156	3	**226**	**94**	**323**	**5**	0	**4**	**9**	144	**264**	1	**409**
Total Volume	295	1	372	668	20	806	338	1164	12	3	9	24	556	975	9	1540
% App. Total	44.2	0.1	55.7		1.7	69.2	29		50	12.5	37.5		36.1	63.3	0.6	
PHF	.910	.250	.912	.965	.556	.892	.899	.901	.600	.250	.563	.667	.914	.923	.450	.941

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Groups Printed- Passenger Vehicles

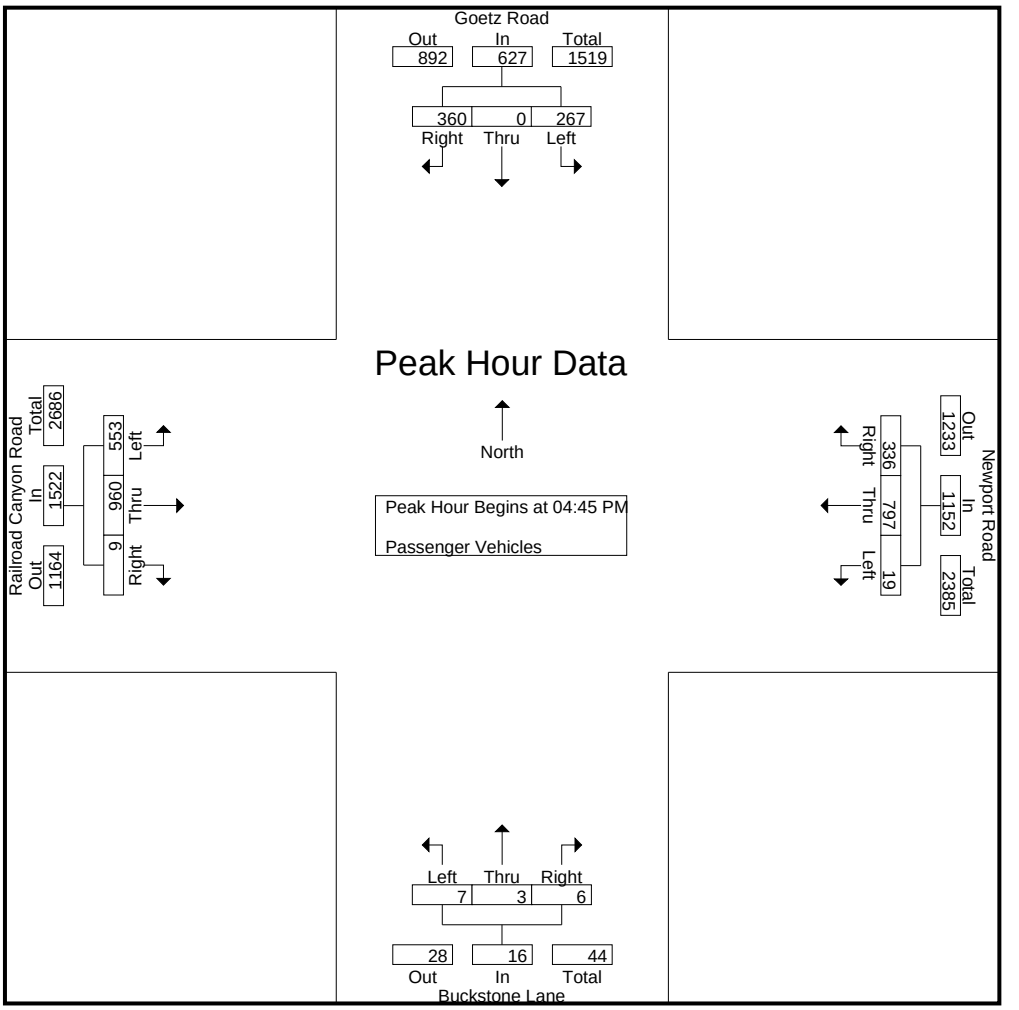
	Goetz Road Southbound				Newport Road Westbound				Buckstone Lane Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	81	0	90	171	3	168	76	247	1	1	5	7	126	190	1	317	742
04:15 PM	73	1	93	167	2	231	84	317	2	0	3	5	134	204	2	340	829
04:30 PM	65	0	100	165	4	184	67	255	1	0	3	4	114	231	1	346	770
04:45 PM	70	0	83	153	8	168	83	259	0	1	1	2	130	258	1	389	803
Total	289	1	366	656	17	751	310	1078	4	2	12	18	504	883	5	1392	3144
05:00 PM	81	0	86	167	7	198	68	273	3	2	1	6	150	228	5	383	829
05:15 PM	59	0	90	149	1	208	92	301	3	0	2	5	129	212	2	343	798
05:30 PM	57	0	101	158	3	223	93	319	1	0	2	3	144	262	1	407	887
05:45 PM	57	0	60	117	7	165	62	234	5	0	4	9	145	229	0	374	734
Total	254	0	337	591	18	794	315	1127	12	2	9	23	568	931	8	1507	3248
Grand Total	543	1	703	1247	35	1545	625	2205	16	4	21	41	1072	1814	13	2899	6392
Apprch %	43.5	0.1	56.4		1.6	70.1	28.3		39	9.8	51.2		37	62.6	0.4		
Total %	8.5	0	11	19.5	0.5	24.2	9.8	34.5	0.3	0.1	0.3	0.6	16.8	28.4	0.2	45.4	

	Goetz Road Southbound				Newport Road Westbound				Buckstone Lane Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	70	0	83	153	**8**	168	83	259	0	1	1	2	130	258	1	389	803
05:00 PM	**81**	0	86	**167**	7	198	68	273	**3**	**2**	1	**6**	**150**	228	**5**	383	829
05:15 PM	59	0	90	149	1	208	92	301	3	0	**2**	5	129	212	2	343	798
05:30 PM	57	0	**101**	158	3	**223**	**93**	**319**	1	0	2	3	144	**262**	1	**407**	**887**
Total Volume	267	0	360	627	19	797	336	1152	7	3	6	16	553	960	9	1522	3317
% App. Total	42.6	0	57.4		1.6	69.2	29.2		43.8	18.8	37.5		36.3	63.1	0.6		
PHF	.824	.000	.891	.939	.594	.893	.903	.903	.583	.375	.750	.667	.922	.916	.450	.935	.935

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Weather: Clear

File Name : 83_MEN_Goetz_New PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	70	0	83	153	**8**	168	83	259	0	1	1	2	130	258	1	389
+15 mins.	**81**	0	86	**167**	7	198	68	273	**3**	**2**	1	**6**	**150**	228	**5**	383
+30 mins.	59	0	90	149	1	208	92	301	3	0	**2**	5	129	212	2	343
+45 mins.	57	0	**101**	158	3	**223**	**93**	**319**	1	0	2	3	144	**262**	1	**407**
Total Volume	267	0	360	627	19	797	336	1152	7	3	6	16	553	960	9	1522
% App. Total	42.6	0	57.4		1.6	69.2	29.2		43.8	18.8	37.5		36.3	63.1	0.6	
PHF	.824	.000	.891	.939	.594	.893	.903	.903	.583	.375	.750	.667	.922	.916	.450	.935

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(951)268-6268

City of Menifee
N/S: Goetz Rd/Buckstone Ln
E/W: Railroad Canyon Rd/Newport Rd
Weather: Clear

File Name : 83_MEN_Goetz_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

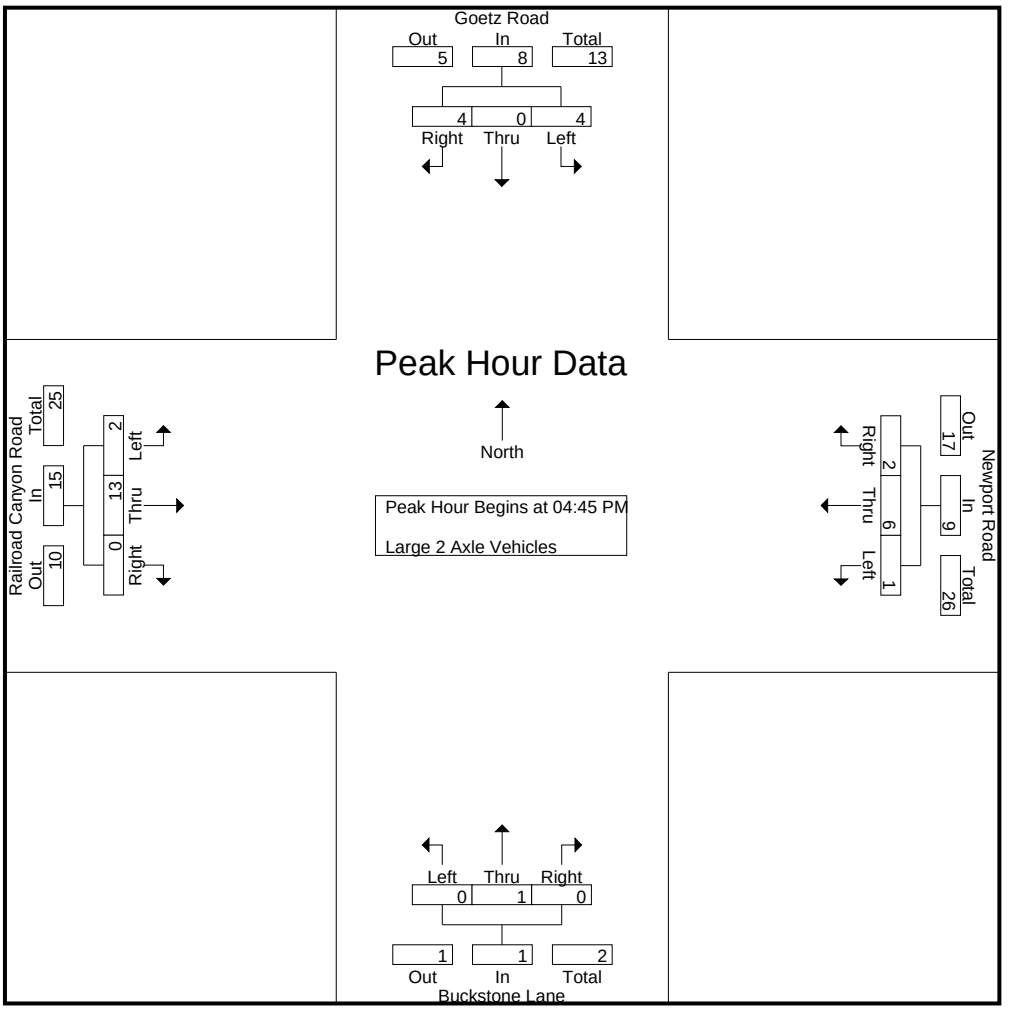
	Goetz Road Southbound				Newport Road Westbound				Buckstone Lane Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	2	2	0	0	2	2	0	0	0	0	1	2	0	3	7
04:15 PM	1	0	1	2	0	1	0	1	0	0	0	0	4	2	0	6	9
04:30 PM	2	0	0	2	0	2	1	3	0	0	0	0	4	5	0	9	14
04:45 PM	2	0	1	3	1	0	0	1	0	0	0	0	1	3	0	4	8
Total	5	0	4	9	1	3	3	7	0	0	0	0	10	12	0	22	38
05:00 PM	2	0	0	2	0	1	0	1	0	1	0	1	1	5	0	6	10
05:15 PM	0	0	3	3	0	2	1	3	0	0	0	0	0	4	0	4	10
05:30 PM	0	0	0	0	0	3	1	4	0	0	0	0	0	1	0	1	5
05:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
Total	2	0	3	5	0	6	3	9	0	1	0	1	1	11	0	12	27
Grand Total	7	0	7	14	1	9	6	16	0	1	0	1	11	23	0	34	65
Apprch %	50	0	50		6.2	56.2	37.5		0	100	0		32.4	67.6	0		
Total %	10.8	0	10.8	21.5	1.5	13.8	9.2	24.6	0	1.5	0	1.5	16.9	35.4	0	52.3	

	Goetz Road Southbound				Newport Road Westbound				Buckstone Lane Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**2**	0	1	**3**	**1**	0	0	1	0	0	0	0	**1**	3	0	4	8
05:00 PM	2	0	0	2	0	1	0	1	0	**1**	0	**1**	1	**5**	0	**6**	**10**
05:15 PM	0	0	**3**	3	0	2	**1**	3	0	0	0	0	0	4	0	4	10
05:30 PM	0	0	0	0	0	**3**	1	**4**	0	0	0	0	0	1	0	1	5
Total Volume	4	0	4	8	1	6	2	9	0	1	0	1	2	13	0	15	33
% App. Total	50	0	50		11.1	66.7	22.2		0	100	0		13.3	86.7	0		
PHF	.500	.000	.333	.667	.250	.500	.500	.563	.000	.250	.000	.250	.500	.650	.000	.625	.825

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City of Menifee
N/S: Goetz Rd/Buckstone Ln
E/W: Railroad Canyon Rd/Newport Rd
Weather: Clear

File Name : 83_MEN_Goetz_New PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	**2**	0	1	**3**	**1**	0	0	1	0	0	0	0	**1**	3	0	4
+15 mins.	2	0	0	2	0	1	0	1	0	**1**	0	**1**	1	**5**	0	**6**
+30 mins.	0	0	**3**	3	0	2	**1**	3	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	**3**	1	**4**	0	0	0	0	0	1	0	1
Total Volume	4	0	4	8	1	6	2	9	0	1	0	1	2	13	0	15
% App. Total	50	0	50		11.1	66.7	22.2		0	100	0		13.3	86.7	0	
PHF	.500	.000	.333	.667	.250	.500	.500	.563	.000	.250	.000	.250	.500	.650	.000	.625

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City of Menifee
N/S: Goetz Rd/Buckstone Ln
E/W: Railroad Canyon Rd/Newport Rd
Weather: Clear

File Name : 83_MEN_Goetz_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

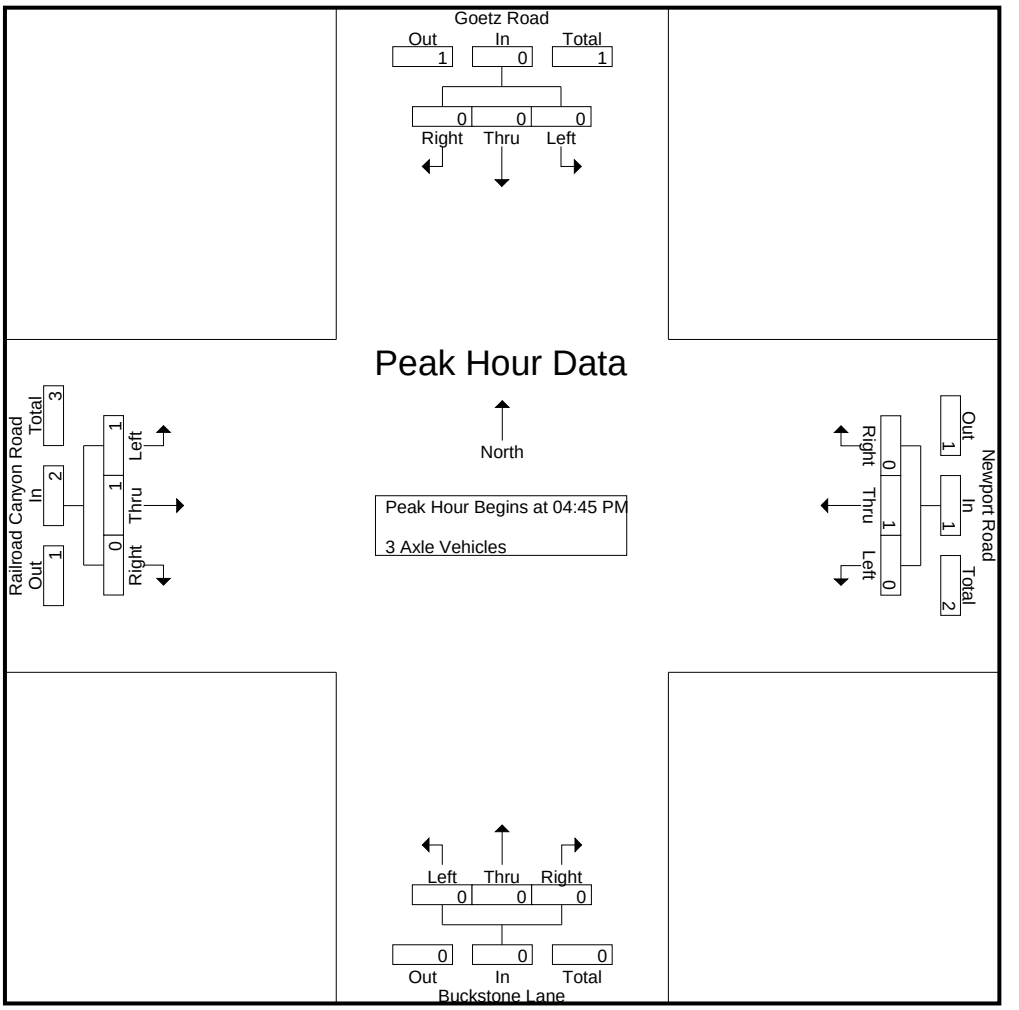
	Goetz Road Southbound				Newport Road Westbound				Buckstone Lane Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	1	0	1	2	0	1	0	1	0	0	0	0	1	1	0	2	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	1	0	1	2	0	1	0	1	0	0	0	0	2	1	0	3	6
Apprch %	50	0	50		0	100	0		0	0	0		66.7	33.3	0		
Total %	16.7	0	16.7	33.3	0	16.7	0	16.7	0	0	0	0	33.3	16.7	0	50	

	Goetz Road Southbound				Newport Road Westbound				Buckstone Lane Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	**2**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2	3
% App. Total	0	0	0		0	100	0		0	0	0		50	50	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250	.250	.000	.500	.375

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City of Menifee
N/S: Goetz Rd/Buckstone Ln
E/W: Railroad Canyon Rd/Newport Rd
Weather: Clear

File Name : 83_MEN_Goetz_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2
% App. Total	0	0	0		0	100	0		0	0	0		50	50	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250	.250	.000	.500

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City of Menifee
N/S: Goetz Rd/Buckstone Ln
E/W: Railroad Canyon Rd/Newport Rd
Weather: Clear

File Name : 83_MEN_Goetz_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

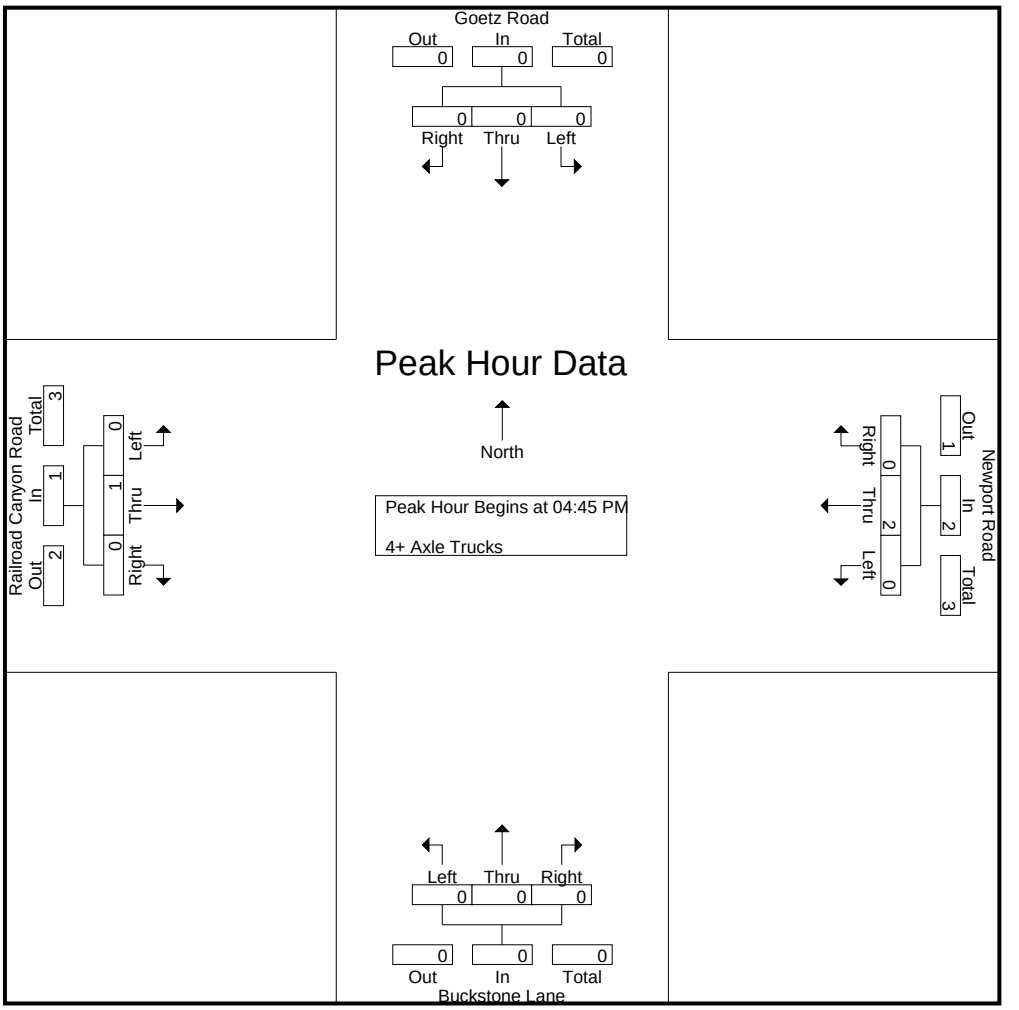
	Goetz Road Southbound				Newport Road Westbound				Buckstone Lane Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Grand Total	0	0	1	1	0	2	0	2	0	0	0	0	0	1	0	1	4
Apprch %	0	0	100		0	100	0		0	0	0		0	100	0		
Total %	0	0	25	25	0	50	0	50	0	0	0	0	0	25	0	25	

	Goetz Road Southbound				Newport Road Westbound				Buckstone Lane Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.750

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City of Menifee
N/S: Goetz Rd/Buckstone Ln
E/W: Railroad Canyon Rd/Newport Rd
Weather: Clear

File Name : 83_MEN_Goetz_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250

Location: Menifee
N/S: Goetz Rd/Buckstone Ln
E/W: Railroad Canyon Rd/Newport Rd

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Goetz Road	East Leg Newport Road	South Leg Buckstone Lane	West Leg Railroad Canyon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	1	1	0	2
8:00 AM	0	1	1	0	2
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	2	2	0	4

	North Leg Goetz Road	East Leg Newport Road	South Leg Buckstone Lane	West Leg Railroad Canyon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	2	0	0	2
5:15 PM	0	0	0	0	0
5:30 PM	0	1	1	0	2
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	3	1	0	4

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Location: Menifee
N/S: Goetz Rd/Buckstone Ln
E/W: Railroad Canyon Rd/Newport Rd

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Goetz Road			Westbound Newport Road			Northbound Buckstone Lane			Eastbound Railroad Canyon Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Goetz Road			Westbound Newport Road			Northbound Buckstone Lane			Eastbound Railroad Canyon Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	2	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	3	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL VOLUMES:	5	0	0	0	0	1	0	0	0	0	0	0	6

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 84_MEN_Berea_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

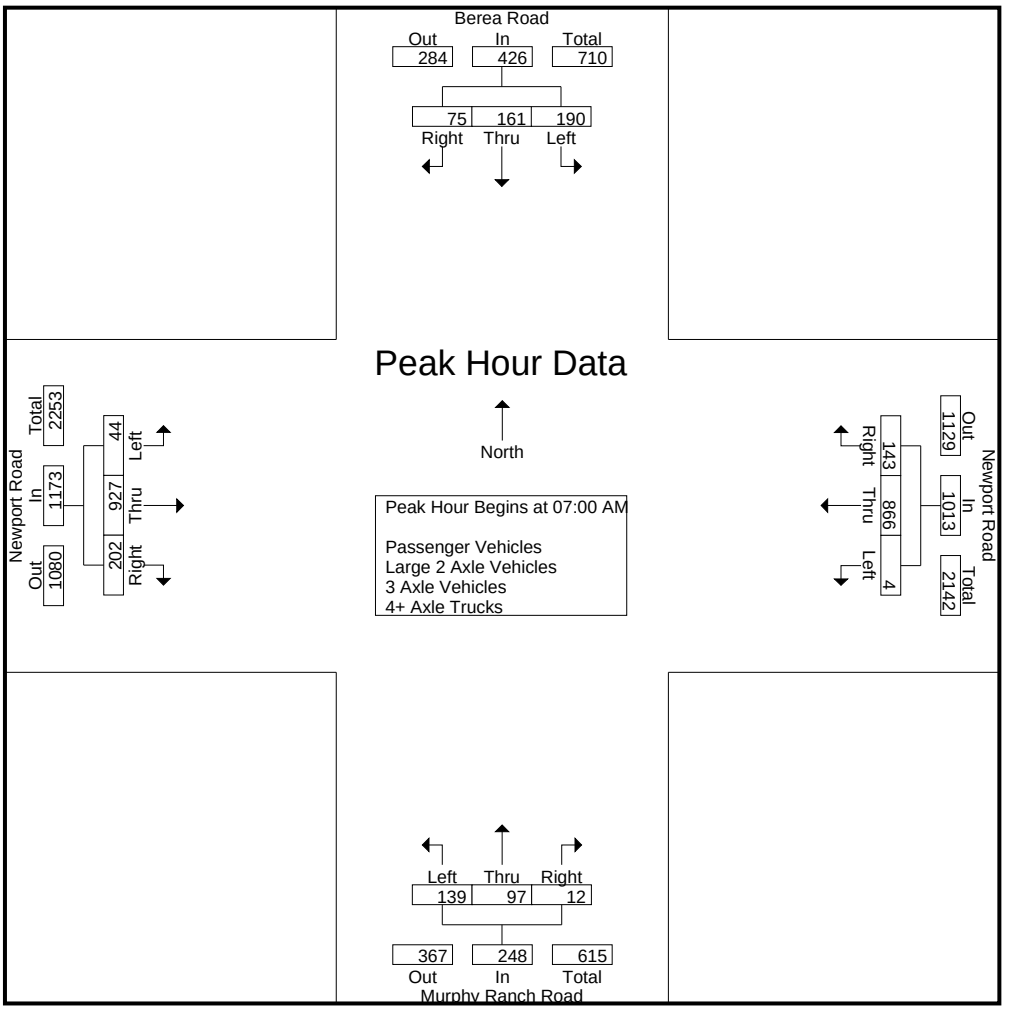
	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	44	25	13	82	2	226	32	260	28	7	2	37	5	202	39	246	625
07:15 AM	73	65	35	173	0	207	25	232	31	18	5	54	8	211	69	288	747
07:30 AM	42	39	19	100	0	211	36	247	51	44	3	98	27	263	57	347	792
07:45 AM	31	32	8	71	2	222	50	274	29	28	2	59	4	251	37	292	696
Total	190	161	75	426	4	866	143	1013	139	97	12	248	44	927	202	1173	2860
08:00 AM	50	43	5	98	2	163	38	203	28	17	1	46	2	199	26	227	574
08:15 AM	52	28	2	82	1	206	32	239	31	13	4	48	3	206	25	234	603
08:30 AM	50	10	9	69	2	229	37	268	22	22	5	49	4	221	26	251	637
08:45 AM	44	9	0	53	1	214	45	260	20	12	3	35	3	215	14	232	580
Total	196	90	16	302	6	812	152	970	101	64	13	178	12	841	91	944	2394
Grand Total	386	251	91	728	10	1678	295	1983	240	161	25	426	56	1768	293	2117	5254
Apprch %	53	34.5	12.5		0.5	84.6	14.9		56.3	37.8	5.9		2.6	83.5	13.8		
Total %	7.3	4.8	1.7	13.9	0.2	31.9	5.6	37.7	4.6	3.1	0.5	8.1	1.1	33.7	5.6	40.3	
Passenger Vehicles	380	250	91	721	9	1629	287	1925	238	159	24	421	55	1734	292	2081	5148
% Passenger Vehicles	98.4	99.6	100	99	90	97.1	97.3	97.1	99.2	98.8	96	98.8	98.2	98.1	99.7	98.3	98
Large 2 Axle Vehicles	6	1	0	7	1	30	5	36	2	2	0	4	1	20	1	22	69
% Large 2 Axle Vehicles	1.6	0.4	0	1	10	1.8	1.7	1.8	0.8	1.2	0	0.9	1.8	1.1	0.3	1	1.3
3 Axle Vehicles	0	0	0	0	0	9	1	10	0	0	0	0	0	4	0	4	14
% 3 Axle Vehicles	0	0	0	0	0	0.5	0.3	0.5	0	0	0	0	0	0.2	0	0.2	0.3
4+ Axle Trucks	0	0	0	0	0	10	2	12	0	0	1	1	0	10	0	10	23
% 4+ Axle Trucks	0	0	0	0	0	0.6	0.7	0.6	0	0	4	0.2	0	0.6	0	0.5	0.4

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	44	25	13	82	**2**	**226**	32	260	28	7	2	37	5	202	39	246	625
07:15 AM	**73**	**65**	**35**	**173**	0	207	25	232	31	18	**5**	54	8	211	**69**	288	747
07:30 AM	42	39	19	100	0	211	36	247	**51**	**44**	3	**98**	**27**	**263**	57	**347**	**792**
07:45 AM	31	32	8	71	2	222	**50**	**274**	29	28	2	59	4	251	37	292	696
Total Volume	190	161	75	426	4	866	143	1013	139	97	12	248	44	927	202	1173	2860
% App. Total	44.6	37.8	17.6		0.4	85.5	14.1		56	39.1	4.8		3.8	79	17.2		
PHF	.651	.619	.536	.616	.500	.958	.715	.924	.681	.551	.600	.633	.407	.881	.732	.845	.903

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

City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 84_MEN_Berea_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:15 AM				07:00 AM				07:15 AM				07:00 AM			
+0 mins.	**73**	**65**	**35**	**173**	**2**	**226**	32	260	31	18	**5**	54	5	202	39	246
+15 mins.	42	39	19	100	0	207	25	232	**51**	**44**	3	**98**	8	211	**69**	288
+30 mins.	31	32	8	71	0	211	36	247	29	28	2	59	**27**	**263**	57	**347**
+45 mins.	50	43	5	98	2	222	**50**	**274**	28	17	1	46	4	251	37	292
Total Volume	196	179	67	442	4	866	143	1013	139	107	11	257	44	927	202	1173
% App. Total	44.3	40.5	15.2		0.4	85.5	14.1		54.1	41.6	4.3		3.8	79	17.2	
PHF	.671	.688	.479	.639	.500	.958	.715	.924	.681	.608	.550	.656	.407	.881	.732	.845

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 84_MEN_Berea_New AM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- Passenger Vehicles

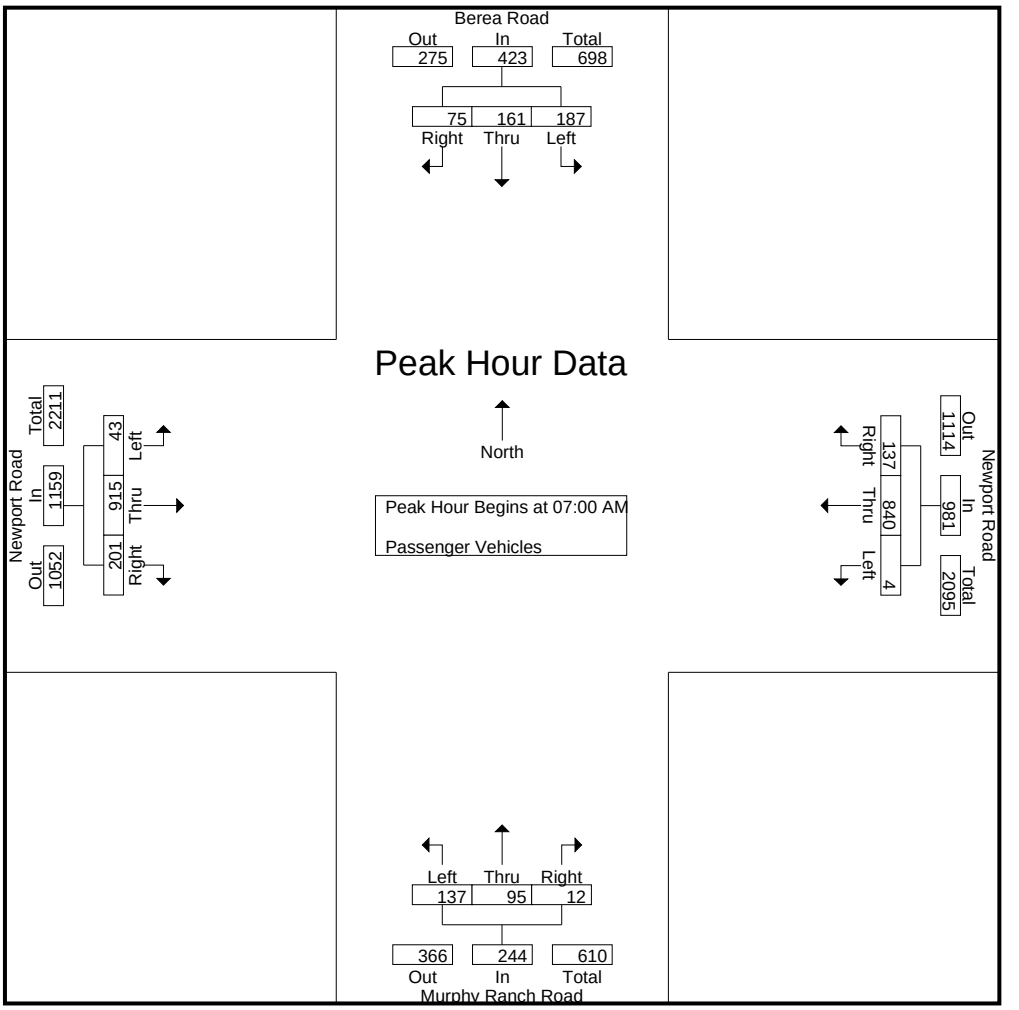
	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	43	25	13	81	2	217	29	248	28	6	2	36	5	201	39	245	610
07:15 AM	72	65	35	172	0	202	25	227	31	18	5	54	8	208	68	284	737
07:30 AM	41	39	19	99	0	204	35	239	50	43	3	96	27	259	57	343	777
07:45 AM	31	32	8	71	2	217	48	267	28	28	2	58	3	247	37	287	683
Total	187	161	75	423	4	840	137	981	137	95	12	244	43	915	201	1159	2807
08:00 AM	50	42	5	97	2	159	37	198	28	17	1	46	2	192	26	220	561
08:15 AM	51	28	2	81	1	200	32	233	31	13	4	48	3	200	25	228	590
08:30 AM	49	10	9	68	1	224	36	261	22	22	5	49	4	215	26	245	623
08:45 AM	43	9	0	52	1	206	45	252	20	12	2	34	3	212	14	229	567
Total	193	89	16	298	5	789	150	944	101	64	12	177	12	819	91	922	2341
Grand Total	380	250	91	721	9	1629	287	1925	238	159	24	421	55	1734	292	2081	5148
Apprch %	52.7	34.7	12.6		0.5	84.6	14.9		56.5	37.8	5.7		2.6	83.3	14		
Total %	7.4	4.9	1.8	14	0.2	31.6	5.6	37.4	4.6	3.1	0.5	8.2	1.1	33.7	5.7	40.4	

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	43	25	13	81	**2**	**217**	29	248	28	6	2	36	5	201	39	245	610
07:15 AM	**72**	**65**	**35**	**172**	0	202	25	227	31	18	**5**	54	8	208	**68**	284	737
07:30 AM	41	39	19	99	0	204	35	239	**50**	**43**	3	**96**	**27**	**259**	57	**343**	**777**
07:45 AM	31	32	8	71	2	217	**48**	**267**	28	28	2	58	3	247	37	287	683
Total Volume	187	161	75	423	4	840	137	981	137	95	12	244	43	915	201	1159	2807
% App. Total	44.2	38.1	17.7		0.4	85.6	14		56.1	38.9	4.9		3.7	78.9	17.3		
PHF	.649	.619	.536	.615	.500	.968	.714	.919	.685	.552	.600	.635	.398	.883	.739	.845	.903

Counts Unlimited, Inc.
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(951)268-6268

City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 84_MEN_Berea_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	43	25	13	81	**2**	**217**	29	248	28	6	2	36	5	201	39	245
+15 mins.	**72**	**65**	**35**	**172**	0	202	25	227	31	18	**5**	54	8	208	**68**	284
+30 mins.	41	39	19	99	0	204	35	239	**50**	**43**	3	**96**	**27**	**259**	57	**343**
+45 mins.	31	32	8	71	2	217	**48**	**267**	28	28	2	58	3	247	37	287
Total Volume	187	161	75	423	4	840	137	981	137	95	12	244	43	915	201	1159
% App. Total	44.2	38.1	17.7		0.4	85.6	14		56.1	38.9	4.9		3.7	78.9	17.3	
PHF	.649	.619	.536	.615	.500	.968	.714	.919	.685	.552	.600	.635	.398	.883	.739	.845

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 84_MEN_Berea_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

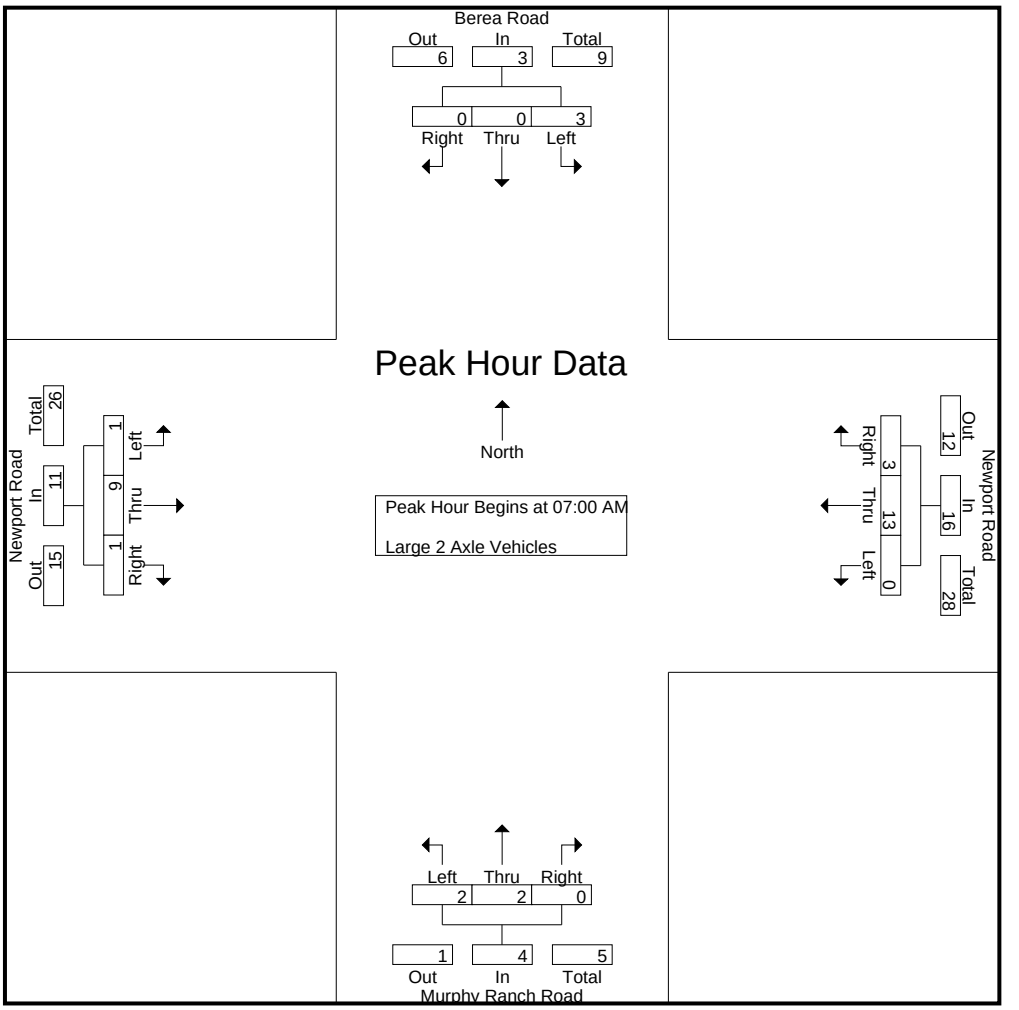
	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	7	2	9	0	1	0	1	0	1	0	1	12
07:15 AM	1	0	0	1	0	3	0	3	0	0	0	0	0	2	1	3	7
07:30 AM	1	0	0	1	0	2	0	2	1	1	0	2	0	3	0	3	8
07:45 AM	0	0	0	0	0	1	1	2	1	0	0	1	1	3	0	4	7
Total	3	0	0	3	0	13	3	16	2	2	0	4	1	9	1	11	34
08:00 AM	0	1	0	1	0	2	1	3	0	0	0	0	0	2	0	2	6
08:15 AM	1	0	0	1	0	5	0	5	0	0	0	0	0	4	0	4	10
08:30 AM	1	0	0	1	1	4	1	6	0	0	0	0	0	3	0	3	10
08:45 AM	1	0	0	1	0	6	0	6	0	0	0	0	0	2	0	2	9
Total	3	1	0	4	1	17	2	20	0	0	0	0	0	11	0	11	35
Grand Total	6	1	0	7	1	30	5	36	2	2	0	4	1	20	1	22	69
Apprch %	85.7	14.3	0		2.8	83.3	13.9		50	50	0		4.5	90.9	4.5		
Total %	8.7	1.4	0	10.1	1.4	43.5	7.2	52.2	2.9	2.9	0	5.8	1.4	29	1.4	31.9	

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	0	0	**1**	0	**7**	**2**	**9**	0	**1**	0	1	0	1	0	1	**12**
07:15 AM	1	0	0	1	0	3	0	3	0	0	0	0	0	2	**1**	3	7
07:30 AM	1	0	0	1	0	2	0	2	**1**	1	0	**2**	0	**3**	0	3	8
07:45 AM	0	0	0	0	0	1	1	2	1	0	0	1	**1**	3	0	**4**	7
Total Volume	3	0	0	3	0	13	3	16	2	2	0	4	1	9	1	11	34
% App. Total	100	0	0		0	81.2	18.8		50	50	0		9.1	81.8	9.1		
PHF	.750	.000	.000	.750	.000	.464	.375	.444	.500	.500	.000	.500	.250	.750	.250	.688	.708

Counts Unlimited, Inc.
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(951)268-6268

City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 84_MEN_Berea_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**1**	0	0	**1**	0	**7**	**2**	**9**	0	**1**	0	1	0	1	0	1
+15 mins.	1	0	0	1	0	3	0	3	0	0	0	0	0	2	**1**	3
+30 mins.	1	0	0	1	0	2	0	2	**1**	1	0	**2**	0	**3**	0	3
+45 mins.	0	0	0	0	0	1	1	2	1	0	0	1	**1**	3	0	**4**
Total Volume	3	0	0	3	0	13	3	16	2	2	0	4	1	9	1	11
% App. Total	100	0	0		0	81.2	18.8		50	50	0		9.1	81.8	9.1	
PHF	.750	.000	.000	.750	.000	.464	.375	.444	.500	.500	.000	.500	.250	.750	.250	.688

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 84_MEN_Berea_New AM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- 3 Axle Vehicles

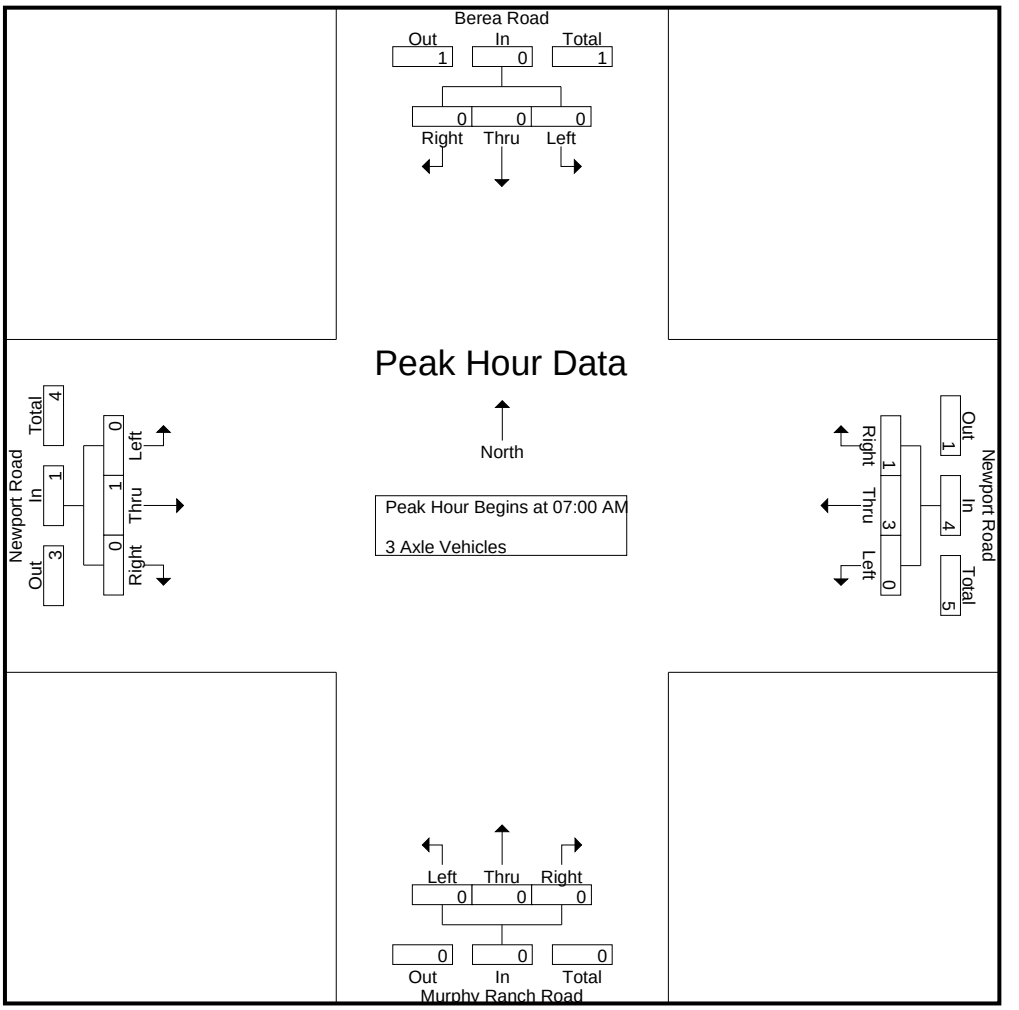
	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	1	4	0	0	0	0	0	1	0	1	5
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
Grand Total	0	0	0	0	0	9	1	10	0	0	0	0	0	4	0	4	14
Apprch %	0	0	0		0	90	10		0	0	0		0	100	0		
Total %	0	0	0	0	0	64.3	7.1	71.4	0	0	0	0	0	28.6	0	28.6	

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	**1**	0	**1**	**2**
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	3	1	4	0	0	0	0	0	1	0	1	5
% App. Total	0	0	0		0	75	25		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.250	1.00	.000	.000	.000	.000	.000	.250	.000	.250	.625

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 84_MEN_Berea_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	1	4	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	75	25		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.750	.250	1.000	.000	.000	.000	.000	.000	.250	.000	.250

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 84_MEN_Berea_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

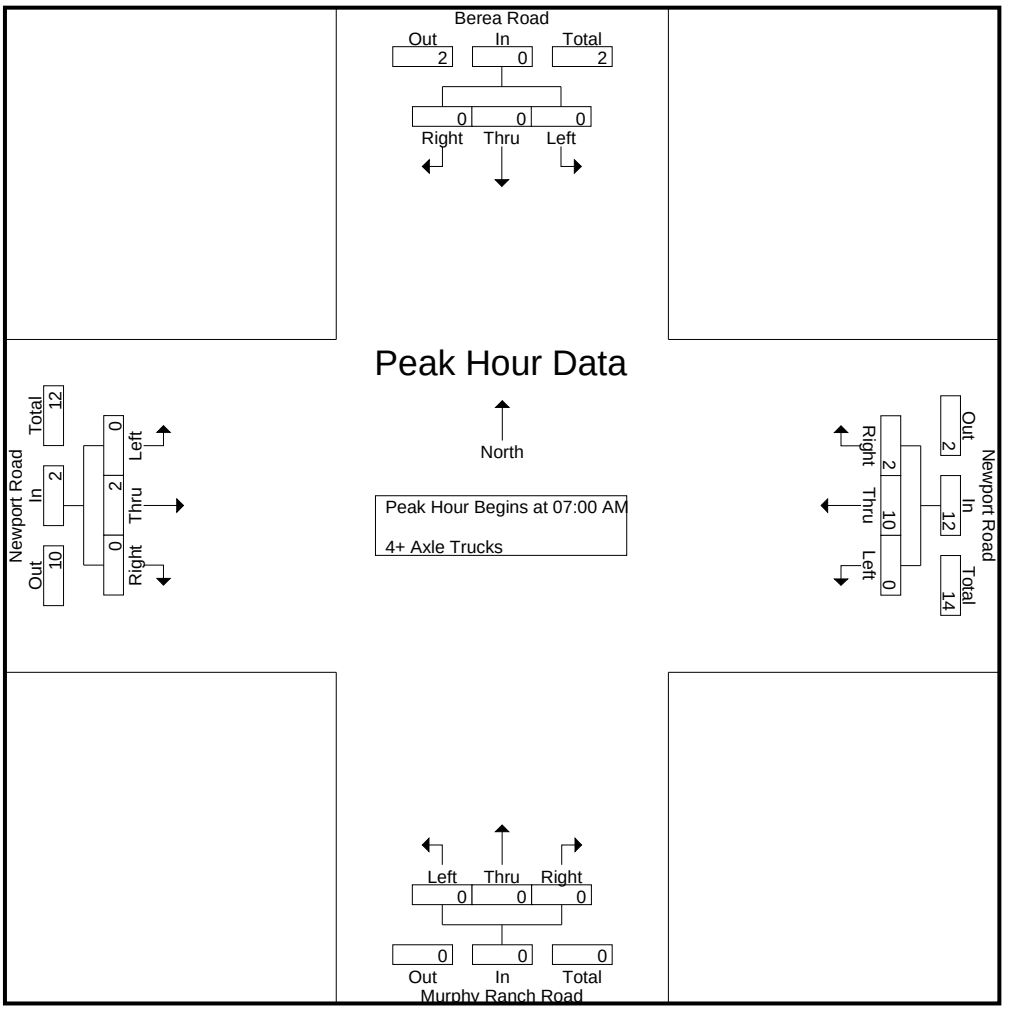
	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	4	1	5	0	0	0	0	0	1	0	1	6
07:45 AM	0	0	0	0	0	3	1	4	0	0	0	0	0	1	0	1	5
Total	0	0	0	0	0	10	2	12	0	0	0	0	0	2	0	2	14
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	8	0	8	9
Grand Total	0	0	0	0	0	10	2	12	0	0	1	1	0	10	0	10	23
Apprch %	0	0	0		0	83.3	16.7		0	0	100		0	100	0		
Total %	0	0	0	0	0	43.5	8.7	52.2	0	0	4.3	4.3	0	43.5	0	43.5	

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	**4**	**1**	**5**	0	0	0	0	0	**1**	0	**1**	**6**
07:45 AM	0	0	0	0	0	3	1	4	0	0	0	0	0	1	0	1	5
Total Volume	0	0	0	0	0	10	2	12	0	0	0	0	0	2	0	2	14
% App. Total	0	0	0		0	83.3	16.7		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.500	.600	.000	.000	.000	.000	.000	.500	.000	.500	.583

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 84_MEN_Berea_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**4**	**1**	**5**	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	3	1	4	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	10	2	12	0	0	0	0	0	2	0	2
% App. Total	0	0	0		0	83.3	16.7		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.625	.500	.600	.000	.000	.000	.000	.000	.500	.000	.500

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 84_MEN_Berea_New PM
Site Code : 00322418
Start Date : 5/25/2022

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

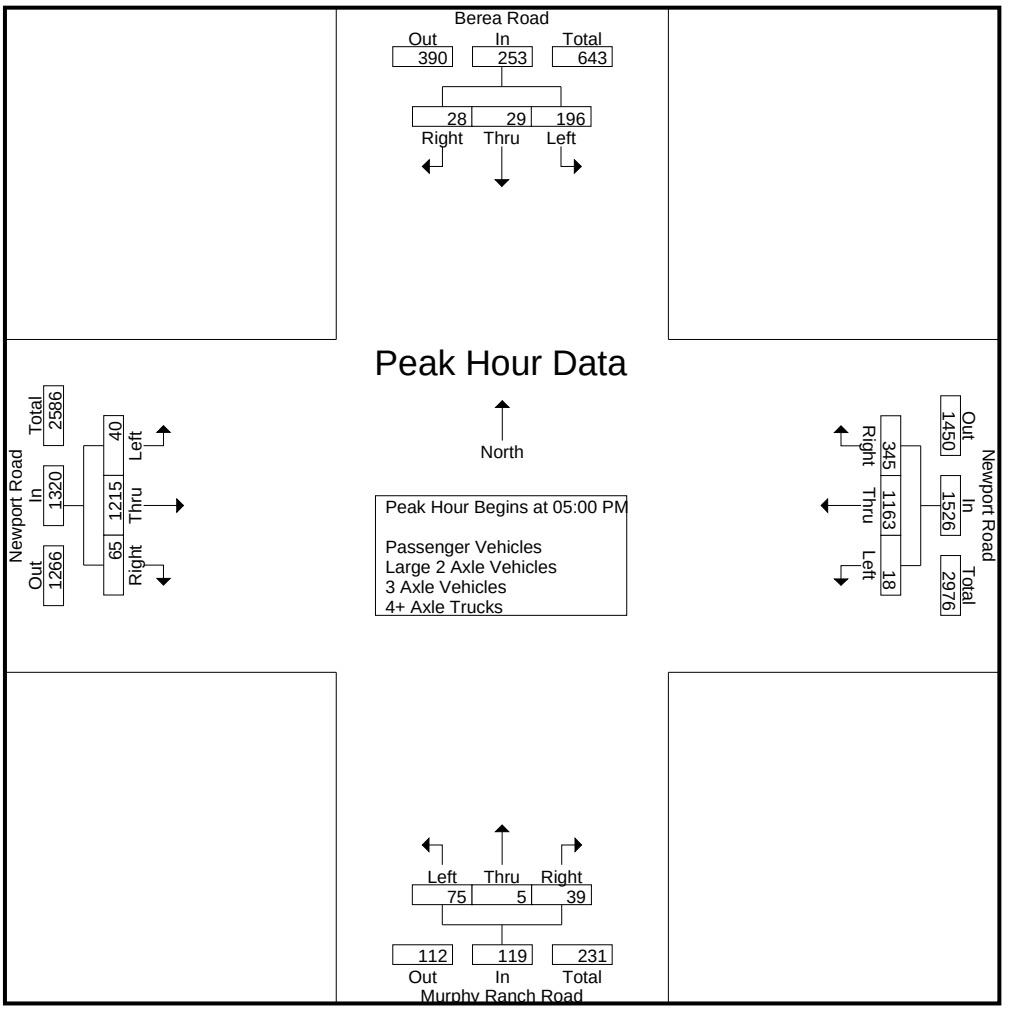
	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	49	9	9	67	8	276	82	366	7	0	8	15	5	261	21	287	735
04:15 PM	47	7	11	65	11	319	95	425	14	1	10	25	6	304	14	324	839
04:30 PM	49	15	3	67	13	261	72	346	12	0	6	18	13	281	14	308	739
04:45 PM	53	7	8	68	6	288	92	386	11	0	11	22	6	270	15	291	767
Total	198	38	31	267	38	1144	341	1523	44	1	35	80	30	1116	64	1210	3080
05:00 PM	50	6	10	66	6	295	88	389	26	0	9	35	7	316	17	340	830
05:15 PM	45	9	10	64	5	306	74	385	20	1	10	31	19	313	16	348	828
05:30 PM	47	8	5	60	4	302	81	387	15	3	9	27	7	294	15	316	790
05:45 PM	54	6	3	63	3	260	102	365	14	1	11	26	7	292	17	316	770
Total	196	29	28	253	18	1163	345	1526	75	5	39	119	40	1215	65	1320	3218
Grand Total	394	67	59	520	56	2307	686	3049	119	6	74	199	70	2331	129	2530	6298
Apprch %	75.8	12.9	11.3		1.8	75.7	22.5		59.8	3	37.2		2.8	92.1	5.1		
Total %	6.3	1.1	0.9	8.3	0.9	36.6	10.9	48.4	1.9	0.1	1.2	3.2	1.1	37	2	40.2	
Passenger Vehicles	392	66	58	516	56	2288	685	3029	118	6	73	197	69	2309	128	2506	6248
% Passenger Vehicles	99.5	98.5	98.3	99.2	100	99.2	99.9	99.3	99.2	100	98.6	99	98.6	99.1	99.2	99.1	99.2
Large 2 Axle Vehicles	2	1	1	4	0	17	1	18	1	0	1	2	1	18	1	20	44
% Large 2 Axle Vehicles	0.5	1.5	1.7	0.8	0	0.7	0.1	0.6	0.8	0	1.4	1	1.4	0.8	0.8	0.8	0.7
3 Axle Vehicles	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	50	6	**10**	**66**	**6**	295	88	**389**	**26**	0	9	**35**	7	**316**	**17**	340	**830**
05:15 PM	45	**9**	10	64	5	**306**	74	385	20	1	10	31	**19**	313	16	**348**	828
05:30 PM	47	8	5	60	4	302	81	387	15	**3**	9	27	7	294	15	316	790
05:45 PM	**54**	6	3	63	3	260	**102**	365	14	1	**11**	26	7	292	17	316	770
Total Volume	196	29	28	253	18	1163	345	1526	75	5	39	119	40	1215	65	1320	3218
% App. Total	77.5	11.5	11.1		1.2	76.2	22.6		63	4.2	32.8		3	92	4.9		
PHF	.907	.806	.700	.958	.750	.950	.846	.981	.721	.417	.886	.850	.526	.961	.956	.948	.969

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 84_MEN_Berea_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:45 PM				05:00 PM				05:00 PM			
+0 mins.	49	9	9	67	**6**	288	**92**	386	**26**	0	9	**35**	7	**316**	**17**	340
+15 mins.	47	7	**11**	65	6	295	88	**389**	20	1	10	31	**19**	313	16	**348**
+30 mins.	49	**15**	3	67	5	**306**	74	385	15	**3**	9	27	7	294	15	316
+45 mins.	**53**	7	8	**68**	4	302	81	387	14	1	**11**	26	7	292	17	316
Total Volume	198	38	31	267	21	1191	335	1547	75	5	39	119	40	1215	65	1320
% App. Total	74.2	14.2	11.6		1.4	77	21.7		63	4.2	32.8		3	92	4.9	
PHF	.934	.633	.705	.982	.875	.973	.910	.994	.721	.417	.886	.850	.526	.961	.956	.948

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 84_MEN_Berea_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

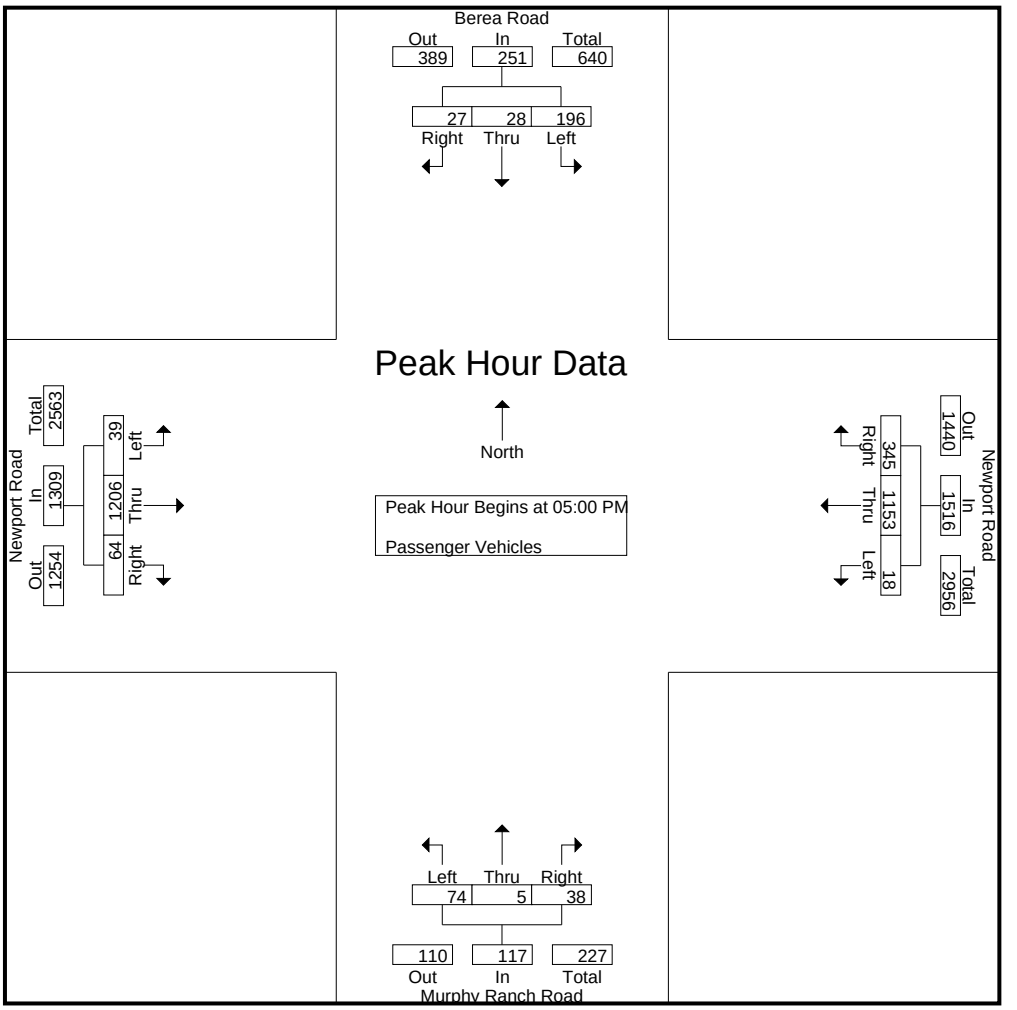
	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	49	9	9	67	8	275	81	364	7	0	8	15	5	258	21	284	730
04:15 PM	47	7	11	65	11	317	95	423	14	1	10	25	6	300	14	320	833
04:30 PM	48	15	3	66	13	259	72	344	12	0	6	18	13	279	14	306	734
04:45 PM	52	7	8	67	6	284	92	382	11	0	11	22	6	266	15	287	758
Total	196	38	31	265	38	1135	340	1513	44	1	35	80	30	1103	64	1197	3055
05:00 PM	50	6	9	65	6	293	88	387	25	0	9	34	7	314	17	338	824
05:15 PM	45	9	10	64	5	304	74	383	20	1	10	31	18	309	15	342	820
05:30 PM	47	8	5	60	4	297	81	382	15	3	9	27	7	292	15	314	783
05:45 PM	54	5	3	62	3	259	102	364	14	1	10	25	7	291	17	315	766
Total	196	28	27	251	18	1153	345	1516	74	5	38	117	39	1206	64	1309	3193
Grand Total	392	66	58	516	56	2288	685	3029	118	6	73	197	69	2309	128	2506	6248
Apprch %	76	12.8	11.2		1.8	75.5	22.6		59.9	3	37.1		2.8	92.1	5.1		
Total %	6.3	1.1	0.9	8.3	0.9	36.6	11	48.5	1.9	0.1	1.2	3.2	1.1	37	2	40.1	

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	50	6	9	**65**	**6**	293	88	**387**	**25**	0	9	**34**	7	**314**	**17**	338	**824**
05:15 PM	45	**9**	**10**	64	5	**304**	74	383	20	1	**10**	31	**18**	309	15	**342**	820
05:30 PM	47	8	5	60	4	297	81	382	15	**3**	9	27	7	292	15	314	783
05:45 PM	**54**	5	3	62	3	259	**102**	364	14	1	10	25	7	291	17	315	766
Total Volume	196	28	27	251	18	1153	345	1516	74	5	38	117	39	1206	64	1309	3193
% App. Total	78.1	11.2	10.8		1.2	76.1	22.8		63.2	4.3	32.5		3	92.1	4.9		
PHF	.907	.778	.675	.965	.750	.948	.846	.979	.740	.417	.950	.860	.542	.960	.941	.957	.969

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 84_MEN_Berea_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	50	6	9	**65**	**6**	293	88	**387**	**25**	0	9	**34**	7	**314**	**17**	338
+15 mins.	45	**9**	**10**	64	5	**304**	74	383	20	1	**10**	31	**18**	309	15	**342**
+30 mins.	47	8	5	60	4	297	81	382	15	**3**	9	27	7	292	15	314
+45 mins.	**54**	5	3	62	3	259	**102**	364	14	1	10	25	7	291	17	315
Total Volume	196	28	27	251	18	1153	345	1516	74	5	38	117	39	1206	64	1309
% App. Total	78.1	11.2	10.8		1.2	76.1	22.8		63.2	4.3	32.5		3	92.1	4.9	
PHF	.907	.778	.675	.965	.750	.948	.846	.979	.740	.417	.950	.860	.542	.960	.941	.957

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 84_MEN_Berea_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

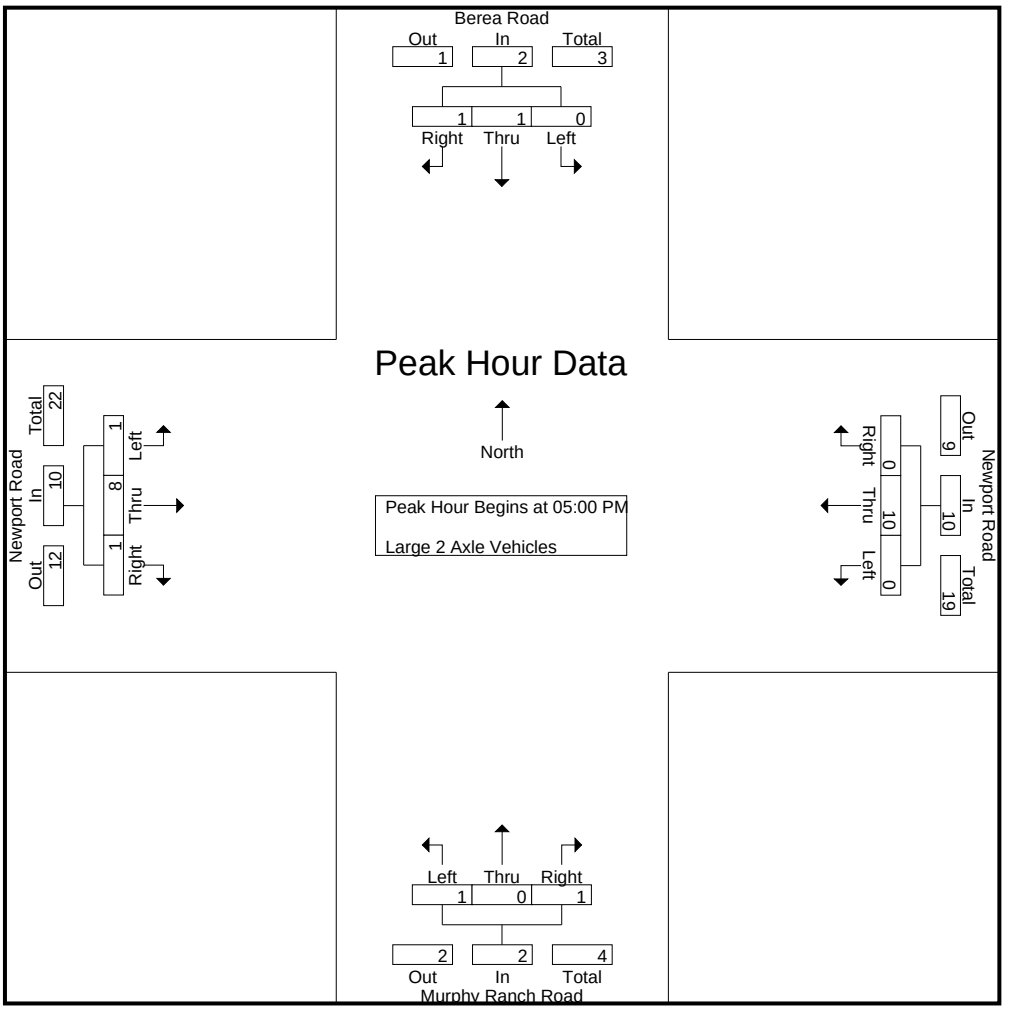
	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	3	0	3	5
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
04:30 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	2	0	2	5
04:45 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	2	0	2	5
Total	2	0	0	2	0	7	1	8	0	0	0	0	0	10	0	10	20
05:00 PM	0	0	1	1	0	2	0	2	1	0	0	1	0	2	0	2	6
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	1	4	1	6	8
05:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	6
05:45 PM	0	1	0	1	0	1	0	1	0	0	1	1	0	1	0	1	4
Total	0	1	1	2	0	10	0	10	1	0	1	2	1	8	1	10	24
Grand Total	2	1	1	4	0	17	1	18	1	0	1	2	1	18	1	20	44
Apprch %	50	25	25		0	94.4	5.6		50	0	50		5	90	5		
Total %	4.5	2.3	2.3	9.1	0	38.6	2.3	40.9	2.3	0	2.3	4.5	2.3	40.9	2.3	45.5	

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	**1**	**1**	0	2	0	2	**1**	0	0	**1**	0	2	0	2	6
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	**1**	**4**	**1**	**6**	**8**
05:30 PM	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	1	0	1	6
05:45 PM	0	**1**	0	1	0	1	0	1	0	0	**1**	1	0	1	0	1	4
Total Volume	0	1	1	2	0	10	0	10	1	0	1	2	1	8	1	10	24
% App. Total	0	50	50		0	100	0		50	0	50		10	80	10		
PHF	.000	.250	.250	.500	.000	.500	.000	.500	.250	.000	.250	.500	.250	.500	.250	.417	.750

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 84_MEN_Berea_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	**1**	**1**	0	2	0	2	**1**	0	0	**1**	0	2	0	2
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	**1**	**4**	**1**	**6**
+30 mins.	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	1	0	1
+45 mins.	0	**1**	0	1	0	1	0	1	0	0	**1**	1	0	1	0	1
Total Volume	0	1	1	2	0	10	0	10	1	0	1	2	1	8	1	10
% App. Total	0	50	50		0	100	0		50	0	50		10	80	10	
PHF	.000	.250	.250	.500	.000	.500	.000	.500	.250	.000	.250	.500	.250	.500	.250	.417

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 84_MEN_Berea_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

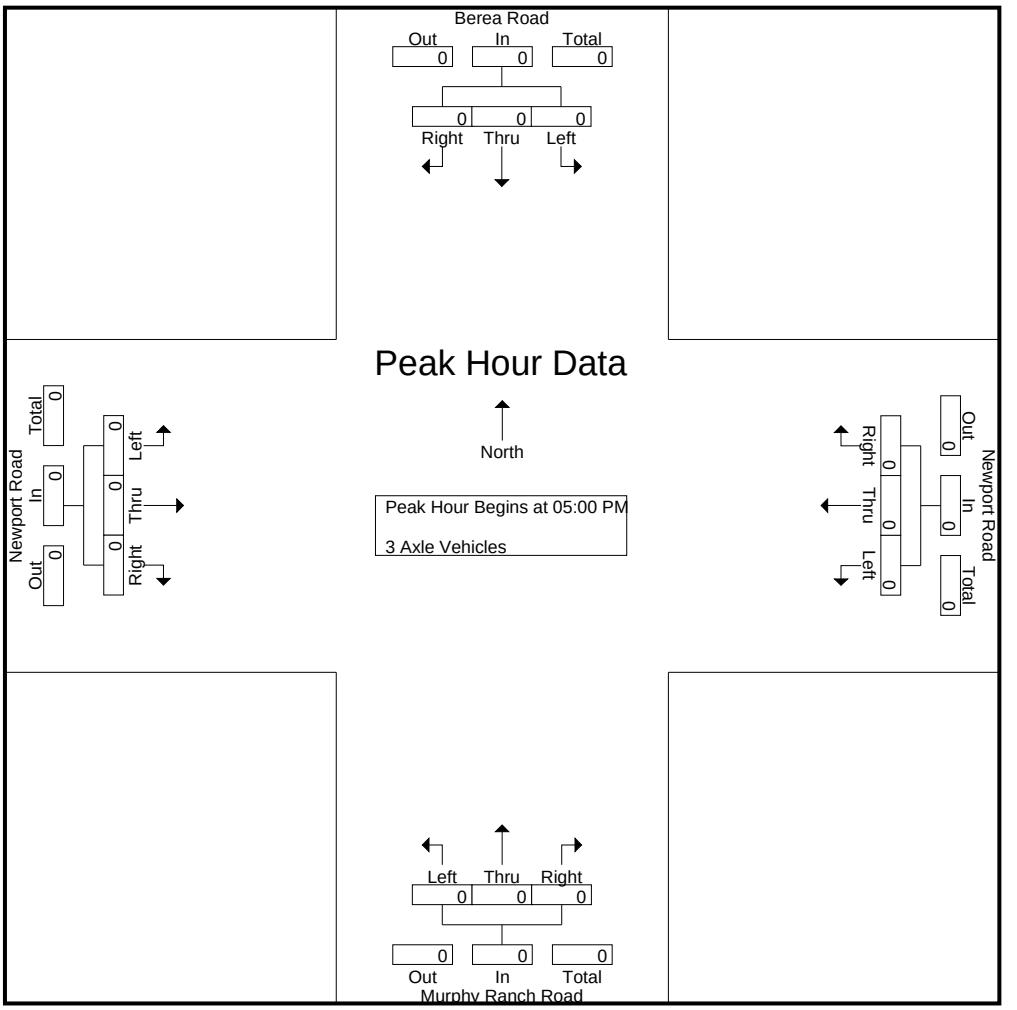
	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	25	0	25	0	0	0	0	0	75	0	75	

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 84_MEN_Berea_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 84_MEN_Berea_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

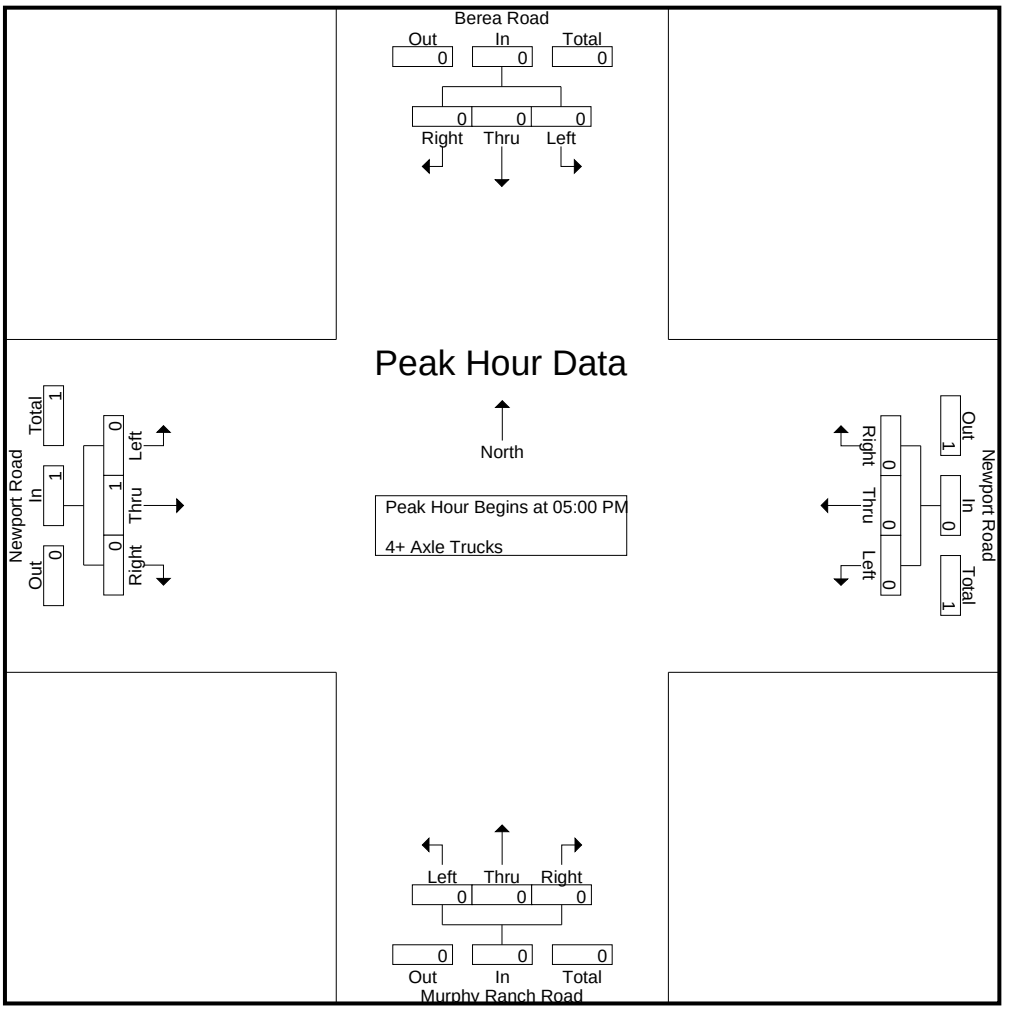
	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	50	0	50	0	0	0	0	0	50	0	50	

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

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 84_MEN_Berea_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

Location: Menifee
N/S: Berea Road/Murphy Ranch Rd
E/W: Newport Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Berea Road	East Leg Newport Road	South Leg Murphy Ranch Road	West Leg Newport Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1
8:00 AM	0	0	1	0	1
8:15 AM	0	0	3	0	3
8:30 AM	0	0	3	0	3
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	7	1	8

	North Leg Berea Road	East Leg Newport Road	South Leg Murphy Ranch Road	West Leg Newport Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	1	0	0	0	1
5:30 PM	0	0	0	1	1
5:45 PM	2	0	11	0	13
TOTAL VOLUMES:	3	2	11	1	17

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Location: Menifee
N/S: Berea Road/Murphy Ranch Rd
E/W: Newport Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Berea Road			Westbound Newport Road			Northbound Murphy Ranch Road			Eastbound Newport Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	2	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	2	0	0	0	0	0	0	0	0	0	1	0	3
8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
TOTAL VOLUMES:	6	0	0	0	1	0	0	0	1	0	1	0	9

	Southbound Berea Road			Westbound Newport Road			Northbound Murphy Ranch Road			Eastbound Newport Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	1	0	0	0	1	0	3

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City of Menifee
N/S: Murrieta Road
E/W: Newport Road
Weather: Clear

File Name : 85_MEN_Murr_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

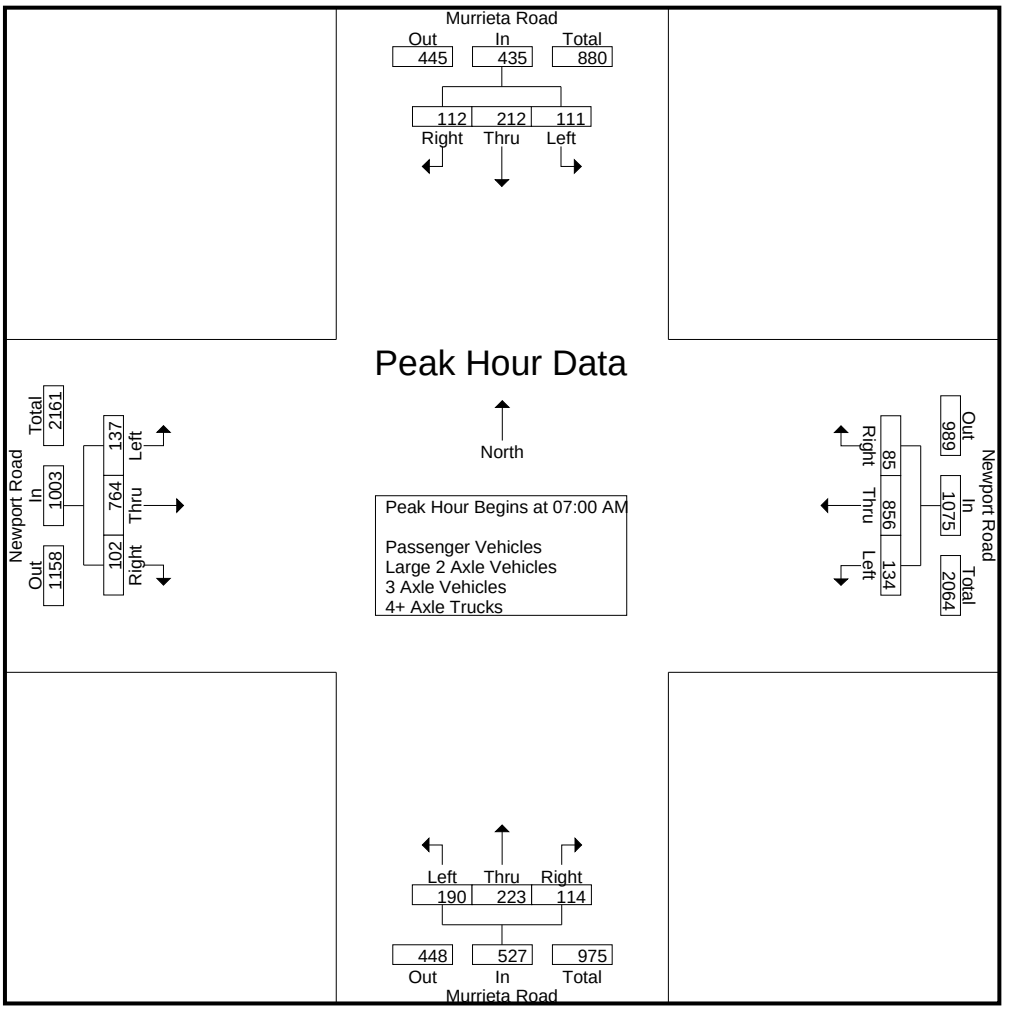
	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	23	39	27	89	24	199	18	241	54	49	28	131	22	198	22	242	703
07:15 AM	26	36	24	86	31	206	33	270	44	60	27	131	50	196	24	270	757
07:30 AM	34	65	28	127	37	233	20	290	49	53	37	139	26	186	26	238	794
07:45 AM	28	72	33	133	42	218	14	274	43	61	22	126	39	184	30	253	786
Total	111	212	112	435	134	856	85	1075	190	223	114	527	137	764	102	1003	3040
08:00 AM	17	37	28	82	24	192	14	230	42	28	31	101	33	169	22	224	637
08:15 AM	32	52	27	111	32	198	10	240	43	51	22	116	32	159	13	204	671
08:30 AM	20	54	41	115	25	207	10	242	41	25	30	96	29	227	19	275	728
08:45 AM	33	42	29	104	31	210	11	252	52	46	42	140	26	170	21	217	713
Total	102	185	125	412	112	807	45	964	178	150	125	453	120	725	75	920	2749
Grand Total	213	397	237	847	246	1663	130	2039	368	373	239	980	257	1489	177	1923	5789
Apprch %	25.1	46.9	28		12.1	81.6	6.4		37.6	38.1	24.4		13.4	77.4	9.2		
Total %	3.7	6.9	4.1	14.6	4.2	28.7	2.2	35.2	6.4	6.4	4.1	16.9	4.4	25.7	3.1	33.2	
Passenger Vehicles	205	386	231	822	242	1629	125	1996	362	363	234	959	248	1440	164	1852	5629
% Passenger Vehicles	96.2	97.2	97.5	97	98.4	98	96.2	97.9	98.4	97.3	97.9	97.9	96.5	96.7	92.7	96.3	97.2
Large 2 Axle Vehicles	4	10	6	20	3	16	3	22	4	10	5	19	4	30	10	44	105
% Large 2 Axle Vehicles	1.9	2.5	2.5	2.4	1.2	1	2.3	1.1	1.1	2.7	2.1	1.9	1.6	2	5.6	2.3	1.8
3 Axle Vehicles	3	0	0	3	0	5	0	5	0	0	0	0	0	11	1	12	20
% 3 Axle Vehicles	1.4	0	0	0.4	0	0.3	0	0.2	0	0	0	0	0	0.7	0.6	0.6	0.3
4+ Axle Trucks	1	1	0	2	1	13	2	16	2	0	0	2	5	8	2	15	35
% 4+ Axle Trucks	0.5	0.3	0	0.2	0.4	0.8	1.5	0.8	0.5	0	0	0.2	1.9	0.5	1.1	0.8	0.6

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	23	39	27	89	24	199	18	241	**54**	49	28	131	22	**198**	22	242	703
07:15 AM	26	36	24	86	31	206	**33**	270	44	60	27	131	**50**	196	24	**270**	757
07:30 AM	**34**	65	28	127	37	**233**	20	**290**	49	53	**37**	**139**	26	186	26	238	**794**
07:45 AM	28	**72**	**33**	**133**	**42**	218	14	274	43	**61**	22	126	39	184	**30**	253	786
Total Volume	111	212	112	435	134	856	85	1075	190	223	114	527	137	764	102	1003	3040
% App. Total	25.5	48.7	25.7		12.5	79.6	7.9		36.1	42.3	21.6		13.7	76.2	10.2		
PHF	.816	.736	.848	.818	.798	.918	.644	.927	.880	.914	.770	.948	.685	.965	.850	.929	.957

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City of Menifee
N/S: Murrieta Road
E/W: Newport Road
Weather: Clear

File Name : 85_MEN_Murr_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:30 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**34**	65	28	127	24	199	18	241	**54**	49	28	131	22	**198**	22	242
+15 mins.	28	**72**	**33**	**133**	31	206	**33**	270	44	60	27	131	**50**	196	24	**270**
+30 mins.	17	37	28	82	37	**233**	20	**290**	49	53	**37**	**139**	26	186	26	238
+45 mins.	32	52	27	111	**42**	218	14	274	43	**61**	22	126	39	184	**30**	253
Total Volume	111	226	116	453	134	856	85	1075	190	223	114	527	137	764	102	1003
% App. Total	24.5	49.9	25.6		12.5	79.6	7.9		36.1	42.3	21.6		13.7	76.2	10.2	
PHF	.816	.785	.879	.852	.798	.918	.644	.927	.880	.914	.770	.948	.685	.965	.850	.929

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City of Menifee
N/S: Murrieta Road
E/W: Newport Road
Weather: Clear

File Name : 85_MEN_Murr_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

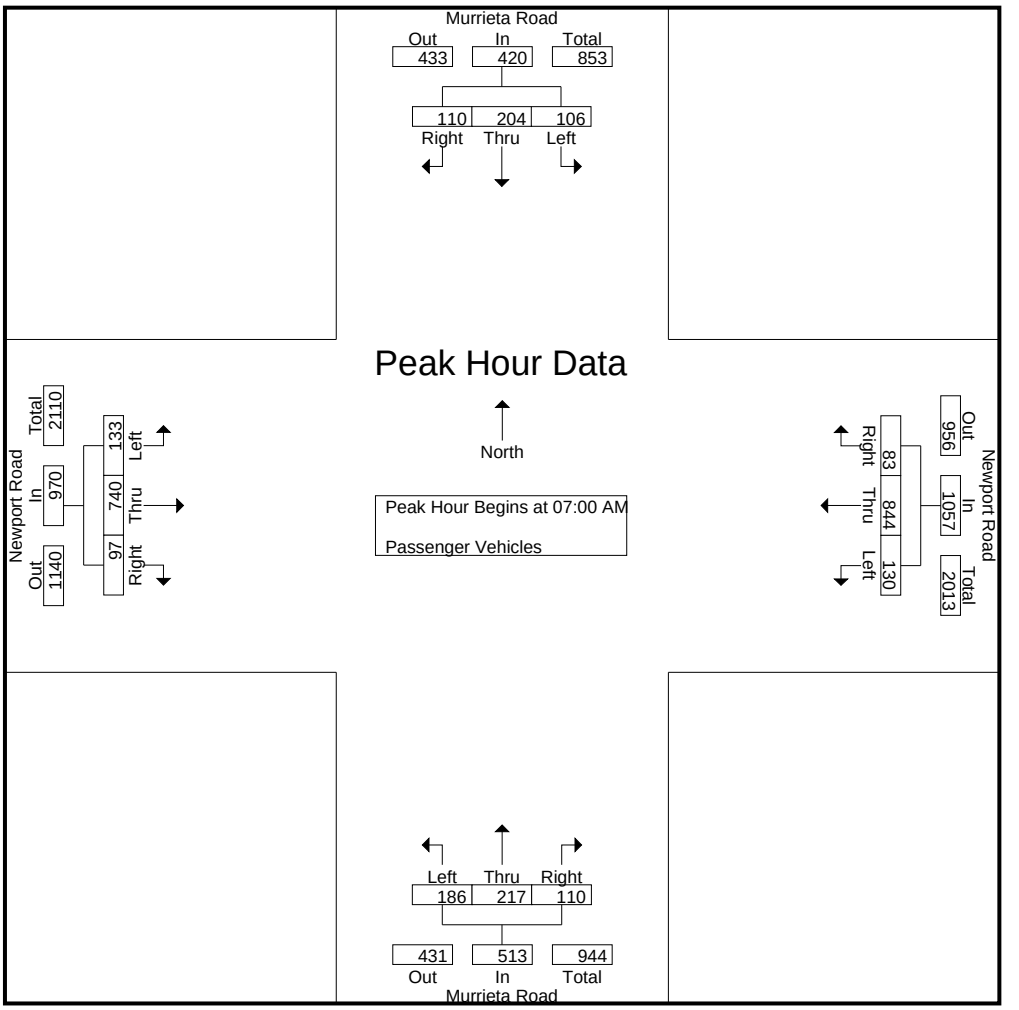
	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	20	35	27	82	23	196	17	236	53	49	26	128	21	187	20	228	674
07:15 AM	26	35	23	84	29	204	33	266	43	57	26	126	48	195	22	265	741
07:30 AM	33	64	28	125	37	229	19	285	48	50	37	135	25	179	26	230	775
07:45 AM	27	70	32	129	41	215	14	270	42	61	21	124	39	179	29	247	770
Total	106	204	110	420	130	844	83	1057	186	217	110	513	133	740	97	970	2960
08:00 AM	16	35	28	79	24	187	12	223	42	27	31	100	30	164	18	212	614
08:15 AM	31	52	27	110	32	193	10	235	43	49	21	113	31	154	11	196	654
08:30 AM	20	53	38	111	25	200	10	235	39	25	30	94	29	221	19	269	709
08:45 AM	32	42	28	102	31	205	10	246	52	45	42	139	25	161	19	205	692
Total	99	182	121	402	112	785	42	939	176	146	124	446	115	700	67	882	2669
Grand Total	205	386	231	822	242	1629	125	1996	362	363	234	959	248	1440	164	1852	5629
Apprch %	24.9	47	28.1		12.1	81.6	6.3		37.7	37.9	24.4		13.4	77.8	8.9		
Total %	3.6	6.9	4.1	14.6	4.3	28.9	2.2	35.5	6.4	6.4	4.2	17	4.4	25.6	2.9	32.9	

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	20	35	27	82	23	196	17	236	**53**	49	26	128	21	187	20	228	674
07:15 AM	26	35	23	84	29	204	**33**	266	43	57	26	126	**48**	**195**	22	**265**	741
07:30 AM	**33**	64	28	125	37	**229**	19	**285**	48	50	**37**	**135**	25	179	26	230	**775**
07:45 AM	27	**70**	**32**	**129**	**41**	215	14	270	42	**61**	21	124	39	179	**29**	247	770
Total Volume	106	204	110	420	130	844	83	1057	186	217	110	513	133	740	97	970	2960
% App. Total	25.2	48.6	26.2		12.3	79.8	7.9		36.3	42.3	21.4		13.7	76.3	10		
PHF	.803	.729	.859	.814	.793	.921	.629	.927	.877	.889	.743	.950	.693	.949	.836	.915	.955

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City of Menifee
N/S: Murrieta Road
E/W: Newport Road
Weather: Clear

File Name : 85_MEN_Murr_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	20	35	27	82	23	196	17	236	**53**	49	26	128	21	187	20	228
+15 mins.	26	35	23	84	29	204	**33**	266	43	57	26	126	**48**	**195**	22	**265**
+30 mins.	**33**	64	28	125	37	**229**	19	**285**	48	50	**37**	**135**	25	179	26	230
+45 mins.	27	**70**	**32**	**129**	**41**	215	14	270	42	**61**	21	124	39	179	**29**	247
Total Volume	106	204	110	420	130	844	83	1057	186	217	110	513	133	740	97	970
% App. Total	25.2	48.6	26.2		12.3	79.8	7.9		36.3	42.3	21.4		13.7	76.3	10	
PHF	.803	.729	.859	.814	.793	.921	.629	.927	.877	.889	.743	.950	.693	.949	.836	.915

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City of Menifee
N/S: Murrieta Road
E/W: Newport Road
Weather: Clear

File Name : 85_MEN_Murr_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

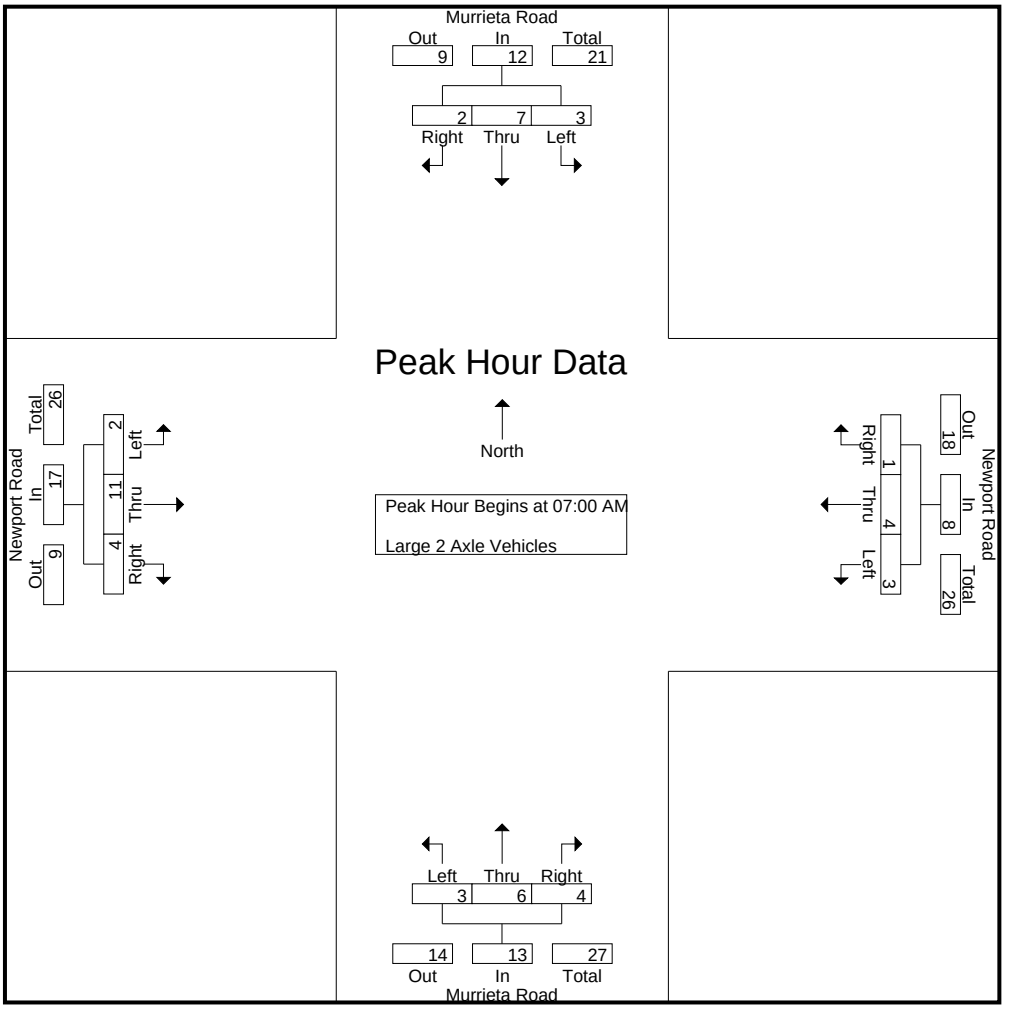
	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	3	0	5	1	1	0	2	1	0	2	3	1	8	1	10	20
07:15 AM	0	1	1	2	1	2	0	3	0	3	1	4	1	0	2	3	12
07:30 AM	0	1	0	1	0	1	1	2	1	3	0	4	0	2	0	2	9
07:45 AM	1	2	1	4	1	0	0	1	1	0	1	2	0	1	1	2	9
Total	3	7	2	12	3	4	1	8	3	6	4	13	2	11	4	17	50
08:00 AM	0	2	0	2	0	2	1	3	0	1	0	1	2	3	3	8	14
08:15 AM	1	0	0	1	0	4	0	4	0	2	1	3	0	4	1	5	13
08:30 AM	0	1	3	4	0	4	0	4	1	0	0	1	0	5	0	5	14
08:45 AM	0	0	1	1	0	2	1	3	0	1	0	1	0	7	2	9	14
Total	1	3	4	8	0	12	2	14	1	4	1	6	2	19	6	27	55
Grand Total	4	10	6	20	3	16	3	22	4	10	5	19	4	30	10	44	105
Apprch %	20	50	30		13.6	72.7	13.6		21.1	52.6	26.3		9.1	68.2	22.7		
Total %	3.8	9.5	5.7	19	2.9	15.2	2.9	21	3.8	9.5	4.8	18.1	3.8	28.6	9.5	41.9	

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**2**	**3**	0	**5**	**1**	1	0	2	**1**	0	**2**	3	**1**	**8**	1	**10**	**20**
07:15 AM	0	1	**1**	2	1	**2**	0	**3**	0	**3**	1	**4**	1	0	**2**	3	12
07:30 AM	0	1	0	1	0	1	**1**	2	1	3	0	4	0	2	0	2	9
07:45 AM	1	2	1	4	1	0	0	1	1	0	1	2	0	1	1	2	9
Total Volume	3	7	2	12	3	4	1	8	3	6	4	13	2	11	4	17	50
% App. Total	25	58.3	16.7		37.5	50	12.5		23.1	46.2	30.8		11.8	64.7	23.5		
PHF	.375	.583	.500	.600	.750	.500	.250	.667	.750	.500	.500	.813	.500	.344	.500	.425	.625

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City of Menifee
N/S: Murrieta Road
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Weather: Clear

File Name : 85_MEN_Murr_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**2**	**3**	0	**5**	**1**	1	0	2	**1**	0	**2**	3	**1**	**8**	1	**10**
+15 mins.	0	1	**1**	2	1	**2**	0	**3**	0	**3**	1	**4**	1	0	**2**	3
+30 mins.	0	1	0	1	0	1	**1**	2	1	3	0	4	0	2	0	2
+45 mins.	1	2	1	4	1	0	0	1	1	0	1	2	0	1	1	2
Total Volume	3	7	2	12	3	4	1	8	3	6	4	13	2	11	4	17
% App. Total	25	58.3	16.7		37.5	50	12.5		23.1	46.2	30.8		11.8	64.7	23.5	
PHF	.375	.583	.500	.600	.750	.500	.250	.667	.750	.500	.500	.813	.500	.344	.500	.425

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City of Menifee
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E/W: Newport Road
Weather: Clear

File Name : 85_MEN_Murr_New AM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- 3 Axle Vehicles

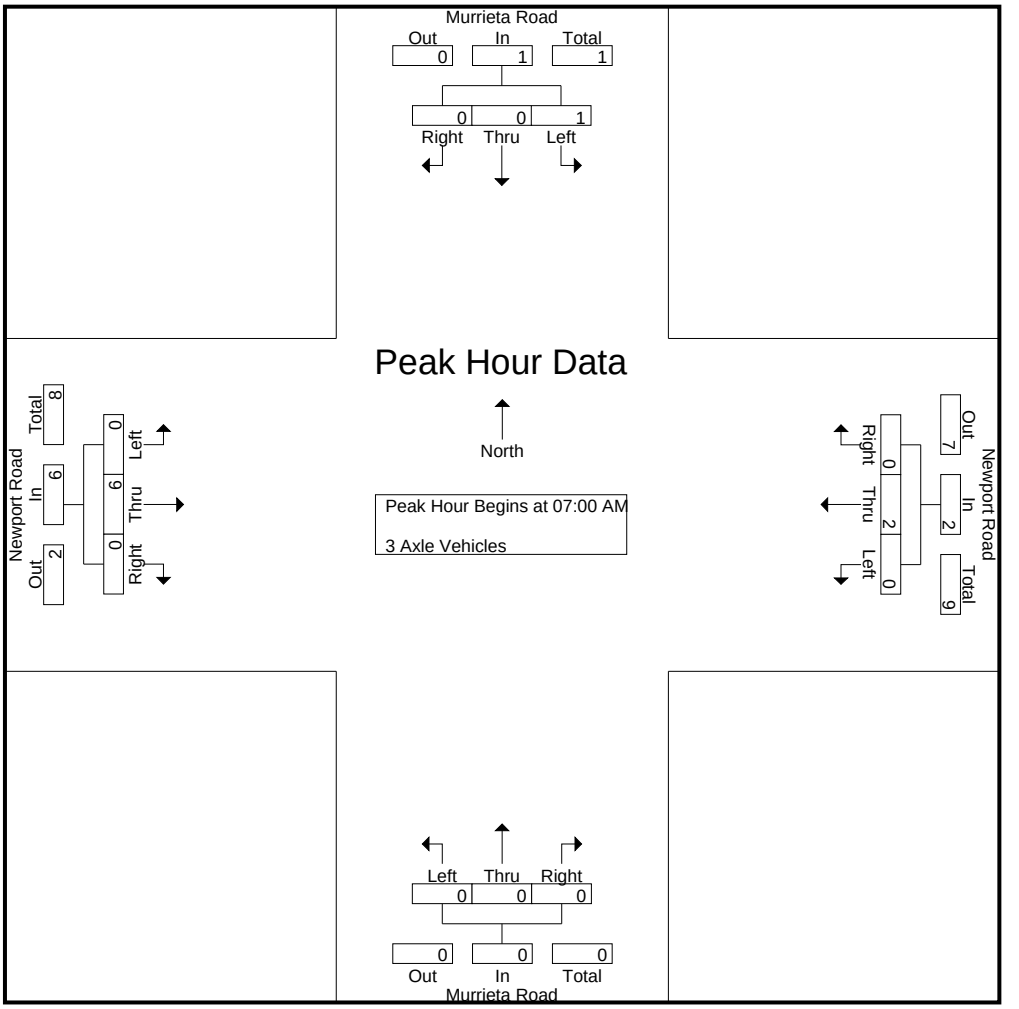
	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	1	0	0	1	0	2	0	2	0	0	0	0	0	6	0	6	9
08:00 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	2	1	3	6
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	2	0	0	2	0	3	0	3	0	0	0	0	0	5	1	6	11
Grand Total	3	0	0	3	0	5	0	5	0	0	0	0	0	11	1	12	20
Apprch %	100	0	0		0	100	0		0	0	0		0	91.7	8.3		
Total %	15	0	0	15	0	25	0	25	0	0	0	0	0	55	5	60	

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**	**3**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	2	0	2	3
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total Volume	1	0	0	1	0	2	0	2	0	0	0	0	0	6	0	6	9
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.750

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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
Total Volume	1	0	0	1	0	2	0	2	0	0	0	0	0	6	0	6
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750

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City of Menifee
N/S: Murrieta Road
E/W: Newport Road
Weather: Clear

File Name : 85_MEN_Murr_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

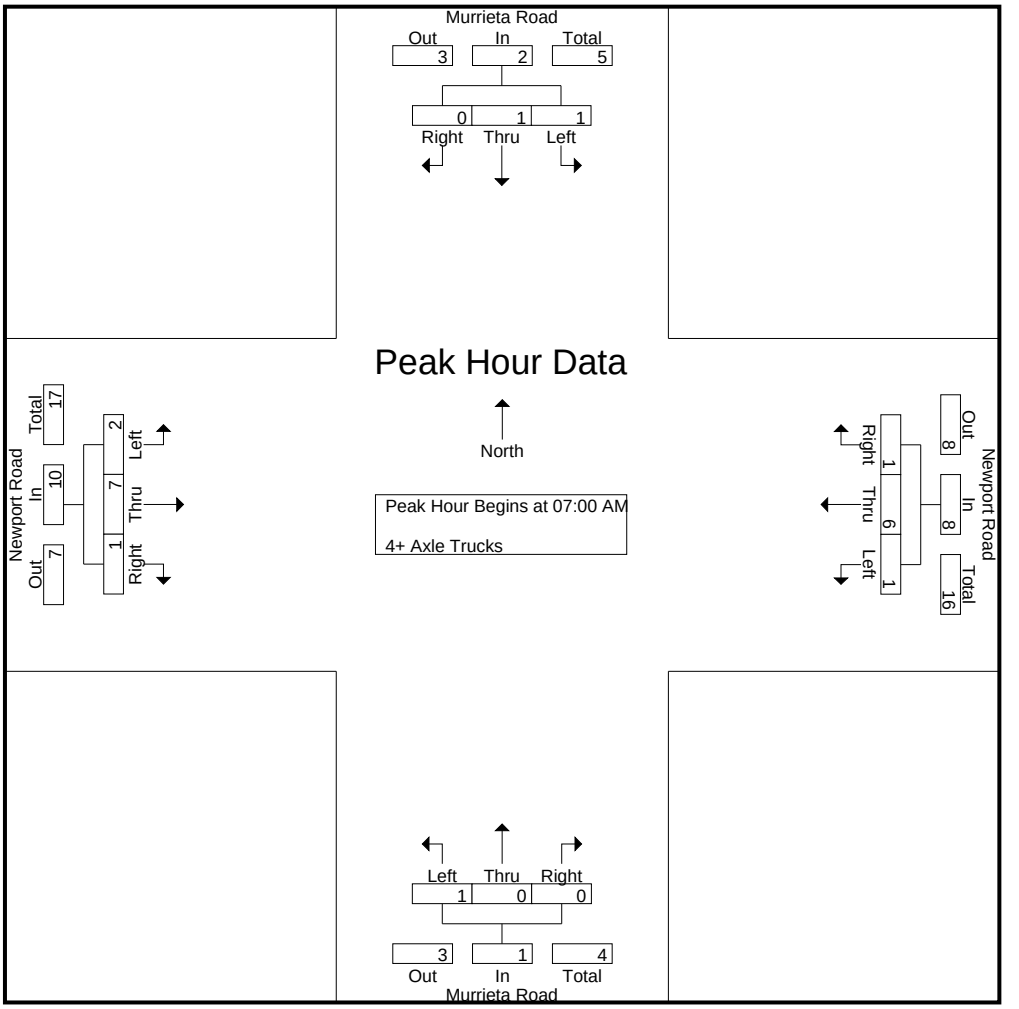
	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	0	2	0	1	1	2	0	0	0	0	0	1	1	2	6
07:15 AM	0	0	0	0	1	0	0	1	1	0	0	1	1	1	0	2	4
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	1	3	0	4	7
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	1	1	0	2	1	6	1	8	1	0	0	1	2	7	1	10	21
08:00 AM	0	0	0	0	0	1	1	2	0	0	0	0	1	0	0	1	3
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	2	3
08:30 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	0	0	0	3
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	1	1	0	2	5
Total	0	0	0	0	0	7	1	8	1	0	0	1	3	1	1	5	14
Grand Total	1	1	0	2	1	13	2	16	2	0	0	2	5	8	2	15	35
Apprch %	50	50	0		6.2	81.2	12.5		100	0	0		33.3	53.3	13.3		
Total %	2.9	2.9	0	5.7	2.9	37.1	5.7	45.7	5.7	0	0	5.7	14.3	22.9	5.7	42.9	

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	**1**	0	**2**	0	1	**1**	2	0	0	0	0	0	1	**1**	2	6
07:15 AM	0	0	0	0	**1**	0	0	1	**1**	0	0	**1**	**1**	1	0	2	4
07:30 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	1	**3**	0	**4**	**7**
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total Volume	1	1	0	2	1	6	1	8	1	0	0	1	2	7	1	10	21
% App. Total	50	50	0		12.5	75	12.5		100	0	0		20	70	10		
PHF	.250	.250	.000	.250	.250	.500	.250	.667	.250	.000	.000	.250	.500	.583	.250	.625	.750

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City of Menifee
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File Name : 85_MEN_Murr_New AM
Site Code : 00322418
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**1**	**1**	0	**2**	0	1	**1**	2	0	0	0	0	0	1	**1**	2
+15 mins.	0	0	0	0	**1**	0	0	1	**1**	0	0	**1**	**1**	1	0	2
+30 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	1	**3**	0	**4**
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
Total Volume	1	1	0	2	1	6	1	8	1	0	0	1	2	7	1	10
% App. Total	50	50	0		12.5	75	12.5		100	0	0		20	70	10	
PHF	.250	.250	.000	.250	.250	.500	.250	.667	.250	.000	.000	.250	.500	.583	.250	.625

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City of Menifee
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File Name : 85_MEN_Murr_New PM
Site Code : 00322418
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

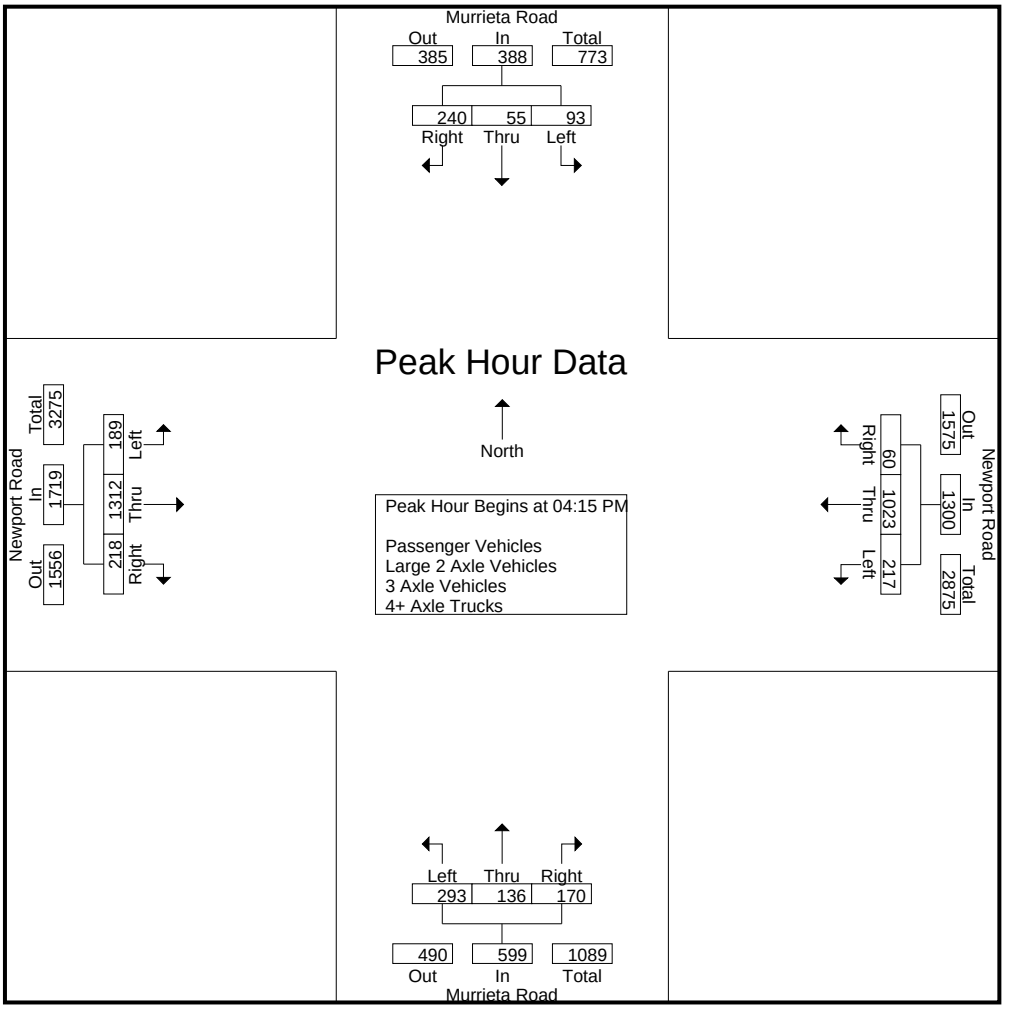
	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	13	12	53	78	55	215	11	281	67	34	41	142	42	303	59	404	905
04:15 PM	25	14	57	96	51	268	9	328	72	44	52	168	42	342	59	443	1035
04:30 PM	19	23	66	108	61	239	16	316	82	31	32	145	51	315	43	409	978
04:45 PM	20	10	69	99	51	236	18	305	82	32	39	153	35	330	56	421	978
Total	77	59	245	381	218	958	54	1230	303	141	164	608	170	1290	217	1677	3896
05:00 PM	29	8	48	85	54	280	17	351	57	29	47	133	61	325	60	446	1015
05:15 PM	16	8	57	81	65	252	12	329	68	28	52	148	57	328	62	447	1005
05:30 PM	13	11	55	79	56	227	16	299	68	32	53	153	43	328	57	428	959
05:45 PM	21	20	48	89	61	225	9	295	58	20	36	114	47	304	56	407	905
Total	79	47	208	334	236	984	54	1274	251	109	188	548	208	1285	235	1728	3884
Grand Total	156	106	453	715	454	1942	108	2504	554	250	352	1156	378	2575	452	3405	7780
Apprch %	21.8	14.8	63.4		18.1	77.6	4.3		47.9	21.6	30.4		11.1	75.6	13.3		
Total %	2	1.4	5.8	9.2	5.8	25	1.4	32.2	7.1	3.2	4.5	14.9	4.9	33.1	5.8	43.8	
Passenger Vehicles	153	103	442	698	451	1927	104	2482	547	247	352	1146	377	2540	441	3358	7684
% Passenger Vehicles	98.1	97.2	97.6	97.6	99.3	99.2	96.3	99.1	98.7	98.8	100	99.1	99.7	98.6	97.6	98.6	98.8
Large 2 Axle Vehicles	3	2	7	12	3	13	2	18	5	3	0	8	1	28	10	39	77
% Large 2 Axle Vehicles	1.9	1.9	1.5	1.7	0.7	0.7	1.9	0.7	0.9	1.2	0	0.7	0.3	1.1	2.2	1.1	1
3 Axle Vehicles	0	1	3	4	0	1	1	2	0	0	0	0	0	2	1	3	9
% 3 Axle Vehicles	0	0.9	0.7	0.6	0	0.1	0.9	0.1	0	0	0	0	0	0.1	0.2	0.1	0.1
4+ Axle Trucks	0	0	1	1	0	1	1	2	2	0	0	2	0	5	0	5	10
% 4+ Axle Trucks	0	0	0.2	0.1	0	0.1	0.9	0.1	0.4	0	0	0.2	0	0.2	0	0.1	0.1

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	25	14	57	96	51	268	9	328	72	**44**	**52**	**168**	42	**342**	59	443	**1035**
04:30 PM	19	**23**	66	**108**	**61**	239	16	316	**82**	31	32	145	51	315	43	409	978
04:45 PM	20	10	**69**	99	51	236	**18**	305	82	32	39	153	35	330	56	421	978
05:00 PM	**29**	8	48	85	54	**280**	17	**351**	57	29	47	133	**61**	325	**60**	**446**	1015
Total Volume	93	55	240	388	217	1023	60	1300	293	136	170	599	189	1312	218	1719	4006
% App. Total	24	14.2	61.9		16.7	78.7	4.6		48.9	22.7	28.4		11	76.3	12.7		
PHF	.802	.598	.870	.898	.889	.913	.833	.926	.893	.773	.817	.891	.775	.959	.908	.964	.968

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

	04:15 PM				04:30 PM				04:00 PM				04:45 PM			
+0 mins.	25	14	57	96	61	239	16	316	67	34	41	142	35	**330**	56	421
+15 mins.	19	**23**	66	**108**	51	236	**18**	305	72	**44**	**52**	**168**	**61**	325	60	446
+30 mins.	20	10	**69**	99	54	**280**	17	**351**	**82**	31	32	145	57	328	**62**	**447**
+45 mins.	**29**	8	48	85	**65**	252	12	329	82	32	39	153	43	328	57	428
Total Volume	93	55	240	388	231	1007	63	1301	303	141	164	608	196	1311	235	1742
% App. Total	24	14.2	61.9		17.8	77.4	4.8		49.8	23.2	27		11.3	75.3	13.5	
PHF	.802	.598	.870	.898	.888	.899	.875	.927	.924	.801	.788	.905	.803	.993	.948	.974

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City of Menifee
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File Name : 85_MEN_Murr_New PM
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Groups Printed- Passenger Vehicles

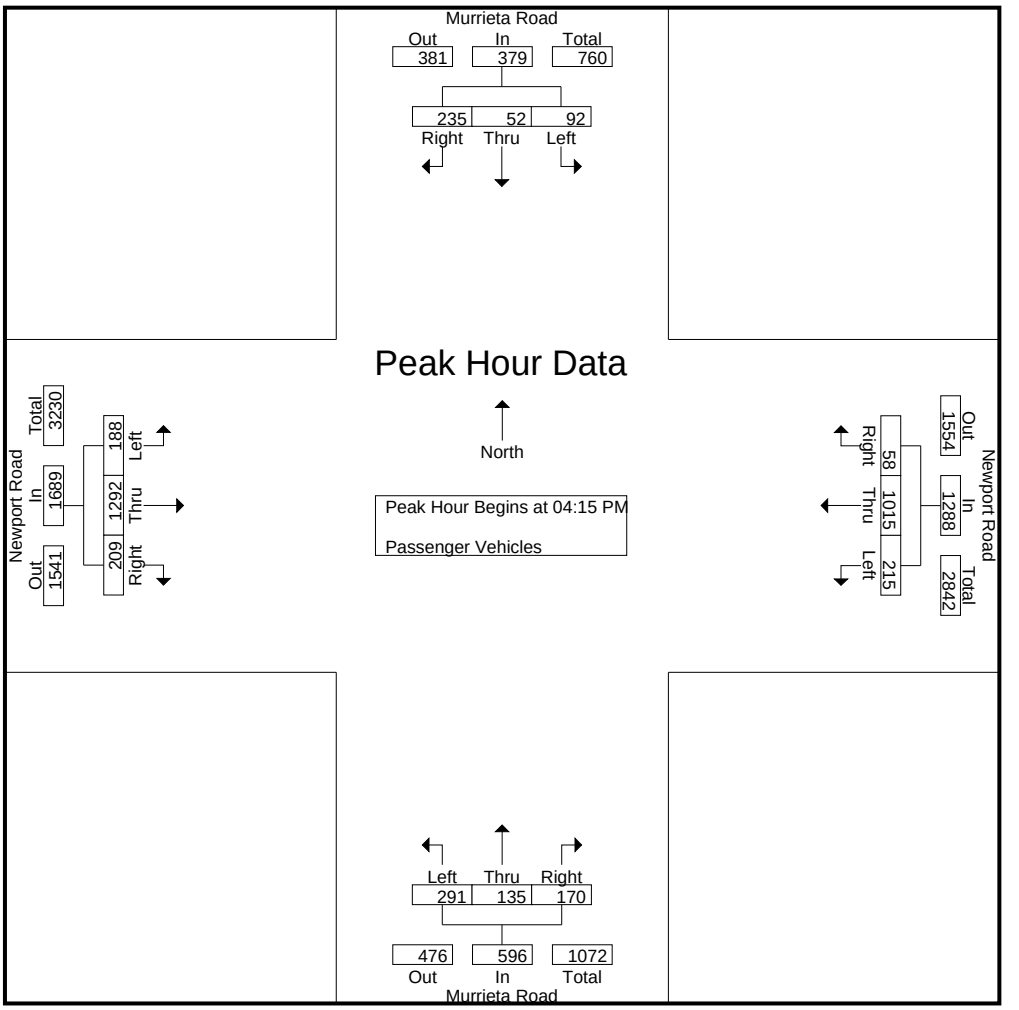
	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	13	12	52	77	54	214	11	279	65	33	41	139	42	299	59	400	895
04:15 PM	25	13	55	93	49	267	9	325	72	44	52	168	42	336	56	434	1020
04:30 PM	19	21	64	104	61	237	16	314	81	31	32	144	51	310	38	399	961
04:45 PM	19	10	68	97	51	233	17	301	81	31	39	151	34	325	55	414	963
Total	76	56	239	371	215	951	53	1219	299	139	164	602	169	1270	208	1647	3839
05:00 PM	29	8	48	85	54	278	16	348	57	29	47	133	61	321	60	442	1008
05:15 PM	16	8	56	80	65	249	12	326	66	28	52	146	57	325	61	443	995
05:30 PM	13	11	53	77	56	226	14	296	67	31	53	151	43	323	56	422	946
05:45 PM	19	20	46	85	61	223	9	293	58	20	36	114	47	301	56	404	896
Total	77	47	203	327	236	976	51	1263	248	108	188	544	208	1270	233	1711	3845
Grand Total	153	103	442	698	451	1927	104	2482	547	247	352	1146	377	2540	441	3358	7684
Apprch %	21.9	14.8	63.3		18.2	77.6	4.2		47.7	21.6	30.7		11.2	75.6	13.1		
Total %	2	1.3	5.8	9.1	5.9	25.1	1.4	32.3	7.1	3.2	4.6	14.9	4.9	33.1	5.7	43.7	

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	25	13	55	93	49	267	9	325	72	**44**	**52**	**168**	42	**336**	56	434	**1020**
04:30 PM	19	**21**	64	**104**	**61**	237	16	314	**81**	31	32	144	51	310	38	399	961
04:45 PM	19	10	**68**	97	51	233	**17**	301	81	31	39	151	34	325	55	414	963
05:00 PM	**29**	8	48	85	54	**278**	16	**348**	57	29	47	133	**61**	321	**60**	**442**	1008
Total Volume	92	52	235	379	215	1015	58	1288	291	135	170	596	188	1292	209	1689	3952
% App. Total	24.3	13.7	62		16.7	78.8	4.5		48.8	22.7	28.5		11.1	76.5	12.4		
PHF	.793	.619	.864	.911	.881	.913	.853	.925	.898	.767	.817	.887	.770	.961	.871	.955	.969

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File Name : 85_MEN_Murr_New PM
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	25	13	55	93	49	267	9	325	72	**44**	**52**	**168**	42	**336**	56	434
+15 mins.	19	**21**	64	**104**	**61**	237	16	314	**81**	31	32	144	51	310	38	399
+30 mins.	19	10	**68**	97	51	233	**17**	301	81	31	39	151	34	325	55	414
+45 mins.	**29**	8	48	85	54	**278**	16	**348**	57	29	47	133	**61**	321	**60**	**442**
Total Volume	92	52	235	379	215	1015	58	1288	291	135	170	596	188	1292	209	1689
% App. Total	24.3	13.7	62		16.7	78.8	4.5		48.8	22.7	28.5		11.1	76.5	12.4	
PHF	.793	.619	.864	.911	.881	.913	.853	.925	.898	.767	.817	.887	.770	.961	.871	.955

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Groups Printed- Large 2 Axle Vehicles

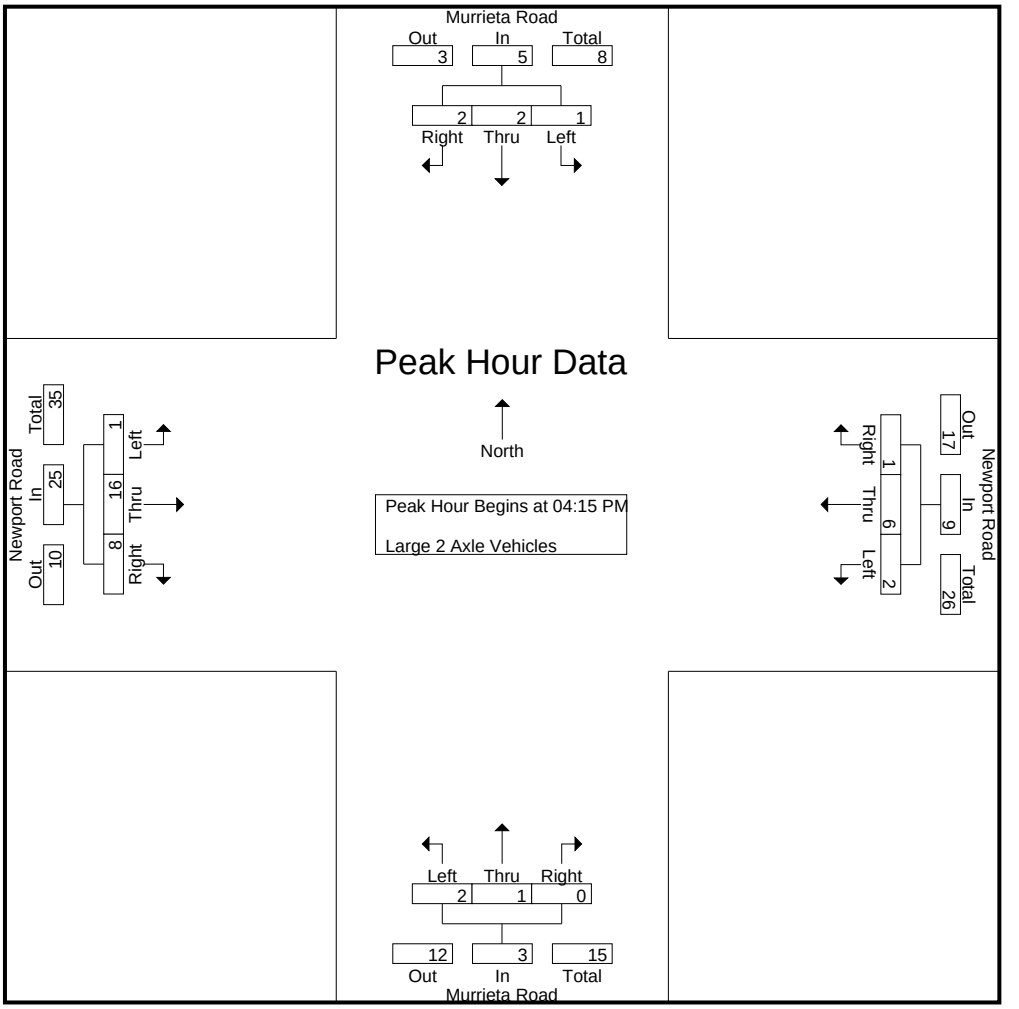
	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	1	1	0	2	1	1	0	2	0	4	0	4	9
04:15 PM	0	1	0	1	2	0	0	2	0	0	0	0	0	5	3	8	11
04:30 PM	0	1	2	3	0	2	0	2	1	0	0	1	0	5	4	9	15
04:45 PM	1	0	0	1	0	2	0	2	1	1	0	2	1	2	1	4	9
Total	1	2	3	6	3	5	0	8	3	2	0	5	1	16	8	25	44
05:00 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	4	0	4	7
05:15 PM	0	0	1	1	0	3	0	3	2	0	0	2	0	1	1	2	8
05:30 PM	0	0	1	1	0	1	1	2	0	1	0	1	0	4	1	5	9
05:45 PM	2	0	2	4	0	2	0	2	0	0	0	0	0	3	0	3	9
Total	2	0	4	6	0	8	2	10	2	1	0	3	0	12	2	14	33
Grand Total	3	2	7	12	3	13	2	18	5	3	0	8	1	28	10	39	77
Apprch %	25	16.7	58.3		16.7	72.2	11.1		62.5	37.5	0		2.6	71.8	25.6		
Total %	3.9	2.6	9.1	15.6	3.9	16.9	2.6	23.4	6.5	3.9	0	10.4	1.3	36.4	13	50.6	

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**1**	0	1	**2**	0	0	2	0	0	0	0	0	**5**	3	8	11
04:30 PM	0	1	**2**	**3**	0	**2**	0	2	**1**	0	0	1	0	5	**4**	**9**	**15**
04:45 PM	**1**	0	0	1	0	2	0	2	1	**1**	0	**2**	**1**	2	1	4	9
05:00 PM	0	0	0	0	0	2	**1**	**3**	0	0	0	0	0	4	0	4	7
Total Volume	1	2	2	5	2	6	1	9	2	1	0	3	1	16	8	25	42
% App. Total	20	40	40		22.2	66.7	11.1		66.7	33.3	0		4	64	32		
PHF	.250	.500	.250	.417	.250	.750	.250	.750	.500	.250	.000	.375	.250	.800	.500	.694	.700

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City of Menifee
N/S: Murrieta Road
E/W: Newport Road
Weather: Clear

File Name : 85_MEN_Murr_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	**1**	0	1	**2**	0	0	2	0	0	0	0	0	**5**	3	8
+15 mins.	0	1	**2**	**3**	0	**2**	0	2	**1**	0	0	1	0	5	**4**	**9**
+30 mins.	**1**	0	0	1	0	2	0	2	1	**1**	0	**2**	**1**	2	1	4
+45 mins.	0	0	0	0	0	2	**1**	**3**	0	0	0	0	0	4	0	4
Total Volume	1	2	2	5	2	6	1	9	2	1	0	3	1	16	8	25
% App. Total	20	40	40		22.2	66.7	11.1		66.7	33.3	0		4	64	32	
PHF	.250	.500	.250	.417	.250	.750	.250	.750	.500	.250	.000	.375	.250	.800	.500	.694

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City of Menifee
N/S: Murrieta Road
E/W: Newport Road
Weather: Clear

File Name : 85_MEN_Murr_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

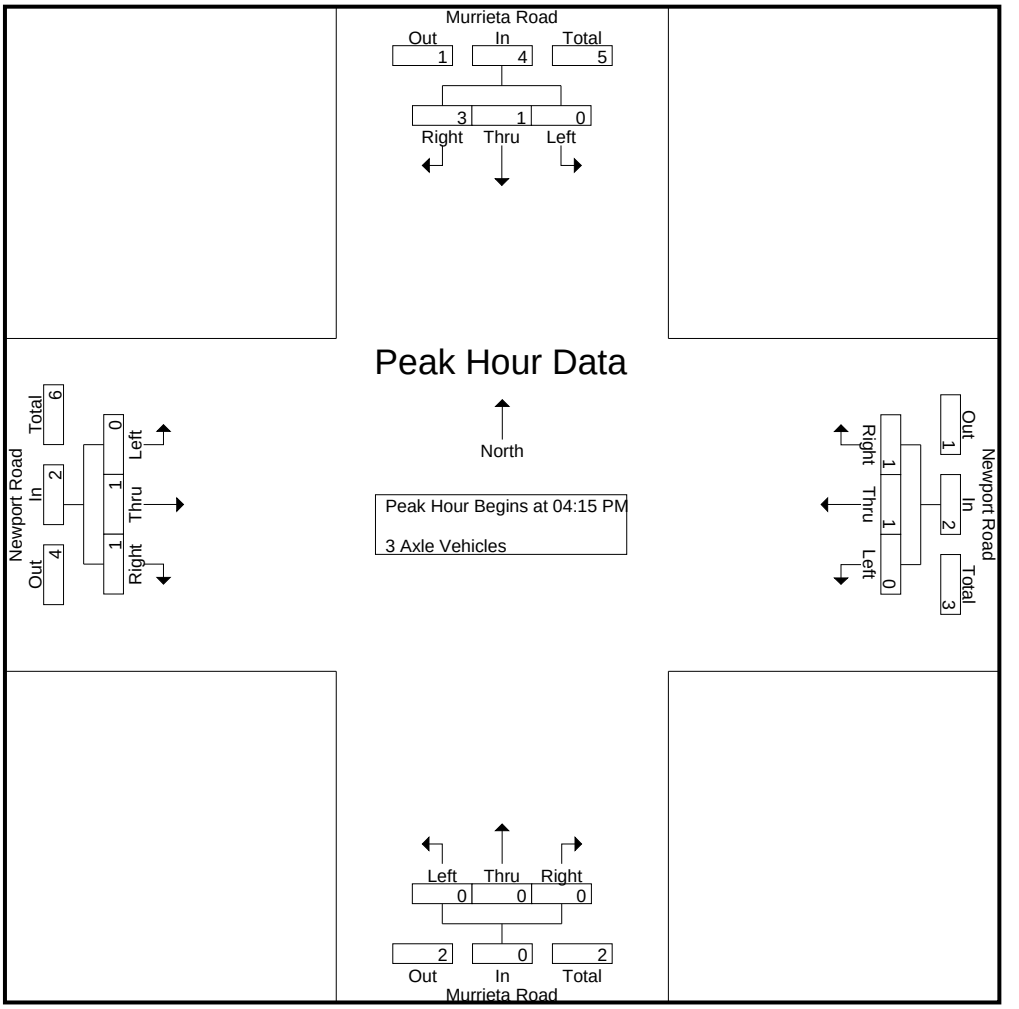
	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	2	2	0	1	0	1	0	0	0	0	0	0	0	0	3
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
04:45 PM	0	0	1	1	0	0	1	1	0	0	0	0	0	1	0	1	3
Total	0	1	3	4	0	1	1	2	0	0	0	0	0	1	1	2	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	1	3	4	0	1	1	2	0	0	0	0	0	2	1	3	9
Apprch %	0	25	75		0	50	50		0	0	0		0	66.7	33.3		
Total %	0	11.1	33.3	44.4	0	11.1	11.1	22.2	0	0	0	0	0	22.2	11.1	33.3	

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	**2**	**2**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**3**
04:30 PM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**	2
04:45 PM	0	0	1	1	0	0	**1**	1	0	0	0	0	0	**1**	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	3	4	0	1	1	2	0	0	0	0	0	1	1	2	8
% App. Total	0	25	75		0	50	50		0	0	0		0	50	50		
PHF	.000	.250	.375	.500	.000	.250	.250	.500	.000	.000	.000	.000	.000	.250	.250	.500	.667

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City of Menifee
N/S: Murrieta Road
E/W: Newport Road
Weather: Clear

File Name : 85_MEN_Murr_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	**2**	**2**	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**
+30 mins.	0	0	1	1	0	0	**1**	1	0	0	0	0	0	**1**	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	3	4	0	1	1	2	0	0	0	0	0	1	1	2
% App. Total	0	25	75		0	50	50		0	0	0		0	50	50	
PHF	.000	.250	.375	.500	.000	.250	.250	.500	.000	.000	.000	.000	.000	.250	.250	.500

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City of Menifee
N/S: Murrieta Road
E/W: Newport Road
Weather: Clear

File Name : 85_MEN_Murr_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

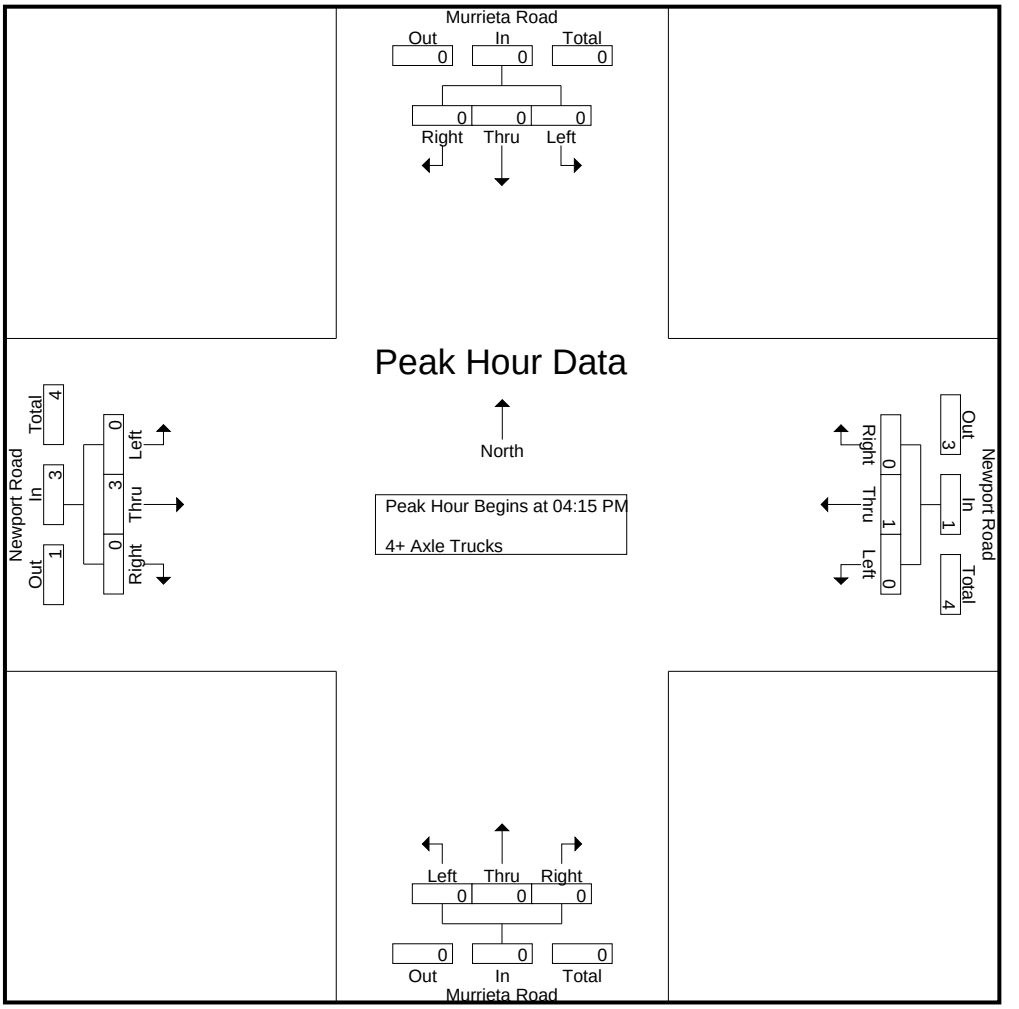
	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	1	0	1	1	0	0	1	0	3	0	3	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	1	1	0	0	1	1	1	0	0	1	0	1	0	1	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	1	1	1	0	0	1	0	2	0	2	5
Grand Total	0	0	1	1	0	1	1	2	2	0	0	2	0	5	0	5	10
Apprch %	0	0	100		0	50	50		100	0	0		0	100	0		
Total %	0	0	10	10	0	10	10	20	20	0	0	20	0	50	0	50	

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**	**3**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.375	.000	.375	.333

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City of Menifee
N/S: Murrieta Road
E/W: Newport Road
Weather: Clear

File Name : 85_MEN_Murr_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.375	.000	.375

Location: Menifee
N/S: Murrieta Road
E/W: Newport Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Murrieta Road	East Leg Newport Road	South Leg Murrieta Road	West Leg Newport Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	1	2	0	3
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	1	0	1
8:00 AM	0	0	3	2	5
8:15 AM	1	0	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	1	1	6	3	11

	North Leg Murrieta Road	East Leg Newport Road	South Leg Murrieta Road	West Leg Newport Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	2	0	2
5:15 PM	0	0	3	0	3
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	0	0	5	2	7

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Location: Menifee
N/S: Murrieta Road
E/W: Newport Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Murrieta Road			Westbound Newport Road			Northbound Murrieta Road			Eastbound Newport Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	1	0	0	0	2	0	1	1	0	1	1	0	7

	Southbound Murrieta Road			Westbound Newport Road			Northbound Murrieta Road			Eastbound Newport Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	1	0	0	2	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	4	0	0	0	0	5
TOTAL VOLUMES:	0	2	0	0	1	0	0	6	0	0	0	0	9

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City of Menifee
N/S: Evans Road
E/W: Newport Road
Weather: Clear

File Name : 86_MEN_Evans_Newport AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

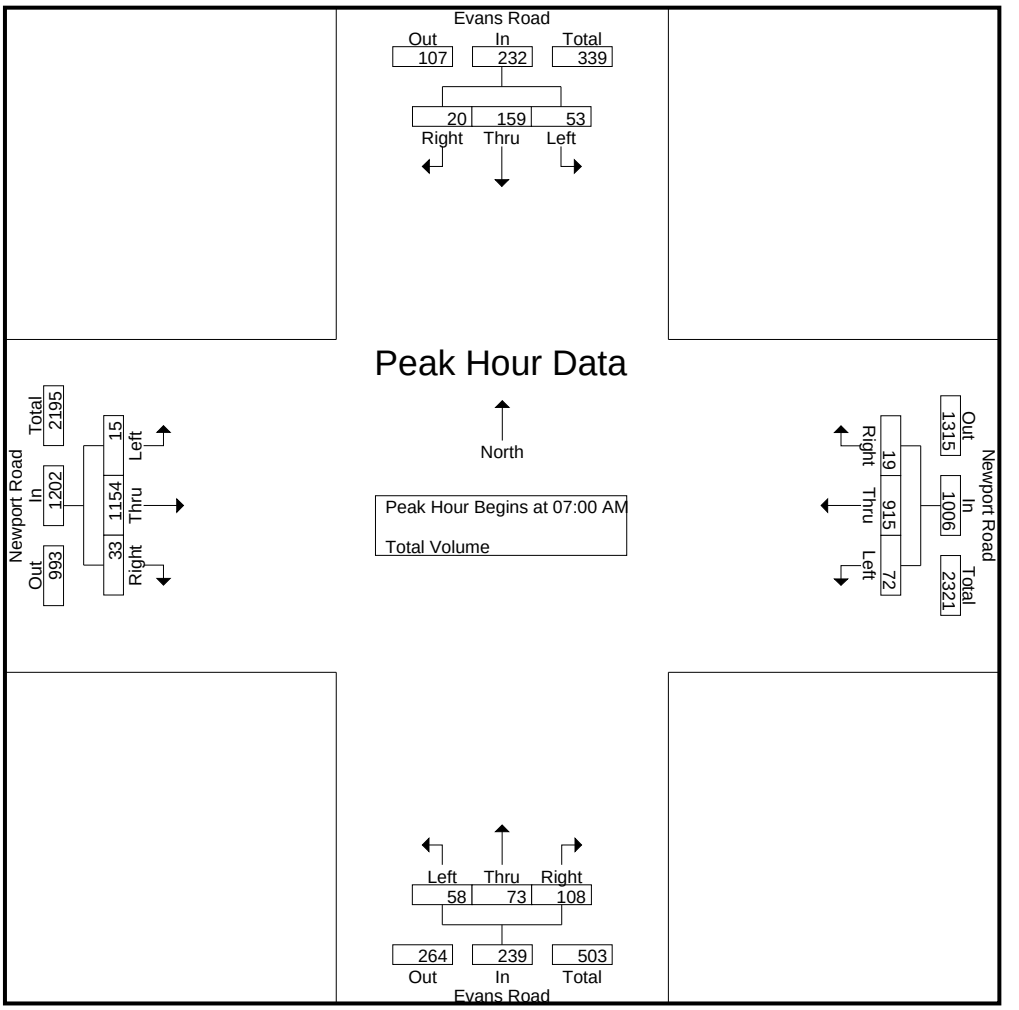
	Evans Road Southbound				Newport Road Westbound				Evans Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	15	25	6	46	17	231	4	252	10	3	14	27	1	297	7	305	630
07:15 AM	17	74	7	98	33	247	6	286	10	14	36	60	4	276	11	291	735
07:30 AM	14	49	1	64	17	218	6	241	25	49	46	120	4	281	9	294	719
07:45 AM	7	11	6	24	5	219	3	227	13	7	12	32	6	300	6	312	595
Total	53	159	20	232	72	915	19	1006	58	73	108	239	15	1154	33	1202	2679
08:00 AM	12	9	7	28	10	218	12	240	10	3	14	27	2	241	6	249	544
08:15 AM	11	7	5	23	4	222	3	229	5	8	5	18	5	295	4	304	574
08:30 AM	13	3	3	19	4	287	7	298	5	0	10	15	1	258	6	265	597
08:45 AM	6	2	10	18	4	235	5	244	14	3	11	28	8	317	2	327	617
Total	42	21	25	88	22	962	27	1011	34	14	40	88	16	1111	18	1145	2332
Grand Total	95	180	45	320	94	1877	46	2017	92	87	148	327	31	2265	51	2347	5011
Apprch %	29.7	56.2	14.1		4.7	93.1	2.3		28.1	26.6	45.3		1.3	96.5	2.2		
Total %	1.9	3.6	0.9	6.4	1.9	37.5	0.9	40.3	1.8	1.7	3	6.5	0.6	45.2	1	46.8	

	Evans Road Southbound				Newport Road Westbound				Evans Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	15	25	6	46	17	231	4	252	10	3	14	27	1	297	7	305	630
07:15 AM	**17**	**74**	**7**	**98**	**33**	**247**	**6**	**286**	10	14	36	60	4	276	**11**	291	**735**
07:30 AM	14	49	1	64	17	218	6	241	**25**	**49**	**46**	**120**	4	281	9	294	719
07:45 AM	7	11	6	24	5	219	3	227	13	7	12	32	**6**	**300**	6	**312**	595
Total Volume	53	159	20	232	72	915	19	1006	58	73	108	239	15	1154	33	1202	2679
% App. Total	22.8	68.5	8.6		7.2	91	1.9		24.3	30.5	45.2		1.2	96	2.7		
PHF	.779	.537	.714	.592	.545	.926	.792	.879	.580	.372	.587	.498	.625	.962	.750	.963	.911

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City of Menifee
N/S: Evans Road
E/W: Newport Road
Weather: Clear

File Name : 86_MEN_Evans_Newport AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				08:00 AM				07:00 AM				07:00 AM			
+0 mins.	15	25	6	46	**10**	218	**12**	240	10	3	14	27	1	297	7	305
+15 mins.	**17**	**74**	**7**	**98**	4	222	3	229	10	14	36	60	4	276	**11**	291
+30 mins.	14	49	1	64	4	**287**	7	**298**	**25**	**49**	**46**	**120**	4	281	9	294
+45 mins.	7	11	6	24	4	235	5	244	13	7	12	32	**6**	**300**	6	**312**
Total Volume	53	159	20	232	22	962	27	1011	58	73	108	239	15	1154	33	1202
% App. Total	22.8	68.5	8.6		2.2	95.2	2.7		24.3	30.5	45.2		1.2	96	2.7	
PHF	.779	.537	.714	.592	.550	.838	.563	.848	.580	.372	.587	.498	.625	.962	.750	.963

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City of Menifee
N/S: Evans Road
E/W: Newport Road
Weather: Clear

File Name : 86_MEN_Evans_Newport PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

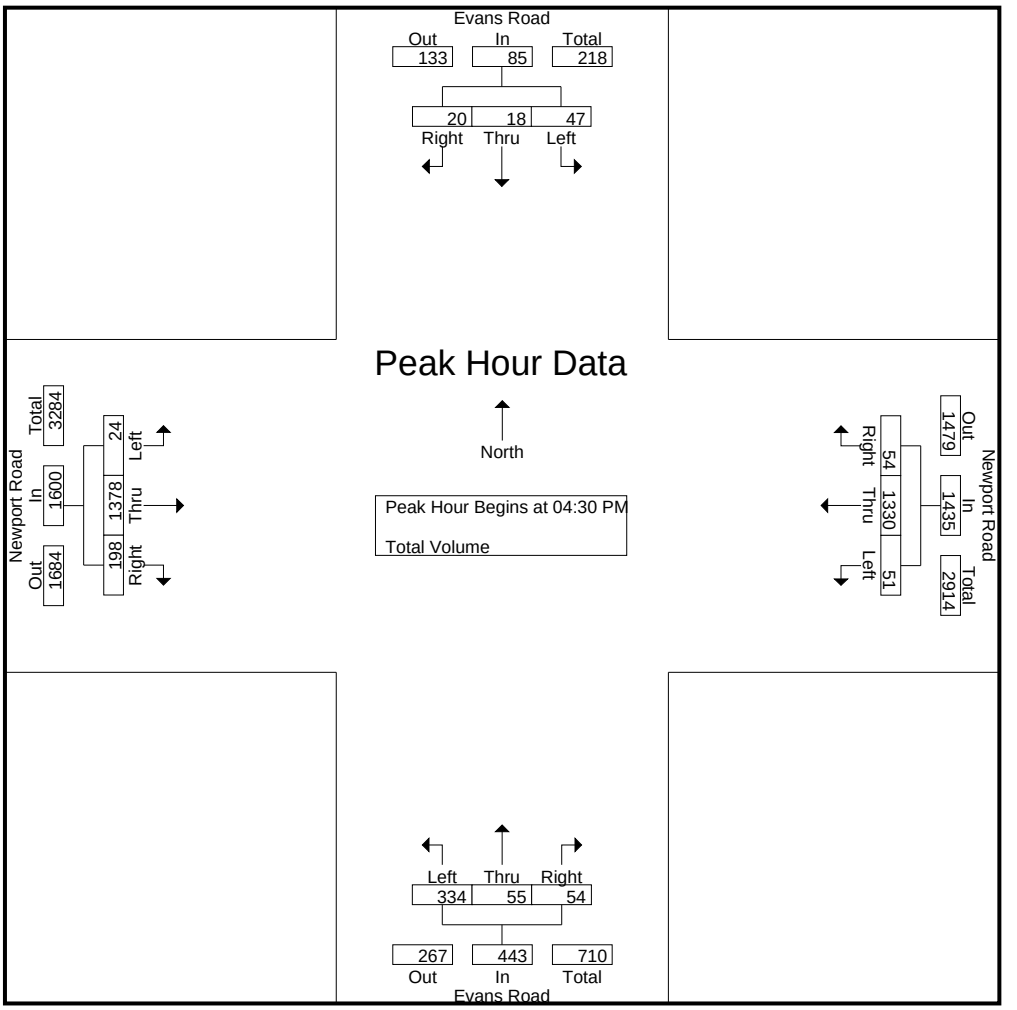
	Evans Road Southbound				Newport Road Westbound				Evans Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	20	8	10	38	14	294	13	321	87	9	19	115	5	330	47	382	856
04:15 PM	7	6	4	17	10	349	8	367	87	11	10	108	3	330	53	386	878
04:30 PM	9	3	3	15	13	336	10	359	78	13	17	108	3	355	51	409	891
04:45 PM	18	5	6	29	13	319	11	343	85	9	10	104	8	325	43	376	852
Total	54	22	23	99	50	1298	42	1390	337	42	56	435	19	1340	194	1553	3477
05:00 PM	6	1	4	11	10	350	18	378	90	19	17	126	4	337	53	394	909
05:15 PM	14	9	7	30	15	325	15	355	81	14	10	105	9	361	51	421	911
05:30 PM	20	7	6	33	6	330	14	350	74	16	14	104	3	317	48	368	855
05:45 PM	11	3	6	20	14	285	14	313	89	12	18	119	6	308	39	353	805
Total	51	20	23	94	45	1290	61	1396	334	61	59	454	22	1323	191	1536	3480
Grand Total	105	42	46	193	95	2588	103	2786	671	103	115	889	41	2663	385	3089	6957
Apprch %	54.4	21.8	23.8		3.4	92.9	3.7		75.5	11.6	12.9		1.3	86.2	12.5		
Total %	1.5	0.6	0.7	2.8	1.4	37.2	1.5	40	9.6	1.5	1.7	12.8	0.6	38.3	5.5	44.4	

	Evans Road Southbound				Newport Road Westbound				Evans Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	9	3	3	15	13	336	10	359	78	13	**17**	108	3	355	51	409	891
04:45 PM	**18**	5	6	29	13	319	11	343	85	9	10	104	8	325	43	376	852
05:00 PM	6	1	4	11	10	**350**	**18**	**378**	**90**	**19**	17	**126**	4	337	**53**	394	909
05:15 PM	14	**9**	**7**	**30**	**15**	325	15	355	81	14	10	105	**9**	**361**	51	**421**	**911**
Total Volume	47	18	20	85	51	1330	54	1435	334	55	54	443	24	1378	198	1600	3563
% App. Total	55.3	21.2	23.5		3.6	92.7	3.8		75.4	12.4	12.2		1.5	86.1	12.4		
PHF	.653	.500	.714	.708	.850	.950	.750	.949	.928	.724	.794	.879	.667	.954	.934	.950	.978

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City of Menifee
N/S: Evans Road
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Weather: Clear

File Name : 86_MEN_Evans_Newport PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM				05:00 PM				04:30 PM			
+0 mins.	18	5	6	29	10	349	8	367	**90**	**19**	17	**126**	3	355	51	409
+15 mins.	6	1	4	11	**13**	336	10	359	81	14	10	105	8	325	43	376
+30 mins.	14	**9**	**7**	30	13	319	11	343	74	16	14	104	4	337	**53**	394
+45 mins.	**20**	7	6	**33**	10	**350**	**18**	**378**	89	12	**18**	119	**9**	**361**	51	**421**
Total Volume	58	22	23	103	46	1354	47	1447	334	61	59	454	24	1378	198	1600
% App. Total	56.3	21.4	22.3		3.2	93.6	3.2		73.6	13.4	13		1.5	86.1	12.4	
PHF	.725	.611	.821	.780	.885	.967	.653	.957	.928	.803	.819	.901	.667	.954	.934	.950

Location: Menifee
N/S: Evans Road
E/W: Newport Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Evans Road Pedestrians	East Leg Newport Road Pedestrians	South Leg Evans Road Pedestrians	West Leg Newport Road Pedestrians	
7:00 AM	0	2	0	0	2
7:15 AM	6	0	0	0	6
7:30 AM	1	0	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	1	0	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	8	2	0	0	10

	North Leg Evans Road Pedestrians	East Leg Newport Road Pedestrians	South Leg Evans Road Pedestrians	West Leg Newport Road Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	1	0	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	1	0	0	3

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Location: Menifee
N/S: Evans Road
E/W: Newport Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Evans Road			Westbound Newport Road			Northbound Evans Road			Eastbound Newport Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	2	0	2	0	0	0	0	0	0	1	0	5
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	3	0	2	2	0	0	0	0	0	4	0	11

	Southbound Evans Road			Westbound Newport Road			Northbound Evans Road			Eastbound Newport Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
4:15 PM	1	0	0	1	2	0	0	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	2	1	4	0	0	0	0	0	0	0	8

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City of Menifee
N/S: Bradley Road
E/W: Newport Road
Weather: Clear

File Name : 87_MEN_Brad_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

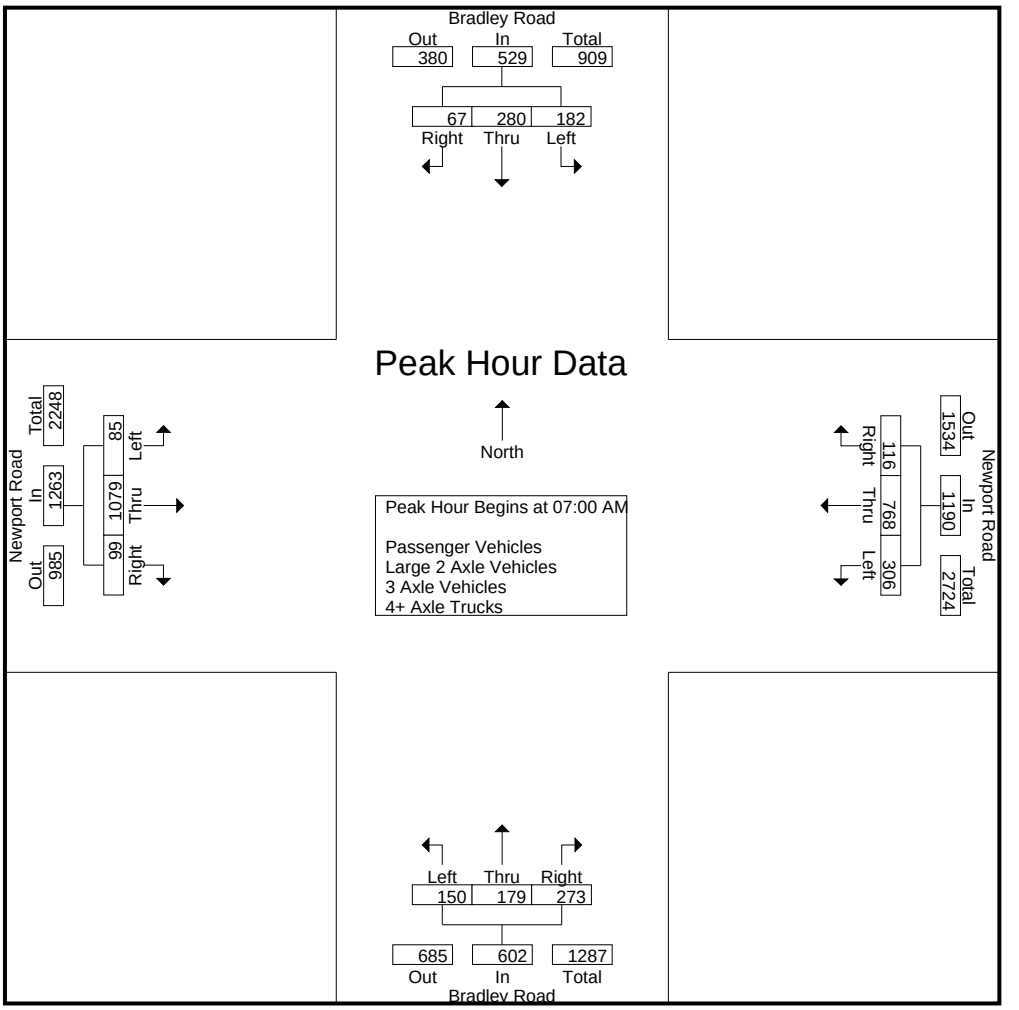
	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	45	55	21	121	74	192	18	284	48	23	20	91	14	256	20	290	786
07:15 AM	55	113	13	181	78	207	24	309	45	25	75	145	15	266	34	315	950
07:30 AM	44	62	12	118	90	172	34	296	30	66	99	195	23	282	22	327	936
07:45 AM	38	50	21	109	64	197	40	301	27	65	79	171	33	275	23	331	912
Total	182	280	67	529	306	768	116	1190	150	179	273	602	85	1079	99	1263	3584
08:00 AM	48	57	23	128	61	170	36	267	23	41	57	121	32	216	16	264	780
08:15 AM	47	31	15	93	62	195	46	303	17	37	48	102	36	248	13	297	795
08:30 AM	56	42	19	117	37	244	42	323	20	36	64	120	29	280	21	330	890
08:45 AM	98	35	31	164	42	194	63	299	20	39	56	115	36	264	8	308	886
Total	249	165	88	502	202	803	187	1192	80	153	225	458	133	1008	58	1199	3351
Grand Total	431	445	155	1031	508	1571	303	2382	230	332	498	1060	218	2087	157	2462	6935
Apprch %	41.8	43.2	15		21.3	66	12.7		21.7	31.3	47		8.9	84.8	6.4		
Total %	6.2	6.4	2.2	14.9	7.3	22.7	4.4	34.3	3.3	4.8	7.2	15.3	3.1	30.1	2.3	35.5	
Passenger Vehicles	420	438	152	1010	497	1512	297	2306	225	330	479	1034	214	2041	155	2410	6760
% Passenger Vehicles	97.4	98.4	98.1	98	97.8	96.2	98	96.8	97.8	99.4	96.2	97.5	98.2	97.8	98.7	97.9	97.5
Large 2 Axle Vehicles	9	7	3	19	7	30	2	39	4	2	10	16	3	27	2	32	106
% Large 2 Axle Vehicles	2.1	1.6	1.9	1.8	1.4	1.9	0.7	1.6	1.7	0.6	2	1.5	1.4	1.3	1.3	1.3	1.5
3 Axle Vehicles	0	0	0	0	2	12	2	16	1	0	2	3	1	4	0	5	24
% 3 Axle Vehicles	0	0	0	0	0.4	0.8	0.7	0.7	0.4	0	0.4	0.3	0.5	0.2	0	0.2	0.3
4+ Axle Trucks	2	0	0	2	2	17	2	21	0	0	7	7	0	15	0	15	45
% 4+ Axle Trucks	0.5	0	0	0.2	0.4	1.1	0.7	0.9	0	0	1.4	0.7	0	0.7	0	0.6	0.6

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	45	55	**21**	121	74	192	18	284	**48**	23	20	91	14	256	20	290	786
07:15 AM	**55**	**113**	13	**181**	78	**207**	24	**309**	45	25	75	145	15	266	**34**	315	**950**
07:30 AM	44	62	12	118	**90**	172	34	296	30	**66**	**99**	**195**	23	**282**	22	327	936
07:45 AM	38	50	21	109	64	197	**40**	301	27	65	79	171	**33**	275	23	**331**	912
Total Volume	182	280	67	529	306	768	116	1190	150	179	273	602	85	1079	99	1263	3584
% App. Total	34.4	52.9	12.7		25.7	64.5	9.7		24.9	29.7	45.3		6.7	85.4	7.8		
PHF	.827	.619	.798	.731	.850	.928	.725	.963	.781	.678	.689	.772	.644	.957	.728	.954	.943

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City of Menifee
N/S: Bradley Road
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File Name : 87_MEN_Brad_New AM
Site Code : 00322418
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:45 AM				07:15 AM				07:00 AM			
+0 mins.	**55**	**113**	13	**181**	**64**	197	40	301	**45**	25	75	145	14	256	20	290
+15 mins.	44	62	12	118	61	170	36	267	30	**66**	**99**	**195**	15	266	**34**	315
+30 mins.	38	50	21	109	62	195	**46**	303	27	65	79	171	23	**282**	22	327
+45 mins.	48	57	**23**	128	37	**244**	42	**323**	23	41	57	121	**33**	275	23	**331**
Total Volume	185	282	69	536	224	806	164	1194	125	197	310	632	85	1079	99	1263
% App. Total	34.5	52.6	12.9		18.8	67.5	13.7		19.8	31.2	49.1		6.7	85.4	7.8	
PHF	.841	.624	.750	.740	.875	.826	.891	.924	.694	.746	.783	.810	.644	.957	.728	.954

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City of Menifee
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File Name : 87_MEN_Brad_New AM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- Passenger Vehicles

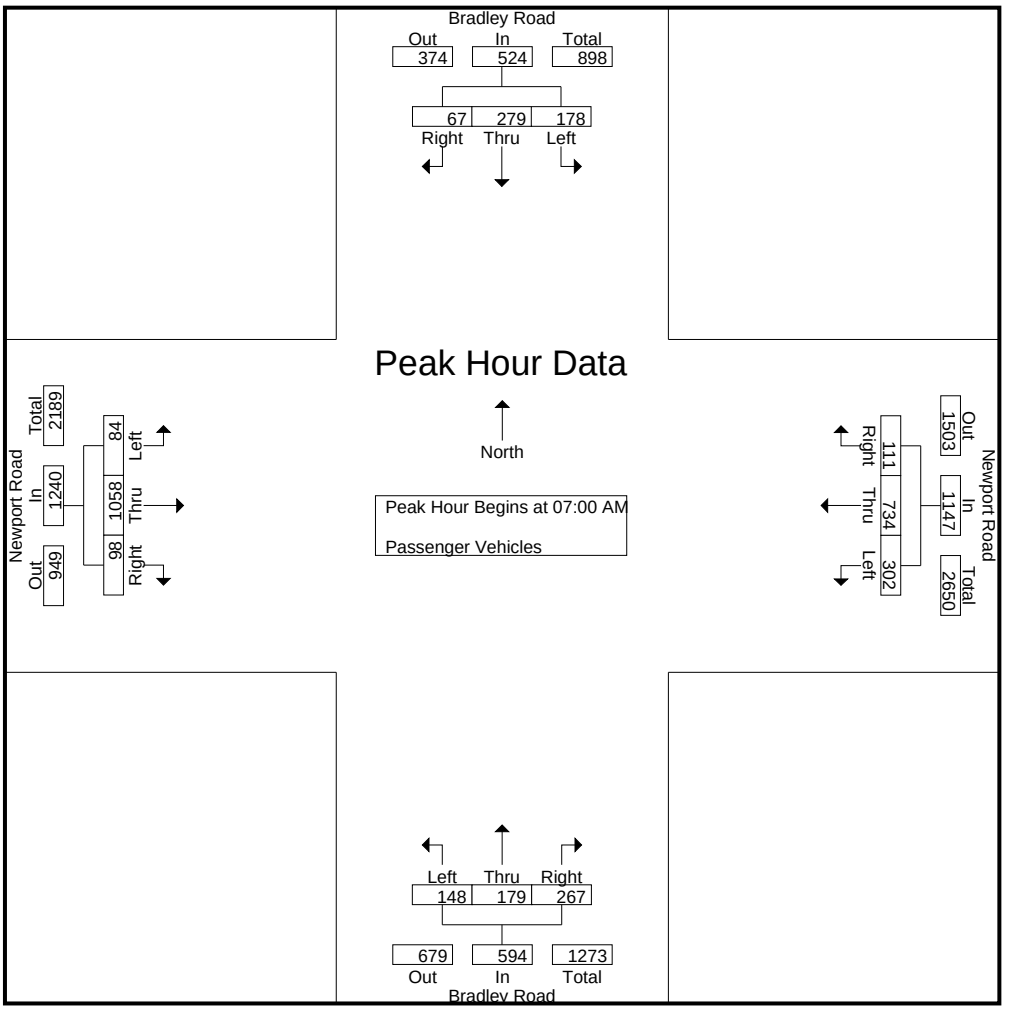
	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	42	54	21	117	73	178	18	269	46	23	20	89	14	251	19	284	759
07:15 AM	54	113	13	180	78	199	22	299	45	25	71	141	15	261	34	310	930
07:30 AM	44	62	12	118	90	165	33	288	30	66	98	194	23	277	22	322	922
07:45 AM	38	50	21	109	61	192	38	291	27	65	78	170	32	269	23	324	894
Total	178	279	67	524	302	734	111	1147	148	179	267	594	84	1058	98	1240	3505
08:00 AM	46	56	22	124	58	162	36	256	22	40	55	117	32	213	16	261	758
08:15 AM	47	30	14	91	61	191	46	298	17	37	45	99	36	241	13	290	778
08:30 AM	56	39	19	114	34	237	42	313	19	35	61	115	27	270	20	317	859
08:45 AM	93	34	30	157	42	188	62	292	19	39	51	109	35	259	8	302	860
Total	242	159	85	486	195	778	186	1159	77	151	212	440	130	983	57	1170	3255
Grand Total	420	438	152	1010	497	1512	297	2306	225	330	479	1034	214	2041	155	2410	6760
Apprch %	41.6	43.4	15		21.6	65.6	12.9		21.8	31.9	46.3		8.9	84.7	6.4		
Total %	6.2	6.5	2.2	14.9	7.4	22.4	4.4	34.1	3.3	4.9	7.1	15.3	3.2	30.2	2.3	35.7	

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	42	54	**21**	117	73	178	18	269	**46**	23	20	89	14	251	19	284	759
07:15 AM	**54**	**113**	13	**180**	78	**199**	22	**299**	45	25	71	141	15	261	**34**	310	**930**
07:30 AM	44	62	12	118	**90**	165	33	288	30	**66**	**98**	**194**	23	**277**	22	322	922
07:45 AM	38	50	21	109	61	192	**38**	291	27	65	78	170	**32**	269	23	**324**	894
Total Volume	178	279	67	524	302	734	111	1147	148	179	267	594	84	1058	98	1240	3505
% App. Total	34	53.2	12.8		26.3	64	9.7		24.9	30.1	44.9		6.8	85.3	7.9		
PHF	.824	.617	.798	.728	.839	.922	.730	.959	.804	.678	.681	.765	.656	.955	.721	.957	.942

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Site Code : 00322418
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	42	54	**21**	117	73	178	18	269	**46**	23	20	89	14	251	19	284
+15 mins.	**54**	**113**	13	**180**	78	**199**	22	**299**	45	25	71	141	15	261	**34**	310
+30 mins.	44	62	12	118	**90**	165	33	288	30	**66**	**98**	**194**	23	**277**	22	322
+45 mins.	38	50	21	109	61	192	**38**	291	27	65	78	170	**32**	269	23	**324**
Total Volume	178	279	67	524	302	734	111	1147	148	179	267	594	84	1058	98	1240
% App. Total	34	53.2	12.8		26.3	64	9.7		24.9	30.1	44.9		6.8	85.3	7.9	
PHF	.824	.617	.798	.728	.839	.922	.730	.959	.804	.678	.681	.765	.656	.955	.721	.957

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City of Menifee
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File Name : 87_MEN_Brad_New AM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- Large 2 Axle Vehicles

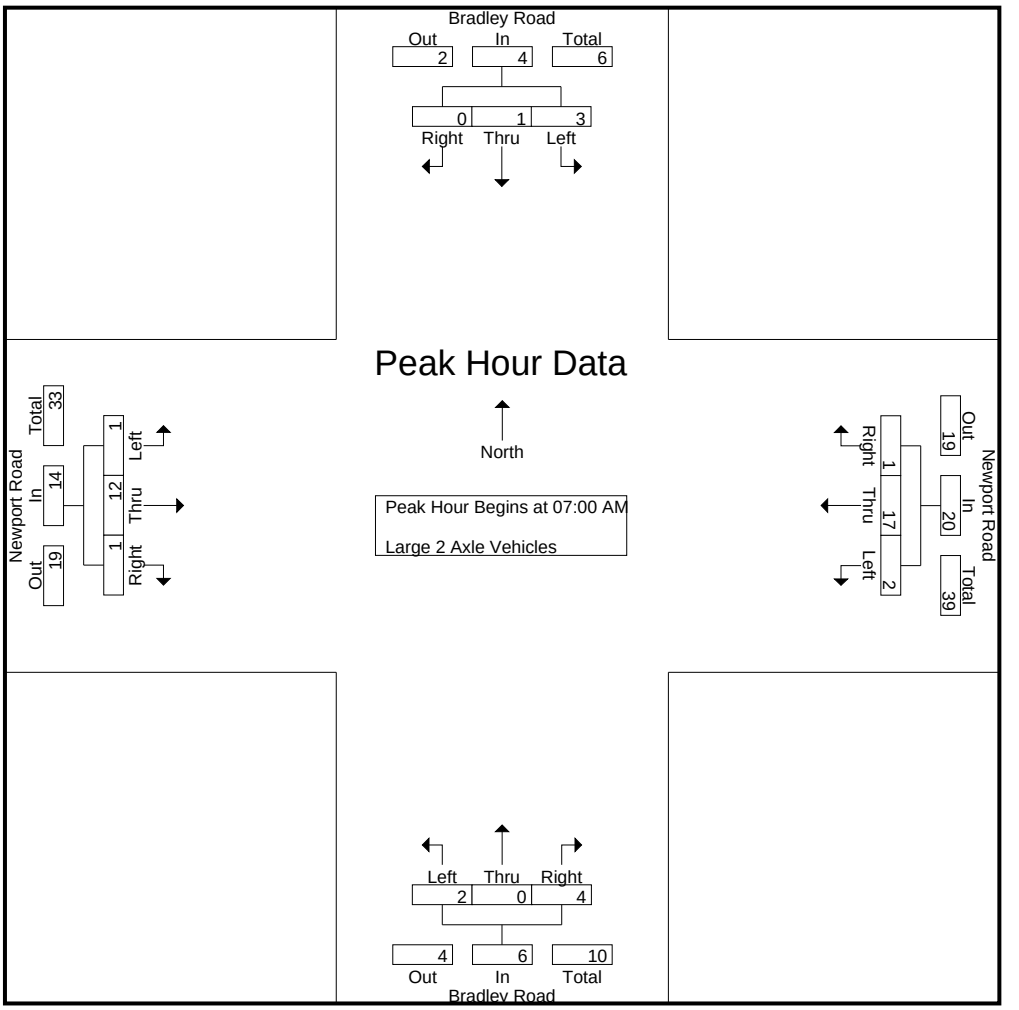
	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	1	0	4	0	12	0	12	2	0	0	2	0	2	1	3	21
07:15 AM	0	0	0	0	0	2	0	2	0	0	2	2	0	4	0	4	8
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	5	0	5	6
07:45 AM	0	0	0	0	2	3	1	6	0	0	1	1	1	1	0	2	9
Total	3	1	0	4	2	17	1	20	2	0	4	6	1	12	1	14	44
08:00 AM	2	1	1	4	3	3	0	6	0	1	1	2	0	2	0	2	14
08:15 AM	0	1	1	2	0	3	0	3	0	0	2	2	0	4	0	4	11
08:30 AM	0	3	0	3	2	4	0	6	1	1	0	2	1	7	1	9	20
08:45 AM	4	1	1	6	0	3	1	4	1	0	3	4	1	2	0	3	17
Total	6	6	3	15	5	13	1	19	2	2	6	10	2	15	1	18	62
Grand Total	9	7	3	19	7	30	2	39	4	2	10	16	3	27	2	32	106
Apprch %	47.4	36.8	15.8		17.9	76.9	5.1		25	12.5	62.5		9.4	84.4	6.2		
Total %	8.5	6.6	2.8	17.9	6.6	28.3	1.9	36.8	3.8	1.9	9.4	15.1	2.8	25.5	1.9	30.2	

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**3**	**1**	0	**4**	0	**12**	0	**12**	**2**	0	0	**2**	0	2	**1**	3	**21**
07:15 AM	0	0	0	0	0	2	0	2	0	0	**2**	2	0	4	0	4	8
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	**5**	0	**5**	6
07:45 AM	0	0	0	0	**2**	3	**1**	6	0	0	1	1	**1**	1	0	2	9
Total Volume	3	1	0	4	2	17	1	20	2	0	4	6	1	12	1	14	44
% App. Total	75	25	0		10	85	5		33.3	0	66.7		7.1	85.7	7.1		
PHF	.250	.250	.000	.250	.250	.354	.250	.417	.250	.000	.500	.750	.250	.600	.250	.700	.524

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City of Menifee
N/S: Bradley Road
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Weather: Clear

File Name : 87_MEN_Brad_New AM
Site Code : 00322418
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**3**	**1**	0	**4**	0	**12**	0	**12**	**2**	0	0	**2**	0	2	**1**	3
+15 mins.	0	0	0	0	0	2	0	2	0	0	**2**	2	0	4	0	4
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	**5**	0	**5**
+45 mins.	0	0	0	0	**2**	3	**1**	6	0	0	1	1	**1**	1	0	2
Total Volume	3	1	0	4	2	17	1	20	2	0	4	6	1	12	1	14
% App. Total	75	25	0		10	85	5		33.3	0	66.7		7.1	85.7	7.1	
PHF	.250	.250	.000	.250	.250	.354	.250	.417	.250	.000	.500	.750	.250	.600	.250	.700

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City of Menifee
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Site Code : 00322418
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Groups Printed- 3 Axle Vehicles

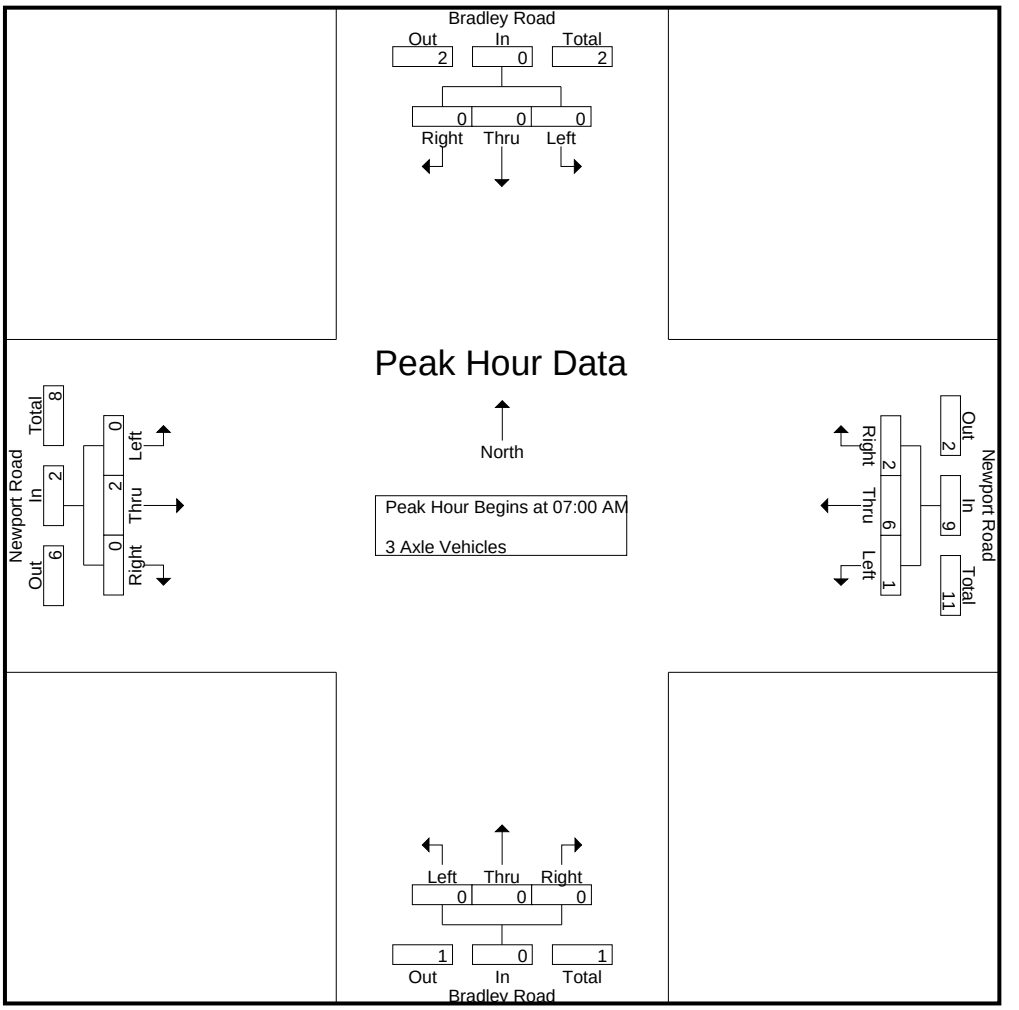
	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	1	2	1	4	0	0	0	0	0	1	0	1	5
Total	0	0	0	0	1	6	2	9	0	0	0	0	0	2	0	2	11
08:00 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	1	2	0	3	0	0	2	2	1	1	0	2	7
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	6	0	7	1	0	2	3	1	2	0	3	13
Grand Total	0	0	0	0	2	12	2	16	1	0	2	3	1	4	0	5	24
Apprch %	0	0	0		12.5	75	12.5		33.3	0	66.7		20	80	0		
Total %	0	0	0	0	8.3	50	8.3	66.7	4.2	0	8.3	12.5	4.2	16.7	0	20.8	

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**	2
07:15 AM	0	0	0	0	0	1	**1**	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	**1**	2	1	**4**	0	0	0	0	0	1	0	1	**5**
Total Volume	0	0	0	0	1	6	2	9	0	0	0	0	0	2	0	2	11
% App. Total	0	0	0		11.1	66.7	22.2		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.750	.500	.563	.000	.000	.000	.000	.000	.500	.000	.500	.550

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City of Menifee
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Site Code : 00322418
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	1	**1**	2	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	**1**	2	1	**4**	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	1	6	2	9	0	0	0	0	0	2	0	2
% App. Total	0	0	0		11.1	66.7	22.2		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.250	.750	.500	.563	.000	.000	.000	.000	.000	.500	.000	.500

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City of Menifee
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E/W: Newport Road
Weather: Clear

File Name : 87_MEN_Brad_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

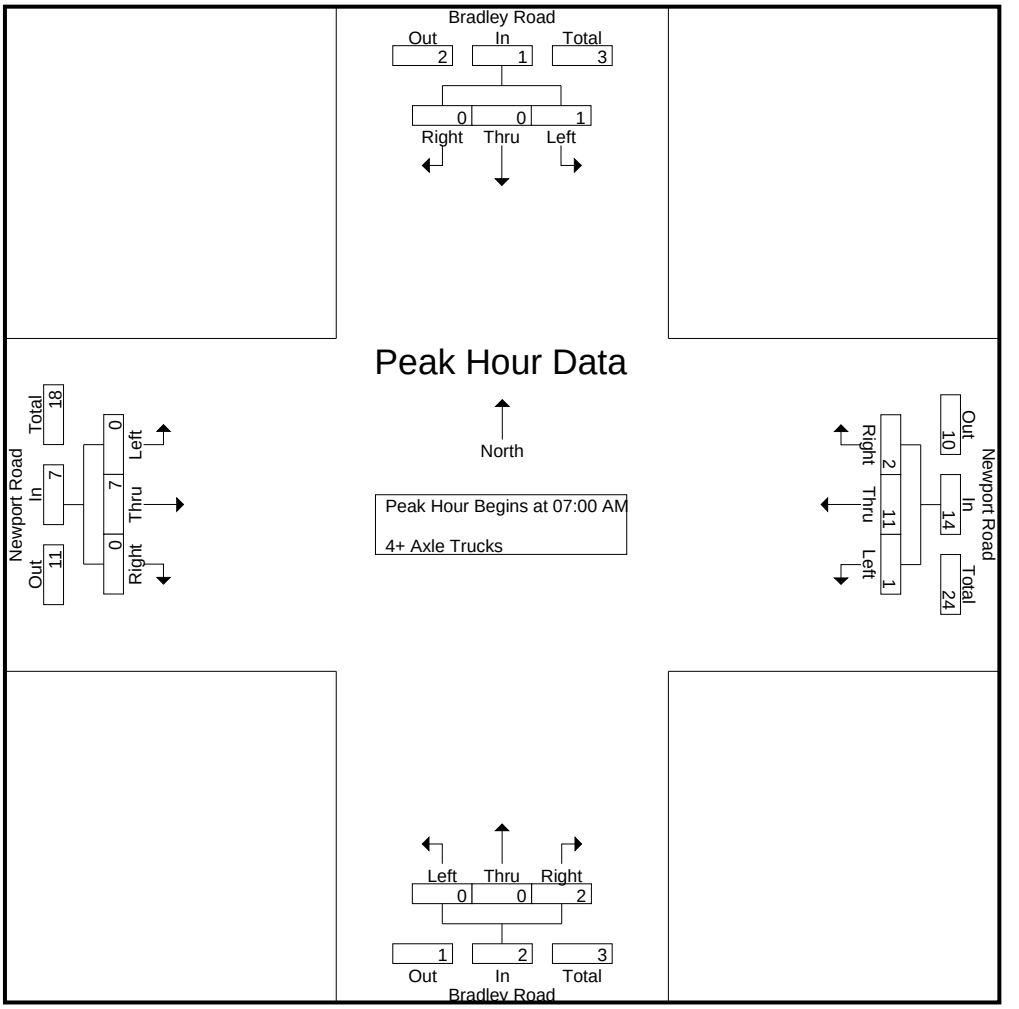
	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	2	0	2	4
07:15 AM	1	0	0	1	0	5	1	6	0	0	2	2	0	1	0	1	10
07:30 AM	0	0	0	0	0	5	1	6	0	0	0	0	0	0	0	0	6
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Total	1	0	0	1	1	11	2	14	0	0	2	2	0	7	0	7	24
08:00 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1	4
08:15 AM	0	0	0	0	1	1	0	2	0	0	1	1	0	2	0	2	5
08:30 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	2	4
08:45 AM	1	0	0	1	0	2	0	2	0	0	2	2	0	3	0	3	8
Total	1	0	0	1	1	6	0	7	0	0	5	5	0	8	0	8	21
Grand Total	2	0	0	2	2	17	2	21	0	0	7	7	0	15	0	15	45
Apprch %	100	0	0		9.5	81	9.5		0	0	100		0	100	0		
Total %	4.4	0	0	4.4	4.4	37.8	4.4	46.7	0	0	15.6	15.6	0	33.3	0	33.3	

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	**1**	1	0	2	0	0	0	0	0	2	0	2	4
07:15 AM	**1**	0	0	**1**	0	**5**	**1**	**6**	0	0	**2**	**2**	0	1	0	1	**10**
07:30 AM	0	0	0	0	0	5	1	6	0	0	0	0	0	0	0	0	6
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	**4**	4
Total Volume	1	0	0	1	1	11	2	14	0	0	2	2	0	7	0	7	24
% App. Total	100	0	0		7.1	78.6	14.3		0	0	100		0	100	0		
PHF	.250	.000	.000	.250	.250	.550	.500	.583	.000	.000	.250	.250	.000	.438	.000	.438	.600

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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	**1**	1	0	2	0	0	0	0	0	2	0	2
+15 mins.	**1**	0	0	**1**	0	**5**	**1**	**6**	0	0	**2**	**2**	0	1	0	1
+30 mins.	0	0	0	0	0	5	1	6	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	**4**
Total Volume	1	0	0	1	1	11	2	14	0	0	2	2	0	7	0	7
% App. Total	100	0	0		7.1	78.6	14.3		0	0	100		0	100	0	
PHF	.250	.000	.000	.250	.250	.550	.500	.583	.000	.000	.250	.250	.000	.438	.000	.438

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City of Menifee
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E/W: Newport Road
Weather: Clear

File Name : 87_MEN_Brad_New PM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

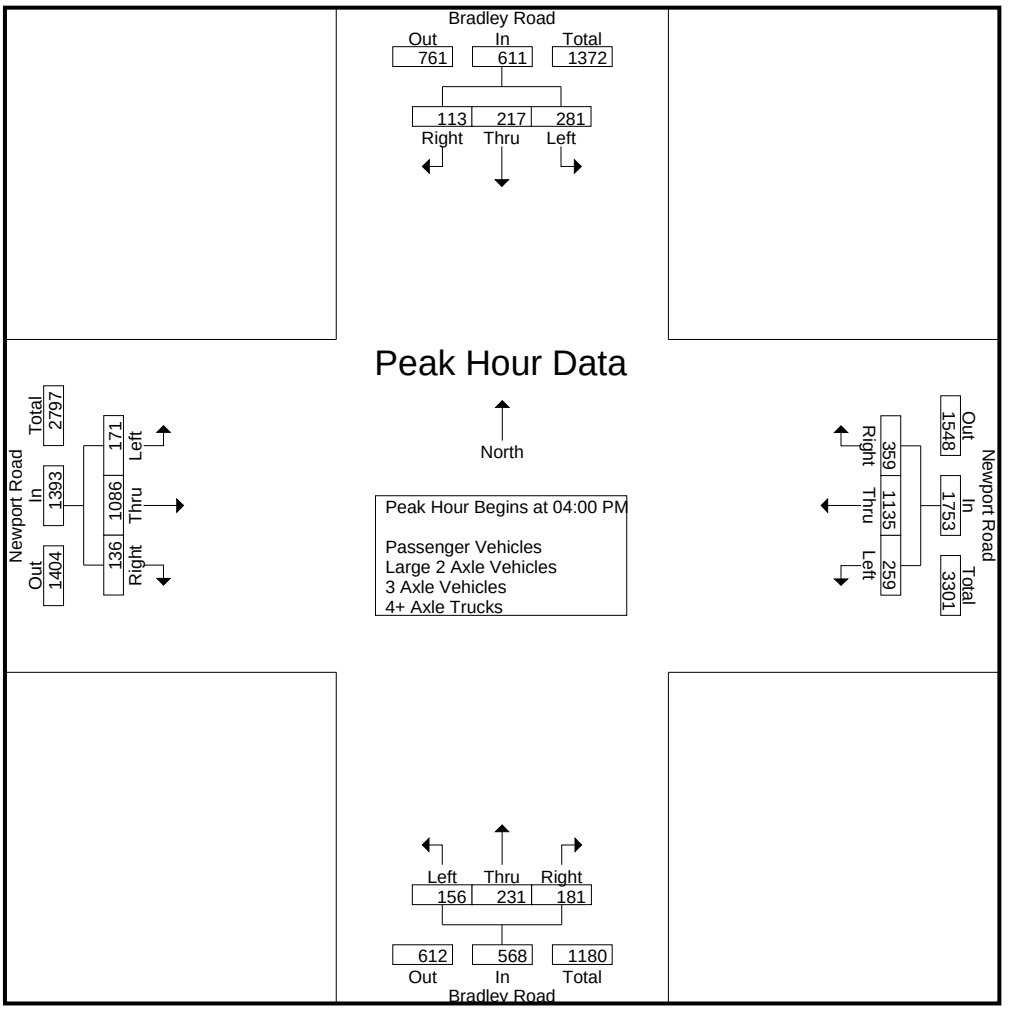
	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	71	48	33	152	73	308	91	472	29	51	38	118	44	288	35	367	1109
04:15 PM	72	51	20	143	57	248	86	391	56	74	45	175	41	236	23	300	1009
04:30 PM	69	59	32	160	49	297	80	426	38	57	48	143	35	279	33	347	1076
04:45 PM	69	59	28	156	80	282	102	464	33	49	50	132	51	283	45	379	1131
Total	281	217	113	611	259	1135	359	1753	156	231	181	568	171	1086	136	1393	4325
05:00 PM	66	47	23	136	50	330	67	447	51	53	51	155	41	263	25	329	1067
05:15 PM	58	57	21	136	53	319	75	447	44	37	36	117	38	272	33	343	1043
05:30 PM	66	35	28	129	62	292	57	411	28	44	41	113	28	264	22	314	967
05:45 PM	55	41	20	116	59	295	71	425	31	41	41	113	40	243	35	318	972
Total	245	180	92	517	224	1236	270	1730	154	175	169	498	147	1042	115	1304	4049
Grand Total	526	397	205	1128	483	2371	629	3483	310	406	350	1066	318	2128	251	2697	8374
Apprch %	46.6	35.2	18.2		13.9	68.1	18.1		29.1	38.1	32.8		11.8	78.9	9.3		
Total %	6.3	4.7	2.4	13.5	5.8	28.3	7.5	41.6	3.7	4.8	4.2	12.7	3.8	25.4	3	32.2	
Passenger Vehicles	523	393	203	1119	478	2352	624	3454	308	405	345	1058	316	2097	250	2663	8294
% Passenger Vehicles	99.4	99	99	99.2	99	99.2	99.2	99.2	99.4	99.8	98.6	99.2	99.4	98.5	99.6	98.7	99
Large 2 Axle Vehicles	3	4	2	9	3	11	5	19	2	1	4	7	2	26	0	28	63
% Large 2 Axle Vehicles	0.6	1	1	0.8	0.6	0.5	0.8	0.5	0.6	0.2	1.1	0.7	0.6	1.2	0	1	0.8
3 Axle Vehicles	0	0	0	0	1	1	0	2	0	0	0	0	0	3	0	3	5
% 3 Axle Vehicles	0	0	0	0	0.2	0	0	0.1	0	0	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	1	7	0	8	0	0	1	1	0	2	1	3	12
% 4+ Axle Trucks	0	0	0	0	0.2	0.3	0	0.2	0	0	0.3	0.1	0	0.1	0.4	0.1	0.1

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	71	48	**33**	152	73	**308**	91	**472**	29	51	38	118	44	**288**	35	367	1109
04:15 PM	**72**	51	20	143	57	248	86	391	**56**	**74**	45	**175**	41	236	23	300	1009
04:30 PM	69	**59**	32	**160**	49	297	80	426	38	57	48	143	35	279	33	347	1076
04:45 PM	69	59	28	156	**80**	282	**102**	464	33	49	**50**	132	**51**	283	**45**	**379**	**1131**
Total Volume	281	217	113	611	259	1135	359	1753	156	231	181	568	171	1086	136	1393	4325
% App. Total	46	35.5	18.5		14.8	64.7	20.5		27.5	40.7	31.9		12.3	78	9.8		
PHF	.976	.919	.856	.955	.809	.921	.880	.928	.696	.780	.905	.811	.838	.943	.756	.919	.956

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

	04:00 PM				04:30 PM				04:15 PM				04:30 PM			
+0 mins.	71	48	**33**	152	49	297	80	426	**56**	**74**	45	**175**	35	279	33	347
+15 mins.	**72**	51	20	143	**80**	282	**102**	**464**	38	57	48	143	**51**	**283**	**45**	**379**
+30 mins.	69	**59**	32	**160**	50	**330**	67	447	33	49	50	132	41	263	25	329
+45 mins.	69	59	28	156	53	319	75	447	51	53	**51**	155	38	272	33	343
Total Volume	281	217	113	611	232	1228	324	1784	178	233	194	605	165	1097	136	1398
% App. Total	46	35.5	18.5		13	68.8	18.2		29.4	38.5	32.1		11.8	78.5	9.7	
PHF	.976	.919	.856	.955	.725	.930	.794	.961	.795	.787	.951	.864	.809	.969	.756	.922

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City of Menifee
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Groups Printed- Passenger Vehicles

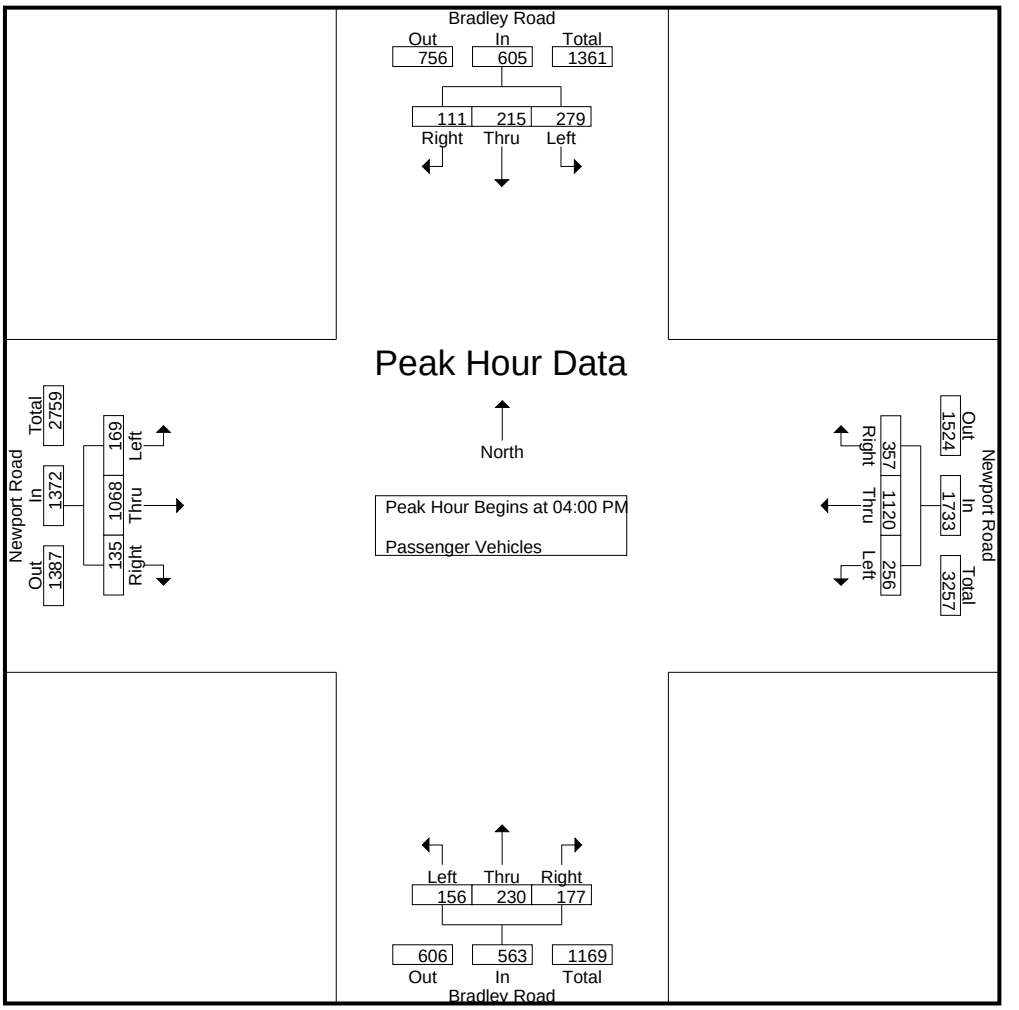
	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	71	48	33	152	72	305	91	468	29	51	38	118	43	287	34	364	1102
04:15 PM	71	50	19	140	56	243	86	385	56	73	45	174	41	231	23	295	994
04:30 PM	68	59	31	158	49	292	79	420	38	57	47	142	35	274	33	342	1062
04:45 PM	69	58	28	155	79	280	101	460	33	49	47	129	50	276	45	371	1115
Total	279	215	111	605	256	1120	357	1733	156	230	177	563	169	1068	135	1372	4273
05:00 PM	66	47	23	136	49	329	67	445	51	53	50	154	41	260	25	326	1061
05:15 PM	58	55	21	134	52	318	72	442	43	37	36	116	38	264	33	335	1027
05:30 PM	66	35	28	129	62	290	57	409	27	44	41	112	28	262	22	312	962
05:45 PM	54	41	20	115	59	295	71	425	31	41	41	113	40	243	35	318	971
Total	244	178	92	514	222	1232	267	1721	152	175	168	495	147	1029	115	1291	4021
Grand Total	523	393	203	1119	478	2352	624	3454	308	405	345	1058	316	2097	250	2663	8294
Apprch %	46.7	35.1	18.1		13.8	68.1	18.1		29.1	38.3	32.6		11.9	78.7	9.4		
Total %	6.3	4.7	2.4	13.5	5.8	28.4	7.5	41.6	3.7	4.9	4.2	12.8	3.8	25.3	3	32.1	

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**71**	48	**33**	152	72	**305**	91	**468**	29	51	38	118	43	**287**	34	364	1102
04:15 PM	71	50	19	140	56	243	86	385	**56**	**73**	45	**174**	41	231	23	295	994
04:30 PM	68	**59**	31	**158**	49	292	79	420	38	57	**47**	142	35	274	33	342	1062
04:45 PM	69	58	28	155	**79**	280	**101**	460	33	49	47	129	**50**	276	**45**	**371**	**1115**
Total Volume	279	215	111	605	256	1120	357	1733	156	230	177	563	169	1068	135	1372	4273
% App. Total	46.1	35.5	18.3		14.8	64.6	20.6		27.7	40.9	31.4		12.3	77.8	9.8		
PHF	.982	.911	.841	.957	.810	.918	.884	.926	.696	.788	.941	.809	.845	.930	.750	.925	.958

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City of Menifee
N/S: Bradley Road
E/W: Newport Road
Weather: Clear

File Name : 87_MEN_Brad_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**71**	48	**33**	152	72	**305**	91	**468**	29	51	38	118	43	**287**	34	364
+15 mins.	71	50	19	140	56	243	86	385	**56**	**73**	45	**174**	41	231	23	295
+30 mins.	68	**59**	31	**158**	49	292	79	420	38	57	**47**	142	35	274	33	342
+45 mins.	69	58	28	155	**79**	280	**101**	460	33	49	47	129	**50**	276	**45**	**371**
Total Volume	279	215	111	605	256	1120	357	1733	156	230	177	563	169	1068	135	1372
% App. Total	46.1	35.5	18.3		14.8	64.6	20.6		27.7	40.9	31.4		12.3	77.8	9.8	
PHF	.982	.911	.841	.957	.810	.918	.884	.926	.696	.788	.941	.809	.845	.930	.750	.925

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City of Menifee
N/S: Bradley Road
E/W: Newport Road
Weather: Clear

File Name : 87_MEN_Brad_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

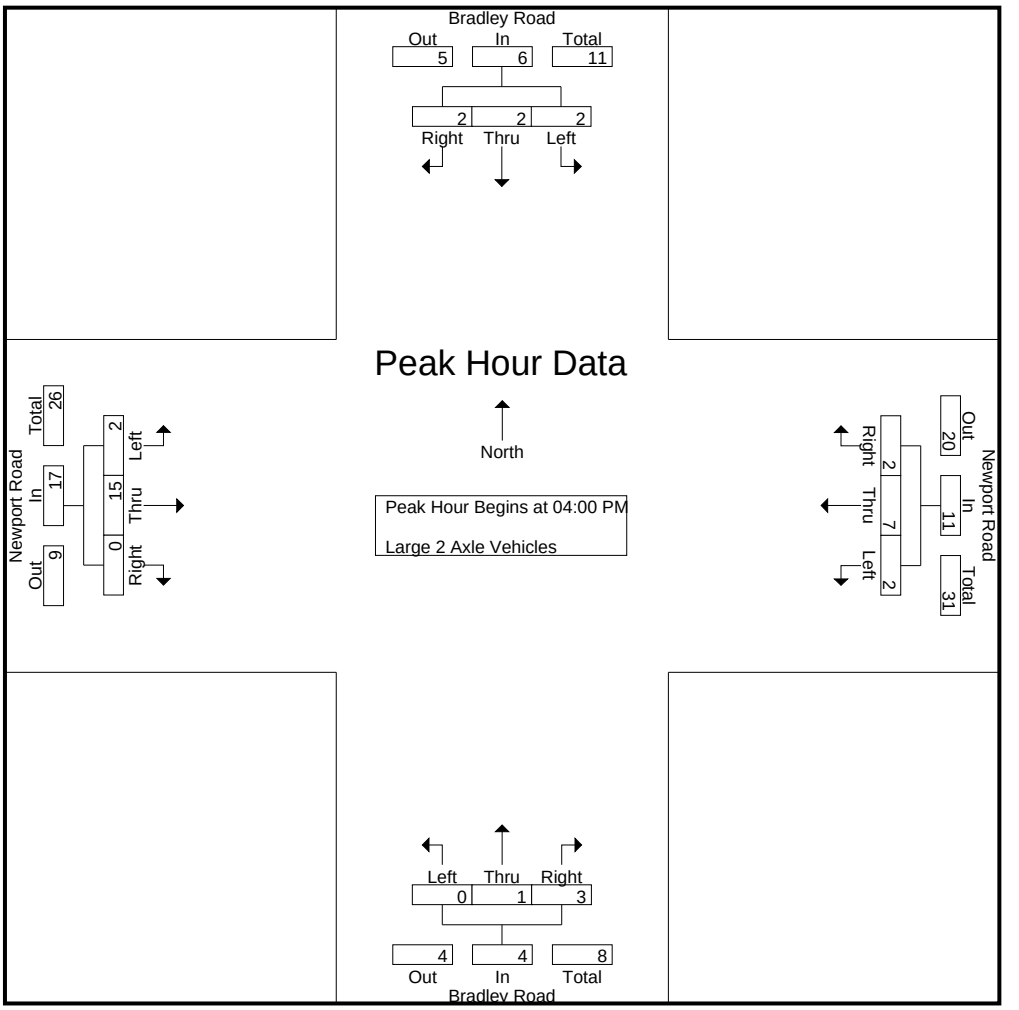
	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	2	0	3	0	0	0	0	1	0	0	1	4
04:15 PM	1	1	1	3	1	4	0	5	0	1	0	1	0	3	0	3	12
04:30 PM	1	0	1	2	0	1	1	2	0	0	1	1	0	5	0	5	10
04:45 PM	0	1	0	1	0	0	1	1	0	0	2	2	1	7	0	8	12
Total	2	2	2	6	2	7	2	11	0	1	3	4	2	15	0	17	38
05:00 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	2	4
05:15 PM	0	2	0	2	1	1	3	5	1	0	0	1	0	8	0	8	16
05:30 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	1	0	1	4
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	0	3	1	4	3	8	2	0	1	3	0	11	0	11	25
Grand Total	3	4	2	9	3	11	5	19	2	1	4	7	2	26	0	28	63
Apprch %	33.3	44.4	22.2		15.8	57.9	26.3		28.6	14.3	57.1		7.1	92.9	0		
Total %	4.8	6.3	3.2	14.3	4.8	17.5	7.9	30.2	3.2	1.6	6.3	11.1	3.2	41.3	0	44.4	

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	**1**	2	0	3	0	0	0	0	**1**	0	0	1	4
04:15 PM	**1**	**1**	**1**	**3**	1	**4**	0	**5**	0	**1**	0	1	0	3	0	3	**12**
04:30 PM	1	0	1	2	0	1	**1**	2	0	0	1	1	0	5	0	5	10
04:45 PM	0	1	0	1	0	0	1	1	0	0	**2**	**2**	1	**7**	0	**8**	12
Total Volume	2	2	2	6	2	7	2	11	0	1	3	4	2	15	0	17	38
% App. Total	33.3	33.3	33.3		18.2	63.6	18.2		0	25	75		11.8	88.2	0		
PHF	.500	.500	.500	.500	.500	.438	.500	.550	.000	.250	.375	.500	.500	.536	.000	.531	.792

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City of Menifee
N/S: Bradley Road
E/W: Newport Road
Weather: Clear

File Name : 87_MEN_Brad_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	**1**	2	0	3	0	0	0	0	**1**	0	0	1
+15 mins.	**1**	**1**	**1**	**3**	1	**4**	0	**5**	0	**1**	0	1	0	3	0	3
+30 mins.	1	0	1	2	0	1	**1**	2	0	0	1	1	0	5	0	5
+45 mins.	0	1	0	1	0	0	1	1	0	0	**2**	**2**	1	**7**	0	**8**
Total Volume	2	2	2	6	2	7	2	11	0	1	3	4	2	15	0	17
% App. Total	33.3	33.3	33.3		18.2	63.6	18.2		0	25	75		11.8	88.2	0	
PHF	.500	.500	.500	.500	.500	.438	.500	.550	.000	.250	.375	.500	.500	.536	.000	.531

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City of Menifee
N/S: Bradley Road
E/W: Newport Road
Weather: Clear

File Name : 87_MEN_Brad_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

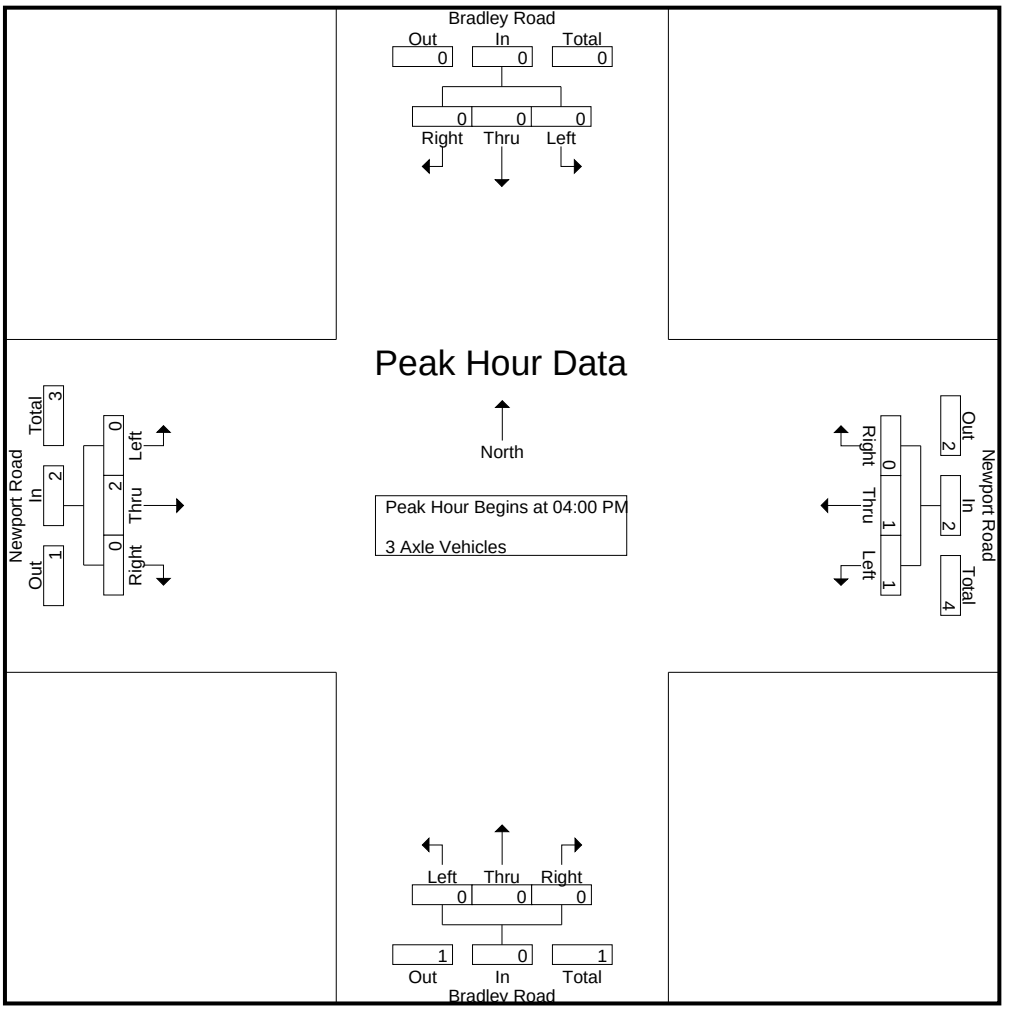
	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	1	1	0	2	0	0	0	0	0	2	0	2	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	1	1	0	2	0	0	0	0	0	3	0	3	5
Apprch %	0	0	0		50	50	0		0	0	0		0	100	0		
Total %	0	0	0	0	20	20	0	40	0	0	0	0	0	60	0	60	

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	**2**
Total Volume	0	0	0	0	1	1	0	2	0	0	0	0	0	2	0	2	4
% App. Total	0	0	0		50	50	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.500

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City of Menifee
N/S: Bradley Road
E/W: Newport Road
Weather: Clear

File Name : 87_MEN_Brad_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	2	0	0	0	0	0	2	0	2
% App. Total	0	0	0		50	50	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.250	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500

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City of Menifee
N/S: Bradley Road
E/W: Newport Road
Weather: Clear

File Name : 87_MEN_Brad_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

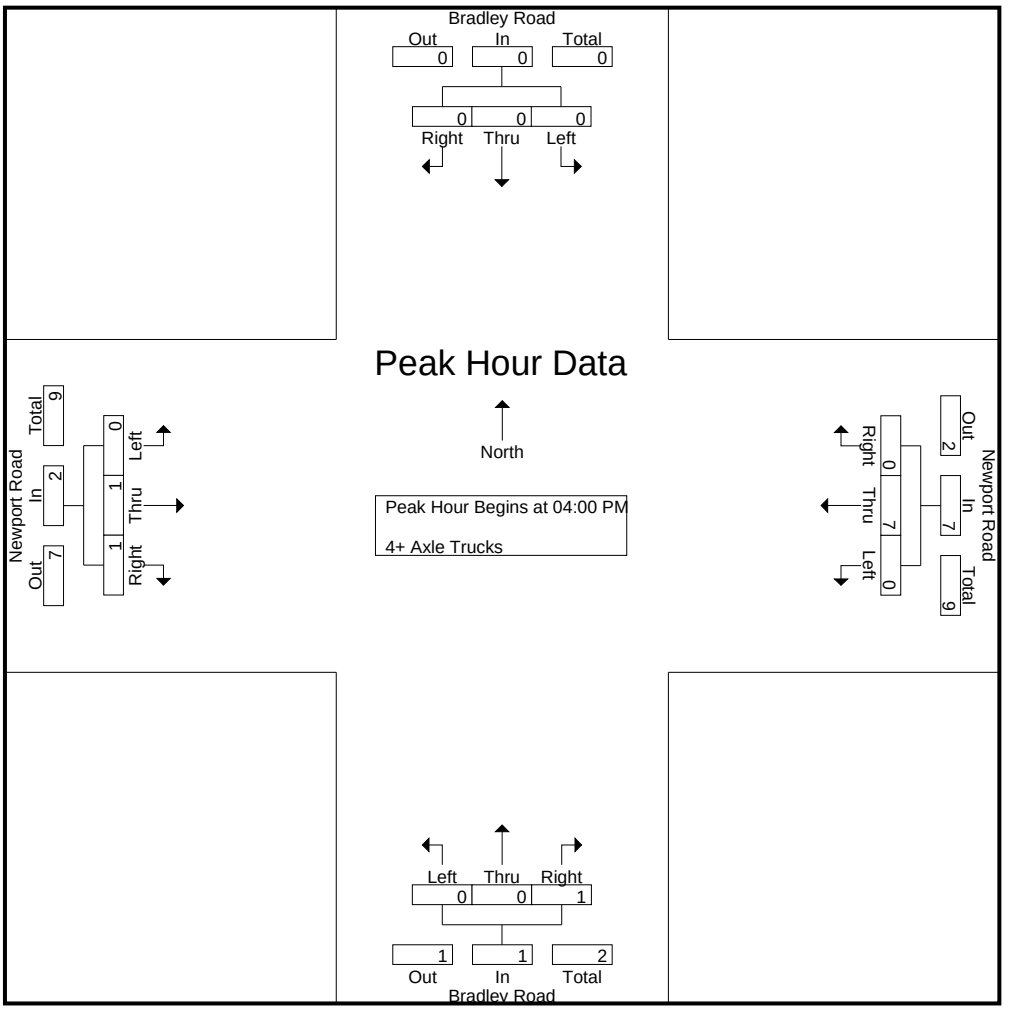
	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
Total	0	0	0	0	0	7	0	7	0	0	1	1	0	1	1	2	10
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
Grand Total	0	0	0	0	1	7	0	8	0	0	1	1	0	2	1	3	12
Apprch %	0	0	0		12.5	87.5	0		0	0	100		0	66.7	33.3		
Total %	0	0	0	0	8.3	58.3	0	66.7	0	0	8.3	8.3	0	16.7	8.3	25	

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	**1**	**1**	2
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	1	2
04:30 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0	**4**
04:45 PM	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	0	0	0	2
Total Volume	0	0	0	0	0	7	0	7	0	0	1	1	0	1	1	2	10
% App. Total	0	0	0		0	100	0		0	0	100		0	50	50		
PHF	.000	.000	.000	.000	.000	.438	.000	.438	.000	.000	.250	.250	.000	.250	.250	.500	.625

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City of Menifee
N/S: Bradley Road
E/W: Newport Road
Weather: Clear

File Name : 87_MEN_Brad_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	**1**	**1**
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	1
+30 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	0	0	0
Total Volume	0	0	0	0	0	7	0	7	0	0	1	1	0	1	1	2
% App. Total	0	0	0		0	100	0		0	0	100		0	50	50	
PHF	.000	.000	.000	.000	.000	.438	.000	.438	.000	.000	.250	.250	.000	.250	.250	.500

Location: Menifee
N/S: Bradley Road
E/W: Newport Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Bradley Road Pedestrians	East Leg Newport Road Pedestrians	South Leg Bradley Road Pedestrians	West Leg Newport Road Pedestrians	
7:00 AM	0	0	0	4	4
7:15 AM	0	0	0	0	0
7:30 AM	0	0	1	2	3
7:45 AM	0	0	1	0	1
8:00 AM	1	0	0	4	5
8:15 AM	0	0	1	1	2
8:30 AM	0	0	1	1	2
8:45 AM	0	0	0	2	2
TOTAL VOLUMES:	1	0	4	14	19

	North Leg Bradley Road Pedestrians	East Leg Newport Road Pedestrians	South Leg Bradley Road Pedestrians	West Leg Newport Road Pedestrians	
4:00 PM	0	0	2	0	2
4:15 PM	2	0	0	2	4
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	2	2
5:00 PM	0	0	0	0	0
5:15 PM	0	0	2	3	5
5:30 PM	1	0	0	1	2
5:45 PM	1	0	7	1	9
TOTAL VOLUMES:	4	0	12	9	25

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Location: Menifee
N/S: Bradley Road
E/W: Newport Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Bradley Road			Westbound Newport Road			Northbound Bradley Road			Eastbound Newport Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	4	0	0	0	0	0	0	0	0	3	0	7

	Southbound Bradley Road			Westbound Newport Road			Northbound Bradley Road			Eastbound Newport Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	4	0	0	0	0	1	0	0	1	0	0	6

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City of Menifee
N/S: Avenida De Cortez/Town Center Drive
E/W: Newport Road
Weather: Clear

File Name : 88_MEN_Ave D C_New AM
Site Code : 00322418
Start Date : 5/25/2022

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

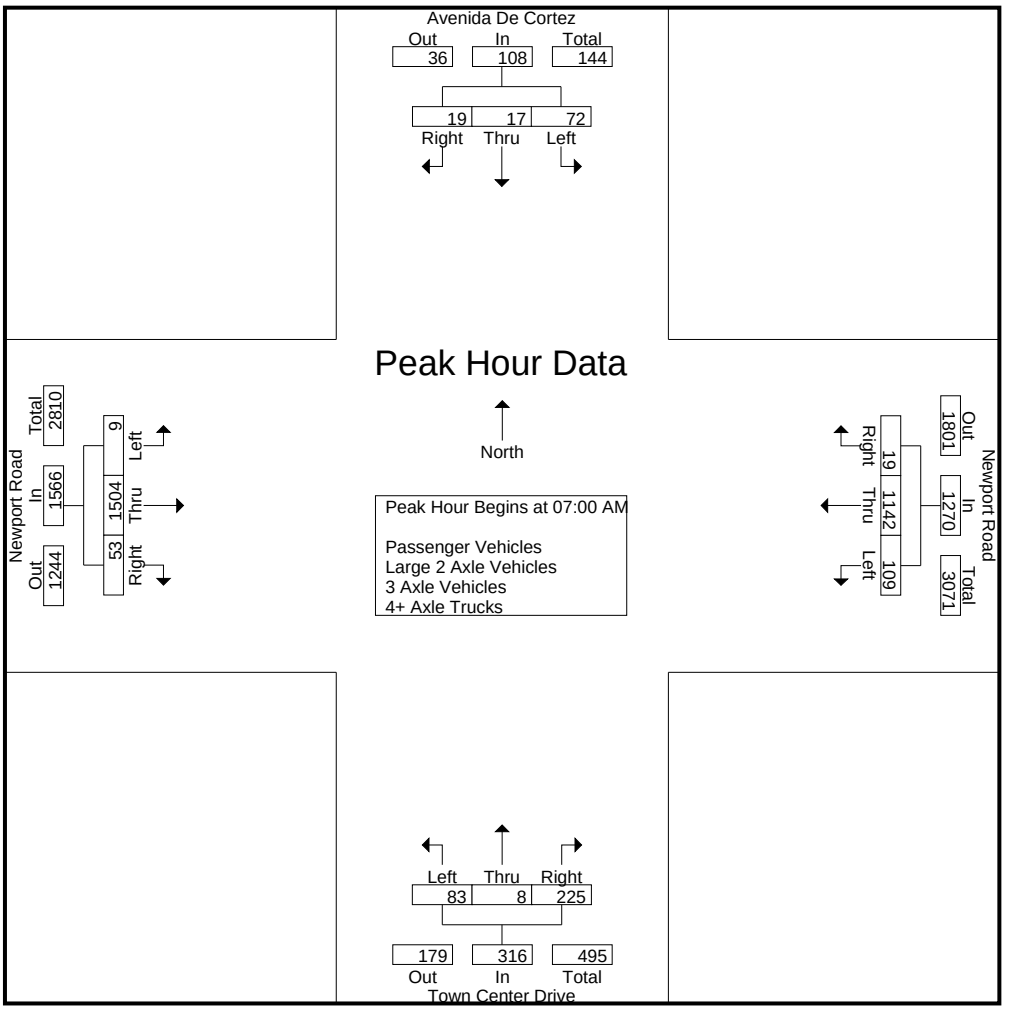
	Avenida De Cortez Southbound				Newport Road Westbound				Town Center Drive Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	3	3	20	21	285	0	306	13	3	55	71	2	324	6	332	729
07:15 AM	22	6	10	38	28	285	4	317	20	2	58	80	1	367	15	383	818
07:30 AM	18	3	4	25	40	275	6	321	19	1	64	84	4	439	14	457	887
07:45 AM	18	5	2	25	20	297	9	326	31	2	48	81	2	374	18	394	826
Total	72	17	19	108	109	1142	19	1270	83	8	225	316	9	1504	53	1566	3260
08:00 AM	21	3	5	29	26	240	7	273	26	2	47	75	1	294	8	303	680
08:15 AM	13	2	1	16	22	313	6	341	27	2	37	66	1	365	8	374	797
08:30 AM	14	2	2	18	23	295	6	324	24	3	30	57	2	361	6	369	768
08:45 AM	22	0	1	23	12	279	4	295	21	4	33	58	3	415	7	425	801
Total	70	7	9	86	83	1127	23	1233	98	11	147	256	7	1435	29	1471	3046
Grand Total	142	24	28	194	192	2269	42	2503	181	19	372	572	16	2939	82	3037	6306
Apprch %	73.2	12.4	14.4		7.7	90.7	1.7		31.6	3.3	65		0.5	96.8	2.7		
Total %	2.3	0.4	0.4	3.1	3	36	0.7	39.7	2.9	0.3	5.9	9.1	0.3	46.6	1.3	48.2	
Passenger Vehicles	142	24	26	192	186	2183	41	2410	178	19	369	566	16	2876	81	2973	6141
% Passenger Vehicles	100	100	92.9	99	96.9	96.2	97.6	96.3	98.3	100	99.2	99	100	97.9	98.8	97.9	97.4
Large 2 Axle Vehicles	0	0	2	2	6	48	1	55	2	0	2	4	0	34	0	34	95
% Large 2 Axle Vehicles	0	0	7.1	1	3.1	2.1	2.4	2.2	1.1	0	0.5	0.7	0	1.2	0	1.1	1.5
3 Axle Vehicles	0	0	0	0	0	20	0	20	0	0	0	0	0	4	0	4	24
% 3 Axle Vehicles	0	0	0	0	0	0.9	0	0.8	0	0	0	0	0	0.1	0	0.1	0.4
4+ Axle Trucks	0	0	0	0	0	18	0	18	1	0	1	2	0	25	1	26	46
% 4+ Axle Trucks	0	0	0	0	0	0.8	0	0.7	0.6	0	0.3	0.3	0	0.9	1.2	0.9	0.7

	Avenida De Cortez Southbound				Newport Road Westbound				Town Center Drive Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	14	3	3	20	21	285	0	306	13	**3**	55	71	2	324	6	332	729
07:15 AM	**22**	**6**	**10**	**38**	28	285	4	317	20	2	58	80	1	367	15	383	818
07:30 AM	18	3	4	25	**40**	275	6	321	19	1	**64**	**84**	**4**	**439**	14	**457**	**887**
07:45 AM	18	5	2	25	20	**297**	**9**	**326**	**31**	2	48	81	2	374	**18**	394	826
Total Volume	72	17	19	108	109	1142	19	1270	83	8	225	316	9	1504	53	1566	3260
% App. Total	66.7	15.7	17.6		8.6	89.9	1.5		26.3	2.5	71.2		0.6	96	3.4		
PHF	.818	.708	.475	.711	.681	.961	.528	.974	.669	.667	.879	.940	.563	.856	.736	.857	.919

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City of Menifee
N/S: Avenida De Cortez/Town Center Drive
E/W: Newport Road
Weather: Clear

File Name : 88_MEN_Ave D C_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:15 AM				07:00 AM				07:15 AM				07:00 AM			
+0 mins.	**22**	**6**	**10**	**38**	21	285	0	306	20	**2**	58	80	2	324	6	332
+15 mins.	18	3	4	25	28	285	4	317	19	1	**64**	**84**	1	367	15	383
+30 mins.	18	5	2	25	**40**	275	6	321	**31**	2	48	81	**4**	**439**	14	**457**
+45 mins.	21	3	5	29	20	**297**	**9**	**326**	26	2	47	75	2	374	**18**	394
Total Volume	79	17	21	117	109	1142	19	1270	96	7	217	320	9	1504	53	1566
% App. Total	67.5	14.5	17.9		8.6	89.9	1.5		30	2.2	67.8		0.6	96	3.4	
PHF	.898	.708	.525	.770	.681	.961	.528	.974	.774	.875	.848	.952	.563	.856	.736	.857

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City of Menifee
N/S: Avenida De Cortez/Town Center Drive
E/W: Newport Road
Weather: Clear

File Name : 88_MEN_Ave D C_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

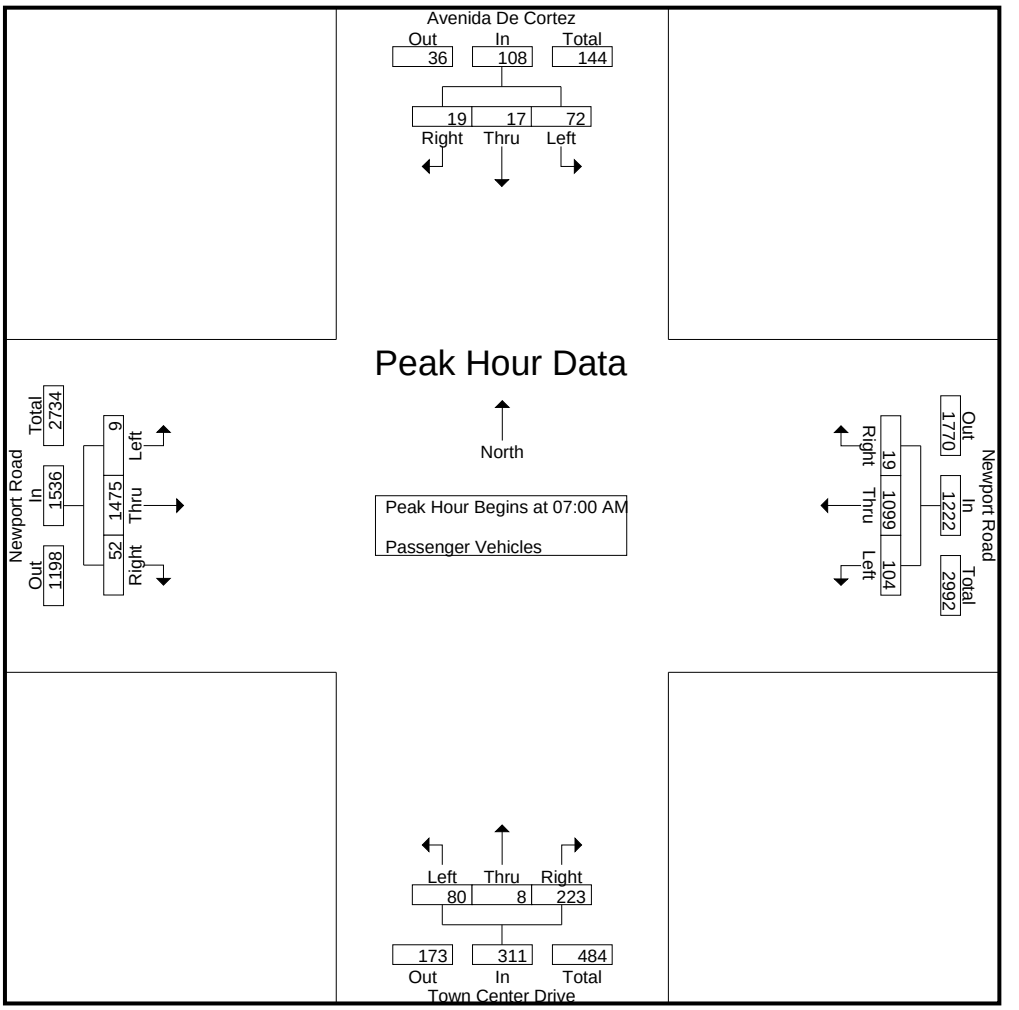
	Avenida De Cortez Southbound				Newport Road Westbound				Town Center Drive Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	3	3	20	20	276	0	296	11	3	54	68	2	318	5	325	709
07:15 AM	22	6	10	38	26	276	4	306	19	2	58	79	1	357	15	373	796
07:30 AM	18	3	4	25	38	263	6	307	19	1	63	83	4	433	14	451	866
07:45 AM	18	5	2	25	20	284	9	313	31	2	48	81	2	367	18	387	806
Total	72	17	19	108	104	1099	19	1222	80	8	223	311	9	1475	52	1536	3177
08:00 AM	21	3	4	28	26	230	6	262	26	2	46	74	1	290	8	299	663
08:15 AM	13	2	1	16	22	306	6	334	27	2	37	66	1	357	8	366	782
08:30 AM	14	2	1	17	22	280	6	308	24	3	30	57	2	348	6	356	738
08:45 AM	22	0	1	23	12	268	4	284	21	4	33	58	3	406	7	416	781
Total	70	7	7	84	82	1084	22	1188	98	11	146	255	7	1401	29	1437	2964
Grand Total	142	24	26	192	186	2183	41	2410	178	19	369	566	16	2876	81	2973	6141
Apprch %	74	12.5	13.5		7.7	90.6	1.7		31.4	3.4	65.2		0.5	96.7	2.7		
Total %	2.3	0.4	0.4	3.1	3	35.5	0.7	39.2	2.9	0.3	6	9.2	0.3	46.8	1.3	48.4	

	Avenida De Cortez Southbound				Newport Road Westbound				Town Center Drive Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	14	3	3	20	20	276	0	296	11	**3**	54	68	2	318	5	325	709
07:15 AM	**22**	**6**	**10**	**38**	26	276	4	306	19	2	58	79	1	357	15	373	796
07:30 AM	18	3	4	25	**38**	263	6	307	19	1	**63**	**83**	**4**	**433**	14	**451**	**866**
07:45 AM	18	5	2	25	20	**284**	**9**	**313**	**31**	2	48	81	2	367	**18**	387	806
Total Volume	72	17	19	108	104	1099	19	1222	80	8	223	311	9	1475	52	1536	3177
% App. Total	66.7	15.7	17.6		8.5	89.9	1.6		25.7	2.6	71.7		0.6	96	3.4		
PHF	.818	.708	.475	.711	.684	.967	.528	.976	.645	.667	.885	.937	.563	.852	.722	.851	.917

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City of Menifee
N/S: Avenida De Cortez/Town Center Drive
E/W: Newport Road
Weather: Clear

File Name : 88_MEN_Ave D C_New AM
Site Code : 00322418
Start Date : 5/25/2022



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	14	3	3	20	20	276	0	296	11	**3**	54	68	2	318	5	325
+15 mins.	**22**	**6**	**10**	**38**	26	276	4	306	19	2	58	79	1	357	15	373
+30 mins.	18	3	4	25	**38**	263	6	307	19	1	**63**	**83**	**4**	**433**	14	**451**
+45 mins.	18	5	2	25	20	**284**	**9**	**313**	**31**	2	48	81	2	367	**18**	387
Total Volume	72	17	19	108	104	1099	19	1222	80	8	223	311	9	1475	52	1536
% App. Total	66.7	15.7	17.6		8.5	89.9	1.6		25.7	2.6	71.7		0.6	96	3.4	
PHF	.818	.708	.475	.711	.684	.967	.528	.976	.645	.667	.885	.937	.563	.852	.722	.851

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City of Menifee
N/S: Avenida De Cortez/Town Center Drive
E/W: Newport Road
Weather: Clear

File Name : 88_MEN_Ave D C_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

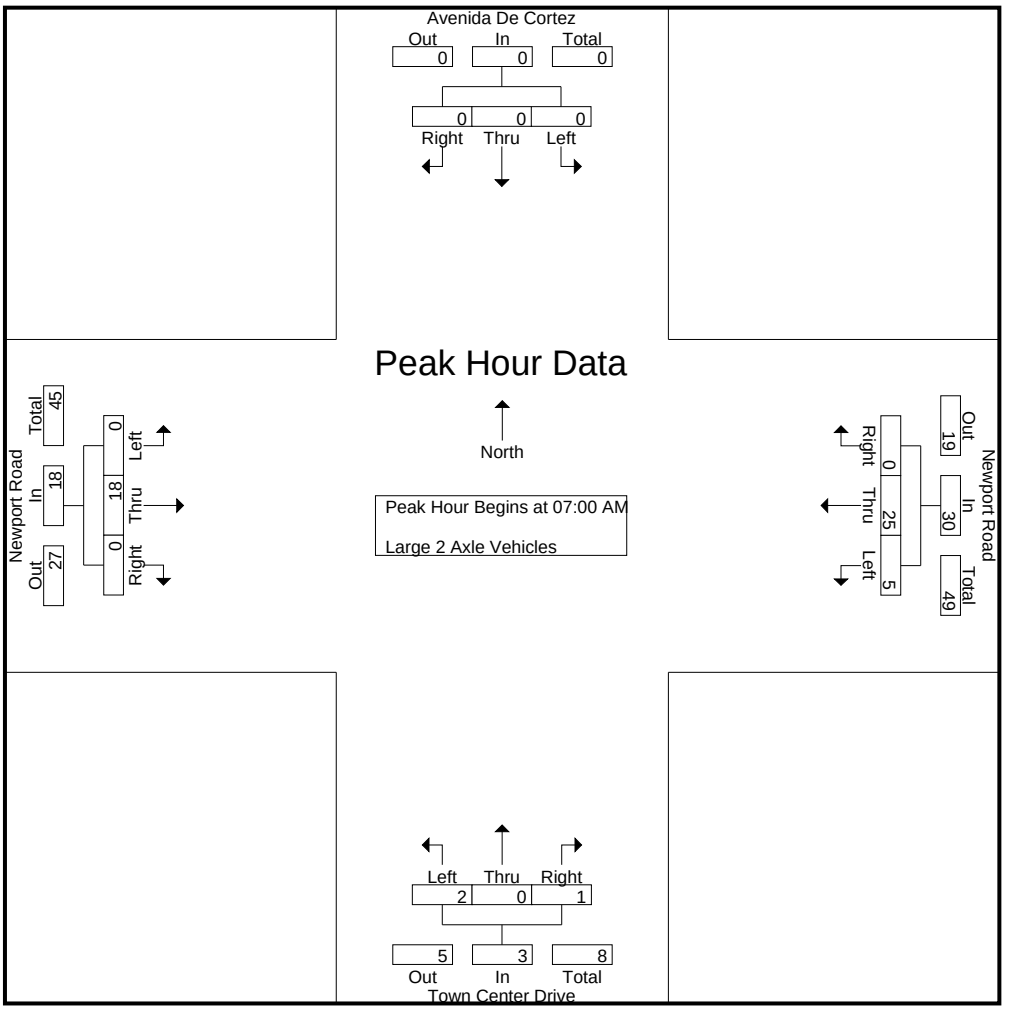
	Avenida De Cortez Southbound				Newport Road Westbound				Town Center Drive Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	4	0	5	2	0	0	2	0	4	0	4	11
07:15 AM	0	0	0	0	2	1	0	3	0	0	0	0	0	6	0	6	9
07:30 AM	0	0	0	0	2	7	0	9	0	0	1	1	0	4	0	4	14
07:45 AM	0	0	0	0	0	13	0	13	0	0	0	0	0	4	0	4	17
Total	0	0	0	0	5	25	0	30	2	0	1	3	0	18	0	18	51
08:00 AM	0	0	1	1	0	4	1	5	0	0	1	1	0	3	0	3	10
08:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
08:30 AM	0	0	1	1	1	6	0	7	0	0	0	0	0	8	0	8	16
08:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
Total	0	0	2	2	1	23	1	25	0	0	1	1	0	16	0	16	44
Grand Total	0	0	2	2	6	48	1	55	2	0	2	4	0	34	0	34	95
Apprch %	0	0	100		10.9	87.3	1.8		50	0	50		0	100	0		
Total %	0	0	2.1	2.1	6.3	50.5	1.1	57.9	2.1	0	2.1	4.2	0	35.8	0	35.8	

	Avenida De Cortez Southbound				Newport Road Westbound				Town Center Drive Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	1	4	0	5	**2**	0	0	**2**	0	4	0	4	11
07:15 AM	0	0	0	0	**2**	1	0	3	0	0	0	0	0	**6**	0	**6**	9
07:30 AM	0	0	0	0	2	7	0	9	0	0	**1**	1	0	4	0	4	14
07:45 AM	0	0	0	0	0	**13**	0	**13**	0	0	0	0	0	4	0	4	**17**
Total Volume	0	0	0	0	5	25	0	30	2	0	1	3	0	18	0	18	51
% App. Total	0	0	0		16.7	83.3	0		66.7	0	33.3		0	100	0		
PHF	.000	.000	.000	.000	.625	.481	.000	.577	.250	.000	.250	.375	.000	.750	.000	.750	.750

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City of Menifee
N/S: Avenida De Cortez/Town Center Drive
E/W: Newport Road
Weather: Clear

File Name : 88_MEN_Ave D C_New AM
Site Code : 00322418
Start Date : 5/25/2022



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	1	4	0	5	**2**	0	0	**2**	0	4	0	4
+15 mins.	0	0	0	0	**2**	1	0	3	0	0	0	0	0	**6**	0	**6**
+30 mins.	0	0	0	0	2	7	0	9	0	0	**1**	1	0	4	0	4
+45 mins.	0	0	0	0	0	**13**	0	**13**	0	0	0	0	0	4	0	4
Total Volume	0	0	0	0	5	25	0	30	2	0	1	3	0	18	0	18
% App. Total	0	0	0		16.7	83.3	0		66.7	0	33.3		0	100	0	
PHF	.000	.000	.000	.000	.625	.481	.000	.577	.250	.000	.250	.375	.000	.750	.000	.750

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City of Menifee
N/S: Avenida De Cortez/Town Center Drive
E/W: Newport Road
Weather: Clear

File Name : 88_MEN_Ave D C_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

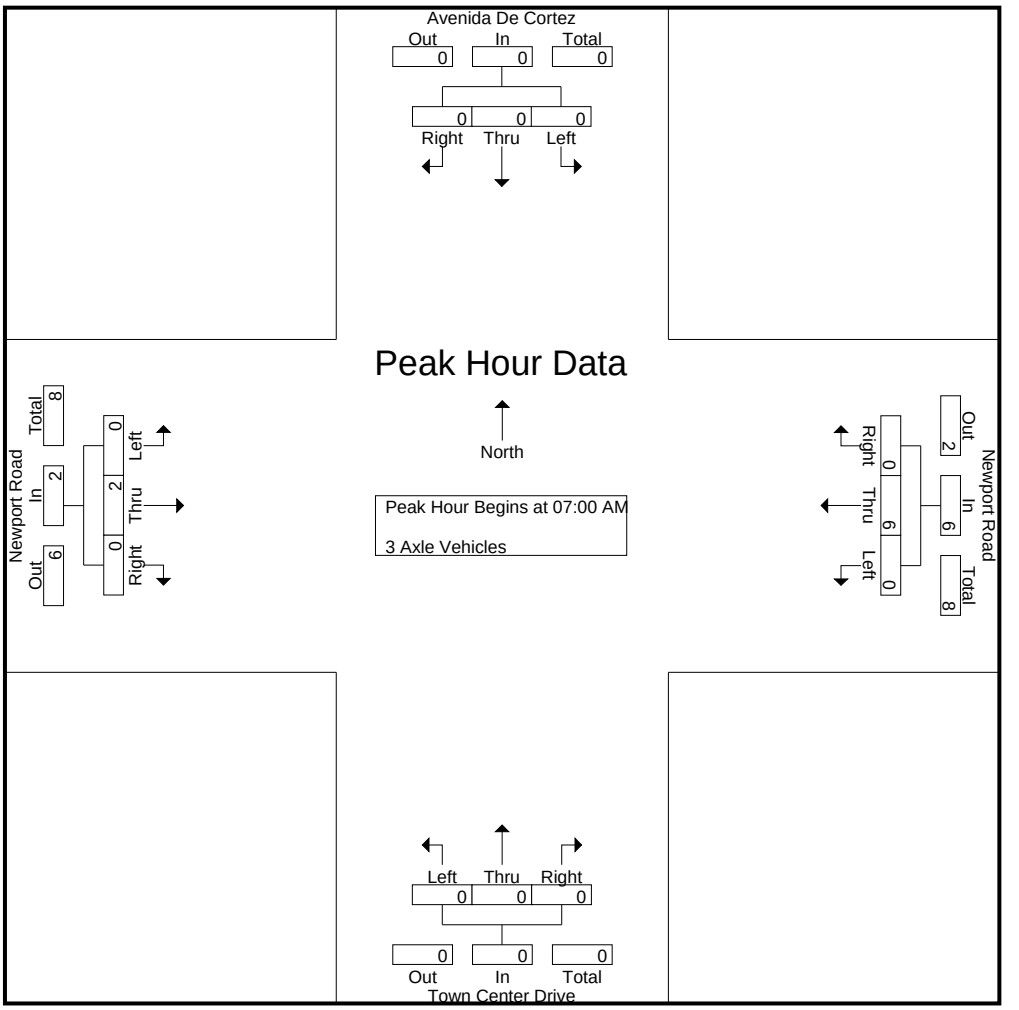
	Avenida De Cortez Southbound				Newport Road Westbound				Town Center Drive Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:30 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	0	0	0	9
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	14	0	14	0	0	0	0	0	2	0	2	16
Grand Total	0	0	0	0	0	20	0	20	0	0	0	0	0	4	0	4	24
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	83.3	0	83.3	0	0	0	0	0	16.7	0	16.7	

	Avenida De Cortez Southbound				Newport Road Westbound				Town Center Drive Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	**1**	0	**1**	**3**
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.667

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City of Menifee
N/S: Avenida De Cortez/Town Center Drive
E/W: Newport Road
Weather: Clear

File Name : 88_MEN_Ave D C_New AM
Site Code : 00322418
Start Date : 5/25/2022



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500

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City of Menifee
N/S: Avenida De Cortez/Town Center Drive
E/W: Newport Road
Weather: Clear

File Name : 88_MEN_Ave D C_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

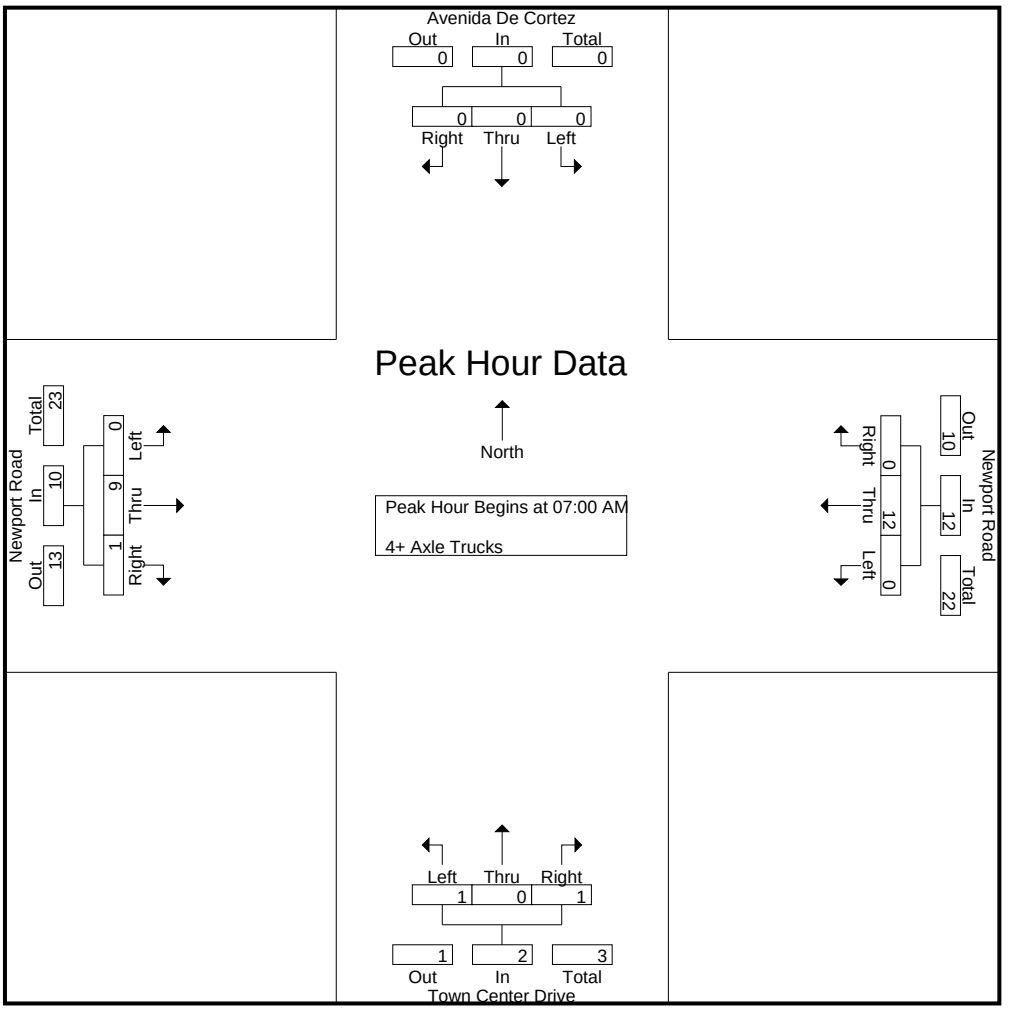
	Avenida De Cortez Southbound				Newport Road Westbound				Town Center Drive Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	3	0	0	1	1	0	2	1	3	7
07:15 AM	0	0	0	0	0	6	0	6	1	0	0	1	0	3	0	3	10
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	12	0	12	1	0	1	2	0	9	1	10	24
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	16	0	16	22
Grand Total	0	0	0	0	0	18	0	18	1	0	1	2	0	25	1	26	46
Apprch %	0	0	0		0	100	0		50	0	50		0	96.2	3.8		
Total %	0	0	0	0	0	39.1	0	39.1	2.2	0	2.2	4.3	0	54.3	2.2	56.5	

	Avenida De Cortez Southbound				Newport Road Westbound				Town Center Drive Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	3	0	3	0	0	**1**	**1**	0	2	**1**	**3**	7
07:15 AM	0	0	0	0	0	**6**	0	**6**	**1**	0	0	1	0	**3**	0	3	**10**
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	12	0	12	1	0	1	2	0	9	1	10	24
% App. Total	0	0	0		0	100	0		50	0	50		0	90	10		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.250	.500	.000	.750	.250	.833	.600

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

City of Menifee
N/S: Avenida De Cortez/Town Center Drive
E/W: Newport Road
Weather: Clear

File Name : 88_MEN_Ave D C_New AM
Site Code : 00322418
Start Date : 5/25/2022



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	**1**	**1**	0	2	**1**	**3**
+15 mins.	0	0	0	0	0	**6**	0	**6**	**1**	0	0	1	0	**3**	0	3
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	12	0	12	1	0	1	2	0	9	1	10
% App. Total	0	0	0		0	100	0		50	0	50		0	90	10	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.250	.500	.000	.750	.250	.833

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City of Menifee
N/S: Avenida De Cortez/Town Center Drive
E/W: Newport Road
Weather: Clear

File Name : 88_MEN_Ave D C_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

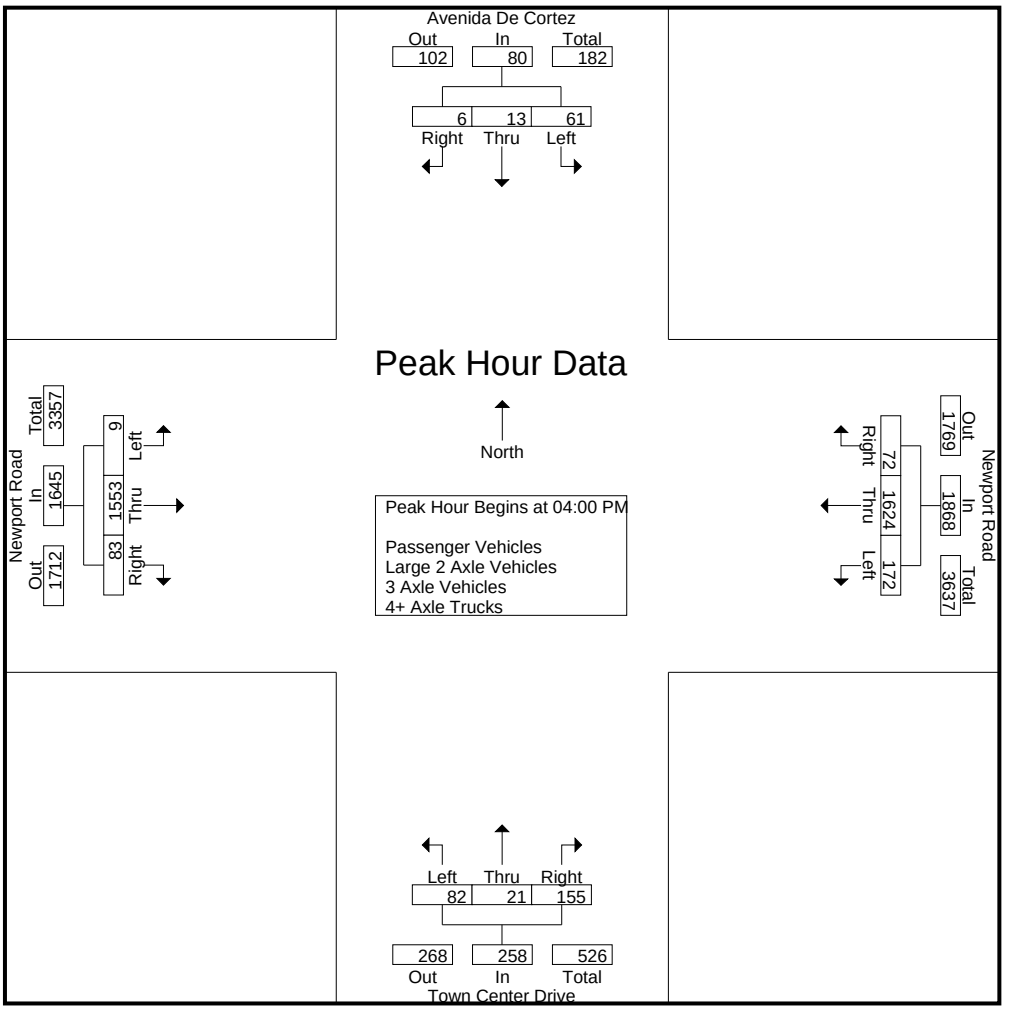
	Avenida De Cortez Southbound				Newport Road Westbound				Town Center Drive Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	17	5	0	22	36	408	16	460	27	5	28	60	1	390	25	416	958
04:15 PM	15	3	0	18	51	415	13	479	24	7	52	83	2	353	26	381	961
04:30 PM	10	2	3	15	36	403	21	460	12	6	40	58	5	423	19	447	980
04:45 PM	19	3	3	25	49	398	22	469	19	3	35	57	1	387	13	401	952
Total	61	13	6	80	172	1624	72	1868	82	21	155	258	9	1553	83	1645	3851
05:00 PM	22	4	0	26	26	400	16	442	23	5	43	71	4	381	17	402	941
05:15 PM	17	8	3	28	39	408	13	460	16	2	34	52	3	379	14	396	936
05:30 PM	22	2	0	24	41	364	30	435	19	4	28	51	2	354	14	370	880
05:45 PM	24	4	2	30	56	403	20	479	28	1	32	61	1	348	14	363	933
Total	85	18	5	108	162	1575	79	1816	86	12	137	235	10	1462	59	1531	3690
Grand Total	146	31	11	188	334	3199	151	3684	168	33	292	493	19	3015	142	3176	7541
Apprch %	77.7	16.5	5.9		9.1	86.8	4.1		34.1	6.7	59.2		0.6	94.9	4.5		
Total %	1.9	0.4	0.1	2.5	4.4	42.4	2	48.9	2.2	0.4	3.9	6.5	0.3	40	1.9	42.1	
Passenger Vehicles	145	31	11	187	334	3176	149	3659	168	33	291	492	19	2999	141	3159	7497
% Passenger Vehicles	99.3	100	100	99.5	100	99.3	98.7	99.3	100	100	99.7	99.8	100	99.5	99.3	99.5	99.4
Large 2 Axle Vehicles	1	0	0	1	0	17	2	19	0	0	1	1	0	10	1	11	32
% Large 2 Axle Vehicles	0.7	0	0	0.5	0	0.5	1.3	0.5	0	0	0.3	0.2	0	0.3	0.7	0.3	0.4
3 Axle Vehicles	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
% 3 Axle Vehicles	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
% 4+ Axle Trucks	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0.1	0	0.1	0.1

	Avenida De Cortez Southbound				Newport Road Westbound				Town Center Drive Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	17	**5**	0	22	36	408	16	460	**27**	5	28	60	1	390	25	416	958
04:15 PM	15	3	0	18	**51**	**415**	13	**479**	24	**7**	**52**	**83**	2	353	**26**	381	961
04:30 PM	10	2	**3**	15	36	403	21	460	12	6	40	58	**5**	**423**	19	**447**	**980**
04:45 PM	**19**	3	3	**25**	49	398	**22**	469	19	3	35	57	1	387	13	401	952
Total Volume	61	13	6	80	172	1624	72	1868	82	21	155	258	9	1553	83	1645	3851
% App. Total	76.2	16.2	7.5		9.2	86.9	3.9		31.8	8.1	60.1		0.5	94.4	5		
PHF	.803	.650	.500	.800	.843	.978	.818	.975	.759	.750	.745	.777	.450	.918	.798	.920	.982

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City of Menifee
N/S: Avenida De Cortez/Town Center Drive
E/W: Newport Road
Weather: Clear

File Name : 88_MEN_Ave D C_New PM
Site Code : 00322418
Start Date : 5/25/2022



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

	05:00 PM				04:00 PM				04:15 PM				04:30 PM			
+0 mins.	22	4	0	26	36	408	16	460	**24**	**7**	**52**	**83**	**5**	**423**	**19**	**447**
+15 mins.	17	**8**	**3**	28	**51**	**415**	13	**479**	12	6	40	58	1	387	13	401
+30 mins.	22	2	0	24	36	403	21	460	19	3	35	57	4	381	17	402
+45 mins.	**24**	4	2	**30**	49	398	**22**	469	23	5	43	71	3	379	14	396
Total Volume	85	18	5	108	172	1624	72	1868	78	21	170	269	13	1570	63	1646
% App. Total	78.7	16.7	4.6		9.2	86.9	3.9		29	7.8	63.2		0.8	95.4	3.8	
PHF	.885	.563	.417	.900	.843	.978	.818	.975	.813	.750	.817	.810	.650	.928	.829	.921

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City of Menifee
N/S: Avenida De Cortez/Town Center Drive
E/W: Newport Road
Weather: Clear

File Name : 88_MEN_Ave D C_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

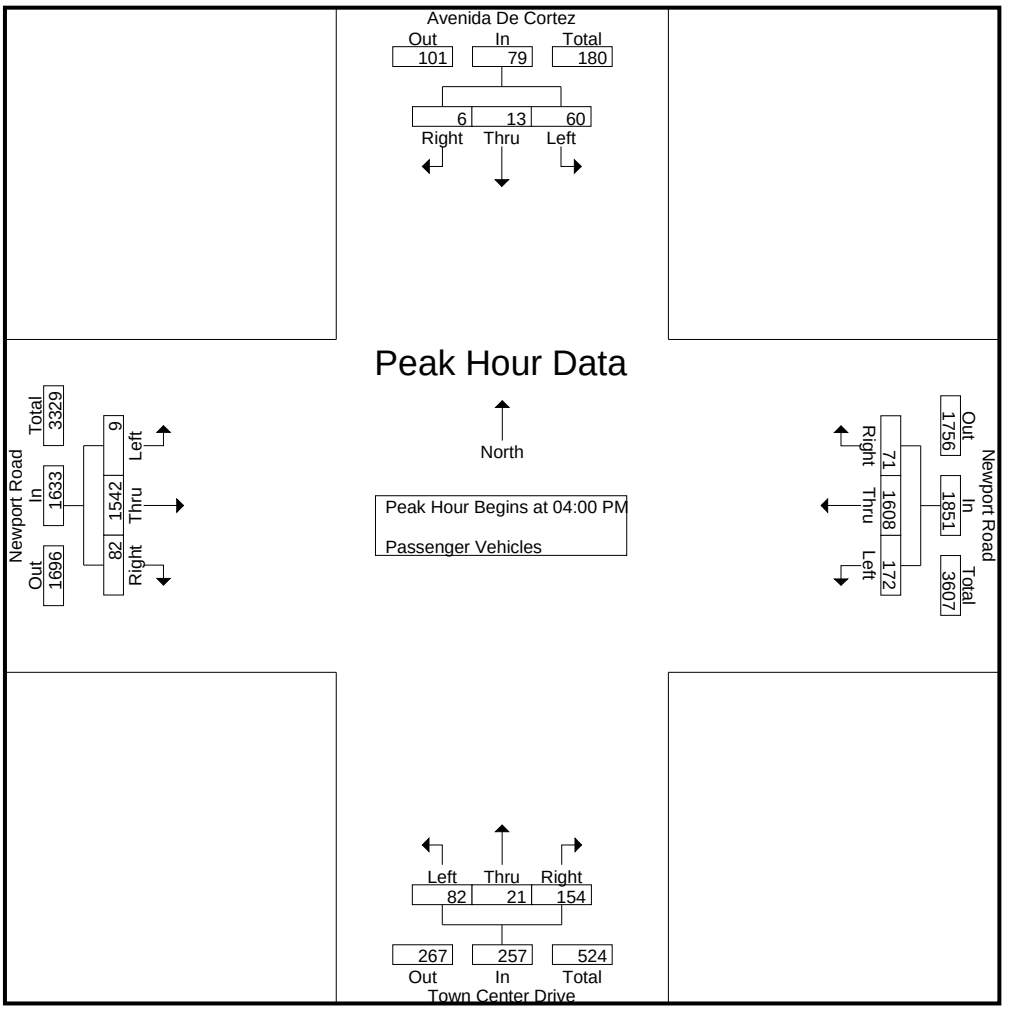
	Avenida De Cortez Southbound				Newport Road Westbound				Town Center Drive Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	16	5	0	21	36	405	15	456	27	5	27	59	1	389	25	415	951
04:15 PM	15	3	0	18	51	411	13	475	24	7	52	83	2	349	26	377	953
04:30 PM	10	2	3	15	36	398	21	455	12	6	40	58	5	420	18	443	971
04:45 PM	19	3	3	25	49	394	22	465	19	3	35	57	1	384	13	398	945
Total	60	13	6	79	172	1608	71	1851	82	21	154	257	9	1542	82	1633	3820
05:00 PM	22	4	0	26	26	397	16	439	23	5	43	71	4	379	17	400	936
05:15 PM	17	8	3	28	39	406	13	458	16	2	34	52	3	377	14	394	932
05:30 PM	22	2	0	24	41	362	29	432	19	4	28	51	2	353	14	369	876
05:45 PM	24	4	2	30	56	403	20	479	28	1	32	61	1	348	14	363	933
Total	85	18	5	108	162	1568	78	1808	86	12	137	235	10	1457	59	1526	3677
Grand Total	145	31	11	187	334	3176	149	3659	168	33	291	492	19	2999	141	3159	7497
Apprch %	77.5	16.6	5.9		9.1	86.8	4.1		34.1	6.7	59.1		0.6	94.9	4.5		
Total %	1.9	0.4	0.1	2.5	4.5	42.4	2	48.8	2.2	0.4	3.9	6.6	0.3	40	1.9	42.1	

	Avenida De Cortez Southbound				Newport Road Westbound				Town Center Drive Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	16	**5**	0	21	36	405	15	456	**27**	5	27	59	1	389	25	415	951
04:15 PM	15	3	0	18	**51**	**411**	13	**475**	24	**7**	**52**	**83**	2	349	**26**	377	953
04:30 PM	10	2	**3**	15	36	398	21	455	12	6	40	58	**5**	**420**	18	**443**	**971**
04:45 PM	**19**	3	3	**25**	49	394	**22**	465	19	3	35	57	1	384	13	398	945
Total Volume	60	13	6	79	172	1608	71	1851	82	21	154	257	9	1542	82	1633	3820
% App. Total	75.9	16.5	7.6		9.3	86.9	3.8		31.9	8.2	59.9		0.6	94.4	5		
PHF	.789	.650	.500	.790	.843	.978	.807	.974	.759	.750	.740	.774	.450	.918	.788	.922	.984

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City of Menifee
N/S: Avenida De Cortez/Town Center Drive
E/W: Newport Road
Weather: Clear

File Name : 88_MEN_Ave D C_New PM
Site Code : 00322418
Start Date : 5/25/2022



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	16	**5**	0	21	36	405	15	456	**27**	5	27	59	1	389	25	415
+15 mins.	15	3	0	18	**51**	**411**	13	**475**	24	**7**	**52**	**83**	2	349	**26**	377
+30 mins.	10	2	**3**	15	36	398	21	455	12	6	40	58	**5**	**420**	18	**443**
+45 mins.	**19**	3	3	**25**	49	394	**22**	465	19	3	35	57	1	384	13	398
Total Volume	60	13	6	79	172	1608	71	1851	82	21	154	257	9	1542	82	1633
% App. Total	75.9	16.5	7.6		9.3	86.9	3.8		31.9	8.2	59.9		0.6	94.4	5	
PHF	.789	.650	.500	.790	.843	.978	.807	.974	.759	.750	.740	.774	.450	.918	.788	.922

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City of Menifee
N/S: Avenida De Cortez/Town Center Drive
E/W: Newport Road
Weather: Clear

File Name : 88_MEN_Ave D C_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

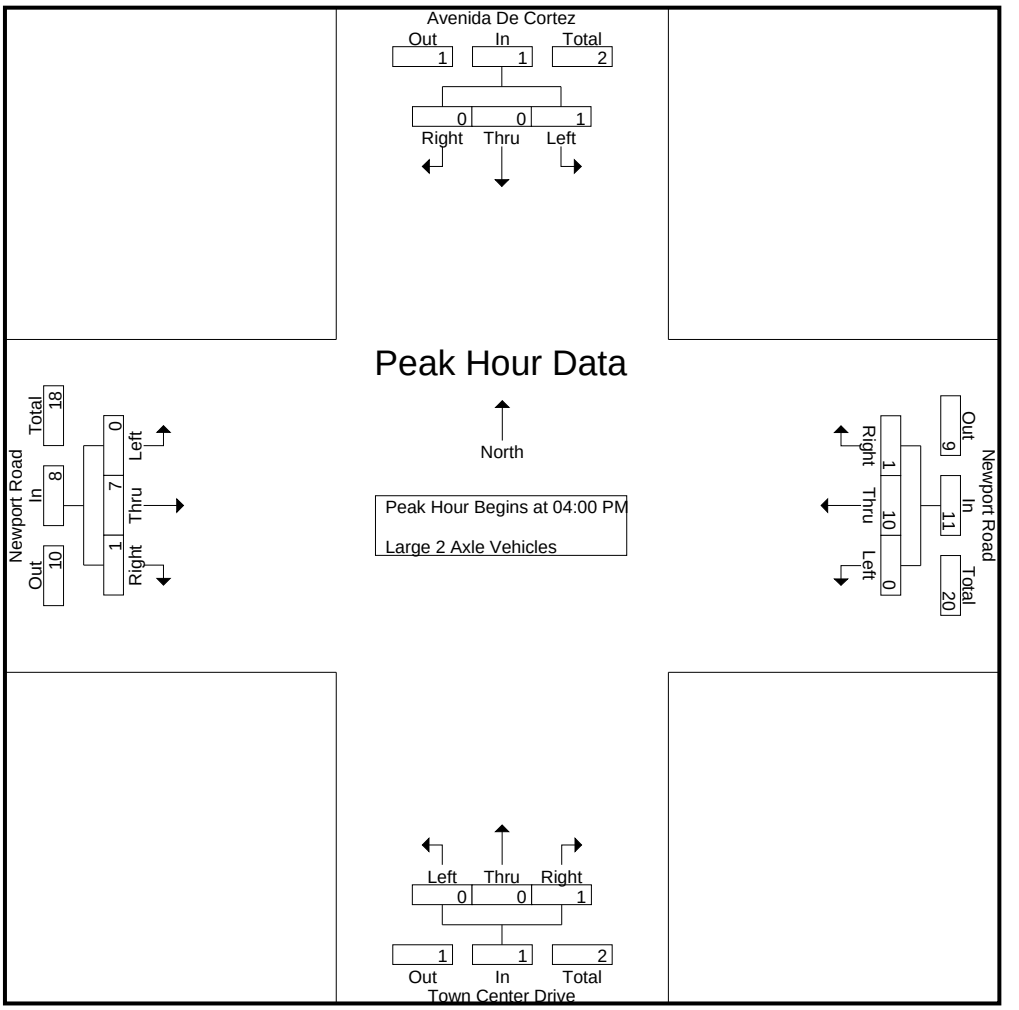
	Avenida De Cortez Southbound				Newport Road Westbound				Town Center Drive Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	2	1	3	0	0	1	1	0	0	0	0	5
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3	5
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	1	0	0	1	0	10	1	11	0	0	1	1	0	7	1	8	21
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
05:30 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	1	8	0	0	0	0	0	3	0	3	11
Grand Total	1	0	0	1	0	17	2	19	0	0	1	1	0	10	1	11	32
Apprch %	100	0	0		0	89.5	10.5		0	0	100		0	90.9	9.1		
Total %	3.1	0	0	3.1	0	53.1	6.2	59.4	0	0	3.1	3.1	0	31.2	3.1	34.4	

	Avenida De Cortez Southbound				Newport Road Westbound				Town Center Drive Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	0	0	**1**	0	2	**1**	3	0	0	**1**	**1**	0	0	0	0	5
04:15 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	**3**	0	**3**	**7**
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	**1**	3	5
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total Volume	1	0	0	1	0	10	1	11	0	0	1	1	0	7	1	8	21
% App. Total	100	0	0		0	90.9	9.1		0	0	100		0	87.5	12.5		
PHF	.250	.000	.000	.250	.000	.625	.250	.688	.000	.000	.250	.250	.000	.583	.250	.667	.750

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City of Menifee
N/S: Avenida De Cortez/Town Center Drive
E/W: Newport Road
Weather: Clear

File Name : 88_MEN_Ave D C_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**1**	0	0	**1**	0	2	**1**	3	0	0	**1**	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	**3**	0	**3**
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	**1**	3
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
Total Volume	1	0	0	1	0	10	1	11	0	0	1	1	0	7	1	8
% App. Total	100	0	0		0	90.9	9.1		0	0	100		0	87.5	12.5	
PHF	.250	.000	.000	.250	.000	.625	.250	.688	.000	.000	.250	.250	.000	.583	.250	.667

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City of Menifee
N/S: Avenida De Cortez/Town Center Drive
E/W: Newport Road
Weather: Clear

File Name : 88_MEN_Ave D C_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

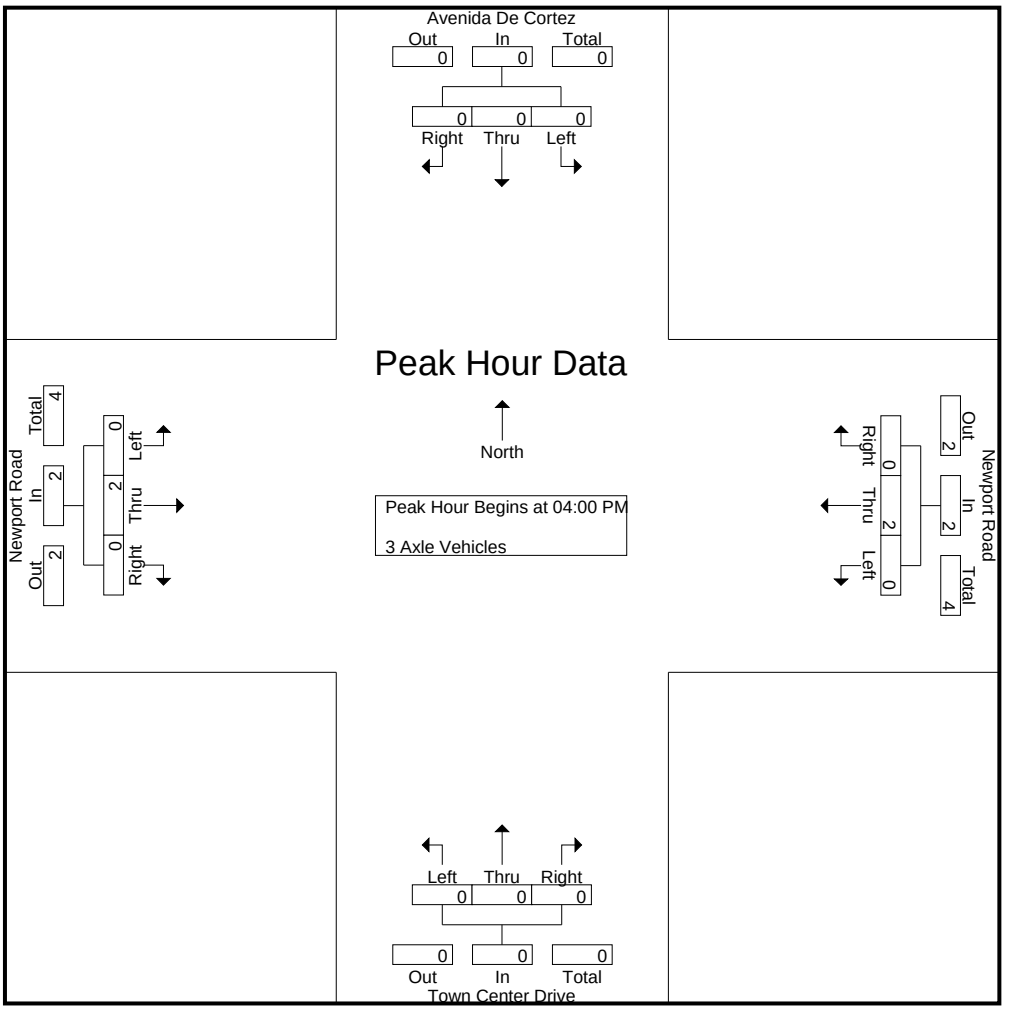
	Avenida De Cortez Southbound				Newport Road Westbound				Town Center Drive Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	40	0	40	0	0	0	0	0	60	0	60	

	Avenida De Cortez Southbound				Newport Road Westbound				Town Center Drive Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
04:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	**2**
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.500

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City of Menifee
N/S: Avenida De Cortez/Town Center Drive
E/W: Newport Road
Weather: Clear

File Name : 88_MEN_Ave D C_New PM
Site Code : 00322418
Start Date : 5/25/2022



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500

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City of Menifee
N/S: Avenida De Cortez/Town Center Drive
E/W: Newport Road
Weather: Clear

File Name : 88_MEN_Ave D C_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

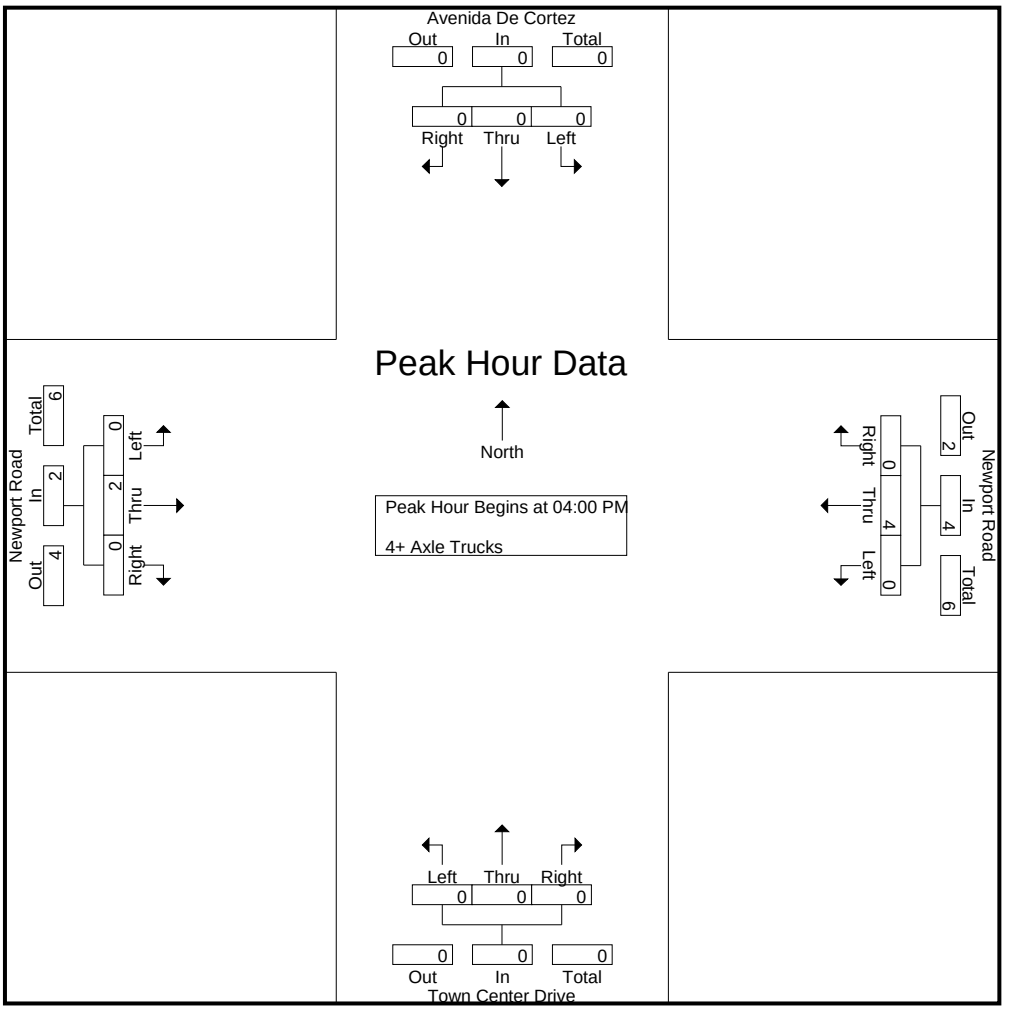
	Avenida De Cortez Southbound				Newport Road Westbound				Town Center Drive Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	57.1	0	57.1	0	0	0	0	0	42.9	0	42.9	

	Avenida De Cortez Southbound				Newport Road Westbound				Town Center Drive Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**	**2**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.750

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City of Menifee
N/S: Avenida De Cortez/Town Center Drive
E/W: Newport Road
Weather: Clear

File Name : 88_MEN_Ave D C_New PM
Site Code : 00322418
Start Date : 5/25/2022



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500

Location: Menifee
N/S: Avenida De Cortez/Town Center Dr
E/W: Newport Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Avenida De Cortez	East Leg Newport Road	South Leg Town Center Drive	West Leg Newport Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	1	0	1
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	2	2
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	0	0	3	3	6

	North Leg Avenida De Cortez	East Leg Newport Road	South Leg Town Center Drive	West Leg Newport Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1
4:30 PM	0	1	0	0	1
4:45 PM	0	1	0	0	1
5:00 PM	2	1	4	1	8
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	2	4	5	1	12

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Location: Menifee
N/S: Avenida De Cortez/Town Center Dr
E/W: Newport Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Avenida De Cortez			Westbound Newport Road			Northbound Town Center Drive			Eastbound Newport Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	2	0	0	0	0	0	3	1	6

	Southbound Avenida De Cortez			Westbound Newport Road			Northbound Town Center Drive			Eastbound Newport Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
4:15 PM	2	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	2	0	2	0	0	0	0	0	0	0	1	0	5

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City of Menifee
N/S: Haun Road
E/W: Newport Road
Weather: Clear

File Name : 89_MEN_Haun_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

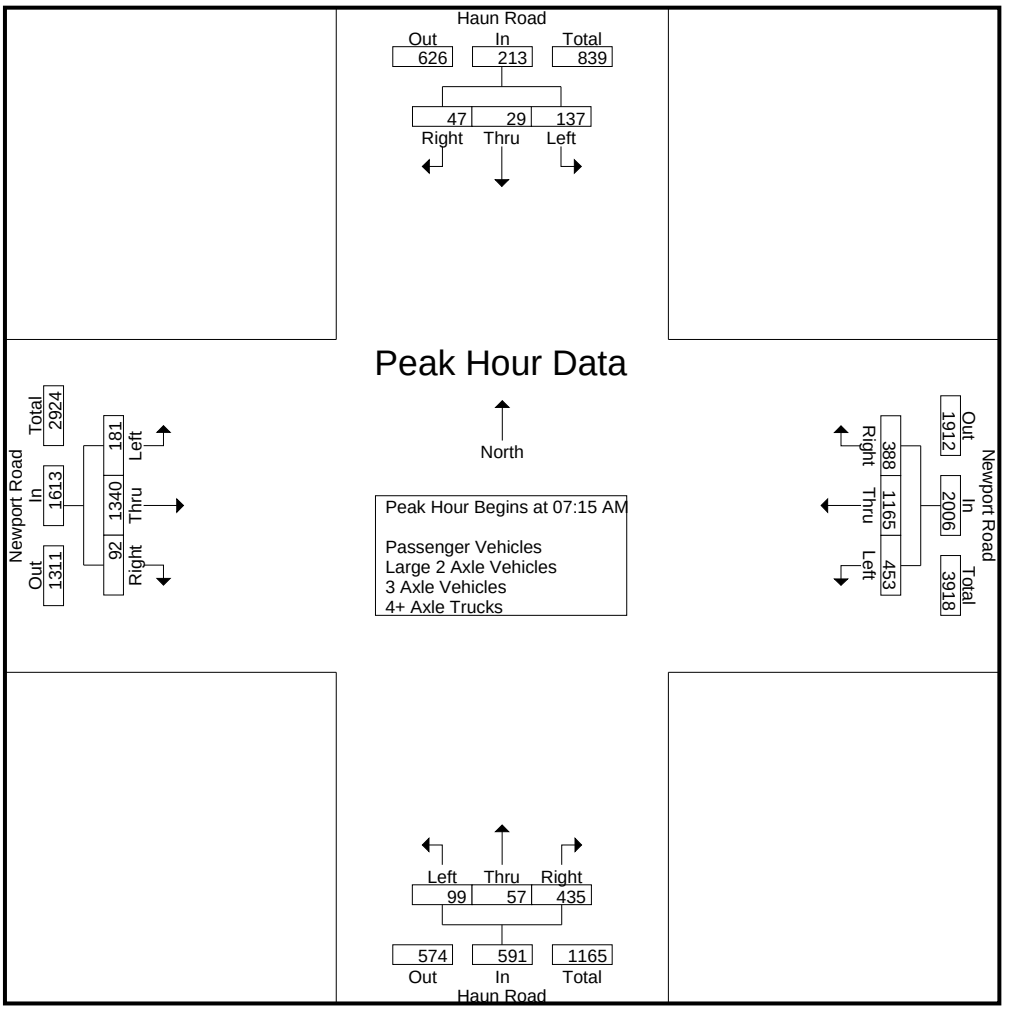
	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	26	7	8	41	82	302	49	433	12	8	69	89	17	339	16	372	935
07:15 AM	30	5	12	47	112	306	93	511	20	11	100	131	36	364	23	423	1112
07:30 AM	41	5	8	54	121	308	93	522	28	9	119	156	54	366	28	448	1180
07:45 AM	29	7	14	50	125	270	129	524	16	20	103	139	56	353	17	426	1139
Total	126	24	42	192	440	1186	364	1990	76	48	391	515	163	1422	84	1669	4366
08:00 AM	37	12	13	62	95	281	73	449	35	17	113	165	35	257	24	316	992
08:15 AM	33	14	12	59	101	326	71	498	23	14	89	126	30	326	24	380	1063
08:30 AM	41	13	26	80	104	296	70	470	28	21	85	134	31	307	25	363	1047
08:45 AM	48	13	15	76	128	279	79	486	22	13	81	116	42	283	35	360	1038
Total	159	52	66	277	428	1182	293	1903	108	65	368	541	138	1173	108	1419	4140
Grand Total	285	76	108	469	868	2368	657	3893	184	113	759	1056	301	2595	192	3088	8506
Apprch %	60.8	16.2	23		22.3	60.8	16.9		17.4	10.7	71.9		9.7	84	6.2		
Total %	3.4	0.9	1.3	5.5	10.2	27.8	7.7	45.8	2.2	1.3	8.9	12.4	3.5	30.5	2.3	36.3	
Passenger Vehicles	266	75	105	446	834	2261	650	3745	177	112	725	1014	295	2519	187	3001	8206
% Passenger Vehicles	93.3	98.7	97.2	95.1	96.1	95.5	98.9	96.2	96.2	99.1	95.5	96	98	97.1	97.4	97.2	96.5
Large 2 Axle Vehicles	16	1	3	20	26	70	4	100	3	0	16	19	5	48	4	57	196
% Large 2 Axle Vehicles	5.6	1.3	2.8	4.3	3	3	0.6	2.6	1.6	0	2.1	1.8	1.7	1.8	2.1	1.8	2.3
3 Axle Vehicles	1	0	0	1	2	12	1	15	3	0	5	8	0	3	0	3	27
% 3 Axle Vehicles	0.4	0	0	0.2	0.2	0.5	0.2	0.4	1.6	0	0.7	0.8	0	0.1	0	0.1	0.3
4+ Axle Trucks	2	0	0	2	6	25	2	33	1	1	13	15	1	25	1	27	77
% 4+ Axle Trucks	0.7	0	0	0.4	0.7	1.1	0.3	0.8	0.5	0.9	1.7	1.4	0.3	1	0.5	0.9	0.9

	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	30	5	12	47	112	306	93	511	20	11	100	131	36	364	23	423	1112
07:30 AM	**41**	5	8	54	121	**308**	93	522	28	9	**119**	156	54	**366**	**28**	**448**	**1180**
07:45 AM	29	7	**14**	50	**125**	270	**129**	**524**	16	**20**	103	139	**56**	353	17	426	1139
08:00 AM	37	**12**	13	**62**	95	281	73	449	**35**	17	113	**165**	35	257	24	316	992
Total Volume	137	29	47	213	453	1165	388	2006	99	57	435	591	181	1340	92	1613	4423
% App. Total	64.3	13.6	22.1		22.6	58.1	19.3		16.8	9.6	73.6		11.2	83.1	5.7		
PHF	.835	.604	.839	.859	.906	.946	.752	.957	.707	.713	.914	.895	.808	.915	.821	.900	.937

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City of Menifee
N/S: Haun Road
E/W: Newport Road
Weather: Clear

File Name : 89_MEN_Haun_New AM
Site Code : 00322418
Start Date : 5/25/2022



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

	08:00 AM				07:15 AM				07:15 AM				07:00 AM			
+0 mins.	37	12	13	62	112	306	93	511	20	11	100	131	17	339	16	372
+15 mins.	33	**14**	12	59	121	**308**	93	522	28	9	**119**	156	36	364	23	423
+30 mins.	41	13	**26**	**80**	**125**	270	**129**	**524**	16	**20**	103	139	54	**366**	**28**	**448**
+45 mins.	**48**	13	15	76	95	281	73	449	**35**	17	113	**165**	**56**	353	17	426
Total Volume	159	52	66	277	453	1165	388	2006	99	57	435	591	163	1422	84	1669
% App. Total	57.4	18.8	23.8		22.6	58.1	19.3		16.8	9.6	73.6		9.8	85.2	5	
PHF	.828	.929	.635	.866	.906	.946	.752	.957	.707	.713	.914	.895	.728	.971	.750	.931

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City of Menifee
N/S: Haun Road
E/W: Newport Road
Weather: Clear

File Name : 89_MEN_Haun_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

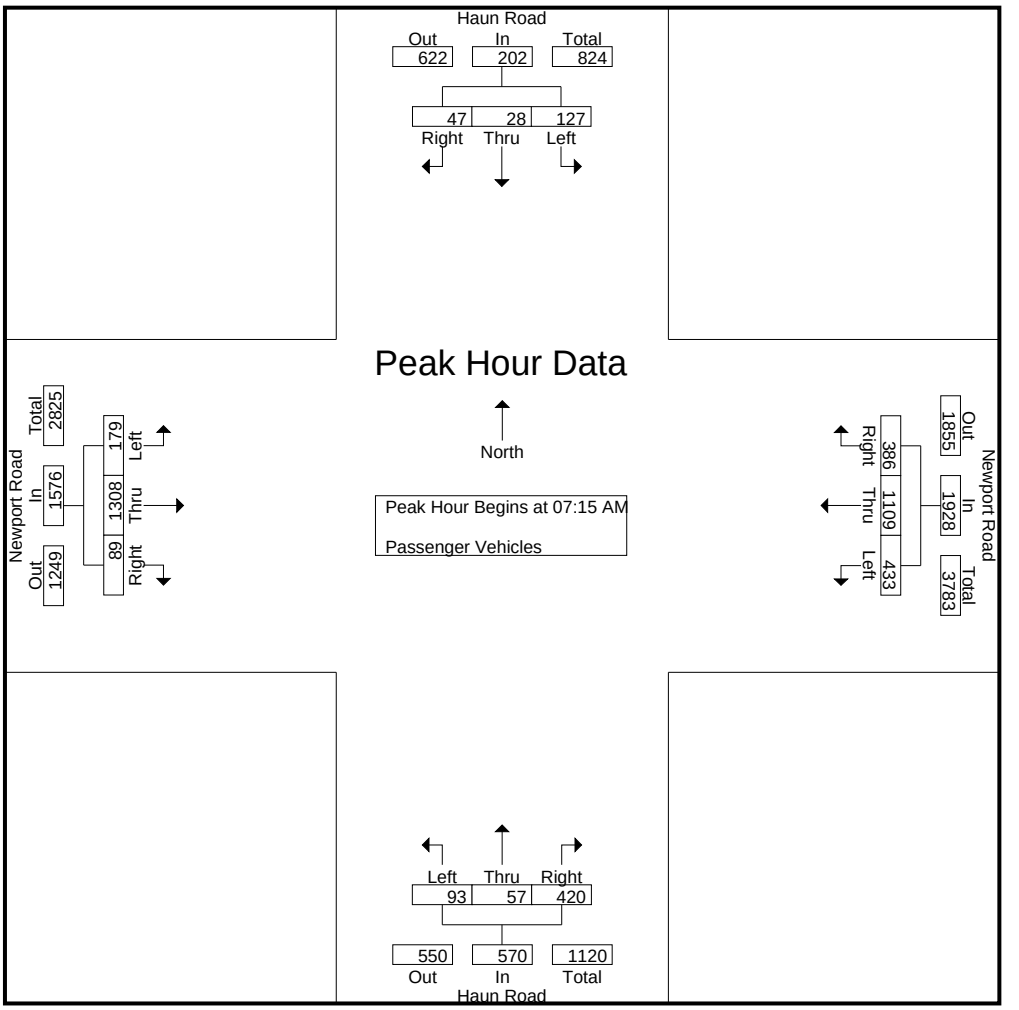
	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	24	7	8	39	78	286	44	408	11	7	67	85	17	332	16	365	897
07:15 AM	29	5	12	46	110	293	93	496	19	11	98	128	35	353	22	410	1080
07:30 AM	35	5	8	48	118	296	93	507	25	9	113	147	53	360	27	440	1142
07:45 AM	27	6	14	47	115	250	129	494	16	20	101	137	56	344	17	417	1095
Total	115	23	42	180	421	1125	359	1905	71	47	379	497	161	1389	82	1632	4214
08:00 AM	36	12	13	61	90	270	71	431	33	17	108	158	35	251	23	309	959
08:15 AM	31	14	12	57	98	316	71	485	23	14	85	122	30	315	24	369	1033
08:30 AM	41	13	24	78	101	283	70	454	28	21	76	125	29	293	25	347	1004
08:45 AM	43	13	14	70	124	267	79	470	22	13	77	112	40	271	33	344	996
Total	151	52	63	266	413	1136	291	1840	106	65	346	517	134	1130	105	1369	3992
Grand Total	266	75	105	446	834	2261	650	3745	177	112	725	1014	295	2519	187	3001	8206
Apprch %	59.6	16.8	23.5		22.3	60.4	17.4		17.5	11	71.5		9.8	83.9	6.2		
Total %	3.2	0.9	1.3	5.4	10.2	27.6	7.9	45.6	2.2	1.4	8.8	12.4	3.6	30.7	2.3	36.6	

	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	29	5	12	46	110	293	93	496	19	11	98	128	35	353	22	410	1080
07:30 AM	35	5	8	48	**118**	**296**	93	**507**	25	9	**113**	147	53	**360**	**27**	**440**	**1142**
07:45 AM	27	6	**14**	47	115	250	**129**	494	16	**20**	101	137	**56**	344	17	417	1095
08:00 AM	**36**	**12**	13	**61**	90	270	71	431	**33**	17	108	**158**	35	251	23	309	959
Total Volume	127	28	47	202	433	1109	386	1928	93	57	420	570	179	1308	89	1576	4276
% App. Total	62.9	13.9	23.3		22.5	57.5	20		16.3	10	73.7		11.4	83	5.6		
PHF	.882	.583	.839	.828	.917	.937	.748	.951	.705	.713	.929	.902	.799	.908	.824	.895	.936

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City of Menifee
N/S: Haun Road
E/W: Newport Road
Weather: Clear

File Name : 89_MEN_Haun_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	29	5	12	46	110	293	93	496	19	11	98	128	35	353	22	410
+15 mins.	35	5	8	48	**118**	**296**	93	**507**	25	9	**113**	147	53	**360**	**27**	**440**
+30 mins.	27	6	**14**	47	115	250	**129**	494	16	**20**	101	137	**56**	344	17	417
+45 mins.	**36**	**12**	13	**61**	90	270	71	431	**33**	17	108	**158**	35	251	23	309
Total Volume	127	28	47	202	433	1109	386	1928	93	57	420	570	179	1308	89	1576
% App. Total	62.9	13.9	23.3		22.5	57.5	20		16.3	10	73.7		11.4	83	5.6	
PHF	.882	.583	.839	.828	.917	.937	.748	.951	.705	.713	.929	.902	.799	.908	.824	.895

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City of Menifee
N/S: Haun Road
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File Name : 89_MEN_Haun_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

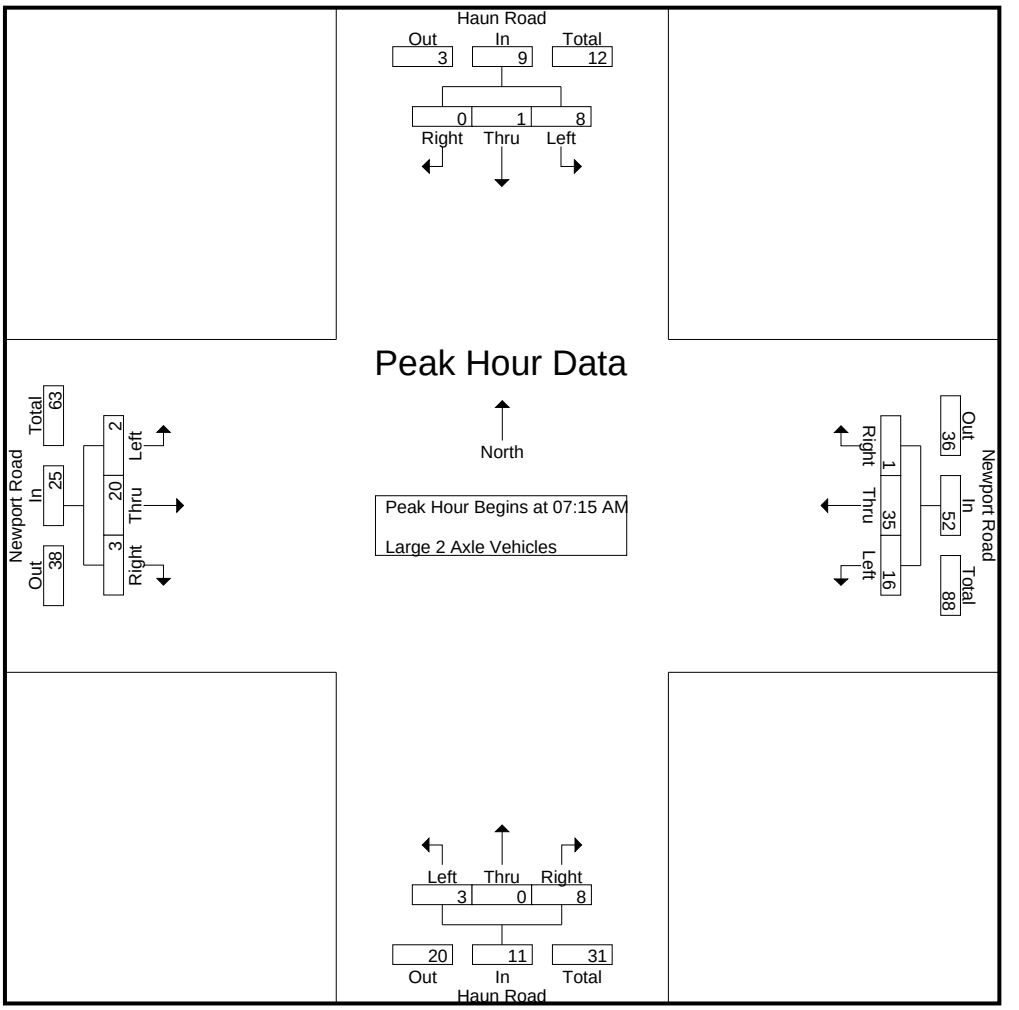
	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	0	2	3	11	3	17	0	0	2	2	0	4	0	4	25
07:15 AM	1	0	0	1	2	6	0	8	0	0	1	1	1	7	1	9	19
07:30 AM	4	0	0	4	3	6	0	9	2	0	3	5	1	3	1	5	23
07:45 AM	2	1	0	3	8	17	0	25	0	0	1	1	0	5	0	5	34
Total	9	1	0	10	16	40	3	59	2	0	7	9	2	19	2	23	101
08:00 AM	1	0	0	1	3	6	1	10	1	0	3	4	0	5	1	6	21
08:15 AM	1	0	0	1	3	6	0	9	0	0	2	2	0	6	0	6	18
08:30 AM	0	0	2	2	2	10	0	12	0	0	2	2	2	9	0	11	27
08:45 AM	5	0	1	6	2	8	0	10	0	0	2	2	1	9	1	11	29
Total	7	0	3	10	10	30	1	41	1	0	9	10	3	29	2	34	95
Grand Total	16	1	3	20	26	70	4	100	3	0	16	19	5	48	4	57	196
Apprch %	80	5	15		26	70	4		15.8	0	84.2		8.8	84.2	7		
Total %	8.2	0.5	1.5	10.2	13.3	35.7	2	51	1.5	0	8.2	9.7	2.6	24.5	2	29.1	

	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	0	1	2	6	0	8	0	0	1	1	**1**	**7**	**1**	**9**	19
07:30 AM	**4**	0	0	**4**	3	6	0	9	**2**	0	**3**	**5**	1	3	1	5	23
07:45 AM	2	**1**	0	3	**8**	**17**	0	**25**	0	0	1	1	0	5	0	5	**34**
08:00 AM	1	0	0	1	3	6	**1**	10	1	0	3	4	0	5	1	6	21
Total Volume	8	1	0	9	16	35	1	52	3	0	8	11	2	20	3	25	97
% App. Total	88.9	11.1	0		30.8	67.3	1.9		27.3	0	72.7		8	80	12		
PHF	.500	.250	.000	.563	.500	.515	.250	.520	.375	.000	.667	.550	.500	.714	.750	.694	.713

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City of Menifee
N/S: Haun Road
E/W: Newport Road
Weather: Clear

File Name : 89_MEN_Haun_New AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	0	1	2	6	0	8	0	0	1	1	**1**	**7**	**1**	**9**
+15 mins.	**4**	0	0	**4**	3	6	0	9	**2**	0	**3**	**5**	1	3	1	5
+30 mins.	2	**1**	0	3	**8**	**17**	0	**25**	0	0	1	1	0	5	0	5
+45 mins.	1	0	0	1	3	6	**1**	10	1	0	3	4	0	5	1	6
Total Volume	8	1	0	9	16	35	1	52	3	0	8	11	2	20	3	25
% App. Total	88.9	11.1	0		30.8	67.3	1.9		27.3	0	72.7		8	80	12	
PHF	.500	.250	.000	.563	.500	.515	.250	.520	.375	.000	.667	.550	.500	.714	.750	.694

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City of Menifee
N/S: Haun Road
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Weather: Clear

File Name : 89_MEN_Haun_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

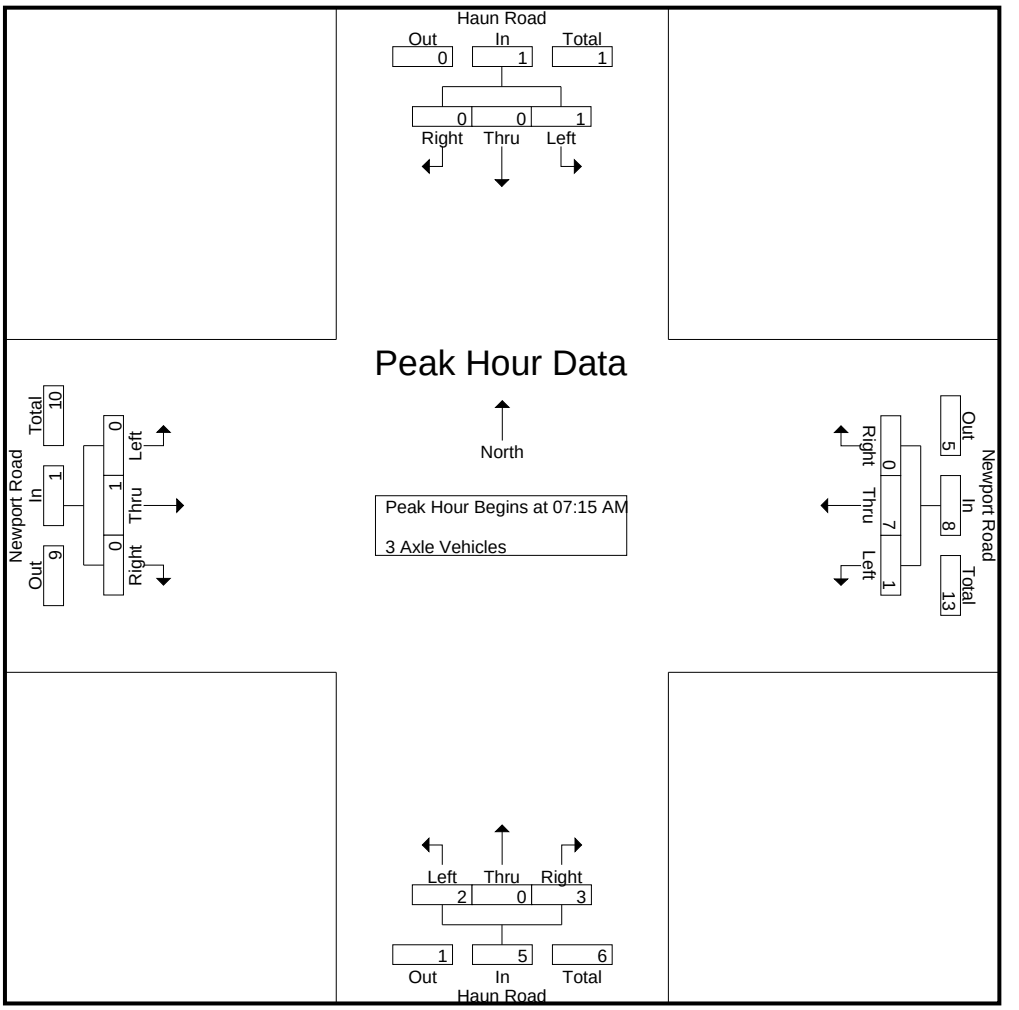
	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	1	2	1	0	0	1	0	1	0	1	4
07:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
07:30 AM	1	0	0	1	0	3	0	3	0	0	2	2	0	0	0	0	6
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	1	0	0	1	0	6	1	7	2	0	2	4	0	2	0	2	14
08:00 AM	0	0	0	0	1	2	0	3	1	0	1	2	0	0	0	0	5
08:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	1	2	0	3	0	0	1	1	0	0	0	0	4
Total	0	0	0	0	2	6	0	8	1	0	3	4	0	1	0	1	13
Grand Total	1	0	0	1	2	12	1	15	3	0	5	8	0	3	0	3	27
Apprch %	100	0	0		13.3	80	6.7		37.5	0	62.5		0	100	0		
Total %	3.7	0	0	3.7	7.4	44.4	3.7	55.6	11.1	0	18.5	29.6	0	11.1	0	11.1	

	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	1	0	1	**1**	0	0	1	0	0	0	0	2
07:30 AM	**1**	0	0	**1**	0	**3**	0	**3**	0	0	**2**	**2**	0	0	0	0	**6**
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**	2
08:00 AM	0	0	0	0	**1**	2	0	3	1	0	1	2	0	0	0	0	5
Total Volume	1	0	0	1	1	7	0	8	2	0	3	5	0	1	0	1	15
% App. Total	100	0	0		12.5	87.5	0		40	0	60		0	100	0		
PHF	.250	.000	.000	.250	.250	.583	.000	.667	.500	.000	.375	.625	.000	.250	.000	.250	.625

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City of Menifee
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E/W: Newport Road
Weather: Clear

File Name : 89_MEN_Haun_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	1	0	1	**1**	0	0	1	0	0	0	0
+15 mins.	**1**	0	0	**1**	0	**3**	0	**3**	0	0	**2**	**2**	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	**1**	2	0	3	1	0	1	2	0	0	0	0
Total Volume	1	0	0	1	1	7	0	8	2	0	3	5	0	1	0	1
% App. Total	100	0	0		12.5	87.5	0		40	0	60		0	100	0	
PHF	.250	.000	.000	.250	.250	.583	.000	.667	.500	.000	.375	.625	.000	.250	.000	.250

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City of Menifee
N/S: Haun Road
E/W: Newport Road
Weather: Clear

File Name : 89_MEN_Haun_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

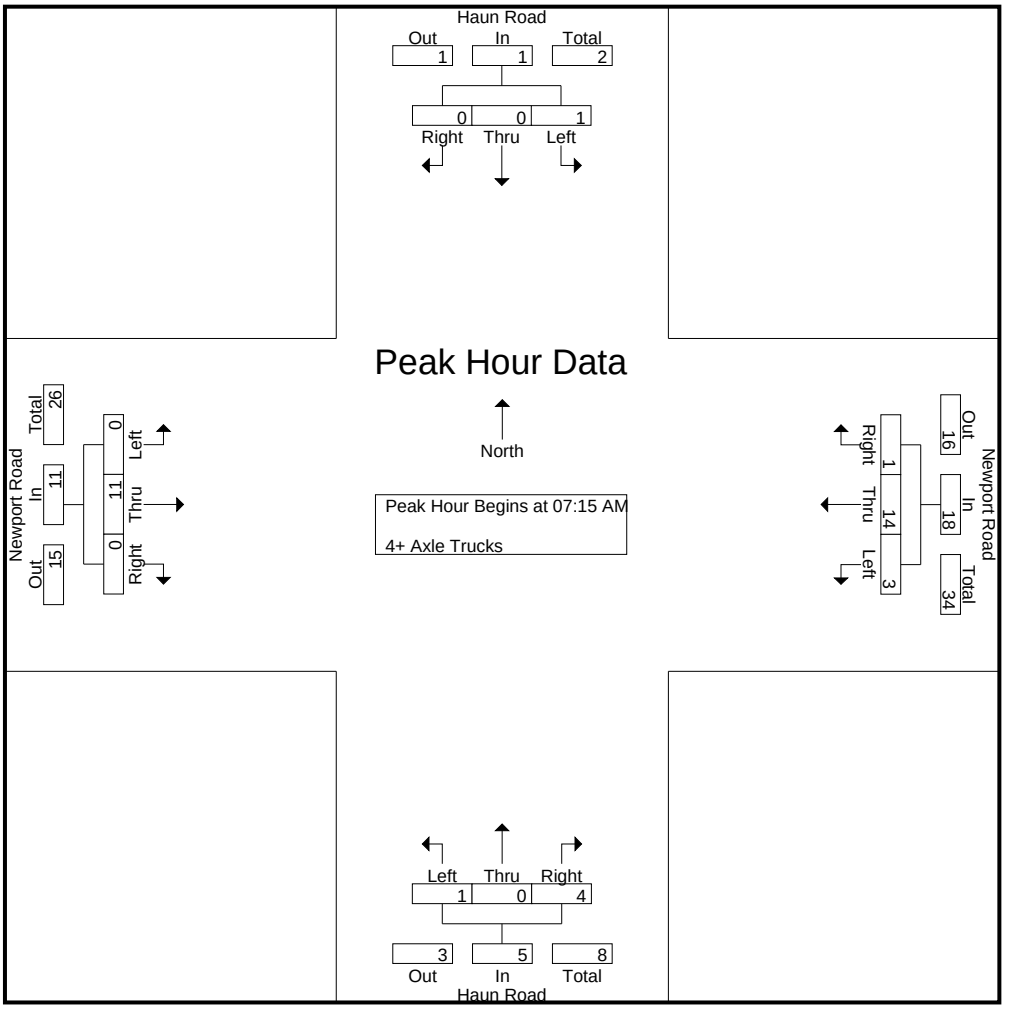
	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	4	1	6	0	1	0	1	0	2	0	2	9
07:15 AM	0	0	0	0	0	6	0	6	0	0	1	1	0	4	0	4	11
07:30 AM	1	0	0	1	0	3	0	3	1	0	1	2	0	3	0	3	9
07:45 AM	0	0	0	0	2	2	0	4	0	0	1	1	0	3	0	3	8
Total	1	0	0	1	3	15	1	19	1	1	3	5	0	12	0	12	37
08:00 AM	0	0	0	0	1	3	1	5	0	0	1	1	0	1	0	1	7
08:15 AM	1	0	0	1	0	3	0	3	0	0	1	1	0	4	0	4	9
08:30 AM	0	0	0	0	1	2	0	3	0	0	7	7	0	5	0	5	15
08:45 AM	0	0	0	0	1	2	0	3	0	0	1	1	1	3	1	5	9
Total	1	0	0	1	3	10	1	14	0	0	10	10	1	13	1	15	40
Grand Total	2	0	0	2	6	25	2	33	1	1	13	15	1	25	1	27	77
Apprch %	100	0	0		18.2	75.8	6.1		6.7	6.7	86.7		3.7	92.6	3.7		
Total %	2.6	0	0	2.6	7.8	32.5	2.6	42.9	1.3	1.3	16.9	19.5	1.3	32.5	1.3	35.1	

	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**6**	0	**6**	0	0	**1**	1	0	**4**	0	**4**	**11**
07:30 AM	**1**	0	0	**1**	0	3	0	3	**1**	0	1	**2**	0	3	0	3	9
07:45 AM	0	0	0	0	**2**	2	0	4	0	0	1	1	0	3	0	3	8
08:00 AM	0	0	0	0	1	3	**1**	5	0	0	1	1	0	1	0	1	7
Total Volume	1	0	0	1	3	14	1	18	1	0	4	5	0	11	0	11	35
% App. Total	100	0	0		16.7	77.8	5.6		20	0	80		0	100	0		
PHF	.250	.000	.000	.250	.375	.583	.250	.750	.250	.000	1.00	.625	.000	.688	.000	.688	.795

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City of Menifee
N/S: Haun Road
E/W: Newport Road
Weather: Clear

File Name : 89_MEN_Haun_New AM
Site Code : 00322418
Start Date : 5/25/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**6**	0	**6**	0	0	**1**	1	0	**4**	0	**4**
+15 mins.	**1**	0	0	**1**	0	3	0	3	**1**	0	1	**2**	0	3	0	3
+30 mins.	0	0	0	0	**2**	2	0	4	0	0	1	1	0	3	0	3
+45 mins.	0	0	0	0	1	3	**1**	5	0	0	1	1	0	1	0	1
Total Volume	1	0	0	1	3	14	1	18	1	0	4	5	0	11	0	11
% App. Total	100	0	0		16.7	77.8	5.6		20	0	80		0	100	0	
PHF	.250	.000	.000	.250	.375	.583	.250	.750	.250	.000	1.000	.625	.000	.688	.000	.688

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City of Menifee
N/S: Haun Road
E/W: Newport Road
Weather: Clear

File Name : 89_MEN_Haun_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

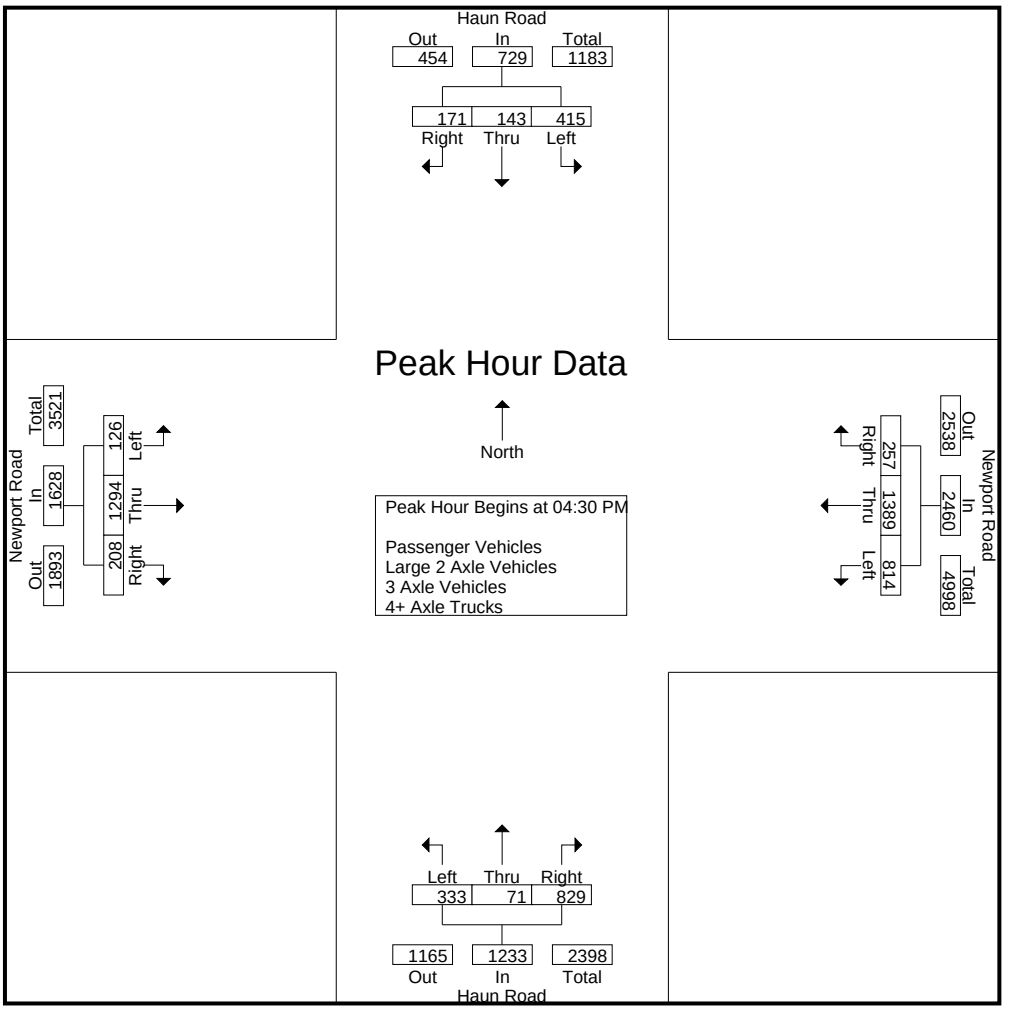
	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	97	40	37	174	214	358	62	634	88	27	206	321	42	280	61	383	1512
04:15 PM	78	38	23	139	208	363	76	647	74	23	219	316	38	315	46	399	1501
04:30 PM	87	32	39	158	217	342	60	619	83	20	206	309	30	327	45	402	1488
04:45 PM	103	39	40	182	207	347	59	613	75	23	212	310	33	291	70	394	1499
Total	365	149	139	653	846	1410	257	2513	320	93	843	1256	143	1213	222	1578	6000
05:00 PM	117	41	53	211	204	339	60	603	94	14	209	317	31	331	47	409	1540
05:15 PM	108	31	39	178	186	361	78	625	81	14	202	297	32	345	46	423	1523
05:30 PM	95	33	29	157	209	346	47	602	52	15	210	277	34	316	47	397	1433
05:45 PM	77	34	37	148	206	352	54	612	80	14	217	311	37	264	39	340	1411
Total	397	139	158	694	805	1398	239	2442	307	57	838	1202	134	1256	179	1569	5907
Grand Total	762	288	297	1347	1651	2808	496	4955	627	150	1681	2458	277	2469	401	3147	11907
Apprch %	56.6	21.4	22		33.3	56.7	10		25.5	6.1	68.4		8.8	78.5	12.7		
Total %	6.4	2.4	2.5	11.3	13.9	23.6	4.2	41.6	5.3	1.3	14.1	20.6	2.3	20.7	3.4	26.4	
Passenger Vehicles	754	286	291	1331	1638	2777	486	4901	626	149	1670	2445	266	2419	399	3084	11761
% Passenger Vehicles	99	99.3	98	98.8	99.2	98.9	98	98.9	99.8	99.3	99.3	99.5	96	98	99.5	98	98.8
Large 2 Axle Vehicles	7	2	6	15	8	23	7	38	1	1	7	9	11	43	2	56	118
% Large 2 Axle Vehicles	0.9	0.7	2	1.1	0.5	0.8	1.4	0.8	0.2	0.7	0.4	0.4	4	1.7	0.5	1.8	1
3 Axle Vehicles	0	0	0	0	1	2	0	3	0	0	1	1	0	3	0	3	7
% 3 Axle Vehicles	0	0	0	0	0.1	0.1	0	0.1	0	0	0.1	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	1	0	0	1	4	6	3	13	0	0	3	3	0	4	0	4	21
% 4+ Axle Trucks	0.1	0	0	0.1	0.2	0.2	0.6	0.3	0	0	0.2	0.1	0	0.2	0	0.1	0.2

	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	87	32	39	158	**217**	342	60	619	83	20	206	309	30	327	45	402	1488
04:45 PM	103	39	40	182	207	347	59	613	75	**23**	**212**	310	**33**	291	**70**	394	1499
05:00 PM	**117**	**41**	**53**	**211**	204	339	60	603	**94**	14	209	**317**	31	331	47	409	**1540**
05:15 PM	108	31	39	178	186	**361**	**78**	**625**	81	14	202	297	32	**345**	46	**423**	1523
Total Volume	415	143	171	729	814	1389	257	2460	333	71	829	1233	126	1294	208	1628	6050
% App. Total	56.9	19.6	23.5		33.1	56.5	10.4		27	5.8	67.2		7.7	79.5	12.8		
PHF	.887	.872	.807	.864	.938	.962	.824	.984	.886	.772	.978	.972	.955	.938	.743	.962	.982

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City of Menifee
N/S: Haun Road
E/W: Newport Road
Weather: Clear

File Name : 89_MEN_Haun_New PM
Site Code : 00322418
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	87	32	39	158	214	358	62	634	**88**	**27**	206	**321**	30	327	45	402
+15 mins.	103	39	40	182	208	**363**	**76**	**647**	74	23	**219**	316	**33**	291	**70**	394
+30 mins.	**117**	**41**	**53**	**211**	**217**	342	60	619	83	20	206	309	31	331	47	409
+45 mins.	108	31	39	178	207	347	59	613	75	23	212	310	32	**345**	46	**423**
Total Volume	415	143	171	729	846	1410	257	2513	320	93	843	1256	126	1294	208	1628
% App. Total	56.9	19.6	23.5		33.7	56.1	10.2		25.5	7.4	67.1		7.7	79.5	12.8	
PHF	.887	.872	.807	.864	.975	.971	.845	.971	.909	.861	.962	.978	.955	.938	.743	.962

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City of Menifee
N/S: Haun Road
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Weather: Clear

File Name : 89_MEN_Haun_New PM
Site Code : 00322418
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Groups Printed- Passenger Vehicles

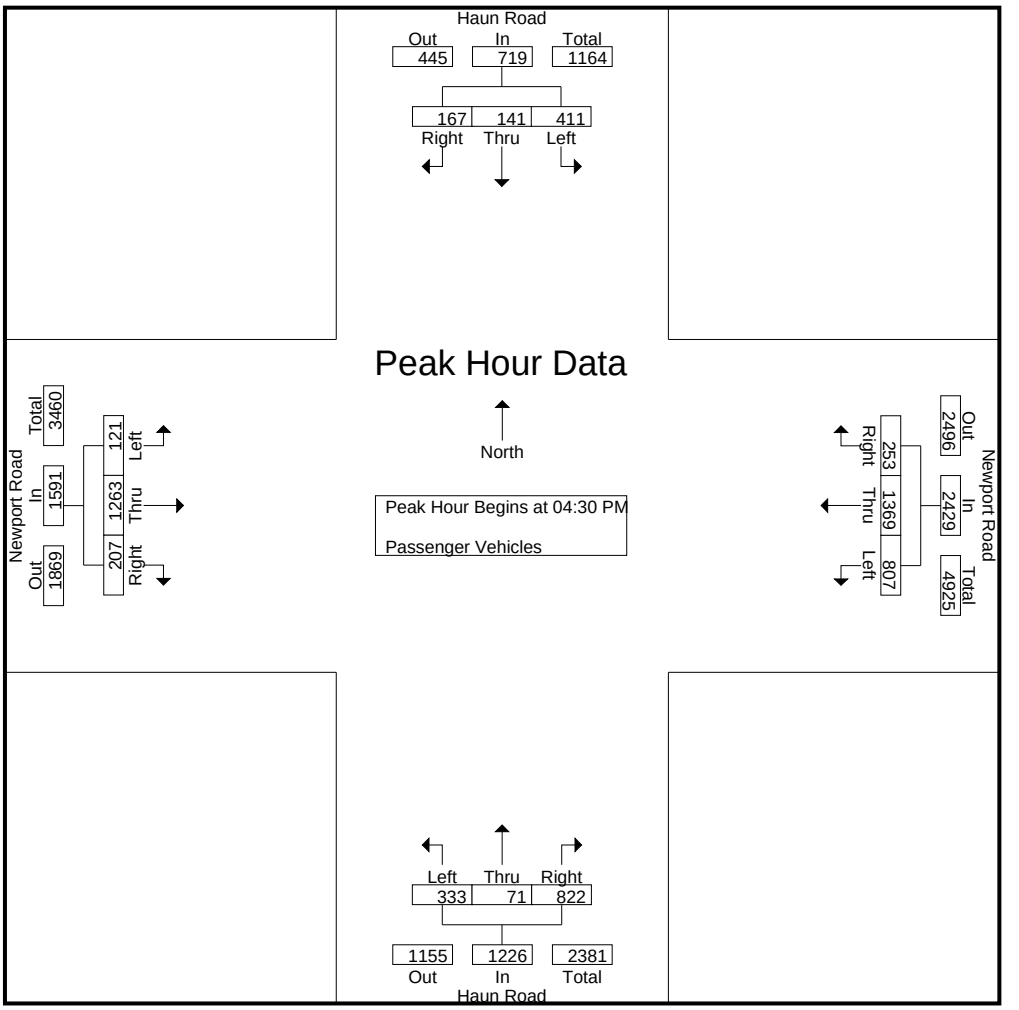
	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	96	40	36	172	210	354	58	622	88	27	206	321	37	276	60	373	1488
04:15 PM	76	38	22	136	208	359	76	643	73	22	215	310	38	307	46	391	1480
04:30 PM	86	32	38	156	217	336	58	611	83	20	205	308	28	322	45	395	1470
04:45 PM	102	38	38	178	203	343	59	605	75	23	208	306	30	283	70	383	1472
Total	360	148	134	642	838	1392	251	2481	319	92	834	1245	133	1188	221	1542	5910
05:00 PM	116	41	52	209	202	334	60	596	94	14	207	315	31	322	47	400	1520
05:15 PM	107	30	39	176	185	356	76	617	81	14	202	297	32	336	45	413	1503
05:30 PM	95	33	29	157	209	343	45	597	52	15	210	277	33	312	47	392	1423
05:45 PM	76	34	37	147	204	352	54	610	80	14	217	311	37	261	39	337	1405
Total	394	138	157	689	800	1385	235	2420	307	57	836	1200	133	1231	178	1542	5851
Grand Total	754	286	291	1331	1638	2777	486	4901	626	149	1670	2445	266	2419	399	3084	11761
Apprch %	56.6	21.5	21.9		33.4	56.7	9.9		25.6	6.1	68.3		8.6	78.4	12.9		
Total %	6.4	2.4	2.5	11.3	13.9	23.6	4.1	41.7	5.3	1.3	14.2	20.8	2.3	20.6	3.4	26.2	

	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	86	32	38	156	**217**	336	58	611	83	20	205	308	28	322	45	395	1470
04:45 PM	102	38	38	178	203	343	59	605	75	**23**	**208**	306	30	283	**70**	383	1472
05:00 PM	**116**	**41**	**52**	**209**	202	334	60	596	**94**	14	207	**315**	31	322	47	400	**1520**
05:15 PM	107	30	39	176	185	**356**	**76**	**617**	81	14	202	297	**32**	**336**	45	**413**	1503
Total Volume	411	141	167	719	807	1369	253	2429	333	71	822	1226	121	1263	207	1591	5965
% App. Total	57.2	19.6	23.2		33.2	56.4	10.4		27.2	5.8	67		7.6	79.4	13		
PHF	.886	.860	.803	.860	.930	.961	.832	.984	.886	.772	.988	.973	.945	.940	.739	.963	.981

Counts Unlimited, Inc.
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(951)268-6268

City of Menifee
N/S: Haun Road
E/W: Newport Road
Weather: Clear

File Name : 89_MEN_Haun_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	86	32	38	156	**217**	336	58	611	83	20	205	308	28	322	45	395
+15 mins.	102	38	38	178	203	343	59	605	75	**23**	**208**	306	30	283	**70**	383
+30 mins.	**116**	**41**	**52**	**209**	202	334	60	596	**94**	14	207	**315**	31	322	47	400
+45 mins.	107	30	39	176	185	**356**	**76**	**617**	81	14	202	297	**32**	**336**	45	**413**
Total Volume	411	141	167	719	807	1369	253	2429	333	71	822	1226	121	1263	207	1591
% App. Total	57.2	19.6	23.2		33.2	56.4	10.4		27.2	5.8	67		7.6	79.4	13	
PHF	.886	.860	.803	.860	.930	.961	.832	.984	.886	.772	.988	.973	.945	.940	.739	.963

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City of Menifee
N/S: Haun Road
E/W: Newport Road
Weather: Clear

File Name : 89_MEN_Haun_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

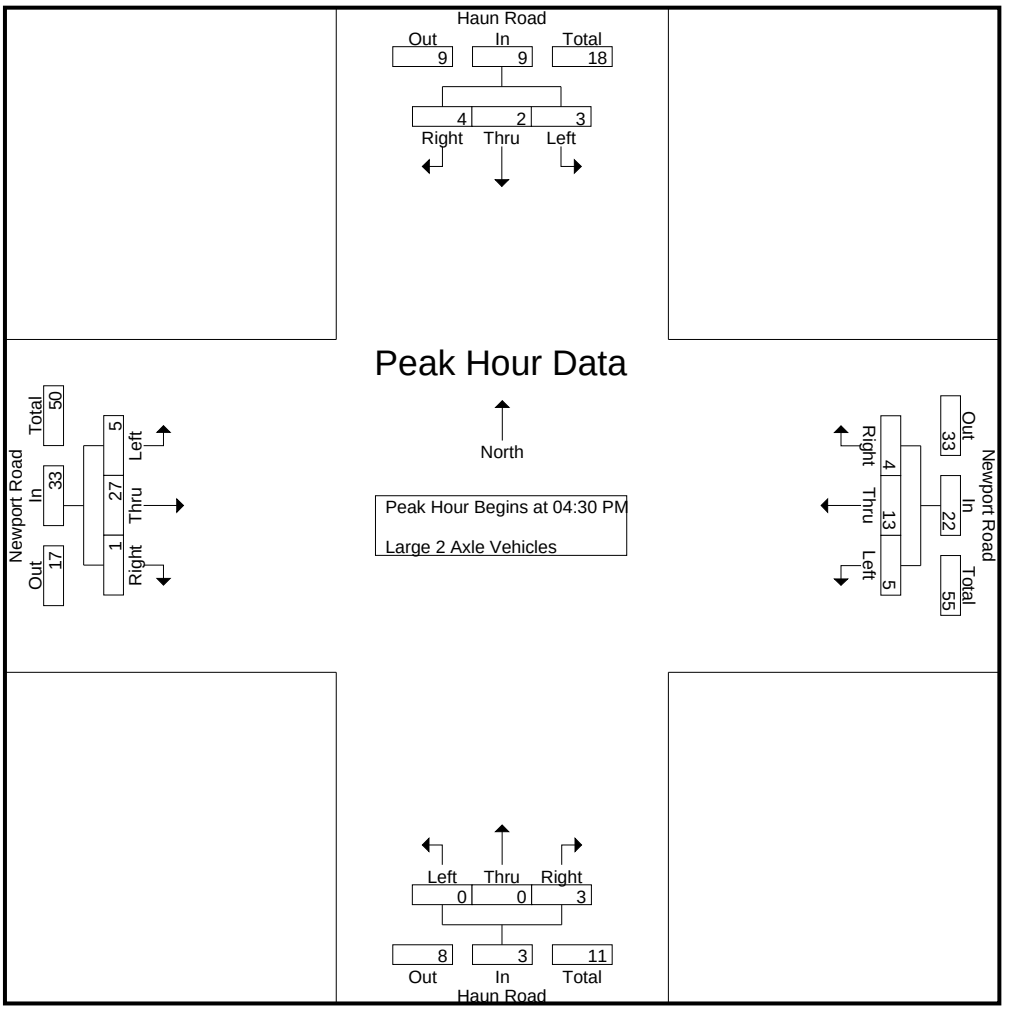
	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	1	2	2	3	3	8	0	0	0	0	5	3	1	9	19
04:15 PM	2	0	1	3	0	4	0	4	1	1	4	6	0	7	0	7	20
04:30 PM	0	0	1	1	0	2	2	4	0	0	1	1	2	4	0	6	12
04:45 PM	1	1	2	4	2	2	0	4	0	0	1	1	3	6	0	9	18
Total	4	1	5	10	4	11	5	20	1	1	6	8	10	20	1	31	69
05:00 PM	1	0	1	2	2	4	0	6	0	0	1	1	0	8	0	8	17
05:15 PM	1	1	0	2	1	5	2	8	0	0	0	0	0	9	1	10	20
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	1	3	0	4	7
05:45 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	3	0	3	5
Total	3	1	1	5	4	12	2	18	0	0	1	1	1	23	1	25	49
Grand Total	7	2	6	15	8	23	7	38	1	1	7	9	11	43	2	56	118
Apprch %	46.7	13.3	40		21.1	60.5	18.4		11.1	11.1	77.8		19.6	76.8	3.6		
Total %	5.9	1.7	5.1	12.7	6.8	19.5	5.9	32.2	0.8	0.8	5.9	7.6	9.3	36.4	1.7	47.5	

	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	1	1	0	2	**2**	4	0	0	**1**	**1**	2	4	0	6	12
04:45 PM	**1**	**1**	**2**	**4**	**2**	2	0	4	0	0	1	1	**3**	6	0	9	18
05:00 PM	1	0	1	2	2	4	0	6	0	0	1	1	0	8	0	8	17
05:15 PM	1	1	0	2	1	**5**	2	**8**	0	0	0	0	0	**9**	**1**	**10**	**20**
Total Volume	3	2	4	9	5	13	4	22	0	0	3	3	5	27	1	33	67
% App. Total	33.3	22.2	44.4		22.7	59.1	18.2		0	0	100		15.2	81.8	3		
PHF	.750	.500	.500	.563	.625	.650	.500	.688	.000	.000	.750	.750	.417	.750	.250	.825	.838

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City of Menifee
N/S: Haun Road
E/W: Newport Road
Weather: Clear

File Name : 89_MEN_Haun_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	1	1	0	2	**2**	4	0	0	**1**	**1**	2	4	0	6
+15 mins.	**1**	**1**	**2**	**4**	**2**	2	0	4	0	0	1	1	**3**	6	0	9
+30 mins.	1	0	1	2	2	4	0	6	0	0	1	1	0	8	0	8
+45 mins.	1	1	0	2	1	**5**	2	**8**	0	0	0	0	0	**9**	**1**	**10**
Total Volume	3	2	4	9	5	13	4	22	0	0	3	3	5	27	1	33
% App. Total	33.3	22.2	44.4		22.7	59.1	18.2		0	0	100		15.2	81.8	3	
PHF	.750	.500	.500	.563	.625	.650	.500	.688	.000	.000	.750	.750	.417	.750	.250	.825

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City of Menifee
N/S: Haun Road
E/W: Newport Road
Weather: Clear

File Name : 89_MEN_Haun_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

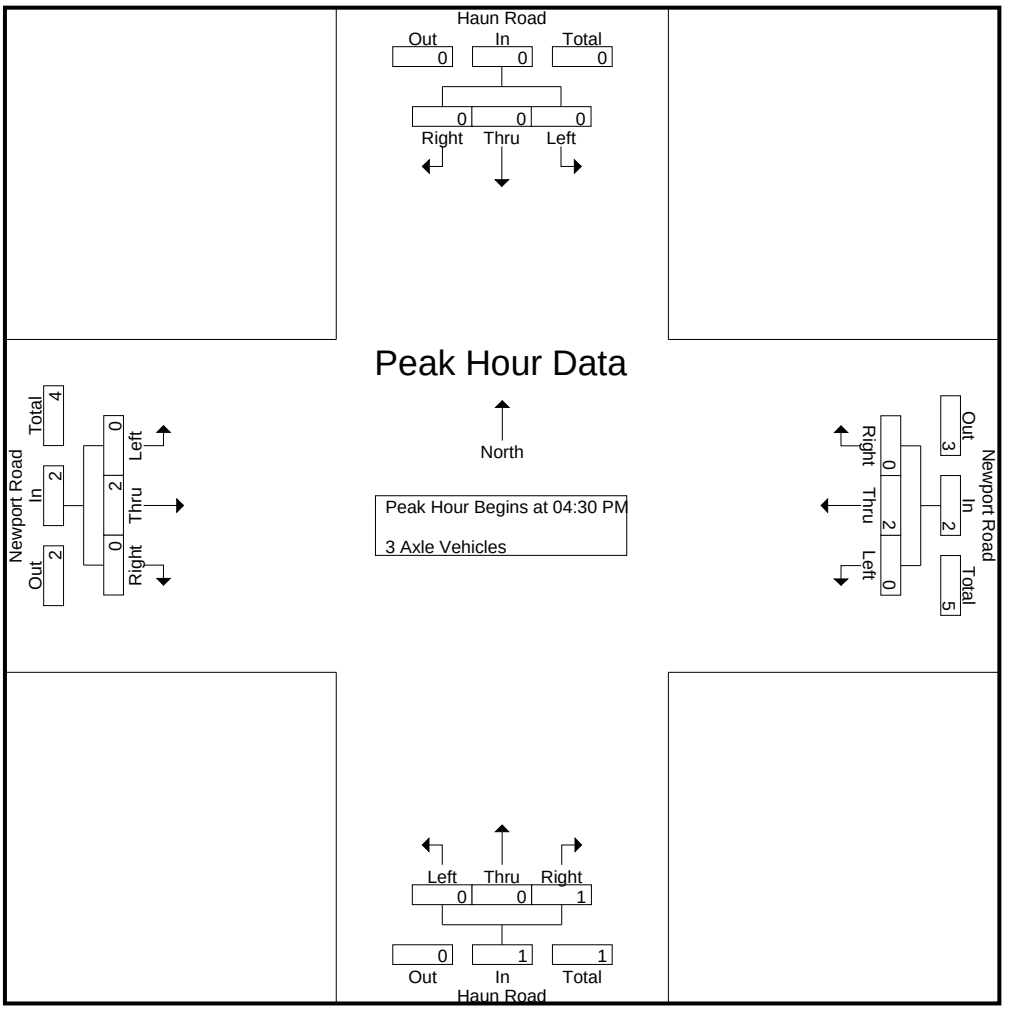
	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
Total	0	0	0	0	1	2	0	3	0	0	1	1	0	2	0	2	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	1	2	0	3	0	0	1	1	0	3	0	3	7
Apprch %	0	0	0		33.3	66.7	0		0	0	100		0	100	0		
Total %	0	0	0	0	14.3	28.6	0	42.9	0	0	14.3	14.3	0	42.9	0	42.9	

	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	**2**
04:45 PM	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	1	1	0	2	0	2	5
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.000	.500	.000	.500	.625

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City of Menifee
N/S: Haun Road
E/W: Newport Road
Weather: Clear

File Name : 89_MEN_Haun_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	1	1	0	2	0	2
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.000	.500	.000	.500

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City of Menifee
N/S: Haun Road
E/W: Newport Road
Weather: Clear

File Name : 89_MEN_Haun_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

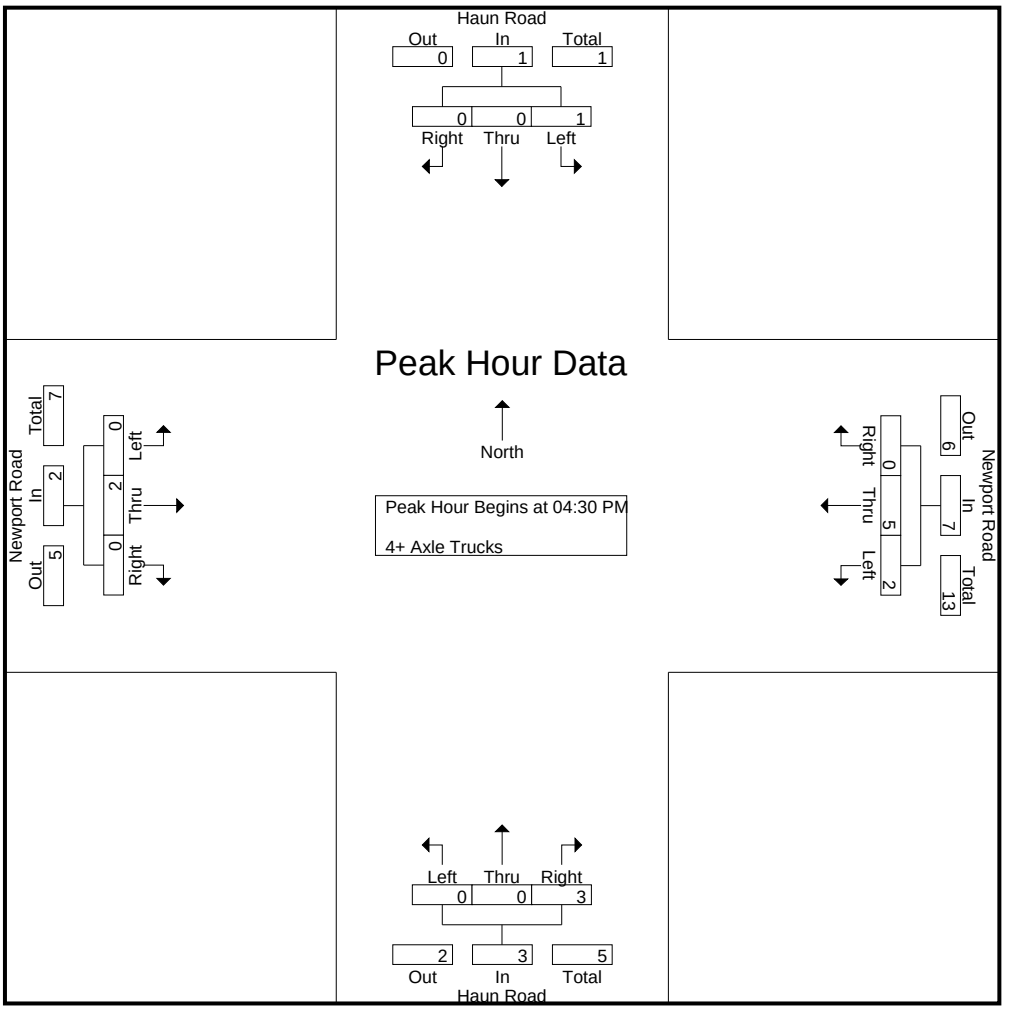
	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	1	1	3	0	0	0	0	0	1	0	1	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	2	1	0	3	0	0	2	2	0	2	0	2	7
Total	1	0	0	1	3	5	1	9	0	0	2	2	0	3	0	3	15
05:00 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	3
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	1	2	4	0	0	1	1	0	1	0	1	6
Grand Total	1	0	0	1	4	6	3	13	0	0	3	3	0	4	0	4	21
Apprch %	100	0	0		30.8	46.2	23.1		0	0	100		0	100	0		
Total %	4.8	0	0	4.8	19	28.6	14.3	61.9	0	0	14.3	14.3	0	19	0	19	

	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**1**	0	0	**1**	0	**3**	0	**3**	0	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	**2**	1	0	3	0	0	**2**	**2**	0	**2**	0	**2**	**7**
05:00 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	2	5	0	7	0	0	3	3	0	2	0	2	13
% App. Total	100	0	0		28.6	71.4	0		0	0	100		0	100	0		
PHF	.250	.000	.000	.250	.250	.417	.000	.583	.000	.000	.375	.375	.000	.250	.000	.250	.464

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City of Menifee
N/S: Haun Road
E/W: Newport Road
Weather: Clear

File Name : 89_MEN_Haun_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**1**	0	0	**1**	0	**3**	0	**3**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	**2**	1	0	3	0	0	**2**	**2**	0	**2**	0	**2**
+30 mins.	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	2	5	0	7	0	0	3	3	0	2	0	2
% App. Total	100	0	0		28.6	71.4	0		0	0	100		0	100	0	
PHF	.250	.000	.000	.250	.250	.417	.000	.583	.000	.000	.375	.375	.000	.250	.000	.250

Location: Menifee
N/S: Haun Road
E/W: Newport Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Haun Road	East Leg Newport Road	South Leg Haun Road	West Leg Newport Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	1	2
7:30 AM	0	0	0	0	0
7:45 AM	1	0	2	2	5
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	1	0	0	2	3
TOTAL VOLUMES:	2	1	2	5	10

	North Leg Haun Road	East Leg Newport Road	South Leg Haun Road	West Leg Newport Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	1	1	2
4:15 PM	4	0	0	2	6
4:30 PM	0	0	0	4	4
4:45 PM	0	0	3	4	7
5:00 PM	0	0	0	2	2
5:15 PM	1	0	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	5	0	5	13	23

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Location: Menifee
N/S: Haun Road
E/W: Newport Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Haun Road			Westbound Newport Road			Northbound Haun Road			Eastbound Newport Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	0	0	0	0	0	0	0	0	1

	Southbound Haun Road			Westbound Newport Road			Northbound Haun Road			Eastbound Newport Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	2	0	0	0	0	2

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 90_MEN_215S_New AM
Site Code : 00322418
Start Date : 5/25/2022

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

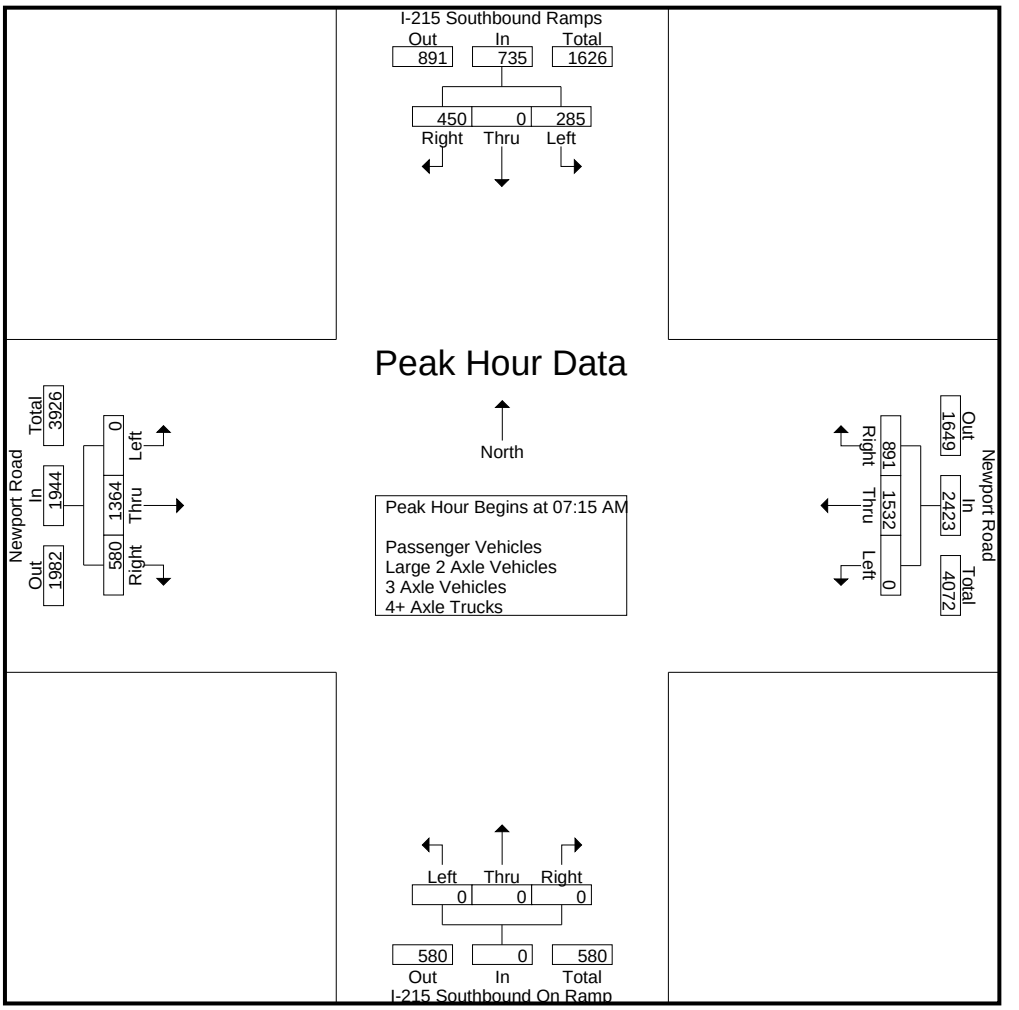
	I-215 Southbound Ramps Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	68	0	95	163	0	321	207	528	0	0	0	0	0	293	136	429	1120
07:15 AM	60	0	102	162	0	413	224	637	0	0	0	0	0	356	148	504	1303
07:30 AM	77	0	106	183	0	410	234	644	0	0	0	0	0	357	177	534	1361
07:45 AM	74	0	126	200	0	380	191	571	0	0	0	0	0	365	128	493	1264
Total	279	0	429	708	0	1524	856	2380	0	0	0	0	0	1371	589	1960	5048
08:00 AM	74	0	116	190	0	329	242	571	0	0	0	0	0	286	127	413	1174
08:15 AM	97	0	93	190	0	392	206	598	0	0	0	0	0	330	116	446	1234
08:30 AM	51	0	88	139	0	379	253	632	0	0	0	0	0	306	129	435	1206
08:45 AM	69	0	88	157	0	397	205	602	0	0	0	0	0	302	109	411	1170
Total	291	0	385	676	0	1497	906	2403	0	0	0	0	0	1224	481	1705	4784
Grand Total	570	0	814	1384	0	3021	1762	4783	0	0	0	0	0	2595	1070	3665	9832
Apprch %	41.2	0	58.8		0	63.2	36.8		0	0	0		0	70.8	29.2		
Total %	5.8	0	8.3	14.1	0	30.7	17.9	48.6	0	0	0	0	0	26.4	10.9	37.3	
Passenger Vehicles	508	0	775	1283	0	2972	1719	4691	0	0	0	0	0	2507	1037	3544	9518
% Passenger Vehicles	89.1	0	95.2	92.7	0	98.4	97.6	98.1	0	0	0	0	0	96.6	96.9	96.7	96.8
Large 2 Axle Vehicles	20	0	24	44	0	26	29	55	0	0	0	0	0	50	22	72	171
% Large 2 Axle Vehicles	3.5	0	2.9	3.2	0	0.9	1.6	1.1	0	0	0	0	0	1.9	2.1	2	1.7
3 Axle Vehicles	14	0	2	16	0	11	2	13	0	0	0	0	0	6	3	9	38
% 3 Axle Vehicles	2.5	0	0.2	1.2	0	0.4	0.1	0.3	0	0	0	0	0	0.2	0.3	0.2	0.4
4+ Axle Trucks	28	0	13	41	0	12	12	24	0	0	0	0	0	32	8	40	105
% 4+ Axle Trucks	4.9	0	1.6	3	0	0.4	0.7	0.5	0	0	0	0	0	1.2	0.7	1.1	1.1

	I-215 Southbound Ramps Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	60	0	102	162	0	**413**	224	637	0	0	0	0	0	356	148	504	1303
07:30 AM	**77**	0	106	183	0	410	234	**644**	0	0	0	0	0	357	**177**	**534**	**1361**
07:45 AM	74	0	**126**	**200**	0	380	191	571	0	0	0	0	0	**365**	128	493	1264
08:00 AM	74	0	116	190	0	329	**242**	571	0	0	0	0	0	286	127	413	1174
Total Volume	285	0	450	735	0	1532	891	2423	0	0	0	0	0	1364	580	1944	5102
% App. Total	38.8	0	61.2		0	63.2	36.8		0	0	0		0	70.2	29.8		
PHF	.925	.000	.893	.919	.000	.927	.920	.941	.000	.000	.000	.000	.000	.934	.819	.910	.937

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

City of Menifee
N/S: I-215 Southbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 90_MEN_215S_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:30 AM				07:15 AM				07:00 AM				07:00 AM			
+0 mins.	77	0	106	183	0	**413**	224	637	0	0	0	0	0	293	136	429
+15 mins.	74	0	**126**	**200**	0	410	234	**644**	0	0	0	0	0	356	148	504
+30 mins.	74	0	116	190	0	380	191	571	0	0	0	0	0	357	**177**	**534**
+45 mins.	**97**	0	93	190	0	329	**242**	571	0	0	0	0	0	**365**	128	493
Total Volume	322	0	441	763	0	1532	891	2423	0	0	0	0	0	1371	589	1960
% App. Total	42.2	0	57.8		0	63.2	36.8		0	0	0		0	69.9	30.1	
PHF	.830	.000	.875	.954	.000	.927	.920	.941	.000	.000	.000	.000	.000	.939	.832	.918

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 90_MEN_215S_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

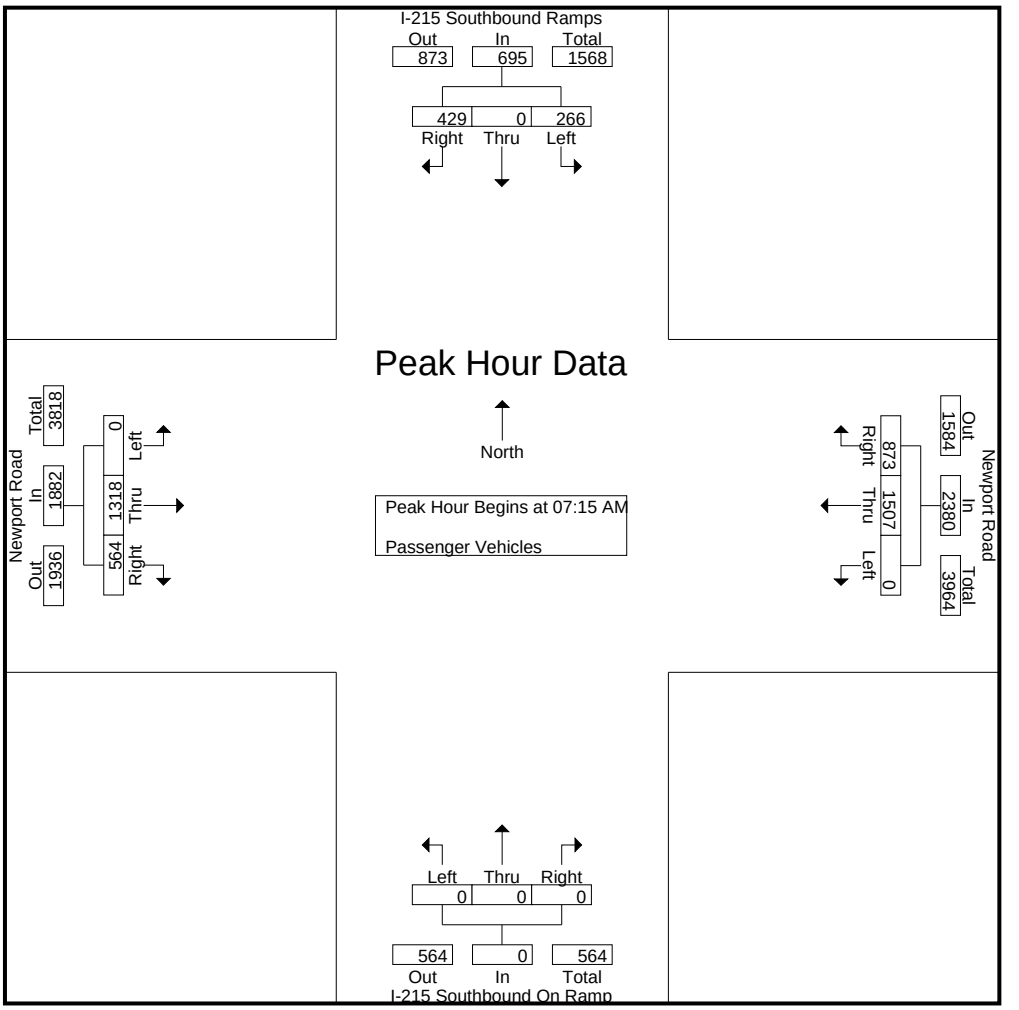
	I-215 Southbound Ramps Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	52	0	83	135	0	317	200	517	0	0	0	0	0	284	132	416	1068
07:15 AM	57	0	96	153	0	407	220	627	0	0	0	0	0	344	146	490	1270
07:30 AM	71	0	103	174	0	404	230	634	0	0	0	0	0	347	168	515	1323
07:45 AM	66	0	120	186	0	375	186	561	0	0	0	0	0	354	126	480	1227
Total	246	0	402	648	0	1503	836	2339	0	0	0	0	0	1329	572	1901	4888
08:00 AM	72	0	110	182	0	321	237	558	0	0	0	0	0	273	124	397	1137
08:15 AM	84	0	92	176	0	385	200	585	0	0	0	0	0	319	111	430	1191
08:30 AM	42	0	84	126	0	373	249	622	0	0	0	0	0	294	125	419	1167
08:45 AM	64	0	87	151	0	390	197	587	0	0	0	0	0	292	105	397	1135
Total	262	0	373	635	0	1469	883	2352	0	0	0	0	0	1178	465	1643	4630
Grand Total	508	0	775	1283	0	2972	1719	4691	0	0	0	0	0	2507	1037	3544	9518
Apprch %	39.6	0	60.4		0	63.4	36.6		0	0	0		0	70.7	29.3		
Total %	5.3	0	8.1	13.5	0	31.2	18.1	49.3	0	0	0	0	0	26.3	10.9	37.2	

	I-215 Southbound Ramps Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	57	0	96	153	0	**407**	220	627	0	0	0	0	0	344	146	490	1270
07:30 AM	71	0	103	174	0	404	230	**634**	0	0	0	0	0	347	**168**	**515**	**1323**
07:45 AM	66	0	**120**	**186**	0	375	186	561	0	0	0	0	0	**354**	126	480	1227
08:00 AM	**72**	0	110	182	0	321	**237**	558	0	0	0	0	0	273	124	397	1137
Total Volume	266	0	429	695	0	1507	873	2380	0	0	0	0	0	1318	564	1882	4957
% App. Total	38.3	0	61.7		0	63.3	36.7		0	0	0		0	70	30		
PHF	.924	.000	.894	.934	.000	.926	.921	.938	.000	.000	.000	.000	.000	.931	.839	.914	.937

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

City of Menifee
N/S: I-215 Southbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 90_MEN_215S_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	57	0	96	153	0	**407**	220	627	0	0	0	0	0	344	146	490
+15 mins.	71	0	103	174	0	404	230	**634**	0	0	0	0	0	347	**168**	**515**
+30 mins.	66	0	**120**	**186**	0	375	186	561	0	0	0	0	0	**354**	126	480
+45 mins.	**72**	0	110	182	0	321	**237**	558	0	0	0	0	0	273	124	397
Total Volume	266	0	429	695	0	1507	873	2380	0	0	0	0	0	1318	564	1882
% App. Total	38.3	0	61.7		0	63.3	36.7		0	0	0		0	70	30	
PHF	.924	.000	.894	.934	.000	.926	.921	.938	.000	.000	.000	.000	.000	.931	.839	.914

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 90_MEN_215S_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

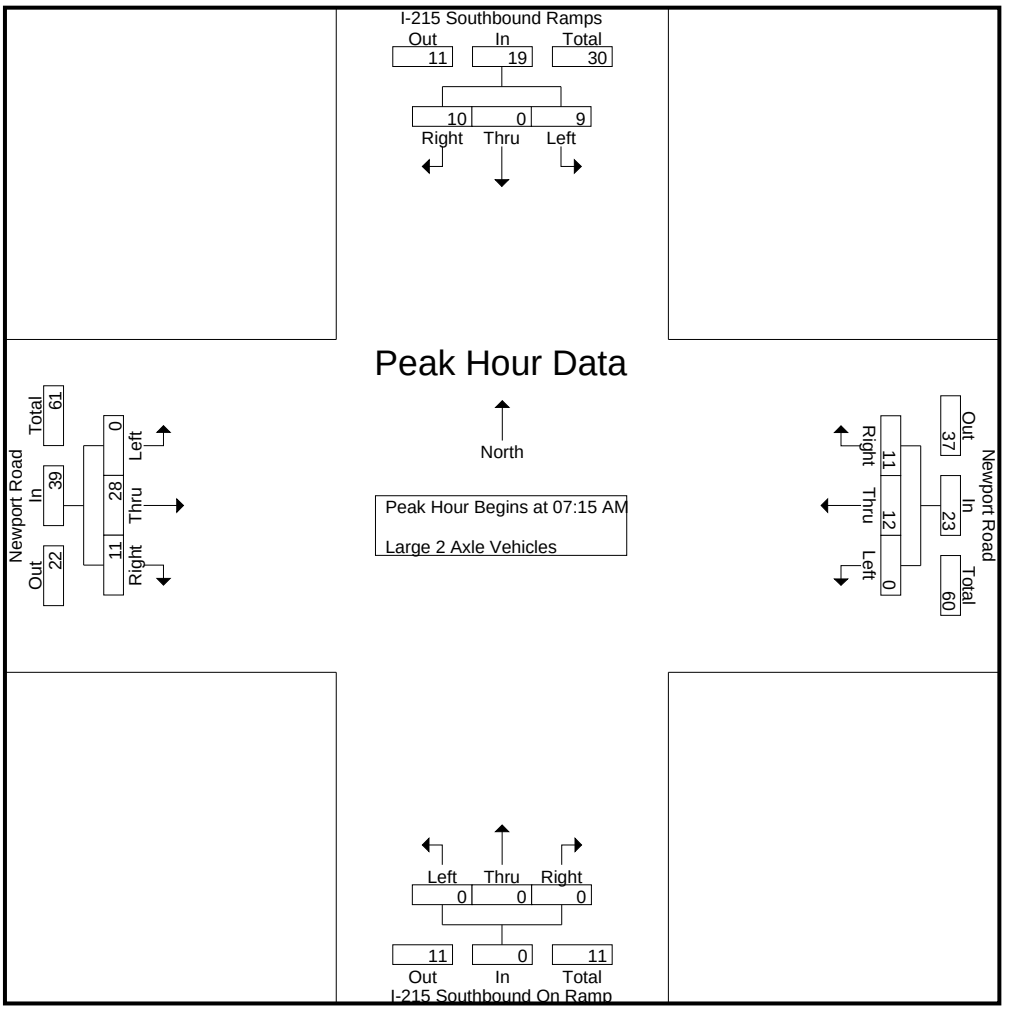
	I-215 Southbound Ramps Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	0	9	12	0	1	4	5	0	0	0	0	0	6	3	9	26
07:15 AM	1	0	1	2	0	3	1	4	0	0	0	0	0	7	2	9	15
07:30 AM	3	0	3	6	0	1	3	4	0	0	0	0	0	6	5	11	21
07:45 AM	4	0	4	8	0	5	4	9	0	0	0	0	0	5	2	7	24
Total	11	0	17	28	0	10	12	22	0	0	0	0	0	24	12	36	86
08:00 AM	1	0	2	3	0	3	3	6	0	0	0	0	0	10	2	12	21
08:15 AM	4	0	1	5	0	5	5	10	0	0	0	0	0	3	5	8	23
08:30 AM	3	0	4	7	0	4	2	6	0	0	0	0	0	5	2	7	20
08:45 AM	1	0	0	1	0	4	7	11	0	0	0	0	0	8	1	9	21
Total	9	0	7	16	0	16	17	33	0	0	0	0	0	26	10	36	85
Grand Total	20	0	24	44	0	26	29	55	0	0	0	0	0	50	22	72	171
Apprch %	45.5	0	54.5		0	47.3	52.7		0	0	0		0	69.4	30.6		
Total %	11.7	0	14	25.7	0	15.2	17	32.2	0	0	0	0	0	29.2	12.9	42.1	

	I-215 Southbound Ramps Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	1	2	0	3	1	4	0	0	0	0	0	7	2	9	15
07:30 AM	3	0	3	6	0	1	3	4	0	0	0	0	0	6	**5**	11	21
07:45 AM	**4**	0	**4**	**8**	0	**5**	**4**	**9**	0	0	0	0	0	5	2	7	**24**
08:00 AM	1	0	2	3	0	3	3	6	0	0	0	0	0	**10**	2	**12**	21
Total Volume	9	0	10	19	0	12	11	23	0	0	0	0	0	28	11	39	81
% App. Total	47.4	0	52.6		0	52.2	47.8		0	0	0		0	71.8	28.2		
PHF	.563	.000	.625	.594	.000	.600	.688	.639	.000	.000	.000	.000	.000	.700	.550	.813	.844

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

City of Menifee
N/S: I-215 Southbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 90_MEN_215S_New AM
Site Code : 00322418
Start Date : 5/25/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	1	2	0	3	1	4	0	0	0	0	0	7	2	9
+15 mins.	3	0	3	6	0	1	3	4	0	0	0	0	0	6	**5**	11
+30 mins.	**4**	0	**4**	**8**	0	**5**	**4**	**9**	0	0	0	0	0	5	2	7
+45 mins.	1	0	2	3	0	3	3	6	0	0	0	0	0	**10**	2	**12**
Total Volume	9	0	10	19	0	12	11	23	0	0	0	0	0	28	11	39
% App. Total	47.4	0	52.6		0	52.2	47.8		0	0	0		0	71.8	28.2	
PHF	.563	.000	.625	.594	.000	.600	.688	.639	.000	.000	.000	.000	.000	.700	.550	.813

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(951)268-6268

City of Menifee
N/S: I-215 Southbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 90_MEN_215S_New AM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- 3 Axle Vehicles

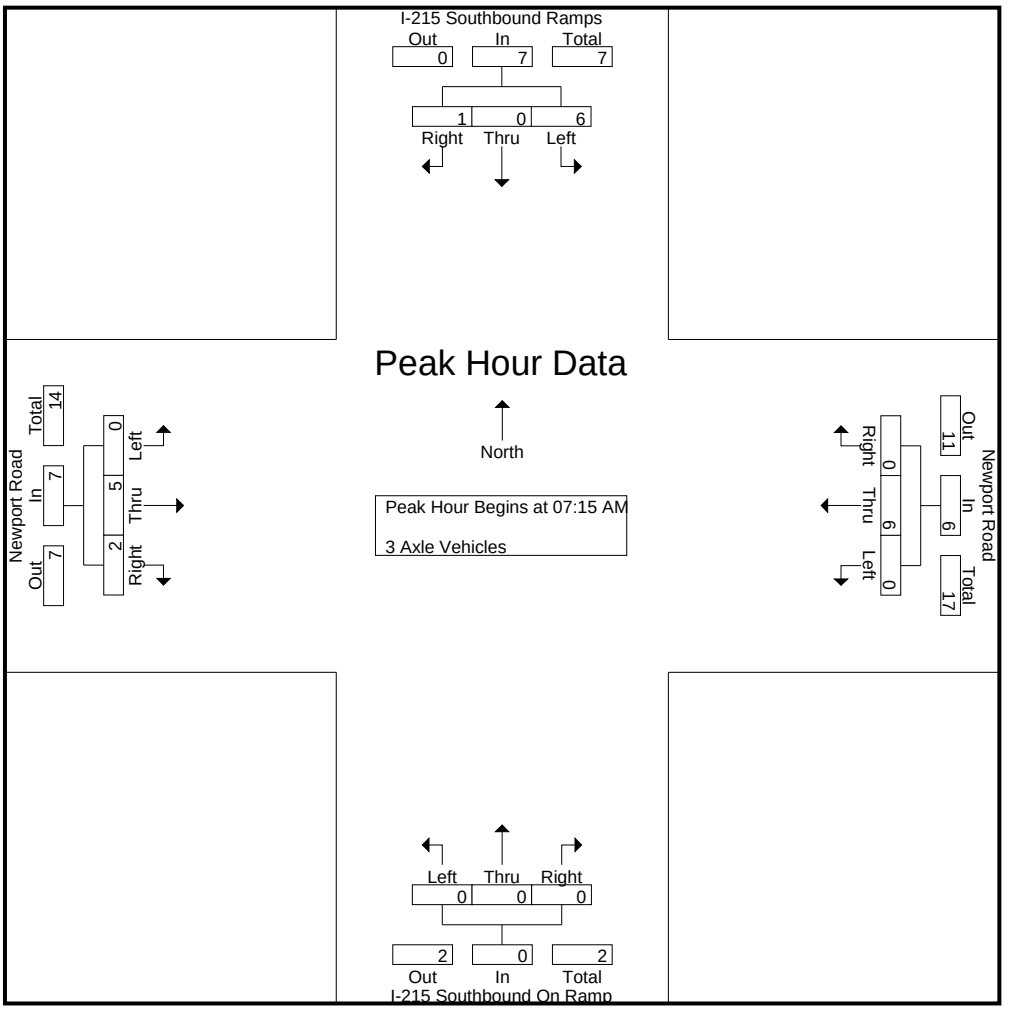
	I-215 Southbound Ramps Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	1	3	0	1	0	1	0	0	0	0	0	0	0	0	4
07:15 AM	1	0	1	2	0	1	0	1	0	0	0	0	0	1	0	1	4
07:30 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	3	1	4	7
07:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	4
Total	7	0	2	9	0	4	0	4	0	0	0	0	0	5	1	6	19
08:00 AM	1	0	0	1	0	3	0	3	0	0	0	0	0	0	1	1	5
08:15 AM	2	0	0	2	0	1	0	1	0	0	0	0	0	1	0	1	4
08:30 AM	2	0	0	2	0	1	1	2	0	0	0	0	0	0	1	1	5
08:45 AM	2	0	0	2	0	2	1	3	0	0	0	0	0	0	0	0	5
Total	7	0	0	7	0	7	2	9	0	0	0	0	0	1	2	3	19
Grand Total	14	0	2	16	0	11	2	13	0	0	0	0	0	6	3	9	38
Apprch %	87.5	0	12.5		0	84.6	15.4		0	0	0		0	66.7	33.3		
Total %	36.8	0	5.3	42.1	0	28.9	5.3	34.2	0	0	0	0	0	15.8	7.9	23.7	

	I-215 Southbound Ramps Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	**1**	2	0	1	0	1	0	0	0	0	0	1	0	1	4
07:30 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	**3**	**1**	**4**	**7**
07:45 AM	**3**	0	0	**3**	0	0	0	0	0	0	0	0	0	1	0	1	4
08:00 AM	1	0	0	1	0	**3**	0	**3**	0	0	0	0	0	0	1	1	5
Total Volume	6	0	1	7	0	6	0	6	0	0	0	0	0	5	2	7	20
% App. Total	85.7	0	14.3		0	100	0		0	0	0		0	71.4	28.6		
PHF	.500	.000	.250	.583	.000	.500	.000	.500	.000	.000	.000	.000	.000	.417	.500	.438	.714

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PO Box 1178
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(951)268-6268

City of Menifee
N/S: I-215 Southbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 90_MEN_215S_New AM
Site Code : 00322418
Start Date : 5/25/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	**1**	2	0	1	0	1	0	0	0	0	0	1	0	1
+15 mins.	1	0	0	1	0	2	0	2	0	0	0	0	0	**3**	**1**	**4**
+30 mins.	**3**	0	0	**3**	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	1	0	0	1	0	**3**	0	**3**	0	0	0	0	0	0	1	1
Total Volume	6	0	1	7	0	6	0	6	0	0	0	0	0	5	2	7
% App. Total	85.7	0	14.3		0	100	0		0	0	0		0	71.4	28.6	
PHF	.500	.000	.250	.583	.000	.500	.000	.500	.000	.000	.000	.000	.000	.417	.500	.438

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 90_MEN_215S_New AM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- 4+ Axle Trucks

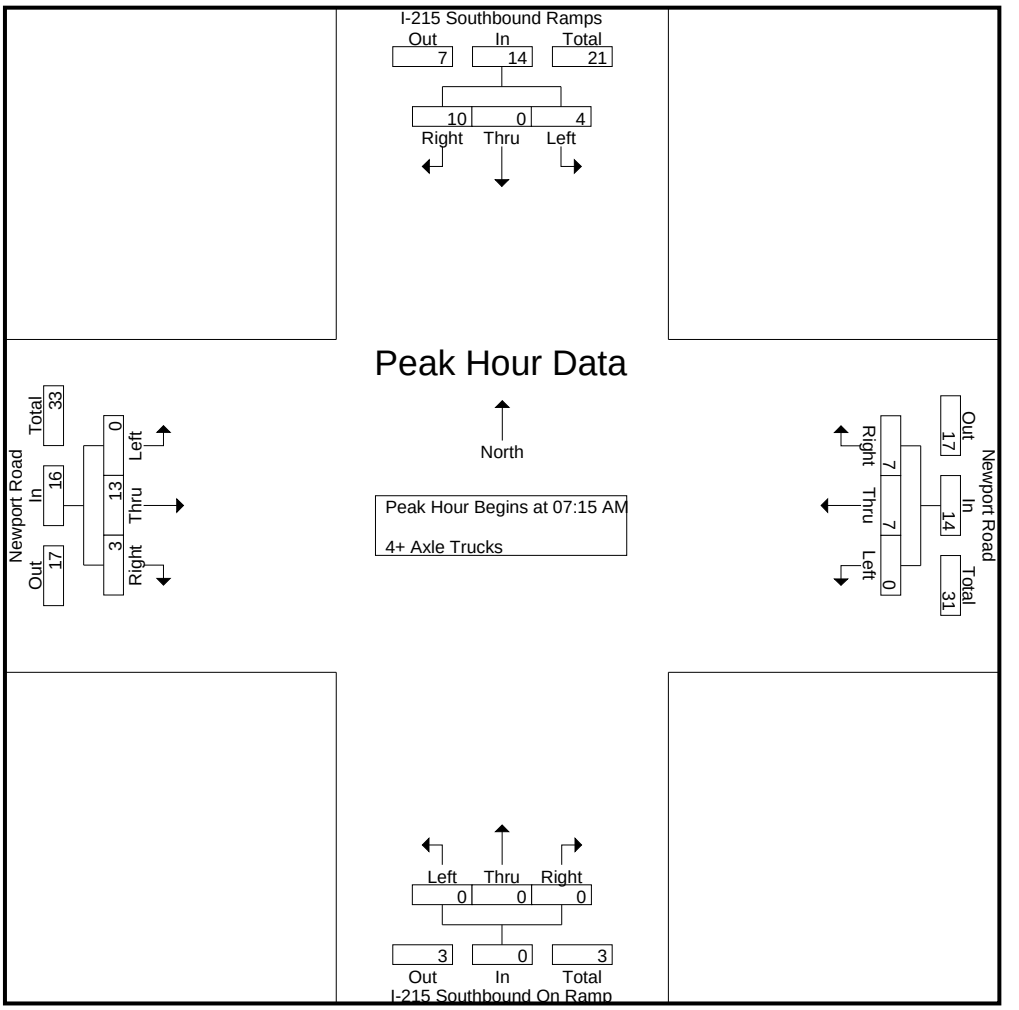
	I-215 Southbound Ramps Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	0	2	13	0	2	3	5	0	0	0	0	0	3	1	4	22
07:15 AM	1	0	4	5	0	2	3	5	0	0	0	0	0	4	0	4	14
07:30 AM	2	0	0	2	0	3	1	4	0	0	0	0	0	1	3	4	10
07:45 AM	1	0	2	3	0	0	1	1	0	0	0	0	0	5	0	5	9
Total	15	0	8	23	0	7	8	15	0	0	0	0	0	13	4	17	55
08:00 AM	0	0	4	4	0	2	2	4	0	0	0	0	0	3	0	3	11
08:15 AM	7	0	0	7	0	1	1	2	0	0	0	0	0	7	0	7	16
08:30 AM	4	0	0	4	0	1	1	2	0	0	0	0	0	7	1	8	14
08:45 AM	2	0	1	3	0	1	0	1	0	0	0	0	0	2	3	5	9
Total	13	0	5	18	0	5	4	9	0	0	0	0	0	19	4	23	50
Grand Total	28	0	13	41	0	12	12	24	0	0	0	0	0	32	8	40	105
Apprch %	68.3	0	31.7		0	50	50		0	0	0		0	80	20		
Total %	26.7	0	12.4	39	0	11.4	11.4	22.9	0	0	0	0	0	30.5	7.6	38.1	

	I-215 Southbound Ramps Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	**4**	**5**	0	2	**3**	**5**	0	0	0	0	0	4	0	4	**14**
07:30 AM	**2**	0	0	2	0	**3**	1	4	0	0	0	0	0	1	**3**	4	10
07:45 AM	1	0	2	3	0	0	1	1	0	0	0	0	0	**5**	0	**5**	9
08:00 AM	0	0	4	4	0	2	2	4	0	0	0	0	0	3	0	3	11
Total Volume	4	0	10	14	0	7	7	14	0	0	0	0	0	13	3	16	44
% App. Total	28.6	0	71.4		0	50	50		0	0	0		0	81.2	18.8		
PHF	.500	.000	.625	.700	.000	.583	.583	.700	.000	.000	.000	.000	.000	.650	.250	.800	.786

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 90_MEN_215S_New AM
Site Code : 00322418
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	**4**	**5**	0	2	**3**	**5**	0	0	0	0	0	4	0	4
+15 mins.	**2**	0	0	2	0	**3**	1	4	0	0	0	0	0	1	**3**	4
+30 mins.	1	0	2	3	0	0	1	1	0	0	0	0	0	**5**	0	**5**
+45 mins.	0	0	4	4	0	2	2	4	0	0	0	0	0	3	0	3
Total Volume	4	0	10	14	0	7	7	14	0	0	0	0	0	13	3	16
% App. Total	28.6	0	71.4		0	50	50		0	0	0		0	81.2	18.8	
PHF	.500	.000	.625	.700	.000	.583	.583	.700	.000	.000	.000	.000	.000	.650	.250	.800

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Newport Road
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File Name : 90_MEN_215S_New PM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

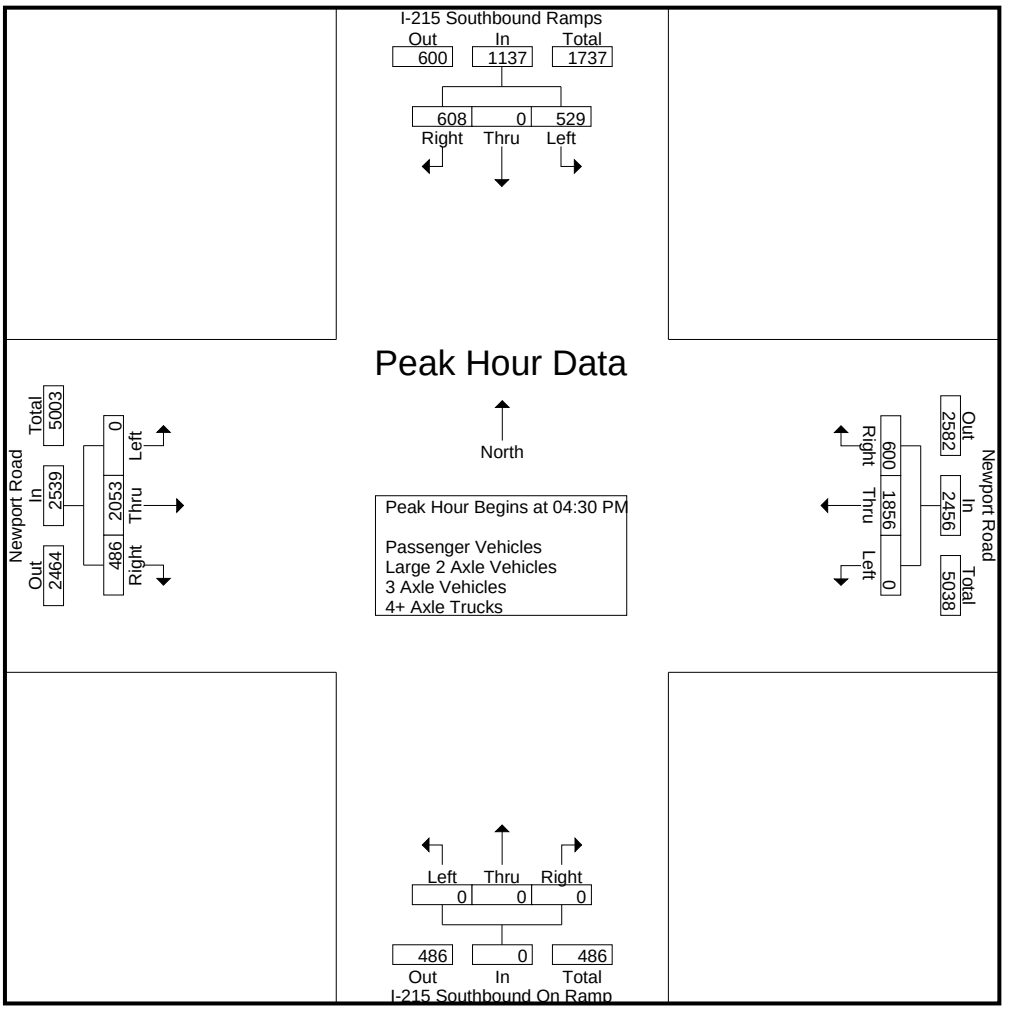
	I-215 Southbound Ramps Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	114	0	152	266	0	487	174	661	0	0	0	0	0	482	101	583	1510
04:15 PM	128	0	164	292	0	478	143	621	0	0	0	0	0	500	117	617	1530
04:30 PM	115	0	146	261	0	473	153	626	0	0	0	0	0	501	130	631	1518
04:45 PM	124	0	155	279	0	451	148	599	0	0	0	0	0	504	106	610	1488
Total	481	0	617	1098	0	1889	618	2507	0	0	0	0	0	1987	454	2441	6046
05:00 PM	161	0	159	320	0	450	136	586	0	0	0	0	0	529	121	650	1556
05:15 PM	129	0	148	277	0	482	163	645	0	0	0	0	0	519	129	648	1570
05:30 PM	141	0	160	301	0	439	153	592	0	0	0	0	0	488	124	612	1505
05:45 PM	148	0	131	279	0	485	146	631	0	0	0	0	0	456	110	566	1476
Total	579	0	598	1177	0	1856	598	2454	0	0	0	0	0	1992	484	2476	6107
Grand Total	1060	0	1215	2275	0	3745	1216	4961	0	0	0	0	0	3979	938	4917	12153
Apprch %	46.6	0	53.4		0	75.5	24.5		0	0	0		0	80.9	19.1		
Total %	8.7	0	10	18.7	0	30.8	10	40.8	0	0	0	0	0	32.7	7.7	40.5	
Passenger Vehicles	1052	0	1205	2257	0	3718	1193	4911	0	0	0	0	0	3926	930	4856	12024
% Passenger Vehicles	99.2	0	99.2	99.2	0	99.3	98.1	99	0	0	0	0	0	98.7	99.1	98.8	98.9
Large 2 Axle Vehicles	5	0	5	10	0	20	15	35	0	0	0	0	0	45	7	52	97
% Large 2 Axle Vehicles	0.5	0	0.4	0.4	0	0.5	1.2	0.7	0	0	0	0	0	1.1	0.7	1.1	0.8
3 Axle Vehicles	1	0	1	2	0	2	2	4	0	0	0	0	0	3	0	3	9
% 3 Axle Vehicles	0.1	0	0.1	0.1	0	0.1	0.2	0.1	0	0	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	2	0	4	6	0	5	6	11	0	0	0	0	0	5	1	6	23
% 4+ Axle Trucks	0.2	0	0.3	0.3	0	0.1	0.5	0.2	0	0	0	0	0	0.1	0.1	0.1	0.2

	I-215 Southbound Ramps Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	115	0	146	261	0	473	153	626	0	0	0	0	0	501	**130**	631	1518
04:45 PM	124	0	155	279	0	451	148	599	0	0	0	0	0	504	106	610	1488
05:00 PM	**161**	0	**159**	**320**	0	450	136	586	0	0	0	0	0	**529**	121	**650**	1556
05:15 PM	129	0	148	277	0	**482**	**163**	**645**	0	0	0	0	0	519	129	648	**1570**
Total Volume	529	0	608	1137	0	1856	600	2456	0	0	0	0	0	2053	486	2539	6132
% App. Total	46.5	0	53.5		0	75.6	24.4		0	0	0		0	80.9	19.1		
PHF	.821	.000	.956	.888	.000	.963	.920	.952	.000	.000	.000	.000	.000	.970	.935	.977	.976

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City of Menifee
N/S: I-215 Southbound Ramps
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File Name : 90_MEN_215S_New PM
Site Code : 00322418
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	124	0	155	279	0	**487**	**174**	**661**	0	0	0	0	0	501	**130**	631
+15 mins.	**161**	0	159	**320**	0	478	143	621	0	0	0	0	0	504	106	610
+30 mins.	129	0	148	277	0	473	153	626	0	0	0	0	0	**529**	121	**650**
+45 mins.	141	0	**160**	301	0	451	148	599	0	0	0	0	0	519	129	648
Total Volume	555	0	622	1177	0	1889	618	2507	0	0	0	0	0	2053	486	2539
% App. Total	47.2	0	52.8		0	75.3	24.7		0	0	0		0	80.9	19.1	
PHF	.862	.000	.972	.920	.000	.970	.888	.948	.000	.000	.000	.000	.000	.970	.935	.977

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City of Menifee
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File Name : 90_MEN_215S_New PM
Site Code : 00322418
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Groups Printed- Passenger Vehicles

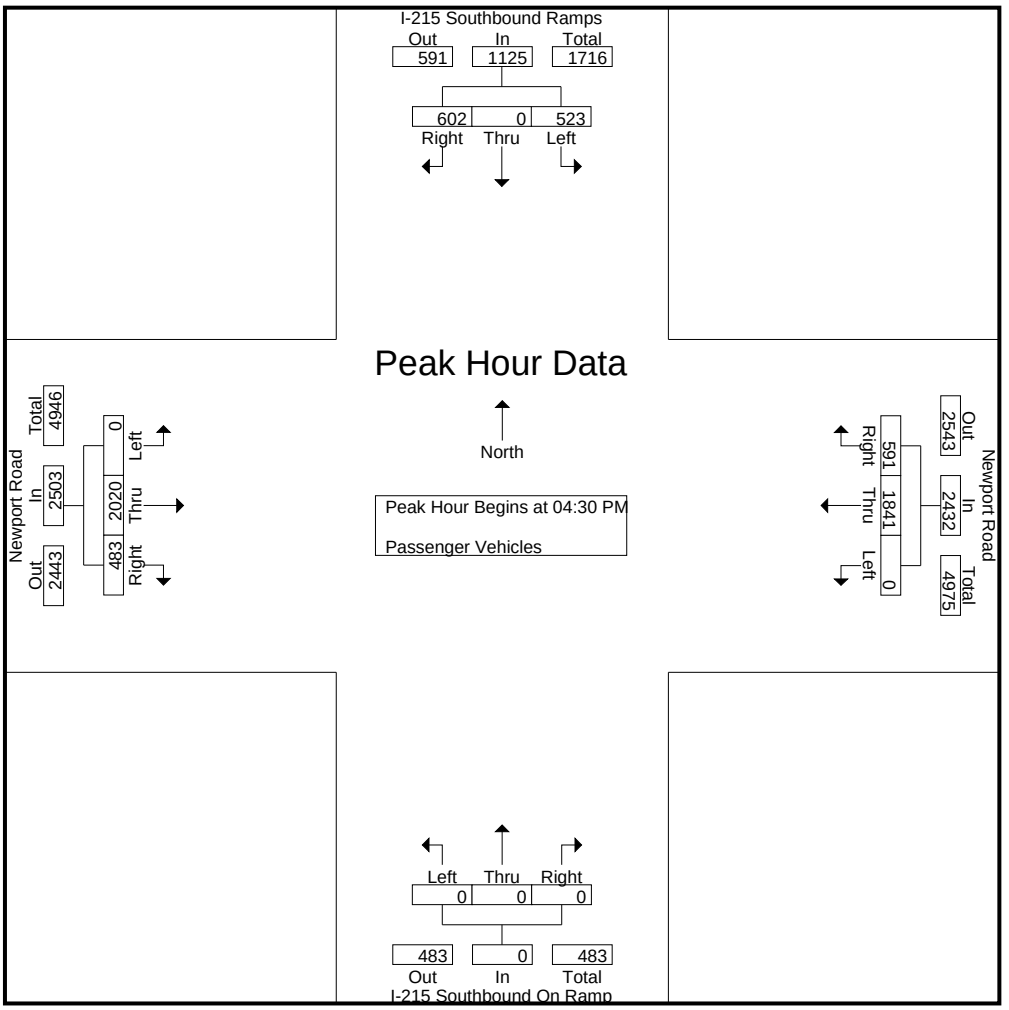
	I-215 Southbound Ramps Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	114	0	150	264	0	481	172	653	0	0	0	0	0	479	100	579	1496
04:15 PM	127	0	164	291	0	475	138	613	0	0	0	0	0	487	115	602	1506
04:30 PM	114	0	143	257	0	469	153	622	0	0	0	0	0	494	128	622	1501
04:45 PM	123	0	154	277	0	447	144	591	0	0	0	0	0	495	106	601	1469
Total	478	0	611	1089	0	1872	607	2479	0	0	0	0	0	1955	449	2404	5972
05:00 PM	157	0	158	315	0	448	134	582	0	0	0	0	0	518	121	639	1536
05:15 PM	129	0	147	276	0	477	160	637	0	0	0	0	0	513	128	641	1554
05:30 PM	140	0	158	298	0	437	150	587	0	0	0	0	0	487	123	610	1495
05:45 PM	148	0	131	279	0	484	142	626	0	0	0	0	0	453	109	562	1467
Total	574	0	594	1168	0	1846	586	2432	0	0	0	0	0	1971	481	2452	6052
Grand Total	1052	0	1205	2257	0	3718	1193	4911	0	0	0	0	0	3926	930	4856	12024
Apprch %	46.6	0	53.4		0	75.7	24.3		0	0	0		0	80.8	19.2		
Total %	8.7	0	10	18.8	0	30.9	9.9	40.8	0	0	0	0	0	32.7	7.7	40.4	

	I-215 Southbound Ramps Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	114	0	143	257	0	469	153	622	0	0	0	0	0	494	**128**	622	1501
04:45 PM	123	0	154	277	0	447	144	591	0	0	0	0	0	495	106	601	1469
05:00 PM	**157**	0	**158**	**315**	0	448	134	582	0	0	0	0	0	**518**	121	639	1536
05:15 PM	129	0	147	276	0	**477**	**160**	**637**	0	0	0	0	0	513	128	**641**	**1554**
Total Volume	523	0	602	1125	0	1841	591	2432	0	0	0	0	0	2020	483	2503	6060
% App. Total	46.5	0	53.5		0	75.7	24.3		0	0	0		0	80.7	19.3		
PHF	.833	.000	.953	.893	.000	.965	.923	.954	.000	.000	.000	.000	.000	.975	.943	.976	.975

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 90_MEN_215S_New PM
Site Code : 00322418
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	114	0	143	257	0	469	153	622	0	0	0	0	0	494	**128**	622
+15 mins.	123	0	154	277	0	447	144	591	0	0	0	0	0	495	106	601
+30 mins.	**157**	0	**158**	**315**	0	448	134	582	0	0	0	0	0	**518**	121	639
+45 mins.	129	0	147	276	0	**477**	**160**	**637**	0	0	0	0	0	513	128	**641**
Total Volume	523	0	602	1125	0	1841	591	2432	0	0	0	0	0	2020	483	2503
% App. Total	46.5	0	53.5		0	75.7	24.3		0	0	0		0	80.7	19.3	
PHF	.833	.000	.953	.893	.000	.965	.923	.954	.000	.000	.000	.000	.000	.975	.943	.976

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City of Menifee
N/S: I-215 Southbound Ramps
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Weather: Clear

File Name : 90_MEN_215S_New PM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- Large 2 Axle Vehicles

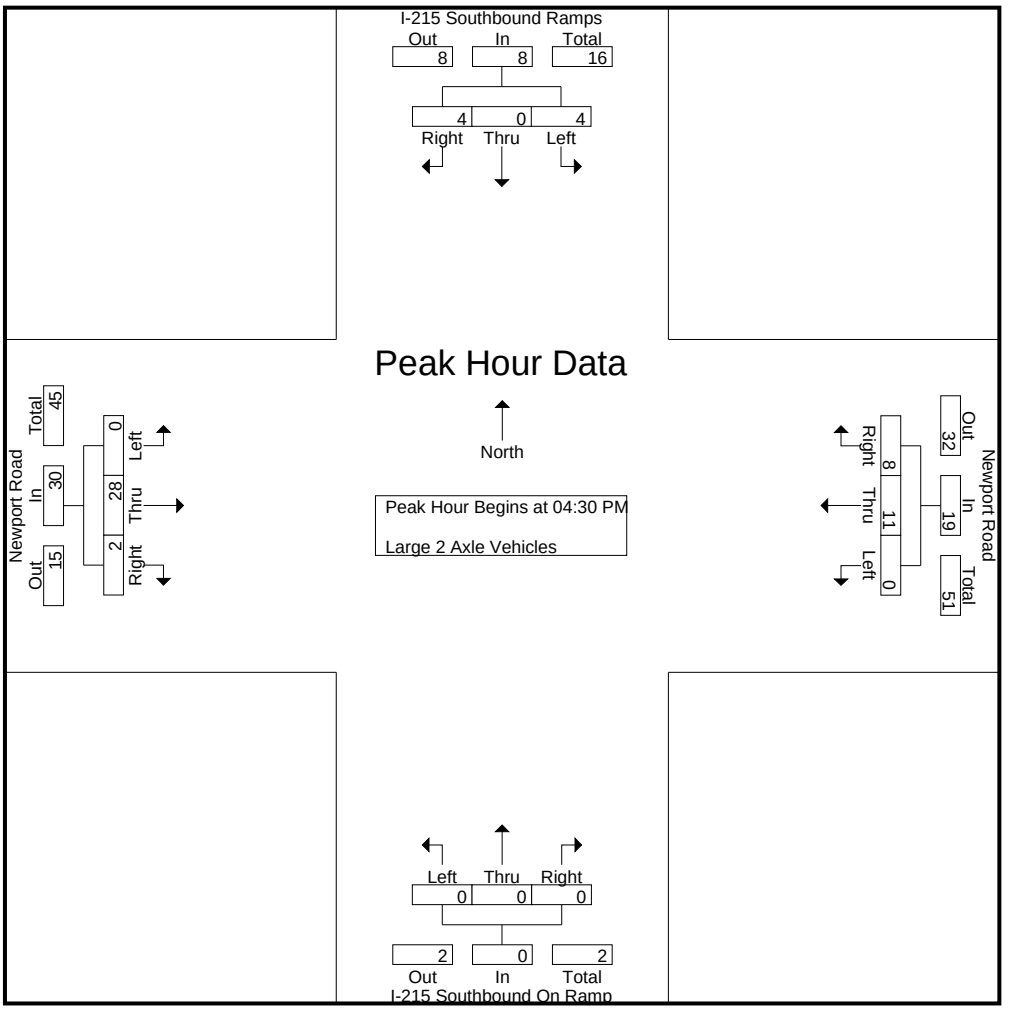
	I-215 Southbound Ramps Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	4	1	5	0	0	0	0	0	2	1	3	9
04:15 PM	1	0	0	1	0	3	3	6	0	0	0	0	0	12	2	14	21
04:30 PM	1	0	1	2	0	3	0	3	0	0	0	0	0	6	1	7	12
04:45 PM	1	0	1	2	0	1	4	5	0	0	0	0	0	7	0	7	14
Total	3	0	3	6	0	11	8	19	0	0	0	0	0	27	4	31	56
05:00 PM	2	0	1	3	0	2	2	4	0	0	0	0	0	9	0	9	16
05:15 PM	0	0	1	1	0	5	2	7	0	0	0	0	0	6	1	7	15
05:30 PM	0	0	0	0	0	1	3	4	0	0	0	0	0	0	1	1	5
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	1	4	5
Total	2	0	2	4	0	9	7	16	0	0	0	0	0	18	3	21	41
Grand Total	5	0	5	10	0	20	15	35	0	0	0	0	0	45	7	52	97
Apprch %	50	0	50		0	57.1	42.9		0	0	0		0	86.5	13.5		
Total %	5.2	0	5.2	10.3	0	20.6	15.5	36.1	0	0	0	0	0	46.4	7.2	53.6	

	I-215 Southbound Ramps Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	0	**1**	2	0	3	0	3	0	0	0	0	0	6	**1**	7	12
04:45 PM	1	0	1	2	0	1	**4**	5	0	0	0	0	0	7	0	7	14
05:00 PM	**2**	0	1	**3**	0	2	2	4	0	0	0	0	0	**9**	0	**9**	**16**
05:15 PM	0	0	1	1	0	**5**	2	**7**	0	0	0	0	0	6	1	7	15
Total Volume	4	0	4	8	0	11	8	19	0	0	0	0	0	28	2	30	57
% App. Total	50	0	50		0	57.9	42.1		0	0	0		0	93.3	6.7		
PHF	.500	.000	1.00	.667	.000	.550	.500	.679	.000	.000	.000	.000	.000	.778	.500	.833	.891

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City of Menifee
N/S: I-215 Southbound Ramps
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File Name : 90_MEN_215S_New PM
Site Code : 00322418
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	1	0	**1**	2	0	3	0	3	0	0	0	0	0	6	**1**	7
+15 mins.	1	0	1	2	0	1	**4**	5	0	0	0	0	0	7	0	7
+30 mins.	**2**	0	1	**3**	0	2	2	4	0	0	0	0	0	**9**	0	**9**
+45 mins.	0	0	1	1	0	**5**	2	**7**	0	0	0	0	0	6	1	7
Total Volume	4	0	4	8	0	11	8	19	0	0	0	0	0	28	2	30
% App. Total	50	0	50		0	57.9	42.1		0	0	0		0	93.3	6.7	
PHF	.500	.000	1.000	.667	.000	.550	.500	.679	.000	.000	.000	.000	.000	.778	.500	.833

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City of Menifee
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File Name : 90_MEN_215S_New PM
Site Code : 00322418
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Groups Printed- 3 Axle Vehicles

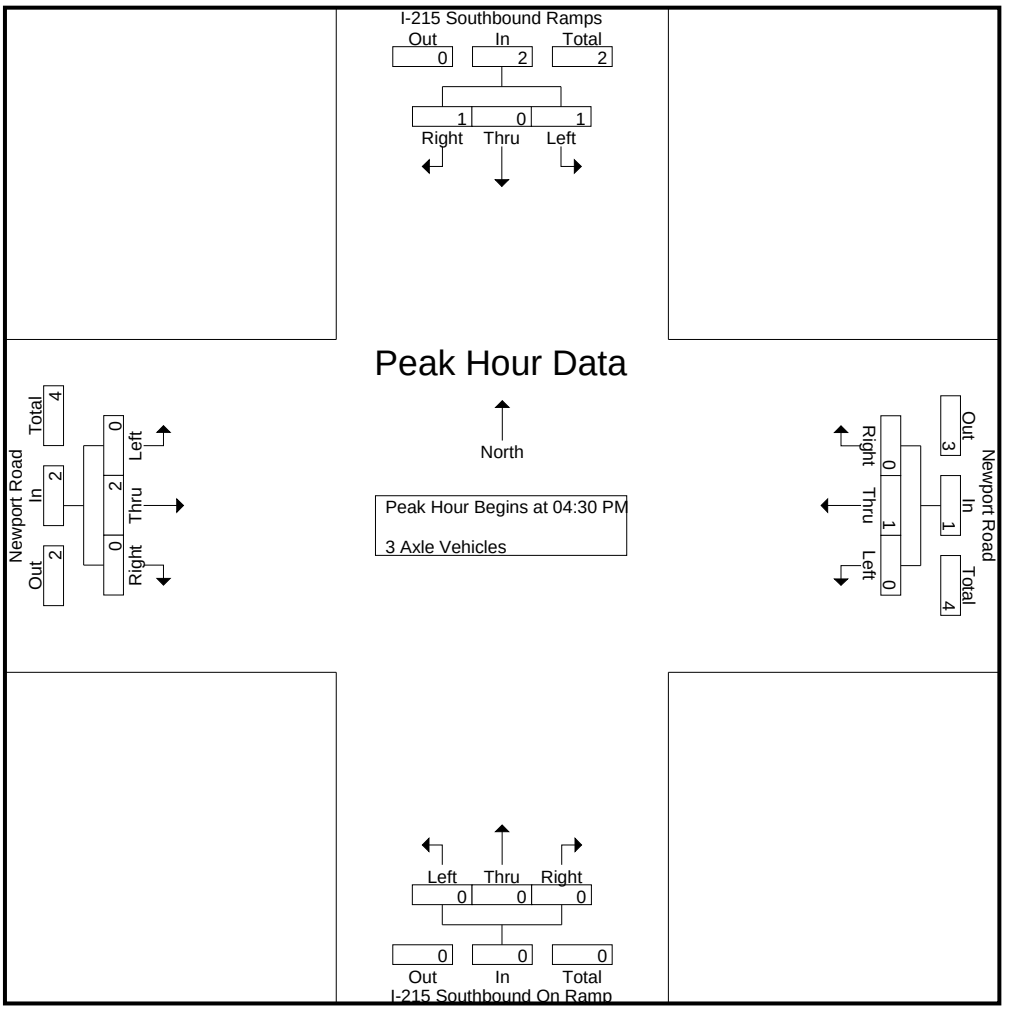
	I-215 Southbound Ramps Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	2	1	3	0	0	0	0	0	1	0	1	5
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	1	1	0	0	0	0	0	2	0	2	4
Grand Total	1	0	1	2	0	2	2	4	0	0	0	0	0	3	0	3	9
Apprch %	50	0	50		0	50	50		0	0	0		0	100	0		
Total %	11.1	0	11.1	22.2	0	22.2	22.2	44.4	0	0	0	0	0	33.3	0	33.3	

	I-215 Southbound Ramps Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
05:00 PM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**3**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	2	0	1	0	1	0	0	0	0	0	2	0	2	5
% App. Total	50	0	50		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.250	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.417

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 90_MEN_215S_New PM
Site Code : 00322418
Start Date : 5/25/2022



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	**1**	0	0	1	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	2	0	1	0	1	0	0	0	0	0	2	0	2
% App. Total	50	0	50		0	100	0		0	0	0		0	100	0	
PHF	.250	.000	.250	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 90_MEN_215S_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

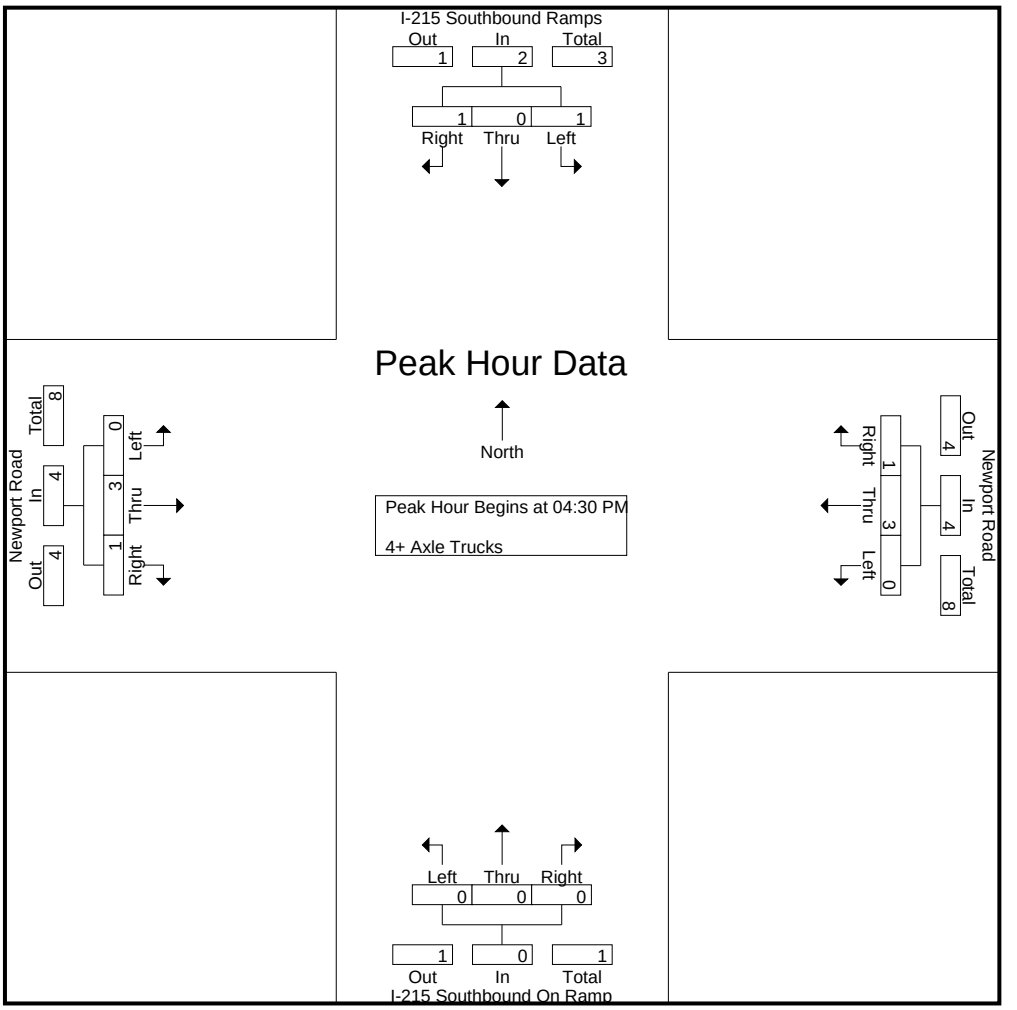
	I-215 Southbound Ramps Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	1	1	2	0	0	0	0	0	1	0	1	4
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	1	2	4
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	2	2	0	4	2	6	0	0	0	0	0	4	1	5	13
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:30 PM	1	0	2	3	0	1	0	1	0	0	0	0	0	1	0	1	5
05:45 PM	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	3
Total	2	0	2	4	0	1	4	5	0	0	0	0	0	1	0	1	10
Grand Total	2	0	4	6	0	5	6	11	0	0	0	0	0	5	1	6	23
Apprch %	33.3	0	66.7		0	45.5	54.5		0	0	0		0	83.3	16.7		
Total %	8.7	0	17.4	26.1	0	21.7	26.1	47.8	0	0	0	0	0	21.7	4.3	26.1	

	I-215 Southbound Ramps Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	1	**1**	**2**	**4**
04:45 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**2**	0	2	4
05:00 PM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	1
Total Volume	1	0	1	2	0	3	1	4	0	0	0	0	0	3	1	4	10
% App. Total	50	0	50		0	75	25		0	0	0		0	75	25		
PHF	.250	.000	.250	.500	.000	.375	.250	.500	.000	.000	.000	.000	.000	.375	.250	.500	.625

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 90_MEN_215S_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	1	**1**	**2**
+15 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**2**	0	2
+30 mins.	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0
Total Volume	1	0	1	2	0	3	1	4	0	0	0	0	0	3	1	4
% App. Total	50	0	50		0	75	25		0	0	0		0	75	25	
PHF	.250	.000	.250	.500	.000	.375	.250	.500	.000	.000	.000	.000	.000	.375	.250	.500

Location: Menifee
N/S: I-215 SB Ramps
E/W: Newport Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg I-215 SB Ramps	East Leg Newport Road	South Leg I-215 SB Ramps	West Leg Newport Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg I-215 SB Ramps	East Leg Newport Road	South Leg I-215 SB Ramps	West Leg Newport Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	1	0	0	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

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Location: Menifee
N/S: I-215 SB Ramps
E/W: Newport Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound I-215 SB Ramps			Westbound Newport Road			Northbound I-215 SB Ramps			Eastbound Newport Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

	Southbound I-215 SB Ramps			Westbound Newport Road			Northbound I-215 SB Ramps			Eastbound Newport Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 91_MEN_215N_New AM
Site Code : 00322418
Start Date : 5/25/2022

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

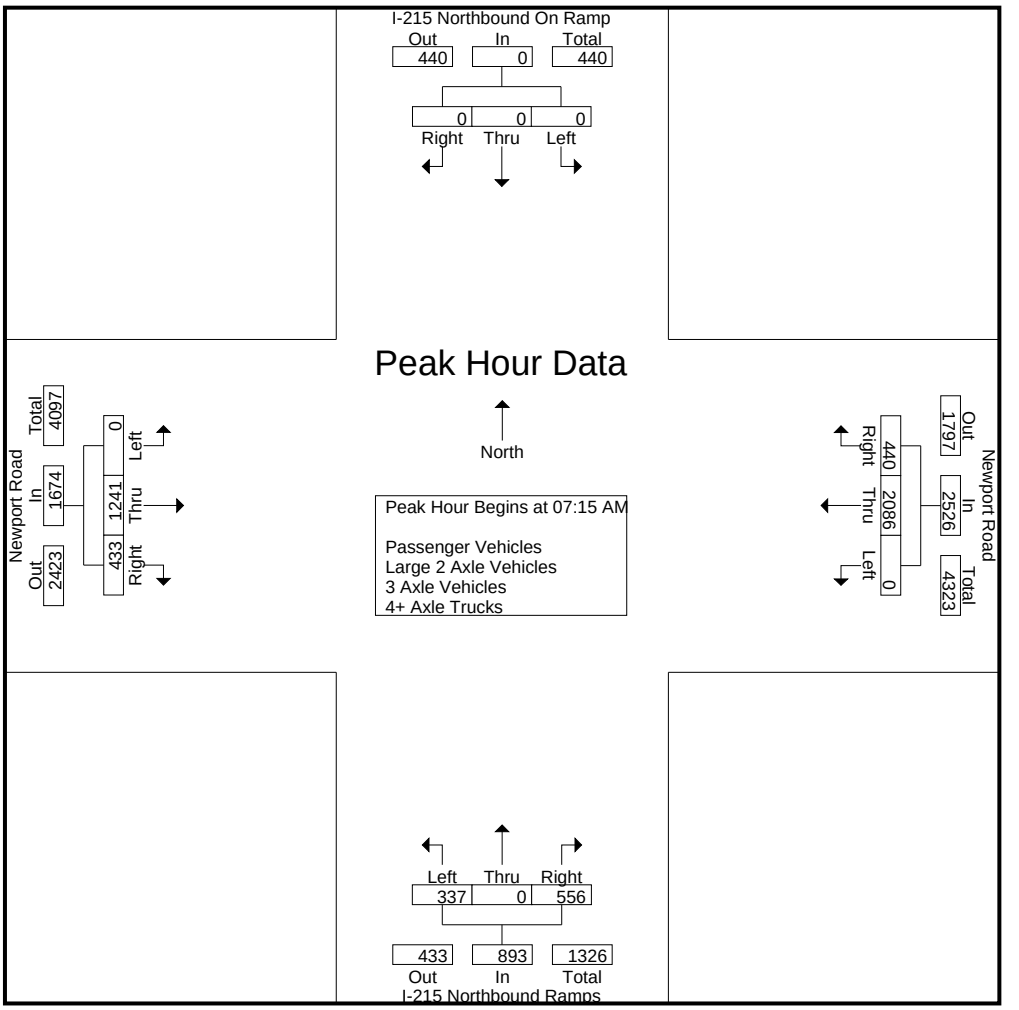
	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Ramps Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	465	131	596	69	0	150	219	0	239	112	351	1166
07:15 AM	0	0	0	0	0	563	126	689	68	0	141	209	0	320	106	426	1324
07:30 AM	0	0	0	0	0	529	85	614	111	0	158	269	0	297	128	425	1308
07:45 AM	0	0	0	0	0	503	132	635	77	0	119	196	0	346	106	452	1283
Total	0	0	0	0	0	2060	474	2534	325	0	568	893	0	1202	452	1654	5081
08:00 AM	0	0	0	0	0	491	97	588	81	0	138	219	0	278	93	371	1178
08:15 AM	0	0	0	0	0	498	113	611	93	0	130	223	0	312	104	416	1250
08:30 AM	0	0	0	0	0	534	96	630	98	0	120	218	0	289	82	371	1219
08:45 AM	0	0	0	0	0	492	89	581	111	0	106	217	0	292	77	369	1167
Total	0	0	0	0	0	2015	395	2410	383	0	494	877	0	1171	356	1527	4814
Grand Total	0	0	0	0	0	4075	869	4944	708	0	1062	1770	0	2373	808	3181	9895
Apprch %	0	0	0		0	82.4	17.6		40	0	60		0	74.6	25.4		
Total %	0	0	0	0	0	41.2	8.8	50	7.2	0	10.7	17.9	0	24	8.2	32.1	
Passenger Vehicles	0	0	0	0	0	3999	812	4811	691	0	1014	1705	0	2262	769	3031	9547
% Passenger Vehicles	0	0	0	0	0	98.1	93.4	97.3	97.6	0	95.5	96.3	0	95.3	95.2	95.3	96.5
Large 2 Axle Vehicles	0	0	0	0	0	45	12	57	10	0	30	40	0	51	19	70	167
% Large 2 Axle Vehicles	0	0	0	0	0	1.1	1.4	1.2	1.4	0	2.8	2.3	0	2.1	2.4	2.2	1.7
3 Axle Vehicles	0	0	0	0	0	12	7	19	1	0	8	9	0	13	7	20	48
% 3 Axle Vehicles	0	0	0	0	0	0.3	0.8	0.4	0.1	0	0.8	0.5	0	0.5	0.9	0.6	0.5
4+ Axle Trucks	0	0	0	0	0	19	38	57	6	0	10	16	0	47	13	60	133
% 4+ Axle Trucks	0	0	0	0	0	0.5	4.4	1.2	0.8	0	0.9	0.9	0	2	1.6	1.9	1.3

	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Ramps Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**563**	126	**689**	68	0	141	209	0	320	106	426	**1324**
07:30 AM	0	0	0	0	0	529	85	614	**111**	0	**158**	**269**	0	297	**128**	425	1308
07:45 AM	0	0	0	0	0	503	**132**	635	77	0	119	196	0	**346**	106	**452**	1283
08:00 AM	0	0	0	0	0	491	97	588	81	0	138	219	0	278	93	371	1178
Total Volume	0	0	0	0	0	2086	440	2526	337	0	556	893	0	1241	433	1674	5093
% App. Total	0	0	0		0	82.6	17.4		37.7	0	62.3		0	74.1	25.9		
PHF	.000	.000	.000	.000	.000	.926	.833	.917	.759	.000	.880	.830	.000	.897	.846	.926	.962

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 91_MEN_215N_New AM
Site Code : 00322418
Start Date : 5/25/2022



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

	07:00 AM				07:00 AM				07:30 AM				07:15 AM			
+0 mins.	0	0	0	0	0	465	131	596	**111**	0	**158**	**269**	0	320	106	426
+15 mins.	0	0	0	0	0	**563**	126	**689**	77	0	119	196	0	297	**128**	425
+30 mins.	0	0	0	0	0	529	85	614	81	0	138	219	0	**346**	106	**452**
+45 mins.	0	0	0	0	0	503	**132**	635	93	0	130	223	0	278	93	371
Total Volume	0	0	0	0	0	2060	474	2534	362	0	545	907	0	1241	433	1674
% App. Total	0	0	0		0	81.3	18.7		39.9	0	60.1		0	74.1	25.9	
PHF	.000	.000	.000	.000	.000	.915	.898	.919	.815	.000	.862	.843	.000	.897	.846	.926

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 91_MEN_215N_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

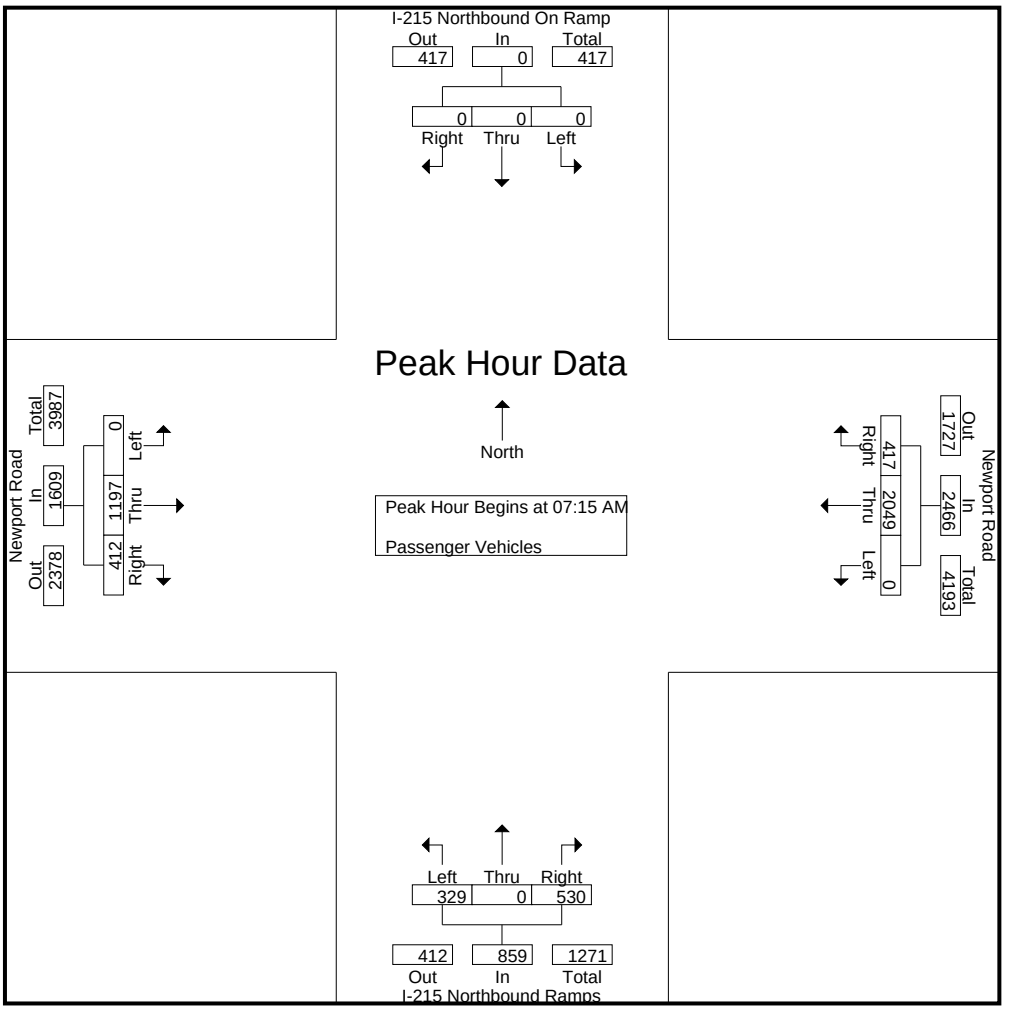
	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Ramps Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	457	127	584	66	0	147	213	0	220	106	326	1123
07:15 AM	0	0	0	0	0	554	122	676	67	0	136	203	0	310	101	411	1290
07:30 AM	0	0	0	0	0	519	77	596	111	0	151	262	0	287	122	409	1267
07:45 AM	0	0	0	0	0	494	125	619	75	0	115	190	0	330	103	433	1242
Total	0	0	0	0	0	2024	451	2475	319	0	549	868	0	1147	432	1579	4922
08:00 AM	0	0	0	0	0	482	93	575	76	0	128	204	0	270	86	356	1135
08:15 AM	0	0	0	0	0	490	101	591	90	0	124	214	0	292	99	391	1196
08:30 AM	0	0	0	0	0	525	88	613	97	0	112	209	0	272	79	351	1173
08:45 AM	0	0	0	0	0	478	79	557	109	0	101	210	0	281	73	354	1121
Total	0	0	0	0	0	1975	361	2336	372	0	465	837	0	1115	337	1452	4625
Grand Total	0	0	0	0	0	3999	812	4811	691	0	1014	1705	0	2262	769	3031	9547
Apprch %	0	0	0		0	83.1	16.9		40.5	0	59.5		0	74.6	25.4		
Total %	0	0	0	0	0	41.9	8.5	50.4	7.2	0	10.6	17.9	0	23.7	8.1	31.7	

	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Ramps Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**554**	122	**676**	67	0	136	203	0	310	101	411	**1290**
07:30 AM	0	0	0	0	0	519	77	596	**111**	0	**151**	**262**	0	287	**122**	409	1267
07:45 AM	0	0	0	0	0	494	**125**	619	75	0	115	190	0	**330**	103	**433**	1242
08:00 AM	0	0	0	0	0	482	93	575	76	0	128	204	0	270	86	356	1135
Total Volume	0	0	0	0	0	2049	417	2466	329	0	530	859	0	1197	412	1609	4934
% App. Total	0	0	0		0	83.1	16.9		38.3	0	61.7		0	74.4	25.6		
PHF	.000	.000	.000	.000	.000	.925	.834	.912	.741	.000	.877	.820	.000	.907	.844	.929	.956

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 91_MEN_215N_New AM
Site Code : 00322418
Start Date : 5/25/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**554**	122	**676**	67	0	136	203	0	310	101	411
+15 mins.	0	0	0	0	0	519	77	596	**111**	0	**151**	**262**	0	287	**122**	409
+30 mins.	0	0	0	0	0	494	**125**	619	75	0	115	190	0	**330**	103	**433**
+45 mins.	0	0	0	0	0	482	93	575	76	0	128	204	0	270	86	356
Total Volume	0	0	0	0	0	2049	417	2466	329	0	530	859	0	1197	412	1609
% App. Total	0	0	0		0	83.1	16.9		38.3	0	61.7		0	74.4	25.6	
PHF	.000	.000	.000	.000	.000	.925	.834	.912	.741	.000	.877	.820	.000	.907	.844	.929

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 91_MEN_215N_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

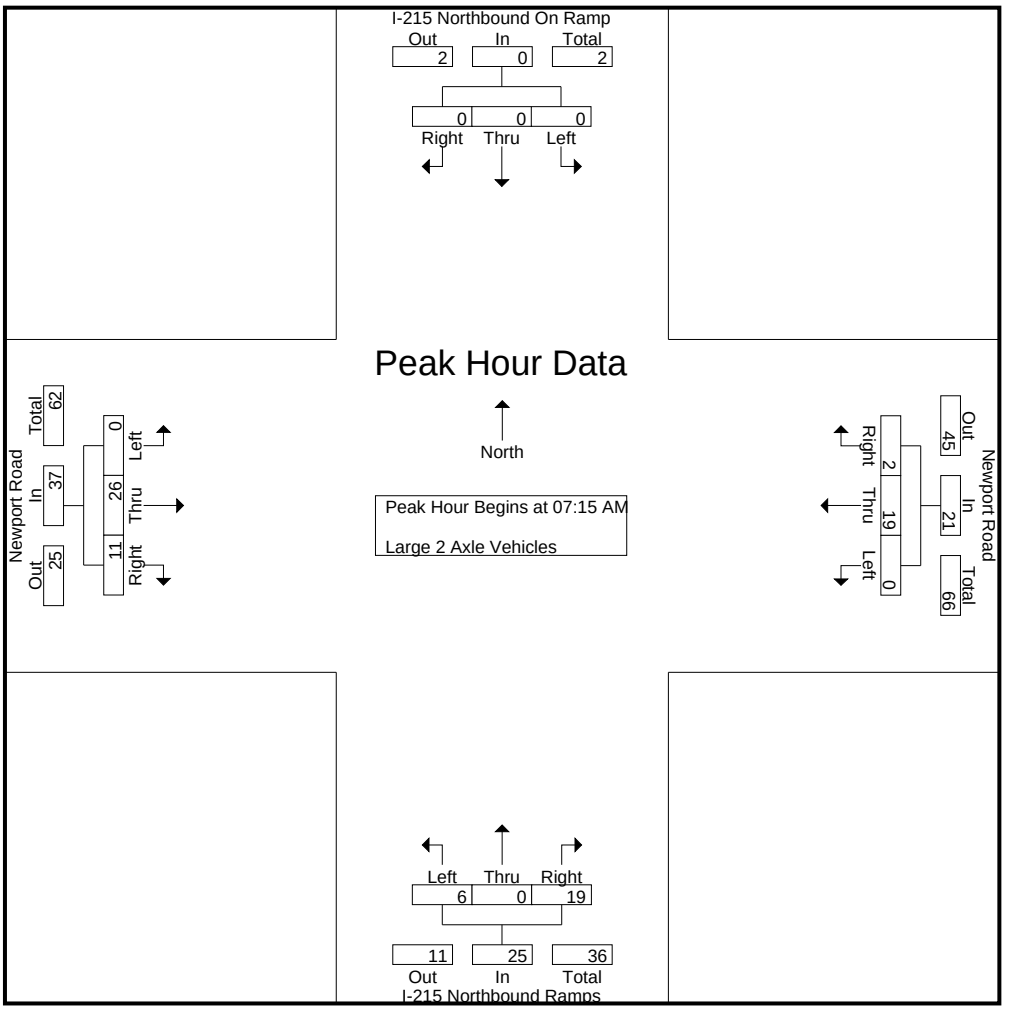
	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Ramps Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	4	0	4	1	0	1	2	0	6	3	9	15
07:15 AM	0	0	0	0	0	3	0	3	1	0	4	5	0	5	3	8	16
07:30 AM	0	0	0	0	0	4	0	4	0	0	4	4	0	6	3	9	17
07:45 AM	0	0	0	0	0	7	2	9	2	0	3	5	0	9	0	9	23
Total	0	0	0	0	0	18	2	20	4	0	12	16	0	26	9	35	71
08:00 AM	0	0	0	0	0	5	0	5	3	0	8	11	0	6	5	11	27
08:15 AM	0	0	0	0	0	5	5	10	3	0	3	6	0	6	2	8	24
08:30 AM	0	0	0	0	0	6	3	9	0	0	5	5	0	6	1	7	21
08:45 AM	0	0	0	0	0	11	2	13	0	0	2	2	0	7	2	9	24
Total	0	0	0	0	0	27	10	37	6	0	18	24	0	25	10	35	96
Grand Total	0	0	0	0	0	45	12	57	10	0	30	40	0	51	19	70	167
Apprch %	0	0	0		0	78.9	21.1		25	0	75		0	72.9	27.1		
Total %	0	0	0	0	0	26.9	7.2	34.1	6	0	18	24	0	30.5	11.4	41.9	

	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Ramps Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	3	0	3	1	0	4	5	0	5	3	8	16
07:30 AM	0	0	0	0	0	4	0	4	0	0	4	4	0	6	3	9	17
07:45 AM	0	0	0	0	0	**7**	**2**	**9**	2	0	3	5	0	**9**	0	9	23
08:00 AM	0	0	0	0	0	5	0	5	**3**	0	**8**	**11**	0	6	**5**	**11**	**27**
Total Volume	0	0	0	0	0	19	2	21	6	0	19	25	0	26	11	37	83
% App. Total	0	0	0		0	90.5	9.5		24	0	76		0	70.3	29.7		
PHF	.000	.000	.000	.000	.000	.679	.250	.583	.500	.000	.594	.568	.000	.722	.550	.841	.769

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

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 91_MEN_215N_New AM
Site Code : 00322418
Start Date : 5/25/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	3	0	3	1	0	4	5	0	5	3	8
+15 mins.	0	0	0	0	0	4	0	4	0	0	4	4	0	6	3	9
+30 mins.	0	0	0	0	0	**7**	**2**	**9**	2	0	3	5	0	**9**	0	9
+45 mins.	0	0	0	0	0	5	0	5	**3**	0	**8**	**11**	0	6	**5**	**11**
Total Volume	0	0	0	0	0	19	2	21	6	0	19	25	0	26	11	37
% App. Total	0	0	0		0	90.5	9.5		24	0	76		0	70.3	29.7	
PHF	.000	.000	.000	.000	.000	.679	.250	.583	.500	.000	.594	.568	.000	.722	.550	.841

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 91_MEN_215N_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

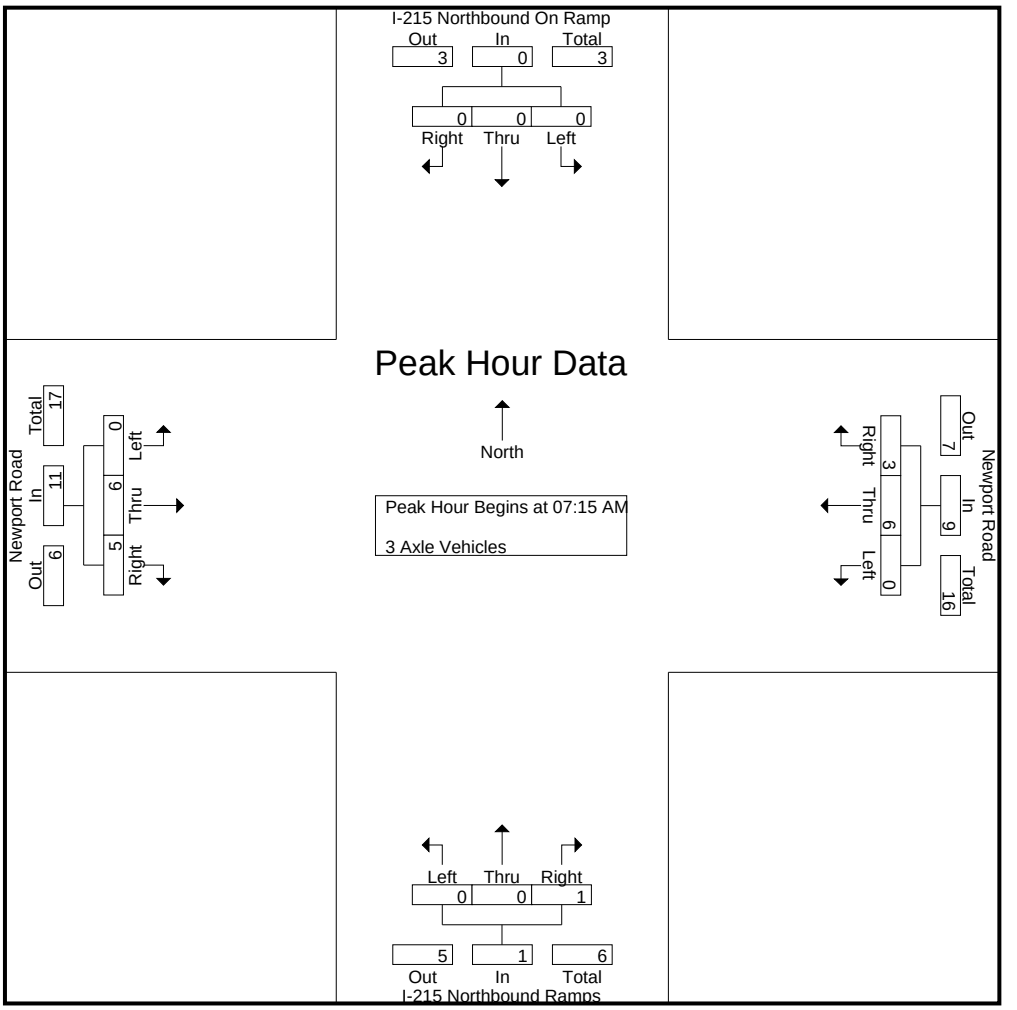
	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Ramps Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	2	3	0	0	1	1	0	2	0	2	6
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	1	3	4	7
07:45 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	3	1	4	6
Total	0	0	0	0	0	5	4	9	0	0	1	1	0	8	4	12	22
08:00 AM	0	0	0	0	0	2	1	3	0	0	1	1	0	0	1	1	5
08:15 AM	0	0	0	0	0	1	2	3	0	0	2	2	0	2	1	3	8
08:30 AM	0	0	0	0	0	2	0	2	0	0	2	2	0	2	0	2	6
08:45 AM	0	0	0	0	0	2	0	2	1	0	2	3	0	1	1	2	7
Total	0	0	0	0	0	7	3	10	1	0	7	8	0	5	3	8	26
Grand Total	0	0	0	0	0	12	7	19	1	0	8	9	0	13	7	20	48
Apprch %	0	0	0		0	63.2	36.8		11.1	0	88.9		0	65	35		
Total %	0	0	0	0	0	25	14.6	39.6	2.1	0	16.7	18.8	0	27.1	14.6	41.7	

	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Ramps Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	0	0	0	0	0	**2**	**1**	**3**	0	0	0	0	0	1	**3**	**4**	**7**
07:45 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	**3**	1	4	6
08:00 AM	0	0	0	0	0	2	1	3	0	0	**1**	**1**	0	0	1	1	5
Total Volume	0	0	0	0	0	6	3	9	0	0	1	1	0	6	5	11	21
% App. Total	0	0	0		0	66.7	33.3		0	0	100		0	54.5	45.5		
PHF	.000	.000	.000	.000	.000	.750	.750	.750	.000	.000	.250	.250	.000	.500	.417	.688	.750

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 91_MEN_215N_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	**2**	**1**	**3**	0	0	0	0	0	1	**3**	**4**
+30 mins.	0	0	0	0	0	1	1	2	0	0	0	0	0	**3**	1	4
+45 mins.	0	0	0	0	0	2	1	3	0	0	**1**	**1**	0	0	1	1
Total Volume	0	0	0	0	0	6	3	9	0	0	1	1	0	6	5	11
% App. Total	0	0	0		0	66.7	33.3		0	0	100		0	54.5	45.5	
PHF	.000	.000	.000	.000	.000	.750	.750	.750	.000	.000	.250	.250	.000	.500	.417	.688

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 91_MEN_215N_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

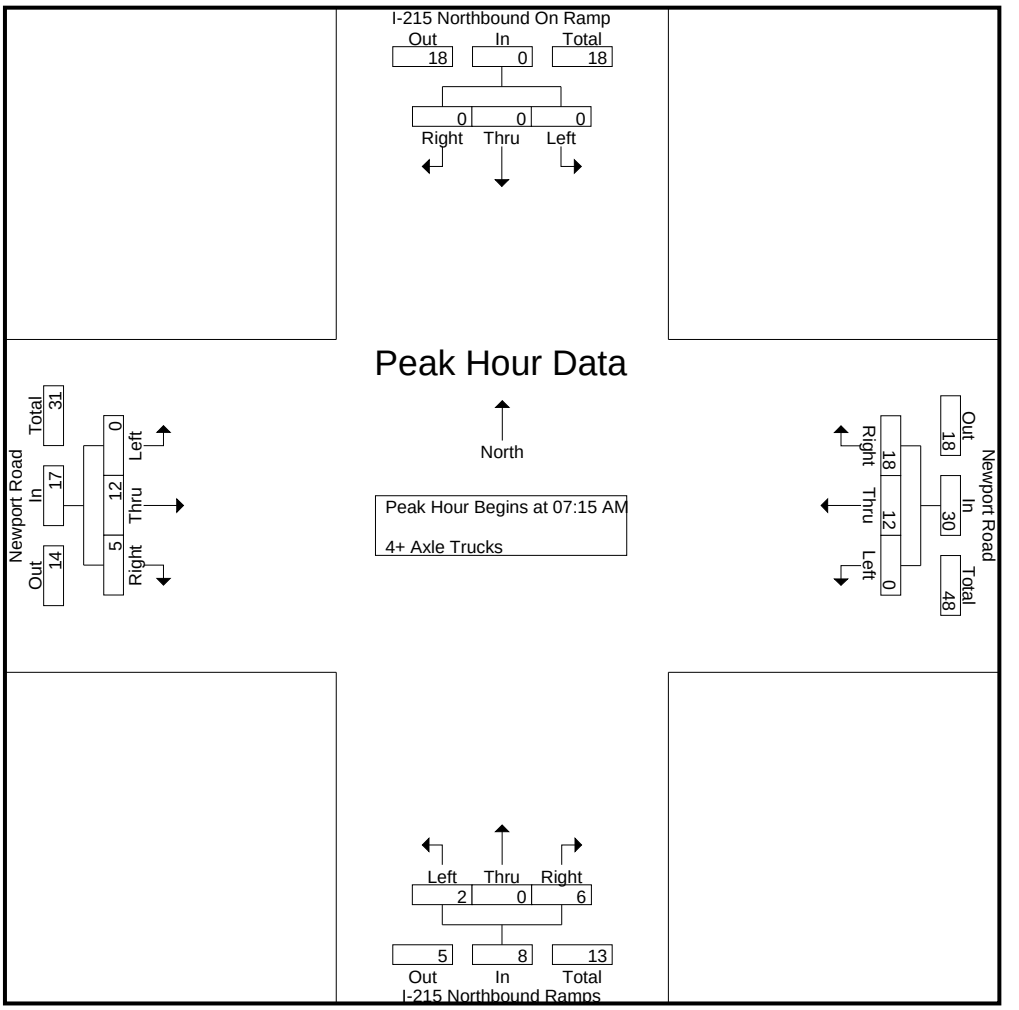
	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Ramps Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	2	5	2	0	1	3	0	11	3	14	22
07:15 AM	0	0	0	0	0	5	4	9	0	0	1	1	0	3	2	5	15
07:30 AM	0	0	0	0	0	4	7	11	0	0	3	3	0	3	0	3	17
07:45 AM	0	0	0	0	0	1	4	5	0	0	1	1	0	4	2	6	12
Total	0	0	0	0	0	13	17	30	2	0	6	8	0	21	7	28	66
08:00 AM	0	0	0	0	0	2	3	5	2	0	1	3	0	2	1	3	11
08:15 AM	0	0	0	0	0	2	5	7	0	0	1	1	0	12	2	14	22
08:30 AM	0	0	0	0	0	1	5	6	1	0	1	2	0	9	2	11	19
08:45 AM	0	0	0	0	0	1	8	9	1	0	1	2	0	3	1	4	15
Total	0	0	0	0	0	6	21	27	4	0	4	8	0	26	6	32	67
Grand Total	0	0	0	0	0	19	38	57	6	0	10	16	0	47	13	60	133
Apprch %	0	0	0		0	33.3	66.7		37.5	0	62.5		0	78.3	21.7		
Total %	0	0	0	0	0	14.3	28.6	42.9	4.5	0	7.5	12	0	35.3	9.8	45.1	

	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Ramps Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**5**	4	9	0	0	1	1	0	3	**2**	5	15
07:30 AM	0	0	0	0	0	4	**7**	**11**	0	0	**3**	**3**	0	3	0	3	**17**
07:45 AM	0	0	0	0	0	1	4	5	0	0	1	1	0	**4**	2	**6**	12
08:00 AM	0	0	0	0	0	2	3	5	**2**	0	1	3	0	2	1	3	11
Total Volume	0	0	0	0	0	12	18	30	2	0	6	8	0	12	5	17	55
% App. Total	0	0	0		0	40	60		25	0	75		0	70.6	29.4		
PHF	.000	.000	.000	.000	.000	.600	.643	.682	.250	.000	.500	.667	.000	.750	.625	.708	.809

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 91_MEN_215N_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**5**	4	9	0	0	1	1	0	3	**2**	5
+15 mins.	0	0	0	0	0	4	**7**	**11**	0	0	**3**	**3**	0	3	0	3
+30 mins.	0	0	0	0	0	1	4	5	0	0	1	1	0	**4**	2	**6**
+45 mins.	0	0	0	0	0	2	3	5	**2**	0	1	3	0	2	1	3
Total Volume	0	0	0	0	0	12	18	30	2	0	6	8	0	12	5	17
% App. Total	0	0	0		0	40	60		25	0	75		0	70.6	29.4	
PHF	.000	.000	.000	.000	.000	.600	.643	.682	.250	.000	.500	.667	.000	.750	.625	.708

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 91_MEN_215N_New PM
Site Code : 00322418
Start Date : 5/25/2022

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

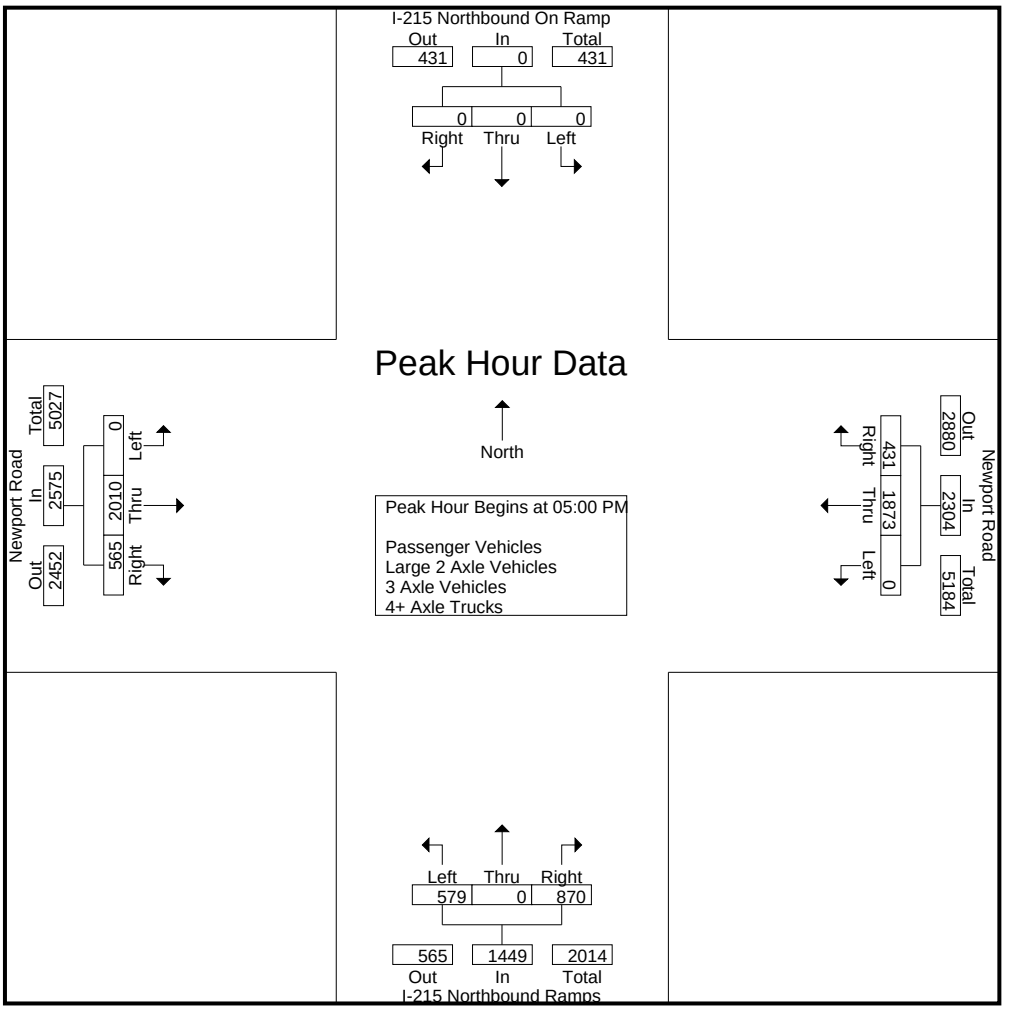
	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Ramps Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	517	131	648	137	0	219	356	0	493	100	593	1597
04:15 PM	0	0	0	0	0	487	117	604	136	0	202	338	0	503	118	621	1563
04:30 PM	0	0	0	0	0	495	115	610	129	0	196	325	0	496	116	612	1547
04:45 PM	0	0	0	0	0	470	93	563	129	0	203	332	0	496	133	629	1524
Total	0	0	0	0	0	1969	456	2425	531	0	820	1351	0	1988	467	2455	6231
05:00 PM	0	0	0	0	0	440	120	560	144	0	214	358	0	515	161	676	1594
05:15 PM	0	0	0	0	0	482	90	572	154	0	237	391	0	530	133	663	1626
05:30 PM	0	0	0	0	0	460	109	569	138	0	210	348	0	486	140	626	1543
05:45 PM	0	0	0	0	0	491	112	603	143	0	209	352	0	479	131	610	1565
Total	0	0	0	0	0	1873	431	2304	579	0	870	1449	0	2010	565	2575	6328
Grand Total	0	0	0	0	0	3842	887	4729	1110	0	1690	2800	0	3998	1032	5030	12559
Apprch %	0	0	0		0	81.2	18.8		39.6	0	60.4		0	79.5	20.5		
Total %	0	0	0	0	0	30.6	7.1	37.7	8.8	0	13.5	22.3	0	31.8	8.2	40.1	
Passenger Vehicles	0	0	0	0	0	3798	869	4667	1101	0	1665	2766	0	3967	1001	4968	12401
% Passenger Vehicles	0	0	0	0	0	98.9	98	98.7	99.2	0	98.5	98.8	0	99.2	97	98.8	98.7
Large 2 Axle Vehicles	0	0	0	0	0	31	5	36	7	0	23	30	0	24	27	51	117
% Large 2 Axle Vehicles	0	0	0	0	0	0.8	0.6	0.8	0.6	0	1.4	1.1	0	0.6	2.6	1	0.9
3 Axle Vehicles	0	0	0	0	0	4	0	4	0	0	2	2	0	3	1	4	10
% 3 Axle Vehicles	0	0	0	0	0	0.1	0	0.1	0	0	0.1	0.1	0	0.1	0.1	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	9	13	22	2	0	0	2	0	4	3	7	31
% 4+ Axle Trucks	0	0	0	0	0	0.2	1.5	0.5	0.2	0	0	0.1	0	0.1	0.3	0.1	0.2

	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Ramps Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	440	**120**	560	144	0	214	358	0	515	**161**	**676**	1594
05:15 PM	0	0	0	0	0	482	90	572	**154**	0	**237**	**391**	0	**530**	133	663	**1626**
05:30 PM	0	0	0	0	0	460	109	569	138	0	210	348	0	486	140	626	1543
05:45 PM	0	0	0	0	0	**491**	112	**603**	143	0	209	352	0	479	131	610	1565
Total Volume	0	0	0	0	0	1873	431	2304	579	0	870	1449	0	2010	565	2575	6328
% App. Total	0	0	0		0	81.3	18.7		40	0	60		0	78.1	21.9		
PHF	.000	.000	.000	.000	.000	.954	.898	.955	.940	.000	.918	.926	.000	.948	.877	.952	.973

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 91_MEN_215N_New PM
Site Code : 00322418
Start Date : 5/25/2022



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

	04:00 PM				04:00 PM				05:00 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**517**	**131**	**648**	144	0	214	358	0	496	133	629
+15 mins.	0	0	0	0	0	487	117	604	**154**	0	**237**	**391**	0	515	**161**	**676**
+30 mins.	0	0	0	0	0	495	115	610	138	0	210	348	0	**530**	133	663
+45 mins.	0	0	0	0	0	470	93	563	143	0	209	352	0	486	140	626
Total Volume	0	0	0	0	0	1969	456	2425	579	0	870	1449	0	2027	567	2594
% App. Total	0	0	0		0	81.2	18.8		40	0	60		0	78.1	21.9	
PHF	.000	.000	.000	.000	.000	.952	.870	.936	.940	.000	.918	.926	.000	.956	.880	.959

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 91_MEN_215N_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

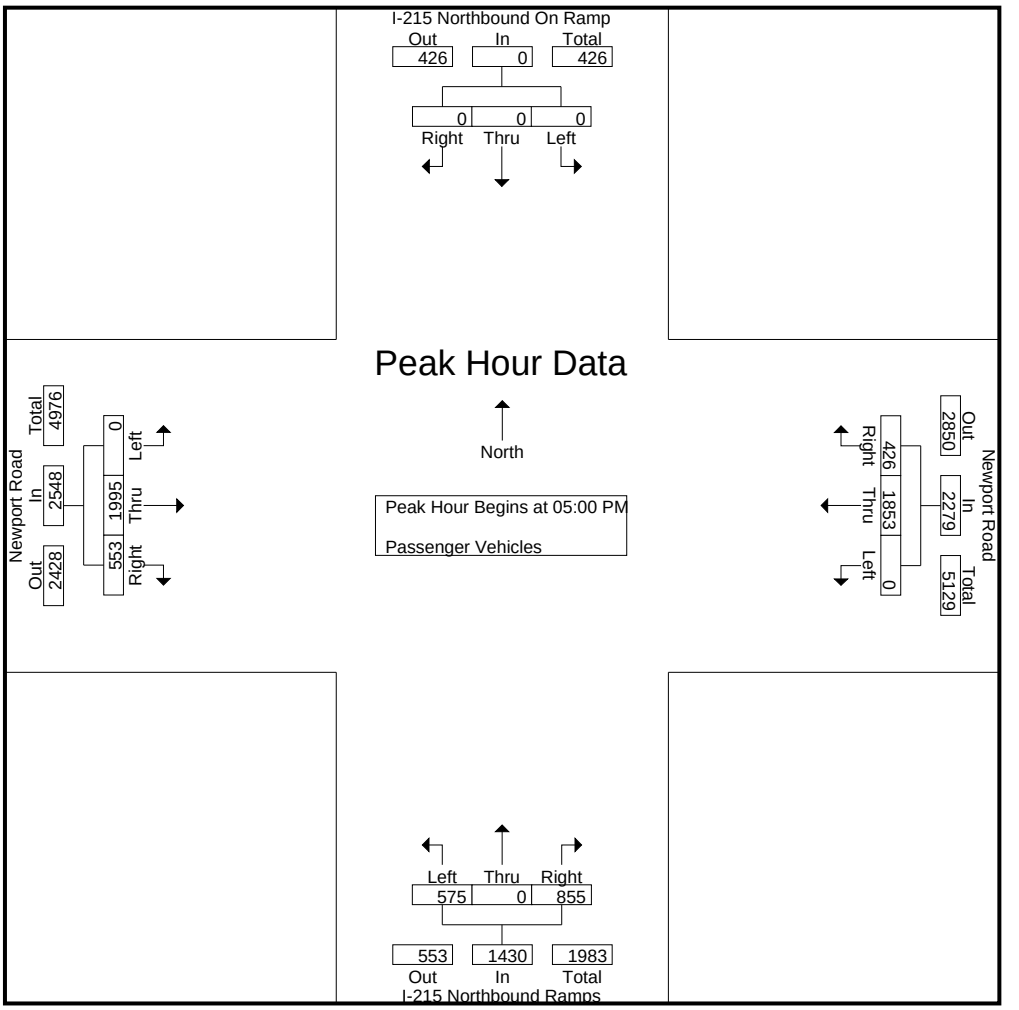
	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Ramps Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	512	126	638	134	0	215	349	0	489	100	589	1576
04:15 PM	0	0	0	0	0	480	115	595	135	0	201	336	0	501	107	608	1539
04:30 PM	0	0	0	0	0	491	111	602	128	0	192	320	0	489	115	604	1526
04:45 PM	0	0	0	0	0	462	91	553	129	0	202	331	0	493	126	619	1503
Total	0	0	0	0	0	1945	443	2388	526	0	810	1336	0	1972	448	2420	6144
05:00 PM	0	0	0	0	0	436	119	555	144	0	208	352	0	508	153	661	1568
05:15 PM	0	0	0	0	0	475	89	564	153	0	236	389	0	527	130	657	1610
05:30 PM	0	0	0	0	0	457	107	564	136	0	206	342	0	485	139	624	1530
05:45 PM	0	0	0	0	0	485	111	596	142	0	205	347	0	475	131	606	1549
Total	0	0	0	0	0	1853	426	2279	575	0	855	1430	0	1995	553	2548	6257
Grand Total	0	0	0	0	0	3798	869	4667	1101	0	1665	2766	0	3967	1001	4968	12401
Apprch %	0	0	0		0	81.4	18.6		39.8	0	60.2		0	79.9	20.1		
Total %	0	0	0	0	0	30.6	7	37.6	8.9	0	13.4	22.3	0	32	8.1	40.1	

	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Ramps Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	436	**119**	555	144	0	208	352	0	508	**153**	**661**	1568
05:15 PM	0	0	0	0	0	475	89	564	**153**	0	**236**	**389**	0	**527**	130	657	**1610**
05:30 PM	0	0	0	0	0	457	107	564	136	0	206	342	0	485	139	624	1530
05:45 PM	0	0	0	0	0	**485**	111	**596**	142	0	205	347	0	475	131	606	1549
Total Volume	0	0	0	0	0	1853	426	2279	575	0	855	1430	0	1995	553	2548	6257
% App. Total	0	0	0		0	81.3	18.7		40.2	0	59.8		0	78.3	21.7		
PHF	.000	.000	.000	.000	.000	.955	.895	.956	.940	.000	.906	.919	.000	.946	.904	.964	.972

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

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 91_MEN_215N_New PM
Site Code : 00322418
Start Date : 5/25/2022



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	436	**119**	555	144	0	208	352	0	508	**153**	**661**
+15 mins.	0	0	0	0	0	475	89	564	**153**	0	**236**	**389**	0	**527**	130	657
+30 mins.	0	0	0	0	0	457	107	564	136	0	206	342	0	485	139	624
+45 mins.	0	0	0	0	0	**485**	111	**596**	142	0	205	347	0	475	131	606
Total Volume	0	0	0	0	0	1853	426	2279	575	0	855	1430	0	1995	553	2548
% App. Total	0	0	0		0	81.3	18.7		40.2	0	59.8		0	78.3	21.7	
PHF	.000	.000	.000	.000	.000	.955	.895	.956	.940	.000	.906	.919	.000	.946	.904	.964

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 91_MEN_215N_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

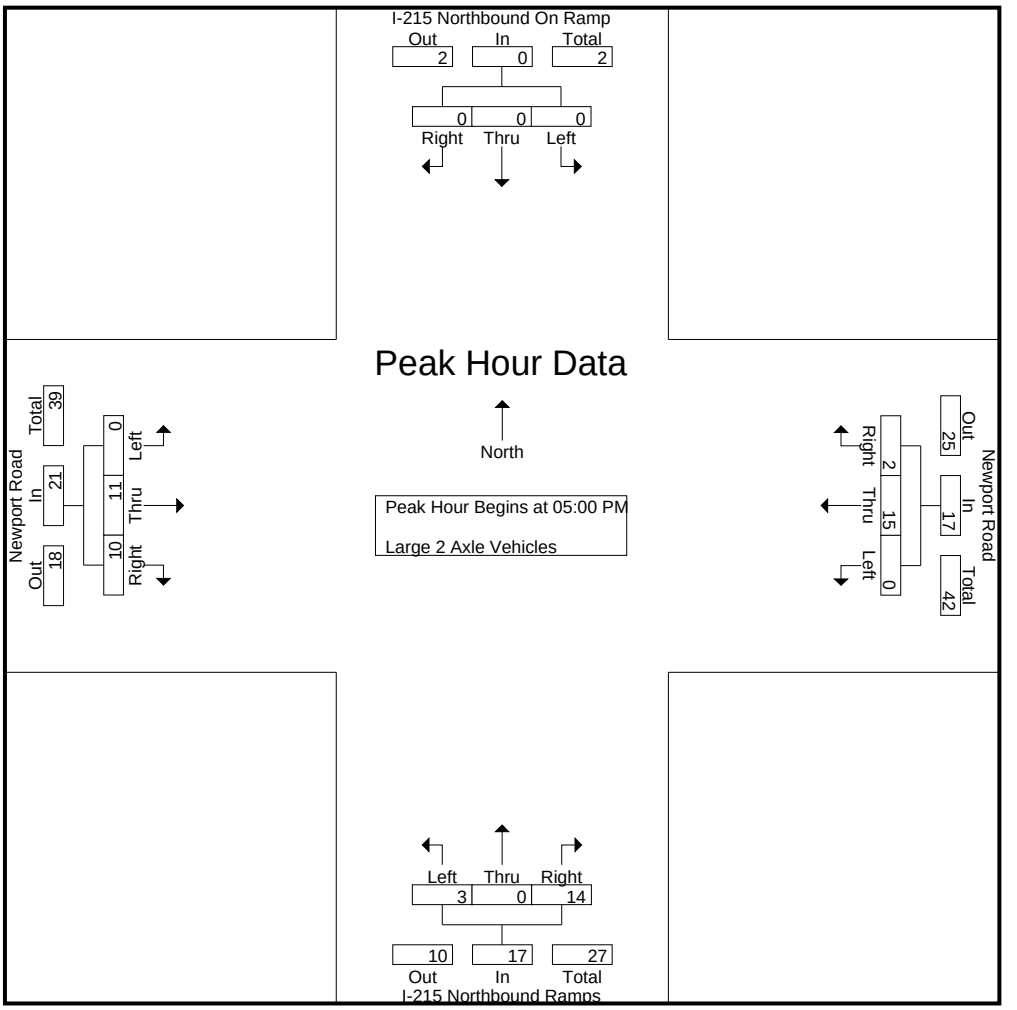
	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Ramps Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	3	2	5	2	0	3	5	0	3	0	3	13
04:15 PM	0	0	0	0	0	5	1	6	1	0	1	2	0	1	11	12	20
04:30 PM	0	0	0	0	0	3	0	3	1	0	4	5	0	7	0	7	15
04:45 PM	0	0	0	0	0	5	0	5	0	0	1	1	0	2	6	8	14
Total	0	0	0	0	0	16	3	19	4	0	9	13	0	13	17	30	62
05:00 PM	0	0	0	0	0	4	0	4	0	0	6	6	0	4	7	11	21
05:15 PM	0	0	0	0	0	6	1	7	1	0	1	2	0	3	3	6	15
05:30 PM	0	0	0	0	0	3	1	4	1	0	4	5	0	0	0	0	9
05:45 PM	0	0	0	0	0	2	0	2	1	0	3	4	0	4	0	4	10
Total	0	0	0	0	0	15	2	17	3	0	14	17	0	11	10	21	55
Grand Total	0	0	0	0	0	31	5	36	7	0	23	30	0	24	27	51	117
Apprch %	0	0	0		0	86.1	13.9		23.3	0	76.7		0	47.1	52.9		
Total %	0	0	0	0	0	26.5	4.3	30.8	6	0	19.7	25.6	0	20.5	23.1	43.6	

	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Ramps Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	4	0	4	0	0	**6**	**6**	0	**4**	**7**	**11**	**21**
05:15 PM	0	0	0	0	0	**6**	**1**	**7**	**1**	0	1	2	0	3	3	6	15
05:30 PM	0	0	0	0	0	3	1	4	1	0	4	5	0	0	0	0	9
05:45 PM	0	0	0	0	0	2	0	2	1	0	3	4	0	4	0	4	10
Total Volume	0	0	0	0	0	15	2	17	3	0	14	17	0	11	10	21	55
% App. Total	0	0	0		0	88.2	11.8		17.6	0	82.4		0	52.4	47.6		
PHF	.000	.000	.000	.000	.000	.625	.500	.607	.750	.000	.583	.708	.000	.688	.357	.477	.655

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 91_MEN_215N_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	4	0	4	0	0	**6**	**6**	0	**4**	**7**	**11**
+15 mins.	0	0	0	0	0	**6**	**1**	**7**	**1**	0	1	2	0	3	3	6
+30 mins.	0	0	0	0	0	3	1	4	1	0	4	5	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	1	0	3	4	0	4	0	4
Total Volume	0	0	0	0	0	15	2	17	3	0	14	17	0	11	10	21
% App. Total	0	0	0		0	88.2	11.8		17.6	0	82.4		0	52.4	47.6	
PHF	.000	.000	.000	.000	.000	.625	.500	.607	.750	.000	.583	.708	.000	.688	.357	.477

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 91_MEN_215N_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

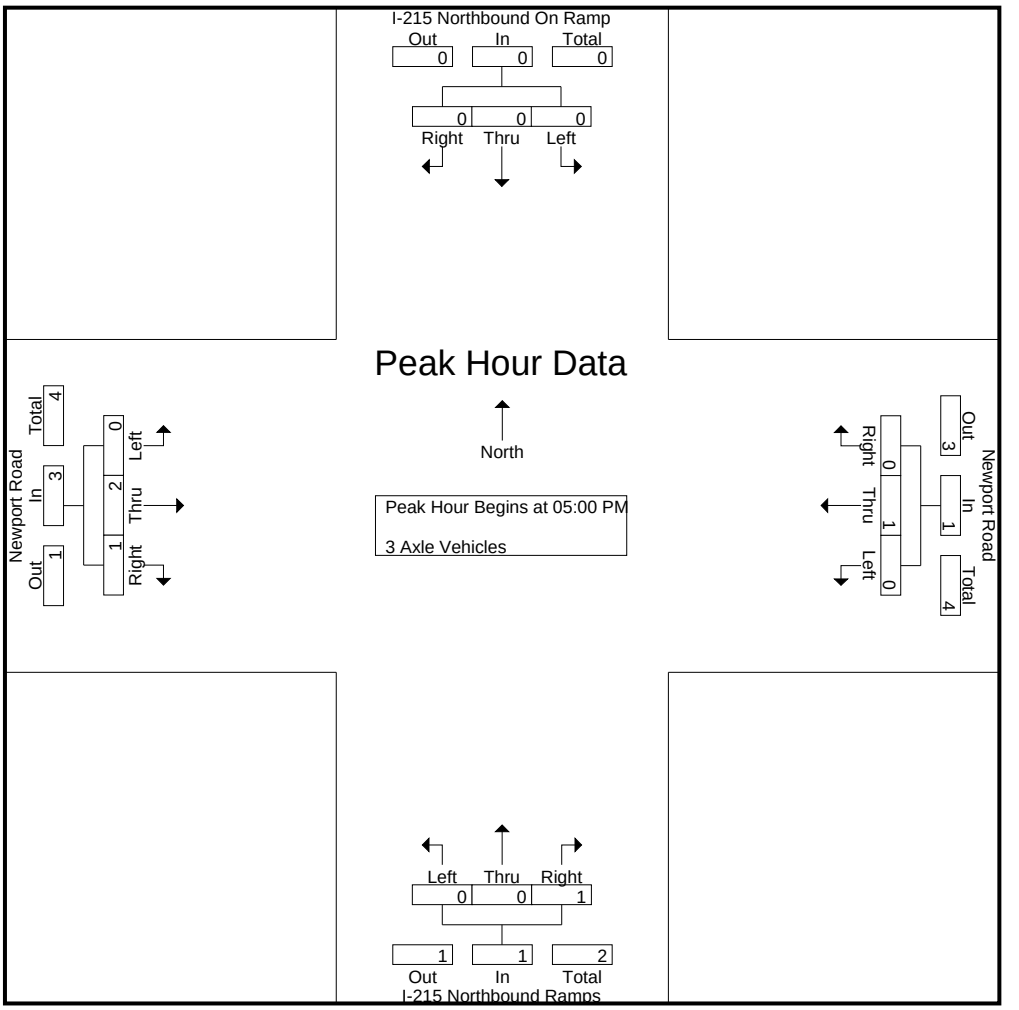
	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Ramps Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	0	0	1	1	0	1	0	1	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
Total	0	0	0	0	0	1	0	1	0	0	1	1	0	2	1	3	5
Grand Total	0	0	0	0	0	4	0	4	0	0	2	2	0	3	1	4	10
Apprch %	0	0	0		0	100	0		0	0	100		0	75	25		
Total %	0	0	0	0	0	40	0	40	0	0	20	20	0	30	10	40	

	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Ramps Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**1**	**3**	**3**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	0	0	0	0	2
Total Volume	0	0	0	0	0	1	0	1	0	0	1	1	0	2	1	3	5
% App. Total	0	0	0		0	100	0		0	0	100		0	66.7	33.3		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.000	.250	.250	.250	.417

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 91_MEN_215N_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**1**	**3**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	1	1	0	2	1	3
% App. Total	0	0	0		0	100	0		0	0	100		0	66.7	33.3	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.000	.250	.250	.250

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 91_MEN_215N_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

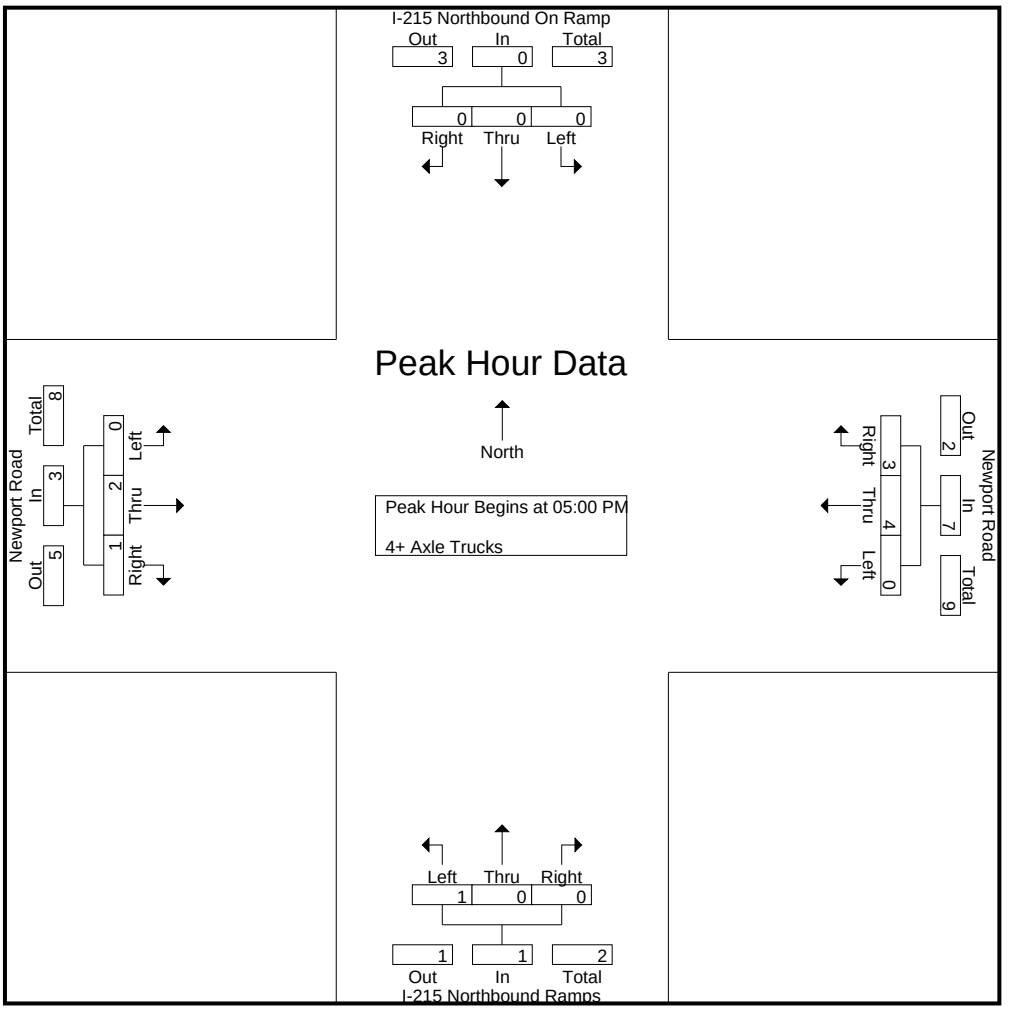
	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Ramps Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	3	4	1	0	0	1	0	1	0	1	6
04:15 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	1	4	5	0	0	0	0	0	0	1	1	6
04:45 PM	0	0	0	0	0	2	2	4	0	0	0	0	0	1	1	2	6
Total	0	0	0	0	0	5	10	15	1	0	0	1	0	2	2	4	20
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	1	1	0	0	1	0	1	1	2	4
05:45 PM	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	4	3	7	1	0	0	1	0	2	1	3	11
Grand Total	0	0	0	0	0	9	13	22	2	0	0	2	0	4	3	7	31
Apprch %	0	0	0		0	40.9	59.1		100	0	0		0	57.1	42.9		
Total %	0	0	0	0	0	29	41.9	71	6.5	0	0	6.5	0	12.9	9.7	22.6	

	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Ramps Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	**1**	0	1	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	1	**1**	0	0	**1**	0	1	**1**	**2**	**4**
05:45 PM	0	0	0	0	0	**3**	1	**4**	0	0	0	0	0	0	0	0	4
Total Volume	0	0	0	0	0	4	3	7	1	0	0	1	0	2	1	3	11
% App. Total	0	0	0		0	57.1	42.9		100	0	0		0	66.7	33.3		
PHF	.000	.000	.000	.000	.000	.333	.750	.438	.250	.000	.000	.250	.000	.500	.250	.375	.688

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Newport Road
Weather: Clear

File Name : 91_MEN_215N_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	**1**	1	0	0	0	0	0	**1**	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	**1**	0	0	**1**	0	1	**1**	**2**
+45 mins.	0	0	0	0	0	**3**	1	**4**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	3	7	1	0	0	1	0	2	1	3
% App. Total	0	0	0		0	57.1	42.9		100	0	0		0	66.7	33.3	
PHF	.000	.000	.000	.000	.000	.333	.750	.438	.250	.000	.000	.250	.000	.500	.250	.375

Location: Menifee
N/S: I-215 NB Ramps
E/W: Newport Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg I-215 NB Ramps	East Leg Newport Road	South Leg I-215 NB Ramps	West Leg Newport Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg I-215 NB Ramps	East Leg Newport Road	South Leg I-215 NB Ramps	West Leg Newport Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Menifee
N/S: I-215 NB Ramps
E/W: Newport Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound I-215 NB Ramps			Westbound Newport Road			Northbound I-215 NB Ramps			Eastbound Newport Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

	Southbound I-215 NB Ramps			Westbound Newport Road			Northbound I-215 NB Ramps			Eastbound Newport Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Menifee
N/S: Antelope Road
E/W: Newport Road
Weather: Clear

File Name : 92_MEN_Ant_New AM
Site Code : 00322418
Start Date : 5/25/2022

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

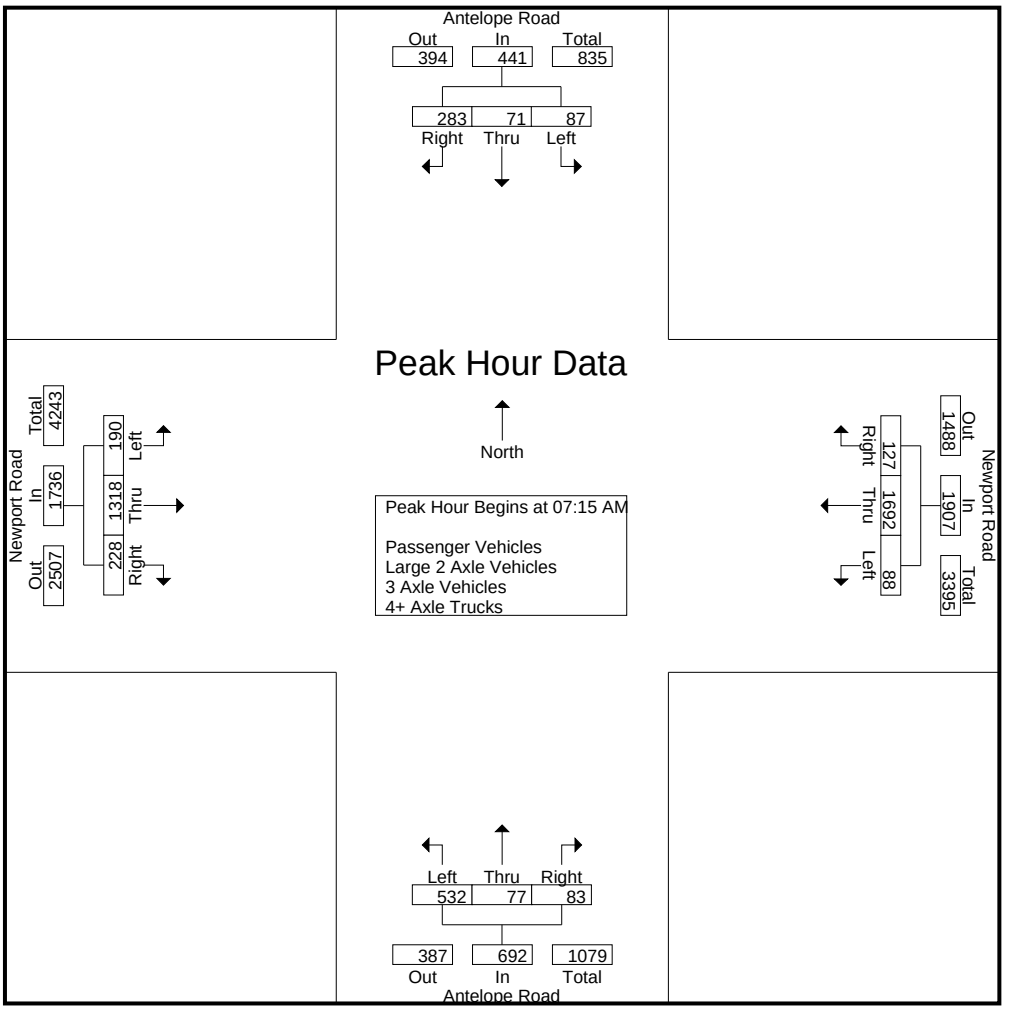
	Antelope Road Southbound				Newport Road Westbound				Antelope Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	25	16	73	114	10	402	15	427	131	16	12	159	30	299	47	376	1076
07:15 AM	28	7	73	108	13	487	38	538	122	9	25	156	38	370	40	448	1250
07:30 AM	22	22	75	119	18	386	24	428	141	17	23	181	44	349	50	443	1171
07:45 AM	21	24	51	96	30	446	35	511	159	26	20	205	55	324	76	455	1267
Total	96	69	272	437	71	1721	112	1904	553	68	80	701	167	1342	213	1722	4764
08:00 AM	16	18	84	118	27	373	30	430	110	25	15	150	53	275	62	390	1088
08:15 AM	15	20	59	94	37	416	35	488	144	25	19	188	64	296	64	424	1194
08:30 AM	14	21	80	115	27	422	43	492	122	33	15	170	76	281	40	397	1174
08:45 AM	18	25	90	133	34	373	31	438	115	27	17	159	70	261	47	378	1108
Total	63	84	313	460	125	1584	139	1848	491	110	66	667	263	1113	213	1589	4564
Grand Total	159	153	585	897	196	3305	251	3752	1044	178	146	1368	430	2455	426	3311	9328
Apprch %	17.7	17.1	65.2		5.2	88.1	6.7		76.3	13	10.7		13	74.1	12.9		
Total %	1.7	1.6	6.3	9.6	2.1	35.4	2.7	40.2	11.2	1.9	1.6	14.7	4.6	26.3	4.6	35.5	
Passenger Vehicles	158	153	579	890	195	3215	249	3659	1007	177	140	1324	423	2332	398	3153	9026
% Passenger Vehicles	99.4	100	99	99.2	99.5	97.3	99.2	97.5	96.5	99.4	95.9	96.8	98.4	95	93.4	95.2	96.8
Large 2 Axle Vehicles	1	0	3	4	1	39	1	41	15	1	3	19	6	60	15	81	145
% Large 2 Axle Vehicles	0.6	0	0.5	0.4	0.5	1.2	0.4	1.1	1.4	0.6	2.1	1.4	1.4	2.4	3.5	2.4	1.6
3 Axle Vehicles	0	0	1	1	0	15	0	15	3	0	1	4	1	13	6	20	40
% 3 Axle Vehicles	0	0	0.2	0.1	0	0.5	0	0.4	0.3	0	0.7	0.3	0.2	0.5	1.4	0.6	0.4
4+ Axle Trucks	0	0	2	2	0	36	1	37	19	0	2	21	0	50	7	57	117
% 4+ Axle Trucks	0	0	0.3	0.2	0	1.1	0.4	1	1.8	0	1.4	1.5	0	2	1.6	1.7	1.3

	Antelope Road Southbound				Newport Road Westbound				Antelope Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**28**	7	73	108	13	**487**	**38**	**538**	122	9	**25**	156	38	**370**	40	448	1250
07:30 AM	22	22	75	**119**	18	386	24	428	141	17	23	181	44	349	50	443	1171
07:45 AM	21	**24**	51	96	**30**	446	35	511	**159**	**26**	20	**205**	**55**	324	**76**	**455**	**1267**
08:00 AM	16	18	**84**	118	27	373	30	430	110	25	15	150	53	275	62	390	1088
Total Volume	87	71	283	441	88	1692	127	1907	532	77	83	692	190	1318	228	1736	4776
% App. Total	19.7	16.1	64.2		4.6	88.7	6.7		76.9	11.1	12		10.9	75.9	13.1		
PHF	.777	.740	.842	.926	.733	.869	.836	.886	.836	.740	.830	.844	.864	.891	.750	.954	.942

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City of Menifee
N/S: Antelope Road
E/W: Newport Road
Weather: Clear

File Name : 92_MEN_Ant_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	08:00 AM				07:45 AM				07:30 AM				07:15 AM			
+0 mins.	16	18	84	118	30	**446**	35	**511**	141	17	**23**	181	38	**370**	40	448
+15 mins.	15	20	59	94	27	373	30	430	**159**	**26**	20	**205**	44	349	50	443
+30 mins.	14	21	80	115	**37**	416	35	488	110	25	15	150	**55**	324	**76**	**455**
+45 mins.	**18**	**25**	**90**	**133**	27	422	**43**	492	144	25	19	188	53	275	62	390
Total Volume	63	84	313	460	121	1657	143	1921	554	93	77	724	190	1318	228	1736
% App. Total	13.7	18.3	68		6.3	86.3	7.4		76.5	12.8	10.6		10.9	75.9	13.1	
PHF	.875	.840	.869	.865	.818	.929	.831	.940	.871	.894	.837	.883	.864	.891	.750	.954

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City of Menifee
N/S: Antelope Road
E/W: Newport Road
Weather: Clear

File Name : 92_MEN_Ant_New AM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- Passenger Vehicles

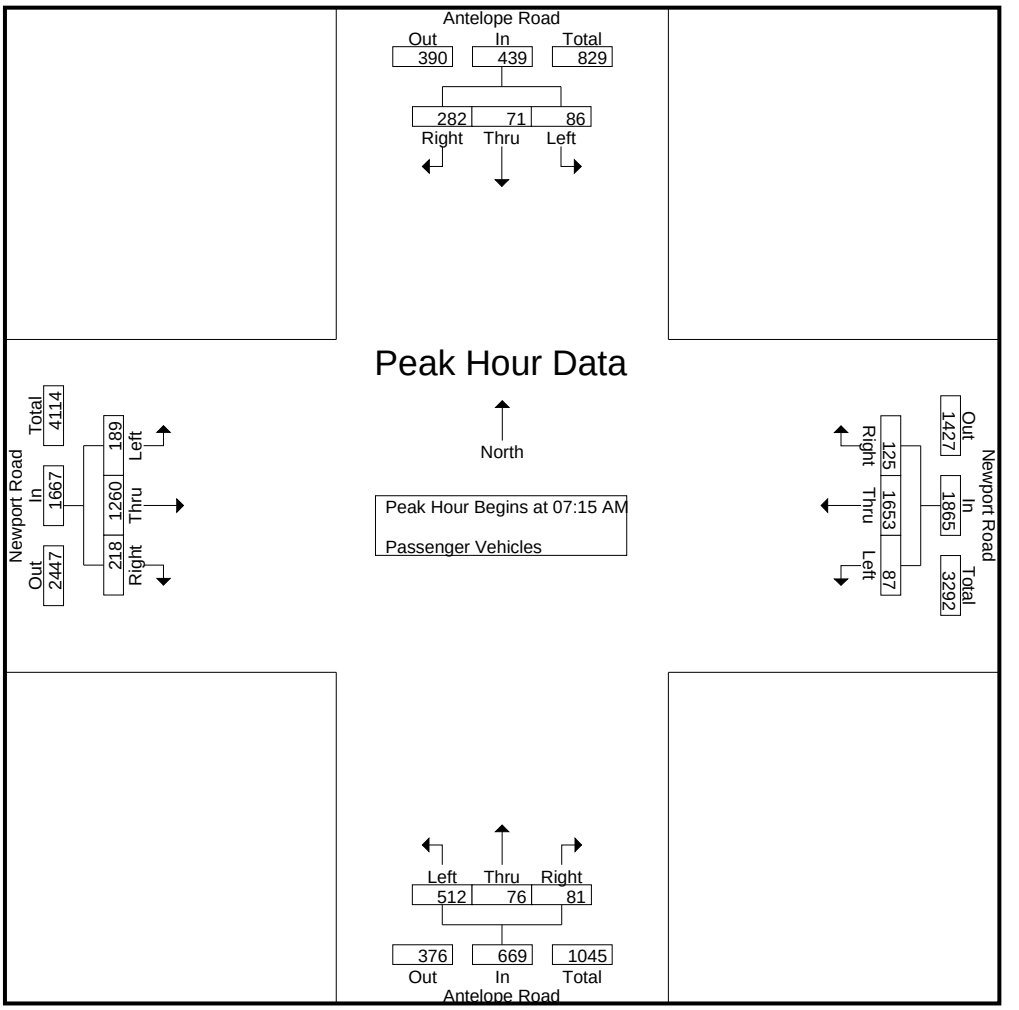
	Antelope Road Southbound				Newport Road Westbound				Antelope Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	25	16	71	112	10	393	15	418	130	16	8	154	30	281	43	354	1038
07:15 AM	28	7	73	108	13	478	38	529	118	9	24	151	38	358	38	434	1222
07:30 AM	21	22	75	118	18	373	23	414	136	17	22	175	44	335	48	427	1134
07:45 AM	21	24	51	96	30	435	34	499	153	25	20	198	54	308	73	435	1228
Total	95	69	270	434	71	1679	110	1860	537	67	74	678	166	1282	202	1650	4622
08:00 AM	16	18	83	117	26	367	30	423	105	25	15	145	53	259	59	371	1056
08:15 AM	15	20	58	93	37	402	35	474	139	25	19	183	60	278	60	398	1148
08:30 AM	14	21	79	114	27	412	43	482	117	33	15	165	76	261	35	372	1133
08:45 AM	18	25	89	132	34	355	31	420	109	27	17	153	68	252	42	362	1067
Total	63	84	309	456	124	1536	139	1799	470	110	66	646	257	1050	196	1503	4404
Grand Total	158	153	579	890	195	3215	249	3659	1007	177	140	1324	423	2332	398	3153	9026
Apprch %	17.8	17.2	65.1		5.3	87.9	6.8		76.1	13.4	10.6		13.4	74	12.6		
Total %	1.8	1.7	6.4	9.9	2.2	35.6	2.8	40.5	11.2	2	1.6	14.7	4.7	25.8	4.4	34.9	

	Antelope Road Southbound				Newport Road Westbound				Antelope Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**28**	7	73	108	13	**478**	**38**	**529**	118	9	**24**	151	38	**358**	38	434	1222
07:30 AM	21	22	75	**118**	18	373	23	414	136	17	22	175	44	335	48	427	1134
07:45 AM	21	**24**	51	96	**30**	435	34	499	**153**	**25**	20	**198**	**54**	308	**73**	**435**	**1228**
08:00 AM	16	18	**83**	117	26	367	30	423	105	25	15	145	53	259	59	371	1056
Total Volume	86	71	282	439	87	1653	125	1865	512	76	81	669	189	1260	218	1667	4640
% App. Total	19.6	16.2	64.2		4.7	88.6	6.7		76.5	11.4	12.1		11.3	75.6	13.1		
PHF	.768	.740	.849	.930	.725	.865	.822	.881	.837	.760	.844	.845	.875	.880	.747	.958	.945

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City of Menifee
N/S: Antelope Road
E/W: Newport Road
Weather: Clear

File Name : 92_MEN_Ant_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**28**	7	73	108	13	**478**	**38**	**529**	118	9	**24**	151	38	**358**	38	434
+15 mins.	21	22	75	**118**	18	373	23	414	136	17	22	175	44	335	48	427
+30 mins.	21	**24**	51	96	**30**	435	34	499	**153**	**25**	20	**198**	**54**	308	**73**	**435**
+45 mins.	16	18	**83**	117	26	367	30	423	105	25	15	145	53	259	59	371
Total Volume	86	71	282	439	87	1653	125	1865	512	76	81	669	189	1260	218	1667
% App. Total	19.6	16.2	64.2		4.7	88.6	6.7		76.5	11.4	12.1		11.3	75.6	13.1	
PHF	.768	.740	.849	.930	.725	.865	.822	.881	.837	.760	.844	.845	.875	.880	.747	.958

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City of Menifee
N/S: Antelope Road
E/W: Newport Road
Weather: Clear

File Name : 92_MEN_Ant_New AM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- Large 2 Axle Vehicles

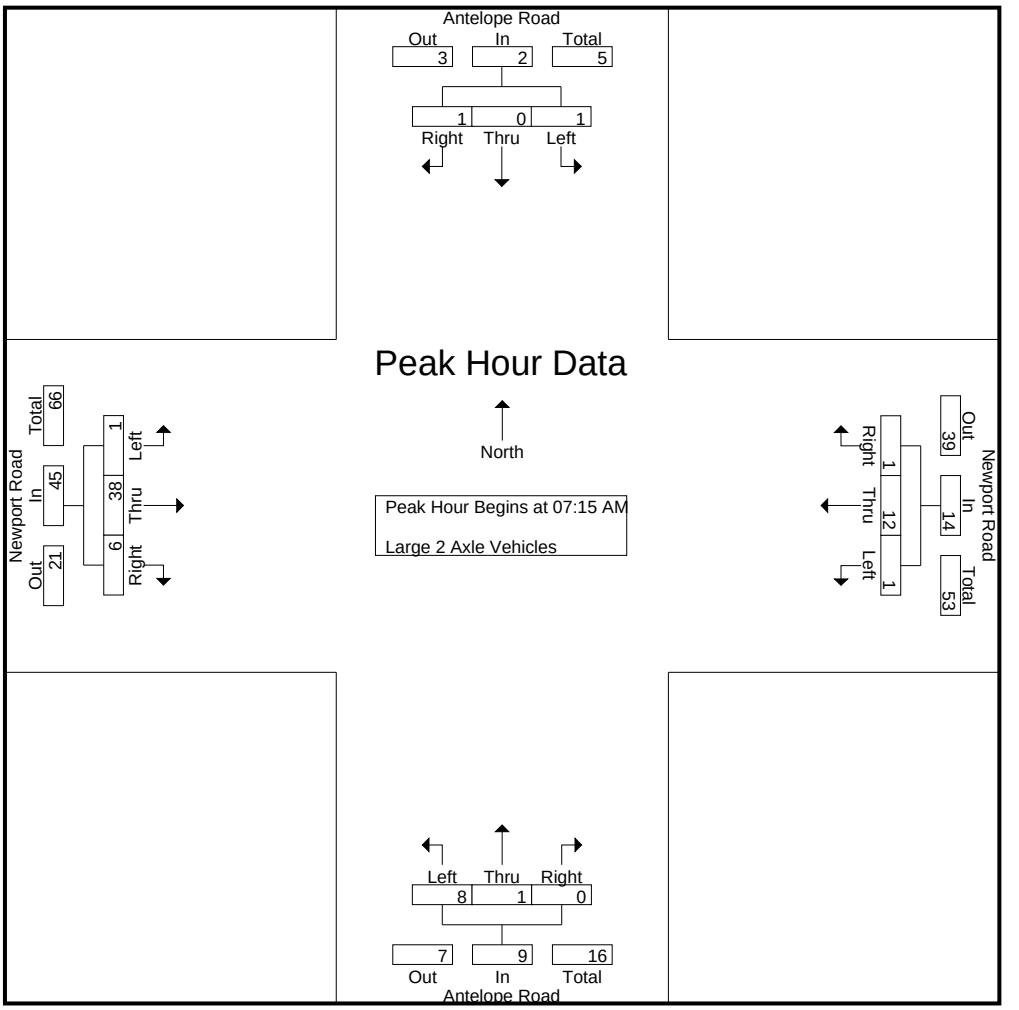
	Antelope Road Southbound				Newport Road Westbound				Antelope Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	3	1	0	3	4	0	5	2	7	14
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	7	2	9	12
07:30 AM	1	0	0	1	0	2	0	2	2	0	0	2	0	8	2	10	15
07:45 AM	0	0	0	0	0	6	1	7	4	1	0	5	1	10	1	12	24
Total	1	0	0	1	0	14	1	15	7	1	3	11	1	30	7	38	65
08:00 AM	0	0	1	1	1	1	0	2	2	0	0	2	0	13	1	14	19
08:15 AM	0	0	0	0	0	10	0	10	1	0	0	1	3	4	2	9	20
08:30 AM	0	0	1	1	0	4	0	4	3	0	0	3	0	8	3	11	19
08:45 AM	0	0	1	1	0	10	0	10	2	0	0	2	2	5	2	9	22
Total	0	0	3	3	1	25	0	26	8	0	0	8	5	30	8	43	80
Grand Total	1	0	3	4	1	39	1	41	15	1	3	19	6	60	15	81	145
Apprch %	25	0	75		2.4	95.1	2.4		78.9	5.3	15.8		7.4	74.1	18.5		
Total %	0.7	0	2.1	2.8	0.7	26.9	0.7	28.3	10.3	0.7	2.1	13.1	4.1	41.4	10.3	55.9	

	Antelope Road Southbound				Newport Road Westbound				Antelope Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	7	**2**	9	12
07:30 AM	**1**	0	0	**1**	0	2	0	2	2	0	0	2	0	8	2	10	15
07:45 AM	0	0	0	0	0	**6**	**1**	**7**	**4**	**1**	0	**5**	**1**	10	1	12	**24**
08:00 AM	0	0	**1**	1	**1**	1	0	2	2	0	0	2	0	**13**	1	**14**	19
Total Volume	1	0	1	2	1	12	1	14	8	1	0	9	1	38	6	45	70
% App. Total	50	0	50		7.1	85.7	7.1		88.9	11.1	0		2.2	84.4	13.3		
PHF	.250	.000	.250	.500	.250	.500	.250	.500	.500	.250	.000	.450	.250	.731	.750	.804	.729

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City of Menifee
N/S: Antelope Road
E/W: Newport Road
Weather: Clear

File Name : 92_MEN_Ant_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	7	**2**	9
+15 mins.	**1**	0	0	**1**	0	2	0	2	2	0	0	2	0	8	2	10
+30 mins.	0	0	0	0	0	**6**	**1**	**7**	**4**	**1**	0	**5**	**1**	10	1	12
+45 mins.	0	0	**1**	1	**1**	1	0	2	2	0	0	2	0	**13**	1	**14**
Total Volume	1	0	1	2	1	12	1	14	8	1	0	9	1	38	6	45
% App. Total	50	0	50		7.1	85.7	7.1		88.9	11.1	0		2.2	84.4	13.3	
PHF	.250	.000	.250	.500	.250	.500	.250	.500	.500	.250	.000	.450	.250	.731	.750	.804

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City of Menifee
N/S: Antelope Road
E/W: Newport Road
Weather: Clear

File Name : 92_MEN_Ant_New AM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- 3 Axle Vehicles

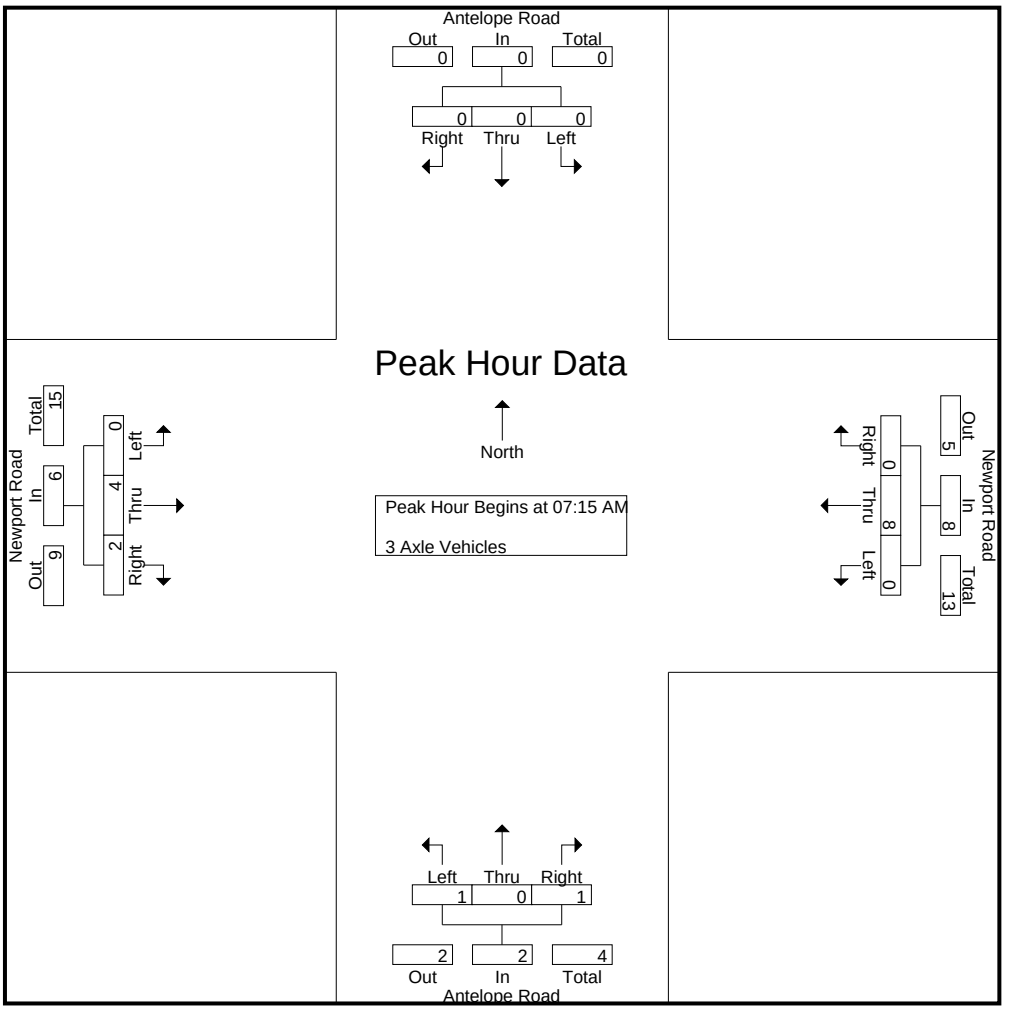
	Antelope Road Southbound				Newport Road Westbound				Antelope Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	2	1	3	6
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	3	0	3	0	0	1	1	0	0	0	0	4
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3	5
Total	0	0	1	1	0	8	0	8	0	0	1	1	0	5	2	7	17
08:00 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	1	1	2	5
08:15 AM	0	0	0	0	0	2	0	2	1	0	0	1	1	3	0	4	7
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	1	4	5
08:45 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	1	2	3	6
Total	0	0	0	0	0	7	0	7	3	0	0	3	1	8	4	13	23
Grand Total	0	0	1	1	0	15	0	15	3	0	1	4	1	13	6	20	40
Apprch %	0	0	100		0	100	0		75	0	25		5	65	30		
Total %	0	0	2.5	2.5	0	37.5	0	37.5	7.5	0	2.5	10	2.5	32.5	15	50	

	Antelope Road Southbound				Newport Road Westbound				Antelope Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	**3**	0	**3**	0	0	**1**	**1**	0	0	0	0	4
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	**1**	**3**	**5**
08:00 AM	0	0	0	0	0	2	0	2	**1**	0	0	1	0	1	1	2	5
Total Volume	0	0	0	0	0	8	0	8	1	0	1	2	0	4	2	6	16
% App. Total	0	0	0		0	100	0		50	0	50		0	66.7	33.3		
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.250	.000	.250	.500	.000	.500	.500	.500	.800

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City of Menifee
N/S: Antelope Road
E/W: Newport Road
Weather: Clear

File Name : 92_MEN_Ant_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	**3**	0	**3**	0	0	**1**	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	**1**	**3**
+45 mins.	0	0	0	0	0	2	0	2	**1**	0	0	1	0	1	1	2
Total Volume	0	0	0	0	0	8	0	8	1	0	1	2	0	4	2	6
% App. Total	0	0	0		0	100	0		50	0	50		0	66.7	33.3	
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.250	.000	.250	.500	.000	.500	.500	.500

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City of Menifee
N/S: Antelope Road
E/W: Newport Road
Weather: Clear

File Name : 92_MEN_Ant_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

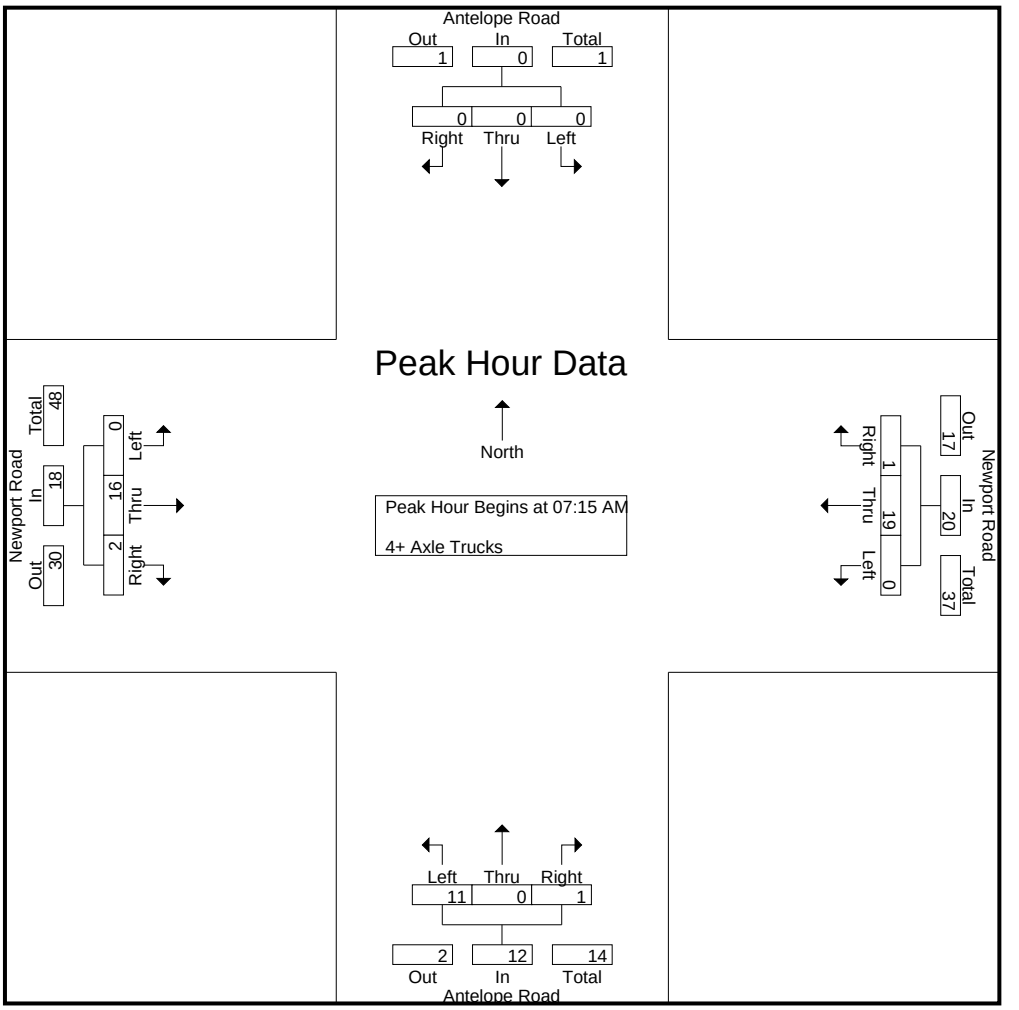
	Antelope Road Southbound				Newport Road Westbound				Antelope Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	4	0	4	0	0	1	1	0	11	1	12	18
07:15 AM	0	0	0	0	0	5	0	5	4	0	1	5	0	4	0	4	14
07:30 AM	0	0	0	0	0	8	1	9	3	0	0	3	0	6	0	6	18
07:45 AM	0	0	0	0	0	3	0	3	2	0	0	2	0	4	1	5	10
Total	0	0	1	1	0	20	1	21	9	0	2	11	0	25	2	27	60
08:00 AM	0	0	0	0	0	3	0	3	2	0	0	2	0	2	1	3	8
08:15 AM	0	0	1	1	0	2	0	2	3	0	0	3	0	11	2	13	19
08:30 AM	0	0	0	0	0	5	0	5	2	0	0	2	0	9	1	10	17
08:45 AM	0	0	0	0	0	6	0	6	3	0	0	3	0	3	1	4	13
Total	0	0	1	1	0	16	0	16	10	0	0	10	0	25	5	30	57
Grand Total	0	0	2	2	0	36	1	37	19	0	2	21	0	50	7	57	117
Apprch %	0	0	100		0	97.3	2.7		90.5	0	9.5		0	87.7	12.3		
Total %	0	0	1.7	1.7	0	30.8	0.9	31.6	16.2	0	1.7	17.9	0	42.7	6	48.7	

	Antelope Road Southbound				Newport Road Westbound				Antelope Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	5	0	5	**4**	0	**1**	**5**	0	4	0	4	14
07:30 AM	0	0	0	0	0	**8**	**1**	**9**	3	0	0	3	0	**6**	0	**6**	**18**
07:45 AM	0	0	0	0	0	3	0	3	2	0	0	2	0	4	**1**	5	10
08:00 AM	0	0	0	0	0	3	0	3	2	0	0	2	0	2	1	3	8
Total Volume	0	0	0	0	0	19	1	20	11	0	1	12	0	16	2	18	50
% App. Total	0	0	0		0	95	5		91.7	0	8.3		0	88.9	11.1		
PHF	.000	.000	.000	.000	.000	.594	.250	.556	.688	.000	.250	.600	.000	.667	.500	.750	.694

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City of Menifee
N/S: Antelope Road
E/W: Newport Road
Weather: Clear

File Name : 92_MEN_Ant_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	5	0	5	**4**	0	**1**	**5**	0	4	0	4
+15 mins.	0	0	0	0	0	**8**	**1**	**9**	3	0	0	3	0	**6**	0	**6**
+30 mins.	0	0	0	0	0	3	0	3	2	0	0	2	0	4	**1**	5
+45 mins.	0	0	0	0	0	3	0	3	2	0	0	2	0	2	1	3
Total Volume	0	0	0	0	0	19	1	20	11	0	1	12	0	16	2	18
% App. Total	0	0	0		0	95	5		91.7	0	8.3		0	88.9	11.1	
PHF	.000	.000	.000	.000	.000	.594	.250	.556	.688	.000	.250	.600	.000	.667	.500	.750

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City of Menifee
N/S: Antelope Road
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Weather: Clear

File Name : 92_MEN_Ant_New PM
Site Code : 00322418
Start Date : 5/25/2022

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

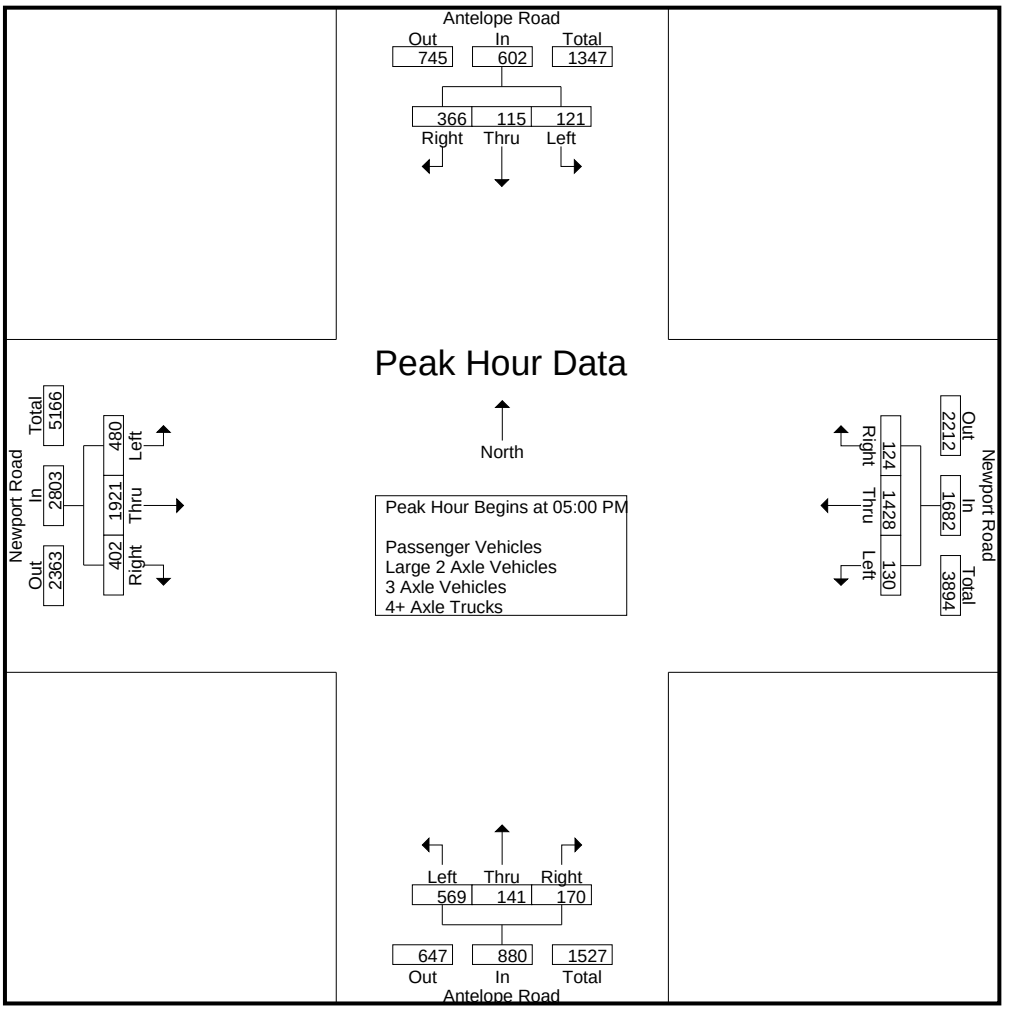
	Antelope Road Southbound				Newport Road Westbound				Antelope Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	36	30	100	166	29	406	31	466	129	40	37	206	106	486	91	683	1521
04:15 PM	40	31	102	173	21	331	29	381	151	45	46	242	122	460	110	692	1488
04:30 PM	35	31	79	145	28	386	28	442	142	30	26	198	110	421	112	643	1428
04:45 PM	30	42	94	166	25	312	34	371	147	39	34	220	105	447	103	655	1412
Total	141	134	375	650	103	1435	122	1660	569	154	143	866	443	1814	416	2673	5849
05:00 PM	30	25	92	147	30	351	30	411	129	44	40	213	116	475	106	697	1468
05:15 PM	25	30	95	150	29	346	31	406	116	35	39	190	143	510	102	755	1501
05:30 PM	33	28	103	164	33	344	29	406	136	34	52	222	115	446	90	651	1443
05:45 PM	33	32	76	141	38	387	34	459	188	28	39	255	106	490	104	700	1555
Total	121	115	366	602	130	1428	124	1682	569	141	170	880	480	1921	402	2803	5967
Grand Total	262	249	741	1252	233	2863	246	3342	1138	295	313	1746	923	3735	818	5476	11816
Apprch %	20.9	19.9	59.2		7	85.7	7.4		65.2	16.9	17.9		16.9	68.2	14.9		
Total %	2.2	2.1	6.3	10.6	2	24.2	2.1	28.3	9.6	2.5	2.6	14.8	7.8	31.6	6.9	46.3	
Passenger Vehicles	262	247	741	1250	231	2819	245	3295	1120	294	312	1726	920	3692	808	5420	11691
% Passenger Vehicles	100	99.2	100	99.8	99.1	98.5	99.6	98.6	98.4	99.7	99.7	98.9	99.7	98.8	98.8	99	98.9
Large 2 Axle Vehicles	0	2	0	2	2	24	1	27	12	1	1	14	3	35	9	47	90
% Large 2 Axle Vehicles	0	0.8	0	0.2	0.9	0.8	0.4	0.8	1.1	0.3	0.3	0.8	0.3	0.9	1.1	0.9	0.8
3 Axle Vehicles	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
% 3 Axle Vehicles	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	16	0	16	6	0	0	6	0	3	1	4	26
% 4+ Axle Trucks	0	0	0	0	0	0.6	0	0.5	0.5	0	0	0.3	0	0.1	0.1	0.1	0.2

	Antelope Road Southbound				Newport Road Westbound				Antelope Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	30	25	92	147	30	351	30	411	129	**44**	40	213	116	475	**106**	697	1468
05:15 PM	25	30	95	150	29	346	31	406	116	35	39	190	**143**	**510**	102	**755**	1501
05:30 PM	**33**	28	**103**	**164**	33	344	29	406	136	34	**52**	222	115	446	90	651	1443
05:45 PM	33	**32**	76	141	**38**	**387**	**34**	**459**	**188**	28	39	**255**	106	490	104	700	**1555**
Total Volume	121	115	366	602	130	1428	124	1682	569	141	170	880	480	1921	402	2803	5967
% App. Total	20.1	19.1	60.8		7.7	84.9	7.4		64.7	16	19.3		17.1	68.5	14.3		
PHF	.917	.898	.888	.918	.855	.922	.912	.916	.757	.801	.817	.863	.839	.942	.948	.928	.959

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City of Menifee
N/S: Antelope Road
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Weather: Clear

File Name : 92_MEN_Ant_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	36	30	100	166	30	351	30	411	129	**44**	40	213	116	475	**106**	697
+15 mins.	**40**	31	**102**	**173**	29	346	31	406	116	35	39	190	**143**	**510**	102	**755**
+30 mins.	35	31	79	145	33	344	29	406	136	34	**52**	222	115	446	90	651
+45 mins.	30	**42**	94	166	**38**	**387**	**34**	**459**	**188**	28	39	**255**	106	490	104	700
Total Volume	141	134	375	650	130	1428	124	1682	569	141	170	880	480	1921	402	2803
% App. Total	21.7	20.6	57.7		7.7	84.9	7.4		64.7	16	19.3		17.1	68.5	14.3	
PHF	.881	.798	.919	.939	.855	.922	.912	.916	.757	.801	.817	.863	.839	.942	.948	.928

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City of Menifee
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E/W: Newport Road
Weather: Clear

File Name : 92_MEN_Ant_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

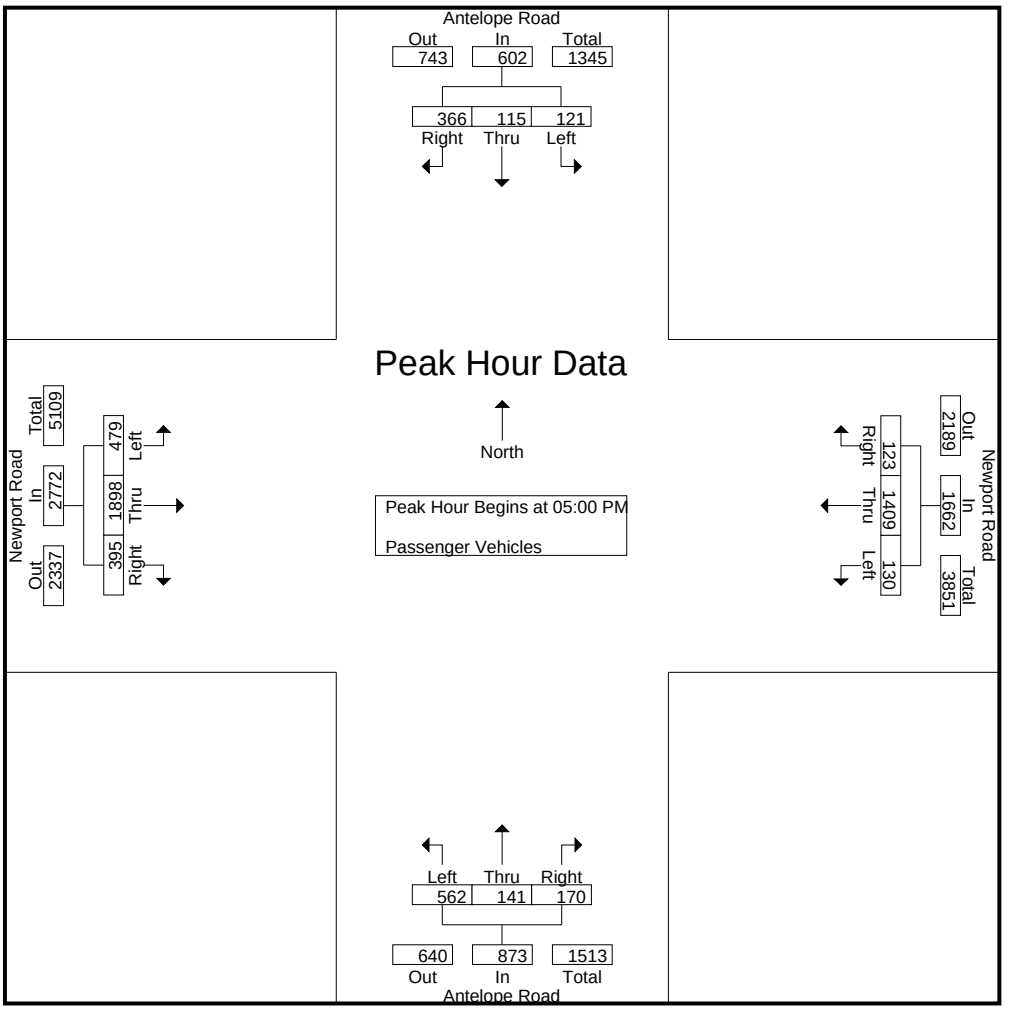
	Antelope Road Southbound				Newport Road Westbound				Antelope Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	36	30	100	166	29	398	31	458	128	40	37	205	106	480	89	675	1504
04:15 PM	40	31	102	173	21	326	29	376	147	45	46	238	122	458	109	689	1476
04:30 PM	35	31	79	145	28	383	28	439	138	30	25	193	108	412	112	632	1409
04:45 PM	30	40	94	164	23	303	34	360	145	38	34	217	105	444	103	652	1393
Total	141	132	375	648	101	1410	122	1633	558	153	142	853	441	1794	413	2648	5782
05:00 PM	30	25	92	147	30	347	30	407	127	44	40	211	116	465	102	683	1448
05:15 PM	25	30	95	150	29	340	30	399	114	35	39	188	143	506	102	751	1488
05:30 PM	33	28	103	164	33	340	29	402	133	34	52	219	115	440	90	645	1430
05:45 PM	33	32	76	141	38	382	34	454	188	28	39	255	105	487	101	693	1543
Total	121	115	366	602	130	1409	123	1662	562	141	170	873	479	1898	395	2772	5909
Grand Total	262	247	741	1250	231	2819	245	3295	1120	294	312	1726	920	3692	808	5420	11691
Apprch %	21	19.8	59.3		7	85.6	7.4		64.9	17	18.1		17	68.1	14.9		
Total %	2.2	2.1	6.3	10.7	2	24.1	2.1	28.2	9.6	2.5	2.7	14.8	7.9	31.6	6.9	46.4	

	Antelope Road Southbound				Newport Road Westbound				Antelope Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	30	25	92	147	30	347	30	407	127	**44**	40	211	116	465	**102**	683	1448
05:15 PM	25	30	95	150	29	340	30	399	114	35	39	188	**143**	**506**	102	**751**	1488
05:30 PM	**33**	28	**103**	**164**	33	340	29	402	133	34	**52**	219	115	440	90	645	1430
05:45 PM	33	**32**	76	141	**38**	**382**	**34**	**454**	**188**	28	39	**255**	105	487	101	693	**1543**
Total Volume	121	115	366	602	130	1409	123	1662	562	141	170	873	479	1898	395	2772	5909
% App. Total	20.1	19.1	60.8		7.8	84.8	7.4		64.4	16.2	19.5		17.3	68.5	14.2		
PHF	.917	.898	.888	.918	.855	.922	.904	.915	.747	.801	.817	.856	.837	.938	.968	.923	.957

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City of Menifee
N/S: Antelope Road
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Weather: Clear

File Name : 92_MEN_Ant_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	30	25	92	147	30	347	30	407	127	**44**	40	211	116	465	**102**	683
+15 mins.	25	30	95	150	29	340	30	399	114	35	39	188	**143**	**506**	102	**751**
+30 mins.	**33**	28	**103**	**164**	33	340	29	402	133	34	**52**	219	115	440	90	645
+45 mins.	33	**32**	76	141	**38**	**382**	**34**	**454**	**188**	28	39	**255**	105	487	101	693
Total Volume	121	115	366	602	130	1409	123	1662	562	141	170	873	479	1898	395	2772
% App. Total	20.1	19.1	60.8		7.8	84.8	7.4		64.4	16.2	19.5		17.3	68.5	14.2	
PHF	.917	.898	.888	.918	.855	.922	.904	.915	.747	.801	.817	.856	.837	.938	.968	.923

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City of Menifee
N/S: Antelope Road
E/W: Newport Road
Weather: Clear

File Name : 92_MEN_Ant_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

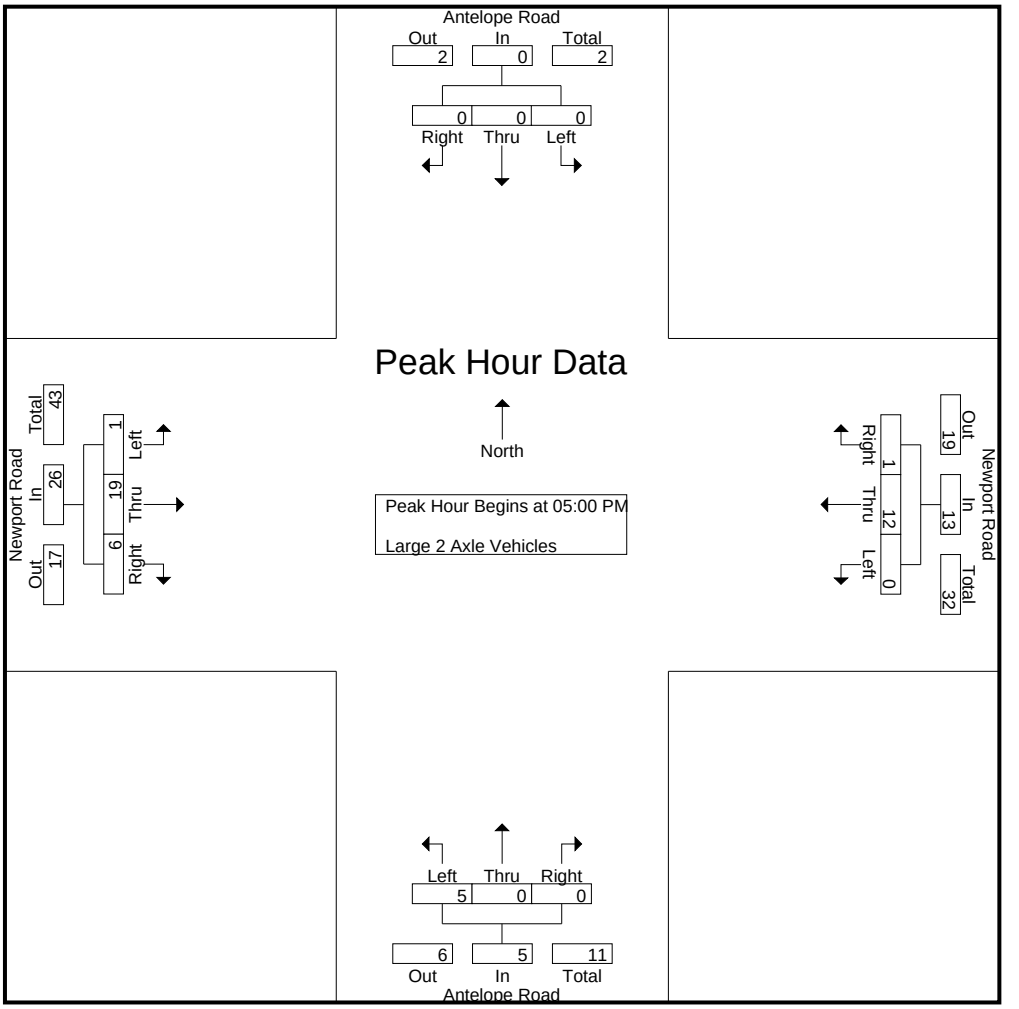
	Antelope Road Southbound				Newport Road Westbound				Antelope Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	4	0	4	1	0	0	1	0	4	2	6	11
04:15 PM	0	0	0	0	0	3	0	3	3	0	0	3	0	1	1	2	8
04:30 PM	0	0	0	0	0	1	0	1	1	0	1	2	2	9	0	11	14
04:45 PM	0	2	0	2	2	4	0	6	2	1	0	3	0	2	0	2	13
Total	0	2	0	2	2	12	0	14	7	1	1	9	2	16	3	21	46
05:00 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	8	3	11	15
05:15 PM	0	0	0	0	0	5	1	6	2	0	0	2	0	4	0	4	12
05:30 PM	0	0	0	0	0	3	0	3	2	0	0	2	0	5	0	5	10
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	2	3	6	7
Total	0	0	0	0	0	12	1	13	5	0	0	5	1	19	6	26	44
Grand Total	0	2	0	2	2	24	1	27	12	1	1	14	3	35	9	47	90
Apprch %	0	100	0		7.4	88.9	3.7		85.7	7.1	7.1		6.4	74.5	19.1		
Total %	0	2.2	0	2.2	2.2	26.7	1.1	30	13.3	1.1	1.1	15.6	3.3	38.9	10	52.2	

	Antelope Road Southbound				Newport Road Westbound				Antelope Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	**8**	**3**	**11**	**15**
05:15 PM	0	0	0	0	0	**5**	**1**	**6**	**2**	0	0	**2**	0	4	0	4	12
05:30 PM	0	0	0	0	0	3	0	3	2	0	0	2	0	5	0	5	10
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	**1**	2	3	6	7
Total Volume	0	0	0	0	0	12	1	13	5	0	0	5	1	19	6	26	44
% App. Total	0	0	0		0	92.3	7.7		100	0	0		3.8	73.1	23.1		
PHF	.000	.000	.000	.000	.000	.600	.250	.542	.625	.000	.000	.625	.250	.594	.500	.591	.733

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City of Menifee
N/S: Antelope Road
E/W: Newport Road
Weather: Clear

File Name : 92_MEN_Ant_New PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	3	0	3	1	0	0	1	0	**8**	**3**	**11**
+15 mins.	0	0	0	0	0	**5**	**1**	**6**	**2**	0	0	**2**	0	4	0	4
+30 mins.	0	0	0	0	0	3	0	3	2	0	0	2	0	5	0	5
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	**1**	2	3	6
Total Volume	0	0	0	0	0	12	1	13	5	0	0	5	1	19	6	26
% App. Total	0	0	0		0	92.3	7.7		100	0	0		3.8	73.1	23.1	
PHF	.000	.000	.000	.000	.000	.600	.250	.542	.625	.000	.000	.625	.250	.594	.500	.591

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City of Menifee
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File Name : 92_MEN_Ant_New PM
Site Code : 00322418
Start Date : 5/25/2022
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Groups Printed- 3 Axle Vehicles

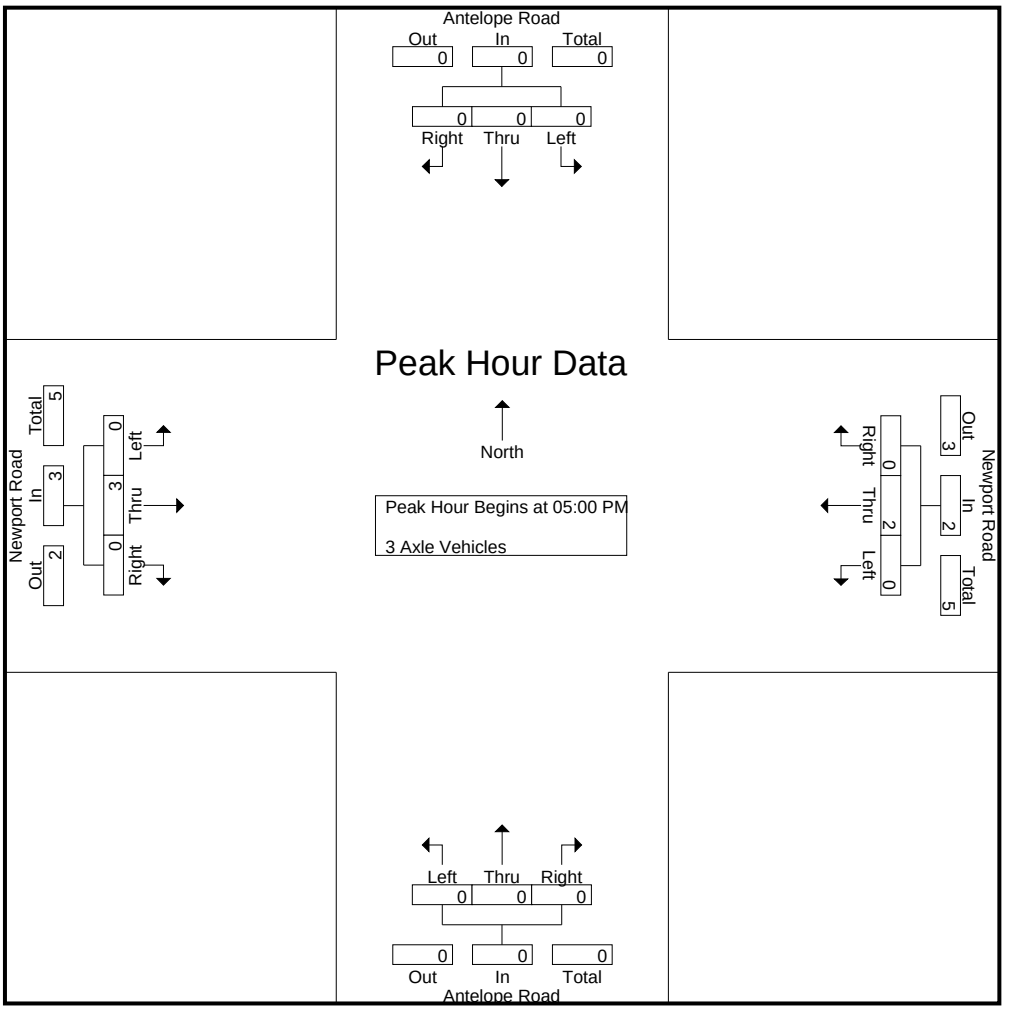
	Antelope Road Southbound				Newport Road Westbound				Antelope Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Grand Total	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	44.4	0	44.4	0	0	0	0	0	55.6	0	55.6	

	Antelope Road Southbound				Newport Road Westbound				Antelope Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**	**3**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.375	.000	.375	.417

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City of Menifee
N/S: Antelope Road
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File Name : 92_MEN_Ant_New PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.375	.000	.375

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City of Menifee
N/S: Antelope Road
E/W: Newport Road
Weather: Clear

File Name : 92_MEN_Ant_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

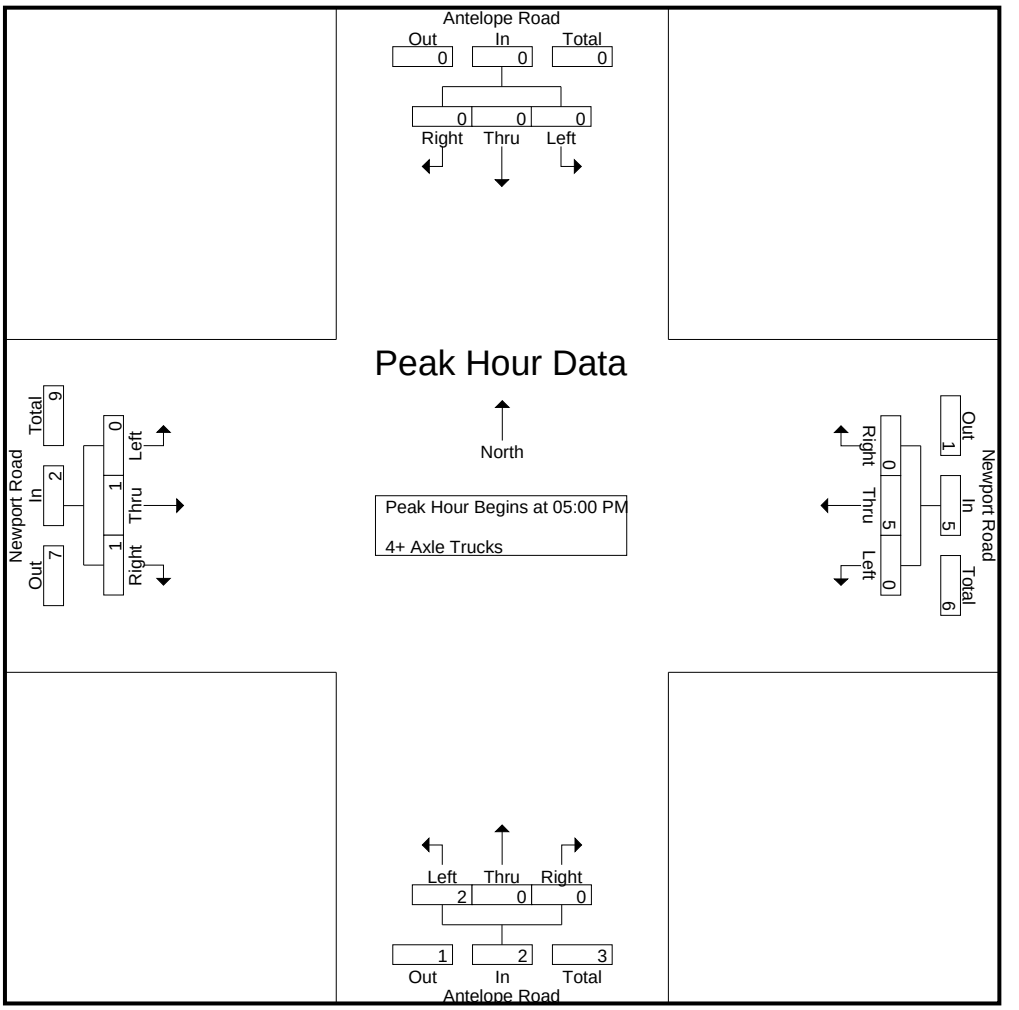
	Antelope Road Southbound				Newport Road Westbound				Antelope Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
04:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	2	0	2	3	0	0	3	0	0	0	0	5
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
Total	0	0	0	0	0	11	0	11	4	0	0	4	0	2	0	2	17
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	5	0	5	2	0	0	2	0	1	1	2	9
Grand Total	0	0	0	0	0	16	0	16	6	0	0	6	0	3	1	4	26
Apprch %	0	0	0		0	100	0		100	0	0		0	75	25		
Total %	0	0	0	0	0	61.5	0	61.5	23.1	0	0	23.1	0	11.5	3.8	15.4	

	Antelope Road Southbound				Newport Road Westbound				Antelope Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	**1**	0	1	2
05:45 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0	**4**
Total Volume	0	0	0	0	0	5	0	5	2	0	0	2	0	1	1	2	9
% App. Total	0	0	0		0	100	0		100	0	0		0	50	50		
PHF	.000	.000	.000	.000	.000	.313	.000	.313	.500	.000	.000	.500	.000	.250	.250	.500	.563

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City of Menifee
N/S: Antelope Road
E/W: Newport Road
Weather: Clear

File Name : 92_MEN_Ant_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	**1**	0	1
+45 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	5	0	5	2	0	0	2	0	1	1	2
% App. Total	0	0	0		0	100	0		100	0	0		0	50	50	
PHF	.000	.000	.000	.000	.000	.313	.000	.313	.500	.000	.000	.500	.000	.250	.250	.500

Location: Menifee
N/S: Antelope Road
E/W: Newport Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Antelope Road	East Leg Newport Road	South Leg Antelope Road	West Leg Newport Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	1	1	0	0	2
7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	1	0	1
8:45 AM	0	3	3	0	6
TOTAL VOLUMES:	1	5	4	0	10

	North Leg Antelope Road	East Leg Newport Road	South Leg Antelope Road	West Leg Newport Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	0	1
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	1	0	0	0	1
5:15 PM	0	2	0	0	2
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	3	0	0	5

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Location: Menifee
N/S: Antelope Road
E/W: Newport Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Antelope Road			Westbound Newport Road			Northbound Antelope Road			Eastbound Newport Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	0	1	0	0	1	0	0	0	2

	Southbound Antelope Road			Westbound Newport Road			Northbound Antelope Road			Eastbound Newport Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	2
4:15 PM	1	1	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	0	0	0	0	1	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES:	1	2	0	2	0	1	0	0	1	0	0	0	7

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City of Menifee
N/S: Menifee Road
E/W: Newport Road
Weather: Clear

File Name : 93_MEN_Men_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

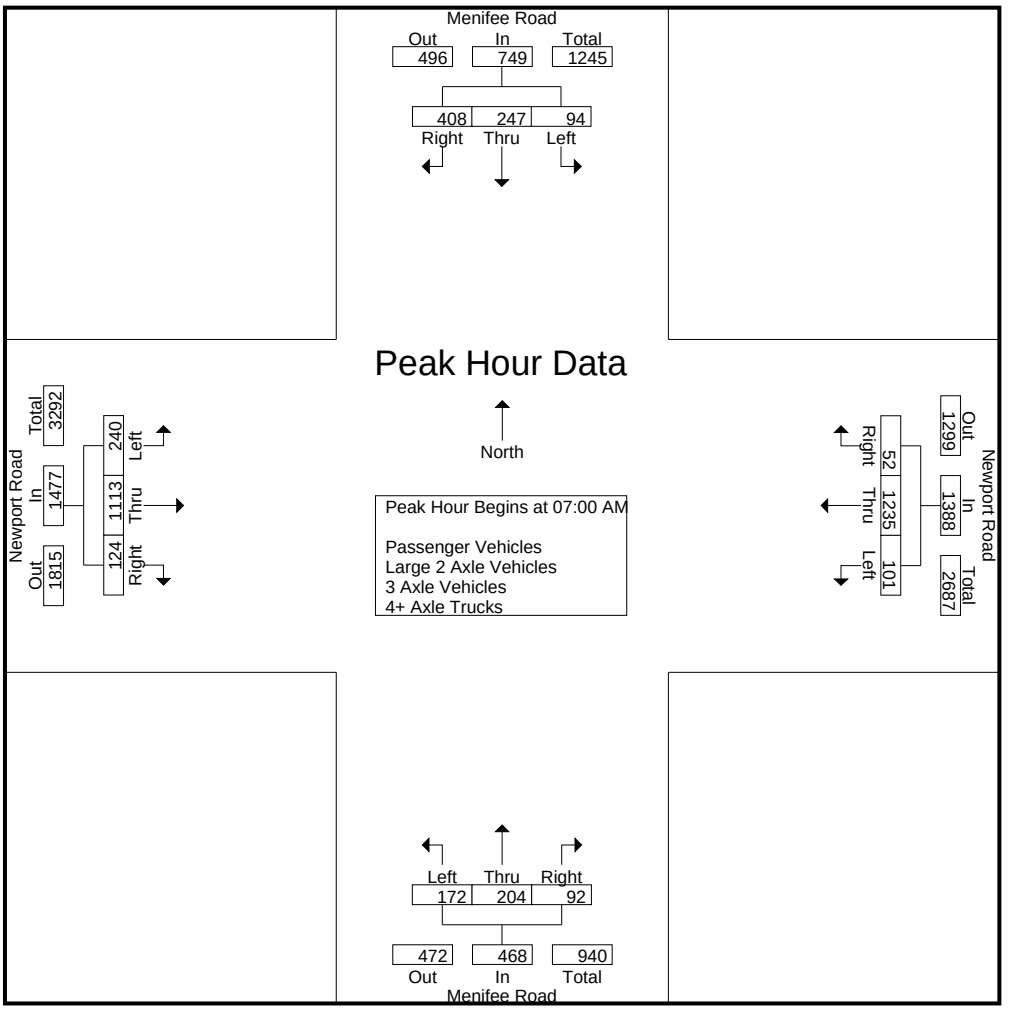
	Menifee Road Southbound				Newport Road Westbound				Menifee Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	49	88	154	18	305	12	335	46	38	26	110	56	262	26	344	943
07:15 AM	22	46	97	165	32	327	15	374	42	67	29	138	67	291	42	400	1077
07:30 AM	28	77	120	225	24	323	14	361	52	48	21	121	71	283	26	380	1087
07:45 AM	27	75	103	205	27	280	11	318	32	51	16	99	46	277	30	353	975
Total	94	247	408	749	101	1235	52	1388	172	204	92	468	240	1113	124	1477	4082
08:00 AM	26	41	110	177	27	235	9	271	51	47	14	112	53	229	30	312	872
08:15 AM	10	32	83	125	20	343	8	371	63	56	23	142	56	248	24	328	966
08:30 AM	23	37	83	143	15	300	10	325	59	47	18	124	42	221	19	282	874
08:45 AM	21	26	103	150	12	279	8	299	34	24	13	71	44	241	27	312	832
Total	80	136	379	595	74	1157	35	1266	207	174	68	449	195	939	100	1234	3544
Grand Total	174	383	787	1344	175	2392	87	2654	379	378	160	917	435	2052	224	2711	7626
Apprch %	12.9	28.5	58.6		6.6	90.1	3.3		41.3	41.2	17.4		16	75.7	8.3		
Total %	2.3	5	10.3	17.6	2.3	31.4	1.1	34.8	5	5	2.1	12	5.7	26.9	2.9	35.5	
Passenger Vehicles	170	378	779	1327	169	2308	83	2560	374	377	156	907	422	1940	221	2583	7377
% Passenger Vehicles	97.7	98.7	99	98.7	96.6	96.5	95.4	96.5	98.7	99.7	97.5	98.9	97	94.5	98.7	95.3	96.7
Large 2 Axle Vehicles	3	2	4	9	4	34	2	40	3	1	3	7	8	53	2	63	119
% Large 2 Axle Vehicles	1.7	0.5	0.5	0.7	2.3	1.4	2.3	1.5	0.8	0.3	1.9	0.8	1.8	2.6	0.9	2.3	1.6
3 Axle Vehicles	0	1	2	3	2	13	0	15	0	0	1	1	1	11	0	12	31
% 3 Axle Vehicles	0	0.3	0.3	0.2	1.1	0.5	0	0.6	0	0	0.6	0.1	0.2	0.5	0	0.4	0.4
4+ Axle Trucks	1	2	2	5	0	37	2	39	2	0	0	2	4	48	1	53	99
% 4+ Axle Trucks	0.6	0.5	0.3	0.4	0	1.5	2.3	1.5	0.5	0	0	0.2	0.9	2.3	0.4	2	1.3

	Menifee Road Southbound				Newport Road Westbound				Menifee Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	17	49	88	154	18	305	12	335	46	38	26	110	56	262	26	344	943
07:15 AM	22	46	97	165	**32**	**327**	**15**	**374**	42	**67**	**29**	**138**	67	**291**	**42**	**400**	1077
07:30 AM	**28**	**77**	**120**	**225**	24	323	14	361	**52**	48	21	121	**71**	283	26	380	**1087**
07:45 AM	27	75	103	205	27	280	11	318	32	51	16	99	46	277	30	353	975
Total Volume	94	247	408	749	101	1235	52	1388	172	204	92	468	240	1113	124	1477	4082
% App. Total	12.6	33	54.5		7.3	89	3.7		36.8	43.6	19.7		16.2	75.4	8.4		
PHF	.839	.802	.850	.832	.789	.944	.867	.928	.827	.761	.793	.848	.845	.956	.738	.923	.939

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City of Menifee
N/S: Menifee Road
E/W: Newport Road
Weather: Clear

File Name : 93_MEN_Men_New AM
Site Code : 00322418
Start Date : 5/25/2022



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

	07:15 AM				07:00 AM				07:45 AM				07:00 AM			
+0 mins.	22	46	97	165	18	305	12	335	32	51	16	99	56	262	26	344
+15 mins.	**28**	**77**	**120**	**225**	**32**	**327**	**15**	**374**	51	47	14	112	67	**291**	**42**	**400**
+30 mins.	27	75	103	205	24	323	14	361	**63**	**56**	**23**	**142**	**71**	283	26	380
+45 mins.	26	41	110	177	27	280	11	318	59	47	18	124	46	277	30	353
Total Volume	103	239	430	772	101	1235	52	1388	205	201	71	477	240	1113	124	1477
% App. Total	13.3	31	55.7		7.3	89	3.7		43	42.1	14.9		16.2	75.4	8.4	
PHF	.920	.776	.896	.858	.789	.944	.867	.928	.813	.897	.772	.840	.845	.956	.738	.923

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City of Menifee
N/S: Menifee Road
E/W: Newport Road
Weather: Clear

File Name : 93_MEN_Men_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

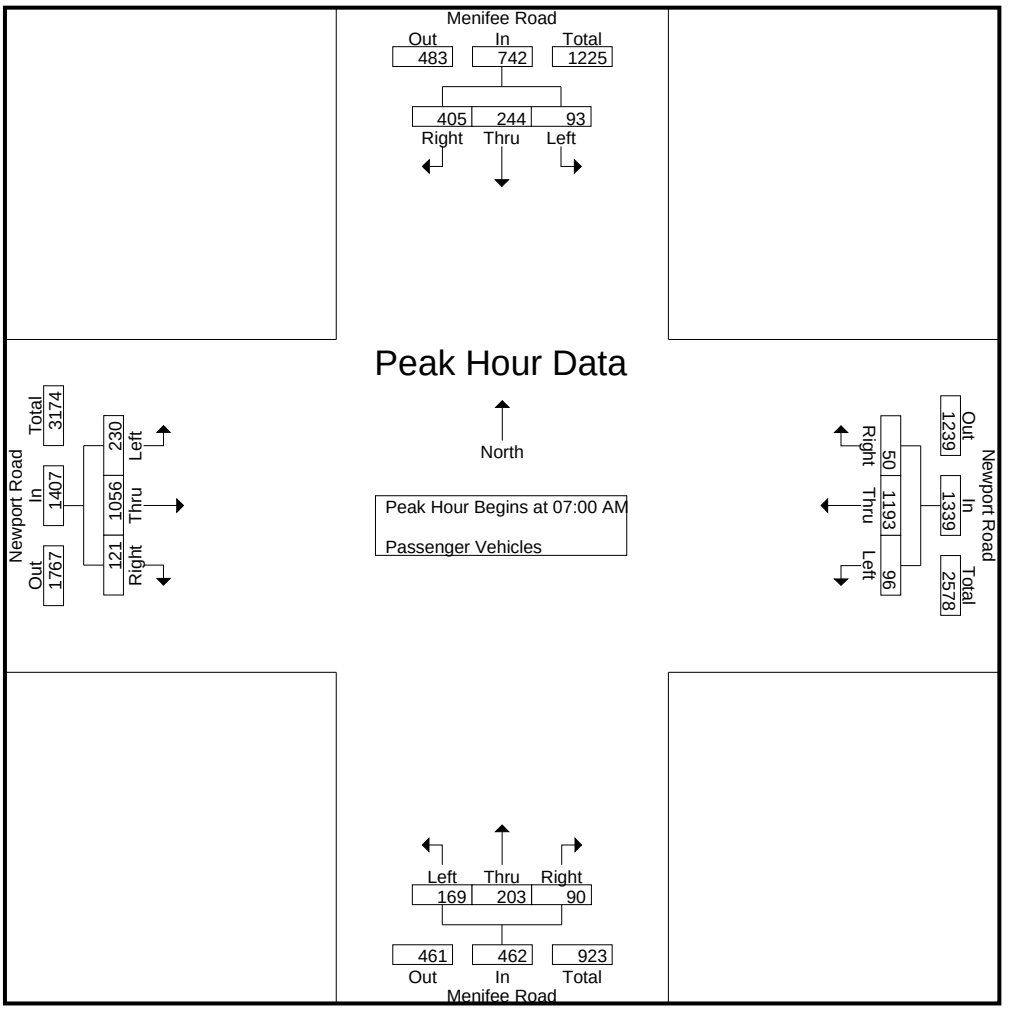
	Menifee Road Southbound				Newport Road Westbound				Menifee Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	49	86	152	17	297	11	325	46	38	26	110	55	241	25	321	908
07:15 AM	22	46	96	164	32	317	15	364	41	67	27	135	64	281	40	385	1048
07:30 AM	28	75	120	223	22	309	13	344	50	48	21	119	68	271	26	365	1051
07:45 AM	26	74	103	203	25	270	11	306	32	50	16	98	43	263	30	336	943
Total	93	244	405	742	96	1193	50	1339	169	203	90	462	230	1056	121	1407	3950
08:00 AM	23	40	108	171	27	230	9	266	51	47	14	112	53	217	30	300	849
08:15 AM	10	31	82	123	20	329	7	356	62	56	21	139	55	230	24	309	927
08:30 AM	23	37	83	143	14	289	10	313	58	47	18	123	42	208	19	269	848
08:45 AM	21	26	101	148	12	267	7	286	34	24	13	71	42	229	27	298	803
Total	77	134	374	585	73	1115	33	1221	205	174	66	445	192	884	100	1176	3427
Grand Total	170	378	779	1327	169	2308	83	2560	374	377	156	907	422	1940	221	2583	7377
Apprch %	12.8	28.5	58.7		6.6	90.2	3.2		41.2	41.6	17.2		16.3	75.1	8.6		
Total %	2.3	5.1	10.6	18	2.3	31.3	1.1	34.7	5.1	5.1	2.1	12.3	5.7	26.3	3	35	

	Menifee Road Southbound				Newport Road Westbound				Menifee Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	17	49	86	152	17	297	11	325	46	38	26	110	55	241	25	321	908
07:15 AM	22	46	96	164	**32**	**317**	**15**	**364**	41	**67**	**27**	**135**	64	**281**	**40**	**385**	1048
07:30 AM	**28**	**75**	**120**	**223**	22	309	13	344	**50**	48	21	119	**68**	271	26	365	**1051**
07:45 AM	26	74	103	203	25	270	11	306	32	50	16	98	43	263	30	336	943
Total Volume	93	244	405	742	96	1193	50	1339	169	203	90	462	230	1056	121	1407	3950
% App. Total	12.5	32.9	54.6		7.2	89.1	3.7		36.6	43.9	19.5		16.3	75.1	8.6		
PHF	.830	.813	.844	.832	.750	.941	.833	.920	.845	.757	.833	.856	.846	.940	.756	.914	.940

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City of Menifee
N/S: Menifee Road
E/W: Newport Road
Weather: Clear

File Name : 93_MEN_Men_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	17	49	86	152	17	297	11	325	46	38	26	110	55	241	25	321
+15 mins.	22	46	96	164	**32**	**317**	**15**	**364**	41	**67**	**27**	**135**	64	**281**	**40**	**385**
+30 mins.	**28**	**75**	**120**	**223**	22	309	13	344	**50**	48	21	119	**68**	271	26	365
+45 mins.	26	74	103	203	25	270	11	306	32	50	16	98	43	263	30	336
Total Volume	93	244	405	742	96	1193	50	1339	169	203	90	462	230	1056	121	1407
% App. Total	12.5	32.9	54.6		7.2	89.1	3.7		36.6	43.9	19.5		16.3	75.1	8.6	
PHF	.830	.813	.844	.832	.750	.941	.833	.920	.845	.757	.833	.856	.846	.940	.756	.914

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City of Menifee
N/S: Menifee Road
E/W: Newport Road
Weather: Clear

File Name : 93_MEN_Men_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

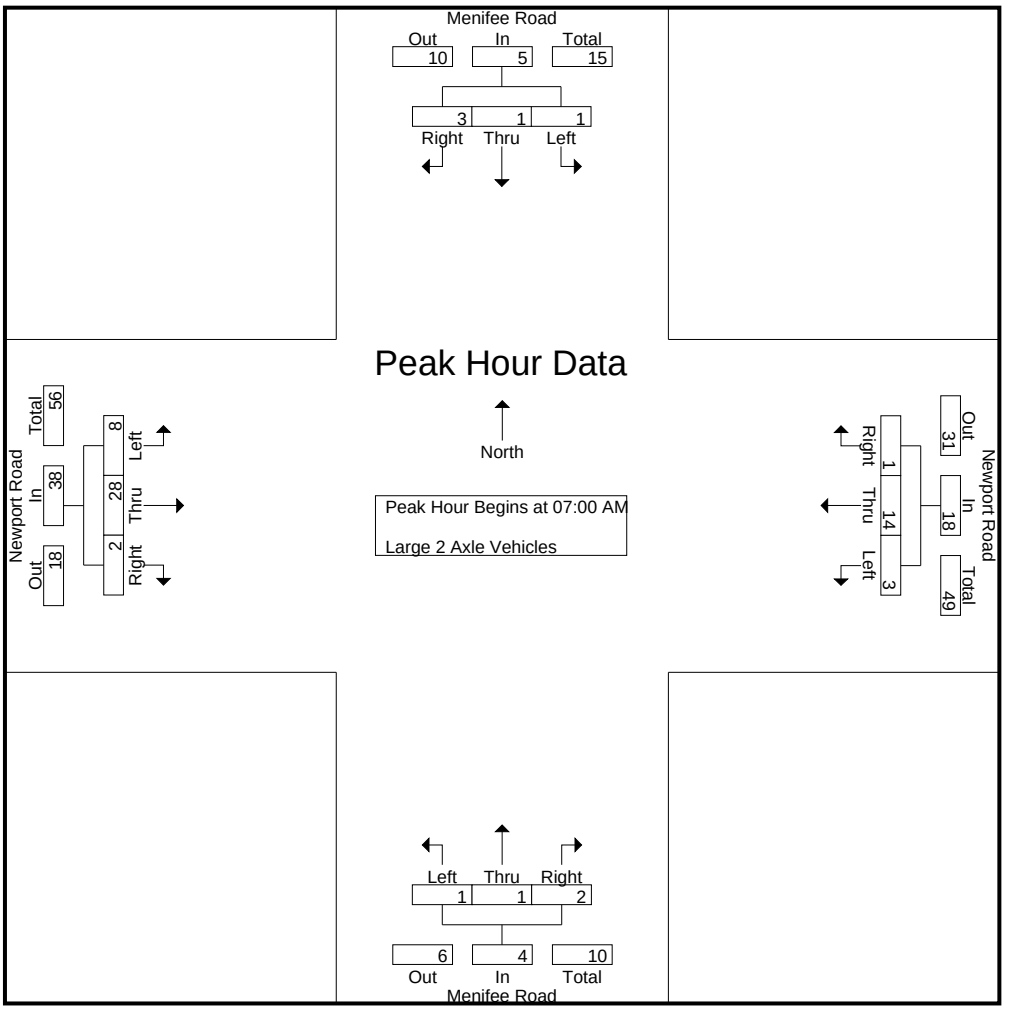
	Menifee Road Southbound				Newport Road Westbound				Menifee Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	2	2	1	2	0	3	0	0	0	0	1	10	1	12	17
07:15 AM	0	0	1	1	0	3	0	3	1	0	2	3	3	4	1	8	15
07:30 AM	0	1	0	1	1	3	1	5	0	0	0	0	1	5	0	6	12
07:45 AM	1	0	0	1	1	6	0	7	0	1	0	1	3	9	0	12	21
Total	1	1	3	5	3	14	1	18	1	1	2	4	8	28	2	38	65
08:00 AM	2	0	0	2	0	3	0	3	0	0	0	0	0	8	0	8	13
08:15 AM	0	1	1	2	0	7	1	8	1	0	1	2	0	7	0	7	19
08:30 AM	0	0	0	0	1	5	0	6	1	0	0	1	0	3	0	3	10
08:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	7	0	7	12
Total	2	1	1	4	1	20	1	22	2	0	1	3	0	25	0	25	54
Grand Total	3	2	4	9	4	34	2	40	3	1	3	7	8	53	2	63	119
Apprch %	33.3	22.2	44.4		10	85	5		42.9	14.3	42.9		12.7	84.1	3.2		
Total %	2.5	1.7	3.4	7.6	3.4	28.6	1.7	33.6	2.5	0.8	2.5	5.9	6.7	44.5	1.7	52.9	

	Menifee Road Southbound				Newport Road Westbound				Menifee Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	**2**	**2**	**1**	2	0	3	0	0	0	0	1	**10**	**1**	**12**	17
07:15 AM	0	0	1	1	0	3	0	3	**1**	0	**2**	**3**	**3**	4	1	8	15
07:30 AM	0	**1**	0	1	1	3	**1**	5	0	0	0	0	1	5	0	6	12
07:45 AM	**1**	0	0	1	1	**6**	0	**7**	0	**1**	0	1	3	9	0	12	**21**
Total Volume	1	1	3	5	3	14	1	18	1	1	2	4	8	28	2	38	65
% App. Total	20	20	60		16.7	77.8	5.6		25	25	50		21.1	73.7	5.3		
PHF	.250	.250	.375	.625	.750	.583	.250	.643	.250	.250	.250	.333	.667	.700	.500	.792	.774

Counts Unlimited, Inc.
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City of Menifee
N/S: Menifee Road
E/W: Newport Road
Weather: Clear

File Name : 93_MEN_Men_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	**2**	**2**	**1**	2	0	3	0	0	0	0	1	**10**	**1**	**12**
+15 mins.	0	0	1	1	0	3	0	3	**1**	0	**2**	**3**	**3**	4	1	8
+30 mins.	0	**1**	0	1	1	3	**1**	5	0	0	0	0	1	5	0	6
+45 mins.	**1**	0	0	1	1	**6**	0	**7**	0	**1**	0	1	3	9	0	12
Total Volume	1	1	3	5	3	14	1	18	1	1	2	4	8	28	2	38
% App. Total	20	20	60		16.7	77.8	5.6		25	25	50		21.1	73.7	5.3	
PHF	.250	.250	.375	.625	.750	.583	.250	.643	.250	.250	.250	.333	.667	.700	.500	.792

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City of Menifee
N/S: Menifee Road
E/W: Newport Road
Weather: Clear

File Name : 93_MEN_Men_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

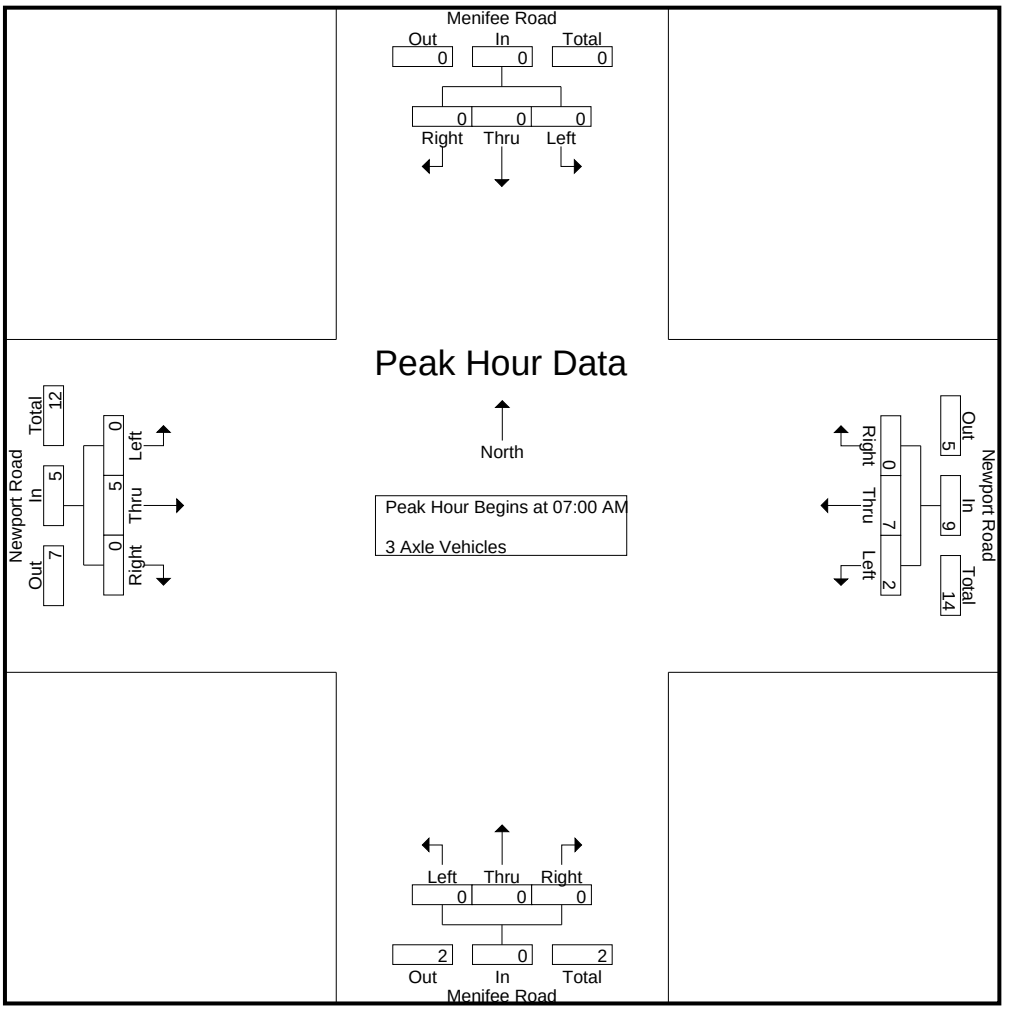
	Menifee Road Southbound				Newport Road Westbound				Menifee Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	1	3	0	4	0	0	0	0	0	2	0	2	6
07:45 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	2	7	0	9	0	0	0	0	0	5	0	5	14
08:00 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	2	0	2	4
08:15 AM	0	0	0	0	0	3	0	3	0	0	1	1	0	2	0	2	6
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	1	1	0	2	4
Total	0	1	2	3	0	6	0	6	0	0	1	1	1	6	0	7	17
Grand Total	0	1	2	3	2	13	0	15	0	0	1	1	1	11	0	12	31
Apprch %	0	33.3	66.7		13.3	86.7	0		0	0	100		8.3	91.7	0		
Total %	0	3.2	6.5	9.7	6.5	41.9	0	48.4	0	0	3.2	3.2	3.2	35.5	0	38.7	

	Menifee Road Southbound				Newport Road Westbound				Menifee Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	**1**	**3**	0	**4**	0	0	0	0	0	**2**	0	**2**	**6**
07:45 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	2	0	2	4
Total Volume	0	0	0	0	2	7	0	9	0	0	0	0	0	5	0	5	14
% App. Total	0	0	0		22.2	77.8	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.500	.583	.000	.563	.000	.000	.000	.000	.000	.625	.000	.625	.583

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City of Menifee
N/S: Menifee Road
E/W: Newport Road
Weather: Clear

File Name : 93_MEN_Men_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	**1**	**3**	0	**4**	0	0	0	0	0	**2**	0	**2**
+45 mins.	0	0	0	0	1	1	0	2	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	2	7	0	9	0	0	0	0	0	5	0	5
% App. Total	0	0	0		22.2	77.8	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.500	.583	.000	.563	.000	.000	.000	.000	.000	.625	.000	.625

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City of Menifee
N/S: Menifee Road
E/W: Newport Road
Weather: Clear

File Name : 93_MEN_Men_New AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

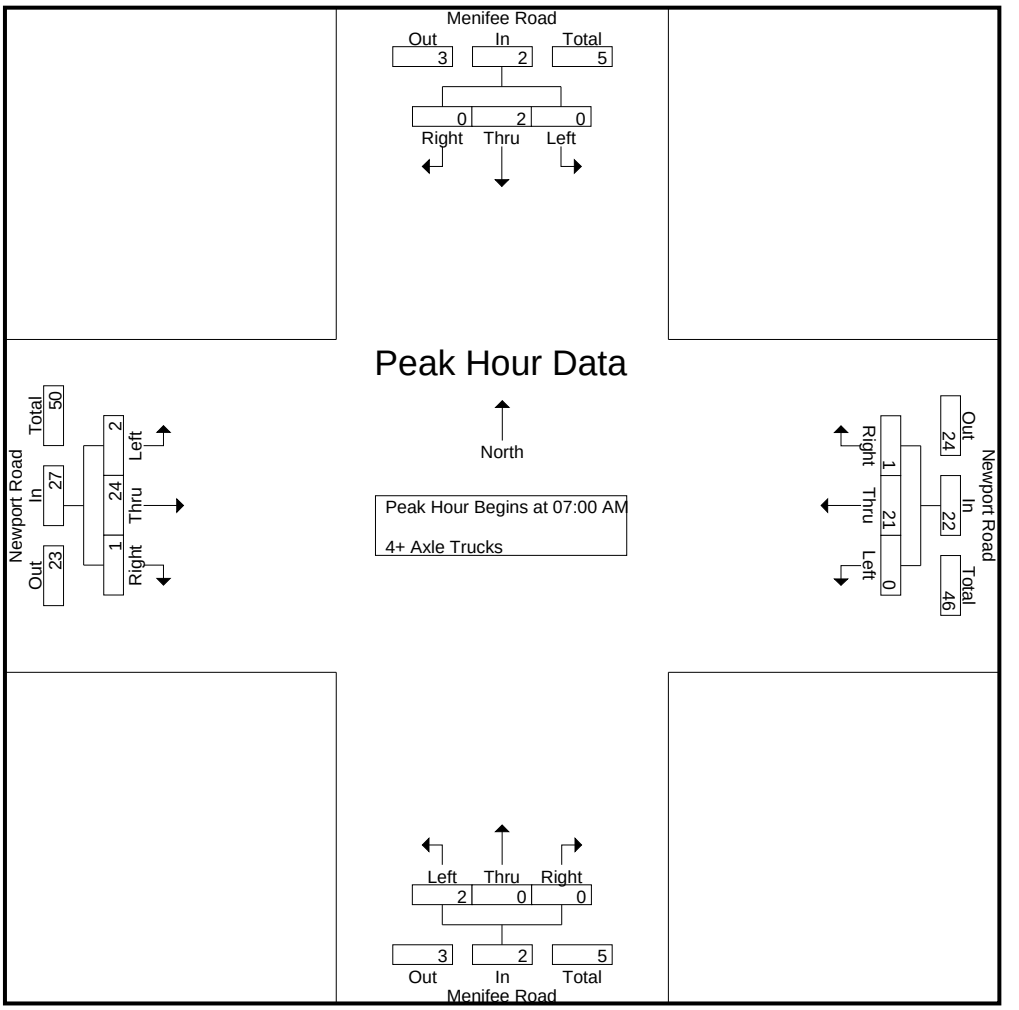
	Menifee Road Southbound				Newport Road Westbound				Menifee Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	5	1	6	0	0	0	0	0	11	0	11	17
07:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	1	6	11
07:30 AM	0	1	0	1	0	8	0	8	2	0	0	2	2	5	0	7	18
07:45 AM	0	1	0	1	0	3	0	3	0	0	0	0	0	3	0	3	7
Total	0	2	0	2	0	21	1	22	2	0	0	2	2	24	1	27	53
08:00 AM	1	0	1	2	0	2	0	2	0	0	0	0	0	2	0	2	6
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	1	9	0	10	14
08:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	9	0	9	13
08:45 AM	0	0	1	1	0	6	1	7	0	0	0	0	1	4	0	5	13
Total	1	0	2	3	0	16	1	17	0	0	0	0	2	24	0	26	46
Grand Total	1	2	2	5	0	37	2	39	2	0	0	2	4	48	1	53	99
Apprch %	20	40	40		0	94.9	5.1		100	0	0		7.5	90.6	1.9		
Total %	1	2	2	5.1	0	37.4	2	39.4	2	0	0	2	4	48.5	1	53.5	

	Menifee Road Southbound				Newport Road Westbound				Menifee Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	5	**1**	6	0	0	0	0	0	**11**	0	**11**	17
07:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	**1**	6	11
07:30 AM	0	**1**	0	**1**	0	**8**	0	**8**	**2**	0	0	**2**	**2**	5	0	7	**18**
07:45 AM	0	1	0	1	0	3	0	3	0	0	0	0	0	3	0	3	7
Total Volume	0	2	0	2	0	21	1	22	2	0	0	2	2	24	1	27	53
% App. Total	0	100	0		0	95.5	4.5		100	0	0		7.4	88.9	3.7		
PHF	.000	.500	.000	.500	.000	.656	.250	.688	.250	.000	.000	.250	.250	.545	.250	.614	.736

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City of Menifee
N/S: Menifee Road
E/W: Newport Road
Weather: Clear

File Name : 93_MEN_Men_New AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	5	**1**	6	0	0	0	0	0	**11**	0	**11**
+15 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	5	**1**	6
+30 mins.	0	**1**	0	**1**	0	**8**	0	**8**	**2**	0	0	**2**	**2**	5	0	7
+45 mins.	0	1	0	1	0	3	0	3	0	0	0	0	0	3	0	3
Total Volume	0	2	0	2	0	21	1	22	2	0	0	2	2	24	1	27
% App. Total	0	100	0		0	95.5	4.5		100	0	0		7.4	88.9	3.7	
PHF	.000	.500	.000	.500	.000	.656	.250	.688	.250	.000	.000	.250	.250	.545	.250	.614

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City of Menifee
N/S: Menifee Road
E/W: Newport Road
Weather: Clear

File Name : 93_MEN_Men_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

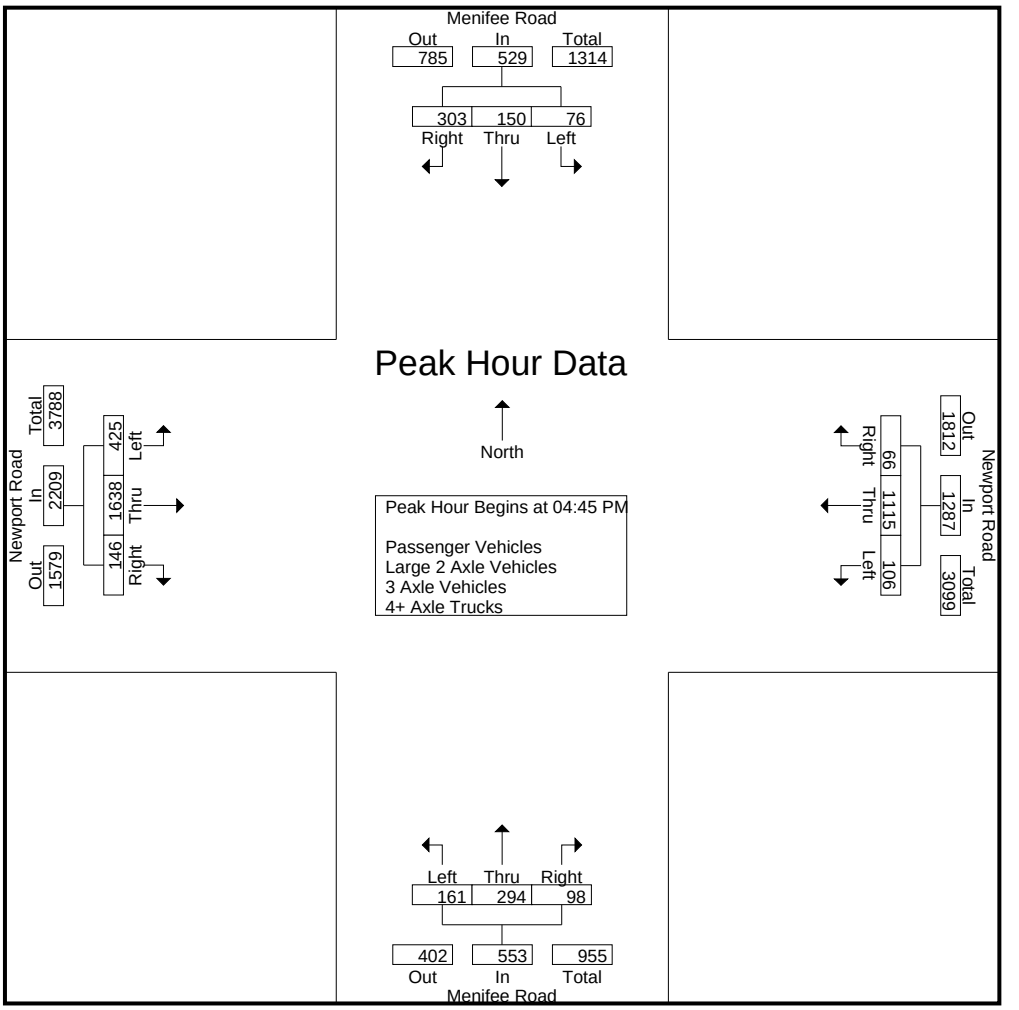
	Menifee Road Southbound				Newport Road Westbound				Menifee Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	19	37	81	137	11	301	18	330	33	80	23	136	102	398	37	537	1140
04:15 PM	21	53	86	160	22	266	14	302	37	56	23	116	90	415	38	543	1121
04:30 PM	23	40	74	137	24	275	20	319	49	62	21	132	79	372	23	474	1062
04:45 PM	17	35	80	132	27	264	18	309	42	58	31	131	91	378	47	516	1088
Total	80	165	321	566	84	1106	70	1260	161	256	98	515	362	1563	145	2070	4411
05:00 PM	26	42	65	133	25	262	20	307	44	89	28	161	110	384	34	528	1129
05:15 PM	18	36	77	131	25	320	13	358	40	74	21	135	126	441	30	597	1221
05:30 PM	15	37	81	133	29	269	15	313	35	73	18	126	98	435	35	568	1140
05:45 PM	18	39	71	128	23	247	14	284	39	58	24	121	95	367	24	486	1019
Total	77	154	294	525	102	1098	62	1262	158	294	91	543	429	1627	123	2179	4509
Grand Total	157	319	615	1091	186	2204	132	2522	319	550	189	1058	791	3190	268	4249	8920
Apprch %	14.4	29.2	56.4		7.4	87.4	5.2		30.2	52	17.9		18.6	75.1	6.3		
Total %	1.8	3.6	6.9	12.2	2.1	24.7	1.5	28.3	3.6	6.2	2.1	11.9	8.9	35.8	3	47.6	
Passenger Vehicles	157	317	612	1086	182	2162	130	2474	318	547	188	1053	786	3160	267	4213	8826
% Passenger Vehicles	100	99.4	99.5	99.5	97.8	98.1	98.5	98.1	99.7	99.5	99.5	99.5	99.4	99.1	99.6	99.2	98.9
Large 2 Axle Vehicles	0	1	1	2	4	25	2	31	1	1	1	3	5	23	1	29	65
% Large 2 Axle Vehicles	0	0.3	0.2	0.2	2.2	1.1	1.5	1.2	0.3	0.2	0.5	0.3	0.6	0.7	0.4	0.7	0.7
3 Axle Vehicles	0	1	1	2	0	4	0	4	0	0	0	0	0	3	0	3	9
% 3 Axle Vehicles	0	0.3	0.2	0.2	0	0.2	0	0.2	0	0	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	1	1	0	13	0	13	0	2	0	2	0	4	0	4	20
% 4+ Axle Trucks	0	0	0.2	0.1	0	0.6	0	0.5	0	0.4	0	0.2	0	0.1	0	0.1	0.2

	Menifee Road Southbound				Newport Road Westbound				Menifee Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	17	35	80	132	27	264	18	309	42	58	**31**	131	91	378	**47**	516	1088
05:00 PM	**26**	**42**	65	**133**	25	262	**20**	307	**44**	**89**	28	**161**	110	384	34	528	1129
05:15 PM	18	36	77	131	25	**320**	13	**358**	40	74	21	135	**126**	**441**	30	**597**	**1221**
05:30 PM	15	37	**81**	133	**29**	269	15	313	35	73	18	126	98	435	35	568	1140
Total Volume	76	150	303	529	106	1115	66	1287	161	294	98	553	425	1638	146	2209	4578
% App. Total	14.4	28.4	57.3		8.2	86.6	5.1		29.1	53.2	17.7		19.2	74.2	6.6		
PHF	.731	.893	.935	.994	.914	.871	.825	.899	.915	.826	.790	.859	.843	.929	.777	.925	.937

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City of Menifee
N/S: Menifee Road
E/W: Newport Road
Weather: Clear

File Name : 93_MEN_Men_New PM
Site Code : 00322418
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:30 PM				04:45 PM			
+0 mins.	19	37	81	137	24	275	**20**	319	**49**	62	21	132	91	378	**47**	516
+15 mins.	21	**53**	**86**	**160**	**27**	264	18	309	42	58	**31**	131	110	384	34	528
+30 mins.	**23**	40	74	137	25	262	20	307	44	**89**	28	**161**	**126**	**441**	30	**597**
+45 mins.	17	35	80	132	25	**320**	13	**358**	40	74	21	135	98	435	35	568
Total Volume	80	165	321	566	101	1121	71	1293	175	283	101	559	425	1638	146	2209
% App. Total	14.1	29.2	56.7		7.8	86.7	5.5		31.3	50.6	18.1		19.2	74.2	6.6	
PHF	.870	.778	.933	.884	.935	.876	.888	.903	.893	.795	.815	.868	.843	.929	.777	.925

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City of Menifee
N/S: Menifee Road
E/W: Newport Road
Weather: Clear

File Name : 93_MEN_Men_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

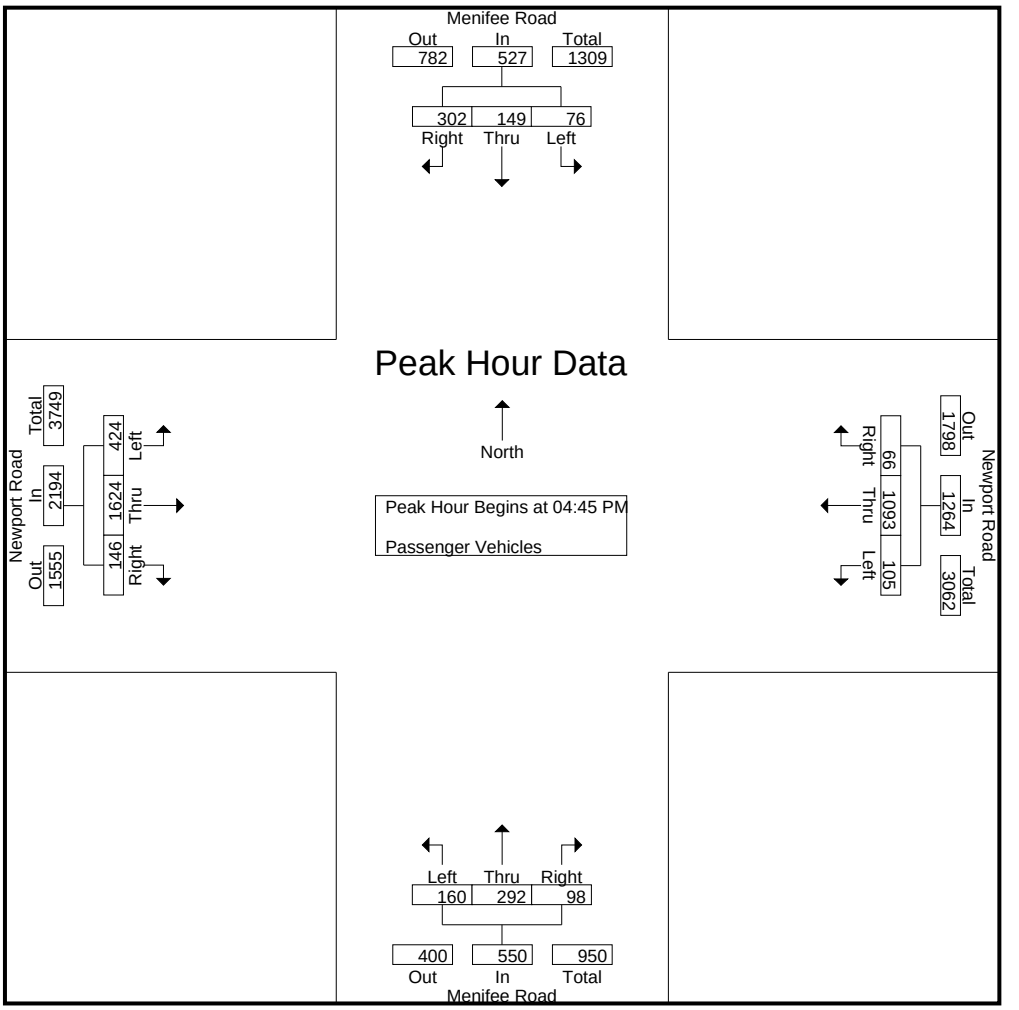
	Menifee Road Southbound				Newport Road Westbound				Menifee Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	19	36	79	134	11	293	18	322	33	79	23	135	102	392	37	531	1122
04:15 PM	21	53	86	160	21	263	13	297	37	56	23	116	89	412	38	539	1112
04:30 PM	23	40	74	137	24	272	19	315	49	62	20	131	76	366	22	464	1047
04:45 PM	17	35	79	131	26	255	18	299	41	58	31	130	91	374	47	512	1072
Total	80	164	318	562	82	1083	68	1233	160	255	97	512	358	1544	144	2046	4353
05:00 PM	26	42	65	133	25	258	20	303	44	87	28	159	109	378	34	521	1116
05:15 PM	18	36	77	131	25	313	13	351	40	74	21	135	126	440	30	596	1213
05:30 PM	15	36	81	132	29	267	15	311	35	73	18	126	98	432	35	565	1134
05:45 PM	18	39	71	128	21	241	14	276	39	58	24	121	95	366	24	485	1010
Total	77	153	294	524	100	1079	62	1241	158	292	91	541	428	1616	123	2167	4473
Grand Total	157	317	612	1086	182	2162	130	2474	318	547	188	1053	786	3160	267	4213	8826
Apprch %	14.5	29.2	56.4		7.4	87.4	5.3		30.2	51.9	17.9		18.7	75	6.3		
Total %	1.8	3.6	6.9	12.3	2.1	24.5	1.5	28	3.6	6.2	2.1	11.9	8.9	35.8	3	47.7	

	Menifee Road Southbound				Newport Road Westbound				Menifee Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	17	35	79	131	26	255	18	299	41	58	**31**	130	91	374	**47**	512	1072
05:00 PM	**26**	**42**	65	**133**	25	258	**20**	303	**44**	**87**	28	**159**	109	378	34	521	1116
05:15 PM	18	36	77	131	25	**313**	13	**351**	40	74	21	135	**126**	**440**	30	**596**	**1213**
05:30 PM	15	36	**81**	132	**29**	267	15	311	35	73	18	126	98	432	35	565	1134
Total Volume	76	149	302	527	105	1093	66	1264	160	292	98	550	424	1624	146	2194	4535
% App. Total	14.4	28.3	57.3		8.3	86.5	5.2		29.1	53.1	17.8		19.3	74	6.7		
PHF	.731	.887	.932	.991	.905	.873	.825	.900	.909	.839	.790	.865	.841	.923	.777	.920	.935

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City of Menifee
N/S: Menifee Road
E/W: Newport Road
Weather: Clear

File Name : 93_MEN_Men_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	17	35	79	131	26	255	18	299	41	58	**31**	130	91	374	**47**	512
+15 mins.	**26**	**42**	65	**133**	25	258	**20**	303	**44**	**87**	28	**159**	109	378	34	521
+30 mins.	18	36	77	131	25	**313**	13	**351**	40	74	21	135	**126**	**440**	30	**596**
+45 mins.	15	36	**81**	132	**29**	267	15	311	35	73	18	126	98	432	35	565
Total Volume	76	149	302	527	105	1093	66	1264	160	292	98	550	424	1624	146	2194
% App. Total	14.4	28.3	57.3		8.3	86.5	5.2		29.1	53.1	17.8		19.3	74	6.7	
PHF	.731	.887	.932	.991	.905	.873	.825	.900	.909	.839	.790	.865	.841	.923	.777	.920

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City of Menifee
N/S: Menifee Road
E/W: Newport Road
Weather: Clear

File Name : 93_MEN_Men_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

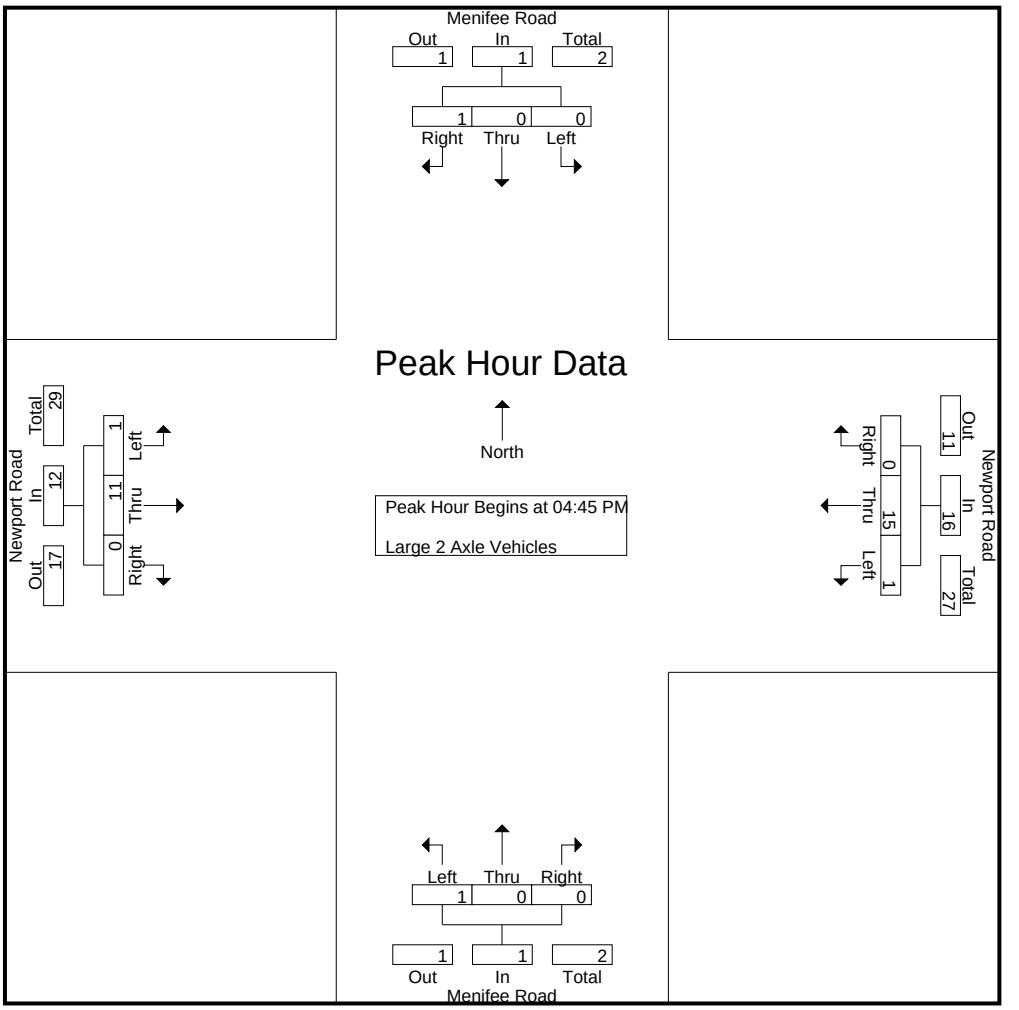
	Menifee Road Southbound				Newport Road Westbound				Menifee Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	4	0	4	0	1	0	1	0	4	0	4	10
04:15 PM	0	0	0	0	1	3	1	5	0	0	0	0	1	2	0	3	8
04:30 PM	0	0	0	0	0	1	1	2	0	0	1	1	3	6	1	10	13
04:45 PM	0	0	1	1	1	4	0	5	1	0	0	1	0	3	0	3	10
Total	0	1	1	2	2	12	2	16	1	1	1	3	4	15	1	20	41
05:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	1	5	0	6	10
05:15 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1	7
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:45 PM	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	2	13	0	15	0	0	0	0	1	8	0	9	24
Grand Total	0	1	1	2	4	25	2	31	1	1	1	3	5	23	1	29	65
Apprch %	0	50	50		12.9	80.6	6.5		33.3	33.3	33.3		17.2	79.3	3.4		
Total %	0	1.5	1.5	3.1	6.2	38.5	3.1	47.7	1.5	1.5	1.5	4.6	7.7	35.4	1.5	44.6	

	Menifee Road Southbound				Newport Road Westbound				Menifee Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	**1**	**1**	**1**	4	0	5	**1**	0	0	**1**	0	3	0	3	**10**
05:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	**1**	**5**	0	**6**	10
05:15 PM	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	1	0	1	7
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total Volume	0	0	1	1	1	15	0	16	1	0	0	1	1	11	0	12	30
% App. Total	0	0	100		6.2	93.8	0		100	0	0		8.3	91.7	0		
PHF	.000	.000	.250	.250	.250	.625	.000	.667	.250	.000	.000	.250	.250	.550	.000	.500	.750

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City of Menifee
N/S: Menifee Road
E/W: Newport Road
Weather: Clear

File Name : 93_MEN_Men_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	**1**	**1**	**1**	4	0	5	**1**	0	0	**1**	0	3	0	3
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	**1**	**5**	0	**6**
+30 mins.	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
Total Volume	0	0	1	1	1	15	0	16	1	0	0	1	1	11	0	12
% App. Total	0	0	100		6.2	93.8	0		100	0	0		8.3	91.7	0	
PHF	.000	.000	.250	.250	.250	.625	.000	.667	.250	.000	.000	.250	.250	.550	.000	.500

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City of Menifee
N/S: Menifee Road
E/W: Newport Road
Weather: Clear

File Name : 93_MEN_Men_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

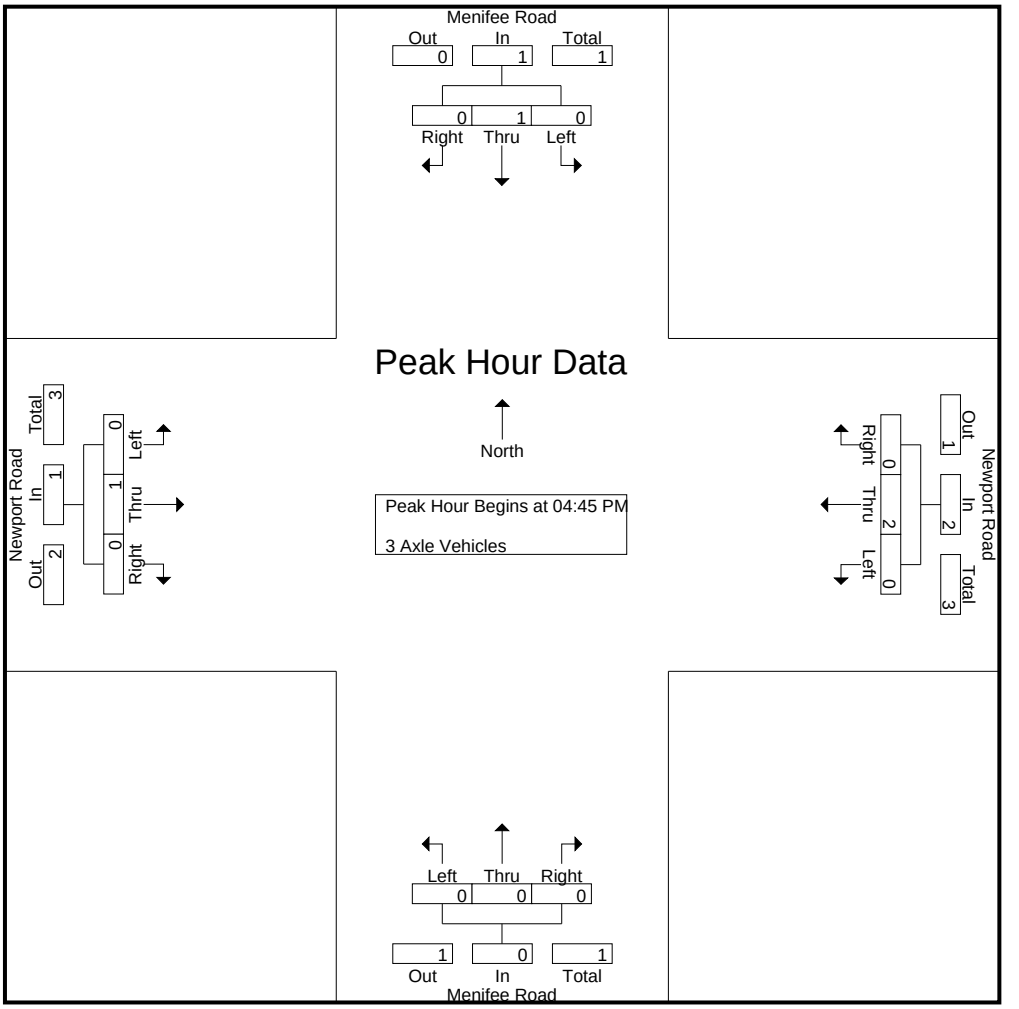
	Menifee Road Southbound				Newport Road Westbound				Menifee Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	1	0	1	0	3	0	3	0	0	0	0	0	2	0	2	6
Grand Total	0	1	1	2	0	4	0	4	0	0	0	0	0	3	0	3	9
Apprch %	0	50	50		0	100	0		0	0	0		0	100	0		
Total %	0	11.1	11.1	22.2	0	44.4	0	44.4	0	0	0	0	0	33.3	0	33.3	

	Menifee Road Southbound				Newport Road Westbound				Menifee Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	**1**	0	**1**	0	1	0	1	0	0	0	0	0	0	0	0	**2**
Total Volume	0	1	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
% App. Total	0	100	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.500

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City of Menifee
N/S: Menifee Road
E/W: Newport Road
Weather: Clear

File Name : 93_MEN_Men_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	**1**	0	**1**	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	2	0	2	0	0	0	0	0	1	0	1
% App. Total	0	100	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250

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City of Menifee
N/S: Menifee Road
E/W: Newport Road
Weather: Clear

File Name : 93_MEN_Men_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

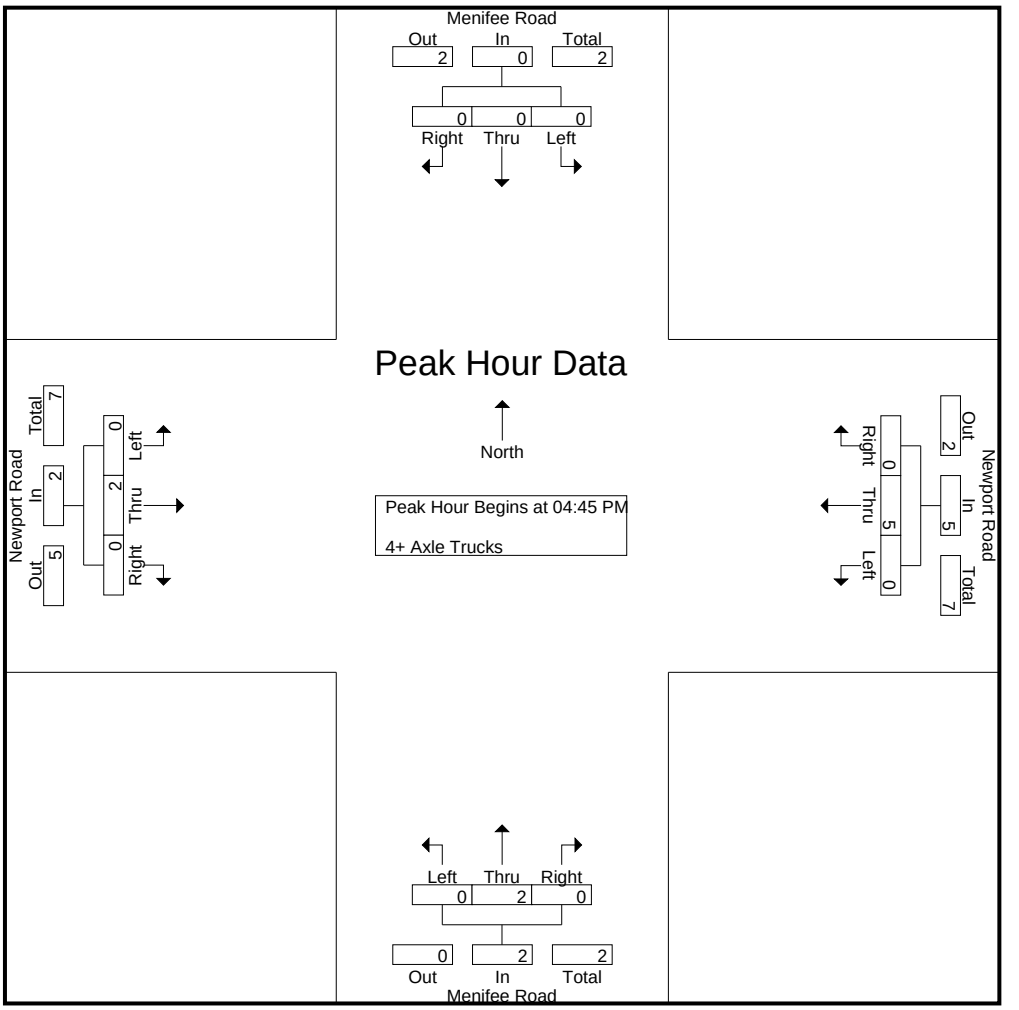
	Menifee Road Southbound				Newport Road Westbound				Menifee Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	4	0	4	0	0	0	0	0	2	0	2	7
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
Total	0	0	1	1	0	10	0	10	0	0	0	0	0	3	0	3	14
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	3	0	3	0	2	0	2	0	1	0	1	6
Grand Total	0	0	1	1	0	13	0	13	0	2	0	2	0	4	0	4	20
Apprch %	0	0	100		0	100	0		0	100	0		0	100	0		
Total %	0	0	5	5	0	65	0	65	0	10	0	10	0	20	0	20	

	Menifee Road Southbound				Newport Road Westbound				Menifee Road Northbound				Newport Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	**1**	0	**1**	**5**
05:00 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	5	0	5	0	2	0	2	0	2	0	2	9
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.313	.000	.313	.000	.250	.000	.250	.000	.500	.000	.500	.450

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City of Menifee
N/S: Menifee Road
E/W: Newport Road
Weather: Clear

File Name : 93_MEN_Men_New PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	5	0	5	0	2	0	2	0	2	0	2
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.313	.000	.313	.000	.250	.000	.250	.000	.500	.000	.500

Location: Menifee
N/S: Menifee Road
E/W: Newport Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Menifee Road	East Leg Newport Road	South Leg Menifee Road	West Leg Newport Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	2	2
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	1	0	0	1
TOTAL VOLUMES:	0	1	0	4	5

	North Leg Menifee Road	East Leg Newport Road	South Leg Menifee Road	West Leg Newport Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	1	1	0	2
5:00 PM	0	5	0	0	5
5:15 PM	0	2	0	0	2
5:30 PM	0	4	0	0	4
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	12	1	0	14

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Location: Menifee
N/S: Menifee Road
E/W: Newport Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Menifee Road			Westbound Newport Road			Northbound Menifee Road			Eastbound Newport Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	2
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	4
TOTAL VOLUMES:	0	6	0	0	1	1	0	1	0	1	1	0	11

	Southbound Menifee Road			Westbound Newport Road			Northbound Menifee Road			Eastbound Newport Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
4:45 PM	0	1	0	0	0	0	2	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
5:45 PM	1	0	0	0	0	1	0	3	0	0	0	0	5
TOTAL VOLUMES:	1	3	0	1	2	1	2	4	0	0	4	0	18

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City of Menifee
N/S: Menifee Road
E/W: La Piedra Road
Weather: Clear

File Name : 94_MEN_Meni_La P AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

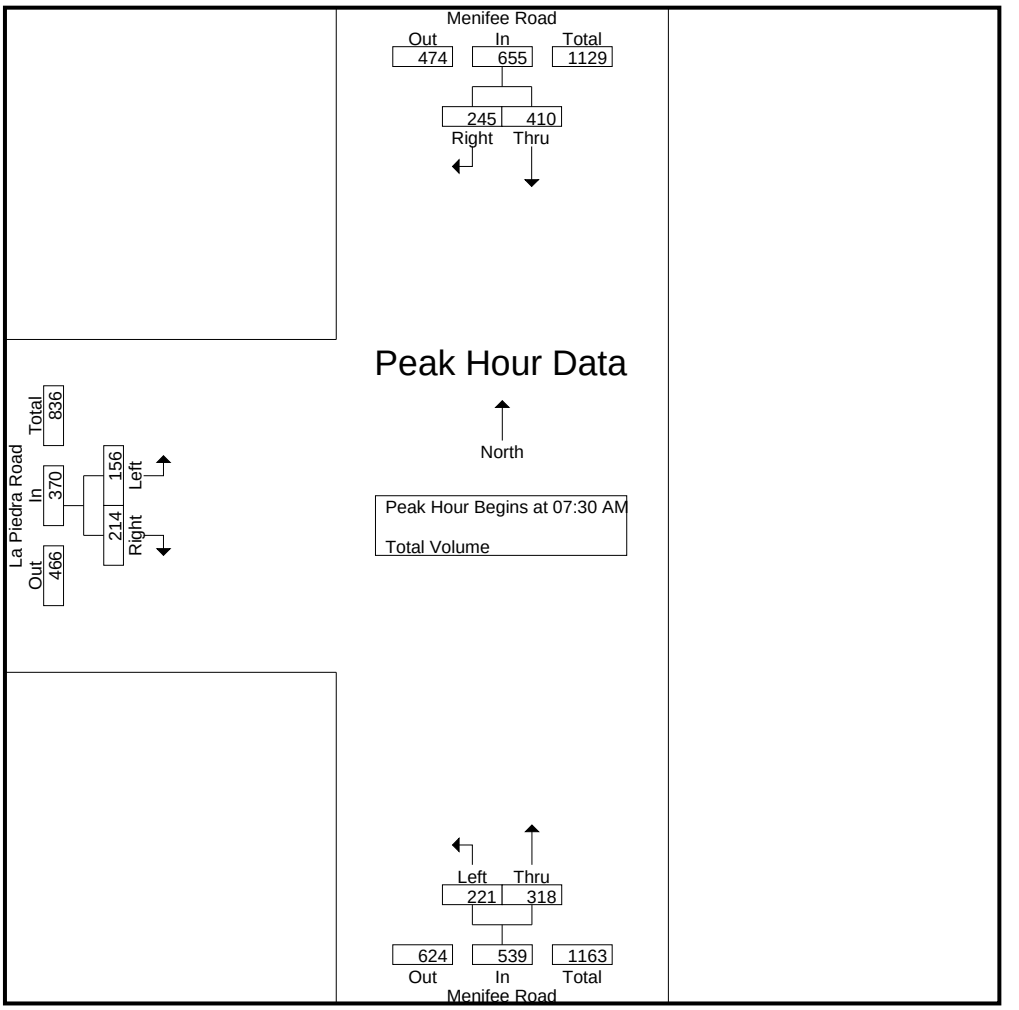
	Menifee Road Southbound			Menifee Road Northbound			La Piedra Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	76	13	89	6	67	73	22	6	28	190
07:15 AM	86	31	117	17	134	151	33	13	46	314
07:30 AM	172	71	243	44	118	162	36	39	75	480
07:45 AM	91	52	143	38	71	109	26	35	61	313
Total	425	167	592	105	390	495	117	93	210	1297
08:00 AM	84	53	137	68	72	140	36	58	94	371
08:15 AM	63	69	132	71	57	128	58	82	140	400
08:30 AM	81	27	108	18	41	59	34	32	66	233
08:45 AM	55	9	64	19	43	62	9	9	18	144
Total	283	158	441	176	213	389	137	181	318	1148
Grand Total	708	325	1033	281	603	884	254	274	528	2445
Apprch %	68.5	31.5		31.8	68.2		48.1	51.9		
Total %	29	13.3	42.2	11.5	24.7	36.2	10.4	11.2	21.6	

	Menifee Road Southbound			Menifee Road Northbound			La Piedra Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**172**	**71**	**243**	44	**118**	**162**	36	39	75	**480**
07:45 AM	91	52	143	38	71	109	26	35	61	313
08:00 AM	84	53	137	68	72	140	36	58	94	371
08:15 AM	63	69	132	**71**	57	128	**58**	**82**	**140**	400
Total Volume	410	245	655	221	318	539	156	214	370	1564
% App. Total	62.6	37.4		41	59		42.2	57.8		
PHF	.596	.863	.674	.778	.674	.832	.672	.652	.661	.815

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City of Menifee
N/S: Menifee Road
E/W: La Piedra Road
Weather: Clear

File Name : 94_MEN_Meni_La P AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:15 AM			07:30 AM		
+0 mins.	**172**	**71**	**243**	17	**134**	151	36	39	75
+15 mins.	91	52	143	44	118	**162**	26	35	61
+30 mins.	84	53	137	38	71	109	36	58	94
+45 mins.	63	69	132	**68**	72	140	**58**	**82**	**140**
Total Volume	410	245	655	167	395	562	156	214	370
% App. Total	62.6	37.4		29.7	70.3		42.2	57.8	
PHF	.596	.863	.674	.614	.737	.867	.672	.652	.661

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City of Menifee
N/S: Menifee Road
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File Name : 94_MEN_Meni_La P PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

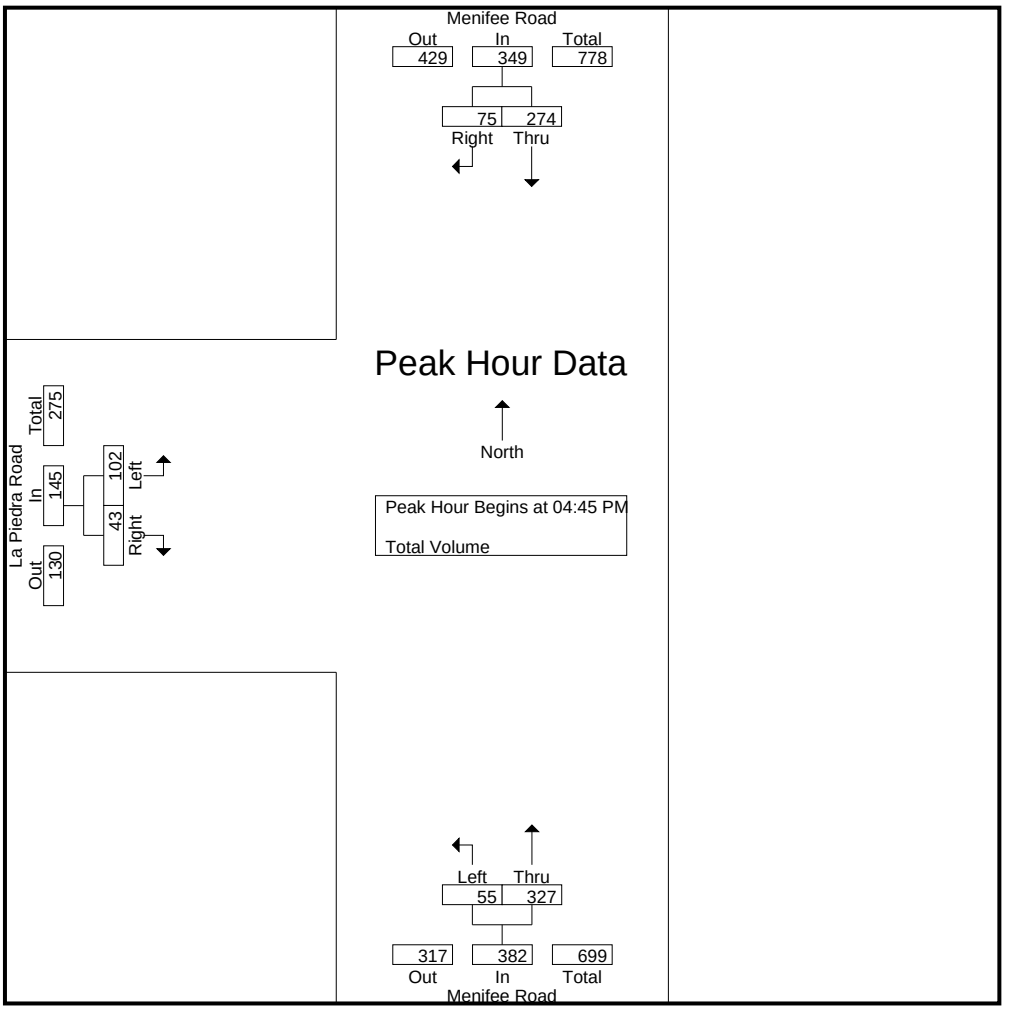
	Menifee Road Southbound			Menifee Road Northbound			La Piedra Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	60	21	81	14	75	89	27	12	39	209
04:15 PM	74	21	95	16	70	86	16	9	25	206
04:30 PM	82	15	97	10	68	78	25	4	29	204
04:45 PM	66	20	86	14	81	95	34	12	46	227
Total	282	77	359	54	294	348	102	37	139	846
05:00 PM	59	20	79	11	98	109	34	12	46	234
05:15 PM	71	20	91	13	54	67	20	9	29	187
05:30 PM	78	15	93	17	94	111	14	10	24	228
05:45 PM	71	18	89	12	89	101	16	13	29	219
Total	279	73	352	53	335	388	84	44	128	868
Grand Total	561	150	711	107	629	736	186	81	267	1714
Apprch %	78.9	21.1		14.5	85.5		69.7	30.3		
Total %	32.7	8.8	41.5	6.2	36.7	42.9	10.9	4.7	15.6	

	Menifee Road Southbound			Menifee Road Northbound			La Piedra Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	66	**20**	86	14	81	95	**34**	**12**	**46**	227
05:00 PM	59	20	79	11	**98**	109	34	12	46	**234**
05:15 PM	71	20	91	13	54	67	20	9	29	187
05:30 PM	**78**	15	**93**	**17**	94	**111**	14	10	24	228
Total Volume	274	75	349	55	327	382	102	43	145	876
% App. Total	78.5	21.5		14.4	85.6		70.3	29.7		
PHF	.878	.938	.938	.809	.834	.860	.750	.896	.788	.936

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City of Menifee
N/S: Menifee Road
E/W: La Piedra Road
Weather: Clear

File Name : 94_MEN_Meni_La P PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM			05:00 PM			04:30 PM		
+0 mins.	60	**21**	81	11	**98**	109	25	4	29
+15 mins.	74	21	95	13	54	67	**34**	**12**	**46**
+30 mins.	**82**	15	**97**	**17**	94	**111**	34	12	46
+45 mins.	66	20	86	12	89	101	20	9	29
Total Volume	282	77	359	53	335	388	113	37	150
% App. Total	78.6	21.4		13.7	86.3		75.3	24.7	
PHF	.860	.917	.925	.779	.855	.874	.831	.771	.815

Location: Menifee
N/S: Menifee Road
E/W: La Piedra Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Menifee Road	East Leg Dead End	South Leg Menifee Road	West Leg La Piedra Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	2	0	2
7:45 AM	0	0	5	7	12
8:00 AM	0	0	5	7	12
8:15 AM	0	0	6	2	8
8:30 AM	0	0	2	1	3
8:45 AM	0	0	0	2	2
TOTAL VOLUMES:	0	0	20	19	39

	North Leg Menifee Road	East Leg Dead End	South Leg Menifee Road	West Leg La Piedra Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	2	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	2	1	3
5:15 PM	0	0	4	3	7
5:30 PM	0	0	1	0	1
5:45 PM	1	0	0	3	4
TOTAL VOLUMES:	1	0	7	9	17

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Location: Menifee
N/S: Menifee Road
E/W: La Piedra Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Menifee Road			Westbound Dead End			Northbound Menifee Road			Eastbound La Piedra Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
TOTAL VOLUMES:	0	3	1	0	0	0	0	7	0	0	0	0	11

	Southbound Menifee Road			Westbound Dead End			Northbound Menifee Road			Eastbound La Piedra Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	2	0	0	0	0	0	0	1	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	3	1	0	0	0	0	0	1	0	0	0	0	5

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City of Menifee
N/S: Menifee Road
E/W: Holland Road
Weather: Clear

File Name : 95_MEN_Men_Hol AM
Site Code : 00322418
Start Date : 5/25/2022

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

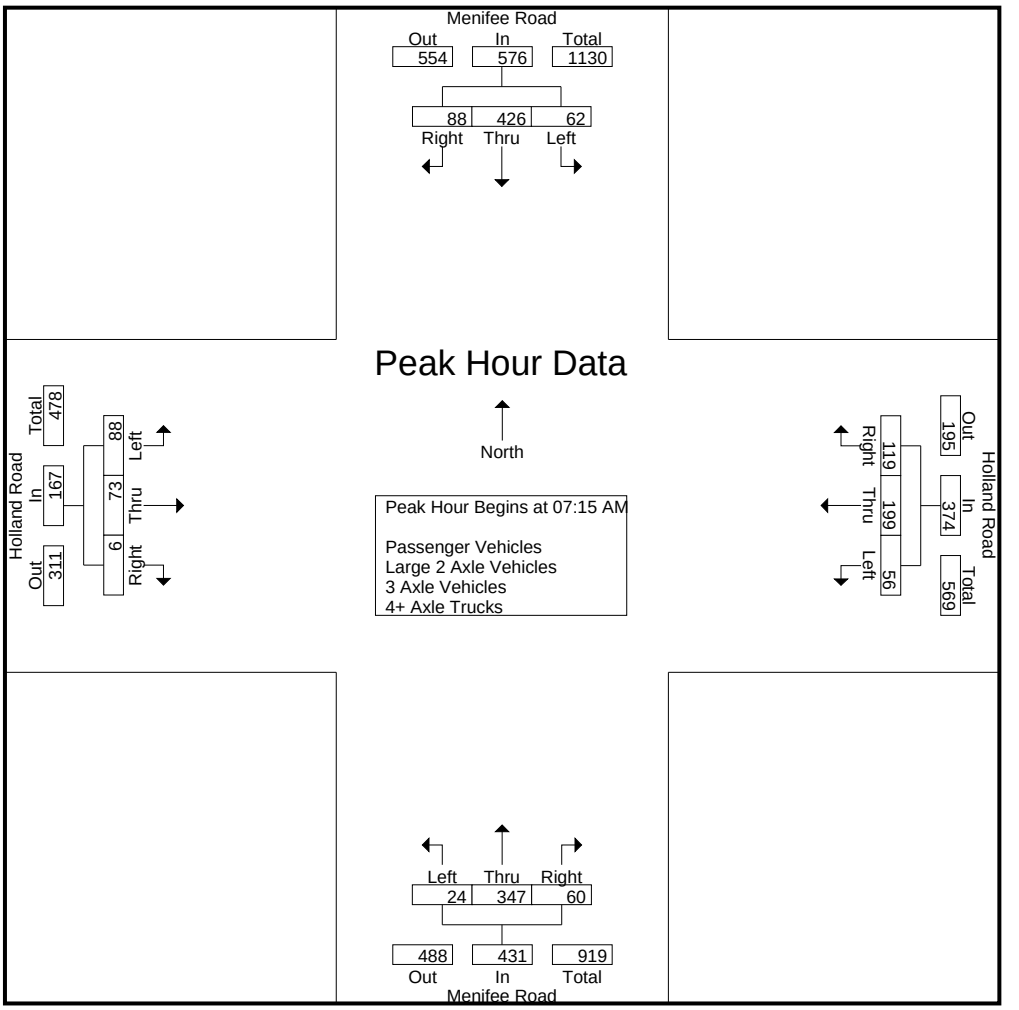
	Menifee Road Southbound				Holland Road Westbound				Menifee Road Northbound				Holland Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	59	11	73	9	38	13	60	2	40	17	59	14	24	2	40	232
07:15 AM	8	73	18	99	17	44	22	83	4	92	41	137	39	22	3	64	383
07:30 AM	18	147	30	195	29	70	31	130	6	81	15	102	29	21	0	50	477
07:45 AM	23	97	17	137	6	52	31	89	10	67	4	81	13	12	1	26	333
Total	52	376	76	504	61	204	97	362	22	280	77	379	95	79	6	180	1425
08:00 AM	13	109	23	145	4	33	35	72	4	107	0	111	7	18	2	27	355
08:15 AM	16	118	17	151	2	33	33	68	9	94	4	107	15	12	5	32	358
08:30 AM	13	92	20	125	3	18	7	28	4	37	7	48	9	20	2	31	232
08:45 AM	2	44	9	55	8	26	11	45	3	42	8	53	9	24	4	37	190
Total	44	363	69	476	17	110	86	213	20	280	19	319	40	74	13	127	1135
Grand Total	96	739	145	980	78	314	183	575	42	560	96	698	135	153	19	307	2560
Apprch %	9.8	75.4	14.8		13.6	54.6	31.8		6	80.2	13.8		44	49.8	6.2		
Total %	3.8	28.9	5.7	38.3	3	12.3	7.1	22.5	1.6	21.9	3.8	27.3	5.3	6	0.7	12	
Passenger Vehicles	96	736	141	973	77	313	180	570	42	552	95	689	134	151	19	304	2536
% Passenger Vehicles	100	99.6	97.2	99.3	98.7	99.7	98.4	99.1	100	98.6	99	98.7	99.3	98.7	100	99	99.1
Large 2 Axle Vehicles	0	3	0	3	1	1	3	5	0	8	1	9	1	2	0	3	20
% Large 2 Axle Vehicles	0	0.4	0	0.3	1.3	0.3	1.6	0.9	0	1.4	1	1.3	0.7	1.3	0	1	0.8
3 Axle Vehicles	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% 3 Axle Vehicles	0	0	1.4	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% 4+ Axle Trucks	0	0	1.4	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.1

	Menifee Road Southbound				Holland Road Westbound				Menifee Road Northbound				Holland Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	8	73	18	99	17	44	22	83	4	92	**41**	**137**	**39**	**22**	**3**	**64**	383
07:30 AM	18	**147**	**30**	**195**	**29**	**70**	31	**130**	6	81	15	102	29	21	0	50	**477**
07:45 AM	**23**	97	17	137	6	52	31	89	**10**	67	4	81	13	12	1	26	333
08:00 AM	13	109	23	145	4	33	**35**	72	4	**107**	0	111	7	18	2	27	355
Total Volume	62	426	88	576	56	199	119	374	24	347	60	431	88	73	6	167	1548
% App. Total	10.8	74	15.3		15	53.2	31.8		5.6	80.5	13.9		52.7	43.7	3.6		
PHF	.674	.724	.733	.738	.483	.711	.850	.719	.600	.811	.366	.786	.564	.830	.500	.652	.811

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City of Menifee
N/S: Menifee Road
E/W: Holland Road
Weather: Clear

File Name : 95_MEN_Men_Hol AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:30 AM				07:15 AM				07:15 AM				07:00 AM			
+0 mins.	18	**147**	**30**	**195**	17	44	22	83	4	92	**41**	**137**	14	**24**	2	40
+15 mins.	**23**	97	17	137	**29**	**70**	31	**130**	6	81	15	102	**39**	22	**3**	**64**
+30 mins.	13	109	23	145	6	52	31	89	**10**	67	4	81	29	21	0	50
+45 mins.	16	118	17	151	4	33	**35**	72	4	**107**	0	111	13	12	1	26
Total Volume	70	471	87	628	56	199	119	374	24	347	60	431	95	79	6	180
% App. Total	11.1	75	13.9		15	53.2	31.8		5.6	80.5	13.9		52.8	43.9	3.3	
PHF	.761	.801	.725	.805	.483	.711	.850	.719	.600	.811	.366	.786	.609	.823	.500	.703

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City of Menifee
N/S: Menifee Road
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Weather: Clear

File Name : 95_MEN_Men_Hol AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

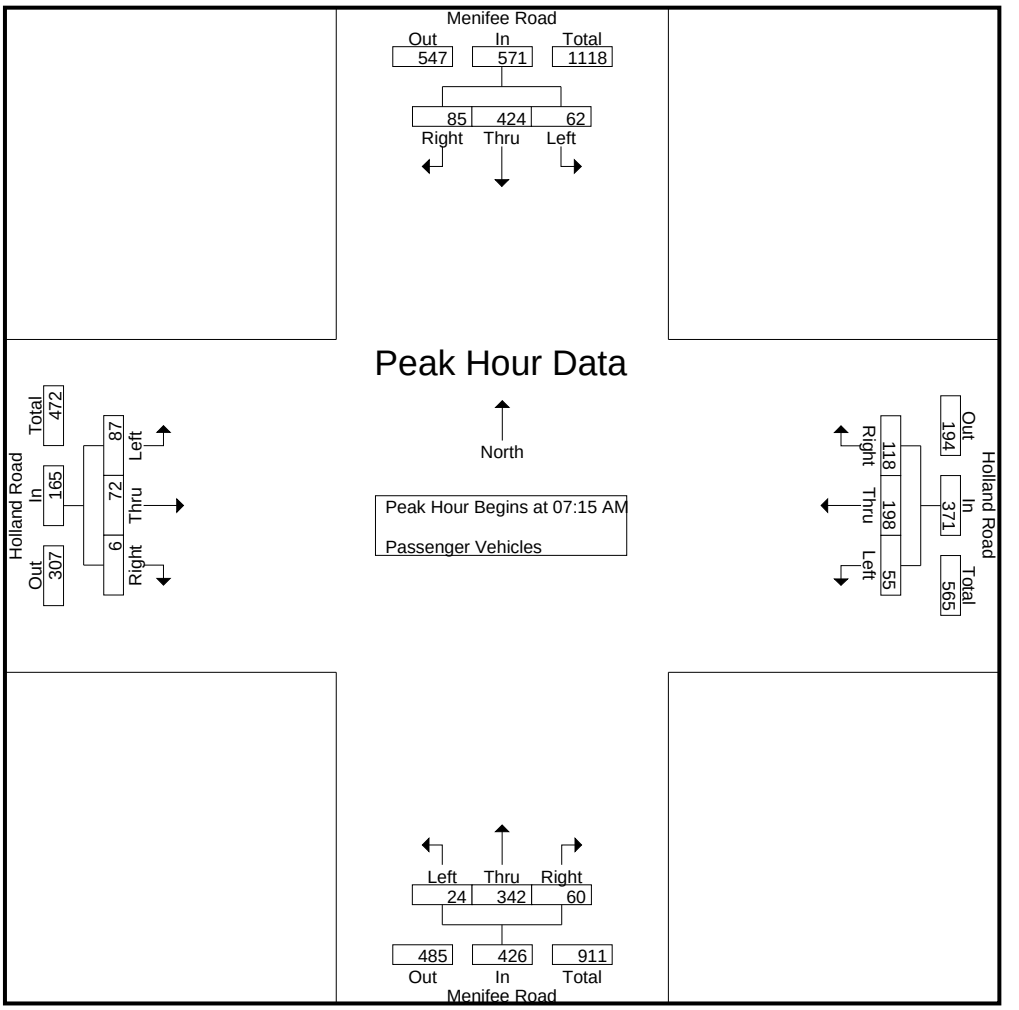
	Menifee Road Southbound				Holland Road Westbound				Menifee Road Northbound				Holland Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	59	11	73	9	38	12	59	2	40	17	59	14	24	2	40	231
07:15 AM	8	71	18	97	17	44	22	83	4	91	41	136	38	21	3	62	378
07:30 AM	18	147	29	194	28	70	30	128	6	81	15	102	29	21	0	50	474
07:45 AM	23	97	17	137	6	51	31	88	10	65	4	79	13	12	1	26	330
Total	52	374	75	501	60	203	95	358	22	277	77	376	94	78	6	178	1413
08:00 AM	13	109	21	143	4	33	35	72	4	105	0	109	7	18	2	27	351
08:15 AM	16	118	16	150	2	33	33	68	9	92	3	104	15	11	5	31	353
08:30 AM	13	92	20	125	3	18	6	27	4	37	7	48	9	20	2	31	231
08:45 AM	2	43	9	54	8	26	11	45	3	41	8	52	9	24	4	37	188
Total	44	362	66	472	17	110	85	212	20	275	18	313	40	73	13	126	1123
Grand Total	96	736	141	973	77	313	180	570	42	552	95	689	134	151	19	304	2536
Apprch %	9.9	75.6	14.5		13.5	54.9	31.6		6.1	80.1	13.8		44.1	49.7	6.2		
Total %	3.8	29	5.6	38.4	3	12.3	7.1	22.5	1.7	21.8	3.7	27.2	5.3	6	0.7	12	

	Menifee Road Southbound				Holland Road Westbound				Menifee Road Northbound				Holland Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	8	71	18	97	17	44	22	83	4	91	**41**	**136**	**38**	**21**	**3**	**62**	378
07:30 AM	18	**147**	**29**	**194**	**28**	**70**	30	**128**	6	81	15	102	29	21	0	50	**474**
07:45 AM	**23**	97	17	137	6	51	31	88	**10**	65	4	79	13	12	1	26	330
08:00 AM	13	109	21	143	4	33	**35**	72	4	**105**	0	109	7	18	2	27	351
Total Volume	62	424	85	571	55	198	118	371	24	342	60	426	87	72	6	165	1533
% App. Total	10.9	74.3	14.9		14.8	53.4	31.8		5.6	80.3	14.1		52.7	43.6	3.6		
PHF	.674	.721	.733	.736	.491	.707	.843	.725	.600	.814	.366	.783	.572	.857	.500	.665	.809

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City of Menifee
N/S: Menifee Road
E/W: Holland Road
Weather: Clear

File Name : 95_MEN_Men_Hol AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	8	71	18	97	17	44	22	83	4	91	**41**	**136**	**38**	**21**	**3**	**62**
+15 mins.	18	**147**	**29**	**194**	**28**	**70**	30	**128**	6	81	15	102	29	21	0	50
+30 mins.	**23**	97	17	137	6	51	31	88	**10**	65	4	79	13	12	1	26
+45 mins.	13	109	21	143	4	33	**35**	72	4	**105**	0	109	7	18	2	27
Total Volume	62	424	85	571	55	198	118	371	24	342	60	426	87	72	6	165
% App. Total	10.9	74.3	14.9		14.8	53.4	31.8		5.6	80.3	14.1		52.7	43.6	3.6	
PHF	.674	.721	.733	.736	.491	.707	.843	.725	.600	.814	.366	.783	.572	.857	.500	.665

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City of Menifee
N/S: Menifee Road
E/W: Holland Road
Weather: Clear

File Name : 95_MEN_Men_Hol AM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- Large 2 Axle Vehicles

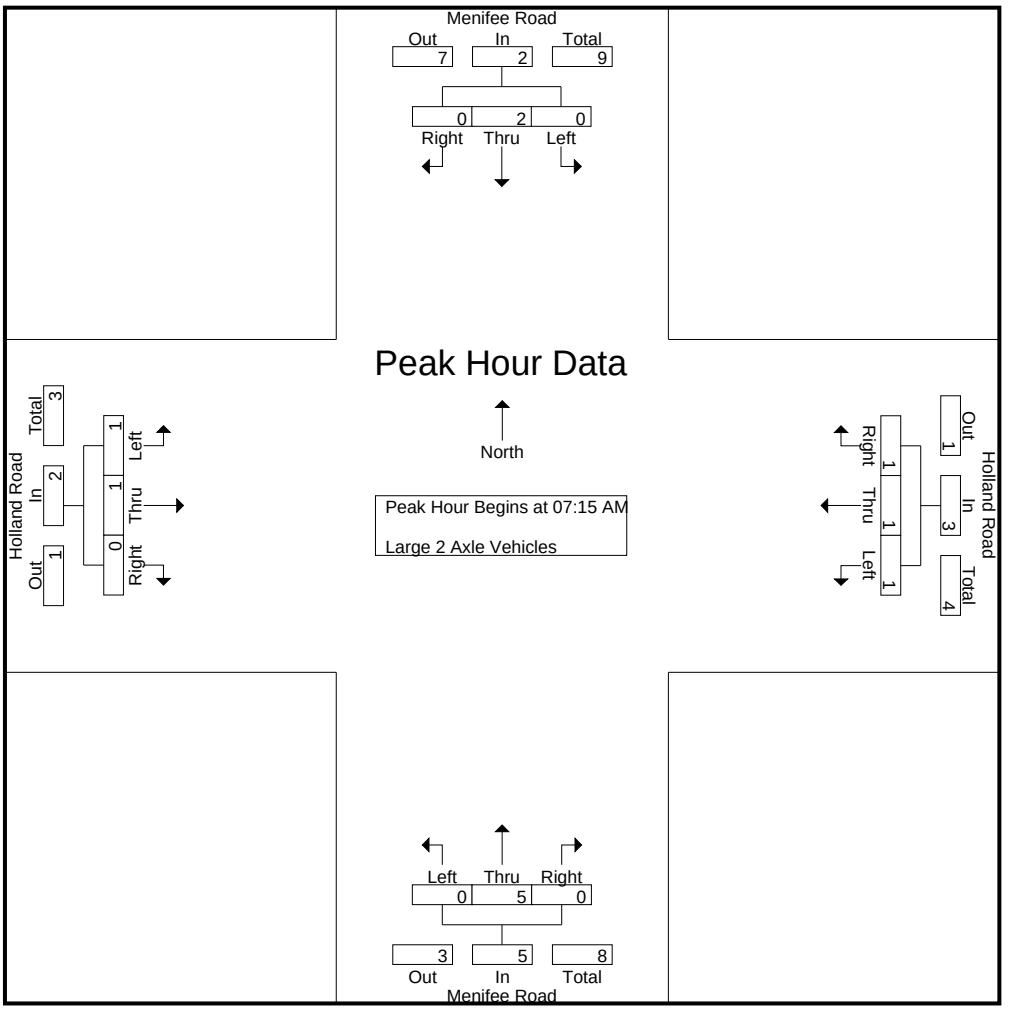
	Menifee Road Southbound				Holland Road Westbound				Menifee Road Northbound				Holland Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	2	0	2	0	0	0	0	0	1	0	1	1	1	0	2	5
07:30 AM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
Total	0	2	0	2	1	1	2	4	0	3	0	3	1	1	0	2	11
08:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	2	1	3	0	1	0	1	4
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	1	0	1	0	0	1	1	0	5	1	6	0	1	0	1	9
Grand Total	0	3	0	3	1	1	3	5	0	8	1	9	1	2	0	3	20
Apprch %	0	100	0		20	20	60		0	88.9	11.1		33.3	66.7	0		
Total %	0	15	0	15	5	5	15	25	0	40	5	45	5	10	0	15	

	Menifee Road Southbound				Holland Road Westbound				Menifee Road Northbound				Holland Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	**1**	**1**	0	**2**	**5**
07:30 AM	0	0	0	0	**1**	0	**1**	**2**	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	**1**	0	1	0	**2**	0	**2**	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Volume	0	2	0	2	1	1	1	3	0	5	0	5	1	1	0	2	12
% App. Total	0	100	0		33.3	33.3	33.3		0	100	0		50	50	0		
PHF	.000	.250	.000	.250	.250	.250	.250	.375	.000	.625	.000	.625	.250	.250	.000	.250	.600

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City of Menifee
N/S: Menifee Road
E/W: Holland Road
Weather: Clear

File Name : 95_MEN_Men_Hol AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	1	0	1	**1**	**1**	0	**2**
+15 mins.	0	0	0	0	**1**	0	**1**	**2**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**1**	0	1	0	**2**	0	**2**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	2	0	2	1	1	1	3	0	5	0	5	1	1	0	2
% App. Total	0	100	0		33.3	33.3	33.3		0	100	0		50	50	0	
PHF	.000	.250	.000	.250	.250	.250	.250	.375	.000	.625	.000	.625	.250	.250	.000	.250

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City of Menifee
N/S: Menifee Road
E/W: Holland Road
Weather: Clear

File Name : 95_MEN_Men_Hol AM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- 3 Axle Vehicles

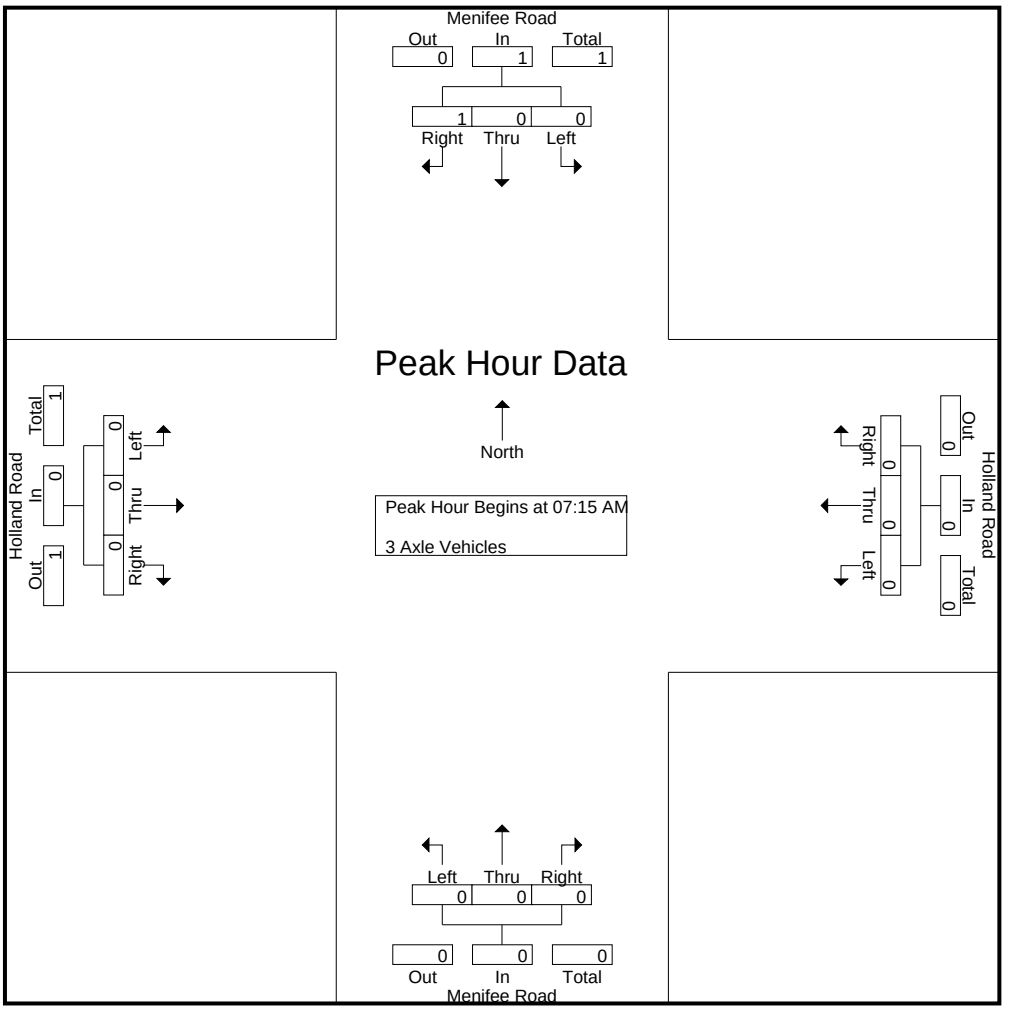
	Menifee Road Southbound				Holland Road Westbound				Menifee Road Northbound				Holland Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	0	100		0	0	0		0	0	0		0	0	0		
Total %	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	

	Menifee Road Southbound				Holland Road Westbound				Menifee Road Northbound				Holland Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	100		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Menifee
N/S: Menifee Road
E/W: Holland Road
Weather: Clear

File Name : 95_MEN_Men_Hol AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	100		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Menifee
N/S: Menifee Road
E/W: Holland Road
Weather: Clear

File Name : 95_MEN_Men_Hol AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

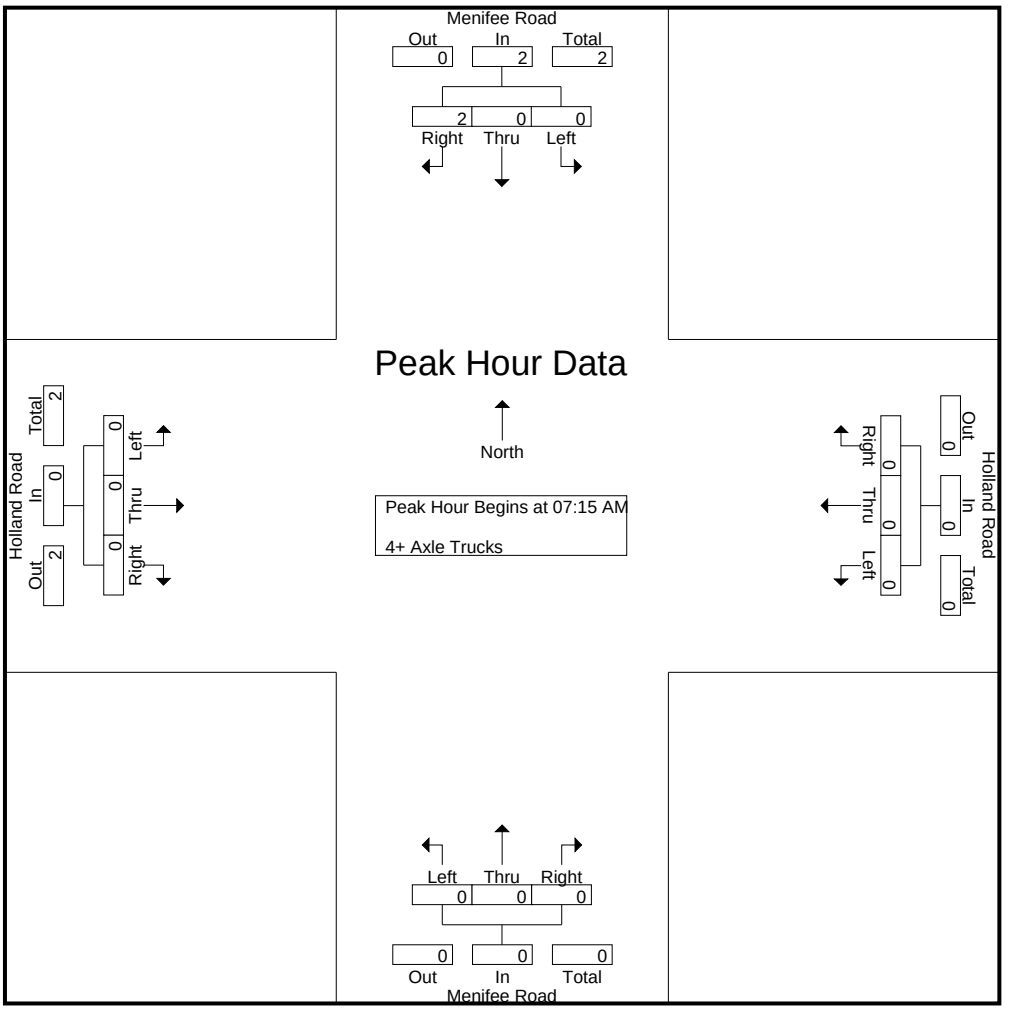
	Menifee Road Southbound				Holland Road Westbound				Menifee Road Northbound				Holland Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	0	100		0	0	0		0	0	0		0	0	0		
Total %	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	

	Menifee Road Southbound				Holland Road Westbound				Menifee Road Northbound				Holland Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	**2**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
Total Volume	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	0	100		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Menifee
N/S: Menifee Road
E/W: Holland Road
Weather: Clear

File Name : 95_MEN_Men_Hol AM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	**2**	**2**	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	100		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Menifee
N/S: Menifee Road
E/W: Holland Road
Weather: Clear

File Name : 95_MEN_Men_Hol PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

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

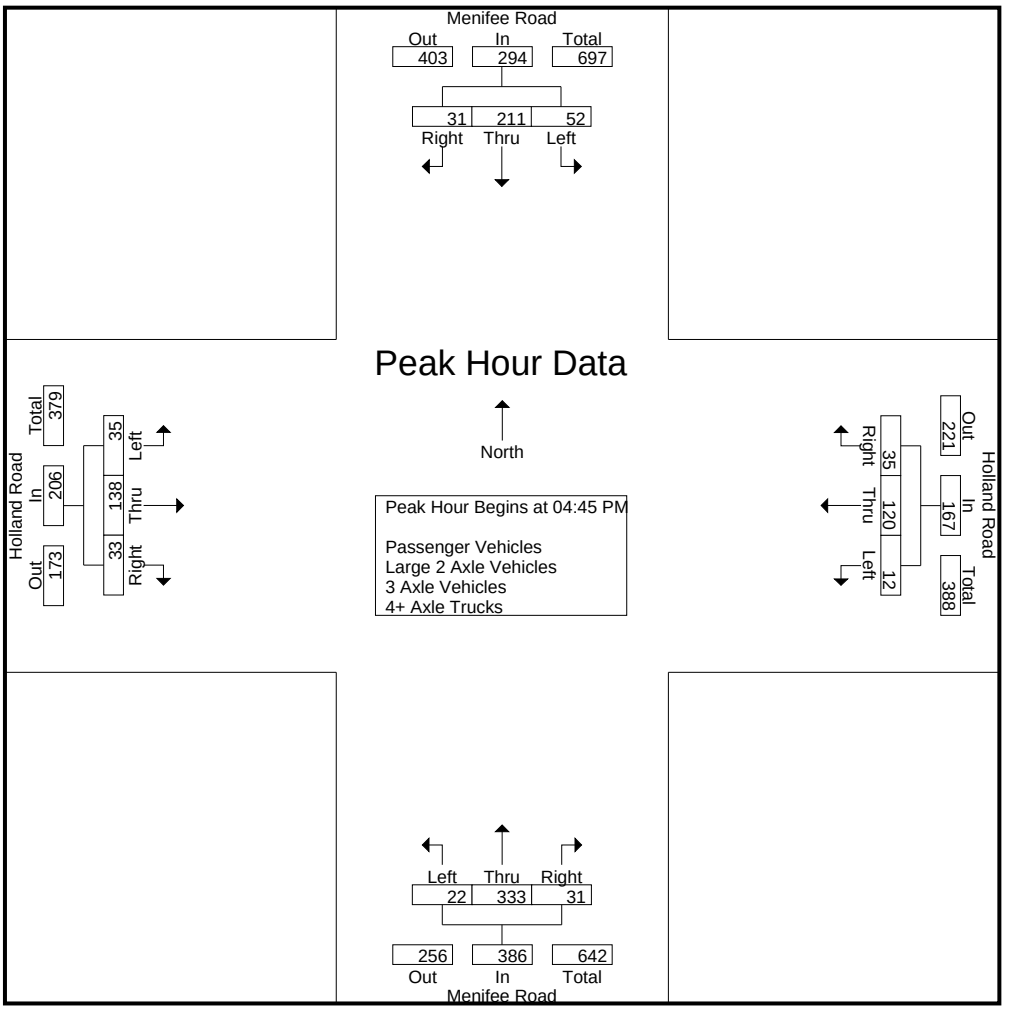
	Menifee Road Southbound				Holland Road Westbound				Menifee Road Northbound				Holland Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	53	9	71	3	20	7	30	10	64	6	80	13	27	10	50	231
04:15 PM	9	60	11	80	1	26	11	38	5	65	6	76	11	31	13	55	249
04:30 PM	9	62	13	84	0	21	7	28	3	63	5	71	9	27	5	41	224
04:45 PM	12	58	8	78	3	26	7	36	5	81	10	96	11	28	12	51	261
Total	39	233	41	313	7	93	32	132	23	273	27	323	44	113	40	197	965
05:00 PM	17	39	7	63	3	30	11	44	9	96	9	114	4	40	11	55	276
05:15 PM	13	59	9	81	4	34	8	46	4	60	6	70	8	30	5	43	240
05:30 PM	10	55	7	72	2	30	9	41	4	96	6	106	12	40	5	57	276
05:45 PM	14	58	10	82	4	30	13	47	6	66	7	79	12	30	5	47	255
Total	54	211	33	298	13	124	41	178	23	318	28	369	36	140	26	202	1047
Grand Total	93	444	74	611	20	217	73	310	46	591	55	692	80	253	66	399	2012
Apprch %	15.2	72.7	12.1		6.5	70	23.5		6.6	85.4	7.9		20.1	63.4	16.5		
Total %	4.6	22.1	3.7	30.4	1	10.8	3.6	15.4	2.3	29.4	2.7	34.4	4	12.6	3.3	19.8	
Passenger Vehicles	92	440	73	605	20	214	72	306	45	585	54	684	80	251	65	396	1991
% Passenger Vehicles	98.9	99.1	98.6	99	100	98.6	98.6	98.7	97.8	99	98.2	98.8	100	99.2	98.5	99.2	99
Large 2 Axle Vehicles	1	4	1	6	0	0	0	0	1	2	0	3	0	1	1	2	11
% Large 2 Axle Vehicles	1.1	0.9	1.4	1	0	0	0	0	2.2	0.3	0	0.4	0	0.4	1.5	0.5	0.5
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	3	1	4	0	4	1	5	0	1	0	1	10
% 4+ Axle Trucks	0	0	0	0	0	1.4	1.4	1.3	0	0.7	1.8	0.7	0	0.4	0	0.3	0.5

	Menifee Road Southbound				Holland Road Westbound				Menifee Road Northbound				Holland Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	12	58	8	78	3	26	7	36	5	81	**10**	96	11	28	**12**	51	261
05:00 PM	**17**	39	7	63	3	30	**11**	44	**9**	**96**	9	**114**	4	**40**	11	55	**276**
05:15 PM	13	**59**	**9**	**81**	**4**	**34**	8	**46**	4	60	6	70	8	30	5	43	240
05:30 PM	10	55	7	72	2	30	9	41	4	96	6	106	**12**	40	5	**57**	276
Total Volume	52	211	31	294	12	120	35	167	22	333	31	386	35	138	33	206	1053
% App. Total	17.7	71.8	10.5		7.2	71.9	21		5.7	86.3	8		17	67	16		
PHF	.765	.894	.861	.907	.750	.882	.795	.908	.611	.867	.775	.846	.729	.863	.688	.904	.954

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City of Menifee
N/S: Menifee Road
E/W: Holland Road
Weather: Clear

File Name : 95_MEN_Men_Hol PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:45 PM				04:45 PM			
+0 mins.	9	53	9	71	3	30	11	44	5	81	**10**	96	11	28	**12**	51
+15 mins.	9	60	11	80	**4**	**34**	8	46	**9**	**96**	9	**114**	4	**40**	11	55
+30 mins.	9	**62**	**13**	**84**	2	30	9	41	4	60	6	70	8	30	5	43
+45 mins.	**12**	58	8	78	4	30	**13**	**47**	4	96	6	106	**12**	40	5	**57**
Total Volume	39	233	41	313	13	124	41	178	22	333	31	386	35	138	33	206
% App. Total	12.5	74.4	13.1		7.3	69.7	23		5.7	86.3	8		17	67	16	
PHF	.813	.940	.788	.932	.813	.912	.788	.947	.611	.867	.775	.846	.729	.863	.688	.904

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City of Menifee
N/S: Menifee Road
E/W: Holland Road
Weather: Clear

File Name : 95_MEN_Men_Hol PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

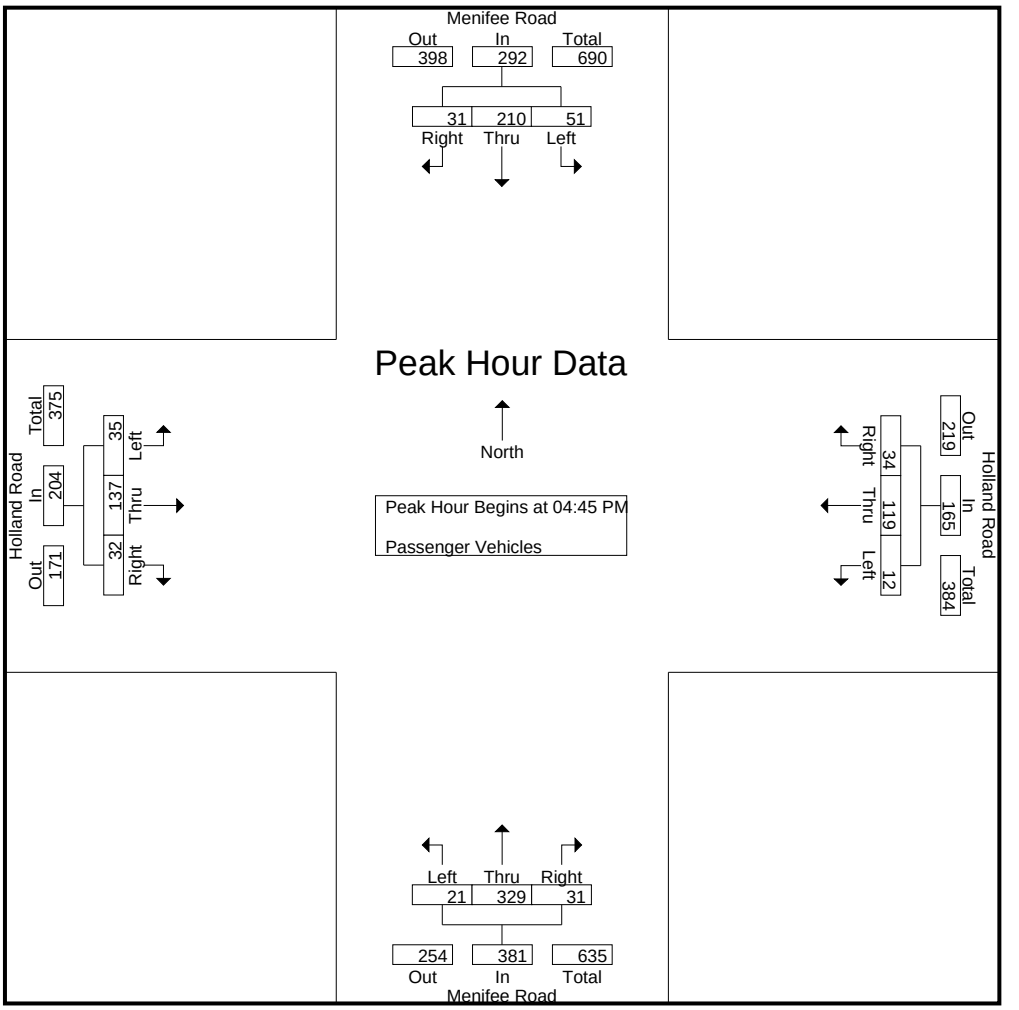
	Menifee Road Southbound				Holland Road Westbound				Menifee Road Northbound				Holland Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	51	9	69	3	20	7	30	10	62	5	77	13	27	10	50	226
04:15 PM	9	60	10	79	1	26	11	38	5	65	6	76	11	31	13	55	248
04:30 PM	9	62	13	84	0	19	7	26	3	63	5	71	9	26	5	40	221
04:45 PM	11	58	8	77	3	25	6	34	4	81	10	95	11	28	12	51	257
Total	38	231	40	309	7	90	31	128	22	271	26	319	44	112	40	196	952
05:00 PM	17	38	7	62	3	30	11	44	9	93	9	111	4	40	10	54	271
05:15 PM	13	59	9	81	4	34	8	46	4	60	6	70	8	30	5	43	240
05:30 PM	10	55	7	72	2	30	9	41	4	95	6	105	12	39	5	56	274
05:45 PM	14	57	10	81	4	30	13	47	6	66	7	79	12	30	5	47	254
Total	54	209	33	296	13	124	41	178	23	314	28	365	36	139	25	200	1039
Grand Total	92	440	73	605	20	214	72	306	45	585	54	684	80	251	65	396	1991
Apprch %	15.2	72.7	12.1		6.5	69.9	23.5		6.6	85.5	7.9		20.2	63.4	16.4		
Total %	4.6	22.1	3.7	30.4	1	10.7	3.6	15.4	2.3	29.4	2.7	34.4	4	12.6	3.3	19.9	

	Menifee Road Southbound				Holland Road Westbound				Menifee Road Northbound				Holland Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	11	58	8	77	3	25	6	34	4	81	**10**	95	11	28	**12**	51	257
05:00 PM	**17**	38	7	62	3	30	**11**	44	**9**	93	9	**111**	4	**40**	10	54	271
05:15 PM	13	**59**	**9**	**81**	**4**	**34**	8	**46**	4	60	6	70	8	30	5	43	240
05:30 PM	10	55	7	72	2	30	9	41	4	**95**	6	105	**12**	39	5	**56**	**274**
Total Volume	51	210	31	292	12	119	34	165	21	329	31	381	35	137	32	204	1042
% App. Total	17.5	71.9	10.6		7.3	72.1	20.6		5.5	86.4	8.1		17.2	67.2	15.7		
PHF	.750	.890	.861	.901	.750	.875	.773	.897	.583	.866	.775	.858	.729	.856	.667	.911	.951

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City of Menifee
N/S: Menifee Road
E/W: Holland Road
Weather: Clear

File Name : 95_MEN_Men_Hol PM
Site Code : 00322418
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	11	58	8	77	3	25	6	34	4	81	**10**	95	11	28	**12**	51
+15 mins.	**17**	38	7	62	3	30	**11**	44	**9**	93	9	**111**	4	**40**	10	54
+30 mins.	13	**59**	**9**	**81**	**4**	**34**	8	**46**	4	60	6	70	8	30	5	43
+45 mins.	10	55	7	72	2	30	9	41	4	**95**	6	105	**12**	39	5	**56**
Total Volume	51	210	31	292	12	119	34	165	21	329	31	381	35	137	32	204
% App. Total	17.5	71.9	10.6		7.3	72.1	20.6		5.5	86.4	8.1		17.2	67.2	15.7	
PHF	.750	.890	.861	.901	.750	.875	.773	.897	.583	.866	.775	.858	.729	.856	.667	.911

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City of Menifee
N/S: Menifee Road
E/W: Holland Road
Weather: Clear

File Name : 95_MEN_Men_Hol PM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- Large 2 Axle Vehicles

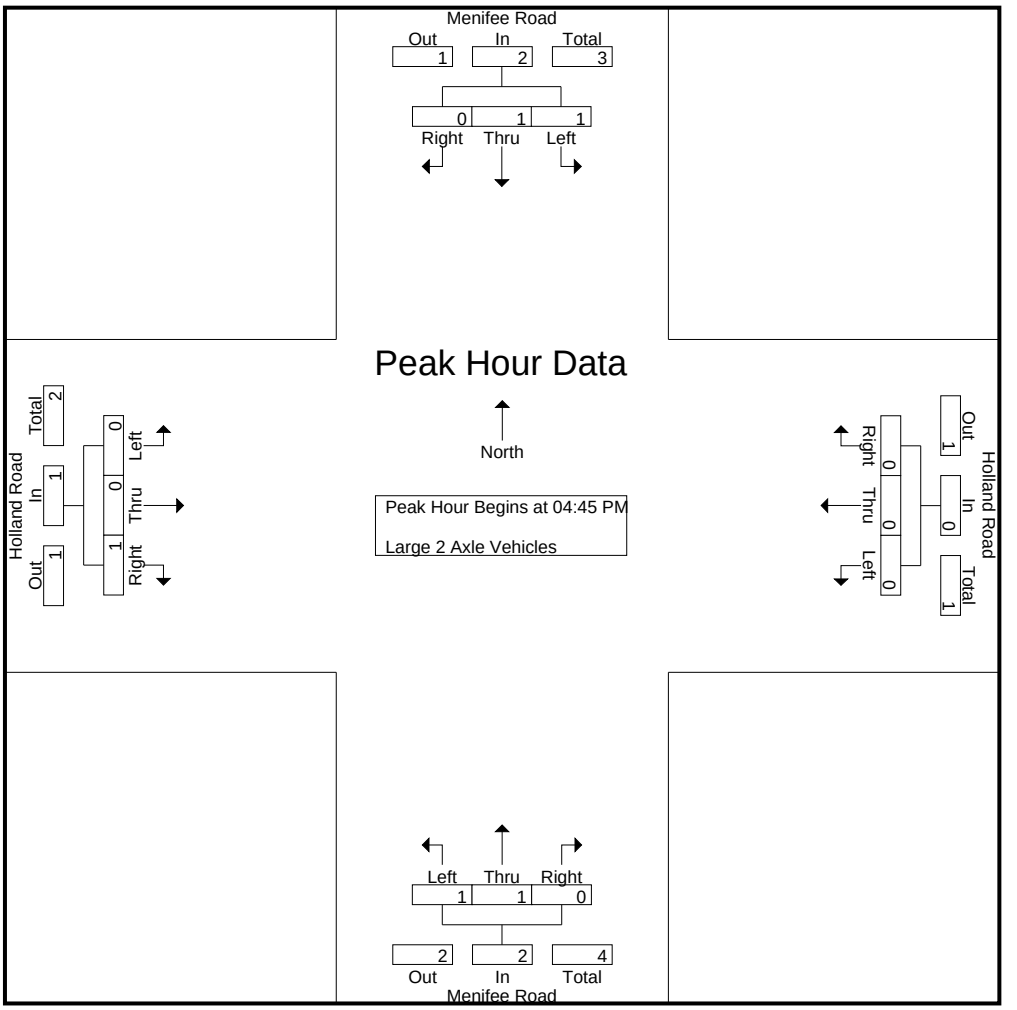
	Menifee Road Southbound				Holland Road Westbound				Menifee Road Northbound				Holland Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	1	2	1	4	0	0	0	0	1	1	0	2	0	1	0	1	7
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	1	0	1	0	0	1	1	4
Grand Total	1	4	1	6	0	0	0	0	1	2	0	3	0	1	1	2	11
Apprch %	16.7	66.7	16.7		0	0	0		33.3	66.7	0		0	50	50		
Total %	9.1	36.4	9.1	54.5	0	0	0	0	9.1	18.2	0	27.3	0	9.1	9.1	18.2	

	Menifee Road Southbound				Holland Road Westbound				Menifee Road Northbound				Holland Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**1**	0	0	**1**	0	0	0	0	**1**	0	0	**1**	0	0	0	0	2
05:00 PM	0	**1**	0	1	0	0	0	0	0	**1**	0	1	0	0	**1**	**1**	**3**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	0	0	0	0	1	1	0	2	0	0	1	1	5
% App. Total	50	50	0		0	0	0		50	50	0		0	0	100		
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.250	.250	.417

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City of Menifee
N/S: Menifee Road
E/W: Holland Road
Weather: Clear

File Name : 95_MEN_Men_Hol PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	**1**	0	0	**1**	0	0	0	0	**1**	0	0	**1**	0	0	0	0
+15 mins.	0	**1**	0	1	0	0	0	0	0	**1**	0	1	0	0	**1**	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	0	0	0	0	1	1	0	2	0	0	1	1
% App. Total	50	50	0		0	0	0		50	50	0		0	0	100	
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.250	.250

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City of Menifee
N/S: Menifee Road
E/W: Holland Road
Weather: Clear

File Name : 95_MEN_Men_Hol PM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- 3 Axle Vehicles

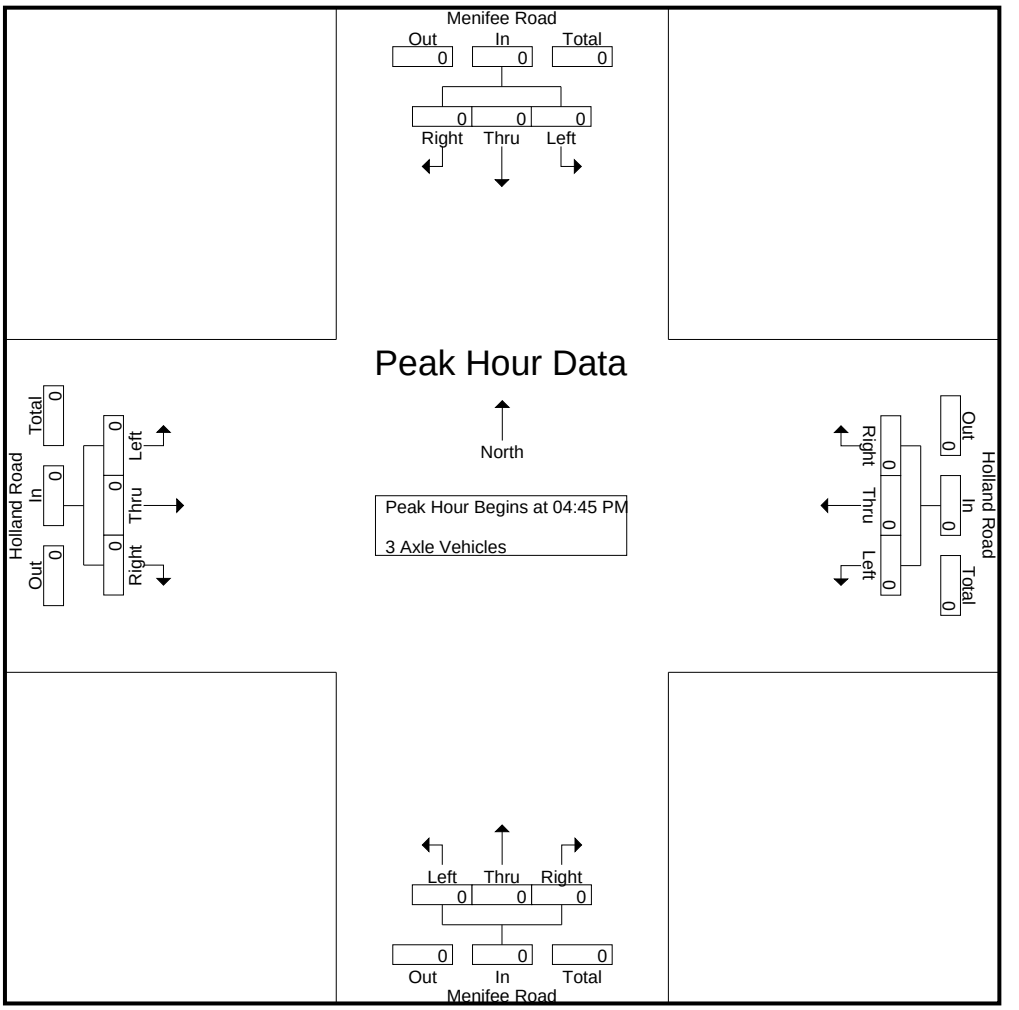
	Menifee Road Southbound				Holland Road Westbound				Menifee Road Northbound				Holland Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Menifee Road Southbound				Holland Road Westbound				Menifee Road Northbound				Holland Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Menifee
N/S: Menifee Road
E/W: Holland Road
Weather: Clear

File Name : 95_MEN_Men_Hol PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

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

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City of Menifee
N/S: Menifee Road
E/W: Holland Road
Weather: Clear

File Name : 95_MEN_Men_Hol PM
Site Code : 00322418
Start Date : 5/25/2022

Groups Printed- 4+ Axle Trucks

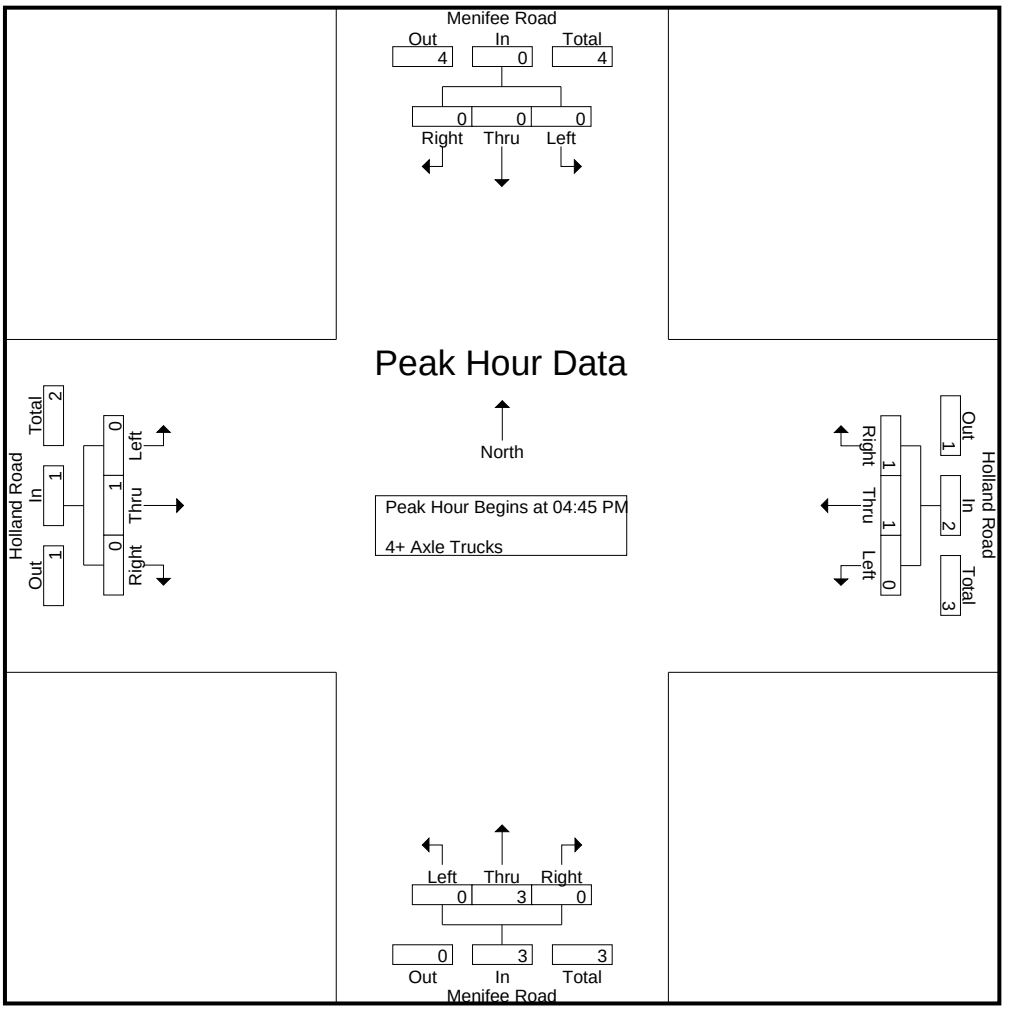
	Menifee Road Southbound				Holland Road Westbound				Menifee Road Northbound				Holland Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	3	1	4	0	1	1	2	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4
Grand Total	0	0	0	0	0	3	1	4	0	4	1	5	0	1	0	1	10
Apprch %	0	0	0		0	75	25		0	80	20		0	100	0		
Total %	0	0	0	0	0	30	10	40	0	40	10	50	0	10	0	10	

	Menifee Road Southbound				Holland Road Westbound				Menifee Road Northbound				Holland Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0	**2**
05:00 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	**1**	0	**1**	2
Total Volume	0	0	0	0	0	1	1	2	0	3	0	3	0	1	0	1	6
% App. Total	0	0	0		0	50	50		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.000	.375	.000	.375	.000	.250	.000	.250	.750

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City of Menifee
N/S: Menifee Road
E/W: Holland Road
Weather: Clear

File Name : 95_MEN_Men_Hol PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	**1**	0	**1**
Total Volume	0	0	0	0	0	1	1	2	0	3	0	3	0	1	0	1
% App. Total	0	0	0		0	50	50		0	100	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.000	.375	.000	.375	.000	.250	.000	.250

Location: Menifee
N/S: Menifee Road
E/W: Holland Road

Date: 5/25/2022
Day: Wednesday

PEDESTRIANS

	North Leg Menifee Road	East Leg Holland Road	South Leg Menifee Road	West Leg Holland Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	1	1	0	3
7:15 AM	0	0	0	0	0
7:30 AM	2	1	0	2	5
7:45 AM	0	0	0	1	1
8:00 AM	1	1	3	3	8
8:15 AM	6	4	1	4	15
8:30 AM	0	1	1	1	3
8:45 AM	1	2	2	1	6
TOTAL VOLUMES:	11	10	8	12	41

	North Leg Menifee Road	East Leg Holland Road	South Leg Menifee Road	West Leg Holland Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	1	1	2
4:30 PM	0	0	0	0	0
4:45 PM	0	1	0	0	1
5:00 PM	0	0	1	0	1
5:15 PM	0	1	1	1	3
5:30 PM	2	2	0	1	5
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	4	3	3	12

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Location: Menifee
N/S: Menifee Road
E/W: Holland Road

Date: 5/25/2022
Day: Wednesday

BICYCLES

	Southbound Menifee Road			Westbound Holland Road			Northbound Menifee Road			Eastbound Holland Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	1	0	0	1	4	0	0	0	0	6
7:15 AM	0	1	0	0	0	0	1	1	0	3	0	0	6
7:30 AM	0	0	0	0	0	0	1	3	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	2
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	2	0	1	0	2	0	0	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	4	0	0	0	0	0	0	1	0	0	0	0	5
TOTAL VOLUMES:	4	1	0	1	0	2	4	11	0	5	0	1	29

	Southbound Menifee Road			Westbound Holland Road			Northbound Menifee Road			Eastbound Holland Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
5:00 PM	0	2	0	0	0	0	0	2	0	0	0	0	4
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	1	3	0	0	1	0	0	3	0	0	0	1	9

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County of Riverside
N/S: Juniper Flats Road
E/W: SR-74
Weather: Clear

File Name : 96_CRV_Jun Fl_SR-74 AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

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

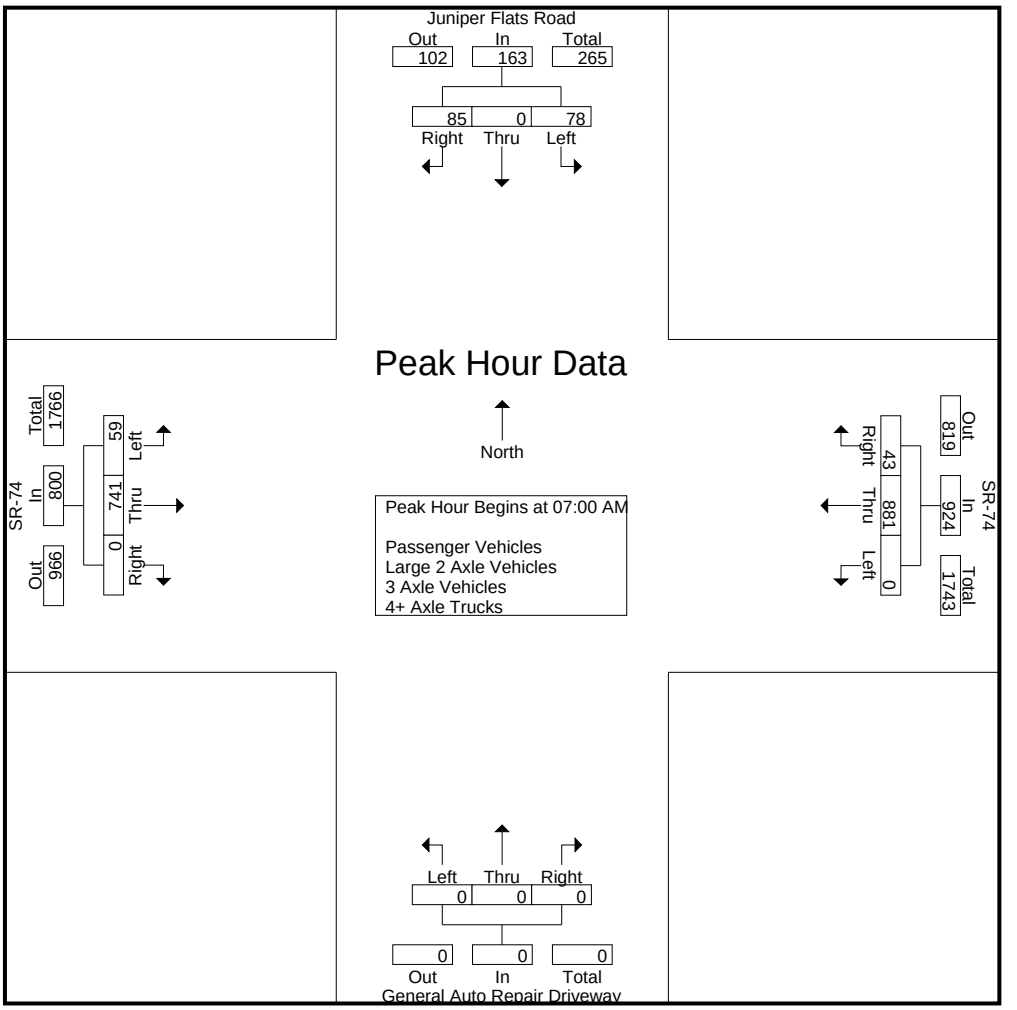
	Juniper Flats Road Southbound				SR-74 Westbound				General Auto Repair Driveway Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	16	0	15	31	0	237	11	248	0	0	0	0	9	140	0	149	428
07:15 AM	26	0	25	51	0	247	12	259	0	0	0	0	13	187	0	200	510
07:30 AM	10	0	26	36	0	205	7	212	0	0	0	0	14	164	0	178	426
07:45 AM	26	0	19	45	0	192	13	205	0	0	0	0	23	250	0	273	523
Total	78	0	85	163	0	881	43	924	0	0	0	0	59	741	0	800	1887
08:00 AM	20	0	18	38	1	139	10	150	0	0	1	1	15	174	0	189	378
08:15 AM	16	0	13	29	1	163	12	176	0	0	0	0	6	130	1	137	342
08:30 AM	16	0	12	28	2	153	10	165	0	1	1	2	14	169	1	184	379
08:45 AM	26	0	15	41	1	137	6	144	0	1	1	2	13	147	0	160	347
Total	78	0	58	136	5	592	38	635	0	2	3	5	48	620	2	670	1446
Grand Total	156	0	143	299	5	1473	81	1559	0	2	3	5	107	1361	2	1470	3333
Apprch %	52.2	0	47.8		0.3	94.5	5.2		0	40	60		7.3	92.6	0.1		
Total %	4.7	0	4.3	9	0.2	44.2	2.4	46.8	0	0.1	0.1	0.2	3.2	40.8	0.1	44.1	
Passenger Vehicles	134	0	130	264	4	1395	69	1468	0	2	3	5	91	1206	2	1299	3036
% Passenger Vehicles	85.9	0	90.9	88.3	80	94.7	85.2	94.2	0	100	100	100	85	88.6	100	88.4	91.1
Large 2 Axle Vehicles	16	0	6	22	1	54	6	61	0	0	0	0	11	114	0	125	208
% Large 2 Axle Vehicles	10.3	0	4.2	7.4	20	3.7	7.4	3.9	0	0	0	0	10.3	8.4	0	8.5	6.2
3 Axle Vehicles	3	0	2	5	0	15	4	19	0	0	0	0	0	21	0	21	45
% 3 Axle Vehicles	1.9	0	1.4	1.7	0	1	4.9	1.2	0	0	0	0	0	1.5	0	1.4	1.4
4+ Axle Trucks	3	0	5	8	0	9	2	11	0	0	0	0	5	20	0	25	44
% 4+ Axle Trucks	1.9	0	3.5	2.7	0	0.6	2.5	0.7	0	0	0	0	4.7	1.5	0	1.7	1.3

	Juniper Flats Road Southbound				SR-74 Westbound				General Auto Repair Driveway Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	16	0	15	31	0	237	11	248	0	0	0	0	9	140	0	149	428
07:15 AM	**26**	0	25	**51**	0	**247**	12	**259**	0	0	0	0	13	187	0	200	510
07:30 AM	10	0	**26**	36	0	205	7	212	0	0	0	0	14	164	0	178	426
07:45 AM	26	0	19	45	0	192	**13**	205	0	0	0	0	**23**	**250**	0	**273**	**523**
Total Volume	78	0	85	163	0	881	43	924	0	0	0	0	59	741	0	800	1887
% App. Total	47.9	0	52.1		0	95.3	4.7		0	0	0		7.4	92.6	0		
PHF	.750	.000	.817	.799	.000	.892	.827	.892	.000	.000	.000	.000	.641	.741	.000	.733	.902

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PO Box 1178
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County of Riverside
N/S: Juniper Flats Road
E/W: SR-74
Weather: Clear

File Name : 96_CRV_Jun Fl_SR-74 AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	07:15 AM				07:00 AM				08:00 AM				07:15 AM			
+0 mins.	**26**	0	25	**51**	0	237	11	248	0	0	**1**	1	13	187	0	200
+15 mins.	10	0	**26**	36	0	**247**	12	**259**	0	0	0	0	14	164	0	178
+30 mins.	26	0	19	45	0	205	7	212	0	**1**	1	**2**	**23**	**250**	0	**273**
+45 mins.	20	0	18	38	0	192	**13**	205	0	1	1	2	15	174	0	189
Total Volume	82	0	88	170	0	881	43	924	0	2	3	5	65	775	0	840
% App. Total	48.2	0	51.8		0	95.3	4.7		0	40	60		7.7	92.3	0	
PHF	.788	.000	.846	.833	.000	.892	.827	.892	.000	.500	.750	.625	.707	.775	.000	.769

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County of Riverside
N/S: Juniper Flats Road
E/W: SR-74
Weather: Clear

File Name : 96_CRV_Jun Fl_SR-74 AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Passenger Vehicles

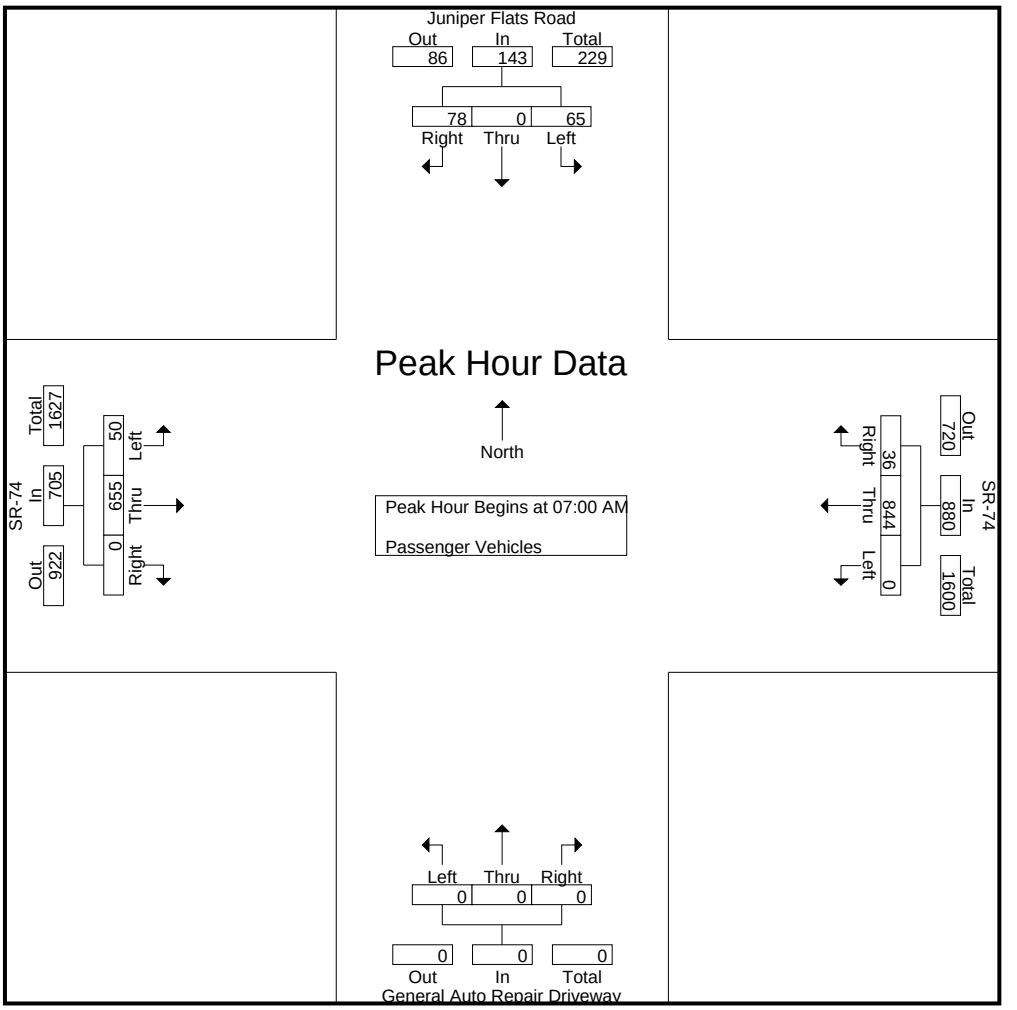
	Juniper Flats Road Southbound				SR-74 Westbound				General Auto Repair Driveway Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	0	13	27	0	229	9	238	0	0	0	0	6	126	0	132	397
07:15 AM	21	0	24	45	0	237	9	246	0	0	0	0	11	158	0	169	460
07:30 AM	10	0	23	33	0	195	7	202	0	0	0	0	14	150	0	164	399
07:45 AM	20	0	18	38	0	183	11	194	0	0	0	0	19	221	0	240	472
Total	65	0	78	143	0	844	36	880	0	0	0	0	50	655	0	705	1728
08:00 AM	17	0	16	33	1	127	9	137	0	0	1	1	13	156	0	169	340
08:15 AM	14	0	12	26	0	151	11	162	0	0	0	0	4	115	1	120	308
08:30 AM	15	0	10	25	2	146	8	156	0	1	1	2	13	153	1	167	350
08:45 AM	23	0	14	37	1	127	5	133	0	1	1	2	11	127	0	138	310
Total	69	0	52	121	4	551	33	588	0	2	3	5	41	551	2	594	1308
Grand Total	134	0	130	264	4	1395	69	1468	0	2	3	5	91	1206	2	1299	3036
Apprch %	50.8	0	49.2		0.3	95	4.7		0	40	60		7	92.8	0.2		
Total %	4.4	0	4.3	8.7	0.1	45.9	2.3	48.4	0	0.1	0.1	0.2	3	39.7	0.1	42.8	

	Juniper Flats Road Southbound				SR-74 Westbound				General Auto Repair Driveway Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	14	0	13	27	0	229	9	238	0	0	0	0	6	126	0	132	397
07:15 AM	**21**	0	**24**	**45**	0	**237**	9	**246**	0	0	0	0	11	158	0	169	460
07:30 AM	10	0	23	33	0	195	7	202	0	0	0	0	14	150	0	164	399
07:45 AM	20	0	18	38	0	183	**11**	194	0	0	0	0	**19**	**221**	0	**240**	**472**
Total Volume	65	0	78	143	0	844	36	880	0	0	0	0	50	655	0	705	1728
% App. Total	45.5	0	54.5		0	95.9	4.1		0	0	0		7.1	92.9	0		
PHF	.774	.000	.813	.794	.000	.890	.818	.894	.000	.000	.000	.000	.658	.741	.000	.734	.915

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PO Box 1178
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County of Riverside
N/S: Juniper Flats Road
E/W: SR-74
Weather: Clear

File Name : 96_CRV_Jun Fl_SR-74 AM
Site Code : 00322418
Start Date : 5/26/2022



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	14	0	13	27	0	229	9	238	0	0	0	0	6	126	0	132
+15 mins.	**21**	0	**24**	**45**	0	**237**	9	**246**	0	0	0	0	11	158	0	169
+30 mins.	10	0	23	33	0	195	7	202	0	0	0	0	14	150	0	164
+45 mins.	20	0	18	38	0	183	**11**	194	0	0	0	0	**19**	**221**	0	**240**
Total Volume	65	0	78	143	0	844	36	880	0	0	0	0	50	655	0	705
% App. Total	45.5	0	54.5		0	95.9	4.1		0	0	0		7.1	92.9	0	
PHF	.774	.000	.813	.794	.000	.890	.818	.894	.000	.000	.000	.000	.658	.741	.000	.734

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County of Riverside
N/S: Juniper Flats Road
E/W: SR-74
Weather: Clear

File Name : 96_CRV_Jun Fl_SR-74 AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

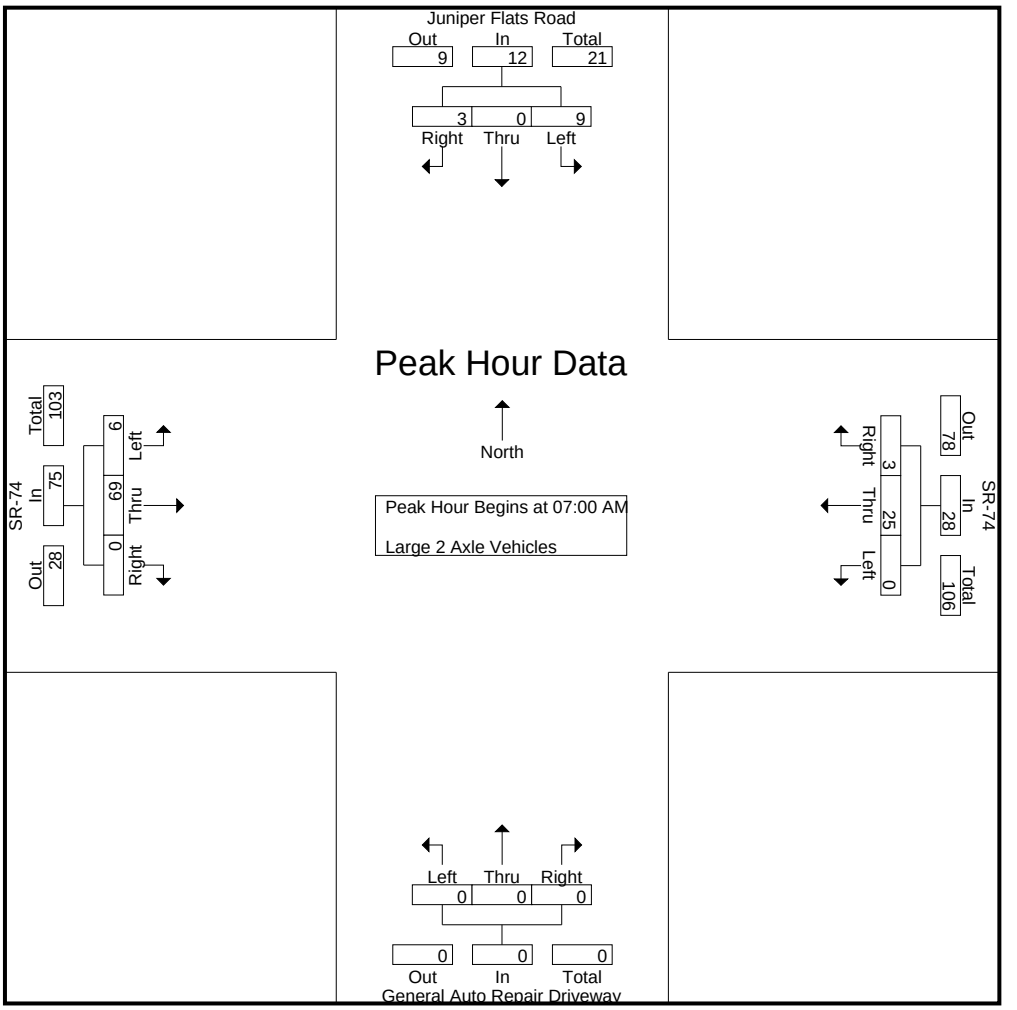
	Juniper Flats Road Southbound				SR-74 Westbound				General Auto Repair Driveway Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	0	2	0	7	1	8	0	0	0	0	1	11	0	12	22
07:15 AM	4	0	1	5	0	5	2	7	0	0	0	0	2	25	0	27	39
07:30 AM	0	0	1	1	0	7	0	7	0	0	0	0	0	10	0	10	18
07:45 AM	3	0	1	4	0	6	0	6	0	0	0	0	3	23	0	26	36
Total	9	0	3	12	0	25	3	28	0	0	0	0	6	69	0	75	115
08:00 AM	2	0	1	3	0	7	1	8	0	0	0	0	2	12	0	14	25
08:15 AM	2	0	0	2	1	10	0	11	0	0	0	0	2	9	0	11	24
08:30 AM	1	0	2	3	0	6	1	7	0	0	0	0	0	13	0	13	23
08:45 AM	2	0	0	2	0	6	1	7	0	0	0	0	1	11	0	12	21
Total	7	0	3	10	1	29	3	33	0	0	0	0	5	45	0	50	93
Grand Total	16	0	6	22	1	54	6	61	0	0	0	0	11	114	0	125	208
Apprch %	72.7	0	27.3		1.6	88.5	9.8		0	0	0		8.8	91.2	0		
Total %	7.7	0	2.9	10.6	0.5	26	2.9	29.3	0	0	0	0	5.3	54.8	0	60.1	

	Juniper Flats Road Southbound				SR-74 Westbound				General Auto Repair Driveway Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	0	0	2	0	**7**	1	**8**	0	0	0	0	1	11	0	12	22
07:15 AM	**4**	0	**1**	**5**	0	5	**2**	7	0	0	0	0	2	**25**	0	**27**	**39**
07:30 AM	0	0	1	1	0	7	0	7	0	0	0	0	0	10	0	10	18
07:45 AM	3	0	1	4	0	6	0	6	0	0	0	0	**3**	23	0	26	36
Total Volume	9	0	3	12	0	25	3	28	0	0	0	0	6	69	0	75	115
% App. Total	75	0	25		0	89.3	10.7		0	0	0		8	92	0		
PHF	.563	.000	.750	.600	.000	.893	.375	.875	.000	.000	.000	.000	.500	.690	.000	.694	.737

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County of Riverside
N/S: Juniper Flats Road
E/W: SR-74
Weather: Clear

File Name : 96_CRV_Jun Fl_SR-74 AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	2	0	0	2	0	**7**	1	**8**	0	0	0	0	1	11	0	12
+15 mins.	**4**	0	**1**	**5**	0	5	**2**	7	0	0	0	0	2	**25**	0	**27**
+30 mins.	0	0	1	1	0	7	0	7	0	0	0	0	0	10	0	10
+45 mins.	3	0	1	4	0	6	0	6	0	0	0	0	**3**	23	0	26
Total Volume	9	0	3	12	0	25	3	28	0	0	0	0	6	69	0	75
% App. Total	75	0	25		0	89.3	10.7		0	0	0		8	92	0	
PHF	.563	.000	.750	.600	.000	.893	.375	.875	.000	.000	.000	.000	.500	.690	.000	.694

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County of Riverside
N/S: Juniper Flats Road
E/W: SR-74
Weather: Clear

File Name : 96_CRV_Jun Fl_SR-74 AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

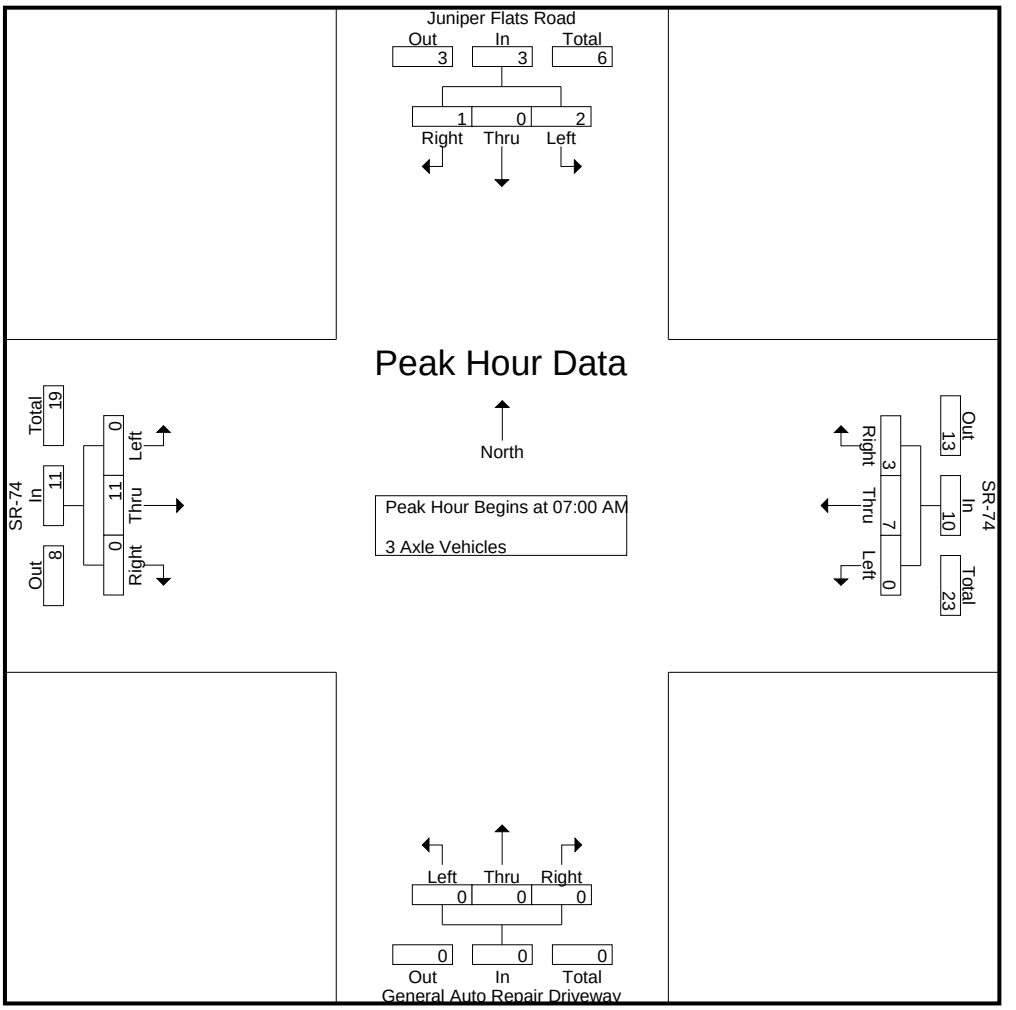
	Juniper Flats Road Southbound				SR-74 Westbound				General Auto Repair Driveway Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	1	1	2	0	0	0	0	0	3	0	3	6
07:15 AM	0	0	0	0	0	5	1	6	0	0	0	0	0	3	0	3	9
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:45 AM	2	0	0	2	0	1	1	2	0	0	0	0	0	2	0	2	6
Total	2	0	1	3	0	7	3	10	0	0	0	0	0	11	0	11	24
08:00 AM	1	0	0	1	0	5	0	5	0	0	0	0	0	5	0	5	11
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	3	0	3	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	1	1	0	3	0	3	0	0	0	0	0	1	0	1	5
Total	1	0	1	2	0	8	1	9	0	0	0	0	0	10	0	10	21
Grand Total	3	0	2	5	0	15	4	19	0	0	0	0	0	21	0	21	45
Apprch %	60	0	40		0	78.9	21.1		0	0	0		0	100	0		
Total %	6.7	0	4.4	11.1	0	33.3	8.9	42.2	0	0	0	0	0	46.7	0	46.7	

	Juniper Flats Road Southbound				SR-74 Westbound				General Auto Repair Driveway Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	**1**	1	0	1	**1**	2	0	0	0	0	0	**3**	0	**3**	6
07:15 AM	0	0	0	0	0	**5**	1	**6**	0	0	0	0	0	3	0	3	**9**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:45 AM	**2**	0	0	**2**	0	1	1	2	0	0	0	0	0	2	0	2	6
Total Volume	2	0	1	3	0	7	3	10	0	0	0	0	0	11	0	11	24
% App. Total	66.7	0	33.3		0	70	30		0	0	0		0	100	0		
PHF	.250	.000	.250	.375	.000	.350	.750	.417	.000	.000	.000	.000	.000	.917	.000	.917	.667

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County of Riverside
N/S: Juniper Flats Road
E/W: SR-74
Weather: Clear

File Name : 96_CRV_Jun Fl_SR-74 AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	**1**	1	0	1	**1**	2	0	0	0	0	0	**3**	0	**3**
+15 mins.	0	0	0	0	0	**5**	1	**6**	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
+45 mins.	**2**	0	0	**2**	0	1	1	2	0	0	0	0	0	2	0	2
Total Volume	2	0	1	3	0	7	3	10	0	0	0	0	0	11	0	11
% App. Total	66.7	0	33.3		0	70	30		0	0	0		0	100	0	
PHF	.250	.000	.250	.375	.000	.350	.750	.417	.000	.000	.000	.000	.000	.917	.000	.917

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County of Riverside
N/S: Juniper Flats Road
E/W: SR-74
Weather: Clear

File Name : 96_CRV_Jun Fl_SR-74 AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

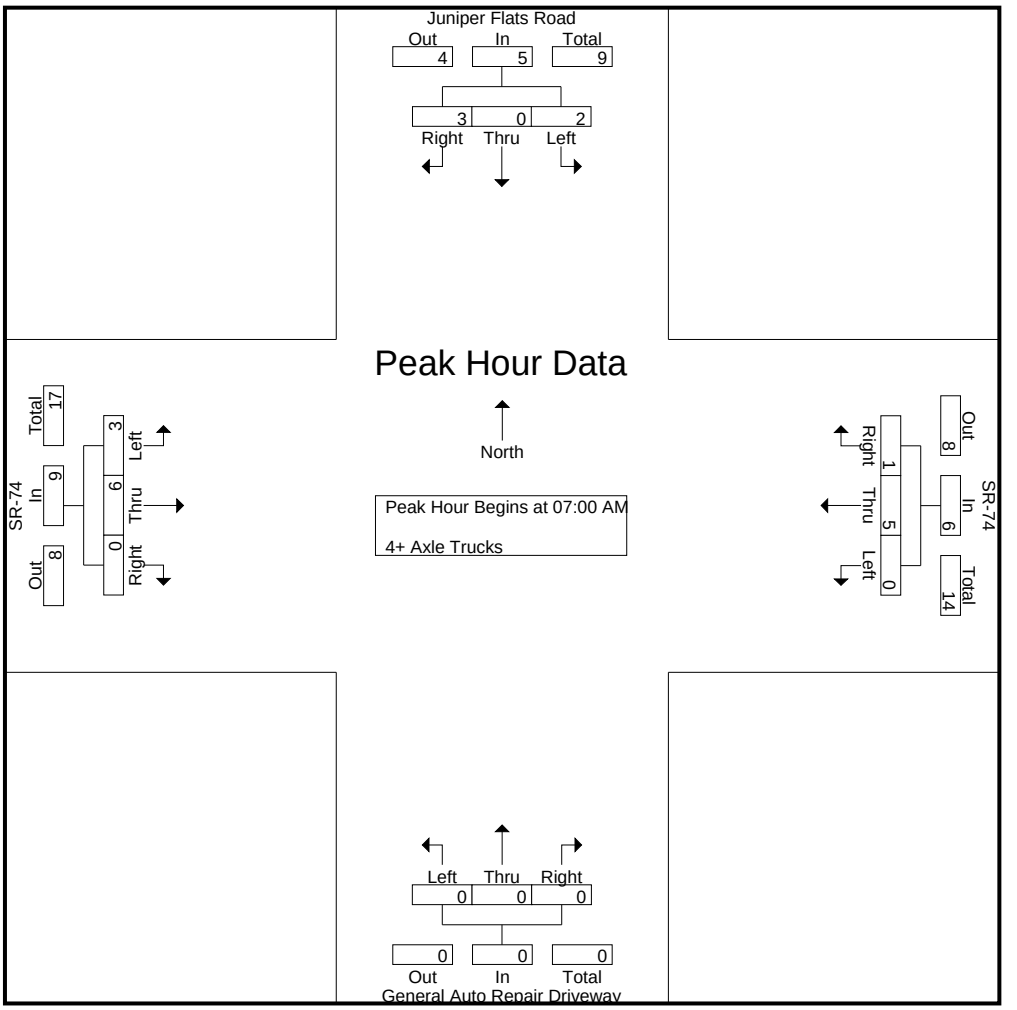
	Juniper Flats Road Southbound				SR-74 Westbound				General Auto Repair Driveway Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	2	2	0	3	0	3	0	0	0	0	0	1	0	1	6
07:45 AM	1	0	0	1	0	2	1	3	0	0	0	0	1	4	0	5	9
Total	2	0	3	5	0	5	1	6	0	0	0	0	3	6	0	9	20
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	3	0	3	6
08:30 AM	0	0	0	0	0	1	1	2	0	0	0	0	1	2	0	3	5
08:45 AM	1	0	0	1	0	1	0	1	0	0	0	0	1	8	0	9	11
Total	1	0	2	3	0	4	1	5	0	0	0	0	2	14	0	16	24
Grand Total	3	0	5	8	0	9	2	11	0	0	0	0	5	20	0	25	44
Apprch %	37.5	0	62.5		0	81.8	18.2		0	0	0		20	80	0		
Total %	6.8	0	11.4	18.2	0	20.5	4.5	25	0	0	0	0	11.4	45.5	0	56.8	

	Juniper Flats Road Southbound				SR-74 Westbound				General Auto Repair Driveway Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	2	3
07:15 AM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	**2**	**2**	0	**3**	0	**3**	0	0	0	0	0	1	0	1	6
07:45 AM	1	0	0	1	0	2	**1**	3	0	0	0	0	1	**4**	0	**5**	**9**
Total Volume	2	0	3	5	0	5	1	6	0	0	0	0	3	6	0	9	20
% App. Total	40	0	60		0	83.3	16.7		0	0	0		33.3	66.7	0		
PHF	.500	.000	.375	.625	.000	.417	.250	.500	.000	.000	.000	.000	.375	.375	.000	.450	.556

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PO Box 1178
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County of Riverside
N/S: Juniper Flats Road
E/W: SR-74
Weather: Clear

File Name : 96_CRV_Jun Fl_SR-74 AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	2
+15 mins.	**1**	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	**2**	**2**	0	**3**	0	**3**	0	0	0	0	0	1	0	1
+45 mins.	1	0	0	1	0	2	**1**	3	0	0	0	0	1	**4**	0	**5**
Total Volume	2	0	3	5	0	5	1	6	0	0	0	0	3	6	0	9
% App. Total	40	0	60		0	83.3	16.7		0	0	0		33.3	66.7	0	
PHF	.500	.000	.375	.625	.000	.417	.250	.500	.000	.000	.000	.000	.375	.375	.000	.450

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County of Riverside
N/S: Juniper Flats Road
E/W: SR-74
Weather: Clear

File Name : 96_CRV_Jun Fl_SR-74 PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

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

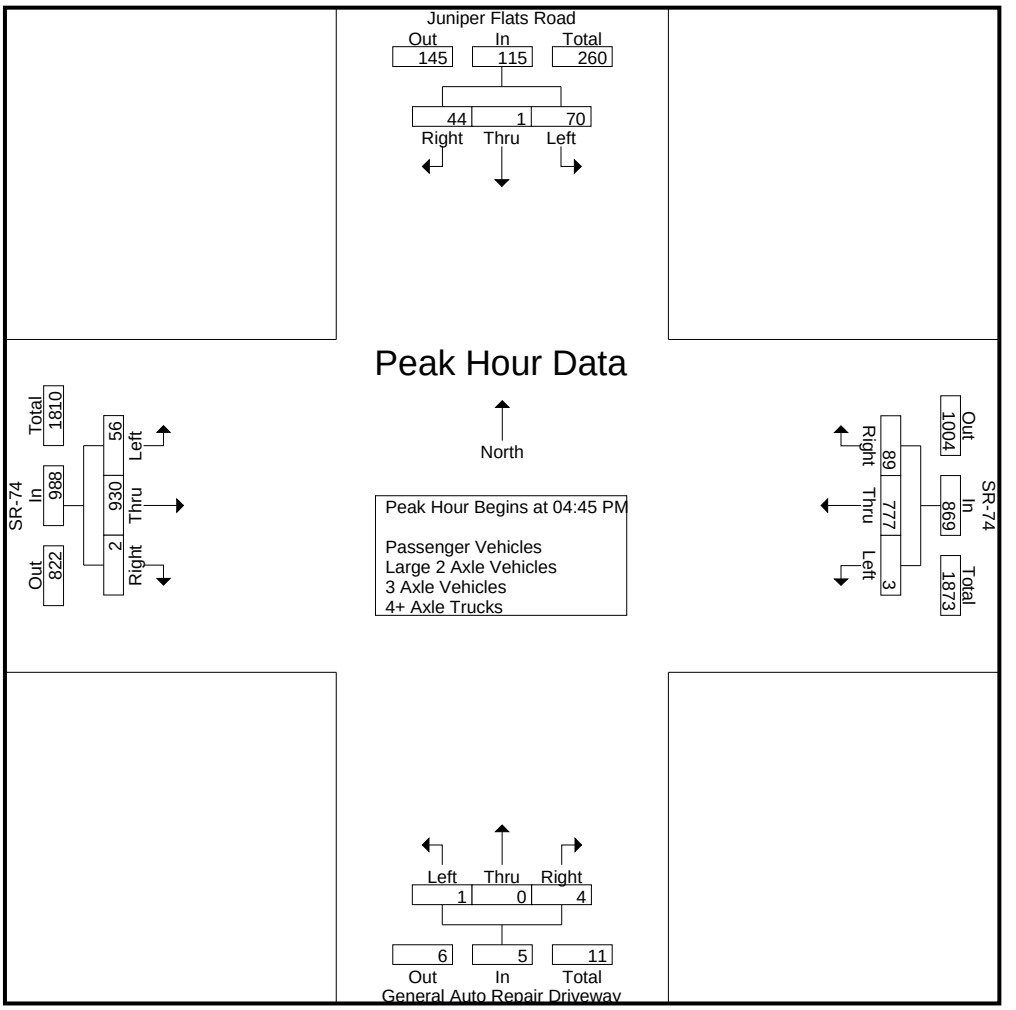
	Juniper Flats Road Southbound				SR-74 Westbound				General Auto Repair Driveway Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	30	0	14	44	0	192	18	210	1	0	0	1	9	253	2	264	519
04:15 PM	19	0	5	24	0	215	23	238	1	0	0	1	16	196	1	213	476
04:30 PM	23	0	4	27	2	201	20	223	0	0	0	0	13	190	1	204	454
04:45 PM	14	0	15	29	1	194	24	219	1	0	1	2	22	252	0	274	524
Total	86	0	38	124	3	802	85	890	3	0	1	4	60	891	4	955	1973
05:00 PM	26	1	13	40	0	186	14	200	0	0	2	2	6	232	1	239	481
05:15 PM	16	0	10	26	1	209	28	238	0	0	1	1	11	229	1	241	506
05:30 PM	14	0	6	20	1	188	23	212	0	0	0	0	17	217	0	234	466
05:45 PM	17	0	11	28	1	151	22	174	1	0	1	2	17	212	0	229	433
Total	73	1	40	114	3	734	87	824	1	0	4	5	51	890	2	943	1886
Grand Total	159	1	78	238	6	1536	172	1714	4	0	5	9	111	1781	6	1898	3859
Apprch %	66.8	0.4	32.8		0.4	89.6	10		44.4	0	55.6		5.8	93.8	0.3		
Total %	4.1	0	2	6.2	0.2	39.8	4.5	44.4	0.1	0	0.1	0.2	2.9	46.2	0.2	49.2	
Passenger Vehicles	157	1	76	234	6	1461	167	1634	4	0	5	9	109	1717	6	1832	3709
% Passenger Vehicles	98.7	100	97.4	98.3	100	95.1	97.1	95.3	100	0	100	100	98.2	96.4	100	96.5	96.1
Large 2 Axle Vehicles	2	0	2	4	0	52	5	57	0	0	0	0	2	52	0	54	115
% Large 2 Axle Vehicles	1.3	0	2.6	1.7	0	3.4	2.9	3.3	0	0	0	0	1.8	2.9	0	2.8	3
3 Axle Vehicles	0	0	0	0	0	19	0	19	0	0	0	0	0	3	0	3	22
% 3 Axle Vehicles	0	0	0	0	0	1.2	0	1.1	0	0	0	0	0	0.2	0	0.2	0.6
4+ Axle Trucks	0	0	0	0	0	4	0	4	0	0	0	0	0	9	0	9	13
% 4+ Axle Trucks	0	0	0	0	0	0.3	0	0.2	0	0	0	0	0	0.5	0	0.5	0.3

	Juniper Flats Road Southbound				SR-74 Westbound				General Auto Repair Driveway Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	14	0	**15**	29	**1**	194	24	219	**1**	0	1	**2**	**22**	**252**	0	**274**	**524**
05:00 PM	**26**	**1**	13	**40**	0	186	14	200	0	0	**2**	2	6	232	**1**	239	481
05:15 PM	16	0	10	26	1	**209**	**28**	**238**	0	0	1	1	11	229	1	241	506
05:30 PM	14	0	6	20	1	188	23	212	0	0	0	0	17	217	0	234	466
Total Volume	70	1	44	115	3	777	89	869	1	0	4	5	56	930	2	988	1977
% App. Total	60.9	0.9	38.3		0.3	89.4	10.2		20	0	80		5.7	94.1	0.2		
PHF	.673	.250	.733	.719	.750	.929	.795	.913	.250	.000	.500	.625	.636	.923	.500	.901	.943

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County of Riverside
N/S: Juniper Flats Road
E/W: SR-74
Weather: Clear

File Name : 96_CRV_Jun Fl_SR-74 PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:15 PM				04:45 PM			
+0 mins.	**30**	0	14	**44**	0	192	18	210	**1**	0	0	1	**22**	**252**	0	**274**
+15 mins.	19	0	5	24	0	**215**	23	**238**	0	0	0	0	6	232	**1**	239
+30 mins.	23	0	4	27	**2**	201	20	223	1	0	1	**2**	11	229	1	241
+45 mins.	14	0	**15**	29	1	194	**24**	219	0	0	**2**	2	17	217	0	234
Total Volume	86	0	38	124	3	802	85	890	2	0	3	5	56	930	2	988
% App. Total	69.4	0	30.6		0.3	90.1	9.6		40	0	60		5.7	94.1	0.2	
PHF	.717	.000	.633	.705	.375	.933	.885	.935	.500	.000	.375	.625	.636	.923	.500	.901

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File Name : 96_CRV_Jun Fl_SR-74 PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Passenger Vehicles

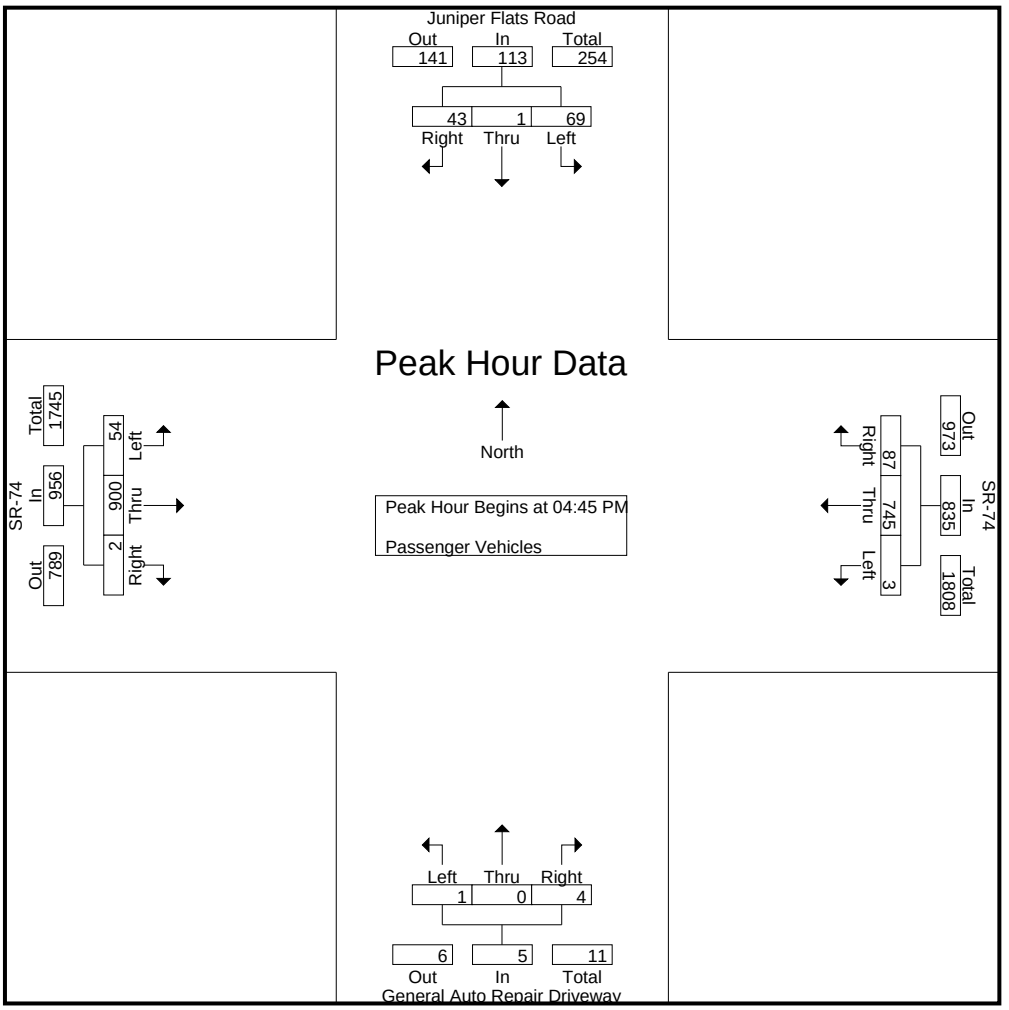
	Juniper Flats Road Southbound				SR-74 Westbound				General Auto Repair Driveway Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	30	0	13	43	0	182	17	199	1	0	0	1	9	242	2	253	496
04:15 PM	18	0	5	23	0	204	21	225	1	0	0	1	16	190	1	207	456
04:30 PM	23	0	4	27	2	183	20	205	0	0	0	0	13	178	1	192	424
04:45 PM	14	0	14	28	1	186	24	211	1	0	1	2	22	246	0	268	509
Total	85	0	36	121	3	755	82	840	3	0	1	4	60	856	4	920	1885
05:00 PM	26	1	13	40	0	174	13	187	0	0	2	2	5	222	1	228	457
05:15 PM	15	0	10	25	1	206	27	234	0	0	1	1	10	221	1	232	492
05:30 PM	14	0	6	20	1	179	23	203	0	0	0	0	17	211	0	228	451
05:45 PM	17	0	11	28	1	147	22	170	1	0	1	2	17	207	0	224	424
Total	72	1	40	113	3	706	85	794	1	0	4	5	49	861	2	912	1824
Grand Total	157	1	76	234	6	1461	167	1634	4	0	5	9	109	1717	6	1832	3709
Apprch %	67.1	0.4	32.5		0.4	89.4	10.2		44.4	0	55.6		5.9	93.7	0.3		
Total %	4.2	0	2	6.3	0.2	39.4	4.5	44.1	0.1	0	0.1	0.2	2.9	46.3	0.2	49.4	

	Juniper Flats Road Southbound				SR-74 Westbound				General Auto Repair Driveway Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	14	0	**14**	28	**1**	186	24	211	**1**	0	1	**2**	**22**	**246**	0	**268**	**509**
05:00 PM	**26**	**1**	13	**40**	0	174	13	187	0	0	**2**	2	5	222	**1**	228	457
05:15 PM	15	0	10	25	1	**206**	**27**	**234**	0	0	1	1	10	221	1	232	492
05:30 PM	14	0	6	20	1	179	23	203	0	0	0	0	17	211	0	228	451
Total Volume	69	1	43	113	3	745	87	835	1	0	4	5	54	900	2	956	1909
% App. Total	61.1	0.9	38.1		0.4	89.2	10.4		20	0	80		5.6	94.1	0.2		
PHF	.663	.250	.768	.706	.750	.904	.806	.892	.250	.000	.500	.625	.614	.915	.500	.892	.938

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County of Riverside
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File Name : 96_CRV_Jun Fl_SR-74 PM
Site Code : 00322418
Start Date : 5/26/2022
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	14	0	**14**	28	**1**	186	24	211	**1**	0	1	**2**	**22**	**246**	0	**268**
+15 mins.	**26**	**1**	13	**40**	0	174	13	187	0	0	**2**	2	5	222	**1**	228
+30 mins.	15	0	10	25	1	**206**	**27**	**234**	0	0	1	1	10	221	1	232
+45 mins.	14	0	6	20	1	179	23	203	0	0	0	0	17	211	0	228
Total Volume	69	1	43	113	3	745	87	835	1	0	4	5	54	900	2	956
% App. Total	61.1	0.9	38.1		0.4	89.2	10.4		20	0	80		5.6	94.1	0.2	
PHF	.663	.250	.768	.706	.750	.904	.806	.892	.250	.000	.500	.625	.614	.915	.500	.892

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File Name : 96_CRV_Jun Fl_SR-74 PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

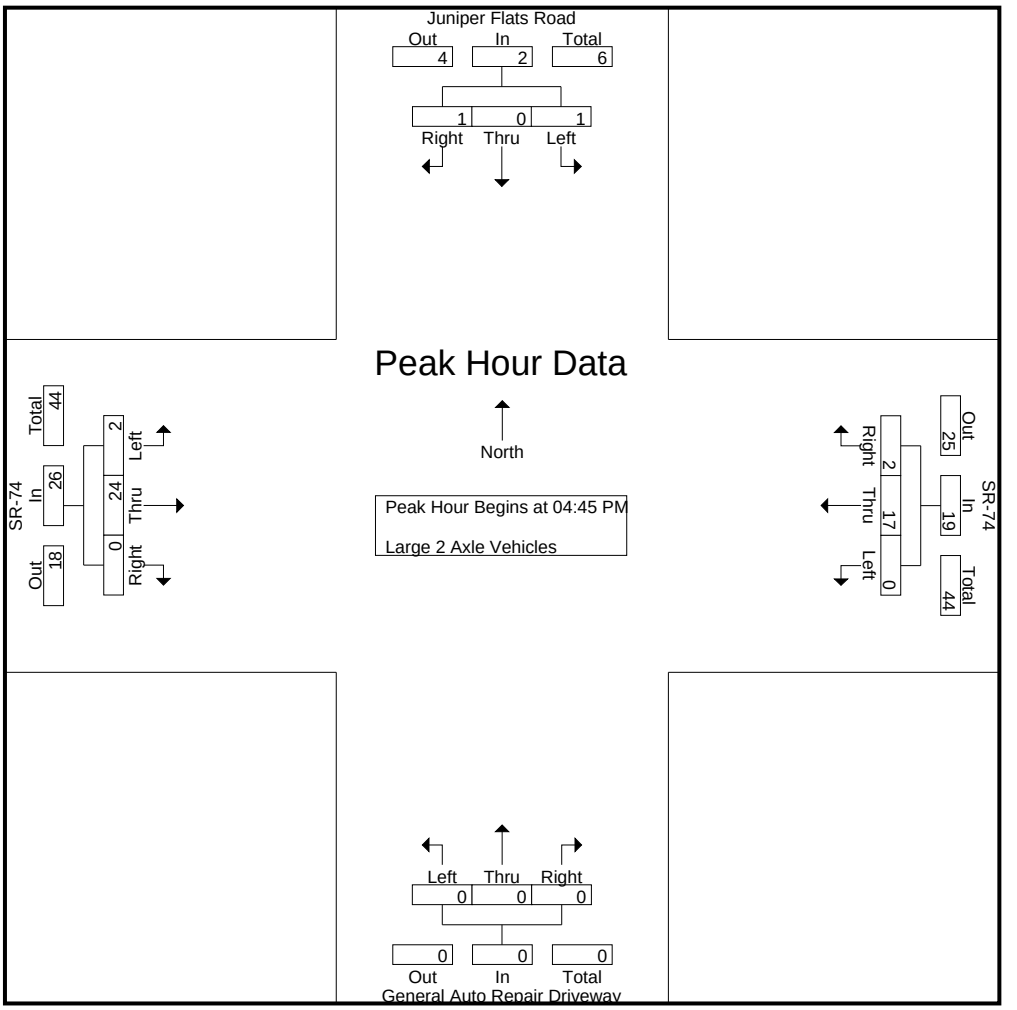
	Juniper Flats Road Southbound				SR-74 Westbound				General Auto Repair Driveway Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	8	1	9	0	0	0	0	0	9	0	9	19
04:15 PM	1	0	0	1	0	10	2	12	0	0	0	0	0	5	0	5	18
04:30 PM	0	0	0	0	0	13	0	13	0	0	0	0	0	11	0	11	24
04:45 PM	0	0	1	1	0	6	0	6	0	0	0	0	0	5	0	5	12
Total	1	0	2	3	0	37	3	40	0	0	0	0	0	30	0	30	73
05:00 PM	0	0	0	0	0	7	1	8	0	0	0	0	1	8	0	9	17
05:15 PM	1	0	0	1	0	1	1	2	0	0	0	0	1	7	0	8	11
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
Total	1	0	0	1	0	15	2	17	0	0	0	0	2	22	0	24	42
Grand Total	2	0	2	4	0	52	5	57	0	0	0	0	2	52	0	54	115
Apprch %	50	0	50		0	91.2	8.8		0	0	0		3.7	96.3	0		
Total %	1.7	0	1.7	3.5	0	45.2	4.3	49.6	0	0	0	0	1.7	45.2	0	47	

	Juniper Flats Road Southbound				SR-74 Westbound				General Auto Repair Driveway Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	**1**	**1**	0	6	0	6	0	0	0	0	0	5	0	5	12
05:00 PM	0	0	0	0	0	**7**	**1**	**8**	0	0	0	0	**1**	**8**	0	**9**	**17**
05:15 PM	**1**	0	0	1	0	1	1	2	0	0	0	0	1	7	0	8	11
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
Total Volume	1	0	1	2	0	17	2	19	0	0	0	0	2	24	0	26	47
% App. Total	50	0	50		0	89.5	10.5		0	0	0		7.7	92.3	0		
PHF	.250	.000	.250	.500	.000	.607	.500	.594	.000	.000	.000	.000	.500	.750	.000	.722	.691

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N/S: Juniper Flats Road
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File Name : 96_CRV_Jun Fl_SR-74 PM
Site Code : 00322418
Start Date : 5/26/2022
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	**1**	**1**	0	6	0	6	0	0	0	0	0	5	0	5
+15 mins.	0	0	0	0	0	**7**	**1**	**8**	0	0	0	0	**1**	**8**	0	**9**
+30 mins.	**1**	0	0	1	0	1	1	2	0	0	0	0	1	7	0	8
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4
Total Volume	1	0	1	2	0	17	2	19	0	0	0	0	2	24	0	26
% App. Total	50	0	50		0	89.5	10.5		0	0	0		7.7	92.3	0	
PHF	.250	.000	.250	.500	.000	.607	.500	.594	.000	.000	.000	.000	.500	.750	.000	.722

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County of Riverside
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File Name : 96_CRV_Jun Fl_SR-74 PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

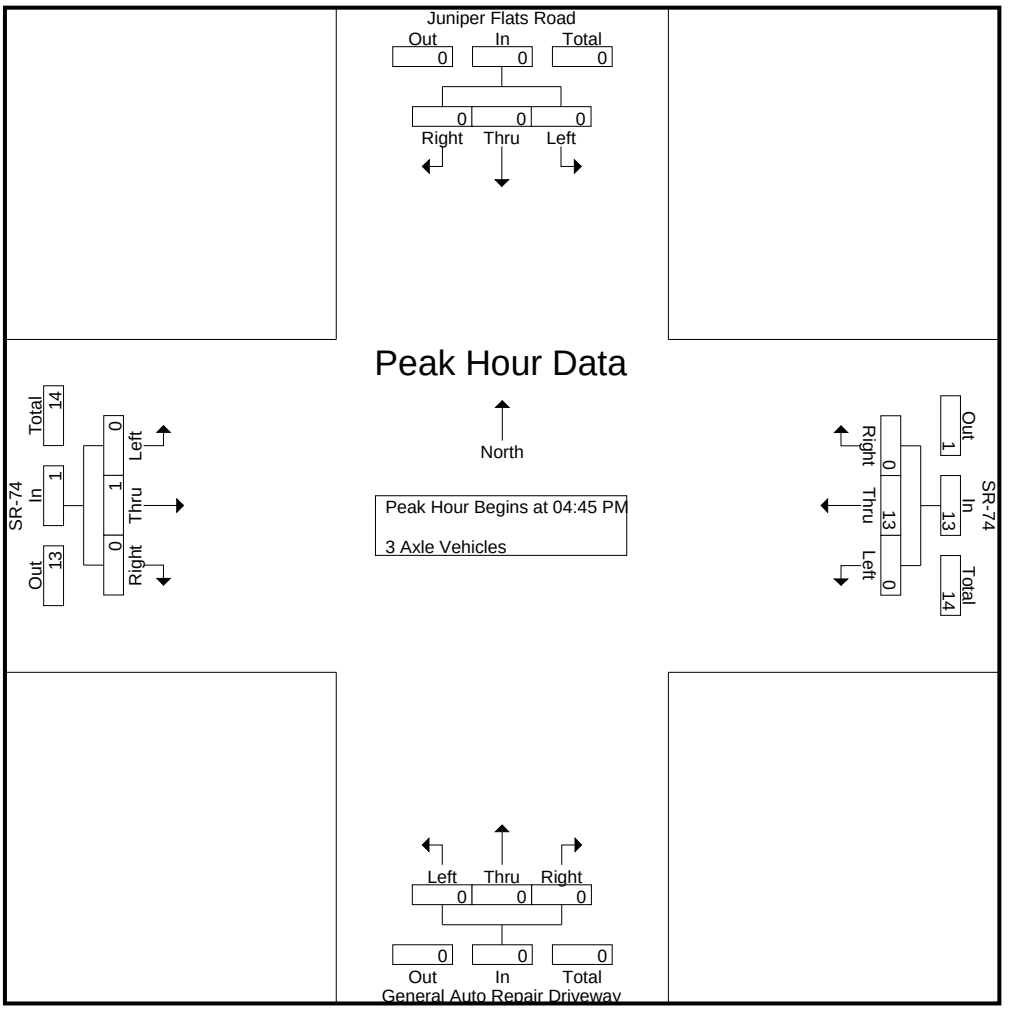
	Juniper Flats Road Southbound				SR-74 Westbound				General Auto Repair Driveway Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	8	0	8	0	0	0	0	0	2	0	2	10
05:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	6
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	11	0	11	0	0	0	0	0	1	0	1	12
Grand Total	0	0	0	0	0	19	0	19	0	0	0	0	0	3	0	3	22
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	86.4	0	86.4	0	0	0	0	0	13.6	0	13.6	

	Juniper Flats Road Southbound				SR-74 Westbound				General Auto Repair Driveway Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**	2
05:30 PM	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	0	0	0	**6**
Total Volume	0	0	0	0	0	13	0	13	0	0	0	0	0	1	0	1	14
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.542	.000	.542	.000	.000	.000	.000	.000	.250	.000	.250	.583

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Site Code : 00322418
Start Date : 5/26/2022
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	13	0	13	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.542	.000	.542	.000	.000	.000	.000	.000	.250	.000	.250

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File Name : 96_CRV_Jun Fl_SR-74 PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

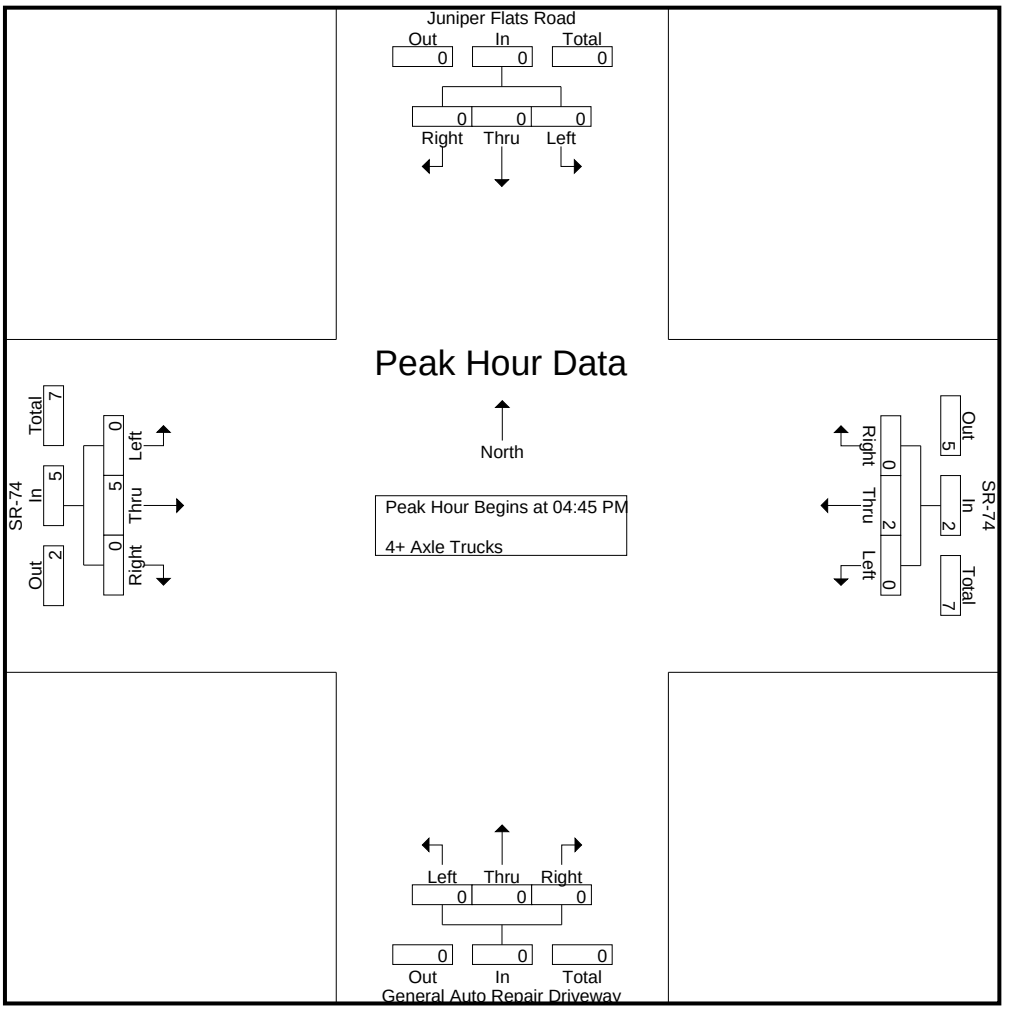
	Juniper Flats Road Southbound				SR-74 Westbound				General Auto Repair Driveway Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	8
Grand Total	0	0	0	0	0	4	0	4	0	0	0	0	0	9	0	9	13
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	30.8	0	30.8	0	0	0	0	0	69.2	0	69.2	

	Juniper Flats Road Southbound				SR-74 Westbound				General Auto Repair Driveway Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**	**3**
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.625	.000	.625	.583

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County of Riverside
N/S: Juniper Flats Road
E/W: SR-74
Weather: Clear

File Name : 96_CRV_Jun Fl_SR-74 PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.625	.000	.625

Location: County of Riverside
N/S: Juniper Flats Road
E/W: SR-74

Date: 5/26/2022
Day: Thursday

PEDESTRIANS

	North Leg Juniper Flats Road	East Leg SR-74	South Leg General Auto Repair DW	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	0	1
7:45 AM	1	0	0	0	1
8:00 AM	1	0	0	0	1
8:15 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	4	0	1	0	5

	North Leg Juniper Flats Road	East Leg SR-74	South Leg General Auto Repair DW	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	1	1
4:15 PM	1	0	2	0	3
4:30 PM	3	0	0	1	4
4:45 PM	1	0	0	0	1
5:00 PM	0	0	0	1	1
5:15 PM	0	0	0	1	1
5:30 PM	1	0	1	0	2
5:45 PM	1	0	1	0	2
TOTAL VOLUMES:	7	0	4	4	15

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Location: County of Riverside
N/S: Juniper Flats Road
E/W: SR-74

Date: 5/26/2022
Day: Thursday

BICYCLES

	Southbound Juniper Flats Road			Westbound SR-74			Northbound General Auto Repair DW			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	0	0	0	0	0	0	0	0	1

	Southbound Juniper Flats Road			Westbound SR-74			Northbound General Auto Repair DW			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

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County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 97_CRV_Win_SR-74 AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

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

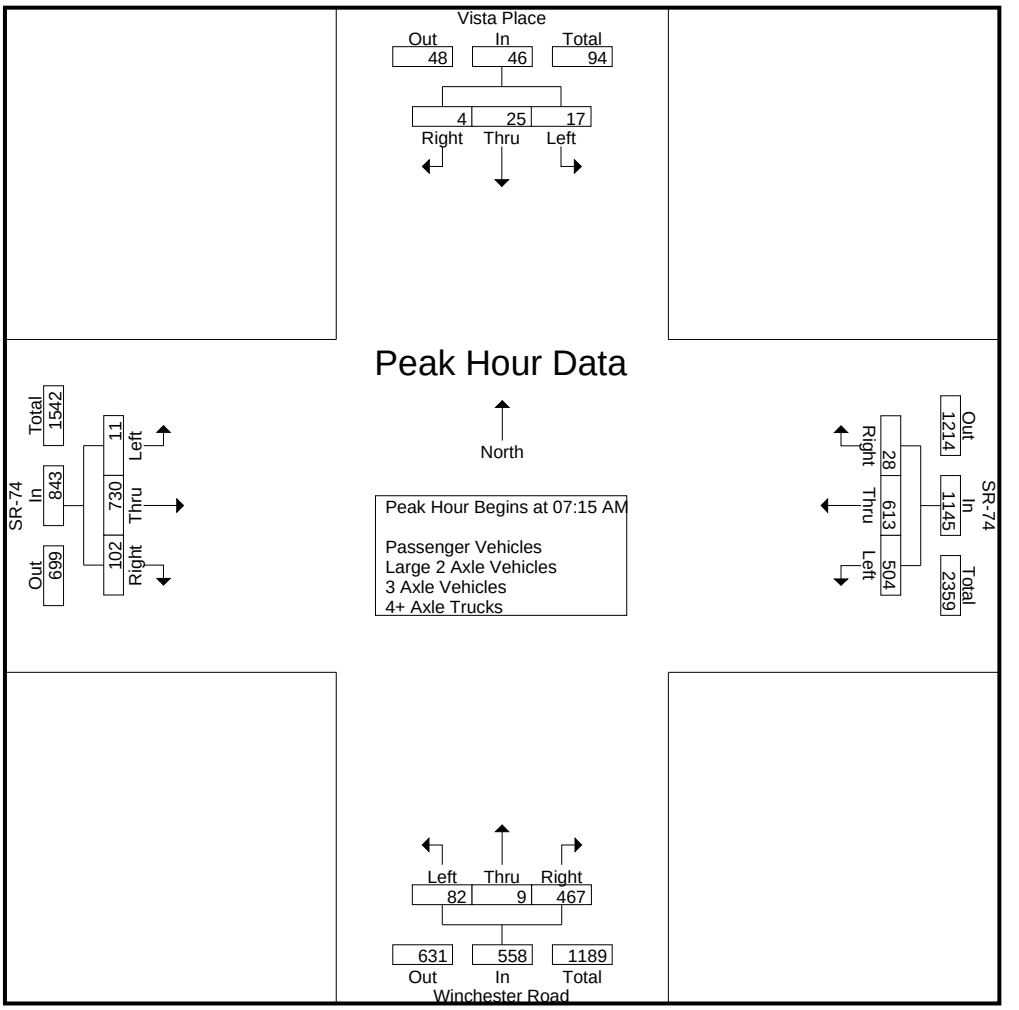
	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	3	1	5	125	165	2	292	16	0	75	91	1	134	19	154	542
07:15 AM	1	11	0	12	131	172	10	313	24	3	120	147	2	170	27	199	671
07:30 AM	6	5	2	13	120	188	5	313	13	3	130	146	3	184	23	210	682
07:45 AM	3	3	0	6	130	122	5	257	19	1	122	142	6	209	29	244	649
Total	11	22	3	36	506	647	22	1175	72	7	447	526	12	697	98	807	2544
08:00 AM	7	6	2	15	123	131	8	262	26	2	95	123	0	167	23	190	590
08:15 AM	7	5	2	14	110	150	9	269	17	3	95	115	7	206	23	236	634
08:30 AM	3	9	2	14	106	143	9	258	18	2	78	98	1	182	21	204	574
08:45 AM	1	6	0	7	98	127	5	230	15	2	77	94	1	161	8	170	501
Total	18	26	6	50	437	551	31	1019	76	9	345	430	9	716	75	800	2299
Grand Total	29	48	9	86	943	1198	53	2194	148	16	792	956	21	1413	173	1607	4843
Apprch %	33.7	55.8	10.5		43	54.6	2.4		15.5	1.7	82.8		1.3	87.9	10.8		
Total %	0.6	1	0.2	1.8	19.5	24.7	1.1	45.3	3.1	0.3	16.4	19.7	0.4	29.2	3.6	33.2	
Passenger Vehicles	29	48	8	85	923	1144	53	2120	132	15	745	892	21	1292	162	1475	4572
% Passenger Vehicles	100	100	88.9	98.8	97.9	95.5	100	96.6	89.2	93.8	94.1	93.3	100	91.4	93.6	91.8	94.4
Large 2 Axle Vehicles	0	0	0	0	13	34	0	47	5	1	34	40	0	67	9	76	163
% Large 2 Axle Vehicles	0	0	0	0	1.4	2.8	0	2.1	3.4	6.2	4.3	4.2	0	4.7	5.2	4.7	3.4
3 Axle Vehicles	0	0	0	0	0	6	0	6	10	0	8	18	0	25	2	27	51
% 3 Axle Vehicles	0	0	0	0	0	0.5	0	0.3	6.8	0	1	1.9	0	1.8	1.2	1.7	1.1
4+ Axle Trucks	0	0	1	1	7	14	0	21	1	0	5	6	0	29	0	29	57
% 4+ Axle Trucks	0	0	11.1	1.2	0.7	1.2	0	1	0.7	0	0.6	0.6	0	2.1	0	1.8	1.2

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	**11**	0	12	**131**	172	**10**	**313**	24	**3**	120	**147**	2	170	27	199	671
07:30 AM	6	5	**2**	13	120	**188**	5	313	13	3	**130**	146	3	184	23	210	**682**
07:45 AM	3	3	0	6	130	122	5	257	19	1	122	142	**6**	**209**	**29**	**244**	649
08:00 AM	**7**	6	2	**15**	123	131	8	262	**26**	2	95	123	0	167	23	190	590
Total Volume	17	25	4	46	504	613	28	1145	82	9	467	558	11	730	102	843	2592
% App. Total	37	54.3	8.7		44	53.5	2.4		14.7	1.6	83.7		1.3	86.6	12.1		
PHF	.607	.568	.500	.767	.962	.815	.700	.915	.788	.750	.898	.949	.458	.873	.879	.864	.950

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County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 97_CRV_Win_SR-74 AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	08:00 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	**7**	6	**2**	**15**	125	165	2	292	24	**3**	120	**147**	3	184	23	210
+15 mins.	7	5	2	14	**131**	172	**10**	**313**	13	3	**130**	146	6	**209**	**29**	**244**
+30 mins.	3	**9**	2	14	120	**188**	5	313	19	1	122	142	0	167	23	190
+45 mins.	1	6	0	7	130	122	5	257	**26**	2	95	123	**7**	206	23	236
Total Volume	18	26	6	50	506	647	22	1175	82	9	467	558	16	766	98	880
% App. Total	36	52	12		43.1	55.1	1.9		14.7	1.6	83.7		1.8	87	11.1	
PHF	.643	.722	.750	.833	.966	.860	.550	.938	.788	.750	.898	.949	.571	.916	.845	.902

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County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 97_CRV_Win_SR-74 AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Passenger Vehicles

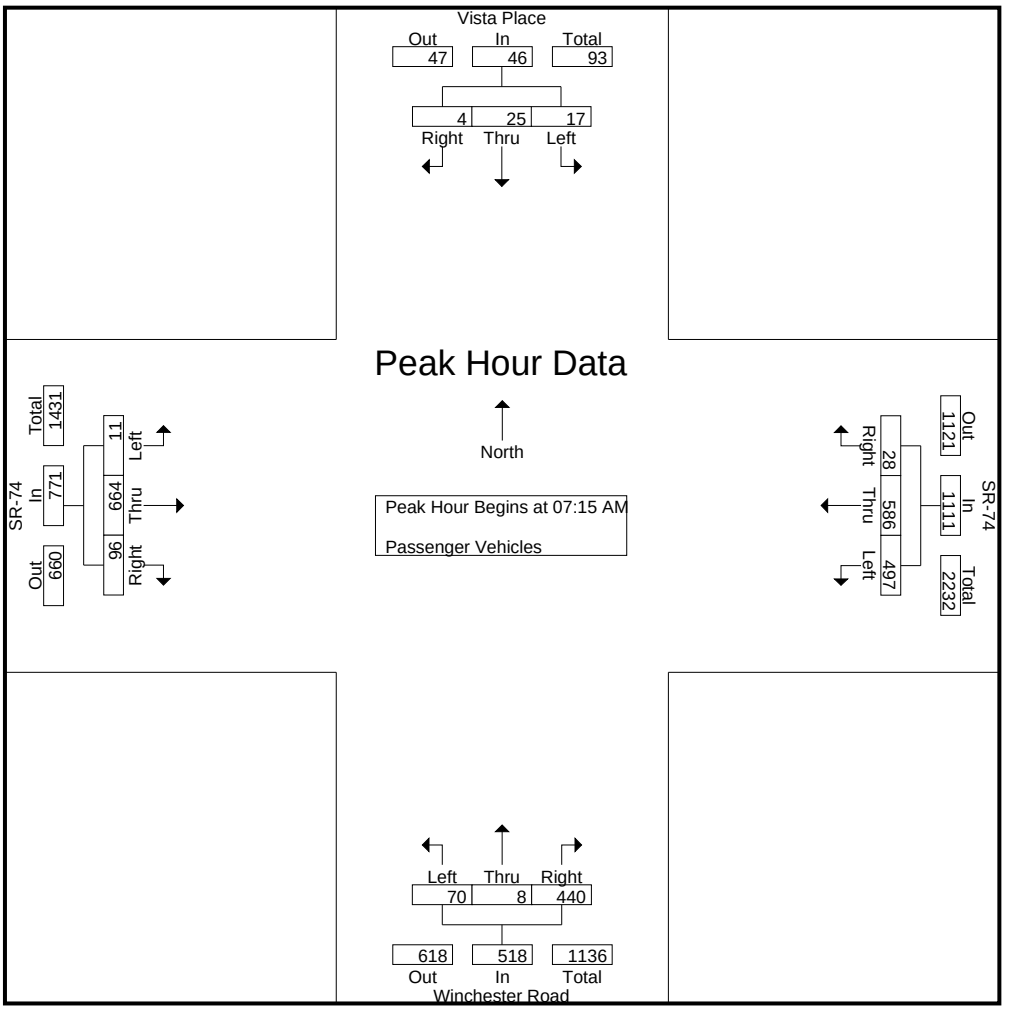
	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	3	1	5	122	161	2	285	15	0	71	86	1	127	17	145	521
07:15 AM	1	11	0	12	128	166	10	304	20	3	114	137	2	152	25	179	632
07:30 AM	6	5	2	13	120	179	5	304	12	2	126	140	3	177	22	202	659
07:45 AM	3	3	0	6	127	116	5	248	18	1	111	130	6	189	27	222	606
Total	11	22	3	36	497	622	22	1141	65	6	422	493	12	645	91	748	2418
08:00 AM	7	6	2	15	122	125	8	255	20	2	89	111	0	146	22	168	549
08:15 AM	7	5	2	14	108	143	9	260	17	3	92	112	7	186	23	216	602
08:30 AM	3	9	1	13	102	136	9	247	17	2	71	90	1	169	19	189	539
08:45 AM	1	6	0	7	94	118	5	217	13	2	71	86	1	146	7	154	464
Total	18	26	5	49	426	522	31	979	67	9	323	399	9	647	71	727	2154
Grand Total	29	48	8	85	923	1144	53	2120	132	15	745	892	21	1292	162	1475	4572
Apprch %	34.1	56.5	9.4		43.5	54	2.5		14.8	1.7	83.5		1.4	87.6	11		
Total %	0.6	1	0.2	1.9	20.2	25	1.2	46.4	2.9	0.3	16.3	19.5	0.5	28.3	3.5	32.3	

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	**11**	0	12	**128**	166	**10**	**304**	**20**	**3**	114	137	2	152	25	179	632
07:30 AM	6	5	**2**	13	120	**179**	5	304	12	2	**126**	**140**	3	177	22	202	**659**
07:45 AM	3	3	0	6	127	116	5	248	18	1	111	130	**6**	**189**	**27**	**222**	606
08:00 AM	**7**	6	2	**15**	122	125	8	255	20	2	89	111	0	146	22	168	549
Total Volume	17	25	4	46	497	586	28	1111	70	8	440	518	11	664	96	771	2446
% App. Total	37	54.3	8.7		44.7	52.7	2.5		13.5	1.5	84.9		1.4	86.1	12.5		
PHF	.607	.568	.500	.767	.971	.818	.700	.914	.875	.667	.873	.925	.458	.878	.889	.868	.928

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County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 97_CRV_Win_SR-74 AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	**11**	0	12	**128**	166	**10**	**304**	**20**	**3**	114	137	2	152	25	179
+15 mins.	6	5	**2**	13	120	**179**	5	304	12	2	**126**	**140**	3	177	22	202
+30 mins.	3	3	0	6	127	116	5	248	18	1	111	130	**6**	**189**	**27**	**222**
+45 mins.	**7**	6	2	**15**	122	125	8	255	20	2	89	111	0	146	22	168
Total Volume	17	25	4	46	497	586	28	1111	70	8	440	518	11	664	96	771
% App. Total	37	54.3	8.7		44.7	52.7	2.5		13.5	1.5	84.9		1.4	86.1	12.5	
PHF	.607	.568	.500	.767	.971	.818	.700	.914	.875	.667	.873	.925	.458	.878	.889	.868

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County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 97_CRV_Win_SR-74 AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

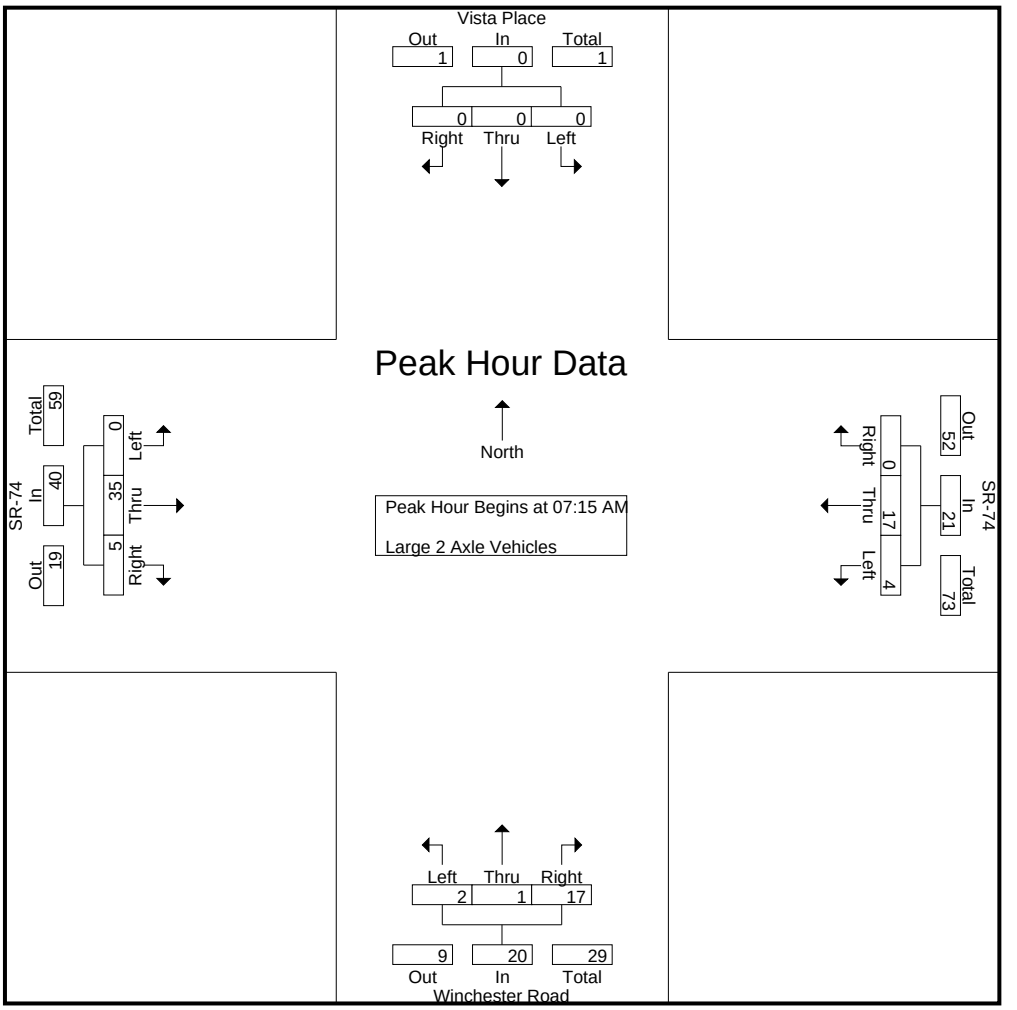
	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	2	3	0	5	1	0	2	3	0	5	2	7	15
07:15 AM	0	0	0	0	3	5	0	8	0	0	5	5	0	12	2	14	27
07:30 AM	0	0	0	0	0	4	0	4	0	1	3	4	0	4	1	5	13
07:45 AM	0	0	0	0	1	4	0	5	0	0	6	6	0	9	2	11	22
Total	0	0	0	0	6	16	0	22	1	1	16	18	0	30	7	37	77
08:00 AM	0	0	0	0	0	4	0	4	2	0	3	5	0	10	0	10	19
08:15 AM	0	0	0	0	2	6	0	8	0	0	3	3	0	7	0	7	18
08:30 AM	0	0	0	0	2	4	0	6	1	0	7	8	0	10	1	11	25
08:45 AM	0	0	0	0	3	4	0	7	1	0	5	6	0	10	1	11	24
Total	0	0	0	0	7	18	0	25	4	0	18	22	0	37	2	39	86
Grand Total	0	0	0	0	13	34	0	47	5	1	34	40	0	67	9	76	163
Apprch %	0	0	0		27.7	72.3	0		12.5	2.5	85		0	88.2	11.8		
Total %	0	0	0	0	8	20.9	0	28.8	3.1	0.6	20.9	24.5	0	41.1	5.5	46.6	

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	**3**	**5**	0	**8**	0	0	5	5	0	**12**	**2**	**14**	**27**
07:30 AM	0	0	0	0	0	4	0	4	0	**1**	3	4	0	4	1	5	13
07:45 AM	0	0	0	0	1	4	0	5	0	0	**6**	**6**	0	9	2	11	22
08:00 AM	0	0	0	0	0	4	0	4	**2**	0	3	5	0	10	0	10	19
Total Volume	0	0	0	0	4	17	0	21	2	1	17	20	0	35	5	40	81
% App. Total	0	0	0		19	81	0		10	5	85		0	87.5	12.5		
PHF	.000	.000	.000	.000	.333	.850	.000	.656	.250	.250	.708	.833	.000	.729	.625	.714	.750

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County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 97_CRV_Win_SR-74 AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	**3**	**5**	0	**8**	0	0	5	5	0	**12**	**2**	**14**
+15 mins.	0	0	0	0	0	4	0	4	0	**1**	3	4	0	4	1	5
+30 mins.	0	0	0	0	1	4	0	5	0	0	**6**	**6**	0	9	2	11
+45 mins.	0	0	0	0	0	4	0	4	**2**	0	3	5	0	10	0	10
Total Volume	0	0	0	0	4	17	0	21	2	1	17	20	0	35	5	40
% App. Total	0	0	0		19	81	0		10	5	85		0	87.5	12.5	
PHF	.000	.000	.000	.000	.333	.850	.000	.656	.250	.250	.708	.833	.000	.729	.625	.714

Counts Unlimited, Inc.
PO Box 1178
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County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 97_CRV_Win_SR-74 AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

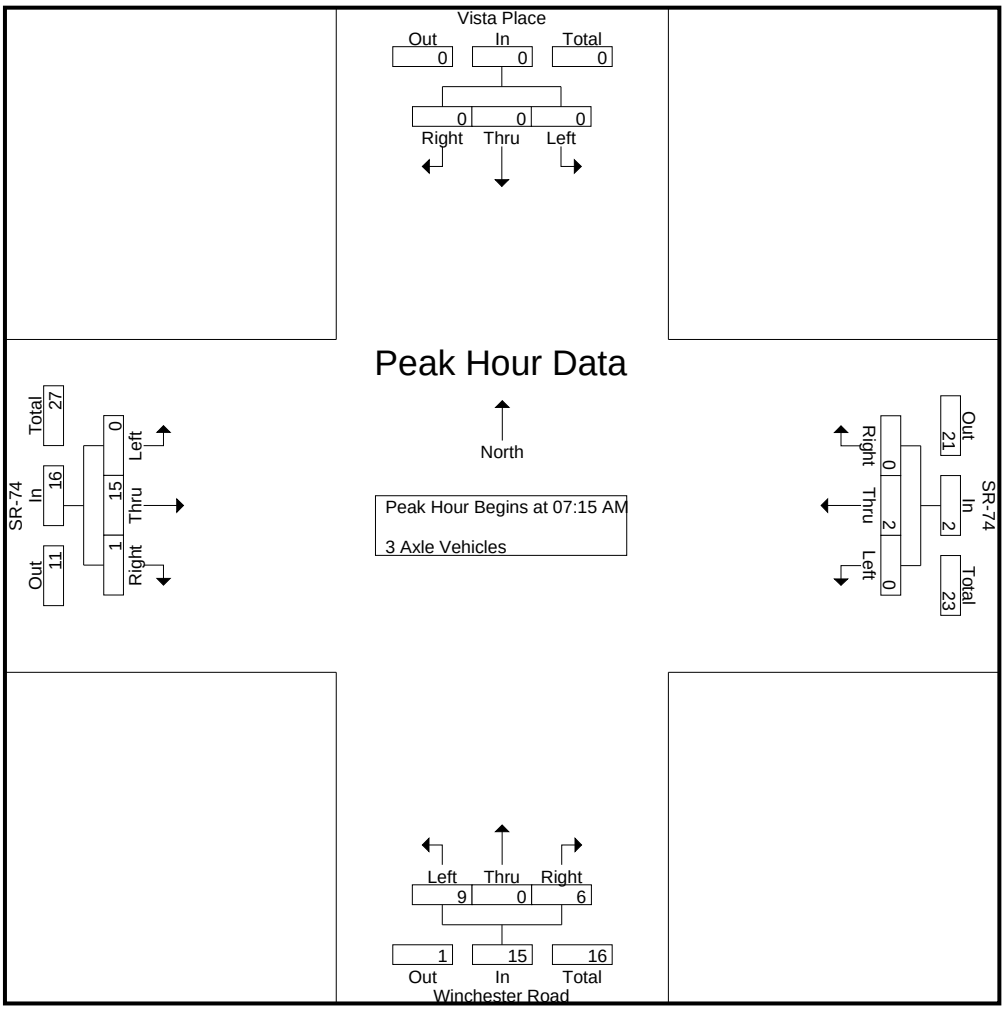
	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
07:15 AM	0	0	0	0	0	1	0	1	4	0	1	5	0	1	0	1	7
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
07:45 AM	0	0	0	0	0	1	0	1	1	0	4	5	0	5	0	5	11
Total	0	0	0	0	0	2	0	2	5	0	7	12	0	10	0	10	24
08:00 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	7	1	8	12
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
08:45 AM	0	0	0	0	0	3	0	3	1	0	1	2	0	1	0	1	6
Total	0	0	0	0	0	4	0	4	5	0	1	6	0	15	2	17	27
Grand Total	0	0	0	0	0	6	0	6	10	0	8	18	0	25	2	27	51
Apprch %	0	0	0		0	100	0		55.6	0	44.4		0	92.6	7.4		
Total %	0	0	0	0	0	11.8	0	11.8	19.6	0	15.7	35.3	0	49	3.9	52.9	

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**1**	0	**1**	**4**	0	1	**5**	0	1	0	1	7
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
07:45 AM	0	0	0	0	0	1	0	1	1	0	**4**	5	0	5	0	5	11
08:00 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	**7**	**1**	**8**	**12**
Total Volume	0	0	0	0	0	2	0	2	9	0	6	15	0	15	1	16	33
% App. Total	0	0	0		0	100	0		60	0	40		0	93.8	6.2		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.563	.000	.375	.750	.000	.536	.250	.500	.688

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County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 97_CRV_Win_SR-74 AM
Site Code : 00322418
Start Date : 5/26/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	**4**	0	1	**5**	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2
+30 mins.	0	0	0	0	0	1	0	1	1	0	**4**	5	0	5	0	5
+45 mins.	0	0	0	0	0	0	0	0	4	0	0	4	0	**7**	**1**	**8**
Total Volume	0	0	0	0	0	2	0	2	9	0	6	15	0	15	1	16
% App. Total	0	0	0		0	100	0		60	0	40		0	93.8	6.2	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.563	.000	.375	.750	.000	.536	.250	.500

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County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 97_CRV_Win_SR-74 AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

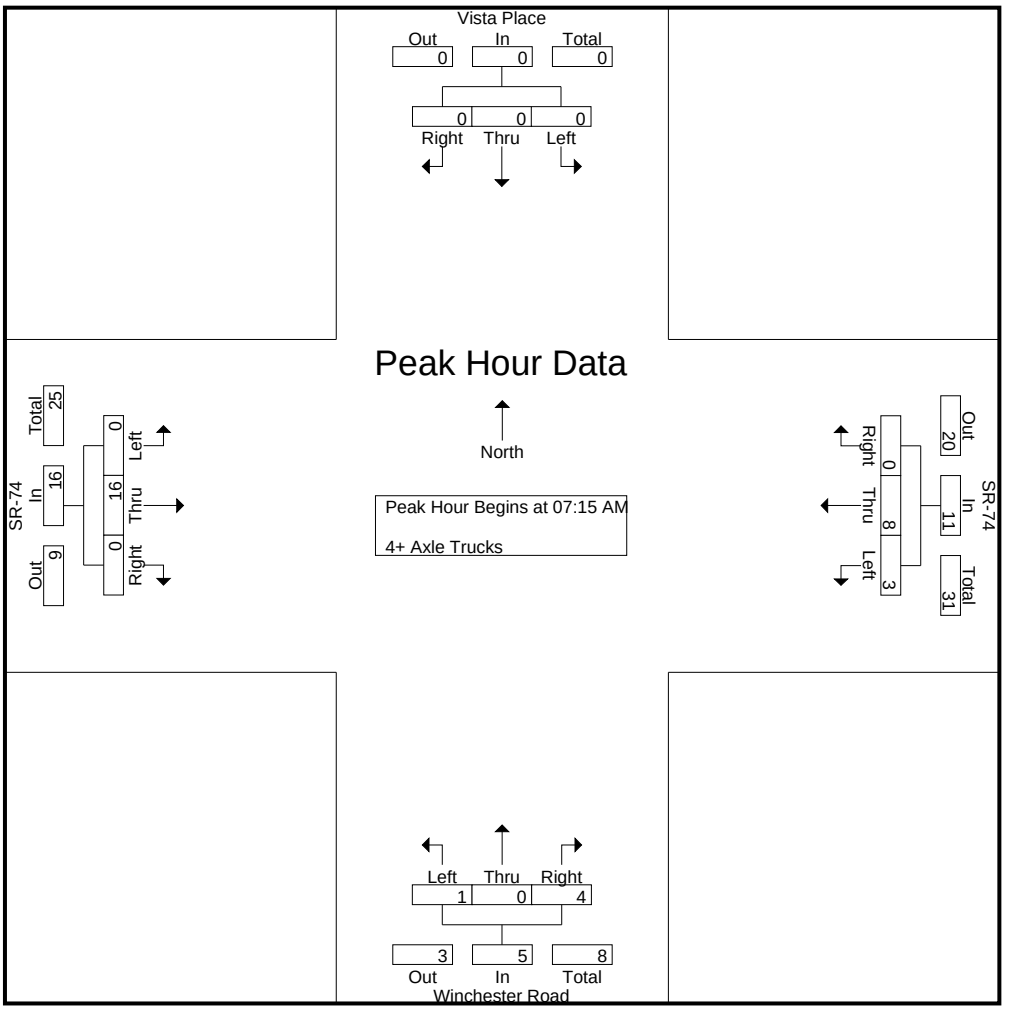
	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	1	0	2	0	0	1	1	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
07:30 AM	0	0	0	0	0	5	0	5	1	0	0	1	0	1	0	1	7
07:45 AM	0	0	0	0	2	1	0	3	0	0	1	1	0	6	0	6	10
Total	0	0	0	0	3	7	0	10	1	0	2	3	0	12	0	12	25
08:00 AM	0	0	0	0	1	2	0	3	0	0	3	3	0	4	0	4	10
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	7
08:30 AM	0	0	1	1	2	3	0	5	0	0	0	0	0	2	0	2	8
08:45 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	4	0	4	7
Total	0	0	1	1	4	7	0	11	0	0	3	3	0	17	0	17	32
Grand Total	0	0	1	1	7	14	0	21	1	0	5	6	0	29	0	29	57
Apprch %	0	0	100		33.3	66.7	0		16.7	0	83.3		0	100	0		
Total %	0	0	1.8	1.8	12.3	24.6	0	36.8	1.8	0	8.8	10.5	0	50.9	0	50.9	

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
07:30 AM	0	0	0	0	0	**5**	0	**5**	**1**	0	0	1	0	1	0	1	7
07:45 AM	0	0	0	0	**2**	1	0	3	0	0	1	1	0	**6**	0	**6**	**10**
08:00 AM	0	0	0	0	1	2	0	3	0	0	**3**	**3**	0	4	0	4	10
Total Volume	0	0	0	0	3	8	0	11	1	0	4	5	0	16	0	16	32
% App. Total	0	0	0		27.3	72.7	0		20	0	80		0	100	0		
PHF	.000	.000	.000	.000	.375	.400	.000	.550	.250	.000	.333	.417	.000	.667	.000	.667	.800

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County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 97_CRV_Win_SR-74 AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5
+15 mins.	0	0	0	0	0	**5**	0	**5**	**1**	0	0	1	0	1	0	1
+30 mins.	0	0	0	0	**2**	1	0	3	0	0	1	1	0	**6**	0	**6**
+45 mins.	0	0	0	0	1	2	0	3	0	0	**3**	**3**	0	4	0	4
Total Volume	0	0	0	0	3	8	0	11	1	0	4	5	0	16	0	16
% App. Total	0	0	0		27.3	72.7	0		20	0	80		0	100	0	
PHF	.000	.000	.000	.000	.375	.400	.000	.550	.250	.000	.333	.417	.000	.667	.000	.667

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County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 97_CRV_Win_SR-74 PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

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

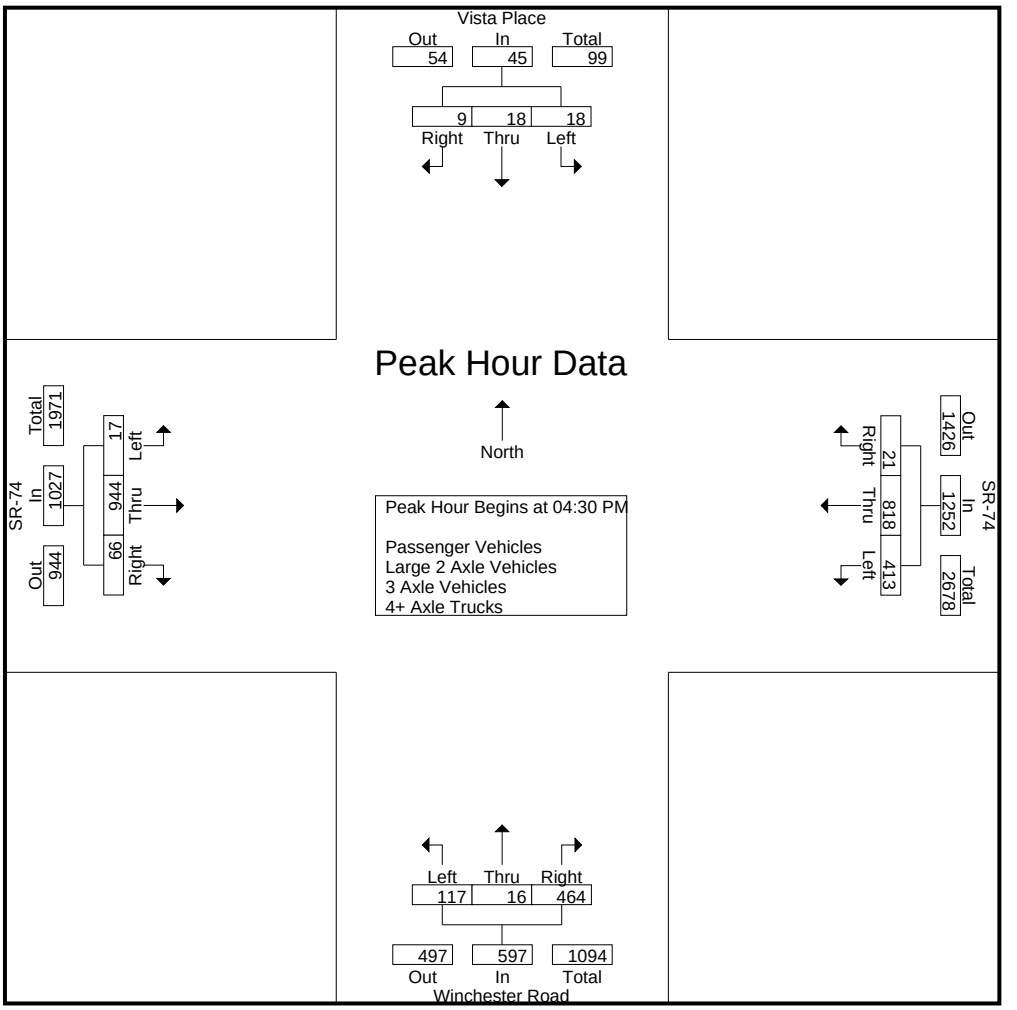
	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	5	0	8	114	169	4	287	35	4	125	164	0	232	20	252	711
04:15 PM	5	7	2	14	102	193	11	306	42	2	111	155	7	217	19	243	718
04:30 PM	3	5	4	12	130	200	6	336	36	3	126	165	5	190	12	207	720
04:45 PM	5	2	4	11	68	191	8	267	28	5	118	151	4	286	17	307	736
Total	16	19	10	45	414	753	29	1196	141	14	480	635	16	925	68	1009	2885
05:00 PM	6	6	1	13	97	196	2	295	27	4	109	140	3	207	18	228	676
05:15 PM	4	5	0	9	118	231	5	354	26	4	111	141	5	261	19	285	789
05:30 PM	7	4	4	15	87	176	8	271	38	1	117	156	6	152	15	173	615
05:45 PM	2	4	1	7	90	133	5	228	34	1	113	148	4	215	16	235	618
Total	19	19	6	44	392	736	20	1148	125	10	450	585	18	835	68	921	2698
Grand Total	35	38	16	89	806	1489	49	2344	266	24	930	1220	34	1760	136	1930	5583
Apprch %	39.3	42.7	18		34.4	63.5	2.1		21.8	2	76.2		1.8	91.2	7		
Total %	0.6	0.7	0.3	1.6	14.4	26.7	0.9	42	4.8	0.4	16.7	21.9	0.6	31.5	2.4	34.6	
Passenger Vehicles	35	38	15	88	795	1425	48	2268	259	23	907	1189	33	1707	131	1871	5416
% Passenger Vehicles	100	100	93.8	98.9	98.6	95.7	98	96.8	97.4	95.8	97.5	97.5	97.1	97	96.3	96.9	97
Large 2 Axle Vehicles	0	0	1	1	7	33	0	40	4	1	16	21	1	41	2	44	106
% Large 2 Axle Vehicles	0	0	6.2	1.1	0.9	2.2	0	1.7	1.5	4.2	1.7	1.7	2.9	2.3	1.5	2.3	1.9
3 Axle Vehicles	0	0	0	0	1	19	1	21	2	0	2	4	0	5	0	5	30
% 3 Axle Vehicles	0	0	0	0	0.1	1.3	2	0.9	0.8	0	0.2	0.3	0	0.3	0	0.3	0.5
4+ Axle Trucks	0	0	0	0	3	12	0	15	1	0	5	6	0	7	3	10	31
% 4+ Axle Trucks	0	0	0	0	0.4	0.8	0	0.6	0.4	0	0.5	0.5	0	0.4	2.2	0.5	0.6

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	3	5	**4**	12	**130**	200	6	336	**36**	3	**126**	**165**	**5**	190	12	207	720
04:45 PM	5	2	4	11	68	191	**8**	267	28	**5**	118	151	4	**286**	17	**307**	736
05:00 PM	**6**	**6**	1	**13**	97	196	2	295	27	4	109	140	3	207	18	228	676
05:15 PM	4	5	0	9	118	**231**	5	**354**	26	4	111	141	5	261	**19**	285	**789**
Total Volume	18	18	9	45	413	818	21	1252	117	16	464	597	17	944	66	1027	2921
% App. Total	40	40	20		33	65.3	1.7		19.6	2.7	77.7		1.7	91.9	6.4		
PHF	.750	.750	.563	.865	.794	.885	.656	.884	.813	.800	.921	.905	.850	.825	.868	.836	.926

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County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 97_CRV_Win_SR-74 PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:15 PM				04:30 PM				04:00 PM				04:30 PM			
+0 mins.	5	**7**	2	**14**	**130**	200	6	336	35	4	125	164	**5**	190	12	207
+15 mins.	3	5	**4**	12	68	191	**8**	267	**42**	2	111	155	4	**286**	17	**307**
+30 mins.	5	2	4	11	97	196	2	295	36	3	**126**	**165**	3	207	18	228
+45 mins.	**6**	6	1	13	118	**231**	5	**354**	28	**5**	118	151	5	261	**19**	285
Total Volume	19	20	11	50	413	818	21	1252	141	14	480	635	17	944	66	1027
% App. Total	38	40	22		33	65.3	1.7		22.2	2.2	75.6		1.7	91.9	6.4	
PHF	.792	.714	.688	.893	.794	.885	.656	.884	.839	.700	.952	.962	.850	.825	.868	.836

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County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
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Weather: Clear

File Name : 97_CRV_Win_SR-74 PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Passenger Vehicles

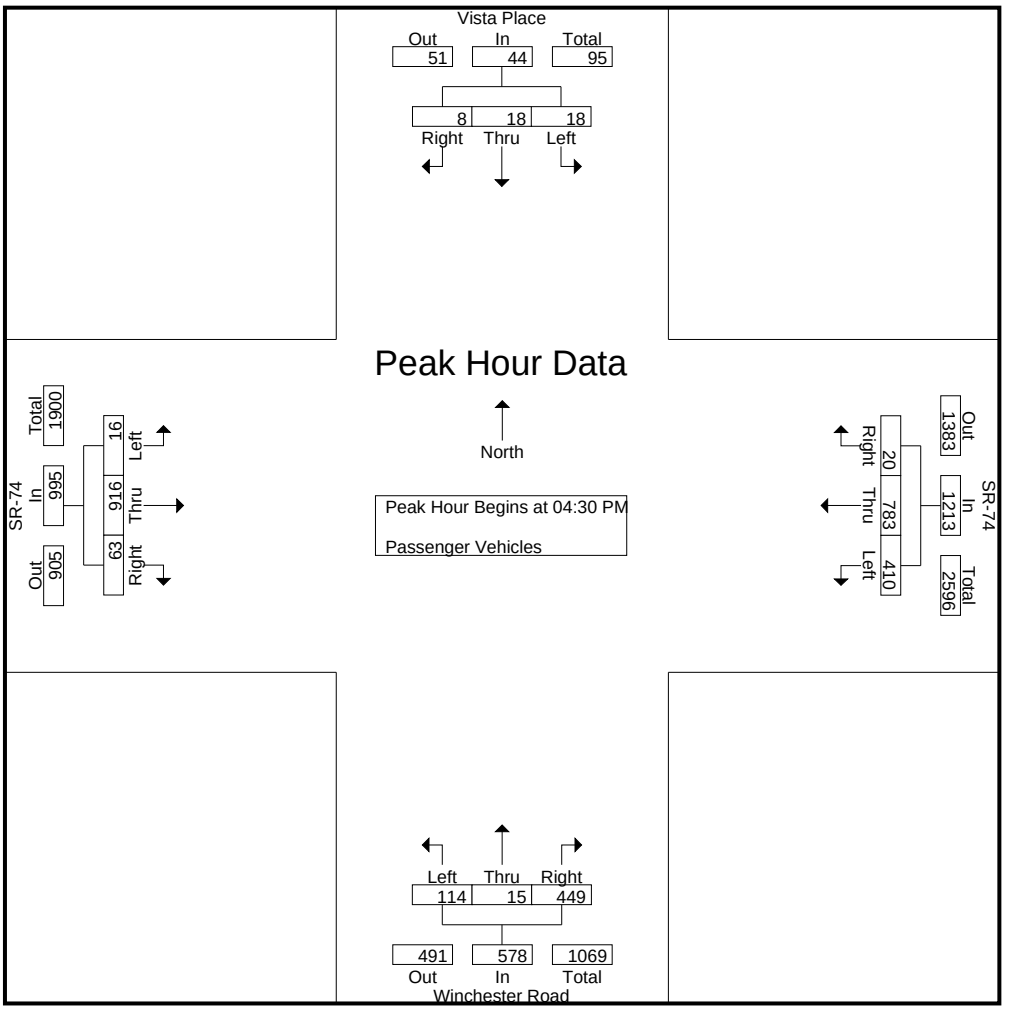
	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	5	0	8	112	158	4	274	34	4	118	156	0	223	19	242	680
04:15 PM	5	7	2	14	97	189	11	297	41	2	111	154	7	211	19	237	702
04:30 PM	3	5	4	12	129	187	5	321	34	3	124	161	5	182	11	198	692
04:45 PM	5	2	4	11	67	183	8	258	28	4	112	144	3	281	17	301	714
Total	16	19	10	45	405	717	28	1150	137	13	465	615	15	897	66	978	2788
05:00 PM	6	6	0	12	96	189	2	287	27	4	105	136	3	197	17	217	652
05:15 PM	4	5	0	9	118	224	5	347	25	4	108	137	5	256	18	279	772
05:30 PM	7	4	4	15	87	166	8	261	37	1	117	155	6	151	14	171	602
05:45 PM	2	4	1	7	89	129	5	223	33	1	112	146	4	206	16	226	602
Total	19	19	5	43	390	708	20	1118	122	10	442	574	18	810	65	893	2628
Grand Total	35	38	15	88	795	1425	48	2268	259	23	907	1189	33	1707	131	1871	5416
Apprch %	39.8	43.2	17		35.1	62.8	2.1		21.8	1.9	76.3		1.8	91.2	7		
Total %	0.6	0.7	0.3	1.6	14.7	26.3	0.9	41.9	4.8	0.4	16.7	22	0.6	31.5	2.4	34.5	

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	3	5	**4**	**12**	**129**	187	5	321	**34**	3	**124**	**161**	**5**	182	11	198	692
04:45 PM	5	2	4	11	67	183	**8**	258	28	**4**	112	144	3	**281**	17	**301**	714
05:00 PM	**6**	**6**	0	12	96	189	2	287	27	4	105	136	3	197	17	217	652
05:15 PM	4	5	0	9	118	**224**	5	**347**	25	4	108	137	5	256	**18**	279	**772**
Total Volume	18	18	8	44	410	783	20	1213	114	15	449	578	16	916	63	995	2830
% App. Total	40.9	40.9	18.2		33.8	64.6	1.6		19.7	2.6	77.7		1.6	92.1	6.3		
PHF	.750	.750	.500	.917	.795	.874	.625	.874	.838	.938	.905	.898	.800	.815	.875	.826	.916

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County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 97_CRV_Win_SR-74 PM
Site Code : 00322418
Start Date : 5/26/2022



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	3	5	**4**	**12**	**129**	187	5	321	**34**	3	**124**	**161**	**5**	182	11	198
+15 mins.	5	2	4	11	67	183	**8**	258	28	**4**	112	144	3	**281**	17	**301**
+30 mins.	**6**	**6**	0	12	96	189	2	287	27	4	105	136	3	197	17	217
+45 mins.	4	5	0	9	118	**224**	5	**347**	25	4	108	137	5	256	**18**	279
Total Volume	18	18	8	44	410	783	20	1213	114	15	449	578	16	916	63	995
% App. Total	40.9	40.9	18.2		33.8	64.6	1.6		19.7	2.6	77.7		1.6	92.1	6.3	
PHF	.750	.750	.500	.917	.795	.874	.625	.874	.838	.938	.905	.898	.800	.815	.875	.826

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County of Riverside
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File Name : 97_CRV_Win_SR-74 PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

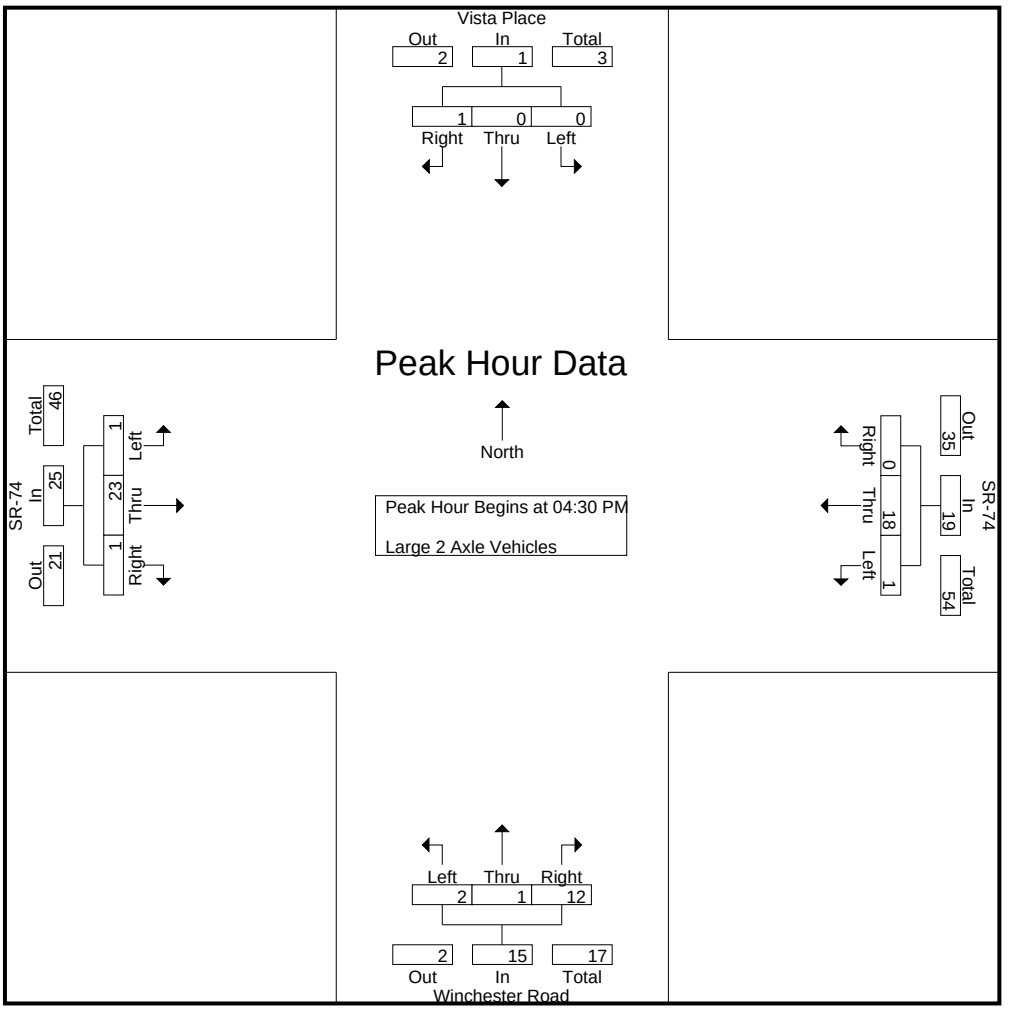
	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	2	6	0	8	1	0	4	5	0	6	1	7	20
04:15 PM	0	0	0	0	3	1	0	4	0	0	0	0	0	5	0	5	9
04:30 PM	0	0	0	0	0	7	0	7	1	0	2	3	0	8	0	8	18
04:45 PM	0	0	0	0	1	6	0	7	0	1	5	6	1	3	0	4	17
Total	0	0	0	0	6	20	0	26	2	1	11	14	1	22	1	24	64
05:00 PM	0	0	1	1	0	1	0	1	0	0	2	2	0	8	0	8	12
05:15 PM	0	0	0	0	0	4	0	4	1	0	3	4	0	4	1	5	13
05:30 PM	0	0	0	0	0	5	0	5	1	0	0	1	0	1	0	1	7
05:45 PM	0	0	0	0	1	3	0	4	0	0	0	0	0	6	0	6	10
Total	0	0	1	1	1	13	0	14	2	0	5	7	0	19	1	20	42
Grand Total	0	0	1	1	7	33	0	40	4	1	16	21	1	41	2	44	106
Apprch %	0	0	100		17.5	82.5	0		19	4.8	76.2		2.3	93.2	4.5		
Total %	0	0	0.9	0.9	6.6	31.1	0	37.7	3.8	0.9	15.1	19.8	0.9	38.7	1.9	41.5	

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**7**	0	**7**	**1**	0	2	3	0	**8**	0	**8**	**18**
04:45 PM	0	0	0	0	**1**	6	0	7	0	**1**	**5**	**6**	**1**	3	0	4	17
05:00 PM	0	0	**1**	**1**	0	1	0	1	0	0	2	2	0	8	0	8	12
05:15 PM	0	0	0	0	0	4	0	4	1	0	3	4	0	4	**1**	5	13
Total Volume	0	0	1	1	1	18	0	19	2	1	12	15	1	23	1	25	60
% App. Total	0	0	100		5.3	94.7	0		13.3	6.7	80		4	92	4		
PHF	.000	.000	.250	.250	.250	.643	.000	.679	.500	.250	.600	.625	.250	.719	.250	.781	.833

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County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 97_CRV_Win_SR-74 PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	**7**	0	**7**	**1**	0	2	3	0	**8**	0	**8**
+15 mins.	0	0	0	0	**1**	6	0	7	0	**1**	**5**	**6**	**1**	3	0	4
+30 mins.	0	0	**1**	**1**	0	1	0	1	0	0	2	2	0	8	0	8
+45 mins.	0	0	0	0	0	4	0	4	1	0	3	4	0	4	**1**	5
Total Volume	0	0	1	1	1	18	0	19	2	1	12	15	1	23	1	25
% App. Total	0	0	100		5.3	94.7	0		13.3	6.7	80		4	92	4	
PHF	.000	.000	.250	.250	.250	.643	.000	.679	.500	.250	.600	.625	.250	.719	.250	.781

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County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 97_CRV_Win_SR-74 PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

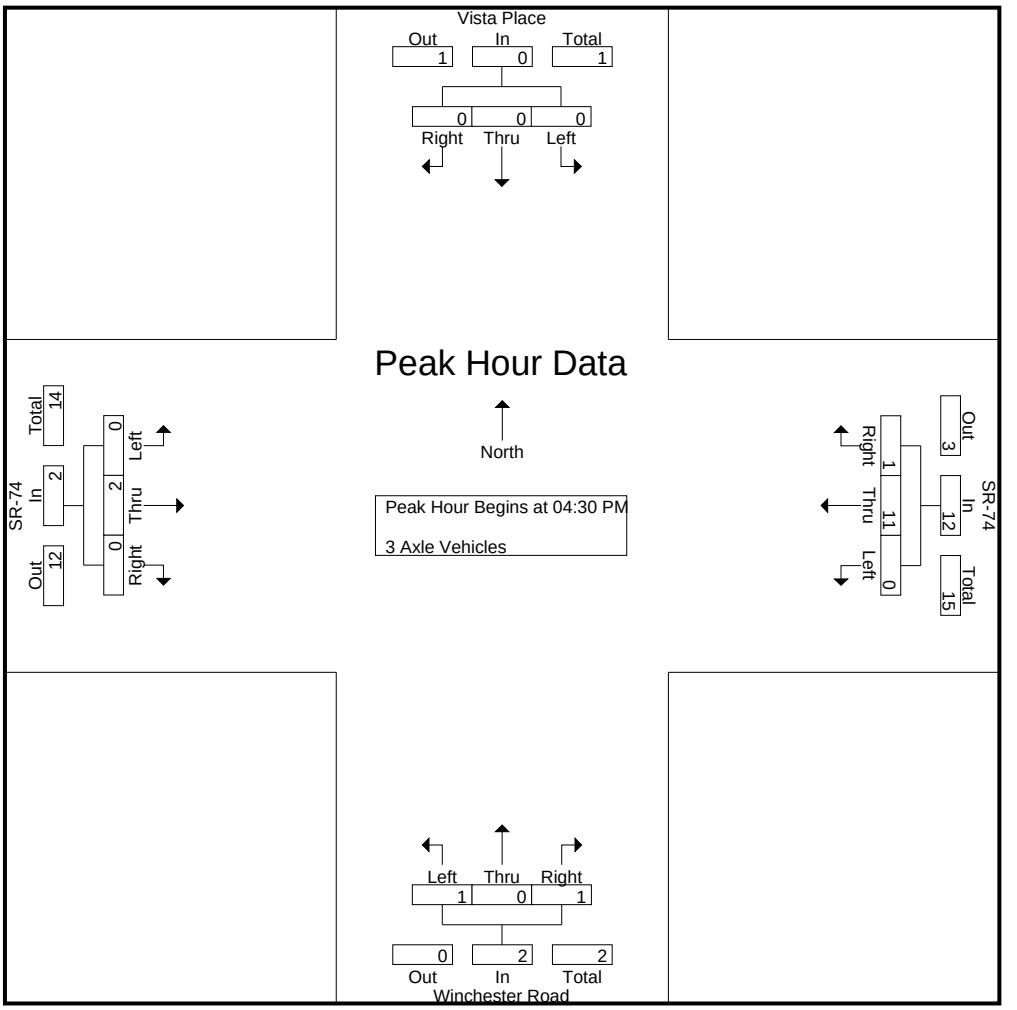
	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	2	4
04:15 PM	0	0	0	0	1	1	0	2	1	0	0	1	0	1	0	1	4
04:30 PM	0	0	0	0	0	3	1	4	1	0	0	1	0	0	0	0	5
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	1	6	1	8	2	0	1	3	0	4	0	4	15
05:00 PM	0	0	0	0	0	4	0	4	0	0	1	1	0	0	0	0	5
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	13	0	13	0	0	1	1	0	1	0	1	15
Grand Total	0	0	0	0	1	19	1	21	2	0	2	4	0	5	0	5	30
Apprch %	0	0	0		4.8	90.5	4.8		50	0	50		0	100	0		
Total %	0	0	0	0	3.3	63.3	3.3	70	6.7	0	6.7	13.3	0	16.7	0	16.7	

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	3	**1**	**4**	**1**	0	0	**1**	0	0	0	0	**5**
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**	2
05:00 PM	0	0	0	0	0	**4**	0	4	0	0	**1**	1	0	0	0	0	5
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total Volume	0	0	0	0	0	11	1	12	1	0	1	2	0	2	0	2	16
% App. Total	0	0	0		0	91.7	8.3		50	0	50		0	100	0		
PHF	.000	.000	.000	.000	.000	.688	.250	.750	.250	.000	.250	.500	.000	.500	.000	.500	.800

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County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 97_CRV_Win_SR-74 PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	3	**1**	**4**	**1**	0	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	**4**	0	4	0	0	**1**	1	0	0	0	0
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	11	1	12	1	0	1	2	0	2	0	2
% App. Total	0	0	0		0	91.7	8.3		50	0	50		0	100	0	
PHF	.000	.000	.000	.000	.000	.688	.250	.750	.250	.000	.250	.500	.000	.500	.000	.500

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County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 97_CRV_Win_SR-74 PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

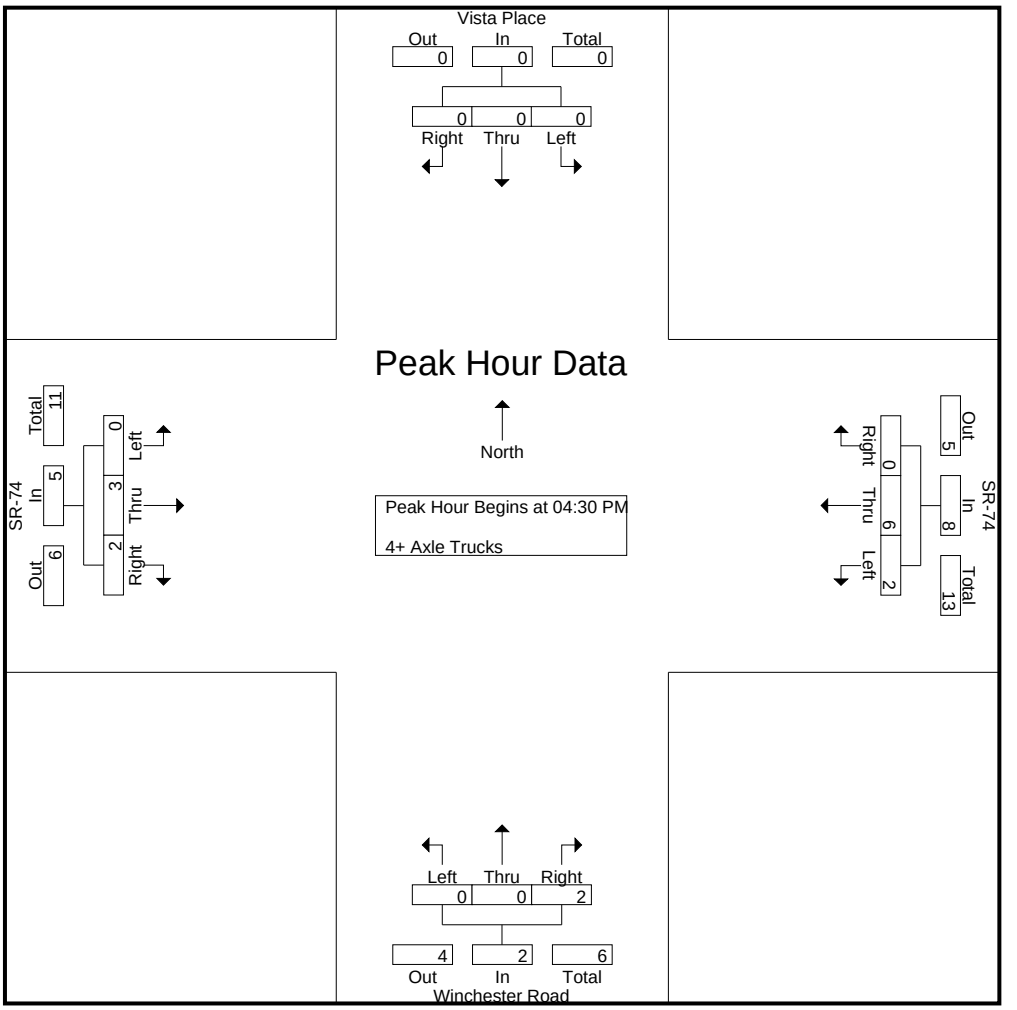
	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	4	0	4	0	0	2	2	0	1	0	1	7
04:15 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	1	3	0	4	0	0	0	0	0	0	1	1	5
04:45 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
Total	0	0	0	0	2	10	0	12	0	0	3	3	0	2	1	3	18
05:00 PM	0	0	0	0	1	2	0	3	0	0	1	1	0	2	1	3	7
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	3	0	3	5
Total	0	0	0	0	1	2	0	3	1	0	2	3	0	5	2	7	13
Grand Total	0	0	0	0	3	12	0	15	1	0	5	6	0	7	3	10	31
Apprch %	0	0	0		20	80	0		16.7	0	83.3		0	70	30		
Total %	0	0	0	0	9.7	38.7	0	48.4	3.2	0	16.1	19.4	0	22.6	9.7	32.3	

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	**1**	**3**	0	**4**	0	0	0	0	0	0	**1**	1	5
04:45 PM	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	1	0	1	3
05:00 PM	0	0	0	0	1	2	0	3	0	0	1	1	0	**2**	1	**3**	**7**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	6	0	8	0	0	2	2	0	3	2	5	15
% App. Total	0	0	0		25	75	0		0	0	100		0	60	40		
PHF	.000	.000	.000	.000	.500	.500	.000	.500	.000	.000	.500	.500	.000	.375	.500	.417	.536

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County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 97_CRV_Win_SR-74 PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	**1**	**3**	0	**4**	0	0	0	0	0	0	**1**	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	1	0	1
+30 mins.	0	0	0	0	1	2	0	3	0	0	1	1	0	**2**	1	**3**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	6	0	8	0	0	2	2	0	3	2	5
% App. Total	0	0	0		25	75	0		0	0	100		0	60	40	
PHF	.000	.000	.000	.000	.500	.500	.000	.500	.000	.000	.500	.500	.000	.375	.500	.417

Location: County of Riverside
N/S: Vista Pl/Winchester Rd
E/W: SR-74

Date: 5/26/2022
Day: Thursday

PEDESTRIANS

	North Leg Vista Place	East Leg SR-74	South Leg Winchester Road	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	2	2
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	2	2

	North Leg Vista Place	East Leg SR-74	South Leg Winchester Road	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	3	3	6
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	1	4	5
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	2	2
5:45 PM	1	0	1	0	2
TOTAL VOLUMES:	1	0	6	10	17

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Location: County of Riverside
N/S: Vista Pl/Winchester Rd
E/W: SR-74

Date: 5/26/2022
Day: Thursday

BICYCLES

	Southbound Vista Place			Westbound SR-74			Northbound Winchester Road			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Vista Place			Westbound SR-74			Northbound Winchester Road			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Hemet
N/S: Warren Road
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 98_HEM_War_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

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

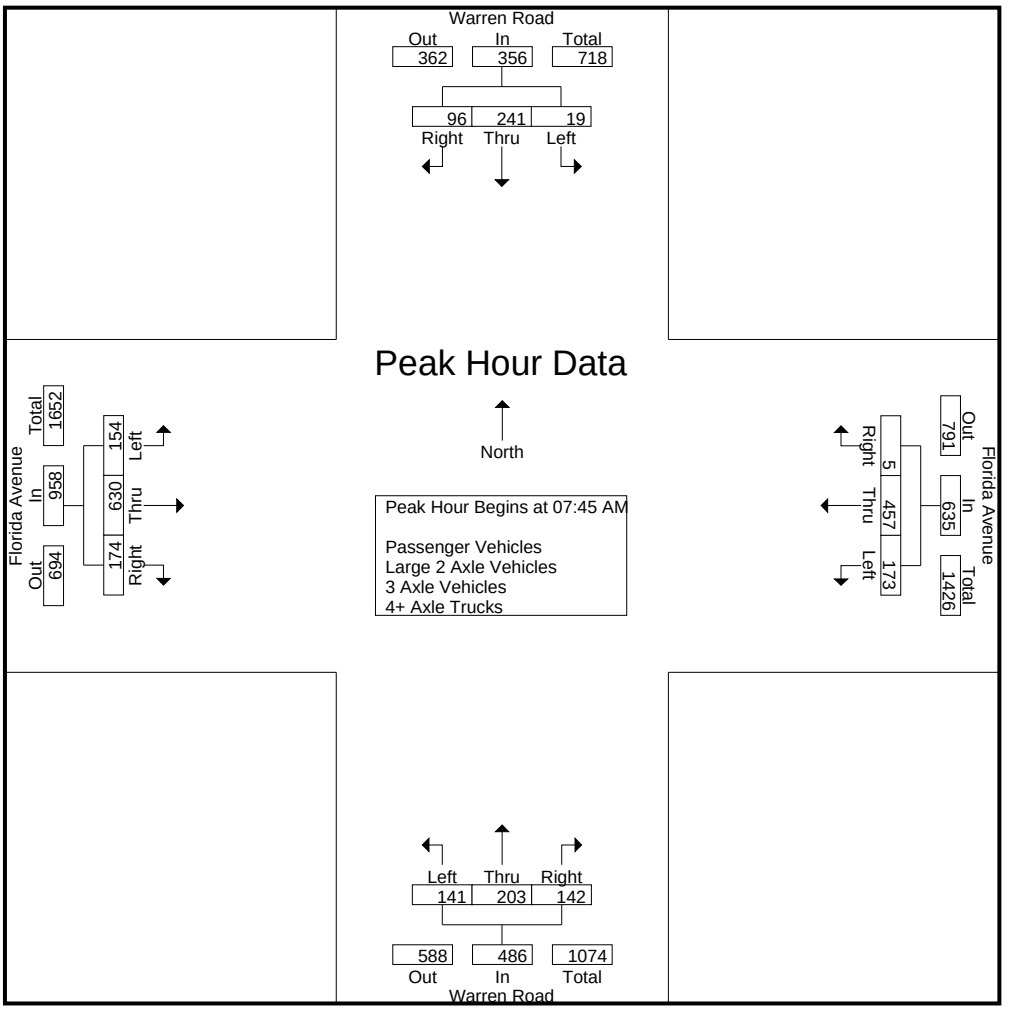
	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	57	15	74	41	125	5	171	27	41	12	80	37	84	32	153	478
07:15 AM	7	44	14	65	46	111	3	160	43	72	23	138	33	126	24	183	546
07:30 AM	7	52	35	94	41	127	4	172	32	40	22	94	35	172	43	250	610
07:45 AM	6	74	21	101	48	110	1	159	24	48	28	100	44	153	50	247	607
Total	22	227	85	334	176	473	13	662	126	201	85	412	149	535	149	833	2241
08:00 AM	2	56	22	80	44	107	0	151	37	41	37	115	44	171	36	251	597
08:15 AM	7	57	25	89	45	120	2	167	38	50	40	128	45	143	41	229	613
08:30 AM	4	54	28	86	36	120	2	158	42	64	37	143	21	163	47	231	618
08:45 AM	11	51	22	84	57	99	4	160	26	25	27	78	32	142	31	205	527
Total	24	218	97	339	182	446	8	636	143	180	141	464	142	619	155	916	2355
Grand Total	46	445	182	673	358	919	21	1298	269	381	226	876	291	1154	304	1749	4596
Apprch %	6.8	66.1	27		27.6	70.8	1.6		30.7	43.5	25.8		16.6	66	17.4		
Total %	1	9.7	4	14.6	7.8	20	0.5	28.2	5.9	8.3	4.9	19.1	6.3	25.1	6.6	38.1	
Passenger Vehicles	43	424	158	625	354	881	21	1256	259	364	223	846	255	1079	278	1612	4339
% Passenger Vehicles	93.5	95.3	86.8	92.9	98.9	95.9	100	96.8	96.3	95.5	98.7	96.6	87.6	93.5	91.4	92.2	94.4
Large 2 Axle Vehicles	3	15	12	30	2	27	0	29	10	11	3	24	19	37	13	69	152
% Large 2 Axle Vehicles	6.5	3.4	6.6	4.5	0.6	2.9	0	2.2	3.7	2.9	1.3	2.7	6.5	3.2	4.3	3.9	3.3
3 Axle Vehicles	0	0	1	1	1	2	0	3	0	2	0	2	4	21	5	30	36
% 3 Axle Vehicles	0	0	0.5	0.1	0.3	0.2	0	0.2	0	0.5	0	0.2	1.4	1.8	1.6	1.7	0.8
4+ Axle Trucks	0	6	11	17	1	9	0	10	0	4	0	4	13	17	8	38	69
% 4+ Axle Trucks	0	1.3	6	2.5	0.3	1	0	0.8	0	1	0	0.5	4.5	1.5	2.6	2.2	1.5

	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	6	**74**	21	**101**	**48**	110	1	159	24	48	28	100	44	153	**50**	247	607
08:00 AM	2	56	22	80	44	107	0	151	37	41	37	115	44	**171**	36	**251**	597
08:15 AM	**7**	57	25	89	45	**120**	**2**	**167**	38	50	**40**	128	**45**	143	41	229	613
08:30 AM	4	54	**28**	86	36	120	2	158	**42**	**64**	37	**143**	21	163	47	231	**618**
Total Volume	19	241	96	356	173	457	5	635	141	203	142	486	154	630	174	958	2435
% App. Total	5.3	67.7	27		27.2	72	0.8		29	41.8	29.2		16.1	65.8	18.2		
PHF	.679	.814	.857	.881	.901	.952	.625	.951	.839	.793	.888	.850	.856	.921	.870	.954	.985

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

City of Hemet
N/S: Warren Road
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 98_HEM_War_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	07:30 AM				07:00 AM				07:45 AM				07:30 AM			
+0 mins.	**7**	52	**35**	94	41	125	**5**	171	24	48	28	100	35	**172**	43	250
+15 mins.	6	**74**	21	**101**	46	111	3	160	37	41	37	115	44	153	**50**	247
+30 mins.	2	56	22	80	41	**127**	4	**172**	38	50	**40**	128	44	171	36	**251**
+45 mins.	7	57	25	89	**48**	110	1	159	**42**	**64**	37	**143**	**45**	143	41	229
Total Volume	22	239	103	364	176	473	13	662	141	203	142	486	168	639	170	977
% App. Total	6	65.7	28.3		26.6	71.5	2		29	41.8	29.2		17.2	65.4	17.4	
PHF	.786	.807	.736	.901	.917	.931	.650	.962	.839	.793	.888	.850	.933	.929	.850	.973

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City of Hemet
N/S: Warren Road
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 98_HEM_War_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Passenger Vehicles

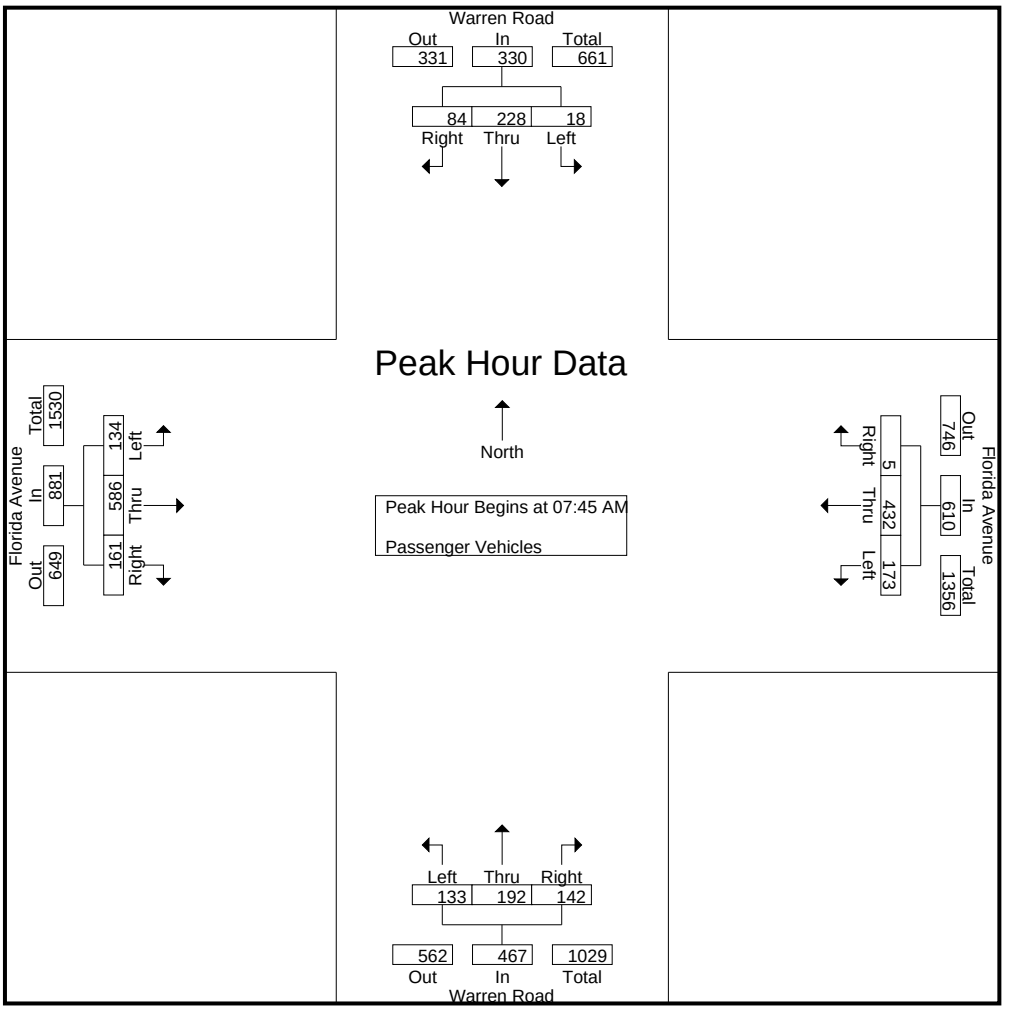
	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	55	14	71	40	121	5	166	27	41	11	79	31	78	31	140	456
07:15 AM	7	44	13	64	46	109	3	158	42	70	23	135	32	118	21	171	528
07:30 AM	7	51	31	89	41	124	4	169	32	37	22	91	30	165	38	233	582
07:45 AM	6	71	20	97	48	105	1	154	23	46	28	97	39	136	47	222	570
Total	22	221	78	321	175	459	13	647	124	194	84	402	132	497	137	766	2136
08:00 AM	2	53	19	74	44	100	0	144	35	40	37	112	37	160	33	230	560
08:15 AM	7	54	20	81	45	110	2	157	38	47	40	125	39	133	38	210	573
08:30 AM	3	50	25	78	36	117	2	155	37	59	37	133	19	157	43	219	585
08:45 AM	9	46	16	71	54	95	4	153	25	24	25	74	28	132	27	187	485
Total	21	203	80	304	179	422	8	609	135	170	139	444	123	582	141	846	2203
Grand Total	43	424	158	625	354	881	21	1256	259	364	223	846	255	1079	278	1612	4339
Apprch %	6.9	67.8	25.3		28.2	70.1	1.7		30.6	43	26.4		15.8	66.9	17.2		
Total %	1	9.8	3.6	14.4	8.2	20.3	0.5	28.9	6	8.4	5.1	19.5	5.9	24.9	6.4	37.2	

	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	6	**71**	20	**97**	**48**	105	1	154	23	46	28	97	**39**	136	**47**	222	570
08:00 AM	2	53	19	74	44	100	0	144	35	40	37	112	37	**160**	33	**230**	560
08:15 AM	**7**	54	20	81	45	110	**2**	**157**	**38**	47	**40**	125	39	133	38	210	573
08:30 AM	3	50	**25**	78	36	**117**	2	155	37	**59**	37	**133**	19	157	43	219	**585**
Total Volume	18	228	84	330	173	432	5	610	133	192	142	467	134	586	161	881	2288
% App. Total	5.5	69.1	25.5		28.4	70.8	0.8		28.5	41.1	30.4		15.2	66.5	18.3		
PHF	.643	.803	.840	.851	.901	.923	.625	.971	.875	.814	.888	.878	.859	.916	.856	.958	.978

Counts Unlimited, Inc.
PO Box 1178
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City of Hemet
N/S: Warren Road
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 98_HEM_War_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	6	**71**	20	**97**	**48**	105	1	154	23	46	28	97	**39**	136	**47**	222
+15 mins.	2	53	19	74	44	100	0	144	35	40	37	112	37	**160**	33	**230**
+30 mins.	**7**	54	20	81	45	110	**2**	**157**	**38**	47	**40**	125	39	133	38	210
+45 mins.	3	50	**25**	78	36	**117**	2	155	37	**59**	37	**133**	19	157	43	219
Total Volume	18	228	84	330	173	432	5	610	133	192	142	467	134	586	161	881
% App. Total	5.5	69.1	25.5		28.4	70.8	0.8		28.5	41.1	30.4		15.2	66.5	18.3	
PHF	.643	.803	.840	.851	.901	.923	.625	.971	.875	.814	.888	.878	.859	.916	.856	.958

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City of Hemet
N/S: Warren Road
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 98_HEM_War_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

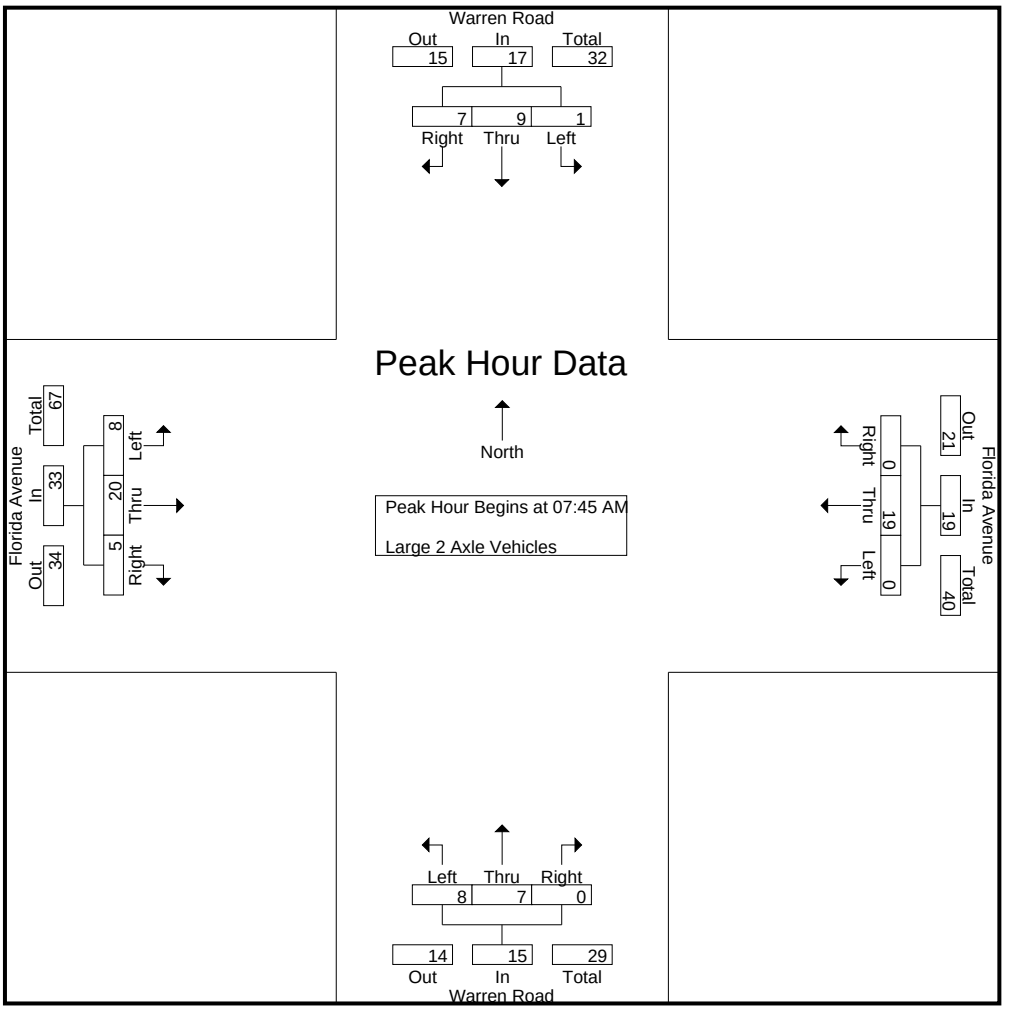
	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	1	3	0	4	0	0	1	1	4	2	0	6	12
07:15 AM	0	0	0	0	0	2	0	2	1	1	0	2	0	4	2	6	10
07:30 AM	0	1	1	2	0	1	0	1	0	3	0	3	4	3	4	11	17
07:45 AM	0	2	0	2	0	4	0	4	1	1	0	2	2	9	1	12	20
Total	0	4	1	5	1	10	0	11	2	5	1	8	10	18	7	35	59
08:00 AM	0	3	2	5	0	5	0	5	2	1	0	3	3	4	1	8	21
08:15 AM	0	1	4	5	0	8	0	8	0	1	0	1	2	3	1	6	20
08:30 AM	1	3	1	5	0	2	0	2	5	4	0	9	1	4	2	7	23
08:45 AM	2	4	4	10	1	2	0	3	1	0	2	3	3	8	2	13	29
Total	3	11	11	25	1	17	0	18	8	6	2	16	9	19	6	34	93
Grand Total	3	15	12	30	2	27	0	29	10	11	3	24	19	37	13	69	152
Apprch %	10	50	40		6.9	93.1	0		41.7	45.8	12.5		27.5	53.6	18.8		
Total %	2	9.9	7.9	19.7	1.3	17.8	0	19.1	6.6	7.2	2	15.8	12.5	24.3	8.6	45.4	

	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	2	0	2	0	4	0	4	1	1	0	2	2	**9**	1	**12**	20
08:00 AM	0	**3**	2	**5**	0	5	0	5	2	1	0	3	**3**	4	1	8	21
08:15 AM	0	1	**4**	5	0	**8**	0	**8**	0	1	0	1	2	3	1	6	20
08:30 AM	**1**	3	1	5	0	2	0	2	**5**	**4**	0	**9**	1	4	**2**	7	**23**
Total Volume	1	9	7	17	0	19	0	19	8	7	0	15	8	20	5	33	84
% App. Total	5.9	52.9	41.2		0	100	0		53.3	46.7	0		24.2	60.6	15.2		
PHF	.250	.750	.438	.850	.000	.594	.000	.594	.400	.438	.000	.417	.667	.556	.625	.688	.913

Counts Unlimited, Inc.
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(951)268-6268

City of Hemet
N/S: Warren Road
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 98_HEM_War_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	2	0	2	0	4	0	4	1	1	0	2	2	**9**	1	**12**
+15 mins.	0	**3**	2	**5**	0	5	0	5	2	1	0	3	**3**	4	1	8
+30 mins.	0	1	**4**	5	0	**8**	0	**8**	0	1	0	1	2	3	1	6
+45 mins.	**1**	3	1	5	0	2	0	2	**5**	**4**	0	**9**	1	4	**2**	7
Total Volume	1	9	7	17	0	19	0	19	8	7	0	15	8	20	5	33
% App. Total	5.9	52.9	41.2		0	100	0		53.3	46.7	0		24.2	60.6	15.2	
PHF	.250	.750	.438	.850	.000	.594	.000	.594	.400	.438	.000	.417	.667	.556	.625	.688

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City of Hemet
N/S: Warren Road
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 98_HEM_War_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

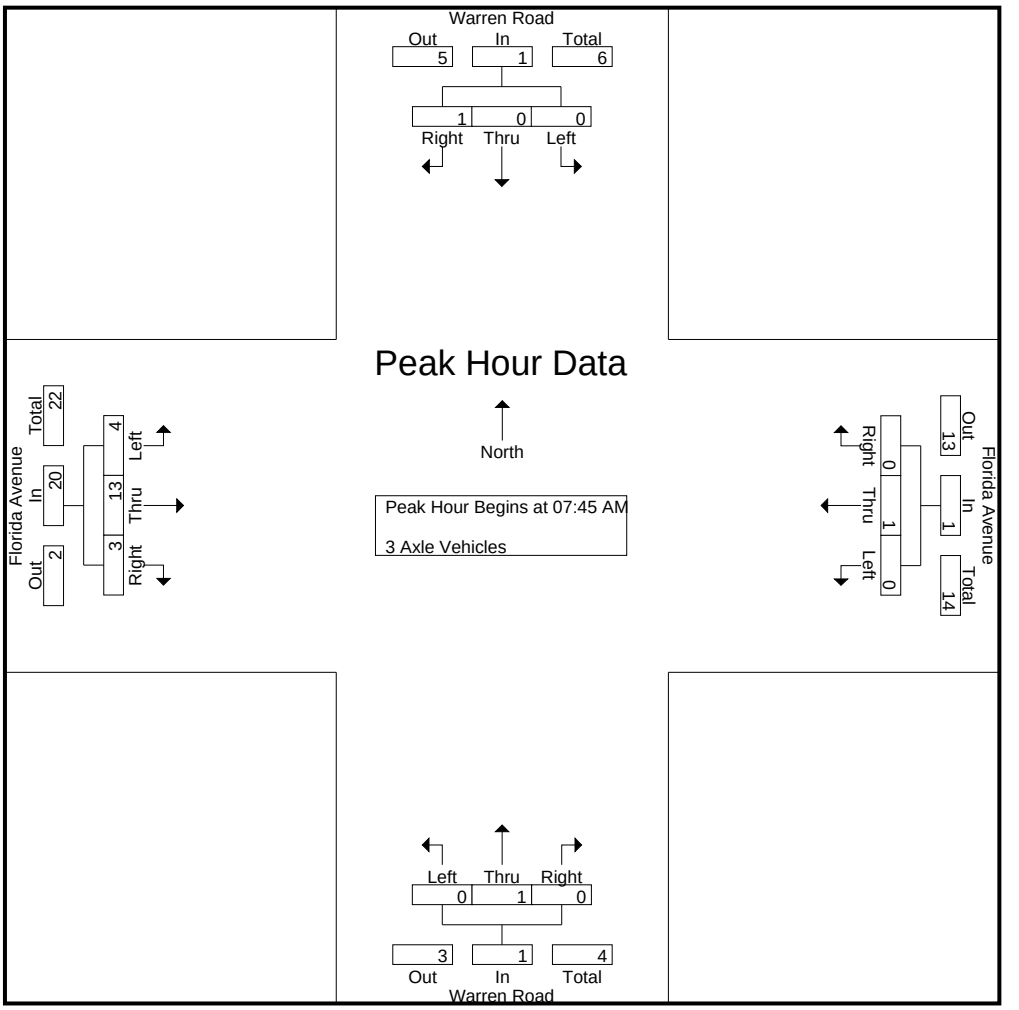
	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	6	6
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	11	2	15	15
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4
08:15 AM	0	0	1	1	0	0	0	0	0	1	0	1	2	5	0	7	9
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2	3	4
08:45 AM	0	0	0	0	1	1	0	2	0	1	0	1	0	1	0	1	4
Total	0	0	1	1	1	2	0	3	0	2	0	2	2	10	3	15	21
Grand Total	0	0	1	1	1	2	0	3	0	2	0	2	4	21	5	30	36
Apprch %	0	0	100		33.3	66.7	0		0	100	0		13.3	70	16.7		
Total %	0	0	2.8	2.8	2.8	5.6	0	8.3	0	5.6	0	5.6	11.1	58.3	13.9	83.3	

	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	**2**	4	0	6	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4
08:15 AM	0	0	**1**	**1**	0	0	0	0	0	**1**	0	**1**	2	**5**	0	**7**	**9**
08:30 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	**2**	3	4
Total Volume	0	0	1	1	0	1	0	1	0	1	0	1	4	13	3	20	23
% App. Total	0	0	100		0	100	0		0	100	0		20	65	15		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.250	.000	.250	.500	.650	.375	.714	.639

Counts Unlimited, Inc.
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(951)268-6268

City of Hemet
N/S: Warren Road
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 98_HEM_War_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**2**	4	0	6
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4
+30 mins.	0	0	**1**	**1**	0	0	0	0	0	**1**	0	**1**	2	**5**	0	**7**
+45 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	**2**	3
Total Volume	0	0	1	1	0	1	0	1	0	1	0	1	4	13	3	20
% App. Total	0	0	100		0	100	0		0	100	0		20	65	15	
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.250	.000	.250	.500	.650	.375	.714

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City of Hemet
N/S: Warren Road
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 98_HEM_War_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

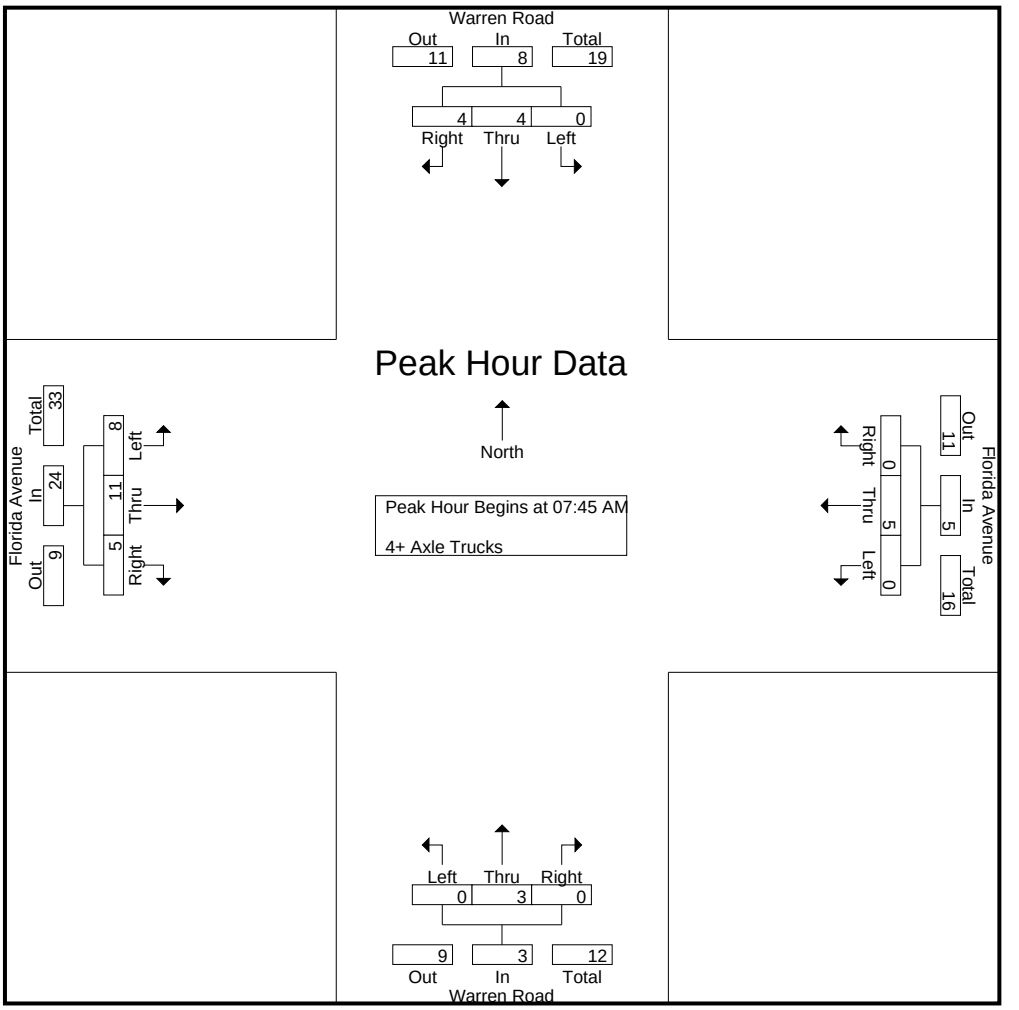
	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	2	0	1	0	1	0	0	0	0	2	0	0	2	5
07:15 AM	0	0	1	1	0	0	0	0	0	1	0	1	1	3	0	4	6
07:30 AM	0	0	3	3	0	2	0	2	0	0	0	0	1	2	1	4	9
07:45 AM	0	1	1	2	0	1	0	1	0	1	0	1	1	4	2	7	11
Total	0	2	6	8	0	4	0	4	0	2	0	2	5	9	3	17	31
08:00 AM	0	0	1	1	0	2	0	2	0	0	0	0	4	4	1	9	12
08:15 AM	0	2	0	2	0	2	0	2	0	1	0	1	2	2	2	6	11
08:30 AM	0	1	2	3	0	0	0	0	0	1	0	1	1	1	0	2	6
08:45 AM	0	1	2	3	1	1	0	2	0	0	0	0	1	1	2	4	9
Total	0	4	5	9	1	5	0	6	0	2	0	2	8	8	5	21	38
Grand Total	0	6	11	17	1	9	0	10	0	4	0	4	13	17	8	38	69
Apprch %	0	35.3	64.7		10	90	0		0	100	0		34.2	44.7	21.1		
Total %	0	8.7	15.9	24.6	1.4	13	0	14.5	0	5.8	0	5.8	18.8	24.6	11.6	55.1	

	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	1	1	2	0	1	0	1	0	**1**	0	**1**	1	**4**	**2**	7	11
08:00 AM	0	0	1	1	0	**2**	0	**2**	0	0	0	0	**4**	4	1	**9**	**12**
08:15 AM	0	**2**	0	2	0	2	0	2	0	1	0	1	2	2	2	6	11
08:30 AM	0	1	**2**	**3**	0	0	0	0	0	1	0	1	1	1	0	2	6
Total Volume	0	4	4	8	0	5	0	5	0	3	0	3	8	11	5	24	40
% App. Total	0	50	50		0	100	0		0	100	0		33.3	45.8	20.8		
PHF	.000	.500	.500	.667	.000	.625	.000	.625	.000	.750	.000	.750	.500	.688	.625	.667	.833

Counts Unlimited, Inc.
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City of Hemet
N/S: Warren Road
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 98_HEM_War_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	1	1	2	0	1	0	1	0	**1**	0	**1**	1	**4**	**2**	7
+15 mins.	0	0	1	1	0	**2**	0	**2**	0	0	0	0	**4**	4	1	**9**
+30 mins.	0	**2**	0	2	0	2	0	2	0	1	0	1	2	2	2	6
+45 mins.	0	1	**2**	**3**	0	0	0	0	0	1	0	1	1	1	0	2
Total Volume	0	4	4	8	0	5	0	5	0	3	0	3	8	11	5	24
% App. Total	0	50	50		0	100	0		0	100	0		33.3	45.8	20.8	
PHF	.000	.500	.500	.667	.000	.625	.000	.625	.000	.750	.000	.750	.500	.688	.625	.667

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City of Hemet
N/S: Warren Road
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 98_HEM_War_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

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

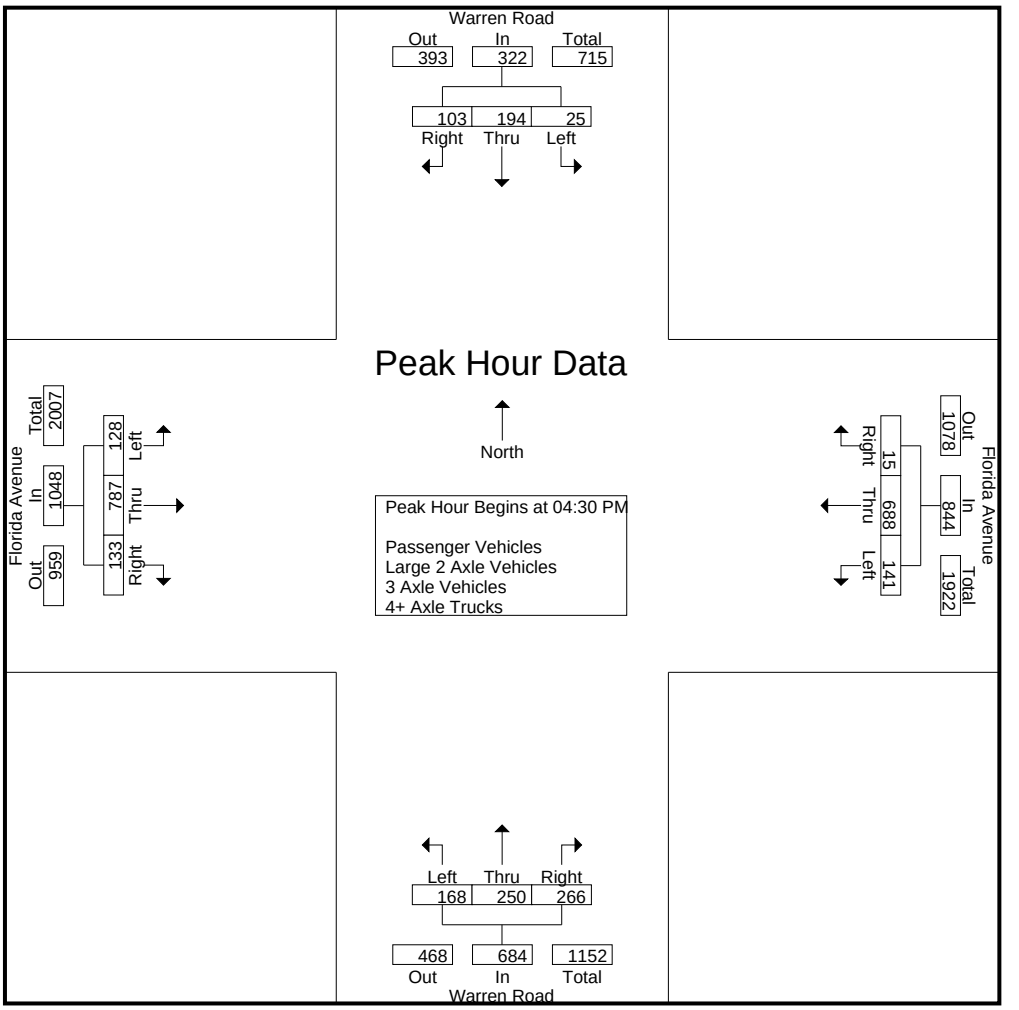
	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	43	32	78	31	181	4	216	35	66	83	184	28	170	39	237	715
04:15 PM	2	46	25	73	51	165	3	219	38	59	66	163	46	183	30	259	714
04:30 PM	7	46	20	73	38	201	5	244	28	62	54	144	23	193	27	243	704
04:45 PM	6	55	21	82	47	124	4	175	54	49	75	178	54	187	33	274	709
Total	18	190	98	306	167	671	16	854	155	236	278	669	151	733	129	1013	2842
05:00 PM	7	40	25	72	25	195	4	224	44	61	76	181	23	208	42	273	750
05:15 PM	5	53	37	95	31	168	2	201	42	78	61	181	28	199	31	258	735
05:30 PM	8	44	27	79	25	155	3	183	35	66	57	158	26	171	52	249	669
05:45 PM	11	36	21	68	25	128	5	158	32	47	49	128	39	176	35	250	604
Total	31	173	110	314	106	646	14	766	153	252	243	648	116	754	160	1030	2758
Grand Total	49	363	208	620	273	1317	30	1620	308	488	521	1317	267	1487	289	2043	5600
Apprch %	7.9	58.5	33.5		16.9	81.3	1.9		23.4	37.1	39.6		13.1	72.8	14.1		
Total %	0.9	6.5	3.7	11.1	4.9	23.5	0.5	28.9	5.5	8.7	9.3	23.5	4.8	26.6	5.2	36.5	
Passenger Vehicles	48	351	201	600	270	1257	30	1557	297	481	517	1295	257	1436	282	1975	5427
% Passenger Vehicles	98	96.7	96.6	96.8	98.9	95.4	100	96.1	96.4	98.6	99.2	98.3	96.3	96.6	97.6	96.7	96.9
Large 2 Axle Vehicles	1	7	5	13	3	39	0	42	8	6	2	16	6	43	6	55	126
% Large 2 Axle Vehicles	2	1.9	2.4	2.1	1.1	3	0	2.6	2.6	1.2	0.4	1.2	2.2	2.9	2.1	2.7	2.2
3 Axle Vehicles	0	2	0	2	0	11	0	11	2	0	1	3	0	3	0	3	19
% 3 Axle Vehicles	0	0.6	0	0.3	0	0.8	0	0.7	0.6	0	0.2	0.2	0	0.2	0	0.1	0.3
4+ Axle Trucks	0	3	2	5	0	10	0	10	1	1	1	3	4	5	1	10	28
% 4+ Axle Trucks	0	0.8	1	0.8	0	0.8	0	0.6	0.3	0.2	0.2	0.2	1.5	0.3	0.3	0.5	0.5

	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**7**	46	20	73	38	**201**	**5**	**244**	28	62	54	144	23	193	27	243	704
04:45 PM	6	**55**	21	82	**47**	124	4	175	**54**	49	75	178	**54**	187	33	**274**	709
05:00 PM	7	40	25	72	25	195	4	224	44	61	**76**	**181**	23	**208**	**42**	273	**750**
05:15 PM	5	53	**37**	**95**	31	168	2	201	42	**78**	61	181	28	199	31	258	735
Total Volume	25	194	103	322	141	688	15	844	168	250	266	684	128	787	133	1048	2898
% App. Total	7.8	60.2	32		16.7	81.5	1.8		24.6	36.5	38.9		12.2	75.1	12.7		
PHF	.893	.882	.696	.847	.750	.856	.750	.865	.778	.801	.875	.945	.593	.946	.792	.956	.966

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City of Hemet
N/S: Warren Road
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 98_HEM_War_Flor PM
Site Code : 00322418
Start Date : 5/26/2022



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

	04:45 PM				04:15 PM				04:45 PM				04:45 PM			
+0 mins.	6	**55**	21	82	**51**	165	3	219	**54**	49	75	178	**54**	187	33	**274**
+15 mins.	7	40	25	72	38	**201**	**5**	**244**	44	61	**76**	**181**	23	**208**	42	273
+30 mins.	5	53	**37**	**95**	47	124	4	175	42	**78**	61	181	28	199	31	258
+45 mins.	**8**	44	27	79	25	195	4	224	35	66	57	158	26	171	**52**	249
Total Volume	26	192	110	328	161	685	16	862	175	254	269	698	131	765	158	1054
% App. Total	7.9	58.5	33.5		18.7	79.5	1.9		25.1	36.4	38.5		12.4	72.6	15	
PHF	.813	.873	.743	.863	.789	.852	.800	.883	.810	.814	.885	.964	.606	.919	.760	.962

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City of Hemet
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File Name : 98_HEM_War_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Passenger Vehicles

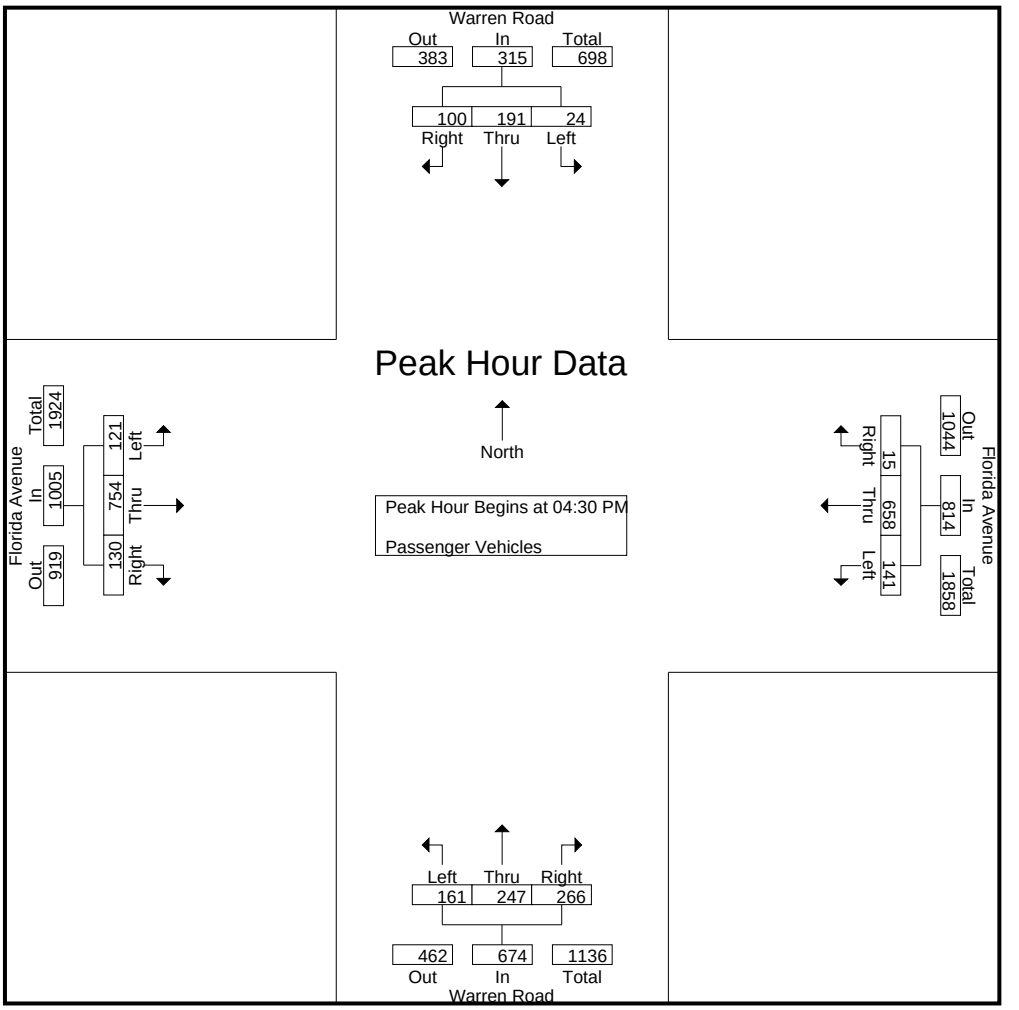
	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	41	29	73	30	174	4	208	32	65	82	179	27	163	38	228	688
04:15 PM	2	42	25	69	50	160	3	213	38	58	63	159	45	176	29	250	691
04:30 PM	6	45	19	70	38	189	5	232	27	62	54	143	22	188	24	234	679
04:45 PM	6	55	19	80	47	117	4	168	52	48	75	175	52	179	33	264	687
Total	17	183	92	292	165	640	16	821	149	233	274	656	146	706	124	976	2745
05:00 PM	7	40	25	72	25	190	4	219	43	61	76	180	20	195	42	257	728
05:15 PM	5	51	37	93	31	162	2	195	39	76	61	176	27	192	31	250	714
05:30 PM	8	41	27	76	25	147	3	175	34	64	57	155	26	170	51	247	653
05:45 PM	11	36	20	67	24	118	5	147	32	47	49	128	38	173	34	245	587
Total	31	168	109	308	105	617	14	736	148	248	243	639	111	730	158	999	2682
Grand Total	48	351	201	600	270	1257	30	1557	297	481	517	1295	257	1436	282	1975	5427
Apprch %	8	58.5	33.5		17.3	80.7	1.9		22.9	37.1	39.9		13	72.7	14.3		
Total %	0.9	6.5	3.7	11.1	5	23.2	0.6	28.7	5.5	8.9	9.5	23.9	4.7	26.5	5.2	36.4	

	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	6	45	19	70	38	189	**5**	**232**	27	62	54	143	22	188	24	234	679
04:45 PM	6	**55**	19	80	**47**	117	4	168	**52**	48	75	175	**52**	179	33	**264**	687
05:00 PM	**7**	40	25	72	25	**190**	4	219	43	61	**76**	**180**	20	**195**	**42**	257	**728**
05:15 PM	5	51	**37**	**93**	31	162	2	195	39	**76**	61	176	27	192	31	250	714
Total Volume	24	191	100	315	141	658	15	814	161	247	266	674	121	754	130	1005	2808
% App. Total	7.6	60.6	31.7		17.3	80.8	1.8		23.9	36.6	39.5		12	75	12.9		
PHF	.857	.868	.676	.847	.750	.866	.750	.877	.774	.813	.875	.936	.582	.967	.774	.952	.964

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City of Hemet
N/S: Warren Road
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File Name : 98_HEM_War_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	6	45	19	70	38	189	**5**	**232**	27	62	54	143	22	188	24	234
+15 mins.	6	**55**	19	80	**47**	117	4	168	**52**	48	75	175	**52**	179	33	**264**
+30 mins.	**7**	40	25	72	25	**190**	4	219	43	61	**76**	**180**	20	**195**	**42**	257
+45 mins.	5	51	**37**	**93**	31	162	2	195	39	**76**	61	176	27	192	31	250
Total Volume	24	191	100	315	141	658	15	814	161	247	266	674	121	754	130	1005
% App. Total	7.6	60.6	31.7		17.3	80.8	1.8		23.9	36.6	39.5		12	75	12.9	
PHF	.857	.868	.676	.847	.750	.866	.750	.877	.774	.813	.875	.936	.582	.967	.774	.952

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File Name : 98_HEM_War_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

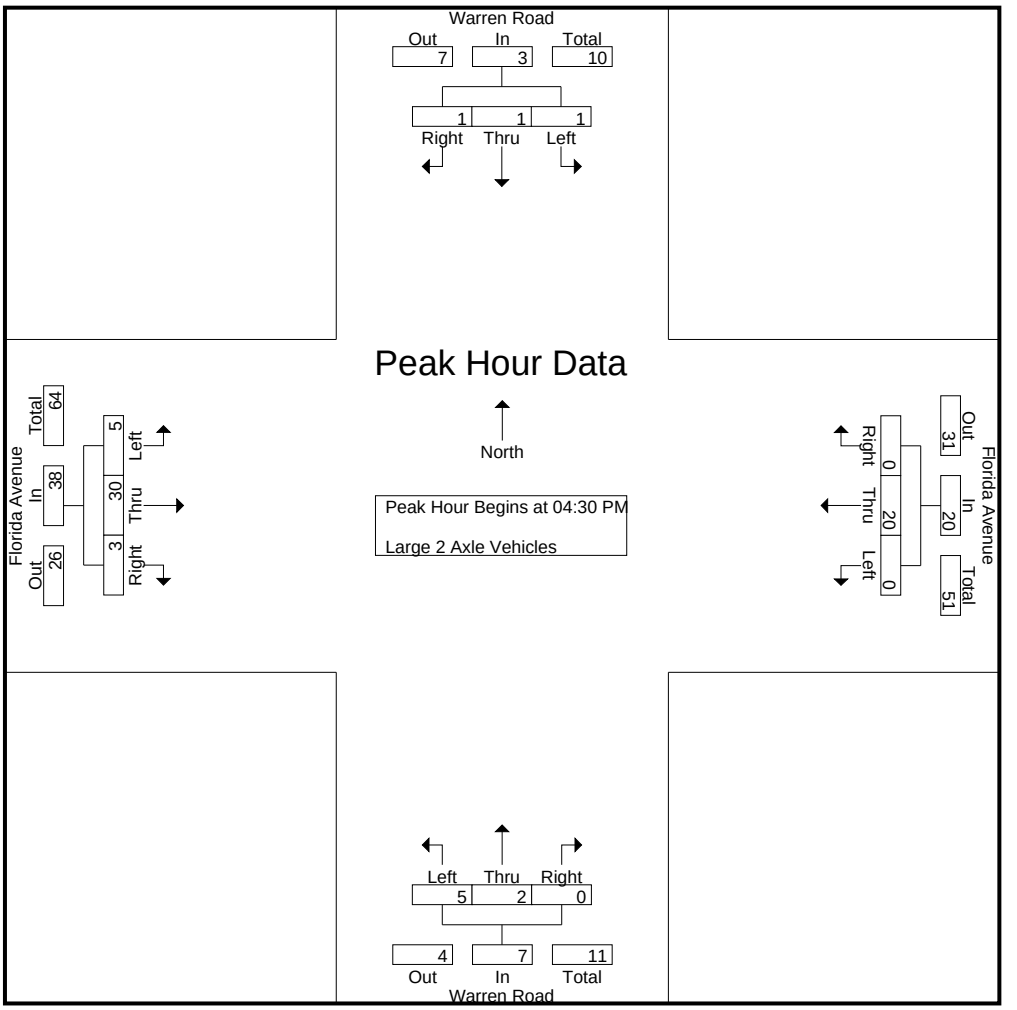
	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	3	4	1	4	0	5	2	1	1	4	1	6	1	8	21
04:15 PM	0	3	0	3	1	1	0	2	0	1	1	2	0	4	1	5	12
04:30 PM	1	0	0	1	0	7	0	7	1	0	0	1	1	5	3	9	18
04:45 PM	0	0	1	1	0	7	0	7	0	1	0	1	2	8	0	10	19
Total	1	4	4	9	2	19	0	21	3	3	2	8	4	23	5	32	70
05:00 PM	0	0	0	0	0	3	0	3	1	0	0	1	2	11	0	13	17
05:15 PM	0	1	0	1	0	3	0	3	3	1	0	4	0	6	0	6	14
05:30 PM	0	2	0	2	0	5	0	5	1	2	0	3	0	1	1	2	12
05:45 PM	0	0	1	1	1	9	0	10	0	0	0	0	0	2	0	2	13
Total	0	3	1	4	1	20	0	21	5	3	0	8	2	20	1	23	56
Grand Total	1	7	5	13	3	39	0	42	8	6	2	16	6	43	6	55	126
Apprch %	7.7	53.8	38.5		7.1	92.9	0		50	37.5	12.5		10.9	78.2	10.9		
Total %	0.8	5.6	4	10.3	2.4	31	0	33.3	6.3	4.8	1.6	12.7	4.8	34.1	4.8	43.7	

	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**1**	0	0	**1**	0	**7**	0	**7**	1	0	0	1	1	5	**3**	9	18
04:45 PM	0	0	**1**	1	0	7	0	7	0	**1**	0	1	**2**	8	0	10	**19**
05:00 PM	0	0	0	0	0	3	0	3	1	0	0	1	2	**11**	0	**13**	17
05:15 PM	0	**1**	0	1	0	3	0	3	**3**	1	0	**4**	0	6	0	6	14
Total Volume	1	1	1	3	0	20	0	20	5	2	0	7	5	30	3	38	68
% App. Total	33.3	33.3	33.3		0	100	0		71.4	28.6	0		13.2	78.9	7.9		
PHF	.250	.250	.250	.750	.000	.714	.000	.714	.417	.500	.000	.438	.625	.682	.250	.731	.895

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File Name : 98_HEM_War_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**1**	0	0	**1**	0	**7**	0	**7**	1	0	0	1	1	5	**3**	9
+15 mins.	0	0	**1**	1	0	7	0	7	0	**1**	0	1	**2**	8	0	10
+30 mins.	0	0	0	0	0	3	0	3	1	0	0	1	2	**11**	0	**13**
+45 mins.	0	**1**	0	1	0	3	0	3	**3**	1	0	**4**	0	6	0	6
Total Volume	1	1	1	3	0	20	0	20	5	2	0	7	5	30	3	38
% App. Total	33.3	33.3	33.3		0	100	0		71.4	28.6	0		13.2	78.9	7.9	
PHF	.250	.250	.250	.750	.000	.714	.000	.714	.417	.500	.000	.438	.625	.682	.250	.731

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File Name : 98_HEM_War_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
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Groups Printed- 3 Axle Vehicles

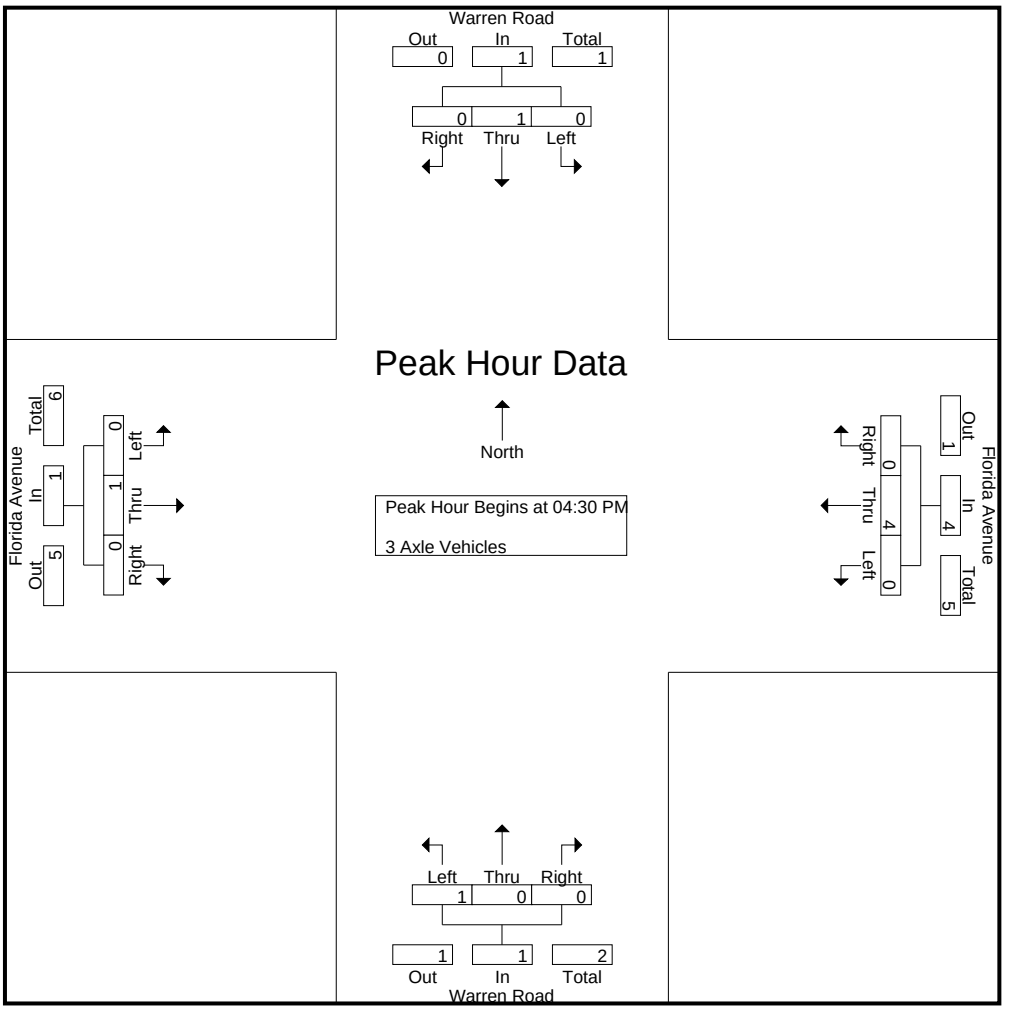
	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
04:15 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	1	0	1	5
04:30 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	1	0	1	0	6	0	6	2	0	1	3	0	2	0	2	12
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	5	0	5	0	0	0	0	0	1	0	1	7
Grand Total	0	2	0	2	0	11	0	11	2	0	1	3	0	3	0	3	19
Apprch %	0	100	0		0	100	0		66.7	0	33.3		0	100	0		
Total %	0	10.5	0	10.5	0	57.9	0	57.9	10.5	0	5.3	15.8	0	15.8	0	15.8	

	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**1**	0	**1**	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**3**
04:45 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**	2
Total Volume	0	1	0	1	0	4	0	4	1	0	0	1	0	1	0	1	7
% App. Total	0	100	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.250	.000	.000	.250	.000	.250	.000	.250	.583

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Site Code : 00322418
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Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	**1**	0	**1**	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**
Total Volume	0	1	0	1	0	4	0	4	1	0	0	1	0	1	0	1
% App. Total	0	100	0		0	100	0		100	0	0		0	100	0	
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.250	.000	.000	.250	.000	.250	.000	.250

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File Name : 98_HEM_War_Flor PM
Site Code : 00322418
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Groups Printed- 4+ Axle Trucks

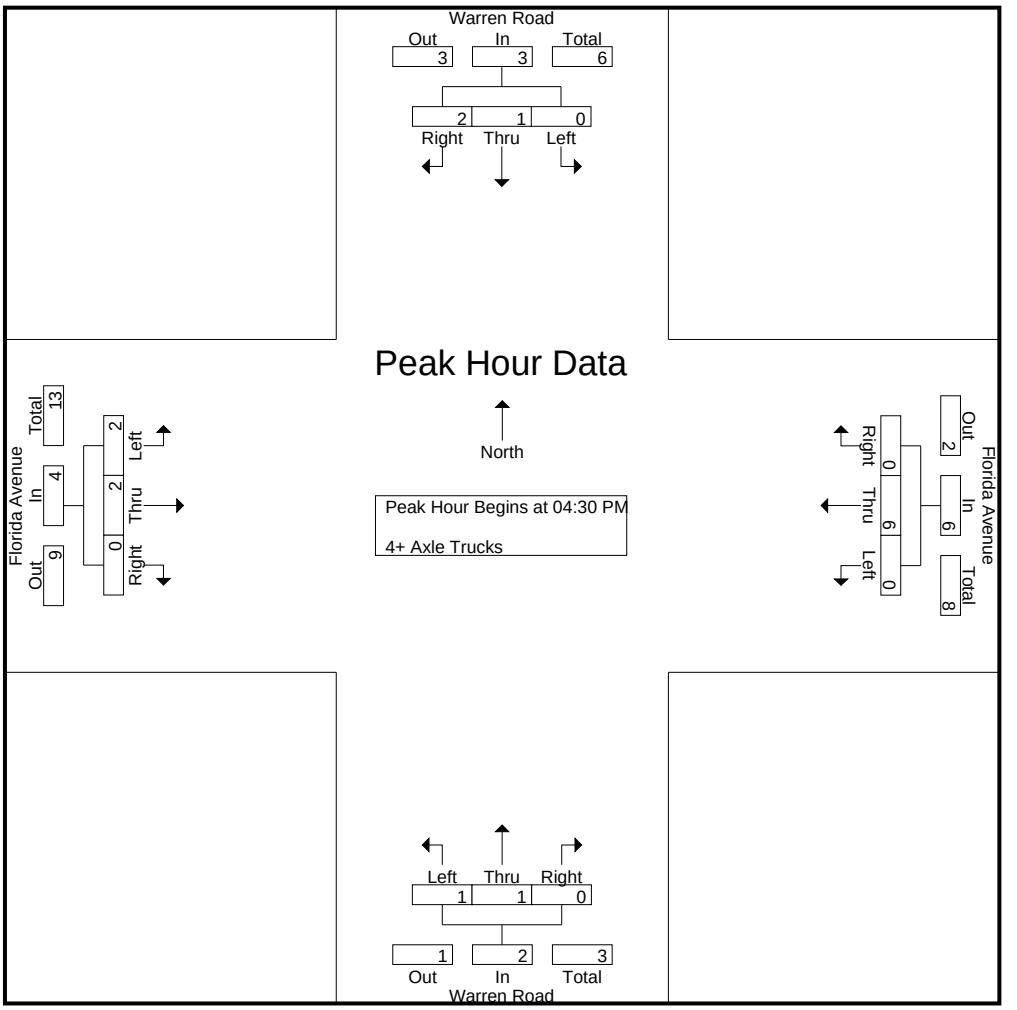
	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
04:15 PM	0	1	0	1	0	1	0	1	0	0	1	1	1	2	0	3	6
04:30 PM	0	0	1	1	0	3	0	3	0	0	0	0	0	0	0	0	4
04:45 PM	0	0	1	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	0	2	2	4	0	6	0	6	1	0	1	2	1	2	0	3	15
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	2	0	3	4
05:15 PM	0	1	0	1	0	2	0	2	0	1	0	1	1	0	0	1	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	1	1	3	4
Total	0	1	0	1	0	4	0	4	0	1	0	1	3	3	1	7	13
Grand Total	0	3	2	5	0	10	0	10	1	1	1	3	4	5	1	10	28
Apprch %	0	60	40		0	100	0		33.3	33.3	33.3		40	50	10		
Total %	0	10.7	7.1	17.9	0	35.7	0	35.7	3.6	3.6	3.6	10.7	14.3	17.9	3.6	35.7	

	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	**1**	**1**	0	**3**	0	**3**	0	0	0	0	0	0	0	0	4
04:45 PM	0	0	1	1	0	0	0	0	**1**	0	0	**1**	0	0	0	0	2
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	**1**	**2**	0	**3**	4
05:15 PM	0	**1**	0	1	0	2	0	2	0	**1**	0	1	1	0	0	1	**5**
Total Volume	0	1	2	3	0	6	0	6	1	1	0	2	2	2	0	4	15
% App. Total	0	33.3	66.7		0	100	0		50	50	0		50	50	0		
PHF	.000	.250	.500	.750	.000	.500	.000	.500	.250	.250	.000	.500	.500	.250	.000	.333	.750

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City of Hemet
N/S: Warren Road
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 98_HEM_War_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	**1**	**1**	0	**3**	0	**3**	0	0	0	0	0	0	0	0
+15 mins.	0	0	1	1	0	0	0	0	**1**	0	0	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	**1**	**2**	0	**3**
+45 mins.	0	**1**	0	1	0	2	0	2	0	**1**	0	1	1	0	0	1
Total Volume	0	1	2	3	0	6	0	6	1	1	0	2	2	2	0	4
% App. Total	0	33.3	66.7		0	100	0		50	50	0		50	50	0	
PHF	.000	.250	.500	.750	.000	.500	.000	.500	.250	.250	.000	.500	.500	.250	.000	.333

Location: Hemet
N/S: Warren Road
E/W: Florida Avenue

Date: 5/26/2022
Day: Thursday

PEDESTRIANS

	North Leg Warren Road	East Leg Florida Avenue	South Leg Warren Road	West Leg Florida Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Warren Road	East Leg Florida Avenue	South Leg Warren Road	West Leg Florida Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Hemet
N/S: Warren Road
E/W: Florida Avenue

Date: 5/26/2022
Day: Thursday

BICYCLES

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

	Southbound Warren Road			Westbound Florida Avenue			Northbound Warren Road			Eastbound Florida Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	1	0	2

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City of Hemet
N/S: Cawston Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 99_HEM_Caw_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

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

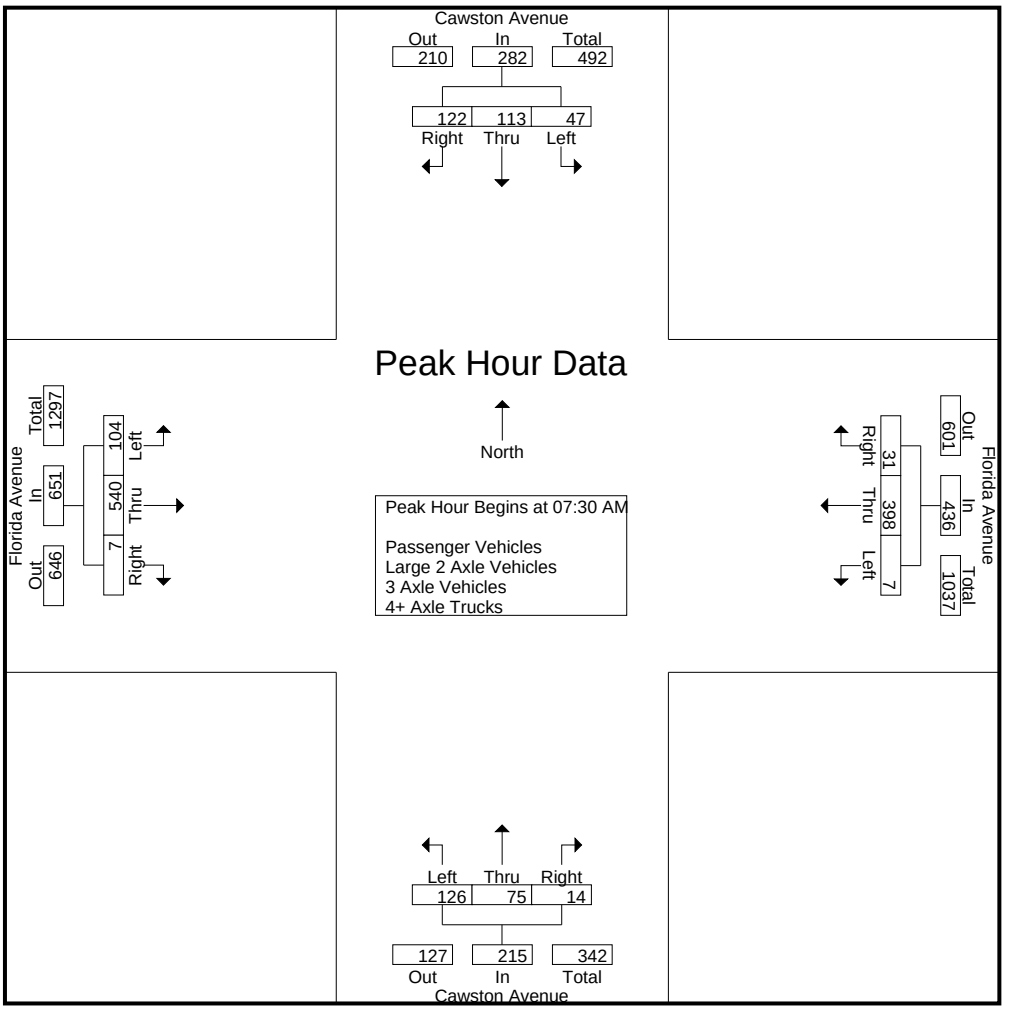
	Cawston Avenue Southbound				Florida Avenue Westbound				Cawston Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	9	38	52	0	85	1	86	30	9	0	39	13	53	0	66	243
07:15 AM	5	28	37	70	3	112	3	118	25	12	1	38	19	102	1	122	348
07:30 AM	9	59	33	101	5	93	6	104	30	25	3	58	27	118	0	145	408
07:45 AM	11	17	34	62	0	99	7	106	24	19	5	48	31	127	1	159	375
Total	30	113	142	285	8	389	17	414	109	65	9	183	90	400	2	492	1374
08:00 AM	14	24	29	67	0	94	5	99	42	17	2	61	27	128	3	158	385
08:15 AM	13	13	26	52	2	112	13	127	30	14	4	48	19	167	3	189	416
08:30 AM	13	28	28	69	2	108	11	121	32	10	2	44	15	134	2	151	385
08:45 AM	20	11	30	61	2	109	7	118	31	12	2	45	17	120	1	138	362
Total	60	76	113	249	6	423	36	465	135	53	10	198	78	549	9	636	1548
Grand Total	90	189	255	534	14	812	53	879	244	118	19	381	168	949	11	1128	2922
Apprch %	16.9	35.4	47.8		1.6	92.4	6		64	31	5		14.9	84.1	1		
Total %	3.1	6.5	8.7	18.3	0.5	27.8	1.8	30.1	8.4	4	0.7	13	5.7	32.5	0.4	38.6	
Passenger Vehicles	87	182	251	520	12	791	53	856	236	114	19	369	165	891	11	1067	2812
% Passenger Vehicles	96.7	96.3	98.4	97.4	85.7	97.4	100	97.4	96.7	96.6	100	96.9	98.2	93.9	100	94.6	96.2
Large 2 Axle Vehicles	2	7	2	11	1	11	0	12	7	4	0	11	3	25	0	28	62
% Large 2 Axle Vehicles	2.2	3.7	0.8	2.1	7.1	1.4	0	1.4	2.9	3.4	0	2.9	1.8	2.6	0	2.5	2.1
3 Axle Vehicles	1	0	0	1	0	2	0	2	0	0	0	0	0	17	0	17	20
% 3 Axle Vehicles	1.1	0	0	0.2	0	0.2	0	0.2	0	0	0	0	0	1.8	0	1.5	0.7
4+ Axle Trucks	0	0	2	2	1	8	0	9	1	0	0	1	0	16	0	16	28
% 4+ Axle Trucks	0	0	0.8	0.4	7.1	1	0	1	0.4	0	0	0.3	0	1.7	0	1.4	1

	Cawston Avenue Southbound				Florida Avenue Westbound				Cawston Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	9	**59**	33	**101**	**5**	93	6	104	30	**25**	3	58	27	118	0	145	408
07:45 AM	11	17	**34**	62	0	99	7	106	24	19	**5**	48	**31**	127	1	159	375
08:00 AM	**14**	24	29	67	0	94	5	99	**42**	17	2	**61**	27	128	**3**	158	385
08:15 AM	13	13	26	52	2	**112**	**13**	**127**	30	14	4	48	19	**167**	3	**189**	**416**
Total Volume	47	113	122	282	7	398	31	436	126	75	14	215	104	540	7	651	1584
% App. Total	16.7	40.1	43.3		1.6	91.3	7.1		58.6	34.9	6.5		16	82.9	1.1		
PHF	.839	.479	.897	.698	.350	.888	.596	.858	.750	.750	.700	.881	.839	.808	.583	.861	.952

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City of Hemet
N/S: Cawston Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 99_HEM_Caw_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	07:15 AM				08:00 AM				07:30 AM				07:45 AM			
+0 mins.	5	28	**37**	70	0	94	5	99	30	**25**	3	58	**31**	127	1	159
+15 mins.	9	**59**	33	**101**	**2**	**112**	**13**	**127**	24	19	**5**	48	27	128	**3**	158
+30 mins.	11	17	34	62	2	108	11	121	**42**	17	2	**61**	19	**167**	3	**189**
+45 mins.	**14**	24	29	67	2	109	7	118	30	14	4	48	15	134	2	151
Total Volume	39	128	133	300	6	423	36	465	126	75	14	215	92	556	9	657
% App. Total	13	42.7	44.3		1.3	91	7.7		58.6	34.9	6.5		14	84.6	1.4	
PHF	.696	.542	.899	.743	.750	.944	.692	.915	.750	.750	.700	.881	.742	.832	.750	.869

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City of Hemet
N/S: Cawston Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 99_HEM_Caw_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Passenger Vehicles

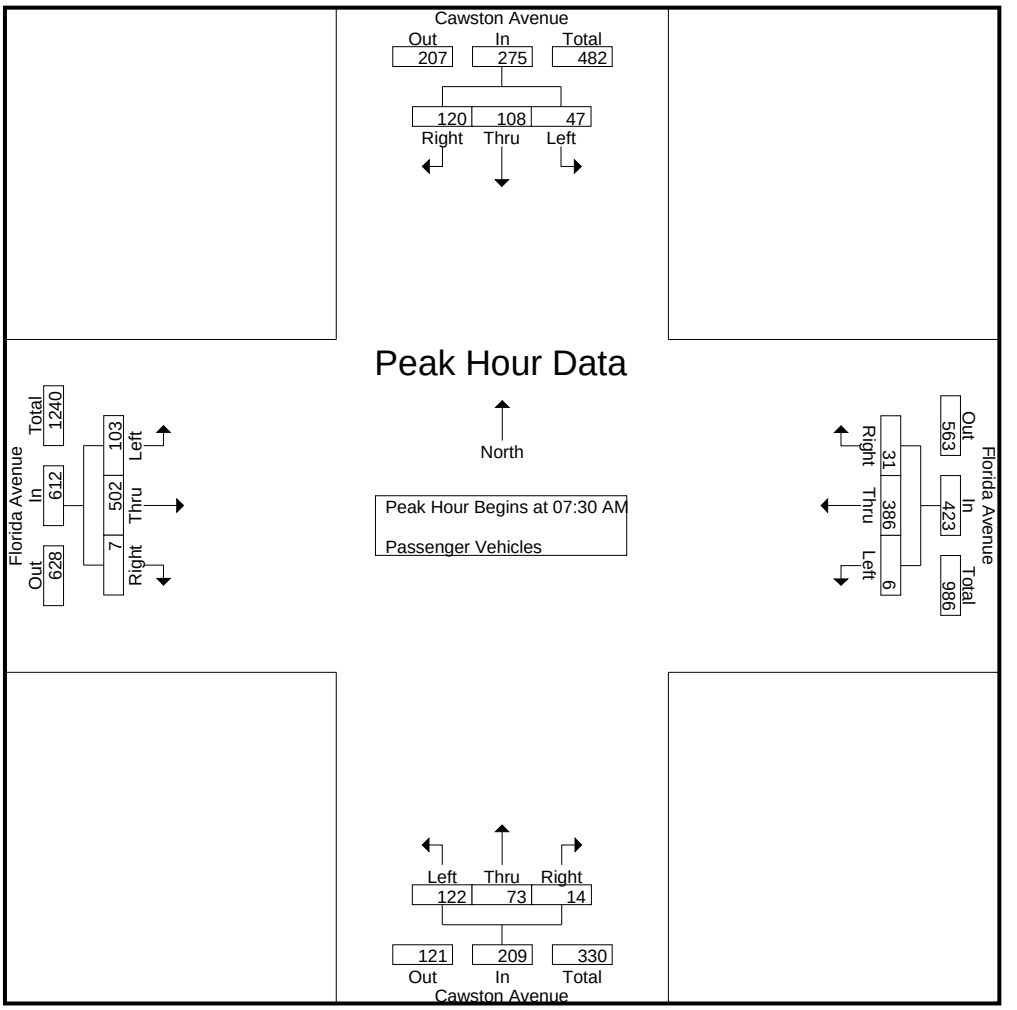
	Cawston Avenue Southbound				Florida Avenue Westbound				Cawston Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	9	37	50	0	85	1	86	28	9	0	37	13	50	0	63	236
07:15 AM	5	27	37	69	3	108	3	114	25	12	1	38	18	96	1	115	336
07:30 AM	9	56	32	97	4	92	6	102	29	25	3	57	27	113	0	140	396
07:45 AM	11	16	33	60	0	97	7	104	24	19	5	48	30	113	1	144	356
Total	29	108	139	276	7	382	17	406	106	65	9	180	88	372	2	462	1324
08:00 AM	14	23	29	66	0	89	5	94	42	16	2	60	27	121	3	151	371
08:15 AM	13	13	26	52	2	108	13	123	27	13	4	44	19	155	3	177	396
08:30 AM	13	28	28	69	1	106	11	118	31	9	2	42	15	130	2	147	376
08:45 AM	18	10	29	57	2	106	7	115	30	11	2	43	16	113	1	130	345
Total	58	74	112	244	5	409	36	450	130	49	10	189	77	519	9	605	1488
Grand Total	87	182	251	520	12	791	53	856	236	114	19	369	165	891	11	1067	2812
Apprch %	16.7	35	48.3		1.4	92.4	6.2		64	30.9	5.1		15.5	83.5	1		
Total %	3.1	6.5	8.9	18.5	0.4	28.1	1.9	30.4	8.4	4.1	0.7	13.1	5.9	31.7	0.4	37.9	

	Cawston Avenue Southbound				Florida Avenue Westbound				Cawston Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	9	**56**	32	**97**	**4**	92	6	102	29	**25**	3	57	27	113	0	140	**396**
07:45 AM	11	16	**33**	60	0	97	7	104	24	19	**5**	48	**30**	113	1	144	356
08:00 AM	**14**	23	29	66	0	89	5	94	**42**	16	2	**60**	27	121	**3**	151	371
08:15 AM	13	13	26	52	2	**108**	**13**	**123**	27	13	4	44	19	**155**	3	**177**	396
Total Volume	47	108	120	275	6	386	31	423	122	73	14	209	103	502	7	612	1519
% App. Total	17.1	39.3	43.6		1.4	91.3	7.3		58.4	34.9	6.7		16.8	82	1.1		
PHF	.839	.482	.909	.709	.375	.894	.596	.860	.726	.730	.700	.871	.858	.810	.583	.864	.959

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City of Hemet
N/S: Cawston Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 99_HEM_Caw_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	9	**56**	32	**97**	**4**	92	6	102	29	**25**	3	57	27	113	0	140
+15 mins.	11	16	**33**	60	0	97	7	104	24	19	**5**	48	**30**	113	1	144
+30 mins.	**14**	23	29	66	0	89	5	94	**42**	16	2	**60**	27	121	**3**	151
+45 mins.	13	13	26	52	2	**108**	**13**	**123**	27	13	4	44	19	**155**	3	**177**
Total Volume	47	108	120	275	6	386	31	423	122	73	14	209	103	502	7	612
% App. Total	17.1	39.3	43.6		1.4	91.3	7.3		58.4	34.9	6.7		16.8	82	1.1	
PHF	.839	.482	.909	.709	.375	.894	.596	.860	.726	.730	.700	.871	.858	.810	.583	.864

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City of Hemet
N/S: Cawston Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 99_HEM_Caw_Flor AM
Site Code : 00322418
Start Date : 5/26/2022

Groups Printed- Large 2 Axle Vehicles

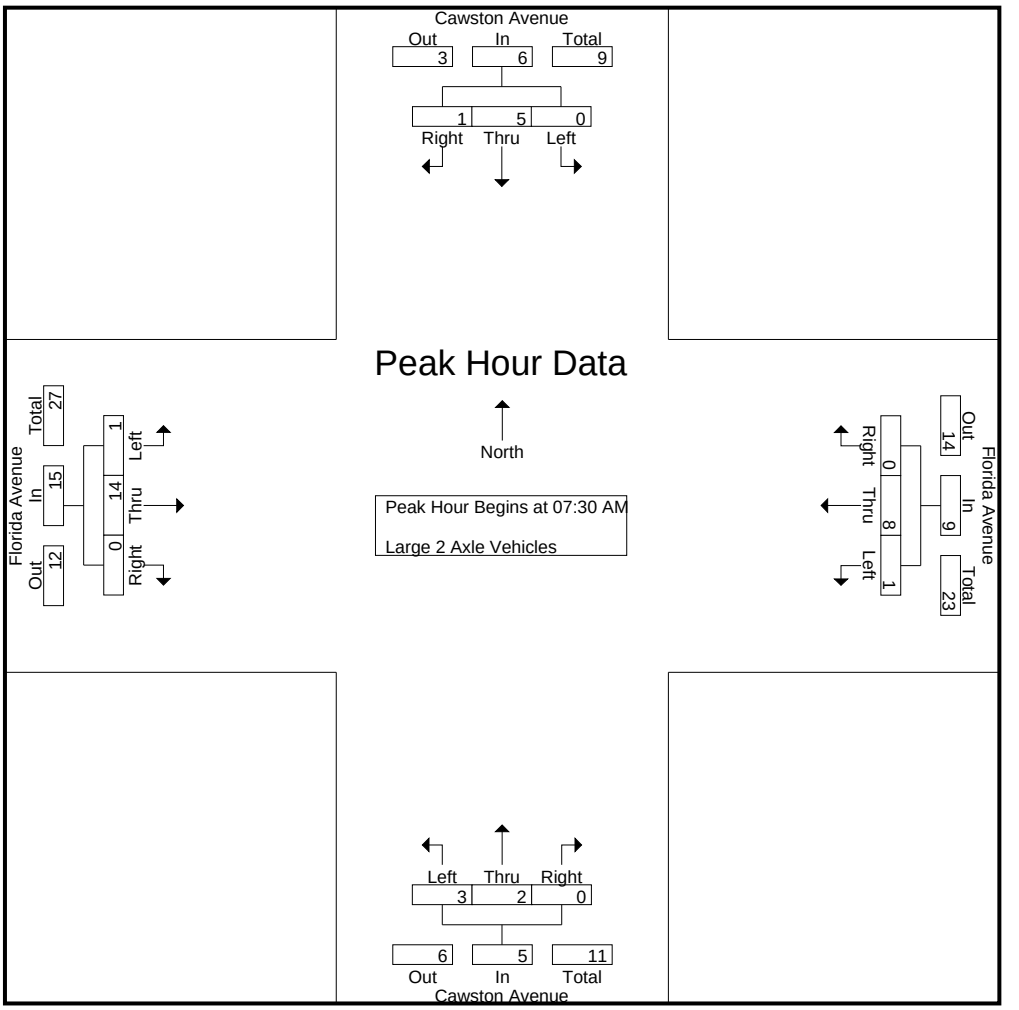
	Cawston Avenue Southbound				Florida Avenue Westbound				Cawston Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	2	4
07:15 AM	0	1	0	1	0	2	0	2	0	0	0	0	1	2	0	3	6
07:30 AM	0	3	0	3	1	1	0	2	1	0	0	1	0	2	0	2	8
07:45 AM	0	1	1	2	0	1	0	1	0	0	0	0	1	7	0	8	11
Total	0	5	1	6	1	4	0	5	3	0	0	3	2	13	0	15	29
08:00 AM	0	1	0	1	0	3	0	3	0	1	0	1	0	3	0	3	8
08:15 AM	0	0	0	0	0	3	0	3	2	1	0	3	0	2	0	2	8
08:30 AM	0	0	0	0	0	1	0	1	1	1	0	2	0	3	0	3	6
08:45 AM	2	1	1	4	0	0	0	0	1	1	0	2	1	4	0	5	11
Total	2	2	1	5	0	7	0	7	4	4	0	8	1	12	0	13	33
Grand Total	2	7	2	11	1	11	0	12	7	4	0	11	3	25	0	28	62
Apprch %	18.2	63.6	18.2		8.3	91.7	0		63.6	36.4	0		10.7	89.3	0		
Total %	3.2	11.3	3.2	17.7	1.6	17.7	0	19.4	11.3	6.5	0	17.7	4.8	40.3	0	45.2	

	Cawston Avenue Southbound				Florida Avenue Westbound				Cawston Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**3**	0	**3**	**1**	1	0	2	1	0	0	1	0	2	0	2	8
07:45 AM	0	1	**1**	2	0	1	0	1	0	0	0	0	**1**	**7**	0	**8**	**11**
08:00 AM	0	1	0	1	0	**3**	0	**3**	0	**1**	0	1	0	3	0	3	8
08:15 AM	0	0	0	0	0	3	0	3	**2**	1	0	**3**	0	2	0	2	8
Total Volume	0	5	1	6	1	8	0	9	3	2	0	5	1	14	0	15	35
% App. Total	0	83.3	16.7		11.1	88.9	0		60	40	0		6.7	93.3	0		
PHF	.000	.417	.250	.500	.250	.667	.000	.750	.375	.500	.000	.417	.250	.500	.000	.469	.795

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City of Hemet
N/S: Cawston Avenue
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Weather: Clear

File Name : 99_HEM_Caw_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**3**	0	**3**	**1**	1	0	2	1	0	0	1	0	2	0	2
+15 mins.	0	1	**1**	2	0	1	0	1	0	0	0	0	**1**	**7**	0	**8**
+30 mins.	0	1	0	1	0	**3**	0	**3**	0	**1**	0	1	0	3	0	3
+45 mins.	0	0	0	0	0	3	0	3	**2**	1	0	**3**	0	2	0	2
Total Volume	0	5	1	6	1	8	0	9	3	2	0	5	1	14	0	15
% App. Total	0	83.3	16.7		11.1	88.9	0		60	40	0		6.7	93.3	0	
PHF	.000	.417	.250	.500	.250	.667	.000	.750	.375	.500	.000	.417	.250	.500	.000	.469

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

City of Hemet
N/S: Cawston Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 99_HEM_Caw_Flor AM
Site Code : 00322418
Start Date : 5/26/2022

Groups Printed- 3 Axle Vehicles

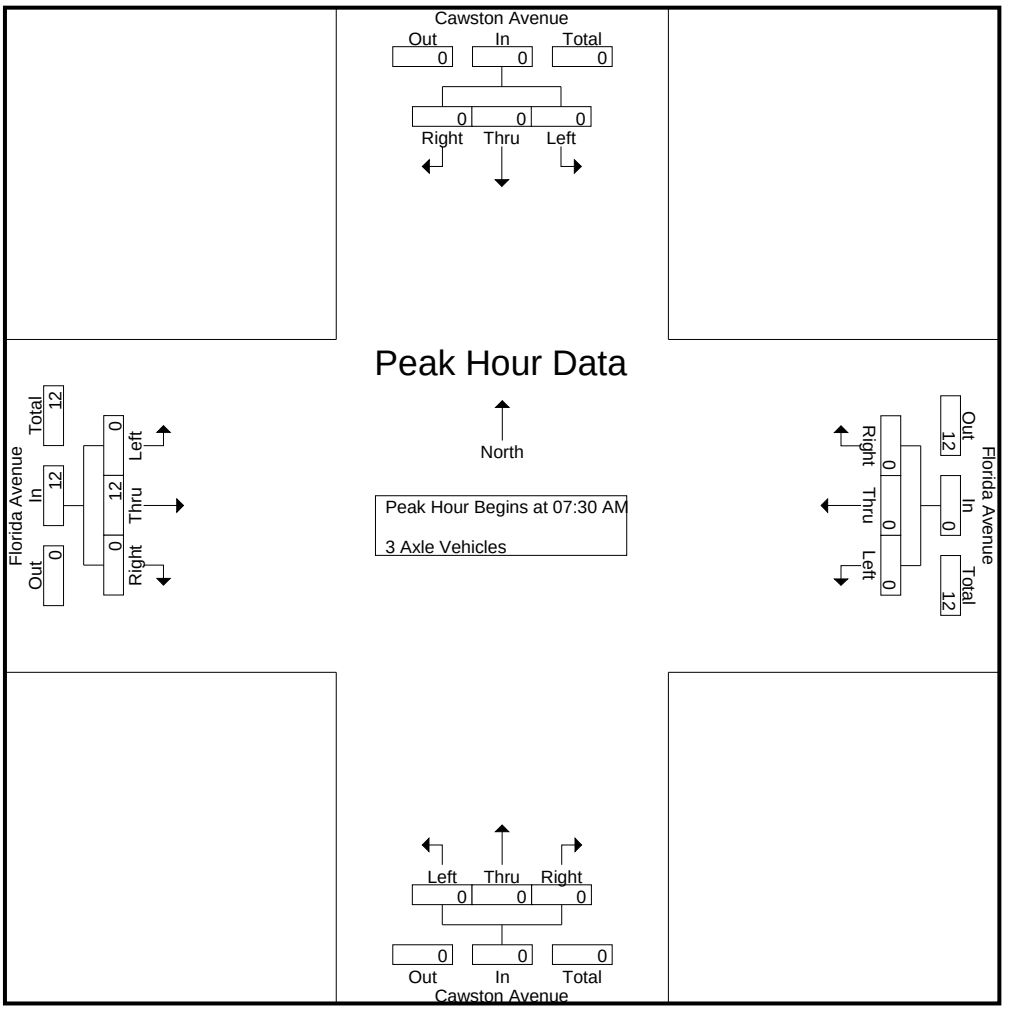
	Cawston Avenue Southbound				Florida Avenue Westbound				Cawston Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	7	0	7	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	8
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	10	0	10	12
Grand Total	1	0	0	1	0	2	0	2	0	0	0	0	0	17	0	17	20
Apprch %	100	0	0		0	100	0		0	0	0		0	100	0		
Total %	5	0	0	5	0	10	0	10	0	0	0	0	0	85	0	85	

	Cawston Avenue Southbound				Florida Avenue Westbound				Cawston Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**8**	0	**8**	**8**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	12
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375	.375

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City of Hemet
N/S: Cawston Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 99_HEM_Caw_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**8**	0	**8**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375

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City of Hemet
N/S: Cawston Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 99_HEM_Caw_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

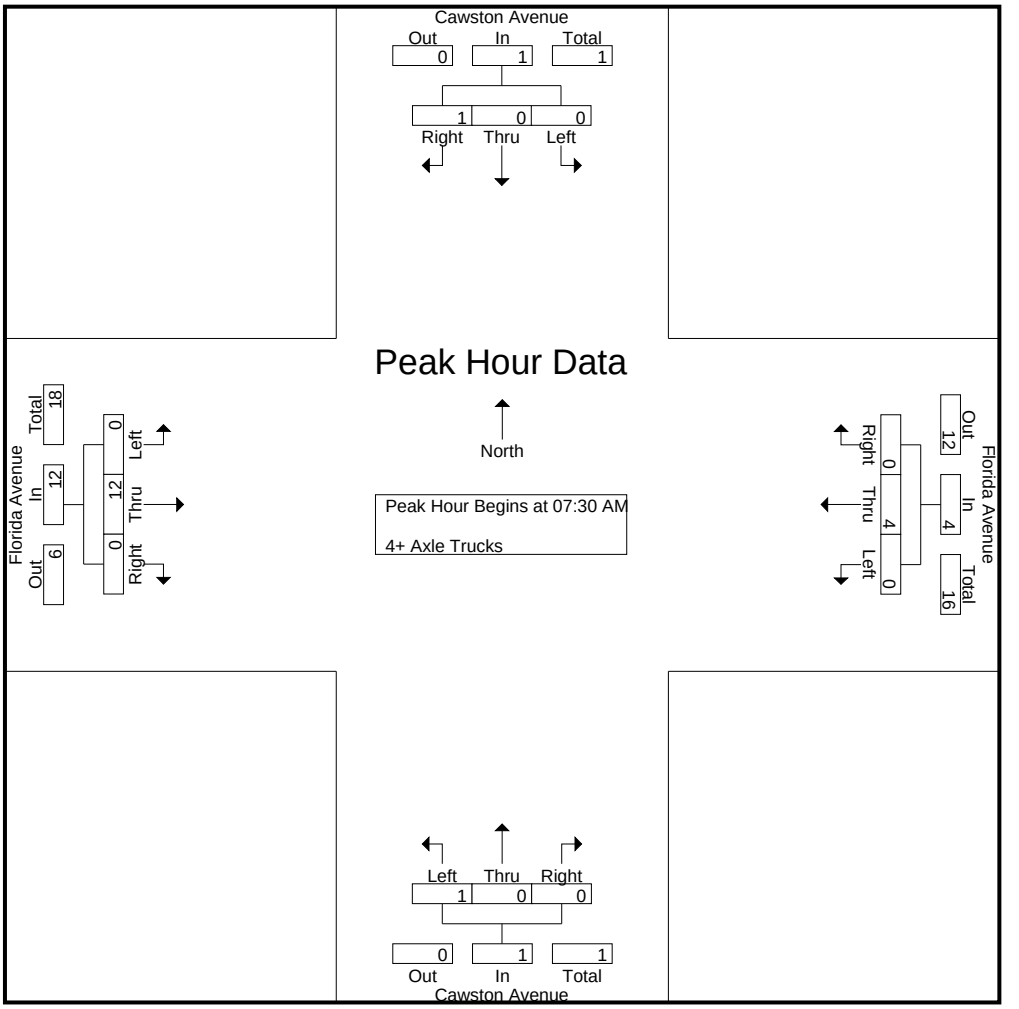
	Cawston Avenue Southbound				Florida Avenue Westbound				Cawston Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	3
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
Total	0	0	2	2	0	3	0	3	0	0	0	0	0	8	0	8	13
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
08:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	2	0	2	4
08:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	1	5	0	6	1	0	0	1	0	8	0	8	15
Grand Total	0	0	2	2	1	8	0	9	1	0	0	1	0	16	0	16	28
Apprch %	0	0	100		11.1	88.9	0		100	0	0		0	100	0		
Total %	0	0	7.1	7.1	3.6	28.6	0	32.1	3.6	0	0	3.6	0	57.1	0	57.1	

	Cawston Avenue Southbound				Florida Avenue Westbound				Cawston Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	2	0	2	3
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**4**	0	**4**	5
08:00 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	4	0	4	**6**
08:15 AM	0	0	0	0	0	1	0	1	**1**	0	0	**1**	0	2	0	2	4
Total Volume	0	0	1	1	0	4	0	4	1	0	0	1	0	12	0	12	18
% App. Total	0	0	100		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.250	.000	.000	.250	.000	.750	.000	.750	.750

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City of Hemet
N/S: Cawston Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 99_HEM_Caw_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**4**	0	**4**
+30 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	1	0	1	**1**	0	0	**1**	0	2	0	2
Total Volume	0	0	1	1	0	4	0	4	1	0	0	1	0	12	0	12
% App. Total	0	0	100		0	100	0		100	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.250	.000	.000	.250	.000	.750	.000	.750

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City of Hemet
N/S: Cawston Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 99_HEM_Caw_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

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

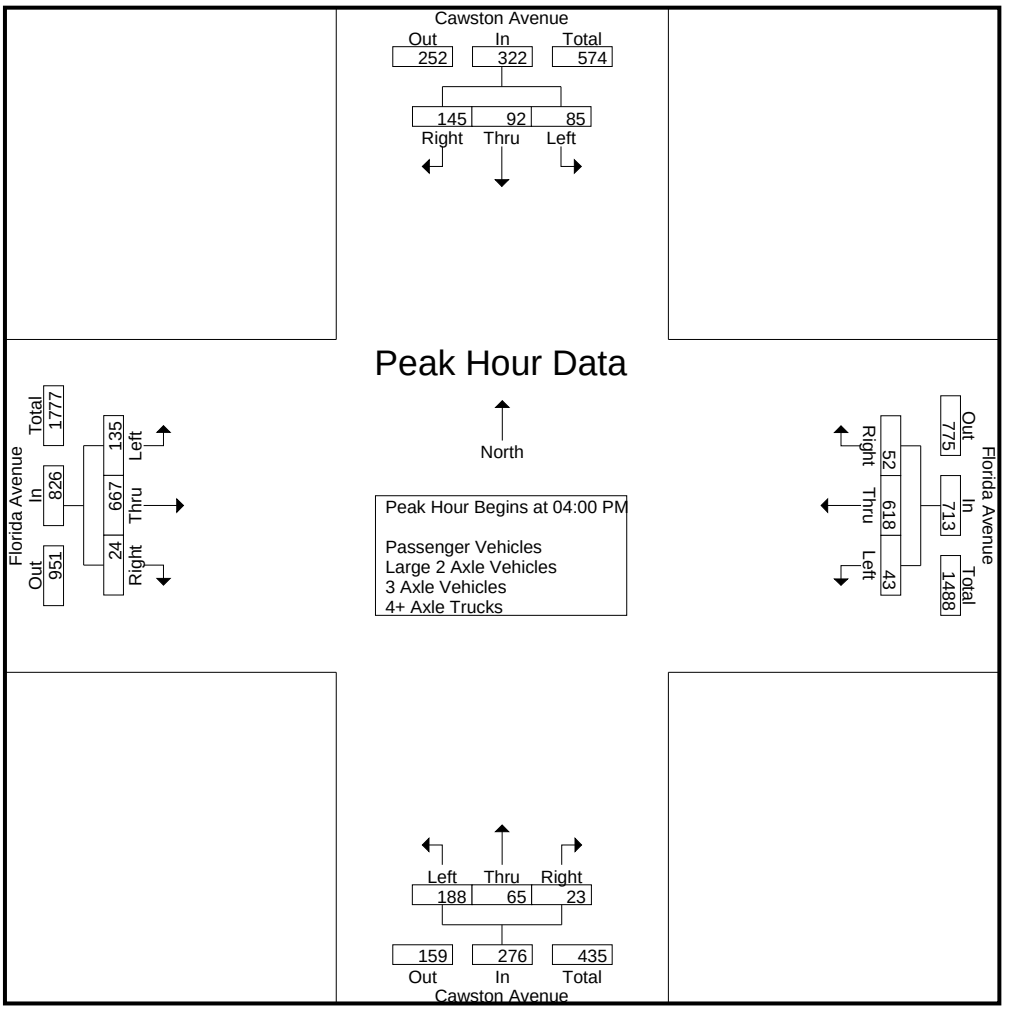
	Cawston Avenue Southbound				Florida Avenue Westbound				Cawston Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	38	29	49	116	14	145	17	176	61	15	8	84	29	144	8	181	557
04:15 PM	15	18	27	60	8	169	9	186	42	17	4	63	31	184	6	221	530
04:30 PM	17	24	42	83	12	163	12	187	53	20	7	80	34	141	6	181	531
04:45 PM	15	21	27	63	9	141	14	164	32	13	4	49	41	198	4	243	519
Total	85	92	145	322	43	618	52	713	188	65	23	276	135	667	24	826	2137
05:00 PM	22	18	32	72	10	150	7	167	48	24	8	80	33	156	1	190	509
05:15 PM	13	22	32	67	9	168	9	186	41	26	3	70	22	184	3	209	532
05:30 PM	19	23	23	65	16	134	14	164	39	15	5	59	45	142	4	191	479
05:45 PM	18	21	27	66	9	121	16	146	26	18	1	45	33	149	4	186	443
Total	72	84	114	270	44	573	46	663	154	83	17	254	133	631	12	776	1963
Grand Total	157	176	259	592	87	1191	98	1376	342	148	40	530	268	1298	36	1602	4100
Apprch %	26.5	29.7	43.8		6.3	86.6	7.1		64.5	27.9	7.5		16.7	81	2.2		
Total %	3.8	4.3	6.3	14.4	2.1	29	2.4	33.6	8.3	3.6	1	12.9	6.5	31.7	0.9	39.1	
Passenger Vehicles	157	174	252	583	87	1150	98	1335	331	147	40	518	259	1276	36	1571	4007
% Passenger Vehicles	100	98.9	97.3	98.5	100	96.6	100	97	96.8	99.3	100	97.7	96.6	98.3	100	98.1	97.7
Large 2 Axle Vehicles	0	2	5	7	0	25	0	25	8	1	0	9	5	18	0	23	64
% Large 2 Axle Vehicles	0	1.1	1.9	1.2	0	2.1	0	1.8	2.3	0.7	0	1.7	1.9	1.4	0	1.4	1.6
3 Axle Vehicles	0	0	2	2	0	6	0	6	3	0	0	3	2	3	0	5	16
% 3 Axle Vehicles	0	0	0.8	0.3	0	0.5	0	0.4	0.9	0	0	0.6	0.7	0.2	0	0.3	0.4
4+ Axle Trucks	0	0	0	0	0	10	0	10	0	0	0	0	2	1	0	3	13
% 4+ Axle Trucks	0	0	0	0	0	0.8	0	0.7	0	0	0	0	0.7	0.1	0	0.2	0.3

	Cawston Avenue Southbound				Florida Avenue Westbound				Cawston Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**38**	**29**	**49**	**116**	**14**	145	**17**	176	**61**	15	**8**	**84**	29	144	**8**	181	**557**
04:15 PM	15	18	27	60	8	**169**	9	186	42	17	4	63	31	184	6	221	530
04:30 PM	17	24	42	83	12	163	12	**187**	53	**20**	7	80	34	141	6	181	531
04:45 PM	15	21	27	63	9	141	14	164	32	13	4	49	**41**	**198**	4	**243**	519
Total Volume	85	92	145	322	43	618	52	713	188	65	23	276	135	667	24	826	2137
% App. Total	26.4	28.6	45		6	86.7	7.3		68.1	23.6	8.3		16.3	80.8	2.9		
PHF	.559	.793	.740	.694	.768	.914	.765	.953	.770	.813	.719	.821	.823	.842	.750	.850	.959

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City of Hemet
N/S: Cawston Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 99_HEM_Caw_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:30 PM				04:15 PM			
+0 mins.	**38**	**29**	**49**	**116**	**14**	145	**17**	176	**53**	20	7	**80**	31	184	**6**	221
+15 mins.	15	18	27	60	8	**169**	9	186	32	13	4	49	34	141	6	181
+30 mins.	17	24	42	83	12	163	12	**187**	48	24	**8**	80	**41**	**198**	4	**243**
+45 mins.	15	21	27	63	9	141	14	164	41	**26**	3	70	33	156	1	190
Total Volume	85	92	145	322	43	618	52	713	174	83	22	279	139	679	17	835
% App. Total	26.4	28.6	45		6	86.7	7.3		62.4	29.7	7.9		16.6	81.3	2	
PHF	.559	.793	.740	.694	.768	.914	.765	.953	.821	.798	.688	.872	.848	.857	.708	.859

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City of Hemet
N/S: Cawston Avenue
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File Name : 99_HEM_Caw_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Passenger Vehicles

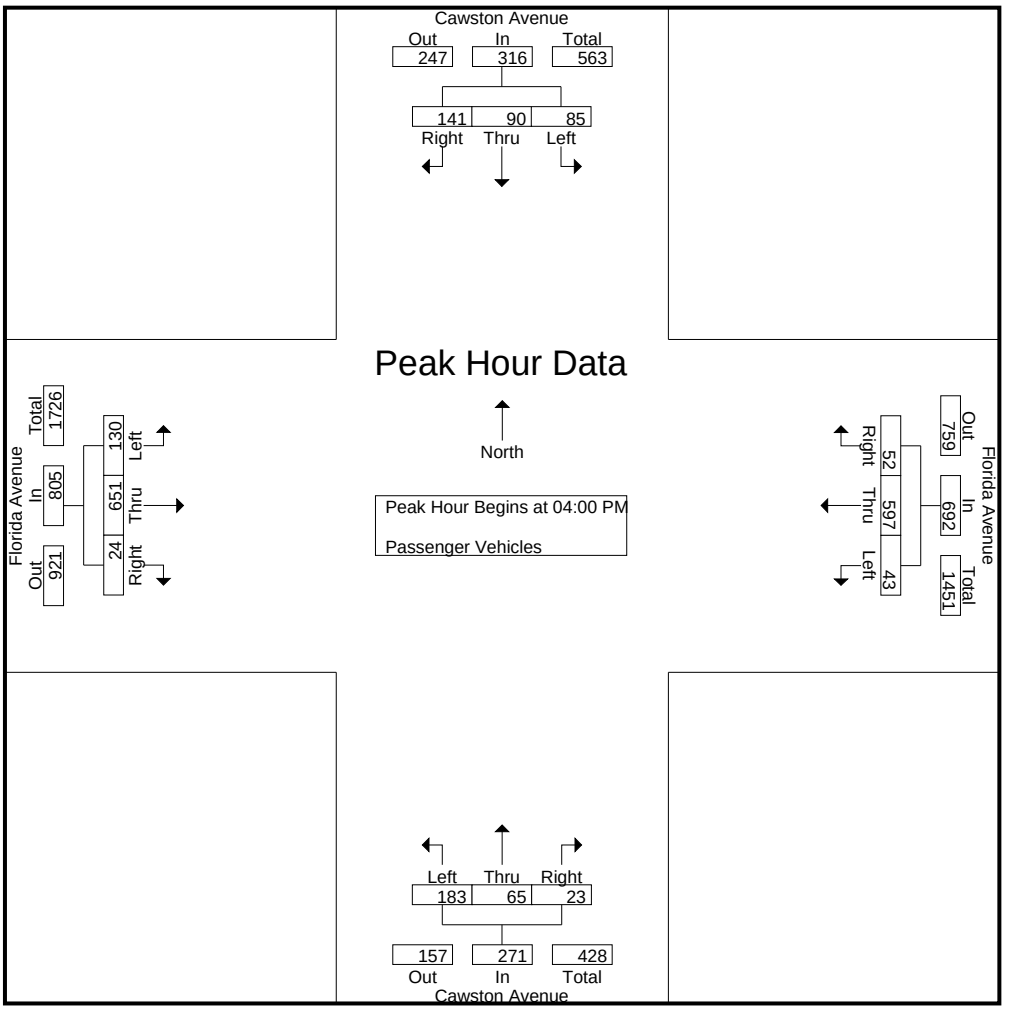
	Cawston Avenue Southbound				Florida Avenue Westbound				Cawston Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	38	29	48	115	14	138	17	169	60	15	8	83	28	139	8	175	542
04:15 PM	15	17	26	58	8	165	9	182	40	17	4	61	27	180	6	213	514
04:30 PM	17	24	41	82	12	154	12	178	52	20	7	79	34	138	6	178	517
04:45 PM	15	20	26	61	9	140	14	163	31	13	4	48	41	194	4	239	511
Total	85	90	141	316	43	597	52	692	183	65	23	271	130	651	24	805	2084
05:00 PM	22	18	32	72	10	148	7	165	48	23	8	79	32	153	1	186	502
05:15 PM	13	22	30	65	9	162	9	180	41	26	3	70	21	183	3	207	522
05:30 PM	19	23	22	64	16	132	14	162	34	15	5	54	44	142	4	190	470
05:45 PM	18	21	27	66	9	111	16	136	25	18	1	44	32	147	4	183	429
Total	72	84	111	267	44	553	46	643	148	82	17	247	129	625	12	766	1923
Grand Total	157	174	252	583	87	1150	98	1335	331	147	40	518	259	1276	36	1571	4007
Apprch %	26.9	29.8	43.2		6.5	86.1	7.3		63.9	28.4	7.7		16.5	81.2	2.3		
Total %	3.9	4.3	6.3	14.5	2.2	28.7	2.4	33.3	8.3	3.7	1	12.9	6.5	31.8	0.9	39.2	

	Cawston Avenue Southbound				Florida Avenue Westbound				Cawston Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**38**	**29**	**48**	**115**	**14**	138	**17**	169	**60**	15	**8**	**83**	28	139	**8**	175	**542**
04:15 PM	15	17	26	58	8	**165**	9	**182**	40	17	4	61	27	180	6	213	514
04:30 PM	17	24	41	82	12	154	12	178	52	**20**	7	79	34	138	6	178	517
04:45 PM	15	20	26	61	9	140	14	163	31	13	4	48	**41**	**194**	4	**239**	511
Total Volume	85	90	141	316	43	597	52	692	183	65	23	271	130	651	24	805	2084
% App. Total	26.9	28.5	44.6		6.2	86.3	7.5		67.5	24	8.5		16.1	80.9	3		
PHF	.559	.776	.734	.687	.768	.905	.765	.951	.763	.813	.719	.816	.793	.839	.750	.842	.961

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City of Hemet
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Weather: Clear

File Name : 99_HEM_Caw_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**38**	**29**	**48**	**115**	**14**	138	**17**	169	**60**	15	**8**	**83**	28	139	**8**	175
+15 mins.	15	17	26	58	8	**165**	9	**182**	40	17	4	61	27	180	6	213
+30 mins.	17	24	41	82	12	154	12	178	52	**20**	7	79	34	138	6	178
+45 mins.	15	20	26	61	9	140	14	163	31	13	4	48	**41**	**194**	4	**239**
Total Volume	85	90	141	316	43	597	52	692	183	65	23	271	130	651	24	805
% App. Total	26.9	28.5	44.6		6.2	86.3	7.5		67.5	24	8.5		16.1	80.9	3	
PHF	.559	.776	.734	.687	.768	.905	.765	.951	.763	.813	.719	.816	.793	.839	.750	.842

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Page No : 1

Groups Printed- Large 2 Axle Vehicles

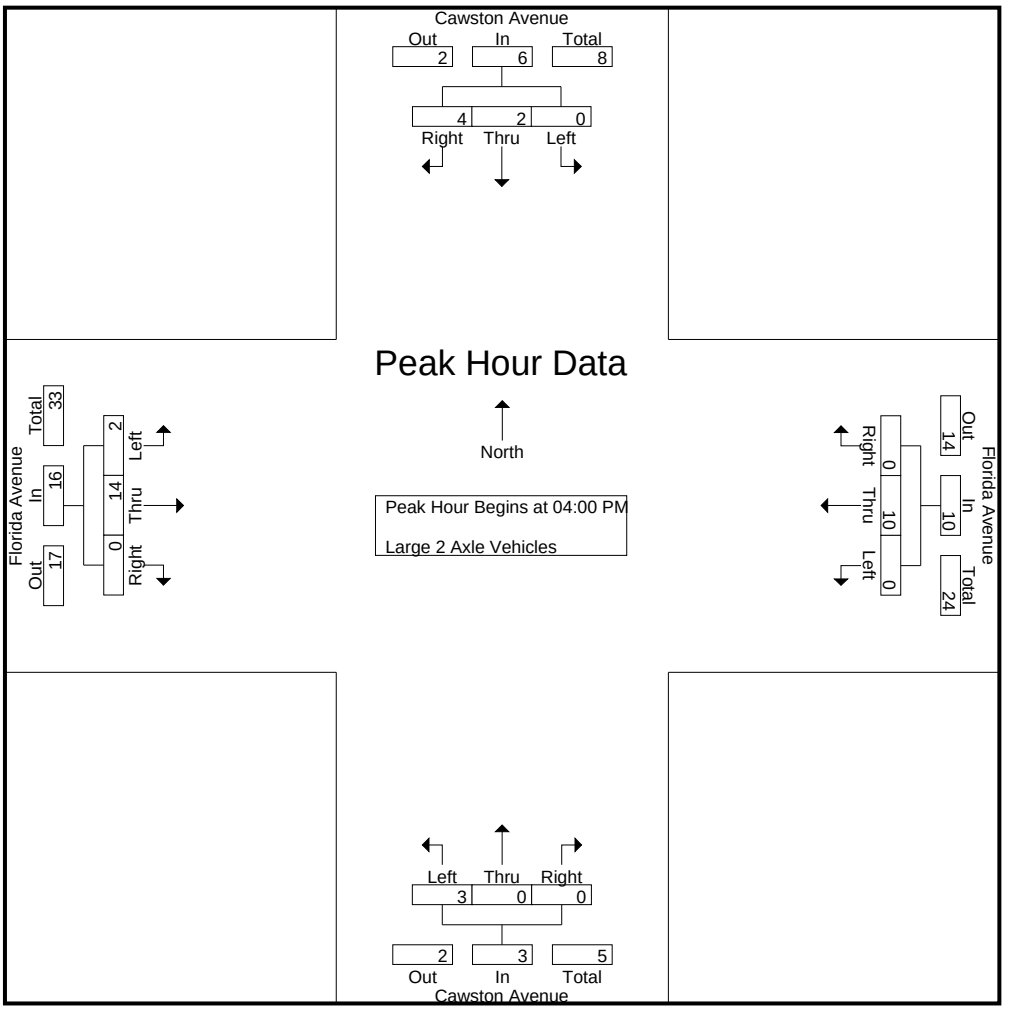
	Cawston Avenue Southbound				Florida Avenue Westbound				Cawston Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	3	0	3	1	0	0	1	1	4	0	5	10
04:15 PM	0	1	1	2	0	2	0	2	0	0	0	0	1	4	0	5	9
04:30 PM	0	0	1	1	0	4	0	4	1	0	0	1	0	2	0	2	8
04:45 PM	0	1	1	2	0	1	0	1	1	0	0	1	0	4	0	4	8
Total	0	2	4	6	0	10	0	10	3	0	0	3	2	14	0	16	35
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	3	4
05:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
05:30 PM	0	0	1	1	0	2	0	2	4	0	0	4	1	0	0	1	8
05:45 PM	0	0	0	0	0	9	0	9	1	0	0	1	1	1	0	2	12
Total	0	0	1	1	0	15	0	15	5	1	0	6	3	4	0	7	29
Grand Total	0	2	5	7	0	25	0	25	8	1	0	9	5	18	0	23	64
Apprch %	0	28.6	71.4		0	100	0		88.9	11.1	0		21.7	78.3	0		
Total %	0	3.1	7.8	10.9	0	39.1	0	39.1	12.5	1.6	0	14.1	7.8	28.1	0	35.9	

	Cawston Avenue Southbound				Florida Avenue Westbound				Cawston Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**1**	1	0	3	0	3	**1**	0	0	**1**	**1**	**4**	0	**5**	**10**
04:15 PM	0	**1**	1	**2**	0	2	0	2	0	0	0	0	1	4	0	5	9
04:30 PM	0	0	1	1	0	**4**	0	**4**	1	0	0	1	0	2	0	2	8
04:45 PM	0	1	1	2	0	1	0	1	1	0	0	1	0	4	0	4	8
Total Volume	0	2	4	6	0	10	0	10	3	0	0	3	2	14	0	16	35
% App. Total	0	33.3	66.7		0	100	0		100	0	0		12.5	87.5	0		
PHF	.000	.500	1.00	.750	.000	.625	.000	.625	.750	.000	.000	.750	.500	.875	.000	.800	.875

Counts Unlimited, Inc.
PO Box 1178
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City of Hemet
N/S: Cawston Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 99_HEM_Caw_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	**1**	1	0	3	0	3	**1**	0	0	**1**	**1**	**4**	0	**5**
+15 mins.	0	**1**	1	**2**	0	2	0	2	0	0	0	0	1	4	0	5
+30 mins.	0	0	1	1	0	**4**	0	**4**	1	0	0	1	0	2	0	2
+45 mins.	0	1	1	2	0	1	0	1	1	0	0	1	0	4	0	4
Total Volume	0	2	4	6	0	10	0	10	3	0	0	3	2	14	0	16
% App. Total	0	33.3	66.7		0	100	0		100	0	0		12.5	87.5	0	
PHF	.000	.500	1.000	.750	.000	.625	.000	.625	.750	.000	.000	.750	.500	.875	.000	.800

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City of Hemet
N/S: Cawston Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 99_HEM_Caw_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

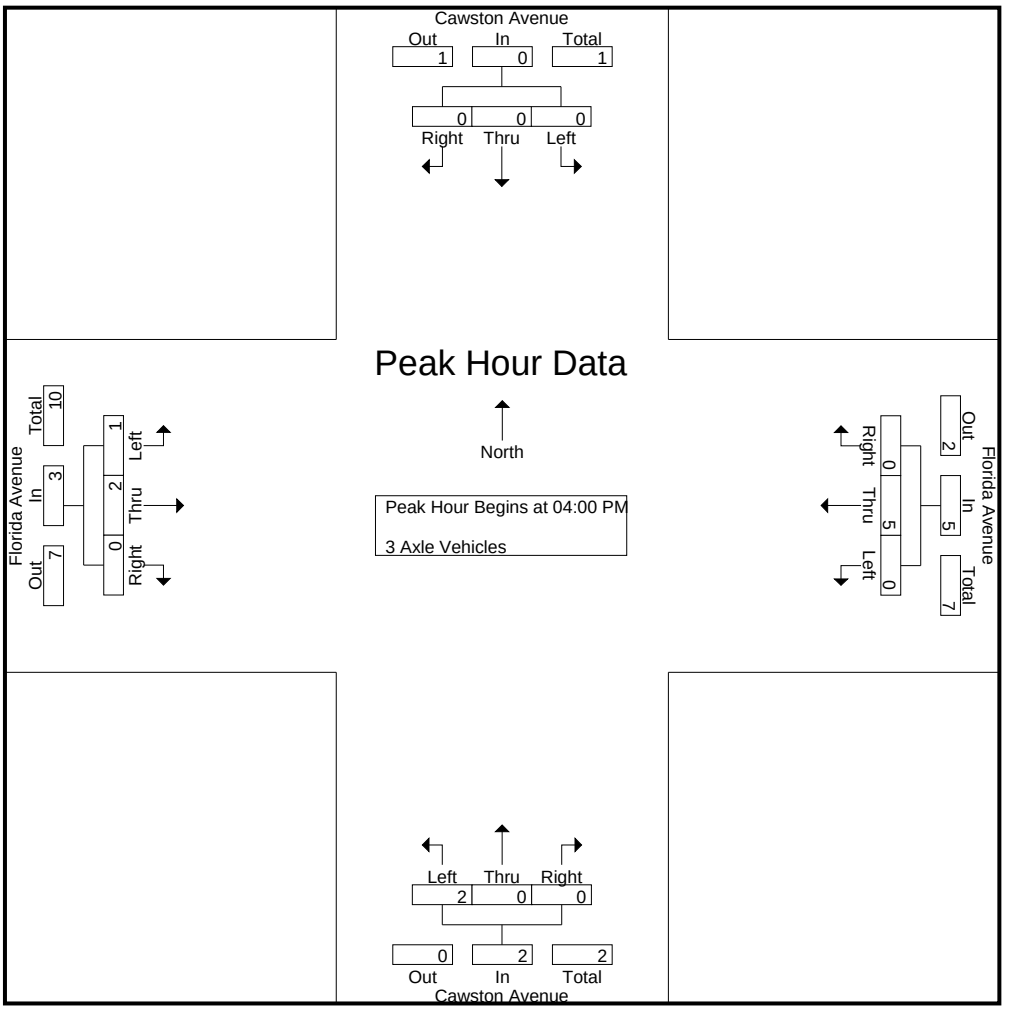
	Cawston Avenue Southbound				Florida Avenue Westbound				Cawston Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	2	0	2	2	0	0	2	1	0	0	1	5
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	5	2	0	0	2	1	2	0	3	10
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	3
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	2	0	1	0	1	1	0	0	1	1	1	0	2	6
Grand Total	0	0	2	2	0	6	0	6	3	0	0	3	2	3	0	5	16
Apprch %	0	0	100		0	100	0		100	0	0		40	60	0		
Total %	0	0	12.5	12.5	0	37.5	0	37.5	18.8	0	0	18.8	12.5	18.8	0	31.2	

	Cawston Avenue Southbound				Florida Avenue Westbound				Cawston Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**	2
04:15 PM	0	0	0	0	0	**2**	0	**2**	**2**	0	0	**2**	**1**	0	0	1	**5**
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	5	0	5	2	0	0	2	1	2	0	3	10
% App. Total	0	0	0		0	100	0		100	0	0		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.250	.000	.000	.250	.250	.500	.000	.750	.500

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City of Hemet
N/S: Cawston Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 99_HEM_Caw_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	**2**	0	**2**	**2**	0	0	**2**	**1**	0	0	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	5	0	5	2	0	0	2	1	2	0	3
% App. Total	0	0	0		0	100	0		100	0	0		33.3	66.7	0	
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.250	.000	.000	.250	.250	.500	.000	.750

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City of Hemet
N/S: Cawston Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 99_HEM_Caw_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

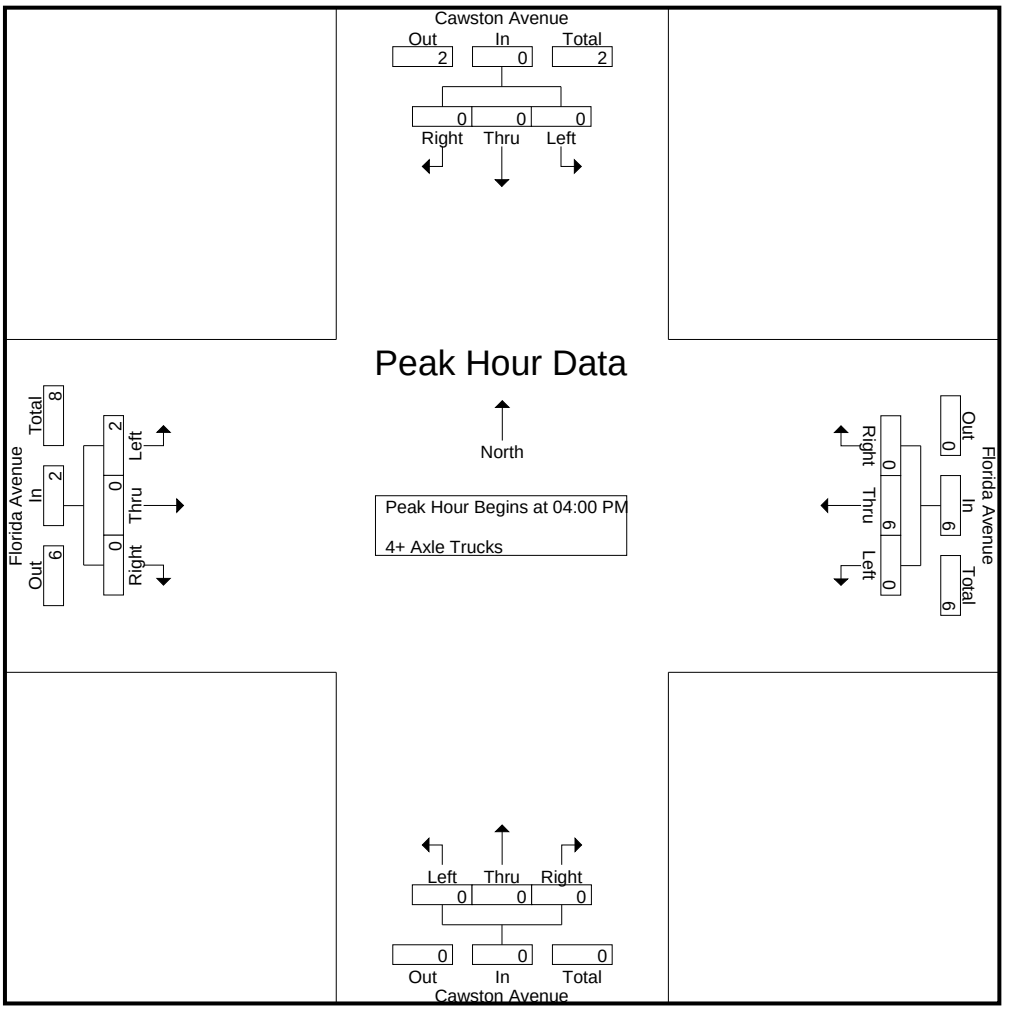
	Cawston Avenue Southbound				Florida Avenue Westbound				Cawston Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	6	0	6	0	0	0	0	2	0	0	2	8
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
Grand Total	0	0	0	0	0	10	0	10	0	0	0	0	2	1	0	3	13
Apprch %	0	0	0		0	100	0		0	0	0		66.7	33.3	0		
Total %	0	0	0	0	0	76.9	0	76.9	0	0	0	0	15.4	7.7	0	23.1	

	Cawston Avenue Southbound				Florida Avenue Westbound				Cawston Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	**3**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	**2**	2
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	2	0	0	2	8
% App. Total	0	0	0		0	100	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.250	.000	.000	.250	.667

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City of Hemet
N/S: Cawston Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 99_HEM_Caw_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	**2**
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	2	0	0	2
% App. Total	0	0	0		0	100	0		0	0	0		100	0	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.250	.000	.000	.250

Location: Hemet
N/S: Cawston Avenue
E/W: Florida Avenue

Date: 5/26/2022
Day: Thursday

PEDESTRIANS

	North Leg Cawston Avenue	East Leg Florida Avenue	South Leg Cawston Avenue	West Leg Florida Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	1	0	1	1	3
8:00 AM	0	0	0	0	0
8:15 AM	1	0	0	0	1
8:30 AM	2	0	0	0	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	5	0	1	1	7

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

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Location: Hemet
N/S: Cawston Avenue
E/W: Florida Avenue

Date: 5/26/2022
Day: Thursday

BICYCLES

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

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

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City of Hemet
N/S: Sanderson Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 100_HEM_Sand_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

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

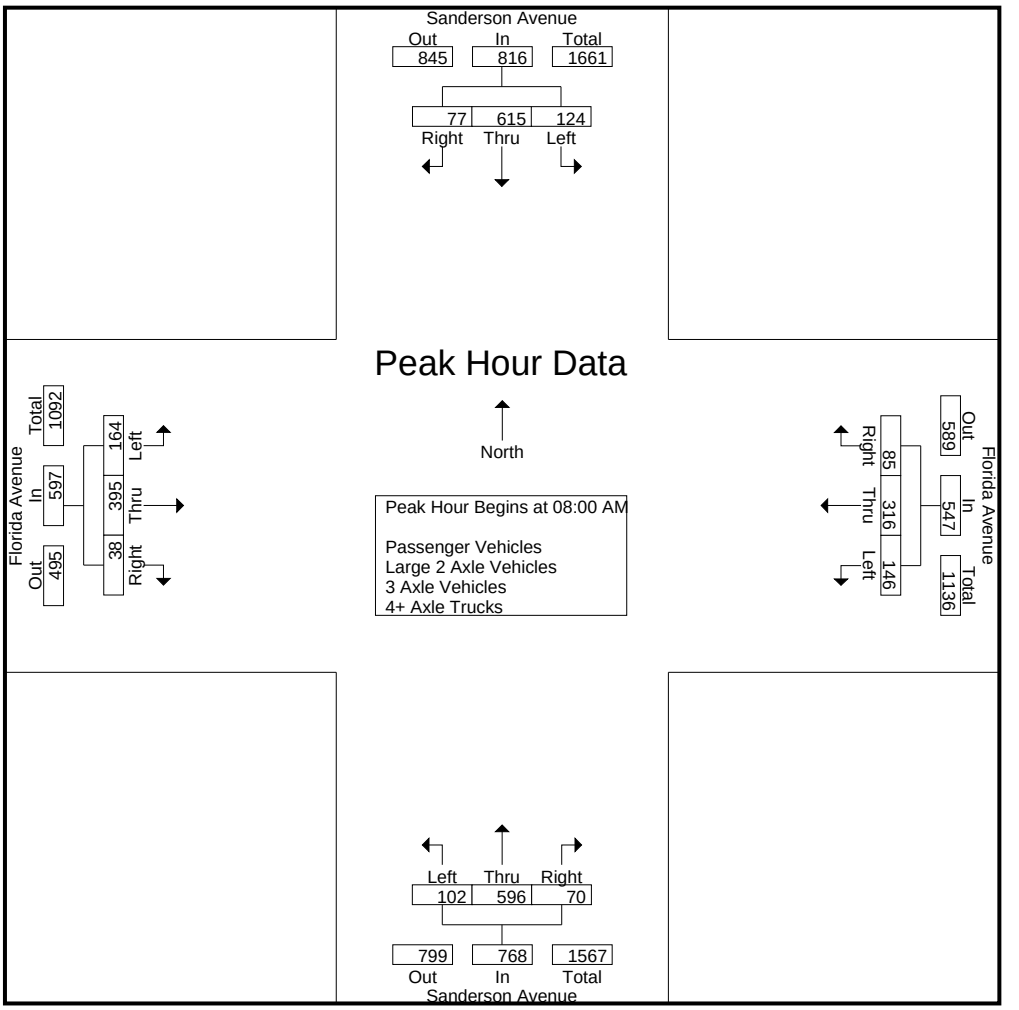
	Sanderson Avenue Southbound				Florida Avenue Westbound				Sanderson Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	22	125	15	162	35	75	13	123	11	126	16	153	27	41	3	71	509
07:15 AM	28	186	22	236	24	66	10	100	13	184	13	210	27	58	7	92	638
07:30 AM	32	149	20	201	32	75	16	123	18	141	21	180	19	91	5	115	619
07:45 AM	23	145	23	191	32	63	24	119	19	136	21	176	30	81	5	116	602
Total	105	605	80	790	123	279	63	465	61	587	71	719	103	271	20	394	2368
08:00 AM	34	118	28	180	36	74	22	132	16	141	13	170	38	97	9	144	626
08:15 AM	32	177	15	224	37	78	18	133	29	151	21	201	56	82	13	151	709
08:30 AM	22	157	14	193	32	80	27	139	20	155	13	188	43	111	11	165	685
08:45 AM	36	163	20	219	41	84	18	143	37	149	23	209	27	105	5	137	708
Total	124	615	77	816	146	316	85	547	102	596	70	768	164	395	38	597	2728
Grand Total	229	1220	157	1606	269	595	148	1012	163	1183	141	1487	267	666	58	991	5096
Apprch %	14.3	76	9.8		26.6	58.8	14.6		11	79.6	9.5		26.9	67.2	5.9		
Total %	4.5	23.9	3.1	31.5	5.3	11.7	2.9	19.9	3.2	23.2	2.8	29.2	5.2	13.1	1.1	19.4	
Passenger Vehicles	222	1124	151	1497	260	572	145	977	157	1109	130	1396	248	625	56	929	4799
% Passenger Vehicles	96.9	92.1	96.2	93.2	96.7	96.1	98	96.5	96.3	93.7	92.2	93.9	92.9	93.8	96.6	93.7	94.2
Large 2 Axle Vehicles	4	36	3	43	8	15	1	24	4	28	7	39	12	24	1	37	143
% Large 2 Axle Vehicles	1.7	3	1.9	2.7	3	2.5	0.7	2.4	2.5	2.4	5	2.6	4.5	3.6	1.7	3.7	2.8
3 Axle Vehicles	2	4	0	6	1	4	0	5	0	8	1	9	4	8	0	12	32
% 3 Axle Vehicles	0.9	0.3	0	0.4	0.4	0.7	0	0.5	0	0.7	0.7	0.6	1.5	1.2	0	1.2	0.6
4+ Axle Trucks	1	56	3	60	0	4	2	6	2	38	3	43	3	9	1	13	122
% 4+ Axle Trucks	0.4	4.6	1.9	3.7	0	0.7	1.4	0.6	1.2	3.2	2.1	2.9	1.1	1.4	1.7	1.3	2.4

	Sanderson Avenue Southbound				Florida Avenue Westbound				Sanderson Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	34	118	**28**	180	36	74	22	132	16	141	13	170	38	97	9	144	626
08:15 AM	32	**177**	15	**224**	37	78	18	133	29	151	21	201	**56**	82	**13**	151	**709**
08:30 AM	22	157	14	193	32	80	**27**	139	20	**155**	13	188	43	**111**	11	**165**	685
08:45 AM	**36**	163	20	219	**41**	**84**	18	**143**	**37**	149	**23**	**209**	27	105	5	137	708
Total Volume	124	615	77	816	146	316	85	547	102	596	70	768	164	395	38	597	2728
% App. Total	15.2	75.4	9.4		26.7	57.8	15.5		13.3	77.6	9.1		27.5	66.2	6.4		
PHF	.861	.869	.688	.911	.890	.940	.787	.956	.689	.961	.761	.919	.732	.890	.731	.905	.962

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

City of Hemet
N/S: Sanderson Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 100_HEM_Sand_Flor AM
Site Code : 00322418
Start Date : 5/26/2022



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	34	118	**28**	180	36	74	22	132	16	141	13	170	38	97	9	144
+15 mins.	32	**177**	15	**224**	37	78	18	133	29	151	21	201	**56**	82	**13**	151
+30 mins.	22	157	14	193	32	80	**27**	139	20	**155**	13	188	43	**111**	11	**165**
+45 mins.	**36**	163	20	219	**41**	**84**	18	**143**	**37**	149	**23**	**209**	27	105	5	137
Total Volume	124	615	77	816	146	316	85	547	102	596	70	768	164	395	38	597
% App. Total	15.2	75.4	9.4		26.7	57.8	15.5		13.3	77.6	9.1		27.5	66.2	6.4	
PHF	.861	.869	.688	.911	.890	.940	.787	.956	.689	.961	.761	.919	.732	.890	.731	.905

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Corona, CA 92878
(951)268-6268

City of Hemet
N/S: Sanderson Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 100_HEM_Sand_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Passenger Vehicles

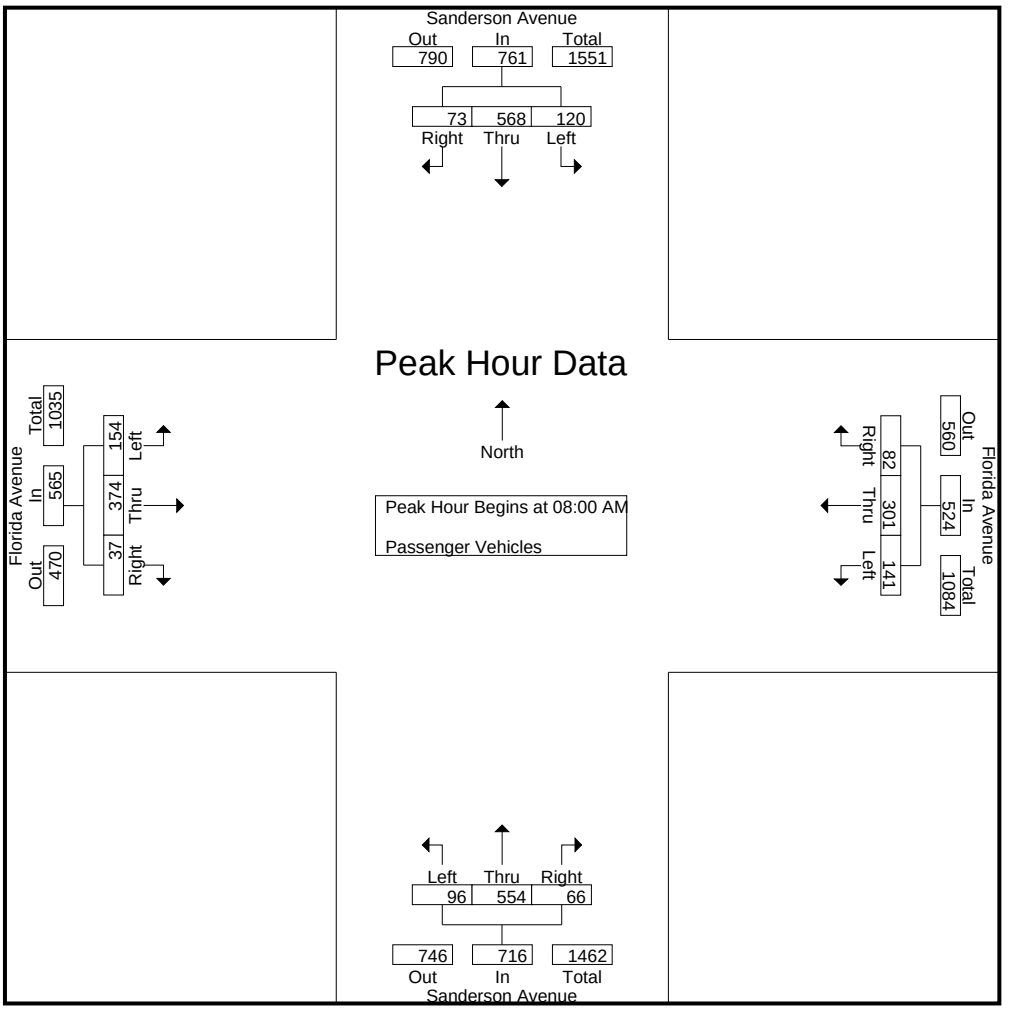
	Sanderson Avenue Southbound				Florida Avenue Westbound				Sanderson Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	20	114	15	149	34	71	13	118	11	117	14	142	22	40	3	65	474
07:15 AM	27	170	20	217	24	64	10	98	13	178	13	204	26	55	7	88	607
07:30 AM	32	141	20	193	32	75	16	123	18	132	19	169	17	84	4	105	590
07:45 AM	23	131	23	177	29	61	24	114	19	128	18	165	29	72	5	106	562
Total	102	556	78	736	119	271	63	453	61	555	64	680	94	251	19	364	2233
08:00 AM	34	112	26	172	35	69	21	125	16	128	12	156	35	91	9	135	588
08:15 AM	30	161	15	206	36	76	18	130	25	139	20	184	52	77	13	142	662
08:30 AM	21	144	13	178	31	78	26	135	19	142	13	174	42	103	11	156	643
08:45 AM	35	151	19	205	39	78	17	134	36	145	21	202	25	103	4	132	673
Total	120	568	73	761	141	301	82	524	96	554	66	716	154	374	37	565	2566
Grand Total	222	1124	151	1497	260	572	145	977	157	1109	130	1396	248	625	56	929	4799
Apprch %	14.8	75.1	10.1		26.6	58.5	14.8		11.2	79.4	9.3		26.7	67.3	6		
Total %	4.6	23.4	3.1	31.2	5.4	11.9	3	20.4	3.3	23.1	2.7	29.1	5.2	13	1.2	19.4	

	Sanderson Avenue Southbound				Florida Avenue Westbound				Sanderson Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	34	112	**26**	172	35	69	21	125	16	128	12	156	35	91	9	135	588
08:15 AM	30	**161**	15	**206**	36	76	18	130	25	139	20	184	**52**	77	**13**	142	662
08:30 AM	21	144	13	178	31	**78**	**26**	**135**	19	142	13	174	42	**103**	11	**156**	643
08:45 AM	**35**	151	19	205	**39**	78	17	134	**36**	**145**	**21**	**202**	25	103	4	132	**673**
Total Volume	120	568	73	761	141	301	82	524	96	554	66	716	154	374	37	565	2566
% App. Total	15.8	74.6	9.6		26.9	57.4	15.6		13.4	77.4	9.2		27.3	66.2	6.5		
PHF	.857	.882	.702	.924	.904	.965	.788	.970	.667	.955	.786	.886	.740	.908	.712	.905	.953

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

City of Hemet
N/S: Sanderson Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 100_HEM_Sand_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	34	112	**26**	172	35	69	21	125	16	128	12	156	35	91	9	135
+15 mins.	30	**161**	15	**206**	36	76	18	130	25	139	20	184	**52**	77	**13**	142
+30 mins.	21	144	13	178	31	**78**	**26**	**135**	19	142	13	174	42	**103**	11	**156**
+45 mins.	**35**	151	19	205	**39**	78	17	134	**36**	**145**	**21**	**202**	25	103	4	132
Total Volume	120	568	73	761	141	301	82	524	96	554	66	716	154	374	37	565
% App. Total	15.8	74.6	9.6		26.9	57.4	15.6		13.4	77.4	9.2		27.3	66.2	6.5	
PHF	.857	.882	.702	.924	.904	.965	.788	.970	.667	.955	.786	.886	.740	.908	.712	.905

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(951)268-6268

City of Hemet
N/S: Sanderson Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 100_HEM_Sand_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

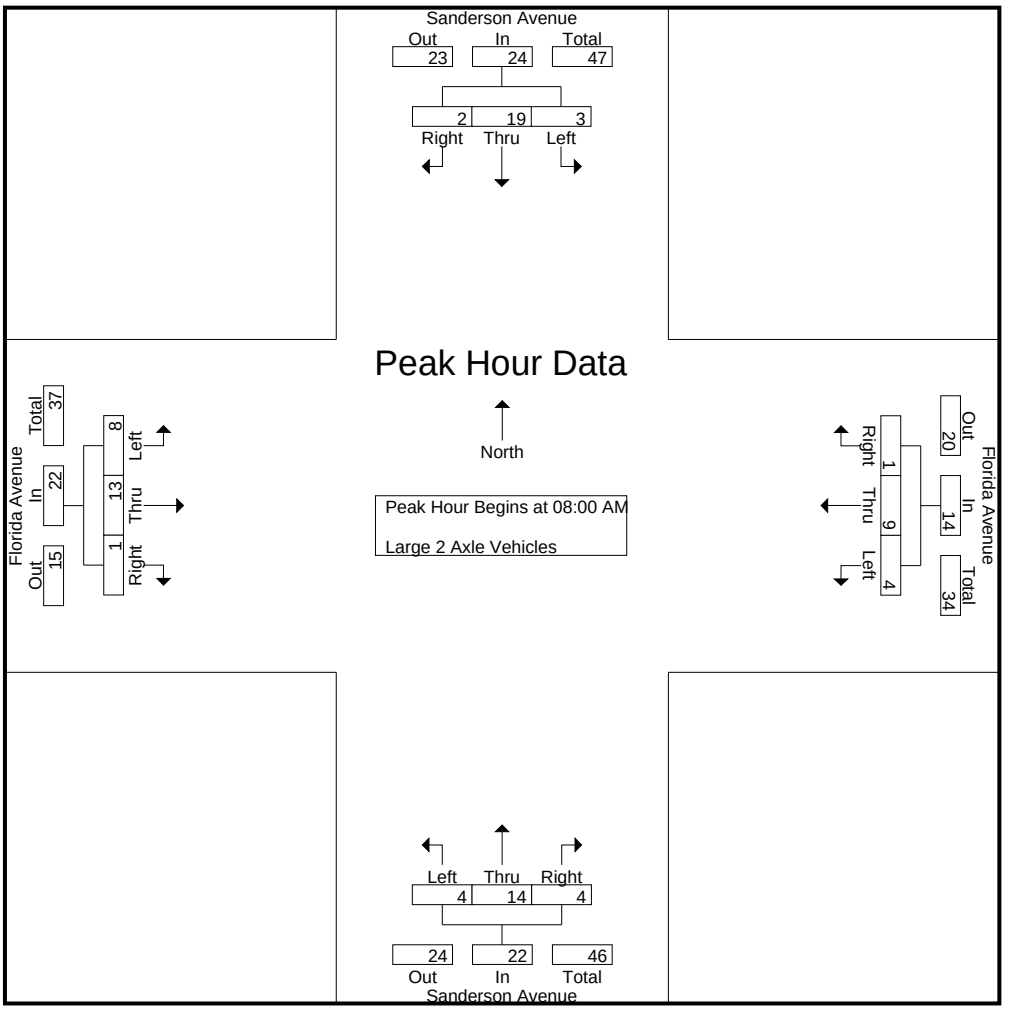
	Sanderson Avenue Southbound				Florida Avenue Westbound				Sanderson Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	4	0	5	1	3	0	4	0	3	2	5	2	1	0	3	17
07:15 AM	0	6	1	7	0	2	0	2	0	3	0	3	0	2	0	2	14
07:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	1	3	0	4	7
07:45 AM	0	6	0	6	3	1	0	4	0	6	1	7	1	5	0	6	23
Total	1	17	1	19	4	6	0	10	0	14	3	17	4	11	0	15	61
08:00 AM	0	4	0	4	1	4	0	5	0	4	1	5	2	4	0	6	20
08:15 AM	1	3	0	4	0	2	0	2	3	6	1	10	3	1	0	4	20
08:30 AM	1	7	1	9	1	0	1	2	0	1	0	1	1	8	0	9	21
08:45 AM	1	5	1	7	2	3	0	5	1	3	2	6	2	0	1	3	21
Total	3	19	2	24	4	9	1	14	4	14	4	22	8	13	1	22	82
Grand Total	4	36	3	43	8	15	1	24	4	28	7	39	12	24	1	37	143
Apprch %	9.3	83.7	7		33.3	62.5	4.2		10.3	71.8	17.9		32.4	64.9	2.7		
Total %	2.8	25.2	2.1	30.1	5.6	10.5	0.7	16.8	2.8	19.6	4.9	27.3	8.4	16.8	0.7	25.9	

	Sanderson Avenue Southbound				Florida Avenue Westbound				Sanderson Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	4	0	4	1	**4**	0	**5**	0	4	1	5	2	4	0	6	20
08:15 AM	**1**	3	0	4	0	2	0	2	**3**	**6**	1	**10**	**3**	1	0	4	20
08:30 AM	1	**7**	**1**	**9**	1	0	**1**	2	0	1	0	1	1	**8**	0	**9**	**21**
08:45 AM	1	5	1	7	**2**	3	0	5	1	3	**2**	6	2	0	**1**	3	21
Total Volume	3	19	2	24	4	9	1	14	4	14	4	22	8	13	1	22	82
% App. Total	12.5	79.2	8.3		28.6	64.3	7.1		18.2	63.6	18.2		36.4	59.1	4.5		
PHF	.750	.679	.500	.667	.500	.563	.250	.700	.333	.583	.500	.550	.667	.406	.250	.611	.976

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

City of Hemet
N/S: Sanderson Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 100_HEM_Sand_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	4	0	4	1	**4**	0	**5**	0	4	1	5	2	4	0	6
+15 mins.	**1**	3	0	4	0	2	0	2	**3**	**6**	1	**10**	**3**	1	0	4
+30 mins.	1	**7**	**1**	**9**	1	0	**1**	2	0	1	0	1	1	**8**	0	**9**
+45 mins.	1	5	1	7	**2**	3	0	5	1	3	**2**	6	2	0	**1**	3
Total Volume	3	19	2	24	4	9	1	14	4	14	4	22	8	13	1	22
% App. Total	12.5	79.2	8.3		28.6	64.3	7.1		18.2	63.6	18.2		36.4	59.1	4.5	
PHF	.750	.679	.500	.667	.500	.563	.250	.700	.333	.583	.500	.550	.667	.406	.250	.611

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City of Hemet
N/S: Sanderson Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 100_HEM_Sand_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

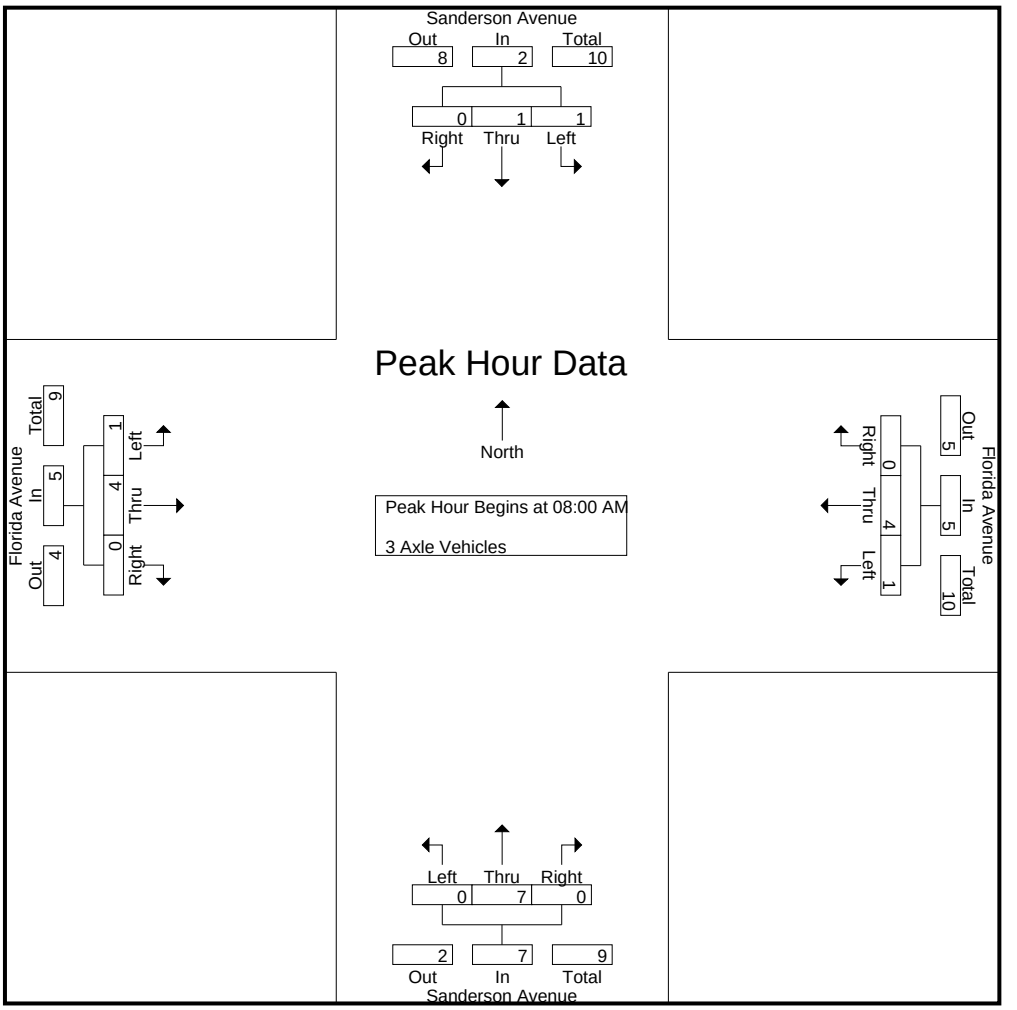
	Sanderson Avenue Southbound				Florida Avenue Westbound				Sanderson Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:15 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	1	1	2	1	2	0	3	5
07:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
Total	1	3	0	4	0	0	0	0	0	1	1	2	3	4	0	7	13
08:00 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4
08:15 AM	1	1	0	2	1	0	0	1	0	2	0	2	1	2	0	3	8
08:30 AM	0	0	0	0	0	2	0	2	0	2	0	2	0	0	0	0	4
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	1	1	0	2	1	4	0	5	0	7	0	7	1	4	0	5	19
Grand Total	2	4	0	6	1	4	0	5	0	8	1	9	4	8	0	12	32
Apprch %	33.3	66.7	0		20	80	0		0	88.9	11.1		33.3	66.7	0		
Total %	6.2	12.5	0	18.8	3.1	12.5	0	15.6	0	25	3.1	28.1	12.5	25	0	37.5	

	Sanderson Avenue Southbound				Florida Avenue Westbound				Sanderson Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	1	0	1	4
08:15 AM	**1**	**1**	0	**2**	**1**	0	0	1	0	2	0	2	**1**	**2**	0	**3**	**8**
08:30 AM	0	0	0	0	0	**2**	0	**2**	0	2	0	2	0	0	0	0	4
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total Volume	1	1	0	2	1	4	0	5	0	7	0	7	1	4	0	5	19
% App. Total	50	50	0		20	80	0		0	100	0		20	80	0		
PHF	.250	.250	.000	.250	.250	.500	.000	.625	.000	.583	.000	.583	.250	.500	.000	.417	.594

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

City of Hemet
N/S: Sanderson Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 100_HEM_Sand_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	1	0	1
+15 mins.	**1**	**1**	0	**2**	**1**	0	0	1	0	2	0	2	**1**	**2**	0	**3**
+30 mins.	0	0	0	0	0	**2**	0	**2**	0	2	0	2	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
Total Volume	1	1	0	2	1	4	0	5	0	7	0	7	1	4	0	5
% App. Total	50	50	0		20	80	0		0	100	0		20	80	0	
PHF	.250	.250	.000	.250	.250	.500	.000	.625	.000	.583	.000	.583	.250	.500	.000	.417

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City of Hemet
N/S: Sanderson Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 100_HEM_Sand_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

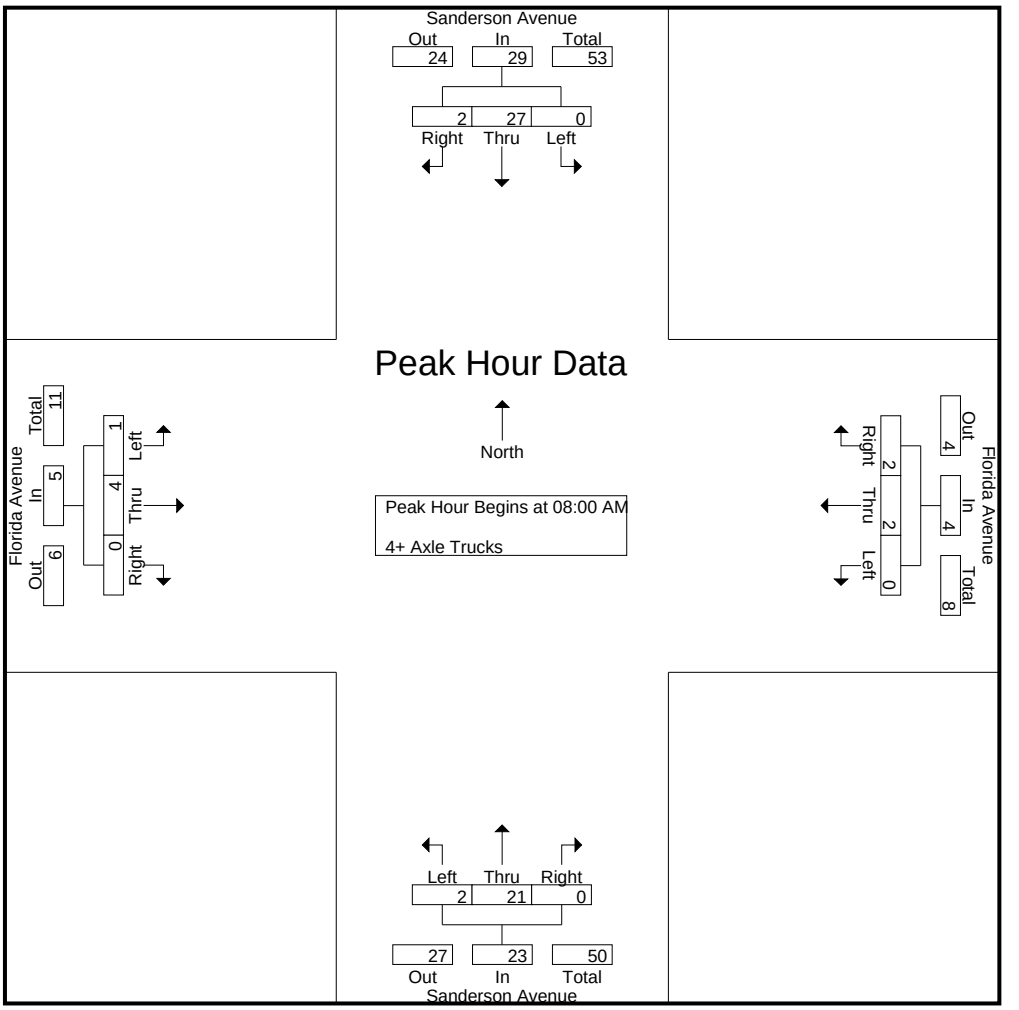
	Sanderson Avenue Southbound				Florida Avenue Westbound				Sanderson Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	7	0	8	0	1	0	1	0	6	0	6	1	0	0	1	16
07:15 AM	0	9	1	10	0	0	0	0	0	3	0	3	1	0	0	1	14
07:30 AM	0	7	0	7	0	0	0	0	0	6	1	7	0	2	1	3	17
07:45 AM	0	6	0	6	0	1	0	1	0	2	2	4	0	3	0	3	14
Total	1	29	1	31	0	2	0	2	0	17	3	20	2	5	1	8	61
08:00 AM	0	2	2	4	0	1	1	2	0	6	0	6	1	1	0	2	14
08:15 AM	0	12	0	12	0	0	0	0	1	4	0	5	0	2	0	2	19
08:30 AM	0	6	0	6	0	0	0	0	1	10	0	11	0	0	0	0	17
08:45 AM	0	7	0	7	0	1	1	2	0	1	0	1	0	1	0	1	11
Total	0	27	2	29	0	2	2	4	2	21	0	23	1	4	0	5	61
Grand Total	1	56	3	60	0	4	2	6	2	38	3	43	3	9	1	13	122
Apprch %	1.7	93.3	5		0	66.7	33.3		4.7	88.4	7		23.1	69.2	7.7		
Total %	0.8	45.9	2.5	49.2	0	3.3	1.6	4.9	1.6	31.1	2.5	35.2	2.5	7.4	0.8	10.7	

	Sanderson Avenue Southbound				Florida Avenue Westbound				Sanderson Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	2	**2**	4	0	**1**	**1**	**2**	0	6	0	6	**1**	1	0	**2**	14
08:15 AM	0	**12**	0	**12**	0	0	0	0	**1**	4	0	5	0	**2**	0	2	**19**
08:30 AM	0	6	0	6	0	0	0	0	1	**10**	0	**11**	0	0	0	0	17
08:45 AM	0	7	0	7	0	1	1	2	0	1	0	1	0	1	0	1	11
Total Volume	0	27	2	29	0	2	2	4	2	21	0	23	1	4	0	5	61
% App. Total	0	93.1	6.9		0	50	50		8.7	91.3	0		20	80	0		
PHF	.000	.563	.250	.604	.000	.500	.500	.500	.500	.525	.000	.523	.250	.500	.000	.625	.803

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

City of Hemet
N/S: Sanderson Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 100_HEM_Sand_Flor AM
Site Code : 00322418
Start Date : 5/26/2022



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	2	**2**	4	0	**1**	**1**	**2**	0	6	0	6	**1**	1	0	**2**
+15 mins.	0	**12**	0	**12**	0	0	0	0	**1**	4	0	5	0	**2**	0	2
+30 mins.	0	6	0	6	0	0	0	0	1	**10**	0	**11**	0	0	0	0
+45 mins.	0	7	0	7	0	1	1	2	0	1	0	1	0	1	0	1
Total Volume	0	27	2	29	0	2	2	4	2	21	0	23	1	4	0	5
% App. Total	0	93.1	6.9		0	50	50		8.7	91.3	0		20	80	0	
PHF	.000	.563	.250	.604	.000	.500	.500	.500	.500	.525	.000	.523	.250	.500	.000	.625

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City of Hemet
N/S: Sanderson Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 100_HEM_Sand_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

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

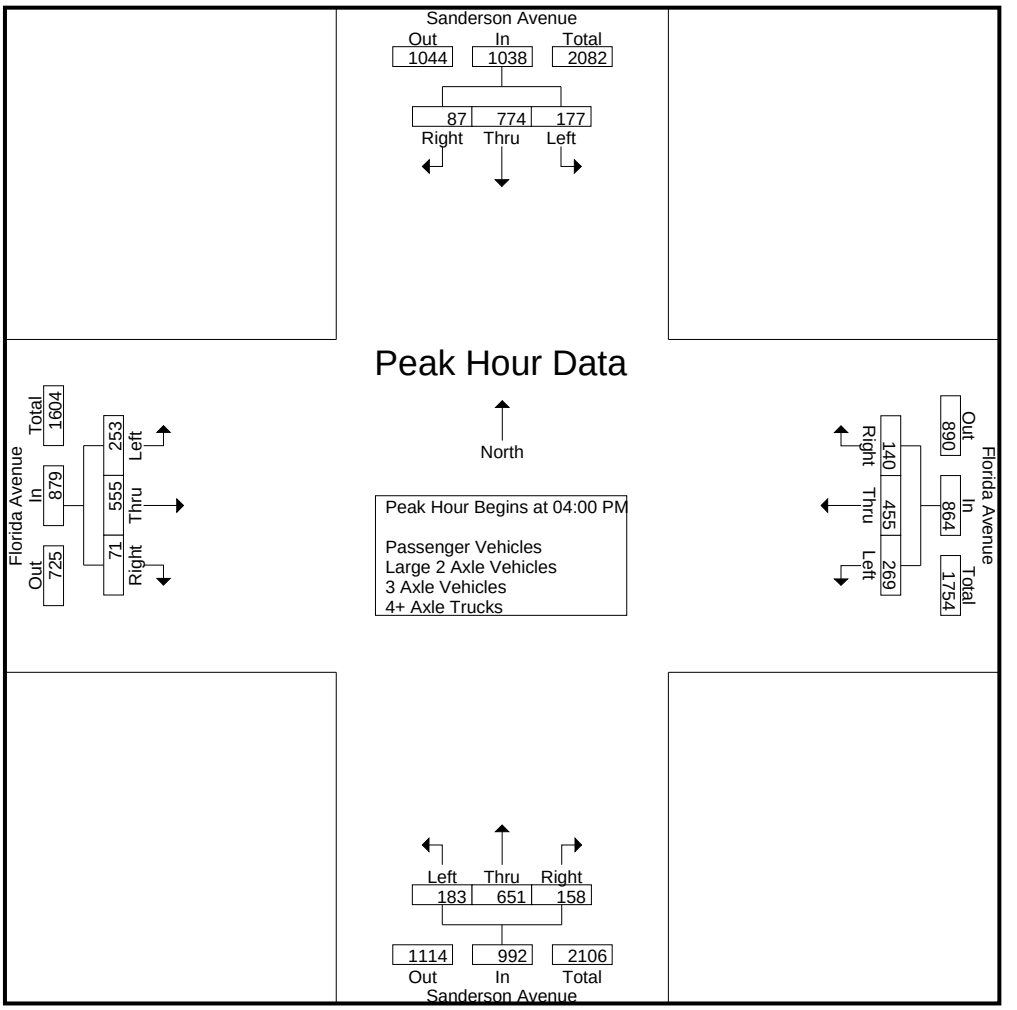
	Sanderson Avenue Southbound				Florida Avenue Westbound				Sanderson Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	44	212	22	278	70	99	47	216	54	155	39	248	53	131	22	206	948
04:15 PM	44	188	25	257	68	135	29	232	41	151	28	220	70	168	17	255	964
04:30 PM	48	194	18	260	60	116	30	206	60	167	36	263	63	123	12	198	927
04:45 PM	41	180	22	243	71	105	34	210	28	178	55	261	67	133	20	220	934
Total	177	774	87	1038	269	455	140	864	183	651	158	992	253	555	71	879	3773
05:00 PM	43	176	21	240	62	125	26	213	49	152	37	238	61	160	27	248	939
05:15 PM	33	226	24	283	63	100	29	192	32	210	31	273	63	117	21	201	949
05:30 PM	46	171	22	239	65	117	34	216	48	143	44	235	57	159	19	235	925
05:45 PM	41	214	16	271	47	85	27	159	37	177	39	253	40	93	17	150	833
Total	163	787	83	1033	237	427	116	780	166	682	151	999	221	529	84	834	3646
Grand Total	340	1561	170	2071	506	882	256	1644	349	1333	309	1991	474	1084	155	1713	7419
Apprch %	16.4	75.4	8.2		30.8	53.6	15.6		17.5	67	15.5		27.7	63.3	9		
Total %	4.6	21	2.3	27.9	6.8	11.9	3.5	22.2	4.7	18	4.2	26.8	6.4	14.6	2.1	23.1	
Passenger Vehicles	338	1519	167	2024	495	846	248	1589	347	1316	303	1966	466	1061	153	1680	7259
% Passenger Vehicles	99.4	97.3	98.2	97.7	97.8	95.9	96.9	96.7	99.4	98.7	98.1	98.7	98.3	97.9	98.7	98.1	97.8
Large 2 Axle Vehicles	2	30	0	32	9	30	6	45	1	14	6	21	8	19	1	28	126
% Large 2 Axle Vehicles	0.6	1.9	0	1.5	1.8	3.4	2.3	2.7	0.3	1.1	1.9	1.1	1.7	1.8	0.6	1.6	1.7
3 Axle Vehicles	0	2	1	3	0	3	0	3	1	0	0	1	0	2	0	2	9
% 3 Axle Vehicles	0	0.1	0.6	0.1	0	0.3	0	0.2	0.3	0	0	0.1	0	0.2	0	0.1	0.1
4+ Axle Trucks	0	10	2	12	2	3	2	7	0	3	0	3	0	2	1	3	25
% 4+ Axle Trucks	0	0.6	1.2	0.6	0.4	0.3	0.8	0.4	0	0.2	0	0.2	0	0.2	0.6	0.2	0.3

	Sanderson Avenue Southbound				Florida Avenue Westbound				Sanderson Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	44	**212**	22	**278**	70	99	**47**	216	54	155	39	248	53	131	**22**	206	948
04:15 PM	44	188	**25**	257	68	**135**	29	**232**	41	151	28	220	**70**	**168**	17	**255**	**964**
04:30 PM	**48**	194	18	260	60	116	30	206	**60**	167	36	**263**	63	123	12	198	927
04:45 PM	41	180	22	243	**71**	105	34	210	28	**178**	**55**	261	67	133	20	220	934
Total Volume	177	774	87	1038	269	455	140	864	183	651	158	992	253	555	71	879	3773
% App. Total	17.1	74.6	8.4		31.1	52.7	16.2		18.4	65.6	15.9		28.8	63.1	8.1		
PHF	.922	.913	.870	.933	.947	.843	.745	.931	.763	.914	.718	.943	.904	.826	.807	.862	.978

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
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City of Hemet
N/S: Sanderson Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 100_HEM_Sand_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:30 PM				04:15 PM			
+0 mins.	44	**212**	22	**278**	70	99	**47**	216	**60**	167	36	263	**70**	**168**	17	**255**
+15 mins.	44	188	**25**	257	68	**135**	29	**232**	28	178	**55**	261	63	123	12	198
+30 mins.	**48**	194	18	260	60	116	30	206	49	152	37	238	67	133	20	220
+45 mins.	41	180	22	243	**71**	105	34	210	32	**210**	31	**273**	61	160	**27**	248
Total Volume	177	774	87	1038	269	455	140	864	169	707	159	1035	261	584	76	921
% App. Total	17.1	74.6	8.4		31.1	52.7	16.2		16.3	68.3	15.4		28.3	63.4	8.3	
PHF	.922	.913	.870	.933	.947	.843	.745	.931	.704	.842	.723	.948	.932	.869	.704	.903

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File Name : 100_HEM_Sand_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Passenger Vehicles

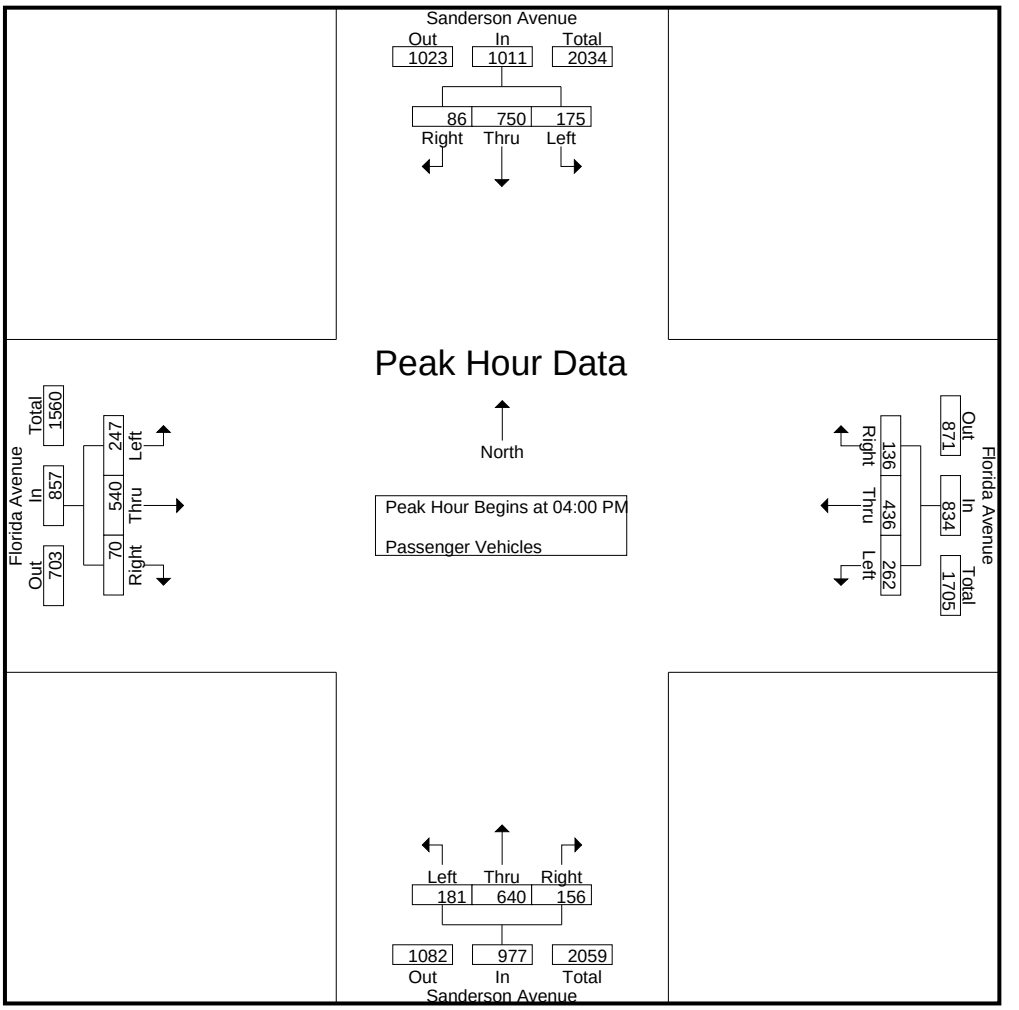
	Sanderson Avenue Southbound				Florida Avenue Westbound				Sanderson Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	44	204	22	270	68	94	46	208	53	150	39	242	52	127	21	200	920
04:15 PM	43	183	25	251	67	128	27	222	41	148	27	216	68	162	17	247	936
04:30 PM	47	189	17	253	58	110	29	197	59	166	35	260	61	120	12	193	903
04:45 PM	41	174	22	237	69	104	34	207	28	176	55	259	66	131	20	217	920
Total	175	750	86	1011	262	436	136	834	181	640	156	977	247	540	70	857	3679
05:00 PM	43	171	20	234	62	124	25	211	49	152	35	236	61	156	27	244	925
05:15 PM	33	222	24	279	61	95	28	184	32	205	31	268	62	117	21	200	931
05:30 PM	46	166	22	234	64	112	33	209	48	142	44	234	57	157	19	233	910
05:45 PM	41	210	15	266	46	79	26	151	37	177	37	251	39	91	16	146	814
Total	163	769	81	1013	233	410	112	755	166	676	147	989	219	521	83	823	3580
Grand Total	338	1519	167	2024	495	846	248	1589	347	1316	303	1966	466	1061	153	1680	7259
Apprch %	16.7	75	8.3		31.2	53.2	15.6		17.7	66.9	15.4		27.7	63.2	9.1		
Total %	4.7	20.9	2.3	27.9	6.8	11.7	3.4	21.9	4.8	18.1	4.2	27.1	6.4	14.6	2.1	23.1	

	Sanderson Avenue Southbound				Florida Avenue Westbound				Sanderson Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	44	**204**	22	**270**	68	94	**46**	208	53	150	39	242	52	127	**21**	200	920
04:15 PM	43	183	**25**	251	67	**128**	27	**222**	41	148	27	216	**68**	**162**	17	**247**	**936**
04:30 PM	**47**	189	17	253	58	110	29	197	**59**	166	35	**260**	61	120	12	193	903
04:45 PM	41	174	22	237	**69**	104	34	207	28	**176**	**55**	259	66	131	20	217	920
Total Volume	175	750	86	1011	262	436	136	834	181	640	156	977	247	540	70	857	3679
% App. Total	17.3	74.2	8.5		31.4	52.3	16.3		18.5	65.5	16		28.8	63	8.2		
PHF	.931	.919	.860	.936	.949	.852	.739	.939	.767	.909	.709	.939	.908	.833	.833	.867	.983

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City of Hemet
N/S: Sanderson Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 100_HEM_Sand_Flor PM
Site Code : 00322418
Start Date : 5/26/2022



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	44	**204**	22	**270**	68	94	**46**	208	53	150	39	242	52	127	**21**	200
+15 mins.	43	183	**25**	251	67	**128**	27	**222**	41	148	27	216	**68**	**162**	17	**247**
+30 mins.	**47**	189	17	253	58	110	29	197	**59**	166	35	**260**	61	120	12	193
+45 mins.	41	174	22	237	**69**	104	34	207	28	**176**	**55**	259	66	131	20	217
Total Volume	175	750	86	1011	262	436	136	834	181	640	156	977	247	540	70	857
% App. Total	17.3	74.2	8.5		31.4	52.3	16.3		18.5	65.5	16		28.8	63	8.2	
PHF	.931	.919	.860	.936	.949	.852	.739	.939	.767	.909	.709	.939	.908	.833	.833	.867

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City of Hemet
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File Name : 100_HEM_Sand_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

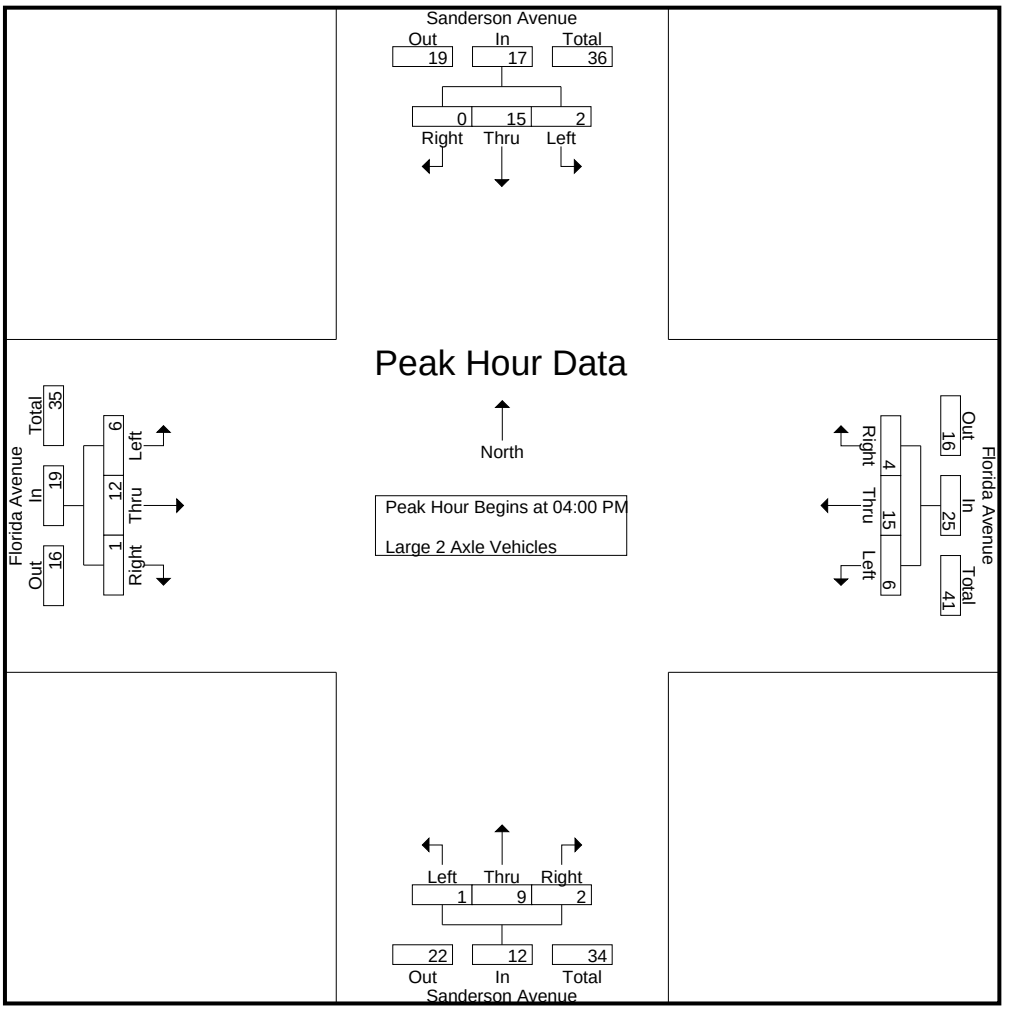
	Sanderson Avenue Southbound				Florida Avenue Westbound				Sanderson Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	0	4	1	4	1	6	1	5	0	6	1	2	1	4	20
04:15 PM	1	3	0	4	1	5	2	8	0	2	1	3	2	6	0	8	23
04:30 PM	1	2	0	3	2	5	1	8	0	1	1	2	2	2	0	4	17
04:45 PM	0	6	0	6	2	1	0	3	0	1	0	1	1	2	0	3	13
Total	2	15	0	17	6	15	4	25	1	9	2	12	6	12	1	19	73
05:00 PM	0	5	0	5	0	1	1	2	0	0	2	2	0	3	0	3	12
05:15 PM	0	2	0	2	1	3	1	5	0	4	0	4	1	0	0	1	12
05:30 PM	0	5	0	5	1	5	0	6	0	1	0	1	0	2	0	2	14
05:45 PM	0	3	0	3	1	6	0	7	0	0	2	2	1	2	0	3	15
Total	0	15	0	15	3	15	2	20	0	5	4	9	2	7	0	9	53
Grand Total	2	30	0	32	9	30	6	45	1	14	6	21	8	19	1	28	126
Apprch %	6.2	93.8	0		20	66.7	13.3		4.8	66.7	28.6		28.6	67.9	3.6		
Total %	1.6	23.8	0	25.4	7.1	23.8	4.8	35.7	0.8	11.1	4.8	16.7	6.3	15.1	0.8	22.2	

	Sanderson Avenue Southbound				Florida Avenue Westbound				Sanderson Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	4	0	4	1	4	1	6	**1**	**5**	0	**6**	1	2	**1**	4	20
04:15 PM	**1**	3	0	4	1	**5**	**2**	**8**	0	2	**1**	3	**2**	**6**	0	**8**	**23**
04:30 PM	1	2	0	3	**2**	5	1	8	0	1	1	2	2	2	0	4	17
04:45 PM	0	**6**	0	**6**	2	1	0	3	0	1	0	1	1	2	0	3	13
Total Volume	2	15	0	17	6	15	4	25	1	9	2	12	6	12	1	19	73
% App. Total	11.8	88.2	0		24	60	16		8.3	75	16.7		31.6	63.2	5.3		
PHF	.500	.625	.000	.708	.750	.750	.500	.781	.250	.450	.500	.500	.750	.500	.250	.594	.793

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City of Hemet
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File Name : 100_HEM_Sand_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	4	0	4	1	4	1	6	**1**	**5**	0	**6**	1	2	**1**	4
+15 mins.	**1**	3	0	4	1	**5**	**2**	**8**	0	2	**1**	3	**2**	**6**	0	**8**
+30 mins.	1	2	0	3	**2**	5	1	8	0	1	1	2	2	2	0	4
+45 mins.	0	**6**	0	**6**	2	1	0	3	0	1	0	1	1	2	0	3
Total Volume	2	15	0	17	6	15	4	25	1	9	2	12	6	12	1	19
% App. Total	11.8	88.2	0		24	60	16		8.3	75	16.7		31.6	63.2	5.3	
PHF	.500	.625	.000	.708	.750	.750	.500	.781	.250	.450	.500	.500	.750	.500	.250	.594

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City of Hemet
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Site Code : 00322418
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Groups Printed- 3 Axle Vehicles

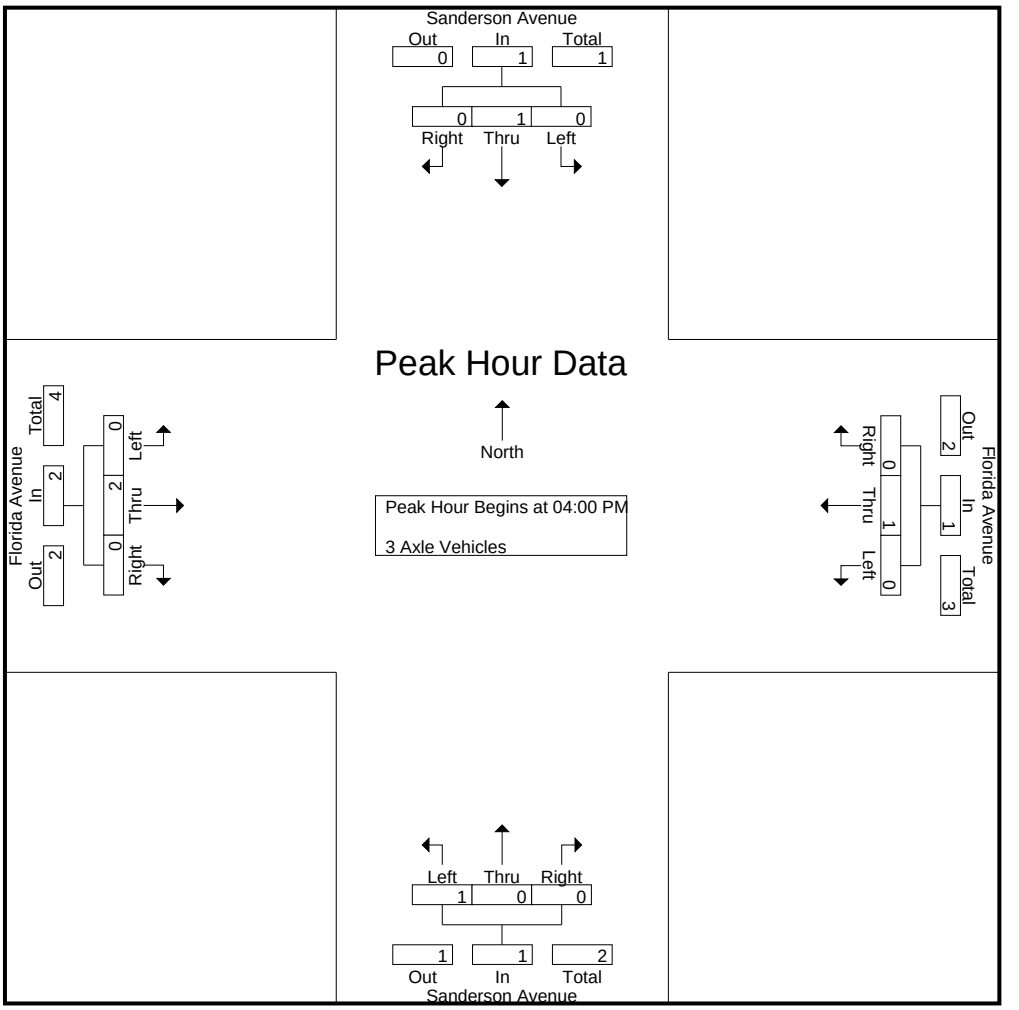
	Sanderson Avenue Southbound				Florida Avenue Westbound				Sanderson Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	1	0	0	0	0	1	0	0	1	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	1	0	1	1	0	0	1	0	2	0	2	5
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	2	0	2	0	2	0	0	0	0	0	0	0	0	4
Grand Total	0	2	1	3	0	3	0	3	1	0	0	1	0	2	0	2	9
Apprch %	0	66.7	33.3		0	100	0		100	0	0		0	100	0		
Total %	0	22.2	11.1	33.3	0	33.3	0	33.3	11.1	0	0	11.1	0	22.2	0	22.2	

	Sanderson Avenue Southbound				Florida Avenue Westbound				Sanderson Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
04:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
04:30 PM	0	**1**	0	**1**	0	0	0	0	**1**	0	0	**1**	0	1	0	1	**3**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	1	0	1	1	0	0	1	0	2	0	2	5
% App. Total	0	100	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.250	.000	.000	.250	.000	.500	.000	.500	.417

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File Name : 100_HEM_Sand_Flor PM
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	0	0	0	**1**	0	0	**1**	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	1	0	1	1	0	0	1	0	2	0	2
% App. Total	0	100	0		0	100	0		100	0	0		0	100	0	
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.250	.000	.000	.250	.000	.500	.000	.500

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File Name : 100_HEM_Sand_Flor PM
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Page No : 1

Groups Printed- 4+ Axle Trucks

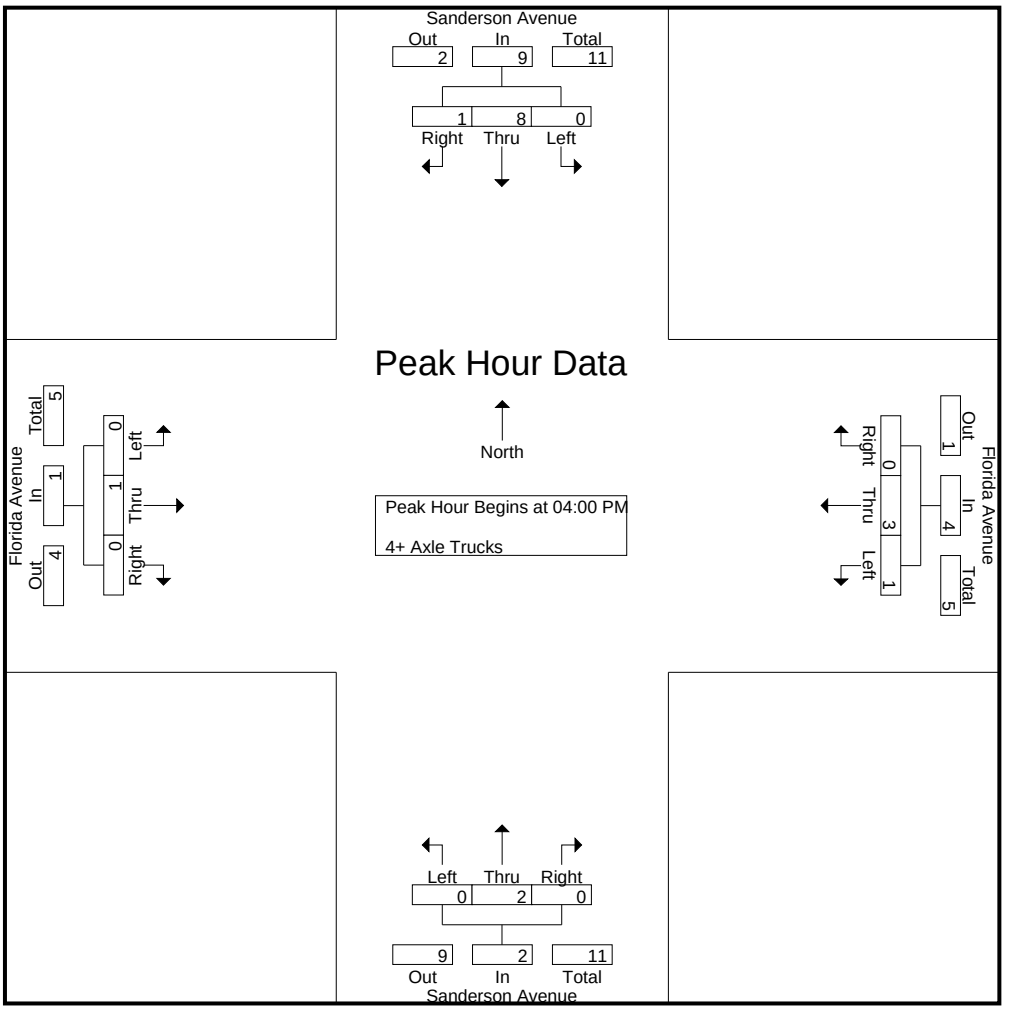
	Sanderson Avenue Southbound				Florida Avenue Westbound				Sanderson Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	0	4	1	1	0	2	0	0	0	0	0	1	0	1	7
04:15 PM	0	2	0	2	0	1	0	1	0	1	0	1	0	0	0	0	4
04:30 PM	0	2	1	3	0	1	0	1	0	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	8	1	9	1	3	0	4	0	2	0	2	0	1	0	1	16
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	1	2	0	0	1	1	0	0	0	0	0	0	1	1	4
Total	0	2	1	3	1	0	2	3	0	1	0	1	0	1	1	2	9
Grand Total	0	10	2	12	2	3	2	7	0	3	0	3	0	2	1	3	25
Apprch %	0	83.3	16.7		28.6	42.9	28.6		0	100	0		0	66.7	33.3		
Total %	0	40	8	48	8	12	8	28	0	12	0	12	0	8	4	12	

	Sanderson Avenue Southbound				Florida Avenue Westbound				Sanderson Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**4**	0	**4**	**1**	**1**	0	**2**	0	0	0	0	0	**1**	0	**1**	**7**
04:15 PM	0	2	0	2	0	1	0	1	0	**1**	0	**1**	0	0	0	0	4
04:30 PM	0	2	**1**	3	0	1	0	1	0	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	8	1	9	1	3	0	4	0	2	0	2	0	1	0	1	16
% App. Total	0	88.9	11.1		25	75	0		0	100	0		0	100	0		
PHF	.000	.500	.250	.563	.250	.750	.000	.500	.000	.500	.000	.500	.000	.250	.000	.250	.571

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City of Hemet
N/S: Sanderson Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 100_HEM_Sand_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**4**	0	**4**	**1**	**1**	0	**2**	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	2	0	2	0	1	0	1	0	**1**	0	**1**	0	0	0	0
+30 mins.	0	2	**1**	3	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	8	1	9	1	3	0	4	0	2	0	2	0	1	0	1
% App. Total	0	88.9	11.1		25	75	0		0	100	0		0	100	0	
PHF	.000	.500	.250	.563	.250	.750	.000	.500	.000	.500	.000	.500	.000	.250	.000	.250

Location: Hemet
N/S: Sanderson Avenue
E/W: Florida Avenue

Date: 5/26/2022
Day: Thursday

PEDESTRIANS

	North Leg Sanderson Avenue	East Leg Florida Avenue	South Leg Sanderson Avenue	West Leg Florida Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	2	1	0	4
7:15 AM	1	1	0	0	2
7:30 AM	2	4	1	0	7
7:45 AM	0	0	5	0	5
8:00 AM	0	0	4	0	4
8:15 AM	0	1	5	0	6
8:30 AM	3	0	1	0	4
8:45 AM	1	4	1	0	6
TOTAL VOLUMES:	8	12	18	0	38

	North Leg Sanderson Avenue	East Leg Florida Avenue	South Leg Sanderson Avenue	West Leg Florida Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	2	1	1	0	4
4:30 PM	2	3	1	0	6
4:45 PM	2	1	4	0	7
5:00 PM	1	2	1	3	7
5:15 PM	0	2	1	0	3
5:30 PM	5	6	2	2	15
5:45 PM	2	0	1	0	3
TOTAL VOLUMES:	14	16	11	5	46

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Location: Hemet
N/S: Sanderson Avenue
E/W: Florida Avenue

Date: 5/26/2022
Day: Thursday

BICYCLES

	Southbound Sanderson Avenue			Westbound Florida Avenue			Northbound Sanderson Avenue			Eastbound Florida Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	1	0	0	0	1	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
TOTAL VOLUMES:	0	1	0	0	1	0	2	0	0	0	1	0	5

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

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City of Hemet
N/S: Sanderson Avenue
E/W: Acacia Avenue
Weather: Clear

File Name : 101_HEM_Sand_Aca AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

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

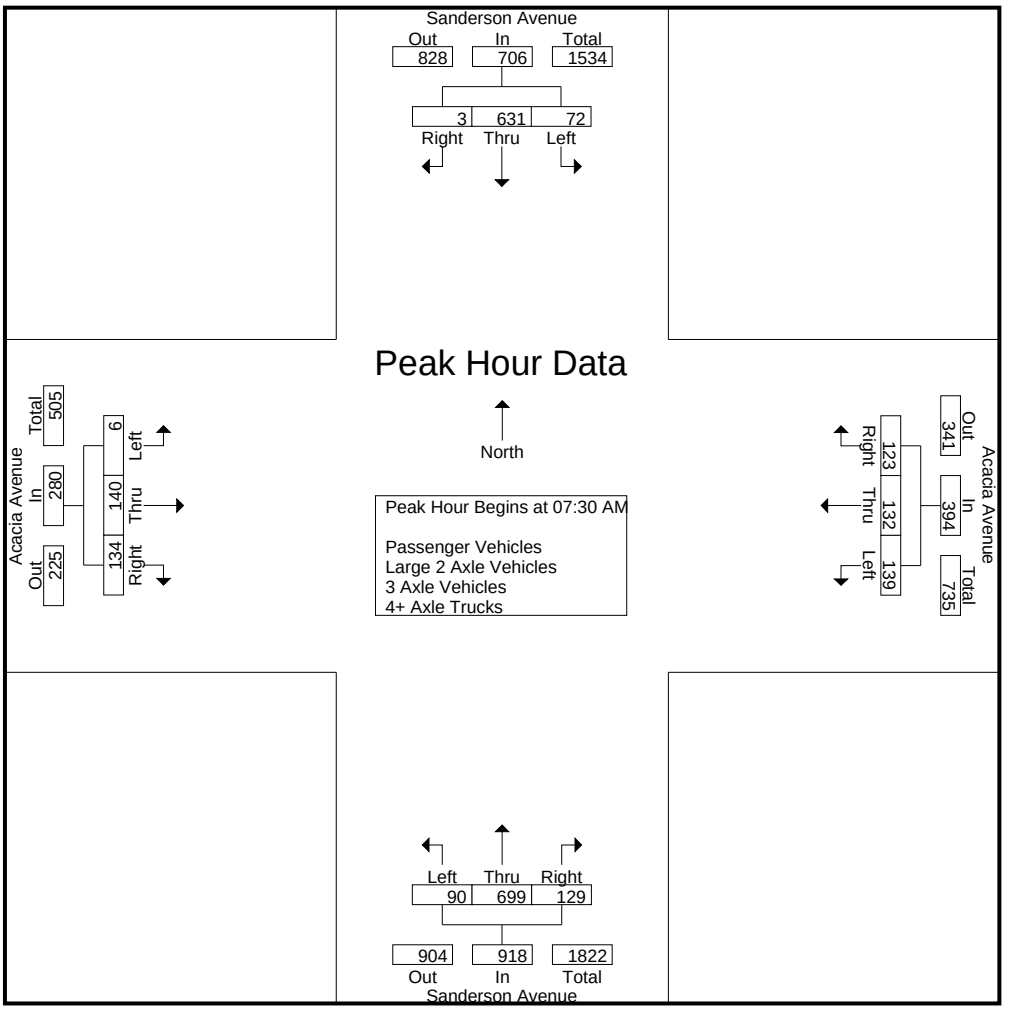
	Sanderson Avenue Southbound				Acacia Avenue Westbound				Sanderson Avenue Northbound				Acacia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	15	159	0	174	26	22	22	70	17	177	14	208	1	17	10	28	480
07:15 AM	18	151	1	170	40	31	24	95	13	180	21	214	7	27	37	71	550
07:30 AM	16	196	1	213	30	35	29	94	18	160	30	208	1	40	59	100	615
07:45 AM	18	132	0	150	57	35	36	128	24	172	25	221	2	34	29	65	564
Total	67	638	2	707	153	123	111	387	72	689	90	851	11	118	135	264	2209
08:00 AM	21	130	1	152	27	31	31	89	28	187	43	258	2	42	21	65	564
08:15 AM	17	173	1	191	25	31	27	83	20	180	31	231	1	24	25	50	555
08:30 AM	28	169	2	199	19	30	27	76	12	169	25	206	3	44	22	69	550
08:45 AM	26	154	1	181	23	25	44	92	22	208	16	246	3	39	31	73	592
Total	92	626	5	723	94	117	129	340	82	744	115	941	9	149	99	257	2261
Grand Total	159	1264	7	1430	247	240	240	727	154	1433	205	1792	20	267	234	521	4470
Apprch %	11.1	88.4	0.5		34	33	33		8.6	80	11.4		3.8	51.2	44.9		
Total %	3.6	28.3	0.2	32	5.5	5.4	5.4	16.3	3.4	32.1	4.6	40.1	0.4	6	5.2	11.7	
Passenger Vehicles	154	1162	6	1322	234	232	237	703	148	1336	200	1684	17	259	221	497	4206
% Passenger Vehicles	96.9	91.9	85.7	92.4	94.7	96.7	98.8	96.7	96.1	93.2	97.6	94	85	97	94.4	95.4	94.1
Large 2 Axle Vehicles	4	36	0	40	11	8	2	21	4	29	4	37	2	6	12	20	118
% Large 2 Axle Vehicles	2.5	2.8	0	2.8	4.5	3.3	0.8	2.9	2.6	2	2	2.1	10	2.2	5.1	3.8	2.6
3 Axle Vehicles	1	2	0	3	1	0	0	1	0	6	0	6	0	2	0	2	12
% 3 Axle Vehicles	0.6	0.2	0	0.2	0.4	0	0	0.1	0	0.4	0	0.3	0	0.7	0	0.4	0.3
4+ Axle Trucks	0	64	1	65	1	0	1	2	2	62	1	65	1	0	1	2	134
% 4+ Axle Trucks	0	5.1	14.3	4.5	0.4	0	0.4	0.3	1.3	4.3	0.5	3.6	5	0	0.4	0.4	3

	Sanderson Avenue Southbound				Acacia Avenue Westbound				Sanderson Avenue Northbound				Acacia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	16	**196**	**1**	**213**	30	**35**	29	94	18	160	30	208	1	40	**59**	**100**	**615**
07:45 AM	18	132	0	150	**57**	35	**36**	**128**	24	172	25	221	**2**	34	29	65	564
08:00 AM	**21**	130	1	152	27	31	31	89	**28**	**187**	**43**	**258**	2	**42**	21	65	564
08:15 AM	17	173	1	191	25	31	27	83	20	180	31	231	1	24	25	50	555
Total Volume	72	631	3	706	139	132	123	394	90	699	129	918	6	140	134	280	2298
% App. Total	10.2	89.4	0.4		35.3	33.5	31.2		9.8	76.1	14.1		2.1	50	47.9		
PHF	.857	.805	.750	.829	.610	.943	.854	.770	.804	.934	.750	.890	.750	.833	.568	.700	.934

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City of Hemet
N/S: Sanderson Avenue
E/W: Acacia Avenue
Weather: Clear

File Name : 101_HEM_Sand_Aca AM
Site Code : 00322418
Start Date : 5/26/2022



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

	08:00 AM				07:15 AM				08:00 AM				07:15 AM			
+0 mins.	21	130	1	152	40	31	24	95	**28**	187	**43**	**258**	**7**	27	37	71
+15 mins.	17	**173**	1	191	30	**35**	29	94	20	180	31	231	1	40	**59**	**100**
+30 mins.	**28**	169	**2**	**199**	**57**	35	**36**	**128**	12	169	25	206	2	34	29	65
+45 mins.	26	154	1	181	27	31	31	89	22	**208**	16	246	2	**42**	21	65
Total Volume	92	626	5	723	154	132	120	406	82	744	115	941	12	143	146	301
% App. Total	12.7	86.6	0.7		37.9	32.5	29.6		8.7	79.1	12.2		4	47.5	48.5	
PHF	.821	.905	.625	.908	.675	.943	.833	.793	.732	.894	.669	.912	.429	.851	.619	.753

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City of Hemet
N/S: Sanderson Avenue
E/W: Acacia Avenue
Weather: Clear

File Name : 101_HEM_Sand_Aca AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Passenger Vehicles

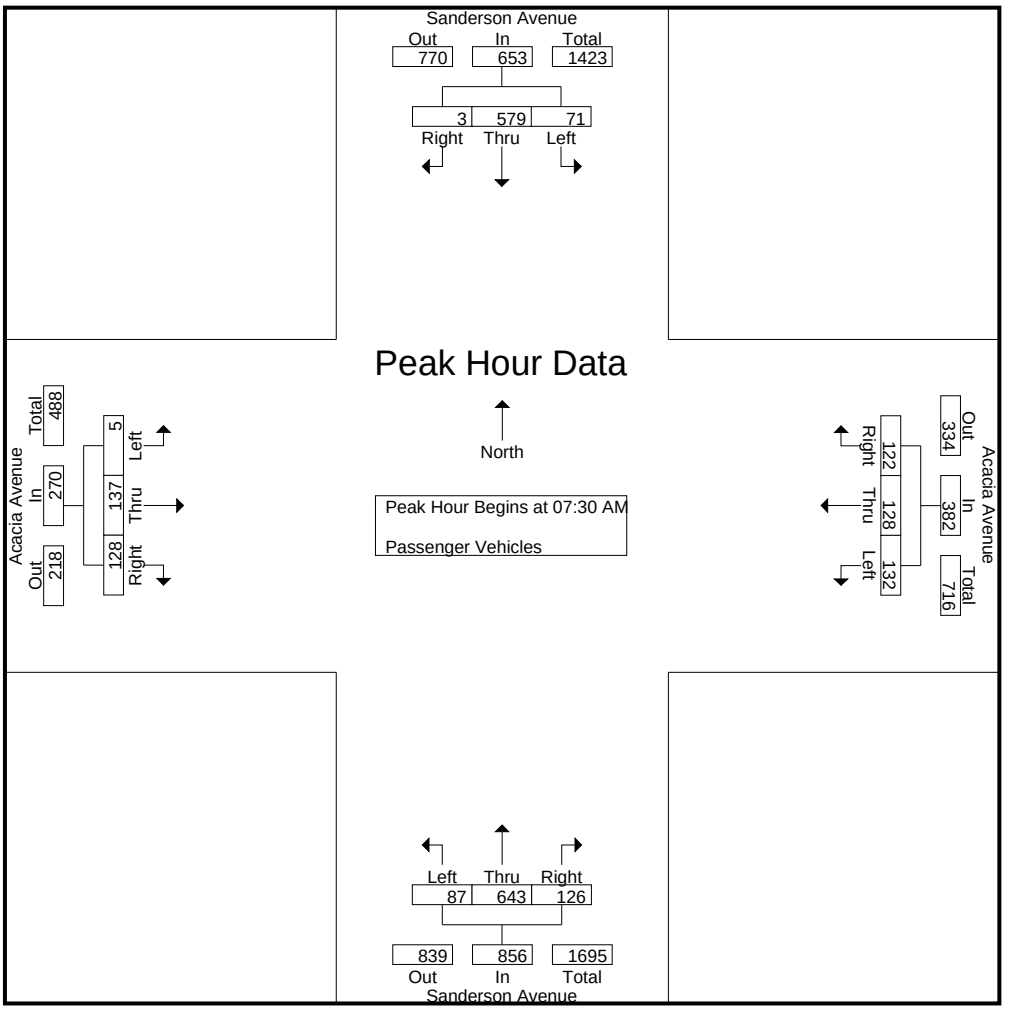
	Sanderson Avenue Southbound				Acacia Avenue Westbound				Sanderson Avenue Northbound				Acacia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	148	0	162	24	20	21	65	16	167	14	197	1	16	9	26	450
07:15 AM	18	137	1	156	39	31	24	94	13	170	20	203	5	27	35	67	520
07:30 AM	16	185	1	202	30	34	28	92	18	146	30	194	1	39	54	94	582
07:45 AM	17	115	0	132	56	35	36	127	24	157	25	206	2	33	29	64	529
Total	65	585	2	652	149	120	109	378	71	640	89	800	9	115	127	251	2081
08:00 AM	21	124	1	146	23	28	31	82	28	168	41	237	1	41	21	63	528
08:15 AM	17	155	1	173	23	31	27	81	17	172	30	219	1	24	24	49	522
08:30 AM	27	158	1	186	19	28	27	74	11	154	24	189	3	44	22	69	518
08:45 AM	24	140	1	165	20	25	43	88	21	202	16	239	3	35	27	65	557
Total	89	577	4	670	85	112	128	325	77	696	111	884	8	144	94	246	2125
Grand Total	154	1162	6	1322	234	232	237	703	148	1336	200	1684	17	259	221	497	4206
Apprch %	11.6	87.9	0.5		33.3	33	33.7		8.8	79.3	11.9		3.4	52.1	44.5		
Total %	3.7	27.6	0.1	31.4	5.6	5.5	5.6	16.7	3.5	31.8	4.8	40	0.4	6.2	5.3	11.8	

	Sanderson Avenue Southbound				Acacia Avenue Westbound				Sanderson Avenue Northbound				Acacia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	16	**185**	**1**	**202**	30	34	28	92	18	146	30	194	1	39	**54**	**94**	**582**
07:45 AM	17	115	0	132	**56**	**35**	**36**	**127**	24	157	25	206	**2**	33	29	64	529
08:00 AM	**21**	124	1	146	23	28	31	82	**28**	168	**41**	**237**	1	**41**	21	63	528
08:15 AM	17	155	1	173	23	31	27	81	17	**172**	30	219	1	24	24	49	522
Total Volume	71	579	3	653	132	128	122	382	87	643	126	856	5	137	128	270	2161
% App. Total	10.9	88.7	0.5		34.6	33.5	31.9		10.2	75.1	14.7		1.9	50.7	47.4		
PHF	.845	.782	.750	.808	.589	.914	.847	.752	.777	.935	.768	.903	.625	.835	.593	.718	.928

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City of Hemet
N/S: Sanderson Avenue
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Weather: Clear

File Name : 101_HEM_Sand_Aca AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	16	**185**	**1**	**202**	30	34	28	92	18	146	30	194	1	39	**54**	**94**
+15 mins.	17	115	0	132	**56**	**35**	**36**	**127**	24	157	25	206	**2**	33	29	64
+30 mins.	**21**	124	1	146	23	28	31	82	**28**	168	**41**	**237**	1	**41**	21	63
+45 mins.	17	155	1	173	23	31	27	81	17	**172**	30	219	1	24	24	49
Total Volume	71	579	3	653	132	128	122	382	87	643	126	856	5	137	128	270
% App. Total	10.9	88.7	0.5		34.6	33.5	31.9		10.2	75.1	14.7		1.9	50.7	47.4	
PHF	.845	.782	.750	.808	.589	.914	.847	.752	.777	.935	.768	.903	.625	.835	.593	.718

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City of Hemet
N/S: Sanderson Avenue
E/W: Acacia Avenue
Weather: Clear

File Name : 101_HEM_Sand_Aca AM
Site Code : 00322418
Start Date : 5/26/2022
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Groups Printed- Large 2 Axle Vehicles

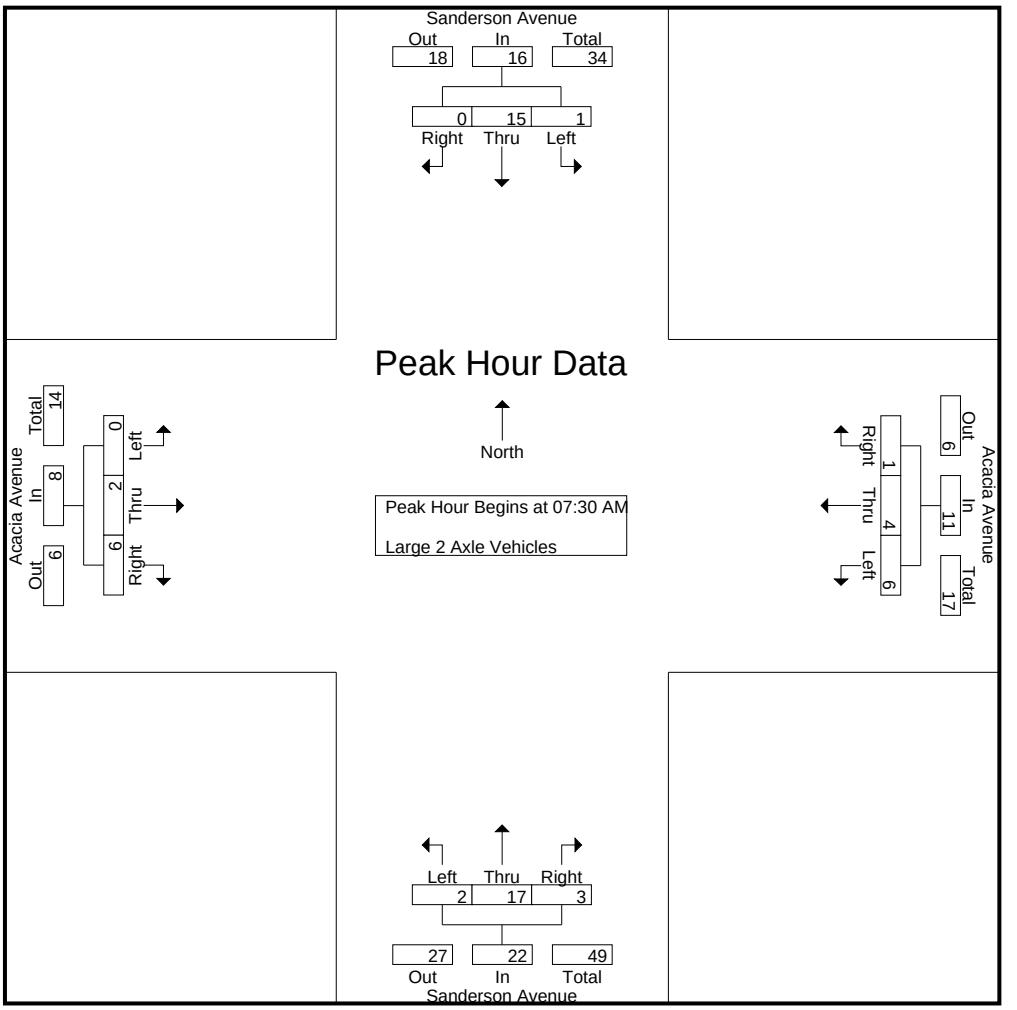
	Sanderson Avenue Southbound				Acacia Avenue Westbound				Sanderson Avenue Northbound				Acacia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	0	5	1	2	1	4	1	3	0	4	0	0	1	1	14
07:15 AM	0	4	0	4	1	0	0	1	0	6	1	7	2	0	1	3	15
07:30 AM	0	2	0	2	0	1	1	2	0	2	0	2	0	0	5	5	11
07:45 AM	1	6	0	7	1	0	0	1	0	8	0	8	0	1	0	1	17
Total	1	17	0	18	3	3	2	8	1	19	1	21	2	1	7	10	57
08:00 AM	0	4	0	4	4	3	0	7	0	6	2	8	0	1	0	1	20
08:15 AM	0	3	0	3	1	0	0	1	2	1	1	4	0	0	1	1	9
08:30 AM	1	5	0	6	0	2	0	2	0	1	0	1	0	0	0	0	9
08:45 AM	2	7	0	9	3	0	0	3	1	2	0	3	0	4	4	8	23
Total	3	19	0	22	8	5	0	13	3	10	3	16	0	5	5	10	61
Grand Total	4	36	0	40	11	8	2	21	4	29	4	37	2	6	12	20	118
Apprch %	10	90	0		52.4	38.1	9.5		10.8	78.4	10.8		10	30	60		
Total %	3.4	30.5	0	33.9	9.3	6.8	1.7	17.8	3.4	24.6	3.4	31.4	1.7	5.1	10.2	16.9	

	Sanderson Avenue Southbound				Acacia Avenue Westbound				Sanderson Avenue Northbound				Acacia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	2	0	2	0	1	**1**	2	0	2	0	2	0	0	**5**	**5**	11
07:45 AM	**1**	**6**	0	**7**	1	0	0	1	0	**8**	0	**8**	0	**1**	0	1	17
08:00 AM	0	4	0	4	**4**	**3**	0	**7**	0	6	**2**	8	0	1	0	1	**20**
08:15 AM	0	3	0	3	1	0	0	1	**2**	1	1	4	0	0	1	1	9
Total Volume	1	15	0	16	6	4	1	11	2	17	3	22	0	2	6	8	57
% App. Total	6.2	93.8	0		54.5	36.4	9.1		9.1	77.3	13.6		0	25	75		
PHF	.250	.625	.000	.571	.375	.333	.250	.393	.250	.531	.375	.688	.000	.500	.300	.400	.713

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City of Hemet
N/S: Sanderson Avenue
E/W: Acacia Avenue
Weather: Clear

File Name : 101_HEM_Sand_Aca AM
Site Code : 00322418
Start Date : 5/26/2022
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	2	0	2	0	1	**1**	2	0	2	0	2	0	0	**5**	**5**
+15 mins.	**1**	**6**	0	**7**	1	0	0	1	0	**8**	0	**8**	0	**1**	0	1
+30 mins.	0	4	0	4	**4**	**3**	0	**7**	0	6	**2**	8	0	1	0	1
+45 mins.	0	3	0	3	1	0	0	1	**2**	1	1	4	0	0	1	1
Total Volume	1	15	0	16	6	4	1	11	2	17	3	22	0	2	6	8
% App. Total	6.2	93.8	0		54.5	36.4	9.1		9.1	77.3	13.6		0	25	75	
PHF	.250	.625	.000	.571	.375	.333	.250	.393	.250	.531	.375	.688	.000	.500	.300	.400

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City of Hemet
N/S: Sanderson Avenue
E/W: Acacia Avenue
Weather: Clear

File Name : 101_HEM_Sand_Aca AM
Site Code : 00322418
Start Date : 5/26/2022

Groups Printed- 3 Axle Vehicles

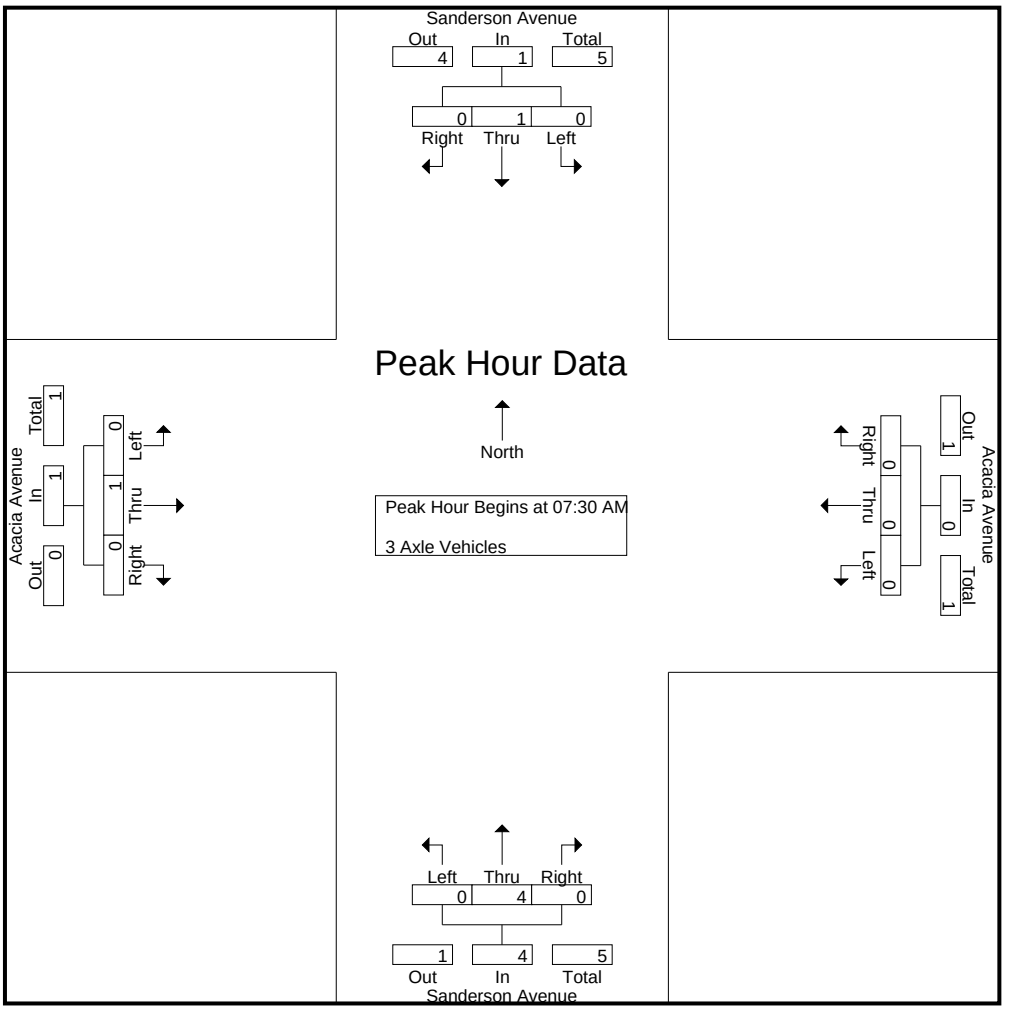
	Sanderson Avenue Southbound				Acacia Avenue Westbound				Sanderson Avenue Northbound				Acacia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	1	0	1	3
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	1	1	0	2	1	0	0	1	0	1	0	1	0	2	0	2	6
08:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
Grand Total	1	2	0	3	1	0	0	1	0	6	0	6	0	2	0	2	12
Apprch %	33.3	66.7	0		100	0	0		0	100	0		0	100	0		
Total %	8.3	16.7	0	25	8.3	0	0	8.3	0	50	0	50	0	16.7	0	16.7	

	Sanderson Avenue Southbound				Acacia Avenue Westbound				Sanderson Avenue Northbound				Acacia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**2**
08:15 AM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	1	0	1	0	0	0	0	0	4	0	4	0	1	0	1	6
% App. Total	0	100	0		0	0	0		0	100	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250	.750

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City of Hemet
N/S: Sanderson Avenue
E/W: Acacia Avenue
Weather: Clear

File Name : 101_HEM_Sand_Aca AM
Site Code : 00322418
Start Date : 5/26/2022
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+45 mins.	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	4	0	4	0	1	0	1
% App. Total	0	100	0		0	0	0		0	100	0		0	100	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250

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City of Hemet
N/S: Sanderson Avenue
E/W: Acacia Avenue
Weather: Clear

File Name : 101_HEM_Sand_Aca AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

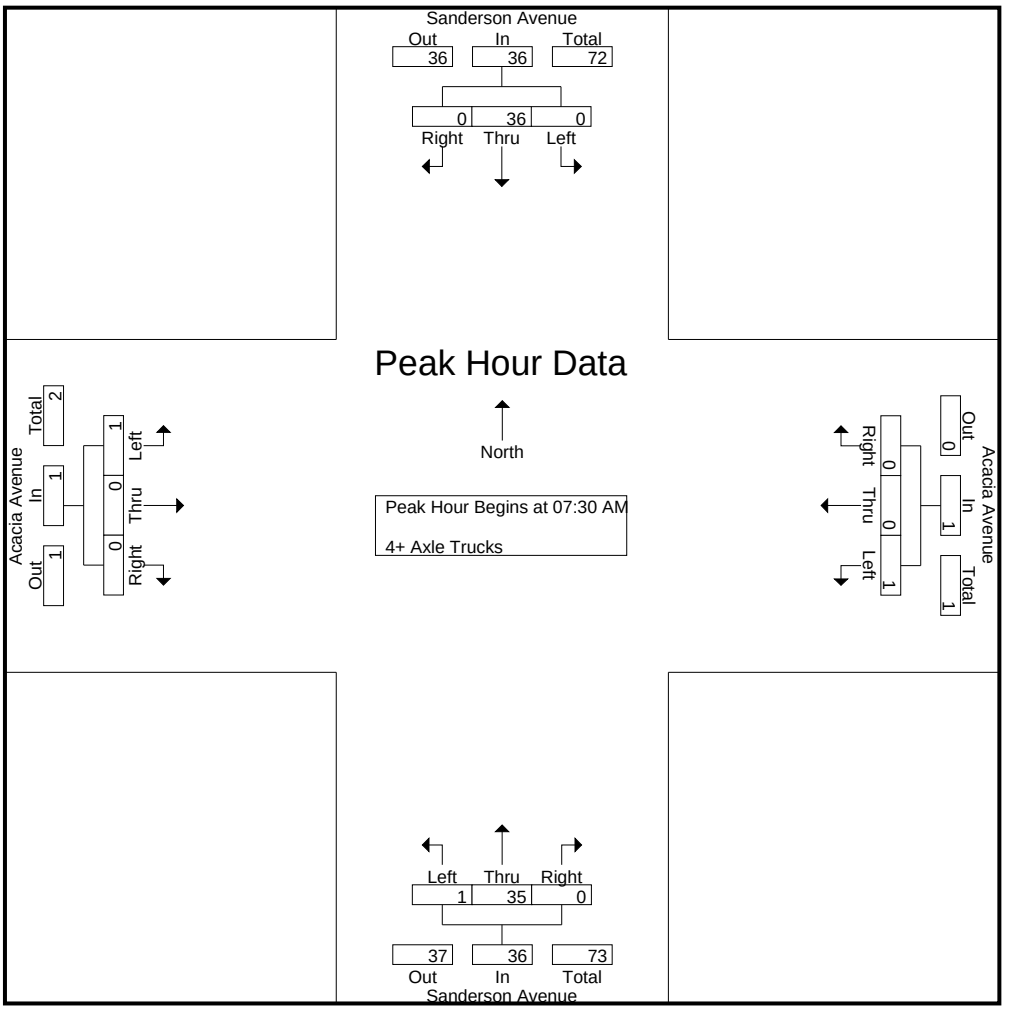
	Sanderson Avenue Southbound				Acacia Avenue Westbound				Sanderson Avenue Northbound				Acacia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	6	0	6	0	0	0	0	0	7	0	7	0	0	0	0	13
07:15 AM	0	9	0	9	0	0	0	0	0	4	0	4	0	0	1	1	14
07:30 AM	0	9	0	9	0	0	0	0	0	12	0	12	0	0	0	0	21
07:45 AM	0	11	0	11	0	0	0	0	0	6	0	6	0	0	0	0	17
Total	0	35	0	35	0	0	0	0	0	29	0	29	0	0	1	1	65
08:00 AM	0	2	0	2	0	0	0	0	0	11	0	11	1	0	0	1	14
08:15 AM	0	14	0	14	1	0	0	1	1	6	0	7	0	0	0	0	22
08:30 AM	0	6	1	7	0	0	0	0	1	12	1	14	0	0	0	0	21
08:45 AM	0	7	0	7	0	0	1	1	0	4	0	4	0	0	0	0	12
Total	0	29	1	30	1	0	1	2	2	33	1	36	1	0	0	1	69
Grand Total	0	64	1	65	1	0	1	2	2	62	1	65	1	0	1	2	134
Apprch %	0	98.5	1.5		50	0	50		3.1	95.4	1.5		50	0	50		
Total %	0	47.8	0.7	48.5	0.7	0	0.7	1.5	1.5	46.3	0.7	48.5	0.7	0	0.7	1.5	

	Sanderson Avenue Southbound				Acacia Avenue Westbound				Sanderson Avenue Northbound				Acacia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	9	0	9	0	0	0	0	0	**12**	0	**12**	0	0	0	0	21
07:45 AM	0	11	0	11	0	0	0	0	0	6	0	6	0	0	0	0	17
08:00 AM	0	2	0	2	0	0	0	0	0	11	0	11	**1**	0	0	**1**	14
08:15 AM	0	**14**	0	**14**	**1**	0	0	**1**	**1**	6	0	7	0	0	0	0	**22**
Total Volume	0	36	0	36	1	0	0	1	1	35	0	36	1	0	0	1	74
% App. Total	0	100	0		100	0	0		2.8	97.2	0		100	0	0		
PHF	.000	.643	.000	.643	.250	.000	.000	.250	.250	.729	.000	.750	.250	.000	.000	.250	.841

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City of Hemet
N/S: Sanderson Avenue
E/W: Acacia Avenue
Weather: Clear

File Name : 101_HEM_Sand_Aca AM
Site Code : 00322418
Start Date : 5/26/2022
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	9	0	9	0	0	0	0	0	**12**	0	**12**	0	0	0	0
+15 mins.	0	11	0	11	0	0	0	0	0	6	0	6	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	11	0	11	**1**	0	0	**1**
+45 mins.	0	**14**	0	**14**	**1**	0	0	**1**	**1**	6	0	7	0	0	0	0
Total Volume	0	36	0	36	1	0	0	1	1	35	0	36	1	0	0	1
% App. Total	0	100	0		100	0	0		2.8	97.2	0		100	0	0	
PHF	.000	.643	.000	.643	.250	.000	.000	.250	.250	.729	.000	.750	.250	.000	.000	.250

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City of Hemet
N/S: Sanderson Avenue
E/W: Acacia Avenue
Weather: Clear

File Name : 101_HEM_Sand_Aca PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

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

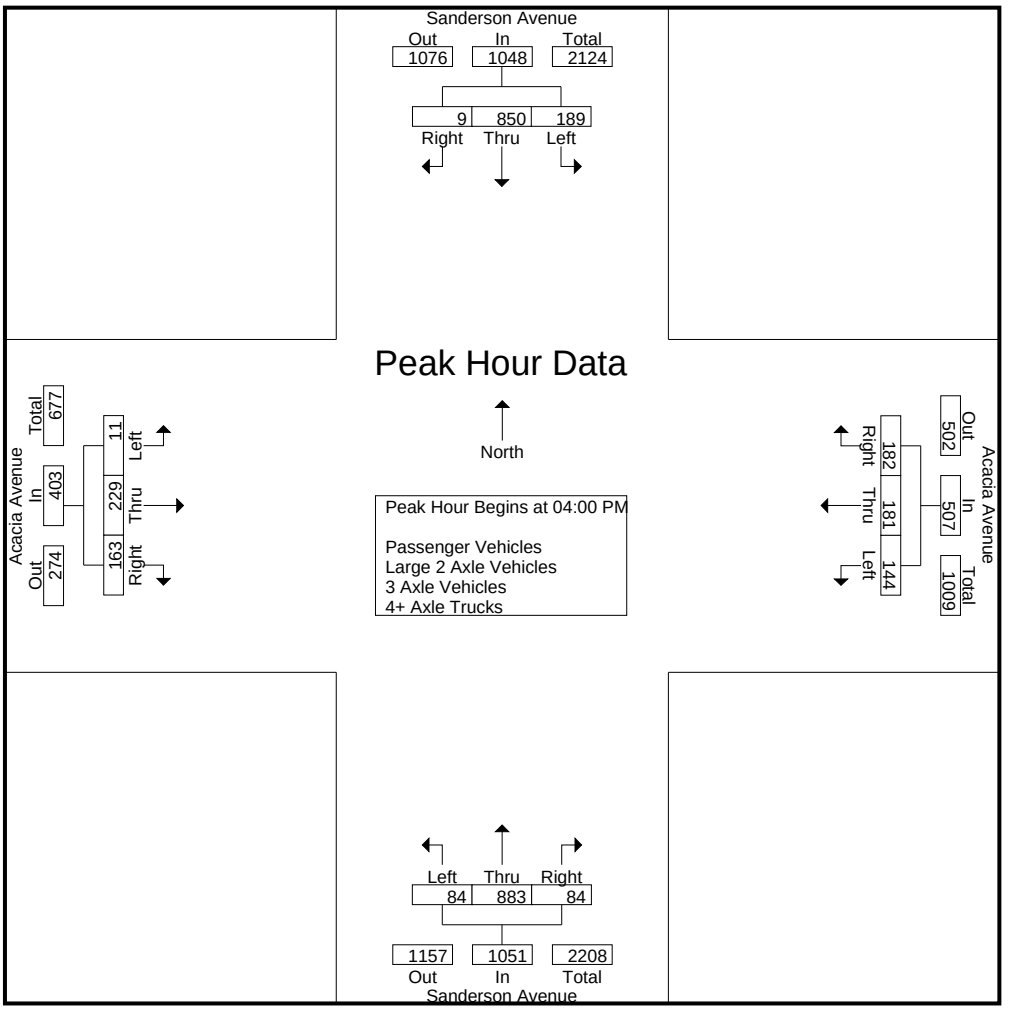
	Sanderson Avenue Southbound				Acacia Avenue Westbound				Sanderson Avenue Northbound				Acacia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	47	213	2	262	39	45	59	143	20	220	13	253	4	46	39	89	747
04:15 PM	49	218	2	269	40	50	44	134	26	206	22	254	3	63	47	113	770
04:30 PM	46	212	3	261	35	47	40	122	22	220	26	268	2	73	30	105	756
04:45 PM	47	207	2	256	30	39	39	108	16	237	23	276	2	47	47	96	736
Total	189	850	9	1048	144	181	182	507	84	883	84	1051	11	229	163	403	3009
05:00 PM	49	205	1	255	30	42	49	121	23	198	23	244	7	47	34	88	708
05:15 PM	48	217	1	266	38	47	40	125	28	230	25	283	2	44	35	81	755
05:30 PM	40	215	3	258	33	29	35	97	26	203	15	244	7	50	48	105	704
05:45 PM	48	202	1	251	24	35	45	104	13	228	23	264	0	38	34	72	691
Total	185	839	6	1030	125	153	169	447	90	859	86	1035	16	179	151	346	2858
Grand Total	374	1689	15	2078	269	334	351	954	174	1742	170	2086	27	408	314	749	5867
Apprch %	18	81.3	0.7		28.2	35	36.8		8.3	83.5	8.1		3.6	54.5	41.9		
Total %	6.4	28.8	0.3	35.4	4.6	5.7	6	16.3	3	29.7	2.9	35.6	0.5	7	5.4	12.8	
Passenger Vehicles	366	1637	15	2018	263	328	351	942	170	1722	161	2053	27	395	311	733	5746
% Passenger Vehicles	97.9	96.9	100	97.1	97.8	98.2	100	98.7	97.7	98.9	94.7	98.4	100	96.8	99	97.9	97.9
Large 2 Axle Vehicles	8	39	0	47	6	3	0	9	3	16	9	28	0	13	3	16	100
% Large 2 Axle Vehicles	2.1	2.3	0	2.3	2.2	0.9	0	0.9	1.7	0.9	5.3	1.3	0	3.2	1	2.1	1.7
3 Axle Vehicles	0	2	0	2	0	2	0	2	1	1	0	2	0	0	0	0	6
% 3 Axle Vehicles	0	0.1	0	0.1	0	0.6	0	0.2	0.6	0.1	0	0.1	0	0	0	0	0.1
4+ Axle Trucks	0	11	0	11	0	1	0	1	0	3	0	3	0	0	0	0	15
% 4+ Axle Trucks	0	0.7	0	0.5	0	0.3	0	0.1	0	0.2	0	0.1	0	0	0	0	0.3

	Sanderson Avenue Southbound				Acacia Avenue Westbound				Sanderson Avenue Northbound				Acacia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	47	213	2	262	39	45	**59**	**143**	20	220	13	253	**4**	46	39	89	747
04:15 PM	**49**	**218**	2	**269**	**40**	**50**	44	134	**26**	206	22	254	3	63	**47**	**113**	**770**
04:30 PM	46	212	**3**	261	35	47	40	122	22	220	**26**	268	2	**73**	30	105	756
04:45 PM	47	207	2	256	30	39	39	108	16	**237**	23	**276**	2	47	47	96	736
Total Volume	189	850	9	1048	144	181	182	507	84	883	84	1051	11	229	163	403	3009
% App. Total	18	81.1	0.9		28.4	35.7	35.9		8	84	8		2.7	56.8	40.4		
PHF	.964	.975	.750	.974	.900	.905	.771	.886	.808	.931	.808	.952	.688	.784	.867	.892	.977

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City of Hemet
N/S: Sanderson Avenue
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Weather: Clear

File Name : 101_HEM_Sand_Aca PM
Site Code : 00322418
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				04:00 PM			
+0 mins.	47	213	2	262	39	45	**59**	**143**	22	220	**26**	268	**4**	46	39	89
+15 mins.	**49**	**218**	2	**269**	**40**	**50**	44	134	16	**237**	23	276	3	63	**47**	**113**
+30 mins.	46	212	**3**	261	35	47	40	122	23	198	23	244	2	**73**	30	105
+45 mins.	47	207	2	256	30	39	39	108	**28**	230	25	**283**	2	47	47	96
Total Volume	189	850	9	1048	144	181	182	507	89	885	97	1071	11	229	163	403
% App. Total	18	81.1	0.9		28.4	35.7	35.9		8.3	82.6	9.1		2.7	56.8	40.4	
PHF	.964	.975	.750	.974	.900	.905	.771	.886	.795	.934	.933	.946	.688	.784	.867	.892

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City of Hemet
N/S: Sanderson Avenue
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File Name : 101_HEM_Sand_Aca PM
Site Code : 00322418
Start Date : 5/26/2022
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Groups Printed- Passenger Vehicles

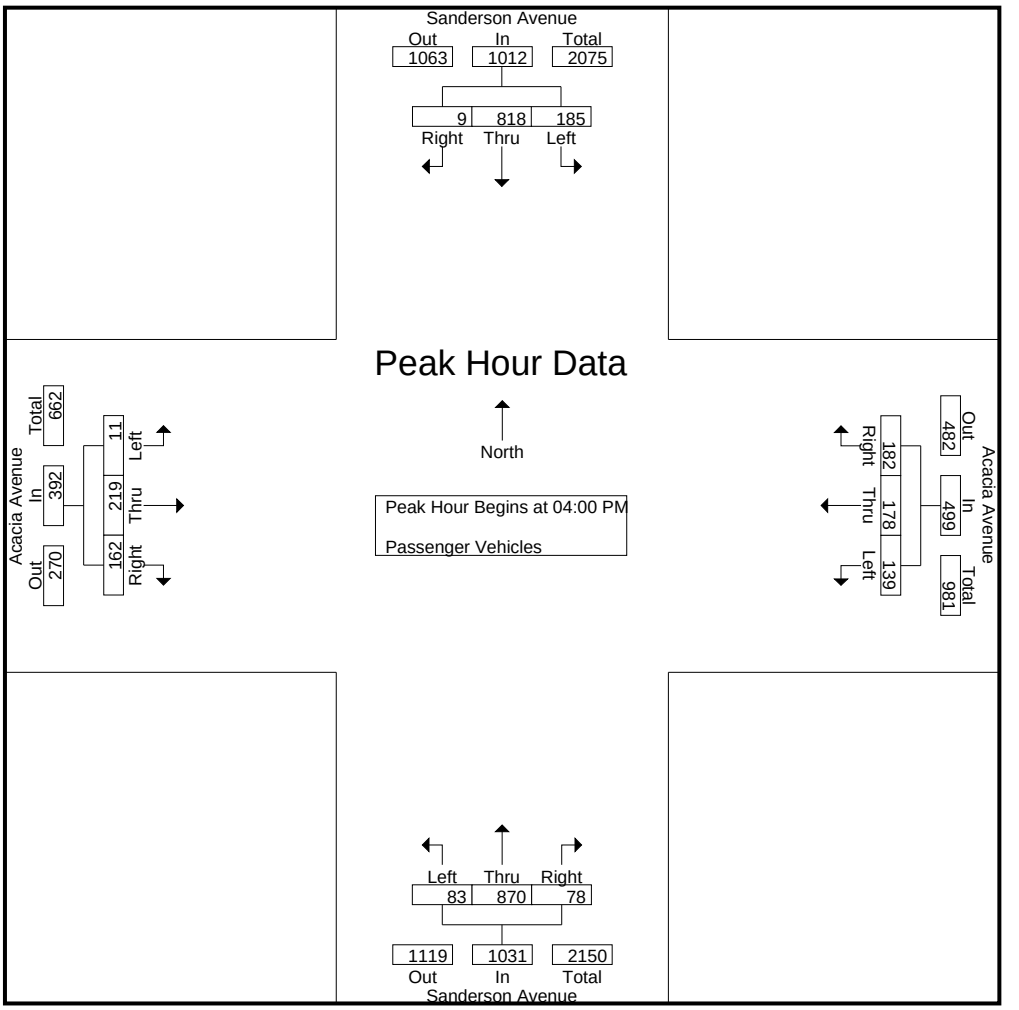
	Sanderson Avenue Southbound				Acacia Avenue Westbound				Sanderson Avenue Northbound				Acacia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	47	201	2	250	39	44	59	142	20	216	13	249	4	44	39	87	728
04:15 PM	49	211	2	262	39	48	44	131	26	201	22	249	3	62	47	112	754
04:30 PM	44	206	3	253	32	47	40	119	21	217	22	260	2	70	29	101	733
04:45 PM	45	200	2	247	29	39	39	107	16	236	21	273	2	43	47	92	719
Total	185	818	9	1012	139	178	182	499	83	870	78	1031	11	219	162	392	2934
05:00 PM	49	199	1	249	30	42	49	121	22	196	23	241	7	46	34	87	698
05:15 PM	47	210	1	258	38	46	40	124	28	228	25	281	2	42	34	78	741
05:30 PM	37	212	3	252	32	27	35	94	25	202	13	240	7	50	48	105	691
05:45 PM	48	198	1	247	24	35	45	104	12	226	22	260	0	38	33	71	682
Total	181	819	6	1006	124	150	169	443	87	852	83	1022	16	176	149	341	2812
Grand Total	366	1637	15	2018	263	328	351	942	170	1722	161	2053	27	395	311	733	5746
Apprch %	18.1	81.1	0.7		27.9	34.8	37.3		8.3	83.9	7.8		3.7	53.9	42.4		
Total %	6.4	28.5	0.3	35.1	4.6	5.7	6.1	16.4	3	30	2.8	35.7	0.5	6.9	5.4	12.8	

	Sanderson Avenue Southbound				Acacia Avenue Westbound				Sanderson Avenue Northbound				Acacia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	47	201	2	250	**39**	44	**59**	**142**	20	216	13	249	**4**	44	39	87	728
04:15 PM	**49**	**211**	2	**262**	39	**48**	44	131	**26**	201	**22**	249	3	62	**47**	**112**	**754**
04:30 PM	44	206	**3**	253	32	47	40	119	21	217	22	260	2	**70**	29	101	733
04:45 PM	45	200	2	247	29	39	39	107	16	**236**	21	**273**	2	43	47	92	719
Total Volume	185	818	9	1012	139	178	182	499	83	870	78	1031	11	219	162	392	2934
% App. Total	18.3	80.8	0.9		27.9	35.7	36.5		8.1	84.4	7.6		2.8	55.9	41.3		
PHF	.944	.969	.750	.966	.891	.927	.771	.879	.798	.922	.886	.944	.688	.782	.862	.875	.973

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City of Hemet
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Site Code : 00322418
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	47	201	2	250	**39**	44	**59**	**142**	20	216	13	249	**4**	44	39	87
+15 mins.	**49**	**211**	2	**262**	39	**48**	44	131	**26**	201	**22**	249	3	62	**47**	**112**
+30 mins.	44	206	**3**	253	32	47	40	119	21	217	22	260	2	**70**	29	101
+45 mins.	45	200	2	247	29	39	39	107	16	**236**	21	**273**	2	43	47	92
Total Volume	185	818	9	1012	139	178	182	499	83	870	78	1031	11	219	162	392
% App. Total	18.3	80.8	0.9		27.9	35.7	36.5		8.1	84.4	7.6		2.8	55.9	41.3	
PHF	.944	.969	.750	.966	.891	.927	.771	.879	.798	.922	.886	.944	.688	.782	.862	.875

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City of Hemet
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Page No : 1

Groups Printed- Large 2 Axle Vehicles

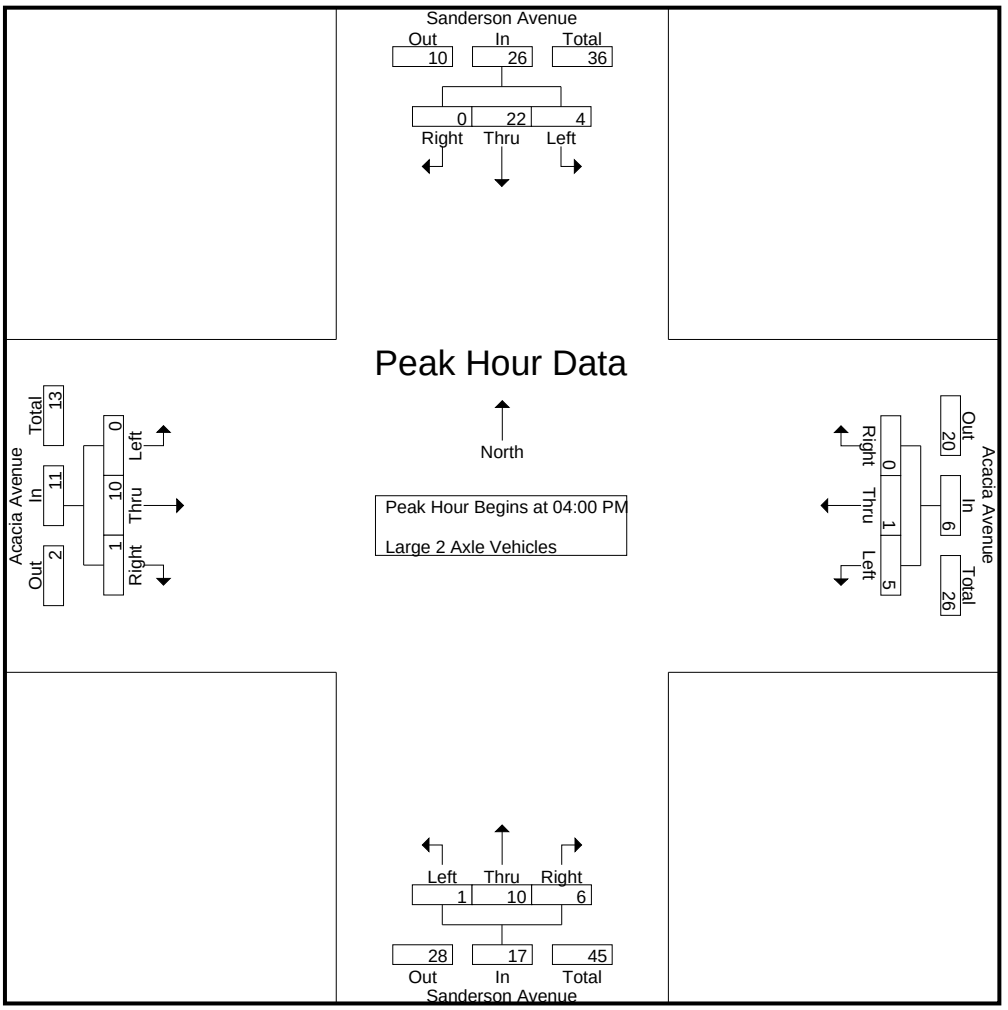
	Sanderson Avenue Southbound				Acacia Avenue Westbound				Sanderson Avenue Northbound				Acacia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	6	0	6	0	1	0	1	0	3	0	3	0	2	0	2	12
04:15 PM	0	6	0	6	1	0	0	1	0	3	0	3	0	1	0	1	11
04:30 PM	2	4	0	6	3	0	0	3	1	3	4	8	0	3	1	4	21
04:45 PM	2	6	0	8	1	0	0	1	0	1	2	3	0	4	0	4	16
Total	4	22	0	26	5	1	0	6	1	10	6	17	0	10	1	11	60
05:00 PM	0	6	0	6	0	0	0	0	1	2	0	3	0	1	0	1	10
05:15 PM	1	5	0	6	0	1	0	1	0	1	0	1	0	2	1	3	11
05:30 PM	3	3	0	6	1	1	0	2	1	1	2	4	0	0	0	0	12
05:45 PM	0	3	0	3	0	0	0	0	0	2	1	3	0	0	1	1	7
Total	4	17	0	21	1	2	0	3	2	6	3	11	0	3	2	5	40
Grand Total	8	39	0	47	6	3	0	9	3	16	9	28	0	13	3	16	100
Apprch %	17	83	0		66.7	33.3	0		10.7	57.1	32.1		0	81.2	18.8		
Total %	8	39	0	47	6	3	0	9	3	16	9	28	0	13	3	16	

	Sanderson Avenue Southbound				Acacia Avenue Westbound				Sanderson Avenue Northbound				Acacia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**6**	0	6	0	**1**	0	1	0	**3**	0	3	0	2	0	2	12
04:15 PM	0	6	0	6	1	0	0	1	0	3	0	3	0	1	0	1	11
04:30 PM	**2**	4	0	6	**3**	0	0	**3**	**1**	3	**4**	**8**	0	3	**1**	**4**	**21**
04:45 PM	2	6	0	**8**	1	0	0	1	0	1	2	3	0	**4**	0	4	16
Total Volume	4	22	0	26	5	1	0	6	1	10	6	17	0	10	1	11	60
% App. Total	15.4	84.6	0		83.3	16.7	0		5.9	58.8	35.3		0	90.9	9.1		
PHF	.500	.917	.000	.813	.417	.250	.000	.500	.250	.833	.375	.531	.000	.625	.250	.688	.714

Counts Unlimited, Inc.
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Corona, CA 92878
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City of Hemet
N/S: Sanderson Avenue
E/W: Acacia Avenue
Weather: Clear

File Name : 101_HEM_Sand_Aca PM
Site Code : 00322418
Start Date : 5/26/2022



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**6**	0	6	0	**1**	0	1	0	**3**	0	3	0	2	0	2
+15 mins.	0	6	0	6	1	0	0	1	0	3	0	3	0	1	0	1
+30 mins.	**2**	4	0	6	**3**	0	0	**3**	**1**	3	**4**	**8**	0	3	**1**	**4**
+45 mins.	2	6	0	**8**	1	0	0	1	0	1	2	3	0	**4**	0	4
Total Volume	4	22	0	26	5	1	0	6	1	10	6	17	0	10	1	11
% App. Total	15.4	84.6	0		83.3	16.7	0		5.9	58.8	35.3		0	90.9	9.1	
PHF	.500	.917	.000	.813	.417	.250	.000	.500	.250	.833	.375	.531	.000	.625	.250	.688

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City of Hemet
N/S: Sanderson Avenue
E/W: Acacia Avenue
Weather: Clear

File Name : 101_HEM_Sand_Aca PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

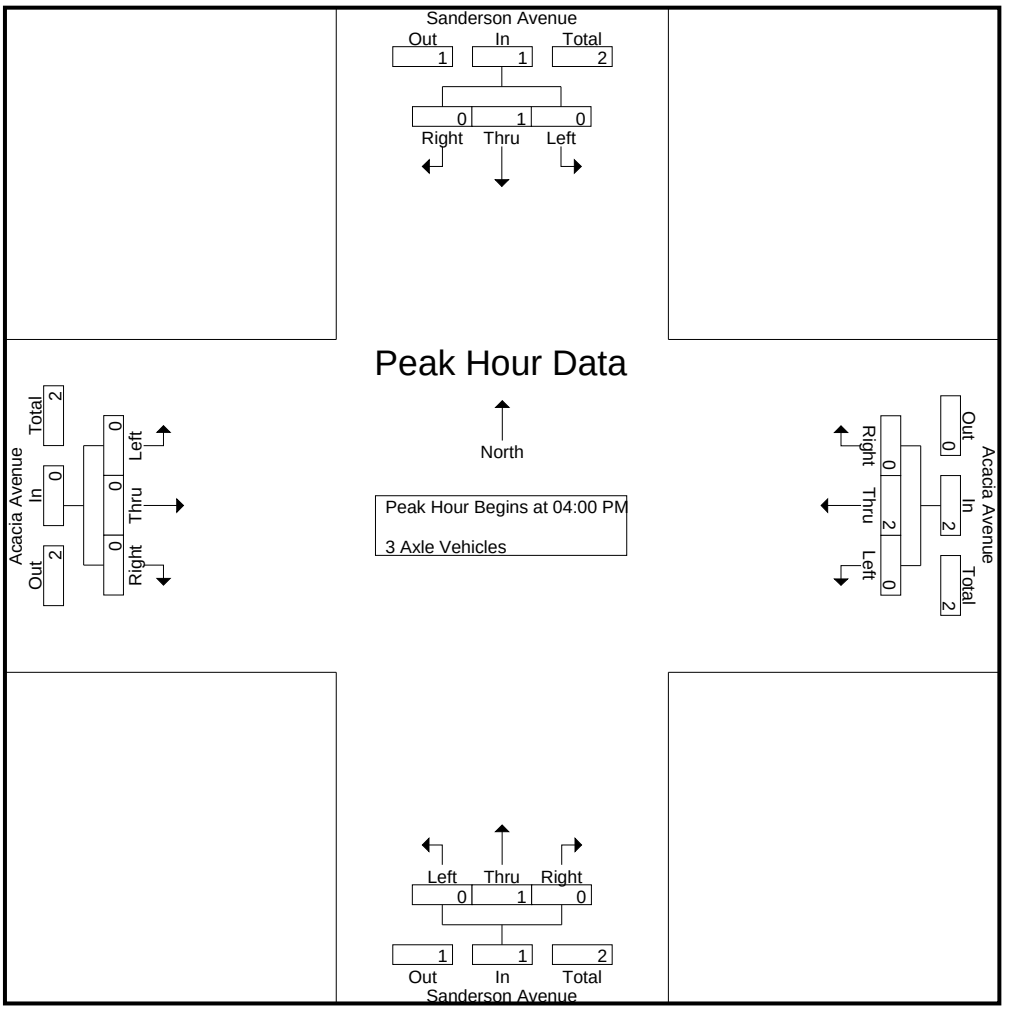
	Sanderson Avenue Southbound				Acacia Avenue Westbound				Sanderson Avenue Northbound				Acacia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	2	0	2	0	1	0	1	0	0	0	0	3
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	2	0	2	0	1	0	1	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Grand Total	0	2	0	2	0	2	0	2	1	1	0	2	0	0	0	0	6
Apprch %	0	100	0		0	100	0		50	50	0		0	0	0		
Total %	0	33.3	0	33.3	0	33.3	0	33.3	16.7	16.7	0	33.3	0	0	0	0	

	Sanderson Avenue Southbound				Acacia Avenue Westbound				Sanderson Avenue Northbound				Acacia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	**2**	0	**2**	0	**1**	0	**1**	0	0	0	0	**3**
04:30 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	2	0	2	0	1	0	1	0	0	0	0	4
% App. Total	0	100	0		0	100	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.333

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City of Hemet
N/S: Sanderson Avenue
E/W: Acacia Avenue
Weather: Clear

File Name : 101_HEM_Sand_Aca PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**2**	0	**2**	0	**1**	0	**1**	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	2	0	2	0	1	0	1	0	0	0	0
% App. Total	0	100	0		0	100	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000

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City of Hemet
N/S: Sanderson Avenue
E/W: Acacia Avenue
Weather: Clear

File Name : 101_HEM_Sand_Aca PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

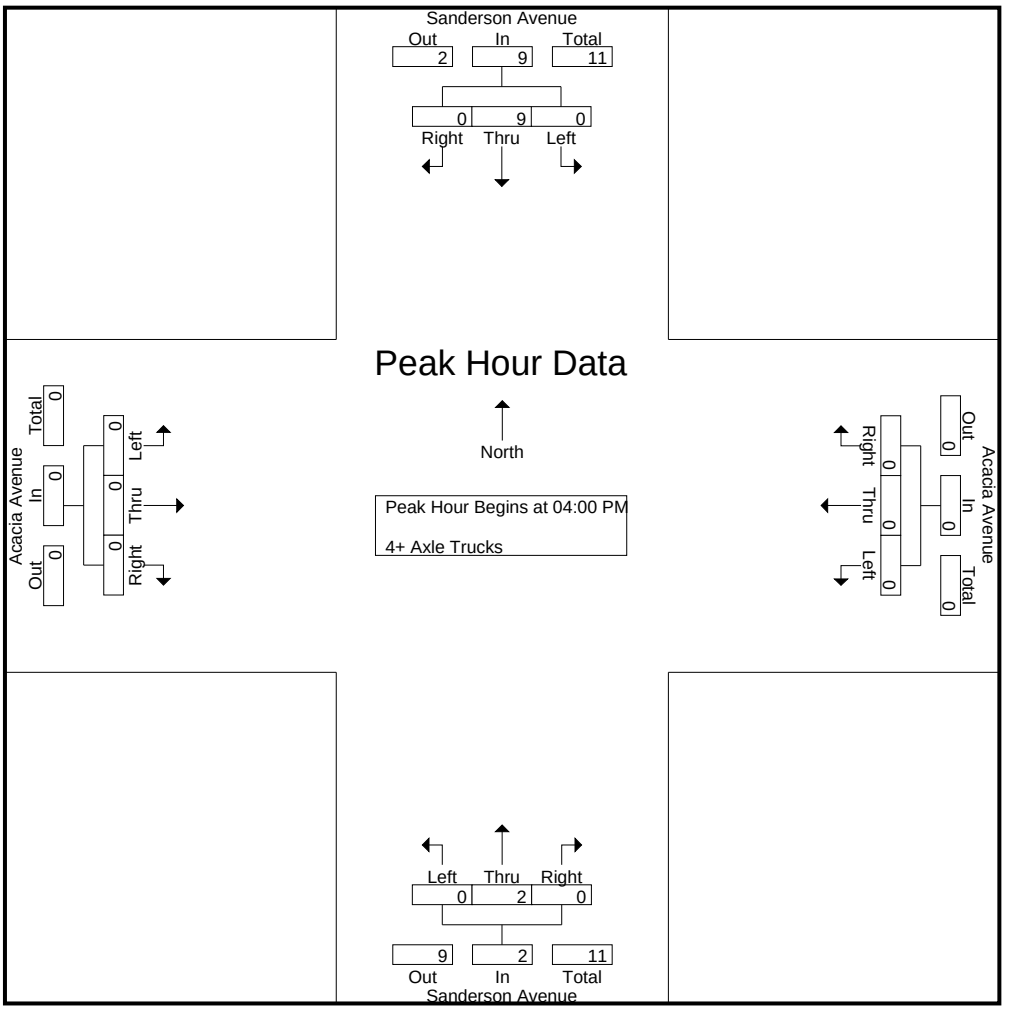
	Sanderson Avenue Southbound				Acacia Avenue Westbound				Sanderson Avenue Northbound				Acacia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
04:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	9	0	9	0	0	0	0	0	2	0	2	0	0	0	0	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	1	0	1	0	1	0	1	0	0	0	0	4
Grand Total	0	11	0	11	0	1	0	1	0	3	0	3	0	0	0	0	15
Apprch %	0	100	0		0	100	0		0	100	0		0	0	0		
Total %	0	73.3	0	73.3	0	6.7	0	6.7	0	20	0	20	0	0	0	0	

	Sanderson Avenue Southbound				Acacia Avenue Westbound				Sanderson Avenue Northbound				Acacia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**6**	0	**6**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**7**
04:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	9	0	9	0	0	0	0	0	2	0	2	0	0	0	0	11
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.393

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City of Hemet
N/S: Sanderson Avenue
E/W: Acacia Avenue
Weather: Clear

File Name : 101_HEM_Sand_Aca PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**6**	0	**6**	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	9	0	9	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

Location: Hemet
N/S: Sanderson Avenue
E/W: Acacia Avenue

Date: 5/26/2022
Day: Thursday

PEDESTRIANS

	North Leg Sanderson Avenue	East Leg Acacia Avenue	South Leg Sanderson Avenue	West Leg Acacia Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	1	0	1	1	3
7:45 AM	0	1	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	1	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	1	1	2	5

	North Leg Sanderson Avenue	East Leg Acacia Avenue	South Leg Sanderson Avenue	West Leg Acacia Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	2	0	1	3
5:00 PM	0	0	0	0	0
5:15 PM	1	1	0	0	2
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	3	0	1	5

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Location: Hemet
N/S: Sanderson Avenue
E/W: Acacia Avenue

Date: 5/26/2022
Day: Thursday

BICYCLES

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

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

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City of Hemet
N/S: Kirby Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 102_HEM_Kirby_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

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

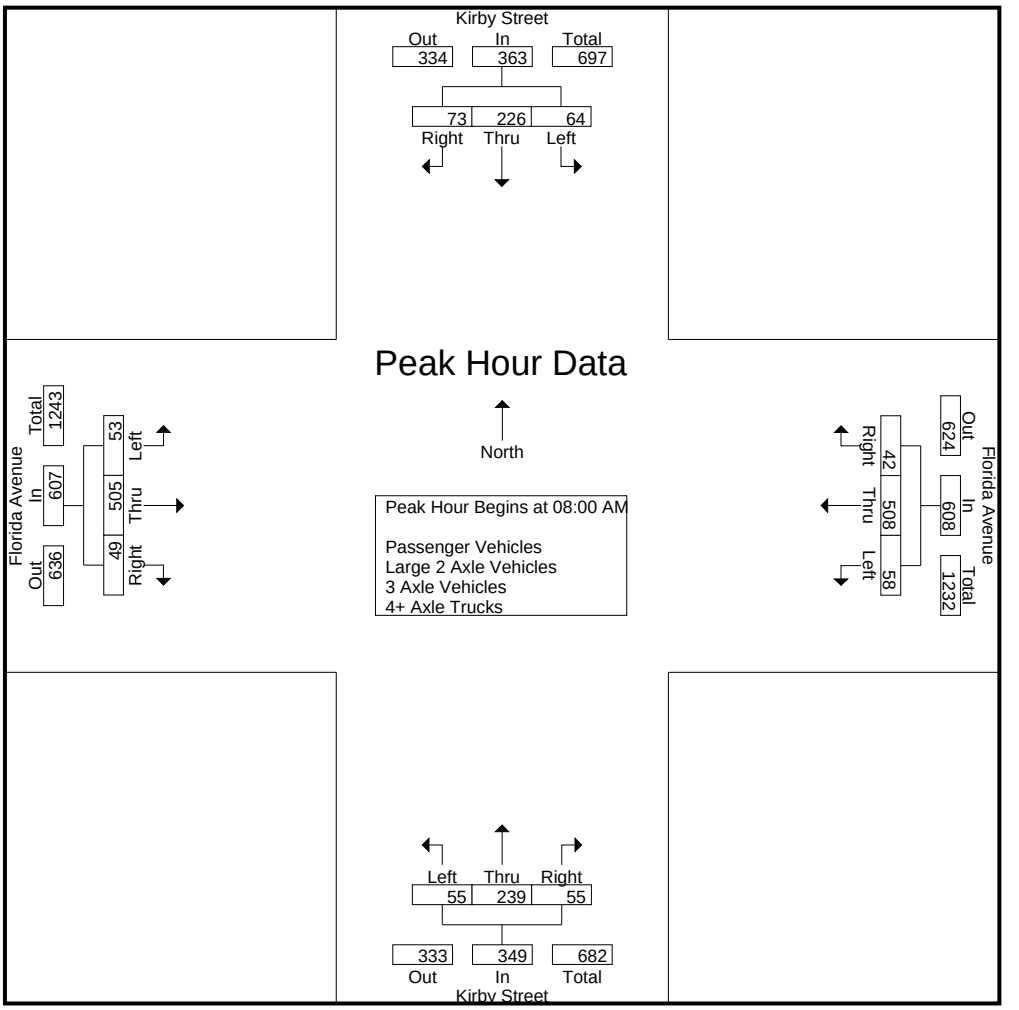
	Kirby Street Southbound				Florida Avenue Westbound				Kirby Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	30	9	46	15	113	7	135	8	46	4	58	13	73	8	94	333
07:15 AM	12	43	14	69	13	93	11	117	7	48	7	62	8	89	5	102	350
07:30 AM	15	54	10	79	15	114	11	140	8	53	19	80	8	139	7	154	453
07:45 AM	11	49	21	81	9	102	10	121	13	68	16	97	12	106	4	122	421
Total	45	176	54	275	52	422	39	513	36	215	46	297	41	407	24	472	1557
08:00 AM	19	49	17	85	18	126	6	150	14	85	12	111	9	134	12	155	501
08:15 AM	11	55	21	87	14	118	10	142	13	48	18	79	14	112	11	137	445
08:30 AM	17	59	17	93	13	138	14	165	16	42	6	64	9	130	10	149	471
08:45 AM	17	63	18	98	13	126	12	151	12	64	19	95	21	129	16	166	510
Total	64	226	73	363	58	508	42	608	55	239	55	349	53	505	49	607	1927
Grand Total	109	402	127	638	110	930	81	1121	91	454	101	646	94	912	73	1079	3484
Apprch %	17.1	63	19.9		9.8	83	7.2		14.1	70.3	15.6		8.7	84.5	6.8		
Total %	3.1	11.5	3.6	18.3	3.2	26.7	2.3	32.2	2.6	13	2.9	18.5	2.7	26.2	2.1	31	
Passenger Vehicles	107	395	126	628	109	896	76	1081	88	449	98	635	89	860	68	1017	3361
% Passenger Vehicles	98.2	98.3	99.2	98.4	99.1	96.3	93.8	96.4	96.7	98.9	97	98.3	94.7	94.3	93.2	94.3	96.5
Large 2 Axle Vehicles	2	7	1	10	1	23	4	28	1	5	2	8	3	36	4	43	89
% Large 2 Axle Vehicles	1.8	1.7	0.8	1.6	0.9	2.5	4.9	2.5	1.1	1.1	2	1.2	3.2	3.9	5.5	4	2.6
3 Axle Vehicles	0	0	0	0	0	5	1	6	0	0	1	1	0	11	0	11	18
% 3 Axle Vehicles	0	0	0	0	0	0.5	1.2	0.5	0	0	1	0.2	0	1.2	0	1	0.5
4+ Axle Trucks	0	0	0	0	0	6	0	6	2	0	0	2	2	5	1	8	16
% 4+ Axle Trucks	0	0	0	0	0	0.6	0	0.5	2.2	0	0	0.3	2.1	0.5	1.4	0.7	0.5

	Kirby Street Southbound				Florida Avenue Westbound				Kirby Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**19**	49	17	85	**18**	126	6	150	14	**85**	12	**111**	9	**134**	12	155	501
08:15 AM	11	55	**21**	87	14	118	10	142	13	48	18	79	14	112	11	137	445
08:30 AM	17	59	17	93	13	**138**	**14**	**165**	**16**	42	6	64	9	130	10	149	471
08:45 AM	17	**63**	18	**98**	13	126	12	151	12	64	**19**	95	**21**	129	**16**	**166**	**510**
Total Volume	64	226	73	363	58	508	42	608	55	239	55	349	53	505	49	607	1927
% App. Total	17.6	62.3	20.1		9.5	83.6	6.9		15.8	68.5	15.8		8.7	83.2	8.1		
PHF	.842	.897	.869	.926	.806	.920	.750	.921	.859	.703	.724	.786	.631	.942	.766	.914	.945

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

City of Hemet
N/S: Kirby Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 102_HEM_Kirby_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	08:00 AM				08:00 AM				07:30 AM				08:00 AM			
+0 mins.	**19**	49	17	85	**18**	126	6	150	8	53	**19**	80	9	**134**	12	155
+15 mins.	11	55	**21**	87	14	118	10	142	13	68	16	97	14	112	11	137
+30 mins.	17	59	17	93	13	**138**	**14**	**165**	**14**	**85**	12	**111**	9	130	10	149
+45 mins.	17	**63**	18	**98**	13	126	12	151	13	48	18	79	**21**	129	**16**	**166**
Total Volume	64	226	73	363	58	508	42	608	48	254	65	367	53	505	49	607
% App. Total	17.6	62.3	20.1		9.5	83.6	6.9		13.1	69.2	17.7		8.7	83.2	8.1	
PHF	.842	.897	.869	.926	.806	.920	.750	.921	.857	.747	.855	.827	.631	.942	.766	.914

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City of Hemet
N/S: Kirby Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 102_HEM_Kirby_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Passenger Vehicles

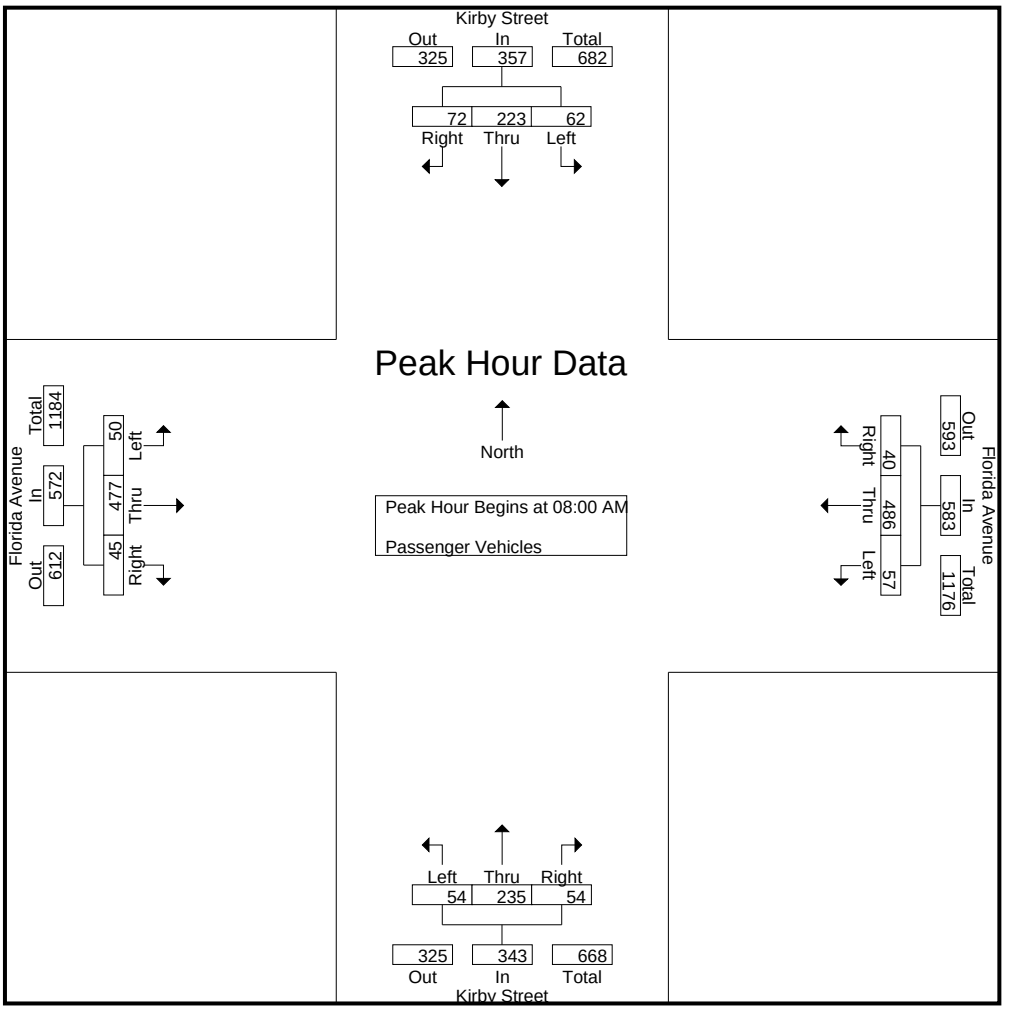
	Kirby Street Southbound				Florida Avenue Westbound				Kirby Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	29	9	45	15	107	6	128	7	45	4	56	12	70	8	90	319
07:15 AM	12	43	14	69	13	92	11	116	7	48	7	62	8	86	5	99	346
07:30 AM	15	53	10	78	15	112	10	137	8	53	17	78	8	133	6	147	440
07:45 AM	11	47	21	79	9	99	9	117	12	68	16	96	11	94	4	109	401
Total	45	172	54	271	52	410	36	498	34	214	44	292	39	383	23	445	1506
08:00 AM	17	49	17	83	17	120	6	143	14	81	12	107	8	128	12	148	481
08:15 AM	11	54	21	86	14	115	9	138	12	48	18	78	12	102	10	124	426
08:30 AM	17	58	17	92	13	132	13	158	16	42	5	63	9	124	9	142	455
08:45 AM	17	62	17	96	13	119	12	144	12	64	19	95	21	123	14	158	493
Total	62	223	72	357	57	486	40	583	54	235	54	343	50	477	45	572	1855
Grand Total	107	395	126	628	109	896	76	1081	88	449	98	635	89	860	68	1017	3361
Apprch %	17	62.9	20.1		10.1	82.9	7		13.9	70.7	15.4		8.8	84.6	6.7		
Total %	3.2	11.8	3.7	18.7	3.2	26.7	2.3	32.2	2.6	13.4	2.9	18.9	2.6	25.6	2	30.3	

	Kirby Street Southbound				Florida Avenue Westbound				Kirby Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**17**	49	17	83	**17**	120	6	143	14	**81**	12	**107**	8	**128**	12	148	481
08:15 AM	11	54	**21**	86	14	115	9	138	12	48	18	78	12	102	10	124	426
08:30 AM	17	58	17	92	13	**132**	**13**	**158**	**16**	42	5	63	9	124	9	142	455
08:45 AM	17	**62**	17	**96**	13	119	12	144	12	64	**19**	95	**21**	123	**14**	**158**	**493**
Total Volume	62	223	72	357	57	486	40	583	54	235	54	343	50	477	45	572	1855
% App. Total	17.4	62.5	20.2		9.8	83.4	6.9		15.7	68.5	15.7		8.7	83.4	7.9		
PHF	.912	.899	.857	.930	.838	.920	.769	.922	.844	.725	.711	.801	.595	.932	.804	.905	.941

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City of Hemet
N/S: Kirby Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 102_HEM_Kirby_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	**17**	49	17	83	**17**	120	6	143	14	**81**	12	**107**	8	**128**	12	148
+15 mins.	11	54	**21**	86	14	115	9	138	12	48	18	78	12	102	10	124
+30 mins.	17	58	17	92	13	**132**	**13**	**158**	**16**	42	5	63	9	124	9	142
+45 mins.	17	**62**	17	**96**	13	119	12	144	12	64	**19**	95	**21**	123	**14**	**158**
Total Volume	62	223	72	357	57	486	40	583	54	235	54	343	50	477	45	572
% App. Total	17.4	62.5	20.2		9.8	83.4	6.9		15.7	68.5	15.7		8.7	83.4	7.9	
PHF	.912	.899	.857	.930	.838	.920	.769	.922	.844	.725	.711	.801	.595	.932	.804	.905

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City of Hemet
N/S: Kirby Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 102_HEM_Kirby_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

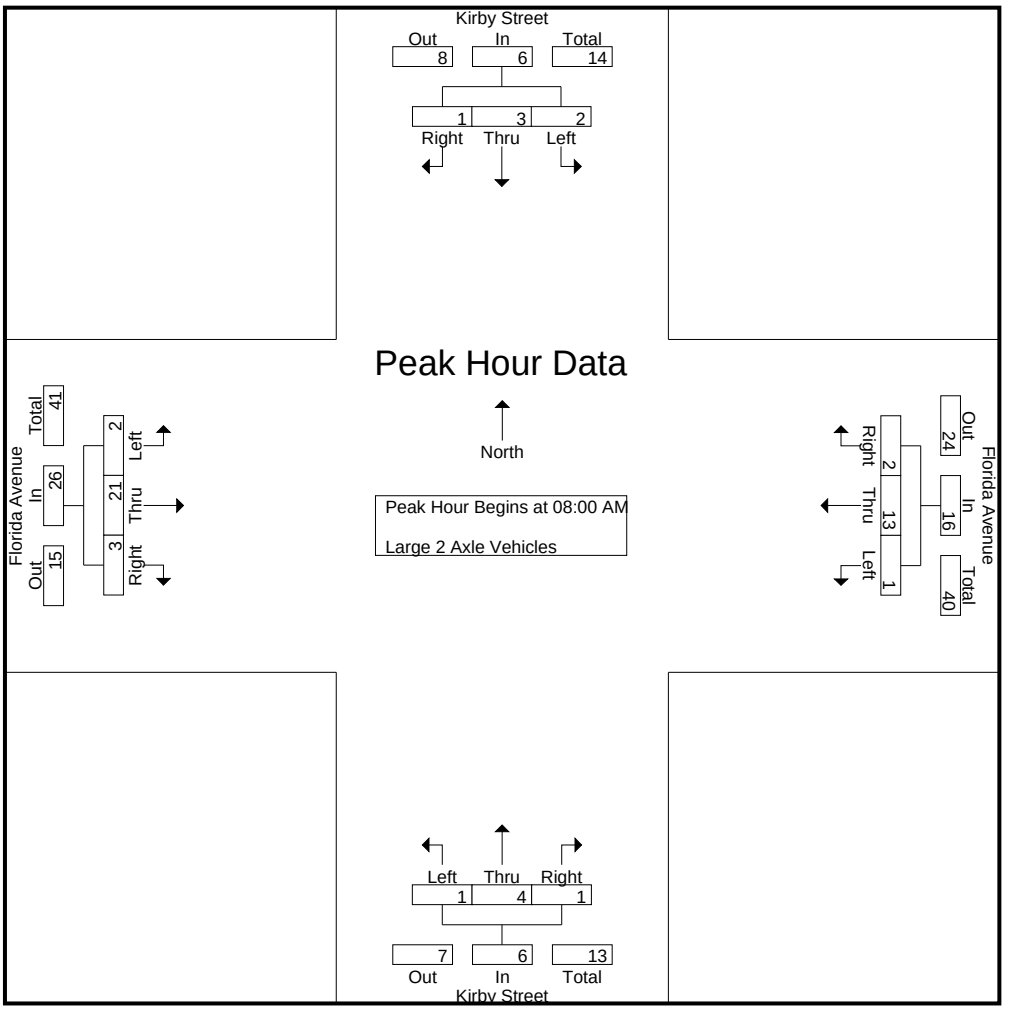
	Kirby Street Southbound				Florida Avenue Westbound				Kirby Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	5	1	6	0	1	0	1	1	2	0	3	11
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	0	1	0	1	0	2	1	3	0	0	1	1	0	2	1	3	8
07:45 AM	0	2	0	2	0	2	0	2	0	0	0	0	0	9	0	9	13
Total	0	4	0	4	0	10	2	12	0	1	1	2	1	15	1	17	35
08:00 AM	2	0	0	2	1	4	0	5	0	4	0	4	1	5	0	6	17
08:15 AM	0	1	0	1	0	2	1	3	1	0	0	1	1	6	0	7	12
08:30 AM	0	1	0	1	0	3	1	4	0	0	1	1	0	6	1	7	13
08:45 AM	0	1	1	2	0	4	0	4	0	0	0	0	0	4	2	6	12
Total	2	3	1	6	1	13	2	16	1	4	1	6	2	21	3	26	54
Grand Total	2	7	1	10	1	23	4	28	1	5	2	8	3	36	4	43	89
Apprch %	20	70	10		3.6	82.1	14.3		12.5	62.5	25		7	83.7	9.3		
Total %	2.2	7.9	1.1	11.2	1.1	25.8	4.5	31.5	1.1	5.6	2.2	9	3.4	40.4	4.5	48.3	

	Kirby Street Southbound				Florida Avenue Westbound				Kirby Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**2**	0	0	**2**	**1**	**4**	0	**5**	0	**4**	0	**4**	**1**	5	0	6	**17**
08:15 AM	0	**1**	0	1	0	2	**1**	3	**1**	0	0	1	1	**6**	0	**7**	12
08:30 AM	0	1	0	1	0	3	1	4	0	0	**1**	1	0	6	1	7	13
08:45 AM	0	1	**1**	2	0	4	0	4	0	0	0	0	0	4	**2**	6	12
Total Volume	2	3	1	6	1	13	2	16	1	4	1	6	2	21	3	26	54
% App. Total	33.3	50	16.7		6.2	81.2	12.5		16.7	66.7	16.7		7.7	80.8	11.5		
PHF	.250	.750	.250	.750	.250	.813	.500	.800	.250	.250	.250	.375	.500	.875	.375	.929	.794

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City of Hemet
N/S: Kirby Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 102_HEM_Kirby_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	**2**	0	0	**2**	**1**	**4**	0	**5**	0	**4**	0	**4**	**1**	5	0	6
+15 mins.	0	**1**	0	1	0	2	**1**	3	**1**	0	0	1	1	**6**	0	**7**
+30 mins.	0	1	0	1	0	3	1	4	0	0	**1**	1	0	6	1	7
+45 mins.	0	1	**1**	2	0	4	0	4	0	0	0	0	0	4	**2**	6
Total Volume	2	3	1	6	1	13	2	16	1	4	1	6	2	21	3	26
% App. Total	33.3	50	16.7		6.2	81.2	12.5		16.7	66.7	16.7		7.7	80.8	11.5	
PHF	.250	.750	.250	.750	.250	.813	.500	.800	.250	.250	.250	.375	.500	.875	.375	.929

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City of Hemet
N/S: Kirby Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 102_HEM_Kirby_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

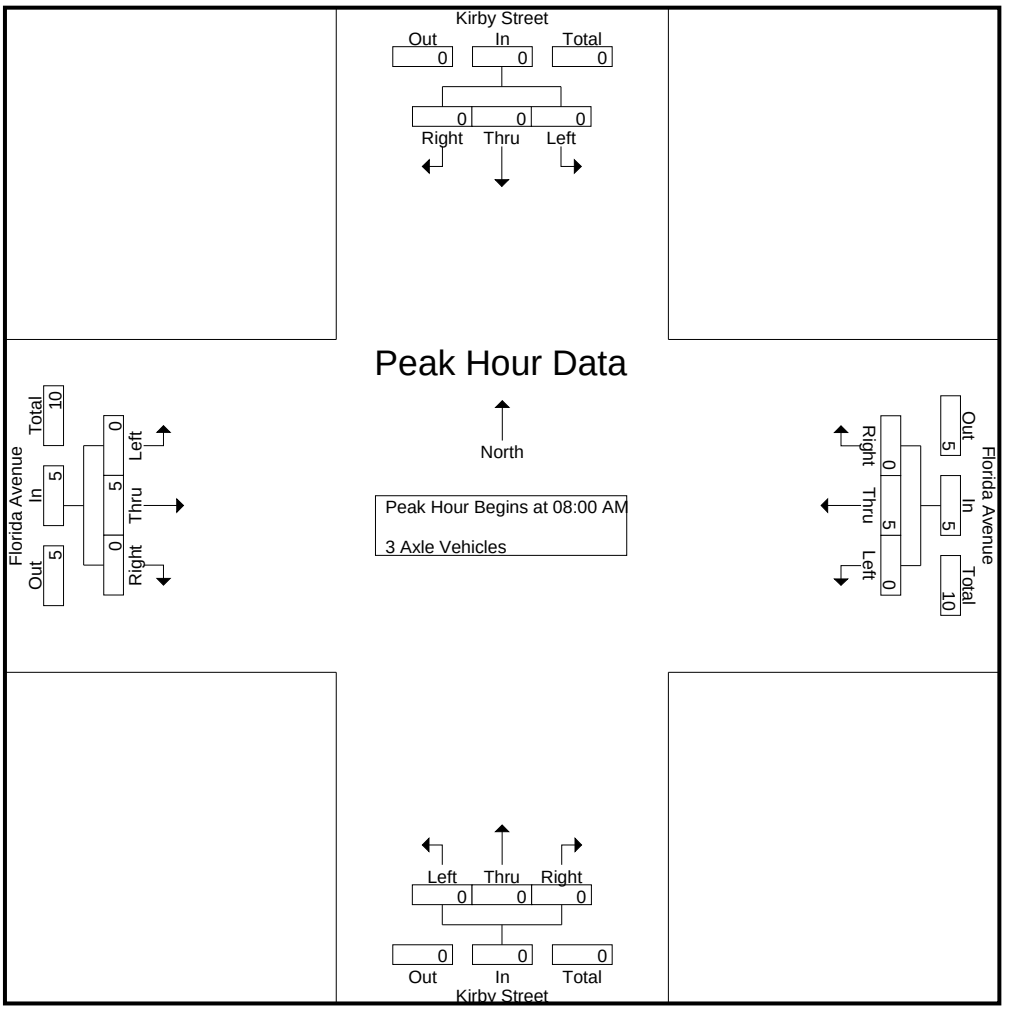
	Kirby Street Southbound				Florida Avenue Westbound				Kirby Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	4	0	4	5
07:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	0	1	1	0	0	1	1	0	6	0	6	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
Grand Total	0	0	0	0	0	5	1	6	0	0	1	1	0	11	0	11	18
Apprch %	0	0	0		0	83.3	16.7		0	0	100		0	100	0		
Total %	0	0	0	0	0	27.8	5.6	33.3	0	0	5.6	5.6	0	61.1	0	61.1	

	Kirby Street Southbound				Florida Avenue Westbound				Kirby Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**	**4**
08:30 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.417	.000	.417	.625

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City of Hemet
N/S: Kirby Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 102_HEM_Kirby_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**
+30 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.417	.000	.417

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City of Hemet
N/S: Kirby Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 102_HEM_Kirby_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

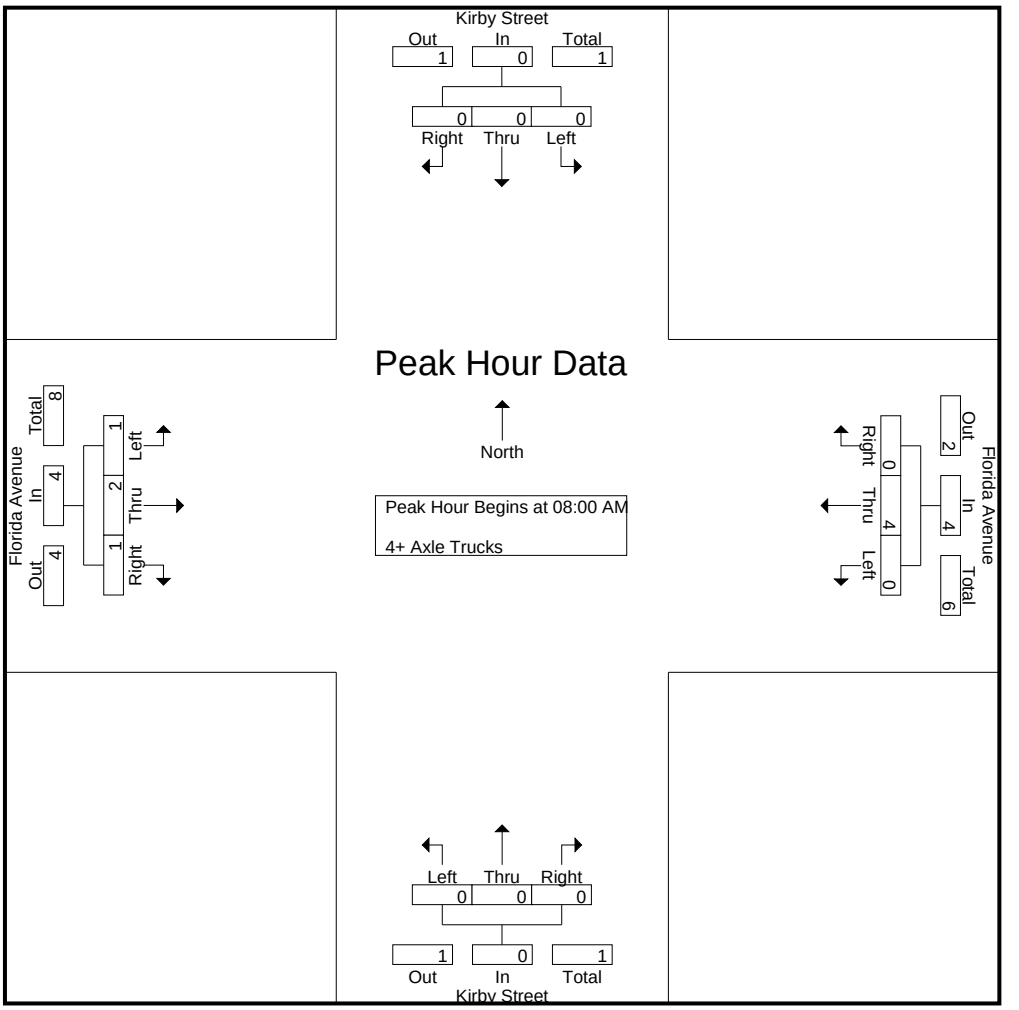
	Kirby Street Southbound				Florida Avenue Westbound				Kirby Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	1	2	0	3	5
Total	0	0	0	0	0	2	0	2	2	0	0	2	1	3	0	4	8
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	4	0	4	0	0	0	0	1	2	1	4	8
Grand Total	0	0	0	0	0	6	0	6	2	0	0	2	2	5	1	8	16
Apprch %	0	0	0		0	100	0		100	0	0		25	62.5	12.5		
Total %	0	0	0	0	0	37.5	0	37.5	12.5	0	0	12.5	12.5	31.2	6.2	50	

	Kirby Street Southbound				Florida Avenue Westbound				Kirby Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**	**3**	**3**
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	1	2	1	4	8
% App. Total	0	0	0		0	100	0		0	0	0		25	50	25		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.250	.500	.250	.333	.667

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City of Hemet
N/S: Kirby Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 102_HEM_Kirby_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**	**3**
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	1	2	1	4
% App. Total	0	0	0		0	100	0		0	0	0		25	50	25	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.250	.500	.250	.333

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City of Hemet
N/S: Kirby Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 102_HEM_Kirby_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

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

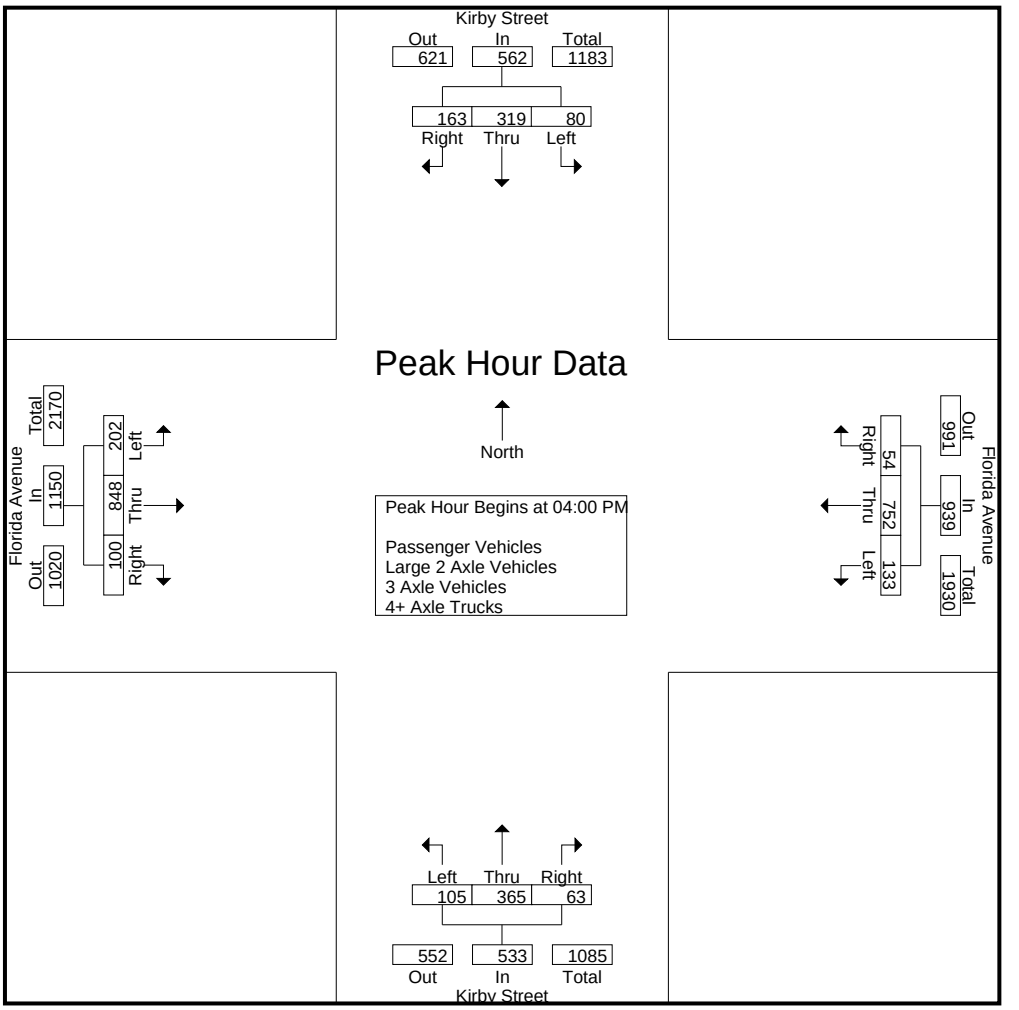
	Kirby Street Southbound				Florida Avenue Westbound				Kirby Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	22	86	47	155	39	187	17	243	27	92	14	133	42	210	27	279	810
04:15 PM	20	92	43	155	29	192	12	233	31	85	19	135	64	213	30	307	830
04:30 PM	17	73	38	128	42	184	11	237	21	99	13	133	46	202	15	263	761
04:45 PM	21	68	35	124	23	189	14	226	26	89	17	132	50	223	28	301	783
Total	80	319	163	562	133	752	54	939	105	365	63	533	202	848	100	1150	3184
05:00 PM	17	75	38	130	34	212	9	255	29	77	15	121	34	218	24	276	782
05:15 PM	19	97	33	149	24	181	11	216	23	75	18	116	53	167	28	248	729
05:30 PM	26	64	34	124	27	178	17	222	34	73	18	125	41	221	23	285	756
05:45 PM	24	72	33	129	39	150	12	201	22	71	12	105	53	174	26	253	688
Total	86	308	138	532	124	721	49	894	108	296	63	467	181	780	101	1062	2955
Grand Total	166	627	301	1094	257	1473	103	1833	213	661	126	1000	383	1628	201	2212	6139
Apprch %	15.2	57.3	27.5		14	80.4	5.6		21.3	66.1	12.6		17.3	73.6	9.1		
Total %	2.7	10.2	4.9	17.8	4.2	24	1.7	29.9	3.5	10.8	2.1	16.3	6.2	26.5	3.3	36	
Passenger Vehicles	165	624	298	1087	256	1430	100	1786	209	660	124	993	376	1608	201	2185	6051
% Passenger Vehicles	99.4	99.5	99	99.4	99.6	97.1	97.1	97.4	98.1	99.8	98.4	99.3	98.2	98.8	100	98.8	98.6
Large 2 Axle Vehicles	1	2	3	6	1	37	3	41	3	1	1	5	6	18	0	24	76
% Large 2 Axle Vehicles	0.6	0.3	1	0.5	0.4	2.5	2.9	2.2	1.4	0.2	0.8	0.5	1.6	1.1	0	1.1	1.2
3 Axle Vehicles	0	1	0	1	0	3	0	3	0	0	1	1	0	2	0	2	7
% 3 Axle Vehicles	0	0.2	0	0.1	0	0.2	0	0.2	0	0	0.8	0.1	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	3	0	3	1	0	0	1	1	0	0	1	5
% 4+ Axle Trucks	0	0	0	0	0	0.2	0	0.2	0.5	0	0	0.1	0.3	0	0	0	0.1

	Kirby Street Southbound				Florida Avenue Westbound				Kirby Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**22**	86	**47**	**155**	39	187	**17**	**243**	27	92	14	133	42	210	27	279	810
04:15 PM	20	**92**	43	155	29	**192**	12	233	**31**	85	**19**	**135**	**64**	213	**30**	**307**	**830**
04:30 PM	17	73	38	128	**42**	184	11	237	21	**99**	13	133	46	202	15	263	761
04:45 PM	21	68	35	124	23	189	14	226	26	89	17	132	50	**223**	28	301	783
Total Volume	80	319	163	562	133	752	54	939	105	365	63	533	202	848	100	1150	3184
% App. Total	14.2	56.8	29		14.2	80.1	5.8		19.7	68.5	11.8		17.6	73.7	8.7		
PHF	.909	.867	.867	.906	.792	.979	.794	.966	.847	.922	.829	.987	.789	.951	.833	.936	.959

Counts Unlimited, Inc.
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City of Hemet
N/S: Kirby Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 102_HEM_Kirby_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:15 PM				04:00 PM				04:00 PM			
+0 mins.	**22**	86	**47**	**155**	29	192	12	233	27	92	14	133	42	210	27	279
+15 mins.	20	**92**	43	155	**42**	184	11	237	**31**	85	**19**	**135**	**64**	213	**30**	**307**
+30 mins.	17	73	38	128	23	189	**14**	226	21	**99**	13	133	46	202	15	263
+45 mins.	21	68	35	124	34	**212**	9	**255**	26	89	17	132	50	**223**	28	301
Total Volume	80	319	163	562	128	777	46	951	105	365	63	533	202	848	100	1150
% App. Total	14.2	56.8	29		13.5	81.7	4.8		19.7	68.5	11.8		17.6	73.7	8.7	
PHF	.909	.867	.867	.906	.762	.916	.821	.932	.847	.922	.829	.987	.789	.951	.833	.936

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City of Hemet
N/S: Kirby Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 102_HEM_Kirby_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Passenger Vehicles

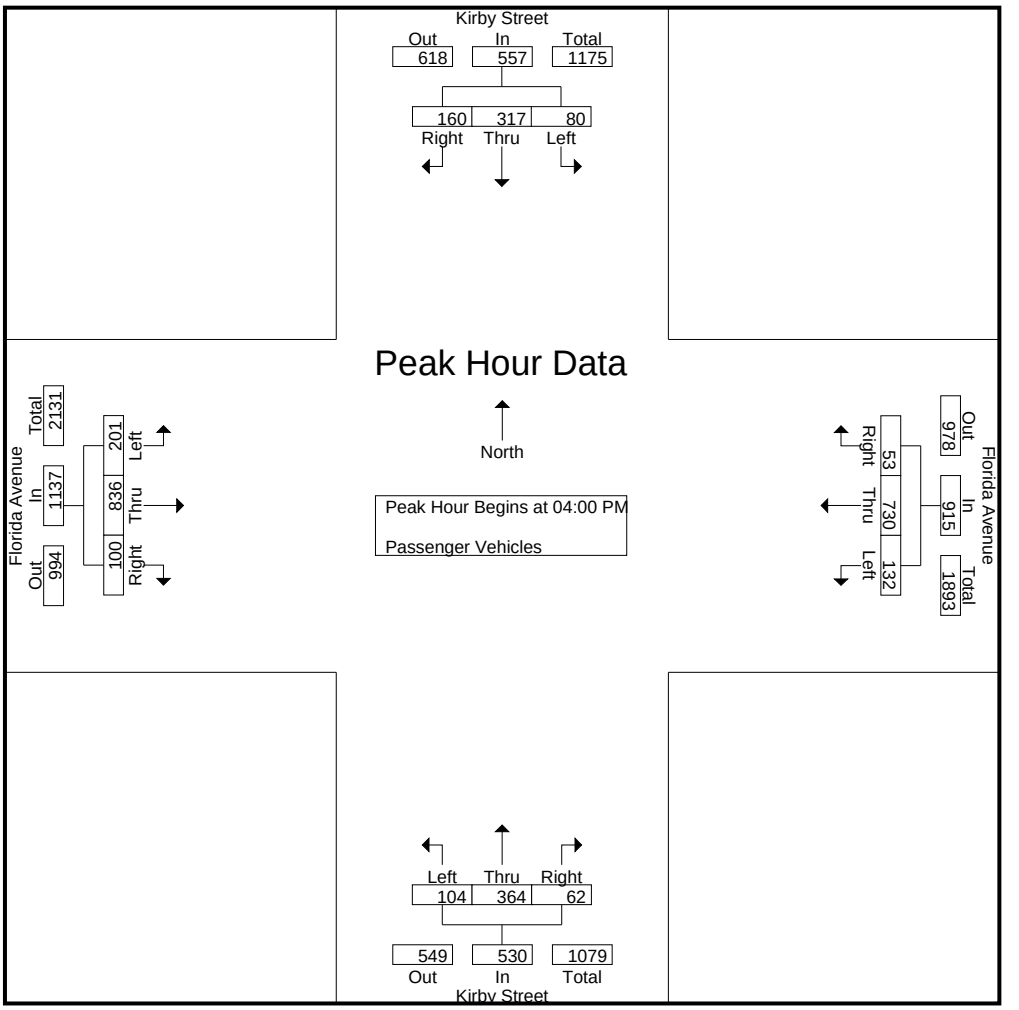
	Kirby Street Southbound				Florida Avenue Westbound				Kirby Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	22	85	46	153	38	180	17	235	27	92	13	132	42	207	27	276	796
04:15 PM	20	92	41	153	29	183	12	224	30	84	19	133	63	211	30	304	814
04:30 PM	17	73	38	128	42	179	10	231	21	99	13	133	46	196	15	257	749
04:45 PM	21	67	35	123	23	188	14	225	26	89	17	132	50	222	28	300	780
Total	80	317	160	557	132	730	53	915	104	364	62	530	201	836	100	1137	3139
05:00 PM	17	74	38	129	34	209	9	252	27	77	14	118	32	214	24	270	769
05:15 PM	19	97	33	149	24	175	11	210	23	75	18	116	52	165	28	245	720
05:30 PM	25	64	34	123	27	173	16	216	33	73	18	124	40	221	23	284	747
05:45 PM	24	72	33	129	39	143	11	193	22	71	12	105	51	172	26	249	676
Total	85	307	138	530	124	700	47	871	105	296	62	463	175	772	101	1048	2912
Grand Total	165	624	298	1087	256	1430	100	1786	209	660	124	993	376	1608	201	2185	6051
Apprch %	15.2	57.4	27.4		14.3	80.1	5.6		21	66.5	12.5		17.2	73.6	9.2		
Total %	2.7	10.3	4.9	18	4.2	23.6	1.7	29.5	3.5	10.9	2	16.4	6.2	26.6	3.3	36.1	

	Kirby Street Southbound				Florida Avenue Westbound				Kirby Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**22**	85	**46**	**153**	38	180	**17**	**235**	27	92	13	132	42	207	27	276	796
04:15 PM	20	**92**	41	153	29	183	12	224	**30**	84	**19**	**133**	**63**	211	**30**	**304**	**814**
04:30 PM	17	73	38	128	**42**	179	10	231	21	**99**	13	133	46	196	15	257	749
04:45 PM	21	67	35	123	23	**188**	14	225	26	89	17	132	50	**222**	28	300	780
Total Volume	80	317	160	557	132	730	53	915	104	364	62	530	201	836	100	1137	3139
% App. Total	14.4	56.9	28.7		14.4	79.8	5.8		19.6	68.7	11.7		17.7	73.5	8.8		
PHF	.909	.861	.870	.910	.786	.971	.779	.973	.867	.919	.816	.996	.798	.941	.833	.935	.964

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City of Hemet
N/S: Kirby Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 102_HEM_Kirby_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**22**	85	**46**	**153**	38	180	**17**	**235**	27	92	13	132	42	207	27	276
+15 mins.	20	**92**	41	153	29	183	12	224	**30**	84	**19**	**133**	**63**	211	**30**	**304**
+30 mins.	17	73	38	128	**42**	179	10	231	21	**99**	13	133	46	196	15	257
+45 mins.	21	67	35	123	23	**188**	14	225	26	89	17	132	50	**222**	28	300
Total Volume	80	317	160	557	132	730	53	915	104	364	62	530	201	836	100	1137
% App. Total	14.4	56.9	28.7		14.4	79.8	5.8		19.6	68.7	11.7		17.7	73.5	8.8	
PHF	.909	.861	.870	.910	.786	.971	.779	.973	.867	.919	.816	.996	.798	.941	.833	.935

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City of Hemet
N/S: Kirby Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 102_HEM_Kirby_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

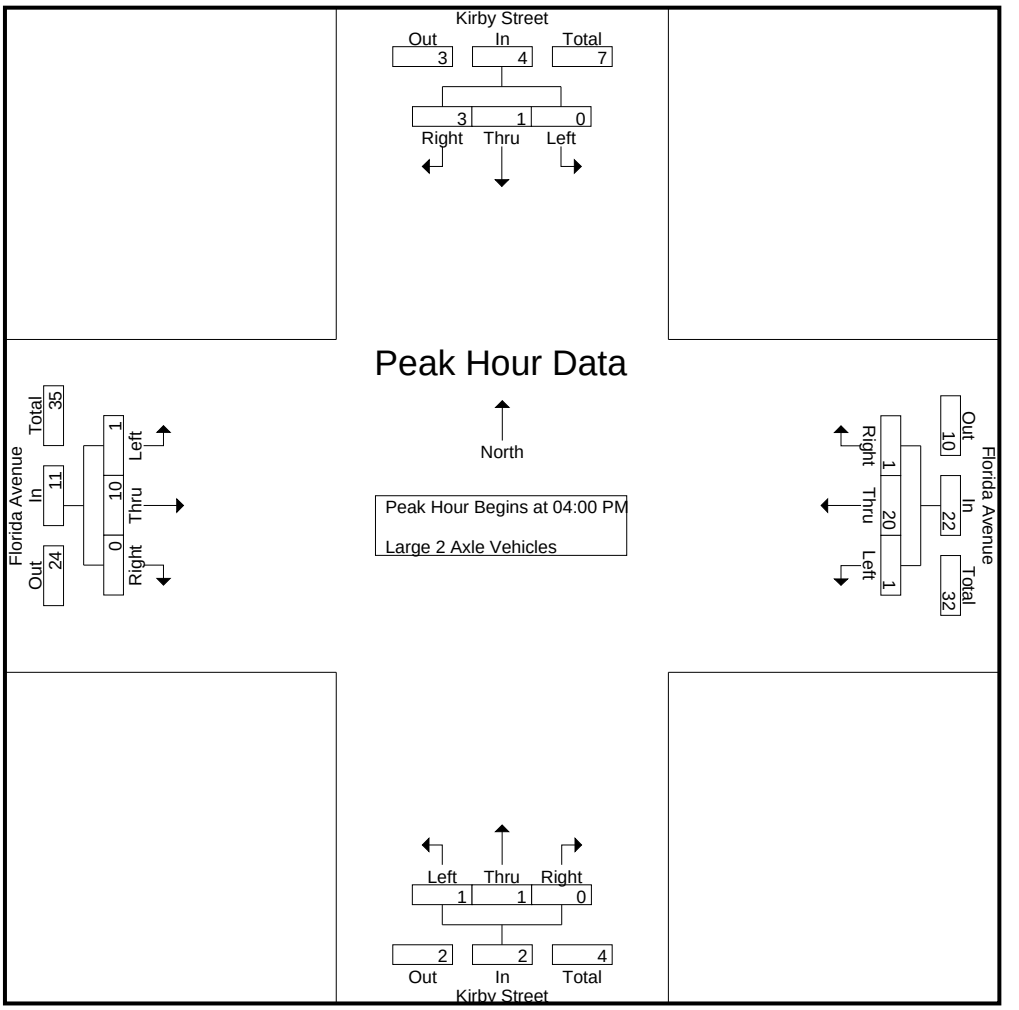
	Kirby Street Southbound				Florida Avenue Westbound				Kirby Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	1	6	0	7	0	0	0	0	0	2	0	2	10
04:15 PM	0	0	2	2	0	8	0	8	1	1	0	2	1	2	0	3	15
04:30 PM	0	0	0	0	0	5	1	6	0	0	0	0	0	5	0	5	11
04:45 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Total	0	1	3	4	1	20	1	22	1	1	0	2	1	10	0	11	39
05:00 PM	0	1	0	1	0	2	0	2	1	0	1	2	1	4	0	5	10
05:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	1	2	0	3	8
05:30 PM	1	0	0	1	0	4	1	5	1	0	0	1	1	0	0	1	8
05:45 PM	0	0	0	0	0	6	1	7	0	0	0	0	2	2	0	4	11
Total	1	1	0	2	0	17	2	19	2	0	1	3	5	8	0	13	37
Grand Total	1	2	3	6	1	37	3	41	3	1	1	5	6	18	0	24	76
Apprch %	16.7	33.3	50		2.4	90.2	7.3		60	20	20		25	75	0		
Total %	1.3	2.6	3.9	7.9	1.3	48.7	3.9	53.9	3.9	1.3	1.3	6.6	7.9	23.7	0	31.6	

	Kirby Street Southbound				Florida Avenue Westbound				Kirby Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	1	1	**1**	6	0	7	0	0	0	0	0	2	0	2	10
04:15 PM	0	0	**2**	**2**	0	**8**	0	**8**	**1**	**1**	0	**2**	**1**	2	0	3	**15**
04:30 PM	0	0	0	0	0	5	**1**	6	0	0	0	0	0	**5**	0	**5**	11
04:45 PM	0	**1**	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Total Volume	0	1	3	4	1	20	1	22	1	1	0	2	1	10	0	11	39
% App. Total	0	25	75		4.5	90.9	4.5		50	50	0		9.1	90.9	0		
PHF	.000	.250	.375	.500	.250	.625	.250	.688	.250	.250	.000	.250	.250	.500	.000	.550	.650

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City of Hemet
N/S: Kirby Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 102_HEM_Kirby_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	1	1	**1**	6	0	7	0	0	0	0	0	2	0	2
+15 mins.	0	0	**2**	**2**	0	**8**	0	**8**	**1**	**1**	0	**2**	**1**	2	0	3
+30 mins.	0	0	0	0	0	5	**1**	6	0	0	0	0	0	**5**	0	**5**
+45 mins.	0	**1**	0	1	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	1	3	4	1	20	1	22	1	1	0	2	1	10	0	11
% App. Total	0	25	75		4.5	90.9	4.5		50	50	0		9.1	90.9	0	
PHF	.000	.250	.375	.500	.250	.625	.250	.688	.250	.250	.000	.250	.250	.500	.000	.550

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City of Hemet
N/S: Kirby Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 102_HEM_Kirby_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

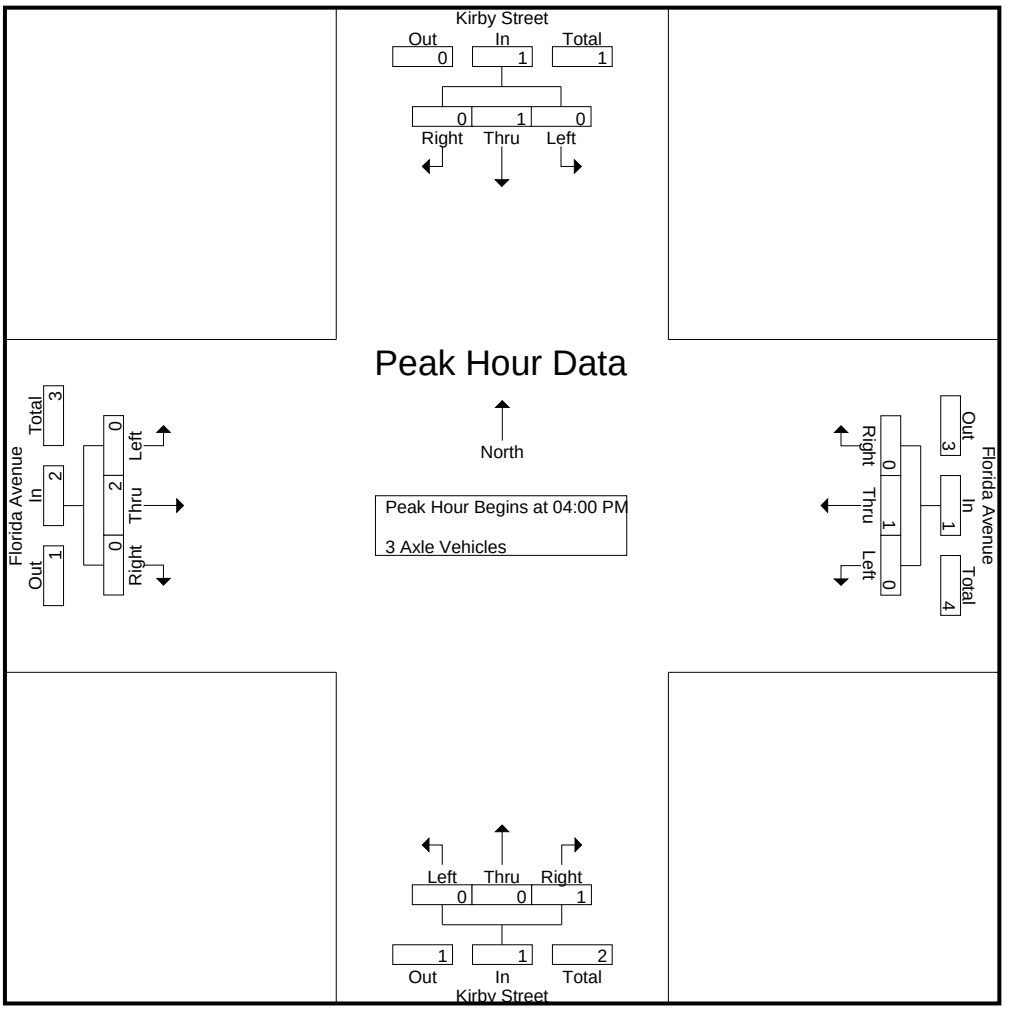
	Kirby Street Southbound				Florida Avenue Westbound				Kirby Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	1	0	1	3
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	1	0	1	0	0	1	1	0	2	0	2	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Grand Total	0	1	0	1	0	3	0	3	0	0	1	1	0	2	0	2	7
Apprch %	0	100	0		0	100	0		0	0	100		0	100	0		
Total %	0	14.3	0	14.3	0	42.9	0	42.9	0	0	14.3	14.3	0	28.6	0	28.6	

	Kirby Street Southbound				Florida Avenue Westbound				Kirby Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	**1**	**1**	0	**1**	0	**1**	**3**
04:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	1	0	1	0	0	1	1	0	2	0	2	5
% App. Total	0	100	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.250	.250	.000	.500	.000	.500	.417

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City of Hemet
N/S: Kirby Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 102_HEM_Kirby_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	0	**1**	**1**	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	1	0	1	0	0	1	1	0	2	0	2
% App. Total	0	100	0		0	100	0		0	0	100		0	100	0	
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.250	.250	.000	.500	.000	.500

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City of Hemet
N/S: Kirby Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 102_HEM_Kirby_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

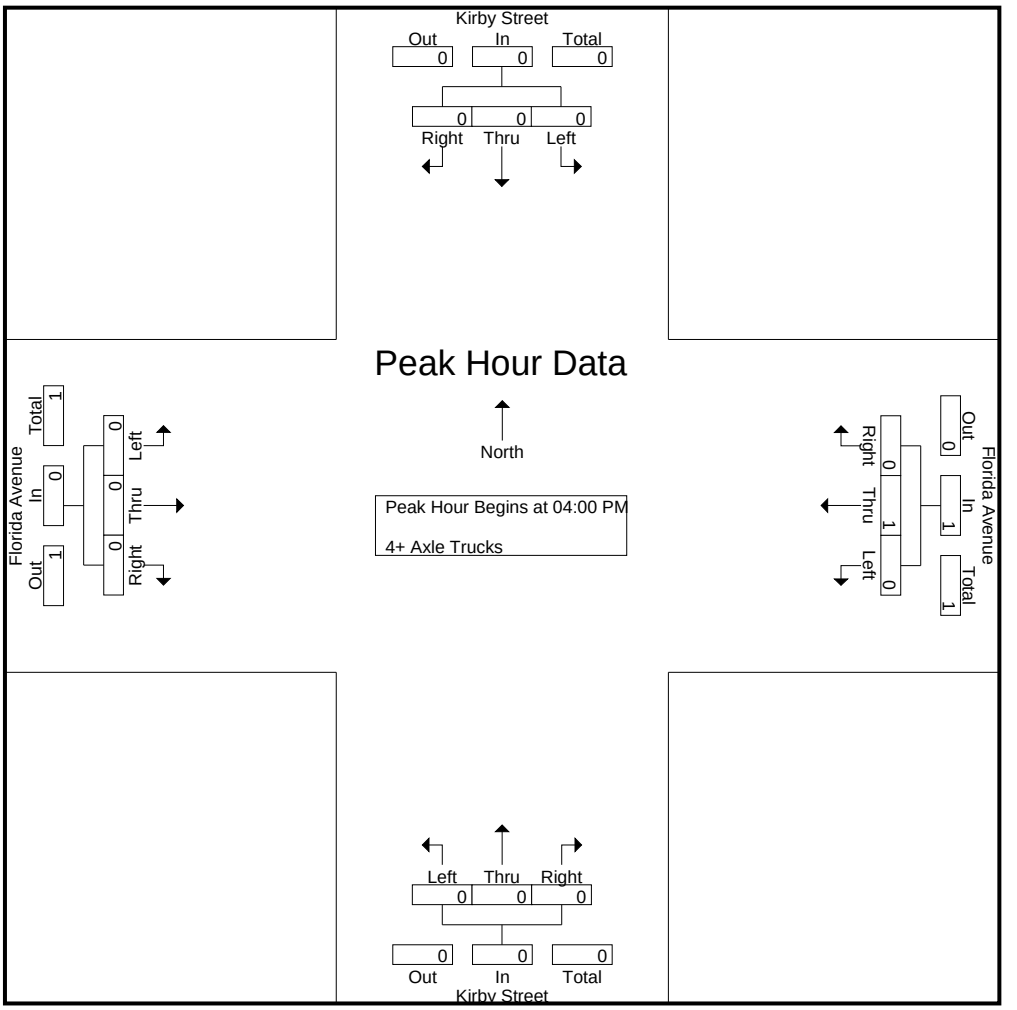
	Kirby Street Southbound				Florida Avenue Westbound				Kirby Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	1	0	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	1	0	0	1	1	0	0	1	4
Grand Total	0	0	0	0	0	3	0	3	1	0	0	1	1	0	0	1	5
Apprch %	0	0	0		0	100	0		100	0	0		100	0	0		
Total %	0	0	0	0	0	60	0	60	20	0	0	20	20	0	0	20	

	Kirby Street Southbound				Florida Avenue Westbound				Kirby Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Hemet
N/S: Kirby Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 102_HEM_Kirby_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

Location: Hemet
N/S: Kirby Street
E/W: Florida Avenue

Date: 5/26/2022
Day: Thursday

PEDESTRIANS

	North Leg Kirby Street Pedestrians	East Leg Florida Avenue Pedestrians	South Leg Kirby Street Pedestrians	West Leg Florida Avenue Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	2	0	0	2
7:30 AM	0	1	0	1	2
7:45 AM	0	0	2	0	2
8:00 AM	0	0	0	0	0
8:15 AM	0	1	1	1	3
8:30 AM	1	1	1	0	3
8:45 AM	0	0	0	2	2
TOTAL VOLUMES:	1	5	4	4	14

	North Leg Kirby Street Pedestrians	East Leg Florida Avenue Pedestrians	South Leg Kirby Street Pedestrians	West Leg Florida Avenue Pedestrians	
4:00 PM	1	1	0	1	3
4:15 PM	1	3	5	1	10
4:30 PM	1	0	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	1	0	0	1
5:15 PM	0	0	0	0	0
5:30 PM	1	0	1	2	4
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	5	5	6	4	20

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Location: Hemet
N/S: Kirby Street
E/W: Florida Avenue

Date: 5/26/2022
Day: Thursday

BICYCLES

	Southbound Kirby Street			Westbound Florida Avenue			Northbound Kirby Street			Eastbound Florida Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
TOTAL VOLUMES:	1	2	0	0	3	0	0	0	0	0	0	0	6

	Southbound Kirby Street			Westbound Florida Avenue			Northbound Kirby Street			Eastbound Florida Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	1	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	1	1	1	0	0	1	1	1	0	0	7

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City of Hemet
N/S: Lyon Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 103_HEM_Lyon_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

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

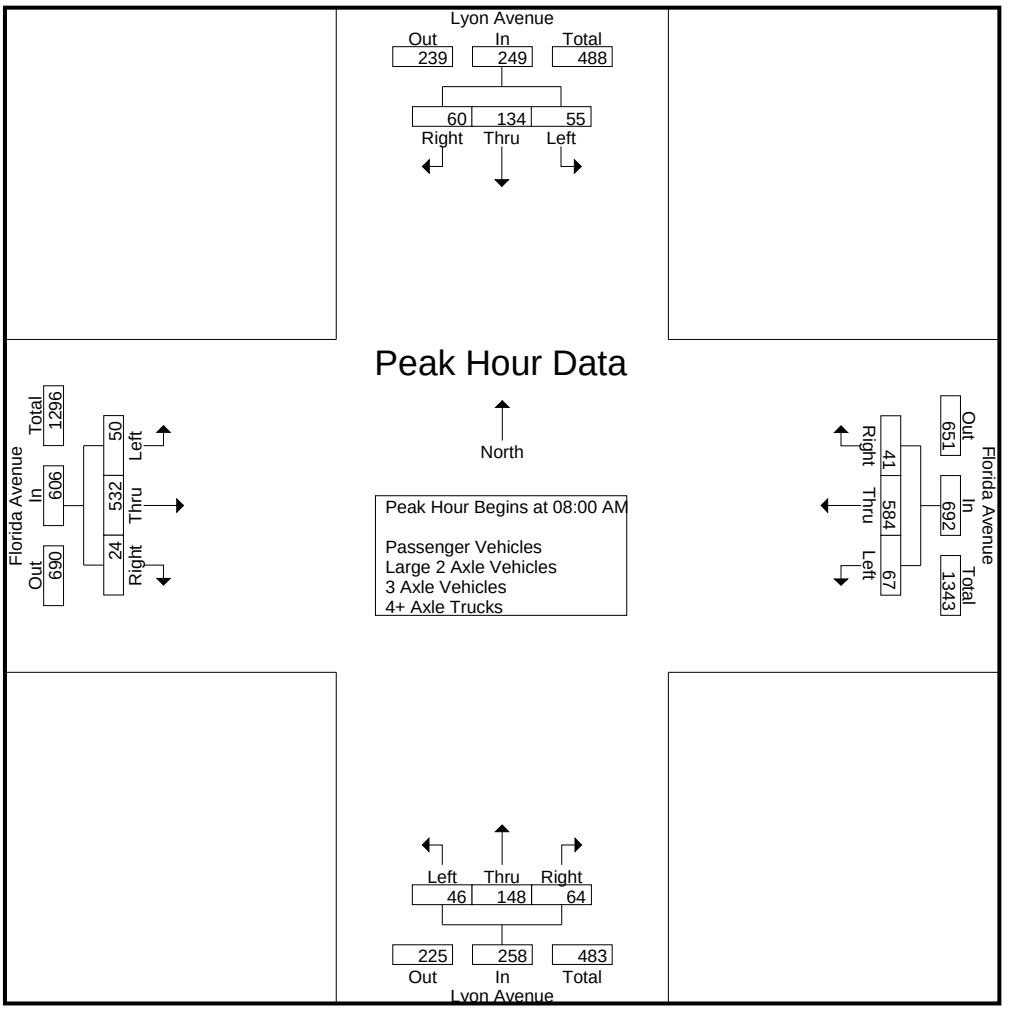
	Lyon Avenue Southbound				Florida Avenue Westbound				Lyon Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	15	11	32	6	119	10	135	8	27	5	40	3	73	3	79	286
07:15 AM	7	32	7	46	11	118	2	131	10	28	8	46	8	87	2	97	320
07:30 AM	11	31	15	57	13	129	10	152	5	30	4	39	15	140	3	158	406
07:45 AM	10	54	15	79	12	136	10	158	9	22	11	42	11	125	6	142	421
Total	34	132	48	214	42	502	32	576	32	107	28	167	37	425	14	476	1433
08:00 AM	5	26	15	46	17	140	5	162	8	43	14	65	10	140	4	154	427
08:15 AM	15	27	15	57	15	139	13	167	13	45	19	77	10	116	3	129	430
08:30 AM	24	32	16	72	17	163	10	190	10	19	16	45	14	147	9	170	477
08:45 AM	11	49	14	74	18	142	13	173	15	41	15	71	16	129	8	153	471
Total	55	134	60	249	67	584	41	692	46	148	64	258	50	532	24	606	1805
Grand Total	89	266	108	463	109	1086	73	1268	78	255	92	425	87	957	38	1082	3238
Apprch %	19.2	57.5	23.3		8.6	85.6	5.8		18.4	60	21.6		8	88.4	3.5		
Total %	2.7	8.2	3.3	14.3	3.4	33.5	2.3	39.2	2.4	7.9	2.8	13.1	2.7	29.6	1.2	33.4	
Passenger Vehicles	84	244	107	435	107	1064	66	1237	76	247	85	408	81	911	37	1029	3109
% Passenger Vehicles	94.4	91.7	99.1	94	98.2	98	90.4	97.6	97.4	96.9	92.4	96	93.1	95.2	97.4	95.1	96
Large 2 Axle Vehicles	4	22	0	26	2	13	7	22	2	6	4	12	5	32	0	37	97
% Large 2 Axle Vehicles	4.5	8.3	0	5.6	1.8	1.2	9.6	1.7	2.6	2.4	4.3	2.8	5.7	3.3	0	3.4	3
3 Axle Vehicles	0	0	1	1	0	5	0	5	0	2	3	5	1	9	1	11	22
% 3 Axle Vehicles	0	0	0.9	0.2	0	0.5	0	0.4	0	0.8	3.3	1.2	1.1	0.9	2.6	1	0.7
4+ Axle Trucks	1	0	0	1	0	4	0	4	0	0	0	0	0	5	0	5	10
% 4+ Axle Trucks	1.1	0	0	0.2	0	0.4	0	0.3	0	0	0	0	0	0.5	0	0.5	0.3

	Lyon Avenue Southbound				Florida Avenue Westbound				Lyon Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	5	26	15	46	17	140	5	162	8	43	14	65	10	140	4	154	427
08:15 AM	15	27	15	57	15	139	**13**	167	13	**45**	**19**	**77**	10	116	3	129	430
08:30 AM	**24**	32	**16**	72	17	**163**	10	**190**	10	19	16	45	14	**147**	**9**	**170**	**477**
08:45 AM	11	**49**	14	**74**	**18**	142	13	173	**15**	41	15	71	**16**	129	8	153	471
Total Volume	55	134	60	249	67	584	41	692	46	148	64	258	50	532	24	606	1805
% App. Total	22.1	53.8	24.1		9.7	84.4	5.9		17.8	57.4	24.8		8.3	87.8	4		
PHF	.573	.684	.938	.841	.931	.896	.788	.911	.767	.822	.842	.838	.781	.905	.667	.891	.946

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City of Hemet
N/S: Lyon Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 103_HEM_Lyon_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	07:45 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	10	**54**	15	**79**	17	140	5	162	8	43	14	65	10	140	4	154
+15 mins.	5	26	15	46	15	139	**13**	167	13	**45**	**19**	**77**	10	116	3	129
+30 mins.	15	27	15	57	17	**163**	10	**190**	10	19	16	45	14	**147**	**9**	**170**
+45 mins.	**24**	32	**16**	72	**18**	142	13	173	**15**	41	15	71	**16**	129	8	153
Total Volume	54	139	61	254	67	584	41	692	46	148	64	258	50	532	24	606
% App. Total	21.3	54.7	24		9.7	84.4	5.9		17.8	57.4	24.8		8.3	87.8	4	
PHF	.563	.644	.953	.804	.931	.896	.788	.911	.767	.822	.842	.838	.781	.905	.667	.891

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City of Hemet
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File Name : 103_HEM_Lyon_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Passenger Vehicles

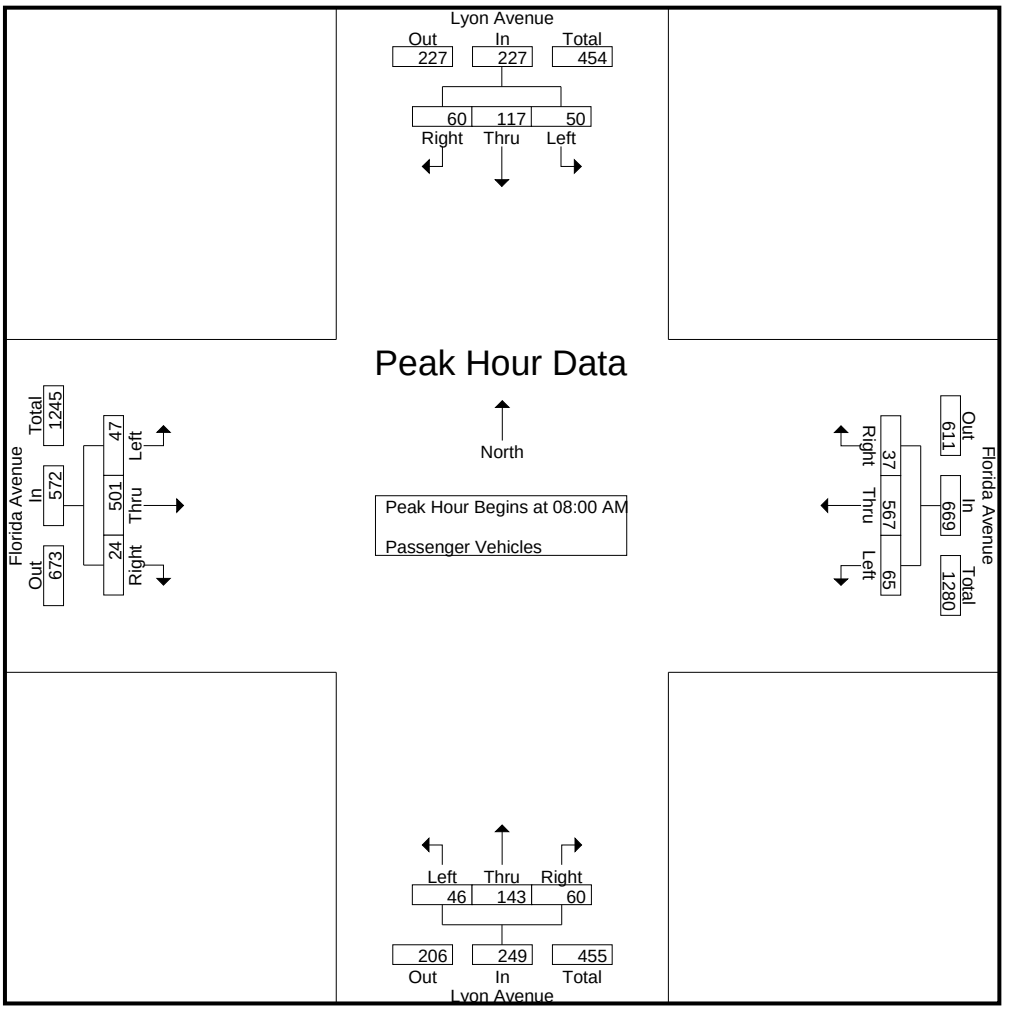
	Lyon Avenue Southbound				Florida Avenue Westbound				Lyon Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	13	11	30	6	118	9	133	6	26	4	36	2	72	3	77	276
07:15 AM	7	31	7	45	11	118	2	131	10	27	8	45	6	85	2	93	314
07:30 AM	11	30	14	55	13	128	8	149	5	30	3	38	15	134	3	152	394
07:45 AM	10	53	15	78	12	133	10	155	9	21	10	40	11	119	5	135	408
Total	34	127	47	208	42	497	29	568	30	104	25	159	34	410	13	457	1392
08:00 AM	5	25	15	45	16	135	5	156	8	41	14	63	8	129	4	141	405
08:15 AM	14	26	15	55	15	136	12	163	13	44	16	73	10	107	3	120	411
08:30 AM	22	28	16	66	16	159	9	184	10	19	16	45	14	141	9	164	459
08:45 AM	9	38	14	61	18	137	11	166	15	39	14	68	15	124	8	147	442
Total	50	117	60	227	65	567	37	669	46	143	60	249	47	501	24	572	1717
Grand Total	84	244	107	435	107	1064	66	1237	76	247	85	408	81	911	37	1029	3109
Apprch %	19.3	56.1	24.6		8.6	86	5.3		18.6	60.5	20.8		7.9	88.5	3.6		
Total %	2.7	7.8	3.4	14	3.4	34.2	2.1	39.8	2.4	7.9	2.7	13.1	2.6	29.3	1.2	33.1	

	Lyon Avenue Southbound				Florida Avenue Westbound				Lyon Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	5	25	15	45	16	135	5	156	8	41	14	63	8	129	4	141	405
08:15 AM	14	26	15	55	15	136	**12**	163	13	**44**	**16**	**73**	10	107	3	120	411
08:30 AM	**22**	28	**16**	**66**	16	**159**	9	**184**	10	19	16	45	14	**141**	**9**	**164**	**459**
08:45 AM	9	**38**	14	61	**18**	137	11	166	**15**	39	14	68	**15**	124	8	147	442
Total Volume	50	117	60	227	65	567	37	669	46	143	60	249	47	501	24	572	1717
% App. Total	22	51.5	26.4		9.7	84.8	5.5		18.5	57.4	24.1		8.2	87.6	4.2		
PHF	.568	.770	.938	.860	.903	.892	.771	.909	.767	.813	.938	.853	.783	.888	.667	.872	.935

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City of Hemet
N/S: Lyon Avenue
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Weather: Clear

File Name : 103_HEM_Lyon_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	5	25	15	45	16	135	5	156	8	41	14	63	8	129	4	141
+15 mins.	14	26	15	55	15	136	**12**	163	13	**44**	**16**	**73**	10	107	3	120
+30 mins.	**22**	28	**16**	**66**	16	**159**	9	**184**	10	19	16	45	14	**141**	**9**	**164**
+45 mins.	9	**38**	14	61	**18**	137	11	166	**15**	39	14	68	**15**	124	8	147
Total Volume	50	117	60	227	65	567	37	669	46	143	60	249	47	501	24	572
% App. Total	22	51.5	26.4		9.7	84.8	5.5		18.5	57.4	24.1		8.2	87.6	4.2	
PHF	.568	.770	.938	.860	.903	.892	.771	.909	.767	.813	.938	.853	.783	.888	.667	.872

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City of Hemet
N/S: Lyon Avenue
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File Name : 103_HEM_Lyon_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

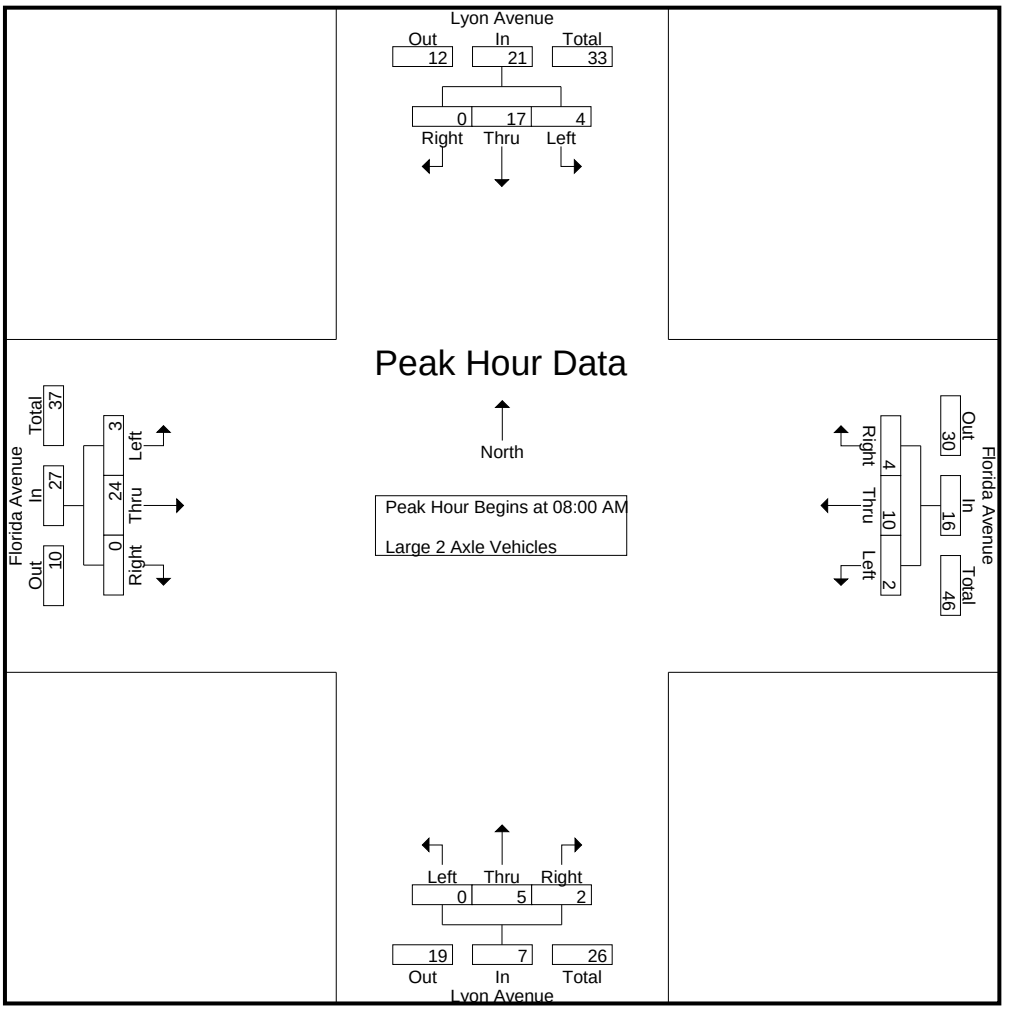
	Lyon Avenue Southbound				Florida Avenue Westbound				Lyon Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	1	1	2	0	0	2	1	0	0	1	6
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	2	0	3	4
07:30 AM	0	1	0	1	0	1	2	3	0	0	1	1	0	2	0	2	7
07:45 AM	0	1	0	1	0	2	0	2	0	1	1	2	0	4	0	4	9
Total	0	5	0	5	0	3	3	6	2	1	2	5	2	8	0	10	26
08:00 AM	0	1	0	1	1	4	0	5	0	2	0	2	2	10	0	12	20
08:15 AM	1	1	0	2	0	2	1	3	0	1	1	2	0	6	0	6	13
08:30 AM	1	4	0	5	1	2	1	4	0	0	0	0	0	5	0	5	14
08:45 AM	2	11	0	13	0	2	2	4	0	2	1	3	1	3	0	4	24
Total	4	17	0	21	2	10	4	16	0	5	2	7	3	24	0	27	71
Grand Total	4	22	0	26	2	13	7	22	2	6	4	12	5	32	0	37	97
Apprch %	15.4	84.6	0		9.1	59.1	31.8		16.7	50	33.3		13.5	86.5	0		
Total %	4.1	22.7	0	26.8	2.1	13.4	7.2	22.7	2.1	6.2	4.1	12.4	5.2	33	0	38.1	

	Lyon Avenue Southbound				Florida Avenue Westbound				Lyon Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	1	0	1	**1**	**4**	0	**5**	0	**2**	0	2	**2**	**10**	0	**12**	20
08:15 AM	1	1	0	2	0	2	1	3	0	1	**1**	2	0	6	0	6	13
08:30 AM	1	4	0	5	1	2	1	4	0	0	0	0	0	5	0	5	14
08:45 AM	**2**	**11**	0	**13**	0	2	**2**	4	0	2	1	**3**	1	3	0	4	**24**
Total Volume	4	17	0	21	2	10	4	16	0	5	2	7	3	24	0	27	71
% App. Total	19	81	0		12.5	62.5	25		0	71.4	28.6		11.1	88.9	0		
PHF	.500	.386	.000	.404	.500	.625	.500	.800	.000	.625	.500	.583	.375	.600	.000	.563	.740

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City of Hemet
N/S: Lyon Avenue
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Weather: Clear

File Name : 103_HEM_Lyon_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	1	0	1	**1**	**4**	0	**5**	0	**2**	0	2	**2**	**10**	0	**12**
+15 mins.	1	1	0	2	0	2	1	3	0	1	**1**	2	0	6	0	6
+30 mins.	1	4	0	5	1	2	1	4	0	0	0	0	0	5	0	5
+45 mins.	**2**	**11**	0	**13**	0	2	**2**	4	0	2	1	**3**	1	3	0	4
Total Volume	4	17	0	21	2	10	4	16	0	5	2	7	3	24	0	27
% App. Total	19	81	0		12.5	62.5	25		0	71.4	28.6		11.1	88.9	0	
PHF	.500	.386	.000	.404	.500	.625	.500	.800	.000	.625	.500	.583	.375	.600	.000	.563

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City of Hemet
N/S: Lyon Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 103_HEM_Lyon_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

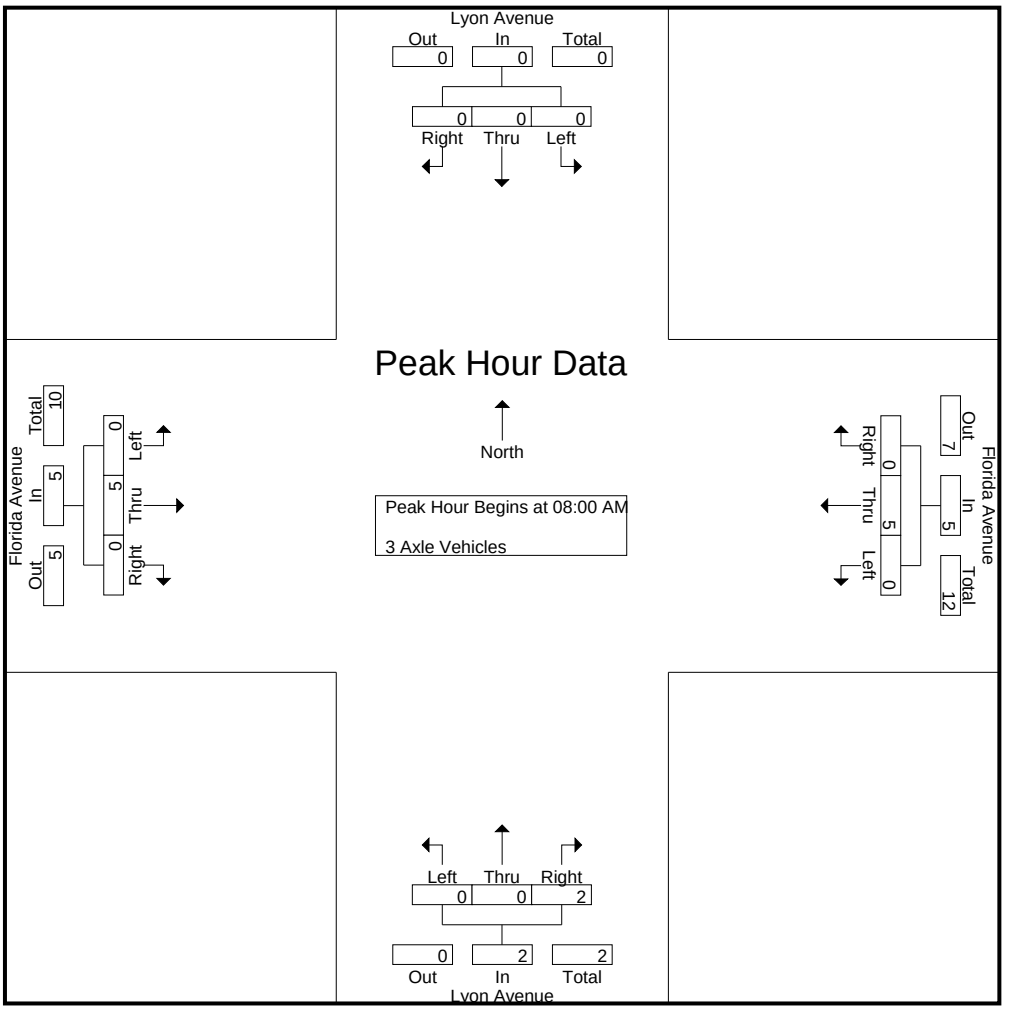
	Lyon Avenue Southbound				Florida Avenue Westbound				Lyon Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Total	0	0	1	1	0	0	0	0	0	2	1	3	1	4	1	6	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	2	2	0	2	0	2	5
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	5	0	5	0	0	2	2	0	5	0	5	12
Grand Total	0	0	1	1	0	5	0	5	0	2	3	5	1	9	1	11	22
Apprch %	0	0	100		0	100	0		0	40	60		9.1	81.8	9.1		
Total %	0	0	4.5	4.5	0	22.7	0	22.7	0	9.1	13.6	22.7	4.5	40.9	4.5	50	

	Lyon Avenue Southbound				Florida Avenue Westbound				Lyon Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	**2**	**2**	0	**2**	0	**2**	**5**
08:30 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	3
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total Volume	0	0	0	0	0	5	0	5	0	0	2	2	0	5	0	5	12
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.250	.250	.000	.625	.000	.625	.600

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City of Hemet
N/S: Lyon Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 103_HEM_Lyon_Flor AM
Site Code : 00322418
Start Date : 5/26/2022



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	**2**	**2**	0	**2**	0	**2**
+30 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	5	0	5	0	0	2	2	0	5	0	5
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.250	.250	.000	.625	.000	.625

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City of Hemet
N/S: Lyon Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 103_HEM_Lyon_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

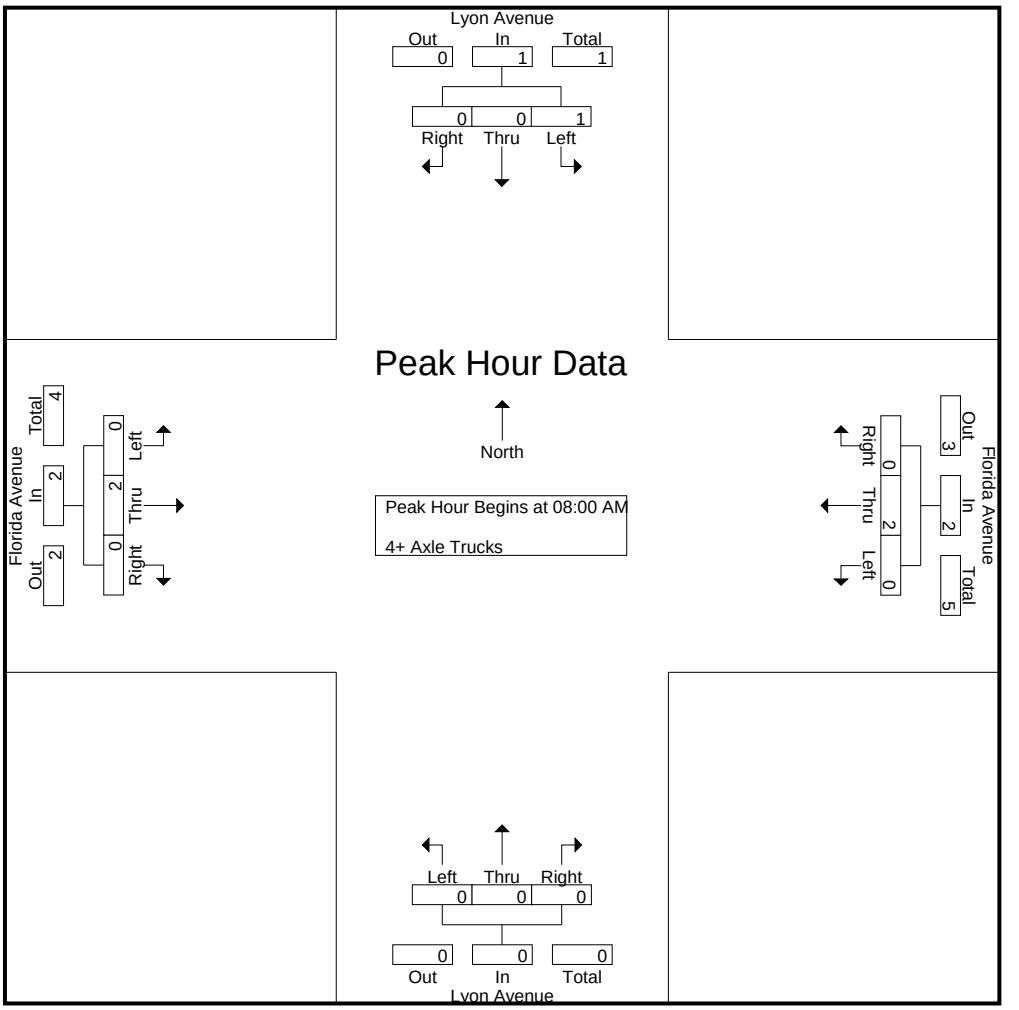
	Lyon Avenue Southbound				Florida Avenue Westbound				Lyon Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	1	0	0	1	0	2	0	2	0	0	0	0	0	2	0	2	5
Grand Total	1	0	0	1	0	4	0	4	0	0	0	0	0	5	0	5	10
Apprch %	100	0	0		0	100	0		0	0	0		0	100	0		
Total %	10	0	0	10	0	40	0	40	0	0	0	0	0	50	0	50	

	Lyon Avenue Southbound				Florida Avenue Westbound				Lyon Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
08:30 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	**2**
Total Volume	1	0	0	1	0	2	0	2	0	0	0	0	0	2	0	2	5
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.625

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City of Hemet
N/S: Lyon Avenue
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File Name : 103_HEM_Lyon_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	1	0	0	1	0	2	0	2	0	0	0	0	0	2	0	2
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500

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City of Hemet
N/S: Lyon Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 103_HEM_Lyon_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

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

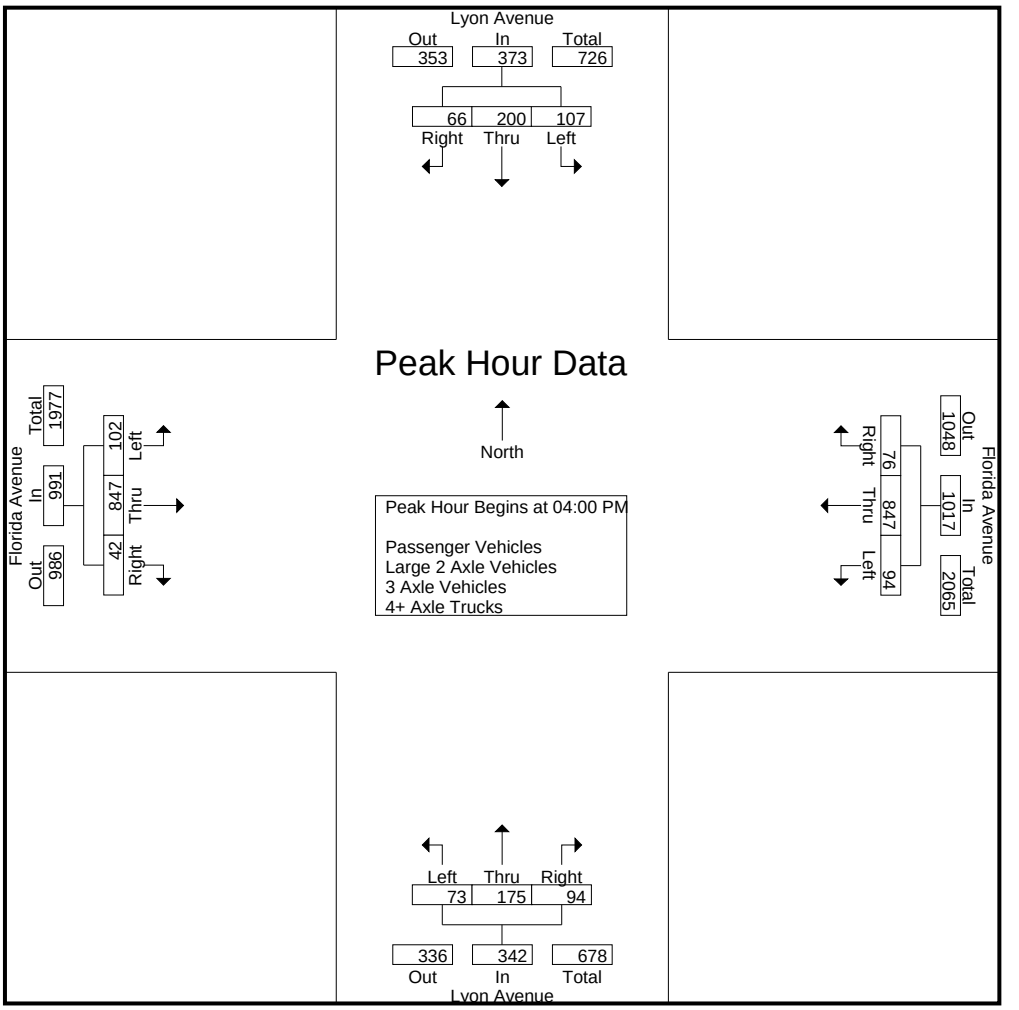
	Lyon Avenue Southbound				Florida Avenue Westbound				Lyon Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	27	47	16	90	26	225	14	265	15	48	24	87	20	240	11	271	713
04:15 PM	23	49	12	84	27	226	29	282	22	35	18	75	27	213	15	255	696
04:30 PM	30	50	17	97	19	194	17	230	17	35	28	80	22	208	5	235	642
04:45 PM	27	54	21	102	22	202	16	240	19	57	24	100	33	186	11	230	672
Total	107	200	66	373	94	847	76	1017	73	175	94	342	102	847	42	991	2723
05:00 PM	9	53	17	79	26	221	19	266	16	40	17	73	22	235	8	265	683
05:15 PM	18	42	20	80	18	216	17	251	13	47	11	71	35	180	5	220	622
05:30 PM	23	32	18	73	18	189	15	222	18	48	12	78	26	214	7	247	620
05:45 PM	17	43	13	73	16	180	12	208	18	49	12	79	25	173	8	206	566
Total	67	170	68	305	78	806	63	947	65	184	52	301	108	802	28	938	2491
Grand Total	174	370	134	678	172	1653	139	1964	138	359	146	643	210	1649	70	1929	5214
Apprch %	25.7	54.6	19.8		8.8	84.2	7.1		21.5	55.8	22.7		10.9	85.5	3.6		
Total %	3.3	7.1	2.6	13	3.3	31.7	2.7	37.7	2.6	6.9	2.8	12.3	4	31.6	1.3	37	
Passenger Vehicles	171	334	131	636	165	1622	136	1923	134	351	143	628	207	1639	70	1916	5103
% Passenger Vehicles	98.3	90.3	97.8	93.8	95.9	98.1	97.8	97.9	97.1	97.8	97.9	97.7	98.6	99.4	100	99.3	97.9
Large 2 Axle Vehicles	3	36	3	42	7	26	3	36	3	7	3	13	3	7	0	10	101
% Large 2 Axle Vehicles	1.7	9.7	2.2	6.2	4.1	1.6	2.2	1.8	2.2	1.9	2.1	2	1.4	0.4	0	0.5	1.9
3 Axle Vehicles	0	0	0	0	0	3	0	3	0	1	0	1	0	3	0	3	7
% 3 Axle Vehicles	0	0	0	0	0	0.2	0	0.2	0	0.3	0	0.2	0	0.2	0	0.2	0.1
4+ Axle Trucks	0	0	0	0	0	2	0	2	1	0	0	1	0	0	0	0	3
% 4+ Axle Trucks	0	0	0	0	0	0.1	0	0.1	0.7	0	0	0.2	0	0	0	0	0.1

	Lyon Avenue Southbound				Florida Avenue Westbound				Lyon Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	27	47	16	90	26	225	14	265	15	48	24	87	20	**240**	11	**271**	**713**
04:15 PM	23	49	12	84	**27**	**226**	**29**	**282**	**22**	35	18	75	27	213	**15**	255	696
04:30 PM	**30**	50	17	97	19	194	17	230	17	35	**28**	80	22	208	5	235	642
04:45 PM	27	**54**	**21**	**102**	22	202	16	240	19	**57**	24	**100**	**33**	186	11	230	672
Total Volume	107	200	66	373	94	847	76	1017	73	175	94	342	102	847	42	991	2723
% App. Total	28.7	53.6	17.7		9.2	83.3	7.5		21.3	51.2	27.5		10.3	85.5	4.2		
PHF	.892	.926	.786	.914	.870	.937	.655	.902	.830	.768	.839	.855	.773	.882	.700	.914	.955

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City of Hemet
N/S: Lyon Avenue
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Weather: Clear

File Name : 103_HEM_Lyon_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:15 PM				04:00 PM				04:00 PM			
+0 mins.	27	47	16	90	**27**	**226**	**29**	**282**	15	48	24	87	20	**240**	11	**271**
+15 mins.	23	49	12	84	19	194	17	230	**22**	35	18	75	27	213	**15**	255
+30 mins.	**30**	50	17	97	22	202	16	240	17	35	**28**	80	22	208	5	235
+45 mins.	27	**54**	**21**	**102**	26	221	19	266	19	**57**	24	**100**	**33**	186	11	230
Total Volume	107	200	66	373	94	843	81	1018	73	175	94	342	102	847	42	991
% App. Total	28.7	53.6	17.7		9.2	82.8	8		21.3	51.2	27.5		10.3	85.5	4.2	
PHF	.892	.926	.786	.914	.870	.933	.698	.902	.830	.768	.839	.855	.773	.882	.700	.914

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City of Hemet
N/S: Lyon Avenue
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Weather: Clear

File Name : 103_HEM_Lyon_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Passenger Vehicles

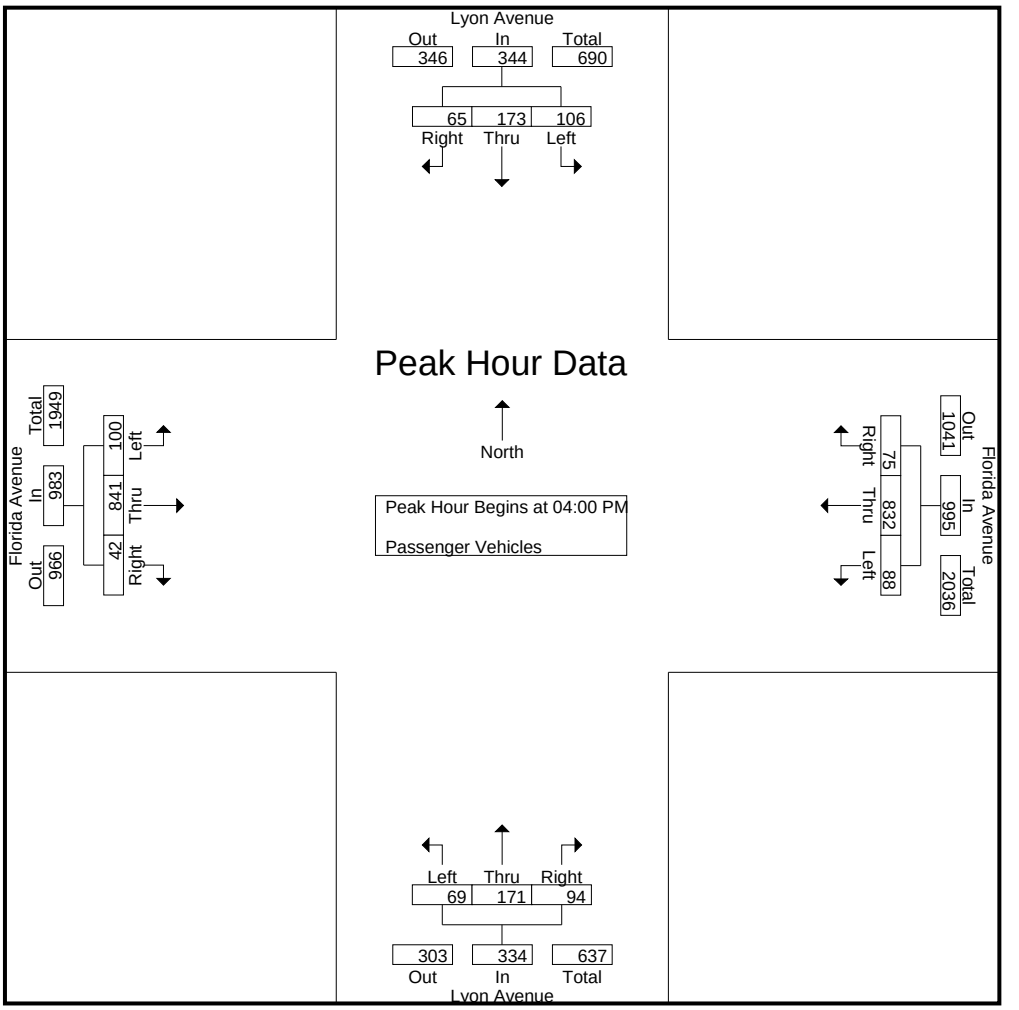
	Lyon Avenue Southbound				Florida Avenue Westbound				Lyon Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	26	42	16	84	24	220	14	258	14	45	24	83	20	237	11	268	693
04:15 PM	23	42	11	76	24	219	28	271	20	34	18	72	26	211	15	252	671
04:30 PM	30	45	17	92	18	191	17	226	17	35	28	80	22	207	5	234	632
04:45 PM	27	44	21	92	22	202	16	240	18	57	24	99	32	186	11	229	660
Total	106	173	65	344	88	832	75	995	69	171	94	334	100	841	42	983	2656
05:00 PM	9	49	17	75	25	220	18	263	16	39	17	72	22	233	8	263	673
05:15 PM	17	40	19	76	18	212	17	247	13	46	11	70	34	179	5	218	611
05:30 PM	22	30	17	69	18	184	14	216	18	46	9	73	26	213	7	246	604
05:45 PM	17	42	13	72	16	174	12	202	18	49	12	79	25	173	8	206	559
Total	65	161	66	292	77	790	61	928	65	180	49	294	107	798	28	933	2447
Grand Total	171	334	131	636	165	1622	136	1923	134	351	143	628	207	1639	70	1916	5103
Apprch %	26.9	52.5	20.6		8.6	84.3	7.1		21.3	55.9	22.8		10.8	85.5	3.7		
Total %	3.4	6.5	2.6	12.5	3.2	31.8	2.7	37.7	2.6	6.9	2.8	12.3	4.1	32.1	1.4	37.5	

	Lyon Avenue Southbound				Florida Avenue Westbound				Lyon Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	26	42	16	84	**24**	**220**	14	258	14	45	24	83	20	**237**	11	**268**	**693**
04:15 PM	23	42	11	76	24	219	**28**	**271**	**20**	34	18	72	26	211	**15**	252	671
04:30 PM	**30**	**45**	17	**92**	18	191	17	226	17	35	**28**	80	22	207	5	234	632
04:45 PM	27	44	**21**	92	22	202	16	240	18	**57**	24	**99**	**32**	186	11	229	660
Total Volume	106	173	65	344	88	832	75	995	69	171	94	334	100	841	42	983	2656
% App. Total	30.8	50.3	18.9		8.8	83.6	7.5		20.7	51.2	28.1		10.2	85.6	4.3		
PHF	.883	.961	.774	.935	.917	.945	.670	.918	.863	.750	.839	.843	.781	.887	.700	.917	.958

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City of Hemet
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Weather: Clear

File Name : 103_HEM_Lyon_Flor PM
Site Code : 00322418
Start Date : 5/26/2022



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	26	42	16	84	**24**	**220**	14	258	14	45	24	83	20	**237**	11	**268**
+15 mins.	23	42	11	76	24	219	**28**	**271**	**20**	34	18	72	26	211	**15**	252
+30 mins.	**30**	**45**	17	**92**	18	191	17	226	17	35	**28**	80	22	207	5	234
+45 mins.	27	44	**21**	92	22	202	16	240	18	**57**	24	**99**	**32**	186	11	229
Total Volume	106	173	65	344	88	832	75	995	69	171	94	334	100	841	42	983
% App. Total	30.8	50.3	18.9		8.8	83.6	7.5		20.7	51.2	28.1		10.2	85.6	4.3	
PHF	.883	.961	.774	.935	.917	.945	.670	.918	.863	.750	.839	.843	.781	.887	.700	.917

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City of Hemet
N/S: Lyon Avenue
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File Name : 103_HEM_Lyon_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
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Groups Printed- Large 2 Axle Vehicles

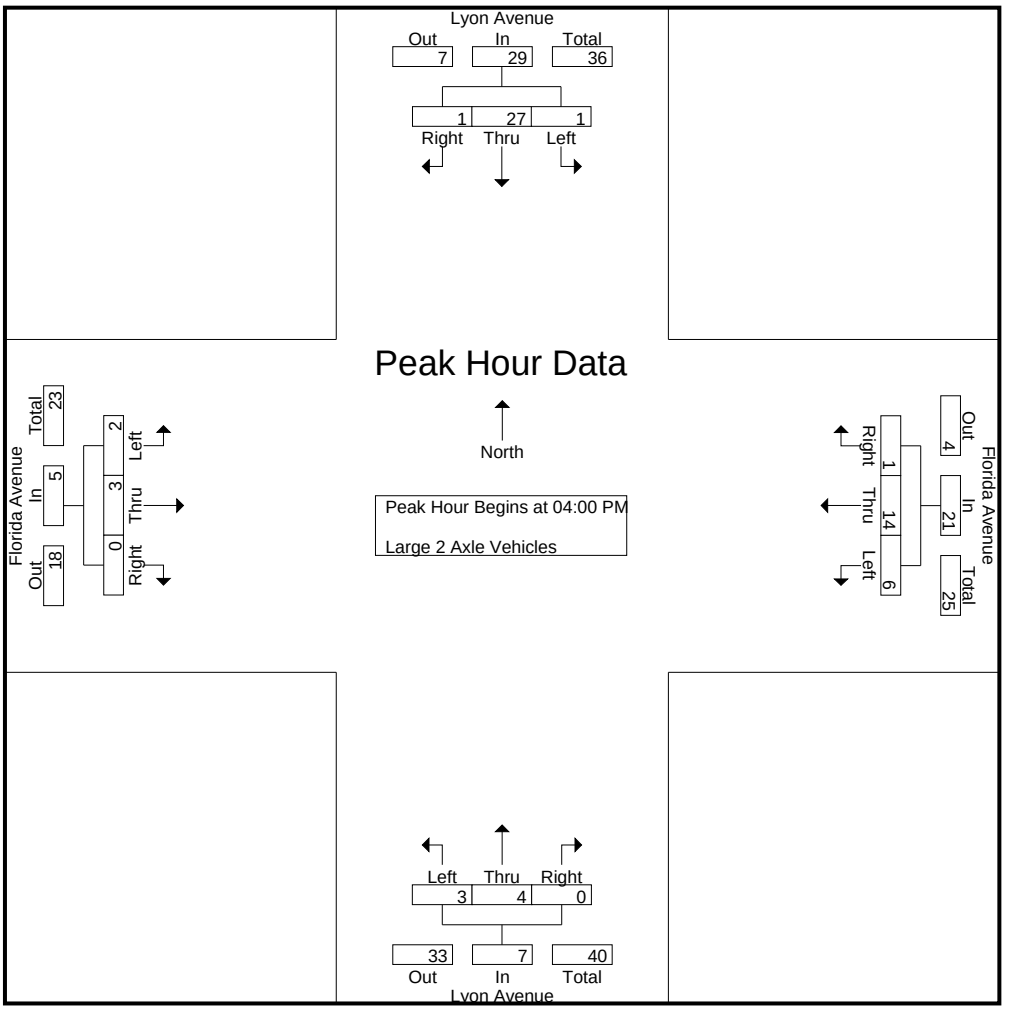
	Lyon Avenue Southbound				Florida Avenue Westbound				Lyon Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	5	0	6	2	5	0	7	0	3	0	3	0	2	0	2	18
04:15 PM	0	7	1	8	3	6	1	10	2	1	0	3	1	1	0	2	23
04:30 PM	0	5	0	5	1	3	0	4	0	0	0	0	0	0	0	0	9
04:45 PM	0	10	0	10	0	0	0	0	1	0	0	1	1	0	0	1	12
Total	1	27	1	29	6	14	1	21	3	4	0	7	2	3	0	5	62
05:00 PM	0	4	0	4	1	1	1	3	0	0	0	0	0	2	0	2	9
05:15 PM	1	2	1	4	0	2	0	2	0	1	0	1	1	1	0	2	9
05:30 PM	1	2	1	4	0	4	1	5	0	2	3	5	0	1	0	1	15
05:45 PM	0	1	0	1	0	5	0	5	0	0	0	0	0	0	0	0	6
Total	2	9	2	13	1	12	2	15	0	3	3	6	1	4	0	5	39
Grand Total	3	36	3	42	7	26	3	36	3	7	3	13	3	7	0	10	101
Apprch %	7.1	85.7	7.1		19.4	72.2	8.3		23.1	53.8	23.1		30	70	0		
Total %	3	35.6	3	41.6	6.9	25.7	3	35.6	3	6.9	3	12.9	3	6.9	0	9.9	

	Lyon Avenue Southbound				Florida Avenue Westbound				Lyon Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	5	0	6	2	5	0	7	0	**3**	0	**3**	0	**2**	0	**2**	18
04:15 PM	0	7	**1**	8	**3**	**6**	**1**	**10**	**2**	1	0	3	**1**	1	0	2	**23**
04:30 PM	0	5	0	5	1	3	0	4	0	0	0	0	0	0	0	0	9
04:45 PM	0	**10**	0	**10**	0	0	0	0	1	0	0	1	1	0	0	1	12
Total Volume	1	27	1	29	6	14	1	21	3	4	0	7	2	3	0	5	62
% App. Total	3.4	93.1	3.4		28.6	66.7	4.8		42.9	57.1	0		40	60	0		
PHF	.250	.675	.250	.725	.500	.583	.250	.525	.375	.333	.000	.583	.500	.375	.000	.625	.674

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City of Hemet
N/S: Lyon Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 103_HEM_Lyon_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**1**	5	0	6	2	5	0	7	0	**3**	0	**3**	0	**2**	0	**2**
+15 mins.	0	7	**1**	8	**3**	**6**	**1**	**10**	**2**	1	0	3	**1**	1	0	2
+30 mins.	0	5	0	5	1	3	0	4	0	0	0	0	0	0	0	0
+45 mins.	0	**10**	0	**10**	0	0	0	0	1	0	0	1	1	0	0	1
Total Volume	1	27	1	29	6	14	1	21	3	4	0	7	2	3	0	5
% App. Total	3.4	93.1	3.4		28.6	66.7	4.8		42.9	57.1	0		40	60	0	
PHF	.250	.675	.250	.725	.500	.583	.250	.525	.375	.333	.000	.583	.500	.375	.000	.625

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City of Hemet
N/S: Lyon Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 103_HEM_Lyon_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

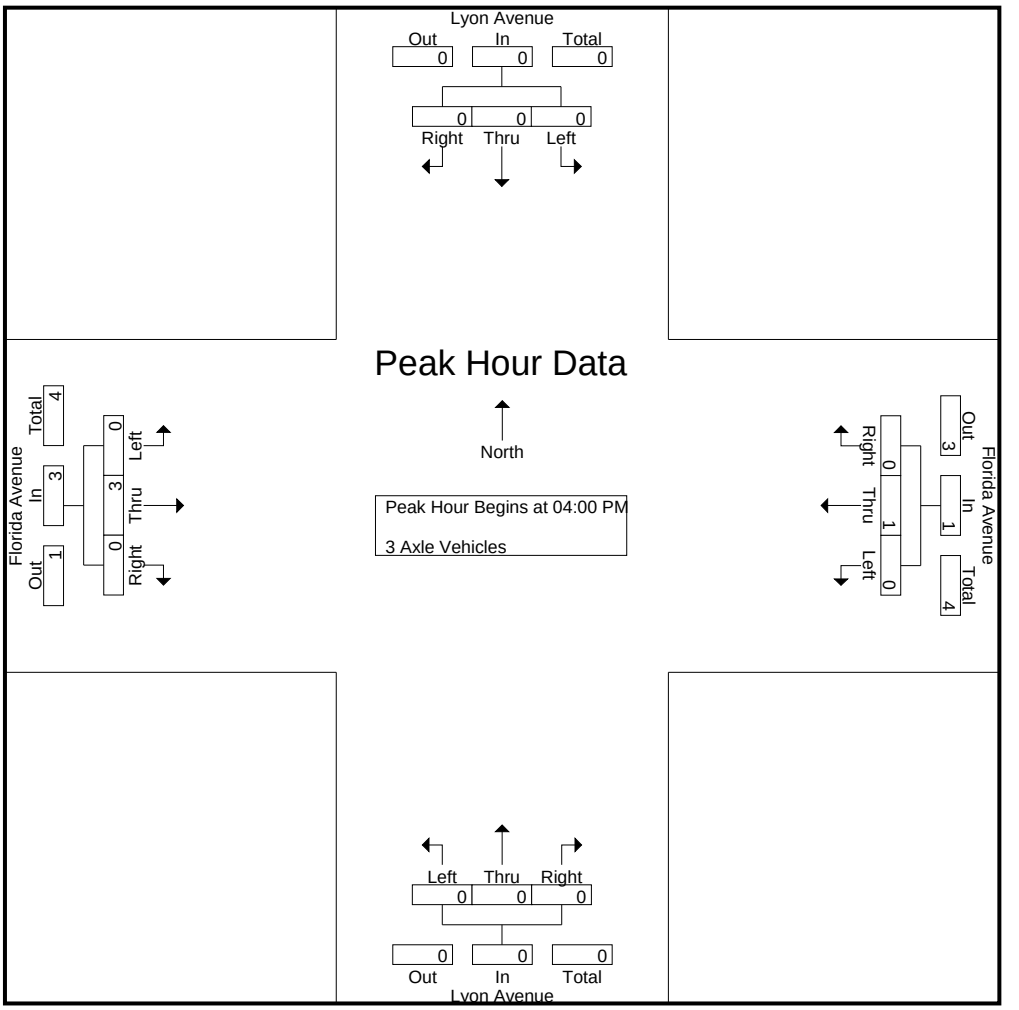
	Lyon Avenue Southbound				Florida Avenue Westbound				Lyon Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	0	1	0	1	0	0	0	0	3
Grand Total	0	0	0	0	0	3	0	3	0	1	0	1	0	3	0	3	7
Apprch %	0	0	0		0	100	0		0	100	0		0	100	0		
Total %	0	0	0	0	0	42.9	0	42.9	0	14.3	0	14.3	0	42.9	0	42.9	

	Lyon Avenue Southbound				Florida Avenue Westbound				Lyon Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
04:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	**2**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.750	.000	.750	.500

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City of Hemet
N/S: Lyon Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 103_HEM_Lyon_Flor PM
Site Code : 00322418
Start Date : 5/26/2022



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.750	.000	.750

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City of Hemet
N/S: Lyon Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 103_HEM_Lyon_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

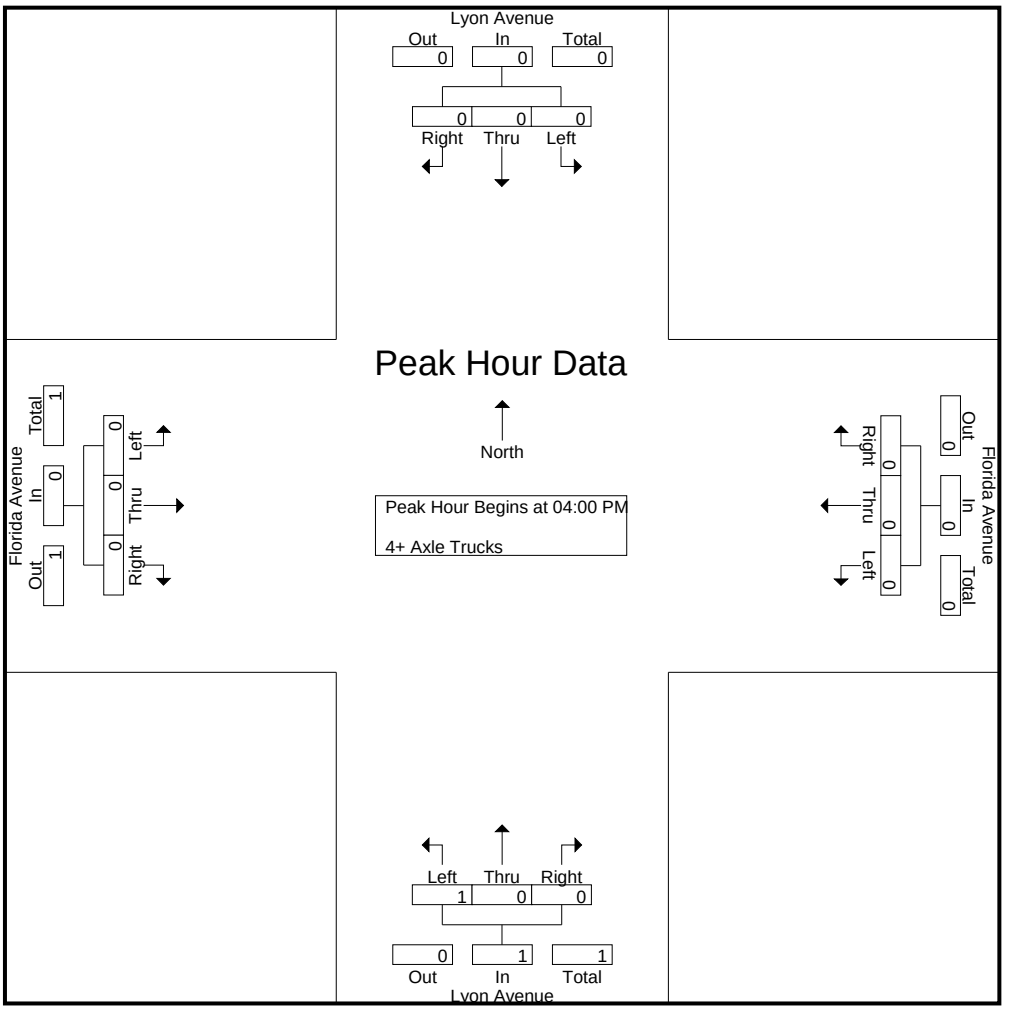
	Lyon Avenue Southbound				Florida Avenue Westbound				Lyon Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	2	0	2	1	0	0	1	0	0	0	0	3
Apprch %	0	0	0		0	100	0		100	0	0		0	0	0		
Total %	0	0	0	0	0	66.7	0	66.7	33.3	0	0	33.3	0	0	0	0	

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

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City of Hemet
N/S: Lyon Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 103_HEM_Lyon_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
% App. Total	0	0	0		0	0	0		100	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000

Location: Hemet
N/S: Lyon Avenue
E/W: Florida Avenue

Date: 5/26/2022
Day: Thursday

PEDESTRIANS

	North Leg Lyon Avenue Pedestrians	East Leg Florida Avenue Pedestrians	South Leg Lyon Avenue Pedestrians	West Leg Florida Avenue Pedestrians	
7:00 AM	2	0	1	0	3
7:15 AM	0	3	1	0	4
7:30 AM	1	3	2	0	6
7:45 AM	1	1	0	0	2
8:00 AM	1	0	2	0	3
8:15 AM	0	2	1	2	5
8:30 AM	0	1	2	1	4
8:45 AM	1	0	1	0	2
TOTAL VOLUMES:	6	10	10	3	29

	North Leg Lyon Avenue Pedestrians	East Leg Florida Avenue Pedestrians	South Leg Lyon Avenue Pedestrians	West Leg Florida Avenue Pedestrians	
4:00 PM	1	3	1	0	5
4:15 PM	0	1	3	2	6
4:30 PM	3	0	0	2	5
4:45 PM	1	2	1	3	7
5:00 PM	2	1	2	3	8
5:15 PM	2	3	0	0	5
5:30 PM	2	3	0	0	5
5:45 PM	1	7	3	0	11
TOTAL VOLUMES:	12	20	10	10	52

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Location: Hemet
N/S: Lyon Avenue
E/W: Florida Avenue

Date: 5/26/2022
Day: Thursday

BICYCLES

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

	Southbound Lyon Avenue			Westbound Florida Avenue			Northbound Lyon Avenue			Eastbound Florida Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	1	0	0	0	2
5:15 PM	0	0	0	0	0	1	0	0	0	0	4	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	2	1	0	0	1	1	6	0	11

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City of Hemet
N/S: Palm Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 104_HEM_Palm_Flor AM
Site Code : 00322418
Start Date : 5/26/2022

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

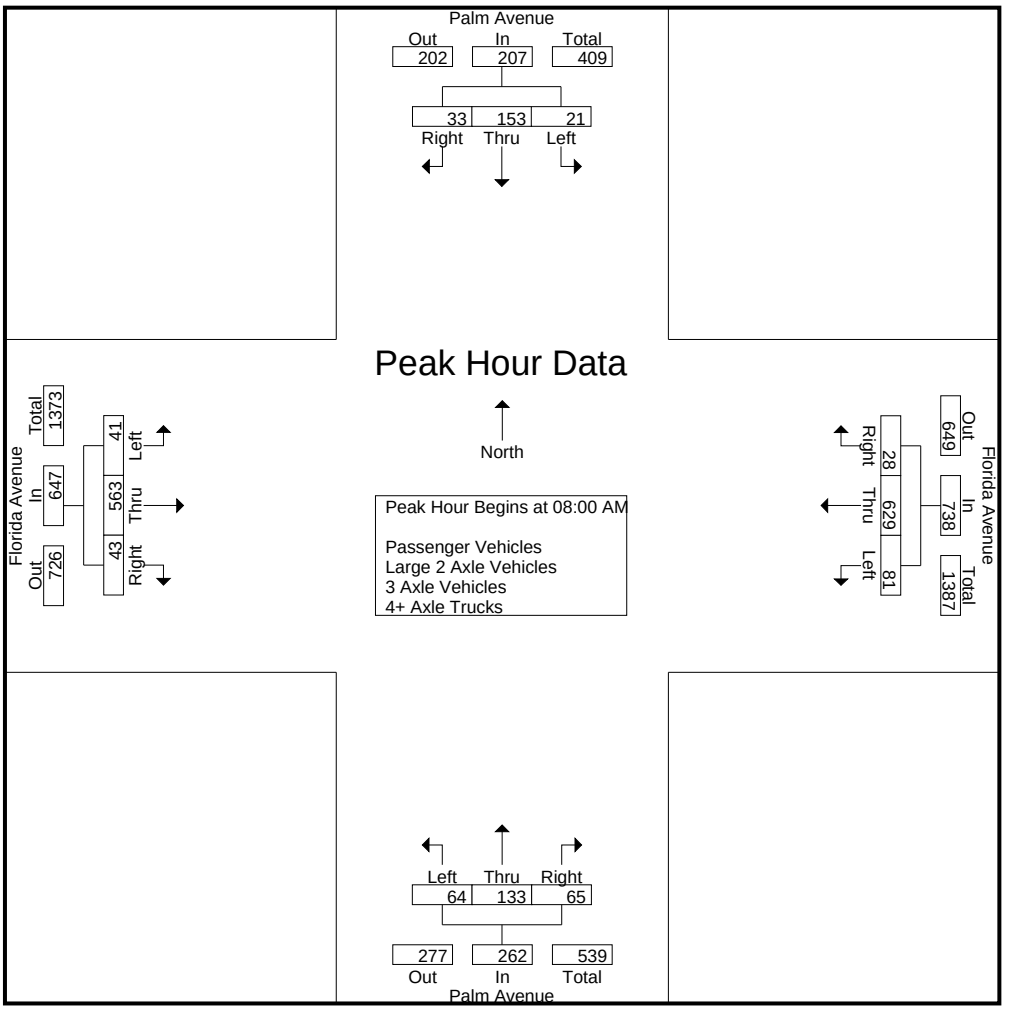
	Palm Avenue Southbound				Florida Avenue Westbound				Palm Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	35	4	42	13	112	4	129	14	20	6	40	5	80	4	89	300
07:15 AM	3	50	5	58	14	132	5	151	5	32	12	49	7	86	8	101	359
07:30 AM	1	30	3	34	16	145	6	167	7	38	14	59	10	138	13	161	421
07:45 AM	5	41	0	46	18	156	13	187	19	44	15	78	9	118	15	142	453
Total	12	156	12	180	61	545	28	634	45	134	47	226	31	422	40	493	1533
08:00 AM	8	19	6	33	15	134	6	155	20	42	14	76	10	144	8	162	426
08:15 AM	2	40	13	55	13	146	7	166	12	31	18	61	9	135	12	156	438
08:30 AM	2	50	6	58	29	167	7	203	19	23	14	56	11	149	13	173	490
08:45 AM	9	44	8	61	24	182	8	214	13	37	19	69	11	135	10	156	500
Total	21	153	33	207	81	629	28	738	64	133	65	262	41	563	43	647	1854
Grand Total	33	309	45	387	142	1174	56	1372	109	267	112	488	72	985	83	1140	3387
Apprch %	8.5	79.8	11.6		10.3	85.6	4.1		22.3	54.7	23		6.3	86.4	7.3		
Total %	1	9.1	1.3	11.4	4.2	34.7	1.7	40.5	3.2	7.9	3.3	14.4	2.1	29.1	2.5	33.7	
Passenger Vehicles	32	305	44	381	135	1140	54	1329	106	263	110	479	70	927	83	1080	3269
% Passenger Vehicles	97	98.7	97.8	98.4	95.1	97.1	96.4	96.9	97.2	98.5	98.2	98.2	97.2	94.1	100	94.7	96.5
Large 2 Axle Vehicles	1	2	0	3	6	24	1	31	1	4	2	7	1	34	0	35	76
% Large 2 Axle Vehicles	3	0.6	0	0.8	4.2	2	1.8	2.3	0.9	1.5	1.8	1.4	1.4	3.5	0	3.1	2.2
3 Axle Vehicles	0	1	1	2	0	4	1	5	2	0	0	2	1	10	0	11	20
% 3 Axle Vehicles	0	0.3	2.2	0.5	0	0.3	1.8	0.4	1.8	0	0	0.4	1.4	1	0	1	0.6
4+ Axle Trucks	0	1	0	1	1	6	0	7	0	0	0	0	0	14	0	14	22
% 4+ Axle Trucks	0	0.3	0	0.3	0.7	0.5	0	0.5	0	0	0	0	0	1.4	0	1.2	0.6

	Palm Avenue Southbound				Florida Avenue Westbound				Palm Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	8	19	6	33	15	134	6	155	**20**	**42**	14	**76**	10	144	8	162	426
08:15 AM	2	40	**13**	55	13	146	7	166	12	31	18	61	9	135	12	156	438
08:30 AM	2	**50**	6	58	**29**	167	7	203	19	23	14	56	**11**	**149**	**13**	**173**	490
08:45 AM	**9**	44	8	**61**	24	**182**	**8**	**214**	13	37	**19**	69	11	135	10	156	**500**
Total Volume	21	153	33	207	81	629	28	738	64	133	65	262	41	563	43	647	1854
% App. Total	10.1	73.9	15.9		11	85.2	3.8		24.4	50.8	24.8		6.3	87	6.6		
PHF	.583	.765	.635	.848	.698	.864	.875	.862	.800	.792	.855	.862	.932	.945	.827	.935	.927

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City of Hemet
N/S: Palm Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 104_HEM_Palm_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	08:00 AM				08:00 AM				07:30 AM				08:00 AM			
+0 mins.	8	19	6	33	15	134	6	155	7	38	14	59	10	144	8	162
+15 mins.	2	40	**13**	55	13	146	7	166	19	**44**	15	**78**	9	135	12	156
+30 mins.	2	**50**	6	58	**29**	167	7	203	**20**	42	14	76	**11**	**149**	**13**	**173**
+45 mins.	**9**	44	8	**61**	24	**182**	**8**	**214**	12	31	**18**	61	11	135	10	156
Total Volume	21	153	33	207	81	629	28	738	58	155	61	274	41	563	43	647
% App. Total	10.1	73.9	15.9		11	85.2	3.8		21.2	56.6	22.3		6.3	87	6.6	
PHF	.583	.765	.635	.848	.698	.864	.875	.862	.725	.881	.847	.878	.932	.945	.827	.935

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

City of Hemet
N/S: Palm Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 104_HEM_Palm_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Passenger Vehicles

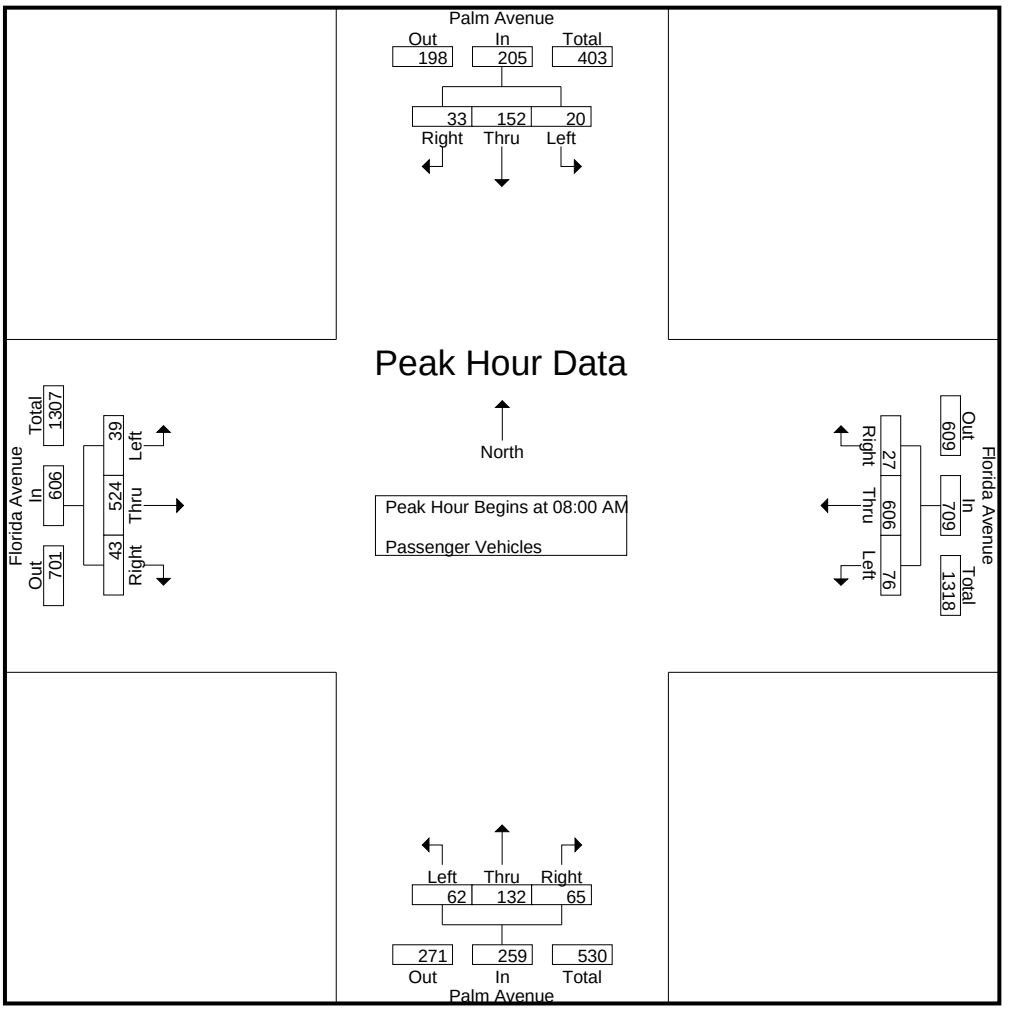
	Palm Avenue Southbound				Florida Avenue Westbound				Palm Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	34	4	41	13	109	4	126	14	18	6	38	5	79	4	88	293
07:15 AM	3	48	4	55	14	131	5	150	5	32	10	47	7	84	8	99	351
07:30 AM	1	30	3	34	15	142	5	162	7	38	14	59	10	129	13	152	407
07:45 AM	5	41	0	46	17	152	13	182	18	43	15	76	9	111	15	135	439
Total	12	153	11	176	59	534	27	620	44	131	45	220	31	403	40	474	1490
08:00 AM	7	19	6	32	15	131	6	152	20	41	14	75	10	130	8	148	407
08:15 AM	2	40	13	55	13	140	7	160	12	31	18	61	8	123	12	143	419
08:30 AM	2	50	6	58	25	161	7	193	18	23	14	55	10	143	13	166	472
08:45 AM	9	43	8	60	23	174	7	204	12	37	19	68	11	128	10	149	481
Total	20	152	33	205	76	606	27	709	62	132	65	259	39	524	43	606	1779
Grand Total	32	305	44	381	135	1140	54	1329	106	263	110	479	70	927	83	1080	3269
Apprch %	8.4	80.1	11.5		10.2	85.8	4.1		22.1	54.9	23		6.5	85.8	7.7		
Total %	1	9.3	1.3	11.7	4.1	34.9	1.7	40.7	3.2	8	3.4	14.7	2.1	28.4	2.5	33	

	Palm Avenue Southbound				Florida Avenue Westbound				Palm Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	7	19	6	32	15	131	6	152	**20**	**41**	14	**75**	10	130	8	148	407
08:15 AM	2	40	**13**	55	13	140	**7**	160	12	31	18	61	8	123	12	143	419
08:30 AM	2	**50**	6	58	**25**	161	7	193	18	23	14	55	10	**143**	**13**	**166**	472
08:45 AM	**9**	43	8	**60**	23	**174**	7	**204**	12	37	**19**	68	**11**	128	10	149	**481**
Total Volume	20	152	33	205	76	606	27	709	62	132	65	259	39	524	43	606	1779
% App. Total	9.8	74.1	16.1		10.7	85.5	3.8		23.9	51	25.1		6.4	86.5	7.1		
PHF	.556	.760	.635	.854	.760	.871	.964	.869	.775	.805	.855	.863	.886	.916	.827	.913	.925

Counts Unlimited, Inc.
PO Box 1178
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City of Hemet
N/S: Palm Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 104_HEM_Palm_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	7	19	6	32	15	131	6	152	**20**	**41**	14	**75**	10	130	8	148
+15 mins.	2	40	**13**	55	13	140	**7**	160	12	31	18	61	8	123	12	143
+30 mins.	2	**50**	6	58	**25**	161	7	193	18	23	14	55	10	**143**	**13**	**166**
+45 mins.	**9**	43	8	**60**	23	**174**	7	**204**	12	37	**19**	68	**11**	128	10	149
Total Volume	20	152	33	205	76	606	27	709	62	132	65	259	39	524	43	606
% App. Total	9.8	74.1	16.1		10.7	85.5	3.8		23.9	51	25.1		6.4	86.5	7.1	
PHF	.556	.760	.635	.854	.760	.871	.964	.869	.775	.805	.855	.863	.886	.916	.827	.913

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City of Hemet
N/S: Palm Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 104_HEM_Palm_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

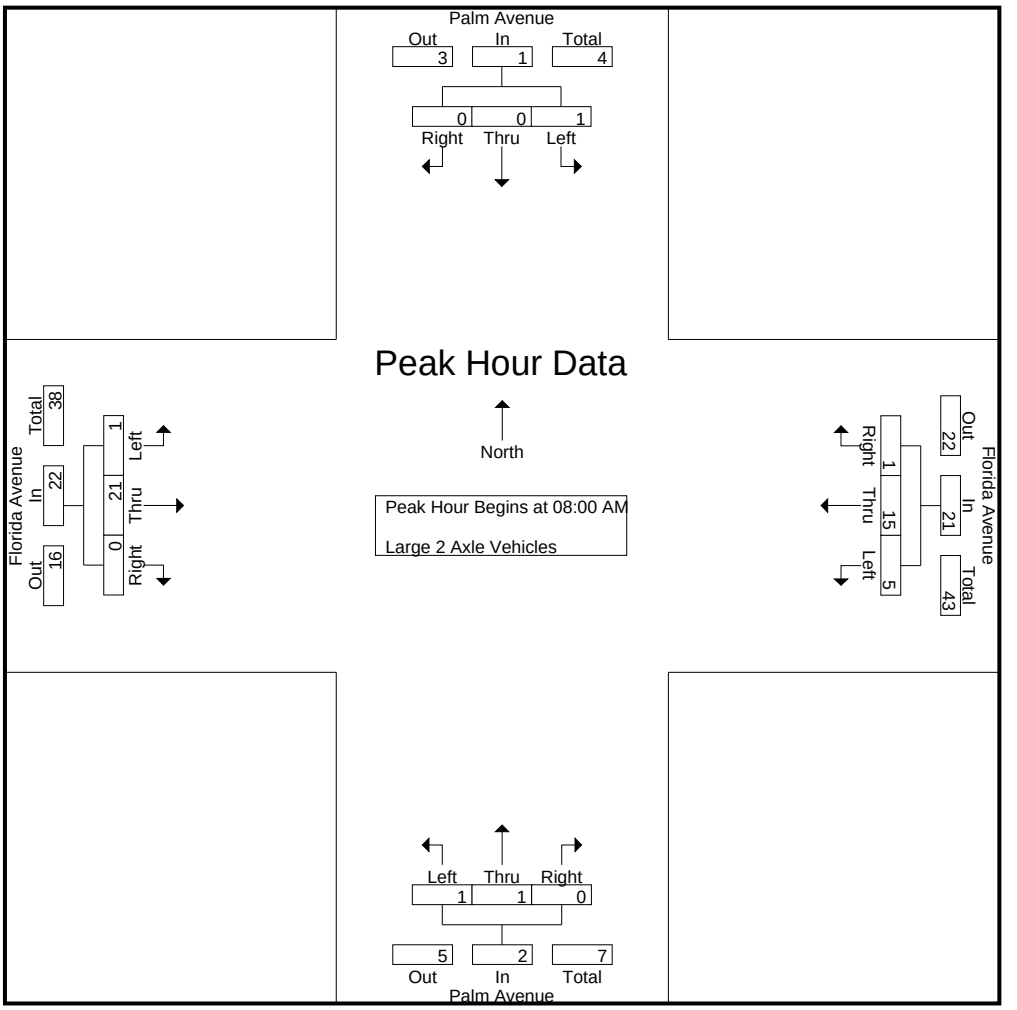
	Palm Avenue Southbound				Florida Avenue Westbound				Palm Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	3	0	3	0	2	0	2	0	1	0	1	7
07:15 AM	0	1	0	1	0	1	0	1	0	0	2	2	0	2	0	2	6
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
07:45 AM	0	0	0	0	1	3	0	4	0	1	0	1	0	6	0	6	11
Total	0	2	0	2	1	9	0	10	0	3	2	5	0	13	0	13	30
08:00 AM	1	0	0	1	0	3	0	3	0	1	0	1	0	10	0	10	15
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	1	4	0	5	9
08:30 AM	0	0	0	0	4	3	0	7	1	0	0	1	0	3	0	3	11
08:45 AM	0	0	0	0	1	5	1	7	0	0	0	0	0	4	0	4	11
Total	1	0	0	1	5	15	1	21	1	1	0	2	1	21	0	22	46
Grand Total	1	2	0	3	6	24	1	31	1	4	2	7	1	34	0	35	76
Apprch %	33.3	66.7	0		19.4	77.4	3.2		14.3	57.1	28.6		2.9	97.1	0		
Total %	1.3	2.6	0	3.9	7.9	31.6	1.3	40.8	1.3	5.3	2.6	9.2	1.3	44.7	0	46.1	

	Palm Avenue Southbound				Florida Avenue Westbound				Palm Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**1**	0	0	**1**	0	3	0	3	0	**1**	0	**1**	0	**10**	0	**10**	**15**
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	**1**	4	0	5	9
08:30 AM	0	0	0	0	**4**	3	0	**7**	**1**	0	0	1	0	3	0	3	11
08:45 AM	0	0	0	0	1	**5**	**1**	7	0	0	0	0	0	4	0	4	11
Total Volume	1	0	0	1	5	15	1	21	1	1	0	2	1	21	0	22	46
% App. Total	100	0	0		23.8	71.4	4.8		50	50	0		4.5	95.5	0		
PHF	.250	.000	.000	.250	.313	.750	.250	.750	.250	.250	.000	.500	.250	.525	.000	.550	.767

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Corona, CA 92878
(951)268-6268

City of Hemet
N/S: Palm Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 104_HEM_Palm_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	**1**	0	0	**1**	0	3	0	3	0	**1**	0	**1**	0	**10**	0	**10**
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	**1**	4	0	5
+30 mins.	0	0	0	0	**4**	3	0	**7**	**1**	0	0	1	0	3	0	3
+45 mins.	0	0	0	0	1	**5**	**1**	7	0	0	0	0	0	4	0	4
Total Volume	1	0	0	1	5	15	1	21	1	1	0	2	1	21	0	22
% App. Total	100	0	0		23.8	71.4	4.8		50	50	0		4.5	95.5	0	
PHF	.250	.000	.000	.250	.313	.750	.250	.750	.250	.250	.000	.500	.250	.525	.000	.550

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City of Hemet
N/S: Palm Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 104_HEM_Palm_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

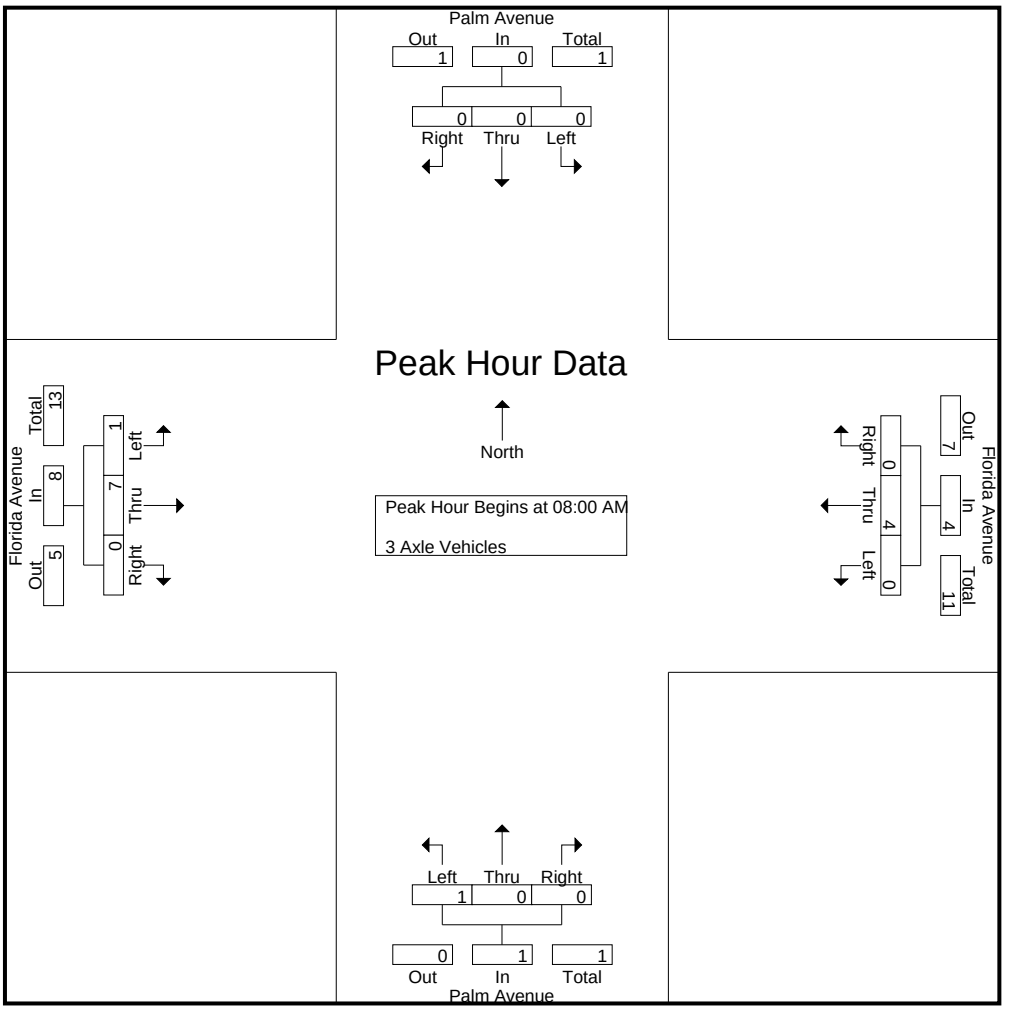
	Palm Avenue Southbound				Florida Avenue Westbound				Palm Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2	3
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
Total	0	1	1	2	0	0	1	1	1	0	0	1	0	3	0	3	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	1	3	0	4	6
08:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
Total	0	0	0	0	0	4	0	4	1	0	0	1	1	7	0	8	13
Grand Total	0	1	1	2	0	4	1	5	2	0	0	2	1	10	0	11	20
Apprch %	0	50	50		0	80	20		100	0	0		9.1	90.9	0		
Total %	0	5	5	10	0	20	5	25	10	0	0	10	5	50	0	55	

	Palm Avenue Southbound				Florida Avenue Westbound				Palm Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	3	4
08:30 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**1**	3	0	**4**	**6**
08:45 AM	0	0	0	0	0	1	0	1	**1**	0	0	**1**	0	1	0	1	3
Total Volume	0	0	0	0	0	4	0	4	1	0	0	1	1	7	0	8	13
% App. Total	0	0	0		0	100	0		100	0	0		12.5	87.5	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.250	.583	.000	.500	.542

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City of Hemet
N/S: Palm Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 104_HEM_Palm_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	3
+30 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**1**	3	0	**4**
+45 mins.	0	0	0	0	0	1	0	1	**1**	0	0	**1**	0	1	0	1
Total Volume	0	0	0	0	0	4	0	4	1	0	0	1	1	7	0	8
% App. Total	0	0	0		0	100	0		100	0	0		12.5	87.5	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.250	.583	.000	.500

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City of Hemet
N/S: Palm Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 104_HEM_Palm_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

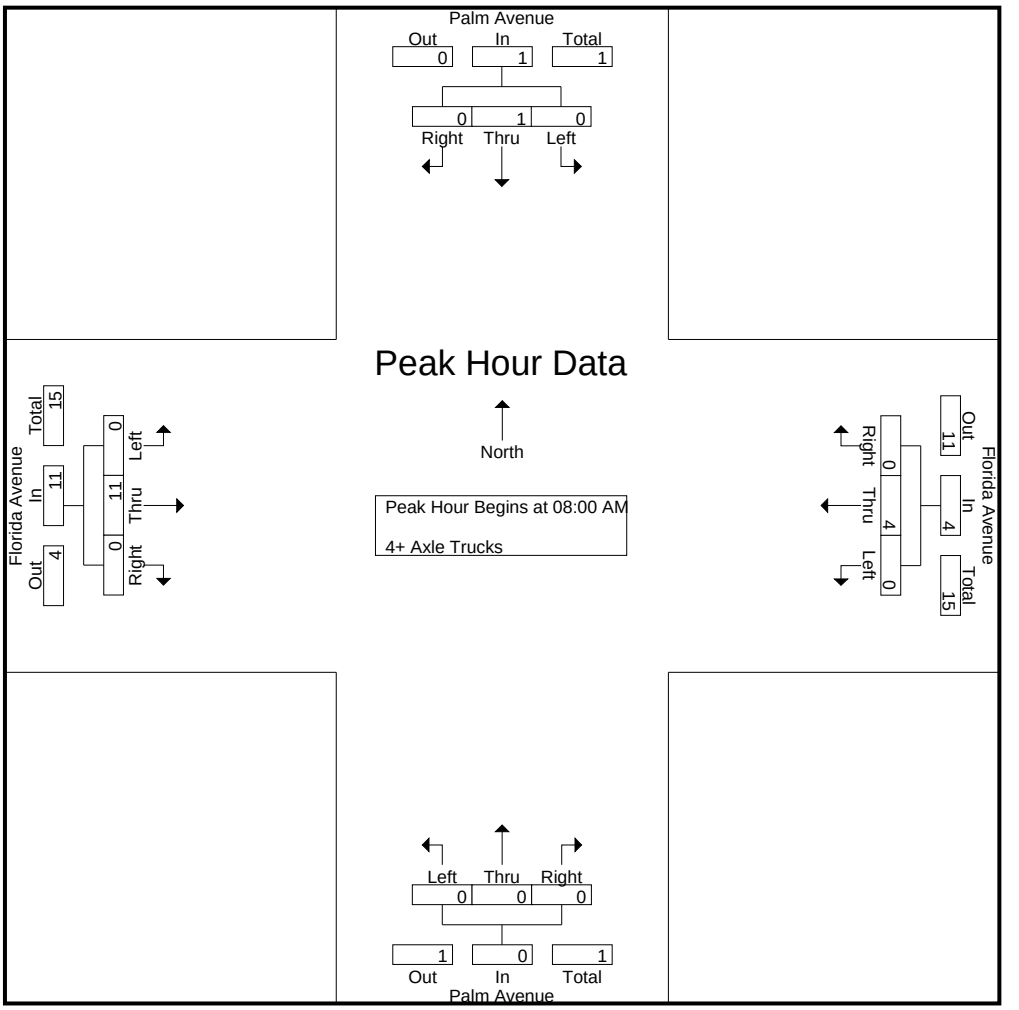
	Palm Avenue Southbound				Florida Avenue Westbound				Palm Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	3	0	3	5
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	2	0	3	0	0	0	0	0	3	0	3	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	1	0	1	0	2	0	2	0	0	0	0	0	2	0	2	5
Total	0	1	0	1	0	4	0	4	0	0	0	0	0	11	0	11	16
Grand Total	0	1	0	1	1	6	0	7	0	0	0	0	0	14	0	14	22
Apprch %	0	100	0		14.3	85.7	0		0	0	0		0	100	0		
Total %	0	4.5	0	4.5	4.5	27.3	0	31.8	0	0	0	0	0	63.6	0	63.6	

	Palm Avenue Southbound				Florida Avenue Westbound				Palm Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**5**	0	**5**	**6**
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	**1**	0	**1**	0	**2**	0	**2**	0	0	0	0	0	2	0	2	5
Total Volume	0	1	0	1	0	4	0	4	0	0	0	0	0	11	0	11	16
% App. Total	0	100	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.550	.000	.550	.667

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City of Hemet
N/S: Palm Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 104_HEM_Palm_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**5**	0	**5**
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	**1**	0	**1**	0	**2**	0	**2**	0	0	0	0	0	2	0	2
Total Volume	0	1	0	1	0	4	0	4	0	0	0	0	0	11	0	11
% App. Total	0	100	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.550	.000	.550

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City of Hemet
N/S: Palm Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 104_HEM_Palm_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

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

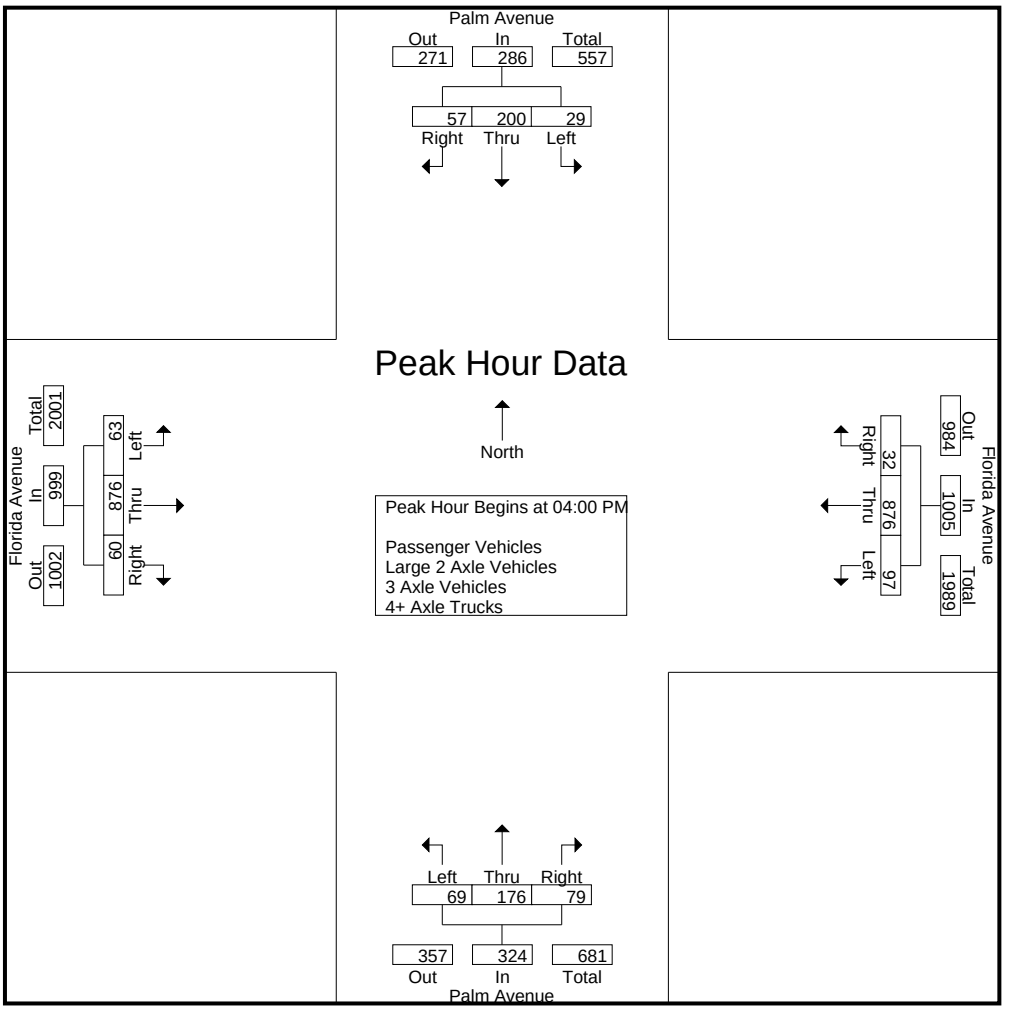
	Palm Avenue Southbound				Florida Avenue Westbound				Palm Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	7	43	13	63	25	212	10	247	20	62	28	110	13	232	20	265	685
04:15 PM	7	50	10	67	27	261	12	300	15	45	16	76	17	232	8	257	700
04:30 PM	8	56	20	84	24	172	3	199	14	40	14	68	19	201	12	232	583
04:45 PM	7	51	14	72	21	231	7	259	20	29	21	70	14	211	20	245	646
Total	29	200	57	286	97	876	32	1005	69	176	79	324	63	876	60	999	2614
05:00 PM	10	40	7	57	22	197	8	227	18	53	14	85	20	220	17	257	626
05:15 PM	10	53	13	76	25	235	2	262	17	26	13	56	8	191	12	211	605
05:30 PM	11	51	13	75	28	184	12	224	16	44	14	74	14	211	13	238	611
05:45 PM	10	35	8	53	20	203	7	230	11	36	8	55	9	187	15	211	549
Total	41	179	41	261	95	819	29	943	62	159	49	270	51	809	57	917	2391
Grand Total	70	379	98	547	192	1695	61	1948	131	335	128	594	114	1685	117	1916	5005
Apprch %	12.8	69.3	17.9		9.9	87	3.1		22.1	56.4	21.5		5.9	87.9	6.1		
Total %	1.4	7.6	2	10.9	3.8	33.9	1.2	38.9	2.6	6.7	2.6	11.9	2.3	33.7	2.3	38.3	
Passenger Vehicles	69	378	98	545	190	1654	61	1905	130	334	127	591	113	1666	117	1896	4937
% Passenger Vehicles	98.6	99.7	100	99.6	99	97.6	100	97.8	99.2	99.7	99.2	99.5	99.1	98.9	100	99	98.6
Large 2 Axle Vehicles	1	1	0	2	2	35	0	37	1	1	1	3	1	18	0	19	61
% Large 2 Axle Vehicles	1.4	0.3	0	0.4	1	2.1	0	1.9	0.8	0.3	0.8	0.5	0.9	1.1	0	1	1.2
3 Axle Vehicles	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
% 3 Axle Vehicles	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
% 4+ Axle Trucks	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0	0	0	0.1

	Palm Avenue Southbound				Florida Avenue Westbound				Palm Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	7	43	13	63	25	212	10	247	**20**	**62**	**28**	**110**	13	**232**	**20**	**265**	685
04:15 PM	7	50	10	67	**27**	**261**	**12**	**300**	15	45	16	76	17	232	8	257	**700**
04:30 PM	**8**	**56**	**20**	**84**	24	172	3	199	14	40	14	68	**19**	201	12	232	583
04:45 PM	7	51	14	72	21	231	7	259	20	29	21	70	14	211	20	245	646
Total Volume	29	200	57	286	97	876	32	1005	69	176	79	324	63	876	60	999	2614
% App. Total	10.1	69.9	19.9		9.7	87.2	3.2		21.3	54.3	24.4		6.3	87.7	6		
PHF	.906	.893	.713	.851	.898	.839	.667	.838	.863	.710	.705	.736	.829	.944	.750	.942	.934

Counts Unlimited, Inc.
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City of Hemet
N/S: Palm Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 104_HEM_Palm_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:30 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	8	**56**	**20**	**84**	25	212	10	247	**20**	**62**	**28**	**110**	13	**232**	**20**	**265**
+15 mins.	7	51	14	72	**27**	**261**	**12**	**300**	15	45	16	76	17	232	8	257
+30 mins.	**10**	40	7	57	24	172	3	199	14	40	14	68	**19**	201	12	232
+45 mins.	10	53	13	76	21	231	7	259	20	29	21	70	14	211	20	245
Total Volume	35	200	54	289	97	876	32	1005	69	176	79	324	63	876	60	999
% App. Total	12.1	69.2	18.7		9.7	87.2	3.2		21.3	54.3	24.4		6.3	87.7	6	
PHF	.875	.893	.675	.860	.898	.839	.667	.838	.863	.710	.705	.736	.829	.944	.750	.942

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City of Hemet
N/S: Palm Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 104_HEM_Palm_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Passenger Vehicles

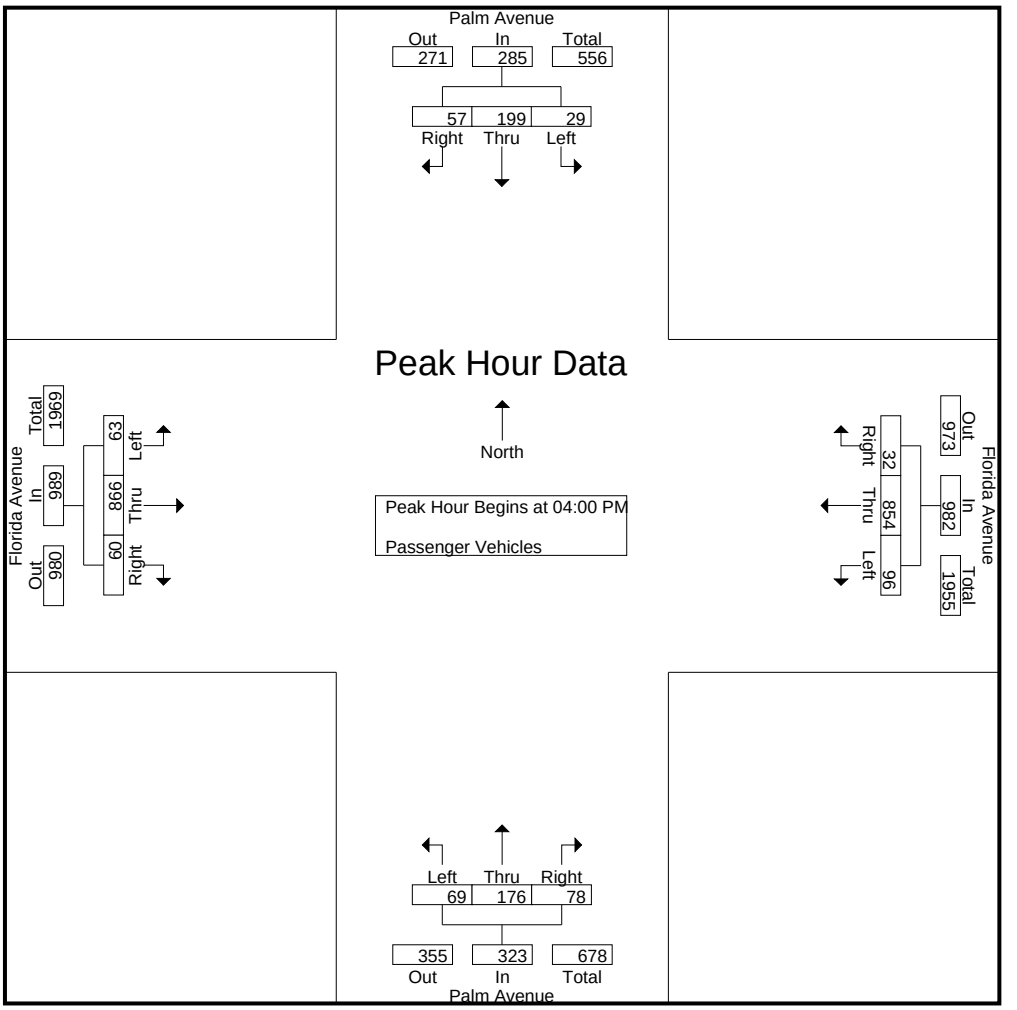
	Palm Avenue Southbound				Florida Avenue Westbound				Palm Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	7	43	13	63	25	205	10	240	20	62	28	110	13	227	20	260	673
04:15 PM	7	50	10	67	27	250	12	289	15	45	16	76	17	229	8	254	686
04:30 PM	8	55	20	83	24	169	3	196	14	40	13	67	19	199	12	230	576
04:45 PM	7	51	14	72	20	230	7	257	20	29	21	70	14	211	20	245	644
Total	29	199	57	285	96	854	32	982	69	176	78	323	63	866	60	989	2579
05:00 PM	9	40	7	56	22	195	8	225	17	53	14	84	20	217	17	254	619
05:15 PM	10	53	13	76	25	230	2	257	17	26	13	56	8	191	12	211	600
05:30 PM	11	51	13	75	27	179	12	218	16	43	14	73	13	206	13	232	598
05:45 PM	10	35	8	53	20	196	7	223	11	36	8	55	9	186	15	210	541
Total	40	179	41	260	94	800	29	923	61	158	49	268	50	800	57	907	2358
Grand Total	69	378	98	545	190	1654	61	1905	130	334	127	591	113	1666	117	1896	4937
Apprch %	12.7	69.4	18		10	86.8	3.2		22	56.5	21.5		6	87.9	6.2		
Total %	1.4	7.7	2	11	3.8	33.5	1.2	38.6	2.6	6.8	2.6	12	2.3	33.7	2.4	38.4	

	Palm Avenue Southbound				Florida Avenue Westbound				Palm Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	7	43	13	63	25	205	10	240	**20**	**62**	**28**	**110**	13	227	**20**	**260**	673
04:15 PM	7	50	10	67	**27**	**250**	**12**	**289**	15	45	16	76	17	**229**	8	254	**686**
04:30 PM	**8**	**55**	**20**	**83**	24	169	3	196	14	40	13	67	**19**	199	12	230	576
04:45 PM	7	51	14	72	20	230	7	257	20	29	21	70	14	211	20	245	644
Total Volume	29	199	57	285	96	854	32	982	69	176	78	323	63	866	60	989	2579
% App. Total	10.2	69.8	20		9.8	87	3.3		21.4	54.5	24.1		6.4	87.6	6.1		
PHF	.906	.905	.713	.858	.889	.854	.667	.849	.863	.710	.696	.734	.829	.945	.750	.951	.940

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City of Hemet
N/S: Palm Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 104_HEM_Palm_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	7	43	13	63	25	205	10	240	**20**	**62**	**28**	**110**	13	227	**20**	**260**
+15 mins.	7	50	10	67	**27**	**250**	**12**	**289**	15	45	16	76	17	**229**	8	254
+30 mins.	**8**	**55**	**20**	**83**	24	169	3	196	14	40	13	67	**19**	199	12	230
+45 mins.	7	51	14	72	20	230	7	257	20	29	21	70	14	211	20	245
Total Volume	29	199	57	285	96	854	32	982	69	176	78	323	63	866	60	989
% App. Total	10.2	69.8	20		9.8	87	3.3		21.4	54.5	24.1		6.4	87.6	6.1	
PHF	.906	.905	.713	.858	.889	.854	.667	.849	.863	.710	.696	.734	.829	.945	.750	.951

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City of Hemet
N/S: Palm Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 104_HEM_Palm_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

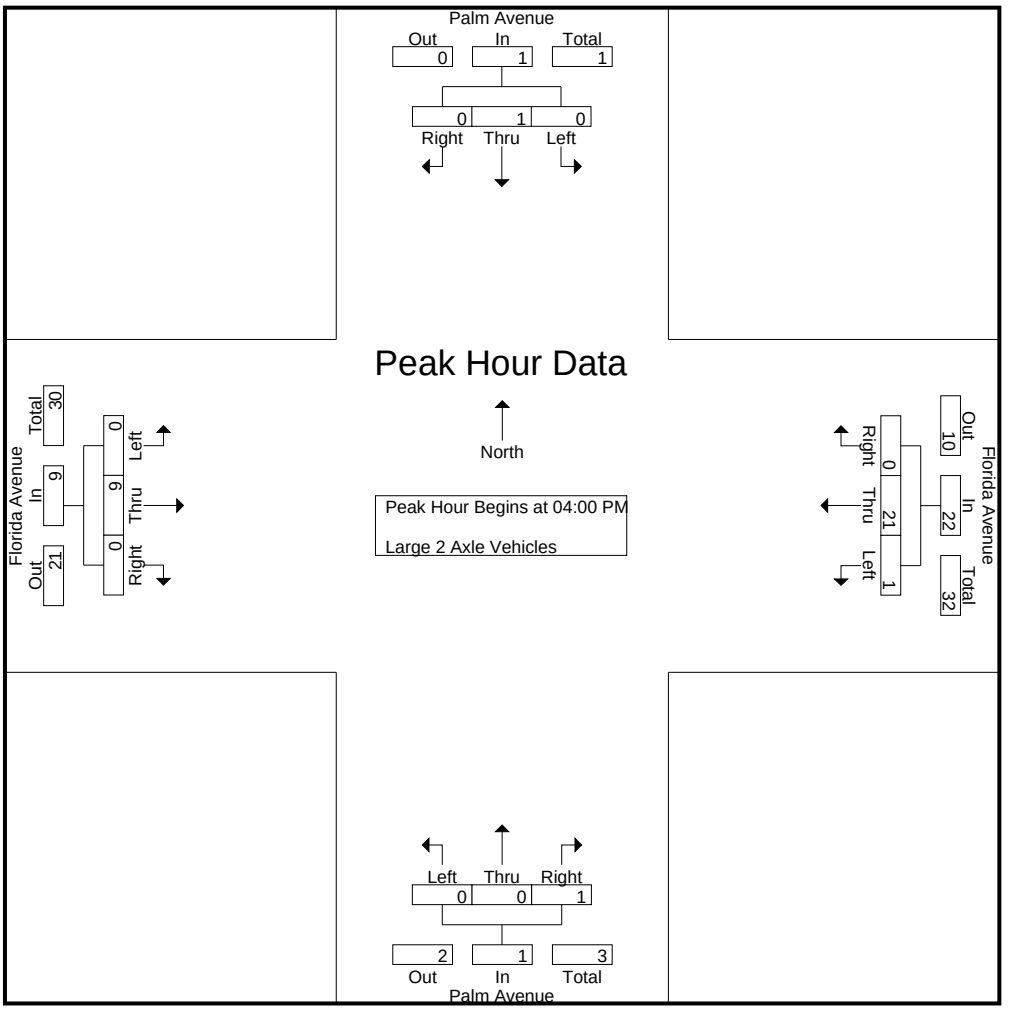
	Palm Avenue Southbound				Florida Avenue Westbound				Palm Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	5	0	5	12
04:15 PM	0	0	0	0	0	10	0	10	0	0	0	0	0	2	0	2	12
04:30 PM	0	1	0	1	0	3	0	3	0	0	1	1	0	2	0	2	7
04:45 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
Total	0	1	0	1	1	21	0	22	0	0	1	1	0	9	0	9	33
05:00 PM	1	0	0	1	0	2	0	2	1	0	0	1	0	3	0	3	7
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	1	4	0	5	0	1	0	1	1	5	0	6	12
05:45 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	6
Total	1	0	0	1	1	14	0	15	1	1	0	2	1	9	0	10	28
Grand Total	1	1	0	2	2	35	0	37	1	1	1	3	1	18	0	19	61
Apprch %	50	50	0		5.4	94.6	0		33.3	33.3	33.3		5.3	94.7	0		
Total %	1.6	1.6	0	3.3	3.3	57.4	0	60.7	1.6	1.6	1.6	4.9	1.6	29.5	0	31.1	

	Palm Avenue Southbound				Florida Avenue Westbound				Palm Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	**5**	0	**5**	**12**
04:15 PM	0	0	0	0	0	**10**	0	**10**	0	0	0	0	0	2	0	2	12
04:30 PM	0	**1**	0	**1**	0	3	0	3	0	0	**1**	**1**	0	2	0	2	7
04:45 PM	0	0	0	0	**1**	1	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	1	0	1	1	21	0	22	0	0	1	1	0	9	0	9	33
% App. Total	0	100	0		4.5	95.5	0		0	0	100		0	100	0		
PHF	.000	.250	.000	.250	.250	.525	.000	.550	.000	.000	.250	.250	.000	.450	.000	.450	.688

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City of Hemet
N/S: Palm Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 104_HEM_Palm_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	**5**	0	**5**
+15 mins.	0	0	0	0	0	**10**	0	**10**	0	0	0	0	0	2	0	2
+30 mins.	0	**1**	0	**1**	0	3	0	3	0	0	**1**	**1**	0	2	0	2
+45 mins.	0	0	0	0	**1**	1	0	2	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	21	0	22	0	0	1	1	0	9	0	9
% App. Total	0	100	0		4.5	95.5	0		0	0	100		0	100	0	
PHF	.000	.250	.000	.250	.250	.525	.000	.550	.000	.000	.250	.250	.000	.450	.000	.450

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City of Hemet
N/S: Palm Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 104_HEM_Palm_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

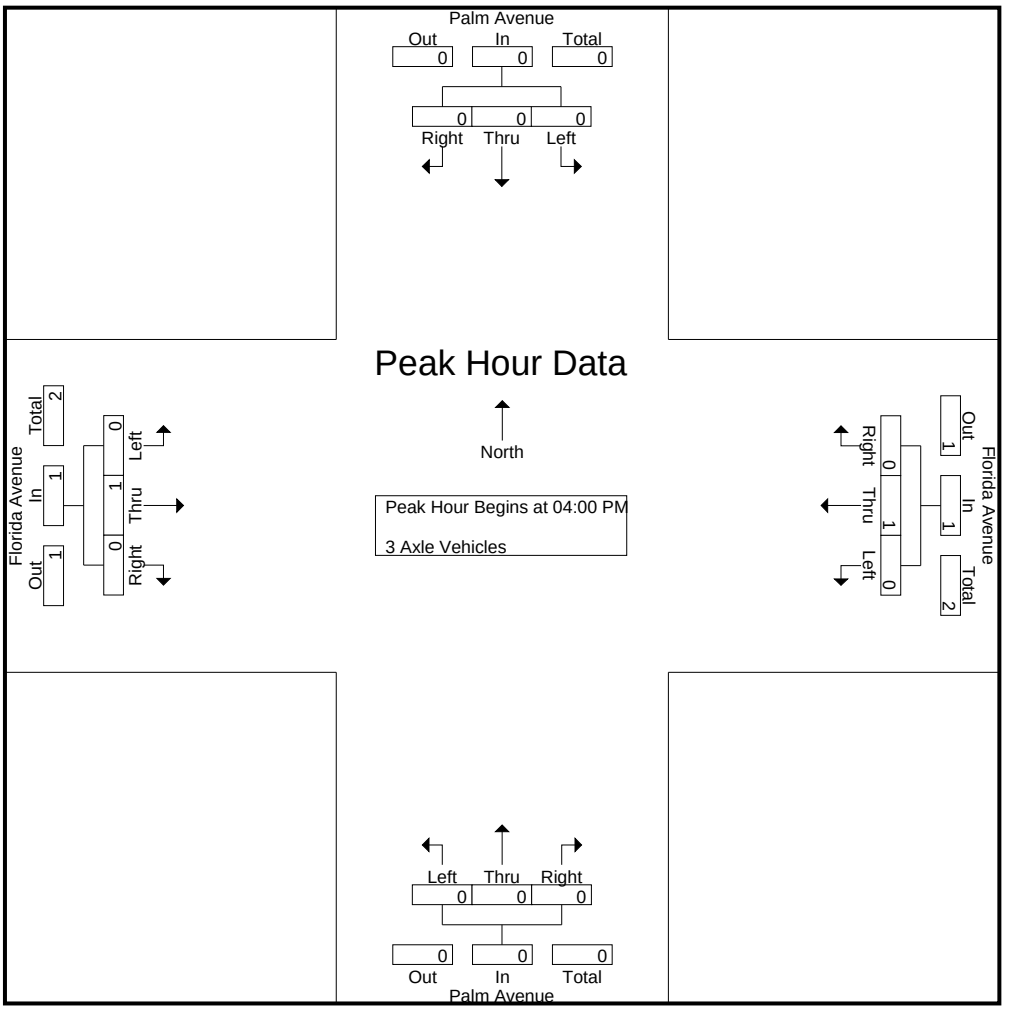
	Palm Avenue Southbound				Florida Avenue Westbound				Palm Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	75	0	75	0	0	0	0	0	25	0	25	

	Palm Avenue Southbound				Florida Avenue Westbound				Palm Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	**2**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250

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City of Hemet
N/S: Palm Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 104_HEM_Palm_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

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City of Hemet
N/S: Palm Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 104_HEM_Palm_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

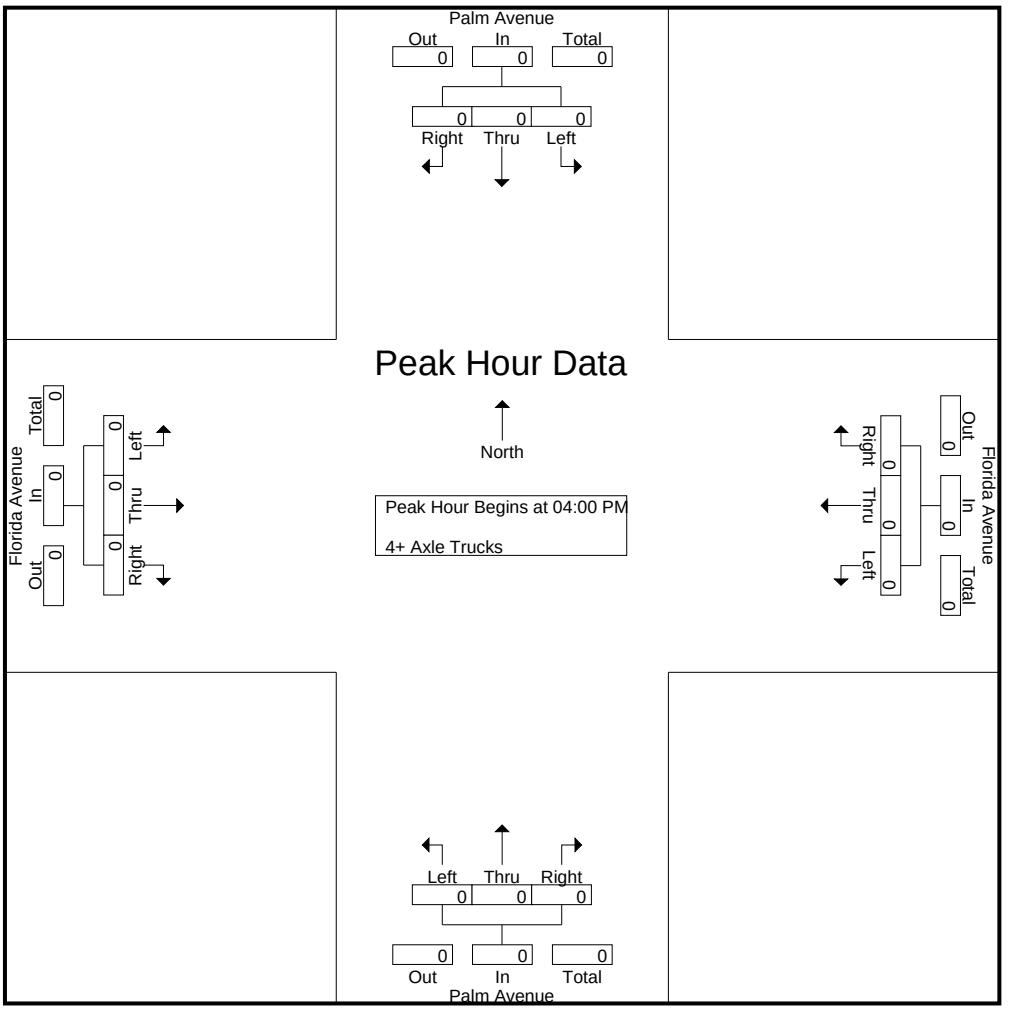
	Palm Avenue Southbound				Florida Avenue Westbound				Palm Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
Apprch %	0	0	0		0	100	0		0	0	0		0	0	0		
Total %	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	

	Palm Avenue Southbound				Florida Avenue Westbound				Palm Avenue Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Hemet
N/S: Palm Avenue
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 104_HEM_Palm_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Hemet
N/S: Palm Avenue
E/W: Florida Avenue

Date: 5/26/2022
Day: Thursday

PEDESTRIANS

	North Leg Palm Avenue Pedestrians	East Leg Florida Avenue Pedestrians	South Leg Palm Avenue Pedestrians	West Leg Florida Avenue Pedestrians	
7:00 AM	1	1	0	0	2
7:15 AM	2	2	1	0	5
7:30 AM	2	1	3	0	6
7:45 AM	0	0	1	0	1
8:00 AM	1	1	1	0	3
8:15 AM	0	4	1	0	5
8:30 AM	1	2	1	0	4
8:45 AM	2	0	2	1	5
TOTAL VOLUMES:	9	11	10	1	31

	North Leg Palm Avenue Pedestrians	East Leg Florida Avenue Pedestrians	South Leg Palm Avenue Pedestrians	West Leg Florida Avenue Pedestrians	
4:00 PM	3	1	2	1	7
4:15 PM	4	4	1	0	9
4:30 PM	3	2	2	0	7
4:45 PM	1	1	0	0	2
5:00 PM	0	1	6	3	10
5:15 PM	0	2	0	0	2
5:30 PM	0	2	0	0	2
5:45 PM	1	2	0	0	3
TOTAL VOLUMES:	12	15	11	4	42

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Location: Hemet
N/S: Palm Avenue
E/W: Florida Avenue

Date: 5/26/2022
Day: Thursday

BICYCLES

	Southbound Palm Avenue			Westbound Florida Avenue			Northbound Palm Avenue			Eastbound Florida Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	1	0	0	1	0	1	0	0	3
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:30 AM	0	2	0	0	0	0	0	0	0	1	0	0	3
8:45 AM	0	0	0	0	1	0	0	1	0	0	1	0	3
TOTAL VOLUMES:	0	3	0	0	5	0	0	3	0	2	1	0	14

	Southbound Palm Avenue			Westbound Florida Avenue			Northbound Palm Avenue			Eastbound Florida Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
4:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	1	0	1	0	1	0	0	2	0	0	3	0	8
5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	2	0	3	0	5	0	0	2	0	0	4	0	16

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City of Hemet
N/S: State Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 105_HEM_State_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

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

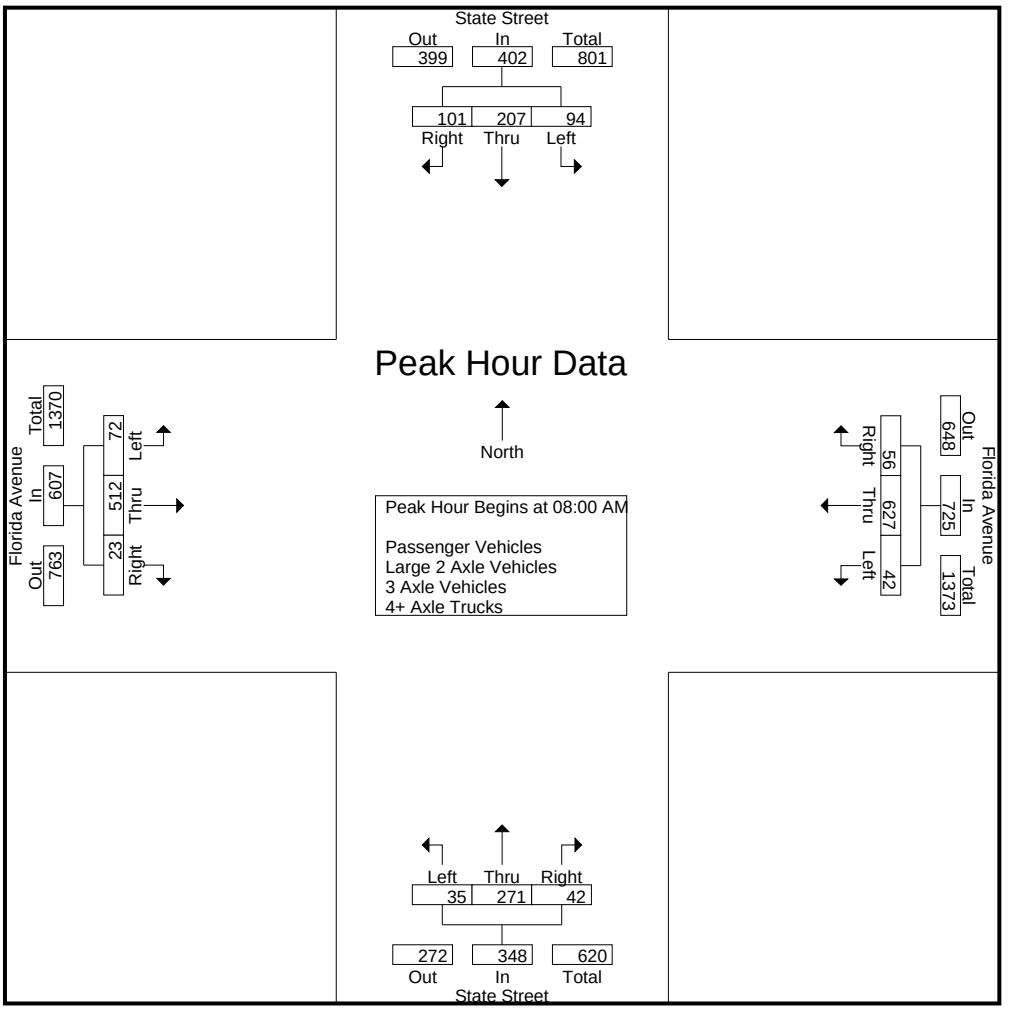
	State Street Southbound				Florida Avenue Westbound				State Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	37	12	60	6	103	14	123	7	47	6	60	14	76	3	93	336
07:15 AM	6	60	17	83	12	116	10	138	4	72	14	90	12	83	11	106	417
07:30 AM	13	53	17	83	11	154	17	182	3	58	11	72	13	137	4	154	491
07:45 AM	14	53	17	84	11	155	16	182	7	109	19	135	17	125	5	147	548
Total	44	203	63	310	40	528	57	625	21	286	50	357	56	421	23	500	1792
08:00 AM	17	51	13	81	11	162	19	192	8	78	7	93	13	124	2	139	505
08:15 AM	25	50	21	96	12	145	14	171	8	65	11	84	24	132	5	161	512
08:30 AM	22	47	29	98	11	150	11	172	6	61	13	80	16	121	7	144	494
08:45 AM	30	59	38	127	8	170	12	190	13	67	11	91	19	135	9	163	571
Total	94	207	101	402	42	627	56	725	35	271	42	348	72	512	23	607	2082
Grand Total	138	410	164	712	82	1155	113	1350	56	557	92	705	128	933	46	1107	3874
Apprch %	19.4	57.6	23		6.1	85.6	8.4		7.9	79	13		11.6	84.3	4.2		
Total %	3.6	10.6	4.2	18.4	2.1	29.8	2.9	34.8	1.4	14.4	2.4	18.2	3.3	24.1	1.2	28.6	
Passenger Vehicles	134	396	148	678	80	1117	108	1305	54	544	87	685	124	882	46	1052	3720
% Passenger Vehicles	97.1	96.6	90.2	95.2	97.6	96.7	95.6	96.7	96.4	97.7	94.6	97.2	96.9	94.5	100	95	96
Large 2 Axle Vehicles	3	10	11	24	2	29	3	34	1	5	3	9	1	36	0	37	104
% Large 2 Axle Vehicles	2.2	2.4	6.7	3.4	2.4	2.5	2.7	2.5	1.8	0.9	3.3	1.3	0.8	3.9	0	3.3	2.7
3 Axle Vehicles	1	1	2	4	0	3	0	3	0	7	2	9	2	6	0	8	24
% 3 Axle Vehicles	0.7	0.2	1.2	0.6	0	0.3	0	0.2	0	1.3	2.2	1.3	1.6	0.6	0	0.7	0.6
4+ Axle Trucks	0	3	3	6	0	6	2	8	1	1	0	2	1	9	0	10	26
% 4+ Axle Trucks	0	0.7	1.8	0.8	0	0.5	1.8	0.6	1.8	0.2	0	0.3	0.8	1	0	0.9	0.7

	State Street Southbound				Florida Avenue Westbound				State Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	17	51	13	81	11	162	**19**	**192**	8	**78**	7	**93**	13	124	2	139	505
08:15 AM	25	50	21	96	**12**	145	14	171	8	65	11	84	**24**	132	5	161	512
08:30 AM	22	47	29	98	11	150	11	172	6	61	**13**	80	16	121	7	144	494
08:45 AM	**30**	**59**	**38**	**127**	8	**170**	12	190	**13**	67	11	91	19	**135**	**9**	**163**	**571**
Total Volume	94	207	101	402	42	627	56	725	35	271	42	348	72	512	23	607	2082
% App. Total	23.4	51.5	25.1		5.8	86.5	7.7		10.1	77.9	12.1		11.9	84.3	3.8		
PHF	.783	.877	.664	.791	.875	.922	.737	.944	.673	.869	.808	.935	.750	.948	.639	.931	.912

Counts Unlimited, Inc.
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City of Hemet
N/S: State Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 105_HEM_State_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	08:00 AM				07:30 AM				07:45 AM				08:00 AM			
+0 mins.	17	51	13	81	11	154	17	182	7	**109**	**19**	**135**	13	124	2	139
+15 mins.	25	50	21	96	11	155	16	182	**8**	78	7	93	**24**	132	5	161
+30 mins.	22	47	29	98	11	**162**	**19**	**192**	8	65	11	84	16	121	7	144
+45 mins.	**30**	**59**	**38**	**127**	**12**	145	14	171	6	61	13	80	19	**135**	**9**	**163**
Total Volume	94	207	101	402	45	616	66	727	29	313	50	392	72	512	23	607
% App. Total	23.4	51.5	25.1		6.2	84.7	9.1		7.4	79.8	12.8		11.9	84.3	3.8	
PHF	.783	.877	.664	.791	.938	.951	.868	.947	.906	.718	.658	.726	.750	.948	.639	.931

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City of Hemet
N/S: State Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 105_HEM_State_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Passenger Vehicles

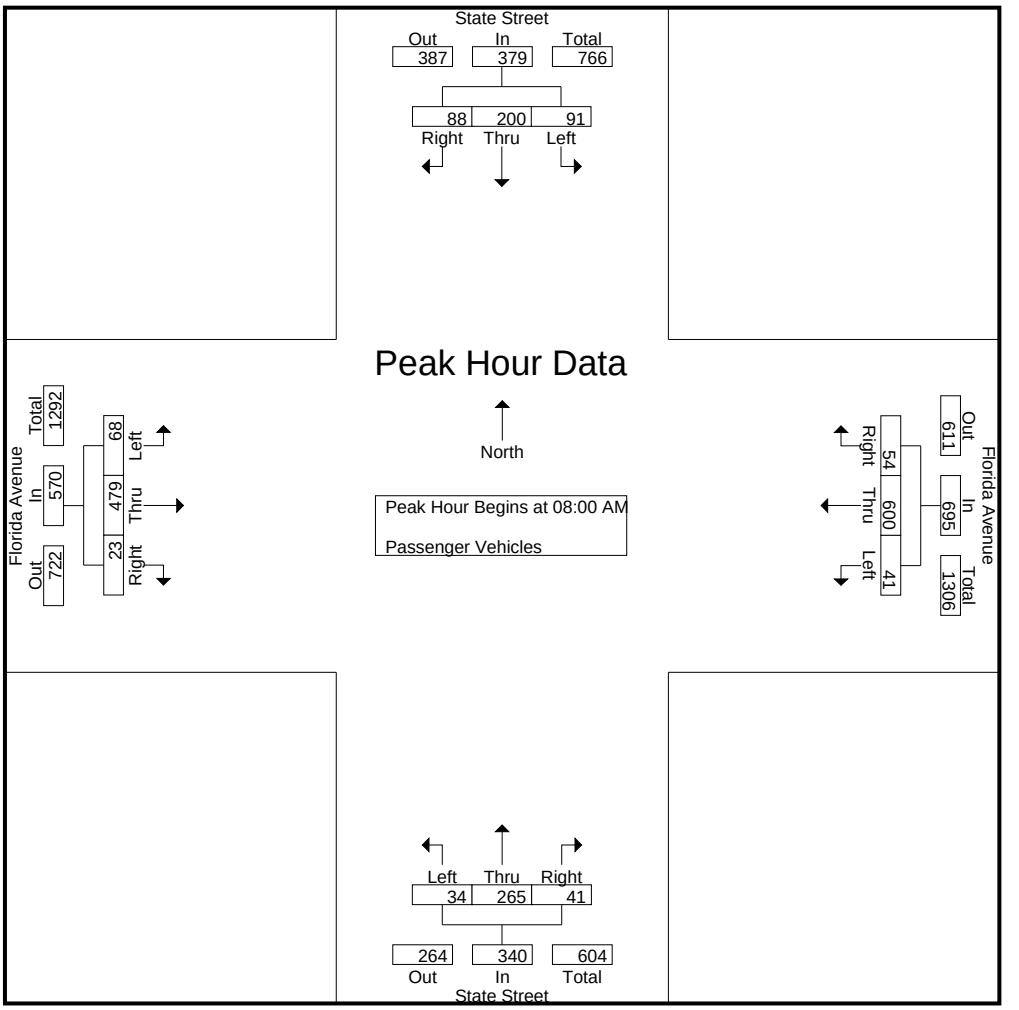
	State Street Southbound				Florida Avenue Westbound				State Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	37	10	58	6	100	11	117	6	45	6	57	14	75	3	92	324
07:15 AM	6	57	17	80	12	114	10	136	4	70	12	86	12	80	11	103	405
07:30 AM	13	49	16	78	11	151	17	179	3	57	11	71	13	129	4	146	474
07:45 AM	13	53	17	83	10	152	16	178	7	107	17	131	17	119	5	141	533
Total	43	196	60	299	39	517	54	610	20	279	46	345	56	403	23	482	1736
08:00 AM	16	49	12	77	11	158	18	187	8	74	7	89	13	112	2	127	480
08:15 AM	24	48	15	87	12	141	14	167	7	65	11	83	21	122	5	148	485
08:30 AM	22	45	27	94	11	138	11	160	6	60	13	79	16	115	7	138	471
08:45 AM	29	58	34	121	7	163	11	181	13	66	10	89	18	130	9	157	548
Total	91	200	88	379	41	600	54	695	34	265	41	340	68	479	23	570	1984
Grand Total	134	396	148	678	80	1117	108	1305	54	544	87	685	124	882	46	1052	3720
Apprch %	19.8	58.4	21.8		6.1	85.6	8.3		7.9	79.4	12.7		11.8	83.8	4.4		
Total %	3.6	10.6	4	18.2	2.2	30	2.9	35.1	1.5	14.6	2.3	18.4	3.3	23.7	1.2	28.3	

	State Street Southbound				Florida Avenue Westbound				State Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	16	49	12	77	11	158	**18**	**187**	8	**74**	7	**89**	13	112	2	127	480
08:15 AM	24	48	15	87	**12**	141	14	167	7	65	11	83	**21**	122	5	148	485
08:30 AM	22	45	27	94	11	138	11	160	6	60	**13**	79	16	115	7	138	471
08:45 AM	**29**	**58**	**34**	**121**	7	**163**	11	181	**13**	66	10	89	18	**130**	**9**	**157**	**548**
Total Volume	91	200	88	379	41	600	54	695	34	265	41	340	68	479	23	570	1984
% App. Total	24	52.8	23.2		5.9	86.3	7.8		10	77.9	12.1		11.9	84	4		
PHF	.784	.862	.647	.783	.854	.920	.750	.929	.654	.895	.788	.955	.810	.921	.639	.908	.905

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City of Hemet
N/S: State Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 105_HEM_State_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	16	49	12	77	11	158	**18**	**187**	8	**74**	7	**89**	13	112	2	127
+15 mins.	24	48	15	87	**12**	141	14	167	7	65	11	83	**21**	122	5	148
+30 mins.	22	45	27	94	11	138	11	160	6	60	**13**	79	16	115	7	138
+45 mins.	**29**	**58**	**34**	**121**	7	**163**	11	181	**13**	66	10	89	18	**130**	**9**	**157**
Total Volume	91	200	88	379	41	600	54	695	34	265	41	340	68	479	23	570
% App. Total	24	52.8	23.2		5.9	86.3	7.8		10	77.9	12.1		11.9	84	4	
PHF	.784	.862	.647	.783	.854	.920	.750	.929	.654	.895	.788	.955	.810	.921	.639	.908

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City of Hemet
N/S: State Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 105_HEM_State_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

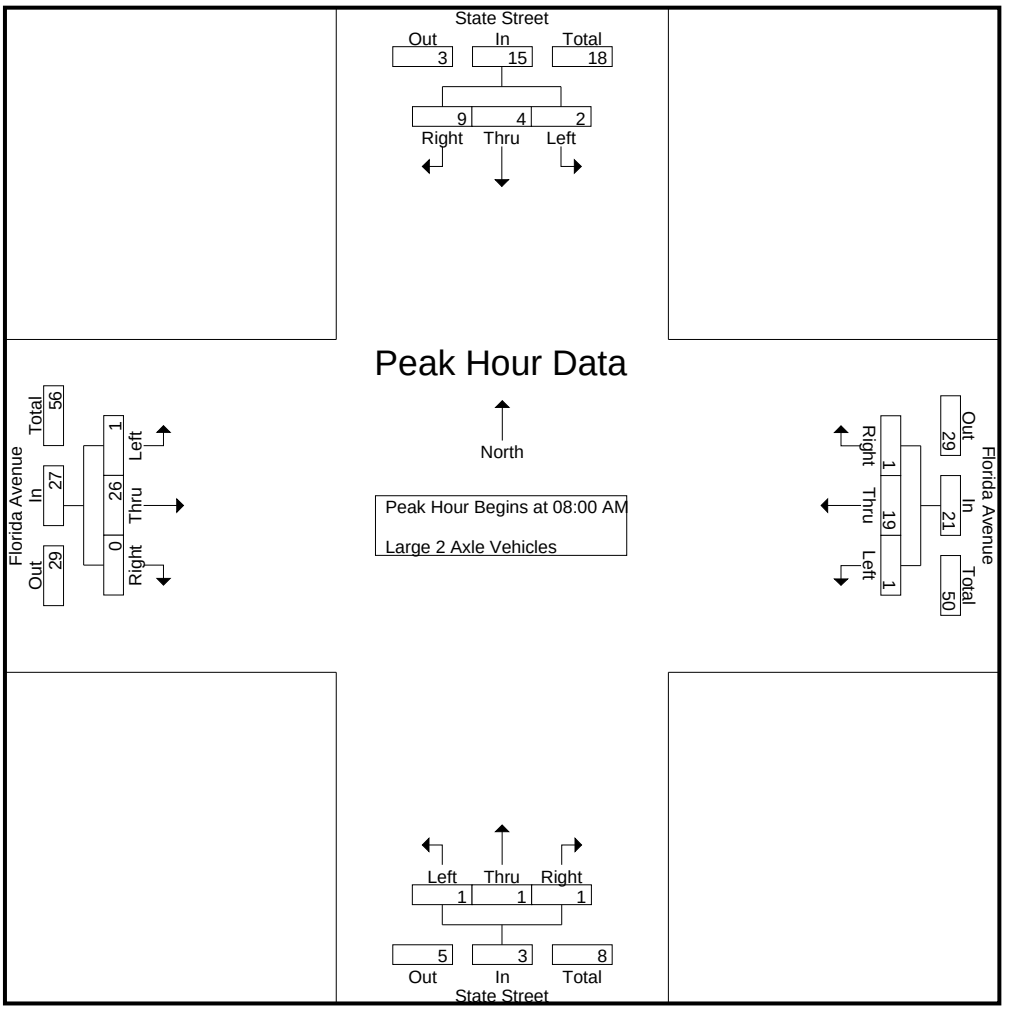
	State Street Southbound				Florida Avenue Westbound				State Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	2	2	0	3	2	5	0	0	0	0	0	0	0	0	7
07:15 AM	0	2	0	2	0	2	0	2	0	1	2	3	0	3	0	3	10
07:30 AM	0	4	0	4	0	2	0	2	0	1	0	1	0	3	0	3	10
07:45 AM	1	0	0	1	1	3	0	4	0	2	0	2	0	4	0	4	11
Total	1	6	2	9	1	10	2	13	0	4	2	6	0	10	0	10	38
08:00 AM	1	1	1	3	0	3	0	3	0	0	0	0	0	9	0	9	15
08:15 AM	1	1	4	6	0	3	0	3	1	0	0	1	1	7	0	8	18
08:30 AM	0	1	1	2	0	8	0	8	0	1	0	1	0	5	0	5	16
08:45 AM	0	1	3	4	1	5	1	7	0	0	1	1	0	5	0	5	17
Total	2	4	9	15	1	19	1	21	1	1	1	3	1	26	0	27	66
Grand Total	3	10	11	24	2	29	3	34	1	5	3	9	1	36	0	37	104
Apprch %	12.5	41.7	45.8		5.9	85.3	8.8		11.1	55.6	33.3		2.7	97.3	0		
Total %	2.9	9.6	10.6	23.1	1.9	27.9	2.9	32.7	1	4.8	2.9	8.7	1	34.6	0	35.6	

	State Street Southbound				Florida Avenue Westbound				State Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**1**	**1**	1	3	0	3	0	3	0	0	0	0	0	**9**	0	**9**	15
08:15 AM	1	1	**4**	**6**	0	3	0	3	**1**	0	0	**1**	**1**	7	0	8	**18**
08:30 AM	0	1	1	2	0	**8**	0	**8**	0	**1**	0	1	0	5	0	5	16
08:45 AM	0	1	3	4	**1**	5	**1**	7	0	0	**1**	1	0	5	0	5	17
Total Volume	2	4	9	15	1	19	1	21	1	1	1	3	1	26	0	27	66
% App. Total	13.3	26.7	60		4.8	90.5	4.8		33.3	33.3	33.3		3.7	96.3	0		
PHF	.500	1.00	.563	.625	.250	.594	.250	.656	.250	.250	.250	.750	.250	.722	.000	.750	.917

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City of Hemet
N/S: State Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 105_HEM_State_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	**1**	**1**	1	3	0	3	0	3	0	0	0	0	0	**9**	0	**9**
+15 mins.	1	1	**4**	**6**	0	3	0	3	**1**	0	0	**1**	**1**	7	0	8
+30 mins.	0	1	1	2	0	**8**	0	**8**	0	**1**	0	1	0	5	0	5
+45 mins.	0	1	3	4	**1**	5	**1**	7	0	0	**1**	1	0	5	0	5
Total Volume	2	4	9	15	1	19	1	21	1	1	1	3	1	26	0	27
% App. Total	13.3	26.7	60		4.8	90.5	4.8		33.3	33.3	33.3		3.7	96.3	0	
PHF	.500	1.000	.563	.625	.250	.594	.250	.656	.250	.250	.250	.750	.250	.722	.000	.750

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City of Hemet
N/S: State Street
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Weather: Clear

File Name : 105_HEM_State_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

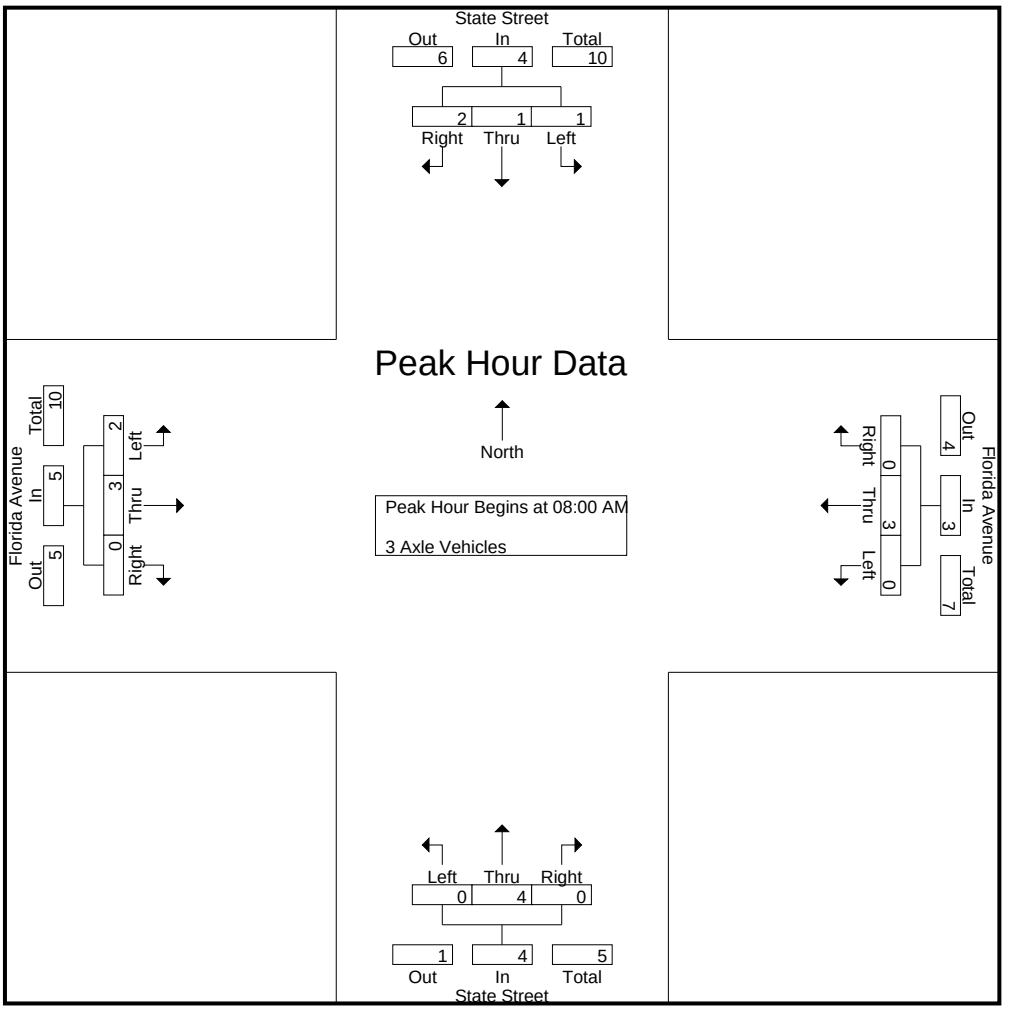
	State Street Southbound				Florida Avenue Westbound				State Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	2	0	2	4
Total	0	0	0	0	0	0	0	0	0	3	2	5	0	3	0	3	8
08:00 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4
08:15 AM	0	1	1	2	0	0	0	0	0	0	0	0	1	2	0	3	5
08:30 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	0	0	0	3
08:45 AM	1	0	0	1	0	1	0	1	0	1	0	1	1	0	0	1	4
Total	1	1	2	4	0	3	0	3	0	4	0	4	2	3	0	5	16
Grand Total	1	1	2	4	0	3	0	3	0	7	2	9	2	6	0	8	24
Apprch %	25	25	50		0	100	0		0	77.8	22.2		25	75	0		
Total %	4.2	4.2	8.3	16.7	0	12.5	0	12.5	0	29.2	8.3	37.5	8.3	25	0	33.3	

	State Street Southbound				Florida Avenue Westbound				State Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	1	0	1	4
08:15 AM	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0	**1**	**2**	0	**3**	**5**
08:30 AM	0	0	1	1	0	**2**	0	**2**	0	0	0	0	0	0	0	0	3
08:45 AM	**1**	0	0	1	0	1	0	1	0	1	0	1	1	0	0	1	4
Total Volume	1	1	2	4	0	3	0	3	0	4	0	4	2	3	0	5	16
% App. Total	25	25	50		0	100	0		0	100	0		40	60	0		
PHF	.250	.250	.500	.500	.000	.375	.000	.375	.000	.333	.000	.333	.500	.375	.000	.417	.800

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City of Hemet
N/S: State Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 105_HEM_State_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	1	0	1
+15 mins.	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0	**1**	**2**	0	**3**
+30 mins.	0	0	1	1	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+45 mins.	**1**	0	0	1	0	1	0	1	0	1	0	1	1	0	0	1
Total Volume	1	1	2	4	0	3	0	3	0	4	0	4	2	3	0	5
% App. Total	25	25	50		0	100	0		0	100	0		40	60	0	
PHF	.250	.250	.500	.500	.000	.375	.000	.375	.000	.333	.000	.333	.500	.375	.000	.417

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File Name : 105_HEM_State_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

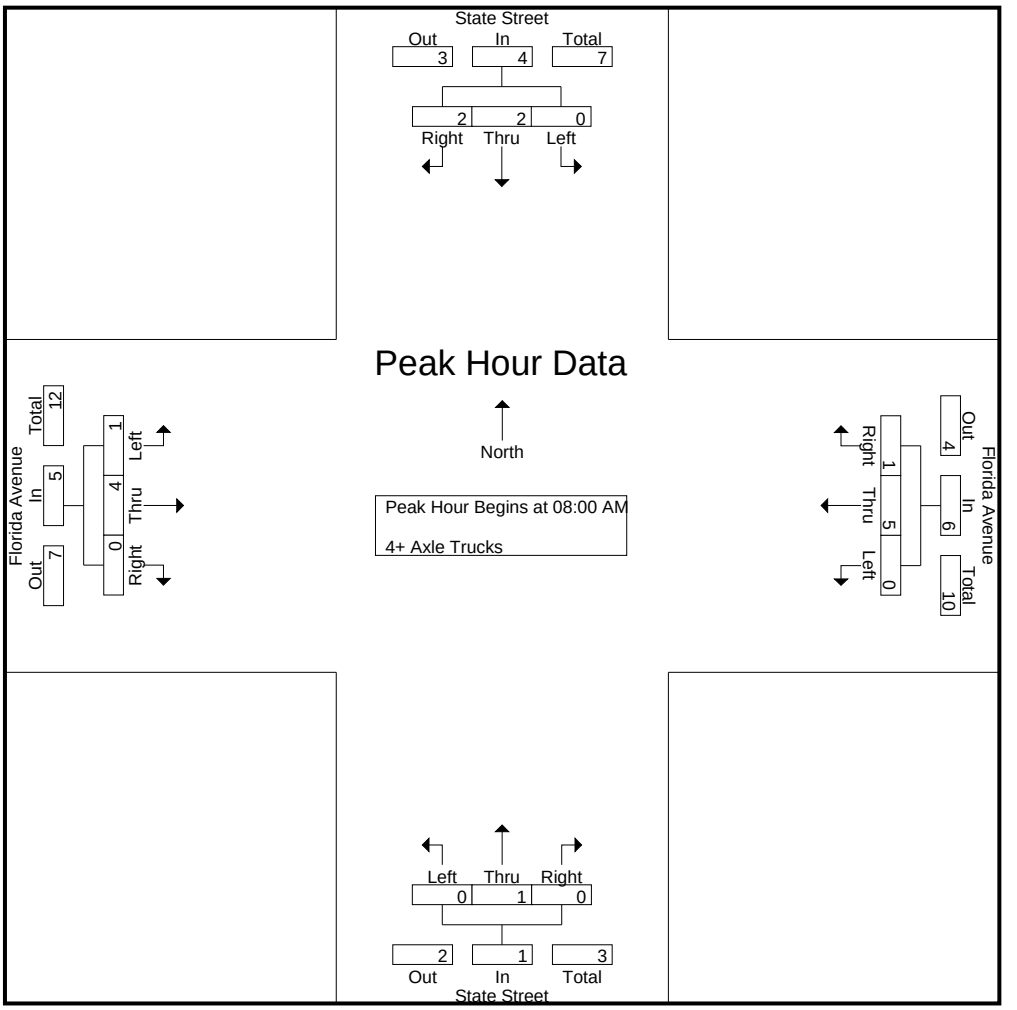
	State Street Southbound				Florida Avenue Westbound				State Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	1	0	0	1	0	1	0	1	3
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	4	0	4	6
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	2	0	1	1	2	1	0	0	1	0	5	0	5	10
08:00 AM	0	1	0	1	0	1	1	2	0	1	0	1	0	2	0	2	6
08:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	1	1	0	2	4
08:30 AM	0	1	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
08:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	0	2	2	4	0	5	1	6	0	1	0	1	1	4	0	5	16
Grand Total	0	3	3	6	0	6	2	8	1	1	0	2	1	9	0	10	26
Apprch %	0	50	50		0	75	25		50	50	0		10	90	0		
Total %	0	11.5	11.5	23.1	0	23.1	7.7	30.8	3.8	3.8	0	7.7	3.8	34.6	0	38.5	

	State Street Southbound				Florida Avenue Westbound				State Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**1**	0	**1**	0	1	**1**	**2**	0	**1**	0	**1**	0	**2**	0	**2**	**6**
08:15 AM	0	0	**1**	1	0	1	0	1	0	0	0	0	**1**	1	0	2	4
08:30 AM	0	1	0	1	0	**2**	0	2	0	0	0	0	0	1	0	1	4
08:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total Volume	0	2	2	4	0	5	1	6	0	1	0	1	1	4	0	5	16
% App. Total	0	50	50		0	83.3	16.7		0	100	0		20	80	0		
PHF	.000	.500	.500	1.00	.000	.625	.250	.750	.000	.250	.000	.250	.250	.500	.000	.625	.667

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City of Hemet
N/S: State Street
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File Name : 105_HEM_State_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	**1**	0	**1**	0	1	**1**	**2**	0	**1**	0	**1**	0	**2**	0	**2**
+15 mins.	0	0	**1**	1	0	1	0	1	0	0	0	0	**1**	1	0	2
+30 mins.	0	1	0	1	0	**2**	0	2	0	0	0	0	0	1	0	1
+45 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	2	2	4	0	5	1	6	0	1	0	1	1	4	0	5
% App. Total	0	50	50		0	83.3	16.7		0	100	0		20	80	0	
PHF	.000	.500	.500	1.000	.000	.625	.250	.750	.000	.250	.000	.250	.250	.500	.000	.625

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City of Hemet
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File Name : 105_HEM_State_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

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

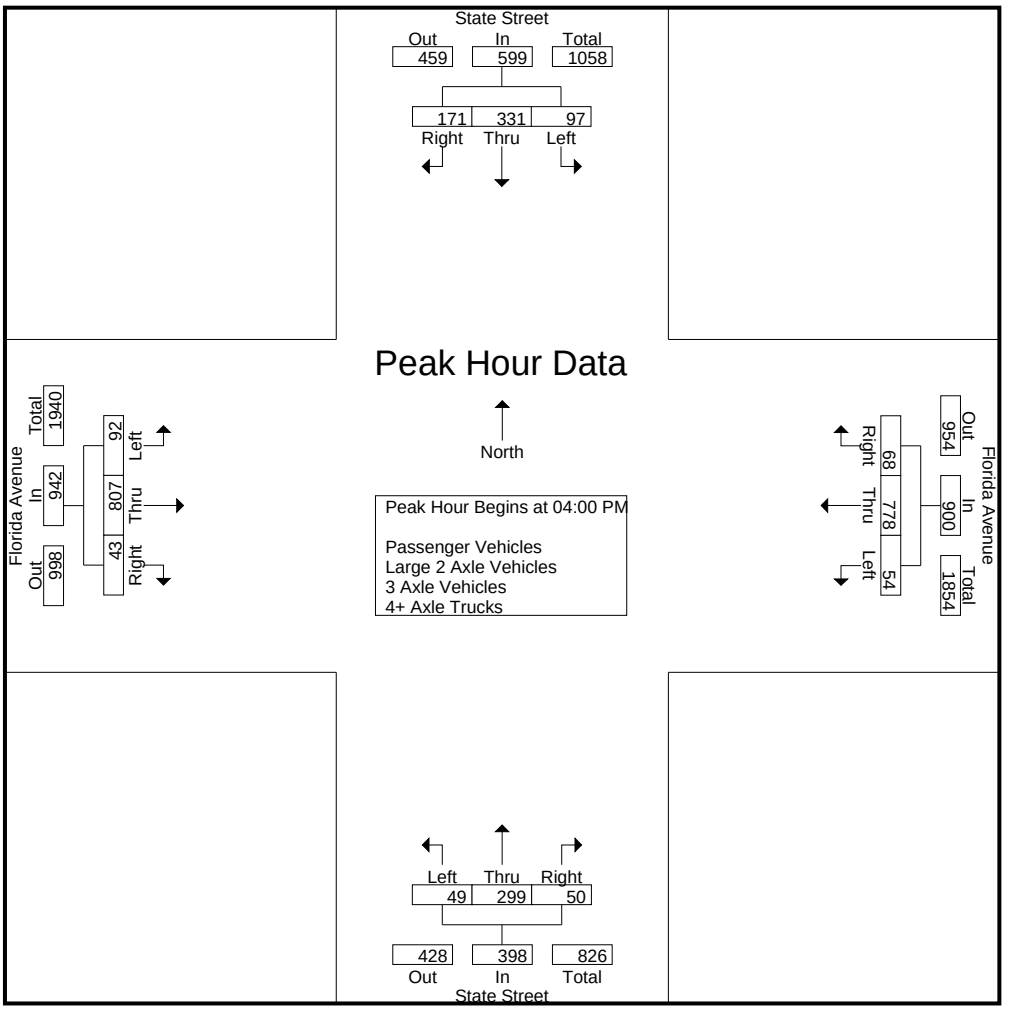
	State Street Southbound				Florida Avenue Westbound				State Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	20	82	32	134	16	205	22	243	12	72	11	95	27	218	15	260	732
04:15 PM	28	78	54	160	11	216	15	242	14	85	18	117	25	184	7	216	735
04:30 PM	22	75	44	141	13	171	14	198	7	72	13	92	21	204	9	234	665
04:45 PM	27	96	41	164	14	186	17	217	16	70	8	94	19	201	12	232	707
Total	97	331	171	599	54	778	68	900	49	299	50	398	92	807	43	942	2839
05:00 PM	28	73	27	128	11	195	18	224	11	70	11	92	18	217	12	247	691
05:15 PM	27	64	51	142	24	180	8	212	7	70	16	93	28	163	12	203	650
05:30 PM	14	77	39	130	14	191	26	231	9	61	12	82	22	209	17	248	691
05:45 PM	20	87	32	139	8	153	13	174	13	61	13	87	25	165	12	202	602
Total	89	301	149	539	57	719	65	841	40	262	52	354	93	754	53	900	2634
Grand Total	186	632	320	1138	111	1497	133	1741	89	561	102	752	185	1561	96	1842	5473
Apprch %	16.3	55.5	28.1		6.4	86	7.6		11.8	74.6	13.6		10	84.7	5.2		
Total %	3.4	11.5	5.8	20.8	2	27.4	2.4	31.8	1.6	10.3	1.9	13.7	3.4	28.5	1.8	33.7	
Passenger Vehicles	184	612	311	1107	104	1452	128	1684	88	552	100	740	180	1547	94	1821	5352
% Passenger Vehicles	98.9	96.8	97.2	97.3	93.7	97	96.2	96.7	98.9	98.4	98	98.4	97.3	99.1	97.9	98.9	97.8
Large 2 Axle Vehicles	1	18	9	28	7	28	4	39	1	7	1	9	5	12	2	19	95
% Large 2 Axle Vehicles	0.5	2.8	2.8	2.5	6.3	1.9	3	2.2	1.1	1.2	1	1.2	2.7	0.8	2.1	1	1.7
3 Axle Vehicles	0	0	0	0	0	4	0	4	0	2	0	2	0	2	0	2	8
% 3 Axle Vehicles	0	0	0	0	0	0.3	0	0.2	0	0.4	0	0.3	0	0.1	0	0.1	0.1
4+ Axle Trucks	1	2	0	3	0	13	1	14	0	0	1	1	0	0	0	0	18
% 4+ Axle Trucks	0.5	0.3	0	0.3	0	0.9	0.8	0.8	0	0	1	0.1	0	0	0	0	0.3

	State Street Southbound				Florida Avenue Westbound				State Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	20	82	32	134	**16**	205	**22**	**243**	12	72	11	95	**27**	**218**	**15**	**260**	732
04:15 PM	**28**	78	**54**	160	11	**216**	15	242	14	**85**	**18**	**117**	25	184	7	216	**735**
04:30 PM	22	75	44	141	13	171	14	198	7	72	13	92	21	204	9	234	665
04:45 PM	27	**96**	41	**164**	14	186	17	217	**16**	70	8	94	19	201	12	232	707
Total Volume	97	331	171	599	54	778	68	900	49	299	50	398	92	807	43	942	2839
% App. Total	16.2	55.3	28.5		6	86.4	7.6		12.3	75.1	12.6		9.8	85.7	4.6		
PHF	.866	.862	.792	.913	.844	.900	.773	.926	.766	.879	.694	.850	.852	.925	.717	.906	.966

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City of Hemet
N/S: State Street
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Weather: Clear

File Name : 105_HEM_State_Flor PM
Site Code : 00322418
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	20	82	32	134	**16**	205	**22**	**243**	12	72	11	95	**27**	**218**	**15**	**260**
+15 mins.	**28**	78	**54**	160	11	**216**	15	242	14	**85**	**18**	**117**	25	184	7	216
+30 mins.	22	75	44	141	13	171	14	198	7	72	13	92	21	204	9	234
+45 mins.	27	**96**	41	**164**	14	186	17	217	**16**	70	8	94	19	201	12	232
Total Volume	97	331	171	599	54	778	68	900	49	299	50	398	92	807	43	942
% App. Total	16.2	55.3	28.5		6	86.4	7.6		12.3	75.1	12.6		9.8	85.7	4.6	
PHF	.866	.862	.792	.913	.844	.900	.773	.926	.766	.879	.694	.850	.852	.925	.717	.906

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File Name : 105_HEM_State_Flor PM
Site Code : 00322418
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Groups Printed- Passenger Vehicles

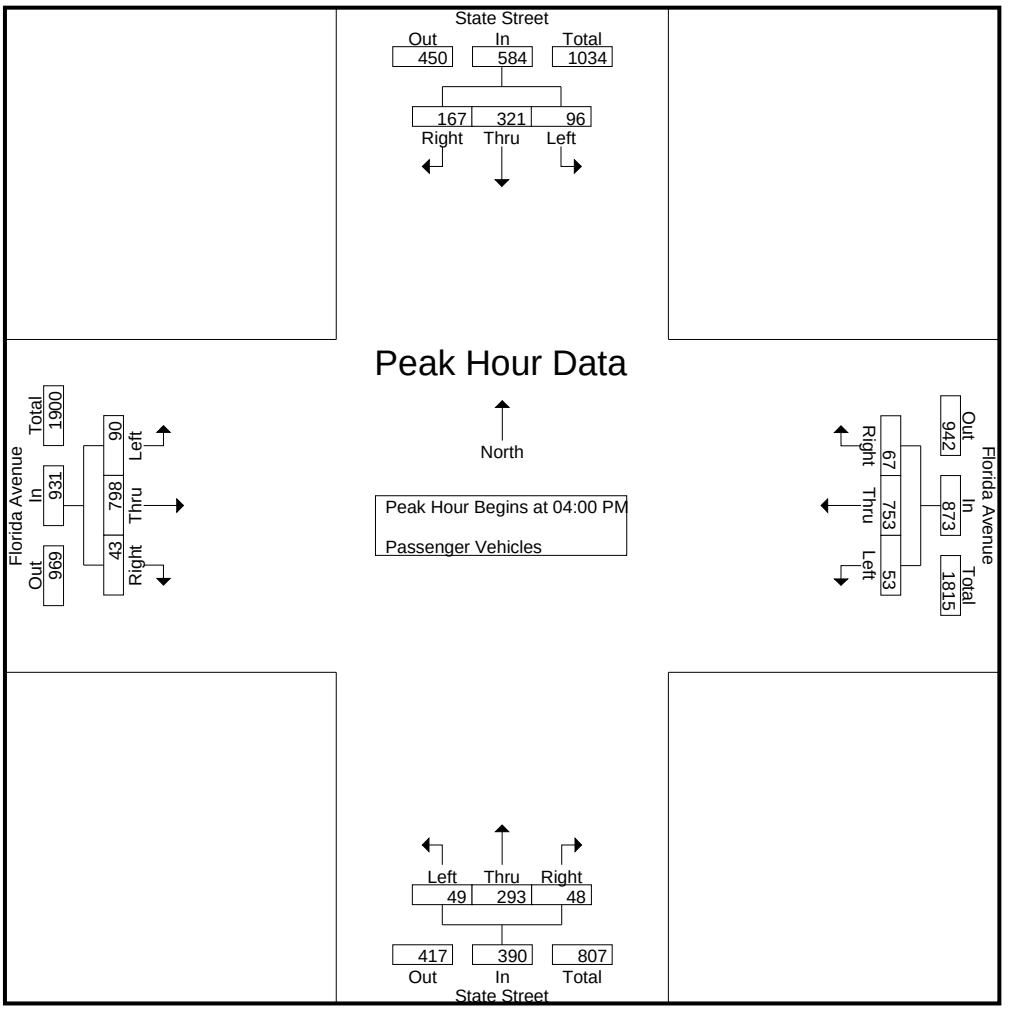
	State Street Southbound				Florida Avenue Westbound				State Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	20	80	32	132	15	196	21	232	12	72	11	95	27	213	15	255	714
04:15 PM	28	75	51	154	11	209	15	235	14	84	17	115	25	182	7	214	718
04:30 PM	21	74	44	139	13	167	14	194	7	69	13	89	20	203	9	232	654
04:45 PM	27	92	40	159	14	181	17	212	16	68	7	91	18	200	12	230	692
Total	96	321	167	584	53	753	67	873	49	293	48	390	90	798	43	931	2778
05:00 PM	27	73	27	127	10	193	16	219	11	69	11	91	18	217	12	247	684
05:15 PM	27	61	50	138	20	172	8	200	7	68	16	91	28	162	11	201	630
05:30 PM	14	76	36	126	14	183	24	221	9	61	12	82	20	206	17	243	672
05:45 PM	20	81	31	132	7	151	13	171	12	61	13	86	24	164	11	199	588
Total	88	291	144	523	51	699	61	811	39	259	52	350	90	749	51	890	2574
Grand Total	184	612	311	1107	104	1452	128	1684	88	552	100	740	180	1547	94	1821	5352
Apprch %	16.6	55.3	28.1		6.2	86.2	7.6		11.9	74.6	13.5		9.9	85	5.2		
Total %	3.4	11.4	5.8	20.7	1.9	27.1	2.4	31.5	1.6	10.3	1.9	13.8	3.4	28.9	1.8	34	

	State Street Southbound				Florida Avenue Westbound				State Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	20	80	32	132	**15**	196	**21**	232	12	72	11	95	**27**	**213**	**15**	**255**	714
04:15 PM	**28**	75	**51**	154	11	**209**	15	**235**	14	**84**	**17**	**115**	25	182	7	214	**718**
04:30 PM	21	74	44	139	13	167	14	194	7	69	13	89	20	203	9	232	654
04:45 PM	27	**92**	40	**159**	14	181	17	212	**16**	68	7	91	18	200	12	230	692
Total Volume	96	321	167	584	53	753	67	873	49	293	48	390	90	798	43	931	2778
% App. Total	16.4	55	28.6		6.1	86.3	7.7		12.6	75.1	12.3		9.7	85.7	4.6		
PHF	.857	.872	.819	.918	.883	.901	.798	.929	.766	.872	.706	.848	.833	.937	.717	.913	.967

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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	20	80	32	132	**15**	196	**21**	232	12	72	11	95	**27**	**213**	**15**	**255**
+15 mins.	**28**	75	**51**	154	11	**209**	15	**235**	14	**84**	**17**	**115**	25	182	7	214
+30 mins.	21	74	44	139	13	167	14	194	7	69	13	89	20	203	9	232
+45 mins.	27	**92**	40	**159**	14	181	17	212	**16**	68	7	91	18	200	12	230
Total Volume	96	321	167	584	53	753	67	873	49	293	48	390	90	798	43	931
% App. Total	16.4	55	28.6		6.1	86.3	7.7		12.6	75.1	12.3		9.7	85.7	4.6	
PHF	.857	.872	.819	.918	.883	.901	.798	.929	.766	.872	.706	.848	.833	.937	.717	.913

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File Name : 105_HEM_State_Flor PM
Site Code : 00322418
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Groups Printed- Large 2 Axle Vehicles

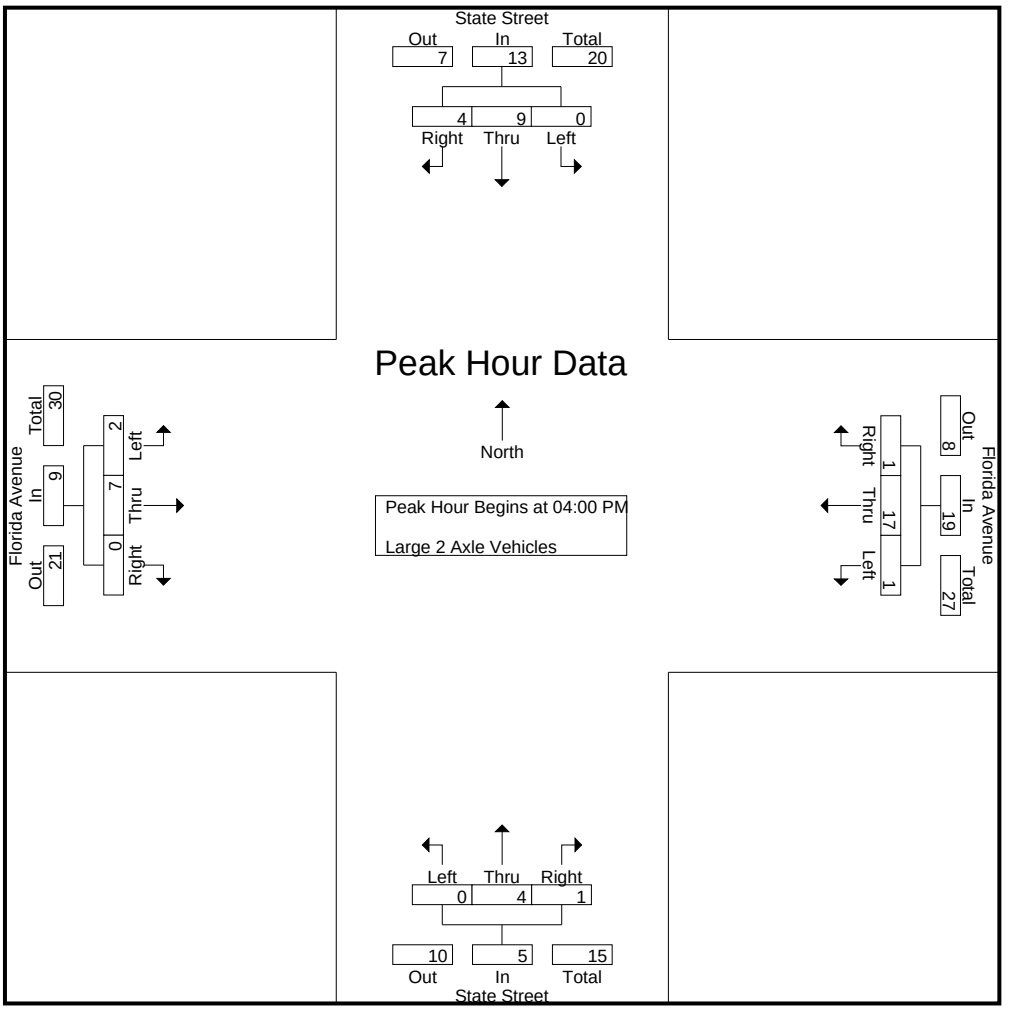
	State Street Southbound				Florida Avenue Westbound				State Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	1	4	1	6	0	0	0	0	0	4	0	4	12
04:15 PM	0	2	3	5	0	5	0	5	0	0	0	0	0	1	0	1	11
04:30 PM	0	1	0	1	0	3	0	3	0	2	0	2	1	1	0	2	8
04:45 PM	0	4	1	5	0	5	0	5	0	2	1	3	1	1	0	2	15
Total	0	9	4	13	1	17	1	19	0	4	1	5	2	7	0	9	46
05:00 PM	1	0	0	1	1	0	1	2	0	1	0	1	0	0	0	0	4
05:15 PM	0	3	1	4	4	3	0	7	0	2	0	2	0	1	1	2	15
05:30 PM	0	1	3	4	0	6	2	8	0	0	0	0	2	3	0	5	17
05:45 PM	0	5	1	6	1	2	0	3	1	0	0	1	1	1	1	3	13
Total	1	9	5	15	6	11	3	20	1	3	0	4	3	5	2	10	49
Grand Total	1	18	9	28	7	28	4	39	1	7	1	9	5	12	2	19	95
Apprch %	3.6	64.3	32.1		17.9	71.8	10.3		11.1	77.8	11.1		26.3	63.2	10.5		
Total %	1.1	18.9	9.5	29.5	7.4	29.5	4.2	41.1	1.1	7.4	1.1	9.5	5.3	12.6	2.1	20	

	State Street Southbound				Florida Avenue Westbound				State Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	2	0	2	**1**	4	**1**	**6**	0	0	0	0	0	**4**	0	**4**	12
04:15 PM	0	2	**3**	**5**	0	**5**	0	5	0	0	0	0	0	1	0	1	11
04:30 PM	0	1	0	1	0	3	0	3	0	**2**	0	2	**1**	1	0	2	8
04:45 PM	0	**4**	1	5	0	5	0	5	0	2	**1**	**3**	1	1	0	2	**15**
Total Volume	0	9	4	13	1	17	1	19	0	4	1	5	2	7	0	9	46
% App. Total	0	69.2	30.8		5.3	89.5	5.3		0	80	20		22.2	77.8	0		
PHF	.000	.563	.333	.650	.250	.850	.250	.792	.000	.500	.250	.417	.500	.438	.000	.563	.767

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City of Hemet
N/S: State Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 105_HEM_State_Flor PM
Site Code : 00322418
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	2	0	2	**1**	4	**1**	**6**	0	0	0	0	0	**4**	0	**4**
+15 mins.	0	2	**3**	**5**	0	**5**	0	5	0	0	0	0	0	1	0	1
+30 mins.	0	1	0	1	0	3	0	3	0	**2**	0	2	**1**	1	0	2
+45 mins.	0	**4**	1	5	0	5	0	5	0	2	**1**	**3**	1	1	0	2
Total Volume	0	9	4	13	1	17	1	19	0	4	1	5	2	7	0	9
% App. Total	0	69.2	30.8		5.3	89.5	5.3		0	80	20		22.2	77.8	0	
PHF	.000	.563	.333	.650	.250	.850	.250	.792	.000	.500	.250	.417	.500	.438	.000	.563

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City of Hemet
N/S: State Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 105_HEM_State_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
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Groups Printed- 3 Axle Vehicles

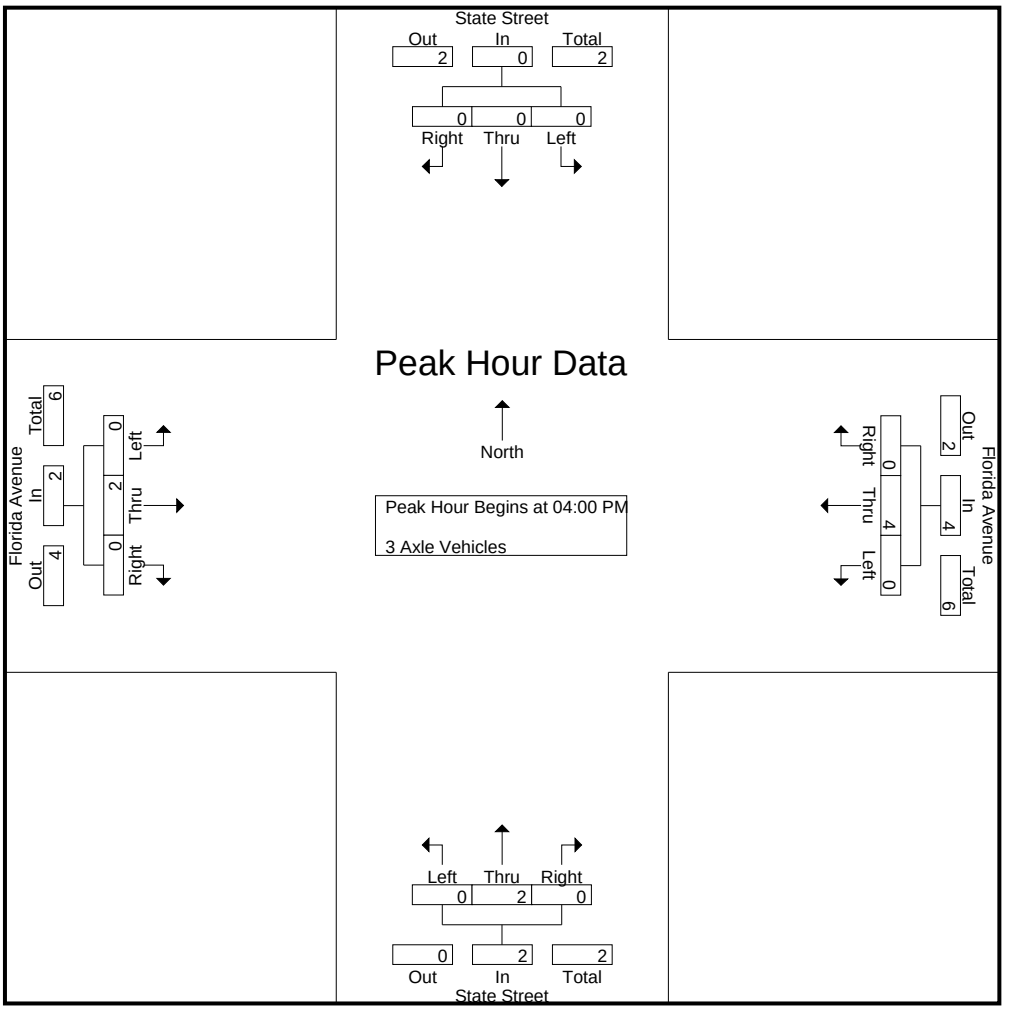
	State Street Southbound				Florida Avenue Westbound				State Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
04:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	4	0	4	0	2	0	2	0	2	0	2	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	4	0	4	0	2	0	2	0	2	0	2	8
Apprch %	0	0	0		0	100	0		0	100	0		0	100	0		
Total %	0	0	0	0	0	50	0	50	0	25	0	25	0	25	0	25	

	State Street Southbound				Florida Avenue Westbound				State Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**1**	0	**1**	**4**
04:15 PM	0	0	0	0	0	1	0	1	0	**1**	0	**1**	0	1	0	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	0	4	0	2	0	2	0	2	0	2	8
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.000	.500	.000	.500	.000	.500	.000	.500	.500

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City of Hemet
N/S: State Street
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Weather: Clear

File Name : 105_HEM_State_Flor PM
Site Code : 00322418
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	1	0	1	0	**1**	0	**1**	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	0	4	0	2	0	2	0	2	0	2
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.000	.500	.000	.500	.000	.500	.000	.500

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City of Hemet
N/S: State Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 105_HEM_State_Flor PM
Site Code : 00322418
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Page No : 1

Groups Printed- 4+ Axle Trucks

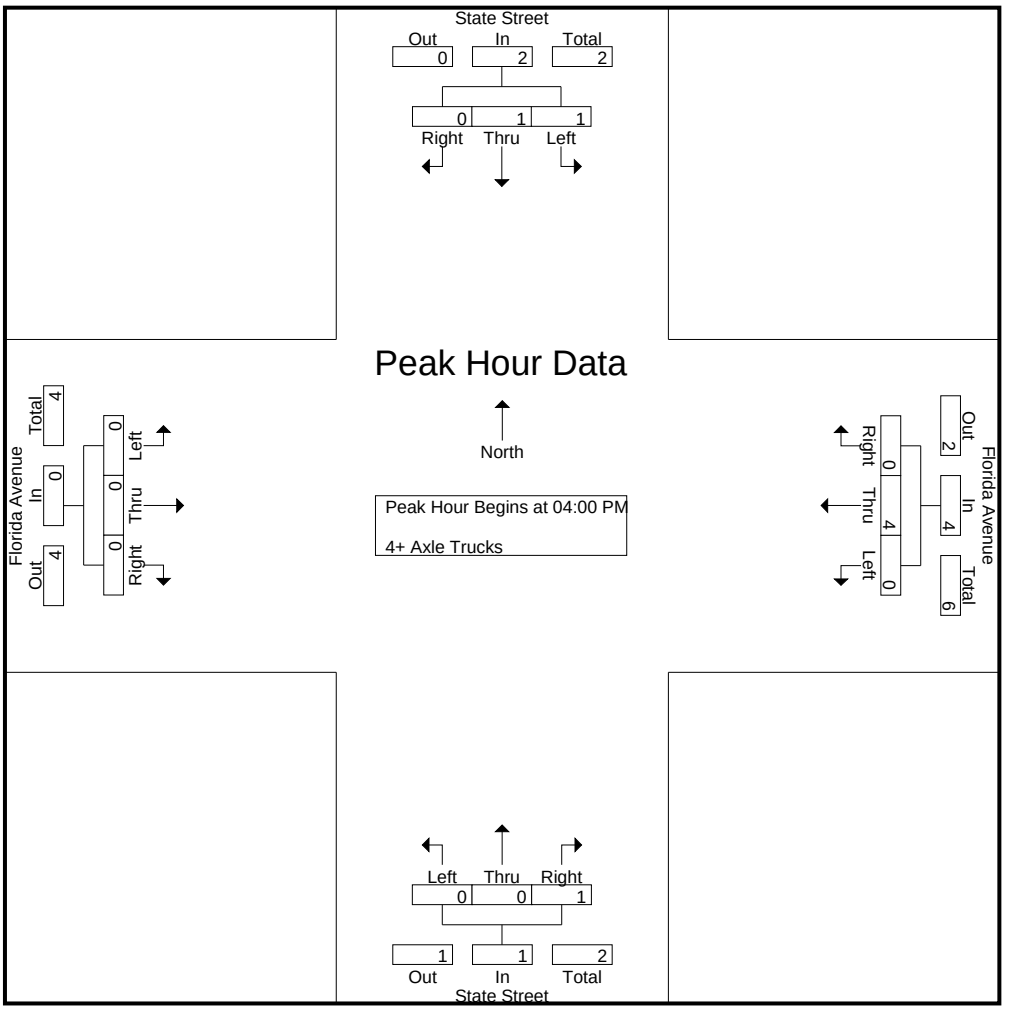
	State Street Southbound				Florida Avenue Westbound				State Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:15 PM	0	1	0	1	0	1	0	1	0	0	1	1	0	0	0	0	3
04:30 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	2	0	4	0	4	0	0	1	1	0	0	0	0	7
05:00 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	9	1	10	0	0	0	0	0	0	0	0	11
Grand Total	1	2	0	3	0	13	1	14	0	0	1	1	0	0	0	0	18
Apprch %	33.3	66.7	0		0	92.9	7.1		0	0	100		0	0	0		
Total %	5.6	11.1	0	16.7	0	72.2	5.6	77.8	0	0	5.6	5.6	0	0	0	0	

	State Street Southbound				Florida Avenue Westbound				State Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
04:15 PM	0	**1**	0	**1**	0	1	0	1	0	0	**1**	**1**	0	0	0	0	**3**
04:30 PM	**1**	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	0	4	0	4	0	0	1	1	0	0	0	0	7
% App. Total	50	50	0		0	100	0		0	0	100		0	0	0		
PHF	.250	.250	.000	.500	.000	.500	.000	.500	.000	.000	.250	.250	.000	.000	.000	.000	.583

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City of Hemet
N/S: State Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 105_HEM_State_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	1	0	1	0	0	**1**	**1**	0	0	0	0
+30 mins.	**1**	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	0	4	0	4	0	0	1	1	0	0	0	0
% App. Total	50	50	0		0	100	0		0	0	100		0	0	0	
PHF	.250	.250	.000	.500	.000	.500	.000	.500	.000	.000	.250	.250	.000	.000	.000	.000

Location: Hemet
N/S: State Street
E/W: Florida Avenue

Date: 5/26/2022
Day: Thursday

PEDESTRIANS

	North Leg State Street	East Leg Florida Avenue	South Leg State Street	West Leg Florida Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	2	0	0	0	2
7:15 AM	0	0	0	2	2
7:30 AM	1	0	0	0	1
7:45 AM	4	1	0	0	5
8:00 AM	0	1	0	0	1
8:15 AM	1	0	0	0	1
8:30 AM	2	1	0	0	3
8:45 AM	2	0	0	2	4
TOTAL VOLUMES:	12	3	0	4	19

	North Leg State Street	East Leg Florida Avenue	South Leg State Street	West Leg Florida Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	1	0	5	0	6
4:30 PM	0	0	0	0	0
4:45 PM	0	3	2	0	5
5:00 PM	2	0	2	0	4
5:15 PM	1	1	1	1	4
5:30 PM	2	0	0	0	2
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	6	6	10	1	23

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Location: Hemet
N/S: State Street
E/W: Florida Avenue

Date: 5/26/2022
Day: Thursday

BICYCLES

	Southbound State Street			Westbound Florida Avenue			Northbound State Street			Eastbound Florida Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
7:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	6	0	0	1	0	0	2	1	10

	Southbound State Street			Westbound Florida Avenue			Northbound State Street			Eastbound Florida Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	1	0	0	0	0	1	0	2
5:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
TOTAL VOLUMES:	0	1	0	0	5	2	0	1	0	0	2	1	12

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City of Hemet
N/S: Buena Vista Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 106_HEM_Bu V_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

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

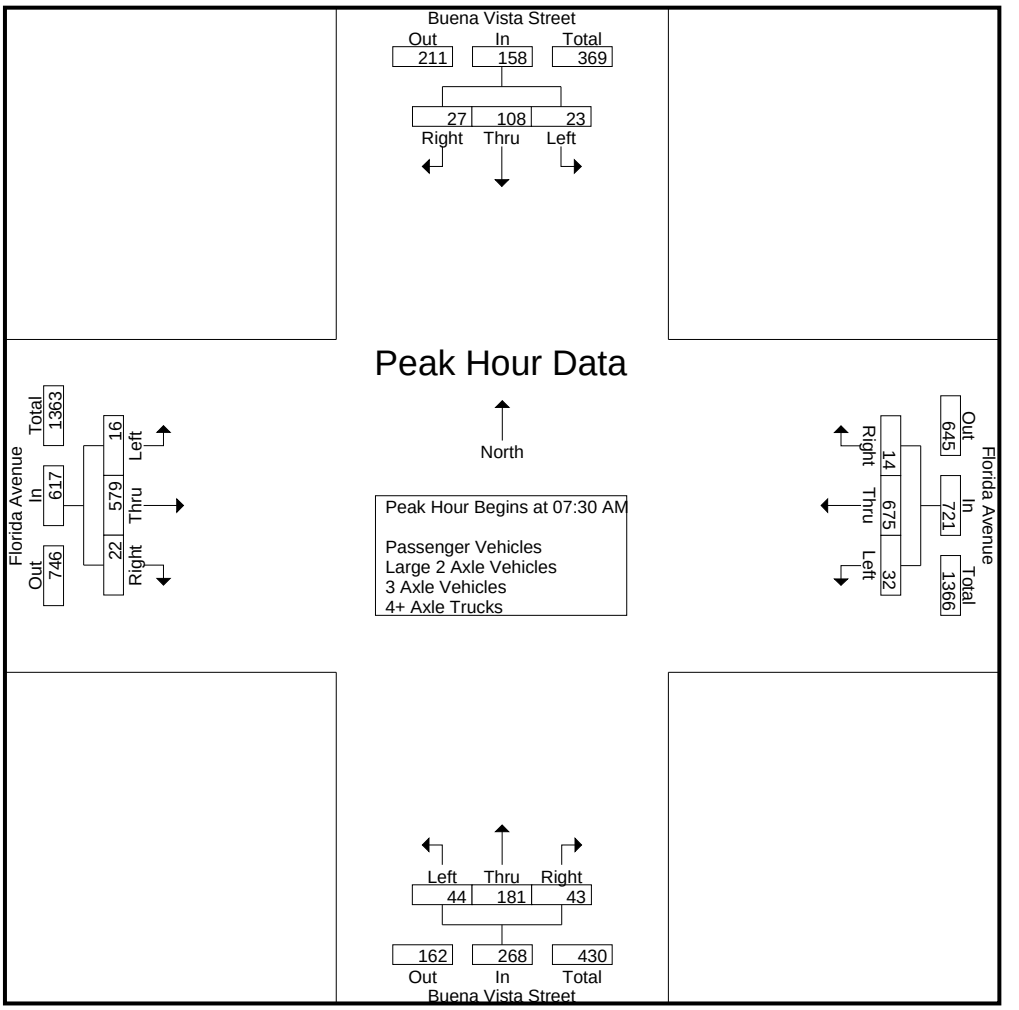
	Buena Vista Street Southbound				Florida Avenue Westbound				Buena Vista Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	26	4	34	4	117	3	124	8	27	1	36	2	97	6	105	299
07:15 AM	8	27	4	39	6	125	7	138	9	35	7	51	2	91	4	97	325
07:30 AM	8	39	12	59	12	175	0	187	11	46	12	69	4	141	12	157	472
07:45 AM	4	35	3	42	7	174	8	189	15	60	14	89	4	144	5	153	473
Total	24	127	23	174	29	591	18	638	43	168	34	245	12	473	27	512	1569
08:00 AM	2	21	4	27	4	175	2	181	9	45	7	61	2	146	2	150	419
08:15 AM	9	13	8	30	9	151	4	164	9	30	10	49	6	148	3	157	400
08:30 AM	4	20	9	33	2	168	4	174	13	25	9	47	3	147	3	153	407
08:45 AM	5	26	4	35	2	196	4	202	10	40	8	58	4	162	2	168	463
Total	20	80	25	125	17	690	14	721	41	140	34	215	15	603	10	628	1689
Grand Total	44	207	48	299	46	1281	32	1359	84	308	68	460	27	1076	37	1140	3258
Apprch %	14.7	69.2	16.1		3.4	94.3	2.4		18.3	67	14.8		2.4	94.4	3.2		
Total %	1.4	6.4	1.5	9.2	1.4	39.3	1	41.7	2.6	9.5	2.1	14.1	0.8	33	1.1	35	
Passenger Vehicles	40	204	46	290	44	1240	29	1313	83	302	67	452	22	1020	36	1078	3133
% Passenger Vehicles	90.9	98.6	95.8	97	95.7	96.8	90.6	96.6	98.8	98.1	98.5	98.3	81.5	94.8	97.3	94.6	96.2
Large 2 Axle Vehicles	4	3	2	9	1	30	2	33	0	5	1	6	4	45	0	49	97
% Large 2 Axle Vehicles	9.1	1.4	4.2	3	2.2	2.3	6.2	2.4	0	1.6	1.5	1.3	14.8	4.2	0	4.3	3
3 Axle Vehicles	0	0	0	0	0	4	1	5	1	1	0	2	0	10	1	11	18
% 3 Axle Vehicles	0	0	0	0	0	0.3	3.1	0.4	1.2	0.3	0	0.4	0	0.9	2.7	1	0.6
4+ Axle Trucks	0	0	0	0	1	7	0	8	0	0	0	0	1	1	0	2	10
% 4+ Axle Trucks	0	0	0	0	2.2	0.5	0	0.6	0	0	0	0	3.7	0.1	0	0.2	0.3

	Buena Vista Street Southbound				Florida Avenue Westbound				Buena Vista Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	8	**39**	**12**	**59**	**12**	**175**	0	187	11	46	12	69	4	141	**12**	**157**	472
07:45 AM	4	35	3	42	7	174	**8**	**189**	**15**	**60**	**14**	**89**	4	144	5	153	**473**
08:00 AM	2	21	4	27	4	175	2	181	9	45	7	61	2	146	2	150	419
08:15 AM	**9**	13	8	30	9	151	4	164	9	30	10	49	**6**	**148**	3	157	400
Total Volume	23	108	27	158	32	675	14	721	44	181	43	268	16	579	22	617	1764
% App. Total	14.6	68.4	17.1		4.4	93.6	1.9		16.4	67.5	16		2.6	93.8	3.6		
PHF	.639	.692	.563	.669	.667	.964	.438	.954	.733	.754	.768	.753	.667	.978	.458	.982	.932

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City of Hemet
N/S: Buena Vista Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 106_HEM_Bu V_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				07:15 AM				08:00 AM			
+0 mins.	4	26	4	34	**12**	**175**	0	187	9	35	7	51	2	146	2	150
+15 mins.	**8**	27	4	39	7	174	**8**	**189**	11	46	12	69	**6**	148	**3**	157
+30 mins.	8	**39**	**12**	**59**	4	175	2	181	**15**	**60**	**14**	**89**	3	147	3	153
+45 mins.	4	35	3	42	9	151	4	164	9	45	7	61	4	**162**	2	**168**
Total Volume	24	127	23	174	32	675	14	721	44	186	40	270	15	603	10	628
% App. Total	13.8	73	13.2		4.4	93.6	1.9		16.3	68.9	14.8		2.4	96	1.6	
PHF	.750	.814	.479	.737	.667	.964	.438	.954	.733	.775	.714	.758	.625	.931	.833	.935

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File Name : 106_HEM_Bu V_Flor AM
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Groups Printed- Passenger Vehicles

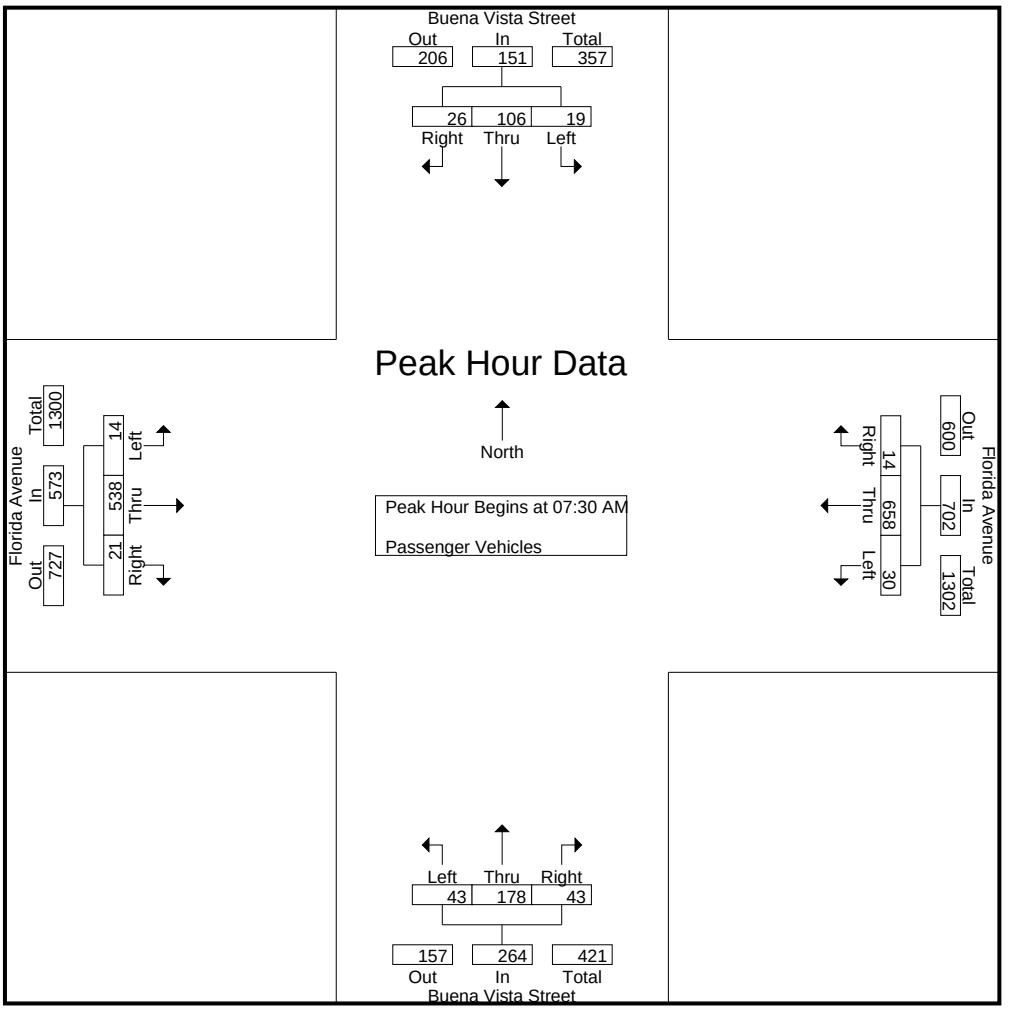
	Buena Vista Street Southbound				Florida Avenue Westbound				Buena Vista Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	25	4	33	4	113	3	120	8	26	1	35	2	96	6	104	292
07:15 AM	8	27	4	39	6	124	6	136	9	35	7	51	1	88	4	93	319
07:30 AM	7	39	11	57	11	172	0	183	11	45	12	68	4	132	12	148	456
07:45 AM	3	34	3	40	6	171	8	185	15	60	14	89	4	133	4	141	455
Total	22	125	22	169	27	580	17	624	43	166	34	243	11	449	26	486	1522
08:00 AM	0	20	4	24	4	171	2	177	8	43	7	58	2	136	2	140	399
08:15 AM	9	13	8	30	9	144	4	157	9	30	10	49	4	137	3	144	380
08:30 AM	4	20	9	33	2	158	3	163	13	23	9	45	2	142	3	147	388
08:45 AM	5	26	3	34	2	187	3	192	10	40	7	57	3	156	2	161	444
Total	18	79	24	121	17	660	12	689	40	136	33	209	11	571	10	592	1611
Grand Total	40	204	46	290	44	1240	29	1313	83	302	67	452	22	1020	36	1078	3133
Apprch %	13.8	70.3	15.9		3.4	94.4	2.2		18.4	66.8	14.8		2	94.6	3.3		
Total %	1.3	6.5	1.5	9.3	1.4	39.6	0.9	41.9	2.6	9.6	2.1	14.4	0.7	32.6	1.1	34.4	

	Buena Vista Street Southbound				Florida Avenue Westbound				Buena Vista Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	7	**39**	**11**	**57**	**11**	**172**	0	183	11	45	12	68	**4**	132	**12**	**148**	**456**
07:45 AM	3	34	3	40	6	171	**8**	**185**	**15**	**60**	**14**	**89**	4	133	4	141	455
08:00 AM	0	20	4	24	4	171	2	177	8	43	7	58	2	136	2	140	399
08:15 AM	**9**	13	8	30	9	144	4	157	9	30	10	49	4	**137**	3	144	380
Total Volume	19	106	26	151	30	658	14	702	43	178	43	264	14	538	21	573	1690
% App. Total	12.6	70.2	17.2		4.3	93.7	2		16.3	67.4	16.3		2.4	93.9	3.7		
PHF	.528	.679	.591	.662	.682	.956	.438	.949	.717	.742	.768	.742	.875	.982	.438	.968	.927

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

City of Hemet
N/S: Buena Vista Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 106_HEM_Bu V_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	7	**39**	**11**	**57**	**11**	**172**	0	183	11	45	12	68	**4**	132	**12**	**148**
+15 mins.	3	34	3	40	6	171	**8**	**185**	**15**	**60**	**14**	**89**	4	133	4	141
+30 mins.	0	20	4	24	4	171	2	177	8	43	7	58	2	136	2	140
+45 mins.	**9**	13	8	30	9	144	4	157	9	30	10	49	4	**137**	3	144
Total Volume	19	106	26	151	30	658	14	702	43	178	43	264	14	538	21	573
% App. Total	12.6	70.2	17.2		4.3	93.7	2		16.3	67.4	16.3		2.4	93.9	3.7	
PHF	.528	.679	.591	.662	.682	.956	.438	.949	.717	.742	.768	.742	.875	.982	.438	.968

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City of Hemet
N/S: Buena Vista Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 106_HEM_Bu V_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

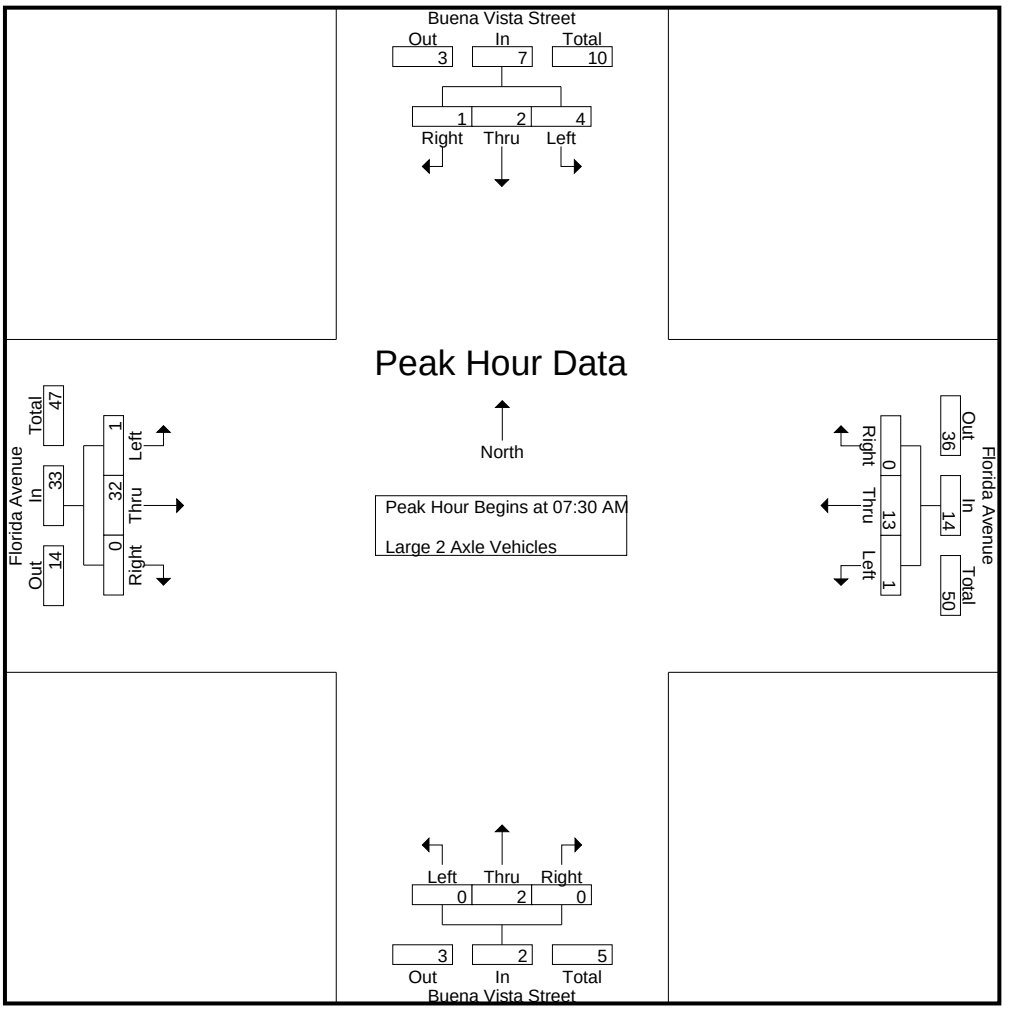
	Buena Vista Street Southbound				Florida Avenue Westbound				Buena Vista Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	3	0	3	0	1	0	1	0	0	0	0	5
07:15 AM	0	0	0	0	0	1	1	2	0	0	0	0	1	3	0	4	6
07:30 AM	1	0	1	2	0	2	0	2	0	1	0	1	0	5	0	5	10
07:45 AM	1	1	0	2	1	3	0	4	0	0	0	0	0	8	0	8	14
Total	2	2	1	5	1	9	1	11	0	2	0	2	1	16	0	17	35
08:00 AM	2	1	0	3	0	3	0	3	0	1	0	1	0	8	0	8	15
08:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	1	11	0	12	17
08:30 AM	0	0	0	0	0	6	1	7	0	2	0	2	1	4	0	5	14
08:45 AM	0	0	1	1	0	7	0	7	0	0	1	1	1	6	0	7	16
Total	2	1	1	4	0	21	1	22	0	3	1	4	3	29	0	32	62
Grand Total	4	3	2	9	1	30	2	33	0	5	1	6	4	45	0	49	97
Apprch %	44.4	33.3	22.2		3	90.9	6.1		0	83.3	16.7		8.2	91.8	0		
Total %	4.1	3.1	2.1	9.3	1	30.9	2.1	34	0	5.2	1	6.2	4.1	46.4	0	50.5	

	Buena Vista Street Southbound				Florida Avenue Westbound				Buena Vista Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	0	**1**	2	0	2	0	2	0	**1**	0	**1**	0	5	0	5	10
07:45 AM	1	**1**	0	2	**1**	3	0	4	0	0	0	0	0	8	0	8	14
08:00 AM	**2**	1	0	**3**	0	3	0	3	0	1	0	1	0	8	0	8	15
08:15 AM	0	0	0	0	0	**5**	0	**5**	0	0	0	0	**1**	**11**	0	**12**	**17**
Total Volume	4	2	1	7	1	13	0	14	0	2	0	2	1	32	0	33	56
% App. Total	57.1	28.6	14.3		7.1	92.9	0		0	100	0		3	97	0		
PHF	.500	.500	.250	.583	.250	.650	.000	.700	.000	.500	.000	.500	.250	.727	.000	.688	.824

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City of Hemet
N/S: Buena Vista Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 106_HEM_Bu V_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	1	0	**1**	2	0	2	0	2	0	**1**	0	**1**	0	5	0	5
+15 mins.	1	**1**	0	2	**1**	3	0	4	0	0	0	0	0	8	0	8
+30 mins.	**2**	1	0	**3**	0	3	0	3	0	1	0	1	0	8	0	8
+45 mins.	0	0	0	0	0	**5**	0	**5**	0	0	0	0	**1**	**11**	0	**12**
Total Volume	4	2	1	7	1	13	0	14	0	2	0	2	1	32	0	33
% App. Total	57.1	28.6	14.3		7.1	92.9	0		0	100	0		3	97	0	
PHF	.500	.500	.250	.583	.250	.650	.000	.700	.000	.500	.000	.500	.250	.727	.000	.688

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City of Hemet
N/S: Buena Vista Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 106_HEM_Bu V_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

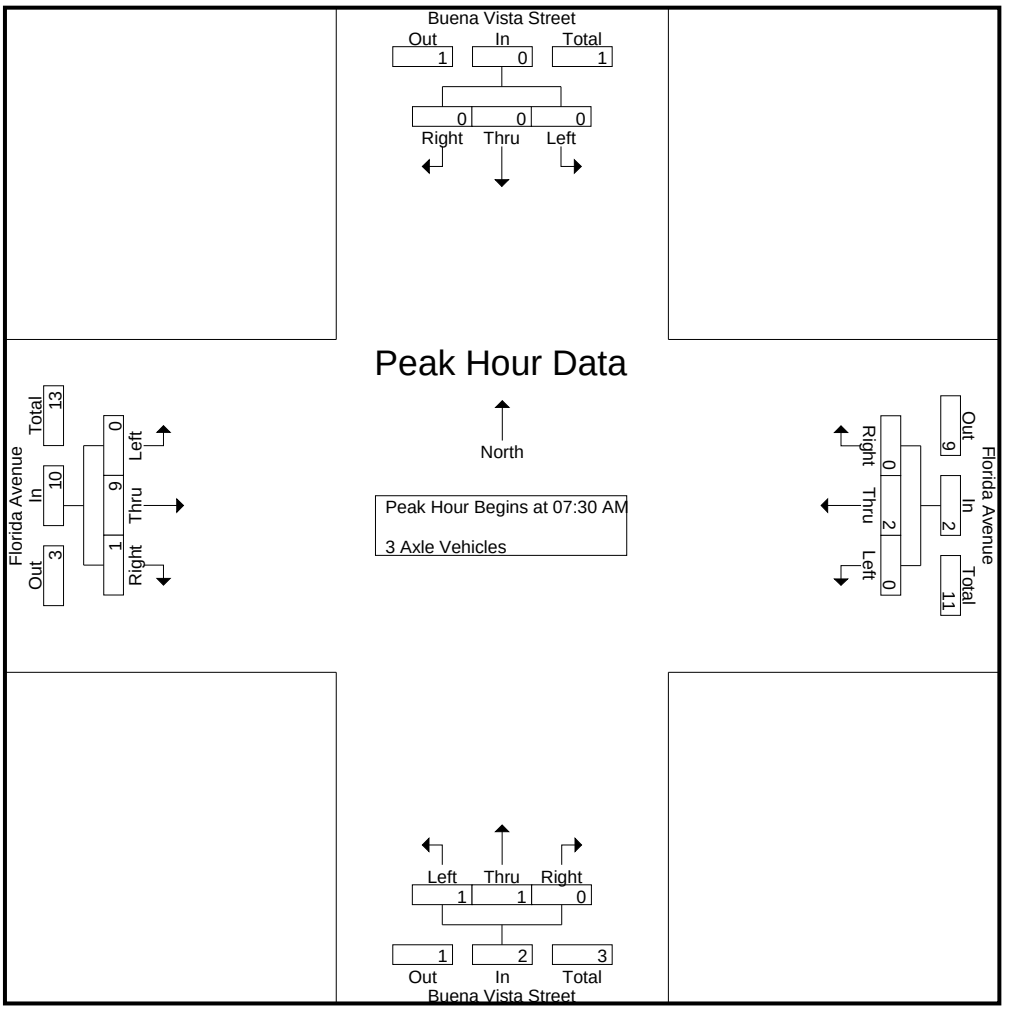
	Buena Vista Street Southbound				Florida Avenue Westbound				Buena Vista Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	8	8
08:00 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	2	0	2	4
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	4	1	5	1	1	0	2	0	3	0	3	10
Grand Total	0	0	0	0	0	4	1	5	1	1	0	2	0	10	1	11	18
Apprch %	0	0	0		0	80	20		50	50	0		0	90.9	9.1		
Total %	0	0	0	0	0	22.2	5.6	27.8	5.6	5.6	0	11.1	0	55.6	5.6	61.1	

	Buena Vista Street Southbound				Florida Avenue Westbound				Buena Vista Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	**4**	**4**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	**1**	4	4
08:00 AM	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	0	2	0	2	4
08:15 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	2	0	2	1	1	0	2	0	9	1	10	14
% App. Total	0	0	0		0	100	0		50	50	0		0	90	10		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.250	.000	.250	.000	.563	.250	.625	.875

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City of Hemet
N/S: Buena Vista Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 106_HEM_Bu V_Flor AM
Site Code : 00322418
Start Date : 5/26/2022



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	**4**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	**1**	4
+30 mins.	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	0	2	0	2
+45 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	1	1	0	2	0	9	1	10
% App. Total	0	0	0		0	100	0		50	50	0		0	90	10	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.250	.000	.250	.000	.563	.250	.625

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City of Hemet
N/S: Buena Vista Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 106_HEM_Bu V_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

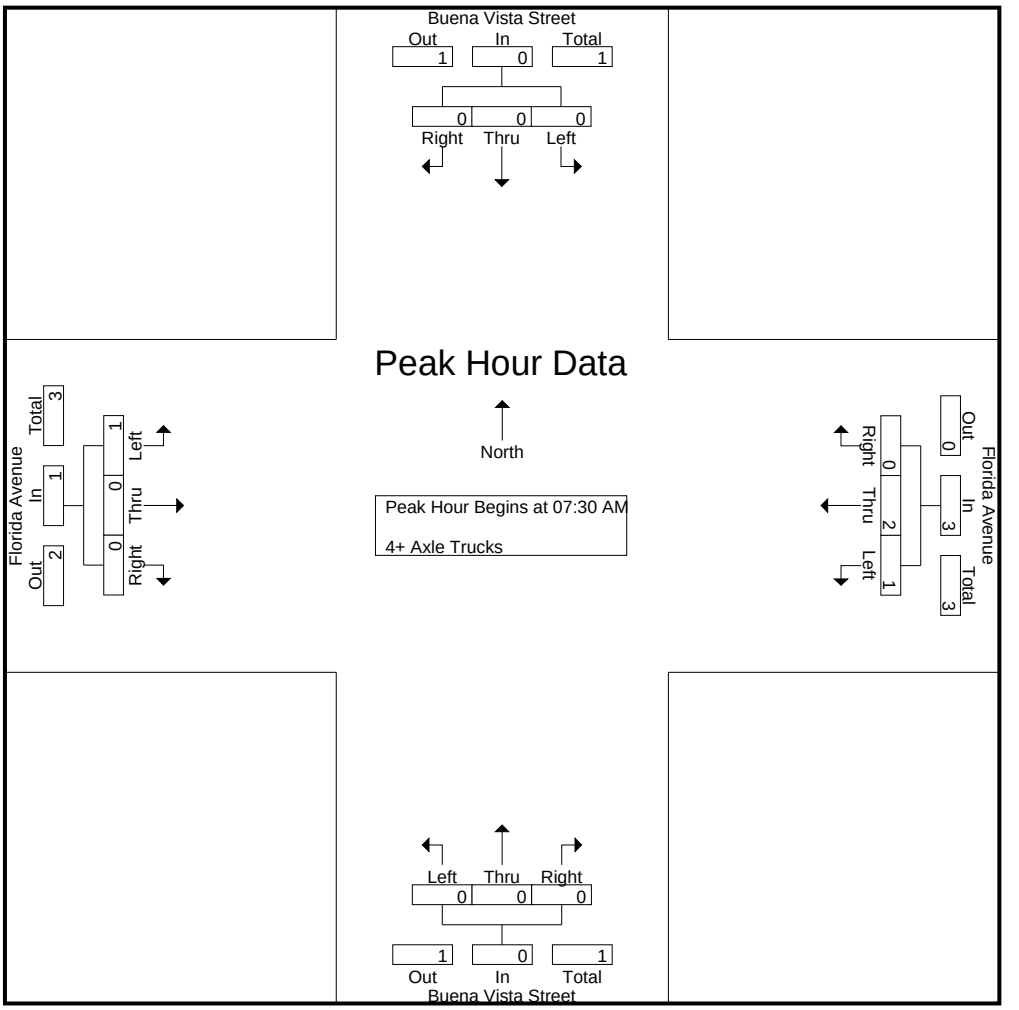
	Buena Vista Street Southbound				Florida Avenue Westbound				Buena Vista Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1	4
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	5	0	5	0	0	0	0	1	0	0	1	6
Grand Total	0	0	0	0	1	7	0	8	0	0	0	0	1	1	0	2	10
Apprch %	0	0	0		12.5	87.5	0		0	0	0		50	50	0		
Total %	0	0	0	0	10	70	0	80	0	0	0	0	10	10	0	20	

	Buena Vista Street Southbound				Florida Avenue Westbound				Buena Vista Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	**2**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
Total Volume	0	0	0	0	1	2	0	3	0	0	0	0	1	0	0	1	4
% App. Total	0	0	0		33.3	66.7	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.250	.500	.000	.375	.000	.000	.000	.000	.250	.000	.000	.250	.500

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City of Hemet
N/S: Buena Vista Street
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Weather: Clear

File Name : 106_HEM_Bu V_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**
Total Volume	0	0	0	0	1	2	0	3	0	0	0	0	1	0	0	1
% App. Total	0	0	0		33.3	66.7	0		0	0	0		100	0	0	
PHF	.000	.000	.000	.000	.250	.500	.000	.375	.000	.000	.000	.000	.250	.000	.000	.250

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City of Hemet
N/S: Buena Vista Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 106_HEM_Bu V_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

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

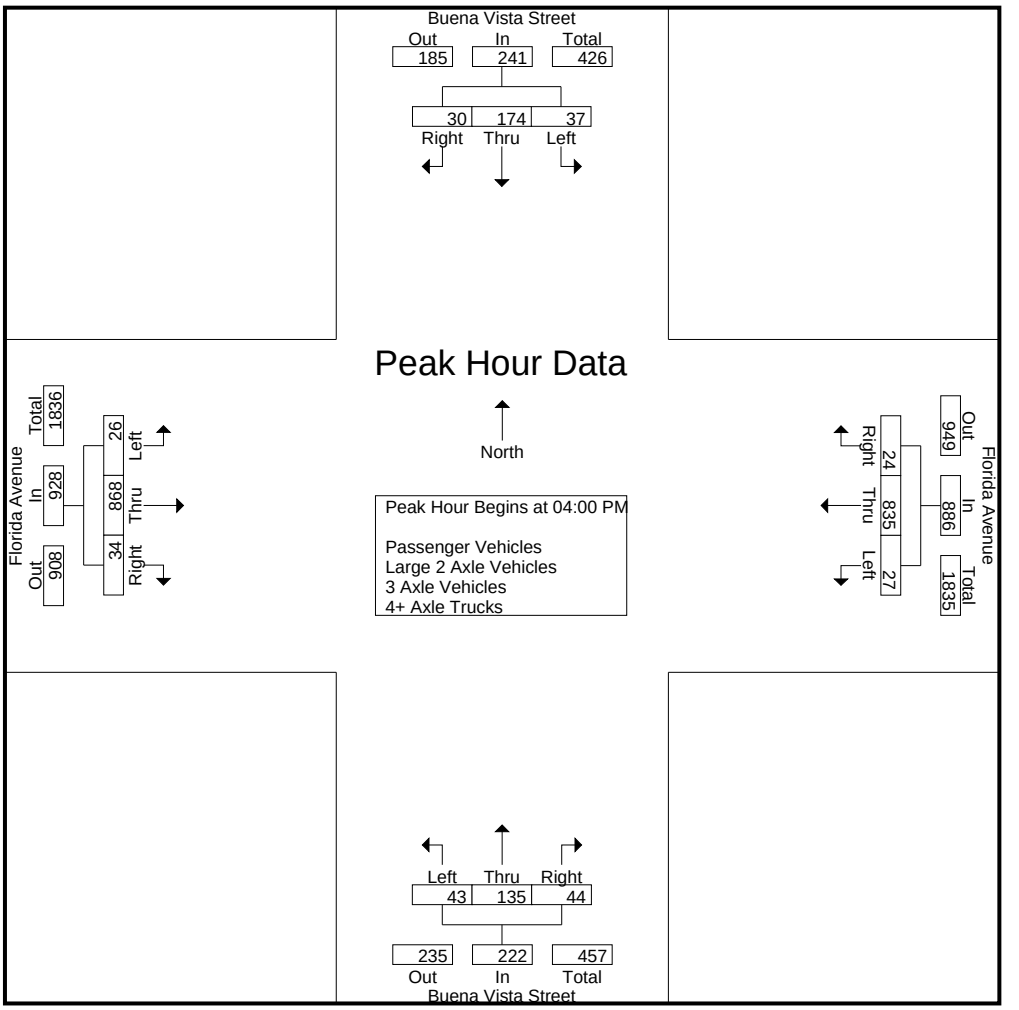
	Buena Vista Street Southbound				Florida Avenue Westbound				Buena Vista Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	42	8	54	9	252	5	266	14	42	14	70	8	240	7	255	645
04:15 PM	16	47	4	67	11	219	3	233	10	38	12	60	4	210	7	221	581
04:30 PM	7	35	9	51	6	165	7	178	9	26	11	46	8	195	15	218	493
04:45 PM	10	50	9	69	1	199	9	209	10	29	7	46	6	223	5	234	558
Total	37	174	30	241	27	835	24	886	43	135	44	222	26	868	34	928	2277
05:00 PM	15	43	7	65	4	196	7	207	7	26	6	39	14	238	12	264	575
05:15 PM	9	43	10	62	8	192	5	205	6	32	8	46	2	185	3	190	503
05:30 PM	9	24	6	39	7	200	2	209	7	16	4	27	2	224	1	227	502
05:45 PM	7	36	4	47	5	170	7	182	13	24	22	59	4	175	7	186	474
Total	40	146	27	213	24	758	21	803	33	98	40	171	22	822	23	867	2054
Grand Total	77	320	57	454	51	1593	45	1689	76	233	84	393	48	1690	57	1795	4331
Apprch %	17	70.5	12.6		3	94.3	2.7		19.3	59.3	21.4		2.7	94.2	3.2		
Total %	1.8	7.4	1.3	10.5	1.2	36.8	1	39	1.8	5.4	1.9	9.1	1.1	39	1.3	41.4	
Passenger Vehicles	73	318	54	445	51	1548	42	1641	75	231	83	389	46	1674	57	1777	4252
% Passenger Vehicles	94.8	99.4	94.7	98	100	97.2	93.3	97.2	98.7	99.1	98.8	99	95.8	99.1	100	99	98.2
Large 2 Axle Vehicles	4	2	3	9	0	32	3	35	1	2	1	4	2	12	0	14	62
% Large 2 Axle Vehicles	5.2	0.6	5.3	2	0	2	6.7	2.1	1.3	0.9	1.2	1	4.2	0.7	0	0.8	1.4
3 Axle Vehicles	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
% 3 Axle Vehicles	0	0	0	0	0	0.3	0	0.2	0	0	0	0	0	0.2	0	0.2	0.2
4+ Axle Trucks	0	0	0	0	0	9	0	9	0	0	0	0	0	1	0	1	10
% 4+ Axle Trucks	0	0	0	0	0	0.6	0	0.5	0	0	0	0	0	0.1	0	0.1	0.2

	Buena Vista Street Southbound				Florida Avenue Westbound				Buena Vista Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	4	42	8	54	9	**252**	5	**266**	**14**	**42**	**14**	**70**	**8**	**240**	7	**255**	**645**
04:15 PM	**16**	47	4	67	**11**	219	3	233	10	38	12	60	4	210	7	221	581
04:30 PM	7	35	**9**	51	6	165	7	178	9	26	11	46	8	195	**15**	218	493
04:45 PM	10	**50**	9	**69**	1	199	**9**	209	10	29	7	46	6	223	5	234	558
Total Volume	37	174	30	241	27	835	24	886	43	135	44	222	26	868	34	928	2277
% App. Total	15.4	72.2	12.4		3	94.2	2.7		19.4	60.8	19.8		2.8	93.5	3.7		
PHF	.578	.870	.833	.873	.614	.828	.667	.833	.768	.804	.786	.793	.813	.904	.567	.910	.883

Counts Unlimited, Inc.
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(951)268-6268

City of Hemet
N/S: Buena Vista Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 106_HEM_Bu V_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:15 PM				04:00 PM				04:00 PM				04:15 PM			
+0 mins.	**16**	47	4	67	9	**252**	5	**266**	**14**	**42**	**14**	**70**	4	210	7	221
+15 mins.	7	35	**9**	51	**11**	219	3	233	10	38	12	60	8	195	**15**	218
+30 mins.	10	**50**	9	**69**	6	165	7	178	9	26	11	46	6	223	5	234
+45 mins.	15	43	7	65	1	199	**9**	209	10	29	7	46	**14**	**238**	12	**264**
Total Volume	48	175	29	252	27	835	24	886	43	135	44	222	32	866	39	937
% App. Total	19	69.4	11.5		3	94.2	2.7		19.4	60.8	19.8		3.4	92.4	4.2	
PHF	.750	.875	.806	.913	.614	.828	.667	.833	.768	.804	.786	.793	.571	.910	.650	.887

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City of Hemet
N/S: Buena Vista Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 106_HEM_Bu V_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Passenger Vehicles

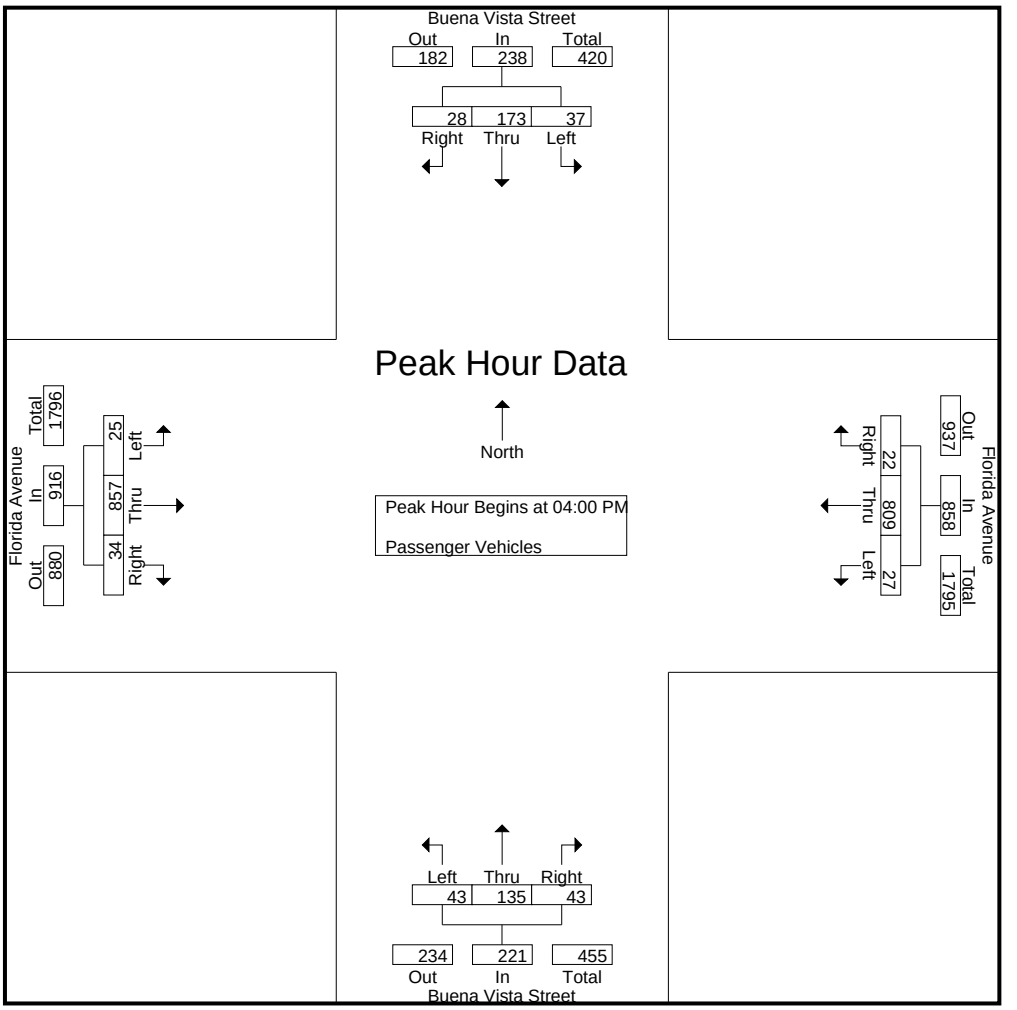
	Buena Vista Street Southbound				Florida Avenue Westbound				Buena Vista Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	42	7	53	9	239	5	253	14	42	14	70	8	235	7	250	626
04:15 PM	16	47	4	67	11	213	3	227	10	38	12	60	4	207	7	218	572
04:30 PM	7	35	8	50	6	162	7	175	9	26	10	45	8	193	15	216	486
04:45 PM	10	49	9	68	1	195	7	203	10	29	7	46	5	222	5	232	549
Total	37	173	28	238	27	809	22	858	43	135	43	221	25	857	34	916	2233
05:00 PM	13	43	6	62	4	192	7	203	7	24	6	37	14	235	12	261	563
05:15 PM	9	43	10	62	8	189	5	202	6	32	8	46	2	185	3	190	500
05:30 PM	7	24	6	37	7	191	2	200	6	16	4	26	1	223	1	225	488
05:45 PM	7	35	4	46	5	167	6	178	13	24	22	59	4	174	7	185	468
Total	36	145	26	207	24	739	20	783	32	96	40	168	21	817	23	861	2019
Grand Total	73	318	54	445	51	1548	42	1641	75	231	83	389	46	1674	57	1777	4252
Apprch %	16.4	71.5	12.1		3.1	94.3	2.6		19.3	59.4	21.3		2.6	94.2	3.2		
Total %	1.7	7.5	1.3	10.5	1.2	36.4	1	38.6	1.8	5.4	2	9.1	1.1	39.4	1.3	41.8	

	Buena Vista Street Southbound				Florida Avenue Westbound				Buena Vista Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	4	42	7	53	9	**239**	5	**253**	**14**	**42**	**14**	**70**	**8**	**235**	7	**250**	**626**
04:15 PM	**16**	47	4	67	**11**	213	3	227	10	38	12	60	4	207	7	218	572
04:30 PM	7	35	8	50	6	162	**7**	175	9	26	10	45	8	193	**15**	216	486
04:45 PM	10	**49**	**9**	**68**	1	195	7	203	10	29	7	46	5	222	5	232	549
Total Volume	37	173	28	238	27	809	22	858	43	135	43	221	25	857	34	916	2233
% App. Total	15.5	72.7	11.8		3.1	94.3	2.6		19.5	61.1	19.5		2.7	93.6	3.7		
PHF	.578	.883	.778	.875	.614	.846	.786	.848	.768	.804	.768	.789	.781	.912	.567	.916	.892

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City of Hemet
N/S: Buena Vista Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 106_HEM_Bu V_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	4	42	7	53	9	**239**	5	**253**	**14**	**42**	**14**	**70**	**8**	**235**	7	**250**
+15 mins.	**16**	47	4	67	**11**	213	3	227	10	38	12	60	4	207	7	218
+30 mins.	7	35	8	50	6	162	**7**	175	9	26	10	45	8	193	**15**	216
+45 mins.	10	**49**	**9**	**68**	1	195	7	203	10	29	7	46	5	222	5	232
Total Volume	37	173	28	238	27	809	22	858	43	135	43	221	25	857	34	916
% App. Total	15.5	72.7	11.8		3.1	94.3	2.6		19.5	61.1	19.5		2.7	93.6	3.7	
PHF	.578	.883	.778	.875	.614	.846	.786	.848	.768	.804	.768	.789	.781	.912	.567	.916

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City of Hemet
N/S: Buena Vista Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 106_HEM_Bu V_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

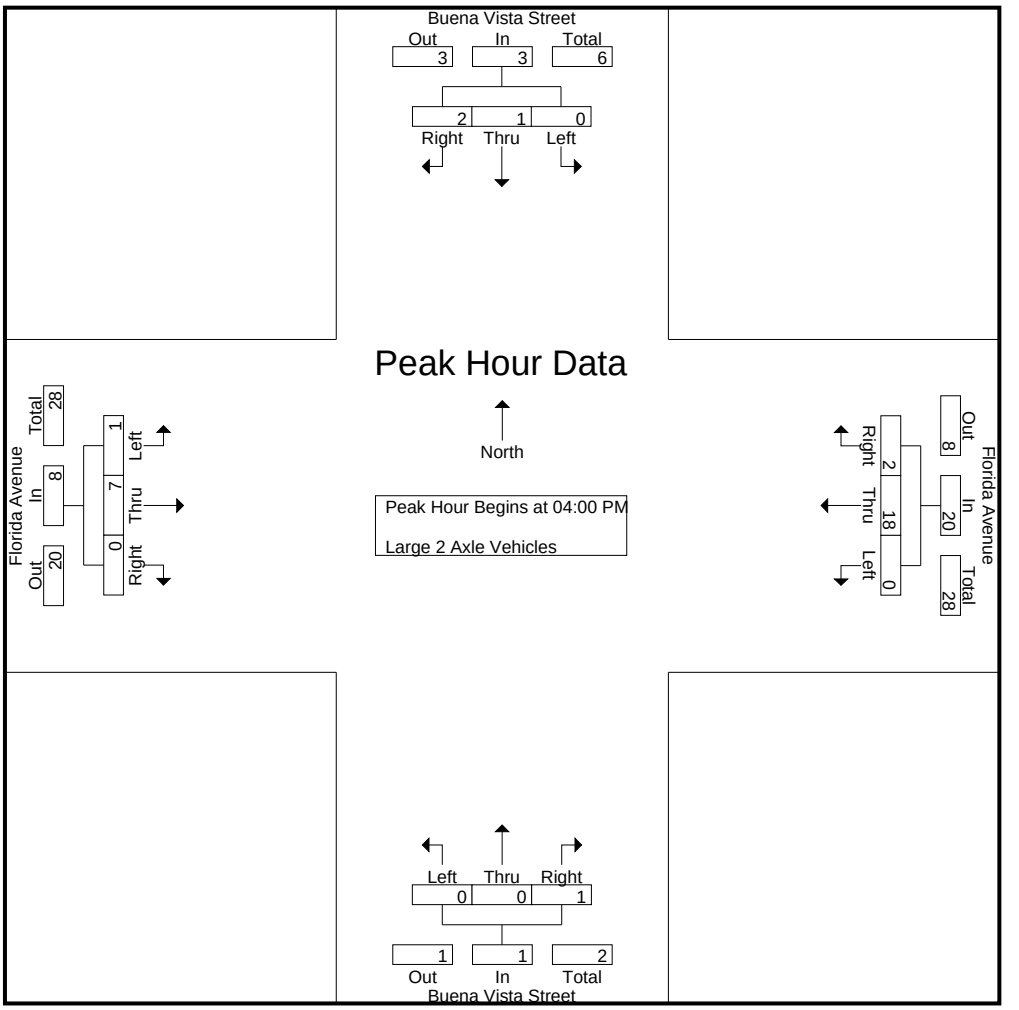
	Buena Vista Street Southbound				Florida Avenue Westbound				Buena Vista Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	8	0	8	0	0	0	0	0	4	0	4	13
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
04:30 PM	0	0	1	1	0	2	0	2	0	0	1	1	0	1	0	1	5
04:45 PM	0	1	0	1	0	4	2	6	0	0	0	0	1	1	0	2	9
Total	0	1	2	3	0	18	2	20	0	0	1	1	1	7	0	8	32
05:00 PM	2	0	1	3	0	1	0	1	0	2	0	2	0	3	0	3	9
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
05:30 PM	2	0	0	2	0	7	0	7	1	0	0	1	1	1	0	2	12
05:45 PM	0	1	0	1	0	3	1	4	0	0	0	0	0	1	0	1	6
Total	4	1	1	6	0	14	1	15	1	2	0	3	1	5	0	6	30
Grand Total	4	2	3	9	0	32	3	35	1	2	1	4	2	12	0	14	62
Apprch %	44.4	22.2	33.3		0	91.4	8.6		25	50	25		14.3	85.7	0		
Total %	6.5	3.2	4.8	14.5	0	51.6	4.8	56.5	1.6	3.2	1.6	6.5	3.2	19.4	0	22.6	

	Buena Vista Street Southbound				Florida Avenue Westbound				Buena Vista Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**1**	**1**	0	**8**	0	**8**	0	0	0	0	0	**4**	0	**4**	**13**
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
04:30 PM	0	0	1	1	0	2	0	2	0	0	**1**	**1**	0	1	0	1	5
04:45 PM	0	**1**	0	1	0	4	**2**	6	0	0	0	0	**1**	1	0	2	9
Total Volume	0	1	2	3	0	18	2	20	0	0	1	1	1	7	0	8	32
% App. Total	0	33.3	66.7		0	90	10		0	0	100		12.5	87.5	0		
PHF	.000	.250	.500	.750	.000	.563	.250	.625	.000	.000	.250	.250	.250	.438	.000	.500	.615

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City of Hemet
N/S: Buena Vista Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 106_HEM_Bu V_Flor PM
Site Code : 00322418
Start Date : 5/26/2022



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	**1**	**1**	0	**8**	0	**8**	0	0	0	0	0	**4**	0	**4**
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1
+30 mins.	0	0	1	1	0	2	0	2	0	0	**1**	**1**	0	1	0	1
+45 mins.	0	**1**	0	1	0	4	**2**	6	0	0	0	0	**1**	1	0	2
Total Volume	0	1	2	3	0	18	2	20	0	0	1	1	1	7	0	8
% App. Total	0	33.3	66.7		0	90	10		0	0	100		12.5	87.5	0	
PHF	.000	.250	.500	.750	.000	.563	.250	.625	.000	.000	.250	.250	.250	.438	.000	.500

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City of Hemet
N/S: Buena Vista Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 106_HEM_Bu V_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

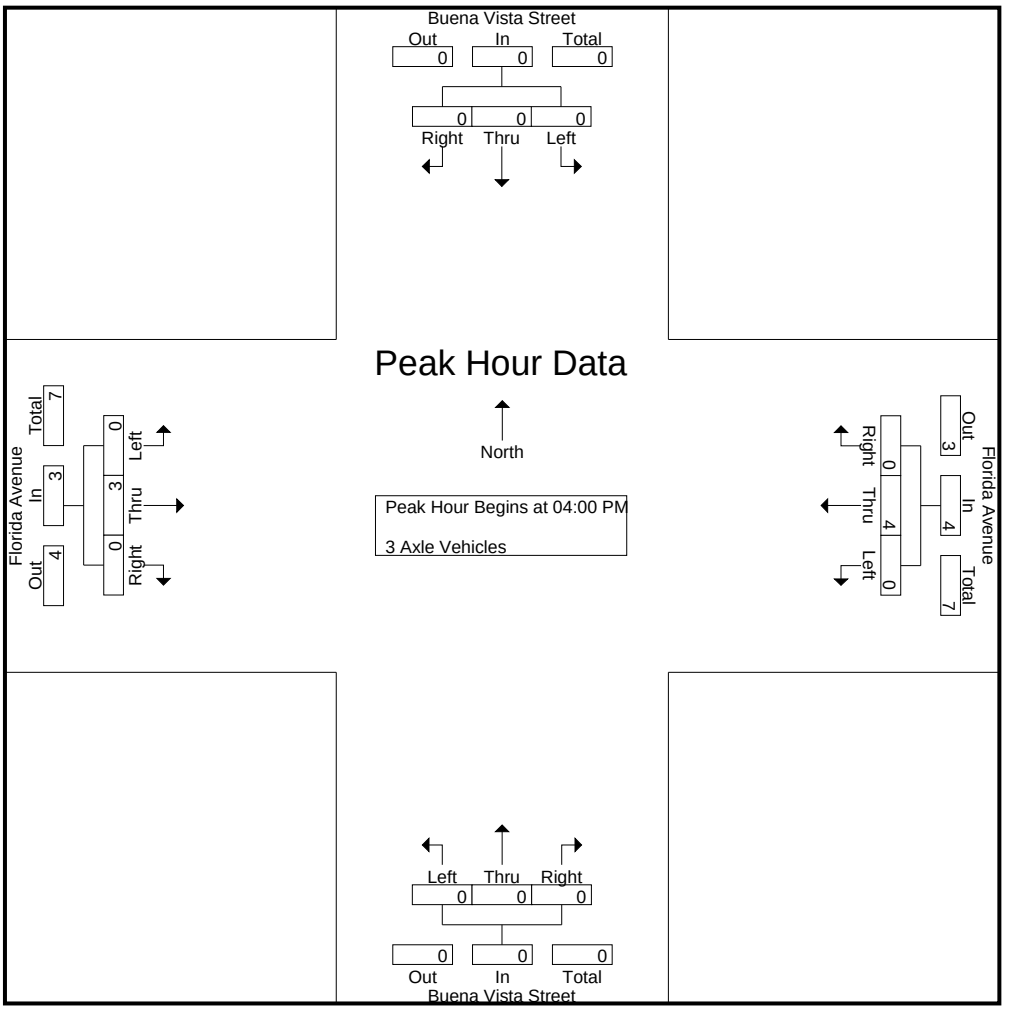
	Buena Vista Street Southbound				Florida Avenue Westbound				Buena Vista Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	57.1	0	57.1	0	0	0	0	0	42.9	0	42.9	

	Buena Vista Street Southbound				Florida Avenue Westbound				Buena Vista Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	3
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	0	**2**	**4**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.375	.000	.375	.438

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City of Hemet
N/S: Buena Vista Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 106_HEM_Bu V_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.375	.000	.375

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City of Hemet
N/S: Buena Vista Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 106_HEM_Bu V_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

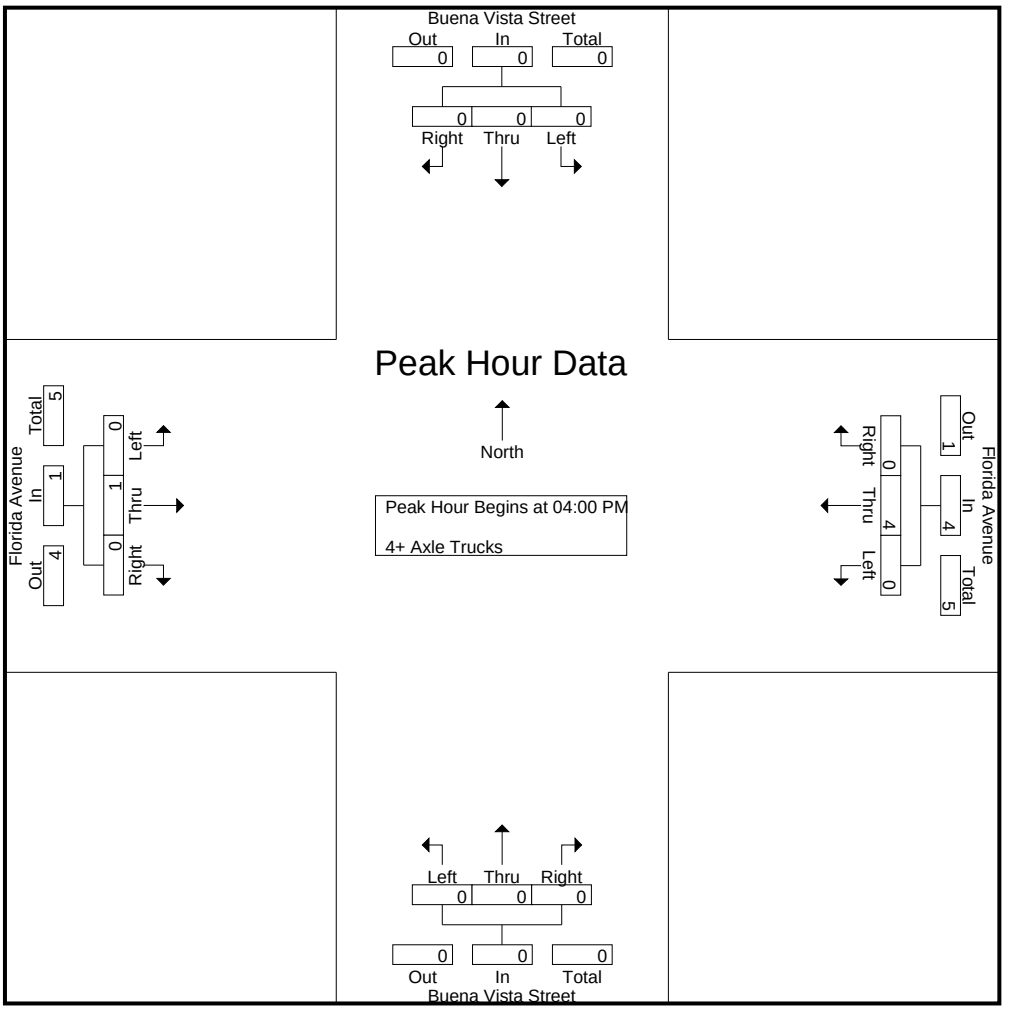
	Buena Vista Street Southbound				Florida Avenue Westbound				Buena Vista Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
Grand Total	0	0	0	0	0	9	0	9	0	0	0	0	0	1	0	1	10
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	90	0	90	0	0	0	0	0	10	0	10	

	Buena Vista Street Southbound				Florida Avenue Westbound				Buena Vista Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	**3**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000	.000	.250	.000	.250	.417

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City of Hemet
N/S: Buena Vista Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 106_HEM_Bu V_Flor PM
Site Code : 00322418
Start Date : 5/26/2022



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000	.000	.250	.000	.250

Location: Hemet
N/S: Buena Vista Street
E/W: Florida Avenue

Date: 5/26/2022
Day: Thursday

PEDESTRIANS

	North Leg Buena Vista Street	East Leg Florida Avenue	South Leg Buena Vista Street	West Leg Florida Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	4	0	1	0	5
7:15 AM	0	0	0	0	0
7:30 AM	1	0	1	0	2
7:45 AM	1	0	2	1	4
8:00 AM	1	0	0	0	1
8:15 AM	2	0	0	1	3
8:30 AM	1	0	0	1	2
8:45 AM	1	2	2	0	5
TOTAL VOLUMES:	11	2	6	3	22

	North Leg Buena Vista Street	East Leg Florida Avenue	South Leg Buena Vista Street	West Leg Florida Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	6	0	0	1	7
4:15 PM	1	1	0	0	2
4:30 PM	0	1	0	0	1
4:45 PM	2	0	1	0	3
5:00 PM	1	0	4	0	5
5:15 PM	2	2	1	2	7
5:30 PM	1	0	0	0	1
5:45 PM	2	0	2	0	4
TOTAL VOLUMES:	15	4	8	3	30

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Location: Hemet
N/S: Buena Vista Street
E/W: Florida Avenue

Date: 5/26/2022
Day: Thursday

BICYCLES

	Southbound Buena Vista Street			Westbound Florida Avenue			Northbound Buena Vista Street			Eastbound Florida Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
8:45 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
TOTAL VOLUMES:	0	0	0	0	4	1	0	0	0	0	5	0	10

	Southbound Buena Vista Street			Westbound Florida Avenue			Northbound Buena Vista Street			Eastbound Florida Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:15 PM	0	0	0	0	2	0	1	0	0	0	0	1	4
4:30 PM	0	0	0	0	1	0	0	0	1	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	2	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	5	0	1	0	1	1	3	3	14

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City of Hemet
N/S: Santa Fe Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 107_HEM_San Fe_Flor AM
Site Code : 00322418
Start Date : 5/26/2022

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

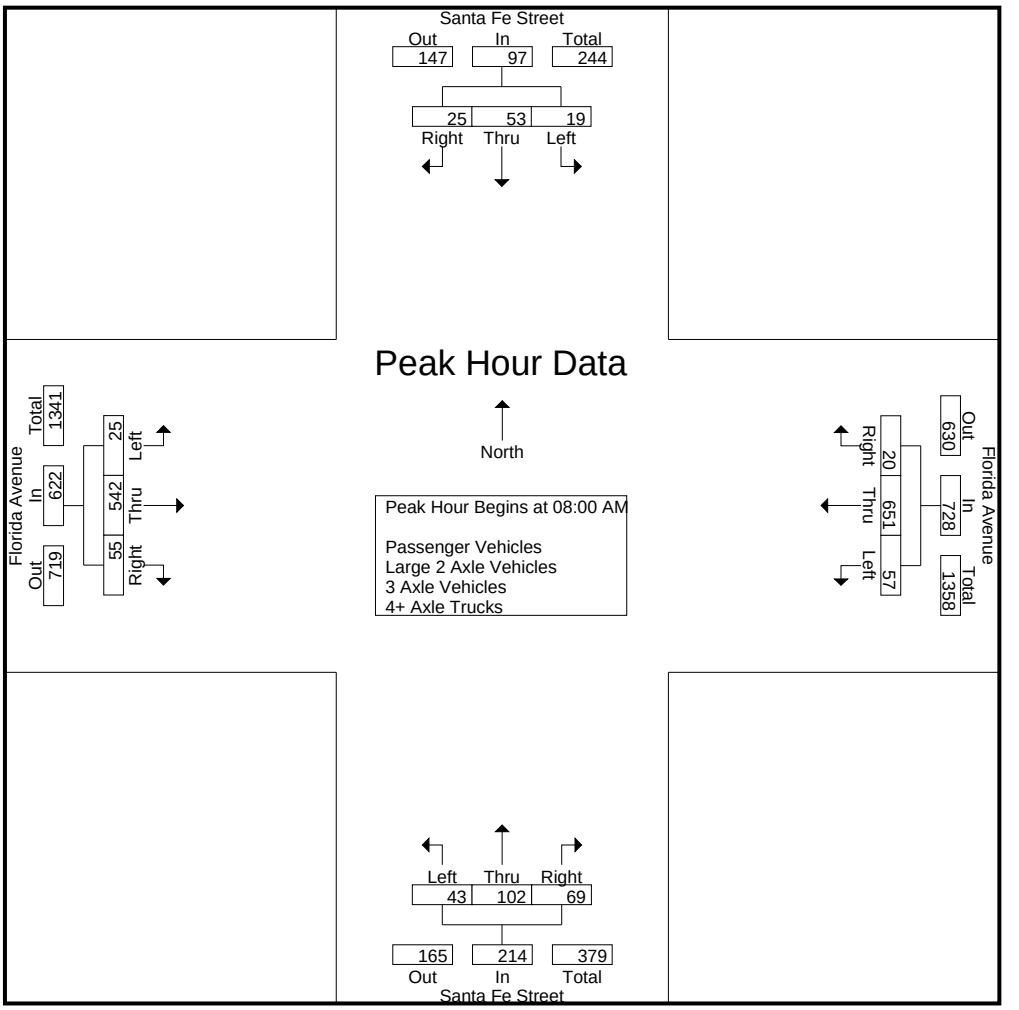
	Santa Fe Street Southbound				Florida Avenue Westbound				Santa Fe Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	5	7	9	127	1	137	1	10	5	16	1	73	14	88	248
07:15 AM	0	6	3	9	12	150	1	163	8	6	25	39	0	96	4	100	311
07:30 AM	1	14	7	22	7	185	8	200	14	19	23	56	9	136	9	154	432
07:45 AM	3	13	3	19	13	169	4	186	12	22	19	53	10	139	8	157	415
Total	4	35	18	57	41	631	14	686	35	57	72	164	20	444	35	499	1406
08:00 AM	7	12	4	23	13	159	7	179	8	26	7	41	7	143	10	160	403
08:15 AM	4	8	8	20	5	154	8	167	5	21	11	37	3	136	19	158	382
08:30 AM	5	18	8	31	20	160	2	182	16	24	26	66	8	130	13	151	430
08:45 AM	3	15	5	23	19	178	3	200	14	31	25	70	7	133	13	153	446
Total	19	53	25	97	57	651	20	728	43	102	69	214	25	542	55	622	1661
Grand Total	23	88	43	154	98	1282	34	1414	78	159	141	378	45	986	90	1121	3067
Apprch %	14.9	57.1	27.9		6.9	90.7	2.4		20.6	42.1	37.3		4	88	8		
Total %	0.7	2.9	1.4	5	3.2	41.8	1.1	46.1	2.5	5.2	4.6	12.3	1.5	32.1	2.9	36.6	
Passenger Vehicles	21	88	41	150	95	1248	34	1377	77	157	141	375	45	927	87	1059	2961
% Passenger Vehicles	91.3	100	95.3	97.4	96.9	97.3	100	97.4	98.7	98.7	100	99.2	100	94	96.7	94.5	96.5
Large 2 Axle Vehicles	2	0	2	4	3	25	0	28	1	1	0	2	0	34	3	37	71
% Large 2 Axle Vehicles	8.7	0	4.7	2.6	3.1	2	0	2	1.3	0.6	0	0.5	0	3.4	3.3	3.3	2.3
3 Axle Vehicles	0	0	0	0	0	3	0	3	0	1	0	1	0	11	0	11	15
% 3 Axle Vehicles	0	0	0	0	0	0.2	0	0.2	0	0.6	0	0.3	0	1.1	0	1	0.5
4+ Axle Trucks	0	0	0	0	0	6	0	6	0	0	0	0	0	14	0	14	20
% 4+ Axle Trucks	0	0	0	0	0	0.5	0	0.4	0	0	0	0	0	1.4	0	1.2	0.7

	Santa Fe Street Southbound				Florida Avenue Westbound				Santa Fe Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**7**	12	4	23	13	159	7	179	8	26	7	41	7	**143**	10	**160**	403
08:15 AM	4	8	**8**	20	5	154	**8**	167	5	21	11	37	3	136	**19**	158	382
08:30 AM	5	**18**	8	**31**	**20**	160	2	182	**16**	24	**26**	66	**8**	130	13	151	430
08:45 AM	3	15	5	23	19	**178**	3	**200**	14	**31**	25	**70**	7	133	13	153	**446**
Total Volume	19	53	25	97	57	651	20	728	43	102	69	214	25	542	55	622	1661
% App. Total	19.6	54.6	25.8		7.8	89.4	2.7		20.1	47.7	32.2		4	87.1	8.8		
PHF	.679	.736	.781	.782	.713	.914	.625	.910	.672	.823	.663	.764	.781	.948	.724	.972	.931

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City of Hemet
N/S: Santa Fe Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 107_HEM_San Fe_Flor AM
Site Code : 00322418
Start Date : 5/26/2022



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

	08:00 AM				07:30 AM				08:00 AM				07:30 AM			
+0 mins.	**7**	12	4	23	7	**185**	**8**	**200**	8	26	7	41	9	136	9	154
+15 mins.	4	8	**8**	20	**13**	169	4	186	5	21	11	37	**10**	139	8	157
+30 mins.	5	**18**	8	**31**	13	159	7	179	**16**	24	**26**	66	7	**143**	10	**160**
+45 mins.	3	15	5	23	5	154	8	167	14	**31**	25	**70**	3	136	**19**	158
Total Volume	19	53	25	97	38	667	27	732	43	102	69	214	29	554	46	629
% App. Total	19.6	54.6	25.8		5.2	91.1	3.7		20.1	47.7	32.2		4.6	88.1	7.3	
PHF	.679	.736	.781	.782	.731	.901	.844	.915	.672	.823	.663	.764	.725	.969	.605	.983

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City of Hemet
N/S: Santa Fe Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 107_HEM_San Fe_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Passenger Vehicles

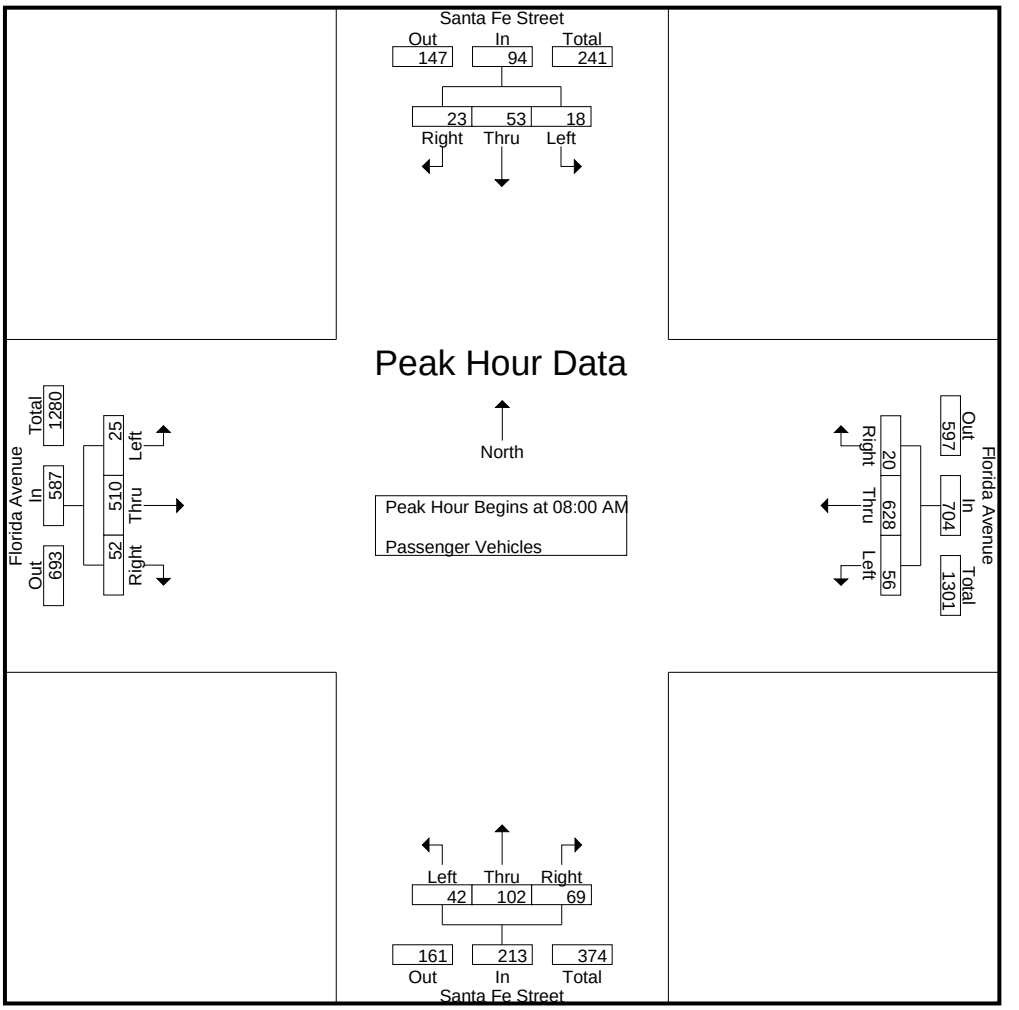
	Santa Fe Street Southbound				Florida Avenue Westbound				Santa Fe Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	5	7	7	124	1	132	1	9	5	15	1	71	14	86	240
07:15 AM	0	6	3	9	12	148	1	161	8	6	25	39	0	93	4	97	306
07:30 AM	1	14	7	22	7	183	8	198	14	18	23	55	9	124	9	142	417
07:45 AM	2	13	3	18	13	165	4	182	12	22	19	53	10	129	8	147	400
Total	3	35	18	56	39	620	14	673	35	55	72	162	20	417	35	472	1363
08:00 AM	7	12	4	23	13	156	7	176	8	26	7	41	7	131	8	146	386
08:15 AM	3	8	8	19	5	149	8	162	5	21	11	37	3	125	19	147	365
08:30 AM	5	18	6	29	19	152	2	173	15	24	26	65	8	126	13	147	414
08:45 AM	3	15	5	23	19	171	3	193	14	31	25	70	7	128	12	147	433
Total	18	53	23	94	56	628	20	704	42	102	69	213	25	510	52	587	1598
Grand Total	21	88	41	150	95	1248	34	1377	77	157	141	375	45	927	87	1059	2961
Apprch %	14	58.7	27.3		6.9	90.6	2.5		20.5	41.9	37.6		4.2	87.5	8.2		
Total %	0.7	3	1.4	5.1	3.2	42.1	1.1	46.5	2.6	5.3	4.8	12.7	1.5	31.3	2.9	35.8	

	Santa Fe Street Southbound				Florida Avenue Westbound				Santa Fe Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**7**	12	4	23	13	156	7	176	8	26	7	41	7	**131**	8	146	386
08:15 AM	3	8	**8**	19	5	149	**8**	162	5	21	11	37	3	125	**19**	**147**	365
08:30 AM	5	**18**	6	**29**	**19**	152	2	173	**15**	24	**26**	65	**8**	126	13	147	414
08:45 AM	3	15	5	23	19	**171**	3	**193**	14	**31**	25	**70**	7	128	12	147	**433**
Total Volume	18	53	23	94	56	628	20	704	42	102	69	213	25	510	52	587	1598
% App. Total	19.1	56.4	24.5		8	89.2	2.8		19.7	47.9	32.4		4.3	86.9	8.9		
PHF	.643	.736	.719	.810	.737	.918	.625	.912	.700	.823	.663	.761	.781	.973	.684	.998	.923

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City of Hemet
N/S: Santa Fe Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 107_HEM_San Fe_Flor AM
Site Code : 00322418
Start Date : 5/26/2022



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	**7**	12	4	23	13	156	7	176	8	26	7	41	7	**131**	8	146
+15 mins.	3	8	**8**	19	5	149	**8**	162	5	21	11	37	3	125	**19**	**147**
+30 mins.	5	**18**	6	**29**	**19**	152	2	173	**15**	24	**26**	65	**8**	126	13	147
+45 mins.	3	15	5	23	19	**171**	3	**193**	14	**31**	25	**70**	7	128	12	147
Total Volume	18	53	23	94	56	628	20	704	42	102	69	213	25	510	52	587
% App. Total	19.1	56.4	24.5		8	89.2	2.8		19.7	47.9	32.4		4.3	86.9	8.9	
PHF	.643	.736	.719	.810	.737	.918	.625	.912	.700	.823	.663	.761	.781	.973	.684	.998

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City of Hemet
N/S: Santa Fe Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 107_HEM_San Fe_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

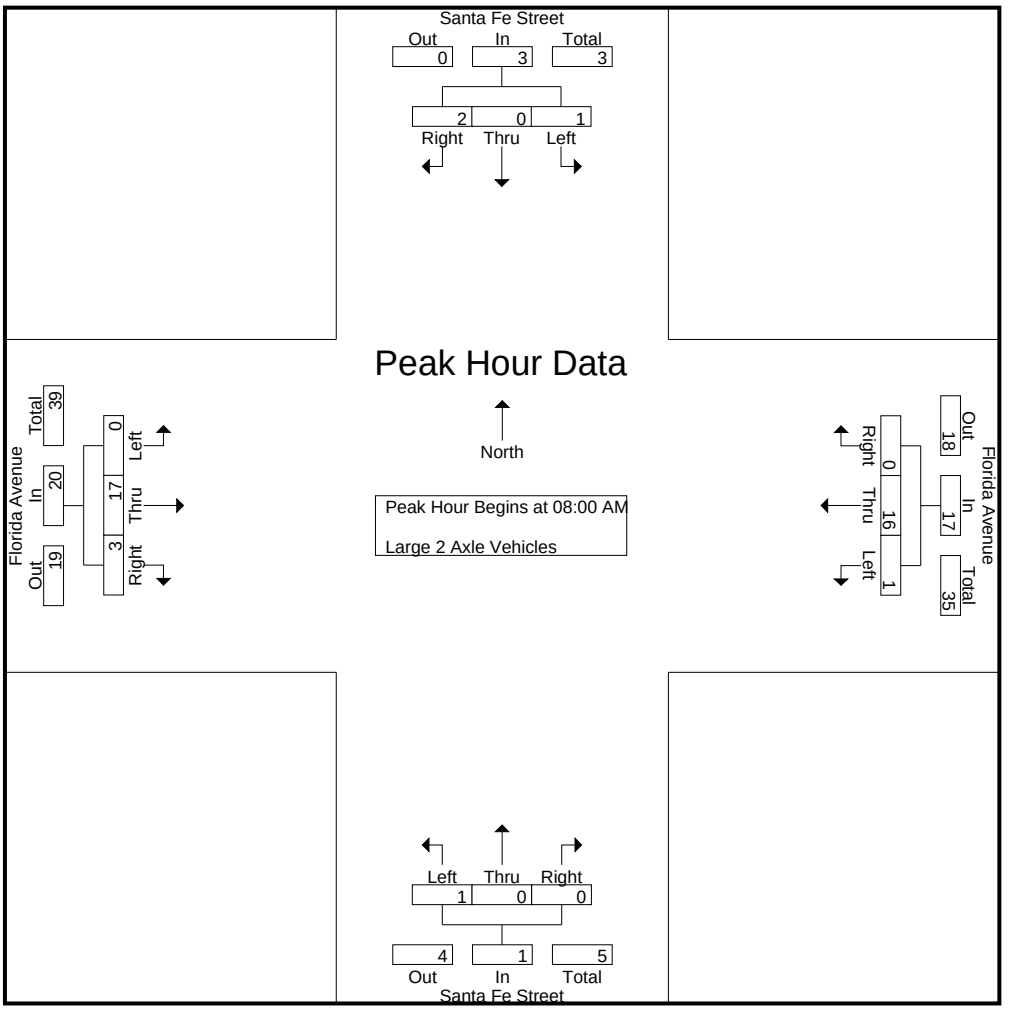
	Santa Fe Street Southbound				Florida Avenue Westbound				Santa Fe Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	2	2	0	4	0	0	0	0	0	1	0	1	5
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
07:30 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	7	0	7	9
07:45 AM	1	0	0	1	0	4	0	4	0	0	0	0	0	6	0	6	11
Total	1	0	0	1	2	9	0	11	0	1	0	1	0	17	0	17	30
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	6	2	8	10
08:15 AM	1	0	0	1	0	4	0	4	0	0	0	0	0	7	0	7	12
08:30 AM	0	0	2	2	1	5	0	6	1	0	0	1	0	1	0	1	10
08:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	1	4	9
Total	1	0	2	3	1	16	0	17	1	0	0	1	0	17	3	20	41
Grand Total	2	0	2	4	3	25	0	28	1	1	0	2	0	34	3	37	71
Apprch %	50	0	50		10.7	89.3	0		50	50	0		0	91.9	8.1		
Total %	2.8	0	2.8	5.6	4.2	35.2	0	39.4	1.4	1.4	0	2.8	0	47.9	4.2	52.1	

	Santa Fe Street Southbound				Florida Avenue Westbound				Santa Fe Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	6	**2**	**8**	10
08:15 AM	**1**	0	0	1	0	4	0	4	0	0	0	0	0	**7**	0	7	**12**
08:30 AM	0	0	**2**	**2**	**1**	**5**	0	**6**	**1**	0	0	**1**	0	1	0	1	10
08:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	1	4	9
Total Volume	1	0	2	3	1	16	0	17	1	0	0	1	0	17	3	20	41
% App. Total	33.3	0	66.7		5.9	94.1	0		100	0	0		0	85	15		
PHF	.250	.000	.250	.375	.250	.800	.000	.708	.250	.000	.000	.250	.000	.607	.375	.625	.854

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City of Hemet
N/S: Santa Fe Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 107_HEM_San Fe_Flor AM
Site Code : 00322418
Start Date : 5/26/2022



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	6	**2**	**8**
+15 mins.	**1**	0	0	1	0	4	0	4	0	0	0	0	0	**7**	0	7
+30 mins.	0	0	**2**	**2**	**1**	**5**	0	**6**	**1**	0	0	**1**	0	1	0	1
+45 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	3	1	4
Total Volume	1	0	2	3	1	16	0	17	1	0	0	1	0	17	3	20
% App. Total	33.3	0	66.7		5.9	94.1	0		100	0	0		0	85	15	
PHF	.250	.000	.250	.375	.250	.800	.000	.708	.250	.000	.000	.250	.000	.607	.375	.625

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City of Hemet
N/S: Santa Fe Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 107_HEM_San Fe_Flor AM
Site Code : 00322418
Start Date : 5/26/2022

Groups Printed- 3 Axle Vehicles

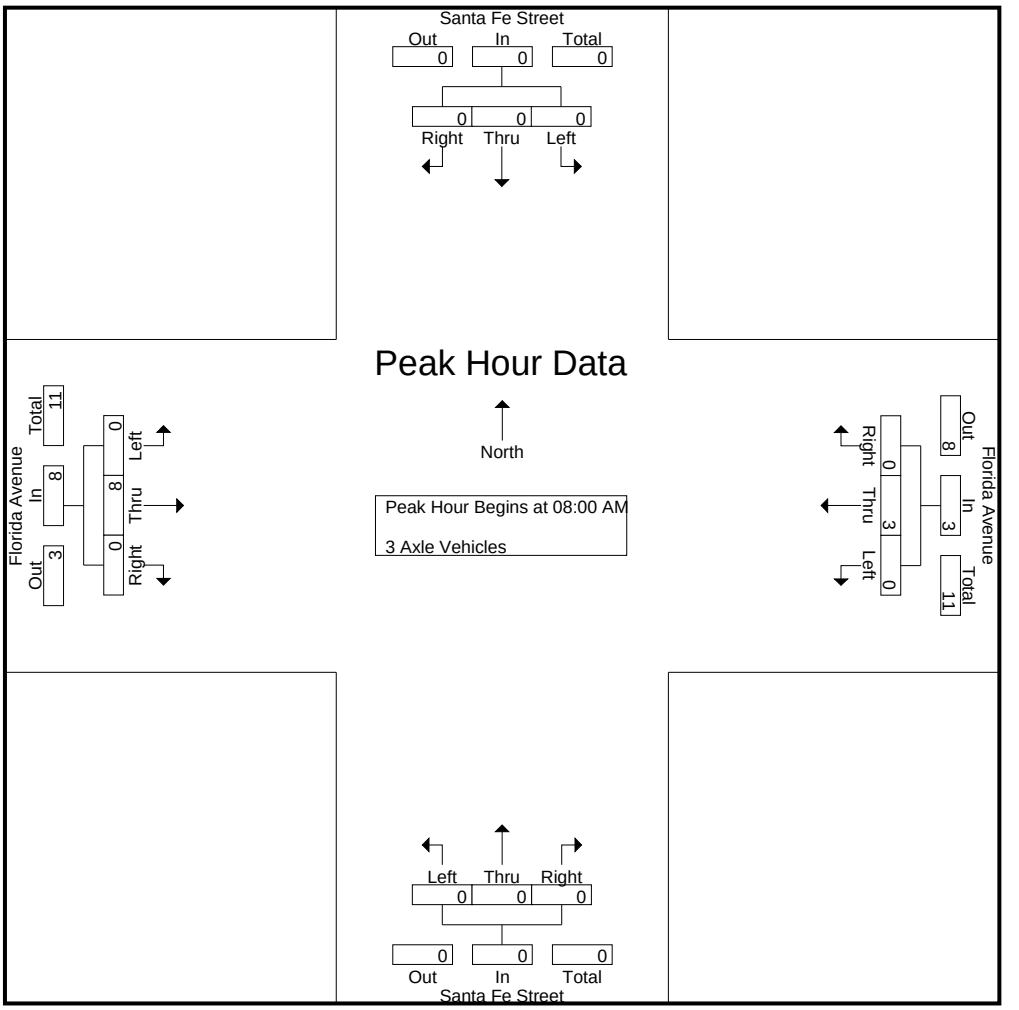
	Santa Fe Street Southbound				Florida Avenue Westbound				Santa Fe Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	8	0	8	11
Grand Total	0	0	0	0	0	3	0	3	0	1	0	1	0	11	0	11	15
Apprch %	0	0	0		0	100	0		0	100	0		0	100	0		
Total %	0	0	0	0	0	20	0	20	0	6.7	0	6.7	0	73.3	0	73.3	

	Santa Fe Street Southbound				Florida Avenue Westbound				Santa Fe Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**	**4**
08:30 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	2	0	2	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	8	0	8	11
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.667	.000	.667	.688

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City of Hemet
N/S: Santa Fe Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 107_HEM_San Fe_Flor AM
Site Code : 00322418
Start Date : 5/26/2022



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**
+30 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	8	0	8
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.667	.000	.667

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City of Hemet
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File Name : 107_HEM_San Fe_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

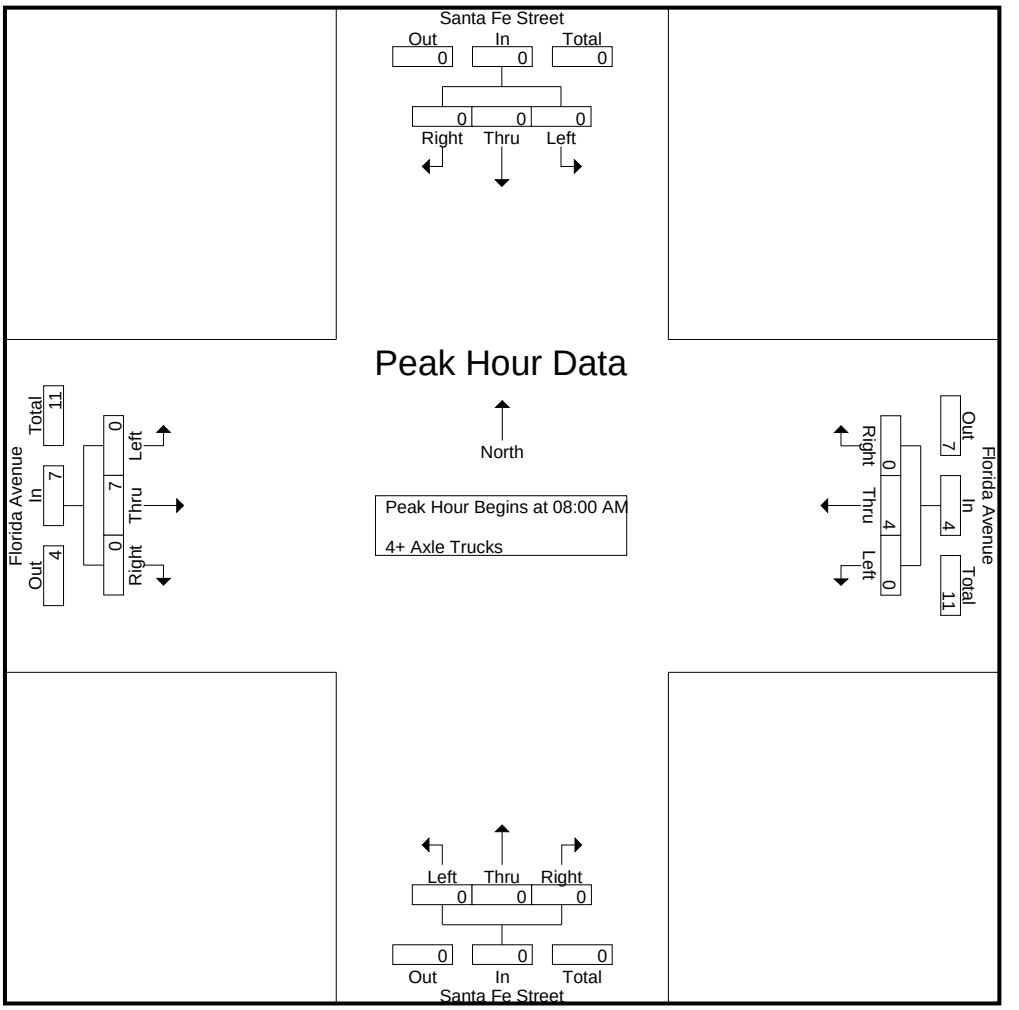
	Santa Fe Street Southbound				Florida Avenue Westbound				Santa Fe Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
Grand Total	0	0	0	0	0	6	0	6	0	0	0	0	0	14	0	14	20
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	30	0	30	0	0	0	0	0	70	0	70	

	Santa Fe Street Southbound				Florida Avenue Westbound				Santa Fe Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**4**	0	**4**	**5**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	3
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.438	.000	.438	.550

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City of Hemet
N/S: Santa Fe Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 107_HEM_San Fe_Flor AM
Site Code : 00322418
Start Date : 5/26/2022



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**4**	0	**4**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.438	.000	.438

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City of Hemet
N/S: Santa Fe Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 107_HEM_San Fe_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

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

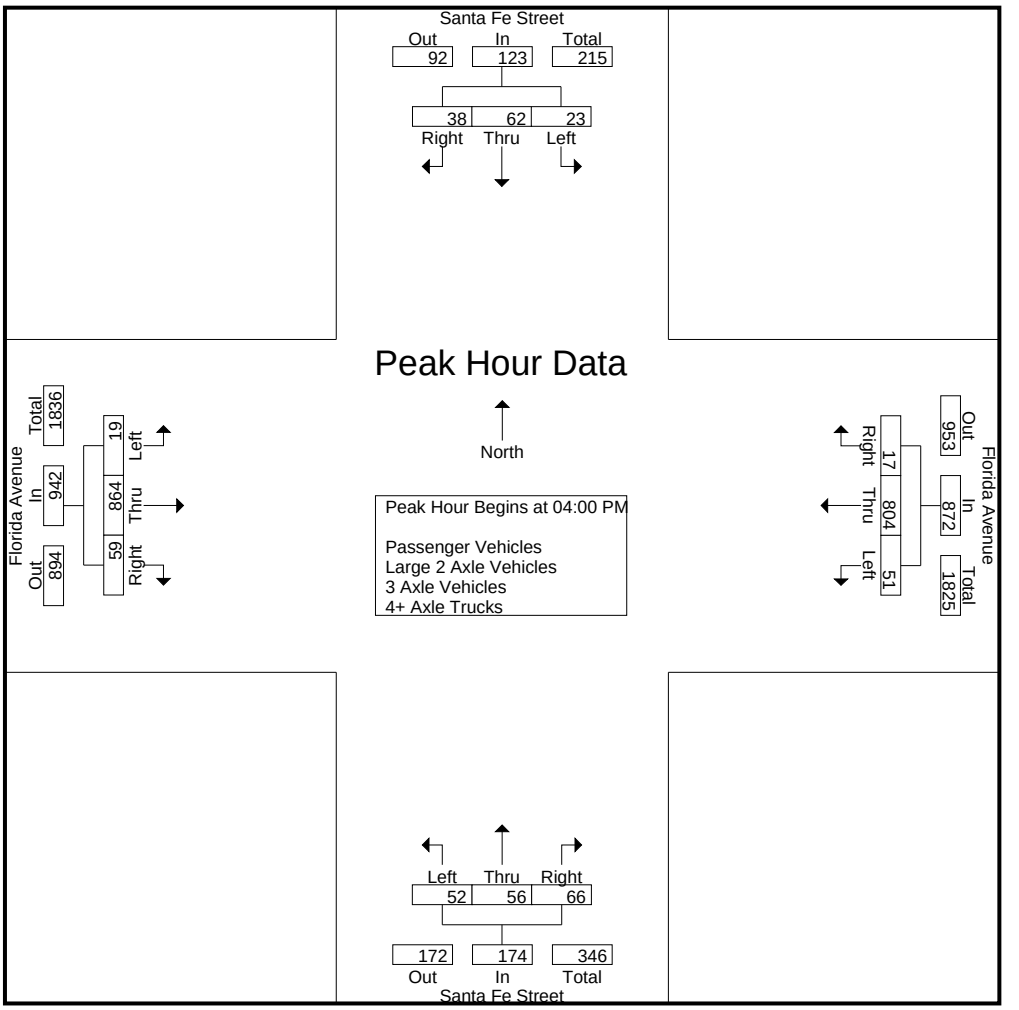
	Santa Fe Street Southbound				Florida Avenue Westbound				Santa Fe Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	13	20	12	45	14	215	8	237	14	23	25	62	7	234	12	253	597
04:15 PM	1	14	9	24	10	215	3	228	12	8	11	31	5	219	18	242	525
04:30 PM	3	18	6	27	11	198	1	210	15	13	12	40	4	187	13	204	481
04:45 PM	6	10	11	27	16	176	5	197	11	12	18	41	3	224	16	243	508
Total	23	62	38	123	51	804	17	872	52	56	66	174	19	864	59	942	2111
05:00 PM	2	21	11	34	13	159	5	177	22	6	19	47	0	230	16	246	504
05:15 PM	5	11	5	21	8	208	4	220	6	8	17	31	3	189	21	213	485
05:30 PM	3	11	8	22	4	185	2	191	22	12	20	54	0	210	12	222	489
05:45 PM	1	8	7	16	10	175	7	192	7	8	25	40	2	198	17	217	465
Total	11	51	31	93	35	727	18	780	57	34	81	172	5	827	66	898	1943
Grand Total	34	113	69	216	86	1531	35	1652	109	90	147	346	24	1691	125	1840	4054
Apprch %	15.7	52.3	31.9		5.2	92.7	2.1		31.5	26	42.5		1.3	91.9	6.8		
Total %	0.8	2.8	1.7	5.3	2.1	37.8	0.9	40.7	2.7	2.2	3.6	8.5	0.6	41.7	3.1	45.4	
Passenger Vehicles	34	112	69	215	86	1493	34	1613	106	89	146	341	24	1667	123	1814	3983
% Passenger Vehicles	100	99.1	100	99.5	100	97.5	97.1	97.6	97.2	98.9	99.3	98.6	100	98.6	98.4	98.6	98.2
Large 2 Axle Vehicles	0	1	0	1	0	27	1	28	3	0	1	4	0	21	1	22	55
% Large 2 Axle Vehicles	0	0.9	0	0.5	0	1.8	2.9	1.7	2.8	0	0.7	1.2	0	1.2	0.8	1.2	1.4
3 Axle Vehicles	0	0	0	0	0	4	0	4	0	1	0	1	0	1	1	2	7
% 3 Axle Vehicles	0	0	0	0	0	0.3	0	0.2	0	1.1	0	0.3	0	0.1	0.8	0.1	0.2
4+ Axle Trucks	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
% 4+ Axle Trucks	0	0	0	0	0	0.5	0	0.4	0	0	0	0	0	0.1	0	0.1	0.2

	Santa Fe Street Southbound				Florida Avenue Westbound				Santa Fe Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**13**	**20**	**12**	**45**	14	**215**	**8**	**237**	14	**23**	**25**	**62**	**7**	**234**	12	**253**	**597**
04:15 PM	1	14	9	24	10	215	3	228	12	8	11	31	5	219	**18**	242	525
04:30 PM	3	18	6	27	11	198	1	210	**15**	13	12	40	4	187	13	204	481
04:45 PM	6	10	11	27	**16**	176	5	197	11	12	18	41	3	224	16	243	508
Total Volume	23	62	38	123	51	804	17	872	52	56	66	174	19	864	59	942	2111
% App. Total	18.7	50.4	30.9		5.8	92.2	1.9		29.9	32.2	37.9		2	91.7	6.3		
PHF	.442	.775	.792	.683	.797	.935	.531	.920	.867	.609	.660	.702	.679	.923	.819	.931	.884

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City of Hemet
N/S: Santa Fe Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 107_HEM_San Fe_Flor PM
Site Code : 00322418
Start Date : 5/26/2022



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**13**	**20**	**12**	**45**	14	**215**	**8**	**237**	14	**23**	**25**	**62**	**7**	**234**	12	**253**
+15 mins.	1	14	9	24	10	215	3	228	12	8	11	31	5	219	**18**	242
+30 mins.	3	18	6	27	11	198	1	210	**15**	13	12	40	4	187	13	204
+45 mins.	6	10	11	27	**16**	176	5	197	11	12	18	41	3	224	16	243
Total Volume	23	62	38	123	51	804	17	872	52	56	66	174	19	864	59	942
% App. Total	18.7	50.4	30.9		5.8	92.2	1.9		29.9	32.2	37.9		2	91.7	6.3	
PHF	.442	.775	.792	.683	.797	.935	.531	.920	.867	.609	.660	.702	.679	.923	.819	.931

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City of Hemet
N/S: Santa Fe Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 107_HEM_San Fe_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Passenger Vehicles

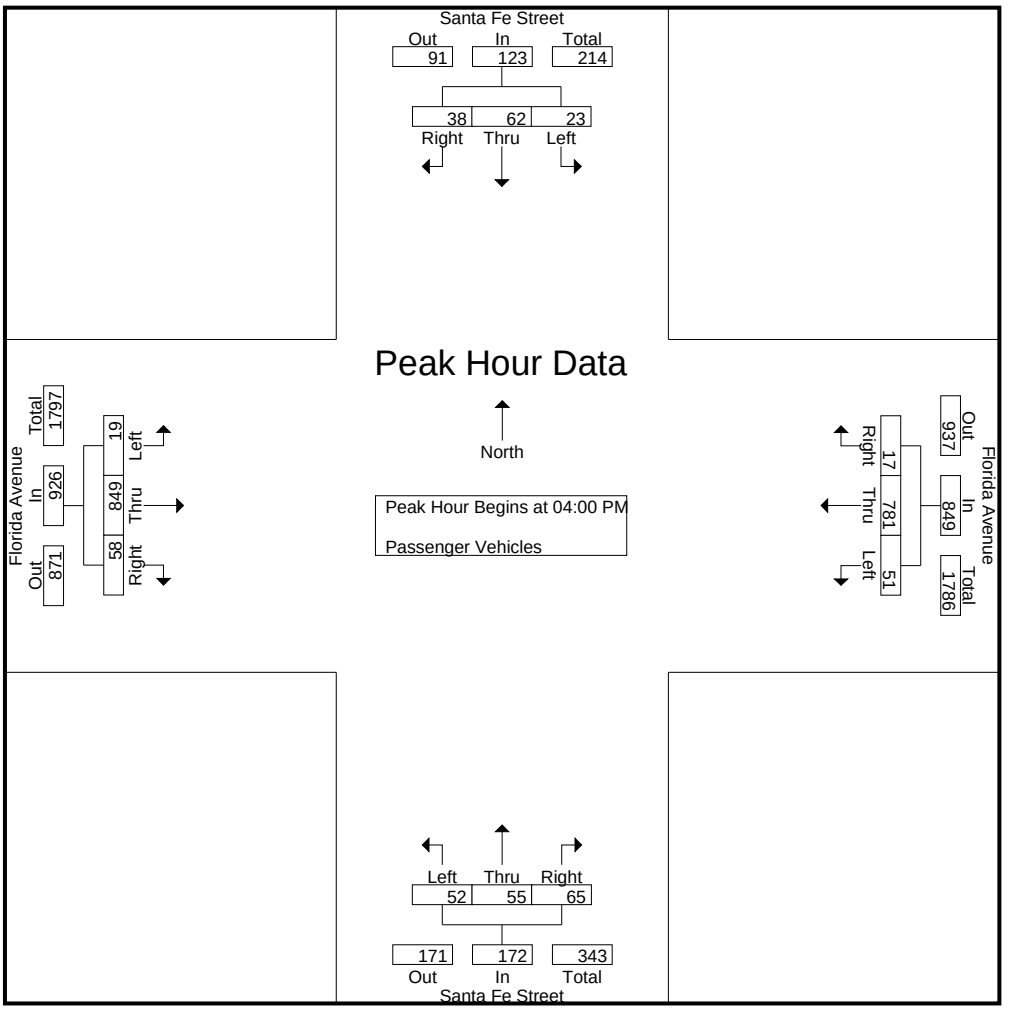
	Santa Fe Street Southbound				Florida Avenue Westbound				Santa Fe Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	13	20	12	45	14	204	8	226	14	23	24	61	7	228	11	246	578
04:15 PM	1	14	9	24	10	211	3	224	12	8	11	31	5	215	18	238	517
04:30 PM	3	18	6	27	11	195	1	207	15	12	12	39	4	184	13	201	474
04:45 PM	6	10	11	27	16	171	5	192	11	12	18	41	3	222	16	241	501
Total	23	62	38	123	51	781	17	849	52	55	65	172	19	849	58	926	2070
05:00 PM	2	20	11	33	13	156	5	174	21	6	19	46	0	226	16	242	495
05:15 PM	5	11	5	21	8	204	4	216	6	8	17	31	3	188	21	212	480
05:30 PM	3	11	8	22	4	178	1	183	21	12	20	53	0	208	11	219	477
05:45 PM	1	8	7	16	10	174	7	191	6	8	25	39	2	196	17	215	461
Total	11	50	31	92	35	712	17	764	54	34	81	169	5	818	65	888	1913
Grand Total	34	112	69	215	86	1493	34	1613	106	89	146	341	24	1667	123	1814	3983
Apprch %	15.8	52.1	32.1		5.3	92.6	2.1		31.1	26.1	42.8		1.3	91.9	6.8		
Total %	0.9	2.8	1.7	5.4	2.2	37.5	0.9	40.5	2.7	2.2	3.7	8.6	0.6	41.9	3.1	45.5	

	Santa Fe Street Southbound				Florida Avenue Westbound				Santa Fe Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**13**	**20**	**12**	**45**	14	204	**8**	**226**	14	**23**	**24**	**61**	**7**	**228**	11	**246**	**578**
04:15 PM	1	14	9	24	10	**211**	3	224	12	8	11	31	5	215	**18**	238	517
04:30 PM	3	18	6	27	11	195	1	207	**15**	12	12	39	4	184	13	201	474
04:45 PM	6	10	11	27	**16**	171	5	192	11	12	18	41	3	222	16	241	501
Total Volume	23	62	38	123	51	781	17	849	52	55	65	172	19	849	58	926	2070
% App. Total	18.7	50.4	30.9		6	92	2		30.2	32	37.8		2.1	91.7	6.3		
PHF	.442	.775	.792	.683	.797	.925	.531	.939	.867	.598	.677	.705	.679	.931	.806	.941	.895

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City of Hemet
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Weather: Clear

File Name : 107_HEM_San Fe_Flor PM
Site Code : 00322418
Start Date : 5/26/2022



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**13**	**20**	**12**	**45**	14	204	**8**	**226**	14	**23**	**24**	**61**	**7**	**228**	11	**246**
+15 mins.	1	14	9	24	10	**211**	3	224	12	8	11	31	5	215	**18**	238
+30 mins.	3	18	6	27	11	195	1	207	**15**	12	12	39	4	184	13	201
+45 mins.	6	10	11	27	**16**	171	5	192	11	12	18	41	3	222	16	241
Total Volume	23	62	38	123	51	781	17	849	52	55	65	172	19	849	58	926
% App. Total	18.7	50.4	30.9		6	92	2		30.2	32	37.8		2.1	91.7	6.3	
PHF	.442	.775	.792	.683	.797	.925	.531	.939	.867	.598	.677	.705	.679	.931	.806	.941

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City of Hemet
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Weather: Clear

File Name : 107_HEM_San Fe_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

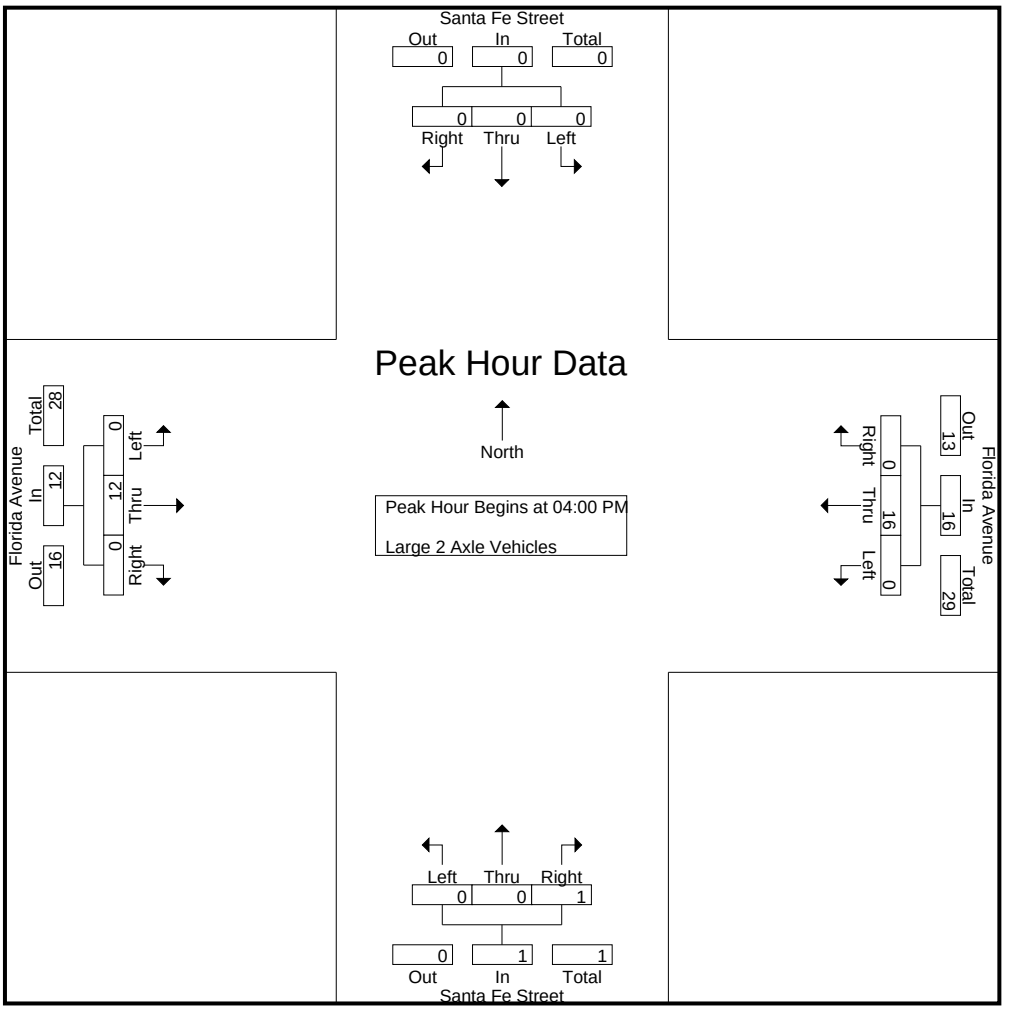
	Santa Fe Street Southbound				Florida Avenue Westbound				Santa Fe Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	7	0	7	0	0	1	1	0	6	0	6	14
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
Total	0	0	0	0	0	16	0	16	0	0	1	1	0	12	0	12	29
05:00 PM	0	1	0	1	0	1	0	1	1	0	0	1	0	4	0	4	7
05:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
05:30 PM	0	0	0	0	0	5	1	6	1	0	0	1	0	2	1	3	10
05:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	2	0	2	4
Total	0	1	0	1	0	11	1	12	3	0	0	3	0	9	1	10	26
Grand Total	0	1	0	1	0	27	1	28	3	0	1	4	0	21	1	22	55
Apprch %	0	100	0		0	96.4	3.6		75	0	25		0	95.5	4.5		
Total %	0	1.8	0	1.8	0	49.1	1.8	50.9	5.5	0	1.8	7.3	0	38.2	1.8	40	

	Santa Fe Street Southbound				Florida Avenue Westbound				Santa Fe Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**7**	0	**7**	0	0	**1**	**1**	0	**6**	0	**6**	**14**
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
Total Volume	0	0	0	0	0	16	0	16	0	0	1	1	0	12	0	12	29
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.571	.000	.571	.000	.000	.250	.250	.000	.500	.000	.500	.518

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City of Hemet
N/S: Santa Fe Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 107_HEM_San Fe_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**7**	0	**7**	0	0	**1**	**1**	0	**6**	0	**6**
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	16	0	16	0	0	1	1	0	12	0	12
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.571	.000	.571	.000	.000	.250	.250	.000	.500	.000	.500

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City of Hemet
N/S: Santa Fe Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 107_HEM_San Fe_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

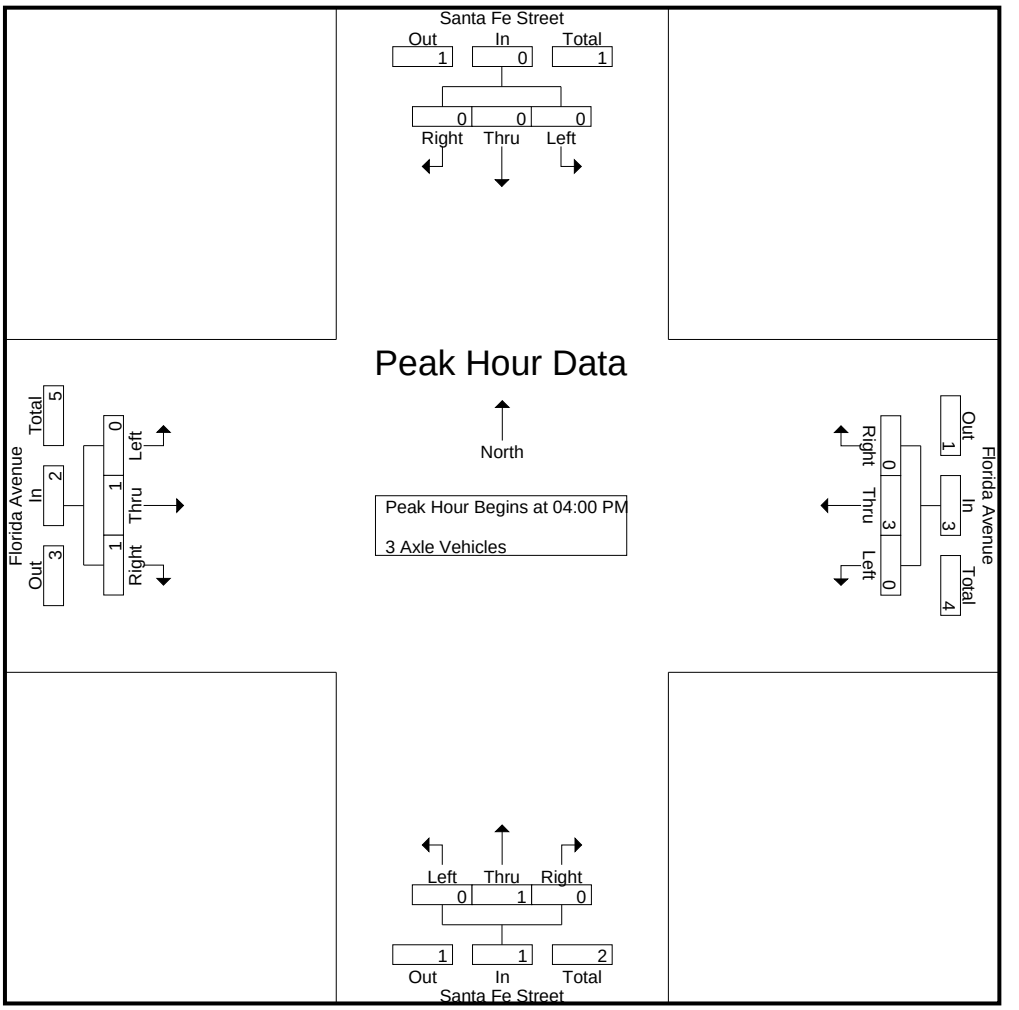
	Santa Fe Street Southbound				Florida Avenue Westbound				Santa Fe Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1	3
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	0	3	0	1	0	1	0	1	1	2	6
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	4	0	4	0	1	0	1	0	1	1	2	7
Apprch %	0	0	0		0	100	0		0	100	0		0	50	50		
Total %	0	0	0	0	0	57.1	0	57.1	0	14.3	0	14.3	0	14.3	14.3	28.6	

	Santa Fe Street Southbound				Florida Avenue Westbound				Santa Fe Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	**1**	**1**	**3**
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	1	0	1	0	1	1	2	6
% App. Total	0	0	0		0	100	0		0	100	0		0	50	50		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.250	.000	.250	.000	.250	.250	.500	.500

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City of Hemet
N/S: Santa Fe Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 107_HEM_San Fe_Flor PM
Site Code : 00322418
Start Date : 5/26/2022



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	**1**	**1**
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	1	0	1	0	1	1	2
% App. Total	0	0	0		0	100	0		0	100	0		0	50	50	
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.250	.000	.250	.000	.250	.250	.500

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City of Hemet
N/S: Santa Fe Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 107_HEM_San Fe_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

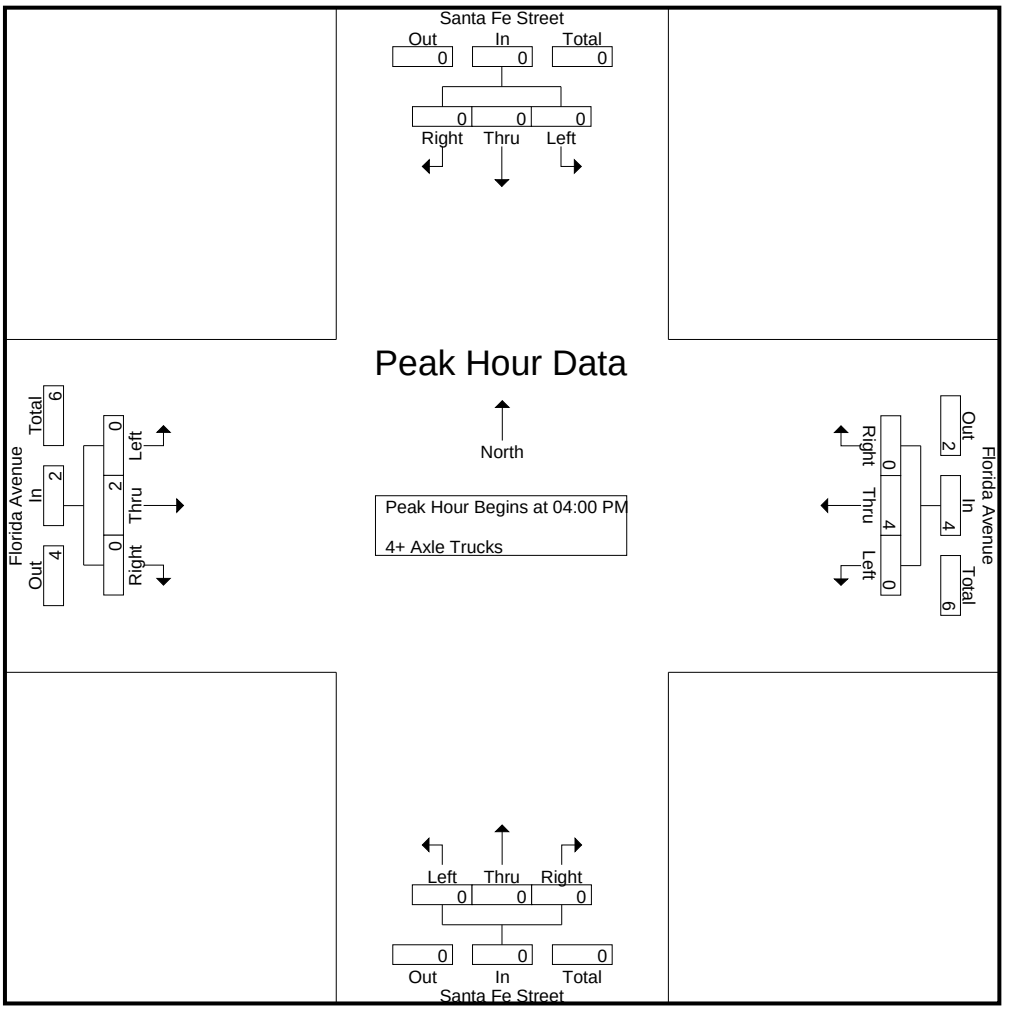
	Santa Fe Street Southbound				Florida Avenue Westbound				Santa Fe Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	77.8	0	77.8	0	0	0	0	0	22.2	0	22.2	

	Santa Fe Street Southbound				Florida Avenue Westbound				Santa Fe Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.750

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City of Hemet
N/S: Santa Fe Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 107_HEM_San Fe_Flor PM
Site Code : 00322418
Start Date : 5/26/2022



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500

Location: Hemet
N/S: Santa Fe Street
E/W: Florida Avenue

Date: 5/26/2022
Day: Thursday

PEDESTRIANS

	North Leg Santa Fe Street	East Leg Florida Avenue	South Leg Santa Fe Street	West Leg Florida Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	3	0	0	3
7:15 AM	0	0	2	2	4
7:30 AM	1	0	2	0	3
7:45 AM	0	1	0	3	4
8:00 AM	1	0	0	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	1	0	1
8:45 AM	1	1	2	1	5
TOTAL VOLUMES:	3	5	7	6	21

	North Leg Santa Fe Street	East Leg Florida Avenue	South Leg Santa Fe Street	West Leg Florida Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	3	2	4	4	13
4:15 PM	4	0	1	0	5
4:30 PM	4	2	2	2	10
4:45 PM	0	0	2	0	2
5:00 PM	4	1	5	2	12
5:15 PM	1	3	3	0	7
5:30 PM	2	0	0	2	4
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	18	8	17	10	53

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Location: Hemet
N/S: Santa Fe Street
E/W: Florida Avenue

Date: 5/26/2022
Day: Thursday

BICYCLES

	Southbound Santa Fe Street			Westbound Florida Avenue			Northbound Santa Fe Street			Eastbound Florida Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	2
8:30 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
8:45 AM	0	0	1	0	1	0	0	0	0	0	1	1	4
TOTAL VOLUMES:	0	1	1	0	6	0	1	0	0	0	4	1	14

	Southbound Santa Fe Street			Westbound Florida Avenue			Northbound Santa Fe Street			Eastbound Florida Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
4:30 PM	0	0	0	0	0	0	1	0	0	0	1	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	6	1	7
5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
TOTAL VOLUMES:	0	0	0	0	0	0	1	1	1	0	11	1	15

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City of Hemet
N/S: San Jacinto Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 108_HEM_San J_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

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

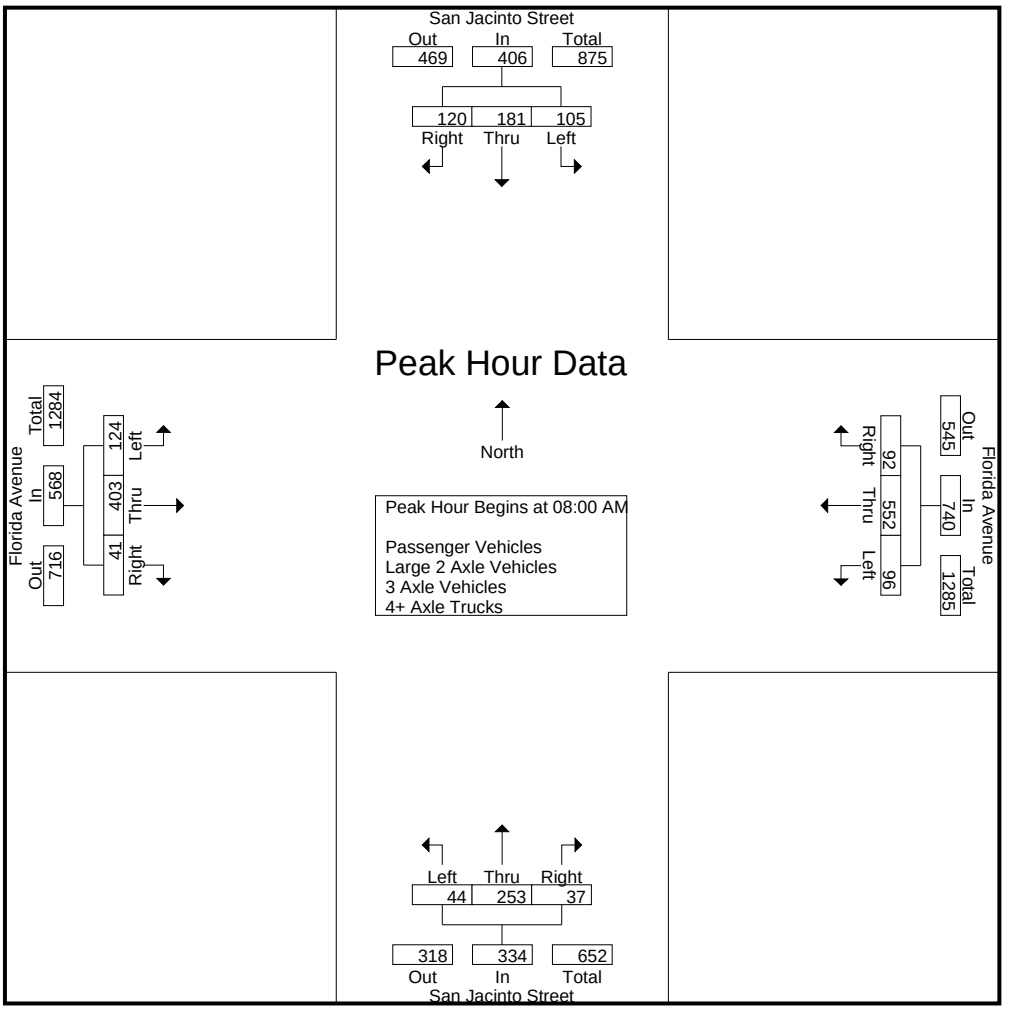
	San Jacinto Street Southbound				Florida Avenue Westbound				San Jacinto Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	27	8	47	22	101	12	135	8	49	5	62	11	58	5	74	318
07:15 AM	19	35	18	72	24	138	13	175	6	53	4	63	22	72	7	101	411
07:30 AM	23	36	20	79	23	173	13	209	4	60	7	71	20	110	7	137	496
07:45 AM	17	29	23	69	21	164	29	214	13	63	12	88	41	97	11	149	520
Total	71	127	69	267	90	576	67	733	31	225	28	284	94	337	30	461	1745
08:00 AM	23	39	22	84	18	139	22	179	13	61	7	81	27	100	8	135	479
08:15 AM	23	45	27	95	17	125	22	164	12	53	6	71	29	101	13	143	473
08:30 AM	30	47	31	108	30	165	23	218	6	60	12	78	33	94	6	133	537
08:45 AM	29	50	40	119	31	123	25	179	13	79	12	104	35	108	14	157	559
Total	105	181	120	406	96	552	92	740	44	253	37	334	124	403	41	568	2048
Grand Total	176	308	189	673	186	1128	159	1473	75	478	65	618	218	740	71	1029	3793
Apprch %	26.2	45.8	28.1		12.6	76.6	10.8		12.1	77.3	10.5		21.2	71.9	6.9		
Total %	4.6	8.1	5	17.7	4.9	29.7	4.2	38.8	2	12.6	1.7	16.3	5.7	19.5	1.9	27.1	
Passenger Vehicles	171	298	185	654	184	1096	152	1432	71	474	65	610	210	700	70	980	3676
% Passenger Vehicles	97.2	96.8	97.9	97.2	98.9	97.2	95.6	97.2	94.7	99.2	100	98.7	96.3	94.6	98.6	95.2	96.9
Large 2 Axle Vehicles	4	7	1	12	2	26	6	34	4	4	0	8	4	20	1	25	79
% Large 2 Axle Vehicles	2.3	2.3	0.5	1.8	1.1	2.3	3.8	2.3	5.3	0.8	0	1.3	1.8	2.7	1.4	2.4	2.1
3 Axle Vehicles	1	2	0	3	0	4	1	5	0	0	0	0	2	7	0	9	17
% 3 Axle Vehicles	0.6	0.6	0	0.4	0	0.4	0.6	0.3	0	0	0	0	0.9	0.9	0	0.9	0.4
4+ Axle Trucks	0	1	3	4	0	2	0	2	0	0	0	0	2	13	0	15	21
% 4+ Axle Trucks	0	0.3	1.6	0.6	0	0.2	0	0.1	0	0	0	0	0.9	1.8	0	1.5	0.6

	San Jacinto Street Southbound				Florida Avenue Westbound				San Jacinto Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	23	39	22	84	18	139	22	179	**13**	61	7	81	27	100	8	135	479
08:15 AM	23	45	27	95	17	125	22	164	12	53	6	71	29	101	13	143	473
08:30 AM	**30**	47	31	108	30	**165**	23	**218**	6	60	**12**	78	33	94	6	133	537
08:45 AM	29	**50**	**40**	**119**	**31**	123	**25**	179	13	**79**	12	**104**	**35**	**108**	**14**	**157**	**559**
Total Volume	105	181	120	406	96	552	92	740	44	253	37	334	124	403	41	568	2048
% App. Total	25.9	44.6	29.6		13	74.6	12.4		13.2	75.7	11.1		21.8	71	7.2		
PHF	.875	.905	.750	.853	.774	.836	.920	.849	.846	.801	.771	.803	.886	.933	.732	.904	.916

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City of Hemet
N/S: San Jacinto Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 108_HEM_San J_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	08:00 AM				07:15 AM				08:00 AM				08:00 AM			
+0 mins.	23	39	22	84	**24**	138	13	175	**13**	61	7	81	27	100	8	135
+15 mins.	23	45	27	95	23	**173**	13	209	12	53	6	71	29	101	13	143
+30 mins.	**30**	47	31	108	21	164	**29**	**214**	6	60	**12**	78	33	94	6	133
+45 mins.	29	**50**	**40**	**119**	18	139	22	179	13	**79**	12	**104**	**35**	**108**	**14**	**157**
Total Volume	105	181	120	406	86	614	77	777	44	253	37	334	124	403	41	568
% App. Total	25.9	44.6	29.6		11.1	79	9.9		13.2	75.7	11.1		21.8	71	7.2	
PHF	.875	.905	.750	.853	.896	.887	.664	.908	.846	.801	.771	.803	.886	.933	.732	.904

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City of Hemet
N/S: San Jacinto Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 108_HEM_San J_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Passenger Vehicles

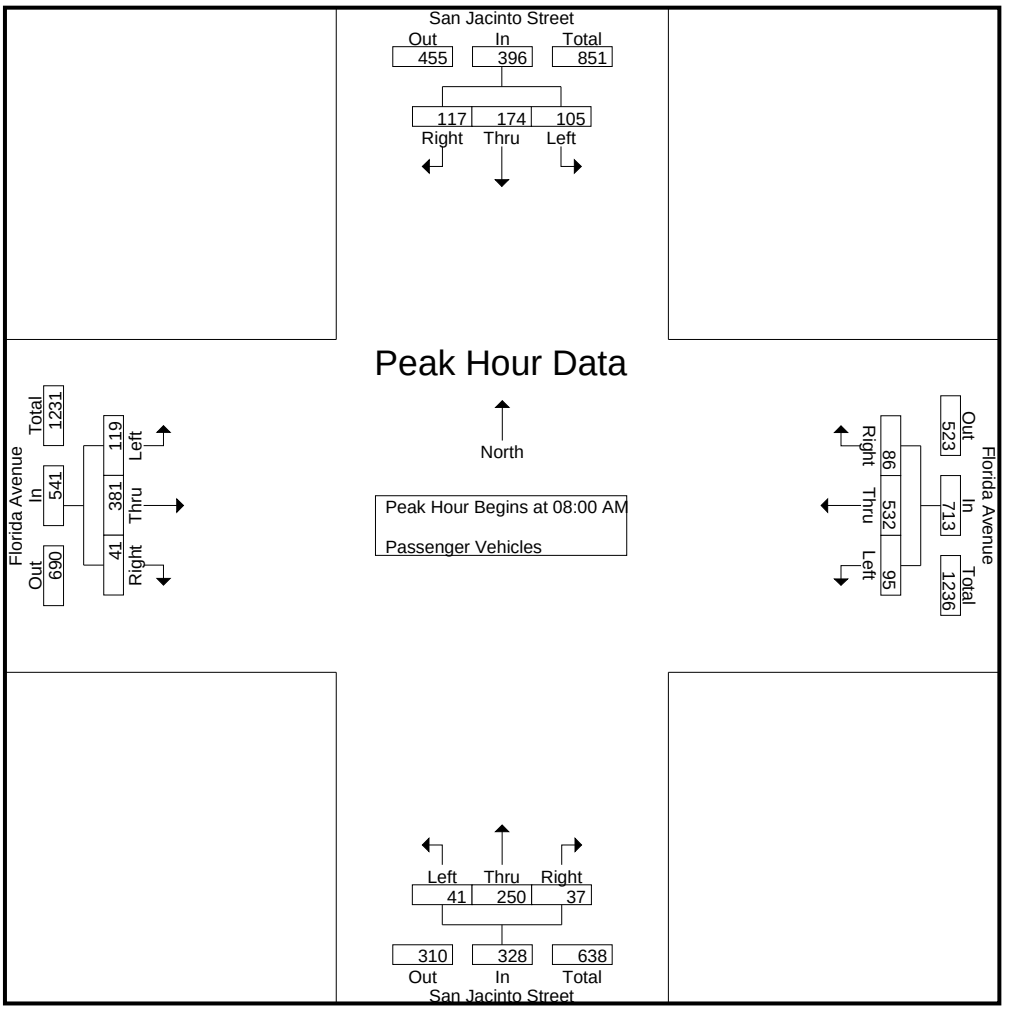
	San Jacinto Street Southbound				Florida Avenue Westbound				San Jacinto Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	26	8	46	21	96	11	128	8	48	5	61	10	58	5	73	308
07:15 AM	17	34	18	69	24	137	13	174	5	53	4	62	22	70	7	99	404
07:30 AM	20	36	19	75	23	172	13	208	4	60	7	71	20	104	7	131	485
07:45 AM	17	28	23	68	21	159	29	209	13	63	12	88	39	87	10	136	501
Total	66	124	68	258	89	564	66	719	30	224	28	282	91	319	29	439	1698
08:00 AM	23	37	22	82	18	136	20	174	12	60	7	79	24	95	8	127	462
08:15 AM	23	44	26	93	17	122	20	159	12	53	6	71	28	91	13	132	455
08:30 AM	30	46	30	106	29	156	22	207	4	59	12	75	32	91	6	129	517
08:45 AM	29	47	39	115	31	118	24	173	13	78	12	103	35	104	14	153	544
Total	105	174	117	396	95	532	86	713	41	250	37	328	119	381	41	541	1978
Grand Total	171	298	185	654	184	1096	152	1432	71	474	65	610	210	700	70	980	3676
Apprch %	26.1	45.6	28.3		12.8	76.5	10.6		11.6	77.7	10.7		21.4	71.4	7.1		
Total %	4.7	8.1	5	17.8	5	29.8	4.1	39	1.9	12.9	1.8	16.6	5.7	19	1.9	26.7	

	San Jacinto Street Southbound				Florida Avenue Westbound				San Jacinto Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	23	37	22	82	18	136	20	174	12	60	7	79	24	95	8	127	462
08:15 AM	23	44	26	93	17	122	20	159	12	53	6	71	28	91	13	132	455
08:30 AM	**30**	46	30	106	29	**156**	22	**207**	4	59	**12**	75	32	91	6	129	517
08:45 AM	29	**47**	**39**	**115**	**31**	118	**24**	173	**13**	**78**	12	**103**	**35**	**104**	**14**	**153**	**544**
Total Volume	105	174	117	396	95	532	86	713	41	250	37	328	119	381	41	541	1978
% App. Total	26.5	43.9	29.5		13.3	74.6	12.1		12.5	76.2	11.3		22	70.4	7.6		
PHF	.875	.926	.750	.861	.766	.853	.896	.861	.788	.801	.771	.796	.850	.916	.732	.884	.909

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

City of Hemet
N/S: San Jacinto Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 108_HEM_San J_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	23	37	22	82	18	136	20	174	12	60	7	79	24	95	8	127
+15 mins.	23	44	26	93	17	122	20	159	12	53	6	71	28	91	13	132
+30 mins.	**30**	46	30	106	29	**156**	22	**207**	4	59	**12**	75	32	91	6	129
+45 mins.	29	**47**	**39**	**115**	**31**	118	**24**	173	**13**	**78**	12	**103**	**35**	**104**	**14**	**153**
Total Volume	105	174	117	396	95	532	86	713	41	250	37	328	119	381	41	541
% App. Total	26.5	43.9	29.5		13.3	74.6	12.1		12.5	76.2	11.3		22	70.4	7.6	
PHF	.875	.926	.750	.861	.766	.853	.896	.861	.788	.801	.771	.796	.850	.916	.732	.884

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City of Hemet
N/S: San Jacinto Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 108_HEM_San J_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

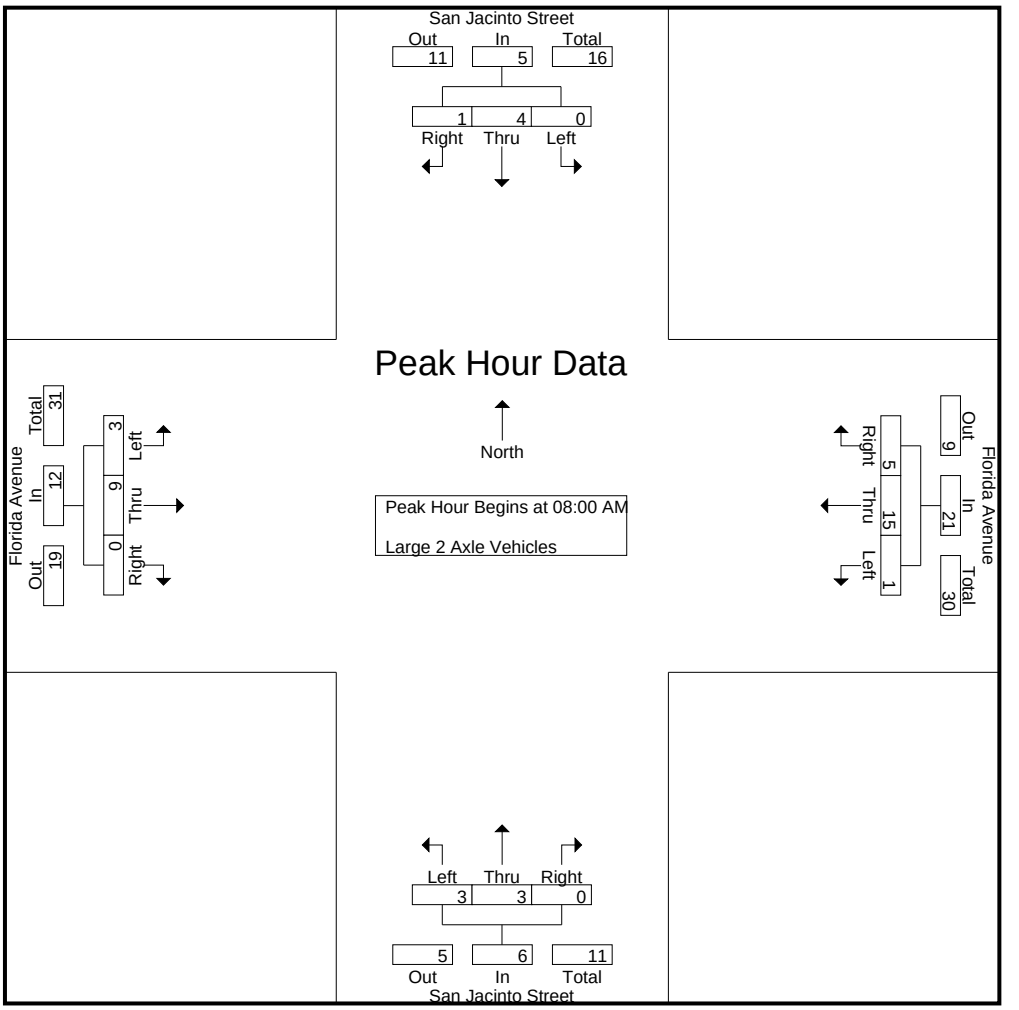
	San Jacinto Street Southbound				Florida Avenue Westbound				San Jacinto Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	1	4	1	6	0	1	0	1	0	0	0	0	8
07:15 AM	2	1	0	3	0	1	0	1	1	0	0	1	0	2	0	2	7
07:30 AM	2	0	0	2	0	1	0	1	0	0	0	0	0	4	0	4	7
07:45 AM	0	1	0	1	0	5	0	5	0	0	0	0	1	5	1	7	13
Total	4	3	0	7	1	11	1	13	1	1	0	2	1	11	1	13	35
08:00 AM	0	1	0	1	0	3	2	5	1	1	0	2	2	0	0	2	10
08:15 AM	0	0	1	1	0	2	1	3	0	0	0	0	0	7	0	7	11
08:30 AM	0	1	0	1	1	6	1	8	2	1	0	3	1	0	0	1	13
08:45 AM	0	2	0	2	0	4	1	5	0	1	0	1	0	2	0	2	10
Total	0	4	1	5	1	15	5	21	3	3	0	6	3	9	0	12	44
Grand Total	4	7	1	12	2	26	6	34	4	4	0	8	4	20	1	25	79
Apprch %	33.3	58.3	8.3		5.9	76.5	17.6		50	50	0		16	80	4		
Total %	5.1	8.9	1.3	15.2	2.5	32.9	7.6	43	5.1	5.1	0	10.1	5.1	25.3	1.3	31.6	

	San Jacinto Street Southbound				Florida Avenue Westbound				San Jacinto Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	1	0	1	0	3	**2**	5	1	**1**	0	2	**2**	0	0	2	10
08:15 AM	0	0	**1**	1	0	2	1	3	0	0	0	0	0	**7**	0	**7**	11
08:30 AM	0	1	0	1	**1**	**6**	1	**8**	**2**	1	0	**3**	1	0	0	1	**13**
08:45 AM	0	**2**	0	**2**	0	4	1	5	0	1	0	1	0	2	0	2	10
Total Volume	0	4	1	5	1	15	5	21	3	3	0	6	3	9	0	12	44
% App. Total	0	80	20		4.8	71.4	23.8		50	50	0		25	75	0		
PHF	.000	.500	.250	.625	.250	.625	.625	.656	.375	.750	.000	.500	.375	.321	.000	.429	.846

Counts Unlimited, Inc.
PO Box 1178
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City of Hemet
N/S: San Jacinto Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 108_HEM_San J_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	1	0	1	0	3	**2**	5	1	**1**	0	2	**2**	0	0	2
+15 mins.	0	0	**1**	1	0	2	1	3	0	0	0	0	0	**7**	0	**7**
+30 mins.	0	1	0	1	**1**	**6**	1	**8**	**2**	1	0	**3**	1	0	0	1
+45 mins.	0	**2**	0	**2**	0	4	1	5	0	1	0	1	0	2	0	2
Total Volume	0	4	1	5	1	15	5	21	3	3	0	6	3	9	0	12
% App. Total	0	80	20		4.8	71.4	23.8		50	50	0		25	75	0	
PHF	.000	.500	.250	.625	.250	.625	.625	.656	.375	.750	.000	.500	.375	.321	.000	.429

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City of Hemet
N/S: San Jacinto Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 108_HEM_San J_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

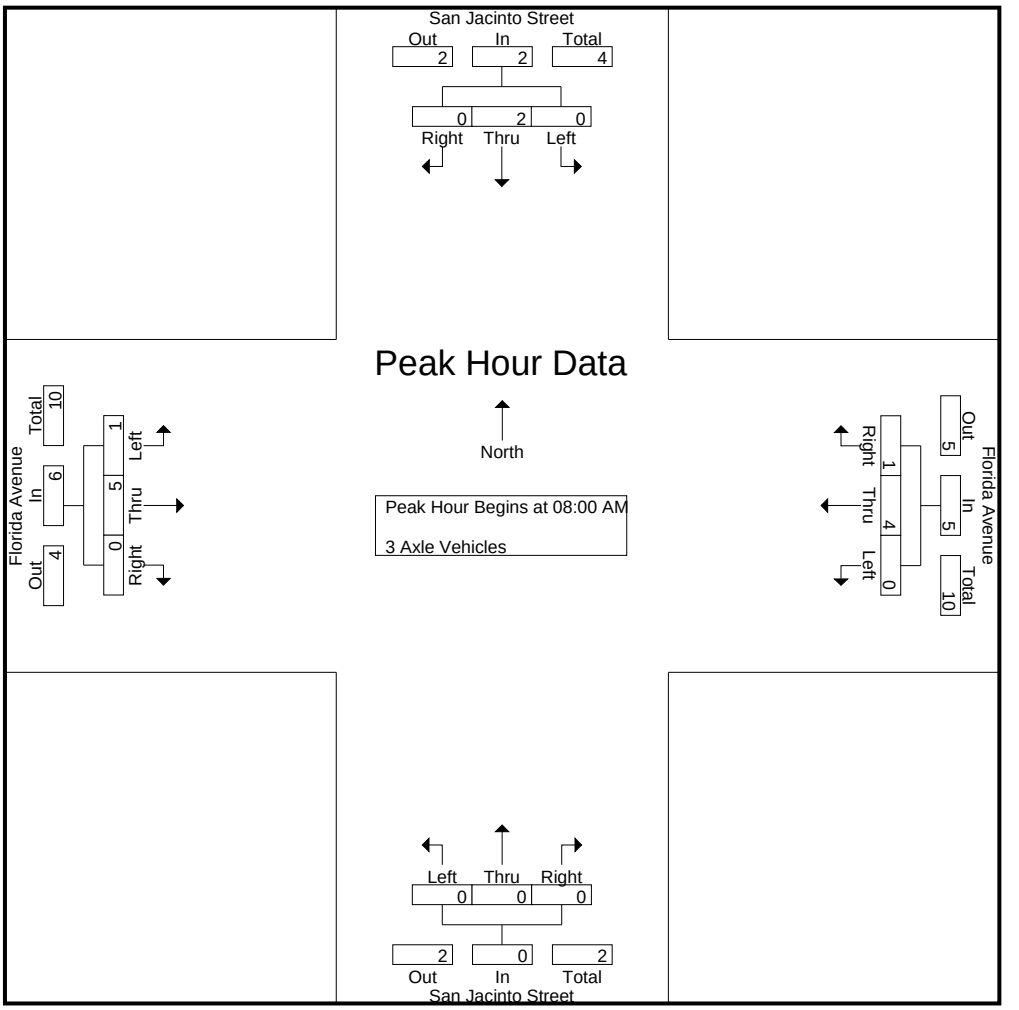
	San Jacinto Street Southbound				Florida Avenue Westbound				San Jacinto Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Total	1	0	0	1	0	0	0	0	0	0	0	0	1	2	0	3	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:15 AM	0	1	0	1	0	1	1	2	0	0	0	0	1	0	0	1	4
08:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	2	0	2	0	4	1	5	0	0	0	0	1	5	0	6	13
Grand Total	1	2	0	3	0	4	1	5	0	0	0	0	2	7	0	9	17
Apprch %	33.3	66.7	0		0	80	20		0	0	0		22.2	77.8	0		
Total %	5.9	11.8	0	17.6	0	23.5	5.9	29.4	0	0	0	0	11.8	41.2	0	52.9	

	San Jacinto Street Southbound				Florida Avenue Westbound				San Jacinto Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
08:15 AM	0	**1**	0	**1**	0	1	**1**	2	0	0	0	0	**1**	0	0	1	4
08:30 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	2	0	2	**5**
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	2	0	2	0	4	1	5	0	0	0	0	1	5	0	6	13
% App. Total	0	100	0		0	80	20		0	0	0		16.7	83.3	0		
PHF	.000	.500	.000	.500	.000	.333	.250	.417	.000	.000	.000	.000	.250	.625	.000	.750	.650

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City of Hemet
N/S: San Jacinto Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 108_HEM_San J_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	**1**	0	**1**	0	1	**1**	2	0	0	0	0	**1**	0	0	1
+30 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	2	0	2
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	2	0	2	0	4	1	5	0	0	0	0	1	5	0	6
% App. Total	0	100	0		0	80	20		0	0	0		16.7	83.3	0	
PHF	.000	.500	.000	.500	.000	.333	.250	.417	.000	.000	.000	.000	.250	.625	.000	.750

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City of Hemet
N/S: San Jacinto Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 108_HEM_San J_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

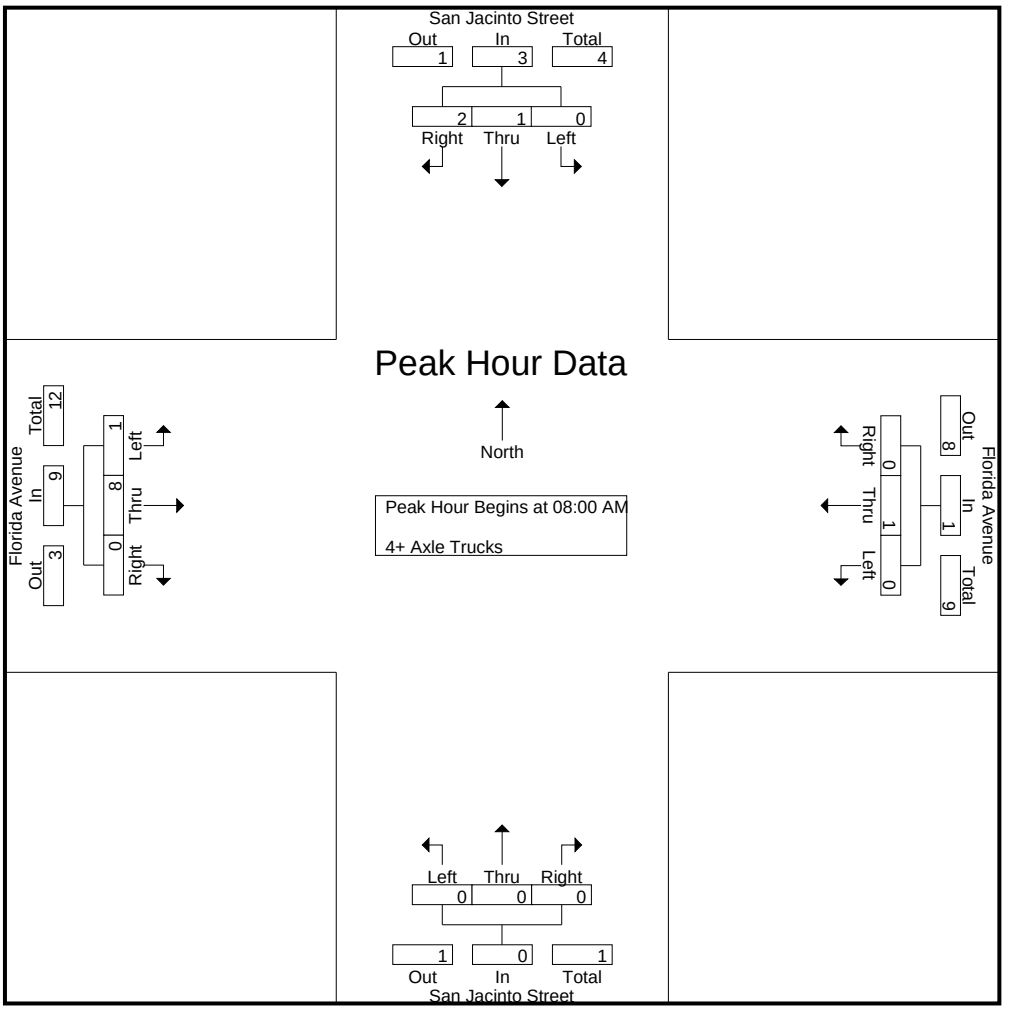
	San Jacinto Street Southbound				Florida Avenue Westbound				San Jacinto Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Total	0	0	1	1	0	1	0	1	0	0	0	0	1	5	0	6	8
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	3	0	4	5
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
08:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Total	0	1	2	3	0	1	0	1	0	0	0	0	1	8	0	9	13
Grand Total	0	1	3	4	0	2	0	2	0	0	0	0	2	13	0	15	21
Apprch %	0	25	75		0	100	0		0	0	0		13.3	86.7	0		
Total %	0	4.8	14.3	19	0	9.5	0	9.5	0	0	0	0	9.5	61.9	0	71.4	

	San Jacinto Street Southbound				Florida Avenue Westbound				San Jacinto Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**	**3**	0	**4**	**5**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
08:30 AM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	1	1	0	**1**	0	**1**	0	0	0	0	0	1	0	1	3
Total Volume	0	1	2	3	0	1	0	1	0	0	0	0	1	8	0	9	13
% App. Total	0	33.3	66.7		0	100	0		0	0	0		11.1	88.9	0		
PHF	.000	.250	.500	.750	.000	.250	.000	.250	.000	.000	.000	.000	.250	.667	.000	.563	.650

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City of Hemet
N/S: San Jacinto Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 108_HEM_San J_Flor AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**	**3**	0	**4**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
+30 mins.	0	0	**1**	1	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	1	1	0	**1**	0	**1**	0	0	0	0	0	1	0	1
Total Volume	0	1	2	3	0	1	0	1	0	0	0	0	1	8	0	9
% App. Total	0	33.3	66.7		0	100	0		0	0	0		11.1	88.9	0	
PHF	.000	.250	.500	.750	.000	.250	.000	.250	.000	.000	.000	.000	.250	.667	.000	.563

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City of Hemet
N/S: San Jacinto Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 108_HEM_San J_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

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

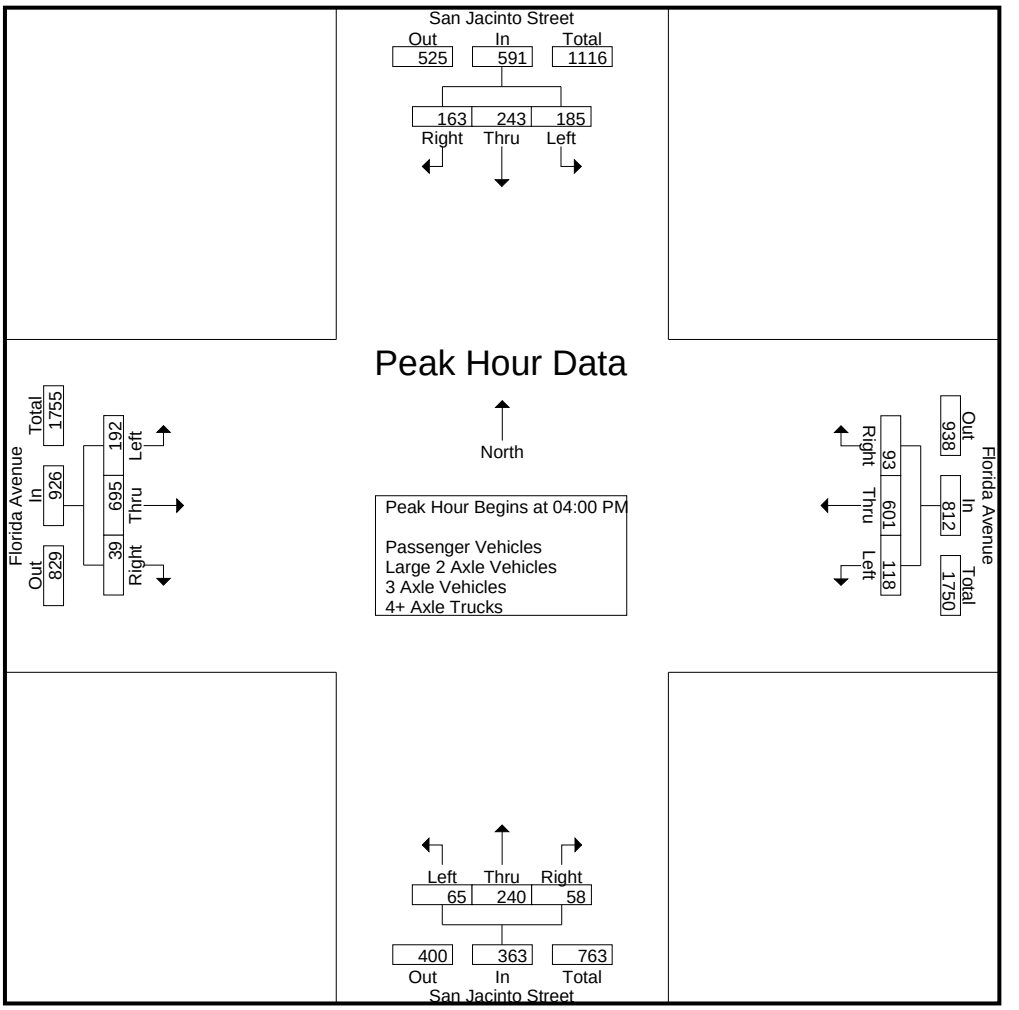
	San Jacinto Street Southbound				Florida Avenue Westbound				San Jacinto Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	43	59	49	151	23	162	24	209	19	72	19	110	61	203	9	273	743
04:15 PM	37	63	51	151	18	153	21	192	14	64	14	92	42	177	7	226	661
04:30 PM	60	58	36	154	29	141	25	195	15	49	10	74	40	135	10	185	608
04:45 PM	45	63	27	135	48	145	23	216	17	55	15	87	49	180	13	242	680
Total	185	243	163	591	118	601	93	812	65	240	58	363	192	695	39	926	2692
05:00 PM	37	63	28	128	35	122	26	183	23	74	9	106	40	191	16	247	664
05:15 PM	48	54	43	145	31	159	21	211	11	49	12	72	50	146	21	217	645
05:30 PM	36	63	45	144	37	109	20	166	14	72	20	106	42	153	10	205	621
05:45 PM	36	50	34	120	22	136	14	172	22	60	16	98	50	178	11	239	629
Total	157	230	150	537	125	526	81	732	70	255	57	382	182	668	58	908	2559
Grand Total	342	473	313	1128	243	1127	174	1544	135	495	115	745	374	1363	97	1834	5251
Apprch %	30.3	41.9	27.7		15.7	73	11.3		18.1	66.4	15.4		20.4	74.3	5.3		
Total %	6.5	9	6	21.5	4.6	21.5	3.3	29.4	2.6	9.4	2.2	14.2	7.1	26	1.8	34.9	
Passenger Vehicles	340	471	310	1121	243	1097	169	1509	132	487	115	734	373	1345	95	1813	5177
% Passenger Vehicles	99.4	99.6	99	99.4	100	97.3	97.1	97.7	97.8	98.4	100	98.5	99.7	98.7	97.9	98.9	98.6
Large 2 Axle Vehicles	0	2	3	5	0	22	5	27	2	6	0	8	1	15	2	18	58
% Large 2 Axle Vehicles	0	0.4	1	0.4	0	2	2.9	1.7	1.5	1.2	0	1.1	0.3	1.1	2.1	1	1.1
3 Axle Vehicles	1	0	0	1	0	1	0	1	0	2	0	2	0	1	0	1	5
% 3 Axle Vehicles	0.3	0	0	0.1	0	0.1	0	0.1	0	0.4	0	0.3	0	0.1	0	0.1	0.1
4+ Axle Trucks	1	0	0	1	0	7	0	7	1	0	0	1	0	2	0	2	11
% 4+ Axle Trucks	0.3	0	0	0.1	0	0.6	0	0.5	0.7	0	0	0.1	0	0.1	0	0.1	0.2

	San Jacinto Street Southbound				Florida Avenue Westbound				San Jacinto Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	43	59	49	151	23	**162**	24	209	**19**	**72**	**19**	**110**	**61**	**203**	9	**273**	**743**
04:15 PM	37	**63**	**51**	151	18	153	21	192	14	64	14	92	42	177	7	226	661
04:30 PM	**60**	58	36	**154**	29	141	**25**	195	15	49	10	74	40	135	10	185	608
04:45 PM	45	63	27	135	**48**	145	23	**216**	17	55	15	87	49	180	**13**	242	680
Total Volume	185	243	163	591	118	601	93	812	65	240	58	363	192	695	39	926	2692
% App. Total	31.3	41.1	27.6		14.5	74	11.5		17.9	66.1	16		20.7	75.1	4.2		
PHF	.771	.964	.799	.959	.615	.927	.930	.940	.855	.833	.763	.825	.787	.856	.750	.848	.906

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

City of Hemet
N/S: San Jacinto Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 108_HEM_San J_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	43	59	49	151	23	**162**	24	209	**23**	**74**	9	**106**	**61**	**203**	9	**273**
+15 mins.	37	**63**	**51**	151	18	153	21	192	11	49	12	72	42	177	7	226
+30 mins.	**60**	58	36	**154**	29	141	**25**	195	14	72	**20**	106	40	135	10	185
+45 mins.	45	63	27	135	**48**	145	23	**216**	22	60	16	98	49	180	**13**	242
Total Volume	185	243	163	591	118	601	93	812	70	255	57	382	192	695	39	926
% App. Total	31.3	41.1	27.6		14.5	74	11.5		18.3	66.8	14.9		20.7	75.1	4.2	
PHF	.771	.964	.799	.959	.615	.927	.930	.940	.761	.861	.713	.901	.787	.856	.750	.848

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City of Hemet
N/S: San Jacinto Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 108_HEM_San J_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Passenger Vehicles

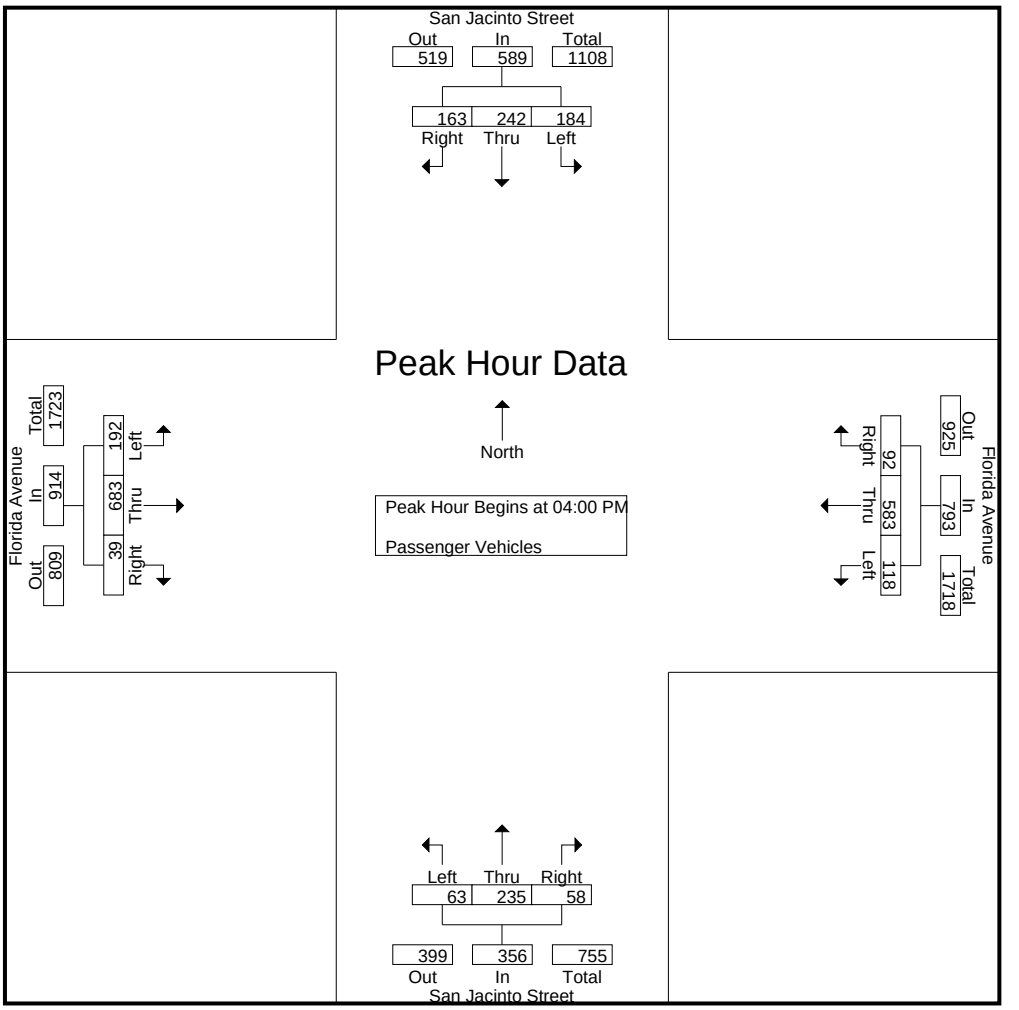
	San Jacinto Street Southbound				Florida Avenue Westbound				San Jacinto Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	42	59	49	150	23	153	23	199	19	70	19	108	61	198	9	268	725
04:15 PM	37	62	51	150	18	147	21	186	14	61	14	89	42	174	7	223	648
04:30 PM	60	58	36	154	29	140	25	194	15	49	10	74	40	132	10	182	604
04:45 PM	45	63	27	135	48	143	23	214	15	55	15	85	49	179	13	241	675
Total	184	242	163	589	118	583	92	793	63	235	58	356	192	683	39	914	2652
05:00 PM	37	63	28	128	35	120	26	181	22	73	9	104	40	189	15	244	657
05:15 PM	47	54	42	143	31	156	17	204	11	49	12	72	50	145	21	216	635
05:30 PM	36	63	44	143	37	103	20	160	14	70	20	104	41	151	10	202	609
05:45 PM	36	49	33	118	22	135	14	171	22	60	16	98	50	177	10	237	624
Total	156	229	147	532	125	514	77	716	69	252	57	378	181	662	56	899	2525
Grand Total	340	471	310	1121	243	1097	169	1509	132	487	115	734	373	1345	95	1813	5177
Apprch %	30.3	42	27.7		16.1	72.7	11.2		18	66.3	15.7		20.6	74.2	5.2		
Total %	6.6	9.1	6	21.7	4.7	21.2	3.3	29.1	2.5	9.4	2.2	14.2	7.2	26	1.8	35	

	San Jacinto Street Southbound				Florida Avenue Westbound				San Jacinto Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	42	59	49	150	23	**153**	23	199	**19**	**70**	**19**	**108**	**61**	**198**	9	**268**	**725**
04:15 PM	37	62	**51**	150	18	147	21	186	14	61	14	89	42	174	7	223	648
04:30 PM	**60**	58	36	**154**	29	140	**25**	194	15	49	10	74	40	132	10	182	604
04:45 PM	45	**63**	27	135	**48**	143	23	**214**	15	55	15	85	49	179	**13**	241	675
Total Volume	184	242	163	589	118	583	92	793	63	235	58	356	192	683	39	914	2652
% App. Total	31.2	41.1	27.7		14.9	73.5	11.6		17.7	66	16.3		21	74.7	4.3		
PHF	.767	.960	.799	.956	.615	.953	.920	.926	.829	.839	.763	.824	.787	.862	.750	.853	.914

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City of Hemet
N/S: San Jacinto Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 108_HEM_San J_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	42	59	49	150	23	**153**	23	199	**19**	**70**	**19**	**108**	**61**	**198**	9	**268**
+15 mins.	37	62	**51**	150	18	147	21	186	14	61	14	89	42	174	7	223
+30 mins.	**60**	58	36	**154**	29	140	**25**	194	15	49	10	74	40	132	10	182
+45 mins.	45	**63**	27	135	**48**	143	23	**214**	15	55	15	85	49	179	**13**	241
Total Volume	184	242	163	589	118	583	92	793	63	235	58	356	192	683	39	914
% App. Total	31.2	41.1	27.7		14.9	73.5	11.6		17.7	66	16.3		21	74.7	4.3	
PHF	.767	.960	.799	.956	.615	.953	.920	.926	.829	.839	.763	.824	.787	.862	.750	.853

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City of Hemet
N/S: San Jacinto Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 108_HEM_San J_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

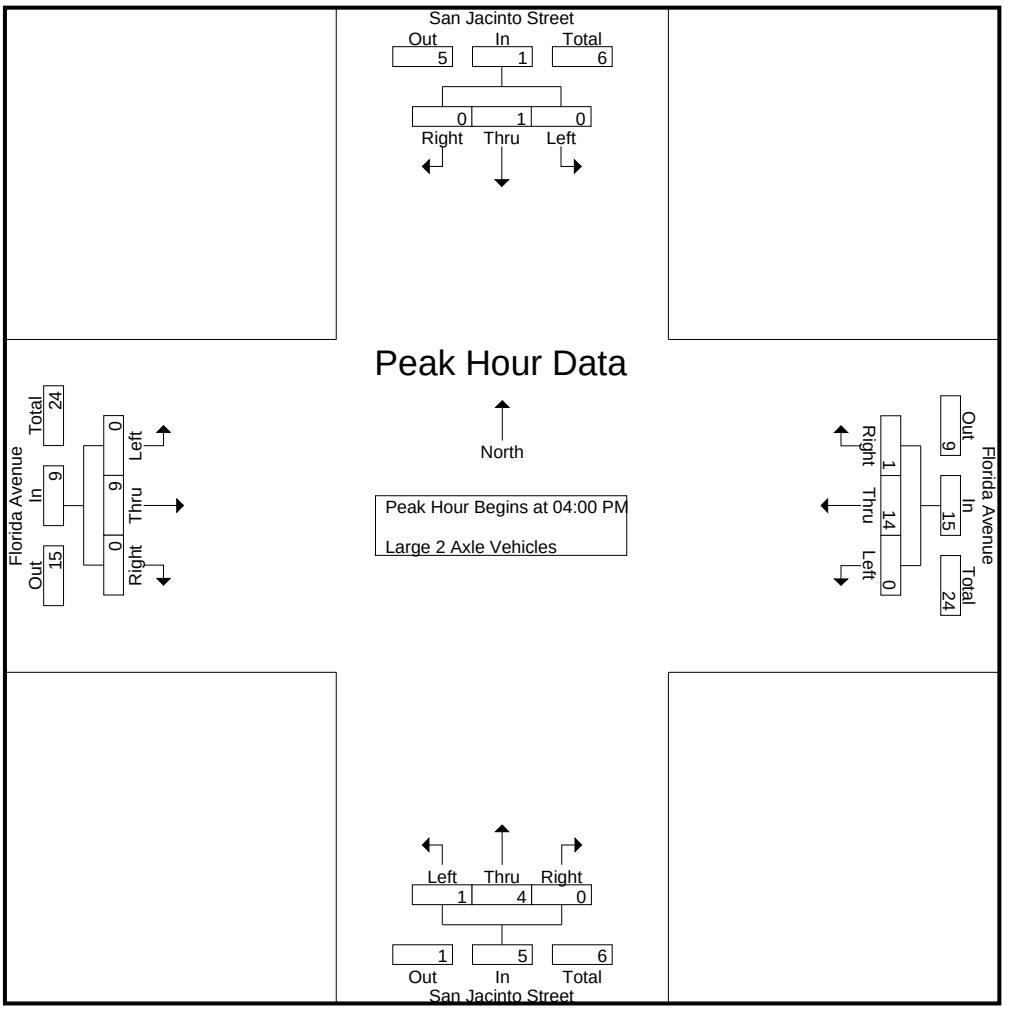
	San Jacinto Street Southbound				Florida Avenue Westbound				San Jacinto Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	6	1	7	0	2	0	2	0	5	0	5	14
04:15 PM	0	1	0	1	0	5	0	5	0	2	0	2	0	1	0	1	9
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:45 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	1	0	1	4
Total	0	1	0	1	0	14	1	15	1	4	0	5	0	9	0	9	30
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	2	1	3	5
05:15 PM	0	0	1	1	0	3	4	7	0	0	0	0	0	1	0	1	9
05:30 PM	0	0	1	1	0	4	0	4	0	1	0	1	1	2	0	3	9
05:45 PM	0	1	1	2	0	1	0	1	0	0	0	0	0	1	1	2	5
Total	0	1	3	4	0	8	4	12	1	2	0	3	1	6	2	9	28
Grand Total	0	2	3	5	0	22	5	27	2	6	0	8	1	15	2	18	58
Apprch %	0	40	60		0	81.5	18.5		25	75	0		5.6	83.3	11.1		
Total %	0	3.4	5.2	8.6	0	37.9	8.6	46.6	3.4	10.3	0	13.8	1.7	25.9	3.4	31	

	San Jacinto Street Southbound				Florida Avenue Westbound				San Jacinto Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**6**	**1**	**7**	0	**2**	0	**2**	0	**5**	0	**5**	**14**
04:15 PM	0	**1**	0	**1**	0	5	0	5	0	2	0	2	0	1	0	1	9
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:45 PM	0	0	0	0	0	2	0	2	**1**	0	0	1	0	1	0	1	4
Total Volume	0	1	0	1	0	14	1	15	1	4	0	5	0	9	0	9	30
% App. Total	0	100	0		0	93.3	6.7		20	80	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.583	.250	.536	.250	.500	.000	.625	.000	.450	.000	.450	.536

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City of Hemet
N/S: San Jacinto Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 108_HEM_San J_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**6**	**1**	**7**	0	**2**	0	**2**	0	**5**	0	**5**
+15 mins.	0	**1**	0	**1**	0	5	0	5	0	2	0	2	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	2	0	2	**1**	0	0	1	0	1	0	1
Total Volume	0	1	0	1	0	14	1	15	1	4	0	5	0	9	0	9
% App. Total	0	100	0		0	93.3	6.7		20	80	0		0	100	0	
PHF	.000	.250	.000	.250	.000	.583	.250	.536	.250	.500	.000	.625	.000	.450	.000	.450

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City of Hemet
N/S: San Jacinto Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 108_HEM_San J_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

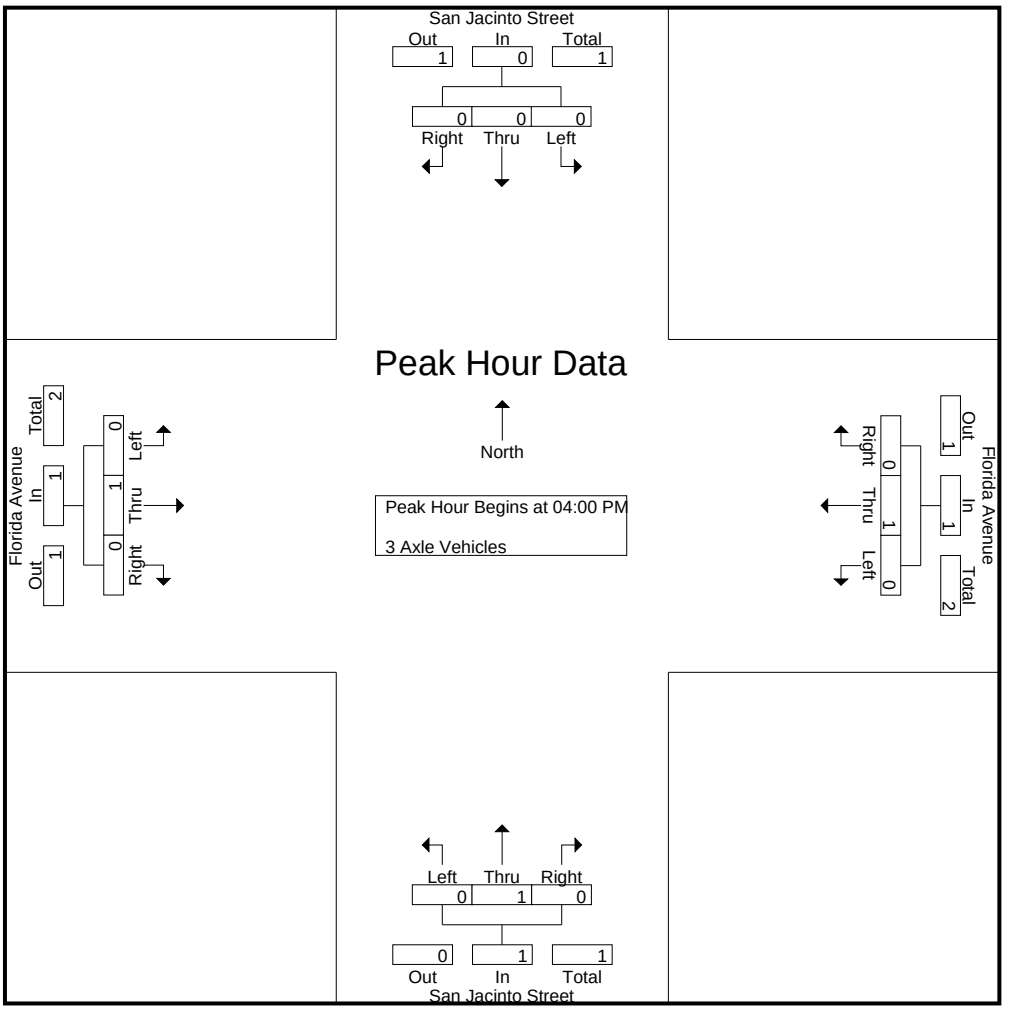
	San Jacinto Street Southbound				Florida Avenue Westbound				San Jacinto Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	1	0	0	1	0	1	0	1	0	2	0	2	0	1	0	1	5
Apprch %	100	0	0		0	100	0		0	100	0		0	100	0		
Total %	20	0	0	20	0	20	0	20	0	40	0	40	0	20	0	20	

	San Jacinto Street Southbound				Florida Avenue Westbound				San Jacinto Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	**1**	0	**1**	**2**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	3
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.375

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City of Hemet
N/S: San Jacinto Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 108_HEM_San J_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250

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City of Hemet
N/S: San Jacinto Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 108_HEM_San J_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

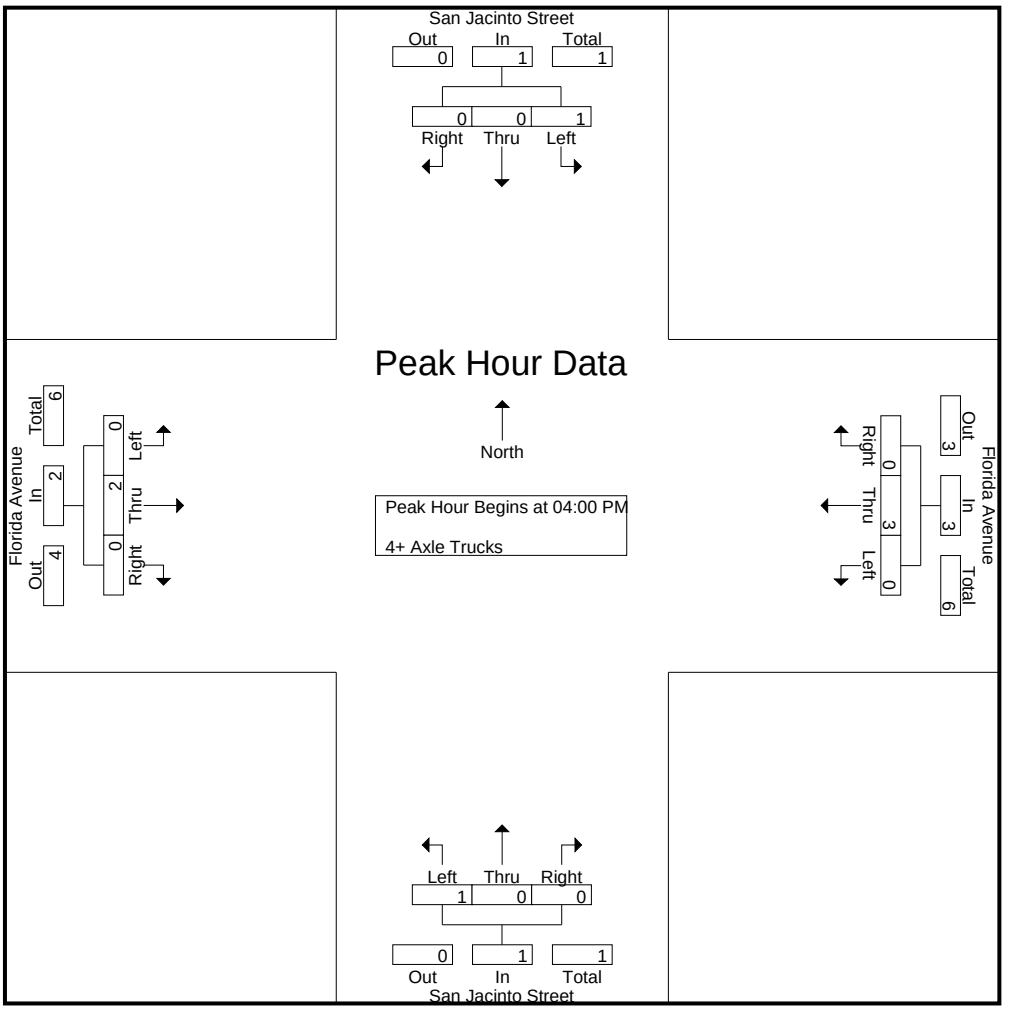
	San Jacinto Street Southbound				Florida Avenue Westbound				San Jacinto Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	1	0	0	1	0	3	0	3	1	0	0	1	0	2	0	2	7
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
Grand Total	1	0	0	1	0	7	0	7	1	0	0	1	0	2	0	2	11
Apprch %	100	0	0		0	100	0		100	0	0		0	100	0		
Total %	9.1	0	0	9.1	0	63.6	0	63.6	9.1	0	0	9.1	0	18.2	0	18.2	

	San Jacinto Street Southbound				Florida Avenue Westbound				San Jacinto Street Northbound				Florida Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	0	0	**1**	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**3**
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
Total Volume	1	0	0	1	0	3	0	3	1	0	0	1	0	2	0	2	7
% App. Total	100	0	0		0	100	0		100	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.375	.000	.375	.250	.000	.000	.250	.000	.500	.000	.500	.583

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City of Hemet
N/S: San Jacinto Street
E/W: Florida Avenue (SR-74)
Weather: Clear

File Name : 108_HEM_San J_Flor PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**1**	0	0	**1**	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0
Total Volume	1	0	0	1	0	3	0	3	1	0	0	1	0	2	0	2
% App. Total	100	0	0		0	100	0		100	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.375	.000	.375	.250	.000	.000	.250	.000	.500	.000	.500

Location: Hemet
N/S: San Jacinto Street
E/W: Florida Avenue

Date: 5/26/2022
Day: Thursday

PEDESTRIANS

	North Leg San Jacinto Street	East Leg Florida Avenue	South Leg San Jacinto Street	West Leg Florida Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	3	2	0	0	5
7:30 AM	1	1	3	0	5
7:45 AM	1	1	6	1	9
8:00 AM	1	2	3	1	7
8:15 AM	2	3	1	6	12
8:30 AM	2	1	0	0	3
8:45 AM	4	3	2	2	11
TOTAL VOLUMES:	14	13	15	10	52

	North Leg San Jacinto Street	East Leg Florida Avenue	South Leg San Jacinto Street	West Leg Florida Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	2	7	1	10
4:15 PM	5	9	2	1	17
4:30 PM	6	4	7	0	17
4:45 PM	1	1	2	1	5
5:00 PM	4	7	3	3	17
5:15 PM	1	3	2	1	7
5:30 PM	3	4	6	2	15
5:45 PM	2	1	0	0	3
TOTAL VOLUMES:	22	31	29	9	91

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Location: Hemet
N/S: San Jacinto Street
E/W: Florida Avenue

Date: 5/26/2022
Day: Thursday

BICYCLES

	Southbound San Jacinto Street			Westbound Florida Avenue			Northbound San Jacinto Street			Eastbound Florida Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	1	0	1	1	0	1	0	0	0	0	5
8:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	2
8:45 AM	0	0	1	0	0	1	0	0	0	1	0	0	3
TOTAL VOLUMES:	0	1	2	0	2	3	0	2	0	1	1	0	12

	Southbound San Jacinto Street			Westbound Florida Avenue			Northbound San Jacinto Street			Eastbound Florida Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	0	0	0	0	0	1	0	0	2
5:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	2
5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	1	0	0	0	0	1	0	0	7	0	9
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	2	1	1	0	0	0	0	2	1	1	12	0	20

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City of Hemet
N/S: Warren Road
E/W: Ramona Expressway
Weather: Clear

File Name : 109_SJC_War_Ram AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

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

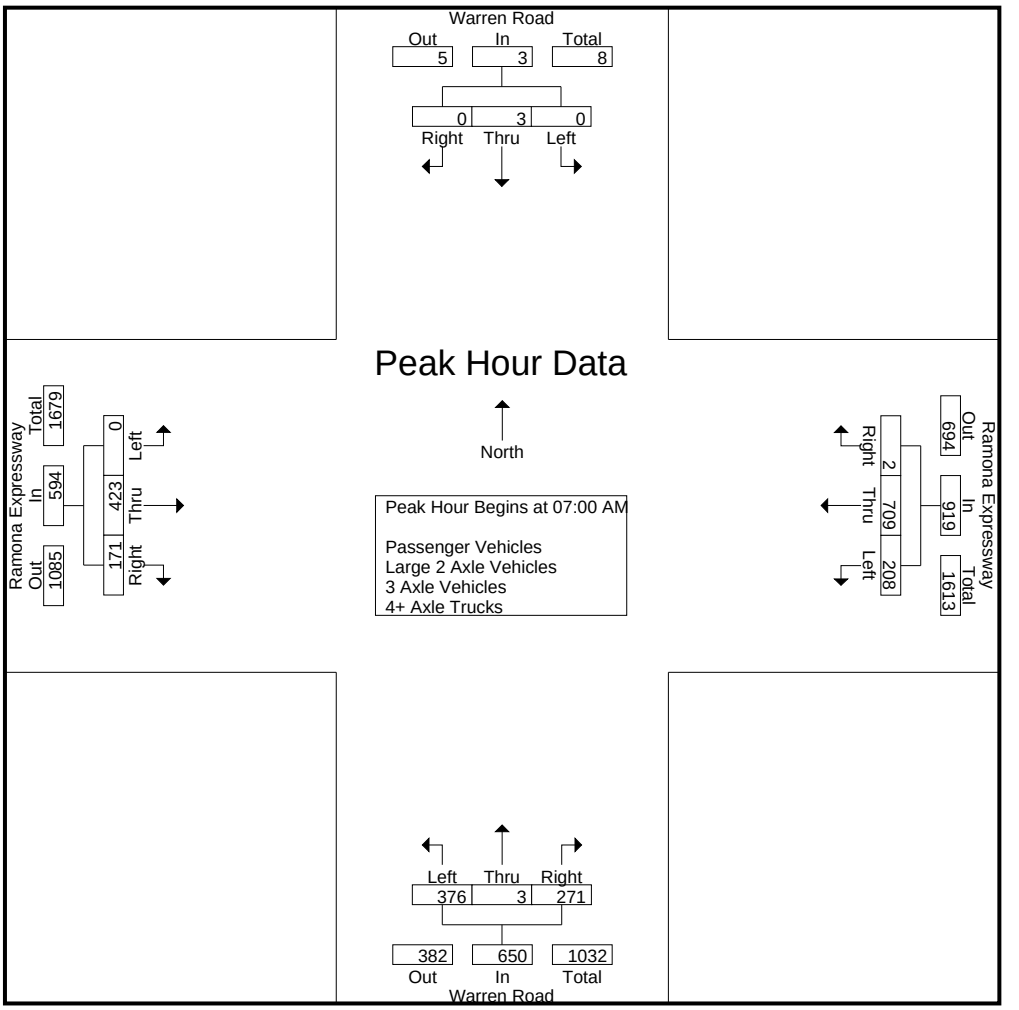
	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	47	185	0	232	109	1	54	164	0	81	29	110	506
07:15 AM	0	2	0	2	52	206	1	259	104	0	67	171	0	102	46	148	580
07:30 AM	0	0	0	0	52	181	0	233	94	1	78	173	0	120	52	172	578
07:45 AM	0	1	0	1	57	137	1	195	69	1	72	142	0	120	44	164	502
Total	0	3	0	3	208	709	2	919	376	3	271	650	0	423	171	594	2166
08:00 AM	0	3	0	3	41	127	1	169	56	0	73	129	1	124	42	167	468
08:15 AM	0	0	1	1	59	143	1	203	57	1	88	146	0	121	32	153	503
08:30 AM	0	0	0	0	41	132	0	173	49	0	68	117	0	98	36	134	424
08:45 AM	0	0	0	0	41	103	0	144	51	2	69	122	0	84	28	112	378
Total	0	3	1	4	182	505	2	689	213	3	298	514	1	427	138	566	1773
Grand Total	0	6	1	7	390	1214	4	1608	589	6	569	1164	1	850	309	1160	3939
Apprch %	0	85.7	14.3		24.3	75.5	0.2		50.6	0.5	48.9		0.1	73.3	26.6		
Total %	0	0.2	0	0.2	9.9	30.8	0.1	40.8	15	0.2	14.4	29.6	0	21.6	7.8	29.4	
Passenger Vehicles	0	2	1	3	356	1154	4	1514	569	1	519	1089	1	793	285	1079	3685
% Passenger Vehicles	0	33.3	100	42.9	91.3	95.1	100	94.2	96.6	16.7	91.2	93.6	100	93.3	92.2	93	93.6
Large 2 Axle Vehicles	0	0	0	0	15	19	0	34	5	0	23	28	0	20	11	31	93
% Large 2 Axle Vehicles	0	0	0	0	3.8	1.6	0	2.1	0.8	0	4	2.4	0	2.4	3.6	2.7	2.4
3 Axle Vehicles	0	0	0	0	2	2	0	4	2	0	4	6	0	11	1	12	22
% 3 Axle Vehicles	0	0	0	0	0.5	0.2	0	0.2	0.3	0	0.7	0.5	0	1.3	0.3	1	0.6
4+ Axle Trucks	0	4	0	4	17	39	0	56	13	5	23	41	0	26	12	38	139
% 4+ Axle Trucks	0	66.7	0	57.1	4.4	3.2	0	3.5	2.2	83.3	4	3.5	0	3.1	3.9	3.3	3.5

	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	47	185	0	232	**109**	**1**	54	164	0	81	29	110	506
07:15 AM	0	**2**	0	**2**	52	**206**	**1**	**259**	104	0	67	171	0	102	46	148	**580**
07:30 AM	0	0	0	0	52	181	0	233	94	1	**78**	**173**	0	**120**	**52**	**172**	578
07:45 AM	0	1	0	1	**57**	137	1	195	69	1	72	142	0	120	44	164	502
Total Volume	0	3	0	3	208	709	2	919	376	3	271	650	0	423	171	594	2166
% App. Total	0	100	0		22.6	77.1	0.2		57.8	0.5	41.7		0	71.2	28.8		
PHF	.000	.375	.000	.375	.912	.860	.500	.887	.862	.750	.869	.939	.000	.881	.822	.863	.934

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City of Hemet
N/S: Warren Road
E/W: Ramona Expressway
Weather: Clear

File Name : 109_SJC_War_Ram AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	07:15 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	0	2	0	2	47	185	0	232	**109**	**1**	54	164	0	120	**52**	**172**
+15 mins.	0	0	0	0	52	**206**	**1**	**259**	104	0	67	171	0	120	44	164
+30 mins.	0	1	0	1	52	181	0	233	94	1	**78**	**173**	**1**	**124**	42	167
+45 mins.	0	**3**	0	**3**	**57**	137	1	195	69	1	72	142	0	121	32	153
Total Volume	0	6	0	6	208	709	2	919	376	3	271	650	1	485	170	656
% App. Total	0	100	0		22.6	77.1	0.2		57.8	0.5	41.7		0.2	73.9	25.9	
PHF	.000	.500	.000	.500	.912	.860	.500	.887	.862	.750	.869	.939	.250	.978	.817	.953

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City of Hemet
N/S: Warren Road
E/W: Ramona Expressway
Weather: Clear

File Name : 109_SJC_War_Ram AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Passenger Vehicles

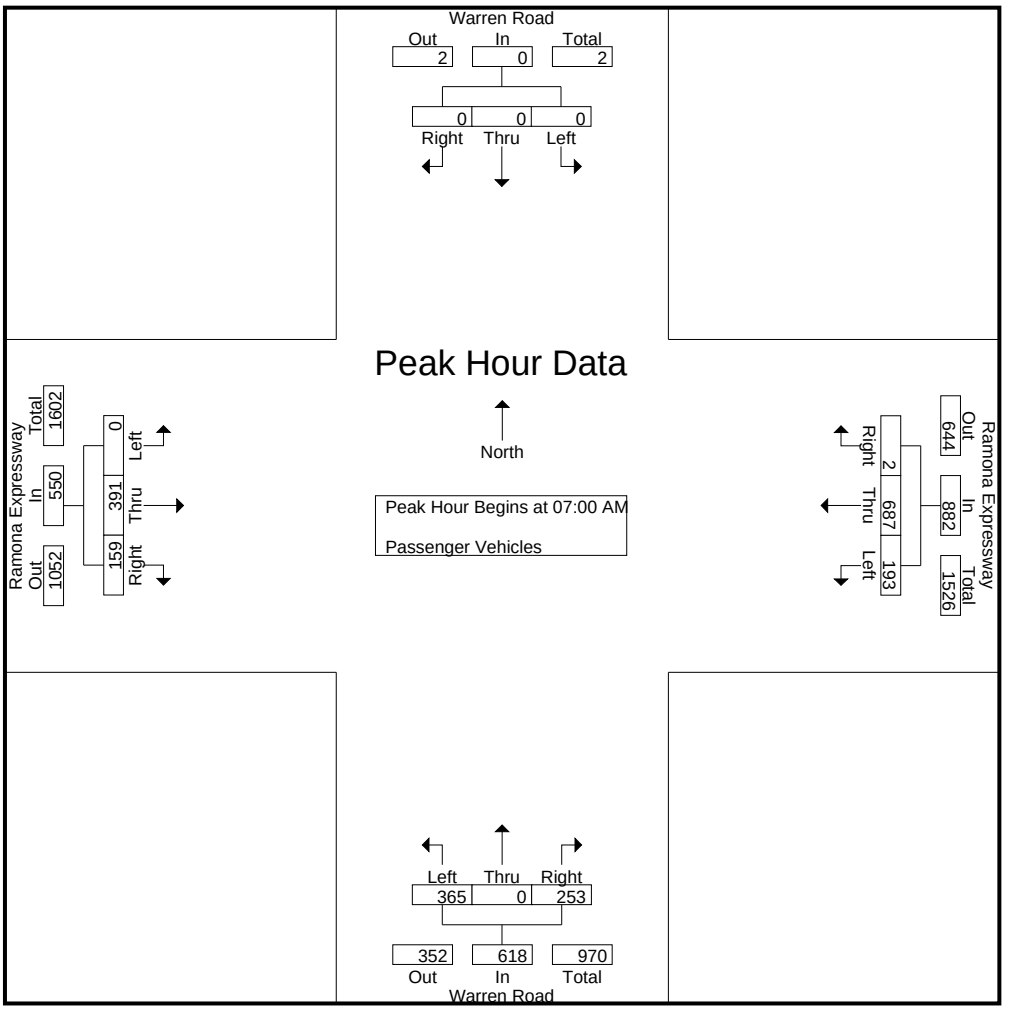
	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	42	181	0	223	105	0	49	154	0	75	28	103	480
07:15 AM	0	0	0	0	49	202	1	252	100	0	64	164	0	96	41	137	553
07:30 AM	0	0	0	0	48	173	0	221	92	0	73	165	0	108	47	155	541
07:45 AM	0	0	0	0	54	131	1	186	68	0	67	135	0	112	43	155	476
Total	0	0	0	0	193	687	2	882	365	0	253	618	0	391	159	550	2050
08:00 AM	0	2	0	2	39	124	1	164	54	0	66	120	1	117	40	158	444
08:15 AM	0	0	1	1	54	133	1	188	54	0	79	133	0	117	28	145	467
08:30 AM	0	0	0	0	33	117	0	150	46	0	57	103	0	90	33	123	376
08:45 AM	0	0	0	0	37	93	0	130	50	1	64	115	0	78	25	103	348
Total	0	2	1	3	163	467	2	632	204	1	266	471	1	402	126	529	1635
Grand Total	0	2	1	3	356	1154	4	1514	569	1	519	1089	1	793	285	1079	3685
Apprch %	0	66.7	33.3		23.5	76.2	0.3		52.2	0.1	47.7		0.1	73.5	26.4		
Total %	0	0.1	0	0.1	9.7	31.3	0.1	41.1	15.4	0	14.1	29.6	0	21.5	7.7	29.3	

	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	42	181	0	223	**105**	0	49	154	0	75	28	103	480
07:15 AM	0	0	0	0	49	**202**	**1**	**252**	100	0	64	164	0	96	41	137	**553**
07:30 AM	0	0	0	0	48	173	0	221	92	0	**73**	**165**	0	108	**47**	**155**	541
07:45 AM	0	0	0	0	**54**	131	1	186	68	0	67	135	0	**112**	43	155	476
Total Volume	0	0	0	0	193	687	2	882	365	0	253	618	0	391	159	550	2050
% App. Total	0	0	0		21.9	77.9	0.2		59.1	0	40.9		0	71.1	28.9		
PHF	.000	.000	.000	.000	.894	.850	.500	.875	.869	.000	.866	.936	.000	.873	.846	.887	.927

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City of Hemet
N/S: Warren Road
E/W: Ramona Expressway
Weather: Clear

File Name : 109_SJC_War_Ram AM
Site Code : 00322418
Start Date : 5/26/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	42	181	0	223	**105**	0	49	154	0	75	28	103
+15 mins.	0	0	0	0	49	**202**	**1**	**252**	100	0	64	164	0	96	41	137
+30 mins.	0	0	0	0	48	173	0	221	92	0	**73**	**165**	0	108	**47**	**155**
+45 mins.	0	0	0	0	**54**	131	1	186	68	0	67	135	0	**112**	43	155
Total Volume	0	0	0	0	193	687	2	882	365	0	253	618	0	391	159	550
% App. Total	0	0	0		21.9	77.9	0.2		59.1	0	40.9		0	71.1	28.9	
PHF	.000	.000	.000	.000	.894	.850	.500	.875	.869	.000	.866	.936	.000	.873	.846	.887

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City of Hemet
N/S: Warren Road
E/W: Ramona Expressway
Weather: Clear

File Name : 109_SJC_War_Ram AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

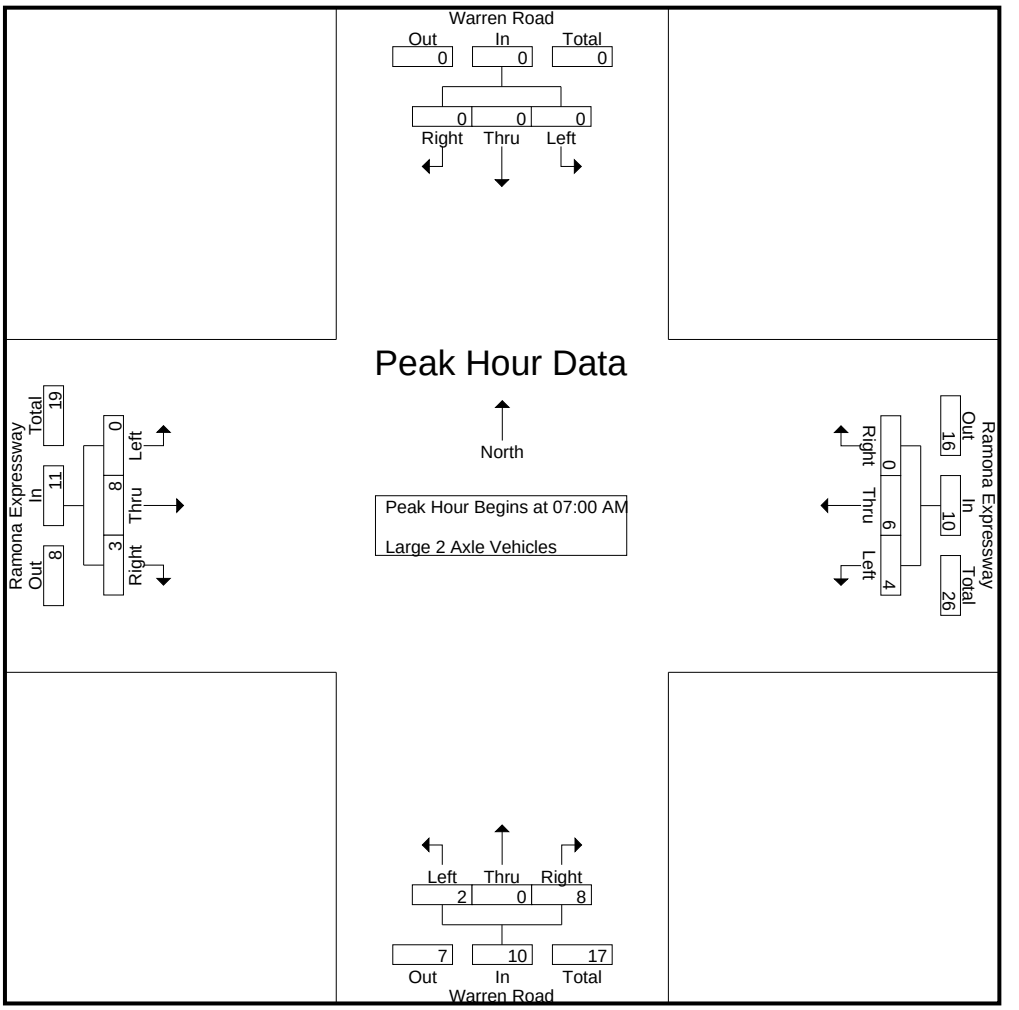
	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	0	0	1	1	0	3	4	0	2	0	2	7
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	2	3	5
07:30 AM	0	0	0	0	2	2	0	4	0	0	3	3	0	2	1	3	10
07:45 AM	0	0	0	0	1	2	0	3	1	0	2	3	0	3	0	3	9
Total	0	0	0	0	4	6	0	10	2	0	8	10	0	8	3	11	31
08:00 AM	0	0	0	0	1	1	0	2	1	0	3	4	0	3	1	4	10
08:15 AM	0	0	0	0	3	7	0	10	1	0	3	4	0	3	1	4	18
08:30 AM	0	0	0	0	4	3	0	7	0	0	5	5	0	3	3	6	18
08:45 AM	0	0	0	0	3	2	0	5	1	0	4	5	0	3	3	6	16
Total	0	0	0	0	11	13	0	24	3	0	15	18	0	12	8	20	62
Grand Total	0	0	0	0	15	19	0	34	5	0	23	28	0	20	11	31	93
Apprch %	0	0	0		44.1	55.9	0		17.9	0	82.1		0	64.5	35.5		
Total %	0	0	0	0	16.1	20.4	0	36.6	5.4	0	24.7	30.1	0	21.5	11.8	33.3	

	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	1	0	0	1	**1**	0	**3**	**4**	0	2	0	2	7
07:15 AM	0	0	0	0	0	**2**	0	2	0	0	0	0	0	1	**2**	**3**	5
07:30 AM	0	0	0	0	**2**	2	0	**4**	0	0	3	3	0	2	1	3	**10**
07:45 AM	0	0	0	0	1	2	0	3	1	0	2	3	0	**3**	0	3	9
Total Volume	0	0	0	0	4	6	0	10	2	0	8	10	0	8	3	11	31
% App. Total	0	0	0		40	60	0		20	0	80		0	72.7	27.3		
PHF	.000	.000	.000	.000	.500	.750	.000	.625	.500	.000	.667	.625	.000	.667	.375	.917	.775

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City of Hemet
N/S: Warren Road
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File Name : 109_SJC_War_Ram AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	1	0	0	1	**1**	0	**3**	**4**	0	2	0	2
+15 mins.	0	0	0	0	0	**2**	0	2	0	0	0	0	0	1	**2**	**3**
+30 mins.	0	0	0	0	**2**	2	0	**4**	0	0	3	3	0	2	1	3
+45 mins.	0	0	0	0	1	2	0	3	1	0	2	3	0	**3**	0	3
Total Volume	0	0	0	0	4	6	0	10	2	0	8	10	0	8	3	11
% App. Total	0	0	0		40	60	0		20	0	80		0	72.7	27.3	
PHF	.000	.000	.000	.000	.500	.750	.000	.625	.500	.000	.667	.625	.000	.667	.375	.917

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City of Hemet
N/S: Warren Road
E/W: Ramona Expressway
Weather: Clear

File Name : 109_SJC_War_Ram AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

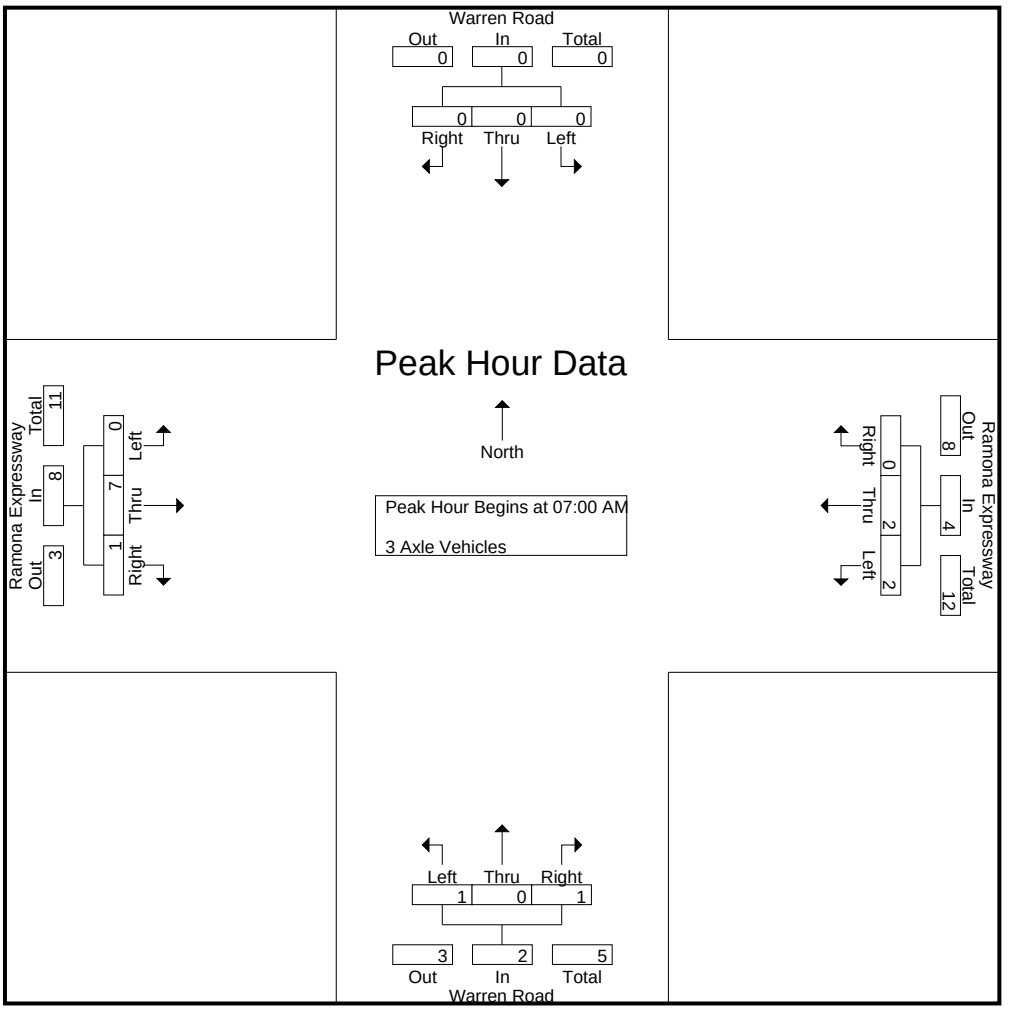
	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	2	1	3	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	4	0	4	5
07:45 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	2	0	4	1	0	1	2	0	7	1	8	14
08:00 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	1	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	1	0	3	4	0	4	0	4	8
Grand Total	0	0	0	0	2	2	0	4	2	0	4	6	0	11	1	12	22
Apprch %	0	0	0		50	50	0		33.3	0	66.7		0	91.7	8.3		
Total %	0	0	0	0	9.1	9.1	0	18.2	9.1	0	18.2	27.3	0	50	4.5	54.5	

	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	1	0	1	**1**	0	0	**1**	0	2	**1**	3	**5**
07:30 AM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	**4**	0	**4**	5
07:45 AM	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	2	2	0	4	1	0	1	2	0	7	1	8	14
% App. Total	0	0	0		50	50	0		50	0	50		0	87.5	12.5		
PHF	.000	.000	.000	.000	.250	.500	.000	.500	.250	.000	.250	.500	.000	.438	.250	.500	.700

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City of Hemet
N/S: Warren Road
E/W: Ramona Expressway
Weather: Clear

File Name : 109_SJC_War_Ram AM
Site Code : 00322418
Start Date : 5/26/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	**1**	0	0	**1**	0	2	**1**	3
+30 mins.	0	0	0	0	0	0	0	0	0	0	**1**	1	0	**4**	0	**4**
+45 mins.	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	2	0	4	1	0	1	2	0	7	1	8
% App. Total	0	0	0		50	50	0		50	0	50		0	87.5	12.5	
PHF	.000	.000	.000	.000	.250	.500	.000	.500	.250	.000	.250	.500	.000	.438	.250	.500

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N/S: Warren Road
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File Name : 109_SJC_War_Ram AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

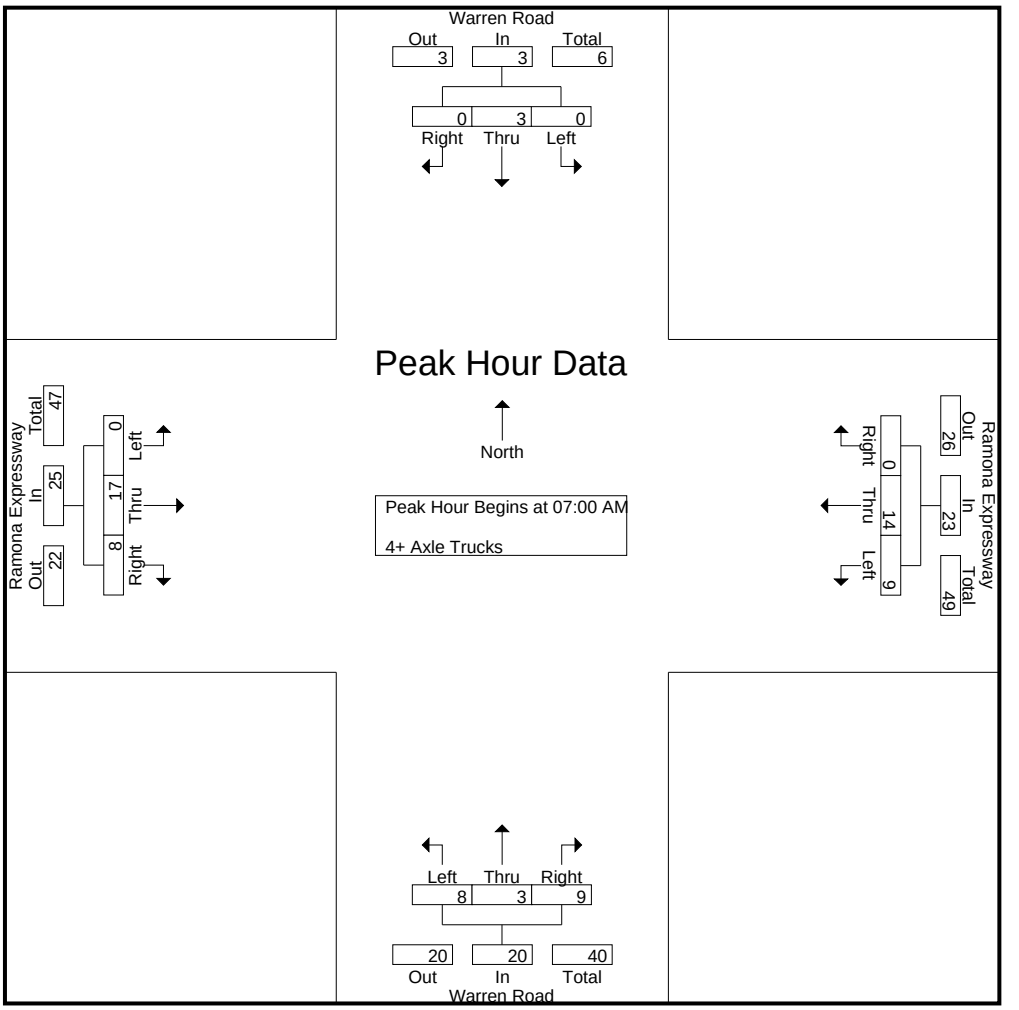
	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	4	3	0	7	3	1	2	6	0	3	1	4	17
07:15 AM	0	2	0	2	3	1	0	4	3	0	3	6	0	3	2	5	17
07:30 AM	0	0	0	0	2	6	0	8	2	1	1	4	0	6	4	10	22
07:45 AM	0	1	0	1	0	4	0	4	0	1	3	4	0	5	1	6	15
Total	0	3	0	3	9	14	0	23	8	3	9	20	0	17	8	25	71
08:00 AM	0	1	0	1	1	2	0	3	0	0	3	3	0	3	1	4	11
08:15 AM	0	0	0	0	2	3	0	5	2	1	6	9	0	0	3	3	17
08:30 AM	0	0	0	0	4	12	0	16	3	0	4	7	0	4	0	4	27
08:45 AM	0	0	0	0	1	8	0	9	0	1	1	2	0	2	0	2	13
Total	0	1	0	1	8	25	0	33	5	2	14	21	0	9	4	13	68
Grand Total	0	4	0	4	17	39	0	56	13	5	23	41	0	26	12	38	139
Apprch %	0	100	0		30.4	69.6	0		31.7	12.2	56.1		0	68.4	31.6		
Total %	0	2.9	0	2.9	12.2	28.1	0	40.3	9.4	3.6	16.5	29.5	0	18.7	8.6	27.3	

	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	**4**	3	0	7	**3**	**1**	2	**6**	0	3	1	4	17
07:15 AM	0	**2**	0	**2**	3	1	0	4	3	0	**3**	6	0	3	2	5	17
07:30 AM	0	0	0	0	2	**6**	0	**8**	2	1	1	4	0	**6**	**4**	**10**	**22**
07:45 AM	0	1	0	1	0	4	0	4	0	1	3	4	0	5	1	6	15
Total Volume	0	3	0	3	9	14	0	23	8	3	9	20	0	17	8	25	71
% App. Total	0	100	0		39.1	60.9	0		40	15	45		0	68	32		
PHF	.000	.375	.000	.375	.563	.583	.000	.719	.667	.750	.750	.833	.000	.708	.500	.625	.807

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City of Hemet
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Weather: Clear

File Name : 109_SJC_War_Ram AM
Site Code : 00322418
Start Date : 5/26/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	**4**	3	0	7	**3**	**1**	2	**6**	0	3	1	4
+15 mins.	0	**2**	0	**2**	3	1	0	4	3	0	**3**	6	0	3	2	5
+30 mins.	0	0	0	0	2	**6**	0	**8**	2	1	1	4	0	**6**	**4**	**10**
+45 mins.	0	1	0	1	0	4	0	4	0	1	3	4	0	5	1	6
Total Volume	0	3	0	3	9	14	0	23	8	3	9	20	0	17	8	25
% App. Total	0	100	0		39.1	60.9	0		40	15	45		0	68	32	
PHF	.000	.375	.000	.375	.563	.583	.000	.719	.667	.750	.750	.833	.000	.708	.500	.625

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City of Hemet
N/S: Warren Road
E/W: Ramona Expressway
Weather: Clear

File Name : 109_SJC_War_Ram PM
Site Code : 00322418
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

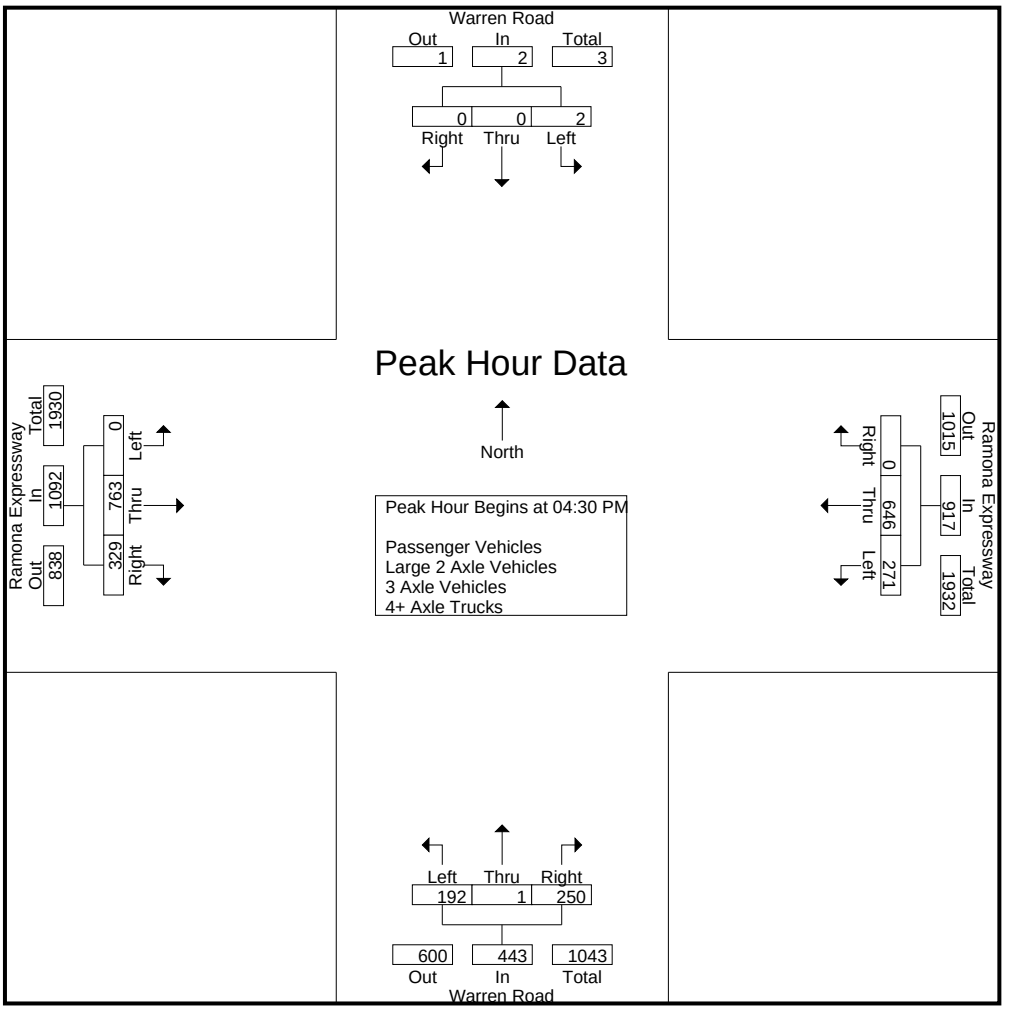
	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	71	158	0	229	34	0	65	99	0	185	72	257	585
04:15 PM	0	0	0	0	67	143	0	210	58	0	78	136	0	184	84	268	614
04:30 PM	2	0	0	2	59	150	0	209	46	1	65	112	0	173	93	266	589
04:45 PM	0	0	0	0	70	153	0	223	41	0	63	104	0	190	77	267	594
Total	2	0	0	2	267	604	0	871	179	1	271	451	0	732	326	1058	2382
05:00 PM	0	0	0	0	66	156	0	222	45	0	71	116	0	212	96	308	646
05:15 PM	0	0	0	0	76	187	0	263	60	0	51	111	0	188	63	251	625
05:30 PM	0	0	0	0	57	146	0	203	50	0	55	105	0	185	67	252	560
05:45 PM	0	0	0	0	63	128	0	191	38	0	66	104	0	163	74	237	532
Total	0	0	0	0	262	617	0	879	193	0	243	436	0	748	300	1048	2363
Grand Total	2	0	0	2	529	1221	0	1750	372	1	514	887	0	1480	626	2106	4745
Apprch %	100	0	0		30.2	69.8	0		41.9	0.1	57.9		0	70.3	29.7		
Total %	0	0	0	0	11.1	25.7	0	36.9	7.8	0	10.8	18.7	0	31.2	13.2	44.4	
Passenger Vehicles	2	0	0	2	515	1174	0	1689	363	0	495	858	0	1447	616	2063	4612
% Passenger Vehicles	100	0	0	100	97.4	96.2	0	96.5	97.6	0	96.3	96.7	0	97.8	98.4	98	97.2
Large 2 Axle Vehicles	0	0	0	0	9	15	0	24	1	0	16	17	0	16	2	18	59
% Large 2 Axle Vehicles	0	0	0	0	1.7	1.2	0	1.4	0.3	0	3.1	1.9	0	1.1	0.3	0.9	1.2
3 Axle Vehicles	0	0	0	0	3	4	0	7	1	0	1	2	0	4	1	5	14
% 3 Axle Vehicles	0	0	0	0	0.6	0.3	0	0.4	0.3	0	0.2	0.2	0	0.3	0.2	0.2	0.3
4+ Axle Trucks	0	0	0	0	2	28	0	30	7	1	2	10	0	13	7	20	60
% 4+ Axle Trucks	0	0	0	0	0.4	2.3	0	1.7	1.9	100	0.4	1.1	0	0.9	1.1	0.9	1.3

	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**2**	0	0	**2**	59	150	0	209	46	**1**	65	112	0	173	93	266	589
04:45 PM	0	0	0	0	70	153	0	223	41	0	63	104	0	190	77	267	594
05:00 PM	0	0	0	0	66	156	0	222	45	0	**71**	**116**	0	**212**	**96**	**308**	**646**
05:15 PM	0	0	0	0	**76**	**187**	0	**263**	**60**	0	51	111	0	188	63	251	625
Total Volume	2	0	0	2	271	646	0	917	192	1	250	443	0	763	329	1092	2454
% App. Total	100	0	0		29.6	70.4	0		43.3	0.2	56.4		0	69.9	30.1		
PHF	.250	.000	.000	.250	.891	.864	.000	.872	.800	.250	.880	.955	.000	.900	.857	.886	.950

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City of Hemet
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E/W: Ramona Expressway
Weather: Clear

File Name : 109_SJC_War_Ram PM
Site Code : 00322418
Start Date : 5/26/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	59	150	0	209	**58**	0	**78**	**136**	0	184	84	268
+15 mins.	0	0	0	0	70	153	0	223	46	**1**	65	112	0	173	93	266
+30 mins.	**2**	0	0	**2**	66	156	0	222	41	0	63	104	0	190	77	267
+45 mins.	0	0	0	0	**76**	**187**	0	**263**	45	0	71	116	0	**212**	**96**	**308**
Total Volume	2	0	0	2	271	646	0	917	190	1	277	468	0	759	350	1109
% App. Total	100	0	0		29.6	70.4	0		40.6	0.2	59.2		0	68.4	31.6	
PHF	.250	.000	.000	.250	.891	.864	.000	.872	.819	.250	.888	.860	.000	.895	.911	.900

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City of Hemet
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File Name : 109_SJC_War_Ram PM
Site Code : 00322418
Start Date : 5/26/2022
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Groups Printed- Passenger Vehicles

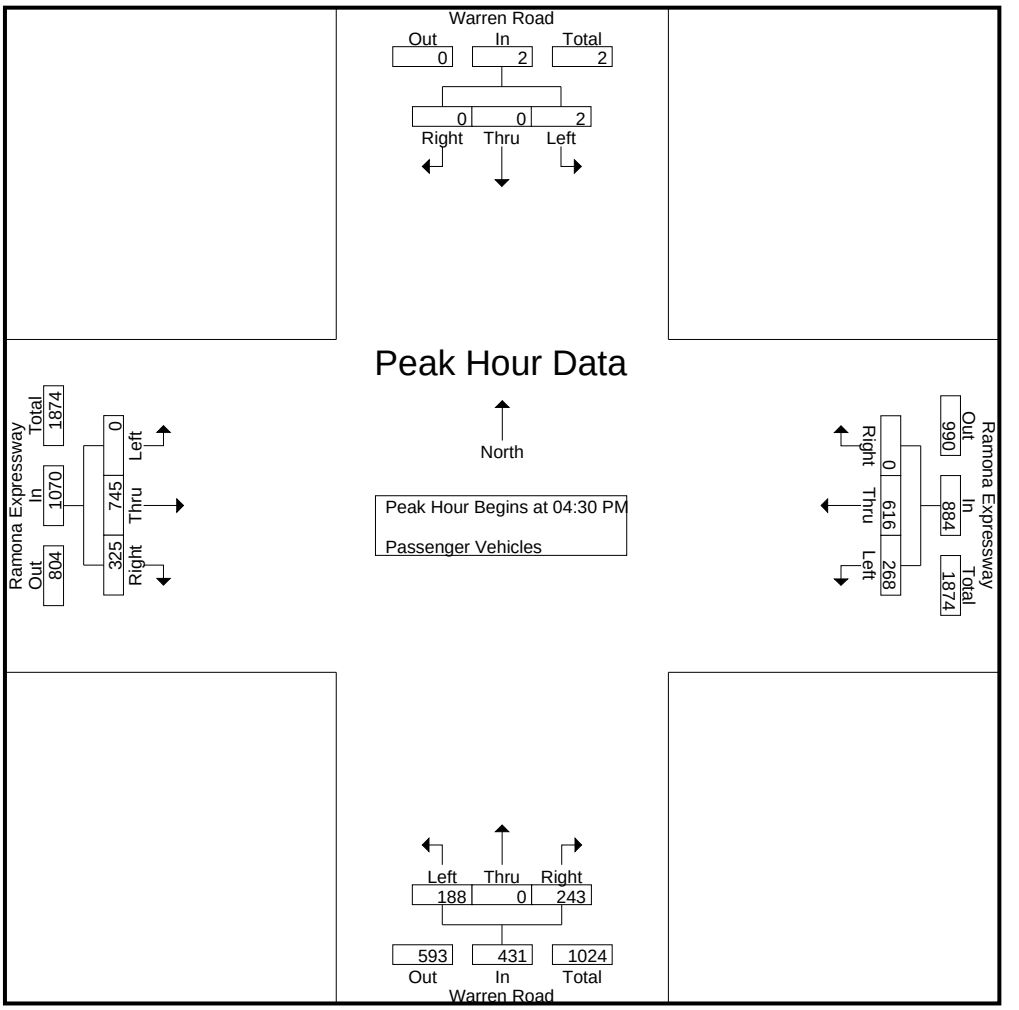
	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	65	155	0	220	33	0	62	95	0	180	68	248	563
04:15 PM	0	0	0	0	64	139	0	203	56	0	74	130	0	181	82	263	596
04:30 PM	2	0	0	2	58	145	0	203	45	0	64	109	0	169	91	260	574
04:45 PM	0	0	0	0	69	143	0	212	40	0	63	103	0	185	77	262	577
Total	2	0	0	2	256	582	0	838	174	0	263	437	0	715	318	1033	2310
05:00 PM	0	0	0	0	65	148	0	213	43	0	67	110	0	207	94	301	624
05:15 PM	0	0	0	0	76	180	0	256	60	0	49	109	0	184	63	247	612
05:30 PM	0	0	0	0	56	140	0	196	49	0	50	99	0	182	67	249	544
05:45 PM	0	0	0	0	62	124	0	186	37	0	66	103	0	159	74	233	522
Total	0	0	0	0	259	592	0	851	189	0	232	421	0	732	298	1030	2302
Grand Total	2	0	0	2	515	1174	0	1689	363	0	495	858	0	1447	616	2063	4612
Apprch %	100	0	0		30.5	69.5	0		42.3	0	57.7		0	70.1	29.9		
Total %	0	0	0	0	11.2	25.5	0	36.6	7.9	0	10.7	18.6	0	31.4	13.4	44.7	

	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**2**	0	0	**2**	58	145	0	203	45	0	64	109	0	169	91	260	574
04:45 PM	0	0	0	0	69	143	0	212	40	0	63	103	0	185	77	262	577
05:00 PM	0	0	0	0	65	148	0	213	43	0	**67**	**110**	0	**207**	**94**	**301**	**624**
05:15 PM	0	0	0	0	**76**	**180**	0	**256**	**60**	0	49	109	0	184	63	247	612
Total Volume	2	0	0	2	268	616	0	884	188	0	243	431	0	745	325	1070	2387
% App. Total	100	0	0		30.3	69.7	0		43.6	0	56.4		0	69.6	30.4		
PHF	.250	.000	.000	.250	.882	.856	.000	.863	.783	.000	.907	.980	.000	.900	.864	.889	.956

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Weather: Clear

File Name : 109_SJC_War_Ram PM
Site Code : 00322418
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**2**	0	0	**2**	58	145	0	203	45	0	64	109	0	169	91	260
+15 mins.	0	0	0	0	69	143	0	212	40	0	63	103	0	185	77	262
+30 mins.	0	0	0	0	65	148	0	213	43	0	**67**	**110**	0	**207**	**94**	**301**
+45 mins.	0	0	0	0	**76**	**180**	0	**256**	**60**	0	49	109	0	184	63	247
Total Volume	2	0	0	2	268	616	0	884	188	0	243	431	0	745	325	1070
% App. Total	100	0	0		30.3	69.7	0		43.6	0	56.4		0	69.6	30.4	
PHF	.250	.000	.000	.250	.882	.856	.000	.863	.783	.000	.907	.980	.000	.900	.864	.889

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File Name : 109_SJC_War_Ram PM
Site Code : 00322418
Start Date : 5/26/2022
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Groups Printed- Large 2 Axle Vehicles

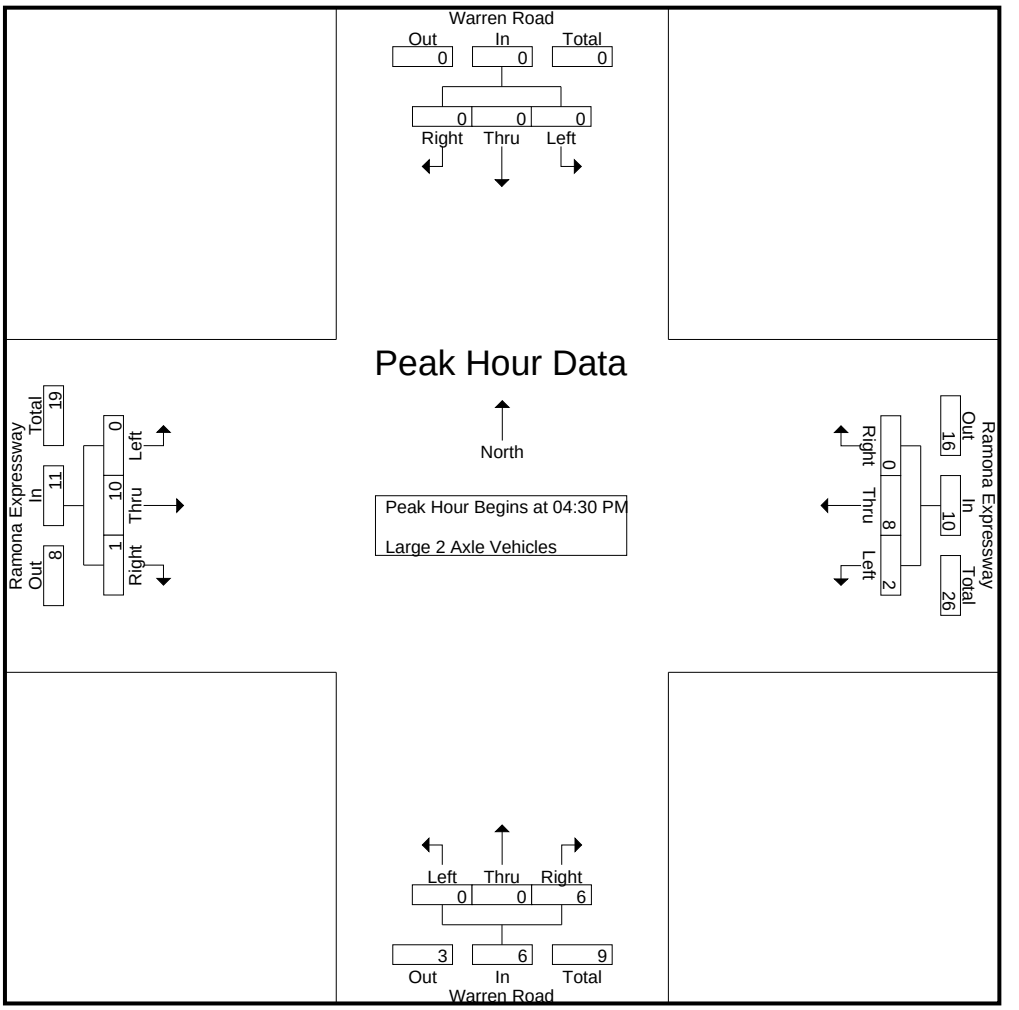
	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	4	2	0	6	0	0	2	2	0	2	0	2	10
04:15 PM	0	0	0	0	1	1	0	2	0	0	4	4	0	1	1	2	8
04:30 PM	0	0	0	0	1	2	0	3	0	0	1	1	0	2	0	2	6
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Total	0	0	0	0	6	7	0	13	0	0	7	7	0	8	1	9	29
05:00 PM	0	0	0	0	1	3	0	4	0	0	3	3	0	3	1	4	11
05:15 PM	0	0	0	0	0	1	0	1	0	0	2	2	0	2	0	2	5
05:30 PM	0	0	0	0	1	4	0	5	1	0	4	5	0	1	0	1	11
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	3	8	0	11	1	0	9	10	0	8	1	9	30
Grand Total	0	0	0	0	9	15	0	24	1	0	16	17	0	16	2	18	59
Apprch %	0	0	0		37.5	62.5	0		5.9	0	94.1		0	88.9	11.1		
Total %	0	0	0	0	15.3	25.4	0	40.7	1.7	0	27.1	28.8	0	27.1	3.4	30.5	

	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	**1**	2	0	3	0	0	1	1	0	2	0	2	6
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	**3**	0	3	5
05:00 PM	0	0	0	0	1	**3**	0	**4**	0	0	**3**	**3**	0	3	**1**	**4**	**11**
05:15 PM	0	0	0	0	0	1	0	1	0	0	2	2	0	2	0	2	5
Total Volume	0	0	0	0	2	8	0	10	0	0	6	6	0	10	1	11	27
% App. Total	0	0	0		20	80	0		0	0	100		0	90.9	9.1		
PHF	.000	.000	.000	.000	.500	.667	.000	.625	.000	.000	.500	.500	.000	.833	.250	.688	.614

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City of Hemet
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File Name : 109_SJC_War_Ram PM
Site Code : 00322418
Start Date : 5/26/2022
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	**1**	2	0	3	0	0	1	1	0	2	0	2
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**3**	0	3
+30 mins.	0	0	0	0	1	**3**	0	**4**	0	0	**3**	**3**	0	3	**1**	**4**
+45 mins.	0	0	0	0	0	1	0	1	0	0	2	2	0	2	0	2
Total Volume	0	0	0	0	2	8	0	10	0	0	6	6	0	10	1	11
% App. Total	0	0	0		20	80	0		0	0	100		0	90.9	9.1	
PHF	.000	.000	.000	.000	.500	.667	.000	.625	.000	.000	.500	.500	.000	.833	.250	.688

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Corona, CA 92878
(951)268-6268

City of Hemet
N/S: Warren Road
E/W: Ramona Expressway
Weather: Clear

File Name : 109_SJC_War_Ram PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

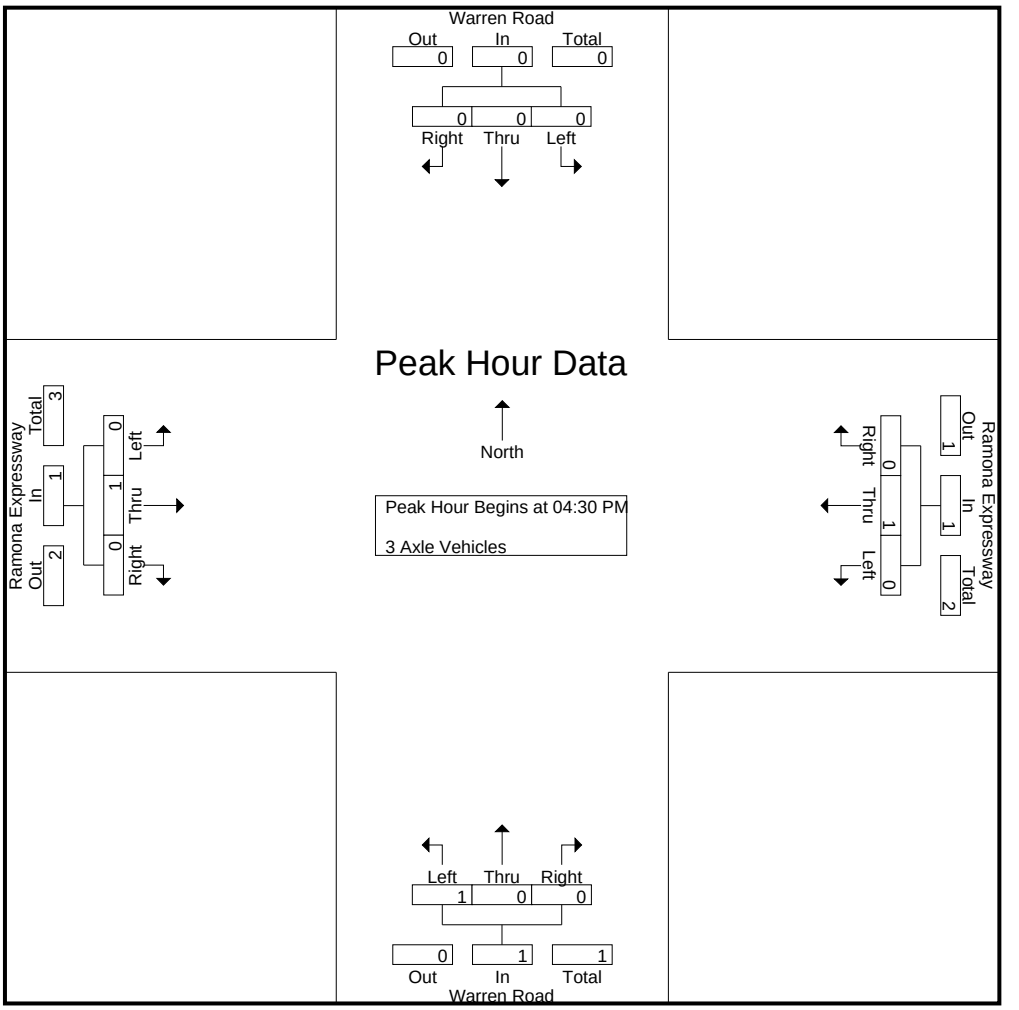
	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3
04:15 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	1	2	4
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	1	0	4	1	0	1	2	0	2	1	3	9
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Grand Total	0	0	0	0	3	4	0	7	1	0	1	2	0	4	1	5	14
Apprch %	0	0	0		42.9	57.1	0		50	0	50		0	80	20		
Total %	0	0	0	0	21.4	28.6	0	50	7.1	0	7.1	14.3	0	28.6	7.1	35.7	

	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	**1**	0	**1**	**2**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.000	.250	.000	.250	.375

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N/S: Warren Road
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Weather: Clear

File Name : 109_SJC_War_Ram PM
Site Code : 00322418
Start Date : 5/26/2022
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Hemet
N/S: Warren Road
E/W: Ramona Expressway
Weather: Clear

File Name : 109_SJC_War_Ram PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

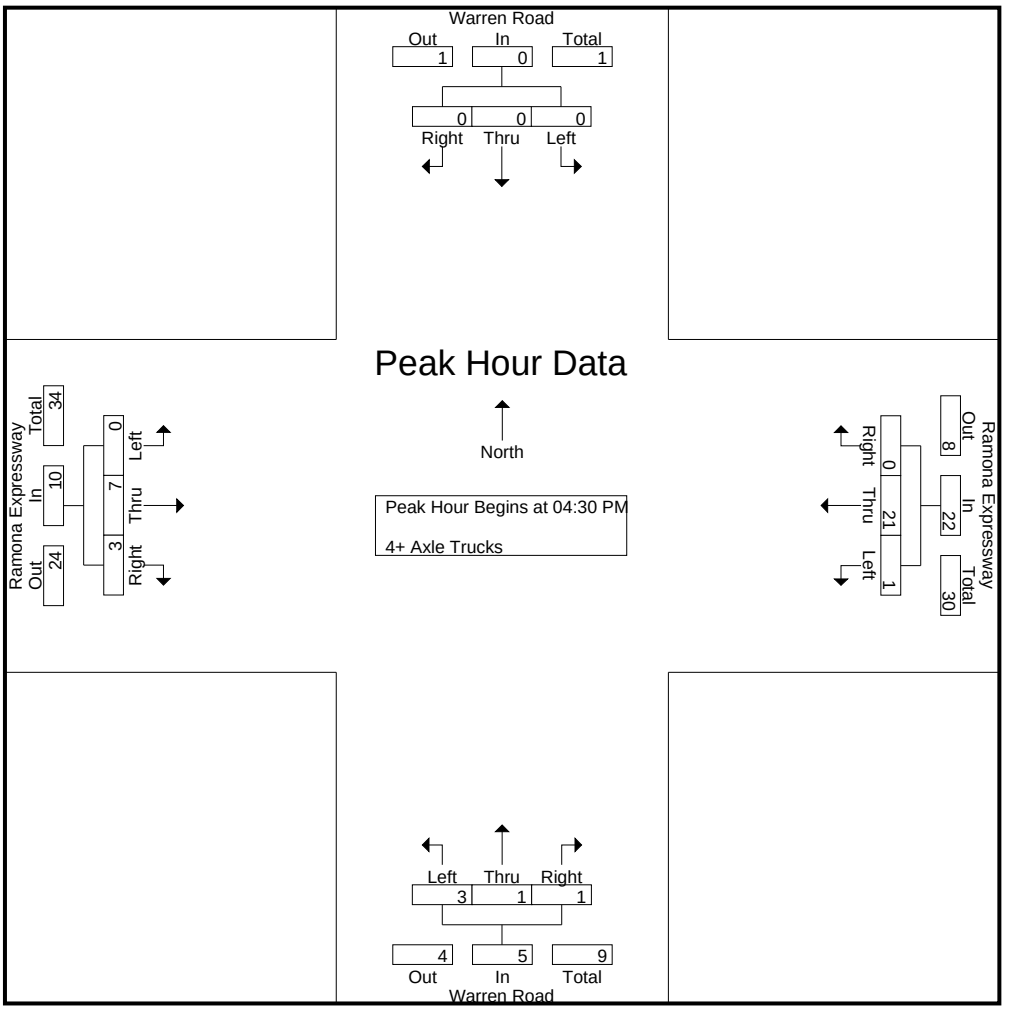
	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	3	4	7	9
04:15 PM	0	0	0	0	1	2	0	3	2	0	0	2	0	1	0	1	6
04:30 PM	0	0	0	0	0	3	0	3	0	1	0	1	0	1	2	3	7
04:45 PM	0	0	0	0	1	8	0	9	1	0	0	1	0	2	0	2	12
Total	0	0	0	0	2	14	0	16	4	1	0	5	0	7	6	13	34
05:00 PM	0	0	0	0	0	4	0	4	2	0	1	3	0	2	1	3	10
05:15 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
05:30 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
05:45 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	1	0	1	5
Total	0	0	0	0	0	14	0	14	3	0	2	5	0	6	1	7	26
Grand Total	0	0	0	0	2	28	0	30	7	1	2	10	0	13	7	20	60
Apprch %	0	0	0		6.7	93.3	0		70	10	20		0	65	35		
Total %	0	0	0	0	3.3	46.7	0	50	11.7	1.7	3.3	16.7	0	21.7	11.7	33.3	

	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	3	0	3	0	**1**	0	1	0	1	**2**	**3**	7
04:45 PM	0	0	0	0	**1**	**8**	0	**9**	1	0	0	1	0	**2**	0	2	**12**
05:00 PM	0	0	0	0	0	4	0	4	**2**	0	**1**	**3**	0	2	1	3	10
05:15 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
Total Volume	0	0	0	0	1	21	0	22	3	1	1	5	0	7	3	10	37
% App. Total	0	0	0		4.5	95.5	0		60	20	20		0	70	30		
PHF	.000	.000	.000	.000	.250	.656	.000	.611	.375	.250	.250	.417	.000	.875	.375	.833	.771

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City of Hemet
N/S: Warren Road
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Weather: Clear

File Name : 109_SJC_War_Ram PM
Site Code : 00322418
Start Date : 5/26/2022
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	3	0	3	0	**1**	0	1	0	1	**2**	**3**
+15 mins.	0	0	0	0	**1**	**8**	0	**9**	1	0	0	1	0	**2**	0	2
+30 mins.	0	0	0	0	0	4	0	4	**2**	0	**1**	**3**	0	2	1	3
+45 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	1	21	0	22	3	1	1	5	0	7	3	10
% App. Total	0	0	0		4.5	95.5	0		60	20	20		0	70	30	
PHF	.000	.000	.000	.000	.250	.656	.000	.611	.375	.250	.250	.417	.000	.875	.375	.833

Location: San Jacinto
N/S: Sanderson Avenue
E/W: Ramona Expressway

Date: 5/26/2022
Day: Thursday

PEDESTRIANS

	North Leg Sanderson Avenue	East Leg Ramona Expressway	South Leg Sanderson Avenue	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Sanderson Avenue	East Leg Ramona Expressway	South Leg Sanderson Avenue	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: San Jacinto
N/S: Sanderson Avenue
E/W: Ramona Expressway

Date: 5/26/2022
Day: Thursday

BICYCLES

	Southbound Sanderson Avenue			Westbound Ramona Expressway			Northbound Sanderson Avenue			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

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City of Menifee
N/S: Warren Road
E/W: Cottonwood Avenue
Weather: Clear

File Name : 110_SJC_Warren_Cotton AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

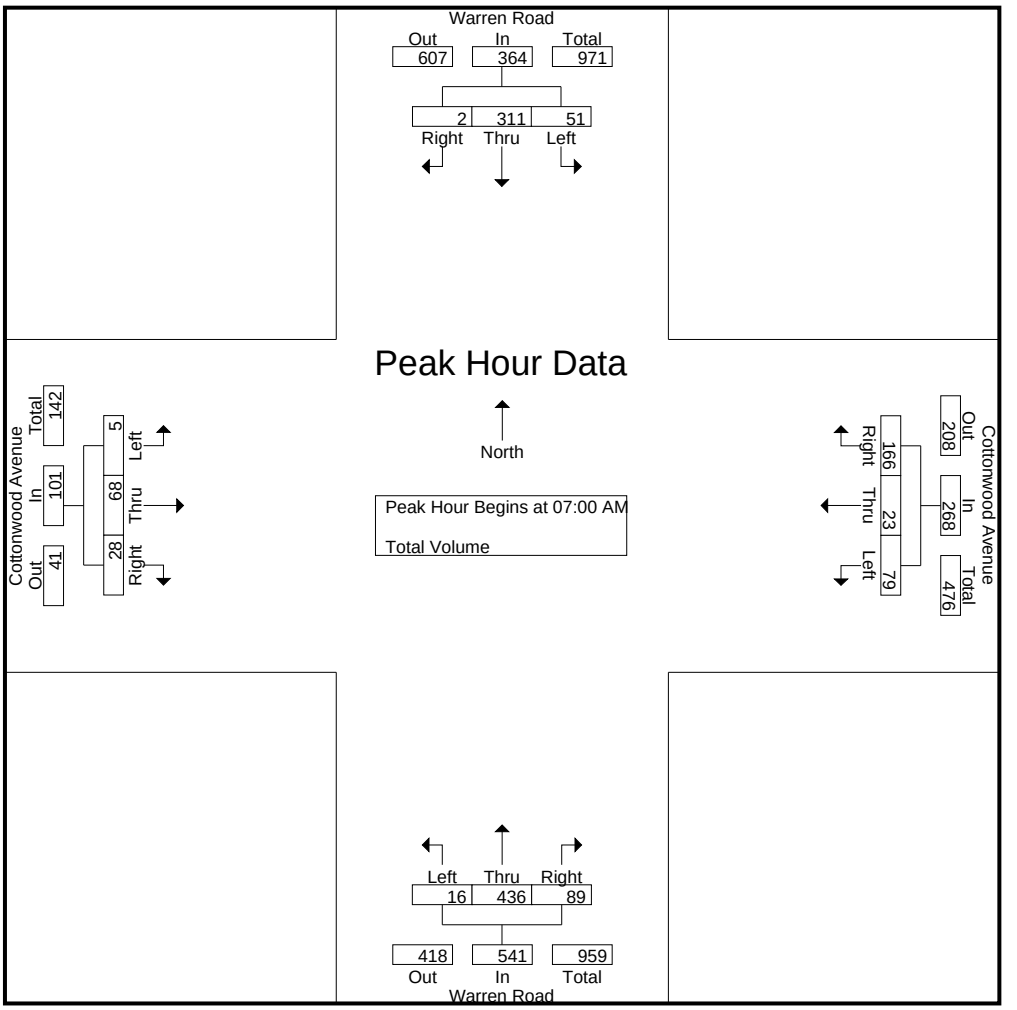
	Warren Road Southbound				Cottonwood Avenue Westbound				Warren Road Northbound				Cottonwood Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	68	1	80	29	2	47	78	6	118	20	144	0	13	8	21	323
07:15 AM	10	66	0	76	14	10	47	71	4	112	15	131	1	17	8	26	304
07:30 AM	15	94	0	109	21	6	35	62	3	113	22	138	2	22	10	34	343
07:45 AM	15	83	1	99	15	5	37	57	3	93	32	128	2	16	2	20	304
Total	51	311	2	364	79	23	166	268	16	436	89	541	5	68	28	101	1274
08:00 AM	17	75	1	93	14	9	23	46	2	102	23	127	0	9	7	16	282
08:15 AM	17	72	0	89	21	6	26	53	4	106	15	125	2	21	9	32	299
08:30 AM	22	67	1	90	18	15	29	62	4	88	14	106	4	18	5	27	285
08:45 AM	6	70	0	76	16	13	22	51	2	83	9	94	0	8	7	15	236
Total	62	284	2	348	69	43	100	212	12	379	61	452	6	56	28	90	1102
Grand Total	113	595	4	712	148	66	266	480	28	815	150	993	11	124	56	191	2376
Apprch %	15.9	83.6	0.6		30.8	13.8	55.4		2.8	82.1	15.1		5.8	64.9	29.3		
Total %	4.8	25	0.2	30	6.2	2.8	11.2	20.2	1.2	34.3	6.3	41.8	0.5	5.2	2.4	8	

	Warren Road Southbound				Cottonwood Avenue Westbound				Warren Road Northbound				Cottonwood Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	11	68	**1**	80	**29**	2	**47**	**78**	**6**	**118**	20	**144**	0	13	8	21	323
07:15 AM	10	66	0	76	14	**10**	47	71	4	112	15	131	1	17	8	26	304
07:30 AM	**15**	**94**	0	**109**	21	6	35	62	3	113	22	138	**2**	**22**	**10**	**34**	**343**
07:45 AM	15	83	1	99	15	5	37	57	3	93	**32**	128	2	16	2	20	304
Total Volume	51	311	2	364	79	23	166	268	16	436	89	541	5	68	28	101	1274
% App. Total	14	85.4	0.5		29.5	8.6	61.9		3	80.6	16.5		5	67.3	27.7		
PHF	.850	.827	.500	.835	.681	.575	.883	.859	.667	.924	.695	.939	.625	.773	.700	.743	.929

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City of Menifee
N/S: Warren Road
E/W: Cottonwood Avenue
Weather: Clear

File Name : 110_SJC_Warren_Cotton AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:30 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	15	**94**	0	**109**	**29**	2	**47**	**78**	**6**	**118**	20	**144**	**2**	**22**	**10**	**34**
+15 mins.	15	83	**1**	99	14	**10**	47	71	4	112	15	131	2	16	2	20
+30 mins.	**17**	75	1	93	21	6	35	62	3	113	22	138	0	9	7	16
+45 mins.	17	72	0	89	15	5	37	57	3	93	**32**	128	2	21	9	32
Total Volume	64	324	2	390	79	23	166	268	16	436	89	541	6	68	28	102
% App. Total	16.4	83.1	0.5		29.5	8.6	61.9		3	80.6	16.5		5.9	66.7	27.5	
PHF	.941	.862	.500	.894	.681	.575	.883	.859	.667	.924	.695	.939	.750	.773	.700	.750

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City of Menifee
N/S: Warren Road
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Weather: Clear

File Name : 110_SJC_Warren_Cotton PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

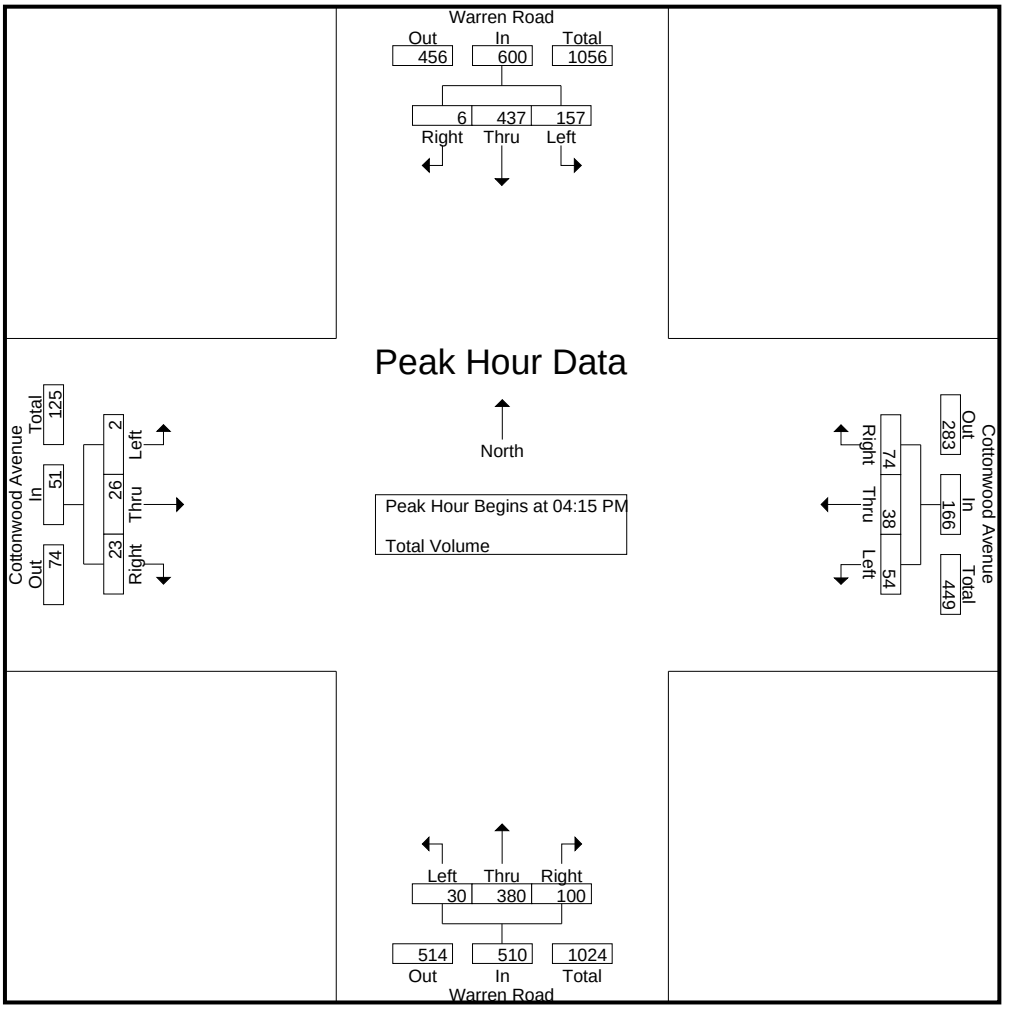
	Warren Road Southbound				Cottonwood Avenue Westbound				Warren Road Northbound				Cottonwood Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	39	112	3	154	18	12	11	41	3	88	28	119	1	7	2	10	324
04:15 PM	27	120	2	149	18	8	22	48	6	108	21	135	1	7	8	16	348
04:30 PM	46	108	0	154	11	9	18	38	10	94	24	128	0	7	4	11	331
04:45 PM	41	100	2	143	16	10	13	39	6	88	30	124	0	5	8	13	319
Total	153	440	7	600	63	39	64	166	25	378	103	506	2	26	22	50	1322
05:00 PM	43	109	2	154	9	11	21	41	8	90	25	123	1	7	3	11	329
05:15 PM	35	108	1	144	12	3	25	40	5	102	22	129	1	5	9	15	328
05:30 PM	31	109	1	141	12	12	21	45	8	80	31	119	1	10	1	12	317
05:45 PM	27	98	2	127	16	10	27	53	7	77	26	110	1	9	5	15	305
Total	136	424	6	566	49	36	94	179	28	349	104	481	4	31	18	53	1279
Grand Total	289	864	13	1166	112	75	158	345	53	727	207	987	6	57	40	103	2601
Apprch %	24.8	74.1	1.1		32.5	21.7	45.8		5.4	73.7	21		5.8	55.3	38.8		
Total %	11.1	33.2	0.5	44.8	4.3	2.9	6.1	13.3	2	28	8	37.9	0.2	2.2	1.5	4	

	Warren Road Southbound				Cottonwood Avenue Westbound				Warren Road Northbound				Cottonwood Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	27	**120**	**2**	149	**18**	8	**22**	**48**	6	**108**	21	**135**	**1**	**7**	**8**	**16**	**348**
04:30 PM	**46**	108	0	**154**	11	9	18	38	**10**	94	24	128	0	7	4	11	331
04:45 PM	41	100	2	143	16	10	13	39	6	88	**30**	124	0	5	8	13	319
05:00 PM	43	109	2	154	9	**11**	21	41	8	90	25	123	1	7	3	11	329
Total Volume	157	437	6	600	54	38	74	166	30	380	100	510	2	26	23	51	1327
% App. Total	26.2	72.8	1		32.5	22.9	44.6		5.9	74.5	19.6		3.9	51	45.1		
PHF	.853	.910	.750	.974	.750	.864	.841	.865	.750	.880	.833	.944	.500	.929	.719	.797	.953

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City of Menifee
N/S: Warren Road
E/W: Cottonwood Avenue
Weather: Clear

File Name : 110_SJC_Warren_Cotton PM
Site Code : 00322418
Start Date : 5/25/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:15 PM				05:00 PM			
+0 mins.	39	112	**3**	**154**	9	11	21	41	6	**108**	21	**135**	**1**	7	3	11
+15 mins.	27	**120**	2	149	12	3	25	40	**10**	94	24	128	1	5	**9**	**15**
+30 mins.	**46**	108	0	154	12	**12**	21	45	6	88	**30**	124	1	**10**	1	12
+45 mins.	41	100	2	143	**16**	10	**27**	**53**	8	90	25	123	1	9	5	15
Total Volume	153	440	7	600	49	36	94	179	30	380	100	510	4	31	18	53
% App. Total	25.5	73.3	1.2		27.4	20.1	52.5		5.9	74.5	19.6		7.5	58.5	34	
PHF	.832	.917	.583	.974	.766	.750	.870	.844	.750	.880	.833	.944	1.000	.775	.500	.883

Location: San Jacinto
N/S: Warren Road
E/W: Cottonwood Avenue

Date: 5/26/2022
Day: Thursday

PEDESTRIANS

	North Leg Warren Road	East Leg Cottonwood Avenue	South Leg Warren Road	West Leg Cottonwood Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Warren Road	East Leg Cottonwood Avenue	South Leg Warren Road	West Leg Cottonwood Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: San Jacinto
N/S: Warren Road
E/W: Cottonwood Avenue

Date: 5/26/2022
Day: Thursday

BICYCLES

	Southbound Warren Road			Westbound Cottonwood Avenue			Northbound Warren Road			Eastbound Cottonwood Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

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City of Menifee
N/S: Warren Road
E/W: Esplanade Avenue
Weather: Clear

File Name : 111_SJC_Warren_Esp AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

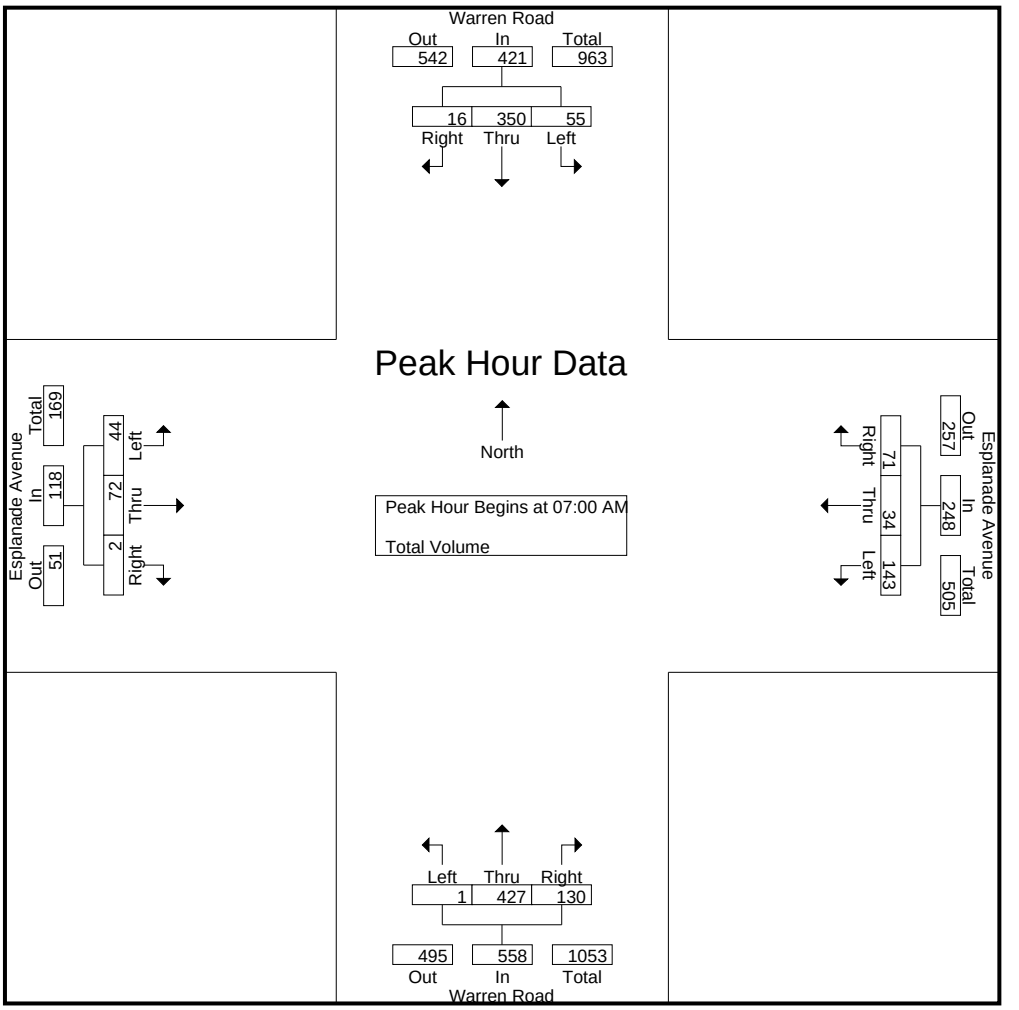
	Warren Road Southbound				Esplanade Avenue Westbound				Warren Road Northbound				Esplanade Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	86	4	102	49	10	19	78	0	113	27	140	10	7	2	19	339
07:15 AM	13	72	4	89	32	9	17	58	0	108	33	141	8	15	0	23	311
07:30 AM	13	99	4	116	35	6	21	62	0	102	30	132	15	28	0	43	353
07:45 AM	17	93	4	114	27	9	14	50	1	104	40	145	11	22	0	33	342
Total	55	350	16	421	143	34	71	248	1	427	130	558	44	72	2	118	1345
08:00 AM	15	77	5	97	37	9	7	53	1	107	28	136	10	15	1	26	312
08:15 AM	5	87	4	96	29	12	14	55	0	106	21	127	3	7	1	11	289
08:30 AM	8	81	3	92	29	5	13	47	0	95	31	126	4	2	0	6	271
08:45 AM	9	84	1	94	39	5	9	53	0	81	22	103	1	7	0	8	258
Total	37	329	13	379	134	31	43	208	1	389	102	492	18	31	2	51	1130
Grand Total	92	679	29	800	277	65	114	456	2	816	232	1050	62	103	4	169	2475
Apprch %	11.5	84.9	3.6		60.7	14.3	25		0.2	77.7	22.1		36.7	60.9	2.4		
Total %	3.7	27.4	1.2	32.3	11.2	2.6	4.6	18.4	0.1	33	9.4	42.4	2.5	4.2	0.2	6.8	

	Warren Road Southbound				Esplanade Avenue Westbound				Warren Road Northbound				Esplanade Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	12	86	**4**	102	**49**	**10**	19	**78**	0	**113**	27	140	10	7	**2**	19	339
07:15 AM	13	72	4	89	32	9	17	58	0	108	33	141	8	15	0	23	311
07:30 AM	13	**99**	4	**116**	35	6	**21**	62	0	102	30	132	**15**	**28**	0	**43**	**353**
07:45 AM	**17**	93	4	114	27	9	14	50	**1**	104	**40**	**145**	11	22	0	33	342
Total Volume	55	350	16	421	143	34	71	248	1	427	130	558	44	72	2	118	1345
% App. Total	13.1	83.1	3.8		57.7	13.7	28.6		0.2	76.5	23.3		37.3	61	1.7		
PHF	.809	.884	1.00	.907	.730	.850	.845	.795	.250	.945	.813	.962	.733	.643	.250	.686	.953

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City of Menifee
N/S: Warren Road
E/W: Esplanade Avenue
Weather: Clear

File Name : 111_SJC_Warren_Esp AM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	07:30 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	13	**99**	4	**116**	**49**	**10**	19	**78**	0	**113**	27	140	8	15	0	23
+15 mins.	**17**	93	4	114	32	9	17	58	0	108	33	141	**15**	**28**	0	**43**
+30 mins.	15	77	**5**	97	35	6	**21**	62	0	102	30	132	11	22	0	33
+45 mins.	5	87	4	96	27	9	14	50	**1**	104	**40**	**145**	10	15	**1**	26
Total Volume	50	356	17	423	143	34	71	248	1	427	130	558	44	80	1	125
% App. Total	11.8	84.2	4		57.7	13.7	28.6		0.2	76.5	23.3		35.2	64	0.8	
PHF	.735	.899	.850	.912	.730	.850	.845	.795	.250	.945	.813	.962	.733	.714	.250	.727

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City of Menifee
N/S: Warren Road
E/W: Esplanade Avenue
Weather: Clear

File Name : 111_SJC_Warren_Esp PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 1

Groups Printed- Total Volume

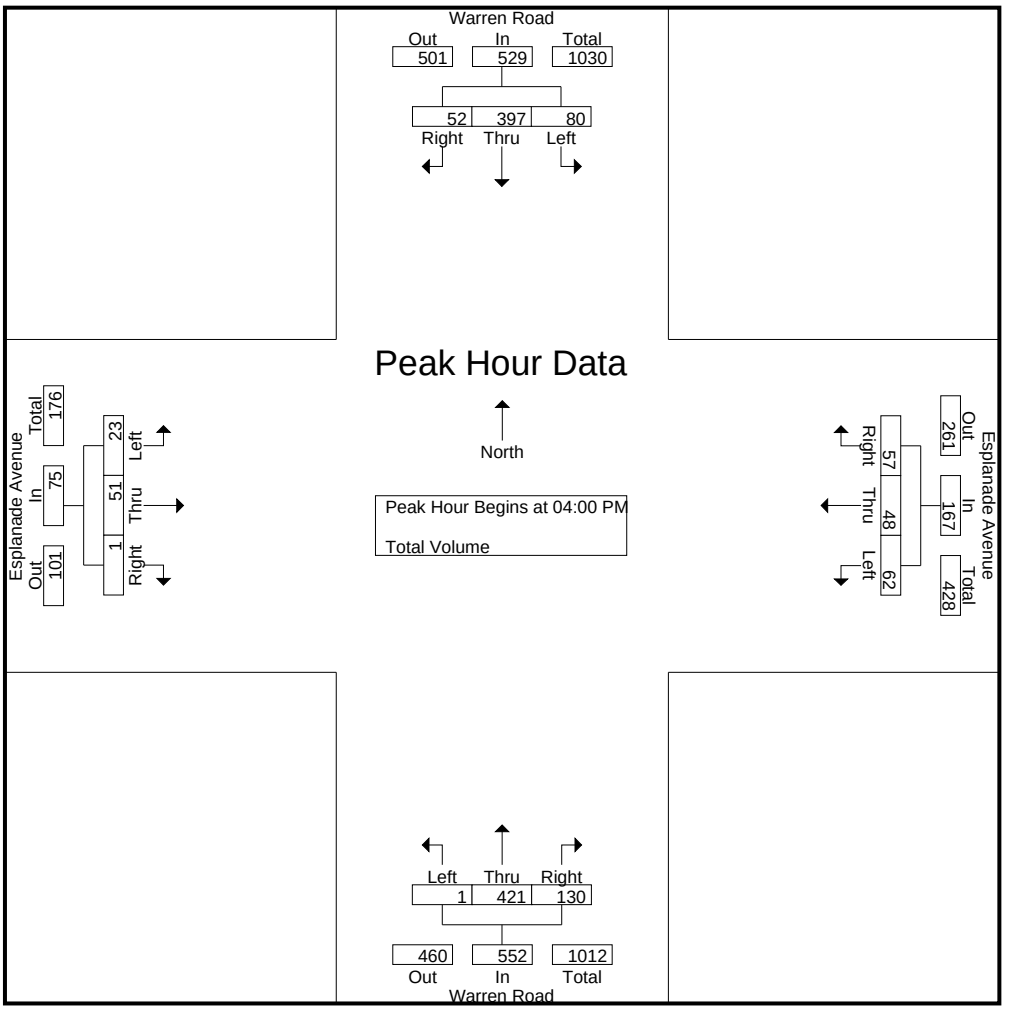
	Warren Road Southbound				Esplanade Avenue Westbound				Warren Road Northbound				Esplanade Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	21	110	9	140	16	18	16	50	0	109	34	143	5	9	0	14	347
04:15 PM	20	92	19	131	14	13	14	41	0	107	35	142	8	13	0	21	335
04:30 PM	19	103	16	138	10	7	20	37	1	94	32	127	4	12	0	16	318
04:45 PM	20	92	8	120	22	10	7	39	0	111	29	140	6	17	1	24	323
Total	80	397	52	529	62	48	57	167	1	421	130	552	23	51	1	75	1323
05:00 PM	20	86	13	119	28	14	10	52	0	111	30	141	6	6	0	12	324
05:15 PM	22	90	11	123	13	10	11	34	0	100	43	143	7	6	0	13	313
05:30 PM	16	100	6	122	21	12	9	42	3	99	40	142	6	8	0	14	320
05:45 PM	19	90	6	115	16	5	10	31	1	93	30	124	6	5	1	12	282
Total	77	366	36	479	78	41	40	159	4	403	143	550	25	25	1	51	1239
Grand Total	157	763	88	1008	140	89	97	326	5	824	273	1102	48	76	2	126	2562
Apprch %	15.6	75.7	8.7		42.9	27.3	29.8		0.5	74.8	24.8		38.1	60.3	1.6		
Total %	6.1	29.8	3.4	39.3	5.5	3.5	3.8	12.7	0.2	32.2	10.7	43	1.9	3	0.1	4.9	

	Warren Road Southbound				Esplanade Avenue Westbound				Warren Road Northbound				Esplanade Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**21**	**110**	9	**140**	16	**18**	16	**50**	0	109	34	**143**	5	9	0	14	**347**
04:15 PM	20	92	**19**	131	14	13	14	41	0	107	**35**	142	**8**	13	0	21	335
04:30 PM	19	103	16	138	10	7	**20**	37	**1**	94	32	127	4	12	0	16	318
04:45 PM	20	92	8	120	**22**	10	7	39	0	**111**	29	140	6	**17**	**1**	**24**	323
Total Volume	80	397	52	529	62	48	57	167	1	421	130	552	23	51	1	75	1323
% App. Total	15.1	75	9.8		37.1	28.7	34.1		0.2	76.3	23.6		30.7	68	1.3		
PHF	.952	.902	.684	.945	.705	.667	.713	.835	.250	.948	.929	.965	.719	.750	.250	.781	.953

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City of Menifee
N/S: Warren Road
E/W: Esplanade Avenue
Weather: Clear

File Name : 111_SJC_Warren_Esp PM
Site Code : 00322418
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:15 PM				04:45 PM				04:00 PM			
+0 mins.	**21**	**110**	9	**140**	14	13	14	41	0	**111**	29	140	5	9	0	14
+15 mins.	20	92	**19**	131	10	7	**20**	37	0	111	30	141	**8**	13	0	21
+30 mins.	19	103	16	138	22	10	7	39	0	100	**43**	**143**	4	12	0	16
+45 mins.	20	92	8	120	**28**	**14**	10	**52**	**3**	99	40	142	6	**17**	**1**	**24**
Total Volume	80	397	52	529	74	44	51	169	3	421	142	566	23	51	1	75
% App. Total	15.1	75	9.8		43.8	26	30.2		0.5	74.4	25.1		30.7	68	1.3	
PHF	.952	.902	.684	.945	.661	.786	.638	.813	.250	.948	.826	.990	.719	.750	.250	.781

Location: San Jacinto
N/S: Warren Road
E/W: Esplanade Avenue

Date: 5/26/2022
Day: Thursday

PEDESTRIANS

	North Leg Warren Road	East Leg Esplanade Avenue	South Leg Warren Road	West Leg Esplanade Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Warren Road	East Leg Esplanade Avenue	South Leg Warren Road	West Leg Esplanade Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: San Jacinto
N/S: Warren Road
E/W: Esplanade Avenue

Date: 5/26/2022
Day: Thursday

BICYCLES

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

	Southbound Warren Road			Westbound Esplanade Avenue			Northbound Warren Road			Eastbound Esplanade Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of San Jacinto
N/S: Sanderson Avenue (SR-79)
E/W: Ramona Expressway
Weather: Clear

File Name : 112_SJC_Sand_Ram AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

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

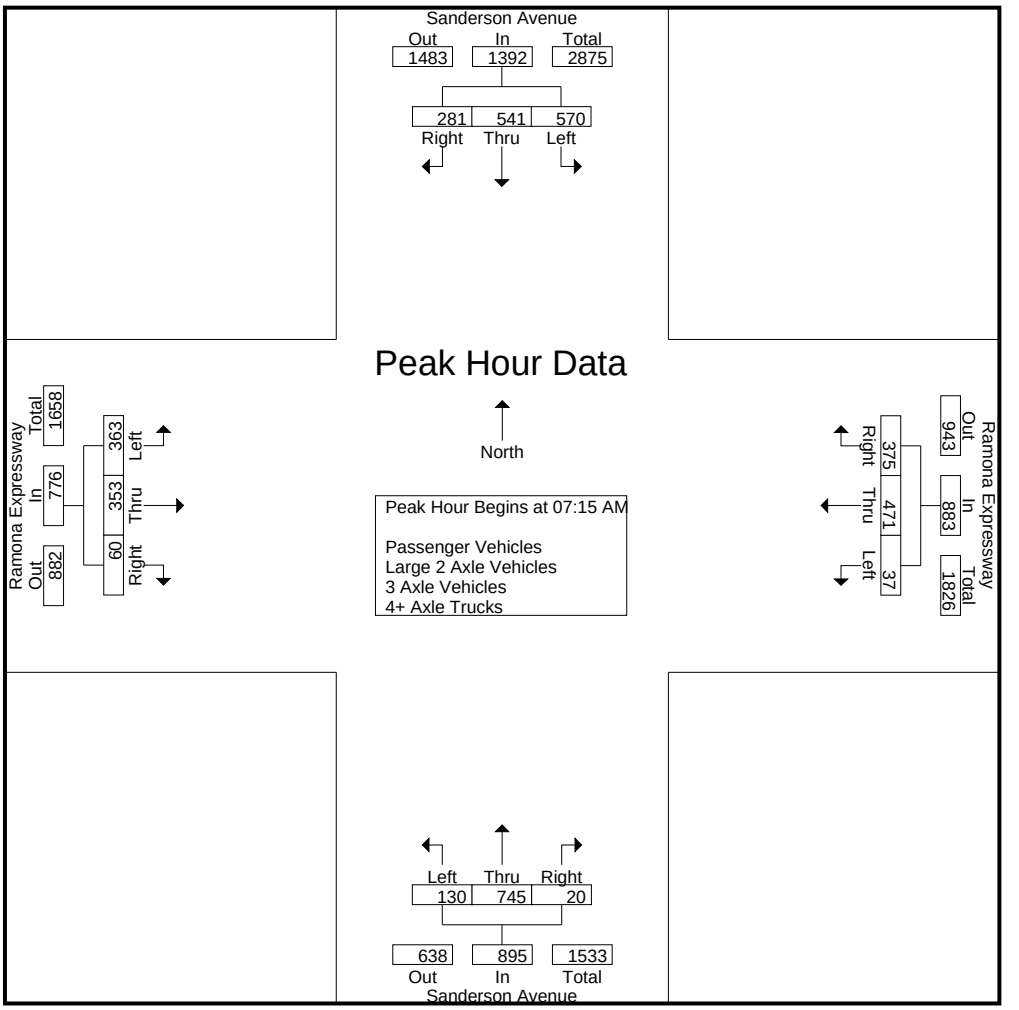
	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	131	128	46	305	4	141	95	240	32	173	4	209	55	56	9	120	874
07:15 AM	157	140	70	367	8	159	87	254	32	183	0	215	90	82	11	183	1019
07:30 AM	151	143	81	375	6	125	99	230	40	211	3	254	83	90	14	187	1046
07:45 AM	140	145	72	357	12	89	70	171	24	195	3	222	93	90	21	204	954
Total	579	556	269	1404	30	514	351	895	128	762	10	900	321	318	55	694	3893
08:00 AM	122	113	58	293	11	98	119	228	34	156	14	204	97	91	14	202	927
08:15 AM	120	144	77	341	16	93	113	222	30	206	7	243	86	86	19	191	997
08:30 AM	101	131	55	287	14	83	92	189	19	215	4	238	102	73	8	183	897
08:45 AM	100	98	52	250	9	68	92	169	30	179	3	212	72	53	10	135	766
Total	443	486	242	1171	50	342	416	808	113	756	28	897	357	303	51	711	3587
Grand Total	1022	1042	511	2575	80	856	767	1703	241	1518	38	1797	678	621	106	1405	7480
Apprch %	39.7	40.5	19.8		4.7	50.3	45		13.4	84.5	2.1		48.3	44.2	7.5		
Total %	13.7	13.9	6.8	34.4	1.1	11.4	10.3	22.8	3.2	20.3	0.5	24	9.1	8.3	1.4	18.8	
Passenger Vehicles	968	955	451	2374	78	830	727	1635	240	1428	38	1706	619	587	102	1308	7023
% Passenger Vehicles	94.7	91.7	88.3	92.2	97.5	97	94.8	96	99.6	94.1	100	94.9	91.3	94.5	96.2	93.1	93.9
Large 2 Axle Vehicles	37	17	19	73	1	13	10	24	0	14	0	14	20	13	2	35	146
% Large 2 Axle Vehicles	3.6	1.6	3.7	2.8	1.2	1.5	1.3	1.4	0	0.9	0	0.8	2.9	2.1	1.9	2.5	2
3 Axle Vehicles	5	4	2	11	0	4	6	10	0	6	0	6	2	6	0	8	35
% 3 Axle Vehicles	0.5	0.4	0.4	0.4	0	0.5	0.8	0.6	0	0.4	0	0.3	0.3	1	0	0.6	0.5
4+ Axle Trucks	12	66	39	117	1	9	24	34	1	70	0	71	37	15	2	54	276
% 4+ Axle Trucks	1.2	6.3	7.6	4.5	1.2	1.1	3.1	2	0.4	4.6	0	4	5.5	2.4	1.9	3.8	3.7

	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**157**	140	70	367	8	**159**	87	**254**	32	183	0	215	90	82	11	183	1019
07:30 AM	151	143	**81**	**375**	6	125	99	230	**40**	**211**	3	**254**	83	90	14	187	**1046**
07:45 AM	140	**145**	72	357	**12**	89	70	171	24	195	3	222	93	90	**21**	**204**	954
08:00 AM	122	113	58	293	11	98	**119**	228	34	156	**14**	204	**97**	**91**	14	202	927
Total Volume	570	541	281	1392	37	471	375	883	130	745	20	895	363	353	60	776	3946
% App. Total	40.9	38.9	20.2		4.2	53.3	42.5		14.5	83.2	2.2		46.8	45.5	7.7		
PHF	.908	.933	.867	.928	.771	.741	.788	.869	.813	.883	.357	.881	.936	.970	.714	.951	.943

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City of San Jacinto
N/S: Sanderson Avenue (SR-79)
E/W: Ramona Expressway
Weather: Clear

File Name : 112_SJC_Sand_Ram AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:30 AM				07:30 AM			
+0 mins.	131	128	46	305	4	141	95	240	**40**	**211**	3	**254**	83	90	14	187
+15 mins.	**157**	140	70	367	8	**159**	87	**254**	24	195	3	222	93	90	**21**	**204**
+30 mins.	151	143	**81**	**375**	6	125	**99**	230	34	156	**14**	204	**97**	**91**	14	202
+45 mins.	140	**145**	72	357	**12**	89	70	171	30	206	7	243	86	86	19	191
Total Volume	579	556	269	1404	30	514	351	895	128	768	27	923	359	357	68	784
% App. Total	41.2	39.6	19.2		3.4	57.4	39.2		13.9	83.2	2.9		45.8	45.5	8.7	
PHF	.922	.959	.830	.936	.625	.808	.886	.881	.800	.910	.482	.908	.925	.981	.810	.961

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City of San Jacinto
N/S: Sanderson Avenue (SR-79)
E/W: Ramona Expressway
Weather: Clear

File Name : 112_SJC_Sand_Ram AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Passenger Vehicles

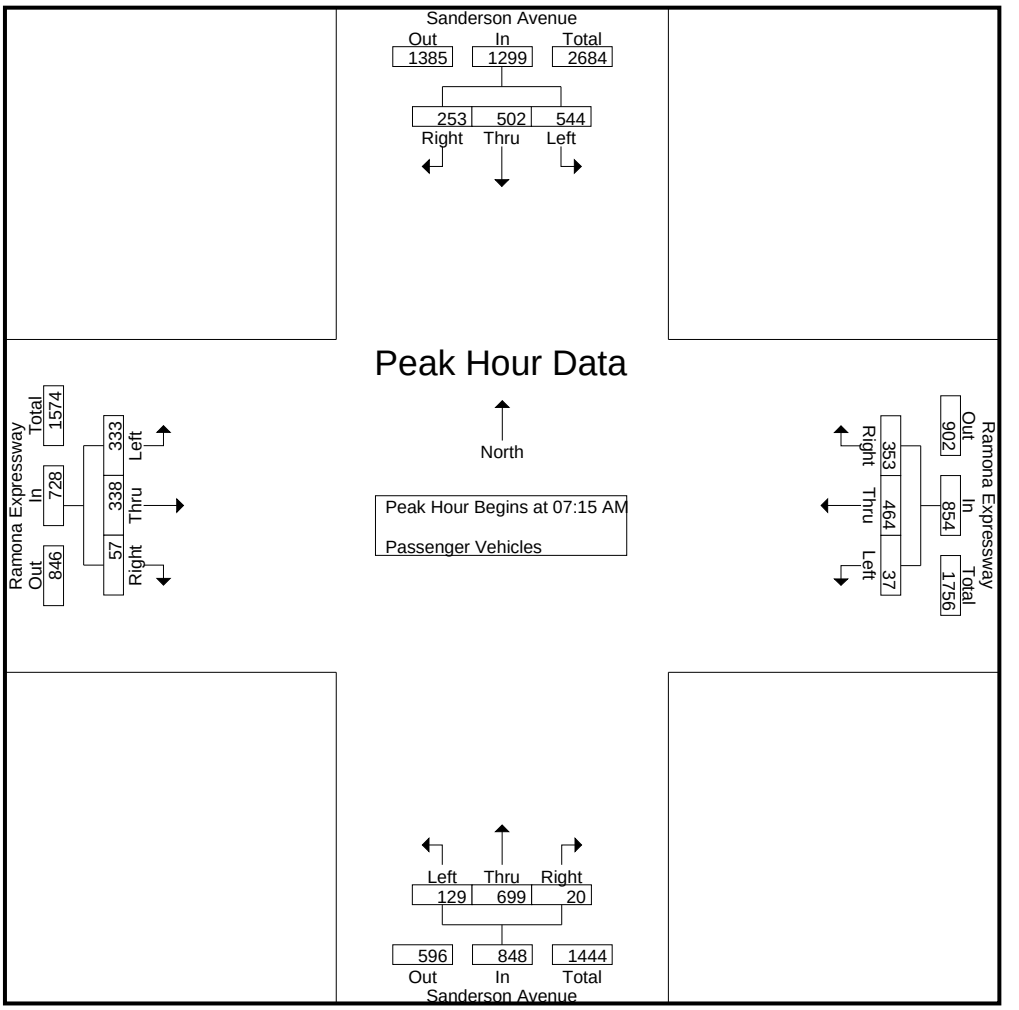
	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	123	115	43	281	4	140	91	235	32	169	4	205	50	51	9	110	831
07:15 AM	147	130	66	343	8	158	81	247	31	176	0	207	85	80	11	176	973
07:30 AM	146	132	72	350	6	123	94	223	40	201	3	244	74	85	12	171	988
07:45 AM	137	140	63	340	12	87	66	165	24	175	3	202	86	84	20	190	897
Total	553	517	244	1314	30	508	332	870	127	721	10	858	295	300	52	647	3689
08:00 AM	114	100	52	266	11	96	112	219	34	147	14	195	88	89	14	191	871
08:15 AM	110	132	70	312	15	87	111	213	30	190	7	227	80	80	19	179	931
08:30 AM	95	120	42	257	13	78	87	178	19	206	4	229	91	68	7	166	830
08:45 AM	96	86	43	225	9	61	85	155	30	164	3	197	65	50	10	125	702
Total	415	438	207	1060	48	322	395	765	113	707	28	848	324	287	50	661	3334
Grand Total	968	955	451	2374	78	830	727	1635	240	1428	38	1706	619	587	102	1308	7023
Apprch %	40.8	40.2	19		4.8	50.8	44.5		14.1	83.7	2.2		47.3	44.9	7.8		
Total %	13.8	13.6	6.4	33.8	1.1	11.8	10.4	23.3	3.4	20.3	0.5	24.3	8.8	8.4	1.5	18.6	

	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**147**	130	66	343	8	**158**	81	**247**	31	176	0	207	85	80	11	176	973
07:30 AM	146	132	**72**	**350**	6	123	94	223	**40**	**201**	3	**244**	74	85	12	171	**988**
07:45 AM	137	**140**	63	340	**12**	87	66	165	24	175	3	202	86	84	**20**	190	897
08:00 AM	114	100	52	266	11	96	**112**	219	34	147	**14**	195	**88**	**89**	14	**191**	871
Total Volume	544	502	253	1299	37	464	353	854	129	699	20	848	333	338	57	728	3729
% App. Total	41.9	38.6	19.5		4.3	54.3	41.3		15.2	82.4	2.4		45.7	46.4	7.8		
PHF	.925	.896	.878	.928	.771	.734	.788	.864	.806	.869	.357	.869	.946	.949	.713	.953	.944

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City of San Jacinto
N/S: Sanderson Avenue (SR-79)
E/W: Ramona Expressway
Weather: Clear

File Name : 112_SJC_Sand_Ram AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**147**	130	66	343	8	**158**	81	**247**	31	176	0	207	85	80	11	176
+15 mins.	146	132	**72**	**350**	6	123	94	223	**40**	**201**	3	**244**	74	85	12	171
+30 mins.	137	**140**	63	340	**12**	87	66	165	24	175	3	202	86	84	**20**	190
+45 mins.	114	100	52	266	11	96	**112**	219	34	147	**14**	195	**88**	**89**	14	**191**
Total Volume	544	502	253	1299	37	464	353	854	129	699	20	848	333	338	57	728
% App. Total	41.9	38.6	19.5		4.3	54.3	41.3		15.2	82.4	2.4		45.7	46.4	7.8	
PHF	.925	.896	.878	.928	.771	.734	.788	.864	.806	.869	.357	.869	.946	.949	.713	.953

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City of San Jacinto
N/S: Sanderson Avenue (SR-79)
E/W: Ramona Expressway
Weather: Clear

File Name : 112_SJC_Sand_Ram AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

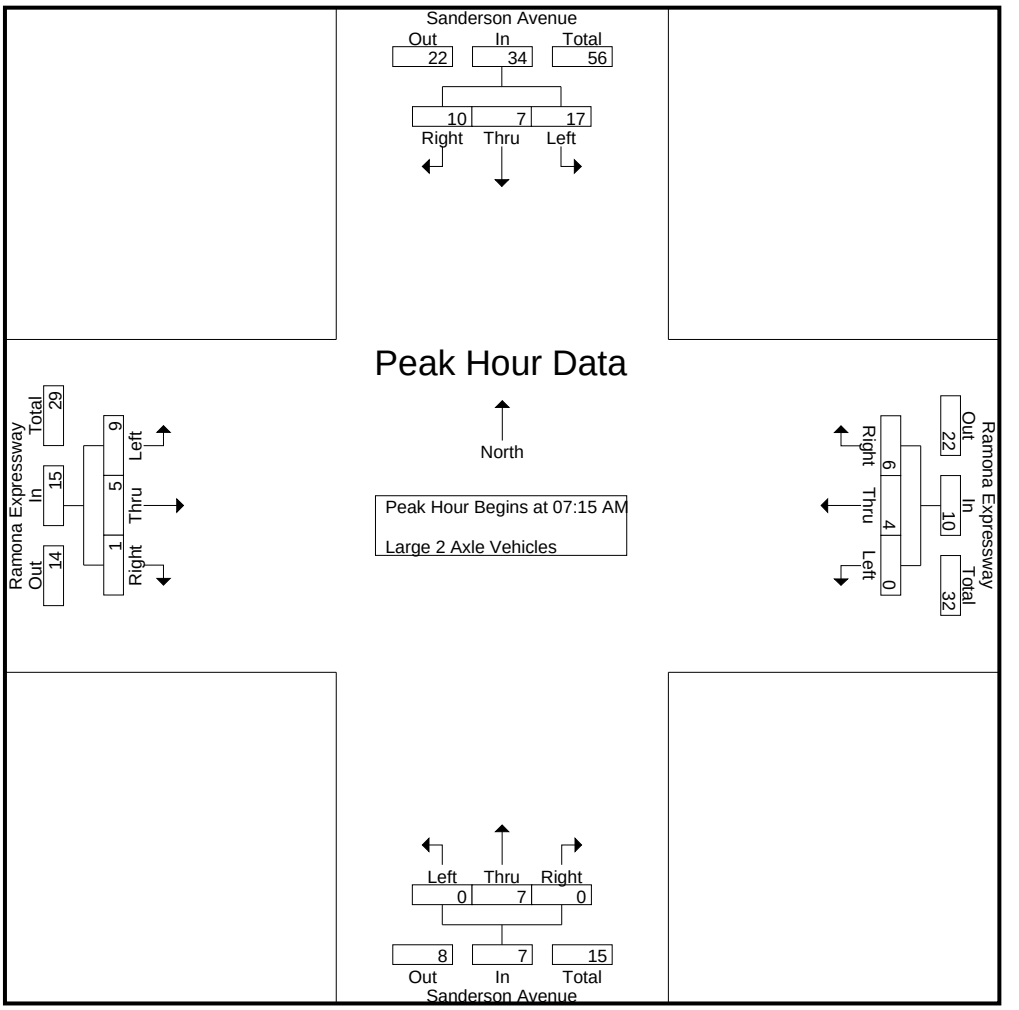
	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	2	0	9	0	0	0	0	0	0	0	0	0	2	0	2	11
07:15 AM	6	2	1	9	0	1	1	2	0	1	0	1	0	1	0	1	13
07:30 AM	3	3	2	8	0	1	1	2	0	1	0	1	1	1	0	2	13
07:45 AM	2	1	4	7	0	0	2	2	0	3	0	3	4	2	1	7	19
Total	18	8	7	33	0	2	4	6	0	5	0	5	5	6	1	12	56
08:00 AM	6	1	3	10	0	2	2	4	0	2	0	2	4	1	0	5	21
08:15 AM	7	3	3	13	0	4	1	5	0	4	0	4	2	1	0	3	25
08:30 AM	3	1	5	9	1	2	0	3	0	3	0	3	4	2	1	7	22
08:45 AM	3	4	1	8	0	3	3	6	0	0	0	0	5	3	0	8	22
Total	19	9	12	40	1	11	6	18	0	9	0	9	15	7	1	23	90
Grand Total	37	17	19	73	1	13	10	24	0	14	0	14	20	13	2	35	146
Apprch %	50.7	23.3	26		4.2	54.2	41.7		0	100	0		57.1	37.1	5.7		
Total %	25.3	11.6	13	50	0.7	8.9	6.8	16.4	0	9.6	0	9.6	13.7	8.9	1.4	24	

	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**6**	2	1	9	0	1	1	2	0	1	0	1	0	1	0	1	13
07:30 AM	3	**3**	2	8	0	1	1	2	0	1	0	1	1	1	0	2	13
07:45 AM	2	1	**4**	7	0	0	**2**	2	0	**3**	0	**3**	**4**	**2**	**1**	**7**	19
08:00 AM	6	1	3	**10**	0	**2**	2	**4**	0	2	0	2	4	1	0	5	**21**
Total Volume	17	7	10	34	0	4	6	10	0	7	0	7	9	5	1	15	66
% App. Total	50	20.6	29.4		0	40	60		0	100	0		60	33.3	6.7		
PHF	.708	.583	.625	.850	.000	.500	.750	.625	.000	.583	.000	.583	.563	.625	.250	.536	.786

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Corona, CA 92878
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City of San Jacinto
N/S: Sanderson Avenue (SR-79)
E/W: Ramona Expressway
Weather: Clear

File Name : 112_SJC_Sand_Ram AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**6**	2	1	9	0	1	1	2	0	1	0	1	0	1	0	1
+15 mins.	3	**3**	2	8	0	1	1	2	0	1	0	1	1	1	0	2
+30 mins.	2	1	**4**	7	0	0	**2**	2	0	**3**	0	**3**	**4**	**2**	**1**	**7**
+45 mins.	6	1	3	**10**	0	**2**	2	**4**	0	2	0	2	4	1	0	5
Total Volume	17	7	10	34	0	4	6	10	0	7	0	7	9	5	1	15
% App. Total	50	20.6	29.4		0	40	60		0	100	0		60	33.3	6.7	
PHF	.708	.583	.625	.850	.000	.500	.750	.625	.000	.583	.000	.583	.563	.625	.250	.536

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City of San Jacinto
N/S: Sanderson Avenue (SR-79)
E/W: Ramona Expressway
Weather: Clear

File Name : 112_SJC_Sand_Ram AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

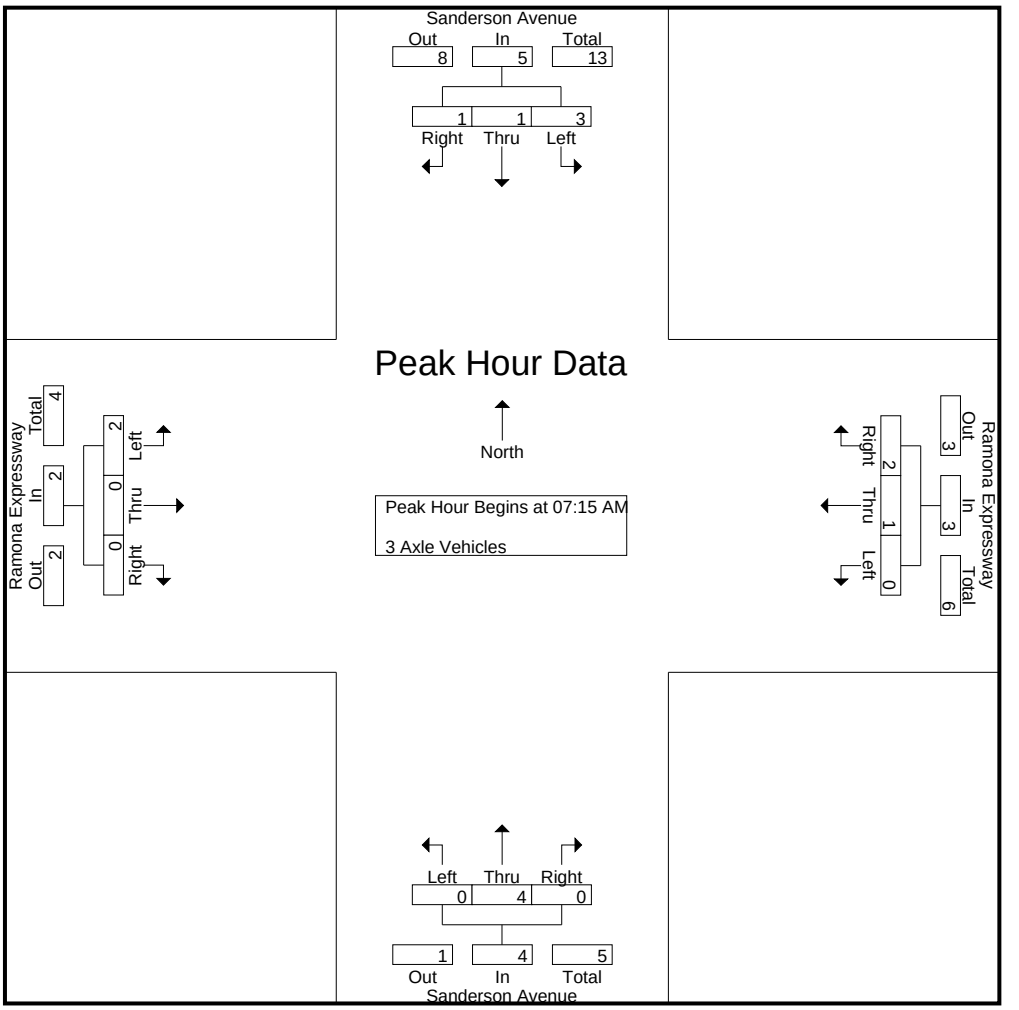
	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	0	2	0	1	2	3	0	0	0	0	0	0	0	0	5
07:15 AM	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	1	0	0	1	0	0	0	0	0	2	0	2	1	0	0	1	4
07:45 AM	1	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	3
Total	4	1	1	6	0	2	3	5	0	2	0	2	1	0	0	1	14
08:00 AM	0	1	0	1	0	0	1	1	0	2	0	2	1	0	0	1	5
08:15 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	3	0	3	5
08:30 AM	0	0	0	0	0	0	1	1	0	1	0	1	0	3	0	3	5
08:45 AM	0	1	1	2	0	2	1	3	0	1	0	1	0	0	0	0	6
Total	1	3	1	5	0	2	3	5	0	4	0	4	1	6	0	7	21
Grand Total	5	4	2	11	0	4	6	10	0	6	0	6	2	6	0	8	35
Apprch %	45.5	36.4	18.2		0	40	60		0	100	0		25	75	0		
Total %	14.3	11.4	5.7	31.4	0	11.4	17.1	28.6	0	17.1	0	17.1	5.7	17.1	0	22.9	

	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	0	**1**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	1	0	0	1	0	0	0	0	0	**2**	0	**2**	**1**	0	0	**1**	4
07:45 AM	1	0	0	1	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0	3
08:00 AM	0	**1**	0	1	0	0	1	1	0	2	0	2	1	0	0	1	**5**
Total Volume	3	1	1	5	0	1	2	3	0	4	0	4	2	0	0	2	14
% App. Total	60	20	20		0	33.3	66.7		0	100	0		100	0	0		
PHF	.750	.250	.250	.625	.000	.250	.500	.375	.000	.500	.000	.500	.500	.000	.000	.500	.700

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City of San Jacinto
N/S: Sanderson Avenue (SR-79)
E/W: Ramona Expressway
Weather: Clear

File Name : 112_SJC_Sand_Ram AM
Site Code : 00322418
Start Date : 5/26/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	0	**1**	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	0	0	0	0	0	**2**	0	**2**	**1**	0	0	**1**
+30 mins.	1	0	0	1	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0
+45 mins.	0	**1**	0	1	0	0	1	1	0	2	0	2	1	0	0	1
Total Volume	3	1	1	5	0	1	2	3	0	4	0	4	2	0	0	2
% App. Total	60	20	20		0	33.3	66.7		0	100	0		100	0	0	
PHF	.750	.250	.250	.625	.000	.250	.500	.375	.000	.500	.000	.500	.500	.000	.000	.500

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City of San Jacinto
N/S: Sanderson Avenue (SR-79)
E/W: Ramona Expressway
Weather: Clear

File Name : 112_SJC_Sand_Ram AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

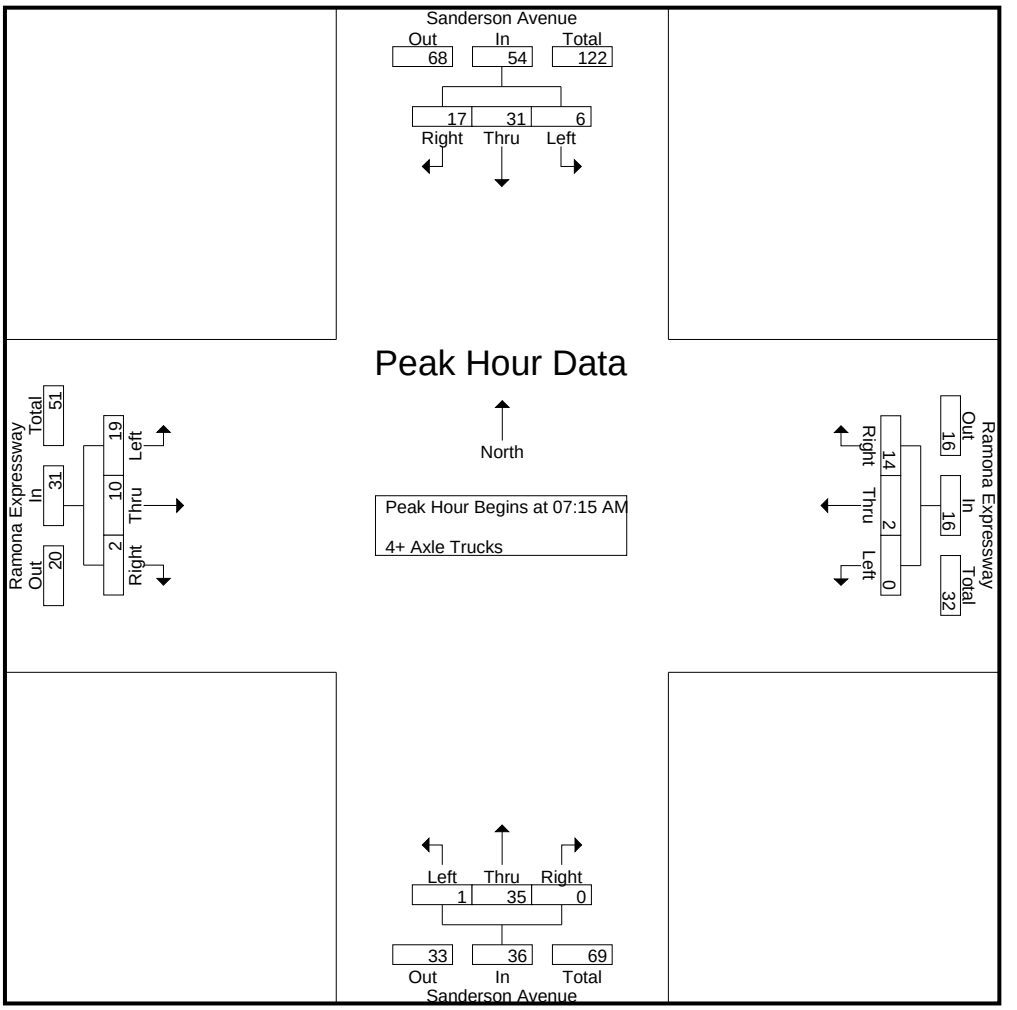
	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	10	3	13	0	0	2	2	0	4	0	4	5	3	0	8	27
07:15 AM	3	8	2	13	0	0	5	5	1	6	0	7	5	1	0	6	31
07:30 AM	1	8	7	16	0	1	4	5	0	7	0	7	7	4	2	13	41
07:45 AM	0	4	5	9	0	1	1	2	0	17	0	17	3	4	0	7	35
Total	4	30	17	51	0	2	12	14	1	34	0	35	20	12	2	34	134
08:00 AM	2	11	3	16	0	0	4	4	0	5	0	5	4	1	0	5	30
08:15 AM	2	8	4	14	1	2	1	4	0	12	0	12	4	2	0	6	36
08:30 AM	3	10	8	21	0	3	4	7	0	5	0	5	7	0	0	7	40
08:45 AM	1	7	7	15	0	2	3	5	0	14	0	14	2	0	0	2	36
Total	8	36	22	66	1	7	12	20	0	36	0	36	17	3	0	20	142
Grand Total	12	66	39	117	1	9	24	34	1	70	0	71	37	15	2	54	276
Apprch %	10.3	56.4	33.3		2.9	26.5	70.6		1.4	98.6	0		68.5	27.8	3.7		
Total %	4.3	23.9	14.1	42.4	0.4	3.3	8.7	12.3	0.4	25.4	0	25.7	13.4	5.4	0.7	19.6	

	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**3**	8	2	13	0	0	**5**	**5**	**1**	6	0	7	5	1	0	6	31
07:30 AM	1	8	**7**	**16**	0	**1**	4	5	0	7	0	7	**7**	**4**	**2**	**13**	**41**
07:45 AM	0	4	5	9	0	1	1	2	0	**17**	0	**17**	3	4	0	7	35
08:00 AM	2	**11**	3	16	0	0	4	4	0	5	0	5	4	1	0	5	30
Total Volume	6	31	17	54	0	2	14	16	1	35	0	36	19	10	2	31	137
% App. Total	11.1	57.4	31.5		0	12.5	87.5		2.8	97.2	0		61.3	32.3	6.5		
PHF	.500	.705	.607	.844	.000	.500	.700	.800	.250	.515	.000	.529	.679	.625	.250	.596	.835

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City of San Jacinto
N/S: Sanderson Avenue (SR-79)
E/W: Ramona Expressway
Weather: Clear

File Name : 112_SJC_Sand_Ram AM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**3**	8	2	13	0	0	**5**	**5**	**1**	6	0	7	5	1	0	6
+15 mins.	1	8	**7**	**16**	0	**1**	4	5	0	7	0	7	**7**	**4**	**2**	**13**
+30 mins.	0	4	5	9	0	1	1	2	0	**17**	0	**17**	3	4	0	7
+45 mins.	2	**11**	3	16	0	0	4	4	0	5	0	5	4	1	0	5
Total Volume	6	31	17	54	0	2	14	16	1	35	0	36	19	10	2	31
% App. Total	11.1	57.4	31.5		0	12.5	87.5		2.8	97.2	0		61.3	32.3	6.5	
PHF	.500	.705	.607	.844	.000	.500	.700	.800	.250	.515	.000	.529	.679	.625	.250	.596

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City of San Jacinto
N/S: Sanderson Avenue (SR-79)
E/W: Ramona Expressway
Weather: Clear

File Name : 112_SJC_Sand_Ram PM
Site Code : 00322418
Start Date : 5/26/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

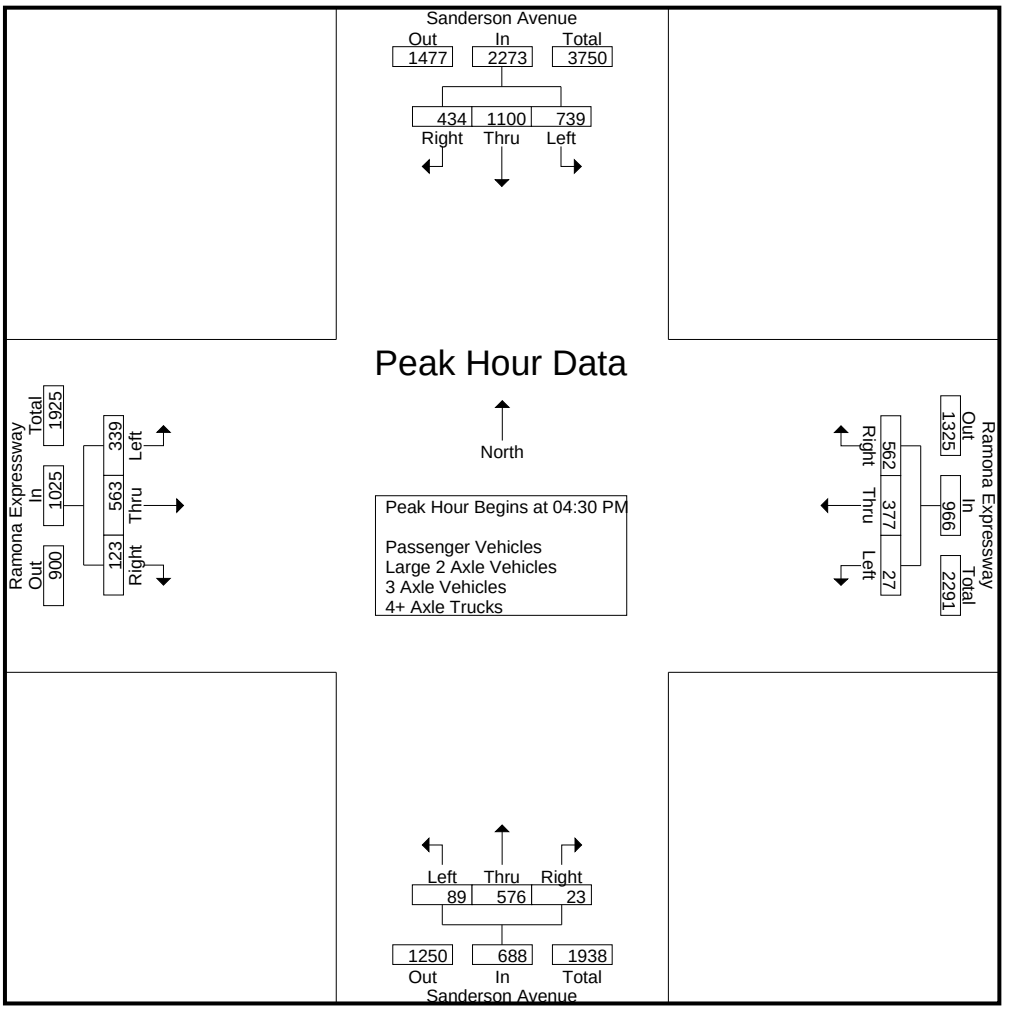
	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	183	306	120	609	11	86	108	205	23	142	10	175	82	146	37	265	1254
04:15 PM	194	280	102	576	7	78	127	212	28	133	12	173	106	131	28	265	1226
04:30 PM	172	274	98	544	9	90	102	201	27	146	6	179	95	131	25	251	1175
04:45 PM	210	309	117	636	2	79	109	190	20	143	3	166	83	141	26	250	1242
Total	759	1169	437	2365	29	333	446	808	98	564	31	693	366	549	116	1031	4897
05:00 PM	171	250	99	520	9	99	228	336	23	121	3	147	93	160	39	292	1295
05:15 PM	186	267	120	573	7	109	123	239	19	166	11	196	68	131	33	232	1240
05:30 PM	180	295	80	555	8	97	99	204	16	139	5	160	88	141	27	256	1175
05:45 PM	217	312	103	632	6	64	96	166	20	116	9	145	85	112	32	229	1172
Total	754	1124	402	2280	30	369	546	945	78	542	28	648	334	544	131	1009	4882
Grand Total	1513	2293	839	4645	59	702	992	1753	176	1106	59	1341	700	1093	247	2040	9779
Apprch %	32.6	49.4	18.1		3.4	40	56.6		13.1	82.5	4.4		34.3	53.6	12.1		
Total %	15.5	23.4	8.6	47.5	0.6	7.2	10.1	17.9	1.8	11.3	0.6	13.7	7.2	11.2	2.5	20.9	
Passenger Vehicles	1489	2258	790	4537	59	684	961	1704	174	1086	59	1319	664	1080	243	1987	9547
% Passenger Vehicles	98.4	98.5	94.2	97.7	100	97.4	96.9	97.2	98.9	98.2	100	98.4	94.9	98.8	98.4	97.4	97.6
Large 2 Axle Vehicles	10	19	13	42	0	9	12	21	1	8	0	9	17	11	3	31	103
% Large 2 Axle Vehicles	0.7	0.8	1.5	0.9	0	1.3	1.2	1.2	0.6	0.7	0	0.7	2.4	1	1.2	1.5	1.1
3 Axle Vehicles	2	1	6	9	0	3	4	7	0	0	0	0	4	0	0	4	20
% 3 Axle Vehicles	0.1	0	0.7	0.2	0	0.4	0.4	0.4	0	0	0	0	0.6	0	0	0.2	0.2
4+ Axle Trucks	12	15	30	57	0	6	15	21	1	12	0	13	15	2	1	18	109
% 4+ Axle Trucks	0.8	0.7	3.6	1.2	0	0.9	1.5	1.2	0.6	1.1	0	1	2.1	0.2	0.4	0.9	1.1

	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	172	274	98	544	**9**	90	102	201	**27**	146	6	179	**95**	131	25	251	1175
04:45 PM	**210**	**309**	117	**636**	2	79	109	190	20	143	3	166	83	141	26	250	1242
05:00 PM	171	250	99	520	9	99	**228**	**336**	23	121	3	147	93	**160**	**39**	**292**	**1295**
05:15 PM	186	267	**120**	573	7	**109**	123	239	19	**166**	**11**	**196**	68	131	33	232	1240
Total Volume	739	1100	434	2273	27	377	562	966	89	576	23	688	339	563	123	1025	4952
% App. Total	32.5	48.4	19.1		2.8	39	58.2		12.9	83.7	3.3		33.1	54.9	12		
PHF	.880	.890	.904	.893	.750	.865	.616	.719	.824	.867	.523	.878	.892	.880	.788	.878	.956

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City of San Jacinto
N/S: Sanderson Avenue (SR-79)
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Weather: Clear

File Name : 112_SJC_Sand_Ram PM
Site Code : 00322418
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:00 PM				04:15 PM			
+0 mins.	183	306	**120**	609	2	79	109	190	23	142	10	175	**106**	131	28	265
+15 mins.	194	280	102	576	**9**	99	**228**	**336**	**28**	133	**12**	173	95	131	25	251
+30 mins.	172	274	98	544	7	**109**	123	239	27	**146**	6	**179**	83	141	26	250
+45 mins.	**210**	**309**	117	**636**	8	97	99	204	20	143	3	166	93	**160**	**39**	**292**
Total Volume	759	1169	437	2365	26	384	559	969	98	564	31	693	377	563	118	1058
% App. Total	32.1	49.4	18.5		2.7	39.6	57.7		14.1	81.4	4.5		35.6	53.2	11.2	
PHF	.904	.946	.910	.930	.722	.881	.613	.721	.875	.966	.646	.968	.889	.880	.756	.906

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City of San Jacinto
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Weather: Clear

File Name : 112_SJC_Sand_Ram PM
Site Code : 00322418
Start Date : 5/26/2022
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Groups Printed- Passenger Vehicles

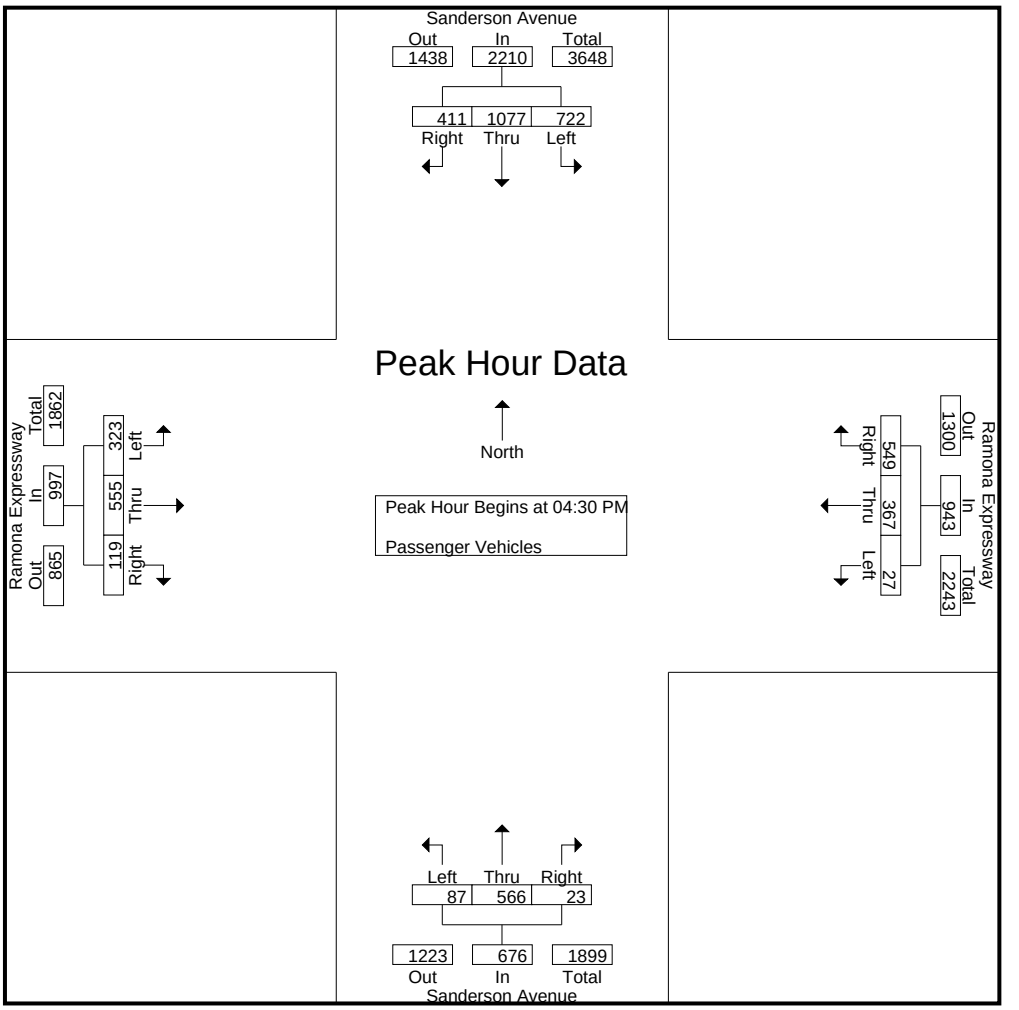
	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	181	300	116	597	11	82	101	194	23	139	10	172	75	145	37	257	1220
04:15 PM	190	275	96	561	7	77	123	207	28	130	12	170	101	130	28	259	1197
04:30 PM	170	270	93	533	9	90	101	200	26	142	6	174	91	129	25	245	1152
04:45 PM	204	304	106	614	2	76	104	182	20	142	3	165	80	139	24	243	1204
Total	745	1149	411	2305	29	325	429	783	97	553	31	681	347	543	114	1004	4773
05:00 PM	165	243	96	504	9	97	227	333	22	120	3	145	89	158	39	286	1268
05:15 PM	183	260	116	559	7	104	117	228	19	162	11	192	63	129	31	223	1202
05:30 PM	180	294	71	545	8	95	95	198	16	136	5	157	81	141	27	249	1149
05:45 PM	216	312	96	624	6	63	93	162	20	115	9	144	84	109	32	225	1155
Total	744	1109	379	2232	30	359	532	921	77	533	28	638	317	537	129	983	4774
Grand Total	1489	2258	790	4537	59	684	961	1704	174	1086	59	1319	664	1080	243	1987	9547
Apprch %	32.8	49.8	17.4		3.5	40.1	56.4		13.2	82.3	4.5		33.4	54.4	12.2		
Total %	15.6	23.7	8.3	47.5	0.6	7.2	10.1	17.8	1.8	11.4	0.6	13.8	7	11.3	2.5	20.8	

	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	170	270	93	533	**9**	90	101	200	**26**	142	6	174	**91**	129	25	245	1152
04:45 PM	**204**	**304**	106	**614**	2	76	104	182	20	142	3	165	80	139	24	243	1204
05:00 PM	165	243	96	504	9	97	**227**	**333**	22	120	3	145	89	**158**	**39**	**286**	**1268**
05:15 PM	183	260	**116**	559	7	**104**	117	228	19	**162**	**11**	**192**	63	129	31	223	1202
Total Volume	722	1077	411	2210	27	367	549	943	87	566	23	676	323	555	119	997	4826
% App. Total	32.7	48.7	18.6		2.9	38.9	58.2		12.9	83.7	3.4		32.4	55.7	11.9		
PHF	.885	.886	.886	.900	.750	.882	.605	.708	.837	.873	.523	.880	.887	.878	.763	.872	.951

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City of San Jacinto
N/S: Sanderson Avenue (SR-79)
E/W: Ramona Expressway
Weather: Clear

File Name : 112_SJC_Sand_Ram PM
Site Code : 00322418
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	170	270	93	533	**9**	90	101	200	**26**	142	6	174	**91**	129	25	245
+15 mins.	**204**	**304**	106	**614**	2	76	104	182	20	142	3	165	80	139	24	243
+30 mins.	165	243	96	504	9	97	**227**	**333**	22	120	3	145	89	**158**	**39**	**286**
+45 mins.	183	260	**116**	559	7	**104**	117	228	19	**162**	**11**	**192**	63	129	31	223
Total Volume	722	1077	411	2210	27	367	549	943	87	566	23	676	323	555	119	997
% App. Total	32.7	48.7	18.6		2.9	38.9	58.2		12.9	83.7	3.4		32.4	55.7	11.9	
PHF	.885	.886	.886	.900	.750	.882	.605	.708	.837	.873	.523	.880	.887	.878	.763	.872

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City of San Jacinto
N/S: Sanderson Avenue (SR-79)
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Weather: Clear

File Name : 112_SJC_Sand_Ram PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

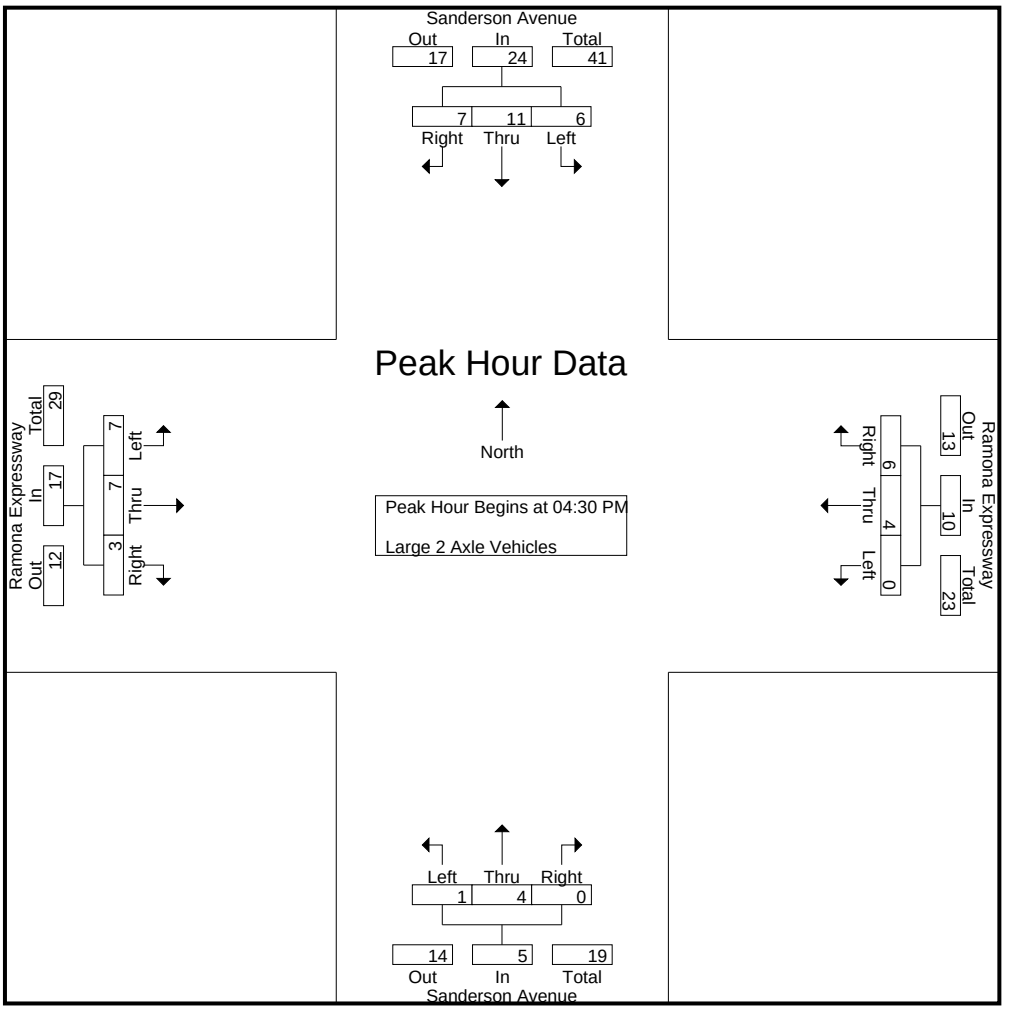
	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	5	2	9	0	3	3	6	0	0	0	0	2	0	0	2	17
04:15 PM	1	3	2	6	0	0	1	1	0	2	0	2	4	1	0	5	14
04:30 PM	1	1	3	5	0	0	0	0	1	0	0	1	2	2	0	4	10
04:45 PM	2	2	2	6	0	2	2	4	0	1	0	1	1	1	2	4	15
Total	6	11	9	26	0	5	6	11	1	3	0	4	9	4	2	15	56
05:00 PM	1	2	1	4	0	0	1	1	0	0	0	0	2	2	0	4	9
05:15 PM	2	6	1	9	0	2	3	5	0	3	0	3	2	2	1	5	22
05:30 PM	0	0	1	1	0	1	2	3	0	1	0	1	4	0	0	4	9
05:45 PM	1	0	1	2	0	1	0	1	0	1	0	1	0	3	0	3	7
Total	4	8	4	16	0	4	6	10	0	5	0	5	8	7	1	16	47
Grand Total	10	19	13	42	0	9	12	21	1	8	0	9	17	11	3	31	103
Apprch %	23.8	45.2	31		0	42.9	57.1		11.1	88.9	0		54.8	35.5	9.7		
Total %	9.7	18.4	12.6	40.8	0	8.7	11.7	20.4	1	7.8	0	8.7	16.5	10.7	2.9	30.1	

	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	1	**3**	5	0	0	0	0	**1**	0	0	1	**2**	**2**	0	4	10
04:45 PM	**2**	2	2	6	0	**2**	2	4	0	1	0	1	1	1	**2**	4	15
05:00 PM	1	2	1	4	0	0	1	1	0	0	0	0	2	2	0	4	9
05:15 PM	2	**6**	1	**9**	0	2	**3**	**5**	0	**3**	0	**3**	2	2	1	**5**	**22**
Total Volume	6	11	7	24	0	4	6	10	1	4	0	5	7	7	3	17	56
% App. Total	25	45.8	29.2		0	40	60		20	80	0		41.2	41.2	17.6		
PHF	.750	.458	.583	.667	.000	.500	.500	.500	.250	.333	.000	.417	.875	.875	.375	.850	.636

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City of San Jacinto
N/S: Sanderson Avenue (SR-79)
E/W: Ramona Expressway
Weather: Clear

File Name : 112_SJC_Sand_Ram PM
Site Code : 00322418
Start Date : 5/26/2022
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	1	1	**3**	5	0	0	0	0	**1**	0	0	1	**2**	**2**	0	4
+15 mins.	**2**	2	2	6	0	**2**	2	4	0	1	0	1	1	1	**2**	4
+30 mins.	1	2	1	4	0	0	1	1	0	0	0	0	2	2	0	4
+45 mins.	2	**6**	1	**9**	0	2	**3**	**5**	0	**3**	0	**3**	2	2	1	**5**
Total Volume	6	11	7	24	0	4	6	10	1	4	0	5	7	7	3	17
% App. Total	25	45.8	29.2		0	40	60		20	80	0		41.2	41.2	17.6	
PHF	.750	.458	.583	.667	.000	.500	.500	.500	.250	.333	.000	.417	.875	.875	.375	.850

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City of San Jacinto
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File Name : 112_SJC_Sand_Ram PM
Site Code : 00322418
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Groups Printed- 3 Axle Vehicles

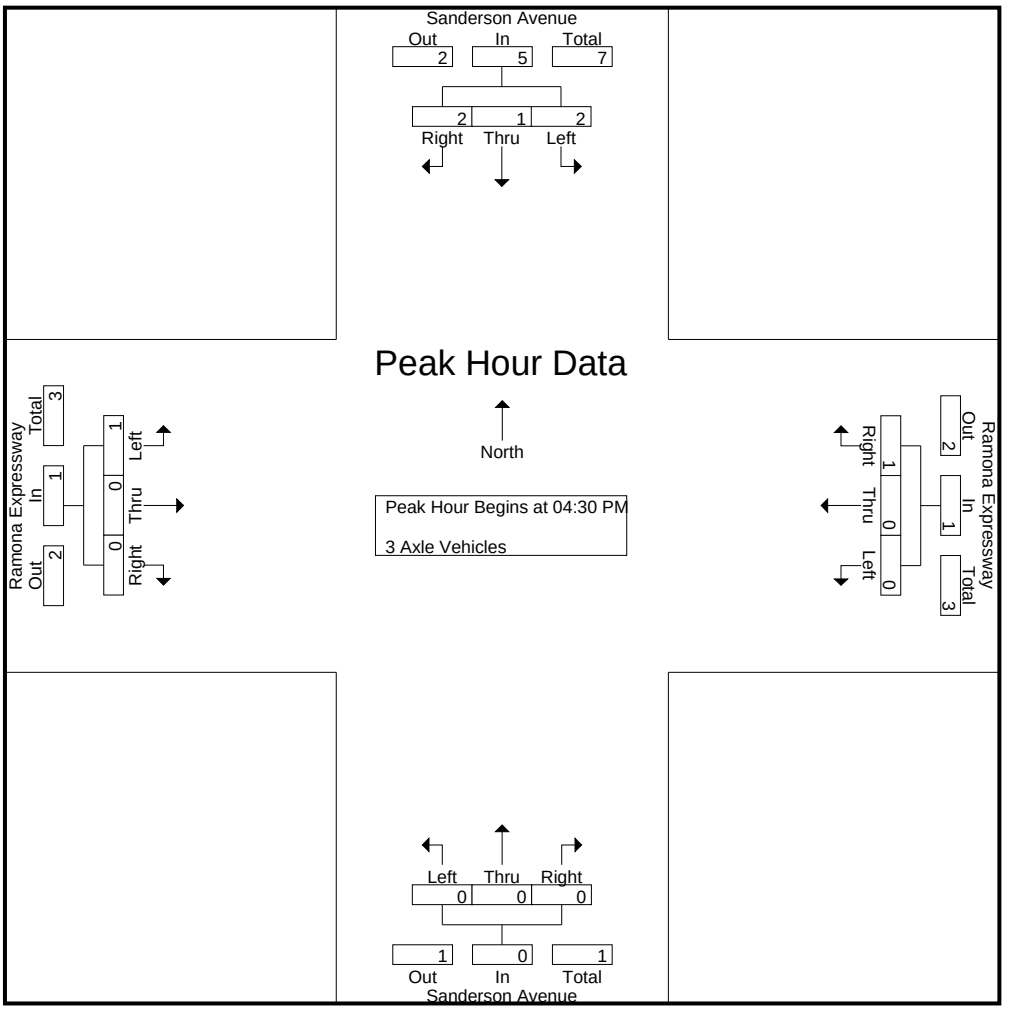
	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	2	3	0	0	0	0	1	0	0	1	4
04:15 PM	0	0	3	3	0	1	0	1	0	0	0	0	1	0	0	1	5
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	0	1	4	5	0	2	3	5	0	0	0	0	3	0	0	3	13
05:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	1	0	0	1	3
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	2	4	0	1	1	2	0	0	0	0	1	0	0	1	7
Grand Total	2	1	6	9	0	3	4	7	0	0	0	0	4	0	0	4	20
Apprch %	22.2	11.1	66.7		0	42.9	57.1		0	0	0		100	0	0		
Total %	10	5	30	45	0	15	20	35	0	0	0	0	20	0	0	20	

	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	**1**	1	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**2**
04:45 PM	0	**1**	0	1	0	0	**1**	**1**	0	0	0	0	0	0	0	0	2
05:00 PM	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	2	1	2	5	0	0	1	1	0	0	0	0	1	0	0	1	7
% App. Total	40	20	40		0	0	100		0	0	0		100	0	0		
PHF	.250	.250	.500	.625	.000	.000	.250	.250	.000	.000	.000	.000	.250	.000	.000	.250	.875

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City of San Jacinto
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File Name : 112_SJC_Sand_Ram PM
Site Code : 00322418
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	**1**	1	0	0	0	0	0	0	0	0	**1**	0	0	**1**
+15 mins.	0	**1**	0	1	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+30 mins.	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	1	2	5	0	0	1	1	0	0	0	0	1	0	0	1
% App. Total	40	20	40		0	0	100		0	0	0		100	0	0	
PHF	.250	.250	.500	.625	.000	.000	.250	.250	.000	.000	.000	.000	.250	.000	.000	.250

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City of San Jacinto
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File Name : 112_SJC_Sand_Ram PM
Site Code : 00322418
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Page No : 1

Groups Printed- 4+ Axle Trucks

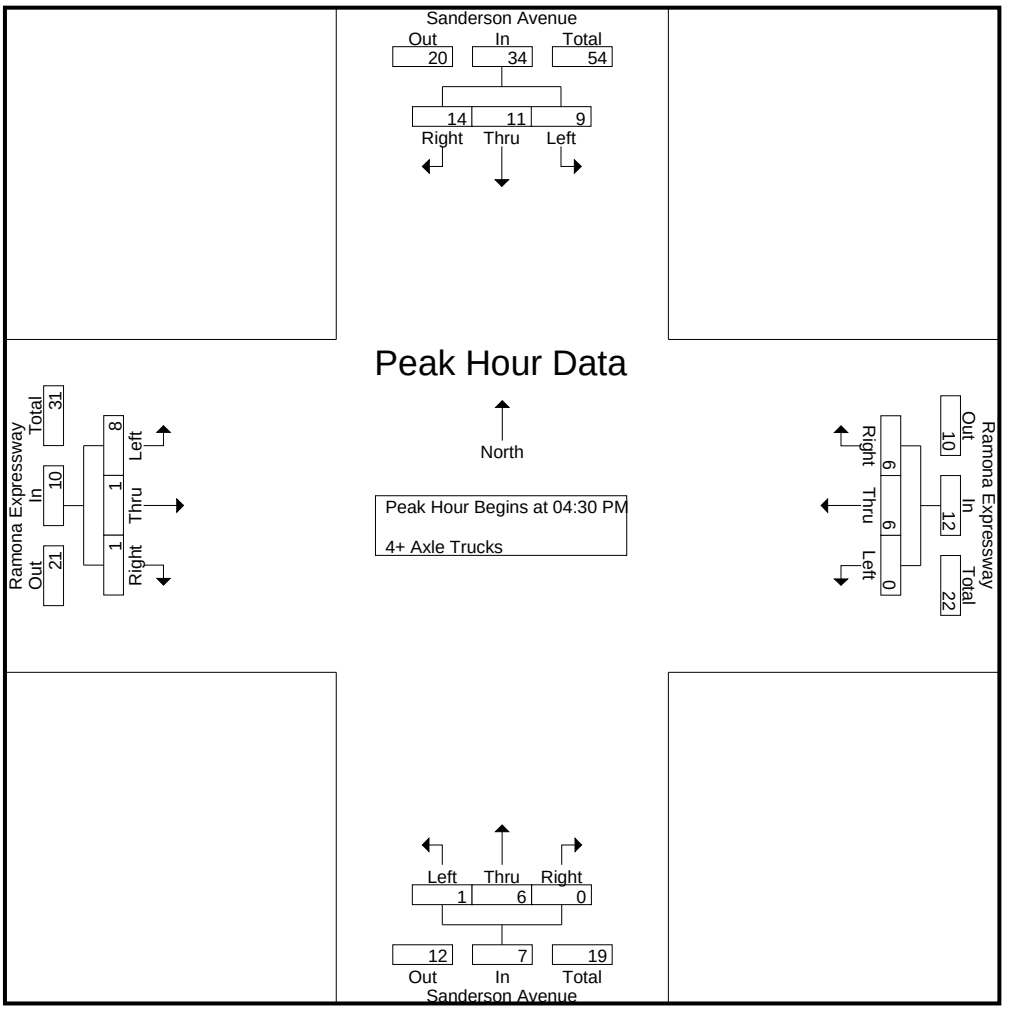
	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	2	3	0	0	2	2	0	3	0	3	4	1	0	5	13
04:15 PM	3	2	1	6	0	0	3	3	0	1	0	1	0	0	0	0	10
04:30 PM	1	3	1	5	0	0	1	1	0	4	0	4	1	0	0	1	11
04:45 PM	4	2	9	15	0	1	2	3	0	0	0	0	2	1	0	3	21
Total	8	8	13	29	0	1	8	9	0	8	0	8	7	2	0	9	55
05:00 PM	3	5	2	10	0	2	0	2	1	1	0	2	2	0	0	2	16
05:15 PM	1	1	2	4	0	3	3	6	0	1	0	1	3	0	1	4	15
05:30 PM	0	1	8	9	0	0	1	1	0	2	0	2	2	0	0	2	14
05:45 PM	0	0	5	5	0	0	3	3	0	0	0	0	1	0	0	1	9
Total	4	7	17	28	0	5	7	12	1	4	0	5	8	0	1	9	54
Grand Total	12	15	30	57	0	6	15	21	1	12	0	13	15	2	1	18	109
Apprch %	21.1	26.3	52.6		0	28.6	71.4		7.7	92.3	0		83.3	11.1	5.6		
Total %	11	13.8	27.5	52.3	0	5.5	13.8	19.3	0.9	11	0	11.9	13.8	1.8	0.9	16.5	

	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	3	1	5	0	0	1	1	0	**4**	0	**4**	1	0	0	1	11
04:45 PM	**4**	2	**9**	**15**	0	1	2	3	0	0	0	0	2	**1**	0	3	**21**
05:00 PM	3	**5**	2	10	0	2	0	2	**1**	1	0	2	2	0	0	2	16
05:15 PM	1	1	2	4	0	**3**	**3**	**6**	0	1	0	1	**3**	0	**1**	**4**	15
Total Volume	9	11	14	34	0	6	6	12	1	6	0	7	8	1	1	10	63
% App. Total	26.5	32.4	41.2		0	50	50		14.3	85.7	0		80	10	10		
PHF	.563	.550	.389	.567	.000	.500	.500	.500	.250	.375	.000	.438	.667	.250	.250	.625	.750

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City of San Jacinto
N/S: Sanderson Avenue (SR-79)
E/W: Ramona Expressway
Weather: Clear

File Name : 112_SJC_Sand_Ram PM
Site Code : 00322418
Start Date : 5/26/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	1	3	1	5	0	0	1	1	0	**4**	0	**4**	1	0	0	1
+15 mins.	**4**	2	**9**	**15**	0	1	2	3	0	0	0	0	2	**1**	0	3
+30 mins.	3	**5**	2	10	0	2	0	2	**1**	1	0	2	2	0	0	2
+45 mins.	1	1	2	4	0	**3**	**3**	**6**	0	1	0	1	**3**	0	**1**	**4**
Total Volume	9	11	14	34	0	6	6	12	1	6	0	7	8	1	1	10
% App. Total	26.5	32.4	41.2		0	50	50		14.3	85.7	0		80	10	10	
PHF	.563	.550	.389	.567	.000	.500	.500	.500	.250	.375	.000	.438	.667	.250	.250	.625

Location: San Jacinto
N/S: Sanderson Avenue
E/W: Ramona Expressway

Date: 5/26/2022
Day: Thursday

PEDESTRIANS

	North Leg Sanderson Avenue	East Leg Ramona Expressway	South Leg Sanderson Avenue	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Sanderson Avenue	East Leg Ramona Expressway	South Leg Sanderson Avenue	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: San Jacinto
N/S: Sanderson Avenue
E/W: Ramona Expressway

Date: 5/26/2022
Day: Thursday

BICYCLES

	Southbound Sanderson Avenue			Westbound Ramona Expressway			Northbound Sanderson Avenue			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Sanderson Avenue			Westbound Ramona Expressway			Northbound Sanderson Avenue			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Lake Elsinore
Central Avenue
B/ Interstate 15 Northbound Ramps - Dexter Avenue
24 Hour Directional Volume Count

LKE001
Site Code: 003-22418

Start Time	12-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		62	481			50	517				
12:15		59	471			45	529				
12:30		42	433			27	**586**				
12:45		28	469	191	1854	24	**596**	146	2228	337	4082
01:00		31	495			33	**555**				
01:15		30	436			32	**563**				
01:30		38	459			29	452				
01:45		39	478	138	1868	27	499	121	2069	259	3937
02:00		45	520			29	451				
02:15		17	528			34	436				
02:30		26	458			37	434				
02:45		28	497	116	2003	41	485	141	1806	257	3809
03:00		35	513			49	432				
03:15		37	506			57	440				
03:30		45	551			62	444				
03:45		61	526	178	2096	107	405	275	1721	453	3817
04:00		73	557			130	463				
04:15		90	499			193	469				
04:30		86	**579**			240	499				
04:45		112	**500**	361	2135	208	441	771	1872	1132	4007
05:00		124	**558**			273	418				
05:15		155	**527**			270	449				
05:30		149	531			301	504				
05:45		155	530	583	2146	386	444	1230	1815	1813	3961
06:00		197	490			350	427				
06:15		253	514			344	456				
06:30		238	507			387	376				
06:45		289	475	977	1986	400	374	1481	1633	2458	3619
07:00		369	469			**475**	376				
07:15		423	456			**526**	357				
07:30		398	391			**490**	379				
07:45		344	356	1534	1672	**455**	356	1946	1468	3480	3140
08:00		329	364			428	415				
08:15		302	365			431	345				
08:30		317	322			373	340				
08:45		296	306	1244	1357	390	299	1622	1399	2866	2756
09:00		285	269			330	283				
09:15		321	260			320	274				
09:30		343	237			364	236				
09:45		377	204	1326	970	370	177	1384	970	2710	1940
10:00		353	146			366	143				
10:15		351	145			399	163				
10:30		383	120			427	123				
10:45		349	117	1436	528	386	112	1578	541	3014	1069
11:00		**417**	101			429	104				
11:15		**451**	82			405	66				
11:30		**431**	72			412	75				
11:45		**431**	49	1730	304	423	75	1669	320	3399	624
Total		9814	18919	9814	18919	12364	17842	12364	17842	22178	36761
Combined Total		28733		28733		30206		30206		58939	
AM Peak	-	11:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	1730	-	-	-	1946	-	-	-	-	-
P.H.F.		0.959				0.925					
PM Peak	-	-	04:30	-	-	-	00:30	-	-	-	-
Vol.	-	-	2164	-	-	-	2300	-	-	-	-
P.H.F.			0.934				0.965				
Percentage		34.2%	65.8%			40.9%	59.1%				
ADT/AADT		ADT 58,939		AADT 58,939							

Counts Unlimited, Inc.

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City of Lake Elsinore
Central Avenue
B/ Dexter Avenue - Cambern Avenue
24 Hour Directional Volume Count

LKE002
Site Code: 003-22418

Start Time	12-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		46	322			44	294				
12:15		58	311			34	275				
12:30		39	278			15	298				
12:45		27	308	170	1219	26	294	119	1161	289	2380
01:00		32	306			22	291				
01:15		21	307			29	319				
01:30		30	326			21	**318**				
01:45		25	291	108	1230	23	**358**	95	1286	203	2516
02:00		43	379			25	**341**				
02:15		19	328			29	**326**				
02:30		21	339			32	310				
02:45		26	359	109	1405	36	329	122	1306	231	2711
03:00		30	387			45	336				
03:15		27	335			50	313				
03:30		30	**409**			74	321				
03:45		53	**416**	140	1547	104	299	273	1269	413	2816
04:00		50	**432**			135	322				
04:15		96	**385**			146	317				
04:30		98	383			188	298				
04:45		71	409	315	1609	210	292	679	1229	994	2838
05:00		86	394			229	274				
05:15		120	391			276	309				
05:30		124	390			266	328				
05:45		108	419	438	1594	339	328	1110	1239	1548	2833
06:00		158	376			279	270				
06:15		195	370			305	278				
06:30		202	367			336	252				
06:45		226	348	781	1461	356	261	1276	1061	2057	2522
07:00		**249**	307			**409**	227				
07:15		**333**	283			**438**	218				
07:30		**297**	278			**331**	213				
07:45		**253**	263	1132	1131	**403**	211	1581	869	2713	2000
08:00		226	254			355	200				
08:15		203	260			338	186				
08:30		203	233			285	170				
08:45		206	228	838	975	279	145	1257	701	2095	1676
09:00		202	180			269	168				
09:15		199	179			216	130				
09:30		215	214			253	144				
09:45		267	175	883	748	282	115	1020	557	1903	1305
10:00		227	133			277	87				
10:15		217	120			222	105				
10:30		244	89			313	91				
10:45		235	110	923	452	252	70	1064	353	1987	805
11:00		233	94			278	72				
11:15		296	78			239	53				
11:30		259	72			250	49				
11:45		296	54	1084	298	289	62	1056	236	2140	534
Total		6921	13669	6921	13669	9652	11267	9652	11267	16573	24936
Combined Total		20590		20590		20919		20919		41509	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	1132	-	-	-	1581	-	-	-	-	-
P.H.F.		0.850				0.902					
PM Peak	-	-	03:30	-	-	-	01:30	-	-	-	-
Vol.	-	-	1642	-	-	-	1343	-	-	-	-
P.H.F.			0.950				0.938				
Percentage		33.6%	66.4%			46.1%	53.9%				
ADT/AADT		ADT 41,509		AADT 41,509							

Counts Unlimited, Inc.

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City of Lake Elsinore
Central Avenue
B/ Cambern Avenue - Conard Avenue
24 Hour Directional Volume Count

LKE003
Site Code: 003-22418

Start Time	12-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		44	276			42	285				
12:15		54	312			31	255				
12:30		39	271			18	284				
12:45		26	305	163	1164	21	303	112	1127	275	2291
01:00		30	280			21	293				
01:15		19	319			26	307				
01:30		30	326			23	**338**				
01:45		24	297	103	1222	26	**349**	96	1287	199	2509
02:00		37	376			25	**365**				
02:15		20	322			22	**322**				
02:30		20	359			32	330				
02:45		24	355	101	1412	36	326	115	1343	216	2755
03:00		28	412			46	340				
03:15		27	370			48	307				
03:30		29	413			79	329				
03:45		48	430	132	1625	106	326	279	1302	411	2927
04:00		50	446			132	318				
04:15		102	405			150	311				
04:30		107	392			185	330				
04:45		71	424	330	1667	213	322	680	1281	1010	2948
05:00		85	**433**			233	303				
05:15		120	**439**			284	324				
05:30		126	**400**			274	350				
05:45		112	**425**	443	1697	345	342	1136	1319	1579	3016
06:00		157	383			285	296				
06:15		202	385			317	321				
06:30		214	381			355	269				
06:45		215	358	788	1507	365	255	1322	1141	2110	2648
07:00		**257**	322			**404**	227				
07:15		**325**	302			**435**	241				
07:30		**306**	309			**346**	213				
07:45		**257**	276	1145	1209	**421**	224	1606	905	2751	2114
08:00		230	269			393	184				
08:15		204	275			375	188				
08:30		201	268			313	167				
08:45		171	253	806	1065	309	140	1390	679	2196	1744
09:00		184	201			294	159				
09:15		179	204			220	119				
09:30		190	238			281	147				
09:45		192	172	745	815	309	112	1104	537	1849	1352
10:00		184	159			289	81				
10:15		207	135			242	84				
10:30		210	102			324	83				
10:45		213	124	814	520	287	68	1142	316	1956	836
11:00		226	101			299	67				
11:15		256	78			257	53				
11:30		253	70			233	52				
11:45		250	49	985	298	292	59	1081	231	2066	529
Total		6555	14201	6555	14201	10063	11468	10063	11468	16618	25669
Combined Total		20756		20756		21531		21531		42287	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	1145	-	-	-	1606	-	-	-	-	-
P.H.F.		0.881				0.923					
PM Peak	-	-	05:00	-	-	-	01:30	-	-	-	-
Vol.	-	-	1697	-	-	-	1374	-	-	-	-
P.H.F.			0.966				0.941				
Percentage		31.6%	68.4%			46.7%	53.3%				
ADT/AADT		ADT 42,287		AADT 42,287							

Counts Unlimited, Inc.

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City of Lake Elsinore
Central Avenue
B/ Conard Avenue - El Toro Cut Off Road
24 Hour Directional Volume Count

LKE004
Site Code: 003-22418

Start Time	12-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		35	229			33	233				
12:15		36	278			31	244				
12:30		35	279			18	237				
12:45		21	273	127	1059	19	273	101	987	228	2046
01:00		28	272			20	261				
01:15		19	266			23	273				
01:30		19	288			23	331				
01:45		26	313	92	1139	14	309	80	1174	172	2313
02:00		31	349			16	297				
02:15		17	296			24	256				
02:30		19	349			18	**282**				
02:45		27	376	94	1370	27	**332**	85	1167	179	2537
03:00		21	364			41	**313**				
03:15		35	**394**			38	**292**				
03:30		29	**438**			72	257				
03:45		45	**394**	130	1590	98	287	249	1149	379	2739
04:00		52	**445**			124	289				
04:15		86	375			135	286				
04:30		121	369			151	308				
04:45		78	422	337	1611	203	291	613	1174	950	2785
05:00		77	393			208	265				
05:15		138	442			229	319				
05:30		127	404			261	300				
05:45		112	369	454	1608	297	286	995	1170	1449	2778
06:00		155	361			266	267				
06:15		187	360			267	273				
06:30		201	315			284	226				
06:45		196	293	739	1329	329	219	1146	985	1885	2314
07:00		**254**	284			**456**	194				
07:15		**291**	248			**366**	192				
07:30		**270**	289			**359**	182				
07:45		**262**	234	1077	1055	**355**	185	1536	753	2613	1808
08:00		242	243			316	156				
08:15		185	234			297	146				
08:30		177	236			270	125				
08:45		168	211	772	924	250	113	1133	540	1905	1464
09:00		164	177			217	94				
09:15		171	164			212	95				
09:30		167	207			241	122				
09:45		177	140	679	688	271	89	941	400	1620	1088
10:00		155	159			233	71				
10:15		190	123			215	62				
10:30		198	86			282	58				
10:45		177	111	720	479	250	69	980	260	1700	739
11:00		208	78			242	60				
11:15		226	56			201	50				
11:30		237	53			224	48				
11:45		218	44	889	231	235	55	902	213	1791	444
Total		6110	13083	6110	13083	8761	9972	8761	9972	14871	23055
Combined Total		19193		19193		18733		18733		37926	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	1077	-	-	-	1536	-	-	-	-	-
P.H.F.		0.925				0.842					
PM Peak	-	-	03:15	-	-	-	02:30	-	-	-	-
Vol.	-	-	1671	-	-	-	1219	-	-	-	-
P.H.F.			0.939				0.918				
Percentage		31.8%	68.2%			46.8%	53.2%				
ADT/AADT		ADT 37,926		AADT 37,926							

Counts Unlimited, Inc.

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City of Lake Elsinore
State Route 74
B/ El Toro Cut Off Road - Riverside Street
24 Hour Directional Volume Count

LKE005
Site Code: 003-22418

Start Time	12-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		35	227			34	219				
12:15		35	273			31	235				
12:30		34	270			17	236				
12:45		21	257	125	1027	18	269	100	959	225	1986
01:00		27	264			20	253				
01:15		19	260			22	266				
01:30		19	284			23	327				
01:45		26	307	91	1115	15	300	80	1146	171	2261
02:00		31	356			16	285				
02:15		15	285			24	253				
02:30		19	348			17	**277**				
02:45		26	374	91	1363	30	**324**	87	1139	178	2502
03:00		20	362			37	**307**				
03:15		31	388			35	**285**				
03:30		29	431			67	250				
03:45		43	391	123	1572	98	286	237	1128	360	2700
04:00		50	443			124	278				
04:15		82	377			130	281				
04:30		119	367			146	305				
04:45		77	**417**	328	1604	204	284	604	1148	932	2752
05:00		72	**391**			207	258				
05:15		124	**442**			231	313				
05:30		126	**404**			256	297				
05:45		110	368	432	1605	297	282	991	1150	1423	2755
06:00		148	357			269	265				
06:15		183	359			269	271				
06:30		196	317			282	224				
06:45		193	293	720	1326	333	219	1153	979	1873	2305
07:00		**246**	282			**451**	194				
07:15		**289**	247			**368**	190				
07:30		**265**	289			**352**	181				
07:45		**260**	233	1060	1051	**353**	185	1524	750	2584	1801
08:00		238	243			315	154				
08:15		182	234			294	146				
08:30		178	233			270	124				
08:45		159	211	757	921	245	113	1124	537	1881	1458
09:00		162	177			215	95				
09:15		169	164			209	95				
09:30		163	208			241	122				
09:45		170	135	664	684	272	89	937	401	1601	1085
10:00		154	159			224	73				
10:15		182	123			204	63				
10:30		192	86			278	58				
10:45		170	110	698	478	240	68	946	262	1644	740
11:00		206	76			241	60				
11:15		222	57			200	50				
11:30		236	52			220	46				
11:45		212	42	876	227	235	54	896	210	1772	437
Total		5965	12973	5965	12973	8679	9809	8679	9809	14644	22782
Combined Total		18938		18938		18488		18488		37426	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	1060	-	-	-	1524	-	-	-	-	-
P.H.F.		0.917				0.845					
PM Peak	-	-	04:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	1654	-	-	-	1193	-	-	-	-
P.H.F.			0.933				0.912				
Percentage		31.5%	68.5%			46.9%	53.1%				
ADT/AADT		ADT 37,426		AADT 37,426							

Counts Unlimited, Inc.

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City of Lake Elsinore
State Route 74
B/ Riverside Street - Wasson Canyon Road
24 Hour Directional Volume Count

LKE006
Site Code: 003-22418

Start Time	12-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		28	221			21	182				
12:15		25	216			31	183				
12:30		27	228			13	201				
12:45		22	212	102	877	18	230	83	796	185	1673
01:00		20	253			16	204				
01:15		17	244			20	234				
01:30		18	241			21	239				
01:45		23	239	78	977	22	237	79	914	157	1891
02:00		28	287			12	217				
02:15		12	260			19	210				
02:30		20	275			12	256				
02:45		16	361	76	1183	33	280	76	963	152	2146
03:00		19	287			35	247				
03:15		37	362			34	243				
03:30		24	338			59	218				
03:45		40	337	120	1324	87	251	215	959	335	2283
04:00		42	404			96	264				
04:15		81	346			122	242				
04:30		113	**317**			135	267				
04:45		77	**375**	313	1442	172	229	525	1002	838	2444
05:00		61	**376**			189	237				
05:15		119	**389**			207	**284**				
05:30		143	303			219	**256**				
05:45		99	342	422	1410	289	**249**	904	1026	1326	2436
06:00		132	319			228	**250**				
06:15		191	314			244	223				
06:30		185	302			268	186				
06:45		**214**	225	722	1160	**304**	195	1044	854	1766	2014
07:00		**218**	252			**339**	179				
07:15		**244**	226			**295**	167				
07:30		**228**	230			**310**	157				
07:45		195	212	885	920	294	157	1238	660	2123	1580
08:00		206	204			261	127				
08:15		169	213			275	131				
08:30		155	196			229	105				
08:45		140	181	670	794	226	91	991	454	1661	1248
09:00		143	149			181	95				
09:15		150	137			182	95				
09:30		152	171			199	103				
09:45		164	113	609	570	229	77	791	370	1400	940
10:00		134	119			196	62				
10:15		163	103			194	56				
10:30		165	70			226	56				
10:45		148	80	610	372	206	64	822	238	1432	610
11:00		168	63			210	50				
11:15		189	60			185	46				
11:30		214	35			207	39				
11:45		167	40	738	198	209	56	811	191	1549	389
Total		5345	11227	5345	11227	7579	8427	7579	8427	12924	19654
Combined Total		16572		16572		16006		16006		32578	
AM Peak	-	06:45	-	-	-	06:45	-	-	-	-	-
Vol.	-	904	-	-	-	1248	-	-	-	-	-
P.H.F.		0.926				0.920					
PM Peak	-	-	04:30	-	-	-	05:15	-	-	-	-
Vol.	-	-	1457	-	-	-	1039	-	-	-	-
P.H.F.			0.936				0.915				
Percentage		32.3%	67.7%			47.4%	52.6%				
ADT/AADT		ADT 32,578		AADT 32,578							

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County of Riverside
State Route 74
B/ Wasson Canyon Road - Meadowbrook Avenue
24 Hour Directional Volume Count

CRV007
Site Code: 003-22418

Start Time	12-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		27	224			25	183				
12:15		25	217			32	185				
12:30		27	229			14	204				
12:45		22	213	101	883	21	231	92	803	193	1686
01:00		20	253			16	210				
01:15		17	250			20	237				
01:30		19	243			21	242				
01:45		23	240	79	986	23	239	80	928	159	1914
02:00		28	291			12	219				
02:15		12	262			19	211				
02:30		20	278			12	262				
02:45		16	358	76	1189	33	283	76	975	152	2164
03:00		20	288			35	249				
03:15		37	366			34	245				
03:30		25	336			59	223				
03:45		41	338	123	1328	91	256	219	973	342	2301
04:00		45	403			95	271				
04:15		81	348			118	245				
04:30		115	**319**			131	270				
04:45		78	**380**	319	1450	173	235	517	1021	836	2471
05:00		63	**380**			190	244				
05:15		121	**391**			207	**288**				
05:30		151	310			220	**257**				
05:45		107	343	442	1424	289	**256**	906	1045	1348	2469
06:00		139	322			222	**255**				
06:15		194	318			246	227				
06:30		194	307			267	191				
06:45		**227**	231	754	1178	**305**	198	1040	871	1794	2049
07:00		**231**	254			**334**	178				
07:15		**252**	231			**294**	167				
07:30		**230**	230			**312**	163				
07:45		199	213	912	928	293	158	1233	666	2145	1594
08:00		206	201			262	130				
08:15		174	216			275	134				
08:30		157	194			232	107				
08:45		142	183	679	794	226	92	995	463	1674	1257
09:00		141	150			179	102				
09:15		150	137			187	98				
09:30		151	173			199	106				
09:45		172	111	614	571	228	78	793	384	1407	955
10:00		135	121			195	66				
10:15		166	101			196	58				
10:30		164	71			225	58				
10:45		151	80	616	373	206	64	822	246	1438	619
11:00		168	65			210	52				
11:15		192	62			184	48				
11:30		215	35			205	39				
11:45		167	40	742	202	208	57	807	196	1549	398
Total		5457	11306	5457	11306	7580	8571	7580	8571	13037	19877
Combined Total		16763		16763		16151		16151		32914	
AM Peak	-	06:45	-	-	-	06:45	-	-	-	-	-
Vol.	-	940	-	-	-	1245	-	-	-	-	-
P.H.F.		0.933				0.932					
PM Peak	-	-	04:30	-	-	-	05:15	-	-	-	-
Vol.	-	-	1470	-	-	-	1056	-	-	-	-
P.H.F.			0.940				0.917				
Percentage		32.6%	67.4%			46.9%	53.1%				
ADT/AADT		ADT 32,914		AADT 32,914							

Counts Unlimited, Inc.

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County of Riverside
State Route 74
B/ Meadowbrook Avenue - River Road
24 Hour Directional Volume Count

CRV008
Site Code: 003-22418

Start Time	12-May-22 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		21	174			23	157				
12:15		25	181			29	159				
12:30		20	184			20	182				
12:45		15	177	81	716	22	194	94	692	175	1408
01:00		20	199			16	191				
01:15		14	202			21	198				
01:30		13	200			18	192				
01:45		17	203	64	804	24	199	79	780	143	1584
02:00		15	223			10	202				
02:15		12	222			33	189				
02:30		14	219			24	254				
02:45		15	256	56	920	23	253	90	898	146	1818
03:00		21	248			37	230				
03:15		32	304			31	235				
03:30		32	**282**			50	234				
03:45		39	**306**	124	1140	76	239	194	938	318	2078
04:00		42	**338**			76	265				
04:15		68	**313**			97	247				
04:30		92	264			109	257				
04:45		84	317	286	1232	140	240	422	1009	708	2241
05:00		79	286			152	224				
05:15		129	328			192	**272**				
05:30		145	288			199	**270**				
05:45		121	275	474	1177	242	**221**	785	987	1259	2164
06:00		154	272			209	**254**				
06:15		199	256			207	213				
06:30		**215**	231			**257**	196				
06:45		**224**	205	792	964	**251**	196	924	859	1716	1823
07:00		**232**	207			**244**	154				
07:15		**263**	192			**217**	162				
07:30		215	179			230	134				
07:45		188	175	898	753	250	136	941	586	1839	1339
08:00		169	150			238	112				
08:15		175	132			233	123				
08:30		144	127			193	90				
08:45		123	127	611	536	196	92	860	417	1471	953
09:00		135	108			155	103				
09:15		140	94			163	97				
09:30		129	141			160	92				
09:45		145	85	549	428	169	70	647	362	1196	790
10:00		140	92			167	64				
10:15		129	79			172	56				
10:30		129	51			185	59				
10:45		151	66	549	288	176	66	700	245	1249	533
11:00		153	39			176	54				
11:15		135	46			148	53				
11:30		176	30			174	39				
11:45		150	33	614	148	162	59	660	205	1274	353
Total		5098	9106	5098	9106	6396	7978	6396	7978	11494	17084
Combined Total		14204		14204		14374		14374		28578	
AM Peak	-	06:30	-	-	-	06:30	-	-	-	-	-
Vol.	-	934	-	-	-	969	-	-	-	-	-
P.H.F.		0.888				0.943					
PM Peak	-	-	03:30	-	-	-	05:15	-	-	-	-
Vol.	-	-	1239	-	-	-	1017	-	-	-	-
P.H.F.			0.916				0.935				
Percentage		35.9%	64.1%			44.5%	55.5%				
ADT/AADT		ADT 28,578		AADT 28,578							

Counts Unlimited, Inc.

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County of Riverside
State Route 74
B/ River Road - Ellis Avenue
24 Hour Directional Volume Count

CRV009
Site Code: 003-22418

Start Time	12-May-22 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		21	177			26	157				
12:15		24	187			29	165				
12:30		19	186			21	181				
12:45		16	181	80	731	21	200	97	703	177	1434
01:00		20	203			17	188				
01:15		14	204			21	201				
01:30		12	206			19	194				
01:45		17	206	63	819	25	204	82	787	145	1606
02:00		15	224			10	199				
02:15		12	233			34	193				
02:30		14	220			24	259				
02:45		14	263	55	940	23	259	91	910	146	1850
03:00		21	252			37	235				
03:15		32	307			31	239				
03:30		32	283			52	241				
03:45		38	305	123	1147	74	244	194	959	317	2106
04:00		44	**341**			75	270				
04:15		72	**315**			94	254				
04:30		92	**269**			110	261				
04:45		87	**326**	295	1251	139	250	418	1035	713	2286
05:00		80	294			153	223				
05:15		133	325			192	**278**				
05:30		144	292			195	**277**				
05:45		124	276	481	1187	238	**223**	778	1001	1259	2188
06:00		161	277			209	**262**				
06:15		204	259			204	215				
06:30		220	231			**257**	203				
06:45		**234**	209	819	976	**249**	199	919	879	1738	1855
07:00		**237**	203			**248**	157				
07:15		**268**	197			**221**	166				
07:30		**227**	182			230	138				
07:45		194	175	926	757	251	136	950	597	1876	1354
08:00		174	150			241	115				
08:15		180	136			240	126				
08:30		151	127			199	93				
08:45		126	129	631	542	197	95	877	429	1508	971
09:00		138	109			158	106				
09:15		139	93			168	97				
09:30		129	141			161	96				
09:45		146	86	552	429	167	70	654	369	1206	798
10:00		143	92			170	66				
10:15		132	80			173	60				
10:30		133	51			184	61				
10:45		150	66	558	289	175	67	702	254	1260	543
11:00		159	38			182	54				
11:15		137	45			152	55				
11:30		178	30			177	39				
11:45		150	33	624	146	165	59	676	207	1300	353
Total		5207	9214	5207	9214	6438	8130	6438	8130	11645	17344
Combined Total		14421		14421		14568		14568		28989	
AM Peak	-	06:45	-	-	-	06:30	-	-	-	-	-
Vol.	-	966	-	-	-	975	-	-	-	-	-
P.H.F.		0.901				0.948					
PM Peak	-	-	04:00	-	-	-	05:15	-	-	-	-
Vol.	-	-	1251	-	-	-	1040	-	-	-	-
P.H.F.			0.917				0.935				
Percentage		36.1%	63.9%			44.2%	55.8%				
ADT/AADT		ADT 28,989		AADT 28,989							

Counts Unlimited, Inc.

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County of Riverside
State Route 74
B/ Ellis Avenue - Navajo Road
24 Hour Directional Volume Count

CRV010
Site Code: 003-22418

Start Time	12-May-22 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		27	254			24	205				
12:15		25	231			37	228				
12:30		26	176			29	225				
12:45		19	187	97	848	33	196	123	854	220	1702
01:00		18	173			22	222				
01:15		16	205			17	213				
01:30		18	219			24	223				
01:45		16	228	68	825	18	225	81	883	149	1708
02:00		15	202			26	248				
02:15		15	229			14	206				
02:30		18	235			21	235				
02:45		19	211	67	877	24	275	85	964	152	1841
03:00		36	232			22	245				
03:15		38	260			27	253				
03:30		44	312			39	**248**				
03:45		47	262	165	1066	42	**261**	130	1007	295	2073
04:00		79	235			47	**253**				
04:15		92	270			63	**262**				
04:30		126	242			81	228				
04:45		120	**272**	417	1019	115	257	306	1000	723	2019
05:00		128	**264**			117	261				
05:15		156	**306**			149	263				
05:30		196	**300**			154	218				
05:45		143	239	623	1109	168	242	588	984	1211	2093
06:00		150	253			193	214				
06:15		185	232			188	242				
06:30		236	203			220	179				
06:45		**236**	202	807	890	223	192	824	827	1631	1717
07:00		**214**	155			188	182				
07:15		**275**	195			**231**	175				
07:30		**288**	169			**260**	169				
07:45		225	145	1002	664	**235**	176	914	702	1916	1366
08:00		205	145			**210**	196				
08:15		157	131			179	169				
08:30		178	120			164	146				
08:45		195	145	735	541	167	158	720	669	1455	1210
09:00		204	115			146	110				
09:15		183	119			152	124				
09:30		182	85			177	114				
09:45		188	95	757	414	172	123	647	471	1404	885
10:00		162	78			182	97				
10:15		150	67			171	100				
10:30		139	91			178	96				
10:45		151	58	602	294	153	71	684	364	1286	658
11:00		180	54			163	67				
11:15		159	44			170	72				
11:30		176	27			200	49				
11:45		205	40	720	165	168	58	701	246	1421	411
Total		6060	8712	6060	8712	5803	8971	5803	8971	11863	17683
Combined Total		14772		14772		14774		14774		29546	
AM Peak	-	06:45	-	-	-	07:15	-	-	-	-	-
Vol.	-	1013	-	-	-	936	-	-	-	-	-
P.H.F.		0.879				0.900					
PM Peak	-	-	04:45	-	-	-	03:30	-	-	-	-
Vol.	-	-	1142	-	-	-	1024	-	-	-	-
P.H.F.			0.933				0.977				
Percentage		41.0%	59.0%			39.3%	60.7%				
ADT/AADT		ADT 29,546		AADT 29,546							

Counts Unlimited, Inc.

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County of Riverside
4th Street
B/ Navajo Road - A Street
24 Hour Directional Volume Count

CRV011
Site Code: 003-22418

Start Time	12-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		39	354			36	276				
12:15		32	308			50	344				
12:30		34	250			42	323				
12:45		25	263	130	1175	41	312	169	1255	299	2430
01:00		25	273			29	319				
01:15		18	305			22	284				
01:30		21	296			29	323				
01:45		18	321	82	1195	25	323	105	1249	187	2444
02:00		19	291			36	354				
02:15		22	331			21	302				
02:30		24	308			31	342				
02:45		27	306	92	1236	30	365	118	1363	210	2599
03:00		45	299			27	340				
03:15		48	343			35	344				
03:30		66	395			45	**344**				
03:45		67	359	226	1396	50	**368**	157	1396	383	2792
04:00		110	330			58	**385**				
04:15		132	352			72	**362**				
04:30		191	338			89	338				
04:45		171	348	604	1368	118	359	337	1444	941	2812
05:00		161	**361**			128	366				
05:15		200	**401**			157	364				
05:30		266	**399**			165	315				
05:45		208	**351**	835	1512	187	354	637	1399	1472	2911
06:00		199	349			210	313				
06:15		249	314			211	315				
06:30		297	286			241	246				
06:45		288	291	1033	1240	264	272	926	1146	1959	2386
07:00		**316**	231			235	259				
07:15		**413**	250			**281**	246				
07:30		**418**	236			**332**	244				
07:45		**344**	212	1491	929	**331**	267	1179	1016	2670	1945
08:00		304	208			**297**	287				
08:15		227	199			236	293				
08:30		233	176			210	250				
08:45		256	216	1020	799	222	238	965	1068	1985	1867
09:00		266	159			186	199				
09:15		264	167			195	202				
09:30		252	141			237	187				
09:45		258	135	1040	602	223	192	841	780	1881	1382
10:00		238	96			241	145				
10:15		232	93			241	144				
10:30		221	118			224	135				
10:45		228	83	919	390	221	117	927	541	1846	931
11:00		268	68			215	110				
11:15		214	61			233	105				
11:30		274	38			266	78				
11:45		292	48	1048	215	237	82	951	375	1999	590
Total		8520	12057	8520	12057	7312	13032	7312	13032	15832	25089
Combined Total		20577		20577		20344		20344		40921	
AM Peak	-	07:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	1491	-	-	-	1241	-	-	-	-	-
P.H.F.		0.892				0.934					
PM Peak	-	-	05:00	-	-	-	03:30	-	-	-	-
Vol.	-	-	1512	-	-	-	1459	-	-	-	-
P.H.F.			0.943				0.947				
Percentage		41.4%	58.6%			35.9%	64.1%				
ADT/AADT		ADT 40,921		AADT 40,921							

Counts Unlimited, Inc.

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City of Perris
4th Street
B/ A Street - C Street
24 Hour Directional Volume Count

PER012
Site Code: 003-22418

Start Time	12-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		40	272			54	238				
12:15		29	284			51	260				
12:30		27	258			48	303				
12:45		22	223	118	1037	43	275	196	1076	314	2113
01:00		27	220			38	278				
01:15		15	258			26	255				
01:30		17	252			37	246				
01:45		22	259	81	989	29	307	130	1086	211	2075
02:00		18	268			31	298				
02:15		21	279			21	263				
02:30		23	269			26	258				
02:45		22	236	84	1052	29	270	107	1089	191	2141
03:00		52	280			24	309				
03:15		43	269			28	264				
03:30		72	305			44	278				
03:45		69	316	236	1170	44	276	140	1127	376	2297
04:00		105	271			47	317				
04:15		125	297			66	286				
04:30		170	282			81	**302**				
04:45		158	309	558	1159	110	**270**	304	1175	862	2334
05:00		177	271			109	**321**				
05:15		170	**341**			127	**310**				
05:30		244	**284**			133	250				
05:45		183	**320**	774	1216	172	306	541	1187	1315	2403
06:00		181	**303**			162	245				
06:15		213	262			194	251				
06:30		257	238			197	211				
06:45		228	245	879	1048	226	232	779	939	1658	1987
07:00		247	173			**251**	225				
07:15		**303**	209			**274**	203				
07:30		**338**	221			**295**	236				
07:45		**295**	190	1183	793	**296**	235	1116	899	2299	1692
08:00		**289**	178			213	233				
08:15		247	182			200	272				
08:30		206	174			209	187				
08:45		203	192	945	726	186	216	808	908	1753	1634
09:00		226	147			180	179				
09:15		205	134			148	191				
09:30		276	129			252	184				
09:45		220	122	927	532	215	186	795	740	1722	1272
10:00		218	90			234	149				
10:15		204	96			214	144				
10:30		205	107			211	141				
10:45		224	78	851	371	208	135	867	569	1718	940
11:00		240	67			198	110				
11:15		196	61			220	110				
11:30		237	42			222	80				
11:45		236	41	909	211	240	75	880	375	1789	586
Total		7545	10304	7545	10304	6663	11170	6663	11170	14208	21474
Combined Total		17849		17849		17833		17833		35682	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	1225	-	-	-	1116	-	-	-	-	-
P.H.F.		0.906				0.943					
PM Peak	-	-	05:15	-	-	-	04:30	-	-	-	-
Vol.	-	-	1248	-	-	-	1203	-	-	-	-
P.H.F.			0.915				0.937				
Percentage		42.3%	57.7%			37.4%	62.6%				
ADT/AADT		ADT 35,682		AADT 35,682							

Counts Unlimited, Inc.

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City of Perris
4th Street
B/ C Street - D Street
24 Hour Directional Volume Count

PER013
Site Code: 003-22418

Start Time	12-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		33	243			28	178				
12:15		23	259			27	178				
12:30		23	213			28	206				
12:45		14	188	93	903	21	179	104	741	197	1644
01:00		21	190			22	186				
01:15		12	208			15	166				
01:30		13	196			24	165				
01:45		11	205	57	799	18	219	79	736	136	1535
02:00		13	211			16	194				
02:15		14	244			12	169				
02:30		11	237			13	176				
02:45		18	190	56	882	12	189	53	728	109	1610
03:00		31	245			13	213				
03:15		24	235			18	176				
03:30		37	255			21	178				
03:45		32	252	124	987	23	170	75	737	199	1724
04:00		54	223			30	212				
04:15		65	240			37	188				
04:30		100	227			53	**214**				
04:45		90	244	309	934	69	**170**	189	784	498	1718
05:00		91	219			65	**211**				
05:15		102	**271**			88	**210**				
05:30		132	**211**			96	160				
05:45		118	**258**	443	959	96	210	345	791	788	1750
06:00		126	**249**			106	147				
06:15		158	212			125	173				
06:30		192	186			119	132				
06:45		184	210	660	857	149	164	499	616	1159	1473
07:00		193	140			**174**	153				
07:15		**239**	183			**182**	129				
07:30		**284**	172			**217**	154				
07:45		**259**	157	975	652	**234**	150	807	586	1782	1238
08:00		**251**	151			149	134				
08:15		191	142			132	169				
08:30		151	150			135	128				
08:45		175	170	768	613	123	152	539	583	1307	1196
09:00		190	120			101	116				
09:15		152	100			97	130				
09:30		214	112			170	123				
09:45		180	105	736	437	150	118	518	487	1254	924
10:00		185	77			176	96				
10:15		160	80			136	84				
10:30		169	94			147	81				
10:45		186	67	700	318	150	70	609	331	1309	649
11:00		202	57			147	67				
11:15		165	47			176	58				
11:30		200	33			154	51				
11:45		214	35	781	172	182	54	659	230	1440	402
Total		5702	8513	5702	8513	4476	7350	4476	7350	10178	15863
Combined Total		14215		14215		11826		11826		26041	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	1033	-	-	-	807	-	-	-	-	-
P.H.F.		0.909				0.862					
PM Peak	-	-	05:15	-	-	-	04:30	-	-	-	-
Vol.	-	-	989	-	-	-	805	-	-	-	-
P.H.F.			0.912				0.940				
Percentage		40.1%	59.9%			37.8%	62.2%				
ADT/AADT		ADT 26,041		AADT 26,041							

Counts Unlimited, Inc.

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City of Perris
4th Street
B/ D Street - Perris Boulevard
24 Hour Directional Volume Count

PER014
Site Code: 003-22418

Start Time	12-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		31	241			30	182				
12:15		25	242			21	148				
12:30		21	183			30	188				
12:45		14	179	91	845	21	167	102	685	193	1530
01:00		17	180			19	189				
01:15		12	202			12	152				
01:30		12	188			17	174				
01:45		10	176	51	746	22	194	70	709	121	1455
02:00		10	197			19	**184**				
02:15		13	218			11	**157**				
02:30		8	220			15	**169**				
02:45		14	185	45	820	9	**205**	54	715	99	1535
03:00		19	209			16	175				
03:15		17	206			18	157				
03:30		35	**267**			18	176				
03:45		27	**211**	98	893	25	146	77	654	175	1547
04:00		34	**207**			27	196				
04:15		52	**221**			33	159				
04:30		79	210			40	192				
04:45		76	239	241	877	66	166	166	713	407	1590
05:00		72	227			67	175				
05:15		80	209			73	182				
05:30		102	209			83	181				
05:45		112	237	366	882	86	141	309	679	675	1561
06:00		88	232			102	135				
06:15		112	204			111	146				
06:30		152	150			107	129				
06:45		171	211	523	797	130	124	450	534	973	1331
07:00		160	154			**161**	164				
07:15		**219**	157			**171**	105				
07:30		**221**	158			**206**	127				
07:45		**217**	138	817	607	**194**	156	732	552	1549	1159
08:00		**236**	139			148	130				
08:15		163	137			106	149				
08:30		146	132			141	110				
08:45		148	152	693	560	119	127	514	516	1207	1076
09:00		152	131			100	109				
09:15		156	92			113	109				
09:30		146	93			134	101				
09:45		163	99	617	415	133	109	480	428	1097	843
10:00		168	81			163	77				
10:15		156	64			121	73				
10:30		157	93			164	68				
10:45		167	62	648	300	138	66	586	284	1234	584
11:00		179	58			147	59				
11:15		153	37			154	51				
11:30		187	36			162	36				
11:45		185	33	704	164	153	46	616	192	1320	356
Total		4894	7906	4894	7906	4156	6661	4156	6661	9050	14567
Combined Total		12800		12800		10817		10817		23617	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	893	-	-	-	732	-	-	-	-	-
P.H.F.		0.946				0.888					
PM Peak	-	-	03:30	-	-	-	02:00	-	-	-	-
Vol.	-	-	906	-	-	-	715	-	-	-	-
P.H.F.			0.848				0.872				
Percentage		38.2%	61.8%			38.4%	61.6%				
ADT/AADT		ADT 23,617		AADT 23,617							

Counts Unlimited, Inc.

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City of Perris
4th Street
B/ Perris Boulevard - G Street
24 Hour Directional Volume Count

PER015
Site Code: 003-22418

Start Time	12-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		26	193			31	157				
12:15		22	200			17	116				
12:30		21	155			30	177				
12:45		15	174	84	722	20	135	98	585	182	1307
01:00		19	201			12	**156**				
01:15		8	172			11	**151**				
01:30		9	162			17	**158**				
01:45		13	146	49	681	18	**162**	58	627	107	1308
02:00		6	176			16	144				
02:15		7	204			8	125				
02:30		6	187			8	151				
02:45		14	157	33	724	10	156	42	576	75	1300
03:00		21	185			11	149				
03:15		19	158			19	135				
03:30		19	223			16	157				
03:45		19	154	78	720	19	129	65	570	143	1290
04:00		20	172			16	162				
04:15		40	167			27	121				
04:30		49	174			36	159				
04:45		55	176	164	689	45	137	124	579	288	1268
05:00		57	186			45	151				
05:15		64	167			56	153				
05:30		73	**163**			73	160				
05:45		96	**197**	290	713	69	118	243	582	533	1295
06:00		78	**200**			82	120				
06:15		87	**178**			86	122				
06:30		110	124			79	116				
06:45		113	144	388	646	109	96	356	454	744	1100
07:00		110	130			**135**	157				
07:15		**146**	140			**126**	96				
07:30		**144**	127			**156**	104				
07:45		**177**	128	577	525	**164**	112	581	469	1158	994
08:00		**193**	136			110	107				
08:15		120	122			96	120				
08:30		119	127			115	82				
08:45		123	124	555	509	105	116	426	425	981	934
09:00		127	120			94	92				
09:15		123	82			86	99				
09:30		146	73			115	77				
09:45		135	83	531	358	122	100	417	368	948	726
10:00		138	70			125	59				
10:15		137	54			106	60				
10:30		151	72			151	61				
10:45		142	57	568	253	127	51	509	231	1077	484
11:00		169	52			133	44				
11:15		123	32			125	34				
11:30		167	30			141	38				
11:45		156	34	615	148	155	34	554	150	1169	298
Total		3932	6688	3932	6688	3473	5616	3473	5616	7405	12304
Combined Total		10620		10620		9089		9089		19709	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	660	-	-	-	581	-	-	-	-	-
P.H.F.		0.855				0.886					
PM Peak	-	-	05:30	-	-	-	01:00	-	-	-	-
Vol.	-	-	738	-	-	-	627	-	-	-	-
P.H.F.			0.827				0.968				
Percentage		37.0%	63.0%			38.2%	61.8%				
ADT/AADT		ADT 19,709		AADT 19,709							

Counts Unlimited, Inc.

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City of Perris
4th Street
B/ G Street - Wilkerson Avenue
24 Hour Directional Volume Count

PER016
Site Code: 003-22418

Start Time	12-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		38	178			30	150				
12:15		24	**178**			17	156				
12:30		21	**185**			28	158				
12:45		19	**166**	102	707	22	147	97	611	199	1318
01:00		22	**194**			19	**148**				
01:15		15	176			13	**152**				
01:30		12	145			21	**165**				
01:45		13	162	62	677	18	**153**	71	618	133	1295
02:00		5	172			14	125				
02:15		8	189			10	156				
02:30		11	168			15	142				
02:45		22	162	46	691	9	151	48	574	94	1265
03:00		16	179			13	135				
03:15		20	187			19	141				
03:30		19	189			19	152				
03:45		21	149	76	704	29	150	80	578	156	1282
04:00		30	148			20	148				
04:15		43	181			29	149				
04:30		51	169			40	162				
04:45		50	192	174	690	59	125	148	584	322	1274
05:00		63	168			49	163				
05:15		76	193			84	156				
05:30		81	142			91	135				
05:45		107	178	327	681	85	108	309	562	636	1243
06:00		70	187			89	111				
06:15		114	170			92	147				
06:30		111	138			100	115				
06:45		123	160	418	655	119	98	400	471	818	1126
07:00		109	109			**139**	115				
07:15		132	136			**141**	95				
07:30		124	115			**177**	111				
07:45		165	118	530	478	**178**	89	635	410	1165	888
08:00		160	108			113	108				
08:15		134	112			118	103				
08:30		109	117			124	88				
08:45		113	105	516	442	107	95	462	394	978	836
09:00		130	117			116	76				
09:15		122	99			116	98				
09:30		131	87			122	82				
09:45		115	75	498	378	134	85	488	341	986	719
10:00		130	63			147	56				
10:15		127	69			124	59				
10:30		128	77			149	60				
10:45		142	61	527	270	137	64	557	239	1084	509
11:00		**158**	43			128	48				
11:15		**126**	33			146	28				
11:30		**157**	34			141	38				
11:45		**165**	37	606	147	183	30	598	144	1204	291
Total		3882	6520	3882	6520	3893	5526	3893	5526	7775	12046
Combined Total		10402		10402		9419		9419		19821	
AM Peak	-	11:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	606	-	-	-	635	-	-	-	-	-
P.H.F.		0.918				0.892					
PM Peak	-	-	00:15	-	-	-	01:00	-	-	-	-
Vol.	-	-	723	-	-	-	618	-	-	-	-
P.H.F.			0.932				0.936				
Percentage		37.3%	62.7%			41.3%	58.7%				
ADT/AADT		ADT 19,821		AADT 19,821							

Counts Unlimited, Inc.

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City of Perris
4th Street
B/ Wilkerson Avenue - Redlands Avenue
24 Hour Directional Volume Count

PER017
Site Code: 003-22418

Start Time	12-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		38	195			26	172				
12:15		20	**203**			13	170				
12:30		17	**210**			31	162				
12:45		17	**193**	92	801	20	179	90	683	182	1484
01:00		21	**219**			18	162				
01:15		14	194			14	155				
01:30		14	200			17	168				
01:45		12	194	61	807	17	173	66	658	127	1465
02:00		8	209			12	141				
02:15		14	208			12	155				
02:30		11	187			15	181				
02:45		22	180	55	784	9	169	48	646	103	1430
03:00		20	205			10	157				
03:15		20	215			19	152				
03:30		21	208			20	159				
03:45		24	170	85	798	31	**172**	80	640	165	1438
04:00		33	169			21	**171**				
04:15		45	211			38	**164**				
04:30		52	189			46	**181**				
04:45		55	231	185	800	59	142	164	658	349	1458
05:00		76	179			54	170				
05:15		78	209			90	161				
05:30		87	176			108	148				
05:45		123	199	364	763	107	120	359	599	723	1362
06:00		80	230			101	120				
06:15		121	182			100	158				
06:30		122	159			113	125				
06:45		131	175	454	746	128	125	442	528	896	1274
07:00		117	144			**149**	124				
07:15		143	157			**157**	100				
07:30		138	128			**196**	116				
07:45		172	123	570	552	**193**	100	695	440	1265	992
08:00		168	134			133	124				
08:15		136	128			131	103				
08:30		130	128			140	93				
08:45		132	108	566	498	120	96	524	416	1090	914
09:00		143	129			117	70				
09:15		138	104			141	97				
09:30		138	88			125	74				
09:45		127	79	546	400	146	80	529	321	1075	721
10:00		138	61			150	47				
10:15		150	60			134	55				
10:30		167	75			163	60				
10:45		163	54	618	250	159	57	606	219	1224	469
11:00		**176**	49			135	50				
11:15		**162**	29			165	25				
11:30		**178**	31			160	35				
11:45		**196**	43	712	152	178	25	638	135	1350	287
Total		4308	7351	4308	7351	4241	5943	4241	5943	8549	13294
Combined Total		11659		11659		10184		10184		21843	
AM Peak	-	11:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	712	-	-	-	695	-	-	-	-	-
P.H.F.		0.908				0.886					
PM Peak	-	-	00:15	-	-	-	03:45	-	-	-	-
Vol.	-	-	825	-	-	-	688	-	-	-	-
P.H.F.			0.942				0.950				
Percentage		37.0%	63.1%			41.6%	58.4%				
ADT/AADT		ADT 21,843		AADT 21,843							

Counts Unlimited, Inc.

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County of Riverside
State Route 74
B/ Interstate 215 Northbound Ramps - Trumble Road
24 Hour Directional Volume Count

CRV018
Site Code: 003-22418

Start Time	19-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		54	184			36	228				
12:15		51	207			12	245				
12:30		49	172			28	246				
12:45		47	235	201	798	17	228	93	947	294	1745
01:00		36	212			22	222				
01:15		29	232			18	238				
01:30		26	227			17	262				
01:45		24	231	115	902	21	235	78	957	193	1859
02:00		35	223			24	283				
02:15		27	231			31	249				
02:30		38	269			31	295				
02:45		41	284	141	1007	34	320	120	1147	261	2154
03:00		31	246			39	274				
03:15		28	332			61	**283**				
03:30		20	307			96	**343**				
03:45		41	338	120	1223	116	**305**	312	1205	432	2428
04:00		27	283			144	**302**				
04:15		45	265			155	259				
04:30		48	314			254	284				
04:45		81	**344**	201	1206	218	243	771	1088	972	2294
05:00		87	**316**			226	276				
05:15		108	**290**			241	222				
05:30		152	**327**			296	288				
05:45		261	324	608	1257	267	219	1030	1005	1638	2262
06:00		161	293			248	229				
06:15		177	259			284	181				
06:30		**196**	321			322	193				
06:45		**253**	269	787	1142	309	190	1163	793	1950	1935
07:00		**228**	228			**333**	197				
07:15		**224**	230			**294**	195				
07:30		191	207			**347**	176				
07:45		190	186	833	851	**337**	173	1311	741	2144	1592
08:00		208	167			314	170				
08:15		177	172			235	149				
08:30		174	190			266	166				
08:45		177	162	736	691	270	126	1085	611	1821	1302
09:00		167	127			253	118				
09:15		171	164			263	151				
09:30		142	155			239	145				
09:45		171	141	651	587	237	115	992	529	1643	1116
10:00		139	107			221	121				
10:15		163	131			220	123				
10:30		149	113			214	114				
10:45		205	97	656	448	206	78	861	436	1517	884
11:00		162	82			219	63				
11:15		202	100			238	93				
11:30		151	84			235	62				
11:45		214	56	729	322	216	51	908	269	1637	591
Total		5778	10434	5778	10434	8724	9728	8724	9728	14502	20162
Combined Total		16212		16212		18452		18452		34664	
AM Peak	-	06:30	-	-	-	07:00	-	-	-	-	-
Vol.	-	901	-	-	-	1311	-	-	-	-	-
P.H.F.		0.890				0.945					
PM Peak	-	-	04:45	-	-	-	03:15	-	-	-	-
Vol.	-	-	1277	-	-	-	1233	-	-	-	-
P.H.F.			0.928				0.899				
Percentage		35.6%	64.4%			47.3%	52.7%				
ADT/AADT		ADT 34,664		AADT 34,664							

Counts Unlimited, Inc.

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County of Riverside
State Route 74
B/ Trumble Road - Sherman Road West
24 Hour Directional Volume Count

CRV019
Site Code: 003-22418

Start Time	19-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		45	144			29	158				
12:15		46	152			10	193				
12:30		46	146			26	189				
12:45		39	188	176	630	15	194	80	734	256	1364
01:00		34	157			19	186				
01:15		27	181			19	191				
01:30		27	190			14	221				
01:45		21	201	109	729	18	191	70	789	179	1518
02:00		27	181			22	232				
02:15		28	184			24	199				
02:30		33	216			26	227				
02:45		38	241	126	822	27	**263**	99	921	225	1743
03:00		28	183			37	**209**				
03:15		23	**240**			52	**234**				
03:30		18	**255**			74	**246**				
03:45		38	**263**	107	941	91	242	254	931	361	1872
04:00		18	**234**			129	212				
04:15		28	200			133	191				
04:30		37	237			210	185				
04:45		60	249	143	920	194	181	666	769	809	1689
05:00		67	258			190	190				
05:15		73	211			202	169				
05:30		110	219			245	237				
05:45		158	253	408	941	223	178	860	774	1268	1715
06:00		110	224			190	193				
06:15		139	197			217	150				
06:30		157	226			233	153				
06:45		**211**	190	617	837	238	177	878	673	1495	1510
07:00		**208**	184			**250**	139				
07:15		**166**	175			**228**	139				
07:30		**167**	156			**263**	129				
07:45		152	149	693	664	**253**	138	994	545	1687	1209
08:00		160	132			236	132				
08:15		143	131			180	103				
08:30		138	142			199	129				
08:45		140	124	581	529	204	101	819	465	1400	994
09:00		141	113			175	91				
09:15		141	141			189	98				
09:30		128	117			195	113				
09:45		151	118	561	489	178	88	737	390	1298	879
10:00		121	93			178	98				
10:15		137	108			177	95				
10:30		133	106			167	77				
10:45		167	85	558	392	171	59	693	329	1251	721
11:00		135	75			163	47				
11:15		162	102			183	49				
11:30		129	80			189	43				
11:45		173	48	599	305	167	39	702	178	1301	483
Total		4678	8199	4678	8199	6852	7498	6852	7498	11530	15697
Combined Total		12877		12877		14350		14350		27227	
AM Peak	-	06:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	752	-	-	-	994	-	-	-	-	-
P.H.F.		0.891				0.945					
PM Peak	-	-	03:15	-	-	-	02:45	-	-	-	-
Vol.	-	-	992	-	-	-	952	-	-	-	-
P.H.F.			0.943				0.905				
Percentage		36.3%	63.7%			47.7%	52.3%				
ADT/AADT		ADT 27,227		AADT 27,227							

Counts Unlimited, Inc.

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County of Riverside
State Route 74
B/ Sherman Road West - Sherman Road East
24 Hour Directional Volume Count

CRV020
Site Code: 003-22418

Start Time	19-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		54	147			27	194				
12:15		47	156			14	179				
12:30		44	148			30	208				
12:45		41	192	186	643	15	173	86	754	272	1397
01:00		34	161			19	214				
01:15		26	178			17	207				
01:30		31	201			16	219				
01:45		22	192	113	732	17	198	69	838	182	1570
02:00		30	202			24	214				
02:15		29	187			27	220				
02:30		33	211			28	**244**				
02:45		34	243	126	843	25	**252**	104	930	230	1773
03:00		29	212			36	**243**				
03:15		21	**241**			58	**237**				
03:30		19	**242**			79	235				
03:45		29	**286**	98	981	89	245	262	960	360	1941
04:00		20	**240**			131	202				
04:15		26	215			169	188				
04:30		38	252			184	192				
04:45		64	266	148	973	201	184	685	766	833	1739
05:00		61	263			184	201				
05:15		69	219			211	172				
05:30		110	240			248	244				
05:45		126	266	366	988	230	164	873	781	1239	1769
06:00		114	245			203	186				
06:15		130	212			203	160				
06:30		159	237			233	166				
06:45		**205**	203	608	897	255	140	894	652	1502	1549
07:00		**213**	192			212	161				
07:15		**146**	182			**228**	121				
07:30		**178**	161			**240**	147				
07:45		162	160	699	695	**265**	141	945	570	1644	1265
08:00		158	126			**224**	134				
08:15		140	138			190	102				
08:30		144	146			202	111				
08:45		138	125	580	535	184	100	800	447	1380	982
09:00		144	124			192	103				
09:15		141	144			173	96				
09:30		120	114			173	102				
09:45		150	119	555	501	166	97	704	398	1259	899
10:00		124	90			182	91				
10:15		146	107			155	95				
10:30		134	114			161	79				
10:45		169	89	573	400	174	65	672	330	1245	730
11:00		142	78			171	50				
11:15		169	95			201	52				
11:30		124	81			166	50				
11:45		177	55	612	309	167	37	705	189	1317	498
Total		4664	8497	4664	8497	6799	7615	6799	7615	11463	16112
Combined Total		13161		13161		14414		14414		27575	
AM Peak	-	06:45	-	-	-	07:15	-	-	-	-	-
Vol.	-	742	-	-	-	957	-	-	-	-	-
P.H.F.		0.871				0.903					
PM Peak	-	-	03:15	-	-	-	02:30	-	-	-	-
Vol.	-	-	1009	-	-	-	976	-	-	-	-
P.H.F.			0.882				0.968				
Percentage		35.4%	64.6%			47.2%	52.8%				
ADT/AADT		ADT 27,575		AADT 27,575							

Counts Unlimited, Inc.

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City of Menifee
State Route 74
B/ Sherman Road East - Antelope Road
24 Hour Directional Volume Count

MEN021
Site Code: 003-22418

Start Time	19-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		58	159			25	215				
12:15		50	180			15	181				
12:30		45	163			30	231				
12:45		40	202	193	704	17	194	87	821	280	1525
01:00		35	192			21	231				
01:15		30	190			17	216				
01:30		34	203			18	240				
01:45		28	221	127	806	15	210	71	897	198	1703
02:00		30	223			26	225				
02:15		28	207			27	**251**				
02:30		32	234			27	**261**				
02:45		34	275	124	939	25	**255**	105	992	229	1931
03:00		29	237			34	**253**				
03:15		26	263			63	244				
03:30		19	273			80	267				
03:45		28	309	102	1082	89	242	266	1006	368	2088
04:00		21	250			122	220				
04:15		29	240			160	195				
04:30		41	**278**			185	199				
04:45		67	**293**	158	1061	204	195	671	809	829	1870
05:00		59	**293**			188	219				
05:15		70	**248**			213	188				
05:30		117	271			256	253				
05:45		131	288	377	1100	244	170	901	830	1278	1930
06:00		124	278			215	179				
06:15		135	220			211	165				
06:30		173	259			256	170				
06:45		**204**	222	636	979	265	151	947	665	1583	1644
07:00		**227**	210			225	177				
07:15		**192**	195			**231**	131				
07:30		**209**	181			**275**	151				
07:45		193	173	821	759	**307**	173	1038	632	1859	1391
08:00		185	141			**241**	137				
08:15		156	146			207	110				
08:30		164	167			201	116				
08:45		149	143	654	597	195	110	844	473	1498	1070
09:00		159	139			204	109				
09:15		150	158			181	103				
09:30		141	127			177	107				
09:45		162	122	612	546	193	107	755	426	1367	972
10:00		133	101			192	97				
10:15		161	110			164	98				
10:30		159	118			168	79				
10:45		174	94	627	423	186	67	710	341	1337	764
11:00		156	78			187	54				
11:15		182	96			218	60				
11:30		134	82			174	50				
11:45		195	57	667	313	183	40	762	204	1429	517
Total		5098	9309	5098	9309	7157	8096	7157	8096	12255	17405
Combined Total		14407		14407		15253		15253		29660	
AM Peak	-	06:45	-	-	-	07:15	-	-	-	-	-
Vol.	-	832	-	-	-	1054	-	-	-	-	-
P.H.F.		0.916				0.858					
PM Peak	-	-	04:30	-	-	-	02:15	-	-	-	-
Vol.	-	-	1112	-	-	-	1020	-	-	-	-
P.H.F.			0.949				0.977				
Percentage		35.4%	64.6%			46.9%	53.1%				
ADT/AADT		ADT 29,660		AADT 29,660							

Counts Unlimited, Inc.

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City of Menifee
State Route 74
B/ Antelope Road - Palomar Road
24 Hour Directional Volume Count

MEN022
Site Code: 003-22418

Start Time	19-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		7	187			19	164				
12:15		15	177			51	155				
12:30		25	188			35	159				
12:45		19	194	66	746	36	177	141	655	207	1401
01:00		18	210			27	190				
01:15		20	227			26	188				
01:30		15	212			26	177				
01:45		16	203	69	852	24	222	103	777	172	1629
02:00		26	194			29	217				
02:15		24	267			21	179				
02:30		28	251			26	247				
02:45		23	**205**	101	917	29	**255**	105	898	206	1815
03:00		39	**217**			22	**271**				
03:15		62	**286**			23	**222**				
03:30		78	**280**			18	**288**				
03:45		87	201	266	984	25	245	88	1026	354	2010
04:00		124	207			16	265				
04:15		150	164			31	215				
04:30		173	176			43	247				
04:45		187	174	634	721	62	286	152	1013	786	1734
05:00		160	209			53	249				
05:15		208	154			75	227				
05:30		229	238			107	226				
05:45		217	143	814	744	141	257	376	959	1190	1703
06:00		202	166			119	262				
06:15		221	225			130	210				
06:30		229	150			174	224				
06:45		246	208	898	749	**215**	195	638	891	1536	1640
07:00		219	163			**217**	194				
07:15		**272**	114			**257**	183				
07:30		**282**	146			**227**	148				
07:45		**305**	142	1078	565	170	156	871	681	1949	1246
08:00		**247**	130			181	131				
08:15		186	93			153	132				
08:30		181	128			151	150				
08:45		192	104	806	455	148	141	633	554	1439	1009
09:00		153	94			156	133				
09:15		185	93			143	140				
09:30		161	105			147	116				
09:45		184	99	683	391	159	112	605	501	1288	892
10:00		153	105			113	86				
10:15		190	82			148	97				
10:30		160	77			139	116				
10:45		179	58	682	322	165	78	565	377	1247	699
11:00		145	52			129	76				
11:15		189	51			187	78				
11:30		160	49			134	86				
11:45		176	40	670	192	178	102	628	342	1298	534
Total		6767	7638	6767	7638	4905	8674	4905	8674	11672	16312
Combined Total		14405		14405		13579		13579		27984	
AM Peak	-	07:15	-	-	-	06:45	-	-	-	-	-
Vol.	-	1106	-	-	-	916	-	-	-	-	-
P.H.F.		0.907				0.891					
PM Peak	-	-	02:45	-	-	-	02:45	-	-	-	-
Vol.	-	-	988	-	-	-	1036	-	-	-	-
P.H.F.			0.864				0.899				
Percentage		47.0%	53.0%			36.1%	63.9%				
ADT/AADT		ADT 27,984		AADT 27,984							

Counts Unlimited, Inc.

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City of Menifee
State Route 74
B/ Palomar Road - Menifee Road
24 Hour Directional Volume Count

MEN023
Site Code: 003-22418

Start Time	19-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	186			16	149				
12:15		14	169			49	146				
12:30		25	176			37	153				
12:45		18	190	65	721	37	158	139	606	204	1327
01:00		18	194			27	169				
01:15		18	206			29	178				
01:30		14	206			25	169				
01:45		15	198	65	804	24	210	105	726	170	1530
02:00		25	185			26	194				
02:15		24	251			24	156				
02:30		26	233			27	226				
02:45		22	**205**	97	874	31	234	108	810	205	1684
03:00		35	**219**			23	**238**				
03:15		62	**261**			22	**201**				
03:30		77	**266**			16	**254**				
03:45		84	185	258	931	29	**238**	90	931	348	1862
04:00		121	205			16	236				
04:15		141	158			27	188				
04:30		165	176			37	234				
04:45		176	167	603	706	58	261	138	919	741	1625
05:00		163	199			51	237				
05:15		196	158			69	195				
05:30		229	226			102	217				
05:45		201	134	789	717	138	236	360	885	1149	1602
06:00		192	159			110	244				
06:15		207	219			133	186				
06:30		220	147			160	216				
06:45		244	209	863	734	**212**	193	615	839	1478	1573
07:00		208	165			**192**	173				
07:15		**259**	107			**206**	179				
07:30		**279**	143			**195**	140				
07:45		**282**	134	1028	549	158	153	751	645	1779	1194
08:00		**235**	123			183	117				
08:15		178	95			146	128				
08:30		184	124			149	142				
08:45		183	96	780	438	137	128	615	515	1395	953
09:00		149	89			153	118				
09:15		184	86			126	130				
09:30		162	98			138	108				
09:45		176	94	671	367	144	105	561	461	1232	828
10:00		156	103			118	75				
10:15		192	82			138	91				
10:30		155	71			137	111				
10:45		164	58	667	314	163	81	556	358	1223	672
11:00		154	48			126	73				
11:15		192	47			185	74				
11:30		160	44			116	81				
11:45		163	38	669	177	170	101	597	329	1266	506
Total		6555	7332	6555	7332	4635	8024	4635	8024	11190	15356
Combined Total		13887		13887		12659		12659		26546	
AM Peak	-	07:15	-	-	-	06:45	-	-	-	-	-
Vol.	-	1055	-	-	-	805	-	-	-	-	-
P.H.F.		0.935				0.949					
PM Peak	-	-	02:45	-	-	-	03:00	-	-	-	-
Vol.	-	-	951	-	-	-	931	-	-	-	-
P.H.F.			0.894				0.916				
Percentage		47.2%	52.8%			36.6%	63.4%				
ADT/AADT		ADT 26,546		AADT 26,546							

Counts Unlimited, Inc.

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City of Menifee
State Route 74
B/ Menifee Road - McKinley
24 Hour Directional Volume Count

MEN024
Site Code: 003-22418

Start Time	25-May-22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		40	171			33	184				
12:15		50	177			28	201				
12:30		33	204			24	243				
12:45		32	193	155	745	19	215	104	843	259	1588
01:00		32	204			22	202				
01:15		20	225			19	243				
01:30		22	214			14	277				
01:45		21	187	95	830	21	225	76	947	171	1777
02:00		18	263			15	214				
02:15		11	188			28	249				
02:30		19	244			31	265				
02:45		31	275	79	970	24	**229**	98	957	177	1927
03:00		22	307			34	**237**				
03:15		20	278			64	**349**				
03:30		17	296			84	**317**				
03:45		8	247	67	1128	88	223	270	1126	337	2254
04:00		24	291			137	218				
04:15		40	284			161	198				
04:30		35	**282**			225	230				
04:45		58	**293**	157	1150	224	200	747	846	904	1996
05:00		63	**306**			168	206				
05:15		66	**310**			253	234				
05:30		139	281			248	210				
05:45		108	234	376	1131	246	189	915	839	1291	1970
06:00		130	242			224	218				
06:15		137	231			251	188				
06:30		221	222			242	181				
06:45		156	188	644	883	276	178	993	765	1637	1648
07:00		**223**	188			**265**	168				
07:15		**282**	175			**297**	141				
07:30		**352**	160			**317**	126				
07:45		**225**	128	1082	651	**346**	131	1225	566	2307	1217
08:00		170	135			212	163				
08:15		192	163			222	151				
08:30		183	134			209	148				
08:45		194	121	739	553	173	116	816	578	1555	1131
09:00		156	136			182	102				
09:15		166	122			192	118				
09:30		168	132			215	92				
09:45		178	125	668	515	166	91	755	403	1423	918
10:00		158	103			172	79				
10:15		134	97			186	79				
10:30		156	86			159	70				
10:45		134	64	582	350	196	76	713	304	1295	654
11:00		154	57			167	71				
11:15		179	49			223	75				
11:30		175	45			203	82				
11:45		190	40	698	191	178	99	771	327	1469	518
Total		5342	9097	5342	9097	7483	8501	7483	8501	12825	17598
Combined Total		14439		14439		15984		15984		30423	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	1082	-	-	-	1225	-	-	-	-	-
P.H.F.		0.768				0.885					
PM Peak	-	-	04:30	-	-	-	02:45	-	-	-	-
Vol.	-	-	1191	-	-	-	1132	-	-	-	-
P.H.F.			0.960				0.811				
Percentage		37.0%	63.0%			46.8%	53.2%				
ADT/AADT		ADT 30,423		AADT 30,423							

Counts Unlimited, Inc.

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City of Menifee
State Route 74
B/ McKinley - Malaga Road
24 Hour Directional Volume Count

MEN025
Site Code: 003-22418

Start Time	25-May-22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		40	172			32	185				
12:15		50	176			28	202				
12:30		33	203			24	244				
12:45		32	192	155	743	19	215	103	846	258	1589
01:00		32	204			21	204				
01:15		21	226			19	243				
01:30		22	213			14	276				
01:45		21	188	96	831	21	224	75	947	171	1778
02:00		18	263			15	216				
02:15		11	188			28	249				
02:30		19	242			31	264				
02:45		31	272	79	965	24	**232**	98	961	177	1926
03:00		22	307			34	**236**				
03:15		20	275			64	**348**				
03:30		17	297			84	**319**				
03:45		8	246	67	1125	88	224	270	1127	337	2252
04:00		24	292			137	218				
04:15		40	283			162	197				
04:30		35	282			225	231				
04:45		58	**291**	157	1148	225	201	749	847	906	1995
05:00		63	**306**			168	208				
05:15		66	**309**			253	234				
05:30		139	**284**			248	210				
05:45		108	234	376	1133	248	189	917	841	1293	1974
06:00		131	242			225	218				
06:15		137	231			253	188				
06:30		221	222			242	182				
06:45		155	188	644	883	276	178	996	766	1640	1649
07:00		**224**	188			**266**	168				
07:15		**282**	175			**297**	141				
07:30		**352**	160			**318**	126				
07:45		**225**	128	1083	651	**347**	131	1228	566	2311	1217
08:00		170	135			212	164				
08:15		191	162			222	151				
08:30		184	135			209	149				
08:45		193	121	738	553	173	116	816	580	1554	1133
09:00		156	135			181	102				
09:15		165	122			192	118				
09:30		170	132			216	92				
09:45		176	124	667	513	164	90	753	402	1420	915
10:00		158	102			172	78				
10:15		133	97			186	79				
10:30		158	86			160	70				
10:45		135	72	584	357	196	81	714	308	1298	665
11:00		154	68			167	79				
11:15		177	55			223	76				
11:30		175	49			204	84				
11:45		189	42	695	214	180	100	774	339	1469	553
Total		5341	9116	5341	9116	7493	8530	7493	8530	12834	17646
Combined Total		14457		14457		16023		16023		30480	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	1083	-	-	-	1228	-	-	-	-	-
P.H.F.		0.769				0.885					
PM Peak	-	-	04:45	-	-	-	02:45	-	-	-	-
Vol.	-	-	1190	-	-	-	1135	-	-	-	-
P.H.F.			0.963				0.815				
Percentage		36.9%	63.1%			46.8%	53.2%				
ADT/AADT		ADT 30,480		AADT 30,480							

Counts Unlimited, Inc.

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City of Menifee
State Route 74
B/ Malaga Road - Briggs Road
24 Hour Directional Volume Count

MEN026
Site Code: 003-22418

Start Time	25-May-22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		62	176			36	172				
12:15		58	174			30	203				
12:30		44	213			24	233				
12:45		33	194	197	757	19	215	109	823	306	1580
01:00		37	201			22	211				
01:15		23	222			16	234				
01:30		29	211			16	257				
01:45		20	202	109	836	18	224	72	926	181	1762
02:00		26	235			14	204				
02:15		9	206			29	244				
02:30		21	232			31	272				
02:45		38	272	94	945	26	209	100	929	194	1874
03:00		24	285			38	**256**				
03:15		22	283			67	**328**				
03:30		20	273			85	**294**				
03:45		11	311	77	1152	86	**218**	276	1096	353	2248
04:00		25	282			141	207				
04:15		41	275			163	199				
04:30		39	295			217	212				
04:45		64	**269**	169	1121	195	196	716	814	885	1935
05:00		65	**294**			196	197				
05:15		77	**314**			245	233				
05:30		127	**308**			247	203				
05:45		139	265	408	1181	245	202	933	835	1341	2016
06:00		129	260			207	202				
06:15		136	212			255	177				
06:30		198	233			241	176				
06:45		184	209	647	914	264	169	967	724	1614	1638
07:00		181	198			**249**	163				
07:15		**263**	165			**266**	140				
07:30		**342**	168			**328**	119				
07:45		**265**	136	1051	667	**324**	128	1167	550	2218	1217
08:00		**198**	137			201	162				
08:15		162	160			224	141				
08:30		203	162			204	146				
08:45		200	145	763	604	181	113	810	562	1573	1166
09:00		144	142			162	101				
09:15		184	142			214	124				
09:30		172	137			200	96				
09:45		165	137	665	558	179	81	755	402	1420	960
10:00		172	116			173	81				
10:15		142	95			172	75				
10:30		135	98			153	71				
10:45		157	94	606	403	201	58	699	285	1305	688
11:00		148	87			176	64				
11:15		176	74			216	72				
11:30		167	61			209	79				
11:45		193	57	684	279	177	90	778	305	1462	584
Total		5470	9417	5470	9417	7382	8251	7382	8251	12852	17668
Combined Total		14887		14887		15633		15633		30520	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	1068	-	-	-	1167	-	-	-	-	-
P.H.F.		0.781				0.889					
PM Peak	-	-	04:45	-	-	-	03:00	-	-	-	-
Vol.	-	-	1185	-	-	-	1096	-	-	-	-
P.H.F.			0.943				0.835				
Percentage		36.7%	63.3%			47.2%	52.8%				
ADT/AADT		ADT 30,520		AADT 30,520							

Counts Unlimited, Inc.

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County of Riverside
State Route 74
B/ Briggs Road - Juniper Flats Road
24 Hour Directional Volume Count

CRV028
Site Code: 003-22418

Start Time	25-May-22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		58	178			35	243				
12:15		56	254			30	190				
12:30		45	315			22	222				
12:45		32	215	191	962	22	214	109	869	300	1831
01:00		39	222			22	219				
01:15		23	226			17	224				
01:30		28	226			15	254				
01:45		21	206	111	880	17	227	71	924	182	1804
02:00		25	231			15	196				
02:15		9	212			30	215				
02:30		20	229			28	**268**				
02:45		36	232	90	904	26	**216**	99	895	189	1799
03:00		23	258			39	**243**				
03:15		21	289			66	**245**				
03:30		19	315			84	234				
03:45		13	**312**	76	1174	80	200	269	922	345	2096
04:00		27	**296**			137	204				
04:15		42	**298**			154	208				
04:30		41	**317**			212	206				
04:45		54	276	164	1187	194	207	697	825	861	2012
05:00		64	296			190	189				
05:15		73	292			249	246				
05:30		122	315			250	212				
05:45		129	269	388	1172	250	201	939	848	1327	2020
06:00		130	269			201	204				
06:15		146	213			263	166				
06:30		189	234			254	189				
06:45		177	215	642	931	**306**	169	1024	728	1666	1659
07:00		168	196			**317**	164				
07:15		**208**	173			**278**	149				
07:30		**230**	177			**330**	120				
07:45		**296**	152	902	698	283	124	1208	557	2110	1255
08:00		**224**	170			211	119				
08:15		171	171			215	129				
08:30		196	166			207	141				
08:45		197	149	788	656	176	116	809	505	1597	1161
09:00		165	148			155	113				
09:15		209	145			217	129				
09:30		184	142			201	94				
09:45		175	136	733	571	178	85	751	421	1484	992
10:00		185	115			174	79				
10:15		151	91			166	78				
10:30		147	95			161	62				
10:45		154	96	637	397	207	57	708	276	1345	673
11:00		168	88			180	61				
11:15		180	76			223	69				
11:30		165	64			220	75				
11:45		198	55	711	283	207	88	830	293	1541	576
Total		5433	9815	5433	9815	7514	8063	7514	8063	12947	17878
Combined Total		15248		15248		15577		15577		30825	
AM Peak	-	07:15	-	-	-	06:45	-	-	-	-	-
Vol.	-	958	-	-	-	1231	-	-	-	-	-
P.H.F.		0.809				0.933					
PM Peak	-	-	03:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	1223	-	-	-	972	-	-	-	-
P.H.F.			0.965				0.907				
Percentage		35.6%	64.4%			48.2%	51.8%				
ADT/AADT		ADT 30,825		AADT 30,825							

Counts Unlimited, Inc.

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County of Riverside
State Route 74
B/ Juniper Flats Road - Winchester Road
24 Hour Directional Volume Count

CRV029
Site Code: 003-22418

Start Time	26-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		52	157			39	175				
12:15		36	197			21	178				
12:30		34	213			18	198				
12:45		29	183	151	750	20	178	98	729	249	1479
01:00		34	192			19	190				
01:15		25	197			24	202				
01:30		29	219			29	170				
01:45		17	220	105	828	13	190	85	752	190	1580
02:00		18	198			28	191				
02:15		24	194			16	199				
02:30		21	257			25	239				
02:45		28	277	91	926	31	214	100	843	191	1769
03:00		27	219			33	205				
03:15		27	249			65	224				
03:30		24	254			52	179				
03:45		28	270	106	992	76	233	226	841	332	1833
04:00		21	254			77	209				
04:15		54	244			154	240				
04:30		41	**208**			174	**245**				
04:45		60	**309**	176	1015	131	**225**	536	919	712	1934
05:00		55	**231**			126	**228**				
05:15		86	**286**			180	**259**				
05:30		131	174			200	221				
05:45		102	238	374	929	171	170	677	878	1051	1807
06:00		123	207			171	203				
06:15		135	192			187	189				
06:30		148	231			203	169				
06:45		163	196	569	826	**221**	148	782	709	1351	1535
07:00		155	195			**183**	135				
07:15		205	199			**199**	143				
07:30		**212**	153			**209**	145				
07:45		**253**	172	825	719	143	111	734	534	1559	1253
08:00		**198**	121			163	125				
08:15		**246**	149			170	123				
08:30		207	130			167	137				
08:45		175	152	826	552	146	107	646	492	1472	1044
09:00		208	122			171	136				
09:15		213	142			151	87				
09:30		182	124			165	98				
09:45		154	131	757	519	169	91	656	412	1413	931
10:00		169	130			156	82				
10:15		180	96			141	67				
10:30		157	81			163	65				
10:45		189	76	695	383	154	65	614	279	1309	662
11:00		191	78			161	57				
11:15		196	62			179	36				
11:30		194	60			184	42				
11:45		176	51	757	251	181	35	705	170	1462	421
Total		5432	8690	5432	8690	5859	7558	5859	7558	11291	16248
Combined Total		14122		14122		13417		13417		27539	
AM Peak	-	07:30	-	-	-	06:45	-	-	-	-	-
Vol.	-	909	-	-	-	812	-	-	-	-	-
P.H.F.		0.898				0.919					
PM Peak	-	-	04:30	-	-	-	04:30	-	-	-	-
Vol.	-	-	1034	-	-	-	957	-	-	-	-
P.H.F.			0.837				0.924				
Percentage		38.5%	61.5%			43.7%	56.3%				
ADT/AADT		ADT 27,539		AADT 27,539							

Counts Unlimited, Inc.

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County of Riverside
Florida Avenue
B/ Winchester Road - Warren Road
24 Hour Directional Volume Count

CRV030
Site Code: 003-22418

Start Time	26-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		65	221			45	247				
12:15		57	257			22	241				
12:30		42	277			29	263				
12:45		42	249	206	1004	29	247	125	998	331	2002
01:00		39	255			26	261				
01:15		30	278			26	276				
01:30		37	274			30	232				
01:45		24	290	130	1097	18	270	100	1039	230	2136
02:00		22	293			39	260				
02:15		30	275			21	294				
02:30		25	349			34	304				
02:45		35	367	112	1284	33	304	127	1162	239	2446
03:00		26	300			41	303				
03:15		41	332			75	301				
03:30		26	336			69	281				
03:45		33	370	126	1338	81	**343**	266	1228	392	2566
04:00		26	365			109	**292**				
04:15		65	334			174	**310**				
04:30		47	**319**			214	**342**				
04:45		77	**412**	215	1430	155	269	652	1213	867	2643
05:00		84	**326**			162	300				
05:15		103	**377**			233	356				
05:30		164	276			265	274				
05:45		122	334	473	1313	246	229	906	1159	1379	2472
06:00		134	284			250	274				
06:15		166	277			285	259				
06:30		167	309			298	224				
06:45		216	256	683	1126	**300**	190	1133	947	1816	2073
07:00		213	254			**294**	171				
07:15		297	272			**314**	190				
07:30		**323**	197			**318**	196				
07:45		**346**	216	1179	939	261	154	1187	711	2366	1650
08:00		**280**	175			265	165				
08:15		**318**	200			270	138				
08:30		266	182			263	181				
08:45		244	180	1108	737	235	135	1033	619	2141	1356
09:00		271	161			258	160				
09:15		273	178			217	123				
09:30		227	154			241	112				
09:45		212	150	983	643	232	116	948	511	1931	1154
10:00		214	138			204	107				
10:15		230	121			213	90				
10:30		207	100			228	76				
10:45		270	93	921	452	211	80	856	353	1777	805
11:00		250	94			246	69				
11:15		264	65			248	43				
11:30		241	68			272	61				
11:45		239	57	994	284	236	41	1002	214	1996	498
Total		7130	11647	7130	11647	8335	10154	8335	10154	15465	21801
Combined Total		18777		18777		18489		18489		37266	
AM Peak	-	07:30	-	-	-	06:45	-	-	-	-	-
Vol.	-	1267	-	-	-	1226	-	-	-	-	-
P.H.F.		0.915				0.964					
PM Peak	-	-	04:30	-	-	-	03:45	-	-	-	-
Vol.	-	-	1434	-	-	-	1287	-	-	-	-
P.H.F.			0.870				0.938				
Percentage		38.0%	62.0%			45.1%	54.9%				
ADT/AADT		ADT 37,266		AADT 37,266							

Counts Unlimited, Inc.

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City of Hemet
Florida Avenue
B/ Warren Road - Cawston Avenue
24 Hour Directional Volume Count

HEM031
Site Code: 003-22418

Start Time	26-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		57	172			22	200				
12:15		37	172			32	237				
12:30		35	209			32	245				
12:45		23	181	152	734	27	197	113	879	265	1613
01:00		27	174			24	222				
01:15		19	187			19	233				
01:30		24	161			23	213				
01:45		16	186	86	708	18	214	84	882	170	1590
02:00		11	192			27	226				
02:15		14	181			16	193				
02:30		12	175			17	238				
02:45		18	204	55	752	23	232	83	889	138	1641
03:00		11	195			32	235				
03:15		12	190			39	208				
03:30		19	**191**			39	196				
03:45		21	**250**	63	826	40	**224**	150	863	213	1689
04:00		18	**182**			60	**259**				
04:15		22	**224**			98	**240**				
04:30		15	182			77	**262**				
04:45		27	243	82	831	63	200	298	961	380	1792
05:00		31	191			73	232				
05:15		32	210			104	244				
05:30		60	191			116	197				
05:45		66	187	189	779	106	175	399	848	588	1627
06:00		45	156			131	177				
06:15		56	192			109	160				
06:30		73	143			150	161				
06:45		89	136	263	627	153	140	543	638	806	1265
07:00		67	133			154	148				
07:15		125	128			176	139				
07:30		148	134			157	135				
07:45		165	124	505	519	158	115	645	537	1150	1056
08:00		162	111			167	121				
08:15		195	99			170	115				
08:30		152	82			169	137				
08:45		140	114	649	406	173	113	679	486	1328	892
09:00		158	93			157	113				
09:15		173	94			161	94				
09:30		196	92			190	91				
09:45		150	57	677	336	148	78	656	376	1333	712
10:00		171	82			189	81				
10:15		160	47			170	71				
10:30		149	67			177	57				
10:45		191	58	671	254	192	50	728	259	1399	513
11:00		**176**	46			**209**	49				
11:15		**169**	39			**205**	48				
11:30		**178**	32			**218**	41				
11:45		**202**	32	725	149	**222**	28	854	166	1579	315
Total		4117	6921	4117	6921	5232	7784	5232	7784	9349	14705
Combined Total		11038		11038		13016		13016		24054	
AM Peak	-	11:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	725	-	-	-	854	-	-	-	-	-
P.H.F.		0.897				0.962					
PM Peak	-	-	03:30	-	-	-	03:45	-	-	-	-
Vol.	-	-	847	-	-	-	985	-	-	-	-
P.H.F.			0.847				0.940				
Percentage		37.3%	62.7%			40.2%	59.8%				
ADT/AADT		ADT 24,054		AADT 24,054							

Counts Unlimited, Inc.

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City of Hemet
Florida Avenue
B/ Cawston Avenue - Sanderson Avenue
24 Hour Directional Volume Count

HEM032
Site Code: 003-22418

Start Time	26-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		52	187			27	168				
12:15		29	179			25	183				
12:30		33	196			23	192				
12:45		21	173	135	735	17	159	92	702	227	1437
01:00		22	181			25	175				
01:15		17	170			19	180				
01:30		20	161			21	161				
01:45		14	176	73	688	8	162	73	678	146	1366
02:00		11	177			21	172				
02:15		12	169			14	152				
02:30		12	173			12	176				
02:45		16	191	51	710	14	175	61	675	112	1385
03:00		10	190			21	183				
03:15		12	181			28	163				
03:30		18	**204**			21	158				
03:45		19	**234**	59	809	21	**190**	91	694	150	1503
04:00		16	**191**			32	**180**				
04:15		19	**203**			56	**187**				
04:30		14	166			43	**191**				
04:45		23	217	72	777	45	164	176	722	248	1499
05:00		29	187			47	169				
05:15		31	200			61	188				
05:30		61	166			79	164				
05:45		60	169	181	722	62	147	249	668	430	1390
06:00		34	137			80	149				
06:15		52	187			66	132				
06:30		66	140			87	139				
06:45		79	135	231	599	97	103	330	523	561	1122
07:00		59	132			86	128				
07:15		111	113			120	115				
07:30		133	139			104	123				
07:45		149	118	452	502	107	100	417	466	869	968
08:00		148	115			101	112				
08:15		190	93			128	104				
08:30		150	73			123	115				
08:45		144	104	632	385	121	92	473	423	1105	808
09:00		158	84			121	92				
09:15		175	85			115	73				
09:30		183	71			149	78				
09:45		155	47	671	287	113	71	498	314	1169	601
10:00		158	81			142	60				
10:15		164	42			131	60				
10:30		142	56			150	50				
10:45		180	51	644	230	152	45	575	215	1219	445
11:00		**175**	36			**165**	36				
11:15		**167**	32			**162**	37				
11:30		**175**	29			**163**	36				
11:45		**192**	32	709	129	**187**	26	677	135	1386	264
Total		3910	6573	3910	6573	3712	6215	3712	6215	7622	12788
Combined Total		10483		10483		9927		9927		20410	
AM Peak	-	11:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	709	-	-	-	677	-	-	-	-	-
P.H.F.		0.923				0.905					
PM Peak	-	-	03:30	-	-	-	03:45	-	-	-	-
Vol.	-	-	832	-	-	-	748	-	-	-	-
P.H.F.			0.889				0.979				
Percentage		37.3%	62.7%			37.4%	62.6%				
ADT/AADT		ADT 20,410		AADT 20,410							

Counts Unlimited, Inc.

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City of Hemet
Florida Avenue
B/ Sanderson Avenue - Kirby Street
24 Hour Directional Volume Count

HEM033
Site Code: 003-22418

Start Time	5/26/22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		63	229			37	234				
12:15		42	228			33	229				
12:30		44	245			38	210				
12:45		32	222	181	924	37	176	145	849	326	1773
01:00		34	233			28	213				
01:15		30	270			20	214				
01:30		19	204			13	180				
01:45		16	207	99	914	17	196	78	803	177	1717
02:00		22	212			18	193				
02:15		10	226			21	**226**				
02:30		13	236			15	**218**				
02:45		22	226	67	900	26	**217**	80	854	147	1754
03:00		17	**257**			31	**239**				
03:15		16	**233**			25	184				
03:30		14	**254**			27	210				
03:45		12	**252**	59	996	22	175	105	808	164	1804
04:00		14	229			41	213				
04:15		23	251			50	235				
04:30		24	225			51	209				
04:45		22	237	83	942	55	211	197	868	280	1810
05:00		26	257			47	223				
05:15		20	196			74	197				
05:30		43	264			80	216				
05:45		55	185	144	902	74	162	275	798	419	1700
06:00		39	229			66	232				
06:15		52	189			76	156				
06:30		75	231			95	177				
06:45		78	201	244	850	109	169	346	734	590	1584
07:00		80	201			123	155				
07:15		102	177			101	158				
07:30		146	246			121	165				
07:45		132	193	460	817	119	161	464	639	924	1456
08:00		152	168			134	146				
08:15		139	163			137	194				
08:30		152	150			142	165				
08:45		173	161	616	642	142	125	555	630	1171	1272
09:00		190	135			136	130				
09:15		187	126			141	114				
09:30		200	135			172	112				
09:45		209	81	786	477	167	95	616	451	1402	928
10:00		203	112			159	105				
10:15		220	72			192	67				
10:30		235	80			185	71				
10:45		196	66	854	330	175	59	711	302	1565	632
11:00		**254**	55			**207**	42				
11:15		**224**	50			**183**	43				
11:30		**241**	32			**212**	47				
11:45		**263**	48	982	185	**189**	34	791	166	1773	351
Total		4575	8879	4575	8879	4363	7902	4363	7902	8938	16781
Combined Total		13454		13454		12265		12265		25719	
AM Peak	-	11:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	982	-	-	-	791	-	-	-	-	-
P.H.F.		0.933				0.933					
PM Peak	-	-	03:00	-	-	-	02:15	-	-	-	-
Vol.	-	-	996	-	-	-	900	-	-	-	-
P.H.F.			0.922				0.941				
Percentage		34.0%	66.0%			35.6%	64.4%				
ADT/AADT		ADT 25,719		AADT 25,719							

Counts Unlimited, Inc.

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City of Hemet
Florida Avenue
B/ Kirby Street - Lyon Avenue
24 Hour Directional Volume Count

HEM034
Site Code: 003-22418

Start Time	5/26/22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		54	243			36	254				
12:15		38	267			51	201				
12:30		40	235			35	244				
12:45		34	256	166	1001	32	219	154	918	320	1919
01:00		30	242			20	216				
01:15		20	233			20	202				
01:30		26	247			20	235				
01:45		18	230	94	952	11	200	71	853	165	1805
02:00		19	240			26	218				
02:15		9	229			17	206				
02:30		15	247			17	**259**				
02:45		18	234	61	950	21	**238**	81	921	142	1871
03:00		15	**249**			26	**226**				
03:15		12	**267**			17	**214**				
03:30		13	**254**			29	244				
03:45		15	**256**	55	1026	26	214	98	898	153	1924
04:00		13	248			38	226				
04:15		21	249			55	223				
04:30		16	229			50	225				
04:45		27	256	77	982	55	216	198	890	275	1872
05:00		20	253			51	252				
05:15		20	204			74	213				
05:30		42	259			75	235				
05:45		66	220	148	936	84	206	284	906	432	1842
06:00		41	216			71	240				
06:15		56	215			84	174				
06:30		79	238			103	201				
06:45		69	225	245	894	127	173	385	788	630	1682
07:00		82	211			130	184				
07:15		110	178			112	173				
07:30		173	195			141	171				
07:45		134	225	499	809	121	157	504	685	1003	1494
08:00		165	174			146	169				
08:15		140	197			144	169				
08:30		155	205			166	190				
08:45		163	163	623	739	143	159	599	687	1222	1426
09:00		180	145			196	147				
09:15		198	150			165	107				
09:30		220	138			174	98				
09:45		210	101	808	534	180	84	715	436	1523	970
10:00		205	105			197	93				
10:15		219	101			191	70				
10:30		258	111			250	59				
10:45		235	61	917	378	205	54	843	276	1760	654
11:00		**216**	67			**271**	53				
11:15		**241**	60			**209**	41				
11:30		**224**	48			**267**	39				
11:45		**283**	55	964	230	**222**	50	969	183	1933	413
Total		4657	9431	4657	9431	4901	8441	4901	8441	9558	17872
Combined Total		14088		14088		13342		13342		27430	
AM Peak	-	11:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	964	-	-	-	969	-	-	-	-	-
P.H.F.		0.852				0.894					
PM Peak	-	-	03:00	-	-	-	02:30	-	-	-	-
Vol.	-	-	1026	-	-	-	937	-	-	-	-
P.H.F.			0.961				0.904				
Percentage		33.1%	66.9%			36.7%	63.3%				
ADT/AADT		ADT 27,430		AADT 27,430							

Counts Unlimited, Inc.

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City of Hemet
Florida Avenue
B/ Lyon Avenue - Palm Avenue
24 Hour Directional Volume Count

HEM035
Site Code: 003-22418

Start Time	26-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		61	241			23	251				
12:15		41	252			58	272				
12:30		45	245			34	235				
12:45		36	253	183	991	37	246	152	1004	335	1995
01:00		36	218			22	236				
01:15		23	243			20	221				
01:30		29	232			26	233				
01:45		16	252	104	945	21	246	89	936	193	1881
02:00		19	**270**			23	238				
02:15		21	**257**			18	256				
02:30		12	**263**			18	**276**				
02:45		13	**279**	65	1069	17	**258**	76	1028	141	2097
03:00		16	235			27	**249**				
03:15		9	260			22	**266**				
03:30		10	255			23	234				
03:45		12	280	47	1030	32	252	104	1001	151	2031
04:00		11	265			35	245				
04:15		19	258			44	287				
04:30		26	232			50	206				
04:45		21	245	77	1000	61	265	190	1003	267	2003
05:00		29	257			57	222				
05:15		24	211			73	267				
05:30		43	238			87	214				
05:45		65	211	161	917	86	223	303	926	464	1843
06:00		51	196			81	232				
06:15		53	205			85	199				
06:30		94	208			110	205				
06:45		82	237	280	846	134	195	410	831	690	1677
07:00		89	172			130	154				
07:15		101	196			143	187				
07:30		165	196			156	163				
07:45		143	217	498	781	177	165	606	669	1104	1450
08:00		166	177			160	192				
08:15		163	172			173	200				
08:30		175	200			194	170				
08:45		159	161	663	710	206	150	733	712	1396	1422
09:00		165	173			199	149				
09:15		213	153			203	113				
09:30		175	145			195	114				
09:45		218	116	771	587	227	78	824	454	1595	1041
10:00		197	125			214	98				
10:15		182	109			**246**	65				
10:30		244	95			**237**	57				
10:45		218	75	841	404	**233**	72	930	292	1771	696
11:00		**216**	73			**268**	58				
11:15		**212**	69			241	47				
11:30		**242**	59			163	48				
11:45		**230**	47	900	248	283	56	955	209	1855	457
Total		4590	9528	4590	9528	5372	9065	5372	9065	9962	18593
Combined Total		14118		14118		14437		14437		28555	
AM Peak	-	11:00	-	-	-	10:15	-	-	-	-	-
Vol.	-	900	-	-	-	984	-	-	-	-	-
P.H.F.		0.930				0.918					
PM Peak	-	-	02:00	-	-	-	02:30	-	-	-	-
Vol.	-	-	1069	-	-	-	1049	-	-	-	-
P.H.F.			0.958				0.950				
Percentage		32.5%	67.5%			37.2%	62.8%				
ADT/AADT		ADT 28,555		AADT 28,555							

Counts Unlimited, Inc.

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City of Hemet
Florida Avenue
B/ Palm Avenue - State Street
24 Hour Directional Volume Count

HEM036
Site Code: 003-22418

Start Time	26-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		58	231			29	264				
12:15		43	248			57	286				
12:30		44	234			34	230				
12:45		33	238	178	951	35	250	155	1030	333	1981
01:00		35	219			25	243				
01:15		22	247			21	230				
01:30		29	224			26	214				
01:45		17	233	103	923	21	255	93	942	196	1865
02:00		20	260			24	252				
02:15		19	254			23	265				
02:30		10	251			17	**282**				
02:45		11	256	60	1021	16	**257**	80	1056	140	2077
03:00		16	225			27	**246**				
03:15		8	253			22	**275**				
03:30		9	**264**			23	219				
03:45		13	**256**	46	998	32	249	104	989	150	1987
04:00		13	**267**			34	247				
04:15		16	**256**			41	301				
04:30		29	223			50	199				
04:45		21	239	79	985	57	259	182	1006	261	1991
05:00		28	244			49	227				
05:15		28	214			67	264				
05:30		39	236			92	225				
05:45		59	205	154	899	88	231	296	947	450	1846
06:00		52	196			82	230				
06:15		56	204			102	197				
06:30		98	194			115	195				
06:45		79	234	285	828	147	186	446	808	731	1636
07:00		89	163			129	148				
07:15		101	181			151	184				
07:30		157	181			170	146				
07:45		139	200	486	725	188	165	638	643	1124	1368
08:00		170	167			155	172				
08:15		162	168			168	191				
08:30		167	189			205	168				
08:45		166	160	665	684	217	147	745	678	1410	1362
09:00		154	167			177	144				
09:15		198	134			211	115				
09:30		181	136			199	110				
09:45		208	112	741	549	217	84	804	453	1545	1002
10:00		186	110			199	97				
10:15		181	102			250	64				
10:30		247	91			**230**	59				
10:45		207	72	821	375	**239**	68	918	288	1739	663
11:00		**204**	72			**259**	54				
11:15		**192**	71			**256**	51				
11:30		**237**	56			151	54				
11:45		**230**	53	863	252	284	61	950	220	1813	472
Total		4481	9190	4481	9190	5411	9060	5411	9060	9892	18250
Combined Total		13671		13671		14471		14471		28142	
AM Peak	-	11:00	-	-	-	10:30	-	-	-	-	-
Vol.	-	863	-	-	-	984	-	-	-	-	-
P.H.F.		0.910				0.950					
PM Peak	-	-	03:30	-	-	-	02:30	-	-	-	-
Vol.	-	-	1043	-	-	-	1060	-	-	-	-
P.H.F.			0.977				0.940				
Percentage		32.8%	67.2%			37.4%	62.6%				
ADT/AADT		ADT 28,142		AADT 28,142							

Counts Unlimited, Inc.

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City of Hemet
Florida Avenue
B/ State Street - Buena Vista Street
24 Hour Directional Volume Count

HEM037
Site Code: 003-22418

Start Time	26-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		51	214			34	240				
12:15		48	207			39	225				
12:30		39	237			33	220				
12:45		29	210	167	868	18	204	124	889	291	1757
01:00		39	198			15	213				
01:15		22	233			18	186				
01:30		31	194			25	234				
01:45		20	223	112	848	11	224	69	857	181	1705
02:00		13	219			22	216				
02:15		23	222			23	200				
02:30		8	221			16	**255**				
02:45		10	237	54	899	14	**235**	75	906	129	1805
03:00		15	216			34	**257**				
03:15		15	185			16	**217**				
03:30		4	215			22	245				
03:45		10	236	44	852	37	165	109	884	153	1736
04:00		11	256			19	278				
04:15		15	**222**			43	234				
04:30		18	**219**			50	184				
04:45		27	**234**	71	931	56	218	168	914	239	1845
05:00		21	**264**			47	213				
05:15		20	190			71	208				
05:30		27	227			95	215				
05:45		37	186	105	867	95	187	308	823	413	1690
06:00		47	202			89	217				
06:15		60	192			93	174				
06:30		92	191			109	174				
06:45		75	204	274	789	143	149	434	714	708	1503
07:00		106	177			130	130				
07:15		97	158			138	151				
07:30		159	132			199	151				
07:45		155	198	517	665	192	133	659	565	1176	1230
08:00		151	151			190	146				
08:15		158	147			169	180				
08:30		154	182			193	131				
08:45		168	146	631	626	212	136	764	593	1395	1219
09:00		149	138			151	113				
09:15		159	125			204	105				
09:30		178	138			186	102				
09:45		188	100	674	501	202	74	743	394	1417	895
10:00		165	118			210	84				
10:15		171	92			191	55				
10:30		**204**	82			209	55				
10:45		**187**	73	727	365	206	50	816	244	1543	609
11:00		**195**	63			**237**	57				
11:15		**177**	61			**225**	48				
11:30		192	45			**238**	43				
11:45		174	47	738	216	**220**	44	920	192	1658	408
Total		4114	8427	4114	8427	5189	7975	5189	7975	9303	16402
Combined Total		12541		12541		13164		13164		25705	
AM Peak	-	10:30	-	-	-	11:00	-	-	-	-	-
Vol.	-	763	-	-	-	920	-	-	-	-	-
P.H.F.		0.935				0.966					
PM Peak	-	-	04:15	-	-	-	02:30	-	-	-	-
Vol.	-	-	939	-	-	-	964	-	-	-	-
P.H.F.			0.889				0.938				
Percentage		32.8%	67.2%			39.4%	60.6%				
ADT/AADT		ADT 25,705		AADT 25,705							

Counts Unlimited, Inc.

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City of Hemet
Florida Avenue
B/ Buena Vista Street - Santa Fe Street
24 Hour Directional Volume Count

HEM038
Site Code: 003-22418

Start Time	26-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		53	215			34	236				
12:15		44	209			41	215				
12:30		43	237			34	218				
12:45		29	217	169	878	19	195	128	864	297	1742
01:00		37	198			16	207				
01:15		22	230			18	176				
01:30		31	198			23	228				
01:45		18	233	108	859	12	219	69	830	177	1689
02:00		14	219			19	210				
02:15		23	229			23	196				
02:30		9	248			15	**245**				
02:45		11	249	57	945	13	**223**	70	874	127	1819
03:00		14	222			34	**237**				
03:15		14	197			17	**207**				
03:30		6	**225**			20	242				
03:45		10	**239**	44	883	35	160	106	846	150	1729
04:00		11	**259**			19	270				
04:15		15	**239**			40	234				
04:30		20	214			52	179				
04:45		33	240	79	952	58	209	169	892	248	1844
05:00		22	259			42	210				
05:15		19	202			62	205				
05:30		29	237			85	211				
05:45		38	204	108	902	96	182	285	808	393	1710
06:00		50	208			88	208				
06:15		65	193			88	166				
06:30		97	192			108	167				
06:45		92	203	304	796	138	152	422	693	726	1489
07:00		103	175			125	128				
07:15		106	162			138	148				
07:30		163	130			189	148				
07:45		164	199	536	666	189	135	641	559	1177	1225
08:00		156	157			182	142				
08:15		167	150			165	177				
08:30		161	178			177	129				
08:45		175	143	659	628	205	133	729	581	1388	1209
09:00		154	143			145	112				
09:15		163	124			199	99				
09:30		172	135			175	105				
09:45		191	96	680	498	190	73	709	389	1389	887
10:00		182	116			205	80				
10:15		181	86			188	57				
10:30		**208**	80			195	56				
10:45		**196**	71	767	353	206	51	794	244	1561	597
11:00		**199**	64			**234**	59				
11:15		**191**	58			**219**	52				
11:30		192	43			**236**	39				
11:45		182	48	764	213	**209**	41	898	191	1662	404
Total		4275	8573	4275	8573	5020	7771	5020	7771	9295	16344
Combined Total		12848		12848		12791		12791		25639	
AM Peak	-	10:30	-	-	-	11:00	-	-	-	-	-
Vol.	-	794	-	-	-	898	-	-	-	-	-
P.H.F.		0.954				0.951					
PM Peak	-	-	03:30	-	-	-	02:30	-	-	-	-
Vol.	-	-	962	-	-	-	912	-	-	-	-
P.H.F.			0.929				0.931				
Percentage		33.3%	66.7%			39.2%	60.8%				
ADT/AADT		ADT 25,639		AADT 25,639							

Counts Unlimited, Inc.

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City of Hemet
Florida Avenue
B/ Santa Fe Street - San Jacinto Street
24 Hour Directional Volume Count

HEM039
Site Code: 003-22418

Start Time	26-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		45	197			33	227				
12:15		41	207			43	210				
12:30		35	202			27	198				
12:45		33	216	154	822	22	207	125	842	279	1664
01:00		31	166			12	181				
01:15		26	191			18	194				
01:30		26	202			23	229				
01:45		20	185	103	744	12	180	65	784	168	1528
02:00		15	207			26	212				
02:15		22	202			19	217				
02:30		8	272			16	225				
02:45		11	241	56	922	17	211	78	865	134	1787
03:00		16	194			18	195				
03:15		11	198			16	**224**				
03:30		9	190			20	**247**				
03:45		11	236	47	818	31	**190**	85	856	132	1674
04:00		15	**273**			19	**233**				
04:15		20	**228**			30	219				
04:30		23	**186**			48	192				
04:45		21	**242**	79	929	53	190	150	834	229	1763
05:00		19	247			48	175				
05:15		17	217			60	213				
05:30		28	205			81	170				
05:45		36	239	100	908	92	192	281	750	381	1658
06:00		36	205			81	197				
06:15		56	194			93	178				
06:30		77	176			108	152				
06:45		75	180	244	755	144	143	426	670	670	1425
07:00		75	172			118	130				
07:15		101	144			162	138				
07:30		139	140			198	135				
07:45		154	170	469	626	200	146	678	549	1147	1175
08:00		140	161			174	140				
08:15		147	154			165	181				
08:30		135	166			205	124				
08:45		159	138	581	619	178	128	722	573	1303	1192
09:00		142	147			169	111				
09:15		148	134			164	93				
09:30		154	118			193	100				
09:45		162	96	606	495	195	72	721	376	1327	871
10:00		155	119			178	90				
10:15		132	69			196	56				
10:30		171	89			173	55				
10:45		**201**	67	659	344	**221**	48	768	249	1427	593
11:00		**176**	56			**212**	63				
11:15		**165**	54			**217**	45				
11:30		**175**	46			**211**	42				
11:45		184	49	700	205	201	32	841	182	1541	387
Total		3798	8187	3798	8187	4940	7530	4940	7530	8738	15717
Combined Total		11985		11985		12470		12470		24455	
AM Peak	-	10:45	-	-	-	10:45	-	-	-	-	-
Vol.	-	717	-	-	-	861	-	-	-	-	-
P.H.F.		0.892				0.974					
PM Peak	-	-	04:00	-	-	-	03:15	-	-	-	-
Vol.	-	-	929	-	-	-	894	-	-	-	-
P.H.F.			0.851				0.905				
Percentage		31.7%	68.3%			39.6%	60.4%				
ADT/AADT		ADT 24,455		AADT 24,455							

Counts Unlimited, Inc.

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City of Perris
Redlands Avenue
B/ 4th Street - Interstate 215 Southbound Ramps
24 Hour Directional Volume Count

PER040
Site Code: 003-22418

Start Time	12-May-22 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		42	224			29	228				
12:15		25	237			21	238				
12:30		26	257			28	210				
12:45		16	257	109	975	26	252	104	928	213	1903
01:00		30	247			23	222				
01:15		16	243			26	221				
01:30		18	231			20	226				
01:45		12	220	76	941	22	223	91	892	167	1833
02:00		9	263			15	202				
02:15		17	270			14	238				
02:30		21	256			14	252				
02:45		27	280	74	1069	18	260	61	952	135	2021
03:00		23	220			14	216				
03:15		31	315			22	210				
03:30		32	268			23	219				
03:45		39	257	125	1060	52	**233**	111	878	236	1938
04:00		41	209			33	**240**				
04:15		59	267			47	**239**				
04:30		78	**291**			69	**261**				
04:45		72	**262**	250	1029	80	230	229	970	479	1999
05:00		93	**288**			82	209				
05:15		97	**271**			135	233				
05:30		120	245			146	204				
05:45		155	237	465	1041	151	181	514	827	979	1868
06:00		133	247			130	170				
06:15		154	239			135	180				
06:30		148	206			151	183				
06:45		170	216	605	908	184	172	600	705	1205	1613
07:00		153	189			203	158				
07:15		185	185			**222**	132				
07:30		196	150			**306**	152				
07:45		236	147	770	671	**313**	149	1044	591	1814	1262
08:00		217	150			**204**	167				
08:15		185	172			179	127				
08:30		179	145			195	133				
08:45		176	126	757	593	181	122	759	549	1516	1142
09:00		159	153			166	91				
09:15		168	120			177	106				
09:30		158	107			172	89				
09:45		176	104	661	484	197	100	712	386	1373	870
10:00		167	76			200	58				
10:15		180	73			181	69				
10:30		182	81			229	87				
10:45		179	66	708	296	191	51	801	265	1509	561
11:00		**222**	56			197	57				
11:15		**195**	43			208	42				
11:30		**210**	46			197	42				
11:45		**211**	46	838	191	234	34	836	175	1674	366
Total		5438	9258	5438	9258	5862	8118	5862	8118	11300	17376
Combined Total		14696		14696		13980		13980		28676	
AM Peak	-	11:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	838	-	-	-	1045	-	-	-	-	-
P.H.F.		0.888				0.835					
PM Peak	-	-	04:30	-	-	-	03:45	-	-	-	-
Vol.	-	-	1112	-	-	-	973	-	-	-	-
P.H.F.			0.955				0.932				
Percentage		37.0%	63.0%			41.9%	58.1%				
ADT/AADT		ADT 28,676		AADT 28,676							

Counts Unlimited, Inc.

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County of Riverside
Nuevo Road
B/ Dunlap Drive - Menifee Road
24 Hour Directional Volume Count

CRV041
Site Code: 003-22418

Start Time	19-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		16	67			7	69				
12:15		15	82			6	58				
12:30		12	73			6	74				
12:45		7	76	50	298	8	105	27	306	77	604
01:00		5	83			4	73				
01:15		6	92			5	81				
01:30		3	81			4	73				
01:45		7	103	21	359	5	82	18	309	39	668
02:00		4	82			7	78				
02:15		7	80			6	73				
02:30		6	101			6	79				
02:45		6	111	23	374	8	**94**	27	324	50	698
03:00		3	123			8	**82**				
03:15		5	112			18	**84**				
03:30		9	109			20	**92**				
03:45		10	**120**	27	464	21	79	67	337	94	801
04:00		7	**120**			27	79				
04:15		16	**116**			44	74				
04:30		9	**116**			52	86				
04:45		17	107	49	459	42	84	165	323	214	782
05:00		21	124			57	91				
05:15		19	118			53	74				
05:30		31	107			77	71				
05:45		42	88	113	437	58	59	245	295	358	732
06:00		31	92			66	72				
06:15		42	78			81	66				
06:30		59	101			82	73				
06:45		55	91	187	362	99	69	328	280	515	642
07:00		58	91			103	54				
07:15		81	70			**105**	60				
07:30		**91**	55			**113**	37				
07:45		**96**	63	326	279	**121**	62	442	213	768	492
08:00		**73**	73			**125**	63				
08:15		**95**	56			86	55				
08:30		89	51			68	34				
08:45		58	55	315	235	76	53	355	205	670	440
09:00		44	59			63	48				
09:15		54	55			55	34				
09:30		55	63			54	38				
09:45		44	35	197	212	77	27	249	147	446	359
10:00		29	39			84	23				
10:15		56	39			101	29				
10:30		63	43			96	23				
10:45		45	29	193	150	50	16	331	91	524	241
11:00		86	20			76	13				
11:15		63	18			65	13				
11:30		57	17			68	9				
11:45		66	15	272	70	77	12	286	47	558	117
Total		1773	3699	1773	3699	2540	2877	2540	2877	4313	6576
Combined Total		5472		5472		5417		5417		10889	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	355	-	-	-	464	-	-	-	-	-
P.H.F.		0.924				0.928					
PM Peak	-	-	03:45	-	-	-	02:45	-	-	-	-
Vol.	-	-	472	-	-	-	352	-	-	-	-
P.H.F.			0.983				0.936				
Percentage		32.4%	67.6%			46.9%	53.1%				
ADT/AADT		ADT 10,889		AADT 10,889							

Counts Unlimited, Inc.

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City of Perris
Ethanac Road
B/ Goetz Road - Murrieta Road
24 Hour Directional Volume Count

PER042
Site Code: 003-22418

Start Time	25-May-22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		9	125			15	74				
12:15		12	136			18	86				
12:30		7	108			12	136				
12:45		6	120	34	489	9	150	54	446	88	935
01:00		5	107			13	116				
01:15		4	115			9	114				
01:30		6	109			10	141				
01:45		7	106	22	437	4	115	36	486	58	923
02:00		7	113			6	107				
02:15		7	113			5	79				
02:30		10	**142**			4	124				
02:45		6	**138**	30	506	8	116	23	426	53	932
03:00		8	**140**			7	129				
03:15		13	**121**			13	**170**				
03:30		26	134			5	**169**				
03:45		24	142	71	537	17	**160**	42	628	113	1165
04:00		29	122			11	**130**				
04:15		40	120			14	164				
04:30		54	119			18	126				
04:45		53	123	176	484	17	144	60	564	236	1048
05:00		65	126			24	126				
05:15		85	119			31	116				
05:30		99	126			46	150				
05:45		92	113	341	484	46	106	147	498	488	982
06:00		94	119			45	121				
06:15		108	94			48	132				
06:30		122	101			49	89				
06:45		152	83	476	397	75	95	217	437	693	834
07:00		**184**	85			**101**	110				
07:15		**176**	76			**104**	108				
07:30		**192**	86			**105**	100				
07:45		**210**	62	762	309	**115**	102	425	420	1187	729
08:00		134	78			95	86				
08:15		130	67			105	84				
08:30		98	55			102	86				
08:45		105	79	467	279	85	71	387	327	854	606
09:00		78	43			78	77				
09:15		87	46			98	69				
09:30		101	51			84	52				
09:45		94	31	360	171	82	65	342	263	702	434
10:00		84	24			62	56				
10:15		86	17			71	43				
10:30		80	24			83	42				
10:45		76	20	326	85	84	37	300	178	626	263
11:00		88	14			78	22				
11:15		122	14			86	27				
11:30		132	20			84	17				
11:45		120	9	462	57	102	23	350	89	812	146
Total		3527	4235	3527	4235	2383	4762	2383	4762	5910	8997
Combined Total		7762		7762		7145		7145		14907	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	762	-	-	-	425	-	-	-	-	-
P.H.F.		0.907				0.924					
PM Peak	-	-	02:30	-	-	-	03:15	-	-	-	-
Vol.	-	-	541	-	-	-	629	-	-	-	-
P.H.F.			0.952				0.925				
Percentage		45.4%	54.6%			33.4%	66.6%				
ADT/AADT		ADT 14,907		AADT 14,907							

Counts Unlimited, Inc.

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City of Perris
Ethanac Road
B/ Murrieta Road - Barnett Road
24 Hour Directional Volume Count

PER043
Site Code: 003-22418

Start Time	25-May-22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	167			23	102				
12:15		15	154			22	112				
12:30		8	155			22	164				
12:45		11	148	42	624	13	201	80	579	122	1203
01:00		10	143			26	142				
01:15		5	130			11	149				
01:30		6	127			13	162				
01:45		12	148	33	548	5	135	55	588	88	1136
02:00		13	143			7	135				
02:15		9	129			4	103				
02:30		10	162			6	164				
02:45		7	150	39	584	10	118	27	520	66	1104
03:00		11	**165**			10	**159**				
03:15		21	**141**			13	**203**				
03:30		35	**162**			7	**196**				
03:45		43	**172**	110	640	13	**208**	43	766	153	1406
04:00		43	142			11	153				
04:15		57	128			7	189				
04:30		81	136			16	156				
04:45		71	136	252	542	19	197	53	695	305	1237
05:00		89	140			24	176				
05:15		110	131			31	155				
05:30		119	145			49	182				
05:45		109	130	427	546	48	144	152	657	579	1203
06:00		127	132			51	160				
06:15		145	100			52	182				
06:30		144	101			62	113				
06:45		183	106	599	439	84	123	249	578	848	1017
07:00		**214**	108			95	130				
07:15		**236**	101			102	127				
07:30		**242**	101			**116**	133				
07:45		**232**	70	924	380	**124**	122	437	512	1361	892
08:00		131	95			**130**	104				
08:15		156	89			**125**	103				
08:30		126	69			108	111				
08:45		141	94	554	347	102	95	465	413	1019	760
09:00		111	63			102	93				
09:15		123	56			101	91				
09:30		119	51			97	68				
09:45		141	39	494	209	112	85	412	337	906	546
10:00		114	28			78	64				
10:15		105	22			92	54				
10:30		105	31			98	46				
10:45		113	26	437	107	107	44	375	208	812	315
11:00		111	19			91	36				
11:15		157	14			109	38				
11:30		166	18			114	26				
11:45		155	13	589	64	141	29	455	129	1044	193
Total		4500	5030	4500	5030	2803	5982	2803	5982	7303	11012
Combined Total		9530		9530		8785		8785		18315	
AM Peak	-	07:00	-	-	-	07:30	-	-	-	-	-
Vol.	-	924	-	-	-	495	-	-	-	-	-
P.H.F.		0.955				0.952					
PM Peak	-	-	03:00	-	-	-	03:00	-	-	-	-
Vol.	-	-	640	-	-	-	766	-	-	-	-
P.H.F.			0.930				0.921				
Percentage		47.2%	52.8%			31.9%	68.1%				
ADT/AADT		ADT 18,315		AADT 18,315							

Counts Unlimited, Inc.

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City of Perris
Ethanac Road
B/ Barnett Road - Case Road
24 Hour Directional Volume Count

PER044
Site Code: 003-22418

Start Time	25-May-22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		10	201			31	106				
12:15		21	164			32	119				
12:30		8	180			22	169				
12:45		17	168	56	713	31	170	116	564	172	1277
01:00		13	176			20	140				
01:15		7	152			13	156				
01:30		7	156			19	161				
01:45		10	183	37	667	15	148	67	605	104	1272
02:00		14	172			13	147				
02:15		10	156			7	135				
02:30		11	175			19	135				
02:45		10	194	45	697	12	133	51	550	96	1247
03:00		11	**185**			17	162				
03:15		19	**190**			15	**184**				
03:30		30	**191**			25	**211**				
03:45		46	**204**	106	770	28	**200**	85	757	191	1527
04:00		40	160			22	**172**				
04:15		71	153			16	165				
04:30		86	142			23	182				
04:45		84	159	281	614	29	172	90	691	371	1305
05:00		95	152			31	175				
05:15		107	143			51	146				
05:30		136	153			62	162				
05:45		122	166	460	614	68	152	212	635	672	1249
06:00		133	159			77	147				
06:15		147	122			68	162				
06:30		170	121			107	125				
06:45		199	123	649	525	105	139	357	573	1006	1098
07:00		**248**	142			114	141				
07:15		**272**	129			116	114				
07:30		**291**	104			**124**	132				
07:45		**269**	84	1080	459	**148**	124	502	511	1582	970
08:00		188	110			**148**	101				
08:15		183	100			**118**	110				
08:30		176	90			123	104				
08:45		157	102	704	402	103	94	492	409	1196	811
09:00		138	70			118	100				
09:15		155	72			125	85				
09:30		138	58			99	61				
09:45		170	42	601	242	105	74	447	320	1048	562
10:00		144	35			87	63				
10:15		135	29			97	59				
10:30		120	36			126	40				
10:45		145	29	544	129	106	44	416	206	960	335
11:00		135	18			106	39				
11:15		178	21			118	37				
11:30		205	20			125	30				
11:45		180	19	698	78	114	40	463	146	1161	224
Total		5261	5910	5261	5910	3298	5967	3298	5967	8559	11877
Combined Total		11171		11171		9265		9265		20436	
AM Peak	-	07:00	-	-	-	07:30	-	-	-	-	-
Vol.	-	1080	-	-	-	538	-	-	-	-	-
P.H.F.		0.928				0.909					
PM Peak	-	-	03:00	-	-	-	03:15	-	-	-	-
Vol.	-	-	770	-	-	-	767	-	-	-	-
P.H.F.			0.944				0.909				
Percentage		47.1%	52.9%			35.6%	64.4%				
ADT/AADT		ADT 20,436		AADT 20,436							

Counts Unlimited, Inc.

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City of Perris
Ethanac Road
B/ Case Road - Interstate 215 Southbound Ramps
24 Hour Directional Volume Count

PER045
Site Code: 003-22418

Start Time	25-May-22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		23	232			29	183				
12:15		30	210			29	179				
12:30		15	238			18	246				
12:45		19	229	87	909	31	253	107	861	194	1770
01:00		19	227			20	198				
01:15		11	206			11	219				
01:30		9	236			19	220				
01:45		12	216	51	885	15	193	65	830	116	1715
02:00		21	220			12	199				
02:15		16	196			7	207				
02:30		14	242			19	188				
02:45		10	246	61	904	12	177	50	771	111	1675
03:00		22	227			16	233				
03:15		21	213			15	**251**				
03:30		35	**264**			22	**278**				
03:45		55	**231**	133	935	28	**265**	81	1027	214	1962
04:00		44	**230**			23	**235**				
04:15		73	**237**			28	246				
04:30		95	207			37	245				
04:45		86	225	298	899	58	229	146	955	444	1854
05:00		110	189			55	240				
05:15		125	212			70	213				
05:30		152	221			77	221				
05:45		134	210	521	832	96	230	298	904	819	1736
06:00		155	222			114	202				
06:15		164	191			119	195				
06:30		201	178			151	170				
06:45		226	153	746	744	146	183	530	750	1276	1494
07:00		**290**	194			161	190				
07:15		**308**	157			165	156				
07:30		**316**	148			176	146				
07:45		**302**	116	1216	615	**223**	171	725	663	1941	1278
08:00		231	131			**228**	147				
08:15		228	117			**176**	165				
08:30		217	127			**205**	133				
08:45		213	136	889	511	162	126	771	571	1660	1082
09:00		171	119			172	130				
09:15		203	94			191	90				
09:30		186	96			155	83				
09:45		190	62	750	371	174	99	692	402	1442	773
10:00		182	52			167	74				
10:15		185	61			141	74				
10:30		167	50			173	41				
10:45		192	34	726	197	185	58	666	247	1392	444
11:00		188	23			178	42				
11:15		212	29			189	53				
11:30		245	26			193	35				
11:45		262	31	907	109	187	48	747	178	1654	287
Total		6385	7911	6385	7911	4878	8159	4878	8159	11263	16070
Combined Total		14296		14296		13037		13037		27333	
AM Peak	-	07:00	-	-	-	07:45	-	-	-	-	-
Vol.	-	1216	-	-	-	832	-	-	-	-	-
P.H.F.		0.962				0.912					
PM Peak	-	-	03:30	-	-	-	03:15	-	-	-	-
Vol.	-	-	962	-	-	-	1029	-	-	-	-
P.H.F.			0.911				0.925				
Percentage		44.7%	55.3%			37.4%	62.6%				
ADT/AADT		ADT 27,333		AADT 27,333							

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City of Perris
Ethanac Road
B/ Interstate 215 Northbound Ramps - Encanto Drive
24 Hour Directional Volume Count

PER046
Site Code: 003-22418

Start Time	25-May-22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		17	170			10	125				
12:15		20	151			10	119				
12:30		10	158			6	154				
12:45		13	143	60	622	5	145	31	543	91	1165
01:00		11	131			8	118				
01:15		8	145			5	114				
01:30		7	146			1	159				
01:45		16	148	42	570	11	97	25	488	67	1058
02:00		7	126			6	107				
02:15		11	106			6	124				
02:30		11	148			9	113				
02:45		8	**179**	37	559	13	92	34	436	71	995
03:00		10	**166**			8	**140**				
03:15		17	**181**			11	**161**				
03:30		16	**158**			20	**153**				
03:45		32	169	75	674	24	**153**	63	607	138	1281
04:00		30	160			13	140				
04:15		30	157			30	116				
04:30		25	157			38	137				
04:45		44	170	129	644	30	97	111	490	240	1134
05:00		35	157			50	128				
05:15		52	154			54	120				
05:30		70	150			76	105				
05:45		101	129	258	590	69	77	249	430	507	1020
06:00		61	144			84	109				
06:15		98	137			95	94				
06:30		119	121			107	98				
06:45		150	89	428	491	87	75	373	376	801	867
07:00		**149**	108			112	64				
07:15		**165**	92			**133**	61				
07:30		**170**	78			**127**	59				
07:45		**180**	82	664	360	**112**	68	484	252	1148	612
08:00		128	79			**161**	60				
08:15		146	94			118	66				
08:30		120	79			128	54				
08:45		121	89	515	341	96	39	503	219	1018	560
09:00		127	72			107	41				
09:15		106	81			118	36				
09:30		92	62			117	47				
09:45		131	48	456	263	100	41	442	165	898	428
10:00		115	46			96	23				
10:15		109	32			110	13				
10:30		93	34			101	17				
10:45		120	33	437	145	119	30	426	83	863	228
11:00		121	22			94	24				
11:15		128	29			148	10				
11:30		136	22			109	20				
11:45		140	24	525	97	105	14	456	68	981	165
Total		3626	5356	3626	5356	3197	4157	3197	4157	6823	9513
Combined Total		8982		8982		7354		7354		16336	
AM Peak	-	07:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	664	-	-	-	533	-	-	-	-	-
P.H.F.		0.922				0.828					
PM Peak	-	-	02:45	-	-	-	03:00	-	-	-	-
Vol.	-	-	684	-	-	-	607	-	-	-	-
P.H.F.			0.945				0.943				
Percentage		40.4%	59.6%			43.5%	56.5%				
ADT/AADT		ADT 16,336		AADT 16,336							

Counts Unlimited, Inc.

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City of Perris
Ethanac Road
B/ Encanto Drive - Sherman Road
24 Hour Directional Volume Count

PER047
Site Code: 003-22418

Start Time	25-May-22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		13	168			10	115				
12:15		19	147			8	105				
12:30		8	141			6	142				
12:45		10	134	50	590	6	137	30	499	80	1089
01:00		11	113			8	116				
01:15		9	118			4	103				
01:30		9	143			1	123				
01:45		14	141	43	515	11	84	24	426	67	941
02:00		7	117			5	95				
02:15		11	97			5	118				
02:30		12	133			9	113				
02:45		9	152	39	499	12	89	31	415	70	914
03:00		9	147			8	**135**				
03:15		15	**158**			10	**147**				
03:30		15	**153**			17	**147**				
03:45		25	**166**	64	624	20	**151**	55	580	119	1204
04:00		31	**148**			11	129				
04:15		28	143			27	110				
04:30		25	154			31	129				
04:45		44	151	128	596	26	108	95	476	223	1072
05:00		33	147			41	112				
05:15		49	137			48	106				
05:30		69	139			63	97				
05:45		100	115	251	538	66	75	218	390	469	928
06:00		58	128			69	94				
06:15		95	132			87	87				
06:30		115	104			101	88				
06:45		141	82	409	446	81	66	338	335	747	781
07:00		**148**	104			109	59				
07:15		**161**	78			**129**	51				
07:30		**161**	72			**121**	51				
07:45		**145**	72	615	326	**108**	52	467	213	1082	539
08:00		110	67			**149**	56				
08:15		110	75			101	57				
08:30		117	77			109	54				
08:45		116	75	453	294	90	35	449	202	902	496
09:00		120	62			100	39				
09:15		101	80			104	34				
09:30		85	54			107	31				
09:45		121	42	427	238	95	37	406	141	833	379
10:00		110	41			92	19				
10:15		100	26			95	12				
10:30		92	32			93	15				
10:45		105	31	407	130	108	29	388	75	795	205
11:00		111	21			83	18				
11:15		115	27			132	13				
11:30		126	19			99	15				
11:45		137	22	489	89	87	13	401	59	890	148
Total		3375	4885	3375	4885	2902	3811	2902	3811	6277	8696
Combined Total		8260		8260		6713		6713		14973	
AM Peak	-	07:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	615	-	-	-	507	-	-	-	-	-
P.H.F.		0.955				0.851					
PM Peak	-	-	03:15	-	-	-	03:00	-	-	-	-
Vol.	-	-	625	-	-	-	580	-	-	-	-
P.H.F.			0.941				0.960				
Percentage		40.9%	59.1%			43.2%	56.8%				
ADT/AADT		ADT 14,973		AADT 14,973							

Counts Unlimited, Inc.

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City of Menifee
Ethanac Road
B/ Sherman Road - Jackson Avenue
24 Hour Directional Volume Count

MEN048
Site Code: 003-22418

Start Time	25-May-22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		5	**107**			4	42				
12:15		8	**74**			0	**55**				
12:30		1	**68**			0	**104**				
12:45		2	**72**	16	321	1	**61**	5	262	21	583
01:00		3	49			2	**46**				
01:15		3	58			1	44				
01:30		1	55			0	49				
01:45		10	53	17	215	1	23	4	162	21	377
02:00		2	60			1	42				
02:15		5	45			4	39				
02:30		4	59			0	61				
02:45		5	65	16	229	5	47	10	189	26	418
03:00		1	86			3	59				
03:15		1	81			7	63				
03:30		4	65			2	95				
03:45		11	69	17	301	6	49	18	266	35	567
04:00		16	67			13	46				
04:15		6	77			18	28				
04:30		8	73			6	50				
04:45		26	84	56	301	17	37	54	161	110	462
05:00		20	77			22	27				
05:15		27	74			18	44				
05:30		48	64			35	43				
05:45		61	52	156	267	32	13	107	127	263	394
06:00		31	64			34	26				
06:15		47	49			32	40				
06:30		81	64			49	32				
06:45		82	45	241	222	44	25	159	123	400	345
07:00		**92**	52			**56**	20				
07:15		**76**	40			**78**	26				
07:30		**92**	34			**88**	20				
07:45		**104**	31	364	157	**63**	20	285	86	649	243
08:00		42	38			56	21				
08:15		33	26			44	10				
08:30		45	29			37	17				
08:45		38	31	158	124	36	12	173	60	331	184
09:00		44	21			45	15				
09:15		33	34			48	8				
09:30		38	31			34	9				
09:45		50	16	165	102	42	8	169	40	334	142
10:00		45	22			33	7				
10:15		51	16			33	10				
10:30		39	0			41	0				
10:45		44	8	179	46	39	8	146	25	325	71
11:00		42	10			34	2				
11:15		50	9			44	2				
11:30		64	7			42	4				
11:45		85	7	241	33	27	3	147	11	388	44
Total		1626	2318	1626	2318	1277	1512	1277	1512	2903	3830
Combined Total		3944		3944		2789		2789		6733	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	364	-	-	-	285	-	-	-	-	-
P.H.F.		0.875				0.810					
PM Peak	-	-	12:00	-	-	-	00:15	-	-	-	-
Vol.	-	-	321	-	-	-	266	-	-	-	-
P.H.F.			0.750				0.639				
Percentage		41.2%	58.8%			45.8%	54.2%				
ADT/AADT		ADT 6,733		AADT 6,733							

Counts Unlimited, Inc.

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City of Menifee
Ethanac Road
B/ Jackson Avenue - Antelope Road
24 Hour Directional Volume Count

MEN049
Site Code: 003-22418

Start Time	25-May-22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		5	74			4	39				
12:15		8	57			0	41				
12:30		2	59			0	62				
12:45		2	66	17	256	1	43	5	185	22	441
01:00		3	46			2	39				
01:15		4	52			1	37				
01:30		1	50			0	43				
01:45		10	54	18	202	1	19	4	138	22	340
02:00		2	58			1	35				
02:15		5	40			4	29				
02:30		4	54			0	53				
02:45		5	58	16	210	5	36	10	153	26	363
03:00		1	86			3	**53**				
03:15		1	77			6	**55**				
03:30		3	62			2	**98**				
03:45		12	62	17	287	3	**42**	14	248	31	535
04:00		12	61			10	34				
04:15		6	68			15	24				
04:30		7	**70**			9	46				
04:45		22	**71**	47	270	15	32	49	136	96	406
05:00		16	**74**			18	27				
05:15		24	**73**			12	40				
05:30		36	57			24	36				
05:45		61	50	137	254	30	14	84	117	221	371
06:00		22	61			25	22				
06:15		30	45			26	33				
06:30		**63**	60			50	22				
06:45		**66**	40	181	206	40	21	141	98	322	304
07:00		**76**	44			**47**	16				
07:15		**82**	35			**65**	23				
07:30		63	34			**76**	14				
07:45		61	31	282	144	**51**	20	239	73	521	217
08:00		30	41			31	17				
08:15		24	21			31	11				
08:30		39	26			26	14				
08:45		35	27	128	115	26	10	114	52	242	167
09:00		40	22			31	11				
09:15		30	31			33	7				
09:30		33	28			30	10				
09:45		38	13	141	94	34	7	128	35	269	129
10:00		43	18			26	7				
10:15		37	16			27	5				
10:30		29	0			34	0				
10:45		40	7	149	41	27	9	114	21	263	62
11:00		36	10			26	1				
11:15		40	10			35	2				
11:30		52	7			36	4				
11:45		69	9	197	36	23	3	120	10	317	46
Total		1330	2115	1330	2115	1022	1266	1022	1266	2352	3381
Combined Total		3445		3445		2288		2288		5733	
AM Peak	-	06:30	-	-	-	07:00	-	-	-	-	-
Vol.	-	287	-	-	-	239	-	-	-	-	-
P.H.F.		0.875				0.786					
PM Peak	-	-	04:30	-	-	-	03:00	-	-	-	-
Vol.	-	-	288	-	-	-	248	-	-	-	-
P.H.F.			0.935				0.633				
Percentage		38.6%	61.4%			44.7%	55.3%				
ADT/AADT		ADT 5,733		AADT 5,733							

Counts Unlimited, Inc.

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City of Menifee
Matthews Road
B/ Antelope Road - Palomar Road
24 Hour Directional Volume Count

MEN050
Site Code: 003-22418

Start Time	25-May-22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		5	70			3	38				
12:15		5	57			0	38				
12:30		2	55			0	63				
12:45		2	67	14	249	1	40	4	179	18	428
01:00		3	41			2	43				
01:15		4	62			1	47				
01:30		1	54			0	32				
01:45		10	47	18	204	1	19	4	141	22	345
02:00		2	61			2	31				
02:15		4	42			1	26				
02:30		5	**67**			0	39				
02:45		2	**64**	13	234	5	37	8	133	21	367
03:00		2	**92**			3	**48**				
03:15		1	**82**			7	**52**				
03:30		3	64			2	**59**				
03:45		12	62	18	300	4	**39**	16	198	34	498
04:00		9	57			10	29				
04:15		3	71			13	22				
04:30		9	67			10	37				
04:45		14	71	35	266	18	28	51	116	86	382
05:00		12	74			16	26				
05:15		21	79			14	33				
05:30		33	58			22	31				
05:45		42	43	108	254	54	13	106	103	214	357
06:00		29	62			26	21				
06:15		24	49			26	31				
06:30		**58**	59			49	23				
06:45		**68**	45	179	215	46	22	147	97	326	312
07:00		**67**	41			**47**	14				
07:15		**80**	34			**51**	22				
07:30		54	35			**65**	12				
07:45		61	36	262	146	**52**	21	215	69	477	215
08:00		28	39			32	18				
08:15		27	23			31	10				
08:30		37	25			27	15				
08:45		38	31	130	118	25	9	115	52	245	170
09:00		40	21			31	9				
09:15		27	33			34	8				
09:30		30	29			29	8				
09:45		41	18	138	101	28	7	122	32	260	133
10:00		36	18			25	5				
10:15		36	18			28	6				
10:30		29	1			29	0				
10:45		41	0	142	37	28	0	110	11	252	48
11:00		32	0			22	1				
11:15		41	0			32	2				
11:30		47	6			32	3				
11:45		63	8	183	14	18	3	104	9	287	23
Total		1240	2138	1240	2138	1002	1140	1002	1140	2242	3278
Combined Total		3378		3378		2142		2142		5520	
AM Peak	-	06:30	-	-	-	07:00	-	-	-	-	-
Vol.	-	273	-	-	-	215	-	-	-	-	-
P.H.F.		0.853				0.827					
PM Peak	-	-	02:30	-	-	-	03:00	-	-	-	-
Vol.	-	-	305	-	-	-	198	-	-	-	-
P.H.F.			0.829				0.839				
Percentage		36.7%	63.3%			46.8%	53.2%				
ADT/AADT		ADT 5,520		AADT 5,520							

Counts Unlimited, Inc.

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City of Menifee
Matthews Road
B/ Palomar Road - Menifee Road
24 Hour Directional Volume Count

MEN051
Site Code: 003-22418

Start Time	25-May-22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	47			0	22				
12:15		3	29			0	**42**				
12:30		2	31			0	**36**				
12:45		0	28	8	135	0	**17**	0	117	8	252
01:00		1	16			0	**26**				
01:15		1	28			1	18				
01:30		0	25			0	14				
01:45		7	19	9	88	2	10	3	68	12	156
02:00		0	26			2	15				
02:15		1	24			0	11				
02:30		1	19			0	17				
02:45		0	**35**	2	104	2	17	4	60	6	164
03:00		0	**35**			4	20				
03:15		0	**41**			4	17				
03:30		2	**28**			1	23				
03:45		3	33	5	137	4	14	13	74	18	211
04:00		2	23			1	18				
04:15		1	30			10	9				
04:30		2	27			7	18				
04:45		10	31	15	111	10	11	28	56	43	167
05:00		5	35			5	11				
05:15		9	32			5	18				
05:30		12	20			13	11				
05:45		23	19	49	106	18	4	41	44	90	150
06:00		15	24			14	7				
06:15		8	22			17	12				
06:30		15	27			37	7				
06:45		**42**	18	80	91	**33**	11	101	37	181	128
07:00		**34**	17			**34**	6				
07:15		**37**	11			**34**	9				
07:30		**19**	12			**45**	3				
07:45		32	17	122	57	25	6	138	24	260	81
08:00		19	20			15	6				
08:15		15	6			12	4				
08:30		12	13			18	2				
08:45		14	7	60	46	10	4	55	16	115	62
09:00		20	10			21	2				
09:15		8	12			16	3				
09:30		14	10			10	5				
09:45		16	6	58	38	14	3	61	13	119	51
10:00		17	5			11	1				
10:15		21	4			10	3				
10:30		9	1			13	0				
10:45		16	0	63	10	11	0	45	4	108	14
11:00		14	0			8	0				
11:15		23	0			15	0				
11:30		32	2			13	3				
11:45		33	4	102	6	12	2	48	5	150	11
Total		573	929	573	929	537	518	537	518	1110	1447
Combined Total		1502		1502		1055		1055		2557	
AM Peak	-	06:45	-	-	-	06:45	-	-	-	-	-
Vol.	-	132	-	-	-	146	-	-	-	-	-
P.H.F.		0.786				0.811					
PM Peak	-	-	02:45	-	-	-	00:15	-	-	-	-
Vol.	-	-	139	-	-	-	121	-	-	-	-
P.H.F.			0.848				0.720				
Percentage		38.1%	61.9%			50.9%	49.1%				
ADT/AADT		ADT 2,557		AADT 2,557							

Counts Unlimited, Inc.

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City of Menifee
Case Road
B/ Briggs Road West - Briggs Road East
24 Hour Directional Volume Count

MEN052
Site Code: 003-22418

Start Time	25-May-22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	61			1	106				
12:15		2	124			0	62				
12:30		4	64			1	31				
12:45		1	43	10	292	2	41	4	240	14	532
01:00		4	50			3	22				
01:15		2	41			2	59				
01:30		4	42			3	34				
01:45		5	35	15	168	3	27	11	142	26	310
02:00		8	38			1	20				
02:15		1	46			1	71				
02:30		0	41			2	34				
02:45		0	44	9	169	1	31	5	156	14	325
03:00		1	**84**			1	**59**				
03:15		0	**104**			2	**163**				
03:30		1	**81**			4	**156**				
03:45		3	**47**	5	316	5	**52**	12	430	17	746
04:00		2	54			8	41				
04:15		4	40			8	32				
04:30		4	52			7	40				
04:45		6	54	16	200	10	49	33	162	49	362
05:00		11	74			6	38				
05:15		7	82			14	48				
05:30		9	58			14	44				
05:45		1	44	28	258	21	28	55	158	83	416
06:00		14	23			13	36				
06:15		12	29			21	20				
06:30		29	35			36	23				
06:45		57	38	112	125	64	31	134	110	246	235
07:00		**152**	31			**158**	20				
07:15		**207**	23			**166**	21				
07:30		**206**	31			**163**	16				
07:45		**67**	19	632	104	**132**	27	619	84	1251	188
08:00		69	29			54	80				
08:15		54	27			44	32				
08:30		57	24			43	15				
08:45		33	27	213	107	38	13	179	140	392	247
09:00		28	26			26	14				
09:15		35	14			17	12				
09:30		36	21			29	10				
09:45		24	15	123	76	22	10	94	46	217	122
10:00		19	16			19	4				
10:15		28	12			14	3				
10:30		23	12			26	17				
10:45		19	8	89	48	22	5	81	29	170	77
11:00		22	6			30	2				
11:15		25	3			33	1				
11:30		25	4			35	1				
11:45		27	1	99	14	72	2	170	6	269	20
Total		1351	1877	1351	1877	1397	1703	1397	1703	2748	3580
Combined Total		3228		3228		3100		3100		6328	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	632	-	-	-	619	-	-	-	-	-
P.H.F.		0.763				0.932					
PM Peak	-	-	03:00	-	-	-	03:00	-	-	-	-
Vol.	-	-	316	-	-	-	430	-	-	-	-
P.H.F.			0.760				0.660				
Percentage		41.9%	58.1%			45.1%	54.9%				
ADT/AADT		ADT 6,328		AADT 6,328							

Counts Unlimited, Inc.

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City of Menifee
McCall Boulevard
B/ Murrieta Road - Sun City Boulevard
24 Hour Directional Volume Count

MEN053
Site Code: 003-22418

Start Time	5/25/22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		5	84			18	141				
12:15		2	81			13	134				
12:30		3	105			9	127				
12:45		5	112	15	382	7	134	47	536	62	918
01:00		3	86			9	146				
01:15		5	116			4	153				
01:30		6	106			10	170				
01:45		1	83	15	391	7	132	30	601	45	992
02:00		3	110			8	138				
02:15		3	87			8	115				
02:30		3	**115**			7	134				
02:45		11	**117**	20	429	8	109	31	496	51	925
03:00		7	**100**			6	**157**				
03:15		12	**119**			7	**148**				
03:30		20	92			8	**152**				
03:45		9	83	48	394	7	**152**	28	609	76	1003
04:00		23	97			5	127				
04:15		21	108			11	161				
04:30		26	89			8	147				
04:45		31	97	101	391	12	138	36	573	137	964
05:00		29	104			16	140				
05:15		46	104			26	169				
05:30		57	80			25	132				
05:45		54	83	186	371	32	131	99	572	285	943
06:00		60	79			44	136				
06:15		56	89			50	122				
06:30		90	64			56	101				
06:45		85	58	291	290	57	110	207	469	498	759
07:00		96	57			56	100				
07:15		96	59			78	95				
07:30		**140**	71			77	76				
07:45		**111**	40	443	227	114	82	325	353	768	580
08:00		**88**	57			97	78				
08:15		**111**	57			91	84				
08:30		88	50			112	82				
08:45		109	52	396	216	114	69	414	313	810	529
09:00		88	46			108	44				
09:15		88	24			98	37				
09:30		79	28			101	36				
09:45		91	20	346	118	113	43	420	160	766	278
10:00		102	31			91	36				
10:15		76	30			121	29				
10:30		72	22			108	19				
10:45		91	15	341	98	114	37	434	121	775	219
11:00		79	12			**101**	17				
11:15		94	8			**105**	17				
11:30		95	11			**106**	27				
11:45		80	7	348	38	**134**	16	446	77	794	115
Total		2550	3345	2550	3345	2517	4880	2517	4880	5067	8225
Combined Total		5895		5895		7397		7397		13292	
AM Peak	-	07:30	-	-	-	11:00	-	-	-	-	-
Vol.	-	450	-	-	-	446	-	-	-	-	-
P.H.F.		0.804				0.832					
PM Peak	-	-	02:30	-	-	-	03:00	-	-	-	-
Vol.	-	-	451	-	-	-	609	-	-	-	-
P.H.F.			0.947				0.896				
Percentage		43.3%	56.7%			34.0%	66.0%				
ADT/AADT		ADT 13,292		AADT 13,292							

Counts Unlimited, Inc.

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City of Menifee
McCall Boulevard
B/ Sun City Boulevard - Bradley Road
24 Hour Directional Volume Count

MEN054
Site Code: 003-22418

Start Time	5/25/22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		7	128			25	186				
12:15		1	116			19	192				
12:30		5	137			16	164				
12:45		6	138	19	519	11	200	71	742	90	1261
01:00		6	118			14	195				
01:15		10	160			5	189				
01:30		6	152			9	221				
01:45		2	113	24	543	8	194	36	799	60	1342
02:00		4	130			10	190				
02:15		3	135			9	159				
02:30		4	142			9	185				
02:45		13	**156**	24	563	12	176	40	710	64	1273
03:00		13	**147**			10	208				
03:15		13	**147**			9	207				
03:30		23	**147**			12	203				
03:45		11	125	60	566	10	209	41	827	101	1393
04:00		26	131			11	187				
04:15		23	137			13	212				
04:30		36	127			13	**202**				
04:45		36	106	121	501	19	**214**	56	815	177	1316
05:00		37	140			24	**199**				
05:15		53	150			30	**225**				
05:30		71	116			30	167				
05:45		64	98	225	504	44	170	128	761	353	1265
06:00		74	104			46	168				
06:15		65	117			68	155				
06:30		102	85			67	135				
06:45		99	82	340	388	70	151	251	609	591	997
07:00		120	74			83	129				
07:15		105	87			109	136				
07:30		**152**	103			100	120				
07:45		**129**	70	506	334	142	114	434	499	940	833
08:00		**108**	80			148	91				
08:15		**141**	81			116	111				
08:30		104	64			**175**	103				
08:45		110	59	463	284	**202**	91	641	396	1104	680
09:00		112	55			**180**	66				
09:15		113	30			**166**	47				
09:30		107	48			156	60				
09:45		119	28	451	161	178	57	680	230	1131	391
10:00		139	41			153	45				
10:15		110	33			196	43				
10:30		92	28			164	33				
10:45		128	21	469	123	184	46	697	167	1166	290
11:00		111	13			143	22				
11:15		104	10			153	21				
11:30		125	16			165	36				
11:45		115	6	455	45	194	22	655	101	1110	146
Total		3157	4531	3157	4531	3730	6656	3730	6656	6887	11187
Combined Total		7688		7688		10386		10386		18074	
AM Peak	-	07:30	-	-	-	08:30	-	-	-	-	-
Vol.	-	530	-	-	-	723	-	-	-	-	-
P.H.F.		0.872				0.895					
PM Peak	-	-	02:45	-	-	-	04:30	-	-	-	-
Vol.	-	-	597	-	-	-	840	-	-	-	-
P.H.F.			0.957				0.933				
Percentage		41.1%	58.9%			35.9%	64.1%				
ADT/AADT		ADT 18,074		AADT 18,074							

Counts Unlimited, Inc.

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City of Menifee
McCall Boulevard
B/ Bradley Road - Interstate 215 Southbound Ramps
24 Hour Directional Volume Count

MEN055
Site Code: 003-22418

Start Time	5/25/22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		9	192			37	290				
12:15		14	188			29	308				
12:30		8	182			24	295				
12:45		14	**187**	45	749	21	301	111	1194	156	1943
01:00		10	**179**			24	330				
01:15		10	**255**			18	273				
01:30		11	**222**			13	350				
01:45		4	168	35	824	14	303	69	1256	104	2080
02:00		8	164			13	313				
02:15		8	210			14	275				
02:30		8	224			11	310				
02:45		12	194	36	792	17	322	55	1220	91	2012
03:00		14	195			10	336				
03:15		15	205			12	325				
03:30		22	198			18	333				
03:45		20	203	71	801	11	341	51	1335	122	2136
04:00		27	182			17	339				
04:15		22	211			19	329				
04:30		43	205			26	**339**				
04:45		41	214	133	812	28	**348**	90	1355	223	2167
05:00		64	208			42	**324**				
05:15		60	207			37	**350**				
05:30		78	211			59	325				
05:45		77	155	279	781	66	305	204	1304	483	2085
06:00		90	177			79	285				
06:15		91	176			97	249				
06:30		115	126			103	252				
06:45		145	128	441	607	124	242	403	1028	844	1635
07:00		133	140			140	218				
07:15		136	123			177	193				
07:30		185	135			191	203				
07:45		174	120	628	518	272	170	780	784	1408	1302
08:00		152	141			247	144				
08:15		184	152			246	151				
08:30		135	127			**315**	146				
08:45		188	107	659	527	**375**	140	1183	581	1842	1108
09:00		161	93			**334**	111				
09:15		195	95			**331**	101				
09:30		**210**	81			307	81				
09:45		**216**	69	782	338	331	85	1303	378	2085	716
10:00		**238**	85			297	50				
10:15		**208**	97			344	56				
10:30		190	41			309	39				
10:45		214	27	850	250	315	34	1265	179	2115	429
11:00		180	25			307	21				
11:15		200	17			319	21				
11:30		218	26			285	30				
11:45		268	19	866	87	325	25	1236	97	2102	184
Total		4825	7086	4825	7086	6750	10711	6750	10711	11575	17797
Combined Total		11911		11911		17461		17461		29372	
AM Peak	-	09:30	-	-	-	08:30	-	-	-	-	-
Vol.	-	872	-	-	-	1355	-	-	-	-	-
P.H.F.		0.916				0.903					
PM Peak	-	-	00:45	-	-	-	04:30	-	-	-	-
Vol.	-	-	843	-	-	-	1361	-	-	-	-
P.H.F.			0.826				0.972				
Percentage		40.5%	59.5%			38.7%	61.3%				
ADT/AADT		ADT 29,372		AADT 29,372							

Counts Unlimited, Inc.

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City of Menifee
McCall Boulevard
B/ Interstate 215 Northbound Ramps - Encanto Drive
24 Hour Directional Volume Count

MEN056
Site Code: 003-22418

Start Time	5/25/22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		48	321			18	220				
12:15		45	261			20	**259**				
12:30		31	240			17	**339**				
12:45		35	226	159	1048	14	**320**	69	1138	228	2186
01:00		30	260			16	**250**				
01:15		21	328			15	249				
01:30		12	255			10	332				
01:45		13	254	76	1097	10	232	51	1063	127	2160
02:00		11	258			9	236				
02:15		18	269			15	218				
02:30		17	285			32	252				
02:45		16	293	62	1105	15	273	71	979	133	2084
03:00		13	311			31	268				
03:15		9	304			36	261				
03:30		14	315			44	264				
03:45		15	320	51	1250	45	255	156	1048	207	2298
04:00		14	310			68	261				
04:15		16	325			93	242				
04:30		22	347			139	230				
04:45		26	**350**	78	1332	108	231	408	964	486	2296
05:00		38	**353**			124	253				
05:15		41	**400**			139	232				
05:30		54	**365**			194	236				
05:45		73	291	206	1409	203	215	660	936	866	2345
06:00		84	315			221	191				
06:15		89	298			177	179				
06:30		107	288			231	215				
06:45		186	244	466	1145	264	182	893	767	1359	1912
07:00		204	264			289	209				
07:15		216	232			317	174				
07:30		224	210			**345**	150				
07:45		228	210	872	916	**366**	141	1317	674	2189	1590
08:00		227	212			**344**	101				
08:15		223	213			**344**	143				
08:30		188	199			315	107				
08:45		210	170	848	794	300	97	1303	448	2151	1242
09:00		175	157			256	90				
09:15		195	155			259	79				
09:30		188	117			236	66				
09:45		228	101	786	530	257	49	1008	284	1794	814
10:00		208	84			212	62				
10:15		218	69			227	60				
10:30		214	83			235	46				
10:45		203	74	843	310	216	46	890	214	1733	524
11:00		**236**	48			225	35				
11:15		**211**	51			227	28				
11:30		**265**	45			207	35				
11:45		**308**	57	1020	201	233	18	892	116	1912	317
Total		5467	11137	5467	11137	7718	8631	7718	8631	13185	19768
Combined Total		16604		16604		16349		16349		32953	
AM Peak	-	11:00	-	-	-	07:30	-	-	-	-	-
Vol.	-	1020	-	-	-	1399	-	-	-	-	-
P.H.F.		0.828				0.956					
PM Peak	-	-	04:45	-	-	-	00:15	-	-	-	-
Vol.	-	-	1468	-	-	-	1168	-	-	-	-
P.H.F.			0.918				0.861				
Percentage		32.9%	67.1%			47.2%	52.8%				
ADT/AADT		ADT 32,953		AADT 32,953							

Counts Unlimited, Inc.

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City of Menifee
McCall Boulevard
B/ Encanto Drive - Sherman Road
24 Hour Directional Volume Count

MEN057
Site Code: 003-22418

Start Time	5/25/22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		40	250			12	146				
12:15		36	209			17	**216**				
12:30		24	201			11	**294**				
12:45		26	159	126	819	12	**276**	52	932	178	1751
01:00		24	198			15	**191**				
01:15		11	236			7	184				
01:30		10	191			7	251				
01:45		9	182	54	807	8	176	37	802	91	1609
02:00		10	191			6	188				
02:15		16	203			11	162				
02:30		12	211			22	189				
02:45		10	244	48	849	13	207	52	746	100	1595
03:00		10	244			25	220				
03:15		8	228			30	206				
03:30		11	247			37	217				
03:45		10	240	39	959	37	202	129	845	168	1804
04:00		9	237			49	197				
04:15		12	257			73	185				
04:30		15	**278**			117	165				
04:45		18	**269**	54	1041	91	168	330	715	384	1756
05:00		32	**281**			100	190				
05:15		34	**317**			117	183				
05:30		52	278			159	182				
05:45		63	223	181	1099	162	154	538	709	719	1808
06:00		78	232			187	155				
06:15		79	236			139	120				
06:30		96	206			176	147				
06:45		159	188	412	862	214	154	716	576	1128	1438
07:00		**203**	206			221	176				
07:15		**230**	174			240	122				
07:30		**210**	162			**291**	109				
07:45		**191**	152	834	694	**330**	107	1082	514	1916	1208
08:00		185	158			**285**	83				
08:15		170	158			**255**	108				
08:30		145	137			229	81				
08:45		142	137	642	590	227	72	996	344	1638	934
09:00		132	111			189	76				
09:15		128	109			197	66				
09:30		118	95			178	54				
09:45		152	76	530	391	188	36	752	232	1282	623
10:00		142	50			158	44				
10:15		143	52			151	44				
10:30		146	53			168	24				
10:45		141	54	572	209	156	29	633	141	1205	350
11:00		169	37			175	24				
11:15		161	35			166	16				
11:30		182	44			147	26				
11:45		234	44	746	160	171	8	659	74	1405	234
Total		4238	8480	4238	8480	5976	6630	5976	6630	10214	15110
Combined Total		12718		12718		12606		12606		25324	
AM Peak	-	07:00	-	-	-	07:30	-	-	-	-	-
Vol.	-	834	-	-	-	1161	-	-	-	-	-
P.H.F.		0.907				0.880					
PM Peak	-	-	04:30	-	-	-	00:15	-	-	-	-
Vol.	-	-	1145	-	-	-	977	-	-	-	-
P.H.F.			0.903				0.831				
Percentage		33.3%	66.7%			47.4%	52.6%				
ADT/AADT		ADT 25,324		AADT 25,324							

Counts Unlimited, Inc.

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City of Menifee
McCall Boulevard
B/ Sherman Road - Antelope Road
24 Hour Directional Volume Count

MEN058
Site Code: 003-22418

Start Time	5/25/22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		27	233			7	136				
12:15		32	172			12	**182**				
12:30		14	164			6	**316**				
12:45		24	141	97	710	12	**255**	37	889	134	1599
01:00		14	143			13	**162**				
01:15		14	161			6	153				
01:30		11	163			7	132				
01:45		7	150	46	617	4	147	30	594	76	1211
02:00		10	157			9	159				
02:15		8	145			10	121				
02:30		7	158			15	165				
02:45		14	181	39	641	10	171	44	616	83	1257
03:00		7	182			15	167				
03:15		8	204			24	170				
03:30		8	200			24	180				
03:45		8	238	31	824	34	167	97	684	128	1508
04:00		7	206			41	170				
04:15		4	214			65	171				
04:30		11	224			80	159				
04:45		22	**211**	44	855	72	137	258	637	302	1492
05:00		20	**232**			77	170				
05:15		27	**252**			89	160				
05:30		50	**229**			125	155				
05:45		54	186	151	899	133	124	424	609	575	1508
06:00		75	186			145	115				
06:15		73	184			119	117				
06:30		88	201			143	115				
06:45		**157**	160	393	731	188	114	595	461	988	1192
07:00		**196**	179			197	109				
07:15		**229**	145			**222**	98				
07:30		**190**	111			**282**	105				
07:45		151	130	766	565	**285**	85	986	397	1752	962
08:00		136	122			**222**	93				
08:15		116	123			189	72				
08:30		130	124			163	71				
08:45		94	112	476	481	190	57	764	293	1240	774
09:00		100	92			150	72				
09:15		98	92			182	56				
09:30		105	80			146	47				
09:45		123	71	426	335	151	31	629	206	1055	541
10:00		122	46			133	31				
10:15		109	49			114	33				
10:30		115	48			133	17				
10:45		118	47	464	190	125	24	505	105	969	295
11:00		129	26			144	21				
11:15		141	23			129	15				
11:30		137	31			137	27				
11:45		213	35	620	115	140	7	550	70	1170	185
Total		3553	6963	3553	6963	4919	5561	4919	5561	8472	12524
Combined Total		10516		10516		10480		10480		20996	
AM Peak	-	06:45	-	-	-	07:15	-	-	-	-	-
Vol.	-	772	-	-	-	1011	-	-	-	-	-
P.H.F.		0.843				0.887					
PM Peak	-	-	04:45	-	-	-	00:15	-	-	-	-
Vol.	-	-	924	-	-	-	915	-	-	-	-
P.H.F.			0.917				0.724				
Percentage		33.8%	66.2%			46.9%	53.1%				
ADT/AADT		ADT 20,996		AADT 20,996							

Counts Unlimited, Inc.

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City of Menifee
McCall Boulevard
B/ Antelope Road - Junipero Road
24 Hour Directional Volume Count

MEN059
Site Code: 003-22418

Start Time	5/25/22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		24	225			6	127				
12:15		24	171			11	158				
12:30		12	163			6	**295**				
12:45		21	128	81	687	13	**261**	36	841	117	1528
01:00		10	128			14	**160**				
01:15		14	146			3	**161**				
01:30		10	178			6	130				
01:45		7	144	41	596	3	133	26	584	67	1180
02:00		10	150			9	146				
02:15		9	138			9	106				
02:30		7	152			13	159				
02:45		14	167	40	607	11	171	42	582	82	1189
03:00		6	172			15	151				
03:15		8	192			20	163				
03:30		8	184			22	174				
03:45		9	228	31	776	35	155	92	643	123	1419
04:00		6	192			36	160				
04:15		4	197			53	167				
04:30		10	208			67	146				
04:45		23	**199**	43	796	59	130	215	603	258	1399
05:00		19	**221**			67	163				
05:15		26	**226**			74	149				
05:30		46	**212**			110	146				
05:45		55	171	146	830	121	119	372	577	518	1407
06:00		67	171			123	104				
06:15		68	170			105	103				
06:30		81	183			124	101				
06:45		150	149	366	673	157	106	509	414	875	1087
07:00		**207**	168			183	97				
07:15		**269**	128			**205**	89				
07:30		**181**	98			**277**	101				
07:45		**151**	111	808	505	**285**	80	950	367	1758	872
08:00		130	107			**224**	91				
08:15		120	106			205	66				
08:30		127	104			157	62				
08:45		84	89	461	406	174	49	760	268	1221	674
09:00		92	76			137	69				
09:15		99	80			170	50				
09:30		102	68			138	44				
09:45		117	61	410	285	141	24	586	187	996	472
10:00		123	40			122	32				
10:15		95	43			104	29				
10:30		106	47			124	17				
10:45		113	41	437	171	108	25	458	103	895	274
11:00		128	24			128	18				
11:15		132	16			114	13				
11:30		129	31			126	27				
11:45		207	31	596	102	131	6	499	64	1095	166
Total		3460	6434	3460	6434	4545	5233	4545	5233	8005	11667
Combined Total		9894		9894		9778		9778		19672	
AM Peak	-	07:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	808	-	-	-	991	-	-	-	-	-
P.H.F.		0.751				0.869					
PM Peak	-	-	04:45	-	-	-	00:30	-	-	-	-
Vol.	-	-	858	-	-	-	877	-	-	-	-
P.H.F.			0.949				0.743				
Percentage		35.0%	65.0%			46.5%	53.5%				
ADT/AADT		ADT 19,672		AADT 19,672							

Counts Unlimited, Inc.

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City of Menifee
McCall Boulevard
B/ Junipero Road - Menifee Road
24 Hour Directional Volume Count

MEN060
Site Code: 003-22418

Start Time	5/25/22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		21	188			7	**162**				
12:15		20	169			10	**193**				
12:30		11	154			5	**219**				
12:45		14	165	66	676	10	**174**	32	748	98	1424
01:00		15	131			13	148				
01:15		13	117			3	152				
01:30		10	181			4	109				
01:45		5	114	43	543	7	135	27	544	70	1087
02:00		8	141			6	124				
02:15		5	128			3	97				
02:30		7	151			10	150				
02:45		7	143	27	563	8	157	27	528	54	1091
03:00		9	167			9	143				
03:15		5	201			14	143				
03:30		8	191			20	156				
03:45		6	169	28	728	34	147	77	589	105	1317
04:00		7	175			38	171				
04:15		6	160			49	143				
04:30		10	188			55	124				
04:45		21	**178**	44	701	51	122	193	560	237	1261
05:00		19	**187**			60	156				
05:15		22	**181**			65	133				
05:30		39	**194**			92	129				
05:45		55	153	135	715	118	120	335	538	470	1253
06:00		49	146			105	89				
06:15		57	154			98	86				
06:30		68	149			128	101				
06:45		122	138	296	587	161	106	492	382	788	969
07:00		**197**	155			189	90				
07:15		**252**	109			**247**	90				
07:30		**163**	126			**322**	59				
07:45		**135**	93	747	483	**236**	72	994	311	1741	794
08:00		138	0			**190**	73				
08:15		126	104			184	56				
08:30		127	86			138	48				
08:45		74	76	465	266	148	48	660	225	1125	491
09:00		98	74			114	52				
09:15		116	62			103	38				
09:30		94	58			122	36				
09:45		109	44	417	238	117	26	456	152	873	390
10:00		108	35			114	27				
10:15		102	39			87	28				
10:30		103	40			112	15				
10:45		94	39	407	153	105	25	418	95	825	248
11:00		126	28			106	15				
11:15		128	26			106	11				
11:30		109	23			120	16				
11:45		145	23	508	100	140	10	472	52	980	152
Total		3183	5753	3183	5753	4183	4724	4183	4724	7366	10477
Combined Total		8936		8936		8907		8907		17843	
AM Peak	-	07:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	747	-	-	-	995	-	-	-	-	-
P.H.F.		0.741				0.773					
PM Peak	-	-	04:45	-	-	-	12:00	-	-	-	-
Vol.	-	-	740	-	-	-	748	-	-	-	-
P.H.F.			0.954				0.854				
Percentage		35.6%	64.4%			47.0%	53.0%				
ADT/AADT		ADT 17,843		AADT 17,843							

Counts Unlimited, Inc.

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City of Menifee
McCall Boulevard
B/ Menifee Road - Heritage Lake Drive West
24 Hour Directional Volume Count

MEN061
Site Code: 003-22418

Start Time	5/25/22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		14	**158**			4	**123**				
12:15		18	**116**			5	**203**				
12:30		4	**102**			1	**158**				
12:45		9	**95**	45	471	3	**81**	13	565	58	1036
01:00		7	73			5	87				
01:15		10	78			2	79				
01:30		8	69			5	66				
01:45		6	83	31	303	4	70	16	302	47	605
02:00		4	77			2	59				
02:15		2	79			2	59				
02:30		1	84			5	75				
02:45		3	83	10	323	4	69	13	262	23	585
03:00		6	98			10	90				
03:15		3	125			12	94				
03:30		5	125			11	101				
03:45		4	102	18	450	22	85	55	370	73	820
04:00		2	97			18	99				
04:15		4	106			37	78				
04:30		3	118			30	70				
04:45		8	112	17	433	36	52	121	299	138	732
05:00		17	122			33	83				
05:15		8	112			42	77				
05:30		10	121			54	68				
05:45		16	104	51	459	72	63	201	291	252	750
06:00		25	80			70	61				
06:15		20	95			64	52				
06:30		41	99			87	57				
06:45		80	113	166	387	92	55	313	225	479	612
07:00		**172**	98			**150**	61				
07:15		**180**	74			**199**	54				
07:30		**91**	85			**238**	31				
07:45		**87**	77	530	334	**145**	35	732	181	1262	515
08:00		78	17			129	63				
08:15		79	64			101	29				
08:30		56	50			107	28				
08:45		45	42	258	173	80	22	417	142	675	315
09:00		42	41			75	22				
09:15		61	30			66	15				
09:30		48	31			66	13				
09:45		65	28	216	130	69	10	276	60	492	190
10:00		52	26			69	7				
10:15		62	24			49	12				
10:30		55	17			74	12				
10:45		53	15	222	82	57	7	249	38	471	120
11:00		65	14			54	10				
11:15		73	16			66	3				
11:30		82	15			44	10				
11:45		132	12	352	57	76	5	240	28	592	85
Total		1916	3602	1916	3602	2646	2763	2646	2763	4562	6365
Combined Total		5518		5518		5409		5409		10927	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	530	-	-	-	732	-	-	-	-	-
P.H.F.		0.736				0.769					
PM Peak	-	-	12:00	-	-	-	12:00	-	-	-	-
Vol.	-	-	471	-	-	-	565	-	-	-	-
P.H.F.			0.745				0.696				
Percentage		34.7%	65.3%			48.9%	51.1%				
ADT/AADT		ADT 10,927		AADT 10,927							

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City of Menifee
McCall Boulevard
B/ Heritage Lake Drive West - Heritage Lake Drive East
24 Hour Directional Volume Count

MEN062
Site Code: 003-22418

Start Time	5/25/22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	84			2	**110**				
12:15		9	55			3	**104**				
12:30		3	90			0	**68**				
12:45		7	48	27	277	3	**35**	8	317	35	594
01:00		4	50			2	37				
01:15		4	49			0	59				
01:30		3	48			2	43				
01:45		5	48	16	195	5	36	9	175	25	370
02:00		3	50			0	33				
02:15		2	47			2	44				
02:30		2	51			1	38				
02:45		2	50	9	198	5	32	8	147	17	345
03:00		1	**70**			2	46				
03:15		0	**87**			4	83				
03:30		1	**84**			4	102				
03:45		2	**63**	4	304	14	41	24	272	28	576
04:00		2	61			6	50				
04:15		3	60			16	47				
04:30		3	68			13	48				
04:45		7	66	15	255	19	39	54	184	69	439
05:00		20	72			16	43				
05:15		4	66			29	58				
05:30		8	78			17	37				
05:45		10	53	42	269	35	34	97	172	139	441
06:00		21	47			33	32				
06:15		13	42			34	23				
06:30		30	49			42	29				
06:45		**63**	64	127	202	47	35	156	119	283	321
07:00		**113**	45			**78**	30				
07:15		**139**	37			**142**	29				
07:30		**79**	39			**158**	12				
07:45		57	33	388	154	**126**	24	504	95	892	249
08:00		66	36			63	45				
08:15		49	29			47	19				
08:30		37	18			52	9				
08:45		30	16	182	99	46	15	208	88	390	187
09:00		25	16			39	7				
09:15		45	15			21	5				
09:30		39	14			36	3				
09:45		34	10	143	55	30	4	126	19	269	74
10:00		32	10			38	7				
10:15		39	9			28	3				
10:30		32	9			41	8				
10:45		31	4	134	32	33	3	140	21	274	53
11:00		38	4			37	6				
11:15		32	9			38	1				
11:30		50	5			28	6				
11:45		72	4	192	22	44	1	147	14	339	36
Total		1279	2062	1279	2062	1481	1623	1481	1623	2760	3685
Combined Total		3341		3341		3104		3104		6445	
AM Peak	-	06:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	394	-	-	-	504	-	-	-	-	-
P.H.F.		0.709				0.797					
PM Peak	-	-	03:00	-	-	-	12:00	-	-	-	-
Vol.	-	-	304	-	-	-	317	-	-	-	-
P.H.F.			0.874				0.720				
Percentage		38.3%	61.7%			47.7%	52.3%				
ADT/AADT		ADT 6,445		AADT 6,445							

Counts Unlimited, Inc.

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City of Menifee
McCall Boulevard
B/ Heritage Lake Drive East - Briggs Road
24 Hour Directional Volume Count

MEN063
Site Code: 003-22418

Start Time	5/25/22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		6	35			2	51				
12:15		6	41			3	51				
12:30		2	53			0	24				
12:45		3	32	17	161	2	17	7	143	24	304
01:00		2	34			1	18				
01:15		3	25			1	40				
01:30		3	41			3	32				
01:45		4	28	12	128	4	24	9	114	21	242
02:00		2	31			0	22				
02:15		1	37			1	44				
02:30		1	37			2	25				
02:45		0	40	4	145	2	26	5	117	9	262
03:00		1	**59**			2	**38**				
03:15		0	**75**			2	**89**				
03:30		1	**61**			3	**92**				
03:45		1	**47**	3	242	6	**43**	13	262	16	504
04:00		1	51			1	34				
04:15		3	34			7	38				
04:30		3	45			5	37				
04:45		5	50	12	180	7	34	20	143	32	323
05:00		16	56			8	40				
05:15		3	49			14	38				
05:30		8	55			10	35				
05:45		9	36	36	196	22	25	54	138	90	334
06:00		17	22			13	24				
06:15		12	31			18	17				
06:30		29	33			30	23				
06:45		50	38	108	124	37	24	98	88	206	212
07:00		**82**	31			**59**	24				
07:15		**124**	21			**106**	18				
07:30		**86**	24			**115**	10				
07:45		**52**	22	344	98	**92**	19	372	71	716	169
08:00		53	17			44	45				
08:15		40	16			35	16				
08:30		37	5			37	5				
08:45		20	8	150	46	26	12	142	78	292	124
09:00		15	7			23	5				
09:15		35	7			15	8				
09:30		33	7			26	1				
09:45		22	3	105	24	28	2	92	16	197	40
10:00		17	5			28	7				
10:15		32	4			18	2				
10:30		25	5			24	4				
10:45		17	0	91	14	20	0	90	13	181	27
11:00		26	1			21	3				
11:15		22	4			22	1				
11:30		29	3			23	4				
11:45		28	1	105	9	47	1	113	9	218	18
Total		987	1367	987	1367	1015	1192	1015	1192	2002	2559
Combined Total		2354		2354		2207		2207		4561	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	344	-	-	-	372	-	-	-	-	-
P.H.F.		0.694				0.809					
PM Peak	-	-	03:00	-	-	-	03:00	-	-	-	-
Vol.	-	-	242	-	-	-	262	-	-	-	-
P.H.F.			0.807				0.712				
Percentage		41.9%	58.1%			46.0%	54.0%				
ADT/AADT		ADT 4,561		AADT 4,561							

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City of Menifee
Simpson Road
B/ Menifee Road - Lindenberger Road
24 Hour Directional Volume Count

MEN064
Site Code: 003-22418

Start Time	5/25/22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	42			4	72				
12:15		8	36			4	72				
12:30		4	56			7	63				
12:45		6	65	26	199	3	68	18	275	44	474
01:00		5	71			5	60				
01:15		2	51			4	87				
01:30		7	62			0	62				
01:45		4	62	18	246	3	57	12	266	30	512
02:00		4	54			2	60				
02:15		4	54			5	62				
02:30		1	53			7	**76**				
02:45		4	**83**	13	244	4	**69**	18	267	31	511
03:00		1	**82**			6	**79**				
03:15		0	**83**			2	**93**				
03:30		1	**84**			12	63				
03:45		4	70	6	319	14	67	34	302	40	621
04:00		1	76			17	61				
04:15		3	70			19	49				
04:30		2	59			16	81				
04:45		9	77	15	282	28	61	80	252	95	534
05:00		3	74			23	64				
05:15		14	56			43	77				
05:30		25	73			43	54				
05:45		28	54	70	257	44	45	153	240	223	497
06:00		36	60			47	54				
06:15		40	54			37	50				
06:30		54	57			58	53				
06:45		**69**	46	199	217	56	53	198	210	397	427
07:00		**75**	45			**74**	41				
07:15		**68**	36			**88**	53				
07:30		**59**	49			**85**	34				
07:45		50	28	252	158	**68**	43	315	171	567	329
08:00		59	38			64	38				
08:15		66	49			70	44				
08:30		54	32			67	18				
08:45		50	39	229	158	63	9	264	109	493	267
09:00		39	34			50	24				
09:15		38	27			54	22				
09:30		49	34			46	15				
09:45		38	19	164	114	52	18	202	79	366	193
10:00		35	14			54	10				
10:15		36	14			47	10				
10:30		38	19			47	8				
10:45		39	19	148	66	44	9	192	37	340	103
11:00		42	8			60	4				
11:15		46	13			50	2				
11:30		43	7			62	4				
11:45		63	4	194	32	49	5	221	15	415	47
Total		1334	2292	1334	2292	1707	2223	1707	2223	3041	4515
Combined Total		3626		3626		3930		3930		7556	
AM Peak	-	06:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	271	-	-	-	315	-	-	-	-	-
P.H.F.		0.903				0.895					
PM Peak	-	-	02:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	332	-	-	-	317	-	-	-	-
P.H.F.			0.988				0.852				
Percentage		36.8%	63.2%			43.4%	56.6%				
ADT/AADT		ADT 7,556		AADT 7,556							

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City of Menifee
Simpson Road
B/ Lindenberger Road - Briggs Road
24 Hour Directional Volume Count

MEN065
Site Code: 003-22418

Start Time	5/25/22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		7	49			6	80				
12:15		7	56			4	60				
12:30		8	48			7	68				
12:45		4	71	26	224	5	53	22	261	48	485
01:00		6	75			4	58				
01:15		4	54			4	67				
01:30		5	58			0	76				
01:45		8	61	23	248	1	72	9	273	32	521
02:00		5	57			5	38				
02:15		4	52			2	90				
02:30		0	53			2	75				
02:45		2	**93**	11	255	5	**66**	14	269	25	524
03:00		0	**94**			4	**85**				
03:15		0	**99**			3	**124**				
03:30		0	**86**			6	**100**				
03:45		6	66	6	345	11	65	24	374	30	719
04:00		2	69			12	62				
04:15		3	63			17	51				
04:30		7	57			15	76				
04:45		11	66	23	255	19	61	63	250	86	505
05:00		13	85			20	63				
05:15		18	74			37	82				
05:30		19	64			33	60				
05:45		29	52	79	275	42	57	132	262	211	537
06:00		30	56			38	54				
06:15		53	41			38	47				
06:30		51	40			53	51				
06:45		**80**	47	214	184	52	44	181	196	395	380
07:00		**104**	41			**101**	34				
07:15		**130**	34			**111**	34				
07:30		**113**	37			**93**	39				
07:45		77	24	424	136	**70**	33	375	140	799	276
08:00		57	30			49	56				
08:15		70	42			49	50				
08:30		69	27			64	20				
08:45		57	17	253	116	62	13	224	139	477	255
09:00		49	27			39	17				
09:15		45	23			50	19				
09:30		48	27			30	11				
09:45		40	16	182	93	50	18	169	65	351	158
10:00		41	11			36	13				
10:15		39	10			38	6				
10:30		42	9			33	8				
10:45		41	15	163	45	43	8	150	35	313	80
11:00		35	11			66	7				
11:15		53	9			50	4				
11:30		45	10			53	9				
11:45		45	4	178	34	56	4	225	24	403	58
Total		1582	2210	1582	2210	1588	2288	1588	2288	3170	4498
Combined Total		3792		3792		3876		3876		7668	
AM Peak	-	06:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	427	-	-	-	375	-	-	-	-	-
P.H.F.		0.821				0.845					
PM Peak	-	-	02:45	-	-	-	02:45	-	-	-	-
Vol.	-	-	372	-	-	-	375	-	-	-	-
P.H.F.			0.939				0.756				
Percentage		41.7%	58.3%			41.0%	59.0%				
ADT/AADT		ADT 7,668		AADT 7,668							

Counts Unlimited, Inc.

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City of Menifee
Newport Road
B/ Goetz Road - Berea Road
24 Hour Directional Volume Count

MEN066
Site Code: 003-22418

Start Time	5/25/22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		50	245			25	228				
12:15		40	246			35	227				
12:30		30	254			13	234				
12:45		35	283	155	1028	17	298	90	987	245	2015
01:00		19	251			12	259				
01:15		21	232			13	264				
01:30		26	239			18	283				
01:45		14	223	80	945	14	240	57	1046	137	1991
02:00		20	286			14	220				
02:15		13	325			16	284				
02:30		18	338			18	263				
02:45		13	300	64	1249	36	239	84	1006	148	2255
03:00		11	286			25	259				
03:15		13	287			44	278				
03:30		24	279			53	289				
03:45		28	295	76	1147	64	272	186	1098	262	2245
04:00		27	278			73	249				
04:15		48	285			98	318				
04:30		41	306			147	258				
04:45		64	**336**	180	1205	124	**264**	442	1089	622	2294
05:00		72	**317**			127	**276**				
05:15		76	**277**			126	**304**				
05:30		110	**324**			164	**323**				
05:45		118	291	376	1209	165	235	582	1138	958	2347
06:00		155	301			176	241				
06:15		154	305			176	238				
06:30		182	279			207	239				
06:45		218	252	709	1137	**227**	214	786	932	1495	2069
07:00		**229**	205			**232**	177				
07:15		**281**	174			**244**	231				
07:30		**275**	206			**289**	167				
07:45		**229**	195	1014	780	217	203	982	778	1996	1558
08:00		186	168			184	171				
08:15		218	201			226	204				
08:30		215	208			242	148				
08:45		215	142	834	719	248	158	900	681	1734	1400
09:00		218	131			188	129				
09:15		210	128			209	114				
09:30		196	104			217	108				
09:45		208	92	832	455	255	103	869	454	1701	909
10:00		192	92			229	90				
10:15		213	87			246	93				
10:30		189	75			240	81				
10:45		223	95	817	349	242	52	957	316	1774	665
11:00		245	60			246	44				
11:15		225	70			221	47				
11:30		257	49			227	41				
11:45		212	47	939	226	248	37	942	169	1881	395
Total		6076	10449	6076	10449	6877	9694	6877	9694	12953	20143
Combined Total		16525		16525		16571		16571		33096	
AM Peak	-	07:00	-	-	-	06:45	-	-	-	-	-
Vol.	-	1014	-	-	-	992	-	-	-	-	-
P.H.F.		0.902				0.858					
PM Peak	-	-	04:45	-	-	-	04:45	-	-	-	-
Vol.	-	-	1254	-	-	-	1167	-	-	-	-
P.H.F.			0.928				0.903				
Percentage		36.8%	63.2%			41.5%	58.5%				

ADT/AADT	ADT 33,096	AADT 33,096

Counts Unlimited, Inc.

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City of Menifee
Newport Road
B/ Berea Road - Murrieta Road
24 Hour Directional Volume Count

MEN067
Site Code: 003-22418

Start Time	5/25/22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		55	253			14	250				
12:15		42	316			9	333				
12:30		32	322			39	326				
12:45		28	415	157	1306	36	448	98	1357	255	2663
01:00		25	268			22	293				
01:15		20	248			23	281				
01:30		21	230			40	294				
01:45		14	252	80	998	15	294	100	1162	180	2160
02:00		24	203			20	294				
02:15		22	331			14	306				
02:30		27	257			22	260				
02:45		42	294	115	1085	17	294	73	1154	188	2239
03:00		21	295			16	169				
03:15		40	454			28	395				
03:30		52	**482**			30	379				
03:45		62	**508**	175	1739	41	369	115	1312	290	3051
04:00		60	**404**			47	336				
04:15		82	**484**			63	**399**				
04:30		112	410			79	**387**				
04:45		96	424	350	1722	97	**389**	286	1511	636	3233
05:00		95	446			101	**385**				
05:15		121	469			117	377				
05:30		144	459			160	352				
05:45		155	407	515	1781	186	331	564	1445	1079	3226
06:00		181	436			209	353				
06:15		175	387			205	371				
06:30		192	322			242	327				
06:45		251	362	799	1507	300	376	956	1427	1755	2934
07:00		245	381			282	260				
07:15		272	352			275	242				
07:30		243	325			343	280				
07:45		256	334	1016	1392	297	268	1197	1050	2213	2442
08:00		227	315			264	228				
08:15		207	320			269	244				
08:30		276	291			293	261				
08:45		220	292	930	1218	294	202	1120	935	2050	2153
09:00		231	259			269	157				
09:15		247	164			220	63				
09:30		254	106			276	63				
09:45		271	110	1003	639	264	54	1029	337	2032	976
10:00		264	98			233	73				
10:15		**270**	98			276	65				
10:30		**298**	75			266	48				
10:45		**284**	95	1116	366	253	33	1028	219	2144	585
11:00		**327**	64			**284**	32				
11:15		267	56			**290**	32				
11:30		268	55			**340**	21				
11:45		313	53	1175	228	**300**	20	1214	105	2389	333
Total		7431	13981	7431	13981	7780	12014	7780	12014	15211	25995
Combined Total		21412		21412		19794		19794		41206	
AM Peak	-	10:15	-	-	-	11:00	-	-	-	-	-
Vol.	-	1179	-	-	-	1214	-	-	-	-	-
P.H.F.		0.901				0.885					
PM Peak	-	-	03:30	-	-	-	04:15	-	-	-	-
Vol.	-	-	1878	-	-	-	1560	-	-	-	-
P.H.F.			0.924				0.977				
Percentage		34.7%	65.3%			39.3%	60.7%				
ADT/AADT		ADT 41,206		AADT 41,206							

Counts Unlimited, Inc.

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City of Menifee
Newport Road
B/ Murrieta Road - Evans Road
24 Hour Directional Volume Count

MEN068
Site Code: 003-22418

Start Time	5/25/22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		62	249			19	245				
12:15		50	303			14	267				
12:30		23	296			39	257				
12:45		22	342	157	1190	35	348	107	1117	264	2307
01:00		25	306			22	325				
01:15		13	278			26	281				
01:30		22	260			34	263				
01:45		10	260	70	1104	11	300	93	1169	163	2273
02:00		20	237			18	303				
02:15		19	325			13	313				
02:30		28	282			20	252				
02:45		32	282	99	1126	17	324	68	1192	167	2318
03:00		16	237			15	104				
03:15		47	388			22	306				
03:30		56	**419**			28	294				
03:45		62	**464**	181	1508	32	317	97	1021	278	2529
04:00		67	**357**			34	281				
04:15		95	**460**			52	**329**				
04:30		124	366			63	**316**				
04:45		111	392	397	1575	80	**307**	229	1233	626	2808
05:00		109	401			83	**351**				
05:15		136	418			107	329				
05:30		155	425			143	300				
05:45		158	361	558	1605	152	295	485	1275	1043	2880
06:00		192	391			181	310				
06:15		179	335			182	324				
06:30		205	289			222	296				
06:45		258	331	834	1346	258	321	843	1251	1677	2597
07:00		252	313			**244**	225				
07:15		250	302			**271**	206				
07:30		262	275			**323**	254				
07:45		237	305	1001	1195	**277**	242	1115	927	2116	2122
08:00		219	294			233	203				
08:15		214	276			241	219				
08:30		278	255			245	241				
08:45		247	257	958	1082	255	175	974	838	1932	1920
09:00		218	216			251	135				
09:15		259	160			191	40				
09:30		280	107			244	29				
09:45		274	125	1031	608	249	14	935	218	1966	826
10:00		275	86			201	38				
10:15		275	98			257	20				
10:30		**296**	64			207	34				
10:45		**296**	87	1142	335	232	22	897	114	2039	449
11:00		**301**	75			260	18				
11:15		**278**	56			249	22				
11:30		264	51			294	19				
11:45		312	57	1155	239	270	13	1073	72	2228	311
Total		7583	12913	7583	12913	6916	10427	6916	10427	14499	23340
Combined Total		20496		20496		17343		17343		37839	
AM Peak	-	10:30	-	-	-	07:00	-	-	-	-	-
Vol.	-	1171	-	-	-	1115	-	-	-	-	-
P.H.F.		0.973				0.863					
PM Peak	-	-	03:30	-	-	-	04:15	-	-	-	-
Vol.	-	-	1700	-	-	-	1303	-	-	-	-
P.H.F.			0.916				0.928				
Percentage		37.0%	63.0%			39.9%	60.1%				
ADT/AADT		ADT 37,839		AADT 37,839							

Counts Unlimited, Inc.

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City of Menifee
Newport Road
B/ Evans Road - Bradley Road
24 Hour Directional Volume Count

MEN069
Site Code: 003-22418

Start Time	5/25/22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		50	285			55	326				
12:15		43	316			37	298				
12:30		36	331			39	364				
12:45		39	336	168	1268	35	342	166	1330	334	2598
01:00		33	355			30	299				
01:15		27	308			19	321				
01:30		39	347			19	360				
01:45		16	314	115	1324	19	322	87	1302	202	2626
02:00		19	342			20	260				
02:15		17	339			21	392				
02:30		19	359			25	320				
02:45		21	**411**	76	1451	36	297	102	1269	178	2720
03:00		17	**352**			32	305				
03:15		29	**324**			42	336				
03:30		30	**385**			54	407				
03:45		46	341	122	1402	66	382	194	1430	316	2832
04:00		56	369			55	371				
04:15		76	302			99	325				
04:30		104	347			116	**371**				
04:45		115	379	351	1397	101	**345**	371	1412	722	2809
05:00		120	330			123	**404**				
05:15		122	343			140	**384**				
05:30		168	315			127	348				
05:45		205	318	615	1306	172	346	562	1482	1177	2788
06:00		217	322			173	329				
06:15		251	361			163	335				
06:30		254	302			192	276				
06:45		305	319	1027	1304	257	285	785	1225	1812	2529
07:00		**293**	296			263	308				
07:15		**316**	225			271	292				
07:30		**327**	235			220	285				
07:45		**336**	286	1272	1042	246	286	1000	1171	2272	2213
08:00		265	191			220	268				
08:15		300	243			228	273				
08:30		333	264			285	232				
08:45		311	186	1209	884	248	225	981	998	2190	1882
09:00		294	177			245	213				
09:15		262	158			229	176				
09:30		275	122			259	170				
09:45		286	111	1117	568	249	165	982	724	2099	1292
10:00		268	112			239	167				
10:15		302	103			286	150				
10:30		274	81			275	126				
10:45		325	90	1169	386	291	72	1091	515	2260	901
11:00		285	68			**292**	82				
11:15		317	77			**273**	79				
11:30		320	51			**281**	57				
11:45		342	61	1264	257	**322**	55	1168	273	2432	530
Total		8505	12589	8505	12589	7489	13131	7489	13131	15994	25720
Combined Total		21094		21094		20620		20620		41714	
AM Peak	-	07:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	1272	-	-	-	1168	-	-	-	-	-
P.H.F.		0.946				0.907					
PM Peak	-	-	02:45	-	-	-	04:30	-	-	-	-
Vol.	-	-	1472	-	-	-	1504	-	-	-	-
P.H.F.			0.895				0.924				
Percentage		40.3%	59.7%			36.3%	63.7%				
ADT/AADT		ADT 41,714		AADT 41,714							

Counts Unlimited, Inc.

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City of Menifee
Newport Road
B/ Bradley Road - Avenida De Cortez
24 Hour Directional Volume Count

MEN070
Site Code: 003-22418

Start Time	5/25/22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		60	383			62	400				
12:15		43	363			46	416				
12:30		46	396			48	432				
12:45		50	411	199	1553	40	401	196	1649	395	3202
01:00		36	395			39	391				
01:15		28	336			28	429				
01:30		42	404			17	412				
01:45		24	380	130	1515	26	376	110	1608	240	3123
02:00		24	389			22	332				
02:15		18	396			23	463				
02:30		27	394			36	390				
02:45		26	**445**	95	1624	40	382	121	1567	216	3191
03:00		24	**375**			38	392				
03:15		32	**379**			39	**401**				
03:30		45	**466**			61	**487**				
03:45		54	370	155	1590	67	**458**	205	1738	360	3328
04:00		79	398			62	**473**				
04:15		104	355			102	392				
04:30		132	396			116	430				
04:45		137	403	452	1552	111	466	391	1761	843	3313
05:00		146	381			124	448				
05:15		157	366			145	447				
05:30		211	372			139	411				
05:45		249	339	763	1458	177	425	585	1731	1348	3189
06:00		275	361			184	410				
06:15		302	386			182	383				
06:30		295	347			217	329				
06:45		361	353	1233	1447	289	347	872	1469	2105	2916
07:00		324	332			287	380				
07:15		400	252			316	326				
07:30		425	284			303	340				
07:45		397	308	1546	1176	303	320	1209	1366	2755	2542
08:00		323	245			271	326				
08:15		347	251			305	335				
08:30		405	282			326	294				
08:45		424	212	1499	990	302	280	1204	1235	2703	2225
09:00		441	185			290	239				
09:15		413	163			270	232				
09:30		399	137			311	204				
09:45		414	125	1667	610	277	214	1148	889	2815	1499
10:00		420	125			296	237				
10:15		414	107			**351**	217				
10:30		399	91			**344**	166				
10:45		430	99	1663	422	**383**	90	1374	710	3037	1132
11:00		**416**	76			**361**	114				
11:15		**445**	80			327	100				
11:30		**452**	54			339	77				
11:45		**460**	61	1773	271	392	73	1419	364	3192	635
Total		11175	14208	11175	14208	8834	16087	8834	16087	20009	30295
Combined Total		25383		25383		24921		24921		50304	
AM Peak	-	11:00	-	-	-	10:15	-	-	-	-	-
Vol.	-	1773	-	-	-	1439	-	-	-	-	-
P.H.F.		0.964				0.939					
PM Peak	-	-	02:45	-	-	-	03:15	-	-	-	-
Vol.	-	-	1665	-	-	-	1819	-	-	-	-
P.H.F.			0.893				0.934				
Percentage		44.0%	56.0%			35.4%	64.6%				
ADT/AADT		ADT 50,304		AADT 50,304							

Counts Unlimited, Inc.

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City of Menifee
Newport Road
B/ Avenida De Cortez - Haun Road
24 Hour Directional Volume Count

MEN071
Site Code: 003-22418

Start Time	5/25/22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		23	393			35	375				
12:15		53	402			42	477				
12:30		51	370			54	435				
12:45		56	328	183	1493	37	480	168	1767	351	3260
01:00		45	450			36	453				
01:15		28	384			32	467				
01:30		37	390			26	421				
01:45		29	322	139	1546	24	438	118	1779	257	3325
02:00		27	442			25	360				
02:15		22	335			28	**459**				
02:30		28	385			38	**498**				
02:45		35	420	112	1582	46	**480**	137	1797	249	3379
03:00		26	350			39	**489**				
03:15		32	431			47	438				
03:30		47	334			51	477				
03:45		64	388	169	1503	80	487	217	1891	386	3394
04:00		90	374			69	484				
04:15		109	400			110	470				
04:30		130	393			111	438				
04:45		143	**376**	472	1543	119	494	409	1886	881	3429
05:00		172	**410**			122	487				
05:15		197	**423**			139	481				
05:30		245	**428**			167	447				
05:45		281	330	895	1591	197	469	625	1884	1520	3475
06:00		288	362			186	478				
06:15		326	412			203	403				
06:30		338	339			250	416				
06:45		354	425	1306	1538	272	346	911	1643	2217	3181
07:00		375	304			327	407				
07:15		397	332			325	368				
07:30		381	313			360	324				
07:45		430	312	1583	1261	303	382	1315	1481	2898	2742
08:00		317	319			274	383				
08:15		385	294			365	356				
08:30		368	339			323	348				
08:45		365	222	1435	1174	319	317	1281	1404	2716	2578
09:00		407	208			319	337				
09:15		**370**	234			330	265				
09:30		**428**	171			335	254				
09:45		**385**	166	1590	779	363	198	1347	1054	2937	1833
10:00		**421**	170			335	273				
10:15		341	139			347	207				
10:30		374	109			395	185				
10:45		391	111	1527	529	**410**	111	1487	776	3014	1305
11:00		356	93			**410**	114				
11:15		405	88			**328**	108				
11:30		380	62			**433**	87				
11:45		460	76	1601	319	392	80	1563	389	3164	708
Total		11012	14858	11012	14858	9578	17751	9578	17751	20590	32609
Combined Total		25870		25870		27329		27329		53199	
AM Peak	-	09:15	-	-	-	10:45	-	-	-	-	-
Vol.	-	1604	-	-	-	1581	-	-	-	-	-
P.H.F.		0.937				0.913					
PM Peak	-	-	04:45	-	-	-	02:15	-	-	-	-
Vol.	-	-	1637	-	-	-	1926	-	-	-	-
P.H.F.			0.956				0.967				
Percentage		42.6%	57.4%			35.0%	65.0%				
ADT/AADT		ADT 53,199		AADT 53,199							

Counts Unlimited, Inc.

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City of Menifee
Newport Road
B/ Haun Road - Interstate 215 Southbound Ramps
24 Hour Directional Volume Count

MEN072
Site Code: 003-22418

Start Time	5/25/22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		29	584			39	453				
12:15		67	619			45	634				
12:30		59	548			55	514				
12:45		68	484	223	2235	41	649	180	2250	403	4485
01:00		57	637			38	585				
01:15		40	553			32	634				
01:30		42	540			24	586				
01:45		35	547	174	2277	28	605	122	2410	296	4687
02:00		28	601			25	470				
02:15		25	542			34	600				
02:30		31	556			44	**664**				
02:45		50	569	134	2268	58	**640**	161	2374	295	4642
03:00		28	549			44	**675**				
03:15		42	584			51	**622**				
03:30		55	553			57	613				
03:45		63	579	188	2265	98	680	250	2590	438	4855
04:00		101	574			81	628				
04:15		127	613			120	667				
04:30		151	612			125	573				
04:45		143	**591**	522	2390	162	647	488	2515	1010	4905
05:00		177	**659**			141	594				
05:15		234	**655**			156	585				
05:30		270	**652**			190	624				
05:45		305	548	986	2514	244	593	731	2396	1717	4910
06:00		303	574			233	623				
06:15		366	654			248	556				
06:30		383	598			314	579				
06:45		426	584	1478	2410	354	470	1149	2228	2627	4638
07:00		437	498			440	556				
07:15		459	462			498	501				
07:30		493	455			537	432				
07:45		490	445	1879	1860	529	506	2004	1995	3883	3855
08:00		410	508			396	435				
08:15		455	501			502	447				
08:30		445	525			444	393				
08:45		417	411	1727	1945	491	370	1833	1645	3560	3590
09:00		457	370			394	365				
09:15		437	343			462	330				
09:30		481	331			426	333				
09:45		468	310	1843	1354	523	244	1805	1272	3648	2626
10:00		491	261			452	326				
10:15		476	204			402	248				
10:30		510	168			523	206				
10:45		553	159	2030	792	**527**	148	1904	928	3934	1720
11:00		**522**	142			**548**	143				
11:15		**553**	125			**451**	122				
11:30		**562**	76			**545**	111				
11:45		**594**	93	2231	436	509	102	2053	478	4284	914
Total		13415	22746	13415	22746	12680	23081	12680	23081	26095	45827
Combined Total		36161		36161		35761		35761		71922	
AM Peak	-	11:00	-	-	-	10:45	-	-	-	-	-
Vol.	-	2231	-	-	-	2071	-	-	-	-	-
P.H.F.		0.939				0.945					
PM Peak	-	-	04:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	2557	-	-	-	2601	-	-	-	-
P.H.F.			0.970				0.963				
Percentage		37.1%	62.9%			35.5%	64.5%				
ADT/AADT		ADT 71,922		AADT 71,922							

Counts Unlimited, Inc.

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City of Menifee
Newport Road
B/ Interstate 215 Northbound Ramps - Antelope Road
24 Hour Directional Volume Count

MEN073
Site Code: 003-22418

Start Time	5/25/22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		104	549			73	557				
12:15		112	522			51	615				
12:30		84	552			37	577				
12:45		82	525	382	2148	43	577	204	2326	586	4474
01:00		77	528			53	**649**				
01:15		51	580			34	**626**				
01:30		65	449			33	**670**				
01:45		50	568	243	2125	33	**600**	153	2545	396	4670
02:00		45	562			29	570				
02:15		37	640			41	534				
02:30		37	569			51	621				
02:45		42	626	161	2397	69	607	190	2332	351	4729
03:00		31	624			66	614				
03:15		36	578			93	648				
03:30		42	733			115	584				
03:45		54	654	163	2589	165	597	439	2443	602	5032
04:00		54	685			176	639				
04:15		56	693			260	587				
04:30		65	643			325	612				
04:45		95	656	270	2677	335	558	1096	2396	1366	5073
05:00		103	**699**			312	574				
05:15		136	**755**			390	558				
05:30		156	**652**			470	585				
05:45		207	**701**	602	2807	431	655	1603	2372	2205	5179
06:00		219	654			418	491				
06:15		308	668			459	514				
06:30		329	560			602	519				
06:45		386	549	1242	2431	655	443	2134	1967	3376	4398
07:00		390	594			**613**	470				
07:15		453	445			**692**	406				
07:30		449	596			**615**	387				
07:45		462	482	1754	2117	**662**	402	2582	1665	4336	3782
08:00		394	457			574	388				
08:15		399	422			627	372				
08:30		409	420			632	336				
08:45		344	416	1546	1715	589	244	2422	1340	3968	3055
09:00		351	375			571	238				
09:15		347	391			575	222				
09:30		386	306			603	216				
09:45		376	290	1460	1362	587	179	2336	855	3796	2217
10:00		402	319			603	172				
10:15		443	341			595	127				
10:30		497	253			565	129				
10:45		**470**	235	1812	1148	654	87	2417	515	4229	1663
11:00		**429**	169			581	85				
11:15		**411**	163			568	53				
11:30		**545**	150			633	67				
11:45		446	148	1831	630	574	67	2356	272	4187	902
Total		11466	24146	11466	24146	17932	21028	17932	21028	29398	45174
Combined Total		35612		35612		38960		38960		74572	
AM Peak	-	10:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	1855	-	-	-	2582	-	-	-	-	-
P.H.F.		0.851				0.933					
PM Peak	-	-	05:00	-	-	-	01:00	-	-	-	-
Vol.	-	-	2807	-	-	-	2545	-	-	-	-
P.H.F.			0.929				0.950				
Percentage		32.2%	67.8%			46.0%	54.0%				
ADT/AADT		ADT 74,572		AADT 74,572							

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City of Menifee
Newport Road
B/ Antelope Road - Menifee Road
24 Hour Directional Volume Count

MEN074
Site Code: 003-22418

Start Time	5/25/22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		88	407			45	393				
12:15		90	433			38	410				
12:30		77	460			26	400				
12:45		70	392	325	1692	31	426	140	1629	465	3321
01:00		63	397			36	469				
01:15		43	446			31	459				
01:30		46	357			27	417				
01:45		41	442	193	1642	25	426	119	1771	312	3413
02:00		33	451			28	408				
02:15		30	502			37	328				
02:30		29	452			37	**432**				
02:45		41	470	133	1875	59	**449**	161	1617	294	3492
03:00		28	501			51	**432**				
03:15		28	490			78	**486**				
03:30		36	567			93	406				
03:45		46	501	138	2059	140	402	362	1726	500	3785
04:00		47	561			148	470				
04:15		48	547			213	383				
04:30		54	482			275	444				
04:45		64	512	213	2102	291	376	927	1673	1140	3775
05:00		84	**546**			264	412				
05:15		113	**574**			333	407				
05:30		129	**532**			366	407				
05:45		178	**563**	504	2215	359	463	1322	1689	1826	3904
06:00		182	488			333	354				
06:15		275	498			396	376				
06:30		288	471			**490**	376				
06:45		315	434	1060	1891	**517**	303	1736	1409	2796	3300
07:00		**349**	470			**432**	341				
07:15		**429**	398			**544**	277				
07:30		**401**	476			439	268				
07:45		**370**	412	1549	1756	515	260	1930	1146	3479	2902
08:00		309	347			434	269				
08:15		313	337			491	241				
08:30		321	336			498	219				
08:45		270	344	1213	1364	445	113	1868	842	3081	2206
09:00		283	281			421	116				
09:15		287	288			409	151				
09:30		304	255			443	148				
09:45		303	221	1177	1045	397	120	1670	535	2847	1580
10:00		319	227			403	85				
10:15		317	271			420	84				
10:30		368	191			371	84				
10:45		340	181	1344	870	487	63	1681	316	3025	1186
11:00		328	119			417	57				
11:15		368	119			409	43				
11:30		396	106			443	54				
11:45		361	107	1453	451	388	46	1657	200	3110	651
Total		9302	18962	9302	18962	13573	14553	13573	14553	22875	33515
Combined Total		28264		28264		28126		28126		56390	
AM Peak	-	07:00	-	-	-	06:30	-	-	-	-	-
Vol.	-	1549	-	-	-	1983	-	-	-	-	-
P.H.F.		0.903				0.911					
PM Peak	-	-	05:00	-	-	-	02:30	-	-	-	-
Vol.	-	-	2215	-	-	-	1799	-	-	-	-
P.H.F.			0.965				0.925				
Percentage		32.9%	67.1%			48.3%	51.7%				
ADT/AADT		ADT 56,390		AADT 56,390							

Counts Unlimited, Inc.

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City of San Jacinto
Ramona Expressway
B/ Warren Road - Sanderson Avenue
24 Hour Directional Volume Count

SJC075
Site Code: 003-22418

Start Time	26-May-22 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		48	155			30	168				
12:15		35	171			27	193				
12:30		46	176			25	169				
12:45		35	174	164	676	29	154	111	684	275	1360
01:00		25	185			35	177				
01:15		20	189			28	213				
01:30		18	199			30	188				
01:45		19	226	82	799	27	206	120	784	202	1583
02:00		24	228			23	180				
02:15		26	271			22	207				
02:30		37	244			24	222				
02:45		48	263	135	1006	41	198	110	807	245	1813
03:00		42	267			39	**238**				
03:15		24	264			56	**236**				
03:30		35	235			88	**264**				
03:45		64	246	165	1012	54	**230**	237	968	402	1980
04:00		43	254			107	231				
04:15		59	**264**			174	214				
04:30		62	**242**			177	212				
04:45		117	**255**	281	1015	147	232	605	889	886	1904
05:00		105	**286**			143	227				
05:15		151	241			238	269				
05:30		130	243			224	205				
05:45		152	231	538	1001	192	195	797	896	1335	1897
06:00		135	189			176	203				
06:15		132	193			218	176				
06:30		149	155			**243**	130				
06:45		171	168	587	705	**231**	134	868	643	1455	1348
07:00		141	131			**240**	114				
07:15		176	112			**264**	133				
07:30		**208**	137			241	130				
07:45		**200**	122	725	502	200	95	945	472	1670	974
08:00		**204**	132			172	97				
08:15		**216**	107			208	92				
08:30		176	131			189	65				
08:45		157	130	753	500	153	85	722	339	1475	839
09:00		113	98			124	79				
09:15		142	108			128	79				
09:30		128	110			134	95				
09:45		156	77	539	393	106	65	492	318	1031	711
10:00		127	69			138	46				
10:15		136	101			124	77				
10:30		162	73			137	73				
10:45		142	73	567	316	120	55	519	251	1086	567
11:00		152	62			124	34				
11:15		154	81			112	44				
11:30		161	61			146	53				
11:45		159	54	626	258	130	29	512	160	1138	418
Total		5162	8183	5162	8183	6038	7211	6038	7211	11200	15394
Combined Total		13345		13345		13249		13249		26594	
AM Peak	-	07:30	-	-	-	06:30	-	-	-	-	-
Vol.	-	828	-	-	-	978	-	-	-	-	-
P.H.F.		0.958				0.926					
PM Peak	-	-	04:15	-	-	-	03:00	-	-	-	-
Vol.	-	-	1047	-	-	-	968	-	-	-	-
P.H.F.			0.915				0.917				
Percentage		38.7%	61.3%			45.6%	54.4%				
ADT/AADT		ADT 26,594		AADT 26,594							

Counts Unlimited, Inc.

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City of Menifee
Sherman Road
B/ State Route 74 - Ethanac Road
24 Hour Directional Volume Count

MEN076
Site Code: 003-22418

Start Time	19-May-22 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		6	29			1	34				
12:15		5	58			2	34				
12:30		8	33			6	42				
12:45		1	34	20	154	3	40	12	150	32	304
01:00		4	50			3	33				
01:15		4	43			0	33				
01:30		4	38			3	48				
01:45		8	54	20	185	0	41	6	155	26	340
02:00		1	39			3	29				
02:15		2	41			2	50				
02:30		2	72			2	52				
02:45		2	68	7	220	1	32	8	163	15	383
03:00		4	**54**			3	**38**				
03:15		6	**70**			7	**52**				
03:30		8	**60**			9	**63**				
03:45		6	**81**	24	265	7	**48**	26	201	50	466
04:00		13	44			2	37				
04:15		26	47			10	29				
04:30		7	61			5	33				
04:45		16	50	62	202	15	33	32	132	94	334
05:00		10	66			17	44				
05:15		14	54			15	36				
05:30		17	62			18	38				
05:45		26	50	67	232	33	37	83	155	150	387
06:00		21	69			20	27				
06:15		26	42			28	31				
06:30		25	56			33	28				
06:45		30	43	102	210	34	32	115	118	217	328
07:00		35	42			38	34				
07:15		**73**	38			29	30				
07:30		**48**	37			**51**	21				
07:45		**51**	27	207	144	**55**	45	173	130	380	274
08:00		**46**	34			**38**	21				
08:15		34	34			**35**	36				
08:30		44	37			21	22				
08:45		35	36	159	141	31	26	125	105	284	246
09:00		33	36			32	24				
09:15		31	28			25	20				
09:30		44	29			24	16				
09:45		28	17	136	110	39	21	120	81	256	191
10:00		32	22			35	17				
10:15		33	12			26	11				
10:30		43	16			25	12				
10:45		34	14	142	64	40	10	126	50	268	114
11:00		42	7			38	11				
11:15		37	9			36	15				
11:30		37	7			31	3				
11:45		48	8	164	31	43	8	148	37	312	68
Total		1110	1958	1110	1958	974	1477	974	1477	2084	3435
Combined Total		3068		3068		2451		2451		5519	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	218	-	-	-	179	-	-	-	-	-
P.H.F.		0.747				0.814					
PM Peak	-	-	03:00	-	-	-	03:00	-	-	-	-
Vol.	-	-	265	-	-	-	201	-	-	-	-
P.H.F.			0.818				0.798				
Percentage		36.2%	63.8%			39.7%	60.3%				
ADT/AADT		ADT 5,519		AADT 5,519							

Counts Unlimited, Inc.

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City of Menifee
Palomar Road
B/ State Route 74 - Matthews Road
24 Hour Directional Volume Count

MEN077
Site Code: 003-22418

Start Time	19-May-22 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	12			2	15				
12:15		4	11			6	23				
12:30		1	13			4	23				
12:45		1	16	7	52	3	22	15	83	22	135
01:00		2	24			3	19				
01:15		2	14			1	23				
01:30		0	**25**			0	21				
01:45		1	**27**	5	90	0	27	4	90	9	180
02:00		1	**27**			2	21				
02:15		0	**19**			0	33				
02:30		1	18			1	34				
02:45		2	23	4	87	1	**32**	4	120	8	207
03:00		1	28			1	**35**				
03:15		3	22			0	**36**				
03:30		3	20			0	**36**				
03:45		7	16	14	86	3	31	4	138	18	224
04:00		3	27			1	35				
04:15		0	20			3	24				
04:30		8	17			0	37				
04:45		10	18	21	82	1	29	5	125	26	207
05:00		9	17			1	29				
05:15		8	21			5	32				
05:30		17	16			6	29				
05:45		14	12	48	66	8	26	20	116	68	182
06:00		13	17			4	27				
06:15		15	8			7	18				
06:30		14	8			3	22				
06:45		23	13	65	46	21	19	35	86	100	132
07:00		**35**	15			12	13				
07:15		**27**	9			**21**	23				
07:30		**37**	10			**24**	8				
07:45		**27**	11	126	45	**27**	32	84	76	210	121
08:00		21	14			**37**	19				
08:15		13	14			16	14				
08:30		14	4			15	12				
08:45		15	12	63	44	15	10	83	55	146	99
09:00		17	9			16	7				
09:15		19	8			12	16				
09:30		8	3			18	8				
09:45		20	8	64	28	12	9	58	40	122	68
10:00		13	5			15	10				
10:15		24	3			18	7				
10:30		23	2			16	8				
10:45		13	1	73	11	17	6	66	31	139	42
11:00		13	1			17	5				
11:15		16	3			14	2				
11:30		17	0			17	4				
11:45		20	2	66	6	23	7	71	18	137	24
Total		556	643	556	643	449	978	449	978	1005	1621
Combined Total		1199		1199		1427		1427		2626	
AM Peak	-	07:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	126	-	-	-	109	-	-	-	-	-
P.H.F.		0.851				0.736					
PM Peak	-	-	01:30	-	-	-	02:45	-	-	-	-
Vol.	-	-	98	-	-	-	139	-	-	-	-
P.H.F.			0.907				0.965				
Percentage		46.4%	53.6%			31.5%	68.5%				
ADT/AADT		ADT 2,626		AADT 2,626							

Counts Unlimited, Inc.

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County of Riverside
Menifee Road
B/ Nuevo Road - Central Avenue
24 Hour Directional Volume Count

CRV078
Site Code: 003-22418

Start Time	19-May-22 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		6	39			5	59				
12:15		3	52			8	51				
12:30		6	64			9	48				
12:45		4	61	19	216	2	64	24	222	43	438
01:00		11	70			3	62				
01:15		1	66			2	71				
01:30		2	65			6	71				
01:45		2	49	16	250	7	80	18	284	34	534
02:00		3	57			7	79				
02:15		2	60			4	75				
02:30		4	67			5	72				
02:45		3	84	12	268	8	81	24	307	36	575
03:00		1	77			2	**102**				
03:15		6	**88**			5	**85**				
03:30		7	**83**			6	**76**				
03:45		5	**92**	19	340	11	**83**	24	346	43	686
04:00		8	**83**			8	81				
04:15		12	72			12	89				
04:30		22	80			18	83				
04:45		21	71	63	306	19	81	57	334	120	640
05:00		23	83			20	87				
05:15		33	66			30	84				
05:30		42	62			51	77				
05:45		38	71	136	282	52	65	153	313	289	595
06:00		38	68			49	63				
06:15		53	65			58	66				
06:30		56	61			54	64				
06:45		84	43	231	237	54	60	215	253	446	490
07:00		83	44			58	48				
07:15		**94**	41			**72**	51				
07:30		**121**	54			**73**	46				
07:45		**102**	32	400	171	**62**	34	265	179	665	350
08:00		**117**	59			**71**	54				
08:15		69	38			69	47				
08:30		53	42			62	43				
08:45		46	48	285	187	64	34	266	178	551	365
09:00		49	38			49	40				
09:15		54	33			45	38				
09:30		43	35			50	21				
09:45		36	27	182	133	60	23	204	122	386	255
10:00		49	31			63	29				
10:15		48	29			71	20				
10:30		38	22			61	28				
10:45		39	18	174	100	48	15	243	92	417	192
11:00		36	19			59	12				
11:15		67	9			54	12				
11:30		52	9			42	14				
11:45		47	6	202	43	66	7	221	45	423	88
Total		1739	2533	1739	2533	1714	2675	1714	2675	3453	5208
Combined Total		4272		4272		4389		4389		8661	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	434	-	-	-	278	-	-	-	-	-
P.H.F.		0.897				0.952					
PM Peak	-	-	03:15	-	-	-	03:00	-	-	-	-
Vol.	-	-	346	-	-	-	346	-	-	-	-
P.H.F.			0.940				0.848				
Percentage		40.7%	59.3%			39.1%	60.9%				
ADT/AADT		ADT 8,661		AADT 8,661							

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County of Riverside
Menifee Road
B/ Central Avenue - San Jacinto Avenue
24 Hour Directional Volume Count

CRV079
Site Code: 003-22418

Start Time	19-May-22 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	52			5	59				
12:15		4	71			6	47				
12:30		8	68			7	44				
12:45		5	72	21	263	1	62	19	212	40	475
01:00		11	81			1	58				
01:15		1	78			2	67				
01:30		4	77			4	75				
01:45		3	71	19	307	7	73	14	273	33	580
02:00		6	72			1	76				
02:15		2	67			5	76				
02:30		5	103			2	81				
02:45		3	98	16	340	5	82	13	315	29	655
03:00		2	102			0	**97**				
03:15		5	**113**			4	**93**				
03:30		6	**107**			6	**83**				
03:45		4	**133**	17	455	7	**85**	17	358	34	813
04:00		10	**114**			2	96				
04:15		17	94			11	84				
04:30		23	101			14	86				
04:45		17	87	67	396	12	86	39	352	106	748
05:00		26	112			17	81				
05:15		40	81			33	89				
05:30		38	86			50	79				
05:45		34	96	138	375	64	66	164	315	302	690
06:00		43	91			56	58				
06:15		51	85			76	71				
06:30		77	83			55	59				
06:45		75	60	246	319	58	57	245	245	491	564
07:00		87	53			**75**	47				
07:15		**97**	58			**75**	48				
07:30		**120**	65			**88**	46				
07:45		**117**	49	421	225	**72**	29	310	170	731	395
08:00		**119**	71			61	36				
08:15		68	45			78	41				
08:30		64	50			52	39				
08:45		49	60	300	226	68	23	259	139	559	365
09:00		51	45			42	25				
09:15		59	49			50	32				
09:30		50	46			47	14				
09:45		42	35	202	175	64	24	203	95	405	270
10:00		56	39			57	26				
10:15		55	39			85	22				
10:30		40	25			65	23				
10:45		44	24	195	127	56	19	263	90	458	217
11:00		44	22			54	10				
11:15		72	20			58	7				
11:30		64	9			40	12				
11:45		55	13	235	64	74	8	226	37	461	101
Total		1877	3272	1877	3272	1772	2601	1772	2601	3649	5873
Combined Total		5149		5149		4373		4373		9522	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	453	-	-	-	310	-	-	-	-	-
P.H.F.		0.944				0.881					
PM Peak	-	-	03:15	-	-	-	03:00	-	-	-	-
Vol.	-	-	467	-	-	-	358	-	-	-	-
P.H.F.			0.878				0.923				
Percentage		36.5%	63.5%			40.5%	59.5%				
ADT/AADT		ADT 9,522		AADT 9,522							

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County of Riverside
Menifee Road
B/ San Jacinto Avenue - Ellis Avenue
24 Hour Directional Volume Count

CRV080
Site Code: 003-22418

Start Time	19-May-22 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	42			4	47				
12:15		3	51			7	47				
12:30		5	54			7	50				
12:45		6	56	22	203	4	56	22	200	44	403
01:00		4	66			2	61				
01:15		0	69			3	60				
01:30		3	55			6	76				
01:45		5	54	12	244	7	81	18	278	30	522
02:00		5	48			0	78				
02:15		1	52			5	77				
02:30		3	93			2	78				
02:45		5	80	14	273	4	**89**	11	322	25	595
03:00		5	**89**			2	**117**				
03:15		4	**99**			5	**110**				
03:30		6	**87**			6	**96**				
03:45		6	**88**	21	363	8	81	21	404	42	767
04:00		13	82			3	98				
04:15		23	63			8	88				
04:30		22	77			15	96				
04:45		19	63	77	285	16	103	42	385	119	670
05:00		19	72			15	102				
05:15		35	56			25	101				
05:30		41	61			40	86				
05:45		29	50	124	239	47	76	127	365	251	604
06:00		33	62			42	59				
06:15		54	59			74	75				
06:30		57	50			60	69				
06:45		84	49	228	220	62	60	238	263	466	483
07:00		88	43			**79**	59				
07:15		**95**	49			**87**	55				
07:30		**116**	61			**94**	52				
07:45		**109**	43	408	196	**79**	27	339	193	747	389
08:00		**95**	55			54	40				
08:15		56	42			59	40				
08:30		55	38			60	45				
08:45		44	53	250	188	65	33	238	158	488	346
09:00		48	46			39	38				
09:15		52	43			48	35				
09:30		49	30			52	22				
09:45		42	26	191	145	60	32	199	127	390	272
10:00		51	33			38	22				
10:15		43	30			67	26				
10:30		32	22			50	23				
10:45		37	21	163	106	46	20	201	91	364	197
11:00		44	13			49	14				
11:15		59	11			58	10				
11:30		54	6			43	16				
11:45		46	9	203	39	46	11	196	51	399	90
Total		1713	2501	1713	2501	1652	2837	1652	2837	3365	5338
Combined Total		4214		4214		4489		4489		8703	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	415	-	-	-	339	-	-	-	-	-
P.H.F.		0.894				0.902					
PM Peak	-	-	03:00	-	-	-	02:45	-	-	-	-
Vol.	-	-	363	-	-	-	412	-	-	-	-
P.H.F.			0.917				0.880				
Percentage		40.7%	59.3%			36.8%	63.2%				
ADT/AADT		ADT 8,703		AADT 8,703							

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County of Riverside
Menifee Road
B/ Ellis Avenue - Mapes Road
24 Hour Directional Volume Count

CRV081
Site Code: 003-22418

Start Time	19-May-22 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		11	46			1	45				
12:15		5	53			3	56				
12:30		6	53			2	49				
12:45		1	58	23	210	1	55	7	205	30	415
01:00		4	75			1	61				
01:15		0	64			5	87				
01:30		5	62			4	90				
01:45		4	53	13	254	8	89	18	327	31	581
02:00		2	59			1	76				
02:15		0	68			3	83				
02:30		2	112			4	90				
02:45		3	76	7	315	4	**88**	12	337	19	652
03:00		4	**89**			3	**116**				
03:15		2	**105**			5	**107**				
03:30		6	**101**			8	**104**				
03:45		5	**93**	17	388	5	82	21	409	38	797
04:00		7	77			6	92				
04:15		14	66			14	91				
04:30		13	83			8	89				
04:45		13	64	47	290	11	107	39	379	86	669
05:00		17	77			16	99				
05:15		27	64			31	92				
05:30		34	74			48	82				
05:45		20	66	98	281	54	72	149	345	247	626
06:00		29	62			45	71				
06:15		55	65			65	73				
06:30		51	60			69	68				
06:45		75	47	210	234	86	62	265	274	475	508
07:00		76	49			**107**	49				
07:15		**110**	51			**112**	61				
07:30		**113**	58			**103**	51				
07:45		**113**	53	412	211	**101**	41	423	202	835	413
08:00		**82**	50			76	36				
08:15		52	45			58	42				
08:30		55	40			81	43				
08:45		47	46	236	181	62	39	277	160	513	341
09:00		40	46			56	21				
09:15		50	41			54	27				
09:30		45	43			50	48				
09:45		39	28	174	158	57	16	217	112	391	270
10:00		44	34			43	35				
10:15		46	34			64	19				
10:30		31	32			50	25				
10:45		45	20	166	120	60	24	217	103	383	223
11:00		50	14			56	19				
11:15		59	16			56	18				
11:30		51	6			63	17				
11:45		46	13	206	49	36	10	211	64	417	113
Total		1609	2691	1609	2691	1856	2917	1856	2917	3465	5608
Combined Total		4300		4300		4773		4773		9073	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	418	-	-	-	423	-	-	-	-	-
P.H.F.		0.925				0.944					
PM Peak	-	-	03:00	-	-	-	02:45	-	-	-	-
Vol.	-	-	388	-	-	-	415	-	-	-	-
P.H.F.			0.924				0.894				
Percentage		37.4%	62.6%			38.9%	61.1%				
ADT/AADT		ADT 9,073		AADT 9,073							

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City of Menifee
Menifee Road
B/ Mapes Road - Watson Road
24 Hour Directional Volume Count

MEN082
Site Code: 003-22418

Start Time	19-May-22 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		13	38			1	39				
12:15		5	41			0	40				
12:30		4	45			1	43				
12:45		1	51	23	175	1	46	3	168	26	343
01:00		5	63			1	44				
01:15		0	56			3	72				
01:30		4	52			2	74				
01:45		4	42	13	213	6	69	12	259	25	472
02:00		1	51			0	63				
02:15		0	62			3	61				
02:30		2	**90**			3	75				
02:45		2	**63**	5	266	2	66	8	265	13	531
03:00		2	**74**			3	78				
03:15		2	**75**			3	76				
03:30		4	62			5	72				
03:45		4	79	12	290	2	63	13	289	25	579
04:00		4	60			2	60				
04:15		9	59			9	66				
04:30		12	61			5	68				
04:45		10	50	35	230	8	**80**	24	274	59	504
05:00		13	55			10	**80**				
05:15		23	53			23	**68**				
05:30		23	58			32	**71**				
05:45		17	57	76	223	44	46	109	265	185	488
06:00		27	47			33	56				
06:15		35	55			48	52				
06:30		35	50			58	54				
06:45		60	35	157	187	64	43	203	205	360	392
07:00		**74**	40			**79**	33				
07:15		**87**	44			**79**	46				
07:30		**94**	49			**85**	45				
07:45		**81**	33	336	166	**76**	33	319	157	655	323
08:00		58	39			57	21				
08:15		39	33			41	31				
08:30		44	38			60	28				
08:45		23	42	164	152	39	27	197	107	361	259
09:00		25	40			39	16				
09:15		39	33			40	23				
09:30		31	38			33	31				
09:45		28	24	123	135	48	12	160	82	283	217
10:00		37	35			39	23				
10:15		38	23			52	20				
10:30		27	19			35	20				
10:45		37	16	139	93	46	21	172	84	311	177
11:00		35	11			45	15				
11:15		48	10			49	12				
11:30		40	5			48	13				
11:45		40	16	163	42	34	8	176	48	339	90
Total		1246	2172	1246	2172	1396	2203	1396	2203	2642	4375
Combined Total		3418		3418		3599		3599		7017	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	336	-	-	-	319	-	-	-	-	-
P.H.F.		0.894				0.938					
PM Peak	-	-	02:30	-	-	-	04:45	-	-	-	-
Vol.	-	-	302	-	-	-	299	-	-	-	-
P.H.F.			0.839				0.934				
Percentage		36.5%	63.5%			38.8%	61.2%				
ADT/AADT		ADT 7,017		AADT 7,017							

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City of Menifee
Menifee Road
B/ Watson Road - State Route 74
24 Hour Directional Volume Count

MEN083
Site Code: 003-22418

Start Time	25-May-22 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		10	58			7	79				
12:15		8	77			3	40				
12:30		10	65			4	80				
12:45		3	55	31	255	2	51	16	250	47	505
01:00		4	56			6	39				
01:15		2	54			6	46				
01:30		7	64			9	43				
01:45		2	52	15	226	3	67	24	195	39	421
02:00		5	58			4	57				
02:15		4	74			4	47				
02:30		4	71			2	57				
02:45		3	66	16	269	5	**67**	15	228	31	497
03:00		4	**71**			4	**70**				
03:15		2	**79**			1	**80**				
03:30		3	**81**			6	**70**				
03:45		2	**83**	11	314	3	60	14	280	25	594
04:00		6	71			8	51				
04:15		6	58			10	72				
04:30		12	61			13	47				
04:45		7	57	31	247	16	65	47	235	78	482
05:00		10	68			18	72				
05:15		16	70			27	64				
05:30		28	78			33	45				
05:45		32	55	86	271	49	55	127	236	213	507
06:00		28	59			50	54				
06:15		30	55			55	48				
06:30		53	53			55	53				
06:45		71	51	182	218	**86**	57	246	212	428	430
07:00		**88**	38			**82**	34				
07:15		**95**	42			**89**	42				
07:30		**94**	41			**73**	39				
07:45		**89**	32	366	153	65	26	309	141	675	294
08:00		64	34			51	34				
08:15		61	37			39	32				
08:30		47	32			53	29				
08:45		49	37	221	140	52	25	195	120	416	260
09:00		43	43			36	37				
09:15		40	36			41	33				
09:30		41	27			44	14				
09:45		41	26	165	132	48	18	169	102	334	234
10:00		49	25			49	28				
10:15		35	20			31	12				
10:30		33	19			44	9				
10:45		50	15	167	79	41	7	165	56	332	135
11:00		40	12			44	5				
11:15		48	9			54	6				
11:30		47	8			67	3				
11:45		50	11	185	40	68	4	233	18	418	58
Total		1476	2344	1476	2344	1560	2073	1560	2073	3036	4417
Combined Total		3820		3820		3633		3633		7453	
AM Peak	-	07:00	-	-	-	06:45	-	-	-	-	-
Vol.	-	366	-	-	-	330	-	-	-	-	-
P.H.F.		0.963				0.927					
PM Peak	-	-	03:00	-	-	-	02:45	-	-	-	-
Vol.	-	-	314	-	-	-	287	-	-	-	-
P.H.F.			0.946				0.897				
Percentage		38.6%	61.4%			42.9%	57.1%				
ADT/AADT		ADT 7,453		AADT 7,453							

Counts Unlimited, Inc.

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City of Menifee
Menifee Road
B/ State Route 74 - Biscayne
24 Hour Directional Volume Count

MEN084
Site Code: 003-22418

Start Time	25-May-22 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		14	90			11	108				
12:15		7	142			10	64				
12:30		12	104			11	90				
12:45		7	98	40	434	4	89	36	351	76	785
01:00		10	89			6	75				
01:15		6	94			11	61				
01:30		3	87			7	64				
01:45		5	89	24	359	6	100	30	300	54	659
02:00		3	81			5	77				
02:15		3	95			6	71				
02:30		8	104			1	84				
02:45		10	**101**	24	381	11	**106**	23	338	47	719
03:00		7	**136**			3	**101**				
03:15		6	**114**			7	**124**				
03:30		8	**112**			5	**134**				
03:45		8	98	29	460	13	96	28	455	57	915
04:00		19	106			14	96				
04:15		15	95			20	109				
04:30		24	95			21	76				
04:45		25	95	83	391	19	85	74	366	157	757
05:00		24	110			39	104				
05:15		27	107			38	93				
05:30		46	110			45	69				
05:45		46	75	143	402	83	88	205	354	348	756
06:00		41	86			70	88				
06:15		56	92			80	78				
06:30		74	69			**92**	78				
06:45		84	76	255	323	**128**	78	370	322	625	645
07:00		**140**	62			**119**	52				
07:15		**185**	51			**122**	62				
07:30		**173**	70			87	57				
07:45		**109**	49	607	232	108	56	436	227	1043	459
08:00		111	53			66	55				
08:15		65	57			71	55				
08:30		73	51			82	50				
08:45		63	45	312	206	79	41	298	201	610	407
09:00		73	47			50	43				
09:15		70	46			65	46				
09:30		69	30			63	35				
09:45		62	49	274	172	82	34	260	158	534	330
10:00		74	29			66	37				
10:15		62	30			56	17				
10:30		63	23			54	17				
10:45		52	15	251	97	55	7	231	78	482	175
11:00		69	11			75	6				
11:15		81	7			71	7				
11:30		73	9			91	5				
11:45		102	12	325	39	116	10	353	28	678	67
Total		2367	3496	2367	3496	2344	3178	2344	3178	4711	6674
Combined Total		5863		5863		5522		5522		11385	
AM Peak	-	07:00	-	-	-	06:30	-	-	-	-	-
Vol.	-	607	-	-	-	461	-	-	-	-	-
P.H.F.		0.820				0.900					
PM Peak	-	-	02:45	-	-	-	02:45	-	-	-	-
Vol.	-	-	463	-	-	-	465	-	-	-	-
P.H.F.			0.851				0.868				
Percentage		40.4%	59.6%			42.4%	57.6%				
ADT/AADT		ADT 11,385		AADT 11,385							

Counts Unlimited, Inc.

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City of Menifee
Menifee Road
B/ Biscayne - Matthews Road
24 Hour Directional Volume Count

MEN085
Site Code: 003-22418

Start Time	25-May-22 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		12	**89**			8	110				
12:15		5	**133**			8	60				
12:30		7	**96**			9	72				
12:45		6	**98**	30	416	4	94	29	336	59	752
01:00		6	86			7	67				
01:15		6	77			8	50				
01:30		3	76			1	48				
01:45		6	76	21	315	8	84	24	249	45	564
02:00		3	74			6	78				
02:15		5	73			5	58				
02:30		9	97			1	68				
02:45		10	86	27	330	9	84	21	288	48	618
03:00		5	120			2	**107**				
03:15		3	106			7	**105**				
03:30		7	101			5	**135**				
03:45		8	72	23	399	10	**105**	24	452	47	851
04:00		13	103			10	97				
04:15		13	92			18	106				
04:30		18	87			14	66				
04:45		23	94	67	376	13	84	55	353	122	729
05:00		18	96			24	94				
05:15		32	90			23	84				
05:30		40	103			43	67				
05:45		64	63	154	352	73	79	163	324	317	676
06:00		40	84			55	77				
06:15		62	73			61	71				
06:30		64	61			**90**	71				
06:45		105	69	271	287	**112**	67	318	286	589	573
07:00		**124**	54			**118**	60				
07:15		**203**	51			**117**	51				
07:30		**133**	61			85	56				
07:45		**107**	43	567	209	91	48	411	215	978	424
08:00		96	47			62	49				
08:15		60	45			69	47				
08:30		68	46			63	42				
08:45		52	38	276	176	80	34	274	172	550	348
09:00		61	39			51	41				
09:15		63	42			56	38				
09:30		63	33			64	28				
09:45		55	33	242	147	75	30	246	137	488	284
10:00		67	27			61	28				
10:15		60	25			56	18				
10:30		56	19			51	15				
10:45		49	15	232	86	57	11	225	72	457	158
11:00		62	11			62	8				
11:15		71	11			71	10				
11:30		67	8			83	11				
11:45		68	9	268	39	101	8	317	37	585	76
Total		2178	3132	2178	3132	2107	2921	2107	2921	4285	6053
Combined Total		5310		5310		5028		5028		10338	
AM Peak	-	07:00	-	-	-	06:30	-	-	-	-	-
Vol.	-	567	-	-	-	437	-	-	-	-	-
P.H.F.		0.698				0.926					
PM Peak	-	-	12:00	-	-	-	03:00	-	-	-	-
Vol.	-	-	416	-	-	-	452	-	-	-	-
P.H.F.			0.782				0.837				
Percentage		41.0%	59.0%			41.9%	58.1%				
ADT/AADT		ADT 10,338		AADT 10,338							

Counts Unlimited, Inc.

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City of Menifee
Menifee Road
B/ Matthews Road - McCall Boulevard
24 Hour Directional Volume Count

MEN088
Site Code: 003-22418

Start Time	25-May-22 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		12	**87**			8	111				
12:15		5	**131**			8	59				
12:30		7	**96**			9	71				
12:45		6	**97**	30	411	4	94	29	335	59	746
01:00		6	86			7	68				
01:15		6	78			8	50				
01:30		3	74			1	46				
01:45		6	77	21	315	8	80	24	244	45	559
02:00		3	75			6	78				
02:15		5	74			5	60				
02:30		9	96			1	68				
02:45		10	88	27	333	9	84	21	290	48	623
03:00		5	118			2	**109**				
03:15		3	107			7	**107**				
03:30		7	97			5	**135**				
03:45		8	72	23	394	10	**108**	24	459	47	853
04:00		13	99			10	98				
04:15		13	93			15	106				
04:30		18	88			13	67				
04:45		23	101	67	381	12	83	50	354	117	735
05:00		17	97			23	93				
05:15		34	92			18	85				
05:30		48	103			40	67				
05:45		72	62	171	354	60	77	141	322	312	676
06:00		42	83			52	77				
06:15		60	71			64	71				
06:30		62	61			**96**	72				
06:45		91	69	255	284	**116**	67	328	287	583	571
07:00		**123**	53			**119**	60				
07:15		**205**	50			**115**	51				
07:30		**133**	60			87	56				
07:45		**109**	43	570	206	95	48	416	215	986	421
08:00		97	47			60	49				
08:15		60	45			69	48				
08:30		68	46			65	42				
08:45		51	38	276	176	80	33	274	172	550	348
09:00		63	39			50	41				
09:15		63	42			56	38				
09:30		63	33			63	28				
09:45		56	33	245	147	70	30	239	137	484	284
10:00		65	27			61	28				
10:15		58	25			57	18				
10:30		56	18			51	15				
10:45		49	15	228	85	54	11	223	72	451	157
11:00		61	11			63	9				
11:15		70	10			71	10				
11:30		68	8			81	11				
11:45		68	9	267	38	102	8	317	38	584	76
Total		2180	3124	2180	3124	2086	2925	2086	2925	4266	6049
Combined Total		5304		5304		5011		5011		10315	
AM Peak	-	07:00	-	-	-	06:30	-	-	-	-	-
Vol.	-	570	-	-	-	446	-	-	-	-	-
P.H.F.		0.695				0.937					
PM Peak	-	-	12:00	-	-	-	03:00	-	-	-	-
Vol.	-	-	411	-	-	-	459	-	-	-	-
P.H.F.			0.784				0.850				
Percentage		41.1%	58.9%			41.6%	58.4%				
ADT/AADT		ADT 10,315		AADT 10,315							

Counts Unlimited, Inc.

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City of Menifee
Menifee Road
B/ McCall Boulevard - Coastline Avenue
24 Hour Directional Volume Count

MEN089
Site Code: 003-22418

Start Time	5/25/22 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		11	86			12	109				
12:15		8	122			8	99				
12:30		9	**106**			7	137				
12:45		8	**129**	36	443	6	125	33	470	69	913
01:00		9	**108**			5	65				
01:15		2	**123**			7	71				
01:30		3	86			5	135				
01:45		4	83	18	400	2	86	19	357	37	757
02:00		3	93			4	84				
02:15		3	74			7	89				
02:30		8	106			1	95				
02:45		6	118	20	391	4	**108**	16	376	36	767
03:00		9	123			6	**124**				
03:15		2	95			2	**115**				
03:30		9	86			4	**141**				
03:45		9	75	29	379	5	101	17	481	46	860
04:00		20	96			4	119				
04:15		17	83			3	100				
04:30		23	88			9	88				
04:45		18	103	78	370	11	97	27	404	105	774
05:00		22	104			6	101				
05:15		30	101			16	90				
05:30		49	83			29	81				
05:45		68	91	169	379	42	83	93	355	262	734
06:00		55	74			44	104				
06:15		52	66			53	79				
06:30		63	65			75	98				
06:45		90	94	260	299	81	69	253	350	513	649
07:00		**104**	72			**125**	82				
07:15		**174**	62			**176**	64				
07:30		**169**	67			**107**	81				
07:45		**164**	68	611	269	**124**	48	532	275	1143	544
08:00		93	53			94	39				
08:15		114	75			87	63				
08:30		67	48			102	49				
08:45		60	56	334	232	70	36	353	187	687	419
09:00		67	42			72	41				
09:15		48	51			74	30				
09:30		61	52			77	40				
09:45		62	49	238	194	68	22	291	133	529	327
10:00		58	38			66	20				
10:15		59	49			67	15				
10:30		62	54			77	31				
10:45		60	30	239	171	61	20	271	86	510	257
11:00		70	21			94	8				
11:15		56	11			76	19				
11:30		104	11			78	17				
11:45		94	13	324	56	88	11	336	55	660	111
Total		2356	3583	2356	3583	2241	3529	2241	3529	4597	7112
Combined Total		5939		5939		5770		5770		11709	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	611	-	-	-	532	-	-	-	-	-
P.H.F.		0.878				0.756					
PM Peak	-	-	00:30	-	-	-	02:45	-	-	-	-
Vol.	-	-	466	-	-	-	488	-	-	-	-
P.H.F.			0.903				0.865				
Percentage		39.7%	60.3%			38.8%	61.2%				
ADT/AADT		ADT 11,709		AADT 11,709							

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City of Menifee
Menifee Road
B/ Coastline Avenue - Simpson Road
24 Hour Directional Volume Count

MEN090
Site Code: 003-22418

Start Time	5/25/22 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		54	90			54	90				
12:15		60	96			40	104				
12:30		64	116			43	162				
12:45		51	135	229	437	36	124	173	480	402	917
01:00		53	125			44	87				
01:15		51	129			24	80				
01:30		41	107			24	145				
01:45		67	101	212	462	15	89	107	401	319	863
02:00		57	96			23	96				
02:15		29	102			28	100				
02:30		24	**120**			10	113				
02:45		17	**140**	127	458	20	**121**	81	430	208	888
03:00		9	**132**			5	**139**				
03:15		3	**123**			2	**125**				
03:30		10	96			5	**129**				
03:45		15	101	37	452	8	107	20	500	57	952
04:00		21	124			7	142				
04:15		16	93			6	117				
04:30		23	119			13	91				
04:45		20	105	80	441	14	111	40	461	120	902
05:00		25	154			19	101				
05:15		32	119			26	103				
05:30		50	115			33	92				
05:45		57	101	164	489	45	81	123	377	287	866
06:00		54	92			58	108				
06:15		51	69			61	91				
06:30		78	82			85	101				
06:45		76	113	259	356	82	79	286	379	545	735
07:00		**102**	95			**127**	80				
07:15		**145**	82			**173**	67				
07:30		**170**	81			**125**	86				
07:45		**150**	89	567	347	**135**	62	560	295	1127	642
08:00		95	59			125	48				
08:15		125	58			96	69				
08:30		72	56			113	54				
08:45		65	60	357	233	86	40	420	211	777	444
09:00		77	64			81	43				
09:15		62	51			88	36				
09:30		62	53			99	44				
09:45		76	51	277	219	88	24	356	147	633	366
10:00		65	41			78	24				
10:15		59	67			85	15				
10:30		69	57			83	23				
10:45		72	28	265	193	77	26	323	88	588	281
11:00		82	24			108	10				
11:15		71	16			100	20				
11:30		116	12			87	9				
11:45		105	9	374	61	91	11	386	50	760	111
Total		2948	4148	2948	4148	2875	3819	2875	3819	5823	7967
Combined Total		7096		7096		6694		6694		13790	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	567	-	-	-	560	-	-	-	-	-
P.H.F.		0.834				0.809					
PM Peak	-	-	02:30	-	-	-	02:45	-	-	-	-
Vol.	-	-	515	-	-	-	514	-	-	-	-
P.H.F.			0.920				0.924				
Percentage		41.5%	58.5%			42.9%	57.1%				

ADT/AADT	ADT 13,790	AADT 13,790

Counts Unlimited, Inc.

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City of Menifee
Menifee Road
B/ Simpson Road - Aldergate Drive
24 Hour Directional Volume Count

MEN091
Site Code: 003-22418

Start Time	5/25/22 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		58	73			44	**103**				
12:15		85	78			35	**122**				
12:30		66	112			35	**165**				
12:45		51	133	260	396	31	**128**	145	518	405	914
01:00		59	135			32	87				
01:15		50	108			22	96				
01:30		41	96			20	133				
01:45		67	101	217	440	11	84	85	400	302	840
02:00		63	86			17	92				
02:15		35	101			23	106				
02:30		26	104			8	120				
02:45		21	119	145	410	14	87	62	405	207	815
03:00		5	112			6	116				
03:15		1	107			2	119				
03:30		2	105			8	117				
03:45		6	98	14	422	9	101	25	453	39	875
04:00		7	117			9	120				
04:15		7	98			13	102				
04:30		10	101			14	95				
04:45		11	**104**	35	420	24	93	60	410	95	830
05:00		11	**160**			25	97				
05:15		15	**100**			36	105				
05:30		24	**133**			25	91				
05:45		32	104	82	497	35	74	121	367	203	864
06:00		28	92			40	104				
06:15		39	71			47	92				
06:30		57	79			68	93				
06:45		73	106	197	348	68	77	223	366	420	714
07:00		**97**	98			**121**	80				
07:15		**129**	78			**182**	79				
07:30		**151**	81			**132**	75				
07:45		**131**	82	508	339	**132**	71	567	305	1075	644
08:00		81	79			116	69				
08:15		109	63			83	70				
08:30		56	60			113	44				
08:45		52	85	298	287	88	35	400	218	698	505
09:00		61	66			80	35				
09:15		50	51			93	31				
09:30		67	59			100	31				
09:45		70	50	248	226	98	22	371	119	619	345
10:00		52	41			85	20				
10:15		49	67			88	11				
10:30		63	63			86	17				
10:45		69	35	233	206	78	23	337	71	570	277
11:00		67	26			113	8				
11:15		72	21			104	14				
11:30		110	15			100	9				
11:45		102	8	351	70	78	11	395	42	746	112
Total		2588	4061	2588	4061	2791	3674	2791	3674	5379	7735
Combined Total		6649		6649		6465		6465		13114	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	508	-	-	-	567	-	-	-	-	-
P.H.F.		0.841				0.779					
PM Peak	-	-	04:45	-	-	-	12:00	-	-	-	-
Vol.	-	-	497	-	-	-	518	-	-	-	-
P.H.F.			0.777				0.785				
Percentage		38.9%	61.1%			43.2%	56.8%				
ADT/AADT		ADT 13,114		AADT 13,114							

Counts Unlimited, Inc.

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City of Menifee
Menifee Road
B/ Aldergate Drive - Newport Road
24 Hour Directional Volume Count

MEN092
Site Code: 003-22418

Start Time	5/25/22 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		17	112			11	101				
12:15		14	113			3	**121**				
12:30		8	99			6	**171**				
12:45		17	118	56	442	7	**174**	27	567	83	1009
01:00		7	124			8	**115**				
01:15		5	120			8	113				
01:30		9	109			3	159				
01:45		8	107	29	460	1	101	20	488	49	948
02:00		2	109			3	98				
02:15		2	123			7	106				
02:30		3	116			6	143				
02:45		7	118	14	466	4	138	20	485	34	951
03:00		5	132			7	135				
03:15		2	123			2	138				
03:30		4	127			12	129				
03:45		7	122	18	504	10	129	31	531	49	1035
04:00		4	129			19	114				
04:15		5	115			16	135				
04:30		11	126			17	109				
04:45		11	119	31	489	45	103	97	461	128	950
05:00		8	**163**			28	91				
05:15		12	**139**			43	122				
05:30		19	**141**			38	95				
05:45		23	**122**	62	565	51	92	160	400	222	965
06:00		24	107			44	107				
06:15		41	109			67	92				
06:30		58	89			80	100				
06:45		66	115	189	420	80	83	271	382	460	802
07:00		**90**	118			127	96				
07:15		**124**	102			**164**	85				
07:30		**150**	82			**183**	73				
07:45		**88**	102	452	404	**167**	84	641	338	1093	742
08:00		70	88			**137**	83				
08:15		110	78			96	85				
08:30		70	82			119	50				
08:45		61	107	311	355	112	37	464	255	775	610
09:00		60	80			98	35				
09:15		58	69			101	30				
09:30		72	64			118	34				
09:45		66	59	256	272	113	29	430	128	686	400
10:00		59	60			103	25				
10:15		55	66			93	13				
10:30		82	65			111	18				
10:45		70	46	266	237	110	19	417	75	683	312
11:00		91	31			115	9				
11:15		103	25			117	14				
11:30		104	21			152	14				
11:45		108	22	406	99	87	10	471	47	877	146
Total		2090	4713	2090	4713	3049	4157	3049	4157	5139	8870
Combined Total		6803		6803		7206		7206		14009	
AM Peak	-	07:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	452	-	-	-	651	-	-	-	-	-
P.H.F.		0.753				0.889					
PM Peak	-	-	05:00	-	-	-	00:15	-	-	-	-
Vol.	-	-	565	-	-	-	581	-	-	-	-
P.H.F.			0.867				0.835				
Percentage		30.7%	69.3%			42.3%	57.7%				
ADT/AADT		ADT 14,009		AADT 14,009							

Counts Unlimited, Inc.

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City of Menifee
Menifee Road
B/ Newport Road - La Piedra Road
24 Hour Directional Volume Count

MEN093
Site Code: 003-22418

Start Time	5/25/22 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		5	95			5	61				
12:15		7	120			9	77				
12:30		5	**124**			6	**121**				
12:45		4	**90**	21	429	2	**210**	22	469	43	898
01:00		3	**105**			6	**116**				
01:15		3	**130**			4	**99**				
01:30		3	117			3	111				
01:45		1	82	10	434	5	84	18	410	28	844
02:00		1	104			2	90				
02:15		1	85			4	89				
02:30		3	102			2	91				
02:45		3	87	8	378	4	104	12	374	20	752
03:00		6	87			2	105				
03:15		6	111			5	95				
03:30		5	122			5	94				
03:45		8	108	25	428	7	94	19	388	44	816
04:00		7	102			3	81				
04:15		6	86			5	95				
04:30		9	93			7	97				
04:45		12	116	34	397	10	86	25	359	59	756
05:00		18	134			9	79				
05:15		8	74			11	91				
05:30		11	108			17	93				
05:45		11	105	48	421	24	89	61	352	109	773
06:00		29	84			27	91				
06:15		26	86			43	82				
06:30		48	98			67	99				
06:45		68	73	171	341	77	67	214	339	385	680
07:00		89	96			89	54				
07:15		**167**	62			117	76				
07:30		**154**	66			**244**	54				
07:45		**98**	67	508	291	**143**	47	593	231	1101	522
08:00		**108**	69			**139**	58				
08:15		115	54			**133**	52				
08:30		75	56			108	41				
08:45		52	41	350	220	64	49	444	200	794	420
09:00		55	53			56	33				
09:15		60	37			72	25				
09:30		56	37			78	32				
09:45		50	21	221	148	60	21	266	111	487	259
10:00		57	14			59	29				
10:15		68	19			61	15				
10:30		46	19			69	21				
10:45		69	32	240	84	59	14	248	79	488	163
11:00		60	6			82	9				
11:15		79	17			73	15				
11:30		81	9			85	8				
11:45		67	16	287	48	68	7	308	39	595	87
Total		1923	3619	1923	3619	2230	3351	2230	3351	4153	6970
Combined Total		5542		5542		5581		5581		11123	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	527	-	-	-	659	-	-	-	-	-
P.H.F.		0.789				0.675					
PM Peak	-	-	00:30	-	-	-	00:30	-	-	-	-
Vol.	-	-	449	-	-	-	546	-	-	-	-
P.H.F.			0.863				0.650				
Percentage		34.7%	65.3%			40.0%	60.0%				

ADT/AADT	ADT 11,123	AADT 11,123

Counts Unlimited, Inc.

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City of Menifee
Menifee Road
B/ La Piedra Road - Holland Road
24 Hour Directional Volume Count

MEN094
Site Code: 003-22418

Start Time	5/25/22 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	94			3	48				
12:15		5	92			9	77				
12:30		5	**107**			6	92				
12:45		4	**103**	22	396	3	**160**	21	377	43	773
01:00		3	**151**			7	**97**				
01:15		4	**130**			2	**95**				
01:30		4	102			4	**135**				
01:45		1	75	12	458	4	86	17	413	29	871
02:00		1	98			2	83				
02:15		2	80			4	78				
02:30		2	92			2	83				
02:45		2	83	7	353	3	98	11	342	18	695
03:00		6	78			1	96				
03:15		6	106			5	89				
03:30		5	111			4	86				
03:45		8	96	25	391	6	75	16	346	41	737
04:00		9	90			2	72				
04:15		6	86			4	83				
04:30		10	78			10	86				
04:45		13	96	38	350	9	78	25	319	63	669
05:00		18	111			7	71				
05:15		11	67			10	80				
05:30		14	111			15	88				
05:45		13	101	56	390	24	84	56	323	112	713
06:00		27	73			25	85				
06:15		27	97			41	81				
06:30		50	98			69	86				
06:45		64	70	168	338	68	70	203	322	371	660
07:00		73	83			82	53				
07:15		**151**	53			99	83				
07:30		**162**	61			**212**	49				
07:45		**110**	66	496	263	**126**	49	519	234	1015	497
08:00		**140**	67			**144**	59				
08:15		128	47			**146**	46				
08:30		59	55			113	43				
08:45		62	39	389	208	64	50	467	198	856	406
09:00		56	37			50	34				
09:15		57	28			68	24				
09:30		58	35			70	31				
09:45		52	19	223	119	61	19	249	108	472	227
10:00		61	12			58	29				
10:15		69	18			56	16				
10:30		45	16			57	24				
10:45		71	27	246	73	50	15	221	84	467	157
11:00		55	6			79	8				
11:15		74	16			68	17				
11:30		66	10			79	6				
11:45		69	15	264	47	62	8	288	39	552	86
Total		1946	3386	1946	3386	2093	3105	2093	3105	4039	6491
Combined Total		5332		5332		5198		5198		10530	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	563	-	-	-	628	-	-	-	-	-
P.H.F.		0.869				0.741					
PM Peak	-	-	00:30	-	-	-	00:45	-	-	-	-
Vol.	-	-	491	-	-	-	487	-	-	-	-
P.H.F.			0.813				0.761				
Percentage		36.5%	63.5%			40.3%	59.7%				

ADT/AADT	ADT 10,530	AADT 10,530

Counts Unlimited, Inc.

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City of San Jacinto
Briggs Road
B/ Watson Road - State Route 74
24 Hour Directional Volume Count

MEN095
Site Code: 003-22418

Start Time	25-May-22 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		12	69			3	**42**				
12:15		9	84			1	**88**				
12:30		2	27			7	**151**				
12:45		1	25	24	205	0	**30**	11	311	35	516
01:00		2	25			2	20				
01:15		2	34			1	31				
01:30		2	20			0	26				
01:45		0	27	6	106	1	31	4	108	10	214
02:00		1	22			1	25				
02:15		0	23			0	29				
02:30		0	38			0	29				
02:45		0	45	1	128	0	48	1	131	2	259
03:00		2	**62**			2	62				
03:15		2	**79**			1	78				
03:30		4	**48**			1	68				
03:45		2	**57**	10	246	1	41	5	249	15	495
04:00		4	36			5	48				
04:15		2	43			3	50				
04:30		4	39			6	53				
04:45		2	44	12	162	1	47	15	198	27	360
05:00		5	38			3	55				
05:15		9	53			13	53				
05:30		14	49			16	51				
05:45		19	34	47	174	6	33	38	192	85	366
06:00		12	29			21	53				
06:15		15	21			26	32				
06:30		37	25			28	26				
06:45		36	32	100	107	34	22	109	133	209	240
07:00		48	26			69	20				
07:15		**83**	16			**96**	18				
07:30		**121**	16			**137**	27				
07:45		**131**	19	383	77	**121**	22	423	87	806	164
08:00		**55**	25			**77**	43				
08:15		22	22			44	31				
08:30		25	12			38	16				
08:45		17	13	119	72	34	14	193	104	312	176
09:00		19	16			42	15				
09:15		15	15			43	11				
09:30		24	14			36	16				
09:45		20	10	78	55	23	7	144	49	222	104
10:00		25	7			25	4				
10:15		14	6			31	7				
10:30		21	2			19	3				
10:45		23	5	83	20	20	8	95	22	178	42
11:00		27	3			27	4				
11:15		31	4			30	6				
11:30		35	2			27	5				
11:45		40	1	133	10	24	2	108	17	241	27
Total		996	1362	996	1362	1146	1601	1146	1601	2142	2963
Combined Total		2358		2358		2747		2747		5105	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	390	-	-	-	431	-	-	-	-	-
P.H.F.		0.744				0.786					
PM Peak	-	-	03:00	-	-	-	12:00	-	-	-	-
Vol.	-	-	246	-	-	-	311	-	-	-	-
P.H.F.			0.778				0.515				
Percentage		42.2%	57.8%			41.7%	58.3%				
ADT/AADT		ADT 5,105		AADT 5,105							

Counts Unlimited, Inc.

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City of San Jacinto
Briggs Road
B/ State Route 74 - Heritage High School Driveway
24 Hour Directional Volume Count

MEN096
Site Code: 003-22418

Start Time	25-May-22 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		11	40			4	82				
12:15		8	125			2	37				
12:30		4	39			6	50				
12:45		0	60	23	264	3	43	15	212	38	476
01:00		3	41			1	23				
01:15		1	62			1	45				
01:30		2	42			0	30				
01:45		3	31	9	176	2	34	4	132	13	308
02:00		1	40			3	39				
02:15		1	81			2	52				
02:30		3	54			1	44				
02:45		0	45	5	220	2	**95**	8	230	13	450
03:00		0	**91**			2	**105**				
03:15		2	**192**			1	**102**				
03:30		5	**161**			2	**79**				
03:45		9	**75**	16	519	0	40	5	326	21	845
04:00		7	45			2	40				
04:15		13	37			4	30				
04:30		9	52			4	38				
04:45		6	41	35	175	14	48	24	156	59	331
05:00		14	45			7	52				
05:15		7	39			19	74				
05:30		15	40			25	44				
05:45		16	37	52	161	18	31	69	201	121	362
06:00		20	24			22	41				
06:15		19	27			28	25				
06:30		32	19			45	32				
06:45		48	33	119	103	95	17	190	115	309	218
07:00		**96**	18			**198**	15				
07:15		**169**	16			**249**	19				
07:30		**142**	19			**272**	22				
07:45		**219**	28	626	81	**137**	11	856	67	1482	148
08:00		63	78			69	20				
08:15		56	35			60	21				
08:30		53	25			76	20				
08:45		49	16	221	154	63	16	268	77	489	231
09:00		35	13			30	18				
09:15		27	14			33	12				
09:30		38	16			39	11				
09:45		45	7	145	50	37	9	139	50	284	100
10:00		33	10			20	6				
10:15		23	4			25	12				
10:30		31	16			25	11				
10:45		26	11	113	41	32	11	102	40	215	81
11:00		34	10			18	9				
11:15		36	9			38	10				
11:30		40	6			46	8				
11:45		35	4	145	29	44	5	146	32	291	61
Total		1509	1973	1509	1973	1826	1638	1826	1638	3335	3611
Combined Total		3482		3482		3464		3464		6946	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	626	-	-	-	856	-	-	-	-	-
P.H.F.		0.715				0.787					
PM Peak	-	-	03:00	-	-	-	02:45	-	-	-	-
Vol.	-	-	519	-	-	-	381	-	-	-	-
P.H.F.			0.676				0.907				
Percentage		43.3%	56.7%			52.7%	47.3%				
ADT/AADT		ADT 6,946		AADT 6,946							

Counts Unlimited, Inc.

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City of San Jacinto
Briggs Road
B/ Heritage High School Driveway - McLaughlin Road
24 Hour Directional Volume Count

MEN097
Site Code: 003-22418

Start Time	25-May-22 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		10	**37**			2	81				
12:15		7	**129**			1	40				
12:30		4	**39**			1	36				
12:45		0	**45**	21	250	0	48	4	205	25	455
01:00		3	36			2	27				
01:15		1	33			1	54				
01:30		3	40			1	32				
01:45		3	28	10	137	2	31	6	144	16	281
02:00		1	38			2	24				
02:15		1	41			3	78				
02:30		3	38			1	30				
02:45		0	58	5	175	2	33	8	165	13	340
03:00		0	69			1	**75**				
03:15		2	52			2	**122**				
03:30		5	68			2	**134**				
03:45		9	43	16	232	0	**58**	5	389	21	621
04:00		8	49			2	56				
04:15		12	40			4	37				
04:30		9	44			3	38				
04:45		8	39	37	172	9	37	18	168	55	340
05:00		20	65			6	38				
05:15		11	64			17	42				
05:30		14	50			15	31				
05:45		18	38	63	217	18	23	56	134	119	351
06:00		21	23			19	32				
06:15		21	22			23	35				
06:30		40	19			40	28				
06:45		62	30	144	94	61	19	143	114	287	208
07:00		**156**	19			**134**	18				
07:15		**199**	13			**148**	24				
07:30		**237**	17			**147**	25				
07:45		**81**	25	673	74	**102**	19	531	86	1204	160
08:00		63	17			44	83				
08:15		48	17			38	32				
08:30		69	21			40	21				
08:45		40	14	220	69	32	13	154	149	374	218
09:00		24	12			24	16				
09:15		40	14			23	14				
09:30		44	16			18	11				
09:45		31	8	139	50	28	9	93	50	232	100
10:00		32	10			20	5				
10:15		24	7			22	10				
10:30		29	12			15	23				
10:45		18	11	103	40	29	11	86	49	189	89
11:00		27	9			24	7				
11:15		31	8			28	3				
11:30		30	10			40	4				
11:45		26	6	114	33	58	1	150	15	264	48
Total		1545	1543	1545	1543	1254	1668	1254	1668	2799	3211
Combined Total		3088		3088		2922		2922		6010	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	673	-	-	-	531	-	-	-	-	-
P.H.F.		0.710				0.897					
PM Peak	-	-	12:00	-	-	-	03:00	-	-	-	-
Vol.	-	-	250	-	-	-	389	-	-	-	-
P.H.F.			0.484				0.726				
Percentage		50.0%	50.0%			42.9%	57.1%				
ADT/AADT		ADT 6,010		AADT 6,010							

Counts Unlimited, Inc.

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City of San Jacinto
Briggs Road
B/ McLaughlin Road - Meadow Oak Street
24 Hour Directional Volume Count

MEN098
Site Code: 003-22418

Start Time	25-May-22 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		10	37			2	82				
12:15		8	122			1	41				
12:30		4	39			0	31				
12:45		0	38	22	236	1	42	4	196	26	432
01:00		3	34			3	21				
01:15		1	35			1	54				
01:30		1	40			2	30				
01:45		3	23	8	132	1	28	7	133	15	265
02:00		1	36			2	22				
02:15		1	38			0	72				
02:30		1	34			1	27				
02:45		0	**54**	3	162	0	30	3	151	6	313
03:00		0	**77**			1	**69**				
03:15		2	**96**			1	**156**				
03:30		5	**69**			2	**135**				
03:45		7	39	14	281	1	**49**	5	409	19	690
04:00		2	45			2	45				
04:15		8	41			4	35				
04:30		4	43			4	35				
04:45		8	34	22	163	9	36	19	151	41	314
05:00		18	63			6	34				
05:15		11	64			15	38				
05:30		9	49			13	26				
05:45		15	31	53	207	16	18	50	116	103	323
06:00		16	23			17	29				
06:15		15	19			23	27				
06:30		37	16			37	23				
06:45		54	28	122	86	65	15	142	94	264	180
07:00		**149**	19			**139**	14				
07:15		**193**	12			**163**	20				
07:30		**212**	18			**140**	21				
07:45		**78**	20	632	69	**92**	18	534	73	1166	142
08:00		58	17			42	83				
08:15		43	14			36	30				
08:30		63	19			35	12				
08:45		35	12	199	62	30	11	143	136	342	198
09:00		19	14			21	13				
09:15		37	13			24	9				
09:30		37	12			18	10				
09:45		32	11	125	50	27	7	90	39	215	89
10:00		26	12			21	3				
10:15		21	7			19	6				
10:30		23	10			13	21				
10:45		14	10	84	39	27	8	80	38	164	77
11:00		26	9			24	7				
11:15		26	6			26	4				
11:30		25	5			40	3				
11:45		23	2	100	22	57	1	147	15	247	37
Total		1384	1509	1384	1509	1224	1551	1224	1551	2608	3060
Combined Total		2893		2893		2775		2775		5668	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	632	-	-	-	534	-	-	-	-	-
P.H.F.		0.745				0.819					
PM Peak	-	-	02:45	-	-	-	03:00	-	-	-	-
Vol.	-	-	296	-	-	-	409	-	-	-	-
P.H.F.			0.771				0.655				
Percentage		47.8%	52.2%			44.1%	55.9%				
ADT/AADT		ADT 5,668		AADT 5,668							

Counts Unlimited, Inc.

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City of San Jacinto
Briggs Road
B/ Meadow Oak Street - Case Road
24 Hour Directional Volume Count

MEN100
Site Code: 003-22418

Start Time	25-May-22 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	51			77	28				
12:15		0	130			38	19				
12:30		3	65			22	8				
12:45		2	45	5	291	39	12	176	67	181	358
01:00		6	47			21	7				
01:15		2	42			52	6				
01:30		4	39			26	9				
01:45		3	30	15	158	23	6	122	28	137	186
02:00		2	39			18	7				
02:15		1	43			65	11				
02:30		1	43			25	6				
02:45		0	**54**	4	179	24	6	132	30	136	209
03:00		0	**77**			**67**	2				
03:15		1	**100**			**168**	9				
03:30		1	**87**			**128**	18				
03:45		5	42	7	306	**47**	6	410	35	417	341
04:00		3	52			41	7				
04:15		6	39			30	10				
04:30		4	51			34	10				
04:45		6	43	19	185	37	19	142	46	161	231
05:00		12	70			29	10				
05:15		8	82			40	25				
05:30		8	59			29	20				
05:45		11	46	39	257	18	26	116	81	155	338
06:00		10	21			31	22				
06:15		8	33			27	27				
06:30		28	37			27	40				
06:45		54	37	100	128	20	75	105	164	205	292
07:00		**155**	31			29	**148**				
07:15		**224**	20			28	**163**				
07:30		**209**	32			40	**145**				
07:45		**70**	27	658	110	51	**96**	148	552	806	662
08:00		69	29			90	48				
08:15		45	26			35	33				
08:30		62	24			24	40				
08:45		40	20	216	99	15	30	164	151	380	250
09:00		29	24			17	27				
09:15		39	19			12	21				
09:30		46	18			20	16				
09:45		29	16	143	77	7	24	56	88	199	165
10:00		28	13			6	21				
10:15		30	11			9	13				
10:30		21	12			27	13				
10:45		16	9	95	45	17	18	59	65	154	110
11:00		30	0			6	21				
11:15		25	0			12	23				
11:30		19	0			4	35				
11:45		29	0	103	0	24	54	46	133	149	133
Total		1404	1835	1404	1835	1676	1440	1676	1440	3080	3275
Combined Total		3239		3239		3116		3116		6355	
AM Peak	-	07:00	-	-	-	03:00	-	-	-	-	-
Vol.	-	658	-	-	-	410	-	-	-	-	-
P.H.F.		0.734				0.610					
PM Peak	-	-	02:45	-	-	-	07:00	-	-	-	-
Vol.	-	-	318	-	-	-	552	-	-	-	-
P.H.F.			0.612				0.847				
Percentage		43.3%	56.7%			53.8%	46.2%				
ADT/AADT		ADT 6,355		AADT 6,355							

Counts Unlimited, Inc.

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City of Menifee
Briggs Road
B/ Case Road - McCall Boulevard
24 Hour Directional Volume Count

MEN103
Site Code: 003-22418

Start Time	5/25/22 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		6	72			2	109				
12:15		6	113			3	60				
12:30		4	57			3	36				
12:45		2	43	18	285	3	39	11	244	29	529
01:00		5	54			3	27				
01:15		2	36			2	62				
01:30		4	37			3	40				
01:45		5	39	16	166	3	25	11	154	27	320
02:00		3	40			1	19				
02:15		1	42			1	66				
02:30		0	45			2	39				
02:45		0	41	4	168	1	30	5	154	9	322
03:00		1	**80**			2	**54**				
03:15		0	**105**			0	**149**				
03:30		1	**71**			4	**155**				
03:45		3	**44**	5	300	5	**48**	11	406	16	706
04:00		2	52			0	40				
04:15		3	37			10	34				
04:30		3	55			6	36				
04:45		6	52	14	196	11	43	27	153	41	349
05:00		10	77			8	37				
05:15		9	80			12	48				
05:30		7	63			15	44				
05:45		9	35	35	255	22	28	57	157	92	412
06:00		15	24			12	35				
06:15		11	31			19	22				
06:30		30	38			34	26				
06:45		60	41	116	134	64	30	129	113	245	247
07:00		**157**	34			**155**	21				
07:15		**225**	25			**181**	21				
07:30		**156**	29			**157**	19				
07:45		**70**	24	608	112	**130**	26	623	87	1231	199
08:00		54	29			55	77				
08:15		54	25			46	32				
08:30		56	4			41	3				
08:45		32	4	196	62	37	4	179	116	375	178
09:00		27	4			28	3				
09:15		37	3			14	4				
09:30		35	4			26	1				
09:45		24	1	123	12	23	1	91	9	214	21
10:00		20	2			21	2				
10:15		32	1			16	1				
10:30		16	1			26	1				
10:45		25	0	93	4	21	0	84	4	177	8
11:00		24	1			31	0				
11:15		22	2			30	1				
11:30		26	2			38	1				
11:45		24	1	96	6	71	1	170	3	266	9
Total		1324	1700	1324	1700	1398	1600	1398	1600	2722	3300
Combined Total		3024		3024		2998		2998		6022	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	608	-	-	-	623	-	-	-	-	-
P.H.F.		0.676				0.860					
PM Peak	-	-	03:00	-	-	-	03:00	-	-	-	-
Vol.	-	-	300	-	-	-	406	-	-	-	-
P.H.F.			0.714				0.655				
Percentage		43.8%	56.2%			46.6%	53.4%				
ADT/AADT		ADT 6,022		AADT 6,022							

Counts Unlimited, Inc.

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City of Menifee
Briggs Road
B/ McCall Boulevard - Simpson Road
24 Hour Directional Volume Count

MEN104
Site Code: 003-22418

Start Time	5/25/22 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	**67**			2	87				
12:15		3	**106**			3	35				
12:30		3	**22**			3	31				
12:45		0	**24**	9	219	3	36	11	189	20	408
01:00		4	35			3	25				
01:15		0	30			2	39				
01:30		2	24			1	36				
01:45		2	26	8	115	1	25	7	125	15	240
02:00		1	31			1	17				
02:15		0	16			0	36				
02:30		0	24			0	31				
02:45		0	24	1	95	0	23	1	107	2	202
03:00		0	40			1	**33**				
03:15		1	51			0	**85**				
03:30		0	36			1	**90**				
03:45		5	22	6	149	1	**36**	3	244	9	393
04:00		2	25			0	30				
04:15		2	21			5	25				
04:30		3	34			3	30				
04:45		3	23	10	103	6	28	14	113	24	216
05:00		4	45			9	25				
05:15		8	39			8	24				
05:30		1	32			6	32				
05:45		7	16	20	132	11	24	34	105	54	237
06:00		4	14			9	23				
06:15		9	16			13	20				
06:30		17	18			21	16				
06:45		**34**	23	64	71	43	20	86	79	150	150
07:00		**96**	19			**117**	23				
07:15		**147**	12			**135**	13				
07:30		**95**	13			**77**	16				
07:45		30	11	368	55	**52**	17	381	69	749	124
08:00		27	17			40	41				
08:15		23	14			26	20				
08:30		43	6			30	6				
08:45		18	6	111	43	14	3	110	70	221	113
09:00		16	6			16	7				
09:15		17	4			17	5				
09:30		15	2			16	5				
09:45		21	1	69	13	18	2	67	19	136	32
10:00		23	5			17	3				
10:15		15	3			18	3				
10:30		9	2			21	5				
10:45		19	0	66	10	14	0	70	11	136	21
11:00		14	5			28	1				
11:15		15	1			19	2				
11:30		14	2			38	1				
11:45		18	1	61	9	48	2	133	6	194	15
Total		793	1014	793	1014	917	1137	917	1137	1710	2151
Combined Total		1807		1807		2054		2054		3861	
AM Peak	-	06:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	372	-	-	-	381	-	-	-	-	-
P.H.F.		0.633				0.706					
PM Peak	-	-	12:00	-	-	-	03:00	-	-	-	-
Vol.	-	-	219	-	-	-	244	-	-	-	-
P.H.F.			0.517				0.678				
Percentage		43.9%	56.1%			44.6%	55.4%				
ADT/AADT		ADT 3,861		AADT 3,861							

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City of San Jacinto
Warren Road
B/ Ramona Expressway - Cottonwood Avenue
24 Hour Directional Volume Count

SJC105
Site Code: 003-22418

Start Time	26-May-22 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	105			23	84				
12:15		12	99			22	84				
12:30		8	101			9	100				
12:45		8	92	32	397	13	100	67	368	99	765
01:00		11	105			14	105				
01:15		4	131			8	103				
01:30		5	99			9	101				
01:45		2	111	22	446	11	102	42	411	64	857
02:00		9	108			14	108				
02:15		13	119			11	136				
02:30		14	**138**			13	155				
02:45		10	**132**	46	497	25	154	63	553	109	1050
03:00		26	**127**			21	160				
03:15		18	**126**			16	152				
03:30		27	133			16	134				
03:45		21	103	92	489	30	**178**	83	624	175	1113
04:00		45	101			12	**148**				
04:15		57	138			24	**153**				
04:30		64	114			11	**154**				
04:45		65	105	231	458	49	148	96	603	327	1061
05:00		94	119			35	163				
05:15		134	111			67	139				
05:30		119	106			66	124				
05:45		112	105	459	441	80	137	248	563	707	1004
06:00		109	90			61	157				
06:15		132	87			70	122				
06:30		155	78			70	89				
06:45		**171**	75	567	330	86	106	287	474	854	804
07:00		**170**	64			81	86				
07:15		**178**	60			**108**	62				
07:30		**178**	64			**110**	90				
07:45		146	62	672	250	**105**	62	404	300	1076	550
08:00		133	56			**89**	63				
08:15		155	61			96	41				
08:30		125	55			81	51				
08:45		124	42	537	214	70	54	336	209	873	423
09:00		86	41			59	52				
09:15		100	46			63	44				
09:30		96	41			70	51				
09:45		129	31	411	159	67	47	259	194	670	353
10:00		71	17			66	35				
10:15		90	37			65	48				
10:30		99	15			73	33				
10:45		97	18	357	87	85	38	289	154	646	241
11:00		89	18			78	38				
11:15		98	20			74	41				
11:30		103	14			72	38				
11:45		96	2	386	54	84	22	308	139	694	193
Total		3812	3822	3812	3822	2482	4592	2482	4592	6294	8414
Combined Total		7634		7634		7074		7074		14708	
AM Peak	-	06:45	-	-	-	07:15	-	-	-	-	-
Vol.	-	697	-	-	-	412	-	-	-	-	-
P.H.F.		0.979				0.936					
PM Peak	-	-	02:30	-	-	-	03:45	-	-	-	-
Vol.	-	-	523	-	-	-	633	-	-	-	-
P.H.F.			0.947				0.889				
Percentage		49.9%	50.1%			35.1%	64.9%				
ADT/AADT		ADT 14,708		AADT 14,708							

Counts Unlimited, Inc.

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City of San Jacinto
Warren Road
B/ Cottonwood Avenue - Esplanade Avenue
24 Hour Directional Volume Count

SJC106
Site Code: 003-22418

Start Time	5/26/22 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	104			23	93				
12:15		11	105			11	80				
12:30		14	98			9	84				
12:45		12	97	45	404	6	102	49	359	94	763
01:00		7	112			11	103				
01:15		4	98			8	86				
01:30		7	119			10	90				
01:45		4	115	22	444	8	78	37	357	59	801
02:00		7	111			10	105				
02:15		8	121			10	121				
02:30		7	**122**			8	123				
02:45		7	**135**	29	489	18	132	46	481	75	970
03:00		11	**149**			10	131				
03:15		11	**130**			17	117				
03:30		16	113			10	117				
03:45		15	107	53	499	12	**141**	49	506	102	1005
04:00		36	128			18	**140**				
04:15		34	133			29	**135**				
04:30		53	124			24	**138**				
04:45		49	121	172	506	31	123	102	536	274	1042
05:00		74	126			27	117				
05:15		79	126			72	133				
05:30		75	117			72	122				
05:45		114	112	342	481	73	118	244	490	586	971
06:00		72	96			76	126				
06:15		103	89			87	128				
06:30		112	106			82	81				
06:45		121	67	408	358	90	88	335	423	743	781
07:00		**142**	65			102	68				
07:15		**133**	77			90	72				
07:30		**143**	94			**116**	71				
07:45		**127**	71	545	307	**115**	62	423	273	968	580
08:00		126	64			**95**	52				
08:15		125	63			**99**	40				
08:30		114	67			94	42				
08:45		93	49	458	243	96	46	384	180	842	423
09:00		84	55			80	43				
09:15		104	57			69	35				
09:30		86	42			82	44				
09:45		110	33	384	187	67	45	298	167	682	354
10:00		69	36			79	15				
10:15		90	37			71	38				
10:30		89	26			75	25				
10:45		88	23	336	122	84	28	309	106	645	228
11:00		97	21			74	28				
11:15		94	20			98	23				
11:30		98	13			85	22				
11:45		88	15	377	69	69	17	326	90	703	159
Total		3171	4109	3171	4109	2602	3968	2602	3968	5773	8077
Combined Total		7280		7280		6570		6570		13850	
AM Peak	-	07:00	-	-	-	07:30	-	-	-	-	-
Vol.	-	545	-	-	-	425	-	-	-	-	-
P.H.F.		0.953				0.916					
PM Peak	-	-	02:30	-	-	-	03:45	-	-	-	-
Vol.	-	-	536	-	-	-	554	-	-	-	-
P.H.F.			0.899				0.982				
Percentage		43.6%	56.4%			39.6%	60.4%				
ADT/AADT		ADT 13,850		AADT 13,850							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
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City of Hemet
Warren Road
B/ Esplanade Avenue - Florida Avenue
24 Hour Directional Volume Count

HEM107
Site Code: 003-22418

Start Time	5/26/22 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		11	114			24	107				
12:15		17	124			13	103				
12:30		22	119			10	91				
12:45		15	97	65	454	5	117	52	418	117	872
01:00		12	127			12	108				
01:15		4	107			2	113				
01:30		7	154			9	112				
01:45		7	142	30	530	6	114	29	447	59	977
02:00		7	126			13	106				
02:15		9	136			10	**113**				
02:30		4	131			9	**123**				
02:45		8	151	28	544	17	**121**	49	463	77	1007
03:00		12	144			14	**130**				
03:15		8	131			20	113				
03:30		12	124			16	111				
03:45		14	137	46	536	29	125	79	479	125	1015
04:00		25	140			28	125				
04:15		25	146			44	108				
04:30		45	134			34	117				
04:45		47	**140**	142	560	46	116	152	466	294	1026
05:00		66	**139**			42	112				
05:15		63	**156**			101	113				
05:30		76	**147**			100	120				
05:45		104	129	309	571	96	112	339	457	648	1028
06:00		69	126			111	121				
06:15		102	95			127	127				
06:30		99	124			107	77				
06:45		113	96	383	441	**123**	94	468	419	851	860
07:00		**139**	88			**137**	76				
07:15		**141**	96			**105**	80				
07:30		**137**	99			**135**	76				
07:45		**145**	81	562	364	120	70	497	302	1059	666
08:00		137	87			112	60				
08:15		129	75			120	49				
08:30		128	84			112	52				
08:45		107	63	501	309	127	54	471	215	972	524
09:00		99	76			104	48				
09:15		108	68			99	43				
09:30		104	58			102	47				
09:45		108	39	419	241	84	50	389	188	808	429
10:00		87	51			96	12				
10:15		99	40			100	36				
10:30		96	32			89	25				
10:45		94	29	376	152	101	29	386	102	762	254
11:00		116	22			88	24				
11:15		109	23			111	24				
11:30		108	17			111	27				
11:45		101	19	434	81	93	20	403	95	837	176
Total		3295	4783	3295	4783	3314	4051	3314	4051	6609	8834
Combined Total		8078		8078		7365		7365		15443	
AM Peak	-	07:00	-	-	-	06:45	-	-	-	-	-
Vol.	-	562	-	-	-	500	-	-	-	-	-
P.H.F.		0.969				0.912					
PM Peak	-	-	04:45	-	-	-	02:15	-	-	-	-
Vol.	-	-	582	-	-	-	487	-	-	-	-
P.H.F.			0.933				0.937				
Percentage		40.8%	59.2%			45.0%	55.0%				
ADT/AADT		ADT 15,443		AADT 15,443							

Location: CENTRAL AVE (RTE 74 @ I-15 S / B RAMP
System: **District:**
Master At: AT I-15 N / B RAMP **I/C:**

Designed By:
Installed By:
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
7/19/2018	11/29/2011			2/21/1995

Intersection Layout

		FLASH
PHASE	1) W / B CEENTRAL AVE ---LEFT TURN	[ ]
	2) E / B CENTRAL AVE (RTE 74)	[ ]
	3)	[ ]
	4) I-15 S/B OFF RAMP	[ ]
	5)	[ ]
	6) W / B CENTRAL AVE (RTE 74)	[ ]
	7)	[ ]
	8)	[ ]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Comments and Notes:

RAM Checksum

Page 2: 31E7	Page 8: 902C
Page 3: 0B93	Page 9: D2FD
Page 4: 0645	Page 10: D1BE
Page 5: 191A	Page 11: 7F74
Page 6: 191A	Page 12: D68F
Page 7: D4AE	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 . 4 . 6 . .
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 . 4 . 6 . .
Pedestrian Calls	. . . . . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	0	0	0	0	7	0	0
Flash Don't Walk	0	0	0	0	0	17	0	0
Minimum Green	5	5	0	5	0	5	0	0
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	30	50	0	30	0	50	0	0
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0
Maximum Gap	2.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0
Minimum Gap	2.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	3.0	4.8	3.0	4.4	3.0	3.0
All-Red	1.0	1.0	0.0	1.0	0.0	1.0	0.0	0.0

Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			.....											
Plan 2	Green Factor			.....											
Plan 3	Green Factor			.....											
Plan 4	Green Factor			.....											
Plan 5	Green Factor	80		.....	40			23	22		17		51		
Plan 6	Green Factor	90		.....	45			26	30		16		62		
Plan 7	Green Factor	80		.....	43			21	27		14		54		
Plan 8	Green Factor	95		.....	46			24	32		21		62		
Plan 9	Green Factor			.....											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
.2.4.6.8	.....
Veh Min	Veh Max
.2...6..	.....
Ped	Bike
.....	.....
Cond	Cond Grn
.....	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	.....	.....	.....	.....	.....	.....	.....	.....
Plan 2	.....	.....	.....	.....	.....	.....	.....	.....
Plan 3	.....	.....	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.2.4.6.8	.2...6..	.....	.....	1.....	.....	.....	.....
Plan 6	.2.4.6.8	.2...6..	.....	.....	1.....	.....	.....	.....
Plan 7	.2.4.6.8	.2...6..	.....	.....	1.....	.....	.....	.....
Plan 8	.2.4.6.8	.2...6..	.....	.....	1.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot
Det	Type	Phases	Lock	
1	COUNT+CALL+EXTEND	1	NO	I1U
2	COUNT+CALL+EXTEND	1	NO	I1L
3	COUNT+CALL+EXTEND	. 2	NO	I2U
4	COUNT+CALL+EXTEND	. 2	NO	I2L
5	COUNT+CALL+EXTEND	. 2	NO	I3U
6	CALL+EXTEND	. 2	NO	I3L
7	CALL+EXTEND	. 2	NO	I4U
8	COUNT+CALL+EXTEND	. 2	NO	I4L
9	COUNT+CALL+EXTEND	. . 3	NO	I5U
10	COUNT+CALL+EXTEND	. . 3	NO	I5L
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U
14	CALL+EXTEND	. . . 4 . . .	NO	I7L
15	CALL+EXTEND	. . . 4 . . .	NO	I8U
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L
17	COUNT+CALL+EXTEND	1	NO	I9U
18	COUNT+CALL+EXTEND	. . 3	NO	I9L
19	COUNT+CALL+EXTEND	. 2	NO	I10U
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U
26	CALL+EXTEND	. . . . . 6 . .	NO	J3L
27	CALL+EXTEND	. . . . . 6 . .	NO	J4U
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L
31	COUNT+CALL+EXTEND	 8	NO	J6U
32	COUNT+CALL+EXTEND	 8	NO	J6L
33	COUNT+CALL+EXTEND	 8	NO	J7U
34	CALL+EXTEND	 8	NO	J7L
35	CALL+EXTEND	 8	NO	J8U
36	COUNT+CALL+EXTEND	 8	NO	J8L
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U
40	COUNT+CALL+EXTEND	 8	NO	J10L
41	PEDESTRIAN	. 2	NO	I12U
42	PEDESTRIAN	. . . 4 . . .	NO	I12L
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U
44	PEDESTRIAN	 8	NO	I13L

Detector Configuration (5-2)				
Det	Delay	Extend	Recall	Port
1			10	3.2
2			10	7.2
3			10	1.1
4			10	1.5
5			10	4.5
6			10	6.2
7			10	2.1
8			10	7.4
9			10	3.4
10			10	7.6
11			10	1.3
12			10	1.7
13			10	4.7
14			10	6.4
15			10	2.3
16			10	7.8
17			10	3.6
18			10	3.8
19			10	4.1
20			10	4.2
21			10	3.1
22			10	7.1
23			10	1.2
24			10	1.6
25			10	4.6
26			10	6.3
27			10	2.2
28			10	7.3
29			10	3.3
30			10	7.5
31			10	1.4
32			10	1.8
33			10	4.8
34			10	6.5
35			10	2.4
36			10	7.7
37			10	3.5
38			10	3.7
39			10	4.3
40			10	4.4
41			10	5.1
42			10	5.3
43			10	5.2
44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)								
Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)								
Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
0600	5	A
0700	6	A
0800	5	A
1100	6	A
1530	8	A
1800	7	A
2200	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
0700	6	A
0800	5	A
1100	6	A
1530	8	A
1800	7	A
2200	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	4
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)							
#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	4
Protocol	AB3418
Port	27004
Type	STATIC
Central Access	6
Field Access	0

IP Address	192	.	168	.	0	.	104				
Netmask	255	.	255	.	255	.	0				
Broadcast	0	.	0	.	0	.	255				
Gateway	192	.	168	.	0	.	1				

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		. . . . .	. . . . .	1 2 3 4 5 6 7 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)			
Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	. . . 4 . . 7 .	. . . . .

Configuration (3-2-6)			
Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
10	30	30	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
10	30	30	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
10	30	30	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
10	30	30	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

\+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

Location: CENTRAL AVE (RTE 74) @ I-15 NORTH BOUND RAMP
System:
Master At: THIS LOCATION
District: 08 SAN BERNARDINO
I/C:
Designed By:
Installed By:
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
7/19/2018	11/29/2011			2/21/1996

			FLASH
PHASE	1)		[ ]
	2)	E/B CENTRAL AVE (Rte-74)	[ ]
	3)		[ ]
	4)		[ ]
	5)	E/B CENTRAL AVE (Rte-74) --LEFT TU	[ ]
	6)	W/B CENTRAL AVE (Rte-74)	[ ]
	7)		[ ]
	8)	I-15 N/B OFF RAMP	[ ]
OVERLAP	A)		[ ]
	B)		[ ]
	C)		[ ]
	D)		[ ]
	E)		[ ]
	F)		[ ]

Intersection Layout

Comments and Notes:

RAM Checksum

Page 2: 42A2	Page 8: 902C
Page 3: 37FA	Page 9: D2FD
Page 4: A8F6	Page 10: AE6A
Page 5: 191A	Page 11: 74F8
Page 6: 191A	Page 12: D68F
Page 7: D4AE	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	. 2 . . 5 6 . 8
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	. 2 . . 5 6 . 8
Pedestrian Calls	. . . . . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	0	0	0	0	7	0	0
Flash Don't Walk	0	0	0	0	0	19	0	0
Minimum Green	0	5	0	0	5	5	0	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	0	35	0	0	25	35	0	30
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0
Maximum Gap	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0
Minimum Gap	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.8	3.0	3.0	4.1	4.8	3.0	4.8
All-Red	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0

Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			.....											
Plan 2	Green Factor			.....											
Plan 3	Green Factor			.....											
Plan 4	Green Factor			.....											
Plan 5	Green Factor	80		.....	6				44			10	28		24
Plan 6	Green Factor	90		.....	7				54			10	38		24
Plan 7	Green Factor	80		.....	6				46			10	30		22
Plan 8	Green Factor	95		.....	7				59			11	42		24
Plan 9	Green Factor			.....											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
.2.4.6.8	.....
Veh Min	Veh Max
.2...6..	.....
Ped	Bike
.....	.....
Cond	Cond Grn
.....	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	.....	.....	.....	.....	.....	.....	.....	.....
Plan 2	.....	.....	.....	.....	.....	.....	.....	.....
Plan 3	.....	.....	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.2.4.6.8	.2...6..	.....	.....	....5...	.....	.....	.....
Plan 6	.2.4.6.8	.2...6..	.....	.....	....5...	.....	.....	.....
Plan 7	.2.4.6.8	.2...6..	.....	.....	....5...	.....	.....	.....
Plan 8	.2.4.6.8	.2...6..	.....	.....	....5...	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot
Det	Type	Phases	Lock	
1	COUNT+CALL+EXTEND	1	NO	I1U
2	COUNT+CALL+EXTEND	1	NO	I1L
3	COUNT+CALL+EXTEND	. 2	NO	I2U
4	COUNT+CALL+EXTEND	. 2	NO	I2L
5	COUNT+CALL+EXTEND	. 2	NO	I3U
6	CALL+EXTEND	. 2	NO	I3L
7	CALL+EXTEND	. 2	NO	I4U
8	COUNT+CALL+EXTEND	. 2	NO	I4L
9	COUNT+CALL+EXTEND	. . 3	NO	I5U
10	COUNT+CALL+EXTEND	. . 3	NO	I5L
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U
14	CALL+EXTEND	. . . 4 . . .	NO	I7L
15	CALL+EXTEND	. . . 4 . . .	NO	I8U
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L
17	COUNT+CALL+EXTEND	1	NO	I9U
18	COUNT+CALL+EXTEND	. . 3	NO	I9L
19	COUNT+CALL+EXTEND	. 2	NO	I10U
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U
26	CALL+EXTEND	. . . . . 6 . .	NO	J3L
27	CALL+EXTEND	. . . . . 6 . .	NO	J4U
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L
31	COUNT+CALL+EXTEND	 8	NO	J6U
32	COUNT+CALL+EXTEND	 8	NO	J6L
33	COUNT+CALL+EXTEND	 8	NO	J7U
34	CALL+EXTEND	 8	NO	J7L
35	CALL+EXTEND	 8	NO	J8U
36	COUNT+CALL+EXTEND	 8	NO	J8L
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U
40	COUNT+CALL+EXTEND	 8	NO	J10L
41	PEDESTRIAN	. 2	NO	I12U
42	PEDESTRIAN	. . . 4 . . .	NO	I12L
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U
44	PEDESTRIAN	 8	NO	I13L

Detector Configuration (5-2)				
Det	Delay	Extend	Recall	Port
1			10	3.2
2			10	7.2
3			10	1.1
4			10	1.5
5			10	4.5
6			10	6.2
7			10	2.1
8			10	7.4
9			10	3.4
10			10	7.6
11			10	1.3
12			10	1.7
13			10	4.7
14			10	6.4
15			10	2.3
16			10	7.8
17			10	3.6
18			10	3.8
19			10	4.1
20			10	4.2
21			10	3.1
22			10	7.1
23			10	1.2
24			10	1.6
25			10	4.6
26			10	6.3
27			10	2.2
28			10	7.3
29			10	3.3
30			10	7.5
31			10	1.4
32			10	1.8
33			10	4.8
34			10	6.5
35			10	2.4
36			10	7.7
37			10	3.5
38			10	3.7
39			10	4.3
40			10	4.4
41			10	5.1
42			10	5.3
43			10	5.2
44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
0600	5	A
0700	6	A
0800	5	A
1100	6	A
1530	8	A
1800	7	A
2200	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
0700	6	A
0800	5	A
1100	6	A
1530	8	A
1800	7	A
2200	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	5
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	1
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	5
Protocol	AB3418
Port	27005
Type	STATIC
Central Access	6
Field Access	0

IP Address	192	.	168	.	0	.	106
Netmask	255	.	255	.	255	.	0
Broadcast	0	.	0	.	0	.	255
Gateway	192	.	168	.	0	.	1

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . . .	. . . . . .	. . . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Hold		. . . .	. . . .	1 2 3 4 5 6 7 8	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)			
Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . . .	. . . . . .	. . . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Hold		1 2 3 . . 6 . .	. . . .	. . . .	. 2 . . . 6 . .	. . . .	. . . 4 . . . 8	. . . . . .	. . . . . .	. . . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . . .	. . . 4 . . 7 .	. . . .

Configuration (3-2-6)			
Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. 2 . . 5 . . .	. . . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
10	30	30	. . . 4 . . 7 .	. . . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
10	30	30	1 . . . . 6 . .	. . . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
10	30	30	. . 3 8	. . . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

\+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	.....	0.0	OPT	0	0
Plan 11-19	.....	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	.....
	.....

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	.....

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													.2...6..	.2.4.6.8	.....	.....
Plan D													.2...6..	.2.4.6.8	.....	.....

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					.....	0.0	0.0	0.0	0	0.0	0

QuicNet® System	
System ID	3
Group	NONE
Field Master	NONE
N-S Street	Dexter Ave
E-W Street	Central (Hwy 74).
Communications	
Channel	UDP:8002:192.168.1.101
Address	1
Area Number	0
Area Address	13
Database	
Last Changed	6/23/2017 15:47

* INTERSECTION SHOULD NEVER BE RUNNING T.O.D. PLAN 4 *

QuicNet Timing Notes
PORT NUMBER 1 (USES C-2 CONNECTOR)
RTS HOLD: 6- BAUD 1200-DATA 8 NONE 1- COM TIMEOUT:5
CTS DELAY: 8-PROTOCOL: AB3418E (MUST BE ENABLED)
* SEE DETECTION PAGE 11 (ATTRIBUTES).

Phase Timing - Bank 1								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	~~8~~ 5	6	0	9	~~8~~ 5	7	0	10
Extension	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Max	~~20~~ 11	50	0	35	40	50	0	40
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clearance Timing								
Yellow Change	3.6	4.3	0.0	4.3	3.6	4.3	0.0	~~0.4~~ 4.3
Red Clear	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0
Pedestrian Timing								
Walk	0	7	0	0	0	7	0	7
Pedestrian Change	0	18	0	0	0	19	0	~~27~~ 31
Advance/Delay Walk	0	0	0	0	0	0	0	0
PE Min. Ped. Change	0	~~5~~ 18	0	0	0	~~5~~ 19	0	27 ~~5~~
Volume-Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Add per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0
Min Gap	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Max Gap	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Timing								
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped. Change	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Exclusive Pedestrian	
Exclusive Ped Assignment	
Exclusive Walk	0
Exclusive Pedestrian Change	0
Red Clear	0.0
Walk Output	0
Don't Walk Output	0

Phase Functions - Page 1	
Red Lock	
Yellow Lock	
Simultaneous Gap	
Rest In Walk	
Advance Walk	
Flashing Walk	
Max Extension	
Red Rest	
Dual Entry	4 8
Sequential Timing	
Inhibit Ped Reservice	
Delay Walk	
Guaranteed Passage	
Conditional Service	

Phase Functions - Page 2	
Minimum Recall	2 6
Ped Recall	
Maximum Recall	
Green Flash	
Overlap Green Flash	
Flashing Yellow Arrow for PPLT	
Max2	
Soft Recall	
External Recall	
Manual Control Calls	
Fast Green Flash	
Fast Overlap Green Flash	
Semi-Actuated	

Phase Timing - Bank 2								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	0	0	0	0	0	0	0	0
Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clearance Timing								
Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Timing								
Walk	0	0	0	0	0	0	0	0
Pedestrian Change	0	0	0	0	0	0	0	0
Advance/Delay Walk	0	0	0	0	0	0	0	0
PE Min. Ped. Change	0	0	0	0	0	0	0	0
Volume-Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Add per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Timing								
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped. Change	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Bank 3								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	0	0	0	0	0	0	0	0
Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clearance Timing								
Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Timing								
Walk	0	0	0	0	0	0	0	0
Pedestrian Change	0	0	0	0	0	0	0	0
Advance/Delay Walk	0	0	0	0	0	0	0	0
PE Min. Ped. Change	0	0	0	0	0	0	0	0
Volume-Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Add per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Timing								
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped. Change	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Preemption - General	
Min. Green Before Preempt Forceoff	0
Max. EV Preempt Duration	0
Min. Time Between Same EV Preempt	0
Disable Low Priority Preempt	
Leave Flash to Service Preempt	

Preemption - Relative Priority	
Special Event 1	1
Special Event 2	1
Special Event 3	0
Special Event 4	0
Special Event 5	0
Special Event 6	0
Emergency Vehicle A	1
Emergency Vehicle B	1
Emergency Vehicle C	1
Emergency Vehicle D	1

Preemption - Railroad 1	
Delay	0
Clear Time	0
Clear Phases	

Preemption - Railroad 2	
Delay	0
Clear Time	0
Clear Phases	
Limited Service Phases	

Preemption - Emergency Vehicle			
	Delay	Clear	Clearance Phases
EV A	0	10	2 5
EV B	0	10	4 8
EV C	0	10	1 6
EV D	0	10	4 8

Preemption - Railroad 3	
Enabled	N
Advance Ped. Max. Time	0
Track Clear Min. Time	0
Track Clear Max. Time	0
Track Clear Phases	
Limited Service Max. Time	0
Limited Service Phases	
Truncate Green	N
Truncate Walk	N

I/O		
	Input	Output
Advance Ped.	0	0
Advance Preempt	0	0
Supervisor	0	0
Crossing Active	0	0
Gate Down	0	0
Fault	0	0
Watchdog Echo		0

Special Event Sequence 1

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 2

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 3

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 4

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 5

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 6

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Coordination - Cycle, Offsets, & Forceoffs									
	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Cycle	100	100	100	100	80	90	80	95	100
Offset 1	0	0	0	0	0	0	0	0	0
Offset 2	0	0	0	0	0	0	0	0	0
Offset 3	0	0	0	0	0	0	0	0	0
Zone Offset	0	0	0	0	0	0	0	0	0
Ring Offset	0	0	0	0	0	0	0	0	0
Hold Release	255	255	255	255	255	255	255	255	255
Ped. Adjust	0	0	0	0	0	0	0	0	0
Forceoff Phase 1	60	60	60	60	35 45	37 45	35 40	40 45	60
Forceoff Phase 2	0	0	0	0	0	0	0	0	0
Forceoff Phase 3	20	20	20	20	0	0	0	0	20
Forceoff Phase 4	40	40	40	40	17	22	20	25	40
Forceoff Phase 5	60	60	60	60	41 45	57	49	60	60
Forceoff Phase 6	0	0	0	0	0	0	0	0	0
Forceoff Phase 7	20	20	20	20	0	0	0	0	20
Forceoff Phase 8	40	40	40	40	17	22	0	25	40
Adaptive Operation	N	N	N	N	N	N	N	N	N

Coordination - General	
Transition Type	0.3
0 = Shortway	
1 = Dwell	
2 = Shorten	
Tenths Digit: # Cycles to get in step (1–4)	
Coordination Extra	
1 = Programmed Walk Time for Sync Phases	
2 = Always Terminate Sync Phase Peds	
3 = Floating Forceoffs	
4 = Reservice for Ped Calls	
5 = Start of Green Offset Reference	
8 = Maintain Coord. During Spec. Event Preempt	
QuicTrac Max Cycle Length	255
QuicTrac Max Cycle Length Change	15

Coordination - Phase Minimums							
Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
15	15	15	15	15	15	15	15

Coordination - Permissives & Phase Sequences									
	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Perm 1 - Begin	0	0	0	0	0	0	0	0	0
Perm 1 - End	5	5	5	5	15	15	15	15	5
Perm 1 - Veh Phases	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
Perm 1 - Ped Phases	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
Perm 2 - Begin	0	0	0	0	0	0	0	0	0
Perm 2 - End	0	0	0	0	0	0	0	0	0
Perm 2 - Veh Phases									
Perm 2 - Ped Phases									
Perm 3 - Begin	0	0	0	0	0	0	0	0	0
Perm 3 - End	0	0	0	0	0	0	0	0	0
Perm 3 - Veh Phases									
Perm 3 - Ped Phases									
Max Inhibit Phases	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
Max Recall Phases									
Reservice Time	0	0	0	0	0	0	0	0	0
Reservice Phases									
Sync Phases	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__
Lag Phases	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8
Pre-Timed Phases									

@1 remove,

	Overlaps							
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Load Switch Number	0	0	0	0	0	0	0	0
Vehicle Set 1								
Vehicle Set 2								
Vehicle Set 3								
Negative Vehicle								
Negative Ped								
Green Omit								
Green Clear Omit								
Green Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

AND Gates						
	AND 1	AND 2	AND 3	AND 4	AND 5	AND 6
Input A	0	0	0	0	0	0
Input B	0	0	0	0	0	0
Output	0	0	0	0	0	0

NAND Gates				
	NAND 1	NAND 2	NAND 3	NAND 4
Input A	0	0	0	0
Input B	0	0	0	0
Output	0	0	0	0

NOT Gates				
	NOT 1	NOT 2	NOT 3	NOT 4
Input	0	0	0	0
Output	0	0	0	0

Delay Timers						
	DELAY 1	DELAY 2	DELAY 3	DELAY 4	DELAY 5	DELAY 6
Input	0	0	0	0	0	0
Time	0	0	0	0	0	0
Output	0	0	0	0	0	0

Extension Timers						
	ET 1	ET 2	ET 3	ET 4	ET 5	ET 6
Input	0	0	0	0	0	0
Time	0.0	0.0	0.0	0.0	0.0	0.0
Output	0	0	0	0	0	0

OR Gates										
	OR 1	OR 2	OR 3	OR 4	OR 5	OR 6	OR 7	OR 8	OR 9	OR 10
Input A	0	0	0	0	0	0	0	0	0	0
Input B	0	0	0	0	0	0	0	0	0	0
Input C									0	0
Input D									0	0
Output	0	0	0	0	0	0	0	0	0	0

Latches								
	LATCH 1	LATCH 2	LATCH 3	LATCH 4	LATCH 5	LATCH 6	LATCH 7	LATCH 8
Set	0	0	0	0	0	0	0	0
Reset	0	0	0	0	0	0	0	0
Output	0	0	0	0	0	0	0	0
NOT Output	0	0	0	0	0	0	0	0

One Shot Timers						
	OS 1	OS 2	OS 3	OS 4	OS 5	OS 6
Input	0	0	0	0	0	0
Time	0.0	0.0	0.0	0.0	0.0	0.0
Output	0	0	0	0	0	0

Detectors

No.	Pin	Delay	Carry Over	Phases	Attributes	Assignments
1	39	0.0	0.0	2	45_7	123___8
2	40	0.0	0.0	6	45_7	123___8
3	41	0.0	0.0	4	45_7	123___8
4	42	0.0	0.0	8	45_7	123___8
5	43	0.0	0.0	2	45_7	123___8
6	44	0.0	0.0	6	45_7	123___8
7	45	0.0	0.0	4	45_7	123___8
8	46	0.0	0.0	8	45_7	123___8
9	47	0.0	0.0	2	457 67	123___8
10	48	0.0	0.0	6	457 67	123___8
11	49	0.0	0.0	4	457 67	123___8
12	50	0.0	0.0	8	457 67	123___8
13	55	0.0	0.0	5	45_7	123___8
14	56	0.0	0.0	1	45_7	123___8
15	57	0.0	0.0	7	45_7	123___8
16	58	0.0	0.0	3	45_7	123___8
17	59	0.0	0.0	5	45_7	123___8
18	60	0.0	0.0	1	45_7	123___8
19	61	0.0	0.0	7	45_7	123___8
20	62	0.0	0.0	3	45_7	123___8
21	63	0.0	0.0	2	45_7	123___8
22	64	0.0	0.0	6	45_7	123___8
23	65	0.0	0.0	4	45_7	123___8
24	66	0.0	0.0	8	45_7	123___8
25	67	0.0	0.0	2	2	123___8
26	68	0.0	0.0	6	2	123___8
27	69	0.0	0.0	4	2	123___8
28	70	0.0	0.0	8	2	123___8
29	76	0.0	0.0	2	45_7	123___8
30	77	0.0	0.0	6	45_7	123___8
31	78	0.0	0.0	4	45_7	123___8
32	79	0.0	0.0	8	45_7	123___8

Detector Attributes	Detector Assignments
1 = Full Time Delay	1 = Detector Set 1
2 = Pedestrian	2 = Detector Set 2
3 = (unused)	3 = Detector Set 3
4 = Count	4 = (unused)
5 = Extension	5 = (unused)
6 = Type 3	6 = Min. Recall on Failure
7 = Calling	7 = Max. Recall on Failure
8 = Alternate	8 = Monitor for Failure

Inputs - General	
Flash Sense	81
External Permit 1	0
External Permit 2	0
External Permit 3	0
Exclusive Ped Omit	0
Max. 2	0
External Lag	0
Max. Recall	0
Stop Time	82
Manual Control Enable	0
Manual Control Advance	0
Min. Recall	0
Pedestrian Forceoff	0

Inputs - Preemption	
Railroad 1	51
Railroad 2	52
Gate Down	0
Special Event 1	0
Special Event 2	0
Special Event 3	0
Special Event 4	0
Special Event 5	0
Special Event 6	0
Emergency Vehicle A	71
Emergency Vehicle B	72
Emergency Vehicle C	73
Emergency Vehicle D	74

Inputs - FYA Inhibit	
Phase 1	0
Phase 2	0
Phase 3	0
Phase 4	0
Phase 5	0
Phase 6	0
Phase 7	0
Phase 8	0

Inputs - Plan	
Plan 1	0
Plan 2	0
Plan 3	0
Plan 4	0
Plan 5	0
Plan 6	0
Plan 7	0
Plan 8	0
Plan 9	0
Free	0
Flash	0

Inputs - Bank & Set	
Phase Bank 2	0
Phase Bank 3	0
Detector Set 2	0
Detector Set 3	0
Overlap Set 2	0
Overlap Set 3	0

Inputs - Alarms	
Alarm 1	0
Alarm 2	0
Alarm 3	0
Alarm 4	0
Door Ajar	0
UPS Battery Low	0
UPS On Backup Power	0
Cabinet Temperature	0

Inputs - NEMA Functions	
Call to Non-Actuated	0
CNA Phases	
Forceoff Ring A	0
Forceoff Ring B	0
Hold	0
Hold Phases	
Max. Inhibit	0

Outputs - General	
Advance Warning Sign 1	0
Advance Warning Sign 2	0
Detector Failure	0
Flasher 1	0
Flasher 2	0
Fast Flasher	0
On Line	0
Exclusive Pedestrian Walk	0
Exclusive Pedestrian Don't Walk	0

Outputs - Plan	
Plan 1	0
Plan 2	0
Plan 3	0
Plan 4	0
Plan 5	0
Plan 6	0
Plan 7	0
Plan 8	0
Plan 9	0
Free	0
Flash	0

Outputs - Pedestrian Loadswitch Assignments	
Loadswitch 2P Phases	2
Loadswitch 4P Phases	
Loadswitch 6P Phases	6
Loadswitch 8P Phases	8

Outputs - Preemption		
	Steady	Flashing
Railroad 1	0	0
Railroad 2	0	0
Special Event 1	0	0
Special Event 2	0	0
Special Event 3	0	0
Special Event 4	0	0
Special Event 5	0	0
Special Event 6	0	0
EV A	0	0
EV B	0	0
EV C	0	0
EV D	0	0
Any Preempt	0	0
Preempt Failure	0	0

Outputs - Phase Redirection								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Red	0	0	0	0	0	0	0	0
Yellow	0	0	0	0	0	0	0	0
Green	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0

Outputs - Overlap Redirection								
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Red	0	0	0	0	0	0	0	0
Yellow	0	0	0	0	0	0	0	0
Green	0	0	0	0	0	0	0	0

Outputs - Time of Day							
TOD Out 1	TOD Out 2	TOD Out 3	TOD Out 4	TOD Out 5	TOD Out 6	TOD Out 7	TOD Out 8
0	0	0	0	0	0	0	0

Outputs - Special Event							
SE Out 1	SE Out 2	SE Out 3	SE Out 4	SE Out 5	SE Out 6	SE Out 7	SE Out 8
0	0	0	0	0	0	0	0

Outputs - Special Function							
SF Out 1	SF Out 2	SF Out 3	SF Out 4	SF Out 5	SF Out 6	SF Out 7	SF Out 8
0	0	0	0	0	0	0	0

Outputs - Phase Status								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Check	0	0	0	0	0	0	0	0
On	0	0	0	0	0	0	0	0

Outputs - Flashing Yellow Arrow							
Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
0	0	0	0	0	0	0	0

* ALWAYS CHECK

** DO NOT CHANGE **

Time Base Coordination Events

No.	Days of Week	Seasons	Hour	Minute	Plan	Offset
0	_23456_	12345678	6	0	5	A
1	_23456_	12345678	7	0	6	A
2	_23456_	12345678	8	0	5	A
3	_23456_	12345678	11	0	6	A
4	_23456_	12345678	15	30	8	A
5	_23456_	12345678	18	0	7	A
6	_23456_	12345678	22	0	0	A
7	1____7	12345678	7	0	8	A
8	1____7	12345678	8	0	5	A
9	1____7	12345678	11	0	6	A
10	1____7	12345678	15	30	8	A
11	1____7	12345678	18	0	7	A
12	1____7	12345678	22	0	0	A
13	_____	12345678	0	0	0	0
14	_____	12345678	0	0	0	0
15	_____	12345678	0	0	0	0
16	_____	12345678	0	0	0	0
17	_____	12345678	0	0	0	0
18	_____	12345678	0	0	0	0
19	_____	12345678	0	0	0	0
20	_____	12345678	0	0	0	0
21	_____	12345678	0	0	0	0
22	_____	12345678	0	0	0	0
23	_____	12345678	0	0	0	0
24	_____	12345678	0	0	0	0
25	_____	12345678	0	0	0	0
26	_____	12345678	0	0	0	0
27	_____	12345678	0	0	0	0
28	_____	12345678	0	0	0	0
29	_____	12345678	0	0	0	0
30	_____	12345678	0	0	0	0
31	_____	12345678	0	0	0	0

Time of Day Function Events

No.	Days of Week	Seasons	Hour	Minute	Function	Phases or Fn. 14 Bits
0	1234567	12345678	0	0 *	8 14	1
1	_____	12345678	0	0	0	_____
2	_____	12345678	0	0	0	_____
3	_____	12345678	0	0	0	_____
4	_____	12345678	0	0	0	_____
5	_____	12345678	0	0	0	_____
6	_____	12345678	0	0	0	_____
7	_____	12345678	0	0	0	_____
8	_____	12345678	0	0	0	_____
9	_____	12345678	0	0	0	_____
10	_____	12345678	0	0	0	_____
11	_____	12345678	0	0	0	_____
12	_____	12345678	0	0	0	_____
13	_____	12345678	0	0	0	_____
14	_____	12345678	0	0	0	_____
15	_____	12345678	0	0	0	_____

Function 1 = Red Lock
Function 2 = Yellow Lock
Function 3 = Minimum Recall
Function 4 = Pedestrian Recall
Function 6 = Rest in Walk
Function 7 = Red Rest
Function 8 = Double Entry
Function 9 = Maximum Recall
Function 10 = Soft Recall
Function 11 = Max 2
Function 12 = Conditional Service
Function 13 = Lag Free
Function 14 = (see Function 14 Bits)
Function 15 = Time of Day Outputs

Function 14 Bits
Bit 1 = Local Override
Bit 2 = Skip Overlap Green Clearance
Bit 4 = Disable Detector OFF Monitoring
Bit 5 = Disable Bus Priority
Bit 6 = Inhibit FYA
Bit 7 = Detector Count Recording
Bit 8 = Split Monitor Recording

Holiday Definitions

No.	Holiday Types	Day	Month	Year
0		0	0	0
1		0	0	0
2		0	0	0
3		0	0	0
4		0	0	0
5		0	0	0
6		0	0	0
7		0	0	0
8		0	0	0
9		0	0	0
10		0	0	0
11		0	0	0
12		0	0	0
13		0	0	0
14		0	0	0
15		0	0	0
16		0	0	0
17		0	0	0
18		0	0	0
19		0	0	0
20		0	0	0
21		0	0	0
22		0	0	0
23		0	0	0
24		0	0	0
25		0	0	0
26		0	0	0
27		0	0	0
28		0	0	0
29		0	0	0
30		0	0	0
31		0	0	0

Holiday Time Base Coordination Events

No.	Holiday Types	Hour	Minute	Plan	Offset
0		0	0	0	0
1		0	0	0	0
2		0	0	0	0
3		0	0	0	0
4		0	0	0	0
5		0	0	0	0
6		0	0	0	0
7		0	0	0	0
8		0	0	0	0
9		0	0	0	0
10		0	0	0	0
11		0	0	0	0
12		0	0	0	0
13		0	0	0	0
14		0	0	0	0
15		0	0	0	0
16		0	0	0	0
17		0	0	0	0
18		0	0	0	0
19		0	0	0	0
20		0	0	0	0
21		0	0	0	0
22		0	0	0	0
23		0	0	0	0
24		0	0	0	0
25		0	0	0	0
26		0	0	0	0
27		0	0	0	0
28		0	0	0	0
29		0	0	0	0
30		0	0	0	0
31		0	0	0	0

Holiday Time of Day Function Events

No.	Holiday Types	Hour	Minute	Function	Phases or Fn. 14 Bits
0		0	0	0	
1		0	0	0	
2		0	0	0	
3		0	0	0	
4		0	0	0	
5		0	0	0	
6		0	0	0	
7		0	0	0	
8		0	0	0	
9		0	0	0	
10		0	0	0	
11		0	0	0	
12		0	0	0	
13		0	0	0	
14		0	0	0	
15		0	0	0	

Season Definitions

No.	Start Month	Start Day	End Month	End Day
1	1	1	12	31
2	0	0	0	0
3	0	0	0	0
4	0	0	0	0
5	0	0	0	0
6	0	0	0	0
7	0	0	0	0
8	0	0	0	0

Startup	
Flash Start	0
All Red Start	0 ~~5.0~~ B.T.
Yellow Start Phases	_2___6__
First Green Phases	___4___8
Startup Vehicle Calls	12_456_8
Startup Ped Calls	_2___6_8

Configuration	
Exclusive Phases	_____
Protected/Permissive Phases	_____
Disable Phase Min. Yellow	_____
Free Lag Phases	_2_4_6_8
External Lag Phases	_2_4_6_8
Pedestrian Forceoff Phases	_____
Extra One	1_3_5___

1 = TBC Type 1
2 = (unused)
3 = Adjust Clock for Daylight Saving Time
4 = Terminate Ped. for EV Preempt
5 = QuicComm Extended Status
6 = International Style Pedestrian Change Interval
7 = (unused)
8 = Split Ring Operation

Permitted Phases	12_456_8
Restricted Phases	_____
Disable Overlap Min. Yellow	_____
External Permit 1	_____
External Permit 2	_____
External Permit 3	_____
Extra Two	_____

1 = Adv. Warn. Signs On During Min. Init.
2 = Siemens i2 Communications Protocol
3 = Disable Minimum Walk Check
4 = QuicNet System Communications
5 = Ignore Anti-Backup During Preempt
6 = Bridgeport Naztec TS 2 I/O Map
7 = Allow Remote Preemption Calls
8 = Caltrans Traf. Resp. FM Comm.

Advance Warning Signs	Sign 1	Sign 2
Phase Number	0	0
Time Before Yellow	0.0	0.0

Software Flash	
Flash Entry Phases	_____
Flash Yellow Phases	_____
Flash Yellow Overlaps	_____
Flash Type	0

0 = All On/All Off (1-2-3-4-5-6-7-8, dark)
1 = Main/Side (1-2-5-6, 3-4-7-8)
2 = Odd/Even (1-3-5-7, 2-4-6-8)
3 = Ring Pairs (1-6, 4-7, 2-5, 3-8)

Flashing Yellow Arrow	
FYA Delay	0
FYA During Preempt	N

Front Panel	
Keyboard Beep	N
Backlight Timeout	6

Miscellaneous	
Red Revert	5.0
Log Preemption Events	N
Soft Recall Delay	0.0

Special Event Limited Service Intervals					
SE 1	SE 2	SE 3	SE 4	SE 5	SE 6
0	0	0	0	0	0

Detector Monitoring	
Max On	5
Max Off	15
Chatter	45

Daylight Saving Time	
Start Month	3
Start Week	2
End Month	11
End Week	1

Manual Operation	
Manual Plan	0

1–9 = Coordination Plans
14 = Free
15 = Flash

Manual Offset	0

Bus Priority - Schedule					
Event No.	Day of Week	Hour	Minute	Headway	Direction
1	_____	0	0	0	A
2	_____	0	0	0	A
3	_____	0	0	0	A
4	_____	0	0	0	A
5	_____	0	0	0	A
6	_____	0	0	0	A
7	_____	0	0	0	A
8	_____	0	0	0	A
9	_____	0	0	0	A
10	_____	0	0	0	A
11	_____	0	0	0	A
12	_____	0	0	0	A
13	_____	0	0	0	A
14	_____	0	0	0	A
15	_____	0	0	0	A
16	_____	0	0	0	A

Bus Priority - Timing				
	Direction A	Direction B	Direction C	Direction D
Delay	0	0	0	0
Early Green	0	0	0	0
Green Extension	0	0	0	0
Phases	_____	_____	_____	_____
Non-Priority Phase Maximum Adjustments				
Phase 1	0	0	0	0
Phase 2	0	0	0	0
Phase 3	0	0	0	0
Phase 4	0	0	0	0
Phase 5	0	0	0	0
Phase 6	0	0	0	0
Phase 7	0	0	0	0
Phase 8	0	0	0	0

QuicNet® System	
System ID	
Group	
Field Master	**DEXTER AVE.**
N-S Street	**CAMBERN AVE.**
E-W Street	**STATE ROUTE 74/CENTRAL**
Communications	
Channel	
Address	**1**
Area Number	**1**
Area Address	**0**
Database	
Last Changed	**6/23/2017 15:41**

QuicNet Timing Notes
PORT NUMBER: 1 (USES C-2 CONNECTOR)
PROTOCOL: AB3428E (MUST BE ENABLED)
RTS HOLD: 6 - BAUD: 12100 - DATA 8 none 1
COM. TIMEOUT: 5 - CTS DELAY: 8

Phase Timing - Bank 1								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	6	15	6	6	6	15	0	6
Extension	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0
Max	15	50	20	35	20	50	0	35
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clearance Timing								
Yellow Change	3.6	5.0	3.0	3.9	3.6	5.0	0.0	3.9
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0
Pedestrian Timing								
Walk	0	7	0	0	0	7	0	5
Pedestrian Change	0	27	0	0	0	22	0	30
Advance/Delay Walk	0	0	0	0	0	0	0	0
PE Min. Ped. Change	0	0	0	0	0	0	0	0
Volume-Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Add per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0
Min Gap	2.0	3.5 2.0	2.0	2.0	2.0	3.5 2.0	0.0	2.0
Max Gap	2.0	3.5 2.0	2.0	2.0	2.0	3.5 2.0	0.0	2.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Timing								
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped. Change	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Exclusive Pedestrian	
Exclusive Ped Assignment	
Exclusive Walk	0
Exclusive Pedestrian Change	0
Red Clear	0.0
Walk Output	0
Don't Walk Output	0

Phase Functions - Page 1	
Red Lock	
Yellow Lock	
Simultaneous Gap	2 4 6 8
Rest In Walk	
Advance Walk	
Flashing Walk	
Max Extension	
Red Rest	
Dual Entry	4 8
Sequential Timing	
Inhibit Ped Reservice	
Delay Walk	
Guaranteed Passage	
Conditional Service	

Phase Functions - Page 2	
Minimum Recall	2 6
Ped Recall	
Maximum Recall	
Green Flash	
Overlap Green Flash	
Flashing Yellow Arrow for PPLT	
Max2	
Soft Recall	
External Recall	
Manual Control Calls	
Fast Green Flash	
Fast Overlap Green Flash	
Semi-Actuated	

Phase Timing - Bank 2								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	0	0	0	0	0	0	0	0
Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clearance Timing								
Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Timing								
Walk	0	0	0	0	0	0	0	0
Pedestrian Change	0	0	0	0	0	0	0	0
Advance/Delay Walk	0	0	0	0	0	0	0	0
PE Min. Ped. Change	0	0	0	0	0	0	0	0
Volume-Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Add per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Timing								
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped. Change	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Bank 3								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	0	0	0	0	0	0	0	0
Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clearance Timing								
Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Timing								
Walk	0	0	0	0	0	0	0	0
Pedestrian Change	0	0	0	0	0	0	0	0
Advance/Delay Walk	0	0	0	0	0	0	0	0
PE Min. Ped. Change	0	0	0	0	0	0	0	0
Volume-Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Add per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Timing								
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped. Change	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Preemption - General	
Min. Green Before Preempt Forceoff	0
Max. EV Preempt Duration	255
Min. Time Between Same EV Preempt	0
Disable Low Priority Preempt	
Leave Flash to Service Preempt	

Preemption - Relative Priority	
Special Event 1	0
Special Event 2	0
Special Event 3	0
Special Event 4	0
Special Event 5	0
Special Event 6	0
Emergency Vehicle A	1
Emergency Vehicle B	1
Emergency Vehicle C	1
Emergency Vehicle D	1

Preemption - Railroad 1	
Delay	0
Clear Time	10
Clear Phases	

Preemption - Railroad 2	
Delay	0
Clear Time	10
Clear Phases	
Limited Service Phases	

Preemption - Emergency Vehicle			
	Delay	Clear	Clearance Phases
EV A	0	10	2 5
EV B	0	10	4
EV C	0	10	1 6
EV D	0	10	3 8

Preemption - Railroad 3		
Enabled	N	
Advance Ped. Max. Time	0	
Track Clear Min. Time	0	
Track Clear Max. Time	0	
Track Clear Phases		
Limited Service Max. Time	0	
Limited Service Phases		
Truncate Green	N	
Truncate Walk	N	
I/O		
	Input	Output
Advance Ped.	0	0
Advance Preempt	0	0
Supervisor	0	0
Crossing Active	0	0
Gate Down	0	0
Fault	0	0
Watchdog Echo		0

Coordination - Cycle, Offsets, & Forceoffs									
	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Cycle					80	90	80	95	
Offset 1					43	85	48	85	
Offset 2									
Offset 3									
Zone Offset									
Ring Offset									
Hold Release									
Ped. Adjust									
Forceoff Phase 1					36	44	39	40	
Forceoff Phase 2					0	0	0	0	
Forceoff Phase 3					10	10	10	10	
Forceoff Phase 4					21	28	24	25	
Forceoff Phase 5					39	49	44	44	
Forceoff Phase 6					0	0	0	0	
Forceoff Phase 7									
Forceoff Phase 8					21	28	24	25	
Adaptive Operation									

Coordination - General	
Transition Type	
0 = Shortway	
1 = Dwell	
2 = Shorten	
Tenths Digit: # Cycles to get in step (1–4)	
Coordination Extra	
1 = Programmed Walk Time for Sync Phases	
2 = Always Terminate Sync Phase Peds	
3 = Floating Forceoffs	
4 = Reservice for Ped Calls	
5 = Start of Green Offset Reference	
8 = Maintain Coord. During Spec. Event Preempt	
QuicTrac Max Cycle Length	0
QuicTrac Max Cycle Length Change	0

Coordination - Phase Minimums							
Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8

Coordination - Permissives & Phase Sequences									
	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Perm 1 - Begin					0	0	0	0	
Perm 1 - End					115	15	15	15	
Perm 1 - Veh Phases					12345678	12345678	12345678	12345678	
Perm 1 - Ped Phases					12345678	12345678	12345678	12345678	
Perm 2 - Begin					0	0	0	0	
Perm 2 - End					0	0	0	0	
Perm 2 - Veh Phases									
Perm 2 - Ped Phases									
Perm 3 - Begin					0	0	0	0	
Perm 3 - End					0	0	0	0	
Perm 3 - Veh Phases									
Perm 3 - Ped Phases									
Max Inhibit Phases					12345678	12345678	12345678	12345678	
Max Recall Phases									
Reservice Time					0	0	0	0	
Reservice Phases									
Sync Phases					_2___6__	_2___6__	_2___6__	_2___6__	
Lag Phases					_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	
Pre-Timed Phases									

Overlaps								
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Load Switch Number	9	0	0	0	0	0	0	0
Vehicle Set 1	3							
Vehicle Set 2	3							
Vehicle Set 3	3							
Negative Vehicle								
Negative Ped								
Green Omit								
Green Clear Omit								
Green Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow Change	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clearance	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

AND Gates						
	AND 1	AND 2	AND 3	AND 4	AND 5	AND 6
Input A	0	0	0	0	0	0
Input B	0	0	0	0	0	0
Output	0	0	0	0	0	0

NAND Gates				
	NAND 1	NAND 2	NAND 3	NAND 4
Input A	0	0	0	0
Input B	0	0	0	0
Output	0	0	0	0

NOT Gates				
	NOT 1	NOT 2	NOT 3	NOT 4
Input	0	0	0	0
Output	0	0	0	0

Delay Timers						
	DELAY 1	DELAY 2	DELAY 3	DELAY 4	DELAY 5	DELAY 6
Input	0	0	0	0	0	0
Time	0	0	0	0	0	0
Output	0	0	0	0	0	0

Extension Timers						
	ET 1	ET 2	ET 3	ET 4	ET 5	ET 6
Input	0	0	0	0	0	0
Time	0.0	0.0	0.0	0.0	0.0	0.0
Output	0	0	0	0	0	0

OR Gates										
	OR 1	OR 2	OR 3	OR 4	OR 5	OR 6	OR 7	OR 8	OR 9	OR 10
Input A	0	0	0	0	0	0	0	0	0	0
Input B	0	0	0	0	0	0	0	0	0	0
Input C									0	0
Input D									0	0
Output	0	0	0	0	0	0	0	0	0	0

Latches								
	LATCH 1	LATCH 2	LATCH 3	LATCH 4	LATCH 5	LATCH 6	LATCH 7	LATCH 8
Set	0	0	0	0	0	0	0	0
Reset	0	0	0	0	0	0	0	0
Output	0	0	0	0	0	0	0	0
NOT Output	0	0	0	0	0	0	0	0

One Shot Timers						
	OS 1	OS 2	OS 3	OS 4	OS 5	OS 6
Input	0	0	0	0	0	0
Time	0.0	0.0	0.0	0.0	0.0	0.0
Output	0	0	0	0	0	0

Detectors						
No.	Pin	Delay	Carry Over	Phases	Attributes	Assignments
1	39	0.0	0.0	_2_____	___45_7_	123____8
2	40	0.0	0.0	_____6__	___45_7_	123____8
3	41	0.0	0.0	___4____	___45_7_	123____8
4	42	0.0	0.0	_____8	___45_7_	123____8
5	43	0.0	0.0	_2_____	___45_7_	123____8
6	44	0.0	0.0	_____6__	___45_7_	123____8
7	45	0.0	0.0	___4____	___45_7_	123____8
8	46	0.0	0.0	_____8	___45_7_	123____8
9	47	0.0	0.0	_2_____	_____67_	123____8
10	48	0.0	0.0	_____6__	_____67_	123____8
11	49	0.0	0.0	___4____	_____67_	123____8
12	50	0.0	0.0	_____8	_____67_	123____8
13	55	0.0	0.0	____5___	___45_7_	123____8
14	56	0.0	0.0	1_____	___45_7_	123____8
15	57	0.0	0.0	_____7_	___45_7_	123____8
16	58	0.0	0.0	__3____	___45_7_	123____8
17	59	0.0	0.0	____5___	___45_7_	123____8
18	60	0.0	0.0	1_____	___45_7_	123____8
19	61	0.0	0.0	_____7_	___45_7_	123____8
20	62	0.0	0.0	__3____	___45_7_	123____8
21	63	0.0	0.0	_2_____	___45_7_	123____8
22	64	0.0	0.0	_____6__	___45_7_	123____8
23	65	0.0	0.0	___4____	___45_7_	123____8
24	66	0.0	0.0	_____8	___45_7_	123____8
25	67	0.0	0.0	_2_____	_2_____	123____8
26	68	0.0	0.0	_____6__	_2_____	123____8
27	69	0.0	0.0	___4____	_2_____	123____8
28	70	0.0	0.0	_____8	_2_____	123____8
29	76	0.0	0.0	_2_____	___45_7_	123____8
30	77	0.0	0.0	_____6__	___45_7_	123____8
31	78	0.0	0.0	___4____	___45_7_	123____8
32	79	0.0	0.0	_____8	___45_7_	123____8

Detector Attributes	Detector Assignments
1 = Full Time Delay	1 = Detector Set 1
2 = Pedestrian	2 = Detector Set 2
3 = (unused)	3 = Detector Set 3
4 = Count	4 = (unused)
5 = Extension	5 = (unused)
6 = Type 3	6 = Min. Recall on Failure
7 = Calling	7 = Max. Recall on Failure
8 = Alternate	8 = Monitor for Failure

Inputs - General	
Flash Sense	81
External Permit 1	0
External Permit 2	0
External Permit 3	0
Exclusive Ped Omit	0
Max. 2	0
External Lag	0
Max. Recall	0
Stop Time	82
Manual Control Enable	0
Manual Control Advance	0
Min. Recall	0
Pedestrian Forceoff	0

Inputs - Preemption	
Railroad 1	51
Railroad 2	52
Gate Down	0
Special Event 1	0
Special Event 2	0
Special Event 3	0
Special Event 4	0
Special Event 5	0
Special Event 6	0
Emergency Vehicle A	71
Emergency Vehicle B	72
Emergency Vehicle C	73
Emergency Vehicle D	74

Inputs - FYA Inhibit	
Phase 1	0
Phase 2	0
Phase 3	0
Phase 4	0
Phase 5	0
Phase 6	0
Phase 7	0
Phase 8	0

Inputs - Plan	
Plan 1	0
Plan 2	0
Plan 3	0
Plan 4	0
Plan 5	0
Plan 6	0
Plan 7	0
Plan 8	0
Plan 9	0
Free	0
Flash	0

Inputs - Bank & Set	
Phase Bank 2	0
Phase Bank 3	0
Detector Set 2	0
Detector Set 3	0
Overlap Set 2	0
Overlap Set 3	0

Inputs - Alarms	
Alarm 1	0
Alarm 2	0
Alarm 3	0
Alarm 4	0
Door Ajar	0
UPS Battery Low	0
UPS On Backup Power	0
Cabinet Temperature	0

Inputs - NEMA Functions	
Call to Non-Actuated	0
CNA Phases	_____
Forceoff Ring A	0
Forceoff Ring B	0
Hold	0
Hold Phases	_____
Max. Inhibit	0

Outputs - General	
Advance Warning Sign 1	0
Advance Warning Sign 2	0
Detector Failure	0
Flasher 1	0
Flasher 2	0
Fast Flasher	0
On Line	0
Exclusive Pedestrian Walk	0
Exclusive Pedestrian Don't Walk	0

Outputs - Plan	
Plan 1	0
Plan 2	0
Plan 3	0
Plan 4	0
Plan 5	0
Plan 6	0
Plan 7	0
Plan 8	0
Plan 9	0
Free	0
Flash	0

Outputs - Pedestrian Loadswitch Assignments	
Loadswitch 2P Phases	2
Loadswitch 4P Phases	
Loadswitch 6P Phases	6
Loadswitch 8P Phases	8

Outputs - Preemption		
	Steady	Flashing
Railroad 1	0	0
Railroad 2	0	0
Special Event 1	0	0
Special Event 2	0	0
Special Event 3	0	0
Special Event 4	0	0
Special Event 5	0	0
Special Event 6	0	0
EV A	0	0
EV B	0	0
EV C	0	0
EV D	0	0
Any Preempt	0	0
Preempt Failure	0	0

Outputs - Phase Redirection								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Red	0	0	0	0	0	0	0	0
Yellow	0	0	0	0	0	0	0	0
Green	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0

Outputs - Overlap Redirection								
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Red	0	0	0	0	0	0	0	0
Yellow	0	0	0	0	0	0	0	0
Green	0	0	0	0	0	0	0	0

Outputs - Time of Day							
TOD Out 1	TOD Out 2	TOD Out 3	TOD Out 4	TOD Out 5	TOD Out 6	TOD Out 7	TOD Out 8
0	0	0	0	0	0	0	0

Outputs - Special Event							
SE Out 1	SE Out 2	SE Out 3	SE Out 4	SE Out 5	SE Out 6	SE Out 7	SE Out 8
0	0	0	0	0	0	0	0

Outputs - Special Function							
SF Out 1	SF Out 2	SF Out 3	SF Out 4	SF Out 5	SF Out 6	SF Out 7	SF Out 8
0	0	0	0	0	0	0	0

Outputs - Phase Status								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Check	0	0	0	0	0	0	0	0
On	0	0	0	0	0	0	0	0

Outputs - Flashing Yellow Arrow							
Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
0	0	0	0	0	0	0	0

Time Base Coordination Events

No.	Days of Week	Seasons	Hour	Minute	Plan	Offset
0	_23456_	12345678	6	0	5	A
1	_23456_	12345678	7	0	6	A
2	_23456_	12345678	8	0	5	A
3	_23456_	12345678	11	0	6	A
4	_23456_	12345678	15	30	8	A
5	_23456_	12345678	18	0	7	A
6	_23456_	12345678	22	0	0	A
7	1_____7	12345678	7	0	6	A
8	1_____7	12345678	8	0	5	A
9	1_____7	12345678	11	0	6	A
10	1_____7	12345678	15	30	8	A
11	1_____7	12345678	18	0	7	A
12	1_____7	12345678	22	0	0	A
13	_____	12345678	0	0	0	0
14	_____	12345678	0	0	0	0
15	_____	12345678	0	0	0	0
16	_____	12345678	0	0	0	0
17	_____	12345678	0	0	0	0
18	_____	12345678	0	0	0	0
19	_____	12345678	0	0	0	0
20	_____	12345678	0	0	0	0
21	_____	12345678	0	0	0	0
22	_____	12345678	0	0	0	0
23	_____	12345678	0	0	0	0
24	_____	12345678	0	0	0	0
25	_____	12345678	0	0	0	0
26	_____	12345678	0	0	0	0
27	_____	12345678	0	0	0	0
28	_____	12345678	0	0	0	0
29	_____	12345678	0	0	0	0
30	_____	12345678	0	0	0	0
31	_____	12345678	0	0	0	0

Time of Day Function Events

No.	Days of Week	Seasons	Hour	Minute	Function	Phases or Fn. 14 Bits
0	_____	12345678	0	0	0	_____
1	_____	12345678	0	0	0	_____
2	_____	12345678	0	0	0	_____
3	_____	12345678	0	0	0	_____
4	_____	12345678	0	0	0	_____
5	_____	12345678	0	0	0	_____
6	_____	12345678	0	0	0	_____
7	_____	12345678	0	0	0	_____
8	_____	12345678	0	0	0	_____
9	_____	12345678	0	0	0	_____
10	_____	12345678	0	0	0	_____
11	_____	12345678	0	0	0	_____
12	_____	12345678	0	0	0	_____
13	_____	12345678	0	0	0	_____
14	_____	12345678	0	0	0	_____
15	_____	12345678	0	0	0	_____

Function 1 = Red Lock
Function 2 = Yellow Lock
Function 3 = Minimum Recall
Function 4 = Pedestrian Recall
Function 6 = Rest in Walk
Function 7 = Red Rest
Function 8 = Double Entry
Function 9 = Maximum Recall
Function 10 = Soft Recall
Function 11 = Max 2
Function 12 = Conditional Service
Function 13 = Lag Free
Function 14 = (see Function 14 Bits)
Function 15 = Time of Day Outputs

Function 14 Bits
Bit 1 = Local Override
Bit 2 = Skip Overlap Green Clearance
Bit 4 = Disable Detector OFF Monitoring
Bit 5 = Disable Bus Priority
Bit 6 = Inhibit FYA
Bit 7 = Detector Count Recording
Bit 8 = Split Monitor Recording

Holiday Definitions				
No.	Holiday Types	Day	Month	Year
0		0	0	0
1		0	0	0
2		0	0	0
3		0	0	0
4		0	0	0
5		0	0	0
6		0	0	0
7		0	0	0
8		0	0	0
9		0	0	0
10		0	0	0
11		0	0	0
12		0	0	0
13		0	0	0
14		0	0	0
15		0	0	0
16		0	0	0
17		0	0	0
18		0	0	0
19		0	0	0
20		0	0	0
21		0	0	0
22		0	0	0
23		0	0	0
24		0	0	0
25		0	0	0
26		0	0	0
27		0	0	0
28		0	0	0
29		0	0	0
30		0	0	0
31		0	0	0

Holiday Time Base Coordination Events					
No.	Holiday Types	Hour	Minute	Plan	Offset
0		0	0	0	0
1		0	0	0	0
2		0	0	0	0
3		0	0	0	0
4		0	0	0	0
5		0	0	0	0
6		0	0	0	0
7		0	0	0	0
8		0	0	0	0
9		0	0	0	0
10		0	0	0	0
11		0	0	0	0
12		0	0	0	0
13		0	0	0	0
14		0	0	0	0
15		0	0	0	0
16		0	0	0	0
17		0	0	0	0
18		0	0	0	0
19		0	0	0	0
20		0	0	0	0
21		0	0	0	0
22		0	0	0	0
23		0	0	0	0
24		0	0	0	0
25		0	0	0	0
26		0	0	0	0
27		0	0	0	0
28		0	0	0	0
29		0	0	0	0
30		0	0	0	0
31		0	0	0	0

Holiday Time of Day Function Events					
No.	Holiday Types	Hour	Minute	Function	Phases or Fn. 14 Bits
0		0	0	0	
1		0	0	0	
2		0	0	0	
3		0	0	0	
4		0	0	0	
5		0	0	0	
6		0	0	0	
7		0	0	0	
8		0	0	0	
9		0	0	0	
10		0	0	0	
11		0	0	0	
12		0	0	0	
13		0	0	0	
14		0	0	0	
15		0	0	0	

Season Definitions				
No.	Start Month	Start Day	End Month	End Day
1	1	1	12	31
2	0	0	0	0
3	0	0	0	0
4	0	0	0	0
5	0	0	0	0
6	0	0	0	0
7	0	0	0	0
8	0	0	0	0

Startup	
Flash Start	0
All Red Start	5.0
Yellow Start Phases	_2___6__
First Green Phases	___4___8
Startup Vehicle Calls	123456_8
Startup Ped Calls	_2___6_8

Configuration	
Exclusive Phases	_____
Protected/Permissive Phases	_____
Disable Phase Min. Yellow	_____
Free Lag Phases	_2_4_6_8
External Lag Phases	_2_4_6_8
Pedestrian Forceoff Phases	_____
Extra One	1_3_5___
1 = TBC Type 1	
2 = (unused)	
3 = Adjust Clock for Daylight Saving Time	
4 = Terminate Ped. for EV Preempt	
5 = QuicComm Extended Status	
6 = International Style Pedestrian Change Interval	
7 = (unused)	
8 = Split Ring Operation	
Permitted Phases	123456_8
Restricted Phases	_____
Disable Overlap Min. Yellow	_____
External Permit 1	_____
External Permit 2	_____
External Permit 3	_____
Extra Two	_____
1 = Adv. Warn. Signs On During Min. Init.	
2 = Siemens i2 Communications Protocol	
3 = Disable Minimum Walk Check	
4 = QuicNet System Communications	
5 = Ignore Anti-Backup During Preempt	
6 = Bridgeport Naztec TS 2 I/O Map	
7 = Allow Remote Preemption Calls	
8 = Caltrans Traf. Resp. FM Comm.	

Advance Warning Signs		
	Sign 1	Sign 2
Phase Number	0	0
Time Before Yellow	0.0	0.0

Software Flash	
Flash Entry Phases	_____
Flash Yellow Phases	_____
Flash Yellow Overlaps	_____
Flash Type	0
0 = All On/All Off (1-2-3-4-5-6-7-8, dark)	
1 = Main/Side (1-2-5-6, 3-4-7-8)	
2 = Odd/Even (1-3-5-7, 2-4-6-8)	
3 = Ring Pairs (1-6, 4-7, 2-5, 3-8)	

Flashing Yellow Arrow	
FYA Delay	0
FYA During Preempt	N

Front Panel	
Keyboard Beep	N
Backlight Timeout	6

Miscellaneous	
Red Revert	5.0
Log Preemption Events	N
Soft Recall Delay	0.0

Special Event Limited Service Intervals					
SE 1	SE 2	SE 3	SE 4	SE 5	SE 6
0	0	0	0	0	0

Detector Monitoring	
Max On	5
Max Off	15
Chatter	45

Daylight Saving Time	
Start Month	3
Start Week	2
End Month	11
End Week	1

Manual Operation	
Manual Plan	14
1–9 = Coordination Plans	
14 = Free	
15 = Flash	
Manual Offset	0

Bus Priority - Schedule					
Event No.	Day of Week	Hour	Minute	Headway	Direction
1	_____	0	0	0	A
2	_____	0	0	0	A
3	_____	0	0	0	A
4	_____	0	0	0	A
5	_____	0	0	0	A
6	_____	0	0	0	A
7	_____	0	0	0	A
8	_____	0	0	0	A
9	_____	0	0	0	A
10	_____	0	0	0	A
11	_____	0	0	0	A
12	_____	0	0	0	A
13	_____	0	0	0	A
14	_____	0	0	0	A
15	_____	0	0	0	A
16	_____	0	0	0	A

Bus Priority - Timing				
	Direction A	Direction B	Direction C	Direction D
Delay	0	0	0	0
Early Green	0	0	0	0
Green Extension	0	0	0	0
Phases	_____	_____	_____	_____
Non-Priority Phase Maximum Adjustments				
Phase 1	0	0	0	0
Phase 2	0	0	0	0
Phase 3	0	0	0	0
Phase 4	0	0	0	0
Phase 5	0	0	0	0
Phase 6	0	0	0	0
Phase 7	0	0	0	0
Phase 8	0	0	0	0

QuicNet® System	
System ID	5
Group	NONE
Field Master	NONE
N-S Street	Conard Ave
E-W Street	Hwy 74
Communications	
Channel	UDP:8002:192.168.1.99
Address	1
Area Number	0
Area Address	11
Database	
Last Changed	6/23/2017 15:37

QuicNet Timing Notes
PORT NUMBER 1 (USES C-2 CONNECTOR)
RTS HOLD: 6- BAUD 1200-DATA 8 NONE 1- COM TIMEOUT:5
CTS DELAY: 8-PROTOCOL: AB3418E (MUST BE ENABLED)

Phase Timing - Bank 1								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	5	5	0	5	5	5	0	5
Extension	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Max	20	40	0	30	20	40	0	30
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clearance Timing								
Yellow Change	3.6	5.8	0.0	3.6	3.6	5.8	0.0	3.6
Red Clear	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0
Pedestrian Timing								
Walk	0	7	0	0	0	7	0	7
Pedestrian Change	0	19	0	0	0	19	0	22
Advance/Delay Walk	0	0	0	0	0	0	0	0
PE Min. Ped. Change	0	0	0	0	0	0	0	0
Volume-Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Add per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0
Min Gap	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Max Gap	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Timing								
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped. Change	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Exclusive Pedestrian	
Exclusive Ped Assignment	
Exclusive Walk	0
Exclusive Pedestrian Change	0
Red Clear	0.0
Walk Output	0
Don't Walk Output	0

Phase Functions - Page 1	
Red Lock	
Yellow Lock	
Simultaneous Gap	
Rest In Walk	
Advance Walk	
Flashing Walk	
Max Extension	
Red Rest	
Dual Entry	4 8
Sequential Timing	
Inhibit Ped Reservice	
Delay Walk	
Guaranteed Passage	
Conditional Service	

Phase Functions - Page 2	
Minimum Recall	2 6
Ped Recall	
Maximum Recall	
Green Flash	
Overlap Green Flash	
Flashing Yellow Arrow for PPLT	
Max2	
Soft Recall	
External Recall	
Manual Control Calls	
Fast Green Flash	
Fast Overlap Green Flash	
Semi-Actuated	

Phase Timing - Bank 2								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	0	0	0	0	0	0	0	0
Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clearance Timing								
Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Timing								
Walk	0	0	0	0	0	0	0	0
Pedestrian Change	0	0	0	0	0	0	0	0
Advance/Delay Walk	0	0	0	0	0	0	0	0
PE Min. Ped. Change	0	0	0	0	0	0	0	0
Volume-Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Add per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Timing								
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped. Change	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Bank 3								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	0	0	0	0	0	0	0	0
Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clearance Timing								
Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Timing								
Walk	0	0	0	0	0	0	0	0
Pedestrian Change	0	0	0	0	0	0	0	0
Advance/Delay Walk	0	0	0	0	0	0	0	0
PE Min. Ped. Change	0	0	0	0	0	0	0	0
Volume-Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Add per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Timing								
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped. Change	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Preemption - General	
Min. Green Before Preempt Forceoff	0
Max. EV Preempt Duration	0
Min. Time Between Same EV Preempt	0
Disable Low Priority Preempt	
Leave Flash to Service Preempt	

Preemption - Relative Priority	
Special Event 1	1
Special Event 2	1
Special Event 3	0
Special Event 4	0
Special Event 5	0
Special Event 6	0
Emergency Vehicle A	1
Emergency Vehicle B	1
Emergency Vehicle C	1
Emergency Vehicle D	1

Preemption - Railroad 1	
Delay	0
Clear Time	0
Clear Phases	

Preemption - Railroad 2	
Delay	0
Clear Time	0
Clear Phases	
Limited Service Phases	

Preemption - Emergency Vehicle			
	Delay	Clear	Clearance Phases
EV A	0	10	2 5
EV B	0	10	4
EV C	0	10	1 6
EV D	0	10	8

Preemption - Railroad 3	
Enabled	N
Advance Ped. Max. Time	0
Track Clear Min. Time	0
Track Clear Max. Time	0
Track Clear Phases	
Limited Service Max. Time	0
Limited Service Phases	
Truncate Green	N
Truncate Walk	N

I/O		
	Input	Output
Advance Ped.	0	0
Advance Preempt	0	0
Supervisor	0	0
Crossing Active	0	0
Gate Down	0	0
Fault	0	0
Watchdog Echo		0

Special Event Sequence 1

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 2

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 3

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 4

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 5

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 6

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Coordination - Cycle, Offsets, & Forceoffs									
	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Cycle	80	90	100	100	100	100	100	100	100
Offset 1	51	13	12	0	0	0	0	0	0
Offset 2	0	0	0	0	0	0	0	0	0
Offset 3	0	0	0	0	0	0	0	0	0
Zone Offset	0	0	0	0	0	0	0	0	0
Ring Offset	0	0	0	0	0	0	0	0	0
Hold Release	255	255	255	255	255	255	255	255	255
Ped. Adjust	0	0	0	0	0	0	0	0	0
Forceoff Phase 1	42	44	37	60	60	60	60	60	60
Forceoff Phase 2	0	0	0	0	0	0	0	0	0
Forceoff Phase 3	0	0	0	20	20	20	20	20	20
Forceoff Phase 4	31	32	32	40	40	40	40	40	40
Forceoff Phase 5	47	49	42	60	60	60	60	60	60
Forceoff Phase 6	0	0	0	0	0	0	0	0	0
Forceoff Phase 7	0	0	0	20	20	20	20	20	20
Forceoff Phase 8	31	32	32	40	40	40	40	40	40
Adaptive Operation	N	N	N	N	N	N	N	N	N

Coordination - General	
Transition Type	0.3
0 = Shortway	
1 = Dwell	
2 = Shorten	
Tenths Digit: # Cycles to get in step (1–4)	
Coordination Extra	
1 = Programmed Walk Time for Sync Phases	
2 = Always Terminate Sync Phase Peds	
3 = Floating Forceoffs	
4 = Reservice for Ped Calls	
5 = Start of Green Offset Reference	
8 = Maintain Coord. During Spec. Event Preempt	
QuicTrac Max Cycle Length	255
QuicTrac Max Cycle Length Change	15

Coordination - Phase Minimums							
Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
15	15	15	15	15	15	15	15

Coordination - Permissives & Phase Sequences									
	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Perm 1 - Begin	0	0	0	0	0	0	0	0	0
Perm 1 - End	15	15	15	5	5	5	5	5	5
Perm 1 - Veh Phases	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
Perm 1 - Ped Phases	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
Perm 2 - Begin	0	0	0	0	0	0	0	0	0
Perm 2 - End	0	0	0	0	0	0	0	0	0
Perm 2 - Veh Phases									
Perm 2 - Ped Phases									
Perm 3 - Begin	0	0	0	0	0	0	0	0	0
Perm 3 - End	0	0	0	0	0	0	0	0	0
Perm 3 - Veh Phases									
Perm 3 - Ped Phases									
Max Inhibit Phases	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
Max Recall Phases									
Reservice Time	0	0	0	0	0	0	0	0	0
Reservice Phases									
Sync Phases	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__
Lag Phases	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8
Pre-Timed Phases									

	Overlaps							
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Load Switch Number	0	0	0	0	0	0	0	0
Vehicle Set 1								
Vehicle Set 2								
Vehicle Set 3								
Negative Vehicle								
Negative Ped								
Green Omit								
Green Clear Omit								
Green Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

AND Gates						
	AND 1	AND 2	AND 3	AND 4	AND 5	AND 6
Input A	0	0	0	0	0	0
Input B	0	0	0	0	0	0
Output	0	0	0	0	0	0

NAND Gates				
	NAND 1	NAND 2	NAND 3	NAND 4
Input A	0	0	0	0
Input B	0	0	0	0
Output	0	0	0	0

NOT Gates				
	NOT 1	NOT 2	NOT 3	NOT 4
Input	0	0	0	0
Output	0	0	0	0

Delay Timers						
	DELAY 1	DELAY 2	DELAY 3	DELAY 4	DELAY 5	DELAY 6
Input	0	0	0	0	0	0
Time	0	0	0	0	0	0
Output	0	0	0	0	0	0

Extension Timers						
	ET 1	ET 2	ET 3	ET 4	ET 5	ET 6
Input	0	0	0	0	0	0
Time	0.0	0.0	0.0	0.0	0.0	0.0
Output	0	0	0	0	0	0

OR Gates										
	OR 1	OR 2	OR 3	OR 4	OR 5	OR 6	OR 7	OR 8	OR 9	OR 10
Input A	0	0	0	0	0	0	0	0	0	0
Input B	0	0	0	0	0	0	0	0	0	0
Input C									0	0
Input D									0	0
Output	0	0	0	0	0	0	0	0	0	0

Latches								
	LATCH 1	LATCH 2	LATCH 3	LATCH 4	LATCH 5	LATCH 6	LATCH 7	LATCH 8
Set	0	0	0	0	0	0	0	0
Reset	0	0	0	0	0	0	0	0
Output	0	0	0	0	0	0	0	0
NOT Output	0	0	0	0	0	0	0	0

One Shot Timers						
	OS 1	OS 2	OS 3	OS 4	OS 5	OS 6
Input	0	0	0	0	0	0
Time	0.0	0.0	0.0	0.0	0.0	0.0
Output	0	0	0	0	0	0

Detectors

No.	Pin	Delay	Carry Over	Phases	Attributes	Assignments
1	39	0.0	0.0	_2_____	___45_7_	123___8
2	40	0.0	0.0	_____6__	___45_7_	123___8
3	41	0.0	0.0	___4____	___45_7_	123___8
4	42	0.0	0.0	_____8___	___45_7_	123___8
5	43	0.0	0.0	_2_____	___45_7_	123___8
6	44	0.0	0.0	_____6__	___45_7_	123___8
7	45	0.0	0.0	___4____	___45_7_	123___8
8	46	0.0	0.0	_____8___	___45_7_	123___8
9	47	0.0	0.0	_2_____	_____67_	123___8
10	48	0.0	0.0	_____6__	_____67_	123___8
11	49	0.0	0.0	___4____	_____67_	123___8
12	50	0.0	0.0	_____8___	_____67_	123___8
13	55	0.0	0.0	____5___	___45_7_	123___8
14	56	0.0	0.0	1_____	___45_7_	123___8
15	57	0.0	0.0	_____7_	___45_7_	123___8
16	58	0.0	0.0	___3____	___45_7_	123___8
17	59	0.0	0.0	____5___	___45_7_	123___8
18	60	0.0	0.0	1_____	___45_7_	123___8
19	61	0.0	0.0	_____7_	___45_7_	123___8
20	62	0.0	0.0	___3____	___45_7_	123___8
21	63	0.0	0.0	_2_____	___45_7_	123___8
22	64	0.0	0.0	_____6__	___45_7_	123___8
23	65	0.0	0.0	___4____	___45_7_	123___8
24	66	0.0	0.0	_____8___	___45_7_	123___8
25	67	0.0	0.0	_2_____	_2_____	123___8
26	68	0.0	0.0	_____6__	_2_____	123___8
27	69	0.0	0.0	___4____	_2_____	123___8
28	70	0.0	0.0	_____8___	_2_____	123___8
29	76	0.0	0.0	_2_____	___45_7_	123___8
30	77	0.0	0.0	_____6__	___45_7_	123___8
31	78	0.0	0.0	___4____	___45_7_	123___8
32	79	0.0	0.0	_____8___	___45_7_	123___8

Detector Attributes
1 = Full Time Delay
2 = Pedestrian
3 = (unused)
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Detector Assignments
1 = Detector Set 1
2 = Detector Set 2
3 = Detector Set 3
4 = (unused)
5 = (unused)
6 = Min. Recall on Failure
7 = Max. Recall on Failure
8 = Monitor for Failure

Inputs - General

Flash Sense	81
External Permit 1	0
External Permit 2	0
External Permit 3	0
Exclusive Ped Omit	0
Max. 2	0
External Lag	0
Max. Recall	0
Stop Time	82
Manual Control Enable	0
Manual Control Advance	0
Min. Recall	0
Pedestrian Forceoff	0

Inputs - Preemption

Railroad 1	51
Railroad 2	52
Gate Down	0
Special Event 1	0
Special Event 2	0
Special Event 3	0
Special Event 4	0
Special Event 5	0
Special Event 6	0
Emergency Vehicle A	71
Emergency Vehicle B	72
Emergency Vehicle C	73
Emergency Vehicle D	74

Inputs - FYA Inhibit

Phase 1	0
Phase 2	0
Phase 3	0
Phase 4	0
Phase 5	0
Phase 6	0
Phase 7	0
Phase 8	0

Inputs - Plan

Plan 1	0
Plan 2	0
Plan 3	0
Plan 4	0
Plan 5	0
Plan 6	0
Plan 7	0
Plan 8	0
Plan 9	0
Free	0
Flash	0

Inputs - Bank & Set

Phase Bank 2	0
Phase Bank 3	0
Detector Set 2	0
Detector Set 3	0
Overlap Set 2	0
Overlap Set 3	0

Inputs - Alarms

Alarm 1	0
Alarm 2	0
Alarm 3	0
Alarm 4	0
Door Ajar	0
UPS Battery Low	0
UPS On Backup Power	0
Cabinet Temperature	0

Inputs - NEMA Functions

Call to Non-Actuated	0
CNA Phases	_____
Forceoff Ring A	0
Forceoff Ring B	0
Hold	0
Hold Phases	_____
Max. Inhibit	0

Outputs - General	
Advance Warning Sign 1	0
Advance Warning Sign 2	0
Detector Failure	0
Flasher 1	0
Flasher 2	0
Fast Flasher	0
On Line	0
Exclusive Pedestrian Walk	0
Exclusive Pedestrian Don't Walk	0

Outputs - Plan	
Plan 1	0
Plan 2	0
Plan 3	0
Plan 4	0
Plan 5	0
Plan 6	0
Plan 7	0
Plan 8	0
Plan 9	0
Free	0
Flash	0

Outputs - Pedestrian Loadswitch Assignments	
Loadswitch 2P Phases	2
Loadswitch 4P Phases	
Loadswitch 6P Phases	6
Loadswitch 8P Phases	8

Outputs - Preemption		
	Steady	Flashing
Railroad 1	0	0
Railroad 2	0	0
Special Event 1	0	0
Special Event 2	0	0
Special Event 3	0	0
Special Event 4	0	0
Special Event 5	0	0
Special Event 6	0	0
EV A	0	0
EV B	0	0
EV C	0	0
EV D	0	0
Any Preempt	0	0
Preempt Failure	0	0

Outputs - Phase Redirection								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Red	0	0	0	0	0	0	0	0
Yellow	0	0	0	0	0	0	0	0
Green	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0

Outputs - Overlap Redirection								
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Red	0	0	0	0	0	0	0	0
Yellow	0	0	0	0	0	0	0	0
Green	0	0	0	0	0	0	0	0

Outputs - Time of Day							
TOD Out 1	TOD Out 2	TOD Out 3	TOD Out 4	TOD Out 5	TOD Out 6	TOD Out 7	TOD Out 8
0	0	0	0	0	0	0	0

Outputs - Special Event							
SE Out 1	SE Out 2	SE Out 3	SE Out 4	SE Out 5	SE Out 6	SE Out 7	SE Out 8
0	0	0	0	0	0	0	0

Outputs - Special Function							
SF Out 1	SF Out 2	SF Out 3	SF Out 4	SF Out 5	SF Out 6	SF Out 7	SF Out 8
0	0	0	0	0	0	0	0

Outputs - Phase Status								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Check	0	0	0	0	0	0	0	0
On	0	0	0	0	0	0	0	0

Outputs - Flashing Yellow Arrow							
Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
0	0	0	0	0	0	0	0

Time Base Coordination Events

No.	Days of Week	Seasons	Hour	Minute	Plan	Offset
0	_23456_	12345678	6	0	1	A
1	_23456_	12345678	12	0	2	A
2	_23456_	12345678	16	0	3	A
3	_23456_	12345678	19	0	2	A
4	_23456_	12345678	22	0	0	A
5	1____7	12345678	6	0	1	A
6	1____7	12345678	12	0	2	A
7	1____7	12345678	22	0	0	A
8	_____	12345678	0	0	0	0
9	_____	12345678	0	0	0	0
10	_____	12345678	0	0	0	0
11	_____	12345678	0	0	0	0
12	_____	12345678	0	0	0	0
13	_____	12345678	0	0	0	0
14	_____	12345678	0	0	0	0
15	_____	12345678	0	0	0	0
16	_____	12345678	0	0	0	0
17	_____	12345678	0	0	0	0
18	_____	12345678	0	0	0	0
19	_____	12345678	0	0	0	0
20	_____	12345678	0	0	0	0
21	_____	12345678	0	0	0	0
22	_____	12345678	0	0	0	0
23	_____	12345678	0	0	0	0
24	_____	12345678	0	0	0	0
25	_____	12345678	0	0	0	0
26	_____	12345678	0	0	0	0
27	_____	12345678	0	0	0	0
28	_____	12345678	0	0	0	0
29	_____	12345678	0	0	0	0
30	_____	12345678	0	0	0	0
31	_____	12345678	0	0	0	0

Time of Day Function Events

No.	Days of Week	Seasons	Hour	Minute	Function	Phases or Fn. 14 Bits
0	_____	12345678	0	0	0	_____
1	_____	12345678	0	0	0	_____
2	_____	12345678	0	0	0	_____
3	_____	12345678	0	0	0	_____
4	_____	12345678	0	0	0	_____
5	_____	12345678	0	0	0	_____
6	_____	12345678	0	0	0	_____
7	_____	12345678	0	0	0	_____
8	_____	12345678	0	0	0	_____
9	_____	12345678	0	0	0	_____
10	_____	12345678	0	0	0	_____
11	_____	12345678	0	0	0	_____
12	_____	12345678	0	0	0	_____
13	_____	12345678	0	0	0	_____
14	_____	12345678	0	0	0	_____
15	_____	12345678	0	0	0	_____

Function 1 = Red Lock
Function 2 = Yellow Lock
Function 3 = Minimum Recall
Function 4 = Pedestrian Recall
Function 6 = Rest in Walk
Function 7 = Red Rest
Function 8 = Double Entry
Function 9 = Maximum Recall
Function 10 = Soft Recall
Function 11 = Max 2
Function 12 = Conditional Service
Function 13 = Lag Free
Function 14 = (see Function 14 Bits)
Function 15 = Time of Day Outputs

Function 14 Bits
Bit 1 = Local Override
Bit 2 = Skip Overlap Green Clearance
Bit 4 = Disable Detector OFF Monitoring
Bit 5 = Disable Bus Priority
Bit 6 = Inhibit FYA
Bit 7 = Detector Count Recording
Bit 8 = Split Monitor Recording

Holiday Definitions

No.	Holiday Types	Day	Month	Year
0		0	0	0
1		0	0	0
2		0	0	0
3		0	0	0
4		0	0	0
5		0	0	0
6		0	0	0
7		0	0	0
8		0	0	0
9		0	0	0
10		0	0	0
11		0	0	0
12		0	0	0
13		0	0	0
14		0	0	0
15		0	0	0
16		0	0	0
17		0	0	0
18		0	0	0
19		0	0	0
20		0	0	0
21		0	0	0
22		0	0	0
23		0	0	0
24		0	0	0
25		0	0	0
26		0	0	0
27		0	0	0
28		0	0	0
29		0	0	0
30		0	0	0
31		0	0	0

Holiday Time Base Coordination Events

No.	Holiday Types	Hour	Minute	Plan	Offset
0		0	0	0	0
1		0	0	0	0
2		0	0	0	0
3		0	0	0	0
4		0	0	0	0
5		0	0	0	0
6		0	0	0	0
7		0	0	0	0
8		0	0	0	0
9		0	0	0	0
10		0	0	0	0
11		0	0	0	0
12		0	0	0	0
13		0	0	0	0
14		0	0	0	0
15		0	0	0	0
16		0	0	0	0
17		0	0	0	0
18		0	0	0	0
19		0	0	0	0
20		0	0	0	0
21		0	0	0	0
22		0	0	0	0
23		0	0	0	0
24		0	0	0	0
25		0	0	0	0
26		0	0	0	0
27		0	0	0	0
28		0	0	0	0
29		0	0	0	0
30		0	0	0	0
31		0	0	0	0

Holiday Time of Day Function Events

No.	Holiday Types	Hour	Minute	Function	Phases or Fn. 14 Bits
0		0	0	0	
1		0	0	0	
2		0	0	0	
3		0	0	0	
4		0	0	0	
5		0	0	0	
6		0	0	0	
7		0	0	0	
8		0	0	0	
9		0	0	0	
10		0	0	0	
11		0	0	0	
12		0	0	0	
13		0	0	0	
14		0	0	0	
15		0	0	0	

Season Definitions

No.	Start Month	Start Day	End Month	End Day
1	1	1	12	31
2	0	0	0	0
3	0	0	0	0
4	0	0	0	0
5	0	0	0	0
6	0	0	0	0
7	0	0	0	0
8	0	0	0	0

Startup	
Flash Start	0
All Red Start	5.0
Yellow Start Phases	1_2_5_6_
First Green Phases	3_4_7_8
Startup Vehicle Calls	12_456_8
Startup Ped Calls	_2___6_8

Configuration	
Exclusive Phases	_____
Protected/Permissive Phases	_____
Disable Phase Min. Yellow	_____
Free Lag Phases	_2_4_6_8
External Lag Phases	_2_4_6_8
Pedestrian Forceoff Phases	_____
Extra One	1_3_5___

1 = TBC Type 1
2 = (unused)
3 = Adjust Clock for Daylight Saving Time
4 = Terminate Ped. for EV Preempt
5 = QuicComm Extended Status
6 = International Style Pedestrian Change Interval
7 = (unused)
8 = Split Ring Operation

Permitted Phases	12_456_8
Restricted Phases	_____
Disable Overlap Min. Yellow	_____
External Permit 1	_____
External Permit 2	_____
External Permit 3	_____
Extra Two	_____

1 = Adv. Warn. Signs On During Min. Init.
2 = Siemens i2 Communications Protocol
3 = Disable Minimum Walk Check
4 = QuicNet System Communications
5 = Ignore Anti-Backup During Preempt
6 = Bridgeport Naztec TS 2 I/O Map
7 = Allow Remote Preemption Calls
8 = Caltrans Traf. Resp. FM Comm.

Advance Warning Signs		
	Sign 1	Sign 2
Phase Number	0	0
Time Before Yellow	0.0	0.0

Software Flash	
Flash Entry Phases	_____
Flash Yellow Phases	_____
Flash Yellow Overlaps	_____
Flash Type	0

0 = All On/All Off (1-2-3-4-5-6-7-8, dark)
1 = Main/Side (1-2-5-6, 3-4-7-8)
2 = Odd/Even (1-3-5-7, 2-4-6-8)
3 = Ring Pairs (1-6, 4-7, 2-5, 3-8)

Flashing Yellow Arrow	
FYA Delay	0
FYA During Preempt	N

Front Panel	
Keyboard Beep	N
Backlight Timeout	6

Miscellaneous	
Red Revert	5.0
Log Preemption Events	N
Soft Recall Delay	0.0

Special Event Limited Service Intervals					
SE 1	SE 2	SE 3	SE 4	SE 5	SE 6
0	0	0	0	0	0

Detector Monitoring	
Max On	5
Max Off	15
Chatter	45

Daylight Saving Time	
Start Month	3
Start Week	2
End Month	11
End Week	1

Manual Operation	
Manual Plan	0

1–9 = Coordination Plans
14 = Free
15 = Flash

Manual Offset	0 14

Bus Priority - Schedule					
Event No.	Day of Week	Hour	Minute	Headway	Direction
1	_____	0	0	0	A
2	_____	0	0	0	A
3	_____	0	0	0	A
4	_____	0	0	0	A
5	_____	0	0	0	A
6	_____	0	0	0	A
7	_____	0	0	0	A
8	_____	0	0	0	A
9	_____	0	0	0	A
10	_____	0	0	0	A
11	_____	0	0	0	A
12	_____	0	0	0	A
13	_____	0	0	0	A
14	_____	0	0	0	A
15	_____	0	0	0	A
16	_____	0	0	0	A

Bus Priority - Timing				
	Direction A	Direction B	Direction C	Direction D
Delay	0	0	0	0
Early Green	0	0	0	0
Green Extension	0	0	0	0
Phases	_____	_____	_____	_____
Non-Priority Phase Maximum Adjustments				
Phase 1	0	0	0	0
Phase 2	0	0	0	0
Phase 3	0	0	0	0
Phase 4	0	0	0	0
Phase 5	0	0	0	0
Phase 6	0	0	0	0
Phase 7	0	0	0	0
Phase 8	0	0	0	0

QuicNet® System	
System ID	8
Group	NONE
Field Master	NONE
N-S Street	Riverside St
E-W Street	Hwy 74
Communications	
Channel	UDP:8002:192.168.1.95
Address	1
Area Number	0
Area Address	7
Database	
Last Changed	6/23/2017 14:51

QuicNet Timing Notes

Phase Timing - Bank 1								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	5	5	0	0	0	5	0	5
Extension	2.0	3.0	0.0	0.0	0.0	3.0	0.0	2.0
Max	20	50	0	0	0	50	0	25
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clearance Timing								
Yellow Change	4.3	5.9	0.0	0.0	0.0	5.9	0.0	4.3
Red Clear	1.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0
Pedestrian Timing								
Walk	0	7	0	0	0	0	0	7
Pedestrian Change	0	28	0	0	0	0	0	28
Advance/Delay Walk	0	0	0	0	0	0	0	0
PE Min. Ped. Change	0	20	0	0	0	0	0	20
Volume-Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Add per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0
Min Gap	2.0	3.0	0.0	0.0	0.0	3.0	0.0	2.0
Max Gap	2.0	3.0	0.0	0.0	0.0	3.0	0.0	2.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Timing								
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped. Change	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Exclusive Pedestrian	
Exclusive Ped Assignment	
Exclusive Walk	0
Exclusive Pedestrian Change	0
Red Clear	0.0
Walk Output	0
Don't Walk Output	0

Phase Functions - Page 1	
Red Lock	
Yellow Lock	
Simultaneous Gap	
Rest In Walk	
Advance Walk	
Flashing Walk	
Max Extension	
Red Rest	
Dual Entry	
Sequential Timing	
Inhibit Ped Reservice	
Delay Walk	
Guaranteed Passage	
Conditional Service	

Phase Functions - Page 2	
Minimum Recall	2 6
Ped Recall	
Maximum Recall	
Green Flash	
Overlap Green Flash	
Flashing Yellow Arrow for PPLT	
Max2	
Soft Recall	
External Recall	
Manual Control Calls	
Fast Green Flash	
Fast Overlap Green Flash	
Semi-Actuated	

Preemption - General	
Min. Green Before Preempt Forceoff	0
Max. EV Preempt Duration	0
Min. Time Between Same EV Preempt	0
Disable Low Priority Preempt	
Leave Flash to Service Preempt	

Preemption - Relative Priority	
Special Event 1	1
Special Event 2	1
Special Event 3	0
Special Event 4	0
Special Event 5	0
Special Event 6	0
Emergency Vehicle A	1
Emergency Vehicle B	1
Emergency Vehicle C	1
Emergency Vehicle D	1

Preemption - Railroad 1	
Delay	0
Clear Time	0
Clear Phases	

Preemption - Railroad 2	
Delay	0
Clear Time	0
Clear Phases	
Limited Service Phases	

Preemption - Emergency Vehicle			
	Delay	Clear	Clearance Phases
EV A	0	10	2
EV B	0	10	
EV C	0	10	1 6
EV D	0	10	8

Preemption - Railroad 3	
Enabled	N
Advance Ped. Max. Time	0
Track Clear Min. Time	0
Track Clear Max. Time	0
Track Clear Phases	
Limited Service Max. Time	0
Limited Service Phases	
Truncate Green	N
Truncate Walk	N

I/O		
	Input	Output
Advance Ped.	0	0
Advance Preempt	0	0
Supervisor	0	0
Crossing Active	0	0
Gate Down	0	0
Fault	0	0
Watchdog Echo		0

Special Event Sequence 1

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 2

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 3

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 4

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 5

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 6

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Coordination - Cycle, Offsets, & Forceoffs									
	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Cycle	100	100	100	100	100	100	100	100	100
Offset 1	0	0	0	0	0	0	0	0	0
Offset 2	0	0	0	0	0	0	0	0	0
Offset 3	0	0	0	0	0	0	0	0	0
Zone Offset	0	0	0	0	0	0	0	0	0
Ring Offset	0	0	0	0	0	0	0	0	0
Hold Release	255	255	255	255	255	255	255	255	255
Ped. Adjust	0	0	0	0	0	0	0	0	0
Forceoff Phase 1	60	60	60	60	60	60	60	60	60
Forceoff Phase 2	0	0	0	0	0	0	0	0	0
Forceoff Phase 3	20	20	20	20	20	20	20	20	20
Forceoff Phase 4	40	40	40	40	40	40	40	40	40
Forceoff Phase 5	60	60	60	60	60	60	60	60	60
Forceoff Phase 6	0	0	0	0	0	0	0	0	0
Forceoff Phase 7	20	20	20	20	20	20	20	20	20
Forceoff Phase 8	40	40	40	40	40	40	40	40	40
Adaptive Operation	N	N	N	N	N	N	N	N	N

Coordination - General	
Transition Type	0.3
0 = Shortway	
1 = Dwell	
2 = Shorten	
Tenths Digit: # Cycles to get in step (1–4)	
Coordination Extra	
1 = Programmed Walk Time for Sync Phases	
2 = Always Terminate Sync Phase Peds	
3 = Floating Forceoffs	
4 = Reservice for Ped Calls	
5 = Start of Green Offset Reference	
8 = Maintain Coord. During Spec. Event Preempt	
QuicTrac Max Cycle Length	255
QuicTrac Max Cycle Length Change	15

Coordination - Phase Minimums							
Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
15	15	15	15	15	15	15	15

Coordination - Permissives & Phase Sequences									
	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Perm 1 - Begin	0	0	0	0	0	0	0	0	0
Perm 1 - End	5	5	5	5	5	5	5	5	5
Perm 1 - Veh Phases	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
Perm 1 - Ped Phases	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
Perm 2 - Begin	0	0	0	0	0	0	0	0	0
Perm 2 - End	0	0	0	0	0	0	0	0	0
Perm 2 - Veh Phases									
Perm 2 - Ped Phases									
Perm 3 - Begin	0	0	0	0	0	0	0	0	0
Perm 3 - End	0	0	0	0	0	0	0	0	0
Perm 3 - Veh Phases									
Perm 3 - Ped Phases									
Max Inhibit Phases	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
Max Recall Phases									
Reservice Time	0	0	0	0	0	0	0	0	0
Reservice Phases									
Sync Phases	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__
Lag Phases	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8
Pre-Timed Phases									

Overlaps								
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Load Switch Number	0	0	0	0	0	0	0	0
Vehicle Set 1								
Vehicle Set 2								
Vehicle Set 3								
Negative Vehicle								
Negative Ped								
Green Omit								
Green Clear Omit								
Green Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

AND Gates						
	AND 1	AND 2	AND 3	AND 4	AND 5	AND 6
Input A	0	0	0	0	0	0
Input B	0	0	0	0	0	0
Output	0	0	0	0	0	0

NAND Gates				
	NAND 1	NAND 2	NAND 3	NAND 4
Input A	0	0	0	0
Input B	0	0	0	0
Output	0	0	0	0

NOT Gates				
	NOT 1	NOT 2	NOT 3	NOT 4
Input	0	0	0	0
Output	0	0	0	0

Delay Timers						
	DELAY 1	DELAY 2	DELAY 3	DELAY 4	DELAY 5	DELAY 6
Input	0	0	0	0	0	0
Time	0	0	0	0	0	0
Output	0	0	0	0	0	0

Extension Timers						
	ET 1	ET 2	ET 3	ET 4	ET 5	ET 6
Input	0	0	0	0	0	0
Time	0.0	0.0	0.0	0.0	0.0	0.0
Output	0	0	0	0	0	0

OR Gates										
	OR 1	OR 2	OR 3	OR 4	OR 5	OR 6	OR 7	OR 8	OR 9	OR 10
Input A	0	0	0	0	0	0	0	0	0	0
Input B	0	0	0	0	0	0	0	0	0	0
Input C									0	0
Input D									0	0
Output	0	0	0	0	0	0	0	0	0	0

Latches								
	LATCH 1	LATCH 2	LATCH 3	LATCH 4	LATCH 5	LATCH 6	LATCH 7	LATCH 8
Set	0	0	0	0	0	0	0	0
Reset	0	0	0	0	0	0	0	0
Output	0	0	0	0	0	0	0	0
NOT Output	0	0	0	0	0	0	0	0

One Shot Timers						
	OS 1	OS 2	OS 3	OS 4	OS 5	OS 6
Input	0	0	0	0	0	0
Time	0.0	0.0	0.0	0.0	0.0	0.0
Output	0	0	0	0	0	0

Detectors

No.	Pin	Delay	Carry Over	Phases	Attributes	Assignments
1	39	0.0	0.0	_2_____	___45_7_	123____8
2	40	0.0	0.0	_____6__	___45_7_	123____8
3	41	0.0	0.0	___4____	___45_7_	123____8
4	42	0.0	0.0	_____8	___45_7_	123____8
5	43	0.0	0.0	_2_____	___45_7_	123____8
6	44	0.0	0.0	_____6__	___45_7_	123____8
7	45	0.0	0.0	___4____	___45_7_	123____8
8	46	0.0	0.0	_____8	___45_7_	123____8
9	47	0.0	0.0	_2_____	_____67_	123____8
10	48	0.0	0.0	_____6__	_____67_	123____8
11	49	0.0	0.0	___4____	_____67_	123____8
12	50	0.0	0.0	_____8	_____67_	123____8
13	55	0.0	0.0	____5___	___45_7_	123____8
14	56	0.0	0.0	1_____	___45_7_	123____8
15	57	0.0	0.0	_____7_	___45_7_	123____8
16	58	0.0	0.0	__3____	___45_7_	123____8
17	59	0.0	0.0	____5___	___45_7_	123____8
18	60	0.0	0.0	1_____	___45_7_	123____8
19	61	0.0	0.0	_____7_	___45_7_	123____8
20	62	0.0	0.0	__3____	___45_7_	123____8
21	63	0.0	0.0	_2_____	___45_7_	123____8
22	64	0.0	0.0	_____6__	___45_7_	123____8
23	65	0.0	0.0	___4____	___45_7_	123____8
24	66	0.0	0.0	_____8	___45_7_	123____8
25	67	0.0	0.0	_2_____	_2_____	123____8
26	68	0.0	0.0	_____6__	_2_____	123____8
27	69	0.0	0.0	___4____	_2_____	123____8
28	70	0.0	0.0	_____8	_2_____	123____8
29	76	0.0	0.0	_2_____	___45_7_	123____8
30	77	0.0	0.0	_____6__	___45_7_	123____8
31	78	0.0	0.0	___4____	___45_7_	123____8
32	79	0.0	0.0	_____8	___45_7_	123____8

Detector Attributes	Detector Assignments
1 = Full Time Delay	1 = Detector Set 1
2 = Pedestrian	2 = Detector Set 2
3 = (unused)	3 = Detector Set 3
4 = Count	4 = (unused)
5 = Extension	5 = (unused)
6 = Type 3	6 = Min. Recall on Failure
7 = Calling	7 = Max. Recall on Failure
8 = Alternate	8 = Monitor for Failure

Inputs - General	
Flash Sense	81
External Permit 1	0
External Permit 2	0
External Permit 3	0
Exclusive Ped Omit	0
Max. 2	0
External Lag	0
Max. Recall	0
Stop Time	82
Manual Control Enable	0
Manual Control Advance	0
Min. Recall	0
Pedestrian Forceoff	0

Inputs - Preemption	
Railroad 1	51
Railroad 2	52
Gate Down	0
Special Event 1	0
Special Event 2	0
Special Event 3	0
Special Event 4	0
Special Event 5	0
Special Event 6	0
Emergency Vehicle A	71
Emergency Vehicle B	72
Emergency Vehicle C	73
Emergency Vehicle D	74

Inputs - FYA Inhibit	
Phase 1	0
Phase 2	0
Phase 3	0
Phase 4	0
Phase 5	0
Phase 6	0
Phase 7	0
Phase 8	0

Inputs - Plan	
Plan 1	0
Plan 2	0
Plan 3	0
Plan 4	0
Plan 5	0
Plan 6	0
Plan 7	0
Plan 8	0
Plan 9	0
Free	0
Flash	0

Inputs - Bank & Set	
Phase Bank 2	0
Phase Bank 3	0
Detector Set 2	0
Detector Set 3	0
Overlap Set 2	0
Overlap Set 3	0

Inputs - Alarms	
Alarm 1	0
Alarm 2	0
Alarm 3	0
Alarm 4	0
Door Ajar	0
UPS Battery Low	0
UPS On Backup Power	0
Cabinet Temperature	0

Inputs - NEMA Functions	
Call to Non-Actuated	0
CNA Phases	_____
Forceoff Ring A	0
Forceoff Ring B	0
Hold	0
Hold Phases	_____
Max. Inhibit	0

Outputs - General	
Advance Warning Sign 1	0
Advance Warning Sign 2	0
Detector Failure	0
Flasher 1	0
Flasher 2	0
Fast Flasher	0
On Line	0
Exclusive Pedestrian Walk	0
Exclusive Pedestrian Don't Walk	0

Outputs - Plan	
Plan 1	0
Plan 2	0
Plan 3	0
Plan 4	0
Plan 5	0
Plan 6	0
Plan 7	0
Plan 8	0
Plan 9	0
Free	0
Flash	0

Outputs - Pedestrian Loadswitch Assignments	
Loadswitch 2P Phases	2
Loadswitch 4P Phases	
Loadswitch 6P Phases	
Loadswitch 8P Phases	8

Outputs - Preemption		
	Steady	Flashing
Railroad 1	0	0
Railroad 2	0	0
Special Event 1	0	0
Special Event 2	0	0
Special Event 3	0	0
Special Event 4	0	0
Special Event 5	0	0
Special Event 6	0	0
EV A	0	0
EV B	0	0
EV C	0	0
EV D	0	0
Any Preempt	0	0
Preempt Failure	0	0

Outputs - Phase Redirection								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Red	0	0	0	0	0	0	0	0
Yellow	0	0	0	0	0	0	0	0
Green	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0

Outputs - Overlap Redirection								
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Red	0	0	0	0	0	0	0	0
Yellow	0	0	0	0	0	0	0	0
Green	0	0	0	0	0	0	0	0

Outputs - Time of Day							
TOD Out 1	TOD Out 2	TOD Out 3	TOD Out 4	TOD Out 5	TOD Out 6	TOD Out 7	TOD Out 8
0	0	0	0	0	0	0	0

Outputs - Special Event							
SE Out 1	SE Out 2	SE Out 3	SE Out 4	SE Out 5	SE Out 6	SE Out 7	SE Out 8
0	0	0	0	0	0	0	0

Outputs - Special Function							
SF Out 1	SF Out 2	SF Out 3	SF Out 4	SF Out 5	SF Out 6	SF Out 7	SF Out 8
0	0	0	0	0	0	0	0

Outputs - Phase Status								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Check	0	0	0	0	0	0	0	0
On	0	0	0	0	0	0	0	0

Outputs - Flashing Yellow Arrow							
Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
0	0	0	0	0	0	0	0

Time Base Coordination Events

No.	Days of Week	Seasons	Hour	Minute	Plan	Offset
0	_____	12345678	0	0	0	0
1	_____	12345678	0	0	0	0
2	_____	12345678	0	0	0	0
3	_____	12345678	0	0	0	0
4	_____	12345678	0	0	0	0
5	_____	12345678	0	0	0	0
6	_____	12345678	0	0	0	0
7	_____	12345678	0	0	0	0
8	_____	12345678	0	0	0	0
9	_____	12345678	0	0	0	0
10	_____	12345678	0	0	0	0
11	_____	12345678	0	0	0	0
12	_____	12345678	0	0	0	0
13	_____	12345678	0	0	0	0
14	_____	12345678	0	0	0	0
15	_____	12345678	0	0	0	0
16	_____	12345678	0	0	0	0
17	_____	12345678	0	0	0	0
18	_____	12345678	0	0	0	0
19	_____	12345678	0	0	0	0
20	_____	12345678	0	0	0	0
21	_____	12345678	0	0	0	0
22	_____	12345678	0	0	0	0
23	_____	12345678	0	0	0	0
24	_____	12345678	0	0	0	0
25	_____	12345678	0	0	0	0
26	_____	12345678	0	0	0	0
27	_____	12345678	0	0	0	0
28	_____	12345678	0	0	0	0
29	_____	12345678	0	0	0	0
30	_____	12345678	0	0	0	0
31	_____	12345678	0	0	0	0

Time of Day Function Events

No.	Days of Week	Seasons	Hour	Minute	Function	Phases or Fn. 14 Bits
0	_____	12345678	0	0	0	_____
1	_____	12345678	0	0	0	_____
2	_____	12345678	0	0	0	_____
3	_____	12345678	0	0	0	_____
4	_____	12345678	0	0	0	_____
5	_____	12345678	0	0	0	_____
6	_____	12345678	0	0	0	_____
7	_____	12345678	0	0	0	_____
8	_____	12345678	0	0	0	_____
9	_____	12345678	0	0	0	_____
10	_____	12345678	0	0	0	_____
11	_____	12345678	0	0	0	_____
12	_____	12345678	0	0	0	_____
13	_____	12345678	0	0	0	_____
14	_____	12345678	0	0	0	_____
15	_____	12345678	0	0	0	_____

Function 1 = Red Lock
Function 2 = Yellow Lock
Function 3 = Minimum Recall
Function 4 = Pedestrian Recall
Function 6 = Rest in Walk
Function 7 = Red Rest
Function 8 = Double Entry
Function 9 = Maximum Recall
Function 10 = Soft Recall
Function 11 = Max 2
Function 12 = Conditional Service
Function 13 = Lag Free
Function 14 = (see Function 14 Bits)
Function 15 = Time of Day Outputs

Function 14 Bits

Bit 1 = Local Override
Bit 2 = Skip Overlap Green Clearance
Bit 4 = Disable Detector OFF Monitoring
Bit 5 = Disable Bus Priority
Bit 6 = Inhibit FYA
Bit 7 = Detector Count Recording
Bit 8 = Split Monitor Recording

Holiday Definitions

No.	Holiday Types	Day	Month	Year
0		0	0	0
1		0	0	0
2		0	0	0
3		0	0	0
4		0	0	0
5		0	0	0
6		0	0	0
7		0	0	0
8		0	0	0
9		0	0	0
10		0	0	0
11		0	0	0
12		0	0	0
13		0	0	0
14		0	0	0
15		0	0	0
16		0	0	0
17		0	0	0
18		0	0	0
19		0	0	0
20		0	0	0
21		0	0	0
22		0	0	0
23		0	0	0
24		0	0	0
25		0	0	0
26		0	0	0
27		0	0	0
28		0	0	0
29		0	0	0
30		0	0	0
31		0	0	0

Holiday Time Base Coordination Events

No.	Holiday Types	Hour	Minute	Plan	Offset
0		0	0	0	0
1		0	0	0	0
2		0	0	0	0
3		0	0	0	0
4		0	0	0	0
5		0	0	0	0
6		0	0	0	0
7		0	0	0	0
8		0	0	0	0
9		0	0	0	0
10		0	0	0	0
11		0	0	0	0
12		0	0	0	0
13		0	0	0	0
14		0	0	0	0
15		0	0	0	0
16		0	0	0	0
17		0	0	0	0
18		0	0	0	0
19		0	0	0	0
20		0	0	0	0
21		0	0	0	0
22		0	0	0	0
23		0	0	0	0
24		0	0	0	0
25		0	0	0	0
26		0	0	0	0
27		0	0	0	0
28		0	0	0	0
29		0	0	0	0
30		0	0	0	0
31		0	0	0	0

Holiday Time of Day Function Events

No.	Holiday Types	Hour	Minute	Function	Phases or Fn. 14 Bits
0		0	0	0	
1		0	0	0	
2		0	0	0	
3		0	0	0	
4		0	0	0	
5		0	0	0	
6		0	0	0	
7		0	0	0	
8		0	0	0	
9		0	0	0	
10		0	0	0	
11		0	0	0	
12		0	0	0	
13		0	0	0	
14		0	0	0	
15		0	0	0	

Season Definitions

No.	Start Month	Start Day	End Month	End Day
1	1	1	12	31
2	0	0	0	0
3	0	0	0	0
4	0	0	0	0
5	0	0	0	0
6	0	0	0	0
7	0	0	0	0
8	0	0	0	0

Startup	
Flash Start	0
All Red Start	5.0
Yellow Start Phases	_2___6__
First Green Phases	_____8
Startup Vehicle Calls	12___6_8
Startup Ped Calls	_2____8

Configuration	
Exclusive Phases	_____
Protected/Permissive Phases	_____
Disable Phase Min. Yellow	_____
Free Lag Phases	_2_4_6_8
External Lag Phases	_2_4_6_8
Pedestrian Forceoff Phases	_____
Extra One	1_____

1 = TBC Type 1
2 = (unused)
3 = Adjust Clock for Daylight Saving Time
4 = Terminate Ped. for EV Preempt
5 = QuicComm Extended Status
6 = International Style Pedestrian Change Interval
7 = (unused)
8 = Split Ring Operation

Permitted Phases	12___6_8
Restricted Phases	_____
Disable Overlap Min. Yellow	_____
External Permit 1	_____
External Permit 2	_____
External Permit 3	_____
Extra Two	_____

1 = Adv. Warn. Signs On During Min. Init.
2 = Siemens i2 Communications Protocol
3 = Disable Minimum Walk Check
4 = QuicNet System Communications
5 = Ignore Anti-Backup During Preempt
6 = Bridgeport Naztec TS 2 I/O Map
7 = Allow Remote Preemption Calls
8 = Caltrans Traf. Resp. FM Comm.

Advance Warning Signs	Sign 1	Sign 2
Phase Number	0	0
Time Before Yellow	0.0	0.0

Software Flash	
Flash Entry Phases	_____
Flash Yellow Phases	_____
Flash Yellow Overlaps	_____
Flash Type	0

0 = All On/All Off (1-2-3-4-5-6-7-8, dark)
1 = Main/Side (1-2-5-6, 3-4-7-8)
2 = Odd/Even (1-3-5-7, 2-4-6-8)
3 = Ring Pairs (1-6, 4-7, 2-5, 3-8)

Flashing Yellow Arrow	
FYA Delay	0
FYA During Preempt	N

Front Panel	
Keyboard Beep	N
Backlight Timeout	6

Miscellaneous	
Red Revert	5.0
Log Preemption Events	N
Soft Recall Delay	0.0

Special Event Limited Service Intervals					
SE 1	SE 2	SE 3	SE 4	SE 5	SE 6
0	0	0	0	0	0

Detector Monitoring	
Max On	5
Max Off	15
Chatter	45

Daylight Saving Time	
Start Month	3
Start Week	2
End Month	11
End Week	1

Manual Operation	
Manual Plan	0
1–9 = Coordination Plans 14 = Free 15 = Flash	14
Manual Offset	0

Bus Priority - Schedule					
Event No.	Day of Week	Hour	Minute	Headway	Direction
1	_____	0	0	0	A
2	_____	0	0	0	A
3	_____	0	0	0	A
4	_____	0	0	0	A
5	_____	0	0	0	A
6	_____	0	0	0	A
7	_____	0	0	0	A
8	_____	0	0	0	A
9	_____	0	0	0	A
10	_____	0	0	0	A
11	_____	0	0	0	A
12	_____	0	0	0	A
13	_____	0	0	0	A
14	_____	0	0	0	A
15	_____	0	0	0	A
16	_____	0	0	0	A

Bus Priority - Timing				
	Direction A	Direction B	Direction C	Direction D
Delay	0	0	0	0
Early Green	0	0	0	0
Green Extension	0	0	0	0
Phases	_____	_____	_____	_____
Non-Priority Phase Maximum Adjustments				
Phase 1	0	0	0	0
Phase 2	0	0	0	0
Phase 3	0	0	0	0
Phase 4	0	0	0	0
Phase 5	0	0	0	0
Phase 6	0	0	0	0
Phase 7	0	0	0	0
Phase 8	0	0	0	0

QuicNet® System	
System ID	10
Group	NONE
Field Master	NONE
N-S Street	Wasson Canyon Rd
E-W Street	Hwy 74
Communications	
Channel	UDP:8002:192.168.1.94
Address	1
Area Number	0
Area Address	4
Database	
Last Changed	7/7/2017 7:38

QuicNet Timing Notes
County will take over traffic signal operation and maintenace from Caltrans July 2017
* SEE PAGE 11 DETECTOR ASSIGNMENTS & ATTRIBUTES

Phase Timing - Bank 1								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	4	6	0	5	0	6	0	5
Extension	2.0	3.0	0.0	2.5	0.0	3.0	0.0	2.5
Max	25	50	0	20	0	50	0	25
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clearance Timing								
Yellow Change	4.4	5.9	0.0	3.6	0.0	5.9	0.0	5.2
Red Clear	1.0	1.5	0.0	1.0	0.0	1.5	0.0	1.0
Pedestrian Timing								
Walk	0	7	0	0	0	7	0	7
Pedestrian Change	0	14	0	0	0	14	0	21
Advance/Delay Walk	0	0	0	0	0	0	0	0
PE Min. Ped. Change	0	14	0	0	0	14	0	21
Volume-Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Add per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	20	20	0	20	0	20	0	20
Min Gap	2.0	3.0	0.0	2.5	0.0	3.0	0.0	2.5
Max Gap	2.0	5.0	0.0	2.5	0.0	5.0	0.0	2.5
Reduce Every	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0
Alternate Timing								
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped. Change	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Exclusive Pedestrian	
Exclusive Ped Assignment	
Exclusive Walk	0
Exclusive Pedestrian Change	0
Red Clear	0.0
Walk Output	0
Don't Walk Output	0

Phase Functions - Page 1	
Red Lock	
Yellow Lock	
Simultaneous Gap	
Rest In Walk	
Advance Walk	
Flashing Walk	
Max Extension	
Red Rest	
Dual Entry	4 8
Sequential Timing	
Inhibit Ped Reservice	
Delay Walk	
Guaranteed Passage	
Conditional Service	

Phase Functions - Page 2	
Minimum Recall	2 6
Ped Recall	
Maximum Recall	
Green Flash	
Overlap Green Flash	
Flashing Yellow Arrow for PPLT	
Max2	
Soft Recall	
External Recall	
Manual Control Calls	
Fast Green Flash	
Fast Overlap Green Flash	
Semi-Actuated	

Phase Timing - Bank 2								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	0	0	0	0	0	0	0	0
Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clearance Timing								
Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Timing								
Walk	0	0	0	0	0	0	0	0
Pedestrian Change	0	0	0	0	0	0	0	0
Advance/Delay Walk	0	0	0	0	0	0	0	0
PE Min. Ped. Change	0	0	0	0	0	0	0	0
Volume-Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Add per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Timing								
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped. Change	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Bank 3								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	0	0	0	0	0	0	0	0
Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clearance Timing								
Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Timing								
Walk	0	0	0	0	0	0	0	0
Pedestrian Change	0	0	0	0	0	0	0	0
Advance/Delay Walk	0	0	0	0	0	0	0	0
PE Min. Ped. Change	0	0	0	0	0	0	0	0
Volume-Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Add per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Timing								
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped. Change	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Preemption - General	
Min. Green Before Preempt Forceoff	0
Max. EV Preempt Duration	0
Min. Time Between Same EV Preempt	0
Disable Low Priority Preempt	
Leave Flash to Service Preempt	

Preemption - Relative Priority	
Special Event 1	1
Special Event 2	1
Special Event 3	0
Special Event 4	0
Special Event 5	0
Special Event 6	0
Emergency Vehicle A	1
Emergency Vehicle B	1
Emergency Vehicle C	1
Emergency Vehicle D	1

Preemption - Railroad 1	
Delay	0
Clear Time	0
Clear Phases	

Preemption - Railroad 2	
Delay	0
Clear Time	0
Clear Phases	
Limited Service Phases	

Preemption - Emergency Vehicle			
	Delay	Clear	Clearance Phases
EV A	0	10	2 5
EV B	0	10	4
EV C	0	10	1 6
EV D	0	10	8

Preemption - Railroad 3		
Enabled	N	
Advance Ped. Max. Time	0	
Track Clear Min. Time	0	
Track Clear Max. Time	0	
Track Clear Phases		
Limited Service Max. Time	0	
Limited Service Phases		
Truncate Green	N	
Truncate Walk	N	
I/O		
	Input	Output
Advance Ped.	0	0
Advance Preempt	0	0
Supervisor	0	0
Crossing Active	0	0
Gate Down	0	0
Fault	0	0
Watchdog Echo		0

Special Event Sequence 1

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 2

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 3

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 4

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 5

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 6

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Coordination - Cycle, Offsets, & Forceoffs									
	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Cycle	100	100	100	100	100	100	100	100	100
Offset 1	0	0	0	0	0	0	0	0	0
Offset 2	0	0	0	0	0	0	0	0	0
Offset 3	0	0	0	0	0	0	0	0	0
Zone Offset	0	0	0	0	0	0	0	0	0
Ring Offset	0	0	0	0	0	0	0	0	0
Hold Release	255	255	255	255	255	255	255	255	255
Ped. Adjust	0	0	0	0	0	0	0	0	0
Forceoff Phase 1	60	60	60	60	60	60	60	60	60
Forceoff Phase 2	0	0	0	0	0	0	0	0	0
Forceoff Phase 3	20	20	20	20	20	20	20	20	20
Forceoff Phase 4	40	40	40	40	40	40	40	40	40
Forceoff Phase 5	60	60	60	60	60	60	60	60	60
Forceoff Phase 6	0	0	0	0	0	0	0	0	0
Forceoff Phase 7	20	20	20	20	20	20	20	20	20
Forceoff Phase 8	40	40	40	40	40	40	40	40	40
Adaptive Operation	N	N	N	N	N	N	N	N	N

Coordination - General	
Transition Type	0.3
0 = Shortway	
1 = Dwell	
2 = Shorten	
Tenths Digit: # Cycles to get in step (1–4)	
Coordination Extra	
1 = Programmed Walk Time for Sync Phases	
2 = Always Terminate Sync Phase Peds	
3 = Floating Forceoffs	
4 = Reservice for Ped Calls	
5 = Start of Green Offset Reference	
8 = Maintain Coord. During Spec. Event Preempt	
QuicTrac Max Cycle Length	255
QuicTrac Max Cycle Length Change	15

Coordination - Phase Minimums							
Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
15	15	15	15	15	15	15	15

Coordination - Permissives & Phase Sequences									
	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Perm 1 - Begin	0	0	0	0	0	0	0	0	0
Perm 1 - End	5	5	5	5	5	5	5	5	5
Perm 1 - Veh Phases	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
Perm 1 - Ped Phases	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
Perm 2 - Begin	0	0	0	0	0	0	0	0	0
Perm 2 - End	0	0	0	0	0	0	0	0	0
Perm 2 - Veh Phases									
Perm 2 - Ped Phases									
Perm 3 - Begin	0	0	0	0	0	0	0	0	0
Perm 3 - End	0	0	0	0	0	0	0	0	0
Perm 3 - Veh Phases									
Perm 3 - Ped Phases									
Max Inhibit Phases	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
Max Recall Phases									
Reservice Time	0	0	0	0	0	0	0	0	0
Reservice Phases									
Sync Phases	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__
Lag Phases	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8
Pre-Timed Phases									

Overlaps								
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Load Switch Number	0	0	0	0	0	0	0	0
Vehicle Set 1								
Vehicle Set 2								
Vehicle Set 3								
Negative Vehicle								
Negative Ped								
Green Omit								
Green Clear Omit								
Green Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

AND Gates						
	AND 1	AND 2	AND 3	AND 4	AND 5	AND 6
Input A	0	0	0	0	0	0
Input B	0	0	0	0	0	0
Output	0	0	0	0	0	0

NAND Gates				
	NAND 1	NAND 2	NAND 3	NAND 4
Input A	0	0	0	0
Input B	0	0	0	0
Output	0	0	0	0

NOT Gates				
	NOT 1	NOT 2	NOT 3	NOT 4
Input	0	0	0	0
Output	0	0	0	0

Delay Timers						
	DELAY 1	DELAY 2	DELAY 3	DELAY 4	DELAY 5	DELAY 6
Input	0	0	0	0	0	0
Time	0	0	0	0	0	0
Output	0	0	0	0	0	0

Extension Timers						
	ET 1	ET 2	ET 3	ET 4	ET 5	ET 6
Input	0	0	0	0	0	0
Time	0.0	0.0	0.0	0.0	0.0	0.0
Output	0	0	0	0	0	0

OR Gates										
	OR 1	OR 2	OR 3	OR 4	OR 5	OR 6	OR 7	OR 8	OR 9	OR 10
Input A	0	0	0	0	0	0	0	0	0	0
Input B	0	0	0	0	0	0	0	0	0	0
Input C									0	0
Input D									0	0
Output	0	0	0	0	0	0	0	0	0	0

Latches								
	LATCH 1	LATCH 2	LATCH 3	LATCH 4	LATCH 5	LATCH 6	LATCH 7	LATCH 8
Set	0	0	0	0	0	0	0	0
Reset	0	0	0	0	0	0	0	0
Output	0	0	0	0	0	0	0	0
NOT Output	0	0	0	0	0	0	0	0

One Shot Timers						
	OS 1	OS 2	OS 3	OS 4	OS 5	OS 6
Input	0	0	0	0	0	0
Time	0.0	0.0	0.0	0.0	0.0	0.0
Output	0	0	0	0	0	0

Detectors

No.	Pin	Delay	Carry Over	Phases	Attributes	Assignments
1	39	0.0	0.0	_2_____	___45_7_	123____8
2	40	0.0	0.0	_____6__	___45_7_	123____8
3	41	0.0	0.0	___4____	___45_7_	123____8
4	42	~~0.0~~3	0.0	_____8	___45_7_	123____8
5	43	0.0	0.0	_2_____	___45_7_	123____8
6	44	0.0	0.0	_____6__	___45_7_	123____8
7	45	0.0	0.0	___4____	___45_7_	123____8
8	46	~~0.0~~3	0.0	_____8	___45_7_	123____8
9	47	0.0	0.0	_2_____	_____67_	123____8
10	48	0.0	0.0	_____6__	_____67_	123____8
11	49	~~0.0~~5	0.0	___4____	_____67_	123____8
12	50	~~0.0~~5	0.0	_____8	_____67_	123____8
13	55	0.0	0.0	____5___	___45_7_	123____8
14	56	0.0	0.0	1_____	___45_7_	123____8
15	57	0.0	0.0	_____7_	___45_7_	123____8
16	58	0.0	0.0	__3____	___45_7_	123____8
17	59	0.0	0.0	____5___	___45_7_	123____8
18	60	0.0	0.0	1_____	___45_7_	123____8
19	61	0.0	0.0	_____7_	___45_7_	123____8
20	62	0.0	0.0	__3____	___45_7_	123____8
21	63	0.0	0.0	_2_____	___45_7_	123____8
22	64	0.0	0.0	_____6__	___45_7_	123____8
23	65	0.0	0.0	___4____	___45_7_	123____8
24	66	0.0	0.0	_____8	7	123____8
25	67	0.0	0.0	_2_____	_2_____	123____8
26	68	0.0	0.0	_____6__	_2_____	123____8
27	69	0.0	0.0	___4____	_2_____	123____8
28	70	0.0	0.0	_____8	_2_____	123____8
29	76	0.0	0.0	_2_____	___45_7_	123____8
30	77	0.0	0.0	_____6__	___45_7_	123____8
31	78	0.0	0.0	___4____	___45_7_	123____8
32	79	0.0	0.0	_____8	7	123____8

Detector Attributes	Detector Assignments
1 = Full Time Delay	1 = Detector Set 1
2 = Pedestrian	2 = Detector Set 2
3 = (unused)	3 = Detector Set 3
4 = Count	4 = (unused)
5 = Extension	5 = (unused)
6 = Type 3	6 = Min. Recall on Failure
7 = Calling	7 = Max. Recall on Failure
8 = Alternate	8 = Monitor for Failure

Inputs - General

Flash Sense	0
External Permit 1	0
External Permit 2	0
External Permit 3	0
Exclusive Ped Omit	0
Max. 2	0
External Lag	0
Max. Recall	0
Stop Time	0
Manual Control Enable	0
Manual Control Advance	0
Min. Recall	0
Pedestrian Forceoff	0

Inputs - Preemption

Railroad 1	0
Railroad 2	0
Gate Down	0
Special Event 1	0
Special Event 2	0
Special Event 3	0
Special Event 4	0
Special Event 5	0
Special Event 6	0
Emergency Vehicle A	0
Emergency Vehicle B	0
Emergency Vehicle C	0
Emergency Vehicle D	0

Inputs - FYA Inhibit

Phase 1	0
Phase 2	0
Phase 3	0
Phase 4	0
Phase 5	0
Phase 6	0
Phase 7	0
Phase 8	0

Inputs - Plan

Plan 1	0
Plan 2	0
Plan 3	0
Plan 4	0
Plan 5	0
Plan 6	0
Plan 7	0
Plan 8	0
Plan 9	0
Free	0
Flash	0

Inputs - Bank & Set

Phase Bank 2	0
Phase Bank 3	0
Detector Set 2	0
Detector Set 3	0
Overlap Set 2	0
Overlap Set 3	0

Inputs - Alarms

Alarm 1	0
Alarm 2	0
Alarm 3	0
Alarm 4	0
Door Ajar	0
UPS Battery Low	0
UPS On Backup Power	0
Cabinet Temperature	0

Inputs - NEMA Functions

Call to Non-Actuated	0
CNA Phases	_____
Forceoff Ring A	0
Forceoff Ring B	0
Hold	0
Hold Phases	_____
Max. Inhibit	0

NOTE: Per Caltrans timing sheet, a jumper cable was used to connect phase 1 "1I1U" (F location) and phase 8 "8J7U+8J7L" (F location) without a detector card. Detector attributes for "8J7U+8J7L" was set to CALL.

Outputs - General	
Advance Warning Sign 1	0
Advance Warning Sign 2	0
Detector Failure	0
Flasher 1	0
Flasher 2	0
Fast Flasher	0
On Line	0
Exclusive Pedestrian Walk	0
Exclusive Pedestrian Don't Walk	0

Outputs - Plan	
Plan 1	0
Plan 2	0
Plan 3	0
Plan 4	0
Plan 5	0
Plan 6	0
Plan 7	0
Plan 8	0
Plan 9	0
Free	0
Flash	0

Outputs - Pedestrian Loadswitch Assignments	
Loadswitch 2P Phases	2
Loadswitch 4P Phases	
Loadswitch 6P Phases	6
Loadswitch 8P Phases	8

Outputs - Preemption		
	Steady	Flashing
Railroad 1	0	0
Railroad 2	0	0
Special Event 1	0	0
Special Event 2	0	0
Special Event 3	0	0
Special Event 4	0	0
Special Event 5	0	0
Special Event 6	0	0
EV A	0	0
EV B	0	0
EV C	0	0
EV D	0	0
Any Preempt	0	0
Preempt Failure	0	0

Outputs - Phase Redirection								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Red	0	0	0	0	0	0	0	0
Yellow	0	0	0	0	0	0	0	0
Green	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0

Outputs - Overlap Redirection								
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Red	0	0	0	0	0	0	0	0
Yellow	0	0	0	0	0	0	0	0
Green	0	0	0	0	0	0	0	0

Outputs - Time of Day							
TOD Out 1	TOD Out 2	TOD Out 3	TOD Out 4	TOD Out 5	TOD Out 6	TOD Out 7	TOD Out 8
0	0	0	0	0	0	0	0

Outputs - Special Event							
SE Out 1	SE Out 2	SE Out 3	SE Out 4	SE Out 5	SE Out 6	SE Out 7	SE Out 8
0	0	0	0	0	0	0	0

Outputs - Special Function							
SF Out 1	SF Out 2	SF Out 3	SF Out 4	SF Out 5	SF Out 6	SF Out 7	SF Out 8
0	0	0	0	0	0	0	0

Outputs - Phase Status								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Check	0	0	0	0	0	0	0	0
On	0	0	0	0	0	0	0	0

Outputs - Flashing Yellow Arrow							
Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
0	0	0	0	0	0	0	0

Time Base Coordination Events

No.	Days of Week	Seasons	Hour	Minute	Plan	Offset
0	_____	12345678	0	0	0	0
1	_____	12345678	0	0	0	0
2	_____	12345678	0	0	0	0
3	_____	12345678	0	0	0	0
4	_____	12345678	0	0	0	0
5	_____	12345678	0	0	0	0
6	_____	12345678	0	0	0	0
7	_____	12345678	0	0	0	0
8	_____	12345678	0	0	0	0
9	_____	12345678	0	0	0	0
10	_____	12345678	0	0	0	0
11	_____	12345678	0	0	0	0
12	_____	12345678	0	0	0	0
13	_____	12345678	0	0	0	0
14	_____	12345678	0	0	0	0
15	_____	12345678	0	0	0	0
16	_____	12345678	0	0	0	0
17	_____	12345678	0	0	0	0
18	_____	12345678	0	0	0	0
19	_____	12345678	0	0	0	0
20	_____	12345678	0	0	0	0
21	_____	12345678	0	0	0	0
22	_____	12345678	0	0	0	0
23	_____	12345678	0	0	0	0
24	_____	12345678	0	0	0	0
25	_____	12345678	0	0	0	0
26	_____	12345678	0	0	0	0
27	_____	12345678	0	0	0	0
28	_____	12345678	0	0	0	0
29	_____	12345678	0	0	0	0
30	_____	12345678	0	0	0	0
31	_____	12345678	0	0	0	0

Time of Day Function Events

No.	Days of Week	Seasons	Hour	Minute	Function	Phases or Fn. 14 Bits
0	_____	12345678	0	0	0	_____
1	_____	12345678	0	0	0	_____
2	_____	12345678	0	0	0	_____
3	_____	12345678	0	0	0	_____
4	_____	12345678	0	0	0	_____
5	_____	12345678	0	0	0	_____
6	_____	12345678	0	0	0	_____
7	_____	12345678	0	0	0	_____
8	_____	12345678	0	0	0	_____
9	_____	12345678	0	0	0	_____
10	_____	12345678	0	0	0	_____
11	_____	12345678	0	0	0	_____
12	_____	12345678	0	0	0	_____
13	_____	12345678	0	0	0	_____
14	_____	12345678	0	0	0	_____
15	_____	12345678	0	0	0	_____

Function 1 = Red Lock
Function 2 = Yellow Lock
Function 3 = Minimum Recall
Function 4 = Pedestrian Recall
Function 6 = Rest in Walk
Function 7 = Red Rest
Function 8 = Double Entry
Function 9 = Maximum Recall
Function 10 = Soft Recall
Function 11 = Max 2
Function 12 = Conditional Service
Function 13 = Lag Free
Function 14 = (see Function 14 Bits)
Function 15 = Time of Day Outputs

Function 14 Bits

Bit 1 = Local Override
Bit 2 = Skip Overlap Green Clearance
Bit 4 = Disable Detector OFF Monitoring
Bit 5 = Disable Bus Priority
Bit 6 = Inhibit FYA
Bit 7 = Detector Count Recording
Bit 8 = Split Monitor Recording

Holiday Definitions				
No.	Holiday Types	Day	Month	Year
0		0	0	0
1		0	0	0
2		0	0	0
3		0	0	0
4		0	0	0
5		0	0	0
6		0	0	0
7		0	0	0
8		0	0	0
9		0	0	0
10		0	0	0
11		0	0	0
12		0	0	0
13		0	0	0
14		0	0	0
15		0	0	0
16		0	0	0
17		0	0	0
18		0	0	0
19		0	0	0
20		0	0	0
21		0	0	0
22		0	0	0
23		0	0	0
24		0	0	0
25		0	0	0
26		0	0	0
27		0	0	0
28		0	0	0
29		0	0	0
30		0	0	0
31		0	0	0

Holiday Time Base Coordination Events					
No.	Holiday Types	Hour	Minute	Plan	Offset
0		0	0	0	0
1		0	0	0	0
2		0	0	0	0
3		0	0	0	0
4		0	0	0	0
5		0	0	0	0
6		0	0	0	0
7		0	0	0	0
8		0	0	0	0
9		0	0	0	0
10		0	0	0	0
11		0	0	0	0
12		0	0	0	0
13		0	0	0	0
14		0	0	0	0
15		0	0	0	0
16		0	0	0	0
17		0	0	0	0
18		0	0	0	0
19		0	0	0	0
20		0	0	0	0
21		0	0	0	0
22		0	0	0	0
23		0	0	0	0
24		0	0	0	0
25		0	0	0	0
26		0	0	0	0
27		0	0	0	0
28		0	0	0	0
29		0	0	0	0
30		0	0	0	0
31		0	0	0	0

Holiday Time of Day Function Events					
No.	Holiday Types	Hour	Minute	Function	Phases or Fn. 14 Bits
0		0	0	0	
1		0	0	0	
2		0	0	0	
3		0	0	0	
4		0	0	0	
5		0	0	0	
6		0	0	0	
7		0	0	0	
8		0	0	0	
9		0	0	0	
10		0	0	0	
11		0	0	0	
12		0	0	0	
13		0	0	0	
14		0	0	0	
15		0	0	0	

Season Definitions				
No.	Start Month	Start Day	End Month	End Day
1	1	1	12	31
2	0	0	0	0
3	0	0	0	0
4	0	0	0	0
5	0	0	0	0
6	0	0	0	0
7	0	0	0	0
8	0	0	0	0

Startup	
Flash Start	0
All Red Start	~~6.0~~ BT
Yellow Start Phases	1
First Green Phases	_2___6__
Startup Vehicle Calls	12_4_6_8
Startup Ped Calls	_2___6_8

Configuration	
Exclusive Phases	
Protected/Permissive Phases	
Disable Phase Min. Yellow	
Free Lag Phases	_2_4_6_8
External Lag Phases	_2_4_6_8
Pedestrian Forceoff Phases	
Extra One	1

1 = TBC Type 1
2 = (unused)
3 = Adjust Clock for Daylight Saving Time
4 = Terminate Ped. for EV Preempt
5 = QuicComm Extended Status
6 = International Style Pedestrian Change Interval
7 = (unused)
8 = Split Ring Operation

Permitted Phases	12_4_6_8
Restricted Phases	
Disable Overlap Min. Yellow	
External Permit 1	
External Permit 2	
External Permit 3	
Extra Two	

1 = Adv. Warn. Signs On During Min. Init.
2 = Siemens i2 Communications Protocol
3 = Disable Minimum Walk Check
4 = QuicNet System Communications
5 = Ignore Anti-Backup During Preempt
6 = Bridgeport Naztec TS 2 I/O Map
7 = Allow Remote Preemption Calls
8 = Caltrans Traf. Resp. FM Comm.

Advance Warning Signs	Sign 1	Sign 2
Phase Number	0	0
Time Before Yellow	0.0	0.0

Software Flash	
Flash Entry Phases	
Flash Yellow Phases	
Flash Yellow Overlaps	
Flash Type	0

0 = All On/All Off (1-2-3-4-5-6-7-8, dark)
1 = Main/Side (1-2-5-6, 3-4-7-8)
2 = Odd/Even (1-3-5-7, 2-4-6-8)
3 = Ring Pairs (1-6, 4-7, 2-5, 3-8)

Flashing Yellow Arrow	
FYA Delay	0
FYA During Preempt	N

Front Panel	
Keyboard Beep	N
Backlight Timeout	6

Miscellaneous	
Red Revert	3.0
Log Preemption Events	N
Soft Recall Delay	0.0

Special Event Limited Service Intervals					
SE 1	SE 2	SE 3	SE 4	SE 5	SE 6
0	0	0	0	0	0

Detector Monitoring	
Max On	5
Max Off	15
Chatter	45

Daylight Saving Time	
Start Month	3
Start Week	2
End Month	11
End Week	1

Manual Operation	
Manual Plan	0

1–9 = Coordination Plans
14 = Free
15 = Flash

Manual Offset	0

Bus Priority - Schedule					
Event No.	Day of Week	Hour	Minute	Headway	Direction
1	_____	0	0	0	A
2	_____	0	0	0	A
3	_____	0	0	0	A
4	_____	0	0	0	A
5	_____	0	0	0	A
6	_____	0	0	0	A
7	_____	0	0	0	A
8	_____	0	0	0	A
9	_____	0	0	0	A
10	_____	0	0	0	A
11	_____	0	0	0	A
12	_____	0	0	0	A
13	_____	0	0	0	A
14	_____	0	0	0	A
15	_____	0	0	0	A
16	_____	0	0	0	A

Bus Priority - Timing				
	Direction A	Direction B	Direction C	Direction D
Delay	0	0	0	0
Early Green	0	0	0	0
Green Extension	0	0	0	0
Phases	_____	_____	_____	_____
Non-Priority Phase Maximum Adjustments				
Phase 1	0	0	0	0
Phase 2	0	0	0	0
Phase 3	0	0	0	0
Phase 4	0	0	0	0
Phase 5	0	0	0	0
Phase 6	0	0	0	0
Phase 7	0	0	0	0
Phase 8	0	0	0	0

QuicNet® System	
System ID	11
Group	NONE
Field Master	NONE
N-S Street	Meadowbrook Ave/ Greenwald Ave
E-W Street	Hwy 74
Communications	
Channel	UDP:8002:192.168.1.93
Address	1
Area Number	0
Area Address	3
Database	
Last Changed	7/7/2017 7:46

QuicNet Timing Notes
County will take over traffic signal operation and maintenace from Caltrans in July 2017
* SEE PAGE (11) DETECTOR ASSIGNMENT / ATTRIBUTES

Phase Timing - Bank 1								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	4	6	0	5	4	6	0	5
Extension	2.0	2.0	0.0	2.5	2.0	3.0	0.0	2.5
Max	15	50	0	30	15	50	0	30
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clearance Timing								
Yellow Change	4.4	5.9	0.0	5.2	4.4	5.9	0.0	5.2
Red Clear	1.0	1.5	0.0	1.0	1.0	1.5	0.0	1.0
Pedestrian Timing								
Walk	0	7	0	0	0	7	0	7
Pedestrian Change	0	17	0	0	0	14	0	23
Advance/Delay Walk	0	0	0	0	0	0	0	0
PE Min. Ped. Change	0	17	0	0	0	14	0	23
Volume-Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Add per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	20	20	0	20	20	20	0	20
Min Gap	2.0	3.0	0.0	2.5	2.0	3.0	0.0	2.5
Max Gap	2.0	3.0	0.0	2.5	2.0	3.0	0.0	2.5
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Timing								
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped. Change	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Exclusive Pedestrian	
Exclusive Ped Assignment	
Exclusive Walk	0
Exclusive Pedestrian Change	0
Red Clear	0.0
Walk Output	0
Don't Walk Output	0

Phase Functions - Page 1	
Red Lock	
Yellow Lock	
Simultaneous Gap	
Rest In Walk	
Advance Walk	
Flashing Walk	
Max Extension	
Red Rest	
Dual Entry	4 8
Sequential Timing	
Inhibit Ped Reservice	
Delay Walk	
Guaranteed Passage	
Conditional Service	

Phase Functions - Page 2	
Minimum Recall	2 6
Ped Recall	
Maximum Recall	
Green Flash	
Overlap Green Flash	
Flashing Yellow Arrow for PPLT	
Max2	
Soft Recall	
External Recall	
Manual Control Calls	
Fast Green Flash	
Fast Overlap Green Flash	
Semi-Actuated	

Phase Timing - Bank 2								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	0	0	0	0	0	0	0	0
Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clearance Timing								
Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Timing								
Walk	0	0	0	0	0	0	0	0
Pedestrian Change	0	0	0	0	0	0	0	0
Advance/Delay Walk	0	0	0	0	0	0	0	0
PE Min. Ped. Change	0	0	0	0	0	0	0	0
Volume-Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Add per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Timing								
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped. Change	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Bank 3								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	0	0	0	0	0	0	0	0
Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clearance Timing								
Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Timing								
Walk	0	0	0	0	0	0	0	0
Pedestrian Change	0	0	0	0	0	0	0	0
Advance/Delay Walk	0	0	0	0	0	0	0	0
PE Min. Ped. Change	0	0	0	0	0	0	0	0
Volume-Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Add per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Timing								
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped. Change	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Preemption - General	
Min. Green Before Preempt Forceoff	5
Max. EV Preempt Duration	0
Min. Time Between Same EV Preempt	0
Disable Low Priority Preempt	
Leave Flash to Service Preempt	

Preemption - Relative Priority	
Special Event 1	1
Special Event 2	1
Special Event 3	1
Special Event 4	1
Special Event 5	1
Special Event 6	1
Emergency Vehicle A	1
Emergency Vehicle B	1
Emergency Vehicle C	1
Emergency Vehicle D	1

Preemption - Railroad 1	
Delay	0
Clear Time	0
Clear Phases	

Preemption - Railroad 2	
Delay	0
Clear Time	0
Clear Phases	
Limited Service Phases	

Preemption - Emergency Vehicle			
	Delay	Clear	Clearance Phases
EV A	0	10	2 5
EV B	0	10	4
EV C	0	10	1 6
EV D	0	10	8

Preemption - Railroad 3		
Enabled	N	
Advance Ped. Max. Time	0	
Track Clear Min. Time	0	
Track Clear Max. Time	0	
Track Clear Phases		
Limited Service Max. Time	0	
Limited Service Phases		
Truncate Green	Y	
Truncate Walk	Y	
I/O		
	Input	Output
Advance Ped.	133	111
Advance Preempt	134	112
Supervisor	135	113
Crossing Active	136	114
Gate Down	137	115
Fault	138	116
Watchdog Echo		118

Special Event Sequence 1										
Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 2										
Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 3

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 4

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 5

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 6

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Coordination - Cycle, Offsets, & Forceoffs									
	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Cycle	100	100	100	100	100	100	100	100	100
Offset 1	0	0	0	0	0	0	0	0	0
Offset 2	0	0	0	0	0	0	0	0	0
Offset 3	0	0	0	0	0	0	0	0	0
Zone Offset	0	0	0	0	0	0	0	0	0
Ring Offset	0	0	0	0	0	0	0	0	0
Hold Release	255	255	255	255	255	255	255	255	255
Ped. Adjust	0	0	0	0	0	0	0	0	0
Forceoff Phase 1	60	60	60	60	60	60	60	60	60
Forceoff Phase 2	0	0	0	0	0	0	0	0	0
Forceoff Phase 3	20	20	20	20	20	20	20	20	20
Forceoff Phase 4	40	40	40	40	40	40	40	40	40
Forceoff Phase 5	60	60	60	60	60	60	60	60	60
Forceoff Phase 6	0	0	0	0	0	0	0	0	0
Forceoff Phase 7	20	20	20	20	20	20	20	20	20
Forceoff Phase 8	40	40	40	40	40	40	40	40	40
Adaptive Operation	N	N	N	N	N	N	N	N	N

Coordination - General	
Transition Type	0.3
0 = Shortway	
1 = Dwell	
2 = Shorten	
Tenths Digit: # Cycles to get in step (1–4)	
Coordination Extra	
1 = Programmed Walk Time for Sync Phases	
2 = Always Terminate Sync Phase Peds	
3 = Floating Forceoffs	
4 = Reservice for Ped Calls	
5 = Start of Green Offset Reference	
8 = Maintain Coord. During Spec. Event Preempt	
QuicTrac Max Cycle Length	255
QuicTrac Max Cycle Length Change	15

Coordination - Phase Minimums							
Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
15	15	15	15	15	15	15	15

Coordination - Permissives & Phase Sequences									
	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Perm 1 - Begin	0	0	0	0	0	0	0	0	0
Perm 1 - End	5	5	5	5	5	5	5	5	5
Perm 1 - Veh Phases	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
Perm 1 - Ped Phases	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
Perm 2 - Begin	0	0	0	0	0	0	0	0	0
Perm 2 - End	0	0	0	0	0	0	0	0	0
Perm 2 - Veh Phases									
Perm 2 - Ped Phases									
Perm 3 - Begin	0	0	0	0	0	0	0	0	0
Perm 3 - End	0	0	0	0	0	0	0	0	0
Perm 3 - Veh Phases									
Perm 3 - Ped Phases									
Max Inhibit Phases	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
Max Recall Phases									
Reservice Time	0	0	0	0	0	0	0	0	0
Reservice Phases									
Sync Phases	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__
Lag Phases	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8
Pre-Timed Phases									

Overlaps								
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Load Switch Number	0	0	0	0	0	0	0	0
Vehicle Set 1								
Vehicle Set 2								
Vehicle Set 3								
Negative Vehicle								
Negative Ped								
Green Omit								
Green Clear Omit								
Green Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

AND Gates						
	AND 1	AND 2	AND 3	AND 4	AND 5	AND 6
Input A	0	0	0	0	0	0
Input B	0	0	0	0	0	0
Output	0	0	0	0	0	0

NAND Gates				
	NAND 1	NAND 2	NAND 3	NAND 4
Input A	0	0	0	0
Input B	0	0	0	0
Output	0	0	0	0

NOT Gates				
	NOT 1	NOT 2	NOT 3	NOT 4
Input	0	0	0	0
Output	0	0	0	0

Delay Timers						
	DELAY 1	DELAY 2	DELAY 3	DELAY 4	DELAY 5	DELAY 6
Input	0	0	0	0	0	0
Time	0	0	0	0	0	0
Output	0	0	0	0	0	0

Extension Timers						
	ET 1	ET 2	ET 3	ET 4	ET 5	ET 6
Input	0	0	0	0	0	0
Time	0.0	0.0	0.0	0.0	0.0	0.0
Output	0	0	0	0	0	0

OR Gates										
	OR 1	OR 2	OR 3	OR 4	OR 5	OR 6	OR 7	OR 8	OR 9	OR 10
Input A	0	0	0	0	0	0	0	0	0	0
Input B	0	0	0	0	0	0	0	0	0	0
Input C									0	0
Input D									0	0
Output	0	0	0	0	0	0	0	0	0	0

Latches								
	LATCH 1	LATCH 2	LATCH 3	LATCH 4	LATCH 5	LATCH 6	LATCH 7	LATCH 8
Set	0	0	0	0	0	0	0	0
Reset	0	0	0	0	0	0	0	0
Output	0	0	0	0	0	0	0	0
NOT Output	0	0	0	0	0	0	0	0

One Shot Timers						
	OS 1	OS 2	OS 3	OS 4	OS 5	OS 6
Input	0	0	0	0	0	0
Time	0.0	0.0	0.0	0.0	0.0	0.0
Output	0	0	0	0	0	0

Detectors

No.	Pin	Delay	Carry Over	Phases	Attributes	Assignments
1	39	0.0	0.0	_2_____	___45_7_	123____8
2	40	0.0	0.0	_____6__	___45_7_	123____8
3	41	0.0	0.0	___4____	___45_7_	123____8
4	42	0.0	0.0	_____8___	___45_7_	123____8
5	43	0.0	0.0	_2_____	___45_7_	123____8
6	44	0.0	0.0	_____6__	___45_7_	123____8
7	45	0.0	0.0	___4____	___45_7_	123____8
8	46	0.0	0.0	_____8___	___45_7_	123____8
9	47	0.0	0.0	_2_____	_____67_	123____8
10	48	0.0	0.0	_____6__	_____67_	123____8
11	49	0.0	0.0	___4____	45 67	123____8
12	50	0.0	0.0	_____8___	_____67_	123____8
13	55	0.0	0.0	____5___	___45_7_	123____8
14	56	0.0	0.0	1_____	___45_7_	123____8
15	57	0.0	0.0	_____7_	___45_7_	123____8
16	58	0.0	0.0	___3____	___45_7_	123____8
17	59	0.0	0.0	____5___	___45_7_	123____8
18	60	0.0	0.0	1_____	___45_7_	123____8
19	61	0.0	0.0	___4____	___45_7_	123____8
20	62	0.0	0.0	_____8___	___45_7_	123____8
21	63	0.0	0.0	_2_____	___45_7_	123____8
22	64	0.0	0.0	_____6__	___45_7_	123____8
23	65	0.0	0.0	___4____	___45_7_	123____8
24	66	0.0	0.0	_____8___	___45_7_	123____8
25	67	0.0	0.0	_2_____	_2_____	123____8
26	68	0.0	0.0	_____6__	_2_____	123____8
27	69	0.0	0.0	___4____	_2_____	123____8
28	70	0.0	0.0	_____8___	_2_____	123____8
29	76	0.0	0.0	_2_____	___45_7_	123____8
30	77	0.0	0.0	_____6__	___45_7_	123____8
31	78	0.0	0.0	___4____	___45_7_	123____8
32	79	0.0	0.0	_____8___	___45_7_	123____8

Detector Attributes	Detector Assignments
1 = Full Time Delay	1 = Detector Set 1
2 = Pedestrian	2 = Detector Set 2
3 = (unused)	3 = Detector Set 3
4 = Count	4 = (unused)
5 = Extension	5 = (unused)
6 = Type 3	6 = Min. Recall on Failure
7 = Calling	7 = Max. Recall on Failure
8 = Alternate	8 = Monitor for Failure

Inputs - General

Flash Sense	81
External Permit 1	0
External Permit 2	0
External Permit 3	0
Exclusive Ped Omit	0
Max. 2	0
External Lag	0
Max. Recall	0
Stop Time	82
Manual Control Enable	0
Manual Control Advance	0
Min. Recall	0
Pedestrian Forceoff	0

Inputs - Preemption

Railroad 1	51
Railroad 2	52
Gate Down	0
Special Event 1	0
Special Event 2	0
Special Event 3	0
Special Event 4	0
Special Event 5	0
Special Event 6	0
Emergency Vehicle A	71
Emergency Vehicle B	72
Emergency Vehicle C	73
Emergency Vehicle D	74

Inputs - FYA Inhibit

Phase 1	0
Phase 2	0
Phase 3	0
Phase 4	0
Phase 5	0
Phase 6	0
Phase 7	0
Phase 8	0

Inputs - Plan

Plan 1	0
Plan 2	0
Plan 3	0
Plan 4	0
Plan 5	0
Plan 6	0
Plan 7	0
Plan 8	0
Plan 9	0
Free	0
Flash	0

Inputs - Bank & Set

Phase Bank 2	0
Phase Bank 3	0
Detector Set 2	0
Detector Set 3	0
Overlap Set 2	0
Overlap Set 3	0

Inputs - Alarms

Alarm 1	0
Alarm 2	0
Alarm 3	0
Alarm 4	0
Door Ajar	0
UPS Battery Low	0
UPS On Backup Power	0
Cabinet Temperature	0

Inputs - NEMA Functions

Call to Non-Actuated	0
CNA Phases	_____
Forceoff Ring A	0
Forceoff Ring B	0
Hold	0
Hold Phases	_____
Max. Inhibit	0

Outputs - General	
Advance Warning Sign 1	0
Advance Warning Sign 2	0
Detector Failure	0
Flasher 1	0
Flasher 2	0
Fast Flasher	0
On Line	0
Exclusive Pedestrian Walk	0
Exclusive Pedestrian Don't Walk	0

Outputs - Plan	
Plan 1	0
Plan 2	0
Plan 3	0
Plan 4	0
Plan 5	0
Plan 6	0
Plan 7	0
Plan 8	0
Plan 9	0
Free	0
Flash	0

Outputs - Pedestrian Loadswitch Assignments	
Loadswitch 2P Phases	2
Loadswitch 4P Phases	
Loadswitch 6P Phases	6
Loadswitch 8P Phases	8

Outputs - Preemption		
	Steady	Flashing
Railroad 1	0	0
Railroad 2	0	0
Special Event 1	0	0
Special Event 2	0	0
Special Event 3	0	0
Special Event 4	0	0
Special Event 5	0	0
Special Event 6	0	0
EV A	0	0
EV B	0	0
EV C	0	0
EV D	0	0
Any Preempt	0	0
Preempt Failure	0	0

Outputs - Phase Redirection								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Red	0	0	0	0	0	0	0	0
Yellow	0	0	0	0	0	0	0	0
Green	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0

Outputs - Overlap Redirection								
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Red	0	0	0	0	0	0	0	0
Yellow	0	0	0	0	0	0	0	0
Green	0	0	0	0	0	0	0	0

Outputs - Time of Day							
TOD Out 1	TOD Out 2	TOD Out 3	TOD Out 4	TOD Out 5	TOD Out 6	TOD Out 7	TOD Out 8
0	0	0	0	0	0	0	0

Outputs - Special Event							
SE Out 1	SE Out 2	SE Out 3	SE Out 4	SE Out 5	SE Out 6	SE Out 7	SE Out 8
0	0	0	0	0	0	0	0

Outputs - Special Function							
SF Out 1	SF Out 2	SF Out 3	SF Out 4	SF Out 5	SF Out 6	SF Out 7	SF Out 8
0	0	0	0	0	0	0	0

Outputs - Phase Status								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Check	0	0	0	0	0	0	0	0
On	0	0	0	0	0	0	0	0

Outputs - Flashing Yellow Arrow							
Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
0	0	0	0	0	0	0	0

Time Base Coordination Events

No.	Days of Week	Seasons	Hour	Minute	Plan	Offset
0	_____	12345678	0	0	0	0
1	_____	12345678	0	0	0	0
2	_____	12345678	0	0	0	0
3	_____	12345678	0	0	0	0
4	_____	12345678	0	0	0	0
5	_____	12345678	0	0	0	0
6	_____	12345678	0	0	0	0
7	_____	12345678	0	0	0	0
8	_____	12345678	0	0	0	0
9	_____	12345678	0	0	0	0
10	_____	12345678	0	0	0	0
11	_____	12345678	0	0	0	0
12	_____	12345678	0	0	0	0
13	_____	12345678	0	0	0	0
14	_____	12345678	0	0	0	0
15	_____	12345678	0	0	0	0
16	_____	12345678	0	0	0	0
17	_____	12345678	0	0	0	0
18	_____	12345678	0	0	0	0
19	_____	12345678	0	0	0	0
20	_____	12345678	0	0	0	0
21	_____	12345678	0	0	0	0
22	_____	12345678	0	0	0	0
23	_____	12345678	0	0	0	0
24	_____	12345678	0	0	0	0
25	_____	12345678	0	0	0	0
26	_____	12345678	0	0	0	0
27	_____	12345678	0	0	0	0
28	_____	12345678	0	0	0	0
29	_____	12345678	0	0	0	0
30	_____	12345678	0	0	0	0
31	_____	12345678	0	0	0	0

Time of Day Function Events

No.	Days of Week	Seasons	Hour	Minute	Function	Phases or Fn. 14 Bits
0	_____	12345678	0	0	0	_____
1	_____	12345678	0	0	0	_____
2	_____	12345678	0	0	0	_____
3	_____	12345678	0	0	0	_____
4	_____	12345678	0	0	0	_____
5	_____	12345678	0	0	0	_____
6	_____	12345678	0	0	0	_____
7	_____	12345678	0	0	0	_____
8	_____	12345678	0	0	0	_____
9	_____	12345678	0	0	0	_____
10	_____	12345678	0	0	0	_____
11	_____	12345678	0	0	0	_____
12	_____	12345678	0	0	0	_____
13	_____	12345678	0	0	0	_____
14	_____	12345678	0	0	0	_____
15	_____	12345678	0	0	0	_____

Function 1 = Red Lock
Function 2 = Yellow Lock
Function 3 = Minimum Recall
Function 4 = Pedestrian Recall
Function 6 = Rest in Walk
Function 7 = Red Rest
Function 8 = Double Entry
Function 9 = Maximum Recall
Function 10 = Soft Recall
Function 11 = Max 2
Function 12 = Conditional Service
Function 13 = Lag Free
Function 14 = (see Function 14 Bits)
Function 15 = Time of Day Outputs

Function 14 Bits

Bit 1 = Local Override
Bit 2 = Skip Overlap Green Clearance
Bit 4 = Disable Detector OFF Monitoring
Bit 5 = Disable Bus Priority
Bit 6 = Inhibit FYA
Bit 7 = Detector Count Recording
Bit 8 = Split Monitor Recording

Holiday Definitions

No.	Holiday Types	Day	Month	Year
0		0	0	0
1		0	0	0
2		0	0	0
3		0	0	0
4		0	0	0
5		0	0	0
6		0	0	0
7		0	0	0
8		0	0	0
9		0	0	0
10		0	0	0
11		0	0	0
12		0	0	0
13		0	0	0
14		0	0	0
15		0	0	0
16		0	0	0
17		0	0	0
18		0	0	0
19		0	0	0
20		0	0	0
21		0	0	0
22		0	0	0
23		0	0	0
24		0	0	0
25		0	0	0
26		0	0	0
27		0	0	0
28		0	0	0
29		0	0	0
30		0	0	0
31		0	0	0

Holiday Time Base Coordination Events

No.	Holiday Types	Hour	Minute	Plan	Offset
0		0	0	0	0
1		0	0	0	0
2		0	0	0	0
3		0	0	0	0
4		0	0	0	0
5		0	0	0	0
6		0	0	0	0
7		0	0	0	0
8		0	0	0	0
9		0	0	0	0
10		0	0	0	0
11		0	0	0	0
12		0	0	0	0
13		0	0	0	0
14		0	0	0	0
15		0	0	0	0
16		0	0	0	0
17		0	0	0	0
18		0	0	0	0
19		0	0	0	0
20		0	0	0	0
21		0	0	0	0
22		0	0	0	0
23		0	0	0	0
24		0	0	0	0
25		0	0	0	0
26		0	0	0	0
27		0	0	0	0
28		0	0	0	0
29		0	0	0	0
30		0	0	0	0
31		0	0	0	0

Holiday Time of Day Function Events

No.	Holiday Types	Hour	Minute	Function	Phases or Fn. 14 Bits
0		0	0	0	
1		0	0	0	
2		0	0	0	
3		0	0	0	
4		0	0	0	
5		0	0	0	
6		0	0	0	
7		0	0	0	
8		0	0	0	
9		0	0	0	
10		0	0	0	
11		0	0	0	
12		0	0	0	
13		0	0	0	
14		0	0	0	
15		0	0	0	

Season Definitions

No.	Start Month	Start Day	End Month	End Day
1	1	1	12	31
2	0	0	0	0
3	0	0	0	0
4	0	0	0	0
5	0	0	0	0
6	0	0	0	0
7	0	0	0	0
8	0	0	0	0

Startup	
Flash Start	0
All Red Start	~~6.0~~ B.T.
Yellow Start Phases	1___5___
First Green Phases	_2___6__
Startup Vehicle Calls	12_456_8
Startup Ped Calls	_2___6_8

Configuration	
Exclusive Phases	
Protected/Permissive Phases	
Disable Phase Min. Yellow	
Free Lag Phases	_2_4_6_8
External Lag Phases	_2_4_6_8
Pedestrian Forceoff Phases	
Extra One	1

1 = TBC Type 1
2 = (unused)
3 = Adjust Clock for Daylight Saving Time
4 = Terminate Ped. for EV Preempt
5 = QuicComm Extended Status
6 = International Style Pedestrian Change Interval
7 = (unused)
8 = Split Ring Operation

Permitted Phases	12_456_8
Restricted Phases	
Disable Overlap Min. Yellow	
External Permit 1	
External Permit 2	
External Permit 3	
Extra Two	

1 = Adv. Warn. Signs On During Min. Init.
2 = Siemens i2 Communications Protocol
3 = Disable Minimum Walk Check
4 = QuicNet System Communications
5 = Ignore Anti-Backup During Preempt
6 = Bridgeport Naztec TS 2 I/O Map
7 = Allow Remote Preemption Calls
8 = Caltrans Traf. Resp. FM Comm.

Advance Warning Signs	Sign 1	Sign 2
Phase Number	0	0
Time Before Yellow	0.0	0.0

Software Flash	
Flash Entry Phases	
Flash Yellow Phases	
Flash Yellow Overlaps	
Flash Type	0

0 = All On/All Off (1-2-3-4-5-6-7-8, dark)
1 = Main/Side (1-2-5-6, 3-4-7-8)
2 = Odd/Even (1-3-5-7, 2-4-6-8)
3 = Ring Pairs (1-6, 4-7, 2-5, 3-8)

Flashing Yellow Arrow	
FYA Delay	0
FYA During Preempt	N

Front Panel	
Keyboard Beep	N
Backlight Timeout	1

Miscellaneous	
Red Revert	3.0
Log Preemption Events	Y
Soft Recall Delay	0.0

Special Event Limited Service Intervals					
SE 1	SE 2	SE 3	SE 4	SE 5	SE 6
0	0	0	0	0	0

Detector Monitoring	
Max On	5
Max Off	15
Chatter	45

Daylight Saving Time	
Start Month	3
Start Week	2
End Month	11
End Week	1

Manual Operation	
Manual Plan	0

1–9 = Coordination Plans
14 = Free
15 = Flash

Manual Offset	0

Bus Priority - Schedule					
Event No.	Day of Week	Hour	Minute	Headway	Direction
1	_____	0	0	0	A
2	_____	0	0	0	A
3	_____	0	0	0	A
4	_____	0	0	0	A
5	_____	0	0	0	A
6	_____	0	0	0	A
7	_____	0	0	0	A
8	_____	0	0	0	A
9	_____	0	0	0	A
10	_____	0	0	0	A
11	_____	0	0	0	A
12	_____	0	0	0	A
13	_____	0	0	0	A
14	_____	0	0	0	A
15	_____	0	0	0	A
16	_____	0	0	0	A

Bus Priority - Timing				
	Direction A	Direction B	Direction C	Direction D
Delay	0	0	0	0
Early Green	0	0	0	0
Green Extension	0	0	0	0
Phases	_____	_____	_____	_____
Non-Priority Phase Maximum Adjustments				
Phase 1	0	0	0	0
Phase 2	0	0	0	0
Phase 3	0	0	0	0
Phase 4	0	0	0	0
Phase 5	0	0	0	0
Phase 6	0	0	0	0
Phase 7	0	0	0	0
Phase 8	0	0	0	0

QuicNet® System	
System ID	2
Group	NONE
Field Master	NONE
N-S Street	Ellis Ave
E-W Street	Hwy 74
Communications	
Channel	UDP:8002:192.168.1.90
Address	1
Area Number	0
Area Address	1
Database	
Last Changed	7/7/2017 7:27

QuicNet Timing Notes
County will take over traffic signal operation and maintenance from Caltrans in July 2017

Phase Timing - Bank 1								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	0	6	0	5	4	6	0	5
Extension	0.0	3.0	0.0	2.5	2.0	3.0	0.0	2.5
Max	0	50	0	30	20	50	0	20
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clearance Timing								
Yellow Change	0.0	5.9	0.0	5.2	0.0	5.9	0.0	3.6
Red Clear	0.0	1.5	0.0	1.0	0.0	1.5	0.0	1.0
Pedestrian Timing								
Walk	0	0	0	7	0	7	0	0
Pedestrian Change	0	0	0	20	0	15	0	0
Advance/Delay Walk	0	0	0	0	0	0	0	0
PE Min. Ped. Change	0	0	0	20	0	15	0	0
Volume-Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Add per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	20	0	20	0	20	0	20
Min Gap	0.0	3.0	0.0	2.5	0.0	3.0	0.0	2.5
Max Gap	0.0	5.0	0.0	2.5	0.0	5.0	0.0	2.5
Reduce Every	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0
Alternate Timing								
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped. Change	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Exclusive Pedestrian	
Exclusive Ped Assignment	
Exclusive Walk	0
Exclusive Pedestrian Change	0
Red Clear	0.0
Walk Output	0
Don't Walk Output	0

Phase Functions - Page 1	
Red Lock	
Yellow Lock	
Simultaneous Gap	
Rest In Walk	
Advance Walk	
Flashing Walk	
Max Extension	
Red Rest	
Dual Entry	4 8
Sequential Timing	
Inhibit Ped Reservice	
Delay Walk	
Guaranteed Passage	
Conditional Service	

Phase Functions - Page 2	
Minimum Recall	2 6
Ped Recall	
Maximum Recall	
Green Flash	
Overlap Green Flash	
Flashing Yellow Arrow for PPLT	
Max2	
Soft Recall	
External Recall	
Manual Control Calls	
Fast Green Flash	
Fast Overlap Green Flash	
Semi-Actuated	

Phase Timing - Bank 2								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	0	0	0	0	0	0	0	0
Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clearance Timing								
Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Timing								
Walk	0	0	0	0	0	0	0	0
Pedestrian Change	0	0	0	0	0	0	0	0
Advance/Delay Walk	0	0	0	0	0	0	0	0
PE Min. Ped. Change	0	0	0	0	0	0	0	0
Volume-Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Add per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Timing								
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped. Change	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Bank 3								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	0	0	0	0	0	0	0	0
Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clearance Timing								
Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Timing								
Walk	0	0	0	0	0	0	0	0
Pedestrian Change	0	0	0	0	0	0	0	0
Advance/Delay Walk	0	0	0	0	0	0	0	0
PE Min. Ped. Change	0	0	0	0	0	0	0	0
Volume-Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Add per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Timing								
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped. Change	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Preemption - General	
Min. Green Before Preempt Forceoff	5
Max. EV Preempt Duration	0
Min. Time Between Same EV Preempt	0
Disable Low Priority Preempt	
Leave Flash to Service Preempt	

Preemption - Relative Priority	
Special Event 1	1
Special Event 2	1
Special Event 3	1
Special Event 4	1
Special Event 5	1
Special Event 6	1
Emergency Vehicle A	1
Emergency Vehicle B	1
Emergency Vehicle C	1
Emergency Vehicle D	1

Preemption - Railroad 1	
Delay	0
Clear Time	0
Clear Phases	

Preemption - Railroad 2	
Delay	0
Clear Time	0
Clear Phases	
Limited Service Phases	

Preemption - Emergency Vehicle			
	Delay	Clear	Clearance Phases
EV A	0	10	2 5
EV B	0	10	4
EV C	0	10	6
EV D	0	10	8

Preemption - Railroad 3	
Enabled	N
Advance Ped. Max. Time	0
Track Clear Min. Time	0
Track Clear Max. Time	0
Track Clear Phases	
Limited Service Max. Time	0
Limited Service Phases	
Truncate Green	Y
Truncate Walk	Y

I/O		
	Input	Output
Advance Ped.	133	111
Advance Preempt	134	112
Supervisor	135	113
Crossing Active	136	114
Gate Down	137	115
Fault	138	116
Watchdog Echo		118

Special Event Sequence 1

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 2

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 3

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 4

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 5

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 6

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Coordination - Cycle, Offsets, & Forceoffs									
	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Cycle	100	100	100	100	100	100	100	100	100
Offset 1	0	0	0	0	0	0	0	0	0
Offset 2	0	0	0	0	0	0	0	0	0
Offset 3	0	0	0	0	0	0	0	0	0
Zone Offset	0	0	0	0	0	0	0	0	0
Ring Offset	0	0	0	0	0	0	0	0	0
Hold Release	255	255	255	255	255	255	255	255	255
Ped. Adjust	0	0	0	0	0	0	0	0	0
Forceoff Phase 1	60	60	60	60	60	60	60	60	60
Forceoff Phase 2	0	0	0	0	0	0	0	0	0
Forceoff Phase 3	20	20	20	20	20	20	20	20	20
Forceoff Phase 4	40	40	40	40	40	40	40	40	40
Forceoff Phase 5	60	60	60	60	60	60	60	60	60
Forceoff Phase 6	0	0	0	0	0	0	0	0	0
Forceoff Phase 7	20	20	20	20	20	20	20	20	20
Forceoff Phase 8	40	40	40	40	40	40	40	40	40
Adaptive Operation	N	N	N	N	N	N	N	N	N

Coordination - General	
Transition Type	0.3
0 = Shortway	
1 = Dwell	
2 = Shorten	
Tenths Digit: # Cycles to get in step (1–4)	
Coordination Extra	
1 = Programmed Walk Time for Sync Phases	
2 = Always Terminate Sync Phase Peds	
3 = Floating Forceoffs	
4 = Reservice for Ped Calls	
5 = Start of Green Offset Reference	
8 = Maintain Coord. During Spec. Event Preempt	
QuicTrac Max Cycle Length	255
QuicTrac Max Cycle Length Change	15

Coordination - Phase Minimums							
Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
15	15	15	15	15	15	15	15

Coordination - Permissives & Phase Sequences									
	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Perm 1 - Begin	0	0	0	0	0	0	0	0	0
Perm 1 - End	5	5	5	5	5	5	5	5	5
Perm 1 - Veh Phases	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
Perm 1 - Ped Phases	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
Perm 2 - Begin	0	0	0	0	0	0	0	0	0
Perm 2 - End	0	0	0	0	0	0	0	0	0
Perm 2 - Veh Phases									
Perm 2 - Ped Phases									
Perm 3 - Begin	0	0	0	0	0	0	0	0	0
Perm 3 - End	0	0	0	0	0	0	0	0	0
Perm 3 - Veh Phases									
Perm 3 - Ped Phases									
Max Inhibit Phases	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
Max Recall Phases									
Reservice Time	0	0	0	0	0	0	0	0	0
Reservice Phases									
Sync Phases	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__
Lag Phases	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8
Pre-Timed Phases									

Overlaps								
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Load Switch Number	0	0	0	0	0	0	0	0
Vehicle Set 1								
Vehicle Set 2								
Vehicle Set 3								
Negative Vehicle								
Negative Ped								
Green Omit								
Green Clear Omit								
Green Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

AND Gates						
	AND 1	AND 2	AND 3	AND 4	AND 5	AND 6
Input A	0	0	0	0	0	0
Input B	0	0	0	0	0	0
Output	0	0	0	0	0	0

NAND Gates				
	NAND 1	NAND 2	NAND 3	NAND 4
Input A	0	0	0	0
Input B	0	0	0	0
Output	0	0	0	0

NOT Gates				
	NOT 1	NOT 2	NOT 3	NOT 4
Input	0	0	0	0
Output	0	0	0	0

Delay Timers						
	DELAY 1	DELAY 2	DELAY 3	DELAY 4	DELAY 5	DELAY 6
Input	0	0	0	0	0	0
Time	0	0	0	0	0	0
Output	0	0	0	0	0	0

Extension Timers						
	ET 1	ET 2	ET 3	ET 4	ET 5	ET 6
Input	0	0	0	0	0	0
Time	0.0	0.0	0.0	0.0	0.0	0.0
Output	0	0	0	0	0	0

OR Gates										
	OR 1	OR 2	OR 3	OR 4	OR 5	OR 6	OR 7	OR 8	OR 9	OR 10
Input A	0	0	0	0	0	0	0	0	0	0
Input B	0	0	0	0	0	0	0	0	0	0
Input C									0	0
Input D									0	0
Output	0	0	0	0	0	0	0	0	0	0

Latches								
	LATCH 1	LATCH 2	LATCH 3	LATCH 4	LATCH 5	LATCH 6	LATCH 7	LATCH 8
Set	0	0	0	0	0	0	0	0
Reset	0	0	0	0	0	0	0	0
Output	0	0	0	0	0	0	0	0
NOT Output	0	0	0	0	0	0	0	0

One Shot Timers						
	OS 1	OS 2	OS 3	OS 4	OS 5	OS 6
Input	0	0	0	0	0	0
Time	0.0	0.0	0.0	0.0	0.0	0.0
Output	0	0	0	0	0	0

Detectors

No.	Pin	Delay	Carry Over	Phases	Attributes	Assignments
1	39	0.0	0.0	_2_____	___45_7_	123____8
2	40	0.0	0.0	_____6__	___45_7_	123____8
3	41	0.0	0.0	___4____	___45_7_	123____8
4	42	0.0	0.0	_____8	___45_7_	123____8
5	43	0.0	0.0	_2_____	___45_7_	123____8
6	44	0.0	0.0	_____6__	___45_7_	123____8
7	45	0.0	0.0	___4____	___45_7_	123____8
8	46	0.0	0.0	_____8	___45_7_	123____8
9	47	0.0	0.0	_2_____	_____67_	123____8
10	48	0.0	0.0	_____6__	_____67_	123____8
11	49	0.0	0.0	___4____	_____67_	123____8
12	50	0.0	0.0	_____8	_____67_	123____8
13	55	0.0	0.0	____5___	___45_7_	123____8
14	56	0.0	0.0	1_____	___45_7_	123____8
15	57	0.0	0.0	_____7_	___45_7_	123____8
16	58	0.0	0.0	__3____	___45_7_	123____8
17	59	0.0	0.0	____5___	___45_7_	123____8
18	60	0.0	0.0	1_____	___45_7_	123____8
19	61	0.0	0.0	_____7_	___45_7_	123____8
20	62	0.0	0.0	__3____	___45_7_	123____8
21	63	0.0	0.0	_2_____	___45_7_	123____8
22	64	0.0	0.0	_____6__	___45_7_	123____8
23	65	0.0	0.0	___4____	___45_7_	123____8
24	66	0.0	0.0	_____8	___45_7_	123____8
25	67	0.0	0.0	_2_____	_2_____	123____8
26	68	0.0	0.0	_____6__	_2_____	123____8
27	69	0.0	0.0	___4____	_2_____	123____8
28	70	0.0	0.0	_____8	_2_____	123____8
29	76	0.0	0.0	_2_____	___45_7_	123____8
30	77	0.0	0.0	_____6__	___45_7_	123____8
31	78	0.0	0.0	___4____	___45_7_	123____8
32	79	0.0	0.0	_____8	___45_7_	123____8

Detector Attributes	Detector Assignments
1 = Full Time Delay	1 = Detector Set 1
2 = Pedestrian	2 = Detector Set 2
3 = (unused)	3 = Detector Set 3
4 = Count	4 = (unused)
5 = Extension	5 = (unused)
6 = Type 3	6 = Min. Recall on Failure
7 = Calling	7 = Max. Recall on Failure
8 = Alternate	8 = Monitor for Failure

Inputs - General	
Flash Sense	81
External Permit 1	0
External Permit 2	0
External Permit 3	0
Exclusive Ped Omit	0
Max. 2	0
External Lag	0
Max. Recall	0
Stop Time	82
Manual Control Enable	0
Manual Control Advance	0
Min. Recall	0
Pedestrian Forceoff	0

Inputs - Preemption	
Railroad 1	51
Railroad 2	52
Gate Down	0
Special Event 1	0
Special Event 2	0
Special Event 3	0
Special Event 4	0
Special Event 5	0
Special Event 6	0
Emergency Vehicle A	71
Emergency Vehicle B	72
Emergency Vehicle C	73
Emergency Vehicle D	74

Inputs - FYA Inhibit	
Phase 1	0
Phase 2	0
Phase 3	0
Phase 4	0
Phase 5	0
Phase 6	0
Phase 7	0
Phase 8	0

Inputs - Plan	
Plan 1	0
Plan 2	0
Plan 3	0
Plan 4	0
Plan 5	0
Plan 6	0
Plan 7	0
Plan 8	0
Plan 9	0
Free	0
Flash	0

Inputs - Bank & Set	
Phase Bank 2	0
Phase Bank 3	0
Detector Set 2	0
Detector Set 3	0
Overlap Set 2	0
Overlap Set 3	0

Inputs - Alarms	
Alarm 1	0
Alarm 2	0
Alarm 3	0
Alarm 4	0
Door Ajar	0
UPS Battery Low	0
UPS On Backup Power	0
Cabinet Temperature	0

Inputs - NEMA Functions	
Call to Non-Actuated	0
CNA Phases	_____
Forceoff Ring A	0
Forceoff Ring B	0
Hold	0
Hold Phases	_____
Max. Inhibit	0

Outputs - General	
Advance Warning Sign 1	0
Advance Warning Sign 2	0
Detector Failure	0
Flasher 1	0
Flasher 2	0
Fast Flasher	0
On Line	0
Exclusive Pedestrian Walk	0
Exclusive Pedestrian Don't Walk	0

Outputs - Plan	
Plan 1	0
Plan 2	0
Plan 3	0
Plan 4	0
Plan 5	0
Plan 6	0
Plan 7	0
Plan 8	0
Plan 9	0
Free	0
Flash	0

Outputs - Pedestrian Loadswitch Assignments	
Loadswitch 2P Phases	
Loadswitch 4P Phases	4
Loadswitch 6P Phases	6
Loadswitch 8P Phases	

Outputs - Preemption		
	Steady	Flashing
Railroad 1	0	0
Railroad 2	0	0
Special Event 1	0	0
Special Event 2	0	0
Special Event 3	0	0
Special Event 4	0	0
Special Event 5	0	0
Special Event 6	0	0
EV A	0	0
EV B	0	0
EV C	0	0
EV D	0	0
Any Preempt	0	0
Preempt Failure	0	0

Outputs - Phase Redirection								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Red	0	0	0	0	0	0	0	0
Yellow	0	0	0	0	0	0	0	0
Green	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0

Outputs - Overlap Redirection								
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Red	0	0	0	0	0	0	0	0
Yellow	0	0	0	0	0	0	0	0
Green	0	0	0	0	0	0	0	0

Outputs - Time of Day							
TOD Out 1	TOD Out 2	TOD Out 3	TOD Out 4	TOD Out 5	TOD Out 6	TOD Out 7	TOD Out 8
0	0	0	0	0	0	0	0

Outputs - Special Event							
SE Out 1	SE Out 2	SE Out 3	SE Out 4	SE Out 5	SE Out 6	SE Out 7	SE Out 8
0	0	0	0	0	0	0	0

Outputs - Special Function							
SF Out 1	SF Out 2	SF Out 3	SF Out 4	SF Out 5	SF Out 6	SF Out 7	SF Out 8
0	0	0	0	0	0	0	0

Outputs - Phase Status								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Check	0	0	0	0	0	0	0	0
On	0	0	0	0	0	0	0	0

Outputs - Flashing Yellow Arrow							
Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
0	0	0	0	0	0	0	0

Time Base Coordination Events

No.	Days of Week	Seasons	Hour	Minute	Plan	Offset
0	_____	12345678	0	0	0	0
1	_____	12345678	0	0	0	0
2	_____	12345678	0	0	0	0
3	_____	12345678	0	0	0	0
4	_____	12345678	0	0	0	0
5	_____	12345678	0	0	0	0
6	_____	12345678	0	0	0	0
7	_____	12345678	0	0	0	0
8	_____	12345678	0	0	0	0
9	_____	12345678	0	0	0	0
10	_____	12345678	0	0	0	0
11	_____	12345678	0	0	0	0
12	_____	12345678	0	0	0	0
13	_____	12345678	0	0	0	0
14	_____	12345678	0	0	0	0
15	_____	12345678	0	0	0	0
16	_____	12345678	0	0	0	0
17	_____	12345678	0	0	0	0
18	_____	12345678	0	0	0	0
19	_____	12345678	0	0	0	0
20	_____	12345678	0	0	0	0
21	_____	12345678	0	0	0	0
22	_____	12345678	0	0	0	0
23	_____	12345678	0	0	0	0
24	_____	12345678	0	0	0	0
25	_____	12345678	0	0	0	0
26	_____	12345678	0	0	0	0
27	_____	12345678	0	0	0	0
28	_____	12345678	0	0	0	0
29	_____	12345678	0	0	0	0
30	_____	12345678	0	0	0	0
31	_____	12345678	0	0	0	0

Time of Day Function Events

No.	Days of Week	Seasons	Hour	Minute	Function	Phases or Fn. 14 Bits
0	_____	12345678	0	0	0	_____
1	_____	12345678	0	0	0	_____
2	_____	12345678	0	0	0	_____
3	_____	12345678	0	0	0	_____
4	_____	12345678	0	0	0	_____
5	_____	12345678	0	0	0	_____
6	_____	12345678	0	0	0	_____
7	_____	12345678	0	0	0	_____
8	_____	12345678	0	0	0	_____
9	_____	12345678	0	0	0	_____
10	_____	12345678	0	0	0	_____
11	_____	12345678	0	0	0	_____
12	_____	12345678	0	0	0	_____
13	_____	12345678	0	0	0	_____
14	_____	12345678	0	0	0	_____
15	_____	12345678	0	0	0	_____

Function 1 = Red Lock
Function 2 = Yellow Lock
Function 3 = Minimum Recall
Function 4 = Pedestrian Recall
Function 6 = Rest in Walk
Function 7 = Red Rest
Function 8 = Double Entry
Function 9 = Maximum Recall
Function 10 = Soft Recall
Function 11 = Max 2
Function 12 = Conditional Service
Function 13 = Lag Free
Function 14 = (see Function 14 Bits)
Function 15 = Time of Day Outputs

Function 14 Bits
Bit 1 = Local Override
Bit 2 = Skip Overlap Green Clearance
Bit 4 = Disable Detector OFF Monitoring
Bit 5 = Disable Bus Priority
Bit 6 = Inhibit FYA
Bit 7 = Detector Count Recording
Bit 8 = Split Monitor Recording

Holiday Definitions

No.	Holiday Types	Day	Month	Year
0		0	0	0
1		0	0	0
2		0	0	0
3		0	0	0
4		0	0	0
5		0	0	0
6		0	0	0
7		0	0	0
8		0	0	0
9		0	0	0
10		0	0	0
11		0	0	0
12		0	0	0
13		0	0	0
14		0	0	0
15		0	0	0
16		0	0	0
17		0	0	0
18		0	0	0
19		0	0	0
20		0	0	0
21		0	0	0
22		0	0	0
23		0	0	0
24		0	0	0
25		0	0	0
26		0	0	0
27		0	0	0
28		0	0	0
29		0	0	0
30		0	0	0
31		0	0	0

Holiday Time Base Coordination Events

No.	Holiday Types	Hour	Minute	Plan	Offset
0		0	0	0	0
1		0	0	0	0
2		0	0	0	0
3		0	0	0	0
4		0	0	0	0
5		0	0	0	0
6		0	0	0	0
7		0	0	0	0
8		0	0	0	0
9		0	0	0	0
10		0	0	0	0
11		0	0	0	0
12		0	0	0	0
13		0	0	0	0
14		0	0	0	0
15		0	0	0	0
16		0	0	0	0
17		0	0	0	0
18		0	0	0	0
19		0	0	0	0
20		0	0	0	0
21		0	0	0	0
22		0	0	0	0
23		0	0	0	0
24		0	0	0	0
25		0	0	0	0
26		0	0	0	0
27		0	0	0	0
28		0	0	0	0
29		0	0	0	0
30		0	0	0	0
31		0	0	0	0

Holiday Time of Day Function Events

No.	Holiday Types	Hour	Minute	Function	Phases or Fn. 14 Bits
0		0	0	0	
1		0	0	0	
2		0	0	0	
3		0	0	0	
4		0	0	0	
5		0	0	0	
6		0	0	0	
7		0	0	0	
8		0	0	0	
9		0	0	0	
10		0	0	0	
11		0	0	0	
12		0	0	0	
13		0	0	0	
14		0	0	0	
15		0	0	0	

Season Definitions

No.	Start Month	Start Day	End Month	End Day
1	1	1	12	31
2	0	0	0	0
3	0	0	0	0
4	0	0	0	0
5	0	0	0	0
6	0	0	0	0
7	0	0	0	0
8	0	0	0	0

Startup	
Flash Start	0
All Red Start	~~6~~ BA.
Yellow Start Phases	5
First Green Phases	2 6
Startup Vehicle Calls	2 456 8
Startup Ped Calls	4 6

Configuration	
Exclusive Phases	
Protected/Permissive Phases	
Disable Phase Min. Yellow	
Free Lag Phases	2 4 6 8
External Lag Phases	2 4 6 8
Pedestrian Forceoff Phases	
Extra One	1

1 = TBC Type 1
2 = (unused)
3 = Adjust Clock for Daylight Saving Time
4 = Terminate Ped. for EV Preempt
5 = QuicComm Extended Status
6 = International Style Pedestrian Change Interval
7 = (unused)
8 = Split Ring Operation

Permitted Phases	2 456 8
Restricted Phases	
Disable Overlap Min. Yellow	
External Permit 1	
External Permit 2	
External Permit 3	
Extra Two	

1 = Adv. Warn. Signs On During Min. Init.
2 = Siemens i2 Communications Protocol
3 = Disable Minimum Walk Check
4 = QuicNet System Communications
5 = Ignore Anti-Backup During Preempt
6 = Bridgeport Naztec TS 2 I/O Map
7 = Allow Remote Preemption Calls
8 = Caltrans Traf. Resp. FM Comm.

Advance Warning Signs	Sign 1	Sign 2
Phase Number	0	0
Time Before Yellow	0.0	0.0

Software Flash	
Flash Entry Phases	
Flash Yellow Phases	
Flash Yellow Overlaps	
Flash Type	0

0 = All On/All Off (1-2-3-4-5-6-7-8, dark)
1 = Main/Side (1-2-5-6, 3-4-7-8)
2 = Odd/Even (1-3-5-7, 2-4-6-8)
3 = Ring Pairs (1-6, 4-7, 2-5, 3-8)

Flashing Yellow Arrow	
FYA Delay	0
FYA During Preempt	N

Front Panel	
Keyboard Beep	N
Backlight Timeout	1

Miscellaneous	
Red Revert	3.0
Log Preemption Events	Y
Soft Recall Delay	0.0

Special Event Limited Service Intervals					
SE 1	SE 2	SE 3	SE 4	SE 5	SE 6
0	0	0	0	0	0

Detector Monitoring	
Max On	7
Max Off	20
Chatter	0

Daylight Saving Time	
Start Month	3
Start Week	2
End Month	11
End Week	1

Manual Operation	
Manual Plan	0

1–9 = Coordination Plans
14 = Free
15 = Flash

Manual Offset	0

Bus Priority - Schedule					
Event No.	Day of Week	Hour	Minute	Headway	Direction
1	_____	0	0	0	A
2	_____	0	0	0	A
3	_____	0	0	0	A
4	_____	0	0	0	A
5	_____	0	0	0	A
6	_____	0	0	0	A
7	_____	0	0	0	A
8	_____	0	0	0	A
9	_____	0	0	0	A
10	_____	0	0	0	A
11	_____	0	0	0	A
12	_____	0	0	0	A
13	_____	0	0	0	A
14	_____	0	0	0	A
15	_____	0	0	0	A
16	_____	0	0	0	A

Bus Priority - Timing				
	Direction A	Direction B	Direction C	Direction D
Delay	0	0	0	0
Early Green	0	0	0	0
Green Extension	0	0	0	0
Phases	_____	_____	_____	_____
Non-Priority Phase Maximum Adjustments				
Phase 1	0	0	0	0
Phase 2	0	0	0	0
Phase 3	0	0	0	0
Phase 4	0	0	0	0
Phase 5	0	0	0	0
Phase 6	0	0	0	0
Phase 7	0	0	0	0
Phase 8	0	0	0	0

QuicNet® System	
System ID	
Group	
Field Master	
N-S Street	
E-W Street	
Communications	
Channel	
Address	
Area Number	
Area Address	
Database	
Last Changed	

QuicNet Timing Notes
*** Check the following sheets for additional programming:** **Detectors & Inputs** : **Time of Day Function** :

Controller:

Phase Timing - Bank 1	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green		5		5	5	5		
Extension		2.5		3.0	2.0	2.0		
Max		40		30	20	40		
Max 2								
Cond Serve Check								
Clearance Timing								
Yellow Change		5.0		3.5	3.0	5.0		
Red Clear		1.0		.5	.5	1.0		
Pedestrian Timing								
Walk				7		7		
Pedestrian Change				16		18		
Advance/Delay Walk								
PE Min. Ped. Change				16		18		
Volume-Density								
Type 3 Disconnect								
Add per Vehicle								
Max Added Initial		20		20		20		
Min Gap		2.5		3.0		2.5		
Max Gap		2.5		3.0		2.5		
Reduce Every								
Alternate Timing								
Alternate Walk								
Alternate Ped. Change								
Alternate Minimum								
Alternate Extension								

Phase Functions - Page 1	
Red Lock	
Yellow Lock	
Simultaneous Gap	2 4 5 6
Rest In Walk	
Advance Walk	
Flashing Walk	
Max Extension	
Red Rest	
Dual Entry	
Sequential Timing	
Inhibit Ped Reservice	
Delay Walk	
Guaranteed Passage	
Conditional Service	

Phase Functions - Page 2	
Minimum Recall	2 6
Ped Recall	
Maximum Recall	
Green Flash	
Overlap Green Flash	
Flashing Yellow Arrow for PPLT	
Max2	
Soft Recall	
External Recall	
Manual Control Calls	
Fast Green Flash	
Fast Overlap Green Flash	
Semi-Actuated	

Phase Timing - Exclusive Pedestrian	
Exclusive Ped Assignment	
Exclusive Walk	
Exclusive Pedestrian Change	
Red Clear	
Walk Output	
Don't Walk Output	

Video Camera Detection Zone - Time Extension Setting	1	2	3	4	5	6	7	8
Bike Extension								

Phase Timing - Bank 2								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green								
Extension								
Max								
Max 2								
Cond Serve Check								
Clearance Timing								
Yellow Change								
Red Clear								
Pedestrian Timing								
Walk								
Pedestrian Change								
Advance/Delay Walk								
PE Min. Ped. Change								
Volume-Density								
Type 3 Disconnect								
Add per Vehicle								
Max Added Initial								
Min Gap								
Max Gap								
Reduce Every								
Alternate Timing								
Alternate Walk								
Alternate Ped. Change								
Alternate Minimum								
Alternate Extension								

Phase Timing - Bank 3								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green								
Extension								
Max								
Max 2								
Cond Serve Check								
Clearance Timing								
Yellow Change								
Red Clear								
Pedestrian Timing								
Walk								
Pedestrian Change								
Advance/Delay Walk								
PE Min. Ped. Change								
Volume-Density								
Type 3 Disconnect								
Add per Vehicle								
Max Added Initial								
Min Gap								
Max Gap								
Reduce Every								
Alternate Timing								
Alternate Walk								
Alternate Ped. Change								
Alternate Minimum								
Alternate Extension								

Preemption - General	
Min. Green Before Preempt Forceoff	0
Max. EV Preempt Duration	2 4
Min. Time Between Same EV Preempt	0
Disable Low Priority Preempt	
Leave Flash to Service Preempt	

Preemption - Relative Priority	
Special Event 1	0
Special Event 2	0
Special Event 3	0
Special Event 4	0
Special Event 5	0
Special Event 6	0
Emergency Vehicle A	0
Emergency Vehicle B	0
Emergency Vehicle C	0
Emergency Vehicle D	0

Preemption - Railroad 1	
Delay	0
Clear Time	0
Clear Phases	

Preemption - Railroad 2	
Delay	0
Clear Time	0
Clear Phases	
Limited Service Phases	

Preemption - Emergency Vehicle			
	Delay	Clear	Clearance Phases
EV A	0	1	
EV B	0	1	
EV C	0	1	
EV D	0	1	

Preemption - Railroad 3		
Enabled	N	
Advance Ped. Max. Time	0	
Track Clear Min. Time	0	
Track Clear Max. Time	0	
Track Clear Phases		
Limited Service Max. Time	0	
Limited Service Phases		
Truncate Green	N	
Truncate Walk	N	
I/O		
	Input	Output
Advance Ped.	0	0
Advance Preempt	0	0
Supervisor	0	0
Crossing Active	0	0
Gate Down	0	0
Fault	0	0
Watchdog Echo		0

Controller:

Special Event Sequence 1

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 2

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 3										
Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 4										
Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Controller:

Special Event Sequence 5

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 6

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Controller:

Coordination - Cycle, Offsets, & Forceoffs									
	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Cycle									
Offset 1									
Offset 2									
Offset 3									
Zone Offset									
Ring Offset									
Hold Release									
Ped. Adjust									
Forceoff Phase 1									
Forceoff Phase 2									
Forceoff Phase 3									
Forceoff Phase 4									
Forceoff Phase 5									
Forceoff Phase 6									
Forceoff Phase 7									
Forceoff Phase 8									
Adaptive Operation									

Coordination - General	
Transition Type	0.3
0 = Shortway	
1 = Dwell	
2 = Shorten	
Tenths Digit: # Cycles to get in step (1–4)	
Coordination Extra	
1 = Programmed Walk Time for Sync Phases	
2 = Always Terminate Sync Phase Peds	
3 = Floating Forceoffs	
4 = Reservice for Ped Calls	
5 = Start of Green Offset Reference	
8 = Maintain Coord. During Spec. Event Preempt	
QuicTrac Max Cycle Length	0
QuicTrac Max Cycle Length Change	0

Coordination - Phase Minimums							
Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
10	10	10	10	10	10	10	10

Coordination - Permissives & Phase Sequences									
	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Perm 1 - Begin									
Perm 1 - End									
Perm 1 - Veh Phases									
Perm 1 - Ped Phases									
Perm 2 - Begin									
Perm 2 - End									
Perm 2 - Veh Phases									
Perm 2 - Ped Phases									
Perm 3 - Begin									
Perm 3 - End									
Perm 3 - Veh Phases									
Perm 3 - Ped Phases									
Max Inhibit Phases									
Max Recall Phases									
Reservice Time									
Reservice Phases									
Sync Phases									
Lag Phases									
Pre-Timed Phases									

Controller:

Overlaps								
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Load Switch Number	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Vehicle Set 1								
Vehicle Set 2								
Vehicle Set 3								
Negative Vehicle								
Negative Ped								
Green Omit								
Green Clear Omit								
Green Clearance								
Yellow Change								
Red Clearance								

AND Gates						
	AND 1	AND 2	AND 3	AND 4	AND 5	AND 6
Input A	0	0	0	0	0	0
Input B	0	0	0	0	0	0
Output	0	0	0	0	0	0

NAND Gates				
	NAND 1	NAND 2	NAND 3	NAND 4
Input A	0	0	0	0
Input B	0	0	0	0
Output	0	0	0	0

NOT Gates				
	NOT 1	NOT 2	NOT 3	NOT 4
Input	0	0	0	0
Output	0	0	0	0

Delay Timers						
	DELAY 1	DELAY 2	DELAY 3	DELAY 4	DELAY 5	DELAY 6
Input	0	0	0	0	0	0
Time	0	0	0	0	0	0
Output	0	0	0	0	0	0

Extension Timers						
	ET 1	ET 2	ET 3	ET 4	ET 5	ET 6
Input	0	0	0	0	0	0
Time	0.0	0.0	0.0	0.0	0.0	0.0
Output	0	0	0	0	0	0

OR Gates										
	OR 1	OR 2	OR 3	OR 4	OR 5	OR 6	OR 7	OR 8	OR 9	OR 10
Input A	0	0	0	0	0	0	0	0	0	0
Input B	0	0	0	0	0	0	0	0	0	0
Input C									0	0
Input D									0	0
Output	0	0	0	0	0	0	0	0	0	0

Latches								
	LATCH 1	LATCH 2	LATCH 3	LATCH 4	LATCH 5	LATCH 6	LATCH 7	LATCH 8
Set	0	0	0	0	0	0	0	0
Reset	0	0	0	0	0	0	0	0
Output	0	0	0	0	0	0	0	0
NOT Output	0	0	0	0	0	0	0	0

One Shot Timers						
	OS 1	OS 2	OS 3	OS 4	OS 5	OS 6
Input	0	0	0	0	0	0
Time	0.0	0.0	0.0	0.0	0.0	0.0
Output	0	0	0	0	0	0

Detectors

No.	Pin	Delay	Carry Over	Phases	Attributes	Assignments	
1	39	0.0	0.0	2	45_7	123 8	2I2U
2	40	0.0	0.0	6	45_7	123 8	6J2U
3	41	0.0	0.0	4	45	123 8	**4I6U**
4	42	0.0	0.0	8	45	123 8	**8J6U**
5	43	0.0	0.0	2	45_7	123 8	2I2L
6	44	0.0	0.0	6	45_7	123 8	6J2L
7	45	0.0	0.0	4	67	123 8	**4I6L**
8	46	0.0	0.0	8	67	123 8	**8J6L**
9	47	0.0	0.0	2	67	123 8	2I4
10	48	0.0	0.0	6	67	123 8	6J4
11	49	0.0	0.0	4	67	123 8	4I8
12	50	0.0	0.0	8	67	123 8	8J8
13	55	0.0	0.0	5	45_7	123 8	5J1
14	56	0.0	0.0	1	45_7	123 8	1I1
15	57	0.0	0.0	7	45_7	123 8	7J5
16	58	0.0	0.0	3	45_7	123 8	3I5
17	59	0.0	0.0	5	45_7	123 8	5J9U
18	60	0.0	0.0	1	45_7	123 8	1I9U
19	61	0.0	0.0	7	45_7	123 8	7J9L
20	62	0.0	0.0	3	45_7	123 8	3I9L
21	63	0.0	0.0	2	45_7	123 8	2I3U
22	64	0.0	0.0	6	45_7	123 8	6J3U
23	65	0.0	0.0	4	45	123 8	**4I7U radar**
24	66	0.0	0.0	8	45_7	123 8	8J7U
25	67	0.0	0.0	2	2	123 8	2I12U
26	68	0.0	0.0	6	2	123 8	6I13U
27	69	0.0	0.0	4	2	123 8	4I12L
28	70	0.0	0.0	8	2	123 8	8I13L
29	76	0.0	0.0	2	45_7	123 8	2I3L
30	77	0.0	0.0	6	45_7	123 8	6J3L
31	78	0.0	0.0	4	45_7	123 8	4I7L
32	79	0.0	0.0	8	67	123 8	**8J7L**

Detector Attributes	Detector Assignments
1 = Full Time Delay	1 = Detector Set 1
2 = Pedestrian	2 = Detector Set 2
3 = (unused)	3 = Detector Set 3
4 = Count	4 = (unused)
5 = Extension	5 = (unused)
6 = Type 3	6 = Min. Recall on Failure
7 = Calling	7 = Max. Recall on Failure
8 = Alternate	8 = Monitor for Failure

Inputs - General

Flash Sense	0
External Permit 1	0
External Permit 2	0
External Permit 3	0
Exclusive Ped Omit	0
Max. 2	0
External Lag	0
Max. Recall	0
Stop Time	0
Manual Control Enable	0
Manual Control Advance	0
Min. Recall	0
Pedestrian Forceoff	0

Inputs - Preemption

Railroad 1	0
Railroad 2	0
Gate Down	0
Special Event 1	0
Special Event 2	0
Special Event 3	0
Special Event 4	0
Special Event 5	0
Special Event 6	0
Emergency Vehicle A	0
Emergency Vehicle B	0
Emergency Vehicle C	0
Emergency Vehicle D	0

Inputs - FYA Inhibit

Phase 1	0
Phase 2	0
Phase 3	0
Phase 4	0
Phase 5	0
Phase 6	0
Phase 7	0
Phase 8	0

Inputs - Plan

Plan 1	0
Plan 2	0
Plan 3	0
Plan 4	0
Plan 5	0
Plan 6	0
Plan 7	0
Plan 8	0
Plan 9	0
Free	0
Flash	0

Inputs - Bank & Set

Phase Bank 2	0
Phase Bank 3	0
Detector Set 2	0
Detector Set 3	0
Overlap Set 2	0
Overlap Set 3	0

Inputs - Alarms

Alarm 1	0
Alarm 2	0
Alarm 3	0
Alarm 4	0
Door Ajar	0
UPS Battery Low	0
UPS On Backup Power	0
Cabinet Temperature	0

Inputs - NEMA Functions

Call to Non-Actuated	0
CNA Phases	
Forceoff Ring A	0
Forceoff Ring B	0
Hold	0
Hold Phases	
Max. Inhibit	0

Controller:

Outputs - General	
Advance Warning Sign 1	0
Advance Warning Sign 2	0
Detector Failure	0
Flasher 1	0
Flasher 2	0
Fast Flasher	0
On Line	0
Exclusive Pedestrian Walk	0
Exclusive Pedestrian Don't Walk	0

Outputs - Plan	
Plan 1	0
Plan 2	0
Plan 3	0
Plan 4	0
Plan 5	0
Plan 6	0
Plan 7	0
Plan 8	0
Plan 9	0
Free	0
Flash	0

Outputs - Pedestrian Loadswitch Assignments	
Loadswitch 2P Phases	
Loadswitch 4P Phases	
Loadswitch 6P Phases	
Loadswitch 8P Phases	

Outputs - Preemption		
	Steady	Flashing
Railroad 1	0	0
Railroad 2	0	0
Special Event 1	0	0
Special Event 2	0	0
Special Event 3	0	0
Special Event 4	0	0
Special Event 5	0	0
Special Event 6	0	0
EV A	0	0
EV B	0	0
EV C	0	0
EV D	0	0
Any Preempt	0	0
Preempt Failure	0	0

Outputs - Phase Redirection								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Red	0	0	0	0	0	0	0	0
Yellow	0	0	0	0	0	0	0	0
Green	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0

Outputs - Overlap Redirection								
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Red	0	0	0	0	0	0	0	0
Yellow	0	0	0	0	0	0	0	0
Green	0	0	0	0	0	0	0	0

Outputs - Time of Day							
TOD Out 1	TOD Out 2	TOD Out 3	TOD Out 4	TOD Out 5	TOD Out 6	TOD Out 7	TOD Out 8
0	0	0	0	0	0	0	0

Outputs - Special Event							
SE Out 1	SE Out 2	SE Out 3	SE Out 4	SE Out 5	SE Out 6	SE Out 7	SE Out 8
0	0	0	0	0	0	0	0

Outputs - Special Function							
SF Out 1	SF Out 2	SF Out 3	SF Out 4	SF Out 5	SF Out 6	SF Out 7	SF Out 8
0	0	0	0	0	0	0	0

Outputs - Phase Status								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Check	0	0	0	0	0	0	0	0
On	0	0	0	0	0	0	0	0

Outputs - Flashing Yellow Arrow							
Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
0	0	0	0	0	0	0	0

Controller:

Time Base Coordination Events

No.	Days of Week	Seasons	Hour	Minute	Plan	Offset
0			0	0	0	0
1			0	0	0	0
2			0	0	0	0
3			0	0	0	0
4			0	0	0	0
5			0	0	0	0
6			0	0	0	0
7			0	0	0	0
8			0	0	0	0
9			0	0	0	0
10			0	0	0	0
11			0	0	0	0
12			0	0	0	0
13			0	0	0	0
14			0	0	0	0
15			0	0	0	0
16			0	0	0	0
17			0	0	0	0
18			0	0	0	0
19			0	0	0	0
20			0	0	0	0
21			0	0	0	0
22			0	0	0	0
23			0	0	0	0
24			0	0	0	0
25			0	0	0	0
26			0	0	0	0
27			0	0	0	0
28			0	0	0	0
29			0	0	0	0
30			0	0	0	0
31			0	0	0	0

Time of Day Function Events

No.	Days of Week	Seasons	Hour	Minute	Function	Phases or Fn. 14 Bits
0	23456	12345678	15	0	11	4 8
1	23456	12345678	15	30	11	
2			0	0	0	
3			0	0	0	
4			0	0	0	
5			0	0	0	
6			0	0	0	
7			0	0	0	
8			0	0	0	
9			0	0	0	
10			0	0	0	
11			0	0	0	
12			0	0	0	
13			0	0	0	
14			0	0	0	
15			0	0	0	

Function 1 = Red Lock
Function 2 = Yellow Lock
Function 3 = Minimum Recall
Function 4 = Pedestrian Recall
Function 6 = Rest in Walk
Function 7 = Red Rest
Function 8 = Double Entry
Function 9 = Maximum Recall
Function 10 = Soft Recall
Function 11 = Max 2
Function 12 = Conditional Service
Function 13 = Lag Free
Function 14 = (see Function 14 Bits)
Function 15 = Time of Day Outputs

Function 14 Bits
Bit 1 = Local Override
Bit 2 = Skip Overlap Green Clearance
Bit 4 = Disable Detector OFF Monitoring
Bit 5 = Disable Bus Priority
Bit 6 = Inhibit FYA
Bit 7 = Detector Count Recording
Bit 8 = Split Monitor Recording

Holiday Definitions				
No.	Holiday Types	Day	Month	Year
0		0	0	0
1		0	0	0
2		0	0	0
3		0	0	0
4		0	0	0
5		0	0	0
6		0	0	0
7		0	0	0
8		0	0	0
9		0	0	0
10		0	0	0
11		0	0	0
12		0	0	0
13		0	0	0
14		0	0	0
15		0	0	0
16		0	0	0
17		0	0	0
18		0	0	0
19		0	0	0
20		0	0	0
21		0	0	0
22		0	0	0
23		0	0	0
24		0	0	0
25		0	0	0
26		0	0	0
27		0	0	0
28		0	0	0
29		0	0	0
30		0	0	0
31		0	0	0

Holiday Time Base Coordination Events					
No.	Holiday Types	Hour	Minute	Plan	Offset
0		0	0	0	0
1		0	0	0	0
2		0	0	0	0
3		0	0	0	0
4		0	0	0	0
5		0	0	0	0
6		0	0	0	0
7		0	0	0	0
8		0	0	0	0
9		0	0	0	0
10		0	0	0	0
11		0	0	0	0
12		0	0	0	0
13		0	0	0	0
14		0	0	0	0
15		0	0	0	0
16		0	0	0	0
17		0	0	0	0
18		0	0	0	0
19		0	0	0	0
20		0	0	0	0
21		0	0	0	0
22		0	0	0	0
23		0	0	0	0
24		0	0	0	0
25		0	0	0	0
26		0	0	0	0
27		0	0	0	0
28		0	0	0	0
29		0	0	0	0
30		0	0	0	0
31		0	0	0	0

Holiday Time of Day Function Events					
No.	Holiday Types	Hour	Minute	Function	Phases or Fn. 14 Bits
0		0	0	0	
1		0	0	0	
2		0	0	0	
3		0	0	0	
4		0	0	0	
5		0	0	0	
6		0	0	0	
7		0	0	0	
8		0	0	0	
9		0	0	0	
10		0	0	0	
11		0	0	0	
12		0	0	0	
13		0	0	0	
14		0	0	0	
15		0	0	0	

Season Definitions				
No.	Start Month	Start Day	End Month	End Day
1	0	0	0	0
2	0	0	0	0
3	0	0	0	0
4	0	0	0	0
5	0	0	0	0
6	0	0	0	0
7	0	0	0	0
8	0	0	0	0

Startup	
Flash Start	0
All Red Start	0.0
Yellow Start Phases	4 7
First Green Phases	2 4 6 8
Startup Vehicle Calls	2 45678
Startup Ped Calls	4 5 6

Configuration	
Exclusive Phases	
Protected/Permissive Phases	
Disable Phase Min. Yellow	
Free Lag Phases	2 4 6 8
External Lag Phases	2 4 6 8
Pedestrian Forceoff Phases	
Extra One	1 3

1 = TBC Type 1
2 = (unused)
3 = Adjust Clock for Daylight Saving Time
4 = Terminate Ped. for EV Preempt
5 = QuicComm Extended Status
6 = International Style Pedestrian Change Interval
7 = (unused)
8 = Split Ring Operation

Permitted Phases	12345678
Restricted Phases	
Disable Overlap Min. Yellow	
External Permit 1	
External Permit 2	
External Permit 3	
Extra Two	

1 = Adv. Warn. Signs On During Min. Init.
2 = Siemens i2 Communications Protocol
3 = Disable Minimum Walk Check
4 = QuicNet System Communications
5 = Ignore Anti-Backup During Preempt
6 = Bridgeport Naztec TS 2 I/O Map
7 = Allow Remote Preemption Calls
8 = Caltrans Traf. Resp. FM Comm.

Advance Warning Signs	Sign 1	Sign 2
Phase Number	0	0
Time Before Yellow	0.0	0.0

Software Flash	
Flash Entry Phases	
Flash Yellow Phases	
Flash Yellow Overlaps	
Flash Type	0

0 = All On/All Off (1-2-3-4-5-6-7-8, dark)
1 = Main/Side (1-2-5-6, 3-4-7-8)
2 = Odd/Even (1-3-5-7, 2-4-6-8)
3 = Ring Pairs (1-6, 4-7, 2-5, 3-8)

Flashing Yellow Arrow	
FYA Delay	0
FYA During Preempt	N

Front Panel	
Keyboard Beep	N
Backlight Timeout	0

Miscellaneous	
Red Revert	3.0
Log Preemption Events	Y
Soft Recall Delay	0.0

Special Event Limited Service Intervals					
SE 1	SE 2	SE 3	SE 4	SE 5	SE 6
0	0	0	0	0	0

Detector Monitoring	
Max On	7 5
Max Off	20 15
Chatter	0 45

Daylight Saving Time	
Start Month	3
Start Week	2
End Month	11
End Week	1

Manual Operation	
Manual Plan	14

1–9 = Coordination Plans
14 = Free
15 = Flash

Manual Offset	0

Bus Priority - Schedule					
Event No.	Day of Week	Hour	Minute	Headway	Direction
1	_____	0	0	0	A
2	_____	0	0	0	A
3	_____	0	0	0	A
4	_____	0	0	0	A
5	_____	0	0	0	A
6	_____	0	0	0	A
7	_____	0	0	0	A
8	_____	0	0	0	A
9	_____	0	0	0	A
10	_____	0	0	0	A
11	_____	0	0	0	A
12	_____	0	0	0	A
13	_____	0	0	0	A
14	_____	0	0	0	A
15	_____	0	0	0	A
16	_____	0	0	0	A

Bus Priority - Timing				
	Direction A	Direction B	Direction C	Direction D
Delay	0	0	0	0
Early Green	0	0	0	0
Green Extension	0	0	0	0
Phases				
Non-Priority Phase Maximum Adjustments				
Phase 1	0	0	0	0
Phase 2	0	0	0	0
Phase 3	0	0	0	0
Phase 4	0	0	0	0
Phase 5	0	0	0	0
Phase 6	0	0	0	0
Phase 7	0	0	0	0
Phase 8	0	0	0	0

New timing sheet provided by Thomas Wheat on 1/18/19

INTERSECTION: 4TH STREET AT "A" STREET

QuicNet System Parameters

Group Assignment: **None**
Field Master Assignment: **None**
System Reference Number: **0**
Commications Channel:
Drop Address:
Area Number:
Area Address:

N/S Street Name: **"A" Street**
E/W Street Name: **4th Street**

Last *QuicNet* Database Change: **8/21/2017 0:00**

Notes:

Field Change Record

Change	By	Date	Change	By	Date

Excl Ped Assignment	
Exclusive Walk	
Exclusive FDW	
All Red Clear	

Walk Output	
Don't Walk Output	

Exclusive Ped Phase

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

	Phase 1	2	3	4	5	6	7	8
	WL	EB	NL	SB	EL	WB	SL	NB
Basic Phase Timing: Min Green	5	5	5	5	5	5	5	5
Extension	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Max	20	40	20	25	20	40	20	25
Max 2								
Cond Serve Check								
Clear: Yellow Change	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Pedestrian Timing: Walk		7		7		7		7
Ped Clear - FDW		19		19		19		19
Adv / Delay Walk								
PE Min Ped FDW		19		19		19		19
Volume Density: Type 3 Disconnect								
Added per Vehicle								
Max Added Initial		20		20		20		20
Min Gap	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Max Gap	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Reduce Every								

Phase Timing - Bank 1

	Phase 1	2	3	4	5	6	7	8
Alternate Walk								
Alternate Ped Clear								
Alternate Minimum								
Alternate Extension								

Alternate Timing - Bank 1

Red Lock		Red Rest	
Yellow Lock		Dual Entry	
Simultaneous Gap		Sequential Timing	
Rest In Walk		Inhibit Ped Reservice	
Advance Walk		Semi-Actuated	
Flashing Walk		Guaranteed Passage	
Max Extension		Conditional Service	

Phase Functions - Page 1

Minimum Recall	-2—6-	Soft Recall	
Ped Recall		External Recall	
Maximum Recall		Manual Control Calls	
Green Flash		Fast Green Flash	
Overlap Green Flash		Fast Overlap G. Flash	

Phase Functions - Page 2

		Phase							
		1	2	3	4	5	6	7	8
Basic Phase Timing	Min Green								
	Extension								
	Max								
	Max 2								
	Cond Serve Check								
Clear	Yellow Change								
	Red Clear								
Pedestrian Timing	Walk								
	Ped Clear - FDW								
	Adv / Delay Walk								
	PE Min Ped FDW								
Volume Density	Type 3 Disconnect								
	Added per Vehicle								
	Max Added Initial								
	Min Gap								
	Max Gap								
	Reduce Every								

Phase Timing - Bank 2

		Phase							
		1	2	3	4	5	6	7	8
Basic Phase Timing	Min Green								
	Extension								
	Max								
	Max 2								
	Cond Serve Check								
Clear	Yellow Change								
	Red Clear								
Pedestrian Timing	Walk								
	Ped Clear - FDW								
	Adv / Delay Walk								
	PE Min Ped FDW								
Volume Density	Type 3 Disconnect								
	Added per Vehicle								
	Max Added Initial								
	Min Gap								
	Max Gap								
	Reduce Every								

Phase Timing - Bank 3

	Phase							
	1	2	3	4	5	6	7	8
Alternate Walk								
Alternate Ped Clear								
Alternate Minimum								
Alternate Extension								

Alternate Timing - Bank 2

	Phase							
	1	2	3	4	5	6	7	8
Alternate Walk								
Alternate Ped Clear								
Alternate Minimum								
Alternate Extension								

Alternate Timing - Bank 3

Note: Set the Limited Service Interval on the "Utilities / Misc" page

Clear Phases	
Delay	
Clear Time	

Railroad - 1

Clear Phases	
Limited Service Phases	
Delay	
Clear Time	

Railroad - 2

Railroad Preempt Parameters

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										

Special Event Sequence - 1

	Delay	Clear	Clear Phases
EV - A	0	1	-2--5---
EV - B	0	1	---4--7-
EV - C	0	1	1----6--
EV - D	0	1	--3----8

Emergency Vehicle Preempt

SE - 1	0
SE - 2	0
EV - A	0
EV - B	0
EV - C	0
EV - D	0

Preempt Priority

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										

Special Event Sequence - 2

Transition Type	
Coord Extra Functions	
Phase 1 - Minimum	
Phase 2 - Minimum	
Phase 3 - Minimum	
Phase 4 - Minimum	
Phase 5 - Minimum	
Phase 6 - Minimum	
Phase 7 - Minimum	
Phase 8 - Minimum	

Coordination - General

Note: The *Ring-Barrier Sum* of these Minimums will be the Minimum Cycle Length During Transition

Transition Type
- 0.X = Shortway
- 1.X = Lengthen
- 2.X = Shorten
- X.1 thru X.4 = Number of Cycles to get "In Step"

Coord Extra
- 1 = Programmed Walk Time for Sync Phases
- 2 = Always Terminate Sync Phase Peds

	Coordination Plan								
	1	2	3	4	5	6	7	8	9
Cycle									
Offset - 1									
Offset - 2									
Offset - 3									
Zone Offset									
Ring Offset									
Hold Release									
Ped Adjust									
Force Off - 1									
Force Off - 2									
Force Off - 3									
Force Off - 4									
Force Off - 5									
Force Off - 6									
Force Off - 7									
Force Off - 8									

Coordination - Cycle, Offsets, & Force Offs

	Coordination Plan								
	1	2	3	4	5	6	7	8	9
Perm 1 - Begin									
Perm 1 - End									
Perm 1 - Veh Phases									
Perm 1 - Ped Phases									
Perm 2 - Begin									
Perm 2 - End									
Perm 2 - Veh Phases									
Perm 2 - Ped Phases									
Perm 3 - Begin									
Perm 3 - End									
Perm 3 - Veh Phases									
Perm 3 - Ped Phases									
Max Inhibit Phases									
Max Recall Phases									
Sync Phases									
Lag Phases									
Pre-Timed Phases									

Coordination - Permissives & Phase Sequence

Overlaps

	Overlap Number							
	1	2	3	4	5	6	7	8
Load Switch Number								
Vehicle Set 1								
Vehicle Set 2								
Vehicle Set 3								
Negative Vehicle								
Negative Ped								
Green Omit								
Green Clear Omit								
Green Clearance								
Yellow Change								
Red Clearance								

AND Gates

	AND 1	AND 2	AND 3	AND 4
Input - A				
Input - B				
Output				

NAND Gates

	NAND 1	NAND 2	NAND 3	NAND 4
Input - A				
Input - B				
Output				

2 Input - OR Gates

	OR 1	OR 2	OR 3	OR 4	OR 5	OR 6
Input - A						
Input - B						
Output						

4 Input - OR Gates

	OR 7	OR 8
Input - A		
Input - B		
Input - C		
Input - D		
Output		

NOT Gates (Inverters)

	NOT 1	NOT 2	NOT 3	NOT 4
Input				
Output				

DELAY Gates

	DELAY 1	DELAY 2	DELAY 3	DELAY 4	DELAY 5	DELAY 6
Input						
Delay Time						
Output						

Det. #	C-1 Pin #	Delay	Carry-over	Phase Assignmrnts	Detector Attributes	Detector Set Assignments
1	39	0.0	0.0	123----8	---45-7-	-2------
2	40	0.0	0.0	123----8	---45-7-	-----6--
3	41	0.0	0.0	123----8	---45-7-	---4----
4	42	0.0	0.0	123----8	---45-7-	-------8
5	43	0.0	0.0	123----8	---45-7-	-2------
6	44	0.0	0.0	123----8	---45-7-	-----6--
7	45	0.0	0.0	123----8	---45-7-	---4----
8	46	0.0	0.0	123----8	---45-7-	-------8
9	47	0.0	0.0	123----8	----67-	-2------
10	48	0.0	0.0	123----8	----67-	-----6--
11	49	0.0	0.0	123----8	----67-	---4----
12	50	0.0	0.0	123----8	----67-	-------8
13	55	0.0	0.0	123----8	---45-7-	----5---
14	56	0.0	0.0	123----8	---45-7-	1-------
15	57	0.0	0.0	123----8	---45-7-	-----7-
16	58	0.0	0.0	123----8	---45-7-	--3-----
17	59	0.0	0.0	123----8	---45-7-	-2------
18	60	0.0	0.0	123----8	---45-7-	-----6--
19	61	0.0	0.0	123----8	---45-7-	---4----
20	62	0.0	0.0	123----8	---45-7-	-------8
21	63	0.0	0.0	123----8	---45-7-	-2------
22	64	0.0	0.0	123----8	---45-7-	-----6--
23	65	0.0	0.0	123----8	---45-7-	---4----
24	66	0.0	0.0	123----8	---45-7-	-------8
25	67	0.0	0.0	123----8	-2------	-2------
26	68	0.0	0.0	123----8	-2------	-----6--
27	69	0.0	0.0	123----8	-2------	---4----
28	70	0.0	0.0	123----8	-2------	-------8
29	76	0.0	0.0	123----8	---45-7-	----5---
30	77	0.0	0.0	123----8	---45-7-	1-------
31	78	0.0	0.0	123----8	---45-7-	-----7-
32	79	0.0	0.0	123----8	---45-7-	--3-----

Detector Assignments

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Detector Assignments
1 = Detector Set 1
2 = Detector Set 2
3 = Detector Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

	C-1 Pin #
Flash Sense	81
External Permit - 1	
External Permit - 2	
Exclusive Ped Omit	
Max. Term Inhibit	
Max. 2	
External Lag Phases	
External Max. Recall	
Stop Time	82
Manual Control Enable	
Manual Cont. Advance	
External Min. Recall	

General Inputs

	C-1 Pin #
Plan 1	
Plan 2	
Plan 3	
Plan 4	
Plan 5	
Plan 6	
Plan 7	
Plan 8	
Plan 9	
Free	
Flash	

Coordination Plan Inputs

	C-1 Pin #
Railroad - 1	51
Railroad - 2	52
Special Event - 1	
Special Event - 2	
Gate Down	
EV - A	71
EV - B	72
EV - C	73
EV - D	74

Preempt Inputs

	C-1 Pin #
Phase Bank - 2	
Phase Bank - 3	
Detector Set - 2	
Detector Set - 3	
Overlap Vehicle Set - 2	
Overlap Vehicle Set - 3	
Interval Signal Plan - 2	
Interval Signal Plan - 3	
Interval Signal Plan - 4	

Bank, Set, & Plan Inputs

	C-1 Pin #
Door Ajar	
UPS Battery	
UPS Power	
Cabinet Temperature	

Alarm Inputs

	C-1 Pin #
Alarm - 1	
Alarm - 2	
Alarm - 3	
Alarm - 4	

	C-1 Pin #
Advance Warning - 1	
Advance Warning - 2	
Detector Failure	
Flasher - Alternating 1	
Flasher - Alternating 2	
Fast Flasher	
On Line	
Exclusive - Walk	
Exclusive - Don't Walk	

General Outputs

	C-1 Pin #
Output - 1	
Output - 2	
Output - 3	
Output - 4	
Output - 5	
Output - 6	
Output - 7	
Output - 8	

Time of Day Outputs

	C-1 Pin #
Plan - 1	
Plan - 2	
Plan - 3	
Plan - 4	
Plan - 5	
Plan - 6	
Plan - 7	
Plan - 8	
Plan - 9	
Free	
Flash	

Coordination Plan Out

	Ped Phase
Ped 2-P Loadswitch	-2------
Ped 4-P Loadswitch	---4----
Ped 6-P Loadswitch	-----6--
Ped 8-P Loadswitch	-------8

Ped Loadswitch Assignment

	C-1 Pin #
Dial - 2	
Dial - 3	
Offset - 1	
Offset - 2	
Offset - 3	
Free	
Flash	

Seven Wire Outputs

	C-1 Pin #	
	On	Flash
Railroad - 1		
Railroad - 2		
Special Event - 1		
Special Event - 2		
Preempt Failure		
EV - A		
EV - B		
EV - C		
EV - D		
Any Preempt		

Preemption Outputs

	C-1 Pin #
Output - 1	
Output - 2	
Output - 3	
Output - 4	
Output - 5	
Output - 6	
Output - 7	
Output - 8	

Special Event Outputs

	C-1 Pin #
Output - 1	
Output - 2	
Output - 3	
Output - 4	
Output - 5	
Output - 6	
Output - 7	
Output - 8	

Special Function Output

	Phase Number							
	1	2	3	4	5	6	7	8
Red								
Yellow								
Green								
Walk								
Don't Walk								

Phase Output Redirection

	Overlap Number							
	1	2	3	4	5	6	7	8
Red								
Yellow								
Green								

Overlap Output Redirection

Event	Day of Week	Season	Hour	Minute	Plan	Offset
0						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						
25						
26						
27						
28						
29						
30						
31						

Time Base Coordination Events

Event	Day of Week	Season	Hour	Minute	Funct.	Phase / Bits
0						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						

Time of Day Function Events

TOD Functions

0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Vehicle Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Vehicle Max Recall
10 = Soft Recall
11= Max Extension 2
12 = Conditional Service
13 = Lag Free Phases
14, Bit 1 = Local Override
14, Bit 4 = Disable Det Off Monitoring
15 = TOD Outputs

#	Holiday Type	Day	Month	Year
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				
31				

Holiday Dates

Event	Holiday Type	Hour	Minute	Plan	Offset
0					
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					
26					
27					
28					
29					
30					
31					

Holiday Time Base Coordination Events

Event	Holiday Type	Hour	Minute	Funct.	Phase / Bits
0					
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					

Holiday Time of Day Function Events

Season #	Start Month	Start Day	End Month	End Day
1				
2				
3				
4				
5				
6				
7				
8				

Season Definitions

Red Start Time	5.0
Yellow Start Phases	1---5---
First Green Phases	-2---6--
Startup Vehicle Calls	12345678
Startup Ped Calls	-2-4-6-8

Startup

Max ON Time	5
Max OFF Time	15
Chatter	

Detector Check

	Sign 1	Sign 2
Phase Number		
Time Before Yellow		

Advance Warning Signs

Flash Entry Phases	
Flash Phases Yellow	
Flash Overlaps Yellow	
Flash Type	

Flash Setup

Exclusive Phases	
Protect / Permissive	
Disable Yellow Range	
Extra One	1-3-----
Lag Phases - Free	-2-4-6-8

Configuration

Permitted Phases	12345678
Restricted Phases	
Disable Overlap Range	
Extra Two	

Configuration

Keyboard Beep	
Backlight Timeout	
Spec Evnt 1 - Ltd Serv Interval	
Spec Evnt 2 - Ltd Serv Interval	
Red Revert	2.0

Miscellaneous

Spring Month (Begin)	3
Spring Week (Begin)	2
Fall Month (End)	11
Fall Week (End)	1

Daylight Savings Time

Manual Plan	14
Manual Offset	

Manual

Manual Plan
1 thru 9 = Coordination Plan 1 thru 9
14 = Free
15 = Flash

Extra One
1 =
2 =
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 =
8 =

Extra Two
1 =
2 =
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignor P/P on EV
6 =
7 =
8 =

Address	
Area Number	
Area Address	
IP Port	
IP Address	
Subnet Mask	
Gateway	

Ethernet Port Address

Flash Type
0 = All On - Off (12345678 - 0)
1 = Main - Side (1256 - 3478)
2 = Ping Pong (1234 - 5678)
3 = Ring Pairs (1638 - 5247)

	Port 1	Port 2	Port 3	Port 4
Address				
Area Number				
Area Address				
Comm Time Out				
CTS Delay				
RTS Hold				
Baud Rate				
Data Format				

Communications Parameters

QuicNet® System	
System ID	1
Group	4
Field Master	4
N-S Street	**C Street**
E-W Street	**4th Street**
Communications	
Channel	
Address	
Area Number	4
Area Address	
Database	
Last Changed	**10/30/2015**

QuicNet Timing Notes

Phase Timing - Bank 1								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
	NL	SB	EL	WB	SL	NB		EB
Min Green	5	5	5	5	5	5		5
Extension	2.0	2.0	2.0	2.0	2.0	2.0		2.0
Max	20	30	20	40	20	30		40
Max 2								
Cond Serve Check								
Clearance Timing								
Yellow Change	3.6	3.6	3.6	4.1	3.6	3.6		4.1
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0		1.0
Pedestrian Timing								
Walk		9		8				8
Pedestrian Change		17		11				9
Advance/Delay Walk								
PE Min. Ped. Change		17		11				9
Volume-Density								
Type 3 Disconnect								
Add per Vehicle								
Max Added Initial		20		20		20		20
Min Gap	2.0	2.0	2.0	2.0	2.0	2.0		2.0
Max Gap	2.0	2.0	2.0	2.0	2.0	2.0		2.0
Reduce Every								
Alternate Timing								
Alternate Walk								
Alternate Ped. Change								
Alternate Minimum								
Alternate Extension								

Phase Timing - Exclusive Pedestrian	
Exclusive Ped Assignment	
Exclusive Walk	
Exclusive Pedestrian Change	
Red Clear	
Walk Output	
Don't Walk Output	

Phase Functions - Page 1	
Red Lock	
Yellow Lock	
Simultaneous Gap	_2_4_6_8
Rest In Walk	
Advance Walk	
Flashing Walk	
Max Extension	
Red Rest	
Dual Entry	
Sequential Timing	
Inhibit Ped Reservice	_2_4_6_8
Delay Walk	
Guaranteed Passage	
Conditional Service	

Phase Functions - Page 2	
Minimum Recall	__4__8
Ped Recall	
Maximum Recall	
Green Flash	
Overlap Green Flash	
Flashing Yellow Arrow for PPLT	
Soft Recall	
External Recall	
Manual Control Calls	
Fast Green Flash	
Fast Overlap Green Flash	
Semi-Actuated	

Phase Timing - Bank 2								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green								
Extension								
Max								
Max 2								
Cond Serve Check								
Clearance Timing								
Yellow Change								
Red Clear								
Pedestrian Timing								
Walk								
Pedestrian Change								
Advance/Delay Walk								
PE Min. Ped. Change								
Volume-Density								
Type 3 Disconnect								
Add per Vehicle								
Max Added Initial								
Min Gap								
Max Gap								
Reduce Every								
Alternate Timing								
Alternate Walk								
Alternate Ped. Change								
Alternate Minimum								
Alternate Extension								

Phase Timing - Bank 3								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green								
Extension								
Max								
Max 2								
Cond Serve Check								
Clearance Timing								
Yellow Change								
Red Clear								
Pedestrian Timing								
Walk								
Pedestrian Change								
Advance/Delay Walk								
PE Min. Ped. Change								
Volume-Density								
Type 3 Disconnect								
Add per Vehicle								
Max Added Initial								
Min Gap								
Max Gap								
Reduce Every								
Alternate Timing								
Alternate Walk								
Alternate Ped. Change								
Alternate Minimum								
Alternate Extension								

Preemption - General	
Min. Green Before Preempt Forceoff	5
Max. EV Preempt Duration	0
Min. Time Between Same EV Preempt	0
Disable Low Priority Preempt	
Leave Flash to Service Preempt	

Preemption - Relative Priority	
Special Event 1	1
Special Event 2	1
Special Event 3	1
Special Event 4	1
Special Event 5	1
Special Event 6	1
Emergency Vehicle A	1
Emergency Vehicle B	1
Emergency Vehicle C	1
Emergency Vehicle D	1

Misc Preemption Configuration	
Disable Low Priority	
Flash to Preempt	
Non-LTD FYA During RR LTD	
FYA During EVP/RR Clear	N
Log Preemption Events	N

Preemption - Railroad 1	
Delay	
Clear Time	
Clear Phases	

Preemption - Railroad 2	
Delay	
Clear Time	
Clear Phases	
Limited Service Phases	

Preemption - Emergency Vehicle			
	Delay	Clear	Clearance Phases
EV A		1	2 5
EV B		1	4
EV C		1	1 6
EV D		1	3 8

Preemption - Railroad 3	
Enabled	Y
Advance Ped. Max. Time	0
Track Clear Min. Time	41
Track Clear Max. Time	60
Track Clear Phases	4
Limited Service Max. Time	10
Limited Service Phases	1 2 3 6
Truncate Green	Y
Truncate Walk	Y

I/O		
	Input	Output
Advance Ped.		111
Advance Preempt	134	112
Supervisor	135	113
Crossing Active	136	114
Gate Down	137	115
Fault	138	116
Watchdog Echo		118

Special Event Sequence 1

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										

Special Event Sequence 2

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										

Special Event Sequence 3

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										

Special Event Sequence 4

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										

Special Event Sequence 5										
Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										

Special Event Sequence 6										
Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										

Coordination - Cycle, Offsets, & Forceoffs									
	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Cycle									
Offset 1									
Offset 2									
Offset 3									
Zone Offset									
Ring Offset									
Hold Release									
Ped. Adjust									
Forceoff Phase 1									
Forceoff Phase 2									
Forceoff Phase 3									
Forceoff Phase 4									
Forceoff Phase 5									
Forceoff Phase 6									
Forceoff Phase 7									
Forceoff Phase 8									
Adaptive Operation									

Coordination - General	
Transition Type	0.3
0 = Shortway	
1 = Dwell	
2 = Shorten	
Tenths Digit: # Cycles to get in step (1–4)	
Coordination Extra	
1 = Programmed Walk Time for Sync Phases	
2 = Always Terminate Sync Phase Peds	
3 = Floating Forceoffs	
4 = Reservice for Ped Calls	
5 = Start of Green Offset Reference	
8 = Maintain Coord. During Spec. Event Preempt	
QuicTrac Max Cycle Length	0
QuicTrac Max Cycle Length Change	0

Coordination - Phase Minimums							
Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8

Coordination - Permissives & Phase Sequences								
	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Perm 1 - Begin									
Perm 1 - End									
Perm 1 - Veh Phases									
Perm 1 - Ped Phases									
Perm 2 - Begin									
Perm 2 - End									
Perm 2 - Veh Phases									
Perm 2 - Ped Phases									
Perm 3 - Begin									
Perm 3 - End									
Perm 3 - Veh Phases									
Perm 3 - Ped Phases									
Max Inhibit Phases									
Max Recall Phases									
Reservice Time									
Reservice Phases									
Sync Phases									
Lag Phases									
Pre-Timed Phases									

Overlaps								
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Load Switch Number								
Vehicle Set 1								
Vehicle Set 2								
Vehicle Set 3								
Negative Vehicle								
Negative Ped								
Green Omit								
Green Clear Omit								
Green Clearance								
Yellow Change								
Red Clearance								

AND Gates						
	AND 1	AND 2	AND 3	AND 4	AND 5	AND 6
Input A						
Input B						
Output						

NAND Gates				
	NAND 1	NAND 2	NAND 3	NAND 4
Input A				
Input B				
Output				

NOT Gates				
	NOT 1	NOT 2	NOT 3	NOT 4
Input				
Output				

Delay Timers						
	DELAY 1	DELAY 2	DELAY 3	DELAY 4	DELAY 5	DELAY 6
Input						
Time						
Output						

Extension Timers						
	ET 1	ET 2	ET 3	ET 4	ET 5	ET 6
Input						
Time						
Output						

OR Gates										
	OR 1	OR 2	OR 3	OR 4	OR 5	OR 6	OR 7	OR 8	OR 9	OR 10
Input A	**134**									
Input B	**136**									
Input C										
Input D										
Output	**35**									

Latches								
	LATCH 1	LATCH 2	LATCH 3	LATCH 4	LATCH 5	LATCH 6	LATCH 7	LATCH 8
Set								
Reset								
Output								
NOT Output								

One Shot Timers						
	OS 1	OS 2	OS 3	OS 4	OS 5	OS 6
Input						
Time						
Output						

Detectors

No.	Pin	Delay	Carry Over	Phases	Attributes	Assignments
1	39	0.0	0.0	2	45_7	123 8
2	40	0.0	0.0	6	45_7	123 8
3	41	0.0	0.0	4	45_7	123 8
4	42	0.0	0.0	8	45_7	123 8
5	43	0.0	0.0	2	45_7	123 8
6	44	0.0	0.0	6	45_7	123 8
7	45	0.0	0.0	4	45_7	123 8
8	46	0.0	0.0	8	45_7	123 8
9	47	0.0	0.0	2	67	123 8
10	48	0.0	0.0	6	67	123 8
11	49	0.0	0.0	4	67	123 8
12	50	0.0	0.0	8	67	123 8
13	55	0.0	0.0	5	45_7	123 8
14	56	0.0	0.0	1	45_7	123 8
15	57	0.0	0.0	7	45_7	123 8
16	58	0.0	0.0	3	45_7	123 8
17	59	0.0	0.0	5	45_7	123 8
18	60	0.0	0.0	1	45_7	123 8
19	61	0.0	0.0	7	45_7	123 8
20	62	0.0	0.0	3	45_7	123 8
21	63	0.0	0.0	2	45_7	123 8
22	64	0.0	0.0	6	45_7	123 8
23	65	0.0	0.0	4	45_7	123 8
24	66	0.0	0.0	8	45_7	123 8
25	67	0.0	0.0	2	2	123 8
26	68	0.0	0.0	6	2	123 8
27	69	0.0	0.0	4	2	123 8
28	70	0.0	0.0	8	2	123 8
29	76	0.0	0.0	2	45_7	123 8
30	77	0.0	0.0	6	45_7	123 8
31	78	0.0	0.0	4	45_7	123 8
32	79	0.0	0.0	8	45_7	123 8

Detector Attributes	Detector Assignments
1 = Full Time Delay	1 = Detector Set 1
2 = Pedestrian	2 = Detector Set 2
3 = (unused)	3 = Detector Set 3
4 = Count	4 = (unused)
5 = Extension	5 = (unused)
6 = Type 3	6 = Min. Recall on Failure
7 = Calling	7 = Max. Recall on Failure
8 = Alternate	8 = Monitor for Failure

Inputs - General	
Flash Sense	81
External Permit 1	
External Permit 2	
External Permit 3	
Exclusive Ped Omit	
Max. 2	
External Lag	
Max. Recall	
Stop Time	82
Manual Control Enable	
Manual Control Advance	
Min. Recall	
Pedestrian Forceoff	

Inputs - Preemption	
Railroad 1	51
Railroad 2	52
Gate Down	
Special Event 1	
Special Event 2	
Special Event 3	
Special Event 4	
Special Event 5	
Special Event 6	
Emergency Vehicle A	71
Emergency Vehicle B	72
Emergency Vehicle C	73
Emergency Vehicle D	74

Inputs - FYA Inhibit	
Phase 1	
Phase 2	
Phase 3	
Phase 4	
Phase 5	
Phase 6	
Phase 7	
Phase 8	

Inputs - Plan	
Plan 1	
Plan 2	
Plan 3	
Plan 4	
Plan 5	
Plan 6	
Plan 7	
Plan 8	
Plan 9	
Free	
Flash	

Inputs - Bank & Set	
Phase Bank 2	
Phase Bank 3	
Detector Set 2	
Detector Set 3	
Overlap Set 2	
Overlap Set 3	

Inputs - Alarms	
Alarm 1	
Alarm 2	
Alarm 3	
Alarm 4	
Door Ajar	
UPS Battery Low	
UPS On Backup Power	
Cabinet Temperature	

Inputs - NEMA Functions	
Call to Non-Actuated	
CNA Phases	
Forceoff Ring A	
Forceoff Ring B	
Hold	
Hold Phases	
Max. Inhibit	

Outputs - General	
Advance Warning Sign 1	
Advance Warning Sign 2	
Detector Failure	
Flasher 1	
Flasher 2	
Fast Flasher	
On Line	
Exclusive Pedestrian Walk	
Exclusive Pedestrian Don't Walk	

Outputs - Plan	
Plan 1	
Plan 2	
Plan 3	
Plan 4	
Plan 5	
Plan 6	
Plan 7	
Plan 8	
Plan 9	
Free	
Flash	

Outputs - Pedestrian Loadswitch Assignments	
Loadswitch 2P Phases	2
Loadswitch 4P Phases	4
Loadswitch 6P Phases	
Loadswitch 8P Phases	8

Outputs - Preemption		
	Steady	Flashing
Railroad 1		
Railroad 2		
Special Event 1		
Special Event 2		
Special Event 3		
Special Event 4		
Special Event 5		
Special Event 6		
EV A		
EV B		
EV C		
EV D		
Any Preempt		
Preempt Failure		

Outputs - Phase Redirection								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Red								
Yellow								
Green								
Walk								
Don't Walk								

Outputs - Overlap Redirection								
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Red								
Yellow								
Green								

Outputs - Time of Day							
TOD Out 1	TOD Out 2	TOD Out 3	TOD Out 4	TOD Out 5	TOD Out 6	TOD Out 7	TOD Out 8

Outputs - Special Event							
SE Out 1	SE Out 2	SE Out 3	SE Out 4	SE Out 5	SE Out 6	SE Out 7	SE Out 8

Outputs - Special Function							
SF Out 1	SF Out 2	SF Out 3	SF Out 4	SF Out 5	SF Out 6	SF Out 7	SF Out 8

Outputs - Phase Status								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Check								
On								

Outputs - Flashing Yellow Arrow							
Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8

Time Base Coordination Events

No.	Days of Week	Seasons	Hour	Minute	Plan	Offset
0						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						
25						
26						
27						
28						
29						
30						
31						

Time of Day Function Events

No.	Days of Week	Seasons	Hour	Minute	Function	Phases or Fn. 14 Bits
0						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						

Function 1 = Red Lock
Function 2 = Yellow Lock
Function 3 = Minimum Recall
Function 4 = Pedestrian Recall
Function 6 = Rest in Walk
Function 7 = Red Rest
Function 8 = Double Entry
Function 9 = Maximum Recall
Function 10 = Soft Recall
Function 11 = Max 2
Function 12 = Conditional Service
Function 13 = Lag Free
Function 14 = (see Function 14 Bits)
Function 15 = Time of Day Outputs

Function 14 Bits
Bit 1 = Local Override
Bit 2 = Skip Overlap Green Clearance
Bit 4 = Disable Detector OFF Monitoring
Bit 5 = Disable Bus Priority
Bit 6 = Inhibit FYA
Bit 7 = Detector Count Recording
Bit 8 = Split Monitor Recording

Holiday Definitions				
No.	Holiday Types	Day	Month	Year
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				
31				

Holiday Time Base Coordination Events					
No.	Holiday Types	Hour	Minute	Plan	Offset
0					
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					
26					
27					
28					
29					
30					
31					

Holiday Time of Day Function Events					
No.	Holiday Types	Hour	Minute	Function	Phases or Fn. 14 Bits
0					
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					

Season Definitions				
No.	Start Month	Start Day	End Month	End Day
1	**1**	**1**	**12**	**31**
2				
3				
4				
5				
6				
7				
8				

Startup	
Flash Start	0
All Red Start	5.0
Yellow Start Phases	__3____
First Green Phases	___4___8
Startup Vehicle Calls	123456_8
Startup Ped Calls	_2_4___8

Configuration	
Exclusive Phases	
Protected/Permissive Phases	
Disable Phase Min. Yellow	
Free Lag Phases	_2_4_6_8
External Lag Phases	_2_4_6_8
Pedestrian Forceoff Phases	
Extra One	__3____

1 = TBC Type 1
2 = (unused)
3 = Adjust Clock for Daylight Saving Time
4 = Terminate Ped. for EV Preempt
5 = QuicComm Extended Status
6 = International Style Pedestrian Change Interval
7 = (unused)
8 = Split Ring Operation

Permitted Phases	123456_8
Restricted Phases	
Disable Overlap Min. Yellow	
External Permit 1	
External Permit 2	
External Permit 3	
Extra Two	

1 = Adv. Warn. Signs On During Min. Init.
2 = Siemens i2 Communications Protocol
3 = Disable Minimum Walk Check
4 = QuicNet System Communications
5 = Ignore Anti-Backup During Preempt
6 = Bridgeport Naztec TS 2 I/O Map
7 = Allow Remote Preemption Calls
8 = Caltrans Traf. Resp. FM Comm.

Advance Warning Signs	Sign 1	Sign 2
Phase Number		
Time Before Yellow		

Software Flash	
Flash Entry Phases	
Flash Yellow Phases	
Flash Yellow Overlaps	
Flash Type	0

0 = All On/All Off (1-2-3-4-5-6-7-8, dark)
1 = Main/Side (1-2-5-6, 3-4-7-8)
2 = Odd/Even (1-3-5-7, 2-4-6-8)
3 = Ring Pairs (1-6, 4-7, 2-5, 3-8)

Flashing Yellow Arrow	
FYA Delay	
FYA During Preempt	

Front Panel	
Keyboard Beep	N
Backlight Timeout	6

Miscellaneous	
Red Revert	5.0
Log Preemption Events	Y
Soft Recall Delay	0.0

Special Event Limited Service Intervals					
SE 1	SE 2	SE 3	SE 4	SE 5	SE 6

Detector Monitoring	
Max On	5
Max Off	15
Chatter	45

Daylight Saving Time	
Start Month	3
Start Week	2
End Month	11
End Week	1

Manual Operation	
Manual Plan	14

1–9 = Coordination Plans
14 = Free
15 = Flash

Manual Offset	0

Bus Priority - Schedule					
Event No.	Day of Week	Hour	Minute	Headway	Direction
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					

Bus Priority - Timing				
	Direction A	Direction B	Direction C	Direction D
Delay				
Early Green				
Green Extension				
Phases				
Non-Priority Phase Maximum Adjustments				
Phase 1				
Phase 2				
Phase 3				
Phase 4				
Phase 5				
Phase 6				
Phase 7				
Phase 8				

Cesar Chavez St D St / 4th St

QuicNet® System	
System ID	1
Group	4
Field Master	4
N-S Street	D Street
E-W Street	4th Street
Communications	
Channel	
Address	0 3
Area Number	1 4
Area Address	1 4
Database	
Last Changed	10/30/2015

QuicNet Timing Notes

Phase Timing - Bank 1								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
		NB	WL	EB		SB	EL	WB
Min Green		5	5	5		5	5	5
Extension		2.0	2.0	2.0		2.0	2.0	2.0
Max		25	20	40		25	20	40
Max 2		50	30	40		50	30	40
Cond Serve Check								
Clearance Timing								
Yellow Change		4.0 3.6	3.6	4.1		4.0 3.6	3.6	4.1
Red Clear		1.0	1.0	1.0		1.0	1.0	1.0
Pedestrian Timing								
Walk		7		7		7		7
Pedestrian Change		16		11		16		9
Advance/Delay Walk								
PE Min. Ped. Change		16		11		16		9
Volume-Density								
Type 3 Disconnect								
Add per Vehicle								
Max Added Initial		20		20		20		20
Min Gap		2.0	2.0	2.0		2.0	2.0	2.0
Max Gap		2.0	2.0	2.0		2.0	2.0	2.0
Reduce Every								
Alternate Timing								
Alternate Walk								
Alternate Ped. Change								
Alternate Minimum								
Alternate Extension								

Phase Functions - Page 1	
Red Lock	
Yellow Lock	
Simultaneous Gap	_2_4_6_8
Rest In Walk	
Advance Walk	
Flashing Walk	
Max Extension	
Red Rest	
Dual Entry	_2___6__
Sequential Timing	
Inhibit Ped Reservice	_2_4_6_8
Delay Walk	
Guaranteed Passage	
Conditional Service	

Phase Functions - Page 2	
Minimum Recall	_2___6__
Ped Recall	
Maximum Recall	
Green Flash	
Overlap Green Flash	
Flashing Yellow Arrow for PPLT	
Soft Recall	
External Recall	
Manual Control Calls	
Fast Green Flash	
Fast Overlap Green Flash	
Semi-Actuated	

Phase Timing - Exclusive Pedestrian	
Exclusive Ped Assignment	
Exclusive Walk	
Exclusive Pedestrian Change	
Red Clear	
Walk Output	
Don't Walk Output	

Controller: 2033

Phase Timing - Bank 2								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green								
Extension								
Max								
Max 2								
Cond Serve Check								
Clearance Timing								
Yellow Change								
Red Clear								
Pedestrian Timing								
Walk								
Pedestrian Change								
Advance/Delay Walk								
PE Min. Ped. Change								
Volume-Density								
Type 3 Disconnect								
Add per Vehicle								
Max Added Initial								
Min Gap								
Max Gap								
Reduce Every								
Alternate Timing								
Alternate Walk								
Alternate Ped. Change								
Alternate Minimum								
Alternate Extension								

Phase Timing - Bank 3								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green								
Extension								
Max								
Max 2								
Cond Serve Check								
Clearance Timing								
Yellow Change								
Red Clear								
Pedestrian Timing								
Walk								
Pedestrian Change								
Advance/Delay Walk								
PE Min. Ped. Change								
Volume-Density								
Type 3 Disconnect								
Add per Vehicle								
Max Added Initial								
Min Gap								
Max Gap								
Reduce Every								
Alternate Timing								
Alternate Walk								
Alternate Ped. Change								
Alternate Minimum								
Alternate Extension								

Controller: 2033

Preemption - General	
Min. Green Before Preempt Forceoff	5
Max. EV Preempt Duration	64
Min. Time Between Same EV Preempt	0
Disable Low Priority Preempt	
Leave Flash to Service Preempt	

Preemption - Relative Priority	
Special Event 1	1
Special Event 2	1
Special Event 3	1
Special Event 4	1
Special Event 5	1
Special Event 6	1
Emergency Vehicle A	1
Emergency Vehicle B	1
Emergency Vehicle C	1
Emergency Vehicle D	1

Misc Preemption Configuration	
Disable Low Priority	
Flash to Preempt	
Non-LTD FYA During RR LTD	
FYA During EVP/RR Clear	N
Log Preempt Events	~~Y~~ N

Preemption - Railroad 1	
Delay	
Clear Time	
Clear Phases	

Preemption - Railroad 2	
Delay	
Clear Time	
Clear Phases	
Limited Service Phases	

Preemption - Emergency Vehicle			
	Delay	Clear	Clearance Phases
EV A	0	1	2
EV B	0	1	4 7
EV C	0	1	6
EV D	0	1	3 8

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Preemption - Railroad 3		
Enabled	Y	
Advance Ped. Max. Time	0	
Track Clear Min. Time	45	
Track Clear Max. Time	60	
Track Clear Phases	4 7	
Limited Service Max. Time	10	
Limited Service Phases	23 6	
Truncate Green	~~Y~~ N	
Truncate Walk	Y	
I/O		
	Input	Output
Advance Ped.		111
Advance Preempt	134	112
Supervisor	135	113
Crossing Active	136	114
Gate Down	137	115
Fault	138	116
Watchdog Echo		118

Controller: 2033

Special Event Sequence 1

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										

Special Event Sequence 2

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										

Special Event Sequence 3

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										

Special Event Sequence 4

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										

Controller: 2033

Special Event Sequence 5

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										

Special Event Sequence 6

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										

Controller: 2033

Coordination - Cycle, Offsets, & Forceoffs									
	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Cycle	110	100	110						
Offset 1	84	68	10						
Offset 2									
Offset 3									
Zone Offset									
Ring Offset									
Hold Release	255	255	255						
Ped. Adjust									
Forceoff Phase 1									
Forceoff Phase 2	57	55	56						
Forceoff Phase 3	11	17	15						
Forceoff Phase 4									
Forceoff Phase 5									
Forceoff Phase 6	57	55	56						
Forceoff Phase 7	84	77	81						
Forceoff Phase 8									
Adaptive Operation	N	N	N						

Coordination - General	
Transition Type	0.3
0 = Shortway	
1 = Dwell	
2 = Shorten	
Tenths Digit: # Cycles to get in step (1–4)	
Coordination Extra	
1 = Programmed Walk Time for Sync Phases	
2 = Always Terminate Sync Phase Peds	
3 = Floating Forceoffs	
4 = Reservice for Ped Calls	
5 = Start of Green Offset Reference	
8 = Maintain Coord. During Spec. Event Preempt	
QuicTrac Max Cycle Length	0
QuicTrac Max Cycle Length Change	0

Coordination - Phase Minimums							
Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
	30	10	28		30	10	28

Coordination - Permissives & Phase Sequences									
	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Perm 1 - Begin	0	0	0						
Perm 1 - End	12	18	16						
Perm 1 - Veh Phases	12345678	12345678	12345678						
Perm 1 - Ped Phases	12345678	12345678	12345678						
Perm 2 - Begin									
Perm 2 - End									
Perm 2 - Veh Phases									
Perm 2 - Ped Phases									
Perm 3 - Begin									
Perm 3 - End									
Perm 3 - Veh Phases									
Perm 3 - Ped Phases									
Max Inhibit Phases									
Max Recall Phases									
Reservice Time									
Reservice Phases									
Sync Phases	_4__8	_4__8	_4__8						
Lag Phases	_23_6_8	_23_6_8	_23_6_8						
Pre-Timed Phases									

Controller: 2033

Overlaps								
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Load Switch Number								
Vehicle Set 1								
Vehicle Set 2								
Vehicle Set 3								
Negative Vehicle								
Negative Ped								
Green Omit								
Green Clear Omit								
Green Clearance								
Yellow Change								
Red Clearance								

Controller: 2033

AND Gates						
	AND 1	AND 2	AND 3	AND 4	AND 5	AND 6
Input A						
Input B						
Output						

NAND Gates				
	NAND 1	NAND 2	NAND 3	NAND 4
Input A				
Input B				
Output				

NOT Gates				
	NOT 1	NOT 2	NOT 3	NOT 4
Input				
Output				

Delay Timers						
	DELAY 1	DELAY 2	DELAY 3	DELAY 4	DELAY 5	DELAY 6
Input						
Time						
Output						

Extension Timers						
	ET 1	ET 2	ET 3	ET 4	ET 5	ET 6
Input						
Time						
Output						

OR Gates										
	OR 1	OR 2	OR 3	OR 4	OR 5	OR 6	OR 7	OR 8	OR 9	OR 10
Input A										
Input B										
Input C										
Input D										
Output										

Latches								
	LATCH 1	LATCH 2	LATCH 3	LATCH 4	LATCH 5	LATCH 6	LATCH 7	LATCH 8
Set								
Reset								
Output								
NOT Output								

One Shot Timers						
	OS 1	OS 2	OS 3	OS 4	OS 5	OS 6
Input						
Time						
Output						

Controller: 2033

Detectors

No.	Pin	Delay	Carry Over	Phases	Attributes	Assignments
1	39	0.0	0.0	2	45_7_	123___8
2	40	0.0	0.0	6	45_7_	123___8
3	41	0.0	0.0	4	45_7_	123___8
4	42	0.0	0.0	8	45_7_	123___8
5	43	0.0	0.0	2	45_7_	123___8
6	44	0.0	0.0	6	45_7_	123___8
7	45	0.0	0.0	4	45_7_	123___8
8	46	0.0	0.0	8	45_7_	123___8
9	47	0.0	0.0	2	67_	123___8
10	48	0.0	0.0	6	67_	123___8
11	49	0.0	0.0	4	67_	123___8
12	50	0.0	0.0	8	67_	123___8
13	55	0.0	0.0	5	45_7_	123___8
14	56	0.0	0.0	1	45_7_	123___8
15	57	0.0	0.0	7	45_7_	123___8
16	58	0.0	0.0	3	45_7_	123___8
17	59	0.0	0.0	5	45_7_	123___8
18	60	0.0	0.0	1	45_7_	123___8
19	61	0.0	0.0	7	45_7_	123___8
20	62	0.0	0.0	3	45_7_	123___8
21	63	0.0	0.0	2	45_7_	123___8
22	64	0.0	0.0	6	45_7_	123___8
23	65	0.0	0.0	4	45_7_	123___8
24	66	0.0	0.0	8	45_7_	123___8
25	67	0.0	0.0	2	2	123___8
26	68	0.0	0.0	6	2	123___8
27	69	0.0	0.0	4	2	123___8
28	70	0.0	0.0	8	2	123___8
29	76	0.0	0.0	2	45_7_	123___8
30	77	0.0	0.0	6	45_7_	123___8
31	78	0.0	0.0	4	45_7_	123___8
32	79	0.0	0.0	8	45_7_	123___8

Detector Attributes	Detector Assignments
1 = Full Time Delay	1 = Detector Set 1
2 = Pedestrian	2 = Detector Set 2
3 = (unused)	3 = Detector Set 3
4 = Count	4 = (unused)
5 = Extension	5 = (unused)
6 = Type 3	6 = Min. Recall on Failure
7 = Calling	7 = Max. Recall on Failure
8 = Alternate	8 = Monitor for Failure

Inputs - General

Flash Sense	81
External Permit 1	
External Permit 2	
External Permit 3	
Exclusive Ped Omit	
Max. 2	
External Lag	
Max. Recall	
Stop Time	82
Manual Control Enable	
Manual Control Advance	
Min. Recall	
Pedestrian Forceoff	

Inputs - Preemption

Railroad 1	51
Railroad 2	52
Gate Down	
Special Event 1	
Special Event 2	
Special Event 3	
Special Event 4	
Special Event 5	
Special Event 6	
Emergency Vehicle A	71
Emergency Vehicle B	72
Emergency Vehicle C	73
Emergency Vehicle D	74

Inputs - FYA Inhibit

Phase 1	
Phase 2	
Phase 3	
Phase 4	
Phase 5	
Phase 6	
Phase 7	
Phase 8	

Inputs - Plan

Plan 1	
Plan 2	
Plan 3	
Plan 4	
Plan 5	
Plan 6	
Plan 7	
Plan 8	
Plan 9	
Free	
Flash	

Inputs - Bank & Set

Phase Bank 2	
Phase Bank 3	
Detector Set 2	
Detector Set 3	
Overlap Set 2	
Overlap Set 3	

Inputs - Alarms

Alarm 1	
Alarm 2	
Alarm 3	
Alarm 4	
Door Ajar	
UPS Battery Low	
UPS On Backup Power	
Cabinet Temperature	

Inputs - NEMA Functions

Call to Non-Actuated	
CNA Phases	
Forceoff Ring A	
Forceoff Ring B	
Hold	
Hold Phases	
Max. Inhibit	

Controller: 2033

Outputs - General	
Advance Warning Sign 1	
Advance Warning Sign 2	
Detector Failure	
Flasher 1	
Flasher 2	
Fast Flasher	
On Line	
Exclusive Pedestrian Walk	
Exclusive Pedestrian Don't Walk	

Outputs - Plan	
Plan 1	
Plan 2	
Plan 3	
Plan 4	
Plan 5	
Plan 6	
Plan 7	
Plan 8	
Plan 9	
Free	
Flash	

Outputs - Pedestrian Loadswitch Assignments	
Loadswitch 2P Phases	2
Loadswitch 4P Phases	4
Loadswitch 6P Phases	6
Loadswitch 8P Phases	8

Outputs - Preemption		
	Steady	Flashing
Railroad 1		
Railroad 2		
Special Event 1		
Special Event 2		
Special Event 3		
Special Event 4		
Special Event 5		
Special Event 6		
EV A		
EV B		
EV C		
EV D		
Any Preempt		
Preempt Failure		

Outputs - Phase Redirection								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Red								
Yellow								
Green								
Walk								
Don't Walk								

Outputs - Overlap Redirection								
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Red								
Yellow								
Green								

Outputs - Time of Day							
TOD Out 1	TOD Out 2	TOD Out 3	TOD Out 4	TOD Out 5	TOD Out 6	TOD Out 7	TOD Out 8

Outputs - Special Event							
SE Out 1	SE Out 2	SE Out 3	SE Out 4	SE Out 5	SE Out 6	SE Out 7	SE Out 8

Outputs - Special Function							
SF Out 1	SF Out 2	SF Out 3	SF Out 4	SF Out 5	SF Out 6	SF Out 7	SF Out 8

Outputs - Phase Status								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Check								
On								

Outputs - Flashing Yellow Arrow							
Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8

Controller: 2033

Time Base Coordination Events

No.	Days of Week	Seasons	Hour	Minute	Plan	Offset
0	1234567	1	0	0	14	A
1	1____7	1	10	0	2	A
2	1____7	1	18	0	14	A
3	_23456_	1	6	0	1	A
4	_23456_	1	9	0	14	A
5	_23456_	1	10	45	2	A
6	_23456_	1	15	30	3	A
7	_23456_	1	20	0	14	A
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						
25						
26						
27						
28						
29						
30						
31						

Time of Day Function Events

No.	Days of Week	Seasons	Hour	Minute	Function	Phases or Fn. 14 Bits
0						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						

Function 1 = Red Lock
Function 2 = Yellow Lock
Function 3 = Minimum Recall
Function 4 = Pedestrian Recall
Function 6 = Rest in Walk
Function 7 = Red Rest
Function 8 = Double Entry
Function 9 = Maximum Recall
Function 10 = Soft Recall
Function 11 = Max 2
Function 12 = Conditional Service
Function 13 = Lag Free
Function 14 = (see Function 14 Bits)
Function 15 = Time of Day Outputs

Function 14 Bits
Bit 1 = Local Override
Bit 2 = Skip Overlap Green Clearance
Bit 4 = Disable Detector OFF Monitoring
Bit 5 = Disable Bus Priority
Bit 6 = Inhibit FYA
Bit 7 = Detector Count Recording
Bit 8 = Split Monitor Recording

Controller: 2033

Holiday Definitions				
No.	Holiday Types	Day	Month	Year
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				
31				

Holiday Time Base Coordination Events					
No.	Holiday Types	Hour	Minute	Plan	Offset
0					
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					
26					
27					
28					
29					
30					
31					

Holiday Time of Day Function Events					
No.	Holiday Types	Hour	Minute	Function	Phases or Fn. 14 Bits
0					
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					

Season Definitions				
No.	Start Month	Start Day	End Month	End Day
1	1	1	12	31
2				
3				
4				
5				
6				
7				
8				

Controller: 2033

Startup	
Flash Start	0
All Red Start	5.0
Yellow Start Phases	_2___6__
First Green Phases	___4___8
Startup Vehicle Calls	_234_678
Startup Ped Calls	_2_4_6_8

Configuration	
Exclusive Phases	
Protected/Permissive Phases	
Disable Phase Min. Yellow	
Free Lag Phases	_2_4_6_8
External Lag Phases	_2_4_6_8
Pedestrian Forceoff Phases	
Extra One	__3_____

1 = TBC Type 1
2 = (unused)
3 = Adjust Clock for Daylight Saving Time
4 = Terminate Ped. for EV Preempt
5 = QuicComm Extended Status
6 = International Style Pedestrian Change Interval
7 = (unused)
8 = Split Ring Operation

Permitted Phases	_234_678
Restricted Phases	
Disable Overlap Min. Yellow	
External Permit 1	
External Permit 2	
External Permit 3	
Extra Two	

1 = Adv. Warn. Signs On During Min. Init.
2 = Siemens i2 Communications Protocol
3 = Disable Minimum Walk Check
4 = QuicNet System Communications
5 = Ignore Anti-Backup During Preempt
6 = Bridgeport Naztec TS 2 I/O Map
7 = Allow Remote Preemption Calls
8 = Caltrans Traf. Resp. FM Comm.

Advance Warning Signs	Sign 1	Sign 2
Phase Number		
Time Before Yellow		

Software Flash	
Flash Entry Phases	
Flash Yellow Phases	
Flash Yellow Overlaps	
Flash Type	0

0 = All On/All Off (1-2-3-4-5-6-7-8, dark)
1 = Main/Side (1-2-5-6, 3-4-7-8)
2 = Odd/Even (1-3-5-7, 2-4-6-8)
3 = Ring Pairs (1-6, 4-7, 2-5, 3-8)

Flashing Yellow Arrow	
FYA Delay	
FYA During Preempt	

Front Panel	
Keyboard Beep	N
Backlight Timeout	6

Miscellaneous	
Red Revert	5.0
Log Preemption Events	Y
Soft Recall Delay	0.0

Special Event Limited Service Intervals					
SE 1	SE 2	SE 3	SE 4	SE 5	SE 6

Detector Monitoring	
Max On	5
Max Off	15
Chatter	45

Daylight Saving Time	
Start Month	3
Start Week	2
End Month	11
End Week	1

Manual Operation	
Manual Plan	14

1–9 = Coordination Plans
14 = Free
15 = Flash

Manual Offset	0

Bus Priority - Schedule					
Event No.	Day of Week	Hour	Minute	Headway	Direction
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					

Bus Priority - Timing				
	Direction A	Direction B	Direction C	Direction D
Delay				
Early Green				
Green Extension				
Phases				
Non-Priority Phase Maximum Adjustments				
Phase 1				
Phase 2				
Phase 3				
Phase 4				
Phase 5				
Phase 6				
Phase 7				
Phase 8				

INTERSECTION: PERRIS BOULEVARD AT 4TH STREET

QuicNet System Parameters

Group Assignment: **4**
Field Master Assignment: **4**
System Reference Number: **4**
Commications Channel: **4**
Drop Address: **2**
Area Number: **4**
Area Address: **4**

N/S Street Name: **PERRIS BOULEVARD**
E/W Street Name: **4TH STREET**

Last *QuicNet* Database Change:

Notes:

Field Change Record					
Change	By	Date	Change	By	Date

Exclusive Ped Phase	
Excl Ped Assignment	
Exclusive Walk	
Exclusive FDW	
All Red Clear	

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

Walk Output	
Don't Walk Output	

	Phase 1	2	3	4	5	6	7	8
	WBLT	EBT	NBLT	SBT	EBLT	WBT	SBLT	NBT
Basic Phase Timing: Min Green	5	5	5	5	5	5	5	5
Basic Phase Timing: Extension	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Basic Phase Timing: Max	25	40	20	40	20	40	20	40
Basic Phase Timing: Max 2								
Basic Phase Timing: Cond Serve Check								
Clear: Yellow Change	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6
Clear: Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Pedestrian Timing: Walk		7		7		7		7
Pedestrian Timing: Ped Clear - FDW		11		12		12		12
Pedestrian Timing: Adv / Delay Walk								
Pedestrian Timing: PE Min Ped FDW		7		7		7		7
Volume Density: Type 3 Disconnect								
Volume Density: Added per Vehicle								
Volume Density: Max Added Initial								
Volume Density: Min Gap	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Volume Density: Max Gap	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Volume Density: Reduce Every								

Phase Timing - Bank 1

	Phase 1	2	3	4	5	6	7	8
Alternate Walk								
Alternate Ped Clear								
Alternate Minimum								
Alternate Extension								

Alternate Timing - Bank 1

Red Lock		Red Rest	
Yellow Lock		Dual Entry	___4 ___8
Simultaneous Gap	_2_4 _6_8	Sequential Timing	
Rest In Walk		Inhibit Ped Reservice	
Advance Walk		Delay Walk	
Flashing Walk		Guaranteed Passage	
Max Extension		Conditional Service	

Phase Functions - Page 1

Minimum Recall		Soft Recall	
Ped Recall		External Recall	
Maximum Recall		Manual Control Calls	
Green Flash		Fast Green Flash	
Overlap Green Flash		Fast Overlap G. Flash	
PPLT FYA		SEMI ACT	

Phase Functions - Page 2

INTERSECTION: PERRIS BOULEVARD AT 4TH STREET

Transition Type	0.3
Coord Extra Functions	
Phase 1 - Minimum	10
Phase 2 - Minimum	25
Phase 3 - Minimum	10
Phase 4 - Minimum	25
Phase 5 - Minimum	10
Phase 6 - Minimum	25
Phase 7 - Minimum	10
Phase 8 - Minimum	25

Coordination - General

Note: The *Ring-Barrier Sum* of these Minimums will be the Minimum Cycle Length During Transition

Transition Type
0.X = Shortway
1.X = Lengthen
2.X = Shorten
X.1 thru X.4 = Number of Cycles to get "In Step"

23

Coord Extra
1 = Programmed Walk Time for Sync Phases
2 = Always Terminate Sync Phase Peds

3-Use "Floating Force Off"

4-

5-Use "Start of Green"

for sync poimt

Coordination Plan

	1	2	3	4	5	6	7	8	9
Cycle	110	100	110	0	0	0	0	0	0
Offset - 1	30	64	102	0	0	0	0	0	0
Offset - 2	0	0	0	0	0	0	0	0	0
Offset - 3	0	0	0	0	0	0	0	0	0
Zone Offset	0	0	0	0	0	0	0	0	0
Ring Offset	0	0	0	0	0	0	0	0	0
Hold Release	255	255	255	255	255	255	255	255	255
Ped Adjust	6	0	0	0	0	0	0	0	0
Force Off - 1	27	27	78	0	0	0	0	0	0
Force Off - 2	76	68	63	0	0	0	0	0	0
Force Off - 3	92	13	91	0	0	0	0	0	0
Force Off - 4	0	0	0	0	0	0	0	0	0
Force Off - 5	76	68	78	0	0	0	0	0	0
Force Off - 6	45	43	51	0	0	0	0	0	0
Force Off - 7	14	84	18	0	0	0	0	0	0
Force Off - 8	0	0	0	0	0	0	0	0	0

Coordination Plan

	1	2	3	4	5	6	7	8	9
Perm 1 - Begin	0	0	0	0	0	0	0	0	0
Perm 1 - End	15	14	19	0	0	0	0	0	0
Perm 1 - Veh Phases	12345678	12345679	12345680	12345678	12345678	12345678	12345678	12345678	12345678
Perm 1 - Ped Phases	2 4 6 8	2 4 6 8	2 4 6 8	12345678	12345678	12345678	12345678	12345678	12345678
Perm 2 - Begin	0	0	0	0	0	0	0	0	0
Perm 2 - End	0	0	0	0	0	0	0	0	0
Perm 2 - Veh Phases				12345678	12345678	12345678	12345678	12345678	12345678
Perm 2 - Ped Phases				12345678	12345678	12345678	12345678	12345678	12345678
Perm 3 - Begin	0	0	0	0	0	0	0	0	0
Perm 3 - End	0	0	0	0	0	0	0	0	0
Perm 3 - Veh Phases				12345678	12345678	12345678	12345678	12345678	12345678
Perm 3 - Ped Phases				12345678	12345678	12345678	12345678	12345678	12345678
Max Inhibit Phases									
Max Recall Phases	5 7	3	5 7						
Sync Phases	___4___8	___4___8	___4___8	___4___8	___4___8	___4___8	___4___8	___4___8	___4___8
Lag Phases	_2_45_7_	_23_5__8	1__45_7_	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8
Pre-Timed Phases									

Coordination - Permissives & Phase Sequence

Event	Day of Week	Season	Hour	Minute	Plan	Offset
0						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						
25						
26						
27						
28						
29						
30						
31						

Time Base Coordination Events

Event	Day of Week	Season	Hour	Minute	Funct.	Phase / Bits
0						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						

Time of Day Function Events

TOD Functions

0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Vehicle Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Vehicle Max Recall
10 = Soft Recall
11= Max Extension 2
12 = Conditional Service
13 = Lag Free Phases
14, Bit 1 = Local Override
14, Bit 4 = Disable Det Off Monitoring
15 = TOD Outputs

Det. #	C-1 Pin #	Delay	Carry-over	Phase Assignmrnts	Detector Attributes	Detector Set Assignments
1	39			2	4,5,7	1,2,3 8
2	40			6	4,5,7	1,2,3 8
3	41			4	4,5,7	1,2,3 8
4	42			8	4,5,7	1,2,3 8
5	43			2	4,5,7	1,2,3 8
6	44			6	4,5,7	1,2,3 8
7	45			4	4,5,7	1,2,3 8
8	46			8	4,5,7	1,2,3 8
9	47			2	6,7	1,2,3 8
10	48			6	6,7	1,2,3 8
11	49			4	6,7	1,2,3 8
12	50			8	6,7	1,2,3 8
13	55			5	4,5,7	1,2,3 8
14	56			1	4,5,7	1,2,3 8
15	57			7	4,5,7	1,2,3 8
16	58			3	4,5,7	1,2,3 8
17	59			5	4,5,7	1,2,3 8
18	60			1	4,5,7	1,2,3 8
19	61			7	4,5,7	1,2,3 8
20	62			3	4,5,7	1,2,3 8
21	63			2	4,5,7	1,2,3 8
22	64			6	4,5,7	1,2,3 8
23	65			4	4,5,7	1,2,3 8
24	66			8	4,5,7	1,2,3 8
25	67			2	2	1,2,3 8
26	68			6	2	1,2,3 8
27	69			4	2	1,2,3 8
28	70			8	2	1,2,3 8
29	76			2	4,5,7	1,2,3 8
30	77			6	4,5,7	1,2,3 8
31	78			4	4,5,7	1,2,3 8
32	79			8	4,5,7	1,2,3 8

Detector Assignments

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Detector Assignments
1 = Detector Set 1
2 = Detector Set 2
3 = Detector Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

	C-1 Pin #
Flash Sense	81
External Permit - 1	
External Permit - 2	
Exclusive Ped Omit	
Max. Term Inhibit	
Max. 2	
External Lag Phases	
External Max. Recall	
Stop Time	82
Manual Control Enable	
Manual Cont. Advance	
External Min. Recall	

General Inputs

	C-1 Pin #
Plan 1	
Plan 2	
Plan 3	
Plan 4	
Plan 5	
Plan 6	
Plan 7	
Plan 8	
Plan 9	
Free	
Flash	

Coordination Plan Inputs

	C-1 Pin #
Railroad - 1	
Railroad - 2	
Special Event - 1	
Special Event - 2	
Gate Down	
EV - A	71
EV - B	72
EV - C	73
EV - D	74

Preempt Inputs

	C-1 Pin #
Phase Bank - 2	
Phase Bank - 3	
Detector Set - 2	
Detector Set - 3	
Overlap Vehicle Set - 2	
Overlap Vehicle Set - 3	
Interval Signal Plan - 2	
Interval Signal Plan - 3	
Interval Signal Plan - 4	

Bank, Set, & Plan Inputs

	C-1 Pin #
Door Ajar	
UPS Battery	
UPS Power	
Cabinet Temperature	

Alarm Inputs

	C-1 Pin #
Alarm - 1	
Alarm - 2	
Alarm - 3	
Alarm - 4	

Red Start Time	**4.0**
Yellow Start Phases	**___4___8**
First Green Phases	**_2___6__**
Startup Vehicle Calls	**12345678**
Startup Ped Calls	**_2_4_6_8**

Startup

Max ON Time	
Max OFF Time	
Chatter	

Detector Check

	Sign 1	Sign 2
Phase Number		
Time Before Yellow		

Advance Warning Signs

Flash Entry Phases	**___4___8**
Flash Phases Yellow	
Flash Overlaps Yellow	
Flash Type	**1**

Flash Setup

Exclusive Phases	
Protect / Permissive	
Disable Yellow Range	
Extra One	**1_3_____**
Lag Phases - Free	**_2_4_6_8**

Configuration

Permitted Phases	**12345678**
Restricted Phases	
Disable Overlap Range	
Extra Two	

Configuration

Keyboard Beep	**1**
Backlight Timeout	**60**
Spec Evnt 1 - Ltd Serv Interval	
Spec Evnt 2 - Ltd Serv Interval	
Red Revert	**2.0**

Miscellaneous

Spring Month (Begin)	**3**
Spring Week (Begin)	**4**
Fall Month (End)	**11**
Fall Week (End)	**1**

Daylight Savings Time

Manual Plan	**0**
Manual Offset	**0**

Manual

Manual Plan
1 thru 9 = Coordination Plan 1 thru 9
14 = Free
15 = Flash

Extra One
1 = TBC Type 1
2 =
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 =
8 = Split Ring

Extra Two
1 = AWB on During Phase Initial
2 = i2
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignor P/P on EV
6 =
7 = Remote Preempt
8 =

Flash Type
0 = All On - Off (12345678 - 0)
1 = Main - Side (1256 - 3478)
2 = Ping Pong (1234 - 5678)
3 = Ring Pairs (1638 - 5247)

Address				
Area Number				
Area Address				
IP Port		4		
IP Address				
Subnet Mask				
Gateway				

Ethernet Port Address

	Port 1	Port 2	Port 3	Port 4
Address	**2**			
Area Number	**4**			
Area Address	**4**			
Comm Time Out	**60**			
CTS Delay				
RTS Hold				
Baud Rate	**1200**			
Data Format				

Communications Parameters

LOCATION G STREET CO RIV RTE 74 P.M. 27.184
091809

CONTROL CODE "C"

	0		CONTROL PLANS(1-9)	A	B	E	FLAGS F	1	2	3	4	5	6	7	8	
0	LOC ADD 0	CYCLE LENGTH		LOC TIMR	MAS TIMR	TB TIMR	LAG FREE		X		X		X		X	0
1	MANUAL CP	FZ1 GRN FCTR		FZ1 FO	PERM FZ1	GAP CP1	LAG CP1									1
2	MASTER CP			FZ2 FO		GAP CP2	LAG CP2									2
3	CURRENT CP	FZ3 GRN FCTR		FZ3 FO	PERM FZ3	GAP CP3	LAG CP3									3
4	LAST CP	FZ4 GRN FCTR		FZ4 FO	PERM FZ4	GAP CP4	LAG CP4									4
5	FLASH	FZ5 GRN FCTR		FZ5 FO	PERM FZ5	GAP CP5	LAG CP5									5
6	CURRENT OFS			FZ6 FO		GAP CP6	LAG CP6									6
7	TRANS. OFS	FZ7 GRN FCTR		FZ7 FO	PERM FZ7	GAP CP7	LAG CP7									7
8	8 KEY BANK	FZ8 GRN FCTR		FZ8 FO	PERM FZ8	GAP CP8	LAG CP8									8
9	9 KEY BANK	MULTI CYCLE				GAP CP9	LAG CP9									9
A		OFFSET A		PRES OFS	DES OFS		YC LAG C									A
B		OFFSET B					YC LAG D									B
C		OFFSET C					COORD FZ		X				X			C
D	MANUAL OFS	FZ3 EXTENSION					HOLD	FOR OBSERVATION ONLY								D
E		FZ7 EXTENSION					NEXT FZ	FOR OBSERVATION ONLY								E
F		OFS INTERRUPT		LOC CYC	MAS CYC		FORCE	FOR OBSERVATION ONLY								F
DIRECTION OF PROGRESSION																

OFF/ON

412 PROM MODULE DIP SWITCH

	LOCATION	FEATURE
1		
2		
3		
4		
5		
6		
7		
8		

PHASE SEQUENCE DIAGRAM/INTERSECTION LAYOUT

	CONTROL CODE "C"			
	C (Y-COORD C)		D (Y-COORD D)	
0	RAM TEST			
1	INITIAL FLASH			
2	DOWNLOAD			
3				
4	PERM TIME		PERM TIME	
5	LAG OFS		LAG OFS	
6	FORCE OFF		FORCE OFF	
7	LONG GRN		LONG GRN	
8	NO GRN		NO GRN	
9	PERM TIMER		PERM TIMER	
A	YC OFS		YC OFS	
B	OFS TIMER		OFS TIMER	
C	LAG GRN TIMER		LAG GRN TIMER	
D	FO TIMER		FO TIMER	
E	LONG GRN TIMER		LONG GRN TIMER	
F	NO GRN TIMER		NO GRN TIMER	

CONTROL CODE "E" (THIS PAGE @ F-C-F=0)

E		PHASE FLAG								F	PHASE FLAG								
	FUNCTION	1	2	3	4	5	6	7	8	FUNCTION	1	2	3	4	5	6	7	8	
0										COND SERV CODE 4									0
1										COND SERV CODE 5									1
2										Y CORD RECALL C									2
3										Y CORD RECALL D									3
5										PHASE 2 PED		X							5
6										PHASE 6 PED						X			6
7										PHASE 4 PED				X					7
8										PHASE 8 PED								X	8
A	OVERLAP "A" NOT									OVERLAP "A" ON									A
B	OVERLAP "B" NOT									OVERLAP "B" ON									B
C	OVERLAP "C" NOT									OVERLAP "C" ON									C
D	OVERLAP "D" NOT									OVERLAP "D" ON									D

CONTROL CODE "D"

D		PHASE FLAG								E	PHASE FLAG								F	PHASE FLAG								
	MAX RECALL	1	2	3	4	5	6	7	8	MIN RECALL	1	2	3	4	5	6	7	8	PED RECALL	1	2	3	4	5	6	7	8	
1	CP 1									CP 1									CP 1									1
2	CP 2									CP 2									CP 2									2
3	CP 3									CP 3									CP 3									3
4	CP 4									CP 4									CP 4									4
5	CP 5									CP 5									CP 5									5
6	CP 6									CP 6									CP 6									6
7	CP 7									CP 7									CP 7									7
8	CP 8									CP 8									CP 8									8
9	CP 9									CP 9									CP 9									9

NOTE: IF THIS IS THE MASTER FOR SYSTEM, ENTER NO. OF SLAVES IN RAM LOCATION

D-0-0 [ ]

CONTROL CODE "D"

		A	B	C
LAST PWR FAIL	E	HH	MM	DD
LAST FLASH	F	HH	MM	DD

CONTROL CODE "D"

F		PHASE FLAG							
TOD MAX RECALL		1	2	3	4	5	6	7	8
A	MAX RECALL 1								
B	MAX RECALL 2								

LOCATION G STREET CO RIV RTE 74 P.M. 2.

CONTROL CODE "9" (C-0-9=0 OR 1)

	HR (HH)	MIN (MM	CP	OFS		S 1	M 2	T 3	W 4	T 5	F 6	S 7	ENGINEER DATE	ENGINEER BY
0					E									
1					E									
2					E									
3					E									
4					E									
5					E									
6					E									
7					E									
8					E									
9					E									
A					E									
B					E									
C					E									
D					E									
E					E									
F					E									

CONTROL CODE "9" (C-0-9=2)

	HR (HH)	MIN (MM	CP	OFS		S 1	M 2	T 3	W 4	T 5	F 6	S 7	ENG. DATE	E
0					E									
1					E									
2					E									
3					E									
4					E									
5					E									
6					E									
7					E									
8					E									
9					E									
A					E									
B					E									
C					E									
D					E									
E					E									
F					E									

CONTROL CODE "7"

	HR (HH)	MIN (MM)	ACT		ON 0	S 1	M 2	T 3	W 4	T 5	F 6	S 7	ENGINEER DATE	ENGINEER BY
0				E										
1				E										
2				E										
3				E										
4				E										
5				E										
6				E										
7				E										
8				E										
9				E										
A				E										
B				E										
C				E										
D				E										
E				E										
F				E										

ACTIVITY CODE (CONTROL CODE "7")

1 = TYPE OF SIMULTANEOUS PHASE TERMINATION
2 = MAX 2
3 = MAX 3
4 = CONDITIONAL SERVICE (1ST SELECT)
5 = CONDITIONAL SERVICE (2ND SELECT)
6 = ENERGIZE AUXILIARY OUTPUT
7 = ENERGIZE AUXILIARY OUTPUT
8 = ENERGIZE AUXILIARY OUTPUT
9 = MAX RECALL 1
A = TRAFFIC ACTUATED MAX 2 OPERATION
B = MAX RECALL 2
C = YELLOW YIELD COORDINATION
D = YELLOW YIELD COORDINATION
E = FREE OPERATION
F = FLASHING OPERATION

LOCATION G STREET CO RIV RTE 74 P.M. 27.184 5/6
091809

CONTROL CODE "D"	
SYSTEM DETECTOR	0
1	
2	
3	
4	
5	
6	
7	
8	

DETECTOR COUNT ACTIVATION 0 = OFF 1 = SET/RESET	
D-0-D	

CONTROL CODE "D" (OBSERVATION: D - [ ] - X)

	INPUT SLOT	DELAY 1 [7]	CARRYOVER 3 [9]	INPUT SLOT	DELAY 2 [8]	CARRYOVER 4 [A]	
0	I1			J1			0
1	I2U			J2U			1
2	I2L			J2L			2
3	I3U			J3U			3
4	I3L			J3L			4
5	I4			J4			5
6	I5			J5			6
7	I6U			J6U			7
8	I6L			J6L			8
9	I7U			J7U			9
A	I7L			J7L			A
B	I8			J8			B
C	I9U			J9U			C
D	I9L			J9L			D

C8 VERSION NUMBER	
D-E-E	

LITHIUM BATTERY CONDITION	
D-E-F	
84 = BAD 85 = GOOD	

DETECTOR COUNT SAMPLING PERIOD F-C-F = 120	
E-1-6	

CONTROL CODE "E" (THIS PAGE @ F-C-F=123 [DEFAULT: F-C-F=0])

	INPUT FILE	C (PHASE DISPLAY) 1	2	3	4	5	6	7	8	D (FUNCTION DISPLAY) RL 1	YL 2	3	4	EX 5	CO 6	CA 7	T3 8
0	I1	*												*	*		
1	I2U		*											*	*		
2	I2L		*											*	*		
3	I3U		*											*	*		
4	I3L		*											*			
5	I4		*													*	*
6	I5								X					*	*		
7	I6U				*									*	*		
8	I6L				*									*	*		
9	I7U				*									*	*		
A	I7L				*									*			
B	I8				*											*	*
C	I9U	*												*	*		
D	I9L			*										*	*		

	INPUT FILE	E (PHASE DISPLAY) 1	2	3	4	5	6	7	8	F (FUNCTION DISPLAY) RL 1	YL 2	3	4	EX 5	CO 6	CA 7	T3 8
0	J1					*								*	*		
1	J2U						*							*	*		
2	J2L						*							*	*		
3	J3U						*							*	*		
4	J3L						*							*			
5	J4						*									*	*
6	J5				X									*	*		
7	J6U								*					*	*		
8	J6L								*					*	*		
9	J7U								*					*	*		
A	J7L								*					*			
B	J8								*							*	*
C	J9U					*								*	*		
D	J9L							*						*	*		

* = DEFAULT SETTINGS X = NEW SETTINGS NOTE: DEFAULT SETTINGS (*) SHOULD REMAIN UNLESS REPLACED WITH NEW SETTINGS (X)

LOCATION G STREET CO RIV RTE 74 P.M. 27.184 6/6
091809

CONTROL CODE "8" HOLIDAY EVENT 1-16 (C-0-8=11)

	DAY (DD)	YEAR (YY)	MONTH (M)		TYPE 1	2	3	4	5	6	7	ENGINEER DATE	BY
0				E									
1				E									
2				E									
3				E									
4				E									
5				E									
6				E									
7				E									
8				E									
9				E									
A				E									
B				E									
C				E									
D				E									
E				E									
F				E									

CONTROL CODE "8" HOLIDAY EVENT 17-32 (C-0-8=12)

	DAY (DD)	YEAR (YY)	MONTH (M)		TYPE 1	2	3	4	5	6	7	ENGINEER DATE	BY
0				E									
1				E									
2				E									
3				E									
4				E									
5				E									
6				E									
7				E									
8				E									
9				E									
A				E									
B				E									
C				E									
D				E									
E				E									
F				E									

CONTROL CODE "9": HOLIDAY EVENT 1-16 (C-0-9=11)

	TIME (HH)	(MM)	CP	OFS		TYPE 1	2	3	4	5	6	7	ENGINEER DATE	BY
0					E									
1					E									
2					E									
3					E									
4					E									
5					E									
6					E									
7					E									
8					E									
9					E									
A					E									
B					E									
C					E									
D					E									
E					E									
F					E									

CONTROL CODE "9": HOLIDAY EVENT 17-32 (C-0-9=12)

	TIME (HH)	(MM)	CP	OFS		TYPE 1	2	3	4	5	6	7	ENGINEER DATE	BY
0					E									
1					E									
2					E									
3					E									
4					E									
5					E									
6					E									
7					E									
8					E									
9					E									
A					E									
B					E									
C					E									
D					E									
E					E									
F					E									

Location: SR 74 @ WILKERSON AVENUE
System: ISOLATED
District: 08
Master At:
I/C:
Designed By:
Installed By: SAFWAN SAYED
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
	4/10/2012			4/10/2012

		FLASH
PHASE	1) W/B SR 74 - LEFT TURN	[ ]
	2) E/B SR 74	[ ]
	3)	[ ]
	4) S/B WILKERSON AVENUE	[ ]
	5) E/B SR 74 - LEFT TURN	[ ]
	6) W/B SR 74	[ ]
	7)	[ ]
	8) N/B WILKERSON AVENUE	[ ]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout

Comments and Notes:

RAM Checksum

Page 2: ~~280F~~ 1682 4102	Page 7: D2FD
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Post Mile: 08-RIV-74-27.300-WILKERSON AVENUE

Printed: 4/10/2012

CONFIGURATION PHASE FLAGS

Phases (2-1-1-1)	*
Permitted	1 2 . 4 5 6 . 8
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	*
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	*
First Green Phases	. . . 4 . . . 8
Yellow Start Phases	. 2 . . . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	5.0
Vehicle Calls	1 2 . 4 5 6 . 8
Pedestrian Calls	. 2 . 4 . 6 . 8

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . 4 . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	 8

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1- *	-2- *	-3- *	-4- *	-5- *	-6- *	-7- *	-8- *
--- Walk 1 ---	0	7	0	7	0	7	0	7
Flash Don't Walk	0	17	0	22	0	20	0	22
Minimum Green	5	5	0	5	5	5	0	5 10
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	20	35	0	25	20	35	0	25
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	3.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0
Maximum Gap	3.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0
Minimum Gap	3.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	5.0	3.0	4.5	3.5	5.0	3.0	4.5
All-Red	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0
Ped/Bike (2-3)	**-1-**	**-2-**	**-3-**	**-4-**	**-5-**	**-6-**	**-7-**	**-8-**
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
Red To Sec (2-6)	
Red To Sec	OFF

COORDINATION

Local Plan (7-1...9) TIMING DATA [Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Perm	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor														
Plan 2	Green Factor														
Plan 3	Green Factor														
Plan 4	Green Factor														
Plan 5	Green Factor														
Plan 6	Green Factor														
Plan 7	Green Factor														
Plan 8	Green Factor														
Plan 9	Green Factor														

Master Timer Sync (7-A)
Enable in Plans
. . . . .

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	. . . . .
Veh Min	Veh Max
. 2 . . . 6 . .	. . . . .
Ped	Bike
. . . . .	. . . . .
Cond	Cond Grn
. . . . .	10

Local Plan (7-1...9) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 2	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 3	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 5	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 6	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 7	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 9	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

DETECTORS

Detector Attributes (5-1) *				Slot
Det	Type	Phases	Lock	
1	COUNT+CALL+EXTEND	.2.....	NO	I2U
2	COUNT+CALL+EXTEND	.....6..	NO	J2U
3	COUNT+CALL+EXTEND	...4....	NO	I6U
4	COUNT+CALL+EXTEND	8	NO	J6U
5	COUNT+CALL+EXTEND	.2.....	NO	I2L
6	COUNT+CALL+EXTEND	.....6..	NO	J2L
7	COUNT+CALL+EXTEND	...4....	NO	I6L
8	COUNT+CALL+EXTEND	8	NO	J6L
9	COUNT+CALL+EXTEND	.2.....	NO	I4
10	COUNT+CALL+EXTEND	.....6..	NO	J4
11	COUNT+CALL+EXTEND	...4....	NO	I8
12	COUNT+CALL+EXTEND	8	NO	J8
13	COUNT+CALL+EXTEND	....5...	NO	J1
14	COUNT+CALL+EXTEND	1.....	NO	I1
15	COUNT+CALL+EXTEND	......7.	NO	J5
16	COUNT+CALL+EXTEND	..3.....	NO	I5
17	COUNT+CALL+EXTEND	....5...	NO	J9U
18	COUNT+CALL+EXTEND	1.....	NO	I9U
19	COUNT+CALL+EXTEND	......7.	NO	J9L
20	COUNT+CALL+EXTEND	..3.....	NO	I9L
21	COUNT+CALL+EXTEND	.2.....	NO	I3L
22	COUNT+CALL+EXTEND	.....6..	NO	J3L
23	COUNT+CALL+EXTEND	...4....	NO	I7L
24	COUNT+CALL+EXTEND	8	NO	J7L
25	COUNT+CALL+EXTEND	.2.....	NO	I3U
26	COUNT+CALL+EXTEND	.....6..	NO	J3U
27	COUNT+CALL+EXTEND	...4....	NO	I7U
28	COUNT+CALL+EXTEND	8	NO	J7U
29	PEDESTRIAN	.2.....	NO	I 12U
30	PEDESTRIAN	.....6..	NO	I 13U
31	PEDESTRIAN	...4....	NO	I 12L
32	PEDESTRIAN	8	NO	I 13L

Detector Configuration (5-2)				
Det	Delay	Extend	Recall	Port
1			10	1.1
2			10	1.2
3			10	1.3
4			10	1.4
5			10	1.5
6			10	1.6
7			10	1.7
8			10	1.8
9			10	2.1
10			10	2.2
11			10	2.3
12			10	2.4
13			10	3.1
14			10	3.2
15			10	3.3
16			10	3.4
17			10	3.5
18			10	3.6
19			10	3.7
20			10	3.8
21			10	6.2
22			10	6.3
23			10	6.4
24			10	6.5
25			10	4.5
26			10	4.6
27			10	4.7
28			10	4.8
29			10	5.1
30			10	5.2
31			10	5.3
32			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	.....
Detectors 9-16	.....
Detectors 17-24	.....
Detectors 25-32	.....

System Detector Assignment (5-5)								
Sys Det	1	2	3	4	5	6	7	8
Det Num								
Sys Det	9	10	11	12	13	14	15	16
Det Num								

CIC Operation (5-6-1)	
Enable in Plans	.....

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)								
Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6		6.6	5.1	5.2	6.7
		1.5	6.2			1.7	6.4		3.8		2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5		2.8	5.5	5.6	2.5
		1.6	6.3			1.8	6.5		3.7		6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	
Protocol	AB3418
Limit Access	
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Limit Access	
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Limit Access	
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Limit Access:

0-None
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear1	10	.2..5...	.....	.....	.....	.....	.2.4.6.8	.....	.....	.....
Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
Hold		.....	.....	12345678	.....	.....	.....	.....	.....	ABCDEF
Exit	5									
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Recall	Ped Call
.....	.....	12345678	.2.4.6.8

Configuration (3-1-6)		
Port	Latching	Power-Up
2.5	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear1	10	...4..7.	.....	.....	.....	.....	.2.4.6.8	.....	.....	.....
Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
Hold		123..6..	.....	.....	.2...6..	.....	...4...8	.....	.....	.....
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Recall	Ped Recall
.....	.....	...4..7.	.....

Configuration (3-2-6)		
Port	Latching	Power-up
2.6	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
*		10	30	.2..5...	.....

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
*		10	30	...4...8	.....

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
*		10	30	1....6..	.....

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
*		10	30	...4...8	.....

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	6.6
Advance Enable	6.6

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5) *	
Port	Operation
2.7	~~NORMAL~~ FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6) +							
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:
- 0 Unused (no output)
- 1-8 Vehicle 1-8
- 9-14 Overlap A-F
- 21-28 Ped 1-8
- 41-47 Special Functions
- 41 Protected Permissive Flashing Phase 1
- 43 Protected Permissive Flashing Phase 3
- 45 Protected Permissive Flashing Phase 5
- 47 Protected Permissive Flashing Phase 7
- 51-57 Special Functions
- 71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6
Channel 9 and 10

YELLOW YIELD COOORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													.2...6..	.2.4.6.8	.....	.....
Plan D													.2...6..	.2.4.6.8	.....	.....

TRANSIT PRIORITY

Local Plans (3-E1...9)		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											

Enable Priority (3-E-A)	
Enable in Plan	.....

Free Plans (3-E-E)	
Max Green Hold	Hold Phase
	.....

Access Utilities (9-5)	
Password	***
Timeout	

TRUCK PREEMPTION

Truck Preemption (3-F)	Passage	CarryOver	Clearance	Next Preempt	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output

CO	RTE	P.M.	LOCATION	ORIGINAL TURN ON:
RIV	74	27.300	WILKERSON AVENUE	

PAGE: ____

CABINET LOG

DATE	TIME ARRIVED	TIME DEPARTED	WORK DONE BY	CALLED BY	PROBLEM	NOTES AND REMARK
10-7-14			J. Escobedo			Annual 210 cm test ✓
4-2-15			J. Escobedo			PM - check BBS and observed ops. OK
7-13-15			K.L			RIT
9-29-15	0010	0040	Runion		LIGHT IN FOAST	RESET & CHECKED / BABYNET OPEN. CARDS PULLED
10-02-15			K.L			D.T

DATE _____ BY _____

TYPE 170 CONTROLLER MODEL 210
CONFLICT MONITOR PROGRAMMING INSTRUCTIONS

CHANNELS AND PHASES

CHANNEL 16 = ϕ8 PED.

CHANNEL 15 = ϕ6 PED.

CHANNEL 14 = ϕ4 PED.

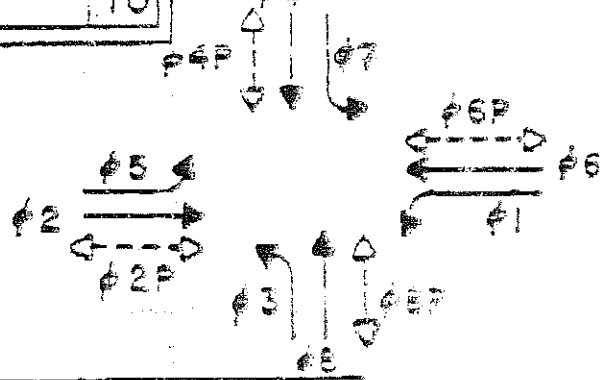
CHANNEL 13 = ϕ2 PED.

CHANNEL 12 = SPECIAL

CHANNEL 11 = SPECIAL

CHANNEL 10 = OVERLAP "B"
ϕ6 PED, YELLOW + ϕ8 PED, YELLOW (GR. ARROW) (YELLOW ARROW)

CHANNEL 9 = OVERLAP "A"
ϕ2 PED, YELLOW + ϕ4 PED, YELLOW (GR. ARROW) (YELLOW ARROW)



CHANNELS AND PHASES

CHANNEL 0 = ϕ0

CHANNEL 7 = ϕ7

CHANNEL 6 = ϕ6

CHANNEL 5 = ϕ5

CHANNEL 4 = ϕ4

CHAN. 3 = ϕ3

CH. 2 = ϕ2

NOTES:

1. CONFLICT MONITOR PROGRAM CARD IS SUPPLIED WITH ALL 120 DIODES MOUNTED WHICH CAUSES ALL CHANNELS (PHASES) TO BE IN CONFLICT WITH EACH OTHER.
2. MARK CHANNELS (PHASES) WHICH ARE NOT CONFLICTING FOR THIS INTERSECTION. (INCLUDE PEDS AND OVERLAPS).
3. REMOVE DIODES FOR THESE CHANNELS (PHASES).
4. MARK CARD WITH INTERSECTION NAME.

Location: SR 74 @ REDLANDS AVENUE
Designed By:
System: ISOLATED
District: 08
Installed By: SAFWAN SAYED
Master At:
I/C:
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
	3/15/2012			2/16/2012

		FLASH
PHASE	1) W/B SR 74 - LEFT TURN	[ ]
	2) E/B SR 74	[ ]
	3) N/B REDLANDS AVENUE - LEFT TURN	[ ]
	4) S/B REDLANDS AVENUE	[ ]
	5) E/B SR 74 - LEFT TURN	[ ]
	6) W/B SR 74	[ ]
	7) S/B REDLANDS AVENUE - LEFT TURN	[ ]
	8) N/B REDLANDS AVENUE	[ ]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout

Comments and Notes:

BASE
5662
2077

RAM Checksum

Page 2: ~~4934~~	Page 7: D2FD
Page 3: ~~6A0F~~	Page 8: D364
Page 4: ~~3C9A~~	Page 9: F68A
Page 5: 296F	Page 10: ~~1641~~ EF20
Page 6: 85AF	Page 11: C381

Post Mile: 08-RIV-74-27.600-REDLANDS AVENUE

Printed: 3/15/2012

CONFIGURATION PHASE FLAGS

Phases (2-1-1-1)	
Permitted	1 2 3 4 5 6 7 8
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	~~2 . . . 6 . 5~~
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3) *	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	*
First Green Phases	. . . 4 . . . 8
Yellow Start Phases	. 2 . . . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	5.0
Vehicle Calls	1 2 3 4 5 6 7 8
Pedestrian Calls	. 2 . . . 6 . 8

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3) *	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	 8

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1- *	-2- *	-3- *	-4- *	-5- *	-6- *	-7- *	-8- *
--- Walk 1 ---	0	7	0	0	0	7	0	7
Flash Don't Walk	0	28	0	0	0	38	0	20
Minimum Green	5	5	5	5	5	5	5	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	25	40	25	35	40 ~~35~~	~~40~~	25	35
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Maximum Gap	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	5.0	3.5	5.0	5.0	5.0	3.5	5.0
All-Red	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
Red To Sec (2-6)	
Red To Sec	OFF

COORDINATION

Local Plan (7-1...9) TIMING DATA [Offsets]

Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Perm	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor														
Plan 2	Green Factor														
Plan 3	Green Factor														
Plan 4	Green Factor														
Plan 5	Green Factor														
Plan 6	Green Factor														
Plan 7	Green Factor														
Plan 8	Green Factor														
Plan 9	Green Factor														

Local Plan (7-1...9) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	.....	.....	.....	.....	.....	.....	.....	.....
Plan 2	.....	.....	.....	.....	.....	.....	.....	.....
Plan 3	.....	.....	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

Master Timer Sync (7-A)
Enable in Plans
.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
~~. 2 . . . 6 .~~ 5	.....
Ped	Bike
.....	.....
Cond	Cond Grn
.....	10

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

DETECTORS

Detector Attributes (5-1) *				Slot
Det	Type	Phases	Lock	
1	COUNT+CALL+EXTEND	. 2	NO	I2U
2	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U
3	COUNT+CALL+EXTEND	. . . 4	NO	I6U
4	COUNT+CALL+EXTEND	 8	NO	J6U
5	COUNT+CALL+EXTEND	. 2	NO	I2L
6	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L
7	COUNT+CALL+EXTEND	. . . 4	NO	I6L
8	COUNT+CALL+EXTEND	 8	NO	J6L
9	COUNT+CALL+EXTEND	. 2	NO	I4
10	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4
11	COUNT+CALL+EXTEND	. . . 4	NO	I8
12	COUNT+CALL+EXTEND	 8	NO	J8
13	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1
14	COUNT+CALL+EXTEND	1	NO	I1
15	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5
16	COUNT+CALL+EXTEND	. . 3	NO	I5
17	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U
18	COUNT+CALL+EXTEND	1	NO	I9U
19	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L
20	COUNT+CALL+EXTEND	. . 3	NO	I9L
21	COUNT+CALL+EXTEND	. 2	NO	I3L
22	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3L
23	COUNT+CALL+EXTEND	. . . 4	NO	I7L
24	COUNT+CALL+EXTEND	 8	NO	J7L
25	COUNT+CALL+EXTEND	. 2	NO	I3U
26	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U
27	COUNT+CALL+EXTEND	. . . 4	NO	I7U
28	COUNT+CALL+EXTEND	 8	NO	J7U
29	PEDESTRIAN	. 2	NO	I 12U
30	PEDESTRIAN	. . . . . 6 . .	NO	I 13U
31	PEDESTRIAN	. . . 4	NO	I 12L
32	PEDESTRIAN	 8	NO	I 13L

Detector Configuration (5-2)				
Det	Delay	Extend	Recall	Port
1			10	1.1
2			10	1.2
3			10	1.3
4			10	1.4
5			10	1.5
6			10	1.6
7			10	1.7
8			10	1.8
9			10	2.1
10			10	2.2
11			10	2.3
12			10	2.4
13			10	3.1
14			10	3.2
15			10	3.3
16			10	3.4
17			10	3.5
18			10	3.6
19			10	3.7
20			10	3.8
21			10	6.2
22			10	6.3
23			10	6.4
24			10	6.5
25			10	4.5
26			10	4.6
27			10	4.7
28			10	4.8
29			10	5.1
30			10	5.2
31			10	5.3
32			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors 17-24	. . . . .
Detectors 25-32	. . . . .

System Detector Assignment (5-5)								
Sys Det	1	2	3	4	5	6	7	8
Det Num								
Sys Det	9	10	11	12	13	14	15	16
Det Num								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)								
Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6		6.6	5.1	5.2	6.7
		1.5	6.2			1.7	6.4		3.8		2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5		2.8	5.5	5.6	2.5
		1.6	6.3			1.8	6.5		3.7		6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	
Protocol	AB3418
Limit Access	
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Limit Access	
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Limit Access	
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Limit Access:

0-None
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear1	10	.2..5...	.....	.....	.....	.....	.2.4.6.8	.....	.....	.....
Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
Hold		.....	.....	12345678	.....	.....	.....	.....	.....	ABCDEF
Exit	5									
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Recall	Ped Call
.....	.....	12345678	.2.4.6.8

Configuration (3-1-6)		
Port	Latching	Power-Up
2.5	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear1	10	...4..7.	.....	.....	.....	.....	.2.4.6.8	.....	.....	.....
Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
Hold		123..6..	.....	.....	.2...6..	.....	...4...8	.....	.....	.....
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Recall	Ped Recall
.....	.....	...4..7.	.....

Configuration (3-2-6)		
Port	Latching	Power-up
2.6	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
*		10	30	.2..5...	.....

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
*		10	30	...4..7.	.....

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
*		10	30	1....6..	.....

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
*		10	30	..3....8	.....

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	6.6
Advance Enable	6.6

Battery Backup (2-1-5-5) *	
Port	Operation
2.7	~~NORMAL~~ FLASHING

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6) +							
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:
- 0 Unused (no output)
- 1-8 Vehicle 1-8
- 9-14 Overlap A-F
- 21-28 Ped 1-8
- 41-47 Special Functions
- 41 Protected Permissive Flashing Phase 1
- 43 Protected Permissive Flashing Phase 3
- 45 Protected Permissive Flashing Phase 5
- 47 Protected Permissive Flashing Phase 7
- 51-57 Special Functions
- 71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6
Channel 9 and 10

YELLOW YIELD COOORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													.2...6..	.2.4.6.8	.....	.....
Plan D													.2...6..	.2.4.6.8	.....	.....

TRANSIT PRIORITY

Local Plans (3-E1...9)		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											

Enable Priority (3-E-A)	
Enable in Plan	.....

Free Plans (3-E-E)	
Max Green Hold	Hold Phase
	.....

Access Utilities (9-5)	
Password	***
Timeout	

TRUCK PREEMPTION

Truck Preemption (3-F)	Passage	CarryOver	Clearance	Next Preempt	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output

CO	RTE	P.M.	LOCATION	ORIGINAL TURN ON:
RIV	74	27.300	WILKERSON AVENUE	03/15/2012

PAGE: ___

CABINET LOG

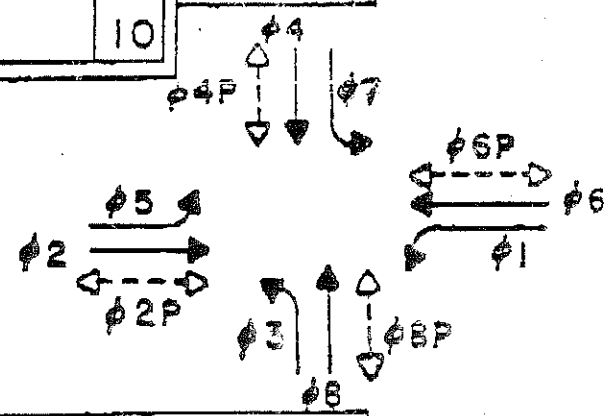
DATE	TIME		WORK DONE BY	CALLED BY	PROBLEM	NOTES AND REMARK
	ARRIVED	DEPARTED				
10-7-14			J. Escobedo			Annual 240 cm test ✓
3/23/15			J. Escobedo			Re-set BBS unit - test OK
4-2-15			J. Escobedo			PM - check BBS unit and observed ops ok
7-13-15			K.H			RI
10-28-15			K.H			RI
7-12-16	0730	0800	RLGRACE			PM CHECK; OBSERVED CHECK-SUMS & SIGNAL Ops. O.K.
10-6-16	0900	0930	E.C			R/R CONFLICT MONITOR
10-6-16	0930	1030	EC			PM
3-29-17			PR			BBS PLACED IN 2HR FLASH MODE

DATE _____ BY _____

TYPE 170 CONTROLLER MODEL 210
CONFLICT MONITOR PROGRAMMING INSTRUCTIONS

CHANNELS AND PHASES

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
CHANNEL 16 = ϕ8 PED.			X	X				X							
CHANNEL 15 = ϕ6 PED.	X				X								X		
CHANNEL 14 = ϕ4 PED.															
CHANNEL 13 = ϕ2 PED.	X				X							X			
CHANNEL 12 = SPECIAL															
CHANNEL 11 = SPECIAL															
CHANNEL 10 = OVERLAP "B" ϕ6 PED. YELLOW + ϕ8 PED. YELLOW (GR. ARROW) (YELLOW ARROW)															
CHANNEL 9 = OVERLAP "A" ϕ2 PED. YELLOW + ϕ4 PED. YELLOW (GR. ARROW) (YELLOW ARROW)															



CHANNELS AND PHASES

	1	2	3	4	5	6
CHANNEL 8 = ϕ8		X	X			
CHANNEL 7 = ϕ7			X	X		
CHANNEL 6 = ϕ6	X	X				
CHANNEL 5 = ϕ5	X	X				
CHANNEL 4 = ϕ4						
CHAN. 3 = ϕ3						
CH. 2 = ϕ2						

NOTES:

1. CONFLICT MONITOR PROGRAM CARD IS SUPPLIED WITH ALL 120 DIODES MOUNTED WHICH CAUSES ALL CHANNELS (PHASES) TO BE IN CONFLICT WITH EACH OTHER.
2. MARK CHANNELS (PHASES) WHICH ARE NOT CONFLICTING FOR THIS INTERSECTION. (INCLUDE PEDS AND OVERLAPS).
3. REMOVE DIODES FOR THESE CHANNELS (PHASES).
4. MARK CARD WITH INTERSECTION NAME.

Location: 215 S/B @ REDLANDS AVENUE
System: ISOLATED
District: 08
Master At:
I/C:
Designed By:
Installed By: SAFWAN SAYED
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
	3/14/2012			3/14/2012

Intersection Layout

			FLASH
PHASE	1)	W/B REDLANDS AVE-LEFT TO SB 215	[ ]
	2)	E/B REDLANDS AVENUE	[ ]
	3)		[ ]
	4)	S/B 215 OFF RAMP	[ ]
	5)		[ ]
	6)	W/B REDLANDS AVENUE	[ ]
	7)		[ ]
	8)		[ ]
OVERLAP	A)		[ ]
	B)		[ ]
	C)		[ ]
	D)		[ ]
	E)		[ ]
	F)		[ ]

Comments and Notes:

RAM Checksum

Page 2: EE02	Page 8: 85AF
Page 3: FD8B	Page 9: D2FD
Page 4: F29E	Page 10: 8E3F
Page 5: 191A	Page 11: C7CE
Page 6: 191A	Page 12: 2FBE
Page 7: 58CF	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 . 4 . 6 . .
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. . . 4 . . . .
Yellow Start Phases	. 2 . . . 6 . .
Vehicle Calls	1 2 . 4 . 6 . .
Pedestrian Calls	. . . . . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	5.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	0	0	0	0	7	0	0
Flash Don't Walk	0	0	0	0	0	20	0	0
Minimum Green	5	5	0	5	0	5	0	0
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	25	35	0	35	0	35	0	0
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	3.0	3.0	0.0	3.0	0.0	3.0	0.0	0.0
Maximum Gap	3.0	3.0	0.0	3.0	0.0	3.0	0.0	0.0
Minimum Gap	3.0	3.0	0.0	3.0	0.0	3.0	0.0	0.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	5.0	3.0	4.5	3.0	5.0	3.0	3.0
All-Red	1.0	1.0	0.0	1.0	0.0	1.0	0.0	0.0

Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			. . . . .											
Plan 2	Green Factor			. . . . .											
Plan 3	Green Factor			. . . . .											
Plan 4	Green Factor			. . . . .											
Plan 5	Green Factor			. . . . .											
Plan 6	Green Factor			. . . . .											
Plan 7	Green Factor			. . . . .											
Plan 8	Green Factor			. . . . .											
Plan 9	Green Factor			. . . . .											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	. . . . .
11-19	. . . . .
21-29	. . . . .

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	. . . . .
Veh Min	Veh Max
. 2 . . . 6 . .	. . . . .
Ped	Bike
. . . . .	. . . . .
Cond	Cond Grn
. . . . .	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 2	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 3	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 5	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 6	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 7	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 9	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	COUNT+CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	COUNT+CALL+EXTEND	. 2	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. 2	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	. . 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	. . 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U	13			10	4.7
14	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7L	14			10	6.4
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	1	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	25			10	4.6
26	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3L	26			10	6.3
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	 8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	 8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	 8	NO	J7U	33			10	4.8
34	COUNT+CALL+EXTEND	 8	NO	J7L	34			10	6.5
35	COUNT+CALL+EXTEND	 8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	 8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I12U	41			10	5.1
42	PEDESTRIAN	. . . 4 . . .	NO	I12L	42			10	5.3
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U	43			10	5.2
44	PEDESTRIAN	 8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)			Table 2 (8-2-2)			Table 3 (8-2-3)			Table 4 (8-2-4)			Table 5 (8-2-5)			Table 6 (8-2-6)		
Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	
Protocol	AB3418
Port	27000
Type	STATIC
Central Access	0
Field Access	0

IP Address	0	.	0	.	0	.	0
Netmask	255	.	255	.	255	.	0
Broadcast	0	.	0	.	0	.	255
Gateway	0	.	0	.	0	.	254

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . . .	. . . . . .	. . . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Hold		. . . .	. . . .	1 2 3 4 5 6 7 8	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)			
Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . . .	. . . . . .	. . . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Hold		1 2 3 . . 6 . .	. . . .	. . . .	. 2 . . . 6 . .	. . . .	. . . 4 . . . 8	. . . . . .	. . . . . .	. . . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . . .	. . . 4 . . 7 .	. . . .

Configuration (3-2-6)			
Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. 2	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	NORMAL

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

Location: 215 N/B @ REDLANDS AVENUE
Designed By:
System: ISOLATED
District: 08
Installed By: SAFWAN SAYED
Master At:
I/C:
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
	3/13/2012			3/13/2012

Intersection Layout

			FLASH
PHASE	1)		[ ]
	2)	E/B REDLANDS AVENUE	[ ]
	3)		[ ]
	4)		[ ]
	5)	E/B REDLANDS AVE-LEFT TO NB 215	[ ]
	6)	W/B REDLANDS AVENUE	[ ]
	7)		[ ]
	8)	N/B I-215 OFF RAMP	[ ]
OVERLAP	A)		[ ]
	B)		[ ]
	C)		[ ]
	D)		[ ]
	E)		[ ]
	F)		[ ]

Comments and Notes:
S/N: 821010767 (2021)

RAM Checksum

Page 2: 42A2	Page 8: 85AF
Page 3: 3BC2	Page 9: D2FD
Page 4: F29E	Page 10: 51E0
Page 5: 191A	Page 11: 5E25
Page 6: 191A	Page 12: D68F
Page 7: B935	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	. 2 . . 5 6 . 8
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	. 2 . . 5 6 . 8
Pedestrian Calls	. . . . . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)

Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	0	0	0	0	7	0	0
Flash Don't Walk	0	0	0	0	0	18	0	0
Minimum Green	0	5	0	0	5	5	0	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	0	35	0	0	25	35	0	35
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0
Maximum Gap	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0
Minimum Gap	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	5.0	3.0	3.0	3.5	5.0	3.0	5.0
All-Red	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			. . . . .											
Plan 2	Green Factor			. . . . .											
Plan 3	Green Factor			. . . . .											
Plan 4	Green Factor			. . . . .											
Plan 5	Green Factor			. . . . .											
Plan 6	Green Factor			. . . . .											
Plan 7	Green Factor			. . . . .											
Plan 8	Green Factor			. . . . .											
Plan 9	Green Factor			. . . . .											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	. . . . .
11-19	. . . . .
21-29	. . . . .

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	. . . . .
Veh Min	Veh Max
. 2 . . . 6 . .	. . . . .
Ped	Bike
. . . . .	. . . . .
Cond	Cond Grn
. . . . .	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 2	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 3	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 5	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 6	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 7	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 9	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	COUNT+CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	COUNT+CALL+EXTEND	. 2	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. 2	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	. . 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	. . 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U	13			10	4.7
14	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7L	14			10	6.4
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	. . 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	25			10	4.6
26	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3L	26			10	6.3
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	 8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	 8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	 8	NO	J7U	33			10	4.8
34	COUNT+CALL+EXTEND	 8	NO	J7L	34			10	6.5
35	COUNT+CALL+EXTEND	 8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	 8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I12U	41			10	5.1
42	PEDESTRIAN	. . . 4 . . .	NO	I12L	42			10	5.3
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U	43			10	5.2
44	PEDESTRIAN	 8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27002
Type	STATIC
Central Access	6
Field Access	7

IP Address	172	.	25	.	52	.	5
Netmask	255	.	255	.	255	.	192
Broadcast	172	.	25	.	52	.	255
Gateway	172	.	25	.	52	.	1

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		. . . . .	. . . . .	1 2 3 4 5 6 7 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)			
Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	. . . 4 . . 7 .	. . . . .

Configuration (3-2-6)			
Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

INTERSECTION: Nuevo at: Dunlap

By: SG 1409 Date: _____

COORDINATION — 0

DEMAND (VEH & PEDS) — 1, 2, 3, 4, 5, 6, 7, 8

PREEMPTION — 9

BASE DISPLAY

A		b
PHASE	INTYL	PHASE	INTYL
RING A		RING B

1	2	3	4	RING A
5	6	7	8	RING B

PHASES

INTERVALS

0 - WALK
1 – FLASH DONT WALK
2 – MINIMUM GREEN
3 –
4 – VARIABLE INITIAL
5 – EXTENSION
6 –
7 – REDUCED GAP
8 – RED REST
9 – PREEMPTION
A – STOP TIME
B – RED REVERT
C – GAP TERMINATION
D – MAX TERMINATION
E – FORCEOFF
F – RED CLEARANCE

OVERLAP LOAD SWITCH ASSIGNMENT D-O-

OVERLAP A		(0 -8)
OVERLAP B		(0-8)
OVERLAP C		(0-8)
OVERLAP D		(0-8)

bAdE	EPROM ERROR, SEE C-E-D WATCHDOG STOPS IF F-C-F = 0
bAdA	TURN STOPTIME SW ON THEN OFF TO REINITIALIZE

CONFIGURATION DATA

NOTE: "E" KEY ENABLED (F-9-E ≠ 0)

KEYSTROKES: E + E + INTERVAL

INTERVAL		PHASE 1	2	3	4	5	6	7	8
0	EXCLU PH								
1	RR 1 GRN CL								
2	RR2 GRN CL								
3	RR2 LTD								
4	PROT/PERM								
5	OLA GOMIT								
6	OLB GOMIT								
7	OLC GOMIT								
8	OLD GOMIT								
9	OV FL YEL								
A	EMVEH A		X			X			
B	EMVEH B				X			X	
C	EMVEH C	X					X		
D	EMVEH D			X					X
E	EXTRA	X							
F	IC SELECT		X						

EXTRA (E + E + E)

1 - TBC TYPE 1
3 - DAYLIGHT SAV
4 - EV ADVANCE
5 - RESERVED
6 - SPECIAL EVENT
7 - PRETIMED
8 - SPLIT RING

IC SELECT (E + E + F)

2 - DUPLEX LOCAL
3 - 7 WIRE IN
4 - FLH/FREE
6 - SIMPLEX MASTER
7 - 7 WIRE OUT
8 - OFFSET INTERRUPTER

ASSIGNS (E + F + F)

1 - RT OVERLAP
2 - TOD OUTPUTS
3 - STEADY EV BEACON
4 - FLASH EV BEACON
5 - RESERVED
6 - PHASES 3 & 7 PED
7 - ADVANCE WARNING BEACON
8 - SPECIAL EVENT

KEYSTROKES: E + F + INTERVAL

INTERVAL		PHASE 1	2	3	4	5	6	7	8
0									
1	RR OLAP A								
2	RR OLAP B								
3	RR OLAP C								
4	RR OLAP D								
5	PED2P		X						
6	PED6P								
7	PED4P				X				
8	PED8P								X
9	FLH YELO								
A	OVERLAP A								
B	OVERLAP B								
C	OVERLAP C								
D	OVERLAP D								
E	RESTRICT								
F	ASSIGNS								

INTERSECTION: Nuevo & Dunlap

Modified on:

PHASE TIMING
KEYSTROKES: F + PHASE + INTERVAL

INTERVAL		PHASE 1	2	3	4	5	6	7	8	PREEMPT	E	
WALK	0		7		11				7	RR-1 Delay		0
Ped D/W	1		8		14				9	RR-1 Clear	10	1
Min Green	2	5	6	5	6	5	6	5	6	EV-A Delay		2
Type 3 Det	3									EV-A Clear	1	3
Add / Veh	4		1.5				1.5			EV-B Delay		4
Veh Exten *	5	1.5	4.0	1.5	3.0	1.5	4.0	2.0	3.0	EV-B Clear	1	5
Max Gap *	6	1.5	5.0	1.5	3.0	1.5	5.0	2.0	3.0	EV-C Delay		6
Min Gap *	7	1.5	2.0	1.5	3.0	1.5	2.0	2.0	3.0	EV-C Clear	1	7
Max Exten	8	25	50	25	40	30	50	30	40	EV-D Delay		8
Max 2	9	30				30		30		EV-D Clear	1	9
	A									RR-2 Delay		A
Call To Phase	B		8		14				9	RR-2 Clear	10	B
Reduce By	C		.1				.1			View EV Delay	---	C
Reduce Every	D	3.0	1.0	3.0	3.2	3.0	1.0	3.0	3.2	View EV Clear	---	D
Yellow Change	E	~~4.0~~	~~4.7~~ 5	~~4.0~~	~~4.0~~	~~4.0~~	~~4.7~~ 5	~~4.0~~	~~4.0~~	View RR Delay	---	E
Red Clear	F	~~1.0~~ .5	1.0	~~1.0~~ .5	1.0	~~1.0~~ .5	1.0	~~1.0~~ .5	1.0	View RR Clear	---	F

Max Initial <F-0-E> = 20

Red Revert <F-0-F> = 2

All Red Start <F-C-0> = 6

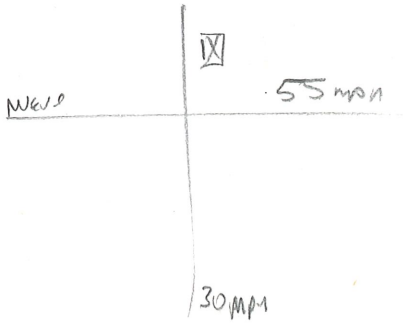
* Must be same for non-density operation

PHASE FUNCTION FLAGS
KEYSTROKES: F + F + FUNCTION#

FUNCTION		PHASE 1	2	3	4	5	6	7	8
Permit	0	X	X	X	X	X	X	X	X
Red Lock	1								
Yellow Lock	2								
Veh Recall	3		X				X		
Ped Recall	4								
Peds	5		*		*				*
Rest in Walk	6								
Red Rest	7								
Double Entry	8								
Max Recall	9								
Soft Recall	A								
Max 2	B								
Cond Serve	C								
Man Cont Recall	D								
Startup	E	X				X			
First Phases	F		X				X		

OVERLAP TIMING
KEYSTROKE: F + COLOR CODE + OVERLAP

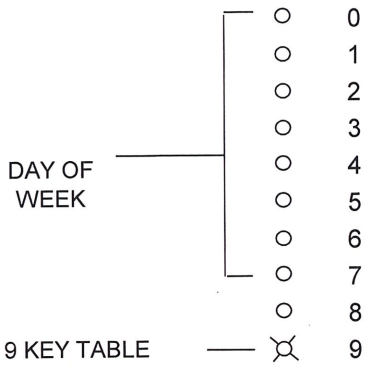
	9 Green	C Yello	D Red
Overlap A			
Overlap B			
Overlap C			
Overlap D			



INTERSECTION: Nuevo & Dunlap

Modified on:

9 - KEY



TIME OF DAY DISPLAYS



16 EVENT TABLE

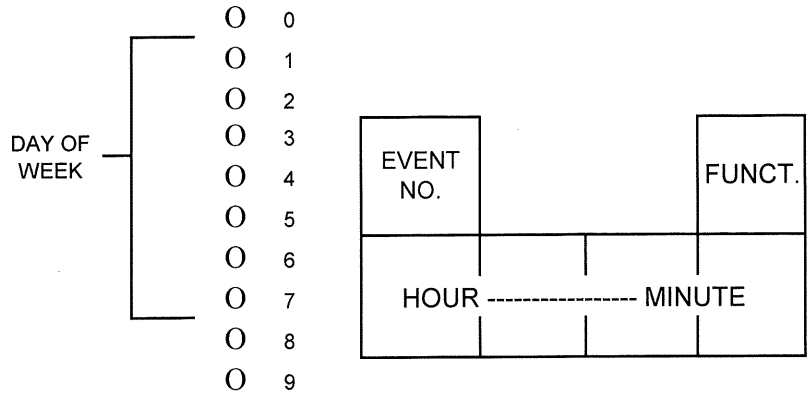
TIME BASE COORDINATION
KEYSTROKES: 9+EVENT#

EVENT	TIME	PLAN	OFFSET	DAY OF WEEK S 1	M 2	T 3	W 4	T 5	F 6	S 7
0	:									
1	:									
2	:									
3	:									
4	:									
5	:									
6	:									
7	:									
8	:									
9	:									
A	:									
B	:									
C	:									
D	:									
E	:									
F	:									

PLAN = 1 . . . 9 (DIAL)
E (FREE)
F (FLASH)

OFFSET = A . . . C

TIME OF DAY LOCAL FUNCTIONS



TIME OF DAY FUNCTIONS
KEYSTROKES: 7 + EVENT

EVENT	TIME	FUNCT	DAY OF THE WEEK S	M	T	W	T	F	S
			1	2	3	4	5	6	7
0									
1									
2									
3									
4									
5									
6									
7									
8									
9									
A									
B									
C									
D									
E									
F									

FUNCTION BY PHASE
KEYSTROKES: D-F-EVENT

1	2	3	4	5	6	7	8

TIME OF DAY LOCAL FUNCTION CODES

0 - PERMIT	7 - RED REST	E - 1- LOCAL OVERRIDE	F - TOD OUTPUTS
1 - RED LOCK	8 - DBL ENTRY	2 - PHASE BANK 2	1 - TOD OUT 1
2 - YELLOW OCK	9 - VEH MAX RCL	3 - PHASE BANK 3	2 - TOD OUT 2
3 - VEH RECALL	A - SOFT RECALL	4 - DISABLE DET OFF	3 - TOD OUT 3
4 - PED RECALL	B - MAX I I EXT	7 - DET COUNT	4 - TOD OUT 4
5 - RESERVED	C - COND SERVE	8 - SPLIT MONITOR	
6 - REST IN WALK	D - TOD LAG		

EVENT	TIME	PLAN	OFFSET	DAY OF WEEK S	M	T	W	T	F	S
				1	2	3	4	5	6	7
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

HOLIDAY 1

C - D - 9 = 1

8 - A = _____ _____ _____

DAY YEAR MONTH

EVENT	TIME	PLAN	OFFSET	DAY OF WEEK S	M	T	W	T	F	S
				1	2	3	4	5	6	7
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

HOLIDAY 2

C - D - 9 = 2

8 - B = _____ _____ _____

DAY YEAR MONTH

EVENT	TIME	PLAN	OFFSET	DAY OF WEEK S	M	T	W	T	F	S
				1	2	3	4	5	6	7
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

HOLIDAY 3

C - D - 9 = 3

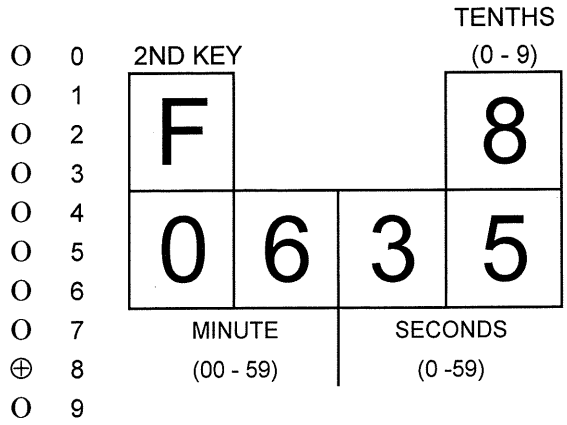
8 - C = _____ _____ _____

DAY YEAR MONTH

HOLIDAY PLAN SELECTION

KEYSTROKES 9-EVENT NO.

CURRENT MINUTE - SECOND
KEYSTROKES: 8 - F



DIRECTIONS: USING KEYSTROKES 8-F, DISPLAY THE MINUTE-SECONDS. GOING COUNTER CLOCKWISE FROM THE MOST SIGNIFICANT DIGIT OF THE MINUTE, SET IN THE MINUTE, SECOND AND TENTH OF SECOND. EXACTLY ON THE SET TIME, ENTER BY DEPRESSING THE KEY.

ABOVE EXAMPLE - 06 MINUTES, 35 SECONDS AND 8 TENTHS.

POWER CYLCE CORRECTION - LONG (F-0-6)	.5
SHORT (F-0-7)	.5
POWER FAILURE COUNTS - LONG (F-0-C)	0
SHORT (F-0-D)	0

MISCELLANEOUS
TIME OF DAY FEATURES
KEYSTROKES: 8 + FEATURE #

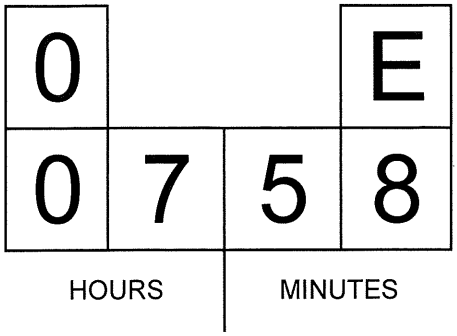
FEATURE			
	0	CURRENT HR-MIN-DOW	*
	1	CURRENT DOM-YEAR-MONTH	**
	2	RESERVED	*
	3	RESERVED	**
	4	LAST PF HR-MIN-DOW	*
	5	LAST PF DOM-YEAR-MONTH	**
	6	CABINET FLASH HR-MIN-DOW	*
	7	CABINET FLASH DOM-YR-MO	**
	8	RESERVED	
	9	TYPE 1 TBC RESET TIME	*
	A	HOLIDAY 1	**
	B	HOLIDAY 2	**
	C	HOLIDAY 3	**
	D	RESERVED	
	E	RESERVED	
	F	CURRENT MIN-SEC-1/10 SEC	

* SEE TIME DISPLAY (8-0)
** SEE DATE DISPLAY (8-1)

CURRENT TIME OF DAY

KEYSTROKES: 8 - 0

	O	0
SUNDAY	O	1
MONDAY	O	2
TUESDAY	O	3
WEDNESDAY	O	4
THURSDAY	⊕	5
FRIDAY	O	6
SATURDAY	O	7
	O	8
	O	9

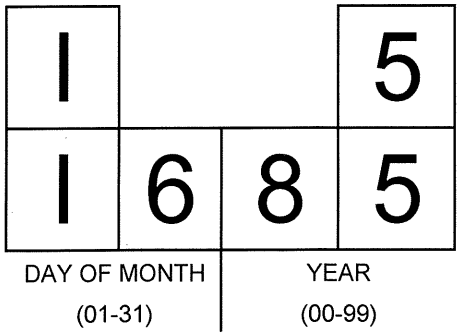


DIRECTIONS: USING KEYSTROKES 8-0, DISPLAY THE CURRENT TIME OF DAY. TO SET THE TIME SETUP FOR THE NEXT MINUTE, STARTING WITH THE MOST SIGNIFICANT DIGIT OF HOURS, KEY IN HOURS, MINUTES AND 0 FOR SECONDS. THEN EXACTLY ON THE MINUTE, ENTER THE TIME BY DEPRESSING THE *E* KEY. NEXT TURN ON THE CALL/ACTIVE LIGHT FOR THE DAY OF WEEK.

CURRENT DATE

KEYSTROKES: 8-1

O	0
O	1
O	2
O	3
O	4
O	5
O	6
O	7
⊕	8
O	9



MONTHS

1	JANUARY
2	FEBRUARY
3	MARCH
4	APRIL
5	MAY
6	JUNE
7	JULY
8	AUGUST
9	SEPTEMBER
A	OCTOBER
B	NOVEMBER
C	DECEMBER

DIRECTIONS: USING KEYSTROKES 8-1, DISPLAY THE CURRENT DATE. GOING COUNTER CLOCKWISE FROM THE MOST SIGNIFICANT DIGIT OF THE DAY OF MONTH KEY IN THE DAY OF MONTH, LAST TWO DIGITS OF THE YEAR, AND THE MONTH. ENTER THE DATE BY DEPRESSING THE *E* KEY.

ABOVE EXAMPLES - 7:58 AM ON THURSDAY, MAY 16, 1985.

INTERSECTION: Nuevo & Dunlap

Modified on:

COORDINATION TIMING

KEYSTROKES: C + PLAN + FEATURE

		PLAN									
FEATURE		1	2	3	4	5	6	7	8	9	
CYCLE	0										0
FORCE 1	1										1
FORCE 2	2										2
FORCE 3	3										3
FORCE 4	4										4
FORCE 5	5										5
FORCE 6	6										6
FORCE 7	7										7
FORCE 8	8										8
RING OFFSET	9										9
OFFSET A	A										A
OFFSET B	B										B
OFFSET C	C										C
PERMISSIVE	D										D
HOLD RELEASE	E										E
ZONE OFFSET	F										F

ADDRESS
(C-0-0) = 0

MANUAL PLAN:
(C-A-1) = 14
AUTO = 0
PLAN = 1-9
FREE = 14
FLASH = 15

MANUAL OFFSET:
(C-B-1) = 0
AUTO = 0
OFFSET A = 1
OFFSET B = 2
OFFSET C = 3

TRANSITION TYPE
(C-D-D) = 0
SHORTWAY = 0
DWELL > 0

FORCEOFF SHIFT FOR PEDESTRIAN
(C-D-F) 0

FOR OBSERVATION ONLY

MASTER PLAN (C-A-2)
CURRENT PLAN (C-A-3)
TOD PLAN (C-A-5)
MASTER CYCLE (C-A-0)
RING A CYCLE (C-B-0)
RING B CYCLE (C-D-0)
MINIMUM CYCLE (C-A-E)
MAXIMUM CYCLE (C-B-E)

SYNCHRONIZED PHASES

KEYSTROKES: C + E + PLAN

			PHASE							
			1	2	3	4	5	6	7	8
PLAN	0									
	1	SYNC 1		X				X		
	2	SYNC 2		X				X		
	3	SYNC 3		X				X		
	4	SYNC 4		X				X		
	5	SYNC 5		X				X		
	6	SYNC 6		X				X		
	7	SYNC 7		X				X		
	8	SYNC 8		X				X		
	9	SYNC 9		X				X		
	A	CPEDRCL								
	B	NEMA HLD								
	C	SCANMEM								
	D	BADPROM								
	E	TODFN E								
	F	TODFN F								

PHASE SEQUENCES

KEYSTROKES: C + F + FUNCTION

		PHASE							
		1	2	3	4	5	6	7	8
FUNCTION	0 LAG 0 (FREE)		X		X		X		X
	1 LAG 1		X		X		X		X
	2 LAG 2		X		X		X		X
	3 LAG 3		X		X		X		X
	4 LAG 4		X		X		X		X
	5 LAG 5		X		X		X		X
	6 LAG 6		X		X		X		X
	7 LAG 7		X		X		X		X
	8 LAG 8		X		X		X		X
	9 LAG 9		X		X		X		X
	A COOR MAX RECALL								
	B COOR LAG RECALL								
	C SYNC PHASES								
	D HOLD								
	E NEXT PHASE								
	F FORCE OFF								

DETECTION TIMING

DESCRIPTION	C1 PIN	DET NO.	332 INPUT FILE SLOT	DELAY 1/10 SEC		CARRYOVER 1/10 SEC	
	56	14	1 I 1	D-1-0	5	D-3-0	
	39	1	2 I 2 U	D-1-1		D-3-1	
	43	5	2 I 2 L	D-1-2		D-3-2	
	63	21	2 I 3 U	D-1-3		D-3-3	2
	76	25	2 I 3 L	D-1-4		D-3-4	
	47	9	2 I 4	D-1-5		D-3-5	
	58	16	3 I 5	D-1-6	2	D-3-6	
	41	3	4 I 6 U	D-1-7		D-3-7	
	45	7	4 I 6 L	D-1-8		D-3-8	
	65	23	4 I 7 U	D-1-9	2	D-3-9	
	78	27	4 I 7 L	D-1-A	5	D-3-A	
	49	11	4 I 8	D-1-B		D-3-B	
	60	18	1 I 9 U	D-1-C	2	D-3-C	
	62	20	3 I 9 L	D-1-D	2	D-3-D	
	55	13	5 J 1	D-2-0	5	D-4-0	
	40	2	6 J 2 U	D-2-1		D-4-1	
	44	6	6 J 2 L	D-2-2		D-4-2	
	64	22	6 J 3 U	D-2-3		D-4-3	2
	77	26	6 J 3 L	D-2-4		D-4-4	
	48	10	6 J 4	D-2-5		D-4-5	
	57	15	7 J 5	D-2-6	2	D-4-6	
	42	4	8 J 6 U	D-2-7		D-4-7	
	46	8	8 J 6 L	D-2-8		D-4-8	
	66	24	8 J 7 U	D-2-9	2	D-4-9	
	79	28	8 J 7 L	D-2-A	5	D-4-A	
	50	12	8 J 8	D-2-B		D-4-B	
	59	17	5 J 9 U	D-2-C	2	D-4-C	
	61	19	7 J 9 L	D-2-D	2	D-4-D	

PHASE 7
FILE J
SLOT 9
LOWER

ACTIVE DETECTOR ASSIGNMENTS

CALL/ACTIVE LIGHTS

	1	2	3	4	5	6	7	8
DET #	1	2	3	4	5	6	7	8
D-E-A								
DET #	9	10	11	12				
D-E-B								
DET #	13	14	15	16	17	18	19	20
D-E-C								
DET #					21	22	23	24
D-E-D								
DET #								
D-E-E								
DET #		25	26	27	28			
D-E-F								

DETECTOR MONITOR

MAXIMUM **ON** TIME (D-A-E)
DET**ON** 5 , MINUTES
MAXIMUM **OFF** TIME (D-A-F)
DET **OFF** 60 , MINUTES

332 cabinet INPUT FILE LAYOUT

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	SLOT
I	U	1	2	2	2	3	4	4	4	1/F		AL1/ADV	2P	6P	FS	
	L		2	2 □	◊		4	4 □	◊	3/01		ADV EN	4P	8P	ST	
J	U	5	6	6	6	7	8	8	8	5/02		AL2/D2	EVA	EVB	RR1	
	L		6	6 □	◊		8	8 □	◊	7/03		AL3/D3	EVC	EVD	RR2	

- EXTENSION, COUNT
□ - EXTENSION, COUNT
◊ – CALL DETECTOR
D2 - DIAL 2

ADV - ADVANCE
EN - ENABLE
F - FLASH/FREE
ST - STOP TIME

FS - FLASH SENSE
2P - 2 PED
RR1 - RAILROAD 1
EVA - EMERG VEH A

AL1 - ALARM 1
01 - OFFSET 1

Timing Sheet Version: 200 SA

Location: SR 74 @ BONNIE DRIVE
Designed By:
System: **District:** **Installed By:** SAFWAN SAYED
Master At: **I/C:** **Service Info:**

Timing Change:	Date Start:	Date End:	Designed:	Installed:
11/17/2020	5/19/2016			5/19/2016

Intersection Layout

		FLASH
PHASE	1) W/B SR 74 - LEFT TURN	[R]
	2) E/B SR 74	[R]
	3)	[ ]
	4)	[ ]
	5)	[ ]
	6) W/B SR 74	[R]
	7) W/B BONNIE DRIVE	[R]
	8) E/B BONNIE DRIVE	[R]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Comments and Notes:
1. Phase 8 stop Bar is too far from the front Loop, the Red and Yellow lock is turned-on (5/4/17)
2. The Advanced and Mid Loops, 8J6U and 8J6L, are placed on Count+Extend only

RAM Checksum

Page 2: 4132	Page 8: 85AF
Page 3: 774B	Page 9: D2FD
Page 4: F29E	Page 10: 637B
Page 5: 191A	Page 11: C3CB
Page 6: 191A	Page 12: D68F
Page 7: 398C	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 . . . 6 7 8
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	 8
Yellow	 8
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 . . . 6 7 8
Pedestrian Calls	. . . . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	0	0	0	0	0	0	0
Flash Don't Walk	0	0	0	0	0	0	0	0
Minimum Green	5	5	0	0	0	5	5	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	25	35	0	0	0	35	15	25
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	2.0	0.0	0.0	0.0	2.0	2.0	2.0
Maximum Gap	2.0	2.0	0.0	0.0	0.0	2.0	2.0	2.0
Minimum Gap	2.0	2.0	0.0	0.0	0.0	2.0	2.0	2.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	5.0	3.0	3.0	3.0	5.0	3.0	5.0
All-Red	1.0	1.0	0.0	0.0	0.0	1.0	1.0	1.0
Ped/Bike (2-3)	**-1-**	**-2-**	**-3-**	**-4-**	**-5-**	**-6-**	**-7-**	**-8-**
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			.....											
Plan 2	Green Factor			.....											
Plan 3	Green Factor			.....											
Plan 4	Green Factor			.....											
Plan 5	Green Factor			.....											
Plan 6	Green Factor			.....											
Plan 7	Green Factor			.....											
Plan 8	Green Factor			.....											
Plan 9	Green Factor			.....											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
. 2 . . . 6 . .	.....
Ped	Bike
.....	.....
Cond	Cond Grn
.....	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	.....	.....	.....	.....	.....	.....	.....	.....
Plan 2	.....	.....	.....	.....	.....	.....	.....	.....
Plan 3	.....	.....	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot
Det	Type	Phases	Lock	
1	COUNT+CALL+EXTEND	1	NO	I1U
2	COUNT+CALL+EXTEND	1	NO	I1L
3	COUNT+CALL+EXTEND	. 2	NO	I2U
4	COUNT+CALL+EXTEND	. 2	NO	I2L
5	COUNT+CALL+EXTEND	. 2	NO	I3U
6	COUNT+CALL+EXTEND	. 2	NO	I3L
7	COUNT+CALL+EXTEND	. 2	NO	I4U
8	COUNT+CALL+EXTEND	. 2	NO	I4L
9	COUNT+CALL+EXTEND	. . 3	NO	I5U
10	COUNT+CALL+EXTEND	. . 3	NO	I5L
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U
14	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7L
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L
17	COUNT+CALL+EXTEND	1	NO	I9U
18	COUNT+CALL+EXTEND	. . 3	NO	I9L
19	COUNT+CALL+EXTEND	. 2	NO	I10U
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U
26	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3L
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L
31	COUNT+CALL+EXTEND	 8	NO	J6U
32	COUNT+CALL+EXTEND	 8	NO	J6L
33	COUNT+CALL+EXTEND	 8	NO	J7U
34	COUNT+CALL+EXTEND	 8	NO	J7L
35	COUNT+CALL+EXTEND	 8	NO	J8U
36	COUNT+CALL+EXTEND	 8	NO	J8L
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U
40	COUNT+CALL+EXTEND	 8	NO	J10L
41	PEDESTRIAN	. 2	NO	I12U
42	PEDESTRIAN	. . . 4 . . .	NO	I12L
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U
44	PEDESTRIAN	 8	NO	I13L

Detector Configuration (5-2)				
Det	Delay	Extend	Recall	Port
1			10	3.2
2			10	7.2
3			10	1.1
4			10	1.5
5			10	4.5
6			10	6.2
7			10	2.1
8			10	7.4
9			10	3.4
10			10	7.6
11			10	1.3
12			10	1.7
13			10	4.7
14			10	6.4
15			10	2.3
16			10	7.8
17			10	3.6
18			10	3.8
19			10	4.1
20			10	4.2
21			10	3.1
22			10	7.1
23			10	1.2
24			10	1.6
25			10	4.6
26			10	6.3
27			10	2.2
28			10	7.3
29			10	3.3
30			10	7.5
31			10	1.4
32			10	1.8
33			10	4.8
34			10	6.5
35			10	2.4
36			10	7.7
37			10	3.5
38			10	3.7
39			10	4.3
40			10	4.4
41			10	5.1
42			10	5.3
43			10	5.2
44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)							
#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27001
Type	STATIC
Central Access	6
Field Access	7

IP Address	172	.	25	.	52	.	5
Netmask	255	.	255	.	255	.	192
Broadcast	172	.	25	.	52	.	255
Gateway	172	.	25	.	52	.	1

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . . .	. . . . . .	. . . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Hold		. . . .	. . . .	1 2 3 4 5 6 7 8	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)			
Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . . .	. . . . . .	. . . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Hold		1 2 3 . . 6 . .	. . . .	. . . .	. 2 . . . 6 . .	. . . .	. . . 4 . . . 8	. . . . . .	. . . . . .	. . . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . . .	. . . 4 . . 7 .	. . . .

Configuration (3-2-6)			
Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. 2 . . 5 . . .	. . . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . . 4 . . 7 .	. . . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	1 . . . . 6 . .	. . . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . 3 8	. . . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

Location:
System: **District:**
Master At: **I/C:**

Designed By:
Installed By: SAFWAN
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
11/17/2020	3/28/2013			3/28/2013

		FLASH
PHASE	1)	[ ]
	2) EASTBOUND RTE 74	[R]
	3)	[ ]
	4) I-215 NORTHBOUND OFF RAMP	[R]
	5) EASTBOUND RTE 74 --LEFT TURN	[R]
	6) WESTBOUND RTE 74	[R]
	7)	[ ]
	8)	[ ]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout

Comments and Notes:

RAM Checksum

Page 2: EA5F	Page 8: 85AF
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CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	. 2 . 4 5 6 . .
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	. 2 . 4 5 6 . .
Pedestrian Calls	. . . . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	0	0	0	0	0	0	0
Flash Don't Walk	0	0	0	0	0	0	0	0
Minimum Green	0	5	0	5	5	5	0	0
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	0	35	0	35	25	35	0	0
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	0.0	2.0	0.0	2.0	2.0	2.0	0.0	0.0
Maximum Gap	0.0	2.0	0.0	2.0	2.0	2.0	0.0	0.0
Minimum Gap	0.0	2.0	0.0	2.0	2.0	2.0	0.0	0.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.3	3.0	4.3	4.3	4.3	3.0	3.0
All-Red	0.0	1.0	0.0	1.0	1.0	1.0	0.0	0.0
Ped/Bike (2-3)	**-1-**	**-2-**	**-3-**	**-4-**	**-5-**	**-6-**	**-7-**	**-8-**
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			.....											
Plan 2	Green Factor			.....											
Plan 3	Green Factor			.....											
Plan 4	Green Factor			.....											
Plan 5	Green Factor			.....											
Plan 6	Green Factor			.....											
Plan 7	Green Factor			.....											
Plan 8	Green Factor			.....											
Plan 9	Green Factor			.....											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
. 2 . . . 6 . .	.....
Ped	Bike
.....	.....
Cond	Cond Grn
.....	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	.....	.....	.....	.....	.....	.....	.....	.....
Plan 2	.....	.....	.....	.....	.....	.....	.....	.....
Plan 3	.....	.....	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot
Det	Type	Phases	Lock	
1	COUNT+CALL+EXTEND	1	NO	I1U
2	COUNT+CALL+EXTEND	1	NO	I1L
3	COUNT+CALL+EXTEND	. 2	NO	I2U
4	COUNT+CALL+EXTEND	. 2	NO	I2L
5	COUNT+CALL+EXTEND	. 2	NO	I3U
6	COUNT+CALL+EXTEND	. 2	NO	I3L
7	COUNT+CALL+EXTEND	. 2	NO	I4U
8	COUNT+CALL+EXTEND	. 2	NO	I4L
9	COUNT+CALL+EXTEND	. . 3	NO	I5U
10	COUNT+CALL+EXTEND	. . 3	NO	I5L
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U
14	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7L
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L
17	COUNT+CALL+EXTEND	1	NO	I9U
18	COUNT+CALL+EXTEND	. . 3	NO	I9L
19	COUNT+CALL+EXTEND	. 2	NO	I10U
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U
26	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3L
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L
31	COUNT+CALL+EXTEND	 8	NO	J6U
32	COUNT+CALL+EXTEND	 8	NO	J6L
33	COUNT+CALL+EXTEND	 8	NO	J7U
34	COUNT+CALL+EXTEND	 8	NO	J7L
35	COUNT+CALL+EXTEND	 8	NO	J8U
36	COUNT+CALL+EXTEND	 8	NO	J8L
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U
40	COUNT+CALL+EXTEND	 8	NO	J10L
41	PEDESTRIAN	. 2	NO	I12U
42	PEDESTRIAN	. . . 4 . . .	NO	I12L
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U
44	PEDESTRIAN	 8	NO	I13L

Detector Configuration (5-2)				
Det	Delay	Extend	Recall	Port
1			10	3.2
2			10	7.2
3			10	1.1
4			10	1.5
5			10	4.5
6			10	6.2
7			10	2.1
8			10	7.4
9			10	3.4
10			10	7.6
11			10	1.3
12			10	1.7
13			10	4.7
14			10	6.4
15			10	2.3
16			10	7.8
17			10	3.6
18			10	3.8
19			10	4.1
20			10	4.2
21			10	3.1
22			10	7.1
23			10	1.2
24			10	1.6
25			10	4.6
26			10	6.3
27			10	2.2
28			10	7.3
29			10	3.3
30			10	7.5
31			10	1.4
32			10	1.8
33			10	4.8
34			10	6.5
35			10	2.4
36			10	7.7
37			10	3.5
38			10	3.7
39			10	4.3
40			10	4.4
41			10	5.1
42			10	5.3
43			10	5.2
44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)								
Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)								
Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	. . . . .
Holiday	. . . . .

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			. . . . .		. . . . .
2			. . . . .		. . . . .
3			. . . . .		. . . . .
4			. . . . .		. . . . .
5			. . . . .		. . . . .
6			. . . . .		. . . . .
7			. . . . .		. . . . .
8			. . . . .		. . . . .
9			. . . . .		. . . . .
10			. . . . .		. . . . .
11			. . . . .		. . . . .
12			. . . . .		. . . . .
13			. . . . .		. . . . .
14			. . . . .		. . . . .
15			. . . . .		. . . . .
16			. . . . .		. . . . .

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)							
#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27001
Type	STATIC
Central Access	6
Field Access	7

IP Address	172	.	25	.	52	.	7
Netmask	255	.	255	.	255	.	192
Broadcast	172	.	25	.	52	.	255
Gateway	172	.	25	.	52	.	1

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . . .	. . . . . .	. . . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Hold		. . . .	. . . .	1 2 3 4 5 6 7 8	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)			
Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . . .	. . . . . .	. . . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Hold		1 2 3 . . 6 . .	. . . .	. . . .	. 2 . . . 6 . .	. . . .	. . . 4 . . . 8	. . . . . .	. . . . . .	. . . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . . .	. . . 4 . . 7 .	. . . .

Configuration (3-2-6)			
Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. 2 . . 5 . . .	. . . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . . 4 . . 7 .	. . . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . 3 8	. . . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

\+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

Location: SR 74 @ TRUMBLE ROAD
Designed By:
System: ISOLATED
District: 08-RIVERSIDE
Installed By: SAFWAN SAYED
Master At:
I/C:
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
3/23/2010	5/23/1995			3/23/2010

		FLASH
PHASE	1)	[ ]
	2) E/B SR 74	[ ]
	3)	[ ]
	4) S/B TRUMBLE ROAD	[ ]
	5) N/B SR 74 - LEFT TURN	[ ]
	6) W/B SR 74	[ ]
	7)	[ ]
	8)	[ ]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout

Comments and Notes:

RAM Checksum

Page 2: F8D8	Page 7: D2FD
Page 3: BACE	Page 8: D364
Page 4: 3C9A	Page 9: 0ED8
Page 5: 296F	Page 10: 1611
Page 6: 85AF	Page 11: C381

Post Mile: 08-RIV-74-27.792-TRUMBLE ROAD

Printed: 5/17/2018

CONFIGURATION PHASE FLAGS

Phases (2-1-1-1) *	
Permitted	. 2 . 4 5 6 . .
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3) *	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5) *	
First Green Phases	. . . 4 . . . .
Yellow Start Phases	. 2 . . . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	5.0
Vehicle Calls	. 2 . 4 5 6 . .
Pedestrian Calls	. . . 4 . 6 . .

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3) *	
P1	. . . . .
P2	. . . . .
P3	. . . . .
P4	. . . 4 . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)

Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1- *	-2- *	-3- *	-4- *	-5- *	-6- *	-7- *	-8- *
--- Walk 1 ---	0	0	0	7	0	7	0	0
Flash Don't Walk	0	0	0	19	0	22	0	0
Minimum Green	0	5	0	5	5	5	0	0
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	0	35	0	20	20	35	0	0
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	0.0	3.0	0.0	2.0	2.0	3.0	0.0	0.0
Maximum Gap	0.0	3.0	0.0	2.0	2.0	3.0	0.0	0.0
Minimum Gap	0.0	3.0	0.0	2.0	2.0	3.0	0.0	0.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	5.0	3.0	3.5	3.0	5.0	3.0	3.0
All-Red	0.0	1.0	0.0	1.0	1.0	1.0	0.0	0.0
Ped/Bike (2-3)	**-1-**	**-2-**	**-3-**	**-4-**	**-5-**	**-6-**	**-7-**	**-8-**
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
Red To Sec (2-6)	
Red To Sec	OFF

COORDINATION

Local Plan (7-1...9) TIMING DATA [Offsets]

Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Perm	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor														
Plan 2	Green Factor														
Plan 3	Green Factor														
Plan 4	Green Factor														
Plan 5	Green Factor														
Plan 6	Green Factor														
Plan 7	Green Factor														
Plan 8	Green Factor														
Plan 9	Green Factor														

Local Plan (7-1...9) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 2	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 3	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 5	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 6	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 7	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 9	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

Master Timer Sync (7-A)
Enable in Plans
. . . . .

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	. . . . .
Veh Min	Veh Max
. 2 . . . 6 . .	. . . . .
Ped	Bike
. . . . .	. . . . .
Cond	Cond Grn
. . . . .	10

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

DETECTORS

Detector Attributes (5-1) *				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	. 2	NO	I2U	1			10	1.1
2	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	2			10	1.2
3	COUNT+CALL+EXTEND	. . . 4	NO	I6U	3			10	1.3
4	COUNT+CALL+EXTEND	 8	NO	J6U	4			10	1.4
5	COUNT+CALL+EXTEND	. 2	NO	I2L	5			10	1.5
6	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	6			10	1.6
7	COUNT+CALL+EXTEND	. . . 4	NO	I6L	7			10	1.7
8	COUNT+CALL+EXTEND	 8	NO	J6L	8			10	1.8
9	COUNT+CALL+EXTEND	. 2	NO	I4	9			10	2.1
10	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4	10			10	2.2
11	COUNT+CALL+EXTEND	. . . 4	NO	I8	11			10	2.3
12	COUNT+CALL+EXTEND	 8	NO	J8	12			10	2.4
13	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1	13			10	3.1
14	COUNT+CALL+EXTEND	1	NO	I1	14			10	3.2
15	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5	15			10	3.3
16	COUNT+CALL+EXTEND	. . 3	NO	I5	16			10	3.4
17	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U	17			10	3.5
18	COUNT+CALL+EXTEND	1	NO	I9U	18			10	3.6
19	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	19			10	3.7
20	COUNT+CALL+EXTEND	. . 3	NO	I9L	20			10	3.8
21	COUNT+CALL+EXTEND	. 2	NO	I3L	21			10	6.2
22	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3L	22			10	6.3
23	COUNT+CALL+EXTEND	. . . 4	NO	I7L	23			10	6.4
24	COUNT+CALL+EXTEND	 8	NO	J7L	24			10	6.5
25	COUNT+CALL+EXTEND	. 2	NO	I3U	25			10	4.5
26	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	26			10	4.6
27	COUNT+CALL+EXTEND	. . . 4	NO	I7U	27			10	4.7
28	COUNT+CALL+EXTEND	 8	NO	J7U	28			10	4.8
29	PEDESTRIAN	. 2	NO	I 12U	29			10	5.1
30	PEDESTRIAN	. . . . . 6 . .	NO	I 13U	30			10	5.2
31	PEDESTRIAN	. . . 4	NO	I 12L	31			10	5.3
32	PEDESTRIAN	 8	NO	I 13L	32			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors 17-24	. . . . .
Detectors 25-32	. . . . .

System Detector Assignment (5-5)								
Sys Det	1	2	3	4	5	6	7	8
Det Num								
Sys Det	9	10	11	12	13	14	15	16
Det Num								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)								
Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6		6.6	5.1	5.2	6.7
		1.5	6.2			1.7	6.4		3.8		2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5		2.8	5.5	5.6	2.5
		1.6	6.3			1.8	6.5		3.7		6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	
Protocol	AB3418
Limit Access	
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Limit Access	
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Limit Access	
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Limit Access:

0-None

1-Status Only

2-Status, Set Pattern, Time

3-Status, Set Pattern, Time, Manual Plan

SOFT LOGIC

Soft Logic (6-2)							
#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

***Refer to User's Manual for Data and OP Codes**

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear1	10	. 2 . . 5 . . .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . .	. . . . .	. . . . .
Hold		. . . .	. . . .	1 2 3 4 5 6 7 8	. . . .	. . . .	. . . .	. . . . .	. . . . .	A B C D E F
Exit	5									
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Recall	Ped Call
. . . .	. . . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)		
Port	Latching	Power-Up
2.5	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear1	10	. . . 4 . . 7 .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . .	. . . .	. 2 . . . 6 . .	. . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Recall	Ped Recall
. . . .	. . . . . .	. . . 4 . . 7 .	. . . .

Configuration (3-2-6)		
Port	Latching	Power-up
2.6	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	6.6
Advance Enable	6.6

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5) *	
Port	Operation
2.7	NORMAL

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6) +							
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6
Channel 9 and 10

YELLOW YIELD COOORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRANSIT PRIORITY

Local Plans (3-E1...9)		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											

Enable Priority (3-E-A)	
Enable in Plan	. . . . .

Free Plans (3-E-F)	
Max Green Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	

TRUCK PREEMPTION

Truck Preemption (3-F)	Passage	CarryOver	Clearance	Next Preempt	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output

Location: SR 74 @ SHERMAN ROAD
Designed By:
System: ISOLATED
District: 08 - RIVERSIDE
Installed By: SAFWAN SAYED
Master At:
I/C:
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
3/13/2012	1/24/2012			1/24/2012

		FLASH
PHASE	1) E/B SR 74 - LEFT TURN	[ ]
	2) W/B SR 74	[ ]
	3) DUMMY PHASE	[ ]
	4) N/B SHERMAN ROAD	[ ]
	5) W/B SR 74 - LEFT TURN	[ ]
	6) E/B SR 74	[ ]
	7) DUMMY PHASE	[ ]
	8) DUMMY PHASE	[ ]
OVERLAP	A)	[ ]
	B)	[ ]
	C) N/B SHERMAN ROAD PRE-SIGNAL	[ ]
	D) S/B SHERMAN ROAD	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout

Comments and Notes:

RAM Checksum

Page 2: 9A90	Page 7: D2FD
Page 3: 1E87	Page 8: D364
Page 4: AAC6	Page 9: FB87
Page 5: B67A	Page 10: 1611
Page 6: 85AF	Page 11: C381

CONFIGURATION PHASE FLAGS

Phases (2-1-1-1)	
Permitted	1 2 3 4 5 6 7 8
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3) *	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	*
First Green Phases	. . 3 . . . . .
Yellow Start Phases	. 2 . . . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	5.0
Vehicle Calls	1 2 3 4 5 6 7 8
Pedestrian Calls	. . . . .

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3) *	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . 4 . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4) *				*
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	 8	. . . . .	. . . . .	. . 3 . 5 . 7 .
D	. . 3	. . . . .	. . . . .	1 2 . 4 5 6 . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1- *	-2- *	-3- *	-4- *	-5- *	-6- *	-7- *	-8- *
--- Walk 1 ---	0	7	0	7	0	7	0	0
Flash Don't Walk	0	23	0	23	0	32	0	0
Minimum Green	5	5	5	5	5	5	1	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	20	40	20	30	20	40	20	30
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Maximum Gap	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	6.0	3.5	3.5	3.5	6.0	3.5	3.5
All-Red	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Ped/Bike (2-3)	**-1-**	**-2-**	**-3-**	**-4-**	**-5-**	**-6-**	**-7-**	**-8-**
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C *	D *	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	3.5	3.5	5.0	5.0
Red	0.0	0.0	1.0	1.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
Red To Sec (2-6)	
Red To Sec	OFF

COORDINATION

Local Plan (7-1...9) TIMING DATA [Offsets]

Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Perm	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor														
Plan 2	Green Factor														
Plan 3	Green Factor														
Plan 4	Green Factor														
Plan 5	Green Factor														
Plan 6	Green Factor														
Plan 7	Green Factor														
Plan 8	Green Factor														
Plan 9	Green Factor														

Local Plan (7-1...9) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 2	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 3	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 5	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 6	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 7	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 9	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

Master Timer Sync (7-A)
Enable in Plans
. . . . .

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
* Lag	Omit
. 2 . 4 . 6 7 .	. . . . .
Veh Min	Veh Max
. 2 . . . 6 . .	. . . . .
Ped	Bike
. . . . .	. . . . .
Cond	Cond Grn
. . . . .	10

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

DETECTORS

Detector Attributes (5-1) *				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	. 2	NO	I2U	1			10	1.1
2	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	2			10	1.2
3	COUNT+CALL+EXTEND	. . . 4	NO	I6U	3			10	1.3
4	COUNT+CALL+EXTEND	. . . 4 . . . 8	NO	J6U	4			10	1.4
5	COUNT+CALL+EXTEND	. 2	NO	I2L	5			10	1.5
6	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	6			10	1.6
7	COUNT+CALL+EXTEND	. . . 4	NO	I6L	7			10	1.7
8	COUNT+CALL+EXTEND	. . . 4 . . . 8	NO	J6L	8			10	1.8
9	COUNT+CALL+EXTEND	. 2	NO	I4	9			10	2.1
10	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4	10			10	2.2
11	COUNT+CALL+EXTEND	. . . 4	NO	I8	11			10	2.3
12	COUNT+CALL+EXTEND	. . . 4 . . . 8	NO	J8	12			10	2.4
13	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1	13			10	3.1
14	COUNT+CALL+EXTEND	1	NO	I1	14			10	3.2
15	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5	15			10	3.3
16	COUNT+CALL+EXTEND	. . 3	NO	I5	16			10	3.4
17	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U	17			10	3.5
18	COUNT+CALL+EXTEND	1	NO	I9U	18			10	3.6
19	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	19			10	3.7
20	COUNT+CALL+EXTEND	. . 3	NO	I9L	20			10	3.8
21	COUNT+CALL+EXTEND	. 2	NO	I3L	21			10	6.2
22	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3L	22			10	6.3
23	COUNT+CALL+EXTEND	. . . 4 . . 7 .	NO	I7L	23			10	6.4
24	COUNT+CALL+EXTEND	. . . 4 . . . 8	NO	J7L	24			10	6.5
25	COUNT+CALL+EXTEND	. 2	NO	I3U	25			10	4.5
26	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	26			10	4.6
27	COUNT+CALL+EXTEND	. . . 4 . . 7 .	NO	I7U	27			10	4.7
28	COUNT+CALL+EXTEND	. . . 4 . . . 8	NO	J7U	28			10	4.8
29	PEDESTRIAN	. 2	NO	I 12U	29			10	5.1
30	PEDESTRIAN	. . . . . 6 . .	NO	I 13U	30			10	5.2
31	PEDESTRIAN	. . . 4	NO	I 12L	31			10	5.3
32	PEDESTRIAN	 8	NO	I 13L	32			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors 17-24	. . . . .
Detectors 25-32	. . . . .

System Detector Assignment (5-5)								
Sys Det	1	2	3	4	5	6	7	8
Det Num								
Sys Det	9	10	11	12	13	14	15	16
Det Num								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)								
Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6		6.6	5.1	5.2	6.7
		1.5	6.2			1.7	6.4		3.8		2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5		2.8	5.5	5.6	2.5
		1.6	6.3			1.8	6.5		3.7		6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	
Protocol	AB3418
Limit Access	
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Limit Access	
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Limit Access	
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Limit Access:

0-None

1-Status Only

2-Status, Set Pattern, Time

3-Status, Set Pattern, Time, Manual Plan

SOFT LOGIC

Soft Logic (6-2)							
#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear1	10	. 2 . . 5 . . .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . .	. . . . .	. . . . .
Hold		. . . .	. . . .	1 2 3 4 5 6 7 8	. . . .	. . . .	. . . .	. . . . .	. . . . .	A B C D E F
Exit	5									
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Recall	Ped Call
. . . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)		
Port	Latching	Power-Up
2.5	YES	FLASHING

RR 2 *

(3-2-1)	Timing	Phase Flags (3-2-2) *			Pedestrian Flags (3-2-3) *			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear1	21	. . . 4 . . 7 .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . .	. . . . .	. . . . .	. . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 . . . 6 . .	. . . .	. . . .	. 2 . . . 6 . .	. . . .	. . . 4	. . . . .	. . . . .	. . . . .
Exit										
Min Grn	4									
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Recall	Ped Recall
. . . .	. . . . .	. . . 4 . . 7 .	. . . .

Configuration (3-2-6)		
Port	Latching	Power-up
2.6	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A) *

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B) *

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. . . 4 . . . 8	. . C . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C) *

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D) *

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	6.6
Advance Enable	6.6

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5) *	
Port	Operation
2.7	NORMAL

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6) +							
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6
Channel 9 and 10

YELLOW YIELD COOORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRANSIT PRIORITY

Local Plans (3-E1...9)		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											

Enable Priority (3-E-A)	
Enable in Plan	. . . . .

Free Plans (3-E-F)	
Max Green Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	

TRUCK PREEMPTION

Truck Preemption (3-F)	Passage	CarryOver	Clearance	Next Preempt	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output

Location: SR74 @ Antelope Rd
System:
Master At:
District: 08
I/C:
Designed By:
Installed By: Safwan Sayed
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
10/19/2021	11/8/2020			11/8/2011

			FLASH
PHASE	1)		[ ]
	2)	SR74 EB	[R]
	3)		[ ]
	4)	Antelope Rd SB	[R]
	5)	SR74 EB Left Turn	[R]
	6)	SR74 WB	[R]
	7)		[ ]
	8)		[ ]
OVERLAP	A)		[ ]
	B)		[ ]
	C)		[ ]
	D)		[ ]
	E)		[ ]
	F)		[ ]

Intersection Layout

Comments and Notes:

RAM Checksum

Page 2: 50A1	Page 8: 85AF
Page 3: F109	Page 9: D2FD
Page 4: F29E	Page 10: 9641
Page 5: 191A	Page 11: 64FC
Page 6: 191A	Page 12: D68F
Page 7: 398C	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	. 2 . 4 5 6 . .
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	. 2 . 4 5 6 . .
Pedestrian Calls	. . . . . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	0	0	0	0	7	0	0
Flash Don't Walk	0	0	0	0	0	25	0	0
Minimum Green	0	5	0	5	5	5	0	0
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	0	35	0	20	20	35	0	0
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	0.0	3.0	0.0	3.0	3.0	3.0	0.0	0.0
Maximum Gap	0.0	3.0	0.0	3.0	3.0	3.0	0.0	0.0
Minimum Gap	0.0	3.0	0.0	3.0	3.0	3.0	0.0	0.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	5.0	3.0	3.7	3.7	5.0	3.0	3.0
All-Red	0.0	1.0	0.0	1.0	1.0	1.0	0.0	0.0
Ped/Bike (2-3)	**-1-**	**-2-**	**-3-**	**-4-**	**-5-**	**-6-**	**-7-**	**-8-**
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			. . . . .											
Plan 2	Green Factor			. . . . .											
Plan 3	Green Factor			. . . . .											
Plan 4	Green Factor			. . . . .											
Plan 5	Green Factor			. . . . .											
Plan 6	Green Factor			. . . . .											
Plan 7	Green Factor			. . . . .											
Plan 8	Green Factor			. . . . .											
Plan 9	Green Factor			. . . . .											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	. . . . .
11-19	. . . . .
21-29	. . . . .

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	. . . . .
Veh Min	Veh Max
. 2 . . . 6 . .	. . . . .
Ped	Bike
. . . . .	. . . . .
Cond	Cond Grn
. . . . .	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 2	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 3	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 5	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 6	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 7	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 9	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)

Det	Type	Phases	Lock	Slot
1	COUNT+CALL+EXTEND	1	NO	I1U
2	COUNT+CALL+EXTEND	1	NO	I1L
3	COUNT+CALL+EXTEND	. 2	NO	I2U
4	COUNT+CALL+EXTEND	. 2	NO	I2L
5	COUNT+CALL+EXTEND	. 2	NO	I3U
6	COUNT+CALL+EXTEND	. 2	NO	I3L
7	COUNT+CALL+EXTEND	. 2	NO	I4U
8	COUNT+CALL+EXTEND	. 2	NO	I4L
9	COUNT+CALL+EXTEND	. . 3	NO	I5U
10	COUNT+CALL+EXTEND	. . 3	NO	I5L
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U
14	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7L
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L
17	COUNT+CALL+EXTEND	1	NO	I9U
18	COUNT+CALL+EXTEND	. . 3	NO	I9L
19	COUNT+CALL+EXTEND	. 2	NO	I10U
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U
26	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3L
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L
31	COUNT+CALL+EXTEND	 8	NO	J6U
32	COUNT+CALL+EXTEND	 8	NO	J6L
33	COUNT+CALL+EXTEND	 8	NO	J7U
34	COUNT+CALL+EXTEND	 8	NO	J7L
35	COUNT+CALL+EXTEND	 8	NO	J8U
36	COUNT+CALL+EXTEND	 8	NO	J8L
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U
40	COUNT+CALL+EXTEND	 8	NO	J10L
41	PEDESTRIAN	. 2	NO	I12U
42	PEDESTRIAN	. . . 4 . . .	NO	I12L
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U
44	PEDESTRIAN	 8	NO	I13L

Detector Configuration (5-2)

Det	Delay	Extend	Recall	Port
1			10	3.2
2			10	7.2
3			10	1.1
4			10	1.5
5			10	4.5
6			10	6.2
7			10	2.1
8			10	7.4
9			10	3.4
10			10	7.6
11			10	1.3
12			10	1.7
13			10	4.7
14			10	6.4
15			10	2.3
16			10	7.8
17			10	3.6
18			10	3.8
19			10	4.1
20			10	4.2
21			10	3.1
22			10	7.1
23			10	1.2
24			10	1.6
25			10	4.6
26			10	6.3
27			10	2.2
28			10	7.3
29			10	3.3
30			10	7.5
31			10	1.4
32			10	1.8
33			10	4.8
34			10	6.5
35			10	2.4
36			10	7.7
37			10	3.5
38			10	3.7
39			10	4.3
40			10	4.4
41			10	5.1
42			10	5.3
43			10	5.2
44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)

Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)

Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)			Table 2 (8-2-2)			Table 3 (8-2-3)			Table 4 (8-2-4)			Table 5 (8-2-5)			Table 6 (8-2-6)		
Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	. . . . .
Holiday	. . . . .

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			. . . . .		. . . . .
2			. . . . .		. . . . .
3			. . . . .		. . . . .
4			. . . . .		. . . . .
5			. . . . .		. . . . .
6			. . . . .		. . . . .
7			. . . . .		. . . . .
8			. . . . .		. . . . .
9			. . . . .		. . . . .
10			. . . . .		. . . . .
11			. . . . .		. . . . .
12			. . . . .		. . . . .
13			. . . . .		. . . . .
14			. . . . .		. . . . .
15			. . . . .		. . . . .
16			. . . . .		. . . . .

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27005
Type	STATIC
Central Acces	6
Field Access	7

IP Address	192	.	168	.	0	.	105
Netmask	255	.	255	.	255	.	0
Broadcast	192	.	168	.	0	.	255
Gateway	192	.	168	.	0	.	1

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		. . . . .	. . . . .	1 2 3 4 5 6 7 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)

Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	. . . 4 . . 7 .	. . . . .

Configuration (3-2-6)

Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. . . 4	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6
Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

Location: SR74 @ Palomar Rd
System:
District: 08
Master At:
I/C:
Designed By:
Installed By: Safwan Sayed
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
10/12/2021	9/2/2004			3/23/2010

		FLASH
PHASE	1) SR74 WB Left Turn	[R]
	2) SR74 EB	[R]
	3)	[ ]
	4) Palomar Rd SB	[R]
	5) SR74 EB Left turn	[R]
	6) SR74 WB	[R]
	7)	[ ]
	8) Palomar Rd NB	[R]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout

Comments and Notes:

RAM Checksum

Page 2: D3F5	Page 8: 85AF
Page 3: 9C7C	Page 9: D2FD
Page 4: F29E	Page 10: ED02
Page 5: 191A	Page 11: 9EF6
Page 6: 191A	Page 12: D68F
Page 7: 398C	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 . 4 5 6 . 8
Restricted	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . 4 . . . 8
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 . 4 5 6 . 8
Pedestrian Calls	. 2 . 4 . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . 4 . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	7	0	7	0	7
Flash Don't Walk	0	17	0	20	0	17	0	20
Minimum Green	5	5	0	5	5	5	0	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	20	35	0	20	20	35	0	20
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	3.5	0.0	2.5	2.0	3.5	0.0	2.5
Maximum Gap	2.0	3.5	0.0	2.5	2.0	3.5	0.0	2.5
Minimum Gap	2.0	3.5	0.0	2.5	2.0	3.5	0.0	2.5
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.7	6.0	3.0	3.7	3.7	6.0	3.0	3.7
All-Red	1.0	1.0	0.0	1.0	1.0	1.0	0.0	0.0
Ped/Bike (2-3)	**-1-**	**-2-**	**-3-**	**-4-**	**-5-**	**-6-**	**-7-**	**-8-**
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			.....											
Plan 2	Green Factor			.....											
Plan 3	Green Factor			.....											
Plan 4	Green Factor			.....											
Plan 5	Green Factor			.....											
Plan 6	Green Factor			.....											
Plan 7	Green Factor			.....											
Plan 8	Green Factor			.....											
Plan 9	Green Factor			.....											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
. 2 . . . 6 . .	.....
Ped	Bike
.....	.....
Cond	Cond Grn
.....	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	.....	.....	.....	.....	.....	.....	.....	.....
Plan 2	.....	.....	.....	.....	.....	.....	.....	.....
Plan 3	.....	.....	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	COUNT+CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	COUNT+CALL+EXTEND	. 2	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. 2	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	. . 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	. . 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U	13			10	4.7
14	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7L	14			10	6.4
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	. . 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	25			10	4.6
26	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3L	26			10	6.3
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	 8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	 8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	 8	NO	J7U	33			10	4.8
34	COUNT+CALL+EXTEND	 8	NO	J7L	34			10	6.5
35	COUNT+CALL+EXTEND	 8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	 8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I12U	41			10	5.1
42	PEDESTRIAN	. . . 4 . . .	NO	I12L	42			10	5.3
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U	43			10	5.2
44	PEDESTRIAN	 8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	UTB
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27006
Type	STATIC
Central Access	6
Field Access	7

IP Address	192	.	168	.	0	.	106
Netmask	255	.	255	.	255	.	0
Broadcast	192	.	168	.	0	.	255
Gateway	192	.	168	.	0	.	1

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		. . . . .	. . . . .	1 2 3 4 5 6 7 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)

Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	. . . 4 . . 7 .	. . . . .

Configuration (3-2-6)

Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. . . 4	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

\+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

INTERSECTION: Goetz/Ethanac

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **12**

N/S Street Name: **Goetz**
E/W Street Name: **Ethanac**

Last Database Change: **3/17/2022 6:04**

Change Record					
Change	By	Date	Change	By	Date

Notes:

Drop Number	1	<C+0+0>
Zone Number		<C+0+1>
Area Number	1	<C+0+2>
Area Address	1	<C+0+3>
QuicNet Channel	0	(QuicNet)

Communication Addresses

Manual Plan	14	<C+A+1>
Manual Offset		<C+B+1>

Manual Selection

Max Initial	20	<F+0+E>
Red Revert	2.0	<F+0+F>
All Red Start	6.0	<F+C+0>

Start / Revert Times

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	8	0	8	0	8	0	8
1	Ped FDW	0	22	0	30	0	21	0	27
2	Min Green	5	6	5	6	5	6	5	6
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0
5	Veh Extension	1.5	3.0	1.5	3.0	1.5	3.0	1.5	3.0
6	Max Gap	1.5	4.0	1.5	4.0	1.5	4.0	1.5	4.0
7	Min Gap	1.5	2.0	1.5	2.0	1.5	2.0	1.5	2.0
8	Max Limit	45	45	25	45	25	45	35	45
9	Max Limit 2	0	0	0	0	0	0	0	0
A	------	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.0	0.5	0.0	0.5	0.0	0.5	0.0	0.5
D	Reduce Every	0.0	1.0	0.0	1.0	0.0	1.0	0.0	1.0
E	Yellow Change	4.0	4.3	4.0	4.5	4.0	4.3	4.0	4.5
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 1 <F Page>

Row	E	
0	RR-1 Delay	0
1	RR-1 Clear	10
2	EV-A Delay	0
3	EV-A Clear	1
4	EV-B Delay	0
5	EV-B Clear	1
6	EV-C Delay	0
7	EV-C Clear	1
8	EV-D Delay	0
9	EV-D Clear	1
A	RR-2 Delay	0
B	RR-2 Clear	10
C	*View EV Delay*	---
D	*View EV Clear*	---
E	*View RR Delay*	---
F	*View RR Clear*	---

Preempt Timing

Row	F	
0	Permit	12345678
1	Red Lock	
2	Yellow Lock	
3	Min Recall	4 8
4	Ped Recall	
5	*View Set Peds*	-----
6	Rest In Walk	
7	Red Rest	
8	Dual Entry	
9	Max Recall	
A	Soft Recall	
B	Max 2	
C	Cond. Service	
D	Man Cntrl Calls	
E	Yellow Start	3 7
F	First Phases	4 8

Phase Functions <F Page>

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

INTERSECTION: Goetz/Ethanac

Coordination <C Page>

Row	Column Numbers ----> / Plan Name ---->	Plan 1	2	3	4	5	6	7	8	9	Row
0	Cycle Length	100	100	100	100	100	100	100	100	100	0
1	Phase 1 - ForceOff	55	60	60	63	60	61	65	65	65	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	20	15	20	25	20	25	25	25	25	3
4	Phase 4 - ForceOff	40	40	40	40	40	40	40	40	40	4
5	Phase 5 - ForceOff	55	60	60	61	60	63	65	65	65	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	20	15	20	25	20	25	25	25	25	7
8	Phase 8 - ForceOff	40	40	40	40	40	40	40	40	40	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	0	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	12	12	12	12	12	12	12	12	0	D
E	Hold Release	255	255	255	255	255	255	255	255	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

(* = Coordination Recall)

Sync Phases <C Page>

Row		E	Row
0			0
1	Plan 1 - Sync	2 6	1
2	Plan 2 - Sync	2 6	2
3	Plan 3 - Sync	2 6	3
4	Plan 4 - Sync	2 6	4
5	Plan 5 - Sync	2 6	5
6	Plan 6 - Sync	2 6	6
7	Plan 7 - Sync	2 6	7
8	Plan 8 - Sync	2 6	8
9	Plan 9 - Sync	2 6	9
A	Coord Ped *		A
B	NEMA Hold		B
C			C
D			D
E			E
F			F

Configuration <E Page>

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1
F	IC Select (Interconnect)	

Configuration <E Page>

	F
RR Overlap A - Phases	
RR Overlap B - Phases	
RR Overlap C - Phases	
RR Overlap D - Phases	
Ped 2P	2
Ped 6P	6
Ped 4P	4
Ped 8P	8
Yellow Flash Phases	
Overlap A - Phases	
Overlap B - Phases	
Overlap C - Phases	
Overlap D - Phases	
Restricted Phases	
Assign 5 Outputs	

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = EV Advance
5 =
6 = Special Event
7 = Pretimed Operation
8 = Split Ring Operation

Assign 5 Outputs
(Ped Loadswitch Yellows)
1 = Right Turn Overlap
2 = TOD Outputs
3 = EV Beacon - Steady
4 = EV Beacon - Flashing
5 = Special Event Outputs
6 = Phase 3 & 7 Ped
7 = Advanced Warning Sign
8 =

Force-Off Adjust	0

Coord Force-Off Adjust for Ped Service <C+D+F>

Transition Type	0

TBC Transition <C+D+D>

Transition Type
0 = Shortway
Non-zero = Lengthen

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

Lag Phases <C Page>

Row		F	Row
0	Free Lag	2 4 6 8	0
1	Plan 1 - Lag	2 4 6 8	1
2	Plan 2 - Lag	2 4 6 8	2
3	Plan 3 - Lag	2 4 6 8	3
4	Plan 4 - Lag	2 4 6 8	4
5	Plan 5 - Lag	2 4 6 8	5
6	Plan 6 - Lag	2 4 6 8	6
7	Plan 7 - Lag	2 4 6 8	7
8	Plan 8 - Lag	2 4 6 8	8
9	Plan 9 - Lag	2 4 6 8	9
A	Coord Max *		A
B	Coord Lag *		B
C			C
D			D
E			E
F			F

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	
1	00 : 00	0	0	
2	00 : 00	0	0	
3	00 : 00	0	0	
4	00 : 00	0	0	
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination
<9 Key with C+D+9=0>

Time	Funct.	Day of Week
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	

TOD Function
<7 Key>

Column F Phases/Bits

<D Page>

Time	Plan	Offset	Day of Week
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday # 1
TOD Coordination
<9 Key with C+D+9=1>

Time	Plan	Offset	Day of Week
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday # 2
TOD Coordination
<9 Key with C+D+9=2>

Time	Plan	Offset	Day of Week	Row
00 : 00	0	0		0
00 : 00	0	0		1
00 : 00	0	0		2
00 : 00	0	0		3
00 : 00	0	0		4
00 : 00	0	0		5
00 : 00	0	0		6
00 : 00	0	0		7
00 : 00	0	0		8
00 : 00	0	0		9
00 : 00	0	0		A
00 : 00	0	0		B
00 : 00	0	0		C
00 : 00	0	0		D
00 : 00	0	0		E
00 : 00	0	0		F

Holiday # 3
TOD Coordination
<9 Key with C+D+9=3>

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 2 - Phase Bank 2
Bit 3 - Phase Bank 3
Bit 4 - Disable Detector OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 4

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Row		Day	Year	Month	Day of Week
A	Holiday # 1 Date	0	0	0	
B	Holiday # 2 Date	0	0	0	
C	Holiday # 3 Date	0	0	0	

Holiday Dates
<8 Key>

INTERSECTION: Goetz/Ethanac

Row	1 Delay	3 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		I-1	14
1	0.0	0.0		I-2U	1
2	0.0	0.0		I-2L	5
3	0.0	0.0		I-3U	21
4	10.0	0.0		I-3L	25
5	0.0	0.0		I-4	9
6	0.0	0.0		I-5	16
7	0.0	0.0		I-6U	3
8	0.0	0.0		I-6L	7
9	0.0	0.0		I-7U	23
A	10.0	0.0		I-7L	27
B	0.0	0.0		I-8	11
C	0.0	0.0		I-9U	18
D	0.0	0.0		I-9L	20
E	---	---	---	---	---
F	---	---	---	---	---

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		J-1	13
1	0.0	0.0		J-2U	2
2	0.0	0.0		J-2L	6
3	0.0	0.0		J-3U	22
4	10.0	0.0		J-3L	26
5	0.0	0.0		J-4	10
6	0.0	0.0		J-5	15
7	0.0	0.0		J-6U	4
8	0.0	0.0		J-6L	8
9	0.0	0.0		J-7U	24
A	10.0	0.0		J-7L	28
B	0.0	0.0		J-8	12
C	0.0	0.0		J-9U	17
D	0.0	0.0		J-9L	19
E	---	---	---	---	---
F	---	---	---	---	---

Detector Delay & Carryover <D Page>

Row		9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
A	Overlap A	0.0	0.0	0.0	0
B	Overlap B	0.0	0.0	0.0	0
C	Overlap C	0.0	0.0	0.0	0
D	Overlap D	0.0	0.0	0.0	0

Overlap Timing <F Page> <D Page>

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- -- --	1234____
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	____5678
E	-- -- -- -- -- -- -- --	1234____
F	-- 25 26 27 28 -- -- --	_2345___

Active Detectors <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

Row		0 Detector Number
0		
1	System Det. # 1	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

System Detectors <D Page>

Max ON (minutes)	5	<D+A+E>
Max OFF (minutes)	60	<D+A+F>

Detector Failure Monitor

Phase Number	0	<F+C+1>
Time Before Yellow	0.0	<F+C+3>

Advance Warning Beacon - Sign 1

Phase Number	0	<F+D+1>
Time Before Yellow	0.0	<F+D+3>

Advance Warning Beacon - Sign 2

Long Failure	0.0	<F+0+6>
Short Failure	0.0	<F+0+7>

Power Cycle Correction (Default = 0.5)

Disable Parity	0	<D+B+0>

Dial-Up Telephone Communications
(If set to a non-zero value, parity will be disabled)

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8
	Phase Names ---->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	10	0	10
2	Min Green	3	7	3	7	3	7	3	7
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0
8	Max Limit	17	40	17	40	17	40	17	40
9	Max Limit 2	30	70	30	70	30	70	30	70
A	------	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 2 <F Page>

Column Numbers ---->	Phase 1	2	3	4	5	6	7	8	Row
Phase Names ---->									
Ped Walk	0	7	0	7	0	7	0	7	0
Ped FDW	0	10	0	10	0	10	0	10	1
Min Green	3	7	3	7	3	7	3	7	2
Type 3 Limit	0	0	0	0	0	0	0	0	3
Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	4
Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	5
Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	6
Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	7
Max Limit	17	40	17	40	17	40	17	40	8
Max Limit 2	30	70	30	70	30	70	30	70	9
------	0	0	0	0	0	0	0	0	A
Call To Phase	0	0	0	0	0	0	0	0	B
Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	C
Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	D
Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	E
Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	F

Phase Timing - Bank 3 <F Page>

Row		7 Time	8 Dwell	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output	Row	
0	Delay Only ---->	0	---	---	---	---	---	---	---	---	0	
1		0	0								1	
2		0	0								2	
3		0	0								3	
4		0	0								4	
5		0	0								5	
6		0	0								6	
7		0	0								7	
8		0	0								8	
9	Limited Service Int. ---->	0	0								9	
A		---	0								A	<--- Limited Service Interval (Set Dwell = 255)
B		0	0								B	
C		0	0								C	
D		0	0								D	
E		0	0								E	
F		0	0								F	

Special Event Schedule <C Page with F+9+F=22>

INTERSECTION:

Phase Timing - Bank 1	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	10	10	5	10	0	0	5	20
Extension	3.0	3.0	2.0	4.0	0	0	2.0	4.0
Max	30	40	25	50	0	0	25	50
Max 2								
Cond Serve Check								
Clearance Timing								
Yellow Change	4.8	4.8	3.6	5.5	00	0	3.6	5.5
Red Clear	1.0	10	1.0	1.0	0	0	1.0	1.0
Pedestrian Timing								
Walk								7
Pedestrian Change								30
Advance/Delay Walk								
PE Min. Ped. Change								30
Volume-Density								
Type 3 Disconnect	0	0						
Add per Vehicle	0	0						
Max Added Initial	0	0						
Min Gap	3.0	3.0	2.0	4.0			2.0	4.0
Max Gap	6.0	6.0	2.0	6.0			2.0	6.0
Reduce Every	1.0	1.0		1.0				1.0
Alternate Timing								
Alternate Walk								
Alternate Ped. Change								
Alternate Minimum								
Alternate Extension								

Phase Functions - Page 1	
Red Lock	
Yellow Lock	
Simultaneous Gap	4 8
Rest In Walk	
Advance Walk	
Flashing Walk	
Max Extension	
Red Rest	
Dual Entry	
Sequential Timing	
Inhibit Ped Reservice	
Delay Walk	
Guaranteed Passage	
Conditional Service	

Phase Functions - Page 2	
Minimum Recall	4 8
Ped Recall	
Maximum Recall	
Green Flash	
Overlap Green Flash	
Flashing Yellow Arrow for PPLT	
Max2	
Soft Recall	
External Recall	
Manual Control Calls	
Fast Green Flash	
Fast Overlap Green Flash	
Semi-Actuated	

Phase Timing - Exclusive Pedestrian	
Exclusive Ped Assignment	
Exclusive Walk	
Exclusive Pedestrian Change	
Red Clear	
Walk Output	
Don't Walk Output	

Video Camera Detection Zone - Time Extension Setting	1	2	3	4	5	6	7	8
Bike Extension								

Morrieta / Ethanac

Intersection:

Phase Timing - Bank 2								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green								
Extension								
Max								
Max 2								
Cond Serve Check								
Clearance Timing								
Yellow Change								
Red Clear								
Pedestrian Timing								
Walk								
Pedestrian Change								
Advance/Delay Walk								
PE Min. Ped. Change								
Volume-Density								
Type 3 Disconnect								
Add per Vehicle								
Max Added Initial								
Min Gap								
Max Gap								
Reduce Every								
Alternate Timing								
Alternate Walk								
Alternate Ped. Change								
Alternate Minimum								
Alternate Extension								

Phase Timing - Bank 3								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green								
Extension								
Max								
Max 2								
Cond Serve Check								
Clearance Timing								
Yellow Change								
Red Clear								
Pedestrian Timing								
Walk								
Pedestrian Change								
Advance/Delay Walk								
PE Min. Ped. Change								
Volume-Density								
Type 3 Disconnect								
Add per Vehicle								
Max Added Initial								
Min Gap								
Max Gap								
Reduce Every								
Alternate Timing								
Alternate Walk								
Alternate Ped. Change								
Alternate Minimum								
Alternate Extension								

Preemption - General	
Min. Green Before Preempt Forceoff	0
Max. EV Preempt Duration	4
Min. Time Between Same EV Preempt	0
Disable Low Priority Preempt	
Leave Flash to Service Preempt	

Preemption - Relative Priority	
Special Event 1	0
Special Event 2	0
Special Event 3	0
Special Event 4	0
Special Event 5	0
Special Event 6	0
Emergency Vehicle A	0
Emergency Vehicle B	0
Emergency Vehicle C	0
Emergency Vehicle D	0

Preemption - Railroad 1	
Delay	0
Clear Time	0
Clear Phases	

Preemption - Railroad 2	
Delay	0
Clear Time	0
Clear Phases	
Limited Service Phases	

Preemption - Emergency Vehicle			
	Delay	Clear	Clearance Phases
EV A	0	0	2 5
EV B	0	0	4 7
EV C	0	0	1 6
EV D	0	0	3 8

Preemption - Railroad 3	
Enabled	N
Advance Ped. Max. Time	0
Track Clear Min. Time	0
Track Clear Max. Time	0
Track Clear Phases	
Limited Service Max. Time	0
Limited Service Phases	
Truncate Green	N
Truncate Walk	N

I/O

	Input	Output
Advance Ped.	0	0
Advance Preempt	0	0
Supervisor	0	0
Crossing Active	0	0
Gate Down	0	0
Fault	0	0
Watchdog Echo		0

Special Event Sequence 1

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 2

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 3

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 4

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 5

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 6

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Coordination - Cycle, Offsets, & Forceoffs

	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Cycle									
Offset 1									
Offset 2									
Offset 3									
Zone Offset									
Ring Offset									
Hold Release									
Ped. Adjust									
Forceoff Phase 1									
Forceoff Phase 2									
Forceoff Phase 3									
Forceoff Phase 4									
Forceoff Phase 5									
Forceoff Phase 6									
Forceoff Phase 7									
Forceoff Phase 8									
Adaptive Operation									

Coordination - General

Transition Type	0.3
0 = Shortway	
1 = Dwell	
2 = Shorten	
Tenths Digit: # Cycles to get in step (1–4)	
Coordination Extra	
1 = Programmed Walk Time for Sync Phases	
2 = Always Terminate Sync Phase Peds	
3 = Floating Forceoffs	
4 = Reservice for Ped Calls	
5 = Start of Green Offset Reference	
8 = Maintain Coord. During Spec. Event Preempt	
QuicTrac Max Cycle Length	0
QuicTrac Max Cycle Length Change	0

Coordination - Phase Minimums

Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
10	10	10	10	10	10	10	10

Coordination - Permissives & Phase Sequences

	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Perm 1 - Begin									
Perm 1 - End									
Perm 1 - Veh Phases									
Perm 1 - Ped Phases									
Perm 2 - Begin									
Perm 2 - End									
Perm 2 - Veh Phases									
Perm 2 - Ped Phases									
Perm 3 - Begin									
Perm 3 - End									
Perm 3 - Veh Phases									
Perm 3 - Ped Phases									
Max Inhibit Phases									
Max Recall Phases									
Reservice Time									
Reservice Phases									
Sync Phases									
Lag Phases									
Pre-Timed Phases									

Overlaps

	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Load Switch Number	0	0	0	0	0	0	0	0
Vehicle Set 1								
Vehicle Set 2								
Vehicle Set 3								
Negative Vehicle								
Negative Ped								
Green Omit								
Green Clear Omit								
Green Clearance								
Yellow Change								
Red Clearance								

AND Gates						
	AND 1	AND 2	AND 3	AND 4	AND 5	AND 6
Input A	0	0	0	0	0	0
Input B	0	0	0	0	0	0
Output	0	0	0	0	0	0

NAND Gates				
	NAND 1	NAND 2	NAND 3	NAND 4
Input A	0	0	0	0
Input B	0	0	0	0
Output	0	0	0	0

NOT Gates				
	NOT 1	NOT 2	NOT 3	NOT 4
Input	0	0	0	0
Output	0	0	0	0

Delay Timers						
	DELAY 1	DELAY 2	DELAY 3	DELAY 4	DELAY 5	DELAY 6
Input	0	0	0	0	0	0
Time	0	0	0	0	0	0
Output	0	0	0	0	0	0

Extension Timers						
	ET 1	ET 2	ET 3	ET 4	ET 5	ET 6
Input	0	0	0	0	0	0
Time	0.0	0.0	0.0	0.0	0.0	0.0
Output	0	0	0	0	0	0

OR Gates										
	OR 1	OR 2	OR 3	OR 4	OR 5	OR 6	OR 7	OR 8	OR 9	OR 10
Input A	0	0	0	0	0	0	0	0	0	0
Input B	0	0	0	0	0	0	0	0	0	0
Input C									0	0
Input D									0	0
Output	0	0	0	0	0	0	0	0	0	0

Latches								
	LATCH 1	LATCH 2	LATCH 3	LATCH 4	LATCH 5	LATCH 6	LATCH 7	LATCH 8
Set	0	0	0	0	0	0	0	0
Reset	0	0	0	0	0	0	0	0
Output	0	0	0	0	0	0	0	0
NOT Output	0	0	0	0	0	0	0	0

One Shot Timers						
	OS 1	OS 2	OS 3	OS 4	OS 5	OS 6
Input	0	0	0	0	0	0
Time	0.0	0.0	0.0	0.0	0.0	0.0
Output	0	0	0	0	0	0

Detectors

No.	Pin	Delay	Carry Over	Phases	Attributes	Assignments
1	39	0.0	0.0	_2_____	__45_7_	123____8
2	40	0.0	0.0	_____6__	__45_7_	123____8
3	41	0.0	0.0	___4____	__45_7_	123____8
4	42	0.0	0.0	_____8	__45_7_	123____8
5	43	0.0	0.0	_2_____	__45_7_	123____8
6	44	0.0	0.0	_____6__	__45_7_	123____8
7	45	0.0	0.0	___4____	__45_7_	123____8
8	46	0.0	0.0	_____8	__45_7_	123____8
9	47	0.0	0.0	_2_____	____67_	123____8
10	48	0.0	0.0	_____6__	____67_	123____8
11	49	0.0	0.0	___4____	____67_	123____8
12	50	0.0	0.0	_____8	____67_	123____8
13	55	0.0	0.0	____5___	__45_7_	123____8
14	56	0.0	0.0	1_____	__45_7_	123____8
15	57	0.0	0.0	_____7_	__45_7_	123____8
16	58	0.0	0.0	__3____	__45_7_	123____8
17	59	0.0	0.0	____5___	__45_7_	123____8
18	60	0.0	0.0	1_____	__45_7_	123____8
19	61	0.0	0.0	_____7_	__45_7_	123____8
20	62	0.0	0.0	__3____	__45_7_	123____8
21	63	0.0	0.0	_2_____	__45_7_	123____8
22	64	0.0	0.0	_____6__	__45_7_	123____8
23	65	0.0	0.0	___4____	__45_7_	123____8
24	66	0.0	0.0	_____8	__45_7_	123____8
25	67	0.0	0.0	_2_____	_2_____	123____8
26	68	0.0	0.0	_____6__	_2_____	123____8
27	69	0.0	0.0	___4____	_2_____	123____8
28	70	0.0	0.0	_____8	_2_____	123____8
29	76	0.0	0.0	_2_____	__45_7_	123____8
30	77	0.0	0.0	_____6__	__45_7_	123____8
31	78	0.0	0.0	___4____	__45_7_	123____8
32	79	0.0	0.0	_____8	__45_7_	123____8

Detector Attributes
1 = Full Time Delay
2 = Pedestrian
3 = (unused)
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Detector Assignments
1 = Detector Set 1
2 = Detector Set 2
3 = Detector Set 3
4 = (unused)
5 = (unused)
6 = Min. Recall on Failure
7 = Max. Recall on Failure
8 = Monitor for Failure

Inputs - General	
Flash Sense	0
External Permit 1	0
External Permit 2	0
External Permit 3	0
Exclusive Ped Omit	0
Max. 2	0
External Lag	0
Max. Recall	0
Stop Time	0
Manual Control Enable	0
Manual Control Advance	0
Min. Recall	0
Pedestrian Forceoff	0

Inputs - Preemption	
Railroad 1	0
Railroad 2	0
Gate Down	0
Special Event 1	0
Special Event 2	0
Special Event 3	0
Special Event 4	0
Special Event 5	0
Special Event 6	0
Emergency Vehicle A	0
Emergency Vehicle B	0
Emergency Vehicle C	0
Emergency Vehicle D	0

Inputs - FYA Inhibit	
Phase 1	0
Phase 2	0
Phase 3	0
Phase 4	0
Phase 5	0
Phase 6	0
Phase 7	0
Phase 8	0

Inputs - Plan	
Plan 1	0
Plan 2	0
Plan 3	0
Plan 4	0
Plan 5	0
Plan 6	0
Plan 7	0
Plan 8	0
Plan 9	0
Free	0
Flash	0

Inputs - Bank & Set	
Phase Bank 2	0
Phase Bank 3	0
Detector Set 2	0
Detector Set 3	0
Overlap Set 2	0
Overlap Set 3	0

Inputs - Alarms	
Alarm 1	0
Alarm 2	0
Alarm 3	0
Alarm 4	0
Door Ajar	0
UPS Battery Low	0
UPS On Backup Power	0
Cabinet Temperature	0

Inputs - NEMA Functions	
Call to Non-Actuated	0
CNA Phases	_____
Forceoff Ring A	0
Forceoff Ring B	0
Hold	0
Hold Phases	_____
Max. Inhibit	0

Outputs - General	
Advance Warning Sign 1	0
Advance Warning Sign 2	0
Detector Failure	0
Flasher 1	0
Flasher 2	0
Fast Flasher	0
On Line	0
Exclusive Pedestrian Walk	0
Exclusive Pedestrian Don't Walk	0

Outputs - Plan	
Plan 1	0
Plan 2	0
Plan 3	0
Plan 4	0
Plan 5	0
Plan 6	0
Plan 7	0
Plan 8	0
Plan 9	0
Free	0
Flash	0

Outputs - Pedestrian Loadswitch Assignments	
Loadswitch 2P Phases	
Loadswitch 4P Phases	
Loadswitch 6P Phases	
Loadswitch 8P Phases	

Outputs - Preemption		
	Steady	Flashing
Railroad 1	0	0
Railroad 2	0	0
Special Event 1	0	0
Special Event 2	0	0
Special Event 3	0	0
Special Event 4	0	0
Special Event 5	0	0
Special Event 6	0	0
EV A	0	0
EV B	0	0
EV C	0	0
EV D	0	0
Any Preempt	0	0
Preempt Failure	0	0

Outputs - Phase Redirection								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase
Red	0	0	0	0	0	0	0	0
Yellow	0	0	0	0	0	0	0	0
Green	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0

Outputs - Overlap Redirection								
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap
Red	0	0	0	0	0	0	0	0
Yellow	0	0	0	0	0	0	0	0
Green	0	0	0	0	0	0	0	0

Outputs - Time of Day							
TOD Out 1	TOD Out 2	TOD Out 3	TOD Out 4	TOD Out 5	TOD Out 6	TOD Out 7	TOD Out 8
0	0	0	0	0	0	0	0

Outputs - Special Event							
SE Out 1	SE Out 2	SE Out 3	SE Out 4	SE Out 5	SE Out 6	SE Out 7	SE Out 8
0	0	0	0	0	0	0	0

Outputs - Special Function							
SF Out 1	SF Out 2	SF Out 3	SF Out 4	SF Out 5	SF Out 6	SF Out 7	SF Out 8
0	0	0	0	0	0	0	0

Outputs - Phase Status								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase
Check	0	0	0	0	0	0	0	0
On	0	0	0	0	0	0	0	0

Outputs - Flashing Yellow Arrow							
Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase
0	0	0	0	0	0	0	0

Time Base Coordination Events

No.	Days of Week	Seasons	Hour	Minute	Plan	Offset
0			0	0	0	0
1			0	0	0	0
2			0	0	0	0
3			0	0	0	0
4			0	0	0	0
5			0	0	0	0
6			0	0	0	0
7			0	0	0	0
8			0	0	0	0
9			0	0	0	0
10			0	0	0	0
11			0	0	0	0
12			0	0	0	0
13			0	0	0	0
14			0	0	0	0
15			0	0	0	0
16			0	0	0	0
17			0	0	0	0
18			0	0	0	0
19			0	0	0	0
20			0	0	0	0
21			0	0	0	0
22			0	0	0	0
23			0	0	0	0
24			0	0	0	0
25			0	0	0	0
26			0	0	0	0
27			0	0	0	0
28			0	0	0	0
29			0	0	0	0
30			0	0	0	0
31			0	0	0	0

Time of Day Function Events

No.	Days of Week	Seasons	Hour	Minute	Function	Phases or Fn. 14 Bit
0			0	0	0	
1			0	0	0	
2			0	0	0	
3			0	0	0	
4			0	0	0	
5			0	0	0	
6			0	0	0	
7			0	0	0	
8			0	0	0	
9			0	0	0	
10			0	0	0	
11			0	0	0	
12			0	0	0	
13			0	0	0	
14			0	0	0	
15			0	0	0	

Function 1 = Red Lock
Function 2 = Yellow Lock
Function 3 = Minimum Recall
Function 4 = Pedestrian Recall
Function 6 = Rest in Walk
Function 7 = Red Rest
Function 8 = Double Entry
Function 9 = Maximum Recall
Function 10 = Soft Recall
Function 11 = Max 2
Function 12 = Conditional Service
Function 13 = Lag Free
Function 14 = (see Function 14 Bits)
Function 15 = Time of Day Outputs

Function 14 Bits
Bit 1 = Local Override
Bit 2 = Skip Overlap Green Clearance
Bit 4 = Disable Detector OFF Monitoring
Bit 5 = Disable Bus Priority
Bit 6 = Inhibit FYA
Bit 7 = Detector Count Recording
Bit 8 = Split Monitor Recording

Holiday Definitions

No.	Holiday Types	Day	Month	Year
0		0	0	0
1		0	0	0
2		0	0	0
3		0	0	0
4		0	0	0
5		0	0	0
6		0	0	0
7		0	0	0
8		0	0	0
9		0	0	0
10		0	0	0
11		0	0	0
12		0	0	0
13		0	0	0
14		0	0	0
15		0	0	0
16		0	0	0
17		0	0	0
18		0	0	0
19		0	0	0
20		0	0	0
21		0	0	0
22		0	0	0
23		0	0	0
24		0	0	0
25		0	0	0
26		0	0	0
27		0	0	0
28		0	0	0
29		0	0	0
30		0	0	0
31		0	0	0

Holiday Time Base Coordination Events

No.	Holiday Types	Hour	Minute	Plan	Offset
0		0	0	0	0
1		0	0	0	0
2		0	0	0	0
3		0	0	0	0
4		0	0	0	0
5		0	0	0	0
6		0	0	0	0
7		0	0	0	0
8		0	0	0	0
9		0	0	0	0
10		0	0	0	0
11		0	0	0	0
12		0	0	0	0
13		0	0	0	0
14		0	0	0	0
15		0	0	0	0
16		0	0	0	0
17		0	0	0	0
18		0	0	0	0
19		0	0	0	0
20		0	0	0	0
21		0	0	0	0
22		0	0	0	0
23		0	0	0	0
24		0	0	0	0
25		0	0	0	0
26		0	0	0	0
27		0	0	0	0
28		0	0	0	0
29		0	0	0	0
30		0	0	0	0
31		0	0	0	0

Holiday Time of Day Function Events

No.	Holiday Types	Hour	Minute	Function	Phases or Fn. [illegible]
0		0	0	0	
1		0	0	0	
2		0	0	0	
3		0	0	0	
4		0	0	0	
5		0	0	0	
6		0	0	0	
7		0	0	0	
8		0	0	0	
9		0	0	0	
10		0	0	0	
11		0	0	0	
12		0	0	0	
13		0	0	0	
14		0	0	0	
15		0	0	0	

Season Definitions

No.	Start Month	Start Day	End Month	End Day
1	0	0	0	0
2	0	0	0	0
3	0	0	0	0
4	0	0	0	0
5	0	0	0	0
6	0	0	0	0
7	0	0	0	0
8	0	0	0	0

Startup	
Flash Start	
All Red Start	
Yellow Start Phases	
First Green Phases	
Startup Vehicle Calls	
Startup Ped Calls	

Configuration	
Exclusive Phases	
Protected/Permissive Phases	
Disable Phase Min. Yellow	
Free Lag Phases	
External Lag Phases	
Pedestrian Forceoff Phases	
Extra One	

1 = TBC Type 1
2 = (unused)
3 = Adjust Clock for Daylight Saving Time
4 = Terminate Ped. for EV Preempt
5 = QuicComm Extended Status
6 = International Style Pedestrian Change Interval
7 = (unused)
8 = Split Ring Operation

Permitted Phases	
Restricted Phases	
Disable Overlap Min. Yellow	
External Permit 1	
External Permit 2	
External Permit 3	
Extra Two	

1 = Adv. Warn. Signs On During Min. Init.
2 = Siemens i2 Communications Protocol
3 = Disable Minimum Walk Check
4 = QuicNet System Communications
5 = Ignore Anti-Backup During Preempt
6 = Bridgeport Naztec TS 2 I/O Map
7 = Allow Remote Preemption Calls
8 = Caltrans Traf. Resp. FM Comm.

Advance Warning Signs	Sign 1	Sign 2
Phase Number	0	0
Time Before Yellow	0.0	0.0

Software Flash	
Flash Entry Phases	
Flash Yellow Phases	
Flash Yellow Overlaps	
Flash Type	0

0 = All On/All Off (1-2-3-4-5-6-7-8, dark)
1 = Main/Side (1-2-5-6, 3-4-7-8)
2 = Odd/Even (1-3-5-7, 2-4-6-8)
3 = Ring Pairs (1-6, 4-7, 2-5, 3-8)

Flashing Yellow Arrow	
FYA Delay	0
FYA During Preempt	N

Front Panel	
Keyboard Beep	N
Backlight Timeout	0

Miscellaneous	
Red Revert	3.0
Log Preemption Events	Y
Soft Recall Delay	0.0

Special Event Limited Service Intervals					
SE 1	SE 2	SE 3	SE 4	SE 5	SE 6
0	0	0	0	0	0

Detector Monitoring	
Max On	7
Max Off	20
Chatter	0

Daylight Saving Time	
Start Month	3
Start Week	2
End Month	11
End Week	1

Manual Operation	
Manual Plan	14

1–9 = Coordination Plans
14 = Free
15 = Flash

Manual Offset	0

Bus Priority - Schedule					
Event No.	Day of Week	Hour	Minute	Headway	Direction
1	_____	0	0	0	A
2	_____	0	0	0	A
3	_____	0	0	0	A
4	_____	0	0	0	A
5	_____	0	0	0	A
6	_____	0	0	0	A
7	_____	0	0	0	A
8	_____	0	0	0	A
9	_____	0	0	0	A
10	_____	0	0	0	A
11	_____	0	0	0	A
12	_____	0	0	0	A
13	_____	0	0	0	A
14	_____	0	0	0	A
15	_____	0	0	0	A
16	_____	0	0	0	A

Bus Priority - Timing				
	Direction A	Direction B	Direction C	Direction D
Delay	0	0	0	0
Early Green	0	0	0	0
Green Extension	0	0	0	0
Phases				
Non-Priority Phase Maximum Adjustments				
Phase 1	0	0	0	0
Phase 2	0	0	0	0
Phase 3	0	0	0	0
Phase 4	0	0	0	0
Phase 5	0	0	0	0
Phase 6	0	0	0	0
Phase 7	0	0	0	0
Phase 8	0	0	0	0

QuicNet® System	
System ID	
Group	
Field Master	
N-S Street	
E-W Street	
Communications	
Channel	
Address	
Area Number	
Area Address	
Database	
Last Changed	

QuicNet Timing Notes

Murrieta / Ethanac

INTERSECTION:

QuicNet® System	
System ID	
Group	
Field Master	
N-S Street	
E-W Street	
Communications	
Channel	
Address	
Area Number	
Area Address	
Database	
Last Changed	

QuicNet Timing Notes

INTERSECTION:

Phase Timing - Bank 1								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green								
Extension								
Max								
Max 2								
Cond Serve Check								
Clearance Timing								
Yellow Change								
Red Clear								
Pedestrian Timing								
Walk								
Pedestrian Change								
Advance/Delay Walk								
PE Min. Ped. Change								
Volume-Density								
Type 3 Disconnect								
Add per Vehicle								
Max Added Initial								
Min Gap								
Max Gap								
Reduce Every								
Alternate Timing								
Alternate Walk								
Alternate Ped. Change								
Alternate Minimum								
Alternate Extension								

Phase Functions - Page 1	
Red Lock	
Yellow Lock	
Simultaneous Gap	
Rest In Walk	
Advance Walk	
Flashing Walk	
Max Extension	
Red Rest	
Dual Entry	
Sequential Timing	
Inhibit Ped Reservice	
Delay Walk	
Guaranteed Passage	
Conditional Service	

Phase Functions - Page 2	
Minimum Recall	
Ped Recall	
Maximum Recall	
Green Flash	
Overlap Green Flash	
Flashing Yellow Arrow for PPLT	
Max2	
Soft Recall	
External Recall	
Manual Control Calls	
Fast Green Flash	
Fast Overlap Green Flash	
Semi-Actuated	

Phase Timing - Exclusive Pedestrian	
Exclusive Ped Assignment	
Exclusive Walk	
Exclusive Pedestrian Change	
Red Clear	
Walk Output	
Don't Walk Output	

Video Camera Detection Zone - Time Extension Setting	1	2	3	4	5	6	7	8
Bike Extension								

Intersection:

Phase Timing - Bank 2								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green								
Extension								
Max								
Max 2								
Cond Serve Check								
Clearance Timing								
Yellow Change								
Red Clear								
Pedestrian Timing								
Walk								
Pedestrian Change								
Advance/Delay Walk								
PE Min. Ped. Change								
Volume-Density								
Type 3 Disconnect								
Add per Vehicle								
Max Added Initial								
Min Gap								
Max Gap								
Reduce Every								
Alternate Timing								
Alternate Walk								
Alternate Ped. Change								
Alternate Minimum								
Alternate Extension								

Phase Timing - Bank 3								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green								
Extension								
Max								
Max 2								
Cond Serve Check								
Clearance Timing								
Yellow Change								
Red Clear								
Pedestrian Timing								
Walk								
Pedestrian Change								
Advance/Delay Walk								
PE Min. Ped. Change								
Volume-Density								
Type 3 Disconnect								
Add per Vehicle								
Max Added Initial								
Min Gap								
Max Gap								
Reduce Every								
Alternate Timing								
Alternate Walk								
Alternate Ped. Change								
Alternate Minimum								
Alternate Extension								

Preemption - General	
Min. Green Before Preempt Forceoff	0
Max. EV Preempt Duration	4
Min. Time Between Same EV Preempt	0
Disable Low Priority Preempt	
Leave Flash to Service Preempt	

Preemption - Relative Priority	
Special Event 1	0
Special Event 2	0
Special Event 3	0
Special Event 4	0
Special Event 5	0
Special Event 6	0
Emergency Vehicle A	0
Emergency Vehicle B	0
Emergency Vehicle C	0
Emergency Vehicle D	0

Preemption - Railroad 1	
Delay	0
Clear Time	0
Clear Phases	

Preemption - Railroad 2	
Delay	0
Clear Time	0
Clear Phases	
Limited Service Phases	

Preemption - Emergency Vehicle			
	Delay	Clear	Clearance Phases
EV A	0	0	
EV B	0	0	
EV C	0	0	
EV D	0	0	

Preemption - Railroad 3	
Enabled	N
Advance Ped. Max. Time	0
Track Clear Min. Time	0
Track Clear Max. Time	0
Track Clear Phases	
Limited Service Max. Time	0
Limited Service Phases	
Truncate Green	N
Truncate Walk	N

I/O		
	Input	Output
Advance Ped.	0	0
Advance Preempt	0	0
Supervisor	0	0
Crossing Active	0	0
Gate Down	0	0
Fault	0	0
Watchdog Echo		0

Special Event Sequence 1

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 2

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 3

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 4

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 5

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Special Event Sequence 6

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
10	0									
11	0									
12	0									
13	0									
14	0									
15	0									

Coordination - Cycle, Offsets, & Forceoffs

	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Cycle									
Offset 1									
Offset 2									
Offset 3									
Zone Offset									
Ring Offset									
Hold Release									
Ped. Adjust									
Forceoff Phase 1									
Forceoff Phase 2									
Forceoff Phase 3									
Forceoff Phase 4									
Forceoff Phase 5									
Forceoff Phase 6									
Forceoff Phase 7									
Forceoff Phase 8									
Adaptive Operation									

Coordination - General

Transition Type	0.3
0 = Shortway	
1 = Dwell	
2 = Shorten	
Tenths Digit: # Cycles to get in step (1–4)	
Coordination Extra	
1 = Programmed Walk Time for Sync Phases	
2 = Always Terminate Sync Phase Peds	
3 = Floating Forceoffs	
4 = Reservice for Ped Calls	
5 = Start of Green Offset Reference	
8 = Maintain Coord. During Spec. Event Preempt	
QuicTrac Max Cycle Length	0
QuicTrac Max Cycle Length Change	0

Coordination - Phase Minimums

Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
10	10	10	10	10	10	10	10

Coordination - Permissives & Phase Sequences

	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Perm 1 - Begin									
Perm 1 - End									
Perm 1 - Veh Phases									
Perm 1 - Ped Phases									
Perm 2 - Begin									
Perm 2 - End									
Perm 2 - Veh Phases									
Perm 2 - Ped Phases									
Perm 3 - Begin									
Perm 3 - End									
Perm 3 - Veh Phases									
Perm 3 - Ped Phases									
Max Inhibit Phases									
Max Recall Phases									
Reservice Time									
Reservice Phases									
Sync Phases									
Lag Phases									
Pre-Timed Phases									

Overlaps								
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Load Switch Number	0	0	0	0	0	0	0	0
Vehicle Set 1								
Vehicle Set 2								
Vehicle Set 3								
Negative Vehicle								
Negative Ped								
Green Omit								
Green Clear Omit								
Green Clearance								
Yellow Change								
Red Clearance								

AND Gates						
	AND 1	AND 2	AND 3	AND 4	AND 5	AND 6
Input A	0	0	0	0	0	0
Input B	0	0	0	0	0	0
Output	0	0	0	0	0	0

NAND Gates				
	NAND 1	NAND 2	NAND 3	NAND 4
Input A	0	0	0	0
Input B	0	0	0	0
Output	0	0	0	0

NOT Gates				
	NOT 1	NOT 2	NOT 3	NOT 4
Input	0	0	0	0
Output	0	0	0	0

Delay Timers						
	DELAY 1	DELAY 2	DELAY 3	DELAY 4	DELAY 5	DELAY 6
Input	0	0	0	0	0	0
Time	0	0	0	0	0	0
Output	0	0	0	0	0	0

Extension Timers						
	ET 1	ET 2	ET 3	ET 4	ET 5	ET 6
Input	0	0	0	0	0	0
Time	0.0	0.0	0.0	0.0	0.0	0.0
Output	0	0	0	0	0	0

OR Gates										
	OR 1	OR 2	OR 3	OR 4	OR 5	OR 6	OR 7	OR 8	OR 9	OR 10
Input A	0	0	0	0	0	0	0	0	0	0
Input B	0	0	0	0	0	0	0	0	0	0
Input C									0	0
Input D									0	0
Output	0	0	0	0	0	0	0	0	0	0

Latches								
	LATCH 1	LATCH 2	LATCH 3	LATCH 4	LATCH 5	LATCH 6	LATCH 7	LATCH 8
Set	0	0	0	0	0	0	0	0
Reset	0	0	0	0	0	0	0	0
Output	0	0	0	0	0	0	0	0
NOT Output	0	0	0	0	0	0	0	0

One Shot Timers						
	OS 1	OS 2	OS 3	OS 4	OS 5	OS 6
Input	0	0	0	0	0	0
Time	0.0	0.0	0.0	0.0	0.0	0.0
Output	0	0	0	0	0	0

Detectors

No.	Pin	Delay	Carry Over	Phases	Attributes	Assignments
1	39	0.0	0.0	_2_____	___45_7_	123____8
2	40	0.0	0.0	_____6__	___45_7_	123____8
3	41	0.0	0.0	___4____	___45_7_	123____8
4	42	0.0	0.0	_______8	___45_7_	123____8
5	43	0.0	0.0	_2_____	___45_7_	123____8
6	44	0.0	0.0	_____6__	___45_7_	123____8
7	45	0.0	0.0	___4____	___45_7_	123____8
8	46	0.0	0.0	_______8	___45_7_	123____8
9	47	0.0	0.0	_2_____	____67_	123____8
10	48	0.0	0.0	_____6__	____67_	123____8
11	49	0.0	0.0	___4____	____67_	123____8
12	50	0.0	0.0	_______8	____67_	123____8
13	55	0.0	0.0	____5___	___45_7_	123____8
14	56	0.0	0.0	1_______	___45_7_	123____8
15	57	0.0	0.0	______7_	___45_7_	123____8
16	58	0.0	0.0	__3_____	___45_7_	123____8
17	59	0.0	0.0	____5___	___45_7_	123____8
18	60	0.0	0.0	1_______	___45_7_	123____8
19	61	0.0	0.0	______7_	___45_7_	123____8
20	62	0.0	0.0	__3_____	___45_7_	123____8
21	63	0.0	0.0	_2_____	___45_7_	123____8
22	64	0.0	0.0	_____6__	___45_7_	123____8
23	65	0.0	0.0	___4____	___45_7_	123____8
24	66	0.0	0.0	_______8	___45_7_	123____8
25	67	0.0	0.0	_2_____	_2_____	123____8
26	68	0.0	0.0	_____6__	_2_____	123____8
27	69	0.0	0.0	___4____	_2_____	123____8
28	70	0.0	0.0	_______8	_2_____	123____8
29	76	0.0	0.0	_2_____	___45_7_	123____8
30	77	0.0	0.0	_____6__	___45_7_	123____8
31	78	0.0	0.0	___4____	___45_7_	123____8
32	79	0.0	0.0	_______8	___45_7_	123____8

Detector Attributes	Detector Assignments
1 = Full Time Delay	1 = Detector Set 1
2 = Pedestrian	2 = Detector Set 2
3 = (unused)	3 = Detector Set 3
4 = Count	4 = (unused)
5 = Extension	5 = (unused)
6 = Type 3	6 = Min. Recall on Failure
7 = Calling	7 = Max. Recall on Failure
8 = Alternate	8 = Monitor for Failure

Inputs - General	
Flash Sense	0
External Permit 1	0
External Permit 2	0
External Permit 3	0
Exclusive Ped Omit	0
Max. 2	0
External Lag	0
Max. Recall	0
Stop Time	0
Manual Control Enable	0
Manual Control Advance	0
Min. Recall	0
Pedestrian Forceoff	0

Inputs - Preemption	
Railroad 1	0
Railroad 2	0
Gate Down	0
Special Event 1	0
Special Event 2	0
Special Event 3	0
Special Event 4	0
Special Event 5	0
Special Event 6	0
Emergency Vehicle A	0
Emergency Vehicle B	0
Emergency Vehicle C	0
Emergency Vehicle D	0

Inputs - FYA Inhibit	
Phase 1	0
Phase 2	0
Phase 3	0
Phase 4	0
Phase 5	0
Phase 6	0
Phase 7	0
Phase 8	0

Inputs - Plan	
Plan 1	0
Plan 2	0
Plan 3	0
Plan 4	0
Plan 5	0
Plan 6	0
Plan 7	0
Plan 8	0
Plan 9	0
Free	0
Flash	0

Inputs - Bank & Set	
Phase Bank 2	0
Phase Bank 3	0
Detector Set 2	0
Detector Set 3	0
Overlap Set 2	0
Overlap Set 3	0

Inputs - Alarms	
Alarm 1	0
Alarm 2	0
Alarm 3	0
Alarm 4	0
Door Ajar	0
UPS Battery Low	0
UPS On Backup Power	0
Cabinet Temperature	0

Inputs - NEMA Functions	
Call to Non-Actuated	0
CNA Phases	_____
Forceoff Ring A	0
Forceoff Ring B	0
Hold	0
Hold Phases	_____
Max. Inhibit	0

Outputs - General	
Advance Warning Sign 1	0
Advance Warning Sign 2	0
Detector Failure	0
Flasher 1	0
Flasher 2	0
Fast Flasher	0
On Line	0
Exclusive Pedestrian Walk	0
Exclusive Pedestrian Don't Walk	0

Outputs - Plan	
Plan 1	0
Plan 2	0
Plan 3	0
Plan 4	0
Plan 5	0
Plan 6	0
Plan 7	0
Plan 8	0
Plan 9	0
Free	0
Flash	0

Outputs - Pedestrian Loadswitch Assignments	
Loadswitch 2P Phases	
Loadswitch 4P Phases	
Loadswitch 6P Phases	
Loadswitch 8P Phases	

Outputs - Preemption		
	Steady	Flashing
Railroad 1	0	0
Railroad 2	0	0
Special Event 1	0	0
Special Event 2	0	0
Special Event 3	0	0
Special Event 4	0	0
Special Event 5	0	0
Special Event 6	0	0
EV A	0	0
EV B	0	0
EV C	0	0
EV D	0	0
Any Preempt	0	0
Preempt Failure	0	0

Outputs - Phase Redirection								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Red	0	0	0	0	0	0	0	0
Yellow	0	0	0	0	0	0	0	0
Green	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0

Outputs - Overlap Redirection								
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Red	0	0	0	0	0	0	0	0
Yellow	0	0	0	0	0	0	0	0
Green	0	0	0	0	0	0	0	0

Outputs - Time of Day							
TOD Out 1	TOD Out 2	TOD Out 3	TOD Out 4	TOD Out 5	TOD Out 6	TOD Out 7	TOD Out 8
0	0	0	0	0	0	0	0

Outputs - Special Event							
SE Out 1	SE Out 2	SE Out 3	SE Out 4	SE Out 5	SE Out 6	SE Out 7	SE Out 8
0	0	0	0	0	0	0	0

Outputs - Special Function							
SF Out 1	SF Out 2	SF Out 3	SF Out 4	SF Out 5	SF Out 6	SF Out 7	SF Out 8
0	0	0	0	0	0	0	0

Outputs - Phase Status								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Check	0	0	0	0	0	0	0	0
On	0	0	0	0	0	0	0	0

Outputs - Flashing Yellow Arrow							
Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
0	0	0	0	0	0	0	0

Time Base Coordination Events

No.	Days of Week	Seasons	Hour	Minute	Plan	Offset
0	_____		0	0	0	0
1	_____		0	0	0	0
2	_____		0	0	0	0
3	_____		0	0	0	0
4	_____		0	0	0	0
5	_____		0	0	0	0
6	_____		0	0	0	0
7	_____		0	0	0	0
8	_____		0	0	0	0
9	_____		0	0	0	0
10	_____		0	0	0	0
11	_____		0	0	0	0
12	_____		0	0	0	0
13	_____		0	0	0	0
14	_____		0	0	0	0
15	_____		0	0	0	0
16	_____		0	0	0	0
17	_____		0	0	0	0
18	_____		0	0	0	0
19	_____		0	0	0	0
20	_____		0	0	0	0
21	_____		0	0	0	0
22	_____		0	0	0	0
23	_____		0	0	0	0
24	_____		0	0	0	0
25	_____		0	0	0	0
26	_____		0	0	0	0
27	_____		0	0	0	0
28	_____		0	0	0	0
29	_____		0	0	0	0
30	_____		0	0	0	0
31	_____		0	0	0	0

Time of Day Function Events

No.	Days of Week	Seasons	Hour	Minute	Function	Phases or Fn. 14 Bits
0	_____		0	0	0	
1	_____		0	0	0	
2	_____		0	0	0	
3	_____		0	0	0	
4	_____		0	0	0	
5	_____		0	0	0	
6	_____		0	0	0	
7	_____		0	0	0	
8	_____		0	0	0	
9	_____		0	0	0	
10	_____		0	0	0	
11	_____		0	0	0	
12	_____		0	0	0	
13	_____		0	0	0	
14	_____		0	0	0	
15	_____		0	0	0	

Function 1 = Red Lock
Function 2 = Yellow Lock
Function 3 = Minimum Recall
Function 4 = Pedestrian Recall
Function 6 = Rest in Walk
Function 7 = Red Rest
Function 8 = Double Entry
Function 9 = Maximum Recall
Function 10 = Soft Recall
Function 11 = Max 2
Function 12 = Conditional Service
Function 13 = Lag Free
Function 14 = (see Function 14 Bits)
Function 15 = Time of Day Outputs

Function 14 Bits
Bit 1 = Local Override
Bit 2 = Skip Overlap Green Clearance
Bit 4 = Disable Detector OFF Monitoring
Bit 5 = Disable Bus Priority
Bit 6 = Inhibit FYA
Bit 7 = Detector Count Recording
Bit 8 = Split Monitor Recording

Holiday Definitions

No.	Holiday Types	Day	Month	Year
0		0	0	0
1		0	0	0
2		0	0	0
3		0	0	0
4		0	0	0
5		0	0	0
6		0	0	0
7		0	0	0
8		0	0	0
9		0	0	0
10		0	0	0
11		0	0	0
12		0	0	0
13		0	0	0
14		0	0	0
15		0	0	0
16		0	0	0
17		0	0	0
18		0	0	0
19		0	0	0
20		0	0	0
21		0	0	0
22		0	0	0
23		0	0	0
24		0	0	0
25		0	0	0
26		0	0	0
27		0	0	0
28		0	0	0
29		0	0	0
30		0	0	0
31		0	0	0

Holiday Time Base Coordination Events

No.	Holiday Types	Hour	Minute	Plan	Offset
0		0	0	0	0
1		0	0	0	0
2		0	0	0	0
3		0	0	0	0
4		0	0	0	0
5		0	0	0	0
6		0	0	0	0
7		0	0	0	0
8		0	0	0	0
9		0	0	0	0
10		0	0	0	0
11		0	0	0	0
12		0	0	0	0
13		0	0	0	0
14		0	0	0	0
15		0	0	0	0
16		0	0	0	0
17		0	0	0	0
18		0	0	0	0
19		0	0	0	0
20		0	0	0	0
21		0	0	0	0
22		0	0	0	0
23		0	0	0	0
24		0	0	0	0
25		0	0	0	0
26		0	0	0	0
27		0	0	0	0
28		0	0	0	0
29		0	0	0	0
30		0	0	0	0
31		0	0	0	0

Holiday Time of Day Function Events

No.	Holiday Types	Hour	Minute	Function	Phases or Fn. 14 Bits
0		0	0	0	
1		0	0	0	
2		0	0	0	
3		0	0	0	
4		0	0	0	
5		0	0	0	
6		0	0	0	
7		0	0	0	
8		0	0	0	
9		0	0	0	
10		0	0	0	
11		0	0	0	
12		0	0	0	
13		0	0	0	
14		0	0	0	
15		0	0	0	

Season Definitions

No.	Start Month	Start Day	End Month	End Day
1	0	0	0	0
2	0	0	0	0
3	0	0	0	0
4	0	0	0	0
5	0	0	0	0
6	0	0	0	0
7	0	0	0	0
8	0	0	0	0

Startup	
Flash Start	
All Red Start	
Yellow Start Phases	
First Green Phases	
Startup Vehicle Calls	
Startup Ped Calls	

Configuration	
Exclusive Phases	
Protected/Permissive Phases	
Disable Phase Min. Yellow	
Free Lag Phases	
External Lag Phases	
Pedestrian Forceoff Phases	
Extra One	

1 = TBC Type 1
2 = (unused)
3 = Adjust Clock for Daylight Saving Time
4 = Terminate Ped. for EV Preempt
5 = QuicComm Extended Status
6 = International Style Pedestrian Change Interval
7 = (unused)
8 = Split Ring Operation

Permitted Phases	
Restricted Phases	
Disable Overlap Min. Yellow	
External Permit 1	
External Permit 2	
External Permit 3	
Extra Two	

1 = Adv. Warn. Signs On During Min. Init.
2 = Siemens i2 Communications Protocol
3 = Disable Minimum Walk Check
4 = QuicNet System Communications
5 = Ignore Anti-Backup During Preempt
6 = Bridgeport Naztec TS 2 I/O Map
7 = Allow Remote Preemption Calls
8 = Caltrans Traf. Resp. FM Comm.

Advance Warning Signs	Sign 1	Sign 2
Phase Number	0	0
Time Before Yellow	0.0	0.0

Software Flash	
Flash Entry Phases	
Flash Yellow Phases	
Flash Yellow Overlaps	
Flash Type	0

0 = All On/All Off (1-2-3-4-5-6-7-8, dark)
1 = Main/Side (1-2-5-6, 3-4-7-8)
2 = Odd/Even (1-3-5-7, 2-4-6-8)
3 = Ring Pairs (1-6, 4-7, 2-5, 3-8)

Flashing Yellow Arrow	
FYA Delay	0
FYA During Preempt	N

Front Panel	
Keyboard Beep	N
Backlight Timeout	0

Miscellaneous	
Red Revert	3.0
Log Preemption Events	Y
Soft Recall Delay	0.0

Special Event Limited Service Intervals					
SE 1	SE 2	SE 3	SE 4	SE 5	SE 6
0	0	0	0	0	0

Detector Monitoring	
Max On	7
Max Off	20
Chatter	0

Daylight Saving Time	
Start Month	3
Start Week	2
End Month	11
End Week	1

Manual Operation	
Manual Plan	14

1–9 = Coordination Plans
14 = Free
15 = Flash

Manual Offset	0

Bus Priority - Schedule					
Event No.	Day of Week	Hour	Minute	Headway	Direction
1	_____	0	0	0	A
2	_____	0	0	0	A
3	_____	0	0	0	A
4	_____	0	0	0	A
5	_____	0	0	0	A
6	_____	0	0	0	A
7	_____	0	0	0	A
8	_____	0	0	0	A
9	_____	0	0	0	A
10	_____	0	0	0	A
11	_____	0	0	0	A
12	_____	0	0	0	A
13	_____	0	0	0	A
14	_____	0	0	0	A
15	_____	0	0	0	A
16	_____	0	0	0	A

Bus Priority - Timing				
	Direction A	Direction B	Direction C	Direction D
Delay	0	0	0	0
Early Green	0	0	0	0
Green Extension	0	0	0	0
Phases				
Non-Priority Phase Maximum Adjustments				
Phase 1	0	0	0	0
Phase 2	0	0	0	0
Phase 3	0	0	0	0
Phase 4	0	0	0	0
Phase 5	0	0	0	0
Phase 6	0	0	0	0
Phase 7	0	0	0	0
Phase 8	0	0	0	0

INTERSECTION: ETHANAC ROAD AND MURRIETA ROAD

N/S Street Name: **Murrieta Rd.**
E/W Street Name: **Ethanac Rd.**

Last *QuicNet* Database Change:

QuicNet System Parameters

Group Assignment: **4**
Field Master Assignment: **4**
System Reference Number: **1**
Commications Channel:
Drop Address: **1**
Area Number: **4**
Area Address: **0**

Notes:

Field Change Record

Change	By	Date	Change	By	Date

	Phase							
	1	2	3	4	5	6	7	8
	SB+L	NB+L	WL	EB	--	--	EL	WB
Min Green	10	10	5	10			5	10
Extension	3.0	3.0	2.0	3.0			2.0	3.0
Max	30	35	25	25			15	33
Max 2								
Cond Serve Check								

Basic Phase Timing

Yellow Change	4.8	4.8	3.0	5.2			3.0	5.2
Red Clear	1.0	1.0	1.0	1.0			1.0	1.0

Clear

Walk	-	-	-	-	-	-	-	5
Ped Clear - FDW	-	-	-	-	-	-	-	30
Adv / Delay Walk	-	-	-	-	-	-	-	-
PE Min Ped FDW	-	-	-	-	-	-	-	26

Pedestrian Timing

Type 3 Disconnect	-	-	-	-	-	-	-	-
Added per Vehicle	-	-	-	-	-	-	-	-
Max Added Initial	-	-	-	-	-	-	-	-
Min Gap	3.0	3.0	2.0	3.0	-	-	2.0	3.0
Max Gap	6.0	6.0	2.0	6.0	-	-	2.0	6.0
Reduce Every	1.0	1.0	-	1.0	-	-	-	1.0

Volume Density

Phase Timing - Bank 1

Excl Ped Assignment	
Exclusive Walk	0
Exclusive FDW	0
All Red Clear	0.0

Exclusive Ped Phase

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

Walk Output	
Don't Walk Output	

	Phase							
	1	2	3	4	5	6	7	8
Alternate Walk								
Alternate Ped Clear								
Alternate Minimum								
Alternate Extension								

Alternate Timing - Bank 1

Red Lock	
Yellow Lock	
Simultaneous Gap	4 8
Rest In Walk	
Advance Walk	
Flashing Walk	
Max Extension	

Red Rest	
Dual Entry	
Sequential Timing	
Inhibit Ped Reservice	
Semi-Actuated	
Guaranteed Passage	
Conditional Service	

Phase Functions - Page 1

Minimum Recall	4 8
Ped Recall	
Maximum Recall	
Green Flash	
Overlap Green Flash	

Soft Recall	
External Recall	
Manual Control Calls	
Fast Green Flash	
Fast Overlap G. Flash	

Phase Functions - Page 2

INTERSECTION: ETHANAC ROAD AND MURRIETA ROAD

Phase Timing - Bank 2

		Phase							
		1	2	3	4	5	6	7	8
Basic Phase Timing	Min Green								
	Extension								
	Max								
	Max 2								
	Cond Serve Check								
Clear	Yellow Change								
	Red Clear								
Pedestrian Timing	Walk								
	Ped Clear - FDW								
	Adv / Delay Walk								
	PE Min Ped FDW								
Volume Density	Type 3 Disconnect								
	Added per Vehicle								
	Max Added Initial								
	Min Gap								
	Max Gap								
	Reduce Every								

Alternate Timing - Bank 2

	Phase							
	1	2	3	4	5	6	7	8
Alternate Walk								
Alternate Ped Clear								
Alternate Minimum								
Alternate Extension								

Phase Timing - Bank 3

		Phase							
		1	2	3	4	5	6	7	8
Basic Phase Timing	Min Green								
	Extension								
	Max								
	Max 2								
	Cond Serve Check								
Clear	Yellow Change								
	Red Clear								
Pedestrian Timing	Walk								
	Ped Clear - FDW								
	Adv / Delay Walk								
	PE Min Ped FDW								
Volume Density	Type 3 Disconnect								
	Added per Vehicle								
	Max Added Initial								
	Min Gap								
	Max Gap								
	Reduce Every								

Alternate Timing - Bank 3

	Phase							
	1	2	3	4	5	6	7	8
Alternate Walk								
Alternate Ped Clear								
Alternate Minimum								
Alternate Extension								

INTERSECTION: ETHANAC ROAD AND MURRIETA ROAD

Note: Set the Limited Service Interval on the "Utilities / Misc" page

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										

Special Event Sequence - 1

Clear Phases	
Delay	
Clear Time	

Railroad - 1

Clear Phases	
Limited Service Phases	
Delay	
Clear Time	

Railroad - 2

Railroad Preempt Parameters

Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13	-									
14	-									
15										

Special Event Sequence - 2

	Delay	Clear	Clear Phases
EV - A	0	0	1_____
EV - B	0	0	_2_____
EV - C	0	0	___4__7_
EV - D	0	0	__3___8

Emergency Vehicle Preempt

SE - 1	1
SE - 2	1
EV - A	1
EV - B	1
EV - C	1
EV - D	1

Preempt Priority

Preemption

INTERSECTION: ETHANAC ROAD AND MURRIETA ROAD

Transition Type	
Coord Extra Functions	
Phase 1 - Minimum	
Phase 2 - Minimum	
Phase 3 - Minimum	
Phase 4 - Minimum	
Phase 5 - Minimum	
Phase 6 - Minimum	
Phase 7 - Minimum	
Phase 8 - Minimum	

Note: The *Ring-Barrier Sum* of these Minimums will be the Minimum Cycle Length During Transition

Coordination - General

Transition Type
0.X = Shortway
1.X = Lengthen
2.X = Shorten
X.1 thru X.4 = Number of Cycles to get "In Step"

Coord Extra
1 = Programmed Walk Time for Sync Phases
2 = Always Terminate Sync Phase Peds

	Coordination Plan								
	1	2	3	4	5	6	7	8	9
Cycle									
Offset - 1									
Offset - 2									
Offset - 3									
Zone Offset									
Ring Offset									
Hold Release									
Ped Adjust									
Force Off - 1									
Force Off - 2									
Force Off - 3									
Force Off - 4									
Force Off - 5									
Force Off - 6									
Force Off - 7									
Force Off - 8									

Coordination - Cycle, Offsets, & Force Offs

	Coordination Plan								
	10	2	3	4	5	6	7	8	9
Perm 1 - Begin									
Perm 1 - End									
Perm 1 - Veh Phases									
Perm 1 - Ped Phases									
Perm 2 - Begin									
Perm 2 - End									
Perm 2 - Veh Phases									
Perm 2 - Ped Phases									
Perm 3 - Begin									
Perm 3 - End									
Perm 3 - Veh Phases									
Perm 3 - Ped Phases									
Max Inhibit Phases									
Max Recall Phases									
Sync Phases	-								
Lag Phases	-								
Pre-Timed Phases									

Coordination - Permissives & Phase Sequence

Coordination

INTERSECTION: ETHANAC ROAD AND MURRIETA ROAD

	Overlap Number							
	1	2	3	4	5	6	7	8
Load Switch Number								
Vehicle Set 1								
Vehicle Set 2								
Vehicle Set 3								
Negative Vehicle								
Negative Ped								
Green Omit								
Green Clear Omit								
Green Clearance								
Yellow Change								
Red Clearance								

Overlaps

	AND 1	AND 2	AND 3	AND 4
Input - A				
Input - B				
Output				

AND Gates

	NAND 1	NAND 2	NAND 3	NAND 4
Input - A				
Input - B				
Output				

NAND Gates

	OR 1	OR 2	OR 3	OR 4	OR 5	OR 6
Input - A						
Input - B						
Output						

2 Input - OR Gates

	OR 7	OR 8
Input - A		
Input - B		
Input - C		
Input - D		
Output		-

4 Input - OR Gates

	NOT 1	NOT 2	NOT 3	NOT 4
Input				
Output				

-

-

	DELAY 1	DELAY 2	DELAY 3	DELAY 4	DELAY 5	DELAY 6
Input						
Delay Time						
Output						

DELAY Gates

INTERSECTION: ETHANAC ROAD AND MURRIETA ROAD

Det. #	C-1 Pin #	Delay	Carry-over	Phase Assignmrnts	Detector Attributes	Detector Set Assignments
1	39	0.0	0.0	123----8	---45-7-	-2------
2	40	0.0	0.0	123----8	---45-7-	-----6--
3	41	0.0	0.0	123----8	---45-7-	---4----
4	42	0.0	0.0	123----8	---45-7-	-------8
5	43	0.0	0.0	123----8	---45-7-	-2------
6	44	0.0	0.0	123----8	---45-7-	-----6--
7	45	0.0	0.0	123----8	---45-7-	---4----
8	46	0.0	0.0	123----8	---45-7-	-------8
9	47	0.0	0.0	123----8	-----67-	-2------
10	48	0.0	0.0	123----8	-----67-	-----6--
11	49	0.0	0.0	123----8	-----67-	---4----
12	50	0.0	0.0	123----8	-----67-	-------8
13	55	0.0	0.0	123----8	---45-7-	----5---
14	56	0.0	0.0	123----8	---45-7-	1-------
15	57	0.0	0.0	123----8	---45-7-	------7-
16	58	0.0	0.0	123----8	---45-7-	--3-----
17	59	0.0	0.0	123----8	---45-7-	-2------
18	60	0.0	0.0	123----8	---45-7-	-----6--
19	61	0.0	0.0	123----8	---45-7-	---4----
20	62	0.0	0.0	10	---45-7-	-------8
21	63	0.0	0.0	123----8	---45-7-	-2------
22	64	0.0	0.0	123----8	---45-7-	-----6--
23	65	0.0	0.0	123----8	---45-7-	---4----
24	66	0.0	0.0	123----8	---45-7-	-------8
25	67	0.0	0.0	123----8	-2------	-2------
26	68	0.0	0.0	123----8	-2------	-----6--
27	69	0.0	0.0	123----8	-2------	---4----
28	70	0.0	0.0	123----8	-2------	-------8
29	76	0.0	0.0	123----8	---45-7-	----5---
30	77	0.0	0.0	123----8	---45-7-	1-------
31	78	0.0	0.0	123----8	---45-7-	------7-
32	79	0.0	0.0	123----8	---45-7-	--3-----

Detector Assignments

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Detector Assignments
1 = Detector Set 1
2 = Detector Set 2
3 = Detector Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

	C-1 Pin #
Flash Sense	81
External Permit - 1	
External Permit - 2	
Exclusive Ped Omit	
Max. Term Inhibit	
Max. 2	
External Lag Phases	
External Max. Recall	
Stop Time	82
Manual Control Enable	
Manual Cont. Advance	
External Min. Recall	

General Inputs

	C-1 Pin #
Plan 1	
Plan 2	
Plan 3	
Plan 4	
Plan 5	
Plan 6	
Plan 7	
Plan 8	
Plan 9	
Free	
Flash	

Coordination Plan Inputs

	C-1 Pin #
Railroad - 1	51
Railroad - 2	52
Special Event - 1	
Special Event - 2	
Gate Down	
EV - A	71
EV - B	72
EV - C	73
EV - D	74

Preempt Inputs

	C-1 Pin #
Phase Bank - 2	
Phase Bank - 3	
Detector Set - 2	
Detector Set - 3	
Overlap Vehicle Set - 2	
Overlap Vehicle Set - 3	
Interval Signal Plan - 2	
Interval Signal Plan - 3	
Interval Signal Plan - 4	

Bank, Set, & Plan Inputs

	C-1 Pin #
Door Ajar	
UPS Battery	
UPS Power	
Cabinet Temperature	

	C-1 Pin #
Alarm - 1	
Alarm - 2	
Alarm - 3	
Alarm - 4	

Alarm Inputs

Inputs

INTERSECTION: ETHANAC ROAD AND MURRIETA ROAD

	C-1 Pin #
Advance Warning - 1	
Advance Warning - 2	
Detector Failure	
Flasher - Alternating 1	
Flasher - Alternating 2	
Fast Flasher	
On Line	
Exclusive - Walk	
Exclusive - Don't Walk	

General Outputs

	C-1 Pin #
Output - 1	
Output - 2	
Output - 3	
Output - 4	
Output - 5	
Output - 6	
Output - 7	
Output - 8	

Time of Day Outputs

	C-1 Pin #
Plan - 1	
Plan - 2	
Plan - 3	
Plan - 4	
Plan - 5	
Plan - 6	
Plan - 7	
Plan - 8	
Plan - 9	
Free	
Flash	

Coordination Plan Out

	Ped Phase
Ped 2-P Loadswitch	
Ped 4-P Loadswitch	
Ped 6-P Loadswitch	
Ped 8-P Loadswitch	

Ped Loadswitch Assignment

	C-1 Pin #
Dial - 2	
Dial - 3	
Offset - 1	
Offset - 2	
Offset - 3	
Free	
Flash	

Seven Wire Outputs

	C-1 Pin #	
	On	Flash
Railroad - 1		
Railroad - 2		
Special Event - 1		
Special Event - 2		
Preempt Failure		
EV - A		
EV - B		
EV - C		
EV - D		
Any Preempt		

Preemption Outputs

	C-1 Pin #
Output - 1	
Output - 2	
Output - 3	
Output - 4	
Output - 5	
Output - 6	
Output - 7	
Output - 8	

Special Event Outputs

	C-1 Pin #
Output - 1	
Output - 2	
Output - 3	
Output - 4	
Output - 5	
Output - 6	
Output - 7	
Output - 8	

Special Function Output

	Phase Number							
	1	2	3	4	5	6	7	8
Red								
Yellow								
Green								
Walk								
Don't Walk								

Phase Output Redirection

	Overlap Number							
	1	2	3	4	5	6	7	8
Red								
Yellow								
Green								

Overlap Output Redirection

Outputs

INTERSECTION: ETHANAC ROAD AND MURRIETA ROAD

Event	Day of Week	Season	Hour	Minute	Plan	Offset
0						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						
25						
26						
27						
28						
29						
30						
31						

Time Base Coordination Events

Event	Day of Week	Season	Hour	Minute	Funct.	Phase / Bits
0						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						

Time of Day Function Events

TOD Functions

0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Vehicle Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Vehicle Max Recall
10 = Soft Recall
11= Max Extension 2
12 = Conditional Service
13 = Lag Free Phases
14, Bit 1 = Local Override
14, Bit 4 = Disable Det Off Monitoring
15 = TOD Outputs

Time of Day

INTERSECTION: ETHANAC ROAD AND MURRIETA ROAD

#	Holiday Type	Day	Month	Year
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				
31				

Holiday Dates

Event	Holiday Type	Hour	Minute	Plan	Offset
0					
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
10					
21					
22					
23					
24					
25					
26					
27					
28					
29					
30					
31					

Holiday Time Base Coordination Events

Event	Holiday Type	Hour	Minute	Funct.	Phase / Bits
0					
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					

Holiday Time of Day Function Events

Season #	Start Month	Start Day	End Month	End Day
1				
2				
3				
4				
5				
6				
7				
8				

Season Definitions

INTERSECTION: ETHANAC ROAD AND MURRIETA ROAD

Red Start Time	5.0
Yellow Start Phases	__4__8
First Green Phases	1_____
Startup Vehicle Calls	1234__78
Startup Ped Calls	_____8

Startup

Max ON Time	7
Max OFF Time	20
Chatter	45

Detector Check

	Sign 1	Sign 2
Phase Number		
Time Before Yellow		

Advance Warning Signs

Flash Entry Phases	
Flash Phases Yellow	
Flash Overlaps Yellow	
Flash Type	0

Flash Setup

Exclusive Phases	
Protect / Permissive	
Disable Yellow Range	
Extra One	1_3_____
Lag Phases - Free	_2_4__8

Configuration

Permitted Phases	1234__78
Restricted Phases	
Disable Overlap Range	
Extra Two	

Configuration

Keyboard Beep	Y
Backlight Timeout	5
Spec Evnt 1 - Ltd Serv Interval	
Spec Evnt 2 - Ltd Serv Interval	
Red Revert	5.0

Miscellaneous

Spring Month (Begin)	3
Spring Week (Begin)	2
Fall Month (End)	11
Fall Week (End)	1

Daylight Savings Time

Manual Plan	14
Manual Offset	

Manual

Manual Plan
1 thru 9 = Coordination Plan 1 thru 9
14 = Free
15 = Flash

Extra One
1 =
2 =
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 =
8 =

Extra Two
1 =
2 =
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignor P/P on EV
6 =
7 =
8 =

Flash Type
0 = All On - Off (12345678 - 0)
1 = Main - Side (1256 - 3478)
2 = Ping Pong (1234 - 5678)
3 = Ring Pairs (1638 - 5247)

Address				
Area Number				
Area Address				
IP Port				
IP Address				
Subnet Mask				
Gateway				

Ethernet Port Address

	Port 1	Port 2	Port 3	Port 4
Address				
Area Number				
Area Address				
Comm Time Out				
CTS Delay				
RTS Hold				
Baud Rate				
Data Format				

Communications Parameters

Location: 215 S/B @ ETHANAC ROAD
System: ISOLATED
District: 08
Master At:
I/C:
Designed By:
Installed By: SAFWAN SAYED
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
7/28/2010	7/28/2010			1/9/2008

		FLASH
PHASE	1) W/B ETHANAC ROAD - LEFT TURN	[ ]
	2) E/B ETHANAC ROAD	[ ]
	3)	[ ]
	4)	[ ]
	5)	[ ]
	6) W/B ETHANAC ROAD	[ ]
	7) 215 S/B OFF RAMP	[ ]
	8) PED ACROSS ETHANAC ROAD	[ ]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout

Comments and Notes:
S/N: 820091713 (2021)

RAM Checksum

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Post Mile: 08-RIV-215 S/B-22.978-ETHANAC ROAD

Printed: 6/23/2022

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 . . . 6 7 8
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 . . . 6 7 8
Pedestrian Calls	. . . . . 6 . 8
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	 8

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	0	0	0	0	7	0	7
Flash Don't Walk	0	0	0	0	0	10	0	20
Minimum Green	5	5	0	0	0	5	5	0
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	30	40	0	0	0	40	30	0
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	3.0	3.0	0.0	0.0	0.0	3.0	3.0	0.0
Maximum Gap	3.0	3.0	0.0	0.0	0.0	3.0	3.0	0.0
Minimum Gap	3.0	3.0	0.0	0.0	0.0	3.0	3.0	0.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	5.0	3.0	3.0	3.0	5.0	4.0	3.0
All-Red	1.0	1.0	0.0	0.0	0.0	1.0	1.0	0.0

Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0

All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			. . . . .											
Plan 2	Green Factor			. . . . .											
Plan 3	Green Factor			. . . . .											
Plan 4	Green Factor			. . . . .											
Plan 5	Green Factor			. . . . .											
Plan 6	Green Factor			. . . . .											
Plan 7	Green Factor			. . . . .											
Plan 8	Green Factor			. . . . .											
Plan 9	Green Factor			. . . . .											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	. . . . .
11-19	. . . . .
21-29	. . . . .

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	. . . . .
Veh Min	Veh Max
. 2 . . . 6 . .	. . . . .
Ped	Bike
. . . . .	. . . . .
Cond	Cond Grn
. . . . .	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 2	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 3	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 5	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 6	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 7	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 9	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	COUNT+CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	COUNT+CALL+EXTEND	. 2	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. 2	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	. . 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	. . 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	. . . . . 7 .	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	. . . . . 7 .	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	. . . . . 7 .	NO	I7U	13			10	4.7
14	COUNT+CALL+EXTEND	. . . . . 7 .	NO	I7L	14			10	6.4
15	COUNT+CALL+EXTEND	. . . . . 7 .	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	. . . . . 7 .	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	. . 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	. . . . 5 . .	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	. . . . 5 . .	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	25			10	4.6
26	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3L	26			10	6.3
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	 8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	 8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	 8	NO	J7U	33			10	4.8
34	COUNT+CALL+EXTEND	 8	NO	J7L	34			10	6.5
35	COUNT+CALL+EXTEND	 8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	 8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	. . . . 5 . .	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I12U	41			10	5.1
42	PEDESTRIAN	. . . 4 . . .	NO	I12L	42			10	5.3
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U	43			10	5.2
44	PEDESTRIAN	 8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27002
Type	STATIC
Central Access	6
Field Access	7

IP Address	172	.	25	.	51	.	197
Netmask	255	.	255	.	255	.	192
Broadcast	172	.	25	.	51	.	255
Gateway	172	.	25	.	51	.	193

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		. . . . .	. . . . .	1 2 3 4 5 6 7 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)			
Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	. . . 4 . . 7 .	. . . . .

Configuration (3-2-6)			
Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

Location: 215 N/B @ ETHANAC ROAD
Designed By:
System: ISOLATED
District: 08
Installed By: SAFWAN SAYED
Master At:
I/C:
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
7/28/2010	7/28/2010			1/9/2008

		FLASH
PHASE	1)	[ ]
	2) E/B ETHANAC ROAD	[ ]
	3)	[ ]
	4)	[ ]
	5) E/B ETHANAC ROAD - LEFT TURN	[ ]
	6) W/B ETHANAC ROAD	[ ]
	7)	[ ]
	8) 215 N/B OFF RAMP	[ ]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout

Comments and Notes:

RAM Checksum

Page 2: 8CF6	Page 8: 85AF
Page 3: EE84	Page 9: D2FD
Page 4: F29E	Page 10: 5E22
Page 5: 191A	Page 11: C3CB
Page 6: 191A	Page 12: 2FBE
Page 7: D5FC	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	. 2 . . 5 6 . 8
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	. 2 . . 5 6 . 8
Pedestrian Calls	. 2 . . . . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	0	0	0	0	0
Flash Don't Walk	0	10	0	0	0	0	0	0
Minimum Green	0	5	0	0	5	5	0	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	0	40	0	0	30	40	0	30
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0
Maximum Gap	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0
Minimum Gap	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	5.0	3.0	3.0	4.0	5.0	3.0	4.0
All-Red	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0

Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			.....											
Plan 2	Green Factor			.....											
Plan 3	Green Factor			.....											
Plan 4	Green Factor			.....											
Plan 5	Green Factor			.....											
Plan 6	Green Factor			.....											
Plan 7	Green Factor			.....											
Plan 8	Green Factor			.....											
Plan 9	Green Factor			.....											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
. 2 . . . 6 . .	.....
Ped	Bike
.....	.....
Cond	Cond Grn
.....	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	.....	.....	.....	.....	.....	.....	.....	.....
Plan 2	.....	.....	.....	.....	.....	.....	.....	.....
Plan 3	.....	.....	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	COUNT+CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	COUNT+CALL+EXTEND	. . . . .	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. . . . .	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	. . 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	. . 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U	13			10	4.7
14	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7L	14			10	6.4
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	. . 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	25			10	4.6
26	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3L	26			10	6.3
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	 8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	 8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	 8	NO	J7U	33			10	4.8
34	COUNT+CALL+EXTEND	 8	NO	J7L	34			10	6.5
35	COUNT+CALL+EXTEND	 8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	 8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I12U	41			10	5.1
42	PEDESTRIAN	. . . 4 . . .	NO	I12L	42			10	5.3
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U	43			10	5.2
44	PEDESTRIAN	 8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	. . . . .
Holiday	. . . . .

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			. . . . .		. . . . .
2			. . . . .		. . . . .
3			. . . . .		. . . . .
4			. . . . .		. . . . .
5			. . . . .		. . . . .
6			. . . . .		. . . . .
7			. . . . .		. . . . .
8			. . . . .		. . . . .
9			. . . . .		. . . . .
10			. . . . .		. . . . .
11			. . . . .		. . . . .
12			. . . . .		. . . . .
13			. . . . .		. . . . .
14			. . . . .		. . . . .
15			. . . . .		. . . . .
16			. . . . .		. . . . .

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27001
Type	STATIC
Central Access	6
Field Access	7

IP Address	172	.	25	.	51	.	198
Netmask	255	.	255	.	255	.	192
Broadcast	172	.	25	.	51	.	255
Gateway	172	.	25	.	51	.	193

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		. . . . .	. . . . .	1 2 3 4 5 6 7 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)

Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	. . . 4 . . 7 .	. . . . .

Configuration (3-2-6)

Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	NORMAL

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

Location: SR74 @ Menifee Rd
System:
District: 08
Master At:
I/C:
Designed By:
Installed By: Safwan Sayed
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
10/12/2021	6/22/1983			7/15/2013

		FLASH
PHASE	1) SR74 WB Left Turn	[R]
	2) SR74 EB	[R]
	3) Menifee Rd NB	[R]
	4) Menifee Rd SB	[R]
	5) SR74 EB Left Turn	[R]
	6) SR74 WB	[R]
	7)	[ ]
	8)	[ ]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout

Comments and Notes:
This intersection was switched to split phase on July 15, 2013.

RAM Checksum

Page 2: 63F1	Page 8: 85AF
Page 3: 96DA	Page 9: D2FD
Page 4: F29E	Page 10: EC84
Page 5: 191A	Page 11: C3CB
Page 6: 191A	Page 12: D68F
Page 7: 398C	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 3 4 5 6 . .
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 3 4 5 6 . .
Pedestrian Calls	. 2 . 4 . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlaps	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . 4 . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	7	0	7	0	0
Flash Don't Walk	0	22	0	20	0	15	0	0
Minimum Green	5	5	5	5	5	5	0	0
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	20	40	40	30	20	40	0	0
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	3.0	3.0	3.0	2.0	3.0	0.0	0.0
Maximum Gap	2.0	3.0	3.0	3.0	2.0	3.0	0.0	0.0
Minimum Gap	2.0	3.0	3.0	3.0	2.0	3.0	0.0	0.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.7	6.0	4.3	4.3	3.7	6.0	3.0	3.0
All-Red	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
Ped/Bike (2-3)	**-1-**	**-2-**	**-3-**	**-4-**	**-5-**	**-6-**	**-7-**	**-8-**
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			.....											
Plan 2	Green Factor			.....											
Plan 3	Green Factor			.....											
Plan 4	Green Factor			.....											
Plan 5	Green Factor			.....											
Plan 6	Green Factor			.....											
Plan 7	Green Factor			.....											
Plan 8	Green Factor			.....											
Plan 9	Green Factor			.....											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
. 2 . . . 6 . .	.....
Ped	Bike
.....	.....
Cond	Cond Grn
.....	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	.....	.....	.....	.....	.....	.....	.....	.....
Plan 2	.....	.....	.....	.....	.....	.....	.....	.....
Plan 3	.....	.....	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	COUNT+CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	COUNT+CALL+EXTEND	. 2	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. 2	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	. . 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	. . 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U	13			10	4.7
14	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7L	14			10	6.4
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	. . 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	25			10	4.6
26	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3L	26			10	6.3
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	 8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	 8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	 8	NO	J7U	33			10	4.8
34	COUNT+CALL+EXTEND	 8	NO	J7L	34			10	6.5
35	COUNT+CALL+EXTEND	 8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	 8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I12U	41			10	5.1
42	PEDESTRIAN	. . . 4 . . .	NO	I12L	42			10	5.3
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U	43			10	5.2
44	PEDESTRIAN	 8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Num								
Sys Det	9	10	11	12	13	14	15	16
Det Num								

CIC Operation (5-6-1)

Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	UTB
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)							
#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27007
Type	STATIC
Central Access	6
Field Access	7

IP Address	192	.	168	.	0	.	107
Netmask	255	.	255	.	255	.	0
Broadcast	192	.	168	.	0	.	255
Gateway	192	.	168	.	0	.	1

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		. . . . .	. . . . .	1 2 3 4 5 6 7 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)			
Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	. . . 4 . . 7 .	. . . . .

Configuration (3-2-6)			
Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

\+ middle output of loadswitches 3 and 6
Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

B.3 System Information

System Id	101
Name	
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	3
Min Yellow Time	3
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	6
Start Veh Call	1,2,5,6,7,8
Start Ped Call	2,6,8

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.10
Street 1	
Street 2	
Last Modified	8/31/2020 10:26 AM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3								
Phase 4								
Phase 5	X	X						
Phase 6	X	X						
Phase 7								
Phase 8								
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	5	2	2	2	5	2	2	2
Enabled	X	X			X	X	X	X
Ring1	X	X						
Ring2					X	X	X	X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	1,2
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min. Green	6	10	0	0	6	10	6	8
Pass/10	2	3	0	0	2	3	2	3
Max. 1	25	45	0	0	25	45	25	30
Max. 2	0	0	0	0	0	0	0	0
Yel/10	3.6	5.5	0	0	3.6	5.5	3.6	3.6
Red/10	1	2	0	0	1	2	1	2
Walk	0	7	0	0	0	7	0	7
Pedestrian Clear	0	25	0	0	0	28	0	34
Add In/10	0	0	0	0	0	0	0	0
Max. Initial	0	0	0	0	0	0	0	0
TBR	0	0	0	0	0	0	0	0
CBR	0	0	0	0	0	0	0	0
TTR	0	0	0	0	0	0	0	0
Reduce/10	0	0	0	0	0	0	0	0
Min Gp/10	2	3	0	0	2	3	2	3
DM Limit	0	0	0	0	0	0	0	0
DM Stp/10	0	0	0	0	0	0	0	0
Red Rv/10	2	2	0	0	2	2	2	2
Cond Svc Min	0	0	0	0	0	0	0	0
Alt Min Green	0	0	0	0	0	0	0	0
Alt Ps/10	0	0	0	0	0	0	0	0
Alternate Walk	0	0	0	0	0	0	0	0
Alt Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
St Dly/10	0	0	0	0	0	0	0	0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Recall		X				X		
Max Recall								
Soft Recall								
Ped Recall								
Pedestrian Recycle		X				X		X
Cond Srv								
Detector Lock								
Dual Entry								
Simul Gap	X	X			X	X	X	X
Guar Pass								
Add Init Calc								
Walk Rest								
Red Rest								
Flash Entry								
Flash Exit								
CNA-1								
CNA-2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																
Occupancy	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Act	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Pr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Err Cnts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Walk																
Extra Call Phases																
Call Overlaps																

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	0	0	0	0	0	14	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	7	1,6	8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking								
Override Flash								
Override +1	X	X						
Flash Dwell	X							
Enter All Red								
Ignore No Backup								
Max Presence Flash			X	X	X	X		
Track Green	1	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	255	255	255	255	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	0	0	0	0	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	34	34	34	34	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0	0	0	0	0	0	0	0
Exit Red Clear	0	0	0	0	0	0	0	0

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Enabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.11.30	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.241.11.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8002	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

Location: SR74 @ McKinley Rd
System:
District: 08
Master At:
I/C:
Designed By:
Installed By: Safwan Sayed
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
10/19/2021	3/16/2016			3/16/2016

		FLASH
PHASE	1) SR74 WB Left Turn	[R]
	2) SR74 EB	[R]
	3)	[ ]
	4)	[ ]
	5)	[ ]
	6) SR74 WB	[R]
	7)	[ ]
	8) McKinley Rd NB	[R]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout

Comments and Notes:

RAM Checksum

Page 2: EDB0	Page 8: 85AF
Page 3: 7001	Page 9: D2FD
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CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 . . . 6 . 8
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 . . . 6 . 8
Pedestrian Calls	. 2 . . . . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	0	0	0	0	0
Flash Don't Walk	0	15	0	0	0	0	0	0
Minimum Green	5	5	0	0	0	5	0	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	25	35	0	0	0	35	0	30
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0
Maximum Gap	2.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0
Minimum Gap	2.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.7	6.0	3.0	3.0	3.0	6.0	3.0	4.5
All-Red	1.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0
Ped/Bike (2-3)	**-1-**	**-2-**	**-3-**	**-4-**	**-5-**	**-6-**	**-7-**	**-8-**
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			.....											
Plan 2	Green Factor			.....											
Plan 3	Green Factor			.....											
Plan 4	Green Factor			.....											
Plan 5	Green Factor			.....											
Plan 6	Green Factor			.....											
Plan 7	Green Factor			.....											
Plan 8	Green Factor			.....											
Plan 9	Green Factor			.....											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
. 2 . . . 6 . .	.....
Ped	Bike
.....	.....
Cond	Cond Grn
.....	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	.....	.....	.....	.....	.....	.....	.....	.....
Plan 2	.....	.....	.....	.....	.....	.....	.....	.....
Plan 3	.....	.....	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1.....	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1.....	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	.2.....	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	.2.....	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	.2.....	NO	I3U	5			10	4.5
6	COUNT+CALL+EXTEND	.2.....	NO	I3L	6			10	6.2
7	COUNT+CALL+EXTEND	.2.....	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	.2.....	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	..3....	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	..3....	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	...4...	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	...4...	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	...4...	NO	I7U	13			10	4.7
14	COUNT+CALL+EXTEND	...4...	NO	I7L	14			10	6.4
15	COUNT+CALL+EXTEND	...4...	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	...4...	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1.....	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	..3....	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	.2.....	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	...4...	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	....5...	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	....5...	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	.....6..	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	.....6..	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	.....6..	NO	J3U	25			10	4.6
26	COUNT+CALL+EXTEND	.....6..	NO	J3L	26			10	6.3
27	COUNT+CALL+EXTEND	.....6..	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	.....6..	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	......7.	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	......7.	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	8	NO	J7U	33			10	4.8
34	COUNT+CALL+EXTEND	8	NO	J7L	34			10	6.5
35	COUNT+CALL+EXTEND	8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	....5...	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	......7.	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	.....6..	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	8	NO	J10L	40			10	4.4
41	PEDESTRIAN	.2.....	NO	I12U	41			10	5.1
42	PEDESTRIAN	...4...	NO	I12L	42			10	5.3
43	PEDESTRIAN	.....6..	NO	I13U	43			10	5.2
44	PEDESTRIAN	8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	.....
Detectors 9-16	.....
Detectors17-24	.....
Detectors 25-32	.....
Detectors 33-40	.....
Detectors 41-44	.....

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	.....

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27008
Type	STATIC
Central Access	6
Field Access	7

IP Address	192	.	168	.	0	.	108
Netmask	255	.	255	.	255	.	0
Broadcast	192	.	168	.	0	.	255
Gateway	192	.	168	.	0	.	1

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . . .	. . . . . .	. . . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Hold		. . . .	. . . .	1 2 3 4 5 6 7 8	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)			
Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . . .	. . . . . .	. . . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Hold		1 2 3 . . 6 . .	. . . .	. . . .	. 2 . . . 6 . .	. . . .	. . . 4 . . . 8	. . . . . .	. . . . . .	. . . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . . .	. . . 4 . . 7 .	. . . .

Configuration (3-2-6)			
Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. 2	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

\+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	.....	0.0	OPT	0	0
Plan 11-19	.....	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	.....
	.....

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	.....

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													.2...6..	.2.4.6.8	.....	.....
Plan D													.2...6..	.2.4.6.8	.....	.....

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					.....	0.0	0.0	0.0	0	0.0	0

Location: SR74 @ Briggs Rd
Designed By:
System: **District:** **Installed By:** Safwan Sayed
Master At: **I/C:** **Service Info:**

Timing Change:	Date Start:	Date End:	Designed:	Installed:
10/12/2021	8/3/1995			5/10/2010

		FLASH
PHASE	1) SR74 WB Left Turn	[R]
	2) SR74 EB	[R]
	3) Briggs Rd NB	[R]
	4) Briggs Rd SB	[R]
	5) SR74 EB Left Turn	[R]
	6) SR74 WB	[ ]
	7)	[ ]
	8)	[ ]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout

Comments and Notes:

RAM Checksum

Page 2: 63F1	Page 8: 85AF
Page 3: E323	Page 9: 0EA7
Page 4: F29E	Page 10: 9257
Page 5: 191A	Page 11: E1DA
Page 6: 191A	Page 12: D68F
Page 7: 7DB9	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 3 4 5 6 . .
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 3 4 5 6 . .
Pedestrian Calls	. 2 . 4 . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . 4 . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	7	0	7	0	0
Flash Don't Walk	0	32	0	36	0	19	0	0
Minimum Green	5	5	5	5	5	5	0	0
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	15	35	25	25	15	35	0	0
Max Green 2	25	30	40	35	20	30	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	2.0	2.0	3.0	2.0	2.0	0.0	0.0
Maximum Gap	2.0	2.0	2.0	3.0	2.0	2.0	0.0	0.0
Minimum Gap	2.0	2.0	2.0	3.0	2.0	2.0	0.0	0.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.7	6.0	4.0	4.0	3.7	6.0	3.0	3.0
All-Red	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
Ped/Bike (2-3)	**-1-**	**-2-**	**-3-**	**-4-**	**-5-**	**-6-**	**-7-**	**-8-**
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			.....											
Plan 2	Green Factor			.....											
Plan 3	Green Factor			.....											
Plan 4	Green Factor			.....											
Plan 5	Green Factor			.....											
Plan 6	Green Factor			.....											
Plan 7	Green Factor			.....											
Plan 8	Green Factor			.....											
Plan 9	Green Factor			.....											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
. 2 . . . 6 . .	.....
Ped	Bike
.....	.....
Cond	Cond Grn
.....	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	.....	.....	.....	.....	.....	.....	.....	.....
Plan 2	.....	.....	.....	.....	.....	.....	.....	.....
Plan 3	.....	.....	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	COUNT+CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	COUNT+CALL+EXTEND	. 2	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. 2	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	. . 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	. . 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U	13			10	4.7
14	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7L	14			10	6.4
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	. . 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	25			10	4.6
26	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3L	26			10	6.3
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	. . 3	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	. . 3	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	. . 3	NO	J7U	33			10	4.8
34	COUNT+CALL+EXTEND	. . 3	NO	J7L	34			10	6.5
35	COUNT+CALL+EXTEND	. . 3	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	. . 3	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I12U	41			10	5.1
42	PEDESTRIAN	. . . 4 . . .	NO	I12L	42			10	5.3
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U	43			10	5.2
44	PEDESTRIAN	 8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	. . . . .
Holiday	. . . . .

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1	0700	0930	M T W T F . .	17	1 2 3 4 . 6 . .
2	1330	1540	M T W T F . .	17	. 2 3 4 . 6 . .
3			. . . . .		. . . . .
4			. . . . .		. . . . .
5			. . . . .		. . . . .
6			. . . . .		. . . . .
7			. . . . .		. . . . .
8			. . . . .		. . . . .
9			. . . . .		. . . . .
10			. . . . .		. . . . .
11			. . . . .		. . . . .
12			. . . . .		. . . . .
13			. . . . .		. . . . .
14			. . . . .		. . . . .
15			. . . . .		. . . . .
16			. . . . .		. . . . .

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	UTB
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27009
Type	STATIC
Central Access	6
Field Access	7

IP Address	192	.	168	.	0	.	109
Netmask	255	.	255	.	255	.	0
Broadcast	192	.	168	.	0	.	255
Gateway	192	.	168	.	0	.	1

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . . .	. . . . . .	. . . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Hold		. . . .	. . . .	1 2 3 4 5 6 7 8	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)			
Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . . .	. . . . . .	. . . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Hold		1 2 3 . . 6 . .	. . . .	. . . .	. 2 . . . 6 . .	. . . .	. . . 4 . . . 8	. . . . . .	. . . . . .	. . . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . . .	. . . 4 . . 7 .	. . . .

Configuration (3-2-6)			
Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. 2 . . 5 . . .	. . . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . . 4	. . . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	1 . . . . 6 . .	. . . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . 3	. . . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

\+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

B.3 System Information

System Id	170
Name	Briggs & Heritage H.S.
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	2
Min Yellow Time	3
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	6
Start Veh Call	2,4,5,6,8
Start Ped Call	6

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.10
Street 1	
Street 2	
Last Modified	8/28/2020 10:49 AM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	Begin Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1								
Phase 2					X	X		
Phase 3								
Phase 4								X
Phase 5		X						
Phase 6		X						
Phase 7								
Phase 8				X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	0	2	0	5	2	2	0	2
Enabled		X		X	X	X		X
Ring1		X		X				
Ring2					X	X		X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	2,4
Ring 2	5,6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	2,4
Ring 2	5,6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min. Green	0	10	0	8	6	10	0	8
Pass/10	0	3	0	3	2	3	0	3
Max. 1	0	45	0	30	25	45	0	30
Max. 2	0	0	0	0	0	0	0	0
Yel/10	0	4.8	0	3.6	3.6	4.8	0	3.6
Red/10	0	2	0	2	1	2	0	2
Walk	0	0	0	0	0	10	0	0
Pedestrian Clear	0	0	0	0	0	22	0	0
Add In/10	0	0	0	0	0	0	0	0
Max. Initial	0	0	0	0	0	0	0	0
TBR	0	0	0	0	0	0	0	0
CBR	0	0	0	0	0	0	0	0
TTR	0	0	0	0	0	0	0	0
Reduce/10	0	0	0	0	0	0	0	0
Min Gp/10	0	3	0	3	2	3	0	3
DM Limit	0	0	0	0	0	0	0	0
DM Stp/10	0	0	0	0	0	0	0	0
Red Rv/10	0	2	0	2	2	2	0	2
Cond Svc Min	0	0	0	0	0	0	0	0
Alt Min Green	0	0	0	0	0	0	0	0
Alt Ps/10	0	0	0	0	0	0	0	0
Alternate Walk	0	0	0	0	0	0	0	0
Alt Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
St Dly/10	0	0	0	0	0	0	0	0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Recall		X				X		
Max Recall								
Soft Recall								
Ped Recall								
Pedestrian Recycle						X		
Cond Srv								
Detector Lock								
Dual Entry				X				X
Simul Gap		X		X	X	X		X
Guar Pass								
Add Init Calc								
Walk Rest								
Red Rest								
Flash Entry								
Flash Exit								
CNA-1								
CNA-2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Act	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Pr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Err Cnts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Walk																
Extra Call Phases																
Call Overlaps																

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	0	0	0	0	0	14	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4,8	6	4,8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking								
Override Flash								
Override +1	X	X						
Flash Dwell	X							
Enter All Red								
Ignore No Backup								
Max Presence Flash			X	X	X	X		
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	255	255	255	255	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	1	1	1	1	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	22	22	22	22	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0	0	0	0	0	0	0	0
Exit Red Clear	0	0	0	0	0	0	0	0

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.11.170	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.241.11.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8013	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

B.3 System Information

System Id	70
Name	McCall & Murrieta Rd
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	2.0
Min Yellow Time	3.0
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	4
Start Veh Call	1,2,3,4,7,8
Start Ped Call	1,2,4,8

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	4,8

Program Type	McCain Omni eX
Firmware	1.11
Street 1	
Street 2	
Last Modified	6/30/2022 6:56 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	Begin Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1								
Phase 2								
Phase 3							X	X
Phase 4							X	X
Phase 5								
Phase 6								
Phase 7			X	X				
Phase 8			X	X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	.	.	Y	.			Y	.
Enabled	X	X	X	X			X	X
Ring1	X	X	X	X				
Ring2							X	X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,3,4
Ring 2	7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	1,2,3,4
Ring 2	7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	6	6	6	8	0	0	6	8
Passage	3.0	3.0	2.0	3.0	0.0	0.0	2.0	3.0
Max 1	30	30	25	45	0	0	25	45
Max 2	0	0	0	0	0	0	0	0
Yellow Change	4.1	4.1	3.6	4.4	0.0	0.0	3.6	4.4
Red Clear	2.0	2.0	1.0	2.0	0.0	0.0	1.0	2.0
Walk	7	7	0	7	0	0	0	7
Ped Clear	23	23	0	25	0	0	0	26
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	3.0	3.0	2.0	3.0	0.0	0.0	2.0	3.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	0.0	0.0	2.0	2.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Veh Recall				X				X
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle	X	X		X				X
Cond. Service								
Lock Detector Memory								
Dual Entry								
Simultaneous Gap								
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry								
Auto Flash Exit								
Non-Actuated 1								
Non-Actuated 2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1	1
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	2
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	3
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	4
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	5
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	6
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	7
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	8
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7				
Switch Phase																																
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
Detector Status																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	1	8												
Alternate Walk																
Extra Call Phases																
Call Overlaps																

4.4 Ped Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	1	2	3	4	5	6	7	8
Sequence	1	1	1	1	1	1	1	1
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	1	1
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 13

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 14

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 15

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Pattern14	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2	4,7	1	3,8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking								
Override Flash								
Override +1	X	X						
Flash Dwell								
Enter All Red								
Ignore No Backup								
Max Presence Flash			X	X	X	X		
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	255	255	255	255	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	1	1	1	1	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	26	26	26	26	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0

8.1 TSP Global Options

Enable	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
Headway	0
Lockout	0
Node	1
Name	Default

8.2 TSP Strategy Options	Strategy 1 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 2 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 3 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 4 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 5 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 6 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 7 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options	Strategy 8 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options	Strategy 9 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 10 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 11 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 12 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 13 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options	Strategy 14 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options	Strategy 15 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 16 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.3 TSP Phase Adjustment Times — Strategy 1 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 2 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 3 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 4 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 5 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 6 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 7 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 8 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 9 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 10 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 11 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 12 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 13 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 14 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 15 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 16 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate 1

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 2

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 3

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 4

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 5

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 6

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 7

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 8

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 9

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 10

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 11

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 12

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 13

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 14

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 15

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 16

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 17

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 18

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 19

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 20

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 21

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 22

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 23

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 24

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 25

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 26

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 27

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 28

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 29

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 30

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 31

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 32

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	X
Stop Time	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

B.1.1 Menu Security Options

Enable:		Allow Read-Only:		Timeout (min):	60

B.1.2 Menu Security Users

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.11.70	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.241.11.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8004	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

B.3 System Information

System Id	71
Name	McCall & Sun City
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	5.0
Min Yellow Time	3.0
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	5
Start Veh Call	1,2,3,4,5,6
Start Ped Call	2,3,4,6

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.11
Street 1	
Street 2	
Last Modified	6/30/2022 6:56 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3								
Phase 4								
Phase 5	X	X						
Phase 6	X	X						
Phase 7								
Phase 8								
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	Y	.	.	.	Y	.		
Enabled	X	X	X	X	X	X		
Ring1	X	X	X	X				
Ring2					X	X		
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,3,4
Ring 2	5,6
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	1,2,3,4
Ring 2	5,6
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	6	8	8	8	6	8	0	0
Passage	2.0	3.0	3.0	3.0	2.0	3.0	0.0	0.0
Max 1	25	45	30	30	25	45	0	0
Max 2	0	0	0	0	0	0	0	0
Yellow Change	3.6	4.1	3.6	3.6	3.6	4.1	0.0	0.0
Red Clear	1.0	2.0	2.0	2.0	1.0	2.0	0.0	0.0
Walk	0	7	7	7	0	7	0	0
Ped Clear	0	27	28	26	0	28	0	0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	2.0	3.0	3.0	3.0	2.0	3.0	0.0	0.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Veh Recall		X				X		
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle		X	X	X		X		
Cond. Service								
Lock Detector Memory								
Dual Entry								
Simultaneous Gap								
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry								
Auto Flash Exit								
Non-Actuated 1								
Non-Actuated 2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1	1
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	2
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	3
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	4
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	5
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	6
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	7
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	8
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7				
Switch Phase																																
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	6.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
Detector Status																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	3												
Alternate Walk																
Extra Call Phases																
Call Overlaps																

4.4 Ped Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	1	2	3	4	5	6	7	8
Sequence	1	1	1	1	1	1	1	1
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	1	1
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 13

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 14

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 15

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Pattern14	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases								
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking								
Override Flash								
Override +1	X	X						
Flash Dwell								
Enter All Red								
Ignore No Backup								
Max Presence Flash								
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	0	0	0	0	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	0	0	0	0	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	255	255	255	255	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0

8.1 TSP Global Options

Enable	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
Headway	0
Lockout	0
Node	1
Name	Default

8.2 TSP Strategy Options	Strategy 1 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 2 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 3 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 4 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 5 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 6 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 7 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options	Strategy 8 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options	Strategy 9 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 10 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 11 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 12 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 13 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options	Strategy 14 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options	Strategy 15 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 16 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.3 TSP Phase Adjustment Times — Strategy 1 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 2 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 3 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 4 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 5 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 6 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 7 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 8 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 9 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 10 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 11 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 12 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 13 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 14 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 15 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 16 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate 1

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 2

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 3

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 4

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 5

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 6

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 7

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 8

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 9

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 10

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 11

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 12

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 13

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 14

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 15

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 16

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 17

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 18

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 19

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 20

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 21

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 22

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 23

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 24

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 25

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 26

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 27

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 28

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 29

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 30

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 31

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 32

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	X
Stop Time	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

B.1.1 Menu Security Options

Enable:		Allow Read-Only:		Timeout (min):	60

B.1.2 Menu Security Users

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.11.71	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.241.11.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8004	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

Organization
Menifee- McCall Blvd at Bradley Road > Unit Configuration > Unit Configuration

B.3 System Information

System Id	72
Name	McCall & Bradley
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	3.0
Min Yellow Time	3.0
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	6
Start Veh Call	1,2,3,4,5,6
Start Ped Call	2,4,6

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.11
Street 1	
Street 2	
Last Modified	6/30/2022 11:38 AM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3								
Phase 4								
Phase 5	X	X						
Phase 6	X	X						
Phase 7								
Phase 8								
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	Y	.	.	.	Y	.		
Enabled	X	X	X	X	X	X		
Ring1	X	X	X	X				
Ring2					X	X		
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,4,3
Ring 2	5,6
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	1,2,4,3
Ring 2	5,6
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	6	8	8	8	6	8	0	0
Passage	2.0	3.0	3.0	3.0	2.0	3.0	0.0	0.0
Max 1	25	45	30	30	25	45	0	0
Max 2	0	0	0	0	0	0	0	0
Yellow Change	3.6	4.1	4.1	4.8	3.6	4.1	0.0	0.0
Red Clear	1.0	2.0	2.0	2.0	1.0	2.0	0.0	0.0
Walk	0	7	0	7	0	7	0	0
Ped Clear	0	21	0	25	0	15	0	0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	2.0	3.0	3.0	3.0	2.0	3.0	0.0	0.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	3.0	3.0	3.0	3.0	3.0	3.0	0.0	0.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Veh Recall		X				X		
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle		X		X		X		
Cond. Service								
Lock Detector Memory								
Dual Entry								
Simultaneous Gap	X	X	X	X	X	X		
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry								
Auto Flash Exit								
Non-Actuated 1								
Non-Actuated 2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1	1
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	2
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	3
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	4
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	5
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	6
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	7
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	8
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7				
Switch Phase																																
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
Detector Status																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8												
Alternate Walk																
Extra Call Phases																
Call Overlaps																

4.4 Ped Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	1	2	3	4	5	6	7	8
Sequence	1	1	1	1	1	1	1	1
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	1	1
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 13

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 14

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 15

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Pattern14	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4	1,6	3		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking								
Override Flash								
Override +1	X	X						
Flash Dwell								
Enter All Red								
Ignore No Backup								
Max Presence Flash			X	X	X	X		
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	255	255	255	255	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	0	0	0	0	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	25	25	25	25	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0

8.1 TSP Global Options

Enable	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
Headway	0
Lockout	0
Node	1
Name	Default

8.2 TSP Strategy Options	Strategy 1 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 2 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 3 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 4 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 5 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 6 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 7 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options	Strategy 8 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options	Strategy 9 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 10 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 11 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 12 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 13 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options	Strategy 14 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options	Strategy 15 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 16 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.3 TSP Phase Adjustment Times — Strategy 1 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 2 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 3 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 4 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 5 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 6 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 7 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 8 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 9 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 10 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 11 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 12 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 13 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 14 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 15 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 16 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate 1

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 2

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 3

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 4

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 5

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 6

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 7

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 8

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 9

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 10

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 11

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 12

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 13

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 14

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 15

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 16

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 17

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 18

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 19

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 20

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 21

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 22

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 23

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 24

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 25

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 26

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 27

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 28

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 29

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 30

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 31

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 32

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	X
Stop Time	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

B.1.1 Menu Security Options

Enable:		Allow Read-Only:		Timeout (min):	60

B.1.2 Menu Security Users

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.11.72	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.241.11.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8004	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

Location: I-215 S/B @ McCALL BLVD
System: COORDINATED
Master At: N/B LOCATION
District: 08
I/C:
Designed By:
Installed By: SAFWAN SAYED
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
3/14/2011	6/14/1995			3/4/2011

			FLASH
PHASE	1)	W/B McCALL BLVD - LEFT TURN	[ ]
	2)	E/B McCALL BLVD	[ ]
	3)		[ ]
	4)	I-215 S/B OFF RAMP	[ ]
	5)		[ ]
	6)	W/B McCALL BLVD	[ ]
	7)		[ ]
	8)		[ ]
OVERLAP	A)		[ ]
	B)		[ ]
	C)		[ ]
	D)		[ ]
	E)		[ ]
	F)		[ ]

Intersection Layout

Comments and Notes:

RAM Checksum

Page 2: FFB3	Page 8: A55D
Page 3: DE91	Page 9: D2FD
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Post Mile: 08-RIV-215 S/B-021.062-McCALL BLVD

Printed: 6/23/2022

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 . 4 . 6 . .
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 . 4 . 6 . .
Pedestrian Calls	. 2 . . . . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	0	0	0	0	0
Flash Don't Walk	0	5	0	0	0	0	0	0
Minimum Green	5	5	0	5	0	5	0	0
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	30	40	0	30	0	40	0	0
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0
Maximum Gap	2.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0
Minimum Gap	2.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	4.0	3.0	4.0	3.0	4.0	3.0	3.0
All-Red	0.5	0.5	0.0	0.5	0.0	0.5	0.0	0.0

Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor	100		. . . . .	61			25	37		24		66		
Plan 2	Green Factor	100		. . . . .	68			24	38		24		66		
Plan 3	Green Factor	100		. . . . .	68			21	40		25		65		
Plan 4	Green Factor			. . . . .											
Plan 5	Green Factor			. . . . .											
Plan 6	Green Factor			. . . . .											
Plan 7	Green Factor			. . . . .											
Plan 8	Green Factor			. . . . .											
Plan 9	Green Factor			. . . . .											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	. . . . .
11-19	. . . . .
21-29	. . . . .

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	. . . . .
Veh Min	Veh Max
. 2 . . . 6 . .	. . . . .
Ped	Bike
. . . . .	. . . . .
Cond	Cond Grn
. . . . .	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. 2 . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 2	. 2 . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 3	. 2 . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 5	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 6	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 7	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 9	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	COUNT+CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	COUNT+CALL+EXTEND	. 2	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. 2	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	. . 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	. . 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U	13			10	4.7
14	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7L	14			10	6.4
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	. . 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	25			10	4.6
26	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3L	26			10	6.3
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	 8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	 8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	 8	NO	J7U	33			10	4.8
34	COUNT+CALL+EXTEND	 8	NO	J7L	34			10	6.5
35	COUNT+CALL+EXTEND	 8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	 8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I12U	41			10	5.1
42	PEDESTRIAN	. . . 4 . . .	NO	I12L	42			10	5.3
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U	43			10	5.2
44	PEDESTRIAN	 8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
0600	1	A
1030	2	A
1400	3	A
2100	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27001
Type	STATIC
Central Access	6
Field Access	7

IP Address	172	.	25	.	51	.	134
Netmask	255	.	255	.	255	.	192
Broadcast	172	.	25	.	51	.	255
Gateway	172	.	25	.	51	.	129

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		. . . . .	. . . . .	1 2 3 4 5 6 7 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)

Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	. . . 4 . . 7 .	. . . . .

Configuration (3-2-6)

Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

Location: I-215 N/B @ McCALL BLVD
System: COORDINATED
District: 08
Master At: THIS LOCATION
I/C:
Designed By:
Installed By: SAFWAN SAYED
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
3/14/2011	6/14/1995			3/14/2011

			FLASH
PHASE	1)		[ ]
	2)	E/B McCALL BLVD	[ ]
	3)		[ ]
	4)		[ ]
	5)	E/B McCALL BLVD - LEFT TURN	[ ]
	6)	W/B McCALL BLVD	[ ]
	7)		[ ]
	8)	I-215 N/B OFF RAMP	[ ]
OVERLAP	A)		[ ]
	B)		[ ]
	C)		[ ]
	D)		[ ]
	E)		[ ]
	F)		[ ]

Intersection Layout

Comments and Notes:
S/N: 821010711 (2021)

RAM Checksum

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CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	. 2 . . 5 6 . 8
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	. 2 . . 5 6 . 8
Pedestrian Calls	. 2 . . . . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	0	0	0	0	0
Flash Don't Walk	0	5	0	0	0	0	0	0
Minimum Green	0	5	0	0	5	5	0	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	0	40	0	0	30	35	0	30
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	0.0	2.0	0.0	0.0	2.0	2.0	0.0	3.0
Maximum Gap	0.0	2.0	0.0	0.0	2.0	2.0	0.0	3.0
Minimum Gap	0.0	2.0	0.0	0.0	2.0	2.0	0.0	3.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.0	3.0	3.0	3.0	4.0	3.0	4.0
All-Red	0.0	0.5	0.0	0.0	0.5	0.5	0.0	0.5

Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor	100		. . . . .					55			30	21		35
Plan 2	Green Factor	100		. . . . .					55			26	25		35
Plan 3	Green Factor	100		. . . . .					55			25	26		35
Plan 4	Green Factor			. . . . .											
Plan 5	Green Factor			. . . . .											
Plan 6	Green Factor			. . . . .											
Plan 7	Green Factor			. . . . .											
Plan 8	Green Factor			. . . . .											
Plan 9	Green Factor			. . . . .											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	. . . . .
11-19	. . . . .
21-29	. . . . .

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	. . . . .
Veh Min	Veh Max
. 2 . . . 6 . .	. . . . .
Ped	Bike
. . . . .	. . . . .
Cond	Cond Grn
. . . . .	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. 2 . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 2	. 2 . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 3	. 2 . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 5	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 6	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 7	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 9	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	COUNT+CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	COUNT+CALL+EXTEND	. 2	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. 2	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	. . 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	. . 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U	13			10	4.7
14	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7L	14			10	6.4
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	. . 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	25			10	4.6
26	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3L	26			10	6.3
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	 8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	 8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	 8	NO	J7U	33			10	4.8
34	COUNT+CALL+EXTEND	 8	NO	J7L	34			10	6.5
35	COUNT+CALL+EXTEND	 8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	 8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I12U	41			10	5.1
42	PEDESTRIAN	. . . 4 . . .	NO	I12L	42			10	5.3
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U	43			10	5.2
44	PEDESTRIAN	 8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
0600	1	A
1030	2	A
1400	3	A
2100	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	2
Protocol	AB3418
Port	27002
Type	STATIC
Central Access	6
Field Access	7

IP Address	172	.	25	.	51	.	133
Netmask	255	.	255	.	255	.	192
Broadcast	172	.	25	.	51	.	255
Gateway	172	.	25	.	51	.	129

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		. . . . .	. . . . .	1 2 3 4 5 6 7 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)			
Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	. . . 4 . . 7 .	. . . . .

Configuration (3-2-6)			
Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

B.3 System Information

System Id	73
Name	McCall Blvd & Encanto Dr
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	3.0
Min Yellow Time	3.0
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	3
Start Veh Call	1,2,4,5,6,8
Start Ped Call	2,6,8

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	V	V	V	V	V	V	P	P	P	P	O	O	O	O
Source	1	2	3	4	5	6	7	8	2	4	6	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X	X	X	X	X	X	X					X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.11
Street 1	
Street 2	
Last Modified	6/30/2022 11:40 AM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3								
Phase 4								X
Phase 5	X	X						
Phase 6	X	X						
Phase 7								
Phase 8				X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	Y	.	.	.	Y	.	.	.
Enabled	X	X		X	X	X		X
Ring1	X	X	X	X				
Ring2					X	X	X	X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,4
Ring 2	5,6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	6	8	0	8	6	8	0	8
Passage	2.0	3.0	0.0	3.0	2.0	3.0	0.0	3.0
Max 1	25	45	0	30	25	45	0	30
Max 2	0	0	0	0	0	0	0	0
Yellow Change	3.6	4.1	0.0	4.1	3.6	4.1	0.0	4.1
Red Clear	1.0	2.0	0.0	2.0	1.0	2.0	0.0	2.0
Walk	0	7	0	0	0	7	0	7
Ped Clear	0	25	0	0	0	22	0	26
Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	2.0	3.0	0.0	3.0	2.0	3.0	0.0	3.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	3.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Veh Recall		X				X		
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle		X				X		X
Cond. Service								
Lock Detector Memory								
Dual Entry				X				X
Simultaneous Gap	X	X		X	X	X		X
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry								
Auto Flash Exit								
Non-Actuated 1								
Non-Actuated 2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1	1
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	2
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	3
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	4
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	5
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	6
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	7
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	8
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Queue																																
Add Init	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Passage	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Red Lock																																
Yellow Lock																																
Volume	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																
Occupancy	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																
Call Phase	1	2	3	4	5	6	7	8																								
Switch Phase																																
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
Detector Status	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	1	2	3	4	5	6	7	8								
Alternate Walk																
Extra Call Phases																
Call Overlaps																

4.4 Ped Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	1	2	3	4	5	6	7	8
Sequence	1	1	1	1	1	1	1	1
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	1	1	1
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 13

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 14

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 15

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.4 Schedules

	Month												Days Of Week							Date																															Day
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan
1																																																		0
2																																																			0
3																																																			0
4																																																			0
5																																																			0
6																																																			0
7																																																			0
8																																																			0

	Month												Days Of Week							Date																																	Day
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan
9																																																		0
10																																																			0
11																																																			0
12																																																			0
13																																																			0
14																																																			0
15																																																			0
16																																																			0

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases								
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking								
Override Flash								
Override +1	X	X						
Flash Dwell								
Enter All Red								
Ignore No Backup								
Max Presence Flash								
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	0	0	0	0	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	10	10	1	1	1	1	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	26	26	26	26	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0

8.1 TSP Global Options

Enable	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
Headway	0
Lockout	0
Node	1
Name	Default

8.2 TSP Strategy Options	Strategy 1 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 2 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 3 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 4 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 5 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 6 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 7 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options	Strategy 8 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options	Strategy 9 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 10 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 11 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 12 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 13 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options	Strategy 14 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options	Strategy 15 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 16 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.3 TSP Phase Adjustment Times — Strategy 1 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 2 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 3 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 4 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 5 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 6 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 7 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 8 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 9 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 10 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 11 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 12 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 13 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 14 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 15 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 16 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate 1

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 2

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 3

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 4

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 5

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 6

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 7

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 8

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 9

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 10

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 11

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 12

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 13

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 14

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 15

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 16

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 17

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 18

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 19

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 20

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 21

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 22

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 23

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 24

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 25

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 26

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 27

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 28

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 29

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 30

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 31

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 32

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Unused Input	1
C1-40	Unused Input	1
C1-41	Unused Input	1
C1-42	Unused Input	1
C1-43	Unused Input	1
C1-44	Unused Input	1
C1-45	Unused Input	1
C1-46	Unused Input	1
C1-47	Unused Input	1
C1-48	Unused Input	1
C1-49	Unused Input	1
C1-50	Unused Input	1
C1-51	Unused Input	1
C1-52	Unused Input	1
C1-53	Unused Input	1
C1-54	Unused Input	1
C1-55	Unused Input	1
C1-56	Unused Input	1
C1-57	Unused Input	1
C1-58	Unused Input	1
C1-59	Unused Input	1
C1-60	Unused Input	1
C1-61	Unused Input	1
C1-62	Unused Input	1
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Unused Input	1
C1-64	Unused Input	1
C1-65	Unused Input	1
C1-66	Unused Input	1

Pins	Function	IDX
C1-67	Unused Input	1
C1-68	Unused Input	1
C1-69	Unused Input	1
C1-70	Unused Input	1
C1-71	Unused Input	1
C1-72	Unused Input	1
C1-73	Unused Input	1
C1-74	Unused Input	1
C1-75	Unused Input	1
C1-76	Unused Input	1
C1-77	Unused Input	1
C1-78	Unused Input	1
C1-79	Unused Input	1
C1-80	Unused Input	1
C1-81	Unused Input	1
C1-82	Unused Input	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Unused Output	1
C1-03	Unused Output	1
C1-04	Unused Output	1
C1-05	Unused Output	1
C1-06	Unused Output	1
C1-07	Unused Output	1
C1-08	Unused Output	1
C1-09	Unused Output	1
C1-10	Unused Output	1
C1-11	Unused Output	1
C1-12	Unused Output	1
C1-13	Unused Output	1
C1-15	Unused Output	1
C1-16	Unused Output	1
C1-17	Unused Output	1
C1-18	Unused Output	1
C1-19	Unused Output	1
C1-20	Unused Output	1
C1-21	Unused Output	1
C1-22	Unused Output	1
C1-23	Unused Output	1
C1-24	Unused Output	1
C1-25	Unused Output	1
C1-26	Unused Output	1
C1-27	Unused Output	1
C1-28	Unused Output	1
C1-29	Unused Output	1
C1-30	Unused Output	1
C1-31	Unused Output	1
C1-32	Unused Output	1
C1-33	Unused Output	1
C1-34	Unused Output	1

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Unused Output	1
C1-102	Unused Output	1
C1-103	Unused Output	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Unused Output	1
C1-86	Unused Output	1
C1-87	Unused Output	1
C1-88	Unused Output	1
C1-89	Unused Output	1
C1-90	Unused Output	1
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Unused Output	1
C1-95	Unused Output	1
C1-96	Unused Output	1
C1-97	Unused Output	1
C1-98	Unused Output	1
C1-99	Unused Output	1
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	X
Stop Time	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

B.1.1 Menu Security Options

Enable:		Allow Read-Only:		Timeout (min):	60

B.1.2 Menu Security Users

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.11.73	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.241.11.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8004	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

B.3 System Information

System Id	74
Name	McCall Blvd & Sherman Rd
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	3
Min Yellow Time	3.6
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	6
Start Veh Call	1,2,3,4,5,6,7,8
Start Ped Call	2,4,6,8

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.10
Street 1	
Street 2	
Last Modified	8/27/20 1:26 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3							X	X
Phase 4							X	X
Phase 5	X	X						
Phase 6	X	X						
Phase 7			X	X				
Phase 8			X	X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	5	2	2	2	5	2	2	2
Enabled	X	X	X	X	X	X	X	X
Ring1	X	X	X	X				
Ring2					X	X	X	X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	6	10	6	8	6	10	6	8
Passage	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Max 1	25	45	25	30	25	45	25	30
Max 2	0	0	0	0	0	0	0	0
Yellow Change	3.6	4.8	3.6	4.1	3.6	4.8	3.6	4.1
Red Clear	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Walk	0	7	0	7	0	7	0	7
Ped Clear	0	24	0	32	0	31	0	25
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Veh Recall		X				X		
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle		X		X		X		X
Cond. Service								
Lock Detector Memory								
Dual Entry				X				X
Simultaneous Gap	X	X	X	X	X	X	X	X
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry								
Auto Flash Exit								
Non-Actuated 1								
Non-Actuated 2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
TS2 Diagnostics																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Walk																
Extra Call Phases																
Call Overlaps																

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	0	0	0	0	0	14	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	Start	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4,7	1,6	3,8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking								
Override Flash								
Override +1	X	X						
Flash Dwell	X							
Enter All Red								
Ignore No Backup								
Max Presence Flash			X	X	X	X		
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	255	255	255	255	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	10	10	1	1	1	1	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	32	32	32	32	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	X
Stop Time	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.11.74	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.241.11.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8004	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

B.3 System Information

System Id	1169
Name	
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	2
Min Yellow Time	3.6
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	0
Start Veh Call	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16
Start Ped Call	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.10
Street 1	
Street 2	
Last Modified	10/7/20 2:38 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3							X	X
Phase 4							X	X
Phase 5	X	X						
Phase 6	X	X						
Phase 7			X	X				
Phase 8			X	X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	2	2	2	5	2	2	2	5
Enabled	X	X	X	X	X	X	X	X
Ring1	X	X	X	X				
Ring2					X	X	X	X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	6	10	6	8	6	10	6	8
Passage	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Max 1	25	45	25	30	25	45	25	30
Max 2	0	0	0	0	0	0	0	0
Yellow Change	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
Red Clear	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Walk	0	7	0	7	0	7	0	7
Ped Clear	0	20	0	29	0	28	0	34
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Veh Recall		X				X		
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle		X		X		X		X
Cond. Service								
Lock Detector Memory								
Dual Entry				X				X
Simultaneous Gap	X	X	X	X	X	X	X	X
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry								
Auto Flash Exit								
Non-Actuated 1								
Non-Actuated 2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Minus Green Yellow	Normal	Normal	Normal
Included Phases	4,5			
Modifier Phases	4			
Excluded Phases	3,6			
Excluded Peds	4,6			
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	3.6	0.0	0.0	0.0
Trail Red	1.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
TS2 Diagnostics																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Walk																
Extra Call Phases																
Call Overlaps																

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	1	2	3	4	5	6	7	8
Sequence	1	1	1	1	1	1	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	0	0	0	0	0	14	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	Start	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4,7	1,6	3,8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking							X	X
Override Flash							X	X
Override +1	X	X					X	X
Flash Dwell	X							
Enter All Red								
Ignore No Backup								
Max Presence Flash			X	X	X	X		
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	255	255	255	255	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	5	5	5	5	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	34	34	34	34	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Channel Green	13
C1-36	Unused Output	1
C1-37	Channel Yellow	13
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Unused Output	1
C1-98	Unused Output	1
C1-99	Unused Output	1
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.11.69	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	0.0.0.0	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8004	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

B.3 System Information

System Id	78
Name	McCall Blvd & Junipero Rd
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	5
Min Yellow Time	3.6
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	5
Start Veh Call	1,2,4,5,6,8
Start Ped Call	2,4,6

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.10
Street 1	
Street 2	
Last Modified	8/27/20 2:55 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	Begin Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3								
Phase 4								X
Phase 5	X	X						
Phase 6	X	X						
Phase 7								
Phase 8				X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	5	2	2	2	5	2	2	2
Enabled	X	X		X	X	X		X
Ring1	X	X		X				
Ring2					X	X		X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,4
Ring 2	5,6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	1,2,4
Ring 2	5,6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	6	10	0	21	6	10	0	8
Passage	2.0	4.0	0.0	3.5	2.0	4.0	0.0	3.5
Max 1	25	45	0	40	40	45	0	40
Max 2	0	70	0	50	0	70	0	50
Yellow Change	3.6	5.2	0.0	3.6	3.6	5.2	0.0	3.6
Red Clear	1.0	2.0	0.0	2.0	1.0	2.0	0.0	2.0
Walk	0	7	0	20	0	15	0	0
Ped Clear	0	12	0	28	0	18	0	0
Added Initial	0.0	1.5	0.0	1.0	0.0	1.5	0.0	1.0
Max Initial	0	20	0	20	0	20	0	20
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	2.0	4.0	0.0	3.0	2.0	4.0	0.0	3.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Veh Recall		X				X		
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle		X		X			X	
Cond. Service								
Lock Detector Memory								
Dual Entry				X				X
Simultaneous Gap	X	X		X	X	X		X
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry								
Auto Flash Exit								
Non-Actuated 1								
Non-Actuated 2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
TS2 Diagnostics																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Walk																
Extra Call Phases																
Call Overlaps																

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	0	0	0	0	0	14	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	Start	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4,8	1,6	4,8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking								
Override Flash								
Override +1	X	X						
Flash Dwell	X							
Enter All Red								
Ignore No Backup								
Max Presence Flash			X	X	X	X		
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	255	255	255	255	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	10	10	1	1	1	1	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	28	28	28	28	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	X
Stop Time	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.11.78	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.241.11.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8004	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

B.3 System Information

System Id	33
Name	Menifee & McCall
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	5
Min Yellow Time	3
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	5
Start Veh Call	1,2,3,4,5,6,7,8
Start Ped Call	2,6,8

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.10
Street 1	
Street 2	
Last Modified	8/31/2020 10:41 AM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3							X	X
Phase 4							X	X
Phase 5	X	X						
Phase 6	X	X						
Phase 7			X	X				
Phase 8			X	X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	5	2	2	2	5	2	2	2
Enabled	X	X	X	X	X	X	X	X
Ring1	X	X	X	X				
Ring2					X	X	X	X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min. Green	6	10	6	8	6	10	6	8
Pass/10	2	3	2	3	2	3	2	3
Max. 1	25	45	25	30	25	45	25	30
Max. 2	0	0	0	0	0	0	0	0
Yel/10	3.6	5.5	3.6	5.2	3.6	5.5	3.6	5.2
Red/10	1	2	1	2	1	2	1	2
Walk	0	7	0	0	0	7	0	7
Pedestrian Clear	0	25	0	0	0	25	0	37
Add In/10	0	0	0	0	0	0	0	0
Max. Initial	0	0	0	0	0	0	0	0
TBR	0	0	0	0	0	0	0	0
CBR	0	0	0	0	0	0	0	0
TTR	0	0	0	0	0	0	0	0
Reduce/10	0	0	0	0	0	0	0	0
Min Gp/10	2	3	2	3	2	3	2	3
DM Limit	0	0	0	0	0	0	0	0
DM Stp/10	0	0	0	0	0	0	0	0
Red Rv/10	5	5	5	5	5	5	5	5
Cond Svc Min	0	0	0	0	0	0	0	0
Alt Min Green	0	0	0	0	0	0	0	0
Alt Ps/10	0	0	0	0	0	0	0	0
Alternate Walk	0	0	0	0	0	0	0	0
Alt Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
St Dly/10	0	0	0	0	0	0	0	0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Recall		X				X		
Max Recall								
Soft Recall								
Ped Recall								
Pedestrian Recycle		X				X		X
Cond Srv								
Detector Lock								
Dual Entry				X				X
Simul Gap	X	X	X	X	X	X	X	X
Guar Pass								
Add Init Calc								
Walk Rest								
Red Rest								
Flash Entry								
Flash Exit								
CNA-1								
CNA-2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Occupancy	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Act	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Pr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Err Cnts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Walk																
Extra Call Phases																
Call Overlaps																

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	0	0	0	0	0	14	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4,7	1,6	3,8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking								
Override Flash								
Override +1	X	X						
Flash Dwell	X							
Enter All Red								
Ignore No Backup								
Max Presence Flash			X	X	X	X		
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	255	255	255	255	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	10	10	1	1	1	1	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	35	255	35	35	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0	0	0	0	0	0	0	0
Exit Red Clear	0	0	0	0	0	0	0	0

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.11.33	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.241.11.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8002	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

Organization
Men_McCall Blvd & West Heritage Lake > Unit Configuration > Unit Configuration

Transparity®

B.3 System Information

System Id	79
Name	McCall & Heritage Lake W
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	2
Min Yellow Time	3
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	6
Start Veh Call	1,2,3,4,5,6,7,8
Start Ped Call	2,4,6,8

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.10
Street 1	
Street 2	
Last Modified	8/28/2020 11:10 AM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3							X	X
Phase 4							X	X
Phase 5	X	X						
Phase 6	X	X						
Phase 7			X	X				
Phase 8			X	X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	5	2	2	2	5	2	2	2
Enabled	X	X	X	X	X	X	X	X
Ring1	X	X	X	X				
Ring2					X	X	X	X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min. Green	6	10	6	8	6	10	6	8
Pass/10	2	3	2	3	2	3	2	3
Max. 1	25	45	25	30	25	45	25	30
Max. 2	0	0	0	0	0	0	0	0
Yel/10	3.6	4.4	3.6	4.4	3.6	4.4	3.6	4.4
Red/10	1	2	1	2	1	2	1	2
Walk	0	7	0	7	0	7	0	7
Pedestrian Clear	0	22	0	38	0	23	0	38
Add In/10	0	0	0	0	0	0	0	0
Max. Initial	0	0	0	0	0	0	0	0
TBR	0	0	0	0	0	0	0	0
CBR	0	0	0	0	0	0	0	0
TTR	0	0	0	0	0	0	0	0
Reduce/10	0	0	0	0	0	0	0	0
Min Gp/10	2	3	2	3	2	3	2	3
DM Limit	0	0	0	0	0	0	0	0
DM Stp/10	0	0	0	0	0	0	0	0
Red Rv/10	2	2	2	2	2	2	2	2
Cond Svc Min	0	0	0	0	0	0	0	0
Alt Min Green	0	0	0	0	0	0	0	0
Alt Ps/10	0	0	0	0	0	0	0	0
Alternate Walk	0	0	0	0	0	0	0	0
Alt Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
St Dly/10	0	0	0	0	0	0	0	0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Recall								
Max Recall								
Soft Recall								
Ped Recall								
Pedestrian Recycle		X		X		X		X
Cond Srv								
Detector Lock								
Dual Entry				X				X
Simul Gap	X	X	X	X	X	X	X	X
Guar Pass								
Add Init Calc								
Walk Rest								
Red Rest	X	X	X	X	X	X	X	X
Flash Entry								
Flash Exit								
CNA-1								
CNA-2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Act	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Pr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Err Cnts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Walk																
Extra Call Phases																
Call Overlaps																

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	0	0	0	0	0	14	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4,7	1,6	3,8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking								
Override Flash								
Override +1	X	X						
Flash Dwell	X							
Enter All Red								
Ignore No Backup								
Max Presence Flash			X	X	X	X		
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	255	255	255	255	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	1	1	1	1	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	38	38	38	38	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0	0	0	0	0	0	0	0
Exit Red Clear	0	0	0	0	0	0	0	0

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.11.79	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.241.11.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8004	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

Organization
Men_McCall Blvd & East Heritage Lake Dr > Unit Configuration > Unit Configuration

B.3 System Information

System Id	80
Name	McCall & Heritage Lake East
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	5
Min Yellow Time	3
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	5
Start Veh Call	1,2,3,4,5,6,7,8
Start Ped Call	2,4,6,8

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.10
Street 1	
Street 2	
Last Modified	8/28/2020 10:57 AM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3							X	X
Phase 4							X	X
Phase 5	X	X						
Phase 6	X	X						
Phase 7			X	X				
Phase 8			X	X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	2	2	2	5	2	2	2	5
Enabled	X	X	X	X	X	X	X	X
Ring1	X	X	X	X				
Ring2					X	X	X	X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min. Green	6	10	6	8	6	10	6	8
Pass/10	2	3	2	3	2	3	2	3
Max. 1	25	45	25	30	25	45	25	30
Max. 2	0	0	0	0	0	0	0	0
Yel/10	3.6	4.4	3.6	4.1	3.6	4.4	3.6	4.1
Red/10	1	2	1	2	1	2	1	2
Walk	0	7	0	7	0	7	0	7
Pedestrian Clear	0	22	0	38	0	23	0	38
Add In/10	0	0	0	0	0	0	0	0
Max. Initial	0	0	0	0	0	0	0	0
TBR	0	0	0	0	0	0	0	0
CBR	0	0	0	0	0	0	0	0
TTR	0	0	0	0	0	0	0	0
Reduce/10	0	0	0	0	0	0	0	0
Min Gp/10	2	3	2	3	2	3	2	3
DM Limit	0	0	0	0	0	0	0	0
DM Stp/10	0	0	0	0	0	0	0	0
Red Rv/10	5	5	5	5	5	5	5	5
Cond Svc Min	0	0	0	0	0	0	0	0
Alt Min Green	0	0	0	0	0	0	0	0
Alt Ps/10	0	0	0	0	0	0	0	0
Alternate Walk	0	0	0	0	0	0	0	0
Alt Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
St Dly/10	0	0	0	0	0	0	0	0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Recall		X				X		
Max Recall								
Soft Recall								
Ped Recall								
Pedestrian Recycle		X		X		X		X
Cond Srv								
Detector Lock								
Dual Entry				X				X
Simul Gap	X	X	X	X	X	X	X	X
Guar Pass								
Add Init Calc								
Walk Rest								
Red Rest								
Flash Entry								
Flash Exit								
CNA-1								
CNA-2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Act	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Pr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Err Cnts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Walk																
Extra Call Phases																
Call Overlaps																

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	0	0	0	0	0	14	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4,7	1,6	3,8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking								
Override Flash								
Override +1	X	X						
Flash Dwell	X							
Enter All Red								
Ignore No Backup								
Max Presence Flash			X	X	X	X		
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	255	255	255	255	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	5	5	5	5	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	38	38	38	38	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0	0	0	0	0	0	0	0
Exit Red Clear	0	0	0	0	0	0	0	0

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.11.80	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.241.11.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8004	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

B.3 System Information

System Id	81
Name	McCall-Briggs
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	5
Min Yellow Time	3
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	5
Start Veh Call	2,3,4,5,8
Start Ped Call	4

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	4,8

Program Type	McCain Omni eX
Firmware	1.10
Street 1	
Street 2	
Last Modified	8/28/2020 10:39 AM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	Begin Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1								
Phase 2					X			
Phase 3								X
Phase 4								X
Phase 5		X						
Phase 6								
Phase 7								
Phase 8			X	X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	0	5	2	2	5	0	0	2
Enabled		X	X	X	X			X
Ring1		X	X	X				
Ring2					X			X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	2,3,4
Ring 2	5,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	2,3,4
Ring 2	5,8
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min. Green	0	8	6	10	6	0	0	10
Pass/10	0	2	2	3	2	0	0	3
Max. 1	0	30	25	45	25	0	0	45
Max. 2	0	0	0	0	0	0	0	0
Yel/10	0	4.4	3.6	4.8	3.6	0	0	4.8
Red/10	0	2	1	2	1	0	0	2
Walk	0	0	0	7	0	0	0	0
Pedestrian Clear	0	0	0	42	0	0	0	0
Add In/10	0	0	0	0	0	0	0	0
Max. Initial	0	0	0	0	0	0	0	0
TBR	0	0	0	0	0	0	0	0
CBR	0	0	0	0	0	0	0	0
TTR	0	0	0	0	0	0	0	0
Reduce/10	0	0	0	0	0	0	0	0
Min Gp/10	0	2	2	3	2	0	0	3
DM Limit	0	0	0	0	0	0	0	0
DM Stp/10	0	0	0	0	0	0	0	0
Red Rv/10	0	5	5	5	5	0	0	5
Cond Svc Min	0	0	0	0	0	0	0	0
Alt Min Green	0	0	0	0	0	0	0	0
Alt Ps/10	0	0	0	0	0	0	0	0
Alternate Walk	0	0	0	0	0	0	0	0
Alt Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
St Dly/10	0	0	0	0	0	0	0	0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Recall				X				X
Max Recall								
Soft Recall								
Ped Recall								
Pedestrian Recycle				X				
Cond Srv								
Detector Lock								
Dual Entry		X			X			
Simul Gap		X	X	X	X			X
Guar Pass								
Add Init Calc								
Walk Rest								
Red Rest								
Flash Entry								
Flash Exit								
CNA-1								
CNA-2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Minus Green Yellow	Normal	Normal	Normal
Included Phases	2,3			
Modifier Phases	2			
Excluded Phases	1,4			
Excluded Peds	2,4			
Excluded Walks				
Trail Grn	0	0	0	0
Trailing Yel	0	0	0	0
Trailing Red	0	0	0	0
Start Delay	0	0	0	0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Grn	0	0	0	0
Trailing Yel	0	0	0	0
Trailing Red	0	0	0	0
Start Delay	0	0	0	0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Act	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Pr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Err Cnts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Walk																
Extra Call Phases																
Call Overlaps																

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	0	0	0	0	0	14	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4		3,8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking								
Override Flash								
Override +1	X	X						
Flash Dwell	X							
Enter All Red								
Ignore No Backup								
Max Presence Flash			X	X		X		
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	255	255	0	255	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	5	5	0	5	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	42	42	255	42	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0	0	0	0	0	0	0	0
Exit Red Clear	0	0	0	0	0	0	0	0

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Channel Green	13
C1-36	Unused Output	1
C1-37	Channel Yellow	13
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

B.3 System Information

System Id	34
Name	Menifee Rd & Coastline Ave
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	2
Min Yellow Time	3
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	3
Start Veh Call	1,2,6,8
Start Ped Call	2,8

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.10
Street 1	
Street 2	
Last Modified	8/31/2020 11:05 AM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1						X		
Phase 2						X		
Phase 3								
Phase 4								
Phase 5								
Phase 6	X	X						
Phase 7								
Phase 8								
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	2	2	2	2	2	2	2	5
Enabled	X	X				X		X
Ring1	X	X						
Ring2						X		X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2
Ring 2	6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	1,2
Ring 2	6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min. Green	6	10	0	0	0	10	0	8
Pass/10	2	3	0	0	0	3	0	2
Max. 1	25	45	0	0	0	45	0	30
Max. 2	0	0	0	0	0	0	0	0
Yel/10	3.6	5.5	0	0	0	5.5	0	3.6
Red/10	1	2	0	0	0	2	0	2
Walk	0	7	0	0	0	0	0	7
Pedestrian Clear	0	21	0	0	0	0	0	22
Add In/10	0	0	0	0	0	0	0	0
Max. Initial	0	0	0	0	0	0	0	0
TBR	0	0	0	0	0	0	0	0
CBR	0	0	0	0	0	0	0	0
TTR	0	0	0	0	0	0	0	0
Reduce/10	0	0	0	0	0	0	0	0
Min Gp/10	2	3	0	0	0	3	0	3
DM Limit	0	0	0	0	0	0	0	0
DM Stp/10	0	0	0	0	0	0	0	0
Red Rv/10	2	2	0	0	0	2	0	2
Cond Svc Min	0	0	0	0	0	0	0	0
Alt Min Green	0	0	0	0	0	0	0	0
Alt Ps/10	0	0	0	0	0	0	0	0
Alternate Walk	0	0	0	0	0	0	0	0
Alt Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
St Dly/10	0	0	0	0	0	0	0	0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Recall		X				X		
Max Recall								
Soft Recall								
Ped Recall								
Pedestrian Recycle		X						X
Cond Srv								
Detector Lock								
Dual Entry								
Simul Gap	X	X				X		X
Guar Pass								
Add Init Calc								
Walk Rest								
Red Rest								
Flash Entry								
Flash Exit								
CNA-1								
CNA-2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Occupancy	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Act	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Pr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Err Cnts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Walk																
Extra Call Phases																
Call Overlaps																

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	0	0	0	0	0	14	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,6		1,6	8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking								
Override Flash								
Override +1	X	X						
Flash Dwell	X							
Enter All Red								
Ignore No Backup								
Max Presence Flash			X		X	X		
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	255	0	255	255	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	1	0	1	1	1	1	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	19	255	19	19	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0	0	0	0	0	0	0	0
Exit Red Clear	0	0	0	0	0	0	0	0

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.11.34	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.241.11.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8002	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

B.3 System Information

System Id	35
Name	Menifee Rd at Simpson Rd
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	4
Min Yellow Time	3.6
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	6
Start Veh Call	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16
Start Ped Call	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	3	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.10
Street 1	
Street 2	
Last Modified	8/31/20 11:03 AM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3								
Phase 4								
Phase 5	X	X						
Phase 6	X	X						
Phase 7								
Phase 8								
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	5	2	2	2	5	2	2	2
Enabled	X	X	X	X	X	X		
Ring1	X	X	X	X				
Ring2					X	X		
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,3,4
Ring 2	5,6
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	1,2,3,4
Ring 2	5,6
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	6	10	8	8	6	10	0	0
Passage	2.0	4.0	3.0	3.0	2.0	4.0	0.0	0.0
Max 1	25	45	30	30	25	45	0	0
Max 2	0	0	0	0	0	0	0	0
Yellow Change	3.6	5.5	3.6	3.6	3.6	5.5	0.0	0.0
Red Clear	1.0	2.0	2.0	2.0	1.0	2.0	0.0	0.0
Walk	0	7	7	0	0	0	0	0
Ped Clear	0	25	22	0	0	0	0	0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Veh Recall		X				X		
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle		X	X					
Cond. Service								
Lock Detector Memory								
Dual Entry								
Simultaneous Gap	X	X	X	X	X	X	X	X
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry								
Auto Flash Exit								
Non-Actuated 1								
Non-Actuated 2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
TS2 Diagnostics																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	3	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Walk																
Extra Call Phases																
Call Overlaps																

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	1	2	3	4	5	6	7	8
Sequence	1	1	1	1	1	1	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	0	0	0	0	0	14	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	Start	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.11.35	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.241.11.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8002	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

Organization
Men_Simpson Rd & Lindenberger Rd > Unit Configuration > Unit Configuration

B.3 System Information

System Id	180
Name	Simpson Rd & Lindenberger Rd
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	3
Min Yellow Time	3
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	4
Start Veh Call	1,2,3,4,5,6,7,8
Start Ped Call	2,4,6,8

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.10
Street 1	
Street 2	
Last Modified	8/28/2020 12:25 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3							X	X
Phase 4							X	X
Phase 5	X	X						
Phase 6	X	X						
Phase 7			X	X				
Phase 8			X	X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	5	2	2	2	5	2	2	2
Enabled	X	X	X	X	X	X	X	X
Ring1	X	X	X	X				
Ring2					X	X	X	X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min. Green	6	10	6	8	6	10	6	8
Pass/10	2	3	2	3	2	3	2	3
Max. 1	25	45	25	30	25	45	25	30
Max. 2	0	0	0	0	0	0	0	0
Yel/10	3.6	5.2	3.6	4.4	3.6	5.2	3.6	4.4
Red/10	1	2	1	2	1	2	1	2
Walk	0	7	0	7	0	7	0	7
Pedestrian Clear	0	25	0	26	0	25	0	28
Add In/10	0	0	0	0	0	0	0	0
Max. Initial	0	0	0	0	0	0	0	0
TBR	0	0	0	0	0	0	0	0
CBR	0	0	0	0	0	0	0	0
TTR	0	0	0	0	0	0	0	0
Reduce/10	0	0	0	0	0	0	0	0
Min Gp/10	2	3	2	3	2	3	2	3
DM Limit	0	0	0	0	0	0	0	0
DM Stp/10	0	0	0	0	0	0	0	0
Red Rv/10	3	3	3	3	3	3	3	3
Cond Svc Min	0	0	0	0	0	0	0	0
Alt Min Green	0	0	0	0	0	0	0	0
Alt Ps/10	0	0	0	0	0	0	0	0
Alternate Walk	0	0	0	0	0	0	0	0
Alt Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
St Dly/10	0	0	0	0	0	0	0	0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Recall		X				X		
Max Recall								
Soft Recall								
Ped Recall								
Pedestrian Recycle		X		X		X		X
Cond Srv								
Detector Lock								
Dual Entry				X				X
Simul Gap	X	X	X	X	X	X	X	X
Guar Pass								
Add Init Calc								
Walk Rest								
Red Rest								
Flash Entry								
Flash Exit								
CNA-1								
CNA-2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Act	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Pr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Err Cnts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Walk																
Extra Call Phases																
Call Overlaps																

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	0	0	0	0	0	14	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4,7	1,6	3,8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking								
Override Flash								
Override +1	X	X						
Flash Dwell	X							
Enter All Red								
Ignore No Backup								
Max Presence Flash			X	X	X	X		
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	255	255	255	255	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	1	1	1	1	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	28	28	28	28	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0	0	0	0	0	0	0	0
Exit Red Clear	0	0	0	0	0	0	0	0

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.11.180	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.241.11.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8014	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

Organization
Men_Menifee Rd & Aldergate-Carnelian > Unit Configuration > Unit Configuration

B.3 System Information

System Id	37
Name	Menifee Rd & Carnelian-Aldergate
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	5
Min Yellow Time	3
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	5
Start Veh Call	1,2,3,4,5,6,7,8
Start Ped Call	2,4,6,8

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.10
Street 1	
Street 2	
Last Modified	8/31/2020 2:26 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3							X	X
Phase 4							X	X
Phase 5	X	X						
Phase 6	X	X						
Phase 7			X	X				
Phase 8			X	X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	2	2	2	5	2	2	2	5
Enabled	X	X	X	X	X	X	X	X
Ring1	X	X	X	X				
Ring2					X	X	X	X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min. Green	6	10	6	8	6	10	6	8
Pass/10	2	3	2	3	2	3	2	3
Max. 1	25	45	25	30	25	45	25	30
Max. 2	0	0	0	0	0	0	0	0
Yel/10	3.6	5.5	3.6	3.6	3.6	5.5	3.6	3.6
Red/10	1	2	1	2	1	2	1	2
Walk	0	10	0	10	0	10	0	10
Pedestrian Clear	0	19	0	31	0	24	0	31
Add In/10	0	0	0	0	0	0	0	0
Max. Initial	0	0	0	0	0	0	0	0
TBR	0	0	0	0	0	0	0	0
CBR	0	0	0	0	0	0	0	0
TTR	0	0	0	0	0	0	0	0
Reduce/10	0	0	0	0	0	0	0	0
Min Gp/10	2	3	2	3	2	3	2	3
DM Limit	0	0	0	0	0	0	0	0
DM Stp/10	0	0	0	0	0	0	0	0
Red Rv/10	5	5	5	5	5	5	5	5
Cond Svc Min	0	0	0	0	0	0	0	0
Alt Min Green	0	0	0	0	0	0	0	0
Alt Ps/10	0	0	0	0	0	0	0	0
Alternate Walk	0	0	0	0	0	0	0	0
Alt Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
St Dly/10	0	0	0	0	0	0	0	0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Recall		X				X		
Max Recall								
Soft Recall								
Ped Recall								
Pedestrian Recycle		X		X		X		X
Cond Srv								
Detector Lock								
Dual Entry				X				X
Simul Gap	X	X	X	X	X	X	X	X
Guar Pass								
Add Init Calc								
Walk Rest								
Red Rest								
Flash Entry								
Flash Exit								
CNA-1								
CNA-2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Act	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Pr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Err Cnts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Walk																
Extra Call Phases																
Call Overlaps																

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	0	0	0	0	0	14	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4,7	1,6	3,8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking								
Override Flash								
Override +1	X	X						
Flash Dwell	X							
Enter All Red								
Ignore No Backup								
Max Presence Flash			X	X	X	X		
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	255	255	255	255	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	5	5	5	5	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	31	31	31	31	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0	0	0	0	0	0	0	0
Exit Red Clear	0	0	0	0	0	0	0	0

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.11.37	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.241.11.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8002	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

Organization
Menifee- Newport Road at Goetz Road > Unit Configuration > Unit Configuration

B.3 System Information

System Id	11
Name	Newport & Goetz
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	3.0
Min Yellow Time	3.0
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	4
Start Veh Call	1,2,3,4,5,6,7,8
Start Ped Call	2,4,6,8

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.11
Street 1	
Street 2	
Last Modified	6/30/2022 11:32 AM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3							X	X
Phase 4							X	X
Phase 5	X	X						
Phase 6	X	X						
Phase 7			X	X				
Phase 8			X	X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	Y	.	.	.	Y	.	.	.
Enabled	X	X	X	X	X	X	X	X
Ring1	X	X	X	X				
Ring2					X	X	X	X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	1,2,4,3
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	6	8	6	6	6	8	6	6
Passage	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Max 1	25	45	25	40	40	45	40	30
Max 2	0	0	0	0	0	0	0	0
Yellow Change	3.6	5.5	3.6	4.8	3.6	5.5	3.6	3.6
Red Clear	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Walk	0	7	0	7	0	7	0	7
Ped Clear	0	21	0	42	0	31	0	43
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Veh Recall		X				X		
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle		X		X		X		X
Cond. Service								
Lock Detector Memory								
Dual Entry				X				X
Simultaneous Gap								
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry								
Auto Flash Exit								
Non-Actuated 1								
Non-Actuated 2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1	1
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	2
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	3
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	4
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	5
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	6
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	7
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	8
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7				
Switch Phase																																
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
Detector Status																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8												
Alternate Walk																
Extra Call Phases																
Call Overlaps																

4.4 Ped Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	1	2	3	4	5	6	7	8
Sequence	1	1	1	1	1	1	1	1
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	1	1
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 13

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 14

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 15

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Pattern14	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4,7	1,6	3,8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking								
Override Flash								
Override +1	X	X						
Flash Dwell								
Enter All Red								
Ignore No Backup								
Max Presence Flash			X	X	X	X		
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	255	255	255	255	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	0	0	0	0	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	43	43	43	43	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0

8.1 TSP Global Options

Enable	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
Headway	0
Lockout	0
Node	1
Name	Default

8.2 TSP Strategy Options	Strategy 1 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 2 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 3 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 4 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 5 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 6 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 7 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options	Strategy 8 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options	Strategy 9 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 10 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 11 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 12 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 13 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options	Strategy 14 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options	Strategy 15 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 16 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.3 TSP Phase Adjustment Times — Strategy 1 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 2 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 3 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 4 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 5 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 6 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 7 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 8 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 9 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 10 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 11 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 12 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 13 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 14 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 15 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 16 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate 1

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 2

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 3

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 4

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 5

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 6

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 7

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 8

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 9

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 10

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 11

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 12

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 13

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 14

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 15

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 16

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 17

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 18

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 19

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 20

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 21

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 22

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 23

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 24

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 25

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 26

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 27

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 28

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 29

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 30

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 31

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 32

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	X
Stop Time	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

B.1.1 Menu Security Options

Enable:		Allow Read-Only:		Timeout (min):	60

B.1.2 Menu Security Users

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.11.11	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.241.11.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8001	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

B.3 System Information

System Id	14
Name	Newport & Berea-Murphy Ranch
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	5.0
Min Yellow Time	3.0
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	3
Start Veh Call	1,2,3,4,5,6,7,8
Start Ped Call	2,4,6,8

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.11
Street 1	
Street 2	
Last Modified	6/30/2022 6:57 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3							X	X
Phase 4							X	X
Phase 5	X	X						
Phase 6	X	X						
Phase 7			X	X				
Phase 8			X	X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	Y	.	.	.	Y	.	.	.
Enabled	X	X	X	X	X	X	X	X
Ring1	X	X	X	X				
Ring2					X	X	X	X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	6	8	6	6	6	8	6	6
Passage	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Max 1	25	45	25	30	25	45	25	30
Max 2	0	0	0	0	0	0	0	0
Yellow Change	3.6	5.5	3.6	3.6	3.6	5.5	3.6	3.6
Red Clear	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Walk	0	7	0	7	0	7	0	7
Ped Clear	0	22	0	38	0	20	0	38
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Veh Recall		X				X		
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle		X		X		X		X
Cond. Service								
Lock Detector Memory								
Dual Entry				X				X
Simultaneous Gap								
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry								
Auto Flash Exit								
Non-Actuated 1								
Non-Actuated 2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1	1
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	2
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	3
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	4
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	5
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	6
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	7
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	8
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7				
Switch Phase																																
Delay	0.0	0.0	6.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
Detector Status																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8												
Alternate Walk																
Extra Call Phases																
Call Overlaps																

4.4 Ped Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	1	2	3	4	5	6	7	8
Sequence	1	1	1	1	1	1	1	1
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	1	1
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 13

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 14

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 15

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Pattern14	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4,7	1,6	3,8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking								
Override Flash								
Override +1	X	X						
Flash Dwell								
Enter All Red								
Ignore No Backup								
Max Presence Flash			X	X	X	X		
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	255	255	255	255	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	1	1	1	1	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	38	38	38	38	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0

8.1 TSP Global Options

Enable	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
Headway	0
Lockout	0
Node	1
Name	Default

8.2 TSP Strategy Options	Strategy 1 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 2 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 3 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 4 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 5 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 6 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 7 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options	Strategy 8 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options	Strategy 9 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 10 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 11 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 12 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 13 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options	Strategy 14 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options	Strategy 15 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 16 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.3 TSP Phase Adjustment Times — Strategy 1 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 2 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 3 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 4 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 5 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 6 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 7 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 8 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 9 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 10 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 11 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 12 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 13 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 14 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 15 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 16 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate 1

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 2

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 3

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 4

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 5

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 6

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 7

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 8

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 9

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 10

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 11

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 12

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 13

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 14

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 15

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 16

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 17

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 18

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 19

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 20

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 21

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 22

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 23

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 24

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 25

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 26

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 27

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 28

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 29

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 30

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 31

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 32

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	X
Stop Time	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

B.1.1 Menu Security Options

Enable:		Allow Read-Only:		Timeout (min):	60

B.1.2 Menu Security Users

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.11.14	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.241.11.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8001	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

B.3 System Information

System Id	15
Name	Newport & Murrieta
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	2.0
Min Yellow Time	3.0
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	6
Start Veh Call	1,2,3,4,5,6,7,8
Start Ped Call	2,4,6,8

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.11
Street 1	
Street 2	
Last Modified	6/30/2022 6:57 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	Begin Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3							X	X
Phase 4							X	X
Phase 5	X	X						
Phase 6	X	X						
Phase 7			X	X				
Phase 8			X	X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	Y	.	.	.	Y	.	.	.
Enabled	X	X	X	X	X	X	X	X
Ring1	X	X	X	X				
Ring2					X	X	X	X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	6	8	6	8	6	8	6	8
Passage	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Max 1	25	45	25	40	25	45	25	40
Max 2	0	0	0	0	0	0	0	0
Yellow Change	3.6	5.5	3.6	4.4	3.6	5.2	3.6	5.2
Red Clear	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Walk	0	7	0	7	0	7	0	7
Ped Clear	0	32	0	34	0	31	0	38
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Veh Recall				X				X
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle		X		X		X		X
Cond. Service								
Lock Detector Memory								
Dual Entry		X				X		
Simultaneous Gap	X	X	X	X	X	X	X	X
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry								
Auto Flash Exit								
Non-Actuated 1								
Non-Actuated 2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1	1
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	2
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	3
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	4
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	5
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	6
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	7
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	8
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7				
Switch Phase																																
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
Detector Status																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8												
Alternate Walk																
Extra Call Phases																
Call Overlaps																

4.4 Ped Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	1	2	3	4	5	6	7	8
Sequence	1	1	1	1	1	1	1	1
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	1	1
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 13

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 14

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 15

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Pattern14	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4,7	1,6	3,8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking								
Override Flash								
Override +1	X	X						
Flash Dwell								
Enter All Red								
Ignore No Backup								
Max Presence Flash			X	X	X	X		
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	255	255	255	255	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	1	1	1	1	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	38	38	38	38	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0

8.1 TSP Global Options

Enable	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
Headway	0
Lockout	0
Node	1
Name	Default

8.2 TSP Strategy Options	Strategy 1 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 2 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 3 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 4 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 5 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 6 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 7 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options	Strategy 8 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options	Strategy 9 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 10	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 11	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 12	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 13	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	

8.2 TSP Strategy Options	Strategy 14	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	

8.2 TSP Strategy Options	Strategy 15	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 16 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.3 TSP Phase Adjustment Times — Strategy 1 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 2 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 3 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 4 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 5 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 6 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 7 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 8 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 9 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 10 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 11 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 12 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 13 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 14 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 15 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 16 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate 1

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 2

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 3

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 4

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 5

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 6

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 7

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 8

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 9

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 10

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 11

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 12

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 13

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 14

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 15

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 16

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 17

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 18

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 19

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 20

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 21

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 22

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 23

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 24

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 25

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 26

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 27

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 28

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 29

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 30

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 31

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 32

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	X
Stop Time	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

B.1.1 Menu Security Options

Enable:		Allow Read-Only:		Timeout (min):	60

B.1.2 Menu Security Users

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.11.15	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.241.11.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8001	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

B.3 System Information

System Id	16
Name	Newport & Evans
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	2.0
Min Yellow Time	3.0
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	6
Start Veh Call	1,2,3,4,5,6,7,8
Start Ped Call	2,4,6,8

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.11
Street 1	
Street 2	
Last Modified	6/30/2022 6:56 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3							X	X
Phase 4							X	X
Phase 5	X	X						
Phase 6	X	X						
Phase 7			X	X				
Phase 8			X	X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	Y	.	.	.	Y	.	.	.
Enabled	X	X	X	X	X	X	X	X
Ring1	X	X	X	X				
Ring2					X	X	X	X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	6	8	6	6	6	8	6	6
Passage	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Max 1	25	45	25	30	25	45	25	30
Max 2	0	0	0	0	0	0	0	0
Yellow Change	3.6	5.2	3.6	3.6	3.6	5.2	3.6	3.6
Red Clear	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Walk	0	7	0	7	0	7	0	7
Ped Clear	0	25	0	34	0	19	0	34
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Veh Recall		X				X		
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle		X		X		X		X
Cond. Service								
Lock Detector Memory								
Dual Entry				X				X
Simultaneous Gap								
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry								
Auto Flash Exit								
Non-Actuated 1								
Non-Actuated 2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1	1
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	2
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	3
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	4
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	5
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	6
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	7
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	8
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7				
Switch Phase																																
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
Detector Status																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8												
Alternate Walk																
Extra Call Phases																
Call Overlaps																

4.4 Ped Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	1	2	3	4	5	6	7	8
Sequence	1	1	1	1	1	1	1	1
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	1	1
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 13

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 14

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 15

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Pattern14	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4,7	1,6	3,8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking								
Override Flash								
Override +1	X	X						
Flash Dwell								
Enter All Red								
Ignore No Backup								
Max Presence Flash			X	X	X	X		
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	255	255	255	255	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	1	1	1	1	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	34	34	34	34	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0

8.1 TSP Global Options

Enable	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
Headway	0
Lockout	0
Node	1
Name	Default

8.2 TSP Strategy Options	Strategy 1 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 2 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 3 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 4 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 5 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 6 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 7 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options	Strategy 8 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options	Strategy 9 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 10 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 11 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 12 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 13 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options	Strategy 14 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options	Strategy 15 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 16 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.3 TSP Phase Adjustment Times — Strategy 1 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 2 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 3 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 4 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 5 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 6 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 7 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 8 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 9 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 10 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 11 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 12 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 13 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 14 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 15 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 16 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate 1

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 2

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 3

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 4

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 5

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 6

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 7

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 8

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 9

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 10

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 11

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 12

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 13

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 14

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 15

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 16

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 17

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 18

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 19

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 20

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 21

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 22

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 23

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 24

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 25

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 26

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 27

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 28

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 29

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 30

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 31

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 32

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	X
Stop Time	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

B.1.1 Menu Security Options

Enable:		Allow Read-Only:		Timeout (min):	60

B.1.2 Menu Security Users

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.11.16	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.241.11.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8001	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

B.3 System Information

System Id	18
Name	Newport & Bradley
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	2.0
Min Yellow Time	3.0
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	6
Start Veh Call	1,2,3,4,5,6,7,8
Start Ped Call	2,6,8

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.11
Street 1	
Street 2	
Last Modified	6/30/2022 6:56 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3							X	X
Phase 4							X	X
Phase 5	X	X						
Phase 6	X	X						
Phase 7			X	X				
Phase 8			X	X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	Y	.	.	.	Y	.	.	.
Enabled	X	X	X	X	X	X	X	X
Ring1	X	X	X	X				
Ring2					X	X	X	X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	6	8	6	6	6	8	6	6
Passage	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Max 1	25	45	25	40	25	45	25	40
Max 2	0	0	0	0	0	0	0	0
Yellow Change	3.6	5.2	3.6	4.8	3.6	5.2	3.6	4.8
Red Clear	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Walk	0	7	0	0	0	7	0	7
Ped Clear	0	26	0	0	0	28	0	38
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Veh Recall		X				X		
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle		X				X		X
Cond. Service								
Lock Detector Memory								
Dual Entry				X				X
Simultaneous Gap	X	X	X	X	X	X	X	X
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry								
Auto Flash Exit								
Non-Actuated 1								
Non-Actuated 2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1	1
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	2
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	3
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	4
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	5
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	6
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	7
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	8
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7				
Switch Phase																																
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
Detector Status																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8												
Alternate Walk																
Extra Call Phases																
Call Overlaps																

4.4 Ped Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	1	2	3	4	5	6	7	8
Sequence	1	1	1	1	1	1	1	1
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	1	1
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 13

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 14

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 15

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Pattern14	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4,7	1,6	3,8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking								
Override Flash								
Override +1	X	X						
Flash Dwell								
Enter All Red								
Ignore No Backup								
Max Presence Flash			X	X	X	X		
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	255	255	255	255	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	5	1	5	1	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	38	38	38	38	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0

8.1 TSP Global Options

Enable	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
Headway	0
Lockout	0
Node	1
Name	Default

8.2 TSP Strategy Options	Strategy 1 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 2 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 3 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 4 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 5 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 6 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 7 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options	Strategy 8 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options	Strategy 9 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 10 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 11 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 12 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 13 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options | Strategy 14 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options | Strategy 15 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 16 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.3 TSP Phase Adjustment Times — Strategy 1 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 2 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 3 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 4 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 5 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 6 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 7 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 8 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 9 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 10 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 11 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 12 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 13 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 14 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 15 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 16 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate 1

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 2

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 3

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 4

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 5

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 6

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 7

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 8

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 9

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 10

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 11

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 12

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 13

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 14

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 15

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 16

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 17

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 18

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 19

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 20

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 21

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 22

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 23

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 24

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 25

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 26

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 27

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 28

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 29

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 30

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 31

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 32

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	X
Stop Time	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

B.1.1 Menu Security Options

Enable:		Allow Read-Only:		Timeout (min):	60

B.1.2 Menu Security Users

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.11.18	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.241.11.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8001	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

Organization
MEN_Newport & Sherman & Avenida De Cortez & Town Center > Unit Configuration > Unit Configuration

Transparity®

B.3 System Information

System Id	19
Name	Newport & Avenida De Cortez-Twn Ctr
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	4.0
Min Yellow Time	3.0
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	6
Start Veh Call	1,2,4,5,6,8
Start Ped Call	2,4,6,8

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.11
Street 1	
Street 2	
Last Modified	6/30/2022 6:57 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3								
Phase 4								X
Phase 5	X	X						
Phase 6	X	X						
Phase 7								
Phase 8				X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	Y	.		.	Y	.		.
Enabled	X	X		X	X	X		X
Ring1	X	X		X				
Ring2					X	X		X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,4
Ring 2	5,6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	1,2,4
Ring 2	5,6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	6	8	0	6	6	8	0	6
Passage	2.0	3.0	0.0	3.0	2.0	3.0	0.0	3.0
Max 1	25	45	0	30	25	45	0	30
Max 2	0	0	0	0	0	0	0	0
Yellow Change	3.6	5.2	0.0	3.6	3.6	5.2	0.0	3.6
Red Clear	1.0	2.0	0.0	2.0	1.0	2.0	0.0	2.0
Walk	0	7	0	7	0	7	0	7
Ped Clear	0	19	0	39	0	28	0	39
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	2.0	3.0	0.0	3.0	2.0	3.0	0.0	3.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	4.0	4.0	0.0	4.0	4.0	4.0	0.0	4.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Veh Recall		X				X		
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle		X		X		X		X
Cond. Service								
Lock Detector Memory								
Dual Entry				X				X
Simultaneous Gap								
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry								
Auto Flash Exit								
Non-Actuated 1								
Non-Actuated 2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1	1
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	2
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	3
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	4
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	5
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	6
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	7
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	8
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7				
Switch Phase																																
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
Detector Status																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8												
Alternate Walk																
Extra Call Phases																
Call Overlaps																

4.4 Ped Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	1	2	3	4	5	6	7	8
Sequence	1	1	1	1	1	1	1	1
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	1	1
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 13

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 14

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 15

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Pattern14	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4,8	1,6	4,8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking								
Override Flash								
Override +1	X	X						
Flash Dwell								
Enter All Red								
Ignore No Backup								
Max Presence Flash			X	X	X	X		
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	255	255	255	255	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	1	1	1	1	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	39	39	39	39	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0

8.1 TSP Global Options

Enable	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
Headway	0
Lockout	0
Node	1
Name	Default

8.2 TSP Strategy Options	Strategy 1	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 2	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 3	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 4	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 5	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 6	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 7	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		

8.2 TSP Strategy Options	Strategy 8	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		

8.2 TSP Strategy Options	Strategy 9	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 10 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 11 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 12 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 13 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options	Strategy 14 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options	Strategy 15 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 16 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.3 TSP Phase Adjustment Times — Strategy 1 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 2 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 3 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 4 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 5 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 6 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 7 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 8 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 9 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 10 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 11 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 12 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 13 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 14 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 15 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 16 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate 1

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 2

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 3

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 4

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 5

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 6

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 7

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 8

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 9

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 10

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 11

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 12

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 13

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 14

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 15

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 16

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 17

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 18

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 19

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 20

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 21

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 22

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 23

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 24

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 25

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 26

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 27

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 28

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 29

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 30

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 31

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 32

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	X
Stop Time	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

B.1.1 Menu Security Options

Enable:		Allow Read-Only:		Timeout (min):	60

B.1.2 Menu Security Users

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.11.19	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.241.11.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8001	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

B.3 System Information

System Id	7228
Name	
Location	

1.2 Unit Setup

Auto Ped Clear	Disabled
Red Revert	2.0
Min Yellow Time	3.0
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	0
Start Veh Call	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16
Start Ped Call	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8		1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.10
Street 1	
Street 2	
Last Modified	11/24/2021 5:18 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Maximum 1
Coord Force Mode	Floating
Perm Strategy	Minimum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3								X
Phase 4							X	X
Phase 5	X	X						
Phase 6	X	X						
Phase 7				X				
Phase 8			X	X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	Y	.	.	.	Y	.	.	.
Enabled	X	X	X	X	X	X	X	X
Ring1	X	X	X	X				
Ring2					X	X	X	X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,4,3
Ring 2	6,5,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	1,2,4,3
Ring 2	6,5,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	1,2,4,3
Ring 2	6,5,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	2,1,4,3
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	4	6	4	6	4	6	4	6
Passage	2.0	4.0	2.0	2.0	2.0	4.0	2.0	2.5
Max 1	40	55	25	18	25	55	25	20
Max 2	0	0	0	0	0	0	0	0
Yellow Change	3.6	5.5	3.6	4.8	3.6	5.5	3.6	4.8
Red Clear	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk	0	5	0	4	0	5	0	0
Ped Clear	0	28	0	33	0	22	0	0
Added Initial	0.0	1.5	0.0	0.0	0.0	1.5	0.0	0.0
Max Initial	0	20	0	0	0	20	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Veh Recall		X				X		
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle								
Cond. Service								
Lock Detector Memory								
Dual Entry								
Simultaneous Gap	X	X	X	X	X	X	X	X
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry								
Auto Flash Exit								
Non-Actuated 1								
Non-Actuated 2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

2.1 Phase Parameters Set 2	1	2	3	4	5	6	7	8

Min Green	4	15	4	15	4	15	4	15
Passage	2.0	5.0	2.0	5.0	2.0	5.0	2.0	5.0
Max 1	15	45	15	45	15	45	15	45
Max 2	15	45	15	45	15	45	15	45
Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
Red Clear	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Walk	0	7	0	7	0	7	0	7
Ped Clear	0	15	0	15	0	15	0	15
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 2	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Veh Recall		X				X		
Max Veh Recall					X			
Soft Veh Recall								
Ped Recall								
Ped Recycle								
Cond. Service								
Lock Detector Memory								
Dual Entry								
Simultaneous Gap	X	X	X	X	X	X	X	X
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry								
Auto Flash Exit								
Non-Actuated 1								
Non-Actuated 2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Minus Green Yellow	Minus Green Yellow	Normal	Normal
Included Phases	1,8	2,3		
Modifier Phases	8	2		
Excluded Phases	2,7	1,4		
Excluded Peds	2	2,4		
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	3.6	3.6	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1	1
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	2
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	3
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	4
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	5
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	6
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	7
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	8
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Occupancy	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7				
Switch Phase																																
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
Detector Status																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6													
Alternate Walk																
Extra Call Phases																
Call Overlaps																

4.4 Ped Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	140	140	140	0	0	0	0	0
Offset Time	75	40	40	0	0	0	0	0
Split	1	3	3	4	5	6	7	8
Sequence	1	1	1	1	1	1	1	1
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	2	2	2	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	1	1
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	39	40	13	48	21	58	20	41	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	40	40	20	40	25	55	29	31	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	41	32	24	43	23	50	25	24	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 13

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 14

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 15

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	6	9	14	20	0	0	0	0	0	0	0	0	0	0	0	0
Minute	15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Action	1	2	3	14	14	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	9	18	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	1	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	2	14	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	Pattern1	Pattern2	Pattern3	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	Start Logging	Start Logging	Start Logging	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	Start Logging	Start Logging	Start Logging	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	Start Logging	Start Logging	Start Logging	No Action	No Action	No Action	No Action	No Action
High Res Log	Start	Start	Start	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Pattern14	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	Start	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4,7	1,6	3,8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking	X	X	X	X	X	X	X	X
Override Flash								
Override +1	X	X					X	X
Flash Dwell	X							
Enter All Red								
Ignore No Backup								
Max Presence Flash								
Track Green	1	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	0	0	0	0	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	10	10	10	10	10	10	10	10
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	255	255	255	255	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

8.1 TSP Global Options

Enable	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
Headway	0
Lockout	0
Node	1
Name	Default

8.2 TSP Strategy Options	Strategy 1	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 2	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 3	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 4	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 5	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 6	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 7	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		

8.2 TSP Strategy Options	Strategy 8	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		

8.2 TSP Strategy Options	Strategy 9	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 10 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 11 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 12 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 13 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options | Strategy 14 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options | Strategy 15 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 16 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.3 TSP Phase Adjustment Times — Strategy 1 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 2 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 3 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 4 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 5 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 6 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 7 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 8 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 9 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 10 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 11 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 12 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 13 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 14 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 15 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 16 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate 1

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 2

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 3

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 4

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 5

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 6

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 7

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 8

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 9

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 10

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 11

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 12

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 13

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 14

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 15

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 16

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 17

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 18

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 19

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 20

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 21

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 22

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 23

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 24

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 25

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 26

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 27

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 28

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 29

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 30

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 31

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 32

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Channel Green	13
C1-36	Channel Green	14
C1-37	Channel Yellow	13
C1-38	Channel Yellow	14
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Unused Output	1
C1-95	Unused Output	1
C1-96	Unused Output	1
C1-97	Unused Output	1
C1-98	Unused Output	1
C1-99	Unused Output	1
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Enabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	
Stop Time	

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	1
GPS Start Minute	0
GPS Interval Hour	1
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

B.1.1 Menu Security Options

Enable:		Allow Read-Only:		Timeout (min):	60

B.1.2 Menu Security Users

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	WWV	None	None	None	None	None
Speed	1200	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.11.27	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.241.11.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8001	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

Location: 215 S/B @ NEWPORT ROAD
System: COORDINATED
District: 08
Master At:
I/C:
Designed By:
Installed By: SAFWAN SAYED
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
2/1/2017	1/14/2010			3/3/1998

		FLASH
PHASE	1)	[ ]
	2) E/B NEWPORT RD	[ ]
	3)	[ ]
	4) S/B 215 OFF RAMP	[ ]
	5)	[ ]
	6) W/B NEWPORT RD	[ ]
	7)	[ ]
	8)	[ ]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout

Comments and Notes:
S/N: 820110655 (2021)

RAM Checksum

Page 2: AAC8	Page 8: 7306
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Post Mile: 08-RIV-215 S/B-18.748-NEWPORT ROAD

Printed: 6/23/2022

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	. 2 . 4 . 6 . .
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	. 2 . 4 . 6 . .
Pedestrian Calls	. . . . . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	0	0	0	0	7	0	0
Flash Don't Walk	0	0	0	0	0	18	0	0
Minimum Green	0	5	0	5	0	5	0	0
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	0	35	0	30	0	35	0	0
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	0.0	3.0	0.0	2.0	0.0	3.0	0.0	0.0
Maximum Gap	0.0	3.0	0.0	2.0	0.0	3.0	0.0	0.0
Minimum Gap	0.0	3.0	0.0	2.0	0.0	3.0	0.0	0.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	5.0	3.0	4.5	3.0	5.0	3.0	3.0
All-Red	0.0	1.0	0.0	1.0	0.0	1.0	0.0	0.0

Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor	140		. . . . .	10				78		50		78		
Plan 2	Green Factor	140		. . . . .	10				78		50		78		
Plan 3	Green Factor	140		. . . . .	10				78		50		78		
Plan 4	Green Factor			. . . . .											
Plan 5	Green Factor			. . . . .											
Plan 6	Green Factor			. . . . .											
Plan 7	Green Factor			. . . . .											
Plan 8	Green Factor			. . . . .											
Plan 9	Green Factor			. . . . .											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	. . . . .
11-19	. . . . .
21-29	. . . . .

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	. . . . .
Veh Min	Veh Max
. 2 . . . 6 . .	. . . . .
Ped	Bike
. . . . .	. . . . .
Cond	Cond Grn
. . . . .	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. 2 . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 2	. 2 . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 3	. 2 . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 5	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 6	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 7	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 9	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)

Det	Type	Phases	Lock	Slot
1	COUNT+CALL+EXTEND	. . . 4	NO	I1U
2	COUNT+CALL+EXTEND	. . . 4	NO	I1L
3	COUNT+CALL+EXTEND	. 2	NO	I2U
4	COUNT+CALL+EXTEND	. 2	NO	I2L
5	COUNT+CALL+EXTEND	. 2	NO	I3U
6	COUNT+CALL+EXTEND	. 2	NO	I3L
7	COUNT+CALL+EXTEND	. 2	NO	I4U
8	COUNT+CALL+EXTEND	. 2	NO	I4L
9	COUNT+CALL+EXTEND	. 2	NO	I5U
10	COUNT+CALL+EXTEND	. 2	NO	I5L
11	COUNT+CALL+EXTEND	. . . 4	NO	I6U
12	COUNT+CALL+EXTEND	. . . 4	NO	I6L
13	COUNT+CALL+EXTEND	. . . 4	NO	I7U
14	COUNT+CALL+EXTEND	. . . 4	NO	I7L
15	COUNT+CALL+EXTEND	. . . 4	NO	I8U
16	COUNT+CALL+EXTEND	. . . 4	NO	I8L
17	COUNT+CALL+EXTEND	1	NO	I9U
18	COUNT+CALL+EXTEND	. . 3	NO	I9L
19	COUNT+CALL+EXTEND	. 2	NO	I10U
20	COUNT+CALL+EXTEND	. . . 4	NO	I10L
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U
26	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3L
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L
31	COUNT+CALL+EXTEND	 8	NO	J6U
32	COUNT+CALL+EXTEND	 8	NO	J6L
33	COUNT+CALL+EXTEND	 8	NO	J7U
34	COUNT+CALL+EXTEND	 8	NO	J7L
35	COUNT+CALL+EXTEND	 8	NO	J8U
36	COUNT+CALL+EXTEND	 8	NO	J8L
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U
40	COUNT+CALL+EXTEND	 8	NO	J10L
41	PEDESTRIAN	. 2	NO	I12U
42	PEDESTRIAN	. . . 4	NO	I12L
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U
44	PEDESTRIAN	 8	NO	I13L

Detector Configuration (5-2)

Det	Delay	Extend	Recall	Port
1			10	3.2
2			10	7.2
3			10	1.1
4			10	1.5
5			10	4.5
6			10	6.2
7			10	2.1
8			10	7.4
9			10	3.4
10			10	7.6
11			10	1.3
12			10	1.7
13			10	4.7
14			10	6.4
15			10	2.3
16			10	7.8
17			10	3.6
18			10	3.8
19			10	4.1
20			10	4.2
21			10	3.1
22			10	7.1
23			10	1.2
24			10	1.6
25			10	4.6
26			10	6.3
27			10	2.2
28			10	7.3
29			10	3.3
30			10	7.5
31			10	1.4
32			10	1.8
33			10	4.8
34			10	6.5
35			10	2.4
36			10	7.7
37			10	3.5
38			10	3.7
39			10	4.3
40			10	4.4
41			10	5.1
42			10	5.3
43			10	5.2
44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)

Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)

Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
0530	1	A
0900	2	A
1400	3	A
2000	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
0530	1	A
0900	2	A
1400	3	A
2000	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	UTB
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	2
Protocol	AB3418
Port	27002
Type	STATIC
Central Access	6
Field Access	7

IP Address	172	.	25	.	51	.	69
Netmask	255	.	255	.	255	.	192
Broadcast	172	.	25	.	51	.	255
Gateway	172	.	25	.	51	.	65

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		. . . . .	. . . . .	1 2 3 4 5 6 7 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)			
Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	. . . 4 . . 7 .	. . . . .

Configuration (3-2-6)			
Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

Location: 215 N/B @ NEWPORT ROAD
System: COORDINATED
District: 08
Master At:
I/C:
Designed By:
Installed By: SAFWAN SAYED
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
2/1/2017	1/14/2010			3/31/1998

		FLASH
PHASE	1)	[ ]
	2) E/B NEWPORT ROAD	[ ]
	3)	[ ]
	4)	[ ]
	5)	[ ]
	6) W/B NEWPORT ROAD	[ ]
	7)	[ ]
	8) N/B 215 OFF RAMP	[ ]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout

Comments and Notes:
S/N: 820110648 (2021)

RAM Checksum

Page 2: 0235	Page 8: 7306
Page 3: 5761	Page 9: D2FD
Page 4: 7DDB	Page 10: EAB6
Page 5: 191A	Page 11: 3B99
Page 6: 191A	Page 12: 2FBE
Page 7: 9CCD	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	. 2 . . . 6 . 8
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	. 2 . . . 6 . 8
Pedestrian Calls	. . . . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	0	0	0	0	0	0	0
Flash Don't Walk	0	0	0	0	0	0	0	0
Minimum Green	0	5	0	0	0	5	0	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	0	35	0	0	0	35	0	35
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	0.0	3.0	0.0	0.0	0.0	3.0	0.0	2.0
Maximum Gap	0.0	3.0	0.0	0.0	0.0	3.0	0.0	2.0
Minimum Gap	0.0	3.0	0.0	0.0	0.0	3.0	0.0	2.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	5.0	3.0	3.0	3.0	5.0	3.0	4.5
All-Red	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0

Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor	140		. . . . .					78				78		50
Plan 2	Green Factor	140		. . . . .					78				78		50
Plan 3	Green Factor	140		. . . . .					78				78		50
Plan 4	Green Factor			. . . . .											
Plan 5	Green Factor			. . . . .											
Plan 6	Green Factor			. . . . .											
Plan 7	Green Factor			. . . . .											
Plan 8	Green Factor			. . . . .											
Plan 9	Green Factor			. . . . .											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	. . . . .
11-19	. . . . .
21-29	. . . . .

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	. . . . .
Veh Min	Veh Max
. 2 . . . 6 . .	. . . . .
Ped	Bike
. . . . .	. . . . .
Cond	Cond Grn
. . . . .	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. 2 . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 2	. 2 . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 3	. 2 . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 5	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 6	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 7	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 9	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	COUNT+CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	COUNT+CALL+EXTEND	. 2	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. 2	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	. . 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	. . 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U	13			10	4.7
14	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7L	14			10	6.4
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	. . 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	 8	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	 8	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	25			10	4.6
26	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3L	26			10	6.3
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	 8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	 8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	 8	NO	J7U	33			10	4.8
34	COUNT+CALL+EXTEND	 8	NO	J7L	34			10	6.5
35	COUNT+CALL+EXTEND	 8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	 8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I12U	41			10	5.1
42	PEDESTRIAN	. . . 4 . . .	NO	I12L	42			10	5.3
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U	43			10	5.2
44	PEDESTRIAN	 8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
0530	1	A
0900	2	A
1400	3	A
2000	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
0530	1	A
0900	2	A
1400	3	A
2000	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	UTB
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27001
Type	STATIC
Central Access	6
Field Access	7

IP Address	172	.	25	.	51	.	70
Netmask	255	.	255	.	255	.	192
Broadcast	172	.	25	.	51	.	255
Gateway	172	.	25	.	51	.	65

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . . .	. . . . . .	. . . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Hold		. . . .	. . . .	1 2 3 4 5 6 7 8	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)			
Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . . .	. . . . . .	. . . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Hold		1 2 3 . . 6 . .	. . . .	. . . .	. 2 . . . 6 . .	. . . .	. . . 4 . . . 8	. . . . . .	. . . . . .	. . . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . . .	. . . 4 . . 7 .	. . . .

Configuration (3-2-6)			
Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. 2 . . 5 . . .	. . . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. . . 4 . . 7 .	. . . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	1 . . . . 6 . .	. . . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. . 3 8	. . . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	NORMAL

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:
- 0 Unused (no output)
- 1-8 Vehicle 1-8
- 9-14 Overlap A-F
- 21-28 Ped 1-8
- 41-47 Special Functions
- 41 Protected Permissive Flashing Phase 1
- 43 Protected Permissive Flashing Phase 3
- 45 Protected Permissive Flashing Phase 5
- 47 Protected Permissive Flashing Phase 7
- 51-57 Special Functions
- 71-72 Seven Wire I/C

\+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

Transparity®

B.3 System Information

System Id	2000
Name	Newport @ Antelope
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	5
Min Yellow Time	3
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	0
Start Veh Call	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16
Start Ped Call	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	3	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.10
Street 1	
Street 2	
Last Modified	10/17/19 7:54 AM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Floating
Perm Strategy	Minimum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3								
Phase 4								
Phase 5	X	X						
Phase 6	X	X						
Phase 7								
Phase 8								
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	2	2	5	2	2	2	2	2
Enabled	X	X	X	X	X	X		
Ring1	X	X	X	X				
Ring2					X	X		
Ring3								
Ring4								

* Thumb Drive does not include changes made to and on this timing sheet.

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min. Green	4	6	4	6	4	6	0	0
Pass/10	2	4	2	3	2	4	0	0
Max. 1	25	45	30	25	25	45	0	0
Max. 2	0	0	0	0	0	0	0	0
Yel/10	3.6	5.5	4.8	4.8	3.6	5.5	0	0
Red/10	1	1	1	1	1	1	0	0
Walk	0	5	5	0	0	5	0	0
Pedestrian Clear	0	22	28	0	0	26	0	0
Add In/10	0	1.5	0	0	0	1.5	0	0
Max. Initial	0	0	0	0	0	0	0	0
TBR	0	0	0	0	0	0	0	0
CBR	0	0	0	0	0	0	0	0
TTR	0	0	0	0	0	0	0	0
Reduce/10	0	0	0	0	0	0	0	0
Min Gp/10	0	0	0	0	0	0	0	0
DM Limit	0	0	0	0	0	0	0	0
DM Stp/10	0	0	0	0	0	0	0	0
Red Rv/10	5	5	5	5	5	5	0	5
Cond Svc Min	0	0	0	0	0	0	0	0
Alt Min Green	0	0	0	0	0	0	0	0
Alt Ps/10	0	0	0	0	0	0	0	0
Alternate Walk	0	0	0	0	0	0	0	0
Alt Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
St Dly/10	0	0	0	0	0	0	0	0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Recall		X				X		
Max Recall								
Soft Recall								
Ped Recall								
Pedestrian Recycle		X	X			X		
Cond Srv								
Detector Lock					X			
Dual Entry								
Simul Gap	X	X	X	X	X	X	X	X
Guar Pass								
Add Init Calc								
Walk Rest								
Red Rest								
Flash Entry								
Flash Exit								
CNA-1								
CNA-2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

2.1 Phase Parameters Set 2	1	2	3	4	5	6	7	8

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Occupancy	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	3	3	8	8	8	5	7	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Act	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Pr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Err Cnts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	3	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Walk																
Extra Call Phases																
Call Overlaps																

Transparity®

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	1	1	1	1	1	1	1	1
Sequence	1	1	1	1	1	14	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	1	2	3	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	Start Logging	Start Logging	Start Logging	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	Start Logging	Start Logging	Start Logging	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	Start Logging	Start Logging	Start Logging	No Action	No Action	No Action	No Action	No Action
High Res Log	Start	Start	Start	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	0	0	0	0	0	14	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	Start	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	~~Channel Green~~	~~13~~
C1-36	~~Unused Output~~ Channel Green	13
C1-37	~~Channel Yellow~~	~~13~~
C1-38	~~Unused Output~~	13
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Unused Output	1
C1-98	Unused Output	1
C1-99	Unused Output	1
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

-CH GREEN 13
-UNUSED OUTPUT
-CH YELLOW 13

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	WWV	None	None	None	None	None
Speed	1200	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.12.12	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	0.0.0.0	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8001	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

B.3 System Information

System Id	7E5
Name	Newport and Menifee
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	3.0
Min Yellow Time	3.0
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	6
Start Veh Call	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16
Start Ped Call	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	V	V	V	V	V	V	P	P	P	P	O	O	O	O
Source	1	2	3	4	5	6	7	8	2	4	6	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X	X	X	X	X	X	X					X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.7
Street 1	
Street 2	
Last Modified	8/31/2017 4:58 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	Begin Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3							X	X
Phase 4							X	X
Phase 5	X	X						
Phase 6	X	X						
Phase 7			X	X				
Phase 8			X	X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	5	2	2	2	5	2	2	2
Enabled	X	X	X	X	X	X	X	X
Ring1	X	X	X	X				
Ring2					X	X	X	X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min. Green	5	8	5	6	5	8	5	6
Pass/10	1.5	4.0	1.5	3.0	1.5	4.0	1.5	3.0
Max. 1	25	50	25	40	25	50	25	40
Max. 2	0	0	0	0	0	0	0	0
Yel/10	3.6	4.8	3.6	5.5	3.6	5.5	3.6	4.8
Red/10	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Walk	0	10	0	10	0	10	0	10
Pedestrian Clear	0	31	0	31	0	29	0	36
Add In/10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max. Initial	20	20	20	20	20	20	20	20
TBR	0	1	0	1	0	1	0	1
CBR	0	0	0	0	0	0	0	0
TTR	0	0	0	0	0	0	0	0
Reduce/10	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.1
Min Gp/10	1.5	2.0	1.5	2.0	1.5	2.0	1.5	2.0
DM Limit	0	0	0	0	0	0	0	0
DM Stp/10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Rv/10	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Cond Svc Min	0	0	0	0	0	0	0	0
Alt Min Green	0	0	0	0	0	0	0	0
Alt Ps/10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alt Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
St Dly/10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2.1 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Recall		X				X		
Max Recall								
Soft Recall								
Ped Recall								
Pedestrian Recycle		X		X		X		X
Cond Srv								
Detector Lock								
Dual Entry				X				X
Simul Gap	X	X	X	X	X	X	X	X
Guar Pass								
Add Init Calc								
Walk Rest								
Red Rest								
Flash Entry								
Flash Exit								
CNA-1								
CNA-2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Grn	0	0	0	0
Trailing Yel	0.0	0.0	0.0	0.0
Trailing Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Grn	0	0	0	0
Trailing Yel	0.0	0.0	0.0	0.0
Trailing Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1	1
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	2
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	3
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	4
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	5
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	6
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	7
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	8
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Act	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Pr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Err Cnts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	1	2	3	4	5	6	7	8	0	0	0	0	0	0	0	0
Alternate Walk																
Extra Call Phases																
Call Overlaps																

4.4 Ped Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max. Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	1	1	1	1	1	1	1	1
Sequence	1	1	1	1	1	1	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases	0	0	0	0	0	0	0	0
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	1	1	1	1	1	1	1	1
Sequence	1	1	1	1	1	1	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases	0	0	0	0	0	0	0	0
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 13

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 14

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 15

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.4 Schedules

	Month												Days Of Week							Date																															Day
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan
1																																																		0
2																																																			0
3																																																			0
4																																																			0
5																																																			0
6																																																			0
7																																																			0
8																																																			0

	Month												Days Of Week							Date																																		Day
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan
9																																																		0
10																																																			0
11																																																			0
12																																																			0
13																																																			0
14																																																			0
15																																																			0
16																																																			0

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	17	18	19	20	21	22	23	24
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	17	18	19	20	21	22	23	24
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	17	18	19	20	21	22	23	24
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	17	18	19	20	21	22	23	24
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	17	18	19	20	21	22	23	24
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	17	18	19	20	21	22	23	24
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	17	18	19	20	21	22	23	24
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	17	18	19	20	21	22	23	24
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	RR-1	RR-2	EV-A	EV-B	EV-C	EV-D	SE-1	SE-2
Track Phases								
Track Overlaps								
Dwell Phases			2,5	4,7	1,6	3,8		
Dwell Overlaps								
Dwell Peds								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Exit Phase								
Locking	X	X	X	X	X	X	X	X
Override Flash								
Override Preempt+1	X							
Flash Dwell	X							
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	0	0	0	0	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	10	10	10	10	10	10	10	10
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	255	255	255	255	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Ped Overlap								
Dwell Ped Overlap								
All Red Entry								
Track Ped								
Cycling Ped Overlap								

8.1 TSP Global Options

Enable	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
Headway	0
Lockout	0
Node	1
Name	Default

8.2 TSP Strategy Options — Strategy 1 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 2 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 3 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 4 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 5 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 6 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 7 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options — Strategy 8 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options — Strategy 9 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 10 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 11 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 12 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 13 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options | Strategy 14 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options | Strategy 15 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 16	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0.0	
Min OFF Time	0.0	
Delay Time	0.0	
Extend Time	0.0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.3 TSP Phase Adjustment Times — Strategy 1 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 2 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 3 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 4 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 5 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 6 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 7 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 8 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 9 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 10 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 11 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 12 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 13 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 14 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 15 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 16 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate 1

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 2

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 3

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 4

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 5

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 6

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 7

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 8

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 9

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 10

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 11

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 12

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 13

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 14

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 15

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 16

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 17

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 18

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 19

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 20

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 21

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 22

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 23

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 24

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 25

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 26

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 27

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 28

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 29

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 30

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 31

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.6 Logic Gate 32

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Disabled
VOS Log Mode	Disabled
Cycle MOE Log Mode	Disabled
High Res Log Mode	Disabled
Power On/Off	
Low Battery	
Cycle Fault	
Coord Fault	
Coord Fail	
Cycle Fail	
MMU Flash	
Local Flash	
Local Free	
Preempt Status Change	
Response Fault	
Alarm Status Change	
Door Status Change	
Pattern Change	
Detector Status Change	
Comm Status Change	
Command Change	
Data Change Keyboard	
Controller Download	
Access Code	
Priority	

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	An error has occurred while processing TextBox 'txtDevicePresent': An error has occurred while executing function IIf(). Check InnerException for further information. ---------- InnerException ---------- Exception has been thrown by the target of an invocation. ---------- InnerException ---------- Index (zero based) must be greater than or equal to zero and less than the size of the argument list.
BIU 2 (T&F BIU 2)	An error has occurred while processing TextBox 'txtDevicePresent': An error has occurred while executing function IIf(). Check InnerException for further information. ---------- InnerException ---------- Exception has been thrown by the target of an invocation. ---------- InnerException ---------- Index (zero based) must be greater than or equal to zero and less than the size of the argument list.
BIU 3 (T&F BIU 3)	An error has occurred while processing TextBox 'txtDevicePresent': An error has occurred while executing function IIf(). Check InnerException for further information. ---------- InnerException ---------- Exception has been thrown by the target of an invocation. ---------- InnerException ---------- Index (zero based) must be greater than or equal to zero and less than the size of the argument list.
BIU 4 (T&F BIU 4)	An error has occurred while processing TextBox 'txtDevicePresent': An error has occurred while executing function IIf(). Check InnerException for further information. ---------- InnerException ---------- Exception has been thrown by the target of an invocation. ---------- InnerException ---------- Index (zero based) must be greater than or equal to zero and less than the size of the argument list.
BIU 9 (Detector BIU 1)	An error has occurred while processing TextBox 'txtDevicePresent': An error has occurred while executing function IIf(). Check InnerException for further information. ---------- InnerException ---------- Exception has been thrown by the target of an invocation. ---------- InnerException ---------- Index (zero based) must be greater than or equal to zero and less than the size of the argument list.
BIU 10 (Detector BIU 2)	
BIU 11 (Detector BIU 3)	
BIU 12 (Detector BIU 4)	
MMU	
Comm Port	

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

An error has occurred while processing TextBox 'txtDevicePresent':
An error has occurred while executing function IIf(). Check InnerException for further information.
---------- InnerException ----------
Exception has been thrown by the target of an invocation.
---------- InnerException ----------
Index (zero based) must be greater than or equal to zero and less than the size of the argument list.

An error has occurred while processing TextBox 'txtDevicePresent':
An error has occurred while executing function IIf(). Check InnerException for further information.
---------- InnerException ----------
Exception has been thrown by the target of an invocation.
---------- InnerException ----------
Index (zero based) must be greater than or equal to zero and less than the size of the argument list.

An error has occurred while processing TextBox 'txtDevicePresent':
An error has occurred while executing function IIf(). Check InnerException for further information.
---------- InnerException ----------
Exception has been thrown by the target of an invocation.
---------- InnerException ----------
Index (zero based) must be greater than or equal to zero and less than the size of the argument list.

An error has occurred while processing TextBox 'txtDevicePresent':
An error has occurred while executing function IIf(). Check InnerException for further information.
---------- InnerException ----------
Exception has been thrown by the target of an invocation.
---------- InnerException ----------
Index (zero based) must be greater than or equal to zero and less than the size of the argument list.

An error has occurred while processing TextBox 'txtDevicePresent':
An error has occurred while executing function IIf(). Check InnerException for further information.
---------- InnerException ----------
Exception has been thrown by the target of an invocation.
---------- InnerException ----------
Index (zero based) must be greater than or equal to zero and less than the size of the argument list.

B.1.1 Menu Security Options

Enable:		Allow Read-Only:		Timeout (min):	60

B.1.2 Menu Security Users

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.243.4.6	0.0.0.0
Net Mask	0.0.0.0	0.0.0.0
Gateway	0.0.0.0	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8001	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	0	0

1.9.1 Peer Device	1	2	3	4	5	6	7	8
System Id	0	0	0	0	0	0	0	0
IP Address	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0
Port	0	0	0	0	0	0	0	0
Message Timeout	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Max Retries	3	3	3	3	3	3	3	3
Heartbeat Time	30	30	30	30	30	30	30	30

1.9.2 Peer Function	1	2	3	4	5	6	7	8
Peer Device Num	0	0	0	0	0	0	0	0
Remote Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Remote Function Idx	1	1	1	1	1	1	1	1
Local Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Local Function Idx	1	1	1	1	1	1	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

1.9.2 Peer Function	9	10	11	12	13	14	15	16
Peer Device Num	0	0	0	0	0	0	0	0
Remote Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Remote Function Idx	1	1	1	1	1	1	1	1
Local Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Local Function Idx	1	1	1	1	1	1	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

1.9.2 Peer Function	17	18	19	20	21	22	23	24
Peer Device Num	0	0	0	0	0	0	0	0
Remote Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Remote Function Idx	1	1	1	1	1	1	1	1
Local Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Local Function Idx	1	1	1	1	1	1	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

1.9.2 Peer Function	25	26	27	28	29	30	31	32
Peer Device Num	0	0	0	0	0	0	0	0
Remote Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Remote Function Idx	1	1	1	1	1	1	1	1
Local Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Local Function Idx	1	1	1	1	1	1	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

B.3 System Information

System Id	41
Name	Menifee at Holland Rd
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	2
Min Yellow Time	3.6
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	5
Start Veh Call	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16
Start Ped Call	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.10
Street 1	
Street 2	
Last Modified	9/1/20 1:32 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3							X	X
Phase 4							X	X
Phase 5	X	X						
Phase 6	X	X						
Phase 7			X	X				
Phase 8			X	X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	2	2	2	5	2	2	2	5
Enabled	X	X	X	X	X	X	X	X
Ring1	X	X	X	X				
Ring2					X	X	X	X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	6	10	6	8	6	10	6	8
Passage	2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0
Max 1	25	45	25	30	25	45	25	30
Max 2	0	0	0	0	0	0	0	0
Yellow Change	3.6	5.2	3.6	5.2	3.6	5.2	3.6	5.2
Red Clear	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Walk	0	7	0	7	0	7	0	7
Ped Clear	0	28	0	31	0	28	0	28
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Veh Recall		X				X		
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle		X		X		X		X
Cond. Service								
Lock Detector Memory								
Dual Entry				X				X
Simultaneous Gap	X	X	X	X	X	X	X	X
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry								
Auto Flash Exit								
Non-Actuated 1								
Non-Actuated 2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
TS2 Diagnostics																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Walk																
Extra Call Phases																
Call Overlaps																

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	1	2	3	4	5	6	7	8
Sequence	1	1	1	1	1	1	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	0	0	0	0	0	14	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	Start	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4,7	1,6	3,8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking								
Override Flash								
Override +1	X	X						
Flash Dwell	X							
Enter All Red								
Ignore No Backup								
Max Presence Flash			X	X	X	X		
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	255	255	255	255	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	0	0	0	0	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	31	31	31	31	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.11.41	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.241.11.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8002	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

Location: SR74 @ Juniper Flats Rd
System:
Master At:
District: 08
I/C:
Designed By:
Installed By: Safwan Sayed
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
12/8/2021	12/22/1993			5/7/2010

		FLASH
PHASE	1) SR74 WB Left Turn	[R]
	2) SR74 EB	[R]
	3)	[ ]
	4) Juniper Flats Rd SB	[R]
	5) SR74 EB Left Turn	[R]
	6) SR74 WB	[R]
	7)	[ ]
	8) Juniper Flats Rd NB	[R]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layou

Comments and Notes:
Build 6H

RAM Checksum

Page 2: 5CBF	Page 8: 85AF
Page 3: D963	Page 9: D2FD
Page 4: F29E	Page 10: 1D50
Page 5: 191A	Page 11: 9EF6
Page 6: 191A	Page 12: D68F
Page 7: 398C	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 . 4 5 6 . 8
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 . 4 5 6 . 8
Pedestrian Calls	. 2 . . . 6 . 8
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	 8

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	0	0	7	0	7
Flash Don't Walk	0	20	0	0	0	20	0	19
Minimum Green	5	5	0	5	5	5	0	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	15	45	0	26	15	45	0	26
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	3.0	0.0	2.0	2.0	3.0	0.0	3.0
Maximum Gap	2.0	3.0	0.0	2.0	2.0	3.0	0.0	3.0
Minimum Gap	2.0	3.0	0.0	2.0	2.0	3.0	0.0	3.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.7	6.0	3.0	4.0	3.7	6.0	3.0	4.0
All-Red	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0

Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			.....											
Plan 2	Green Factor			.....											
Plan 3	Green Factor			.....											
Plan 4	Green Factor			.....											
Plan 5	Green Factor			.....											
Plan 6	Green Factor			.....											
Plan 7	Green Factor			.....											
Plan 8	Green Factor			.....											
Plan 9	Green Factor			.....											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
. 2 . . . 6 . .	.....
Ped	Bike
.....	.....
Cond	Cond Grn
.....	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	.....	.....	.....	.....	.....	.....	.....	.....
Plan 2	.....	.....	.....	.....	.....	.....	.....	.....
Plan 3	.....	.....	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot
Det	Type	Phases	Lock	
1	COUNT+CALL+EXTEND	1	NO	I1U
2	COUNT+CALL+EXTEND	1	NO	I1L
3	COUNT+CALL+EXTEND	. 2	NO	I2U
4	COUNT+CALL+EXTEND	. 2	NO	I2L
5	COUNT+CALL+EXTEND	. 2	NO	I3U
6	COUNT+CALL+EXTEND	. 2	NO	I3L
7	COUNT+CALL+EXTEND	. 2	NO	I4U
8	COUNT+CALL+EXTEND	. 2	NO	I4L
9	COUNT+CALL+EXTEND	. . 3	NO	I5U
10	COUNT+CALL+EXTEND	. . 3	NO	I5L
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U
14	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7L
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L
17	COUNT+CALL+EXTEND	1	NO	I9U
18	COUNT+CALL+EXTEND	. . 3	NO	I9L
19	COUNT+CALL+EXTEND	. 2	NO	I10U
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U
26	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3L
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L
31	COUNT+CALL+EXTEND	 8	NO	J6U
32	COUNT+CALL+EXTEND	 8	NO	J6L
33	COUNT+CALL+EXTEND	 8	NO	J7U
34	COUNT+CALL+EXTEND	 8	NO	J7L
35	COUNT+CALL+EXTEND	 8	NO	J8U
36	COUNT+CALL+EXTEND	 8	NO	J8L
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U
40	COUNT+CALL+EXTEND	 8	NO	J10L
41	PEDESTRIAN	. 2	NO	I12U
42	PEDESTRIAN	. . . 4 . . .	NO	I12L
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U
44	PEDESTRIAN	 8	NO	I13L

Detector Configuration (5-2)				
Det	Delay	Extend	Recall	Port
1			10	3.2
2			10	7.2
3			10	1.1
4			10	1.5
5			10	4.5
6			10	6.2
7			10	2.1
8			10	7.4
9			10	3.4
10			10	7.6
11			10	1.3
12			10	1.7
13			10	4.7
14			10	6.4
15			10	2.3
16			10	7.8
17			10	3.6
18			10	3.8
19			10	4.1
20			10	4.2
21			10	3.1
22			10	7.1
23			10	1.2
24			10	1.6
25			10	4.6
26			10	6.3
27			10	2.2
28			10	7.3
29			10	3.3
30			10	7.5
31			10	1.4
32			10	1.8
33			10	4.8
34			10	6.5
35			10	2.4
36			10	7.7
37			10	3.5
38			10	3.7
39			10	4.3
40			10	4.4
41			10	5.1
42			10	5.3
43			10	5.2
44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	UTB
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27012
Type	STATIC
Central Acces	6
Field Access	7

IP Address	192	.	168	.	0	.	112
Netmask	255	.	255	.	255	.	0
Broadcast	192	.	168	.	0	.	255
Gateway	192	.	168	.	0	.	1

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		. . . . .	. . . . .	1 2 3 4 5 6 7 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)			
Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	. . . 4 . . 7 .	. . . . .

Configuration (3-2-6)			
Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. . . 4	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

\+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

Location: WINCHESTER ROAD (ROUTE 79) @N ROUTE 74
System: **District:** 08
Master At: **I/C:**
Designed By:
Installed By:
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
12/6/2021	5/23/1985			5/23/1985

Intersection Layou

		FLASH
PHASE	1) WB LT ROUTE 74	[R]
	2) EB ROUTE 74	[R]
	3)	[ ]
	4) SB VISTA PLACE	[R]
	5) EB LT ROUTE 74	[R]
	6) WB ROUTE 74	[R]
	7)	[ ]
	8) NB Vista Place	[R]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Comments and Notes:
Build 002
Removed Minimum recall 4,8 - 10/11/2017

RAM Checksum

Page 2: 690B	Page 8: 85AF
Page 3: ABA9	Page 9: D2FD
Page 4: F29E	Page 10: 7C44
Page 5: 191A	Page 11: AF19
Page 6: 191A	Page 12: D68F
Page 7: 7825	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 . 4 5 6 . 8
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . 4 . . . 8
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 . 4 5 6 . 8
Pedestrian Calls	. 2 . 4 . . . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlaps	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . 4 . . . .
P5	. . . . .
P6	. . . . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	7	0	0	0	0
Flash Don't Walk	0	22	0	37	0	0	0	0
Minimum Green	5	5	0	5	5	5	0	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	30	35	0	25	15	35	0	25
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Maximum Gap	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Minimum Gap	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.7	5.2	3.0	5.5	3.7	5.2	3.0	5.5
All-Red	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0

Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			.....											
Plan 2	Green Factor			.....											
Plan 3	Green Factor			.....											
Plan 4	Green Factor			.....											
Plan 5	Green Factor			.....											
Plan 6	Green Factor			.....											
Plan 7	Green Factor			.....											
Plan 8	Green Factor			.....											
Plan 9	Green Factor			.....											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
. 2 . . . 6 . .	.....
Ped	Bike
.....	.....
Cond	Cond Grn
.....	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	.....	.....	.....	.....	.....	.....	.....	.....
Plan 2	.....	.....	.....	.....	.....	.....	.....	.....
Plan 3	.....	.....	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	COUNT+CALL+EXTEND	. 2	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. 2	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	. . 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	. . 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U	13			10	4.7
14	CALL+EXTEND	. . . 4 . . .	NO	I7L	14			10	6.4
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	. . 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	25			10	4.6
26	CALL+EXTEND	. . . . . 6 . .	NO	J3L	26			10	6.3
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	 8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	 8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	 8	NO	J7U	33			10	4.8
34	CALL+EXTEND	 8	NO	J7L	34			10	6.5
35	COUNT+CALL+EXTEND	 8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	 8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I12U	41			10	5.1
42	PEDESTRIAN	. . . 4 . . .	NO	I12L	42			10	5.3
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U	43			10	5.2
44	PEDESTRIAN	 8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Num								
Sys Det	9	10	11	12	13	14	15	16
Det Num								

CIC Operation (5-6-1)

Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	1
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27001
Type	STATIC
Central Access	0
Field Access	0

IP Address	192	.	168	.	0	.	101				
Netmask	255	.	255	.	255	.	0				
Broadcast	0	.	0	.	0	.	255				
Gateway	192	.	168	.	0	.	1				

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . .	. . . . .	. . . . .
Hold		. . . .	. . . .	1 2 3 4 5 6 7 8	. . . .	. . . .	. . . .	. . . . .	. . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)			
Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . .	. . . .	. 2 . . . 6 . .	. . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . .	. . . 4 . . 7 .	. . . .

Configuration (3-2-6)			
Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

\+ middle output of loadswitches 3 and 6
Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

Location: SR74 @ Warren Rd
System:
Master At:
District: 08
I/C: None
Designed By:
Installed By:
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
7/27/2021	6/29/1988			6/29/1988

		FLASH
PHASE	1) WB LT SR74	[R]
	2) EB SR74	[R]
	3) NB LT WARREN RD	[R]
	4) SB WARREN RD	[R]
	5) EB LT SR74	[R]
	6) WB SR74	[R]
	7) SB LT WARREN RD	[R]
	8) NB WARREN RD	[R]

OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout

Comments and Notes:
BUILD 002

RAM Checksum

Page 2: 71FD	Page 8: 85AF
Page 3: 506A	Page 9: D2FD
Page 4: F29E	Page 10: 48DE
Page 5: 191A	Page 11: AF19
Page 6: 191A	Page 12: D68F
Page 7: 398C	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 3 4 5 6 7 8
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 3 4 5 6 7 8
Pedestrian Calls	. 2 . 4 . 6 . 8
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . 4 . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	 8

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	7	0	7	0	7
Flash Don't Walk	0	32	0	28	0	32	0	28
Minimum Green	5	5	5	5	5	5	5	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	25	40	20	25	25	40	20	25
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Maximum Gap	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap	2.0	2.0	2.0	2.0	0.2	2.0	2.0	2.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Yellow	3.7	5.0	3.7	5.5	3.7	5.0	3.7	5.5
All-Red	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			.....											
Plan 2	Green Factor			.....											
Plan 3	Green Factor			.....											
Plan 4	Green Factor			.....											
Plan 5	Green Factor			.....											
Plan 6	Green Factor			.....											
Plan 7	Green Factor			.....											
Plan 8	Green Factor			.....											
Plan 9	Green Factor			.....											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
. 2 . . . 6 . .	.....
Ped	Bike
.....	.....
Cond	Cond Grn
.....	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	.....	.....	.....	.....	.....	.....	.....	.....
Plan 2	.....	.....	.....	.....	.....	.....	.....	.....
Plan 3	.....	.....	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot
Det	Type	Phases	Lock	
1	COUNT+CALL+EXTEND	1	NO	I1U
2	COUNT+CALL+EXTEND	1	NO	I1L
3	COUNT+CALL+EXTEND	. 2	NO	I2U
4	COUNT+CALL+EXTEND	. 2	NO	I2L
5	COUNT+CALL+EXTEND	. 2	NO	I3U
6	COUNT+CALL+EXTEND	. 2	NO	I3L
7	COUNT+CALL+EXTEND	. 2	NO	I4U
8	COUNT+CALL+EXTEND	. 2	NO	I4L
9	COUNT+CALL+EXTEND	. . 3	NO	I5U
10	COUNT+CALL+EXTEND	. . 3	NO	I5L
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U
14	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7L
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L
17	COUNT+CALL+EXTEND	1	NO	I9U
18	COUNT+CALL+EXTEND	. . 3	NO	I9L
19	COUNT+CALL+EXTEND	. 2	NO	I10U
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U
26	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3L
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L
31	COUNT+CALL+EXTEND	 8	NO	J6U
32	COUNT+CALL+EXTEND	 8	NO	J6L
33	COUNT+CALL+EXTEND	 8	NO	J7U
34	COUNT+CALL+EXTEND	 8	NO	J7L
35	COUNT+CALL+EXTEND	 8	NO	J8U
36	COUNT+CALL+EXTEND	 8	NO	J8L
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U
40	COUNT+CALL+EXTEND	 8	NO	J10L
41	PEDESTRIAN	. 2	NO	I12U
42	PEDESTRIAN	. . . 4 . . .	NO	I12L
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U
44	PEDESTRIAN	 8	NO	I13L

Detector Configuration (5-2)				
Det	Delay	Extend	Recall	Port
1			10	3.2
2			10	7.2
3			10	1.1
4			10	1.5
5			10	4.5
6			10	6.2
7			10	2.1
8			10	7.4
9			10	3.4
10			10	7.6
11			10	1.3
12			10	1.7
13			10	4.7
14			10	6.4
15			10	2.3
16			10	7.8
17			10	3.6
18			10	3.8
19			10	4.1
20			10	4.2
21			10	3.1
22			10	7.1
23			10	1.2
24			10	1.6
25			10	4.6
26			10	6.3
27			10	2.2
28			10	7.3
29			10	3.3
30			10	7.5
31			10	1.4
32			10	1.8
33			10	4.8
34			10	6.5
35			10	2.4
36			10	7.7
37			10	3.5
38			10	3.7
39			10	4.3
40			10	4.4
41			10	5.1
42			10	5.3
43			10	5.2
44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)								
Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)								
Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	6
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27006
Type	STATIC
Central Access	6
Field Access	7

IP Address	192	.	168	.	0	.	106
Netmask	255	.	255	.	255	.	0
Broadcast	192	.	168	.	0	.	255
Gateway	192	.	168	.	0	.	1

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . . .	. . . . . .	. . . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Hold		. . . .	. . . .	1 2 3 4 5 6 7 8	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)			
Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . . .	. . . . . .	. . . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Hold		1 2 3 . . 6 . .	. . . .	. . . .	. 2 . . . 6 . .	. . . .	. . . 4 . . . 8	. . . . . .	. . . . . .	. . . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . . .	. . . 4 . . 7 .	. . . .

Configuration (3-2-6)			
Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. 2 . . 5 . . .	. . . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . . 4 . . 7 .	. . . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	1 . . . . 6 . .	. . . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . 3 8	. . . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

\+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

Location: SR74 @ Cawston Ave
System:
Master At:
District: 08
I/C:
Designed By:
Installed By:
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
8/31/2021	2/15/2006			2/15/2006

		FLASH
PHASE	1) WB LT SR74	[R]
	2) EB SR74	[R]
	3) NB LT CAWSTON AVE	[R]
	4) SB CAWSTON AVE	[R]
	5) EB LT SR74	[R]
	6) WB LT SR74	[R]
	7) SB LT CAWSTON AVE	[R]
	8) NB CAWSTON AVE	[R]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout

Comments and Notes:
BUILD 002

RAM Checksum

Page 2: F613	Page 8: 29C3
Page 3: 563B	Page 9: D2FD
Page 4: AB3C	Page 10: 38C7
Page 5: 191A	Page 11: AF19
Page 6: 191A	Page 12: D68F
Page 7: 7825	Page 13: 86F7

Post Mile: Riv-074-037.955-Cawston Ave

Printed: 8/30/2021

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 3 4 5 6 7 8
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . 4 . . . 8
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 3 4 5 6 7 8
Pedestrian Calls	. 2 . . . 6 . 8
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlaps	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	 8

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	0	0	7	0	7
Flash Don't Walk	0	26	0	0	0	26	0	32
Minimum Green	5	5	5	5	5	5	5	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	15	40	15	36	15	40	15	36
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Maximum Gap	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.5	4.0	4.0	4.0	4.5	4.0	4.0
All-Red	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor	120		1 . . . . 6 . .	30			14	33	39	11	14	35	11	39
Plan 2	Green Factor	120		1 . . . . 6 . .	30			14	33	39	11	14	35	11	39
Plan 3	Green Factor	120		1 . . . . 6 . .	30			14	33	39	11	14	35	11	39
Plan 4	Green Factor			. . . . .											
Plan 5	Green Factor			. . . . .											
Plan 6	Green Factor			. . . . .											
Plan 7	Green Factor			. . . . .											
Plan 8	Green Factor			. . . . .											
Plan 9	Green Factor			. . . . .											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	. . . . .
11-19	. . . . .
21-29	. . . . .

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	. . . . .
Veh Min	Veh Max
. 2 . . . 6 . .	. . . . .
Ped	Bike
. . . . .	. . . . .
Cond	Cond Grn
. . . . .	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	1 . . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 2	1 . . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 3	1 . . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 5	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 6	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 7	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 9	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	COUNT+CALL+EXTEND	. 2	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. 2	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	. . 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	. . 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U	13			10	4.7
14	CALL+EXTEND	. . . 4 . . .	NO	I7L	14			10	6.4
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	. . 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	25			10	4.6
26	CALL+EXTEND	. . . . . 6 . .	NO	J3L	26			10	6.3
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	 8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	 8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	 8	NO	J7U	33			10	4.8
34	CALL+EXTEND	 8	NO	J7L	34			10	6.5
35	COUNT+CALL+EXTEND	 8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	 8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I12U	41			10	5.1
42	PEDESTRIAN	. . . 4 . . .	NO	I12L	42			10	5.3
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U	43			10	5.2
44	PEDESTRIAN	 8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Num								
Sys Det	9	10	11	12	13	14	15	16
Det Num								

CIC Operation (5-6-1)

Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
0600	1	A
1000	2	A
1400	3	A
1900	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
1000	2	A
1900	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	. . . . .
Holiday	. . . . .

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			. . . . .		. . . . .
2			. . . . .		. . . . .
3			. . . . .		. . . . .
4			. . . . .		. . . . .
5			. . . . .		. . . . .
6			. . . . .		. . . . .
7			. . . . .		. . . . .
8			. . . . .		. . . . .
9			. . . . .		. . . . .
10			. . . . .		. . . . .
11			. . . . .		. . . . .
12			. . . . .		. . . . .
13			. . . . .		. . . . .
14			. . . . .		. . . . .
15			. . . . .		. . . . .
16			. . . . .		. . . . .

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	3
Protocol	AB3418
Access Level	7
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27003
Type	STATIC
Central Access	6
Field Access	7

IP Address	192	.	168	.	0	.	103
Netmask	255	.	255	.	255	.	0
Broadcast	192	.	168	.	0	.	255
Gateway	192	.	168	.	0	.	1

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		. . . . .	. . . . .	1 2 3 4 5 6 7 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)			
Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	. . . 4 . . 7 .	. . . . .

Configuration (3-2-6)			
Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

Location: SR74 @ SANDERSON AVE
System:
District: 08
Master At:
I/C:
Designed By:
Installed By:
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
10/26/2021	3/12/1974			3/12/1974

		FLASH
PHASE	1) WB LT SR74	[R]
	2) EB SR74	[R]
	3) NB LT SANDERSON AVE	[R]
	4) SB SANDERSON AVE	[R]
	5) EB LT SR74	[R]
	6) WB SR74	[R]
	7) SB LT SANDERSON AVE	[R]
	8) NB SANDERSON AVE	[R]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout

Comments and Notes:

RAM Checksum

Page 2: B43A	Page 8: 85AF
Page 3: 83F7	Page 9: D2FD
Page 4: F29E	Page 10: 3016
Page 5: 191A	Page 11: AF19
Page 6: 191A	Page 12: D68F
Page 7: 7825	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 3 4 5 6 7 8
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 3 4 5 6 7 8
Pedestrian Calls	. 2 . . . 6 . 8
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. 2 . . . 6 . 8

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	 8

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	4	0	0	0	4	0	4
Flash Don't Walk	0	30	0	0	0	27	0	21
Minimum Green	5	5	5	5	5	5	5	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	25	35	25	45	25	35	25	45
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	3.0	3.0	3.0	2.0	3.0	2.0	3.0
Maximum Gap	2.0	3.0	3.0	3.0	2.0	3.0	2.0	3.0
Minimum Gap	2.0	3.0	3.0	3.0	2.0	3.0	2.0	3.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.7	4.5	4.0	4.0	3.7	4.5	4.0	4.0
All-Red	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Ped/Bike (2-3)	**-1-**	**-2-**	**-3-**	**-4-**	**-5-**	**-6-**	**-7-**	**-8-**
--- Walk 2 ---	0	4	0	0	0	4	0	4
Delay/Early Walk	0	3	0	0	0	3	0	3
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			.....											
Plan 2	Green Factor			.....											
Plan 3	Green Factor			.....											
Plan 4	Green Factor			.....											
Plan 5	Green Factor			.....											
Plan 6	Green Factor			.....											
Plan 7	Green Factor			.....											
Plan 8	Green Factor			.....											
Plan 9	Green Factor			.....											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
. 2 . . . 6 . .	.....
Ped	Bike
.....	.....
Cond	Cond Grn
.....	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	.....	.....	.....	.....	.....	.....	.....	.....
Plan 2	.....	.....	.....	.....	.....	.....	.....	.....
Plan 3	.....	.....	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	COUNT+CALL+EXTEND	. 2	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. 2	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	. . 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	. . 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U	13			10	4.7
14	CALL+EXTEND	. . . 4 . . .	NO	I7L	14			10	6.4
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	. . 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	25			10	4.6
26	CALL+EXTEND	. . . . . 6 . .	NO	J3L	26			10	6.3
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	 8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	 8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	 8	NO	J7U	33			10	4.8
34	CALL+EXTEND	 8	NO	J7L	34			10	6.5
35	COUNT+CALL+EXTEND	 8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	 8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I12U	41			10	5.1
42	PEDESTRIAN	. . . 4 . . .	NO	I12L	42			10	5.3
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U	43			10	5.2
44	PEDESTRIAN	 8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	1
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	UTB
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27001
Type	STATIC
Central Access	6
Field Access	7

IP Address	192	.	168	.	0	.	101
Netmask	255	.	255	.	255	.	0
Broadcast	192	.	168	.	0	.	255
Gateway	192	.	168	.	0	.	1

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . . .	. . . . . .	. . . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Hold		. . . .	. . . .	1 2 3 4 5 6 7 8	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)			
Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . . .	. . . . . .	. . . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Hold		1 2 3 . . 6 . .	. . . .	. . . .	. 2 . . . 6 . .	. . . .	. . . 4 . . . 8	. . . . . .	. . . . . .	. . . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . . .	. . . 4 . . 7 .	. . . .

Configuration (3-2-6)			
Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. 2 . . 5 . . .	. . . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . . 4 . . 7 .	. . . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	1 . . . . 6 . .	. . . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . 3 8	. . . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

\+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

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Configuration

Controller Sequence Priority

	1	2	3	4	5	6	7	8	9	10	11	12
Ring 1 Phases . .	1	2	3	4	9	10	0	0	0	0	0	0
Ring 2 Phases . .	5	6	7	8	11	12	0	0	0	0	0	0

Phase

	1	2	3	4	5	6	7	8	9	10	11	12
In Use.	X	X	X	X	X	X	X	X	.	.	.	.
Exclusive Ped . .	.	.	.	.	.	.	.	.	.	.	.	.
Direction												

Overlap

	A	B	C	D
Direction . . .				

Load Switch Channel/Driver Group Assign (Info Only):

Load Switch (MMU) Channel	Signal Driver Phase/ Ovlap	Group Ped
1	1	.
2	2	.
3	3	.
4	4	.
5	5	.
6	6	.
7	7	.
8	8	.
9	2	X
10	0	.
11	0	.
12	8	X
13	0	.
14	0	.
15	0	.
16	0	.

Configuration Continued

	Enable BIU: 1	2	3	4	5	6	7	8
Terminal/Facilities.								
etector Rack.	X							

Type 2 Runs as Type 1. . . .
MMU Disable. . . . . .
Diagnostic Enable. . . . . .
Peer-Peer Comm Enable. . . .

	1	2	3	4	5	6	7	8	9	10
Peer To Peer Addresses . .	0	0	0	0	0	0	0	0	0	0

Port 2:

Port 2 Protocol . . . . . Terminal
Port 2 Enable . . . . . YES
AB3418 Address. 0
AB3418 Group Address. 0
AB3418 Response Delay 0
AB3418 Single Flag Enable . . . NO
AB3418 Drop-Out Time. 0
AB3418 TOD SF Select. 0
Data Rate . . . . . 1200 bps
Data, Parity, Stop. 8, 0, 1

Port 3:

Port 3 Protocol . . . . . Telemetry
Port 3 Enable . . . . . YES
Telemetry Address 1
System Detector 9-16 Address. . 0
Telemetry Response Delay. . . . 1
AB3418 Address. 0
AB3418 Group Address. 0
AB3418 Response Delay 0
AB3418 Single Flag Enable . . . NO
AB3418 Drop-Out Time. 0
AB3418 TOD SF Select. 0
Duplex. . . . . Full
Data Rate . . . . . 9600 bps
Data, Parity, Stop. 8, 0, 1

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Configuration Continued

Event Enabling		Alarm Enabling
Critical RFE'S (MMU/TF)	X	ALARM 1 .
Non-Critical RFE'S (DET/TEST)	X	ALARM 2 .
Detector Errors	X	ALARM 3 .
Coordination Errors	X	ALARM 4 .
MMU Flash Faults.	X	ALARM 5 .
Local Flash Faults.	X	ALARM 6 .
Preempt	X	ALARM 7 .
Power On/Off.	X	ALARM 8 .
Low Battery	.	ALARM 9 .
		ALARM 10.
		ALARM 11.
		ALARM 12.
		ALARM 13.
		ALARM 14.
		ALARM 15.
		ALARM 16.

Supervisor Access Code. . . ****
Data Change Access Code . . ****

MMU Compatibility Program (Info Only)

Channel Is Allowed to Time With Channel

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
3	.	.	.	.	.	.	.	.	.	.	.	.	.		
4	.	.	.	.	.	.	.	.	.	.	.	.			
5	.	.	.	.	.	.	.	.	.	.	.				
6	.	.	.	.	.	.	.	.	.	.					
7	.	.	.	.	.	.	.	.	.						
8	.	.	.	.	.	.	.	.							
9	.	.	.	.	.	.	.								
10	.	.	.	.	.	.									
11	.	.	.	.	.										
12	.	.	.	.											
13	.	.	.												
14	.	.													
15	.														

Version Info:

Software Assy.	Part No.	Version
Boot	27831	2.23
Program	27871	4.9
Application		. 3
Help	27891	4.63
Configuration	27908	C051

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By-Phase Timing Data

	Phase											
irection	1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	4	7	4	7	4	7	4	7	0	0	0	0
Bike Min Green	0	0	0	0	0	0	0	0	0	0	0	0
Cond Serv Min Grn	7	10	7	10	7	10	0	8	0	0	6	0
Walk	0	7	0	0	0	0	0	7	0	0	0	0
Ped Clearance	7	17	7	26	7	22	7	27	7	7	7	7
Veh Extension	1.5	4.0	1.5	4.0	1.5	4.0	1.5	4.0	0.0	0.0	0.0	0.0
Alt Veh Exten	0.0	0.0	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0
Max Extension	0	10	0	15	0	10	0	10	0	0	0	0
Max 1	20	20	20	20	20	20	20	20	0	0	0	0
Max 2	25	30	25	25	25	30	25	25	0	0	0	0
Max 3	30	40	30	30	30	40	30	30	0	0	0	0
Det. Fail Max	0	0	0	0	0	0	0	0	0	0	0	0
ellow Change	4.7	4.7	4.3	4.3	4.7	4.7	4.3	4.3	3.0	3.0	3.0	3.0
Red Clearance	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act. B4 Init	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Actuation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	3	8	0	0	0	8	0	0	0	0	0	0
Time B4 Reduction	20	8	0	0	0	8	0	0	0	0	0	0
Cars Waiting	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	8	0	0	0	8	0	0	0	0	0	0
Minimum Gap	2.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0

Hemet Sanderson @ Acacia 7/12/2016 11:04

Vehicle/Ped Phase as Overlap

Ped Ovlap Phase	Ped Phase As Overlap Consists of Ped Phases											
	1	2	3	4	5	6	7	8	9	10	11	12
1	.	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.	.

Veh Ovlap Phase	Veh Phase As Overlap Consists of Veh Phases											
	1	2	3	4	5	6	7	8	9	10	11	12
1	X	.	.	.	.	.	.	.	.	.	.	.
2	.	X	.	.	.	.	.	.	.	.	.	.
3	.	.	X	.	.	.	.	.	.	.	.	.
4	.	.	.	X	.	.	.	.	.	.	.	.
5	.	.	.	.	X	.	.	.	.	.	.	.
6	.	.	.	.	.	X	.	.	.	.	.	.
7	.	.	.	.	.	.	X	.	.	.	.	.
8	.	.	.	.	.	.	.	X	.	.	.	.
9	.	.	.	.	.	.	.	.	X	.	.	.
10	.	.	.	.	.	.	.	.	.	X	.	.
11	.	.	.	.	.	.	.	.	.	.	X	.
12	.	.	.	.	.	.	.	.	.	.	.	X

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Option Data

	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
uaranteed Passage												
Call To NonActuated 1		X				X						
Call To NonActuated 2												
Dual Entry				X				X				
Conditional Service												
Conditional Reservice												
Actuated Rest in Walk												
Flashing Walk												

Enable Programmable Options

Dual Entry	ON	Backup Protection Group 1	OFF
Conditional Service	OFF	Backup Protection Group 2	OFF
Ped Clearance Protection	OFF	Backup Protection Group 3	OFF
Special Preempt Overlap Flash	OFF	Simultaneous Gap Group 1	ON
Cond Service Det Cross Switch	OFF	Simultaneous Gap Group 2	ON
Lock Detectors in Red Only	OFF	Simultaneous Gap Group 3	OFF

Five Section Left Turn Control

Phases:	5-2	7-4	1-6	3-8	11-10	9-12
Left Turn Head						

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Recall Data, Dimming

	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
.ocking Detector.		X				X						
Vehicle Recall.												
Pedestrian Recall												
Recall To Max												
Soft Recall		X				X						
Don't Rest Here												
Ped Dark if No Call . . .												

Dimming:

	Load Switch															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green/Walk. . . .	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Yellow/Ped Clear.	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Red/Don't Walk. .	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

Hemet # 28 Sanderson @ Acacia 7/19/2016 10:08

Detector Type/Timers

Det.	Locking Memory	Log Enable	Timers Extend	Timers Delay	Don't Reset Extend	Type
1	NO	NO	0.0	0	.	0 - Normal
2	NO	NO	3.0	0	.	0 - Normal
3	NO	NO	0.0	0	.	0 - Normal
4	NO	NO	0.0	0	.	0 - Normal
5	NO	NO	0.0	0	.	0 - Normal
6	NO	NO	0.0	0	.	0 - Normal
7	NO	NO	0.0	0	.	0 - Normal
8	NO	NO	0.0	0	.	0 - Normal
9	NO	NO	0.0	0	.	0 - Normal
10	NO	NO	0.0	0	.	0 - Normal
11	NO	NO	0.0	0	.	0 - Normal
12	YES	NO	0.0	0	.	0 - Normal
13	NO	NO	0.0	0	.	0 - Normal
14	NO	NO	0.0	0	.	0 - Normal
15	NO	NO	0.0	5	.	0 - Normal
16	NO	NO	0.0	10	.	0 - Normal
17	NO	NO	0.0	0	.	0 - Normal
18	NO	NO	0.0	0	.	0 - Normal
19	NO	NO	0.0	0	.	0 - Normal
20	NO	NO	0.0	0	.	0 - Normal
21	NO	NO	0.0	0	.	0 - Normal
22	NO	NO	0.0	0	.	0 - Normal
23	NO	NO	0.0	0	.	0 - Normal
24	NO	NO	0.0	0	.	0 - Normal
25	NO	NO	0.0	0	.	0 - Normal
26	NO	NO	0.0	0	.	0 - Normal
27	NO	NO	0.0	0	.	0 - Normal
28	NO	NO	0.0	0	.	0 - Normal
29	NO	NO	0.0	0	.	0 - Normal
30	NO	NO	0.0	0	.	0 - Normal
31	NO	NO	0.0	0	.	0 - Normal
32	NO	NO	0.0	0	.	0 - Normal

Detector Names

Det 1: Detector 1	Det 17: Detector 17
Det 2: Detector 2	Det 18: Detector 18
Det 3: Detector 3	Det 19: Detector 19
Det 4: Detector 4	Det 20: Detector 20
Det 5: Detector 5	Det 21: Detector 21
Det 6: Detector 6	Det 22: Detector 22
Det 7: Detector 7	Det 23: Detector 23
Det 8: Detector 8	Det 24: Detector 24
Det 9: Detector 9	Det 25: Detector 25
Det 10: Detector 10	Det 26: Detector 26
Det 11: Detector 11	Det 27: Detector 27
Det 12: Detector 12	Det 28: Detector 28
Det 13: Detector 13	Det 29: Detector 29
Det 14: Detector 14	Det 30: Detector 30
Det 15: Detector 15	Det 31: Detector 31
Det 16: Detector 16	Det 32: Detector 32

Hemet # 28 Sanderson @ Acacia 7/19/2016 10:08

Detector Type/Timers

33	NO	NO	0.0	0	.	0 - Normal
34	NO	NO	0.0	0	.	0 - Normal
35	NO	NO	0.0	0	.	0 - Normal
36	NO	NO	0.0	0	.	0 - Normal
37	NO	NO	0.0	0	.	0 - Normal
38	NO	NO	0.0	0	.	0 - Normal
39	NO	NO	0.0	0	.	0 - Normal
40	NO	NO	0.0	0	.	0 - Normal
41	NO	NO	0.0	0	.	0 - Normal
42	NO	NO	0.0	0	.	0 - Normal
43	NO	NO	0.0	0	.	0 - Normal
44	NO	NO	0.0	0	.	0 - Normal
45	NO	NO	0.0	0	.	0 - Normal
46	NO	NO	0.0	0	.	0 - Normal
47	NO	NO	0.0	0	.	0 - Normal
48	NO	NO	0.0	0	.	0 - Normal
49	NO	NO	0.0	0	.	0 - Normal
50	NO	NO	0.0	0	.	0 - Normal
51	NO	NO	0.0	0	.	0 - Normal
52	NO	NO	0.0	0	.	0 - Normal
53	NO	NO	0.0	0	.	0 - Normal
54	NO	NO	0.0	0	.	0 - Normal
55	NO	NO	0.0	0	.	0 - Normal
56	NO	NO	0.0	0	.	0 - Normal
57	NO	NO	0.0	0	.	0 - Normal
58	NO	NO	0.0	0	.	0 - Normal
59	NO	NO	0.0	0	.	0 - Normal
60	NO	NO	0.0	0	.	0 - Normal
61	NO	NO	0.0	0	.	0 - Normal
62	NO	NO	0.0	0	.	0 - Normal
63	NO	NO	0.0	0	.	0 - Normal
64	NO	NO	0.0	0	.	0 - Normal

Detector Names

Det 33: Detector 33	Det 49: Detector 49
Det 34: Detector 34	Det 50: Detector 50
Det 35: Detector 35	Det 51: Detector 51
Det 36: Detector 36	Det 52: Detector 52
Det 37: Detector 37	Det 53: Detector 53
Det 38: Detector 38	Det 54: Detector 54
Det 39: Detector 39	Det 55: Detector 55
Det 40: Detector 40	Det 56: Detector 56
Det 41: Detector 41	Det 57: Detector 57
Det 42: Detector 42	Det 58: Detector 58
Det 43: Detector 43	Det 59: Detector 59
Det 44: Detector 44	Det 60: Detector 60
Det 45: Detector 45	Det 61: Detector 61
Det 46: Detector 46	Det 62: Detector 62
Det 47: Detector 47	Det 63: Detector 63
Det 48: Detector 48	Det 64: Detector 64

Hemet # 28 Sanderson @ Acacia 7/19/2016 10:08

Detector Phase Assignment

Det.	Phase 1	2	3	4	5	6	7	8	9	10	11	12
1	X	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	X	.	.	.	.	.	.
3	.	.	X	.	.	.	.	.	.	.	.	.
4	.	.	.	.	.	.	.	X	.	.	.	.
5	.	.	.	.	X	.	.	.	.	.	.	.
6	.	X	.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.	X	.	.	.	.	.
8	.	.	.	X	.	.	.	.	.	.	.	.
9	.	.	.	.	.	X	.	.	.	.	.	.
10	.	.	.	.	.	X	.	.	.	.	.	.
11	.	.	.	.	.	.	.	X	.	.	.	.
12	.	.	.	.	.	.	.	X	.	.	.	.
13	.	X	.	.	.	.	.	.	.	.	.	.
14	.	X	.	.	.	.	.	.	.	.	.	.
15	.	.	.	X	.	.	.	.	.	.	.	.
16	.	.	.	.	.	.	.	.	.	.	.	.
17	X	.	.	.	.	.	.	.	.	.	.	.
18	.	X	.	.	.	.	.	.	.	.	.	.
19	.	.	X	.	.	.	.	.	.	.	.	.
20	.	.	.	X	.	.	.	.	.	.	.	.
21	.	.	.	.	X	.	.	.	.	.	.	.
22	.	.	.	.	.	X	.	.	.	.	.	.
23	.	.	.	.	.	.	X	.	.	.	.	.
24	.	.	.	.	.	.	.	X	.	.	.	.
25	X	.	.	.	.	.	.	.	.	.	.	.
26	.	X	.	.	.	.	.	.	.	.	.	.
27	.	.	X	.	.	.	.	.	.	.	.	.
28	.	.	.	X	.	.	.	.	.	.	.	.
29	.	.	.	.	X	.	.	.	.	.	.	.
30	.	.	.	.	.	X	.	.	.	.	.	.
31	.	.	.	.	.	.	X	.	.	.	.	.
32	.	.	.	.	.	.	.	X	.	.	.	.

Hemet Sanderson @ Acacia 7/12/2016 11:04

Ped/SD Local Assign,Log Interval

	Phase Ped Detector											
	1	2	3	4	5	6	7	8	9	10	11	12
Is Ped Detector No. . . .	1	2	3	4	5	6	7	8	9	10	11	12

	*Local System Detector No.															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Is Local Detector No. . .	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector Log Interval . . 0

*NOTE: System master designations cross referenced to local system detector numbers are:

- SDA1 = 1 & 9
- SDA2 = 2 & 10
- SDB1 = 3 & 11
- SDB2 = 4 & 12
- SDC1 = 5 & 13
- SDC2 = 6 & 14
- SDD1 = 7 & 15
- SDD2 = 8 & 16

Hemet Sanderson @ Acacia 7/12/2016 11:05

Coordination Patterns

Pattern 1
Cycle Length . . 120 COS . . . . . FREE
Offset 4
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 17 2- 48 3- 32 4- 23
Phase 5- 12 6- 53 7- 12 8- 43
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X	.	.	.	X	.	.	.	.	.	.
Veh Recall		.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall . .		.	.	.	.	.	.	.	.	.	.	.
Ped Recall		.	.	.	.	.	.	.	.	.	.	.
Veh Omit		.	.	.	.	.	.	.	.	.	.	.

Alt Sequence . . A: . B: . C: X D: . E: . F: .

Pattern 2
Cycle Length . . 120 COS . . . . . FREE
Offset 7
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 19 2- 41 3- 36 4- 24
Phase 5- 12 6- 48 7- 12 8- 48
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X	.	.	.	X	.	.	.	.	.	.
Veh Recall		.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall . .		.	.	.	.	.	.	.	.	.	.	.
Ped Recall		.	.	.	.	.	.	.	.	.	.	.
Veh Omit		.	.	.	.	.	.	.	.	.	.	.

Alt Sequence . . A: . B: X C: . D: . E: . F: .

Pattern 3
Cycle Length . . 115 COS . . . . . FREE
Offset 90
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 17 2- 44 3- 31 4- 23
Phase 5- 12 6- 49 7- 14 8- 40
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X	.	.	.	X	.	.	.	.	.	.
Veh Recall		.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall . .		.	.	.	.	.	.	.	.	.	.	.
Ped Recall		.	.	.	.	.	.	.	.	.	.	.
Veh Omit		.	.	.	.	.	.	.	.	.	.	.

Alt Sequence . . A: . B: X C: X D: . E: . F: .

Hemet Sanderson @ Acacia 7/12/2016 11:05

Preemptors

Preemptor 1

Active	Det Lock.	Ped Dark . . . . .
Priority Preemption.	Yel-Red To Grn. . .	Ped Active . . . . .
Outputs Only During Hold . . .	Flash All Outputs .	Zero Ped Clr Time. .
Terminate Overlap ASAP	Terminate Phases. .	Ped Clr Thru Yel . .
Don't Override Flash	Duration Time. . . 0	
Flash During Hold.	Delay Time 0	
No CVM in Flash.	Inhibit Time . . . 0	
Fast Flash Grn on Hold Phase. .	Min Ped Clear. . . 0	
Enable Max Time.	Max Time 0	
	Exit Max 0	
	Min Hold Time. . . 0	
	Hold Delay Time. . 0	

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold.		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases																
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Preemptor 2

Active . . . . . YES	Det Lock.	Ped Dark . . . . .
Priority Preemption.	Yel-Red To Grn. . .	Ped Active . . . . .
Outputs Only During Hold . . .	Flash All Outputs .	Zero Ped Clr Time. .
Terminate Overlap ASAP	Terminate Phases. .	Ped Clr Thru Yel . .
Don't Override Flash	Duration Time. . . 0	
Flash During Hold.	Delay Time 0	
No CVM in Flash.	Inhibit Time . . . 0	
Fast Flash Grn on Hold Phase. .	Min Ped Clear. . . 0	
Enable Max Time.	Max Time 0	
	Exit Max 0	
	Min Hold Time. . . 0	
	Hold Delay Time. . 0	

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold.		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases		X			X											
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Preemptors

Preemptor 3

Active	NO X	Det Lock		Ped Dark	
Priority Preemption		Yel-Red To Grn		Ped Active	
Outputs Only During Hold		Flash All Outputs		Zero Ped Clr Time	
Terminate Overlap ASAP		Terminate Phases		Ped Clr Thru Yel	
Don't Override Flash		Duration Time	0		
Flash During Hold		Delay Time	0		
No CVM in Flash		Inhibit Time	0		
Fast Flash Grn on Hold Phase		Min Ped Clear	0		
Enable Max Time		Max Time	0		
		Exit Max	0		
		Min Hold Time	0		
		Hold Delay Time	0		

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases		X			X											
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Preemptor 4

Active	X	Det Lock		Ped Dark	
Priority Preemption		Yel-Red To Grn		Ped Active	
Outputs Only During Hold		Flash All Outputs		Zero Ped Clr Time	
Terminate Overlap ASAP		Terminate Phases		Ped Clr Thru Yel	
Don't Override Flash		Duration Time	0		
Flash During Hold		Delay Time	0		
No CVM in Flash		Inhibit Time	0		
Fast Flash Grn on Hold Phase		Min Ped Clear	0		
Enable Max Time		Max Time	0		
		Exit Max	0		
		Min Hold Time	0		
		Hold Delay Time	0		

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases	X					X										
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Hemet Sanderson @ Acacia 7/12/2016 11:05

Preemptors

Preemptor 5

Active	X	Det Lock		Ped Dark	
Priority Preemption		Yel-Red To Grn		Ped Active	
Outputs Only During Hold		Flash All Outputs		Zero Ped Clr Time	
Terminate Overlap ASAP		Terminate Phases		Ped Clr Thru Yel	
Don't Override Flash		Duration Time	0		
Flash During Hold		Delay Time	0		
No CVM in Flash		Inhibit Time	0		
Fast Flash Grn on Hold Phase		Min Ped Clear	0		
Enable Max Time		Max Time	0		
		Exit Max	0		
		Min Hold Time	0		
		Hold Delay Time	0		

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases				X			X									
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Preemptor 6

Active	X	Det Lock		Ped Dark	
Priority Preemption		Yel-Red To Grn		Ped Active	
Outputs Only During Hold		Flash All Outputs		Zero Ped Clr Time	
Terminate Overlap ASAP		Terminate Phases		Ped Clr Thru Yel	
Don't Override Flash		Duration Time	0		
Flash During Hold		Delay Time	0		
No CVM in Flash		Inhibit Time	0		
Fast Flash Grn on Hold Phase		Min Ped Clear	0		
Enable Max Time		Max Time	0		
		Exit Max	0		
		Min Hold Time	0		
		Hold Delay Time	0		

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases			X					X								
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Hemet Sanderson @ Acacia 7/12/2016 11:05

NIC Program Steps

Step	Program	Step Begins	Pattern	Override
1	1	0700	1	NO
2	1	0900	0	NO
3	1	1100	2	NO
4	1	1230	0	NO
5	1	1400	3	NO
6	1	1700	0	NO

Hemet Sanderson @ Acacia 7/12/2016 11:05

TOD Program Steps

Location: SR74 @ Kirby St
System:
Master At: SR74 @ Gilbert
District: 08
I/C:
Designed By:
Installed By:
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
10/27/2021	6/7/1982			6/7/1982

			FLASH
PHASE	1)	W/B LT ROUTA 74	[R]
	2)	E/B ROUTE 74	[R]
	3)		[ ]
	4)	S/B KIRBY STREET	[R]
	5)	E/B LT ROUTE 74	[R]
	6)	W/B ROUTE 74	[R]
	7)		[ ]
	8)	N/B KIRBY STREET	[R]
OVERLAP	A)		[ ]
	B)		[ ]
	C)		[ ]
	D)		[ ]
	E)		[ ]
	F)		[ ]

Intersection Layout

Comments and Notes:
BUILD 002

RAM Checksum

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CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 . 4 5 6 . 8
Restricted	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . 4 . . . 8
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 . 4 5 6 . 8
Pedestrian Calls	. 2 . 4 . 6 . 8
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. 2 . 4 . 6 . 8

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . 4 . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	 8

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	4	0	4	0	4	0	4
Flash Don't Walk	0	25	0	27	0	25	0	30
Minimum Green	5	5	0	5	5	5	0	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	20	45	0	45	20	45	0	45
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	2.0	0.0	3.0	2.0	2.0	0.0	3.0
Maximum Gap	2.0	2.0	0.0	3.0	2.0	2.0	0.0	3.0
Minimum Gap	2.0	2.0	0.0	3.0	2.0	2.0	0.0	3.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.7	4.5	3.0	4.5	3.7	4.5	3.0	4.5
All-Red	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0
Ped/Bike (2-3)	**-1-**	**-2-**	**-3-**	**-4-**	**-5-**	**-6-**	**-7-**	**-8-**
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	3	0	3	0	3	0	3
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor	120		. 2 . . 5 . . .	92			21	43		38	19	43		38
Plan 2	Green Factor	120		. 2 . . 5 . . .	92			21	43		38	19	43		38
Plan 3	Green Factor	120		. 2 . . 5 . . .	92			21	43		38	19	43		38
Plan 4	Green Factor			. . . . .											
Plan 5	Green Factor			. . . . .											
Plan 6	Green Factor			. . . . .											
Plan 7	Green Factor			. . . . .											
Plan 8	Green Factor			. . . . .											
Plan 9	Green Factor			. . . . .											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	. . . . .
11-19	. . . . .
21-29	. . . . .

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	. . . . .
Veh Min	Veh Max
. 2 . . . 6 . .	. . . . .
Ped	Bike
. . . . .	. . . . .
Cond	Cond Grn
. . . . .	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. 2 . 4 5 . . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 2	. 2 . 4 5 . . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 3	. 2 . 4 5 . . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 5	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 6	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 7	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 9	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	COUNT+CALL+EXTEND	. 2	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. 2	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	. . 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	. . 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U	13			10	4.7
14	CALL+EXTEND	. . . 4 . . .	NO	I7L	14			10	6.4
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	. . 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	25			10	4.6
26	CALL+EXTEND	. . . . . 6 . .	NO	J3L	26			10	6.3
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	 8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	 8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	 8	NO	J7U	33			10	4.8
34	CALL+EXTEND	 8	NO	J7L	34			10	6.5
35	CALL+EXTEND	 8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	 8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I12U	41			10	5.1
42	PEDESTRIAN	. . . 4 . . . 8	NO	I12L	42			10	5.3
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U	43			10	5.2
44	PEDESTRIAN	. . . 4 . . . 8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
0600	1	A
1000	2	A
1400	3	A
1900	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
1000	2	A
1900	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	1
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	UTB
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27001
Type	STATIC
Central Access	6
Field Access	7

IP Address	192	.	168	.	0	.	101
Netmask	255	.	255	.	255	.	0
Broadcast	192	.	168	.	0	.	255
Gateway	192	.	168	.	0	.	1

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		. . . . .	. . . . .	1 2 3 4 5 6 7 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)			
Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	. . . 4 . . 7 .	. . . . .

Configuration (3-2-6)			
Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

\+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

Location: SR74 @ LYON ST
System:
Master At:
District:
I/C:
Designed By:
Installed By:
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
7/21/2021	6/5/1970			6/5/1970

		FLASH
PHASE	1) W/B LT ROUTE 74	[R]
	2) E/B ROUTE 74	[R]
	3)	[ ]
	4) S/B LYON STREET	[R]
	5) E/B LT ROUTE 74	[R]
	6) W/B ROUTE 74	[R]
	7)	[ ]
	8) N/B LYON STREET	[R]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout

Comments and Notes:
BUILD 002

RAM Checksum

Page 2: 1B0E	Page 8: 29C3
Page 3: B854	Page 9: D2FD
Page 4: 0FA3	Page 10: F92F
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Page 6: 191A	Page 12: D68F
Page 7: A8ED	Page 13: 86F7

Post Mile: Riv-074-039.588-Lyon St

Printed: 8/31/2021

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 . 4 5 6 . 8
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . 4 . . . 8
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 . 4 5 6 . 8
Pedestrian Calls	. 2 . 4 . 6 . 8
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlaps	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. 2 . 4 . 6 . 8

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . 4 . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	 8

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	4	0	4	0	4	0	4
Flash Don't Walk	0	21	0	26	0	25	0	29
Minimum Green	5	5	0	5	5	5	0	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	15	40	0	35	25	40	0	35
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Maximum Gap	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Minimum Gap	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.7	4.1	3.0	3.7	3.7	4.1	3.0	3.7
All-Red	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	3	0	3	0	3	0	3
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor	120		. . . . .	58			16	51		37	16	51		37
Plan 2	Green Factor	120		. . . . .	58			16	51		37	16	51		37
Plan 3	Green Factor	120		. . . . .	58			16	51		37	16	51		37
Plan 4	Green Factor			. . . . .											
Plan 5	Green Factor			. . . . .											
Plan 6	Green Factor			. . . . .											
Plan 7	Green Factor			. . . . .											
Plan 8	Green Factor			. . . . .											
Plan 9	Green Factor			. . . . .											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	. . . . .
11-19	. . . . .
21-29	. . . . .

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	. . . . .
Veh Min	Veh Max
. 2 . . . 6 . .	. . . . .
Ped	Bike
. . . . .	. . . . .
Cond	Cond Grn
. . . . .	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. 2 . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 2	. 2 . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 3	. 2 . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 5	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 6	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 7	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 9	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	COUNT+CALL+EXTEND	. 2	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. 2	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	. . 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	. . 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U	13			10	4.7
14	CALL+EXTEND	. . . 4 . . .	NO	I7L	14			10	6.4
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	. . 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	25			10	4.6
26	CALL+EXTEND	. . . . . 6 . .	NO	J3L	26			10	6.3
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	 8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	 8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	 8	NO	J7U	33			10	4.8
34	CALL+EXTEND	 8	NO	J7L	34			10	6.5
35	COUNT+CALL+EXTEND	 8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	 8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I12U	41			10	5.1
42	PEDESTRIAN	. . . 4 . . . 8	NO	I12L	42			10	5.3
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U	43			10	5.2
44	PEDESTRIAN	. . . 4 . . . 8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Num								
Sys Det	9	10	11	12	13	14	15	16
Det Num								

CIC Operation (5-6-1)

Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
0600	1	A
1000	2	A
1400	3	A
1900	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
1000	2	A
1900	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	. . . . .
Holiday	. . . . .

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			. . . . .		. . . . .
2			. . . . .		. . . . .
3			. . . . .		. . . . .
4			. . . . .		. . . . .
5			. . . . .		. . . . .
6			. . . . .		. . . . .
7			. . . . .		. . . . .
8			. . . . .		. . . . .
9			. . . . .		. . . . .
10			. . . . .		. . . . .
11			. . . . .		. . . . .
12			. . . . .		. . . . .
13			. . . . .		. . . . .
14			. . . . .		. . . . .
15			. . . . .		. . . . .
16			. . . . .		. . . . .

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	3
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27003
Type	STATIC
Central Access	6
Field Access	0

IP Address	192	.	168	.	0	.	103
Netmask	255	.	255	.	255	.	0
Broadcast	192	.	168	.	0	.	255
Gateway	192	.	168	.	0	.	1

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		. . . . .	. . . . .	1 2 3 4 5 6 7 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)			
Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	. . . 4 . . 7 .	. . . . .

Configuration (3-2-6)			
Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

Location: SR74 @ PALM AVE
System:
Master At:
District:
I/C:
Designed By:
Installed By:
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
11/1/2021	11/10/1971			11/10/1971

		FLASH
PHASE	1) W/B LT ROUTE 74	[R]
	2) E/B ROUTE 74	[R]
	3)	[ ]
	4) S/B PALM AVENUE	[R]
	5) E/B LT ROUTE 74	[R]
	6) W/B ROUTE 74	[R]
	7)	[ ]
	8) N/B PALM AVENUE	[R]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout

Comments and Notes:
BUILD 002

RAM Checksum

Page 2: 1B0E	Page 8: 29C3
Page 3: 7A79	Page 9: D2FD
Page 4: B536	Page 10: 81E7
Page 5: 191A	Page 11: AF19
Page 6: 191A	Page 12: D68F
Page 7: A8ED	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 . 4 5 6 . 8
Restricted	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . 4 . . . 8
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 . 4 5 6 . 8
Pedestrian Calls	. 2 . 4 . 6 . 8
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. 2 . 4 . 6 . 8

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . 4 . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	 8

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	4	0	4	0	4	0	4
Flash Don't Walk	0	21	0	24	0	16	0	28
Minimum Green	5	5	0	5	5	5	0	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	20	40	0	30	20	40	0	30
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Maximum Gap	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Minimum Gap	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.7	4.1	3.0	4.4	3.7	4.1	3.0	4.4
All-Red	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Ped/Bike (2-3)	**-1-**	**-2-**	**-3-**	**-4-**	**-5-**	**-6-**	**-7-**	**-8-**
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	3	0	3	0	3	0	3
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor	120		1 . . . . 6 . .	110			15	50		36	15	52		36
Plan 2	Green Factor	120		1 . . . . 6 . .	110			15	50		36	15	52		36
Plan 3	Green Factor	120		1 . . . . 6 . .	110			15	50		36	15	52		36
Plan 4	Green Factor			. . . . .											
Plan 5	Green Factor			. . . . .											
Plan 6	Green Factor			. . . . .											
Plan 7	Green Factor			. . . . .											
Plan 8	Green Factor			. . . . .											
Plan 9	Green Factor			. . . . .											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	. . . . .
11-19	. . . . .
21-29	. . . . .

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	. . . . .
Veh Min	Veh Max
. 2 . . . 6 . .	. . . . .
Ped	Bike
. . . . .	. . . . .
Cond	Cond Grn
. . . . .	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	1 . . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 2	1 . . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 3	1 . . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 5	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 6	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 7	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 9	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	COUNT+CALL+EXTEND	. 2	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. 2	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	. . 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	. . 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U	13			10	4.7
14	CALL+EXTEND	. . . 4 . . .	NO	I7L	14			10	6.4
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	. . 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	25			10	4.6
26	CALL+EXTEND	. . . . . 6 . .	NO	J3L	26			10	6.3
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	 8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	 8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	 8	NO	J7U	33			10	4.8
34	CALL+EXTEND	 8	NO	J7L	34			10	6.5
35	COUNT+CALL+EXTEND	 8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	 8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I12U	41			10	5.1
42	PEDESTRIAN	. . . 4 . . . 8	NO	I12L	42			10	5.3
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U	43			10	5.2
44	PEDESTRIAN	. . . 4 . . . 8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
0600	1	A
1000	2	A
1400	3	A
1900	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
1000	2	A
1900	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	4
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	UTB
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27004
Type	STATIC
Central Access	6
Field Access	7

IP Address	192	.	168	.	0	.	104
Netmask	255	.	255	.	255	.	0
Broadcast	192	.	168	.	0	.	255
Gateway	192	.	168	.	0	.	1

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . . .	. . . . . .	. . . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Hold		. . . .	. . . .	1 2 3 4 5 6 7 8	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)			
Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . . .	. . . . . .	. . . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Hold		1 2 3 . . 6 . .	. . . .	. . . .	. 2 . . . 6 . .	. . . .	. . . 4 . . . 8	. . . . . .	. . . . . .	. . . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . . .	. . . 4 . . 7 .	. . . .

Configuration (3-2-6)			
Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. 2 . . 5 . . .	. . . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . . 4 . . 7 .	. . . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	1 . . . . 6 . .	. . . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . 3 8	. . . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

\+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

Location: SR74 @ STATE ST
System:
Master At:
District:
I/C:
Designed By:
Installed By:
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
7/20/2021	2/23/1961			2/23/1961

		FLASH
PHASE	1) W/B LT ROUTE 74	[R]
	2) E/B ROUTE 74	[R]
	3)	[ ]
	4) S/B STATE STREET	[R]
	5) E/B LT ROUTE 74	[R]
	6) W/B ROUTE 74	[R]
	7)	[ ]
	8) N/B STATE STREET	[R]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout

Comments and Notes:
BUILD 002

RAM Checksum

Page 2: 1B0E	Page 8: 29C3
Page 3: B68A	Page 9: D2FD
Page 4: 555A	Page 10: 48DE
Page 5: 191A	Page 11: AF19
Page 6: 191A	Page 12: D68F
Page 7: B1AB	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 . 4 5 6 . 8
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . 4 . . . 8
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 . 4 5 6 . 8
Pedestrian Calls	. 2 . 4 . 6 . 8
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. 2 . 4 . 6 . 8

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . 4 . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	 8

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	4	0	4	0	4	0	4
Flash Don't Walk	0	17	0	24	0	22	0	24
Minimum Green	5	5	0	5	5	5	0	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	20	40	0	35	20	40	0	35
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Maximum Gap	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Minimum Gap	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.7	4.1	3.0	4.1	3.7	4.1	3.0	4.1
All-Red	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	3	0	3	0	3	0	3
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor	120		.....	57			15	56		32	15	56		32
Plan 2	Green Factor	120		.....	57			15	56		32	15	56		32
Plan 3	Green Factor	120		.....	57			15	56		32	15	56		32
Plan 4	Green Factor			.....											
Plan 5	Green Factor			.....											
Plan 6	Green Factor			.....											
Plan 7	Green Factor			.....											
Plan 8	Green Factor			.....											
Plan 9	Green Factor			.....											

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	.2.4.6.8	.2...6..	.....	.....	.....	.....	.....	.....
Plan 2	.2.4.6.8	.2...6..	.....	.....	.....	.....	.....	.....
Plan 3	.2.4.6.8	.2...6..	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

Master Timer Sync (7-A)	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
.2.4.6.8	.....
Veh Min	Veh Max
.2...6..	.....
Ped	Bike
.....	.....
Cond	Cond Grn
.....	10

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot
Det	Type	Phases	Lock	
1	COUNT+CALL+EXTEND	1	NO	I1U
2	COUNT+CALL+EXTEND	1	NO	I1L
3	COUNT+CALL+EXTEND	. 2	NO	I2U
4	COUNT+CALL+EXTEND	. 2	NO	I2L
5	COUNT+CALL+EXTEND	. 2	NO	I3U
6	CALL+EXTEND	. 2	NO	I3L
7	COUNT+CALL+EXTEND	. 2	NO	I4U
8	COUNT+CALL+EXTEND	. 2	NO	I4L
9	COUNT+CALL+EXTEND	. . 3	NO	I5U
10	COUNT+CALL+EXTEND	. . 3	NO	I5L
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U
14	CALL+EXTEND	. . . 4 . . .	NO	I7L
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L
17	COUNT+CALL+EXTEND	1	NO	I9U
18	COUNT+CALL+EXTEND	. . 3	NO	I9L
19	COUNT+CALL+EXTEND	. 2	NO	I10U
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U
26	CALL+EXTEND	. . . . . 6 . .	NO	J3L
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L
31	COUNT+CALL+EXTEND	 8	NO	J6U
32	COUNT+CALL+EXTEND	 8	NO	J6L
33	COUNT+CALL+EXTEND	 8	NO	J7U
34	CALL+EXTEND	 8	NO	J7L
35	COUNT+CALL+EXTEND	 8	NO	J8U
36	COUNT+CALL+EXTEND	 8	NO	J8L
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U
40	COUNT+CALL+EXTEND	 8	NO	J10L
41	PEDESTRIAN	. 2	NO	I12U
42	PEDESTRIAN	. . . 4 . . .	NO	I12L
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U
44	PEDESTRIAN	 8	NO	I13L

Detector Configuration (5-2)				
Det	Delay	Extend	Recall	Port
1			10	3.2
2			10	7.2
3			10	1.1
4			10	1.5
5			10	4.5
6			10	6.2
7			10	2.1
8			10	7.4
9			10	3.4
10			10	7.6
11		0.5	10	1.3
12			10	1.7
13		0.5	10	4.7
14			10	6.4
15			10	2.3
16			10	7.8
17			10	3.6
18			10	3.8
19			10	4.1
20			10	4.2
21			10	3.1
22			10	7.1
23			10	1.2
24			10	1.6
25			10	4.6
26			10	6.3
27			10	2.2
28			10	7.3
29			10	3.3
30			10	7.5
31		0.5	10	1.4
32			10	1.8
33		0.5	10	4.8
34			10	6.5
35			10	2.4
36			10	7.7
37			10	3.5
38			10	3.7
39			10	4.3
40			10	4.4
41			10	5.1
42			10	5.3
43			10	5.2
44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
0600	1	A
1000	2	A
1400	3	A
1900	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
1000	2	A
1900	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	6
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)							
#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27006
Type	STATIC
Central Access	6
Field Access	0

IP Address	192	.	168	.	0	.	106
Netmask	255	.	255	.	255	.	0
Broadcast	192	.	168	.	0	.	255
Gateway	192	.	168	.	0	.	1

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		. . . . .	. . . . .	1 2 3 4 5 6 7 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)			
Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	. . . 4 . . 7 .	. . . . .

Configuration (3-2-6)			
Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

\+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

Location: SR74 @ BUENA VISTA ST
System:
Master At:
District:
I/C:
Designed By:
Installed By:
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
7/20/2021	1/13/1965			1/13/1965

		FLASH
PHASE	1) WB LEFT	[R]
	2) E/B ROUTE 74	[R]
	3)	[ ]
	4) S/B BUENA VISTA STREET	[R]
	5) EB LEFT	[R]
	6) W/B ROUTE 74	[R]
	7)	[ ]
	8) N/B BUENA VISTA STREET	[R]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout

Comments and Notes:
BUILD 002

RAM Checksum

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CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 . 4 5 6 . 8
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . 4 . . . 8
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 . 4 5 6 . 8
Pedestrian Calls	. 2 . 4 . 6 . 8
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlaps	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. 2 . 4 . 6 . 8

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . 4 . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	 8

Overlap (2-1-4)

Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	4	0	4	0	4	0	4
Flash Don't Walk	0	21	0	28	0	16	0	28
Minimum Green	5	5	0	5	5	5	0	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	15	40	0	35	15	40	0	35
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Maximum Gap	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Minimum Gap	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.7	4.1	3.0	4.1	3.7	4.1	3.0	4.1
All-Red	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	3	0	3	0	3	0	3
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor	120		. 2 . . 5 . . .	50			10	57		36	10	55		36
Plan 2	Green Factor	120		. 2 . . 5 . . .	50			10	57		36	10	55		36
Plan 3	Green Factor	120		. 2 . . 5 . . .	50			10	57		36	10	55		36
Plan 4	Green Factor			. . . . .											
Plan 5	Green Factor			. . . . .											
Plan 6	Green Factor			. . . . .											
Plan 7	Green Factor			. . . . .											
Plan 8	Green Factor			. . . . .											
Plan 9	Green Factor			. . . . .											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	. . . . .
11-19	. . . . .
21-29	. . . . .

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	. . . . .
Veh Min	Veh Max
. 2 . . . 6 . .	. . . . .
Ped	Bike
. . . . .	. . . . .
Cond	Cond Grn
. . . . .	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. 2 . 4 5 . . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 2	. 2 . 4 5 . . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 3	. 2 . 4 5 . . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 5	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 6	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 7	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 9	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	COUNT+CALL+EXTEND	. 2	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. 2	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	. . 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	. . 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U	11		0.5	10	1.3
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U	13			10	4.7
14	CALL+EXTEND	. . . 4 . . .	NO	I7L	14			10	6.4
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	. . 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	25			10	4.6
26	CALL+EXTEND	. . . . . 6 . .	NO	J3L	26			10	6.3
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	 8	NO	J6U	31		2.5	10	1.4
32	COUNT+CALL+EXTEND	 8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	 8	NO	J7U	33			10	4.8
34	CALL+EXTEND	 8	NO	J7L	34			10	6.5
35	COUNT+CALL+EXTEND	 8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	 8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I12U	41			10	5.1
42	PEDESTRIAN	. . . 4 . . . 8	NO	I12L	42			10	5.3
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U	43			10	5.2
44	PEDESTRIAN	. . . 4 . . . 8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Num								
Sys Det	9	10	11	12	13	14	15	16
Det Num								

CIC Operation (5-6-1)

Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
0600	1	A
1000	2	A
1400	3	A
1900	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
1000	2	A
1900	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	9
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27009
Type	STATIC
Central Access	6
Field Access	0

IP Address	192	.	168	.	0	.	109
Netmask	255	.	255	.	255	.	0
Broadcast	192	.	168	.	0	.	255
Gateway	192	.	168	.	0	.	1

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		. . . . .	. . . . .	1 2 3 4 5 6 7 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)			
Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	. . . 4 . . 7 .	. . . . .

Configuration (3-2-6)			
Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

Location: SR74 @ SANTA FE ST
System:
Master At:
District: 08
I/C:
Designed By:
Installed By:
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
11/2/2021	1/13/1965			1/13/1965

Intersection Layou

		FLASH
PHASE	1) WB LEFT	[R]
	2) E/B ROUTE 74	[R]
	3)	[ ]
	4) S/B SANTA FE STREET	[R]
	5) EB LEFT	[R]
	6) W/B ROUTE 74	[R]
	7)	[ ]
	8) N/B SANTA FE STREET	[R]

OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Comments and Notes:
BUILD 006h

RAM Checksum

Page 2: 1B0E	Page 8: 29C3
Page 3: 7138	Page 9: D2FD
Page 4: 70FD	Page 10: FCF3
Page 5: 191A	Page 11: AF19
Page 6: 191A	Page 12: D68F
Page 7: A8ED	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 . 4 5 6 . 8
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . 4 . . . 8
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 . 4 5 6 . 8
Pedestrian Calls	. 2 . 4 . 6 . 8
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlaps	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. 2 . 4 . 6 . 8

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . 4 . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	 8

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	4	0	4	0	4	0	4
Flash Don't Walk	0	13	0	25	0	17	0	23
Minimum Green	5	5	0	5	5	5	0	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	15	32	0	24	15	32	0	24
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Maximum Gap	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Minimum Gap	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.7	4.1	3.0	4.0	3.7	4.1	3.0	4.0
All-Red	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0
Ped/Bike (2-3)	**-1-**	**-2-**	**-3-**	**-4-**	**-5-**	**-6-**	**-7-**	**-8-**
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	3	0	3	0	3	0	3
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor	120		1 . . . . 6 . .	113			10	59		33	10	61		33
Plan 2	Green Factor	120		1 . . . . 6 . .	113			10	59		33	10	61		33
Plan 3	Green Factor	120		1 . . . . 6 . .	113			10	59		33	10	61		33
Plan 4	Green Factor			. . . . .											
Plan 5	Green Factor			. . . . .											
Plan 6	Green Factor			. . . . .											
Plan 7	Green Factor			. . . . .											
Plan 8	Green Factor			. . . . .											
Plan 9	Green Factor			. . . . .											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	. . . . .
11-19	. . . . .
21-29	. . . . .

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	. . . . .
Veh Min	Veh Max
. 2 . . . 6 . .	. . . . .
Ped	Bike
. . . . .	. . . . .
Cond	Cond Grn
. . . . .	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	1 . . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 2	1 . . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 3	1 . . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 5	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 6	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 7	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 9	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	COUNT+CALL+EXTEND	. 2	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. 2	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	. . 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	. . 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U	13			10	4.7
14	CALL+EXTEND	. . . 4 . . .	NO	I7L	14			10	6.4
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	. . 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	25			10	4.6
26	CALL+EXTEND	. . . . . 6 . .	NO	J3L	26			10	6.3
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	 8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	 8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	 8	NO	J7U	33			10	4.8
34	CALL+EXTEND	 8	NO	J7L	34			10	6.5
35	COUNT+CALL+EXTEND	 8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	 8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I12U	41			10	5.1
42	PEDESTRIAN	. . . 4 . . . 8	NO	I12L	42			10	5.3
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U	43			10	5.2
44	PEDESTRIAN	. . . 4 . . . 8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Num								
Sys Det	9	10	11	12	13	14	15	16
Det Num								

CIC Operation (5-6-1)

Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
0600	1	A
1000	2	A
1400	3	A
1900	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
1000	2	A
1900	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	10
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	UTB
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27010
Type	STATIC
Central Access	6
Field Access	7

IP Address	192	.	168	.	0	.	110
Netmask	255	.	255	.	255	.	0
Broadcast	192	.	168	.	0	.	255
Gateway	192	.	168	.	0	.	1

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . .	. . . . .	. . . . .
Hold		. . . .	. . . .	1 2 3 4 5 6 7 8	. . . .	. . . .	. . . .	. . . . .	. . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)

Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . .	. . . .	. 2 . . . 6 . .	. . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . . .	. . . 4 . . 7 .	. . . .

Configuration (3-2-6)

Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. 2 . . 5 . . .	. . . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . . 4 . . 7 .	. . . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

\+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

Location: SR74 @ SAN JACINTO ST
System:
Master At:
District:
I/C:
Designed By:
Installed By:
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
4/28/2022	10/21/1957			10/21/1957

		FLASH
PHASE	1) W/B LT ROUTE 74	[R]
	2) E/B ROUTE 74	[R]
	3) S/B SAN JACINTO STREET	[R]
	4) N/B SAN JACINTO STREET	[R]
	5) E/B LT ROUTE 74	[R]
	6) W/B ROUTE 74	[R]
	7)	[ ]
	8)	[ ]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout

Comments and Notes:
BUILD 6H

RAM Checksum

Page 2: 071B	Page 8: 85AF
Page 3: 9C69	Page 9: D2FD
Page 4: 1FB5	Page 10: A48B
Page 5: 191A	Page 11: AF19
Page 6: 191A	Page 12: D68F
Page 7: B4D3	Page 13: 86F7

Post Mile: Riv-074-041.338-San Jacinto Rd

Printed: 4/28/2022

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 3 4 5 6 . .
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . 4 . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 . 4 5 6 . .
Pedestrian Calls	. 2 3 4 . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlaps	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. 2 3 4 . 6 . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . 4 . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	. . 3 . . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	4	4	4	0	4	0	0
Flash Don't Walk	0	22	27	28	0	24	0	0
Minimum Green	5	5	5	5	5	5	0	0
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	20	40	30	30	20	40	0	0
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	3.0	3.0	3.0	2.0	3.0	0.0	0.0
Maximum Gap	2.0	3.0	3.0	3.0	2.0	3.0	0.0	0.0
Minimum Gap	2.0	3.0	3.0	3.0	2.0	3.0	0.0	0.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.7	4.1	3.7	3.7	3.7	4.1	3.0	3.0
All-Red	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
Ped/Bike (2-3)	**-1-**	**-2-**	**-3-**	**-4-**	**-5-**	**-6-**	**-7-**	**-8-**
--- Walk 2 ---	0	0	0	4	0	0	0	0
Delay/Early Walk	0	3	3	3	0	3	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor	120		. . . . .	108			13	31	34	21	13	31		
Plan 2	Green Factor	120		. . . . .	108			13	31	34	21	13	31		
Plan 3	Green Factor	120		. . . . .	108			13	31	34	21	13	31		
Plan 4	Green Factor			. . . . .											
Plan 5	Green Factor			. . . . .											
Plan 6	Green Factor			. . . . .											
Plan 7	Green Factor			. . . . .											
Plan 8	Green Factor			. . . . .											
Plan 9	Green Factor			. . . . .											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	. . . . .
11-19	. . . . .
21-29	. . . . .

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . .	. . . . .
Veh Min	Veh Max
. 2 . . . 6 . .	. . . . .
Ped	Bike
. . . . .	. . . . .
Cond	Cond Grn
. . . . .	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. 2 . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 2	. 2 . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 3	. 2 . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 5	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 6	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 7	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 9	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	COUNT+CALL+EXTEND	. 2	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. 2	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	. . 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	. . 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U	13			10	4.7
14	CALL+EXTEND	. . . 4 . . .	NO	I7L	14			10	6.4
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	. . 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	25			10	4.6
26	CALL+EXTEND	. . . . . 6 . .	NO	J3L	26			10	6.3
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	. . 3	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	. . 3	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	. . 3	NO	J7U	33			10	4.8
34	CALL+EXTEND	. . 3	NO	J7L	34			10	6.5
35	COUNT+CALL+EXTEND	. . 3	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	. . 3	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I12U	41			10	5.1
42	PEDESTRIAN	. . . 4 . . .	NO	I12L	42			10	5.3
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U	43			10	5.2
44	PEDESTRIAN	. . 3	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Num								
Sys Det	9	10	11	12	13	14	15	16
Det Num								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)			Table 2 (8-2-2)			Table 3 (8-2-3)			Table 4 (8-2-4)			Table 5 (8-2-5)			Table 6 (8-2-6)		
Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	11
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	UTB
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27011
Type	STATIC
Central Access	0
Field Access	0

IP Address	192	.	168	.	0	.	111
Netmask	255	.	255	.	255	.	0
Broadcast	192	.	168	.	0	.	255
Gateway	192	.	168	.	0	.	1

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		. . . . .	. . . . .	1 2 3 4 5 6 7 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)

Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	. . . 4 . . 7 .	. . . . .

Configuration (3-2-6)

Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

Location: SR79 @ Sanderson Ave
System: | **District:** | **Designed By:**
Master At: | **I/C:** | **Installed By:** | **Service Info:**

Timing Change:	Date Start:	Date End:	Designed:	Installed:
9/20/2021			4/20/2010	6/23/2010

Intersection Layout

		FLASH
PHASE	1) S/B LT ROUTE 79	[R]
	2) N/B SANDERSON AVENUE	[R]
	3) W/B LT ROUTE 79	[R]
	4) E/B RAMONA EXPWAY	[R]
	5) N/B LT SANDERSON AVENUE	[R]
	6) S/B ROUTE 79	[R]
	7) E/B LT RAMONA EXPWAY	[R]
	8) W/B ROUTE 79	[R]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Comments and Notes:
Build 002

RAM Checksum

Page 2: DE40	Page 8: 85AF
Page 3: 91FB	Page 9: D2FD
Page 4: F29E	Page 10: 49DF
Page 5: 191A	Page 11: 3B99
Page 6: 191A	Page 12: D68F
Page 7: 7825	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 3 4 5 6 7 8
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 3 4 5 6 7 8
Pedestrian Calls	. 2 . 4 . 6 . 8
Yellow Start Overlaps	. . C D . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . 4 . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	 8

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	7	0	7	0	7
Flash Don't Walk	0	41	0	41	0	41	0	35
Minimum Green	5	5	5	5	5	5	5	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	30	40	20	40	20	40	20	40
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Maximum Gap	2.0	2.0	2.0	2.0	2.0	2.2	2.0	2.0
Minimum Gap	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.7	6.0	3.7	6.0	3.7	6.0	3.7	6.0
All-Red	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Ped/Bike (2-3)	**-1-**	**-2-**	**-3-**	**-4-**	**-5-**	**-6-**	**-7-**	**-8-**
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			.....											
Plan 2	Green Factor			.....											
Plan 3	Green Factor			.....											
Plan 4	Green Factor			.....											
Plan 5	Green Factor			.....											
Plan 6	Green Factor			.....											
Plan 7	Green Factor			.....											
Plan 8	Green Factor			.....											
Plan 9	Green Factor			.....											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
. 2 . . . 6 . .	.....
Ped	Bike
.....	.....
Cond	Cond Grn
.....	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	.....	.....	.....	.....	.....	.....	.....	.....
Plan 2	.....	.....	.....	.....	.....	.....	.....	.....
Plan 3	.....	.....	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	COUNT+CALL+EXTEND	. 2	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. 2	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	. . 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	. . 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U	13			10	4.7
14	CALL+EXTEND	. . . 4 . . .	NO	I7L	14			10	6.4
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	. . 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	25			10	4.6
26	CALL+EXTEND	. . . . . 6 . .	NO	J3L	26			10	6.3
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	 8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	 8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	 8	NO	J7U	33			10	4.8
34	CALL+EXTEND	 8	NO	J7L	34			10	6.5
35	COUNT+CALL+EXTEND	 8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	 8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I12U	41			10	5.1
42	PEDESTRIAN	. . . 4 . . .	NO	I12L	42			10	5.3
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U	43			10	5.2
44	PEDESTRIAN	 8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	1
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)							
#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27001
Type	STATIC
Central Access	6
Field Access	0

IP Address	192	.	168	.	0	.	101
Netmask	255	.	255	.	255	.	0
Broadcast	192	.	168	.	0	.	255
Gateway	192	.	168	.	0	.	1

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		. . . . .	. . . . .	1 2 3 4 5 6 7 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)			
Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	. . . 4 . . 7 .	. . . . .

Configuration (3-2-6)			
Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

\+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

APPENDIX C

VOLUME DEVELOPMENT WORKSHEETS

LSA

Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
1 I-15 SB Ramps/SR-74														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	0		0	0	0		0	0		0	0	0		0
NBR	0		0	0	0		0	0		0	0	0		0
SBL	416		416	25	0		441	655		655	31	0		686
SBT	0		0	0	0		0	1		1	0	0		1
SBR	203		203	0	0		203	180		180	0	0		180
EBL	0		0	0	0		0	0		0	0	0		0
EBT	763		763	21	0		784	1,104		1,104	14	0		1,118
EBR	500		500	0	0		500	569		569	0	0		569
WBL	664		664	0	0		664	568		568	0	0		568
WBT	1,296		1,296	5	0		1,301	1,271		1,271	19	0		1,290
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	619	0	619	25	0	0	644	836	0	836	31	0	0	867
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	619	0	619	25	0	0	644	836	0	836	31	0	0	867
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,164	0	1,164	0	0	0	1,164	1,138	0	1,138	0	0	0	1,138
Total	1,164	0	1,164	0	0	0	1,164	1,138	0	1,138	0	0	0	1,138
East Leg														
Approach	1,960	0	1,960	5	0	0	1,965	1,839	0	1,839	19	0	0	1,858
Departure	1,179	0	1,179	46	0	0	1,225	1,759	0	1,759	45	0	0	1,804
Total	3,139	0	3,139	51	0	0	3,190	3,598	0	3,598	64	0	0	3,662
West Leg														
Approach	1,263	0	1,263	21	0	0	1,284	1,673	0	1,673	14	0	0	1,687
Departure	1,499	0	1,499	5	0	0	1,504	1,451	0	1,451	19	0	0	1,470
Total	2,762	0	2,762	26	0	0	2,788	3,124	0	3,124	33	0	0	3,157
Total Approaches														
Approach	3,842	0	3,842	51	0	0	3,893	4,348	0	4,348	64	0	0	4,412
Departure	3,842	0	3,842	51	0	0	3,893	4,348	0	4,348	64	0	0	4,412
Total	7,684	0	7,684	102	0	0	7,786	8,696	0	8,696	128	0	0	8,824

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
2 I-15 NB Ramps/SR-74														
NBL	454		454	0	0		454	445		445	0	0		445
NBT	3		3	0	0		3	6		6	0	0		6
NBR	531		531	0	0		531	615		615	0	0		615
SBL	0		0	0	0		0	0		0	0	0		0
SBT	0		0	0	0		0	0		0	0	0		0
SBR	0		0	0	0		0	0		0	0	0		0
EBL	82		82	0	0		82	150		150	0	0		150
EBT	1,097		1,097	47	0		1,144	1,609		1,609	44	0		1,653
EBR	0		0	0	0		0	0		0	0	0		0
WBL	0		0	0	0		0	0		0	0	0		0
WBT	1,506		1,506	5	0		1,511	1,394		1,394	19	0		1,413
WBR	560		560	19	0		579	513		513	29	0		542
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	645	0	645	19	0	0	664	669	0	669	29	0	0	698
Total	645	0	645	19	0	0	664	669	0	669	29	0	0	698
South Leg														
Approach	988	0	988	0	0	0	988	1,066	0	1,066	0	0	0	1,066
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	988	0	988	0	0	0	988	1,066	0	1,066	0	0	0	1,066
East Leg														
Approach	2,066	0	2,066	24	0	0	2,090	1,907	0	1,907	48	0	0	1,955
Departure	1,628	0	1,628	47	0	0	1,675	2,224	0	2,224	44	0	0	2,268
Total	3,694	0	3,694	71	0	0	3,765	4,131	0	4,131	92	0	0	4,223
West Leg														
Approach	1,179	0	1,179	47	0	0	1,226	1,759	0	1,759	44	0	0	1,803
Departure	1,960	0	1,960	5	0	0	1,965	1,839	0	1,839	19	0	0	1,858
Total	3,139	0	3,139	52	0	0	3,191	3,598	0	3,598	63	0	0	3,661
Total Approaches														
Approach	4,233	0	4,233	71	0	0	4,304	4,732	0	4,732	92	0	0	4,824
Departure	4,233	0	4,233	71	0	0	4,304	4,732	0	4,732	92	0	0	4,824
Total	8,466	0	8,466	142	0	0	8,608	9,464	0	9,464	184	0	0	9,648

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
3 Dexter Avenue/SR-74														
NBL	117		117	0	0		117	181		181	0	0		181
NBT	184		184	0	0		184	168		168	0	0		168
NBR	56		56	0	0		56	99		99	0	0		99
SBL	63		63	0	0		63	40		40	0	0		40
SBT	140		140	0	0		140	104		104	0	0		104
SBR	414		414	0	0		414	356		356	0	0		356
EBL	332		332	0	0		332	333		333	0	0		333
EBT	1,159		1,159	47	0		1,206	1,657		1,657	44	0		1,701
EBR	136		136	0	0		136	235		235	0	0		235
WBL	89		89	0	0		89	122		122	0	0		122
WBT	1,534		1,534	25	0		1,559	1,370		1,370	50	0		1,420
WBR	177		177	0	0		177	67		67	0	0		67
North Leg														
Approach	617	0	617	0	0	0	617	500	0	500	0	0	0	500
Departure	693	0	693	0	0	0	693	568	0	568	0	0	0	568
Total	1,310	0	1,310	0	0	0	1,310	1,068	0	1,068	0	0	0	1,068
South Leg														
Approach	357	0	357	0	0	0	357	448	0	448	0	0	0	448
Departure	365	0	365	0	0	0	365	461	0	461	0	0	0	461
Total	722	0	722	0	0	0	722	909	0	909	0	0	0	909
East Leg														
Approach	1,800	0	1,800	25	0	0	1,825	1,559	0	1,559	50	0	0	1,609
Departure	1,278	0	1,278	47	0	0	1,325	1,796	0	1,796	44	0	0	1,840
Total	3,078	0	3,078	72	0	0	3,150	3,355	0	3,355	94	0	0	3,449
West Leg														
Approach	1,627	0	1,627	47	0	0	1,674	2,225	0	2,225	44	0	0	2,269
Departure	2,065	0	2,065	25	0	0	2,090	1,907	0	1,907	50	0	0	1,957
Total	3,692	0	3,692	72	0	0	3,764	4,132	0	4,132	94	0	0	4,226
Total Approaches														
Approach	4,401	0	4,401	72	0	0	4,473	4,732	0	4,732	94	0	0	4,826
Departure	4,401	0	4,401	72	0	0	4,473	4,732	0	4,732	94	0	0	4,826
Total	8,802	0	8,802	144	0	0	8,946	9,464	0	9,464	188	0	0	9,652

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
4 Cambern Avenue/SR-74														
NBL	73		73	0	0		73	137		137	0	0		137
NBT	29		29	0	0		29	70		70	0	0		70
NBR	39		39	0	0		39	149		149	0	0		149
SBL	124		124	0	0		124	224		224	0	0		224
SBT	48		48	0	0		48	78		78	0	0		78
SBR	86		86	0	0		86	76		76	0	0		76
EBL	126		126	0	0		126	215		215	0	0		215
EBT	1,080		1,080	47	0		1,127	1,408		1,408	44	0		1,452
EBR	29		29	0	0		29	56		56	0	0		56
WBL	74		74	0	0		74	114		114	0	0		114
WBT	1,526		1,526	25	0		1,551	1,067		1,067	50	0		1,117
WBR	105		105	0	0		105	179		179	0	0		179
North Leg														
Approach	258	0	258	0	0	0	258	378	0	378	0	0	0	378
Departure	260	0	260	0	0	0	260	464	0	464	0	0	0	464
Total	518	0	518	0	0	0	518	842	0	842	0	0	0	842
South Leg														
Approach	141	0	141	0	0	0	141	356	0	356	0	0	0	356
Departure	151	0	151	0	0	0	151	248	0	248	0	0	0	248
Total	292	0	292	0	0	0	292	604	0	604	0	0	0	604
East Leg														
Approach	1,705	0	1,705	25	0	0	1,730	1,360	0	1,360	50	0	0	1,410
Departure	1,243	0	1,243	47	0	0	1,290	1,781	0	1,781	44	0	0	1,825
Total	2,948	0	2,948	72	0	0	3,020	3,141	0	3,141	94	0	0	3,235
West Leg														
Approach	1,235	0	1,235	47	0	0	1,282	1,679	0	1,679	44	0	0	1,723
Departure	1,685	0	1,685	25	0	0	1,710	1,280	0	1,280	50	0	0	1,330
Total	2,920	0	2,920	72	0	0	2,992	2,959	0	2,959	94	0	0	3,053
Total Approaches														
Approach	3,339	0	3,339	72	0	0	3,411	3,773	0	3,773	94	0	0	3,867
Departure	3,339	0	3,339	72	0	0	3,411	3,773	0	3,773	94	0	0	3,867
Total	6,678	0	6,678	144	0	0	6,822	7,546	0	7,546	188	0	0	7,734

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
5 Conard Avenue/SR-74														
NBL	33		33	0	0		33	18		18	0	0		18
NBT	13		13	0	0		13	9		9	0	0		9
NBR	24		24	0	0		24	62		62	0	0		62
SBL	104		104	0	0		104	79		79	0	0		79
SBT	11		11	0	0		11	4		4	0	0		4
SBR	27		27	0	0		27	23		23	0	0		23
EBL	9		9	0	0		9	18		18	0	0		18
EBT	1,214		1,214	47	0		1,261	1,751		1,751	44	0		1,795
EBR	20		20	0	0		20	12		12	0	0		12
WBL	11		11	0	0		11	9		9	0	0		9
WBT	1,644		1,644	25	0		1,669	1,319		1,319	50	0		1,369
WBR	140		140	0	0		140	31		31	0	0		31
North Leg														
Approach	142	0	142	0	0	0	142	106	0	106	0	0	0	106
Departure	162	0	162	0	0	0	162	58	0	58	0	0	0	58
Total	304	0	304	0	0	0	304	164	0	164	0	0	0	164
South Leg														
Approach	70	0	70	0	0	0	70	89	0	89	0	0	0	89
Departure	42	0	42	0	0	0	42	25	0	25	0	0	0	25
Total	112	0	112	0	0	0	112	114	0	114	0	0	0	114
East Leg														
Approach	1,795	0	1,795	25	0	0	1,820	1,359	0	1,359	50	0	0	1,409
Departure	1,342	0	1,342	47	0	0	1,389	1,892	0	1,892	44	0	0	1,936
Total	3,137	0	3,137	72	0	0	3,209	3,251	0	3,251	94	0	0	3,345
West Leg														
Approach	1,243	0	1,243	47	0	0	1,290	1,781	0	1,781	44	0	0	1,825
Departure	1,704	0	1,704	25	0	0	1,729	1,360	0	1,360	50	0	0	1,410
Total	2,947	0	2,947	72	0	0	3,019	3,141	0	3,141	94	0	0	3,235
Total Approaches														
Approach	3,250	0	3,250	72	0	0	3,322	3,335	0	3,335	94	0	0	3,429
Departure	3,250	0	3,250	72	0	0	3,322	3,335	0	3,335	94	0	0	3,429
Total	6,500	0	6,500	144	0	0	6,644	6,670	0	6,670	188	0	0	6,858

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
6 El Toro Cut Off Road/SR-74														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	0		0	0	0		0	0		0	0	0		0
NBR	0		0	0	0		0	0		0	0	0		0
SBL	2		2	0	0		2	5		5	0	0		5
SBT	0		0	0	0		0	0		0	0	0		0
SBR	25		25	0	0		25	30		30	0	0		30
EBL	20		20	0	0		20	15		15	0	0		15
EBT	1,142		1,142	47	0		1,189	1,709		1,709	44	0		1,753
EBR	0		0	0	0		0	0		0	0	0		0
WBL	0		0	0	0		0	0		0	0	0		0
WBT	1,591		1,591	25	0		1,616	1,183		1,183	50	0		1,233
WBR	11		11	0	0		11	5		5	0	0		5
North Leg														
Approach	27	0	27	0	0	0	27	35	0	35	0	0	0	35
Departure	31	0	31	0	0	0	31	20	0	20	0	0	0	20
Total	58	0	58	0	0	0	58	55	0	55	0	0	0	55
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	1,602	0	1,602	25	0	0	1,627	1,188	0	1,188	50	0	0	1,238
Departure	1,144	0	1,144	47	0	0	1,191	1,714	0	1,714	44	0	0	1,758
Total	2,746	0	2,746	72	0	0	2,818	2,902	0	2,902	94	0	0	2,996
West Leg														
Approach	1,162	0	1,162	47	0	0	1,209	1,724	0	1,724	44	0	0	1,768
Departure	1,616	0	1,616	25	0	0	1,641	1,213	0	1,213	50	0	0	1,263
Total	2,778	0	2,778	72	0	0	2,850	2,937	0	2,937	94	0	0	3,031
Total Approaches														
Approach	2,791	0	2,791	72	0	0	2,863	2,947	0	2,947	94	0	0	3,041
Departure	2,791	0	2,791	72	0	0	2,863	2,947	0	2,947	94	0	0	3,041
Total	5,582	0	5,582	144	0	0	5,726	5,894	0	5,894	188	0	0	6,082

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
7 Riverside Street/SR-74														
NBL	275		275	0	0		275	114		114	0	0		114
NBT	0		0	0	0		0	0		0	0	0		0
NBR	6		6	0	0		6	8		8	0	0		8
SBL	0		0	0	0		0	0		0	0	0		0
SBT	0		0	0	0		0	0		0	0	0		0
SBR	0		0	0	0		0	0		0	0	0		0
EBL	0		0	0	0		0	0		0	0	0		0
EBT	968		968	47	0		1,015	1,490		1,490	44	0		1,534
EBR	140		140	0	0		140	175		175	0	0		175
WBL	7		7	0	0		7	11		11	0	0		11
WBT	1,353		1,353	25	0		1,378	1,062		1,062	50	0		1,112
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	281	0	281	0	0	0	281	122	0	122	0	0	0	122
Departure	147	0	147	0	0	0	147	186	0	186	0	0	0	186
Total	428	0	428	0	0	0	428	308	0	308	0	0	0	308
East Leg														
Approach	1,360	0	1,360	25	0	0	1,385	1,073	0	1,073	50	0	0	1,123
Departure	974	0	974	47	0	0	1,021	1,498	0	1,498	44	0	0	1,542
Total	2,334	0	2,334	72	0	0	2,406	2,571	0	2,571	94	0	0	2,665
West Leg														
Approach	1,108	0	1,108	47	0	0	1,155	1,665	0	1,665	44	0	0	1,709
Departure	1,628	0	1,628	25	0	0	1,653	1,176	0	1,176	50	0	0	1,226
Total	2,736	0	2,736	72	0	0	2,808	2,841	0	2,841	94	0	0	2,935
Total Approaches														
Approach	2,749	0	2,749	72	0	0	2,821	2,860	0	2,860	94	0	0	2,954
Departure	2,749	0	2,749	72	0	0	2,821	2,860	0	2,860	94	0	0	2,954
Total	5,498	0	5,498	144	0	0	5,642	5,720	0	5,720	188	0	0	5,908

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
8 Wasson Canyon Road/SR-74														
NBL	15		15	0	0		15	16		16	0	0		16
NBT	0		0	0	0		0	0		0	0	0		0
NBR	33		33	0	0		33	24		24	0	0		24
SBL	0		0	0	0		0	0		0	0	0		0
SBT	0		0	0	0		0	0		0	0	0		0
SBR	0		0	0	0		0	0		0	0	0		0
EBL	0		0	0	0		0	0		0	0	0		0
EBT	940		940	47	0		987	1,506		1,506	44	0		1,550
EBR	7		7	0	0		7	11		11	0	0		11
WBL	9		9	0	0		9	36		36	0	0		36
WBT	1,295		1,295	25	0		1,320	1,045		1,045	50	0		1,095
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	48	0	48	0	0	0	48	40	0	40	0	0	0	40
Departure	16	0	16	0	0	0	16	47	0	47	0	0	0	47
Total	64	0	64	0	0	0	64	87	0	87	0	0	0	87
East Leg														
Approach	1,304	0	1,304	25	0	0	1,329	1,081	0	1,081	50	0	0	1,131
Departure	973	0	973	47	0	0	1,020	1,530	0	1,530	44	0	0	1,574
Total	2,277	0	2,277	72	0	0	2,349	2,611	0	2,611	94	0	0	2,705
West Leg														
Approach	947	0	947	47	0	0	994	1,517	0	1,517	44	0	0	1,561
Departure	1,310	0	1,310	25	0	0	1,335	1,061	0	1,061	50	0	0	1,111
Total	2,257	0	2,257	72	0	0	2,329	2,578	0	2,578	94	0	0	2,672
Total Approaches														
Approach	2,299	0	2,299	72	0	0	2,371	2,638	0	2,638	94	0	0	2,732
Departure	2,299	0	2,299	72	0	0	2,371	2,638	0	2,638	94	0	0	2,732
Total	4,598	0	4,598	144	0	0	4,742	5,276	0	5,276	188	0	0	5,464

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
9 SR-74/Meadowbrook Avenue - Greenwald Avenue														
NBL	18		18	0	0		18	20		20	0	0		20
NBT	834		834	47	0		881	1,238		1,238	44	0		1,282
NBR	111		111	0	0		111	216		216	0	0		216
SBL	34		34	3	0		37	59		59	10	0		69
SBT	957		957	25	0		982	935		935	50	0		985
SBR	24		24	0	0		24	41		41	0	0		41
EBL	67		67	0	0		67	35		35	0	0		35
EBT	14		14	0	0		14	18		18	0	0		18
EBR	42		42	0	0		42	16		16	0	0		16
WBL	283		283	0	0		283	110		110	0	0		110
WBT	12		12	0	0		12	18		18	0	0		18
WBR	75		75	10	0		85	49		49	6	0		55
North Leg														
Approach	1,015	0	1,015	28	0	0	1,043	1,035	0	1,035	60	0	0	1,095
Departure	976	0	976	57	0	0	1,033	1,322	0	1,322	50	0	0	1,372
Total	1,991	0	1,991	85	0	0	2,076	2,357	0	2,357	110	0	0	2,467
South Leg														
Approach	963	0	963	47	0	0	1,010	1,474	0	1,474	44	0	0	1,518
Departure	1,282	0	1,282	25	0	0	1,307	1,061	0	1,061	50	0	0	1,111
Total	2,245	0	2,245	72	0	0	2,317	2,535	0	2,535	94	0	0	2,629
East Leg														
Approach	370	0	370	10	0	0	380	177	0	177	6	0	0	183
Departure	159	0	159	3	0	0	162	293	0	293	10	0	0	303
Total	529	0	529	13	0	0	542	470	0	470	16	0	0	486
West Leg														
Approach	123	0	123	0	0	0	123	69	0	69	0	0	0	69
Departure	54	0	54	0	0	0	54	79	0	79	0	0	0	79
Total	177	0	177	0	0	0	177	148	0	148	0	0	0	148
Total Approaches														
Approach	2,471	0	2,471	85	0	0	2,556	2,755	0	2,755	110	0	0	2,865
Departure	2,471	0	2,471	85	0	0	2,556	2,755	0	2,755	110	0	0	2,865
Total	4,942	0	4,942	170	0	0	5,112	5,510	0	5,510	220	0	0	5,730

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
10 SR-74/River Road														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	961		961	57	0		1,018	1,289		1,289	50	0		1,339
NBR	6		6	0	0		6	8		8	0	0		8
SBL	18		18	0	0		18	33		33	0	0		33
SBT	999		999	28	0		1,027	1,050		1,050	59	0		1,109
SBR	0		0	0	0		0	0		0	0	0		0
EBL	0		0	0	0		0	0		0	0	0		0
EBT	0		0	0	0		0	0		0	0	0		0
EBR	0		0	0	0		0	0		0	0	0		0
WBL	9		9	0	0		9	7		7	0	0		7
WBT	0		0	0	0		0	0		0	0	0		0
WBR	35		35	0	0		35	27		27	0	0		27
North Leg														
Approach	1,017	0	1,017	28	0	0	1,045	1,083	0	1,083	59	0	0	1,142
Departure	996	0	996	57	0	0	1,053	1,316	0	1,316	50	0	0	1,366
Total	2,013	0	2,013	85	0	0	2,098	2,399	0	2,399	109	0	0	2,508
South Leg														
Approach	967	0	967	57	0	0	1,024	1,297	0	1,297	50	0	0	1,347
Departure	1,008	0	1,008	28	0	0	1,036	1,057	0	1,057	59	0	0	1,116
Total	1,975	0	1,975	85	0	0	2,060	2,354	0	2,354	109	0	0	2,463
East Leg														
Approach	44	0	44	0	0	0	44	34	0	34	0	0	0	34
Departure	24	0	24	0	0	0	24	41	0	41	0	0	0	41
Total	68	0	68	0	0	0	68	75	0	75	0	0	0	75
West Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches														
Approach	2,028	0	2,028	85	0	0	2,113	2,414	0	2,414	109	0	0	2,523
Departure	2,028	0	2,028	85	0	0	2,113	2,414	0	2,414	109	0	0	2,523
Total	4,056	0	4,056	170	0	0	4,226	4,828	0	4,828	218	0	0	5,046

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
11 SR-74/Ellis Avenue														
NBL	67		67	0	0		67	52		52	0	0		52
NBT	785		785	57	0		842	962		962	50	0		1,012
NBR	0		0	0	0		0	0		0	0	0		0
SBL	0		0	0	0		0	0		0	0	0		0
SBT	754		754	28	0		782	913		913	59	0		972
SBR	238		238	0	0		238	138		138	0	0		138
EBL	241		241	0	0		241	213		213	0	0		213
EBT	0		0	0	0		0	0		0	0	0		0
EBR	74		74	0	0		74	47		47	0	0		47
WBL	0		0	0	0		0	0		0	0	0		0
WBT	0		0	0	0		0	0		0	0	0		0
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	992	0	992	28	0	0	1,020	1,051	0	1,051	59	0	0	1,110
Departure	1,026	0	1,026	57	0	0	1,083	1,175	0	1,175	50	0	0	1,225
Total	2,018	0	2,018	85	0	0	2,103	2,226	0	2,226	109	0	0	2,335
South Leg														
Approach	852	0	852	57	0	0	909	1,014	0	1,014	50	0	0	1,064
Departure	828	0	828	28	0	0	856	960	0	960	59	0	0	1,019
Total	1,680	0	1,680	85	0	0	1,765	1,974	0	1,974	109	0	0	2,083
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	315	0	315	0	0	0	315	260	0	260	0	0	0	260
Departure	305	0	305	0	0	0	305	190	0	190	0	0	0	190
Total	620	0	620	0	0	0	620	450	0	450	0	0	0	450
Total Approaches														
Approach	2,159	0	2,159	85	0	0	2,244	2,325	0	2,325	109	0	0	2,434
Departure	2,159	0	2,159	85	0	0	2,244	2,325	0	2,325	109	0	0	2,434
Total	4,318	0	4,318	170	0	0	4,488	4,650	0	4,650	218	0	0	4,868

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
12 Navajo Road/SR-74														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	0		0	0	0		0	0		0	0	0		0
NBR	0		0	0	0		0	0		0	0	0		0
SBL	523		523	3	0		526	411		411	7	0		418
SBT	0		0	0	0		0	0		0	0	0		0
SBR	49		49	0	0		49	35		35	0	0		35
EBL	36		36	0	0		36	41		41	0	0		41
EBT	1,001		1,001	28	0		1,029	1,121		1,121	59	0		1,180
EBR	0		0	0	0		0	0		0	0	0		0
WBL	0		0	0	0		0	0		0	0	0		0
WBT	934		934	57	0		991	988		988	50	0		1,038
WBR	363		363	2	0		365	443		443	7	0		450
North Leg														
Approach	572	0	572	3	0	0	575	446	0	446	7	0	0	453
Departure	399	0	399	2	0	0	401	484	0	484	7	0	0	491
Total	971	0	971	5	0	0	976	930	0	930	14	0	0	944
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	1,297	0	1,297	59	0	0	1,356	1,431	0	1,431	57	0	0	1,488
Departure	1,524	0	1,524	31	0	0	1,555	1,532	0	1,532	66	0	0	1,598
Total	2,821	0	2,821	90	0	0	2,911	2,963	0	2,963	123	0	0	3,086
West Leg														
Approach	1,037	0	1,037	28	0	0	1,065	1,162	0	1,162	59	0	0	1,221
Departure	983	0	983	57	0	0	1,040	1,023	0	1,023	50	0	0	1,073
Total	2,020	0	2,020	85	0	0	2,105	2,185	0	2,185	109	0	0	2,294
Total Approaches														
Approach	2,906	0	2,906	90	0	0	2,996	3,039	0	3,039	123	0	0	3,162
Departure	2,906	0	2,906	90	0	0	2,996	3,039	0	3,039	123	0	0	3,162
Total	5,812	0	5,812	180	0	0	5,992	6,078	0	6,078	246	0	0	6,324

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
13 A Street/SR-74														
NBL	130		130	0	0		130	145		145	0	0		145
NBT	179		179	0	0		179	58		58	0	0		58
NBR	62		62	0	0		62	44		44	0	0		44
SBL	78		78	5	0		83	26		26	14	0		40
SBT	134		134	0	0		134	48		48	0	0		48
SBR	216		216	0	0		216	190		190	0	0		190
EBL	196		196	0	0		196	138		138	0	0		138
EBT	1,161		1,161	60	0		1,221	1,196		1,196	57	0		1,253
EBR	59		59	0	0		59	70		70	0	0		70
WBL	76		76	0	0		76	37		37	0	0		37
WBT	965		965	30	0		995	1,105		1,105	66	0		1,171
WBR	29		29	8	0		37	15		15	11	0		26
North Leg														
Approach	428	0	428	5	0	0	433	264	0	264	14	0	0	278
Departure	404	0	404	8	0	0	412	211	0	211	11	0	0	222
Total	832	0	832	13	0	0	845	475	0	475	25	0	0	500
South Leg														
Approach	371	0	371	0	0	0	371	247	0	247	0	0	0	247
Departure	269	0	269	0	0	0	269	155	0	155	0	0	0	155
Total	640	0	640	0	0	0	640	402	0	402	0	0	0	402
East Leg														
Approach	1,070	0	1,070	38	0	0	1,108	1,157	0	1,157	77	0	0	1,234
Departure	1,301	0	1,301	65	0	0	1,366	1,266	0	1,266	71	0	0	1,337
Total	2,371	0	2,371	103	0	0	2,474	2,423	0	2,423	148	0	0	2,571
West Leg														
Approach	1,416	0	1,416	60	0	0	1,476	1,404	0	1,404	57	0	0	1,461
Departure	1,311	0	1,311	30	0	0	1,341	1,440	0	1,440	66	0	0	1,506
Total	2,727	0	2,727	90	0	0	2,817	2,844	0	2,844	123	0	0	2,967
Total Approaches														
Approach	3,285	0	3,285	103	0	0	3,388	3,072	0	3,072	148	0	0	3,220
Departure	3,285	0	3,285	103	0	0	3,388	3,072	0	3,072	148	0	0	3,220
Total	6,570	0	6,570	206	0	0	6,776	6,144	0	6,144	296	0	0	6,440

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
14 C Street/SR-74														
NBL	6		6	0	0		6	2		2	0	0		2
NBT	74		74	0	0		74	29		29	0	0		29
NBR	28		28	0	0		28	9		9	0	0		9
SBL	42		42	0	0		42	24		24	0	0		24
SBT	45		45	0	0		45	31		31	0	0		31
SBR	355		355	0	0		355	441		441	0	0		441
EBL	268		268	0	0		268	294		294	0	0		294
EBT	996		996	67	0		1,063	937		937	77	0		1,014
EBR	5		5	0	0		5	5		5	0	0		5
WBL	0		0	0	0		0	1		1	0	0		1
WBT	753		753	40	0		793	767		767	85	0		852
WBR	50		50	0	0		50	31		31	0	0		31
North Leg														
Approach	442	0	442	0	0	0	442	496	0	496	0	0	0	496
Departure	392	0	392	0	0	0	392	354	0	354	0	0	0	354
Total	834	0	834	0	0	0	834	850	0	850	0	0	0	850
South Leg														
Approach	108	0	108	0	0	0	108	40	0	40	0	0	0	40
Departure	50	0	50	0	0	0	50	37	0	37	0	0	0	37
Total	158	0	158	0	0	0	158	77	0	77	0	0	0	77
East Leg														
Approach	803	0	803	40	0	0	843	799	0	799	85	0	0	884
Departure	1,066	0	1,066	67	0	0	1,133	970	0	970	77	0	0	1,047
Total	1,869	0	1,869	107	0	0	1,976	1,769	0	1,769	162	0	0	1,931
West Leg														
Approach	1,269	0	1,269	67	0	0	1,336	1,236	0	1,236	77	0	0	1,313
Departure	1,114	0	1,114	40	0	0	1,154	1,210	0	1,210	85	0	0	1,295
Total	2,383	0	2,383	107	0	0	2,490	2,446	0	2,446	162	0	0	2,608
Total Approaches														
Approach	2,622	0	2,622	107	0	0	2,729	2,571	0	2,571	162	0	0	2,733
Departure	2,622	0	2,622	107	0	0	2,729	2,571	0	2,571	162	0	0	2,733
Total	5,244	0	5,244	214	0	0	5,458	5,142	0	5,142	324	0	0	5,466

LSA

Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
15 D Street/SR-74														
NBL	23		23	0	0		23	36		36	0	0		36
NBT	103		103	0	0		103	90		90	0	0		90
NBR	30		30	0	0		30	35		35	0	0		35
SBL	11		11	0	0		11	45		45	0	0		45
SBT	68		68	0	0		68	127		127	0	0		127
SBR	73		73	0	0		73	96		96	0	0		96
EBL	132		132	0	0		132	123		123	0	0		123
EBT	906		906	67	0		973	825		825	77	0		902
EBR	29		29	0	0		29	21		21	0	0		21
WBL	31		31	0	0		31	49		49	0	0		49
WBT	706		706	40	0		746	667		667	85	0		752
WBR	16		16	0	0		16	23		23	0	0		23
North Leg														
Approach	152	0	152	0	0	0	152	268	0	268	0	0	0	268
Departure	251	0	251	0	0	0	251	236	0	236	0	0	0	236
Total	403	0	403	0	0	0	403	504	0	504	0	0	0	504
South Leg														
Approach	156	0	156	0	0	0	156	161	0	161	0	0	0	161
Departure	128	0	128	0	0	0	128	197	0	197	0	0	0	197
Total	284	0	284	0	0	0	284	358	0	358	0	0	0	358
East Leg														
Approach	753	0	753	40	0	0	793	739	0	739	85	0	0	824
Departure	947	0	947	67	0	0	1,014	905	0	905	77	0	0	982
Total	1,700	0	1,700	107	0	0	1,807	1,644	0	1,644	162	0	0	1,806
West Leg														
Approach	1,067	0	1,067	67	0	0	1,134	969	0	969	77	0	0	1,046
Departure	802	0	802	40	0	0	842	799	0	799	85	0	0	884
Total	1,869	0	1,869	107	0	0	1,976	1,768	0	1,768	162	0	0	1,930
Total Approaches														
Approach	2,128	0	2,128	107	0	0	2,235	2,137	0	2,137	162	0	0	2,299
Departure	2,128	0	2,128	107	0	0	2,235	2,137	0	2,137	162	0	0	2,299
Total	4,256	0	4,256	214	0	0	4,470	4,274	0	4,274	324	0	0	4,598

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
16 Perris Boulevard/SR-74														
NBL	46		46	0	0		46	41		41	0	0		41
NBT	398		398	0	0		398	286		286	0	0		286
NBR	45		45	0	0		45	43		43	0	0		43
SBL	65		65	3	0		68	87		87	7	0		94
SBT	254		254	0	0		254	298		298	0	0		298
SBR	202		202	0	0		202	210		210	0	0		210
EBL	304		304	0	0		304	276		276	0	0		276
EBT	579		579	67	0		646	573		573	77	0		650
EBR	42		42	0	0		42	43		43	0	0		43
WBL	46		46	0	0		46	63		63	0	0		63
WBT	498		498	40	0		538	473		473	85	0		558
WBR	40		40	2	0		42	55		55	7	0		62
North Leg														
Approach	521	0	521	3	0	0	524	595	0	595	7	0	0	602
Departure	742	0	742	2	0	0	744	617	0	617	7	0	0	624
Total	1,263	0	1,263	5	0	0	1,268	1,212	0	1,212	14	0	0	1,226
South Leg														
Approach	489	0	489	0	0	0	489	370	0	370	0	0	0	370
Departure	342	0	342	0	0	0	342	404	0	404	0	0	0	404
Total	831	0	831	0	0	0	831	774	0	774	0	0	0	774
East Leg														
Approach	584	0	584	42	0	0	626	591	0	591	92	0	0	683
Departure	689	0	689	70	0	0	759	703	0	703	84	0	0	787
Total	1,273	0	1,273	112	0	0	1,385	1,294	0	1,294	176	0	0	1,470
West Leg														
Approach	925	0	925	67	0	0	992	892	0	892	77	0	0	969
Departure	746	0	746	40	0	0	786	724	0	724	85	0	0	809
Total	1,671	0	1,671	107	0	0	1,778	1,616	0	1,616	162	0	0	1,778
Total Approaches														
Approach	2,519	0	2,519	112	0	0	2,631	2,448	0	2,448	176	0	0	2,624
Departure	2,519	0	2,519	112	0	0	2,631	2,448	0	2,448	176	0	0	2,624
Total	5,038	0	5,038	224	0	0	5,262	4,896	0	4,896	352	0	0	5,248

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
17 G Street/SR-74														
NBL	10		10	0	0		10	23		23	0	0		23
NBT	40		40	0	0		40	59		59	0	0		59
NBR	43		43	0	0		43	68		68	0	0		68
SBL	56		56	12	0		68	66		66	13	0		79
SBT	18		18	0	0		18	60		60	0	0		60
SBR	14		14	0	0		14	56		56	0	0		56
EBL	38		38	0	0		38	60		60	0	0		60
EBT	569		569	70	0		639	620		620	84	0		704
EBR	19		19	0	0		19	16		16	0	0		16
WBL	27		27	0	0		27	48		48	0	0		48
WBT	554		554	42	0		596	521		521	93	0		614
WBR	51		51	9	0		60	26		26	14	0		40
North Leg														
Approach	88	0	88	12	0	0	100	182	0	182	13	0	0	195
Departure	129	0	129	9	0	0	138	145	0	145	14	0	0	159
Total	217	0	217	21	0	0	238	327	0	327	27	0	0	354
South Leg														
Approach	93	0	93	0	0	0	93	150	0	150	0	0	0	150
Departure	64	0	64	0	0	0	64	124	0	124	0	0	0	124
Total	157	0	157	0	0	0	157	274	0	274	0	0	0	274
East Leg														
Approach	632	0	632	51	0	0	683	595	0	595	107	0	0	702
Departure	668	0	668	82	0	0	750	754	0	754	97	0	0	851
Total	1,300	0	1,300	133	0	0	1,433	1,349	0	1,349	204	0	0	1,553
West Leg														
Approach	626	0	626	70	0	0	696	696	0	696	84	0	0	780
Departure	578	0	578	42	0	0	620	600	0	600	93	0	0	693
Total	1,204	0	1,204	112	0	0	1,316	1,296	0	1,296	177	0	0	1,473
Total Approaches														
Approach	1,439	0	1,439	133	0	0	1,572	1,623	0	1,623	204	0	0	1,827
Departure	1,439	0	1,439	133	0	0	1,572	1,623	0	1,623	204	0	0	1,827
Total	2,878	0	2,878	266	0	0	3,144	3,246	0	3,246	408	0	0	3,654

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
18 Wilkerson Avenue/SR-74														
NBL	34		34	0	0		34	29		29	0	0		29
NBT	6		6	0	0		6	17		17	0	0		17
NBR	18		18	0	0		18	0		0	0	0		0
SBL	86		86	0	0		86	188		188	0	0		188
SBT	9		9	0	0		9	12		12	0	0		12
SBR	22		22	0	0		22	45		45	0	0		45
EBL	34		34	0	0		34	44		44	0	0		44
EBT	572		572	85	0		657	641		641	99	0		740
EBR	30		30	0	0		30	44		44	0	0		44
WBL	12		12	0	0		12	20		20	0	0		20
WBT	594		594	51	0		645	545		545	109	0		654
WBR	113		113	0	0		113	112		112	0	0		112
North Leg														
Approach	117	0	117	0	0	0	117	245	0	245	0	0	0	245
Departure	153	0	153	0	0	0	153	173	0	173	0	0	0	173
Total	270	0	270	0	0	0	270	418	0	418	0	0	0	418
South Leg														
Approach	58	0	58	0	0	0	58	46	0	46	0	0	0	46
Departure	51	0	51	0	0	0	51	76	0	76	0	0	0	76
Total	109	0	109	0	0	0	109	122	0	122	0	0	0	122
East Leg														
Approach	719	0	719	51	0	0	770	677	0	677	109	0	0	786
Departure	676	0	676	85	0	0	761	829	0	829	99	0	0	928
Total	1,395	0	1,395	136	0	0	1,531	1,506	0	1,506	208	0	0	1,714
West Leg														
Approach	636	0	636	85	0	0	721	729	0	729	99	0	0	828
Departure	650	0	650	51	0	0	701	619	0	619	109	0	0	728
Total	1,286	0	1,286	136	0	0	1,422	1,348	0	1,348	208	0	0	1,556
Total Approaches														
Approach	1,530	0	1,530	136	0	0	1,666	1,697	0	1,697	208	0	0	1,905
Departure	1,530	0	1,530	136	0	0	1,666	1,697	0	1,697	208	0	0	1,905
Total	3,060	0	3,060	272	0	0	3,332	3,394	0	3,394	416	0	0	3,810

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
19 Redlands Avenue/SR-74 - 4th Street														
NBL	31		31	0	0		31	51		51	0	0		51
NBT	266		266	0	0		266	307		307	0	0		307
NBR	7		7	0	0		7	8		8	0	0		8
SBL	31		31	0	0		31	28		28	0	0		28
SBT	342		342	0	0		342	305		305	0	0		305
SBR	707		707	51	0		758	607		607	109	0		716
EBL	633		633	85	0		718	788		788	99	0		887
EBT	23		23	0	0		23	25		25	0	0		25
EBR	31		31	0	0		31	64		64	0	0		64
WBL	3		3	0	0		3	10		10	0	0		10
WBT	5		5	0	0		5	18		18	0	0		18
WBR	23		23	0	0		23	61		61	0	0		61
North Leg														
Approach	1,080	0	1,080	51	0	0	1,131	940	0	940	109	0	0	1,049
Departure	922	0	922	85	0	0	1,007	1,156	0	1,156	99	0	0	1,255
Total	2,002	0	2,002	136	0	0	2,138	2,096	0	2,096	208	0	0	2,304
South Leg														
Approach	304	0	304	0	0	0	304	366	0	366	0	0	0	366
Departure	376	0	376	0	0	0	376	379	0	379	0	0	0	379
Total	680	0	680	0	0	0	680	745	0	745	0	0	0	745
East Leg														
Approach	31	0	31	0	0	0	31	89	0	89	0	0	0	89
Departure	61	0	61	0	0	0	61	61	0	61	0	0	0	61
Total	92	0	92	0	0	0	92	150	0	150	0	0	0	150
West Leg														
Approach	687	0	687	85	0	0	772	877	0	877	99	0	0	976
Departure	743	0	743	51	0	0	794	676	0	676	109	0	0	785
Total	1,430	0	1,430	136	0	0	1,566	1,553	0	1,553	208	0	0	1,761
Total Approaches														
Approach	2,102	0	2,102	136	0	0	2,238	2,272	0	2,272	208	0	0	2,480
Departure	2,102	0	2,102	136	0	0	2,238	2,272	0	2,272	208	0	0	2,480
Total	4,204	0	4,204	272	0	0	4,476	4,544	0	4,544	416	0	0	4,960

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
20 Redlands Avenue/I-215 SB Ramps														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	566		566	0	0		566	736		736	0	0		736
NBR	356		356	85	0		441	420		420	99	0		519
SBL	455		455	8	0		463	348		348	20	0		368
SBT	933		933	51	0		984	749		749	109	0		858
SBR	0		0	0	0		0	0		0	0	0		0
EBL	126		126	0	0		126	188		188	0	0		188
EBT	0		0	0	0		0	5		5	0	0		5
EBR	148		148	0	0		148	191		191	0	0		191
WBL	0		0	0	0		0	0		0	0	0		0
WBT	0		0	0	0		0	0		0	0	0		0
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	1,388	0	1,388	59	0	0	1,447	1,097	0	1,097	129	0	0	1,226
Departure	692	0	692	0	0	0	692	924	0	924	0	0	0	924
Total	2,080	0	2,080	59	0	0	2,139	2,021	0	2,021	129	0	0	2,150
South Leg														
Approach	922	0	922	85	0	0	1,007	1,156	0	1,156	99	0	0	1,255
Departure	1,081	0	1,081	51	0	0	1,132	940	0	940	109	0	0	1,049
Total	2,003	0	2,003	136	0	0	2,139	2,096	0	2,096	208	0	0	2,304
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	811	0	811	93	0	0	904	773	0	773	119	0	0	892
Total	811	0	811	93	0	0	904	773	0	773	119	0	0	892
West Leg														
Approach	274	0	274	0	0	0	274	384	0	384	0	0	0	384
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	274	0	274	0	0	0	274	384	0	384	0	0	0	384
Total Approaches														
Approach	2,584	0	2,584	144	0	0	2,728	2,637	0	2,637	228	0	0	2,865
Departure	2,584	0	2,584	144	0	0	2,728	2,637	0	2,637	228	0	0	2,865
Total	5,168	0	5,168	288	0	0	5,456	5,274	0	5,274	456	0	0	5,730

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
21 Redlands Avenue/I-215 NB Ramps														
NBL	132		132	0	0		132	173		173	0	0		173
NBT	560		560	0	0		560	751		751	0	0		751
NBR	0		0	0	0		0	0		0	0	0		0
SBL	0		0	0	0		0	0		0	0	0		0
SBT	966		966	8	0		974	728		728	20	0		748
SBR	151		151	0	0		151	112		112	0	0		112
EBL	0		0	0	0		0	0		0	0	0		0
EBT	0		0	0	0		0	0		0	0	0		0
EBR	0		0	0	0		0	0		0	0	0		0
WBL	422		422	51	0		473	369		369	109	0		478
WBT	0		0	0	0		0	0		0	0	0		0
WBR	344		344	5	0		349	535		535	22	0		557
North Leg														
Approach	1,117	0	1,117	8	0	0	1,125	840	0	840	20	0	0	860
Departure	904	0	904	5	0	0	909	1,286	0	1,286	22	0	0	1,308
Total	2,021	0	2,021	13	0	0	2,034	2,126	0	2,126	42	0	0	2,168
South Leg														
Approach	692	0	692	0	0	0	692	924	0	924	0	0	0	924
Departure	1,388	0	1,388	59	0	0	1,447	1,097	0	1,097	129	0	0	1,226
Total	2,080	0	2,080	59	0	0	2,139	2,021	0	2,021	129	0	0	2,150
East Leg														
Approach	766	0	766	56	0	0	822	904	0	904	131	0	0	1,035
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	766	0	766	56	0	0	822	904	0	904	131	0	0	1,035
West Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	283	0	283	0	0	0	283	285	0	285	0	0	0	285
Total	283	0	283	0	0	0	283	285	0	285	0	0	0	285
Total Approaches														
Approach	2,575	0	2,575	64	0	0	2,639	2,668	0	2,668	151	0	0	2,819
Departure	2,575	0	2,575	64	0	0	2,639	2,668	0	2,668	151	0	0	2,819
Total	5,150	0	5,150	128	0	0	5,278	5,336	0	5,336	302	0	0	5,638

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
22 Dunlap Drive/Nuevo Road														
NBL	25		25	0	0		25	16		16	0	0		16
NBT	101		101	0	0		101	116		116	0	0		116
NBR	52		52	0	0		52	41		41	0	0		41
SBL	49		49	17	0		66	95		95	30	0		125
SBT	101		101	0	0		101	81		81	0	0		81
SBR	47		47	0	0		47	30		30	0	0		30
EBL	19		19	0	0		19	24		24	0	0		24
EBT	256		256	5	0		261	356		356	14	0		370
EBR	21		21	0	0		21	58		58	0	0		58
WBL	63		63	0	0		63	32		32	0	0		32
WBT	375		375	8	0		383	251		251	11	0		262
WBR	62		62	19	0		81	55		55	27	0		82
North Leg														
Approach	197	0	197	17	0	0	214	206	0	206	30	0	0	236
Departure	182	0	182	19	0	0	201	195	0	195	27	0	0	222
Total	379	0	379	36	0	0	415	401	0	401	57	0	0	458
South Leg														
Approach	178	0	178	0	0	0	178	173	0	173	0	0	0	173
Departure	185	0	185	0	0	0	185	171	0	171	0	0	0	171
Total	363	0	363	0	0	0	363	344	0	344	0	0	0	344
East Leg														
Approach	500	0	500	27	0	0	527	338	0	338	38	0	0	376
Departure	357	0	357	22	0	0	379	492	0	492	44	0	0	536
Total	857	0	857	49	0	0	906	830	0	830	82	0	0	912
West Leg														
Approach	296	0	296	5	0	0	301	438	0	438	14	0	0	452
Departure	447	0	447	8	0	0	455	297	0	297	11	0	0	308
Total	743	0	743	13	0	0	756	735	0	735	25	0	0	760
Total Approaches														
Approach	1,171	0	1,171	49	0	0	1,220	1,155	0	1,155	82	0	0	1,237
Departure	1,171	0	1,171	49	0	0	1,220	1,155	0	1,155	82	0	0	1,237
Total	2,342	0	2,342	98	0	0	2,440	2,310	0	2,310	164	0	0	2,474

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
23 Menifee Road/Nuevo Road														
NBL	147		147	27	0		174	100		100	39	0		139
NBT	0		0	0	0		0	0		0	0	0		0
NBR	302		302	19	0		321	212		212	53	0		265
SBL	0		0	0	0		0	0		0	0	0		0
SBT	0		0	0	0		0	0		0	0	0		0
SBR	0		0	0	0		0	0		0	0	0		0
EBL	0		0	0	0		0	0		0	0	0		0
EBT	280		280	0	0		280	324		324	0	0		324
EBR	74		74	21	0		95	153		153	44	0		197
WBL	220		220	39	0		259	202		202	45	0		247
WBT	324		324	0	0		324	241		241	0	0		241
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	449	0	449	46	0	0	495	312	0	312	92	0	0	404
Departure	294	0	294	60	0	0	354	355	0	355	89	0	0	444
Total	743	0	743	106	0	0	849	667	0	667	181	0	0	848
East Leg														
Approach	544	0	544	39	0	0	583	443	0	443	45	0	0	488
Departure	582	0	582	19	0	0	601	536	0	536	53	0	0	589
Total	1,126	0	1,126	58	0	0	1,184	979	0	979	98	0	0	1,077
West Leg														
Approach	354	0	354	21	0	0	375	477	0	477	44	0	0	521
Departure	471	0	471	27	0	0	498	341	0	341	39	0	0	380
Total	825	0	825	48	0	0	873	818	0	818	83	0	0	901
Total Approaches														
Approach	1,347	0	1,347	106	0	0	1,453	1,232	0	1,232	181	0	0	1,413
Departure	1,347	0	1,347	106	0	0	1,453	1,232	0	1,232	181	0	0	1,413
Total	2,694	0	2,694	212	0	0	2,906	2,464	0	2,464	362	0	0	2,826

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustment	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing Plus Project	Existing Traffic Volumes	Driveway Adjustment	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing Plus Project
24 Menifee Road/Porter Street/Central Avenue														
NBHL	0		0				0	2		2				2
NBL	4		4	0			4	1		1	1			2
NBT	364		364	44			408	279		279	95			374
NBR	86		86	5			91	127		127	8			135
SBL	1		1	0			1	1		1	0			1
SBT	271		271	64			335	327		327	91			418
SBBR	9		9				9	4		4				4
SBR	13		13	0			13	21		21	0			21
EBL	1		1	0			1	1		1	0			1
EBT	2		2	0			2	0		0	0			0
EBR	3		3	2			5	1		1	0			1
EBHR	2		2				2	2		2				2
WBL	115		115	8			123	67		67	8			75
WBBL	3		3				3	7		7				7
WBT	0		0	0			0	3		3	0			3
WBR	4		4	0			4	2		2	0			2
NEBHL	0		0				0	0		0				0
NEBBL	53		53				53	16		16				16
NEBBR	3		3				3	5		5				5
NEBHR	12		12				12	11		11				11
North Leg														
Approach	294	0	294	64	0	0	358	353	0	353	91	0	0	444
Departure	422	0	422	44	0	0	466	298	0	298	95	0	0	393
Total	716	0	716	108	0	0	824	651	0	651	186	0	0	837
South Leg														
Approach	454	0	454	49	0	0	503	409	0	409	104	0	0	513
Departure	401	0	401	74	0	0	475	406	0	406	99	0	0	505
Total	855	0	855	123	0	0	978	815	0	815	203	0	0	1,018
East Leg														
Approach	122	0	122	8	0	0	130	79	0	79	8	0	0	87
Departure	92	0	92	5	0	0	97	133	0	133	8	0	0	141
Total	214	0	214	13	0	0	227	212	0	212	16	0	0	228
West Leg														
Approach	8	0	8	2	0	0	10	4	0	4	0	0	0	4
Departure	17	0	17	0	0	0	17	25	0	25	1	0	0	26
Total	25	0	25	2	0	0	27	29	0	29	1	0	0	30
Southwest leg														
Approach	68	0	68	0	0	0	68	32	0	32	0	0	0	32
Departure	14	0	14	0	0	0	14	15	0	15	0	0	0	15
Total	82	0	82	0	0	0	82	47	0	47	0	0	0	47
Total Approaches														
Approach	946	0	946	123	0	0	1,069	877	0	877	203	0	0	1,080
Departure	946	0	946	123	0	0	1,069	877	0	877	203	0	0	1,080
Total	1,892	0	1,892	246	0	0	2,138	1,754	0	1,754	406	0	0	2,160

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
25 Menifee Road/San Jacinto Avenue														
NBL	106		106	14	0		120	74		74	22	0		96
NBT	315		315	54	0		369	205		205	112	0		317
NBR	9		9	0	0		9	12		12	0	0		12
SBL	3		3	0	0		3	6		6	0	0		6
SBT	208		208	77	0		285	281		281	106	0		387
SBR	95		95	0	0		95	73		73	0	0		73
EBL	150		150	0	0		150	194		194	0	0		194
EBT	12		12	0	0		12	20		20	0	0		20
EBR	100		100	17	0		117	103		103	21	0		124
WBL	16		16	0	0		16	9		9	0	0		9
WBT	18		18	0	0		18	12		12	0	0		12
WBR	3		3	0	0		3	3		3	0	0		3
North Leg														
Approach	306	0	306	77	0	0	383	360	0	360	106	0	0	466
Departure	468	0	468	54	0	0	522	402	0	402	112	0	0	514
Total	774	0	774	131	0	0	905	762	0	762	218	0	0	980
South Leg														
Approach	430	0	430	68	0	0	498	291	0	291	134	0	0	425
Departure	324	0	324	94	0	0	418	393	0	393	127	0	0	520
Total	754	0	754	162	0	0	916	684	0	684	261	0	0	945
East Leg														
Approach	37	0	37	0	0	0	37	24	0	24	0	0	0	24
Departure	24	0	24	0	0	0	24	38	0	38	0	0	0	38
Total	61	0	61	0	0	0	61	62	0	62	0	0	0	62
West Leg														
Approach	262	0	262	17	0	0	279	317	0	317	21	0	0	338
Departure	219	0	219	14	0	0	233	159	0	159	22	0	0	181
Total	481	0	481	31	0	0	512	476	0	476	43	0	0	519
Total Approaches														
Approach	1,035	0	1,035	162	0	0	1,197	992	0	992	261	0	0	1,253
Departure	1,035	0	1,035	162	0	0	1,197	992	0	992	261	0	0	1,253
Total	2,070	0	2,070	324	0	0	2,394	1,984	0	1,984	522	0	0	2,506

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
26 Menifee Road/Ellis Avenue														
NBL	29		29	8	0		37	19		19	18	0		37
NBT	430		430	77	0		507	271		271	146	0		417
NBR	0		0	0	0		0	2		2	0	0		2
SBL	2		2	0	0		2	2		2	0	0		2
SBT	387		387	102	0		489	403		403	144	0		547
SBR	11		11	0	0		11	7		7	0	0		7
EBL	3		3	0	0		3	11		11	0	0		11
EBT	0		0	0	0		0	0		0	0	0		0
EBR	37		37	15	0		52	10		10	14	0		24
WBL	0		0	0	0		0	1		1	0	0		1
WBT	0		0	0	0		0	2		2	0	0		2
WBR	6		6	0	0		6	2		2	0	0		2
North Leg														
Approach	400	0	400	102	0	0	502	412	0	412	144	0	0	556
Departure	439	0	439	77	0	0	516	284	0	284	146	0	0	430
Total	839	0	839	179	0	0	1,018	696	0	696	290	0	0	986
South Leg														
Approach	459	0	459	85	0	0	544	292	0	292	164	0	0	456
Departure	424	0	424	117	0	0	541	414	0	414	158	0	0	572
Total	883	0	883	202	0	0	1,085	706	0	706	322	0	0	1,028
East Leg														
Approach	6	0	6	0	0	0	6	5	0	5	0	0	0	5
Departure	2	0	2	0	0	0	2	4	0	4	0	0	0	4
Total	8	0	8	0	0	0	8	9	0	9	0	0	0	9
West Leg														
Approach	40	0	40	15	0	0	55	21	0	21	14	0	0	35
Departure	40	0	40	8	0	0	48	28	0	28	18	0	0	46
Total	80	0	80	23	0	0	103	49	0	49	32	0	0	81
Total Approaches														
Approach	905	0	905	202	0	0	1,107	730	0	730	322	0	0	1,052
Departure	905	0	905	202	0	0	1,107	730	0	730	322	0	0	1,052
Total	1,810	0	1,810	404	0	0	2,214	1,460	0	1,460	644	0	0	2,104

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
27 Menifee Road/Mapes Road														
NBL	25		25	6	0		31	13		13	11	0		24
NBT	325		325	88	0		413	207		207	176	0		383
NBR	14		14	0	0		14	8		8	0	0		8
SBL	84		84	1	0		85	75		75	1	0		76
SBT	305		305	123	0		428	274		274	169	0		443
SBR	45		45	0	0		45	43		43	0	0		43
EBL	8		8	0	0		8	26		26	0	0		26
EBT	49		49	0	0		49	78		78	0	0		78
EBR	20		20	15	0		35	17		17	7	0		24
WBL	3		3	0	0		3	8		8	0	0		8
WBT	59		59	0	0		59	34		34	0	0		34
WBR	109		109	1	0		110	63		63	1	0		64
North Leg														
Approach	434	0	434	124	0	0	558	392	0	392	170	0	0	562
Departure	442	0	442	89	0	0	531	296	0	296	177	0	0	473
Total	876	0	876	213	0	0	1,089	688	0	688	347	0	0	1,035
South Leg														
Approach	364	0	364	94	0	0	458	228	0	228	187	0	0	415
Departure	328	0	328	138	0	0	466	299	0	299	176	0	0	475
Total	692	0	692	232	0	0	924	527	0	527	363	0	0	890
East Leg														
Approach	171	0	171	1	0	0	172	105	0	105	1	0	0	106
Departure	147	0	147	1	0	0	148	161	0	161	1	0	0	162
Total	318	0	318	2	0	0	320	266	0	266	2	0	0	268
West Leg														
Approach	77	0	77	15	0	0	92	121	0	121	7	0	0	128
Departure	129	0	129	6	0	0	135	90	0	90	11	0	0	101
Total	206	0	206	21	0	0	227	211	0	211	18	0	0	229
Total Approaches														
Approach	1,046	0	1,046	234	0	0	1,280	846	0	846	365	0	0	1,211
Departure	1,046	0	1,046	234	0	0	1,280	846	0	846	365	0	0	1,211
Total	2,092	0	2,092	468	0	0	2,560	1,692	0	1,692	730	0	0	2,422

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
28 I-215 SB Ramps - SR-74/Bonnie Drive														
NBL	217		217	24	0		241	178		178	51	0		229
NBT	392		392	0	0		392	305		305	0	0		305
NBR	0		0	0	0		0	0		0	0	0		0
SBL	0		0	0	0		0	0		0	0	0		0
SBT	598		598	601	0		1,199	852		852	648	0		1,500
SBR	27		27	0	0		27	31		31	0	0		31
EBL	33		33	0	0		33	27		27	0	0		27
EBT	0		0	0	0		0	0		0	0	0		0
EBR	172		172	33	0		205	240		240	51	0		291
WBL	0		0	0	0		0	0		0	0	0		0
WBT	0		0	0	0		0	0		0	0	0		0
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	625	0	625	601	0	0	1,226	883	0	883	648	0	0	1,531
Departure	425	0	425	0	0	0	425	332	0	332	0	0	0	332
Total	1,050	0	1,050	601	0	0	1,651	1,215	0	1,215	648	0	0	1,863
South Leg														
Approach	609	0	609	24	0	0	633	483	0	483	51	0	0	534
Departure	770	0	770	634	0	0	1,404	1,092	0	1,092	699	0	0	1,791
Total	1,379	0	1,379	658	0	0	2,037	1,575	0	1,575	750	0	0	2,325
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	205	0	205	33	0	0	238	267	0	267	51	0	0	318
Departure	244	0	244	24	0	0	268	209	0	209	51	0	0	260
Total	449	0	449	57	0	0	506	476	0	476	102	0	0	578
Total Approaches														
Approach	1,439	0	1,439	658	0	0	2,097	1,633	0	1,633	750	0	0	2,383
Departure	1,439	0	1,439	658	0	0	2,097	1,633	0	1,633	750	0	0	2,383
Total	2,878	0	2,878	1,316	0	0	4,194	3,266	0	3,266	1,500	0	0	4,766

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
29 I-215 NB Ramps/SR-74														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	0		0	0	0		0	0		0	0	0		0
NBR	0		0	0	0		0	0		0	0	0		0
SBL	185		185	0	0		185	263		263	0	0		263
SBT	0		0	0	0		0	0		0	0	0		0
SBR	13		13	0	0		13	28		28	0	0		28
EBL	19		19	0	0		19	13		13	0	0		13
EBT	751		751	635	0		1,386	1,079		1,079	697	0		1,776
EBR	0		0	0	0		0	0		0	0	0		0
WBL	0		0	0	0		0	0		0	0	0		0
WBT	596		596	24	0		620	455		455	51	0		506
WBR	869		869	521	0		1,390	629		629	604	0		1,233
North Leg														
Approach	198	0	198	0	0	0	198	291	0	291	0	0	0	291
Departure	888	0	888	521	0	0	1,409	642	0	642	604	0	0	1,246
Total	1,086	0	1,086	521	0	0	1,607	933	0	933	604	0	0	1,537
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	1,465	0	1,465	545	0	0	2,010	1,084	0	1,084	655	0	0	1,739
Departure	936	0	936	635	0	0	1,571	1,342	0	1,342	697	0	0	2,039
Total	2,401	0	2,401	1,180	0	0	3,581	2,426	0	2,426	1,352	0	0	3,778
West Leg														
Approach	770	0	770	635	0	0	1,405	1,092	0	1,092	697	0	0	1,789
Departure	609	0	609	24	0	0	633	483	0	483	51	0	0	534
Total	1,379	0	1,379	659	0	0	2,038	1,575	0	1,575	748	0	0	2,323
Total Approaches														
Approach	2,433	0	2,433	1,180	0	0	3,613	2,467	0	2,467	1,352	0	0	3,819
Departure	2,433	0	2,433	1,180	0	0	3,613	2,467	0	2,467	1,352	0	0	3,819
Total	4,866	0	4,866	2,360	0	0	7,226	4,934	0	4,934	2,704	0	0	7,638

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
30 Trumble Road/SR-74														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	0		0	0	0		0	0		0	0	0		0
NBR	0		0	0	0		0	0		0	0	0		0
SBL	53		53	0	0		53	45		45	2	0		47
SBT	0		0	0	0		0	0		0	0	0		0
SBR	388		388	0	0		388	345		345	0	0		345
EBL	184		184	0	0		184	330		330	0	0		330
EBT	752		752	635	0		1,387	1,012		1,012	697	0		1,709
EBR	0		0	0	0		0	0		0	0	0		0
WBL	0		0	0	0		0	0		0	0	0		0
WBT	1,077		1,077	547	0		1,624	739		739	655	0		1,394
WBR	30		30	5	0		35	35		35	0	0		35
North Leg														
Approach	441	0	441	0	0	0	441	390	0	390	2	0	0	392
Departure	214	0	214	5	0	0	219	365	0	365	0	0	0	365
Total	655	0	655	5	0	0	660	755	0	755	2	0	0	757
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	1,107	0	1,107	552	0	0	1,659	774	0	774	655	0	0	1,429
Departure	805	0	805	635	0	0	1,440	1,057	0	1,057	699	0	0	1,756
Total	1,912	0	1,912	1,187	0	0	3,099	1,831	0	1,831	1,354	0	0	3,185
West Leg														
Approach	936	0	936	635	0	0	1,571	1,342	0	1,342	697	0	0	2,039
Departure	1,465	0	1,465	547	0	0	2,012	1,084	0	1,084	655	0	0	1,739
Total	2,401	0	2,401	1,182	0	0	3,583	2,426	0	2,426	1,352	0	0	3,778
Total Approaches														
Approach	2,484	0	2,484	1,187	0	0	3,671	2,506	0	2,506	1,354	0	0	3,860
Departure	2,484	0	2,484	1,187	0	0	3,671	2,506	0	2,506	1,354	0	0	3,860
Total	4,968	0	4,968	2,374	0	0	7,342	5,012	0	5,012	2,708	0	0	7,720

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
31 Sherman Road/SR-74 (West)														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	0		0	0	0		0	0		0	0	0		0
NBR	0		0	0	0		0	0		0	0	0		0
SBL	0		0	0	0		0	0		0	0	0		0
SBT	0		0	0	0		0	0		0	0	0		0
SBR	123		123	0	0		123	99		99	0	0		99
EBL	0		0	0	0		0	0		0	0	0		0
EBT	840		840	635	0		1,475	1,001		1,001	697	0		1,698
EBR	0		0	0	0		0	0		0	0	0		0
WBL	0		0	0	0		0	0		0	0	0		0
WBT	978		978	552	0		1,530	813		813	655	0		1,468
WBR	32		32	5	0		37	69		69	4	0		73
North Leg														
Approach	123	0	123	0	0	0	123	99	0	99	0	0	0	99
Departure	32	0	32	5	0	0	37	69	0	69	4	0	0	73
Total	155	0	155	5	0	0	160	168	0	168	4	0	0	172
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	1,010	0	1,010	557	0	0	1,567	882	0	882	659	0	0	1,541
Departure	840	0	840	635	0	0	1,475	1,001	0	1,001	697	0	0	1,698
Total	1,850	0	1,850	1,192	0	0	3,042	1,883	0	1,883	1,356	0	0	3,239
West Leg														
Approach	840	0	840	635	0	0	1,475	1,001	0	1,001	697	0	0	1,698
Departure	1,101	0	1,101	552	0	0	1,653	912	0	912	655	0	0	1,567
Total	1,941	0	1,941	1,187	0	0	3,128	1,913	0	1,913	1,352	0	0	3,265
Total Approaches														
Approach	1,973	0	1,973	1,192	0	0	3,165	1,982	0	1,982	1,356	0	0	3,338
Departure	1,973	0	1,973	1,192	0	0	3,165	1,982	0	1,982	1,356	0	0	3,338
Total	3,946	0	3,946	2,384	0	0	6,330	3,964	0	3,964	2,712	0	0	6,676

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
32 Sherman Road/SR-74 (East)														
NBL	56		56	0	0		56	75		75	0	0		75
NBT	2		2	0	0		2	15		15	0	0		15
NBR	162		162	3	0		165	150		150	7	0		157
SBL	7		7	0	0		7	20		20	0	0		20
SBT	7		7	0	0		7	14		14	0	0		14
SBR	3		3	0	0		3	11		11	0	0		11
EBL	12		12	0	0		12	28		28	0	0		28
EBT	803		803	635	0		1,438	945		945	697	0		1,642
EBR	25		25	0	0		25	28		28	0	0		28
WBL	148		148	2	0		150	115		115	7	0		122
WBT	951		951	556	0		1,507	796		796	659	0		1,455
WBR	8		8	0	0		8	21		21	0	0		21
North Leg														
Approach	17	0	17	0	0	0	17	45	0	45	0	0	0	45
Departure	22	0	22	0	0	0	22	64	0	64	0	0	0	64
Total	39	0	39	0	0	0	39	109	0	109	0	0	0	109
South Leg														
Approach	220	0	220	3	0	0	223	240	0	240	7	0	0	247
Departure	180	0	180	2	0	0	182	157	0	157	7	0	0	164
Total	400	0	400	5	0	0	405	397	0	397	14	0	0	411
East Leg														
Approach	1,107	0	1,107	558	0	0	1,665	932	0	932	666	0	0	1,598
Departure	972	0	972	638	0	0	1,610	1,115	0	1,115	704	0	0	1,819
Total	2,079	0	2,079	1,196	0	0	3,275	2,047	0	2,047	1,370	0	0	3,417
West Leg														
Approach	840	0	840	635	0	0	1,475	1,001	0	1,001	697	0	0	1,698
Departure	1,010	0	1,010	556	0	0	1,566	882	0	882	659	0	0	1,541
Total	1,850	0	1,850	1,191	0	0	3,041	1,883	0	1,883	1,356	0	0	3,239
Total Approaches														
Approach	2,184	0	2,184	1,196	0	0	3,380	2,218	0	2,218	1,370	0	0	3,588
Departure	2,184	0	2,184	1,196	0	0	3,380	2,218	0	2,218	1,370	0	0	3,588
Total	4,368	0	4,368	2,392	0	0	6,760	4,436	0	4,436	2,740	0	0	7,176

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
33 Antelope Road/SR-74														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	0		0	0	0		0	0		0	0	0		0
NBR	0		0	0	0		0	0		0	0	0		0
SBL	72		72	25	0		97	42		42	21	0		63
SBT	0		0	0	0		0	0		0	0	0		0
SBR	44		44	0	0		44	14		14	0	0		14
EBL	69		69	0	0		69	49		49	0	0		49
EBT	770		770	642	0		1,412	963		963	713	0		1,676
EBR	0		0	0	0		0	0		0	0	0		0
WBL	0		0	0	0		0	0		0	0	0		0
WBT	986		986	559	0		1,545	756		756	674	0		1,430
WBR	130		130	11	0		141	16		16	20	0		36
North Leg														
Approach	116	0	116	25	0	0	141	56	0	56	21	0	0	77
Departure	199	0	199	11	0	0	210	65	0	65	20	0	0	85
Total	315	0	315	36	0	0	351	121	0	121	41	0	0	162
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	1,116	0	1,116	570	0	0	1,686	772	0	772	694	0	0	1,466
Departure	842	0	842	667	0	0	1,509	1,005	0	1,005	734	0	0	1,739
Total	1,958	0	1,958	1,237	0	0	3,195	1,777	0	1,777	1,428	0	0	3,205
West Leg														
Approach	839	0	839	642	0	0	1,481	1,012	0	1,012	713	0	0	1,725
Departure	1,030	0	1,030	559	0	0	1,589	770	0	770	674	0	0	1,444
Total	1,869	0	1,869	1,201	0	0	3,070	1,782	0	1,782	1,387	0	0	3,169
Total Approaches														
Approach	2,071	0	2,071	1,237	0	0	3,308	1,840	0	1,840	1,428	0	0	3,268
Departure	2,071	0	2,071	1,237	0	0	3,308	1,840	0	1,840	1,428	0	0	3,268
Total	4,142	0	4,142	2,474	0	0	6,616	3,680	0	3,680	2,856	0	0	6,536

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
34 Palomar Road/SR-74														
NBL	48		48	0	0		48	12		12	0	0		12
NBT	33		33	0	0		33	51		51	0	0		51
NBR	152		152	22	0		174	128		128	40	0		168
SBL	38		38	3	0		41	13		13	7	0		20
SBT	37		37	0	0		37	23		23	0	0		23
SBR	41		41	0	0		41	36		36	0	0		36
EBL	52		52	0	0		52	50		50	0	0		50
EBT	733		733	673	0		1,406	873		873	742	0		1,615
EBR	33		33	0	0		33	4		4	0	0		4
WBL	101		101	10	0		111	60		60	45	0		105
WBT	1,031		1,031	572	0		1,603	746		746	705	0		1,451
WBR	27		27	2	0		29	21		21	7	0		28
North Leg														
Approach	116	0	116	3	0	0	119	72	0	72	7	0	0	79
Departure	112	0	112	2	0	0	114	122	0	122	7	0	0	129
Total	228	0	228	5	0	0	233	194	0	194	14	0	0	208
South Leg														
Approach	233	0	233	22	0	0	255	191	0	191	40	0	0	231
Departure	171	0	171	10	0	0	181	87	0	87	45	0	0	132
Total	404	0	404	32	0	0	436	278	0	278	85	0	0	363
East Leg														
Approach	1,159	0	1,159	584	0	0	1,743	827	0	827	757	0	0	1,584
Departure	923	0	923	698	0	0	1,621	1,014	0	1,014	789	0	0	1,803
Total	2,082	0	2,082	1,282	0	0	3,364	1,841	0	1,841	1,546	0	0	3,387
West Leg														
Approach	818	0	818	673	0	0	1,491	927	0	927	742	0	0	1,669
Departure	1,120	0	1,120	572	0	0	1,692	794	0	794	705	0	0	1,499
Total	1,938	0	1,938	1,245	0	0	3,183	1,721	0	1,721	1,447	0	0	3,168
Total Approaches														
Approach	2,326	0	2,326	1,282	0	0	3,608	2,017	0	2,017	1,546	0	0	3,563
Departure	2,326	0	2,326	1,282	0	0	3,608	2,017	0	2,017	1,546	0	0	3,563
Total	4,652	0	4,652	2,564	0	0	7,216	4,034	0	4,034	3,092	0	0	7,126

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
35 Goetz Road/Ethanac Road														
NBL	4		4	0	0		4	4		4	0	0		4
NBT	254		254	0	0		254	126		126	0	0		126
NBR	395		395	19	0		414	170		170	22	0		192
SBL	271		271	7	0		278	292		292	10	0		302
SBT	100		100	0	0		100	212		212	0	0		212
SBR	10		10	0	0		10	27		27	0	0		27
EBL	28		28	0	0		28	14		14	0	0		14
EBT	120		120	15	0		135	45		45	13	0		58
EBR	3		3	0	0		3	0		0	0	0		0
WBL	141		141	12	0		153	281		281	25	0		306
WBT	39		39	5	0		44	67		67	18	0		85
WBR	268		268	6	0		274	247		247	11	0		258
North Leg														
Approach	381	0	381	7	0	0	388	531	0	531	10	0	0	541
Departure	550	0	550	6	0	0	556	387	0	387	11	0	0	398
Total	931	0	931	13	0	0	944	918	0	918	21	0	0	939
South Leg														
Approach	653	0	653	19	0	0	672	300	0	300	22	0	0	322
Departure	244	0	244	12	0	0	256	493	0	493	25	0	0	518
Total	897	0	897	31	0	0	928	793	0	793	47	0	0	840
East Leg														
Approach	448	0	448	23	0	0	471	595	0	595	54	0	0	649
Departure	786	0	786	41	0	0	827	507	0	507	45	0	0	552
Total	1,234	0	1,234	64	0	0	1,298	1,102	0	1,102	99	0	0	1,201
West Leg														
Approach	151	0	151	15	0	0	166	59	0	59	13	0	0	72
Departure	53	0	53	5	0	0	58	98	0	98	18	0	0	116
Total	204	0	204	20	0	0	224	157	0	157	31	0	0	188
Total Approaches														
Approach	1,633	0	1,633	64	0	0	1,697	1,485	0	1,485	99	0	0	1,584
Departure	1,633	0	1,633	64	0	0	1,697	1,485	0	1,485	99	0	0	1,584
Total	3,266	0	3,266	128	0	0	3,394	2,970	0	2,970	198	0	0	3,168

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
36 Murrieta Road/Ethanac Road														
NBL	91		91	0	0		91	82		82	0	0		82
NBT	85		85	0	0		85	86		86	0	0		86
NBR	179		179	15	0		194	122		122	14	0		136
SBL	63		63	1	0		64	28		28	1	0		29
SBT	52		52	0	0		52	89		89	0	0		89
SBR	7		7	0	0		7	5		5	0	0		5
EBL	6		6	0	0		6	2		2	0	0		2
EBT	699		699	42	0		741	401		401	46	0		447
EBR	71		71	0	0		71	95		95	0	0		95
WBL	74		74	8	0		82	198		198	18	0		216
WBT	338		338	22	0		360	484		484	51	0		535
WBR	37		37	0	0		37	46		46	1	0		47
North Leg														
Approach	122	0	122	1	0	0	123	122	0	122	1	0	0	123
Departure	128	0	128	0	0	0	128	134	0	134	1	0	0	135
Total	250	0	250	1	0	0	251	256	0	256	2	0	0	258
South Leg														
Approach	355	0	355	15	0	0	370	290	0	290	14	0	0	304
Departure	197	0	197	8	0	0	205	382	0	382	18	0	0	400
Total	552	0	552	23	0	0	575	672	0	672	32	0	0	704
East Leg														
Approach	449	0	449	30	0	0	479	728	0	728	70	0	0	798
Departure	941	0	941	58	0	0	999	551	0	551	61	0	0	612
Total	1,390	0	1,390	88	0	0	1,478	1,279	0	1,279	131	0	0	1,410
West Leg														
Approach	776	0	776	42	0	0	818	498	0	498	46	0	0	544
Departure	436	0	436	22	0	0	458	571	0	571	51	0	0	622
Total	1,212	0	1,212	64	0	0	1,276	1,069	0	1,069	97	0	0	1,166
Total Approaches														
Approach	1,702	0	1,702	88	0	0	1,790	1,638	0	1,638	131	0	0	1,769
Departure	1,702	0	1,702	88	0	0	1,790	1,638	0	1,638	131	0	0	1,769
Total	3,404	0	3,404	176	0	0	3,580	3,276	0	3,276	262	0	0	3,538

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
37 Barnett Road/Ethanac Road														
NBL	8		8	0	0		8	16		16	0	0		16
NBT	0		0	0	0		0	0		0	0	0		0
NBR	78		78	0	0		78	55		55	0	0		55
SBL	0		0	0	0		0	0		0	0	0		0
SBT	0		0	0	0		0	0		0	0	0		0
SBR	0		0	0	0		0	0		0	0	0		0
EBL	0		0	0	0		0	0		0	0	0		0
EBT	1,033		1,033	59	0		1,092	601		601	59	0		660
EBR	0		0	0	0		0	0		0	0	0		0
WBL	69		69	0	0		69	36		36	0	0		36
WBT	511		511	30	0		541	685		685	70	0		755
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	86	0	86	0	0	0	86	71	0	71	0	0	0	71
Departure	69	0	69	0	0	0	69	36	0	36	0	0	0	36
Total	155	0	155	0	0	0	155	107	0	107	0	0	0	107
East Leg														
Approach	580	0	580	30	0	0	610	721	0	721	70	0	0	791
Departure	1,111	0	1,111	59	0	0	1,170	656	0	656	59	0	0	715
Total	1,691	0	1,691	89	0	0	1,780	1,377	0	1,377	129	0	0	1,506
West Leg														
Approach	1,033	0	1,033	59	0	0	1,092	601	0	601	59	0	0	660
Departure	519	0	519	30	0	0	549	701	0	701	70	0	0	771
Total	1,552	0	1,552	89	0	0	1,641	1,302	0	1,302	129	0	0	1,431
Total Approaches														
Approach	1,699	0	1,699	89	0	0	1,788	1,393	0	1,393	129	0	0	1,522
Departure	1,699	0	1,699	89	0	0	1,788	1,393	0	1,393	129	0	0	1,522
Total	3,398	0	3,398	178	0	0	3,576	2,786	0	2,786	258	0	0	3,044

LSA

Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
38 Case Road/Ethanac Road														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	0		0	0	0		0	0		0	0	0		0
NBR	0		0	0	0		0	0		0	0	0		0
SBL	367		367	0	0		367	431		431	0	0		431
SBT	0		0	0	0		0	0		0	0	0		0
SBR	92		92	0	0		92	147		147	0	0		147
EBL	195		195	0	0		195	145		145	0	0		145
EBT	916		916	59	0		975	511		511	59	0		570
EBR	0		0	0	0		0	0		0	0	0		0
WBL	0		0	0	0		0	0		0	0	0		0
WBT	488		488	30	0		518	574		574	70	0		644
WBR	333		333	0	0		333	415		415	0	0		415
North Leg														
Approach	459	0	459	0	0	0	459	578	0	578	0	0	0	578
Departure	528	0	528	0	0	0	528	560	0	560	0	0	0	560
Total	987	0	987	0	0	0	987	1,138	0	1,138	0	0	0	1,138
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	821	0	821	30	0	0	851	989	0	989	70	0	0	1,059
Departure	1,283	0	1,283	59	0	0	1,342	942	0	942	59	0	0	1,001
Total	2,104	0	2,104	89	0	0	2,193	1,931	0	1,931	129	0	0	2,060
West Leg														
Approach	1,111	0	1,111	59	0	0	1,170	656	0	656	59	0	0	715
Departure	580	0	580	30	0	0	610	721	0	721	70	0	0	791
Total	1,691	0	1,691	89	0	0	1,780	1,377	0	1,377	129	0	0	1,506
Total Approaches														
Approach	2,391	0	2,391	89	0	0	2,480	2,223	0	2,223	129	0	0	2,352
Departure	2,391	0	2,391	89	0	0	2,480	2,223	0	2,223	129	0	0	2,352
Total	4,782	0	4,782	178	0	0	4,960	4,446	0	4,446	258	0	0	4,704

LSA

Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
39 I-215 SB Ramps/Ethanac Road														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	0		0	0	0		0	0		0	0	0		0
NBR	0		0	0	0		0	0		0	0	0		0
SBL	105		105	0	0		105	145		145	0	0		145
SBT	1		1	0	0		1	2		2	0	0		2
SBR	291		291	0	0		291	364		364	0	0		364
EBL	0		0	0	0		0	0		0	0	0		0
EBT	738		738	59	0		797	584		584	59	0		643
EBR	545		545	0	0		545	358		358	0	0		358
WBL	119		119	0	0		119	104		104	0	0		104
WBT	530		530	30	0		560	625		625	70	0		695
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	397	0	397	0	0	0	397	511	0	511	0	0	0	511
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	397	0	397	0	0	0	397	511	0	511	0	0	0	511
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	665	0	665	0	0	0	665	464	0	464	0	0	0	464
Total	665	0	665	0	0	0	665	464	0	464	0	0	0	464
East Leg														
Approach	649	0	649	30	0	0	679	729	0	729	70	0	0	799
Departure	843	0	843	59	0	0	902	729	0	729	59	0	0	788
Total	1,492	0	1,492	89	0	0	1,581	1,458	0	1,458	129	0	0	1,587
West Leg														
Approach	1,283	0	1,283	59	0	0	1,342	942	0	942	59	0	0	1,001
Departure	821	0	821	30	0	0	851	989	0	989	70	0	0	1,059
Total	2,104	0	2,104	89	0	0	2,193	1,931	0	1,931	129	0	0	2,060
Total Approaches														
Approach	2,329	0	2,329	89	0	0	2,418	2,182	0	2,182	129	0	0	2,311
Departure	2,329	0	2,329	89	0	0	2,418	2,182	0	2,182	129	0	0	2,311
Total	4,658	0	4,658	178	0	0	4,836	4,364	0	4,364	258	0	0	4,622

LSA

Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
40 I-215 NB Ramps/Ethanac Road														
NBL	296		296	0	0		296	397		397	0	0		397
NBT	1		1	0	0		1	1		1	0	0		1
NBR	148		148	0	0		148	192		192	0	0		192
SBL	0		0	0	0		0	0		0	0	0		0
SBT	0		0	0	0		0	0		0	0	0		0
SBR	0		0	0	0		0	0		0	0	0		0
EBL	298		298	0	0		298	236		236	0	0		236
EBT	545		545	59	0		604	493		493	59	0		552
EBR	0		0	0	0		0	0		0	0	0		0
WBL	0		0	0	0		0	0		0	0	0		0
WBT	353		353	30	0		383	332		332	70	0		402
WBR	163		163	0	0		163	155		155	0	0		155
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	462	0	462	0	0	0	462	392	0	392	0	0	0	392
Total	462	0	462	0	0	0	462	392	0	392	0	0	0	392
South Leg														
Approach	445	0	445	0	0	0	445	590	0	590	0	0	0	590
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	445	0	445	0	0	0	445	590	0	590	0	0	0	590
East Leg														
Approach	516	0	516	30	0	0	546	487	0	487	70	0	0	557
Departure	693	0	693	59	0	0	752	685	0	685	59	0	0	744
Total	1,209	0	1,209	89	0	0	1,298	1,172	0	1,172	129	0	0	1,301
West Leg														
Approach	843	0	843	59	0	0	902	729	0	729	59	0	0	788
Departure	649	0	649	30	0	0	679	729	0	729	70	0	0	799
Total	1,492	0	1,492	89	0	0	1,581	1,458	0	1,458	129	0	0	1,587
Total Approaches														
Approach	1,804	0	1,804	89	0	0	1,893	1,806	0	1,806	129	0	0	1,935
Departure	1,804	0	1,804	89	0	0	1,893	1,806	0	1,806	129	0	0	1,935
Total	3,608	0	3,608	178	0	0	3,786	3,612	0	3,612	258	0	0	3,870

LSA

Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
41 Encanto Drive/Ethanac Road														
NBL	64		64	0	0		64	74		74	0	0		74
NBT	0		0	0	0		0	0		0	0	0		0
NBR	37		37	0	0		37	56		56	0	0		56
SBL	0		0	0	0		0	0		0	0	0		0
SBT	0		0	0	0		0	0		0	0	0		0
SBR	0		0	0	0		0	0		0	0	0		0
EBL	0		0	0	0		0	0		0	0	0		0
EBT	585		585	59	0		644	575		575	59	0		634
EBR	108		108	0	0		108	110		110	0	0		110
WBL	40		40	0	0		40	46		46	0	0		46
WBT	452		452	30	0		482	413		413	70	0		483
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	101	0	101	0	0	0	101	130	0	130	0	0	0	130
Departure	148	0	148	0	0	0	148	156	0	156	0	0	0	156
Total	249	0	249	0	0	0	249	286	0	286	0	0	0	286
East Leg														
Approach	492	0	492	30	0	0	522	459	0	459	70	0	0	529
Departure	622	0	622	59	0	0	681	631	0	631	59	0	0	690
Total	1,114	0	1,114	89	0	0	1,203	1,090	0	1,090	129	0	0	1,219
West Leg														
Approach	693	0	693	59	0	0	752	685	0	685	59	0	0	744
Departure	516	0	516	30	0	0	546	487	0	487	70	0	0	557
Total	1,209	0	1,209	89	0	0	1,298	1,172	0	1,172	129	0	0	1,301
Total Approaches														
Approach	1,286	0	1,286	89	0	0	1,375	1,274	0	1,274	129	0	0	1,403
Departure	1,286	0	1,286	89	0	0	1,375	1,274	0	1,274	129	0	0	1,403
Total	2,572	0	2,572	178	0	0	2,750	2,548	0	2,548	258	0	0	2,806

LSA

Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
42 Sherman Road/Ethanac Road														
NBL	4		4	0	0		4	16		16	0	0		16
NBT	0		0	0	0		0	3		3	0	0		3
NBR	2		2	1	0		3	6		6	1	0		7
SBL	0		0	9	0		9	4		4	10	0		14
SBT	4		4	0	0		4	4		4	0	0		4
SBR	127		127	0	0		127	134		134	0	0		134
EBL	144		144	0	0		144	216		216	0	0		216
EBT	413		413	61	0		474	346		346	66	0		412
EBR	16		16	0	0		16	3		3	0	0		3
WBL	7		7	1	0		8	1		1	2	0		3
WBT	297		297	31	0		328	265		265	77	0		342
WBR	6		6	10	0		16	2		2	8	0		10
North Leg														
Approach	131	0	131	9	0	0	140	142	0	142	10	0	0	152
Departure	150	0	150	10	0	0	160	221	0	221	8	0	0	229
Total	281	0	281	19	0	0	300	363	0	363	18	0	0	381
South Leg														
Approach	6	0	6	1	0	0	7	25	0	25	1	0	0	26
Departure	27	0	27	1	0	0	28	8	0	8	2	0	0	10
Total	33	0	33	2	0	0	35	33	0	33	3	0	0	36
East Leg														
Approach	310	0	310	42	0	0	352	268	0	268	87	0	0	355
Departure	415	0	415	71	0	0	486	356	0	356	77	0	0	433
Total	725	0	725	113	0	0	838	624	0	624	164	0	0	788
West Leg														
Approach	573	0	573	61	0	0	634	565	0	565	66	0	0	631
Departure	428	0	428	31	0	0	459	415	0	415	77	0	0	492
Total	1,001	0	1,001	92	0	0	1,093	980	0	980	143	0	0	1,123
Total Approaches														
Approach	1,020	0	1,020	113	0	0	1,133	1,000	0	1,000	164	0	0	1,164
Departure	1,020	0	1,020	113	0	0	1,133	1,000	0	1,000	164	0	0	1,164
Total	2,040	0	2,040	226	0	0	2,266	2,000	0	2,000	328	0	0	2,328

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
43 Jackson Avenue/Ethanac Road														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	0		0	0	0		0	0		0	0	0		0
NBR	0		0	0	0		0	0		0	0	0		0
SBL	12		12	1	0		13	11		11	1	0		12
SBT	0		0	0	0		0	0		0	0	0		0
SBR	1		1	0	0		1	0		0	0	0		0
EBL	0		0	0	0		0	2		2	0	0		2
EBT	282		282	82	0		364	267		267	89	0		356
EBR	124		124	0	0		124	35		35	0	0		35
WBL	0		0	0	0		0	0		0	0	0		0
WBT	320		320	45	0		365	173		173	99	0		272
WBR	14		14	1	0		15	0		0	2	0		2
North Leg														
Approach	13	0	13	1	0	0	14	11	0	11	1	0	0	12
Departure	14	0	14	1	0	0	15	2	0	2	2	0	0	4
Total	27	0	27	2	0	0	29	13	0	13	3	0	0	16
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	124	0	124	0	0	0	124	35	0	35	0	0	0	35
Total	124	0	124	0	0	0	124	35	0	35	0	0	0	35
East Leg														
Approach	334	0	334	46	0	0	380	173	0	173	101	0	0	274
Departure	294	0	294	83	0	0	377	278	0	278	90	0	0	368
Total	628	0	628	129	0	0	757	451	0	451	191	0	0	642
West Leg														
Approach	406	0	406	82	0	0	488	304	0	304	89	0	0	393
Departure	321	0	321	45	0	0	366	173	0	173	99	0	0	272
Total	727	0	727	127	0	0	854	477	0	477	188	0	0	665
Total Approaches														
Approach	753	0	753	129	0	0	882	488	0	488	191	0	0	679
Departure	753	0	753	129	0	0	882	488	0	488	191	0	0	679
Total	1,506	0	1,506	258	0	0	1,764	976	0	976	382	0	0	1,358

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
44 Antelope Road/Ethanac Road														
NBL	64		64	0	0		64	25		25	0	0		25
NBT	0		0	0	0		0	0		0	0	0		0
NBR	5		5	1	0		6	5		5	1	0		6
SBL	0		0	0	0		0	0		0	0	0		0
SBT	0		0	0	0		0	0		0	0	0		0
SBR	0		0	0	0		0	0		0	0	0		0
EBL	0		0	0	0		0	0		0	0	0		0
EBT	294		294	83	0		377	278		278	91	0		369
EBR	0		0	0	0		0	0		0	0	0		0
WBL	3		3	1	0		4	2		2	2	0		4
WBT	270		270	46	0		316	148		148	101	0		249
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	69	0	69	1	0	0	70	30	0	30	1	0	0	31
Departure	3	0	3	1	0	0	4	2	0	2	2	0	0	4
Total	72	0	72	2	0	0	74	32	0	32	3	0	0	35
East Leg														
Approach	273	0	273	47	0	0	320	150	0	150	103	0	0	253
Departure	299	0	299	84	0	0	383	283	0	283	92	0	0	375
Total	572	0	572	131	0	0	703	433	0	433	195	0	0	628
West Leg														
Approach	294	0	294	83	0	0	377	278	0	278	91	0	0	369
Departure	334	0	334	46	0	0	380	173	0	173	101	0	0	274
Total	628	0	628	129	0	0	757	451	0	451	192	0	0	643
Total Approaches														
Approach	636	0	636	131	0	0	767	458	0	458	195	0	0	653
Departure	636	0	636	131	0	0	767	458	0	458	195	0	0	653
Total	1,272	0	1,272	262	0	0	1,534	916	0	916	390	0	0	1,306

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
45 Palomar Road/Matthews Road														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	0		0	0	0		0	0		0	0	0		0
NBR	0		0	0	0		0	0		0	0	0		0
SBL	38		38	12	0		50	11		11	2	0		13
SBT	0		0	0	0		0	0		0	0	0		0
SBR	113		113	10	0		123	73		73	45	0		118
EBL	162		162	22	0		184	175		175	40	0		215
EBT	109		109	63	0		172	123		123	52	0		175
EBR	0		0	0	0		0	0		0	0	0		0
WBL	0		0	0	0		0	0		0	0	0		0
WBT	115		115	37	0		152	52		52	57	0		109
WBR	31		31	8	0		39	7		7	2	0		9
North Leg														
Approach	151	0	151	22	0	0	173	84	0	84	47	0	0	131
Departure	193	0	193	30	0	0	223	182	0	182	42	0	0	224
Total	344	0	344	52	0	0	396	266	0	266	89	0	0	355
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	146	0	146	45	0	0	191	59	0	59	59	0	0	118
Departure	147	0	147	75	0	0	222	134	0	134	54	0	0	188
Total	293	0	293	120	0	0	413	193	0	193	113	0	0	306
West Leg														
Approach	271	0	271	85	0	0	356	298	0	298	92	0	0	390
Departure	228	0	228	47	0	0	275	125	0	125	102	0	0	227
Total	499	0	499	132	0	0	631	423	0	423	194	0	0	617
Total Approaches														
Approach	568	0	568	152	0	0	720	441	0	441	198	0	0	639
Departure	568	0	568	152	0	0	720	441	0	441	198	0	0	639
Total	1,136	0	1,136	304	0	0	1,440	882	0	882	396	0	0	1,278

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
46 Menifee Road/Watson Road														
NBL	19		19	18	0		37	9		9	30	0		39
NBT	315		315	96	0		411	224		224	197	0		421
NBR	56		56	8	0		64	40		40	23	0		63
SBL	51		51	0	0		51	15		15	0	0		15
SBT	276		276	143	0		419	227		227	184	0		411
SBR	19		19	0	0		19	11		11	0	0		11
EBL	12		12	0	0		12	21		21	0	0		21
EBT	72		72	0	0		72	72		72	0	0		72
EBR	10		10	25	0		35	8		8	28	0		36
WBL	21		21	19	0		40	9		9	18	0		27
WBT	80		80	0	0		80	60		60	0	0		60
WBR	28		28	0	0		28	9		9	0	0		9
North Leg														
Approach	346	0	346	143	0	0	489	253	0	253	184	0	0	437
Departure	355	0	355	96	0	0	451	254	0	254	197	0	0	451
Total	701	0	701	239	0	0	940	507	0	507	381	0	0	888
South Leg														
Approach	390	0	390	122	0	0	512	273	0	273	250	0	0	523
Departure	307	0	307	187	0	0	494	244	0	244	230	0	0	474
Total	697	0	697	309	0	0	1,006	517	0	517	480	0	0	997
East Leg														
Approach	129	0	129	19	0	0	148	78	0	78	18	0	0	96
Departure	179	0	179	8	0	0	187	127	0	127	23	0	0	150
Total	308	0	308	27	0	0	335	205	0	205	41	0	0	246
West Leg														
Approach	94	0	94	25	0	0	119	101	0	101	28	0	0	129
Departure	118	0	118	18	0	0	136	80	0	80	30	0	0	110
Total	212	0	212	43	0	0	255	181	0	181	58	0	0	239
Total Approaches														
Approach	959	0	959	309	0	0	1,268	705	0	705	480	0	0	1,185
Departure	959	0	959	309	0	0	1,268	705	0	705	480	0	0	1,185
Total	1,918	0	1,918	618	0	0	2,536	1,410	0	1,410	960	0	0	2,370

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
47 Menifee Road/SR-74														
NBL	127		127	165	0		292	83		83	252	0		335
NBT	248		248	92	0		340	165		165	127	0		292
NBR	243		243	104	0		347	186		186	258	0		444
SBL	106		106	60	0		166	84		84	112	0		196
SBT	187		187	127	0		314	143		143	122	0		265
SBR	23		23	0	0		23	20		20	0	0		20
EBL	49		49	0	0		49	47		47	0	0		47
EBT	787		787	411	0		1,198	949		949	553	0		1,502
EBR	109		109	288	0		397	64		64	236	0		300
WBL	150		150	77	0		227	146		146	276	0		422
WBT	961		961	420	0		1,381	638		638	507	0		1,145
WBR	83		83	33	0		116	69		69	125	0		194
North Leg														
Approach	316	0	316	187	0	0	503	247	0	247	234	0	0	481
Departure	380	0	380	125	0	0	505	281	0	281	252	0	0	533
Total	696	0	696	312	0	0	1,008	528	0	528	486	0	0	1,014
South Leg														
Approach	618	0	618	361	0	0	979	434	0	434	637	0	0	1,071
Departure	446	0	446	492	0	0	938	353	0	353	634	0	0	987
Total	1,064	0	1,064	853	0	0	1,917	787	0	787	1,271	0	0	2,058
East Leg														
Approach	1,194	0	1,194	530	0	0	1,724	853	0	853	908	0	0	1,761
Departure	1,136	0	1,136	575	0	0	1,711	1,219	0	1,219	923	0	0	2,142
Total	2,330	0	2,330	1,105	0	0	3,435	2,072	0	2,072	1,831	0	0	3,903
West Leg														
Approach	945	0	945	699	0	0	1,644	1,060	0	1,060	789	0	0	1,849
Departure	1,111	0	1,111	585	0	0	1,696	741	0	741	759	0	0	1,500
Total	2,056	0	2,056	1,284	0	0	3,340	1,801	0	1,801	1,548	0	0	3,349
Total Approaches														
Approach	3,073	0	3,073	1,777	0	0	4,850	2,594	0	2,594	2,568	0	0	5,162
Departure	3,073	0	3,073	1,777	0	0	4,850	2,594	0	2,594	2,568	0	0	5,162
Total	6,146	0	6,146	3,554	0	0	9,700	5,188	0	5,188	5,136	0	0	10,324

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
48 Menifee Road/Valley Substation Driveway - Biscayne														
NBL	2		2	0	0		2	0		0	0	0		0
NBT	568		568	337	0		905	380		380	575	0		955
NBR	1		1	58	0		59	1		1	58	0		59
SBL	10		10	67	0		77	4		4	44	0		48
SBT	415		415	426	0		841	340		340	590	0		930
SBR	7		7	0	0		7	1		1	0	0		1
EBL	3		3	0	0		3	0		0	0	0		0
EBT	0		0	0	0		0	2		2	0	0		2
EBR	0		0	0	0		0	2		2	0	0		2
WBL	1		1	51	0		52	11		11	45	0		56
WBT	2		2	0	0		2	1		1	0	0		1
WBR	7		7	23	0		30	1		1	61	0		62
North Leg														
Approach	432	0	432	493	0	0	925	345	0	345	634	0	0	979
Departure	578	0	578	360	0	0	938	381	0	381	636	0	0	1,017
Total	1,010	0	1,010	853	0	0	1,863	726	0	726	1,270	0	0	1,996
South Leg														
Approach	571	0	571	395	0	0	966	381	0	381	633	0	0	1,014
Departure	416	0	416	477	0	0	893	353	0	353	635	0	0	988
Total	987	0	987	872	0	0	1,859	734	0	734	1,268	0	0	2,002
East Leg														
Approach	10	0	10	74	0	0	84	13	0	13	106	0	0	119
Departure	11	0	11	125	0	0	136	7	0	7	102	0	0	109
Total	21	0	21	199	0	0	220	20	0	20	208	0	0	228
West Leg														
Approach	3	0	3	0	0	0	3	4	0	4	0	0	0	4
Departure	11	0	11	0	0	0	11	2	0	2	0	0	0	2
Total	14	0	14	0	0	0	14	6	0	6	0	0	0	6
Total Approaches														
Approach	1,016	0	1,016	962	0	0	1,978	743	0	743	1,373	0	0	2,116
Departure	1,016	0	1,016	962	0	0	1,978	743	0	743	1,373	0	0	2,116
Total	2,032	0	2,032	1,924	0	0	3,956	1,486	0	1,486	2,746	0	0	4,232

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
49 Menifee Road/McLaughlin Road														
NBL	1		1	0	0		1	17		17	0	0		17
NBT	568		568	187	0		755	375		375	365	0		740
NBR	7	-7	0	682	3		685	0	0	0	507	6		513
SBL	0	0	0	301	0		301	0	0	0	269	0		269
SBT	418		418	176	0		594	363		363	366	0		729
SBR	2		2	0	0		2	2		2	0	0		2
EBL	5		5	0	0		5	6		6	0	0		6
EBT	0	0	0	0	0		0	0	0	0	0	0		0
EBR	3		3	0	0		3	2		2	0	0		2
WBL	4	-4	0	326	5		331	0	0	0	603	5		608
WBT	0	0	0	0	0		0	0	0	0	0	0		0
WBR	1	-1	0	201	0		201	0	0	0	263	0		263
North Leg														
Approach	420	0	420	477	0	0	897	365	0	365	635	0	0	1,000
Departure	574	-1	573	388	0	0	961	381	0	381	628	0	0	1,009
Total	994	-1	993	865	0	0	1,858	746	0	746	1,263	0	0	2,009
South Leg														
Approach	576	-7	569	869	3	0	1,441	392	0	392	872	6	0	1,270
Departure	425	-4	421	502	5	0	928	365	0	365	969	5	0	1,339
Total	1,001	-11	990	1,371	8	0	2,369	757	0	757	1,841	11	0	2,609
East Leg														
Approach	5	-5	0	527	5	0	532	0	0	0	866	5	0	871
Departure	7	-7	0	983	3	0	986	0	0	0	776	6	0	782
Total	12	-12	0	1,510	8	0	1,518	0	0	0	1,642	11	0	1,653
West Leg														
Approach	8	0	8	0	0	0	8	8	0	8	0	0	0	8
Departure	3	0	3	0	0	0	3	19	0	19	0	0	0	19
Total	11	0	11	0	0	0	11	27	0	27	0	0	0	27
Total Approaches														
Approach	1,009	-12	997	1,873	8	0	2,878	765	0	765	2,373	11	0	3,149
Departure	1,009	-12	997	1,873	8	0	2,878	765	0	765	2,373	11	0	3,149
Total	2,018	-24	1,994	3,746	16	0	5,756	1,530	0	1,530	4,746	22	0	6,298

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
50 Menifee Road/Project Driveway 1														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	576		576	832	0		1,408	392		392	800	0		1,192
NBR	0		0	75	0		75	0		0	71	0		71
SBL	0		0	70	5		75	0		0	65	5		70
SBT	425		425	432	0		857	365		365	903	0		1,268
SBR	0		0	0	0		0	0		0	0	0		0
EBL	0		0	0	0		0	0		0	0	0		0
EBT	0		0	0	0		0	0		0	0	0		0
EBR	0		0	0	0		0	0		0	0	0		0
WBL	0		0	39	0		39	0		0	79	0		79
WBT	0		0	0	0		0	0		0	0	0		0
WBR	0		0	36	3		39	0		0	72	6		78
North Leg														
Approach	425	0	425	502	5	0	932	365	0	365	968	5	0	1,338
Departure	576	0	576	868	3	0	1,447	392	0	392	872	6	0	1,270
Total	1,001	0	1,001	1,370	8	0	2,379	757	0	757	1,840	11	0	2,608
South Leg														
Approach	576	0	576	907	0	0	1,483	392	0	392	871	0	0	1,263
Departure	425	0	425	471	0	0	896	365	0	365	982	0	0	1,347
Total	1,001	0	1,001	1,378	0	0	2,379	757	0	757	1,853	0	0	2,610
East Leg														
Approach	0	0	0	75	3	0	78	0	0	0	151	6	0	157
Departure	0	0	0	145	5	0	150	0	0	0	136	5	0	141
Total	0	0	0	220	8	0	228	0	0	0	287	11	0	298
West Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches														
Approach	1,001	0	1,001	1,484	8	0	2,493	757	0	757	1,990	11	0	2,758
Departure	1,001	0	1,001	1,484	8	0	2,493	757	0	757	1,990	11	0	2,758
Total	2,002	0	2,002	2,968	16	0	4,986	1,514	0	1,514	3,980	22	0	5,516

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
51 Menifee Road/Matthews Road														
NBL	91		91	0	0		91	31		31	0	0		31
NBT	570		570	834	0		1,404	385		385	818	0		1,203
NBR	0		0	0	0		0	0		0	0	0		0
SBL	0		0	0	0		0	0		0	0	0		0
SBT	417		417	428	0		845	350		350	923	0		1,273
SBR	14		14	44	0		58	12		12	58	0		70
EBL	6		6	75	0		81	7		7	53	0		60
EBT	0		0	0	0		0	0		0	0	0		0
EBR	130		130	0	0		130	103		103	0	0		103
WBL	0		0	0	0		0	0		0	0	0		0
WBT	0		0	0	0		0	0		0	0	0		0
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	431	0	431	472	0	0	903	362	0	362	981	0	0	1,343
Departure	576	0	576	909	0	0	1,485	392	0	392	871	0	0	1,263
Total	1,007	0	1,007	1,381	0	0	2,388	754	0	754	1,852	0	0	2,606
South Leg														
Approach	661	0	661	834	0	0	1,495	416	0	416	818	0	0	1,234
Departure	547	0	547	428	0	0	975	453	0	453	923	0	0	1,376
Total	1,208	0	1,208	1,262	0	0	2,470	869	0	869	1,741	0	0	2,610
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	136	0	136	75	0	0	211	110	0	110	53	0	0	163
Departure	105	0	105	44	0	0	149	43	0	43	58	0	0	101
Total	241	0	241	119	0	0	360	153	0	153	111	0	0	264
Total Approaches														
Approach	1,228	0	1,228	1,381	0	0	2,609	888	0	888	1,852	0	0	2,740
Departure	1,228	0	1,228	1,381	0	0	2,609	888	0	888	1,852	0	0	2,740
Total	2,456	0	2,456	2,762	0	0	5,218	1,776	0	1,776	3,704	0	0	5,480

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
52 McKinley/SR-74														
NBL	0		0	53	0	0	53	0		0	141	0	29	170
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	5		5	21	0	0	26	3		3	75	0	30	108
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	0		0	0	0	0	0	0		0	0	0	0	0
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	1,131		1,131	502	0	0	1,633	1,211		1,211	785	0	-28	1,968
EBR	5		5	73	0	0	78	8		8	139	0	28	175
WBL	3		3	52	0	0	55	5		5	59	0	27	91
WBT	1,194		1,194	476	0	0	1,670	853		853	766	0	-27	1,592
WBR	0		0	0	0	0	0	0		0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	5	0	5	74	0	0	79	3	0	3	216	0	59	278
Departure	8	0	8	125	0	0	133	13	0	13	198	0	55	266
Total	13	0	13	199	0	0	212	16	0	16	414	0	114	544
East Leg														
Approach	1,197	0	1,197	528	0	0	1,725	858	0	858	825	0	0	1,683
Departure	1,136	0	1,136	523	0	0	1,659	1,214	0	1,214	860	0	2	2,076
Total	2,333	0	2,333	1,051	0	0	3,384	2,072	0	2,072	1,685	0	2	3,759
West Leg														
Approach	1,136	0	1,136	575	0	0	1,711	1,219	0	1,219	924	0	0	2,143
Departure	1,194	0	1,194	529	0	0	1,723	853	0	853	907	0	2	1,762
Total	2,330	0	2,330	1,104	0	0	3,434	2,072	0	2,072	1,831	0	2	3,905
Total Approaches														
Approach	2,338	0	2,338	1,177	0	0	3,515	2,080	0	2,080	1,965	0	59	4,104
Departure	2,338	0	2,338	1,177	0	0	3,515	2,080	0	2,080	1,965	0	59	4,104
Total	4,676	0	4,676	2,354	0	0	7,030	4,160	0	4,160	3,930	0	118	8,208

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
53 Malaga Road - Project Driveway 2/SR-74														
NBL	0		0	206	0	0	206	0		0	615	0	43	658
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	0		0	93	0	0	93	0		0	292	0	51	343
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	0		0	0	0	0	0	0		0	0	0	0	0
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	1,136		1,136	127	0	0	1,263	1,214		1,214	312	0	-47	1,479
EBR	0		0	396	0	0	396	0		0	548	0	47	595
WBL	0		0	266	0	0	266	0		0	303	0	40	343
WBT	1,197		1,197	322	0	0	1,519	858		858	210	0	-40	1,028
WBR	0		0	0	0	0	0	0		0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	0	0	0	299	0	0	299	0	0	0	907	0	94	1,001
Departure	0	0	0	662	0	0	662	0	0	0	851	0	87	938
Total	0	0	0	961	0	0	961	0	0	0	1,758	0	181	1,939
East Leg														
Approach	1,197	0	1,197	588	0	0	1,785	858	0	858	513	0	0	1,371
Departure	1,136	0	1,136	220	0	0	1,356	1,214	0	1,214	604	0	4	1,822
Total	2,333	0	2,333	808	0	0	3,141	2,072	0	2,072	1,117	0	4	3,193
West Leg														
Approach	1,136	0	1,136	523	0	0	1,659	1,214	0	1,214	860	0	0	2,074
Departure	1,197	0	1,197	528	0	0	1,725	858	0	858	825	0	3	1,686
Total	2,333	0	2,333	1,051	0	0	3,384	2,072	0	2,072	1,685	0	3	3,760
Total Approaches														
Approach	2,333	0	2,333	1,410	0	0	3,743	2,072	0	2,072	2,280	0	94	4,446
Departure	2,333	0	2,333	1,410	0	0	3,743	2,072	0	2,072	2,280	0	94	4,446
Total	4,666	0	4,666	2,820	0	0	7,486	4,144	0	4,144	4,560	0	188	8,892

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
54 Project Driveway 3/SR-74														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	0		0	17	0	0	17	0		0	74	0	20	94
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	0		0	0	0	0	0	0		0	0	0	0	0
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	1,136		1,136	218	0	0	1,354	1,214		1,214	603	0	-19	1,798
EBR	0		0	0	0	0	0	0		0	0	0	19	19
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	1,197		1,197	590	0	0	1,787	858		858	513	0	0	1,371
WBR	0		0	0	0	0	0	0		0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	0	0	0	17	0	0	17	0	0	0	74	0	20	94
Departure	0	0	0	0	0	0	0	0	0	0	0	0	19	19
Total	0	0	0	17	0	0	17	0	0	0	74	0	39	113
East Leg														
Approach	1,197	0	1,197	590	0	0	1,787	858	0	858	513	0	0	1,371
Departure	1,136	0	1,136	235	0	0	1,371	1,214	0	1,214	677	0	1	1,892
Total	2,333	0	2,333	825	0	0	3,158	2,072	0	2,072	1,190	0	1	3,263
West Leg														
Approach	1,136	0	1,136	218	0	0	1,354	1,214	0	1,214	603	0	0	1,817
Departure	1,197	0	1,197	590	0	0	1,787	858	0	858	513	0	0	1,371
Total	2,333	0	2,333	808	0	0	3,141	2,072	0	2,072	1,116	0	0	3,188
Total Approaches														
Approach	2,333	0	2,333	825	0	0	3,158	2,072	0	2,072	1,190	0	20	3,282
Departure	2,333	0	2,333	825	0	0	3,158	2,072	0	2,072	1,190	0	20	3,282
Total	4,666	0	4,666	1,650	0	0	6,316	4,144	0	4,144	2,380	0	40	6,564

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
55 Briggs Road/Watson Road														
NBL	104		104	13	0		117	42		42	16	0		58
NBT	115		115	16	0		131	84		84	29	0		113
NBR	12		12	3	0		15	4		4	4	0		8
SBL	4		4	0	0		4	0		0	0	0		0
SBT	192		192	20	0		212	105		105	30	0		135
SBR	50		50	0	0		50	24		24	0	0		24
EBL	38		38	0	0		38	40		40	0	0		40
EBT	7		7	0	0		7	1		1	0	0		1
EBR	134		134	11	0		145	52		52	19	0		71
WBL	25		25	4	0		29	3		3	4	0		7
WBT	17		17	0	0		17	2		2	0	0		2
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	246	0	246	20	0	0	266	129	0	129	30	0	0	159
Departure	153	0	153	16	0	0	169	124	0	124	29	0	0	153
Total	399	0	399	36	0	0	435	253	0	253	59	0	0	312
South Leg														
Approach	231	0	231	32	0	0	263	130	0	130	49	0	0	179
Departure	351	0	351	35	0	0	386	160	0	160	53	0	0	213
Total	582	0	582	67	0	0	649	290	0	290	102	0	0	392
East Leg														
Approach	42	0	42	4	0	0	46	5	0	5	4	0	0	9
Departure	23	0	23	3	0	0	26	5	0	5	4	0	0	9
Total	65	0	65	7	0	0	72	10	0	10	8	0	0	18
West Leg														
Approach	179	0	179	11	0	0	190	93	0	93	19	0	0	112
Departure	171	0	171	13	0	0	184	68	0	68	16	0	0	84
Total	350	0	350	24	0	0	374	161	0	161	35	0	0	196
Total Approaches														
Approach	698	0	698	67	0	0	765	357	0	357	102	0	0	459
Departure	698	0	698	67	0	0	765	357	0	357	102	0	0	459
Total	1,396	0	1,396	134	0	0	1,530	714	0	714	204	0	0	918

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
56 Briggs Road/SR-74														
NBL	296		296	275	0		571	53		53	188	0		241
NBT	183		183	23	0		206	57		57	22	0		79
NBR	184		184	186	0		370	56		56	120	0		176
SBL	177		177	0	0		177	109		109	0	0		109
SBT	187		187	20	0		207	52		52	28	0		80
SBR	63		63	15	0		78	46		46	27	0		73
EBL	58		58	9	0		67	66		66	30	0		96
EBT	651		651	115	0		766	1,041		1,041	368	0		1,409
EBR	426		426	110	0		536	107		107	278	0		385
WBL	261		261	115	0		376	61		61	181	0		242
WBT	838		838	300	0		1,138	758		758	297	0		1,055
WBR	145		145	0	0		145	63		63	0	0		63
North Leg														
Approach	427	0	427	35	0	0	462	207	0	207	55	0	0	262
Departure	386	0	386	32	0	0	418	186	0	186	52	0	0	238
Total	813	0	813	67	0	0	880	393	0	393	107	0	0	500
South Leg														
Approach	663	0	663	484	0	0	1,147	166	0	166	330	0	0	496
Departure	874	0	874	245	0	0	1,119	220	0	220	487	0	0	707
Total	1,537	0	1,537	729	0	0	2,266	386	0	386	817	0	0	1,203
East Leg														
Approach	1,244	0	1,244	415	0	0	1,659	882	0	882	478	0	0	1,360
Departure	1,012	0	1,012	301	0	0	1,313	1,206	0	1,206	488	0	0	1,694
Total	2,256	0	2,256	716	0	0	2,972	2,088	0	2,088	966	0	0	3,054
West Leg														
Approach	1,135	0	1,135	234	0	0	1,369	1,214	0	1,214	676	0	0	1,890
Departure	1,197	0	1,197	590	0	0	1,787	857	0	857	512	0	0	1,369
Total	2,332	0	2,332	824	0	0	3,156	2,071	0	2,071	1,188	0	0	3,259
Total Approaches														
Approach	3,469	0	3,469	1,168	0	0	4,637	2,469	0	2,469	1,539	0	0	4,008
Departure	3,469	0	3,469	1,168	0	0	4,637	2,469	0	2,469	1,539	0	0	4,008
Total	6,938	0	6,938	2,336	0	0	9,274	4,938	0	4,938	3,078	0	0	8,016

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
57 Briggs Road/Heritage High School Driveway														
NBL	190		190	6	0		196	76		76	4	0		80
NBT	278		278	484	0		762	127		127	330	0		457
NBR	0		0	0	0		0	0		0	0	0		0
SBL	0		0	0	0		0	0		0	0	0		0
SBT	354		354	243	0		597	112		112	486	0		598
SBR	520		520	0	0		520	108		108	0	0		108
EBL	385		385	0	0		385	39		39	0	0		39
EBT	0		0	0	0		0	0		0	0	0		0
EBR	167		167	2	0		169	19		19	7	0		26
WBL	0		0	0	0		0	0		0	0	0		0
WBT	0		0	0	0		0	0		0	0	0		0
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	874	0	874	243	0	0	1,117	220	0	220	486	0	0	706
Departure	663	0	663	484	0	0	1,147	166	0	166	330	0	0	496
Total	1,537	0	1,537	727	0	0	2,264	386	0	386	816	0	0	1,202
South Leg														
Approach	468	0	468	490	0	0	958	203	0	203	334	0	0	537
Departure	521	0	521	245	0	0	766	131	0	131	493	0	0	624
Total	989	0	989	735	0	0	1,724	334	0	334	827	0	0	1,161
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	552	0	552	2	0	0	554	58	0	58	7	0	0	65
Departure	710	0	710	6	0	0	716	184	0	184	4	0	0	188
Total	1,262	0	1,262	8	0	0	1,270	242	0	242	11	0	0	253
Total Approaches														
Approach	1,894	0	1,894	735	0	0	2,629	481	0	481	827	0	0	1,308
Departure	1,894	0	1,894	735	0	0	2,629	481	0	481	827	0	0	1,308
Total	3,788	0	3,788	1,470	0	0	5,258	962	0	962	1,654	0	0	2,616

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
58 Briggs Road/McLaughlin Road														
NBL	1	-1	0	38	0		38	1	-1	0	118	0		118
NBT	480		480	144	0		624	204		204	154	0		358
NBR	154		154	0	0		154	5		5	0	0		5
SBL	23		23	2	0		25	22		22	7	0		29
SBT	501		501	220	0		721	126		126	409	0		535
SBR	10	-10	0	23	0		23	0	0	0	77	0		77
EBL	9	-9	0	343	0		343	0	0	0	175	0		175
EBT	0	0	0	0	0		0	0	0	0	0	0		0
EBR	0	0	0	8	0		8	0	0	0	7	0		7
WBL	36		36	0	0		36	8		8	0	0		8
WBT	0	0	0	0	0		0	0	0	0	0	0		0
WBR	185		185	3	0		188	14		14	7	0		21
North Leg														
Approach	534	-10	524	245	0	0	769	148	0	148	493	0	0	641
Departure	674	-9	665	490	0	0	1,155	218	0	218	336	0	0	554
Total	1,208	-19	1,189	735	0	0	1,924	366	0	366	829	0	0	1,195
South Leg														
Approach	635	-1	634	182	0	0	816	210	-1	209	272	0	0	481
Departure	537	0	537	228	0	0	765	134	0	134	416	0	0	550
Total	1,172	-1	1,171	410	0	0	1,581	344	-1	343	688	0	0	1,031
East Leg														
Approach	221	0	221	3	0	0	224	22	0	22	7	0	0	29
Departure	177	0	177	2	0	0	179	27	0	27	7	0	0	34
Total	398	0	398	5	0	0	403	49	0	49	14	0	0	63
West Leg														
Approach	9	-9	0	351	0	0	351	0	0	0	182	0	0	182
Departure	11	-11	0	61	0	0	61	1	-1	0	195	0	0	195
Total	20	-20	0	412	0	0	412	1	-1	0	377	0	0	377
Total Approaches														
Approach	1,399	-20	1,379	781	0	0	2,160	380	-1	379	954	0	0	1,333
Departure	1,399	-20	1,379	781	0	0	2,160	380	-1	379	954	0	0	1,333
Total	2,798	-40	2,758	1,562	0	0	4,320	760	-2	758	1,908	0	0	2,666

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
59 Briggs Road/Project Driveway 4														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	635		635	182	0		817	210		210	272	0		482
NBR	0		0	0	0		0	0		0	0	0		0
SBL	0		0	0	0		0	0		0	0	0		0
SBT	537		537	104	0		641	134		134	273	0		407
SBR	0		0	124	0		124	0		0	143	0		143
EBL	0		0	0	0		0	0		0	0	0		0
EBT	0		0	0	0		0	0		0	0	0		0
EBR	0		0	97	0		97	0		0	64	0		64
WBL	0		0	0	0		0	0		0	0	0		0
WBT	0		0	0	0		0	0		0	0	0		0
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	537	0	537	228	0	0	765	134	0	134	416	0	0	550
Departure	635	0	635	182	0	0	817	210	0	210	272	0	0	482
Total	1,172	0	1,172	410	0	0	1,582	344	0	344	688	0	0	1,032
South Leg														
Approach	635	0	635	182	0	0	817	210	0	210	272	0	0	482
Departure	537	0	537	201	0	0	738	134	0	134	337	0	0	471
Total	1,172	0	1,172	383	0	0	1,555	344	0	344	609	0	0	953
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	0	0	0	97	0	0	97	0	0	0	64	0	0	64
Departure	0	0	0	124	0	0	124	0	0	0	143	0	0	143
Total	0	0	0	221	0	0	221	0	0	0	207	0	0	207
Total Approaches														
Approach	1,172	0	1,172	507	0	0	1,679	344	0	344	752	0	0	1,096
Departure	1,172	0	1,172	507	0	0	1,679	344	0	344	752	0	0	1,096
Total	2,344	0	2,344	1,014	0	0	3,358	688	0	688	1,504	0	0	2,192

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
60 Briggs Road/Project Driveway 5 - Meadow Oak Street														
NBL	0		0	123	0		123	0		0	136	0		136
NBT	614		614	68	0		682	193		193	190	0		383
NBR	51		51	0	0		51	51		51	0	0		51
SBL	21		21	3	0		24	8		8	9	0		17
SBT	516		516	180	0		696	126		126	269	0		395
SBR	0		0	18	0		18	0		0	58	0		58
EBL	0		0	109	0		109	0		0	74	0		74
EBT	0		0	8	0		8	0		0	3	0		3
EBR	0		0	155	0		155	0		0	53	0		53
WBL	93		93	0	0		93	37		37	0	0		37
WBT	0		0	14	0		14	0		0	2	0		2
WBR	21		21	5	0		26	17		17	8	0		25
North Leg														
Approach	537	0	537	201	0	0	738	134	0	134	336	0	0	470
Departure	635	0	635	182	0	0	817	210	0	210	272	0	0	482
Total	1,172	0	1,172	383	0	0	1,555	344	0	344	608	0	0	952
South Leg														
Approach	665	0	665	191	0	0	856	244	0	244	326	0	0	570
Departure	609	0	609	335	0	0	944	163	0	163	322	0	0	485
Total	1,274	0	1,274	526	0	0	1,800	407	0	407	648	0	0	1,055
East Leg														
Approach	114	0	114	19	0	0	133	54	0	54	10	0	0	64
Departure	72	0	72	11	0	0	83	59	0	59	12	0	0	71
Total	186	0	186	30	0	0	216	113	0	113	22	0	0	135
West Leg														
Approach	0	0	0	272	0	0	272	0	0	0	130	0	0	130
Departure	0	0	0	155	0	0	155	0	0	0	196	0	0	196
Total	0	0	0	427	0	0	427	0	0	0	326	0	0	326
Total Approaches														
Approach	1,316	0	1,316	683	0	0	1,999	432	0	432	802	0	0	1,234
Departure	1,316	0	1,316	683	0	0	1,999	432	0	432	802	0	0	1,234
Total	2,632	0	2,632	1,366	0	0	3,998	864	0	864	1,604	0	0	2,468

LSA

Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
61 Briggs Road/Project Driveway 6														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	665		665	191	0		856	244		244	326	0		570
NBR	0		0	0	0		0	0		0	0	0		0
SBL	0		0	0	0		0	0		0	0	0		0
SBT	609		609	298	0		907	163		163	199	0		362
SBR	0		0	38	0		38	0		0	124	0		124
EBL	0		0	0	0		0	0		0	0	0		0
EBT	0		0	0	0		0	0		0	0	0		0
EBR	0		0	99	0		99	0		0	67	0		67
WBL	0		0	0	0		0	0		0	0	0		0
WBT	0		0	0	0		0	0		0	0	0		0
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	609	0	609	336	0	0	945	163	0	163	323	0	0	486
Departure	665	0	665	191	0	0	856	244	0	244	326	0	0	570
Total	1,274	0	1,274	527	0	0	1,801	407	0	407	649	0	0	1,056
South Leg														
Approach	665	0	665	191	0	0	856	244	0	244	326	0	0	570
Departure	609	0	609	397	0	0	1,006	163	0	163	266	0	0	429
Total	1,274	0	1,274	588	0	0	1,862	407	0	407	592	0	0	999
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	0	0	0	99	0	0	99	0	0	0	67	0	0	67
Departure	0	0	0	38	0	0	38	0	0	0	124	0	0	124
Total	0	0	0	137	0	0	137	0	0	0	191	0	0	191
Total Approaches														
Approach	1,274	0	1,274	626	0	0	1,900	407	0	407	716	0	0	1,123
Departure	1,274	0	1,274	626	0	0	1,900	407	0	407	716	0	0	1,123
Total	2,548	0	2,548	1,252	0	0	3,800	814	0	814	1,432	0	0	2,246

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
62 Briggs Road/Project Driveway 7 - Hillridge Street														
NBL	0		0	67	0		67	0		0	148	0		148
NBT	665		665	177	0		842	244		244	295	0		539
NBR	0		0	0	0		0	0		0	0	0		0
SBL	0		0	0	0		0	0		0	0	0		0
SBT	609		609	370	0		979	163		163	236	0		399
SBR	0		0	27	0		27	0		0	30	0		30
EBL	0		0	14	0		14	0		0	31	0		31
EBT	0		0	0	0		0	0		0	0	0		0
EBR	0		0	68	0		68	0		0	72	0		72
WBL	0		0	0	0		0	0		0	0	0		0
WBT	0		0	0	0		0	0		0	0	0		0
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	609	0	609	397	0	0	1,006	163	0	163	266	0	0	429
Departure	665	0	665	191	0	0	856	244	0	244	326	0	0	570
Total	1,274	0	1,274	588	0	0	1,862	407	0	407	592	0	0	999
South Leg														
Approach	665	0	665	244	0	0	909	244	0	244	443	0	0	687
Departure	609	0	609	438	0	0	1,047	163	0	163	308	0	0	471
Total	1,274	0	1,274	682	0	0	1,956	407	0	407	751	0	0	1,158
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	0	0	0	82	0	0	82	0	0	0	103	0	0	103
Departure	0	0	0	94	0	0	94	0	0	0	178	0	0	178
Total	0	0	0	176	0	0	176	0	0	0	281	0	0	281
Total Approaches														
Approach	1,274	0	1,274	723	0	0	1,997	407	0	407	812	0	0	1,219
Departure	1,274	0	1,274	723	0	0	1,997	407	0	407	812	0	0	1,219
Total	2,548	0	2,548	1,446	0	0	3,994	814	0	814	1,624	0	0	2,438

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
63 Briggs Road/Matthews Road														
NBL	0			0	0		0	0			0	0		0
NBT	0		599	229	0		828	0		206	415	0		621
NBR	643		44	0	0		44	260		54	0	0		54
SBL	0		34	24	0		58	0		28	22	0		50
SBT	0		575	412	0		987	0		135	286	0		421
SBR	0			0	0		0	0			0	0		0
EBL	0			0	0		0	0			0	0		0
EBT	0			0	0		0	0			0	0		0
EBR	0			0	0		0	0			0	0		0
WBL	615		40	0	0		40	183		50	0	0		50
WBT	0			0	0		0	2			0	0		0
WBR	0		66	16	0		82	0		38	29	0		67
North Leg														
Approach	0	0	609	436	0	0	1,045	0	0	163	308	0	0	471
Departure	0	0	665	245	0	0	910	0	0	244	444	0	0	688
Total	0	0	1,274	681	0	0	1,955	0	0	407	752	0	0	1,159
South Leg														
Approach	643	0	643	229	0	0	872	260	0	260	415	0	0	675
Departure	615	0	615	412	0	0	1,027	183	0	185	286	0	0	471
Total	1,258	0	1,258	641	0	0	1,899	443	0	445	701	0	0	1,146
East Leg														
Approach	615	0	106	16	0	0	122	185	0	88	29	0	0	117
Departure	643	0	78	24	0	0	102	260	0	82	22	0	0	104
Total	1,258	0	184	40	0	0	224	445	0	170	51	0	0	221
West Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	2	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0
Total Approaches														
Approach	1,258	0	1,358	681	0	0	2,039	445	0	511	752	0	0	1,263
Departure	1,258	0	1,358	681	0	0	2,039	445	0	511	752	0	0	1,263
Total	2,516	0	2,716	1,362	0	0	4,078	890	0	1,022	1,504	0	0	2,526

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
64 Briggs Road/Case Road														
NBL	0			0	0		0	0			0	0		0
NBT	0			0	0		0	0			0	0		0
NBR	0			0	0		0	0			0	0		0
SBL	34			0	0		0	28			0	0		0
SBT	0			0	0		0	0			0	0		0
SBR	575			0	0		0	135			0	0		0
EBL	599			0	0		0	206			0	0		0
EBT	44			0	0		0	54			0	0		0
EBR	0			0	0		0	0			0	0		0
WBL	0			0	0		0	0			0	0		0
WBT	40			0	0		0	50			0	0		0
WBR	66			0	0		0	38			0	0		0
North Leg														
Approach	609	0	0	0	0	0	0	163	0	0	0	0	0	0
Departure	665	0	0	0	0	0	0	244	0	0	0	0	0	0
Total	1,274	0	0	0	0	0	0	407	0	0	0	0	0	0
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	106	0	0	0	0	0	0	88	0	0	0	0	0	0
Departure	78	0	0	0	0	0	0	82	0	0	0	0	0	0
Total	184	0	0	0	0	0	0	170	0	0	0	0	0	0
West Leg														
Approach	643	0	0	0	0	0	0	260	0	0	0	0	0	0
Departure	615	0	0	0	0	0	0	185	0	0	0	0	0	0
Total	1,258	0	0	0	0	0	0	445	0	0	0	0	0	0
Total Approaches														
Approach	1,358	0	0	0	0	0	0	511	0	0	0	0	0	0
Departure	1,358	0	0	0	0	0	0	511	0	0	0	0	0	0
Total	2,716	0	0	0	0	0	0	1,022	0	0	0	0	0	0

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
65 Murrieta Road/McCall Boulevard														
NBL	1		1	0	0		1	2		2	0	0		2
NBT	156		156	0	0		156	189		189	0	0		189
NBR	122		122	15	0		137	114		114	14	0		128
SBL	61		61	5	0		66	85		85	8	0		93
SBT	138		138	0	0		138	170		170	0	0		170
SBR	93		93	0	0		93	36		36	0	0		36
EBL	81		81	0	0		81	27		27	0	0		27
EBT	210		210	12	0		222	118		118	13	0		131
EBR	1		1	0	0		1	2		2	0	0		2
WBL	90		90	8	0		98	193		193	18	0		211
WBT	120		120	9	0		129	151		151	14	0		165
WBR	94		94	5	0		99	94		94	8	0		102
North Leg														
Approach	292	0	292	5	0	0	297	291	0	291	8	0	0	299
Departure	331	0	331	5	0	0	336	310	0	310	8	0	0	318
Total	623	0	623	10	0	0	633	601	0	601	16	0	0	617
South Leg														
Approach	279	0	279	15	0	0	294	305	0	305	14	0	0	319
Departure	229	0	229	8	0	0	237	365	0	365	18	0	0	383
Total	508	0	508	23	0	0	531	670	0	670	32	0	0	702
East Leg														
Approach	304	0	304	22	0	0	326	438	0	438	40	0	0	478
Departure	393	0	393	32	0	0	425	317	0	317	35	0	0	352
Total	697	0	697	54	0	0	751	755	0	755	75	0	0	830
West Leg														
Approach	292	0	292	12	0	0	304	147	0	147	13	0	0	160
Departure	214	0	214	9	0	0	223	189	0	189	14	0	0	203
Total	506	0	506	21	0	0	527	336	0	336	27	0	0	363
Total Approaches														
Approach	1,167	0	1,167	54	0	0	1,221	1,181	0	1,181	75	0	0	1,256
Departure	1,167	0	1,167	54	0	0	1,221	1,181	0	1,181	75	0	0	1,256
Total	2,334	0	2,334	108	0	0	2,442	2,362	0	2,362	150	0	0	2,512

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
66 Sun City Boulevard/McCall Boulevard														
NBL	38		38	0	0		38	76		76	0	0		76
NBT	48		48	0	0		48	101		101	0	0		101
NBR	84		84	5	0		89	133		133	14	0		147
SBL	69		69	22	0		91	81		81	21	0		102
SBT	55		55	0	0		55	60		60	0	0		60
SBR	10		10	0	0		10	19		19	0	0		19
EBL	29		29	0	0		29	31		31	0	0		31
EBT	324		324	36	0		360	316		316	42	0		358
EBR	55		55	0	0		55	52		52	0	0		52
WBL	232		232	8	0		240	257		257	11	0		268
WBT	373		373	21	0		394	501		501	46	0		547
WBR	47		47	14	0		61	85		85	23	0		108
North Leg														
Approach	134	0	134	22	0	0	156	160	0	160	21	0	0	181
Departure	124	0	124	14	0	0	138	217	0	217	23	0	0	240
Total	258	0	258	36	0	0	294	377	0	377	44	0	0	421
South Leg														
Approach	170	0	170	5	0	0	175	310	0	310	14	0	0	324
Departure	342	0	342	8	0	0	350	369	0	369	11	0	0	380
Total	512	0	512	13	0	0	525	679	0	679	25	0	0	704
East Leg														
Approach	652	0	652	43	0	0	695	843	0	843	80	0	0	923
Departure	477	0	477	63	0	0	540	530	0	530	77	0	0	607
Total	1,129	0	1,129	106	0	0	1,235	1,373	0	1,373	157	0	0	1,530
West Leg														
Approach	408	0	408	36	0	0	444	399	0	399	42	0	0	441
Departure	421	0	421	21	0	0	442	596	0	596	46	0	0	642
Total	829	0	829	57	0	0	886	995	0	995	88	0	0	1,083
Total Approaches														
Approach	1,364	0	1,364	106	0	0	1,470	1,712	0	1,712	157	0	0	1,869
Departure	1,364	0	1,364	106	0	0	1,470	1,712	0	1,712	157	0	0	1,869
Total	2,728	0	2,728	212	0	0	2,940	3,424	0	3,424	314	0	0	3,738

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
67 Bradley Road/McCall Boulevard														
NBL	52		52	0	0		52	59		59	0	0		59
NBT	43		43	0	0		43	61		61	0	0		61
NBR	374		374	3	0		377	505		505	7	0		512
SBL	141		141	3	0		144	101		101	7	0		108
SBT	50		50	0	0		50	49		49	0	0		49
SBR	15		15	0	0		15	8		8	0	0		8
EBL	6		6	0	0		6	6		6	0	0		6
EBT	495		495	63	0		558	528		528	79	0		607
EBR	60		60	0	0		60	62		62	0	0		62
WBL	440		440	2	0		442	496		496	7	0		503
WBT	568		568	46	0		614	770		770	83	0		853
WBR	85		85	2	0		87	110		110	7	0		117
North Leg														
Approach	206	0	206	3	0	0	209	158	0	158	7	0	0	165
Departure	134	0	134	2	0	0	136	177	0	177	7	0	0	184
Total	340	0	340	5	0	0	345	335	0	335	14	0	0	349
South Leg														
Approach	469	0	469	3	0	0	472	625	0	625	7	0	0	632
Departure	550	0	550	2	0	0	552	607	0	607	7	0	0	614
Total	1,019	0	1,019	5	0	0	1,024	1,232	0	1,232	14	0	0	1,246
East Leg														
Approach	1,093	0	1,093	50	0	0	1,143	1,376	0	1,376	97	0	0	1,473
Departure	1,010	0	1,010	69	0	0	1,079	1,134	0	1,134	93	0	0	1,227
Total	2,103	0	2,103	119	0	0	2,222	2,510	0	2,510	190	0	0	2,700
West Leg														
Approach	561	0	561	63	0	0	624	596	0	596	79	0	0	675
Departure	635	0	635	46	0	0	681	837	0	837	83	0	0	920
Total	1,196	0	1,196	109	0	0	1,305	1,433	0	1,433	162	0	0	1,595
Total Approaches														
Approach	2,329	0	2,329	119	0	0	2,448	2,755	0	2,755	190	0	0	2,945
Departure	2,329	0	2,329	119	0	0	2,448	2,755	0	2,755	190	0	0	2,945
Total	4,658	0	4,658	238	0	0	4,896	5,510	0	5,510	380	0	0	5,890

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
68 I-215 SB Ramps/McCall Boulevard														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	0		0	0	0		0	0		0	0	0		0
NBR	0		0	0	0		0	0		0	0	0		0
SBL	194		194	0	0		194	374		374	0	0		374
SBT	3		3	0	0		3	0		0	0	0		0
SBR	298		298	0	0		298	507		507	0	0		507
EBL	0		0	0	0		0	0		0	0	0		0
EBT	651		651	69	0		720	838		838	93	0		931
EBR	359		359	0	0		359	296		296	0	0		296
WBL	458		458	518	0		976	294		294	591	0		885
WBT	794		794	50	0		844	868		868	98	0		966
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	495	0	495	0	0	0	495	881	0	881	0	0	0	881
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	495	0	495	0	0	0	495	881	0	881	0	0	0	881
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	820	0	820	518	0	0	1,338	590	0	590	591	0	0	1,181
Total	820	0	820	518	0	0	1,338	590	0	590	591	0	0	1,181
East Leg														
Approach	1,252	0	1,252	568	0	0	1,820	1,162	0	1,162	689	0	0	1,851
Departure	845	0	845	69	0	0	914	1,212	0	1,212	93	0	0	1,305
Total	2,097	0	2,097	637	0	0	2,734	2,374	0	2,374	782	0	0	3,156
West Leg														
Approach	1,010	0	1,010	69	0	0	1,079	1,134	0	1,134	93	0	0	1,227
Departure	1,092	0	1,092	50	0	0	1,142	1,375	0	1,375	98	0	0	1,473
Total	2,102	0	2,102	119	0	0	2,221	2,509	0	2,509	191	0	0	2,700
Total Approaches														
Approach	2,757	0	2,757	637	0	0	3,394	3,177	0	3,177	782	0	0	3,959
Departure	2,757	0	2,757	637	0	0	3,394	3,177	0	3,177	782	0	0	3,959
Total	5,514	0	5,514	1,274	0	0	6,788	6,354	0	6,354	1,564	0	0	7,918

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
69 I-215 NB Ramps/McCall Boulevard														
NBL	222		222	0	0		222	407		407	0	0		407
NBT	4		4	0	0		4	5		5	0	0		5
NBR	248		248	589	0		837	566		566	643	0		1,209
SBL	0		0	0	0		0	0		0	0	0		0
SBT	0		0	0	0		0	0		0	0	0		0
SBR	0		0	0	0		0	0		0	0	0		0
EBL	231		231	0	0		231	301		301	0	0		301
EBT	614		614	69	0		683	911		911	93	0		1,004
EBR	0		0	0	0		0	0		0	0	0		0
WBL	0		0	0	0		0	0		0	0	0		0
WBT	1,030		1,030	568	0		1,598	755		755	691	0		1,446
WBR	448		448	0	0		448	205		205	0	0		205
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	683	0	683	0	0	0	683	511	0	511	0	0	0	511
Total	683	0	683	0	0	0	683	511	0	511	0	0	0	511
South Leg														
Approach	474	0	474	589	0	0	1,063	978	0	978	643	0	0	1,621
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	474	0	474	589	0	0	1,063	978	0	978	643	0	0	1,621
East Leg														
Approach	1,478	0	1,478	568	0	0	2,046	960	0	960	691	0	0	1,651
Departure	862	0	862	658	0	0	1,520	1,477	0	1,477	736	0	0	2,213
Total	2,340	0	2,340	1,226	0	0	3,566	2,437	0	2,437	1,427	0	0	3,864
West Leg														
Approach	845	0	845	69	0	0	914	1,212	0	1,212	93	0	0	1,305
Departure	1,252	0	1,252	568	0	0	1,820	1,162	0	1,162	691	0	0	1,853
Total	2,097	0	2,097	637	0	0	2,734	2,374	0	2,374	784	0	0	3,158
Total Approaches														
Approach	2,797	0	2,797	1,226	0	0	4,023	3,150	0	3,150	1,427	0	0	4,577
Departure	2,797	0	2,797	1,226	0	0	4,023	3,150	0	3,150	1,427	0	0	4,577
Total	5,594	0	5,594	2,452	0	0	8,046	6,300	0	6,300	2,854	0	0	9,154

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
70 Encanto Drive/McCall Boulevard														
NBL	176		176	0	0		176	150		150	0	0		150
NBT	20		20	0	0		20	21		21	0	0		21
NBR	49		49	7	0		56	24		24	3	0		27
SBL	19		19	0	0		19	30		30	0	0		30
SBT	16		16	0	0		16	17		17	0	0		17
SBR	148		148	0	0		148	133		133	0	0		133
EBL	109		109	0	0		109	150		150	0	0		150
EBT	656		656	658	0		1,314	1,095		1,095	736	0		1,831
EBR	97		97	0	0		97	231		231	0	0		231
WBL	51		51	6	0		57	32		32	4	0		36
WBT	1,154		1,154	568	0		1,722	676		676	691	0		1,367
WBR	17		17	0	0		17	20		20	0	0		20
North Leg														
Approach	183	0	183	0	0	0	183	180	0	180	0	0	0	180
Departure	146	0	146	0	0	0	146	191	0	191	0	0	0	191
Total	329	0	329	0	0	0	329	371	0	371	0	0	0	371
South Leg														
Approach	245	0	245	7	0	0	252	195	0	195	3	0	0	198
Departure	164	0	164	6	0	0	170	280	0	280	4	0	0	284
Total	409	0	409	13	0	0	422	475	0	475	7	0	0	482
East Leg														
Approach	1,222	0	1,222	574	0	0	1,796	728	0	728	695	0	0	1,423
Departure	724	0	724	665	0	0	1,389	1,149	0	1,149	739	0	0	1,888
Total	1,946	0	1,946	1,239	0	0	3,185	1,877	0	1,877	1,434	0	0	3,311
West Leg														
Approach	862	0	862	658	0	0	1,520	1,476	0	1,476	736	0	0	2,212
Departure	1,478	0	1,478	568	0	0	2,046	959	0	959	691	0	0	1,650
Total	2,340	0	2,340	1,226	0	0	3,566	2,435	0	2,435	1,427	0	0	3,862
Total Approaches														
Approach	2,512	0	2,512	1,239	0	0	3,751	2,579	0	2,579	1,434	0	0	4,013
Departure	2,512	0	2,512	1,239	0	0	3,751	2,579	0	2,579	1,434	0	0	4,013
Total	5,024	0	5,024	2,478	0	0	7,502	5,158	0	5,158	2,868	0	0	8,026

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
71 Sherman Road/McCall Boulevard														
NBL	88		88	0	0		88	76		76	0	0		76
NBT	26		26	0	0		26	11		11	0	0		11
NBR	15		15	17	0		32	16		16	16	0		32
SBL	42		42	2	0		44	23		23	2	0		25
SBT	16		16	0	0		16	10		10	0	0		10
SBR	56		56	0	0		56	22		22	0	0		22
EBL	121		121	0	0		121	83		83	0	0		83
EBT	678		678	664	0		1,342	998		998	739	0		1,737
EBR	33		33	0	0		33	75		75	0	0		75
WBL	27		27	10	0		37	20		20	21	0		41
WBT	991		991	574	0		1,565	593		593	695	0		1,288
WBR	46		46	1	0		47	23		23	3	0		26
North Leg														
Approach	114	0	114	2	0	0	116	55	0	55	2	0	0	57
Departure	193	0	193	1	0	0	194	117	0	117	3	0	0	120
Total	307	0	307	3	0	0	310	172	0	172	5	0	0	177
South Leg														
Approach	129	0	129	17	0	0	146	103	0	103	16	0	0	119
Departure	76	0	76	10	0	0	86	105	0	105	21	0	0	126
Total	205	0	205	27	0	0	232	208	0	208	37	0	0	245
East Leg														
Approach	1,064	0	1,064	585	0	0	1,649	636	0	636	719	0	0	1,355
Departure	735	0	735	683	0	0	1,418	1,037	0	1,037	757	0	0	1,794
Total	1,799	0	1,799	1,268	0	0	3,067	1,673	0	1,673	1,476	0	0	3,149
West Leg														
Approach	832	0	832	664	0	0	1,496	1,156	0	1,156	739	0	0	1,895
Departure	1,135	0	1,135	574	0	0	1,709	691	0	691	695	0	0	1,386
Total	1,967	0	1,967	1,238	0	0	3,205	1,847	0	1,847	1,434	0	0	3,281
Total Approaches														
Approach	2,139	0	2,139	1,268	0	0	3,407	1,950	0	1,950	1,476	0	0	3,426
Departure	2,139	0	2,139	1,268	0	0	3,407	1,950	0	1,950	1,476	0	0	3,426
Total	4,278	0	4,278	2,536	0	0	6,814	3,900	0	3,900	2,952	0	0	6,852

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
72 Antelope Road/McCall Boulevard														
NBL	45		45	0	0		45	23		23	0	0		23
NBT	8		8	0	0		8	2		2	0	0		2
NBR	77		77	7	0		84	30		30	3	0		33
SBL	19		19	2	0		21	6		6	7	0		13
SBT	2		2	0	0		2	3		3	0	0		3
SBR	74		74	0	0		74	41		41	0	0		41
EBL	42		42	0	0		42	56		56	0	0		56
EBT	716		716	687	0		1,403	824		824	765	0		1,589
EBR	14		14	0	0		14	47		47	0	0		47
WBL	41		41	4	0		45	21		21	4	0		25
WBT	876		876	585	0		1,461	561		561	724	0		1,285
WBR	40		40	6	0		46	8		8	4	0		12
North Leg														
Approach	95	0	95	2	0	0	97	50	0	50	7	0	0	57
Departure	90	0	90	6	0	0	96	66	0	66	4	0	0	70
Total	185	0	185	8	0	0	193	116	0	116	11	0	0	127
South Leg														
Approach	130	0	130	7	0	0	137	55	0	55	3	0	0	58
Departure	57	0	57	4	0	0	61	71	0	71	4	0	0	75
Total	187	0	187	11	0	0	198	126	0	126	7	0	0	133
East Leg														
Approach	957	0	957	595	0	0	1,552	590	0	590	732	0	0	1,322
Departure	812	0	812	696	0	0	1,508	860	0	860	775	0	0	1,635
Total	1,769	0	1,769	1,291	0	0	3,060	1,450	0	1,450	1,507	0	0	2,957
West Leg														
Approach	772	0	772	687	0	0	1,459	927	0	927	765	0	0	1,692
Departure	995	0	995	585	0	0	1,580	625	0	625	724	0	0	1,349
Total	1,767	0	1,767	1,272	0	0	3,039	1,552	0	1,552	1,489	0	0	3,041
Total Approaches														
Approach	1,954	0	1,954	1,291	0	0	3,245	1,622	0	1,622	1,507	0	0	3,129
Departure	1,954	0	1,954	1,291	0	0	3,245	1,622	0	1,622	1,507	0	0	3,129
Total	3,908	0	3,908	2,582	0	0	6,490	3,244	0	3,244	3,014	0	0	6,258

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
73 Junipero Road/McCall Boulevard														
NBL	4		4	0	0		4	4		4	0	0		4
NBT	4		4	0	0		4	0		0	0	0		0
NBR	4		4	0	0		4	1		1	0	0		1
SBL	63		63	0	0		63	8		8	0	0		8
SBT	1		1	0	0		1	0		0	0	0		0
SBR	175		175	0	0		175	34		34	0	0		34
EBL	189		189	0	0		189	19		19	0	0		19
EBT	686		686	700	0		1,386	735		735	785	0		1,520
EBR	2		2	0	0		2	4		4	0	0		4
WBL	2		2	0	0		2	0		0	0	0		0
WBT	852		852	599	0		1,451	531		531	740	0		1,271
WBR	146		146	0	0		146	10		10	0	0		10
North Leg														
Approach	239	0	239	0	0	0	239	42	0	42	0	0	0	42
Departure	339	0	339	0	0	0	339	29	0	29	0	0	0	29
Total	578	0	578	0	0	0	578	71	0	71	0	0	0	71
South Leg														
Approach	12	0	12	0	0	0	12	5	0	5	0	0	0	5
Departure	5	0	5	0	0	0	5	4	0	4	0	0	0	4
Total	17	0	17	0	0	0	17	9	0	9	0	0	0	9
East Leg														
Approach	1,000	0	1,000	599	0	0	1,599	541	0	541	740	0	0	1,281
Departure	753	0	753	700	0	0	1,453	744	0	744	785	0	0	1,529
Total	1,753	0	1,753	1,299	0	0	3,052	1,285	0	1,285	1,525	0	0	2,810
West Leg														
Approach	877	0	877	700	0	0	1,577	758	0	758	785	0	0	1,543
Departure	1,031	0	1,031	599	0	0	1,630	569	0	569	740	0	0	1,309
Total	1,908	0	1,908	1,299	0	0	3,207	1,327	0	1,327	1,525	0	0	2,852
Total Approaches														
Approach	2,128	0	2,128	1,299	0	0	3,427	1,346	0	1,346	1,525	0	0	2,871
Departure	2,128	0	2,128	1,299	0	0	3,427	1,346	0	1,346	1,525	0	0	2,871
Total	4,256	0	4,256	2,598	0	0	6,854	2,692	0	2,692	3,050	0	0	5,742

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
74 Menifee Road/McCall Boulevard														
NBL	322		322	0	0		322	150		150	0	0		150
NBT	257		257	177	0		434	244		244	207	0		451
NBR	46		46	0	0		46	39		39	0	0		39
SBL	139		139	22	0		161	51		51	67	0		118
SBT	233		233	71	0		304	175		175	251	0		426
SBR	140		140	335	0		475	157		157	598	0		755
EBL	126		126	603	0		729	187		187	547	0		734
EBT	348		348	97	0		445	378		378	238	0		616
EBR	279		279	0	0		279	179		179	0	0		179
WBL	44		44	0	0		44	20		20	0	0		20
WBT	538		538	264	0		802	234		234	142	0		376
WBR	153		153	53	0		206	27		27	55	0		82
North Leg														
Approach	512	0	512	428	0	0	940	383	0	383	916	0	0	1,299
Departure	536	0	536	833	0	0	1,369	458	0	458	809	0	0	1,267
Total	1,048	0	1,048	1,261	0	0	2,309	841	0	841	1,725	0	0	2,566
South Leg														
Approach	625	0	625	177	0	0	802	433	0	433	207	0	0	640
Departure	556	0	556	71	0	0	627	374	0	374	251	0	0	625
Total	1,181	0	1,181	248	0	0	1,429	807	0	807	458	0	0	1,265
East Leg														
Approach	735	0	735	317	0	0	1,052	281	0	281	197	0	0	478
Departure	533	0	533	119	0	0	652	468	0	468	305	0	0	773
Total	1,268	0	1,268	436	0	0	1,704	749	0	749	502	0	0	1,251
West Leg														
Approach	753	0	753	700	0	0	1,453	744	0	744	785	0	0	1,529
Departure	1,000	0	1,000	599	0	0	1,599	541	0	541	740	0	0	1,281
Total	1,753	0	1,753	1,299	0	0	3,052	1,285	0	1,285	1,525	0	0	2,810
Total Approaches														
Approach	2,625	0	2,625	1,622	0	0	4,247	1,841	0	1,841	2,105	0	0	3,946
Departure	2,625	0	2,625	1,622	0	0	4,247	1,841	0	1,841	2,105	0	0	3,946
Total	5,250	0	5,250	3,244	0	0	8,494	3,682	0	3,682	4,210	0	0	7,892

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
75 Heritage Lake Drive (West)/McCall Boulevard														
NBL	218		218	21	0		239	64		64	25	0		89
NBT	171		171	0	0		171	14		14	0	0		14
NBR	43		43	9	0		52	18		18	10	0		28
SBL	29		29	6	0		35	8		8	2	0		10
SBT	103		103	0	0		103	15		15	0	0		15
SBR	72		72	0	0		72	38		38	0	0		38
EBL	86		86	0	0		86	42		42	0	0		42
EBT	314		314	113	0		427	311		311	276	0		587
EBR	133		133	9	0		142	115		115	31	0		146
WBL	29		29	10	0		39	22		22	7	0		29
WBT	445		445	295	0		740	179		179	172	0		351
WBR	104		104	4	0		108	8		8	2	0		10
North Leg														
Approach	204	0	204	6	0	0	210	61	0	61	2	0	0	63
Departure	361	0	361	4	0	0	365	64	0	64	2	0	0	66
Total	565	0	565	10	0	0	575	125	0	125	4	0	0	129
South Leg														
Approach	432	0	432	30	0	0	462	96	0	96	35	0	0	131
Departure	265	0	265	19	0	0	284	152	0	152	38	0	0	190
Total	697	0	697	49	0	0	746	248	0	248	73	0	0	321
East Leg														
Approach	578	0	578	309	0	0	887	209	0	209	181	0	0	390
Departure	386	0	386	128	0	0	514	337	0	337	288	0	0	625
Total	964	0	964	437	0	0	1,401	546	0	546	469	0	0	1,015
West Leg														
Approach	533	0	533	122	0	0	655	468	0	468	307	0	0	775
Departure	735	0	735	316	0	0	1,051	281	0	281	197	0	0	478
Total	1,268	0	1,268	438	0	0	1,706	749	0	749	504	0	0	1,253
Total Approaches														
Approach	1,747	0	1,747	467	0	0	2,214	834	0	834	525	0	0	1,359
Departure	1,747	0	1,747	467	0	0	2,214	834	0	834	525	0	0	1,359
Total	3,494	0	3,494	934	0	0	4,428	1,668	0	1,668	1,050	0	0	2,718

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
76 Heritage Lake Drive (East)/McCall Boulevard														
NBL	190		190	22	0		212	47		47	17	0		64
NBT	112		112	0	0		112	18		18	0	0		18
NBR	80		80	24	0		104	14		14	28	0		42
SBL	53		53	7	0		60	21		21	1	0		22
SBT	116		116	0	0		116	19		19	0	0		19
SBR	38		38	0	0		38	20		20	0	0		20
EBL	19		19	0	0		19	34		34	0	0		34
EBT	224		224	120	0		344	176		176	259	0		435
EBR	154		154	9	0		163	71		71	22	0		93
WBL	61		61	17	0		78	10		10	28	0		38
WBT	277		277	285	0		562	121		121	160	0		281
WBR	35		35	5	0		40	18		18	2	0		20
North Leg														
Approach	207	0	207	7	0	0	214	60	0	60	1	0	0	61
Departure	166	0	166	5	0	0	171	70	0	70	2	0	0	72
Total	373	0	373	12	0	0	385	130	0	130	3	0	0	133
South Leg														
Approach	382	0	382	46	0	0	428	79	0	79	45	0	0	124
Departure	331	0	331	26	0	0	357	100	0	100	50	0	0	150
Total	713	0	713	72	0	0	785	179	0	179	95	0	0	274
East Leg														
Approach	373	0	373	307	0	0	680	149	0	149	190	0	0	339
Departure	357	0	357	151	0	0	508	211	0	211	288	0	0	499
Total	730	0	730	458	0	0	1,188	360	0	360	478	0	0	838
West Leg														
Approach	397	0	397	129	0	0	526	281	0	281	281	0	0	562
Departure	505	0	505	307	0	0	812	188	0	188	177	0	0	365
Total	902	0	902	436	0	0	1,338	469	0	469	458	0	0	927
Total Approaches														
Approach	1,359	0	1,359	489	0	0	1,848	569	0	569	517	0	0	1,086
Departure	1,359	0	1,359	489	0	0	1,848	569	0	569	517	0	0	1,086
Total	2,718	0	2,718	978	0	0	3,696	1,138	0	1,138	1,034	0	0	2,172

LSA

Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
77 Briggs Road/McCall Boulevard														
NBL	49		49	0	0		49	35		35	0	0		35
NBT	320		320	72	0		392	104		104	120	0		224
NBR	0		0	0	0		0	0		0	0	0		0
SBL	0		0	0	0		0	0		0	0	0		0
SBT	314		314	102	0		416	67		67	88	0		155
SBR	311		311	308	0		619	106		106	188	0		294
EBL	289		289	150	0		439	169		169	290	0		459
EBT	0		0	0	0		0	0		0	0	0		0
EBR	68		68	0	0		68	42		42	0	0		42
WBL	0		0	0	0		0	0		0	0	0		0
WBT	0		0	0	0		0	0		0	0	0		0
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	625	0	625	410	0	0	1,035	173	0	173	276	0	0	449
Departure	609	0	609	222	0	0	831	273	0	273	410	0	0	683
Total	1,234	0	1,234	632	0	0	1,866	446	0	446	686	0	0	1,132
South Leg														
Approach	369	0	369	72	0	0	441	139	0	139	120	0	0	259
Departure	382	0	382	102	0	0	484	109	0	109	88	0	0	197
Total	751	0	751	174	0	0	925	248	0	248	208	0	0	456
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	357	0	357	150	0	0	507	211	0	211	290	0	0	501
Departure	360	0	360	308	0	0	668	141	0	141	188	0	0	329
Total	717	0	717	458	0	0	1,175	352	0	352	478	0	0	830
Total Approaches														
Approach	1,351	0	1,351	632	0	0	1,983	523	0	523	686	0	0	1,209
Departure	1,351	0	1,351	632	0	0	1,983	523	0	523	686	0	0	1,209
Total	2,702	0	2,702	1,264	0	0	3,966	1,046	0	1,046	1,372	0	0	2,418

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
78 Menifee Road/Coastline Avenue														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	543		543	163	0		706	446		446	191	0		637
NBR	26		26	0	0		26	74		74	0	0		74
SBL	62		62	6	0		68	31		31	19	0		50
SBT	496		496	65	0		561	350		350	232	0		582
SBR	0		0	0	0		0	0		0	0	0		0
EBL	0		0	0	0		0	0		0	0	0		0
EBT	0		0	0	0		0	0		0	0	0		0
EBR	0		0	0	0		0	0		0	0	0		0
WBL	72		72	0	0		72	48		48	0	0		48
WBT	0		0	0	0		0	0		0	0	0		0
WBR	94		94	14	0		108	10		10	14	0		24
North Leg														
Approach	558	0	558	71	0	0	629	381	0	381	251	0	0	632
Departure	637	0	637	177	0	0	814	456	0	456	205	0	0	661
Total	1,195	0	1,195	248	0	0	1,443	837	0	837	456	0	0	1,293
South Leg														
Approach	569	0	569	163	0	0	732	520	0	520	191	0	0	711
Departure	568	0	568	65	0	0	633	398	0	398	232	0	0	630
Total	1,137	0	1,137	228	0	0	1,365	918	0	918	423	0	0	1,341
East Leg														
Approach	166	0	166	14	0	0	180	58	0	58	14	0	0	72
Departure	88	0	88	6	0	0	94	105	0	105	19	0	0	124
Total	254	0	254	20	0	0	274	163	0	163	33	0	0	196
West Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches														
Approach	1,293	0	1,293	248	0	0	1,541	959	0	959	456	0	0	1,415
Departure	1,293	0	1,293	248	0	0	1,541	959	0	959	456	0	0	1,415
Total	2,586	0	2,586	496	0	0	3,082	1,918	0	1,918	912	0	0	2,830

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
79 Menifee Road/Simpson Road														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	406		406	126	0		532	364		364	162	0		526
NBR	103		103	38	0		141	146		146	83	0		229
SBL	153		153	13	0		166	133		133	39	0		172
SBT	415		415	52	0		467	265		265	193	0		458
SBR	0		0	0	0		0	0		0	0	0		0
EBL	0		0	0	0		0	0		0	0	0		0
EBT	0		0	0	0		0	0		0	0	0		0
EBR	0		0	0	0		0	0		0	0	0		0
WBL	154		154	76	0		230	114		114	53	0		167
WBT	0		0	0	0		0	0		0	0	0		0
WBR	163		163	38	0		201	156		156	29	0		185
North Leg														
Approach	568	0	568	65	0	0	633	398	0	398	232	0	0	630
Departure	569	0	569	164	0	0	733	520	0	520	191	0	0	711
Total	1,137	0	1,137	229	0	0	1,366	918	0	918	423	0	0	1,341
South Leg														
Approach	509	0	509	164	0	0	673	510	0	510	245	0	0	755
Departure	569	0	569	128	0	0	697	379	0	379	246	0	0	625
Total	1,078	0	1,078	292	0	0	1,370	889	0	889	491	0	0	1,380
East Leg														
Approach	317	0	317	114	0	0	431	270	0	270	82	0	0	352
Departure	256	0	256	51	0	0	307	279	0	279	122	0	0	401
Total	573	0	573	165	0	0	738	549	0	549	204	0	0	753
West Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches														
Approach	1,394	0	1,394	343	0	0	1,737	1,178	0	1,178	559	0	0	1,737
Departure	1,394	0	1,394	343	0	0	1,737	1,178	0	1,178	559	0	0	1,737
Total	2,788	0	2,788	686	0	0	3,474	2,356	0	2,356	1,118	0	0	3,474

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
80 Lindenberger Road/Simpson Road														
NBL	34		34	16	0		50	45		45	16	0		61
NBT	105		105	0	0		105	90		90	0	0		90
NBR	155		155	15	0		170	82		82	9	0		91
SBL	66		66	0	0		66	14		14	0	0		14
SBT	137		137	0	0		137	63		63	0	0		63
SBR	57		57	0	0		57	38		38	0	0		38
EBL	54		54	0	0		54	42		42	0	0		42
EBT	194		194	49	0		243	193		193	105	0		298
EBR	25		25	7	0		32	29		29	20	0		49
WBL	106		106	12	0		118	44		44	8	0		52
WBT	221		221	98	0		319	193		193	71	0		264
WBR	43		43	0	0		43	35		35	0	0		35
North Leg														
Approach	260	0	260	0	0	0	260	115	0	115	0	0	0	115
Departure	202	0	202	0	0	0	202	167	0	167	0	0	0	167
Total	462	0	462	0	0	0	462	282	0	282	0	0	0	282
South Leg														
Approach	294	0	294	31	0	0	325	217	0	217	25	0	0	242
Departure	268	0	268	19	0	0	287	136	0	136	28	0	0	164
Total	562	0	562	50	0	0	612	353	0	353	53	0	0	406
East Leg														
Approach	370	0	370	110	0	0	480	272	0	272	79	0	0	351
Departure	415	0	415	64	0	0	479	289	0	289	114	0	0	403
Total	785	0	785	174	0	0	959	561	0	561	193	0	0	754
West Leg														
Approach	273	0	273	56	0	0	329	264	0	264	125	0	0	389
Departure	312	0	312	114	0	0	426	276	0	276	87	0	0	363
Total	585	0	585	170	0	0	755	540	0	540	212	0	0	752
Total Approaches														
Approach	1,197	0	1,197	197	0	0	1,394	868	0	868	229	0	0	1,097
Departure	1,197	0	1,197	197	0	0	1,394	868	0	868	229	0	0	1,097
Total	2,394	0	2,394	394	0	0	2,788	1,736	0	1,736	458	0	0	2,194

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
81 Briggs Road/Simpson Road														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	0		0	0	0		0	0		0	0	0		0
NBR	0		0	0	0		0	0		0	0	0		0
SBL	100		100	2	0		102	58		58	7	0		65
SBT	0		0	0	0		0	0		0	0	0		0
SBR	148		148	91	0		239	59		59	65	0		124
EBL	167		167	59	0		226	85		85	96	0		181
EBT	263		263	5	0		268	199		199	19	0		218
EBR	0		0	0	0		0	0		0	0	0		0
WBL	0		0	0	0		0	0		0	0	0		0
WBT	232		232	21	0		253	233		233	14	0		247
WBR	53		53	3	0		56	74		74	7	0		81
North Leg														
Approach	248	0	248	93	0	0	341	117	0	117	72	0	0	189
Departure	220	0	220	62	0	0	282	159	0	159	103	0	0	262
Total	468	0	468	155	0	0	623	276	0	276	175	0	0	451
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	285	0	285	24	0	0	309	307	0	307	21	0	0	328
Departure	363	0	363	7	0	0	370	257	0	257	26	0	0	283
Total	648	0	648	31	0	0	679	564	0	564	47	0	0	611
West Leg														
Approach	430	0	430	64	0	0	494	284	0	284	115	0	0	399
Departure	380	0	380	112	0	0	492	292	0	292	79	0	0	371
Total	810	0	810	176	0	0	986	576	0	576	194	0	0	770
Total Approaches														
Approach	963	0	963	181	0	0	1,144	708	0	708	208	0	0	916
Departure	963	0	963	181	0	0	1,144	708	0	708	208	0	0	916
Total	1,926	0	1,926	362	0	0	2,288	1,416	0	1,416	416	0	0	1,832

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
82 Menifee Road/Aldergate Drive - Carnelian Way														
NBL	31		31	0	0		31	12		12	0	0		12
NBT	342		342	127	0		469	519		519	202	0		721
NBR	84		84	0	0		84	33		33	0	0		33
SBL	129		129	0	0		129	18		18	0	0		18
SBT	468		468	103	0		571	363		363	199	0		562
SBR	22		22	18	0		40	7		7	31	0		38
EBL	24		24	28	0		52	11		11	29	0		40
EBT	3		3	0	0		3	0		0	0	0		0
EBR	17		17	0	0		17	11		11	0	0		11
WBL	161		161	0	0		161	38		38	0	0		38
WBT	5		5	0	0		5	0		0	0	0		0
WBR	114		114	0	0		114	10		10	0	0		10
North Leg														
Approach	619	0	619	121	0	0	740	388	0	388	230	0	0	618
Departure	480	0	480	155	0	0	635	540	0	540	231	0	0	771
Total	1,099	0	1,099	276	0	0	1,375	928	0	928	461	0	0	1,389
South Leg														
Approach	457	0	457	127	0	0	584	564	0	564	202	0	0	766
Departure	646	0	646	103	0	0	749	412	0	412	199	0	0	611
Total	1,103	0	1,103	230	0	0	1,333	976	0	976	401	0	0	1,377
East Leg														
Approach	280	0	280	0	0	0	280	48	0	48	0	0	0	48
Departure	216	0	216	0	0	0	216	51	0	51	0	0	0	51
Total	496	0	496	0	0	0	496	99	0	99	0	0	0	99
West Leg														
Approach	44	0	44	28	0	0	72	22	0	22	29	0	0	51
Departure	58	0	58	18	0	0	76	19	0	19	31	0	0	50
Total	102	0	102	46	0	0	148	41	0	41	60	0	0	101
Total Approaches														
Approach	1,400	0	1,400	276	0	0	1,676	1,022	0	1,022	461	0	0	1,483
Departure	1,400	0	1,400	276	0	0	1,676	1,022	0	1,022	461	0	0	1,483
Total	2,800	0	2,800	552	0	0	3,352	2,044	0	2,044	922	0	0	2,966

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
83 Goetz Road - Buckstone Lane/Railroad Canyon Road - Newport Road														
NBL	11		11	0	0		11	7		7	0	0		7
NBT	3		3	0	0		3	5		5	0	0		5
NBR	23		23	0	0		23	6		6	0	0		6
SBL	463		463	10	0		473	273		273	6	0		279
SBT	1		1	0	0		1	0		0	0	0		0
SBR	594		594	0	0		594	366		366	0	0		366
EBL	254		254	0	0		254	558		558	0	0		558
EBT	541		541	25	0		566	985		985	31	0		1,016
EBR	0		0	0	0		0	9		9	0	0		9
WBL	15		15	0	0		15	21		21	0	0		21
WBT	701		701	19	0		720	814		814	29	0		843
WBR	281		281	3	0		284	339		339	10	0		349
North Leg														
Approach	1,058	0	1,058	10	0	0	1,068	639	0	639	6	0	0	645
Departure	538	0	538	3	0	0	541	902	0	902	10	0	0	912
Total	1,596	0	1,596	13	0	0	1,609	1,541	0	1,541	16	0	0	1,557
South Leg														
Approach	37	0	37	0	0	0	37	18	0	18	0	0	0	18
Departure	16	0	16	0	0	0	16	30	0	30	0	0	0	30
Total	53	0	53	0	0	0	53	48	0	48	0	0	0	48
East Leg														
Approach	997	0	997	22	0	0	1,019	1,174	0	1,174	39	0	0	1,213
Departure	1,027	0	1,027	35	0	0	1,062	1,264	0	1,264	37	0	0	1,301
Total	2,024	0	2,024	57	0	0	2,081	2,438	0	2,438	76	0	0	2,514
West Leg														
Approach	795	0	795	25	0	0	820	1,552	0	1,552	31	0	0	1,583
Departure	1,306	0	1,306	19	0	0	1,325	1,187	0	1,187	29	0	0	1,216
Total	2,101	0	2,101	44	0	0	2,145	2,739	0	2,739	60	0	0	2,799
Total Approaches														
Approach	2,887	0	2,887	57	0	0	2,944	3,383	0	3,383	76	0	0	3,459
Departure	2,887	0	2,887	57	0	0	2,944	3,383	0	3,383	76	0	0	3,459
Total	5,774	0	5,774	114	0	0	5,888	6,766	0	6,766	152	0	0	6,918

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
84 Berea Road - Murphy Ranch Road/Newport Road														
NBL	140		140	0	0		140	76		76	0	0		76
NBT	98		98	0	0		98	5		5	0	0		5
NBR	12		12	0	0		12	40		40	0	0		40
SBL	192		192	2	0		194	196		196	7	0		203
SBT	161		161	0	0		161	30		30	0	0		30
SBR	75		75	0	0		75	29		29	0	0		29
EBL	45		45	0	0		45	41		41	0	0		41
EBT	937		937	36	0		973	1,221		1,221	36	0		1,257
EBR	203		203	0	0		203	66		66	0	0		66
WBL	4		4	0	0		4	18		18	0	0		18
WBT	896		896	23	0		919	1,168		1,168	39	0		1,207
WBR	150		150	6	0		156	345		345	4	0		349
North Leg														
Approach	428	0	428	2	0	0	430	255	0	255	7	0	0	262
Departure	293	0	293	6	0	0	299	391	0	391	4	0	0	395
Total	721	0	721	8	0	0	729	646	0	646	11	0	0	657
South Leg														
Approach	250	0	250	0	0	0	250	121	0	121	0	0	0	121
Departure	368	0	368	0	0	0	368	114	0	114	0	0	0	114
Total	618	0	618	0	0	0	618	235	0	235	0	0	0	235
East Leg														
Approach	1,050	0	1,050	29	0	0	1,079	1,531	0	1,531	43	0	0	1,574
Departure	1,141	0	1,141	38	0	0	1,179	1,457	0	1,457	43	0	0	1,500
Total	2,191	0	2,191	67	0	0	2,258	2,988	0	2,988	86	0	0	3,074
West Leg														
Approach	1,185	0	1,185	36	0	0	1,221	1,328	0	1,328	36	0	0	1,364
Departure	1,111	0	1,111	23	0	0	1,134	1,273	0	1,273	39	0	0	1,312
Total	2,296	0	2,296	59	0	0	2,355	2,601	0	2,601	75	0	0	2,676
Total Approaches														
Approach	2,913	0	2,913	67	0	0	2,980	3,235	0	3,235	86	0	0	3,321
Departure	2,913	0	2,913	67	0	0	2,980	3,235	0	3,235	86	0	0	3,321
Total	5,826	0	5,826	134	0	0	5,960	6,470	0	6,470	172	0	0	6,642

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
85 Murrieta Road/Newport Road														
NBL	194		194	0	0		194	294		294	0	0		294
NBT	226		226	0	0		226	137		137	0	0		137
NBR	116		116	12	0		128	170		170	13	0		183
SBL	116		116	0	0		116	94		94	0	0		94
SBT	218		218	0	0		218	57		57	0	0		57
SBR	113		113	0	0		113	244		244	0	0		244
EBL	142		142	0	0		142	190		190	0	0		190
EBT	790		790	38	0		828	1,327		1,327	43	0		1,370
EBR	106		106	0	0		106	223		223	0	0		223
WBL	138		138	9	0		147	218		218	14	0		232
WBT	872		872	30	0		902	1,029		1,029	43	0		1,072
WBR	88		88	0	0		88	62		62	0	0		62
North Leg														
Approach	447	0	447	0	0	0	447	395	0	395	0	0	0	395
Departure	456	0	456	0	0	0	456	389	0	389	0	0	0	389
Total	903	0	903	0	0	0	903	784	0	784	0	0	0	784
South Leg														
Approach	536	0	536	12	0	0	548	601	0	601	13	0	0	614
Departure	462	0	462	9	0	0	471	498	0	498	14	0	0	512
Total	998	0	998	21	0	0	1,019	1,099	0	1,099	27	0	0	1,126
East Leg														
Approach	1,098	0	1,098	39	0	0	1,137	1,309	0	1,309	57	0	0	1,366
Departure	1,022	0	1,022	50	0	0	1,072	1,591	0	1,591	56	0	0	1,647
Total	2,120	0	2,120	89	0	0	2,209	2,900	0	2,900	113	0	0	3,013
West Leg														
Approach	1,038	0	1,038	38	0	0	1,076	1,740	0	1,740	43	0	0	1,783
Departure	1,179	0	1,179	30	0	0	1,209	1,567	0	1,567	43	0	0	1,610
Total	2,217	0	2,217	68	0	0	2,285	3,307	0	3,307	86	0	0	3,393
Total Approaches														
Approach	3,119	0	3,119	89	0	0	3,208	4,045	0	4,045	113	0	0	4,158
Departure	3,119	0	3,119	89	0	0	3,208	4,045	0	4,045	113	0	0	4,158
Total	6,238	0	6,238	178	0	0	6,416	8,090	0	8,090	226	0	0	8,316

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
86 Evans Road/Newport Road														
NBL	58		58	0	0		58	334		334	0	0		334
NBT	73		73	0	0		73	55		55	0	0		55
NBR	108		108	0	0		108	54		54	0	0		54
SBL	53		53	2	0		55	47		47	7	0		54
SBT	159		159	0	0		159	18		18	0	0		18
SBR	20		20	0	0		20	20		20	0	0		20
EBL	15		15	0	0		15	24		24	0	0		24
EBT	1,184		1,184	53	0		1,237	1,397		1,397	59	0		1,456
EBR	33		33	0	0		33	198		198	0	0		198
WBL	72		72	0	0		72	51		51	0	0		51
WBT	939		939	39	0		978	1,348		1,348	60	0		1,408
WBR	19		19	6	0		25	54		54	4	0		58
North Leg														
Approach	232	0	232	2	0	0	234	85	0	85	7	0	0	92
Departure	107	0	107	6	0	0	113	133	0	133	4	0	0	137
Total	339	0	339	8	0	0	347	218	0	218	11	0	0	229
South Leg														
Approach	239	0	239	0	0	0	239	443	0	443	0	0	0	443
Departure	264	0	264	0	0	0	264	267	0	267	0	0	0	267
Total	503	0	503	0	0	0	503	710	0	710	0	0	0	710
East Leg														
Approach	1,030	0	1,030	45	0	0	1,075	1,453	0	1,453	64	0	0	1,517
Departure	1,345	0	1,345	55	0	0	1,400	1,498	0	1,498	66	0	0	1,564
Total	2,375	0	2,375	100	0	0	2,475	2,951	0	2,951	130	0	0	3,081
West Leg														
Approach	1,232	0	1,232	53	0	0	1,285	1,619	0	1,619	59	0	0	1,678
Departure	1,017	0	1,017	39	0	0	1,056	1,702	0	1,702	60	0	0	1,762
Total	2,249	0	2,249	92	0	0	2,341	3,321	0	3,321	119	0	0	3,440
Total Approaches														
Approach	2,733	0	2,733	100	0	0	2,833	3,600	0	3,600	130	0	0	3,730
Departure	2,733	0	2,733	100	0	0	2,833	3,600	0	3,600	130	0	0	3,730
Total	5,466	0	5,466	200	0	0	5,666	7,200	0	7,200	260	0	0	7,460

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
87 Bradley Road/Newport Road														
NBL	151		151	0	0		151	156		156	0	0		156
NBT	179		179	0	0		179	232		232	0	0		232
NBR	279		279	13	0		292	185		185	13	0		198
SBL	186		186	3	0		189	282		282	7	0		289
SBT	281		281	0	0		281	218		218	0	0		218
SBR	67		67	0	0		67	114		114	0	0		114
EBL	86		86	0	0		86	172		172	0	0		172
EBT	1,101		1,101	59	0		1,160	1,098		1,098	75	0		1,173
EBR	100		100	0	0		100	138		138	0	0		138
WBL	310		310	5	0		315	261		261	17	0		278
WBT	805		805	49	0		854	1,154		1,154	71	0		1,225
WBR	123		123	2	0		125	360		360	7	0		367
North Leg														
Approach	534	0	534	3	0	0	537	614	0	614	7	0	0	621
Departure	388	0	388	2	0	0	390	764	0	764	7	0	0	771
Total	922	0	922	5	0	0	927	1,378	0	1,378	14	0	0	1,392
South Leg														
Approach	609	0	609	13	0	0	622	573	0	573	13	0	0	586
Departure	691	0	691	5	0	0	696	617	0	617	17	0	0	634
Total	1,300	0	1,300	18	0	0	1,318	1,190	0	1,190	30	0	0	1,220
East Leg														
Approach	1,238	0	1,238	56	0	0	1,294	1,775	0	1,775	95	0	0	1,870
Departure	1,566	0	1,566	75	0	0	1,641	1,565	0	1,565	95	0	0	1,660
Total	2,804	0	2,804	131	0	0	2,935	3,340	0	3,340	190	0	0	3,530
West Leg														
Approach	1,287	0	1,287	59	0	0	1,346	1,408	0	1,408	75	0	0	1,483
Departure	1,023	0	1,023	49	0	0	1,072	1,424	0	1,424	71	0	0	1,495
Total	2,310	0	2,310	108	0	0	2,418	2,832	0	2,832	146	0	0	2,978
Total Approaches														
Approach	3,668	0	3,668	131	0	0	3,799	4,370	0	4,370	190	0	0	4,560
Departure	3,668	0	3,668	131	0	0	3,799	4,370	0	4,370	190	0	0	4,560
Total	7,336	0	7,336	262	0	0	7,598	8,740	0	8,740	380	0	0	9,120

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
88 Avenida De Cortez - Town Center Drive/Newport Road														
NBL	86		86	0	0		86	82		82	0	0		82
NBT	8		8	0	0		8	21		21	0	0		21
NBR	228		228	15	0		243	156		156	20	0		176
SBL	72		72	3	0		75	62		62	7	0		69
SBT	17		17	0	0		17	13		13	0	0		13
SBR	19		19	0	0		19	6		6	0	0		6
EBL	9		9	0	0		9	9		9	0	0		9
EBT	1,533		1,533	77	0		1,610	1,563		1,563	101	0		1,664
EBR	55		55	0	0		55	84		84	0	0		84
WBL	112		112	11	0		123	172		172	21	0		193
WBT	1,185		1,185	57	0		1,242	1,639		1,639	103	0		1,742
WBR	19		19	2	0		21	73		73	7	0		80
North Leg														
Approach	108	0	108	3	0	0	111	81	0	81	7	0	0	88
Departure	36	0	36	2	0	0	38	103	0	103	7	0	0	110
Total	144	0	144	5	0	0	149	184	0	184	14	0	0	198
South Leg														
Approach	322	0	322	15	0	0	337	259	0	259	20	0	0	279
Departure	184	0	184	11	0	0	195	269	0	269	21	0	0	290
Total	506	0	506	26	0	0	532	528	0	528	41	0	0	569
East Leg														
Approach	1,316	0	1,316	70	0	0	1,386	1,884	0	1,884	131	0	0	2,015
Departure	1,833	0	1,833	95	0	0	1,928	1,781	0	1,781	128	0	0	1,909
Total	3,149	0	3,149	165	0	0	3,314	3,665	0	3,665	259	0	0	3,924
West Leg														
Approach	1,597	0	1,597	77	0	0	1,674	1,656	0	1,656	101	0	0	1,757
Departure	1,290	0	1,290	57	0	0	1,347	1,727	0	1,727	103	0	0	1,830
Total	2,887	0	2,887	134	0	0	3,021	3,383	0	3,383	204	0	0	3,587
Total Approaches														
Approach	3,343	0	3,343	165	0	0	3,508	3,880	0	3,880	259	0	0	4,139
Departure	3,343	0	3,343	165	0	0	3,508	3,880	0	3,880	259	0	0	4,139
Total	6,686	0	6,686	330	0	0	7,016	7,760	0	7,760	518	0	0	8,278

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
89 Haun Road/Newport Road														
NBL	105		105	0	0		105	333		333	0	0		333
NBT	57		57	0	0		57	71		71	0	0		71
NBR	463		463	12	0		475	836		836	13	0		849
SBL	148		148	2	0		150	418		418	7	0		425
SBT	30		30	0	0		30	144		144	0	0		144
SBR	47		47	0	0		47	173		173	0	0		173
EBL	182		182	0	0		182	129		129	0	0		129
EBT	1,413		1,413	95	0		1,508	1,310		1,310	128	0		1,438
EBR	94		94	0	0		94	209		209	0	0		209
WBL	459		459	9	0		468	819		819	14	0		833
WBT	1,193		1,193	68	0		1,261	1,405		1,405	131	0		1,536
WBR	383		383	6	0		389	258		258	4	0		262
North Leg														
Approach	225	0	225	2	0	0	227	735	0	735	7	0	0	742
Departure	622	0	622	6	0	0	628	458	0	458	4	0	0	462
Total	847	0	847	8	0	0	855	1,193	0	1,193	11	0	0	1,204
South Leg														
Approach	625	0	625	12	0	0	637	1,240	0	1,240	13	0	0	1,253
Departure	583	0	583	9	0	0	592	1,172	0	1,172	14	0	0	1,186
Total	1,208	0	1,208	21	0	0	1,229	2,412	0	2,412	27	0	0	2,439
East Leg														
Approach	2,035	0	2,035	83	0	0	2,118	2,482	0	2,482	149	0	0	2,631
Departure	2,024	0	2,024	109	0	0	2,133	2,564	0	2,564	148	0	0	2,712
Total	4,059	0	4,059	192	0	0	4,251	5,046	0	5,046	297	0	0	5,343
West Leg														
Approach	1,689	0	1,689	95	0	0	1,784	1,648	0	1,648	128	0	0	1,776
Departure	1,345	0	1,345	68	0	0	1,413	1,911	0	1,911	131	0	0	2,042
Total	3,034	0	3,034	163	0	0	3,197	3,559	0	3,559	259	0	0	3,818
Total Approaches														
Approach	4,574	0	4,574	192	0	0	4,766	6,105	0	6,105	297	0	0	6,402
Departure	4,574	0	4,574	192	0	0	4,766	6,105	0	6,105	297	0	0	6,402
Total	9,148	0	9,148	384	0	0	9,532	12,210	0	12,210	594	0	0	12,804

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
90 I-215 SB Ramps/Newport Road														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	0		0	0	0		0	0		0	0	0		0
NBR	0		0	0	0		0	0		0	0	0		0
SBL	308		308	0	0		308	534		534	0	0		534
SBT	0		0	0	0		0	0		0	0	0		0
SBR	476		476	52	0		528	613		613	86	0		699
EBL	0		0	0	0		0	0		0	0	0		0
EBT	1,430		1,430	110	0		1,540	2,075		2,075	151	0		2,226
EBR	594		594	0	0		594	489		489	0	0		489
WBL	0		0	0	0		0	0		0	0	0		0
WBT	1,559		1,559	35	0		1,594	1,869		1,869	65	0		1,934
WBR	911		911	0	0		911	606		606	0	0		606
North Leg														
Approach	784	0	784	52	0	0	836	1,147	0	1,147	86	0	0	1,233
Departure	911	0	911	0	0	0	911	606	0	606	0	0	0	606
Total	1,695	0	1,695	52	0	0	1,747	1,753	0	1,753	86	0	0	1,839
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	594	0	594	0	0	0	594	489	0	489	0	0	0	489
Total	594	0	594	0	0	0	594	489	0	489	0	0	0	489
East Leg														
Approach	2,470	0	2,470	35	0	0	2,505	2,475	0	2,475	65	0	0	2,540
Departure	1,738	0	1,738	110	0	0	1,848	2,609	0	2,609	151	0	0	2,760
Total	4,208	0	4,208	145	0	0	4,353	5,084	0	5,084	216	0	0	5,300
West Leg														
Approach	2,024	0	2,024	110	0	0	2,134	2,564	0	2,564	151	0	0	2,715
Departure	2,035	0	2,035	87	0	0	2,122	2,482	0	2,482	151	0	0	2,633
Total	4,059	0	4,059	197	0	0	4,256	5,046	0	5,046	302	0	0	5,348
Total Approaches														
Approach	5,278	0	5,278	197	0	0	5,475	6,186	0	6,186	302	0	0	6,488
Departure	5,278	0	5,278	197	0	0	5,475	6,186	0	6,186	302	0	0	6,488
Total	10,556	0	10,556	394	0	0	10,950	12,372	0	12,372	604	0	0	12,976

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
91 I-215 NB Ramps/Newport Road														
NBL	344		344	0	0		344	583		583	0	0		583
NBT	0		0	0	0		0	0		0	0	0		0
NBR	579		579	0	0		579	878		878	0	0		878
SBL	0		0	0	0		0	0		0	0	0		0
SBT	0		0	0	0		0	0		0	0	0		0
SBR	0		0	0	0		0	0		0	0	0		0
EBL	0		0	0	0		0	0		0	0	0		0
EBT	1,284		1,284	46	0		1,330	2,033		2,033	63	0		2,096
EBR	454		454	64	0		518	576		576	88	0		664
WBL	0		0	0	0		0	0		0	0	0		0
WBT	2,126		2,126	35	0		2,161	1,892		1,892	65	0		1,957
WBR	480		480	0	0		480	438		438	0	0		438
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	480	0	480	0	0	0	480	438	0	438	0	0	0	438
Total	480	0	480	0	0	0	480	438	0	438	0	0	0	438
South Leg														
Approach	923	0	923	0	0	0	923	1,461	0	1,461	0	0	0	1,461
Departure	454	0	454	64	0	0	518	576	0	576	88	0	0	664
Total	1,377	0	1,377	64	0	0	1,441	2,037	0	2,037	88	0	0	2,125
East Leg														
Approach	2,606	0	2,606	35	0	0	2,641	2,330	0	2,330	65	0	0	2,395
Departure	1,863	0	1,863	46	0	0	1,909	2,911	0	2,911	63	0	0	2,974
Total	4,469	0	4,469	81	0	0	4,550	5,241	0	5,241	128	0	0	5,369
West Leg														
Approach	1,738	0	1,738	110	0	0	1,848	2,609	0	2,609	151	0	0	2,760
Departure	2,470	0	2,470	35	0	0	2,505	2,475	0	2,475	65	0	0	2,540
Total	4,208	0	4,208	145	0	0	4,353	5,084	0	5,084	216	0	0	5,300
Total Approaches														
Approach	5,267	0	5,267	145	0	0	5,412	6,400	0	6,400	216	0	0	6,616
Departure	5,267	0	5,267	145	0	0	5,412	6,400	0	6,400	216	0	0	6,616
Total	10,534	0	10,534	290	0	0	10,824	12,800	0	12,800	432	0	0	13,232

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
92 Antelope Road/Newport Road														
NBL	563		563	0	0		563	562		562	0	0		562
NBT	78		78	0	0		78	141		141	0	0		141
NBR	86		86	0	0		86	170		170	0	0		170
SBL	88		88	0	0		88	121		121	0	0		121
SBT	71		71	0	0		71	115		115	0	0		115
SBR	286		286	0	0		286	357		357	0	0		357
EBL	191		191	0	0		191	481		481	0	0		481
EBT	1,373		1,373	46	0		1,419	1,936		1,936	63	0		1,999
EBR	237		237	0	0		237	407		407	0	0		407
WBL	89		89	0	0		89	130		130	0	0		130
WBT	1,757		1,757	35	0		1,792	1,411		1,411	65	0		1,476
WBR	130		130	0	0		130	125		125	0	0		125
North Leg														
Approach	445	0	445	0	0	0	445	593	0	593	0	0	0	593
Departure	399	0	399	0	0	0	399	747	0	747	0	0	0	747
Total	844	0	844	0	0	0	844	1,340	0	1,340	0	0	0	1,340
South Leg														
Approach	727	0	727	0	0	0	727	873	0	873	0	0	0	873
Departure	397	0	397	0	0	0	397	652	0	652	0	0	0	652
Total	1,124	0	1,124	0	0	0	1,124	1,525	0	1,525	0	0	0	1,525
East Leg														
Approach	1,976	0	1,976	35	0	0	2,011	1,666	0	1,666	65	0	0	1,731
Departure	1,547	0	1,547	46	0	0	1,593	2,227	0	2,227	63	0	0	2,290
Total	3,523	0	3,523	81	0	0	3,604	3,893	0	3,893	128	0	0	4,021
West Leg														
Approach	1,801	0	1,801	46	0	0	1,847	2,824	0	2,824	63	0	0	2,887
Departure	2,606	0	2,606	35	0	0	2,641	2,330	0	2,330	65	0	0	2,395
Total	4,407	0	4,407	81	0	0	4,488	5,154	0	5,154	128	0	0	5,282
Total Approaches														
Approach	4,949	0	4,949	81	0	0	5,030	5,956	0	5,956	128	0	0	6,084
Departure	4,949	0	4,949	81	0	0	5,030	5,956	0	5,956	128	0	0	6,084
Total	9,898	0	9,898	162	0	0	10,060	11,912	0	11,912	256	0	0	12,168

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
93 Menifee Road/Newport Road														
NBL	177		177	0	0		177	162		162	0	0		162
NBT	205		205	57	0		262	298		298	107	0		405
NBR	93		93	0	0		93	98		98	0	0		98
SBL	95		95	2	0		97	76		76	7	0		83
SBT	252		252	56	0		308	151		151	99	0		250
SBR	410		410	40	0		450	304		304	77	0		381
EBL	248		248	53	0		301	426		426	74	0		500
EBT	1,180		1,180	0	0		1,180	1,649		1,649	0	0		1,649
EBR	127		127	0	0		127	146		146	0	0		146
WBL	105		105	0	0		105	107		107	0	0		107
WBT	1,291		1,291	0	0		1,291	1,135		1,135	0	0		1,135
WBR	55		55	3	0		58	66		66	7	0		73
North Leg														
Approach	757	0	757	98	0	0	855	531	0	531	183	0	0	714
Departure	508	0	508	113	0	0	621	790	0	790	188	0	0	978
Total	1,265	0	1,265	211	0	0	1,476	1,321	0	1,321	371	0	0	1,692
South Leg														
Approach	475	0	475	57	0	0	532	558	0	558	107	0	0	665
Departure	484	0	484	56	0	0	540	404	0	404	99	0	0	503
Total	959	0	959	113	0	0	1,072	962	0	962	206	0	0	1,168
East Leg														
Approach	1,451	0	1,451	3	0	0	1,454	1,308	0	1,308	7	0	0	1,315
Departure	1,368	0	1,368	2	0	0	1,370	1,823	0	1,823	7	0	0	1,830
Total	2,819	0	2,819	5	0	0	2,824	3,131	0	3,131	14	0	0	3,145
West Leg														
Approach	1,555	0	1,555	53	0	0	1,608	2,221	0	2,221	74	0	0	2,295
Departure	1,878	0	1,878	40	0	0	1,918	1,601	0	1,601	77	0	0	1,678
Total	3,433	0	3,433	93	0	0	3,526	3,822	0	3,822	151	0	0	3,973
Total Approaches														
Approach	4,238	0	4,238	211	0	0	4,449	4,618	0	4,618	371	0	0	4,989
Departure	4,238	0	4,238	211	0	0	4,449	4,618	0	4,618	371	0	0	4,989
Total	8,476	0	8,476	422	0	0	8,898	9,236	0	9,236	742	0	0	9,978

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
94 Menifee Road/La Piedra Road														
NBL	221		221	0	0		221	55		55	0	0		55
NBT	321		321	25	0		346	330		330	50	0		380
NBR	0		0	0	0		0	0		0	0	0		0
SBL	0		0	0	0		0	0		0	0	0		0
SBT	414		414	24	0		438	277		277	50	0		327
SBR	245		245	11	0		256	75		75	21	0		96
EBL	156		156	15	0		171	102		102	20	0		122
EBT	0		0	0	0		0	0		0	0	0		0
EBR	214		214	0	0		214	43		43	0	0		43
WBL	0		0	0	0		0	0		0	0	0		0
WBT	0		0	0	0		0	0		0	0	0		0
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	659	0	659	35	0	0	694	352	0	352	71	0	0	423
Departure	477	0	477	40	0	0	517	432	0	432	70	0	0	502
Total	1,136	0	1,136	75	0	0	1,211	784	0	784	141	0	0	925
South Leg														
Approach	542	0	542	25	0	0	567	385	0	385	50	0	0	435
Departure	628	0	628	24	0	0	652	320	0	320	50	0	0	370
Total	1,170	0	1,170	49	0	0	1,219	705	0	705	100	0	0	805
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	370	0	370	15	0	0	385	145	0	145	20	0	0	165
Departure	466	0	466	11	0	0	477	130	0	130	21	0	0	151
Total	836	0	836	26	0	0	862	275	0	275	41	0	0	316
Total Approaches														
Approach	1,571	0	1,571	75	0	0	1,646	882	0	882	141	0	0	1,023
Departure	1,571	0	1,571	75	0	0	1,646	882	0	882	141	0	0	1,023
Total	3,142	0	3,142	150	0	0	3,292	1,764	0	1,764	282	0	0	2,046

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
95 Menifee Road/Holland Road														
NBL	24		24	0	0		24	23		23	0	0		23
NBT	350		350	19	0		369	340		340	37	0		377
NBR	60		60	0	0		60	31		31	0	0		31
SBL	62		62	2	0		64	53		53	7	0		60
SBT	427		427	20	0		447	212		212	35	0		247
SBR	93		93	2	0		95	31		31	7	0		38
EBL	89		89	3	0		92	35		35	7	0		42
EBT	74		74	0	0		74	140		140	0	0		140
EBR	6		6	0	0		6	34		34	0	0		34
WBL	57		57	0	0		57	12		12	0	0		12
WBT	200		200	0	0		200	122		122	0	0		122
WBR	120		120	3	0		123	37		37	7	0		44
North Leg														
Approach	582	0	582	24	0	0	606	296	0	296	49	0	0	345
Departure	559	0	559	25	0	0	584	412	0	412	51	0	0	463
Total	1,141	0	1,141	49	0	0	1,190	708	0	708	100	0	0	808
South Leg														
Approach	434	0	434	19	0	0	453	394	0	394	37	0	0	431
Departure	490	0	490	20	0	0	510	258	0	258	35	0	0	293
Total	924	0	924	39	0	0	963	652	0	652	72	0	0	724
East Leg														
Approach	377	0	377	3	0	0	380	171	0	171	7	0	0	178
Departure	196	0	196	2	0	0	198	224	0	224	7	0	0	231
Total	573	0	573	5	0	0	578	395	0	395	14	0	0	409
West Leg														
Approach	169	0	169	3	0	0	172	209	0	209	7	0	0	216
Departure	317	0	317	2	0	0	319	176	0	176	7	0	0	183
Total	486	0	486	5	0	0	491	385	0	385	14	0	0	399
Total Approaches														
Approach	1,562	0	1,562	49	0	0	1,611	1,070	0	1,070	100	0	0	1,170
Departure	1,562	0	1,562	49	0	0	1,611	1,070	0	1,070	100	0	0	1,170
Total	3,124	0	3,124	98	0	0	3,222	2,140	0	2,140	200	0	0	2,340

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
96 Juniper Flats Road/SR-74														
NBL	0		0	0	0		0	1		1	0	0		1
NBT	0		0	0	0		0	0		0	0	0		0
NBR	0		0	0	0		0	4		4	0	0		4
SBL	89		89	0	0		89	71		71	0	0		71
SBT	0		0	0	0		0	1		1	0	0		1
SBR	94		94	32	0		126	45		45	27	0		72
EBL	68		68	24	0		92	57		57	28	0		85
EBT	799		799	241	0		1,040	953		953	407	0		1,360
EBR	0		0	0	0		0	2		2	0	0		2
WBL	0		0	0	0		0	3		3	0	0		3
WBT	911		911	336	0		1,247	803		803	397	0		1,200
WBR	50		50	0	0		50	90		90	0	0		90
North Leg														
Approach	183	0	183	32	0	0	215	117	0	117	27	0	0	144
Departure	118	0	118	24	0	0	142	147	0	147	28	0	0	175
Total	301	0	301	56	0	0	357	264	0	264	55	0	0	319
South Leg														
Approach	0	0	0	0	0	0	0	5	0	5	0	0	0	5
Departure	0	0	0	0	0	0	0	6	0	6	0	0	0	6
Total	0	0	0	0	0	0	0	11	0	11	0	0	0	11
East Leg														
Approach	961	0	961	336	0	0	1,297	896	0	896	397	0	0	1,293
Departure	888	0	888	241	0	0	1,129	1,028	0	1,028	407	0	0	1,435
Total	1,849	0	1,849	577	0	0	2,426	1,924	0	1,924	804	0	0	2,728
West Leg														
Approach	867	0	867	265	0	0	1,132	1,012	0	1,012	435	0	0	1,447
Departure	1,005	0	1,005	368	0	0	1,373	849	0	849	424	0	0	1,273
Total	1,872	0	1,872	633	0	0	2,505	1,861	0	1,861	859	0	0	2,720
Total Approaches														
Approach	2,011	0	2,011	633	0	0	2,644	2,030	0	2,030	859	0	0	2,889
Departure	2,011	0	2,011	633	0	0	2,644	2,030	0	2,030	859	0	0	2,889
Total	4,022	0	4,022	1,266	0	0	5,288	4,060	0	4,060	1,718	0	0	5,778

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
97 Vista Place - Winchester Road (SR-79)/SR-74														
NBL	94		94	33	0		127	119		119	61	0		180
NBT	10		10	0	0		10	17		17	0	0		17
NBR	490		490	0	0		490	475		475	0	0		475
SBL	17		17	0	0		17	18		18	0	0		18
SBT	25		25	0	0		25	18		18	0	0		18
SBR	4		4	0	0		4	10		10	0	0		10
EBL	11		11	0	0		11	18		18	0	0		18
EBT	795		795	182	0		977	964		964	336	0		1,300
EBR	106		106	50	0		156	71		71	46	0		117
WBL	512		512	0	0		512	418		418	0	0		418
WBT	640		640	279	0		919	850		850	313	0		1,163
WBR	28		28	0	0		28	22		22	0	0		22
North Leg														
Approach	46	0	46	0	0	0	46	46	0	46	0	0	0	46
Departure	49	0	49	0	0	0	49	57	0	57	0	0	0	57
Total	95	0	95	0	0	0	95	103	0	103	0	0	0	103
South Leg														
Approach	594	0	594	33	0	0	627	611	0	611	61	0	0	672
Departure	643	0	643	50	0	0	693	507	0	507	46	0	0	553
Total	1,237	0	1,237	83	0	0	1,320	1,118	0	1,118	107	0	0	1,225
East Leg														
Approach	1,180	0	1,180	279	0	0	1,459	1,290	0	1,290	313	0	0	1,603
Departure	1,302	0	1,302	182	0	0	1,484	1,457	0	1,457	336	0	0	1,793
Total	2,482	0	2,482	461	0	0	2,943	2,747	0	2,747	649	0	0	3,396
West Leg														
Approach	912	0	912	232	0	0	1,144	1,053	0	1,053	382	0	0	1,435
Departure	738	0	738	312	0	0	1,050	979	0	979	374	0	0	1,353
Total	1,650	0	1,650	544	0	0	2,194	2,032	0	2,032	756	0	0	2,788
Total Approaches														
Approach	2,732	0	2,732	544	0	0	3,276	3,000	0	3,000	756	0	0	3,756
Departure	2,732	0	2,732	544	0	0	3,276	3,000	0	3,000	756	0	0	3,756
Total	5,464	0	5,464	1,088	0	0	6,552	6,000	0	6,000	1,512	0	0	7,512

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
98 Warren Road/Florida Avenue														
NBL	145		145	24	0		169	174		174	21	0		195
NBT	214		214	0	0		214	253		253	0	0		253
NBR	142		142	0	0		142	266		266	0	0		266
SBL	20		20	0	0		20	26		26	0	0		26
SBT	254		254	0	0		254	198		198	0	0		198
SBR	109		109	87	0		196	108		108	91	0		199
EBL	178		178	58	0		236	135		135	94	0		229
EBT	675		675	100	0		775	807		807	185	0		992
EBR	190		190	7	0		197	135		135	26	0		161
WBL	173		173	0	0		173	141		141	0	0		141
WBT	478		478	157	0		635	714		714	173	0		887
WBR	5		5	0	0		5	15		15	0	0		15
North Leg														
Approach	383	0	383	87	0	0	470	332	0	332	91	0	0	423
Departure	397	0	397	58	0	0	455	403	0	403	94	0	0	497
Total	780	0	780	145	0	0	925	735	0	735	185	0	0	920
South Leg														
Approach	501	0	501	24	0	0	525	693	0	693	21	0	0	714
Departure	617	0	617	7	0	0	624	474	0	474	26	0	0	500
Total	1,118	0	1,118	31	0	0	1,149	1,167	0	1,167	47	0	0	1,214
East Leg														
Approach	656	0	656	157	0	0	813	870	0	870	173	0	0	1,043
Departure	837	0	837	100	0	0	937	1,099	0	1,099	185	0	0	1,284
Total	1,493	0	1,493	257	0	0	1,750	1,969	0	1,969	358	0	0	2,327
West Leg														
Approach	1,043	0	1,043	165	0	0	1,208	1,077	0	1,077	305	0	0	1,382
Departure	732	0	732	268	0	0	1,000	996	0	996	285	0	0	1,281
Total	1,775	0	1,775	433	0	0	2,208	2,073	0	2,073	590	0	0	2,663
Total Approaches														
Approach	2,583	0	2,583	433	0	0	3,016	2,972	0	2,972	590	0	0	3,562
Departure	2,583	0	2,583	433	0	0	3,016	2,972	0	2,972	590	0	0	3,562
Total	5,166	0	5,166	866	0	0	6,032	5,944	0	5,944	1,180	0	0	7,124

LSA

Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
99 Cawston Avenue/Florida Avenue														
NBL	130		130	38	0		168	192		192	52	0		244
NBT	76		76	0	0		76	65		65	0	0		65
NBR	14		14	0	0		14	23		23	0	0		23
SBL	47		47	0	0		47	85		85	0	0		85
SBT	116		116	0	0		116	93		93	0	0		93
SBR	125		125	3	0		128	147		147	7	0		154
EBL	105		105	2	0		107	141		141	7	0		148
EBT	583		583	68	0		651	676		676	118	0		794
EBR	7		7	22	0		29	24		24	30	0		54
WBL	8		8	0	0		8	43		43	0	0		43
WBT	410		410	110	0		520	640		640	109	0		749
WBR	31		31	0	0		31	52		52	0	0		52
North Leg														
Approach	288	0	288	3	0	0	291	325	0	325	7	0	0	332
Departure	212	0	212	2	0	0	214	258	0	258	7	0	0	265
Total	500	0	500	5	0	0	505	583	0	583	14	0	0	597
South Leg														
Approach	220	0	220	38	0	0	258	280	0	280	52	0	0	332
Departure	131	0	131	22	0	0	153	160	0	160	30	0	0	190
Total	351	0	351	60	0	0	411	440	0	440	82	0	0	522
East Leg														
Approach	449	0	449	110	0	0	559	735	0	735	109	0	0	844
Departure	644	0	644	68	0	0	712	784	0	784	118	0	0	902
Total	1,093	0	1,093	178	0	0	1,271	1,519	0	1,519	227	0	0	1,746
West Leg														
Approach	695	0	695	92	0	0	787	841	0	841	155	0	0	996
Departure	665	0	665	151	0	0	816	979	0	979	168	0	0	1,147
Total	1,360	0	1,360	243	0	0	1,603	1,820	0	1,820	323	0	0	2,143
Total Approaches														
Approach	1,652	0	1,652	243	0	0	1,895	2,181	0	2,181	323	0	0	2,504
Departure	1,652	0	1,652	243	0	0	1,895	2,181	0	2,181	323	0	0	2,504
Total	3,304	0	3,304	486	0	0	3,790	4,362	0	4,362	646	0	0	5,008

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
100 Sanderson Avenue/Florida Avenue														
NBL	108		108	7	0		115	185		185	7	0		192
NBT	652		652	0	0		652	660		660	0	0		660
NBR	72		72	0	0		72	159		159	0	0		159
SBL	127		127	0	0		127	178		178	0	0		178
SBT	680		680	0	0		680	799		799	0	0		799
SBR	82		82	33	0		115	89		89	28	0		117
EBL	171		171	13	0		184	256		256	34	0		290
EBT	414		414	44	0		458	565		565	75	0		640
EBR	39		39	6	0		45	72		72	7	0		79
WBL	149		149	0	0		149	274		274	0	0		274
WBT	329		329	68	0		397	470		470	69	0		539
WBR	90		90	0	0		90	142		142	0	0		142
North Leg														
Approach	889	0	889	33	0	0	922	1,066	0	1,066	28	0	0	1,094
Departure	913	0	913	13	0	0	926	1,058	0	1,058	34	0	0	1,092
Total	1,802	0	1,802	46	0	0	1,848	2,124	0	2,124	62	0	0	2,186
South Leg														
Approach	832	0	832	7	0	0	839	1,004	0	1,004	7	0	0	1,011
Departure	868	0	868	6	0	0	874	1,145	0	1,145	7	0	0	1,152
Total	1,700	0	1,700	13	0	0	1,713	2,149	0	2,149	14	0	0	2,163
East Leg														
Approach	568	0	568	68	0	0	636	886	0	886	69	0	0	955
Departure	613	0	613	44	0	0	657	902	0	902	75	0	0	977
Total	1,181	0	1,181	112	0	0	1,293	1,788	0	1,788	144	0	0	1,932
West Leg														
Approach	624	0	624	63	0	0	687	893	0	893	116	0	0	1,009
Departure	519	0	519	108	0	0	627	744	0	744	104	0	0	848
Total	1,143	0	1,143	171	0	0	1,314	1,637	0	1,637	220	0	0	1,857
Total Approaches														
Approach	2,913	0	2,913	171	0	0	3,084	3,849	0	3,849	220	0	0	4,069
Departure	2,913	0	2,913	171	0	0	3,084	3,849	0	3,849	220	0	0	4,069
Total	5,826	0	5,826	342	0	0	6,168	7,698	0	7,698	440	0	0	8,138

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
101 Sanderson Avenue/Acacia Avenue														
NBL	93		93	15	0		108	85		85	14	0		99
NBT	782		782	0	0		782	893		893	0	0		893
NBR	131		131	0	0		131	87		87	0	0		87
SBL	73		73	0	0		73	191		191	0	0		191
SBT	712		712	0	0		712	880		880	0	0		880
SBR	3		3	0	0		3	9		9	0	0		9
EBL	8		8	0	0		8	11		11	0	0		11
EBT	142		142	20	0		162	234		234	36	0		270
EBR	137		137	8	0		145	164		164	18	0		182
WBL	144		144	0	0		144	147		147	0	0		147
WBT	134		134	21	0		155	184		184	37	0		221
WBR	124		124	0	0		124	182		182	0	0		182
North Leg														
Approach	788	0	788	0	0	0	788	1,080	0	1,080	0	0	0	1,080
Departure	914	0	914	0	0	0	914	1,086	0	1,086	0	0	0	1,086
Total	1,702	0	1,702	0	0	0	1,702	2,166	0	2,166	0	0	0	2,166
South Leg														
Approach	1,006	0	1,006	15	0	0	1,021	1,065	0	1,065	14	0	0	1,079
Departure	993	0	993	8	0	0	1,001	1,191	0	1,191	18	0	0	1,209
Total	1,999	0	1,999	23	0	0	2,022	2,256	0	2,256	32	0	0	2,288
East Leg														
Approach	402	0	402	21	0	0	423	513	0	513	37	0	0	550
Departure	346	0	346	20	0	0	366	512	0	512	36	0	0	548
Total	748	0	748	41	0	0	789	1,025	0	1,025	73	0	0	1,098
West Leg														
Approach	287	0	287	28	0	0	315	409	0	409	54	0	0	463
Departure	230	0	230	36	0	0	266	278	0	278	51	0	0	329
Total	517	0	517	64	0	0	581	687	0	687	105	0	0	792
Total Approaches														
Approach	2,483	0	2,483	64	0	0	2,547	3,067	0	3,067	105	0	0	3,172
Departure	2,483	0	2,483	64	0	0	2,547	3,067	0	3,067	105	0	0	3,172
Total	4,966	0	4,966	128	0	0	5,094	6,134	0	6,134	210	0	0	6,344

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
102 Kirby Street/Florida Avenue														
NBL	56		56	0	0		56	106		106	0	0		106
NBT	241		241	0	0		241	366		366	0	0		366
NBR	56		56	0	0		56	64		64	0	0		64
SBL	65		65	0	0		65	80		80	0	0		80
SBT	228		228	0	0		228	321		321	0	0		321
SBR	74		74	13	0		87	165		165	13	0		178
EBL	56		56	5	0		61	203		203	17	0		220
EBT	525		525	41	0		566	855		855	56	0		911
EBR	53		53	0	0		53	100		100	0	0		100
WBL	59		59	0	0		59	134		134	0	0		134
WBT	528		528	55	0		583	765		765	54	0		819
WBR	43		43	0	0		43	55		55	0	0		55
North Leg														
Approach	367	0	367	13	0	0	380	566	0	566	13	0	0	579
Departure	340	0	340	5	0	0	345	624	0	624	17	0	0	641
Total	707	0	707	18	0	0	725	1,190	0	1,190	30	0	0	1,220
South Leg														
Approach	353	0	353	0	0	0	353	536	0	536	0	0	0	536
Departure	340	0	340	0	0	0	340	555	0	555	0	0	0	555
Total	693	0	693	0	0	0	693	1,091	0	1,091	0	0	0	1,091
East Leg														
Approach	630	0	630	55	0	0	685	954	0	954	54	0	0	1,008
Departure	646	0	646	41	0	0	687	999	0	999	56	0	0	1,055
Total	1,276	0	1,276	96	0	0	1,372	1,953	0	1,953	110	0	0	2,063
West Leg														
Approach	634	0	634	46	0	0	680	1,158	0	1,158	73	0	0	1,231
Departure	658	0	658	68	0	0	726	1,036	0	1,036	67	0	0	1,103
Total	1,292	0	1,292	114	0	0	1,406	2,194	0	2,194	140	0	0	2,334
Total Approaches														
Approach	1,984	0	1,984	114	0	0	2,098	3,214	0	3,214	140	0	0	3,354
Departure	1,984	0	1,984	114	0	0	2,098	3,214	0	3,214	140	0	0	3,354
Total	3,968	0	3,968	228	0	0	4,196	6,428	0	6,428	280	0	0	6,708

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
103 Lyon Avenue/Florida Avenue														
NBL	46		46	0	0		46	77		77	0	0		77
NBT	151		151	0	0		151	177		177	0	0		177
NBR	67		67	0	0		67	94		94	0	0		94
SBL	59		59	0	0		59	108		108	0	0		108
SBT	143		143	0	0		143	214		214	0	0		214
SBR	60		60	5	0		65	67		67	8	0		75
EBL	52		52	5	0		57	103		103	8	0		111
EBT	553		553	33	0		586	852		852	44	0		896
EBR	24		24	0	0		24	42		42	0	0		42
WBL	68		68	0	0		68	97		97	0	0		97
WBT	598		598	46	0		644	855		855	42	0		897
WBR	43		43	0	0		43	77		77	0	0		77
North Leg														
Approach	262	0	262	5	0	0	267	389	0	389	8	0	0	397
Departure	246	0	246	5	0	0	251	357	0	357	8	0	0	365
Total	508	0	508	10	0	0	518	746	0	746	16	0	0	762
South Leg														
Approach	264	0	264	0	0	0	264	348	0	348	0	0	0	348
Departure	235	0	235	0	0	0	235	353	0	353	0	0	0	353
Total	499	0	499	0	0	0	499	701	0	701	0	0	0	701
East Leg														
Approach	709	0	709	46	0	0	755	1,029	0	1,029	42	0	0	1,071
Departure	679	0	679	33	0	0	712	1,054	0	1,054	44	0	0	1,098
Total	1,388	0	1,388	79	0	0	1,467	2,083	0	2,083	86	0	0	2,169
West Leg														
Approach	629	0	629	38	0	0	667	997	0	997	52	0	0	1,049
Departure	704	0	704	51	0	0	755	999	0	999	50	0	0	1,049
Total	1,333	0	1,333	89	0	0	1,422	1,996	0	1,996	102	0	0	2,098
Total Approaches														
Approach	1,864	0	1,864	89	0	0	1,953	2,763	0	2,763	102	0	0	2,865
Departure	1,864	0	1,864	89	0	0	1,953	2,763	0	2,763	102	0	0	2,865
Total	3,728	0	3,728	178	0	0	3,906	5,526	0	5,526	204	0	0	5,730

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
104 Palm Avenue/Florida Avenue														
NBL	66		66	0	0		66	69		69	0	0		69
NBT	134		134	0	0		134	176		176	0	0		176
NBR	65		65	0	0		65	80		80	0	0		80
SBL	22		22	0	0		22	29		29	0	0		29
SBT	155		155	0	0		155	201		201	0	0		201
SBR	33		33	0	0		33	57		57	0	0		57
EBL	43		43	0	0		43	63		63	0	0		63
EBT	603		603	25	0		628	882		882	38	0		920
EBR	43		43	0	0		43	60		60	0	0		60
WBL	84		84	0	0		84	98		98	0	0		98
WBT	649		649	44	0		693	888		888	32	0		920
WBR	29		29	0	0		29	32		32	0	0		32
North Leg														
Approach	210	0	210	0	0	0	210	287	0	287	0	0	0	287
Departure	206	0	206	0	0	0	206	271	0	271	0	0	0	271
Total	416	0	416	0	0	0	416	558	0	558	0	0	0	558
South Leg														
Approach	265	0	265	0	0	0	265	325	0	325	0	0	0	325
Departure	282	0	282	0	0	0	282	359	0	359	0	0	0	359
Total	547	0	547	0	0	0	547	684	0	684	0	0	0	684
East Leg														
Approach	762	0	762	44	0	0	806	1,018	0	1,018	32	0	0	1,050
Departure	690	0	690	25	0	0	715	991	0	991	38	0	0	1,029
Total	1,452	0	1,452	69	0	0	1,521	2,009	0	2,009	70	0	0	2,079
West Leg														
Approach	689	0	689	25	0	0	714	1,005	0	1,005	38	0	0	1,043
Departure	748	0	748	44	0	0	792	1,014	0	1,014	32	0	0	1,046
Total	1,437	0	1,437	69	0	0	1,506	2,019	0	2,019	70	0	0	2,089
Total Approaches														
Approach	1,926	0	1,926	69	0	0	1,995	2,635	0	2,635	70	0	0	2,705
Departure	1,926	0	1,926	69	0	0	1,995	2,635	0	2,635	70	0	0	2,705
Total	3,852	0	3,852	138	0	0	3,990	5,270	0	5,270	140	0	0	5,410

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
105 State Street/Florida Avenue														
NBL	36		36	0	0		36	49		49	0	0		49
NBT	278		278	0	0		278	303		303	0	0		303
NBR	43		43	0	0		43	53		53	0	0		53
SBL	96		96	0	0		96	99		99	0	0		99
SBT	214		214	0	0		214	338		338	0	0		338
SBR	112		112	0	0		112	173		173	0	0		173
EBL	77		77	0	0		77	93		93	0	0		93
EBT	536		536	25	0		561	813		813	38	0		851
EBR	23		23	0	0		23	43		43	0	0		43
WBL	43		43	0	0		43	55		55	0	0		55
WBT	650		650	44	0		694	799		799	32	0		831
WBR	59		59	0	0		59	69		69	0	0		69
North Leg														
Approach	422	0	422	0	0	0	422	610	0	610	0	0	0	610
Departure	414	0	414	0	0	0	414	465	0	465	0	0	0	465
Total	836	0	836	0	0	0	836	1,075	0	1,075	0	0	0	1,075
South Leg														
Approach	357	0	357	0	0	0	357	405	0	405	0	0	0	405
Departure	280	0	280	0	0	0	280	436	0	436	0	0	0	436
Total	637	0	637	0	0	0	637	841	0	841	0	0	0	841
East Leg														
Approach	752	0	752	44	0	0	796	923	0	923	32	0	0	955
Departure	675	0	675	25	0	0	700	965	0	965	38	0	0	1,003
Total	1,427	0	1,427	69	0	0	1,496	1,888	0	1,888	70	0	0	1,958
West Leg														
Approach	636	0	636	25	0	0	661	949	0	949	38	0	0	987
Departure	798	0	798	44	0	0	842	1,021	0	1,021	32	0	0	1,053
Total	1,434	0	1,434	69	0	0	1,503	1,970	0	1,970	70	0	0	2,040
Total Approaches														
Approach	2,167	0	2,167	69	0	0	2,236	2,887	0	2,887	70	0	0	2,957
Departure	2,167	0	2,167	69	0	0	2,236	2,887	0	2,887	70	0	0	2,957
Total	4,334	0	4,334	138	0	0	4,472	5,774	0	5,774	140	0	0	5,914

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
106 Buena Vista Street/Florida Avenue														
NBL	45		45	2	0		47	43		43	1	0		44
NBT	183		183	0	0		183	135		135	0	0		135
NBR	43		43	0	0		43	45		45	0	0		45
SBL	25		25	0	0		25	37		37	0	0		37
SBT	109		109	0	0		109	175		175	0	0		175
SBR	28		28	0	0		28	31		31	0	0		31
EBL	19		19	0	0		19	27		27	0	0		27
EBT	604		604	23	0		627	877		877	38	0		915
EBR	23		23	3	0		26	34		34	1	0		35
WBL	35		35	0	0		35	27		27	0	0		27
WBT	688		688	41	0		729	856		856	32	0		888
WBR	14		14	0	0		14	25		25	0	0		25
North Leg														
Approach	162	0	162	0	0	0	162	243	0	243	0	0	0	243
Departure	216	0	216	0	0	0	216	187	0	187	0	0	0	187
Total	378	0	378	0	0	0	378	430	0	430	0	0	0	430
South Leg														
Approach	271	0	271	2	0	0	273	223	0	223	1	0	0	224
Departure	167	0	167	3	0	0	170	236	0	236	1	0	0	237
Total	438	0	438	5	0	0	443	459	0	459	2	0	0	461
East Leg														
Approach	737	0	737	41	0	0	778	908	0	908	32	0	0	940
Departure	672	0	672	23	0	0	695	959	0	959	38	0	0	997
Total	1,409	0	1,409	64	0	0	1,473	1,867	0	1,867	70	0	0	1,937
West Leg														
Approach	646	0	646	26	0	0	672	938	0	938	39	0	0	977
Departure	761	0	761	43	0	0	804	930	0	930	33	0	0	963
Total	1,407	0	1,407	69	0	0	1,476	1,868	0	1,868	72	0	0	1,940
Total Approaches														
Approach	1,816	0	1,816	69	0	0	1,885	2,312	0	2,312	72	0	0	2,384
Departure	1,816	0	1,816	69	0	0	1,885	2,312	0	2,312	72	0	0	2,384
Total	3,632	0	3,632	138	0	0	3,770	4,624	0	4,624	144	0	0	4,768

LSA

Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
107 Santa Fe Street/Florida Avenue														
NBL	44		44	0	0		44	52		52	0	0		52
NBT	102		102	0	0		102	57		57	0	0		57
NBR	69		69	0	0		69	67		67	0	0		67
SBL	20		20	0	0		20	23		23	0	0		23
SBT	53		53	0	0		53	62		62	0	0		62
SBR	26		26	0	0		26	38		38	0	0		38
EBL	25		25	0	0		25	19		19	0	0		19
EBT	573		573	23	0		596	875		875	38	0		913
EBR	57		57	0	0		57	60		60	0	0		60
WBL	58		58	0	0		58	51		51	0	0		51
WBT	670		670	41	0		711	823		823	32	0		855
WBR	20		20	0	0		20	17		17	0	0		17
North Leg														
Approach	99	0	99	0	0	0	99	123	0	123	0	0	0	123
Departure	147	0	147	0	0	0	147	93	0	93	0	0	0	93
Total	246	0	246	0	0	0	246	216	0	216	0	0	0	216
South Leg														
Approach	215	0	215	0	0	0	215	176	0	176	0	0	0	176
Departure	168	0	168	0	0	0	168	173	0	173	0	0	0	173
Total	383	0	383	0	0	0	383	349	0	349	0	0	0	349
East Leg														
Approach	748	0	748	41	0	0	789	891	0	891	32	0	0	923
Departure	662	0	662	23	0	0	685	965	0	965	38	0	0	1,003
Total	1,410	0	1,410	64	0	0	1,474	1,856	0	1,856	70	0	0	1,926
West Leg														
Approach	655	0	655	23	0	0	678	954	0	954	38	0	0	992
Departure	740	0	740	41	0	0	781	913	0	913	32	0	0	945
Total	1,395	0	1,395	64	0	0	1,459	1,867	0	1,867	70	0	0	1,937
Total Approaches														
Approach	1,717	0	1,717	64	0	0	1,781	2,144	0	2,144	70	0	0	2,214
Departure	1,717	0	1,717	64	0	0	1,781	2,144	0	2,144	70	0	0	2,214
Total	3,434	0	3,434	128	0	0	3,562	4,288	0	4,288	140	0	0	4,428

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
108 San Jacinto Street/Florida Avenue														
NBL	46		46	10	0		56	68		68	6	0		74
NBT	255		255	0	0		255	243		243	0	0		243
NBR	37		37	0	0		37	58		58	0	0		58
SBL	105		105	0	0		105	187		187	0	0		187
SBT	187		187	0	0		187	244		244	0	0		244
SBR	125		125	0	0		125	163		163	0	0		163
EBL	129		129	0	0		129	192		192	0	0		192
EBT	429		429	19	0		448	705		705	28	0		733
EBR	41		41	3	0		44	39		39	10	0		49
WBL	97		97	0	0		97	118		118	0	0		118
WBT	566		566	30	0		596	615		615	27	0		642
WBR	96		96	0	0		96	94		94	0	0		94
North Leg														
Approach	417	0	417	0	0	0	417	594	0	594	0	0	0	594
Departure	480	0	480	0	0	0	480	529	0	529	0	0	0	529
Total	897	0	897	0	0	0	897	1,123	0	1,123	0	0	0	1,123
South Leg														
Approach	338	0	338	10	0	0	348	369	0	369	6	0	0	375
Departure	325	0	325	3	0	0	328	401	0	401	10	0	0	411
Total	663	0	663	13	0	0	676	770	0	770	16	0	0	786
East Leg														
Approach	759	0	759	30	0	0	789	827	0	827	27	0	0	854
Departure	571	0	571	19	0	0	590	950	0	950	28	0	0	978
Total	1,330	0	1,330	49	0	0	1,379	1,777	0	1,777	55	0	0	1,832
West Leg														
Approach	599	0	599	22	0	0	621	936	0	936	38	0	0	974
Departure	737	0	737	40	0	0	777	846	0	846	33	0	0	879
Total	1,336	0	1,336	62	0	0	1,398	1,782	0	1,782	71	0	0	1,853
Total Approaches														
Approach	2,113	0	2,113	62	0	0	2,175	2,726	0	2,726	71	0	0	2,797
Departure	2,113	0	2,113	62	0	0	2,175	2,726	0	2,726	71	0	0	2,797
Total	4,226	0	4,226	124	0	0	4,350	5,452	0	5,452	142	0	0	5,594

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
109 Warren Road/Ramona Expressway														
NBL	394		394	0	0		394	199		199	0	0		199
NBT	9		9	0	0		9	3		3	0	0		3
NBR	294		294	26	0		320	255		255	33	0		288
SBL	0		0	0	0		0	2		2	0	0		2
SBT	9		9	0	0		9	0		0	0	0		0
SBR	0		0	0	0		0	0		0	0	0		0
EBL	0		0	0	0		0	0		0	0	0		0
EBT	468		468	0	0		468	783		783	0	0		783
EBR	190		190	0	0		190	336		336	0	0		336
WBL	230		230	27	0		257	274		274	38	0		312
WBT	742		742	0	0		742	693		693	0	0		693
WBR	2		2	0	0		2	0		0	0	0		0
North Leg														
Approach	9	0	9	0	0	0	9	2	0	2	0	0	0	2
Departure	11	0	11	0	0	0	11	3	0	3	0	0	0	3
Total	20	0	20	0	0	0	20	5	0	5	0	0	0	5
South Leg														
Approach	697	0	697	26	0	0	723	457	0	457	33	0	0	490
Departure	429	0	429	27	0	0	456	610	0	610	38	0	0	648
Total	1,126	0	1,126	53	0	0	1,179	1,067	0	1,067	71	0	0	1,138
East Leg														
Approach	974	0	974	27	0	0	1,001	967	0	967	38	0	0	1,005
Departure	762	0	762	26	0	0	788	1,040	0	1,040	33	0	0	1,073
Total	1,736	0	1,736	53	0	0	1,789	2,007	0	2,007	71	0	0	2,078
West Leg														
Approach	658	0	658	0	0	0	658	1,119	0	1,119	0	0	0	1,119
Departure	1,136	0	1,136	0	0	0	1,136	892	0	892	0	0	0	892
Total	1,794	0	1,794	0	0	0	1,794	2,011	0	2,011	0	0	0	2,011
Total Approaches														
Approach	2,338	0	2,338	53	0	0	2,391	2,545	0	2,545	71	0	0	2,616
Departure	2,338	0	2,338	53	0	0	2,391	2,545	0	2,545	71	0	0	2,616
Total	4,676	0	4,676	106	0	0	4,782	5,090	0	5,090	142	0	0	5,232

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
110 Warren Road/Cottonwood Avenue														
NBL	16		16	2	0		18	30		30	7	0		37
NBT	471		471	26	0		497	389		389	33	0		422
NBR	89		89	11	0		100	100		100	23	0		123
SBL	51		51	0	0		51	157		157	0	0		157
SBT	336		336	27	0		363	447		447	38	0		485
SBR	2		2	0	0		2	6		6	0	0		6
EBL	5		5	0	0		5	2		2	0	0		2
EBT	68		68	0	0		68	26		26	0	0		26
EBR	28		28	3	0		31	23		23	7	0		30
WBL	79		79	23	0		102	54		54	21	0		75
WBT	23		23	0	0		23	38		38	0	0		38
WBR	166		166	0	0		166	74		74	0	0		74
North Leg														
Approach	389	0	389	27	0	0	416	610	0	610	38	0	0	648
Departure	642	0	642	26	0	0	668	465	0	465	33	0	0	498
Total	1,031	0	1,031	53	0	0	1,084	1,075	0	1,075	71	0	0	1,146
South Leg														
Approach	576	0	576	39	0	0	615	519	0	519	63	0	0	582
Departure	443	0	443	53	0	0	496	524	0	524	66	0	0	590
Total	1,019	0	1,019	92	0	0	1,111	1,043	0	1,043	129	0	0	1,172
East Leg														
Approach	268	0	268	23	0	0	291	166	0	166	21	0	0	187
Departure	208	0	208	11	0	0	219	283	0	283	23	0	0	306
Total	476	0	476	34	0	0	510	449	0	449	44	0	0	493
West Leg														
Approach	101	0	101	3	0	0	104	51	0	51	7	0	0	58
Departure	41	0	41	2	0	0	43	74	0	74	7	0	0	81
Total	142	0	142	5	0	0	147	125	0	125	14	0	0	139
Total Approaches														
Approach	1,334	0	1,334	92	0	0	1,426	1,346	0	1,346	129	0	0	1,475
Departure	1,334	0	1,334	92	0	0	1,426	1,346	0	1,346	129	0	0	1,475
Total	2,668	0	2,668	184	0	0	2,852	2,692	0	2,692	258	0	0	2,950

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
111 Warren Road/Esplanade Avenue														
NBL	1		1	0	0		1	1		1	0	0		1
NBT	461		461	41	0		502	431		431	67	0		498
NBR	130		130	11	0		141	130		130	23	0		153
SBL	55		55	0	0		55	80		80	0	0		80
SBT	378		378	56	0		434	406		406	66	0		472
SBR	16		16	0	0		16	52		52	0	0		52
EBL	44		44	0	0		44	23		23	0	0		23
EBT	72		72	0	0		72	51		51	0	0		51
EBR	2		2	0	0		2	1		1	0	0		1
WBL	143		143	23	0		166	62		62	21	0		83
WBT	34		34	0	0		34	48		48	0	0		48
WBR	71		71	0	0		71	57		57	0	0		57
North Leg														
Approach	449	0	449	56	0	0	505	538	0	538	66	0	0	604
Departure	576	0	576	41	0	0	617	511	0	511	67	0	0	578
Total	1,025	0	1,025	97	0	0	1,122	1,049	0	1,049	133	0	0	1,182
South Leg														
Approach	592	0	592	52	0	0	644	562	0	562	90	0	0	652
Departure	523	0	523	79	0	0	602	469	0	469	87	0	0	556
Total	1,115	0	1,115	131	0	0	1,246	1,031	0	1,031	177	0	0	1,208
East Leg														
Approach	248	0	248	23	0	0	271	167	0	167	21	0	0	188
Departure	257	0	257	11	0	0	268	261	0	261	23	0	0	284
Total	505	0	505	34	0	0	539	428	0	428	44	0	0	472
West Leg														
Approach	118	0	118	0	0	0	118	75	0	75	0	0	0	75
Departure	51	0	51	0	0	0	51	101	0	101	0	0	0	101
Total	169	0	169	0	0	0	169	176	0	176	0	0	0	176
Total Approaches														
Approach	1,407	0	1,407	131	0	0	1,538	1,342	0	1,342	177	0	0	1,519
Departure	1,407	0	1,407	131	0	0	1,538	1,342	0	1,342	177	0	0	1,519
Total	2,814	0	2,814	262	0	0	3,076	2,684	0	2,684	354	0	0	3,038

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
112 Sanderson Avenue (SR-79) - Sanderson Avenue/Ramona Expressway - Ramona Expressway (SR-79)														
NBL	132		132	0	0		132	92		92	0	0		92
NBT	823		823	0	0		823	590		590	0	0		590
NBR	20		20	0	0		20	23		23	0	0		23
SBL	594		594	0	0		594	762		762	0	0		762
SBT	608		608	0	0		608	1,129		1,129	0	0		1,129
SBR	321		321	27	0		348	468		468	38	0		506
EBL	408		408	26	0		434	360		360	33	0		393
EBT	376		376	0	0		376	569		569	0	0		569
EBR	65		65	0	0		65	127		127	0	0		127
WBL	37		37	0	0		37	27		27	0	0		27
WBT	478		478	0	0		478	391		391	0	0		391
WBR	408		408	0	0		408	578		578	0	0		578
North Leg														
Approach	1,523	0	1,523	27	0	0	1,550	2,359	0	2,359	38	0	0	2,397
Departure	1,639	0	1,639	26	0	0	1,665	1,528	0	1,528	33	0	0	1,561
Total	3,162	0	3,162	53	0	0	3,215	3,887	0	3,887	71	0	0	3,958
South Leg														
Approach	975	0	975	0	0	0	975	705	0	705	0	0	0	705
Departure	710	0	710	0	0	0	710	1,283	0	1,283	0	0	0	1,283
Total	1,685	0	1,685	0	0	0	1,685	1,988	0	1,988	0	0	0	1,988
East Leg														
Approach	923	0	923	0	0	0	923	996	0	996	0	0	0	996
Departure	990	0	990	0	0	0	990	1,354	0	1,354	0	0	0	1,354
Total	1,913	0	1,913	0	0	0	1,913	2,350	0	2,350	0	0	0	2,350
West Leg														
Approach	849	0	849	26	0	0	875	1,056	0	1,056	33	0	0	1,089
Departure	931	0	931	27	0	0	958	951	0	951	38	0	0	989
Total	1,780	0	1,780	53	0	0	1,833	2,007	0	2,007	71	0	0	2,078
Total Approaches														
Approach	4,270	0	4,270	53	0	0	4,323	5,116	0	5,116	71	0	0	5,187
Departure	4,270	0	4,270	53	0	0	4,323	5,116	0	5,116	71	0	0	5,187
Total	8,540	0	8,540	106	0	0	8,646	10,232	0	10,232	142	0	0	10,374

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
113 Malaga Road - Project Driveway 2/McLaughlin Road														
NBL	0		0	131	0		131	0		0	179	0		179
NBT	0		0	56	4		60	0		0	142	13		155
NBR	0		0	0	0		0	0		0	0	4		4
SBL	0		0	0	21		21	0		0	0	85		85
SBT	0		0	156	8		164	0		0	106	11		117
SBR	0		0	82	16		98	0		0	95	21		116
EBL	0		0	86	8		94	0		0	96	25		121
EBT	0		0	156	3		159	0		0	163	17		180
EBR	0		0	212	0		212	0		0	175	0		175
WBL	0		0	0	4		4	0		0	0	3		3
WBT	0		0	153	15		168	0		0	137	12		149
WBR	0		0	0	44		44	0		0	0	70		70
North Leg														
Approach	0	0	0	238	45	0	283	0	0	0	201	117	0	318
Departure	0	0	0	142	56	0	198	0	0	0	238	108	0	346
Total	0	0	0	380	101	0	481	0	0	0	439	225	0	664
South Leg														
Approach	0	0	0	187	4	0	191	0	0	0	321	17	0	338
Departure	0	0	0	368	12	0	380	0	0	0	281	14	0	295
Total	0	0	0	555	16	0	571	0	0	0	602	31	0	633
East Leg														
Approach	0	0	0	153	63	0	216	0	0	0	137	85	0	222
Departure	0	0	0	156	24	0	180	0	0	0	163	106	0	269
Total	0	0	0	309	87	0	396	0	0	0	300	191	0	491
West Leg														
Approach	0	0	0	454	11	0	465	0	0	0	434	42	0	476
Departure	0	0	0	366	31	0	397	0	0	0	411	33	0	444
Total	0	0	0	820	42	0	862	0	0	0	845	75	0	920
Total Approaches														
Approach	0	0	0	1,032	123	0	1,155	0	0	0	1,093	261	0	1,354
Departure	0	0	0	1,032	123	0	1,155	0	0	0	1,093	261	0	1,354
Total	0	0	0	2,064	246	0	2,310	0	0	0	2,186	522	0	2,708

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
114 Residential Central Spine/McLaughlin Road														
NBL	0		0	90	66		156	0		0	52	79		131
NBT	0		0	0	0		0	0		0	0	0		0
NBR	0		0	323	4		327	0		0	162	9		171
SBL	0		0	0	0		0	0		0	0	0		0
SBT	0		0	0	0		0	0		0	0	0		0
SBR	0		0	0	0		0	0		0	0	0		0
EBL	0		0	0	0		0	0		0	0	0		0
EBT	0		0	6	0		6	0		0	15	4		19
EBR	0		0	65	24		89	0		0	79	100		179
WBL	0		0	50	9		59	0		0	165	8		173
WBT	0		0	14	4		18	0		0	10	4		14
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	0	0	0	413	70	0	483	0	0	0	214	88	0	302
Departure	0	0	0	115	33	0	148	0	0	0	244	108	0	352
Total	0	0	0	528	103	0	631	0	0	0	458	196	0	654
East Leg														
Approach	0	0	0	64	13	0	77	0	0	0	175	12	0	187
Departure	0	0	0	329	4	0	333	0	0	0	177	13	0	190
Total	0	0	0	393	17	0	410	0	0	0	352	25	0	377
West Leg														
Approach	0	0	0	71	24	0	95	0	0	0	94	104	0	198
Departure	0	0	0	104	70	0	174	0	0	0	62	83	0	145
Total	0	0	0	175	94	0	269	0	0	0	156	187	0	343
Total Approaches														
Approach	0	0	0	548	107	0	655	0	0	0	483	204	0	687
Departure	0	0	0	548	107	0	655	0	0	0	483	204	0	687
Total	0	0	0	1,096	214	0	1,310	0	0	0	966	408	0	1,374

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
115 Residential Central Spine/Project Driveway 4														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	0		0	263	51		314	0		0	122	65		187
NBR	0		0	18	6		24	0		0	12	12		24
SBL	0		0	79	8		87	0		0	52	18		70
SBT	0		0	79	29		108	0		0	99	83		182
SBR	0		0	0	0		0	0		0	0	0		0
EBL	0		0	0	0		0	0		0	0	0		0
EBT	0		0	0	0		0	0		0	0	0		0
EBR	0		0	0	0		0	0		0	0	0		0
WBL	0		0	91	9		100	0		0	32	11		43
WBT	0		0	0	0		0	0		0	0	0		0
WBR	0		0	34	14		48	0		0	111	13		124
North Leg														
Approach	0	0	0	158	37	0	195	0	0	0	151	101	0	252
Departure	0	0	0	297	65	0	362	0	0	0	233	78	0	311
Total	0	0	0	455	102	0	557	0	0	0	384	179	0	563
South Leg														
Approach	0	0	0	281	57	0	338	0	0	0	134	77	0	211
Departure	0	0	0	170	38	0	208	0	0	0	131	94	0	225
Total	0	0	0	451	95	0	546	0	0	0	265	171	0	436
East Leg														
Approach	0	0	0	125	23	0	148	0	0	0	143	24	0	167
Departure	0	0	0	97	14	0	111	0	0	0	64	30	0	94
Total	0	0	0	222	37	0	259	0	0	0	207	54	0	261
West Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches														
Approach	0	0	0	564	117	0	681	0	0	0	428	202	0	630
Departure	0	0	0	564	117	0	681	0	0	0	428	202	0	630
Total	0	0	0	1,128	234	0	1,362	0	0	0	856	404	0	1,260

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
116 Residential Central Spine/Project Driveway 5														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	0		0	83	83		166	0		0	59	66		125
NBR	0		0	109	6		115	0		0	74	10		84
SBL	0		0	130	3		133	0		0	35	6		41
SBT	0		0	12	30		42	0		0	38	83		121
SBR	0		0	0	0		0	0		0	0	0		0
EBL	0		0	0	0		0	0		0	0	0		0
EBT	0		0	0	0		0	0		0	0	0		0
EBR	0		0	0	0		0	0		0	0	0		0
WBL	0		0	36	7		43	0		0	117	8		125
WBT	0		0	0	0		0	0		0	0	0		0
WBR	0		0	108	4		112	0		0	43	3		46
North Leg														
Approach	0	0	0	142	33	0	175	0	0	0	73	89	0	162
Departure	0	0	0	191	87	0	278	0	0	0	102	69	0	171
Total	0	0	0	333	120	0	453	0	0	0	175	158	0	333
South Leg														
Approach	0	0	0	192	89	0	281	0	0	0	133	76	0	209
Departure	0	0	0	48	37	0	85	0	0	0	155	91	0	246
Total	0	0	0	240	126	0	366	0	0	0	288	167	0	455
East Leg														
Approach	0	0	0	144	11	0	155	0	0	0	160	11	0	171
Departure	0	0	0	239	9	0	248	0	0	0	109	16	0	125
Total	0	0	0	383	20	0	403	0	0	0	269	27	0	296
West Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches														
Approach	0	0	0	478	133	0	611	0	0	0	366	176	0	542
Departure	0	0	0	478	133	0	611	0	0	0	366	176	0	542
Total	0	0	0	956	266	0	1,222	0	0	0	732	352	0	1,084

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Table C-1 - Existing (2022) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
117 Residential Central Spine/Project Driveway 6														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	0		0	36	25		61	0		0	115	25		140
NBR	0		0	0	1		1	0		0	0	3		3
SBL	0		0	99	5		104	0		0	67	14		81
SBT	0		0	53	15		68	0		0	38	31		69
SBR	0		0	0	0		0	0		0	0	0		0
EBL	0		0	0	0		0	0		0	0	0		0
EBT	0		0	0	0		0	0		0	0	0		0
EBR	0		0	0	0		0	0		0	0	0		0
WBL	0		0	0	2		2	0		0	0	3		3
WBT	0		0	0	0		0	0		0	0	0		0
WBR	0		0	38	13		51	0		0	124	11		135
North Leg														
Approach	0	0	0	152	20	0	172	0	0	0	105	45	0	150
Departure	0	0	0	74	38	0	112	0	0	0	239	36	0	275
Total	0	0	0	226	58	0	284	0	0	0	344	81	0	425
South Leg														
Approach	0	0	0	36	26	0	62	0	0	0	115	28	0	143
Departure	0	0	0	53	17	0	70	0	0	0	38	34	0	72
Total	0	0	0	89	43	0	132	0	0	0	153	62	0	215
East Leg														
Approach	0	0	0	38	15	0	53	0	0	0	124	14	0	138
Departure	0	0	0	99	6	0	105	0	0	0	67	17	0	84
Total	0	0	0	137	21	0	158	0	0	0	191	31	0	222
West Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches														
Approach	0	0	0	226	61	0	287	0	0	0	344	87	0	431
Departure	0	0	0	226	61	0	287	0	0	0	344	87	0	431
Total	0	0	0	452	122	0	574	0	0	0	688	174	0	862

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

		AM Peak Hour								
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
1	**I-15 SB Ramps/SR-74**										
NBL		0	0	0	0		0	0	0		0
NBT		0	0	0	0		0	0	0		0
NBR		0	0	0	0		0	0	0		0
SBL		416	566	20	436		436	14	0		450
SBT		0	0	0	0		0	0	0		0
SBR		203	252	6	209		209	0	0		209
EBL		0	0	0	0		0	0	0		0
EBT		763	1,435	88	851		851	12	0		863
EBR		500	736	31	531		531	0	0		531
WBL		664	819	20	684		684	0	0		684
WBT		1,296	1,867	74	1,370		1,370	3	0		1373
WBR		0	0	0	0		0	0	0		0
North Leg											
	Approach	619	818	26	645	0	645	14	0	0	659
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	619	818	26	645	0	645	14	0	0	659
South Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	1,164	1,555	51	1,215	0	1,215	0	0	0	1,215
	Total	1,164	1,555	51	1,215	0	1,215	0	0	0	1,215
East Leg											
	Approach	1,960	2,686	94	2,054	0	2,054	3	0	0	2,057
	Departure	1,179	2,001	108	1,287	0	1,287	26	0	0	1,313
	Total	3,139	4,687	202	3,341	0	3,341	29	0	0	3,370
West Leg											
	Approach	1,263	2,171	119	1,382	0	1,382	12	0	0	1,394
	Departure	1,499	2,119	80	1,579	0	1,579	3	0	0	1,582
	Total	2,762	4,290	199	2,961	0	2,961	15	0	0	2,976
Total Approaches											
	Approach	3,842	5,675	239	4,081	0	4,081	29	0	0	4,110
	Departure	3,842	5,675	239	4,081	0	4,081	29	0	0	4,110
	Total	7,684	11,350	478	8,162	0	8,162	58	0	0	8,220

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

		AM Peak Hour								
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
2	**I-15 NB Ramps/SR-74**										
NBL		454	515	8	462		462	0	0		462
NBT		3	3	0	3		3	0	0		3
NBR		531	648	15	546		546	0	0		546
SBL		0	0	0	0		0	0	0		0
SBT		0	0	0	0		0	0	0		0
SBR		0	0	0	0		0	0	0		0
EBL		82	112	4	86		86	0	0		86
EBT		1,097	1,889	103	1,200		1,200	27	0		1227
EBR		0	0	0	0		0	0	0		0
WBL		0	0	0	0		0	0	0		0
WBT		1,506	2,172	87	1,593		1,593	3	0		1596
WBR		560	931	48	608		608	10	0		618
North Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	645	1,046	52	697	0	697	10	0	0	707
	Total	645	1,046	52	697	0	697	10	0	0	707
South Leg											
	Approach	988	1,166	23	1,011	0	1,011	0	0	0	1,011
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	988	1,166	23	1,011	0	1,011	0	0	0	1,011
East Leg											
	Approach	2,066	3,103	135	2,201	0	2,201	13	0	0	2,214
	Departure	1,628	2,537	118	1,746	0	1,746	27	0	0	1,773
	Total	3,694	5,640	253	3,947	0	3,947	40	0	0	3,987
West Leg											
	Approach	1,179	2,001	107	1,286	0	1,286	27	0	0	1,313
	Departure	1,960	2,687	95	2,055	0	2,055	3	0	0	2,058
	Total	3,139	4,688	202	3,341	0	3,341	30	0	0	3,371
Total Approaches											
	Approach	4,233	6,270	265	4,498	0	4,498	40	0	0	4,538
	Departure	4,233	6,270	265	4,498	0	4,498	40	0	0	4,538
	Total	8,466	12,539	530	8,996	0	8,996	80	0	0	9,076

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
3 Dexter Avenue/SR-74										
NBL	117	322	27	144		144	0	0		144
NBT	184	254	9	193		193	0	0		193
NBR	56	70	2	58		58	0	0		58
SBL	63	71	1	64		64	0	0		64
SBT	140	163	3	143		143	0	0		143
SBR	414	634	29	443		443	0	0		443
EBL	332	532	26	358		358	0	0		358
EBT	1,159	1,674	67	1,226		1,226	27	0		1253
EBR	136	331	25	161		161	0	0		161
WBL	89	101	2	91		91	0	0		91
WBT	1,534	2,147	80	1,614		1,614	13	0		1627
WBR	177	201	3	180		180	0	0		180
North Leg										
Approach	617	868	33	650	0	650	0	0	0	650
Departure	693	987	38	731	0	731	0	0	0	731
Total	1,310	1,855	71	1,381	0	1,381	0	0	0	1,381
South Leg										
Approach	357	646	38	395	0	395	0	0	0	395
Departure	365	595	30	395	0	395	0	0	0	395
Total	722	1,241	68	790	0	790	0	0	0	790
East Leg										
Approach	1,800	2,448	85	1,885	0	1,885	13	0	0	1,898
Departure	1,278	1,815	70	1,348	0	1,348	27	0	0	1,375
Total	3,078	4,264	155	3,233	0	3,233	40	0	0	3,273
West Leg										
Approach	1,627	2,537	118	1,745	0	1,745	27	0	0	1,772
Departure	2,065	3,103	136	2,201	0	2,201	13	0	0	2,214
Total	3,692	5,640	254	3,946	0	3,946	40	0	0	3,986
Total Approaches										
Approach	4,401	6,500	274	4,675	0	4,675	40	0	0	4,715
Departure	4,401	6,500	274	4,675	0	4,675	40	0	0	4,715
Total	8,802	13,000	548	9,350	0	9,350	80	0	0	9,430

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
4 Cambern Avenue/SR-74										
NBL	73	83	1	74		74	0	0		74
NBT	29	33	0	29		29	0	0		29
NBR	39	46	1	40		40	0	0		40
SBL	124	146	3	127		127	0	0		127
SBT	48	55	1	49		49	0	0		49
SBR	86	98	2	88		88	0	0		88
EBL	126	160	4	130		130	0	0		130
EBT	1,080	1,573	64	1,144		1,144	27	0		1171
EBR	29	33	0	29		29	0	0		29
WBL	74	89	2	76		76	0	0		76
WBT	1,526	2,112	76	1,602		1,602	13	0		1615
WBR	105	157	7	112		112	0	0		112
North Leg										
Approach	258	298	6	264	0	264	0	0	0	264
Departure	260	350	11	271	0	271	0	0	0	271
Total	518	648	17	535	0	535	0	0	0	535
South Leg										
Approach	141	162	2	143	0	143	0	0	0	143
Departure	151	176	3	154	0	154	0	0	0	154
Total	292	338	5	297	0	297	0	0	0	297
East Leg										
Approach	1,705	2,358	85	1,790	0	1,790	13	0	0	1,803
Departure	1,243	1,765	68	1,311	0	1,311	27	0	0	1,338
Total	2,948	4,123	153	3,101	0	3,101	40	0	0	3,141
West Leg										
Approach	1,235	1,766	68	1,303	0	1,303	27	0	0	1,330
Departure	1,685	2,293	79	1,764	0	1,764	13	0	0	1,777
Total	2,920	4,058	147	3,067	0	3,067	40	0	0	3,107
Total Approaches										
Approach	3,339	4,583	161	3,500	0	3,500	40	0	0	3,540
Departure	3,339	4,583	161	3,500	0	3,500	40	0	0	3,540
Total	6,678	9,167	322	7,000	0	7,000	80	0	0	7,080

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
5 Conard Avenue/SR-74										
NBL	33	61	4	37		37	0	0		37
NBT	13	20	1	14		14	0	0		14
NBR	24	89	8	32		32	0	0		32
SBL	104	118	2	106		106	0	0		106
SBT	11	34	3	14		14	0	0		14
SBR	27	30	0	27		27	0	0		27
EBL	9	11	0	9		9	0	0		9
EBT	1,214	1,669	59	1,273		1,273	27	0		1300
EBR	20	85	8	28		28	0	0		28
WBL	11	94	11	22		22	0	0		22
WBT	1,644	2,266	81	1,725		1,725	13	0		1738
WBR	140	159	2	142		142	0	0		142
North Leg										
Approach	142	182	5	147	0	147	0	0	0	147
Departure	162	190	3	165	0	165	0	0	0	165
Total	304	372	8	312	0	312	0	0	0	312
South Leg										
Approach	70	170	13	83	0	83	0	0	0	83
Departure	42	213	22	64	0	64	0	0	0	64
Total	112	383	35	147	0	147	0	0	0	147
East Leg										
Approach	1,795	2,519	94	1,889	0	1,889	13	0	0	1,902
Departure	1,342	1,876	69	1,411	0	1,411	27	0	0	1,438
Total	3,137	4,395	163	3,300	0	3,300	40	0	0	3,340
West Leg										
Approach	1,243	1,765	67	1,310	0	1,310	27	0	0	1,337
Departure	1,704	2,357	85	1,789	0	1,789	13	0	0	1,802
Total	2,947	4,122	152	3,099	0	3,099	40	0	0	3,139
Total Approaches										
Approach	3,250	4,636	179	3,429	0	3,429	40	0	0	3,469
Departure	3,250	4,636	179	3,429	0	3,429	40	0	0	3,469
Total	6,500	9,271	358	6,858	0	6,858	80	0	0	6,938

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

		AM Peak Hour								
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
6	**El Toro Cut Off Road/SR-74**										
NBL		0	0	0	0		0	0	0		0
NBT		0	0	0	0		0	0	0		0
NBR		0	0	0	0		0	0	0		0
SBL		2	174	22	24		24	0	0		24
SBT		0	0	0	0		0	0	0		0
SBR		25	185	21	46		46	0	0		46
EBL		20	87	9	29		29	0	0		29
EBT		1,142	1,814	88	1,230		1,230	27	0		1257
EBR		0	0	0	0		0	0	0		0
WBL		0	0	0	0		0	0	0		0
WBT		1,591	2,088	65	1,656		1,656	13	0		1669
WBR		11	465	59	70		70	0	0		70
North Leg											
	Approach	27	359	43	70	0	70	0	0	0	70
	Departure	31	552	68	99	0	99	0	0	0	99
	Total	58	911	111	169	0	169	0	0	0	169
South Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
East Leg											
	Approach	1,602	2,553	124	1,726	0	1,726	13	0	0	1,739
	Departure	1,144	1,988	110	1,254	0	1,254	27	0	0	1,281
	Total	2,746	4,541	234	2,980	0	2,980	40	0	0	3,020
West Leg											
	Approach	1,162	1,901	97	1,259	0	1,259	27	0	0	1,286
	Departure	1,616	2,273	86	1,702	0	1,702	13	0	0	1,715
	Total	2,778	4,174	183	2,961	0	2,961	40	0	0	3,001
Total Approaches											
	Approach	2,791	4,813	264	3,055	0	3,055	40	0	0	3,095
	Departure	2,791	4,813	264	3,055	0	3,055	40	0	0	3,095
	Total	5,582	9,626	528	6,110	0	6,110	80	0	0	6,190

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

		AM Peak Hour								
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
7	**Riverside Street/SR-74**										
NBL		275	684	53	328		328	0	0		328
NBT		0	0	0	0		0	0	0		0
NBR		6	13	1	7		7	0	0		7
SBL		0	0	0	0		0	0	0		0
SBT		0	0	0	0		0	0	0		0
SBR		0	0	0	0		0	0	0		0
EBL		0	0	0	0		0	0	0		0
EBT		968	1,618	85	1,053		1,053	27	0		1080
EBR		140	267	17	157		157	0	0		157
WBL		7	10	0	7		7	0	0		7
WBT		1,353	1,991	83	1,436		1,436	13	0		1449
WBR		0	0	0	0		0	0	0		0
North Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
South Leg											
	Approach	281	697	54	335	0	335	0	0	0	335
	Departure	147	277	17	164	0	164	0	0	0	164
	Total	428	974	71	499	0	499	0	0	0	499
East Leg											
	Approach	1,360	2,001	83	1,443	0	1,443	13	0	0	1,456
	Departure	974	1,631	86	1,060	0	1,060	27	0	0	1,087
	Total	2,334	3,632	169	2,503	0	2,503	40	0	0	2,543
West Leg											
	Approach	1,108	1,885	102	1,210	0	1,210	27	0	0	1,237
	Departure	1,628	2,675	136	1,764	0	1,764	13	0	0	1,777
	Total	2,736	4,560	238	2,974	0	2,974	40	0	0	3,014
Total Approaches											
	Approach	2,749	4,583	239	2,988	0	2,988	40	0	0	3,028
	Departure	2,749	4,583	239	2,988	0	2,988	40	0	0	3,028
	Total	5,498	9,166	478	5,976	0	5,976	80	0	0	6,056

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
8 Wasson Canyon Road/SR-74										
NBL	15	33	2	17		17	0	0		17
NBT	0	0	0	0		0	0	0		0
NBR	33	254	29	62		62	0	0		62
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	940	1,532	77	1,017		1,017	27	0		1044
EBR	7	91	11	18		18	0	0		18
WBL	9	357	45	54		54	0	0		54
WBT	1,295	1,845	72	1,367		1,367	13	0		1380
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	48	287	31	79	0	79	0	0	0	79
Departure	16	448	56	72	0	72	0	0	0	72
Total	64	735	87	151	0	151	0	0	0	151
East Leg										
Approach	1,304	2,202	117	1,421	0	1,421	13	0	0	1,434
Departure	973	1,786	106	1,079	0	1,079	27	0	0	1,106
Total	2,277	3,988	223	2,500	0	2,500	40	0	0	2,540
West Leg										
Approach	947	1,623	88	1,035	0	1,035	27	0	0	1,062
Departure	1,310	1,878	74	1,384	0	1,384	13	0	0	1,397
Total	2,257	3,501	162	2,419	0	2,419	40	0	0	2,459
Total Approaches										
Approach	2,299	4,112	236	2,535	0	2,535	40	0	0	2,575
Departure	2,299	4,112	236	2,535	0	2,535	40	0	0	2,575
Total	4,598	8,224	472	5,070	0	5,070	80	0	0	5,150

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

		AM Peak Hour								
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
9	**SR-74/Meadowbrook Avenue - Greenwald Avenue**										
NBL		18	20	0	18		18	0	0		18
NBT		834	1,607	101	935		935	27	0		962
NBR		111	162	7	118		118	0	0		118
SBL		34	80	6	40		40	2	0		42
SBT		957	1,767	106	1,063		1,063	13	0		1076
SBR		24	28	1	25		25	0	0		25
EBL		67	81	2	69		69	0	0		69
EBT		14	16	0	14		14	0	0		14
EBR		42	47	1	43		43	0	0		43
WBL		283	471	25	308		308	0	0		308
WBT		12	14	0	12		12	0	0		12
WBR		75	210	18	93		93	6	0		99
North Leg											
	Approach	1,015	1,875	113	1,128	0	1,128	15	0	0	1,143
	Departure	976	1,898	121	1,097	0	1,097	33	0	0	1,130
	Total	1,991	3,773	234	2,225	0	2,225	48	0	0	2,273
South Leg											
	Approach	963	1,789	108	1,071	0	1,071	27	0	0	1,098
	Departure	1,282	2,285	132	1,414	0	1,414	13	0	0	1,427
	Total	2,245	4,074	240	2,485	0	2,485	40	0	0	2,525
East Leg											
	Approach	370	695	43	413	0	413	6	0	0	419
	Departure	159	258	13	172	0	172	2	0	0	174
	Total	529	952	56	585	0	585	8	0	0	593
West Leg											
	Approach	123	144	3	126	0	126	0	0	0	126
	Departure	54	62	1	55	0	55	0	0	0	55
	Total	177	206	4	181	0	181	0	0	0	181
Total Approaches											
	Approach	2,471	4,503	267	2,738	0	2,738	48	0	0	2,786
	Departure	2,471	4,503	267	2,738	0	2,738	48	0	0	2,786
	Total	4,942	9,005	534	5,476	0	5,476	96	0	0	5,572

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
10 SR-74/River Road										
NBL	0	0	0	0		0	0	0		0
NBT	961	1,874	119	1,080		1,080	33	0		1113
NBR	6	7	0	6		6	0	0		6
SBL	18	20	0	18		18	0	0		18
SBT	999	1,879	115	1,114		1,114	15	0		1129
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	9	15	1	10		10	0	0		10
WBT	0	0	0	0		0	0	0		0
WBR	35	57	3	38		38	0	0		38
North Leg										
Approach	1,017	1,899	115	1,132	0	1,132	15	0	0	1,147
Departure	996	1,931	122	1,118	0	1,118	33	0	0	1,151
Total	2,013	3,830	237	2,250	0	2,250	48	0	0	2,298
South Leg										
Approach	967	1,881	119	1,086	0	1,086	33	0	0	1,119
Departure	1,008	1,894	116	1,124	0	1,124	15	0	0	1,139
Total	1,975	3,775	235	2,210	0	2,210	48	0	0	2,258
East Leg										
Approach	44	72	4	48	0	48	0	0	0	48
Departure	24	27	0	24	0	24	0	0	0	24
Total	68	99	4	72	0	72	0	0	0	72
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	2,028	3,852	238	2,266	0	2,266	48	0	0	2,314
Departure	2,028	3,852	238	2,266	0	2,266	48	0	0	2,314
Total	4,056	7,704	476	4,532	0	4,532	96	0	0	4,628

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
11 SR-74/Ellis Avenue										
NBL	67	76	1	68		68	0	0		68
NBT	785	1,112	43	828		828	33	0		861
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	754	1,095	44	798		798	15	0		813
SBR	238	312	10	248		248	0	0		248
EBL	241	423	24	265		265	0	0		265
EBT	0	0	0	0		0	0	0		0
EBR	74	95	3	77		77	0	0		77
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	992	1,407	54	1,046	0	1,046	15	0	0	1,061
Departure	1,026	1,535	67	1,093	0	1,093	33	0	0	1,126
Total	2,018	2,942	121	2,139	0	2,139	48	0	0	2,187
South Leg										
Approach	852	1,188	44	896	0	896	33	0	0	929
Departure	828	1,190	47	875	0	875	15	0	0	890
Total	1,680	2,378	91	1,771	0	1,771	48	0	0	1,819
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	315	518	27	342	0	342	0	0	0	342
Departure	305	388	11	316	0	316	0	0	0	316
Total	620	906	38	658	0	658	0	0	0	658
Total Approaches										
Approach	2,159	3,113	125	2,284	0	2,284	48	0	0	2,332
Departure	2,159	3,113	125	2,284	0	2,284	48	0	0	2,332
Total	4,318	6,225	250	4,568	0	4,568	96	0	0	4,664

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
12 Navajo Road/SR-74										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	523	593	9	532		532	0	0		532
SBT	0	0	0	0		0	0	0		0
SBR	49	106	7	56		56	0	0		56
EBL	36	73	5	41		41	0	0		41
EBT	1,001	1,190	25	1,026		1,026	15	0		1041
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	934	1,371	57	991		991	33	0		1024
WBR	363	433	9	372		372	0	0		372
North Leg										
Approach	572	699	16	588	0	588	0	0	0	588
Departure	399	506	14	413	0	413	0	0	0	413
Total	971	1,205	30	1,001	0	1,001	0	0	0	1,001
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1,297	1,804	66	1,363	0	1,363	33	0	0	1,396
Departure	1,524	1,783	34	1,558	0	1,558	15	0	0	1,573
Total	2,821	3,587	100	2,921	0	2,921	48	0	0	2,969
West Leg										
Approach	1,037	1,263	30	1,067	0	1,067	15	0	0	1,082
Departure	983	1,477	64	1,047	0	1,047	33	0	0	1,080
Total	2,020	2,740	94	2,114	0	2,114	48	0	0	2,162
Total Approaches										
Approach	2,906	3,766	112	3,018	0	3,018	48	0	0	3,066
Departure	2,906	3,766	112	3,018	0	3,018	48	0	0	3,066
Total	5,812	7,533	224	6,036	0	6,036	96	0	0	6,132

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
13 A Street/SR-74										
NBL	130	147	2	132		132	0	0		132
NBT	179	427	32	211		211	0	0		211
NBR	62	74	2	64		64	0	0		64
SBL	78	198	16	94		94	1	0		95
SBT	134	232	13	147		147	0	0		147
SBR	216	467	33	249		249	0	0		249
EBL	196	402	27	223		223	0	0		223
EBT	1,161	1,317	20	1,181		1,181	33	0		1214
EBR	59	67	1	60		60	0	0		60
WBL	76	86	1	77		77	0	0		77
WBT	965	1,169	27	992		992	15	0		1007
WBR	29	83	7	36		36	3	0		39
North Leg										
Approach	428	897	62	490	0	490	1	0	0	491
Departure	404	912	66	470	0	470	3	0	0	473
Total	832	1,809	128	960	0	960	4	0	0	964
South Leg										
Approach	371	648	36	407	0	407	0	0	0	407
Departure	269	385	15	284	0	284	0	0	0	284
Total	640	1,033	51	691	0	691	0	0	0	691
East Leg										
Approach	1,070	1,338	35	1,105	0	1,105	18	0	0	1,123
Departure	1,301	1,589	38	1,339	0	1,339	34	0	0	1,373
Total	2,371	2,927	73	2,444	0	2,444	52	0	0	2,496
West Leg										
Approach	1,416	1,786	48	1,464	0	1,464	33	0	0	1,497
Departure	1,311	1,783	62	1,373	0	1,373	15	0	0	1,388
Total	2,727	3,569	110	2,837	0	2,837	48	0	0	2,885
Total Approaches										
Approach	3,285	4,669	181	3,466	0	3,466	52	0	0	3,518
Departure	3,285	4,669	181	3,466	0	3,466	52	0	0	3,518
Total	6,570	9,338	362	6,932	0	6,932	104	0	0	7,036

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
14 C Street/SR-74										
NBL	6	25	2	8		8	0	0		8
NBT	74	207	17	91		91	0	0		91
NBR	28	62	4	32		32	0	0		32
SBL	42	51	1	43		43	0	0		43
SBT	45	51	1	46		46	0	0		46
SBR	355	392	5	360		360	0	0		360
EBL	268	374	14	282		282	0	0		282
EBT	996	1,226	30	1,026		1,026	34	0		1060
EBR	5	9	1	6		6	0	0		6
WBL	0	0	0	0		0	0	0		0
WBT	753	990	31	784		784	18	0		802
WBR	50	59	1	51		51	0	0		51
North Leg										
Approach	442	495	7	449	0	449	0	0	0	449
Departure	392	640	32	424	0	424	0	0	0	424
Total	834	1,134	39	873	0	873	0	0	0	873
South Leg										
Approach	108	294	23	131	0	131	0	0	0	131
Departure	50	60	2	52	0	52	0	0	0	52
Total	158	354	25	183	0	183	0	0	0	183
East Leg										
Approach	803	1,049	32	835	0	835	18	0	0	853
Departure	1,066	1,339	35	1,101	0	1,101	34	0	0	1,135
Total	1,869	2,388	67	1,936	0	1,936	52	0	0	1,988
West Leg										
Approach	1,269	1,609	45	1,314	0	1,314	34	0	0	1,348
Departure	1,114	1,407	38	1,152	0	1,152	18	0	0	1,170
Total	2,383	3,016	83	2,466	0	2,466	52	0	0	2,518
Total Approaches										
Approach	2,622	3,446	107	2,729	0	2,729	52	0	0	2,781
Departure	2,622	3,446	107	2,729	0	2,729	52	0	0	2,781
Total	5,244	6,892	214	5,458	0	5,458	104	0	0	5,562

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
15 D Street/SR-74										
NBL	23	26	0	23		23	0	0		23
NBT	103	175	9	112		112	0	0		112
NBR	30	177	19	49		49	0	0		49
SBL	11	73	8	19		19	0	0		19
SBT	68	77	1	69		69	0	0		69
SBR	73	83	1	74		74	0	0		74
EBL	132	150	2	134		134	0	0		134
EBT	906	1,156	33	939		939	34	0		973
EBR	29	33	0	29		29	0	0		29
WBL	31	101	9	40		40	0	0		40
WBT	706	939	30	736		736	18	0		754
WBR	16	116	13	29		29	0	0		29
North Leg										
Approach	152	233	10	162	0	162	0	0	0	162
Departure	251	441	24	275	0	275	0	0	0	275
Total	403	674	34	437	0	437	0	0	0	437
South Leg										
Approach	156	378	28	184	0	184	0	0	0	184
Departure	128	210	10	138	0	138	0	0	0	138
Total	284	588	38	322	0	322	0	0	0	322
East Leg										
Approach	753	1,156	52	805	0	805	18	0	0	823
Departure	947	1,406	60	1,007	0	1,007	34	0	0	1,041
Total	1,700	2,562	112	1,812	0	1,812	52	0	0	1,864
West Leg										
Approach	1,067	1,339	35	1,102	0	1,102	34	0	0	1,136
Departure	802	1,048	31	833	0	833	18	0	0	851
Total	1,869	2,387	66	1,935	0	1,935	52	0	0	1,987
Total Approaches										
Approach	2,128	3,106	125	2,253	0	2,253	52	0	0	2,305
Departure	2,128	3,106	125	2,253	0	2,253	52	0	0	2,305
Total	4,256	6,211	250	4,506	0	4,506	104	0	0	4,610

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
16 Perris Boulevard/SR-74										
NBL	46	237	25	71		71	0	0		71
NBT	398	904	66	464		464	0	0		464
NBR	45	176	17	62		62	0	0		62
SBL	65	76	1	66		66	0	0		66
SBT	254	703	59	313		313	0	0		313
SBR	202	312	14	216		216	0	0		216
EBL	304	344	5	309		309	0	0		309
EBT	579	930	46	625		625	34	0		659
EBR	42	159	15	57		57	0	0		57
WBL	46	123	10	56		56	0	0		56
WBT	498	742	32	530		530	18	0		548
WBR	40	45	1	41		41	0	0		41
North Leg										
Approach	521	1,091	74	595	0	595	0	0	0	595
Departure	742	1,294	72	814	0	814	0	0	0	814
Total	1,263	2,385	146	1,409	0	1,409	0	0	0	1,409
South Leg										
Approach	489	1,317	108	597	0	597	0	0	0	597
Departure	342	985	84	426	0	426	0	0	0	426
Total	831	2,302	192	1,023	0	1,023	0	0	0	1,023
East Leg										
Approach	584	910	43	627	0	627	18	0	0	645
Departure	689	1,182	64	753	0	753	34	0	0	787
Total	1,273	2,092	107	1,380	0	1,380	52	0	0	1,432
West Leg										
Approach	925	1,433	66	991	0	991	34	0	0	1,025
Departure	746	1,291	71	817	0	817	18	0	0	835
Total	1,671	2,724	137	1,808	0	1,808	52	0	0	1,860
Total Approaches										
Approach	2,519	4,752	291	2,810	0	2,810	52	0	0	2,862
Departure	2,519	4,752	291	2,810	0	2,810	52	0	0	2,862
Total	5,038	9,503	582	5,620	0	5,620	104	0	0	5,724

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
17 G Street/SR-74										
NBL	10	26	2	12		12	0	0		12
NBT	40	178	18	58		58	0	0		58
NBR	43	102	8	51		51	0	0		51
SBL	56	109	7	63		63	7	0		70
SBT	18	136	15	33		33	0	0		33
SBR	14	30	2	16		16	0	0		16
EBL	38	112	10	48		48	0	0		48
EBT	569	890	42	611		611	34	0		645
EBR	19	116	13	32		32	0	0		32
WBL	27	143	15	42		42	0	0		42
WBT	554	820	35	589		589	18	0		607
WBR	51	130	10	61		61	5	0		66
North Leg										
Approach	88	275	24	112	0	112	7	0	0	119
Departure	129	420	38	167	0	167	5	0	0	172
Total	217	695	62	279	0	279	12	0	0	291
South Leg										
Approach	93	306	28	121	0	121	0	0	0	121
Departure	64	395	43	107	0	107	0	0	0	107
Total	157	701	71	228	0	228	0	0	0	228
East Leg										
Approach	632	1,093	60	692	0	692	23	0	0	715
Departure	668	1,101	57	725	0	725	41	0	0	766
Total	1,300	2,194	117	1,417	0	1,417	64	0	0	1,481
West Leg										
Approach	626	1,118	65	691	0	691	34	0	0	725
Departure	578	876	39	617	0	617	18	0	0	635
Total	1,204	1,994	104	1,308	0	1,308	52	0	0	1,360
Total Approaches										
Approach	1,439	2,792	177	1,616	0	1,616	64	0	0	1,680
Departure	1,439	2,792	177	1,616	0	1,616	64	0	0	1,680
Total	2,878	5,584	354	3,232	0	3,232	128	0	0	3,360

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
18 Wilkerson Avenue/SR-74										
NBL	34	39	1	35		35	0	0		35
NBT	6	6	0	6		6	0	0		6
NBR	18	20	0	18		18	0	0		18
SBL	86	98	2	88		88	0	0		88
SBT	9	11	0	9		9	0	0		9
SBR	22	25	0	22		22	0	0		22
EBL	34	39	1	35		35	0	0		35
EBT	572	1,002	56	628		628	42	0		670
EBR	30	34	0	30		30	0	0		30
WBL	12	14	0	12		12	0	0		12
WBT	594	1,052	60	654		654	22	0		676
WBR	113	128	2	115		115	0	0		115
North Leg										
Approach	117	133	2	119	0	119	0	0	0	119
Departure	153	173	3	156	0	156	0	0	0	156
Total	270	307	5	275	0	275	0	0	0	275
South Leg										
Approach	58	65	1	59	0	59	0	0	0	59
Departure	51	58	0	51	0	51	0	0	0	51
Total	109	123	1	110	0	110	0	0	0	110
East Leg										
Approach	719	1,194	62	781	0	781	22	0	0	803
Departure	676	1,120	58	734	0	734	42	0	0	776
Total	1,395	2,313	120	1,515	0	1,515	64	0	0	1,579
West Leg										
Approach	636	1,074	57	693	0	693	42	0	0	735
Departure	650	1,116	61	711	0	711	22	0	0	733
Total	1,286	2,191	118	1,404	0	1,404	64	0	0	1,468
Total Approaches										
Approach	1,530	2,467	122	1,652	0	1,652	64	0	0	1,716
Departure	1,530	2,467	122	1,652	0	1,652	64	0	0	1,716
Total	3,060	4,933	244	3,304	0	3,304	128	0	0	3,432

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
19 Redlands Avenue/SR-74 - 4th Street										
NBL	31	85	7	38		38	0	0		38
NBT	266	1,042	101	367		367	0	0		367
NBR	7	12	1	8		8	0	0		8
SBL	31	35	0	31		31	0	0		31
SBT	342	600	34	376		376	0	0		376
SBR	707	1,132	55	762		762	22	0		784
EBL	633	1,077	58	691		691	42	0		733
EBT	23	26	0	23		23	0	0		23
EBR	31	40	1	32		32	0	0		32
WBL	3	3	0	3		3	0	0		3
WBT	5	5	0	5		5	0	0		5
WBR	23	26	0	23		23	0	0		23
North Leg										
Approach	1,080	1,767	89	1,169	0	1,169	22	0	0	1,191
Departure	922	2,145	159	1,081	0	1,081	42	0	0	1,123
Total	2,002	3,912	248	2,250	0	2,250	64	0	0	2,314
South Leg										
Approach	304	1,139	109	413	0	413	0	0	0	413
Departure	376	643	35	411	0	411	0	0	0	411
Total	680	1,782	144	824	0	824	0	0	0	824
East Leg										
Approach	31	35	0	31	0	31	0	0	0	31
Departure	61	73	1	62	0	62	0	0	0	62
Total	92	108	1	93	0	93	0	0	0	93
West Leg										
Approach	687	1,143	59	746	0	746	42	0	0	788
Departure	743	1,222	62	805	0	805	22	0	0	827
Total	1,430	2,366	121	1,551	0	1,551	64	0	0	1,615
Total Approaches										
Approach	2,102	4,084	257	2,359	0	2,359	64	0	0	2,423
Departure	2,102	4,084	257	2,359	0	2,359	64	0	0	2,423
Total	4,204	8,167	514	4,718	0	4,718	128	0	0	4,846

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
20 Redlands Avenue/I-215 SB Ramps										
NBL	0	0	0	0		0	0	0		0
NBT	566	1,614	137	703		703	0	0		703
NBR	356	531	23	379		379	42	0		421
SBL	455	527	9	464		464	0	0		464
SBT	933	1,544	80	1,013		1,013	22	0		1035
SBR	0	0	0	0		0	0	0		0
EBL	126	253	17	143		143	0	0		143
EBT	0	0	0	0		0	0	0		0
EBR	148	223	10	158		158	0	0		158
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	1,388	2,071	89	1,477	0	1,477	22	0	0	1,499
Departure	692	1,867	154	846	0	846	0	0	0	846
Total	2,080	3,938	243	2,323	0	2,323	22	0	0	2,345
South Leg										
Approach	922	2,145	160	1,082	0	1,082	42	0	0	1,124
Departure	1,081	1,767	90	1,171	0	1,171	22	0	0	1,193
Total	2,003	3,912	250	2,253	0	2,253	64	0	0	2,317
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	811	1,058	32	843	0	843	42	0	0	885
Total	811	1,058	32	843	0	843	42	0	0	885
West Leg										
Approach	274	476	27	301	0	301	0	0	0	301
Departure	0	0	0	0	0	0	0	0	0	0
Total	274	476	27	301	0	301	0	0	0	301
Total Approaches										
Approach	2,584	4,692	276	2,860	0	2,860	64	0	0	2,924
Departure	2,584	4,692	276	2,860	0	2,860	64	0	0	2,924
Total	5,168	9,384	552	5,720	0	5,720	128	0	0	5,848

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
21 Redlands Avenue/I-215 NB Ramps										
NBL	132	390	34	166		166	0	0		166
NBT	560	1,477	120	680		680	0	0		680
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	966	1,567	78	1,044		1,044	0	0		1044
SBR	151	193	5	156		156	0	0		156
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	422	504	11	433		433	22	0		455
WBT	0	0	0	0		0	0	0		0
WBR	344	391	6	350		350	0	0		350
North Leg										
Approach	1,117	1,760	83	1,200	0	1,200	0	0	0	1,200
Departure	904	1,868	126	1,030	0	1,030	0	0	0	1,030
Total	2,021	3,628	209	2,230	0	2,230	0	0	0	2,230
South Leg										
Approach	692	1,867	154	846	0	846	0	0	0	846
Departure	1,388	2,071	89	1,477	0	1,477	22	0	0	1,499
Total	2,080	3,938	243	2,323	0	2,323	22	0	0	2,345
East Leg										
Approach	766	895	17	783	0	783	22	0	0	805
Departure	0	0	0	0	0	0	0	0	0	0
Total	766	895	17	783	0	783	22	0	0	805
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	283	583	39	322	0	322	0	0	0	322
Total	283	583	39	322	0	322	0	0	0	322
Total Approaches										
Approach	2,575	4,522	254	2,829	0	2,829	22	0	0	2,851
Departure	2,575	4,522	254	2,829	0	2,829	22	0	0	2,851
Total	5,150	9,043	508	5,658	0	5,658	44	0	0	5,702

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
22 Dunlap Drive/Nuevo Road										
NBL	25	77	7	32		32	0	0		32
NBT	101	454	46	147		147	0	0		147
NBR	52	224	22	74		74	0	0		74
SBL	49	115	9	58		58	8	0		66
SBT	101	234	17	118		118	0	0		118
SBR	47	79	4	51		51	0	0		51
EBL	19	75	7	26		26	0	0		26
EBT	256	971	93	349		349	1	0		350
EBR	21	78	7	28		28	0	0		28
WBL	63	287	29	92		92	0	0		92
WBT	375	1,244	113	488		488	3	0		491
WBR	62	300	31	93		93	9	0		102
North Leg										
Approach	197	428	30	227	0	227	8	0	0	235
Departure	182	829	84	266	0	266	9	0	0	275
Total	379	1,257	114	493	0	493	17	0	0	510
South Leg										
Approach	178	755	75	253	0	253	0	0	0	253
Departure	185	599	53	238	0	238	0	0	0	238
Total	363	1,354	128	491	0	491	0	0	0	491
East Leg										
Approach	500	1,831	173	673	0	673	12	0	0	685
Departure	357	1,310	124	481	0	481	9	0	0	490
Total	857	3,141	297	1,154	0	1,154	21	0	0	1,175
West Leg										
Approach	296	1,124	107	403	0	403	1	0	0	404
Departure	447	1,400	124	571	0	571	3	0	0	574
Total	743	2,524	231	974	0	974	4	0	0	978
Total Approaches										
Approach	1,171	4,138	385	1,556	0	1,556	21	0	0	1,577
Departure	1,171	4,138	385	1,556	0	1,556	21	0	0	1,577
Total	2,342	8,276	770	3,112	0	3,112	42	0	0	3,154

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
23 Menifee Road/Nuevo Road										
NBL	147	576	56	203		203	12	0		215
NBT	175	577	104	279		279	0	0		279
NBR	302	342	5	307		307	7	0		314
SBL	26	42	4	30		30	0	0		30
SBT	88	528	114	202		202	0	0		202
SBR	16	297	73	89		89	0	0		89
EBL	9	99	23	32		32	0	0		32
EBT	280	725	58	338		338	0	0		338
EBR	74	365	38	112		112	9	0		121
WBL	220	250	4	224		224	17	0		241
WBT	324	890	74	398		398	0	0		398
WBR	37	37	0	37		37	0	0		37
North Leg										
Approach	130	867	191	321	0	321	0	0	0	321
Departure	221	713	127	348	0	348	0	0	0	348
Total	351	1,580	318	669	0	669	0	0	0	669
South Leg										
Approach	624	1,495	165	789	0	789	19	0	0	808
Departure	382	1,143	156	538	0	538	26	0	0	564
Total	1,006	2,638	321	1,327	0	1,327	45	0	0	1,372
East Leg										
Approach	581	1,177	78	659	0	659	17	0	0	676
Departure	608	1,109	67	675	0	675	7	0	0	682
Total	1,189	2,286	145	1,334	0	1,334	24	0	0	1,358
West Leg										
Approach	363	1,189	119	482	0	482	9	0	0	491
Departure	487	1,763	203	690	0	690	12	0	0	702
Total	850	2,952	322	1,172	0	1,172	21	0	0	1,193
Total Approaches										
Approach	1,698	4,728	553	2,251	0	2,251	45	0	0	2,296
Departure	1,698	4,728	553	2,251	0	2,251	45	0	0	2,296
Total	3,396	9,456	1,106	4,502	0	4,502	90	0	0	4,592

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Table C-2 - Phase 1 Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour								PM Peak Hour							
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Ph 1 External Trips	Ph1 Internal Trips	Ph 1 Pass-by Trips	Year 2025 with Project Ph 1	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Ph 1 External Trips	Ph1 Internal Trips	Ph 1 Pass-by Trips	Year 2025 with Project Ph 1
24 Menifee Road/Nuevo Road																
NBHL	0	0	0	0				0	2	2	0	2				2
NBL	4	6	0	4	0			4	1	2	0	1	0			1
NBT	364	1,258	117	481	16			497	279	1,005	95	374	31			405
NBR	86	98	2	88	0			88	127	151	3	130	0			130
SBL	1	2	0	1	0			1	1	2	0	1	0			1
SBT	271	956	89	360	28			388	327	1,105	101	428	29			457
SBBR	9	11	0	9				9	4	4	0	4				4
SBR	13	39	3	16	0			16	21	59	5	26	0			26
EBL	1	17	2	3	0			3	1	20	2	3	0			3
EBT	2	11	1	3	0			3	0	0	0	0	0			0
EBR	3	24	3	6	0			6	1	12	1	2	0			2
EBHR	2	2	0	2				2	2	2	0	2				2
WBL	115	131	2	117	0			117	67	87	3	70	0			70
WBBL	3	3	0	3				3	7	8	0	7				7
WBT	0	0	0	0	0			0	3	3	0	3	0			3
WBR	4	10	1	5	0			5	2	4	0	2	0			2
NEBHL	0	0	0	0				0	0	0	0	0				0
NEBBL	53	60	1	54				54	16	18	0	16				16
NEBBR	3	3	0	3				3	5	5	0	5				5
NEBHR	12	14	0	12				12	11	13	0	11				11
North Leg																
Approach	294	1,008	92	386	28	0	0	414	353	1,170	106	459	29	0	0	488
Departure	422	1,345	121	543	16	0	0	559	298	1,047	97	395	31	0	0	426
Total	716	2,352	213	929	44	0	0	973	651	2,217	203	854	60	0	0	914
South Leg																
Approach	454	1,362	119	573	16	0	0	589	409	1,160	98	507	31	0	0	538
Departure	401	1,125	94	495	28	0	0	523	406	1,217	105	511	29	0	0	540
Total	855	2,487	213	1,068	44	0	0	1,112	815	2,377	203	1,018	60	0	0	1,078
East Leg																
Approach	122	144	3	125	0	0	0	125	79	103	3	82	0	0	0	82
Departure	92	114	3	95	0	0	0	95	133	158	3	136	0	0	0	136
Total	214	258	6	220	0	0	0	220	212	261	6	218	0	0	0	218
West Leg																
Approach	8	54	6	14	0	0	0	14	4	34	3	7	0	0	0	7
Departure	17	45	3	20	0	0	0	20	25	64	5	30	0	0	0	30
Total	25	99	9	34	0	0	0	34	29	98	8	37	0	0	0	37
Southwest leg																
Approach	68	77	1	69	0	0	0	69	32	36	0	32	0	0	0	32
Departure	14	16	0	14	0	0	0	14	15	17	0	15	0	0	0	15
Total	82	92	1	83	0	0	0	83	47	53	0	47	0	0	0	47
Total Approaches																
Approach	946	2,644	221	1,167	44	0	0	1,211	877	2,503	210	1,087	60	0	0	1,147
Departure	946	2,644	221	1,167	44	0	0	1,211	877	2,503	210	1,087	60	0	0	1,147
Total	1,892	5,289	442	2,334	88	0	0	2,422	1,754	5,005	420	2,174	120	0	0	2,294

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
25 Menifee Road/San Jacinto Avenue										
NBL	106	346	31	137		137	5	0		142
NBT	315	871	73	388		388	19	0		407
NBR	9	15	1	10		10	0	0		10
SBL	3	6	0	3		3	0	0		3
SBT	208	659	59	267		267	28	0		295
SBR	95	351	33	128		128	0	0		128
EBL	150	423	36	186		186	0	0		186
EBT	12	20	1	13		13	0	0		13
EBR	100	285	24	124		124	7	0		131
WBL	16	26	1	17		17	0	0		17
WBT	18	34	2	20		20	0	0		20
WBR	3	5	0	3		3	0	0		3
North Leg										
Approach	306	1,016	92	398	0	398	28	0	0	426
Departure	468	1,299	109	577	0	577	19	0	0	596
Total	774	2,315	201	975	0	975	47	0	0	1,022
South Leg										
Approach	430	1,232	105	535	0	535	24	0	0	559
Departure	324	970	84	408	0	408	35	0	0	443
Total	754	2,202	189	943	0	943	59	0	0	1,002
East Leg										
Approach	37	65	3	40	0	40	0	0	0	40
Departure	24	41	2	26	0	26	0	0	0	26
Total	61	106	5	66	0	66	0	0	0	66
West Leg										
Approach	262	728	61	323	0	323	7	0	0	330
Departure	219	731	66	285	0	285	5	0	0	290
Total	481	1,459	127	608	0	608	12	0	0	620
Total Approaches										
Approach	1,035	3,041	261	1,296	0	1,296	59	0	0	1,355
Departure	1,035	3,041	261	1,296	0	1,296	59	0	0	1,355
Total	2,070	6,082	522	2,592	0	2,592	118	0	0	2,710

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
26 Menifee Road/Ellis Avenue										
NBL	29	81	7	36		36	2	0		38
NBT	430	1,228	104	534		534	27	0		561
NBR	0	0	0	0		0	0	0		0
SBL	2	2	0	2		2	0	0		2
SBT	387	1,014	82	469		469	36	0		505
SBR	11	33	3	14		14	0	0		14
EBL	3	5	0	3		3	0	0		3
EBT	0	0	0	0		0	0	0		0
EBR	37	55	2	39		39	6	0		45
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	6	6	0	6		6	0	0		6
North Leg										
Approach	400	1,049	85	485	0	485	36	0	0	521
Departure	439	1,239	104	543	0	543	27	0	0	570
Total	839	2,288	189	1,028	0	1,028	63	0	0	1,091
South Leg										
Approach	459	1,309	111	570	0	570	29	0	0	599
Departure	424	1,069	84	508	0	508	42	0	0	550
Total	883	2,378	195	1,078	0	1,078	71	0	0	1,149
East Leg										
Approach	6	6	0	6	0	6	0	0	0	6
Departure	2	2	0	2	0	2	0	0	0	2
Total	8	8	0	8	0	8	0	0	0	8
West Leg										
Approach	40	60	2	42	0	42	6	0	0	48
Departure	40	114	10	50	0	50	2	0	0	52
Total	80	174	12	92	0	92	8	0	0	100
Total Approaches										
Approach	905	2,424	198	1,103	0	1,103	71	0	0	1,174
Departure	905	2,424	198	1,103	0	1,103	71	0	0	1,174
Total	1,810	4,849	396	2,206	0	2,206	142	0	0	2,348

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
27 Menifee Road/Mapes Road										
NBL	25	53	4	29		29	2	0		31
NBT	325	859	70	395		395	30	0		425
NBR	14	41	4	18		18	0	0		18
SBL	84	169	11	95		95	1	0		96
SBT	305	963	86	391		391	43	0		434
SBR	45	65	3	48		48	0	0		48
EBL	8	9	0	8		8	0	0		8
EBT	49	56	1	50		50	0	0		50
EBR	20	28	1	21		21	6	0		27
WBL	3	18	2	5		5	0	0		5
WBT	59	161	13	72		72	0	0		72
WBR	109	371	34	143		143	1	0		144
North Leg										
Approach	434	1,197	100	534	0	534	44	0	0	578
Departure	442	1,239	104	546	0	546	31	0	0	577
Total	876	2,436	204	1,080	0	1,080	75	0	0	1,155
South Leg										
Approach	364	953	78	442	0	442	32	0	0	474
Departure	328	1,009	89	417	0	417	49	0	0	466
Total	692	1,962	167	859	0	859	81	0	0	940
East Leg										
Approach	171	550	49	220	0	220	1	0	0	221
Departure	147	266	16	163	0	163	1	0	0	164
Total	318	816	65	383	0	383	2	0	0	385
West Leg										
Approach	77	93	2	79	0	79	6	0	0	85
Departure	129	279	20	149	0	149	2	0	0	151
Total	206	372	22	228	0	228	8	0	0	236
Total Approaches										
Approach	1,046	2,793	229	1,275	0	1,275	83	0	0	1,358
Departure	1,046	2,793	229	1,275	0	1,275	83	0	0	1,358
Total	2,092	5,586	458	2,550	0	2,550	166	0	0	2,716

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
28 I-215 SB Ramps - SR-74/Bonnie Drive										
NBL	217	424	27	244		244	10	0		254
NBT	392	622	30	422		422	0	0		422
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	598	804	27	625		625	318	0		943
SBR	27	67	5	32		32	0	0		32
EBL	33	225	25	58		58	0	0		58
EBT	0	0	0	0		0	0	0		0
EBR	172	777	79	251		251	14	0		265
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	625	871	32	657	0	657	318	0	0	975
Departure	425	847	55	480	0	480	0	0	0	480
Total	1,050	1,718	87	1,137	0	1,137	318	0	0	1,455
South Leg										
Approach	609	1,046	57	666	0	666	10	0	0	676
Departure	770	1,581	106	876	0	876	332	0	0	1,208
Total	1,379	2,627	163	1,542	0	1,542	342	0	0	1,884
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	205	1,002	104	309	0	309	14	0	0	323
Departure	244	491	32	276	0	276	10	0	0	286
Total	449	1,493	136	585	0	585	24	0	0	609
Total Approaches										
Approach	1,439	2,919	193	1,632	0	1,632	342	0	0	1,974
Departure	1,439	2,919	193	1,632	0	1,632	342	0	0	1,974
Total	2,878	5,838	386	3,264	0	3,264	684	0	0	3,948

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
29 I-215 NB Ramps/SR-74										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	185	310	16	201		201	0	0		201
SBT	0	0	0	0		0	0	0		0
SBR	13	16	0	13		13	0	0		13
EBL	19	23	1	20		20	0	0		20
EBT	751	1,558	105	856		856	332	0		1188
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	596	1,030	57	653		653	10	0		663
WBR	869	1,172	40	909		909	239	0		1148
North Leg										
Approach	198	326	16	214	0	214	0	0	0	214
Departure	888	1,195	41	929	0	929	239	0	0	1,168
Total	1,086	1,521	57	1,143	0	1,143	239	0	0	1,382
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1,465	2,202	97	1,562	0	1,562	249	0	0	1,811
Departure	936	1,868	121	1,057	0	1,057	332	0	0	1,389
Total	2,401	4,070	218	2,619	0	2,619	581	0	0	3,200
West Leg										
Approach	770	1,581	106	876	0	876	332	0	0	1,208
Departure	609	1,046	57	666	0	666	10	0	0	676
Total	1,379	2,627	163	1,542	0	1,542	342	0	0	1,884
Total Approaches										
Approach	2,433	4,109	219	2,652	0	2,652	581	0	0	3,233
Departure	2,433	4,109	219	2,652	0	2,652	581	0	0	3,233
Total	4,866	8,218	438	5,304	0	5,304	1,162	0	0	6,466

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
30 Trumble Road/SR-74										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	53	61	1	54		54	0	0		54
SBT	0	0	0	0		0	0	0		0
SBR	388	618	30	418		418	0	0		418
EBL	184	504	42	226		226	0	0		226
EBT	752	1,364	80	832		832	332	0		1164
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	1,077	1,584	66	1,143		1,143	251	0		1394
WBR	30	48	2	32		32	0	0		32
North Leg										
Approach	441	679	31	472	0	472	0	0	0	472
Departure	214	552	44	258	0	258	0	0	0	258
Total	655	1,231	75	730	0	730	0	0	0	730
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1,107	1,632	68	1,175	0	1,175	251	0	0	1,426
Departure	805	1,425	81	886	0	886	332	0	0	1,218
Total	1,912	3,057	149	2,061	0	2,061	583	0	0	2,644
West Leg										
Approach	936	1,868	122	1,058	0	1,058	332	0	0	1,390
Departure	1,465	2,202	96	1,561	0	1,561	251	0	0	1,812
Total	2,401	4,070	218	2,619	0	2,619	583	0	0	3,202
Total Approaches										
Approach	2,484	4,179	221	2,705	0	2,705	583	0	0	3,288
Departure	2,484	4,179	221	2,705	0	2,705	583	0	0	3,288
Total	4,968	8,358	442	5,410	0	5,410	1,166	0	0	6,576

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
31 Sherman Road/SR-74 (West)										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	123	371	32	155		155	0	0		155
EBL	0	0	0	0		0	0	0		0
EBT	840	1,448	79	919		919	332	0		1251
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	978	1,316	44	1,022		1,022	251	0		1273
WBR	32	470	57	89		89	0	0		89
North Leg										
Approach	123	371	32	155	0	155	0	0	0	155
Departure	32	470	57	89	0	89	0	0	0	89
Total	155	841	89	244	0	244	0	0	0	244
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1,010	1,786	101	1,111	0	1,111	251	0	0	1,362
Departure	840	1,448	79	919	0	919	332	0	0	1,251
Total	1,850	3,234	180	2,030	0	2,030	583	0	0	2,613
West Leg										
Approach	840	1,448	79	919	0	919	332	0	0	1,251
Departure	1,101	1,687	76	1,177	0	1,177	251	0	0	1,428
Total	1,941	3,135	155	2,096	0	2,096	583	0	0	2,679
Total Approaches										
Approach	1,973	3,605	212	2,185	0	2,185	583	0	0	2,768
Departure	1,973	3,605	212	2,185	0	2,185	583	0	0	2,768
Total	3,946	7,210	424	4,370	0	4,370	1,166	0	0	5,536

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
32 Sherman Road/SR-74 (East)										
NBL	56	463	53	109		109	0	0		109
NBT	2	3	0	2		2	0	0		2
NBR	162	252	12	174		174	0	0		174
SBL	7	8	0	7		7	0	0		7
SBT	7	12	1	8		8	0	0		8
SBR	3	4	0	3		3	0	0		3
EBL	12	17	1	13		13	0	0		13
EBT	803	1,178	49	852		852	332	0		1184
EBR	25	253	30	55		55	0	0		55
WBL	148	267	16	164		164	0	0		164
WBT	951	1,319	48	999		999	251	0		1250
WBR	8	9	0	8		8	0	0		8
North Leg										
Approach	17	24	1	18	0	18	0	0	0	18
Departure	22	29	1	23	0	23	0	0	0	23
Total	39	54	2	41	0	41	0	0	0	41
South Leg										
Approach	220	718	65	285	0	285	0	0	0	285
Departure	180	532	47	227	0	227	0	0	0	227
Total	400	1,250	112	512	0	512	0	0	0	512
East Leg										
Approach	1,107	1,595	64	1,171	0	1,171	251	0	0	1,422
Departure	972	1,438	61	1,033	0	1,033	332	0	0	1,365
Total	2,079	3,034	125	2,204	0	2,204	583	0	0	2,787
West Leg										
Approach	840	1,448	80	920	0	920	332	0	0	1,252
Departure	1,010	1,786	101	1,111	0	1,111	251	0	0	1,362
Total	1,850	3,234	181	2,031	0	2,031	583	0	0	2,614
Total Approaches										
Approach	2,184	3,786	210	2,394	0	2,394	583	0	0	2,977
Departure	2,184	3,786	210	2,394	0	2,394	583	0	0	2,977
Total	4,368	7,572	420	4,788	0	4,788	1,166	0	0	5,954

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
33 Antelope Road/SR-74										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	72	136	8	80		80	3	0		83
SBT	0	0	0	0		0	0	0		0
SBR	44	59	2	46		46	0	0		46
EBL	69	84	2	71		71	0	0		71
EBT	770	1,237	61	831		831	332	0		1163
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	986	1,444	60	1,046		1,046	251	0		1297
WBR	130	204	10	140		140	2	0		142
North Leg										
Approach	116	195	10	126	0	126	3	0	0	129
Departure	199	288	12	211	0	211	2	0	0	213
Total	315	483	22	337	0	337	5	0	0	342
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1,116	1,648	70	1,186	0	1,186	253	0	0	1,439
Departure	842	1,373	69	911	0	911	335	0	0	1,246
Total	1,958	3,021	139	2,097	0	2,097	588	0	0	2,685
West Leg										
Approach	839	1,321	63	902	0	902	332	0	0	1,234
Departure	1,030	1,503	62	1,092	0	1,092	251	0	0	1,343
Total	1,869	2,824	125	1,994	0	1,994	583	0	0	2,577
Total Approaches										
Approach	2,071	3,164	143	2,214	0	2,214	588	0	0	2,802
Departure	2,071	3,164	143	2,214	0	2,214	588	0	0	2,802
Total	4,142	6,328	286	4,428	0	4,428	1,176	0	0	5,604

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
34 Palomar Road/SR-74										
NBL	48	176	17	65		65	0	0		65
NBT	33	103	9	42		42	0	0		42
NBR	152	361	27	179		179	9	0		188
SBL	38	65	4	42		42	0	0		42
SBT	37	148	14	51		51	0	0		51
SBR	41	108	9	50		50	0	0		50
EBL	52	104	7	59		59	0	0		59
EBT	733	1,116	50	783		783	337	0		1120
EBR	33	118	11	44		44	0	0		44
WBL	101	208	14	115		115	2	0		117
WBT	1,031	1,390	47	1,078		1,078	253	0		1331
WBR	27	31	1	28		28	0	0		28
North Leg										
Approach	116	321	27	143	0	143	0	0	0	143
Departure	112	238	17	129	0	129	0	0	0	129
Total	228	559	44	272	0	272	0	0	0	272
South Leg										
Approach	233	640	53	286	0	286	9	0	0	295
Departure	171	474	39	210	0	210	2	0	0	212
Total	404	1,114	92	496	0	496	11	0	0	507
East Leg										
Approach	1,159	1,629	62	1,221	0	1,221	255	0	0	1,476
Departure	923	1,542	81	1,004	0	1,004	346	0	0	1,350
Total	2,082	3,171	143	2,225	0	2,225	601	0	0	2,826
West Leg										
Approach	818	1,338	68	886	0	886	337	0	0	1,223
Departure	1,120	1,674	73	1,193	0	1,193	253	0	0	1,446
Total	1,938	3,012	141	2,079	0	2,079	590	0	0	2,669
Total Approaches										
Approach	2,326	3,928	210	2,536	0	2,536	601	0	0	3,137
Departure	2,326	3,928	210	2,536	0	2,536	601	0	0	3,137
Total	4,652	7,856	420	5,072	0	5,072	1,202	0	0	6,274

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
35 Goetz Road/Ethanac Road										
NBL	4	84	10	14		14	0	0		14
NBT	254	671	54	308		308	0	0		308
NBR	395	488	12	407		407	8	0		415
SBL	271	476	27	298		298	1	0		299
SBT	100	557	60	160		160	0	0		160
SBR	10	299	38	48		48	0	0		48
EBL	28	310	37	65		65	0	0		65
EBT	120	621	65	185		185	6	0		191
EBR	3	49	6	9		9	0	0		9
WBL	141	323	24	165		165	5	0		170
WBT	39	481	58	97		97	2	0		99
WBR	268	414	19	287		287	0	0		287
North Leg										
Approach	381	1,332	125	506	0	506	1	0	0	507
Departure	550	1,395	110	660	0	660	0	0	0	660
Total	931	2,727	235	1,166	0	1,166	1	0	0	1,167
South Leg										
Approach	653	1,243	76	729	0	729	8	0	0	737
Departure	244	929	90	334	0	334	5	0	0	339
Total	897	2,172	166	1,063	0	1,063	13	0	0	1,076
East Leg										
Approach	448	1,218	101	549	0	549	7	0	0	556
Departure	786	1,585	104	890	0	890	15	0	0	905
Total	1,234	2,803	205	1,439	0	1,439	22	0	0	1,461
West Leg										
Approach	151	980	108	259	0	259	6	0	0	265
Departure	53	864	106	159	0	159	2	0	0	161
Total	204	1,844	214	418	0	418	8	0	0	426
Total Approaches										
Approach	1,633	4,773	410	2,043	0	2,043	22	0	0	2,065
Departure	1,633	4,773	410	2,043	0	2,043	22	0	0	2,065
Total	3,266	9,546	820	4,086	0	4,086	44	0	0	4,130

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
36 Murrieta Road/Ethanac Road										
NBL	91	282	25	116		116	0	0		116
NBT	85	480	52	137		137	0	0		137
NBR	179	332	20	199		199	6	0		205
SBL	63	192	17	80		80	1	0		81
SBT	52	164	15	67		67	0	0		67
SBR	7	36	4	11		11	0	0		11
EBL	6	36	4	10		10	0	0		10
EBT	699	1,366	87	786		786	14	0		800
EBR	71	143	9	80		80	0	0		80
WBL	74	119	6	80		80	2	0		82
WBT	338	877	70	408		408	7	0		415
WBR	37	175	18	55		55	0	0		55
North Leg										
Approach	122	392	36	158	0	158	1	0	0	159
Departure	128	691	74	202	0	202	0	0	0	202
Total	250	1,083	110	360	0	360	1	0	0	361
South Leg										
Approach	355	1,094	97	452	0	452	6	0	0	458
Departure	197	426	30	227	0	227	2	0	0	229
Total	552	1,520	127	679	0	679	8	0	0	687
East Leg										
Approach	449	1,171	94	543	0	543	9	0	0	552
Departure	941	1,890	124	1,065	0	1,065	21	0	0	1,086
Total	1,390	3,061	218	1,608	0	1,608	30	0	0	1,638
West Leg										
Approach	776	1,545	100	876	0	876	14	0	0	890
Departure	436	1,195	99	535	0	535	7	0	0	542
Total	1,212	2,740	199	1,411	0	1,411	21	0	0	1,432
Total Approaches										
Approach	1,702	4,202	327	2,029	0	2,029	30	0	0	2,059
Departure	1,702	4,202	327	2,029	0	2,029	30	0	0	2,059
Total	3,404	8,404	654	4,058	0	4,058	60	0	0	4,118

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
37 Barnett Road/Ethanac Road										
NBL	8	9	0	8		8	0	0		8
NBT	0	0	0	0		0	0	0		0
NBR	78	88	1	79		79	0	0		79
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	1,033	1,851	107	1,140		1,140	22	0		1162
EBR	0	6	1	1		1	0	0		1
WBL	69	104	5	74		74	0	0		74
WBT	511	1,184	88	599		599	9	0		608
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	86	97	1	87	0	87	0	0	0	87
Departure	69	110	6	75	0	75	0	0	0	75
Total	155	207	7	162	0	162	0	0	0	162
East Leg										
Approach	580	1,288	93	673	0	673	9	0	0	682
Departure	1,111	1,939	108	1,219	0	1,219	22	0	0	1,241
Total	1,691	3,227	201	1,892	0	1,892	31	0	0	1,923
West Leg										
Approach	1,033	1,857	108	1,141	0	1,141	22	0	0	1,163
Departure	519	1,193	88	607	0	607	9	0	0	616
Total	1,552	3,050	196	1,748	0	1,748	31	0	0	1,779
Total Approaches										
Approach	1,699	3,242	202	1,901	0	1,901	31	0	0	1,932
Departure	1,699	3,242	202	1,901	0	1,901	31	0	0	1,932
Total	3,398	6,485	404	3,802	0	3,802	62	0	0	3,864

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
38 Case Road/Ethanac Road										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	367	479	15	382		382	0	0		382
SBT	0	0	0	0		0	0	0		0
SBR	92	130	5	97		97	0	0		97
EBL	195	294	13	208		208	0	0		208
EBT	916	1,645	95	1,011		1,011	22	0		1033
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	488	1,158	87	575		575	9	0		584
WBR	333	614	37	370		370	0	0		370
North Leg										
Approach	459	609	20	479	0	479	0	0	0	479
Departure	528	908	50	578	0	578	0	0	0	578
Total	987	1,517	70	1,057	0	1,057	0	0	0	1,057
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	821	1,772	124	945	0	945	9	0	0	954
Departure	1,283	2,124	110	1,393	0	1,393	22	0	0	1,415
Total	2,104	3,896	234	2,338	0	2,338	31	0	0	2,369
West Leg										
Approach	1,111	1,939	108	1,219	0	1,219	22	0	0	1,241
Departure	580	1,288	92	672	0	672	9	0	0	681
Total	1,691	3,227	200	1,891	0	1,891	31	0	0	1,922
Total Approaches										
Approach	2,391	4,320	252	2,643	0	2,643	31	0	0	2,674
Departure	2,391	4,320	252	2,643	0	2,643	31	0	0	2,674
Total	4,782	8,640	504	5,286	0	5,286	62	0	0	5,348

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
39 I-215 SB Ramps/Ethanac Road										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	105	215	14	119		119	0	0		119
SBT	1	1	0	1		1	0	0		1
SBR	291	507	28	319		319	0	0		319
EBL	0	0	0	0		0	0	0		0
EBT	738	1,412	88	826		826	22	0		848
EBR	545	712	22	567		567	0	0		567
WBL	119	228	14	133		133	0	0		133
WBT	530	1,265	96	626		626	9	0		635
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	397	723	42	439	0	439	0	0	0	439
Departure	0	0	0	0	0	0	0	0	0	0
Total	397	723	42	439	0	439	0	0	0	439
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	665	941	36	701	0	701	0	0	0	701
Total	665	941	36	701	0	701	0	0	0	701
East Leg										
Approach	649	1,493	110	759	0	759	9	0	0	768
Departure	843	1,627	102	945	0	945	22	0	0	967
Total	1,492	3,120	212	1,704	0	1,704	31	0	0	1,735
West Leg										
Approach	1,283	2,124	110	1,393	0	1,393	22	0	0	1,415
Departure	821	1,772	124	945	0	945	9	0	0	954
Total	2,104	3,896	234	2,338	0	2,338	31	0	0	2,369
Total Approaches										
Approach	2,329	4,340	262	2,591	0	2,591	31	0	0	2,622
Departure	2,329	4,340	262	2,591	0	2,591	31	0	0	2,622
Total	4,658	8,680	524	5,182	0	5,182	62	0	0	5,244

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
40 I-215 NB Ramps/Ethanac Road										
NBL	296	460	21	317		317	0	0		317
NBT	1	1	0	1		1	0	0		1
NBR	148	230	11	159		159	0	0		159
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	298	358	8	306		306	0	0		306
EBT	545	1,269	94	639		639	22	0		661
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	353	1,033	89	442		442	9	0		451
WBR	163	247	11	174		174	0	0		174
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	462	606	19	481	0	481	0	0	0	481
Total	462	606	19	481	0	481	0	0	0	481
South Leg										
Approach	445	691	32	477	0	477	0	0	0	477
Departure	0	0	0	0	0	0	0	0	0	0
Total	445	691	32	477	0	477	0	0	0	477
East Leg										
Approach	516	1,280	100	616	0	616	9	0	0	625
Departure	693	1,499	105	798	0	798	22	0	0	820
Total	1,209	2,779	205	1,414	0	1,414	31	0	0	1,445
West Leg										
Approach	843	1,627	102	945	0	945	22	0	0	967
Departure	649	1,493	110	759	0	759	9	0	0	768
Total	1,492	3,120	212	1,704	0	1,704	31	0	0	1,735
Total Approaches										
Approach	1,804	3,598	234	2,038	0	2,038	31	0	0	2,069
Departure	1,804	3,598	234	2,038	0	2,038	31	0	0	2,069
Total	3,608	7,196	468	4,076	0	4,076	62	0	0	4,138

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
41 Encanto Drive/Ethanac Road										
NBL	64	516	59	123		123	0	0		123
NBT	0	0	0	0		0	0	0		0
NBR	37	114	10	47		47	0	0		47
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	585	994	53	638		638	22	0		660
EBR	108	505	52	160		160	0	0		160
WBL	40	71	4	44		44	0	0		44
WBT	452	764	41	493		493	9	0		502
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	101	630	69	170	0	170	0	0	0	170
Departure	148	576	56	204	0	204	0	0	0	204
Total	249	1,206	125	374	0	374	0	0	0	374
East Leg										
Approach	492	835	45	537	0	537	9	0	0	546
Departure	622	1,108	63	685	0	685	22	0	0	707
Total	1,114	1,943	108	1,222	0	1,222	31	0	0	1,253
West Leg										
Approach	693	1,499	105	798	0	798	22	0	0	820
Departure	516	1,280	100	616	0	616	9	0	0	625
Total	1,209	2,779	205	1,414	0	1,414	31	0	0	1,445
Total Approaches										
Approach	1,286	2,964	219	1,505	0	1,505	31	0	0	1,536
Departure	1,286	2,964	219	1,505	0	1,505	31	0	0	1,536
Total	2,572	5,928	438	3,010	0	3,010	62	0	0	3,072

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
42 Sherman Road/Ethanac Road										
NBL	4	69	8	12		12	0	0		12
NBT	0	0	0	0		0	0	0		0
NBR	2	139	18	20		20	0	0		20
SBL	0	0	0	0		0	2	0		2
SBT	4	34	4	8		8	0	0		8
SBR	127	313	24	151		151	0	0		151
EBL	144	372	30	174		174	0	0		174
EBT	413	575	21	434		434	22	0		456
EBR	16	19	0	16		16	0	0		16
WBL	7	30	3	10		10	0	0		10
WBT	297	367	9	306		306	9	0		315
WBR	6	55	6	12		12	3	0		15
North Leg										
Approach	131	347	28	159	0	159	2	0	0	161
Departure	150	427	36	186	0	186	3	0	0	189
Total	281	774	64	345	0	345	5	0	0	350
South Leg										
Approach	6	208	26	32	0	32	0	0	0	32
Departure	27	83	7	34	0	34	0	0	0	34
Total	33	291	33	66	0	66	0	0	0	66
East Leg										
Approach	310	452	18	328	0	328	12	0	0	340
Departure	415	714	39	454	0	454	24	0	0	478
Total	725	1,166	57	782	0	782	36	0	0	818
West Leg										
Approach	573	966	51	624	0	624	22	0	0	646
Departure	428	749	41	469	0	469	9	0	0	478
Total	1,001	1,715	92	1,093	0	1,093	31	0	0	1,124
Total Approaches										
Approach	1,020	1,973	123	1,143	0	1,143	36	0	0	1,179
Departure	1,020	1,973	123	1,143	0	1,143	36	0	0	1,179
Total	2,040	3,946	246	2,286	0	2,286	72	0	0	2,358

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
43 Jackson Avenue/Ethanac Road										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	12	70	8	20		20	0	0		20
SBT	0	0	0	0		0	0	0		0
SBR	1	3	0	1		1	0	0		1
EBL	0	0	0	0		0	0	0		0
EBT	282	442	21	303		303	29	0		332
EBR	124	208	11	135		135	0	0		135
WBL	0	0	0	0		0	0	0		0
WBT	320	496	23	343		343	14	0		357
WBR	14	221	27	41		41	0	0		41
North Leg										
Approach	13	73	8	21	0	21	0	0	0	21
Departure	14	221	27	41	0	41	0	0	0	41
Total	27	294	35	62	0	62	0	0	0	62
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	124	208	11	135	0	135	0	0	0	135
Total	124	208	11	135	0	135	0	0	0	135
East Leg										
Approach	334	717	50	384	0	384	14	0	0	398
Departure	294	512	29	323	0	323	29	0	0	352
Total	628	1,229	79	707	0	707	43	0	0	750
West Leg										
Approach	406	650	32	438	0	438	29	0	0	467
Departure	321	499	23	344	0	344	14	0	0	358
Total	727	1,149	55	782	0	782	43	0	0	825
Total Approaches										
Approach	753	1,440	90	843	0	843	43	0	0	886
Departure	753	1,440	90	843	0	843	43	0	0	886
Total	1,506	2,880	180	1,686	0	1,686	86	0	0	1,772

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
44 Antelope Road/Ethanac Road										
NBL	64	216	20	84		84	0	0		84
NBT	0	0	0	0		0	0	0		0
NBR	5	68	8	13		13	0	0		13
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	294	512	28	322		322	29	0		351
EBR	0	0	0	0		0	0	0		0
WBL	3	22	2	5		5	0	0		5
WBT	270	501	30	300		300	14	0		314
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	69	284	28	97	0	97	0	0	0	97
Departure	3	22	2	5	0	5	0	0	0	5
Total	72	306	30	102	0	102	0	0	0	102
East Leg										
Approach	273	523	32	305	0	305	14	0	0	319
Departure	299	580	36	335	0	335	29	0	0	364
Total	572	1,103	68	640	0	640	43	0	0	683
West Leg										
Approach	294	512	28	322	0	322	29	0	0	351
Departure	334	717	50	384	0	384	14	0	0	398
Total	628	1,229	78	706	0	706	43	0	0	749
Total Approaches										
Approach	636	1,319	88	724	0	724	43	0	0	767
Departure	636	1,319	88	724	0	724	43	0	0	767
Total	1,272	2,638	176	1,448	0	1,448	86	0	0	1,534

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
45 Palomar Road/Matthews Road										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	38	200	21	59		59	0	0		59
SBT	0	0	0	0		0	0	0		0
SBR	113	254	18	131		131	2	0		133
EBL	162	362	26	188		188	9	0		197
EBT	109	196	11	120		120	20	0		140
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	115	307	25	140		140	12	0		152
WBR	31	241	27	58		58	0	0		58
North Leg										
Approach	151	454	39	190	0	190	2	0	0	192
Departure	193	603	53	246	0	246	9	0	0	255
Total	344	1,057	92	436	0	436	11	0	0	447
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	146	548	52	198	0	198	12	0	0	210
Departure	147	396	32	179	0	179	20	0	0	199
Total	293	944	84	377	0	377	32	0	0	409
West Leg										
Approach	271	558	37	308	0	308	29	0	0	337
Departure	228	561	43	271	0	271	14	0	0	285
Total	499	1,119	80	579	0	579	43	0	0	622
Total Approaches										
Approach	568	1,560	128	696	0	696	43	0	0	739
Departure	568	1,560	128	696	0	696	43	0	0	739
Total	1,136	3,120	256	1,392	0	1,392	86	0	0	1,478

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
46 Menifee Road/Watson Road										
NBL	19	22	0	19		19	6	0		25
NBT	315	985	87	402		402	31	0		433
NBR	56	63	1	57		57	2	0		59
SBL	51	156	14	65		65	0	0		65
SBT	276	887	80	356		356	49	0		405
SBR	19	63	6	25		25	0	0		25
EBL	12	27	2	14		14	0	0		14
EBT	72	82	1	73		73	0	0		73
EBR	10	12	0	10		10	9	0		19
WBL	21	51	4	25		25	6	0		31
WBT	80	200	16	96		96	0	0		96
WBR	28	209	24	52		52	0	0		52
North Leg										
Approach	346	1,106	100	446	0	446	49	0	0	495
Departure	355	1,221	113	468	0	468	31	0	0	499
Total	701	2,327	213	914	0	914	80	0	0	994
South Leg										
Approach	390	1,070	88	478	0	478	39	0	0	517
Departure	307	950	84	391	0	391	64	0	0	455
Total	697	2,020	172	869	0	869	103	0	0	972
East Leg										
Approach	129	460	44	173	0	173	6	0	0	179
Departure	179	301	16	195	0	195	2	0	0	197
Total	308	761	60	368	0	368	8	0	0	376
West Leg										
Approach	94	120	3	97	0	97	9	0	0	106
Departure	118	285	22	140	0	140	6	0	0	146
Total	212	406	25	237	0	237	15	0	0	252
Total Approaches										
Approach	959	2,757	235	1,194	0	1,194	103	0	0	1,297
Departure	959	2,757	235	1,194	0	1,194	103	0	0	1,297
Total	1,918	5,513	470	2,388	0	2,388	206	0	0	2,594

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
47 Menifee Road/SR-74										
NBL	127	148	3	130		130	70	0		200
NBT	248	536	38	286		286	33	0		319
NBR	243	455	28	271		271	0	0		271
SBL	106	294	25	131		131	21	0		152
SBT	187	464	36	223		223	43	0		266
SBR	23	40	2	25		25	0	0		25
EBL	49	94	6	55		55	0	0		55
EBT	787	1,311	68	855		855	198	0		1053
EBR	109	162	7	116		116	148	0		264
WBL	150	313	21	171		171	0	0		171
WBT	961	1,394	56	1,017		1,017	185	0		1202
WBR	83	223	18	101		101	7	0		108
North Leg										
Approach	316	798	63	379	0	379	64	0	0	443
Departure	380	853	62	442	0	442	40	0	0	482
Total	696	1,651	125	821	0	821	104	0	0	925
South Leg										
Approach	618	1,139	69	687	0	687	103	0	0	790
Departure	446	939	64	510	0	510	191	0	0	701
Total	1,064	2,078	133	1,197	0	1,197	294	0	0	1,491
East Leg										
Approach	1,194	1,930	95	1,289	0	1,289	192	0	0	1,481
Departure	1,136	2,060	121	1,257	0	1,257	219	0	0	1,476
Total	2,330	3,990	216	2,546	0	2,546	411	0	0	2,957
West Leg										
Approach	945	1,567	81	1,026	0	1,026	346	0	0	1,372
Departure	1,111	1,582	61	1,172	0	1,172	255	0	0	1,427
Total	2,056	3,149	142	2,198	0	2,198	601	0	0	2,799
Total Approaches										
Approach	3,073	5,434	308	3,381	0	3,381	705	0	0	4,086
Departure	3,073	5,434	308	3,381	0	3,381	705	0	0	4,086
Total	6,146	10,868	616	6,762	0	6,762	1,410	0	0	8,172

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
48 Menifee Road/Valley Substation Driveway - Biscayne										
NBL	2	4	0	2		2	0	0		2
NBT	568	1,087	68	636		636	79	0		715
NBR	1	1	0	1		1	58	0		59
SBL	10	12	0	10		10	67	0		77
SBT	415	902	64	479		479	126	0		605
SBR	7	13	1	8		8	0	0		8
EBL	3	4	0	3		3	0	0		3
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	1	1	0	1		1	51	0		52
WBT	2	2	0	2		2	0	0		2
WBR	7	8	0	7		7	23	0		30
North Leg										
Approach	432	927	65	497	0	497	193	0	0	690
Departure	578	1,099	68	646	0	646	102	0	0	748
Total	1,010	2,026	133	1,143	0	1,143	295	0	0	1,438
South Leg										
Approach	571	1,092	68	639	0	639	137	0	0	776
Departure	416	903	64	480	0	480	177	0	0	657
Total	987	1,995	132	1,119	0	1,119	314	0	0	1,433
East Leg										
Approach	10	12	0	10	0	10	74	0	0	84
Departure	11	13	0	11	0	11	125	0	0	136
Total	21	24	0	21	0	21	199	0	0	220
West Leg										
Approach	3	4	0	3	0	3	0	0	0	3
Departure	11	19	1	12	0	12	0	0	0	12
Total	14	23	1	15	0	15	0	0	0	15
Total Approaches										
Approach	1,016	2,034	133	1,149	0	1,149	404	0	0	1,553
Departure	1,016	2,034	133	1,149	0	1,149	404	0	0	1,553
Total	2,032	4,068	266	2,298	0	2,298	808	0	0	3,106

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
49 Menifee Road/McLaughlin Road										
NBL	1	1	0	1		1	0	0		1
NBT	568	1,091	68	636		636	58	0		694
NBR	7	8	0	7	-7	0	349	0		349
SBL	0	0	0	0	0	0	126	0		126
SBT	418	976	73	491		491	51	0		542
SBR	2	2	0	2		2	0	0		2
EBL	5	5	0	5		5	0	0		5
EBT	0	0	0	0	0	0	0	0		0
EBR	3	4	0	3		3	0	0		3
WBL	4	4	0	4	-4	0	151	0		151
WBT	0	0	0	0	0	0	0	0		0
WBR	1	1	0	1	-1	0	72	0		72
North Leg										
Approach	420	978	73	493	0	493	177	0	0	670
Departure	574	1,097	68	642	-1	641	130	0	0	771
Total	994	2,075	141	1,135	-1	1,134	307	0	0	1,441
South Leg										
Approach	576	1,100	68	644	-7	637	407	0	0	1,044
Departure	425	984	73	498	-4	494	202	0	0	696
Total	1,001	2,085	141	1,142	-11	1,131	609	0	0	1,740
East Leg										
Approach	5	5	0	5	-5	0	223	0	0	223
Departure	7	8	0	7	-7	0	475	0	0	475
Total	12	14	0	12	-12	0	698	0	0	698
West Leg										
Approach	8	9	0	8	0	8	0	0	0	8
Departure	3	3	0	3	0	3	0	0	0	3
Total	11	12	0	11	0	11	0	0	0	11
Total Approaches										
Approach	1,009	2,093	141	1,150	-12	1,138	807	0	0	1,945
Departure	1,009	2,093	141	1,150	-12	1,138	807	0	0	1,945
Total	2,018	4,186	282	2,300	-24	2,276	1,614	0	0	3,890

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
50 Menifee Road/Project Driveway 1										
NBL	0	0	0	0		0	0	0		0
NBT	576	1,110	70	646		646	407	0		1053
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	425	984	73	498		498	202	0		700
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	425	984	73	498	0	498	202	0	0	700
Departure	576	1,110	70	646	0	646	407	0	0	1,053
Total	1,001	2,094	143	1,144	0	1,144	609	0	0	1,753
South Leg										
Approach	576	1,110	70	646	0	646	407	0	0	1,053
Departure	425	984	73	498	0	498	202	0	0	700
Total	1,001	2,094	143	1,144	0	1,144	609	0	0	1,753
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	1,001	2,094	143	1,144	0	1,144	609	0	0	1,753
Departure	1,001	2,094	143	1,144	0	1,144	609	0	0	1,753
Total	2,002	4,188	286	2,288	0	2,288	1,218	0	0	3,506

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
51 Menifee Road/Matthews Road										
NBL	91	408	41	132		132	0	0		132
NBT	570	1,093	68	638		638	388	0		1026
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	417	911	64	481		481	189	0		670
SBR	14	73	8	22		22	12	0		34
EBL	6	17	1	7		7	20	0		27
EBT	0	0	0	0		0	0	0		0
EBR	130	364	31	161		161	0	0		161
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	431	984	72	503	0	503	201	0	0	704
Departure	576	1,110	69	645	0	645	408	0	0	1,053
Total	1,007	2,094	141	1,148	0	1,148	609	0	0	1,757
South Leg										
Approach	661	1,501	109	770	0	770	388	0	0	1,158
Departure	547	1,275	95	642	0	642	189	0	0	831
Total	1,208	2,776	204	1,412	0	1,412	577	0	0	1,989
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	136	381	32	168	0	168	20	0	0	188
Departure	105	481	49	154	0	154	12	0	0	166
Total	241	862	81	322	0	322	32	0	0	354
Total Approaches										
Approach	1,228	2,866	213	1,441	0	1,441	609	0	0	2,050
Departure	1,228	2,866	213	1,441	0	1,441	609	0	0	2,050
Total	2,456	5,732	426	2,882	0	2,882	1,218	0	0	4,100

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
52 McKinley/SR-74										
NBL	0	0	0	0		0	27	0		27
NBT	0	0	0	0		0	0	0		0
NBR	5	9	1	6		6	13	0		19
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	1,131	2,046	119	1,250		1,250	189	0		1439
EBR	5	14	1	6		6	30	0		36
WBL	3	7	1	4		4	39	0		43
WBT	1,194	1,931	96	1,290		1,290	166	0		1456
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	5	9	1	6	0	6	40	0	0	46
Departure	8	21	2	10	0	10	69	0	0	79
Total	13	30	3	16	0	16	109	0	0	125
East Leg										
Approach	1,197	1,938	97	1,294	0	1,294	205	0	0	1,499
Departure	1,136	2,055	120	1,256	0	1,256	202	0	0	1,458
Total	2,333	3,993	217	2,550	0	2,550	407	0	0	2,957
West Leg										
Approach	1,136	2,060	120	1,256	0	1,256	219	0	0	1,475
Departure	1,194	1,931	96	1,290	0	1,290	193	0	0	1,483
Total	2,330	3,991	216	2,546	0	2,546	412	0	0	2,958
Total Approaches										
Approach	2,338	4,007	218	2,556	0	2,556	464	0	0	3,020
Departure	2,338	4,007	218	2,556	0	2,556	464	0	0	3,020
Total	4,676	8,014	436	5,112	0	5,112	928	0	0	6,040

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
53 Malaga Road - Project Driveway 2/SR-74										
NBL	0	0	0	0		0	80	0		80
NBT	0	1	0	0		0	0	0		0
NBR	0	0	0	0		0	35	0		35
SBL	0	151	20	20		20	0	0		20
SBT	0	1	0	0		0	0	0		0
SBR	0	164	21	21		21	0	0		21
EBL	0	427	56	56		56	0	0		56
EBT	1,136	1,628	64	1,200		1,200	55	0		1255
EBR	0	0	0	0		0	147	0		147
WBL	0	0	0	0		0	99	0		99
WBT	1,197	1,774	75	1,272		1,272	125	0		1397
WBR	0	409	53	53		53	0	0		53
North Leg										
Approach	0	316	41	41	0	41	0	0	0	41
Departure	0	837	109	109	0	109	0	0	0	109
Total	0	1,153	150	150	0	150	0	0	0	150
South Leg										
Approach	0	1	0	0	0	0	115	0	0	115
Departure	0	1	0	0	0	0	246	0	0	246
Total	0	2	0	0	0	0	361	0	0	361
East Leg										
Approach	1,197	2,183	128	1,325	0	1,325	224	0	0	1,549
Departure	1,136	1,779	84	1,220	0	1,220	90	0	0	1,310
Total	2,333	3,962	212	2,545	0	2,545	314	0	0	2,859
West Leg										
Approach	1,136	2,055	120	1,256	0	1,256	202	0	0	1,458
Departure	1,197	1,938	96	1,293	0	1,293	205	0	0	1,498
Total	2,333	3,993	216	2,549	0	2,549	407	0	0	2,956
Total Approaches										
Approach	2,333	4,555	289	2,622	0	2,622	541	0	0	3,163
Departure	2,333	4,555	289	2,622	0	2,622	541	0	0	3,163
Total	4,666	9,110	578	5,244	0	5,244	1,082	0	0	6,326

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
54 Project Driveway 3/SR-74										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	1,136	1,779	84	1,220		1,220	88	0		1308
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	1,197	2,183	129	1,326		1,326	225	0		1551
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1,197	2,183	129	1,326	0	1,326	225	0	0	1,551
Departure	1,136	1,779	84	1,220	0	1,220	88	0	0	1,308
Total	2,333	3,962	213	2,546	0	2,546	313	0	0	2,859
West Leg										
Approach	1,136	1,779	84	1,220	0	1,220	88	0	0	1,308
Departure	1,197	2,183	129	1,326	0	1,326	225	0	0	1,551
Total	2,333	3,962	213	2,546	0	2,546	313	0	0	2,859
Total Approaches										
Approach	2,333	3,962	213	2,546	0	2,546	313	0	0	2,859
Departure	2,333	3,962	213	2,546	0	2,546	313	0	0	2,859
Total	4,666	7,924	426	5,092	0	5,092	626	0	0	5,718

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
55 Briggs Road/Watson Road										
NBL	104	177	10	114		114	5	0		119
NBT	115	379	34	149		149	5	0		154
NBR	12	61	6	18		18	1	0		19
SBL	4	32	4	8		8	0	0		8
SBT	192	220	4	196		196	5	0		201
SBR	50	134	11	61		61	0	0		61
EBL	38	150	15	53		53	0	0		53
EBT	7	43	5	12		12	0	0		12
EBR	134	152	2	136		136	5	0		141
WBL	25	146	16	41		41	1	0		42
WBT	17	231	28	45		45	0	0		45
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	246	386	19	265	0	265	5	0	0	270
Departure	153	529	49	202	0	202	5	0	0	207
Total	399	915	68	467	0	467	10	0	0	477
South Leg										
Approach	231	617	50	281	0	281	11	0	0	292
Departure	351	518	22	373	0	373	11	0	0	384
Total	582	1,135	72	654	0	654	22	0	0	676
East Leg										
Approach	42	377	44	86	0	86	1	0	0	87
Departure	23	136	15	38	0	38	1	0	0	39
Total	65	513	59	124	0	124	2	0	0	126
West Leg										
Approach	179	345	22	201	0	201	5	0	0	206
Departure	171	542	49	220	0	220	5	0	0	225
Total	350	887	71	421	0	421	10	0	0	431
Total Approaches										
Approach	698	1,725	135	833	0	833	22	0	0	855
Departure	698	1,725	135	833	0	833	22	0	0	855
Total	1,396	3,451	270	1,666	0	1,666	44	0	0	1,710

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
56 Briggs Road/SR-74										
NBL	296	594	39	335		335	88	0		423
NBT	183	402	29	212		212	11	0		223
NBR	184	490	40	224		224	74	0		298
SBL	177	261	11	188		188	0	0		188
SBT	187	228	5	192		192	11	0		203
SBR	63	70	1	64		64	0	0		64
EBL	58	81	3	61		61	0	0		61
EBT	651	1,101	59	710		710	45	0		755
EBR	426	597	22	448		448	43	0		491
WBL	261	519	34	295		295	30	0		325
WBT	838	1,519	89	927		927	137	0		1064
WBR	145	287	19	164		164	0	0		164
North Leg										
Approach	427	559	17	444	0	444	11	0	0	455
Departure	386	770	51	437	0	437	11	0	0	448
Total	813	1,329	68	881	0	881	22	0	0	903
South Leg										
Approach	663	1,486	108	771	0	771	173	0	0	944
Departure	874	1,344	61	935	0	935	84	0	0	1,019
Total	1,537	2,830	169	1,706	0	1,706	257	0	0	1,963
East Leg										
Approach	1,244	2,325	142	1,386	0	1,386	167	0	0	1,553
Departure	1,012	1,852	110	1,122	0	1,122	119	0	0	1,241
Total	2,256	4,177	252	2,508	0	2,508	286	0	0	2,794
West Leg										
Approach	1,135	1,779	84	1,219	0	1,219	88	0	0	1,307
Departure	1,197	2,183	129	1,326	0	1,326	225	0	0	1,551
Total	2,332	3,962	213	2,545	0	2,545	313	0	0	2,858
Total Approaches										
Approach	3,469	6,149	351	3,820	0	3,820	439	0	0	4,259
Departure	3,469	6,149	351	3,820	0	3,820	439	0	0	4,259
Total	6,938	12,298	702	7,640	0	7,640	878	0	0	8,518

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
57 Briggs Road/Heritage High School Driveway										
NBL	190	287	13	203		203	3	0		206
NBT	278	1,044	100	378		378	173	0		551
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	354	767	54	408		408	83	0		491
SBR	520	577	7	527		527	0	0		527
EBL	385	442	7	392		392	0	0		392
EBT	0	0	0	0		0	0	0		0
EBR	167	189	3	170		170	1	0		171
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	874	1,344	61	935	0	935	83	0	0	1,018
Departure	663	1,486	107	770	0	770	173	0	0	943
Total	1,537	2,830	168	1,705	0	1,705	256	0	0	1,961
South Leg										
Approach	468	1,331	113	581	0	581	176	0	0	757
Departure	521	956	57	578	0	578	84	0	0	662
Total	989	2,287	170	1,159	0	1,159	260	0	0	1,419
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	552	631	10	562	0	562	1	0	0	563
Departure	710	864	20	730	0	730	3	0	0	733
Total	1,262	1,495	30	1,292	0	1,292	4	0	0	1,296
Total Approaches										
Approach	1,894	3,306	184	2,078	0	2,078	260	0	0	2,338
Departure	1,894	3,306	184	2,078	0	2,078	260	0	0	2,338
Total	3,788	6,612	368	4,156	0	4,156	520	0	0	4,676

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
58 Briggs Road/McLaughlin Road										
NBL	1	1	0	1	-1	0	0	0		0
NBT	480	1,267	103	583		583	125	0		708
NBR	154	229	10	164		164	0	0		164
SBL	23	26	0	23		23	0	0		23
SBT	501	987	63	564		564	84	0		648
SBR	10	12	0	10	-10	0	0	0		0
EBL	9	11	0	9	-9	0	51	0		51
EBT	0	0	0	0	0	0	0	0		0
EBR	0	0	0	0	0	0	0	0		0
WBL	36	148	15	51		51	0	0		51
WBT	0	0	0	0	0	0	0	0		0
WBR	185	257	9	194		194	0	0		194
North Leg										
Approach	534	1,025	63	597	-10	587	84	0	0	671
Departure	674	1,535	112	786	-9	777	176	0	0	953
Total	1,208	2,559	175	1,383	-19	1,364	260	0	0	1,624
South Leg										
Approach	635	1,497	113	748	-1	747	125	0	0	872
Departure	537	1,135	78	615	0	615	84	0	0	699
Total	1,172	2,632	191	1,363	-1	1,362	209	0	0	1,571
East Leg										
Approach	221	405	24	245	0	245	0	0	0	245
Departure	177	255	10	187	0	187	0	0	0	187
Total	398	660	34	432	0	432	0	0	0	432
West Leg										
Approach	9	11	0	9	-9	0	51	0	0	51
Departure	11	13	0	11	-11	0	0	0	0	0
Total	20	23	0	20	-20	0	51	0	0	51
Total Approaches										
Approach	1,399	2,937	200	1,599	-20	1,579	260	0	0	1,839
Departure	1,399	2,937	200	1,599	-20	1,579	260	0	0	1,839
Total	2,798	5,875	400	3,198	-40	3,158	520	0	0	3,678

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
59 Briggs Road/Project Driveway 4										
NBL	0	0	0	0		0	0	0		0
NBT	635	1,497	112	747		747	125	0		872
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	537	1,135	78	615		615	84	0		699
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	537	1,135	78	615	0	615	84	0	0	699
Departure	635	1,497	112	747	0	747	125	0	0	872
Total	1,172	2,632	190	1,362	0	1,362	209	0	0	1,571
South Leg										
Approach	635	1,497	112	747	0	747	125	0	0	872
Departure	537	1,135	78	615	0	615	84	0	0	699
Total	1,172	2,632	190	1,362	0	1,362	209	0	0	1,571
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	1,172	2,632	190	1,362	0	1,362	209	0	0	1,571
Departure	1,172	2,632	190	1,362	0	1,362	209	0	0	1,571
Total	2,344	5,264	380	2,724	0	2,724	418	0	0	3,142

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
60 Briggs Road/Project Driveway 5 - Meadow Oak Street										
NBL	0	0	0	0		0	18	0		18
NBT	614	1,352	96	710		710	14	0		724
NBR	51	58	1	52		52	0	0		52
SBL	21	92	9	30		30	1	0		31
SBT	516	1,043	69	585		585	65	0		650
SBR	0	0	0	0		0	18	0		18
EBL	0	0	0	0		0	109	0		109
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	93	105	2	95		95	0	0		95
WBT	0	0	0	0		0	0	0		0
WBR	21	145	16	37		37	2	0		39
North Leg										
Approach	537	1,135	78	615	0	615	84	0	0	699
Departure	635	1,497	112	747	0	747	125	0	0	872
Total	1,172	2,632	190	1,362	0	1,362	209	0	0	1,571
South Leg										
Approach	665	1,410	97	762	0	762	32	0	0	794
Departure	609	1,148	71	680	0	680	65	0	0	745
Total	1,274	2,558	168	1,442	0	1,442	97	0	0	1,539
East Leg										
Approach	114	250	18	132	0	132	2	0	0	134
Departure	72	150	10	82	0	82	1	0	0	83
Total	186	400	28	214	0	214	3	0	0	217
West Leg										
Approach	0	0	0	0	0	0	109	0	0	109
Departure	0	0	0	0	0	0	36	0	0	36
Total	0	0	0	0	0	0	145	0	0	145
Total Approaches										
Approach	1,316	2,795	193	1,509	0	1,509	227	0	0	1,736
Departure	1,316	2,795	193	1,509	0	1,509	227	0	0	1,736
Total	2,632	5,590	386	3,018	0	3,018	454	0	0	3,472

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
61 Briggs Road/Project Driveway 6										
NBL	0	0	0	0		0	0	0		0
NBT	665	1,410	97	762		762	32	0		794
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	609	1,148	70	679		679	27	0		706
SBR	0	0	0	0		0	38	0		38
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	99	0		99
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	609	1,148	70	679	0	679	65	0	0	744
Departure	665	1,410	97	762	0	762	32	0	0	794
Total	1,274	2,558	167	1,441	0	1,441	97	0	0	1,538
South Leg										
Approach	665	1,410	97	762	0	762	32	0	0	794
Departure	609	1,148	70	679	0	679	126	0	0	805
Total	1,274	2,558	167	1,441	0	1,441	158	0	0	1,599
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	0	0	0	0	0	99	0	0	99
Departure	0	0	0	0	0	0	38	0	0	38
Total	0	0	0	0	0	0	137	0	0	137
Total Approaches										
Approach	1,274	2,558	167	1,441	0	1,441	196	0	0	1,637
Departure	1,274	2,558	167	1,441	0	1,441	196	0	0	1,637
Total	2,548	5,116	334	2,882	0	2,882	392	0	0	3,274

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

		AM Peak Hour								
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
62	**Briggs Road/Project Driveway 7 - Hillridge Street**										
NBL		0	0	0	0		0	67	0		67
NBT		665	1,352	90	755		755	18	0		773
NBR		0	61	8	8		8	0	0		8
SBL		0	18	2	2		2	0	0		2
SBT		609	1,130	68	677		677	99	0		776
SBR		0	0	0	0		0	27	0		27
EBL		0	0	0	0		0	14	0		14
EBT		0	0	0	0		0	0	0		0
EBR		0	0	0	0		0	68	0		68
WBL		0	176	23	23		23	0	0		23
WBT		0	0	0	0		0	0	0		0
WBR		0	57	7	7		7	0	0		7
North Leg											
	Approach	609	1,148	70	679	0	679	126	0	0	805
	Departure	665	1,409	97	762	0	762	32	0	0	794
	Total	1,274	2,557	167	1,441	0	1,441	158	0	0	1,599
South Leg											
	Approach	665	1,413	98	763	0	763	85	0	0	848
	Departure	609	1,306	91	700	0	700	167	0	0	867
	Total	1,274	2,719	189	1,463	0	1,463	252	0	0	1,715
East Leg											
	Approach	0	233	30	30	0	30	0	0	0	30
	Departure	0	79	10	10	0	10	0	0	0	10
	Total	0	312	40	40	0	40	0	0	0	40
West Leg											
	Approach	0	0	0	0	0	0	82	0	0	82
	Departure	0	0	0	0	0	0	94	0	0	94
	Total	0	0	0	0	0	0	176	0	0	176
Total Approaches											
	Approach	1,274	2,794	198	1,472	0	1,472	293	0	0	1,765
	Departure	1,274	2,794	198	1,472	0	1,472	293	0	0	1,765
	Total	2,548	5,588	396	2,944	0	2,944	586	0	0	3,530

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
63 Briggs Road/Matthews Road										
NBL	0	0	0	0		0	0	0		0
NBT	599	1,044	58	657		657	81	0		738
NBR	44	77	4	48		48	0	0		48
SBL	34	241	27	61		61	8	0		69
SBT	575	1,065	64	639		639	160	0		799
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	40	59	2	42		42	0	0		42
WBT	0	0	0	0		0	0	0		0
WBR	66	369	40	106		106	3	0		109
North Leg										
Approach	609	1,306	91	700	0	700	168	0	0	868
Departure	665	1,413	98	763	0	763	84	0	0	847
Total	1,274	2,719	189	1,463	0	1,463	252	0	0	1,715
South Leg										
Approach	643	1,121	62	705	0	705	81	0	0	786
Departure	615	1,124	66	681	0	681	160	0	0	841
Total	1,258	2,245	128	1,386	0	1,386	241	0	0	1,627
East Leg										
Approach	106	428	42	148	0	148	3	0	0	151
Departure	78	318	31	109	0	109	8	0	0	117
Total	184	746	73	257	0	257	11	0	0	268
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	1,358	2,855	195	1,553	0	1,553	252	0	0	1,805
Departure	1,358	2,855	195	1,553	0	1,553	252	0	0	1,805
Total	2,716	5,710	390	3,106	0	3,106	504	0	0	3,610

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
65 Murrieta Road/McCall Boulevard										
NBL	1	3	0	1		1	0	0		1
NBT	156	511	46	202		202	0	0		202
NBR	122	326	27	149		149	6	0		155
SBL	61	69	1	62		62	0	0		62
SBT	138	217	10	148		148	0	0		148
SBR	93	105	2	95		95	0	0		95
EBL	81	162	11	92		92	0	0		92
EBT	210	342	17	227		227	7	0		234
EBR	1	3	0	1		1	0	0		1
WBL	90	221	17	107		107	2	0		109
WBT	120	179	8	128		128	5	0		133
WBR	94	168	10	104		104	0	0		104
North Leg										
Approach	292	391	13	305	0	305	0	0	0	305
Departure	331	841	67	398	0	398	0	0	0	398
Total	623	1,232	80	703	0	703	0	0	0	703
South Leg										
Approach	279	840	73	352	0	352	6	0	0	358
Departure	229	441	27	256	0	256	2	0	0	258
Total	508	1,281	100	608	0	608	8	0	0	616
East Leg										
Approach	304	568	35	339	0	339	7	0	0	346
Departure	393	737	45	438	0	438	13	0	0	451
Total	697	1,305	80	777	0	777	20	0	0	797
West Leg										
Approach	292	507	28	320	0	320	7	0	0	327
Departure	214	287	10	224	0	224	5	0	0	229
Total	506	794	38	544	0	544	12	0	0	556
Total Approaches										
Approach	1,167	2,306	149	1,316	0	1,316	20	0	0	1,336
Departure	1,167	2,306	149	1,316	0	1,316	20	0	0	1,336
Total	2,334	4,613	298	2,632	0	2,632	40	0	0	2,672

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
66 Sun City Boulevard/McCall Boulevard										
NBL	38	43	1	39		39	0	0		39
NBT	48	55	1	49		49	0	0		49
NBR	84	108	3	87		87	1	0		88
SBL	69	178	14	83		83	7	0		90
SBT	55	79	3	58		58	0	0		58
SBR	10	19	1	11		11	0	0		11
EBL	29	43	2	31		31	0	0		31
EBT	324	642	41	365		365	13	0		378
EBR	55	60	1	56		56	0	0		56
WBL	232	294	8	240		240	3	0		243
WBT	373	613	31	404		404	6	0		410
WBR	47	81	4	51		51	5	0		56
North Leg										
Approach	134	276	18	152	0	152	7	0	0	159
Departure	124	179	7	131	0	131	5	0	0	136
Total	258	455	25	283	0	283	12	0	0	295
South Leg										
Approach	170	206	5	175	0	175	1	0	0	176
Departure	342	433	12	354	0	354	3	0	0	357
Total	512	639	17	529	0	529	4	0	0	533
East Leg										
Approach	652	988	43	695	0	695	14	0	0	709
Departure	477	928	58	535	0	535	21	0	0	556
Total	1,129	1,916	101	1,230	0	1,230	35	0	0	1,265
West Leg										
Approach	408	745	44	452	0	452	13	0	0	465
Departure	421	675	33	454	0	454	6	0	0	460
Total	829	1,420	77	906	0	906	19	0	0	925
Total Approaches										
Approach	1,364	2,215	110	1,474	0	1,474	35	0	0	1,509
Departure	1,364	2,215	110	1,474	0	1,474	35	0	0	1,509
Total	2,728	4,429	220	2,948	0	2,948	70	0	0	3,018

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
67 Bradley Road/McCall Boulevard										
NBL	52	71	2	54		54	0	0		54
NBT	43	48	1	44		44	0	0		44
NBR	374	692	41	415		415	0	0		415
SBL	141	156	2	143		143	0	0		143
SBT	50	57	1	51		51	0	0		51
SBR	15	17	0	15		15	0	0		15
EBL	6	6	0	6		6	0	0		6
EBT	495	936	58	553		553	22	0		575
EBR	60	83	3	63		63	0	0		63
WBL	440	687	32	472		472	0	0		472
WBT	568	897	43	611		611	15	0		626
WBR	85	97	2	87		87	0	0		87
North Leg										
Approach	206	230	3	209	0	209	0	0	0	209
Departure	134	151	3	137	0	137	0	0	0	137
Total	340	381	6	346	0	346	0	0	0	346
South Leg										
Approach	469	811	44	513	0	513	0	0	0	513
Departure	550	827	36	586	0	586	0	0	0	586
Total	1,019	1,638	80	1,099	0	1,099	0	0	0	1,099
East Leg										
Approach	1,093	1,681	77	1,170	0	1,170	15	0	0	1,185
Departure	1,010	1,784	101	1,111	0	1,111	22	0	0	1,133
Total	2,103	3,465	178	2,281	0	2,281	37	0	0	2,318
West Leg										
Approach	561	1,025	61	622	0	622	22	0	0	644
Departure	635	985	45	680	0	680	15	0	0	695
Total	1,196	2,010	106	1,302	0	1,302	37	0	0	1,339
Total Approaches										
Approach	2,329	3,747	185	2,514	0	2,514	37	0	0	2,551
Departure	2,329	3,747	185	2,514	0	2,514	37	0	0	2,551
Total	4,658	7,493	370	5,028	0	5,028	74	0	0	5,102

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
68 I-215 SB Ramps/McCall Boulevard										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	194	400	27	221		221	0	0		221
SBT	3	3	0	3		3	0	0		3
SBR	298	396	13	311		311	0	0		311
EBL	0	0	0	0		0	0	0		0
EBT	651	1,364	93	744		744	22	0		766
EBR	359	420	8	367		367	0	0		367
WBL	458	643	24	482		482	249	0		731
WBT	794	1,286	64	858		858	15	0		873
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	495	799	40	535	0	535	0	0	0	535
Departure	0	0	0	0	0	0	0	0	0	0
Total	495	799	40	535	0	535	0	0	0	535
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	820	1,066	32	852	0	852	249	0	0	1,101
Total	820	1,066	32	852	0	852	249	0	0	1,101
East Leg										
Approach	1,252	1,929	88	1,340	0	1,340	264	0	0	1,604
Departure	845	1,764	120	965	0	965	22	0	0	987
Total	2,097	3,693	208	2,305	0	2,305	286	0	0	2,591
West Leg										
Approach	1,010	1,784	101	1,111	0	1,111	22	0	0	1,133
Departure	1,092	1,682	77	1,169	0	1,169	15	0	0	1,184
Total	2,102	3,466	178	2,280	0	2,280	37	0	0	2,317
Total Approaches										
Approach	2,757	4,512	229	2,986	0	2,986	286	0	0	3,272
Departure	2,757	4,512	229	2,986	0	2,986	286	0	0	3,272
Total	5,514	9,024	458	5,972	0	5,972	572	0	0	6,544

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
69 I-215 NB Ramps/McCall Boulevard										
NBL	222	316	12	234		234	0	0		234
NBT	4	4	0	4		4	0	0		4
NBR	248	461	28	276		276	324	0		600
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	231	287	7	238		238	0	0		238
EBT	614	1,477	113	727		727	22	0		749
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	1,030	1,613	76	1,106		1,106	264	0		1370
WBR	448	508	8	456		456	0	0		456
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	683	799	15	698	0	698	0	0	0	698
Total	683	799	15	698	0	698	0	0	0	698
South Leg										
Approach	474	781	40	514	0	514	324	0	0	838
Departure	0	0	0	0	0	0	0	0	0	0
Total	474	781	40	514	0	514	324	0	0	838
East Leg										
Approach	1,478	2,121	84	1,562	0	1,562	264	0	0	1,826
Departure	862	1,938	141	1,003	0	1,003	346	0	0	1,349
Total	2,340	4,059	225	2,565	0	2,565	610	0	0	3,175
West Leg										
Approach	845	1,764	120	965	0	965	22	0	0	987
Departure	1,252	1,929	88	1,340	0	1,340	264	0	0	1,604
Total	2,097	3,693	208	2,305	0	2,305	286	0	0	2,591
Total Approaches										
Approach	2,797	4,666	244	3,041	0	3,041	610	0	0	3,651
Departure	2,797	4,666	244	3,041	0	3,041	610	0	0	3,651
Total	5,594	9,333	488	6,082	0	6,082	1,220	0	0	7,302

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
70 Encanto Drive/McCall Boulevard										
NBL	176	196	3	179		179	0	0		179
NBT	20	35	2	22		22	0	0		22
NBR	49	56	1	50		50	1	0		51
SBL	19	42	3	22		22	0	0		22
SBT	16	21	1	17		17	0	0		17
SBR	148	274	16	164		164	0	0		164
EBL	109	456	45	154		154	0	0		154
EBT	656	1,361	92	748		748	346	0		1094
EBR	97	121	3	100		100	0	0		100
WBL	51	58	1	52		52	0	0		52
WBT	1,154	1,652	65	1,219		1,219	264	0		1483
WBR	17	58	5	22		22	0	0		22
North Leg										
Approach	183	337	20	203	0	203	0	0	0	203
Departure	146	549	52	198	0	198	0	0	0	198
Total	329	886	72	401	0	401	0	0	0	401
South Leg										
Approach	245	286	6	251	0	251	1	0	0	252
Departure	164	200	5	169	0	169	0	0	0	169
Total	409	486	11	420	0	420	1	0	0	421
East Leg										
Approach	1,222	1,768	71	1,293	0	1,293	264	0	0	1,557
Departure	724	1,459	96	820	0	820	347	0	0	1,167
Total	1,946	3,226	167	2,113	0	2,113	611	0	0	2,724
West Leg										
Approach	862	1,938	140	1,002	0	1,002	346	0	0	1,348
Departure	1,478	2,122	84	1,562	0	1,562	264	0	0	1,826
Total	2,340	4,060	224	2,564	0	2,564	610	0	0	3,174
Total Approaches										
Approach	2,512	4,329	237	2,749	0	2,749	611	0	0	3,360
Departure	2,512	4,329	237	2,749	0	2,749	611	0	0	3,360
Total	5,024	8,658	474	5,498	0	5,498	1,222	0	0	6,720

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
71 Sherman Road/McCall Boulevard										
NBL	88	124	5	93		93	0	0		93
NBT	26	50	3	29		29	0	0		29
NBR	15	45	4	19		19	7	0		26
SBL	42	75	4	46		46	1	0		47
SBT	16	18	0	16		16	0	0		16
SBR	56	63	1	57		57	0	0		57
EBL	121	159	5	126		126	0	0		126
EBT	678	1,405	95	773		773	347	0		1120
EBR	33	44	1	34		34	0	0		34
WBL	27	58	4	31		31	3	0		34
WBT	991	1,550	73	1,064		1,064	265	0		1329
WBR	46	97	7	53		53	0	0		53
North Leg										
Approach	114	156	5	119	0	119	1	0	0	120
Departure	193	306	15	208	0	208	0	0	0	208
Total	307	462	20	327	0	327	1	0	0	328
South Leg										
Approach	129	219	12	141	0	141	7	0	0	148
Departure	76	120	5	81	0	81	3	0	0	84
Total	205	339	17	222	0	222	10	0	0	232
East Leg										
Approach	1,064	1,705	84	1,148	0	1,148	268	0	0	1,416
Departure	735	1,525	103	838	0	838	355	0	0	1,193
Total	1,799	3,230	187	1,986	0	1,986	623	0	0	2,609
West Leg										
Approach	832	1,608	101	933	0	933	347	0	0	1,280
Departure	1,135	1,737	79	1,214	0	1,214	265	0	0	1,479
Total	1,967	3,345	180	2,147	0	2,147	612	0	0	2,759
Total Approaches										
Approach	2,139	3,688	202	2,341	0	2,341	623	0	0	2,964
Departure	2,139	3,688	202	2,341	0	2,341	623	0	0	2,964
Total	4,278	7,376	404	4,682	0	4,682	1,246	0	0	5,928

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
72 Antelope Road/McCall Boulevard										
NBL	45	88	6	51		51	0	0		51
NBT	8	60	7	15		15	0	0		15
NBR	77	144	9	86		86	1	0		87
SBL	19	39	3	22		22	1	0		23
SBT	2	5	0	2		2	0	0		2
SBR	74	156	11	85		85	0	0		85
EBL	42	288	32	74		74	0	0		74
EBT	716	1,220	66	782		782	355	0		1137
EBR	14	28	2	16		16	0	0		16
WBL	41	77	5	46		46	0	0		46
WBT	876	1,457	76	952		952	267	0		1219
WBR	40	258	28	68		68	3	0		71
North Leg										
Approach	95	200	14	109	0	109	1	0	0	110
Departure	90	606	67	157	0	157	3	0	0	160
Total	185	806	81	266	0	266	4	0	0	270
South Leg										
Approach	130	292	22	152	0	152	1	0	0	153
Departure	57	110	7	64	0	64	0	0	0	64
Total	187	402	29	216	0	216	1	0	0	217
East Leg										
Approach	957	1,792	109	1,066	0	1,066	270	0	0	1,336
Departure	812	1,403	78	890	0	890	357	0	0	1,247
Total	1,769	3,195	187	1,956	0	1,956	627	0	0	2,583
West Leg										
Approach	772	1,536	100	872	0	872	355	0	0	1,227
Departure	995	1,701	93	1,088	0	1,088	267	0	0	1,355
Total	1,767	3,237	193	1,960	0	1,960	622	0	0	2,582
Total Approaches										
Approach	1,954	3,820	245	2,199	0	2,199	627	0	0	2,826
Departure	1,954	3,820	245	2,199	0	2,199	627	0	0	2,826
Total	3,908	7,640	490	4,398	0	4,398	1,254	0	0	5,652

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
73 Junipero Road/McCall Boulevard										
NBL	4	16	2	6		6	0	0		6
NBT	4	18	2	6		6	0	0		6
NBR	4	19	2	6		6	0	0		6
SBL	63	138	10	73		73	0	0		73
SBT	1	2	0	1		1	0	0		1
SBR	175	322	19	194		194	0	0		194
EBL	189	302	15	204		204	0	0		204
EBT	686	1,192	66	752		752	356	0		1108
EBR	2	3	0	2		2	0	0		2
WBL	2	3	0	2		2	0	0		2
WBT	852	1,442	77	929		929	272	0		1201
WBR	146	271	16	162		162	0	0		162
North Leg										
Approach	239	462	29	268	0	268	0	0	0	268
Departure	339	591	33	372	0	372	0	0	0	372
Total	578	1,053	62	640	0	640	0	0	0	640
South Leg										
Approach	12	53	6	18	0	18	0	0	0	18
Departure	5	8	0	5	0	5	0	0	0	5
Total	17	61	6	23	0	23	0	0	0	23
East Leg										
Approach	1,000	1,716	93	1,093	0	1,093	272	0	0	1,365
Departure	753	1,349	78	831	0	831	356	0	0	1,187
Total	1,753	3,065	171	1,924	0	1,924	628	0	0	2,552
West Leg										
Approach	877	1,497	81	958	0	958	356	0	0	1,314
Departure	1,031	1,780	98	1,129	0	1,129	272	0	0	1,401
Total	1,908	3,277	179	2,087	0	2,087	628	0	0	2,715
Total Approaches										
Approach	2,128	3,728	209	2,337	0	2,337	628	0	0	2,965
Departure	2,128	3,728	209	2,337	0	2,337	628	0	0	2,965
Total	4,256	7,456	418	4,674	0	4,674	1,256	0	0	5,930

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
74 Menifee Road/McCall Boulevard										
NBL	322	540	28	350		350	0	0		350
NBT	257	641	50	307		307	61	0		368
NBR	46	110	8	54		54	0	0		54
SBL	139	422	37	176		176	5	0		181
SBT	233	541	40	273		273	17	0		290
SBR	140	297	20	160		160	171	0		331
EBL	126	255	17	143		143	314	0		457
EBT	348	679	43	391		391	42	0		433
EBR	279	416	18	297		297	0	0		297
WBL	44	78	4	48		48	0	0		48
WBT	538	879	44	582		582	101	0		683
WBR	153	371	28	181		181	16	0		197
North Leg										
Approach	512	1,260	97	609	0	609	193	0	0	802
Departure	536	1,267	95	631	0	631	391	0	0	1,022
Total	1,048	2,527	192	1,240	0	1,240	584	0	0	1,824
South Leg										
Approach	625	1,291	86	711	0	711	61	0	0	772
Departure	556	1,035	62	618	0	618	17	0	0	635
Total	1,181	2,326	148	1,329	0	1,329	78	0	0	1,407
East Leg										
Approach	735	1,328	76	811	0	811	117	0	0	928
Departure	533	1,211	88	621	0	621	47	0	0	668
Total	1,268	2,539	164	1,432	0	1,432	164	0	0	1,596
West Leg										
Approach	753	1,350	78	831	0	831	356	0	0	1,187
Departure	1,000	1,716	92	1,092	0	1,092	272	0	0	1,364
Total	1,753	3,066	170	1,923	0	1,923	628	0	0	2,551
Total Approaches										
Approach	2,625	5,229	337	2,962	0	2,962	727	0	0	3,689
Departure	2,625	5,229	337	2,962	0	2,962	727	0	0	3,689
Total	5,250	10,458	674	5,924	0	5,924	1,454	0	0	7,378

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
75 Heritage Lake Drive (West)/McCall Boulevard										
NBL	218	247	4	222		222	6	0		228
NBT	171	194	3	174		174	0	0		174
NBR	43	93	7	50		50	3	0		53
SBL	29	61	4	33		33	1	0		34
SBT	103	117	2	105		105	0	0		105
SBR	72	82	1	73		73	0	0		73
EBL	86	98	2	88		88	0	0		88
EBT	314	963	85	399		399	48	0		447
EBR	133	151	2	135		135	2	0		137
WBL	29	49	3	32		32	4	0		36
WBT	445	1,000	72	517		517	110	0		627
WBR	104	160	7	111		111	1	0		112
North Leg										
Approach	204	259	7	211	0	211	1	0	0	212
Departure	361	452	12	373	0	373	1	0	0	374
Total	565	711	19	584	0	584	2	0	0	586
South Leg										
Approach	432	534	14	446	0	446	9	0	0	455
Departure	265	317	7	272	0	272	6	0	0	278
Total	697	851	21	718	0	718	15	0	0	733
East Leg										
Approach	578	1,209	82	660	0	660	115	0	0	775
Departure	386	1,117	96	482	0	482	52	0	0	534
Total	964	2,326	178	1,142	0	1,142	167	0	0	1,309
West Leg										
Approach	533	1,212	89	622	0	622	50	0	0	672
Departure	735	1,329	77	812	0	812	116	0	0	928
Total	1,268	2,541	166	1,434	0	1,434	166	0	0	1,600
Total Approaches										
Approach	1,747	3,214	192	1,939	0	1,939	175	0	0	2,114
Departure	1,747	3,214	192	1,939	0	1,939	175	0	0	2,114
Total	3,494	6,429	384	3,878	0	3,878	350	0	0	4,228

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
76 Heritage Lake Drive (East)/McCall Boulevard										
NBL	190	356	22	212		212	6	0		218
NBT	112	127	2	114		114	0	0		114
NBR	80	181	13	93		93	6	0		99
SBL	53	60	1	54		54	0	0		54
SBT	116	131	2	118		118	0	0		118
SBR	38	43	1	39		39	0	0		39
EBL	19	24	1	20		20	0	0		20
EBT	224	728	66	290		290	50	0		340
EBR	154	426	35	189		189	2	0		191
WBL	61	165	14	75		75	6	0		81
WBT	277	729	59	336		336	110	0		446
WBR	35	43	1	36		36	0	0		36
North Leg										
Approach	207	234	4	211	0	211	0	0	0	211
Departure	166	194	4	170	0	170	0	0	0	170
Total	373	428	8	381	0	381	0	0	0	381
South Leg										
Approach	382	664	37	419	0	419	12	0	0	431
Departure	331	722	51	382	0	382	8	0	0	390
Total	713	1,386	88	801	0	801	20	0	0	821
East Leg										
Approach	373	937	74	447	0	447	116	0	0	563
Departure	357	969	80	437	0	437	56	0	0	493
Total	730	1,906	154	884	0	884	172	0	0	1,056
West Leg										
Approach	397	1,178	102	499	0	499	52	0	0	551
Departure	505	1,128	82	587	0	587	116	0	0	703
Total	902	2,306	184	1,086	0	1,086	168	0	0	1,254
Total Approaches										
Approach	1,359	3,013	217	1,576	0	1,576	180	0	0	1,756
Departure	1,359	3,013	217	1,576	0	1,576	180	0	0	1,756
Total	2,718	6,027	434	3,152	0	3,152	360	0	0	3,512

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
77 Briggs Road/McCall Boulevard										
NBL	49	379	43	92		92	0	0		92
NBT	320	958	83	403		403	25	0		428
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	314	589	36	350		350	44	0		394
SBR	311	547	31	342		342	116	0		458
EBL	289	588	39	328		328	56	0		384
EBT	0	0	0	0		0	0	0		0
EBR	68	381	41	109		109	0	0		109
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	625	1,136	67	692	0	692	160	0	0	852
Departure	609	1,546	122	731	0	731	81	0	0	812
Total	1,234	2,682	189	1,423	0	1,423	241	0	0	1,664
South Leg										
Approach	369	1,337	126	495	0	495	25	0	0	520
Departure	382	970	77	459	0	459	44	0	0	503
Total	751	2,307	203	954	0	954	69	0	0	1,023
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	357	969	80	437	0	437	56	0	0	493
Departure	360	926	74	434	0	434	116	0	0	550
Total	717	1,895	154	871	0	871	172	0	0	1,043
Total Approaches										
Approach	1,351	3,442	273	1,624	0	1,624	241	0	0	1,865
Departure	1,351	3,442	273	1,624	0	1,624	241	0	0	1,865
Total	2,702	6,884	546	3,248	0	3,248	482	0	0	3,730

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
78 Menifee Road/Coastline Avenue										
NBL	0	0	0	0		0	0	0		0
NBT	543	1,266	94	637		637	55	0		692
NBR	26	69	6	32		32	0	0		32
SBL	62	120	8	70		70	2	0		72
SBT	496	898	52	548		548	15	0		563
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	72	80	1	73		73	0	0		73
WBT	0	0	0	0		0	0	0		0
WBR	94	107	2	96		96	6	0		102
North Leg										
Approach	558	1,018	60	618	0	618	17	0	0	635
Departure	637	1,373	96	733	0	733	61	0	0	794
Total	1,195	2,391	156	1,351	0	1,351	78	0	0	1,429
South Leg										
Approach	569	1,335	100	669	0	669	55	0	0	724
Departure	568	978	53	621	0	621	15	0	0	636
Total	1,137	2,313	153	1,290	0	1,290	70	0	0	1,360
East Leg										
Approach	166	187	3	169	0	169	6	0	0	175
Departure	88	189	14	102	0	102	2	0	0	104
Total	254	376	17	271	0	271	8	0	0	279
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	1,293	2,540	163	1,456	0	1,456	78	0	0	1,534
Departure	1,293	2,540	163	1,456	0	1,456	78	0	0	1,534
Total	2,586	5,080	326	2,912	0	2,912	156	0	0	3,068

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
79 Menifee Road/Simpson Road										
NBL	0	0	0	0		0	0	0		0
NBT	406	883	62	468		468	37	0		505
NBR	103	207	14	117		117	17	0		134
SBL	153	266	15	168		168	5	0		173
SBT	415	712	39	454		454	9	0		463
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	154	389	31	185		185	35	0		220
WBT	0	0	0	0		0	0	0		0
WBR	163	452	38	201		201	19	0		220
North Leg										
Approach	568	978	54	622	0	622	14	0	0	636
Departure	569	1,335	100	669	0	669	56	0	0	725
Total	1,137	2,313	154	1,291	0	1,291	70	0	0	1,361
South Leg										
Approach	509	1,090	76	585	0	585	54	0	0	639
Departure	569	1,101	70	639	0	639	44	0	0	683
Total	1,078	2,191	146	1,224	0	1,224	98	0	0	1,322
East Leg										
Approach	317	841	69	386	0	386	54	0	0	440
Departure	256	473	29	285	0	285	22	0	0	307
Total	573	1,314	98	671	0	671	76	0	0	747
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	1,394	2,909	199	1,593	0	1,593	122	0	0	1,715
Departure	1,394	2,909	199	1,593	0	1,593	122	0	0	1,715
Total	2,788	5,818	398	3,186	0	3,186	244	0	0	3,430

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
80 Lindenberger Road/Simpson Road										
NBL	34	287	33	67		67	6	0		73
NBT	105	119	2	107		107	0	0		107
NBR	155	212	7	162		162	2	0		164
SBL	66	75	1	67		67	0	0		67
SBT	137	154	2	139		139	0	0		139
SBR	57	165	14	71		71	0	0		71
EBL	54	61	1	55		55	0	0		55
EBT	194	331	18	212		212	23	0		235
EBR	25	102	10	35		35	2	0		37
WBL	106	120	2	108		108	4	0		112
WBT	221	384	21	242		242	48	0		290
WBR	43	48	1	44		44	0	0		44
North Leg										
Approach	260	394	17	277	0	277	0	0	0	277
Departure	202	228	4	206	0	206	0	0	0	206
Total	462	621	21	483	0	483	0	0	0	483
South Leg										
Approach	294	618	42	336	0	336	8	0	0	344
Departure	268	376	14	282	0	282	6	0	0	288
Total	562	993	56	618	0	618	14	0	0	632
East Leg										
Approach	370	552	24	394	0	394	52	0	0	446
Departure	415	618	26	441	0	441	25	0	0	466
Total	785	1,170	50	835	0	835	77	0	0	912
West Leg										
Approach	273	494	29	302	0	302	25	0	0	327
Departure	312	836	68	380	0	380	54	0	0	434
Total	585	1,330	97	682	0	682	79	0	0	761
Total Approaches										
Approach	1,197	2,057	112	1,309	0	1,309	85	0	0	1,394
Departure	1,197	2,057	112	1,309	0	1,309	85	0	0	1,394
Total	2,394	4,114	224	2,618	0	2,618	170	0	0	2,788

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
81 Briggs Road/Simpson Road										
NBL	44	85	11	55		55	0	0		55
NBT	71	737	173	244		244	0	0		244
NBR	61	307	64	125		125	0	0		125
SBL	100	113	2	102		102	0	0		102
SBT	101	452	91	192		192	0	0		192
SBR	148	168	3	151		151	41	0		192
EBL	167	256	12	179		179	24	0		203
EBT	263	298	5	268		268	3	0		271
EBR	42	77	9	51		51	0	0		51
WBL	41	241	52	93		93	0	0		93
WBT	232	277	6	238		238	12	0		250
WBR	53	151	13	66		66	0	0		66
North Leg										
Approach	349	733	96	445	0	445	41	0	0	486
Departure	291	1,144	198	489	0	489	24	0	0	513
Total	640	1,877	294	934	0	934	65	0	0	999
South Leg										
Approach	176	1,129	248	424	0	424	0	0	0	424
Departure	184	770	152	336	0	336	0	0	0	336
Total	360	1,899	400	760	0	760	0	0	0	760
East Leg										
Approach	326	669	71	397	0	397	12	0	0	409
Departure	424	719	71	495	0	495	3	0	0	498
Total	750	1,388	142	892	0	892	15	0	0	907
West Leg										
Approach	472	631	26	498	0	498	27	0	0	525
Departure	424	530	20	444	0	444	53	0	0	497
Total	896	1,161	46	942	0	942	80	0	0	1,022
Total Approaches										
Approach	1,323	3,163	441	1,764	0	1,764	80	0	0	1,844
Departure	1,323	3,163	441	1,764	0	1,764	80	0	0	1,844
Total	2,646	6,325	882	3,528	0	3,528	160	0	0	3,688

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
82 Menifee Road/Aldergate Drive - Carnelian Way										
NBL	31	35	0	31		31	0	0		31
NBT	342	947	79	421		421	45	0		466
NBR	84	96	2	86		86	0	0		86
SBL	129	205	10	139		139	0	0		139
SBT	468	902	57	525		525	38	0		563
SBR	22	51	4	26		26	6	0		32
EBL	24	47	3	27		27	9	0		36
EBT	3	3	0	3		3	0	0		3
EBR	17	19	0	17		17	0	0		17
WBL	161	183	3	164		164	0	0		164
WBT	5	5	0	5		5	0	0		5
WBR	114	286	22	136		136	0	0		136
North Leg										
Approach	619	1,158	71	690	0	690	44	0	0	734
Departure	480	1,280	104	584	0	584	54	0	0	638
Total	1,099	2,438	175	1,274	0	1,274	98	0	0	1,372
South Leg										
Approach	457	1,077	81	538	0	538	45	0	0	583
Departure	646	1,104	60	706	0	706	38	0	0	744
Total	1,103	2,181	141	1,244	0	1,244	83	0	0	1,327
East Leg										
Approach	280	474	25	305	0	305	0	0	0	305
Departure	216	304	12	228	0	228	0	0	0	228
Total	496	778	37	533	0	533	0	0	0	533
West Leg										
Approach	44	69	3	47	0	47	9	0	0	56
Departure	58	91	4	62	0	62	6	0	0	68
Total	102	160	7	109	0	109	15	0	0	124
Total Approaches										
Approach	1,400	2,778	180	1,580	0	1,580	98	0	0	1,678
Departure	1,400	2,778	180	1,580	0	1,580	98	0	0	1,678
Total	2,800	5,556	360	3,160	0	3,160	196	0	0	3,356

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
83 Goetz Road - Buckstone Lane/Railroad Canyon Road - Newport Road										
NBL	11	14	0	11		11	0	0		11
NBT	3	3	0	3		3	0	0		3
NBR	23	26	0	23		23	0	0		23
SBL	463	525	8	471		471	6	0		477
SBT	1	1	0	1		1	0	0		1
SBR	594	873	36	630		630	0	0		630
EBL	254	527	36	290		290	0	0		290
EBT	541	1,052	67	608		608	14	0		622
EBR	0	0	0	0		0	0	0		0
WBL	15	17	0	15		15	0	0		15
WBT	701	964	34	735		735	10	0		745
WBR	281	318	5	286		286	2	0		288
North Leg										
Approach	1,058	1,399	44	1,102	0	1,102	6	0	0	1,108
Departure	538	848	41	579	0	579	2	0	0	581
Total	1,596	2,247	85	1,681	0	1,681	8	0	0	1,689
South Leg										
Approach	37	43	0	37	0	37	0	0	0	37
Departure	16	18	0	16	0	16	0	0	0	16
Total	53	61	0	53	0	53	0	0	0	53
East Leg										
Approach	997	1,299	39	1,036	0	1,036	12	0	0	1,048
Departure	1,027	1,603	75	1,102	0	1,102	20	0	0	1,122
Total	2,024	2,902	114	2,138	0	2,138	32	0	0	2,170
West Leg										
Approach	795	1,579	103	898	0	898	14	0	0	912
Departure	1,306	1,851	70	1,376	0	1,376	10	0	0	1,386
Total	2,101	3,430	173	2,274	0	2,274	24	0	0	2,298
Total Approaches										
Approach	2,887	4,320	186	3,073	0	3,073	32	0	0	3,105
Departure	2,887	4,320	186	3,073	0	3,073	32	0	0	3,105
Total	5,774	8,641	372	6,146	0	6,146	64	0	0	6,210

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
84 Berea Road - Murphy Ranch Road/Newport Road										
NBL	140	159	2	142		142	0	0		142
NBT	98	125	4	102		102	0	0		102
NBR	12	16	1	13		13	0	0		13
SBL	192	408	28	220		220	1	0		221
SBT	161	185	3	164		164	0	0		164
SBR	75	89	2	77		77	0	0		77
EBL	45	68	3	48		48	0	0		48
EBT	937	1,517	76	1,013		1,013	21	0		1034
EBR	203	230	4	207		207	0	0		207
WBL	4	5	0	4		4	0	0		4
WBT	896	1,165	35	931		931	12	0		943
WBR	150	330	23	173		173	3	0		176
North Leg										
Approach	428	682	33	461	0	461	1	0	0	462
Departure	293	523	30	323	0	323	3	0	0	326
Total	721	1,205	63	784	0	784	4	0	0	788
South Leg										
Approach	250	300	7	257	0	257	0	0	0	257
Departure	368	420	7	375	0	375	0	0	0	375
Total	618	720	14	632	0	632	0	0	0	632
East Leg										
Approach	1,050	1,500	58	1,108	0	1,108	15	0	0	1,123
Departure	1,141	1,941	105	1,246	0	1,246	22	0	0	1,268
Total	2,191	3,441	163	2,354	0	2,354	37	0	0	2,391
West Leg										
Approach	1,185	1,815	83	1,268	0	1,268	21	0	0	1,289
Departure	1,111	1,413	39	1,150	0	1,150	12	0	0	1,162
Total	2,296	3,228	122	2,418	0	2,418	33	0	0	2,451
Total Approaches										
Approach	2,913	4,297	181	3,094	0	3,094	37	0	0	3,131
Departure	2,913	4,297	181	3,094	0	3,094	37	0	0	3,131
Total	5,826	8,593	362	6,188	0	6,188	74	0	0	6,262

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
85 Murrieta Road/Newport Road										
NBL	194	345	20	214		214	0	0		214
NBT	226	490	34	260		260	0	0		260
NBR	116	134	2	118		118	7	0		125
SBL	116	159	6	122		122	0	0		122
SBT	218	556	44	262		262	0	0		262
SBR	113	238	16	129		129	0	0		129
EBL	142	387	32	174		174	0	0		174
EBT	790	1,145	46	836		836	22	0		858
EBR	106	287	24	130		130	0	0		130
WBL	138	211	10	148		148	5	0		153
WBT	872	1,103	30	902		902	15	0		917
WBR	88	136	6	94		94	0	0		94
North Leg										
Approach	447	953	66	513	0	513	0	0	0	513
Departure	456	1,013	72	528	0	528	0	0	0	528
Total	903	1,966	138	1,041	0	1,041	0	0	0	1,041
South Leg										
Approach	536	969	56	592	0	592	7	0	0	599
Departure	462	1,054	78	540	0	540	5	0	0	545
Total	998	2,023	134	1,132	0	1,132	12	0	0	1,144
East Leg										
Approach	1,098	1,450	46	1,144	0	1,144	20	0	0	1,164
Departure	1,022	1,438	54	1,076	0	1,076	29	0	0	1,105
Total	2,120	2,888	100	2,220	0	2,220	49	0	0	2,269
West Leg										
Approach	1,038	1,819	102	1,140	0	1,140	22	0	0	1,162
Departure	1,179	1,686	66	1,245	0	1,245	15	0	0	1,260
Total	2,217	3,505	168	2,385	0	2,385	37	0	0	2,422
Total Approaches										
Approach	3,119	5,191	270	3,389	0	3,389	49	0	0	3,438
Departure	3,119	5,191	270	3,389	0	3,389	49	0	0	3,438
Total	6,238	10,382	540	6,778	0	6,778	98	0	0	6,876

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
86 Evans Road/Newport Road										
NBL	58	66	1	59		59	0	0		59
NBT	73	93	3	76		76	0	0		76
NBR	108	123	2	110		110	0	0		110
SBL	53	67	2	55		55	1	0		56
SBT	159	181	3	162		162	0	0		162
SBR	20	23	0	20		20	0	0		20
EBL	15	26	1	16		16	0	0		16
EBT	1,184	1,596	54	1,238		1,238	30	0		1268
EBR	33	38	1	34		34	0	0		34
WBL	72	93	3	75		75	0	0		75
WBT	939	1,296	47	986		986	19	0		1005
WBR	19	38	2	21		21	3	0		24
North Leg										
Approach	232	271	5	237	0	237	1	0	0	238
Departure	107	157	6	113	0	113	3	0	0	116
Total	339	428	11	350	0	350	4	0	0	354
South Leg										
Approach	239	282	6	245	0	245	0	0	0	245
Departure	264	311	7	271	0	271	0	0	0	271
Total	503	593	13	516	0	516	0	0	0	516
East Leg										
Approach	1,030	1,427	52	1,082	0	1,082	22	0	0	1,104
Departure	1,345	1,786	58	1,403	0	1,403	31	0	0	1,434
Total	2,375	3,213	110	2,485	0	2,485	53	0	0	2,538
West Leg										
Approach	1,232	1,660	56	1,288	0	1,288	30	0	0	1,318
Departure	1,017	1,385	48	1,065	0	1,065	19	0	0	1,084
Total	2,249	3,045	104	2,353	0	2,353	49	0	0	2,402
Total Approaches										
Approach	2,733	3,640	119	2,852	0	2,852	53	0	0	2,905
Departure	2,733	3,640	119	2,852	0	2,852	53	0	0	2,905
Total	5,466	7,279	238	5,704	0	5,704	106	0	0	5,810

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
87 Bradley Road/Newport Road										
NBL	151	345	25	176		176	0	0		176
NBT	179	401	29	208		208	0	0		208
NBR	279	350	9	288		288	6	0		294
SBL	186	211	3	189		189	0	0		189
SBT	281	446	22	303		303	0	0		303
SBR	67	93	3	70		70	0	0		70
EBL	86	179	12	98		98	0	0		98
EBT	1,101	1,287	24	1,125		1,125	31	0		1156
EBR	100	243	19	119		119	0	0		119
WBL	310	436	16	326		326	2	0		328
WBT	805	991	24	829		829	23	0		852
WBR	123	148	3	126		126	0	0		126
North Leg										
Approach	534	750	28	562	0	562	0	0	0	562
Departure	388	728	44	432	0	432	0	0	0	432
Total	922	1,478	72	994	0	994	0	0	0	994
South Leg										
Approach	609	1,096	63	672	0	672	6	0	0	678
Departure	691	1,125	57	748	0	748	2	0	0	750
Total	1,300	2,221	120	1,420	0	1,420	8	0	0	1,428
East Leg										
Approach	1,238	1,575	43	1,281	0	1,281	25	0	0	1,306
Departure	1,566	1,848	36	1,602	0	1,602	37	0	0	1,639
Total	2,804	3,423	79	2,883	0	2,883	62	0	0	2,945
West Leg										
Approach	1,287	1,709	55	1,342	0	1,342	31	0	0	1,373
Departure	1,023	1,429	52	1,075	0	1,075	23	0	0	1,098
Total	2,310	3,138	107	2,417	0	2,417	54	0	0	2,471
Total Approaches										
Approach	3,668	5,130	189	3,857	0	3,857	62	0	0	3,919
Departure	3,668	5,130	189	3,857	0	3,857	62	0	0	3,919
Total	7,336	10,260	378	7,714	0	7,714	124	0	0	7,838

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
88 Avenida De Cortez - Town Center Drive/Newport Road										
NBL	86	95	1	87		87	0	0		87
NBT	8	12	1	9		9	0	0		9
NBR	228	476	32	260		260	7	0		267
SBL	72	83	1	73		73	0	0		73
SBT	17	29	2	19		19	0	0		19
SBR	19	22	0	19		19	0	0		19
EBL	9	11	0	9		9	0	0		9
EBT	1,533	1,741	27	1,560		1,560	37	0		1597
EBR	55	91	5	60		60	0	0		60
WBL	112	393	37	149		149	5	0		154
WBT	1,185	1,517	43	1,228		1,228	25	0		1253
WBR	19	32	2	21		21	0	0		21
North Leg										
Approach	108	134	3	111	0	111	0	0	0	111
Departure	36	55	3	39	0	39	0	0	0	39
Total	144	189	6	150	0	150	0	0	0	150
South Leg										
Approach	322	583	34	356	0	356	7	0	0	363
Departure	184	513	44	228	0	228	5	0	0	233
Total	506	1,096	78	584	0	584	12	0	0	596
East Leg										
Approach	1,316	1,942	82	1,398	0	1,398	30	0	0	1,428
Departure	1,833	2,300	60	1,893	0	1,893	44	0	0	1,937
Total	3,149	4,242	142	3,291	0	3,291	74	0	0	3,365
West Leg										
Approach	1,597	1,843	32	1,629	0	1,629	37	0	0	1,666
Departure	1,290	1,634	44	1,334	0	1,334	25	0	0	1,359
Total	2,887	3,477	76	2,963	0	2,963	62	0	0	3,025
Total Approaches										
Approach	3,343	4,502	151	3,494	0	3,494	74	0	0	3,568
Departure	3,343	4,502	151	3,494	0	3,494	74	0	0	3,568
Total	6,686	9,003	302	6,988	0	6,988	148	0	0	7,136

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
89 Haun Road/Newport Road										
NBL	105	141	5	110		110	0	0		110
NBT	57	65	1	58		58	0	0		58
NBR	463	523	8	471		471	7	0		478
SBL	148	169	3	151		151	1	0		152
SBT	30	34	0	30		30	0	0		30
SBR	47	59	2	49		49	0	0		49
EBL	182	210	4	186		186	0	0		186
EBT	1,413	1,836	55	1,468		1,468	44	0		1512
EBR	94	119	3	97		97	0	0		97
WBL	459	570	14	473		473	5	0		478
WBT	1,193	1,804	80	1,273		1,273	29	0		1302
WBR	383	432	6	389		389	3	0		392
North Leg										
Approach	225	262	5	230	0	230	1	0	0	231
Departure	622	707	11	633	0	633	3	0	0	636
Total	847	969	16	863	0	863	4	0	0	867
South Leg										
Approach	625	729	14	639	0	639	7	0	0	646
Departure	583	723	17	600	0	600	5	0	0	605
Total	1,208	1,452	31	1,239	0	1,239	12	0	0	1,251
East Leg										
Approach	2,035	2,806	100	2,135	0	2,135	37	0	0	2,172
Departure	2,024	2,528	66	2,090	0	2,090	52	0	0	2,142
Total	4,059	5,334	166	4,225	0	4,225	89	0	0	4,314
West Leg										
Approach	1,689	2,165	62	1,751	0	1,751	44	0	0	1,795
Departure	1,345	2,004	87	1,432	0	1,432	29	0	0	1,461
Total	3,034	4,169	149	3,183	0	3,183	73	0	0	3,256
Total Approaches										
Approach	4,574	5,962	181	4,755	0	4,755	89	0	0	4,844
Departure	4,574	5,962	181	4,755	0	4,755	89	0	0	4,844
Total	9,148	11,923	362	9,510	0	9,510	178	0	0	9,688

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
90 I-215 SB Ramps/Newport Road										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	308	484	23	331		331	0	0		331
SBT	0	0	0	0		0	0	0		0
SBR	476	622	19	495		495	23	0		518
EBL	0	0	0	0		0	0	0		0
EBT	1,430	1,885	59	1,489		1,489	53	0		1542
EBR	594	643	6	600		600	0	0		600
WBL	0	0	0	0		0	0	0		0
WBT	1,559	2,184	82	1,641		1,641	15	0		1656
WBR	911	1,033	16	927		927	0	0		927
North Leg										
Approach	784	1,106	42	826	0	826	23	0	0	849
Departure	911	1,033	16	927	0	927	0	0	0	927
Total	1,695	2,139	58	1,753	0	1,753	23	0	0	1,776
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	594	643	6	600	0	600	0	0	0	600
Total	594	643	6	600	0	600	0	0	0	600
East Leg										
Approach	2,470	3,217	98	2,568	0	2,568	15	0	0	2,583
Departure	1,738	2,369	82	1,820	0	1,820	53	0	0	1,873
Total	4,208	5,586	180	4,388	0	4,388	68	0	0	4,456
West Leg										
Approach	2,024	2,528	65	2,089	0	2,089	53	0	0	2,142
Departure	2,035	2,806	101	2,136	0	2,136	38	0	0	2,174
Total	4,059	5,334	166	4,225	0	4,225	91	0	0	4,316
Total Approaches										
Approach	5,278	6,851	205	5,483	0	5,483	91	0	0	5,574
Departure	5,278	6,851	205	5,483	0	5,483	91	0	0	5,574
Total	10,556	13,702	410	10,966	0	10,966	182	0	0	11,148

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
91 I-215 NB Ramps/Newport Road										
NBL	344	401	7	351		351	0	0		351
NBT	0	0	0	0		0	0	0		0
NBR	579	656	10	589		589	0	0		589
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	1,284	1,860	75	1,359		1,359	22	0		1381
EBR	454	510	7	461		461	31	0		492
WBL	0	0	0	0		0	0	0		0
WBT	2,126	2,817	90	2,216		2,216	15	0		2231
WBR	480	679	26	506		506	0	0		506
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	480	679	26	506	0	506	0	0	0	506
Total	480	679	26	506	0	506	0	0	0	506
South Leg										
Approach	923	1,057	17	940	0	940	0	0	0	940
Departure	454	510	7	461	0	461	31	0	0	492
Total	1,377	1,566	24	1,401	0	1,401	31	0	0	1,432
East Leg										
Approach	2,606	3,496	116	2,722	0	2,722	15	0	0	2,737
Departure	1,863	2,516	85	1,948	0	1,948	22	0	0	1,970
Total	4,469	6,012	201	4,670	0	4,670	37	0	0	4,707
West Leg										
Approach	1,738	2,370	82	1,820	0	1,820	53	0	0	1,873
Departure	2,470	3,218	97	2,567	0	2,567	15	0	0	2,582
Total	4,208	5,587	179	4,387	0	4,387	68	0	0	4,455
Total Approaches										
Approach	5,267	6,922	215	5,482	0	5,482	68	0	0	5,550
Departure	5,267	6,922	215	5,482	0	5,482	68	0	0	5,550
Total	10,534	13,845	430	10,964	0	10,964	136	0	0	11,100

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
92 Antelope Road/Newport Road										
NBL	563	841	36	599		599	0	0		599
NBT	78	115	5	83		83	0	0		83
NBR	86	94	1	87		87	0	0		87
SBL	88	100	2	90		90	0	0		90
SBT	71	101	4	75		75	0	0		75
SBR	286	442	20	306		306	0	0		306
EBL	191	299	14	205		205	0	0		205
EBT	1,373	1,600	30	1,403		1,403	22	0		1425
EBR	237	346	14	251		251	0	0		251
WBL	89	103	2	91		91	0	0		91
WBT	1,757	2,214	60	1,817		1,817	15	0		1832
WBR	130	162	4	134		134	0	0		134
North Leg										
Approach	445	643	26	471	0	471	0	0	0	471
Departure	399	576	23	422	0	422	0	0	0	422
Total	844	1,219	49	893	0	893	0	0	0	893
South Leg										
Approach	727	1,050	42	769	0	769	0	0	0	769
Departure	397	550	20	417	0	417	0	0	0	417
Total	1,124	1,600	62	1,186	0	1,186	0	0	0	1,186
East Leg										
Approach	1,976	2,479	66	2,042	0	2,042	15	0	0	2,057
Departure	1,547	1,794	33	1,580	0	1,580	22	0	0	1,602
Total	3,523	4,273	99	3,622	0	3,622	37	0	0	3,659
West Leg										
Approach	1,801	2,245	58	1,859	0	1,859	22	0	0	1,881
Departure	2,606	3,497	116	2,722	0	2,722	15	0	0	2,737
Total	4,407	5,742	174	4,581	0	4,581	37	0	0	4,618
Total Approaches										
Approach	4,949	6,417	192	5,141	0	5,141	37	0	0	5,178
Departure	4,949	6,417	192	5,141	0	5,141	37	0	0	5,178
Total	9,898	12,834	384	10,282	0	10,282	74	0	0	10,356

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
93 Menifee Road/Newport Road										
NBL	177	333	20	197		197	0	0		197
NBT	205	674	61	266		266	19	0		285
NBR	93	634	71	164		164	0	0		164
SBL	95	196	13	108		108	0	0		108
SBT	252	561	40	292		292	21	0		313
SBR	410	465	7	417		417	16	0		433
EBL	248	281	4	252		252	23	0		275
EBT	1,180	1,548	48	1,228		1,228	0	0		1228
EBR	127	180	7	134		134	0	0		134
WBL	105	522	54	159		159	0	0		159
WBT	1,291	1,640	46	1,337		1,337	0	0		1337
WBR	55	122	9	64		64	0	0		64
North Leg										
Approach	757	1,222	60	817	0	817	37	0	0	854
Departure	508	1,077	74	582	0	582	42	0	0	624
Total	1,265	2,300	134	1,399	0	1,399	79	0	0	1,478
South Leg										
Approach	475	1,641	152	627	0	627	19	0	0	646
Departure	484	1,263	101	585	0	585	21	0	0	606
Total	959	2,904	253	1,212	0	1,212	40	0	0	1,252
East Leg										
Approach	1,451	2,284	109	1,560	0	1,560	0	0	0	1,560
Departure	1,368	2,378	132	1,500	0	1,500	0	0	0	1,500
Total	2,819	4,662	241	3,060	0	3,060	0	0	0	3,060
West Leg										
Approach	1,555	2,009	59	1,614	0	1,614	23	0	0	1,637
Departure	1,878	2,438	73	1,951	0	1,951	16	0	0	1,967
Total	3,433	4,448	132	3,565	0	3,565	39	0	0	3,604
Total Approaches										
Approach	4,238	7,157	380	4,618	0	4,618	79	0	0	4,697
Departure	4,238	7,157	380	4,618	0	4,618	79	0	0	4,697
Total	8,476	14,313	760	9,236	0	9,236	158	0	0	9,394

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
94 Menifee Road/La Piedra Road										
NBL	221	251	4	225		225	0	0		225
NBT	321	680	47	368		368	8	0		376
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	414	630	28	442		442	9	0		451
SBR	245	474	30	275		275	5	0		280
EBL	156	464	40	196		196	7	0		203
EBT	0	0	0	0		0	0	0		0
EBR	214	243	4	218		218	0	0		218
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	659	1,104	58	717	0	717	14	0	0	731
Departure	477	1,144	87	564	0	564	15	0	0	579
Total	1,136	2,248	145	1,281	0	1,281	29	0	0	1,310
South Leg										
Approach	542	931	51	593	0	593	8	0	0	601
Departure	628	873	32	660	0	660	9	0	0	669
Total	1,170	1,804	83	1,253	0	1,253	17	0	0	1,270
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	370	707	44	414	0	414	7	0	0	421
Departure	466	725	34	500	0	500	5	0	0	505
Total	836	1,432	78	914	0	914	12	0	0	926
Total Approaches										
Approach	1,571	2,742	153	1,724	0	1,724	29	0	0	1,753
Departure	1,571	2,742	153	1,724	0	1,724	29	0	0	1,753
Total	3,142	5,483	306	3,448	0	3,448	58	0	0	3,506

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
95 Menifee Road/Holland Road										
NBL	24	27	0	24		24	0	0		24
NBT	350	397	6	356		356	8	0		364
NBR	60	68	1	61		61	0	0		61
SBL	62	159	13	75		75	0	0		75
SBT	427	486	8	435		435	9	0		444
SBR	93	119	3	96		96	0	0		96
EBL	89	203	15	104		104	0	0		104
EBT	74	164	12	86		86	0	0		86
EBR	6	6	0	6		6	0	0		6
WBL	57	74	2	59		59	0	0		59
WBT	200	293	12	212		212	0	0		212
WBR	120	362	32	152		152	0	0		152
North Leg										
Approach	582	764	24	606	0	606	9	0	0	615
Departure	559	962	53	612	0	612	8	0	0	620
Total	1,141	1,726	77	1,218	0	1,218	17	0	0	1,235
South Leg										
Approach	434	492	7	441	0	441	8	0	0	449
Departure	490	566	10	500	0	500	9	0	0	509
Total	924	1,059	17	941	0	941	17	0	0	958
East Leg										
Approach	377	729	46	423	0	423	0	0	0	423
Departure	196	391	26	222	0	222	0	0	0	222
Total	573	1,120	72	645	0	645	0	0	0	645
West Leg										
Approach	169	373	27	196	0	196	0	0	0	196
Departure	317	439	15	332	0	332	0	0	0	332
Total	486	813	42	528	0	528	0	0	0	528
Total Approaches										
Approach	1,562	2,359	104	1,666	0	1,666	17	0	0	1,683
Departure	1,562	2,359	104	1,666	0	1,666	17	0	0	1,683
Total	3,124	4,718	208	3,332	0	3,332	34	0	0	3,366

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
96 Juniper Flats Road/SR-74										
NBL	0	0	0	0		0	0	0		0
NBT	0	1	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	89	247	21	110		110	0	0		110
SBT	0	1	0	0		0	0	0		0
SBR	94	351	34	128		128	10	0		138
EBL	68	153	11	79		79	8	0		87
EBT	799	1,171	49	848		848	99	0		947
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	911	1,771	112	1,023		1,023	140	0		1163
WBR	50	111	8	58		58	0	0		58
North Leg										
Approach	183	599	55	238	0	238	10	0	0	248
Departure	118	265	19	137	0	137	8	0	0	145
Total	301	864	74	375	0	375	18	0	0	393
South Leg										
Approach	0	1	0	0	0	0	0	0	0	0
Departure	0	1	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	0	0	0	0
East Leg										
Approach	961	1,882	120	1,081	0	1,081	140	0	0	1,221
Departure	888	1,418	70	958	0	958	99	0	0	1,057
Total	1,849	3,300	190	2,039	0	2,039	239	0	0	2,278
West Leg										
Approach	867	1,324	60	927	0	927	107	0	0	1,034
Departure	1,005	2,122	146	1,151	0	1,151	150	0	0	1,301
Total	1,872	3,446	206	2,078	0	2,078	257	0	0	2,335
Total Approaches										
Approach	2,011	3,806	235	2,246	0	2,246	257	0	0	2,503
Departure	2,011	3,806	235	2,246	0	2,246	257	0	0	2,503
Total	4,022	7,612	470	4,492	0	4,492	514	0	0	5,006

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
97 Vista Place - Winchester Road (SR-79)/SR-74										
NBL	94	431	44	138		138	13	0		151
NBT	10	25	2	12		12	0	0		12
NBR	490	555	9	499		499	0	0		499
SBL	17	19	0	17		17	0	0		17
SBT	25	51	3	28		28	0	0		28
SBR	4	12	1	5		5	0	0		5
EBL	11	35	3	14		14	0	0		14
EBT	795	1,079	37	832		832	74	0		906
EBR	106	413	40	146		146	22	0		168
WBL	512	591	10	522		522	0	0		522
WBT	640	1,120	63	703		703	123	0		826
WBR	28	32	0	28		28	0	0		28
North Leg										
Approach	46	82	4	50	0	50	0	0	0	50
Departure	49	92	5	54	0	54	0	0	0	54
Total	95	173	9	104	0	104	0	0	0	104
South Leg										
Approach	594	1,011	55	649	0	649	13	0	0	662
Departure	643	1,055	53	696	0	696	22	0	0	718
Total	1,237	2,066	108	1,345	0	1,345	35	0	0	1,380
East Leg										
Approach	1,180	1,743	73	1,253	0	1,253	123	0	0	1,376
Departure	1,302	1,653	46	1,348	0	1,348	74	0	0	1,422
Total	2,482	3,396	119	2,601	0	2,601	197	0	0	2,798
West Leg										
Approach	912	1,527	80	992	0	992	96	0	0	1,088
Departure	738	1,563	108	846	0	846	136	0	0	982
Total	1,650	3,090	188	1,838	0	1,838	232	0	0	2,070
Total Approaches										
Approach	2,732	4,363	212	2,944	0	2,944	232	0	0	3,176
Departure	2,732	4,363	212	2,944	0	2,944	232	0	0	3,176
Total	5,464	8,726	424	5,888	0	5,888	464	0	0	6,352

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
98 Warren Road/Florida Avenue										
NBL	145	165	3	148		148	12	0		160
NBT	214	500	37	251		251	0	0		251
NBR	142	191	6	148		148	0	0		148
SBL	20	151	17	37		37	0	0		37
SBT	254	695	58	312		312	0	0		312
SBR	109	321	28	137		137	44	0		181
EBL	178	416	31	209		209	26	0		235
EBT	675	909	31	706		706	39	0		745
EBR	190	215	3	193		193	3	0		196
WBL	173	281	14	187		187	0	0		187
WBT	478	835	47	525		525	67	0		592
WBR	5	39	4	9		9	0	0		9
North Leg										
Approach	383	1,167	103	486	0	486	44	0	0	530
Departure	397	955	72	469	0	469	26	0	0	495
Total	780	2,122	175	955	0	955	70	0	0	1,025
South Leg										
Approach	501	856	46	547	0	547	12	0	0	559
Departure	617	1,191	75	692	0	692	3	0	0	695
Total	1,118	2,047	121	1,239	0	1,239	15	0	0	1,254
East Leg										
Approach	656	1,155	65	721	0	721	67	0	0	788
Departure	837	1,251	54	891	0	891	39	0	0	930
Total	1,493	2,406	119	1,612	0	1,612	106	0	0	1,718
West Leg										
Approach	1,043	1,540	65	1,108	0	1,108	68	0	0	1,176
Departure	732	1,321	78	810	0	810	123	0	0	933
Total	1,775	2,861	143	1,918	0	1,918	191	0	0	2,109
Total Approaches										
Approach	2,583	4,718	279	2,862	0	2,862	191	0	0	3,053
Departure	2,583	4,718	279	2,862	0	2,862	191	0	0	3,053
Total	5,166	9,436	558	5,724	0	5,724	382	0	0	6,106

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
99 Cawston Avenue/Florida Avenue										
NBL	130	143	2	132		132	14	0		146
NBT	76	83	1	77		77	0	0		77
NBR	14	16	0	14		14	0	0		14
SBL	47	76	4	51		51	0	0		51
SBT	116	170	7	123		123	0	0		123
SBR	125	243	15	140		140	0	0		140
EBL	105	168	8	113		113	0	0		113
EBT	583	784	26	609		609	28	0		637
EBR	7	9	0	7		7	10	0		17
WBL	8	11	0	8		8	0	0		8
WBT	410	723	41	451		451	51	0		502
WBR	31	54	3	34		34	0	0		34
North Leg										
Approach	288	489	26	314	0	314	0	0	0	314
Departure	212	305	12	224	0	224	0	0	0	224
Total	500	794	38	538	0	538	0	0	0	538
South Leg										
Approach	220	242	3	223	0	223	14	0	0	237
Departure	131	190	7	138	0	138	10	0	0	148
Total	351	432	10	361	0	361	24	0	0	385
East Leg										
Approach	449	788	44	493	0	493	51	0	0	544
Departure	644	876	30	674	0	674	28	0	0	702
Total	1,093	1,664	74	1,167	0	1,167	79	0	0	1,246
West Leg										
Approach	695	961	34	729	0	729	38	0	0	767
Departure	665	1,109	58	723	0	723	65	0	0	788
Total	1,360	2,070	92	1,452	0	1,452	103	0	0	1,555
Total Approaches										
Approach	1,652	2,480	107	1,759	0	1,759	103	0	0	1,862
Departure	1,652	2,480	107	1,759	0	1,759	103	0	0	1,862
Total	3,304	4,960	214	3,518	0	3,518	206	0	0	3,724

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
100 Sanderson Avenue/Florida Avenue										
NBL	108	146	5	113		113	4	0		117
NBT	652	739	11	663		663	0	0		663
NBR	72	82	1	73		73	0	0		73
SBL	127	145	2	129		129	0	0		129
SBT	680	960	37	717		717	0	0		717
SBR	82	127	6	88		88	16	0		104
EBL	171	234	8	179		179	6	0		185
EBT	414	538	16	430		430	17	0		447
EBR	39	62	3	42		42	3	0		45
WBL	149	250	13	162		162	0	0		162
WBT	329	603	36	365		365	31	0		396
WBR	90	129	5	95		95	0	0		95
North Leg										
Approach	889	1,232	45	934	0	934	16	0	0	950
Departure	913	1,102	24	937	0	937	6	0	0	943
Total	1,802	2,334	69	1,871	0	1,871	22	0	0	1,893
South Leg										
Approach	832	967	17	849	0	849	4	0	0	853
Departure	868	1,272	53	921	0	921	3	0	0	924
Total	1,700	2,239	70	1,770	0	1,770	7	0	0	1,777
East Leg										
Approach	568	982	54	622	0	622	31	0	0	653
Departure	613	765	19	632	0	632	17	0	0	649
Total	1,181	1,747	73	1,254	0	1,254	48	0	0	1,302
West Leg										
Approach	624	834	27	651	0	651	26	0	0	677
Departure	519	876	47	566	0	566	51	0	0	617
Total	1,143	1,710	74	1,217	0	1,217	77	0	0	1,294
Total Approaches										
Approach	2,913	4,015	143	3,056	0	3,056	77	0	0	3,133
Departure	2,913	4,015	143	3,056	0	3,056	77	0	0	3,133
Total	5,826	8,030	286	6,112	0	6,112	154	0	0	6,266

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
101 Sanderson Avenue/Acacia Avenue										
NBL	93	118	3	96		96	6	0		102
NBT	782	887	14	796		796	0	0		796
NBR	131	148	2	133		133	0	0		133
SBL	73	195	16	89		89	0	0		89
SBT	712	945	30	742		742	0	0		742
SBR	3	17	2	5		5	0	0		5
EBL	8	28	3	11		11	0	0		11
EBT	142	284	19	161		161	9	0		170
EBR	137	155	2	139		139	2	0		141
WBL	144	164	3	147		147	0	0		147
WBT	134	190	7	141		141	8	0		149
WBR	124	145	3	127		127	0	0		127
North Leg										
Approach	788	1,157	48	836	0	836	0	0	0	836
Departure	914	1,060	20	934	0	934	0	0	0	934
Total	1,702	2,217	68	1,770	0	1,770	0	0	0	1,770
South Leg										
Approach	1,006	1,153	19	1,025	0	1,025	6	0	0	1,031
Departure	993	1,264	35	1,028	0	1,028	2	0	0	1,030
Total	1,999	2,418	54	2,053	0	2,053	8	0	0	2,061
East Leg										
Approach	402	499	13	415	0	415	8	0	0	423
Departure	346	627	37	383	0	383	9	0	0	392
Total	748	1,126	50	798	0	798	17	0	0	815
West Leg										
Approach	287	467	24	311	0	311	11	0	0	322
Departure	230	325	12	242	0	242	14	0	0	256
Total	517	792	36	553	0	553	25	0	0	578
Total Approaches										
Approach	2,483	3,277	104	2,587	0	2,587	25	0	0	2,612
Departure	2,483	3,277	104	2,587	0	2,587	25	0	0	2,612
Total	4,966	6,553	208	5,174	0	5,174	50	0	0	5,224

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
102 Kirby Street/Florida Avenue										
NBL	56	68	2	58		58	0	0		58
NBT	241	485	32	273		273	0	0		273
NBR	56	76	3	59		59	0	0		59
SBL	65	158	12	77		77	0	0		77
SBT	228	591	47	275		275	0	0		275
SBR	74	162	11	85		85	6	0		91
EBL	56	97	5	61		61	2	0		63
EBT	525	614	12	537		537	16	0		553
EBR	53	66	2	55		55	0	0		55
WBL	59	112	7	66		66	0	0		66
WBT	528	842	41	569		569	25	0		594
WBR	43	113	9	52		52	0	0		52
North Leg										
Approach	367	911	70	437	0	437	6	0	0	443
Departure	340	695	46	386	0	386	2	0	0	388
Total	707	1,606	116	823	0	823	8	0	0	831
South Leg										
Approach	353	629	37	390	0	390	0	0	0	390
Departure	340	769	56	396	0	396	0	0	0	396
Total	693	1,398	93	786	0	786	0	0	0	786
East Leg										
Approach	630	1,067	57	687	0	687	25	0	0	712
Departure	646	848	27	673	0	673	16	0	0	689
Total	1,276	1,915	84	1,360	0	1,360	41	0	0	1,401
West Leg										
Approach	634	777	19	653	0	653	18	0	0	671
Departure	658	1,072	54	712	0	712	31	0	0	743
Total	1,292	1,849	73	1,365	0	1,365	49	0	0	1,414
Total Approaches										
Approach	1,984	3,384	183	2,167	0	2,167	49	0	0	2,216
Departure	1,984	3,384	183	2,167	0	2,167	49	0	0	2,216
Total	3,968	6,768	366	4,334	0	4,334	98	0	0	4,432

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
103 Lyon Avenue/Florida Avenue										
NBL	46	126	10	56		56	0	0		56
NBT	151	176	3	154		154	0	0		154
NBR	67	85	2	69		69	0	0		69
SBL	59	67	1	60		60	0	0		60
SBT	143	211	9	152		152	0	0		152
SBR	60	83	3	63		63	0	0		63
EBL	52	59	1	53		53	0	0		53
EBT	553	682	17	570		570	15	0		585
EBR	24	68	6	30		30	0	0		30
WBL	68	116	6	74		74	0	0		74
WBT	598	960	47	645		645	24	0		669
WBR	43	48	1	44		44	0	0		44
North Leg										
Approach	262	361	13	275	0	275	0	0	0	275
Departure	246	283	5	251	0	251	0	0	0	251
Total	508	645	18	526	0	526	0	0	0	526
South Leg										
Approach	264	387	15	279	0	279	0	0	0	279
Departure	235	395	21	256	0	256	0	0	0	256
Total	499	782	36	535	0	535	0	0	0	535
East Leg										
Approach	709	1,124	54	763	0	763	24	0	0	787
Departure	679	834	20	699	0	699	15	0	0	714
Total	1,388	1,959	74	1,462	0	1,462	39	0	0	1,501
West Leg										
Approach	629	809	24	653	0	653	15	0	0	668
Departure	704	1,169	60	764	0	764	24	0	0	788
Total	1,333	1,978	84	1,417	0	1,417	39	0	0	1,456
Total Approaches										
Approach	1,864	2,682	106	1,970	0	1,970	39	0	0	2,009
Departure	1,864	2,682	106	1,970	0	1,970	39	0	0	2,009
Total	3,728	5,363	212	3,940	0	3,940	78	0	0	4,018

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
104 Palm Avenue/Florida Avenue										
NBL	66	103	5	71		71	0	0		71
NBT	134	206	9	143		143	0	0		143
NBR	65	84	2	67		67	0	0		67
SBL	22	46	3	25		25	0	0		25
SBT	155	243	11	166		166	0	0		166
SBR	33	82	6	39		39	0	0		39
EBL	43	61	2	45		45	0	0		45
EBT	603	717	15	618		618	11	0		629
EBR	43	48	1	44		44	0	0		44
WBL	84	96	2	86		86	0	0		86
WBT	649	949	39	688		688	23	0		711
WBR	29	42	2	31		31	0	0		31
North Leg										
Approach	210	371	20	230	0	230	0	0	0	230
Departure	206	309	13	219	0	219	0	0	0	219
Total	416	680	33	449	0	449	0	0	0	449
South Leg										
Approach	265	393	16	281	0	281	0	0	0	281
Departure	282	387	14	296	0	296	0	0	0	296
Total	547	780	30	577	0	577	0	0	0	577
East Leg										
Approach	762	1,087	43	805	0	805	23	0	0	828
Departure	690	847	20	710	0	710	11	0	0	721
Total	1,452	1,934	63	1,515	0	1,515	34	0	0	1,549
West Leg										
Approach	689	826	18	707	0	707	11	0	0	718
Departure	748	1,134	50	798	0	798	23	0	0	821
Total	1,437	1,960	68	1,505	0	1,505	34	0	0	1,539
Total Approaches										
Approach	1,926	2,677	97	2,023	0	2,023	34	0	0	2,057
Departure	1,926	2,677	97	2,023	0	2,023	34	0	0	2,057
Total	3,852	5,354	194	4,046	0	4,046	68	0	0	4,114

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
105 State Street/Florida Avenue										
NBL	36	73	5	41		41	0	0		41
NBT	278	432	20	298		298	0	0		298
NBR	43	88	6	49		49	0	0		49
SBL	96	121	3	99		99	0	0		99
SBT	214	323	14	228		228	0	0		228
SBR	112	140	4	116		116	0	0		116
EBL	77	87	1	78		78	0	0		78
EBT	536	645	14	550		550	11	0		561
EBR	23	33	1	24		24	0	0		24
WBL	43	73	4	47		47	0	0		47
WBT	650	915	35	685		685	23	0		708
WBR	59	67	1	60		60	0	0		60
North Leg										
Approach	422	584	21	443	0	443	0	0	0	443
Departure	414	586	22	436	0	436	0	0	0	436
Total	836	1,170	43	879	0	879	0	0	0	879
South Leg										
Approach	357	593	31	388	0	388	0	0	0	388
Departure	280	429	19	299	0	299	0	0	0	299
Total	637	1,022	50	687	0	687	0	0	0	687
East Leg										
Approach	752	1,055	40	792	0	792	23	0	0	815
Departure	675	854	23	698	0	698	11	0	0	709
Total	1,427	1,909	63	1,490	0	1,490	34	0	0	1,524
West Leg										
Approach	636	765	16	652	0	652	11	0	0	663
Departure	798	1,128	44	842	0	842	23	0	0	865
Total	1,434	1,893	60	1,494	0	1,494	34	0	0	1,528
Total Approaches										
Approach	2,167	2,997	108	2,275	0	2,275	34	0	0	2,309
Departure	2,167	2,997	108	2,275	0	2,275	34	0	0	2,309
Total	4,334	5,995	216	4,550	0	4,550	68	0	0	4,618

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
106 Buena Vista Street/Florida Avenue										
NBL	45	65	3	48		48	0	0		48
NBT	183	220	5	188		188	0	0		188
NBR	43	66	3	46		46	0	0		46
SBL	25	34	1	26		26	0	0		26
SBT	109	132	3	112		112	0	0		112
SBR	28	36	1	29		29	0	0		29
EBL	19	22	0	19		19	0	0		19
EBT	604	781	23	627		627	11	0		638
EBR	23	27	1	24		24	0	0		24
WBL	35	46	1	36		36	0	0		36
WBT	688	959	35	723		723	23	0		746
WBR	14	16	0	14		14	0	0		14
North Leg										
Approach	162	202	5	167	0	167	0	0	0	167
Departure	216	258	5	221	0	221	0	0	0	221
Total	378	460	10	388	0	388	0	0	0	388
South Leg										
Approach	271	351	11	282	0	282	0	0	0	282
Departure	167	205	5	172	0	172	0	0	0	172
Total	438	556	16	454	0	454	0	0	0	454
East Leg										
Approach	737	1,021	36	773	0	773	23	0	0	796
Departure	672	881	27	699	0	699	11	0	0	710
Total	1,409	1,902	63	1,472	0	1,472	34	0	0	1,506
West Leg										
Approach	646	830	24	670	0	670	11	0	0	681
Departure	761	1,060	39	800	0	800	23	0	0	823
Total	1,407	1,890	63	1,470	0	1,470	34	0	0	1,504
Total Approaches										
Approach	1,816	2,404	76	1,892	0	1,892	34	0	0	1,926
Departure	1,816	2,404	76	1,892	0	1,892	34	0	0	1,926
Total	3,632	4,808	152	3,784	0	3,784	68	0	0	3,852

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
107 Santa Fe Street/Florida Avenue										
NBL	44	60	2	46		46	0	0		46
NBT	102	116	2	104		104	0	0		104
NBR	69	80	1	70		70	0	0		70
SBL	20	23	0	20		20	0	0		20
SBT	53	60	1	54		54	0	0		54
SBR	26	30	1	27		27	0	0		27
EBL	25	28	0	25		25	0	0		25
EBT	573	769	26	599		599	11	0		610
EBR	57	67	1	58		58	0	0		58
WBL	58	66	1	59		59	0	0		59
WBT	670	936	35	705		705	23	0		728
WBR	20	23	0	20		20	0	0		20
North Leg										
Approach	99	113	2	101	0	101	0	0	0	101
Departure	147	167	2	149	0	149	0	0	0	149
Total	246	280	4	250	0	250	0	0	0	250
South Leg										
Approach	215	256	5	220	0	220	0	0	0	220
Departure	168	193	3	171	0	171	0	0	0	171
Total	383	449	8	391	0	391	0	0	0	391
East Leg										
Approach	748	1,025	36	784	0	784	23	0	0	807
Departure	662	872	27	689	0	689	11	0	0	700
Total	1,410	1,897	63	1,473	0	1,473	34	0	0	1,507
West Leg										
Approach	655	864	27	682	0	682	11	0	0	693
Departure	740	1,026	38	778	0	778	23	0	0	801
Total	1,395	1,890	65	1,460	0	1,460	34	0	0	1,494
Total Approaches										
Approach	1,717	2,258	70	1,787	0	1,787	34	0	0	1,821
Departure	1,717	2,258	70	1,787	0	1,787	34	0	0	1,821
Total	3,434	4,516	140	3,574	0	3,574	68	0	0	3,642

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
108 San Jacinto Street/Florida Avenue										
NBL	46	51	1	47		47	6	0		53
NBT	255	289	4	259		259	0	0		259
NBR	37	42	1	38		38	0	0		38
SBL	105	117	2	107		107	0	0		107
SBT	187	212	3	190		190	0	0		190
SBR	125	148	3	128		128	0	0		128
EBL	129	176	6	135		135	0	0		135
EBT	429	580	20	449		449	9	0		458
EBR	41	49	1	42		42	2	0		44
WBL	97	114	2	99		99	0	0		99
WBT	566	797	30	596		596	16	0		612
WBR	96	128	4	100		100	0	0		100
North Leg										
Approach	417	477	8	425	0	425	0	0	0	425
Departure	480	593	14	494	0	494	0	0	0	494
Total	897	1,070	22	919	0	919	0	0	0	919
South Leg										
Approach	338	382	6	344	0	344	6	0	0	350
Departure	325	375	6	331	0	331	2	0	0	333
Total	663	757	12	675	0	675	8	0	0	683
East Leg										
Approach	759	1,039	36	795	0	795	16	0	0	811
Departure	571	739	23	594	0	594	9	0	0	603
Total	1,330	1,778	59	1,389	0	1,389	25	0	0	1,414
West Leg										
Approach	599	805	27	626	0	626	11	0	0	637
Departure	737	996	34	771	0	771	22	0	0	793
Total	1,336	1,801	61	1,397	0	1,397	33	0	0	1,430
Total Approaches										
Approach	2,113	2,703	77	2,190	0	2,190	33	0	0	2,223
Departure	2,113	2,703	77	2,190	0	2,190	33	0	0	2,223
Total	4,226	5,406	154	4,380	0	4,380	66	0	0	4,446

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
109 Warren Road/Ramona Expressway										
NBL	394	607	28	422		422	0	0		422
NBT	9	275	35	44		44	0	0		44
NBR	294	334	5	299		299	13	0		312
SBL	0	23	3	3		3	0	0		3
SBT	9	221	28	37		37	0	0		37
SBR	0	55	7	7		7	0	0		7
EBL	0	147	19	19		19	0	0		19
EBT	468	1,415	124	592		592	0	0		592
EBR	190	625	57	247		247	0	0		247
WBL	230	260	4	234		234	15	0		249
WBT	742	1,059	41	783		783	0	0		783
WBR	2	57	7	9		9	0	0		9
North Leg										
Approach	9	299	38	47	0	47	0	0	0	47
Departure	11	479	61	72	0	72	0	0	0	72
Total	20	778	99	119	0	119	0	0	0	119
South Leg										
Approach	697	1,216	68	765	0	765	13	0	0	778
Departure	429	1,106	89	518	0	518	15	0	0	533
Total	1,126	2,322	157	1,283	0	1,283	28	0	0	1,311
East Leg										
Approach	974	1,376	52	1,026	0	1,026	15	0	0	1,041
Departure	762	1,772	132	894	0	894	13	0	0	907
Total	1,736	3,148	184	1,920	0	1,920	28	0	0	1,948
West Leg										
Approach	658	2,187	200	858	0	858	0	0	0	858
Departure	1,136	1,721	76	1,212	0	1,212	0	0	0	1,212
Total	1,794	3,908	276	2,070	0	2,070	0	0	0	2,070
Total Approaches										
Approach	2,338	5,078	358	2,696	0	2,696	28	0	0	2,724
Departure	2,338	5,078	358	2,696	0	2,696	28	0	0	2,724
Total	4,676	10,157	716	5,392	0	5,392	56	0	0	5,448

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
110 Warren Road/Cottonwood Avenue										
NBL	16	18	0	16		16	0	0		16
NBT	471	818	45	516		516	13	0		529
NBR	89	117	4	93		93	6	0		99
SBL	51	78	4	55		55	0	0		55
SBT	336	734	52	388		388	15	0		403
SBR	2	3	0	2		2	0	0		2
EBL	5	6	0	5		5	0	0		5
EBT	68	77	1	69		69	0	0		69
EBR	28	37	1	29		29	0	0		29
WBL	79	123	6	85		85	13	0		98
WBT	23	26	0	23		23	0	0		23
WBR	166	241	10	176		176	0	0		176
North Leg										
Approach	389	815	56	445	0	445	15	0	0	460
Departure	642	1,065	55	697	0	697	13	0	0	710
Total	1,031	1,880	111	1,142	0	1,142	28	0	0	1,170
South Leg										
Approach	576	953	49	625	0	625	19	0	0	644
Departure	443	894	59	502	0	502	28	0	0	530
Total	1,019	1,847	108	1,127	0	1,127	47	0	0	1,174
East Leg										
Approach	268	390	16	284	0	284	13	0	0	297
Departure	208	272	9	217	0	217	6	0	0	223
Total	476	662	25	501	0	501	19	0	0	520
West Leg										
Approach	101	120	2	103	0	103	0	0	0	103
Departure	41	47	0	41	0	41	0	0	0	41
Total	142	167	2	144	0	144	0	0	0	144
Total Approaches										
Approach	1,334	2,278	123	1,457	0	1,457	47	0	0	1,504
Departure	1,334	2,278	123	1,457	0	1,457	47	0	0	1,504
Total	2,668	4,556	246	2,914	0	2,914	94	0	0	3,008

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
111 Warren Road/Esplanade Avenue										
NBL	1	6	1	2		2	0	0		2
NBT	461	794	43	504		504	19	0		523
NBR	130	282	20	150		150	6	0		156
SBL	55	88	4	59		59	0	0		59
SBT	378	766	51	429		429	30	0		459
SBR	16	71	7	23		23	0	0		23
EBL	44	70	3	47		47	0	0		47
EBT	72	145	10	82		82	0	0		82
EBR	2	5	0	2		2	0	0		2
WBL	143	330	24	167		167	13	0		180
WBT	34	171	18	52		52	0	0		52
WBR	71	103	4	75		75	0	0		75
North Leg										
Approach	449	925	62	511	0	511	30	0	0	541
Departure	576	967	50	626	0	626	19	0	0	645
Total	1,025	1,892	112	1,137	0	1,137	49	0	0	1,186
South Leg										
Approach	592	1,082	64	656	0	656	25	0	0	681
Departure	523	1,101	75	598	0	598	43	0	0	641
Total	1,115	2,183	139	1,254	0	1,254	68	0	0	1,322
East Leg										
Approach	248	604	46	294	0	294	13	0	0	307
Departure	257	515	34	291	0	291	6	0	0	297
Total	505	1,119	80	585	0	585	19	0	0	604
West Leg										
Approach	118	220	13	131	0	131	0	0	0	131
Departure	51	248	26	77	0	77	0	0	0	77
Total	169	468	39	208	0	208	0	0	0	208
Total Approaches										
Approach	1,407	2,831	185	1,592	0	1,592	68	0	0	1,660
Departure	1,407	2,831	185	1,592	0	1,592	68	0	0	1,660
Total	2,814	5,662	370	3,184	0	3,184	136	0	0	3,320

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
112 Sanderson Avenue (SR-79) - Sanderson Avenue/Ramona Expressway - Ramona Expressway (SR-79)										
NBL	132	192	8	140		140	0	0		140
NBT	823	933	14	837		837	0	0		837
NBR	20	23	0	20		20	0	0		20
SBL	594	669	10	604		604	0	0		604
SBT	608	710	13	621		621	0	0		621
SBR	321	554	30	351		351	15	0		366
EBL	408	943	70	478		478	13	0		491
EBT	376	840	61	437		437	0	0		437
EBR	65	151	11	76		76	0	0		76
WBL	37	50	2	39		39	0	0		39
WBT	478	961	63	541		541	0	0		541
WBR	408	554	19	427		427	0	0		427
North Leg										
Approach	1,523	1,933	53	1,576	0	1,576	15	0	0	1,591
Departure	1,639	2,430	103	1,742	0	1,742	13	0	0	1,755
Total	3,162	4,363	156	3,318	0	3,318	28	0	0	3,346
South Leg										
Approach	975	1,149	22	997	0	997	0	0	0	997
Departure	710	911	26	736	0	736	0	0	0	736
Total	1,685	2,060	48	1,733	0	1,733	0	0	0	1,733
East Leg										
Approach	923	1,565	84	1,007	0	1,007	0	0	0	1,007
Departure	990	1,532	71	1,061	0	1,061	0	0	0	1,061
Total	1,913	3,097	155	2,068	0	2,068	0	0	0	2,068
West Leg										
Approach	849	1,934	142	991	0	991	13	0	0	1,004
Departure	931	1,707	101	1,032	0	1,032	15	0	0	1,047
Total	1,780	3,641	243	2,023	0	2,023	28	0	0	2,051
Total Approaches										
Approach	4,270	6,581	301	4,571	0	4,571	28	0	0	4,599
Departure	4,270	6,581	301	4,571	0	4,571	28	0	0	4,599
Total	8,540	13,161	602	9,142	0	9,142	56	0	0	9,198

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
113 Malaga Road - Project Driveway 2/McLaughlin Road										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	34	0		34
EBL	0	0	0	0		0	70	0		70
EBT	0	0	0	0		0	97	0		97
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	81	4		85
WBR	0	0	0	0		0	0	5		5
North Leg										
Approach	0	0	0	0	0	0	34	0	0	34
Departure	0	0	0	0	0	0	70	5	0	75
Total	0	0	0	0	0	0	104	5	0	109
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	0	0	0	0	0	0	81	9	0	90
Departure	0	0	0	0	0	0	97	0	0	97
Total	0	0	0	0	0	0	178	9	0	187
West Leg										
Approach	0	0	0	0	0	0	167	0	0	167
Departure	0	0	0	0	0	0	115	4	0	119
Total	0	0	0	0	0	0	282	4	0	286
Total Approaches										
Approach	0	0	0	0	0	0	282	9	0	291
Departure	0	0	0	0	0	0	282	9	0	291
Total	0	0	0	0	0	0	564	18	0	582

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
114 Residential Central Spine/McLaughlin Road										
NBL	0	0	0	0		0	32	11		43
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	51	0		51
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	12	2		14
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	0	0	0	0	0	0	83	11	0	94
Departure	0	0	0	0	0	0	12	2	0	14
Total	0	0	0	0	0	0	95	13	0	108
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	51	0	0	51
Total	0	0	0	0	0	0	51	0	0	51
West Leg										
Approach	0	0	0	0	0	0	12	2	0	14
Departure	0	0	0	0	0	0	32	11	0	43
Total	0	0	0	0	0	0	44	13	0	57
Total Approaches										
Approach	0	0	0	0	0	0	95	13	0	108
Departure	0	0	0	0	0	0	95	13	0	108
Total	0	0	0	0	0	0	190	26	0	216

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
115 Residential Central Spine/Project Driveway 4										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	83	11		94
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	12	2		14
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	0	0	0	0	0	0	12	2	0	14
Departure	0	0	0	0	0	0	83	11	0	94
Total	0	0	0	0	0	0	95	13	0	108
South Leg										
Approach	0	0	0	0	0	0	83	11	0	94
Departure	0	0	0	0	0	0	12	2	0	14
Total	0	0	0	0	0	0	95	13	0	108
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	0	0	0	0	0	0	95	13	0	108
Departure	0	0	0	0	0	0	95	13	0	108
Total	0	0	0	0	0	0	190	26	0	216

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
116 Residential Central Spine/Project Driveway 5										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	83	9		92
NBR	0	0	0	0		0	109	0		109
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	12	1		13
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	36	0		36
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	0	0	0	0	0	0	12	1	0	13
Departure	0	0	0	0	0	0	83	9	0	92
Total	0	0	0	0	0	0	95	10	0	105
South Leg										
Approach	0	0	0	0	0	0	192	9	0	201
Departure	0	0	0	0	0	0	48	1	0	49
Total	0	0	0	0	0	0	240	10	0	250
East Leg										
Approach	0	0	0	0	0	0	36	0	0	36
Departure	0	0	0	0	0	0	109	0	0	109
Total	0	0	0	0	0	0	145	0	0	145
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	0	0	0	0	0	0	240	10	0	250
Departure	0	0	0	0	0	0	240	10	0	250
Total	0	0	0	0	0	0	480	20	0	500

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
117 Residential Central Spine/Project Driveway 6										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	36	3		39
NBR	0	0	0	0		0	0	1		1
SBL	0	0	0	0		0	99	1		100
SBT	0	0	0	0		0	53	3		56
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	2		2
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	38	2		40
North Leg										
Approach	0	0	0	0	0	0	152	4	0	156
Departure	0	0	0	0	0	0	74	5	0	79
Total	0	0	0	0	0	0	226	9	0	235
South Leg										
Approach	0	0	0	0	0	0	36	4	0	40
Departure	0	0	0	0	0	0	53	5	0	58
Total	0	0	0	0	0	0	89	9	0	98
East Leg										
Approach	0	0	0	0	0	0	38	4	0	42
Departure	0	0	0	0	0	0	99	2	0	101
Total	0	0	0	0	0	0	137	6	0	143
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

		PM Peak Hour								
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
1	**I-15 SB Ramps/SR-74**										
NBL		0	0	0	0		0	0	0		0
NBT		0	0	0	0		0	0	0		0
NBR		0	0	0	0		0	0	0		0
SBL		655	807	20	675		675	16	0		691
SBT		1	1	0	1		1	0	0		1
SBR		180	381	26	206		206	0	0		206
EBL		0	0	0	0		0	0	0		0
EBT		1,104	1,494	51	1,155		1,155	8	0		1163
EBR		569	646	10	579		579	0	0		579
WBL		568	644	10	578		578	0	0		578
WBT		1,271	1,918	84	1,355		1,355	11	0		1366
WBR		0	0	0	0		0	0	0		0
North Leg											
	Approach	836	1,189	46	882	0	882	16	0	0	898
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	836	1,189	46	882	0	882	16	0	0	898
South Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	1,138	1,290	20	1,158	0	1,158	0	0	0	1,158
	Total	1,138	1,290	20	1,158	0	1,158	0	0	0	1,158
East Leg											
	Approach	1,839	2,562	94	1,933	0	1,933	11	0	0	1,944
	Departure	1,759	2,301	71	1,830	0	1,830	24	0	0	1,854
	Total	3,598	4,863	165	3,763	0	3,763	35	0	0	3,798
West Leg											
	Approach	1,673	2,140	61	1,734	0	1,734	8	0	0	1,742
	Departure	1,451	2,299	110	1,561	0	1,561	11	0	0	1,572
	Total	3,124	4,439	171	3,295	0	3,295	19	0	0	3,314
Total Approaches											
	Approach	4,348	5,890	201	4,549	0	4,549	35	0	0	4,584
	Departure	4,348	5,890	201	4,549	0	4,549	35	0	0	4,584
	Total	8,696	11,781	402	9,098	0	9,098	70	0	0	9,168

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

		PM Peak Hour								
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
2	**I-15 NB Ramps/SR-74**										
NBL		445	620	23	468		468	0	0		468
NBT		6	7	0	6		6	0	0		6
NBR		615	836	29	644		644	0	0		644
SBL		0	0	0	0		0	0	0		0
SBT		0	0	0	0		0	0	0		0
SBR		0	0	0	0		0	0	0		0
EBL		150	169	2	152		152	0	0		152
EBT		1,609	2,132	68	1,677		1,677	24	0		1701
EBR		0	0	0	0		0	0	0		0
WBL		0	0	0	0		0	0	0		0
WBT		1,394	1,942	71	1,465		1,465	11	0		1476
WBR		513	567	7	520		520	16	0		536
North Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	669	743	9	678	0	678	16	0	0	694
	Total	669	743	9	678	0	678	16	0	0	694
South Leg											
	Approach	1,066	1,463	52	1,118	0	1,118	0	0	0	1,118
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	1,066	1,463	52	1,118	0	1,118	0	0	0	1,118
East Leg											
	Approach	1,907	2,509	78	1,985	0	1,985	27	0	0	2,012
	Departure	2,224	2,968	97	2,321	0	2,321	24	0	0	2,345
	Total	4,131	5,477	175	4,306	0	4,306	51	0	0	4,357
West Leg											
	Approach	1,759	2,301	70	1,829	0	1,829	24	0	0	1,853
	Departure	1,839	2,562	94	1,933	0	1,933	11	0	0	1,944
	Total	3,598	4,863	164	3,762	0	3,762	35	0	0	3,797
Total Approaches											
	Approach	4,732	6,273	200	4,932	0	4,932	51	0	0	4,983
	Departure	4,732	6,273	200	4,932	0	4,932	51	0	0	4,983
	Total	9,464	12,546	400	9,864	0	9,864	102	0	0	9,966

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
3 Dexter Avenue/SR-74										
NBL	181	335	20	201		201	0	0		201
NBT	168	190	3	171		171	0	0		171
NBR	99	113	2	101		101	0	0		101
SBL	40	45	1	41		41	0	0		41
SBT	104	115	1	105		105	0	0		105
SBR	356	424	9	365		365	0	0		365
EBL	333	384	7	340		340	0	0		340
EBT	1,657	2,131	62	1,719		1,719	24	0		1743
EBR	235	452	28	263		263	0	0		263
WBL	122	144	3	125		125	0	0		125
WBT	1,370	1,751	50	1,420		1,420	28	0		1448
WBR	67	76	1	68		68	0	0		68
North Leg										
Approach	500	584	11	511	0	511	0	0	0	511
Departure	568	650	11	579	0	579	0	0	0	579
Total	1,068	1,234	22	1,090	0	1,090	0	0	0	1,090
South Leg										
Approach	448	638	25	473	0	473	0	0	0	473
Departure	461	711	32	493	0	493	0	0	0	493
Total	909	1,349	57	966	0	966	0	0	0	966
East Leg										
Approach	1,559	1,971	54	1,613	0	1,613	28	0	0	1,641
Departure	1,796	2,289	65	1,861	0	1,861	24	0	0	1,885
Total	3,355	4,260	119	3,474	0	3,474	52	0	0	3,526
West Leg										
Approach	2,225	2,967	97	2,322	0	2,322	24	0	0	2,346
Departure	1,907	2,510	79	1,986	0	1,986	28	0	0	2,014
Total	4,132	5,477	176	4,308	0	4,308	52	0	0	4,360
Total Approaches										
Approach	4,732	6,160	187	4,919	0	4,919	52	0	0	4,971
Departure	4,732	6,160	187	4,919	0	4,919	52	0	0	4,971
Total	9,464	12,320	374	9,838	0	9,838	104	0	0	9,942

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
4 Cambern Avenue/SR-74										
NBL	137	155	2	139		139	0	0		139
NBT	70	80	1	71		71	0	0		71
NBR	149	173	3	152		152	0	0		152
SBL	224	260	5	229		229	0	0		229
SBT	78	88	1	79		79	0	0		79
SBR	76	86	1	77		77	0	0		77
EBL	215	244	4	219		219	0	0		219
EBT	1,408	1,892	63	1,471		1,471	24	0		1495
EBR	56	62	1	57		57	0	0		57
WBL	114	128	2	116		116	0	0		116
WBT	1,067	1,238	22	1,089		1,089	28	0		1117
WBR	179	201	3	182		182	0	0		182
North Leg										
Approach	378	434	7	385	0	385	0	0	0	385
Departure	464	524	8	472	0	472	0	0	0	472
Total	842	958	15	857	0	857	0	0	0	857
South Leg										
Approach	356	408	6	362	0	362	0	0	0	362
Departure	248	278	4	252	0	252	0	0	0	252
Total	604	687	10	614	0	614	0	0	0	614
East Leg										
Approach	1,360	1,567	27	1,387	0	1,387	28	0	0	1,415
Departure	1,781	2,325	71	1,852	0	1,852	24	0	0	1,876
Total	3,141	3,892	98	3,239	0	3,239	52	0	0	3,291
West Leg										
Approach	1,679	2,198	68	1,747	0	1,747	24	0	0	1,771
Departure	1,280	1,480	25	1,305	0	1,305	28	0	0	1,333
Total	2,959	3,677	93	3,052	0	3,052	52	0	0	3,104
Total Approaches										
Approach	3,773	4,607	108	3,881	0	3,881	52	0	0	3,933
Departure	3,773	4,607	108	3,881	0	3,881	52	0	0	3,933
Total	7,546	9,214	216	7,762	0	7,762	104	0	0	7,866

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
5 Conard Avenue/SR-74										
NBL	18	26	1	19		19	0	0		19
NBT	9	14	1	10		10	0	0		10
NBR	62	211	19	81		81	0	0		81
SBL	79	87	1	80		80	0	0		80
SBT	4	28	3	7		7	0	0		7
SBR	23	26	0	23		23	0	0		23
EBL	18	20	0	18		18	0	0		18
EBT	1,751	2,210	60	1,811		1,811	24	0		1835
EBR	12	95	11	23		23	0	0		23
WBL	9	153	19	28		28	0	0		28
WBT	1,319	1,514	25	1,344		1,344	28	0		1372
WBR	31	39	1	32		32	0	0		32
North Leg										
Approach	106	141	4	110	0	110	0	0	0	110
Departure	58	73	2	60	0	60	0	0	0	60
Total	164	214	6	170	0	170	0	0	0	170
South Leg										
Approach	89	251	21	110	0	110	0	0	0	110
Departure	25	276	33	58	0	58	0	0	0	58
Total	114	527	54	168	0	168	0	0	0	168
East Leg										
Approach	1,359	1,706	45	1,404	0	1,404	28	0	0	1,432
Departure	1,892	2,508	80	1,972	0	1,972	24	0	0	1,996
Total	3,251	4,214	125	3,376	0	3,376	52	0	0	3,428
West Leg										
Approach	1,781	2,325	71	1,852	0	1,852	24	0	0	1,876
Departure	1,360	1,566	26	1,386	0	1,386	28	0	0	1,414
Total	3,141	3,891	97	3,238	0	3,238	52	0	0	3,290
Total Approaches										
Approach	3,335	4,423	141	3,476	0	3,476	52	0	0	3,528
Departure	3,335	4,423	141	3,476	0	3,476	52	0	0	3,528
Total	6,670	8,846	282	6,952	0	6,952	104	0	0	7,056

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
6 El Toro Cut Off Road/SR-74										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	5	389	50	55		55	0	0		55
SBT	0	0	0	0		0	0	0		0
SBR	30	211	24	54		54	0	0		54
EBL	15	91	10	25		25	0	0		25
EBT	1,709	2,379	87	1,796		1,796	24	0		1820
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	1,183	1,501	41	1,224		1,224	28	0		1252
WBR	5	304	39	44		44	0	0		44
North Leg										
Approach	35	600	74	109	0	109	0	0	0	109
Departure	20	395	49	69	0	69	0	0	0	69
Total	55	995	123	178	0	178	0	0	0	178
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1,188	1,805	80	1,268	0	1,268	28	0	0	1,296
Departure	1,714	2,768	137	1,851	0	1,851	24	0	0	1,875
Total	2,902	4,573	217	3,119	0	3,119	52	0	0	3,171
West Leg										
Approach	1,724	2,470	97	1,821	0	1,821	24	0	0	1,845
Departure	1,213	1,712	65	1,278	0	1,278	28	0	0	1,306
Total	2,937	4,182	162	3,099	0	3,099	52	0	0	3,151
Total Approaches										
Approach	2,947	4,875	251	3,198	0	3,198	52	0	0	3,250
Departure	2,947	4,875	251	3,198	0	3,198	52	0	0	3,250
Total	5,894	9,750	502	6,396	0	6,396	104	0	0	6,500

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

		PM Peak Hour								
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
7	**Riverside Street/SR-74**										
NBL		114	160	6	120		120	0	0		120
NBT		0	0	0	0		0	0	0		0
NBR		8	9	0	8		8	0	0		8
SBL		0	0	0	0		0	0	0		0
SBT		0	0	0	0		0	0	0		0
SBR		0	0	0	0		0	0	0		0
EBL		0	0	0	0		0	0	0		0
EBT		1,490	2,204	93	1,583		1,583	24	0		1607
EBR		175	405	30	205		205	0	0		205
WBL		11	23	2	13		13	0	0		13
WBT		1,062	1,741	89	1,151		1,151	28	0		1179
WBR		0	0	0	0		0	0	0		0
North Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
South Leg											
	Approach	122	169	6	128	0	128	0	0	0	128
	Departure	186	428	32	218	0	218	0	0	0	218
	Total	308	597	38	346	0	346	0	0	0	346
East Leg											
	Approach	1,073	1,764	91	1,164	0	1,164	28	0	0	1,192
	Departure	1,498	2,213	93	1,591	0	1,591	24	0	0	1,615
	Total	2,571	3,977	184	2,755	0	2,755	52	0	0	2,807
West Leg											
	Approach	1,665	2,609	123	1,788	0	1,788	24	0	0	1,812
	Departure	1,176	1,901	95	1,271	0	1,271	28	0	0	1,299
	Total	2,841	4,510	218	3,059	0	3,059	52	0	0	3,111
Total Approaches											
	Approach	2,860	4,542	220	3,080	0	3,080	52	0	0	3,132
	Departure	2,860	4,542	220	3,080	0	3,080	52	0	0	3,132
	Total	5,720	9,085	440	6,160	0	6,160	104	0	0	6,264

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
8 Wasson Canyon Road/SR-74										
NBL	16	78	8	24		24	0	0		24
NBT	0	0	0	0		0	0	0		0
NBR	24	241	28	52		52	0	0		52
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	1,506	2,226	94	1,600		1,600	24	0		1624
EBR	11	22	1	12		12	0	0		12
WBL	36	152	15	51		51	0	0		51
WBT	1,045	1,593	71	1,116		1,116	28	0		1144
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	40	319	36	76	0	76	0	0	0	76
Departure	47	174	16	63	0	63	0	0	0	63
Total	87	493	52	139	0	139	0	0	0	139
East Leg										
Approach	1,081	1,745	86	1,167	0	1,167	28	0	0	1,195
Departure	1,530	2,467	122	1,652	0	1,652	24	0	0	1,676
Total	2,611	4,212	208	2,819	0	2,819	52	0	0	2,871
West Leg										
Approach	1,517	2,248	95	1,612	0	1,612	24	0	0	1,636
Departure	1,061	1,671	79	1,140	0	1,140	28	0	0	1,168
Total	2,578	3,919	174	2,752	0	2,752	52	0	0	2,804
Total Approaches										
Approach	2,638	4,312	217	2,855	0	2,855	52	0	0	2,907
Departure	2,638	4,312	217	2,855	0	2,855	52	0	0	2,907
Total	5,276	8,624	434	5,710	0	5,710	104	0	0	5,814

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
9 SR-74/Meadowbrook Avenue - Greenwald Avenue										
NBL	20	23	0	20		20	0	0		20
NBT	1,238	2,050	106	1,344		1,344	24	0		1368
NBR	216	368	20	236		236	0	0		236
SBL	59	170	14	73		73	6	0		79
SBT	935	1,603	87	1,022		1,022	28	0		1050
SBR	41	47	1	42		42	0	0		42
EBL	35	40	1	36		36	0	0		36
EBT	18	20	0	18		18	0	0		18
EBR	16	18	0	16		16	0	0		16
WBL	110	164	7	117		117	0	0		117
WBT	18	20	0	18		18	0	0		18
WBR	49	119	9	58		58	3	0		61
North Leg										
Approach	1,035	1,820	102	1,137	0	1,137	34	0	0	1,171
Departure	1,322	2,209	116	1,438	0	1,438	27	0	0	1,465
Total	2,357	4,029	218	2,575	0	2,575	61	0	0	2,636
South Leg										
Approach	1,474	2,441	126	1,600	0	1,600	24	0	0	1,624
Departure	1,061	1,785	94	1,155	0	1,155	28	0	0	1,183
Total	2,535	4,226	220	2,755	0	2,755	52	0	0	2,807
East Leg										
Approach	177	303	16	193	0	193	3	0	0	196
Departure	293	558	34	327	0	327	6	0	0	333
Total	470	861	50	520	0	520	9	0	0	529
West Leg										
Approach	69	78	1	70	0	70	0	0	0	70
Departure	79	90	1	80	0	80	0	0	0	80
Total	148	168	2	150	0	150	0	0	0	150
Total Approaches										
Approach	2,755	4,642	245	3,000	0	3,000	61	0	0	3,061
Departure	2,755	4,642	245	3,000	0	3,000	61	0	0	3,061
Total	5,510	9,284	490	6,000	0	6,000	122	0	0	6,122

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
10 SR-74/River Road										
NBL	0	0	0	0		0	0	0		0
NBT	1,289	2,175	116	1,405		1,405	27	0		1432
NBR	8	12	1	9		9	0	0		9
SBL	33	47	2	35		35	0	0		35
SBT	1,050	1,861	106	1,156		1,156	33	0		1189
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	7	10	0	7		7	0	0		7
WBT	0	0	0	0		0	0	0		0
WBR	27	37	1	28		28	0	0		28
North Leg										
Approach	1,083	1,908	108	1,191	0	1,191	33	0	0	1,224
Departure	1,316	2,212	117	1,433	0	1,433	27	0	0	1,460
Total	2,399	4,120	225	2,624	0	2,624	60	0	0	2,684
South Leg										
Approach	1,297	2,187	117	1,414	0	1,414	27	0	0	1,441
Departure	1,057	1,871	106	1,163	0	1,163	33	0	0	1,196
Total	2,354	4,058	223	2,577	0	2,577	60	0	0	2,637
East Leg										
Approach	34	47	1	35	0	35	0	0	0	35
Departure	41	59	3	44	0	44	0	0	0	44
Total	75	106	4	79	0	79	0	0	0	79
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	2,414	4,142	226	2,640	0	2,640	60	0	0	2,700
Departure	2,414	4,142	226	2,640	0	2,640	60	0	0	2,700
Total	4,828	8,284	452	5,280	0	5,280	120	0	0	5,400

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
11 SR-74/Ellis Avenue										
NBL	52	60	1	53		53	0	0		53
NBT	962	1,349	50	1,012		1,012	27	0		1039
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	913	1,167	33	946		946	33	0		979
SBR	138	193	7	145		145	0	0		145
EBL	213	354	18	231		231	0	0		231
EBT	0	0	0	0		0	0	0		0
EBR	47	58	1	48		48	0	0		48
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	1,051	1,360	40	1,091	0	1,091	33	0	0	1,124
Departure	1,175	1,703	68	1,243	0	1,243	27	0	0	1,270
Total	2,226	3,063	108	2,334	0	2,334	60	0	0	2,394
South Leg										
Approach	1,014	1,409	51	1,065	0	1,065	27	0	0	1,092
Departure	960	1,225	34	994	0	994	33	0	0	1,027
Total	1,974	2,634	85	2,059	0	2,059	60	0	0	2,119
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	260	412	19	279	0	279	0	0	0	279
Departure	190	253	8	198	0	198	0	0	0	198
Total	450	665	27	477	0	477	0	0	0	477
Total Approaches										
Approach	2,325	3,181	110	2,435	0	2,435	60	0	0	2,495
Departure	2,325	3,181	110	2,435	0	2,435	60	0	0	2,495
Total	4,650	6,362	220	4,870	0	4,870	120	0	0	4,990

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
12 Navajo Road/SR-74										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	411	445	4	415		415	0	0		415
SBT	0	0	0	0		0	0	0		0
SBR	35	79	6	41		41	0	0		41
EBL	41	99	8	49		49	0	0		49
EBT	1,121	1,489	48	1,169		1,169	33	0		1202
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	988	1,246	34	1,022		1,022	27	0		1049
WBR	443	487	6	449		449	0	0		449
North Leg										
Approach	446	524	10	456	0	456	0	0	0	456
Departure	484	586	14	498	0	498	0	0	0	498
Total	930	1,110	24	954	0	954	0	0	0	954
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1,431	1,733	40	1,471	0	1,471	27	0	0	1,498
Departure	1,532	1,934	52	1,584	0	1,584	33	0	0	1,617
Total	2,963	3,667	92	3,055	0	3,055	60	0	0	3,115
West Leg										
Approach	1,162	1,588	56	1,218	0	1,218	33	0	0	1,251
Departure	1,023	1,325	40	1,063	0	1,063	27	0	0	1,090
Total	2,185	2,913	96	2,281	0	2,281	60	0	0	2,341
Total Approaches										
Approach	3,039	3,845	106	3,145	0	3,145	60	0	0	3,205
Departure	3,039	3,845	106	3,145	0	3,145	60	0	0	3,205
Total	6,078	7,690	212	6,290	0	6,290	120	0	0	6,410

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
13 A Street/SR-74										
NBL	145	165	3	148		148	0	0		148
NBT	58	142	11	69		69	0	0		69
NBR	44	50	1	45		45	0	0		45
SBL	26	93	9	35		35	4	0		39
SBT	48	187	18	66		66	0	0		66
SBR	190	550	47	237		237	0	0		237
EBL	138	422	37	175		175	0	0		175
EBT	1,196	1,316	16	1,212		1,212	27	0		1239
EBR	70	84	2	72		72	0	0		72
WBL	37	47	1	38		38	0	0		38
WBT	1,105	1,253	19	1,124		1,124	33	0		1157
WBR	15	48	4	19		19	2	0		21
North Leg										
Approach	264	830	74	338	0	338	4	0	0	342
Departure	211	612	52	263	0	263	2	0	0	265
Total	475	1,442	126	601	0	601	6	0	0	607
South Leg										
Approach	247	357	15	262	0	262	0	0	0	262
Departure	155	318	21	176	0	176	0	0	0	176
Total	402	675	36	438	0	438	0	0	0	438
East Leg										
Approach	1,157	1,348	24	1,181	0	1,181	35	0	0	1,216
Departure	1,266	1,459	26	1,292	0	1,292	31	0	0	1,323
Total	2,423	2,807	50	2,473	0	2,473	66	0	0	2,539
West Leg										
Approach	1,404	1,822	55	1,459	0	1,459	27	0	0	1,486
Departure	1,440	1,968	69	1,509	0	1,509	33	0	0	1,542
Total	2,844	3,790	124	2,968	0	2,968	60	0	0	3,028
Total Approaches										
Approach	3,072	4,357	168	3,240	0	3,240	66	0	0	3,306
Departure	3,072	4,357	168	3,240	0	3,240	66	0	0	3,306
Total	6,144	8,714	336	6,480	0	6,480	132	0	0	6,612

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
14 C Street/SR-74										
NBL	2	3	0	2		2	0	0		2
NBT	29	33	0	29		29	0	0		29
NBR	9	13	0	9		9	0	0		9
SBL	24	32	1	25		25	0	0		25
SBT	31	91	8	39		39	0	0		39
SBR	441	500	8	449		449	0	0		449
EBL	294	334	5	299		299	0	0		299
EBT	937	1,221	37	974		974	31	0		1005
EBR	5	26	3	8		8	0	0		8
WBL	1	3	0	1		1	0	0		1
WBT	767	868	13	780		780	35	0		815
WBR	31	35	0	31		31	0	0		31
North Leg										
Approach	496	623	17	513	0	513	0	0	0	513
Departure	354	401	5	359	0	359	0	0	0	359
Total	850	1,024	22	872	0	872	0	0	0	872
South Leg										
Approach	40	48	0	40	0	40	0	0	0	40
Departure	37	120	11	48	0	48	0	0	0	48
Total	77	168	11	88	0	88	0	0	0	88
East Leg										
Approach	799	906	13	812	0	812	35	0	0	847
Departure	970	1,266	38	1,008	0	1,008	31	0	0	1,039
Total	1,769	2,172	51	1,820	0	1,820	66	0	0	1,886
West Leg										
Approach	1,236	1,581	45	1,281	0	1,281	31	0	0	1,312
Departure	1,210	1,371	21	1,231	0	1,231	35	0	0	1,266
Total	2,446	2,952	66	2,512	0	2,512	66	0	0	2,578
Total Approaches										
Approach	2,571	3,158	75	2,646	0	2,646	66	0	0	2,712
Departure	2,571	3,158	75	2,646	0	2,646	66	0	0	2,712
Total	5,142	6,316	150	5,292	0	5,292	132	0	0	5,424

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
15 D Street/SR-74										
NBL	36	41	1	37		37	0	0		37
NBT	90	115	3	93		93	0	0		93
NBR	35	210	23	58		58	0	0		58
SBL	45	204	21	66		66	0	0		66
SBT	127	144	2	129		129	0	0		129
SBR	96	109	2	98		98	0	0		98
EBL	123	140	2	125		125	0	0		125
EBT	825	1,101	36	861		861	31	0		892
EBR	21	24	0	21		21	0	0		21
WBL	49	207	21	70		70	0	0		70
WBT	667	756	12	679		679	35	0		714
WBR	23	96	10	33		33	0	0		33
North Leg										
Approach	268	457	25	293	0	293	0	0	0	293
Departure	236	351	15	251	0	251	0	0	0	251
Total	504	808	40	544	0	544	0	0	0	544
South Leg										
Approach	161	366	27	188	0	188	0	0	0	188
Departure	197	375	23	220	0	220	0	0	0	220
Total	358	741	50	408	0	408	0	0	0	408
East Leg										
Approach	739	1,059	43	782	0	782	35	0	0	817
Departure	905	1,515	80	985	0	985	31	0	0	1,016
Total	1,644	2,574	123	1,767	0	1,767	66	0	0	1,833
West Leg										
Approach	969	1,265	38	1,007	0	1,007	31	0	0	1,038
Departure	799	906	15	814	0	814	35	0	0	849
Total	1,768	2,171	53	1,821	0	1,821	66	0	0	1,887
Total Approaches										
Approach	2,137	3,147	133	2,270	0	2,270	66	0	0	2,336
Departure	2,137	3,147	133	2,270	0	2,270	66	0	0	2,336
Total	4,274	6,294	266	4,540	0	4,540	132	0	0	4,672

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
16 Perris Boulevard/SR-74										
NBL	41	196	20	61		61	0	0		61
NBT	286	791	66	352		352	0	0		352
NBR	43	99	7	50		50	0	0		50
SBL	87	99	2	89		89	0	0		89
SBT	298	881	76	374		374	0	0		374
SBR	210	280	9	219		219	0	0		219
EBL	276	447	22	298		298	0	0		298
EBT	573	775	26	599		599	31	0		630
EBR	43	268	29	72		72	0	0		72
WBL	63	179	15	78		78	0	0		78
WBT	473	603	17	490		490	35	0		525
WBR	55	62	1	56		56	0	0		56
North Leg										
Approach	595	1,260	87	682	0	682	0	0	0	682
Departure	617	1,300	89	706	0	706	0	0	0	706
Total	1,212	2,560	176	1,388	0	1,388	0	0	0	1,388
South Leg										
Approach	370	1,086	93	463	0	463	0	0	0	463
Departure	404	1,328	120	524	0	524	0	0	0	524
Total	774	2,414	213	987	0	987	0	0	0	987
East Leg										
Approach	591	844	33	624	0	624	35	0	0	659
Departure	703	973	35	738	0	738	31	0	0	769
Total	1,294	1,817	68	1,362	0	1,362	66	0	0	1,428
West Leg										
Approach	892	1,490	77	969	0	969	31	0	0	1,000
Departure	724	1,079	46	770	0	770	35	0	0	805
Total	1,616	2,569	123	1,739	0	1,739	66	0	0	1,805
Total Approaches										
Approach	2,448	4,680	290	2,738	0	2,738	66	0	0	2,804
Departure	2,448	4,680	290	2,738	0	2,738	66	0	0	2,804
Total	4,896	9,359	580	5,476	0	5,476	132	0	0	5,608

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
17 G Street/SR-74										
NBL	23	42	2	25		25	0	0		25
NBT	59	210	20	79		79	0	0		79
NBR	68	152	11	79		79	0	0		79
SBL	66	135	9	75		75	7	0		82
SBT	60	205	19	79		79	0	0		79
SBR	56	93	5	61		61	0	0		61
EBL	60	119	8	68		68	0	0		68
EBT	620	774	20	640		640	31	0		671
EBR	16	33	2	18		18	0	0		18
WBL	48	130	11	59		59	0	0		59
WBT	521	689	22	543		543	35	0		578
WBR	26	67	5	31		31	8	0		39
North Leg										
Approach	182	433	33	215	0	215	7	0	0	222
Departure	145	396	33	178	0	178	8	0	0	186
Total	327	829	66	393	0	393	15	0	0	408
South Leg										
Approach	150	404	33	183	0	183	0	0	0	183
Departure	124	368	32	156	0	156	0	0	0	156
Total	274	772	65	339	0	339	0	0	0	339
East Leg										
Approach	595	886	38	633	0	633	43	0	0	676
Departure	754	1,061	40	794	0	794	38	0	0	832
Total	1,349	1,947	78	1,427	0	1,427	81	0	0	1,508
West Leg										
Approach	696	926	30	726	0	726	31	0	0	757
Departure	600	824	29	629	0	629	35	0	0	664
Total	1,296	1,750	59	1,355	0	1,355	66	0	0	1,421
Total Approaches										
Approach	1,623	2,649	134	1,757	0	1,757	81	0	0	1,838
Departure	1,623	2,649	134	1,757	0	1,757	81	0	0	1,838
Total	3,246	5,298	268	3,514	0	3,514	162	0	0	3,676

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
18 Wilkerson Avenue/SR-74										
NBL	29	33	1	30		30	0	0		30
NBT	17	19	0	17		17	0	0		17
NBR	0	0	0	0		0	0	0		0
SBL	188	213	3	191		191	0	0		191
SBT	12	14	0	12		12	0	0		12
SBR	45	51	1	46		46	0	0		46
EBL	44	50	1	45		45	0	0		45
EBT	641	947	40	681		681	38	0		719
EBR	44	50	1	45		45	0	0		45
WBL	20	23	0	20		20	0	0		20
WBT	545	834	38	583		583	44	0		627
WBR	112	127	2	114		114	0	0		114
North Leg										
Approach	245	278	4	249	0	249	0	0	0	249
Departure	173	196	3	176	0	176	0	0	0	176
Total	418	475	7	425	0	425	0	0	0	425
South Leg										
Approach	46	52	1	47	0	47	0	0	0	47
Departure	76	87	1	77	0	77	0	0	0	77
Total	122	139	2	124	0	124	0	0	0	124
East Leg										
Approach	677	984	40	717	0	717	44	0	0	761
Departure	829	1,160	43	872	0	872	38	0	0	910
Total	1,506	2,144	83	1,589	0	1,589	82	0	0	1,671
West Leg										
Approach	729	1,048	42	771	0	771	38	0	0	809
Departure	619	918	40	659	0	659	44	0	0	703
Total	1,348	1,966	82	1,430	0	1,430	82	0	0	1,512
Total Approaches										
Approach	1,697	2,362	87	1,784	0	1,784	82	0	0	1,866
Departure	1,697	2,362	87	1,784	0	1,784	82	0	0	1,866
Total	3,394	4,724	174	3,568	0	3,568	164	0	0	3,732

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
19 Redlands Avenue/SR-74 - 4th Street										
NBL	51	60	1	52		52	0	0		52
NBT	307	660	46	353		353	0	0		353
NBR	8	9	0	8		8	0	0		8
SBL	28	36	1	29		29	0	0		29
SBT	305	1,033	95	400		400	0	0		400
SBR	607	907	39	646		646	44	0		690
EBL	788	1,071	37	825		825	38	0		863
EBT	25	28	0	25		25	0	0		25
EBR	64	108	6	70		70	0	0		70
WBL	10	13	0	10		10	0	0		10
WBT	18	20	0	18		18	0	0		18
WBR	61	69	1	62		62	0	0		62
North Leg										
Approach	940	1,976	135	1,075	0	1,075	44	0	0	1,119
Departure	1,156	1,800	84	1,240	0	1,240	38	0	0	1,278
Total	2,096	3,776	219	2,315	0	2,315	82	0	0	2,397
South Leg										
Approach	366	729	47	413	0	413	0	0	0	413
Departure	379	1,154	101	480	0	480	0	0	0	480
Total	745	1,883	148	893	0	893	0	0	0	893
East Leg										
Approach	89	102	1	90	0	90	0	0	0	90
Departure	61	74	1	62	0	62	0	0	0	62
Total	150	176	2	152	0	152	0	0	0	152
West Leg										
Approach	877	1,207	43	920	0	920	38	0	0	958
Departure	676	987	40	716	0	716	44	0	0	760
Total	1,553	2,194	83	1,636	0	1,636	82	0	0	1,718
Total Approaches										
Approach	2,272	4,015	226	2,498	0	2,498	82	0	0	2,580
Departure	2,272	4,015	226	2,498	0	2,498	82	0	0	2,580
Total	4,544	8,030	452	4,996	0	4,996	164	0	0	5,160

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
20 Redlands Avenue/I-215 SB Ramps										
NBL	0	0	0	0		0	0	0		0
NBT	736	1,247	67	803		803	0	0		803
NBR	420	553	17	437		437	38	0		475
SBL	348	446	13	361		361	0	0		361
SBT	749	1,490	97	846		846	44	0		890
SBR	0	0	0	0		0	0	0		0
EBL	188	397	27	215		215	0	0		215
EBT	5	8	0	5		5	0	0		5
EBR	191	486	38	229		229	0	0		229
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	1,097	1,936	110	1,207	0	1,207	44	0	0	1,251
Departure	924	1,644	94	1,018	0	1,018	0	0	0	1,018
Total	2,021	3,580	204	2,225	0	2,225	44	0	0	2,269
South Leg										
Approach	1,156	1,800	84	1,240	0	1,240	38	0	0	1,278
Departure	940	1,976	135	1,075	0	1,075	44	0	0	1,119
Total	2,096	3,776	219	2,315	0	2,315	82	0	0	2,397
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	773	1,007	30	803	0	803	38	0	0	841
Total	773	1,007	30	803	0	803	38	0	0	841
West Leg										
Approach	384	891	65	449	0	449	0	0	0	449
Departure	0	0	0	0	0	0	0	0	0	0
Total	384	891	65	449	0	449	0	0	0	449
Total Approaches										
Approach	2,637	4,627	259	2,896	0	2,896	82	0	0	2,978
Departure	2,637	4,627	259	2,896	0	2,896	82	0	0	2,978
Total	5,274	9,254	518	5,792	0	5,792	164	0	0	5,956

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
21 Redlands Avenue/I-215 NB Ramps										
NBL	173	262	12	185		185	0	0		185
NBT	751	1,382	82	833		833	0	0		833
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	728	1,525	104	832		832	0	0		832
SBR	112	229	15	127		127	0	0		127
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	369	411	5	374		374	44	0		418
WBT	0	0	0	0		0	0	0		0
WBR	535	709	23	558		558	0	0		558
North Leg										
Approach	840	1,754	119	959	0	959	0	0	0	959
Departure	1,286	2,091	105	1,391	0	1,391	0	0	0	1,391
Total	2,126	3,845	224	2,350	0	2,350	0	0	0	2,350
South Leg										
Approach	924	1,644	94	1,018	0	1,018	0	0	0	1,018
Departure	1,097	1,936	109	1,206	0	1,206	44	0	0	1,250
Total	2,021	3,580	203	2,224	0	2,224	44	0	0	2,268
East Leg										
Approach	904	1,120	28	932	0	932	44	0	0	976
Departure	0	0	0	0	0	0	0	0	0	0
Total	904	1,120	28	932	0	932	44	0	0	976
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	285	491	27	312	0	312	0	0	0	312
Total	285	491	27	312	0	312	0	0	0	312
Total Approaches										
Approach	2,668	4,518	241	2,909	0	2,909	44	0	0	2,953
Departure	2,668	4,518	241	2,909	0	2,909	44	0	0	2,953
Total	5,336	9,036	482	5,818	0	5,818	88	0	0	5,906

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
22 Dunlap Drive/Nuevo Road										
NBL	16	52	5	21		21	0	0		21
NBT	116	276	21	137		137	0	0		137
NBR	41	190	19	60		60	0	0		60
SBL	95	312	28	123		123	11	0		134
SBT	81	258	23	104		104	0	0		104
SBR	30	68	5	35		35	0	0		35
EBL	24	44	3	27		27	0	0		27
EBT	356	1,267	119	475		475	4	0		479
EBR	58	200	19	77		77	0	0		77
WBL	32	174	19	51		51	0	0		51
WBT	251	979	95	346		346	2	0		348
WBR	55	158	13	68		68	11	0		79
North Leg										
Approach	206	638	56	262	0	262	11	0	0	273
Departure	195	478	37	232	0	232	11	0	0	243
Total	401	1,116	93	494	0	494	22	0	0	516
South Leg										
Approach	173	518	45	218	0	218	0	0	0	218
Departure	171	632	61	232	0	232	0	0	0	232
Total	344	1,150	106	450	0	450	0	0	0	450
East Leg										
Approach	338	1,311	127	465	0	465	13	0	0	478
Departure	492	1,769	166	658	0	658	15	0	0	673
Total	830	3,080	293	1,123	0	1,123	28	0	0	1,151
West Leg										
Approach	438	1,511	141	579	0	579	4	0	0	583
Departure	297	1,099	105	402	0	402	2	0	0	404
Total	735	2,610	246	981	0	981	6	0	0	987
Total Approaches										
Approach	1,155	3,978	369	1,524	0	1,524	28	0	0	1,552
Departure	1,155	3,978	369	1,524	0	1,524	28	0	0	1,552
Total	2,310	7,956	738	3,048	0	3,048	56	0	0	3,104

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
23 Menifee Road/Nuevo Road										
NBL	100	275	23	123		123	13	0		136
NBT	55	647	153	208		208	0	0		208
NBR	212	240	4	216		216	17	0		233
SBL	75	97	6	81		81	0	0		81
SBT	145	396	65	210		210	0	0		210
SBR	19	171	39	58		58	0	0		58
EBL	2	110	28	30		30	0	0		30
EBT	324	906	76	400		400	0	0		400
EBR	153	706	72	225		225	15	0		240
WBL	202	229	4	206		206	14	0		220
WBT	241	698	60	301		301	0	0		301
WBR	9	50	11	20		20	0	0		20
North Leg										
Approach	239	664	110	349	0	349	0	0	0	349
Departure	66	807	192	258	0	258	0	0	0	258
Total	305	1,471	302	607	0	607	0	0	0	607
South Leg										
Approach	367	1,162	180	547	0	547	30	0	0	577
Departure	500	1,331	141	641	0	641	29	0	0	670
Total	867	2,493	321	1,188	0	1,188	59	0	0	1,247
East Leg										
Approach	452	977	75	527	0	527	14	0	0	541
Departure	611	1,243	86	697	0	697	17	0	0	714
Total	1,063	2,220	161	1,224	0	1,224	31	0	0	1,255
West Leg										
Approach	479	1,722	176	655	0	655	15	0	0	670
Departure	360	1,144	122	482	0	482	13	0	0	495
Total	839	2,866	298	1,137	0	1,137	28	0	0	1,165
Total Approaches										
Approach	1,537	4,525	541	2,078	0	2,078	59	0	0	2,137
Departure	1,537	4,525	541	2,078	0	2,078	59	0	0	2,137
Total	3,074	9,051	1,082	4,156	0	4,156	118	0	0	4,274

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
24 Menifee Road/Porter Street/Central Avenue										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	31	0		31
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	29	0		29
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	0	0	0	0	0	0	29	0	0	29
Departure	0	0	0	0	0	0	31	0	0	31
Total	0	0	0	0	0	0	60	0	0	60
South Leg										
Approach	0	0	0	0	0	0	31	0	0	31
Departure	0	0	0	0	0	0	29	0	0	29
Total	0	0	0	0	0	0	60	0	0	60
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	0	0	0	0	0	0	60	0	0	60
Departure	0	0	0	0	0	0	60	0	0	60
Total	0	0	0	0	0	0	120	0	0	120

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
25 Menifee Road/San Jacinto Avenue										
NBL	74	259	24	98		98	8	0		106
NBT	205	637	56	261		261	31	0		292
NBR	12	22	1	13		13	0	0		13
SBL	6	11	1	7		7	0	0		7
SBT	281	885	79	360		360	29	0		389
SBR	73	263	25	98		98	0	0		98
EBL	194	482	38	232		232	0	0		232
EBT	20	29	1	21		21	0	0		21
EBR	103	252	19	122		122	7	0		129
WBL	9	13	1	10		10	0	0		10
WBT	12	20	1	13		13	0	0		13
WBR	3	4	0	3		3	0	0		3
North Leg										
Approach	360	1,159	105	465	0	465	29	0	0	494
Departure	402	1,123	94	496	0	496	31	0	0	527
Total	762	2,282	199	961	0	961	60	0	0	1,021
South Leg										
Approach	291	918	81	372	0	372	39	0	0	411
Departure	393	1,150	99	492	0	492	36	0	0	528
Total	684	2,068	180	864	0	864	75	0	0	939
East Leg										
Approach	24	37	2	26	0	26	0	0	0	26
Departure	38	62	3	41	0	41	0	0	0	41
Total	62	99	5	67	0	67	0	0	0	67
West Leg										
Approach	317	763	58	375	0	375	7	0	0	382
Departure	159	542	50	209	0	209	8	0	0	217
Total	476	1,305	108	584	0	584	15	0	0	599
Total Approaches										
Approach	992	2,877	246	1,238	0	1,238	75	0	0	1,313
Departure	992	2,877	246	1,238	0	1,238	75	0	0	1,313
Total	1,984	5,754	492	2,476	0	2,476	150	0	0	2,626

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
26 Menifee Road/Ellis Avenue										
NBL	19	52	4	23		23	6	0		29
NBT	271	875	79	350		350	39	0		389
NBR	2	2	0	2		2	0	0		2
SBL	2	2	0	2		2	0	0		2
SBT	403	1,148	97	500		500	41	0		541
SBR	7	18	1	8		8	0	0		8
EBL	11	43	4	15		15	0	0		15
EBT	0	0	0	0		0	0	0		0
EBR	10	37	4	14		14	3	0		17
WBL	1	1	0	1		1	0	0		1
WBT	2	2	0	2		2	0	0		2
WBR	2	2	0	2		2	0	0		2
North Leg										
Approach	412	1,168	98	510	0	510	41	0	0	551
Departure	284	920	83	367	0	367	39	0	0	406
Total	696	2,088	181	877	0	877	80	0	0	957
South Leg										
Approach	292	929	83	375	0	375	45	0	0	420
Departure	414	1,186	101	515	0	515	44	0	0	559
Total	706	2,115	184	890	0	890	89	0	0	979
East Leg										
Approach	5	5	0	5	0	5	0	0	0	5
Departure	4	4	0	4	0	4	0	0	0	4
Total	9	9	0	9	0	9	0	0	0	9
West Leg										
Approach	21	80	8	29	0	29	3	0	0	32
Departure	28	72	5	33	0	33	6	0	0	39
Total	49	152	13	62	0	62	9	0	0	71
Total Approaches										
Approach	730	2,182	189	919	0	919	89	0	0	1,008
Departure	730	2,182	189	919	0	919	89	0	0	1,008
Total	1,460	4,365	378	1,838	0	1,838	178	0	0	2,016

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
27 Menifee Road/Mapes Road										
NBL	13	19	1	14		14	6	0		20
NBT	207	861	85	292		292	46	0		338
NBR	8	36	4	12		12	0	0		12
SBL	75	238	21	96		96	1	0		97
SBT	274	885	80	354		354	46	0		400
SBR	43	48	1	44		44	0	0		44
EBL	26	37	1	27		27	0	0		27
EBT	78	123	6	84		84	0	0		84
EBR	17	27	1	18		18	3	0		21
WBL	8	13	1	9		9	0	0		9
WBT	34	39	1	35		35	0	0		35
WBR	63	93	4	67		67	1	0		68
North Leg										
Approach	392	1,171	102	494	0	494	47	0	0	541
Departure	296	991	90	386	0	386	47	0	0	433
Total	688	2,162	192	880	0	880	94	0	0	974
South Leg										
Approach	228	916	90	318	0	318	52	0	0	370
Departure	299	925	82	381	0	381	49	0	0	430
Total	527	1,841	172	699	0	699	101	0	0	800
East Leg										
Approach	105	145	6	111	0	111	1	0	0	112
Departure	161	397	31	192	0	192	1	0	0	193
Total	266	542	37	303	0	303	2	0	0	305
West Leg										
Approach	121	187	8	129	0	129	3	0	0	132
Departure	90	106	3	93	0	93	6	0	0	99
Total	211	293	11	222	0	222	9	0	0	231
Total Approaches										
Approach	846	2,419	206	1,052	0	1,052	103	0	0	1,155
Departure	846	2,419	206	1,052	0	1,052	103	0	0	1,155
Total	1,692	4,838	412	2,104	0	2,104	206	0	0	2,310

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
28 I-215 SB Ramps - SR-74/Bonnie Drive										
NBL	178	570	51	229		229	16	0		245
NBT	305	543	31	336		336	0	0		336
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	852	927	10	862		862	320	0		1182
SBR	31	89	8	39		39	0	0		39
EBL	27	100	10	37		37	0	0		37
EBT	0	0	0	0		0	0	0		0
EBR	240	577	44	284		284	16	0		300
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	883	1,016	18	901	0	901	320	0	0	1,221
Departure	332	643	41	373	0	373	0	0	0	373
Total	1,215	1,659	59	1,274	0	1,274	320	0	0	1,594
South Leg										
Approach	483	1,113	82	565	0	565	16	0	0	581
Departure	1,092	1,504	54	1,146	0	1,146	336	0	0	1,482
Total	1,575	2,617	136	1,711	0	1,711	352	0	0	2,063
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	267	677	54	321	0	321	16	0	0	337
Departure	209	659	59	268	0	268	16	0	0	284
Total	476	1,336	113	589	0	589	32	0	0	621
Total Approaches										
Approach	1,633	2,806	154	1,787	0	1,787	352	0	0	2,139
Departure	1,633	2,806	154	1,787	0	1,787	352	0	0	2,139
Total	3,266	5,612	308	3,574	0	3,574	704	0	0	4,278

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

		PM Peak Hour								
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
29	**I-215 NB Ramps/SR-74**										
NBL		0	0	0	0		0	0	0		0
NBT		0	0	0	0		0	0	0		0
NBR		0	0	0	0		0	0	0		0
SBL		263	487	29	292		292	0	0		292
SBT		0	0	0	0		0	0	0		0
SBR		28	79	7	35		35	0	0		35
EBL		13	17	1	14		14	0	0		14
EBT		1,079	1,487	53	1,132		1,132	335	0		1467
EBR		0	0	0	0		0	0	0		0
WBL		0	0	0	0		0	0	0		0
WBT		455	1,034	76	531		531	16	0		547
WBR		629	908	36	665		665	303	0		968
North Leg											
	Approach	291	566	36	327	0	327	0	0	0	327
	Departure	642	925	37	679	0	679	303	0	0	982
	Total	933	1,491	73	1,006	0	1,006	303	0	0	1,309
South Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
East Leg											
	Approach	1,084	1,942	112	1,196	0	1,196	319	0	0	1,515
	Departure	1,342	1,974	82	1,424	0	1,424	335	0	0	1,759
	Total	2,426	3,916	194	2,620	0	2,620	654	0	0	3,274
West Leg											
	Approach	1,092	1,504	54	1,146	0	1,146	335	0	0	1,481
	Departure	483	1,113	83	566	0	566	16	0	0	582
	Total	1,575	2,617	137	1,712	0	1,712	351	0	0	2,063
Total Approaches											
	Approach	2,467	4,012	202	2,669	0	2,669	654	0	0	3,323
	Departure	2,467	4,012	202	2,669	0	2,669	654	0	0	3,323
	Total	4,934	8,024	404	5,338	0	5,338	1,308	0	0	6,646

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
30 Trumble Road/SR-74										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	45	51	1	46		46	0	0		46
SBT	0	0	0	0		0	0	0		0
SBR	345	575	30	375		375	0	0		375
EBL	330	575	32	362		362	0	0		362
EBT	1,012	1,399	50	1,062		1,062	335	0		1397
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	739	1,367	82	821		821	319	0		1140
WBR	35	56	3	38		38	0	0		38
North Leg										
Approach	390	626	31	421	0	421	0	0	0	421
Departure	365	631	35	400	0	400	0	0	0	400
Total	755	1,257	66	821	0	821	0	0	0	821
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	774	1,423	85	859	0	859	319	0	0	1,178
Departure	1,057	1,450	51	1,108	0	1,108	335	0	0	1,443
Total	1,831	2,873	136	1,967	0	1,967	654	0	0	2,621
West Leg										
Approach	1,342	1,974	82	1,424	0	1,424	335	0	0	1,759
Departure	1,084	1,942	112	1,196	0	1,196	319	0	0	1,515
Total	2,426	3,916	194	2,620	0	2,620	654	0	0	3,274
Total Approaches										
Approach	2,506	4,023	198	2,704	0	2,704	654	0	0	3,358
Departure	2,506	4,023	198	2,704	0	2,704	654	0	0	3,358
Total	5,012	8,046	396	5,408	0	5,408	1,308	0	0	6,716

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
31 Sherman Road/SR-74 (West)										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	99	403	40	139		139	0	0		139
EBL	0	0	0	0		0	0	0		0
EBT	1,001	1,507	66	1,067		1,067	335	0		1402
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	813	1,219	53	866		866	319	0		1185
WBR	69	307	31	100		100	0	0		100
North Leg										
Approach	99	403	40	139	0	139	0	0	0	139
Departure	69	307	31	100	0	100	0	0	0	100
Total	168	710	71	239	0	239	0	0	0	239
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	882	1,526	84	966	0	966	319	0	0	1,285
Departure	1,001	1,507	66	1,067	0	1,067	335	0	0	1,402
Total	1,883	3,033	150	2,033	0	2,033	654	0	0	2,687
West Leg										
Approach	1,001	1,507	66	1,067	0	1,067	335	0	0	1,402
Departure	912	1,622	93	1,005	0	1,005	319	0	0	1,324
Total	1,913	3,129	159	2,072	0	2,072	654	0	0	2,726
Total Approaches										
Approach	1,982	3,436	190	2,172	0	2,172	654	0	0	2,826
Departure	1,982	3,436	190	2,172	0	2,172	654	0	0	2,826
Total	3,964	6,872	380	4,344	0	4,344	1,308	0	0	5,652

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
32 Sherman Road/SR-74 (East)										
NBL	75	351	36	111		111	0	0		111
NBT	15	19	1	16		16	0	0		16
NBR	150	193	6	156		156	0	0		156
SBL	20	23	0	20		20	0	0		20
SBT	14	25	1	15		15	0	0		15
SBR	11	14	0	11		11	0	0		11
EBL	28	37	1	29		29	0	0		29
EBT	945	1,273	43	988		988	335	0		1323
EBR	28	197	22	50		50	0	0		50
WBL	115	241	16	131		131	0	0		131
WBT	796	1,161	48	844		844	319	0		1163
WBR	21	24	0	21		21	0	0		21
North Leg										
Approach	45	62	1	46	0	46	0	0	0	46
Departure	64	80	2	66	0	66	0	0	0	66
Total	109	142	3	112	0	112	0	0	0	112
South Leg										
Approach	240	563	43	283	0	283	0	0	0	283
Departure	157	463	39	196	0	196	0	0	0	196
Total	397	1,026	82	479	0	479	0	0	0	479
East Leg										
Approach	932	1,426	64	996	0	996	319	0	0	1,315
Departure	1,115	1,489	49	1,164	0	1,164	335	0	0	1,499
Total	2,047	2,915	113	2,160	0	2,160	654	0	0	2,814
West Leg										
Approach	1,001	1,507	66	1,067	0	1,067	335	0	0	1,402
Departure	882	1,526	84	966	0	966	319	0	0	1,285
Total	1,883	3,033	150	2,033	0	2,033	654	0	0	2,687
Total Approaches										
Approach	2,218	3,558	174	2,392	0	2,392	654	0	0	3,046
Departure	2,218	3,558	174	2,392	0	2,392	654	0	0	3,046
Total	4,436	7,117	348	4,784	0	4,784	1,308	0	0	6,092

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
33 Antelope Road/SR-74										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	42	104	8	50		50	3	0		53
SBT	0	0	0	0		0	0	0		0
SBR	14	26	2	16		16	0	0		16
EBL	49	66	2	51		51	0	0		51
EBT	963	1,340	49	1,012		1,012	335	0		1347
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	756	1,196	57	813		813	319	0		1132
WBR	16	33	2	18		18	4	0		22
North Leg										
Approach	56	130	10	66	0	66	3	0	0	69
Departure	65	99	4	69	0	69	4	0	0	73
Total	121	229	14	135	0	135	7	0	0	142
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	772	1,229	59	831	0	831	323	0	0	1,154
Departure	1,005	1,444	57	1,062	0	1,062	338	0	0	1,400
Total	1,777	2,673	116	1,893	0	1,893	661	0	0	2,554
West Leg										
Approach	1,012	1,406	51	1,063	0	1,063	335	0	0	1,398
Departure	770	1,222	59	829	0	829	319	0	0	1,148
Total	1,782	2,628	110	1,892	0	1,892	654	0	0	2,546
Total Approaches										
Approach	1,840	2,765	120	1,960	0	1,960	661	0	0	2,621
Departure	1,840	2,765	120	1,960	0	1,960	661	0	0	2,621
Total	3,680	5,530	240	3,920	0	3,920	1,322	0	0	5,242

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
34 Palomar Road/SR-74										
NBL	12	63	7	19		19	0	0		19
NBT	51	167	15	66		66	0	0		66
NBR	128	241	15	143		143	6	0		149
SBL	13	15	0	13		13	0	0		13
SBT	23	140	15	38		38	0	0		38
SBR	36	63	4	40		40	0	0		40
EBL	50	113	8	58		58	0	0		58
EBT	873	1,135	34	907		907	340	0		1247
EBR	4	50	6	10		10	0	0		10
WBL	60	320	34	94		94	8	0		102
WBT	746	1,148	52	798		798	324	0		1122
WBR	21	24	0	21		21	0	0		21
North Leg										
Approach	72	218	19	91	0	91	0	0	0	91
Departure	122	304	23	145	0	145	0	0	0	145
Total	194	522	42	236	0	236	0	0	0	236
South Leg										
Approach	191	471	37	228	0	228	6	0	0	234
Departure	87	510	55	142	0	142	8	0	0	150
Total	278	981	92	370	0	370	14	0	0	384
East Leg										
Approach	827	1,492	86	913	0	913	332	0	0	1,245
Departure	1,014	1,391	49	1,063	0	1,063	346	0	0	1,409
Total	1,841	2,883	135	1,976	0	1,976	678	0	0	2,654
West Leg										
Approach	927	1,298	48	975	0	975	340	0	0	1,315
Departure	794	1,274	63	857	0	857	324	0	0	1,181
Total	1,721	2,572	111	1,832	0	1,832	664	0	0	2,496
Total Approaches										
Approach	2,017	3,479	190	2,207	0	2,207	678	0	0	2,885
Departure	2,017	3,479	190	2,207	0	2,207	678	0	0	2,885
Total	4,034	6,958	380	4,414	0	4,414	1,356	0	0	5,770

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
35 Goetz Road/Ethanac Road										
NBL	4	60	7	11		11	0	0		11
NBT	126	641	67	193		193	0	0		193
NBR	170	379	27	197		197	8	0		205
SBL	292	492	26	318		318	1	0		319
SBT	212	774	73	285		285	0	0		285
SBR	27	306	36	63		63	0	0		63
EBL	14	312	39	53		53	0	0		53
EBT	45	439	51	96		96	3	0		99
EBR	0	21	3	3		3	0	0		3
WBL	281	497	28	309		309	9	0		318
WBT	67	368	39	106		106	6	0		112
WBR	247	460	28	275		275	1	0		276
North Leg										
Approach	531	1,572	135	666	0	666	1	0	0	667
Departure	387	1,413	134	521	0	521	1	0	0	522
Total	918	2,985	269	1,187	0	1,187	2	0	0	1,189
South Leg										
Approach	300	1,080	101	401	0	401	8	0	0	409
Departure	493	1,292	104	597	0	597	9	0	0	606
Total	793	2,372	205	998	0	998	17	0	0	1,015
East Leg										
Approach	595	1,325	95	690	0	690	16	0	0	706
Departure	507	1,310	104	611	0	611	12	0	0	623
Total	1,102	2,635	199	1,301	0	1,301	28	0	0	1,329
West Leg										
Approach	59	772	93	152	0	152	3	0	0	155
Departure	98	734	82	180	0	180	6	0	0	186
Total	157	1,506	175	332	0	332	9	0	0	341
Total Approaches										
Approach	1,485	4,749	424	1,909	0	1,909	28	0	0	1,937
Departure	1,485	4,749	424	1,909	0	1,909	28	0	0	1,937
Total	2,970	9,498	848	3,818	0	3,818	56	0	0	3,874

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
36 Murrieta Road/Ethanac Road										
NBL	82	163	11	93		93	0	0		93
NBT	86	258	22	108		108	0	0		108
NBR	122	146	3	125		125	3	0		128
SBL	28	132	14	42		42	1	0		43
SBT	89	526	57	146		146	0	0		146
SBR	5	39	4	9		9	0	0		9
EBL	2	12	1	3		3	0	0		3
EBT	401	982	76	477		477	13	0		490
EBR	95	292	26	121		121	0	0		121
WBL	198	335	18	216		216	6	0		222
WBT	484	1,082	78	562		562	14	0		576
WBR	46	155	14	60		60	1	0		61
North Leg										
Approach	122	697	75	197	0	197	1	0	0	198
Departure	134	425	37	171	0	171	1	0	0	172
Total	256	1,122	112	368	0	368	2	0	0	370
South Leg										
Approach	290	567	36	326	0	326	3	0	0	329
Departure	382	1,153	101	483	0	483	6	0	0	489
Total	672	1,720	137	809	0	809	9	0	0	818
East Leg										
Approach	728	1,572	110	838	0	838	21	0	0	859
Departure	551	1,260	93	644	0	644	17	0	0	661
Total	1,279	2,832	203	1,482	0	1,482	38	0	0	1,520
West Leg										
Approach	498	1,286	103	601	0	601	13	0	0	614
Departure	571	1,284	93	664	0	664	14	0	0	678
Total	1,069	2,570	196	1,265	0	1,265	27	0	0	1,292
Total Approaches										
Approach	1,638	4,122	324	1,962	0	1,962	38	0	0	2,000
Departure	1,638	4,122	324	1,962	0	1,962	38	0	0	2,000
Total	3,276	8,244	648	3,924	0	3,924	76	0	0	4,000

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
37 Barnett Road/Ethanac Road										
NBL	16	21	1	17		17	0	0		17
NBT	0	0	0	0		0	0	0		0
NBR	55	83	4	59		59	0	0		59
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	601	1,240	83	684		684	17	0		701
EBR	0	6	1	1		1	0	0		1
WBL	36	47	1	37		37	0	0		37
WBT	685	1,425	97	782		782	21	0		803
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	71	104	5	76	0	76	0	0	0	76
Departure	36	53	2	38	0	38	0	0	0	38
Total	107	157	7	114	0	114	0	0	0	114
East Leg										
Approach	721	1,472	98	819	0	819	21	0	0	840
Departure	656	1,323	87	743	0	743	17	0	0	760
Total	1,377	2,795	185	1,562	0	1,562	38	0	0	1,600
West Leg										
Approach	601	1,246	84	685	0	685	17	0	0	702
Departure	701	1,446	98	799	0	799	21	0	0	820
Total	1,302	2,692	182	1,484	0	1,484	38	0	0	1,522
Total Approaches										
Approach	1,393	2,822	187	1,580	0	1,580	38	0	0	1,618
Departure	1,393	2,822	187	1,580	0	1,580	38	0	0	1,618
Total	2,786	5,644	374	3,160	0	3,160	76	0	0	3,236

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
38 Case Road/Ethanac Road										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	431	578	19	450		450	0	0		450
SBT	0	0	0	0		0	0	0		0
SBR	147	167	3	150		150	0	0		150
EBL	145	172	4	149		149	0	0		149
EBT	511	1,151	83	594		594	17	0		611
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	574	1,305	95	669		669	21	0		690
WBR	415	644	30	445		445	0	0		445
North Leg										
Approach	578	745	22	600	0	600	0	0	0	600
Departure	560	816	34	594	0	594	0	0	0	594
Total	1,138	1,561	56	1,194	0	1,194	0	0	0	1,194
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	989	1,949	125	1,114	0	1,114	21	0	0	1,135
Departure	942	1,729	102	1,044	0	1,044	17	0	0	1,061
Total	1,931	3,678	227	2,158	0	2,158	38	0	0	2,196
West Leg										
Approach	656	1,323	87	743	0	743	17	0	0	760
Departure	721	1,472	98	819	0	819	21	0	0	840
Total	1,377	2,795	185	1,562	0	1,562	38	0	0	1,600
Total Approaches										
Approach	2,223	4,017	234	2,457	0	2,457	38	0	0	2,495
Departure	2,223	4,017	234	2,457	0	2,457	38	0	0	2,495
Total	4,446	8,034	468	4,914	0	4,914	76	0	0	4,990

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
39 I-215 SB Ramps/Ethanac Road										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	145	256	14	159		159	0	0		159
SBT	2	2	0	2		2	0	0		2
SBR	364	513	19	383		383	0	0		383
EBL	0	0	0	0		0	0	0		0
EBT	584	1,262	88	672		672	17	0		689
EBR	358	467	14	372		372	0	0		372
WBL	104	180	10	114		114	0	0		114
WBT	625	1,436	106	731		731	21	0		752
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	511	771	33	544	0	544	0	0	0	544
Departure	0	0	0	0	0	0	0	0	0	0
Total	511	771	33	544	0	544	0	0	0	544
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	464	649	24	488	0	488	0	0	0	488
Total	464	649	24	488	0	488	0	0	0	488
East Leg										
Approach	729	1,616	116	845	0	845	21	0	0	866
Departure	729	1,518	102	831	0	831	17	0	0	848
Total	1,458	3,134	218	1,676	0	1,676	38	0	0	1,714
West Leg										
Approach	942	1,729	102	1,044	0	1,044	17	0	0	1,061
Departure	989	1,949	125	1,114	0	1,114	21	0	0	1,135
Total	1,931	3,678	227	2,158	0	2,158	38	0	0	2,196
Total Approaches										
Approach	2,182	4,116	251	2,433	0	2,433	38	0	0	2,471
Departure	2,182	4,116	251	2,433	0	2,433	38	0	0	2,471
Total	4,364	8,232	502	4,866	0	4,866	76	0	0	4,942

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
40 I-215 NB Ramps/Ethanac Road										
NBL	397	644	32	429		429	0	0		429
NBT	1	1	0	1		1	0	0		1
NBR	192	265	10	202		202	0	0		202
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	236	381	19	255		255	0	0		255
EBT	493	1,137	84	577		577	17	0		594
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	332	972	83	415		415	21	0		436
WBR	155	271	15	170		170	0	0		170
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	392	653	34	426	0	426	0	0	0	426
Total	392	653	34	426	0	426	0	0	0	426
South Leg										
Approach	590	910	42	632	0	632	0	0	0	632
Departure	0	0	0	0	0	0	0	0	0	0
Total	590	910	42	632	0	632	0	0	0	632
East Leg										
Approach	487	1,243	98	585	0	585	21	0	0	606
Departure	685	1,402	94	779	0	779	17	0	0	796
Total	1,172	2,645	192	1,364	0	1,364	38	0	0	1,402
West Leg										
Approach	729	1,518	103	832	0	832	17	0	0	849
Departure	729	1,616	115	844	0	844	21	0	0	865
Total	1,458	3,134	218	1,676	0	1,676	38	0	0	1,714
Total Approaches										
Approach	1,806	3,671	243	2,049	0	2,049	38	0	0	2,087
Departure	1,806	3,671	243	2,049	0	2,049	38	0	0	2,087
Total	3,612	7,342	486	4,098	0	4,098	76	0	0	4,174

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
41 Encanto Drive/Ethanac Road										
NBL	74	384	40	114		114	0	0		114
NBT	0	0	0	0		0	0	0		0
NBR	56	106	7	63		63	0	0		63
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	575	938	47	622		622	17	0		639
EBR	110	464	46	156		156	0	0		156
WBL	46	90	6	52		52	0	0		52
WBT	413	859	58	471		471	21	0		492
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	130	490	47	177	0	177	0	0	0	177
Departure	156	554	52	208	0	208	0	0	0	208
Total	286	1,044	99	385	0	385	0	0	0	385
East Leg										
Approach	459	949	64	523	0	523	21	0	0	544
Departure	631	1,044	54	685	0	685	17	0	0	702
Total	1,090	1,993	118	1,208	0	1,208	38	0	0	1,246
West Leg										
Approach	685	1,402	93	778	0	778	17	0	0	795
Departure	487	1,243	98	585	0	585	21	0	0	606
Total	1,172	2,645	191	1,363	0	1,363	38	0	0	1,401
Total Approaches										
Approach	1,274	2,841	204	1,478	0	1,478	38	0	0	1,516
Departure	1,274	2,841	204	1,478	0	1,478	38	0	0	1,516
Total	2,548	5,682	408	2,956	0	2,956	76	0	0	3,032

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
42 Sherman Road/Ethanac Road										
NBL	16	21	1	17		17	0	0		17
NBT	3	14	1	4		4	0	0		4
NBR	6	23	2	8		8	0	0		8
SBL	4	23	2	6		6	5	0		11
SBT	4	64	8	12		12	0	0		12
SBR	134	260	16	150		150	0	0		150
EBL	216	424	27	243		243	0	0		243
EBT	346	543	26	372		372	17	0		389
EBR	3	13	1	4		4	0	0		4
WBL	1	16	2	3		3	0	0		3
WBT	265	511	32	297		297	21	0		318
WBR	2	14	2	4		4	3	0		7
North Leg										
Approach	142	347	26	168	0	168	5	0	0	173
Departure	221	452	30	251	0	251	3	0	0	254
Total	363	799	56	419	0	419	8	0	0	427
South Leg										
Approach	25	58	4	29	0	29	0	0	0	29
Departure	8	93	11	19	0	19	0	0	0	19
Total	33	151	15	48	0	48	0	0	0	48
East Leg										
Approach	268	541	36	304	0	304	24	0	0	328
Departure	356	589	30	386	0	386	22	0	0	408
Total	624	1,130	66	690	0	690	46	0	0	736
West Leg										
Approach	565	980	54	619	0	619	17	0	0	636
Departure	415	792	49	464	0	464	21	0	0	485
Total	980	1,772	103	1,083	0	1,083	38	0	0	1,121
Total Approaches										
Approach	1,000	1,926	120	1,120	0	1,120	46	0	0	1,166
Departure	1,000	1,926	120	1,120	0	1,120	46	0	0	1,166
Total	2,000	3,852	240	2,240	0	2,240	92	0	0	2,332

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
43 Jackson Avenue/Ethanac Road										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	11	78	9	20		20	0	0		20
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	2	45	6	8		8	0	0		8
EBT	267	423	20	287		287	27	0		314
EBR	35	135	13	48		48	0	0		48
WBL	0	0	0	0		0	0	0		0
WBT	173	451	36	209		209	31	0		240
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	11	78	9	20	0	20	0	0	0	20
Departure	2	45	6	8	0	8	0	0	0	8
Total	13	123	15	28	0	28	0	0	0	28
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	35	135	13	48	0	48	0	0	0	48
Total	35	135	13	48	0	48	0	0	0	48
East Leg										
Approach	173	451	36	209	0	209	31	0	0	240
Departure	278	501	29	307	0	307	27	0	0	334
Total	451	952	65	516	0	516	58	0	0	574
West Leg										
Approach	304	603	39	343	0	343	27	0	0	370
Departure	173	451	36	209	0	209	31	0	0	240
Total	477	1,054	75	552	0	552	58	0	0	610
Total Approaches										
Approach	488	1,132	84	572	0	572	58	0	0	630
Departure	488	1,132	84	572	0	572	58	0	0	630
Total	976	2,264	168	1,144	0	1,144	116	0	0	1,260

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
44 Antelope Road/Ethanac Road										
NBL	25	70	6	31		31	0	0		31
NBT	0	0	0	0		0	0	0		0
NBR	5	51	6	11		11	0	0		11
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	278	501	29	307		307	27	0		334
EBR	0	0	0	0		0	0	0		0
WBL	2	40	5	7		7	0	0		7
WBT	148	381	30	178		178	31	0		209
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	30	121	12	42	0	42	0	0	0	42
Departure	2	40	5	7	0	7	0	0	0	7
Total	32	161	17	49	0	49	0	0	0	49
East Leg										
Approach	150	421	35	185	0	185	31	0	0	216
Departure	283	552	35	318	0	318	27	0	0	345
Total	433	973	70	503	0	503	58	0	0	561
West Leg										
Approach	278	501	29	307	0	307	27	0	0	334
Departure	173	451	36	209	0	209	31	0	0	240
Total	451	952	65	516	0	516	58	0	0	574
Total Approaches										
Approach	458	1,043	76	534	0	534	58	0	0	592
Departure	458	1,043	76	534	0	534	58	0	0	592
Total	916	2,086	152	1,068	0	1,068	116	0	0	1,184

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
45 Palomar Road/Matthews Road										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	11	242	30	41		41	0	0		41
SBT	0	0	0	0		0	0	0		0
SBR	73	265	25	98		98	8	0		106
EBL	175	351	23	198		198	6	0		204
EBT	123	260	18	141		141	21	0		162
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	52	164	15	67		67	23	0		90
WBR	7	127	16	23		23	0	0		23
North Leg										
Approach	84	507	55	139	0	139	8	0	0	147
Departure	182	478	39	221	0	221	6	0	0	227
Total	266	985	94	360	0	360	14	0	0	374
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	59	291	31	90	0	90	23	0	0	113
Departure	134	502	48	182	0	182	21	0	0	203
Total	193	793	79	272	0	272	44	0	0	316
West Leg										
Approach	298	611	41	339	0	339	27	0	0	366
Departure	125	429	40	165	0	165	31	0	0	196
Total	423	1,040	81	504	0	504	58	0	0	562
Total Approaches										
Approach	441	1,409	127	568	0	568	58	0	0	626
Departure	441	1,409	127	568	0	568	58	0	0	626
Total	882	2,818	254	1,136	0	1,136	116	0	0	1,252

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
46 Menifee Road/Watson Road										
NBL	9	11	0	9		9	10	0		19
NBT	224	633	53	277		277	52	0		329
NBR	40	109	9	49		49	6	0		55
SBL	15	188	23	38		38	0	0		38
SBT	227	659	56	283		283	49	0		332
SBR	11	26	2	13		13	0	0		13
EBL	21	85	8	29		29	0	0		29
EBT	72	280	27	99		99	0	0		99
EBR	8	9	0	8		8	9	0		17
WBL	9	51	5	14		14	3	0		17
WBT	60	273	28	88		88	0	0		88
WBR	9	228	29	38		38	0	0		38
North Leg										
Approach	253	873	81	334	0	334	49	0	0	383
Departure	254	946	90	344	0	344	52	0	0	396
Total	507	1,819	171	678	0	678	101	0	0	779
South Leg										
Approach	273	753	62	335	0	335	68	0	0	403
Departure	244	719	61	305	0	305	61	0	0	366
Total	517	1,472	123	640	0	640	129	0	0	769
East Leg										
Approach	78	552	62	140	0	140	3	0	0	143
Departure	127	577	59	186	0	186	6	0	0	192
Total	205	1,129	121	326	0	326	9	0	0	335
West Leg										
Approach	101	374	35	136	0	136	9	0	0	145
Departure	80	310	30	110	0	110	10	0	0	120
Total	181	684	65	246	0	246	19	0	0	265
Total Approaches										
Approach	705	2,552	240	945	0	945	129	0	0	1,074
Departure	705	2,552	240	945	0	945	129	0	0	1,074
Total	1,410	5,104	480	1,890	0	1,890	258	0	0	2,148

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
47 Menifee Road/SR-74										
NBL	83	125	5	88		88	132	0		220
NBT	165	440	36	201		201	49	0		250
NBR	186	402	28	214		214	0	0		214
SBL	84	253	22	106		106	14	0		120
SBT	143	428	37	180		180	49	0		229
SBR	20	42	3	23		23	0	0		23
EBL	47	78	4	51		51	0	0		51
EBT	949	1,283	44	993		993	235	0		1228
EBR	64	86	3	67		67	110	0		177
WBL	146	377	30	176		176	0	0		176
WBT	638	1,151	67	705		705	200	0		905
WBR	69	220	20	89		89	20	0		109
North Leg										
Approach	247	723	62	309	0	309	63	0	0	372
Departure	281	738	60	341	0	341	69	0	0	410
Total	528	1,461	122	650	0	650	132	0	0	782
South Leg										
Approach	434	967	69	503	0	503	181	0	0	684
Departure	353	891	70	423	0	423	159	0	0	582
Total	787	1,858	139	926	0	926	340	0	0	1,266
East Leg										
Approach	853	1,748	117	970	0	970	220	0	0	1,190
Departure	1,219	1,938	94	1,313	0	1,313	249	0	0	1,562
Total	2,072	3,686	211	2,283	0	2,283	469	0	0	2,752
West Leg										
Approach	1,060	1,447	51	1,111	0	1,111	345	0	0	1,456
Departure	741	1,318	75	816	0	816	332	0	0	1,148
Total	1,801	2,765	126	1,927	0	1,927	677	0	0	2,604
Total Approaches										
Approach	2,594	4,885	299	2,893	0	2,893	809	0	0	3,702
Departure	2,594	4,885	299	2,893	0	2,893	809	0	0	3,702
Total	5,188	9,770	598	5,786	0	5,786	1,618	0	0	7,404

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
48 Menifee Road/Valley Substation Driveway - Biscayne										
NBL	0	0	0	0		0	0	0		0
NBT	380	908	69	449		449	120	0		569
NBR	1	1	0	1		1	58	0		59
SBL	4	4	0	4		4	44	0		48
SBT	340	877	70	410		410	115	0		525
SBR	1	2	0	1		1	0	0		1
EBL	0	0	0	0		0	0	0		0
EBT	2	2	0	2		2	0	0		2
EBR	2	7	1	3		3	0	0		3
WBL	11	13	0	11		11	45	0		56
WBT	1	1	0	1		1	0	0		1
WBR	1	1	0	1		1	61	0		62
North Leg										
Approach	345	883	70	415	0	415	159	0	0	574
Departure	381	909	69	450	0	450	181	0	0	631
Total	726	1,792	139	865	0	865	340	0	0	1,205
South Leg										
Approach	381	909	69	450	0	450	178	0	0	628
Departure	353	897	71	424	0	424	160	0	0	584
Total	734	1,806	140	874	0	874	338	0	0	1,212
East Leg										
Approach	13	15	0	13	0	13	106	0	0	119
Departure	7	7	0	7	0	7	102	0	0	109
Total	20	22	0	20	0	20	208	0	0	228
West Leg										
Approach	4	9	1	5	0	5	0	0	0	5
Departure	2	3	0	2	0	2	0	0	0	2
Total	6	12	1	7	0	7	0	0	0	7
Total Approaches										
Approach	743	1,816	140	883	0	883	443	0	0	1,326
Departure	743	1,816	140	883	0	883	443	0	0	1,326
Total	1,486	3,632	280	1,766	0	1,766	886	0	0	2,652

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
49 Menifee Road/McLaughlin Road										
NBL	17	19	0	17		17	0	0		17
NBT	375	901	69	444		444	58	0		502
NBR	0	0	0	0	0	0	258	0		258
SBL	0	0	0	0	0	0	115	0		115
SBT	363	937	75	438		438	45	0		483
SBR	2	2	0	2		2	0	0		2
EBL	6	6	0	6		6	0	0		6
EBT	0	0	0	0	0	0	0	0		0
EBR	2	3	0	2		2	0	0		2
WBL	0	0	0	0	0	0	320	0		320
WBT	0	0	0	0	0	0	0	0		0
WBR	0	0	0	0	0	0	115	0		115
North Leg										
Approach	365	939	75	440	0	440	160	0	0	600
Departure	381	907	69	450	0	450	173	0	0	623
Total	746	1,846	144	890	0	890	333	0	0	1,223
South Leg										
Approach	392	920	69	461	0	461	316	0	0	777
Departure	365	940	75	440	0	440	365	0	0	805
Total	757	1,860	144	901	0	901	681	0	0	1,582
East Leg										
Approach	0	0	0	0	0	0	435	0	0	435
Departure	0	0	0	0	0	0	373	0	0	373
Total	0	0	0	0	0	0	808	0	0	808
West Leg										
Approach	8	9	0	8	0	8	0	0	0	8
Departure	19	21	0	19	0	19	0	0	0	19
Total	27	30	0	27	0	27	0	0	0	27
Total Approaches										
Approach	765	1,868	144	909	0	909	911	0	0	1,820
Departure	765	1,868	144	909	0	909	911	0	0	1,820
Total	1,530	3,737	288	1,818	0	1,818	1,822	0	0	3,640

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
50 Menifee Road/Project Driveway 1										
NBL	0	0	0	0		0	0	0		0
NBT	392	941	72	464		464	316	0		780
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	365	940	75	440		440	365	0		805
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	365	940	75	440	0	440	365	0	0	805
Departure	392	941	72	464	0	464	316	0	0	780
Total	757	1,881	147	904	0	904	681	0	0	1,585
South Leg										
Approach	392	941	72	464	0	464	316	0	0	780
Departure	365	940	75	440	0	440	365	0	0	805
Total	757	1,881	147	904	0	904	681	0	0	1,585
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	757	1,881	147	904	0	904	681	0	0	1,585
Departure	757	1,881	147	904	0	904	681	0	0	1,585
Total	1,514	3,762	294	1,808	0	1,808	1,362	0	0	3,170

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
51 Menifee Road/Matthews Road										
NBL	31	202	22	53		53	0	0		53
NBT	385	916	69	454		454	295	0		749
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	350	871	68	418		418	342	0		760
SBR	12	69	7	19		19	23	0		42
EBL	7	25	2	9		9	21	0		30
EBT	0	0	0	0		0	0	0		0
EBR	103	435	43	146		146	0	0		146
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	362	940	75	437	0	437	365	0	0	802
Departure	392	941	71	463	0	463	316	0	0	779
Total	754	1,881	146	900	0	900	681	0	0	1,581
South Leg										
Approach	416	1,118	91	507	0	507	295	0	0	802
Departure	453	1,306	111	564	0	564	342	0	0	906
Total	869	2,424	202	1,071	0	1,071	637	0	0	1,708
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	110	460	45	155	0	155	21	0	0	176
Departure	43	271	29	72	0	72	23	0	0	95
Total	153	731	74	227	0	227	44	0	0	271
Total Approaches										
Approach	888	2,518	211	1,099	0	1,099	681	0	0	1,780
Departure	888	2,518	211	1,099	0	1,099	681	0	0	1,780
Total	1,776	5,036	422	2,198	0	2,198	1,362	0	0	3,560

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
52 McKinley/SR-74										
NBL	0	0	0	0		0	23	0		23
NBT	0	0	0	0		0	0	0		0
NBR	3	13	1	4		4	38	0		42
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	1,211	1,927	93	1,304		1,304	219	0		1523
EBR	8	11	0	8		8	30	0		38
WBL	5	8	0	5		5	25	0		30
WBT	853	1,749	117	970		970	197	0		1167
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	3	13	1	4	0	4	61	0	0	65
Departure	13	19	0	13	0	13	55	0	0	68
Total	16	32	1	17	0	17	116	0	0	133
East Leg										
Approach	858	1,757	117	975	0	975	222	0	0	1,197
Departure	1,214	1,940	94	1,308	0	1,308	257	0	0	1,565
Total	2,072	3,697	211	2,283	0	2,283	479	0	0	2,762
West Leg										
Approach	1,219	1,938	93	1,312	0	1,312	249	0	0	1,561
Departure	853	1,749	117	970	0	970	220	0	0	1,190
Total	2,072	3,687	210	2,282	0	2,282	469	0	0	2,751
Total Approaches										
Approach	2,080	3,708	211	2,291	0	2,291	532	0	0	2,823
Departure	2,080	3,708	211	2,291	0	2,291	532	0	0	2,823
Total	4,160	7,416	422	4,582	0	4,582	1,064	0	0	5,646

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
53 Malaga Road - Project Driveway 2/SR-74										
NBL	0	0	0	0		0	128	0		128
NBT	0	1	0	0		0	0	0		0
NBR	0	0	0	0		0	90	0		90
SBL	0	331	43	43		43	0	0		43
SBT	0	1	0	0		0	0	0		0
SBR	0	377	49	49		49	0	0		49
EBL	0	244	32	32		32	0	0		32
EBT	1,214	1,696	63	1,277		1,277	142	0		1419
EBR	0	0	0	0		0	115	0		115
WBL	0	0	0	0		0	68	0		68
WBT	858	1,380	68	926		926	94	0		1020
WBR	0	246	32	32		32	0	0		32
North Leg										
Approach	0	709	92	92	0	92	0	0	0	92
Departure	0	491	64	64	0	64	0	0	0	64
Total	0	1,200	156	156	0	156	0	0	0	156
South Leg										
Approach	0	1	0	0	0	0	218	0	0	218
Departure	0	1	0	0	0	0	183	0	0	183
Total	0	2	0	0	0	0	401	0	0	401
East Leg										
Approach	858	1,626	100	958	0	958	162	0	0	1,120
Departure	1,214	2,027	106	1,320	0	1,320	232	0	0	1,552
Total	2,072	3,653	206	2,278	0	2,278	394	0	0	2,672
West Leg										
Approach	1,214	1,940	95	1,309	0	1,309	257	0	0	1,566
Departure	858	1,757	117	975	0	975	222	0	0	1,197
Total	2,072	3,697	212	2,284	0	2,284	479	0	0	2,763
Total Approaches										
Approach	2,072	4,276	287	2,359	0	2,359	637	0	0	2,996
Departure	2,072	4,276	287	2,359	0	2,359	637	0	0	2,996
Total	4,144	8,552	574	4,718	0	4,718	1,274	0	0	5,992

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
54 Project Driveway 3/SR-74										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	1,214	2,027	106	1,320		1,320	231	0		1551
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	858	1,626	100	958		958	162	0		1120
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	858	1,626	100	958	0	958	162	0	0	1,120
Departure	1,214	2,027	106	1,320	0	1,320	231	0	0	1,551
Total	2,072	3,653	206	2,278	0	2,278	393	0	0	2,671
West Leg										
Approach	1,214	2,027	106	1,320	0	1,320	231	0	0	1,551
Departure	858	1,626	100	958	0	958	162	0	0	1,120
Total	2,072	3,653	206	2,278	0	2,278	393	0	0	2,671
Total Approaches										
Approach	2,072	3,653	206	2,278	0	2,278	393	0	0	2,671
Departure	2,072	3,653	206	2,278	0	2,278	393	0	0	2,671
Total	4,144	7,306	412	4,556	0	4,556	786	0	0	5,342

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
55 Briggs Road/Watson Road										
NBL	42	59	2	44		44	6	0		50
NBT	84	96	2	86		86	6	0		92
NBR	4	129	16	20		20	1	0		21
SBL	0	0	0	0		0	0	0		0
SBT	105	221	15	120		120	8	0		128
SBR	24	134	14	38		38	0	0		38
EBL	40	118	10	50		50	0	0		50
EBT	1	156	20	21		21	0	0		21
EBR	52	134	11	63		63	8	0		71
WBL	3	41	5	8		8	1	0		9
WBT	2	72	9	11		11	0	0		11
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	129	355	29	158	0	158	8	0	0	166
Departure	124	214	12	136	0	136	6	0	0	142
Total	253	569	41	294	0	294	14	0	0	308
South Leg										
Approach	130	284	20	150	0	150	13	0	0	163
Departure	160	396	31	191	0	191	17	0	0	208
Total	290	680	51	341	0	341	30	0	0	371
East Leg										
Approach	5	113	14	19	0	19	1	0	0	20
Departure	5	285	36	41	0	41	1	0	0	42
Total	10	398	50	60	0	60	2	0	0	62
West Leg										
Approach	93	408	41	134	0	134	8	0	0	142
Departure	68	265	25	93	0	93	6	0	0	99
Total	161	673	66	227	0	227	14	0	0	241
Total Approaches										
Approach	357	1,160	104	461	0	461	30	0	0	491
Departure	357	1,160	104	461	0	461	30	0	0	491
Total	714	2,319	208	922	0	922	60	0	0	982

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
56 Briggs Road/SR-74										
NBL	53	243	25	78		78	70	0		148
NBT	57	175	15	72		72	15	0		87
NBR	56	368	41	97		97	54	0		151
SBL	109	185	10	119		119	0	0		119
SBT	52	203	20	72		72	18	0		90
SBR	46	55	1	47		47	0	0		47
EBL	66	75	1	67		67	0	0		67
EBT	1,041	1,580	70	1,111		1,111	125	0		1236
EBR	107	372	35	142		142	106	0		248
WBL	61	351	38	99		99	87	0		186
WBT	758	1,328	74	832		832	92	0		924
WBR	63	74	1	64		64	0	0		64
North Leg										
Approach	207	443	31	238	0	238	18	0	0	256
Departure	186	324	17	203	0	203	15	0	0	218
Total	393	767	48	441	0	441	33	0	0	474
South Leg										
Approach	166	786	81	247	0	247	139	0	0	386
Departure	220	926	93	313	0	313	211	0	0	524
Total	386	1,712	174	560	0	560	350	0	0	910
East Leg										
Approach	882	1,753	113	995	0	995	179	0	0	1,174
Departure	1,206	2,133	121	1,327	0	1,327	179	0	0	1,506
Total	2,088	3,886	234	2,322	0	2,322	358	0	0	2,680
West Leg										
Approach	1,214	2,027	106	1,320	0	1,320	231	0	0	1,551
Departure	857	1,626	100	957	0	957	162	0	0	1,119
Total	2,071	3,653	206	2,277	0	2,277	393	0	0	2,670
Total Approaches										
Approach	2,469	5,009	331	2,800	0	2,800	567	0	0	3,367
Departure	2,469	5,009	331	2,800	0	2,800	567	0	0	3,367
Total	4,938	10,017	662	5,600	0	5,600	1,134	0	0	6,734

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
57 Briggs Road/Heritage High School Driveway										
NBL	76	100	3	79		79	2	0		81
NBT	127	702	75	202		202	138	0		340
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	112	798	89	201		201	210	0		411
SBR	108	128	3	111		111	0	0		111
EBL	39	84	6	45		45	0	0		45
EBT	0	0	0	0		0	0	0		0
EBR	19	58	5	24		24	4	0		28
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	220	926	92	312	0	312	210	0	0	522
Departure	166	786	81	247	0	247	138	0	0	385
Total	386	1,712	173	559	0	559	348	0	0	907
South Leg										
Approach	203	802	78	281	0	281	140	0	0	421
Departure	131	856	94	225	0	225	214	0	0	439
Total	334	1,658	172	506	0	506	354	0	0	860
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	58	142	11	69	0	69	4	0	0	73
Departure	184	228	6	190	0	190	2	0	0	192
Total	242	370	17	259	0	259	6	0	0	265
Total Approaches										
Approach	481	1,870	181	662	0	662	354	0	0	1,016
Departure	481	1,870	181	662	0	662	354	0	0	1,016
Total	962	3,740	362	1,324	0	1,324	708	0	0	2,032

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
58 Briggs Road/McLaughlin Road										
NBL	1	1	0	1	-1	0	0	0		0
NBT	204	801	78	282		282	106	0		388
NBR	5	47	5	10		10	0	0		10
SBL	22	81	8	30		30	0	0		30
SBT	126	854	95	221		221	214	0		435
SBR	0	0	0	0	0	0	0	0		0
EBL	0	0	0	0	0	0	35	0		35
EBT	0	0	0	0	0	0	0	0		0
EBR	0	0	0	0	0	0	0	0		0
WBL	8	49	5	13		13	0	0		13
WBT	0	0	0	0	0	0	0	0		0
WBR	14	20	1	15		15	0	0		15
North Leg										
Approach	148	935	103	251	0	251	214	0	0	465
Departure	218	821	79	297	0	297	141	0	0	438
Total	366	1,756	182	548	0	548	355	0	0	903
South Leg										
Approach	210	849	83	293	-1	292	106	0	0	398
Departure	134	903	100	234	0	234	214	0	0	448
Total	344	1,752	183	527	-1	526	320	0	0	846
East Leg										
Approach	22	69	6	28	0	28	0	0	0	28
Departure	27	128	13	40	0	40	0	0	0	40
Total	49	197	19	68	0	68	0	0	0	68
West Leg										
Approach	0	0	0	0	0	0	35	0	0	35
Departure	1	1	0	1	-1	0	0	0	0	0
Total	1	1	0	1	-1	0	35	0	0	35
Total Approaches										
Approach	380	1,853	192	572	-1	571	355	0	0	926
Departure	380	1,853	192	572	-1	571	355	0	0	926
Total	760	3,706	384	1,144	-2	1,142	710	0	0	1,852

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
59 Briggs Road/Project Driveway 4										
NBL	0	0	0	0		0	0	0		0
NBT	210	849	83	293		293	106	0		399
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	134	903	100	234		234	214	0		448
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	134	903	100	234	0	234	214	0	0	448
Departure	210	849	83	293	0	293	106	0	0	399
Total	344	1,752	183	527	0	527	320	0	0	847
South Leg										
Approach	210	849	83	293	0	293	106	0	0	399
Departure	134	903	100	234	0	234	214	0	0	448
Total	344	1,752	183	527	0	527	320	0	0	847
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	344	1,752	183	527	0	527	320	0	0	847
Departure	344	1,752	183	527	0	527	320	0	0	847
Total	688	3,504	366	1,054	0	1,054	640	0	0	1,694

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
60 Briggs Road/Project Driveway 5 - Meadow Oak Street										
NBL	0	0	0	0		0	58	0		58
NBT	193	757	74	267		267	31	0		298
NBR	51	58	1	52		52	0	0		52
SBL	8	125	15	23		23	2	0		25
SBT	126	778	85	211		211	154	0		365
SBR	0	0	0	0		0	58	0		58
EBL	0	0	0	0		0	74	0		74
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	37	42	1	38		38	0	0		38
WBT	0	0	0	0		0	0	0		0
WBR	17	92	10	27		27	1	0		28
North Leg										
Approach	134	903	100	234	0	234	214	0	0	448
Departure	210	849	84	294	0	294	106	0	0	400
Total	344	1,752	184	528	0	528	320	0	0	848
South Leg										
Approach	244	815	75	319	0	319	89	0	0	408
Departure	163	820	86	249	0	249	154	0	0	403
Total	407	1,635	161	568	0	568	243	0	0	811
East Leg										
Approach	54	134	11	65	0	65	1	0	0	66
Departure	59	183	16	75	0	75	2	0	0	77
Total	113	317	27	140	0	140	3	0	0	143
West Leg										
Approach	0	0	0	0	0	0	74	0	0	74
Departure	0	0	0	0	0	0	116	0	0	116
Total	0	0	0	0	0	0	190	0	0	190
Total Approaches										
Approach	432	1,852	186	618	0	618	378	0	0	996
Departure	432	1,852	186	618	0	618	378	0	0	996
Total	864	3,704	372	1,236	0	1,236	756	0	0	1,992

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
61 Briggs Road/Project Driveway 6										
NBL	0	0	0	0		0	0	0		0
NBT	244	815	74	318		318	89	0		407
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	163	820	86	249		249	30	0		279
SBR	0	0	0	0		0	124	0		124
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	67	0		67
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	163	820	86	249	0	249	154	0	0	403
Departure	244	815	74	318	0	318	89	0	0	407
Total	407	1,635	160	567	0	567	243	0	0	810
South Leg										
Approach	244	815	74	318	0	318	89	0	0	407
Departure	163	820	86	249	0	249	97	0	0	346
Total	407	1,635	160	567	0	567	186	0	0	753
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	0	0	0	0	0	67	0	0	67
Departure	0	0	0	0	0	0	124	0	0	124
Total	0	0	0	0	0	0	191	0	0	191
Total Approaches										
Approach	407	1,635	160	567	0	567	310	0	0	877
Departure	407	1,635	160	567	0	567	310	0	0	877
Total	814	3,270	320	1,134	0	1,134	620	0	0	1,754

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
62 Briggs Road/Project Driveway 7 - Hillridge Street										
NBL	0	0	0	0		0	148	0		148
NBT	244	797	72	316		316	58	0		374
NBR	0	185	24	24		24	0	0		24
SBL	0	49	6	6		6	0	0		6
SBT	163	771	79	242		242	67	0		309
SBR	0	0	0	0		0	30	0		30
EBL	0	0	0	0		0	31	0		31
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	72	0		72
WBL	0	97	13	13		13	0	0		13
WBT	0	0	0	0		0	0	0		0
WBR	0	18	2	2		2	0	0		2
North Leg										
Approach	163	820	85	248	0	248	97	0	0	345
Departure	244	815	74	318	0	318	89	0	0	407
Total	407	1,635	159	566	0	566	186	0	0	752
South Leg										
Approach	244	982	96	340	0	340	206	0	0	546
Departure	163	868	92	255	0	255	139	0	0	394
Total	407	1,850	188	595	0	595	345	0	0	940
East Leg										
Approach	0	115	15	15	0	15	0	0	0	15
Departure	0	234	30	30	0	30	0	0	0	30
Total	0	349	45	45	0	45	0	0	0	45
West Leg										
Approach	0	0	0	0	0	0	103	0	0	103
Departure	0	0	0	0	0	0	178	0	0	178
Total	0	0	0	0	0	0	281	0	0	281
Total Approaches										
Approach	407	1,917	196	603	0	603	406	0	0	1,009
Departure	407	1,917	196	603	0	603	406	0	0	1,009
Total	814	3,834	392	1,206	0	1,206	812	0	0	2,018

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
63 Briggs Road/Matthews Road										
NBL	0	0	0	0		0	0	0		0
NBT	206	624	55	261		261	198	0		459
NBR	54	67	2	56		56	0	0		56
SBL	28	352	42	70		70	6	0		76
SBT	135	516	50	185		185	133	0		318
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	50	59	1	51		51	0	0		51
WBT	0	0	0	0		0	0	0		0
WBR	38	358	42	80		80	9	0		89
North Leg										
Approach	163	868	92	255	0	255	139	0	0	394
Departure	244	982	97	341	0	341	207	0	0	548
Total	407	1,850	189	596	0	596	346	0	0	942
South Leg										
Approach	260	691	57	317	0	317	198	0	0	515
Departure	185	575	51	236	0	236	133	0	0	369
Total	445	1,266	108	553	0	553	331	0	0	884
East Leg										
Approach	88	417	43	131	0	131	9	0	0	140
Departure	82	419	44	126	0	126	6	0	0	132
Total	170	836	87	257	0	257	15	0	0	272
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	511	1,976	192	703	0	703	346	0	0	1,049
Departure	511	1,976	192	703	0	703	346	0	0	1,049
Total	1,022	3,952	384	1,406	0	1,406	692	0	0	2,098

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
65 Murrieta Road/McCall Boulevard										
NBL	2	7	1	3		3	0	0		3
NBT	189	298	14	203		203	0	0		203
NBR	114	222	14	128		128	3	0		131
SBL	85	133	6	91		91	0	0		91
SBT	170	515	45	215		215	0	0		215
SBR	36	101	8	44		44	0	0		44
EBL	27	37	1	28		28	0	0		28
EBT	118	201	11	129		129	7	0		136
EBR	2	7	1	3		3	0	0		3
WBL	193	347	20	213		213	6	0		219
WBT	151	252	13	164		164	8	0		172
WBR	94	107	2	96		96	0	0		96
North Leg										
Approach	291	749	59	350	0	350	0	0	0	350
Departure	310	442	17	327	0	327	0	0	0	327
Total	601	1,191	76	677	0	677	0	0	0	677
South Leg										
Approach	305	527	29	334	0	334	3	0	0	337
Departure	365	869	66	431	0	431	6	0	0	437
Total	670	1,396	95	765	0	765	9	0	0	774
East Leg										
Approach	438	706	35	473	0	473	14	0	0	487
Departure	317	556	31	348	0	348	10	0	0	358
Total	755	1,262	66	821	0	821	24	0	0	845
West Leg										
Approach	147	245	13	160	0	160	7	0	0	167
Departure	189	360	22	211	0	211	8	0	0	219
Total	336	605	35	371	0	371	15	0	0	386
Total Approaches										
Approach	1,181	2,227	136	1,317	0	1,317	24	0	0	1,341
Departure	1,181	2,227	136	1,317	0	1,317	24	0	0	1,341
Total	2,362	4,454	272	2,634	0	2,634	48	0	0	2,682

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
66 Sun City Boulevard/McCall Boulevard										
NBL	76	90	2	78		78	0	0		78
NBT	101	111	1	102		102	0	0		102
NBR	133	204	9	142		142	4	0		146
SBL	81	123	5	86		86	7	0		93
SBT	60	68	1	61		61	0	0		61
SBR	19	22	0	19		19	0	0		19
EBL	31	39	1	32		32	0	0		32
EBT	316	550	31	347		347	12	0		359
EBR	52	59	1	53		53	0	0		53
WBL	257	297	5	262		262	2	0		264
WBT	501	717	28	529		529	13	0		542
WBR	85	114	4	89		89	8	0		97
North Leg										
Approach	160	213	6	166	0	166	7	0	0	173
Departure	217	264	6	223	0	223	8	0	0	231
Total	377	477	12	389	0	389	15	0	0	404
South Leg										
Approach	310	405	12	322	0	322	4	0	0	326
Departure	369	424	7	376	0	376	2	0	0	378
Total	679	829	19	698	0	698	6	0	0	704
East Leg										
Approach	843	1,128	37	880	0	880	23	0	0	903
Departure	530	877	45	575	0	575	23	0	0	598
Total	1,373	2,005	82	1,455	0	1,455	46	0	0	1,501
West Leg										
Approach	399	648	33	432	0	432	12	0	0	444
Departure	596	829	30	626	0	626	13	0	0	639
Total	995	1,477	63	1,058	0	1,058	25	0	0	1,083
Total Approaches										
Approach	1,712	2,394	88	1,800	0	1,800	46	0	0	1,846
Departure	1,712	2,394	88	1,800	0	1,800	46	0	0	1,846
Total	3,424	4,788	176	3,600	0	3,600	92	0	0	3,692

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
67 Bradley Road/McCall Boulevard										
NBL	59	76	2	61		61	0	0		61
NBT	61	69	1	62		62	0	0		62
NBR	505	746	31	536		536	0	0		536
SBL	101	113	2	103		103	0	0		103
SBT	49	56	1	50		50	0	0		50
SBR	8	9	0	8		8	0	0		8
EBL	6	6	0	6		6	0	0		6
EBT	528	835	40	568		568	23	0		591
EBR	62	98	5	67		67	0	0		67
WBL	496	781	37	533		533	0	0		533
WBT	770	1,050	37	807		807	24	0		831
WBR	110	126	2	112		112	0	0		112
North Leg										
Approach	158	179	3	161	0	161	0	0	0	161
Departure	177	202	3	180	0	180	0	0	0	180
Total	335	380	6	341	0	341	0	0	0	341
South Leg										
Approach	625	891	34	659	0	659	0	0	0	659
Departure	607	935	43	650	0	650	0	0	0	650
Total	1,232	1,826	77	1,309	0	1,309	0	0	0	1,309
East Leg										
Approach	1,376	1,957	76	1,452	0	1,452	24	0	0	1,476
Departure	1,134	1,694	73	1,207	0	1,207	23	0	0	1,230
Total	2,510	3,651	149	2,659	0	2,659	47	0	0	2,706
West Leg										
Approach	596	939	45	641	0	641	23	0	0	664
Departure	837	1,135	39	876	0	876	24	0	0	900
Total	1,433	2,075	84	1,517	0	1,517	47	0	0	1,564
Total Approaches										
Approach	2,755	3,966	158	2,913	0	2,913	47	0	0	2,960
Departure	2,755	3,966	158	2,913	0	2,913	47	0	0	2,960
Total	5,510	7,932	316	5,826	0	5,826	94	0	0	5,920

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
68 I-215 SB Ramps/McCall Boulevard										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	374	518	19	393		393	0	0		393
SBT	0	0	0	0		0	0	0		0
SBR	507	577	9	516		516	0	0		516
EBL	0	0	0	0		0	0	0		0
EBT	838	1,301	60	898		898	23	0		921
EBR	296	394	13	309		309	0	0		309
WBL	294	487	25	319		319	314	0		633
WBT	868	1,380	67	935		935	24	0		959
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	881	1,095	28	909	0	909	0	0	0	909
Departure	0	0	0	0	0	0	0	0	0	0
Total	881	1,095	28	909	0	909	0	0	0	909
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	590	881	38	628	0	628	314	0	0	942
Total	590	881	38	628	0	628	314	0	0	942
East Leg										
Approach	1,162	1,867	92	1,254	0	1,254	338	0	0	1,592
Departure	1,212	1,819	79	1,291	0	1,291	23	0	0	1,314
Total	2,374	3,686	171	2,545	0	2,545	361	0	0	2,906
West Leg										
Approach	1,134	1,695	73	1,207	0	1,207	23	0	0	1,230
Departure	1,375	1,957	76	1,451	0	1,451	24	0	0	1,475
Total	2,509	3,652	149	2,658	0	2,658	47	0	0	2,705
Total Approaches										
Approach	3,177	4,657	193	3,370	0	3,370	361	0	0	3,731
Departure	3,177	4,657	193	3,370	0	3,370	361	0	0	3,731
Total	6,354	9,314	386	6,740	0	6,740	722	0	0	7,462

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
69 I-215 NB Ramps/McCall Boulevard										
NBL	407	462	7	414		414	0	0		414
NBT	5	5	0	5		5	0	0		5
NBR	566	752	24	590		590	333	0		923
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	301	364	8	309		309	0	0		309
EBT	911	1,455	71	982		982	23	0		1005
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	755	1,405	85	840		840	338	0		1178
WBR	205	364	21	226		226	0	0		226
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	511	733	29	540	0	540	0	0	0	540
Total	511	733	29	540	0	540	0	0	0	540
South Leg										
Approach	978	1,219	31	1,009	0	1,009	333	0	0	1,342
Departure	0	0	0	0	0	0	0	0	0	0
Total	978	1,219	31	1,009	0	1,009	333	0	0	1,342
East Leg										
Approach	960	1,769	106	1,066	0	1,066	338	0	0	1,404
Departure	1,477	2,207	95	1,572	0	1,572	356	0	0	1,928
Total	2,437	3,976	201	2,638	0	2,638	694	0	0	3,332
West Leg										
Approach	1,212	1,819	79	1,291	0	1,291	23	0	0	1,314
Departure	1,162	1,867	92	1,254	0	1,254	338	0	0	1,592
Total	2,374	3,686	171	2,545	0	2,545	361	0	0	2,906
Total Approaches										
Approach	3,150	4,807	216	3,366	0	3,366	694	0	0	4,060
Departure	3,150	4,807	216	3,366	0	3,366	694	0	0	4,060
Total	6,300	9,615	432	6,732	0	6,732	1,388	0	0	8,120

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
70 Encanto Drive/McCall Boulevard										
NBL	150	164	2	152		152	0	0		152
NBT	21	27	1	22		22	0	0		22
NBR	24	27	0	24		24	1	0		25
SBL	30	72	5	35		35	0	0		35
SBT	17	23	1	18		18	0	0		18
SBR	133	347	28	161		161	0	0		161
EBL	150	291	18	168		168	0	0		168
EBT	1,095	1,660	74	1,169		1,169	355	0		1524
EBR	231	255	3	234		234	0	0		234
WBL	32	37	1	33		33	1	0		34
WBT	676	1,258	76	752		752	338	0		1090
WBR	20	44	3	23		23	0	0		23
North Leg										
Approach	180	442	34	214	0	214	0	0	0	214
Departure	191	362	22	213	0	213	0	0	0	213
Total	371	804	56	427	0	427	0	0	0	427
South Leg										
Approach	195	218	3	198	0	198	1	0	0	199
Departure	280	315	5	285	0	285	1	0	0	286
Total	475	534	8	483	0	483	2	0	0	485
East Leg										
Approach	728	1,339	80	808	0	808	339	0	0	1,147
Departure	1,149	1,759	79	1,228	0	1,228	356	0	0	1,584
Total	1,877	3,098	159	2,036	0	2,036	695	0	0	2,731
West Leg										
Approach	1,476	2,206	95	1,571	0	1,571	355	0	0	1,926
Departure	959	1,769	106	1,065	0	1,065	338	0	0	1,403
Total	2,435	3,975	201	2,636	0	2,636	693	0	0	3,329
Total Approaches										
Approach	2,579	4,206	212	2,791	0	2,791	695	0	0	3,486
Departure	2,579	4,206	212	2,791	0	2,791	695	0	0	3,486
Total	5,158	8,411	424	5,582	0	5,582	1,390	0	0	6,972

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
71 Sherman Road/McCall Boulevard										
NBL	76	95	2	78		78	0	0		78
NBT	11	15	1	12		12	0	0		12
NBR	16	39	3	19		19	4	0		23
SBL	23	73	7	30		30	1	0		31
SBT	10	25	2	12		12	0	0		12
SBR	22	36	2	24		24	0	0		24
EBL	83	95	2	85		85	0	0		85
EBT	998	1,661	86	1,084		1,084	356	0		1440
EBR	75	100	3	78		78	0	0		78
WBL	20	61	5	25		25	7	0		32
WBT	593	1,159	74	667		667	339	0		1006
WBR	23	49	3	26		26	1	0		27
North Leg										
Approach	55	134	11	66	0	66	1	0	0	67
Departure	117	159	6	123	0	123	1	0	0	124
Total	172	293	17	189	0	189	2	0	0	191
South Leg										
Approach	103	149	6	109	0	109	4	0	0	113
Departure	105	186	10	115	0	115	7	0	0	122
Total	208	335	16	224	0	224	11	0	0	235
East Leg										
Approach	636	1,269	82	718	0	718	347	0	0	1,065
Departure	1,037	1,773	96	1,133	0	1,133	361	0	0	1,494
Total	1,673	3,042	178	1,851	0	1,851	708	0	0	2,559
West Leg										
Approach	1,156	1,856	91	1,247	0	1,247	356	0	0	1,603
Departure	691	1,290	78	769	0	769	339	0	0	1,108
Total	1,847	3,146	169	2,016	0	2,016	695	0	0	2,711
Total Approaches										
Approach	1,950	3,408	190	2,140	0	2,140	708	0	0	2,848
Departure	1,950	3,408	190	2,140	0	2,140	708	0	0	2,848
Total	3,900	6,815	380	4,280	0	4,280	1,416	0	0	5,696

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
72 Antelope Road/McCall Boulevard										
NBL	23	47	3	26		26	0	0		26
NBT	2	6	1	3		3	0	0		3
NBR	30	82	7	37		37	1	0		38
SBL	6	47	5	11		11	4	0		15
SBT	3	30	4	7		7	0	0		7
SBR	41	237	26	67		67	0	0		67
EBL	56	110	7	63		63	0	0		63
EBT	824	1,452	82	906		906	362	0		1268
EBR	47	105	8	55		55	0	0		55
WBL	21	63	5	26		26	1	0		27
WBT	561	979	55	616		616	346	0		962
WBR	8	21	2	10		10	2	0		12
North Leg										
Approach	50	314	35	85	0	85	4	0	0	89
Departure	66	137	10	76	0	76	2	0	0	78
Total	116	451	45	161	0	161	6	0	0	167
South Leg										
Approach	55	135	11	66	0	66	1	0	0	67
Departure	71	198	17	88	0	88	1	0	0	89
Total	126	333	28	154	0	154	2	0	0	156
East Leg										
Approach	590	1,063	62	652	0	652	349	0	0	1,001
Departure	860	1,581	94	954	0	954	367	0	0	1,321
Total	1,450	2,644	156	1,606	0	1,606	716	0	0	2,322
West Leg										
Approach	927	1,667	97	1,024	0	1,024	362	0	0	1,386
Departure	625	1,263	84	709	0	709	346	0	0	1,055
Total	1,552	2,930	181	1,733	0	1,733	708	0	0	2,441
Total Approaches										
Approach	1,622	3,179	205	1,827	0	1,827	716	0	0	2,543
Departure	1,622	3,179	205	1,827	0	1,827	716	0	0	2,543
Total	3,244	6,358	410	3,654	0	3,654	1,432	0	0	5,086

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
73 Junipero Road/McCall Boulevard										
NBL	4	5	0	4		4	0	0		4
NBT	0	0	0	0		0	0	0		0
NBR	1	2	0	1		1	0	0		1
SBL	8	71	8	16		16	0	0		16
SBT	0	0	0	0		0	0	0		0
SBR	34	198	21	55		55	0	0		55
EBL	19	135	15	34		34	0	0		34
EBT	735	1,320	76	811		811	367	0		1178
EBR	4	7	0	4		4	0	0		4
WBL	0	0	0	0		0	0	0		0
WBT	531	882	46	577		577	348	0		925
WBR	10	100	12	22		22	0	0		22
North Leg										
Approach	42	269	29	71	0	71	0	0	0	71
Departure	29	235	27	56	0	56	0	0	0	56
Total	71	504	56	127	0	127	0	0	0	127
South Leg										
Approach	5	7	0	5	0	5	0	0	0	5
Departure	4	7	0	4	0	4	0	0	0	4
Total	9	14	0	9	0	9	0	0	0	9
East Leg										
Approach	541	982	58	599	0	599	348	0	0	947
Departure	744	1,393	84	828	0	828	367	0	0	1,195
Total	1,285	2,375	142	1,427	0	1,427	715	0	0	2,142
West Leg										
Approach	758	1,462	91	849	0	849	367	0	0	1,216
Departure	569	1,085	67	636	0	636	348	0	0	984
Total	1,327	2,547	158	1,485	0	1,485	715	0	0	2,200
Total Approaches										
Approach	1,346	2,720	178	1,524	0	1,524	715	0	0	2,239
Departure	1,346	2,720	178	1,524	0	1,524	715	0	0	2,239
Total	2,692	5,440	356	3,048	0	3,048	1,430	0	0	4,478

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
74 Menifee Road/McCall Boulevard										
NBL	150	234	11	161		161	0	0		161
NBT	244	729	63	307		307	39	0		346
NBR	39	147	14	53		53	0	0		53
SBL	51	254	26	77		77	16	0		93
SBT	175	553	49	224		224	58	0		282
SBR	157	325	22	179		179	273	0		452
EBL	187	324	18	205		205	248	0		453
EBT	378	822	58	436		436	119	0		555
EBR	179	247	9	188		188	0	0		188
WBL	20	56	5	25		25	0	0		25
WBT	234	423	25	259		259	75	0		334
WBR	27	94	9	36		36	11	0		47
North Leg										
Approach	383	1,132	97	480	0	480	347	0	0	827
Departure	458	1,147	90	548	0	548	298	0	0	846
Total	841	2,279	187	1,028	0	1,028	645	0	0	1,673
South Leg										
Approach	433	1,110	88	521	0	521	39	0	0	560
Departure	374	856	63	437	0	437	58	0	0	495
Total	807	1,966	151	958	0	958	97	0	0	1,055
East Leg										
Approach	281	573	39	320	0	320	86	0	0	406
Departure	468	1,223	98	566	0	566	135	0	0	701
Total	749	1,796	137	886	0	886	221	0	0	1,107
West Leg										
Approach	744	1,393	85	829	0	829	367	0	0	1,196
Departure	541	982	58	599	0	599	348	0	0	947
Total	1,285	2,375	143	1,428	0	1,428	715	0	0	2,143
Total Approaches										
Approach	1,841	4,208	309	2,150	0	2,150	839	0	0	2,989
Departure	1,841	4,208	309	2,150	0	2,150	839	0	0	2,989
Total	3,682	8,416	618	4,300	0	4,300	1,678	0	0	5,978

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
75 Heritage Lake Drive (West)/McCall Boulevard										
NBL	64	72	1	65		65	3	0		68
NBT	14	16	0	14		14	0	0		14
NBR	18	46	4	22		22	6	0		28
SBL	8	23	2	10		10	1	0		11
SBT	15	17	0	15		15	0	0		15
SBR	38	43	1	39		39	0	0		39
EBL	42	47	1	43		43	0	0		43
EBT	311	1,046	96	407		407	130	0		537
EBR	115	130	2	117		117	6	0		123
WBL	22	53	4	26		26	4	0		30
WBT	179	457	36	215		215	82	0		297
WBR	8	20	2	10		10	1	0		11
North Leg										
Approach	61	83	3	64	0	64	1	0	0	65
Departure	64	83	3	67	0	67	1	0	0	68
Total	125	166	6	131	0	131	2	0	0	133
South Leg										
Approach	96	134	5	101	0	101	9	0	0	110
Departure	152	200	6	158	0	158	10	0	0	168
Total	248	334	11	259	0	259	19	0	0	278
East Leg										
Approach	209	530	42	251	0	251	87	0	0	338
Departure	337	1,115	102	439	0	439	137	0	0	576
Total	546	1,645	144	690	0	690	224	0	0	914
West Leg										
Approach	468	1,223	99	567	0	567	136	0	0	703
Departure	281	573	38	319	0	319	85	0	0	404
Total	749	1,796	137	886	0	886	221	0	0	1,107
Total Approaches										
Approach	834	1,971	149	983	0	983	233	0	0	1,216
Departure	834	1,971	149	983	0	983	233	0	0	1,216
Total	1,668	3,941	298	1,966	0	1,966	466	0	0	2,432

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
76 Heritage Lake Drive (East)/McCall Boulevard										
NBL	47	188	18	65		65	3	0		68
NBT	18	26	1	19		19	0	0		19
NBR	14	94	10	24		24	10	0		34
SBL	21	24	0	21		21	0	0		21
SBT	19	29	1	20		20	0	0		20
SBR	20	23	0	20		20	0	0		20
EBL	34	39	1	35		35	0	0		35
EBT	176	618	58	234		234	132	0		366
EBR	71	392	42	113		113	6	0		119
WBL	10	77	9	19		19	8	0		27
WBT	121	353	30	151		151	85	0		236
WBR	18	20	0	18		18	0	0		18
North Leg										
Approach	60	76	1	61	0	61	0	0	0	61
Departure	70	85	2	72	0	72	0	0	0	72
Total	130	161	3	133	0	133	0	0	0	133
South Leg										
Approach	79	308	29	108	0	108	13	0	0	121
Departure	100	498	52	152	0	152	14	0	0	166
Total	179	806	81	260	0	260	27	0	0	287
East Leg										
Approach	149	450	39	188	0	188	93	0	0	281
Departure	211	736	68	279	0	279	142	0	0	421
Total	360	1,186	107	467	0	467	235	0	0	702
West Leg										
Approach	281	1,049	101	382	0	382	138	0	0	520
Departure	188	564	48	236	0	236	88	0	0	324
Total	469	1,613	149	618	0	618	226	0	0	844
Total Approaches										
Approach	569	1,883	170	739	0	739	244	0	0	983
Departure	569	1,883	170	739	0	739	244	0	0	983
Total	1,138	3,766	340	1,478	0	1,478	488	0	0	1,966

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
77 Briggs Road/McCall Boulevard										
NBL	35	213	23	58		58	0	0		58
NBT	104	498	51	155		155	57	0		212
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	67	541	62	129		129	39	0		168
SBR	106	232	16	122		122	92	0		214
EBL	169	339	22	191		191	141	0		332
EBT	0	0	0	0		0	0	0		0
EBR	42	397	46	88		88	0	0		88
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	173	773	78	251	0	251	131	0	0	382
Departure	273	837	73	346	0	346	198	0	0	544
Total	446	1,610	151	597	0	597	329	0	0	926
South Leg										
Approach	139	711	74	213	0	213	57	0	0	270
Departure	109	938	108	217	0	217	39	0	0	256
Total	248	1,649	182	430	0	430	96	0	0	526
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	211	736	68	279	0	279	141	0	0	420
Departure	141	445	39	180	0	180	92	0	0	272
Total	352	1,181	107	459	0	459	233	0	0	692
Total Approaches										
Approach	523	2,220	220	743	0	743	329	0	0	1,072
Departure	523	2,220	220	743	0	743	329	0	0	1,072
Total	1,046	4,440	440	1,486	0	1,486	658	0	0	2,144

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
78 Menifee Road/Coastline Avenue										
NBL	0	0	0	0		0	0	0		0
NBT	446	1,111	87	533		533	34	0		567
NBR	74	104	4	78		78	0	0		78
SBL	31	34	0	31		31	6	0		37
SBT	350	838	64	414		414	51	0		465
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	48	69	3	51		51	0	0		51
WBT	0	0	0	0		0	0	0		0
WBR	10	12	0	10		10	3	0		13
North Leg										
Approach	381	872	64	445	0	445	57	0	0	502
Departure	456	1,123	87	543	0	543	37	0	0	580
Total	837	1,995	151	988	0	988	94	0	0	1,082
South Leg										
Approach	520	1,215	91	611	0	611	34	0	0	645
Departure	398	907	67	465	0	465	51	0	0	516
Total	918	2,122	158	1,076	0	1,076	85	0	0	1,161
East Leg										
Approach	58	81	3	61	0	61	3	0	0	64
Departure	105	138	4	109	0	109	6	0	0	115
Total	163	219	7	170	0	170	9	0	0	179
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	959	2,168	158	1,117	0	1,117	94	0	0	1,211
Departure	959	2,168	158	1,117	0	1,117	94	0	0	1,211
Total	1,918	4,336	316	2,234	0	2,234	188	0	0	2,422

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
79 Menifee Road/Simpson Road										
NBL	0	0	0	0		0	0	0		0
NBT	364	761	52	416		416	23	0		439
NBR	146	261	15	161		161	43	0		204
SBL	133	317	24	157		157	17	0		174
SBT	265	590	42	307		307	34	0		341
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	114	265	20	134		134	29	0		163
WBT	0	0	0	0		0	0	0		0
WBR	156	454	39	195		195	11	0		206
North Leg										
Approach	398	907	66	464	0	464	51	0	0	515
Departure	520	1,215	91	611	0	611	34	0	0	645
Total	918	2,122	157	1,075	0	1,075	85	0	0	1,160
South Leg										
Approach	510	1,022	67	577	0	577	66	0	0	643
Departure	379	855	62	441	0	441	63	0	0	504
Total	889	1,877	129	1,018	0	1,018	129	0	0	1,147
East Leg										
Approach	270	719	59	329	0	329	40	0	0	369
Departure	279	578	39	318	0	318	60	0	0	378
Total	549	1,297	98	647	0	647	100	0	0	747
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	1,178	2,648	192	1,370	0	1,370	157	0	0	1,527
Departure	1,178	2,648	192	1,370	0	1,370	157	0	0	1,527
Total	2,356	5,296	384	2,740	0	2,740	314	0	0	3,054

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
80 Lindenberger Road/Simpson Road										
NBL	45	230	24	69		69	3	0		72
NBT	90	102	2	92		92	0	0		92
NBR	82	93	1	83		83	5	0		88
SBL	14	16	0	14		14	0	0		14
SBT	63	71	1	64		64	0	0		64
SBR	38	102	8	46		46	0	0		46
EBL	42	62	3	45		45	0	0		45
EBT	193	303	14	207		207	57	0		264
EBR	29	182	20	49		49	6	0		55
WBL	44	50	1	45		45	3	0		48
WBT	193	396	26	219		219	40	0		259
WBR	35	40	1	36		36	0	0		36
North Leg										
Approach	115	189	9	124	0	124	0	0	0	124
Departure	167	204	6	173	0	173	0	0	0	173
Total	282	393	15	297	0	297	0	0	0	297
South Leg										
Approach	217	425	27	244	0	244	8	0	0	252
Departure	136	304	22	158	0	158	9	0	0	167
Total	353	729	49	402	0	402	17	0	0	419
East Leg										
Approach	272	486	28	300	0	300	43	0	0	343
Departure	289	412	15	304	0	304	62	0	0	366
Total	561	899	43	604	0	604	105	0	0	709
West Leg										
Approach	264	547	37	301	0	301	63	0	0	364
Departure	276	728	58	334	0	334	43	0	0	377
Total	540	1,275	95	635	0	635	106	0	0	741
Total Approaches										
Approach	868	1,648	101	969	0	969	114	0	0	1,083
Departure	868	1,648	101	969	0	969	114	0	0	1,083
Total	1,736	3,296	202	1,938	0	1,938	228	0	0	2,166

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
81 Briggs Road/Simpson Road										
NBL	35	82	12	47		47	0	0		47
NBT	67	452	100	167		167	0	0		167
NBR	50	301	65	115		115	0	0		115
SBL	58	66	1	59		59	0	0		59
SBT	75	619	141	216		216	0	0		216
SBR	59	79	3	62		62	36	0		98
EBL	85	97	2	87		87	52	0		139
EBT	199	226	3	202		202	11	0		213
EBR	47	71	6	53		53	0	0		53
WBL	62	305	63	125		125	0	0		125
WBT	233	282	6	239		239	8	0		247
WBR	74	141	9	83		83	0	0		83
North Leg										
Approach	192	764	145	337	0	337	36	0	0	373
Departure	226	690	111	337	0	337	52	0	0	389
Total	418	1,454	256	674	0	674	88	0	0	762
South Leg										
Approach	152	835	177	329	0	329	0	0	0	329
Departure	184	995	210	394	0	394	0	0	0	394
Total	336	1,830	387	723	0	723	0	0	0	723
East Leg										
Approach	369	728	78	447	0	447	8	0	0	455
Departure	307	593	69	376	0	376	11	0	0	387
Total	676	1,321	147	823	0	823	19	0	0	842
West Leg										
Approach	331	393	11	342	0	342	63	0	0	405
Departure	327	443	21	348	0	348	44	0	0	392
Total	658	836	32	690	0	690	107	0	0	797
Total Approaches										
Approach	1,044	2,721	411	1,455	0	1,455	107	0	0	1,562
Departure	1,044	2,721	411	1,455	0	1,455	107	0	0	1,562
Total	2,088	5,441	822	2,910	0	2,910	214	0	0	3,124

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
82 Menifee Road/Aldergate Drive - Carnelian Way										
NBL	12	14	0	12		12	0	0		12
NBT	519	1,081	73	592		592	55	0		647
NBR	33	38	1	34		34	0	0		34
SBL	18	49	4	22		22	0	0		22
SBT	363	747	50	413		413	51	0		464
SBR	7	18	1	8		8	11	0		19
EBL	11	26	2	13		13	10	0		23
EBT	0	0	0	0		0	0	0		0
EBR	11	13	0	11		11	0	0		11
WBL	38	43	1	39		39	0	0		39
WBT	0	0	0	0		0	0	0		0
WBR	10	52	5	15		15	0	0		15
North Leg										
Approach	388	814	55	443	0	443	62	0	0	505
Departure	540	1,159	80	620	0	620	65	0	0	685
Total	928	1,973	135	1,063	0	1,063	127	0	0	1,190
South Leg										
Approach	564	1,132	74	638	0	638	55	0	0	693
Departure	412	803	51	463	0	463	51	0	0	514
Total	976	1,935	125	1,101	0	1,101	106	0	0	1,207
East Leg										
Approach	48	95	6	54	0	54	0	0	0	54
Departure	51	87	5	56	0	56	0	0	0	56
Total	99	182	11	110	0	110	0	0	0	110
West Leg										
Approach	22	39	2	24	0	24	10	0	0	34
Departure	19	32	1	20	0	20	11	0	0	31
Total	41	70	3	44	0	44	21	0	0	65
Total Approaches										
Approach	1,022	2,080	137	1,159	0	1,159	127	0	0	1,286
Departure	1,022	2,080	137	1,159	0	1,159	127	0	0	1,286
Total	2,044	4,160	274	2,318	0	2,318	254	0	0	2,572

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
83 Goetz Road - Buckstone Lane/Railroad Canyon Road - Newport Road										
NBL	7	9	0	7		7	0	0		7
NBT	5	5	0	5		5	0	0		5
NBR	6	6	0	6		6	0	0		6
SBL	273	301	4	277		277	3	0		280
SBT	0	0	0	0		0	0	0		0
SBR	366	689	42	408		408	0	0		408
EBL	558	836	36	594		594	0	0		594
EBT	985	1,283	39	1,024		1,024	16	0		1040
EBR	9	11	0	9		9	0	0		9
WBL	21	24	0	21		21	0	0		21
WBT	814	1,253	57	871		871	16	0		887
WBR	339	384	6	345		345	6	0		351
North Leg										
Approach	639	990	46	685	0	685	3	0	0	688
Departure	902	1,226	42	944	0	944	6	0	0	950
Total	1,541	2,216	88	1,629	0	1,629	9	0	0	1,638
South Leg										
Approach	18	21	0	18	0	18	0	0	0	18
Departure	30	35	0	30	0	30	0	0	0	30
Total	48	56	0	48	0	48	0	0	0	48
East Leg										
Approach	1,174	1,661	63	1,237	0	1,237	22	0	0	1,259
Departure	1,264	1,590	43	1,307	0	1,307	19	0	0	1,326
Total	2,438	3,252	106	2,544	0	2,544	41	0	0	2,585
West Leg										
Approach	1,552	2,130	75	1,627	0	1,627	16	0	0	1,643
Departure	1,187	1,951	99	1,286	0	1,286	16	0	0	1,302
Total	2,739	4,081	174	2,913	0	2,913	32	0	0	2,945
Total Approaches										
Approach	3,383	4,802	184	3,567	0	3,567	41	0	0	3,608
Departure	3,383	4,802	184	3,567	0	3,567	41	0	0	3,608
Total	6,766	9,604	368	7,134	0	7,134	82	0	0	7,216

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
84 Berea Road - Murphy Ranch Road/Newport Road										
NBL	76	86	1	77		77	0	0		77
NBT	5	5	0	5		5	0	0		5
NBR	40	46	1	41		41	0	0		41
SBL	196	398	26	222		222	4	0		226
SBT	30	39	1	31		31	0	0		31
SBR	29	48	2	31		31	0	0		31
EBL	41	49	1	42		42	0	0		42
EBT	1,221	1,551	43	1,264		1,264	19	0		1283
EBR	66	75	1	67		67	0	0		67
WBL	18	20	0	18		18	0	0		18
WBT	1,168	1,626	60	1,228		1,228	22	0		1250
WBR	345	558	28	373		373	2	0		375
North Leg										
Approach	255	485	29	284	0	284	4	0	0	288
Departure	391	612	29	420	0	420	2	0	0	422
Total	646	1,097	58	704	0	704	6	0	0	710
South Leg										
Approach	121	137	2	123	0	123	0	0	0	123
Departure	114	134	2	116	0	116	0	0	0	116
Total	235	271	4	239	0	239	0	0	0	239
East Leg										
Approach	1,531	2,204	88	1,619	0	1,619	24	0	0	1,643
Departure	1,457	1,995	70	1,527	0	1,527	23	0	0	1,550
Total	2,988	4,199	158	3,146	0	3,146	47	0	0	3,193
West Leg										
Approach	1,328	1,675	45	1,373	0	1,373	19	0	0	1,392
Departure	1,273	1,760	63	1,336	0	1,336	22	0	0	1,358
Total	2,601	3,435	108	2,709	0	2,709	41	0	0	2,750
Total Approaches										
Approach	3,235	4,501	164	3,399	0	3,399	47	0	0	3,446
Departure	3,235	4,501	164	3,399	0	3,399	47	0	0	3,446
Total	6,470	9,002	328	6,798	0	6,798	94	0	0	6,892

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
85 Murrieta Road/Newport Road										
NBL	294	507	28	322		322	0	0		322
NBT	137	407	35	172		172	0	0		172
NBR	170	267	13	183		183	7	0		190
SBL	94	208	15	109		109	0	0		109
SBT	57	211	20	77		77	0	0		77
SBR	244	592	45	289		289	0	0		289
EBL	190	398	27	217		217	0	0		217
EBT	1,327	1,472	19	1,346		1,346	23	0		1369
EBR	223	415	25	248		248	0	0		248
WBL	218	376	21	239		239	8	0		247
WBT	1,029	1,159	17	1,046		1,046	24	0		1070
WBR	62	120	8	70		70	0	0		70
North Leg										
Approach	395	1,011	80	475	0	475	0	0	0	475
Departure	389	925	70	459	0	459	0	0	0	459
Total	784	1,936	150	934	0	934	0	0	0	934
South Leg										
Approach	601	1,181	76	677	0	677	7	0	0	684
Departure	498	1,002	66	564	0	564	8	0	0	572
Total	1,099	2,183	142	1,241	0	1,241	15	0	0	1,256
East Leg										
Approach	1,309	1,655	46	1,355	0	1,355	32	0	0	1,387
Departure	1,591	1,947	47	1,638	0	1,638	30	0	0	1,668
Total	2,900	3,602	93	2,993	0	2,993	62	0	0	3,055
West Leg										
Approach	1,740	2,285	71	1,811	0	1,811	23	0	0	1,834
Departure	1,567	2,258	90	1,657	0	1,657	24	0	0	1,681
Total	3,307	4,543	161	3,468	0	3,468	47	0	0	3,515
Total Approaches										
Approach	4,045	6,132	273	4,318	0	4,318	62	0	0	4,380
Departure	4,045	6,132	273	4,318	0	4,318	62	0	0	4,380
Total	8,090	12,264	546	8,636	0	8,636	124	0	0	8,760

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
86 Evans Road/Newport Road										
NBL	334	379	6	340		340	0	0		340
NBT	55	62	1	56		56	0	0		56
NBR	54	65	1	55		55	0	0		55
SBL	47	75	4	51		51	4	0		55
SBT	18	27	1	19		19	0	0		19
SBR	20	27	1	21		21	0	0		21
EBL	24	27	0	24		24	0	0		24
EBT	1,397	1,738	44	1,441		1,441	31	0		1472
EBR	198	234	5	203		203	0	0		203
WBL	51	72	3	54		54	0	0		54
WBT	1,348	1,682	44	1,392		1,392	33	0		1425
WBR	54	61	1	55		55	2	0		57
North Leg										
Approach	85	129	6	91	0	91	4	0	0	95
Departure	133	150	2	135	0	135	2	0	0	137
Total	218	279	8	226	0	226	6	0	0	232
South Leg										
Approach	443	506	8	451	0	451	0	0	0	451
Departure	267	333	9	276	0	276	0	0	0	276
Total	710	839	17	727	0	727	0	0	0	727
East Leg										
Approach	1,453	1,815	48	1,501	0	1,501	35	0	0	1,536
Departure	1,498	1,878	49	1,547	0	1,547	35	0	0	1,582
Total	2,951	3,693	97	3,048	0	3,048	70	0	0	3,118
West Leg										
Approach	1,619	1,999	49	1,668	0	1,668	31	0	0	1,699
Departure	1,702	2,088	51	1,753	0	1,753	33	0	0	1,786
Total	3,321	4,087	100	3,421	0	3,421	64	0	0	3,485
Total Approaches										
Approach	3,600	4,449	111	3,711	0	3,711	70	0	0	3,781
Departure	3,600	4,449	111	3,711	0	3,711	70	0	0	3,781
Total	7,200	8,898	222	7,422	0	7,422	140	0	0	7,562

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
87 Bradley Road/Newport Road										
NBL	156	269	15	171		171	0	0		171
NBT	232	338	14	246		246	0	0		246
NBR	185	214	4	189		189	3	0		192
SBL	282	307	3	285		285	0	0		285
SBT	218	329	14	232		232	0	0		232
SBR	114	185	9	123		123	0	0		123
EBL	172	257	11	183		183	0	0		183
EBT	1,098	1,302	27	1,125		1,125	36	0		1161
EBR	138	227	12	150		150	0	0		150
WBL	261	296	5	266		266	6	0		272
WBT	1,154	1,336	24	1,178		1,178	35	0		1213
WBR	360	408	6	366		366	0	0		366
North Leg										
Approach	614	821	26	640	0	640	0	0	0	640
Departure	764	1,003	31	795	0	795	0	0	0	795
Total	1,378	1,824	57	1,435	0	1,435	0	0	0	1,435
South Leg										
Approach	573	821	33	606	0	606	3	0	0	609
Departure	617	852	31	648	0	648	6	0	0	654
Total	1,190	1,673	64	1,254	0	1,254	9	0	0	1,263
East Leg										
Approach	1,775	2,041	35	1,810	0	1,810	41	0	0	1,851
Departure	1,565	1,823	34	1,599	0	1,599	39	0	0	1,638
Total	3,340	3,864	69	3,409	0	3,409	80	0	0	3,489
West Leg										
Approach	1,408	1,786	50	1,458	0	1,458	36	0	0	1,494
Departure	1,424	1,790	48	1,472	0	1,472	35	0	0	1,507
Total	2,832	3,576	98	2,930	0	2,930	71	0	0	3,001
Total Approaches										
Approach	4,370	5,469	144	4,514	0	4,514	80	0	0	4,594
Departure	4,370	5,469	144	4,514	0	4,514	80	0	0	4,594
Total	8,740	10,937	288	9,028	0	9,028	160	0	0	9,188

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
88 Avenida De Cortez - Town Center Drive/Newport Road										
NBL	82	109	4	86		86	0	0		86
NBT	21	29	1	22		22	0	0		22
NBR	156	406	33	189		189	7	0		196
SBL	62	75	2	64		64	0	0		64
SBT	13	18	1	14		14	0	0		14
SBR	6	6	0	6		6	0	0		6
EBL	9	11	0	9		9	0	0		9
EBT	1,563	1,837	36	1,599		1,599	39	0		1638
EBR	84	111	4	88		88	0	0		88
WBL	172	416	32	204		204	8	0		212
WBT	1,639	1,806	22	1,661		1,661	40	0		1701
WBR	73	83	1	74		74	0	0		74
North Leg										
Approach	81	99	3	84	0	84	0	0	0	84
Departure	103	123	2	105	0	105	0	0	0	105
Total	184	222	5	189	0	189	0	0	0	189
South Leg										
Approach	259	544	38	297	0	297	7	0	0	304
Departure	269	545	37	306	0	306	8	0	0	314
Total	528	1,089	75	603	0	603	15	0	0	618
East Leg										
Approach	1,884	2,305	55	1,939	0	1,939	48	0	0	1,987
Departure	1,781	2,318	71	1,852	0	1,852	46	0	0	1,898
Total	3,665	4,623	126	3,791	0	3,791	94	0	0	3,885
West Leg										
Approach	1,656	1,959	40	1,696	0	1,696	39	0	0	1,735
Departure	1,727	1,921	26	1,753	0	1,753	40	0	0	1,793
Total	3,383	3,880	66	3,449	0	3,449	79	0	0	3,528
Total Approaches										
Approach	3,880	4,907	136	4,016	0	4,016	94	0	0	4,110
Departure	3,880	4,907	136	4,016	0	4,016	94	0	0	4,110
Total	7,760	9,814	272	8,032	0	8,032	188	0	0	8,220

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
89 Haun Road/Newport Road										
NBL	333	384	7	340		340	0	0		340
NBT	71	81	1	72		72	0	0		72
NBR	836	923	11	847		847	7	0		854
SBL	418	484	9	427		427	4	0		431
SBT	144	164	3	147		147	0	0		147
SBR	173	197	3	176		176	0	0		176
EBL	129	153	3	132		132	0	0		132
EBT	1,310	1,816	66	1,376		1,376	46	0		1422
EBR	209	254	6	215		215	0	0		215
WBL	819	929	14	833		833	8	0		841
WBT	1,405	1,797	51	1,456		1,456	47	0		1503
WBR	258	293	5	263		263	2	0		265
North Leg										
Approach	735	844	15	750	0	750	4	0	0	754
Departure	458	527	9	467	0	467	2	0	0	469
Total	1,193	1,371	24	1,217	0	1,217	6	0	0	1,223
South Leg										
Approach	1,240	1,388	19	1,259	0	1,259	7	0	0	1,266
Departure	1,172	1,347	23	1,195	0	1,195	8	0	0	1,203
Total	2,412	2,735	42	2,454	0	2,454	15	0	0	2,469
East Leg										
Approach	2,482	3,019	70	2,552	0	2,552	57	0	0	2,609
Departure	2,564	3,223	86	2,650	0	2,650	57	0	0	2,707
Total	5,046	6,242	156	5,202	0	5,202	114	0	0	5,316
West Leg										
Approach	1,648	2,223	75	1,723	0	1,723	46	0	0	1,769
Departure	1,911	2,378	61	1,972	0	1,972	47	0	0	2,019
Total	3,559	4,601	136	3,695	0	3,695	93	0	0	3,788
Total Approaches										
Approach	6,105	7,474	179	6,284	0	6,284	114	0	0	6,398
Departure	6,105	7,474	179	6,284	0	6,284	114	0	0	6,398
Total	12,210	14,949	358	12,568	0	12,568	228	0	0	12,796

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

		PM Peak Hour								
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
90	**I-215 SB Ramps/Newport Road**										
NBL		0	0	0	0		0	0	0		0
NBT		0	0	0	0		0	0	0		0
NBR		0	0	0	0		0	0	0		0
SBL		534	786	33	567		567	0	0		567
SBT		0	0	0	0		0	0	0		0
SBR		613	695	11	624		624	35	0		659
EBL		0	0	0	0		0	0	0		0
EBT		2,075	2,656	76	2,151		2,151	58	0		2209
EBR		489	567	10	499		499	0	0		499
WBL		0	0	0	0		0	0	0		0
WBT		1,869	2,324	59	1,928		1,928	24	0		1952
WBR		606	685	10	616		616	0	0		616
North Leg											
	Approach	1,147	1,481	44	1,191	0	1,191	35	0	0	1,226
	Departure	606	685	10	616	0	616	0	0	0	616
	Total	1,753	2,166	54	1,807	0	1,807	35	0	0	1,842
South Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	489	567	10	499	0	499	0	0	0	499
	Total	489	567	10	499	0	499	0	0	0	499
East Leg											
	Approach	2,475	3,009	69	2,544	0	2,544	24	0	0	2,568
	Departure	2,609	3,442	109	2,718	0	2,718	58	0	0	2,776
	Total	5,084	6,451	178	5,262	0	5,262	82	0	0	5,344
West Leg											
	Approach	2,564	3,223	86	2,650	0	2,650	58	0	0	2,708
	Departure	2,482	3,019	70	2,552	0	2,552	59	0	0	2,611
	Total	5,046	6,242	156	5,202	0	5,202	117	0	0	5,319
Total Approaches											
	Approach	6,186	7,713	199	6,385	0	6,385	117	0	0	6,502
	Departure	6,186	7,713	199	6,385	0	6,385	117	0	0	6,502
	Total	12,372	15,426	398	12,770	0	12,770	234	0	0	13,004

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
91 I-215 NB Ramps/Newport Road										
NBL	583	662	10	593		593	0	0		593
NBT	0	0	0	0		0	0	0		0
NBR	878	995	15	893		893	0	0		893
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	2,033	2,789	99	2,132		2,132	23	0		2155
EBR	576	653	10	586		586	36	0		622
WBL	0	0	0	0		0	0	0		0
WBT	1,892	2,347	59	1,951		1,951	24	0		1975
WBR	438	585	19	457		457	0	0		457
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	438	585	19	457	0	457	0	0	0	457
Total	438	585	19	457	0	457	0	0	0	457
South Leg										
Approach	1,461	1,657	25	1,486	0	1,486	0	0	0	1,486
Departure	576	653	10	586	0	586	36	0	0	622
Total	2,037	2,310	35	2,072	0	2,072	36	0	0	2,108
East Leg										
Approach	2,330	2,932	78	2,408	0	2,408	24	0	0	2,432
Departure	2,911	3,784	114	3,025	0	3,025	23	0	0	3,048
Total	5,241	6,716	192	5,433	0	5,433	47	0	0	5,480
West Leg										
Approach	2,609	3,442	109	2,718	0	2,718	59	0	0	2,777
Departure	2,475	3,009	69	2,544	0	2,544	24	0	0	2,568
Total	5,084	6,451	178	5,262	0	5,262	83	0	0	5,345
Total Approaches										
Approach	6,400	8,031	212	6,612	0	6,612	83	0	0	6,695
Departure	6,400	8,031	212	6,612	0	6,612	83	0	0	6,695
Total	12,800	16,062	424	13,224	0	13,224	166	0	0	13,390

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
92 Antelope Road/Newport Road										
NBL	562	701	18	580		580	0	0		580
NBT	141	164	3	144		144	0	0		144
NBR	170	193	3	173		173	0	0		173
SBL	121	138	2	123		123	0	0		123
SBT	115	141	3	118		118	0	0		118
SBR	357	466	14	371		371	0	0		371
EBL	481	647	22	503		503	0	0		503
EBT	1,936	2,119	24	1,960		1,960	23	0		1983
EBR	407	553	19	426		426	0	0		426
WBL	130	153	3	133		133	0	0		133
WBT	1,411	1,765	46	1,457		1,457	24	0		1481
WBR	125	145	3	128		128	0	0		128
North Leg										
Approach	593	745	19	612	0	612	0	0	0	612
Departure	747	956	28	775	0	775	0	0	0	775
Total	1,340	1,701	47	1,387	0	1,387	0	0	0	1,387
South Leg										
Approach	873	1,058	24	897	0	897	0	0	0	897
Departure	652	847	25	677	0	677	0	0	0	677
Total	1,525	1,905	49	1,574	0	1,574	0	0	0	1,574
East Leg										
Approach	1,666	2,063	52	1,718	0	1,718	24	0	0	1,742
Departure	2,227	2,450	29	2,256	0	2,256	23	0	0	2,279
Total	3,893	4,513	81	3,974	0	3,974	47	0	0	4,021
West Leg										
Approach	2,824	3,319	65	2,889	0	2,889	23	0	0	2,912
Departure	2,330	2,932	78	2,408	0	2,408	24	0	0	2,432
Total	5,154	6,251	143	5,297	0	5,297	47	0	0	5,344
Total Approaches										
Approach	5,956	7,185	160	6,116	0	6,116	47	0	0	6,163
Departure	5,956	7,185	160	6,116	0	6,116	47	0	0	6,163
Total	11,912	14,370	320	12,232	0	12,232	94	0	0	12,326

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
93 Menifee Road/Newport Road										
NBL	162	292	17	179		179	0	0		179
NBT	298	730	56	354		354	29	0		383
NBR	98	557	60	158		158	0	0		158
SBL	76	176	13	89		89	0	0		89
SBT	151	466	41	192		192	24	0		216
SBR	304	344	5	309		309	25	0		334
EBL	426	483	7	433		433	24	0		457
EBT	1,649	1,953	40	1,689		1,689	0	0		1689
EBR	146	230	11	157		157	0	0		157
WBL	107	569	60	167		167	0	0		167
WBT	1,135	1,436	39	1,174		1,174	0	0		1174
WBR	66	114	6	72		72	0	0		72
North Leg										
Approach	531	986	59	590	0	590	49	0	0	639
Departure	790	1,327	69	859	0	859	53	0	0	912
Total	1,321	2,313	128	1,449	0	1,449	102	0	0	1,551
South Leg										
Approach	558	1,579	133	691	0	691	29	0	0	720
Departure	404	1,265	112	516	0	516	24	0	0	540
Total	962	2,844	245	1,207	0	1,207	53	0	0	1,260
East Leg										
Approach	1,308	2,119	105	1,413	0	1,413	0	0	0	1,413
Departure	1,823	2,686	113	1,936	0	1,936	0	0	0	1,936
Total	3,131	4,805	218	3,349	0	3,349	0	0	0	3,349
West Leg										
Approach	2,221	2,666	58	2,279	0	2,279	24	0	0	2,303
Departure	1,601	2,072	61	1,662	0	1,662	25	0	0	1,687
Total	3,822	4,738	119	3,941	0	3,941	49	0	0	3,990
Total Approaches										
Approach	4,618	7,350	355	4,973	0	4,973	102	0	0	5,075
Departure	4,618	7,350	355	4,973	0	4,973	102	0	0	5,075
Total	9,236	14,701	710	9,946	0	9,946	204	0	0	10,150

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
94 Menifee Road/La Piedra Road										
NBL	55	62	1	56		56	0	0		56
NBT	330	610	37	367		367	11	0		378
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	277	546	35	312		312	11	0		323
SBR	75	259	24	99		99	8	0		107
EBL	102	484	50	152		152	7	0		159
EBT	0	0	0	0		0	0	0		0
EBR	43	58	2	45		45	0	0		45
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	352	805	59	411	0	411	19	0	0	430
Departure	432	1,094	87	519	0	519	18	0	0	537
Total	784	1,899	146	930	0	930	37	0	0	967
South Leg										
Approach	385	672	38	423	0	423	11	0	0	434
Departure	320	604	37	357	0	357	11	0	0	368
Total	705	1,276	75	780	0	780	22	0	0	802
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	145	542	52	197	0	197	7	0	0	204
Departure	130	321	25	155	0	155	8	0	0	163
Total	275	863	77	352	0	352	15	0	0	367
Total Approaches										
Approach	882	2,019	149	1,031	0	1,031	37	0	0	1,068
Departure	882	2,019	149	1,031	0	1,031	37	0	0	1,068
Total	1,764	4,038	298	2,062	0	2,062	74	0	0	2,136

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
95 Menifee Road/Holland Road										
NBL	23	26	0	23		23	0	0		23
NBT	340	465	16	356		356	11	0		367
NBR	31	35	0	31		31	0	0		31
SBL	53	228	23	76		76	0	0		76
SBT	212	249	5	217		217	11	0		228
SBR	31	107	10	41		41	0	0		41
EBL	35	72	5	40		40	0	0		40
EBT	140	202	8	148		148	0	0		148
EBR	34	39	1	35		35	0	0		35
WBL	12	14	0	12		12	0	0		12
WBT	122	210	11	133		133	0	0		133
WBR	37	113	10	47		47	0	0		47
North Leg										
Approach	296	584	38	334	0	334	11	0	0	345
Departure	412	650	31	443	0	443	11	0	0	454
Total	708	1,234	69	777	0	777	22	0	0	799
South Leg										
Approach	394	526	16	410	0	410	11	0	0	421
Departure	258	302	6	264	0	264	11	0	0	275
Total	652	827	22	674	0	674	22	0	0	696
East Leg										
Approach	171	337	21	192	0	192	0	0	0	192
Departure	224	465	31	255	0	255	0	0	0	255
Total	395	801	52	447	0	447	0	0	0	447
West Leg										
Approach	209	313	14	223	0	223	0	0	0	223
Departure	176	343	21	197	0	197	0	0	0	197
Total	385	656	35	420	0	420	0	0	0	420
Total Approaches										
Approach	1,070	1,759	89	1,159	0	1,159	22	0	0	1,181
Departure	1,070	1,759	89	1,159	0	1,159	22	0	0	1,181
Total	2,140	3,519	178	2,318	0	2,318	44	0	0	2,362

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

		PM Peak Hour								
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
96	**Juniper Flats Road/SR-74**										
NBL		1	2	0	1		1	0	0		1
NBT		0	0	0	0		0	0	0		0
NBR		4	4	0	4		4	0	0		4
SBL		71	129	8	79		79	0	0		79
SBT		1	1	0	1		1	0	0		1
SBR		45	146	13	58		58	10	0		68
EBL		57	270	28	85		85	10	0		95
EBT		953	1,511	73	1,026		1,026	150	0		1176
EBR		2	3	0	2		2	0	0		2
WBL		3	3	0	3		3	0	0		3
WBT		803	1,206	53	856		856	147	0		1003
WBR		90	227	18	108		108	0	0		108
North Leg											
	Approach	117	276	21	138	0	138	10	0	0	148
	Departure	147	497	46	193	0	193	10	0	0	203
	Total	264	773	67	331	0	331	20	0	0	351
South Leg											
	Approach	5	6	0	5	0	5	0	0	0	5
	Departure	6	7	0	6	0	6	0	0	0	6
	Total	11	13	0	11	0	11	0	0	0	11
East Leg											
	Approach	896	1,436	71	967	0	967	147	0	0	1,114
	Departure	1,028	1,644	81	1,109	0	1,109	150	0	0	1,259
	Total	1,924	3,080	152	2,076	0	2,076	297	0	0	2,373
West Leg											
	Approach	1,012	1,784	101	1,113	0	1,113	160	0	0	1,273
	Departure	849	1,354	66	915	0	915	157	0	0	1,072
	Total	1,861	3,138	167	2,028	0	2,028	317	0	0	2,345
Total Approaches											
	Approach	2,030	3,502	193	2,223	0	2,223	317	0	0	2,540
	Departure	2,030	3,502	193	2,223	0	2,223	317	0	0	2,540
	Total	4,060	7,005	386	4,446	0	4,446	634	0	0	5,080

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

		PM Peak Hour								
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
97	**Vista Place - Winchester Road (SR-79)/SR-74**										
NBL		119	407	38	157		157	26	0		183
NBT		17	30	2	19		19	0	0		19
NBR		475	522	6	481		481	0	0		481
SBL		18	20	0	18		18	0	0		18
SBT		18	40	3	21		21	0	0		21
SBR		10	25	2	12		12	0	0		12
EBL		18	41	3	21		21	0	0		21
EBT		964	1,333	48	1,012		1,012	128	0		1140
EBR		71	271	26	97		97	19	0		116
WBL		418	482	8	426		426	0	0		426
WBT		850	1,105	33	883		883	117	0		1000
WBR		22	25	0	22		22	0	0		22
North Leg											
	Approach	46	85	5	51	0	51	0	0	0	51
	Departure	57	96	5	62	0	62	0	0	0	62
	Total	103	181	10	113	0	113	0	0	0	113
South Leg											
	Approach	611	959	46	657	0	657	26	0	0	683
	Departure	507	793	37	544	0	544	19	0	0	563
	Total	1,118	1,752	83	1,201	0	1,201	45	0	0	1,246
East Leg											
	Approach	1,290	1,612	41	1,331	0	1,331	117	0	0	1,448
	Departure	1,457	1,875	54	1,511	0	1,511	128	0	0	1,639
	Total	2,747	3,487	95	2,842	0	2,842	245	0	0	3,087
West Leg											
	Approach	1,053	1,645	77	1,130	0	1,130	147	0	0	1,277
	Departure	979	1,537	73	1,052	0	1,052	143	0	0	1,195
	Total	2,032	3,182	150	2,182	0	2,182	290	0	0	2,472
Total Approaches											
	Approach	3,000	4,301	169	3,169	0	3,169	290	0	0	3,459
	Departure	3,000	4,301	169	3,169	0	3,169	290	0	0	3,459
	Total	6,000	8,602	338	6,338	0	6,338	580	0	0	6,918

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
98 Warren Road/Florida Avenue										
NBL	174	197	3	177		177	8	0		185
NBT	253	729	62	315		315	0	0		315
NBR	266	381	15	281		281	0	0		281
SBL	26	138	15	41		41	0	0		41
SBT	198	513	41	239		239	0	0		239
SBR	108	273	22	130		130	44	0		174
EBL	135	340	27	162		162	47	0		209
EBT	807	1,011	27	834		834	67	0		901
EBR	135	153	2	137		137	11	0		148
WBL	141	201	8	149		149	0	0		149
WBT	714	993	36	750		750	63	0		813
WBR	15	88	10	25		25	0	0		25
North Leg										
Approach	332	924	78	410	0	410	44	0	0	454
Departure	403	1,157	99	502	0	502	47	0	0	549
Total	735	2,081	177	912	0	912	91	0	0	1,003
South Leg										
Approach	693	1,307	80	773	0	773	8	0	0	781
Departure	474	867	51	525	0	525	11	0	0	536
Total	1,167	2,175	131	1,298	0	1,298	19	0	0	1,317
East Leg										
Approach	870	1,282	54	924	0	924	63	0	0	987
Departure	1,099	1,530	57	1,156	0	1,156	67	0	0	1,223
Total	1,969	2,812	111	2,080	0	2,080	130	0	0	2,210
West Leg										
Approach	1,077	1,504	56	1,133	0	1,133	125	0	0	1,258
Departure	996	1,463	61	1,057	0	1,057	115	0	0	1,172
Total	2,073	2,968	117	2,190	0	2,190	240	0	0	2,430
Total Approaches										
Approach	2,972	5,018	268	3,240	0	3,240	240	0	0	3,480
Departure	2,972	5,018	268	3,240	0	3,240	240	0	0	3,480
Total	5,944	10,035	536	6,480	0	6,480	480	0	0	6,960

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
99 Cawston Avenue/Florida Avenue										
NBL	192	224	4	196		196	16	0		212
NBT	65	95	4	69		69	0	0		69
NBR	23	26	0	23		23	0	0		23
SBL	85	111	3	88		88	0	0		88
SBT	93	112	2	95		95	0	0		95
SBR	147	202	7	154		154	0	0		154
EBL	141	247	14	155		155	0	0		155
EBT	676	905	30	706		706	51	0		757
EBR	24	30	1	25		25	16	0		41
WBL	43	49	1	44		44	0	0		44
WBT	640	835	25	665		665	47	0		712
WBR	52	85	4	56		56	0	0		56
North Leg										
Approach	325	425	12	337	0	337	0	0	0	337
Departure	258	427	22	280	0	280	0	0	0	280
Total	583	852	34	617	0	617	0	0	0	617
South Leg										
Approach	280	345	8	288	0	288	16	0	0	304
Departure	160	191	4	164	0	164	16	0	0	180
Total	440	536	12	452	0	452	32	0	0	484
East Leg										
Approach	735	969	30	765	0	765	47	0	0	812
Departure	784	1,042	33	817	0	817	51	0	0	868
Total	1,519	2,011	63	1,582	0	1,582	98	0	0	1,680
West Leg										
Approach	841	1,182	45	886	0	886	67	0	0	953
Departure	979	1,261	36	1,015	0	1,015	63	0	0	1,078
Total	1,820	2,443	81	1,901	0	1,901	130	0	0	2,031
Total Approaches										
Approach	2,181	2,921	95	2,276	0	2,276	130	0	0	2,406
Departure	2,181	2,921	95	2,276	0	2,276	130	0	0	2,406
Total	4,362	5,842	190	4,552	0	4,552	260	0	0	4,812

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
100 Sanderson Avenue/Florida Avenue										
NBL	185	258	10	195		195	4	0		199
NBT	660	870	27	687		687	0	0		687
NBR	159	192	4	163		163	0	0		163
SBL	178	225	6	184		184	0	0		184
SBT	799	944	19	818		818	0	0		818
SBR	89	130	5	94		94	12	0		106
EBL	256	357	13	269		269	14	0		283
EBT	565	720	20	585		585	31	0		616
EBR	72	86	2	74		74	3	0		77
WBL	274	311	5	279		279	0	0		279
WBT	470	580	14	484		484	28	0		512
WBR	142	165	3	145		145	0	0		145
North Leg										
Approach	1,066	1,299	30	1,096	0	1,096	12	0	0	1,108
Departure	1,058	1,392	43	1,101	0	1,101	14	0	0	1,115
Total	2,124	2,691	73	2,197	0	2,197	26	0	0	2,223
South Leg										
Approach	1,004	1,320	41	1,045	0	1,045	4	0	0	1,049
Departure	1,145	1,341	26	1,171	0	1,171	3	0	0	1,174
Total	2,149	2,661	67	2,216	0	2,216	7	0	0	2,223
East Leg										
Approach	886	1,056	22	908	0	908	28	0	0	936
Departure	902	1,137	30	932	0	932	31	0	0	963
Total	1,788	2,193	52	1,840	0	1,840	59	0	0	1,899
West Leg										
Approach	893	1,163	35	928	0	928	48	0	0	976
Departure	744	968	29	773	0	773	44	0	0	817
Total	1,637	2,131	64	1,701	0	1,701	92	0	0	1,793
Total Approaches										
Approach	3,849	4,838	128	3,977	0	3,977	92	0	0	4,069
Departure	3,849	4,838	128	3,977	0	3,977	92	0	0	4,069
Total	7,698	9,676	256	7,954	0	7,954	184	0	0	8,138

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
101 Sanderson Avenue/Acacia Avenue										
NBL	85	110	3	88		88	3	0		91
NBT	893	1,074	24	917		917	0	0		917
NBR	87	99	2	89		89	0	0		89
SBL	191	223	4	195		195	0	0		195
SBT	880	998	15	895		895	0	0		895
SBR	9	36	4	13		13	0	0		13
EBL	11	41	4	15		15	0	0		15
EBT	234	274	5	239		239	11	0		250
EBR	164	186	3	167		167	6	0		173
WBL	147	167	3	150		150	0	0		150
WBT	184	311	17	201		201	11	0		212
WBR	182	287	14	196		196	0	0		196
North Leg										
Approach	1,080	1,257	23	1,103	0	1,103	0	0	0	1,103
Departure	1,086	1,402	42	1,128	0	1,128	0	0	0	1,128
Total	2,166	2,659	65	2,231	0	2,231	0	0	0	2,231
South Leg										
Approach	1,065	1,283	29	1,094	0	1,094	3	0	0	1,097
Departure	1,191	1,350	21	1,212	0	1,212	6	0	0	1,218
Total	2,256	2,633	50	2,306	0	2,306	9	0	0	2,315
East Leg										
Approach	513	765	34	547	0	547	11	0	0	558
Departure	512	596	11	523	0	523	11	0	0	534
Total	1,025	1,361	45	1,070	0	1,070	22	0	0	1,092
West Leg										
Approach	409	501	12	421	0	421	17	0	0	438
Departure	278	457	24	302	0	302	14	0	0	316
Total	687	958	36	723	0	723	31	0	0	754
Total Approaches										
Approach	3,067	3,805	98	3,165	0	3,165	31	0	0	3,196
Departure	3,067	3,805	98	3,165	0	3,165	31	0	0	3,196
Total	6,134	7,610	196	6,330	0	6,330	62	0	0	6,392

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
102 Kirby Street/Florida Avenue										
NBL	106	120	2	108		108	0	0		108
NBT	366	697	43	409		409	0	0		409
NBR	64	125	8	72		72	0	0		72
SBL	80	174	12	92		92	0	0		92
SBT	321	513	25	346		346	0	0		346
SBR	165	195	4	169		169	3	0		172
EBL	203	246	6	209		209	6	0		215
EBT	855	1,062	27	882		882	25	0		907
EBR	100	113	2	102		102	0	0		102
WBL	134	203	9	143		143	0	0		143
WBT	765	860	12	777		777	23	0		800
WBR	55	111	7	62		62	0	0		62
North Leg										
Approach	566	882	41	607	0	607	3	0	0	610
Departure	624	1,054	56	680	0	680	6	0	0	686
Total	1,190	1,936	97	1,287	0	1,287	9	0	0	1,296
South Leg										
Approach	536	942	53	589	0	589	0	0	0	589
Departure	555	829	36	591	0	591	0	0	0	591
Total	1,091	1,771	89	1,180	0	1,180	0	0	0	1,180
East Leg										
Approach	954	1,174	28	982	0	982	23	0	0	1,005
Departure	999	1,361	47	1,046	0	1,046	25	0	0	1,071
Total	1,953	2,535	75	2,028	0	2,028	48	0	0	2,076
West Leg										
Approach	1,158	1,421	35	1,193	0	1,193	31	0	0	1,224
Departure	1,036	1,175	18	1,054	0	1,054	26	0	0	1,080
Total	2,194	2,596	53	2,247	0	2,247	57	0	0	2,304
Total Approaches										
Approach	3,214	4,419	157	3,371	0	3,371	57	0	0	3,428
Departure	3,214	4,419	157	3,371	0	3,371	57	0	0	3,428
Total	6,428	8,838	314	6,742	0	6,742	114	0	0	6,856

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
103 Lyon Avenue/Florida Avenue										
NBL	77	130	7	84		84	0	0		84
NBT	177	209	4	181		181	0	0		181
NBR	94	123	4	98		98	0	0		98
SBL	108	123	2	110		110	0	0		110
SBT	214	259	6	220		220	0	0		220
SBR	67	76	1	68		68	0	0		68
EBL	103	126	3	106		106	0	0		106
EBT	852	1,159	40	892		892	24	0		916
EBR	42	85	6	48		48	0	0		48
WBL	97	135	5	102		102	0	0		102
WBT	855	1,030	23	878		878	22	0		900
WBR	77	87	1	78		78	0	0		78
North Leg										
Approach	389	457	9	398	0	398	0	0	0	398
Departure	357	422	8	365	0	365	0	0	0	365
Total	746	880	17	763	0	763	0	0	0	763
South Leg										
Approach	348	462	15	363	0	363	0	0	0	363
Departure	353	479	17	370	0	370	0	0	0	370
Total	701	941	32	733	0	733	0	0	0	733
East Leg										
Approach	1,029	1,252	29	1,058	0	1,058	22	0	0	1,080
Departure	1,054	1,405	46	1,100	0	1,100	24	0	0	1,124
Total	2,083	2,657	75	2,158	0	2,158	46	0	0	2,204
West Leg										
Approach	997	1,370	49	1,046	0	1,046	24	0	0	1,070
Departure	999	1,236	31	1,030	0	1,030	22	0	0	1,052
Total	1,996	2,606	80	2,076	0	2,076	46	0	0	2,122
Total Approaches										
Approach	2,763	3,542	102	2,865	0	2,865	46	0	0	2,911
Departure	2,763	3,542	102	2,865	0	2,865	46	0	0	2,911
Total	5,526	7,083	204	5,730	0	5,730	92	0	0	5,822

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
104 Palm Avenue/Florida Avenue										
NBL	69	79	1	70		70	0	0		70
NBT	176	244	9	185		185	0	0		185
NBR	80	90	1	81		81	0	0		81
SBL	29	40	1	30		30	0	0		30
SBT	201	258	7	208		208	0	0		208
SBR	57	89	4	61		61	0	0		61
EBL	63	117	7	70		70	0	0		70
EBT	882	1,141	34	916		916	21	0		937
EBR	60	73	2	62		62	0	0		62
WBL	98	111	2	100		100	0	0		100
WBT	888	1,054	22	910		910	18	0		928
WBR	32	48	2	34		34	0	0		34
North Leg										
Approach	287	387	12	299	0	299	0	0	0	299
Departure	271	409	18	289	0	289	0	0	0	289
Total	558	796	30	588	0	588	0	0	0	588
South Leg										
Approach	325	413	11	336	0	336	0	0	0	336
Departure	359	442	11	370	0	370	0	0	0	370
Total	684	855	22	706	0	706	0	0	0	706
East Leg										
Approach	1,018	1,213	26	1,044	0	1,044	18	0	0	1,062
Departure	991	1,271	36	1,027	0	1,027	21	0	0	1,048
Total	2,009	2,485	62	2,071	0	2,071	39	0	0	2,110
West Leg										
Approach	1,005	1,331	43	1,048	0	1,048	21	0	0	1,069
Departure	1,014	1,222	27	1,041	0	1,041	18	0	0	1,059
Total	2,019	2,553	70	2,089	0	2,089	39	0	0	2,128
Total Approaches										
Approach	2,635	3,344	92	2,727	0	2,727	39	0	0	2,766
Departure	2,635	3,344	92	2,727	0	2,727	39	0	0	2,766
Total	5,270	6,689	184	5,454	0	5,454	78	0	0	5,532

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
105 State Street/Florida Avenue										
NBL	49	72	3	52		52	0	0		52
NBT	303	430	17	320		320	0	0		320
NBR	53	105	7	60		60	0	0		60
SBL	99	118	2	101		101	0	0		101
SBT	338	491	20	358		358	0	0		358
SBR	173	196	3	176		176	0	0		176
EBL	93	105	2	95		95	0	0		95
EBT	813	1,060	32	845		845	21	0		866
EBR	43	68	3	46		46	0	0		46
WBL	55	107	7	62		62	0	0		62
WBT	799	938	18	817		817	18	0		835
WBR	69	78	1	70		70	0	0		70
North Leg										
Approach	610	805	25	635	0	635	0	0	0	635
Departure	465	613	20	485	0	485	0	0	0	485
Total	1,075	1,418	45	1,120	0	1,120	0	0	0	1,120
South Leg										
Approach	405	607	27	432	0	432	0	0	0	432
Departure	436	666	30	466	0	466	0	0	0	466
Total	841	1,273	57	898	0	898	0	0	0	898
East Leg										
Approach	923	1,123	26	949	0	949	18	0	0	967
Departure	965	1,283	41	1,006	0	1,006	21	0	0	1,027
Total	1,888	2,406	67	1,955	0	1,955	39	0	0	1,994
West Leg										
Approach	949	1,233	37	986	0	986	21	0	0	1,007
Departure	1,021	1,206	24	1,045	0	1,045	18	0	0	1,063
Total	1,970	2,439	61	2,031	0	2,031	39	0	0	2,070
Total Approaches										
Approach	2,887	3,768	115	3,002	0	3,002	39	0	0	3,041
Departure	2,887	3,768	115	3,002	0	3,002	39	0	0	3,041
Total	5,774	7,537	230	6,004	0	6,004	78	0	0	6,082

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
106 Buena Vista Street/Florida Avenue										
NBL	43	48	1	44		44	0	0		44
NBT	135	168	4	139		139	0	0		139
NBR	45	51	1	46		46	0	0		46
SBL	37	42	1	38		38	0	0		38
SBT	175	204	4	179		179	0	0		179
SBR	31	35	0	31		31	0	0		31
EBL	27	40	2	29		29	0	0		29
EBT	877	1,169	38	915		915	21	0		936
EBR	34	50	2	36		36	0	0		36
WBL	27	39	2	29		29	0	0		29
WBT	856	1,058	26	882		882	18	0		900
WBR	25	36	1	26		26	0	0		26
North Leg										
Approach	243	281	5	248	0	248	0	0	0	248
Departure	187	244	7	194	0	194	0	0	0	194
Total	430	525	12	442	0	442	0	0	0	442
South Leg										
Approach	223	267	6	229	0	229	0	0	0	229
Departure	236	293	8	244	0	244	0	0	0	244
Total	459	560	14	473	0	473	0	0	0	473
East Leg										
Approach	908	1,133	29	937	0	937	18	0	0	955
Departure	959	1,262	40	999	0	999	21	0	0	1,020
Total	1,867	2,395	69	1,936	0	1,936	39	0	0	1,975
West Leg										
Approach	938	1,259	42	980	0	980	21	0	0	1,001
Departure	930	1,141	27	957	0	957	18	0	0	975
Total	1,868	2,400	69	1,937	0	1,937	39	0	0	1,976
Total Approaches										
Approach	2,312	2,940	82	2,394	0	2,394	39	0	0	2,433
Departure	2,312	2,940	82	2,394	0	2,394	39	0	0	2,433
Total	4,624	5,880	164	4,788	0	4,788	78	0	0	4,866

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
107 Santa Fe Street/Florida Avenue										
NBL	52	59	1	53		53	0	0		53
NBT	57	65	1	58		58	0	0		58
NBR	67	76	1	68		68	0	0		68
SBL	23	26	0	23		23	0	0		23
SBT	62	70	1	63		63	0	0		63
SBR	38	43	1	39		39	0	0		39
EBL	19	23	1	20		20	0	0		20
EBT	875	1,160	37	912		912	21	0		933
EBR	60	67	1	61		61	0	0		61
WBL	51	58	1	52		52	0	0		52
WBT	823	1,050	30	853		853	18	0		871
WBR	17	19	0	17		17	0	0		17
North Leg										
Approach	123	140	2	125	0	125	0	0	0	125
Departure	93	107	2	95	0	95	0	0	0	95
Total	216	247	4	220	0	220	0	0	0	220
South Leg										
Approach	176	200	3	179	0	179	0	0	0	179
Departure	173	195	3	176	0	176	0	0	0	176
Total	349	395	6	355	0	355	0	0	0	355
East Leg										
Approach	891	1,127	31	922	0	922	18	0	0	940
Departure	965	1,262	38	1,003	0	1,003	21	0	0	1,024
Total	1,856	2,389	69	1,925	0	1,925	39	0	0	1,964
West Leg										
Approach	954	1,250	39	993	0	993	21	0	0	1,014
Departure	913	1,152	32	945	0	945	18	0	0	963
Total	1,867	2,402	71	1,938	0	1,938	39	0	0	1,977
Total Approaches										
Approach	2,144	2,716	75	2,219	0	2,219	39	0	0	2,258
Departure	2,144	2,716	75	2,219	0	2,219	39	0	0	2,258
Total	4,288	5,432	150	4,438	0	4,438	78	0	0	4,516

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
108 San Jacinto Street/Florida Avenue										
NBL	68	87	2	70		70	3	0		73
NBT	243	275	4	247		247	0	0		247
NBR	58	73	2	60		60	0	0		60
SBL	187	213	3	190		190	0	0		190
SBT	244	277	4	248		248	0	0		248
SBR	163	191	4	167		167	0	0		167
EBL	192	210	2	194		194	0	0		194
EBT	705	959	33	738		738	15	0		753
EBR	39	47	1	40		40	6	0		46
WBL	118	130	2	120		120	0	0		120
WBT	615	794	23	638		638	15	0		653
WBR	94	107	2	96		96	0	0		96
North Leg										
Approach	594	681	11	605	0	605	0	0	0	605
Departure	529	592	8	537	0	537	0	0	0	537
Total	1,123	1,273	19	1,142	0	1,142	0	0	0	1,142
South Leg										
Approach	369	435	8	377	0	377	3	0	0	380
Departure	401	454	7	408	0	408	6	0	0	414
Total	770	889	15	785	0	785	9	0	0	794
East Leg										
Approach	827	1,031	27	854	0	854	15	0	0	869
Departure	950	1,245	38	988	0	988	15	0	0	1,003
Total	1,777	2,276	65	1,842	0	1,842	30	0	0	1,872
West Leg										
Approach	936	1,216	36	972	0	972	21	0	0	993
Departure	846	1,072	29	875	0	875	18	0	0	893
Total	1,782	2,288	65	1,847	0	1,847	39	0	0	1,886
Total Approaches										
Approach	2,726	3,363	82	2,808	0	2,808	39	0	0	2,847
Departure	2,726	3,363	82	2,808	0	2,808	39	0	0	2,847
Total	5,452	6,727	164	5,616	0	5,616	78	0	0	5,694

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
109 Warren Road/Ramona Expressway										
NBL	199	588	51	250		250	0	0		250
NBT	3	215	28	31		31	0	0		31
NBR	255	289	4	259		259	18	0		277
SBL	2	125	16	18		18	0	0		18
SBT	0	79	10	10		10	0	0		10
SBR	0	226	29	29		29	0	0		29
EBL	0	142	19	19		19	0	0		19
EBT	783	1,274	64	847		847	0	0		847
EBR	336	692	46	382		382	0	0		382
WBL	274	311	5	279		279	20	0		299
WBT	693	1,456	100	793		793	0	0		793
WBR	0	51	7	7		7	0	0		7
North Leg										
Approach	2	430	55	57	0	57	0	0	0	57
Departure	3	408	54	57	0	57	0	0	0	57
Total	5	838	109	114	0	114	0	0	0	114
South Leg										
Approach	457	1,092	83	540	0	540	18	0	0	558
Departure	610	1,082	61	671	0	671	20	0	0	691
Total	1,067	2,174	144	1,211	0	1,211	38	0	0	1,249
East Leg										
Approach	967	1,818	112	1,079	0	1,079	20	0	0	1,099
Departure	1,040	1,688	84	1,124	0	1,124	18	0	0	1,142
Total	2,007	3,506	196	2,203	0	2,203	38	0	0	2,241
West Leg										
Approach	1,119	2,108	129	1,248	0	1,248	0	0	0	1,248
Departure	892	2,270	180	1,072	0	1,072	0	0	0	1,072
Total	2,011	4,378	309	2,320	0	2,320	0	0	0	2,320
Total Approaches										
Approach	2,545	5,448	379	2,924	0	2,924	38	0	0	2,962
Departure	2,545	5,448	379	2,924	0	2,924	38	0	0	2,962
Total	5,090	10,895	758	5,848	0	5,848	76	0	0	5,924

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
110 Warren Road/Cottonwood Avenue										
NBL	30	36	1	31		31	0	0		31
NBT	389	791	52	441		441	18	0		459
NBR	100	150	7	107		107	13	0		120
SBL	157	179	3	160		160	0	0		160
SBT	447	812	48	495		495	20	0		515
SBR	6	6	0	6		6	0	0		6
EBL	2	2	0	2		2	0	0		2
EBT	26	29	0	26		26	0	0		26
EBR	23	30	1	24		24	0	0		24
WBL	54	101	6	60		60	12	0		72
WBT	38	43	1	39		39	0	0		39
WBR	74	118	6	80		80	0	0		80
North Leg										
Approach	610	997	51	661	0	661	20	0	0	681
Departure	465	911	58	523	0	523	18	0	0	541
Total	1,075	1,908	109	1,184	0	1,184	38	0	0	1,222
South Leg										
Approach	519	977	60	579	0	579	31	0	0	610
Departure	524	943	55	579	0	579	32	0	0	611
Total	1,043	1,920	115	1,158	0	1,158	63	0	0	1,221
East Leg										
Approach	166	262	13	179	0	179	12	0	0	191
Departure	283	358	10	293	0	293	13	0	0	306
Total	449	620	23	472	0	472	25	0	0	497
West Leg										
Approach	51	62	1	52	0	52	0	0	0	52
Departure	74	85	2	76	0	76	0	0	0	76
Total	125	147	3	128	0	128	0	0	0	128
Total Approaches										
Approach	1,346	2,298	125	1,471	0	1,471	63	0	0	1,534
Departure	1,346	2,298	125	1,471	0	1,471	63	0	0	1,534
Total	2,692	4,596	250	2,942	0	2,942	126	0	0	3,068

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
111 Warren Road/Esplanade Avenue										
NBL	1	3	0	1		1	0	0		1
NBT	431	821	51	482		482	33	0		515
NBR	130	307	23	153		153	13	0		166
SBL	80	101	3	83		83	0	0		83
SBT	406	798	51	457		457	31	0		488
SBR	52	91	5	57		57	0	0		57
EBL	23	53	4	27		27	0	0		27
EBT	51	145	12	63		63	0	0		63
EBR	1	4	0	1		1	0	0		1
WBL	62	210	19	81		81	12	0		93
WBT	48	145	13	61		61	0	0		61
WBR	57	101	6	63		63	0	0		63
North Leg										
Approach	538	990	59	597	0	597	31	0	0	628
Departure	511	975	61	572	0	572	33	0	0	605
Total	1,049	1,965	120	1,169	0	1,169	64	0	0	1,233
South Leg										
Approach	562	1,131	74	636	0	636	46	0	0	682
Departure	469	1,012	70	539	0	539	43	0	0	582
Total	1,031	2,143	144	1,175	0	1,175	89	0	0	1,264
East Leg										
Approach	167	456	38	205	0	205	12	0	0	217
Departure	261	553	38	299	0	299	13	0	0	312
Total	428	1,009	76	504	0	504	25	0	0	529
West Leg										
Approach	75	202	16	91	0	91	0	0	0	91
Departure	101	239	18	119	0	119	0	0	0	119
Total	176	441	34	210	0	210	0	0	0	210
Total Approaches										
Approach	1,342	2,779	187	1,529	0	1,529	89	0	0	1,618
Departure	1,342	2,779	187	1,529	0	1,529	89	0	0	1,618
Total	2,684	5,558	374	3,058	0	3,058	178	0	0	3,236

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
112 Sanderson Avenue (SR-79) - Sanderson Avenue/Ramona Expressway - Ramona Expressway (SR-79)										
NBL	92	232	18	110		110	0	0		110
NBT	590	701	14	604		604	0	0		604
NBR	23	29	1	24		24	0	0		24
SBL	762	864	13	775		775	0	0		775
SBT	1,129	1,280	20	1,149		1,149	0	0		1149
SBR	468	988	68	536		536	20	0		556
EBL	360	632	35	395		395	18	0		413
EBT	569	1,063	64	633		633	0	0		633
EBR	127	233	14	141		141	0	0		141
WBL	27	31	1	28		28	0	0		28
WBT	391	900	66	457		457	0	0		457
WBR	578	625	6	584		584	0	0		584
North Leg										
Approach	2,359	3,132	101	2,460	0	2,460	20	0	0	2,480
Departure	1,528	1,958	55	1,583	0	1,583	18	0	0	1,601
Total	3,887	5,090	156	4,043	0	4,043	38	0	0	4,081
South Leg										
Approach	705	962	33	738	0	738	0	0	0	738
Departure	1,283	1,544	35	1,318	0	1,318	0	0	0	1,318
Total	1,988	2,506	68	2,056	0	2,056	0	0	0	2,056
East Leg										
Approach	996	1,556	73	1,069	0	1,069	0	0	0	1,069
Departure	1,354	1,956	78	1,432	0	1,432	0	0	0	1,432
Total	2,350	3,512	151	2,501	0	2,501	0	0	0	2,501
West Leg										
Approach	1,056	1,928	113	1,169	0	1,169	18	0	0	1,187
Departure	951	2,120	152	1,103	0	1,103	20	0	0	1,123
Total	2,007	4,048	265	2,272	0	2,272	38	0	0	2,310
Total Approaches										
Approach	5,116	7,578	320	5,436	0	5,436	38	0	0	5,474
Departure	5,116	7,578	320	5,436	0	5,436	38	0	0	5,474
Total	10,232	15,156	640	10,872	0	10,872	76	0	0	10,948

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
113 Malaga Road - Project Driveway 2/McLaughlin Road										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	63	0		63
EBL	0	0	0	0		0	52	0		52
EBT	0	0	0	0		0	107	0		107
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	99	4		103
WBR	0	0	0	0		0	0	5		5
North Leg										
Approach	0	0	0	0	0	0	63	0	0	63
Departure	0	0	0	0	0	0	52	5	0	57
Total	0	0	0	0	0	0	115	5	0	120
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	0	0	0	0	0	0	99	9	0	108
Departure	0	0	0	0	0	0	107	0	0	107
Total	0	0	0	0	0	0	206	9	0	215
West Leg										
Approach	0	0	0	0	0	0	159	0	0	159
Departure	0	0	0	0	0	0	162	4	0	166
Total	0	0	0	0	0	0	321	4	0	325
Total Approaches										
Approach	0	0	0	0	0	0	321	9	0	330
Departure	0	0	0	0	0	0	321	9	0	330
Total	0	0	0	0	0	0	642	18	0	660

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
114 Residential Central Spine/McLaughlin Road										
NBL	0	0	0	0		0	24	11		35
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	35	0		35
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	38	2		40
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	0	0	0	0	0	0	59	11	0	70
Departure	0	0	0	0	0	0	38	2	0	40
Total	0	0	0	0	0	0	97	13	0	110
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	35	0	0	35
Total	0	0	0	0	0	0	35	0	0	35
West Leg										
Approach	0	0	0	0	0	0	38	2	0	40
Departure	0	0	0	0	0	0	24	11	0	35
Total	0	0	0	0	0	0	62	13	0	75
Total Approaches										
Approach	0	0	0	0	0	0	97	13	0	110
Departure	0	0	0	0	0	0	97	13	0	110
Total	0	0	0	0	0	0	194	26	0	220

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
115 Residential Central Spine/Project Driveway 4										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	59	11		70
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	38	2		40
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	0	0	0	0	0	0	38	2	0	40
Departure	0	0	0	0	0	0	59	11	0	70
Total	0	0	0	0	0	0	97	13	0	110
South Leg										
Approach	0	0	0	0	0	0	59	11	0	70
Departure	0	0	0	0	0	0	38	2	0	40
Total	0	0	0	0	0	0	97	13	0	110
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	0	0	0	0	0	0	97	13	0	110
Departure	0	0	0	0	0	0	97	13	0	110
Total	0	0	0	0	0	0	194	26	0	220

LSA

Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
116 Residential Central Spine/Project Driveway 5										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	59	9		68
NBR	0	0	0	0		0	74	0		74
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	38	1		39
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	117	0		117
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	0	0	0	0	0	0	38	1	0	39
Departure	0	0	0	0	0	0	59	9	0	68
Total	0	0	0	0	0	0	97	10	0	107
South Leg										
Approach	0	0	0	0	0	0	133	9	0	142
Departure	0	0	0	0	0	0	155	1	0	156
Total	0	0	0	0	0	0	288	10	0	298
East Leg										
Approach	0	0	0	0	0	0	117	0	0	117
Departure	0	0	0	0	0	0	74	0	0	74
Total	0	0	0	0	0	0	191	0	0	191
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	0	0	0	0	0	0	288	10	0	298
Departure	0	0	0	0	0	0	288	10	0	298
Total	0	0	0	0	0	0	576	20	0	596

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Table C-2 - Phase I Opening Year Cumulative (2025) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
117 Residential Central Spine/Project Driveway 6										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	115	3		118
NBR	0	0	0	0		0	0	1		1
SBL	0	0	0	0		0	67	1		68
SBT	0	0	0	0		0	38	3		41
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	2		2
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	124	2		126
North Leg										
Approach	0	0	0	0	0	0	105	4	0	109
Departure	0	0	0	0	0	0	239	5	0	244
Total	0	0	0	0	0	0	344	9	0	353
South Leg										
Approach	0	0	0	0	0	0	115	4	0	119
Departure	0	0	0	0	0	0	38	5	0	43
Total	0	0	0	0	0	0	153	9	0	162
East Leg										
Approach	0	0	0	0	0	0	124	4	0	128
Departure	0	0	0	0	0	0	67	2	0	69
Total	0	0	0	0	0	0	191	6	0	197
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
1 I-15 SB Ramps/SR-74										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	416	566	26	442		442	25	0	0	467
SBT	0	0	0	0		0	0	0	0	0
SBR	203	252	9	212		212	0	0	0	212
EBL	0	0	0	0		0	0	0	0	0
EBT	763	1,435	117	880		880	21	0	0	901
EBR	500	736	41	541		541	0	0	0	541
WBL	664	819	27	691		691	0	0	0	691
WBT	1,296	1,867	99	1,395		1,395	5	0	0	1400
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	619	818	35	654	0	654	25	0	0	679
Departure	0	0	0	0	0	0	0	0	0	0
Total	619	818	35	654	0	654	25	0	0	679
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	1,164	1,555	68	1,232	0	1,232	0	0	0	1,232
Total	1,164	1,555	68	1,232	0	1,232	0	0	0	1,232
East Leg										
Approach	1,960	2,686	126	2,086	0	2,086	5	0	0	2,091
Departure	1,179	2,001	143	1,322	0	1,322	46	0	0	1,368
Total	3,139	4,687	269	3,408	0	3,408	51	0	0	3,459
West Leg										
Approach	1,263	2,171	158	1,421	0	1,421	21	0	0	1,442
Departure	1,499	2,119	108	1,607	0	1,607	5	0	0	1,612
Total	2,762	4,290	266	3,028	0	3,028	26	0	0	3,054
Total Approaches										
Approach	3,842	5,675	319	4,161	0	4,161	51	0	0	4,212
Departure	3,842	5,675	319	4,161	0	4,161	51	0	0	4,212
Total	7,684	11,350	638	8,322	0	8,322	102	0	0	8,424

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
2 I-15 NB Ramps/SR-74										
NBL	454	515	11	465		465	0	0	0	465
NBT	3	3	0	3		3	0	0	0	3
NBR	531	648	20	551		551	0	0	0	551
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	82	112	5	87		87	0	0	0	87
EBT	1,097	1,889	138	1,235		1,235	47	0	0	1282
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	1,506	2,172	116	1,622		1,622	5	0	0	1627
WBR	560	931	65	625		625	19	0	0	644
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	645	1,046	70	715	0	715	19	0	0	734
Total	645	1,046	70	715	0	715	19	0	0	734
South Leg										
Approach	988	1,166	31	1,019	0	1,019	0	0	0	1,019
Departure	0	0	0	0	0	0	0	0	0	0
Total	988	1,166	31	1,019	0	1,019	0	0	0	1,019
East Leg										
Approach	2,066	3,103	181	2,247	0	2,247	24	0	0	2,271
Departure	1,628	2,537	158	1,786	0	1,786	47	0	0	1,833
Total	3,694	5,640	339	4,033	0	4,033	71	0	0	4,104
West Leg										
Approach	1,179	2,001	143	1,322	0	1,322	47	0	0	1,369
Departure	1,960	2,687	127	2,087	0	2,087	5	0	0	2,092
Total	3,139	4,688	270	3,409	0	3,409	52	0	0	3,461
Total Approaches										
Approach	4,233	6,270	355	4,588	0	4,588	71	0	0	4,659
Departure	4,233	6,270	355	4,588	0	4,588	71	0	0	4,659
Total	8,466	12,539	710	9,176	0	9,176	142	0	0	9,318

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
3 Dexter Avenue/SR-74										
NBL	117	322	36	153		153	0	0	0	153
NBT	184	254	12	196		196	0	0	0	196
NBR	56	70	2	58		58	0	0	0	58
SBL	63	71	1	64		64	0	0	0	64
SBT	140	163	4	144		144	0	0	0	144
SBR	414	634	38	452		452	0	0	0	452
EBL	332	532	35	367		367	0	0	0	367
EBT	1,159	1,674	90	1,249		1,249	47	0	0	1296
EBR	136	331	34	170		170	0	0	0	170
WBL	89	101	2	91		91	0	0	0	91
WBT	1,534	2,147	107	1,641		1,641	25	0	0	1666
WBR	177	201	4	181		181	0	0	0	181
North Leg										
Approach	617	868	43	660	0	660	0	0	0	660
Departure	693	987	51	744	0	744	0	0	0	744
Total	1,310	1,855	94	1,404	0	1,404	0	0	0	1,404
South Leg										
Approach	357	646	50	407	0	407	0	0	0	407
Departure	365	595	40	405	0	405	0	0	0	405
Total	722	1,241	90	812	0	812	0	0	0	812
East Leg										
Approach	1,800	2,448	113	1,913	0	1,913	25	0	0	1,938
Departure	1,278	1,815	93	1,371	0	1,371	47	0	0	1,418
Total	3,078	4,264	206	3,284	0	3,284	72	0	0	3,356
West Leg										
Approach	1,627	2,537	159	1,786	0	1,786	47	0	0	1,833
Departure	2,065	3,103	181	2,246	0	2,246	25	0	0	2,271
Total	3,692	5,640	340	4,032	0	4,032	72	0	0	4,104
Total Approaches										
Approach	4,401	6,500	365	4,766	0	4,766	72	0	0	4,838
Departure	4,401	6,500	365	4,766	0	4,766	72	0	0	4,838
Total	8,802	13,000	730	9,532	0	9,532	144	0	0	9,676

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
4 Cambern Avenue/SR-74										
NBL	73	83	2	75		75	0	0	0	75
NBT	29	33	1	30		30	0	0	0	30
NBR	39	46	1	40		40	0	0	0	40
SBL	124	146	4	128		128	0	0	0	128
SBT	48	55	1	49		49	0	0	0	49
SBR	86	98	2	88		88	0	0	0	88
EBL	126	160	6	132		132	0	0	0	132
EBT	1,080	1,573	86	1,166		1,166	47	0	0	1213
EBR	29	33	1	30		30	0	0	0	30
WBL	74	89	3	77		77	0	0	0	77
WBT	1,526	2,112	102	1,628		1,628	25	0	0	1653
WBR	105	157	9	114		114	0	0	0	114
North Leg										
Approach	258	298	7	265	0	265	0	0	0	265
Departure	260	350	16	276	0	276	0	0	0	276
Total	518	648	23	541	0	541	0	0	0	541
South Leg										
Approach	141	162	4	145	0	145	0	0	0	145
Departure	151	176	5	156	0	156	0	0	0	156
Total	292	338	9	301	0	301	0	0	0	301
East Leg										
Approach	1,705	2,358	114	1,819	0	1,819	25	0	0	1,844
Departure	1,243	1,765	91	1,334	0	1,334	47	0	0	1,381
Total	2,948	4,123	205	3,153	0	3,153	72	0	0	3,225
West Leg										
Approach	1,235	1,766	93	1,328	0	1,328	47	0	0	1,375
Departure	1,685	2,293	106	1,791	0	1,791	25	0	0	1,816
Total	2,920	4,058	199	3,119	0	3,119	72	0	0	3,191
Total Approaches										
Approach	3,339	4,583	218	3,557	0	3,557	72	0	0	3,629
Departure	3,339	4,583	218	3,557	0	3,557	72	0	0	3,629
Total	6,678	9,167	436	7,114	0	7,114	144	0	0	7,258

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
5 Conard Avenue/SR-74										
NBL	33	61	5	38		38	0	0	0	38
NBT	13	20	1	14		14	0	0	0	14
NBR	24	89	11	35		35	0	0	0	35
SBL	104	118	2	106		106	0	0	0	106
SBT	11	34	4	15		15	0	0	0	15
SBR	27	30	1	28		28	0	0	0	28
EBL	9	11	0	9		9	0	0	0	9
EBT	1,214	1,669	79	1,293		1,293	47	0	0	1340
EBR	20	85	11	31		31	0	0	0	31
WBL	11	94	14	25		25	0	0	0	25
WBT	1,644	2,266	108	1,752		1,752	25	0	0	1777
WBR	140	159	3	143		143	0	0	0	143
North Leg										
Approach	142	182	7	149	0	149	0	0	0	149
Departure	162	190	4	166	0	166	0	0	0	166
Total	304	372	11	315	0	315	0	0	0	315
South Leg										
Approach	70	170	17	87	0	87	0	0	0	87
Departure	42	213	29	71	0	71	0	0	0	71
Total	112	383	46	158	0	158	0	0	0	158
East Leg										
Approach	1,795	2,519	125	1,920	0	1,920	25	0	0	1,945
Departure	1,342	1,876	92	1,434	0	1,434	47	0	0	1,481
Total	3,137	4,395	217	3,354	0	3,354	72	0	0	3,426
West Leg										
Approach	1,243	1,765	90	1,333	0	1,333	47	0	0	1,380
Departure	1,704	2,357	114	1,818	0	1,818	25	0	0	1,843
Total	2,947	4,122	204	3,151	0	3,151	72	0	0	3,223
Total Approaches										
Approach	3,250	4,636	239	3,489	0	3,489	72	0	0	3,561
Departure	3,250	4,636	239	3,489	0	3,489	72	0	0	3,561
Total	6,500	9,271	478	6,978	0	6,978	144	0	0	7,122

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

		AM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
6	**El Toro Cut Off Road/SR-74**										
NBL		0	0	0	0		0	0	0	0	0
NBT		0	0	0	0		0	0	0	0	0
NBR		0	0	0	0		0	0	0	0	0
SBL		2	174	30	32		32	0	0	0	32
SBT		0	0	0	0		0	0	0	0	0
SBR		25	185	28	53		53	0	0	0	53
EBL		20	87	12	32		32	0	0	0	32
EBT		1,142	1,814	117	1,259		1,259	47	0	0	1306
EBR		0	0	0	0		0	0	0	0	0
WBL		0	0	0	0		0	0	0	0	0
WBT		1,591	2,088	86	1,677		1,677	25	0	0	1702
WBR		11	465	79	90		90	0	0	0	90
North Leg											
	Approach	27	359	58	85	0	85	0	0	0	85
	Departure	31	552	91	122	0	122	0	0	0	122
	Total	58	911	149	207	0	207	0	0	0	207
South Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
East Leg											
	Approach	1,602	2,553	165	1,767	0	1,767	25	0	0	1,792
	Departure	1,144	1,988	147	1,291	0	1,291	47	0	0	1,338
	Total	2,746	4,541	312	3,058	0	3,058	72	0	0	3,130
West Leg											
	Approach	1,162	1,901	129	1,291	0	1,291	47	0	0	1,338
	Departure	1,616	2,273	114	1,730	0	1,730	25	0	0	1,755
	Total	2,778	4,174	243	3,021	0	3,021	72	0	0	3,093
Total Approaches											
	Approach	2,791	4,813	352	3,143	0	3,143	72	0	0	3,215
	Departure	2,791	4,813	352	3,143	0	3,143	72	0	0	3,215
	Total	5,582	9,626	704	6,286	0	6,286	144	0	0	6,430

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
7 Riverside Street/SR-74										
NBL	275	684	71	346		346	0	0	0	346
NBT	0	0	0	0		0	0	0	0	0
NBR	6	13	1	7		7	0	0	0	7
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	968	1,618	113	1,081		1,081	47	0	0	1128
EBR	140	267	22	162		162	0	0	0	162
WBL	7	10	1	8		8	0	0	0	8
WBT	1,353	1,991	111	1,464		1,464	25	0	0	1489
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	281	697	72	353	0	353	0	0	0	353
Departure	147	277	23	170	0	170	0	0	0	170
Total	428	974	95	523	0	523	0	0	0	523
East Leg										
Approach	1,360	2,001	112	1,472	0	1,472	25	0	0	1,497
Departure	974	1,631	114	1,088	0	1,088	47	0	0	1,135
Total	2,334	3,632	226	2,560	0	2,560	72	0	0	2,632
West Leg										
Approach	1,108	1,885	135	1,243	0	1,243	47	0	0	1,290
Departure	1,628	2,675	182	1,810	0	1,810	25	0	0	1,835
Total	2,736	4,560	317	3,053	0	3,053	72	0	0	3,125
Total Approaches										
Approach	2,749	4,583	319	3,068	0	3,068	72	0	0	3,140
Departure	2,749	4,583	319	3,068	0	3,068	72	0	0	3,140
Total	5,498	9,166	638	6,136	0	6,136	144	0	0	6,280

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
8 Wasson Canyon Road/SR-74										
NBL	15	33	3	18		18	0	0	0	18
NBT	0	0	0	0		0	0	0	0	0
NBR	33	254	38	71		71	0	0	0	71
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	940	1,532	103	1,043		1,043	47	0	0	1090
EBR	7	91	15	22		22	0	0	0	22
WBL	9	357	61	70		70	0	0	0	70
WBT	1,295	1,845	96	1,391		1,391	25	0	0	1416
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	48	287	41	89	0	89	0	0	0	89
Departure	16	448	76	92	0	92	0	0	0	92
Total	64	735	117	181	0	181	0	0	0	181
East Leg										
Approach	1,304	2,202	157	1,461	0	1,461	25	0	0	1,486
Departure	973	1,786	141	1,114	0	1,114	47	0	0	1,161
Total	2,277	3,988	298	2,575	0	2,575	72	0	0	2,647
West Leg										
Approach	947	1,623	118	1,065	0	1,065	47	0	0	1,112
Departure	1,310	1,878	99	1,409	0	1,409	25	0	0	1,434
Total	2,257	3,501	217	2,474	0	2,474	72	0	0	2,546
Total Approaches										
Approach	2,299	4,112	316	2,615	0	2,615	72	0	0	2,687
Departure	2,299	4,112	316	2,615	0	2,615	72	0	0	2,687
Total	4,598	8,224	632	5,230	0	5,230	144	0	0	5,374

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
9 SR-74/Meadowbrook Avenue - Greenwald Avenue										
NBL	18	20	0	18		18	0	0	0	18
NBT	834	1,607	134	968		968	47	0	0	1015
NBR	111	162	9	120		120	0	0	0	120
SBL	34	80	8	42		42	3	0	0	45
SBT	957	1,767	141	1,098		1,098	25	0	0	1123
SBR	24	28	1	25		25	0	0	0	25
EBL	67	81	2	69		69	0	0	0	69
EBT	14	16	0	14		14	0	0	0	14
EBR	42	47	1	43		43	0	0	0	43
WBL	283	471	33	316		316	0	0	0	316
WBT	12	14	0	12		12	0	0	0	12
WBR	75	210	23	98		98	10	0	0	108
North Leg										
Approach	1,015	1,875	150	1,165	0	1,165	28	0	0	1,193
Departure	976	1,898	159	1,135	0	1,135	57	0	0	1,192
Total	1,991	3,773	309	2,300	0	2,300	85	0	0	2,385
South Leg										
Approach	963	1,789	143	1,106	0	1,106	47	0	0	1,153
Departure	1,282	2,285	175	1,457	0	1,457	25	0	0	1,482
Total	2,245	4,074	318	2,563	0	2,563	72	0	0	2,635
East Leg										
Approach	370	695	56	426	0	426	10	0	0	436
Departure	159	258	17	176	0	176	3	0	0	179
Total	529	952	73	602	0	602	13	0	0	615
West Leg										
Approach	123	144	3	126	0	126	0	0	0	126
Departure	54	62	1	55	0	55	0	0	0	55
Total	177	206	4	181	0	181	0	0	0	181
Total Approaches										
Approach	2,471	4,503	352	2,823	0	2,823	85	0	0	2,908
Departure	2,471	4,503	352	2,823	0	2,823	85	0	0	2,908
Total	4,942	9,005	704	5,646	0	5,646	170	0	0	5,816

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
10 SR-74/River Road										
NBL	0	0	0	0		0	0	0	0	0
NBT	961	1,874	159	1,120		1,120	57	0	0	1177
NBR	6	7	0	6		6	0	0	0	6
SBL	18	20	0	18		18	0	0	0	18
SBT	999	1,879	153	1,152		1,152	28	0	0	1180
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	0	0	0	0
WBL	9	15	1	10		10	0	0	0	10
WBT	0	0	0	0		0	0	0	0	0
WBR	35	57	4	39		39	0	0	0	39
North Leg										
Approach	1,017	1,899	153	1,170	0	1,170	28	0	0	1,198
Departure	996	1,931	163	1,159	0	1,159	57	0	0	1,216
Total	2,013	3,830	316	2,329	0	2,329	85	0	0	2,414
South Leg										
Approach	967	1,881	159	1,126	0	1,126	57	0	0	1,183
Departure	1,008	1,894	154	1,162	0	1,162	28	0	0	1,190
Total	1,975	3,775	313	2,288	0	2,288	85	0	0	2,373
East Leg										
Approach	44	72	5	49	0	49	0	0	0	49
Departure	24	27	0	24	0	24	0	0	0	24
Total	68	99	5	73	0	73	0	0	0	73
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	2,028	3,852	317	2,345	0	2,345	85	0	0	2,430
Departure	2,028	3,852	317	2,345	0	2,345	85	0	0	2,430
Total	4,056	7,704	634	4,690	0	4,690	170	0	0	4,860

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
11 SR-74/Ellis Avenue										
NBL	67	76	1	68		68	0	0	0	68
NBT	785	1,112	57	842		842	57	0	0	899
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	754	1,095	59	813		813	28	0	0	841
SBR	238	312	13	251		251	0	0	0	251
EBL	241	423	32	273		273	0	0	0	273
EBT	0	0	0	0		0	0	0	0	0
EBR	74	95	4	78		78	0	0	0	78
WBL	0	0	0	0		0	0	0	0	0
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	992	1,407	72	1,064	0	1,064	28	0	0	1,092
Departure	1,026	1,535	89	1,115	0	1,115	57	0	0	1,172
Total	2,018	2,942	161	2,179	0	2,179	85	0	0	2,264
South Leg										
Approach	852	1,188	58	910	0	910	57	0	0	967
Departure	828	1,190	63	891	0	891	28	0	0	919
Total	1,680	2,378	121	1,801	0	1,801	85	0	0	1,886
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	315	518	36	351	0	351	0	0	0	351
Departure	305	388	14	319	0	319	0	0	0	319
Total	620	906	50	670	0	670	0	0	0	670
Total Approaches										
Approach	2,159	3,113	166	2,325	0	2,325	85	0	0	2,410
Departure	2,159	3,113	166	2,325	0	2,325	85	0	0	2,410
Total	4,318	6,225	332	4,650	0	4,650	170	0	0	4,820

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
12 Navajo Road/SR-74										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	523	593	12	535		535	3	0	0	538
SBT	0	0	0	0		0	0	0	0	0
SBR	49	106	10	59		59	0	0	0	59
EBL	36	73	6	42		42	0	0	0	42
EBT	1,001	1,190	33	1,034		1,034	28	0	0	1062
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	934	1,371	76	1,010		1,010	57	0	0	1067
WBR	363	433	12	375		375	2	0	0	377
North Leg										
Approach	572	699	22	594	0	594	3	0	0	597
Departure	399	506	18	417	0	417	2	0	0	419
Total	971	1,205	40	1,011	0	1,011	5	0	0	1,016
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1,297	1,804	88	1,385	0	1,385	59	0	0	1,444
Departure	1,524	1,783	45	1,569	0	1,569	31	0	0	1,600
Total	2,821	3,587	133	2,954	0	2,954	90	0	0	3,044
West Leg										
Approach	1,037	1,263	39	1,076	0	1,076	28	0	0	1,104
Departure	983	1,477	86	1,069	0	1,069	57	0	0	1,126
Total	2,020	2,740	125	2,145	0	2,145	85	0	0	2,230
Total Approaches										
Approach	2,906	3,766	149	3,055	0	3,055	90	0	0	3,145
Departure	2,906	3,766	149	3,055	0	3,055	90	0	0	3,145
Total	5,812	7,533	298	6,110	0	6,110	180	0	0	6,290

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
13 A Street/SR-74										
NBL	130	147	3	133		133	0	0	0	133
NBT	179	427	43	222		222	0	0	0	222
NBR	62	74	2	64		64	0	0	0	64
SBL	78	198	21	99		99	5	0	0	104
SBT	134	232	17	151		151	0	0	0	151
SBR	216	467	44	260		260	0	0	0	260
EBL	196	402	36	232		232	0	0	0	232
EBT	1,161	1,317	27	1,188		1,188	60	0	0	1248
EBR	59	67	1	60		60	0	0	0	60
WBL	76	86	2	78		78	0	0	0	78
WBT	965	1,169	35	1,000		1,000	30	0	0	1030
WBR	29	83	9	38		38	8	0	0	46
North Leg										
Approach	428	897	82	510	0	510	5	0	0	515
Departure	404	912	88	492	0	492	8	0	0	500
Total	832	1,809	170	1,002	0	1,002	13	0	0	1,015
South Leg										
Approach	371	648	48	419	0	419	0	0	0	419
Departure	269	385	20	289	0	289	0	0	0	289
Total	640	1,033	68	708	0	708	0	0	0	708
East Leg										
Approach	1,070	1,338	46	1,116	0	1,116	38	0	0	1,154
Departure	1,301	1,589	50	1,351	0	1,351	65	0	0	1,416
Total	2,371	2,927	96	2,467	0	2,467	103	0	0	2,570
West Leg										
Approach	1,416	1,786	64	1,480	0	1,480	60	0	0	1,540
Departure	1,311	1,783	82	1,393	0	1,393	30	0	0	1,423
Total	2,727	3,569	146	2,873	0	2,873	90	0	0	2,963
Total Approaches										
Approach	3,285	4,669	240	3,525	0	3,525	103	0	0	3,628
Departure	3,285	4,669	240	3,525	0	3,525	103	0	0	3,628
Total	6,570	9,338	480	7,050	0	7,050	206	0	0	7,256

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
14 C Street/SR-74										
NBL	6	25	3	9		9	0	0	0	9
NBT	74	207	23	97		97	0	0	0	97
NBR	28	62	6	34		34	0	0	0	34
SBL	42	51	2	44		44	0	0	0	44
SBT	45	51	1	46		46	0	0	0	46
SBR	355	392	6	361		361	0	0	0	361
EBL	268	374	18	286		286	0	0	0	286
EBT	996	1,226	40	1,036		1,036	67	0	0	1103
EBR	5	9	1	6		6	0	0	0	6
WBL	0	0	0	0		0	0	0	0	0
WBT	753	990	41	794		794	40	0	0	834
WBR	50	59	2	52		52	0	0	0	52
North Leg										
Approach	442	495	9	451	0	451	0	0	0	451
Departure	392	640	43	435	0	435	0	0	0	435
Total	834	1,134	52	886	0	886	0	0	0	886
South Leg										
Approach	108	294	32	140	0	140	0	0	0	140
Departure	50	60	2	52	0	52	0	0	0	52
Total	158	354	34	192	0	192	0	0	0	192
East Leg										
Approach	803	1,049	43	846	0	846	40	0	0	886
Departure	1,066	1,339	48	1,114	0	1,114	67	0	0	1,181
Total	1,869	2,388	91	1,960	0	1,960	107	0	0	2,067
West Leg										
Approach	1,269	1,609	59	1,328	0	1,328	67	0	0	1,395
Departure	1,114	1,407	50	1,164	0	1,164	40	0	0	1,204
Total	2,383	3,016	109	2,492	0	2,492	107	0	0	2,599
Total Approaches										
Approach	2,622	3,446	143	2,765	0	2,765	107	0	0	2,872
Departure	2,622	3,446	143	2,765	0	2,765	107	0	0	2,872
Total	5,244	6,892	286	5,530	0	5,530	214	0	0	5,744

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
15 D Street/SR-74										
NBL	23	26	1	24		24	0	0	0	24
NBT	103	175	13	116		116	0	0	0	116
NBR	30	177	26	56		56	0	0	0	56
SBL	11	73	11	22		22	0	0	0	22
SBT	68	77	2	70		70	0	0	0	70
SBR	73	83	2	75		75	0	0	0	75
EBL	132	150	3	135		135	0	0	0	135
EBT	906	1,156	43	949		949	67	0	0	1016
EBR	29	33	1	30		30	0	0	0	30
WBL	31	101	12	43		43	0	0	0	43
WBT	706	939	41	747		747	40	0	0	787
WBR	16	116	17	33		33	0	0	0	33
North Leg										
Approach	152	233	15	167	0	167	0	0	0	167
Departure	251	441	33	284	0	284	0	0	0	284
Total	403	674	48	451	0	451	0	0	0	451
South Leg										
Approach	156	378	40	196	0	196	0	0	0	196
Departure	128	210	15	143	0	143	0	0	0	143
Total	284	588	55	339	0	339	0	0	0	339
East Leg										
Approach	753	1,156	70	823	0	823	40	0	0	863
Departure	947	1,406	80	1,027	0	1,027	67	0	0	1,094
Total	1,700	2,562	150	1,850	0	1,850	107	0	0	1,957
West Leg										
Approach	1,067	1,339	47	1,114	0	1,114	67	0	0	1,181
Departure	802	1,048	44	846	0	846	40	0	0	886
Total	1,869	2,387	91	1,960	0	1,960	107	0	0	2,067
Total Approaches										
Approach	2,128	3,106	172	2,300	0	2,300	107	0	0	2,407
Departure	2,128	3,106	172	2,300	0	2,300	107	0	0	2,407
Total	4,256	6,211	344	4,600	0	4,600	214	0	0	4,814

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
16 Perris Boulevard/SR-74										
NBL	46	237	33	79		79	0	0	0	79
NBT	398	904	88	486		486	0	0	0	486
NBR	45	176	23	68		68	0	0	0	68
SBL	65	76	2	67		67	3	0	0	70
SBT	254	703	78	332		332	0	0	0	332
SBR	202	312	19	221		221	0	0	0	221
EBL	304	344	7	311		311	0	0	0	311
EBT	579	930	61	640		640	67	0	0	707
EBR	42	159	20	62		62	0	0	0	62
WBL	46	123	13	59		59	0	0	0	59
WBT	498	742	42	540		540	40	0	0	580
WBR	40	45	1	41		41	2	0	0	43
North Leg										
Approach	521	1,091	99	620	0	620	3	0	0	623
Departure	742	1,294	96	838	0	838	2	0	0	840
Total	1,263	2,385	195	1,458	0	1,458	5	0	0	1,463
South Leg										
Approach	489	1,317	144	633	0	633	0	0	0	633
Departure	342	985	111	453	0	453	0	0	0	453
Total	831	2,302	255	1,086	0	1,086	0	0	0	1,086
East Leg										
Approach	584	910	56	640	0	640	42	0	0	682
Departure	689	1,182	86	775	0	775	70	0	0	845
Total	1,273	2,092	142	1,415	0	1,415	112	0	0	1,527
West Leg										
Approach	925	1,433	88	1,013	0	1,013	67	0	0	1,080
Departure	746	1,291	94	840	0	840	40	0	0	880
Total	1,671	2,724	182	1,853	0	1,853	107	0	0	1,960
Total Approaches										
Approach	2,519	4,752	387	2,906	0	2,906	112	0	0	3,018
Departure	2,519	4,752	387	2,906	0	2,906	112	0	0	3,018
Total	5,038	9,503	774	5,812	0	5,812	224	0	0	6,036

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
17 G Street/SR-74										
NBL	10	26	3	13		13	0	0	0	13
NBT	40	178	24	64		64	0	0	0	64
NBR	43	102	10	53		53	0	0	0	53
SBL	56	109	9	65		65	12	0	0	77
SBT	18	136	21	39		39	0	0	0	39
SBR	14	30	3	17		17	0	0	0	17
EBL	38	112	13	51		51	0	0	0	51
EBT	569	890	56	625		625	70	0	0	695
EBR	19	116	17	36		36	0	0	0	36
WBL	27	143	20	47		47	0	0	0	47
WBT	554	820	46	600		600	42	0	0	642
WBR	51	130	14	65		65	9	0	0	74
North Leg										
Approach	88	275	33	121	0	121	12	0	0	133
Departure	129	420	51	180	0	180	9	0	0	189
Total	217	695	84	301	0	301	21	0	0	322
South Leg										
Approach	93	306	37	130	0	130	0	0	0	130
Departure	64	395	58	122	0	122	0	0	0	122
Total	157	701	95	252	0	252	0	0	0	252
East Leg										
Approach	632	1,093	80	712	0	712	51	0	0	763
Departure	668	1,101	75	743	0	743	82	0	0	825
Total	1,300	2,194	155	1,455	0	1,455	133	0	0	1,588
West Leg										
Approach	626	1,118	86	712	0	712	70	0	0	782
Departure	578	876	52	630	0	630	42	0	0	672
Total	1,204	1,994	138	1,342	0	1,342	112	0	0	1,454
Total Approaches										
Approach	1,439	2,792	236	1,675	0	1,675	133	0	0	1,808
Departure	1,439	2,792	236	1,675	0	1,675	133	0	0	1,808
Total	2,878	5,584	472	3,350	0	3,350	266	0	0	3,616

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
18 Wilkerson Avenue/SR-74										
NBL	34	39	1	35		35	0	0	0	35
NBT	6	6	0	6		6	0	0	0	6
NBR	18	20	0	18		18	0	0	0	18
SBL	86	98	2	88		88	0	0	0	88
SBT	9	11	0	9		9	0	0	0	9
SBR	22	25	1	23		23	0	0	0	23
EBL	34	39	1	35		35	0	0	0	35
EBT	572	1,002	75	647		647	85	0	0	732
EBR	30	34	1	31		31	0	0	0	31
WBL	12	14	0	12		12	0	0	0	12
WBT	594	1,052	80	674		674	51	0	0	725
WBR	113	128	3	116		116	0	0	0	116
North Leg										
Approach	117	133	3	120	0	120	0	0	0	120
Departure	153	173	4	157	0	157	0	0	0	157
Total	270	307	7	277	0	277	0	0	0	277
South Leg										
Approach	58	65	1	59	0	59	0	0	0	59
Departure	51	58	1	52	0	52	0	0	0	52
Total	109	123	2	111	0	111	0	0	0	111
East Leg										
Approach	719	1,194	83	802	0	802	51	0	0	853
Departure	676	1,120	77	753	0	753	85	0	0	838
Total	1,395	2,313	160	1,555	0	1,555	136	0	0	1,691
West Leg										
Approach	636	1,074	77	713	0	713	85	0	0	798
Departure	650	1,116	82	732	0	732	51	0	0	783
Total	1,286	2,191	159	1,445	0	1,445	136	0	0	1,581
Total Approaches										
Approach	1,530	2,467	164	1,694	0	1,694	136	0	0	1,830
Departure	1,530	2,467	164	1,694	0	1,694	136	0	0	1,830
Total	3,060	4,933	328	3,388	0	3,388	272	0	0	3,660

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
19 Redlands Avenue/SR-74 - 4th Street										
NBL	31	85	9	40		40	0	0	0	40
NBT	266	1,042	135	401		401	0	0	0	401
NBR	7	12	1	8		8	0	0	0	8
SBL	31	35	1	32		32	0	0	0	32
SBT	342	600	45	387		387	0	0	0	387
SBR	707	1,132	74	781		781	51	0	0	832
EBL	633	1,077	77	710		710	85	0	0	795
EBT	23	26	1	24		24	0	0	0	24
EBR	31	40	2	33		33	0	0	0	33
WBL	3	3	0	3		3	0	0	0	3
WBT	5	5	0	5		5	0	0	0	5
WBR	23	26	1	24		24	0	0	0	24
North Leg										
Approach	1,080	1,767	120	1,200	0	1,200	51	0	0	1,251
Departure	922	2,145	213	1,135	0	1,135	85	0	0	1,220
Total	2,002	3,912	333	2,335	0	2,335	136	0	0	2,471
South Leg										
Approach	304	1,139	145	449	0	449	0	0	0	449
Departure	376	643	47	423	0	423	0	0	0	423
Total	680	1,782	192	872	0	872	0	0	0	872
East Leg										
Approach	31	35	1	32	0	32	0	0	0	32
Departure	61	73	3	64	0	64	0	0	0	64
Total	92	108	4	96	0	96	0	0	0	96
West Leg										
Approach	687	1,143	80	767	0	767	85	0	0	852
Departure	743	1,222	83	826	0	826	51	0	0	877
Total	1,430	2,366	163	1,593	0	1,593	136	0	0	1,729
Total Approaches										
Approach	2,102	4,084	346	2,448	0	2,448	136	0	0	2,584
Departure	2,102	4,084	346	2,448	0	2,448	136	0	0	2,584
Total	4,204	8,167	692	4,896	0	4,896	272	0	0	5,168

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
20 Redlands Avenue/I-215 SB Ramps										
NBL	0	0	0	0		0	0	0	0	0
NBT	566	1,614	182	748		748	0	0	0	748
NBR	356	531	30	386		386	85	0	0	471
SBL	455	527	13	468		468	8	0	0	476
SBT	933	1,544	106	1,039		1,039	51	0	0	1090
SBR	0	0	0	0		0	0	0	0	0
EBL	126	253	22	148		148	0	0	0	148
EBT	0	0	0	0		0	0	0	0	0
EBR	148	223	13	161		161	0	0	0	161
WBL	0	0	0	0		0	0	0	0	0
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	1,388	2,071	119	1,507	0	1,507	59	0	0	1,566
Departure	692	1,867	204	896	0	896	0	0	0	896
Total	2,080	3,938	323	2,403	0	2,403	59	0	0	2,462
South Leg										
Approach	922	2,145	212	1,134	0	1,134	85	0	0	1,219
Departure	1,081	1,767	119	1,200	0	1,200	51	0	0	1,251
Total	2,003	3,912	331	2,334	0	2,334	136	0	0	2,470
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	811	1,058	43	854	0	854	93	0	0	947
Total	811	1,058	43	854	0	854	93	0	0	947
West Leg										
Approach	274	476	35	309	0	309	0	0	0	309
Departure	0	0	0	0	0	0	0	0	0	0
Total	274	476	35	309	0	309	0	0	0	309
Total Approaches										
Approach	2,584	4,692	366	2,950	0	2,950	144	0	0	3,094
Departure	2,584	4,692	366	2,950	0	2,950	144	0	0	3,094
Total	5,168	9,384	732	5,900	0	5,900	288	0	0	6,188

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
21 Redlands Avenue/I-215 NB Ramps										
NBL	132	390	45	177		177	0	0	0	177
NBT	560	1,477	159	719		719	0	0	0	719
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	966	1,567	105	1,071		1,071	8	0	0	1079
SBR	151	193	7	158		158	0	0	0	158
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	0	0	0	0
WBL	422	504	14	436		436	51	0	0	487
WBT	0	0	0	0		0	0	0	0	0
WBR	344	391	8	352		352	5	0	0	357
North Leg										
Approach	1,117	1,760	112	1,229	0	1,229	8	0	0	1,237
Departure	904	1,868	167	1,071	0	1,071	5	0	0	1,076
Total	2,021	3,628	279	2,300	0	2,300	13	0	0	2,313
South Leg										
Approach	692	1,867	204	896	0	896	0	0	0	896
Departure	1,388	2,071	119	1,507	0	1,507	59	0	0	1,566
Total	2,080	3,938	323	2,403	0	2,403	59	0	0	2,462
East Leg										
Approach	766	895	22	788	0	788	56	0	0	844
Departure	0	0	0	0	0	0	0	0	0	0
Total	766	895	22	788	0	788	56	0	0	844
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	283	583	52	335	0	335	0	0	0	335
Total	283	583	52	335	0	335	0	0	0	335
Total Approaches										
Approach	2,575	4,522	338	2,913	0	2,913	64	0	0	2,977
Departure	2,575	4,522	338	2,913	0	2,913	64	0	0	2,977
Total	5,150	9,043	676	5,826	0	5,826	128	0	0	5,954

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
22 Dunlap Drive/Nuevo Road										
NBL	25	77	9	34		34	0	0	0	34
NBT	101	454	61	162		162	0	0	0	162
NBR	52	224	30	82		82	0	0	0	82
SBL	49	115	11	60		60	17	0	0	77
SBT	101	234	23	124		124	0	0	0	124
SBR	47	79	6	53		53	0	0	0	53
EBL	19	75	10	29		29	0	0	0	29
EBT	256	971	124	380		380	5	0	0	385
EBR	21	78	10	31		31	0	0	0	31
WBL	63	287	39	102		102	0	0	0	102
WBT	375	1,244	151	526		526	8	0	0	534
WBR	62	300	41	103		103	19	0	0	122
North Leg										
Approach	197	428	40	237	0	237	17	0	0	254
Departure	182	829	112	294	0	294	19	0	0	313
Total	379	1,257	152	531	0	531	36	0	0	567
South Leg										
Approach	178	755	100	278	0	278	0	0	0	278
Departure	185	599	72	257	0	257	0	0	0	257
Total	363	1,354	172	535	0	535	0	0	0	535
East Leg										
Approach	500	1,831	231	731	0	731	27	0	0	758
Departure	357	1,310	165	522	0	522	22	0	0	544
Total	857	3,141	396	1,253	0	1,253	49	0	0	1,302
West Leg										
Approach	296	1,124	144	440	0	440	5	0	0	445
Departure	447	1,400	166	613	0	613	8	0	0	621
Total	743	2,524	310	1,053	0	1,053	13	0	0	1,066
Total Approaches										
Approach	1,171	4,138	515	1,686	0	1,686	49	0	0	1,735
Departure	1,171	4,138	515	1,686	0	1,686	49	0	0	1,735
Total	2,342	8,276	1,030	3,372	0	3,372	98	0	0	3,470

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
23 Menifee Road/Nuevo Road										
NBL	147	576	75	222		222	27	0	0	249
NBT	175	577	119	294		294	0	0	0	294
NBR	302	342	7	309		309	19	0	0	328
SBL	26	42	5	31		31	0	0	0	31
SBT	88	528	130	218		218	0	0	0	218
SBR	16	297	83	99		99	0	0	0	99
EBL	9	99	27	36		36	0	0	0	36
EBT	280	725	77	357		357	0	0	0	357
EBR	74	365	51	125		125	21	0	0	146
WBL	220	250	5	225		225	39	0	0	264
WBT	324	890	98	422		422	0	0	0	422
WBR	37	37	0	37		37	0	0	0	37
North Leg										
Approach	130	867	218	348	0	348	0	0	0	348
Departure	221	713	146	367	0	367	0	0	0	367
Total	351	1,580	364	715	0	715	0	0	0	715
South Leg										
Approach	624	1,495	201	825	0	825	46	0	0	871
Departure	382	1,143	186	568	0	568	60	0	0	628
Total	1,006	2,638	387	1,393	0	1,393	106	0	0	1,499
East Leg										
Approach	581	1,177	103	684	0	684	39	0	0	723
Departure	608	1,109	89	697	0	697	19	0	0	716
Total	1,189	2,286	192	1,381	0	1,381	58	0	0	1,439
West Leg										
Approach	363	1,189	155	518	0	518	21	0	0	539
Departure	487	1,763	256	743	0	743	27	0	0	770
Total	850	2,952	411	1,261	0	1,261	48	0	0	1,309
Total Approaches										
Approach	1,698	4,728	677	2,375	0	2,375	106	0	0	2,481
Departure	1,698	4,728	677	2,375	0	2,375	106	0	0	2,481
Total	3,396	9,456	1,354	4,750	0	4,750	212	0	0	4,962

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour								PM Peak Hour							
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	External Project Trips	Internal Project Trips	Pass-By Trips	Year 2026 with Project	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	External Project Trips	Internal Project Trips	Pass-By Trips	Year 2026 with Project
24 Menifee Road/Nuevo Road																
NBHL	0	0	0	0	0	0	0	0	2	2	0	2	0	0	0	2
NBL	4	6	0	4	0	0	0	4	1	2	0	1	1	0	0	2
NBT	364	1,258	155	519	44	0	0	563	279	1,005	126	405	95	0	0	500
NBR	86	98	2	88	5	0	0	93	127	151	4	131	8	0	0	139
SBL	1	2	0	1	0	0	0	1	1	2	0	1	0	0	0	1
SBT	271	956	119	390	64	0	0	454	327	1,105	135	462	91	0	0	553
SBBR	9	11	0	9	0	0	0	9	4	4	0	4	0	0	0	4
SBR	13	39	5	18	0	0	0	18	21	59	7	28	0	0	0	28
EBL	1	17	3	4	0	0	0	4	1	20	3	4	0	0	0	4
EBT	2	11	2	4	0	0	0	4	0	0	0	0	0	0	0	0
EBR	3	24	4	7	2	0	0	9	1	12	2	3	0	0	0	3
EBHR	2	2	0	2	0	0	0	2	2	2	0	2	0	0	0	2
WBL	115	131	3	118	8	0	0	126	67	87	3	70	8	0	0	78
WBBL	3	3	0	3	0	0	0	3	7	8	0	7	0	0	0	7
WBT	0	0	0	0	0	0	0	0	3	3	0	3	0	0	0	3
WBR	4	10	1	5	0	0	0	5	2	4	0	2	0	0	0	2
NEBHL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NEBBL	53	60	1	54	0	0	0	54	16	18	0	16	0	0	0	16
NEBBR	3	3	0	3	0	0	0	3	5	5	0	5	0	0	0	5
NEBHR	12	14	0	12	0	0	0	12	11	13	0	11	0	0	0	11
North Leg																
Approach	294	1,008	124	418	64	0	0	482	353	1,170	142	495	91	0	0	586
Departure	422	1,345	160	582	44	0	0	626	298	1,047	129	427	95	0	0	522
Total	716	2,352	284	1,000	108	0	0	1,108	651	2,217	271	922	186	0	0	1,108
South Leg																
Approach	454	1,362	157	611	49	0	0	660	409	1,160	130	539	104	0	0	643
Departure	401	1,125	126	527	74	0	0	601	406	1,217	140	546	99	0	0	645
Total	855	2,487	283	1,138	123	0	0	1,261	815	2,377	270	1,085	203	0	0	1,288
East Leg																
Approach	122	144	4	126	8	0	0	134	79	103	3	82	8	0	0	90
Departure	92	114	4	96	5	0	0	101	133	158	4	137	8	0	0	145
Total	214	258	8	222	13	0	0	235	212	261	7	219	16	0	0	235
West Leg																
Approach	8	54	9	17	2	0	0	19	4	34	5	9	0	0	0	9
Departure	17	45	5	22	0	0	0	22	25	64	7	32	1	0	0	33
Total	25	99	14	39	2	0	0	41	29	98	12	41	1	0	0	42
Southwest leg																
Approach	68	77	1	69	0	0	0	69	32	36	0	32	0	0	0	32
Departure	14	16	0	14	0	0	0	14	15	17	0	15	0	0	0	15
Total	82	92	1	83	0	0	0	83	47	53	0	47	0	0	0	47
Total Approaches																
Approach	946	2,644	295	1,241	123	0	0	1,364	877	2,503	280	1,157	203	0	0	1,360
Departure	946	2,644	295	1,241	123	0	0	1,364	877	2,503	280	1,157	203	0	0	1,360
Total	1,892	5,289	590	2,482	246	0	0	2,728	1,754	5,005	560	2,314	406	0	0	2,720

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
25 Menifee Road/San Jacinto Avenue										
NBL	106	346	42	148		148	14	0	0	162
NBT	315	871	97	412		412	54	0	0	466
NBR	9	15	1	10		10	0	0	0	10
SBL	3	6	1	4		4	0	0	0	4
SBT	208	659	78	286		286	77	0	0	363
SBR	95	351	45	140		140	0	0	0	140
EBL	150	423	47	197		197	0	0	0	197
EBT	12	20	1	13		13	0	0	0	13
EBR	100	285	32	132		132	17	0	0	149
WBL	16	26	2	18		18	0	0	0	18
WBT	18	34	3	21		21	0	0	0	21
WBR	3	5	0	3		3	0	0	0	3
North Leg										
Approach	306	1,016	124	430	0	430	77	0	0	507
Departure	468	1,299	144	612	0	612	54	0	0	666
Total	774	2,315	268	1,042	0	1,042	131	0	0	1,173
South Leg										
Approach	430	1,232	140	570	0	570	68	0	0	638
Departure	324	970	112	436	0	436	94	0	0	530
Total	754	2,202	252	1,006	0	1,006	162	0	0	1,168
East Leg										
Approach	37	65	5	42	0	42	0	0	0	42
Departure	24	41	3	27	0	27	0	0	0	27
Total	61	106	8	69	0	69	0	0	0	69
West Leg										
Approach	262	728	80	342	0	342	17	0	0	359
Departure	219	731	90	309	0	309	14	0	0	323
Total	481	1,459	170	651	0	651	31	0	0	682
Total Approaches										
Approach	1,035	3,041	349	1,384	0	1,384	162	0	0	1,546
Departure	1,035	3,041	349	1,384	0	1,384	162	0	0	1,546
Total	2,070	6,082	698	2,768	0	2,768	324	0	0	3,092

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
26 Menifee Road/Ellis Avenue										
NBL	29	81	9	38		38	8	0	0	46
NBT	430	1,228	139	569		569	77	0	0	646
NBR	0	0	0	0		0	0	0	0	0
SBL	2	2	0	2		2	0	0	0	2
SBT	387	1,014	109	496		496	102	0	0	598
SBR	11	33	4	15		15	0	0	0	15
EBL	3	5	0	3		3	0	0	0	3
EBT	0	0	0	0		0	0	0	0	0
EBR	37	55	3	40		40	15	0	0	55
WBL	0	0	0	0		0	0	0	0	0
WBT	0	0	0	0		0	0	0	0	0
WBR	6	6	0	6		6	0	0	0	6
North Leg										
Approach	400	1,049	113	513	0	513	102	0	0	615
Departure	439	1,239	139	578	0	578	77	0	0	655
Total	839	2,288	252	1,091	0	1,091	179	0	0	1,270
South Leg										
Approach	459	1,309	148	607	0	607	85	0	0	692
Departure	424	1,069	112	536	0	536	117	0	0	653
Total	883	2,378	260	1,143	0	1,143	202	0	0	1,345
East Leg										
Approach	6	6	0	6	0	6	0	0	0	6
Departure	2	2	0	2	0	2	0	0	0	2
Total	8	8	0	8	0	8	0	0	0	8
West Leg										
Approach	40	60	3	43	0	43	15	0	0	58
Departure	40	114	13	53	0	53	8	0	0	61
Total	80	174	16	96	0	96	23	0	0	119
Total Approaches										
Approach	905	2,424	264	1,169	0	1,169	202	0	0	1,371
Departure	905	2,424	264	1,169	0	1,169	202	0	0	1,371
Total	1,810	4,849	528	2,338	0	2,338	404	0	0	2,742

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
27 Menifee Road/Mapes Road										
NBL	25	53	5	30		30	6	0	0	36
NBT	325	859	93	418		418	88	0	0	506
NBR	14	41	5	19		19	0	0	0	19
SBL	84	169	15	99		99	1	0	0	100
SBT	305	963	114	419		419	123	0	0	542
SBR	45	65	3	48		48	0	0	0	48
EBL	8	9	0	8		8	0	0	0	8
EBT	49	56	1	50		50	0	0	0	50
EBR	20	28	1	21		21	15	0	0	36
WBL	3	18	3	6		6	0	0	0	6
WBT	59	161	18	77		77	0	0	0	77
WBR	109	371	46	155		155	1	0	0	156
North Leg										
Approach	434	1,197	132	566	0	566	124	0	0	690
Departure	442	1,239	139	581	0	581	89	0	0	670
Total	876	2,436	271	1,147	0	1,147	213	0	0	1,360
South Leg										
Approach	364	953	103	467	0	467	94	0	0	561
Departure	328	1,009	118	446	0	446	138	0	0	584
Total	692	1,962	221	913	0	913	232	0	0	1,145
East Leg										
Approach	171	550	67	238	0	238	1	0	0	239
Departure	147	266	21	168	0	168	1	0	0	169
Total	318	816	88	406	0	406	2	0	0	408
West Leg										
Approach	77	93	2	79	0	79	15	0	0	94
Departure	129	279	26	155	0	155	6	0	0	161
Total	206	372	28	234	0	234	21	0	0	255
Total Approaches										
Approach	1,046	2,793	304	1,350	0	1,350	234	0	0	1,584
Departure	1,046	2,793	304	1,350	0	1,350	234	0	0	1,584
Total	2,092	5,586	608	2,700	0	2,700	468	0	0	3,168

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
28 I-215 SB Ramps - SR-74/Bonnie Drive										
NBL	217	424	36	253		253	24	0	0	277
NBT	392	622	40	432		432	0	0	0	432
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	598	804	36	634		634	601	0	0	1235
SBR	27	67	7	34		34	0	0	0	34
EBL	33	225	33	66		66	0	0	0	66
EBT	0	0	0	0		0	0	0	0	0
EBR	172	777	105	277		277	33	0	0	310
WBL	0	0	0	0		0	0	0	0	0
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	625	871	43	668	0	668	601	0	0	1,269
Departure	425	847	73	498	0	498	0	0	0	498
Total	1,050	1,718	116	1,166	0	1,166	601	0	0	1,767
South Leg										
Approach	609	1,046	76	685	0	685	24	0	0	709
Departure	770	1,581	141	911	0	911	634	0	0	1,545
Total	1,379	2,627	217	1,596	0	1,596	658	0	0	2,254
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	205	1,002	138	343	0	343	33	0	0	376
Departure	244	491	43	287	0	287	24	0	0	311
Total	449	1,493	181	630	0	630	57	0	0	687
Total Approaches										
Approach	1,439	2,919	257	1,696	0	1,696	658	0	0	2,354
Departure	1,439	2,919	257	1,696	0	1,696	658	0	0	2,354
Total	2,878	5,838	514	3,392	0	3,392	1,316	0	0	4,708

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
29 I-215 NB Ramps/SR-74										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	185	310	22	207		207	0	0	0	207
SBT	0	0	0	0		0	0	0	0	0
SBR	13	16	1	14		14	0	0	0	14
EBL	19	23	1	20		20	0	0	0	20
EBT	751	1,558	140	891		891	635	0	0	1526
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	596	1,030	75	671		671	24	0	0	695
WBR	869	1,172	53	922		922	521	0	0	1443
North Leg										
Approach	198	326	23	221	0	221	0	0	0	221
Departure	888	1,195	54	942	0	942	521	0	0	1,463
Total	1,086	1,521	77	1,163	0	1,163	521	0	0	1,684
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1,465	2,202	128	1,593	0	1,593	545	0	0	2,138
Departure	936	1,868	162	1,098	0	1,098	635	0	0	1,733
Total	2,401	4,070	290	2,691	0	2,691	1,180	0	0	3,871
West Leg										
Approach	770	1,581	141	911	0	911	635	0	0	1,546
Departure	609	1,046	76	685	0	685	24	0	0	709
Total	1,379	2,627	217	1,596	0	1,596	659	0	0	2,255
Total Approaches										
Approach	2,433	4,109	292	2,725	0	2,725	1,180	0	0	3,905
Departure	2,433	4,109	292	2,725	0	2,725	1,180	0	0	3,905
Total	4,866	8,218	584	5,450	0	5,450	2,360	0	0	7,810

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
30 Trumble Road/SR-74										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	53	61	1	54		54	0	0	0	54
SBT	0	0	0	0		0	0	0	0	0
SBR	388	618	40	428		428	0	0	0	428
EBL	184	504	56	240		240	0	0	0	240
EBT	752	1,364	106	858		858	635	0	0	1493
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	1,077	1,584	88	1,165		1,165	547	0	0	1712
WBR	30	48	3	33		33	5	0	0	38
North Leg										
Approach	441	679	41	482	0	482	0	0	0	482
Departure	214	552	59	273	0	273	5	0	0	278
Total	655	1,231	100	755	0	755	5	0	0	760
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1,107	1,632	91	1,198	0	1,198	552	0	0	1,750
Departure	805	1,425	107	912	0	912	635	0	0	1,547
Total	1,912	3,057	198	2,110	0	2,110	1,187	0	0	3,297
West Leg										
Approach	936	1,868	162	1,098	0	1,098	635	0	0	1,733
Departure	1,465	2,202	128	1,593	0	1,593	547	0	0	2,140
Total	2,401	4,070	290	2,691	0	2,691	1,182	0	0	3,873
Total Approaches										
Approach	2,484	4,179	294	2,778	0	2,778	1,187	0	0	3,965
Departure	2,484	4,179	294	2,778	0	2,778	1,187	0	0	3,965
Total	4,968	8,358	588	5,556	0	5,556	2,374	0	0	7,930

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
31 Sherman Road/SR-74 (West)										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	123	371	43	166		166	0	0	0	166
EBL	0	0	0	0		0	0	0	0	0
EBT	840	1,448	106	946		946	635	0	0	1581
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	978	1,316	59	1,037		1,037	552	0	0	1589
WBR	32	470	76	108		108	5	0	0	113
North Leg										
Approach	123	371	43	166	0	166	0	0	0	166
Departure	32	470	76	108	0	108	5	0	0	113
Total	155	841	119	274	0	274	5	0	0	279
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1,010	1,786	135	1,145	0	1,145	557	0	0	1,702
Departure	840	1,448	106	946	0	946	635	0	0	1,581
Total	1,850	3,234	241	2,091	0	2,091	1,192	0	0	3,283
West Leg										
Approach	840	1,448	106	946	0	946	635	0	0	1,581
Departure	1,101	1,687	102	1,203	0	1,203	552	0	0	1,755
Total	1,941	3,135	208	2,149	0	2,149	1,187	0	0	3,336
Total Approaches										
Approach	1,973	3,605	284	2,257	0	2,257	1,192	0	0	3,449
Departure	1,973	3,605	284	2,257	0	2,257	1,192	0	0	3,449
Total	3,946	7,210	568	4,514	0	4,514	2,384	0	0	6,898

LSA

Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
32 Sherman Road/SR-74 (East)										
NBL	56	463	71	127		127	0	0	0	127
NBT	2	3	0	2		2	0	0	0	2
NBR	162	252	16	178		178	3	0	0	181
SBL	7	8	0	7		7	0	0	0	7
SBT	7	12	1	8		8	0	0	0	8
SBR	3	4	0	3		3	0	0	0	3
EBL	12	17	1	13		13	0	0	0	13
EBT	803	1,178	65	868		868	635	0	0	1503
EBR	25	253	40	65		65	0	0	0	65
WBL	148	267	21	169		169	2	0	0	171
WBT	951	1,319	64	1,015		1,015	556	0	0	1571
WBR	8	9	0	8		8	0	0	0	8
North Leg										
Approach	17	24	1	18	0	18	0	0	0	18
Departure	22	29	1	23	0	23	0	0	0	23
Total	39	54	2	41	0	41	0	0	0	41
South Leg										
Approach	220	718	87	307	0	307	3	0	0	310
Departure	180	532	62	242	0	242	2	0	0	244
Total	400	1,250	149	549	0	549	5	0	0	554
East Leg										
Approach	1,107	1,595	85	1,192	0	1,192	558	0	0	1,750
Departure	972	1,438	81	1,053	0	1,053	638	0	0	1,691
Total	2,079	3,034	166	2,245	0	2,245	1,196	0	0	3,441
West Leg										
Approach	840	1,448	106	946	0	946	635	0	0	1,581
Departure	1,010	1,786	135	1,145	0	1,145	556	0	0	1,701
Total	1,850	3,234	241	2,091	0	2,091	1,191	0	0	3,282
Total Approaches										
Approach	2,184	3,786	279	2,463	0	2,463	1,196	0	0	3,659
Departure	2,184	3,786	279	2,463	0	2,463	1,196	0	0	3,659
Total	4,368	7,572	558	4,926	0	4,926	2,392	0	0	7,318

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
33 Antelope Road/SR-74										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	72	136	11	83		83	25	0	0	108
SBT	0	0	0	0		0	0	0	0	0
SBR	44	59	3	47		47	0	0	0	47
EBL	69	84	3	72		72	0	0	0	72
EBT	770	1,237	81	851		851	642	0	0	1493
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	986	1,444	80	1,066		1,066	559	0	0	1625
WBR	130	204	13	143		143	11	0	0	154
North Leg										
Approach	116	195	14	130	0	130	25	0	0	155
Departure	199	288	16	215	0	215	11	0	0	226
Total	315	483	30	345	0	345	36	0	0	381
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1,116	1,648	93	1,209	0	1,209	570	0	0	1,779
Departure	842	1,373	92	934	0	934	667	0	0	1,601
Total	1,958	3,021	185	2,143	0	2,143	1,237	0	0	3,380
West Leg										
Approach	839	1,321	84	923	0	923	642	0	0	1,565
Departure	1,030	1,503	83	1,113	0	1,113	559	0	0	1,672
Total	1,869	2,824	167	2,036	0	2,036	1,201	0	0	3,237
Total Approaches										
Approach	2,071	3,164	191	2,262	0	2,262	1,237	0	0	3,499
Departure	2,071	3,164	191	2,262	0	2,262	1,237	0	0	3,499
Total	4,142	6,328	382	4,524	0	4,524	2,474	0	0	6,998

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
34 Palomar Road/SR-74										
NBL	48	176	22	70		70	0	0	0	70
NBT	33	103	12	45		45	0	0	0	45
NBR	152	361	36	188		188	22	0	0	210
SBL	38	65	5	43		43	3	0	0	46
SBT	37	148	19	56		56	0	0	0	56
SBR	41	108	12	53		53	0	0	0	53
EBL	52	104	9	61		61	0	0	0	61
EBT	733	1,116	67	800		800	673	0	0	1473
EBR	33	118	15	48		48	0	0	0	48
WBL	101	208	19	120		120	10	0	0	130
WBT	1,031	1,390	62	1,093		1,093	572	0	0	1665
WBR	27	31	1	28		28	2	0	0	30
North Leg										
Approach	116	321	36	152	0	152	3	0	0	155
Departure	112	238	22	134	0	134	2	0	0	136
Total	228	559	58	286	0	286	5	0	0	291
South Leg										
Approach	233	640	70	303	0	303	22	0	0	325
Departure	171	474	53	224	0	224	10	0	0	234
Total	404	1,114	123	527	0	527	32	0	0	559
East Leg										
Approach	1,159	1,629	82	1,241	0	1,241	584	0	0	1,825
Departure	923	1,542	108	1,031	0	1,031	698	0	0	1,729
Total	2,082	3,171	190	2,272	0	2,272	1,282	0	0	3,554
West Leg										
Approach	818	1,338	91	909	0	909	673	0	0	1,582
Departure	1,120	1,674	96	1,216	0	1,216	572	0	0	1,788
Total	1,938	3,012	187	2,125	0	2,125	1,245	0	0	3,370
Total Approaches										
Approach	2,326	3,928	279	2,605	0	2,605	1,282	0	0	3,887
Departure	2,326	3,928	279	2,605	0	2,605	1,282	0	0	3,887
Total	4,652	7,856	558	5,210	0	5,210	2,564	0	0	7,774

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
35 Goetz Road/Ethanac Road										
NBL	4	84	14	18		18	0	0	0	18
NBT	254	671	73	327		327	0	0	0	327
NBR	395	488	16	411		411	19	0	0	430
SBL	271	476	36	307		307	7	0	0	314
SBT	100	557	79	179		179	0	0	0	179
SBR	10	299	50	60		60	0	0	0	60
EBL	28	310	49	77		77	0	0	0	77
EBT	120	621	87	207		207	15	0	0	222
EBR	3	49	8	11		11	0	0	0	11
WBL	141	323	32	173		173	12	0	0	185
WBT	39	481	77	116		116	5	0	0	121
WBR	268	414	25	293		293	6	0	0	299
North Leg										
Approach	381	1,332	165	546	0	546	7	0	0	553
Departure	550	1,395	147	697	0	697	6	0	0	703
Total	931	2,727	312	1,243	0	1,243	13	0	0	1,256
South Leg										
Approach	653	1,243	103	756	0	756	19	0	0	775
Departure	244	929	119	363	0	363	12	0	0	375
Total	897	2,172	222	1,119	0	1,119	31	0	0	1,150
East Leg										
Approach	448	1,218	134	582	0	582	23	0	0	605
Departure	786	1,585	139	925	0	925	41	0	0	966
Total	1,234	2,803	273	1,507	0	1,507	64	0	0	1,571
West Leg										
Approach	151	980	144	295	0	295	15	0	0	310
Departure	53	864	141	194	0	194	5	0	0	199
Total	204	1,844	285	489	0	489	20	0	0	509
Total Approaches										
Approach	1,633	4,773	546	2,179	0	2,179	64	0	0	2,243
Departure	1,633	4,773	546	2,179	0	2,179	64	0	0	2,243
Total	3,266	9,546	1,092	4,358	0	4,358	128	0	0	4,486

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
36 Murrieta Road/Ethanac Road										
NBL	91	282	33	124		124	0	0	0	124
NBT	85	480	69	154		154	0	0	0	154
NBR	179	332	27	206		206	15	0	0	221
SBL	63	192	22	85		85	1	0	0	86
SBT	52	164	19	71		71	0	0	0	71
SBR	7	36	5	12		12	0	0	0	12
EBL	6	36	5	11		11	0	0	0	11
EBT	699	1,366	116	815		815	42	0	0	857
EBR	71	143	13	84		84	0	0	0	84
WBL	74	119	8	82		82	8	0	0	90
WBT	338	877	94	432		432	22	0	0	454
WBR	37	175	24	61		61	0	0	0	61
North Leg										
Approach	122	392	46	168	0	168	1	0	0	169
Departure	128	691	98	226	0	226	0	0	0	226
Total	250	1,083	144	394	0	394	1	0	0	395
South Leg										
Approach	355	1,094	129	484	0	484	15	0	0	499
Departure	197	426	40	237	0	237	8	0	0	245
Total	552	1,520	169	721	0	721	23	0	0	744
East Leg										
Approach	449	1,171	126	575	0	575	30	0	0	605
Departure	941	1,890	165	1,106	0	1,106	58	0	0	1,164
Total	1,390	3,061	291	1,681	0	1,681	88	0	0	1,769
West Leg										
Approach	776	1,545	134	910	0	910	42	0	0	952
Departure	436	1,195	132	568	0	568	22	0	0	590
Total	1,212	2,740	266	1,478	0	1,478	64	0	0	1,542
Total Approaches										
Approach	1,702	4,202	435	2,137	0	2,137	88	0	0	2,225
Departure	1,702	4,202	435	2,137	0	2,137	88	0	0	2,225
Total	3,404	8,404	870	4,274	0	4,274	176	0	0	4,450

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
37 Barnett Road/Ethanac Road										
NBL	8	9	0	8		8	0	0	0	8
NBT	0	0	0	0		0	0	0	0	0
NBR	78	88	2	80		80	0	0	0	80
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	1,033	1,851	142	1,175		1,175	59	0	0	1234
EBR	0	6	1	1		1	0	0	0	1
WBL	69	104	6	75		75	0	0	0	75
WBT	511	1,184	117	628		628	30	0	0	658
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	86	97	2	88	0	88	0	0	0	88
Departure	69	110	7	76	0	76	0	0	0	76
Total	155	207	9	164	0	164	0	0	0	164
East Leg										
Approach	580	1,288	123	703	0	703	30	0	0	733
Departure	1,111	1,939	144	1,255	0	1,255	59	0	0	1,314
Total	1,691	3,227	267	1,958	0	1,958	89	0	0	2,047
West Leg										
Approach	1,033	1,857	143	1,176	0	1,176	59	0	0	1,235
Departure	519	1,193	117	636	0	636	30	0	0	666
Total	1,552	3,050	260	1,812	0	1,812	89	0	0	1,901
Total Approaches										
Approach	1,699	3,242	268	1,967	0	1,967	89	0	0	2,056
Departure	1,699	3,242	268	1,967	0	1,967	89	0	0	2,056
Total	3,398	6,485	536	3,934	0	3,934	178	0	0	4,112

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
38 Case Road/Ethanac Road										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	367	479	19	386		386	0	0	0	386
SBT	0	0	0	0		0	0	0	0	0
SBR	92	130	7	99		99	0	0	0	99
EBL	195	294	17	212		212	0	0	0	212
EBT	916	1,645	127	1,043		1,043	59	0	0	1102
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	488	1,158	117	605		605	30	0	0	635
WBR	333	614	49	382		382	0	0	0	382
North Leg										
Approach	459	609	26	485	0	485	0	0	0	485
Departure	528	908	66	594	0	594	0	0	0	594
Total	987	1,517	92	1,079	0	1,079	0	0	0	1,079
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	821	1,772	166	987	0	987	30	0	0	1,017
Departure	1,283	2,124	146	1,429	0	1,429	59	0	0	1,488
Total	2,104	3,896	312	2,416	0	2,416	89	0	0	2,505
West Leg										
Approach	1,111	1,939	144	1,255	0	1,255	59	0	0	1,314
Departure	580	1,288	124	704	0	704	30	0	0	734
Total	1,691	3,227	268	1,959	0	1,959	89	0	0	2,048
Total Approaches										
Approach	2,391	4,320	336	2,727	0	2,727	89	0	0	2,816
Departure	2,391	4,320	336	2,727	0	2,727	89	0	0	2,816
Total	4,782	8,640	672	5,454	0	5,454	178	0	0	5,632

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
39 I-215 SB Ramps/Ethanac Road										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	105	215	19	124		124	0	0	0	124
SBT	1	1	0	1		1	0	0	0	1
SBR	291	507	38	329		329	0	0	0	329
EBL	0	0	0	0		0	0	0	0	0
EBT	738	1,412	117	855		855	59	0	0	914
EBR	545	712	29	574		574	0	0	0	574
WBL	119	228	19	138		138	0	0	0	138
WBT	530	1,265	128	658		658	30	0	0	688
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	397	723	57	454	0	454	0	0	0	454
Departure	0	0	0	0	0	0	0	0	0	0
Total	397	723	57	454	0	454	0	0	0	454
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	665	941	48	713	0	713	0	0	0	713
Total	665	941	48	713	0	713	0	0	0	713
East Leg										
Approach	649	1,493	147	796	0	796	30	0	0	826
Departure	843	1,627	136	979	0	979	59	0	0	1,038
Total	1,492	3,120	283	1,775	0	1,775	89	0	0	1,864
West Leg										
Approach	1,283	2,124	146	1,429	0	1,429	59	0	0	1,488
Departure	821	1,772	166	987	0	987	30	0	0	1,017
Total	2,104	3,896	312	2,416	0	2,416	89	0	0	2,505
Total Approaches										
Approach	2,329	4,340	350	2,679	0	2,679	89	0	0	2,768
Departure	2,329	4,340	350	2,679	0	2,679	89	0	0	2,768
Total	4,658	8,680	700	5,358	0	5,358	178	0	0	5,536

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
40 I-215 NB Ramps/Ethanac Road										
NBL	296	460	29	325		325	0	0	0	325
NBT	1	1	0	1		1	0	0	0	1
NBR	148	230	14	162		162	0	0	0	162
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	298	358	10	308		308	0	0	0	308
EBT	545	1,269	126	671		671	59	0	0	730
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	353	1,033	118	471		471	30	0	0	501
WBR	163	247	15	178		178	0	0	0	178
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	462	606	25	487	0	487	0	0	0	487
Total	462	606	25	487	0	487	0	0	0	487
South Leg										
Approach	445	691	43	488	0	488	0	0	0	488
Departure	0	0	0	0	0	0	0	0	0	0
Total	445	691	43	488	0	488	0	0	0	488
East Leg										
Approach	516	1,280	133	649	0	649	30	0	0	679
Departure	693	1,499	140	833	0	833	59	0	0	892
Total	1,209	2,779	273	1,482	0	1,482	89	0	0	1,571
West Leg										
Approach	843	1,627	136	979	0	979	59	0	0	1,038
Departure	649	1,493	147	796	0	796	30	0	0	826
Total	1,492	3,120	283	1,775	0	1,775	89	0	0	1,864
Total Approaches										
Approach	1,804	3,598	312	2,116	0	2,116	89	0	0	2,205
Departure	1,804	3,598	312	2,116	0	2,116	89	0	0	2,205
Total	3,608	7,196	624	4,232	0	4,232	178	0	0	4,410

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
41 Encanto Drive/Ethanac Road										
NBL	64	516	79	143		143	0	0	0	143
NBT	0	0	0	0		0	0	0	0	0
NBR	37	114	13	50		50	0	0	0	50
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	585	994	71	656		656	59	0	0	715
EBR	108	505	69	177		177	0	0	0	177
WBL	40	71	5	45		45	0	0	0	45
WBT	452	764	54	506		506	30	0	0	536
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	101	630	92	193	0	193	0	0	0	193
Departure	148	576	74	222	0	222	0	0	0	222
Total	249	1,206	166	415	0	415	0	0	0	415
East Leg										
Approach	492	835	59	551	0	551	30	0	0	581
Departure	622	1,108	84	706	0	706	59	0	0	765
Total	1,114	1,943	143	1,257	0	1,257	89	0	0	1,346
West Leg										
Approach	693	1,499	140	833	0	833	59	0	0	892
Departure	516	1,280	133	649	0	649	30	0	0	679
Total	1,209	2,779	273	1,482	0	1,482	89	0	0	1,571
Total Approaches										
Approach	1,286	2,964	291	1,577	0	1,577	89	0	0	1,666
Departure	1,286	2,964	291	1,577	0	1,577	89	0	0	1,666
Total	2,572	5,928	582	3,154	0	3,154	178	0	0	3,332

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
42 Sherman Road/Ethanac Road										
NBL	4	69	11	15		15	0	0	0	15
NBT	0	0	0	0		0	0	0	0	0
NBR	2	139	24	26		26	1	0	0	27
SBL	0	0	0	0		0	9	0	0	9
SBT	4	34	5	9		9	0	0	0	9
SBR	127	313	32	159		159	0	0	0	159
EBL	144	372	40	184		184	0	0	0	184
EBT	413	575	28	441		441	61	0	0	502
EBR	16	19	1	17		17	0	0	0	17
WBL	7	30	4	11		11	1	0	0	12
WBT	297	367	12	309		309	31	0	0	340
WBR	6	55	9	15		15	10	0	0	25
North Leg										
Approach	131	347	37	168	0	168	9	0	0	177
Departure	150	427	49	199	0	199	10	0	0	209
Total	281	774	86	367	0	367	19	0	0	386
South Leg										
Approach	6	208	35	41	0	41	1	0	0	42
Departure	27	83	10	37	0	37	1	0	0	38
Total	33	291	45	78	0	78	2	0	0	80
East Leg										
Approach	310	452	25	335	0	335	42	0	0	377
Departure	415	714	52	467	0	467	71	0	0	538
Total	725	1,166	77	802	0	802	113	0	0	915
West Leg										
Approach	573	966	69	642	0	642	61	0	0	703
Departure	428	749	55	483	0	483	31	0	0	514
Total	1,001	1,715	124	1,125	0	1,125	92	0	0	1,217
Total Approaches										
Approach	1,020	1,973	166	1,186	0	1,186	113	0	0	1,299
Departure	1,020	1,973	166	1,186	0	1,186	113	0	0	1,299
Total	2,040	3,946	332	2,372	0	2,372	226	0	0	2,598

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
43 Jackson Avenue/Ethanac Road										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	12	70	10	22		22	1	0	0	23
SBT	0	0	0	0		0	0	0	0	0
SBR	1	3	0	1		1	0	0	0	1
EBL	0	0	0	0		0	0	0	0	0
EBT	282	442	28	310		310	82	0	0	392
EBR	124	208	15	139		139	0	0	0	139
WBL	0	0	0	0		0	0	0	0	0
WBT	320	496	31	351		351	45	0	0	396
WBR	14	221	36	50		50	1	0	0	51
North Leg										
Approach	13	73	10	23	0	23	1	0	0	24
Departure	14	221	36	50	0	50	1	0	0	51
Total	27	294	46	73	0	73	2	0	0	75
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	124	208	15	139	0	139	0	0	0	139
Total	124	208	15	139	0	139	0	0	0	139
East Leg										
Approach	334	717	67	401	0	401	46	0	0	447
Departure	294	512	38	332	0	332	83	0	0	415
Total	628	1,229	105	733	0	733	129	0	0	862
West Leg										
Approach	406	650	43	449	0	449	82	0	0	531
Departure	321	499	31	352	0	352	45	0	0	397
Total	727	1,149	74	801	0	801	127	0	0	928
Total Approaches										
Approach	753	1,440	120	873	0	873	129	0	0	1,002
Departure	753	1,440	120	873	0	873	129	0	0	1,002
Total	1,506	2,880	240	1,746	0	1,746	258	0	0	2,004

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
44 Antelope Road/Ethanac Road										
NBL	64	216	26	90		90	0	0	0	90
NBT	0	0	0	0		0	0	0	0	0
NBR	5	68	11	16		16	1	0	0	17
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	294	512	38	332		332	83	0	0	415
EBR	0	0	0	0		0	0	0	0	0
WBL	3	22	3	6		6	1	0	0	7
WBT	270	501	40	310		310	46	0	0	356
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	69	284	37	106	0	106	1	0	0	107
Departure	3	22	3	6	0	6	1	0	0	7
Total	72	306	40	112	0	112	2	0	0	114
East Leg										
Approach	273	523	43	316	0	316	47	0	0	363
Departure	299	580	49	348	0	348	84	0	0	432
Total	572	1,103	92	664	0	664	131	0	0	795
West Leg										
Approach	294	512	38	332	0	332	83	0	0	415
Departure	334	717	66	400	0	400	46	0	0	446
Total	628	1,229	104	732	0	732	129	0	0	861
Total Approaches										
Approach	636	1,319	118	754	0	754	131	0	0	885
Departure	636	1,319	118	754	0	754	131	0	0	885
Total	1,272	2,638	236	1,508	0	1,508	262	0	0	1,770

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
45 Palomar Road/Matthews Road										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	38	200	28	66		66	12	0	0	78
SBT	0	0	0	0		0	0	0	0	0
SBR	113	254	25	138		138	10	0	0	148
EBL	162	362	35	197		197	22	0	0	219
EBT	109	196	15	124		124	63	0	0	187
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	115	307	33	148		148	37	0	0	185
WBR	31	241	37	68		68	8	0	0	76
North Leg										
Approach	151	454	53	204	0	204	22	0	0	226
Departure	193	603	72	265	0	265	30	0	0	295
Total	344	1,057	125	469	0	469	52	0	0	521
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	146	548	70	216	0	216	45	0	0	261
Departure	147	396	43	190	0	190	75	0	0	265
Total	293	944	113	406	0	406	120	0	0	526
West Leg										
Approach	271	558	50	321	0	321	85	0	0	406
Departure	228	561	58	286	0	286	47	0	0	333
Total	499	1,119	108	607	0	607	132	0	0	739
Total Approaches										
Approach	568	1,560	173	741	0	741	152	0	0	893
Departure	568	1,560	173	741	0	741	152	0	0	893
Total	1,136	3,120	346	1,482	0	1,482	304	0	0	1,786

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
46 Menifee Road/Watson Road										
NBL	19	22	1	20		20	18	0	0	38
NBT	315	985	117	432		432	96	0	0	528
NBR	56	63	1	57		57	8	0	0	65
SBL	51	156	18	69		69	0	0	0	69
SBT	276	887	106	382		382	143	0	0	525
SBR	19	63	8	27		27	0	0	0	27
EBL	12	27	3	15		15	0	0	0	15
EBT	72	82	2	74		74	0	0	0	74
EBR	10	12	0	10		10	25	0	0	35
WBL	21	51	5	26		26	19	0	0	45
WBT	80	200	21	101		101	0	0	0	101
WBR	28	209	31	59		59	0	0	0	59
North Leg										
Approach	346	1,106	132	478	0	478	143	0	0	621
Departure	355	1,221	151	506	0	506	96	0	0	602
Total	701	2,327	283	984	0	984	239	0	0	1,223
South Leg										
Approach	390	1,070	119	509	0	509	122	0	0	631
Departure	307	950	111	418	0	418	187	0	0	605
Total	697	2,020	230	927	0	927	309	0	0	1,236
East Leg										
Approach	129	460	57	186	0	186	19	0	0	205
Departure	179	301	21	200	0	200	8	0	0	208
Total	308	761	78	386	0	386	27	0	0	413
West Leg										
Approach	94	120	5	99	0	99	25	0	0	124
Departure	118	285	30	148	0	148	18	0	0	166
Total	212	406	35	247	0	247	43	0	0	290
Total Approaches										
Approach	959	2,757	313	1,272	0	1,272	309	0	0	1,581
Departure	959	2,757	313	1,272	0	1,272	309	0	0	1,581
Total	1,918	5,513	626	2,544	0	2,544	618	0	0	3,162

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
47 Menifee Road/SR-74										
NBL	127	148	4	131		131	165	0	0	296
NBT	248	536	50	298		298	92	0	0	390
NBR	243	455	37	280		280	104	0	0	384
SBL	106	294	33	139		139	60	0	0	199
SBT	187	464	48	235		235	127	0	0	362
SBR	23	40	3	26		26	0	0	0	26
EBL	49	94	8	57		57	0	0	0	57
EBT	787	1,311	91	878		878	411	0	0	1289
EBR	109	162	9	118		118	288	0	0	406
WBL	150	313	28	178		178	77	0	0	255
WBT	961	1,394	75	1,036		1,036	420	0	0	1456
WBR	83	223	24	107		107	33	0	0	140
North Leg										
Approach	316	798	84	400	0	400	187	0	0	587
Departure	380	853	82	462	0	462	125	0	0	587
Total	696	1,651	166	862	0	862	312	0	0	1,174
South Leg										
Approach	618	1,139	91	709	0	709	361	0	0	1,070
Departure	446	939	85	531	0	531	492	0	0	1,023
Total	1,064	2,078	176	1,240	0	1,240	853	0	0	2,093
East Leg										
Approach	1,194	1,930	127	1,321	0	1,321	530	0	0	1,851
Departure	1,136	2,060	161	1,297	0	1,297	575	0	0	1,872
Total	2,330	3,990	288	2,618	0	2,618	1,105	0	0	3,723
West Leg										
Approach	945	1,567	108	1,053	0	1,053	699	0	0	1,752
Departure	1,111	1,582	82	1,193	0	1,193	585	0	0	1,778
Total	2,056	3,149	190	2,246	0	2,246	1,284	0	0	3,530
Total Approaches										
Approach	3,073	5,434	410	3,483	0	3,483	1,777	0	0	5,260
Departure	3,073	5,434	410	3,483	0	3,483	1,777	0	0	5,260
Total	6,146	10,868	820	6,966	0	6,966	3,554	0	0	10,520

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
48 Menifee Road/Valley Substation Driveway - Biscayne										
NBL	2	4	0	2		2	0	0	0	2
NBT	568	1,087	90	658		658	337	0	0	995
NBR	1	1	0	1		1	58	0	0	59
SBL	10	12	0	10		10	67	0	0	77
SBT	415	902	85	500		500	426	0	0	926
SBR	7	13	1	8		8	0	0	0	8
EBL	3	4	0	3		3	0	0	0	3
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	0	0	0	0
WBL	1	1	0	1		1	51	0	0	52
WBT	2	2	0	2		2	0	0	0	2
WBR	7	8	0	7		7	23	0	0	30
North Leg										
Approach	432	927	86	518	0	518	493	0	0	1,011
Departure	578	1,099	90	668	0	668	360	0	0	1,028
Total	1,010	2,026	176	1,186	0	1,186	853	0	0	2,039
South Leg										
Approach	571	1,092	90	661	0	661	395	0	0	1,056
Departure	416	903	85	501	0	501	477	0	0	978
Total	987	1,995	175	1,162	0	1,162	872	0	0	2,034
East Leg										
Approach	10	12	0	10	0	10	74	0	0	84
Departure	11	13	0	11	0	11	125	0	0	136
Total	21	24	0	21	0	21	199	0	0	220
West Leg										
Approach	3	4	0	3	0	3	0	0	0	3
Departure	11	19	1	12	0	12	0	0	0	12
Total	14	23	1	15	0	15	0	0	0	15
Total Approaches										
Approach	1,016	2,034	176	1,192	0	1,192	962	0	0	2,154
Departure	1,016	2,034	176	1,192	0	1,192	962	0	0	2,154
Total	2,032	4,068	352	2,384	0	2,384	1,924	0	0	4,308

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
49 Menifee Road/McLaughlin Road										
NBL	1	1	0	1		1	0	0	0	1
NBT	568	1,091	91	659		659	187	0	0	846
NBR	7	8	0	7	-7	0	682	3	0	685
SBL	0	0	0	0	0	0	301	0	0	301
SBT	418	976	97	515		515	176	0	0	691
SBR	2	2	0	2		2	0	0	0	2
EBL	5	5	0	5		5	0	0	0	5
EBT	0	0	0	0	0	0	0	0	0	0
EBR	3	4	0	3		3	0	0	0	3
WBL	4	4	0	4	-4	0	326	5	0	331
WBT	0	0	0	0	0	0	0	0	0	0
WBR	1	1	0	1	-1	0	201	0	0	201
North Leg										
Approach	420	978	97	517	0	517	477	0	0	994
Departure	574	1,097	91	665	-1	664	388	0	0	1,052
Total	994	2,075	188	1,182	-1	1,181	865	0	0	2,046
South Leg										
Approach	576	1,100	91	667	-7	660	869	3	0	1,532
Departure	425	984	97	522	-4	518	502	5	0	1,025
Total	1,001	2,085	188	1,189	-11	1,178	1,371	8	0	2,557
East Leg										
Approach	5	5	0	5	-5	0	527	5	0	532
Departure	7	8	0	7	-7	0	983	3	0	986
Total	12	14	0	12	-12	0	1,510	8	0	1,518
West Leg										
Approach	8	9	0	8	0	8	0	0	0	8
Departure	3	3	0	3	0	3	0	0	0	3
Total	11	12	0	11	0	11	0	0	0	11
Total Approaches										
Approach	1,009	2,093	188	1,197	-12	1,185	1,873	8	0	3,066
Departure	1,009	2,093	188	1,197	-12	1,185	1,873	8	0	3,066
Total	2,018	4,186	376	2,394	-24	2,370	3,746	16	0	6,132

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
50 Menifee Road/Project Driveway 1										
NBL	0	0	0	0		0	0	0	0	0
NBT	576	1,110	93	669		669	832	0	0	1501
NBR	0	0	0	0		0	75	0	0	75
SBL	0	0	0	0		0	70	5	0	75
SBT	425	984	97	522		522	432	0	0	954
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	39	0	0	39
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	36	3	0	39
North Leg										
Approach	425	984	97	522	0	522	502	5	0	1,029
Departure	576	1,110	93	669	0	669	868	3	0	1,540
Total	1,001	2,094	190	1,191	0	1,191	1,370	8	0	2,569
South Leg										
Approach	576	1,110	93	669	0	669	907	0	0	1,576
Departure	425	984	97	522	0	522	471	0	0	993
Total	1,001	2,094	190	1,191	0	1,191	1,378	0	0	2,569
East Leg										
Approach	0	0	0	0	0	0	75	3	0	78
Departure	0	0	0	0	0	0	145	5	0	150
Total	0	0	0	0	0	0	220	8	0	228
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	1,001	2,094	190	1,191	0	1,191	1,484	8	0	2,683
Departure	1,001	2,094	190	1,191	0	1,191	1,484	8	0	2,683
Total	2,002	4,188	380	2,382	0	2,382	2,968	16	0	5,366

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
51 Menifee Road/Matthews Road										
NBL	91	408	55	146		146	0	0	0	146
NBT	570	1,093	91	661		661	834	0	0	1495
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	417	911	86	503		503	428	0	0	931
SBR	14	73	10	24		24	44	0	0	68
EBL	6	17	2	8		8	75	0	0	83
EBT	0	0	0	0		0	0	0	0	0
EBR	130	364	41	171		171	0	0	0	171
WBL	0	0	0	0		0	0	0	0	0
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	431	984	96	527	0	527	472	0	0	999
Departure	576	1,110	93	669	0	669	909	0	0	1,578
Total	1,007	2,094	189	1,196	0	1,196	1,381	0	0	2,577
South Leg										
Approach	661	1,501	146	807	0	807	834	0	0	1,641
Departure	547	1,275	127	674	0	674	428	0	0	1,102
Total	1,208	2,776	273	1,481	0	1,481	1,262	0	0	2,743
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	136	381	43	179	0	179	75	0	0	254
Departure	105	481	65	170	0	170	44	0	0	214
Total	241	862	108	349	0	349	119	0	0	468
Total Approaches										
Approach	1,228	2,866	285	1,513	0	1,513	1,381	0	0	2,894
Departure	1,228	2,866	285	1,513	0	1,513	1,381	0	0	2,894
Total	2,456	5,732	570	3,026	0	3,026	2,762	0	0	5,788

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
52 McKinley/SR-74										
NBL	0	0	0	0		0	53	0	0	53
NBT	0	0	0	0		0	0	0	0	0
NBR	5	9	1	6		6	21	0	0	27
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	1,131	2,046	159	1,290		1,290	502	0	0	1792
EBR	5	14	2	7		7	73	0	0	80
WBL	3	7	1	4		4	52	0	0	56
WBT	1,194	1,931	128	1,322		1,322	476	0	0	1798
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	5	9	1	6	0	6	74	0	0	80
Departure	8	21	3	11	0	11	125	0	0	136
Total	13	30	4	17	0	17	199	0	0	216
East Leg										
Approach	1,197	1,938	129	1,326	0	1,326	528	0	0	1,854
Departure	1,136	2,055	160	1,296	0	1,296	523	0	0	1,819
Total	2,333	3,993	289	2,622	0	2,622	1,051	0	0	3,673
West Leg										
Approach	1,136	2,060	161	1,297	0	1,297	575	0	0	1,872
Departure	1,194	1,931	128	1,322	0	1,322	529	0	0	1,851
Total	2,330	3,991	289	2,619	0	2,619	1,104	0	0	3,723
Total Approaches										
Approach	2,338	4,007	291	2,629	0	2,629	1,177	0	0	3,806
Departure	2,338	4,007	291	2,629	0	2,629	1,177	0	0	3,806
Total	4,676	8,014	582	5,258	0	5,258	2,354	0	0	7,612

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
53 Malaga Road - Project Driveway 2/SR-74										
NBL	0	0	0	0		0	206	0	0	206
NBT	0	1	0	0		0	0	0	0	0
NBR	0	0	0	0		0	93	0	0	93
SBL	0	151	26	26		26	0	0	0	26
SBT	0	1	0	0		0	0	0	0	0
SBR	0	164	29	29		29	0	0	0	29
EBL	0	427	74	74		74	0	0	0	74
EBT	1,136	1,628	86	1,222		1,222	127	0	0	1349
EBR	0	0	0	0		0	396	0	0	396
WBL	0	0	0	0		0	266	0	0	266
WBT	1,197	1,774	100	1,297		1,297	322	0	0	1619
WBR	0	409	71	71		71	0	0	0	71
North Leg										
Approach	0	316	55	55	0	55	0	0	0	55
Departure	0	837	145	145	0	145	0	0	0	145
Total	0	1,153	200	200	0	200	0	0	0	200
South Leg										
Approach	0	1	0	0	0	0	299	0	0	299
Departure	0	1	0	0	0	0	662	0	0	662
Total	0	2	0	0	0	0	961	0	0	961
East Leg										
Approach	1,197	2,183	171	1,368	0	1,368	588	0	0	1,956
Departure	1,136	1,779	112	1,248	0	1,248	220	0	0	1,468
Total	2,333	3,962	283	2,616	0	2,616	808	0	0	3,424
West Leg										
Approach	1,136	2,055	160	1,296	0	1,296	523	0	0	1,819
Departure	1,197	1,938	129	1,326	0	1,326	528	0	0	1,854
Total	2,333	3,993	289	2,622	0	2,622	1,051	0	0	3,673
Total Approaches										
Approach	2,333	4,555	386	2,719	0	2,719	1,410	0	0	4,129
Departure	2,333	4,555	386	2,719	0	2,719	1,410	0	0	4,129
Total	4,666	9,110	772	5,438	0	5,438	2,820	0	0	8,258

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
54 Project Driveway 3/SR-74										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	17	0	0	17
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	1,136	1,779	112	1,248		1,248	218	0	0	1466
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	1,197	2,183	171	1,368		1,368	590	0	0	1958
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	0	0	0	0	0	0	17	0	0	17
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	17	0	0	17
East Leg										
Approach	1,197	2,183	171	1,368	0	1,368	590	0	0	1,958
Departure	1,136	1,779	112	1,248	0	1,248	235	0	0	1,483
Total	2,333	3,962	283	2,616	0	2,616	825	0	0	3,441
West Leg										
Approach	1,136	1,779	112	1,248	0	1,248	218	0	0	1,466
Departure	1,197	2,183	171	1,368	0	1,368	590	0	0	1,958
Total	2,333	3,962	283	2,616	0	2,616	808	0	0	3,424
Total Approaches										
Approach	2,333	3,962	283	2,616	0	2,616	825	0	0	3,441
Departure	2,333	3,962	283	2,616	0	2,616	825	0	0	3,441
Total	4,666	7,924	566	5,232	0	5,232	1,650	0	0	6,882

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
55 Briggs Road/Watson Road										
NBL	104	177	13	117		117	13	0	0	130
NBT	115	379	46	161		161	16	0	0	177
NBR	12	61	9	21		21	3	0	0	24
SBL	4	32	5	9		9	0	0	0	9
SBT	192	220	5	197		197	20	0	0	217
SBR	50	134	15	65		65	0	0	0	65
EBL	38	150	19	57		57	0	0	0	57
EBT	7	43	6	13		13	0	0	0	13
EBR	134	152	3	137		137	11	0	0	148
WBL	25	146	21	46		46	4	0	0	50
WBT	17	231	37	54		54	0	0	0	54
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	246	386	25	271	0	271	20	0	0	291
Departure	153	529	65	218	0	218	16	0	0	234
Total	399	915	90	489	0	489	36	0	0	525
South Leg										
Approach	231	617	68	299	0	299	32	0	0	331
Departure	351	518	29	380	0	380	35	0	0	415
Total	582	1,135	97	679	0	679	67	0	0	746
East Leg										
Approach	42	377	58	100	0	100	4	0	0	104
Departure	23	136	20	43	0	43	3	0	0	46
Total	65	513	78	143	0	143	7	0	0	150
West Leg										
Approach	179	345	28	207	0	207	11	0	0	218
Departure	171	542	65	236	0	236	13	0	0	249
Total	350	887	93	443	0	443	24	0	0	467
Total Approaches										
Approach	698	1,725	179	877	0	877	67	0	0	944
Departure	698	1,725	179	877	0	877	67	0	0	944
Total	1,396	3,451	358	1,754	0	1,754	134	0	0	1,888

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
56 Briggs Road/SR-74										
NBL	296	594	52	348		348	275	0	0	623
NBT	183	402	38	221		221	23	0	0	244
NBR	184	490	53	237		237	186	0	0	423
SBL	177	261	15	192		192	0	0	0	192
SBT	187	228	7	194		194	20	0	0	214
SBR	63	70	1	64		64	15	0	0	79
EBL	58	81	4	62		62	9	0	0	71
EBT	651	1,101	78	729		729	115	0	0	844
EBR	426	597	30	456		456	110	0	0	566
WBL	261	519	45	306		306	115	0	0	421
WBT	838	1,519	118	956		956	300	0	0	1256
WBR	145	287	25	170		170	0	0	0	170
North Leg										
Approach	427	559	23	450	0	450	35	0	0	485
Departure	386	770	67	453	0	453	32	0	0	485
Total	813	1,329	90	903	0	903	67	0	0	970
South Leg										
Approach	663	1,486	143	806	0	806	484	0	0	1,290
Departure	874	1,344	82	956	0	956	245	0	0	1,201
Total	1,537	2,830	225	1,762	0	1,762	729	0	0	2,491
East Leg										
Approach	1,244	2,325	188	1,432	0	1,432	415	0	0	1,847
Departure	1,012	1,852	146	1,158	0	1,158	301	0	0	1,459
Total	2,256	4,177	334	2,590	0	2,590	716	0	0	3,306
West Leg										
Approach	1,135	1,779	112	1,247	0	1,247	234	0	0	1,481
Departure	1,197	2,183	171	1,368	0	1,368	590	0	0	1,958
Total	2,332	3,962	283	2,615	0	2,615	824	0	0	3,439
Total Approaches										
Approach	3,469	6,149	466	3,935	0	3,935	1,168	0	0	5,103
Departure	3,469	6,149	466	3,935	0	3,935	1,168	0	0	5,103
Total	6,938	12,298	932	7,870	0	7,870	2,336	0	0	10,206

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
57 Briggs Road/Heritage High School Driveway										
NBL	190	287	17	207		207	6	0	0	213
NBT	278	1,044	133	411		411	484	0	0	895
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	354	767	72	426		426	243	0	0	669
SBR	520	577	10	530		530	0	0	0	530
EBL	385	442	10	395		395	0	0	0	395
EBT	0	0	0	0		0	0	0	0	0
EBR	167	189	4	171		171	2	0	0	173
WBL	0	0	0	0		0	0	0	0	0
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	874	1,344	82	956	0	956	243	0	0	1,199
Departure	663	1,486	143	806	0	806	484	0	0	1,290
Total	1,537	2,830	225	1,762	0	1,762	727	0	0	2,489
South Leg										
Approach	468	1,331	150	618	0	618	490	0	0	1,108
Departure	521	956	76	597	0	597	245	0	0	842
Total	989	2,287	226	1,215	0	1,215	735	0	0	1,950
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	552	631	14	566	0	566	2	0	0	568
Departure	710	864	27	737	0	737	6	0	0	743
Total	1,262	1,495	41	1,303	0	1,303	8	0	0	1,311
Total Approaches										
Approach	1,894	3,306	246	2,140	0	2,140	735	0	0	2,875
Departure	1,894	3,306	246	2,140	0	2,140	735	0	0	2,875
Total	3,788	6,612	492	4,280	0	4,280	1,470	0	0	5,750

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
58 Briggs Road/McLaughlin Road										
NBL	1	1	0	1	-1	0	38	0	0	38
NBT	480	1,267	137	617		617	144	0	0	761
NBR	154	229	13	167		167	0	0	0	167
SBL	23	26	1	24		24	2	0	0	26
SBT	501	987	85	586		586	220	0	0	806
SBR	10	12	0	10	-10	0	23	0	0	23
EBL	9	11	0	9	-9	0	343	0	0	343
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	8	0	0	8
WBL	36	148	19	55		55	0	0	0	55
WBT	0	0	0	0	0	0	0	0	0	0
WBR	185	257	13	198		198	3	0	0	201
North Leg										
Approach	534	1,025	86	620	-10	610	245	0	0	855
Departure	674	1,535	150	824	-9	815	490	0	0	1,305
Total	1,208	2,559	236	1,444	-19	1,425	735	0	0	2,160
South Leg										
Approach	635	1,497	150	785	-1	784	182	0	0	966
Departure	537	1,135	104	641	0	641	228	0	0	869
Total	1,172	2,632	254	1,426	-1	1,425	410	0	0	1,835
East Leg										
Approach	221	405	32	253	0	253	3	0	0	256
Departure	177	255	14	191	0	191	2	0	0	193
Total	398	660	46	444	0	444	5	0	0	449
West Leg										
Approach	9	11	0	9	-9	0	351	0	0	351
Departure	11	13	0	11	-11	0	61	0	0	61
Total	20	23	0	20	-20	0	412	0	0	412
Total Approaches										
Approach	1,399	2,937	268	1,667	-20	1,647	781	0	0	2,428
Departure	1,399	2,937	268	1,667	-20	1,647	781	0	0	2,428
Total	2,798	5,875	536	3,334	-40	3,294	1,562	0	0	4,856

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
59 Briggs Road/Project Driveway 4										
NBL	0	0	0	0		0	0	0	0	0
NBT	635	1,497	150	785		785	182	0	0	967
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	537	1,135	104	641		641	104	0	0	745
SBR	0	0	0	0		0	124	0	0	124
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	97	0	0	97
WBL	0	0	0	0		0	0	0	0	0
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	537	1,135	104	641	0	641	228	0	0	869
Departure	635	1,497	150	785	0	785	182	0	0	967
Total	1,172	2,632	254	1,426	0	1,426	410	0	0	1,836
South Leg										
Approach	635	1,497	150	785	0	785	182	0	0	967
Departure	537	1,135	104	641	0	641	201	0	0	842
Total	1,172	2,632	254	1,426	0	1,426	383	0	0	1,809
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	0	0	0	0	0	97	0	0	97
Departure	0	0	0	0	0	0	124	0	0	124
Total	0	0	0	0	0	0	221	0	0	221
Total Approaches										
Approach	1,172	2,632	254	1,426	0	1,426	507	0	0	1,933
Departure	1,172	2,632	254	1,426	0	1,426	507	0	0	1,933
Total	2,344	5,264	508	2,852	0	2,852	1,014	0	0	3,866

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
60 Briggs Road/Project Driveway 5 - Meadow Oak Street										
NBL	0	0	0	0		0	123	0	0	123
NBT	614	1,352	128	742		742	68	0	0	810
NBR	51	58	1	52		52	0	0	0	52
SBL	21	92	12	33		33	3	0	0	36
SBT	516	1,043	92	608		608	180	0	0	788
SBR	0	0	0	0		0	18	0	0	18
EBL	0	0	0	0		0	109	0	0	109
EBT	0	0	0	0		0	8	0	0	8
EBR	0	0	0	0		0	155	0	0	155
WBL	93	105	2	95		95	0	0	0	95
WBT	0	0	0	0		0	14	0	0	14
WBR	21	145	22	43		43	5	0	0	48
North Leg										
Approach	537	1,135	104	641	0	641	201	0	0	842
Departure	635	1,497	150	785	0	785	182	0	0	967
Total	1,172	2,632	254	1,426	0	1,426	383	0	0	1,809
South Leg										
Approach	665	1,410	129	794	0	794	191	0	0	985
Departure	609	1,148	94	703	0	703	335	0	0	1,038
Total	1,274	2,558	223	1,497	0	1,497	526	0	0	2,023
East Leg										
Approach	114	250	24	138	0	138	19	0	0	157
Departure	72	150	13	85	0	85	11	0	0	96
Total	186	400	37	223	0	223	30	0	0	253
West Leg										
Approach	0	0	0	0	0	0	272	0	0	272
Departure	0	0	0	0	0	0	155	0	0	155
Total	0	0	0	0	0	0	427	0	0	427
Total Approaches										
Approach	1,316	2,795	257	1,573	0	1,573	683	0	0	2,256
Departure	1,316	2,795	257	1,573	0	1,573	683	0	0	2,256
Total	2,632	5,590	514	3,146	0	3,146	1,366	0	0	4,512

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
61 Briggs Road/Project Driveway 6										
NBL	0	0	0	0		0	0	0	0	0
NBT	665	1,410	130	795		795	191	0	0	986
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	609	1,148	94	703		703	298	0	0	1001
SBR	0	0	0	0		0	38	0	0	38
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	99	0	0	99
WBL	0	0	0	0		0	0	0	0	0
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	609	1,148	94	703	0	703	336	0	0	1,039
Departure	665	1,410	130	795	0	795	191	0	0	986
Total	1,274	2,558	224	1,498	0	1,498	527	0	0	2,025
South Leg										
Approach	665	1,410	130	795	0	795	191	0	0	986
Departure	609	1,148	94	703	0	703	397	0	0	1,100
Total	1,274	2,558	224	1,498	0	1,498	588	0	0	2,086
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	0	0	0	0	0	99	0	0	99
Departure	0	0	0	0	0	0	38	0	0	38
Total	0	0	0	0	0	0	137	0	0	137
Total Approaches										
Approach	1,274	2,558	224	1,498	0	1,498	626	0	0	2,124
Departure	1,274	2,558	224	1,498	0	1,498	626	0	0	2,124
Total	2,548	5,116	448	2,996	0	2,996	1,252	0	0	4,248

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
62 Briggs Road/Project Driveway 7 - Hillridge Street										
NBL	0	0	0	0		0	67	0	0	67
NBT	665	1,352	119	784		784	177	0	0	961
NBR	0	61	11	11		11	0	0	0	11
SBL	0	18	3	3		3	0	0	0	3
SBT	609	1,130	91	700		700	370	0	0	1070
SBR	0	0	0	0		0	27	0	0	27
EBL	0	0	0	0		0	14	0	0	14
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	68	0	0	68
WBL	0	176	31	31		31	0	0	0	31
WBT	0	0	0	0		0	0	0	0	0
WBR	0	57	10	10		10	0	0	0	10
North Leg										
Approach	609	1,148	94	703	0	703	397	0	0	1,100
Departure	665	1,409	129	794	0	794	191	0	0	985
Total	1,274	2,557	223	1,497	0	1,497	588	0	0	2,085
South Leg										
Approach	665	1,413	130	795	0	795	244	0	0	1,039
Departure	609	1,306	122	731	0	731	438	0	0	1,169
Total	1,274	2,719	252	1,526	0	1,526	682	0	0	2,208
East Leg										
Approach	0	233	41	41	0	41	0	0	0	41
Departure	0	79	14	14	0	14	0	0	0	14
Total	0	312	55	55	0	55	0	0	0	55
West Leg										
Approach	0	0	0	0	0	0	82	0	0	82
Departure	0	0	0	0	0	0	94	0	0	94
Total	0	0	0	0	0	0	176	0	0	176
Total Approaches										
Approach	1,274	2,794	265	1,539	0	1,539	723	0	0	2,262
Departure	1,274	2,794	265	1,539	0	1,539	723	0	0	2,262
Total	2,548	5,588	530	3,078	0	3,078	1,446	0	0	4,524

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
63 Briggs Road/Matthews Road										
NBL	0	0	0	0		0	0	0	0	0
NBT	599	1,044	77	676		676	229	0	0	905
NBR	44	77	6	50		50	0	0	0	50
SBL	34	241	36	70		70	24	0	0	94
SBT	575	1,065	85	660		660	412	0	0	1072
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	0	0	0	0
WBL	40	59	3	43		43	0	0	0	43
WBT	0	0	0	0		0	0	0	0	0
WBR	66	369	53	119		119	16	0	0	135
North Leg										
Approach	609	1,306	121	730	0	730	436	0	0	1,166
Departure	665	1,413	130	795	0	795	245	0	0	1,040
Total	1,274	2,719	251	1,525	0	1,525	681	0	0	2,206
South Leg										
Approach	643	1,121	83	726	0	726	229	0	0	955
Departure	615	1,124	88	703	0	703	412	0	0	1,115
Total	1,258	2,245	171	1,429	0	1,429	641	0	0	2,070
East Leg										
Approach	106	428	56	162	0	162	16	0	0	178
Departure	78	318	42	120	0	120	24	0	0	144
Total	184	746	98	282	0	282	40	0	0	322
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	1,358	2,855	260	1,618	0	1,618	681	0	0	2,299
Departure	1,358	2,855	260	1,618	0	1,618	681	0	0	2,299
Total	2,716	5,710	520	3,236	0	3,236	1,362	0	0	4,598

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
65 Murrieta Road/McCall Boulevard										
NBL	1	3	0	1		1	0	0	0	1
NBT	156	511	62	218		218	0	0	0	218
NBR	122	326	35	157		157	15	0	0	172
SBL	61	69	1	62		62	5	0	0	67
SBT	138	217	14	152		152	0	0	0	152
SBR	93	105	2	95		95	0	0	0	95
EBL	81	162	14	95		95	0	0	0	95
EBT	210	342	23	233		233	12	0	0	245
EBR	1	3	0	1		1	0	0	0	1
WBL	90	221	23	113		113	8	0	0	121
WBT	120	179	10	130		130	9	0	0	139
WBR	94	168	13	107		107	5	0	0	112
North Leg										
Approach	292	391	17	309	0	309	5	0	0	314
Departure	331	841	89	420	0	420	5	0	0	425
Total	623	1,232	106	729	0	729	10	0	0	739
South Leg										
Approach	279	840	97	376	0	376	15	0	0	391
Departure	229	441	37	266	0	266	8	0	0	274
Total	508	1,281	134	642	0	642	23	0	0	665
East Leg										
Approach	304	568	46	350	0	350	22	0	0	372
Departure	393	737	59	452	0	452	32	0	0	484
Total	697	1,305	105	802	0	802	54	0	0	856
West Leg										
Approach	292	507	37	329	0	329	12	0	0	341
Departure	214	287	12	226	0	226	9	0	0	235
Total	506	794	49	555	0	555	21	0	0	576
Total Approaches										
Approach	1,167	2,306	197	1,364	0	1,364	54	0	0	1,418
Departure	1,167	2,306	197	1,364	0	1,364	54	0	0	1,418
Total	2,334	4,613	394	2,728	0	2,728	108	0	0	2,836

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
66 Sun City Boulevard/McCall Boulevard										
NBL	38	43	1	39		39	0	0	0	39
NBT	48	55	1	49		49	0	0	0	49
NBR	84	108	4	88		88	5	0	0	93
SBL	69	178	19	88		88	22	0	0	110
SBT	55	79	4	59		59	0	0	0	59
SBR	10	19	2	12		12	0	0	0	12
EBL	29	43	2	31		31	0	0	0	31
EBT	324	642	55	379		379	36	0	0	415
EBR	55	60	1	56		56	0	0	0	56
WBL	232	294	11	243		243	8	0	0	251
WBT	373	613	42	415		415	21	0	0	436
WBR	47	81	6	53		53	14	0	0	67
North Leg										
Approach	134	276	25	159	0	159	22	0	0	181
Departure	124	179	9	133	0	133	14	0	0	147
Total	258	455	34	292	0	292	36	0	0	328
South Leg										
Approach	170	206	6	176	0	176	5	0	0	181
Departure	342	433	16	358	0	358	8	0	0	366
Total	512	639	22	534	0	534	13	0	0	547
East Leg										
Approach	652	988	59	711	0	711	43	0	0	754
Departure	477	928	78	555	0	555	63	0	0	618
Total	1,129	1,916	137	1,266	0	1,266	106	0	0	1,372
West Leg										
Approach	408	745	58	466	0	466	36	0	0	502
Departure	421	675	45	466	0	466	21	0	0	487
Total	829	1,420	103	932	0	932	57	0	0	989
Total Approaches										
Approach	1,364	2,215	148	1,512	0	1,512	106	0	0	1,618
Departure	1,364	2,215	148	1,512	0	1,512	106	0	0	1,618
Total	2,728	4,429	296	3,024	0	3,024	212	0	0	3,236

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
67 Bradley Road/McCall Boulevard										
NBL	52	71	3	55		55	0	0	0	55
NBT	43	48	1	44		44	0	0	0	44
NBR	374	692	55	429		429	3	0	0	432
SBL	141	156	3	144		144	3	0	0	147
SBT	50	57	1	51		51	0	0	0	51
SBR	15	17	0	15		15	0	0	0	15
EBL	6	6	0	6		6	0	0	0	6
EBT	495	936	77	572		572	63	0	0	635
EBR	60	83	4	64		64	0	0	0	64
WBL	440	687	43	483		483	2	0	0	485
WBT	568	897	57	625		625	46	0	0	671
WBR	85	97	2	87		87	2	0	0	89
North Leg										
Approach	206	230	4	210	0	210	3	0	0	213
Departure	134	151	3	137	0	137	2	0	0	139
Total	340	381	7	347	0	347	5	0	0	352
South Leg										
Approach	469	811	59	528	0	528	3	0	0	531
Departure	550	827	48	598	0	598	2	0	0	600
Total	1,019	1,638	107	1,126	0	1,126	5	0	0	1,131
East Leg										
Approach	1,093	1,681	102	1,195	0	1,195	50	0	0	1,245
Departure	1,010	1,784	135	1,145	0	1,145	69	0	0	1,214
Total	2,103	3,465	237	2,340	0	2,340	119	0	0	2,459
West Leg										
Approach	561	1,025	81	642	0	642	63	0	0	705
Departure	635	985	60	695	0	695	46	0	0	741
Total	1,196	2,010	141	1,337	0	1,337	109	0	0	1,446
Total Approaches										
Approach	2,329	3,747	246	2,575	0	2,575	119	0	0	2,694
Departure	2,329	3,747	246	2,575	0	2,575	119	0	0	2,694
Total	4,658	7,493	492	5,150	0	5,150	238	0	0	5,388

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
68 I-215 SB Ramps/McCall Boulevard										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	194	400	36	230		230	0	0	0	230
SBT	3	3	0	3		3	0	0	0	3
SBR	298	396	17	315		315	0	0	0	315
EBL	0	0	0	0		0	0	0	0	0
EBT	651	1,364	124	775		775	69	0	0	844
EBR	359	420	11	370		370	0	0	0	370
WBL	458	643	32	490		490	518	0	0	1008
WBT	794	1,286	86	880		880	50	0	0	930
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	495	799	53	548	0	548	0	0	0	548
Departure	0	0	0	0	0	0	0	0	0	0
Total	495	799	53	548	0	548	0	0	0	548
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	820	1,066	43	863	0	863	518	0	0	1,381
Total	820	1,066	43	863	0	863	518	0	0	1,381
East Leg										
Approach	1,252	1,929	118	1,370	0	1,370	568	0	0	1,938
Departure	845	1,764	160	1,005	0	1,005	69	0	0	1,074
Total	2,097	3,693	278	2,375	0	2,375	637	0	0	3,012
West Leg										
Approach	1,010	1,784	135	1,145	0	1,145	69	0	0	1,214
Departure	1,092	1,682	103	1,195	0	1,195	50	0	0	1,245
Total	2,102	3,466	238	2,340	0	2,340	119	0	0	2,459
Total Approaches										
Approach	2,757	4,512	306	3,063	0	3,063	637	0	0	3,700
Departure	2,757	4,512	306	3,063	0	3,063	637	0	0	3,700
Total	5,514	9,024	612	6,126	0	6,126	1,274	0	0	7,400

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
69 I-215 NB Ramps/McCall Boulevard										
NBL	222	316	16	238		238	0	0	0	238
NBT	4	4	0	4		4	0	0	0	4
NBR	248	461	37	285		285	589	0	0	874
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	231	287	10	241		241	0	0	0	241
EBT	614	1,477	150	764		764	69	0	0	833
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	1,030	1,613	101	1,131		1,131	568	0	0	1699
WBR	448	508	10	458		458	0	0	0	458
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	683	799	20	703	0	703	0	0	0	703
Total	683	799	20	703	0	703	0	0	0	703
South Leg										
Approach	474	781	53	527	0	527	589	0	0	1,116
Departure	0	0	0	0	0	0	0	0	0	0
Total	474	781	53	527	0	527	589	0	0	1,116
East Leg										
Approach	1,478	2,121	111	1,589	0	1,589	568	0	0	2,157
Departure	862	1,938	187	1,049	0	1,049	658	0	0	1,707
Total	2,340	4,059	298	2,638	0	2,638	1,226	0	0	3,864
West Leg										
Approach	845	1,764	160	1,005	0	1,005	69	0	0	1,074
Departure	1,252	1,929	117	1,369	0	1,369	568	0	0	1,937
Total	2,097	3,693	277	2,374	0	2,374	637	0	0	3,011
Total Approaches										
Approach	2,797	4,666	324	3,121	0	3,121	1,226	0	0	4,347
Departure	2,797	4,666	324	3,121	0	3,121	1,226	0	0	4,347
Total	5,594	9,333	648	6,242	0	6,242	2,452	0	0	8,694

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
70 Encanto Drive/McCall Boulevard										
NBL	176	196	3	179		179	0	0	0	179
NBT	20	35	3	23		23	0	0	0	23
NBR	49	56	1	50		50	7	0	0	57
SBL	19	42	4	23		23	0	0	0	23
SBT	16	21	1	17		17	0	0	0	17
SBR	148	274	22	170		170	0	0	0	170
EBL	109	456	60	169		169	0	0	0	169
EBT	656	1,361	123	779		779	658	0	0	1437
EBR	97	121	4	101		101	0	0	0	101
WBL	51	58	1	52		52	6	0	0	58
WBT	1,154	1,652	87	1,241		1,241	568	0	0	1809
WBR	17	58	7	24		24	0	0	0	24
North Leg										
Approach	183	337	27	210	0	210	0	0	0	210
Departure	146	549	70	216	0	216	0	0	0	216
Total	329	886	97	426	0	426	0	0	0	426
South Leg										
Approach	245	286	7	252	0	252	7	0	0	259
Departure	164	200	6	170	0	170	6	0	0	176
Total	409	486	13	422	0	422	13	0	0	435
East Leg										
Approach	1,222	1,768	95	1,317	0	1,317	574	0	0	1,891
Departure	724	1,459	128	852	0	852	665	0	0	1,517
Total	1,946	3,226	223	2,169	0	2,169	1,239	0	0	3,408
West Leg										
Approach	862	1,938	187	1,049	0	1,049	658	0	0	1,707
Departure	1,478	2,122	112	1,590	0	1,590	568	0	0	2,158
Total	2,340	4,060	299	2,639	0	2,639	1,226	0	0	3,865
Total Approaches										
Approach	2,512	4,329	316	2,828	0	2,828	1,239	0	0	4,067
Departure	2,512	4,329	316	2,828	0	2,828	1,239	0	0	4,067
Total	5,024	8,658	632	5,656	0	5,656	2,478	0	0	8,134

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
71 Sherman Road/McCall Boulevard										
NBL	88	124	6	94		94	0	0	0	94
NBT	26	50	4	30		30	0	0	0	30
NBR	15	45	5	20		20	17	0	0	37
SBL	42	75	6	48		48	2	0	0	50
SBT	16	18	0	16		16	0	0	0	16
SBR	56	63	1	57		57	0	0	0	57
EBL	121	159	7	128		128	0	0	0	128
EBT	678	1,405	126	804		804	664	0	0	1468
EBR	33	44	2	35		35	0	0	0	35
WBL	27	58	5	32		32	10	0	0	42
WBT	991	1,550	97	1,088		1,088	574	0	0	1662
WBR	46	97	9	55		55	1	0	0	56
North Leg										
Approach	114	156	7	121	0	121	2	0	0	123
Departure	193	306	20	213	0	213	1	0	0	214
Total	307	462	27	334	0	334	3	0	0	337
South Leg										
Approach	129	219	15	144	0	144	17	0	0	161
Departure	76	120	7	83	0	83	10	0	0	93
Total	205	339	22	227	0	227	27	0	0	254
East Leg										
Approach	1,064	1,705	111	1,175	0	1,175	585	0	0	1,760
Departure	735	1,525	137	872	0	872	683	0	0	1,555
Total	1,799	3,230	248	2,047	0	2,047	1,268	0	0	3,315
West Leg										
Approach	832	1,608	135	967	0	967	664	0	0	1,631
Departure	1,135	1,737	104	1,239	0	1,239	574	0	0	1,813
Total	1,967	3,345	239	2,206	0	2,206	1,238	0	0	3,444
Total Approaches										
Approach	2,139	3,688	268	2,407	0	2,407	1,268	0	0	3,675
Departure	2,139	3,688	268	2,407	0	2,407	1,268	0	0	3,675
Total	4,278	7,376	536	4,814	0	4,814	2,536	0	0	7,350

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
72 Antelope Road/McCall Boulevard										
NBL	45	88	7	52		52	0	0	0	52
NBT	8	60	9	17		17	0	0	0	17
NBR	77	144	12	89		89	7	0	0	96
SBL	19	39	3	22		22	2	0	0	24
SBT	2	5	1	3		3	0	0	0	3
SBR	74	156	14	88		88	0	0	0	88
EBL	42	288	43	85		85	0	0	0	85
EBT	716	1,220	88	804		804	687	0	0	1491
EBR	14	28	2	16		16	0	0	0	16
WBL	41	77	6	47		47	4	0	0	51
WBT	876	1,457	101	977		977	585	0	0	1562
WBR	40	258	38	78		78	6	0	0	84
North Leg										
Approach	95	200	18	113	0	113	2	0	0	115
Departure	90	606	90	180	0	180	6	0	0	186
Total	185	806	108	293	0	293	8	0	0	301
South Leg										
Approach	130	292	28	158	0	158	7	0	0	165
Departure	57	110	9	66	0	66	4	0	0	70
Total	187	402	37	224	0	224	11	0	0	235
East Leg										
Approach	957	1,792	145	1,102	0	1,102	595	0	0	1,697
Departure	812	1,403	103	915	0	915	696	0	0	1,611
Total	1,769	3,195	248	2,017	0	2,017	1,291	0	0	3,308
West Leg										
Approach	772	1,536	133	905	0	905	687	0	0	1,592
Departure	995	1,701	122	1,117	0	1,117	585	0	0	1,702
Total	1,767	3,237	255	2,022	0	2,022	1,272	0	0	3,294
Total Approaches										
Approach	1,954	3,820	324	2,278	0	2,278	1,291	0	0	3,569
Departure	1,954	3,820	324	2,278	0	2,278	1,291	0	0	3,569
Total	3,908	7,640	648	4,556	0	4,556	2,582	0	0	7,138

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
73 Junipero Road/McCall Boulevard										
NBL	4	16	2	6		6	0	0	0	6
NBT	4	18	2	6		6	0	0	0	6
NBR	4	19	3	7		7	0	0	0	7
SBL	63	138	13	76		76	0	0	0	76
SBT	1	2	0	1		1	0	0	0	1
SBR	175	322	26	201		201	0	0	0	201
EBL	189	302	20	209		209	0	0	0	209
EBT	686	1,192	88	774		774	700	0	0	1474
EBR	2	3	0	2		2	0	0	0	2
WBL	2	3	0	2		2	0	0	0	2
WBT	852	1,442	103	955		955	599	0	0	1554
WBR	146	271	22	168		168	0	0	0	168
North Leg										
Approach	239	462	39	278	0	278	0	0	0	278
Departure	339	591	44	383	0	383	0	0	0	383
Total	578	1,053	83	661	0	661	0	0	0	661
South Leg										
Approach	12	53	7	19	0	19	0	0	0	19
Departure	5	8	0	5	0	5	0	0	0	5
Total	17	61	7	24	0	24	0	0	0	24
East Leg										
Approach	1,000	1,716	125	1,125	0	1,125	599	0	0	1,724
Departure	753	1,349	104	857	0	857	700	0	0	1,557
Total	1,753	3,065	229	1,982	0	1,982	1,299	0	0	3,281
West Leg										
Approach	877	1,497	108	985	0	985	700	0	0	1,685
Departure	1,031	1,780	131	1,162	0	1,162	599	0	0	1,761
Total	1,908	3,277	239	2,147	0	2,147	1,299	0	0	3,446
Total Approaches										
Approach	2,128	3,728	279	2,407	0	2,407	1,299	0	0	3,706
Departure	2,128	3,728	279	2,407	0	2,407	1,299	0	0	3,706
Total	4,256	7,456	558	4,814	0	4,814	2,598	0	0	7,412

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
74 Menifee Road/McCall Boulevard										
NBL	322	540	38	360		360	0	0	0	360
NBT	257	641	67	324		324	177	0	0	501
NBR	46	110	11	57		57	0	0	0	57
SBL	139	422	49	188		188	22	0	0	210
SBT	233	541	54	287		287	71	0	0	358
SBR	140	297	27	167		167	335	0	0	502
EBL	126	255	22	148		148	603	0	0	751
EBT	348	679	58	406		406	97	0	0	503
EBR	279	416	24	303		303	0	0	0	303
WBL	44	78	6	50		50	0	0	0	50
WBT	538	879	59	597		597	264	0	0	861
WBR	153	371	38	191		191	53	0	0	244
North Leg										
Approach	512	1,260	130	642	0	642	428	0	0	1,070
Departure	536	1,267	127	663	0	663	833	0	0	1,496
Total	1,048	2,527	257	1,305	0	1,305	1,261	0	0	2,566
South Leg										
Approach	625	1,291	116	741	0	741	177	0	0	918
Departure	556	1,035	84	640	0	640	71	0	0	711
Total	1,181	2,326	200	1,381	0	1,381	248	0	0	1,629
East Leg										
Approach	735	1,328	103	838	0	838	317	0	0	1,155
Departure	533	1,211	118	651	0	651	119	0	0	770
Total	1,268	2,539	221	1,489	0	1,489	436	0	0	1,925
West Leg										
Approach	753	1,350	104	857	0	857	700	0	0	1,557
Departure	1,000	1,716	124	1,124	0	1,124	599	0	0	1,723
Total	1,753	3,066	228	1,981	0	1,981	1,299	0	0	3,280
Total Approaches										
Approach	2,625	5,229	453	3,078	0	3,078	1,622	0	0	4,700
Departure	2,625	5,229	453	3,078	0	3,078	1,622	0	0	4,700
Total	5,250	10,458	906	6,156	0	6,156	3,244	0	0	9,400

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
75 Heritage Lake Drive (West)/McCall Boulevard										
NBL	218	247	5	223		223	21	0	0	244
NBT	171	194	4	175		175	0	0	0	175
NBR	43	93	9	52		52	9	0	0	61
SBL	29	61	6	35		35	6	0	0	41
SBT	103	117	2	105		105	0	0	0	105
SBR	72	82	2	74		74	0	0	0	74
EBL	86	98	2	88		88	0	0	0	88
EBT	314	963	113	427		427	113	0	0	540
EBR	133	151	3	136		136	9	0	0	145
WBL	29	49	3	32		32	10	0	0	42
WBT	445	1,000	97	542		542	295	0	0	837
WBR	104	160	10	114		114	4	0	0	118
North Leg										
Approach	204	259	10	214	0	214	6	0	0	220
Departure	361	452	16	377	0	377	4	0	0	381
Total	565	711	26	591	0	591	10	0	0	601
South Leg										
Approach	432	534	18	450	0	450	30	0	0	480
Departure	265	317	8	273	0	273	19	0	0	292
Total	697	851	26	723	0	723	49	0	0	772
East Leg										
Approach	578	1,209	110	688	0	688	309	0	0	997
Departure	386	1,117	128	514	0	514	128	0	0	642
Total	964	2,326	238	1,202	0	1,202	437	0	0	1,639
West Leg										
Approach	533	1,212	118	651	0	651	122	0	0	773
Departure	735	1,329	104	839	0	839	316	0	0	1,155
Total	1,268	2,541	222	1,490	0	1,490	438	0	0	1,928
Total Approaches										
Approach	1,747	3,214	256	2,003	0	2,003	467	0	0	2,470
Departure	1,747	3,214	256	2,003	0	2,003	467	0	0	2,470
Total	3,494	6,429	512	4,006	0	4,006	934	0	0	4,940

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
76 Heritage Lake Drive (East)/McCall Boulevard										
NBL	190	356	29	219		219	22	0	0	241
NBT	112	127	3	115		115	0	0	0	115
NBR	80	181	18	98		98	24	0	0	122
SBL	53	60	1	54		54	7	0	0	61
SBT	116	131	3	119		119	0	0	0	119
SBR	38	43	1	39		39	0	0	0	39
EBL	19	24	1	20		20	0	0	0	20
EBT	224	728	88	312		312	120	0	0	432
EBR	154	426	47	201		201	9	0	0	210
WBL	61	165	18	79		79	17	0	0	96
WBT	277	729	79	356		356	285	0	0	641
WBR	35	43	1	36		36	5	0	0	41
North Leg										
Approach	207	234	5	212	0	212	7	0	0	219
Departure	166	194	5	171	0	171	5	0	0	176
Total	373	428	10	383	0	383	12	0	0	395
South Leg										
Approach	382	664	50	432	0	432	46	0	0	478
Departure	331	722	68	399	0	399	26	0	0	425
Total	713	1,386	118	831	0	831	72	0	0	903
East Leg										
Approach	373	937	98	471	0	471	307	0	0	778
Departure	357	969	107	464	0	464	151	0	0	615
Total	730	1,906	205	935	0	935	458	0	0	1,393
West Leg										
Approach	397	1,178	136	533	0	533	129	0	0	662
Departure	505	1,128	109	614	0	614	307	0	0	921
Total	902	2,306	245	1,147	0	1,147	436	0	0	1,583
Total Approaches										
Approach	1,359	3,013	289	1,648	0	1,648	489	0	0	2,137
Departure	1,359	3,013	289	1,648	0	1,648	489	0	0	2,137
Total	2,718	6,027	578	3,296	0	3,296	978	0	0	4,274

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
77 Briggs Road/McCall Boulevard										
NBL	49	379	57	106		106	0	0	0	106
NBT	320	958	111	431		431	72	0	0	503
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	314	589	48	362		362	102	0	0	464
SBR	311	547	41	352		352	308	0	0	660
EBL	289	588	52	341		341	150	0	0	491
EBT	0	0	0	0		0	0	0	0	0
EBR	68	381	54	122		122	0	0	0	122
WBL	0	0	0	0		0	0	0	0	0
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	625	1,136	89	714	0	714	410	0	0	1,124
Departure	609	1,546	163	772	0	772	222	0	0	994
Total	1,234	2,682	252	1,486	0	1,486	632	0	0	2,118
South Leg										
Approach	369	1,337	168	537	0	537	72	0	0	609
Departure	382	970	102	484	0	484	102	0	0	586
Total	751	2,307	270	1,021	0	1,021	174	0	0	1,195
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	357	969	106	463	0	463	150	0	0	613
Departure	360	926	98	458	0	458	308	0	0	766
Total	717	1,895	204	921	0	921	458	0	0	1,379
Total Approaches										
Approach	1,351	3,442	363	1,714	0	1,714	632	0	0	2,346
Departure	1,351	3,442	363	1,714	0	1,714	632	0	0	2,346
Total	2,702	6,884	726	3,428	0	3,428	1,264	0	0	4,692

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
78 Menifee Road/Coastline Avenue										
NBL	0	0	0	0		0	0	0	0	0
NBT	543	1,266	126	669		669	163	0	0	832
NBR	26	69	7	33		33	0	0	0	33
SBL	62	120	10	72		72	6	0	0	78
SBT	496	898	70	566		566	65	0	0	631
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	0	0	0	0
WBL	72	80	1	73		73	0	0	0	73
WBT	0	0	0	0		0	0	0	0	0
WBR	94	107	2	96		96	14	0	0	110
North Leg										
Approach	558	1,018	80	638	0	638	71	0	0	709
Departure	637	1,373	128	765	0	765	177	0	0	942
Total	1,195	2,391	208	1,403	0	1,403	248	0	0	1,651
South Leg										
Approach	569	1,335	133	702	0	702	163	0	0	865
Departure	568	978	71	639	0	639	65	0	0	704
Total	1,137	2,313	204	1,341	0	1,341	228	0	0	1,569
East Leg										
Approach	166	187	3	169	0	169	14	0	0	183
Departure	88	189	17	105	0	105	6	0	0	111
Total	254	376	20	274	0	274	20	0	0	294
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	1,293	2,540	216	1,509	0	1,509	248	0	0	1,757
Departure	1,293	2,540	216	1,509	0	1,509	248	0	0	1,757
Total	2,586	5,080	432	3,018	0	3,018	496	0	0	3,514

LSA

Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
79 Menifee Road/Simpson Road										
NBL	0	0	0	0		0	0	0	0	0
NBT	406	883	83	489		489	126	0	0	615
NBR	103	207	18	121		121	38	0	0	159
SBL	153	266	20	173		173	13	0	0	186
SBT	415	712	52	467		467	52	0	0	519
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	0	0	0	0
WBL	154	389	41	195		195	76	0	0	271
WBT	0	0	0	0		0	0	0	0	0
WBR	163	452	50	213		213	38	0	0	251
North Leg										
Approach	568	978	72	640	0	640	65	0	0	705
Departure	569	1,335	133	702	0	702	164	0	0	866
Total	1,137	2,313	205	1,342	0	1,342	229	0	0	1,571
South Leg										
Approach	509	1,090	101	610	0	610	164	0	0	774
Departure	569	1,101	93	662	0	662	128	0	0	790
Total	1,078	2,191	194	1,272	0	1,272	292	0	0	1,564
East Leg										
Approach	317	841	91	408	0	408	114	0	0	522
Departure	256	473	38	294	0	294	51	0	0	345
Total	573	1,314	129	702	0	702	165	0	0	867
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	1,394	2,909	264	1,658	0	1,658	343	0	0	2,001
Departure	1,394	2,909	264	1,658	0	1,658	343	0	0	2,001
Total	2,788	5,818	528	3,316	0	3,316	686	0	0	4,002

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
80 Lindenberger Road/Simpson Road										
NBL	34	287	44	78		78	16	0	0	94
NBT	105	119	2	107		107	0	0	0	107
NBR	155	212	10	165		165	15	0	0	180
SBL	66	75	1	67		67	0	0	0	67
SBT	137	154	3	140		140	0	0	0	140
SBR	57	165	19	76		76	0	0	0	76
EBL	54	61	1	55		55	0	0	0	55
EBT	194	331	24	218		218	49	0	0	267
EBR	25	102	13	38		38	7	0	0	45
WBL	106	120	2	108		108	12	0	0	120
WBT	221	384	28	249		249	98	0	0	347
WBR	43	48	1	44		44	0	0	0	44
North Leg										
Approach	260	394	23	283	0	283	0	0	0	283
Departure	202	228	4	206	0	206	0	0	0	206
Total	462	621	27	489	0	489	0	0	0	489
South Leg										
Approach	294	618	56	350	0	350	31	0	0	381
Departure	268	376	18	286	0	286	19	0	0	305
Total	562	993	74	636	0	636	50	0	0	686
East Leg										
Approach	370	552	31	401	0	401	110	0	0	511
Departure	415	618	35	450	0	450	64	0	0	514
Total	785	1,170	66	851	0	851	174	0	0	1,025
West Leg										
Approach	273	494	38	311	0	311	56	0	0	367
Departure	312	836	91	403	0	403	114	0	0	517
Total	585	1,330	129	714	0	714	170	0	0	884
Total Approaches										
Approach	1,197	2,057	148	1,345	0	1,345	197	0	0	1,542
Departure	1,197	2,057	148	1,345	0	1,345	197	0	0	1,542
Total	2,394	4,114	296	2,690	0	2,690	394	0	0	3,084

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
81 Briggs Road/Simpson Road										
NBL	44	85	12	56		56	0	0	0	56
NBT	71	737	197	268		268	0	0	0	268
NBR	61	307	73	134		134	0	0	0	134
SBL	100	113	2	102		102	2	0	0	104
SBT	101	452	104	205		205	0	0	0	205
SBR	148	168	3	151		151	91	0	0	242
EBL	167	256	15	182		182	59	0	0	241
EBT	263	298	6	269		269	5	0	0	274
EBR	42	77	10	52		52	0	0	0	52
WBL	41	241	59	100		100	0	0	0	100
WBT	232	277	8	240		240	21	0	0	261
WBR	53	151	17	70		70	3	0	0	73
North Leg										
Approach	349	733	109	458	0	458	93	0	0	551
Departure	291	1,144	229	520	0	520	62	0	0	582
Total	640	1,877	338	978	0	978	155	0	0	1,133
South Leg										
Approach	176	1,129	282	458	0	458	0	0	0	458
Departure	184	770	173	357	0	357	0	0	0	357
Total	360	1,899	455	815	0	815	0	0	0	815
East Leg										
Approach	326	669	84	410	0	410	24	0	0	434
Departure	424	719	81	505	0	505	7	0	0	512
Total	750	1,388	165	915	0	915	31	0	0	946
West Leg										
Approach	472	631	31	503	0	503	64	0	0	567
Departure	424	530	23	447	0	447	112	0	0	559
Total	896	1,161	54	950	0	950	176	0	0	1,126
Total Approaches										
Approach	1,323	3,163	506	1,829	0	1,829	181	0	0	2,010
Departure	1,323	3,163	506	1,829	0	1,829	181	0	0	2,010
Total	2,646	6,325	1,012	3,658	0	3,658	362	0	0	4,020

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
82 Menifee Road/Aldergate Drive - Carnelian Way										
NBL	31	35	1	32		32	0	0	0	32
NBT	342	947	105	447		447	127	0	0	574
NBR	84	96	2	86		86	0	0	0	86
SBL	129	205	13	142		142	0	0	0	142
SBT	468	902	75	543		543	103	0	0	646
SBR	22	51	5	27		27	18	0	0	45
EBL	24	47	4	28		28	28	0	0	56
EBT	3	3	0	3		3	0	0	0	3
EBR	17	19	0	17		17	0	0	0	17
WBL	161	183	4	165		165	0	0	0	165
WBT	5	5	0	5		5	0	0	0	5
WBR	114	286	30	144		144	0	0	0	144
North Leg										
Approach	619	1,158	93	712	0	712	121	0	0	833
Departure	480	1,280	139	619	0	619	155	0	0	774
Total	1,099	2,438	232	1,331	0	1,331	276	0	0	1,607
South Leg										
Approach	457	1,077	108	565	0	565	127	0	0	692
Departure	646	1,104	79	725	0	725	103	0	0	828
Total	1,103	2,181	187	1,290	0	1,290	230	0	0	1,520
East Leg										
Approach	280	474	34	314	0	314	0	0	0	314
Departure	216	304	15	231	0	231	0	0	0	231
Total	496	778	49	545	0	545	0	0	0	545
West Leg										
Approach	44	69	4	48	0	48	28	0	0	76
Departure	58	91	6	64	0	64	18	0	0	82
Total	102	160	10	112	0	112	46	0	0	158
Total Approaches										
Approach	1,400	2,778	239	1,639	0	1,639	276	0	0	1,915
Departure	1,400	2,778	239	1,639	0	1,639	276	0	0	1,915
Total	2,800	5,556	478	3,278	0	3,278	552	0	0	3,830

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
83 Goetz Road - Buckstone Lane/Railroad Canyon Road - Newport Road										
NBL	11	14	1	12		12	0	0	0	12
NBT	3	3	0	3		3	0	0	0	3
NBR	23	26	1	24		24	0	0	0	24
SBL	463	525	11	474		474	10	0	0	484
SBT	1	1	0	1		1	0	0	0	1
SBR	594	873	49	643		643	0	0	0	643
EBL	254	527	47	301		301	0	0	0	301
EBT	541	1,052	89	630		630	25	0	0	655
EBR	0	0	0	0		0	0	0	0	0
WBL	15	17	0	15		15	0	0	0	15
WBT	701	964	46	747		747	19	0	0	766
WBR	281	318	6	287		287	3	0	0	290
North Leg										
Approach	1,058	1,399	60	1,118	0	1,118	10	0	0	1,128
Departure	538	848	53	591	0	591	3	0	0	594
Total	1,596	2,247	113	1,709	0	1,709	13	0	0	1,722
South Leg										
Approach	37	43	2	39	0	39	0	0	0	39
Departure	16	18	0	16	0	16	0	0	0	16
Total	53	61	2	55	0	55	0	0	0	55
East Leg										
Approach	997	1,299	52	1,049	0	1,049	22	0	0	1,071
Departure	1,027	1,603	101	1,128	0	1,128	35	0	0	1,163
Total	2,024	2,902	153	2,177	0	2,177	57	0	0	2,234
West Leg										
Approach	795	1,579	136	931	0	931	25	0	0	956
Departure	1,306	1,851	96	1,402	0	1,402	19	0	0	1,421
Total	2,101	3,430	232	2,333	0	2,333	44	0	0	2,377
Total Approaches										
Approach	2,887	4,320	250	3,137	0	3,137	57	0	0	3,194
Departure	2,887	4,320	250	3,137	0	3,137	57	0	0	3,194
Total	5,774	8,641	500	6,274	0	6,274	114	0	0	6,388

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
84 Berea Road - Murphy Ranch Road/Newport Road										
NBL	140	159	3	143		143	0	0	0	143
NBT	98	125	5	103		103	0	0	0	103
NBR	12	16	1	13		13	0	0	0	13
SBL	192	408	38	230		230	2	0	0	232
SBT	161	185	4	165		165	0	0	0	165
SBR	75	89	2	77		77	0	0	0	77
EBL	45	68	4	49		49	0	0	0	49
EBT	937	1,517	101	1,038		1,038	36	0	0	1074
EBR	203	230	5	208		208	0	0	0	208
WBL	4	5	0	4		4	0	0	0	4
WBT	896	1,165	47	943		943	23	0	0	966
WBR	150	330	31	181		181	6	0	0	187
North Leg										
Approach	428	682	44	472	0	472	2	0	0	474
Departure	293	523	40	333	0	333	6	0	0	339
Total	721	1,205	84	805	0	805	8	0	0	813
South Leg										
Approach	250	300	9	259	0	259	0	0	0	259
Departure	368	420	9	377	0	377	0	0	0	377
Total	618	720	18	636	0	636	0	0	0	636
East Leg										
Approach	1,050	1,500	78	1,128	0	1,128	29	0	0	1,157
Departure	1,141	1,941	140	1,281	0	1,281	38	0	0	1,319
Total	2,191	3,441	218	2,409	0	2,409	67	0	0	2,476
West Leg										
Approach	1,185	1,815	110	1,295	0	1,295	36	0	0	1,331
Departure	1,111	1,413	52	1,163	0	1,163	23	0	0	1,186
Total	2,296	3,228	162	2,458	0	2,458	59	0	0	2,517
Total Approaches										
Approach	2,913	4,297	241	3,154	0	3,154	67	0	0	3,221
Departure	2,913	4,297	241	3,154	0	3,154	67	0	0	3,221
Total	5,826	8,593	482	6,308	0	6,308	134	0	0	6,442

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
85 Murrieta Road/Newport Road										
NBL	194	345	26	220		220	0	0	0	220
NBT	226	490	46	272		272	0	0	0	272
NBR	116	134	3	119		119	12	0	0	131
SBL	116	159	7	123		123	0	0	0	123
SBT	218	556	59	277		277	0	0	0	277
SBR	113	238	22	135		135	0	0	0	135
EBL	142	387	43	185		185	0	0	0	185
EBT	790	1,145	62	852		852	38	0	0	890
EBR	106	287	31	137		137	0	0	0	137
WBL	138	211	13	151		151	9	0	0	160
WBT	872	1,103	40	912		912	30	0	0	942
WBR	88	136	8	96		96	0	0	0	96
North Leg										
Approach	447	953	88	535	0	535	0	0	0	535
Departure	456	1,013	97	553	0	553	0	0	0	553
Total	903	1,966	185	1,088	0	1,088	0	0	0	1,088
South Leg										
Approach	536	969	75	611	0	611	12	0	0	623
Departure	462	1,054	103	565	0	565	9	0	0	574
Total	998	2,023	178	1,176	0	1,176	21	0	0	1,197
East Leg										
Approach	1,098	1,450	61	1,159	0	1,159	39	0	0	1,198
Departure	1,022	1,438	72	1,094	0	1,094	50	0	0	1,144
Total	2,120	2,888	133	2,253	0	2,253	89	0	0	2,342
West Leg										
Approach	1,038	1,819	136	1,174	0	1,174	38	0	0	1,212
Departure	1,179	1,686	88	1,267	0	1,267	30	0	0	1,297
Total	2,217	3,505	224	2,441	0	2,441	68	0	0	2,509
Total Approaches										
Approach	3,119	5,191	360	3,479	0	3,479	89	0	0	3,568
Departure	3,119	5,191	360	3,479	0	3,479	89	0	0	3,568
Total	6,238	10,382	720	6,958	0	6,958	178	0	0	7,136

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
86 Evans Road/Newport Road										
NBL	58	66	1	59		59	0	0	0	59
NBT	73	93	3	76		76	0	0	0	76
NBR	108	123	3	111		111	0	0	0	111
SBL	53	67	2	55		55	2	0	0	57
SBT	159	181	4	163		163	0	0	0	163
SBR	20	23	1	21		21	0	0	0	21
EBL	15	26	2	17		17	0	0	0	17
EBT	1,184	1,596	72	1,256		1,256	53	0	0	1309
EBR	33	38	1	34		34	0	0	0	34
WBL	72	93	4	76		76	0	0	0	76
WBT	939	1,296	62	1,001		1,001	39	0	0	1040
WBR	19	38	3	22		22	6	0	0	28
North Leg										
Approach	232	271	7	239	0	239	2	0	0	241
Departure	107	157	8	115	0	115	6	0	0	121
Total	339	428	15	354	0	354	8	0	0	362
South Leg										
Approach	239	282	7	246	0	246	0	0	0	246
Departure	264	311	9	273	0	273	0	0	0	273
Total	503	593	16	519	0	519	0	0	0	519
East Leg										
Approach	1,030	1,427	69	1,099	0	1,099	45	0	0	1,144
Departure	1,345	1,786	77	1,422	0	1,422	55	0	0	1,477
Total	2,375	3,213	146	2,521	0	2,521	100	0	0	2,621
West Leg										
Approach	1,232	1,660	75	1,307	0	1,307	53	0	0	1,360
Departure	1,017	1,385	64	1,081	0	1,081	39	0	0	1,120
Total	2,249	3,045	139	2,388	0	2,388	92	0	0	2,480
Total Approaches										
Approach	2,733	3,640	158	2,891	0	2,891	100	0	0	2,991
Departure	2,733	3,640	158	2,891	0	2,891	100	0	0	2,991
Total	5,466	7,279	316	5,782	0	5,782	200	0	0	5,982

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
87 Bradley Road/Newport Road										
NBL	151	345	34	185		185	0	0	0	185
NBT	179	401	39	218		218	0	0	0	218
NBR	279	350	12	291		291	13	0	0	304
SBL	186	211	4	190		190	3	0	0	193
SBT	281	446	29	310		310	0	0	0	310
SBR	67	93	5	72		72	0	0	0	72
EBL	86	179	16	102		102	0	0	0	102
EBT	1,101	1,287	32	1,133		1,133	59	0	0	1192
EBR	100	243	25	125		125	0	0	0	125
WBL	310	436	22	332		332	5	0	0	337
WBT	805	991	32	837		837	49	0	0	886
WBR	123	148	4	127		127	2	0	0	129
North Leg										
Approach	534	750	38	572	0	572	3	0	0	575
Departure	388	728	59	447	0	447	2	0	0	449
Total	922	1,478	97	1,019	0	1,019	5	0	0	1,024
South Leg										
Approach	609	1,096	85	694	0	694	13	0	0	707
Departure	691	1,125	76	767	0	767	5	0	0	772
Total	1,300	2,221	161	1,461	0	1,461	18	0	0	1,479
East Leg										
Approach	1,238	1,575	58	1,296	0	1,296	56	0	0	1,352
Departure	1,566	1,848	48	1,614	0	1,614	75	0	0	1,689
Total	2,804	3,423	106	2,910	0	2,910	131	0	0	3,041
West Leg										
Approach	1,287	1,709	73	1,360	0	1,360	59	0	0	1,419
Departure	1,023	1,429	71	1,094	0	1,094	49	0	0	1,143
Total	2,310	3,138	144	2,454	0	2,454	108	0	0	2,562
Total Approaches										
Approach	3,668	5,130	254	3,922	0	3,922	131	0	0	4,053
Departure	3,668	5,130	254	3,922	0	3,922	131	0	0	4,053
Total	7,336	10,260	508	7,844	0	7,844	262	0	0	8,106

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
88 Avenida De Cortez - Town Center Drive/Newport Road										
NBL	86	95	2	88		88	0	0	0	88
NBT	8	12	1	9		9	0	0	0	9
NBR	228	476	43	271		271	15	0	0	286
SBL	72	83	2	74		74	3	0	0	77
SBT	17	29	2	19		19	0	0	0	19
SBR	19	22	1	20		20	0	0	0	20
EBL	9	11	0	9		9	0	0	0	9
EBT	1,533	1,741	36	1,569		1,569	77	0	0	1646
EBR	55	91	6	61		61	0	0	0	61
WBL	112	393	49	161		161	11	0	0	172
WBT	1,185	1,517	58	1,243		1,243	57	0	0	1300
WBR	19	32	2	21		21	2	0	0	23
North Leg										
Approach	108	134	5	113	0	113	3	0	0	116
Departure	36	55	3	39	0	39	2	0	0	41
Total	144	189	8	152	0	152	5	0	0	157
South Leg										
Approach	322	583	46	368	0	368	15	0	0	383
Departure	184	513	57	241	0	241	11	0	0	252
Total	506	1,096	103	609	0	609	26	0	0	635
East Leg										
Approach	1,316	1,942	109	1,425	0	1,425	70	0	0	1,495
Departure	1,833	2,300	81	1,914	0	1,914	95	0	0	2,009
Total	3,149	4,242	190	3,339	0	3,339	165	0	0	3,504
West Leg										
Approach	1,597	1,843	42	1,639	0	1,639	77	0	0	1,716
Departure	1,290	1,634	61	1,351	0	1,351	57	0	0	1,408
Total	2,887	3,477	103	2,990	0	2,990	134	0	0	3,124
Total Approaches										
Approach	3,343	4,502	202	3,545	0	3,545	165	0	0	3,710
Departure	3,343	4,502	202	3,545	0	3,545	165	0	0	3,710
Total	6,686	9,003	404	7,090	0	7,090	330	0	0	7,420

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
89 Haun Road/Newport Road										
NBL	105	141	6	111		111	0	0	0	111
NBT	57	65	1	58		58	0	0	0	58
NBR	463	523	10	473		473	12	0	0	485
SBL	148	169	4	152		152	2	0	0	154
SBT	30	34	1	31		31	0	0	0	31
SBR	47	59	2	49		49	0	0	0	49
EBL	182	210	5	187		187	0	0	0	187
EBT	1,413	1,836	74	1,487		1,487	95	0	0	1582
EBR	94	119	4	98		98	0	0	0	98
WBL	459	570	19	478		478	9	0	0	487
WBT	1,193	1,804	106	1,299		1,299	68	0	0	1367
WBR	383	432	9	392		392	6	0	0	398
North Leg										
Approach	225	262	7	232	0	232	2	0	0	234
Departure	622	707	15	637	0	637	6	0	0	643
Total	847	969	22	869	0	869	8	0	0	877
South Leg										
Approach	625	729	17	642	0	642	12	0	0	654
Departure	583	723	24	607	0	607	9	0	0	616
Total	1,208	1,452	41	1,249	0	1,249	21	0	0	1,270
East Leg										
Approach	2,035	2,806	134	2,169	0	2,169	83	0	0	2,252
Departure	2,024	2,528	88	2,112	0	2,112	109	0	0	2,221
Total	4,059	5,334	222	4,281	0	4,281	192	0	0	4,473
West Leg										
Approach	1,689	2,165	83	1,772	0	1,772	95	0	0	1,867
Departure	1,345	2,004	114	1,459	0	1,459	68	0	0	1,527
Total	3,034	4,169	197	3,231	0	3,231	163	0	0	3,394
Total Approaches										
Approach	4,574	5,962	241	4,815	0	4,815	192	0	0	5,007
Departure	4,574	5,962	241	4,815	0	4,815	192	0	0	5,007
Total	9,148	11,923	482	9,630	0	9,630	384	0	0	10,014

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
90 I-215 SB Ramps/Newport Road										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	308	484	31	339		339	0	0	0	339
SBT	0	0	0	0		0	0	0	0	0
SBR	476	622	25	501		501	52	0	0	553
EBL	0	0	0	0		0	0	0	0	0
EBT	1,430	1,885	79	1,509		1,509	110	0	0	1619
EBR	594	643	9	603		603	0	0	0	603
WBL	0	0	0	0		0	0	0	0	0
WBT	1,559	2,184	109	1,668		1,668	35	0	0	1703
WBR	911	1,033	21	932		932	0	0	0	932
North Leg										
Approach	784	1,106	56	840	0	840	52	0	0	892
Departure	911	1,033	21	932	0	932	0	0	0	932
Total	1,695	2,139	77	1,772	0	1,772	52	0	0	1,824
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	594	643	9	603	0	603	0	0	0	603
Total	594	643	9	603	0	603	0	0	0	603
East Leg										
Approach	2,470	3,217	130	2,600	0	2,600	35	0	0	2,635
Departure	1,738	2,369	110	1,848	0	1,848	110	0	0	1,958
Total	4,208	5,586	240	4,448	0	4,448	145	0	0	4,593
West Leg										
Approach	2,024	2,528	88	2,112	0	2,112	110	0	0	2,222
Departure	2,035	2,806	134	2,169	0	2,169	87	0	0	2,256
Total	4,059	5,334	222	4,281	0	4,281	197	0	0	4,478
Total Approaches										
Approach	5,278	6,851	274	5,552	0	5,552	197	0	0	5,749
Departure	5,278	6,851	274	5,552	0	5,552	197	0	0	5,749
Total	10,556	13,702	548	11,104	0	11,104	394	0	0	11,498

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
91 I-215 NB Ramps/Newport Road										
NBL	344	401	10	354		354	0	0	0	354
NBT	0	0	0	0		0	0	0	0	0
NBR	579	656	13	592		592	0	0	0	592
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	1,284	1,860	100	1,384		1,384	46	0	0	1430
EBR	454	510	10	464		464	64	0	0	528
WBL	0	0	0	0		0	0	0	0	0
WBT	2,126	2,817	120	2,246		2,246	35	0	0	2281
WBR	480	679	35	515		515	0	0	0	515
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	480	679	35	515	0	515	0	0	0	515
Total	480	679	35	515	0	515	0	0	0	515
South Leg										
Approach	923	1,057	23	946	0	946	0	0	0	946
Departure	454	510	10	464	0	464	64	0	0	528
Total	1,377	1,566	33	1,410	0	1,410	64	0	0	1,474
East Leg										
Approach	2,606	3,496	155	2,761	0	2,761	35	0	0	2,796
Departure	1,863	2,516	113	1,976	0	1,976	46	0	0	2,022
Total	4,469	6,012	268	4,737	0	4,737	81	0	0	4,818
West Leg										
Approach	1,738	2,370	110	1,848	0	1,848	110	0	0	1,958
Departure	2,470	3,218	130	2,600	0	2,600	35	0	0	2,635
Total	4,208	5,587	240	4,448	0	4,448	145	0	0	4,593
Total Approaches										
Approach	5,267	6,922	288	5,555	0	5,555	145	0	0	5,700
Departure	5,267	6,922	288	5,555	0	5,555	145	0	0	5,700
Total	10,534	13,845	576	11,110	0	11,110	290	0	0	11,400

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
92 Antelope Road/Newport Road										
NBL	563	841	48	611		611	0	0	0	611
NBT	78	115	6	84		84	0	0	0	84
NBR	86	94	1	87		87	0	0	0	87
SBL	88	100	2	90		90	0	0	0	90
SBT	71	101	5	76		76	0	0	0	76
SBR	286	442	27	313		313	0	0	0	313
EBL	191	299	19	210		210	0	0	0	210
EBT	1,373	1,600	39	1,412		1,412	46	0	0	1458
EBR	237	346	19	256		256	0	0	0	256
WBL	89	103	2	91		91	0	0	0	91
WBT	1,757	2,214	79	1,836		1,836	35	0	0	1871
WBR	130	162	6	136		136	0	0	0	136
North Leg										
Approach	445	643	34	479	0	479	0	0	0	479
Departure	399	576	31	430	0	430	0	0	0	430
Total	844	1,219	65	909	0	909	0	0	0	909
South Leg										
Approach	727	1,050	55	782	0	782	0	0	0	782
Departure	397	550	26	423	0	423	0	0	0	423
Total	1,124	1,600	81	1,205	0	1,205	0	0	0	1,205
East Leg										
Approach	1,976	2,479	87	2,063	0	2,063	35	0	0	2,098
Departure	1,547	1,794	42	1,589	0	1,589	46	0	0	1,635
Total	3,523	4,273	129	3,652	0	3,652	81	0	0	3,733
West Leg										
Approach	1,801	2,245	77	1,878	0	1,878	46	0	0	1,924
Departure	2,606	3,497	154	2,760	0	2,760	35	0	0	2,795
Total	4,407	5,742	231	4,638	0	4,638	81	0	0	4,719
Total Approaches										
Approach	4,949	6,417	253	5,202	0	5,202	81	0	0	5,283
Departure	4,949	6,417	253	5,202	0	5,202	81	0	0	5,283
Total	9,898	12,834	506	10,404	0	10,404	162	0	0	10,566

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
93 Menifee Road/Newport Road										
NBL	177	333	27	204		204	0	0	0	204
NBT	205	674	82	287		287	57	0	0	344
NBR	93	634	94	187		187	0	0	0	187
SBL	95	196	18	113		113	2	0	0	115
SBT	252	561	54	306		306	56	0	0	362
SBR	410	465	10	420		420	40	0	0	460
EBL	248	281	6	254		254	53	0	0	307
EBT	1,180	1,548	64	1,244		1,244	0	0	0	1244
EBR	127	180	9	136		136	0	0	0	136
WBL	105	522	73	178		178	0	0	0	178
WBT	1,291	1,640	61	1,352		1,352	0	0	0	1352
WBR	55	122	12	67		67	3	0	0	70
North Leg										
Approach	757	1,222	82	839	0	839	98	0	0	937
Departure	508	1,077	100	608	0	608	113	0	0	721
Total	1,265	2,300	182	1,447	0	1,447	211	0	0	1,658
South Leg										
Approach	475	1,641	203	678	0	678	57	0	0	735
Departure	484	1,263	136	620	0	620	56	0	0	676
Total	959	2,904	339	1,298	0	1,298	113	0	0	1,411
East Leg										
Approach	1,451	2,284	146	1,597	0	1,597	3	0	0	1,600
Departure	1,368	2,378	176	1,544	0	1,544	2	0	0	1,546
Total	2,819	4,662	322	3,141	0	3,141	5	0	0	3,146
West Leg										
Approach	1,555	2,009	79	1,634	0	1,634	53	0	0	1,687
Departure	1,878	2,438	98	1,976	0	1,976	40	0	0	2,016
Total	3,433	4,448	177	3,610	0	3,610	93	0	0	3,703
Total Approaches										
Approach	4,238	7,157	510	4,748	0	4,748	211	0	0	4,959
Departure	4,238	7,157	510	4,748	0	4,748	211	0	0	4,959
Total	8,476	14,313	1,020	9,496	0	9,496	422	0	0	9,918

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
94 Menifee Road/La Piedra Road										
NBL	221	251	5	226		226	0	0	0	226
NBT	321	680	62	383		383	25	0	0	408
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	414	630	38	452		452	24	0	0	476
SBR	245	474	40	285		285	11	0	0	296
EBL	156	464	54	210		210	15	0	0	225
EBT	0	0	0	0		0	0	0	0	0
EBR	214	243	5	219		219	0	0	0	219
WBL	0	0	0	0		0	0	0	0	0
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	659	1,104	78	737	0	737	35	0	0	772
Departure	477	1,144	116	593	0	593	40	0	0	633
Total	1,136	2,248	194	1,330	0	1,330	75	0	0	1,405
South Leg										
Approach	542	931	67	609	0	609	25	0	0	634
Departure	628	873	43	671	0	671	24	0	0	695
Total	1,170	1,804	110	1,280	0	1,280	49	0	0	1,329
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	370	707	59	429	0	429	15	0	0	444
Departure	466	725	45	511	0	511	11	0	0	522
Total	836	1,432	104	940	0	940	26	0	0	966
Total Approaches										
Approach	1,571	2,742	204	1,775	0	1,775	75	0	0	1,850
Departure	1,571	2,742	204	1,775	0	1,775	75	0	0	1,850
Total	3,142	5,483	408	3,550	0	3,550	150	0	0	3,700

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
95 Menifee Road/Holland Road										
NBL	24	27	1	25		25	0	0	0	25
NBT	350	397	8	358		358	19	0	0	377
NBR	60	68	1	61		61	0	0	0	61
SBL	62	159	17	79		79	2	0	0	81
SBT	427	486	10	437		437	20	0	0	457
SBR	93	119	5	98		98	2	0	0	100
EBL	89	203	20	109		109	3	0	0	112
EBT	74	164	16	90		90	0	0	0	90
EBR	6	6	0	6		6	0	0	0	6
WBL	57	74	3	60		60	0	0	0	60
WBT	200	293	16	216		216	0	0	0	216
WBR	120	362	42	162		162	3	0	0	165
North Leg										
Approach	582	764	32	614	0	614	24	0	0	638
Departure	559	962	70	629	0	629	25	0	0	654
Total	1,141	1,726	102	1,243	0	1,243	49	0	0	1,292
South Leg										
Approach	434	492	10	444	0	444	19	0	0	463
Departure	490	566	13	503	0	503	20	0	0	523
Total	924	1,059	23	947	0	947	39	0	0	986
East Leg										
Approach	377	729	61	438	0	438	3	0	0	441
Departure	196	391	34	230	0	230	2	0	0	232
Total	573	1,120	95	668	0	668	5	0	0	673
West Leg										
Approach	169	373	36	205	0	205	3	0	0	208
Departure	317	439	22	339	0	339	2	0	0	341
Total	486	813	58	544	0	544	5	0	0	549
Total Approaches										
Approach	1,562	2,359	139	1,701	0	1,701	49	0	0	1,750
Departure	1,562	2,359	139	1,701	0	1,701	49	0	0	1,750
Total	3,124	4,718	278	3,402	0	3,402	98	0	0	3,500

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
96 Juniper Flats Road/SR-74										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	1	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	89	247	27	116		116	0	0	0	116
SBT	0	1	0	0		0	0	0	0	0
SBR	94	351	45	139		139	32	0	0	171
EBL	68	153	15	83		83	24	0	0	107
EBT	799	1,171	65	864		864	241	0	0	1105
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	911	1,771	150	1,061		1,061	336	0	0	1397
WBR	50	111	11	61		61	0	0	0	61
North Leg										
Approach	183	599	72	255	0	255	32	0	0	287
Departure	118	265	26	144	0	144	24	0	0	168
Total	301	864	98	399	0	399	56	0	0	455
South Leg										
Approach	0	1	0	0	0	0	0	0	0	0
Departure	0	1	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	0	0	0	0
East Leg										
Approach	961	1,882	161	1,122	0	1,122	336	0	0	1,458
Departure	888	1,418	92	980	0	980	241	0	0	1,221
Total	1,849	3,300	253	2,102	0	2,102	577	0	0	2,679
West Leg										
Approach	867	1,324	80	947	0	947	265	0	0	1,212
Departure	1,005	2,122	195	1,200	0	1,200	368	0	0	1,568
Total	1,872	3,446	275	2,147	0	2,147	633	0	0	2,780
Total Approaches										
Approach	2,011	3,806	313	2,324	0	2,324	633	0	0	2,957
Departure	2,011	3,806	313	2,324	0	2,324	633	0	0	2,957
Total	4,022	7,612	626	4,648	0	4,648	1,266	0	0	5,914

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
97 Vista Place - Winchester Road (SR-79)/SR-74										
NBL	94	431	59	153		153	33	0	0	186
NBT	10	25	3	13		13	0	0	0	13
NBR	490	555	11	501		501	0	0	0	501
SBL	17	19	0	17		17	0	0	0	17
SBT	25	51	5	30		30	0	0	0	30
SBR	4	12	1	5		5	0	0	0	5
EBL	11	35	4	15		15	0	0	0	15
EBT	795	1,079	49	844		844	182	0	0	1026
EBR	106	413	53	159		159	50	0	0	209
WBL	512	591	14	526		526	0	0	0	526
WBT	640	1,120	83	723		723	279	0	0	1002
WBR	28	32	1	29		29	0	0	0	29
North Leg										
Approach	46	82	6	52	0	52	0	0	0	52
Departure	49	92	8	57	0	57	0	0	0	57
Total	95	173	14	109	0	109	0	0	0	109
South Leg										
Approach	594	1,011	73	667	0	667	33	0	0	700
Departure	643	1,055	72	715	0	715	50	0	0	765
Total	1,237	2,066	145	1,382	0	1,382	83	0	0	1,465
East Leg										
Approach	1,180	1,743	98	1,278	0	1,278	279	0	0	1,557
Departure	1,302	1,653	60	1,362	0	1,362	182	0	0	1,544
Total	2,482	3,396	158	2,640	0	2,640	461	0	0	3,101
West Leg										
Approach	912	1,527	106	1,018	0	1,018	232	0	0	1,250
Departure	738	1,563	143	881	0	881	312	0	0	1,193
Total	1,650	3,090	249	1,899	0	1,899	544	0	0	2,443
Total Approaches										
Approach	2,732	4,363	283	3,015	0	3,015	544	0	0	3,559
Departure	2,732	4,363	283	3,015	0	3,015	544	0	0	3,559
Total	5,464	8,726	566	6,030	0	6,030	1,088	0	0	7,118

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
98 Warren Road/Florida Avenue										
NBL	145	165	3	148		148	24	0	0	172
NBT	214	500	50	264		264	0	0	0	264
NBR	142	191	9	151		151	0	0	0	151
SBL	20	151	23	43		43	0	0	0	43
SBT	254	695	77	331		331	0	0	0	331
SBR	109	321	37	146		146	87	0	0	233
EBL	178	416	41	219		219	58	0	0	277
EBT	675	909	41	716		716	100	0	0	816
EBR	190	215	4	194		194	7	0	0	201
WBL	173	281	19	192		192	0	0	0	192
WBT	478	835	62	540		540	157	0	0	697
WBR	5	39	6	11		11	0	0	0	11
North Leg										
Approach	383	1,167	137	520	0	520	87	0	0	607
Departure	397	955	97	494	0	494	58	0	0	552
Total	780	2,122	234	1,014	0	1,014	145	0	0	1,159
South Leg										
Approach	501	856	62	563	0	563	24	0	0	587
Departure	617	1,191	100	717	0	717	7	0	0	724
Total	1,118	2,047	162	1,280	0	1,280	31	0	0	1,311
East Leg										
Approach	656	1,155	87	743	0	743	157	0	0	900
Departure	837	1,251	73	910	0	910	100	0	0	1,010
Total	1,493	2,406	160	1,653	0	1,653	257	0	0	1,910
West Leg										
Approach	1,043	1,540	86	1,129	0	1,129	165	0	0	1,294
Departure	732	1,321	102	834	0	834	268	0	0	1,102
Total	1,775	2,861	188	1,963	0	1,963	433	0	0	2,396
Total Approaches										
Approach	2,583	4,718	372	2,955	0	2,955	433	0	0	3,388
Departure	2,583	4,718	372	2,955	0	2,955	433	0	0	3,388
Total	5,166	9,436	744	5,910	0	5,910	866	0	0	6,776

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
99 Cawston Avenue/Florida Avenue										
NBL	130	143	2	132		132	38	0	0	170
NBT	76	83	1	77		77	0	0	0	77
NBR	14	16	0	14		14	0	0	0	14
SBL	47	76	5	52		52	0	0	0	52
SBT	116	170	9	125		125	0	0	0	125
SBR	125	243	21	146		146	3	0	0	149
EBL	105	168	11	116		116	2	0	0	118
EBT	583	784	35	618		618	68	0	0	686
EBR	7	9	0	7		7	22	0	0	29
WBL	8	11	1	9		9	0	0	0	9
WBT	410	723	54	464		464	110	0	0	574
WBR	31	54	4	35		35	0	0	0	35
North Leg										
Approach	288	489	35	323	0	323	3	0	0	326
Departure	212	305	16	228	0	228	2	0	0	230
Total	500	794	51	551	0	551	5	0	0	556
South Leg										
Approach	220	242	3	223	0	223	38	0	0	261
Departure	131	190	10	141	0	141	22	0	0	163
Total	351	432	13	364	0	364	60	0	0	424
East Leg										
Approach	449	788	59	508	0	508	110	0	0	618
Departure	644	876	40	684	0	684	68	0	0	752
Total	1,093	1,664	99	1,192	0	1,192	178	0	0	1,370
West Leg										
Approach	695	961	46	741	0	741	92	0	0	833
Departure	665	1,109	77	742	0	742	151	0	0	893
Total	1,360	2,070	123	1,483	0	1,483	243	0	0	1,726
Total Approaches										
Approach	1,652	2,480	143	1,795	0	1,795	243	0	0	2,038
Departure	1,652	2,480	143	1,795	0	1,795	243	0	0	2,038
Total	3,304	4,960	286	3,590	0	3,590	486	0	0	4,076

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
100 Sanderson Avenue/Florida Avenue										
NBL	108	146	7	115		115	7	0	0	122
NBT	652	739	15	667		667	0	0	0	667
NBR	72	82	2	74		74	0	0	0	74
SBL	127	145	3	130		130	0	0	0	130
SBT	680	960	49	729		729	0	0	0	729
SBR	82	127	8	90		90	33	0	0	123
EBL	171	234	11	182		182	13	0	0	195
EBT	414	538	22	436		436	44	0	0	480
EBR	39	62	4	43		43	6	0	0	49
WBL	149	250	18	167		167	0	0	0	167
WBT	329	603	48	377		377	68	0	0	445
WBR	90	129	7	97		97	0	0	0	97
North Leg										
Approach	889	1,232	60	949	0	949	33	0	0	982
Departure	913	1,102	33	946	0	946	13	0	0	959
Total	1,802	2,334	93	1,895	0	1,895	46	0	0	1,941
South Leg										
Approach	832	967	24	856	0	856	7	0	0	863
Departure	868	1,272	71	939	0	939	6	0	0	945
Total	1,700	2,239	95	1,795	0	1,795	13	0	0	1,808
East Leg										
Approach	568	982	73	641	0	641	68	0	0	709
Departure	613	765	27	640	0	640	44	0	0	684
Total	1,181	1,747	100	1,281	0	1,281	112	0	0	1,393
West Leg										
Approach	624	834	37	661	0	661	63	0	0	724
Departure	519	876	63	582	0	582	108	0	0	690
Total	1,143	1,710	100	1,243	0	1,243	171	0	0	1,414
Total Approaches										
Approach	2,913	4,015	194	3,107	0	3,107	171	0	0	3,278
Departure	2,913	4,015	194	3,107	0	3,107	171	0	0	3,278
Total	5,826	8,030	388	6,214	0	6,214	342	0	0	6,556

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
101 Sanderson Avenue/Acacia Avenue										
NBL	93	118	4	97		97	15	0	0	112
NBT	782	887	18	800		800	0	0	0	800
NBR	131	148	3	134		134	0	0	0	134
SBL	73	195	21	94		94	0	0	0	94
SBT	712	945	41	753		753	0	0	0	753
SBR	3	17	2	5		5	0	0	0	5
EBL	8	28	3	11		11	0	0	0	11
EBT	142	284	25	167		167	20	0	0	187
EBR	137	155	3	140		140	8	0	0	148
WBL	144	164	3	147		147	0	0	0	147
WBT	134	190	10	144		144	21	0	0	165
WBR	124	145	4	128		128	0	0	0	128
North Leg										
Approach	788	1,157	64	852	0	852	0	0	0	852
Departure	914	1,060	25	939	0	939	0	0	0	939
Total	1,702	2,217	89	1,791	0	1,791	0	0	0	1,791
South Leg										
Approach	1,006	1,153	25	1,031	0	1,031	15	0	0	1,046
Departure	993	1,264	47	1,040	0	1,040	8	0	0	1,048
Total	1,999	2,418	72	2,071	0	2,071	23	0	0	2,094
East Leg										
Approach	402	499	17	419	0	419	21	0	0	440
Departure	346	627	49	395	0	395	20	0	0	415
Total	748	1,126	66	814	0	814	41	0	0	855
West Leg										
Approach	287	467	31	318	0	318	28	0	0	346
Departure	230	325	16	246	0	246	36	0	0	282
Total	517	792	47	564	0	564	64	0	0	628
Total Approaches										
Approach	2,483	3,277	137	2,620	0	2,620	64	0	0	2,684
Departure	2,483	3,277	137	2,620	0	2,620	64	0	0	2,684
Total	4,966	6,553	274	5,240	0	5,240	128	0	0	5,368

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
102 Kirby Street/Florida Avenue										
NBL	56	68	2	58		58	0	0	0	58
NBT	241	485	42	283		283	0	0	0	283
NBR	56	76	3	59		59	0	0	0	59
SBL	65	158	16	81		81	0	0	0	81
SBT	228	591	63	291		291	0	0	0	291
SBR	74	162	15	89		89	13	0	0	102
EBL	56	97	7	63		63	5	0	0	68
EBT	525	614	15	540		540	41	0	0	581
EBR	53	66	2	55		55	0	0	0	55
WBL	59	112	9	68		68	0	0	0	68
WBT	528	842	55	583		583	55	0	0	638
WBR	43	113	12	55		55	0	0	0	55
North Leg										
Approach	367	911	94	461	0	461	13	0	0	474
Departure	340	695	61	401	0	401	5	0	0	406
Total	707	1,606	155	862	0	862	18	0	0	880
South Leg										
Approach	353	629	47	400	0	400	0	0	0	400
Departure	340	769	74	414	0	414	0	0	0	414
Total	693	1,398	121	814	0	814	0	0	0	814
East Leg										
Approach	630	1,067	76	706	0	706	55	0	0	761
Departure	646	848	34	680	0	680	41	0	0	721
Total	1,276	1,915	110	1,386	0	1,386	96	0	0	1,482
West Leg										
Approach	634	777	24	658	0	658	46	0	0	704
Departure	658	1,072	72	730	0	730	68	0	0	798
Total	1,292	1,849	96	1,388	0	1,388	114	0	0	1,502
Total Approaches										
Approach	1,984	3,384	241	2,225	0	2,225	114	0	0	2,339
Departure	1,984	3,384	241	2,225	0	2,225	114	0	0	2,339
Total	3,968	6,768	482	4,450	0	4,450	228	0	0	4,678

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
103 Lyon Avenue/Florida Avenue										
NBL	46	126	14	60		60	0	0	0	60
NBT	151	176	4	155		155	0	0	0	155
NBR	67	85	3	70		70	0	0	0	70
SBL	59	67	1	60		60	0	0	0	60
SBT	143	211	12	155		155	0	0	0	155
SBR	60	83	4	64		64	5	0	0	69
EBL	52	59	1	53		53	5	0	0	58
EBT	553	682	22	575		575	33	0	0	608
EBR	24	68	8	32		32	0	0	0	32
WBL	68	116	8	76		76	0	0	0	76
WBT	598	960	63	661		661	46	0	0	707
WBR	43	48	1	44		44	0	0	0	44
North Leg										
Approach	262	361	17	279	0	279	5	0	0	284
Departure	246	283	6	252	0	252	5	0	0	257
Total	508	645	23	531	0	531	10	0	0	541
South Leg										
Approach	264	387	21	285	0	285	0	0	0	285
Departure	235	395	28	263	0	263	0	0	0	263
Total	499	782	49	548	0	548	0	0	0	548
East Leg										
Approach	709	1,124	72	781	0	781	46	0	0	827
Departure	679	834	26	705	0	705	33	0	0	738
Total	1,388	1,959	98	1,486	0	1,486	79	0	0	1,565
West Leg										
Approach	629	809	31	660	0	660	38	0	0	698
Departure	704	1,169	81	785	0	785	51	0	0	836
Total	1,333	1,978	112	1,445	0	1,445	89	0	0	1,534
Total Approaches										
Approach	1,864	2,682	141	2,005	0	2,005	89	0	0	2,094
Departure	1,864	2,682	141	2,005	0	2,005	89	0	0	2,094
Total	3,728	5,363	282	4,010	0	4,010	178	0	0	4,188

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
104 Palm Avenue/Florida Avenue										
NBL	66	103	6	72		72	0	0	0	72
NBT	134	206	13	147		147	0	0	0	147
NBR	65	84	3	68		68	0	0	0	68
SBL	22	46	4	26		26	0	0	0	26
SBT	155	243	15	170		170	0	0	0	170
SBR	33	82	9	42		42	0	0	0	42
EBL	43	61	3	46		46	0	0	0	46
EBT	603	717	20	623		623	25	0	0	648
EBR	43	48	1	44		44	0	0	0	44
WBL	84	96	2	86		86	0	0	0	86
WBT	649	949	52	701		701	44	0	0	745
WBR	29	42	2	31		31	0	0	0	31
North Leg										
Approach	210	371	28	238	0	238	0	0	0	238
Departure	206	309	18	224	0	224	0	0	0	224
Total	416	680	46	462	0	462	0	0	0	462
South Leg										
Approach	265	393	22	287	0	287	0	0	0	287
Departure	282	387	18	300	0	300	0	0	0	300
Total	547	780	40	587	0	587	0	0	0	587
East Leg										
Approach	762	1,087	56	818	0	818	44	0	0	862
Departure	690	847	27	717	0	717	25	0	0	742
Total	1,452	1,934	83	1,535	0	1,535	69	0	0	1,604
West Leg										
Approach	689	826	24	713	0	713	25	0	0	738
Departure	748	1,134	67	815	0	815	44	0	0	859
Total	1,437	1,960	91	1,528	0	1,528	69	0	0	1,597
Total Approaches										
Approach	1,926	2,677	130	2,056	0	2,056	69	0	0	2,125
Departure	1,926	2,677	130	2,056	0	2,056	69	0	0	2,125
Total	3,852	5,354	260	4,112	0	4,112	138	0	0	4,250

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
105 State Street/Florida Avenue										
NBL	36	73	6	42		42	0	0	0	42
NBT	278	432	27	305		305	0	0	0	305
NBR	43	88	8	51		51	0	0	0	51
SBL	96	121	4	100		100	0	0	0	100
SBT	214	323	19	233		233	0	0	0	233
SBR	112	140	5	117		117	0	0	0	117
EBL	77	87	2	79		79	0	0	0	79
EBT	536	645	19	555		555	25	0	0	580
EBR	23	33	2	25		25	0	0	0	25
WBL	43	73	5	48		48	0	0	0	48
WBT	650	915	46	696		696	44	0	0	740
WBR	59	67	1	60		60	0	0	0	60
North Leg										
Approach	422	584	28	450	0	450	0	0	0	450
Departure	414	586	30	444	0	444	0	0	0	444
Total	836	1,170	58	894	0	894	0	0	0	894
South Leg										
Approach	357	593	41	398	0	398	0	0	0	398
Departure	280	429	26	306	0	306	0	0	0	306
Total	637	1,022	67	704	0	704	0	0	0	704
East Leg										
Approach	752	1,055	52	804	0	804	44	0	0	848
Departure	675	854	31	706	0	706	25	0	0	731
Total	1,427	1,909	83	1,510	0	1,510	69	0	0	1,579
West Leg										
Approach	636	765	23	659	0	659	25	0	0	684
Departure	798	1,128	57	855	0	855	44	0	0	899
Total	1,434	1,893	80	1,514	0	1,514	69	0	0	1,583
Total Approaches										
Approach	2,167	2,997	144	2,311	0	2,311	69	0	0	2,380
Departure	2,167	2,997	144	2,311	0	2,311	69	0	0	2,380
Total	4,334	5,995	288	4,622	0	4,622	138	0	0	4,760

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
106 Buena Vista Street/Florida Avenue										
NBL	45	65	3	48		48	2	0	0	50
NBT	183	220	6	189		189	0	0	0	189
NBR	43	66	4	47		47	0	0	0	47
SBL	25	34	2	27		27	0	0	0	27
SBT	109	132	4	113		113	0	0	0	113
SBR	28	36	1	29		29	0	0	0	29
EBL	19	22	1	20		20	0	0	0	20
EBT	604	781	31	635		635	23	0	0	658
EBR	23	27	1	24		24	3	0	0	27
WBL	35	46	2	37		37	0	0	0	37
WBT	688	959	47	735		735	41	0	0	776
WBR	14	16	0	14		14	0	0	0	14
North Leg										
Approach	162	202	7	169	0	169	0	0	0	169
Departure	216	258	7	223	0	223	0	0	0	223
Total	378	460	14	392	0	392	0	0	0	392
South Leg										
Approach	271	351	13	284	0	284	2	0	0	286
Departure	167	205	7	174	0	174	3	0	0	177
Total	438	556	20	458	0	458	5	0	0	463
East Leg										
Approach	737	1,021	49	786	0	786	41	0	0	827
Departure	672	881	37	709	0	709	23	0	0	732
Total	1,409	1,902	86	1,495	0	1,495	64	0	0	1,559
West Leg										
Approach	646	830	33	679	0	679	26	0	0	705
Departure	761	1,060	51	812	0	812	43	0	0	855
Total	1,407	1,890	84	1,491	0	1,491	69	0	0	1,560
Total Approaches										
Approach	1,816	2,404	102	1,918	0	1,918	69	0	0	1,987
Departure	1,816	2,404	102	1,918	0	1,918	69	0	0	1,987
Total	3,632	4,808	204	3,836	0	3,836	138	0	0	3,974

LSA

Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
107 Santa Fe Street/Florida Avenue										
NBL	44	60	3	47		47	0	0	0	47
NBT	102	116	2	104		104	0	0	0	104
NBR	69	80	2	71		71	0	0	0	71
SBL	20	23	1	21		21	0	0	0	21
SBT	53	60	1	54		54	0	0	0	54
SBR	26	30	1	27		27	0	0	0	27
EBL	25	28	1	26		26	0	0	0	26
EBT	573	769	34	607		607	23	0	0	630
EBR	57	67	2	59		59	0	0	0	59
WBL	58	66	1	59		59	0	0	0	59
WBT	670	936	46	716		716	41	0	0	757
WBR	20	23	1	21		21	0	0	0	21
North Leg										
Approach	99	113	3	102	0	102	0	0	0	102
Departure	147	167	4	151	0	151	0	0	0	151
Total	246	280	7	253	0	253	0	0	0	253
South Leg										
Approach	215	256	7	222	0	222	0	0	0	222
Departure	168	193	4	172	0	172	0	0	0	172
Total	383	449	11	394	0	394	0	0	0	394
East Leg										
Approach	748	1,025	48	796	0	796	41	0	0	837
Departure	662	872	37	699	0	699	23	0	0	722
Total	1,410	1,897	85	1,495	0	1,495	64	0	0	1,559
West Leg										
Approach	655	864	37	692	0	692	23	0	0	715
Departure	740	1,026	50	790	0	790	41	0	0	831
Total	1,395	1,890	87	1,482	0	1,482	64	0	0	1,546
Total Approaches										
Approach	1,717	2,258	95	1,812	0	1,812	64	0	0	1,876
Departure	1,717	2,258	95	1,812	0	1,812	64	0	0	1,876
Total	3,434	4,516	190	3,624	0	3,624	128	0	0	3,752

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
108 San Jacinto Street/Florida Avenue										
NBL	46	51	1	47		47	10	0	0	57
NBT	255	289	6	261		261	0	0	0	261
NBR	37	42	1	38		38	0	0	0	38
SBL	105	117	2	107		107	0	0	0	107
SBT	187	212	4	191		191	0	0	0	191
SBR	125	148	4	129		129	0	0	0	129
EBL	129	176	8	137		137	0	0	0	137
EBT	429	580	26	455		455	19	0	0	474
EBR	41	49	1	42		42	3	0	0	45
WBL	97	114	3	100		100	0	0	0	100
WBT	566	797	40	606		606	30	0	0	636
WBR	96	128	6	102		102	0	0	0	102
North Leg										
Approach	417	477	10	427	0	427	0	0	0	427
Departure	480	593	20	500	0	500	0	0	0	500
Total	897	1,070	30	927	0	927	0	0	0	927
South Leg										
Approach	338	382	8	346	0	346	10	0	0	356
Departure	325	375	8	333	0	333	3	0	0	336
Total	663	757	16	679	0	679	13	0	0	692
East Leg										
Approach	759	1,039	49	808	0	808	30	0	0	838
Departure	571	739	29	600	0	600	19	0	0	619
Total	1,330	1,778	78	1,408	0	1,408	49	0	0	1,457
West Leg										
Approach	599	805	35	634	0	634	22	0	0	656
Departure	737	996	45	782	0	782	40	0	0	822
Total	1,336	1,801	80	1,416	0	1,416	62	0	0	1,478
Total Approaches										
Approach	2,113	2,703	102	2,215	0	2,215	62	0	0	2,277
Departure	2,113	2,703	102	2,215	0	2,215	62	0	0	2,277
Total	4,226	5,406	204	4,430	0	4,430	124	0	0	4,554

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
109 Warren Road/Ramona Expressway										
NBL	394	607	37	431		431	0	0	0	431
NBT	9	275	46	55		55	0	0	0	55
NBR	294	334	7	301		301	26	0	0	327
SBL	0	23	4	4		4	0	0	0	4
SBT	9	221	37	46		46	0	0	0	46
SBR	0	55	10	10		10	0	0	0	10
EBL	0	147	26	26		26	0	0	0	26
EBT	468	1,415	165	633		633	0	0	0	633
EBR	190	625	76	266		266	0	0	0	266
WBL	230	260	5	235		235	27	0	0	262
WBT	742	1,059	55	797		797	0	0	0	797
WBR	2	57	10	12		12	0	0	0	12
North Leg										
Approach	9	299	51	60	0	60	0	0	0	60
Departure	11	479	82	93	0	93	0	0	0	93
Total	20	778	133	153	0	153	0	0	0	153
South Leg										
Approach	697	1,216	90	787	0	787	26	0	0	813
Departure	429	1,106	118	547	0	547	27	0	0	574
Total	1,126	2,322	208	1,334	0	1,334	53	0	0	1,387
East Leg										
Approach	974	1,376	70	1,044	0	1,044	27	0	0	1,071
Departure	762	1,772	176	938	0	938	26	0	0	964
Total	1,736	3,148	246	1,982	0	1,982	53	0	0	2,035
West Leg										
Approach	658	2,187	267	925	0	925	0	0	0	925
Departure	1,136	1,721	102	1,238	0	1,238	0	0	0	1,238
Total	1,794	3,908	369	2,163	0	2,163	0	0	0	2,163
Total Approaches										
Approach	2,338	5,078	478	2,816	0	2,816	53	0	0	2,869
Departure	2,338	5,078	478	2,816	0	2,816	53	0	0	2,869
Total	4,676	10,157	956	5,632	0	5,632	106	0	0	5,738

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
110 Warren Road/Cottonwood Avenue										
NBL	16	18	0	16		16	2	0	0	18
NBT	471	818	60	531		531	26	0	0	557
NBR	89	117	5	94		94	11	0	0	105
SBL	51	78	5	56		56	0	0	0	56
SBT	336	734	69	405		405	27	0	0	432
SBR	2	3	0	2		2	0	0	0	2
EBL	5	6	0	5		5	0	0	0	5
EBT	68	77	2	70		70	0	0	0	70
EBR	28	37	2	30		30	3	0	0	33
WBL	79	123	8	87		87	23	0	0	110
WBT	23	26	1	24		24	0	0	0	24
WBR	166	241	13	179		179	0	0	0	179
North Leg										
Approach	389	815	74	463	0	463	27	0	0	490
Departure	642	1,065	73	715	0	715	26	0	0	741
Total	1,031	1,880	147	1,178	0	1,178	53	0	0	1,231
South Leg										
Approach	576	953	65	641	0	641	39	0	0	680
Departure	443	894	79	522	0	522	53	0	0	575
Total	1,019	1,847	144	1,163	0	1,163	92	0	0	1,255
East Leg										
Approach	268	390	22	290	0	290	23	0	0	313
Departure	208	272	12	220	0	220	11	0	0	231
Total	476	662	34	510	0	510	34	0	0	544
West Leg										
Approach	101	120	4	105	0	105	3	0	0	108
Departure	41	47	1	42	0	42	2	0	0	44
Total	142	167	5	147	0	147	5	0	0	152
Total Approaches										
Approach	1,334	2,278	165	1,499	0	1,499	92	0	0	1,591
Departure	1,334	2,278	165	1,499	0	1,499	92	0	0	1,591
Total	2,668	4,556	330	2,998	0	2,998	184	0	0	3,182

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
111 Warren Road/Esplanade Avenue										
NBL	1	6	1	2		2	0	0	0	2
NBT	461	794	58	519		519	41	0	0	560
NBR	130	282	26	156		156	11	0	0	167
SBL	55	88	6	61		61	0	0	0	61
SBT	378	766	67	445		445	56	0	0	501
SBR	16	71	10	26		26	0	0	0	26
EBL	44	70	5	49		49	0	0	0	49
EBT	72	145	13	85		85	0	0	0	85
EBR	2	5	1	3		3	0	0	0	3
WBL	143	330	33	176		176	23	0	0	199
WBT	34	171	24	58		58	0	0	0	58
WBR	71	103	6	77		77	0	0	0	77
North Leg										
Approach	449	925	83	532	0	532	56	0	0	588
Departure	576	967	69	645	0	645	41	0	0	686
Total	1,025	1,892	152	1,177	0	1,177	97	0	0	1,274
South Leg										
Approach	592	1,082	85	677	0	677	52	0	0	729
Departure	523	1,101	101	624	0	624	79	0	0	703
Total	1,115	2,183	186	1,301	0	1,301	131	0	0	1,432
East Leg										
Approach	248	604	63	311	0	311	23	0	0	334
Departure	257	515	45	302	0	302	11	0	0	313
Total	505	1,119	108	613	0	613	34	0	0	647
West Leg										
Approach	118	220	19	137	0	137	0	0	0	137
Departure	51	248	35	86	0	86	0	0	0	86
Total	169	468	54	223	0	223	0	0	0	223
Total Approaches										
Approach	1,407	2,831	250	1,657	0	1,657	131	0	0	1,788
Departure	1,407	2,831	250	1,657	0	1,657	131	0	0	1,788
Total	2,814	5,662	500	3,314	0	3,314	262	0	0	3,576

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
112 Sanderson Avenue (SR-79) - Sanderson Avenue/Ramona Expressway - Ramona Expressway (SR-79)										
NBL	132	192	10	142		142	0	0	0	142
NBT	823	933	19	842		842	0	0	0	842
NBR	20	23	1	21		21	0	0	0	21
SBL	594	669	13	607		607	0	0	0	607
SBT	608	710	18	626		626	0	0	0	626
SBR	321	554	41	362		362	27	0	0	389
EBL	408	943	93	501		501	26	0	0	527
EBT	376	840	81	457		457	0	0	0	457
EBR	65	151	15	80		80	0	0	0	80
WBL	37	50	2	39		39	0	0	0	39
WBT	478	961	84	562		562	0	0	0	562
WBR	408	554	25	433		433	0	0	0	433
North Leg										
Approach	1,523	1,933	72	1,595	0	1,595	27	0	0	1,622
Departure	1,639	2,430	137	1,776	0	1,776	26	0	0	1,802
Total	3,162	4,363	209	3,371	0	3,371	53	0	0	3,424
South Leg										
Approach	975	1,149	30	1,005	0	1,005	0	0	0	1,005
Departure	710	911	35	745	0	745	0	0	0	745
Total	1,685	2,060	65	1,750	0	1,750	0	0	0	1,750
East Leg										
Approach	923	1,565	111	1,034	0	1,034	0	0	0	1,034
Departure	990	1,532	95	1,085	0	1,085	0	0	0	1,085
Total	1,913	3,097	206	2,119	0	2,119	0	0	0	2,119
West Leg										
Approach	849	1,934	189	1,038	0	1,038	26	0	0	1,064
Departure	931	1,707	135	1,066	0	1,066	27	0	0	1,093
Total	1,780	3,641	324	2,104	0	2,104	53	0	0	2,157
Total Approaches										
Approach	4,270	6,581	402	4,672	0	4,672	53	0	0	4,725
Departure	4,270	6,581	402	4,672	0	4,672	53	0	0	4,725
Total	8,540	13,161	804	9,344	0	9,344	106	0	0	9,450

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
113 Malaga Road - Project Driveway 2/McLaughlin Road										
NBL	0	0	0	0		0	131	0	0	131
NBT	0	0	0	0		0	56	4	0	60
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	21	0	21
SBT	0	0	0	0		0	156	8	0	164
SBR	0	0	0	0		0	82	16	0	98
EBL	0	0	0	0		0	86	8	0	94
EBT	0	0	0	0		0	156	3	0	159
EBR	0	0	0	0		0	212	0	0	212
WBL	0	0	0	0		0	0	4	0	4
WBT	0	0	0	0		0	153	15	0	168
WBR	0	0	0	0		0	0	44	0	44
North Leg										
Approach	0	0	0	0	0	0	238	45	0	283
Departure	0	0	0	0	0	0	142	56	0	198
Total	0	0	0	0	0	0	380	101	0	481
South Leg										
Approach	0	0	0	0	0	0	187	4	0	191
Departure	0	0	0	0	0	0	368	12	0	380
Total	0	0	0	0	0	0	555	16	0	571
East Leg										
Approach	0	0	0	0	0	0	153	63	0	216
Departure	0	0	0	0	0	0	156	24	0	180
Total	0	0	0	0	0	0	309	87	0	396
West Leg										
Approach	0	0	0	0	0	0	454	11	0	465
Departure	0	0	0	0	0	0	366	31	0	397
Total	0	0	0	0	0	0	820	42	0	862
Total Approaches										
Approach	0	0	0	0	0	0	1,032	123	0	1,155
Departure	0	0	0	0	0	0	1,032	123	0	1,155
Total	0	0	0	0	0	0	2,064	246	0	2,310

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
114 Residential Central Spine/McLaughlin Road										
NBL	0	0	0	0		0	90	66	0	156
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	323	4	0	327
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	6	0	0	6
EBR	0	0	0	0		0	65	24	0	89
WBL	0	0	0	0		0	50	9	0	59
WBT	0	0	0	0		0	14	4	0	18
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	0	0	0	0	0	0	413	70	0	483
Departure	0	0	0	0	0	0	115	33	0	148
Total	0	0	0	0	0	0	528	103	0	631
East Leg										
Approach	0	0	0	0	0	0	64	13	0	77
Departure	0	0	0	0	0	0	329	4	0	333
Total	0	0	0	0	0	0	393	17	0	410
West Leg										
Approach	0	0	0	0	0	0	71	24	0	95
Departure	0	0	0	0	0	0	104	70	0	174
Total	0	0	0	0	0	0	175	94	0	269
Total Approaches										
Approach	0	0	0	0	0	0	548	107	0	655
Departure	0	0	0	0	0	0	548	107	0	655
Total	0	0	0	0	0	0	1,096	214	0	1,310

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
115 Residential Central Spine/Project Driveway 4										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	263	51	0	314
NBR	0	0	0	0		0	18	6	0	24
SBL	0	0	0	0		0	79	8	0	87
SBT	0	0	0	0		0	79	29	0	108
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	91	9	0	100
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	34	14	0	48
North Leg										
Approach	0	0	0	0	0	0	158	37	0	195
Departure	0	0	0	0	0	0	297	65	0	362
Total	0	0	0	0	0	0	455	102	0	557
South Leg										
Approach	0	0	0	0	0	0	281	57	0	338
Departure	0	0	0	0	0	0	170	38	0	208
Total	0	0	0	0	0	0	451	95	0	546
East Leg										
Approach	0	0	0	0	0	0	125	23	0	148
Departure	0	0	0	0	0	0	97	14	0	111
Total	0	0	0	0	0	0	222	37	0	259
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	0	0	0	0	0	0	564	117	0	681
Departure	0	0	0	0	0	0	564	117	0	681
Total	0	0	0	0	0	0	1,128	234	0	1,362

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
116 Residential Central Spine/Project Driveway 5										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	83	83	0	166
NBR	0	0	0	0		0	109	6	0	115
SBL	0	0	0	0		0	130	3	0	133
SBT	0	0	0	0		0	12	30	0	42
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	36	7	0	43
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	108	4	0	112
North Leg										
Approach	0	0	0	0	0	0	142	33	0	175
Departure	0	0	0	0	0	0	191	87	0	278
Total	0	0	0	0	0	0	333	120	0	453
South Leg										
Approach	0	0	0	0	0	0	192	89	0	281
Departure	0	0	0	0	0	0	48	37	0	85
Total	0	0	0	0	0	0	240	126	0	366
East Leg										
Approach	0	0	0	0	0	0	144	11	0	155
Departure	0	0	0	0	0	0	239	9	0	248
Total	0	0	0	0	0	0	383	20	0	403
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	0	0	0	0	0	0	478	133	0	611
Departure	0	0	0	0	0	0	478	133	0	611
Total	0	0	0	0	0	0	956	266	0	1,222

LSA

Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
117 Residential Central Spine/Project Driveway 6										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	36	25	0	61
NBR	0	0	0	0		0	0	1	0	1
SBL	0	0	0	0		0	99	5	0	104
SBT	0	0	0	0		0	53	15	0	68
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	2	0	2
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	38	13	0	51
North Leg										
Approach	0	0	0	0	0	0	152	20	0	172
Departure	0	0	0	0	0	0	74	38	0	112
Total	0	0	0	0	0	0	226	58	0	284
South Leg										
Approach	0	0	0	0	0	0	36	26	0	62
Departure	0	0	0	0	0	0	53	17	0	70
Total	0	0	0	0	0	0	89	43	0	132
East Leg										
Approach	0	0	0	0	0	0	38	15	0	53
Departure	0	0	0	0	0	0	99	6	0	105
Total	0	0	0	0	0	0	137	21	0	158
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	0	0	0	0	0	0	226	61	0	287
Departure	0	0	0	0	0	0	226	61	0	287
Total	0	0	0	0	0	0	452	122	0	574

LSA

Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
1	**I-15 SB Ramps/SR-74**										
NBL		0	0	0	0		0	0	0	0	0
NBT		0	0	0	0		0	0	0	0	0
NBR		0	0	0	0		0	0	0	0	0
SBL		655	807	26	681		681	31	0	0	712
SBT		1	1	0	1		1	0	0	0	1
SBR		180	381	35	215		215	0	0	0	215
EBL		0	0	0	0		0	0	0	0	0
EBT		1,104	1,494	68	1,172		1,172	14	0	0	1186
EBR		569	646	13	582		582	0	0	0	582
WBL		568	644	13	581		581	0	0	0	581
WBT		1,271	1,918	113	1,384		1,384	19	0	0	1403
WBR		0	0	0	0		0	0	0	0	0
North Leg											
	Approach	836	1,189	61	897	0	897	31	0	0	928
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	836	1,189	61	897	0	897	31	0	0	928
South Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	1,138	1,290	26	1,164	0	1,164	0	0	0	1,164
	Total	1,138	1,290	26	1,164	0	1,164	0	0	0	1,164
East Leg											
	Approach	1,839	2,562	126	1,965	0	1,965	19	0	0	1,984
	Departure	1,759	2,301	94	1,853	0	1,853	45	0	0	1,898
	Total	3,598	4,863	220	3,818	0	3,818	64	0	0	3,882
West Leg											
	Approach	1,673	2,140	81	1,754	0	1,754	14	0	0	1,768
	Departure	1,451	2,299	148	1,599	0	1,599	19	0	0	1,618
	Total	3,124	4,439	229	3,353	0	3,353	33	0	0	3,386
Total Approaches											
	Approach	4,348	5,890	268	4,616	0	4,616	64	0	0	4,680
	Departure	4,348	5,890	268	4,616	0	4,616	64	0	0	4,680
	Total	8,696	11,781	536	9,232	0	9,232	128	0	0	9,360

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

		PM Peak Hour								
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
2	**I-15 NB Ramps/SR-74**										
NBL		445	620	30	475		475	0	0	0	475
NBT		6	7	0	6		6	0	0	0	6
NBR		615	836	38	653		653	0	0	0	653
SBL		0	0	0	0		0	0	0	0	0
SBT		0	0	0	0		0	0	0	0	0
SBR		0	0	0	0		0	0	0	0	0
EBL		150	169	3	153		153	0	0	0	153
EBT		1,609	2,132	91	1,700		1,700	44	0	0	1744
EBR		0	0	0	0		0	0	0	0	0
WBL		0	0	0	0		0	0	0	0	0
WBT		1,394	1,942	95	1,489		1,489	19	0	0	1508
WBR		513	567	9	522		522	29	0	0	551
North Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	669	743	12	681	0	681	29	0	0	710
	Total	669	743	12	681	0	681	29	0	0	710
South Leg											
	Approach	1,066	1,463	68	1,134	0	1,134	0	0	0	1,134
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	1,066	1,463	68	1,134	0	1,134	0	0	0	1,134
East Leg											
	Approach	1,907	2,509	104	2,011	0	2,011	48	0	0	2,059
	Departure	2,224	2,968	129	2,353	0	2,353	44	0	0	2,397
	Total	4,131	5,477	233	4,364	0	4,364	92	0	0	4,456
West Leg											
	Approach	1,759	2,301	94	1,853	0	1,853	44	0	0	1,897
	Departure	1,839	2,562	125	1,964	0	1,964	19	0	0	1,983
	Total	3,598	4,863	219	3,817	0	3,817	63	0	0	3,880
Total Approaches											
	Approach	4,732	6,273	266	4,998	0	4,998	92	0	0	5,090
	Departure	4,732	6,273	266	4,998	0	4,998	92	0	0	5,090
	Total	9,464	12,546	532	9,996	0	9,996	184	0	0	10,180

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

		PM Peak Hour								
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
3	**Dexter Avenue/SR-74**										
NBL		181	335	27	208		208	0	0	0	208
NBT		168	190	4	172		172	0	0	0	172
NBR		99	113	2	101		101	0	0	0	101
SBL		40	45	1	41		41	0	0	0	41
SBT		104	115	2	106		106	0	0	0	106
SBR		356	424	12	368		368	0	0	0	368
EBL		333	384	9	342		342	0	0	0	342
EBT		1,657	2,131	82	1,739		1,739	44	0	0	1783
EBR		235	452	38	273		273	0	0	0	273
WBL		122	144	4	126		126	0	0	0	126
WBT		1,370	1,751	66	1,436		1,436	50	0	0	1486
WBR		67	76	1	68		68	0	0	0	68
North Leg											
	Approach	500	584	15	515	0	515	0	0	0	515
	Departure	568	650	14	582	0	582	0	0	0	582
	Total	1,068	1,234	29	1,097	0	1,097	0	0	0	1,097
South Leg											
	Approach	448	638	33	481	0	481	0	0	0	481
	Departure	461	711	44	505	0	505	0	0	0	505
	Total	909	1,349	77	986	0	986	0	0	0	986
East Leg											
	Approach	1,559	1,971	71	1,630	0	1,630	50	0	0	1,680
	Departure	1,796	2,289	85	1,881	0	1,881	44	0	0	1,925
	Total	3,355	4,260	156	3,511	0	3,511	94	0	0	3,605
West Leg											
	Approach	2,225	2,967	129	2,354	0	2,354	44	0	0	2,398
	Departure	1,907	2,510	105	2,012	0	2,012	50	0	0	2,062
	Total	4,132	5,477	234	4,366	0	4,366	94	0	0	4,460
Total Approaches											
	Approach	4,732	6,160	248	4,980	0	4,980	94	0	0	5,074
	Departure	4,732	6,160	248	4,980	0	4,980	94	0	0	5,074
	Total	9,464	12,320	496	9,960	0	9,960	188	0	0	10,148

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

		PM Peak Hour								
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
4	**Cambern Avenue/SR-74**										
NBL		137	155	3	140		140	0	0	0	140
NBT		70	80	2	72		72	0	0	0	72
NBR		149	173	4	153		153	0	0	0	153
SBL		224	260	6	230		230	0	0	0	230
SBT		78	88	2	80		80	0	0	0	80
SBR		76	86	2	78		78	0	0	0	78
EBL		215	244	5	220		220	0	0	0	220
EBT		1,408	1,892	84	1,492		1,492	44	0	0	1536
EBR		56	62	1	57		57	0	0	0	57
WBL		114	128	2	116		116	0	0	0	116
WBT		1,067	1,238	30	1,097		1,097	50	0	0	1147
WBR		179	201	4	183		183	0	0	0	183
North Leg											
	Approach	378	434	10	388	0	388	0	0	0	388
	Departure	464	524	11	475	0	475	0	0	0	475
	Total	842	958	21	863	0	863	0	0	0	863
South Leg											
	Approach	356	408	9	365	0	365	0	0	0	365
	Departure	248	278	5	253	0	253	0	0	0	253
	Total	604	687	14	618	0	618	0	0	0	618
East Leg											
	Approach	1,360	1,567	36	1,396	0	1,396	50	0	0	1,446
	Departure	1,781	2,325	94	1,875	0	1,875	44	0	0	1,919
	Total	3,141	3,892	130	3,271	0	3,271	94	0	0	3,365
West Leg											
	Approach	1,679	2,198	90	1,769	0	1,769	44	0	0	1,813
	Departure	1,280	1,480	35	1,315	0	1,315	50	0	0	1,365
	Total	2,959	3,677	125	3,084	0	3,084	94	0	0	3,178
Total Approaches											
	Approach	3,773	4,607	145	3,918	0	3,918	94	0	0	4,012
	Departure	3,773	4,607	145	3,918	0	3,918	94	0	0	4,012
	Total	7,546	9,214	290	7,836	0	7,836	188	0	0	8,024

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

		PM Peak Hour								
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
5	**Conard Avenue/SR-74**										
NBL		18	26	1	19		19	0	0	0	19
NBT		9	14	1	10		10	0	0	0	10
NBR		62	211	26	88		88	0	0	0	88
SBL		79	87	1	80		80	0	0	0	80
SBT		4	28	4	8		8	0	0	0	8
SBR		23	26	1	24		24	0	0	0	24
EBL		18	20	0	18		18	0	0	0	18
EBT		1,751	2,210	80	1,831		1,831	44	0	0	1875
EBR		12	95	14	26		26	0	0	0	26
WBL		9	153	25	34		34	0	0	0	34
WBT		1,319	1,514	34	1,353		1,353	50	0	0	1403
WBR		31	39	1	32		32	0	0	0	32
North Leg											
	Approach	106	141	6	112	0	112	0	0	0	112
	Departure	58	73	2	60	0	60	0	0	0	60
	Total	164	214	8	172	0	172	0	0	0	172
South Leg											
	Approach	89	251	28	117	0	117	0	0	0	117
	Departure	25	276	43	68	0	68	0	0	0	68
	Total	114	527	71	185	0	185	0	0	0	185
East Leg											
	Approach	1,359	1,706	60	1,419	0	1,419	50	0	0	1,469
	Departure	1,892	2,508	107	1,999	0	1,999	44	0	0	2,043
	Total	3,251	4,214	167	3,418	0	3,418	94	0	0	3,512
West Leg											
	Approach	1,781	2,325	94	1,875	0	1,875	44	0	0	1,919
	Departure	1,360	1,566	36	1,396	0	1,396	50	0	0	1,446
	Total	3,141	3,891	130	3,271	0	3,271	94	0	0	3,365
Total Approaches											
	Approach	3,335	4,423	188	3,523	0	3,523	94	0	0	3,617
	Departure	3,335	4,423	188	3,523	0	3,523	94	0	0	3,617
	Total	6,670	8,846	376	7,046	0	7,046	188	0	0	7,234

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
6	**El Toro Cut Off Road/SR-74**										
NBL		0	0	0	0		0	0	0	0	0
NBT		0	0	0	0		0	0	0	0	0
NBR		0	0	0	0		0	0	0	0	0
SBL		5	389	67	72		72	0	0	0	72
SBT		0	0	0	0		0	0	0	0	0
SBR		30	211	31	61		61	0	0	0	61
EBL		15	91	13	28		28	0	0	0	28
EBT		1,709	2,379	117	1,826		1,826	44	0	0	1870
EBR		0	0	0	0		0	0	0	0	0
WBL		0	0	0	0		0	0	0	0	0
WBT		1,183	1,501	55	1,238		1,238	50	0	0	1288
WBR		5	304	52	57		57	0	0	0	57
North Leg											
	Approach	35	600	98	133	0	133	0	0	0	133
	Departure	20	395	65	85	0	85	0	0	0	85
	Total	55	995	163	218	0	218	0	0	0	218
South Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
East Leg											
	Approach	1,188	1,805	107	1,295	0	1,295	50	0	0	1,345
	Departure	1,714	2,768	184	1,898	0	1,898	44	0	0	1,942
	Total	2,902	4,573	291	3,193	0	3,193	94	0	0	3,287
West Leg											
	Approach	1,724	2,470	130	1,854	0	1,854	44	0	0	1,898
	Departure	1,213	1,712	86	1,299	0	1,299	50	0	0	1,349
	Total	2,937	4,182	216	3,153	0	3,153	94	0	0	3,247
Total Approaches											
	Approach	2,947	4,875	335	3,282	0	3,282	94	0	0	3,376
	Departure	2,947	4,875	335	3,282	0	3,282	94	0	0	3,376
	Total	5,894	9,750	670	6,564	0	6,564	188	0	0	6,752

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

		PM Peak Hour								
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
7	**Riverside Street/SR-74**										
NBL		114	160	8	122		122	0	0	0	122
NBT		0	0	0	0		0	0	0	0	0
NBR		8	9	0	8		8	0	0	0	8
SBL		0	0	0	0		0	0	0	0	0
SBT		0	0	0	0		0	0	0	0	0
SBR		0	0	0	0		0	0	0	0	0
EBL		0	0	0	0		0	0	0	0	0
EBT		1,490	2,204	124	1,614		1,614	44	0	0	1658
EBR		175	405	40	215		215	0	0	0	215
WBL		11	23	2	13		13	0	0	0	13
WBT		1,062	1,741	118	1,180		1,180	50	0	0	1230
WBR		0	0	0	0		0	0	0	0	0
North Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
South Leg											
	Approach	122	169	8	130	0	130	0	0	0	130
	Departure	186	428	42	228	0	228	0	0	0	228
	Total	308	597	50	358	0	358	0	0	0	358
East Leg											
	Approach	1,073	1,764	120	1,193	0	1,193	50	0	0	1,243
	Departure	1,498	2,213	124	1,622	0	1,622	44	0	0	1,666
	Total	2,571	3,977	244	2,815	0	2,815	94	0	0	2,909
West Leg											
	Approach	1,665	2,609	164	1,829	0	1,829	44	0	0	1,873
	Departure	1,176	1,901	126	1,302	0	1,302	50	0	0	1,352
	Total	2,841	4,510	290	3,131	0	3,131	94	0	0	3,225
Total Approaches											
	Approach	2,860	4,542	292	3,152	0	3,152	94	0	0	3,246
	Departure	2,860	4,542	292	3,152	0	3,152	94	0	0	3,246
	Total	5,720	9,085	584	6,304	0	6,304	188	0	0	6,492

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

		PM Peak Hour								
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
8	**Wasson Canyon Road/SR-74**										
NBL		16	78	11	27		27	0	0	0	27
NBT		0	0	0	0		0	0	0	0	0
NBR		24	241	38	62		62	0	0	0	62
SBL		0	0	0	0		0	0	0	0	0
SBT		0	0	0	0		0	0	0	0	0
SBR		0	0	0	0		0	0	0	0	0
EBL		0	0	0	0		0	0	0	0	0
EBT		1,506	2,226	125	1,631		1,631	44	0	0	1675
EBR		11	22	2	13		13	0	0	0	13
WBL		36	152	20	56		56	0	0	0	56
WBT		1,045	1,593	95	1,140		1,140	50	0	0	1190
WBR		0	0	0	0		0	0	0	0	0
North Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
South Leg											
	Approach	40	319	49	89	0	89	0	0	0	89
	Departure	47	174	22	69	0	69	0	0	0	69
	Total	87	493	71	158	0	158	0	0	0	158
East Leg											
	Approach	1,081	1,745	115	1,196	0	1,196	50	0	0	1,246
	Departure	1,530	2,467	163	1,693	0	1,693	44	0	0	1,737
	Total	2,611	4,212	278	2,889	0	2,889	94	0	0	2,983
West Leg											
	Approach	1,517	2,248	127	1,644	0	1,644	44	0	0	1,688
	Departure	1,061	1,671	106	1,167	0	1,167	50	0	0	1,217
	Total	2,578	3,919	233	2,811	0	2,811	94	0	0	2,905
Total Approaches											
	Approach	2,638	4,312	291	2,929	0	2,929	94	0	0	3,023
	Departure	2,638	4,312	291	2,929	0	2,929	94	0	0	3,023
	Total	5,276	8,624	582	5,858	0	5,858	188	0	0	6,046

LSA

Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
9	**SR-74/Meadowbrook Avenue - Greenwald Avenue**										
NBL		20	23	1	21		21	0	0	0	21
NBT		1,238	2,050	141	1,379		1,379	44	0	0	1423
NBR		216	368	26	242		242	0	0	0	242
SBL		59	170	19	78		78	10	0	0	88
SBT		935	1,603	116	1,051		1,051	50	0	0	1101
SBR		41	47	1	42		42	0	0	0	42
EBL		35	40	1	36		36	0	0	0	36
EBT		18	20	0	18		18	0	0	0	18
EBR		16	18	0	16		16	0	0	0	16
WBL		110	164	9	119		119	0	0	0	119
WBT		18	20	0	18		18	0	0	0	18
WBR		49	119	12	61		61	6	0	0	67
North Leg											
	Approach	1,035	1,820	136	1,171	0	1,171	60	0	0	1,231
	Departure	1,322	2,209	154	1,476	0	1,476	50	0	0	1,526
	Total	2,357	4,029	290	2,647	0	2,647	110	0	0	2,757
South Leg											
	Approach	1,474	2,441	168	1,642	0	1,642	44	0	0	1,686
	Departure	1,061	1,785	125	1,186	0	1,186	50	0	0	1,236
	Total	2,535	4,226	293	2,828	0	2,828	94	0	0	2,922
East Leg											
	Approach	177	303	21	198	0	198	6	0	0	204
	Departure	293	558	45	338	0	338	10	0	0	348
	Total	470	861	66	536	0	536	16	0	0	552
West Leg											
	Approach	69	78	1	70	0	70	0	0	0	70
	Departure	79	90	2	81	0	81	0	0	0	81
	Total	148	168	3	151	0	151	0	0	0	151
Total Approaches											
	Approach	2,755	4,642	326	3,081	0	3,081	110	0	0	3,191
	Departure	2,755	4,642	326	3,081	0	3,081	110	0	0	3,191
	Total	5,510	9,284	652	6,162	0	6,162	220	0	0	6,382

LSA

Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
10 SR-74/River Road										
NBL	0	0	0	0		0	0	0	0	0
NBT	1,289	2,175	154	1,443		1,443	50	0	0	1493
NBR	8	12	1	9		9	0	0	0	9
SBL	33	47	2	35		35	0	0	0	35
SBT	1,050	1,861	141	1,191		1,191	59	0	0	1250
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	0	0	0	0
WBL	7	10	1	8		8	0	0	0	8
WBT	0	0	0	0		0	0	0	0	0
WBR	27	37	2	29		29	0	0	0	29
North Leg										
Approach	1,083	1,908	143	1,226	0	1,226	59	0	0	1,285
Departure	1,316	2,212	156	1,472	0	1,472	50	0	0	1,522
Total	2,399	4,120	299	2,698	0	2,698	109	0	0	2,807
South Leg										
Approach	1,297	2,187	155	1,452	0	1,452	50	0	0	1,502
Departure	1,057	1,871	142	1,199	0	1,199	59	0	0	1,258
Total	2,354	4,058	297	2,651	0	2,651	109	0	0	2,760
East Leg										
Approach	34	47	3	37	0	37	0	0	0	37
Departure	41	59	3	44	0	44	0	0	0	44
Total	75	106	6	81	0	81	0	0	0	81
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	2,414	4,142	301	2,715	0	2,715	109	0	0	2,824
Departure	2,414	4,142	301	2,715	0	2,715	109	0	0	2,824
Total	4,828	8,284	602	5,430	0	5,430	218	0	0	5,648

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
11 SR-74/Ellis Avenue										
NBL	52	60	1	53		53	0	0	0	53
NBT	962	1,349	67	1,029		1,029	50	0	0	1079
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	913	1,167	44	957		957	59	0	0	1016
SBR	138	193	10	148		148	0	0	0	148
EBL	213	354	25	238		238	0	0	0	238
EBT	0	0	0	0		0	0	0	0	0
EBR	47	58	2	49		49	0	0	0	49
WBL	0	0	0	0		0	0	0	0	0
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	1,051	1,360	54	1,105	0	1,105	59	0	0	1,164
Departure	1,175	1,703	92	1,267	0	1,267	50	0	0	1,317
Total	2,226	3,063	146	2,372	0	2,372	109	0	0	2,481
South Leg										
Approach	1,014	1,409	68	1,082	0	1,082	50	0	0	1,132
Departure	960	1,225	46	1,006	0	1,006	59	0	0	1,065
Total	1,974	2,634	114	2,088	0	2,088	109	0	0	2,197
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	260	412	27	287	0	287	0	0	0	287
Departure	190	253	11	201	0	201	0	0	0	201
Total	450	665	38	488	0	488	0	0	0	488
Total Approaches										
Approach	2,325	3,181	149	2,474	0	2,474	109	0	0	2,583
Departure	2,325	3,181	149	2,474	0	2,474	109	0	0	2,583
Total	4,650	6,362	298	4,948	0	4,948	218	0	0	5,166

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
12 Navajo Road/SR-74										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	411	445	6	417		417	7	0	0	424
SBT	0	0	0	0		0	0	0	0	0
SBR	35	79	8	43		43	0	0	0	43
EBL	41	99	10	51		51	0	0	0	51
EBT	1,121	1,489	64	1,185		1,185	59	0	0	1244
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	988	1,246	45	1,033		1,033	50	0	0	1083
WBR	443	487	8	451		451	7	0	0	458
North Leg										
Approach	446	524	14	460	0	460	7	0	0	467
Departure	484	586	18	502	0	502	7	0	0	509
Total	930	1,110	32	962	0	962	14	0	0	976
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1,431	1,733	53	1,484	0	1,484	57	0	0	1,541
Departure	1,532	1,934	70	1,602	0	1,602	66	0	0	1,668
Total	2,963	3,667	123	3,086	0	3,086	123	0	0	3,209
West Leg										
Approach	1,162	1,588	74	1,236	0	1,236	59	0	0	1,295
Departure	1,023	1,325	53	1,076	0	1,076	50	0	0	1,126
Total	2,185	2,913	127	2,312	0	2,312	109	0	0	2,421
Total Approaches										
Approach	3,039	3,845	141	3,180	0	3,180	123	0	0	3,303
Departure	3,039	3,845	141	3,180	0	3,180	123	0	0	3,303
Total	6,078	7,690	282	6,360	0	6,360	246	0	0	6,606

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
13 A Street/SR-74										
NBL	145	165	3	148		148	0	0	0	148
NBT	58	142	15	73		73	0	0	0	73
NBR	44	50	1	45		45	0	0	0	45
SBL	26	93	12	38		38	14	0	0	52
SBT	48	187	24	72		72	0	0	0	72
SBR	190	550	63	253		253	0	0	0	253
EBL	138	422	49	187		187	0	0	0	187
EBT	1,196	1,316	21	1,217		1,217	57	0	0	1274
EBR	70	84	2	72		72	0	0	0	72
WBL	37	47	2	39		39	0	0	0	39
WBT	1,105	1,253	26	1,131		1,131	66	0	0	1197
WBR	15	48	6	21		21	11	0	0	32
North Leg										
Approach	264	830	99	363	0	363	14	0	0	377
Departure	211	612	70	281	0	281	11	0	0	292
Total	475	1,442	169	644	0	644	25	0	0	669
South Leg										
Approach	247	357	19	266	0	266	0	0	0	266
Departure	155	318	28	183	0	183	0	0	0	183
Total	402	675	47	449	0	449	0	0	0	449
East Leg										
Approach	1,157	1,348	34	1,191	0	1,191	77	0	0	1,268
Departure	1,266	1,459	34	1,300	0	1,300	71	0	0	1,371
Total	2,423	2,807	68	2,491	0	2,491	148	0	0	2,639
West Leg										
Approach	1,404	1,822	72	1,476	0	1,476	57	0	0	1,533
Departure	1,440	1,968	92	1,532	0	1,532	66	0	0	1,598
Total	2,844	3,790	164	3,008	0	3,008	123	0	0	3,131
Total Approaches										
Approach	3,072	4,357	224	3,296	0	3,296	148	0	0	3,444
Departure	3,072	4,357	224	3,296	0	3,296	148	0	0	3,444
Total	6,144	8,714	448	6,592	0	6,592	296	0	0	6,888

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
14 C Street/SR-74										
NBL	2	3	0	2		2	0	0	0	2
NBT	29	33	1	30		30	0	0	0	30
NBR	9	13	1	10		10	0	0	0	10
SBL	24	32	1	25		25	0	0	0	25
SBT	31	91	10	41		41	0	0	0	41
SBR	441	500	10	451		451	0	0	0	451
EBL	294	334	7	301		301	0	0	0	301
EBT	937	1,221	49	986		986	77	0	0	1063
EBR	5	26	4	9		9	0	0	0	9
WBL	1	3	0	1		1	0	0	0	1
WBT	767	868	18	785		785	85	0	0	870
WBR	31	35	1	32		32	0	0	0	32
North Leg										
Approach	496	623	21	517	0	517	0	0	0	517
Departure	354	401	9	363	0	363	0	0	0	363
Total	850	1,024	30	880	0	880	0	0	0	880
South Leg										
Approach	40	48	2	42	0	42	0	0	0	42
Departure	37	120	14	51	0	51	0	0	0	51
Total	77	168	16	93	0	93	0	0	0	93
East Leg										
Approach	799	906	19	818	0	818	85	0	0	903
Departure	970	1,266	51	1,021	0	1,021	77	0	0	1,098
Total	1,769	2,172	70	1,839	0	1,839	162	0	0	2,001
West Leg										
Approach	1,236	1,581	60	1,296	0	1,296	77	0	0	1,373
Departure	1,210	1,371	28	1,238	0	1,238	85	0	0	1,323
Total	2,446	2,952	88	2,534	0	2,534	162	0	0	2,696
Total Approaches										
Approach	2,571	3,158	102	2,673	0	2,673	162	0	0	2,835
Departure	2,571	3,158	102	2,673	0	2,673	162	0	0	2,835
Total	5,142	6,316	204	5,346	0	5,346	324	0	0	5,670

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
15 D Street/SR-74										
NBL	36	41	1	37		37	0	0	0	37
NBT	90	115	4	94		94	0	0	0	94
NBR	35	210	30	65		65	0	0	0	65
SBL	45	204	28	73		73	0	0	0	73
SBT	127	144	3	130		130	0	0	0	130
SBR	96	109	2	98		98	0	0	0	98
EBL	123	140	3	126		126	0	0	0	126
EBT	825	1,101	48	873		873	77	0	0	950
EBR	21	24	1	22		22	0	0	0	22
WBL	49	207	27	76		76	0	0	0	76
WBT	667	756	15	682		682	85	0	0	767
WBR	23	96	13	36		36	0	0	0	36
North Leg										
Approach	268	457	33	301	0	301	0	0	0	301
Departure	236	351	20	256	0	256	0	0	0	256
Total	504	808	53	557	0	557	0	0	0	557
South Leg										
Approach	161	366	35	196	0	196	0	0	0	196
Departure	197	375	31	228	0	228	0	0	0	228
Total	358	741	66	424	0	424	0	0	0	424
East Leg										
Approach	739	1,059	55	794	0	794	85	0	0	879
Departure	905	1,515	106	1,011	0	1,011	77	0	0	1,088
Total	1,644	2,574	161	1,805	0	1,805	162	0	0	1,967
West Leg										
Approach	969	1,265	52	1,021	0	1,021	77	0	0	1,098
Departure	799	906	18	817	0	817	85	0	0	902
Total	1,768	2,171	70	1,838	0	1,838	162	0	0	2,000
Total Approaches										
Approach	2,137	3,147	175	2,312	0	2,312	162	0	0	2,474
Departure	2,137	3,147	175	2,312	0	2,312	162	0	0	2,474
Total	4,274	6,294	350	4,624	0	4,624	324	0	0	4,948

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
16	**Perris Boulevard/SR-74**										
NBL		41	196	27	68		68	0	0	0	68
NBT		286	791	88	374		374	0	0	0	374
NBR		43	99	10	53		53	0	0	0	53
SBL		87	99	2	89		89	7	0	0	96
SBT		298	881	101	399		399	0	0	0	399
SBR		210	280	12	222		222	0	0	0	222
EBL		276	447	30	306		306	0	0	0	306
EBT		573	775	35	608		608	77	0	0	685
EBR		43	268	39	82		82	0	0	0	82
WBL		63	179	20	83		83	0	0	0	83
WBT		473	603	23	496		496	85	0	0	581
WBR		55	62	1	56		56	7	0	0	63
North Leg											
	Approach	595	1,260	115	710	0	710	7	0	0	717
	Departure	617	1,300	119	736	0	736	7	0	0	743
	Total	1,212	2,560	234	1,446	0	1,446	14	0	0	1,460
South Leg											
	Approach	370	1,086	125	495	0	495	0	0	0	495
	Departure	404	1,328	160	564	0	564	0	0	0	564
	Total	774	2,414	285	1,059	0	1,059	0	0	0	1,059
East Leg											
	Approach	591	844	44	635	0	635	92	0	0	727
	Departure	703	973	47	750	0	750	84	0	0	834
	Total	1,294	1,817	91	1,385	0	1,385	176	0	0	1,561
West Leg											
	Approach	892	1,490	104	996	0	996	77	0	0	1,073
	Departure	724	1,079	62	786	0	786	85	0	0	871
	Total	1,616	2,569	166	1,782	0	1,782	162	0	0	1,944
Total Approaches											
	Approach	2,448	4,680	388	2,836	0	2,836	176	0	0	3,012
	Departure	2,448	4,680	388	2,836	0	2,836	176	0	0	3,012
	Total	4,896	9,359	776	5,672	0	5,672	352	0	0	6,024

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
17 G Street/SR-74										
NBL	23	42	3	26		26	0	0	0	26
NBT	59	210	26	85		85	0	0	0	85
NBR	68	152	15	83		83	0	0	0	83
SBL	66	135	12	78		78	13	0	0	91
SBT	60	205	25	85		85	0	0	0	85
SBR	56	93	6	62		62	0	0	0	62
EBL	60	119	10	70		70	0	0	0	70
EBT	620	774	27	647		647	84	0	0	731
EBR	16	33	3	19		19	0	0	0	19
WBL	48	130	14	62		62	0	0	0	62
WBT	521	689	29	550		550	93	0	0	643
WBR	26	67	7	33		33	14	0	0	47
North Leg										
Approach	182	433	43	225	0	225	13	0	0	238
Departure	145	396	43	188	0	188	14	0	0	202
Total	327	829	86	413	0	413	27	0	0	440
South Leg										
Approach	150	404	44	194	0	194	0	0	0	194
Departure	124	368	42	166	0	166	0	0	0	166
Total	274	772	86	360	0	360	0	0	0	360
East Leg										
Approach	595	886	50	645	0	645	107	0	0	752
Departure	754	1,061	54	808	0	808	97	0	0	905
Total	1,349	1,947	104	1,453	0	1,453	204	0	0	1,657
West Leg										
Approach	696	926	40	736	0	736	84	0	0	820
Departure	600	824	38	638	0	638	93	0	0	731
Total	1,296	1,750	78	1,374	0	1,374	177	0	0	1,551
Total Approaches										
Approach	1,623	2,649	177	1,800	0	1,800	204	0	0	2,004
Departure	1,623	2,649	177	1,800	0	1,800	204	0	0	2,004
Total	3,246	5,298	354	3,600	0	3,600	408	0	0	4,008

LSA

Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
18 Wilkerson Avenue/SR-74										
NBL	29	33	1	30		30	0	0	0	30
NBT	17	19	0	17		17	0	0	0	17
NBR	0	0	0	0		0	0	0	0	0
SBL	188	213	4	192		192	0	0	0	192
SBT	12	14	0	12		12	0	0	0	12
SBR	45	51	1	46		46	0	0	0	46
EBL	44	50	1	45		45	0	0	0	45
EBT	641	947	53	694		694	99	0	0	793
EBR	44	50	1	45		45	0	0	0	45
WBL	20	23	1	21		21	0	0	0	21
WBT	545	834	50	595		595	109	0	0	704
WBR	112	127	3	115		115	0	0	0	115
North Leg										
Approach	245	278	5	250	0	250	0	0	0	250
Departure	173	196	4	177	0	177	0	0	0	177
Total	418	475	9	427	0	427	0	0	0	427
South Leg										
Approach	46	52	1	47	0	47	0	0	0	47
Departure	76	87	2	78	0	78	0	0	0	78
Total	122	139	3	125	0	125	0	0	0	125
East Leg										
Approach	677	984	54	731	0	731	109	0	0	840
Departure	829	1,160	57	886	0	886	99	0	0	985
Total	1,506	2,144	111	1,617	0	1,617	208	0	0	1,825
West Leg										
Approach	729	1,048	55	784	0	784	99	0	0	883
Departure	619	918	52	671	0	671	109	0	0	780
Total	1,348	1,966	107	1,455	0	1,455	208	0	0	1,663
Total Approaches										
Approach	1,697	2,362	115	1,812	0	1,812	208	0	0	2,020
Departure	1,697	2,362	115	1,812	0	1,812	208	0	0	2,020
Total	3,394	4,724	230	3,624	0	3,624	416	0	0	4,040

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
19 Redlands Avenue/SR-74 - 4th Street										
NBL	51	60	2	53		53	0	0	0	53
NBT	307	660	61	368		368	0	0	0	368
NBR	8	9	0	8		8	0	0	0	8
SBL	28	36	1	29		29	0	0	0	29
SBT	305	1,033	127	432		432	0	0	0	432
SBR	607	907	52	659		659	109	0	0	768
EBL	788	1,071	49	837		837	99	0	0	936
EBT	25	28	1	26		26	0	0	0	26
EBR	64	108	8	72		72	0	0	0	72
WBL	10	13	1	11		11	0	0	0	11
WBT	18	20	0	18		18	0	0	0	18
WBR	61	69	1	62		62	0	0	0	62
North Leg										
Approach	940	1,976	180	1,120	0	1,120	109	0	0	1,229
Departure	1,156	1,800	111	1,267	0	1,267	99	0	0	1,366
Total	2,096	3,776	291	2,387	0	2,387	208	0	0	2,595
South Leg										
Approach	366	729	63	429	0	429	0	0	0	429
Departure	379	1,154	136	515	0	515	0	0	0	515
Total	745	1,883	199	944	0	944	0	0	0	944
East Leg										
Approach	89	102	2	91	0	91	0	0	0	91
Departure	61	74	2	63	0	63	0	0	0	63
Total	150	176	4	154	0	154	0	0	0	154
West Leg										
Approach	877	1,207	58	935	0	935	99	0	0	1,034
Departure	676	987	54	730	0	730	109	0	0	839
Total	1,553	2,194	112	1,665	0	1,665	208	0	0	1,873
Total Approaches										
Approach	2,272	4,015	303	2,575	0	2,575	208	0	0	2,783
Departure	2,272	4,015	303	2,575	0	2,575	208	0	0	2,783
Total	4,544	8,030	606	5,150	0	5,150	416	0	0	5,566

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
20	**Redlands Avenue/I-215 SB Ramps**										
NBL		0	0	0	0		0	0	0	0	0
NBT		736	1,247	89	825		825	0	0	0	825
NBR		420	553	23	443		443	99	0	0	542
SBL		348	446	17	365		365	20	0	0	385
SBT		749	1,490	129	878		878	109	0	0	987
SBR		0	0	0	0		0	0	0	0	0
EBL		188	397	36	224		224	0	0	0	224
EBT		5	8	1	6		6	0	0	0	6
EBR		191	486	51	242		242	0	0	0	242
WBL		0	0	0	0		0	0	0	0	0
WBT		0	0	0	0		0	0	0	0	0
WBR		0	0	0	0		0	0	0	0	0
North Leg											
	Approach	1,097	1,936	146	1,243	0	1,243	129	0	0	1,372
	Departure	924	1,644	125	1,049	0	1,049	0	0	0	1,049
	Total	2,021	3,580	271	2,292	0	2,292	129	0	0	2,421
South Leg											
	Approach	1,156	1,800	112	1,268	0	1,268	99	0	0	1,367
	Departure	940	1,976	180	1,120	0	1,120	109	0	0	1,229
	Total	2,096	3,776	292	2,388	0	2,388	208	0	0	2,596
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	773	1,007	41	814	0	814	119	0	0	933
	Total	773	1,007	41	814	0	814	119	0	0	933
West Leg											
	Approach	384	891	88	472	0	472	0	0	0	472
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	384	891	88	472	0	472	0	0	0	472
Total Approaches											
	Approach	2,637	4,627	346	2,983	0	2,983	228	0	0	3,211
	Departure	2,637	4,627	346	2,983	0	2,983	228	0	0	3,211
	Total	5,274	9,254	692	5,966	0	5,966	456	0	0	6,422

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
21 Redlands Avenue/I-215 NB Ramps										
NBL	173	262	15	188		188	0	0	0	188
NBT	751	1,382	110	861		861	0	0	0	861
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	728	1,525	139	867		867	20	0	0	887
SBR	112	229	20	132		132	0	0	0	132
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	0	0	0	0
WBL	369	411	7	376		376	109	0	0	485
WBT	0	0	0	0		0	0	0	0	0
WBR	535	709	30	565		565	22	0	0	587
North Leg										
Approach	840	1,754	159	999	0	999	20	0	0	1,019
Departure	1,286	2,091	140	1,426	0	1,426	22	0	0	1,448
Total	2,126	3,845	299	2,425	0	2,425	42	0	0	2,467
South Leg										
Approach	924	1,644	125	1,049	0	1,049	0	0	0	1,049
Departure	1,097	1,936	146	1,243	0	1,243	129	0	0	1,372
Total	2,021	3,580	271	2,292	0	2,292	129	0	0	2,421
East Leg										
Approach	904	1,120	37	941	0	941	131	0	0	1,072
Departure	0	0	0	0	0	0	0	0	0	0
Total	904	1,120	37	941	0	941	131	0	0	1,072
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	285	491	35	320	0	320	0	0	0	320
Total	285	491	35	320	0	320	0	0	0	320
Total Approaches										
Approach	2,668	4,518	321	2,989	0	2,989	151	0	0	3,140
Departure	2,668	4,518	321	2,989	0	2,989	151	0	0	3,140
Total	5,336	9,036	642	5,978	0	5,978	302	0	0	6,280

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
22 Dunlap Drive/Nuevo Road										
NBL	16	52	6	22		22	0	0	0	22
NBT	116	276	28	144		144	0	0	0	144
NBR	41	190	26	67		67	0	0	0	67
SBL	95	312	38	133		133	30	0	0	163
SBT	81	258	31	112		112	0	0	0	112
SBR	30	68	7	37		37	0	0	0	37
EBL	24	44	3	27		27	0	0	0	27
EBT	356	1,267	158	514		514	14	0	0	528
EBR	58	200	25	83		83	0	0	0	83
WBL	32	174	25	57		57	0	0	0	57
WBT	251	979	127	378		378	11	0	0	389
WBR	55	158	18	73		73	27	0	0	100
North Leg										
Approach	206	638	76	282	0	282	30	0	0	312
Departure	195	478	49	244	0	244	27	0	0	271
Total	401	1,116	125	526	0	526	57	0	0	583
South Leg										
Approach	173	518	60	233	0	233	0	0	0	233
Departure	171	632	81	252	0	252	0	0	0	252
Total	344	1,150	141	485	0	485	0	0	0	485
East Leg										
Approach	338	1,311	170	508	0	508	38	0	0	546
Departure	492	1,769	222	714	0	714	44	0	0	758
Total	830	3,080	392	1,222	0	1,222	82	0	0	1,304
West Leg										
Approach	438	1,511	186	624	0	624	14	0	0	638
Departure	297	1,099	140	437	0	437	11	0	0	448
Total	735	2,610	326	1,061	0	1,061	25	0	0	1,086
Total Approaches										
Approach	1,155	3,978	492	1,647	0	1,647	82	0	0	1,729
Departure	1,155	3,978	492	1,647	0	1,647	82	0	0	1,729
Total	2,310	7,956	984	3,294	0	3,294	164	0	0	3,458

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
23 Menifee Road/Nuevo Road										
NBL	100	275	30	130		130	39	0	0	169
NBT	55	647	175	230		230	0	0	0	230
NBR	212	240	5	217		217	53	0	0	270
SBL	75	97	7	82		82	0	0	0	82
SBT	145	396	74	219		219	0	0	0	219
SBR	19	171	45	64		64	0	0	0	64
EBL	2	110	32	34		34	0	0	0	34
EBT	324	906	101	425		425	0	0	0	425
EBR	153	706	96	249		249	44	0	0	293
WBL	202	229	5	207		207	45	0	0	252
WBT	241	698	79	320		320	0	0	0	320
WBR	9	50	12	21		21	0	0	0	21
North Leg										
Approach	239	664	126	365	0	365	0	0	0	365
Departure	66	807	219	285	0	285	0	0	0	285
Total	305	1,471	345	650	0	650	0	0	0	650
South Leg										
Approach	367	1,162	210	577	0	577	92	0	0	669
Departure	500	1,331	175	675	0	675	89	0	0	764
Total	867	2,493	385	1,252	0	1,252	181	0	0	1,433
East Leg										
Approach	452	977	96	548	0	548	45	0	0	593
Departure	611	1,243	113	724	0	724	53	0	0	777
Total	1,063	2,220	209	1,272	0	1,272	98	0	0	1,370
West Leg										
Approach	479	1,722	229	708	0	708	44	0	0	752
Departure	360	1,144	154	514	0	514	39	0	0	553
Total	839	2,866	383	1,222	0	1,222	83	0	0	1,305
Total Approaches										
Approach	1,537	4,525	661	2,198	0	2,198	181	0	0	2,379
Departure	1,537	4,525	661	2,198	0	2,198	181	0	0	2,379
Total	3,074	9,051	1,322	4,396	0	4,396	362	0	0	4,758

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
24 Menifee Road/Porter Street/Central Avenue										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
25 Menifee Road/San Jacinto Avenue										
NBL	74	259	32	106		106	22	0	0	128
NBT	205	637	75	280		280	112	0	0	392
NBR	12	22	2	14		14	0	0	0	14
SBL	6	11	1	7		7	0	0	0	7
SBT	281	885	105	386		386	106	0	0	492
SBR	73	263	33	106		106	0	0	0	106
EBL	194	482	50	244		244	0	0	0	244
EBT	20	29	2	22		22	0	0	0	22
EBR	103	252	26	129		129	21	0	0	150
WBL	9	13	1	10		10	0	0	0	10
WBT	12	20	1	13		13	0	0	0	13
WBR	3	4	0	3		3	0	0	0	3
North Leg										
Approach	360	1,159	139	499	0	499	106	0	0	605
Departure	402	1,123	125	527	0	527	112	0	0	639
Total	762	2,282	264	1,026	0	1,026	218	0	0	1,244
South Leg										
Approach	291	918	109	400	0	400	134	0	0	534
Departure	393	1,150	132	525	0	525	127	0	0	652
Total	684	2,068	241	925	0	925	261	0	0	1,186
East Leg										
Approach	24	37	2	26	0	26	0	0	0	26
Departure	38	62	5	43	0	43	0	0	0	43
Total	62	99	7	69	0	69	0	0	0	69
West Leg										
Approach	317	763	78	395	0	395	21	0	0	416
Departure	159	542	66	225	0	225	22	0	0	247
Total	476	1,305	144	620	0	620	43	0	0	663
Total Approaches										
Approach	992	2,877	328	1,320	0	1,320	261	0	0	1,581
Departure	992	2,877	328	1,320	0	1,320	261	0	0	1,581
Total	1,984	5,754	656	2,640	0	2,640	522	0	0	3,162

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
26 Menifee Road/Ellis Avenue										
NBL	19	52	6	25		25	18	0	0	43
NBT	271	875	105	376		376	146	0	0	522
NBR	2	2	0	2		2	0	0	0	2
SBL	2	2	0	2		2	0	0	0	2
SBT	403	1,148	130	533		533	144	0	0	677
SBR	7	18	2	9		9	0	0	0	9
EBL	11	43	6	17		17	0	0	0	17
EBT	0	0	0	0		0	0	0	0	0
EBR	10	37	5	15		15	14	0	0	29
WBL	1	1	0	1		1	0	0	0	1
WBT	2	2	0	2		2	0	0	0	2
WBR	2	2	0	2		2	0	0	0	2
North Leg										
Approach	412	1,168	132	544	0	544	144	0	0	688
Departure	284	920	111	395	0	395	146	0	0	541
Total	696	2,088	243	939	0	939	290	0	0	1,229
South Leg										
Approach	292	929	111	403	0	403	164	0	0	567
Departure	414	1,186	135	549	0	549	158	0	0	707
Total	706	2,115	246	952	0	952	322	0	0	1,274
East Leg										
Approach	5	5	0	5	0	5	0	0	0	5
Departure	4	4	0	4	0	4	0	0	0	4
Total	9	9	0	9	0	9	0	0	0	9
West Leg										
Approach	21	80	11	32	0	32	14	0	0	46
Departure	28	72	8	36	0	36	18	0	0	54
Total	49	152	19	68	0	68	32	0	0	100
Total Approaches										
Approach	730	2,182	254	984	0	984	322	0	0	1,306
Departure	730	2,182	254	984	0	984	322	0	0	1,306
Total	1,460	4,365	508	1,968	0	1,968	644	0	0	2,612

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
27 Menifee Road/Mapes Road										
NBL	13	19	1	14		14	11	0	0	25
NBT	207	861	114	321		321	176	0	0	497
NBR	8	36	5	13		13	0	0	0	13
SBL	75	238	28	103		103	1	0	0	104
SBT	274	885	106	380		380	169	0	0	549
SBR	43	48	1	44		44	0	0	0	44
EBL	26	37	2	28		28	0	0	0	28
EBT	78	123	8	86		86	0	0	0	86
EBR	17	27	2	19		19	7	0	0	26
WBL	8	13	1	9		9	0	0	0	9
WBT	34	39	1	35		35	0	0	0	35
WBR	63	93	5	68		68	1	0	0	69
North Leg										
Approach	392	1,171	135	527	0	527	170	0	0	697
Departure	296	991	121	417	0	417	177	0	0	594
Total	688	2,162	256	944	0	944	347	0	0	1,291
South Leg										
Approach	228	916	120	348	0	348	187	0	0	535
Departure	299	925	109	408	0	408	176	0	0	584
Total	527	1,841	229	756	0	756	363	0	0	1,119
East Leg										
Approach	105	145	7	112	0	112	1	0	0	113
Departure	161	397	41	202	0	202	1	0	0	203
Total	266	542	48	314	0	314	2	0	0	316
West Leg										
Approach	121	187	12	133	0	133	7	0	0	140
Departure	90	106	3	93	0	93	11	0	0	104
Total	211	293	15	226	0	226	18	0	0	244
Total Approaches										
Approach	846	2,419	274	1,120	0	1,120	365	0	0	1,485
Departure	846	2,419	274	1,120	0	1,120	365	0	0	1,485
Total	1,692	4,838	548	2,240	0	2,240	730	0	0	2,970

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
28	**I-215 SB Ramps - SR-74/Bonnie Drive**										
NBL		178	570	68	246		246	51	0	0	297
NBT		305	543	41	346		346	0	0	0	346
NBR		0	0	0	0		0	0	0	0	0
SBL		0	0	0	0		0	0	0	0	0
SBT		852	927	13	865		865	648	0	0	1513
SBR		31	89	10	41		41	0	0	0	41
EBL		27	100	13	40		40	0	0	0	40
EBT		0	0	0	0		0	0	0	0	0
EBR		240	577	59	299		299	51	0	0	350
WBL		0	0	0	0		0	0	0	0	0
WBT		0	0	0	0		0	0	0	0	0
WBR		0	0	0	0		0	0	0	0	0
North Leg											
	Approach	883	1,016	23	906	0	906	648	0	0	1,554
	Departure	332	643	54	386	0	386	0	0	0	386
	Total	1,215	1,659	77	1,292	0	1,292	648	0	0	1,940
South Leg											
	Approach	483	1,113	109	592	0	592	51	0	0	643
	Departure	1,092	1,504	72	1,164	0	1,164	699	0	0	1,863
	Total	1,575	2,617	181	1,756	0	1,756	750	0	0	2,506
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
West Leg											
	Approach	267	677	72	339	0	339	51	0	0	390
	Departure	209	659	78	287	0	287	51	0	0	338
	Total	476	1,336	150	626	0	626	102	0	0	728
Total Approaches											
	Approach	1,633	2,806	204	1,837	0	1,837	750	0	0	2,587
	Departure	1,633	2,806	204	1,837	0	1,837	750	0	0	2,587
	Total	3,266	5,612	408	3,674	0	3,674	1,500	0	0	5,174

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
29 I-215 NB Ramps/SR-74										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	263	487	39	302		302	0	0	0	302
SBT	0	0	0	0		0	0	0	0	0
SBR	28	79	9	37		37	0	0	0	37
EBL	13	17	1	14		14	0	0	0	14
EBT	1,079	1,487	71	1,150		1,150	697	0	0	1847
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	455	1,034	101	556		556	51	0	0	607
WBR	629	908	49	678		678	604	0	0	1282
North Leg										
Approach	291	566	48	339	0	339	0	0	0	339
Departure	642	925	50	692	0	692	604	0	0	1,296
Total	933	1,491	98	1,031	0	1,031	604	0	0	1,635
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1,084	1,942	150	1,234	0	1,234	655	0	0	1,889
Departure	1,342	1,974	110	1,452	0	1,452	697	0	0	2,149
Total	2,426	3,916	260	2,686	0	2,686	1,352	0	0	4,038
West Leg										
Approach	1,092	1,504	72	1,164	0	1,164	697	0	0	1,861
Departure	483	1,113	110	593	0	593	51	0	0	644
Total	1,575	2,617	182	1,757	0	1,757	748	0	0	2,505
Total Approaches										
Approach	2,467	4,012	270	2,737	0	2,737	1,352	0	0	4,089
Departure	2,467	4,012	270	2,737	0	2,737	1,352	0	0	4,089
Total	4,934	8,024	540	5,474	0	5,474	2,704	0	0	8,178

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
30	**Trumble Road/SR-74**										
NBL		0	0	0	0		0	0	0	0	0
NBT		0	0	0	0		0	0	0	0	0
NBR		0	0	0	0		0	0	0	0	0
SBL		45	51	1	46		46	2	0	0	48
SBT		0	0	0	0		0	0	0	0	0
SBR		345	575	40	385		385	0	0	0	385
EBL		330	575	43	373		373	0	0	0	373
EBT		1,012	1,399	67	1,079		1,079	697	0	0	1776
EBR		0	0	0	0		0	0	0	0	0
WBL		0	0	0	0		0	0	0	0	0
WBT		739	1,367	109	848		848	655	0	0	1503
WBR		35	56	4	39		39	0	0	0	39
North Leg											
	Approach	390	626	41	431	0	431	2	0	0	433
	Departure	365	631	47	412	0	412	0	0	0	412
	Total	755	1,257	88	843	0	843	2	0	0	845
South Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
East Leg											
	Approach	774	1,423	113	887	0	887	655	0	0	1,542
	Departure	1,057	1,450	68	1,125	0	1,125	699	0	0	1,824
	Total	1,831	2,873	181	2,012	0	2,012	1,354	0	0	3,366
West Leg											
	Approach	1,342	1,974	110	1,452	0	1,452	697	0	0	2,149
	Departure	1,084	1,942	149	1,233	0	1,233	655	0	0	1,888
	Total	2,426	3,916	259	2,685	0	2,685	1,352	0	0	4,037
Total Approaches											
	Approach	2,506	4,023	264	2,770	0	2,770	1,354	0	0	4,124
	Departure	2,506	4,023	264	2,770	0	2,770	1,354	0	0	4,124
	Total	5,012	8,046	528	5,540	0	5,540	2,708	0	0	8,248

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
31 Sherman Road/SR-74 (West)										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	99	403	53	152		152	0	0	0	152
EBL	0	0	0	0		0	0	0	0	0
EBT	1,001	1,507	88	1,089		1,089	697	0	0	1786
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	813	1,219	71	884		884	655	0	0	1539
WBR	69	307	41	110		110	4	0	0	114
North Leg										
Approach	99	403	53	152	0	152	0	0	0	152
Departure	69	307	41	110	0	110	4	0	0	114
Total	168	710	94	262	0	262	4	0	0	266
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	882	1,526	112	994	0	994	659	0	0	1,653
Departure	1,001	1,507	88	1,089	0	1,089	697	0	0	1,786
Total	1,883	3,033	200	2,083	0	2,083	1,356	0	0	3,439
West Leg										
Approach	1,001	1,507	88	1,089	0	1,089	697	0	0	1,786
Departure	912	1,622	124	1,036	0	1,036	655	0	0	1,691
Total	1,913	3,129	212	2,125	0	2,125	1,352	0	0	3,477
Total Approaches										
Approach	1,982	3,436	253	2,235	0	2,235	1,356	0	0	3,591
Departure	1,982	3,436	253	2,235	0	2,235	1,356	0	0	3,591
Total	3,964	6,872	506	4,470	0	4,470	2,712	0	0	7,182

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
32 Sherman Road/SR-74 (East)										
NBL	75	351	48	123		123	0	0	0	123
NBT	15	19	1	16		16	0	0	0	16
NBR	150	193	7	157		157	7	0	0	164
SBL	20	23	1	21		21	0	0	0	21
SBT	14	25	2	16		16	0	0	0	16
SBR	11	14	1	12		12	0	0	0	12
EBL	28	37	2	30		30	0	0	0	30
EBT	945	1,273	57	1,002		1,002	697	0	0	1699
EBR	28	197	29	57		57	0	0	0	57
WBL	115	241	22	137		137	7	0	0	144
WBT	796	1,161	63	859		859	659	0	0	1518
WBR	21	24	1	22		22	0	0	0	22
North Leg										
Approach	45	62	4	49	0	49	0	0	0	49
Departure	64	80	4	68	0	68	0	0	0	68
Total	109	142	8	117	0	117	0	0	0	117
South Leg										
Approach	240	563	56	296	0	296	7	0	0	303
Departure	157	463	53	210	0	210	7	0	0	217
Total	397	1,026	109	506	0	506	14	0	0	520
East Leg										
Approach	932	1,426	86	1,018	0	1,018	666	0	0	1,684
Departure	1,115	1,489	65	1,180	0	1,180	704	0	0	1,884
Total	2,047	2,915	151	2,198	0	2,198	1,370	0	0	3,568
West Leg										
Approach	1,001	1,507	88	1,089	0	1,089	697	0	0	1,786
Departure	882	1,526	112	994	0	994	659	0	0	1,653
Total	1,883	3,033	200	2,083	0	2,083	1,356	0	0	3,439
Total Approaches										
Approach	2,218	3,558	234	2,452	0	2,452	1,370	0	0	3,822
Departure	2,218	3,558	234	2,452	0	2,452	1,370	0	0	3,822
Total	4,436	7,117	468	4,904	0	4,904	2,740	0	0	7,644

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
33 Antelope Road/SR-74										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	42	104	11	53		53	21	0	0	74
SBT	0	0	0	0		0	0	0	0	0
SBR	14	26	2	16		16	0	0	0	16
EBL	49	66	3	52		52	0	0	0	52
EBT	963	1,340	66	1,029		1,029	713	0	0	1742
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	756	1,196	77	833		833	674	0	0	1507
WBR	16	33	3	19		19	20	0	0	39
North Leg										
Approach	56	130	13	69	0	69	21	0	0	90
Departure	65	99	6	71	0	71	20	0	0	91
Total	121	229	19	140	0	140	41	0	0	181
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	772	1,229	80	852	0	852	694	0	0	1,546
Departure	1,005	1,444	77	1,082	0	1,082	734	0	0	1,816
Total	1,777	2,673	157	1,934	0	1,934	1,428	0	0	3,362
West Leg										
Approach	1,012	1,406	69	1,081	0	1,081	713	0	0	1,794
Departure	770	1,222	79	849	0	849	674	0	0	1,523
Total	1,782	2,628	148	1,930	0	1,930	1,387	0	0	3,317
Total Approaches										
Approach	1,840	2,765	162	2,002	0	2,002	1,428	0	0	3,430
Departure	1,840	2,765	162	2,002	0	2,002	1,428	0	0	3,430
Total	3,680	5,530	324	4,004	0	4,004	2,856	0	0	6,860

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
34 Palomar Road/SR-74										
NBL	12	63	9	21		21	0	0	0	21
NBT	51	167	20	71		71	0	0	0	71
NBR	128	241	20	148		148	40	0	0	188
SBL	13	15	0	13		13	7	0	0	20
SBT	23	140	20	43		43	0	0	0	43
SBR	36	63	5	41		41	0	0	0	41
EBL	50	113	11	61		61	0	0	0	61
EBT	873	1,135	46	919		919	742	0	0	1661
EBR	4	50	8	12		12	0	0	0	12
WBL	60	320	45	105		105	45	0	0	150
WBT	746	1,148	70	816		816	705	0	0	1521
WBR	21	24	1	22		22	7	0	0	29
North Leg										
Approach	72	218	25	97	0	97	7	0	0	104
Departure	122	304	32	154	0	154	7	0	0	161
Total	194	522	57	251	0	251	14	0	0	265
South Leg										
Approach	191	471	49	240	0	240	40	0	0	280
Departure	87	510	73	160	0	160	45	0	0	205
Total	278	981	122	400	0	400	85	0	0	485
East Leg										
Approach	827	1,492	116	943	0	943	757	0	0	1,700
Departure	1,014	1,391	66	1,080	0	1,080	789	0	0	1,869
Total	1,841	2,883	182	2,023	0	2,023	1,546	0	0	3,569
West Leg										
Approach	927	1,298	65	992	0	992	742	0	0	1,734
Departure	794	1,274	84	878	0	878	705	0	0	1,583
Total	1,721	2,572	149	1,870	0	1,870	1,447	0	0	3,317
Total Approaches										
Approach	2,017	3,479	255	2,272	0	2,272	1,546	0	0	3,818
Departure	2,017	3,479	255	2,272	0	2,272	1,546	0	0	3,818
Total	4,034	6,958	510	4,544	0	4,544	3,092	0	0	7,636

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
35 Goetz Road/Ethanac Road										
NBL	4	60	10	14		14	0	0	0	14
NBT	126	641	90	216		216	0	0	0	216
NBR	170	379	36	206		206	22	0	0	228
SBL	292	492	35	327		327	10	0	0	337
SBT	212	774	98	310		310	0	0	0	310
SBR	27	306	49	76		76	0	0	0	76
EBL	14	312	52	66		66	0	0	0	66
EBT	45	439	69	114		114	13	0	0	127
EBR	0	21	4	4		4	0	0	0	4
WBL	281	497	38	319		319	25	0	0	344
WBT	67	368	52	119		119	18	0	0	137
WBR	247	460	37	284		284	11	0	0	295
North Leg										
Approach	531	1,572	182	713	0	713	10	0	0	723
Departure	387	1,413	179	566	0	566	11	0	0	577
Total	918	2,985	361	1,279	0	1,279	21	0	0	1,300
South Leg										
Approach	300	1,080	136	436	0	436	22	0	0	458
Departure	493	1,292	140	633	0	633	25	0	0	658
Total	793	2,372	276	1,069	0	1,069	47	0	0	1,116
East Leg										
Approach	595	1,325	127	722	0	722	54	0	0	776
Departure	507	1,310	140	647	0	647	45	0	0	692
Total	1,102	2,635	267	1,369	0	1,369	99	0	0	1,468
West Leg										
Approach	59	772	125	184	0	184	13	0	0	197
Departure	98	734	111	209	0	209	18	0	0	227
Total	157	1,506	236	393	0	393	31	0	0	424
Total Approaches										
Approach	1,485	4,749	570	2,055	0	2,055	99	0	0	2,154
Departure	1,485	4,749	570	2,055	0	2,055	99	0	0	2,154
Total	2,970	9,498	1,140	4,110	0	4,110	198	0	0	4,308

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
36	**Murrieta Road/Ethanac Road**										
NBL		82	163	14	96		96	0	0	0	96
NBT		86	258	30	116		116	0	0	0	116
NBR		122	146	4	126		126	14	0	0	140
SBL		28	132	18	46		46	1	0	0	47
SBT		89	526	76	165		165	0	0	0	165
SBR		5	39	6	11		11	0	0	0	11
EBL		2	12	2	4		4	0	0	0	4
EBT		401	982	101	502		502	46	0	0	548
EBR		95	292	34	129		129	0	0	0	129
WBL		198	335	24	222		222	18	0	0	240
WBT		484	1,082	104	588		588	51	0	0	639
WBR		46	155	19	65		65	1	0	0	66
North Leg											
	Approach	122	697	100	222	0	222	1	0	0	223
	Departure	134	425	51	185	0	185	1	0	0	186
	Total	256	1,122	151	407	0	407	2	0	0	409
South Leg											
	Approach	290	567	48	338	0	338	14	0	0	352
	Departure	382	1,153	134	516	0	516	18	0	0	534
	Total	672	1,720	182	854	0	854	32	0	0	886
East Leg											
	Approach	728	1,572	147	875	0	875	70	0	0	945
	Departure	551	1,260	123	674	0	674	61	0	0	735
	Total	1,279	2,832	270	1,549	0	1,549	131	0	0	1,680
West Leg											
	Approach	498	1,286	137	635	0	635	46	0	0	681
	Departure	571	1,284	124	695	0	695	51	0	0	746
	Total	1,069	2,570	261	1,330	0	1,330	97	0	0	1,427
Total Approaches											
	Approach	1,638	4,122	432	2,070	0	2,070	131	0	0	2,201
	Departure	1,638	4,122	432	2,070	0	2,070	131	0	0	2,201
	Total	3,276	8,244	864	4,140	0	4,140	262	0	0	4,402

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
37 Barnett Road/Ethanac Road										
NBL	16	21	1	17		17	0	0	0	17
NBT	0	0	0	0		0	0	0	0	0
NBR	55	83	5	60		60	0	0	0	60
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	601	1,240	111	712		712	59	0	0	771
EBR	0	6	1	1		1	0	0	0	1
WBL	36	47	2	38		38	0	0	0	38
WBT	685	1,425	129	814		814	70	0	0	884
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	71	104	6	77	0	77	0	0	0	77
Departure	36	53	3	39	0	39	0	0	0	39
Total	107	157	9	116	0	116	0	0	0	116
East Leg										
Approach	721	1,472	131	852	0	852	70	0	0	922
Departure	656	1,323	116	772	0	772	59	0	0	831
Total	1,377	2,795	247	1,624	0	1,624	129	0	0	1,753
West Leg										
Approach	601	1,246	112	713	0	713	59	0	0	772
Departure	701	1,446	130	831	0	831	70	0	0	901
Total	1,302	2,692	242	1,544	0	1,544	129	0	0	1,673
Total Approaches										
Approach	1,393	2,822	249	1,642	0	1,642	129	0	0	1,771
Departure	1,393	2,822	249	1,642	0	1,642	129	0	0	1,771
Total	2,786	5,644	498	3,284	0	3,284	258	0	0	3,542

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
38 Case Road/Ethanac Road										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	431	578	26	457		457	0	0	0	457
SBT	0	0	0	0		0	0	0	0	0
SBR	147	167	3	150		150	0	0	0	150
EBL	145	172	5	150		150	0	0	0	150
EBT	511	1,151	111	622		622	59	0	0	681
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	574	1,305	127	701		701	70	0	0	771
WBR	415	644	40	455		455	0	0	0	455
North Leg										
Approach	578	745	29	607	0	607	0	0	0	607
Departure	560	816	45	605	0	605	0	0	0	605
Total	1,138	1,561	74	1,212	0	1,212	0	0	0	1,212
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	989	1,949	167	1,156	0	1,156	70	0	0	1,226
Departure	942	1,729	137	1,079	0	1,079	59	0	0	1,138
Total	1,931	3,678	304	2,235	0	2,235	129	0	0	2,364
West Leg										
Approach	656	1,323	116	772	0	772	59	0	0	831
Departure	721	1,472	130	851	0	851	70	0	0	921
Total	1,377	2,795	246	1,623	0	1,623	129	0	0	1,752
Total Approaches										
Approach	2,223	4,017	312	2,535	0	2,535	129	0	0	2,664
Departure	2,223	4,017	312	2,535	0	2,535	129	0	0	2,664
Total	4,446	8,034	624	5,070	0	5,070	258	0	0	5,328

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
39 I-215 SB Ramps/Ethanac Road										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	145	256	19	164		164	0	0	0	164
SBT	2	2	0	2		2	0	0	0	2
SBR	364	513	26	390		390	0	0	0	390
EBL	0	0	0	0		0	0	0	0	0
EBT	584	1,262	118	702		702	59	0	0	761
EBR	358	467	19	377		377	0	0	0	377
WBL	104	180	13	117		117	0	0	0	117
WBT	625	1,436	141	766		766	70	0	0	836
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	511	771	45	556	0	556	0	0	0	556
Departure	0	0	0	0	0	0	0	0	0	0
Total	511	771	45	556	0	556	0	0	0	556
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	464	649	32	496	0	496	0	0	0	496
Total	464	649	32	496	0	496	0	0	0	496
East Leg										
Approach	729	1,616	154	883	0	883	70	0	0	953
Departure	729	1,518	137	866	0	866	59	0	0	925
Total	1,458	3,134	291	1,749	0	1,749	129	0	0	1,878
West Leg										
Approach	942	1,729	137	1,079	0	1,079	59	0	0	1,138
Departure	989	1,949	167	1,156	0	1,156	70	0	0	1,226
Total	1,931	3,678	304	2,235	0	2,235	129	0	0	2,364
Total Approaches										
Approach	2,182	4,116	336	2,518	0	2,518	129	0	0	2,647
Departure	2,182	4,116	336	2,518	0	2,518	129	0	0	2,647
Total	4,364	8,232	672	5,036	0	5,036	258	0	0	5,294

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
40 I-215 NB Ramps/Ethanac Road										
NBL	397	644	43	440		440	0	0	0	440
NBT	1	1	0	1		1	0	0	0	1
NBR	192	265	13	205		205	0	0	0	205
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	236	381	25	261		261	0	0	0	261
EBT	493	1,137	112	605		605	59	0	0	664
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	332	972	111	443		443	70	0	0	513
WBR	155	271	20	175		175	0	0	0	175
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	392	653	45	437	0	437	0	0	0	437
Total	392	653	45	437	0	437	0	0	0	437
South Leg										
Approach	590	910	56	646	0	646	0	0	0	646
Departure	0	0	0	0	0	0	0	0	0	0
Total	590	910	56	646	0	646	0	0	0	646
East Leg										
Approach	487	1,243	131	618	0	618	70	0	0	688
Departure	685	1,402	125	810	0	810	59	0	0	869
Total	1,172	2,645	256	1,428	0	1,428	129	0	0	1,557
West Leg										
Approach	729	1,518	137	866	0	866	59	0	0	925
Departure	729	1,616	154	883	0	883	70	0	0	953
Total	1,458	3,134	291	1,749	0	1,749	129	0	0	1,878
Total Approaches										
Approach	1,806	3,671	324	2,130	0	2,130	129	0	0	2,259
Departure	1,806	3,671	324	2,130	0	2,130	129	0	0	2,259
Total	3,612	7,342	648	4,260	0	4,260	258	0	0	4,518

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
41 Encanto Drive/Ethanac Road										
NBL	74	384	54	128		128	0	0	0	128
NBT	0	0	0	0		0	0	0	0	0
NBR	56	106	9	65		65	0	0	0	65
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	575	938	63	638		638	59	0	0	697
EBR	110	464	62	172		172	0	0	0	172
WBL	46	90	8	54		54	0	0	0	54
WBT	413	859	78	491		491	70	0	0	561
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	130	490	63	193	0	193	0	0	0	193
Departure	156	554	70	226	0	226	0	0	0	226
Total	286	1,044	133	419	0	419	0	0	0	419
East Leg										
Approach	459	949	86	545	0	545	70	0	0	615
Departure	631	1,044	72	703	0	703	59	0	0	762
Total	1,090	1,993	158	1,248	0	1,248	129	0	0	1,377
West Leg										
Approach	685	1,402	125	810	0	810	59	0	0	869
Departure	487	1,243	132	619	0	619	70	0	0	689
Total	1,172	2,645	257	1,429	0	1,429	129	0	0	1,558
Total Approaches										
Approach	1,274	2,841	274	1,548	0	1,548	129	0	0	1,677
Departure	1,274	2,841	274	1,548	0	1,548	129	0	0	1,677
Total	2,548	5,682	548	3,096	0	3,096	258	0	0	3,354

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
42 Sherman Road/Ethanac Road										
NBL	16	21	1	17		17	0	0	0	17
NBT	3	14	2	5		5	0	0	0	5
NBR	6	23	3	9		9	1	0	0	10
SBL	4	23	3	7		7	10	0	0	17
SBT	4	64	10	14		14	0	0	0	14
SBR	134	260	22	156		156	0	0	0	156
EBL	216	424	36	252		252	0	0	0	252
EBT	346	543	34	380		380	66	0	0	446
EBR	3	13	2	5		5	0	0	0	5
WBL	1	16	3	4		4	2	0	0	6
WBT	265	511	43	308		308	77	0	0	385
WBR	2	14	2	4		4	8	0	0	12
North Leg										
Approach	142	347	35	177	0	177	10	0	0	187
Departure	221	452	40	261	0	261	8	0	0	269
Total	363	799	75	438	0	438	18	0	0	456
South Leg										
Approach	25	58	6	31	0	31	1	0	0	32
Departure	8	93	15	23	0	23	2	0	0	25
Total	33	151	21	54	0	54	3	0	0	57
East Leg										
Approach	268	541	48	316	0	316	87	0	0	403
Departure	356	589	40	396	0	396	77	0	0	473
Total	624	1,130	88	712	0	712	164	0	0	876
West Leg										
Approach	565	980	72	637	0	637	66	0	0	703
Departure	415	792	66	481	0	481	77	0	0	558
Total	980	1,772	138	1,118	0	1,118	143	0	0	1,261
Total Approaches										
Approach	1,000	1,926	161	1,161	0	1,161	164	0	0	1,325
Departure	1,000	1,926	161	1,161	0	1,161	164	0	0	1,325
Total	2,000	3,852	322	2,322	0	2,322	328	0	0	2,650

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
43 Jackson Avenue/Ethanac Road										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	11	78	12	23		23	1	0	0	24
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	2	45	7	9		9	0	0	0	9
EBT	267	423	27	294		294	89	0	0	383
EBR	35	135	17	52		52	0	0	0	52
WBL	0	0	0	0		0	0	0	0	0
WBT	173	451	48	221		221	99	0	0	320
WBR	0	0	0	0		0	2	0	0	2
North Leg										
Approach	11	78	12	23	0	23	1	0	0	24
Departure	2	45	7	9	0	9	2	0	0	11
Total	13	123	19	32	0	32	3	0	0	35
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	35	135	17	52	0	52	0	0	0	52
Total	35	135	17	52	0	52	0	0	0	52
East Leg										
Approach	173	451	48	221	0	221	101	0	0	322
Departure	278	501	39	317	0	317	90	0	0	407
Total	451	952	87	538	0	538	191	0	0	729
West Leg										
Approach	304	603	51	355	0	355	89	0	0	444
Departure	173	451	48	221	0	221	99	0	0	320
Total	477	1,054	99	576	0	576	188	0	0	764
Total Approaches										
Approach	488	1,132	111	599	0	599	191	0	0	790
Departure	488	1,132	111	599	0	599	191	0	0	790
Total	976	2,264	222	1,198	0	1,198	382	0	0	1,580

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
44 Antelope Road/Ethanac Road										
NBL	25	70	8	33		33	0	0	0	33
NBT	0	0	0	0		0	0	0	0	0
NBR	5	51	8	13		13	1	0	0	14
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	278	501	39	317		317	91	0	0	408
EBR	0	0	0	0		0	0	0	0	0
WBL	2	40	7	9		9	2	0	0	11
WBT	148	381	41	189		189	101	0	0	290
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	30	121	16	46	0	46	1	0	0	47
Departure	2	40	7	9	0	9	2	0	0	11
Total	32	161	23	55	0	55	3	0	0	58
East Leg										
Approach	150	421	48	198	0	198	103	0	0	301
Departure	283	552	47	330	0	330	92	0	0	422
Total	433	973	95	528	0	528	195	0	0	723
West Leg										
Approach	278	501	39	317	0	317	91	0	0	408
Departure	173	451	49	222	0	222	101	0	0	323
Total	451	952	88	539	0	539	192	0	0	731
Total Approaches										
Approach	458	1,043	103	561	0	561	195	0	0	756
Departure	458	1,043	103	561	0	561	195	0	0	756
Total	916	2,086	206	1,122	0	1,122	390	0	0	1,512

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
45 Palomar Road/Matthews Road										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	11	242	40	51		51	2	0	0	53
SBT	0	0	0	0		0	0	0	0	0
SBR	73	265	33	106		106	45	0	0	151
EBL	175	351	31	206		206	40	0	0	246
EBT	123	260	24	147		147	52	0	0	199
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	52	164	19	71		71	57	0	0	128
WBR	7	127	21	28		28	2	0	0	30
North Leg										
Approach	84	507	73	157	0	157	47	0	0	204
Departure	182	478	52	234	0	234	42	0	0	276
Total	266	985	125	391	0	391	89	0	0	480
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	59	291	40	99	0	99	59	0	0	158
Departure	134	502	64	198	0	198	54	0	0	252
Total	193	793	104	297	0	297	113	0	0	410
West Leg										
Approach	298	611	55	353	0	353	92	0	0	445
Departure	125	429	52	177	0	177	102	0	0	279
Total	423	1,040	107	530	0	530	194	0	0	724
Total Approaches										
Approach	441	1,409	168	609	0	609	198	0	0	807
Departure	441	1,409	168	609	0	609	198	0	0	807
Total	882	2,818	336	1,218	0	1,218	396	0	0	1,614

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
46 Menifee Road/Watson Road										
NBL	9	11	0	9		9	30	0	0	39
NBT	224	633	71	295		295	197	0	0	492
NBR	40	109	12	52		52	23	0	0	75
SBL	15	188	30	45		45	0	0	0	45
SBT	227	659	75	302		302	184	0	0	486
SBR	11	26	3	14		14	0	0	0	14
EBL	21	85	11	32		32	0	0	0	32
EBT	72	280	36	108		108	0	0	0	108
EBR	8	9	0	8		8	28	0	0	36
WBL	9	51	7	16		16	18	0	0	34
WBT	60	273	37	97		97	0	0	0	97
WBR	9	228	38	47		47	0	0	0	47
North Leg										
Approach	253	873	108	361	0	361	184	0	0	545
Departure	254	946	120	374	0	374	197	0	0	571
Total	507	1,819	228	735	0	735	381	0	0	1,116
South Leg										
Approach	273	753	83	356	0	356	250	0	0	606
Departure	244	719	82	326	0	326	230	0	0	556
Total	517	1,472	165	682	0	682	480	0	0	1,162
East Leg										
Approach	78	552	82	160	0	160	18	0	0	178
Departure	127	577	78	205	0	205	23	0	0	228
Total	205	1,129	160	365	0	365	41	0	0	406
West Leg										
Approach	101	374	47	148	0	148	28	0	0	176
Departure	80	310	40	120	0	120	30	0	0	150
Total	181	684	87	268	0	268	58	0	0	326
Total Approaches										
Approach	705	2,552	320	1,025	0	1,025	480	0	0	1,505
Departure	705	2,552	320	1,025	0	1,025	480	0	0	1,505
Total	1,410	5,104	640	2,050	0	2,050	960	0	0	3,010

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
47 Menifee Road/SR-74										
NBL	83	125	7	90		90	252	0	0	342
NBT	165	440	48	213		213	127	0	0	340
NBR	186	402	38	224		224	258	0	0	482
SBL	84	253	29	113		113	112	0	0	225
SBT	143	428	50	193		193	122	0	0	315
SBR	20	42	4	24		24	0	0	0	24
EBL	47	78	5	52		52	0	0	0	52
EBT	949	1,283	58	1,007		1,007	553	0	0	1560
EBR	64	86	4	68		68	236	0	0	304
WBL	146	377	40	186		186	276	0	0	462
WBT	638	1,151	89	727		727	507	0	0	1234
WBR	69	220	26	95		95	125	0	0	220
North Leg										
Approach	247	723	83	330	0	330	234	0	0	564
Departure	281	738	79	360	0	360	252	0	0	612
Total	528	1,461	162	690	0	690	486	0	0	1,176
South Leg										
Approach	434	967	93	527	0	527	637	0	0	1,164
Departure	353	891	94	447	0	447	634	0	0	1,081
Total	787	1,858	187	974	0	974	1,271	0	0	2,245
East Leg										
Approach	853	1,748	155	1,008	0	1,008	908	0	0	1,916
Departure	1,219	1,938	125	1,344	0	1,344	923	0	0	2,267
Total	2,072	3,686	280	2,352	0	2,352	1,831	0	0	4,183
West Leg										
Approach	1,060	1,447	67	1,127	0	1,127	789	0	0	1,916
Departure	741	1,318	100	841	0	841	759	0	0	1,600
Total	1,801	2,765	167	1,968	0	1,968	1,548	0	0	3,516
Total Approaches										
Approach	2,594	4,885	398	2,992	0	2,992	2,568	0	0	5,560
Departure	2,594	4,885	398	2,992	0	2,992	2,568	0	0	5,560
Total	5,188	9,770	796	5,984	0	5,984	5,136	0	0	11,120

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
48 Menifee Road/Valley Substation Driveway - Biscayne										
NBL	0	0	0	0		0	0	0	0	0
NBT	380	908	92	472		472	575	0	0	1047
NBR	1	1	0	1		1	58	0	0	59
SBL	4	4	0	4		4	44	0	0	48
SBT	340	877	93	433		433	590	0	0	1023
SBR	1	2	0	1		1	0	0	0	1
EBL	0	0	0	0		0	0	0	0	0
EBT	2	2	0	2		2	0	0	0	2
EBR	2	7	1	3		3	0	0	0	3
WBL	11	13	0	11		11	45	0	0	56
WBT	1	1	0	1		1	0	0	0	1
WBR	1	1	0	1		1	61	0	0	62
North Leg										
Approach	345	883	93	438	0	438	634	0	0	1,072
Departure	381	909	92	473	0	473	636	0	0	1,109
Total	726	1,792	185	911	0	911	1,270	0	0	2,181
South Leg										
Approach	381	909	92	473	0	473	633	0	0	1,106
Departure	353	897	94	447	0	447	635	0	0	1,082
Total	734	1,806	186	920	0	920	1,268	0	0	2,188
East Leg										
Approach	13	15	0	13	0	13	106	0	0	119
Departure	7	7	0	7	0	7	102	0	0	109
Total	20	22	0	20	0	20	208	0	0	228
West Leg										
Approach	4	9	1	5	0	5	0	0	0	5
Departure	2	3	0	2	0	2	0	0	0	2
Total	6	12	1	7	0	7	0	0	0	7
Total Approaches										
Approach	743	1,816	186	929	0	929	1,373	0	0	2,302
Departure	743	1,816	186	929	0	929	1,373	0	0	2,302
Total	1,486	3,632	372	1,858	0	1,858	2,746	0	0	4,604

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
49 Menifee Road/McLaughlin Road										
NBL	17	19	0	17		17	0	0	0	17
NBT	375	901	91	466		466	365	0	0	831
NBR	0	0	0	0	0	0	507	6	0	513
SBL	0	0	0	0	0	0	269	0	0	269
SBT	363	937	100	463		463	366	0	0	829
SBR	2	2	0	2		2	0	0	0	2
EBL	6	6	0	6		6	0	0	0	6
EBT	0	0	0	0	0	0	0	0	0	0
EBR	2	3	0	2		2	0	0	0	2
WBL	0	0	0	0	0	0	603	5	0	608
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	263	0	0	263
North Leg										
Approach	365	939	100	465	0	465	635	0	0	1,100
Departure	381	907	91	472	0	472	628	0	0	1,100
Total	746	1,846	191	937	0	937	1,263	0	0	2,200
South Leg										
Approach	392	920	91	483	0	483	872	6	0	1,361
Departure	365	940	100	465	0	465	969	5	0	1,439
Total	757	1,860	191	948	0	948	1,841	11	0	2,800
East Leg										
Approach	0	0	0	0	0	0	866	5	0	871
Departure	0	0	0	0	0	0	776	6	0	782
Total	0	0	0	0	0	0	1,642	11	0	1,653
West Leg										
Approach	8	9	0	8	0	8	0	0	0	8
Departure	19	21	0	19	0	19	0	0	0	19
Total	27	30	0	27	0	27	0	0	0	27
Total Approaches										
Approach	765	1,868	191	956	0	956	2,373	11	0	3,340
Departure	765	1,868	191	956	0	956	2,373	11	0	3,340
Total	1,530	3,737	382	1,912	0	1,912	4,746	22	0	6,680

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
50	**Menifee Road/Project Driveway 1**										
NBL		0	0	0	0		0	0	0	0	0
NBT		392	941	95	487		487	800	0	0	1287
NBR		0	0	0	0		0	71	0	0	71
SBL		0	0	0	0		0	65	5	0	70
SBT		365	940	100	465		465	903	0	0	1368
SBR		0	0	0	0		0	0	0	0	0
EBL		0	0	0	0		0	0	0	0	0
EBT		0	0	0	0		0	0	0	0	0
EBR		0	0	0	0		0	0	0	0	0
WBL		0	0	0	0		0	79	0	0	79
WBT		0	0	0	0		0	0	0	0	0
WBR		0	0	0	0		0	72	6	0	78
North Leg											
	Approach	365	940	100	465	0	465	968	5	0	1,438
	Departure	392	941	95	487	0	487	872	6	0	1,365
	Total	757	1,881	195	952	0	952	1,840	11	0	2,803
South Leg											
	Approach	392	941	95	487	0	487	871	0	0	1,358
	Departure	365	940	100	465	0	465	982	0	0	1,447
	Total	757	1,881	195	952	0	952	1,853	0	0	2,805
East Leg											
	Approach	0	0	0	0	0	0	151	6	0	157
	Departure	0	0	0	0	0	0	136	5	0	141
	Total	0	0	0	0	0	0	287	11	0	298
West Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
Total Approaches											
	Approach	757	1,881	195	952	0	952	1,990	11	0	2,953
	Departure	757	1,881	195	952	0	952	1,990	11	0	2,953
	Total	1,514	3,762	390	1,904	0	1,904	3,980	22	0	5,906

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
51 Menifee Road/Matthews Road										
NBL	31	202	30	61		61	0	0	0	61
NBT	385	916	92	477		477	818	0	0	1295
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	350	871	91	441		441	923	0	0	1364
SBR	12	69	10	22		22	58	0	0	80
EBL	7	25	3	10		10	53	0	0	63
EBT	0	0	0	0		0	0	0	0	0
EBR	103	435	58	161		161	0	0	0	161
WBL	0	0	0	0		0	0	0	0	0
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	362	940	101	463	0	463	981	0	0	1,444
Departure	392	941	95	487	0	487	871	0	0	1,358
Total	754	1,881	196	950	0	950	1,852	0	0	2,802
South Leg										
Approach	416	1,118	122	538	0	538	818	0	0	1,356
Departure	453	1,306	149	602	0	602	923	0	0	1,525
Total	869	2,424	271	1,140	0	1,140	1,741	0	0	2,881
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	110	460	61	171	0	171	53	0	0	224
Departure	43	271	40	83	0	83	58	0	0	141
Total	153	731	101	254	0	254	111	0	0	365
Total Approaches										
Approach	888	2,518	284	1,172	0	1,172	1,852	0	0	3,024
Departure	888	2,518	284	1,172	0	1,172	1,852	0	0	3,024
Total	1,776	5,036	568	2,344	0	2,344	3,704	0	0	6,048

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
52 McKinley/SR-74										
NBL	0	0	0	0		0	141	0	29	170
NBT	0	0	0	0		0	0	0	0	0
NBR	3	13	2	5		5	75	0	30	110
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	1,211	1,927	125	1,336		1,336	785	0	-28	2093
EBR	8	11	1	9		9	139	0	28	176
WBL	5	8	1	6		6	59	0	27	92
WBT	853	1,749	156	1,009		1,009	766	0	-27	1748
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	3	13	2	5	0	5	216	0	59	280
Departure	13	19	2	15	0	15	198	0	55	268
Total	16	32	4	20	0	20	414	0	114	548
East Leg										
Approach	858	1,757	157	1,015	0	1,015	825	0	0	1,840
Departure	1,214	1,940	127	1,341	0	1,341	860	0	2	2,203
Total	2,072	3,697	284	2,356	0	2,356	1,685	0	2	4,043
West Leg										
Approach	1,219	1,938	126	1,345	0	1,345	924	0	0	2,269
Departure	853	1,749	156	1,009	0	1,009	907	0	2	1,918
Total	2,072	3,687	282	2,354	0	2,354	1,831	0	2	4,187
Total Approaches										
Approach	2,080	3,708	285	2,365	0	2,365	1,965	0	59	4,389
Departure	2,080	3,708	285	2,365	0	2,365	1,965	0	59	4,389
Total	4,160	7,416	570	4,730	0	4,730	3,930	0	118	8,778

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
53 Malaga Road - Project Driveway 2/SR-74										
NBL	0	0	0	0		0	615	0	43	658
NBT	0	1	0	0		0	0	0	0	0
NBR	0	0	0	0		0	292	0	51	343
SBL	0	331	58	58		58	0	0	0	58
SBT	0	1	0	0		0	0	0	0	0
SBR	0	377	66	66		66	0	0	0	66
EBL	0	244	42	42		42	0	0	0	42
EBT	1,214	1,696	84	1,298		1,298	312	0	-47	1563
EBR	0	0	0	0		0	548	0	47	595
WBL	0	0	0	0		0	303	0	40	343
WBT	858	1,380	91	949		949	210	0	-40	1119
WBR	0	246	43	43		43	0	0	0	43
North Leg										
Approach	0	709	124	124	0	124	0	0	0	124
Departure	0	491	85	85	0	85	0	0	0	85
Total	0	1,200	209	209	0	209	0	0	0	209
South Leg										
Approach	0	1	0	0	0	0	907	0	94	1,001
Departure	0	1	0	0	0	0	851	0	87	938
Total	0	2	0	0	0	0	1,758	0	181	1,939
East Leg										
Approach	858	1,626	134	992	0	992	513	0	0	1,505
Departure	1,214	2,027	142	1,356	0	1,356	604	0	4	1,964
Total	2,072	3,653	276	2,348	0	2,348	1,117	0	4	3,469
West Leg										
Approach	1,214	1,940	126	1,340	0	1,340	860	0	0	2,200
Departure	858	1,757	157	1,015	0	1,015	825	0	3	1,843
Total	2,072	3,697	283	2,355	0	2,355	1,685	0	3	4,043
Total Approaches										
Approach	2,072	4,276	384	2,456	0	2,456	2,280	0	94	4,830
Departure	2,072	4,276	384	2,456	0	2,456	2,280	0	94	4,830
Total	4,144	8,552	768	4,912	0	4,912	4,560	0	188	9,660

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
54 Project Driveway 3/SR-74										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	74	0	20	94
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	1,214	2,027	141	1,355		1,355	603	0	-19	1939
EBR	0	0	0	0		0	0	0	19	19
WBL	0	0	0	0		0	0	0	0	0
WBT	858	1,626	134	992		992	513	0	0	1505
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	0	0	0	0	0	0	74	0	20	94
Departure	0	0	0	0	0	0	0	0	19	19
Total	0	0	0	0	0	0	74	0	39	113
East Leg										
Approach	858	1,626	134	992	0	992	513	0	0	1,505
Departure	1,214	2,027	141	1,355	0	1,355	677	0	1	2,033
Total	2,072	3,653	275	2,347	0	2,347	1,190	0	1	3,538
West Leg										
Approach	1,214	2,027	141	1,355	0	1,355	603	0	0	1,958
Departure	858	1,626	134	992	0	992	513	0	0	1,505
Total	2,072	3,653	275	2,347	0	2,347	1,116	0	0	3,463
Total Approaches										
Approach	2,072	3,653	275	2,347	0	2,347	1,190	0	20	3,557
Departure	2,072	3,653	275	2,347	0	2,347	1,190	0	20	3,557
Total	4,144	7,306	550	4,694	0	4,694	2,380	0	40	7,114

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
55 Briggs Road/Watson Road										
NBL	42	59	3	45		45	16	0	0	61
NBT	84	96	2	86		86	29	0	0	115
NBR	4	129	22	26		26	4	0	0	30
SBL	0	0	0	0		0	0	0	0	0
SBT	105	221	20	125		125	30	0	0	155
SBR	24	134	19	43		43	0	0	0	43
EBL	40	118	14	54		54	0	0	0	54
EBT	1	156	27	28		28	0	0	0	28
EBR	52	134	14	66		66	19	0	0	85
WBL	3	41	7	10		10	4	0	0	14
WBT	2	72	12	14		14	0	0	0	14
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	129	355	39	168	0	168	30	0	0	198
Departure	124	214	16	140	0	140	29	0	0	169
Total	253	569	55	308	0	308	59	0	0	367
South Leg										
Approach	130	284	27	157	0	157	49	0	0	206
Departure	160	396	41	201	0	201	53	0	0	254
Total	290	680	68	358	0	358	102	0	0	460
East Leg										
Approach	5	113	19	24	0	24	4	0	0	28
Departure	5	285	49	54	0	54	4	0	0	58
Total	10	398	68	78	0	78	8	0	0	86
West Leg										
Approach	93	408	55	148	0	148	19	0	0	167
Departure	68	265	34	102	0	102	16	0	0	118
Total	161	673	89	250	0	250	35	0	0	285
Total Approaches										
Approach	357	1,160	140	497	0	497	102	0	0	599
Departure	357	1,160	140	497	0	497	102	0	0	599
Total	714	2,319	280	994	0	994	204	0	0	1,198

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
56 Briggs Road/SR-74										
NBL	53	243	33	86		86	188	0	0	274
NBT	57	175	21	78		78	22	0	0	100
NBR	56	368	54	110		110	120	0	0	230
SBL	109	185	13	122		122	0	0	0	122
SBT	52	203	26	78		78	28	0	0	106
SBR	46	55	2	48		48	27	0	0	75
EBL	66	75	1	67		67	30	0	0	97
EBT	1,041	1,580	94	1,135		1,135	368	0	0	1503
EBR	107	372	46	153		153	278	0	0	431
WBL	61	351	50	111		111	181	0	0	292
WBT	758	1,328	99	857		857	297	0	0	1154
WBR	63	74	2	65		65	0	0	0	65
North Leg										
Approach	207	443	41	248	0	248	55	0	0	303
Departure	186	324	24	210	0	210	52	0	0	262
Total	393	767	65	458	0	458	107	0	0	565
South Leg										
Approach	166	786	108	274	0	274	330	0	0	604
Departure	220	926	122	342	0	342	487	0	0	829
Total	386	1,712	230	616	0	616	817	0	0	1,433
East Leg										
Approach	882	1,753	151	1,033	0	1,033	478	0	0	1,511
Departure	1,206	2,133	161	1,367	0	1,367	488	0	0	1,855
Total	2,088	3,886	312	2,400	0	2,400	966	0	0	3,366
West Leg										
Approach	1,214	2,027	141	1,355	0	1,355	676	0	0	2,031
Departure	857	1,626	134	991	0	991	512	0	0	1,503
Total	2,071	3,653	275	2,346	0	2,346	1,188	0	0	3,534
Total Approaches										
Approach	2,469	5,009	441	2,910	0	2,910	1,539	0	0	4,449
Departure	2,469	5,009	441	2,910	0	2,910	1,539	0	0	4,449
Total	4,938	10,017	882	5,820	0	5,820	3,078	0	0	8,898

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
57 Briggs Road/Heritage High School Driveway										
NBL	76	100	4	80		80	4	0	0	84
NBT	127	702	100	227		227	330	0	0	557
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	112	798	119	231		231	486	0	0	717
SBR	108	128	3	111		111	0	0	0	111
EBL	39	84	8	47		47	0	0	0	47
EBT	0	0	0	0		0	0	0	0	0
EBR	19	58	7	26		26	7	0	0	33
WBL	0	0	0	0		0	0	0	0	0
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	220	926	122	342	0	342	486	0	0	828
Departure	166	786	108	274	0	274	330	0	0	604
Total	386	1,712	230	616	0	616	816	0	0	1,432
South Leg										
Approach	203	802	104	307	0	307	334	0	0	641
Departure	131	856	126	257	0	257	493	0	0	750
Total	334	1,658	230	564	0	564	827	0	0	1,391
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	58	142	15	73	0	73	7	0	0	80
Departure	184	228	7	191	0	191	4	0	0	195
Total	242	370	22	264	0	264	11	0	0	275
Total Approaches										
Approach	481	1,870	241	722	0	722	827	0	0	1,549
Departure	481	1,870	241	722	0	722	827	0	0	1,549
Total	962	3,740	482	1,444	0	1,444	1,654	0	0	3,098

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
58	**Briggs Road/McLaughlin Road**										
NBL		1	1	0	1	-1	0	118	0	0	118
NBT		204	801	104	308		308	154	0	0	462
NBR		5	47	7	12		12	0	0	0	12
SBL		22	81	10	32		32	7	0	0	39
SBT		126	854	127	253		253	409	0	0	662
SBR		0	0	0	0	0	0	77	0	0	77
EBL		0	0	0	0	0	0	175	0	0	175
EBT		0	0	0	0	0	0	0	0	0	0
EBR		0	0	0	0	0	0	7	0	0	7
WBL		8	49	7	15		15	0	0	0	15
WBT		0	0	0	0	0	0	0	0	0	0
WBR		14	20	1	15		15	7	0	0	22
North Leg											
	Approach	148	935	137	285	0	285	493	0	0	778
	Departure	218	821	105	323	0	323	336	0	0	659
	Total	366	1,756	242	608	0	608	829	0	0	1,437
South Leg											
	Approach	210	849	111	321	-1	320	272	0	0	592
	Departure	134	903	134	268	0	268	416	0	0	684
	Total	344	1,752	245	589	-1	588	688	0	0	1,276
East Leg											
	Approach	22	69	8	30	0	30	7	0	0	37
	Departure	27	128	17	44	0	44	7	0	0	51
	Total	49	197	25	74	0	74	14	0	0	88
West Leg											
	Approach	0	0	0	0	0	0	182	0	0	182
	Departure	1	1	0	1	-1	0	195	0	0	195
	Total	1	1	0	1	-1	0	377	0	0	377
Total Approaches											
	Approach	380	1,853	256	636	-1	635	954	0	0	1,589
	Departure	380	1,853	256	636	-1	635	954	0	0	1,589
	Total	760	3,706	512	1,272	-2	1,270	1,908	0	0	3,178

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
59 Briggs Road/Project Driveway 4										
NBL	0	0	0	0		0	0	0	0	0
NBT	210	849	111	321		321	272	0	0	593
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	134	903	134	268		268	273	0	0	541
SBR	0	0	0	0		0	143	0	0	143
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	64	0	0	64
WBL	0	0	0	0		0	0	0	0	0
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	134	903	134	268	0	268	416	0	0	684
Departure	210	849	111	321	0	321	272	0	0	593
Total	344	1,752	245	589	0	589	688	0	0	1,277
South Leg										
Approach	210	849	111	321	0	321	272	0	0	593
Departure	134	903	134	268	0	268	337	0	0	605
Total	344	1,752	245	589	0	589	609	0	0	1,198
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	0	0	0	0	0	64	0	0	64
Departure	0	0	0	0	0	0	143	0	0	143
Total	0	0	0	0	0	0	207	0	0	207
Total Approaches										
Approach	344	1,752	245	589	0	589	752	0	0	1,341
Departure	344	1,752	245	589	0	589	752	0	0	1,341
Total	688	3,504	490	1,178	0	1,178	1,504	0	0	2,682

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
60	**Briggs Road/Project Driveway 5 - Meadow Oak Street**										
NBL		0	0	0	0		0	136	0	0	136
NBT		193	757	98	291		291	190	0	0	481
NBR		51	58	1	52		52	0	0	0	52
SBL		8	125	20	28		28	9	0	0	37
SBT		126	778	113	239		239	269	0	0	508
SBR		0	0	0	0		0	58	0	0	58
EBL		0	0	0	0		0	74	0	0	74
EBT		0	0	0	0		0	3	0	0	3
EBR		0	0	0	0		0	53	0	0	53
WBL		37	42	1	38		38	0	0	0	38
WBT		0	0	0	0		0	2	0	0	2
WBR		17	92	13	30		30	8	0	0	38
North Leg											
	Approach	134	903	133	267	0	267	336	0	0	603
	Departure	210	849	111	321	0	321	272	0	0	593
	Total	344	1,752	244	588	0	588	608	0	0	1,196
South Leg											
	Approach	244	815	99	343	0	343	326	0	0	669
	Departure	163	820	114	277	0	277	322	0	0	599
	Total	407	1,635	213	620	0	620	648	0	0	1,268
East Leg											
	Approach	54	134	14	68	0	68	10	0	0	78
	Departure	59	183	21	80	0	80	12	0	0	92
	Total	113	317	35	148	0	148	22	0	0	170
West Leg											
	Approach	0	0	0	0	0	0	130	0	0	130
	Departure	0	0	0	0	0	0	196	0	0	196
	Total	0	0	0	0	0	0	326	0	0	326
Total Approaches											
	Approach	432	1,852	246	678	0	678	802	0	0	1,480
	Departure	432	1,852	246	678	0	678	802	0	0	1,480
	Total	864	3,704	492	1,356	0	1,356	1,604	0	0	2,960

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
61 Briggs Road/Project Driveway 6										
NBL	0	0	0	0		0	0	0	0	0
NBT	244	815	99	343		343	326	0	0	669
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	163	820	114	277		277	199	0	0	476
SBR	0	0	0	0		0	124	0	0	124
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	67	0	0	67
WBL	0	0	0	0		0	0	0	0	0
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	163	820	114	277	0	277	323	0	0	600
Departure	244	815	99	343	0	343	326	0	0	669
Total	407	1,635	213	620	0	620	649	0	0	1,269
South Leg										
Approach	244	815	99	343	0	343	326	0	0	669
Departure	163	820	114	277	0	277	266	0	0	543
Total	407	1,635	213	620	0	620	592	0	0	1,212
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	0	0	0	0	0	67	0	0	67
Departure	0	0	0	0	0	0	124	0	0	124
Total	0	0	0	0	0	0	191	0	0	191
Total Approaches										
Approach	407	1,635	213	620	0	620	716	0	0	1,336
Departure	407	1,635	213	620	0	620	716	0	0	1,336
Total	814	3,270	426	1,240	0	1,240	1,432	0	0	2,672

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
62 Briggs Road/Project Driveway 7 - Hillridge Street										
NBL	0	0	0	0		0	148	0	0	148
NBT	244	797	96	340		340	295	0	0	635
NBR	0	185	32	32		32	0	0	0	32
SBL	0	49	9	9		9	0	0	0	9
SBT	163	771	106	269		269	236	0	0	505
SBR	0	0	0	0		0	30	0	0	30
EBL	0	0	0	0		0	31	0	0	31
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	72	0	0	72
WBL	0	97	17	17		17	0	0	0	17
WBT	0	0	0	0		0	0	0	0	0
WBR	0	18	3	3		3	0	0	0	3
North Leg										
Approach	163	820	115	278	0	278	266	0	0	544
Departure	244	815	99	343	0	343	326	0	0	669
Total	407	1,635	214	621	0	621	592	0	0	1,213
South Leg										
Approach	244	982	128	372	0	372	443	0	0	815
Departure	163	868	123	286	0	286	308	0	0	594
Total	407	1,850	251	658	0	658	751	0	0	1,409
East Leg										
Approach	0	115	20	20	0	20	0	0	0	20
Departure	0	234	41	41	0	41	0	0	0	41
Total	0	349	61	61	0	61	0	0	0	61
West Leg										
Approach	0	0	0	0	0	0	103	0	0	103
Departure	0	0	0	0	0	0	178	0	0	178
Total	0	0	0	0	0	0	281	0	0	281
Total Approaches										
Approach	407	1,917	263	670	0	670	812	0	0	1,482
Departure	407	1,917	263	670	0	670	812	0	0	1,482
Total	814	3,834	526	1,340	0	1,340	1,624	0	0	2,964

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
63 Briggs Road/Matthews Road										
NBL	0	0	0	0		0	0	0	0	0
NBT	206	624	73	279		279	415	0	0	694
NBR	54	67	2	56		56	0	0	0	56
SBL	28	352	56	84		84	22	0	0	106
SBT	135	516	66	201		201	286	0	0	487
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	0	0	0	0
WBL	50	59	2	52		52	0	0	0	52
WBT	0	0	0	0		0	0	0	0	0
WBR	38	358	56	94		94	29	0	0	123
North Leg										
Approach	163	868	122	285	0	285	308	0	0	593
Departure	244	982	129	373	0	373	444	0	0	817
Total	407	1,850	251	658	0	658	752	0	0	1,410
South Leg										
Approach	260	691	75	335	0	335	415	0	0	750
Departure	185	575	68	253	0	253	286	0	0	539
Total	445	1,266	143	588	0	588	701	0	0	1,289
East Leg										
Approach	88	417	58	146	0	146	29	0	0	175
Departure	82	419	58	140	0	140	22	0	0	162
Total	170	836	116	286	0	286	51	0	0	337
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	511	1,976	255	766	0	766	752	0	0	1,518
Departure	511	1,976	255	766	0	766	752	0	0	1,518
Total	1,022	3,952	510	1,532	0	1,532	1,504	0	0	3,036

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
65 Murrieta Road/McCall Boulevard										
NBL	2	7	1	3		3	0	0	0	3
NBT	189	298	19	208		208	0	0	0	208
NBR	114	222	19	133		133	14	0	0	147
SBL	85	133	8	93		93	8	0	0	101
SBT	170	515	60	230		230	0	0	0	230
SBR	36	101	11	47		47	0	0	0	47
EBL	27	37	2	29		29	0	0	0	29
EBT	118	201	14	132		132	13	0	0	145
EBR	2	7	1	3		3	0	0	0	3
WBL	193	347	27	220		220	18	0	0	238
WBT	151	252	18	169		169	14	0	0	183
WBR	94	107	2	96		96	8	0	0	104
North Leg										
Approach	291	749	79	370	0	370	8	0	0	378
Departure	310	442	23	333	0	333	8	0	0	341
Total	601	1,191	102	703	0	703	16	0	0	719
South Leg										
Approach	305	527	39	344	0	344	14	0	0	358
Departure	365	869	88	453	0	453	18	0	0	471
Total	670	1,396	127	797	0	797	32	0	0	829
East Leg										
Approach	438	706	47	485	0	485	40	0	0	525
Departure	317	556	41	358	0	358	35	0	0	393
Total	755	1,262	88	843	0	843	75	0	0	918
West Leg										
Approach	147	245	17	164	0	164	13	0	0	177
Departure	189	360	30	219	0	219	14	0	0	233
Total	336	605	47	383	0	383	27	0	0	410
Total Approaches										
Approach	1,181	2,227	182	1,363	0	1,363	75	0	0	1,438
Departure	1,181	2,227	182	1,363	0	1,363	75	0	0	1,438
Total	2,362	4,454	364	2,726	0	2,726	150	0	0	2,876

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
66 Sun City Boulevard/McCall Boulevard										
NBL	76	90	2	78		78	0	0	0	78
NBT	101	111	2	103		103	0	0	0	103
NBR	133	204	12	145		145	14	0	0	159
SBL	81	123	7	88		88	21	0	0	109
SBT	60	68	1	61		61	0	0	0	61
SBR	19	22	1	20		20	0	0	0	20
EBL	31	39	1	32		32	0	0	0	32
EBT	316	550	41	357		357	42	0	0	399
EBR	52	59	1	53		53	0	0	0	53
WBL	257	297	7	264		264	11	0	0	275
WBT	501	717	38	539		539	46	0	0	585
WBR	85	114	5	90		90	23	0	0	113
North Leg										
Approach	160	213	9	169	0	169	21	0	0	190
Departure	217	264	8	225	0	225	23	0	0	248
Total	377	477	17	394	0	394	44	0	0	438
South Leg										
Approach	310	405	16	326	0	326	14	0	0	340
Departure	369	424	9	378	0	378	11	0	0	389
Total	679	829	25	704	0	704	25	0	0	729
East Leg										
Approach	843	1,128	50	893	0	893	80	0	0	973
Departure	530	877	60	590	0	590	77	0	0	667
Total	1,373	2,005	110	1,483	0	1,483	157	0	0	1,640
West Leg										
Approach	399	648	43	442	0	442	42	0	0	484
Departure	596	829	41	637	0	637	46	0	0	683
Total	995	1,477	84	1,079	0	1,079	88	0	0	1,167
Total Approaches										
Approach	1,712	2,394	118	1,830	0	1,830	157	0	0	1,987
Departure	1,712	2,394	118	1,830	0	1,830	157	0	0	1,987
Total	3,424	4,788	236	3,660	0	3,660	314	0	0	3,974

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
67 Bradley Road/McCall Boulevard										
NBL	59	76	3	62		62	0	0	0	62
NBT	61	69	1	62		62	0	0	0	62
NBR	505	746	42	547		547	7	0	0	554
SBL	101	113	2	103		103	7	0	0	110
SBT	49	56	1	50		50	0	0	0	50
SBR	8	9	0	8		8	0	0	0	8
EBL	6	6	0	6		6	0	0	0	6
EBT	528	835	53	581		581	79	0	0	660
EBR	62	98	6	68		68	0	0	0	68
WBL	496	781	50	546		546	7	0	0	553
WBT	770	1,050	49	819		819	83	0	0	902
WBR	110	126	3	113		113	7	0	0	120
North Leg										
Approach	158	179	3	161	0	161	7	0	0	168
Departure	177	202	4	181	0	181	7	0	0	188
Total	335	380	7	342	0	342	14	0	0	356
South Leg										
Approach	625	891	46	671	0	671	7	0	0	678
Departure	607	935	57	664	0	664	7	0	0	671
Total	1,232	1,826	103	1,335	0	1,335	14	0	0	1,349
East Leg										
Approach	1,376	1,957	102	1,478	0	1,478	97	0	0	1,575
Departure	1,134	1,694	97	1,231	0	1,231	93	0	0	1,324
Total	2,510	3,651	199	2,709	0	2,709	190	0	0	2,899
West Leg										
Approach	596	939	59	655	0	655	79	0	0	734
Departure	837	1,135	52	889	0	889	83	0	0	972
Total	1,433	2,075	111	1,544	0	1,544	162	0	0	1,706
Total Approaches										
Approach	2,755	3,966	210	2,965	0	2,965	190	0	0	3,155
Departure	2,755	3,966	210	2,965	0	2,965	190	0	0	3,155
Total	5,510	7,932	420	5,930	0	5,930	380	0	0	6,310

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
68 I-215 SB Ramps/McCall Boulevard										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	374	518	25	399		399	0	0	0	399
SBT	0	0	0	0		0	0	0	0	0
SBR	507	577	12	519		519	0	0	0	519
EBL	0	0	0	0		0	0	0	0	0
EBT	838	1,301	81	919		919	93	0	0	1012
EBR	296	394	17	313		313	0	0	0	313
WBL	294	487	34	328		328	591	0	0	919
WBT	868	1,380	89	957		957	98	0	0	1055
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	881	1,095	37	918	0	918	0	0	0	918
Departure	0	0	0	0	0	0	0	0	0	0
Total	881	1,095	37	918	0	918	0	0	0	918
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	590	881	51	641	0	641	591	0	0	1,232
Total	590	881	51	641	0	641	591	0	0	1,232
East Leg										
Approach	1,162	1,867	123	1,285	0	1,285	689	0	0	1,974
Departure	1,212	1,819	106	1,318	0	1,318	93	0	0	1,411
Total	2,374	3,686	229	2,603	0	2,603	782	0	0	3,385
West Leg										
Approach	1,134	1,695	98	1,232	0	1,232	93	0	0	1,325
Departure	1,375	1,957	101	1,476	0	1,476	98	0	0	1,574
Total	2,509	3,652	199	2,708	0	2,708	191	0	0	2,899
Total Approaches										
Approach	3,177	4,657	258	3,435	0	3,435	782	0	0	4,217
Departure	3,177	4,657	258	3,435	0	3,435	782	0	0	4,217
Total	6,354	9,314	516	6,870	0	6,870	1,564	0	0	8,434

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
69 I-215 NB Ramps/McCall Boulevard										
NBL	407	462	10	417		417	0	0	0	417
NBT	5	5	0	5		5	0	0	0	5
NBR	566	752	32	598		598	643	0	0	1241
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	301	364	11	312		312	0	0	0	312
EBT	911	1,455	95	1,006		1,006	93	0	0	1099
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	755	1,405	113	868		868	691	0	0	1559
WBR	205	364	28	233		233	0	0	0	233
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	511	733	39	550	0	550	0	0	0	550
Total	511	733	39	550	0	550	0	0	0	550
South Leg										
Approach	978	1,219	42	1,020	0	1,020	643	0	0	1,663
Departure	0	0	0	0	0	0	0	0	0	0
Total	978	1,219	42	1,020	0	1,020	643	0	0	1,663
East Leg										
Approach	960	1,769	141	1,101	0	1,101	691	0	0	1,792
Departure	1,477	2,207	127	1,604	0	1,604	736	0	0	2,340
Total	2,437	3,976	268	2,705	0	2,705	1,427	0	0	4,132
West Leg										
Approach	1,212	1,819	106	1,318	0	1,318	93	0	0	1,411
Departure	1,162	1,867	123	1,285	0	1,285	691	0	0	1,976
Total	2,374	3,686	229	2,603	0	2,603	784	0	0	3,387
Total Approaches										
Approach	3,150	4,807	289	3,439	0	3,439	1,427	0	0	4,866
Departure	3,150	4,807	289	3,439	0	3,439	1,427	0	0	4,866
Total	6,300	9,615	578	6,878	0	6,878	2,854	0	0	9,732

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
70 Encanto Drive/McCall Boulevard										
NBL	150	164	2	152		152	0	0	0	152
NBT	21	27	1	22		22	0	0	0	22
NBR	24	27	1	25		25	3	0	0	28
SBL	30	72	7	37		37	0	0	0	37
SBT	17	23	1	18		18	0	0	0	18
SBR	133	347	37	170		170	0	0	0	170
EBL	150	291	25	175		175	0	0	0	175
EBT	1,095	1,660	98	1,193		1,193	736	0	0	1929
EBR	231	255	4	235		235	0	0	0	235
WBL	32	37	1	33		33	4	0	0	37
WBT	676	1,258	101	777		777	691	0	0	1468
WBR	20	44	4	24		24	0	0	0	24
North Leg										
Approach	180	442	45	225	0	225	0	0	0	225
Departure	191	362	30	221	0	221	0	0	0	221
Total	371	804	75	446	0	446	0	0	0	446
South Leg										
Approach	195	218	4	199	0	199	3	0	0	202
Departure	280	315	6	286	0	286	4	0	0	290
Total	475	534	10	485	0	485	7	0	0	492
East Leg										
Approach	728	1,339	106	834	0	834	695	0	0	1,529
Departure	1,149	1,759	106	1,255	0	1,255	739	0	0	1,994
Total	1,877	3,098	212	2,089	0	2,089	1,434	0	0	3,523
West Leg										
Approach	1,476	2,206	127	1,603	0	1,603	736	0	0	2,339
Departure	959	1,769	140	1,099	0	1,099	691	0	0	1,790
Total	2,435	3,975	267	2,702	0	2,702	1,427	0	0	4,129
Total Approaches										
Approach	2,579	4,206	282	2,861	0	2,861	1,434	0	0	4,295
Departure	2,579	4,206	282	2,861	0	2,861	1,434	0	0	4,295
Total	5,158	8,411	564	5,722	0	5,722	2,868	0	0	8,590

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
71 Sherman Road/McCall Boulevard										
NBL	76	95	3	79		79	0	0	0	79
NBT	11	15	1	12		12	0	0	0	12
NBR	16	39	4	20		20	16	0	0	36
SBL	23	73	9	32		32	2	0	0	34
SBT	10	25	3	13		13	0	0	0	13
SBR	22	36	2	24		24	0	0	0	24
EBL	83	95	2	85		85	0	0	0	85
EBT	998	1,661	115	1,113		1,113	739	0	0	1852
EBR	75	100	4	79		79	0	0	0	79
WBL	20	61	7	27		27	21	0	0	48
WBT	593	1,159	98	691		691	695	0	0	1386
WBR	23	49	5	28		28	3	0	0	31
North Leg										
Approach	55	134	14	69	0	69	2	0	0	71
Departure	117	159	8	125	0	125	3	0	0	128
Total	172	293	22	194	0	194	5	0	0	199
South Leg										
Approach	103	149	8	111	0	111	16	0	0	127
Departure	105	186	14	119	0	119	21	0	0	140
Total	208	335	22	230	0	230	37	0	0	267
East Leg										
Approach	636	1,269	110	746	0	746	719	0	0	1,465
Departure	1,037	1,773	128	1,165	0	1,165	757	0	0	1,922
Total	1,673	3,042	238	1,911	0	1,911	1,476	0	0	3,387
West Leg										
Approach	1,156	1,856	121	1,277	0	1,277	739	0	0	2,016
Departure	691	1,290	103	794	0	794	695	0	0	1,489
Total	1,847	3,146	224	2,071	0	2,071	1,434	0	0	3,505
Total Approaches										
Approach	1,950	3,408	253	2,203	0	2,203	1,476	0	0	3,679
Departure	1,950	3,408	253	2,203	0	2,203	1,476	0	0	3,679
Total	3,900	6,815	506	4,406	0	4,406	2,952	0	0	7,358

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
72 Antelope Road/McCall Boulevard										
NBL	23	47	4	27		27	0	0	0	27
NBT	2	6	1	3		3	0	0	0	3
NBR	30	82	9	39		39	3	0	0	42
SBL	6	47	7	13		13	7	0	0	20
SBT	3	30	5	8		8	0	0	0	8
SBR	41	237	34	75		75	0	0	0	75
EBL	56	110	9	65		65	0	0	0	65
EBT	824	1,452	109	933		933	765	0	0	1698
EBR	47	105	10	57		57	0	0	0	57
WBL	21	63	7	28		28	4	0	0	32
WBT	561	979	73	634		634	724	0	0	1358
WBR	8	21	2	10		10	4	0	0	14
North Leg										
Approach	50	314	46	96	0	96	7	0	0	103
Departure	66	137	12	78	0	78	4	0	0	82
Total	116	451	58	174	0	174	11	0	0	185
South Leg										
Approach	55	135	14	69	0	69	3	0	0	72
Departure	71	198	22	93	0	93	4	0	0	97
Total	126	333	36	162	0	162	7	0	0	169
East Leg										
Approach	590	1,063	82	672	0	672	732	0	0	1,404
Departure	860	1,581	125	985	0	985	775	0	0	1,760
Total	1,450	2,644	207	1,657	0	1,657	1,507	0	0	3,164
West Leg										
Approach	927	1,667	128	1,055	0	1,055	765	0	0	1,820
Departure	625	1,263	111	736	0	736	724	0	0	1,460
Total	1,552	2,930	239	1,791	0	1,791	1,489	0	0	3,280
Total Approaches										
Approach	1,622	3,179	270	1,892	0	1,892	1,507	0	0	3,399
Departure	1,622	3,179	270	1,892	0	1,892	1,507	0	0	3,399
Total	3,244	6,358	540	3,784	0	3,784	3,014	0	0	6,798

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
73 Junipero Road/McCall Boulevard										
NBL	4	5	0	4		4	0	0	0	4
NBT	0	0	0	0		0	0	0	0	0
NBR	1	2	0	1		1	0	0	0	1
SBL	8	71	11	19		19	0	0	0	19
SBT	0	0	0	0		0	0	0	0	0
SBR	34	198	29	63		63	0	0	0	63
EBL	19	135	20	39		39	0	0	0	39
EBT	735	1,320	102	837		837	785	0	0	1622
EBR	4	7	1	5		5	0	0	0	5
WBL	0	0	0	0		0	0	0	0	0
WBT	531	882	61	592		592	740	0	0	1332
WBR	10	100	16	26		26	0	0	0	26
North Leg										
Approach	42	269	40	82	0	82	0	0	0	82
Departure	29	235	36	65	0	65	0	0	0	65
Total	71	504	76	147	0	147	0	0	0	147
South Leg										
Approach	5	7	0	5	0	5	0	0	0	5
Departure	4	7	1	5	0	5	0	0	0	5
Total	9	14	1	10	0	10	0	0	0	10
East Leg										
Approach	541	982	77	618	0	618	740	0	0	1,358
Departure	744	1,393	113	857	0	857	785	0	0	1,642
Total	1,285	2,375	190	1,475	0	1,475	1,525	0	0	3,000
West Leg										
Approach	758	1,462	123	881	0	881	785	0	0	1,666
Departure	569	1,085	90	659	0	659	740	0	0	1,399
Total	1,327	2,547	213	1,540	0	1,540	1,525	0	0	3,065
Total Approaches										
Approach	1,346	2,720	240	1,586	0	1,586	1,525	0	0	3,111
Departure	1,346	2,720	240	1,586	0	1,586	1,525	0	0	3,111
Total	2,692	5,440	480	3,172	0	3,172	3,050	0	0	6,222

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
74 Menifee Road/McCall Boulevard										
NBL	150	234	15	165		165	0	0	0	165
NBT	244	729	84	328		328	207	0	0	535
NBR	39	147	19	58		58	0	0	0	58
SBL	51	254	35	86		86	67	0	0	153
SBT	175	553	66	241		241	251	0	0	492
SBR	157	325	29	186		186	598	0	0	784
EBL	187	324	24	211		211	547	0	0	758
EBT	378	822	77	455		455	238	0	0	693
EBR	179	247	12	191		191	0	0	0	191
WBL	20	56	6	26		26	0	0	0	26
WBT	234	423	33	267		267	142	0	0	409
WBR	27	94	12	39		39	55	0	0	94
North Leg										
Approach	383	1,132	130	513	0	513	916	0	0	1,429
Departure	458	1,147	120	578	0	578	809	0	0	1,387
Total	841	2,279	250	1,091	0	1,091	1,725	0	0	2,816
South Leg										
Approach	433	1,110	118	551	0	551	207	0	0	758
Departure	374	856	84	458	0	458	251	0	0	709
Total	807	1,966	202	1,009	0	1,009	458	0	0	1,467
East Leg										
Approach	281	573	51	332	0	332	197	0	0	529
Departure	468	1,223	131	599	0	599	305	0	0	904
Total	749	1,796	182	931	0	931	502	0	0	1,433
West Leg										
Approach	744	1,393	113	857	0	857	785	0	0	1,642
Departure	541	982	77	618	0	618	740	0	0	1,358
Total	1,285	2,375	190	1,475	0	1,475	1,525	0	0	3,000
Total Approaches										
Approach	1,841	4,208	412	2,253	0	2,253	2,105	0	0	4,358
Departure	1,841	4,208	412	2,253	0	2,253	2,105	0	0	4,358
Total	3,682	8,416	824	4,506	0	4,506	4,210	0	0	8,716

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
75 Heritage Lake Drive (West)/McCall Boulevard										
NBL	64	72	1	65		65	25	0	0	90
NBT	14	16	0	14		14	0	0	0	14
NBR	18	46	5	23		23	10	0	0	33
SBL	8	23	3	11		11	2	0	0	13
SBT	15	17	0	15		15	0	0	0	15
SBR	38	43	1	39		39	0	0	0	39
EBL	42	47	1	43		43	0	0	0	43
EBT	311	1,046	128	439		439	276	0	0	715
EBR	115	130	3	118		118	31	0	0	149
WBL	22	53	5	27		27	7	0	0	34
WBT	179	457	48	227		227	172	0	0	399
WBR	8	20	2	10		10	2	0	0	12
North Leg										
Approach	61	83	4	65	0	65	2	0	0	67
Departure	64	83	3	67	0	67	2	0	0	69
Total	125	166	7	132	0	132	4	0	0	136
South Leg										
Approach	96	134	6	102	0	102	35	0	0	137
Departure	152	200	8	160	0	160	38	0	0	198
Total	248	334	14	262	0	262	73	0	0	335
East Leg										
Approach	209	530	55	264	0	264	181	0	0	445
Departure	337	1,115	136	473	0	473	288	0	0	761
Total	546	1,645	191	737	0	737	469	0	0	1,206
West Leg										
Approach	468	1,223	132	600	0	600	307	0	0	907
Departure	281	573	50	331	0	331	197	0	0	528
Total	749	1,796	182	931	0	931	504	0	0	1,435
Total Approaches										
Approach	834	1,971	197	1,031	0	1,031	525	0	0	1,556
Departure	834	1,971	197	1,031	0	1,031	525	0	0	1,556
Total	1,668	3,941	394	2,062	0	2,062	1,050	0	0	3,112

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
76 Heritage Lake Drive (East)/McCall Boulevard										
NBL	47	188	25	72		72	17	0	0	89
NBT	18	26	1	19		19	0	0	0	19
NBR	14	94	14	28		28	28	0	0	56
SBL	21	24	1	22		22	1	0	0	23
SBT	19	29	2	21		21	0	0	0	21
SBR	20	23	1	21		21	0	0	0	21
EBL	34	39	1	35		35	0	0	0	35
EBT	176	618	77	253		253	259	0	0	512
EBR	71	392	56	127		127	22	0	0	149
WBL	10	77	12	22		22	28	0	0	50
WBT	121	353	40	161		161	160	0	0	321
WBR	18	20	0	18		18	2	0	0	20
North Leg										
Approach	60	76	4	64	0	64	1	0	0	65
Departure	70	85	2	72	0	72	2	0	0	74
Total	130	161	6	136	0	136	3	0	0	139
South Leg										
Approach	79	308	40	119	0	119	45	0	0	164
Departure	100	498	70	170	0	170	50	0	0	220
Total	179	806	110	289	0	289	95	0	0	384
East Leg										
Approach	149	450	52	201	0	201	190	0	0	391
Departure	211	736	92	303	0	303	288	0	0	591
Total	360	1,186	144	504	0	504	478	0	0	982
West Leg										
Approach	281	1,049	134	415	0	415	281	0	0	696
Departure	188	564	66	254	0	254	177	0	0	431
Total	469	1,613	200	669	0	669	458	0	0	1,127
Total Approaches										
Approach	569	1,883	230	799	0	799	517	0	0	1,316
Departure	569	1,883	230	799	0	799	517	0	0	1,316
Total	1,138	3,766	460	1,598	0	1,598	1,034	0	0	2,632

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
77	**Briggs Road/McCall Boulevard**										
NBL		35	213	31	66		66	0	0	0	66
NBT		104	498	69	173		173	120	0	0	293
NBR		0	0	0	0		0	0	0	0	0
SBL		0	0	0	0		0	0	0	0	0
SBT		67	541	82	149		149	88	0	0	237
SBR		106	232	22	128		128	188	0	0	316
EBL		169	339	30	199		199	290	0	0	489
EBT		0	0	0	0		0	0	0	0	0
EBR		42	397	62	104		104	0	0	0	104
WBL		0	0	0	0		0	0	0	0	0
WBT		0	0	0	0		0	0	0	0	0
WBR		0	0	0	0		0	0	0	0	0
North Leg											
	Approach	173	773	104	277	0	277	276	0	0	553
	Departure	273	837	99	372	0	372	410	0	0	782
	Total	446	1,610	203	649	0	649	686	0	0	1,335
South Leg											
	Approach	139	711	100	239	0	239	120	0	0	359
	Departure	109	938	144	253	0	253	88	0	0	341
	Total	248	1,649	244	492	0	492	208	0	0	700
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
West Leg											
	Approach	211	736	92	303	0	303	290	0	0	593
	Departure	141	445	53	194	0	194	188	0	0	382
	Total	352	1,181	145	497	0	497	478	0	0	975
Total Approaches											
	Approach	523	2,220	296	819	0	819	686	0	0	1,505
	Departure	523	2,220	296	819	0	819	686	0	0	1,505
	Total	1,046	4,440	592	1,638	0	1,638	1,372	0	0	3,010

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
78 Menifee Road/Coastline Avenue										
NBL	0	0	0	0		0	0	0	0	0
NBT	446	1,111	116	562		562	191	0	0	753
NBR	74	104	5	79		79	0	0	0	79
SBL	31	34	1	32		32	19	0	0	51
SBT	350	838	85	435		435	232	0	0	667
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	0	0	0	0
WBL	48	69	4	52		52	0	0	0	52
WBT	0	0	0	0		0	0	0	0	0
WBR	10	12	0	10		10	14	0	0	24
North Leg										
Approach	381	872	86	467	0	467	251	0	0	718
Departure	456	1,123	116	572	0	572	205	0	0	777
Total	837	1,995	202	1,039	0	1,039	456	0	0	1,495
South Leg										
Approach	520	1,215	121	641	0	641	191	0	0	832
Departure	398	907	89	487	0	487	232	0	0	719
Total	918	2,122	210	1,128	0	1,128	423	0	0	1,551
East Leg										
Approach	58	81	4	62	0	62	14	0	0	76
Departure	105	138	6	111	0	111	19	0	0	130
Total	163	219	10	173	0	173	33	0	0	206
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	959	2,168	211	1,170	0	1,170	456	0	0	1,626
Departure	959	2,168	211	1,170	0	1,170	456	0	0	1,626
Total	1,918	4,336	422	2,340	0	2,340	912	0	0	3,252

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
79 Menifee Road/Simpson Road										
NBL	0	0	0	0		0	0	0	0	0
NBT	364	761	69	433		433	162	0	0	595
NBR	146	261	20	166		166	83	0	0	249
SBL	133	317	32	165		165	39	0	0	204
SBT	265	590	57	322		322	193	0	0	515
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	0	0	0	0
WBL	114	265	26	140		140	53	0	0	193
WBT	0	0	0	0		0	0	0	0	0
WBR	156	454	52	208		208	29	0	0	237
North Leg										
Approach	398	907	89	487	0	487	232	0	0	719
Departure	520	1,215	121	641	0	641	191	0	0	832
Total	918	2,122	210	1,128	0	1,128	423	0	0	1,551
South Leg										
Approach	510	1,022	89	599	0	599	245	0	0	844
Departure	379	855	83	462	0	462	246	0	0	708
Total	889	1,877	172	1,061	0	1,061	491	0	0	1,552
East Leg										
Approach	270	719	78	348	0	348	82	0	0	430
Departure	279	578	52	331	0	331	122	0	0	453
Total	549	1,297	130	679	0	679	204	0	0	883
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	1,178	2,648	256	1,434	0	1,434	559	0	0	1,993
Departure	1,178	2,648	256	1,434	0	1,434	559	0	0	1,993
Total	2,356	5,296	512	2,868	0	2,868	1,118	0	0	3,986

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
80 Lindenberger Road/Simpson Road										
NBL	45	230	32	77		77	16	0	0	93
NBT	90	102	2	92		92	0	0	0	92
NBR	82	93	2	84		84	9	0	0	93
SBL	14	16	0	14		14	0	0	0	14
SBT	63	71	1	64		64	0	0	0	64
SBR	38	102	11	49		49	0	0	0	49
EBL	42	62	3	45		45	0	0	0	45
EBT	193	303	19	212		212	105	0	0	317
EBR	29	182	27	56		56	20	0	0	76
WBL	44	50	1	45		45	8	0	0	53
WBT	193	396	35	228		228	71	0	0	299
WBR	35	40	1	36		36	0	0	0	36
North Leg										
Approach	115	189	12	127	0	127	0	0	0	127
Departure	167	204	6	173	0	173	0	0	0	173
Total	282	393	18	300	0	300	0	0	0	300
South Leg										
Approach	217	425	36	253	0	253	25	0	0	278
Departure	136	304	29	165	0	165	28	0	0	193
Total	353	729	65	418	0	418	53	0	0	471
East Leg										
Approach	272	486	37	309	0	309	79	0	0	388
Departure	289	412	21	310	0	310	114	0	0	424
Total	561	899	58	619	0	619	193	0	0	812
West Leg										
Approach	264	547	49	313	0	313	125	0	0	438
Departure	276	728	78	354	0	354	87	0	0	441
Total	540	1,275	127	667	0	667	212	0	0	879
Total Approaches										
Approach	868	1,648	134	1,002	0	1,002	229	0	0	1,231
Departure	868	1,648	134	1,002	0	1,002	229	0	0	1,231
Total	1,736	3,296	268	2,004	0	2,004	458	0	0	2,462

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
81 Briggs Road/Simpson Road										
NBL	35	82	14	49		49	0	0	0	49
NBT	67	452	114	181		181	0	0	0	181
NBR	50	301	74	124		124	0	0	0	124
SBL	58	66	1	59		59	7	0	0	66
SBT	75	619	161	236		236	0	0	0	236
SBR	59	79	3	62		62	65	0	0	127
EBL	85	97	2	87		87	96	0	0	183
EBT	199	226	5	204		204	19	0	0	223
EBR	47	71	7	54		54	0	0	0	54
WBL	62	305	72	134		134	0	0	0	134
WBT	233	282	9	242		242	14	0	0	256
WBR	74	141	12	86		86	7	0	0	93
North Leg										
Approach	192	764	165	357	0	357	72	0	0	429
Departure	226	690	128	354	0	354	103	0	0	457
Total	418	1,454	293	711	0	711	175	0	0	886
South Leg										
Approach	152	835	202	354	0	354	0	0	0	354
Departure	184	995	240	424	0	424	0	0	0	424
Total	336	1,830	442	778	0	778	0	0	0	778
East Leg										
Approach	369	728	93	462	0	462	21	0	0	483
Departure	307	593	80	387	0	387	26	0	0	413
Total	676	1,321	173	849	0	849	47	0	0	896
West Leg										
Approach	331	393	14	345	0	345	115	0	0	460
Departure	327	443	26	353	0	353	79	0	0	432
Total	658	836	40	698	0	698	194	0	0	892
Total Approaches										
Approach	1,044	2,721	474	1,518	0	1,518	208	0	0	1,726
Departure	1,044	2,721	474	1,518	0	1,518	208	0	0	1,726
Total	2,088	5,441	948	3,036	0	3,036	416	0	0	3,452

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
82 Menifee Road/Aldergate Drive - Carnelian Way										
NBL	12	14	0	12		12	0	0	0	12
NBT	519	1,081	98	617		617	202	0	0	819
NBR	33	38	1	34		34	0	0	0	34
SBL	18	49	5	23		23	0	0	0	23
SBT	363	747	67	430		430	199	0	0	629
SBR	7	18	2	9		9	31	0	0	40
EBL	11	26	3	14		14	29	0	0	43
EBT	0	0	0	0		0	0	0	0	0
EBR	11	13	0	11		11	0	0	0	11
WBL	38	43	1	39		39	0	0	0	39
WBT	0	0	0	0		0	0	0	0	0
WBR	10	52	7	17		17	0	0	0	17
North Leg										
Approach	388	814	74	462	0	462	230	0	0	692
Departure	540	1,159	108	648	0	648	231	0	0	879
Total	928	1,973	182	1,110	0	1,110	461	0	0	1,571
South Leg										
Approach	564	1,132	99	663	0	663	202	0	0	865
Departure	412	803	68	480	0	480	199	0	0	679
Total	976	1,935	167	1,143	0	1,143	401	0	0	1,544
East Leg										
Approach	48	95	8	56	0	56	0	0	0	56
Departure	51	87	6	57	0	57	0	0	0	57
Total	99	182	14	113	0	113	0	0	0	113
West Leg										
Approach	22	39	3	25	0	25	29	0	0	54
Departure	19	32	2	21	0	21	31	0	0	52
Total	41	70	5	46	0	46	60	0	0	106
Total Approaches										
Approach	1,022	2,080	184	1,206	0	1,206	461	0	0	1,667
Departure	1,022	2,080	184	1,206	0	1,206	461	0	0	1,667
Total	2,044	4,160	368	2,412	0	2,412	922	0	0	3,334

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
83 Goetz Road - Buckstone Lane/Railroad Canyon Road - Newport Road										
NBL	7	9	0	7		7	0	0	0	7
NBT	5	5	0	5		5	0	0	0	5
NBR	6	6	0	6		6	0	0	0	6
SBL	273	301	5	278		278	6	0	0	284
SBT	0	0	0	0		0	0	0	0	0
SBR	366	689	56	422		422	0	0	0	422
EBL	558	836	48	606		606	0	0	0	606
EBT	985	1,283	52	1,037		1,037	31	0	0	1068
EBR	9	11	0	9		9	0	0	0	9
WBL	21	24	1	22		22	0	0	0	22
WBT	814	1,253	76	890		890	29	0	0	919
WBR	339	384	8	347		347	10	0	0	357
North Leg										
Approach	639	990	61	700	0	700	6	0	0	706
Departure	902	1,226	56	958	0	958	10	0	0	968
Total	1,541	2,216	117	1,658	0	1,658	16	0	0	1,674
South Leg										
Approach	18	21	0	18	0	18	0	0	0	18
Departure	30	35	1	31	0	31	0	0	0	31
Total	48	56	1	49	0	49	0	0	0	49
East Leg										
Approach	1,174	1,661	85	1,259	0	1,259	39	0	0	1,298
Departure	1,264	1,590	57	1,321	0	1,321	37	0	0	1,358
Total	2,438	3,252	142	2,580	0	2,580	76	0	0	2,656
West Leg										
Approach	1,552	2,130	100	1,652	0	1,652	31	0	0	1,683
Departure	1,187	1,951	132	1,319	0	1,319	29	0	0	1,348
Total	2,739	4,081	232	2,971	0	2,971	60	0	0	3,031
Total Approaches										
Approach	3,383	4,802	246	3,629	0	3,629	76	0	0	3,705
Departure	3,383	4,802	246	3,629	0	3,629	76	0	0	3,705
Total	6,766	9,604	492	7,258	0	7,258	152	0	0	7,410

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
84	**Berea Road - Murphy Ranch Road/Newport Road**										
NBL		76	86	2	78		78	0	0	0	78
NBT		5	5	0	5		5	0	0	0	5
NBR		40	46	1	41		41	0	0	0	41
SBL		196	398	35	231		231	7	0	0	238
SBT		30	39	2	32		32	0	0	0	32
SBR		29	48	3	32		32	0	0	0	32
EBL		41	49	1	42		42	0	0	0	42
EBT		1,221	1,551	57	1,278		1,278	36	0	0	1314
EBR		66	75	1	67		67	0	0	0	67
WBL		18	20	0	18		18	0	0	0	18
WBT		1,168	1,626	80	1,248		1,248	39	0	0	1287
WBR		345	558	37	382		382	4	0	0	386
North Leg											
	Approach	255	485	40	295	0	295	7	0	0	302
	Departure	391	612	38	429	0	429	4	0	0	433
	Total	646	1,097	78	724	0	724	11	0	0	735
South Leg											
	Approach	121	137	3	124	0	124	0	0	0	124
	Departure	114	134	3	117	0	117	0	0	0	117
	Total	235	271	6	241	0	241	0	0	0	241
East Leg											
	Approach	1,531	2,204	117	1,648	0	1,648	43	0	0	1,691
	Departure	1,457	1,995	93	1,550	0	1,550	43	0	0	1,593
	Total	2,988	4,199	210	3,198	0	3,198	86	0	0	3,284
West Leg											
	Approach	1,328	1,675	59	1,387	0	1,387	36	0	0	1,423
	Departure	1,273	1,760	85	1,358	0	1,358	39	0	0	1,397
	Total	2,601	3,435	144	2,745	0	2,745	75	0	0	2,820
Total Approaches											
	Approach	3,235	4,501	219	3,454	0	3,454	86	0	0	3,540
	Departure	3,235	4,501	219	3,454	0	3,454	86	0	0	3,540
	Total	6,470	9,002	438	6,908	0	6,908	172	0	0	7,080

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
85 Murrieta Road/Newport Road										
NBL	294	507	37	331		331	0	0	0	331
NBT	137	407	47	184		184	0	0	0	184
NBR	170	267	17	187		187	13	0	0	200
SBL	94	208	20	114		114	0	0	0	114
SBT	57	211	27	84		84	0	0	0	84
SBR	244	592	61	305		305	0	0	0	305
EBL	190	398	36	226		226	0	0	0	226
EBT	1,327	1,472	25	1,352		1,352	43	0	0	1395
EBR	223	415	33	256		256	0	0	0	256
WBL	218	376	27	245		245	14	0	0	259
WBT	1,029	1,159	23	1,052		1,052	43	0	0	1095
WBR	62	120	10	72		72	0	0	0	72
North Leg										
Approach	395	1,011	108	503	0	503	0	0	0	503
Departure	389	925	93	482	0	482	0	0	0	482
Total	784	1,936	201	985	0	985	0	0	0	985
South Leg										
Approach	601	1,181	101	702	0	702	13	0	0	715
Departure	498	1,002	87	585	0	585	14	0	0	599
Total	1,099	2,183	188	1,287	0	1,287	27	0	0	1,314
East Leg										
Approach	1,309	1,655	60	1,369	0	1,369	57	0	0	1,426
Departure	1,591	1,947	62	1,653	0	1,653	56	0	0	1,709
Total	2,900	3,602	122	3,022	0	3,022	113	0	0	3,135
West Leg										
Approach	1,740	2,285	94	1,834	0	1,834	43	0	0	1,877
Departure	1,567	2,258	121	1,688	0	1,688	43	0	0	1,731
Total	3,307	4,543	215	3,522	0	3,522	86	0	0	3,608
Total Approaches										
Approach	4,045	6,132	363	4,408	0	4,408	113	0	0	4,521
Departure	4,045	6,132	363	4,408	0	4,408	113	0	0	4,521
Total	8,090	12,264	726	8,816	0	8,816	226	0	0	9,042

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
86	**Evans Road/Newport Road**										
NBL		334	379	8	342		342	0	0	0	342
NBT		55	62	1	56		56	0	0	0	56
NBR		54	65	2	56		56	0	0	0	56
SBL		47	75	5	52		52	7	0	0	59
SBT		18	27	2	20		20	0	0	0	20
SBR		20	27	1	21		21	0	0	0	21
EBL		24	27	1	25		25	0	0	0	25
EBT		1,397	1,738	59	1,456		1,456	59	0	0	1515
EBR		198	234	6	204		204	0	0	0	204
WBL		51	72	4	55		55	0	0	0	55
WBT		1,348	1,682	58	1,406		1,406	60	0	0	1466
WBR		54	61	1	55		55	4	0	0	59
North Leg											
	Approach	85	129	8	93	0	93	7	0	0	100
	Departure	133	150	3	136	0	136	4	0	0	140
	Total	218	279	11	229	0	229	11	0	0	240
South Leg											
	Approach	443	506	11	454	0	454	0	0	0	454
	Departure	267	333	12	279	0	279	0	0	0	279
	Total	710	839	23	733	0	733	0	0	0	733
East Leg											
	Approach	1,453	1,815	63	1,516	0	1,516	64	0	0	1,580
	Departure	1,498	1,878	66	1,564	0	1,564	66	0	0	1,630
	Total	2,951	3,693	129	3,080	0	3,080	130	0	0	3,210
West Leg											
	Approach	1,619	1,999	66	1,685	0	1,685	59	0	0	1,744
	Departure	1,702	2,088	67	1,769	0	1,769	60	0	0	1,829
	Total	3,321	4,087	133	3,454	0	3,454	119	0	0	3,573
Total Approaches											
	Approach	3,600	4,449	148	3,748	0	3,748	130	0	0	3,878
	Departure	3,600	4,449	148	3,748	0	3,748	130	0	0	3,878
	Total	7,200	8,898	296	7,496	0	7,496	260	0	0	7,756

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
87 Bradley Road/Newport Road										
NBL	156	269	20	176		176	0	0	0	176
NBT	232	338	18	250		250	0	0	0	250
NBR	185	214	5	190		190	13	0	0	203
SBL	282	307	4	286		286	7	0	0	293
SBT	218	329	19	237		237	0	0	0	237
SBR	114	185	12	126		126	0	0	0	126
EBL	172	257	15	187		187	0	0	0	187
EBT	1,098	1,302	35	1,133		1,133	75	0	0	1208
EBR	138	227	15	153		153	0	0	0	153
WBL	261	296	6	267		267	17	0	0	284
WBT	1,154	1,336	32	1,186		1,186	71	0	0	1257
WBR	360	408	8	368		368	7	0	0	375
North Leg										
Approach	614	821	35	649	0	649	7	0	0	656
Departure	764	1,003	41	805	0	805	7	0	0	812
Total	1,378	1,824	76	1,454	0	1,454	14	0	0	1,468
South Leg										
Approach	573	821	43	616	0	616	13	0	0	629
Departure	617	852	40	657	0	657	17	0	0	674
Total	1,190	1,673	83	1,273	0	1,273	30	0	0	1,303
East Leg										
Approach	1,775	2,041	46	1,821	0	1,821	95	0	0	1,916
Departure	1,565	1,823	44	1,609	0	1,609	95	0	0	1,704
Total	3,340	3,864	90	3,430	0	3,430	190	0	0	3,620
West Leg										
Approach	1,408	1,786	65	1,473	0	1,473	75	0	0	1,548
Departure	1,424	1,790	64	1,488	0	1,488	71	0	0	1,559
Total	2,832	3,576	129	2,961	0	2,961	146	0	0	3,107
Total Approaches										
Approach	4,370	5,469	189	4,559	0	4,559	190	0	0	4,749
Departure	4,370	5,469	189	4,559	0	4,559	190	0	0	4,749
Total	8,740	10,937	378	9,118	0	9,118	380	0	0	9,498

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
88 Avenida De Cortez - Town Center Drive/Newport Road										
NBL	82	109	5	87		87	0	0	0	87
NBT	21	29	1	22		22	0	0	0	22
NBR	156	406	43	199		199	20	0	0	219
SBL	62	75	2	64		64	7	0	0	71
SBT	13	18	1	14		14	0	0	0	14
SBR	6	6	0	6		6	0	0	0	6
EBL	9	11	0	9		9	0	0	0	9
EBT	1,563	1,837	48	1,611		1,611	101	0	0	1712
EBR	84	111	5	89		89	0	0	0	89
WBL	172	416	42	214		214	21	0	0	235
WBT	1,639	1,806	29	1,668		1,668	103	0	0	1771
WBR	73	83	2	75		75	7	0	0	82
North Leg										
Approach	81	99	3	84	0	84	7	0	0	91
Departure	103	123	3	106	0	106	7	0	0	113
Total	184	222	6	190	0	190	14	0	0	204
South Leg										
Approach	259	544	49	308	0	308	20	0	0	328
Departure	269	545	48	317	0	317	21	0	0	338
Total	528	1,089	97	625	0	625	41	0	0	666
East Leg										
Approach	1,884	2,305	73	1,957	0	1,957	131	0	0	2,088
Departure	1,781	2,318	93	1,874	0	1,874	128	0	0	2,002
Total	3,665	4,623	166	3,831	0	3,831	259	0	0	4,090
West Leg										
Approach	1,656	1,959	53	1,709	0	1,709	101	0	0	1,810
Departure	1,727	1,921	34	1,761	0	1,761	103	0	0	1,864
Total	3,383	3,880	87	3,470	0	3,470	204	0	0	3,674
Total Approaches										
Approach	3,880	4,907	178	4,058	0	4,058	259	0	0	4,317
Departure	3,880	4,907	178	4,058	0	4,058	259	0	0	4,317
Total	7,760	9,814	356	8,116	0	8,116	518	0	0	8,634

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
89 Haun Road/Newport Road										
NBL	333	384	9	342		342	0	0	0	342
NBT	71	81	2	73		73	0	0	0	73
NBR	836	923	15	851		851	13	0	0	864
SBL	418	484	11	429		429	7	0	0	436
SBT	144	164	3	147		147	0	0	0	147
SBR	173	197	4	177		177	0	0	0	177
EBL	129	153	4	133		133	0	0	0	133
EBT	1,310	1,816	88	1,398		1,398	128	0	0	1526
EBR	209	254	8	217		217	0	0	0	217
WBL	819	929	19	838		838	14	0	0	852
WBT	1,405	1,797	68	1,473		1,473	131	0	0	1604
WBR	258	293	6	264		264	4	0	0	268
North Leg										
Approach	735	844	18	753	0	753	7	0	0	760
Departure	458	527	12	470	0	470	4	0	0	474
Total	1,193	1,371	30	1,223	0	1,223	11	0	0	1,234
South Leg										
Approach	1,240	1,388	26	1,266	0	1,266	13	0	0	1,279
Departure	1,172	1,347	30	1,202	0	1,202	14	0	0	1,216
Total	2,412	2,735	56	2,468	0	2,468	27	0	0	2,495
East Leg										
Approach	2,482	3,019	93	2,575	0	2,575	149	0	0	2,724
Departure	2,564	3,223	114	2,678	0	2,678	148	0	0	2,826
Total	5,046	6,242	207	5,253	0	5,253	297	0	0	5,550
West Leg										
Approach	1,648	2,223	100	1,748	0	1,748	128	0	0	1,876
Departure	1,911	2,378	81	1,992	0	1,992	131	0	0	2,123
Total	3,559	4,601	181	3,740	0	3,740	259	0	0	3,999
Total Approaches										
Approach	6,105	7,474	237	6,342	0	6,342	297	0	0	6,639
Departure	6,105	7,474	237	6,342	0	6,342	297	0	0	6,639
Total	12,210	14,949	474	12,684	0	12,684	594	0	0	13,278

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
90 I-215 SB Ramps/Newport Road										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	534	786	44	578		578	0	0	0	578
SBT	0	0	0	0		0	0	0	0	0
SBR	613	695	14	627		627	86	0	0	713
EBL	0	0	0	0		0	0	0	0	0
EBT	2,075	2,656	101	2,176		2,176	151	0	0	2327
EBR	489	567	14	503		503	0	0	0	503
WBL	0	0	0	0		0	0	0	0	0
WBT	1,869	2,324	79	1,948		1,948	65	0	0	2013
WBR	606	685	14	620		620	0	0	0	620
North Leg										
Approach	1,147	1,481	58	1,205	0	1,205	86	0	0	1,291
Departure	606	685	14	620	0	620	0	0	0	620
Total	1,753	2,166	72	1,825	0	1,825	86	0	0	1,911
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	489	567	14	503	0	503	0	0	0	503
Total	489	567	14	503	0	503	0	0	0	503
East Leg										
Approach	2,475	3,009	93	2,568	0	2,568	65	0	0	2,633
Departure	2,609	3,442	145	2,754	0	2,754	151	0	0	2,905
Total	5,084	6,451	238	5,322	0	5,322	216	0	0	5,538
West Leg										
Approach	2,564	3,223	115	2,679	0	2,679	151	0	0	2,830
Departure	2,482	3,019	93	2,575	0	2,575	151	0	0	2,726
Total	5,046	6,242	208	5,254	0	5,254	302	0	0	5,556
Total Approaches										
Approach	6,186	7,713	266	6,452	0	6,452	302	0	0	6,754
Departure	6,186	7,713	266	6,452	0	6,452	302	0	0	6,754
Total	12,372	15,426	532	12,904	0	12,904	604	0	0	13,508

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
91 I-215 NB Ramps/Newport Road										
NBL	583	662	14	597		597	0	0	0	597
NBT	0	0	0	0		0	0	0	0	0
NBR	878	995	20	898		898	0	0	0	898
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	2,033	2,789	131	2,164		2,164	63	0	0	2227
EBR	576	653	13	589		589	88	0	0	677
WBL	0	0	0	0		0	0	0	0	0
WBT	1,892	2,347	79	1,971		1,971	65	0	0	2036
WBR	438	585	26	464		464	0	0	0	464
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	438	585	26	464	0	464	0	0	0	464
Total	438	585	26	464	0	464	0	0	0	464
South Leg										
Approach	1,461	1,657	34	1,495	0	1,495	0	0	0	1,495
Departure	576	653	13	589	0	589	88	0	0	677
Total	2,037	2,310	47	2,084	0	2,084	88	0	0	2,172
East Leg										
Approach	2,330	2,932	105	2,435	0	2,435	65	0	0	2,500
Departure	2,911	3,784	151	3,062	0	3,062	63	0	0	3,125
Total	5,241	6,716	256	5,497	0	5,497	128	0	0	5,625
West Leg										
Approach	2,609	3,442	144	2,753	0	2,753	151	0	0	2,904
Departure	2,475	3,009	93	2,568	0	2,568	65	0	0	2,633
Total	5,084	6,451	237	5,321	0	5,321	216	0	0	5,537
Total Approaches										
Approach	6,400	8,031	283	6,683	0	6,683	216	0	0	6,899
Departure	6,400	8,031	283	6,683	0	6,683	216	0	0	6,899
Total	12,800	16,062	566	13,366	0	13,366	432	0	0	13,798

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
92 Antelope Road/Newport Road										
NBL	562	701	24	586		586	0	0	0	586
NBT	141	164	4	145		145	0	0	0	145
NBR	170	193	4	174		174	0	0	0	174
SBL	121	138	3	124		124	0	0	0	124
SBT	115	141	5	120		120	0	0	0	120
SBR	357	466	19	376		376	0	0	0	376
EBL	481	647	29	510		510	0	0	0	510
EBT	1,936	2,119	32	1,968		1,968	63	0	0	2031
EBR	407	553	25	432		432	0	0	0	432
WBL	130	153	4	134		134	0	0	0	134
WBT	1,411	1,765	62	1,473		1,473	65	0	0	1538
WBR	125	145	3	128		128	0	0	0	128
North Leg										
Approach	593	745	27	620	0	620	0	0	0	620
Departure	747	956	36	783	0	783	0	0	0	783
Total	1,340	1,701	63	1,403	0	1,403	0	0	0	1,403
South Leg										
Approach	873	1,058	32	905	0	905	0	0	0	905
Departure	652	847	34	686	0	686	0	0	0	686
Total	1,525	1,905	66	1,591	0	1,591	0	0	0	1,591
East Leg										
Approach	1,666	2,063	69	1,735	0	1,735	65	0	0	1,800
Departure	2,227	2,450	39	2,266	0	2,266	63	0	0	2,329
Total	3,893	4,513	108	4,001	0	4,001	128	0	0	4,129
West Leg										
Approach	2,824	3,319	86	2,910	0	2,910	63	0	0	2,973
Departure	2,330	2,932	105	2,435	0	2,435	65	0	0	2,500
Total	5,154	6,251	191	5,345	0	5,345	128	0	0	5,473
Total Approaches										
Approach	5,956	7,185	214	6,170	0	6,170	128	0	0	6,298
Departure	5,956	7,185	214	6,170	0	6,170	128	0	0	6,298
Total	11,912	14,370	428	12,340	0	12,340	256	0	0	12,596

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
93 Menifee Road/Newport Road										
NBL	162	292	23	185		185	0	0	0	185
NBT	298	730	75	373		373	107	0	0	480
NBR	98	557	80	178		178	0	0	0	178
SBL	76	176	17	93		93	7	0	0	100
SBT	151	466	55	206		206	99	0	0	305
SBR	304	344	7	311		311	77	0	0	388
EBL	426	483	10	436		436	74	0	0	510
EBT	1,649	1,953	53	1,702		1,702	0	0	0	1702
EBR	146	230	15	161		161	0	0	0	161
WBL	107	569	80	187		187	0	0	0	187
WBT	1,135	1,436	52	1,187		1,187	0	0	0	1187
WBR	66	114	8	74		74	7	0	0	81
North Leg										
Approach	531	986	79	610	0	610	183	0	0	793
Departure	790	1,327	93	883	0	883	188	0	0	1,071
Total	1,321	2,313	172	1,493	0	1,493	371	0	0	1,864
South Leg										
Approach	558	1,579	178	736	0	736	107	0	0	843
Departure	404	1,265	150	554	0	554	99	0	0	653
Total	962	2,844	328	1,290	0	1,290	206	0	0	1,496
East Leg										
Approach	1,308	2,119	140	1,448	0	1,448	7	0	0	1,455
Departure	1,823	2,686	150	1,973	0	1,973	7	0	0	1,980
Total	3,131	4,805	290	3,421	0	3,421	14	0	0	3,435
West Leg										
Approach	2,221	2,666	78	2,299	0	2,299	74	0	0	2,373
Departure	1,601	2,072	82	1,683	0	1,683	77	0	0	1,760
Total	3,822	4,738	160	3,982	0	3,982	151	0	0	4,133
Total Approaches										
Approach	4,618	7,350	475	5,093	0	5,093	371	0	0	5,464
Departure	4,618	7,350	475	5,093	0	5,093	371	0	0	5,464
Total	9,236	14,701	950	10,186	0	10,186	742	0	0	10,928

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
94 Menifee Road/La Piedra Road										
NBL	55	62	1	56		56	0	0	0	56
NBT	330	610	49	379		379	50	0	0	429
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	277	546	47	324		324	50	0	0	374
SBR	75	259	32	107		107	21	0	0	128
EBL	102	484	66	168		168	20	0	0	188
EBT	0	0	0	0		0	0	0	0	0
EBR	43	58	3	46		46	0	0	0	46
WBL	0	0	0	0		0	0	0	0	0
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	352	805	79	431	0	431	71	0	0	502
Departure	432	1,094	115	547	0	547	70	0	0	617
Total	784	1,899	194	978	0	978	141	0	0	1,119
South Leg										
Approach	385	672	50	435	0	435	50	0	0	485
Departure	320	604	50	370	0	370	50	0	0	420
Total	705	1,276	100	805	0	805	100	0	0	905
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	145	542	69	214	0	214	20	0	0	234
Departure	130	321	33	163	0	163	21	0	0	184
Total	275	863	102	377	0	377	41	0	0	418
Total Approaches										
Approach	882	2,019	198	1,080	0	1,080	141	0	0	1,221
Departure	882	2,019	198	1,080	0	1,080	141	0	0	1,221
Total	1,764	4,038	396	2,160	0	2,160	282	0	0	2,442

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
95	**Menifee Road/Holland Road**										
NBL		23	26	1	24		24	0	0	0	24
NBT		340	465	22	362		362	37	0	0	399
NBR		31	35	1	32		32	0	0	0	32
SBL		53	228	30	83		83	7	0	0	90
SBT		212	249	6	218		218	35	0	0	253
SBR		31	107	13	44		44	7	0	0	51
EBL		35	72	6	41		41	7	0	0	48
EBT		140	202	11	151		151	0	0	0	151
EBR		34	39	1	35		35	0	0	0	35
WBL		12	14	0	12		12	0	0	0	12
WBT		122	210	15	137		137	0	0	0	137
WBR		37	113	13	50		50	7	0	0	57
North Leg											
	Approach	296	584	49	345	0	345	49	0	0	394
	Departure	412	650	41	453	0	453	51	0	0	504
	Total	708	1,234	90	798	0	798	100	0	0	898
South Leg											
	Approach	394	526	24	418	0	418	37	0	0	455
	Departure	258	302	7	265	0	265	35	0	0	300
	Total	652	827	31	683	0	683	72	0	0	755
East Leg											
	Approach	171	337	28	199	0	199	7	0	0	206
	Departure	224	465	42	266	0	266	7	0	0	273
	Total	395	801	70	465	0	465	14	0	0	479
West Leg											
	Approach	209	313	18	227	0	227	7	0	0	234
	Departure	176	343	29	205	0	205	7	0	0	212
	Total	385	656	47	432	0	432	14	0	0	446
Total Approaches											
	Approach	1,070	1,759	119	1,189	0	1,189	100	0	0	1,289
	Departure	1,070	1,759	119	1,189	0	1,189	100	0	0	1,289
	Total	2,140	3,519	238	2,378	0	2,378	200	0	0	2,578

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
96	**Juniper Flats Road/SR-74**										
NBL		1	2	0	1		1	0	0	0	1
NBT		0	0	0	0		0	0	0	0	0
NBR		4	4	0	4		4	0	0	0	4
SBL		71	129	10	81		81	0	0	0	81
SBT		1	1	0	1		1	0	0	0	1
SBR		45	146	18	63		63	27	0	0	90
EBL		57	270	37	94		94	28	0	0	122
EBT		953	1,511	97	1,050		1,050	407	0	0	1457
EBR		2	3	0	2		2	0	0	0	2
WBL		3	3	0	3		3	0	0	0	3
WBT		803	1,206	70	873		873	397	0	0	1270
WBR		90	227	24	114		114	0	0	0	114
North Leg											
	Approach	117	276	28	145	0	145	27	0	0	172
	Departure	147	497	61	208	0	208	28	0	0	236
	Total	264	773	89	353	0	353	55	0	0	408
South Leg											
	Approach	5	6	0	5	0	5	0	0	0	5
	Departure	6	7	0	6	0	6	0	0	0	6
	Total	11	13	0	11	0	11	0	0	0	11
East Leg											
	Approach	896	1,436	94	990	0	990	397	0	0	1,387
	Departure	1,028	1,644	107	1,135	0	1,135	407	0	0	1,542
	Total	1,924	3,080	201	2,125	0	2,125	804	0	0	2,929
West Leg											
	Approach	1,012	1,784	134	1,146	0	1,146	435	0	0	1,581
	Departure	849	1,354	88	937	0	937	424	0	0	1,361
	Total	1,861	3,138	222	2,083	0	2,083	859	0	0	2,942
Total Approaches											
	Approach	2,030	3,502	256	2,286	0	2,286	859	0	0	3,145
	Departure	2,030	3,502	256	2,286	0	2,286	859	0	0	3,145
	Total	4,060	7,005	512	4,572	0	4,572	1,718	0	0	6,290

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
97	**Vista Place - Winchester Road (SR-79)/SR-74**										
NBL		119	407	50	169		169	61	0	0	230
NBT		17	30	2	19		19	0	0	0	19
NBR		475	522	8	483		483	0	0	0	483
SBL		18	20	0	18		18	0	0	0	18
SBT		18	40	4	22		22	0	0	0	22
SBR		10	25	3	13		13	0	0	0	13
EBL		18	41	4	22		22	0	0	0	22
EBT		964	1,333	64	1,028		1,028	336	0	0	1364
EBR		71	271	35	106		106	46	0	0	152
WBL		418	482	11	429		429	0	0	0	429
WBT		850	1,105	44	894		894	313	0	0	1207
WBR		22	25	1	23		23	0	0	0	23
North Leg											
	Approach	46	85	7	53	0	53	0	0	0	53
	Departure	57	96	7	64	0	64	0	0	0	64
	Total	103	181	14	117	0	117	0	0	0	117
South Leg											
	Approach	611	959	60	671	0	671	61	0	0	732
	Departure	507	793	50	557	0	557	46	0	0	603
	Total	1,118	1,752	110	1,228	0	1,228	107	0	0	1,335
East Leg											
	Approach	1,290	1,612	56	1,346	0	1,346	313	0	0	1,659
	Departure	1,457	1,875	72	1,529	0	1,529	336	0	0	1,865
	Total	2,747	3,487	128	2,875	0	2,875	649	0	0	3,524
West Leg											
	Approach	1,053	1,645	103	1,156	0	1,156	382	0	0	1,538
	Departure	979	1,537	97	1,076	0	1,076	374	0	0	1,450
	Total	2,032	3,182	200	2,232	0	2,232	756	0	0	2,988
Total Approaches											
	Approach	3,000	4,301	226	3,226	0	3,226	756	0	0	3,982
	Departure	3,000	4,301	226	3,226	0	3,226	756	0	0	3,982
	Total	6,000	8,602	452	6,452	0	6,452	1,512	0	0	7,964

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
98 Warren Road/Florida Avenue										
NBL	174	197	4	178		178	21	0	0	199
NBT	253	729	83	336		336	0	0	0	336
NBR	266	381	20	286		286	0	0	0	286
SBL	26	138	19	45		45	0	0	0	45
SBT	198	513	55	253		253	0	0	0	253
SBR	108	273	29	137		137	91	0	0	228
EBL	135	340	36	171		171	94	0	0	265
EBT	807	1,011	35	842		842	185	0	0	1027
EBR	135	153	3	138		138	26	0	0	164
WBL	141	201	10	151		151	0	0	0	151
WBT	714	993	49	763		763	173	0	0	936
WBR	15	88	13	28		28	0	0	0	28
North Leg										
Approach	332	924	103	435	0	435	91	0	0	526
Departure	403	1,157	132	535	0	535	94	0	0	629
Total	735	2,081	235	970	0	970	185	0	0	1,155
South Leg										
Approach	693	1,307	107	800	0	800	21	0	0	821
Departure	474	867	68	542	0	542	26	0	0	568
Total	1,167	2,175	175	1,342	0	1,342	47	0	0	1,389
East Leg										
Approach	870	1,282	72	942	0	942	173	0	0	1,115
Departure	1,099	1,530	74	1,173	0	1,173	185	0	0	1,358
Total	1,969	2,812	146	2,115	0	2,115	358	0	0	2,473
West Leg										
Approach	1,077	1,504	74	1,151	0	1,151	305	0	0	1,456
Departure	996	1,463	82	1,078	0	1,078	285	0	0	1,363
Total	2,073	2,968	156	2,229	0	2,229	590	0	0	2,819
Total Approaches										
Approach	2,972	5,018	356	3,328	0	3,328	590	0	0	3,918
Departure	2,972	5,018	356	3,328	0	3,328	590	0	0	3,918
Total	5,944	10,035	712	6,656	0	6,656	1,180	0	0	7,836

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
99 Cawston Avenue/Florida Avenue										
NBL	192	224	6	198		198	52	0	0	250
NBT	65	95	5	70		70	0	0	0	70
NBR	23	26	1	24		24	0	0	0	24
SBL	85	111	5	90		90	0	0	0	90
SBT	93	112	3	96		96	0	0	0	96
SBR	147	202	10	157		157	7	0	0	164
EBL	141	247	18	159		159	7	0	0	166
EBT	676	905	40	716		716	118	0	0	834
EBR	24	30	1	25		25	30	0	0	55
WBL	43	49	1	44		44	0	0	0	44
WBT	640	835	34	674		674	109	0	0	783
WBR	52	85	6	58		58	0	0	0	58
North Leg										
Approach	325	425	18	343	0	343	7	0	0	350
Departure	258	427	29	287	0	287	7	0	0	294
Total	583	852	47	630	0	630	14	0	0	644
South Leg										
Approach	280	345	12	292	0	292	52	0	0	344
Departure	160	191	5	165	0	165	30	0	0	195
Total	440	536	17	457	0	457	82	0	0	539
East Leg										
Approach	735	969	41	776	0	776	109	0	0	885
Departure	784	1,042	46	830	0	830	118	0	0	948
Total	1,519	2,011	87	1,606	0	1,606	227	0	0	1,833
West Leg										
Approach	841	1,182	59	900	0	900	155	0	0	1,055
Departure	979	1,261	50	1,029	0	1,029	168	0	0	1,197
Total	1,820	2,443	109	1,929	0	1,929	323	0	0	2,252
Total Approaches										
Approach	2,181	2,921	130	2,311	0	2,311	323	0	0	2,634
Departure	2,181	2,921	130	2,311	0	2,311	323	0	0	2,634
Total	4,362	5,842	260	4,622	0	4,622	646	0	0	5,268

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
100 Sanderson Avenue/Florida Avenue										
NBL	185	258	13	198		198	7	0	0	205
NBT	660	870	37	697		697	0	0	0	697
NBR	159	192	6	165		165	0	0	0	165
SBL	178	225	8	186		186	0	0	0	186
SBT	799	944	25	824		824	0	0	0	824
SBR	89	130	7	96		96	28	0	0	124
EBL	256	357	18	274		274	34	0	0	308
EBT	565	720	27	592		592	75	0	0	667
EBR	72	86	2	74		74	7	0	0	81
WBL	274	311	6	280		280	0	0	0	280
WBT	470	580	19	489		489	69	0	0	558
WBR	142	165	4	146		146	0	0	0	146
North Leg										
Approach	1,066	1,299	40	1,106	0	1,106	28	0	0	1,134
Departure	1,058	1,392	59	1,117	0	1,117	34	0	0	1,151
Total	2,124	2,691	99	2,223	0	2,223	62	0	0	2,285
South Leg										
Approach	1,004	1,320	56	1,060	0	1,060	7	0	0	1,067
Departure	1,145	1,341	33	1,178	0	1,178	7	0	0	1,185
Total	2,149	2,661	89	2,238	0	2,238	14	0	0	2,252
East Leg										
Approach	886	1,056	29	915	0	915	69	0	0	984
Departure	902	1,137	41	943	0	943	75	0	0	1,018
Total	1,788	2,193	70	1,858	0	1,858	144	0	0	2,002
West Leg										
Approach	893	1,163	47	940	0	940	116	0	0	1,056
Departure	744	968	39	783	0	783	104	0	0	887
Total	1,637	2,131	86	1,723	0	1,723	220	0	0	1,943
Total Approaches										
Approach	3,849	4,838	172	4,021	0	4,021	220	0	0	4,241
Departure	3,849	4,838	172	4,021	0	4,021	220	0	0	4,241
Total	7,698	9,676	344	8,042	0	8,042	440	0	0	8,482

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
101 Sanderson Avenue/Acacia Avenue										
NBL	85	110	4	89		89	14	0	0	103
NBT	893	1,074	31	924		924	0	0	0	924
NBR	87	99	2	89		89	0	0	0	89
SBL	191	223	6	197		197	0	0	0	197
SBT	880	998	20	900		900	0	0	0	900
SBR	9	36	5	14		14	0	0	0	14
EBL	11	41	5	16		16	0	0	0	16
EBT	234	274	7	241		241	36	0	0	277
EBR	164	186	4	168		168	18	0	0	186
WBL	147	167	3	150		150	0	0	0	150
WBT	184	311	22	206		206	37	0	0	243
WBR	182	287	18	200		200	0	0	0	200
North Leg										
Approach	1,080	1,257	31	1,111	0	1,111	0	0	0	1,111
Departure	1,086	1,402	54	1,140	0	1,140	0	0	0	1,140
Total	2,166	2,659	85	2,251	0	2,251	0	0	0	2,251
South Leg										
Approach	1,065	1,283	37	1,102	0	1,102	14	0	0	1,116
Departure	1,191	1,350	27	1,218	0	1,218	18	0	0	1,236
Total	2,256	2,633	64	2,320	0	2,320	32	0	0	2,352
East Leg										
Approach	513	765	43	556	0	556	37	0	0	593
Departure	512	596	15	527	0	527	36	0	0	563
Total	1,025	1,361	58	1,083	0	1,083	73	0	0	1,156
West Leg										
Approach	409	501	16	425	0	425	54	0	0	479
Departure	278	457	31	309	0	309	51	0	0	360
Total	687	958	47	734	0	734	105	0	0	839
Total Approaches										
Approach	3,067	3,805	127	3,194	0	3,194	105	0	0	3,299
Departure	3,067	3,805	127	3,194	0	3,194	105	0	0	3,299
Total	6,134	7,610	254	6,388	0	6,388	210	0	0	6,598

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
102 Kirby Street/Florida Avenue										
NBL	106	120	2	108		108	0	0	0	108
NBT	366	697	58	424		424	0	0	0	424
NBR	64	125	11	75		75	0	0	0	75
SBL	80	174	16	96		96	0	0	0	96
SBT	321	513	33	354		354	0	0	0	354
SBR	165	195	5	170		170	13	0	0	183
EBL	203	246	7	210		210	17	0	0	227
EBT	855	1,062	36	891		891	56	0	0	947
EBR	100	113	2	102		102	0	0	0	102
WBL	134	203	12	146		146	0	0	0	146
WBT	765	860	17	782		782	54	0	0	836
WBR	55	111	10	65		65	0	0	0	65
North Leg										
Approach	566	882	54	620	0	620	13	0	0	633
Departure	624	1,054	75	699	0	699	17	0	0	716
Total	1,190	1,936	129	1,319	0	1,319	30	0	0	1,349
South Leg										
Approach	536	942	71	607	0	607	0	0	0	607
Departure	555	829	47	602	0	602	0	0	0	602
Total	1,091	1,771	118	1,209	0	1,209	0	0	0	1,209
East Leg										
Approach	954	1,174	39	993	0	993	54	0	0	1,047
Departure	999	1,361	63	1,062	0	1,062	56	0	0	1,118
Total	1,953	2,535	102	2,055	0	2,055	110	0	0	2,165
West Leg										
Approach	1,158	1,421	45	1,203	0	1,203	73	0	0	1,276
Departure	1,036	1,175	24	1,060	0	1,060	67	0	0	1,127
Total	2,194	2,596	69	2,263	0	2,263	140	0	0	2,403
Total Approaches										
Approach	3,214	4,419	209	3,423	0	3,423	140	0	0	3,563
Departure	3,214	4,419	209	3,423	0	3,423	140	0	0	3,563
Total	6,428	8,838	418	6,846	0	6,846	280	0	0	7,126

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
103 Lyon Avenue/Florida Avenue										
NBL	77	130	9	86		86	0	0	0	86
NBT	177	209	6	183		183	0	0	0	183
NBR	94	123	5	99		99	0	0	0	99
SBL	108	123	3	111		111	0	0	0	111
SBT	214	259	8	222		222	0	0	0	222
SBR	67	76	1	68		68	8	0	0	76
EBL	103	126	4	107		107	8	0	0	115
EBT	852	1,159	53	905		905	44	0	0	949
EBR	42	85	7	49		49	0	0	0	49
WBL	97	135	7	104		104	0	0	0	104
WBT	855	1,030	30	885		885	42	0	0	927
WBR	77	87	2	79		79	0	0	0	79
North Leg										
Approach	389	457	12	401	0	401	8	0	0	409
Departure	357	422	12	369	0	369	8	0	0	377
Total	746	880	24	770	0	770	16	0	0	786
South Leg										
Approach	348	462	20	368	0	368	0	0	0	368
Departure	353	479	22	375	0	375	0	0	0	375
Total	701	941	42	743	0	743	0	0	0	743
East Leg										
Approach	1,029	1,252	39	1,068	0	1,068	42	0	0	1,110
Departure	1,054	1,405	61	1,115	0	1,115	44	0	0	1,159
Total	2,083	2,657	100	2,183	0	2,183	86	0	0	2,269
West Leg										
Approach	997	1,370	64	1,061	0	1,061	52	0	0	1,113
Departure	999	1,236	40	1,039	0	1,039	50	0	0	1,089
Total	1,996	2,606	104	2,100	0	2,100	102	0	0	2,202
Total Approaches										
Approach	2,763	3,542	135	2,898	0	2,898	102	0	0	3,000
Departure	2,763	3,542	135	2,898	0	2,898	102	0	0	3,000
Total	5,526	7,083	270	5,796	0	5,796	204	0	0	6,000

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
104 Palm Avenue/Florida Avenue										
NBL	69	79	2	71		71	0	0	0	71
NBT	176	244	12	188		188	0	0	0	188
NBR	80	90	2	82		82	0	0	0	82
SBL	29	40	2	31		31	0	0	0	31
SBT	201	258	10	211		211	0	0	0	211
SBR	57	89	6	63		63	0	0	0	63
EBL	63	117	9	72		72	0	0	0	72
EBT	882	1,141	45	927		927	38	0	0	965
EBR	60	73	2	62		62	0	0	0	62
WBL	98	111	2	100		100	0	0	0	100
WBT	888	1,054	29	917		917	32	0	0	949
WBR	32	48	3	35		35	0	0	0	35
North Leg										
Approach	287	387	18	305	0	305	0	0	0	305
Departure	271	409	24	295	0	295	0	0	0	295
Total	558	796	42	600	0	600	0	0	0	600
South Leg										
Approach	325	413	16	341	0	341	0	0	0	341
Departure	359	442	14	373	0	373	0	0	0	373
Total	684	855	30	714	0	714	0	0	0	714
East Leg										
Approach	1,018	1,213	34	1,052	0	1,052	32	0	0	1,084
Departure	991	1,271	49	1,040	0	1,040	38	0	0	1,078
Total	2,009	2,485	83	2,092	0	2,092	70	0	0	2,162
West Leg										
Approach	1,005	1,331	56	1,061	0	1,061	38	0	0	1,099
Departure	1,014	1,222	37	1,051	0	1,051	32	0	0	1,083
Total	2,019	2,553	93	2,112	0	2,112	70	0	0	2,182
Total Approaches										
Approach	2,635	3,344	124	2,759	0	2,759	70	0	0	2,829
Departure	2,635	3,344	124	2,759	0	2,759	70	0	0	2,829
Total	5,270	6,689	248	5,518	0	5,518	140	0	0	5,658

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
105 State Street/Florida Avenue										
NBL	49	72	4	53		53	0	0	0	53
NBT	303	430	22	325		325	0	0	0	325
NBR	53	105	9	62		62	0	0	0	62
SBL	99	118	3	102		102	0	0	0	102
SBT	338	491	27	365		365	0	0	0	365
SBR	173	196	4	177		177	0	0	0	177
EBL	93	105	2	95		95	0	0	0	95
EBT	813	1,060	43	856		856	38	0	0	894
EBR	43	68	4	47		47	0	0	0	47
WBL	55	107	9	64		64	0	0	0	64
WBT	799	938	24	823		823	32	0	0	855
WBR	69	78	2	71		71	0	0	0	71
North Leg										
Approach	610	805	34	644	0	644	0	0	0	644
Departure	465	613	26	491	0	491	0	0	0	491
Total	1,075	1,418	60	1,135	0	1,135	0	0	0	1,135
South Leg										
Approach	405	607	35	440	0	440	0	0	0	440
Departure	436	666	40	476	0	476	0	0	0	476
Total	841	1,273	75	916	0	916	0	0	0	916
East Leg										
Approach	923	1,123	35	958	0	958	32	0	0	990
Departure	965	1,283	55	1,020	0	1,020	38	0	0	1,058
Total	1,888	2,406	90	1,978	0	1,978	70	0	0	2,048
West Leg										
Approach	949	1,233	49	998	0	998	38	0	0	1,036
Departure	1,021	1,206	32	1,053	0	1,053	32	0	0	1,085
Total	1,970	2,439	81	2,051	0	2,051	70	0	0	2,121
Total Approaches										
Approach	2,887	3,768	153	3,040	0	3,040	70	0	0	3,110
Departure	2,887	3,768	153	3,040	0	3,040	70	0	0	3,110
Total	5,774	7,537	306	6,080	0	6,080	140	0	0	6,220

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
106 Buena Vista Street/Florida Avenue										
NBL	43	48	1	44		44	1	0	0	45
NBT	135	168	6	141		141	0	0	0	141
NBR	45	51	1	46		46	0	0	0	46
SBL	37	42	1	38		38	0	0	0	38
SBT	175	204	5	180		180	0	0	0	180
SBR	31	35	1	32		32	0	0	0	32
EBL	27	40	2	29		29	0	0	0	29
EBT	877	1,169	51	928		928	38	0	0	966
EBR	34	50	3	37		37	1	0	0	38
WBL	27	39	2	29		29	0	0	0	29
WBT	856	1,058	35	891		891	32	0	0	923
WBR	25	36	2	27		27	0	0	0	27
North Leg										
Approach	243	281	7	250	0	250	0	0	0	250
Departure	187	244	10	197	0	197	0	0	0	197
Total	430	525	17	447	0	447	0	0	0	447
South Leg										
Approach	223	267	8	231	0	231	1	0	0	232
Departure	236	293	10	246	0	246	1	0	0	247
Total	459	560	18	477	0	477	2	0	0	479
East Leg										
Approach	908	1,133	39	947	0	947	32	0	0	979
Departure	959	1,262	53	1,012	0	1,012	38	0	0	1,050
Total	1,867	2,395	92	1,959	0	1,959	70	0	0	2,029
West Leg										
Approach	938	1,259	56	994	0	994	39	0	0	1,033
Departure	930	1,141	37	967	0	967	33	0	0	1,000
Total	1,868	2,400	93	1,961	0	1,961	72	0	0	2,033
Total Approaches										
Approach	2,312	2,940	110	2,422	0	2,422	72	0	0	2,494
Departure	2,312	2,940	110	2,422	0	2,422	72	0	0	2,494
Total	4,624	5,880	220	4,844	0	4,844	144	0	0	4,988

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
107 Santa Fe Street/Florida Avenue										
NBL	52	59	1	53		53	0	0	0	53
NBT	57	65	1	58		58	0	0	0	58
NBR	67	76	1	68		68	0	0	0	68
SBL	23	26	1	24		24	0	0	0	24
SBT	62	70	1	63		63	0	0	0	63
SBR	38	43	1	39		39	0	0	0	39
EBL	19	23	1	20		20	0	0	0	20
EBT	875	1,160	50	925		925	38	0	0	963
EBR	60	67	1	61		61	0	0	0	61
WBL	51	58	1	52		52	0	0	0	52
WBT	823	1,050	39	862		862	32	0	0	894
WBR	17	19	0	17		17	0	0	0	17
North Leg										
Approach	123	140	3	126	0	126	0	0	0	126
Departure	93	107	2	95	0	95	0	0	0	95
Total	216	247	5	221	0	221	0	0	0	221
South Leg										
Approach	176	200	3	179	0	179	0	0	0	179
Departure	173	195	3	176	0	176	0	0	0	176
Total	349	395	6	355	0	355	0	0	0	355
East Leg										
Approach	891	1,127	40	931	0	931	32	0	0	963
Departure	965	1,262	52	1,017	0	1,017	38	0	0	1,055
Total	1,856	2,389	92	1,948	0	1,948	70	0	0	2,018
West Leg										
Approach	954	1,250	52	1,006	0	1,006	38	0	0	1,044
Departure	913	1,152	41	954	0	954	32	0	0	986
Total	1,867	2,402	93	1,960	0	1,960	70	0	0	2,030
Total Approaches										
Approach	2,144	2,716	98	2,242	0	2,242	70	0	0	2,312
Departure	2,144	2,716	98	2,242	0	2,242	70	0	0	2,312
Total	4,288	5,432	196	4,484	0	4,484	140	0	0	4,624

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
108 San Jacinto Street/Florida Avenue										
NBL	68	87	3	71		71	6	0	0	77
NBT	243	275	6	249		249	0	0	0	249
NBR	58	73	3	61		61	0	0	0	61
SBL	187	213	5	192		192	0	0	0	192
SBT	244	277	6	250		250	0	0	0	250
SBR	163	191	5	168		168	0	0	0	168
EBL	192	210	3	195		195	0	0	0	195
EBT	705	959	44	749		749	28	0	0	777
EBR	39	47	1	40		40	10	0	0	50
WBL	118	130	2	120		120	0	0	0	120
WBT	615	794	31	646		646	27	0	0	673
WBR	94	107	2	96		96	0	0	0	96
North Leg										
Approach	594	681	16	610	0	610	0	0	0	610
Departure	529	592	11	540	0	540	0	0	0	540
Total	1,123	1,273	27	1,150	0	1,150	0	0	0	1,150
South Leg										
Approach	369	435	12	381	0	381	6	0	0	387
Departure	401	454	9	410	0	410	10	0	0	420
Total	770	889	21	791	0	791	16	0	0	807
East Leg										
Approach	827	1,031	35	862	0	862	27	0	0	889
Departure	950	1,245	52	1,002	0	1,002	28	0	0	1,030
Total	1,777	2,276	87	1,864	0	1,864	55	0	0	1,919
West Leg										
Approach	936	1,216	48	984	0	984	38	0	0	1,022
Departure	846	1,072	39	885	0	885	33	0	0	918
Total	1,782	2,288	87	1,869	0	1,869	71	0	0	1,940
Total Approaches										
Approach	2,726	3,363	111	2,837	0	2,837	71	0	0	2,908
Departure	2,726	3,363	111	2,837	0	2,837	71	0	0	2,908
Total	5,452	6,727	222	5,674	0	5,674	142	0	0	5,816

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
109 Warren Road/Ramona Expressway										
NBL	199	588	68	267		267	0	0	0	267
NBT	3	215	37	40		40	0	0	0	40
NBR	255	289	6	261		261	33	0	0	294
SBL	2	125	21	23		23	0	0	0	23
SBT	0	79	14	14		14	0	0	0	14
SBR	0	226	39	39		39	0	0	0	39
EBL	0	142	25	25		25	0	0	0	25
EBT	783	1,274	85	868		868	0	0	0	868
EBR	336	692	62	398		398	0	0	0	398
WBL	274	311	6	280		280	38	0	0	318
WBT	693	1,456	133	826		826	0	0	0	826
WBR	0	51	9	9		9	0	0	0	9
North Leg										
Approach	2	430	74	76	0	76	0	0	0	76
Departure	3	408	71	74	0	74	0	0	0	74
Total	5	838	145	150	0	150	0	0	0	150
South Leg										
Approach	457	1,092	111	568	0	568	33	0	0	601
Departure	610	1,082	82	692	0	692	38	0	0	730
Total	1,067	2,174	193	1,260	0	1,260	71	0	0	1,331
East Leg										
Approach	967	1,818	148	1,115	0	1,115	38	0	0	1,153
Departure	1,040	1,688	112	1,152	0	1,152	33	0	0	1,185
Total	2,007	3,506	260	2,267	0	2,267	71	0	0	2,338
West Leg										
Approach	1,119	2,108	172	1,291	0	1,291	0	0	0	1,291
Departure	892	2,270	240	1,132	0	1,132	0	0	0	1,132
Total	2,011	4,378	412	2,423	0	2,423	0	0	0	2,423
Total Approaches										
Approach	2,545	5,448	505	3,050	0	3,050	71	0	0	3,121
Departure	2,545	5,448	505	3,050	0	3,050	71	0	0	3,121
Total	5,090	10,895	1,010	6,100	0	6,100	142	0	0	6,242

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
110 Warren Road/Cottonwood Avenue										
NBL	30	36	1	31		31	7	0	0	38
NBT	389	791	70	459		459	33	0	0	492
NBR	100	150	9	109		109	23	0	0	132
SBL	157	179	4	161		161	0	0	0	161
SBT	447	812	63	510		510	38	0	0	548
SBR	6	6	0	6		6	0	0	0	6
EBL	2	2	0	2		2	0	0	0	2
EBT	26	29	1	27		27	0	0	0	27
EBR	23	30	1	24		24	7	0	0	31
WBL	54	101	8	62		62	21	0	0	83
WBT	38	43	1	39		39	0	0	0	39
WBR	74	118	8	82		82	0	0	0	82
North Leg										
Approach	610	997	67	677	0	677	38	0	0	715
Departure	465	911	78	543	0	543	33	0	0	576
Total	1,075	1,908	145	1,220	0	1,220	71	0	0	1,291
South Leg										
Approach	519	977	80	599	0	599	63	0	0	662
Departure	524	943	72	596	0	596	66	0	0	662
Total	1,043	1,920	152	1,195	0	1,195	129	0	0	1,324
East Leg										
Approach	166	262	17	183	0	183	21	0	0	204
Departure	283	358	14	297	0	297	23	0	0	320
Total	449	620	31	480	0	480	44	0	0	524
West Leg										
Approach	51	62	2	53	0	53	7	0	0	60
Departure	74	85	2	76	0	76	7	0	0	83
Total	125	147	4	129	0	129	14	0	0	143
Total Approaches										
Approach	1,346	2,298	166	1,512	0	1,512	129	0	0	1,641
Departure	1,346	2,298	166	1,512	0	1,512	129	0	0	1,641
Total	2,692	4,596	332	3,024	0	3,024	258	0	0	3,282

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
111 Warren Road/Esplanade Avenue										
NBL	1	3	0	1		1	0	0	0	1
NBT	431	821	68	499		499	67	0	0	566
NBR	130	307	31	161		161	23	0	0	184
SBL	80	101	4	84		84	0	0	0	84
SBT	406	798	68	474		474	66	0	0	540
SBR	52	91	7	59		59	0	0	0	59
EBL	23	53	5	28		28	0	0	0	28
EBT	51	145	16	67		67	0	0	0	67
EBR	1	4	1	2		2	0	0	0	2
WBL	62	210	26	88		88	21	0	0	109
WBT	48	145	17	65		65	0	0	0	65
WBR	57	101	8	65		65	0	0	0	65
North Leg										
Approach	538	990	79	617	0	617	66	0	0	683
Departure	511	975	81	592	0	592	67	0	0	659
Total	1,049	1,965	160	1,209	0	1,209	133	0	0	1,342
South Leg										
Approach	562	1,131	99	661	0	661	90	0	0	751
Departure	469	1,012	95	564	0	564	87	0	0	651
Total	1,031	2,143	194	1,225	0	1,225	177	0	0	1,402
East Leg										
Approach	167	456	51	218	0	218	21	0	0	239
Departure	261	553	51	312	0	312	23	0	0	335
Total	428	1,009	102	530	0	530	44	0	0	574
West Leg										
Approach	75	202	22	97	0	97	0	0	0	97
Departure	101	239	24	125	0	125	0	0	0	125
Total	176	441	46	222	0	222	0	0	0	222
Total Approaches										
Approach	1,342	2,779	251	1,593	0	1,593	177	0	0	1,770
Departure	1,342	2,779	251	1,593	0	1,593	177	0	0	1,770
Total	2,684	5,558	502	3,186	0	3,186	354	0	0	3,540

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
112 Sanderson Avenue (SR-79) - Sanderson Avenue/Ramona Expressway - Ramona Expressway (SR-79)										
NBL	92	232	24	116		116	0	0	0	116
NBT	590	701	19	609		609	0	0	0	609
NBR	23	29	1	24		24	0	0	0	24
SBL	762	864	18	780		780	0	0	0	780
SBT	1,129	1,280	26	1,155		1,155	0	0	0	1155
SBR	468	988	90	558		558	38	0	0	596
EBL	360	632	47	407		407	33	0	0	440
EBT	569	1,063	86	655		655	0	0	0	655
EBR	127	233	18	145		145	0	0	0	145
WBL	27	31	1	28		28	0	0	0	28
WBT	391	900	89	480		480	0	0	0	480
WBR	578	625	8	586		586	0	0	0	586
North Leg										
Approach	2,359	3,132	134	2,493	0	2,493	38	0	0	2,531
Departure	1,528	1,958	74	1,602	0	1,602	33	0	0	1,635
Total	3,887	5,090	208	4,095	0	4,095	71	0	0	4,166
South Leg										
Approach	705	962	44	749	0	749	0	0	0	749
Departure	1,283	1,544	45	1,328	0	1,328	0	0	0	1,328
Total	1,988	2,506	89	2,077	0	2,077	0	0	0	2,077
East Leg										
Approach	996	1,556	98	1,094	0	1,094	0	0	0	1,094
Departure	1,354	1,956	105	1,459	0	1,459	0	0	0	1,459
Total	2,350	3,512	203	2,553	0	2,553	0	0	0	2,553
West Leg										
Approach	1,056	1,928	151	1,207	0	1,207	33	0	0	1,240
Departure	951	2,120	203	1,154	0	1,154	38	0	0	1,192
Total	2,007	4,048	354	2,361	0	2,361	71	0	0	2,432
Total Approaches										
Approach	5,116	7,578	427	5,543	0	5,543	71	0	0	5,614
Departure	5,116	7,578	427	5,543	0	5,543	71	0	0	5,614
Total	10,232	15,156	854	11,086	0	11,086	142	0	0	11,228

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
113 Malaga Road - Project Driveway 2/McLaughlin Road										
NBL	0	0	0	0		0	179	0	0	179
NBT	0	0	0	0		0	142	13	0	155
NBR	0	0	0	0		0	0	4	0	4
SBL	0	0	0	0		0	0	85	0	85
SBT	0	0	0	0		0	106	11	0	117
SBR	0	0	0	0		0	95	21	0	116
EBL	0	0	0	0		0	96	25	0	121
EBT	0	0	0	0		0	163	17	0	180
EBR	0	0	0	0		0	175	0	0	175
WBL	0	0	0	0		0	0	3	0	3
WBT	0	0	0	0		0	137	12	0	149
WBR	0	0	0	0		0	0	70	0	70
North Leg										
Approach	0	0	0	0	0	0	201	117	0	318
Departure	0	0	0	0	0	0	238	108	0	346
Total	0	0	0	0	0	0	439	225	0	664
South Leg										
Approach	0	0	0	0	0	0	321	17	0	338
Departure	0	0	0	0	0	0	281	14	0	295
Total	0	0	0	0	0	0	602	31	0	633
East Leg										
Approach	0	0	0	0	0	0	137	85	0	222
Departure	0	0	0	0	0	0	163	106	0	269
Total	0	0	0	0	0	0	300	191	0	491
West Leg										
Approach	0	0	0	0	0	0	434	42	0	476
Departure	0	0	0	0	0	0	411	33	0	444
Total	0	0	0	0	0	0	845	75	0	920
Total Approaches										
Approach	0	0	0	0	0	0	1,093	261	0	1,354
Departure	0	0	0	0	0	0	1,093	261	0	1,354
Total	0	0	0	0	0	0	2,186	522	0	2,708

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
114 Residential Central Spine/McLaughlin Road										
NBL	0	0	0	0		0	52	79	0	131
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	162	9	0	171
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	15	4	0	19
EBR	0	0	0	0		0	79	100	0	179
WBL	0	0	0	0		0	165	8	0	173
WBT	0	0	0	0		0	10	4	0	14
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	0	0	0	0	0	0	214	88	0	302
Departure	0	0	0	0	0	0	244	108	0	352
Total	0	0	0	0	0	0	458	196	0	654
East Leg										
Approach	0	0	0	0	0	0	175	12	0	187
Departure	0	0	0	0	0	0	177	13	0	190
Total	0	0	0	0	0	0	352	25	0	377
West Leg										
Approach	0	0	0	0	0	0	94	104	0	198
Departure	0	0	0	0	0	0	62	83	0	145
Total	0	0	0	0	0	0	156	187	0	343
Total Approaches										
Approach	0	0	0	0	0	0	483	204	0	687
Departure	0	0	0	0	0	0	483	204	0	687
Total	0	0	0	0	0	0	966	408	0	1,374

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
115 Residential Central Spine/Project Driveway 4										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	122	65	0	187
NBR	0	0	0	0		0	12	12	0	24
SBL	0	0	0	0		0	52	18	0	70
SBT	0	0	0	0		0	99	83	0	182
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	32	11	0	43
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	111	13	0	124
North Leg										
Approach	0	0	0	0	0	0	151	101	0	252
Departure	0	0	0	0	0	0	233	78	0	311
Total	0	0	0	0	0	0	384	179	0	563
South Leg										
Approach	0	0	0	0	0	0	134	77	0	211
Departure	0	0	0	0	0	0	131	94	0	225
Total	0	0	0	0	0	0	265	171	0	436
East Leg										
Approach	0	0	0	0	0	0	143	24	0	167
Departure	0	0	0	0	0	0	64	30	0	94
Total	0	0	0	0	0	0	207	54	0	261
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	0	0	0	0	0	0	428	202	0	630
Departure	0	0	0	0	0	0	428	202	0	630
Total	0	0	0	0	0	0	856	404	0	1,260

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
116 Residential Central Spine/Project Driveway 5										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	59	66	0	125
NBR	0	0	0	0		0	74	10	0	84
SBL	0	0	0	0		0	35	6	0	41
SBT	0	0	0	0		0	38	83	0	121
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	117	8	0	125
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	43	3	0	46
North Leg										
Approach	0	0	0	0	0	0	73	89	0	162
Departure	0	0	0	0	0	0	102	69	0	171
Total	0	0	0	0	0	0	175	158	0	333
South Leg										
Approach	0	0	0	0	0	0	133	76	0	209
Departure	0	0	0	0	0	0	155	91	0	246
Total	0	0	0	0	0	0	288	167	0	455
East Leg										
Approach	0	0	0	0	0	0	160	11	0	171
Departure	0	0	0	0	0	0	109	16	0	125
Total	0	0	0	0	0	0	269	27	0	296
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	0	0	0	0	0	0	366	176	0	542
Departure	0	0	0	0	0	0	366	176	0	542
Total	0	0	0	0	0	0	732	352	0	1,084

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Table C-3 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
117 Residential Central Spine/Project Driveway 6										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	115	25	0	140
NBR	0	0	0	0		0	0	3	0	3
SBL	0	0	0	0		0	67	14	0	81
SBT	0	0	0	0		0	38	31	0	69
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	3	0	3
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	124	11	0	135
North Leg										
Approach	0	0	0	0	0	0	105	45	0	150
Departure	0	0	0	0	0	0	239	36	0	275
Total	0	0	0	0	0	0	344	81	0	425
South Leg										
Approach	0	0	0	0	0	0	115	28	0	143
Departure	0	0	0	0	0	0	38	34	0	72
Total	0	0	0	0	0	0	153	62	0	215
East Leg										
Approach	0	0	0	0	0	0	124	14	0	138
Departure	0	0	0	0	0	0	67	17	0	84
Total	0	0	0	0	0	0	191	31	0	222
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	0	0	0	0	0	0	344	87	0	431
Departure	0	0	0	0	0	0	344	87	0	431
Total	0	0	0	0	0	0	688	174	0	862

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
1	**I-15 SB Ramps/SR-74**														
NBL		0		0	0	0	0	0	0		0	0	0	0	0
NBT		0		0	0	0	0	0	0		0	0	0	0	0
NBR		0		0	0	0	0	0	0		0	0	0	0	0
SBL		566		566	25	0	0	591	807		807	31	0	0	838
SBT		0		0	0	0	0	0	1		1	0	0	0	1
SBR		252		252	0	0	0	252	381		381	0	0	0	381
EBL		0		0	0	0	0	0	0		0	0	0	0	0
EBT		1,435		1,435	21	0	0	1,456	1,494		1,494	14	0	0	1,508
EBR		736		736	0	0	0	736	646		646	0	0	0	646
WBL		819		819	0	0	0	819	644		644	0	0	0	644
WBT		1,867		1,867	5	0	0	1,872	1,918		1,918	19	0	0	1,937
WBR		0		0	0	0	0	0	0		0	0	0	0	0
North Leg															
	Approach	818	0	818	25	0	0	843	1,189	0	1,189	31	0	0	1,220
	Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	818	0	818	25	0	0	843	1,189	0	1,189	31	0	0	1,220
South Leg															
	Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Departure	1,555	0	1,555	0	0	0	1,555	1,290	0	1,290	0	0	0	1,290
	Total	1,555	0	1,555	0	0	0	1,555	1,290	0	1,290	0	0	0	1,290
East Leg															
	Approach	2,686	0	2,686	5	0	0	2,691	2,562	0	2,562	19	0	0	2,581
	Departure	2,001	0	2,001	46	0	0	2,047	2,301	0	2,301	45	0	0	2,346
	Total	4,687	0	4,687	51	0	0	4,738	4,863	0	4,863	64	0	0	4,927
West Leg															
	Approach	2,171	0	2,171	21	0	0	2,192	2,140	0	2,140	14	0	0	2,154
	Departure	2,119	0	2,119	5	0	0	2,124	2,299	0	2,299	19	0	0	2,318
	Total	4,290	0	4,290	26	0	0	4,316	4,439	0	4,439	33	0	0	4,472
Total Approaches															
	Approach	5,675	0	5,675	51	0	0	5,726	5,890	0	5,890	64	0	0	5,954
	Departure	5,675	0	5,675	51	0	0	5,726	5,890	0	5,890	64	0	0	5,954
	Total	11,350	0	11,350	102	0	0	11,452	11,781	0	11,781	128	0	0	11,909

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
2	**I-15 NB Ramps/SR-74**														
NBL		515		515	0	0	0	515	620		620	0	0	0	620
NBT		3		3	0	0	0	3	7		7	0	0	0	7
NBR		648		648	0	0	0	648	836		836	0	0	0	836
SBL		0		0	0	0	0	0	0		0	0	0	0	0
SBT		0		0	0	0	0	0	0		0	0	0	0	0
SBR		0		0	0	0	0	0	0		0	0	0	0	0
EBL		112		112	0	0	0	112	169		169	0	0	0	169
EBT		1,889		1,889	47	0	0	1,936	2,132		2,132	44	0	0	2,176
EBR		0		0	0	0	0	0	0		0	0	0	0	0
WBL		0		0	0	0	0	0	0		0	0	0	0	0
WBT		2,172		2,172	5	0	0	2,177	1,942		1,942	19	0	0	1,961
WBR		931		931	19	0	0	950	567		567	29	0	0	596
North Leg															
	Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Departure	1,046	0	1,046	19	0	0	1,065	743	0	743	29	0	0	772
	Total	1,046	0	1,046	19	0	0	1,065	743	0	743	29	0	0	772
South Leg															
	Approach	1,166	0	1,166	0	0	0	1,166	1,463	0	1,463	0	0	0	1,463
	Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	1,166	0	1,166	0	0	0	1,166	1,463	0	1,463	0	0	0	1,463
East Leg															
	Approach	3,103	0	3,103	24	0	0	3,127	2,509	0	2,509	48	0	0	2,557
	Departure	2,537	0	2,537	47	0	0	2,584	2,968	0	2,968	44	0	0	3,012
	Total	5,640	0	5,640	71	0	0	5,711	5,477	0	5,477	92	0	0	5,569
West Leg															
	Approach	2,001	0	2,001	47	0	0	2,048	2,301	0	2,301	44	0	0	2,345
	Departure	2,687	0	2,687	5	0	0	2,692	2,562	0	2,562	19	0	0	2,581
	Total	4,688	0	4,688	52	0	0	4,740	4,863	0	4,863	63	0	0	4,926
Total Approaches															
	Approach	6,270	0	6,270	71	0	0	6,341	6,273	0	6,273	92	0	0	6,365
	Departure	6,270	0	6,270	71	0	0	6,341	6,273	0	6,273	92	0	0	6,365
	Total	12,539	0	12,539	142	0	0	12,681	12,546	0	12,546	184	0	0	12,730

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
3	**Dexter Avenue/SR-74**														
NBL		322		322	0	0	0	322	335		335	0	0	0	335
NBT		254		254	0	0	0	254	190		190	0	0	0	190
NBR		70		70	0	0	0	70	113		113	0	0	0	113
SBL		71		71	0	0	0	71	45		45	0	0	0	45
SBT		163		163	0	0	0	163	115		115	0	0	0	115
SBR		634		634	0	0	0	634	424		424	0	0	0	424
EBL		532		532	0	0	0	532	384		384	0	0	0	384
EBT		1,674		1,674	47	0	0	1,721	2,131		2,131	44	0	0	2,175
EBR		331		331	0	0	0	331	452		452	0	0	0	452
WBL		101		101	0	0	0	101	144		144	0	0	0	144
WBT		2,147		2,147	25	0	0	2,172	1,751		1,751	50	0	0	1,801
WBR		201		201	0	0	0	201	76		76	0	0	0	76
North Leg															
	Approach	868	0	868	0	0	0	868	584	0	584	0	0	0	584
	Departure	987	0	987	0	0	0	987	650	0	650	0	0	0	650
	Total	1,855	0	1,855	0	0	0	1,855	1,234	0	1,234	0	0	0	1,234
South Leg															
	Approach	646	0	646	0	0	0	646	638	0	638	0	0	0	638
	Departure	595	0	595	0	0	0	595	711	0	711	0	0	0	711
	Total	1,241	0	1,241	0	0	0	1,241	1,349	0	1,349	0	0	0	1,349
East Leg															
	Approach	2,448	0	2,448	25	0	0	2,473	1,971	0	1,971	50	0	0	2,021
	Departure	1,815	0	1,815	47	0	0	1,862	2,289	0	2,289	44	0	0	2,333
	Total	4,264	0	4,264	72	0	0	4,336	4,260	0	4,260	94	0	0	4,354
West Leg															
	Approach	2,537	0	2,537	47	0	0	2,584	2,967	0	2,967	44	0	0	3,011
	Departure	3,103	0	3,103	25	0	0	3,128	2,510	0	2,510	50	0	0	2,560
	Total	5,640	0	5,640	72	0	0	5,712	5,477	0	5,477	94	0	0	5,571
Total Approaches															
	Approach	6,500	0	6,500	72	0	0	6,572	6,160	0	6,160	94	0	0	6,254
	Departure	6,500	0	6,500	72	0	0	6,572	6,160	0	6,160	94	0	0	6,254
	Total	13,000	0	13,000	144	0	0	13,144	12,320	0	12,320	188	0	0	12,508

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
4	**Cambern Avenue/SR-74**														
NBL		83		83	0	0	0	83	155		155	0	0	0	155
NBT		33		33	0	0	0	33	80		80	0	0	0	80
NBR		46		46	0	0	0	46	173		173	0	0	0	173
SBL		146		146	0	0	0	146	260		260	0	0	0	260
SBT		55		55	0	0	0	55	88		88	0	0	0	88
SBR		98		98	0	0	0	98	86		86	0	0	0	86
EBL		160		160	0	0	0	160	244		244	0	0	0	244
EBT		1,573		1,573	47	0	0	1,620	1,892		1,892	44	0	0	1,936
EBR		33		33	0	0	0	33	62		62	0	0	0	62
WBL		89		89	0	0	0	89	128		128	0	0	0	128
WBT		2,112		2,112	25	0	0	2,137	1,238		1,238	50	0	0	1,288
WBR		157		157	0	0	0	157	201		201	0	0	0	201
North Leg															
	Approach	298	0	298	0	0	0	298	434	0	434	0	0	0	434
	Departure	350	0	350	0	0	0	350	524	0	524	0	0	0	524
	Total	648	0	648	0	0	0	648	958	0	958	0	0	0	958
South Leg															
	Approach	162	0	162	0	0	0	162	408	0	408	0	0	0	408
	Departure	176	0	176	0	0	0	176	278	0	278	0	0	0	278
	Total	338	0	338	0	0	0	338	687	0	687	0	0	0	687
East Leg															
	Approach	2,358	0	2,358	25	0	0	2,383	1,567	0	1,567	50	0	0	1,617
	Departure	1,765	0	1,765	47	0	0	1,812	2,325	0	2,325	44	0	0	2,369
	Total	4,123	0	4,123	72	0	0	4,195	3,892	0	3,892	94	0	0	3,986
West Leg															
	Approach	1,766	0	1,766	47	0	0	1,813	2,198	0	2,198	44	0	0	2,242
	Departure	2,293	0	2,293	25	0	0	2,318	1,480	0	1,480	50	0	0	1,530
	Total	4,058	0	4,058	72	0	0	4,130	3,677	0	3,677	94	0	0	3,771
Total Approaches															
	Approach	4,583	0	4,583	72	0	0	4,655	4,607	0	4,607	94	0	0	4,701
	Departure	4,583	0	4,583	72	0	0	4,655	4,607	0	4,607	94	0	0	4,701
	Total	9,167	0	9,167	144	0	0	9,311	9,214	0	9,214	188	0	0	9,402

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
5	**Conard Avenue/SR-74**														
NBL		61		61	0	0	0	61	26		26	0	0	0	26
NBT		20		20	0	0	0	20	14		14	0	0	0	14
NBR		89		89	0	0	0	89	211		211	0	0	0	211
SBL		118		118	0	0	0	118	87		87	0	0	0	87
SBT		34		34	0	0	0	34	28		28	0	0	0	28
SBR		30		30	0	0	0	30	26		26	0	0	0	26
EBL		11		11	0	0	0	11	20		20	0	0	0	20
EBT		1,669		1,669	47	0	0	1,716	2,210		2,210	44	0	0	2,254
EBR		85		85	0	0	0	85	95		95	0	0	0	95
WBL		94		94	0	0	0	94	153		153	0	0	0	153
WBT		2,266		2,266	25	0	0	2,291	1,514		1,514	50	0	0	1,564
WBR		159		159	0	0	0	159	39		39	0	0	0	39
North Leg															
	Approach	182	0	182	0	0	0	182	141	0	141	0	0	0	141
	Departure	190	0	190	0	0	0	190	73	0	73	0	0	0	73
	Total	372	0	372	0	0	0	372	214	0	214	0	0	0	214
South Leg															
	Approach	170	0	170	0	0	0	170	251	0	251	0	0	0	251
	Departure	213	0	213	0	0	0	213	276	0	276	0	0	0	276
	Total	383	0	383	0	0	0	383	527	0	527	0	0	0	527
East Leg															
	Approach	2,519	0	2,519	25	0	0	2,544	1,706	0	1,706	50	0	0	1,756
	Departure	1,876	0	1,876	47	0	0	1,923	2,508	0	2,508	44	0	0	2,552
	Total	4,395	0	4,395	72	0	0	4,467	4,214	0	4,214	94	0	0	4,308
West Leg															
	Approach	1,765	0	1,765	47	0	0	1,812	2,325	0	2,325	44	0	0	2,369
	Departure	2,357	0	2,357	25	0	0	2,382	1,566	0	1,566	50	0	0	1,616
	Total	4,122	0	4,122	72	0	0	4,194	3,891	0	3,891	94	0	0	3,985
Total Approaches															
	Approach	4,636	0	4,636	72	0	0	4,708	4,423	0	4,423	94	0	0	4,517
	Departure	4,636	0	4,636	72	0	0	4,708	4,423	0	4,423	94	0	0	4,517
	Total	9,271	0	9,271	144	0	0	9,415	8,846	0	8,846	188	0	0	9,034

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
6	**El Toro Cut Off Road/SR-74**														
NBL		0		0	0	0	0	0	0		0	0	0	0	0
NBT		0		0	0	0	0	0	0		0	0	0	0	0
NBR		0		0	0	0	0	0	0		0	0	0	0	0
SBL		174		174	0	0	0	174	389		389	0	0	0	389
SBT		0		0	0	0	0	0	0		0	0	0	0	0
SBR		185		185	0	0	0	185	211		211	0	0	0	211
EBL		87		87	0	0	0	87	91		91	0	0	0	91
EBT		1,814		1,814	47	0	0	1,861	2,379		2,379	44	0	0	2,423
EBR		0		0	0	0	0	0	0		0	0	0	0	0
WBL		0		0	0	0	0	0	0		0	0	0	0	0
WBT		2,088		2,088	25	0	0	2,113	1,501		1,501	50	0	0	1,551
WBR		465		465	0	0	0	465	304		304	0	0	0	304
North Leg															
	Approach	359	0	359	0	0	0	359	600	0	600	0	0	0	600
	Departure	552	0	552	0	0	0	552	395	0	395	0	0	0	395
	Total	911	0	911	0	0	0	911	995	0	995	0	0	0	995
South Leg															
	Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg															
	Approach	2,553	0	2,553	25	0	0	2,578	1,805	0	1,805	50	0	0	1,855
	Departure	1,988	0	1,988	47	0	0	2,035	2,768	0	2,768	44	0	0	2,812
	Total	4,541	0	4,541	72	0	0	4,613	4,573	0	4,573	94	0	0	4,667
West Leg															
	Approach	1,901	0	1,901	47	0	0	1,948	2,470	0	2,470	44	0	0	2,514
	Departure	2,273	0	2,273	25	0	0	2,298	1,712	0	1,712	50	0	0	1,762
	Total	4,174	0	4,174	72	0	0	4,246	4,182	0	4,182	94	0	0	4,276
Total Approaches															
	Approach	4,813	0	4,813	72	0	0	4,885	4,875	0	4,875	94	0	0	4,969
	Departure	4,813	0	4,813	72	0	0	4,885	4,875	0	4,875	94	0	0	4,969
	Total	9,626	0	9,626	144	0	0	9,770	9,750	0	9,750	188	0	0	9,938

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
7	**Riverside Street/SR-74**														
NBL		684		684	0	0	0	684	160		160	0	0	0	160
NBT		0		0	0	0	0	0	0		0	0	0	0	0
NBR		13		13	0	0	0	13	9		9	0	0	0	9
SBL		0		0	0	0	0	0	0		0	0	0	0	0
SBT		0		0	0	0	0	0	0		0	0	0	0	0
SBR		0		0	0	0	0	0	0		0	0	0	0	0
EBL		0		0	0	0	0	0	0		0	0	0	0	0
EBT		1,618		1,618	47	0	0	1,665	2,204		2,204	44	0	0	2,248
EBR		267		267	0	0	0	267	405		405	0	0	0	405
WBL		10		10	0	0	0	10	23		23	0	0	0	23
WBT		1,991		1,991	25	0	0	2,016	1,741		1,741	50	0	0	1,791
WBR		0		0	0	0	0	0	0		0	0	0	0	0
North Leg															
	Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg															
	Approach	697	0	697	0	0	0	697	169	0	169	0	0	0	169
	Departure	277	0	277	0	0	0	277	428	0	428	0	0	0	428
	Total	974	0	974	0	0	0	974	597	0	597	0	0	0	597
East Leg															
	Approach	2,001	0	2,001	25	0	0	2,026	1,764	0	1,764	50	0	0	1,814
	Departure	1,631	0	1,631	47	0	0	1,678	2,213	0	2,213	44	0	0	2,257
	Total	3,632	0	3,632	72	0	0	3,704	3,977	0	3,977	94	0	0	4,071
West Leg															
	Approach	1,885	0	1,885	47	0	0	1,932	2,609	0	2,609	44	0	0	2,653
	Departure	2,675	0	2,675	25	0	0	2,700	1,901	0	1,901	50	0	0	1,951
	Total	4,560	0	4,560	72	0	0	4,632	4,510	0	4,510	94	0	0	4,604
Total Approaches															
	Approach	4,583	0	4,583	72	0	0	4,655	4,542	0	4,542	94	0	0	4,636
	Departure	4,583	0	4,583	72	0	0	4,655	4,542	0	4,542	94	0	0	4,636
	Total	9,166	0	9,166	144	0	0	9,310	9,085	0	9,085	188	0	0	9,273

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
8	**Wasson Canyon Road/SR-74**														
NBL		33		33	0	0	0	33	78		78	0	0	0	78
NBT		0		0	0	0	0	0	0		0	0	0	0	0
NBR		254		254	0	0	0	254	241		241	0	0	0	241
SBL		0		0	0	0	0	0	0		0	0	0	0	0
SBT		0		0	0	0	0	0	0		0	0	0	0	0
SBR		0		0	0	0	0	0	0		0	0	0	0	0
EBL		0		0	0	0	0	0	0		0	0	0	0	0
EBT		1,532		1,532	47	0	0	1,579	2,226		2,226	44	0	0	2,270
EBR		91		91	0	0	0	91	22		22	0	0	0	22
WBL		357		357	0	0	0	357	152		152	0	0	0	152
WBT		1,845		1,845	25	0	0	1,870	1,593		1,593	50	0	0	1,643
WBR		0		0	0	0	0	0	0		0	0	0	0	0
North Leg															
	Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg															
	Approach	287	0	287	0	0	0	287	319	0	319	0	0	0	319
	Departure	448	0	448	0	0	0	448	174	0	174	0	0	0	174
	Total	735	0	735	0	0	0	735	493	0	493	0	0	0	493
East Leg															
	Approach	2,202	0	2,202	25	0	0	2,227	1,745	0	1,745	50	0	0	1,795
	Departure	1,786	0	1,786	47	0	0	1,833	2,467	0	2,467	44	0	0	2,511
	Total	3,988	0	3,988	72	0	0	4,060	4,212	0	4,212	94	0	0	4,306
West Leg															
	Approach	1,623	0	1,623	47	0	0	1,670	2,248	0	2,248	44	0	0	2,292
	Departure	1,878	0	1,878	25	0	0	1,903	1,671	0	1,671	50	0	0	1,721
	Total	3,501	0	3,501	72	0	0	3,573	3,919	0	3,919	94	0	0	4,013
Total Approaches															
	Approach	4,112	0	4,112	72	0	0	4,184	4,312	0	4,312	94	0	0	4,406
	Departure	4,112	0	4,112	72	0	0	4,184	4,312	0	4,312	94	0	0	4,406
	Total	8,224	0	8,224	144	0	0	8,368	8,624	0	8,624	188	0	0	8,812

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
9	**SR-74/Meadowbrook Avenue - Greenwald Avenue**														
NBL		20		20	0	0	0	20	23		23	0	0	0	23
NBT		1,607		1,607	47	0	0	1,654	2,050		2,050	44	0	0	2,094
NBR		162		162	0	0	0	162	368		368	0	0	0	368
SBL		80		80	3	0	0	83	170		170	10	0	0	180
SBT		1,767		1,767	25	0	0	1,792	1,603		1,603	50	0	0	1,653
SBR		28		28	0	0	0	28	47		47	0	0	0	47
EBL		81		81	0	0	0	81	40		40	0	0	0	40
EBT		16		16	0	0	0	16	20		20	0	0	0	20
EBR		47		47	0	0	0	47	18		18	0	0	0	18
WBL		471		471	0	0	0	471	164		164	0	0	0	164
WBT		14		14	0	0	0	14	20		20	0	0	0	20
WBR		210		210	10	0	0	220	119		119	6	0	0	125
North Leg															
	Approach	1,875	0	1,875	28	0	0	1,903	1,820	0	1,820	60	0	0	1,880
	Departure	1,898	0	1,898	57	0	0	1,955	2,209	0	2,209	50	0	0	2,259
	Total	3,773	0	3,773	85	0	0	3,858	4,029	0	4,029	110	0	0	4,139
South Leg															
	Approach	1,789	0	1,789	47	0	0	1,836	2,441	0	2,441	44	0	0	2,485
	Departure	2,285	0	2,285	25	0	0	2,310	1,785	0	1,785	50	0	0	1,835
	Total	4,074	0	4,074	72	0	0	4,146	4,226	0	4,226	94	0	0	4,320
East Leg															
	Approach	695	0	695	10	0	0	705	303	0	303	6	0	0	309
	Departure	258	0	258	3	0	0	261	558	0	558	10	0	0	568
	Total	952	0	952	13	0	0	965	861	0	861	16	0	0	877
West Leg															
	Approach	144	0	144	0	0	0	144	78	0	78	0	0	0	78
	Departure	62	0	62	0	0	0	62	90	0	90	0	0	0	90
	Total	206	0	206	0	0	0	206	168	0	168	0	0	0	168
Total Approaches															
	Approach	4,503	0	4,503	85	0	0	4,588	4,642	0	4,642	110	0	0	4,752
	Departure	4,503	0	4,503	85	0	0	4,588	4,642	0	4,642	110	0	0	4,752
	Total	9,005	0	9,005	170	0	0	9,175	9,284	0	9,284	220	0	0	9,504

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
10 SR-74/River Road														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	1,874		1,874	57	0	0	1,931	2,175		2,175	50	0	0	2,225
NBR	7		7	0	0	0	7	12		12	0	0	0	12
SBL	20		20	0	0	0	20	47		47	0	0	0	47
SBT	1,879		1,879	28	0	0	1,907	1,861		1,861	59	0	0	1,920
SBR	0		0	0	0	0	0	0		0	0	0	0	0
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	0		0	0	0	0	0	0		0	0	0	0	0
EBR	0		0	0	0	0	0	0		0	0	0	0	0
WBL	15		15	0	0	0	15	10		10	0	0	0	10
WBT	0		0	0	0	0	0	0		0	0	0	0	0
WBR	57		57	0	0	0	57	37		37	0	0	0	37
North Leg														
Approach	1,899	0	1,899	28	0	0	1,927	1,908	0	1,908	59	0	0	1,967
Departure	1,931	0	1,931	57	0	0	1,988	2,212	0	2,212	50	0	0	2,262
Total	3,830	0	3,830	85	0	0	3,915	4,120	0	4,120	109	0	0	4,229
South Leg														
Approach	1,881	0	1,881	57	0	0	1,938	2,187	0	2,187	50	0	0	2,237
Departure	1,894	0	1,894	28	0	0	1,922	1,871	0	1,871	59	0	0	1,930
Total	3,775	0	3,775	85	0	0	3,860	4,058	0	4,058	109	0	0	4,167
East Leg														
Approach	72	0	72	0	0	0	72	47	0	47	0	0	0	47
Departure	27	0	27	0	0	0	27	59	0	59	0	0	0	59
Total	99	0	99	0	0	0	99	106	0	106	0	0	0	106
West Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches														
Approach	3,852	0	3,852	85	0	0	3,937	4,142	0	4,142	109	0	0	4,251
Departure	3,852	0	3,852	85	0	0	3,937	4,142	0	4,142	109	0	0	4,251
Total	7,704	0	7,704	170	0	0	7,874	8,284	0	8,284	218	0	0	8,502

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
11 SR-74/Ellis Avenue														
NBL	76		76	0	0	0	76	60		60	0	0	0	60
NBT	1,112		1,112	57	0	0	1,169	1,349		1,349	50	0	0	1,399
NBR	0		0	0	0	0	0	0		0	0	0	0	0
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	1,095		1,095	28	0	0	1,123	1,167		1,167	59	0	0	1,226
SBR	312		312	0	0	0	312	193		193	0	0	0	193
EBL	423		423	0	0	0	423	354		354	0	0	0	354
EBT	0		0	0	0	0	0	0		0	0	0	0	0
EBR	95		95	0	0	0	95	58		58	0	0	0	58
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	0		0	0	0	0	0	0		0	0	0	0	0
WBR	0		0	0	0	0	0	0		0	0	0	0	0
North Leg														
Approach	1,407	0	1,407	28	0	0	1,435	1,360	0	1,360	59	0	0	1,419
Departure	1,535	0	1,535	57	0	0	1,592	1,703	0	1,703	50	0	0	1,753
Total	2,942	0	2,942	85	0	0	3,027	3,063	0	3,063	109	0	0	3,172
South Leg														
Approach	1,188	0	1,188	57	0	0	1,245	1,409	0	1,409	50	0	0	1,459
Departure	1,190	0	1,190	28	0	0	1,218	1,225	0	1,225	59	0	0	1,284
Total	2,378	0	2,378	85	0	0	2,463	2,634	0	2,634	109	0	0	2,743
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	518	0	518	0	0	0	518	412	0	412	0	0	0	412
Departure	388	0	388	0	0	0	388	253	0	253	0	0	0	253
Total	906	0	906	0	0	0	906	665	0	665	0	0	0	665
Total Approaches														
Approach	3,113	0	3,113	85	0	0	3,198	3,181	0	3,181	109	0	0	3,290
Departure	3,113	0	3,113	85	0	0	3,198	3,181	0	3,181	109	0	0	3,290
Total	6,225	0	6,225	170	0	0	6,395	6,362	0	6,362	218	0	0	6,580

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
12 Navajo Road/SR-74														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	0		0	0	0	0	0	0		0	0	0	0	0
SBL	593		593	3	0	0	596	445		445	7	0	0	452
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	106		106	0	0	0	106	79		79	0	0	0	79
EBL	73		73	0	0	0	73	99		99	0	0	0	99
EBT	1,190		1,190	28	0	0	1,218	1,489		1,489	59	0	0	1,548
EBR	0		0	0	0	0	0	0		0	0	0	0	0
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	1,371		1,371	57	0	0	1,428	1,246		1,246	50	0	0	1,296
WBR	433		433	2	0	0	435	487		487	7	0	0	494
North Leg														
Approach	699	0	699	3	0	0	702	524	0	524	7	0	0	531
Departure	506	0	506	2	0	0	508	586	0	586	7	0	0	593
Total	1,205	0	1,205	5	0	0	1,210	1,110	0	1,110	14	0	0	1,124
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	1,804	0	1,804	59	0	0	1,863	1,733	0	1,733	57	0	0	1,790
Departure	1,783	0	1,783	31	0	0	1,814	1,934	0	1,934	66	0	0	2,000
Total	3,587	0	3,587	90	0	0	3,677	3,667	0	3,667	123	0	0	3,790
West Leg														
Approach	1,263	0	1,263	28	0	0	1,291	1,588	0	1,588	59	0	0	1,647
Departure	1,477	0	1,477	57	0	0	1,534	1,325	0	1,325	50	0	0	1,375
Total	2,740	0	2,740	85	0	0	2,825	2,913	0	2,913	109	0	0	3,022
Total Approaches														
Approach	3,766	0	3,766	90	0	0	3,856	3,845	0	3,845	123	0	0	3,968
Departure	3,766	0	3,766	90	0	0	3,856	3,845	0	3,845	123	0	0	3,968
Total	7,533	0	7,533	180	0	0	7,713	7,690	0	7,690	246	0	0	7,936

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
13 A Street/SR-74														
NBL	147		147	0	0	0	147	165		165	0	0	0	165
NBT	427		427	0	0	0	427	142		142	0	0	0	142
NBR	74		74	0	0	0	74	50		50	0	0	0	50
SBL	198		198	5	0	0	203	93		93	14	0	0	107
SBT	232		232	0	0	0	232	187		187	0	0	0	187
SBR	467		467	0	0	0	467	550		550	0	0	0	550
EBL	402		402	0	0	0	402	422		422	0	0	0	422
EBT	1,317		1,317	60	0	0	1,377	1,316		1,316	57	0	0	1,373
EBR	67		67	0	0	0	67	84		84	0	0	0	84
WBL	86		86	0	0	0	86	47		47	0	0	0	47
WBT	1,169		1,169	30	0	0	1,199	1,253		1,253	66	0	0	1,319
WBR	83		83	8	0	0	91	48		48	11	0	0	59
North Leg														
Approach	897	0	897	5	0	0	902	830	0	830	14	0	0	844
Departure	912	0	912	8	0	0	920	612	0	612	11	0	0	623
Total	1,809	0	1,809	13	0	0	1,822	1,442	0	1,442	25	0	0	1,467
South Leg														
Approach	648	0	648	0	0	0	648	357	0	357	0	0	0	357
Departure	385	0	385	0	0	0	385	318	0	318	0	0	0	318
Total	1,033	0	1,033	0	0	0	1,033	675	0	675	0	0	0	675
East Leg														
Approach	1,338	0	1,338	38	0	0	1,376	1,348	0	1,348	77	0	0	1,425
Departure	1,589	0	1,589	65	0	0	1,654	1,459	0	1,459	71	0	0	1,530
Total	2,927	0	2,927	103	0	0	3,030	2,807	0	2,807	148	0	0	2,955
West Leg														
Approach	1,786	0	1,786	60	0	0	1,846	1,822	0	1,822	57	0	0	1,879
Departure	1,783	0	1,783	30	0	0	1,813	1,968	0	1,968	66	0	0	2,034
Total	3,569	0	3,569	90	0	0	3,659	3,790	0	3,790	123	0	0	3,913
Total Approaches														
Approach	4,669	0	4,669	103	0	0	4,772	4,357	0	4,357	148	0	0	4,505
Departure	4,669	0	4,669	103	0	0	4,772	4,357	0	4,357	148	0	0	4,505
Total	9,338	0	9,338	206	0	0	9,544	8,714	0	8,714	296	0	0	9,010

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
14 C Street/SR-74														
NBL	25		25	0	0	0	25	3		3	0	0	0	3
NBT	207		207	0	0	0	207	33		33	0	0	0	33
NBR	62		62	0	0	0	62	13		13	0	0	0	13
SBL	51		51	0	0	0	51	32		32	0	0	0	32
SBT	51		51	0	0	0	51	91		91	0	0	0	91
SBR	392		392	0	0	0	392	500		500	0	0	0	500
EBL	374		374	0	0	0	374	334		334	0	0	0	334
EBT	1,226		1,226	67	0	0	1,293	1,221		1,221	77	0	0	1,298
EBR	9		9	0	0	0	9	26		26	0	0	0	26
WBL	0		0	0	0	0	0	3		3	0	0	0	3
WBT	990		990	40	0	0	1,030	868		868	85	0	0	953
WBR	59		59	0	0	0	59	35		35	0	0	0	35
North Leg														
Approach	495	0	495	0	0	0	495	623	0	623	0	0	0	623
Departure	640	0	640	0	0	0	640	401	0	401	0	0	0	401
Total	1,134	0	1,134	0	0	0	1,134	1,024	0	1,024	0	0	0	1,024
South Leg														
Approach	294	0	294	0	0	0	294	48	0	48	0	0	0	48
Departure	60	0	60	0	0	0	60	120	0	120	0	0	0	120
Total	354	0	354	0	0	0	354	168	0	168	0	0	0	168
East Leg														
Approach	1,049	0	1,049	40	0	0	1,089	906	0	906	85	0	0	991
Departure	1,339	0	1,339	67	0	0	1,406	1,266	0	1,266	77	0	0	1,343
Total	2,388	0	2,388	107	0	0	2,495	2,172	0	2,172	162	0	0	2,334
West Leg														
Approach	1,609	0	1,609	67	0	0	1,676	1,581	0	1,581	77	0	0	1,658
Departure	1,407	0	1,407	40	0	0	1,447	1,371	0	1,371	85	0	0	1,456
Total	3,016	0	3,016	107	0	0	3,123	2,952	0	2,952	162	0	0	3,114
Total Approaches														
Approach	3,446	0	3,446	107	0	0	3,553	3,158	0	3,158	162	0	0	3,320
Departure	3,446	0	3,446	107	0	0	3,553	3,158	0	3,158	162	0	0	3,320
Total	6,892	0	6,892	214	0	0	7,106	6,316	0	6,316	324	0	0	6,640

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
15 D Street/SR-74														
NBL	26		26	0	0	0	26	41		41	0	0	0	41
NBT	175		175	0	0	0	175	115		115	0	0	0	115
NBR	177		177	0	0	0	177	210		210	0	0	0	210
SBL	73		73	0	0	0	73	204		204	0	0	0	204
SBT	77		77	0	0	0	77	144		144	0	0	0	144
SBR	83		83	0	0	0	83	109		109	0	0	0	109
EBL	150		150	0	0	0	150	140		140	0	0	0	140
EBT	1,156		1,156	67	0	0	1,223	1,101		1,101	77	0	0	1,178
EBR	33		33	0	0	0	33	24		24	0	0	0	24
WBL	101		101	0	0	0	101	207		207	0	0	0	207
WBT	939		939	40	0	0	979	756		756	85	0	0	841
WBR	116		116	0	0	0	116	96		96	0	0	0	96
North Leg														
Approach	233	0	233	0	0	0	233	457	0	457	0	0	0	457
Departure	441	0	441	0	0	0	441	351	0	351	0	0	0	351
Total	674	0	674	0	0	0	674	808	0	808	0	0	0	808
South Leg														
Approach	378	0	378	0	0	0	378	366	0	366	0	0	0	366
Departure	210	0	210	0	0	0	210	375	0	375	0	0	0	375
Total	588	0	588	0	0	0	588	741	0	741	0	0	0	741
East Leg														
Approach	1,156	0	1,156	40	0	0	1,196	1,059	0	1,059	85	0	0	1,144
Departure	1,406	0	1,406	67	0	0	1,473	1,515	0	1,515	77	0	0	1,592
Total	2,562	0	2,562	107	0	0	2,669	2,574	0	2,574	162	0	0	2,736
West Leg														
Approach	1,339	0	1,339	67	0	0	1,406	1,265	0	1,265	77	0	0	1,342
Departure	1,048	0	1,048	40	0	0	1,088	906	0	906	85	0	0	991
Total	2,387	0	2,387	107	0	0	2,494	2,171	0	2,171	162	0	0	2,333
Total Approaches														
Approach	3,106	0	3,106	107	0	0	3,213	3,147	0	3,147	162	0	0	3,309
Departure	3,106	0	3,106	107	0	0	3,213	3,147	0	3,147	162	0	0	3,309
Total	6,211	0	6,211	214	0	0	6,425	6,294	0	6,294	324	0	0	6,618

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
16 Perris Boulevard/SR-74														
NBL	237		237	0	0	0	237	196		196	0	0	0	196
NBT	904		904	0	0	0	904	791		791	0	0	0	791
NBR	176		176	0	0	0	176	99		99	0	0	0	99
SBL	76		76	3	0	0	79	99		99	7	0	0	106
SBT	703		703	0	0	0	703	881		881	0	0	0	881
SBR	312		312	0	0	0	312	280		280	0	0	0	280
EBL	344		344	0	0	0	344	447		447	0	0	0	447
EBT	930		930	67	0	0	997	775		775	77	0	0	852
EBR	159		159	0	0	0	159	268		268	0	0	0	268
WBL	123		123	0	0	0	123	179		179	0	0	0	179
WBT	742		742	40	0	0	782	603		603	85	0	0	688
WBR	45		45	2	0	0	47	62		62	7	0	0	69
North Leg														
Approach	1,091	0	1,091	3	0	0	1,094	1,260	0	1,260	7	0	0	1,267
Departure	1,294	0	1,294	2	0	0	1,296	1,300	0	1,300	7	0	0	1,307
Total	2,385	0	2,385	5	0	0	2,390	2,560	0	2,560	14	0	0	2,574
South Leg														
Approach	1,317	0	1,317	0	0	0	1,317	1,086	0	1,086	0	0	0	1,086
Departure	985	0	985	0	0	0	985	1,328	0	1,328	0	0	0	1,328
Total	2,302	0	2,302	0	0	0	2,302	2,414	0	2,414	0	0	0	2,414
East Leg														
Approach	910	0	910	42	0	0	952	844	0	844	92	0	0	936
Departure	1,182	0	1,182	70	0	0	1,252	973	0	973	84	0	0	1,057
Total	2,092	0	2,092	112	0	0	2,204	1,817	0	1,817	176	0	0	1,993
West Leg														
Approach	1,433	0	1,433	67	0	0	1,500	1,490	0	1,490	77	0	0	1,567
Departure	1,291	0	1,291	40	0	0	1,331	1,079	0	1,079	85	0	0	1,164
Total	2,724	0	2,724	107	0	0	2,831	2,569	0	2,569	162	0	0	2,731
Total Approaches														
Approach	4,752	0	4,752	112	0	0	4,864	4,680	0	4,680	176	0	0	4,856
Departure	4,752	0	4,752	112	0	0	4,864	4,680	0	4,680	176	0	0	4,856
Total	9,503	0	9,503	224	0	0	9,727	9,359	0	9,359	352	0	0	9,711

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
17 G Street/SR-74														
NBL	26		26	0	0	0	26	42		42	0	0	0	42
NBT	178		178	0	0	0	178	210		210	0	0	0	210
NBR	102		102	0	0	0	102	152		152	0	0	0	152
SBL	109		109	12	0	0	121	135		135	13	0	0	148
SBT	136		136	0	0	0	136	205		205	0	0	0	205
SBR	30		30	0	0	0	30	93		93	0	0	0	93
EBL	112		112	0	0	0	112	119		119	0	0	0	119
EBT	890		890	70	0	0	960	774		774	84	0	0	858
EBR	116		116	0	0	0	116	33		33	0	0	0	33
WBL	143		143	0	0	0	143	130		130	0	0	0	130
WBT	820		820	42	0	0	862	689		689	93	0	0	782
WBR	130		130	9	0	0	139	67		67	14	0	0	81
North Leg														
Approach	275	0	275	12	0	0	287	433	0	433	13	0	0	446
Departure	420	0	420	9	0	0	429	396	0	396	14	0	0	410
Total	695	0	695	21	0	0	716	829	0	829	27	0	0	856
South Leg														
Approach	306	0	306	0	0	0	306	404	0	404	0	0	0	404
Departure	395	0	395	0	0	0	395	368	0	368	0	0	0	368
Total	701	0	701	0	0	0	701	772	0	772	0	0	0	772
East Leg														
Approach	1,093	0	1,093	51	0	0	1,144	886	0	886	107	0	0	993
Departure	1,101	0	1,101	82	0	0	1,183	1,061	0	1,061	97	0	0	1,158
Total	2,194	0	2,194	133	0	0	2,327	1,947	0	1,947	204	0	0	2,151
West Leg														
Approach	1,118	0	1,118	70	0	0	1,188	926	0	926	84	0	0	1,010
Departure	876	0	876	42	0	0	918	824	0	824	93	0	0	917
Total	1,994	0	1,994	112	0	0	2,106	1,750	0	1,750	177	0	0	1,927
Total Approaches														
Approach	2,792	0	2,792	133	0	0	2,925	2,649	0	2,649	204	0	0	2,853
Departure	2,792	0	2,792	133	0	0	2,925	2,649	0	2,649	204	0	0	2,853
Total	5,584	0	5,584	266	0	0	5,850	5,298	0	5,298	408	0	0	5,706

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
18 Wilkerson Avenue/SR-74														
NBL	39		39	0	0	0	39	33		33	0	0	0	33
NBT	6		6	0	0	0	6	19		19	0	0	0	19
NBR	20		20	0	0	0	20	0		0	0	0	0	0
SBL	98		98	0	0	0	98	213		213	0	0	0	213
SBT	11		11	0	0	0	11	14		14	0	0	0	14
SBR	25		25	0	0	0	25	51		51	0	0	0	51
EBL	39		39	0	0	0	39	50		50	0	0	0	50
EBT	1,002		1,002	85	0	0	1,087	947		947	99	0	0	1,046
EBR	34		34	0	0	0	34	50		50	0	0	0	50
WBL	14		14	0	0	0	14	23		23	0	0	0	23
WBT	1,052		1,052	51	0	0	1,103	834		834	109	0	0	943
WBR	128		128	0	0	0	128	127		127	0	0	0	127
North Leg														
Approach	133	0	133	0	0	0	133	278	0	278	0	0	0	278
Departure	173	0	173	0	0	0	173	196	0	196	0	0	0	196
Total	307	0	307	0	0	0	307	475	0	475	0	0	0	475
South Leg														
Approach	65	0	65	0	0	0	65	52	0	52	0	0	0	52
Departure	58	0	58	0	0	0	58	87	0	87	0	0	0	87
Total	123	0	123	0	0	0	123	139	0	139	0	0	0	139
East Leg														
Approach	1,194	0	1,194	51	0	0	1,245	984	0	984	109	0	0	1,093
Departure	1,120	0	1,120	85	0	0	1,205	1,160	0	1,160	99	0	0	1,259
Total	2,313	0	2,313	136	0	0	2,449	2,144	0	2,144	208	0	0	2,352
West Leg														
Approach	1,074	0	1,074	85	0	0	1,159	1,048	0	1,048	99	0	0	1,147
Departure	1,116	0	1,116	51	0	0	1,167	918	0	918	109	0	0	1,027
Total	2,191	0	2,191	136	0	0	2,327	1,966	0	1,966	208	0	0	2,174
Total Approaches														
Approach	2,467	0	2,467	136	0	0	2,603	2,362	0	2,362	208	0	0	2,570
Departure	2,467	0	2,467	136	0	0	2,603	2,362	0	2,362	208	0	0	2,570
Total	4,933	0	4,933	272	0	0	5,205	4,724	0	4,724	416	0	0	5,140

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
19	**Redlands Avenue/SR-74 - 4th Street**														
NBL		85		85	0	0	0	85	60		60	0	0	0	60
NBT		1,042		1,042	0	0	0	1,042	660		660	0	0	0	660
NBR		12		12	0	0	0	12	9		9	0	0	0	9
SBL		35		35	0	0	0	35	36		36	0	0	0	36
SBT		600		600	0	0	0	600	1,033		1,033	0	0	0	1,033
SBR		1,132		1,132	51	0	0	1,183	907		907	109	0	0	1,016
EBL		1,077		1,077	85	0	0	1,162	1,071		1,071	99	0	0	1,170
EBT		26		26	0	0	0	26	28		28	0	0	0	28
EBR		40		40	0	0	0	40	108		108	0	0	0	108
WBL		3		3	0	0	0	3	13		13	0	0	0	13
WBT		5		5	0	0	0	5	20		20	0	0	0	20
WBR		26		26	0	0	0	26	69		69	0	0	0	69
North Leg															
	Approach	1,767	0	1,767	51	0	0	1,818	1,976	0	1,976	109	0	0	2,085
	Departure	2,145	0	2,145	85	0	0	2,230	1,800	0	1,800	99	0	0	1,899
	Total	3,912	0	3,912	136	0	0	4,048	3,776	0	3,776	208	0	0	3,984
South Leg															
	Approach	1,139	0	1,139	0	0	0	1,139	729	0	729	0	0	0	729
	Departure	643	0	643	0	0	0	643	1,154	0	1,154	0	0	0	1,154
	Total	1,782	0	1,782	0	0	0	1,782	1,883	0	1,883	0	0	0	1,883
East Leg															
	Approach	35	0	35	0	0	0	35	102	0	102	0	0	0	102
	Departure	73	0	73	0	0	0	73	74	0	74	0	0	0	74
	Total	108	0	108	0	0	0	108	176	0	176	0	0	0	176
West Leg															
	Approach	1,143	0	1,143	85	0	0	1,228	1,207	0	1,207	99	0	0	1,306
	Departure	1,222	0	1,222	51	0	0	1,273	987	0	987	109	0	0	1,096
	Total	2,366	0	2,366	136	0	0	2,502	2,194	0	2,194	208	0	0	2,402
Total Approaches															
	Approach	4,084	0	4,084	136	0	0	4,220	4,015	0	4,015	208	0	0	4,223
	Departure	4,084	0	4,084	136	0	0	4,220	4,015	0	4,015	208	0	0	4,223
	Total	8,167	0	8,167	272	0	0	8,439	8,030	0	8,030	416	0	0	8,446

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
20	**Redlands Avenue/I-215 SB Ramps**														
NBL		0		0	0	0	0	0	0		0	0	0	0	0
NBT		1,614		1,614	0	0	0	1,614	1,247		1,247	0	0	0	1,247
NBR		531		531	85	0	0	616	553		553	99	0	0	652
SBL		527		527	8	0	0	535	446		446	20	0	0	466
SBT		1,544		1,544	51	0	0	1,595	1,490		1,490	109	0	0	1,599
SBR		0		0	0	0	0	0	0		0	0	0	0	0
EBL		253		253	0	0	0	253	397		397	0	0	0	397
EBT		0		0	0	0	0	0	8		8	0	0	0	8
EBR		223		223	0	0	0	223	486		486	0	0	0	486
WBL		0		0	0	0	0	0	0		0	0	0	0	0
WBT		0		0	0	0	0	0	0		0	0	0	0	0
WBR		0		0	0	0	0	0	0		0	0	0	0	0
North Leg															
	Approach	2,071	0	2,071	59	0	0	2,130	1,936	0	1,936	129	0	0	2,065
	Departure	1,867	0	1,867	0	0	0	1,867	1,644	0	1,644	0	0	0	1,644
	Total	3,938	0	3,938	59	0	0	3,997	3,580	0	3,580	129	0	0	3,709
South Leg															
	Approach	2,145	0	2,145	85	0	0	2,230	1,800	0	1,800	99	0	0	1,899
	Departure	1,767	0	1,767	51	0	0	1,818	1,976	0	1,976	109	0	0	2,085
	Total	3,912	0	3,912	136	0	0	4,048	3,776	0	3,776	208	0	0	3,984
East Leg															
	Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Departure	1,058	0	1,058	93	0	0	1,151	1,007	0	1,007	119	0	0	1,126
	Total	1,058	0	1,058	93	0	0	1,151	1,007	0	1,007	119	0	0	1,126
West Leg															
	Approach	476	0	476	0	0	0	476	891	0	891	0	0	0	891
	Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	476	0	476	0	0	0	476	891	0	891	0	0	0	891
Total Approaches															
	Approach	4,692	0	4,692	144	0	0	4,836	4,627	0	4,627	228	0	0	4,855
	Departure	4,692	0	4,692	144	0	0	4,836	4,627	0	4,627	228	0	0	4,855
	Total	9,384	0	9,384	288	0	0	9,672	9,254	0	9,254	456	0	0	9,710

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
21 Redlands Avenue/I-215 NB Ramps														
NBL	390		390	0	0	0	390	262		262	0	0	0	262
NBT	1,477		1,477	0	0	0	1,477	1,382		1,382	0	0	0	1,382
NBR	0		0	0	0	0	0	0		0	0	0	0	0
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	1,567		1,567	8	0	0	1,575	1,525		1,525	20	0	0	1,545
SBR	193		193	0	0	0	193	229		229	0	0	0	229
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	0		0	0	0	0	0	0		0	0	0	0	0
EBR	0		0	0	0	0	0	0		0	0	0	0	0
WBL	504		504	51	0	0	555	411		411	109	0	0	520
WBT	0		0	0	0	0	0	0		0	0	0	0	0
WBR	391		391	5	0	0	396	709		709	22	0	0	731
North Leg														
Approach	1,760	0	1,760	8	0	0	1,768	1,754	0	1,754	20	0	0	1,774
Departure	1,868	0	1,868	5	0	0	1,873	2,091	0	2,091	22	0	0	2,113
Total	3,628	0	3,628	13	0	0	3,641	3,845	0	3,845	42	0	0	3,887
South Leg														
Approach	1,867	0	1,867	0	0	0	1,867	1,644	0	1,644	0	0	0	1,644
Departure	2,071	0	2,071	59	0	0	2,130	1,936	0	1,936	129	0	0	2,065
Total	3,938	0	3,938	59	0	0	3,997	3,580	0	3,580	129	0	0	3,709
East Leg														
Approach	895	0	895	56	0	0	951	1,120	0	1,120	131	0	0	1,251
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	895	0	895	56	0	0	951	1,120	0	1,120	131	0	0	1,251
West Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	583	0	583	0	0	0	583	491	0	491	0	0	0	491
Total	583	0	583	0	0	0	583	491	0	491	0	0	0	491
Total Approaches														
Approach	4,522	0	4,522	64	0	0	4,586	4,518	0	4,518	151	0	0	4,669
Departure	4,522	0	4,522	64	0	0	4,586	4,518	0	4,518	151	0	0	4,669
Total	9,043	0	9,043	128	0	0	9,171	9,036	0	9,036	302	0	0	9,338

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
22 Dunlap Drive/Nuevo Road														
NBL	77		77	0	0	0	77	52		52	0	0	0	52
NBT	454		454	0	0	0	454	276		276	0	0	0	276
NBR	224		224	0	0	0	224	190		190	0	0	0	190
SBL	115		115	17	0	0	132	312		312	30	0	0	342
SBT	234		234	0	0	0	234	258		258	0	0	0	258
SBR	79		79	0	0	0	79	68		68	0	0	0	68
EBL	75		75	0	0	0	75	44		44	0	0	0	44
EBT	971		971	5	0	0	976	1,267		1,267	14	0	0	1,281
EBR	78		78	0	0	0	78	200		200	0	0	0	200
WBL	287		287	0	0	0	287	174		174	0	0	0	174
WBT	1,244		1,244	8	0	0	1,252	979		979	11	0	0	990
WBR	300		300	19	0	0	319	158		158	27	0	0	185
North Leg														
Approach	428	0	428	17	0	0	445	638	0	638	30	0	0	668
Departure	829	0	829	19	0	0	848	478	0	478	27	0	0	505
Total	1,257	0	1,257	36	0	0	1,293	1,116	0	1,116	57	0	0	1,173
South Leg														
Approach	755	0	755	0	0	0	755	518	0	518	0	0	0	518
Departure	599	0	599	0	0	0	599	632	0	632	0	0	0	632
Total	1,354	0	1,354	0	0	0	1,354	1,150	0	1,150	0	0	0	1,150
East Leg														
Approach	1,831	0	1,831	27	0	0	1,858	1,311	0	1,311	38	0	0	1,349
Departure	1,310	0	1,310	22	0	0	1,332	1,769	0	1,769	44	0	0	1,813
Total	3,141	0	3,141	49	0	0	3,190	3,080	0	3,080	82	0	0	3,162
West Leg														
Approach	1,124	0	1,124	5	0	0	1,129	1,511	0	1,511	14	0	0	1,525
Departure	1,400	0	1,400	8	0	0	1,408	1,099	0	1,099	11	0	0	1,110
Total	2,524	0	2,524	13	0	0	2,537	2,610	0	2,610	25	0	0	2,635
Total Approaches														
Approach	4,138	0	4,138	49	0	0	4,187	3,978	0	3,978	82	0	0	4,060
Departure	4,138	0	4,138	49	0	0	4,187	3,978	0	3,978	82	0	0	4,060
Total	8,276	0	8,276	98	0	0	8,374	7,956	0	7,956	164	0	0	8,120

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
23 Menifee Road/Nuevo Road														
NBL	576		576	27	0	0	603	275		275	39	0	0	314
NBT	577		577	0	0	0	577	647		647	0	0	0	647
NBR	342		342	19	0	0	361	240		240	53	0	0	293
SBL	42		42	0	0	0	42	97		97	0	0	0	97
SBT	528		528	0	0	0	528	396		396	0	0	0	396
SBR	297		297	0	0	0	297	171		171	0	0	0	171
EBL	99		99	0	0	0	99	110		110	0	0	0	110
EBT	725		725	0	0	0	725	906		906	0	0	0	906
EBR	365		365	21	0	0	386	706		706	44	0	0	750
WBL	250		250	39	0	0	289	229		229	45	0	0	274
WBT	890		890	0	0	0	890	698		698	0	0	0	698
WBR	37		37	0	0	0	37	50		50	0	0	0	50
North Leg														
Approach	867	0	867	0	0	0	867	664	0	664	0	0	0	664
Departure	713	0	713	0	0	0	713	807	0	807	0	0	0	807
Total	1,580	0	1,580	0	0	0	1,580	1,471	0	1,471	0	0	0	1,471
South Leg														
Approach	1,495	0	1,495	46	0	0	1,541	1,162	0	1,162	92	0	0	1,254
Departure	1,143	0	1,143	60	0	0	1,203	1,331	0	1,331	89	0	0	1,420
Total	2,638	0	2,638	106	0	0	2,744	2,493	0	2,493	181	0	0	2,674
East Leg														
Approach	1,177	0	1,177	39	0	0	1,216	977	0	977	45	0	0	1,022
Departure	1,109	0	1,109	19	0	0	1,128	1,243	0	1,243	53	0	0	1,296
Total	2,286	0	2,286	58	0	0	2,344	2,220	0	2,220	98	0	0	2,318
West Leg														
Approach	1,189	0	1,189	21	0	0	1,210	1,722	0	1,722	44	0	0	1,766
Departure	1,763	0	1,763	27	0	0	1,790	1,144	0	1,144	39	0	0	1,183
Total	2,952	0	2,952	48	0	0	3,000	2,866	0	2,866	83	0	0	2,949
Total Approaches														
Approach	4,728	0	4,728	106	0	0	4,834	4,525	0	4,525	181	0	0	4,706
Departure	4,728	0	4,728	106	0	0	4,834	4,525	0	4,525	181	0	0	4,706
Total	9,456	0	9,456	212	0	0	9,668	9,051	0	9,051	362	0	0	9,413

Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour									PM Peak Hour							
	Horizon Year NP	Int 43-44 Adjustment	Horizon Year (2045) NP	Driveway Adjustment	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year WP	Horizon Year NP	Int 43-44 Adjustment	Horizon Year (2045) NP	Driveway Adjustment	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year WP
24 Menifee Road/Porter Street/Central Avenue																		
NBHL	0		0		0	0	0	0	0	2		2		2	0	0	0	2
NBL	6		6		6	0	0	0	6	2		2		2	1	0	0	3
NBT	1,258		1,258		1,258	44	0	0	1,302	1,005		1,005		1,005	95	0	0	1,100
NBR	98		98		98	5	0	0	103	151		151		151	8	0	0	159
SBL	2		2		2	0	0	0	2	2		2		2	0	0	0	2
SBT	956		956		956	64	0	0	1,020	1,105		1,105		1,105	91	0	0	1,196
SBBR	11		11		11	0	0	0	11	4		4		4	0	0	0	4
SBR	39		39		39	0	0	0	39	59		59		59	0	0	0	59
EBL	17		17		17	0	0	0	17	20		20		20	0	0	0	20
EBT	11		11		11	0	0	0	11	0		0		0	0	0	0	0
EBR	24		24		24	2	0	0	26	12		12		12	0	0	0	12
EBHR	2		2		2	0	0	0	2	2		2		2	0	0	0	2
WBL	131		131		131	8	0	0	139	87		87		87	8	0	0	95
WBBL	3		3		3	0	0	0	3	8		8		8	0	0	0	8
WBT	0		0		0	0	0	0	0	3		3		3	0	0	0	3
WBR	10		10		10	0	0	0	10	4		4		4	0	0	0	4
NEBHL	0		0		0	0	0	0	0	0		0		0	0	0	0	0
NEBBL	60		60		60	0	0	0	60	18		18		18	0	0	0	18
NEBBR	3		3		3	0	0	0	3	5		5		5	0	0	0	5
NEBHR	14		14		14	0	0	0	14	13		13		13	0	0	0	13
North Leg																		
Approach	1,008	0	1,008	0	1,008	64	0	0	1,072	1,170	0	1,170	0	1,170	91	0	0	1,261
Departure	1,345	0	1,345	0	1,345	44	0	0	1,389	1,047	0	1,047	0	1,047	95	0	0	1,142
Total	2,352	0	2,352	0	2,352	108	0	0	2,460	2,217	0	2,217	0	2,217	186	0	0	2,403
South Leg																		
Approach	1,362	0	1,362	0	1,362	49	0	0	1,411	1,160	0	1,160	0	1,160	104	0	0	1,264
Departure	1,125	0	1,125	0	1,125	74	0	0	1,199	1,217	0	1,217	0	1,217	99	0	0	1,316
Total	2,487	0	2,487	0	2,487	123	0	0	2,610	2,377	0	2,377	0	2,377	203	0	0	2,580
East Leg																		
Approach	144	0	144	0	144	8	0	0	152	103	0	103	0	103	8	0	0	111
Departure	114	0	114	0	114	5	0	0	119	158	0	158	0	158	8	0	0	166
Total	258	0	258	0	258	13	0	0	271	261	0	261	0	261	16	0	0	277
West Leg																		
Approach	54	0	54	0	54	2	0	0	56	34	0	34	0	34	0	0	0	34
Departure	45	0	45	0	45	0	0	0	45	64	0	64	0	64	1	0	0	65
Total	99	0	99	0	99	2	0	0	101	98	0	98	0	98	1	0	0	99
Southwest leg																		
Approach	77	0	77	0	77	0	0	0	77	36	0	36	0	36	0	0	0	36
Departure	16	0	16	0	16	0	0	0	16	17	0	17	0	17	0	0	0	17
Total	92	0	92	0	92	0	0	0	92	53	0	53	0	53	0	0	0	53
Total Approaches																		
Approach	2,644	0	2,644	0	2,644	123	0	0	2,767	2,503	0	2,503	0	2,503	203	0	0	2,706
Departure	2,644	0	2,644	0	2,644	123	0	0	2,767	2,503	0	2,503	0	2,503	203	0	0	2,706
Total	5,289	0	5,289	0	5,289	246	0	0	5,535	5,005	0	5,005	0	5,005	406	0	0	5,411

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
25 Menifee Road/San Jacinto Avenue														
NBL	346		346	14	0	0	360	259		259	22	0	0	281
NBT	871		871	54	0	0	925	637		637	112	0	0	749
NBR	15		15	0	0	0	15	22		22	0	0	0	22
SBL	6		6	0	0	0	6	11		11	0	0	0	11
SBT	659		659	77	0	0	736	885		885	106	0	0	991
SBR	351		351	0	0	0	351	263		263	0	0	0	263
EBL	423		423	0	0	0	423	482		482	0	0	0	482
EBT	20		20	0	0	0	20	29		29	0	0	0	29
EBR	285		285	17	0	0	302	252		252	21	0	0	273
WBL	26		26	0	0	0	26	13		13	0	0	0	13
WBT	34		34	0	0	0	34	20		20	0	0	0	20
WBR	5		5	0	0	0	5	4		4	0	0	0	4
North Leg														
Approach	1,016	0	1,016	77	0	0	1,093	1,159	0	1,159	106	0	0	1,265
Departure	1,299	0	1,299	54	0	0	1,353	1,123	0	1,123	112	0	0	1,235
Total	2,315	0	2,315	131	0	0	2,446	2,282	0	2,282	218	0	0	2,500
South Leg														
Approach	1,232	0	1,232	68	0	0	1,300	918	0	918	134	0	0	1,052
Departure	970	0	970	94	0	0	1,064	1,150	0	1,150	127	0	0	1,277
Total	2,202	0	2,202	162	0	0	2,364	2,068	0	2,068	261	0	0	2,329
East Leg														
Approach	65	0	65	0	0	0	65	37	0	37	0	0	0	37
Departure	41	0	41	0	0	0	41	62	0	62	0	0	0	62
Total	106	0	106	0	0	0	106	99	0	99	0	0	0	99
West Leg														
Approach	728	0	728	17	0	0	745	763	0	763	21	0	0	784
Departure	731	0	731	14	0	0	745	542	0	542	22	0	0	564
Total	1,459	0	1,459	31	0	0	1,490	1,305	0	1,305	43	0	0	1,348
Total Approaches														
Approach	3,041	0	3,041	162	0	0	3,203	2,877	0	2,877	261	0	0	3,138
Departure	3,041	0	3,041	162	0	0	3,203	2,877	0	2,877	261	0	0	3,138
Total	6,082	0	6,082	324	0	0	6,406	5,754	0	5,754	522	0	0	6,276

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
26 Menifee Road/Ellis Avenue														
NBL	81		81	8	0	0	89	52		52	18	0	0	70
NBT	1,228		1,228	77	0	0	1,305	875		875	146	0	0	1,021
NBR	0		0	0	0	0	0	2		2	0	0	0	2
SBL	2		2	0	0	0	2	2		2	0	0	0	2
SBT	1,014		1,014	102	0	0	1,116	1,148		1,148	144	0	0	1,292
SBR	33		33	0	0	0	33	18		18	0	0	0	18
EBL	5		5	0	0	0	5	43		43	0	0	0	43
EBT	0		0	0	0	0	0	0		0	0	0	0	0
EBR	55		55	15	0	0	70	37		37	14	0	0	51
WBL	0		0	0	0	0	0	1		1	0	0	0	1
WBT	0		0	0	0	0	0	2		2	0	0	0	2
WBR	6		6	0	0	0	6	2		2	0	0	0	2
North Leg														
Approach	1,049	0	1,049	102	0	0	1,151	1,168	0	1,168	144	0	0	1,312
Departure	1,239	0	1,239	77	0	0	1,316	920	0	920	146	0	0	1,066
Total	2,288	0	2,288	179	0	0	2,467	2,088	0	2,088	290	0	0	2,378
South Leg														
Approach	1,309	0	1,309	85	0	0	1,394	929	0	929	164	0	0	1,093
Departure	1,069	0	1,069	117	0	0	1,186	1,186	0	1,186	158	0	0	1,344
Total	2,378	0	2,378	202	0	0	2,580	2,115	0	2,115	322	0	0	2,437
East Leg														
Approach	6	0	6	0	0	0	6	5	0	5	0	0	0	5
Departure	2	0	2	0	0	0	2	4	0	4	0	0	0	4
Total	8	0	8	0	0	0	8	9	0	9	0	0	0	9
West Leg														
Approach	60	0	60	15	0	0	75	80	0	80	14	0	0	94
Departure	114	0	114	8	0	0	122	72	0	72	18	0	0	90
Total	174	0	174	23	0	0	197	152	0	152	32	0	0	184
Total Approaches														
Approach	2,424	0	2,424	202	0	0	2,626	2,182	0	2,182	322	0	0	2,504
Departure	2,424	0	2,424	202	0	0	2,626	2,182	0	2,182	322	0	0	2,504
Total	4,849	0	4,849	404	0	0	5,253	4,365	0	4,365	644	0	0	5,009

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
27 Menifee Road/Mapes Road														
NBL	53		53	6	0	0	59	19		19	11	0	0	30
NBT	859		859	88	0	0	947	861		861	176	0	0	1,037
NBR	41		41	0	0	0	41	36		36	0	0	0	36
SBL	169		169	1	0	0	170	238		238	1	0	0	239
SBT	963		963	123	0	0	1,086	885		885	169	0	0	1,054
SBR	65		65	0	0	0	65	48		48	0	0	0	48
EBL	9		9	0	0	0	9	37		37	0	0	0	37
EBT	56		56	0	0	0	56	123		123	0	0	0	123
EBR	28		28	15	0	0	43	27		27	7	0	0	34
WBL	18		18	0	0	0	18	13		13	0	0	0	13
WBT	161		161	0	0	0	161	39		39	0	0	0	39
WBR	371		371	1	0	0	372	93		93	1	0	0	94
North Leg														
Approach	1,197	0	1,197	124	0	0	1,321	1,171	0	1,171	170	0	0	1,341
Departure	1,239	0	1,239	89	0	0	1,328	991	0	991	177	0	0	1,168
Total	2,436	0	2,436	213	0	0	2,649	2,162	0	2,162	347	0	0	2,509
South Leg														
Approach	953	0	953	94	0	0	1,047	916	0	916	187	0	0	1,103
Departure	1,009	0	1,009	138	0	0	1,147	925	0	925	176	0	0	1,101
Total	1,962	0	1,962	232	0	0	2,194	1,841	0	1,841	363	0	0	2,204
East Leg														
Approach	550	0	550	1	0	0	551	145	0	145	1	0	0	146
Departure	266	0	266	1	0	0	267	397	0	397	1	0	0	398
Total	816	0	816	2	0	0	818	542	0	542	2	0	0	544
West Leg														
Approach	93	0	93	15	0	0	108	187	0	187	7	0	0	194
Departure	279	0	279	6	0	0	285	106	0	106	11	0	0	117
Total	372	0	372	21	0	0	393	293	0	293	18	0	0	311
Total Approaches														
Approach	2,793	0	2,793	234	0	0	3,027	2,419	0	2,419	365	0	0	2,784
Departure	2,793	0	2,793	234	0	0	3,027	2,419	0	2,419	365	0	0	2,784
Total	5,586	0	5,586	468	0	0	6,054	4,838	0	4,838	730	0	0	5,568

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
28 I-215 SB Ramps - SR-74/Bonnie Drive														
NBL	424		424	24	0	0	448	570		570	51	0	0	621
NBT	622		622	0	0	0	622	543		543	0	0	0	543
NBR	0		0	0	0	0	0	0		0	0	0	0	0
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	804		804	601	0	0	1,405	927		927	648	0	0	1,575
SBR	67		67	0	0	0	67	89		89	0	0	0	89
EBL	225		225	0	0	0	225	100		100	0	0	0	100
EBT	0		0	0	0	0	0	0		0	0	0	0	0
EBR	777		777	33	0	0	810	577		577	51	0	0	628
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	0		0	0	0	0	0	0		0	0	0	0	0
WBR	0		0	0	0	0	0	0		0	0	0	0	0
North Leg														
Approach	871	0	871	601	0	0	1,472	1,016	0	1,016	648	0	0	1,664
Departure	847	0	847	0	0	0	847	643	0	643	0	0	0	643
Total	1,718	0	1,718	601	0	0	2,319	1,659	0	1,659	648	0	0	2,307
South Leg														
Approach	1,046	0	1,046	24	0	0	1,070	1,113	0	1,113	51	0	0	1,164
Departure	1,581	0	1,581	634	0	0	2,215	1,504	0	1,504	699	0	0	2,203
Total	2,627	0	2,627	658	0	0	3,285	2,617	0	2,617	750	0	0	3,367
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	1,002	0	1,002	33	0	0	1,035	677	0	677	51	0	0	728
Departure	491	0	491	24	0	0	515	659	0	659	51	0	0	710
Total	1,493	0	1,493	57	0	0	1,550	1,336	0	1,336	102	0	0	1,438
Total Approaches														
Approach	2,919	0	2,919	658	0	0	3,577	2,806	0	2,806	750	0	0	3,556
Departure	2,919	0	2,919	658	0	0	3,577	2,806	0	2,806	750	0	0	3,556
Total	5,838	0	5,838	1,316	0	0	7,154	5,612	0	5,612	1,500	0	0	7,112

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
29 I-215 NB Ramps/SR-74														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	0		0	0	0	0	0	0		0	0	0	0	0
SBL	310		310	0	0	0	310	487		487	0	0	0	487
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	16		16	0	0	0	16	79		79	0	0	0	79
EBL	23		23	0	0	0	23	17		17	0	0	0	17
EBT	1,558		1,558	635	0	0	2,193	1,487		1,487	697	0	0	2,184
EBR	0		0	0	0	0	0	0		0	0	0	0	0
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	1,030		1,030	24	0	0	1,054	1,034		1,034	51	0	0	1,085
WBR	1,172		1,172	521	0	0	1,693	908		908	604	0	0	1,512
North Leg														
Approach	326	0	326	0	0	0	326	566	0	566	0	0	0	566
Departure	1,195	0	1,195	521	0	0	1,716	925	0	925	604	0	0	1,529
Total	1,521	0	1,521	521	0	0	2,042	1,491	0	1,491	604	0	0	2,095
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	2,202	0	2,202	545	0	0	2,747	1,942	0	1,942	655	0	0	2,597
Departure	1,868	0	1,868	635	0	0	2,503	1,974	0	1,974	697	0	0	2,671
Total	4,070	0	4,070	1,180	0	0	5,250	3,916	0	3,916	1,352	0	0	5,268
West Leg														
Approach	1,581	0	1,581	635	0	0	2,216	1,504	0	1,504	697	0	0	2,201
Departure	1,046	0	1,046	24	0	0	1,070	1,113	0	1,113	51	0	0	1,164
Total	2,627	0	2,627	659	0	0	3,286	2,617	0	2,617	748	0	0	3,365
Total Approaches														
Approach	4,109	0	4,109	1,180	0	0	5,289	4,012	0	4,012	1,352	0	0	5,364
Departure	4,109	0	4,109	1,180	0	0	5,289	4,012	0	4,012	1,352	0	0	5,364
Total	8,218	0	8,218	2,360	0	0	10,578	8,024	0	8,024	2,704	0	0	10,728

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
30 Trumble Road/SR-74														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	0		0	0	0	0	0	0		0	0	0	0	0
SBL	61		61	0	0	0	61	51		51	2	0	0	53
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	618		618	0	0	0	618	575		575	0	0	0	575
EBL	504		504	0	0	0	504	575		575	0	0	0	575
EBT	1,364		1,364	635	0	0	1,999	1,399		1,399	697	0	0	2,096
EBR	0		0	0	0	0	0	0		0	0	0	0	0
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	1,584		1,584	547	0	0	2,131	1,367		1,367	655	0	0	2,022
WBR	48		48	5	0	0	53	56		56	0	0	0	56
North Leg														
Approach	679	0	679	0	0	0	679	626	0	626	2	0	0	628
Departure	552	0	552	5	0	0	557	631	0	631	0	0	0	631
Total	1,231	0	1,231	5	0	0	1,236	1,257	0	1,257	2	0	0	1,259
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	1,632	0	1,632	552	0	0	2,184	1,423	0	1,423	655	0	0	2,078
Departure	1,425	0	1,425	635	0	0	2,060	1,450	0	1,450	699	0	0	2,149
Total	3,057	0	3,057	1,187	0	0	4,244	2,873	0	2,873	1,354	0	0	4,227
West Leg														
Approach	1,868	0	1,868	635	0	0	2,503	1,974	0	1,974	697	0	0	2,671
Departure	2,202	0	2,202	547	0	0	2,749	1,942	0	1,942	655	0	0	2,597
Total	4,070	0	4,070	1,182	0	0	5,252	3,916	0	3,916	1,352	0	0	5,268
Total Approaches														
Approach	4,179	0	4,179	1,187	0	0	5,366	4,023	0	4,023	1,354	0	0	5,377
Departure	4,179	0	4,179	1,187	0	0	5,366	4,023	0	4,023	1,354	0	0	5,377
Total	8,358	0	8,358	2,374	0	0	10,732	8,046	0	8,046	2,708	0	0	10,754

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
31 Sherman Road/SR-74 (West)														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	0		0	0	0	0	0	0		0	0	0	0	0
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	371		371	0	0	0	371	403		403	0	0	0	403
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	1,448		1,448	635	0	0	2,083	1,507		1,507	697	0	0	2,204
EBR	0		0	0	0	0	0	0		0	0	0	0	0
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	1,316		1,316	552	0	0	1,868	1,219		1,219	655	0	0	1,874
WBR	470		470	5	0	0	475	307		307	4	0	0	311
North Leg														
Approach	371	0	371	0	0	0	371	403	0	403	0	0	0	403
Departure	470	0	470	5	0	0	475	307	0	307	4	0	0	311
Total	841	0	841	5	0	0	846	710	0	710	4	0	0	714
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	1,786	0	1,786	557	0	0	2,343	1,526	0	1,526	659	0	0	2,185
Departure	1,448	0	1,448	635	0	0	2,083	1,507	0	1,507	697	0	0	2,204
Total	3,234	0	3,234	1,192	0	0	4,426	3,033	0	3,033	1,356	0	0	4,389
West Leg														
Approach	1,448	0	1,448	635	0	0	2,083	1,507	0	1,507	697	0	0	2,204
Departure	1,687	0	1,687	552	0	0	2,239	1,622	0	1,622	655	0	0	2,277
Total	3,135	0	3,135	1,187	0	0	4,322	3,129	0	3,129	1,352	0	0	4,481
Total Approaches														
Approach	3,605	0	3,605	1,192	0	0	4,797	3,436	0	3,436	1,356	0	0	4,792
Departure	3,605	0	3,605	1,192	0	0	4,797	3,436	0	3,436	1,356	0	0	4,792
Total	7,210	0	7,210	2,384	0	0	9,594	6,872	0	6,872	2,712	0	0	9,584

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
32 Sherman Road/SR-74 (East)														
NBL	463		463	0	0	0	463	351		351	0	0	0	351
NBT	3		3	0	0	0	3	19		19	0	0	0	19
NBR	252		252	3	0	0	255	193		193	7	0	0	200
SBL	8		8	0	0	0	8	23		23	0	0	0	23
SBT	12		12	0	0	0	12	25		25	0	0	0	25
SBR	4		4	0	0	0	4	14		14	0	0	0	14
EBL	17		17	0	0	0	17	37		37	0	0	0	37
EBT	1,178		1,178	635	0	0	1,813	1,273		1,273	697	0	0	1,970
EBR	253		253	0	0	0	253	197		197	0	0	0	197
WBL	267		267	2	0	0	269	241		241	7	0	0	248
WBT	1,319		1,319	556	0	0	1,875	1,161		1,161	659	0	0	1,820
WBR	9		9	0	0	0	9	24		24	0	0	0	24
North Leg														
Approach	24	0	24	0	0	0	24	62	0	62	0	0	0	62
Departure	29	0	29	0	0	0	29	80	0	80	0	0	0	80
Total	54	0	54	0	0	0	54	142	0	142	0	0	0	142
South Leg														
Approach	718	0	718	3	0	0	721	563	0	563	7	0	0	570
Departure	532	0	532	2	0	0	534	463	0	463	7	0	0	470
Total	1,250	0	1,250	5	0	0	1,255	1,026	0	1,026	14	0	0	1,040
East Leg														
Approach	1,595	0	1,595	558	0	0	2,153	1,426	0	1,426	666	0	0	2,092
Departure	1,438	0	1,438	638	0	0	2,076	1,489	0	1,489	704	0	0	2,193
Total	3,034	0	3,034	1,196	0	0	4,230	2,915	0	2,915	1,370	0	0	4,285
West Leg														
Approach	1,448	0	1,448	635	0	0	2,083	1,507	0	1,507	697	0	0	2,204
Departure	1,786	0	1,786	556	0	0	2,342	1,526	0	1,526	659	0	0	2,185
Total	3,234	0	3,234	1,191	0	0	4,425	3,033	0	3,033	1,356	0	0	4,389
Total Approaches														
Approach	3,786	0	3,786	1,196	0	0	4,982	3,558	0	3,558	1,370	0	0	4,928
Departure	3,786	0	3,786	1,196	0	0	4,982	3,558	0	3,558	1,370	0	0	4,928
Total	7,572	0	7,572	2,392	0	0	9,964	7,117	0	7,117	2,740	0	0	9,857

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
33 Antelope Road/SR-74														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	0		0	0	0	0	0	0		0	0	0	0	0
SBL	136		136	25	0	0	161	104		104	21	0	0	125
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	59		59	0	0	0	59	26		26	0	0	0	26
EBL	84		84	0	0	0	84	66		66	0	0	0	66
EBT	1,237		1,237	642	0	0	1,879	1,340		1,340	713	0	0	2,053
EBR	0		0	0	0	0	0	0		0	0	0	0	0
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	1,444		1,444	559	0	0	2,003	1,196		1,196	674	0	0	1,870
WBR	204		204	11	0	0	215	33		33	20	0	0	53
North Leg														
Approach	195	0	195	25	0	0	220	130	0	130	21	0	0	151
Departure	288	0	288	11	0	0	299	99	0	99	20	0	0	119
Total	483	0	483	36	0	0	519	229	0	229	41	0	0	270
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	1,648	0	1,648	570	0	0	2,218	1,229	0	1,229	694	0	0	1,923
Departure	1,373	0	1,373	667	0	0	2,040	1,444	0	1,444	734	0	0	2,178
Total	3,021	0	3,021	1,237	0	0	4,258	2,673	0	2,673	1,428	0	0	4,101
West Leg														
Approach	1,321	0	1,321	642	0	0	1,963	1,406	0	1,406	713	0	0	2,119
Departure	1,503	0	1,503	559	0	0	2,062	1,222	0	1,222	674	0	0	1,896
Total	2,824	0	2,824	1,201	0	0	4,025	2,628	0	2,628	1,387	0	0	4,015
Total Approaches														
Approach	3,164	0	3,164	1,237	0	0	4,401	2,765	0	2,765	1,428	0	0	4,193
Departure	3,164	0	3,164	1,237	0	0	4,401	2,765	0	2,765	1,428	0	0	4,193
Total	6,328	0	6,328	2,474	0	0	8,802	5,530	0	5,530	2,856	0	0	8,386

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
34 Palomar Road/SR-74														
NBL	176		176	0	0	0	176	63		63	0	0	0	63
NBT	103		103	0	0	0	103	167		167	0	0	0	167
NBR	361		361	22	0	0	383	241		241	40	0	0	281
SBL	65		65	3	0	0	68	15		15	7	0	0	22
SBT	148		148	0	0	0	148	140		140	0	0	0	140
SBR	108		108	0	0	0	108	63		63	0	0	0	63
EBL	104		104	0	0	0	104	113		113	0	0	0	113
EBT	1,116		1,116	673	0	0	1,789	1,135		1,135	742	0	0	1,877
EBR	118		118	0	0	0	118	50		50	0	0	0	50
WBL	208		208	10	0	0	218	320		320	45	0	0	365
WBT	1,390		1,390	572	0	0	1,962	1,148		1,148	705	0	0	1,853
WBR	31		31	2	0	0	33	24		24	7	0	0	31
North Leg														
Approach	321	0	321	3	0	0	324	218	0	218	7	0	0	225
Departure	238	0	238	2	0	0	240	304	0	304	7	0	0	311
Total	559	0	559	5	0	0	564	522	0	522	14	0	0	536
South Leg														
Approach	640	0	640	22	0	0	662	471	0	471	40	0	0	511
Departure	474	0	474	10	0	0	484	510	0	510	45	0	0	555
Total	1,114	0	1,114	32	0	0	1,146	981	0	981	85	0	0	1,066
East Leg														
Approach	1,629	0	1,629	584	0	0	2,213	1,492	0	1,492	757	0	0	2,249
Departure	1,542	0	1,542	698	0	0	2,240	1,391	0	1,391	789	0	0	2,180
Total	3,171	0	3,171	1,282	0	0	4,453	2,883	0	2,883	1,546	0	0	4,429
West Leg														
Approach	1,338	0	1,338	673	0	0	2,011	1,298	0	1,298	742	0	0	2,040
Departure	1,674	0	1,674	572	0	0	2,246	1,274	0	1,274	705	0	0	1,979
Total	3,012	0	3,012	1,245	0	0	4,257	2,572	0	2,572	1,447	0	0	4,019
Total Approaches														
Approach	3,928	0	3,928	1,282	0	0	5,210	3,479	0	3,479	1,546	0	0	5,025
Departure	3,928	0	3,928	1,282	0	0	5,210	3,479	0	3,479	1,546	0	0	5,025
Total	7,856	0	7,856	2,564	0	0	10,420	6,958	0	6,958	3,092	0	0	10,050

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
35 Goetz Road/Ethanac Road														
NBL	84		84	0	0	0	84	60		60	0	0	0	60
NBT	671		671	0	0	0	671	641		641	0	0	0	641
NBR	488		488	19	0	0	507	379		379	22	0	0	401
SBL	476		476	7	0	0	483	492		492	10	0	0	502
SBT	557		557	0	0	0	557	774		774	0	0	0	774
SBR	299		299	0	0	0	299	306		306	0	0	0	306
EBL	310		310	0	0	0	310	312		312	0	0	0	312
EBT	621		621	15	0	0	636	439		439	13	0	0	452
EBR	49		49	0	0	0	49	21		21	0	0	0	21
WBL	323		323	12	0	0	335	497		497	25	0	0	522
WBT	481		481	5	0	0	486	368		368	18	0	0	386
WBR	414		414	6	0	0	420	460		460	11	0	0	471
North Leg														
Approach	1,332	0	1,332	7	0	0	1,339	1,572	0	1,572	10	0	0	1,582
Departure	1,395	0	1,395	6	0	0	1,401	1,413	0	1,413	11	0	0	1,424
Total	2,727	0	2,727	13	0	0	2,740	2,985	0	2,985	21	0	0	3,006
South Leg														
Approach	1,243	0	1,243	19	0	0	1,262	1,080	0	1,080	22	0	0	1,102
Departure	929	0	929	12	0	0	941	1,292	0	1,292	25	0	0	1,317
Total	2,172	0	2,172	31	0	0	2,203	2,372	0	2,372	47	0	0	2,419
East Leg														
Approach	1,218	0	1,218	23	0	0	1,241	1,325	0	1,325	54	0	0	1,379
Departure	1,585	0	1,585	41	0	0	1,626	1,310	0	1,310	45	0	0	1,355
Total	2,803	0	2,803	64	0	0	2,867	2,635	0	2,635	99	0	0	2,734
West Leg														
Approach	980	0	980	15	0	0	995	772	0	772	13	0	0	785
Departure	864	0	864	5	0	0	869	734	0	734	18	0	0	752
Total	1,844	0	1,844	20	0	0	1,864	1,506	0	1,506	31	0	0	1,537
Total Approaches														
Approach	4,773	0	4,773	64	0	0	4,837	4,749	0	4,749	99	0	0	4,848
Departure	4,773	0	4,773	64	0	0	4,837	4,749	0	4,749	99	0	0	4,848
Total	9,546	0	9,546	128	0	0	9,674	9,498	0	9,498	198	0	0	9,696

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
36 Murrieta Road/Ethanac Road														
NBL	282		282	0	0	0	282	163		163	0	0	0	163
NBT	480		480	0	0	0	480	258		258	0	0	0	258
NBR	332		332	15	0	0	347	146		146	14	0	0	160
SBL	192		192	1	0	0	193	132		132	1	0	0	133
SBT	164		164	0	0	0	164	526		526	0	0	0	526
SBR	36		36	0	0	0	36	39		39	0	0	0	39
EBL	36		36	0	0	0	36	12		12	0	0	0	12
EBT	1,366		1,366	42	0	0	1,408	982		982	46	0	0	1,028
EBR	143		143	0	0	0	143	292		292	0	0	0	292
WBL	119		119	8	0	0	127	335		335	18	0	0	353
WBT	877		877	22	0	0	899	1,082		1,082	51	0	0	1,133
WBR	175		175	0	0	0	175	155		155	1	0	0	156
North Leg														
Approach	392	0	392	1	0	0	393	697	0	697	1	0	0	698
Departure	691	0	691	0	0	0	691	425	0	425	1	0	0	426
Total	1,083	0	1,083	1	0	0	1,084	1,122	0	1,122	2	0	0	1,124
South Leg														
Approach	1,094	0	1,094	15	0	0	1,109	567	0	567	14	0	0	581
Departure	426	0	426	8	0	0	434	1,153	0	1,153	18	0	0	1,171
Total	1,520	0	1,520	23	0	0	1,543	1,720	0	1,720	32	0	0	1,752
East Leg														
Approach	1,171	0	1,171	30	0	0	1,201	1,572	0	1,572	70	0	0	1,642
Departure	1,890	0	1,890	58	0	0	1,948	1,260	0	1,260	61	0	0	1,321
Total	3,061	0	3,061	88	0	0	3,149	2,832	0	2,832	131	0	0	2,963
West Leg														
Approach	1,545	0	1,545	42	0	0	1,587	1,286	0	1,286	46	0	0	1,332
Departure	1,195	0	1,195	22	0	0	1,217	1,284	0	1,284	51	0	0	1,335
Total	2,740	0	2,740	64	0	0	2,804	2,570	0	2,570	97	0	0	2,667
Total Approaches														
Approach	4,202	0	4,202	88	0	0	4,290	4,122	0	4,122	131	0	0	4,253
Departure	4,202	0	4,202	88	0	0	4,290	4,122	0	4,122	131	0	0	4,253
Total	8,404	0	8,404	176	0	0	8,580	8,244	0	8,244	262	0	0	8,506

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
37	**Barnett Road/Ethanac Road**														
NBL		9		9	0	0	0	9	21		21	0	0	0	21
NBT		0		0	0	0	0	0	0		0	0	0	0	0
NBR		88		88	0	0	0	88	83		83	0	0	0	83
SBL		0		0	0	0	0	0	0		0	0	0	0	0
SBT		0		0	0	0	0	0	0		0	0	0	0	0
SBR		0		0	0	0	0	0	0		0	0	0	0	0
EBL		0		0	0	0	0	0	0		0	0	0	0	0
EBT		1,851		1,851	59	0	0	1,910	1,240		1,240	59	0	0	1,299
EBR		6		6	0	0	0	6	6		6	0	0	0	6
WBL		104		104	0	0	0	104	47		47	0	0	0	47
WBT		1,184		1,184	30	0	0	1,214	1,425		1,425	70	0	0	1,495
WBR		0		0	0	0	0	0	0		0	0	0	0	0
North Leg															
	Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg															
	Approach	97	0	97	0	0	0	97	104	0	104	0	0	0	104
	Departure	110	0	110	0	0	0	110	53	0	53	0	0	0	53
	Total	207	0	207	0	0	0	207	157	0	157	0	0	0	157
East Leg															
	Approach	1,288	0	1,288	30	0	0	1,318	1,472	0	1,472	70	0	0	1,542
	Departure	1,939	0	1,939	59	0	0	1,998	1,323	0	1,323	59	0	0	1,382
	Total	3,227	0	3,227	89	0	0	3,316	2,795	0	2,795	129	0	0	2,924
West Leg															
	Approach	1,857	0	1,857	59	0	0	1,916	1,246	0	1,246	59	0	0	1,305
	Departure	1,193	0	1,193	30	0	0	1,223	1,446	0	1,446	70	0	0	1,516
	Total	3,050	0	3,050	89	0	0	3,139	2,692	0	2,692	129	0	0	2,821
Total Approaches															
	Approach	3,242	0	3,242	89	0	0	3,331	2,822	0	2,822	129	0	0	2,951
	Departure	3,242	0	3,242	89	0	0	3,331	2,822	0	2,822	129	0	0	2,951
	Total	6,485	0	6,485	178	0	0	6,663	5,644	0	5,644	258	0	0	5,902

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
38 Case Road/Ethanac Road														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	0		0	0	0	0	0	0		0	0	0	0	0
SBL	479		479	0	0	0	479	578		578	0	0	0	578
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	130		130	0	0	0	130	167		167	0	0	0	167
EBL	294		294	0	0	0	294	172		172	0	0	0	172
EBT	1,645		1,645	59	0	0	1,704	1,151		1,151	59	0	0	1,210
EBR	0		0	0	0	0	0	0		0	0	0	0	0
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	1,158		1,158	30	0	0	1,188	1,305		1,305	70	0	0	1,375
WBR	614		614	0	0	0	614	644		644	0	0	0	644
North Leg														
Approach	609	0	609	0	0	0	609	745	0	745	0	0	0	745
Departure	908	0	908	0	0	0	908	816	0	816	0	0	0	816
Total	1,517	0	1,517	0	0	0	1,517	1,561	0	1,561	0	0	0	1,561
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	1,772	0	1,772	30	0	0	1,802	1,949	0	1,949	70	0	0	2,019
Departure	2,124	0	2,124	59	0	0	2,183	1,729	0	1,729	59	0	0	1,788
Total	3,896	0	3,896	89	0	0	3,985	3,678	0	3,678	129	0	0	3,807
West Leg														
Approach	1,939	0	1,939	59	0	0	1,998	1,323	0	1,323	59	0	0	1,382
Departure	1,288	0	1,288	30	0	0	1,318	1,472	0	1,472	70	0	0	1,542
Total	3,227	0	3,227	89	0	0	3,316	2,795	0	2,795	129	0	0	2,924
Total Approaches														
Approach	4,320	0	4,320	89	0	0	4,409	4,017	0	4,017	129	0	0	4,146
Departure	4,320	0	4,320	89	0	0	4,409	4,017	0	4,017	129	0	0	4,146
Total	8,640	0	8,640	178	0	0	8,818	8,034	0	8,034	258	0	0	8,292

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
39 I-215 SB Ramps/Ethanac Road														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	0		0	0	0	0	0	0		0	0	0	0	0
SBL	215		215	0	0	0	215	256		256	0	0	0	256
SBT	1		1	0	0	0	1	2		2	0	0	0	2
SBR	507		507	0	0	0	507	513		513	0	0	0	513
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	1,412		1,412	59	0	0	1,471	1,262		1,262	59	0	0	1,321
EBR	712		712	0	0	0	712	467		467	0	0	0	467
WBL	228		228	0	0	0	228	180		180	0	0	0	180
WBT	1,265		1,265	30	0	0	1,295	1,436		1,436	70	0	0	1,506
WBR	0		0	0	0	0	0	0		0	0	0	0	0
North Leg														
Approach	723	0	723	0	0	0	723	771	0	771	0	0	0	771
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	723	0	723	0	0	0	723	771	0	771	0	0	0	771
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	941	0	941	0	0	0	941	649	0	649	0	0	0	649
Total	941	0	941	0	0	0	941	649	0	649	0	0	0	649
East Leg														
Approach	1,493	0	1,493	30	0	0	1,523	1,616	0	1,616	70	0	0	1,686
Departure	1,627	0	1,627	59	0	0	1,686	1,518	0	1,518	59	0	0	1,577
Total	3,120	0	3,120	89	0	0	3,209	3,134	0	3,134	129	0	0	3,263
West Leg														
Approach	2,124	0	2,124	59	0	0	2,183	1,729	0	1,729	59	0	0	1,788
Departure	1,772	0	1,772	30	0	0	1,802	1,949	0	1,949	70	0	0	2,019
Total	3,896	0	3,896	89	0	0	3,985	3,678	0	3,678	129	0	0	3,807
Total Approaches														
Approach	4,340	0	4,340	89	0	0	4,429	4,116	0	4,116	129	0	0	4,245
Departure	4,340	0	4,340	89	0	0	4,429	4,116	0	4,116	129	0	0	4,245
Total	8,680	0	8,680	178	0	0	8,858	8,232	0	8,232	258	0	0	8,490

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
40 I-215 NB Ramps/Ethanac Road														
NBL	460		460	0	0	0	460	644		644	0	0	0	644
NBT	1		1	0	0	0	1	1		1	0	0	0	1
NBR	230		230	0	0	0	230	265		265	0	0	0	265
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	0		0	0	0	0	0	0		0	0	0	0	0
EBL	358		358	0	0	0	358	381		381	0	0	0	381
EBT	1,269		1,269	59	0	0	1,328	1,137		1,137	59	0	0	1,196
EBR	0		0	0	0	0	0	0		0	0	0	0	0
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	1,033		1,033	30	0	0	1,063	972		972	70	0	0	1,042
WBR	247		247	0	0	0	247	271		271	0	0	0	271
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	606	0	606	0	0	0	606	653	0	653	0	0	0	653
Total	606	0	606	0	0	0	606	653	0	653	0	0	0	653
South Leg														
Approach	691	0	691	0	0	0	691	910	0	910	0	0	0	910
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	691	0	691	0	0	0	691	910	0	910	0	0	0	910
East Leg														
Approach	1,280	0	1,280	30	0	0	1,310	1,243	0	1,243	70	0	0	1,313
Departure	1,499	0	1,499	59	0	0	1,558	1,402	0	1,402	59	0	0	1,461
Total	2,779	0	2,779	89	0	0	2,868	2,645	0	2,645	129	0	0	2,774
West Leg														
Approach	1,627	0	1,627	59	0	0	1,686	1,518	0	1,518	59	0	0	1,577
Departure	1,493	0	1,493	30	0	0	1,523	1,616	0	1,616	70	0	0	1,686
Total	3,120	0	3,120	89	0	0	3,209	3,134	0	3,134	129	0	0	3,263
Total Approaches														
Approach	3,598	0	3,598	89	0	0	3,687	3,671	0	3,671	129	0	0	3,800
Departure	3,598	0	3,598	89	0	0	3,687	3,671	0	3,671	129	0	0	3,800
Total	7,196	0	7,196	178	0	0	7,374	7,342	0	7,342	258	0	0	7,600

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
41 Encanto Drive/Ethanac Road														
NBL	516		516	0	0	0	516	384		384	0	0	0	384
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	114		114	0	0	0	114	106		106	0	0	0	106
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	0		0	0	0	0	0	0		0	0	0	0	0
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	994		994	59	0	0	1,053	938		938	59	0	0	997
EBR	505		505	0	0	0	505	464		464	0	0	0	464
WBL	71		71	0	0	0	71	90		90	0	0	0	90
WBT	764		764	30	0	0	794	859		859	70	0	0	929
WBR	0		0	0	0	0	0	0		0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	630	0	630	0	0	0	630	490	0	490	0	0	0	490
Departure	576	0	576	0	0	0	576	554	0	554	0	0	0	554
Total	1,206	0	1,206	0	0	0	1,206	1,044	0	1,044	0	0	0	1,044
East Leg														
Approach	835	0	835	30	0	0	865	949	0	949	70	0	0	1,019
Departure	1,108	0	1,108	59	0	0	1,167	1,044	0	1,044	59	0	0	1,103
Total	1,943	0	1,943	89	0	0	2,032	1,993	0	1,993	129	0	0	2,122
West Leg														
Approach	1,499	0	1,499	59	0	0	1,558	1,402	0	1,402	59	0	0	1,461
Departure	1,280	0	1,280	30	0	0	1,310	1,243	0	1,243	70	0	0	1,313
Total	2,779	0	2,779	89	0	0	2,868	2,645	0	2,645	129	0	0	2,774
Total Approaches														
Approach	2,964	0	2,964	89	0	0	3,053	2,841	0	2,841	129	0	0	2,970
Departure	2,964	0	2,964	89	0	0	3,053	2,841	0	2,841	129	0	0	2,970
Total	5,928	0	5,928	178	0	0	6,106	5,682	0	5,682	258	0	0	5,940

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
42 Sherman Road/Ethanac Road														
NBL	69		69	0	0	0	69	21		21	0	0	0	21
NBT	0		0	0	0	0	0	14		14	0	0	0	14
NBR	139		139	1	0	0	140	23		23	1	0	0	24
SBL	0		0	9	0	0	9	23		23	10	0	0	33
SBT	34		34	0	0	0	34	64		64	0	0	0	64
SBR	313		313	0	0	0	313	260		260	0	0	0	260
EBL	372		372	0	0	0	372	424		424	0	0	0	424
EBT	575		575	61	0	0	636	543		543	66	0	0	609
EBR	19		19	0	0	0	19	13		13	0	0	0	13
WBL	30		30	1	0	0	31	16		16	2	0	0	18
WBT	367		367	31	0	0	398	511		511	77	0	0	588
WBR	55		55	10	0	0	65	14		14	8	0	0	22
North Leg														
Approach	347	0	347	9	0	0	356	347	0	347	10	0	0	357
Departure	427	0	427	10	0	0	437	452	0	452	8	0	0	460
Total	774	0	774	19	0	0	793	799	0	799	18	0	0	817
South Leg														
Approach	208	0	208	1	0	0	209	58	0	58	1	0	0	59
Departure	83	0	83	1	0	0	84	93	0	93	2	0	0	95
Total	291	0	291	2	0	0	293	151	0	151	3	0	0	154
East Leg														
Approach	452	0	452	42	0	0	494	541	0	541	87	0	0	628
Departure	714	0	714	71	0	0	785	589	0	589	77	0	0	666
Total	1,166	0	1,166	113	0	0	1,279	1,130	0	1,130	164	0	0	1,294
West Leg														
Approach	966	0	966	61	0	0	1,027	980	0	980	66	0	0	1,046
Departure	749	0	749	31	0	0	780	792	0	792	77	0	0	869
Total	1,715	0	1,715	92	0	0	1,807	1,772	0	1,772	143	0	0	1,915
Total Approaches														
Approach	1,973	0	1,973	113	0	0	2,086	1,926	0	1,926	164	0	0	2,090
Departure	1,973	0	1,973	113	0	0	2,086	1,926	0	1,926	164	0	0	2,090
Total	3,946	0	3,946	226	0	0	4,172	3,852	0	3,852	328	0	0	4,180

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
43 Jackson Avenue/Ethanac Road														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	0		0	0	0	0	0	0		0	0	0	0	0
SBL	70		70	1	0	0	71	78		78	1	0	0	79
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	3		3	0	0	0	3	0		0	0	0	0	0
EBL	0		0	0	0	0	0	45		45	0	0	0	45
EBT	442		442	82	0	0	524	423		423	89	0	0	512
EBR	208		208	0	0	0	208	135		135	0	0	0	135
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	496		496	45	0	0	541	451		451	99	0	0	550
WBR	221		221	1	0	0	222	0		0	2	0	0	2
North Leg														
Approach	73	0	73	1	0	0	74	78	0	78	1	0	0	79
Departure	221	0	221	1	0	0	222	45	0	45	2	0	0	47
Total	294	0	294	2	0	0	296	123	0	123	3	0	0	126
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	208	0	208	0	0	0	208	135	0	135	0	0	0	135
Total	208	0	208	0	0	0	208	135	0	135	0	0	0	135
East Leg														
Approach	717	0	717	46	0	0	763	451	0	451	101	0	0	552
Departure	512	0	512	83	0	0	595	501	0	501	90	0	0	591
Total	1,229	0	1,229	129	0	0	1,358	952	0	952	191	0	0	1,143
West Leg														
Approach	650	0	650	82	0	0	732	603	0	603	89	0	0	692
Departure	499	0	499	45	0	0	544	451	0	451	99	0	0	550
Total	1,149	0	1,149	127	0	0	1,276	1,054	0	1,054	188	0	0	1,242
Total Approaches														
Approach	1,440	0	1,440	129	0	0	1,569	1,132	0	1,132	191	0	0	1,323
Departure	1,440	0	1,440	129	0	0	1,569	1,132	0	1,132	191	0	0	1,323
Total	2,880	0	2,880	258	0	0	3,138	2,264	0	2,264	382	0	0	2,646

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
44 Antelope Road/Ethanac Road														
NBL	216		216	0	0	0	216	70		70	0	0	0	70
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	68		68	1	0	0	69	51		51	1	0	0	52
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	0		0	0	0	0	0	0		0	0	0	0	0
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	512		512	83	0	0	595	501		501	91	0	0	592
EBR	0		0	0	0	0	0	0		0	0	0	0	0
WBL	22		22	1	0	0	23	40		40	2	0	0	42
WBT	501		501	46	0	0	547	381		381	101	0	0	482
WBR	0		0	0	0	0	0	0		0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	284	0	284	1	0	0	285	121	0	121	1	0	0	122
Departure	22	0	22	1	0	0	23	40	0	40	2	0	0	42
Total	306	0	306	2	0	0	308	161	0	161	3	0	0	164
East Leg														
Approach	523	0	523	47	0	0	570	421	0	421	103	0	0	524
Departure	580	0	580	84	0	0	664	552	0	552	92	0	0	644
Total	1,103	0	1,103	131	0	0	1,234	973	0	973	195	0	0	1,168
West Leg														
Approach	512	0	512	83	0	0	595	501	0	501	91	0	0	592
Departure	717	0	717	46	0	0	763	451	0	451	101	0	0	552
Total	1,229	0	1,229	129	0	0	1,358	952	0	952	192	0	0	1,144
Total Approaches														
Approach	1,319	0	1,319	131	0	0	1,450	1,043	0	1,043	195	0	0	1,238
Departure	1,319	0	1,319	131	0	0	1,450	1,043	0	1,043	195	0	0	1,238
Total	2,638	0	2,638	262	0	0	2,900	2,086	0	2,086	390	0	0	2,476

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
45 Palomar Road/Matthews Road														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	0		0	0	0	0	0	0		0	0	0	0	0
SBL	200		200	12	0	0	212	242		242	2	0	0	244
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	254		254	10	0	0	264	265		265	45	0	0	310
EBL	362		362	22	0	0	384	351		351	40	0	0	391
EBT	196		196	63	0	0	259	260		260	52	0	0	312
EBR	0		0	0	0	0	0	0		0	0	0	0	0
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	307		307	37	0	0	344	164		164	57	0	0	221
WBR	241		241	8	0	0	249	127		127	2	0	0	129
North Leg														
Approach	454	0	454	22	0	0	476	507	0	507	47	0	0	554
Departure	603	0	603	30	0	0	633	478	0	478	42	0	0	520
Total	1,057	0	1,057	52	0	0	1,109	985	0	985	89	0	0	1,074
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	548	0	548	45	0	0	593	291	0	291	59	0	0	350
Departure	396	0	396	75	0	0	471	502	0	502	54	0	0	556
Total	944	0	944	120	0	0	1,064	793	0	793	113	0	0	906
West Leg														
Approach	558	0	558	85	0	0	643	611	0	611	92	0	0	703
Departure	561	0	561	47	0	0	608	429	0	429	102	0	0	531
Total	1,119	0	1,119	132	0	0	1,251	1,040	0	1,040	194	0	0	1,234
Total Approaches														
Approach	1,560	0	1,560	152	0	0	1,712	1,409	0	1,409	198	0	0	1,607
Departure	1,560	0	1,560	152	0	0	1,712	1,409	0	1,409	198	0	0	1,607
Total	3,120	0	3,120	304	0	0	3,424	2,818	0	2,818	396	0	0	3,214

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
46 Menifee Road/Watson Road														
NBL	22		22	18	0	0	40	11		11	30	0	0	41
NBT	985		985	96	0	0	1,081	633		633	197	0	0	830
NBR	63		63	8	0	0	71	109		109	23	0	0	132
SBL	156		156	0	0	0	156	188		188	0	0	0	188
SBT	887		887	143	0	0	1,030	659		659	184	0	0	843
SBR	63		63	0	0	0	63	26		26	0	0	0	26
EBL	27		27	0	0	0	27	85		85	0	0	0	85
EBT	82		82	0	0	0	82	280		280	0	0	0	280
EBR	12		12	25	0	0	37	9		9	28	0	0	37
WBL	51		51	19	0	0	70	51		51	18	0	0	69
WBT	200		200	0	0	0	200	273		273	0	0	0	273
WBR	209		209	0	0	0	209	228		228	0	0	0	228
North Leg														
Approach	1,106	0	1,106	143	0	0	1,249	873	0	873	184	0	0	1,057
Departure	1,221	0	1,221	96	0	0	1,317	946	0	946	197	0	0	1,143
Total	2,327	0	2,327	239	0	0	2,566	1,819	0	1,819	381	0	0	2,200
South Leg														
Approach	1,070	0	1,070	122	0	0	1,192	753	0	753	250	0	0	1,003
Departure	950	0	950	187	0	0	1,137	719	0	719	230	0	0	949
Total	2,020	0	2,020	309	0	0	2,329	1,472	0	1,472	480	0	0	1,952
East Leg														
Approach	460	0	460	19	0	0	479	552	0	552	18	0	0	570
Departure	301	0	301	8	0	0	309	577	0	577	23	0	0	600
Total	761	0	761	27	0	0	788	1,129	0	1,129	41	0	0	1,170
West Leg														
Approach	120	0	120	25	0	0	145	374	0	374	28	0	0	402
Departure	285	0	285	18	0	0	303	310	0	310	30	0	0	340
Total	406	0	406	43	0	0	449	684	0	684	58	0	0	742
Total Approaches														
Approach	2,757	0	2,757	309	0	0	3,066	2,552	0	2,552	480	0	0	3,032
Departure	2,757	0	2,757	309	0	0	3,066	2,552	0	2,552	480	0	0	3,032
Total	5,513	0	5,513	618	0	0	6,131	5,104	0	5,104	960	0	0	6,064

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
47 Menifee Road/SR-74														
NBL	148		148	165	0	0	313	125		125	252	0	0	377
NBT	536		536	92	0	0	628	440		440	127	0	0	567
NBR	455		455	104	0	0	559	402		402	258	0	0	660
SBL	294		294	60	0	0	354	253		253	112	0	0	365
SBT	464		464	127	0	0	591	428		428	122	0	0	550
SBR	40		40	0	0	0	40	42		42	0	0	0	42
EBL	94		94	0	0	0	94	78		78	0	0	0	78
EBT	1,311		1,311	411	0	0	1,722	1,283		1,283	553	0	0	1,836
EBR	162		162	288	0	0	450	86		86	236	0	0	322
WBL	313		313	77	0	0	390	377		377	276	0	0	653
WBT	1,394		1,394	420	0	0	1,814	1,151		1,151	507	0	0	1,658
WBR	223		223	33	0	0	256	220		220	125	0	0	345
North Leg														
Approach	798	0	798	187	0	0	985	723	0	723	234	0	0	957
Departure	853	0	853	125	0	0	978	738	0	738	252	0	0	990
Total	1,651	0	1,651	312	0	0	1,963	1,461	0	1,461	486	0	0	1,947
South Leg														
Approach	1,139	0	1,139	361	0	0	1,500	967	0	967	637	0	0	1,604
Departure	939	0	939	492	0	0	1,431	891	0	891	634	0	0	1,525
Total	2,078	0	2,078	853	0	0	2,931	1,858	0	1,858	1,271	0	0	3,129
East Leg														
Approach	1,930	0	1,930	530	0	0	2,460	1,748	0	1,748	908	0	0	2,656
Departure	2,060	0	2,060	575	0	0	2,635	1,938	0	1,938	923	0	0	2,861
Total	3,990	0	3,990	1,105	0	0	5,095	3,686	0	3,686	1,831	0	0	5,517
West Leg														
Approach	1,567	0	1,567	699	0	0	2,266	1,447	0	1,447	789	0	0	2,236
Departure	1,582	0	1,582	585	0	0	2,167	1,318	0	1,318	759	0	0	2,077
Total	3,149	0	3,149	1,284	0	0	4,433	2,765	0	2,765	1,548	0	0	4,313
Total Approaches														
Approach	5,434	0	5,434	1,777	0	0	7,211	4,885	0	4,885	2,568	0	0	7,453
Departure	5,434	0	5,434	1,777	0	0	7,211	4,885	0	4,885	2,568	0	0	7,453
Total	10,868	0	10,868	3,554	0	0	14,422	9,770	0	9,770	5,136	0	0	14,906

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
48 Menifee Road/Valley Substation Driveway - Biscayne														
NBL	4		4	0	0	0	4	0		0	0	0	0	0
NBT	1,087		1,087	337	0	0	1,424	908		908	575	0	0	1,483
NBR	1		1	58	0	0	59	1		1	58	0	0	59
SBL	12		12	67	0	0	79	4		4	44	0	0	48
SBT	902		902	426	0	0	1,328	877		877	590	0	0	1,467
SBR	13		13	0	0	0	13	2		2	0	0	0	2
EBL	4		4	0	0	0	4	0		0	0	0	0	0
EBT	0		0	0	0	0	0	2		2	0	0	0	2
EBR	0		0	0	0	0	0	7		7	0	0	0	7
WBL	1		1	51	0	0	52	13		13	45	0	0	58
WBT	2		2	0	0	0	2	1		1	0	0	0	1
WBR	8		8	23	0	0	31	1		1	61	0	0	62
North Leg														
Approach	927	0	927	493	0	0	1,420	883	0	883	634	0	0	1,517
Departure	1,099	0	1,099	360	0	0	1,459	909	0	909	636	0	0	1,545
Total	2,026	0	2,026	853	0	0	2,879	1,792	0	1,792	1,270	0	0	3,062
South Leg														
Approach	1,092	0	1,092	395	0	0	1,487	909	0	909	633	0	0	1,542
Departure	903	0	903	477	0	0	1,380	897	0	897	635	0	0	1,532
Total	1,995	0	1,995	872	0	0	2,867	1,806	0	1,806	1,268	0	0	3,074
East Leg														
Approach	12	0	12	74	0	0	86	15	0	15	106	0	0	121
Departure	13	0	13	125	0	0	138	7	0	7	102	0	0	109
Total	24	0	24	199	0	0	223	22	0	22	208	0	0	230
West Leg														
Approach	4	0	4	0	0	0	4	9	0	9	0	0	0	9
Departure	19	0	19	0	0	0	19	3	0	3	0	0	0	3
Total	23	0	23	0	0	0	23	12	0	12	0	0	0	12
Total Approaches														
Approach	2,034	0	2,034	962	0	0	2,996	1,816	0	1,816	1,373	0	0	3,189
Departure	2,034	0	2,034	962	0	0	2,996	1,816	0	1,816	1,373	0	0	3,189
Total	4,068	0	4,068	1,924	0	0	5,992	3,632	0	3,632	2,746	0	0	6,378

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
49 Menifee Road/McLaughlin Road														
NBL	1		1	0	0	0	1	19		19	0	0	0	19
NBT	1,091		1,091	187	0	0	1,278	901		901	365	0	0	1,266
NBR	8	-8	0	682	3	0	685	0	0	0	507	6	0	513
SBL	0	0	0	301	0	0	301	0	0	0	269	0	0	269
SBT	976		976	176	0	0	1,152	937		937	366	0	0	1,303
SBR	2		2	0	0	0	2	2		2	0	0	0	2
EBL	5		5	0	0	0	5	6		6	0	0	0	6
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	4		4	0	0	0	4	3		3	0	0	0	3
WBL	4	-4	0	326	5	0	331	0	0	0	603	5	0	608
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	1	-1	0	201	0	0	201	0	0	0	263	0	0	263
North Leg														
Approach	978	0	978	477	0	0	1,455	939	0	939	635	0	0	1,574
Departure	1,097	-1	1,096	388	0	0	1,484	907	0	907	628	0	0	1,535
Total	2,075	-1	2,074	865	0	0	2,939	1,846	0	1,846	1,263	0	0	3,109
South Leg														
Approach	1,100	-8	1,092	869	3	0	1,964	920	0	920	872	6	0	1,798
Departure	984	-4	980	502	5	0	1,487	940	0	940	969	5	0	1,914
Total	2,085	-13	2,072	1,371	8	0	3,451	1,860	0	1,860	1,841	11	0	3,712
East Leg														
Approach	5	-5	0	527	5	0	532	0	0	0	866	5	0	871
Departure	8	-8	0	983	3	0	986	0	0	0	776	6	0	782
Total	14	-14	0	1,510	8	0	1,518	0	0	0	1,642	11	0	1,653
West Leg														
Approach	9	0	9	0	0	0	9	9	0	9	0	0	0	9
Departure	3	0	3	0	0	0	3	21	0	21	0	0	0	21
Total	12	0	12	0	0	0	12	30	0	30	0	0	0	30
Total Approaches														
Approach	2,093	-14	2,079	1,873	8	0	3,960	1,868	0	1,868	2,373	11	0	4,252
Departure	2,093	-14	2,079	1,873	8	0	3,960	1,868	0	1,868	2,373	11	0	4,252
Total	4,186	-27	4,159	3,746	16	0	7,921	3,737	0	3,737	4,746	22	0	8,505

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
50	**Menifee Road/Project Driveway 1**														
NBL		0		0	0	0	0	0	0		0	0	0	0	0
NBT		1,110		1,110	832	0	0	1,942	941		941	800	0	0	1,741
NBR		0		0	75	0	0	75	0		0	71	0	0	71
SBL		0		0	70	5	0	75	0		0	65	5	0	70
SBT		984		984	432	0	0	1,416	940		940	903	0	0	1,843
SBR		0		0	0	0	0	0	0		0	0	0	0	0
EBL		0		0	0	0	0	0	0		0	0	0	0	0
EBT		0		0	0	0	0	0	0		0	0	0	0	0
EBR		0		0	0	0	0	0	0		0	0	0	0	0
WBL		0		0	39	0	0	39	0		0	79	0	0	79
WBT		0		0	0	0	0	0	0		0	0	0	0	0
WBR		0		0	36	3	0	39	0		0	72	6	0	78
North Leg															
	Approach	984	0	984	502	5	0	1,491	940	0	940	968	5	0	1,913
	Departure	1,110	0	1,110	868	3	0	1,981	941	0	941	872	6	0	1,819
	Total	2,094	0	2,094	1,370	8	0	3,472	1,881	0	1,881	1,840	11	0	3,732
South Leg															
	Approach	1,110	0	1,110	907	0	0	2,017	941	0	941	871	0	0	1,812
	Departure	984	0	984	471	0	0	1,455	940	0	940	982	0	0	1,922
	Total	2,094	0	2,094	1,378	0	0	3,472	1,881	0	1,881	1,853	0	0	3,734
East Leg															
	Approach	0	0	0	75	3	0	78	0	0	0	151	6	0	157
	Departure	0	0	0	145	5	0	150	0	0	0	136	5	0	141
	Total	0	0	0	220	8	0	228	0	0	0	287	11	0	298
West Leg															
	Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches															
	Approach	2,094	0	2,094	1,484	8	0	3,586	1,881	0	1,881	1,990	11	0	3,882
	Departure	2,094	0	2,094	1,484	8	0	3,586	1,881	0	1,881	1,990	11	0	3,882
	Total	4,188	0	4,188	2,968	16	0	7,172	3,762	0	3,762	3,980	22	0	7,764

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
51 Menifee Road/Matthews Road														
NBL	408		408	0	0	0	408	202		202	0	0	0	202
NBT	1,093		1,093	834	0	0	1,927	916		916	818	0	0	1,734
NBR	0		0	0	0	0	0	0		0	0	0	0	0
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	911		911	428	0	0	1,339	871		871	923	0	0	1,794
SBR	73		73	44	0	0	117	69		69	58	0	0	127
EBL	17		17	75	0	0	92	25		25	53	0	0	78
EBT	0		0	0	0	0	0	0		0	0	0	0	0
EBR	364		364	0	0	0	364	435		435	0	0	0	435
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	0		0	0	0	0	0	0		0	0	0	0	0
WBR	0		0	0	0	0	0	0		0	0	0	0	0
North Leg														
Approach	984	0	984	472	0	0	1,456	940	0	940	981	0	0	1,921
Departure	1,110	0	1,110	909	0	0	2,019	941	0	941	871	0	0	1,812
Total	2,094	0	2,094	1,381	0	0	3,475	1,881	0	1,881	1,852	0	0	3,733
South Leg														
Approach	1,501	0	1,501	834	0	0	2,335	1,118	0	1,118	818	0	0	1,936
Departure	1,275	0	1,275	428	0	0	1,703	1,306	0	1,306	923	0	0	2,229
Total	2,776	0	2,776	1,262	0	0	4,038	2,424	0	2,424	1,741	0	0	4,165
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	381	0	381	75	0	0	456	460	0	460	53	0	0	513
Departure	481	0	481	44	0	0	525	271	0	271	58	0	0	329
Total	862	0	862	119	0	0	981	731	0	731	111	0	0	842
Total Approaches														
Approach	2,866	0	2,866	1,381	0	0	4,247	2,518	0	2,518	1,852	0	0	4,370
Departure	2,866	0	2,866	1,381	0	0	4,247	2,518	0	2,518	1,852	0	0	4,370
Total	5,732	0	5,732	2,762	0	0	8,494	5,036	0	5,036	3,704	0	0	8,740

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
52 McKinley/SR-74														
NBL	0		0	53	0	0	53	0		0	141	0	29	170
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	9		9	21	0	0	30	13		13	75	0	30	118
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	0		0	0	0	0	0	0		0	0	0	0	0
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	2,046		2,046	502	0	0	2,548	1,927		1,927	785	0	-28	2,684
EBR	14		14	73	0	0	87	11		11	139	0	28	178
WBL	7		7	52	0	0	59	8		8	59	0	27	94
WBT	1,931		1,931	476	0	0	2,407	1,749		1,749	766	0	-27	2,488
WBR	0		0	0	0	0	0	0		0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	9	0	9	74	0	0	83	13	0	13	216	0	59	288
Departure	21	0	21	125	0	0	146	19	0	19	198	0	55	272
Total	30	0	30	199	0	0	229	32	0	32	414	0	114	560
East Leg														
Approach	1,938	0	1,938	528	0	0	2,466	1,757	0	1,757	825	0	0	2,582
Departure	2,055	0	2,055	523	0	0	2,578	1,940	0	1,940	860	0	2	2,802
Total	3,993	0	3,993	1,051	0	0	5,044	3,697	0	3,697	1,685	0	2	5,384
West Leg														
Approach	2,060	0	2,060	575	0	0	2,635	1,938	0	1,938	924	0	0	2,862
Departure	1,931	0	1,931	529	0	0	2,460	1,749	0	1,749	907	0	2	2,658
Total	3,991	0	3,991	1,104	0	0	5,095	3,687	0	3,687	1,831	0	2	5,520
Total Approaches														
Approach	4,007	0	4,007	1,177	0	0	5,184	3,708	0	3,708	1,965	0	59	5,732
Departure	4,007	0	4,007	1,177	0	0	5,184	3,708	0	3,708	1,965	0	59	5,732
Total	8,014	0	8,014	2,354	0	0	10,368	7,416	0	7,416	3,930	0	118	11,464

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
53 Malaga Road - Project Driveway 2/SR-74														
NBL	0		0	206	0	0	206	0		0	615	0	43	658
NBT	1		1	0	0	0	1	1		1	0	0	0	1
NBR	0		0	93	0	0	93	0		0	292	0	51	343
SBL	151		151	0	0	0	151	331		331	0	0	0	331
SBT	1		1	0	0	0	1	1		1	0	0	0	1
SBR	164		164	0	0	0	164	377		377	0	0	0	377
EBL	427		427	0	0	0	427	244		244	0	0	0	244
EBT	1,628		1,628	127	0	0	1,755	1,696		1,696	312	0	-47	1,961
EBR	0		0	396	0	0	396	0		0	548	0	47	595
WBL	0		0	266	0	0	266	0		0	303	0	40	343
WBT	1,774		1,774	322	0	0	2,096	1,380		1,380	210	0	-40	1,550
WBR	409		409	0	0	0	409	246		246	0	0	0	246
North Leg														
Approach	316	0	316	0	0	0	316	709	0	709	0	0	0	709
Departure	837	0	837	0	0	0	837	491	0	491	0	0	0	491
Total	1,153	0	1,153	0	0	0	1,153	1,200	0	1,200	0	0	0	1,200
South Leg														
Approach	1	0	1	299	0	0	300	1	0	1	907	0	94	1,002
Departure	1	0	1	662	0	0	663	1	0	1	851	0	87	939
Total	2	0	2	961	0	0	963	2	0	2	1,758	0	181	1,941
East Leg														
Approach	2,183	0	2,183	588	0	0	2,771	1,626	0	1,626	513	0	0	2,139
Departure	1,779	0	1,779	220	0	0	1,999	2,027	0	2,027	604	0	4	2,635
Total	3,962	0	3,962	808	0	0	4,770	3,653	0	3,653	1,117	0	4	4,774
West Leg														
Approach	2,055	0	2,055	523	0	0	2,578	1,940	0	1,940	860	0	0	2,800
Departure	1,938	0	1,938	528	0	0	2,466	1,757	0	1,757	825	0	3	2,585
Total	3,993	0	3,993	1,051	0	0	5,044	3,697	0	3,697	1,685	0	3	5,385
Total Approaches														
Approach	4,555	0	4,555	1,410	0	0	5,965	4,276	0	4,276	2,280	0	94	6,650
Departure	4,555	0	4,555	1,410	0	0	5,965	4,276	0	4,276	2,280	0	94	6,650
Total	9,110	0	9,110	2,820	0	0	11,930	8,552	0	8,552	4,560	0	188	13,300

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
54	**Project Driveway 3/SR-74**														
NBL		0		0	0	0	0	0	0		0	0	0	0	0
NBT		0		0	0	0	0	0	0		0	0	0	0	0
NBR		0		0	17	0	0	17	0		0	74	0	20	94
SBL		0		0	0	0	0	0	0		0	0	0	0	0
SBT		0		0	0	0	0	0	0		0	0	0	0	0
SBR		0		0	0	0	0	0	0		0	0	0	0	0
EBL		0		0	0	0	0	0	0		0	0	0	0	0
EBT		1,779		1,779	218	0	0	1,997	2,027		2,027	603	0	-19	2,611
EBR		0		0	0	0	0	0	0		0	0	0	19	19
WBL		0		0	0	0	0	0	0		0	0	0	0	0
WBT		2,183		2,183	590	0	0	2,773	1,626		1,626	513	0	0	2,139
WBR		0		0	0	0	0	0	0		0	0	0	0	0
North Leg															
	Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg															
	Approach	0	0	0	17	0	0	17	0	0	0	74	0	20	94
	Departure	0	0	0	0	0	0	0	0	0	0	0	0	19	19
	Total	0	0	0	17	0	0	17	0	0	0	74	0	39	113
East Leg															
	Approach	2,183	0	2,183	590	0	0	2,773	1,626	0	1,626	513	0	0	2,139
	Departure	1,779	0	1,779	235	0	0	2,014	2,027	0	2,027	677	0	1	2,705
	Total	3,962	0	3,962	825	0	0	4,787	3,653	0	3,653	1,190	0	1	4,844
West Leg															
	Approach	1,779	0	1,779	218	0	0	1,997	2,027	0	2,027	603	0	0	2,630
	Departure	2,183	0	2,183	590	0	0	2,773	1,626	0	1,626	513	0	0	2,139
	Total	3,962	0	3,962	808	0	0	4,770	3,653	0	3,653	1,116	0	0	4,769
Total Approaches															
	Approach	3,962	0	3,962	825	0	0	4,787	3,653	0	3,653	1,190	0	20	4,863
	Departure	3,962	0	3,962	825	0	0	4,787	3,653	0	3,653	1,190	0	20	4,863
	Total	7,924	0	7,924	1,650	0	0	9,574	7,306	0	7,306	2,380	0	40	9,726

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
55 Briggs Road/Watson Road														
NBL	177		177	13	0	0	190	59		59	16	0	0	75
NBT	379		379	16	0	0	395	96		96	29	0	0	125
NBR	61		61	3	0	0	64	129		129	4	0	0	133
SBL	32		32	0	0	0	32	0		0	0	0	0	0
SBT	220		220	20	0	0	240	221		221	30	0	0	251
SBR	134		134	0	0	0	134	134		134	0	0	0	134
EBL	150		150	0	0	0	150	118		118	0	0	0	118
EBT	43		43	0	0	0	43	156		156	0	0	0	156
EBR	152		152	11	0	0	163	134		134	19	0	0	153
WBL	146		146	4	0	0	150	41		41	4	0	0	45
WBT	231		231	0	0	0	231	72		72	0	0	0	72
WBR	0		0	0	0	0	0	0		0	0	0	0	0
North Leg														
Approach	386	0	386	20	0	0	406	355	0	355	30	0	0	385
Departure	529	0	529	16	0	0	545	214	0	214	29	0	0	243
Total	915	0	915	36	0	0	951	569	0	569	59	0	0	628
South Leg														
Approach	617	0	617	32	0	0	649	284	0	284	49	0	0	333
Departure	518	0	518	35	0	0	553	396	0	396	53	0	0	449
Total	1,135	0	1,135	67	0	0	1,202	680	0	680	102	0	0	782
East Leg														
Approach	377	0	377	4	0	0	381	113	0	113	4	0	0	117
Departure	136	0	136	3	0	0	139	285	0	285	4	0	0	289
Total	513	0	513	7	0	0	520	398	0	398	8	0	0	406
West Leg														
Approach	345	0	345	11	0	0	356	408	0	408	19	0	0	427
Departure	542	0	542	13	0	0	555	265	0	265	16	0	0	281
Total	887	0	887	24	0	0	911	673	0	673	35	0	0	708
Total Approaches														
Approach	1,725	0	1,725	67	0	0	1,792	1,160	0	1,160	102	0	0	1,262
Departure	1,725	0	1,725	67	0	0	1,792	1,160	0	1,160	102	0	0	1,262
Total	3,451	0	3,451	134	0	0	3,585	2,319	0	2,319	204	0	0	2,523

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
56 Briggs Road/SR-74														
NBL	594		594	275	0	0	869	243		243	188	0	0	431
NBT	402		402	23	0	0	425	175		175	22	0	0	197
NBR	490		490	186	0	0	676	368		368	120	0	0	488
SBL	261		261	0	0	0	261	185		185	0	0	0	185
SBT	228		228	20	0	0	248	203		203	28	0	0	231
SBR	70		70	15	0	0	85	55		55	27	0	0	82
EBL	81		81	9	0	0	90	75		75	30	0	0	105
EBT	1,101		1,101	115	0	0	1,216	1,580		1,580	368	0	0	1,948
EBR	597		597	110	0	0	707	372		372	278	0	0	650
WBL	519		519	115	0	0	634	351		351	181	0	0	532
WBT	1,519		1,519	300	0	0	1,819	1,328		1,328	297	0	0	1,625
WBR	287		287	0	0	0	287	74		74	0	0	0	74
North Leg														
Approach	559	0	559	35	0	0	594	443	0	443	55	0	0	498
Departure	770	0	770	32	0	0	802	324	0	324	52	0	0	376
Total	1,329	0	1,329	67	0	0	1,396	767	0	767	107	0	0	874
South Leg														
Approach	1,486	0	1,486	484	0	0	1,970	786	0	786	330	0	0	1,116
Departure	1,344	0	1,344	245	0	0	1,589	926	0	926	487	0	0	1,413
Total	2,830	0	2,830	729	0	0	3,559	1,712	0	1,712	817	0	0	2,529
East Leg														
Approach	2,325	0	2,325	415	0	0	2,740	1,753	0	1,753	478	0	0	2,231
Departure	1,852	0	1,852	301	0	0	2,153	2,133	0	2,133	488	0	0	2,621
Total	4,177	0	4,177	716	0	0	4,893	3,886	0	3,886	966	0	0	4,852
West Leg														
Approach	1,779	0	1,779	234	0	0	2,013	2,027	0	2,027	676	0	0	2,703
Departure	2,183	0	2,183	590	0	0	2,773	1,626	0	1,626	512	0	0	2,138
Total	3,962	0	3,962	824	0	0	4,786	3,653	0	3,653	1,188	0	0	4,841
Total Approaches														
Approach	6,149	0	6,149	1,168	0	0	7,317	5,009	0	5,009	1,539	0	0	6,548
Departure	6,149	0	6,149	1,168	0	0	7,317	5,009	0	5,009	1,539	0	0	6,548
Total	12,298	0	12,298	2,336	0	0	14,634	10,017	0	10,017	3,078	0	0	13,095

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
57 Briggs Road/Heritage High School Driveway														
NBL	287		287	6	0	0	293	100		100	4	0	0	104
NBT	1,044		1,044	484	0	0	1,528	702		702	330	0	0	1,032
NBR	0		0	0	0	0	0	0		0	0	0	0	0
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	767		767	243	0	0	1,010	798		798	486	0	0	1,284
SBR	577		577	0	0	0	577	128		128	0	0	0	128
EBL	442		442	0	0	0	442	84		84	0	0	0	84
EBT	0		0	0	0	0	0	0		0	0	0	0	0
EBR	189		189	2	0	0	191	58		58	7	0	0	65
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	0		0	0	0	0	0	0		0	0	0	0	0
WBR	0		0	0	0	0	0	0		0	0	0	0	0
North Leg														
Approach	1,344	0	1,344	243	0	0	1,587	926	0	926	486	0	0	1,412
Departure	1,486	0	1,486	484	0	0	1,970	786	0	786	330	0	0	1,116
Total	2,830	0	2,830	727	0	0	3,557	1,712	0	1,712	816	0	0	2,528
South Leg														
Approach	1,331	0	1,331	490	0	0	1,821	802	0	802	334	0	0	1,136
Departure	956	0	956	245	0	0	1,201	856	0	856	493	0	0	1,349
Total	2,287	0	2,287	735	0	0	3,022	1,658	0	1,658	827	0	0	2,485
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	631	0	631	2	0	0	633	142	0	142	7	0	0	149
Departure	864	0	864	6	0	0	870	228	0	228	4	0	0	232
Total	1,495	0	1,495	8	0	0	1,503	370	0	370	11	0	0	381
Total Approaches														
Approach	3,306	0	3,306	735	0	0	4,041	1,870	0	1,870	827	0	0	2,697
Departure	3,306	0	3,306	735	0	0	4,041	1,870	0	1,870	827	0	0	2,697
Total	6,612	0	6,612	1,470	0	0	8,082	3,740	0	3,740	1,654	0	0	5,394

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
58 Briggs Road/McLaughlin Road														
NBL	1		1	38	0	0	39	1		1	118	0	0	119
NBT	1,267		1,267	144	0	0	1,411	801		801	154	0	0	955
NBR	229		229	0	0	0	229	47		47	0	0	0	47
SBL	26		26	2	0	0	28	81		81	7	0	0	88
SBT	987		987	220	0	0	1,207	854		854	409	0	0	1,263
SBR	12		12	23	0	0	35	0		0	77	0	0	77
EBL	11		11	343	0	0	354	0		0	175	0	0	175
EBT	0		0	0	0	0	0	0		0	0	0	0	0
EBR	0		0	8	0	0	8	0		0	7	0	0	7
WBL	148		148	0	0	0	148	49		49	0	0	0	49
WBT	0		0	0	0	0	0	0		0	0	0	0	0
WBR	257		257	3	0	0	260	20		20	7	0	0	27
North Leg														
Approach	1,025	0	1,025	245	0	0	1,270	935	0	935	493	0	0	1,428
Departure	1,535	0	1,535	490	0	0	2,025	821	0	821	336	0	0	1,157
Total	2,559	0	2,559	735	0	0	3,294	1,756	0	1,756	829	0	0	2,585
South Leg														
Approach	1,497	0	1,497	182	0	0	1,679	849	0	849	272	0	0	1,121
Departure	1,135	0	1,135	228	0	0	1,363	903	0	903	416	0	0	1,319
Total	2,632	0	2,632	410	0	0	3,042	1,752	0	1,752	688	0	0	2,440
East Leg														
Approach	405	0	405	3	0	0	408	69	0	69	7	0	0	76
Departure	255	0	255	2	0	0	257	128	0	128	7	0	0	135
Total	660	0	660	5	0	0	665	197	0	197	14	0	0	211
West Leg														
Approach	11	0	11	351	0	0	362	0	0	0	182	0	0	182
Departure	13	0	13	61	0	0	74	1	0	1	195	0	0	196
Total	23	0	23	412	0	0	435	1	0	1	377	0	0	378
Total Approaches														
Approach	2,937	0	2,937	781	0	0	3,718	1,853	0	1,853	954	0	0	2,807
Departure	2,937	0	2,937	781	0	0	3,718	1,853	0	1,853	954	0	0	2,807
Total	5,875	0	5,875	1,562	0	0	7,437	3,706	0	3,706	1,908	0	0	5,614

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
59	**Briggs Road/Project Driveway 4**														
NBL		0		0	0	0	0	0	0		0	0	0	0	0
NBT		1,497		1,497	182	0	0	1,679	849		849	272	0	0	1,121
NBR		0		0	0	0	0	0	0		0	0	0	0	0
SBL		0		0	0	0	0	0	0		0	0	0	0	0
SBT		1,135		1,135	104	0	0	1,239	903		903	273	0	0	1,176
SBR		0		0	124	0	0	124	0		0	143	0	0	143
EBL		0		0	0	0	0	0	0		0	0	0	0	0
EBT		0		0	0	0	0	0	0		0	0	0	0	0
EBR		0		0	97	0	0	97	0		0	64	0	0	64
WBL		0		0	0	0	0	0	0		0	0	0	0	0
WBT		0		0	0	0	0	0	0		0	0	0	0	0
WBR		0		0	0	0	0	0	0		0	0	0	0	0
North Leg															
	Approach	1,135	0	1,135	228	0	0	1,363	903	0	903	416	0	0	1,319
	Departure	1,497	0	1,497	182	0	0	1,679	849	0	849	272	0	0	1,121
	Total	2,632	0	2,632	410	0	0	3,042	1,752	0	1,752	688	0	0	2,440
South Leg															
	Approach	1,497	0	1,497	182	0	0	1,679	849	0	849	272	0	0	1,121
	Departure	1,135	0	1,135	201	0	0	1,336	903	0	903	337	0	0	1,240
	Total	2,632	0	2,632	383	0	0	3,015	1,752	0	1,752	609	0	0	2,361
East Leg															
	Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg															
	Approach	0	0	0	97	0	0	97	0	0	0	64	0	0	64
	Departure	0	0	0	124	0	0	124	0	0	0	143	0	0	143
	Total	0	0	0	221	0	0	221	0	0	0	207	0	0	207
Total Approaches															
	Approach	2,632	0	2,632	507	0	0	3,139	1,752	0	1,752	752	0	0	2,504
	Departure	2,632	0	2,632	507	0	0	3,139	1,752	0	1,752	752	0	0	2,504
	Total	5,264	0	5,264	1,014	0	0	6,278	3,504	0	3,504	1,504	0	0	5,008

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
60 Briggs Road/Project Driveway 5 - Meadow Oak Street														
NBL	0		0	123	0	0	123	0		0	136	0	0	136
NBT	1,352		1,352	68	0	0	1,420	757		757	190	0	0	947
NBR	58		58	0	0	0	58	58		58	0	0	0	58
SBL	92		92	3	0	0	95	125		125	9	0	0	134
SBT	1,043		1,043	180	0	0	1,223	778		778	269	0	0	1,047
SBR	0		0	18	0	0	18	0		0	58	0	0	58
EBL	0		0	109	0	0	109	0		0	74	0	0	74
EBT	0		0	8	0	0	8	0		0	3	0	0	3
EBR	0		0	155	0	0	155	0		0	53	0	0	53
WBL	105		105	0	0	0	105	42		42	0	0	0	42
WBT	0		0	14	0	0	14	0		0	2	0	0	2
WBR	145		145	5	0	0	150	92		92	8	0	0	100
North Leg														
Approach	1,135	0	1,135	201	0	0	1,336	903	0	903	336	0	0	1,239
Departure	1,497	0	1,497	182	0	0	1,679	849	0	849	272	0	0	1,121
Total	2,632	0	2,632	383	0	0	3,015	1,752	0	1,752	608	0	0	2,360
South Leg														
Approach	1,410	0	1,410	191	0	0	1,601	815	0	815	326	0	0	1,141
Departure	1,148	0	1,148	335	0	0	1,483	820	0	820	322	0	0	1,142
Total	2,558	0	2,558	526	0	0	3,084	1,635	0	1,635	648	0	0	2,283
East Leg														
Approach	250	0	250	19	0	0	269	134	0	134	10	0	0	144
Departure	150	0	150	11	0	0	161	183	0	183	12	0	0	195
Total	400	0	400	30	0	0	430	317	0	317	22	0	0	339
West Leg														
Approach	0	0	0	272	0	0	272	0	0	0	130	0	0	130
Departure	0	0	0	155	0	0	155	0	0	0	196	0	0	196
Total	0	0	0	427	0	0	427	0	0	0	326	0	0	326
Total Approaches														
Approach	2,795	0	2,795	683	0	0	3,478	1,852	0	1,852	802	0	0	2,654
Departure	2,795	0	2,795	683	0	0	3,478	1,852	0	1,852	802	0	0	2,654
Total	5,590	0	5,590	1,366	0	0	6,956	3,704	0	3,704	1,604	0	0	5,308

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
61	**Briggs Road/Project Driveway 6**														
NBL		0		0	0	0	0	0	0		0	0	0	0	0
NBT		1,410		1,410	191	0	0	1,601	815		815	326	0	0	1,141
NBR		0		0	0	0	0	0	0		0	0	0	0	0
SBL		0		0	0	0	0	0	0		0	0	0	0	0
SBT		1,148		1,148	298	0	0	1,446	820		820	199	0	0	1,019
SBR		0		0	38	0	0	38	0		0	124	0	0	124
EBL		0		0	0	0	0	0	0		0	0	0	0	0
EBT		0		0	0	0	0	0	0		0	0	0	0	0
EBR		0		0	99	0	0	99	0		0	67	0	0	67
WBL		0		0	0	0	0	0	0		0	0	0	0	0
WBT		0		0	0	0	0	0	0		0	0	0	0	0
WBR		0		0	0	0	0	0	0		0	0	0	0	0
North Leg															
	Approach	1,148	0	1,148	336	0	0	1,484	820	0	820	323	0	0	1,143
	Departure	1,410	0	1,410	191	0	0	1,601	815	0	815	326	0	0	1,141
	Total	2,558	0	2,558	527	0	0	3,085	1,635	0	1,635	649	0	0	2,284
South Leg															
	Approach	1,410	0	1,410	191	0	0	1,601	815	0	815	326	0	0	1,141
	Departure	1,148	0	1,148	397	0	0	1,545	820	0	820	266	0	0	1,086
	Total	2,558	0	2,558	588	0	0	3,146	1,635	0	1,635	592	0	0	2,227
East Leg															
	Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg															
	Approach	0	0	0	99	0	0	99	0	0	0	67	0	0	67
	Departure	0	0	0	38	0	0	38	0	0	0	124	0	0	124
	Total	0	0	0	137	0	0	137	0	0	0	191	0	0	191
Total Approaches															
	Approach	2,558	0	2,558	626	0	0	3,184	1,635	0	1,635	716	0	0	2,351
	Departure	2,558	0	2,558	626	0	0	3,184	1,635	0	1,635	716	0	0	2,351
	Total	5,116	0	5,116	1,252	0	0	6,368	3,270	0	3,270	1,432	0	0	4,702

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
62 Briggs Road/Project Driveway 7 - Hillridge Street														
NBL	0		0	67	0	0	67	0		0	148	0	0	148
NBT	1,352		1,352	177	0	0	1,529	797		797	295	0	0	1,092
NBR	61		61	0	0	0	61	185		185	0	0	0	185
SBL	18		18	0	0	0	18	49		49	0	0	0	49
SBT	1,130		1,130	370	0	0	1,500	771		771	236	0	0	1,007
SBR	0		0	27	0	0	27	0		0	30	0	0	30
EBL	0		0	14	0	0	14	0		0	31	0	0	31
EBT	0		0	0	0	0	0	0		0	0	0	0	0
EBR	0		0	68	0	0	68	0		0	72	0	0	72
WBL	176		176	0	0	0	176	97		97	0	0	0	97
WBT	0		0	0	0	0	0	0		0	0	0	0	0
WBR	57		57	0	0	0	57	18		18	0	0	0	18
North Leg														
Approach	1,148	0	1,148	397	0	0	1,545	820	0	820	266	0	0	1,086
Departure	1,409	0	1,409	191	0	0	1,600	815	0	815	326	0	0	1,141
Total	2,557	0	2,557	588	0	0	3,145	1,635	0	1,635	592	0	0	2,227
South Leg														
Approach	1,413	0	1,413	244	0	0	1,657	982	0	982	443	0	0	1,425
Departure	1,306	0	1,306	438	0	0	1,744	868	0	868	308	0	0	1,176
Total	2,719	0	2,719	682	0	0	3,401	1,850	0	1,850	751	0	0	2,601
East Leg														
Approach	233	0	233	0	0	0	233	115	0	115	0	0	0	115
Departure	79	0	79	0	0	0	79	234	0	234	0	0	0	234
Total	312	0	312	0	0	0	312	349	0	349	0	0	0	349
West Leg														
Approach	0	0	0	82	0	0	82	0	0	0	103	0	0	103
Departure	0	0	0	94	0	0	94	0	0	0	178	0	0	178
Total	0	0	0	176	0	0	176	0	0	0	281	0	0	281
Total Approaches														
Approach	2,794	0	2,794	723	0	0	3,517	1,917	0	1,917	812	0	0	2,729
Departure	2,794	0	2,794	723	0	0	3,517	1,917	0	1,917	812	0	0	2,729
Total	5,588	0	5,588	1,446	0	0	7,034	3,834	0	3,834	1,624	0	0	5,458

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
63 Briggs Road/Matthews Road														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	1,044		1,044	229	0	0	1,273	624		624	415	0	0	1,039
NBR	77		77	0	0	0	77	67		67	0	0	0	67
SBL	241		241	24	0	0	265	352		352	22	0	0	374
SBT	1,065		1,065	412	0	0	1,477	516		516	286	0	0	802
SBR	0		0	0	0	0	0	0		0	0	0	0	0
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	0		0	0	0	0	0	0		0	0	0	0	0
EBR	0		0	0	0	0	0	0		0	0	0	0	0
WBL	59		59	0	0	0	59	59		59	0	0	0	59
WBT	0		0	0	0	0	0	0		0	0	0	0	0
WBR	369		369	16	0	0	385	358		358	29	0	0	387
North Leg														
Approach	1,306	0	1,306	436	0	0	1,742	868	0	868	308	0	0	1,176
Departure	1,413	0	1,413	245	0	0	1,658	982	0	982	444	0	0	1,426
Total	2,719	0	2,719	681	0	0	3,400	1,850	0	1,850	752	0	0	2,602
South Leg														
Approach	1,121	0	1,121	229	0	0	1,350	691	0	691	415	0	0	1,106
Departure	1,124	0	1,124	412	0	0	1,536	575	0	575	286	0	0	861
Total	2,245	0	2,245	641	0	0	2,886	1,266	0	1,266	701	0	0	1,967
East Leg														
Approach	428	0	428	16	0	0	444	417	0	417	29	0	0	446
Departure	318	0	318	24	0	0	342	419	0	419	22	0	0	441
Total	746	0	746	40	0	0	786	836	0	836	51	0	0	887
West Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches														
Approach	2,855	0	2,855	681	0	0	3,536	1,976	0	1,976	752	0	0	2,728
Departure	2,855	0	2,855	681	0	0	3,536	1,976	0	1,976	752	0	0	2,728
Total	5,710	0	5,710	1,362	0	0	7,072	3,952	0	3,952	1,504	0	0	5,456

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
65 Murrieta Road/McCall Boulevard														
NBL	3		3	0	0	0	3	7		7	0	0	0	7
NBT	511		511	0	0	0	511	298		298	0	0	0	298
NBR	326		326	15	0	0	341	222		222	14	0	0	236
SBL	69		69	5	0	0	74	133		133	8	0	0	141
SBT	217		217	0	0	0	217	515		515	0	0	0	515
SBR	105		105	0	0	0	105	101		101	0	0	0	101
EBL	162		162	0	0	0	162	37		37	0	0	0	37
EBT	342		342	12	0	0	354	201		201	13	0	0	214
EBR	3		3	0	0	0	3	7		7	0	0	0	7
WBL	221		221	8	0	0	229	347		347	18	0	0	365
WBT	179		179	9	0	0	188	252		252	14	0	0	266
WBR	168		168	5	0	0	173	107		107	8	0	0	115
North Leg														
Approach	391	0	391	5	0	0	396	749	0	749	8	0	0	757
Departure	841	0	841	5	0	0	846	442	0	442	8	0	0	450
Total	1,232	0	1,232	10	0	0	1,242	1,191	0	1,191	16	0	0	1,207
South Leg														
Approach	840	0	840	15	0	0	855	527	0	527	14	0	0	541
Departure	441	0	441	8	0	0	449	869	0	869	18	0	0	887
Total	1,281	0	1,281	23	0	0	1,304	1,396	0	1,396	32	0	0	1,428
East Leg														
Approach	568	0	568	22	0	0	590	706	0	706	40	0	0	746
Departure	737	0	737	32	0	0	769	556	0	556	35	0	0	591
Total	1,305	0	1,305	54	0	0	1,359	1,262	0	1,262	75	0	0	1,337
West Leg														
Approach	507	0	507	12	0	0	519	245	0	245	13	0	0	258
Departure	287	0	287	9	0	0	296	360	0	360	14	0	0	374
Total	794	0	794	21	0	0	815	605	0	605	27	0	0	632
Total Approaches														
Approach	2,306	0	2,306	54	0	0	2,360	2,227	0	2,227	75	0	0	2,302
Departure	2,306	0	2,306	54	0	0	2,360	2,227	0	2,227	75	0	0	2,302
Total	4,613	0	4,613	108	0	0	4,721	4,454	0	4,454	150	0	0	4,604

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
66 Sun City Boulevard/McCall Boulevard														
NBL	43		43	0	0	0	43	90		90	0	0	0	90
NBT	55		55	0	0	0	55	111		111	0	0	0	111
NBR	108		108	5	0	0	113	204		204	14	0	0	218
SBL	178		178	22	0	0	200	123		123	21	0	0	144
SBT	79		79	0	0	0	79	68		68	0	0	0	68
SBR	19		19	0	0	0	19	22		22	0	0	0	22
EBL	43		43	0	0	0	43	39		39	0	0	0	39
EBT	642		642	36	0	0	678	550		550	42	0	0	592
EBR	60		60	0	0	0	60	59		59	0	0	0	59
WBL	294		294	8	0	0	302	297		297	11	0	0	308
WBT	613		613	21	0	0	634	717		717	46	0	0	763
WBR	81		81	14	0	0	95	114		114	23	0	0	137
North Leg														
Approach	276	0	276	22	0	0	298	213	0	213	21	0	0	234
Departure	179	0	179	14	0	0	193	264	0	264	23	0	0	287
Total	455	0	455	36	0	0	491	477	0	477	44	0	0	521
South Leg														
Approach	206	0	206	5	0	0	211	405	0	405	14	0	0	419
Departure	433	0	433	8	0	0	441	424	0	424	11	0	0	435
Total	639	0	639	13	0	0	652	829	0	829	25	0	0	854
East Leg														
Approach	988	0	988	43	0	0	1,031	1,128	0	1,128	80	0	0	1,208
Departure	928	0	928	63	0	0	991	877	0	877	77	0	0	954
Total	1,916	0	1,916	106	0	0	2,022	2,005	0	2,005	157	0	0	2,162
West Leg														
Approach	745	0	745	36	0	0	781	648	0	648	42	0	0	690
Departure	675	0	675	21	0	0	696	829	0	829	46	0	0	875
Total	1,420	0	1,420	57	0	0	1,477	1,477	0	1,477	88	0	0	1,565
Total Approaches														
Approach	2,215	0	2,215	106	0	0	2,321	2,394	0	2,394	157	0	0	2,551
Departure	2,215	0	2,215	106	0	0	2,321	2,394	0	2,394	157	0	0	2,551
Total	4,429	0	4,429	212	0	0	4,641	4,788	0	4,788	314	0	0	5,102

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
67 Bradley Road/McCall Boulevard														
NBL	71		71	0	0	0	71	76		76	0	0	0	76
NBT	48		48	0	0	0	48	69		69	0	0	0	69
NBR	692		692	3	0	0	695	746		746	7	0	0	753
SBL	156		156	3	0	0	159	113		113	7	0	0	120
SBT	57		57	0	0	0	57	56		56	0	0	0	56
SBR	17		17	0	0	0	17	9		9	0	0	0	9
EBL	6		6	0	0	0	6	6		6	0	0	0	6
EBT	936		936	63	0	0	999	835		835	79	0	0	914
EBR	83		83	0	0	0	83	98		98	0	0	0	98
WBL	687		687	2	0	0	689	781		781	7	0	0	788
WBT	897		897	46	0	0	943	1,050		1,050	83	0	0	1,133
WBR	97		97	2	0	0	99	126		126	7	0	0	133
North Leg														
Approach	230	0	230	3	0	0	233	179	0	179	7	0	0	186
Departure	151	0	151	2	0	0	153	202	0	202	7	0	0	209
Total	381	0	381	5	0	0	386	380	0	380	14	0	0	394
South Leg														
Approach	811	0	811	3	0	0	814	891	0	891	7	0	0	898
Departure	827	0	827	2	0	0	829	935	0	935	7	0	0	942
Total	1,638	0	1,638	5	0	0	1,643	1,826	0	1,826	14	0	0	1,840
East Leg														
Approach	1,681	0	1,681	50	0	0	1,731	1,957	0	1,957	97	0	0	2,054
Departure	1,784	0	1,784	69	0	0	1,853	1,694	0	1,694	93	0	0	1,787
Total	3,465	0	3,465	119	0	0	3,584	3,651	0	3,651	190	0	0	3,841
West Leg														
Approach	1,025	0	1,025	63	0	0	1,088	939	0	939	79	0	0	1,018
Departure	985	0	985	46	0	0	1,031	1,135	0	1,135	83	0	0	1,218
Total	2,010	0	2,010	109	0	0	2,119	2,075	0	2,075	162	0	0	2,237
Total Approaches														
Approach	3,747	0	3,747	119	0	0	3,866	3,966	0	3,966	190	0	0	4,156
Departure	3,747	0	3,747	119	0	0	3,866	3,966	0	3,966	190	0	0	4,156
Total	7,493	0	7,493	238	0	0	7,731	7,932	0	7,932	380	0	0	8,312

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
68 I-215 SB Ramps/McCall Boulevard														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	0		0	0	0	0	0	0		0	0	0	0	0
SBL	400		400	0	0	0	400	518		518	0	0	0	518
SBT	3		3	0	0	0	3	0		0	0	0	0	0
SBR	396		396	0	0	0	396	577		577	0	0	0	577
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	1,364		1,364	69	0	0	1,433	1,301		1,301	93	0	0	1,394
EBR	420		420	0	0	0	420	394		394	0	0	0	394
WBL	643		643	518	0	0	1,161	487		487	591	0	0	1,078
WBT	1,286		1,286	50	0	0	1,336	1,380		1,380	98	0	0	1,478
WBR	0		0	0	0	0	0	0		0	0	0	0	0
North Leg														
Approach	799	0	799	0	0	0	799	1,095	0	1,095	0	0	0	1,095
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	799	0	799	0	0	0	799	1,095	0	1,095	0	0	0	1,095
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,066	0	1,066	518	0	0	1,584	881	0	881	591	0	0	1,472
Total	1,066	0	1,066	518	0	0	1,584	881	0	881	591	0	0	1,472
East Leg														
Approach	1,929	0	1,929	568	0	0	2,497	1,867	0	1,867	689	0	0	2,556
Departure	1,764	0	1,764	69	0	0	1,833	1,819	0	1,819	93	0	0	1,912
Total	3,693	0	3,693	637	0	0	4,330	3,686	0	3,686	782	0	0	4,468
West Leg														
Approach	1,784	0	1,784	69	0	0	1,853	1,695	0	1,695	93	0	0	1,788
Departure	1,682	0	1,682	50	0	0	1,732	1,957	0	1,957	98	0	0	2,055
Total	3,466	0	3,466	119	0	0	3,585	3,652	0	3,652	191	0	0	3,843
Total Approaches														
Approach	4,512	0	4,512	637	0	0	5,149	4,657	0	4,657	782	0	0	5,439
Departure	4,512	0	4,512	637	0	0	5,149	4,657	0	4,657	782	0	0	5,439
Total	9,024	0	9,024	1,274	0	0	10,298	9,314	0	9,314	1,564	0	0	10,878

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
69 I-215 NB Ramps/McCall Boulevard														
NBL	316		316	0	0	0	316	462		462	0	0	0	462
NBT	4		4	0	0	0	4	5		5	0	0	0	5
NBR	461		461	589	0	0	1,050	752		752	643	0	0	1,395
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	0		0	0	0	0	0	0		0	0	0	0	0
EBL	287		287	0	0	0	287	364		364	0	0	0	364
EBT	1,477		1,477	69	0	0	1,546	1,455		1,455	93	0	0	1,548
EBR	0		0	0	0	0	0	0		0	0	0	0	0
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	1,613		1,613	568	0	0	2,181	1,405		1,405	691	0	0	2,096
WBR	508		508	0	0	0	508	364		364	0	0	0	364
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	799	0	799	0	0	0	799	733	0	733	0	0	0	733
Total	799	0	799	0	0	0	799	733	0	733	0	0	0	733
South Leg														
Approach	781	0	781	589	0	0	1,370	1,219	0	1,219	643	0	0	1,862
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	781	0	781	589	0	0	1,370	1,219	0	1,219	643	0	0	1,862
East Leg														
Approach	2,121	0	2,121	568	0	0	2,689	1,769	0	1,769	691	0	0	2,460
Departure	1,938	0	1,938	658	0	0	2,596	2,207	0	2,207	736	0	0	2,943
Total	4,059	0	4,059	1,226	0	0	5,285	3,976	0	3,976	1,427	0	0	5,403
West Leg														
Approach	1,764	0	1,764	69	0	0	1,833	1,819	0	1,819	93	0	0	1,912
Departure	1,929	0	1,929	568	0	0	2,497	1,867	0	1,867	691	0	0	2,558
Total	3,693	0	3,693	637	0	0	4,330	3,686	0	3,686	784	0	0	4,470
Total Approaches														
Approach	4,666	0	4,666	1,226	0	0	5,892	4,807	0	4,807	1,427	0	0	6,234
Departure	4,666	0	4,666	1,226	0	0	5,892	4,807	0	4,807	1,427	0	0	6,234
Total	9,333	0	9,333	2,452	0	0	11,785	9,615	0	9,615	2,854	0	0	12,469

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
70	**Encanto Drive/McCall Boulevard**														
NBL		196		196	0	0	0	196	164		164	0	0	0	164
NBT		35		35	0	0	0	35	27		27	0	0	0	27
NBR		56		56	7	0	0	63	27		27	3	0	0	30
SBL		42		42	0	0	0	42	72		72	0	0	0	72
SBT		21		21	0	0	0	21	23		23	0	0	0	23
SBR		274		274	0	0	0	274	347		347	0	0	0	347
EBL		456		456	0	0	0	456	291		291	0	0	0	291
EBT		1,361		1,361	658	0	0	2,019	1,660		1,660	736	0	0	2,396
EBR		121		121	0	0	0	121	255		255	0	0	0	255
WBL		58		58	6	0	0	64	37		37	4	0	0	41
WBT		1,652		1,652	568	0	0	2,220	1,258		1,258	691	0	0	1,949
WBR		58		58	0	0	0	58	44		44	0	0	0	44
North Leg															
	Approach	337	0	337	0	0	0	337	442	0	442	0	0	0	442
	Departure	549	0	549	0	0	0	549	362	0	362	0	0	0	362
	Total	886	0	886	0	0	0	886	804	0	804	0	0	0	804
South Leg															
	Approach	286	0	286	7	0	0	293	218	0	218	3	0	0	221
	Departure	200	0	200	6	0	0	206	315	0	315	4	0	0	319
	Total	486	0	486	13	0	0	499	534	0	534	7	0	0	541
East Leg															
	Approach	1,768	0	1,768	574	0	0	2,342	1,339	0	1,339	695	0	0	2,034
	Departure	1,459	0	1,459	665	0	0	2,124	1,759	0	1,759	739	0	0	2,498
	Total	3,226	0	3,226	1,239	0	0	4,465	3,098	0	3,098	1,434	0	0	4,532
West Leg															
	Approach	1,938	0	1,938	658	0	0	2,596	2,206	0	2,206	736	0	0	2,942
	Departure	2,122	0	2,122	568	0	0	2,690	1,769	0	1,769	691	0	0	2,460
	Total	4,060	0	4,060	1,226	0	0	5,286	3,975	0	3,975	1,427	0	0	5,402
Total Approaches															
	Approach	4,329	0	4,329	1,239	0	0	5,568	4,206	0	4,206	1,434	0	0	5,640
	Departure	4,329	0	4,329	1,239	0	0	5,568	4,206	0	4,206	1,434	0	0	5,640
	Total	8,658	0	8,658	2,478	0	0	11,136	8,411	0	8,411	2,868	0	0	11,279

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
71 Sherman Road/McCall Boulevard														
NBL	124		124	0	0	0	124	95		95	0	0	0	95
NBT	50		50	0	0	0	50	15		15	0	0	0	15
NBR	45		45	17	0	0	62	39		39	16	0	0	55
SBL	75		75	2	0	0	77	73		73	2	0	0	75
SBT	18		18	0	0	0	18	25		25	0	0	0	25
SBR	63		63	0	0	0	63	36		36	0	0	0	36
EBL	159		159	0	0	0	159	95		95	0	0	0	95
EBT	1,405		1,405	664	0	0	2,069	1,661		1,661	739	0	0	2,400
EBR	44		44	0	0	0	44	100		100	0	0	0	100
WBL	58		58	10	0	0	68	61		61	21	0	0	82
WBT	1,550		1,550	574	0	0	2,124	1,159		1,159	695	0	0	1,854
WBR	97		97	1	0	0	98	49		49	3	0	0	52
North Leg														
Approach	156	0	156	2	0	0	158	134	0	134	2	0	0	136
Departure	306	0	306	1	0	0	307	159	0	159	3	0	0	162
Total	462	0	462	3	0	0	465	293	0	293	5	0	0	298
South Leg														
Approach	219	0	219	17	0	0	236	149	0	149	16	0	0	165
Departure	120	0	120	10	0	0	130	186	0	186	21	0	0	207
Total	339	0	339	27	0	0	366	335	0	335	37	0	0	372
East Leg														
Approach	1,705	0	1,705	585	0	0	2,290	1,269	0	1,269	719	0	0	1,988
Departure	1,525	0	1,525	683	0	0	2,208	1,773	0	1,773	757	0	0	2,530
Total	3,230	0	3,230	1,268	0	0	4,498	3,042	0	3,042	1,476	0	0	4,518
West Leg														
Approach	1,608	0	1,608	664	0	0	2,272	1,856	0	1,856	739	0	0	2,595
Departure	1,737	0	1,737	574	0	0	2,311	1,290	0	1,290	695	0	0	1,985
Total	3,345	0	3,345	1,238	0	0	4,583	3,146	0	3,146	1,434	0	0	4,580
Total Approaches														
Approach	3,688	0	3,688	1,268	0	0	4,956	3,408	0	3,408	1,476	0	0	4,884
Departure	3,688	0	3,688	1,268	0	0	4,956	3,408	0	3,408	1,476	0	0	4,884
Total	7,376	0	7,376	2,536	0	0	9,912	6,815	0	6,815	2,952	0	0	9,767

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
72 Antelope Road/McCall Boulevard														
NBL	88		88	0	0	0	88	47		47	0	0	0	47
NBT	60		60	0	0	0	60	6		6	0	0	0	6
NBR	144		144	7	0	0	151	82		82	3	0	0	85
SBL	39		39	2	0	0	41	47		47	7	0	0	54
SBT	5		5	0	0	0	5	30		30	0	0	0	30
SBR	156		156	0	0	0	156	237		237	0	0	0	237
EBL	288		288	0	0	0	288	110		110	0	0	0	110
EBT	1,220		1,220	687	0	0	1,907	1,452		1,452	765	0	0	2,217
EBR	28		28	0	0	0	28	105		105	0	0	0	105
WBL	77		77	4	0	0	81	63		63	4	0	0	67
WBT	1,457		1,457	585	0	0	2,042	979		979	724	0	0	1,703
WBR	258		258	6	0	0	264	21		21	4	0	0	25
North Leg														
Approach	200	0	200	2	0	0	202	314	0	314	7	0	0	321
Departure	606	0	606	6	0	0	612	137	0	137	4	0	0	141
Total	806	0	806	8	0	0	814	451	0	451	11	0	0	462
South Leg														
Approach	292	0	292	7	0	0	299	135	0	135	3	0	0	138
Departure	110	0	110	4	0	0	114	198	0	198	4	0	0	202
Total	402	0	402	11	0	0	413	333	0	333	7	0	0	340
East Leg														
Approach	1,792	0	1,792	595	0	0	2,387	1,063	0	1,063	732	0	0	1,795
Departure	1,403	0	1,403	696	0	0	2,099	1,581	0	1,581	775	0	0	2,356
Total	3,195	0	3,195	1,291	0	0	4,486	2,644	0	2,644	1,507	0	0	4,151
West Leg														
Approach	1,536	0	1,536	687	0	0	2,223	1,667	0	1,667	765	0	0	2,432
Departure	1,701	0	1,701	585	0	0	2,286	1,263	0	1,263	724	0	0	1,987
Total	3,237	0	3,237	1,272	0	0	4,509	2,930	0	2,930	1,489	0	0	4,419
Total Approaches														
Approach	3,820	0	3,820	1,291	0	0	5,111	3,179	0	3,179	1,507	0	0	4,686
Departure	3,820	0	3,820	1,291	0	0	5,111	3,179	0	3,179	1,507	0	0	4,686
Total	7,640	0	7,640	2,582	0	0	10,222	6,358	0	6,358	3,014	0	0	9,372

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
73 Junipero Road/McCall Boulevard														
NBL	16		16	0	0	0	16	5		5	0	0	0	5
NBT	18		18	0	0	0	18	0		0	0	0	0	0
NBR	19		19	0	0	0	19	2		2	0	0	0	2
SBL	138		138	0	0	0	138	71		71	0	0	0	71
SBT	2		2	0	0	0	2	0		0	0	0	0	0
SBR	322		322	0	0	0	322	198		198	0	0	0	198
EBL	302		302	0	0	0	302	135		135	0	0	0	135
EBT	1,192		1,192	700	0	0	1,892	1,320		1,320	785	0	0	2,105
EBR	3		3	0	0	0	3	7		7	0	0	0	7
WBL	3		3	0	0	0	3	0		0	0	0	0	0
WBT	1,442		1,442	599	0	0	2,041	882		882	740	0	0	1,622
WBR	271		271	0	0	0	271	100		100	0	0	0	100
North Leg														
Approach	462	0	462	0	0	0	462	269	0	269	0	0	0	269
Departure	591	0	591	0	0	0	591	235	0	235	0	0	0	235
Total	1,053	0	1,053	0	0	0	1,053	504	0	504	0	0	0	504
South Leg														
Approach	53	0	53	0	0	0	53	7	0	7	0	0	0	7
Departure	8	0	8	0	0	0	8	7	0	7	0	0	0	7
Total	61	0	61	0	0	0	61	14	0	14	0	0	0	14
East Leg														
Approach	1,716	0	1,716	599	0	0	2,315	982	0	982	740	0	0	1,722
Departure	1,349	0	1,349	700	0	0	2,049	1,393	0	1,393	785	0	0	2,178
Total	3,065	0	3,065	1,299	0	0	4,364	2,375	0	2,375	1,525	0	0	3,900
West Leg														
Approach	1,497	0	1,497	700	0	0	2,197	1,462	0	1,462	785	0	0	2,247
Departure	1,780	0	1,780	599	0	0	2,379	1,085	0	1,085	740	0	0	1,825
Total	3,277	0	3,277	1,299	0	0	4,576	2,547	0	2,547	1,525	0	0	4,072
Total Approaches														
Approach	3,728	0	3,728	1,299	0	0	5,027	2,720	0	2,720	1,525	0	0	4,245
Departure	3,728	0	3,728	1,299	0	0	5,027	2,720	0	2,720	1,525	0	0	4,245
Total	7,456	0	7,456	2,598	0	0	10,054	5,440	0	5,440	3,050	0	0	8,490

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
74 Menifee Road/McCall Boulevard														
NBL	540		540	0	0	0	540	234		234	0	0	0	234
NBT	641		641	177	0	0	818	729		729	207	0	0	936
NBR	110		110	0	0	0	110	147		147	0	0	0	147
SBL	422		422	22	0	0	444	254		254	67	0	0	321
SBT	541		541	71	0	0	612	553		553	251	0	0	804
SBR	297		297	335	0	0	632	325		325	598	0	0	923
EBL	255		255	603	0	0	858	324		324	547	0	0	871
EBT	679		679	97	0	0	776	822		822	238	0	0	1,060
EBR	416		416	0	0	0	416	247		247	0	0	0	247
WBL	78		78	0	0	0	78	56		56	0	0	0	56
WBT	879		879	264	0	0	1,143	423		423	142	0	0	565
WBR	371		371	53	0	0	424	94		94	55	0	0	149
North Leg														
Approach	1,260	0	1,260	428	0	0	1,688	1,132	0	1,132	916	0	0	2,048
Departure	1,267	0	1,267	833	0	0	2,100	1,147	0	1,147	809	0	0	1,956
Total	2,527	0	2,527	1,261	0	0	3,788	2,279	0	2,279	1,725	0	0	4,004
South Leg														
Approach	1,291	0	1,291	177	0	0	1,468	1,110	0	1,110	207	0	0	1,317
Departure	1,035	0	1,035	71	0	0	1,106	856	0	856	251	0	0	1,107
Total	2,326	0	2,326	248	0	0	2,574	1,966	0	1,966	458	0	0	2,424
East Leg														
Approach	1,328	0	1,328	317	0	0	1,645	573	0	573	197	0	0	770
Departure	1,211	0	1,211	119	0	0	1,330	1,223	0	1,223	305	0	0	1,528
Total	2,539	0	2,539	436	0	0	2,975	1,796	0	1,796	502	0	0	2,298
West Leg														
Approach	1,350	0	1,350	700	0	0	2,050	1,393	0	1,393	785	0	0	2,178
Departure	1,716	0	1,716	599	0	0	2,315	982	0	982	740	0	0	1,722
Total	3,066	0	3,066	1,299	0	0	4,365	2,375	0	2,375	1,525	0	0	3,900
Total Approaches														
Approach	5,229	0	5,229	1,622	0	0	6,851	4,208	0	4,208	2,105	0	0	6,313
Departure	5,229	0	5,229	1,622	0	0	6,851	4,208	0	4,208	2,105	0	0	6,313
Total	10,458	0	10,458	3,244	0	0	13,702	8,416	0	8,416	4,210	0	0	12,626

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
75 Heritage Lake Drive (West)/McCall Boulevard														
NBL	247		247	21	0	0	268	72		72	25	0	0	97
NBT	194		194	0	0	0	194	16		16	0	0	0	16
NBR	93		93	9	0	0	102	46		46	10	0	0	56
SBL	61		61	6	0	0	67	23		23	2	0	0	25
SBT	117		117	0	0	0	117	17		17	0	0	0	17
SBR	82		82	0	0	0	82	43		43	0	0	0	43
EBL	98		98	0	0	0	98	47		47	0	0	0	47
EBT	963		963	113	0	0	1,076	1,046		1,046	276	0	0	1,322
EBR	151		151	9	0	0	160	130		130	31	0	0	161
WBL	49		49	10	0	0	59	53		53	7	0	0	60
WBT	1,000		1,000	295	0	0	1,295	457		457	172	0	0	629
WBR	160		160	4	0	0	164	20		20	2	0	0	22
North Leg														
Approach	259	0	259	6	0	0	265	83	0	83	2	0	0	85
Departure	452	0	452	4	0	0	456	83	0	83	2	0	0	85
Total	711	0	711	10	0	0	721	166	0	166	4	0	0	170
South Leg														
Approach	534	0	534	30	0	0	564	134	0	134	35	0	0	169
Departure	317	0	317	19	0	0	336	200	0	200	38	0	0	238
Total	851	0	851	49	0	0	900	334	0	334	73	0	0	407
East Leg														
Approach	1,209	0	1,209	309	0	0	1,518	530	0	530	181	0	0	711
Departure	1,117	0	1,117	128	0	0	1,245	1,115	0	1,115	288	0	0	1,403
Total	2,326	0	2,326	437	0	0	2,763	1,645	0	1,645	469	0	0	2,114
West Leg														
Approach	1,212	0	1,212	122	0	0	1,334	1,223	0	1,223	307	0	0	1,530
Departure	1,329	0	1,329	316	0	0	1,645	573	0	573	197	0	0	770
Total	2,541	0	2,541	438	0	0	2,979	1,796	0	1,796	504	0	0	2,300
Total Approaches														
Approach	3,214	0	3,214	467	0	0	3,681	1,971	0	1,971	525	0	0	2,496
Departure	3,214	0	3,214	467	0	0	3,681	1,971	0	1,971	525	0	0	2,496
Total	6,429	0	6,429	934	0	0	7,363	3,941	0	3,941	1,050	0	0	4,991

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
76 Heritage Lake Drive (East)/McCall Boulevard														
NBL	356		356	22	0	0	378	188		188	17	0	0	205
NBT	127		127	0	0	0	127	26		26	0	0	0	26
NBR	181		181	24	0	0	205	94		94	28	0	0	122
SBL	60		60	7	0	0	67	24		24	1	0	0	25
SBT	131		131	0	0	0	131	29		29	0	0	0	29
SBR	43		43	0	0	0	43	23		23	0	0	0	23
EBL	24		24	0	0	0	24	39		39	0	0	0	39
EBT	728		728	120	0	0	848	618		618	259	0	0	877
EBR	426		426	9	0	0	435	392		392	22	0	0	414
WBL	165		165	17	0	0	182	77		77	28	0	0	105
WBT	729		729	285	0	0	1,014	353		353	160	0	0	513
WBR	43		43	5	0	0	48	20		20	2	0	0	22
North Leg														
Approach	234	0	234	7	0	0	241	76	0	76	1	0	0	77
Departure	194	0	194	5	0	0	199	85	0	85	2	0	0	87
Total	428	0	428	12	0	0	440	161	0	161	3	0	0	164
South Leg														
Approach	664	0	664	46	0	0	710	308	0	308	45	0	0	353
Departure	722	0	722	26	0	0	748	498	0	498	50	0	0	548
Total	1,386	0	1,386	72	0	0	1,458	806	0	806	95	0	0	901
East Leg														
Approach	937	0	937	307	0	0	1,244	450	0	450	190	0	0	640
Departure	969	0	969	151	0	0	1,120	736	0	736	288	0	0	1,024
Total	1,906	0	1,906	458	0	0	2,364	1,186	0	1,186	478	0	0	1,664
West Leg														
Approach	1,178	0	1,178	129	0	0	1,307	1,049	0	1,049	281	0	0	1,330
Departure	1,128	0	1,128	307	0	0	1,435	564	0	564	177	0	0	741
Total	2,306	0	2,306	436	0	0	2,742	1,613	0	1,613	458	0	0	2,071
Total Approaches														
Approach	3,013	0	3,013	489	0	0	3,502	1,883	0	1,883	517	0	0	2,400
Departure	3,013	0	3,013	489	0	0	3,502	1,883	0	1,883	517	0	0	2,400
Total	6,027	0	6,027	978	0	0	7,005	3,766	0	3,766	1,034	0	0	4,800

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
77	**Briggs Road/McCall Boulevard**														
NBL		379		379	0	0	0	379	213		213	0	0	0	213
NBT		958		958	72	0	0	1,030	498		498	120	0	0	618
NBR		0		0	0	0	0	0	0		0	0	0	0	0
SBL		0		0	0	0	0	0	0		0	0	0	0	0
SBT		589		589	102	0	0	691	541		541	88	0	0	629
SBR		547		547	308	0	0	855	232		232	188	0	0	420
EBL		588		588	150	0	0	738	339		339	290	0	0	629
EBT		0		0	0	0	0	0	0		0	0	0	0	0
EBR		381		381	0	0	0	381	397		397	0	0	0	397
WBL		0		0	0	0	0	0	0		0	0	0	0	0
WBT		0		0	0	0	0	0	0		0	0	0	0	0
WBR		0		0	0	0	0	0	0		0	0	0	0	0
North Leg															
	Approach	1,136	0	1,136	410	0	0	1,546	773	0	773	276	0	0	1,049
	Departure	1,546	0	1,546	222	0	0	1,768	837	0	837	410	0	0	1,247
	Total	2,682	0	2,682	632	0	0	3,314	1,610	0	1,610	686	0	0	2,296
South Leg															
	Approach	1,337	0	1,337	72	0	0	1,409	711	0	711	120	0	0	831
	Departure	970	0	970	102	0	0	1,072	938	0	938	88	0	0	1,026
	Total	2,307	0	2,307	174	0	0	2,481	1,649	0	1,649	208	0	0	1,857
East Leg															
	Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg															
	Approach	969	0	969	150	0	0	1,119	736	0	736	290	0	0	1,026
	Departure	926	0	926	308	0	0	1,234	445	0	445	188	0	0	633
	Total	1,895	0	1,895	458	0	0	2,353	1,181	0	1,181	478	0	0	1,659
Total Approaches															
	Approach	3,442	0	3,442	632	0	0	4,074	2,220	0	2,220	686	0	0	2,906
	Departure	3,442	0	3,442	632	0	0	4,074	2,220	0	2,220	686	0	0	2,906
	Total	6,884	0	6,884	1,264	0	0	8,148	4,440	0	4,440	1,372	0	0	5,812

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
78 Menifee Road/Coastline Avenue														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	1,266		1,266	163	0	0	1,429	1,111		1,111	191	0	0	1,302
NBR	69		69	0	0	0	69	104		104	0	0	0	104
SBL	120		120	6	0	0	126	34		34	19	0	0	53
SBT	898		898	65	0	0	963	838		838	232	0	0	1,070
SBR	0		0	0	0	0	0	0		0	0	0	0	0
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	0		0	0	0	0	0	0		0	0	0	0	0
EBR	0		0	0	0	0	0	0		0	0	0	0	0
WBL	80		80	0	0	0	80	69		69	0	0	0	69
WBT	0		0	0	0	0	0	0		0	0	0	0	0
WBR	107		107	14	0	0	121	12		12	14	0	0	26
North Leg														
Approach	1,018	0	1,018	71	0	0	1,089	872	0	872	251	0	0	1,123
Departure	1,373	0	1,373	177	0	0	1,550	1,123	0	1,123	205	0	0	1,328
Total	2,391	0	2,391	248	0	0	2,639	1,995	0	1,995	456	0	0	2,451
South Leg														
Approach	1,335	0	1,335	163	0	0	1,498	1,215	0	1,215	191	0	0	1,406
Departure	978	0	978	65	0	0	1,043	907	0	907	232	0	0	1,139
Total	2,313	0	2,313	228	0	0	2,541	2,122	0	2,122	423	0	0	2,545
East Leg														
Approach	187	0	187	14	0	0	201	81	0	81	14	0	0	95
Departure	189	0	189	6	0	0	195	138	0	138	19	0	0	157
Total	376	0	376	20	0	0	396	219	0	219	33	0	0	252
West Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches														
Approach	2,540	0	2,540	248	0	0	2,788	2,168	0	2,168	456	0	0	2,624
Departure	2,540	0	2,540	248	0	0	2,788	2,168	0	2,168	456	0	0	2,624
Total	5,080	0	5,080	496	0	0	5,576	4,336	0	4,336	912	0	0	5,248

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
79 Menifee Road/Simpson Road														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	883		883	126	0	0	1,009	761		761	162	0	0	923
NBR	207		207	38	0	0	245	261		261	83	0	0	344
SBL	266		266	13	0	0	279	317		317	39	0	0	356
SBT	712		712	52	0	0	764	590		590	193	0	0	783
SBR	0		0	0	0	0	0	0		0	0	0	0	0
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	0		0	0	0	0	0	0		0	0	0	0	0
EBR	0		0	0	0	0	0	0		0	0	0	0	0
WBL	389		389	76	0	0	465	265		265	53	0	0	318
WBT	0		0	0	0	0	0	0		0	0	0	0	0
WBR	452		452	38	0	0	490	454		454	29	0	0	483
North Leg														
Approach	978	0	978	65	0	0	1,043	907	0	907	232	0	0	1,139
Departure	1,335	0	1,335	164	0	0	1,499	1,215	0	1,215	191	0	0	1,406
Total	2,313	0	2,313	229	0	0	2,542	2,122	0	2,122	423	0	0	2,545
South Leg														
Approach	1,090	0	1,090	164	0	0	1,254	1,022	0	1,022	245	0	0	1,267
Departure	1,101	0	1,101	128	0	0	1,229	855	0	855	246	0	0	1,101
Total	2,191	0	2,191	292	0	0	2,483	1,877	0	1,877	491	0	0	2,368
East Leg														
Approach	841	0	841	114	0	0	955	719	0	719	82	0	0	801
Departure	473	0	473	51	0	0	524	578	0	578	122	0	0	700
Total	1,314	0	1,314	165	0	0	1,479	1,297	0	1,297	204	0	0	1,501
West Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches														
Approach	2,909	0	2,909	343	0	0	3,252	2,648	0	2,648	559	0	0	3,207
Departure	2,909	0	2,909	343	0	0	3,252	2,648	0	2,648	559	0	0	3,207
Total	5,818	0	5,818	686	0	0	6,504	5,296	0	5,296	1,118	0	0	6,414

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
80 Lindenberger Road/Simpson Road														
NBL	287		287	16	0	0	303	230		230	16	0	0	246
NBT	119		119	0	0	0	119	102		102	0	0	0	102
NBR	212		212	15	0	0	227	93		93	9	0	0	102
SBL	75		75	0	0	0	75	16		16	0	0	0	16
SBT	154		154	0	0	0	154	71		71	0	0	0	71
SBR	165		165	0	0	0	165	102		102	0	0	0	102
EBL	61		61	0	0	0	61	62		62	0	0	0	62
EBT	331		331	49	0	0	380	303		303	105	0	0	408
EBR	102		102	7	0	0	109	182		182	20	0	0	202
WBL	120		120	12	0	0	132	50		50	8	0	0	58
WBT	384		384	98	0	0	482	396		396	71	0	0	467
WBR	48		48	0	0	0	48	40		40	0	0	0	40
North Leg														
Approach	394	0	394	0	0	0	394	189	0	189	0	0	0	189
Departure	228	0	228	0	0	0	228	204	0	204	0	0	0	204
Total	621	0	621	0	0	0	621	393	0	393	0	0	0	393
South Leg														
Approach	618	0	618	31	0	0	649	425	0	425	25	0	0	450
Departure	376	0	376	19	0	0	395	304	0	304	28	0	0	332
Total	993	0	993	50	0	0	1,043	729	0	729	53	0	0	782
East Leg														
Approach	552	0	552	110	0	0	662	486	0	486	79	0	0	565
Departure	618	0	618	64	0	0	682	412	0	412	114	0	0	526
Total	1,170	0	1,170	174	0	0	1,344	899	0	899	193	0	0	1,092
West Leg														
Approach	494	0	494	56	0	0	550	547	0	547	125	0	0	672
Departure	836	0	836	114	0	0	950	728	0	728	87	0	0	815
Total	1,330	0	1,330	170	0	0	1,500	1,275	0	1,275	212	0	0	1,487
Total Approaches														
Approach	2,057	0	2,057	197	0	0	2,254	1,648	0	1,648	229	0	0	1,877
Departure	2,057	0	2,057	197	0	0	2,254	1,648	0	1,648	229	0	0	1,877
Total	4,114	0	4,114	394	0	0	4,508	3,296	0	3,296	458	0	0	3,754

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
81 Briggs Road/Simpson Road														
NBL	85		85	0	0	0	85	82		82	0	0	0	82
NBT	737		737	0	0	0	737	452		452	0	0	0	452
NBR	307		307	0	0	0	307	301		301	0	0	0	301
SBL	113		113	2	0	0	115	66		66	7	0	0	73
SBT	452		452	0	0	0	452	619		619	0	0	0	619
SBR	168		168	91	0	0	259	79		79	65	0	0	144
EBL	256		256	59	0	0	315	97		97	96	0	0	193
EBT	298		298	5	0	0	303	226		226	19	0	0	245
EBR	77		77	0	0	0	77	71		71	0	0	0	71
WBL	241		241	0	0	0	241	305		305	0	0	0	305
WBT	277		277	21	0	0	298	282		282	14	0	0	296
WBR	151		151	3	0	0	154	141		141	7	0	0	148
North Leg														
Approach	733	0	733	93	0	0	826	764	0	764	72	0	0	836
Departure	1,144	0	1,144	62	0	0	1,206	690	0	690	103	0	0	793
Total	1,877	0	1,877	155	0	0	2,032	1,454	0	1,454	175	0	0	1,629
South Leg														
Approach	1,129	0	1,129	0	0	0	1,129	835	0	835	0	0	0	835
Departure	770	0	770	0	0	0	770	995	0	995	0	0	0	995
Total	1,899	0	1,899	0	0	0	1,899	1,830	0	1,830	0	0	0	1,830
East Leg														
Approach	669	0	669	24	0	0	693	728	0	728	21	0	0	749
Departure	719	0	719	7	0	0	726	593	0	593	26	0	0	619
Total	1,388	0	1,388	31	0	0	1,419	1,321	0	1,321	47	0	0	1,368
West Leg														
Approach	631	0	631	64	0	0	695	393	0	393	115	0	0	508
Departure	530	0	530	112	0	0	642	443	0	443	79	0	0	522
Total	1,161	0	1,161	176	0	0	1,337	836	0	836	194	0	0	1,030
Total Approaches														
Approach	3,163	0	3,163	181	0	0	3,344	2,721	0	2,721	208	0	0	2,929
Departure	3,163	0	3,163	181	0	0	3,344	2,721	0	2,721	208	0	0	2,929
Total	6,325	0	6,325	362	0	0	6,687	5,441	0	5,441	416	0	0	5,857

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
82 Menifee Road/Aldergate Drive - Carnelian Way														
NBL	35		35	0	0	0	35	14		14	0	0	0	14
NBT	947		947	127	0	0	1,074	1,081		1,081	202	0	0	1,283
NBR	96		96	0	0	0	96	38		38	0	0	0	38
SBL	205		205	0	0	0	205	49		49	0	0	0	49
SBT	902		902	103	0	0	1,005	747		747	199	0	0	946
SBR	51		51	18	0	0	69	18		18	31	0	0	49
EBL	47		47	28	0	0	75	26		26	29	0	0	55
EBT	3		3	0	0	0	3	0		0	0	0	0	0
EBR	19		19	0	0	0	19	13		13	0	0	0	13
WBL	183		183	0	0	0	183	43		43	0	0	0	43
WBT	5		5	0	0	0	5	0		0	0	0	0	0
WBR	286		286	0	0	0	286	52		52	0	0	0	52
North Leg														
Approach	1,158	0	1,158	121	0	0	1,279	814	0	814	230	0	0	1,044
Departure	1,280	0	1,280	155	0	0	1,435	1,159	0	1,159	231	0	0	1,390
Total	2,438	0	2,438	276	0	0	2,714	1,973	0	1,973	461	0	0	2,434
South Leg														
Approach	1,077	0	1,077	127	0	0	1,204	1,132	0	1,132	202	0	0	1,334
Departure	1,104	0	1,104	103	0	0	1,207	803	0	803	199	0	0	1,002
Total	2,181	0	2,181	230	0	0	2,411	1,935	0	1,935	401	0	0	2,336
East Leg														
Approach	474	0	474	0	0	0	474	95	0	95	0	0	0	95
Departure	304	0	304	0	0	0	304	87	0	87	0	0	0	87
Total	778	0	778	0	0	0	778	182	0	182	0	0	0	182
West Leg														
Approach	69	0	69	28	0	0	97	39	0	39	29	0	0	68
Departure	91	0	91	18	0	0	109	32	0	32	31	0	0	63
Total	160	0	160	46	0	0	206	70	0	70	60	0	0	130
Total Approaches														
Approach	2,778	0	2,778	276	0	0	3,054	2,080	0	2,080	461	0	0	2,541
Departure	2,778	0	2,778	276	0	0	3,054	2,080	0	2,080	461	0	0	2,541
Total	5,556	0	5,556	552	0	0	6,108	4,160	0	4,160	922	0	0	5,082

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	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
83 Goetz Road - Buckstone Lane/Railroad Canyon Road - Newport Road														
NBL	14		14	0	0	0	14	9		9	0	0	0	9
NBT	3		3	0	0	0	3	5		5	0	0	0	5
NBR	26		26	0	0	0	26	6		6	0	0	0	6
SBL	525		525	10	0	0	535	301		301	6	0	0	307
SBT	1		1	0	0	0	1	0		0	0	0	0	0
SBR	873		873	0	0	0	873	689		689	0	0	0	689
EBL	527		527	0	0	0	527	836		836	0	0	0	836
EBT	1,052		1,052	25	0	0	1,077	1,283		1,283	31	0	0	1,314
EBR	0		0	0	0	0	0	11		11	0	0	0	11
WBL	17		17	0	0	0	17	24		24	0	0	0	24
WBT	964		964	19	0	0	983	1,253		1,253	29	0	0	1,282
WBR	318		318	3	0	0	321	384		384	10	0	0	394
North Leg														
Approach	1,399	0	1,399	10	0	0	1,409	990	0	990	6	0	0	996
Departure	848	0	848	3	0	0	851	1,226	0	1,226	10	0	0	1,236
Total	2,247	0	2,247	13	0	0	2,260	2,216	0	2,216	16	0	0	2,232
South Leg														
Approach	43	0	43	0	0	0	43	21	0	21	0	0	0	21
Departure	18	0	18	0	0	0	18	35	0	35	0	0	0	35
Total	61	0	61	0	0	0	61	56	0	56	0	0	0	56
East Leg														
Approach	1,299	0	1,299	22	0	0	1,321	1,661	0	1,661	39	0	0	1,700
Departure	1,603	0	1,603	35	0	0	1,638	1,590	0	1,590	37	0	0	1,627
Total	2,902	0	2,902	57	0	0	2,959	3,252	0	3,252	76	0	0	3,328
West Leg														
Approach	1,579	0	1,579	25	0	0	1,604	2,130	0	2,130	31	0	0	2,161
Departure	1,851	0	1,851	19	0	0	1,870	1,951	0	1,951	29	0	0	1,980
Total	3,430	0	3,430	44	0	0	3,474	4,081	0	4,081	60	0	0	4,141
Total Approaches														
Approach	4,320	0	4,320	57	0	0	4,377	4,802	0	4,802	76	0	0	4,878
Departure	4,320	0	4,320	57	0	0	4,377	4,802	0	4,802	76	0	0	4,878
Total	8,641	0	8,641	114	0	0	8,755	9,604	0	9,604	152	0	0	9,756

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
84	**Berea Road - Murphy Ranch Road/Newport Road**														
NBL		159		159	0	0	0	159	86		86	0	0	0	86
NBT		125		125	0	0	0	125	5		5	0	0	0	5
NBR		16		16	0	0	0	16	46		46	0	0	0	46
SBL		408		408	2	0	0	410	398		398	7	0	0	405
SBT		185		185	0	0	0	185	39		39	0	0	0	39
SBR		89		89	0	0	0	89	48		48	0	0	0	48
EBL		68		68	0	0	0	68	49		49	0	0	0	49
EBT		1,517		1,517	36	0	0	1,553	1,551		1,551	36	0	0	1,587
EBR		230		230	0	0	0	230	75		75	0	0	0	75
WBL		5		5	0	0	0	5	20		20	0	0	0	20
WBT		1,165		1,165	23	0	0	1,188	1,626		1,626	39	0	0	1,665
WBR		330		330	6	0	0	336	558		558	4	0	0	562
North Leg															
	Approach	682	0	682	2	0	0	684	485	0	485	7	0	0	492
	Departure	523	0	523	6	0	0	529	612	0	612	4	0	0	616
	Total	1,205	0	1,205	8	0	0	1,213	1,097	0	1,097	11	0	0	1,108
South Leg															
	Approach	300	0	300	0	0	0	300	137	0	137	0	0	0	137
	Departure	420	0	420	0	0	0	420	134	0	134	0	0	0	134
	Total	720	0	720	0	0	0	720	271	0	271	0	0	0	271
East Leg															
	Approach	1,500	0	1,500	29	0	0	1,529	2,204	0	2,204	43	0	0	2,247
	Departure	1,941	0	1,941	38	0	0	1,979	1,995	0	1,995	43	0	0	2,038
	Total	3,441	0	3,441	67	0	0	3,508	4,199	0	4,199	86	0	0	4,285
West Leg															
	Approach	1,815	0	1,815	36	0	0	1,851	1,675	0	1,675	36	0	0	1,711
	Departure	1,413	0	1,413	23	0	0	1,436	1,760	0	1,760	39	0	0	1,799
	Total	3,228	0	3,228	59	0	0	3,287	3,435	0	3,435	75	0	0	3,510
Total Approaches															
	Approach	4,297	0	4,297	67	0	0	4,364	4,501	0	4,501	86	0	0	4,587
	Departure	4,297	0	4,297	67	0	0	4,364	4,501	0	4,501	86	0	0	4,587
	Total	8,593	0	8,593	134	0	0	8,727	9,002	0	9,002	172	0	0	9,174

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
85 Murrieta Road/Newport Road														
NBL	345		345	0	0	0	345	507		507	0	0	0	507
NBT	490		490	0	0	0	490	407		407	0	0	0	407
NBR	134		134	12	0	0	146	267		267	13	0	0	280
SBL	159		159	0	0	0	159	208		208	0	0	0	208
SBT	556		556	0	0	0	556	211		211	0	0	0	211
SBR	238		238	0	0	0	238	592		592	0	0	0	592
EBL	387		387	0	0	0	387	398		398	0	0	0	398
EBT	1,145		1,145	38	0	0	1,183	1,472		1,472	43	0	0	1,515
EBR	287		287	0	0	0	287	415		415	0	0	0	415
WBL	211		211	9	0	0	220	376		376	14	0	0	390
WBT	1,103		1,103	30	0	0	1,133	1,159		1,159	43	0	0	1,202
WBR	136		136	0	0	0	136	120		120	0	0	0	120
North Leg														
Approach	953	0	953	0	0	0	953	1,011	0	1,011	0	0	0	1,011
Departure	1,013	0	1,013	0	0	0	1,013	925	0	925	0	0	0	925
Total	1,966	0	1,966	0	0	0	1,966	1,936	0	1,936	0	0	0	1,936
South Leg														
Approach	969	0	969	12	0	0	981	1,181	0	1,181	13	0	0	1,194
Departure	1,054	0	1,054	9	0	0	1,063	1,002	0	1,002	14	0	0	1,016
Total	2,023	0	2,023	21	0	0	2,044	2,183	0	2,183	27	0	0	2,210
East Leg														
Approach	1,450	0	1,450	39	0	0	1,489	1,655	0	1,655	57	0	0	1,712
Departure	1,438	0	1,438	50	0	0	1,488	1,947	0	1,947	56	0	0	2,003
Total	2,888	0	2,888	89	0	0	2,977	3,602	0	3,602	113	0	0	3,715
West Leg														
Approach	1,819	0	1,819	38	0	0	1,857	2,285	0	2,285	43	0	0	2,328
Departure	1,686	0	1,686	30	0	0	1,716	2,258	0	2,258	43	0	0	2,301
Total	3,505	0	3,505	68	0	0	3,573	4,543	0	4,543	86	0	0	4,629
Total Approaches														
Approach	5,191	0	5,191	89	0	0	5,280	6,132	0	6,132	113	0	0	6,245
Departure	5,191	0	5,191	89	0	0	5,280	6,132	0	6,132	113	0	0	6,245
Total	10,382	0	10,382	178	0	0	10,560	12,264	0	12,264	226	0	0	12,490

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
86 Evans Road/Newport Road														
NBL	66		66	0	0	0	66	379		379	0	0	0	379
NBT	93		93	0	0	0	93	62		62	0	0	0	62
NBR	123		123	0	0	0	123	65		65	0	0	0	65
SBL	67		67	2	0	0	69	75		75	7	0	0	82
SBT	181		181	0	0	0	181	27		27	0	0	0	27
SBR	23		23	0	0	0	23	27		27	0	0	0	27
EBL	26		26	0	0	0	26	27		27	0	0	0	27
EBT	1,596		1,596	53	0	0	1,649	1,738		1,738	59	0	0	1,797
EBR	38		38	0	0	0	38	234		234	0	0	0	234
WBL	93		93	0	0	0	93	72		72	0	0	0	72
WBT	1,296		1,296	39	0	0	1,335	1,682		1,682	60	0	0	1,742
WBR	38		38	6	0	0	44	61		61	4	0	0	65
North Leg														
Approach	271	0	271	2	0	0	273	129	0	129	7	0	0	136
Departure	157	0	157	6	0	0	163	150	0	150	4	0	0	154
Total	428	0	428	8	0	0	436	279	0	279	11	0	0	290
South Leg														
Approach	282	0	282	0	0	0	282	506	0	506	0	0	0	506
Departure	311	0	311	0	0	0	311	333	0	333	0	0	0	333
Total	593	0	593	0	0	0	593	839	0	839	0	0	0	839
East Leg														
Approach	1,427	0	1,427	45	0	0	1,472	1,815	0	1,815	64	0	0	1,879
Departure	1,786	0	1,786	55	0	0	1,841	1,878	0	1,878	66	0	0	1,944
Total	3,213	0	3,213	100	0	0	3,313	3,693	0	3,693	130	0	0	3,823
West Leg														
Approach	1,660	0	1,660	53	0	0	1,713	1,999	0	1,999	59	0	0	2,058
Departure	1,385	0	1,385	39	0	0	1,424	2,088	0	2,088	60	0	0	2,148
Total	3,045	0	3,045	92	0	0	3,137	4,087	0	4,087	119	0	0	4,206
Total Approaches														
Approach	3,640	0	3,640	100	0	0	3,740	4,449	0	4,449	130	0	0	4,579
Departure	3,640	0	3,640	100	0	0	3,740	4,449	0	4,449	130	0	0	4,579
Total	7,279	0	7,279	200	0	0	7,479	8,898	0	8,898	260	0	0	9,158

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	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
87 Bradley Road/Newport Road														
NBL	345		345	0	0	0	345	269		269	0	0	0	269
NBT	401		401	0	0	0	401	338		338	0	0	0	338
NBR	350		350	13	0	0	363	214		214	13	0	0	227
SBL	211		211	3	0	0	214	307		307	7	0	0	314
SBT	446		446	0	0	0	446	329		329	0	0	0	329
SBR	93		93	0	0	0	93	185		185	0	0	0	185
EBL	179		179	0	0	0	179	257		257	0	0	0	257
EBT	1,287		1,287	59	0	0	1,346	1,302		1,302	75	0	0	1,377
EBR	243		243	0	0	0	243	227		227	0	0	0	227
WBL	436		436	5	0	0	441	296		296	17	0	0	313
WBT	991		991	49	0	0	1,040	1,336		1,336	71	0	0	1,407
WBR	148		148	2	0	0	150	408		408	7	0	0	415
North Leg														
Approach	750	0	750	3	0	0	753	821	0	821	7	0	0	828
Departure	728	0	728	2	0	0	730	1,003	0	1,003	7	0	0	1,010
Total	1,478	0	1,478	5	0	0	1,483	1,824	0	1,824	14	0	0	1,838
South Leg														
Approach	1,096	0	1,096	13	0	0	1,109	821	0	821	13	0	0	834
Departure	1,125	0	1,125	5	0	0	1,130	852	0	852	17	0	0	869
Total	2,221	0	2,221	18	0	0	2,239	1,673	0	1,673	30	0	0	1,703
East Leg														
Approach	1,575	0	1,575	56	0	0	1,631	2,041	0	2,041	95	0	0	2,136
Departure	1,848	0	1,848	75	0	0	1,923	1,823	0	1,823	95	0	0	1,918
Total	3,423	0	3,423	131	0	0	3,554	3,864	0	3,864	190	0	0	4,054
West Leg														
Approach	1,709	0	1,709	59	0	0	1,768	1,786	0	1,786	75	0	0	1,861
Departure	1,429	0	1,429	49	0	0	1,478	1,790	0	1,790	71	0	0	1,861
Total	3,138	0	3,138	108	0	0	3,246	3,576	0	3,576	146	0	0	3,722
Total Approaches														
Approach	5,130	0	5,130	131	0	0	5,261	5,469	0	5,469	190	0	0	5,659
Departure	5,130	0	5,130	131	0	0	5,261	5,469	0	5,469	190	0	0	5,659
Total	10,260	0	10,260	262	0	0	10,522	10,937	0	10,937	380	0	0	11,317

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	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
88 Avenida De Cortez - Town Center Drive/Newport Road														
NBL	95		95	0	0	0	95	109		109	0	0	0	109
NBT	12		12	0	0	0	12	29		29	0	0	0	29
NBR	476		476	15	0	0	491	406		406	20	0	0	426
SBL	83		83	3	0	0	86	75		75	7	0	0	82
SBT	29		29	0	0	0	29	18		18	0	0	0	18
SBR	22		22	0	0	0	22	6		6	0	0	0	6
EBL	11		11	0	0	0	11	11		11	0	0	0	11
EBT	1,741		1,741	77	0	0	1,818	1,837		1,837	101	0	0	1,938
EBR	91		91	0	0	0	91	111		111	0	0	0	111
WBL	393		393	11	0	0	404	416		416	21	0	0	437
WBT	1,517		1,517	57	0	0	1,574	1,806		1,806	103	0	0	1,909
WBR	32		32	2	0	0	34	83		83	7	0	0	90
North Leg														
Approach	134	0	134	3	0	0	137	99	0	99	7	0	0	106
Departure	55	0	55	2	0	0	57	123	0	123	7	0	0	130
Total	189	0	189	5	0	0	194	222	0	222	14	0	0	236
South Leg														
Approach	583	0	583	15	0	0	598	544	0	544	20	0	0	564
Departure	513	0	513	11	0	0	524	545	0	545	21	0	0	566
Total	1,096	0	1,096	26	0	0	1,122	1,089	0	1,089	41	0	0	1,130
East Leg														
Approach	1,942	0	1,942	70	0	0	2,012	2,305	0	2,305	131	0	0	2,436
Departure	2,300	0	2,300	95	0	0	2,395	2,318	0	2,318	128	0	0	2,446
Total	4,242	0	4,242	165	0	0	4,407	4,623	0	4,623	259	0	0	4,882
West Leg														
Approach	1,843	0	1,843	77	0	0	1,920	1,959	0	1,959	101	0	0	2,060
Departure	1,634	0	1,634	57	0	0	1,691	1,921	0	1,921	103	0	0	2,024
Total	3,477	0	3,477	134	0	0	3,611	3,880	0	3,880	204	0	0	4,084
Total Approaches														
Approach	4,502	0	4,502	165	0	0	4,667	4,907	0	4,907	259	0	0	5,166
Departure	4,502	0	4,502	165	0	0	4,667	4,907	0	4,907	259	0	0	5,166
Total	9,003	0	9,003	330	0	0	9,333	9,814	0	9,814	518	0	0	10,332

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
89 Haun Road/Newport Road														
NBL	141		141	0	0	0	141	384		384	0	0	0	384
NBT	65		65	0	0	0	65	81		81	0	0	0	81
NBR	523		523	12	0	0	535	923		923	13	0	0	936
SBL	169		169	2	0	0	171	484		484	7	0	0	491
SBT	34		34	0	0	0	34	164		164	0	0	0	164
SBR	59		59	0	0	0	59	197		197	0	0	0	197
EBL	210		210	0	0	0	210	153		153	0	0	0	153
EBT	1,836		1,836	95	0	0	1,931	1,816		1,816	128	0	0	1,944
EBR	119		119	0	0	0	119	254		254	0	0	0	254
WBL	570		570	9	0	0	579	929		929	14	0	0	943
WBT	1,804		1,804	68	0	0	1,872	1,797		1,797	131	0	0	1,928
WBR	432		432	6	0	0	438	293		293	4	0	0	297
North Leg														
Approach	262	0	262	2	0	0	264	844	0	844	7	0	0	851
Departure	707	0	707	6	0	0	713	527	0	527	4	0	0	531
Total	969	0	969	8	0	0	977	1,371	0	1,371	11	0	0	1,382
South Leg														
Approach	729	0	729	12	0	0	741	1,388	0	1,388	13	0	0	1,401
Departure	723	0	723	9	0	0	732	1,347	0	1,347	14	0	0	1,361
Total	1,452	0	1,452	21	0	0	1,473	2,735	0	2,735	27	0	0	2,762
East Leg														
Approach	2,806	0	2,806	83	0	0	2,889	3,019	0	3,019	149	0	0	3,168
Departure	2,528	0	2,528	109	0	0	2,637	3,223	0	3,223	148	0	0	3,371
Total	5,334	0	5,334	192	0	0	5,526	6,242	0	6,242	297	0	0	6,539
West Leg														
Approach	2,165	0	2,165	95	0	0	2,260	2,223	0	2,223	128	0	0	2,351
Departure	2,004	0	2,004	68	0	0	2,072	2,378	0	2,378	131	0	0	2,509
Total	4,169	0	4,169	163	0	0	4,332	4,601	0	4,601	259	0	0	4,860
Total Approaches														
Approach	5,962	0	5,962	192	0	0	6,154	7,474	0	7,474	297	0	0	7,771
Departure	5,962	0	5,962	192	0	0	6,154	7,474	0	7,474	297	0	0	7,771
Total	11,923	0	11,923	384	0	0	12,307	14,949	0	14,949	594	0	0	15,543

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
90	**I-215 SB Ramps/Newport Road**														
NBL		0		0	0	0	0	0	0		0	0	0	0	0
NBT		0		0	0	0	0	0	0		0	0	0	0	0
NBR		0		0	0	0	0	0	0		0	0	0	0	0
SBL		484		484	0	0	0	484	786		786	0	0	0	786
SBT		0		0	0	0	0	0	0		0	0	0	0	0
SBR		622		622	52	0	0	674	695		695	86	0	0	781
EBL		0		0	0	0	0	0	0		0	0	0	0	0
EBT		1,885		1,885	110	0	0	1,995	2,656		2,656	151	0	0	2,807
EBR		643		643	0	0	0	643	567		567	0	0	0	567
WBL		0		0	0	0	0	0	0		0	0	0	0	0
WBT		2,184		2,184	35	0	0	2,219	2,324		2,324	65	0	0	2,389
WBR		1,033		1,033	0	0	0	1,033	685		685	0	0	0	685
North Leg															
	Approach	1,106	0	1,106	52	0	0	1,158	1,481	0	1,481	86	0	0	1,567
	Departure	1,033	0	1,033	0	0	0	1,033	685	0	685	0	0	0	685
	Total	2,139	0	2,139	52	0	0	2,191	2,166	0	2,166	86	0	0	2,252
South Leg															
	Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Departure	643	0	643	0	0	0	643	567	0	567	0	0	0	567
	Total	643	0	643	0	0	0	643	567	0	567	0	0	0	567
East Leg															
	Approach	3,217	0	3,217	35	0	0	3,252	3,009	0	3,009	65	0	0	3,074
	Departure	2,369	0	2,369	110	0	0	2,479	3,442	0	3,442	151	0	0	3,593
	Total	5,586	0	5,586	145	0	0	5,731	6,451	0	6,451	216	0	0	6,667
West Leg															
	Approach	2,528	0	2,528	110	0	0	2,638	3,223	0	3,223	151	0	0	3,374
	Departure	2,806	0	2,806	87	0	0	2,893	3,019	0	3,019	151	0	0	3,170
	Total	5,334	0	5,334	197	0	0	5,531	6,242	0	6,242	302	0	0	6,544
Total Approaches															
	Approach	6,851	0	6,851	197	0	0	7,048	7,713	0	7,713	302	0	0	8,015
	Departure	6,851	0	6,851	197	0	0	7,048	7,713	0	7,713	302	0	0	8,015
	Total	13,702	0	13,702	394	0	0	14,096	15,426	0	15,426	604	0	0	16,030

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
91 I-215 NB Ramps/Newport Road														
NBL	401		401	0	0	0	401	662		662	0	0	0	662
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	656		656	0	0	0	656	995		995	0	0	0	995
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	0		0	0	0	0	0	0		0	0	0	0	0
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	1,860		1,860	46	0	0	1,906	2,789		2,789	63	0	0	2,852
EBR	510		510	64	0	0	574	653		653	88	0	0	741
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	2,817		2,817	35	0	0	2,852	2,347		2,347	65	0	0	2,412
WBR	679		679	0	0	0	679	585		585	0	0	0	585
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	679	0	679	0	0	0	679	585	0	585	0	0	0	585
Total	679	0	679	0	0	0	679	585	0	585	0	0	0	585
South Leg														
Approach	1,057	0	1,057	0	0	0	1,057	1,657	0	1,657	0	0	0	1,657
Departure	510	0	510	64	0	0	574	653	0	653	88	0	0	741
Total	1,566	0	1,566	64	0	0	1,630	2,310	0	2,310	88	0	0	2,398
East Leg														
Approach	3,496	0	3,496	35	0	0	3,531	2,932	0	2,932	65	0	0	2,997
Departure	2,516	0	2,516	46	0	0	2,562	3,784	0	3,784	63	0	0	3,847
Total	6,012	0	6,012	81	0	0	6,093	6,716	0	6,716	128	0	0	6,844
West Leg														
Approach	2,370	0	2,370	110	0	0	2,480	3,442	0	3,442	151	0	0	3,593
Departure	3,218	0	3,218	35	0	0	3,253	3,009	0	3,009	65	0	0	3,074
Total	5,587	0	5,587	145	0	0	5,732	6,451	0	6,451	216	0	0	6,667
Total Approaches														
Approach	6,922	0	6,922	145	0	0	7,067	8,031	0	8,031	216	0	0	8,247
Departure	6,922	0	6,922	145	0	0	7,067	8,031	0	8,031	216	0	0	8,247
Total	13,845	0	13,845	290	0	0	14,135	16,062	0	16,062	432	0	0	16,494

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
92 Antelope Road/Newport Road														
NBL	841		841	0	0	0	841	701		701	0	0	0	701
NBT	115		115	0	0	0	115	164		164	0	0	0	164
NBR	94		94	0	0	0	94	193		193	0	0	0	193
SBL	100		100	0	0	0	100	138		138	0	0	0	138
SBT	101		101	0	0	0	101	141		141	0	0	0	141
SBR	442		442	0	0	0	442	466		466	0	0	0	466
EBL	299		299	0	0	0	299	647		647	0	0	0	647
EBT	1,600		1,600	46	0	0	1,646	2,119		2,119	63	0	0	2,182
EBR	346		346	0	0	0	346	553		553	0	0	0	553
WBL	103		103	0	0	0	103	153		153	0	0	0	153
WBT	2,214		2,214	35	0	0	2,249	1,765		1,765	65	0	0	1,830
WBR	162		162	0	0	0	162	145		145	0	0	0	145
North Leg														
Approach	643	0	643	0	0	0	643	745	0	745	0	0	0	745
Departure	576	0	576	0	0	0	576	956	0	956	0	0	0	956
Total	1,219	0	1,219	0	0	0	1,219	1,701	0	1,701	0	0	0	1,701
South Leg														
Approach	1,050	0	1,050	0	0	0	1,050	1,058	0	1,058	0	0	0	1,058
Departure	550	0	550	0	0	0	550	847	0	847	0	0	0	847
Total	1,600	0	1,600	0	0	0	1,600	1,905	0	1,905	0	0	0	1,905
East Leg														
Approach	2,479	0	2,479	35	0	0	2,514	2,063	0	2,063	65	0	0	2,128
Departure	1,794	0	1,794	46	0	0	1,840	2,450	0	2,450	63	0	0	2,513
Total	4,273	0	4,273	81	0	0	4,354	4,513	0	4,513	128	0	0	4,641
West Leg														
Approach	2,245	0	2,245	46	0	0	2,291	3,319	0	3,319	63	0	0	3,382
Departure	3,497	0	3,497	35	0	0	3,532	2,932	0	2,932	65	0	0	2,997
Total	5,742	0	5,742	81	0	0	5,823	6,251	0	6,251	128	0	0	6,379
Total Approaches														
Approach	6,417	0	6,417	81	0	0	6,498	7,185	0	7,185	128	0	0	7,313
Departure	6,417	0	6,417	81	0	0	6,498	7,185	0	7,185	128	0	0	7,313
Total	12,834	0	12,834	162	0	0	12,996	14,370	0	14,370	256	0	0	14,626

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
93 Menifee Road/Newport Road														
NBL	333		333	0	0	0	333	292		292	0	0	0	292
NBT	674		674	57	0	0	731	730		730	107	0	0	837
NBR	634		634	0	0	0	634	557		557	0	0	0	557
SBL	196		196	2	0	0	198	176		176	7	0	0	183
SBT	561		561	56	0	0	617	466		466	99	0	0	565
SBR	465		465	40	0	0	505	344		344	77	0	0	421
EBL	281		281	53	0	0	334	483		483	74	0	0	557
EBT	1,548		1,548	0	0	0	1,548	1,953		1,953	0	0	0	1,953
EBR	180		180	0	0	0	180	230		230	0	0	0	230
WBL	522		522	0	0	0	522	569		569	0	0	0	569
WBT	1,640		1,640	0	0	0	1,640	1,436		1,436	0	0	0	1,436
WBR	122		122	3	0	0	125	114		114	7	0	0	121
North Leg														
Approach	1,222	0	1,222	98	0	0	1,320	986	0	986	183	0	0	1,169
Departure	1,077	0	1,077	113	0	0	1,190	1,327	0	1,327	188	0	0	1,515
Total	2,300	0	2,300	211	0	0	2,511	2,313	0	2,313	371	0	0	2,684
South Leg														
Approach	1,641	0	1,641	57	0	0	1,698	1,579	0	1,579	107	0	0	1,686
Departure	1,263	0	1,263	56	0	0	1,319	1,265	0	1,265	99	0	0	1,364
Total	2,904	0	2,904	113	0	0	3,017	2,844	0	2,844	206	0	0	3,050
East Leg														
Approach	2,284	0	2,284	3	0	0	2,287	2,119	0	2,119	7	0	0	2,126
Departure	2,378	0	2,378	2	0	0	2,380	2,686	0	2,686	7	0	0	2,693
Total	4,662	0	4,662	5	0	0	4,667	4,805	0	4,805	14	0	0	4,819
West Leg														
Approach	2,009	0	2,009	53	0	0	2,062	2,666	0	2,666	74	0	0	2,740
Departure	2,438	0	2,438	40	0	0	2,478	2,072	0	2,072	77	0	0	2,149
Total	4,448	0	4,448	93	0	0	4,541	4,738	0	4,738	151	0	0	4,889
Total Approaches														
Approach	7,157	0	7,157	211	0	0	7,368	7,350	0	7,350	371	0	0	7,721
Departure	7,157	0	7,157	211	0	0	7,368	7,350	0	7,350	371	0	0	7,721
Total	14,313	0	14,313	422	0	0	14,735	14,701	0	14,701	742	0	0	15,443

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
94	**Menifee Road/La Piedra Road**														
NBL		251		251	0	0	0	251	62		62	0	0	0	62
NBT		680		680	25	0	0	705	610		610	50	0	0	660
NBR		0		0	0	0	0	0	0		0	0	0	0	0
SBL		0		0	0	0	0	0	0		0	0	0	0	0
SBT		630		630	24	0	0	654	546		546	50	0	0	596
SBR		474		474	11	0	0	485	259		259	21	0	0	280
EBL		464		464	15	0	0	479	484		484	20	0	0	504
EBT		0		0	0	0	0	0	0		0	0	0	0	0
EBR		243		243	0	0	0	243	58		58	0	0	0	58
WBL		0		0	0	0	0	0	0		0	0	0	0	0
WBT		0		0	0	0	0	0	0		0	0	0	0	0
WBR		0		0	0	0	0	0	0		0	0	0	0	0
North Leg															
	Approach	1,104	0	1,104	35	0	0	1,139	805	0	805	71	0	0	876
	Departure	1,144	0	1,144	40	0	0	1,184	1,094	0	1,094	70	0	0	1,164
	Total	2,248	0	2,248	75	0	0	2,323	1,899	0	1,899	141	0	0	2,040
South Leg															
	Approach	931	0	931	25	0	0	956	672	0	672	50	0	0	722
	Departure	873	0	873	24	0	0	897	604	0	604	50	0	0	654
	Total	1,804	0	1,804	49	0	0	1,853	1,276	0	1,276	100	0	0	1,376
East Leg															
	Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg															
	Approach	707	0	707	15	0	0	722	542	0	542	20	0	0	562
	Departure	725	0	725	11	0	0	736	321	0	321	21	0	0	342
	Total	1,432	0	1,432	26	0	0	1,458	863	0	863	41	0	0	904
Total Approaches															
	Approach	2,742	0	2,742	75	0	0	2,817	2,019	0	2,019	141	0	0	2,160
	Departure	2,742	0	2,742	75	0	0	2,817	2,019	0	2,019	141	0	0	2,160
	Total	5,483	0	5,483	150	0	0	5,633	4,038	0	4,038	282	0	0	4,320

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
95 Menifee Road/Holland Road														
NBL	27		27	0	0	0	27	26		26	0	0	0	26
NBT	397		397	19	0	0	416	465		465	37	0	0	502
NBR	68		68	0	0	0	68	35		35	0	0	0	35
SBL	159		159	2	0	0	161	228		228	7	0	0	235
SBT	486		486	20	0	0	506	249		249	35	0	0	284
SBR	119		119	2	0	0	121	107		107	7	0	0	114
EBL	203		203	3	0	0	206	72		72	7	0	0	79
EBT	164		164	0	0	0	164	202		202	0	0	0	202
EBR	6		6	0	0	0	6	39		39	0	0	0	39
WBL	74		74	0	0	0	74	14		14	0	0	0	14
WBT	293		293	0	0	0	293	210		210	0	0	0	210
WBR	362		362	3	0	0	365	113		113	7	0	0	120
North Leg														
Approach	764	0	764	24	0	0	788	584	0	584	49	0	0	633
Departure	962	0	962	25	0	0	987	650	0	650	51	0	0	701
Total	1,726	0	1,726	49	0	0	1,775	1,234	0	1,234	100	0	0	1,334
South Leg														
Approach	492	0	492	19	0	0	511	526	0	526	37	0	0	563
Departure	566	0	566	20	0	0	586	302	0	302	35	0	0	337
Total	1,059	0	1,059	39	0	0	1,098	827	0	827	72	0	0	899
East Leg														
Approach	729	0	729	3	0	0	732	337	0	337	7	0	0	344
Departure	391	0	391	2	0	0	393	465	0	465	7	0	0	472
Total	1,120	0	1,120	5	0	0	1,125	801	0	801	14	0	0	815
West Leg														
Approach	373	0	373	3	0	0	376	313	0	313	7	0	0	320
Departure	439	0	439	2	0	0	441	343	0	343	7	0	0	350
Total	813	0	813	5	0	0	818	656	0	656	14	0	0	670
Total Approaches														
Approach	2,359	0	2,359	49	0	0	2,408	1,759	0	1,759	100	0	0	1,859
Departure	2,359	0	2,359	49	0	0	2,408	1,759	0	1,759	100	0	0	1,859
Total	4,718	0	4,718	98	0	0	4,816	3,519	0	3,519	200	0	0	3,719

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
96 Juniper Flats Road/SR-74														
NBL	0		0	0	0	0	0	2		2	0	0	0	2
NBT	1		1	0	0	0	1	0		0	0	0	0	0
NBR	0		0	0	0	0	0	4		4	0	0	0	4
SBL	247		247	0	0	0	247	129		129	0	0	0	129
SBT	1		1	0	0	0	1	1		1	0	0	0	1
SBR	351		351	32	0	0	383	146		146	27	0	0	173
EBL	153		153	24	0	0	177	270		270	28	0	0	298
EBT	1,171		1,171	241	0	0	1,412	1,511		1,511	407	0	0	1,918
EBR	0		0	0	0	0	0	3		3	0	0	0	3
WBL	0		0	0	0	0	0	3		3	0	0	0	3
WBT	1,771		1,771	336	0	0	2,107	1,206		1,206	397	0	0	1,603
WBR	111		111	0	0	0	111	227		227	0	0	0	227
North Leg														
Approach	599	0	599	32	0	0	631	276	0	276	27	0	0	303
Departure	265	0	265	24	0	0	289	497	0	497	28	0	0	525
Total	864	0	864	56	0	0	920	773	0	773	55	0	0	828
South Leg														
Approach	1	0	1	0	0	0	1	6	0	6	0	0	0	6
Departure	1	0	1	0	0	0	1	7	0	7	0	0	0	7
Total	2	0	2	0	0	0	2	13	0	13	0	0	0	13
East Leg														
Approach	1,882	0	1,882	336	0	0	2,218	1,436	0	1,436	397	0	0	1,833
Departure	1,418	0	1,418	241	0	0	1,659	1,644	0	1,644	407	0	0	2,051
Total	3,300	0	3,300	577	0	0	3,877	3,080	0	3,080	804	0	0	3,884
West Leg														
Approach	1,324	0	1,324	265	0	0	1,589	1,784	0	1,784	435	0	0	2,219
Departure	2,122	0	2,122	368	0	0	2,490	1,354	0	1,354	424	0	0	1,778
Total	3,446	0	3,446	633	0	0	4,079	3,138	0	3,138	859	0	0	3,997
Total Approaches														
Approach	3,806	0	3,806	633	0	0	4,439	3,502	0	3,502	859	0	0	4,361
Departure	3,806	0	3,806	633	0	0	4,439	3,502	0	3,502	859	0	0	4,361
Total	7,612	0	7,612	1,266	0	0	8,878	7,005	0	7,005	1,718	0	0	8,723

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
97	**Vista Place - Winchester Road (SR-79)/SR-74**														
NBL		431		431	33	0	0	464	407		407	61	0	0	468
NBT		25		25	0	0	0	25	30		30	0	0	0	30
NBR		555		555	0	0	0	555	522		522	0	0	0	522
SBL		19		19	0	0	0	19	20		20	0	0	0	20
SBT		51		51	0	0	0	51	40		40	0	0	0	40
SBR		12		12	0	0	0	12	25		25	0	0	0	25
EBL		35		35	0	0	0	35	41		41	0	0	0	41
EBT		1,079		1,079	182	0	0	1,261	1,333		1,333	336	0	0	1,669
EBR		413		413	50	0	0	463	271		271	46	0	0	317
WBL		591		591	0	0	0	591	482		482	0	0	0	482
WBT		1,120		1,120	279	0	0	1,399	1,105		1,105	313	0	0	1,418
WBR		32		32	0	0	0	32	25		25	0	0	0	25
North Leg															
	Approach	82	0	82	0	0	0	82	85	0	85	0	0	0	85
	Departure	92	0	92	0	0	0	92	96	0	96	0	0	0	96
	Total	173	0	173	0	0	0	173	181	0	181	0	0	0	181
South Leg															
	Approach	1,011	0	1,011	33	0	0	1,044	959	0	959	61	0	0	1,020
	Departure	1,055	0	1,055	50	0	0	1,105	793	0	793	46	0	0	839
	Total	2,066	0	2,066	83	0	0	2,149	1,752	0	1,752	107	0	0	1,859
East Leg															
	Approach	1,743	0	1,743	279	0	0	2,022	1,612	0	1,612	313	0	0	1,925
	Departure	1,653	0	1,653	182	0	0	1,835	1,875	0	1,875	336	0	0	2,211
	Total	3,396	0	3,396	461	0	0	3,857	3,487	0	3,487	649	0	0	4,136
West Leg															
	Approach	1,527	0	1,527	232	0	0	1,759	1,645	0	1,645	382	0	0	2,027
	Departure	1,563	0	1,563	312	0	0	1,875	1,537	0	1,537	374	0	0	1,911
	Total	3,090	0	3,090	544	0	0	3,634	3,182	0	3,182	756	0	0	3,938
Total Approaches															
	Approach	4,363	0	4,363	544	0	0	4,907	4,301	0	4,301	756	0	0	5,057
	Departure	4,363	0	4,363	544	0	0	4,907	4,301	0	4,301	756	0	0	5,057
	Total	8,726	0	8,726	1,088	0	0	9,814	8,602	0	8,602	1,512	0	0	10,114

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
98 Warren Road/Florida Avenue														
NBL	165		165	24	0	0	189	197		197	21	0	0	218
NBT	500		500	0	0	0	500	729		729	0	0	0	729
NBR	191		191	0	0	0	191	381		381	0	0	0	381
SBL	151		151	0	0	0	151	138		138	0	0	0	138
SBT	695		695	0	0	0	695	513		513	0	0	0	513
SBR	321		321	87	0	0	408	273		273	91	0	0	364
EBL	416		416	58	0	0	474	340		340	94	0	0	434
EBT	909		909	100	0	0	1,009	1,011		1,011	185	0	0	1,196
EBR	215		215	7	0	0	222	153		153	26	0	0	179
WBL	281		281	0	0	0	281	201		201	0	0	0	201
WBT	835		835	157	0	0	992	993		993	173	0	0	1,166
WBR	39		39	0	0	0	39	88		88	0	0	0	88
North Leg														
Approach	1,167	0	1,167	87	0	0	1,254	924	0	924	91	0	0	1,015
Departure	955	0	955	58	0	0	1,013	1,157	0	1,157	94	0	0	1,251
Total	2,122	0	2,122	145	0	0	2,267	2,081	0	2,081	185	0	0	2,266
South Leg														
Approach	856	0	856	24	0	0	880	1,307	0	1,307	21	0	0	1,328
Departure	1,191	0	1,191	7	0	0	1,198	867	0	867	26	0	0	893
Total	2,047	0	2,047	31	0	0	2,078	2,175	0	2,175	47	0	0	2,222
East Leg														
Approach	1,155	0	1,155	157	0	0	1,312	1,282	0	1,282	173	0	0	1,455
Departure	1,251	0	1,251	100	0	0	1,351	1,530	0	1,530	185	0	0	1,715
Total	2,406	0	2,406	257	0	0	2,663	2,812	0	2,812	358	0	0	3,170
West Leg														
Approach	1,540	0	1,540	165	0	0	1,705	1,504	0	1,504	305	0	0	1,809
Departure	1,321	0	1,321	268	0	0	1,589	1,463	0	1,463	285	0	0	1,748
Total	2,861	0	2,861	433	0	0	3,294	2,968	0	2,968	590	0	0	3,558
Total Approaches														
Approach	4,718	0	4,718	433	0	0	5,151	5,018	0	5,018	590	0	0	5,608
Departure	4,718	0	4,718	433	0	0	5,151	5,018	0	5,018	590	0	0	5,608
Total	9,436	0	9,436	866	0	0	10,302	10,035	0	10,035	1,180	0	0	11,215

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
99 Cawston Avenue/Florida Avenue														
NBL	143		143	38	0	0	181	224		224	52	0	0	276
NBT	83		83	0	0	0	83	95		95	0	0	0	95
NBR	16		16	0	0	0	16	26		26	0	0	0	26
SBL	76		76	0	0	0	76	111		111	0	0	0	111
SBT	170		170	0	0	0	170	112		112	0	0	0	112
SBR	243		243	3	0	0	246	202		202	7	0	0	209
EBL	168		168	2	0	0	170	247		247	7	0	0	254
EBT	784		784	68	0	0	852	905		905	118	0	0	1,023
EBR	9		9	22	0	0	31	30		30	30	0	0	60
WBL	11		11	0	0	0	11	49		49	0	0	0	49
WBT	723		723	110	0	0	833	835		835	109	0	0	944
WBR	54		54	0	0	0	54	85		85	0	0	0	85
North Leg														
Approach	489	0	489	3	0	0	492	425	0	425	7	0	0	432
Departure	305	0	305	2	0	0	307	427	0	427	7	0	0	434
Total	794	0	794	5	0	0	799	852	0	852	14	0	0	866
South Leg														
Approach	242	0	242	38	0	0	280	345	0	345	52	0	0	397
Departure	190	0	190	22	0	0	212	191	0	191	30	0	0	221
Total	432	0	432	60	0	0	492	536	0	536	82	0	0	618
East Leg														
Approach	788	0	788	110	0	0	898	969	0	969	109	0	0	1,078
Departure	876	0	876	68	0	0	944	1,042	0	1,042	118	0	0	1,160
Total	1,664	0	1,664	178	0	0	1,842	2,011	0	2,011	227	0	0	2,238
West Leg														
Approach	961	0	961	92	0	0	1,053	1,182	0	1,182	155	0	0	1,337
Departure	1,109	0	1,109	151	0	0	1,260	1,261	0	1,261	168	0	0	1,429
Total	2,070	0	2,070	243	0	0	2,313	2,443	0	2,443	323	0	0	2,766
Total Approaches														
Approach	2,480	0	2,480	243	0	0	2,723	2,921	0	2,921	323	0	0	3,244
Departure	2,480	0	2,480	243	0	0	2,723	2,921	0	2,921	323	0	0	3,244
Total	4,960	0	4,960	486	0	0	5,446	5,842	0	5,842	646	0	0	6,488

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
100 Sanderson Avenue/Florida Avenue														
NBL	146		146	7	0	0	153	258		258	7	0	0	265
NBT	739		739	0	0	0	739	870		870	0	0	0	870
NBR	82		82	0	0	0	82	192		192	0	0	0	192
SBL	145		145	0	0	0	145	225		225	0	0	0	225
SBT	960		960	0	0	0	960	944		944	0	0	0	944
SBR	127		127	33	0	0	160	130		130	28	0	0	158
EBL	234		234	13	0	0	247	357		357	34	0	0	391
EBT	538		538	44	0	0	582	720		720	75	0	0	795
EBR	62		62	6	0	0	68	86		86	7	0	0	93
WBL	250		250	0	0	0	250	311		311	0	0	0	311
WBT	603		603	68	0	0	671	580		580	69	0	0	649
WBR	129		129	0	0	0	129	165		165	0	0	0	165
North Leg														
Approach	1,232	0	1,232	33	0	0	1,265	1,299	0	1,299	28	0	0	1,327
Departure	1,102	0	1,102	13	0	0	1,115	1,392	0	1,392	34	0	0	1,426
Total	2,334	0	2,334	46	0	0	2,380	2,691	0	2,691	62	0	0	2,753
South Leg														
Approach	967	0	967	7	0	0	974	1,320	0	1,320	7	0	0	1,327
Departure	1,272	0	1,272	6	0	0	1,278	1,341	0	1,341	7	0	0	1,348
Total	2,239	0	2,239	13	0	0	2,252	2,661	0	2,661	14	0	0	2,675
East Leg														
Approach	982	0	982	68	0	0	1,050	1,056	0	1,056	69	0	0	1,125
Departure	765	0	765	44	0	0	809	1,137	0	1,137	75	0	0	1,212
Total	1,747	0	1,747	112	0	0	1,859	2,193	0	2,193	144	0	0	2,337
West Leg														
Approach	834	0	834	63	0	0	897	1,163	0	1,163	116	0	0	1,279
Departure	876	0	876	108	0	0	984	968	0	968	104	0	0	1,072
Total	1,710	0	1,710	171	0	0	1,881	2,131	0	2,131	220	0	0	2,351
Total Approaches														
Approach	4,015	0	4,015	171	0	0	4,186	4,838	0	4,838	220	0	0	5,058
Departure	4,015	0	4,015	171	0	0	4,186	4,838	0	4,838	220	0	0	5,058
Total	8,030	0	8,030	342	0	0	8,372	9,676	0	9,676	440	0	0	10,116

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
101 Sanderson Avenue/Acacia Avenue														
NBL	118		118	15	0	0	133	110		110	14	0	0	124
NBT	887		887	0	0	0	887	1,074		1,074	0	0	0	1,074
NBR	148		148	0	0	0	148	99		99	0	0	0	99
SBL	195		195	0	0	0	195	223		223	0	0	0	223
SBT	945		945	0	0	0	945	998		998	0	0	0	998
SBR	17		17	0	0	0	17	36		36	0	0	0	36
EBL	28		28	0	0	0	28	41		41	0	0	0	41
EBT	284		284	20	0	0	304	274		274	36	0	0	310
EBR	155		155	8	0	0	163	186		186	18	0	0	204
WBL	164		164	0	0	0	164	167		167	0	0	0	167
WBT	190		190	21	0	0	211	311		311	37	0	0	348
WBR	145		145	0	0	0	145	287		287	0	0	0	287
North Leg														
Approach	1,157	0	1,157	0	0	0	1,157	1,257	0	1,257	0	0	0	1,257
Departure	1,060	0	1,060	0	0	0	1,060	1,402	0	1,402	0	0	0	1,402
Total	2,217	0	2,217	0	0	0	2,217	2,659	0	2,659	0	0	0	2,659
South Leg														
Approach	1,153	0	1,153	15	0	0	1,168	1,283	0	1,283	14	0	0	1,297
Departure	1,264	0	1,264	8	0	0	1,272	1,350	0	1,350	18	0	0	1,368
Total	2,418	0	2,418	23	0	0	2,441	2,633	0	2,633	32	0	0	2,665
East Leg														
Approach	499	0	499	21	0	0	520	765	0	765	37	0	0	802
Departure	627	0	627	20	0	0	647	596	0	596	36	0	0	632
Total	1,126	0	1,126	41	0	0	1,167	1,361	0	1,361	73	0	0	1,434
West Leg														
Approach	467	0	467	28	0	0	495	501	0	501	54	0	0	555
Departure	325	0	325	36	0	0	361	457	0	457	51	0	0	508
Total	792	0	792	64	0	0	856	958	0	958	105	0	0	1,063
Total Approaches														
Approach	3,277	0	3,277	64	0	0	3,341	3,805	0	3,805	105	0	0	3,910
Departure	3,277	0	3,277	64	0	0	3,341	3,805	0	3,805	105	0	0	3,910
Total	6,553	0	6,553	128	0	0	6,681	7,610	0	7,610	210	0	0	7,820

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
102 Kirby Street/Florida Avenue														
NBL	68		68	0	0	0	68	120		120	0	0	0	120
NBT	485		485	0	0	0	485	697		697	0	0	0	697
NBR	76		76	0	0	0	76	125		125	0	0	0	125
SBL	158		158	0	0	0	158	174		174	0	0	0	174
SBT	591		591	0	0	0	591	513		513	0	0	0	513
SBR	162		162	13	0	0	175	195		195	13	0	0	208
EBL	97		97	5	0	0	102	246		246	17	0	0	263
EBT	614		614	41	0	0	655	1,062		1,062	56	0	0	1,118
EBR	66		66	0	0	0	66	113		113	0	0	0	113
WBL	112		112	0	0	0	112	203		203	0	0	0	203
WBT	842		842	55	0	0	897	860		860	54	0	0	914
WBR	113		113	0	0	0	113	111		111	0	0	0	111
North Leg														
Approach	911	0	911	13	0	0	924	882	0	882	13	0	0	895
Departure	695	0	695	5	0	0	700	1,054	0	1,054	17	0	0	1,071
Total	1,606	0	1,606	18	0	0	1,624	1,936	0	1,936	30	0	0	1,966
South Leg														
Approach	629	0	629	0	0	0	629	942	0	942	0	0	0	942
Departure	769	0	769	0	0	0	769	829	0	829	0	0	0	829
Total	1,398	0	1,398	0	0	0	1,398	1,771	0	1,771	0	0	0	1,771
East Leg														
Approach	1,067	0	1,067	55	0	0	1,122	1,174	0	1,174	54	0	0	1,228
Departure	848	0	848	41	0	0	889	1,361	0	1,361	56	0	0	1,417
Total	1,915	0	1,915	96	0	0	2,011	2,535	0	2,535	110	0	0	2,645
West Leg														
Approach	777	0	777	46	0	0	823	1,421	0	1,421	73	0	0	1,494
Departure	1,072	0	1,072	68	0	0	1,140	1,175	0	1,175	67	0	0	1,242
Total	1,849	0	1,849	114	0	0	1,963	2,596	0	2,596	140	0	0	2,736
Total Approaches														
Approach	3,384	0	3,384	114	0	0	3,498	4,419	0	4,419	140	0	0	4,559
Departure	3,384	0	3,384	114	0	0	3,498	4,419	0	4,419	140	0	0	4,559
Total	6,768	0	6,768	228	0	0	6,996	8,838	0	8,838	280	0	0	9,118

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
103 Lyon Avenue/Florida Avenue														
NBL	126		126	0	0	0	126	130		130	0	0	0	130
NBT	176		176	0	0	0	176	209		209	0	0	0	209
NBR	85		85	0	0	0	85	123		123	0	0	0	123
SBL	67		67	0	0	0	67	123		123	0	0	0	123
SBT	211		211	0	0	0	211	259		259	0	0	0	259
SBR	83		83	5	0	0	88	76		76	8	0	0	84
EBL	59		59	5	0	0	64	126		126	8	0	0	134
EBT	682		682	33	0	0	715	1,159		1,159	44	0	0	1,203
EBR	68		68	0	0	0	68	85		85	0	0	0	85
WBL	116		116	0	0	0	116	135		135	0	0	0	135
WBT	960		960	46	0	0	1,006	1,030		1,030	42	0	0	1,072
WBR	48		48	0	0	0	48	87		87	0	0	0	87
North Leg														
Approach	361	0	361	5	0	0	366	457	0	457	8	0	0	465
Departure	283	0	283	5	0	0	288	422	0	422	8	0	0	430
Total	645	0	645	10	0	0	655	880	0	880	16	0	0	896
South Leg														
Approach	387	0	387	0	0	0	387	462	0	462	0	0	0	462
Departure	395	0	395	0	0	0	395	479	0	479	0	0	0	479
Total	782	0	782	0	0	0	782	941	0	941	0	0	0	941
East Leg														
Approach	1,124	0	1,124	46	0	0	1,170	1,252	0	1,252	42	0	0	1,294
Departure	834	0	834	33	0	0	867	1,405	0	1,405	44	0	0	1,449
Total	1,959	0	1,959	79	0	0	2,038	2,657	0	2,657	86	0	0	2,743
West Leg														
Approach	809	0	809	38	0	0	847	1,370	0	1,370	52	0	0	1,422
Departure	1,169	0	1,169	51	0	0	1,220	1,236	0	1,236	50	0	0	1,286
Total	1,978	0	1,978	89	0	0	2,067	2,606	0	2,606	102	0	0	2,708
Total Approaches														
Approach	2,682	0	2,682	89	0	0	2,771	3,542	0	3,542	102	0	0	3,644
Departure	2,682	0	2,682	89	0	0	2,771	3,542	0	3,542	102	0	0	3,644
Total	5,363	0	5,363	178	0	0	5,541	7,083	0	7,083	204	0	0	7,287

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
104 Palm Avenue/Florida Avenue														
NBL	103		103	0	0	0	103	79		79	0	0	0	79
NBT	206		206	0	0	0	206	244		244	0	0	0	244
NBR	84		84	0	0	0	84	90		90	0	0	0	90
SBL	46		46	0	0	0	46	40		40	0	0	0	40
SBT	243		243	0	0	0	243	258		258	0	0	0	258
SBR	82		82	0	0	0	82	89		89	0	0	0	89
EBL	61		61	0	0	0	61	117		117	0	0	0	117
EBT	717		717	25	0	0	742	1,141		1,141	38	0	0	1,179
EBR	48		48	0	0	0	48	73		73	0	0	0	73
WBL	96		96	0	0	0	96	111		111	0	0	0	111
WBT	949		949	44	0	0	993	1,054		1,054	32	0	0	1,086
WBR	42		42	0	0	0	42	48		48	0	0	0	48
North Leg														
Approach	371	0	371	0	0	0	371	387	0	387	0	0	0	387
Departure	309	0	309	0	0	0	309	409	0	409	0	0	0	409
Total	680	0	680	0	0	0	680	796	0	796	0	0	0	796
South Leg														
Approach	393	0	393	0	0	0	393	413	0	413	0	0	0	413
Departure	387	0	387	0	0	0	387	442	0	442	0	0	0	442
Total	780	0	780	0	0	0	780	855	0	855	0	0	0	855
East Leg														
Approach	1,087	0	1,087	44	0	0	1,131	1,213	0	1,213	32	0	0	1,245
Departure	847	0	847	25	0	0	872	1,271	0	1,271	38	0	0	1,309
Total	1,934	0	1,934	69	0	0	2,003	2,485	0	2,485	70	0	0	2,555
West Leg														
Approach	826	0	826	25	0	0	851	1,331	0	1,331	38	0	0	1,369
Departure	1,134	0	1,134	44	0	0	1,178	1,222	0	1,222	32	0	0	1,254
Total	1,960	0	1,960	69	0	0	2,029	2,553	0	2,553	70	0	0	2,623
Total Approaches														
Approach	2,677	0	2,677	69	0	0	2,746	3,344	0	3,344	70	0	0	3,414
Departure	2,677	0	2,677	69	0	0	2,746	3,344	0	3,344	70	0	0	3,414
Total	5,354	0	5,354	138	0	0	5,492	6,689	0	6,689	140	0	0	6,829

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
105 State Street/Florida Avenue														
NBL	73		73	0	0	0	73	72		72	0	0	0	72
NBT	432		432	0	0	0	432	430		430	0	0	0	430
NBR	88		88	0	0	0	88	105		105	0	0	0	105
SBL	121		121	0	0	0	121	118		118	0	0	0	118
SBT	323		323	0	0	0	323	491		491	0	0	0	491
SBR	140		140	0	0	0	140	196		196	0	0	0	196
EBL	87		87	0	0	0	87	105		105	0	0	0	105
EBT	645		645	25	0	0	670	1,060		1,060	38	0	0	1,098
EBR	33		33	0	0	0	33	68		68	0	0	0	68
WBL	73		73	0	0	0	73	107		107	0	0	0	107
WBT	915		915	44	0	0	959	938		938	32	0	0	970
WBR	67		67	0	0	0	67	78		78	0	0	0	78
North Leg														
Approach	584	0	584	0	0	0	584	805	0	805	0	0	0	805
Departure	586	0	586	0	0	0	586	613	0	613	0	0	0	613
Total	1,170	0	1,170	0	0	0	1,170	1,418	0	1,418	0	0	0	1,418
South Leg														
Approach	593	0	593	0	0	0	593	607	0	607	0	0	0	607
Departure	429	0	429	0	0	0	429	666	0	666	0	0	0	666
Total	1,022	0	1,022	0	0	0	1,022	1,273	0	1,273	0	0	0	1,273
East Leg														
Approach	1,055	0	1,055	44	0	0	1,099	1,123	0	1,123	32	0	0	1,155
Departure	854	0	854	25	0	0	879	1,283	0	1,283	38	0	0	1,321
Total	1,909	0	1,909	69	0	0	1,978	2,406	0	2,406	70	0	0	2,476
West Leg														
Approach	765	0	765	25	0	0	790	1,233	0	1,233	38	0	0	1,271
Departure	1,128	0	1,128	44	0	0	1,172	1,206	0	1,206	32	0	0	1,238
Total	1,893	0	1,893	69	0	0	1,962	2,439	0	2,439	70	0	0	2,509
Total Approaches														
Approach	2,997	0	2,997	69	0	0	3,066	3,768	0	3,768	70	0	0	3,838
Departure	2,997	0	2,997	69	0	0	3,066	3,768	0	3,768	70	0	0	3,838
Total	5,995	0	5,995	138	0	0	6,133	7,537	0	7,537	140	0	0	7,677

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
106 Buena Vista Street/Florida Avenue														
NBL	65		65	2	0	0	67	48		48	1	0	0	49
NBT	220		220	0	0	0	220	168		168	0	0	0	168
NBR	66		66	0	0	0	66	51		51	0	0	0	51
SBL	34		34	0	0	0	34	42		42	0	0	0	42
SBT	132		132	0	0	0	132	204		204	0	0	0	204
SBR	36		36	0	0	0	36	35		35	0	0	0	35
EBL	22		22	0	0	0	22	40		40	0	0	0	40
EBT	781		781	23	0	0	804	1,169		1,169	38	0	0	1,207
EBR	27		27	3	0	0	30	50		50	1	0	0	51
WBL	46		46	0	0	0	46	39		39	0	0	0	39
WBT	959		959	41	0	0	1,000	1,058		1,058	32	0	0	1,090
WBR	16		16	0	0	0	16	36		36	0	0	0	36
North Leg														
Approach	202	0	202	0	0	0	202	281	0	281	0	0	0	281
Departure	258	0	258	0	0	0	258	244	0	244	0	0	0	244
Total	460	0	460	0	0	0	460	525	0	525	0	0	0	525
South Leg														
Approach	351	0	351	2	0	0	353	267	0	267	1	0	0	268
Departure	205	0	205	3	0	0	208	293	0	293	1	0	0	294
Total	556	0	556	5	0	0	561	560	0	560	2	0	0	562
East Leg														
Approach	1,021	0	1,021	41	0	0	1,062	1,133	0	1,133	32	0	0	1,165
Departure	881	0	881	23	0	0	904	1,262	0	1,262	38	0	0	1,300
Total	1,902	0	1,902	64	0	0	1,966	2,395	0	2,395	70	0	0	2,465
West Leg														
Approach	830	0	830	26	0	0	856	1,259	0	1,259	39	0	0	1,298
Departure	1,060	0	1,060	43	0	0	1,103	1,141	0	1,141	33	0	0	1,174
Total	1,890	0	1,890	69	0	0	1,959	2,400	0	2,400	72	0	0	2,472
Total Approaches														
Approach	2,404	0	2,404	69	0	0	2,473	2,940	0	2,940	72	0	0	3,012
Departure	2,404	0	2,404	69	0	0	2,473	2,940	0	2,940	72	0	0	3,012
Total	4,808	0	4,808	138	0	0	4,946	5,880	0	5,880	144	0	0	6,024

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
107 Santa Fe Street/Florida Avenue														
NBL	60		60	0	0	0	60	59		59	0	0	0	59
NBT	116		116	0	0	0	116	65		65	0	0	0	65
NBR	80		80	0	0	0	80	76		76	0	0	0	76
SBL	23		23	0	0	0	23	26		26	0	0	0	26
SBT	60		60	0	0	0	60	70		70	0	0	0	70
SBR	30		30	0	0	0	30	43		43	0	0	0	43
EBL	28		28	0	0	0	28	23		23	0	0	0	23
EBT	769		769	23	0	0	792	1,160		1,160	38	0	0	1,198
EBR	67		67	0	0	0	67	67		67	0	0	0	67
WBL	66		66	0	0	0	66	58		58	0	0	0	58
WBT	936		936	41	0	0	977	1,050		1,050	32	0	0	1,082
WBR	23		23	0	0	0	23	19		19	0	0	0	19
North Leg														
Approach	113	0	113	0	0	0	113	140	0	140	0	0	0	140
Departure	167	0	167	0	0	0	167	107	0	107	0	0	0	107
Total	280	0	280	0	0	0	280	247	0	247	0	0	0	247
South Leg														
Approach	256	0	256	0	0	0	256	200	0	200	0	0	0	200
Departure	193	0	193	0	0	0	193	195	0	195	0	0	0	195
Total	449	0	449	0	0	0	449	395	0	395	0	0	0	395
East Leg														
Approach	1,025	0	1,025	41	0	0	1,066	1,127	0	1,127	32	0	0	1,159
Departure	872	0	872	23	0	0	895	1,262	0	1,262	38	0	0	1,300
Total	1,897	0	1,897	64	0	0	1,961	2,389	0	2,389	70	0	0	2,459
West Leg														
Approach	864	0	864	23	0	0	887	1,250	0	1,250	38	0	0	1,288
Departure	1,026	0	1,026	41	0	0	1,067	1,152	0	1,152	32	0	0	1,184
Total	1,890	0	1,890	64	0	0	1,954	2,402	0	2,402	70	0	0	2,472
Total Approaches														
Approach	2,258	0	2,258	64	0	0	2,322	2,716	0	2,716	70	0	0	2,786
Departure	2,258	0	2,258	64	0	0	2,322	2,716	0	2,716	70	0	0	2,786
Total	4,516	0	4,516	128	0	0	4,644	5,432	0	5,432	140	0	0	5,572

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
108 San Jacinto Street/Florida Avenue														
NBL	51		51	10	0	0	61	87		87	6	0	0	93
NBT	289		289	0	0	0	289	275		275	0	0	0	275
NBR	42		42	0	0	0	42	73		73	0	0	0	73
SBL	117		117	0	0	0	117	213		213	0	0	0	213
SBT	212		212	0	0	0	212	277		277	0	0	0	277
SBR	148		148	0	0	0	148	191		191	0	0	0	191
EBL	176		176	0	0	0	176	210		210	0	0	0	210
EBT	580		580	19	0	0	599	959		959	28	0	0	987
EBR	49		49	3	0	0	52	47		47	10	0	0	57
WBL	114		114	0	0	0	114	130		130	0	0	0	130
WBT	797		797	30	0	0	827	794		794	27	0	0	821
WBR	128		128	0	0	0	128	107		107	0	0	0	107
North Leg														
Approach	477	0	477	0	0	0	477	681	0	681	0	0	0	681
Departure	593	0	593	0	0	0	593	592	0	592	0	0	0	592
Total	1,070	0	1,070	0	0	0	1,070	1,273	0	1,273	0	0	0	1,273
South Leg														
Approach	382	0	382	10	0	0	392	435	0	435	6	0	0	441
Departure	375	0	375	3	0	0	378	454	0	454	10	0	0	464
Total	757	0	757	13	0	0	770	889	0	889	16	0	0	905
East Leg														
Approach	1,039	0	1,039	30	0	0	1,069	1,031	0	1,031	27	0	0	1,058
Departure	739	0	739	19	0	0	758	1,245	0	1,245	28	0	0	1,273
Total	1,778	0	1,778	49	0	0	1,827	2,276	0	2,276	55	0	0	2,331
West Leg														
Approach	805	0	805	22	0	0	827	1,216	0	1,216	38	0	0	1,254
Departure	996	0	996	40	0	0	1,036	1,072	0	1,072	33	0	0	1,105
Total	1,801	0	1,801	62	0	0	1,863	2,288	0	2,288	71	0	0	2,359
Total Approaches														
Approach	2,703	0	2,703	62	0	0	2,765	3,363	0	3,363	71	0	0	3,434
Departure	2,703	0	2,703	62	0	0	2,765	3,363	0	3,363	71	0	0	3,434
Total	5,406	0	5,406	124	0	0	5,530	6,727	0	6,727	142	0	0	6,869

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
109 Warren Road/Ramona Expressway														
NBL	607		607	0	0	0	607	588		588	0	0	0	588
NBT	275		275	0	0	0	275	215		215	0	0	0	215
NBR	334		334	26	0	0	360	289		289	33	0	0	322
SBL	23		23	0	0	0	23	125		125	0	0	0	125
SBT	221		221	0	0	0	221	79		79	0	0	0	79
SBR	55		55	0	0	0	55	226		226	0	0	0	226
EBL	147		147	0	0	0	147	142		142	0	0	0	142
EBT	1,415		1,415	0	0	0	1,415	1,274		1,274	0	0	0	1,274
EBR	625		625	0	0	0	625	692		692	0	0	0	692
WBL	260		260	27	0	0	287	311		311	38	0	0	349
WBT	1,059		1,059	0	0	0	1,059	1,456		1,456	0	0	0	1,456
WBR	57		57	0	0	0	57	51		51	0	0	0	51
North Leg														
Approach	299	0	299	0	0	0	299	430	0	430	0	0	0	430
Departure	479	0	479	0	0	0	479	408	0	408	0	0	0	408
Total	778	0	778	0	0	0	778	838	0	838	0	0	0	838
South Leg														
Approach	1,216	0	1,216	26	0	0	1,242	1,092	0	1,092	33	0	0	1,125
Departure	1,106	0	1,106	27	0	0	1,133	1,082	0	1,082	38	0	0	1,120
Total	2,322	0	2,322	53	0	0	2,375	2,174	0	2,174	71	0	0	2,245
East Leg														
Approach	1,376	0	1,376	27	0	0	1,403	1,818	0	1,818	38	0	0	1,856
Departure	1,772	0	1,772	26	0	0	1,798	1,688	0	1,688	33	0	0	1,721
Total	3,148	0	3,148	53	0	0	3,201	3,506	0	3,506	71	0	0	3,577
West Leg														
Approach	2,187	0	2,187	0	0	0	2,187	2,108	0	2,108	0	0	0	2,108
Departure	1,721	0	1,721	0	0	0	1,721	2,270	0	2,270	0	0	0	2,270
Total	3,908	0	3,908	0	0	0	3,908	4,378	0	4,378	0	0	0	4,378
Total Approaches														
Approach	5,078	0	5,078	53	0	0	5,131	5,448	0	5,448	71	0	0	5,519
Departure	5,078	0	5,078	53	0	0	5,131	5,448	0	5,448	71	0	0	5,519
Total	10,157	0	10,157	106	0	0	10,263	10,895	0	10,895	142	0	0	11,037

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
110 Warren Road/Cottonwood Avenue														
NBL	18		18	2	0	0	20	36		36	7	0	0	43
NBT	818		818	26	0	0	844	791		791	33	0	0	824
NBR	117		117	11	0	0	128	150		150	23	0	0	173
SBL	78		78	0	0	0	78	179		179	0	0	0	179
SBT	734		734	27	0	0	761	812		812	38	0	0	850
SBR	3		3	0	0	0	3	6		6	0	0	0	6
EBL	6		6	0	0	0	6	2		2	0	0	0	2
EBT	77		77	0	0	0	77	29		29	0	0	0	29
EBR	37		37	3	0	0	40	30		30	7	0	0	37
WBL	123		123	23	0	0	146	101		101	21	0	0	122
WBT	26		26	0	0	0	26	43		43	0	0	0	43
WBR	241		241	0	0	0	241	118		118	0	0	0	118
North Leg														
Approach	815	0	815	27	0	0	842	997	0	997	38	0	0	1,035
Departure	1,065	0	1,065	26	0	0	1,091	911	0	911	33	0	0	944
Total	1,880	0	1,880	53	0	0	1,933	1,908	0	1,908	71	0	0	1,979
South Leg														
Approach	953	0	953	39	0	0	992	977	0	977	63	0	0	1,040
Departure	894	0	894	53	0	0	947	943	0	943	66	0	0	1,009
Total	1,847	0	1,847	92	0	0	1,939	1,920	0	1,920	129	0	0	2,049
East Leg														
Approach	390	0	390	23	0	0	413	262	0	262	21	0	0	283
Departure	272	0	272	11	0	0	283	358	0	358	23	0	0	381
Total	662	0	662	34	0	0	696	620	0	620	44	0	0	664
West Leg														
Approach	120	0	120	3	0	0	123	62	0	62	7	0	0	69
Departure	47	0	47	2	0	0	49	85	0	85	7	0	0	92
Total	167	0	167	5	0	0	172	147	0	147	14	0	0	161
Total Approaches														
Approach	2,278	0	2,278	92	0	0	2,370	2,298	0	2,298	129	0	0	2,427
Departure	2,278	0	2,278	92	0	0	2,370	2,298	0	2,298	129	0	0	2,427
Total	4,556	0	4,556	184	0	0	4,740	4,596	0	4,596	258	0	0	4,854

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
111 Warren Road/Esplanade Avenue														
NBL	6		6	0	0	0	6	3		3	0	0	0	3
NBT	794		794	41	0	0	835	821		821	67	0	0	888
NBR	282		282	11	0	0	293	307		307	23	0	0	330
SBL	88		88	0	0	0	88	101		101	0	0	0	101
SBT	766		766	56	0	0	822	798		798	66	0	0	864
SBR	71		71	0	0	0	71	91		91	0	0	0	91
EBL	70		70	0	0	0	70	53		53	0	0	0	53
EBT	145		145	0	0	0	145	145		145	0	0	0	145
EBR	5		5	0	0	0	5	4		4	0	0	0	4
WBL	330		330	23	0	0	353	210		210	21	0	0	231
WBT	171		171	0	0	0	171	145		145	0	0	0	145
WBR	103		103	0	0	0	103	101		101	0	0	0	101
North Leg														
Approach	925	0	925	56	0	0	981	990	0	990	66	0	0	1,056
Departure	967	0	967	41	0	0	1,008	975	0	975	67	0	0	1,042
Total	1,892	0	1,892	97	0	0	1,989	1,965	0	1,965	133	0	0	2,098
South Leg														
Approach	1,082	0	1,082	52	0	0	1,134	1,131	0	1,131	90	0	0	1,221
Departure	1,101	0	1,101	79	0	0	1,180	1,012	0	1,012	87	0	0	1,099
Total	2,183	0	2,183	131	0	0	2,314	2,143	0	2,143	177	0	0	2,320
East Leg														
Approach	604	0	604	23	0	0	627	456	0	456	21	0	0	477
Departure	515	0	515	11	0	0	526	553	0	553	23	0	0	576
Total	1,119	0	1,119	34	0	0	1,153	1,009	0	1,009	44	0	0	1,053
West Leg														
Approach	220	0	220	0	0	0	220	202	0	202	0	0	0	202
Departure	248	0	248	0	0	0	248	239	0	239	0	0	0	239
Total	468	0	468	0	0	0	468	441	0	441	0	0	0	441
Total Approaches														
Approach	2,831	0	2,831	131	0	0	2,962	2,779	0	2,779	177	0	0	2,956
Departure	2,831	0	2,831	131	0	0	2,962	2,779	0	2,779	177	0	0	2,956
Total	5,662	0	5,662	262	0	0	5,924	5,558	0	5,558	354	0	0	5,912

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
112 Sanderson Avenue (SR-79) - Sanderson Avenue/Ramona Expressway - Ramona Expressway (SR-79)														
NBL	192		192	0	0	0	192	232		232	0	0	0	232
NBT	933		933	0	0	0	933	701		701	0	0	0	701
NBR	23		23	0	0	0	23	29		29	0	0	0	29
SBL	669		669	0	0	0	669	864		864	0	0	0	864
SBT	710		710	0	0	0	710	1,280		1,280	0	0	0	1,280
SBR	554		554	27	0	0	581	988		988	38	0	0	1,026
EBL	943		943	26	0	0	969	632		632	33	0	0	665
EBT	840		840	0	0	0	840	1,063		1,063	0	0	0	1,063
EBR	151		151	0	0	0	151	233		233	0	0	0	233
WBL	50		50	0	0	0	50	31		31	0	0	0	31
WBT	961		961	0	0	0	961	900		900	0	0	0	900
WBR	554		554	0	0	0	554	625		625	0	0	0	625
North Leg														
Approach	1,933	0	1,933	27	0	0	1,960	3,132	0	3,132	38	0	0	3,170
Departure	2,430	0	2,430	26	0	0	2,456	1,958	0	1,958	33	0	0	1,991
Total	4,363	0	4,363	53	0	0	4,416	5,090	0	5,090	71	0	0	5,161
South Leg														
Approach	1,149	0	1,149	0	0	0	1,149	962	0	962	0	0	0	962
Departure	911	0	911	0	0	0	911	1,544	0	1,544	0	0	0	1,544
Total	2,060	0	2,060	0	0	0	2,060	2,506	0	2,506	0	0	0	2,506
East Leg														
Approach	1,565	0	1,565	0	0	0	1,565	1,556	0	1,556	0	0	0	1,556
Departure	1,532	0	1,532	0	0	0	1,532	1,956	0	1,956	0	0	0	1,956
Total	3,097	0	3,097	0	0	0	3,097	3,512	0	3,512	0	0	0	3,512
West Leg														
Approach	1,934	0	1,934	26	0	0	1,960	1,928	0	1,928	33	0	0	1,961
Departure	1,707	0	1,707	27	0	0	1,734	2,120	0	2,120	38	0	0	2,158
Total	3,641	0	3,641	53	0	0	3,694	4,048	0	4,048	71	0	0	4,119
Total Approaches														
Approach	6,581	0	6,581	53	0	0	6,634	7,578	0	7,578	71	0	0	7,649
Departure	6,581	0	6,581	53	0	0	6,634	7,578	0	7,578	71	0	0	7,649
Total	13,161	0	13,161	106	0	0	13,267	15,156	0	15,156	142	0	0	15,298

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
113 Malaga Road - Project Driveway 2/McLaughlin Road														
NBL	0		0	131	0	0	131	0		0	179	0	0	179
NBT	0		0	56	4	0	60	0		0	142	13	0	155
NBR	0		0	0	0	0	0	0		0	0	4	0	4
SBL	0		0	0	21	0	21	0		0	0	85	0	85
SBT	0		0	156	8	0	164	0		0	106	11	0	117
SBR	0		0	82	16	0	98	0		0	95	21	0	116
EBL	0		0	86	8	0	94	0		0	96	25	0	121
EBT	0		0	156	3	0	159	0		0	163	17	0	180
EBR	0		0	212	0	0	212	0		0	175	0	0	175
WBL	0		0	0	4	0	4	0		0	0	3	0	3
WBT	0		0	153	15	0	168	0		0	137	12	0	149
WBR	0		0	0	44	0	44	0		0	0	70	0	70
North Leg														
Approach	0	0	0	238	45	0	283	0	0	0	201	117	0	318
Departure	0	0	0	142	56	0	198	0	0	0	238	108	0	346
Total	0	0	0	380	101	0	481	0	0	0	439	225	0	664
South Leg														
Approach	0	0	0	187	4	0	191	0	0	0	321	17	0	338
Departure	0	0	0	368	12	0	380	0	0	0	281	14	0	295
Total	0	0	0	555	16	0	571	0	0	0	602	31	0	633
East Leg														
Approach	0	0	0	153	63	0	216	0	0	0	137	85	0	222
Departure	0	0	0	156	24	0	180	0	0	0	163	106	0	269
Total	0	0	0	309	87	0	396	0	0	0	300	191	0	491
West Leg														
Approach	0	0	0	454	11	0	465	0	0	0	434	42	0	476
Departure	0	0	0	366	31	0	397	0	0	0	411	33	0	444
Total	0	0	0	820	42	0	862	0	0	0	845	75	0	920
Total Approaches														
Approach	0	0	0	1,032	123	0	1,155	0	0	0	1,093	261	0	1,354
Departure	0	0	0	1,032	123	0	1,155	0	0	0	1,093	261	0	1,354
Total	0	0	0	2,064	246	0	2,310	0	0	0	2,186	522	0	2,708

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
114 Residential Central Spine/McLaughlin Road														
NBL	0		0	90	66	0	156	0		0	52	79	0	131
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	0		0	323	4	0	327	0		0	162	9	0	171
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	0		0	0	0	0	0	0		0	0	0	0	0
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	0		0	6	0	0	6	0		0	15	4	0	19
EBR	0		0	65	24	0	89	0		0	79	100	0	179
WBL	0		0	50	9	0	59	0		0	165	8	0	173
WBT	0		0	14	4	0	18	0		0	10	4	0	14
WBR	0		0	0	0	0	0	0		0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	0	0	0	413	70	0	483	0	0	0	214	88	0	302
Departure	0	0	0	115	33	0	148	0	0	0	244	108	0	352
Total	0	0	0	528	103	0	631	0	0	0	458	196	0	654
East Leg														
Approach	0	0	0	64	13	0	77	0	0	0	175	12	0	187
Departure	0	0	0	329	4	0	333	0	0	0	177	13	0	190
Total	0	0	0	393	17	0	410	0	0	0	352	25	0	377
West Leg														
Approach	0	0	0	71	24	0	95	0	0	0	94	104	0	198
Departure	0	0	0	104	70	0	174	0	0	0	62	83	0	145
Total	0	0	0	175	94	0	269	0	0	0	156	187	0	343
Total Approaches														
Approach	0	0	0	548	107	0	655	0	0	0	483	204	0	687
Departure	0	0	0	548	107	0	655	0	0	0	483	204	0	687
Total	0	0	0	1,096	214	0	1,310	0	0	0	966	408	0	1,374

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
115 Residential Central Spine/Project Driveway 4														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	0		0	263	51	0	314	0		0	122	65	0	187
NBR	0		0	18	6	0	24	0		0	12	12	0	24
SBL	0		0	79	8	0	87	0		0	52	18	0	70
SBT	0		0	79	29	0	108	0		0	99	83	0	182
SBR	0		0	0	0	0	0	0		0	0	0	0	0
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	0		0	0	0	0	0	0		0	0	0	0	0
EBR	0		0	0	0	0	0	0		0	0	0	0	0
WBL	0		0	91	9	0	100	0		0	32	11	0	43
WBT	0		0	0	0	0	0	0		0	0	0	0	0
WBR	0		0	34	14	0	48	0		0	111	13	0	124
North Leg														
Approach	0	0	0	158	37	0	195	0	0	0	151	101	0	252
Departure	0	0	0	297	65	0	362	0	0	0	233	78	0	311
Total	0	0	0	455	102	0	557	0	0	0	384	179	0	563
South Leg														
Approach	0	0	0	281	57	0	338	0	0	0	134	77	0	211
Departure	0	0	0	170	38	0	208	0	0	0	131	94	0	225
Total	0	0	0	451	95	0	546	0	0	0	265	171	0	436
East Leg														
Approach	0	0	0	125	23	0	148	0	0	0	143	24	0	167
Departure	0	0	0	97	14	0	111	0	0	0	64	30	0	94
Total	0	0	0	222	37	0	259	0	0	0	207	54	0	261
West Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches														
Approach	0	0	0	564	117	0	681	0	0	0	428	202	0	630
Departure	0	0	0	564	117	0	681	0	0	0	428	202	0	630
Total	0	0	0	1,128	234	0	1,362	0	0	0	856	404	0	1,260

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
116 Residential Central Spine/Project Driveway 5														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	0		0	83	83	0	166	0		0	59	66	0	125
NBR	0		0	109	6	0	115	0		0	74	10	0	84
SBL	0		0	130	3	0	133	0		0	35	6	0	41
SBT	0		0	12	30	0	42	0		0	38	83	0	121
SBR	0		0	0	0	0	0	0		0	0	0	0	0
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	0		0	0	0	0	0	0		0	0	0	0	0
EBR	0		0	0	0	0	0	0		0	0	0	0	0
WBL	0		0	36	7	0	43	0		0	117	8	0	125
WBT	0		0	0	0	0	0	0		0	0	0	0	0
WBR	0		0	108	4	0	112	0		0	43	3	0	46
North Leg														
Approach	0	0	0	142	33	0	175	0	0	0	73	89	0	162
Departure	0	0	0	191	87	0	278	0	0	0	102	69	0	171
Total	0	0	0	333	120	0	453	0	0	0	175	158	0	333
South Leg														
Approach	0	0	0	192	89	0	281	0	0	0	133	76	0	209
Departure	0	0	0	48	37	0	85	0	0	0	155	91	0	246
Total	0	0	0	240	126	0	366	0	0	0	288	167	0	455
East Leg														
Approach	0	0	0	144	11	0	155	0	0	0	160	11	0	171
Departure	0	0	0	239	9	0	248	0	0	0	109	16	0	125
Total	0	0	0	383	20	0	403	0	0	0	269	27	0	296
West Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches														
Approach	0	0	0	478	133	0	611	0	0	0	366	176	0	542
Departure	0	0	0	478	133	0	611	0	0	0	366	176	0	542
Total	0	0	0	956	266	0	1,222	0	0	0	732	352	0	1,084

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Table C-4 - Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
117 Residential Central Spine/Project Driveway 6														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	0		0	36	25	0	61	0		0	115	25	0	140
NBR	0		0	0	1	0	1	0		0	0	3	0	3
SBL	0		0	99	5	0	104	0		0	67	14	0	81
SBT	0		0	53	15	0	68	0		0	38	31	0	69
SBR	0		0	0	0	0	0	0		0	0	0	0	0
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	0		0	0	0	0	0	0		0	0	0	0	0
EBR	0		0	0	0	0	0	0		0	0	0	0	0
WBL	0		0	0	2	0	2	0		0	0	3	0	3
WBT	0		0	0	0	0	0	0		0	0	0	0	0
WBR	0		0	38	13	0	51	0		0	124	11	0	135
North Leg														
Approach	0	0	0	152	20	0	172	0	0	0	105	45	0	150
Departure	0	0	0	74	38	0	112	0	0	0	239	36	0	275
Total	0	0	0	226	58	0	284	0	0	0	344	81	0	425
South Leg														
Approach	0	0	0	36	26	0	62	0	0	0	115	28	0	143
Departure	0	0	0	53	17	0	70	0	0	0	38	34	0	72
Total	0	0	0	89	43	0	132	0	0	0	153	62	0	215
East Leg														
Approach	0	0	0	38	15	0	53	0	0	0	124	14	0	138
Departure	0	0	0	99	6	0	105	0	0	0	67	17	0	84
Total	0	0	0	137	21	0	158	0	0	0	191	31	0	222
West Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches														
Approach	0	0	0	226	61	0	287	0	0	0	344	87	0	431
Departure	0	0	0	226	61	0	287	0	0	0	344	87	0	431
Total	0	0	0	452	122	0	574	0	0	0	688	174	0	862

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
28 I-215 SB Ramps - SR-74/Bonnie Drive														
NBL	217		217	24	0		241	178		178	51	0		229
NBT	392		392	0	0		392	305		305	0	0		305
NBR	0		0	0	0		0	0		0	0	0		0
SBL	0		0	0	0		0	0		0	0	0		0
SBT	598		598	601	0		1,199	852		852	648	0		1,500
SBR	27		27	0	0		27	31		31	0	0		31
EBL	33		33	0	0		33	27		27	0	0		27
EBT	0		0	0	0		0	0		0	0	0		0
EBR	172		172	33	0		205	240		240	51	0		291
WBL	0		0	0	0		0	0		0	0	0		0
WBT	0		0	0	0		0	0		0	0	0		0
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	625	0	625	601	0	0	1,226	883	0	883	648	0	0	1,531
Departure	425	0	425	0	0	0	425	332	0	332	0	0	0	332
Total	1,050	0	1,050	601	0	0	1,651	1,215	0	1,215	648	0	0	1,863
South Leg														
Approach	609	0	609	24	0	0	633	483	0	483	51	0	0	534
Departure	770	0	770	634	0	0	1,404	1,092	0	1,092	699	0	0	1,791
Total	1,379	0	1,379	658	0	0	2,037	1,575	0	1,575	750	0	0	2,325
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	205	0	205	33	0	0	238	267	0	267	51	0	0	318
Departure	244	0	244	24	0	0	268	209	0	209	51	0	0	260
Total	449	0	449	57	0	0	506	476	0	476	102	0	0	578
Total Approaches														
Approach	1,439	0	1,439	658	0	0	2,097	1,633	0	1,633	750	0	0	2,383
Departure	1,439	0	1,439	658	0	0	2,097	1,633	0	1,633	750	0	0	2,383
Total	2,878	0	2,878	1,316	0	0	4,194	3,266	0	3,266	1,500	0	0	4,766

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
29 I-215 NB Ramps/SR-74														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	0		0	0	0		0	0		0	0	0		0
NBR	0		0	0	0		0	0		0	0	0		0
SBL	185		185	0	0		185	263		263	0	0		263
SBT	0		0	0	0		0	0		0	0	0		0
SBR	13		13	0	0		13	28		28	0	0		28
EBL	19		19	0	0		19	13		13	0	0		13
EBT	751		751	635	0		1,386	1,079		1,079	697	0		1,776
EBR	0		0	0	0		0	0		0	0	0		0
WBL	0		0	0	0		0	0		0	0	0		0
WBT	596		596	24	0		620	455		455	51	0		506
WBR	869		869	521	0		1,390	629		629	604	0		1,233
North Leg														
Approach	198	0	198	0	0	0	198	291	0	291	0	0	0	291
Departure	888	0	888	521	0	0	1,409	642	0	642	604	0	0	1,246
Total	1,086	0	1,086	521	0	0	1,607	933	0	933	604	0	0	1,537
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	1,465	0	1,465	545	0	0	2,010	1,084	0	1,084	655	0	0	1,739
Departure	936	0	936	635	0	0	1,571	1,342	0	1,342	697	0	0	2,039
Total	2,401	0	2,401	1,180	0	0	3,581	2,426	0	2,426	1,352	0	0	3,778
West Leg														
Approach	770	0	770	635	0	0	1,405	1,092	0	1,092	697	0	0	1,789
Departure	609	0	609	24	0	0	633	483	0	483	51	0	0	534
Total	1,379	0	1,379	659	0	0	2,038	1,575	0	1,575	748	0	0	2,323
Total Approaches														
Approach	2,433	0	2,433	1,180	0	0	3,613	2,467	0	2,467	1,352	0	0	3,819
Departure	2,433	0	2,433	1,180	0	0	3,613	2,467	0	2,467	1,352	0	0	3,819
Total	4,866	0	4,866	2,360	0	0	7,226	4,934	0	4,934	2,704	0	0	7,638

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
30 Trumble Road/SR-74														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	0		0	0	0		0	0		0	0	0		0
NBR	0		0	0	0		0	0		0	0	0		0
SBL	53		53	0	0		53	45		45	2	0		47
SBT	0		0	0	0		0	0		0	0	0		0
SBR	388		388	0	0		388	345		345	0	0		345
EBL	184		184	0	0		184	330		330	0	0		330
EBT	752		752	635	0		1,387	1,012		1,012	697	0		1,709
EBR	0		0	0	0		0	0		0	0	0		0
WBL	0		0	0	0		0	0		0	0	0		0
WBT	1,077		1,077	547	0		1,624	739		739	655	0		1,394
WBR	30		30	5	0		35	35		35	0	0		35
North Leg														
Approach	441	0	441	0	0	0	441	390	0	390	2	0	0	392
Departure	214	0	214	5	0	0	219	365	0	365	0	0	0	365
Total	655	0	655	5	0	0	660	755	0	755	2	0	0	757
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	1,107	0	1,107	552	0	0	1,659	774	0	774	655	0	0	1,429
Departure	805	0	805	635	0	0	1,440	1,057	0	1,057	699	0	0	1,756
Total	1,912	0	1,912	1,187	0	0	3,099	1,831	0	1,831	1,354	0	0	3,185
West Leg														
Approach	936	0	936	635	0	0	1,571	1,342	0	1,342	697	0	0	2,039
Departure	1,465	0	1,465	547	0	0	2,012	1,084	0	1,084	655	0	0	1,739
Total	2,401	0	2,401	1,182	0	0	3,583	2,426	0	2,426	1,352	0	0	3,778
Total Approaches														
Approach	2,484	0	2,484	1,187	0	0	3,671	2,506	0	2,506	1,354	0	0	3,860
Departure	2,484	0	2,484	1,187	0	0	3,671	2,506	0	2,506	1,354	0	0	3,860
Total	4,968	0	4,968	2,374	0	0	7,342	5,012	0	5,012	2,708	0	0	7,720

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
31 Sherman Road/SR-74 (West)														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	0		0	0	0		0	0		0	0	0		0
NBR	0		0	0	0		0	0		0	0	0		0
SBL	0		0	0	0		0	0		0	0	0		0
SBT	0		0	0	0		0	0		0	0	0		0
SBR	123		123	0	0		123	99		99	0	0		99
EBL	0		0	0	0		0	0		0	0	0		0
EBT	840		840	635	0		1,475	1,001		1,001	697	0		1,698
EBR	0		0	0	0		0	0		0	0	0		0
WBL	0		0	0	0		0	0		0	0	0		0
WBT	978		978	552	0		1,530	813		813	655	0		1,468
WBR	32		32	5	0		37	69		69	4	0		73
North Leg														
Approach	123	0	123	0	0	0	123	99	0	99	0	0	0	99
Departure	32	0	32	5	0	0	37	69	0	69	4	0	0	73
Total	155	0	155	5	0	0	160	168	0	168	4	0	0	172
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	1,010	0	1,010	557	0	0	1,567	882	0	882	659	0	0	1,541
Departure	840	0	840	635	0	0	1,475	1,001	0	1,001	697	0	0	1,698
Total	1,850	0	1,850	1,192	0	0	3,042	1,883	0	1,883	1,356	0	0	3,239
West Leg														
Approach	840	0	840	635	0	0	1,475	1,001	0	1,001	697	0	0	1,698
Departure	1,101	0	1,101	552	0	0	1,653	912	0	912	655	0	0	1,567
Total	1,941	0	1,941	1,187	0	0	3,128	1,913	0	1,913	1,352	0	0	3,265
Total Approaches														
Approach	1,973	0	1,973	1,192	0	0	3,165	1,982	0	1,982	1,356	0	0	3,338
Departure	1,973	0	1,973	1,192	0	0	3,165	1,982	0	1,982	1,356	0	0	3,338
Total	3,946	0	3,946	2,384	0	0	6,330	3,964	0	3,964	2,712	0	0	6,676

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
32 Sherman Road/SR-74 (East)														
NBL	56		56	0	0		56	75		75	0	0		75
NBT	2		2	0	0		2	15		15	0	0		15
NBR	162		162	3	0		165	150		150	7	0		157
SBL	7		7	0	0		7	20		20	0	0		20
SBT	7		7	0	0		7	14		14	0	0		14
SBR	3		3	0	0		3	11		11	0	0		11
EBL	12		12	0	0		12	28		28	0	0		28
EBT	803		803	635	0		1,438	945		945	697	0		1,642
EBR	25		25	0	0		25	28		28	0	0		28
WBL	148		148	2	0		150	115		115	7	0		122
WBT	951		951	556	0		1,507	796		796	659	0		1,455
WBR	8		8	0	0		8	21		21	0	0		21
North Leg														
Approach	17	0	17	0	0	0	17	45	0	45	0	0	0	45
Departure	22	0	22	0	0	0	22	64	0	64	0	0	0	64
Total	39	0	39	0	0	0	39	109	0	109	0	0	0	109
South Leg														
Approach	220	0	220	3	0	0	223	240	0	240	7	0	0	247
Departure	180	0	180	2	0	0	182	157	0	157	7	0	0	164
Total	400	0	400	5	0	0	405	397	0	397	14	0	0	411
East Leg														
Approach	1,107	0	1,107	558	0	0	1,665	932	0	932	666	0	0	1,598
Departure	972	0	972	638	0	0	1,610	1,115	0	1,115	704	0	0	1,819
Total	2,079	0	2,079	1,196	0	0	3,275	2,047	0	2,047	1,370	0	0	3,417
West Leg														
Approach	840	0	840	635	0	0	1,475	1,001	0	1,001	697	0	0	1,698
Departure	1,010	0	1,010	556	0	0	1,566	882	0	882	659	0	0	1,541
Total	1,850	0	1,850	1,191	0	0	3,041	1,883	0	1,883	1,356	0	0	3,239
Total Approaches														
Approach	2,184	0	2,184	1,196	0	0	3,380	2,218	0	2,218	1,370	0	0	3,588
Departure	2,184	0	2,184	1,196	0	0	3,380	2,218	0	2,218	1,370	0	0	3,588
Total	4,368	0	4,368	2,392	0	0	6,760	4,436	0	4,436	2,740	0	0	7,176

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
33 Antelope Road/SR-74														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	0		0	0	0		0	0		0	0	0		0
NBR	0		0	0	0		0	0		0	0	0		0
SBL	72		72	25	0		97	42		42	21	0		63
SBT	0		0	0	0		0	0		0	0	0		0
SBR	44		44	0	0		44	14		14	0	0		14
EBL	69		69	0	0		69	49		49	0	0		49
EBT	770		770	642	0		1,412	963		963	713	0		1,676
EBR	0		0	0	0		0	0		0	0	0		0
WBL	0		0	0	0		0	0		0	0	0		0
WBT	986		986	559	0		1,545	756		756	674	0		1,430
WBR	130		130	11	0		141	16		16	20	0		36
North Leg														
Approach	116	0	116	25	0	0	141	56	0	56	21	0	0	77
Departure	199	0	199	11	0	0	210	65	0	65	20	0	0	85
Total	315	0	315	36	0	0	351	121	0	121	41	0	0	162
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	1,116	0	1,116	570	0	0	1,686	772	0	772	694	0	0	1,466
Departure	842	0	842	667	0	0	1,509	1,005	0	1,005	734	0	0	1,739
Total	1,958	0	1,958	1,237	0	0	3,195	1,777	0	1,777	1,428	0	0	3,205
West Leg														
Approach	839	0	839	642	0	0	1,481	1,012	0	1,012	713	0	0	1,725
Departure	1,030	0	1,030	559	0	0	1,589	770	0	770	674	0	0	1,444
Total	1,869	0	1,869	1,201	0	0	3,070	1,782	0	1,782	1,387	0	0	3,169
Total Approaches														
Approach	2,071	0	2,071	1,237	0	0	3,308	1,840	0	1,840	1,428	0	0	3,268
Departure	2,071	0	2,071	1,237	0	0	3,308	1,840	0	1,840	1,428	0	0	3,268
Total	4,142	0	4,142	2,474	0	0	6,616	3,680	0	3,680	2,856	0	0	6,536

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
34 Palomar Road/SR-74														
NBL	48		48	0	0		48	12		12	0	0		12
NBT	33		33	0	0		33	51		51	0	0		51
NBR	152		152	22	0		174	128		128	40	0		168
SBL	38		38	3	0		41	13		13	7	0		20
SBT	37		37	0	0		37	23		23	0	0		23
SBR	41		41	0	0		41	36		36	0	0		36
EBL	52		52	0	0		52	50		50	0	0		50
EBT	733		733	673	0		1,406	873		873	742	0		1,615
EBR	33		33	0	0		33	4		4	0	0		4
WBL	101		101	10	0		111	60		60	45	0		105
WBT	1,031		1,031	572	0		1,603	746		746	705	0		1,451
WBR	27		27	2	0		29	21		21	7	0		28
North Leg														
Approach	116	0	116	3	0	0	119	72	0	72	7	0	0	79
Departure	112	0	112	2	0	0	114	122	0	122	7	0	0	129
Total	228	0	228	5	0	0	233	194	0	194	14	0	0	208
South Leg														
Approach	233	0	233	22	0	0	255	191	0	191	40	0	0	231
Departure	171	0	171	10	0	0	181	87	0	87	45	0	0	132
Total	404	0	404	32	0	0	436	278	0	278	85	0	0	363
East Leg														
Approach	1,159	0	1,159	584	0	0	1,743	827	0	827	757	0	0	1,584
Departure	923	0	923	698	0	0	1,621	1,014	0	1,014	789	0	0	1,803
Total	2,082	0	2,082	1,282	0	0	3,364	1,841	0	1,841	1,546	0	0	3,387
West Leg														
Approach	818	0	818	673	0	0	1,491	927	0	927	742	0	0	1,669
Departure	1,120	0	1,120	572	0	0	1,692	794	0	794	705	0	0	1,499
Total	1,938	0	1,938	1,245	0	0	3,183	1,721	0	1,721	1,447	0	0	3,168
Total Approaches														
Approach	2,326	0	2,326	1,282	0	0	3,608	2,017	0	2,017	1,546	0	0	3,563
Departure	2,326	0	2,326	1,282	0	0	3,608	2,017	0	2,017	1,546	0	0	3,563
Total	4,652	0	4,652	2,564	0	0	7,216	4,034	0	4,034	3,092	0	0	7,126

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
39 I-215 SB Ramps/Ethanac Road														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	0		0	0	0		0	0		0	0	0		0
NBR	0		0	0	0		0	0		0	0	0		0
SBL	105		105	0	0		105	145		145	0	0		145
SBT	1		1	0	0		1	2		2	0	0		2
SBR	291		291	0	0		291	364		364	0	0		364
EBL	0		0	0	0		0	0		0	0	0		0
EBT	738		738	59	0		797	584		584	59	0		643
EBR	545		545	0	0		545	358		358	0	0		358
WBL	119		119	209	0		328	104		104	186	0		290
WBT	530		530	30	0		560	625		625	70	0		695
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	397	0	397	0	0	0	397	511	0	511	0	0	0	511
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	397	0	397	0	0	0	397	511	0	511	0	0	0	511
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	665	0	665	209	0	0	874	464	0	464	186	0	0	650
Total	665	0	665	209	0	0	874	464	0	464	186	0	0	650
East Leg														
Approach	649	0	649	239	0	0	888	729	0	729	256	0	0	985
Departure	843	0	843	59	0	0	902	729	0	729	59	0	0	788
Total	1,492	0	1,492	298	0	0	1,790	1,458	0	1,458	315	0	0	1,773
West Leg														
Approach	1,283	0	1,283	59	0	0	1,342	942	0	942	59	0	0	1,001
Departure	821	0	821	30	0	0	851	989	0	989	70	0	0	1,059
Total	2,104	0	2,104	89	0	0	2,193	1,931	0	1,931	129	0	0	2,060
Total Approaches														
Approach	2,329	0	2,329	298	0	0	2,627	2,182	0	2,182	315	0	0	2,497
Departure	2,329	0	2,329	298	0	0	2,627	2,182	0	2,182	315	0	0	2,497
Total	4,658	0	4,658	596	0	0	5,254	4,364	0	4,364	630	0	0	4,994

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
40 I-215 NB Ramps/Ethanac Road														
NBL	296		296	0	0		296	397		397	0	0		397
NBT	1		1	0	0		1	1		1	0	0		1
NBR	148		148	236	0		384	192		192	233	0		425
SBL	0		0	0	0		0	0		0	0	0		0
SBT	0		0	0	0		0	0		0	0	0		0
SBR	0		0	0	0		0	0		0	0	0		0
EBL	298		298	0	0		298	236		236	0	0		236
EBT	545		545	59	0		604	493		493	59	0		552
EBR	0		0	0	0		0	0		0	0	0		0
WBL	0		0	0	0		0	0		0	0	0		0
WBT	353		353	239	0		592	332		332	256	0		588
WBR	163		163	0	0		163	155		155	0	0		155
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	462	0	462	0	0	0	462	392	0	392	0	0	0	392
Total	462	0	462	0	0	0	462	392	0	392	0	0	0	392
South Leg														
Approach	445	0	445	236	0	0	681	590	0	590	233	0	0	823
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	445	0	445	236	0	0	681	590	0	590	233	0	0	823
East Leg														
Approach	516	0	516	239	0	0	755	487	0	487	256	0	0	743
Departure	693	0	693	295	0	0	988	685	0	685	292	0	0	977
Total	1,209	0	1,209	534	0	0	1,743	1,172	0	1,172	548	0	0	1,720
West Leg														
Approach	843	0	843	59	0	0	902	729	0	729	59	0	0	788
Departure	649	0	649	239	0	0	888	729	0	729	256	0	0	985
Total	1,492	0	1,492	298	0	0	1,790	1,458	0	1,458	315	0	0	1,773
Total Approaches														
Approach	1,804	0	1,804	534	0	0	2,338	1,806	0	1,806	548	0	0	2,354
Departure	1,804	0	1,804	534	0	0	2,338	1,806	0	1,806	548	0	0	2,354
Total	3,608	0	3,608	1,068	0	0	4,676	3,612	0	3,612	1,096	0	0	4,708

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
41 Encanto Drive/Ethanac Road														
NBL	64		64	0	0		64	74		74	0	0		74
NBT	0		0	0	0		0	0		0	0	0		0
NBR	37		37	0	0		37	56		56	0	0		56
SBL	0		0	0	0		0	0		0	0	0		0
SBT	0		0	0	0		0	0		0	0	0		0
SBR	0		0	0	0		0	0		0	0	0		0
EBL	0		0	0	0		0	0		0	0	0		0
EBT	585		585	295	0		880	575		575	292	0		867
EBR	108		108	0	0		108	110		110	0	0		110
WBL	40		40	0	0		40	46		46	0	0		46
WBT	452		452	239	0		691	413		413	256	0		669
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	101	0	101	0	0	0	101	130	0	130	0	0	0	130
Departure	148	0	148	0	0	0	148	156	0	156	0	0	0	156
Total	249	0	249	0	0	0	249	286	0	286	0	0	0	286
East Leg														
Approach	492	0	492	239	0	0	731	459	0	459	256	0	0	715
Departure	622	0	622	295	0	0	917	631	0	631	292	0	0	923
Total	1,114	0	1,114	534	0	0	1,648	1,090	0	1,090	548	0	0	1,638
West Leg														
Approach	693	0	693	295	0	0	988	685	0	685	292	0	0	977
Departure	516	0	516	239	0	0	755	487	0	487	256	0	0	743
Total	1,209	0	1,209	534	0	0	1,743	1,172	0	1,172	548	0	0	1,720
Total Approaches														
Approach	1,286	0	1,286	534	0	0	1,820	1,274	0	1,274	548	0	0	1,822
Departure	1,286	0	1,286	534	0	0	1,820	1,274	0	1,274	548	0	0	1,822
Total	2,572	0	2,572	1,068	0	0	3,640	2,548	0	2,548	1,096	0	0	3,644

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
42 Sherman Road/Ethanac Road														
NBL	4		4	0	0		4	16		16	0	0		16
NBT	0		0	0	0		0	3		3	0	0		3
NBR	2		2	1	0		3	6		6	1	0		7
SBL	0		0	9	0		9	4		4	10	0		14
SBT	4		4	0	0		4	4		4	0	0		4
SBR	127		127	0	0		127	134		134	0	0		134
EBL	144		144	0	0		144	216		216	0	0		216
EBT	413		413	297	0		710	346		346	299	0		645
EBR	16		16	0	0		16	3		3	0	0		3
WBL	7		7	1	0		8	1		1	2	0		3
WBT	297		297	240	0		537	265		265	263	0		528
WBR	6		6	10	0		16	2		2	8	0		10
North Leg														
Approach	131	0	131	9	0	0	140	142	0	142	10	0	0	152
Departure	150	0	150	10	0	0	160	221	0	221	8	0	0	229
Total	281	0	281	19	0	0	300	363	0	363	18	0	0	381
South Leg														
Approach	6	0	6	1	0	0	7	25	0	25	1	0	0	26
Departure	27	0	27	1	0	0	28	8	0	8	2	0	0	10
Total	33	0	33	2	0	0	35	33	0	33	3	0	0	36
East Leg														
Approach	310	0	310	251	0	0	561	268	0	268	273	0	0	541
Departure	415	0	415	307	0	0	722	356	0	356	310	0	0	666
Total	725	0	725	558	0	0	1,283	624	0	624	583	0	0	1,207
West Leg														
Approach	573	0	573	297	0	0	870	565	0	565	299	0	0	864
Departure	428	0	428	240	0	0	668	415	0	415	263	0	0	678
Total	1,001	0	1,001	537	0	0	1,538	980	0	980	562	0	0	1,542
Total Approaches														
Approach	1,020	0	1,020	558	0	0	1,578	1,000	0	1,000	583	0	0	1,583
Departure	1,020	0	1,020	558	0	0	1,578	1,000	0	1,000	583	0	0	1,583
Total	2,040	0	2,040	1,116	0	0	3,156	2,000	0	2,000	1,166	0	0	3,166

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
43 Jackson Avenue/Ethanac Road														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	0		0	0	0		0	0		0	0	0		0
NBR	0		0	0	0		0	0		0	0	0		0
SBL	12		12	1	0		13	11		11	1	0		12
SBT	0		0	0	0		0	0		0	0	0		0
SBR	1		1	0	0		1	0		0	0	0		0
EBL	0		0	0	0		0	2		2	0	0		2
EBT	282		282	318	0		600	267		267	322	0		589
EBR	124		124	0	0		124	35		35	0	0		35
WBL	0		0	0	0		0	0		0	0	0		0
WBT	320		320	254	0		574	173		173	285	0		458
WBR	14		14	1	0		15	0		0	2	0		2
North Leg														
Approach	13	0	13	1	0	0	14	11	0	11	1	0	0	12
Departure	14	0	14	1	0	0	15	2	0	2	2	0	0	4
Total	27	0	27	2	0	0	29	13	0	13	3	0	0	16
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	124	0	124	0	0	0	124	35	0	35	0	0	0	35
Total	124	0	124	0	0	0	124	35	0	35	0	0	0	35
East Leg														
Approach	334	0	334	255	0	0	589	173	0	173	287	0	0	460
Departure	294	0	294	319	0	0	613	278	0	278	323	0	0	601
Total	628	0	628	574	0	0	1,202	451	0	451	610	0	0	1,061
West Leg														
Approach	406	0	406	318	0	0	724	304	0	304	322	0	0	626
Departure	321	0	321	254	0	0	575	173	0	173	285	0	0	458
Total	727	0	727	572	0	0	1,299	477	0	477	607	0	0	1,084
Total Approaches														
Approach	753	0	753	574	0	0	1,327	488	0	488	610	0	0	1,098
Departure	753	0	753	574	0	0	1,327	488	0	488	610	0	0	1,098
Total	1,506	0	1,506	1,148	0	0	2,654	976	0	976	1,220	0	0	2,196

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
44 Antelope Road/Ethanac Road														
NBL	64		64	0	0		64	25		25	0	0		25
NBT	0		0	0	0		0	0		0	0	0		0
NBR	5		5	1	0		6	5		5	1	0		6
SBL	0		0	0	0		0	0		0	0	0		0
SBT	0		0	0	0		0	0		0	0	0		0
SBR	0		0	0	0		0	0		0	0	0		0
EBL	0		0	0	0		0	0		0	0	0		0
EBT	294		294	319	0		613	278		278	324	0		602
EBR	0		0	0	0		0	0		0	0	0		0
WBL	3		3	1	0		4	2		2	2	0		4
WBT	270		270	255	0		525	148		148	287	0		435
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	69	0	69	1	0	0	70	30	0	30	1	0	0	31
Departure	3	0	3	1	0	0	4	2	0	2	2	0	0	4
Total	72	0	72	2	0	0	74	32	0	32	3	0	0	35
East Leg														
Approach	273	0	273	256	0	0	529	150	0	150	289	0	0	439
Departure	299	0	299	320	0	0	619	283	0	283	325	0	0	608
Total	572	0	572	576	0	0	1,148	433	0	433	614	0	0	1,047
West Leg														
Approach	294	0	294	319	0	0	613	278	0	278	324	0	0	602
Departure	334	0	334	255	0	0	589	173	0	173	287	0	0	460
Total	628	0	628	574	0	0	1,202	451	0	451	611	0	0	1,062
Total Approaches														
Approach	636	0	636	576	0	0	1,212	458	0	458	614	0	0	1,072
Departure	636	0	636	576	0	0	1,212	458	0	458	614	0	0	1,072
Total	1,272	0	1,272	1,152	0	0	2,424	916	0	916	1,228	0	0	2,144

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
45 Palomar Road/Matthews Road														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	0		0	0	0		0	0		0	0	0		0
NBR	0		0	0	0		0	0		0	0	0		0
SBL	38		38	12	0		50	11		11	2	0		13
SBT	0		0	0	0		0	0		0	0	0		0
SBR	113		113	10	0		123	73		73	45	0		118
EBL	162		162	22	0		184	175		175	40	0		215
EBT	109		109	299	0		408	123		123	285	0		408
EBR	0		0	0	0		0	0		0	0	0		0
WBL	0		0	0	0		0	0		0	0	0		0
WBT	115		115	246	0		361	52		52	243	0		295
WBR	31		31	8	0		39	7		7	2	0		9
North Leg														
Approach	151	0	151	22	0	0	173	84	0	84	47	0	0	131
Departure	193	0	193	30	0	0	223	182	0	182	42	0	0	224
Total	344	0	344	52	0	0	396	266	0	266	89	0	0	355
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	146	0	146	254	0	0	400	59	0	59	245	0	0	304
Departure	147	0	147	311	0	0	458	134	0	134	287	0	0	421
Total	293	0	293	565	0	0	858	193	0	193	532	0	0	725
West Leg														
Approach	271	0	271	321	0	0	592	298	0	298	325	0	0	623
Departure	228	0	228	256	0	0	484	125	0	125	288	0	0	413
Total	499	0	499	577	0	0	1,076	423	0	423	613	0	0	1,036
Total Approaches														
Approach	568	0	568	597	0	0	1,165	441	0	441	617	0	0	1,058
Departure	568	0	568	597	0	0	1,165	441	0	441	617	0	0	1,058
Total	1,136	0	1,136	1,194	0	0	2,330	882	0	882	1,234	0	0	2,116

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
47 Menifee Road/SR-74														
NBL	127		127	165	0		292	83		83	252	0		335
NBT	248		248	92	0		340	165		165	127	0		292
NBR	243		243	104	0		347	186		186	258	0		444
SBL	106		106	60	0		166	84		84	112	0		196
SBT	187		187	127	0		314	143		143	122	0		265
SBR	23		23	0	0		23	20		20	0	0		20
EBL	49		49	0	0		49	47		47	0	0		47
EBT	787		787	411	0		1,198	949		949	553	0		1,502
EBR	109		109	288	0		397	64		64	236	0		300
WBL	150		150	77	0		227	146		146	276	0		422
WBT	961		961	420	0		1,381	638		638	507	0		1,145
WBR	83		83	33	0		116	69		69	125	0		194
North Leg														
Approach	316	0	316	187	0	0	503	247	0	247	234	0	0	481
Departure	380	0	380	125	0	0	505	281	0	281	252	0	0	533
Total	696	0	696	312	0	0	1,008	528	0	528	486	0	0	1,014
South Leg														
Approach	618	0	618	361	0	0	979	434	0	434	637	0	0	1,071
Departure	446	0	446	492	0	0	938	353	0	353	634	0	0	987
Total	1,064	0	1,064	853	0	0	1,917	787	0	787	1,271	0	0	2,058
East Leg														
Approach	1,194	0	1,194	530	0	0	1,724	853	0	853	908	0	0	1,761
Departure	1,136	0	1,136	575	0	0	1,711	1,219	0	1,219	923	0	0	2,142
Total	2,330	0	2,330	1,105	0	0	3,435	2,072	0	2,072	1,831	0	0	3,903
West Leg														
Approach	945	0	945	699	0	0	1,644	1,060	0	1,060	789	0	0	1,849
Departure	1,111	0	1,111	585	0	0	1,696	741	0	741	759	0	0	1,500
Total	2,056	0	2,056	1,284	0	0	3,340	1,801	0	1,801	1,548	0	0	3,349
Total Approaches														
Approach	3,073	0	3,073	1,777	0	0	4,850	2,594	0	2,594	2,568	0	0	5,162
Departure	3,073	0	3,073	1,777	0	0	4,850	2,594	0	2,594	2,568	0	0	5,162
Total	6,146	0	6,146	3,554	0	0	9,700	5,188	0	5,188	5,136	0	0	10,324

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
48 Menifee Road/Valley Substation Driveway - Biscayne														
NBL	2		2	0	0		2	0		0	0	0		0
NBT	568		568	337	0		905	380		380	575	0		955
NBR	1		1	58	0		59	1		1	58	0		59
SBL	10		10	67	0		77	4		4	44	0		48
SBT	415		415	426	0		841	340		340	590	0		930
SBR	7		7	0	0		7	1		1	0	0		1
EBL	3		3	0	0		3	0		0	0	0		0
EBT	0		0	0	0		0	2		2	0	0		2
EBR	0		0	0	0		0	2		2	0	0		2
WBL	1		1	51	0		52	11		11	45	0		56
WBT	2		2	0	0		2	1		1	0	0		1
WBR	7		7	23	0		30	1		1	61	0		62
North Leg														
Approach	432	0	432	493	0	0	925	345	0	345	634	0	0	979
Departure	578	0	578	360	0	0	938	381	0	381	636	0	0	1,017
Total	1,010	0	1,010	853	0	0	1,863	726	0	726	1,270	0	0	1,996
South Leg														
Approach	571	0	571	395	0	0	966	381	0	381	633	0	0	1,014
Departure	416	0	416	477	0	0	893	353	0	353	635	0	0	988
Total	987	0	987	872	0	0	1,859	734	0	734	1,268	0	0	2,002
East Leg														
Approach	10	0	10	74	0	0	84	13	0	13	106	0	0	119
Departure	11	0	11	125	0	0	136	7	0	7	102	0	0	109
Total	21	0	21	199	0	0	220	20	0	20	208	0	0	228
West Leg														
Approach	3	0	3	0	0	0	3	4	0	4	0	0	0	4
Departure	11	0	11	0	0	0	11	2	0	2	0	0	0	2
Total	14	0	14	0	0	0	14	6	0	6	0	0	0	6
Total Approaches														
Approach	1,016	0	1,016	962	0	0	1,978	743	0	743	1,373	0	0	2,116
Departure	1,016	0	1,016	962	0	0	1,978	743	0	743	1,373	0	0	2,116
Total	2,032	0	2,032	1,924	0	0	3,956	1,486	0	1,486	2,746	0	0	4,232

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
49 Menifee Road/McLaughlin Road														
NBL	1	91	92	5	0		97	17	31	48	9	0		57
NBT	568		568	129	0		697	375		375	307	0		682
NBR	0	0	0	439	3		442	0	0	0	287	6		293
SBL	0	0	0	301	0		301	0	0	0	269	0		269
SBT	418	-14	404	125	0		529	363	-12	351	321	0		672
SBR	2	14	16	51	0		67	2	12	14	45	0		59
EBL	5	6	11	58	0		69	6	7	13	58	0		71
EBT	0	0	0	244	0		244	0	0	0	220	0		220
EBR	3	130	133	9	0		142	2	103	105	8	0		113
WBL	0	0	0	129	5		134	0	0	0	413	5		418
WBT	0	0	0	197	0		197	0	0	0	190	0		190
WBR	0	0	0	201	0		201	0	0	0	263	0		263
North Leg														
Approach	420	0	420	477	0	0	897	365	0	365	635	0	0	1,000
Departure	573	6	579	388	0	0	967	381	7	388	628	0	0	1,016
Total	993	6	999	865	0	0	1,864	746	7	753	1,263	0	0	2,016
South Leg														
Approach	569	91	660	573	3	0	1,236	392	31	423	603	6	0	1,032
Departure	421	116	537	263	5	0	805	365	91	456	742	5	0	1,203
Total	990	207	1,197	836	8	0	2,041	757	122	879	1,345	11	0	2,235
East Leg														
Approach	0	0	0	527	5	0	532	0	0	0	866	5	0	871
Departure	0	0	0	984	3	0	987	0	0	0	776	6	0	782
Total	0	0	0	1,511	8	0	1,519	0	0	0	1,642	11	0	1,653
West Leg														
Approach	8	136	144	311	0	0	455	8	110	118	286	0	0	404
Departure	3	105	108	253	0	0	361	19	43	62	244	0	0	306
Total	11	241	252	564	0	0	816	27	153	180	530	0	0	710
Total Approaches														
Approach	997	227	1,224	1,888	8	0	3,120	765	141	906	2,390	11	0	3,307
Departure	997	227	1,224	1,888	8	0	3,120	765	141	906	2,390	11	0	3,307
Total	1,994	454	2,448	3,776	16	0	6,240	1,530	282	1,812	4,780	22	0	6,614

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
50 Menifee Road/Project Driveway 1														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	576	85	661	531	0		1,192	392	24	416	522	0		938
NBR	0		0	67	0		67	0		0	63	0		63
SBL	0		0	78	5		83	0		0	73	5		78
SBT	425	116	541	184	0		725	365	91	456	668	0		1,124
SBR	0		0	0	0		0	0		0	0	0		0
EBL	0		0	0	0		0	0		0	0	0		0
EBT	0		0	0	0		0	0		0	0	0		0
EBR	0		0	0	0		0	0		0	0	0		0
WBL	0		0	35	0		35	0		0	69	0		69
WBT	0		0	0	0		0	0		0	0	0		0
WBR	0		0	41	3		44	0		0	82	6		88
North Leg														
Approach	425	116	541	262	5	0	808	365	91	456	741	5	0	1,202
Departure	576	85	661	572	3	0	1,236	392	24	416	604	6	0	1,026
Total	1,001	201	1,202	834	8	0	2,044	757	115	872	1,345	11	0	2,228
South Leg														
Approach	576	85	661	598	0	0	1,259	392	24	416	585	0	0	1,001
Departure	425	116	541	219	0	0	760	365	91	456	737	0	0	1,193
Total	1,001	201	1,202	817	0	0	2,019	757	115	872	1,322	0	0	2,194
East Leg														
Approach	0	0	0	76	3	0	79	0	0	0	151	6	0	157
Departure	0	0	0	145	5	0	150	0	0	0	136	5	0	141
Total	0	0	0	221	8	0	229	0	0	0	287	11	0	298
West Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches														
Approach	1,001	201	1,202	936	8	0	2,146	757	115	872	1,477	11	0	2,360
Departure	1,001	201	1,202	936	8	0	2,146	757	115	872	1,477	11	0	2,360
Total	2,002	402	2,404	1,872	16	0	4,292	1,514	230	1,744	2,954	22	0	4,720

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
51 Menifee Road/Matthews Road														
NBL	91	-91	0	0	0		0	31	-31	0	0	0		0
NBT	570	91	661	598	0		1,259	385	31	416	585	0		1,001
NBR	0		0	0	0		0	0		0	0	0		0
SBL	0		0	0	0		0	0		0	0	0		0
SBT	417	130	547	219	0		766	350	103	453	737	0		1,190
SBR	14	-14	0	0	0		0	12	-12	0	0	0		0
EBL	6	-6	0	0	0		0	7	-7	0	0	0		0
EBT	0		0	0	0		0	0		0	0	0		0
EBR	130	-130	0	0	0		0	103	-103	0	0	0		0
WBL	0		0	0	0		0	0		0	0	0		0
WBT	0		0	0	0		0	0		0	0	0		0
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	431	116	547	219	0	0	766	362	91	453	737	0	0	1,190
Departure	576	85	661	598	0	0	1,259	392	24	416	585	0	0	1,001
Total	1,007	201	1,208	817	0	0	2,025	754	115	869	1,322	0	0	2,191
South Leg														
Approach	661	0	661	598	0	0	1,259	416	0	416	585	0	0	1,001
Departure	547	0	547	219	0	0	766	453	0	453	737	0	0	1,190
Total	1,208	0	1,208	817	0	0	2,025	869	0	869	1,322	0	0	2,191
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	136	-136	0	0	0	0	0	110	-110	0	0	0	0	0
Departure	105	-105	0	0	0	0	0	43	-43	0	0	0	0	0
Total	241	-241	0	0	0	0	0	153	-153	0	0	0	0	0
Total Approaches														
Approach	1,228	-20	1,208	817	0	0	2,025	888	-19	869	1,322	0	0	2,191
Departure	1,228	-20	1,208	817	0	0	2,025	888	-19	869	1,322	0	0	2,191
Total	2,456	-40	2,416	1,634	0	0	4,050	1,776	-38	1,738	2,644	0	0	4,382

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
52 McKinley/SR-74														
NBL	0		0	53	0	0	53	0		0	141	0	29	170
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	5		5	21	0	0	26	3		3	75	0	30	108
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	0		0	0	0	0	0	0		0	0	0	0	0
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	1,131		1,131	502	0	0	1,633	1,211		1,211	785	0	-28	1,968
EBR	5		5	73	0	0	78	8		8	139	0	28	175
WBL	3		3	52	0	0	55	5		5	59	0	27	91
WBT	1,194		1,194	476	0	0	1,670	853		853	766	0	-27	1,592
WBR	0		0	0	0	0	0	0		0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	5	0	5	74	0	0	79	3	0	3	216	0	59	278
Departure	8	0	8	125	0	0	133	13	0	13	198	0	55	266
Total	13	0	13	199	0	0	212	16	0	16	414	0	114	544
East Leg														
Approach	1,197	0	1,197	528	0	0	1,725	858	0	858	825	0	0	1,683
Departure	1,136	0	1,136	523	0	0	1,659	1,214	0	1,214	860	0	2	2,076
Total	2,333	0	2,333	1,051	0	0	3,384	2,072	0	2,072	1,685	0	2	3,759
West Leg														
Approach	1,136	0	1,136	575	0	0	1,711	1,219	0	1,219	924	0	0	2,143
Departure	1,194	0	1,194	529	0	0	1,723	853	0	853	907	0	2	1,762
Total	2,330	0	2,330	1,104	0	0	3,434	2,072	0	2,072	1,831	0	2	3,905
Total Approaches														
Approach	2,338	0	2,338	1,177	0	0	3,515	2,080	0	2,080	1,965	0	59	4,104
Departure	2,338	0	2,338	1,177	0	0	3,515	2,080	0	2,080	1,965	0	59	4,104
Total	4,676	0	4,676	2,354	0	0	7,030	4,160	0	4,160	3,930	0	118	8,208

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
53 Malaga Road - Project Driveway 2/SR-74														
NBL	0		0	206	0	0	206	0		0	615	0	43	658
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	0		0	93	0	0	93	0		0	292	0	51	343
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	0		0	0	0	0	0	0		0	0	0	0	0
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	1,136		1,136	127	0	0	1,263	1,214		1,214	312	0	-47	1,479
EBR	0		0	396	0	0	396	0		0	548	0	47	595
WBL	0		0	266	0	0	266	0		0	303	0	40	343
WBT	1,197		1,197	322	0	0	1,519	858		858	210	0	-40	1,028
WBR	0		0	0	0	0	0	0		0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	0	0	0	299	0	0	299	0	0	0	907	0	94	1,001
Departure	0	0	0	662	0	0	662	0	0	0	851	0	87	938
Total	0	0	0	961	0	0	961	0	0	0	1,758	0	181	1,939
East Leg														
Approach	1,197	0	1,197	588	0	0	1,785	858	0	858	513	0	0	1,371
Departure	1,136	0	1,136	220	0	0	1,356	1,214	0	1,214	604	0	4	1,822
Total	2,333	0	2,333	808	0	0	3,141	2,072	0	2,072	1,117	0	4	3,193
West Leg														
Approach	1,136	0	1,136	523	0	0	1,659	1,214	0	1,214	860	0	0	2,074
Departure	1,197	0	1,197	528	0	0	1,725	858	0	858	825	0	3	1,686
Total	2,333	0	2,333	1,051	0	0	3,384	2,072	0	2,072	1,685	0	3	3,760
Total Approaches														
Approach	2,333	0	2,333	1,410	0	0	3,743	2,072	0	2,072	2,280	0	94	4,446
Departure	2,333	0	2,333	1,410	0	0	3,743	2,072	0	2,072	2,280	0	94	4,446
Total	4,666	0	4,666	2,820	0	0	7,486	4,144	0	4,144	4,560	0	188	8,892

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
54 Project Driveway 3/SR-74														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	0		0	17	0	0	17	0		0	74	0	20	94
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	0		0	0	0	0	0	0		0	0	0	0	0
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	1,136		1,136	218	0	0	1,354	1,214		1,214	603	0	-19	1,798
EBR	0		0	0	0	0	0	0		0	0	0	19	19
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	1,197		1,197	590	0	0	1,787	858		858	513	0	0	1,371
WBR	0		0	0	0	0	0	0		0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	0	0	0	17	0	0	17	0	0	0	74	0	20	94
Departure	0	0	0	0	0	0	0	0	0	0	0	0	19	19
Total	0	0	0	17	0	0	17	0	0	0	74	0	39	113
East Leg														
Approach	1,197	0	1,197	590	0	0	1,787	858	0	858	513	0	0	1,371
Departure	1,136	0	1,136	235	0	0	1,371	1,214	0	1,214	677	0	1	1,892
Total	2,333	0	2,333	825	0	0	3,158	2,072	0	2,072	1,190	0	1	3,263
West Leg														
Approach	1,136	0	1,136	218	0	0	1,354	1,214	0	1,214	603	0	0	1,817
Departure	1,197	0	1,197	590	0	0	1,787	858	0	858	513	0	0	1,371
Total	2,333	0	2,333	808	0	0	3,141	2,072	0	2,072	1,116	0	0	3,188
Total Approaches														
Approach	2,333	0	2,333	825	0	0	3,158	2,072	0	2,072	1,190	0	20	3,282
Departure	2,333	0	2,333	825	0	0	3,158	2,072	0	2,072	1,190	0	20	3,282
Total	4,666	0	4,666	1,650	0	0	6,316	4,144	0	4,144	2,380	0	40	6,564

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
56 Briggs Road/SR-74														
NBL	296		296	275	0		571	53		53	188	0		241
NBT	183		183	23	0		206	57		57	22	0		79
NBR	184		184	186	0		370	56		56	120	0		176
SBL	177		177	0	0		177	109		109	0	0		109
SBT	187		187	20	0		207	52		52	28	0		80
SBR	63		63	15	0		78	46		46	27	0		73
EBL	58		58	9	0		67	66		66	30	0		96
EBT	651		651	115	0		766	1,041		1,041	368	0		1,409
EBR	426		426	110	0		536	107		107	278	0		385
WBL	261		261	115	0		376	61		61	181	0		242
WBT	838		838	300	0		1,138	758		758	297	0		1,055
WBR	145		145	0	0		145	63		63	0	0		63
North Leg														
Approach	427	0	427	35	0	0	462	207	0	207	55	0	0	262
Departure	386	0	386	32	0	0	418	186	0	186	52	0	0	238
Total	813	0	813	67	0	0	880	393	0	393	107	0	0	500
South Leg														
Approach	663	0	663	484	0	0	1,147	166	0	166	330	0	0	496
Departure	874	0	874	245	0	0	1,119	220	0	220	487	0	0	707
Total	1,537	0	1,537	729	0	0	2,266	386	0	386	817	0	0	1,203
East Leg														
Approach	1,244	0	1,244	415	0	0	1,659	882	0	882	478	0	0	1,360
Departure	1,012	0	1,012	301	0	0	1,313	1,206	0	1,206	488	0	0	1,694
Total	2,256	0	2,256	716	0	0	2,972	2,088	0	2,088	966	0	0	3,054
West Leg														
Approach	1,135	0	1,135	234	0	0	1,369	1,214	0	1,214	676	0	0	1,890
Departure	1,197	0	1,197	590	0	0	1,787	857	0	857	512	0	0	1,369
Total	2,332	0	2,332	824	0	0	3,156	2,071	0	2,071	1,188	0	0	3,259
Total Approaches														
Approach	3,469	0	3,469	1,168	0	0	4,637	2,469	0	2,469	1,539	0	0	4,008
Departure	3,469	0	3,469	1,168	0	0	4,637	2,469	0	2,469	1,539	0	0	4,008
Total	6,938	0	6,938	2,336	0	0	9,274	4,938	0	4,938	3,078	0	0	8,016

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
57 Briggs Road/Heritage High School Driveway														
NBL	190		190	6	0		196	76		76	4	0		80
NBT	278		278	484	0		762	127		127	330	0		457
NBR	0		0	0	0		0	0		0	0	0		0
SBL	0		0	0	0		0	0		0	0	0		0
SBT	354		354	243	0		597	112		112	486	0		598
SBR	520		520	0	0		520	108		108	0	0		108
EBL	385		385	0	0		385	39		39	0	0		39
EBT	0		0	0	0		0	0		0	0	0		0
EBR	167		167	2	0		169	19		19	7	0		26
WBL	0		0	0	0		0	0		0	0	0		0
WBT	0		0	0	0		0	0		0	0	0		0
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	874	0	874	243	0	0	1,117	220	0	220	486	0	0	706
Departure	663	0	663	484	0	0	1,147	166	0	166	330	0	0	496
Total	1,537	0	1,537	727	0	0	2,264	386	0	386	816	0	0	1,202
South Leg														
Approach	468	0	468	490	0	0	958	203	0	203	334	0	0	537
Departure	521	0	521	245	0	0	766	131	0	131	493	0	0	624
Total	989	0	989	735	0	0	1,724	334	0	334	827	0	0	1,161
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	552	0	552	2	0	0	554	58	0	58	7	0	0	65
Departure	710	0	710	6	0	0	716	184	0	184	4	0	0	188
Total	1,262	0	1,262	8	0	0	1,270	242	0	242	11	0	0	253
Total Approaches														
Approach	1,894	0	1,894	735	0	0	2,629	481	0	481	827	0	0	1,308
Departure	1,894	0	1,894	735	0	0	2,629	481	0	481	827	0	0	1,308
Total	3,788	0	3,788	1,470	0	0	5,258	962	0	962	1,654	0	0	2,616

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
58 Briggs Road/McLaughlin Road														
NBL	1	-1	0	38	0		38	1	-1	0	118	0		118
NBT	480		480	144	0		624	204		204	154	0		358
NBR	154		154	0	0		154	5		5	0	0		5
SBL	23		23	2	0		25	22		22	7	0		29
SBT	501		501	220	0		721	126		126	409	0		535
SBR	10	-10	0	23	0		23	0	0	0	77	0		77
EBL	9	-9	0	343	0		343	0	0	0	175	0		175
EBT	0	0	0	0	0		0	0	0	0	0	0		0
EBR	0	0	0	8	0		8	0	0	0	7	0		7
WBL	36		36	0	0		36	8		8	0	0		8
WBT	0	0	0	0	0		0	0	0	0	0	0		0
WBR	185		185	3	0		188	14		14	7	0		21
North Leg														
Approach	534	-10	524	245	0	0	769	148	0	148	493	0	0	641
Departure	674	-9	665	490	0	0	1,155	218	0	218	336	0	0	554
Total	1,208	-19	1,189	735	0	0	1,924	366	0	366	829	0	0	1,195
South Leg														
Approach	635	-1	634	182	0	0	816	210	-1	209	272	0	0	481
Departure	537	0	537	228	0	0	765	134	0	134	416	0	0	550
Total	1,172	-1	1,171	410	0	0	1,581	344	-1	343	688	0	0	1,031
East Leg														
Approach	221	0	221	3	0	0	224	22	0	22	7	0	0	29
Departure	177	0	177	2	0	0	179	27	0	27	7	0	0	34
Total	398	0	398	5	0	0	403	49	0	49	14	0	0	63
West Leg														
Approach	9	-9	0	351	0	0	351	0	0	0	182	0	0	182
Departure	11	-11	0	61	0	0	61	1	-1	0	195	0	0	195
Total	20	-20	0	412	0	0	412	1	-1	0	377	0	0	377
Total Approaches														
Approach	1,399	-20	1,379	781	0	0	2,160	380	-1	379	954	0	0	1,333
Departure	1,399	-20	1,379	781	0	0	2,160	380	-1	379	954	0	0	1,333
Total	2,798	-40	2,758	1,562	0	0	4,320	760	-2	758	1,908	0	0	2,666

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
59 Briggs Road/Project Driveway 4														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	635		635	182	0		817	210		210	272	0		482
NBR	0		0	0	0		0	0		0	0	0		0
SBL	0		0	0	0		0	0		0	0	0		0
SBT	537		537	104	0		641	134		134	273	0		407
SBR	0		0	124	0		124	0		0	143	0		143
EBL	0		0	0	0		0	0		0	0	0		0
EBT	0		0	0	0		0	0		0	0	0		0
EBR	0		0	97	0		97	0		0	64	0		64
WBL	0		0	0	0		0	0		0	0	0		0
WBT	0		0	0	0		0	0		0	0	0		0
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	537	0	537	228	0	0	765	134	0	134	416	0	0	550
Departure	635	0	635	182	0	0	817	210	0	210	272	0	0	482
Total	1,172	0	1,172	410	0	0	1,582	344	0	344	688	0	0	1,032
South Leg														
Approach	635	0	635	182	0	0	817	210	0	210	272	0	0	482
Departure	537	0	537	201	0	0	738	134	0	134	337	0	0	471
Total	1,172	0	1,172	383	0	0	1,555	344	0	344	609	0	0	953
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	0	0	0	97	0	0	97	0	0	0	64	0	0	64
Departure	0	0	0	124	0	0	124	0	0	0	143	0	0	143
Total	0	0	0	221	0	0	221	0	0	0	207	0	0	207
Total Approaches														
Approach	1,172	0	1,172	507	0	0	1,679	344	0	344	752	0	0	1,096
Departure	1,172	0	1,172	507	0	0	1,679	344	0	344	752	0	0	1,096
Total	2,344	0	2,344	1,014	0	0	3,358	688	0	688	1,504	0	0	2,192

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
60 Briggs Road/Project Driveway 5 - Meadow Oak Street														
NBL	0		0	123	0		123	0		0	136	0		136
NBT	614		614	68	0		682	193		193	190	0		383
NBR	51		51	0	0		51	51		51	0	0		51
SBL	21		21	3	0		24	8		8	9	0		17
SBT	516		516	180	0		696	126		126	269	0		395
SBR	0		0	18	0		18	0		0	58	0		58
EBL	0		0	109	0		109	0		0	74	0		74
EBT	0		0	8	0		8	0		0	3	0		3
EBR	0		0	155	0		155	0		0	53	0		53
WBL	93		93	0	0		93	37		37	0	0		37
WBT	0		0	14	0		14	0		0	2	0		2
WBR	21		21	5	0		26	17		17	8	0		25
North Leg														
Approach	537	0	537	201	0	0	738	134	0	134	336	0	0	470
Departure	635	0	635	182	0	0	817	210	0	210	272	0	0	482
Total	1,172	0	1,172	383	0	0	1,555	344	0	344	608	0	0	952
South Leg														
Approach	665	0	665	191	0	0	856	244	0	244	326	0	0	570
Departure	609	0	609	335	0	0	944	163	0	163	322	0	0	485
Total	1,274	0	1,274	526	0	0	1,800	407	0	407	648	0	0	1,055
East Leg														
Approach	114	0	114	19	0	0	133	54	0	54	10	0	0	64
Departure	72	0	72	11	0	0	83	59	0	59	12	0	0	71
Total	186	0	186	30	0	0	216	113	0	113	22	0	0	135
West Leg														
Approach	0	0	0	272	0	0	272	0	0	0	130	0	0	130
Departure	0	0	0	155	0	0	155	0	0	0	196	0	0	196
Total	0	0	0	427	0	0	427	0	0	0	326	0	0	326
Total Approaches														
Approach	1,316	0	1,316	683	0	0	1,999	432	0	432	802	0	0	1,234
Departure	1,316	0	1,316	683	0	0	1,999	432	0	432	802	0	0	1,234
Total	2,632	0	2,632	1,366	0	0	3,998	864	0	864	1,604	0	0	2,468

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
61 Briggs Road/Project Driveway 6														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	665		665	191	0		856	244		244	326	0		570
NBR	0		0	0	0		0	0		0	0	0		0
SBL	0		0	0	0		0	0		0	0	0		0
SBT	609		609	298	0		907	163		163	199	0		362
SBR	0		0	38	0		38	0		0	124	0		124
EBL	0		0	0	0		0	0		0	0	0		0
EBT	0		0	0	0		0	0		0	0	0		0
EBR	0		0	99	0		99	0		0	67	0		67
WBL	0		0	0	0		0	0		0	0	0		0
WBT	0		0	0	0		0	0		0	0	0		0
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	609	0	609	336	0	0	945	163	0	163	323	0	0	486
Departure	665	0	665	191	0	0	856	244	0	244	326	0	0	570
Total	1,274	0	1,274	527	0	0	1,801	407	0	407	649	0	0	1,056
South Leg														
Approach	665	0	665	191	0	0	856	244	0	244	326	0	0	570
Departure	609	0	609	397	0	0	1,006	163	0	163	266	0	0	429
Total	1,274	0	1,274	588	0	0	1,862	407	0	407	592	0	0	999
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	0	0	0	99	0	0	99	0	0	0	67	0	0	67
Departure	0	0	0	38	0	0	38	0	0	0	124	0	0	124
Total	0	0	0	137	0	0	137	0	0	0	191	0	0	191
Total Approaches														
Approach	1,274	0	1,274	626	0	0	1,900	407	0	407	716	0	0	1,123
Departure	1,274	0	1,274	626	0	0	1,900	407	0	407	716	0	0	1,123
Total	2,548	0	2,548	1,252	0	0	3,800	814	0	814	1,432	0	0	2,246

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
62 Briggs Road/Project Driveway 7 - Hillridge Street														
NBL	0		0	67	0		67	0		0	148	0		148
NBT	665		665	177	0		842	244		244	295	0		539
NBR	0		0	0	0		0	0		0	0	0		0
SBL	0		0	0	0		0	0		0	0	0		0
SBT	609		609	370	0		979	163		163	236	0		399
SBR	0		0	27	0		27	0		0	30	0		30
EBL	0		0	14	0		14	0		0	31	0		31
EBT	0		0	0	0		0	0		0	0	0		0
EBR	0		0	68	0		68	0		0	72	0		72
WBL	0		0	0	0		0	0		0	0	0		0
WBT	0		0	0	0		0	0		0	0	0		0
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	609	0	609	397	0	0	1,006	163	0	163	266	0	0	429
Departure	665	0	665	191	0	0	856	244	0	244	326	0	0	570
Total	1,274	0	1,274	588	0	0	1,862	407	0	407	592	0	0	999
South Leg														
Approach	665	0	665	244	0	0	909	244	0	244	443	0	0	687
Departure	609	0	609	438	0	0	1,047	163	0	163	308	0	0	471
Total	1,274	0	1,274	682	0	0	1,956	407	0	407	751	0	0	1,158
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	0	0	0	82	0	0	82	0	0	0	103	0	0	103
Departure	0	0	0	94	0	0	94	0	0	0	178	0	0	178
Total	0	0	0	176	0	0	176	0	0	0	281	0	0	281
Total Approaches														
Approach	1,274	0	1,274	723	0	0	1,997	407	0	407	812	0	0	1,219
Departure	1,274	0	1,274	723	0	0	1,997	407	0	407	812	0	0	1,219
Total	2,548	0	2,548	1,446	0	0	3,994	814	0	814	1,624	0	0	2,438

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
63 Briggs Road/Matthews Road														
NBL	0			0	0		0	0			0	0		0
NBT	0		599	229	0		828	0		206	415	0		621
NBR	643		44	0	0		44	260		54	0	0		54
SBL	0		34	24	0		58	0		28	22	0		50
SBT	0		575	412	0		987	0		135	286	0		421
SBR	0			0	0		0	0			0	0		0
EBL	0			0	0		0	0			0	0		0
EBT	0			0	0		0	0			0	0		0
EBR	0			0	0		0	0			0	0		0
WBL	615		40	0	0		40	183		50	0	0		50
WBT	0			0	0		0	2			0	0		0
WBR	0		66	16	0		82	0		38	29	0		67
North Leg														
Approach	0	0	609	436	0	0	1,045	0	0	163	308	0	0	471
Departure	0	0	665	245	0	0	910	0	0	244	444	0	0	688
Total	0	0	1,274	681	0	0	1,955	0	0	407	752	0	0	1,159
South Leg														
Approach	643	0	643	229	0	0	872	260	0	260	415	0	0	675
Departure	615	0	615	412	0	0	1,027	183	0	185	286	0	0	471
Total	1,258	0	1,258	641	0	0	1,899	443	0	445	701	0	0	1,146
East Leg														
Approach	615	0	106	16	0	0	122	185	0	88	29	0	0	117
Departure	643	0	78	24	0	0	102	260	0	82	22	0	0	104
Total	1,258	0	184	40	0	0	224	445	0	170	51	0	0	221
West Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	2	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0
Total Approaches														
Approach	1,258	0	1,358	681	0	0	2,039	445	0	511	752	0	0	1,263
Departure	1,258	0	1,358	681	0	0	2,039	445	0	511	752	0	0	1,263
Total	2,516	0	2,716	1,362	0	0	4,078	890	0	1,022	1,504	0	0	2,526

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
68 I-215 SB Ramps/McCall Boulevard														
NBL	0		0	0	0		0	0		0	0	0		0
NBT	0		0	0	0		0	0		0	0	0		0
NBR	0		0	0	0		0	0		0	0	0		0
SBL	194		194	0	0		194	374		374	0	0		374
SBT	3		3	0	0		3	0		0	0	0		0
SBR	298		298	0	0		298	507		507	0	0		507
EBL	0		0	0	0		0	0		0	0	0		0
EBT	651		651	69	0		720	838		838	93	0		931
EBR	359		359	0	0		359	296		296	0	0		296
WBL	458		458	309	0		767	294		294	405	0		699
WBT	794		794	50	0		844	868		868	98	0		966
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	495	0	495	0	0	0	495	881	0	881	0	0	0	881
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	495	0	495	0	0	0	495	881	0	881	0	0	0	881
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	820	0	820	309	0	0	1,129	590	0	590	405	0	0	995
Total	820	0	820	309	0	0	1,129	590	0	590	405	0	0	995
East Leg														
Approach	1,252	0	1,252	359	0	0	1,611	1,162	0	1,162	503	0	0	1,665
Departure	845	0	845	69	0	0	914	1,212	0	1,212	93	0	0	1,305
Total	2,097	0	2,097	428	0	0	2,525	2,374	0	2,374	596	0	0	2,970
West Leg														
Approach	1,010	0	1,010	69	0	0	1,079	1,134	0	1,134	93	0	0	1,227
Departure	1,092	0	1,092	50	0	0	1,142	1,375	0	1,375	98	0	0	1,473
Total	2,102	0	2,102	119	0	0	2,221	2,509	0	2,509	191	0	0	2,700
Total Approaches														
Approach	2,757	0	2,757	428	0	0	3,185	3,177	0	3,177	596	0	0	3,773
Departure	2,757	0	2,757	428	0	0	3,185	3,177	0	3,177	596	0	0	3,773
Total	5,514	0	5,514	856	0	0	6,370	6,354	0	6,354	1,192	0	0	7,546

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
69 I-215 NB Ramps/McCall Boulevard														
NBL	222		222	0	0		222	407		407	0	0		407
NBT	4		4	0	0		4	5		5	0	0		5
NBR	248		248	353	0		601	566		566	410	0		976
SBL	0		0	0	0		0	0		0	0	0		0
SBT	0		0	0	0		0	0		0	0	0		0
SBR	0		0	0	0		0	0		0	0	0		0
EBL	231		231	0	0		231	301		301	0	0		301
EBT	614		614	69	0		683	911		911	93	0		1,004
EBR	0		0	0	0		0	0		0	0	0		0
WBL	0		0	0	0		0	0		0	0	0		0
WBT	1,030		1,030	359	0		1,389	755		755	505	0		1,260
WBR	448		448	0	0		448	205		205	0	0		205
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	683	0	683	0	0	0	683	511	0	511	0	0	0	511
Total	683	0	683	0	0	0	683	511	0	511	0	0	0	511
South Leg														
Approach	474	0	474	353	0	0	827	978	0	978	410	0	0	1,388
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	474	0	474	353	0	0	827	978	0	978	410	0	0	1,388
East Leg														
Approach	1,478	0	1,478	359	0	0	1,837	960	0	960	505	0	0	1,465
Departure	862	0	862	422	0	0	1,284	1,477	0	1,477	503	0	0	1,980
Total	2,340	0	2,340	781	0	0	3,121	2,437	0	2,437	1,008	0	0	3,445
West Leg														
Approach	845	0	845	69	0	0	914	1,212	0	1,212	93	0	0	1,305
Departure	1,252	0	1,252	359	0	0	1,611	1,162	0	1,162	505	0	0	1,667
Total	2,097	0	2,097	428	0	0	2,525	2,374	0	2,374	598	0	0	2,972
Total Approaches														
Approach	2,797	0	2,797	781	0	0	3,578	3,150	0	3,150	1,008	0	0	4,158
Departure	2,797	0	2,797	781	0	0	3,578	3,150	0	3,150	1,008	0	0	4,158
Total	5,594	0	5,594	1,562	0	0	7,156	6,300	0	6,300	2,016	0	0	8,316

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
70 Encanto Drive/McCall Boulevard														
NBL	176		176	0	0		176	150		150	0	0		150
NBT	20		20	0	0		20	21		21	0	0		21
NBR	49		49	7	0		56	24		24	3	0		27
SBL	19		19	0	0		19	30		30	0	0		30
SBT	16		16	0	0		16	17		17	0	0		17
SBR	148		148	0	0		148	133		133	0	0		133
EBL	109		109	0	0		109	150		150	0	0		150
EBT	656		656	422	0		1,078	1,095		1,095	503	0		1,598
EBR	97		97	0	0		97	231		231	0	0		231
WBL	51		51	6	0		57	32		32	4	0		36
WBT	1,154		1,154	359	0		1,513	676		676	505	0		1,181
WBR	17		17	0	0		17	20		20	0	0		20
North Leg														
Approach	183	0	183	0	0	0	183	180	0	180	0	0	0	180
Departure	146	0	146	0	0	0	146	191	0	191	0	0	0	191
Total	329	0	329	0	0	0	329	371	0	371	0	0	0	371
South Leg														
Approach	245	0	245	7	0	0	252	195	0	195	3	0	0	198
Departure	164	0	164	6	0	0	170	280	0	280	4	0	0	284
Total	409	0	409	13	0	0	422	475	0	475	7	0	0	482
East Leg														
Approach	1,222	0	1,222	365	0	0	1,587	728	0	728	509	0	0	1,237
Departure	724	0	724	429	0	0	1,153	1,149	0	1,149	506	0	0	1,655
Total	1,946	0	1,946	794	0	0	2,740	1,877	0	1,877	1,015	0	0	2,892
West Leg														
Approach	862	0	862	422	0	0	1,284	1,476	0	1,476	503	0	0	1,979
Departure	1,478	0	1,478	359	0	0	1,837	959	0	959	505	0	0	1,464
Total	2,340	0	2,340	781	0	0	3,121	2,435	0	2,435	1,008	0	0	3,443
Total Approaches														
Approach	2,512	0	2,512	794	0	0	3,306	2,579	0	2,579	1,015	0	0	3,594
Departure	2,512	0	2,512	794	0	0	3,306	2,579	0	2,579	1,015	0	0	3,594
Total	5,024	0	5,024	1,588	0	0	6,612	5,158	0	5,158	2,030	0	0	7,188

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
71 Sherman Road/McCall Boulevard														
NBL	88		88	0	0		88	76		76	0	0		76
NBT	26		26	0	0		26	11		11	0	0		11
NBR	15		15	17	0		32	16		16	16	0		32
SBL	42		42	2	0		44	23		23	2	0		25
SBT	16		16	0	0		16	10		10	0	0		10
SBR	56		56	0	0		56	22		22	0	0		22
EBL	121		121	0	0		121	83		83	0	0		83
EBT	678		678	428	0		1,106	998		998	506	0		1,504
EBR	33		33	0	0		33	75		75	0	0		75
WBL	27		27	10	0		37	20		20	21	0		41
WBT	991		991	365	0		1,356	593		593	509	0		1,102
WBR	46		46	1	0		47	23		23	3	0		26
North Leg														
Approach	114	0	114	2	0	0	116	55	0	55	2	0	0	57
Departure	193	0	193	1	0	0	194	117	0	117	3	0	0	120
Total	307	0	307	3	0	0	310	172	0	172	5	0	0	177
South Leg														
Approach	129	0	129	17	0	0	146	103	0	103	16	0	0	119
Departure	76	0	76	10	0	0	86	105	0	105	21	0	0	126
Total	205	0	205	27	0	0	232	208	0	208	37	0	0	245
East Leg														
Approach	1,064	0	1,064	376	0	0	1,440	636	0	636	533	0	0	1,169
Departure	735	0	735	447	0	0	1,182	1,037	0	1,037	524	0	0	1,561
Total	1,799	0	1,799	823	0	0	2,622	1,673	0	1,673	1,057	0	0	2,730
West Leg														
Approach	832	0	832	428	0	0	1,260	1,156	0	1,156	506	0	0	1,662
Departure	1,135	0	1,135	365	0	0	1,500	691	0	691	509	0	0	1,200
Total	1,967	0	1,967	793	0	0	2,760	1,847	0	1,847	1,015	0	0	2,862
Total Approaches														
Approach	2,139	0	2,139	823	0	0	2,962	1,950	0	1,950	1,057	0	0	3,007
Departure	2,139	0	2,139	823	0	0	2,962	1,950	0	1,950	1,057	0	0	3,007
Total	4,278	0	4,278	1,646	0	0	5,924	3,900	0	3,900	2,114	0	0	6,014

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
72 Antelope Road/McCall Boulevard														
NBL	45		45	0	0		45	23		23	0	0		23
NBT	8		8	0	0		8	2		2	0	0		2
NBR	77		77	7	0		84	30		30	3	0		33
SBL	19		19	2	0		21	6		6	7	0		13
SBT	2		2	0	0		2	3		3	0	0		3
SBR	74		74	0	0		74	41		41	0	0		41
EBL	42		42	0	0		42	56		56	0	0		56
EBT	716		716	451	0		1,167	824		824	532	0		1,356
EBR	14		14	0	0		14	47		47	0	0		47
WBL	41		41	4	0		45	21		21	4	0		25
WBT	876		876	376	0		1,252	561		561	538	0		1,099
WBR	40		40	6	0		46	8		8	4	0		12
North Leg														
Approach	95	0	95	2	0	0	97	50	0	50	7	0	0	57
Departure	90	0	90	6	0	0	96	66	0	66	4	0	0	70
Total	185	0	185	8	0	0	193	116	0	116	11	0	0	127
South Leg														
Approach	130	0	130	7	0	0	137	55	0	55	3	0	0	58
Departure	57	0	57	4	0	0	61	71	0	71	4	0	0	75
Total	187	0	187	11	0	0	198	126	0	126	7	0	0	133
East Leg														
Approach	957	0	957	386	0	0	1,343	590	0	590	546	0	0	1,136
Departure	812	0	812	460	0	0	1,272	860	0	860	542	0	0	1,402
Total	1,769	0	1,769	846	0	0	2,615	1,450	0	1,450	1,088	0	0	2,538
West Leg														
Approach	772	0	772	451	0	0	1,223	927	0	927	532	0	0	1,459
Departure	995	0	995	376	0	0	1,371	625	0	625	538	0	0	1,163
Total	1,767	0	1,767	827	0	0	2,594	1,552	0	1,552	1,070	0	0	2,622
Total Approaches														
Approach	1,954	0	1,954	846	0	0	2,800	1,622	0	1,622	1,088	0	0	2,710
Departure	1,954	0	1,954	846	0	0	2,800	1,622	0	1,622	1,088	0	0	2,710
Total	3,908	0	3,908	1,692	0	0	5,600	3,244	0	3,244	2,176	0	0	5,420

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
73 Junipero Road/McCall Boulevard														
NBL	4		4	0	0		4	4		4	0	0		4
NBT	4		4	0	0		4	0		0	0	0		0
NBR	4		4	0	0		4	1		1	0	0		1
SBL	63		63	0	0		63	8		8	0	0		8
SBT	1		1	0	0		1	0		0	0	0		0
SBR	175		175	0	0		175	34		34	0	0		34
EBL	189		189	0	0		189	19		19	0	0		19
EBT	686		686	464	0		1,150	735		735	552	0		1,287
EBR	2		2	0	0		2	4		4	0	0		4
WBL	2		2	0	0		2	0		0	0	0		0
WBT	852		852	390	0		1,242	531		531	554	0		1,085
WBR	146		146	0	0		146	10		10	0	0		10
North Leg														
Approach	239	0	239	0	0	0	239	42	0	42	0	0	0	42
Departure	339	0	339	0	0	0	339	29	0	29	0	0	0	29
Total	578	0	578	0	0	0	578	71	0	71	0	0	0	71
South Leg														
Approach	12	0	12	0	0	0	12	5	0	5	0	0	0	5
Departure	5	0	5	0	0	0	5	4	0	4	0	0	0	4
Total	17	0	17	0	0	0	17	9	0	9	0	0	0	9
East Leg														
Approach	1,000	0	1,000	390	0	0	1,390	541	0	541	554	0	0	1,095
Departure	753	0	753	464	0	0	1,217	744	0	744	552	0	0	1,296
Total	1,753	0	1,753	854	0	0	2,607	1,285	0	1,285	1,106	0	0	2,391
West Leg														
Approach	877	0	877	464	0	0	1,341	758	0	758	552	0	0	1,310
Departure	1,031	0	1,031	390	0	0	1,421	569	0	569	554	0	0	1,123
Total	1,908	0	1,908	854	0	0	2,762	1,327	0	1,327	1,106	0	0	2,433
Total Approaches														
Approach	2,128	0	2,128	854	0	0	2,982	1,346	0	1,346	1,106	0	0	2,452
Departure	2,128	0	2,128	854	0	0	2,982	1,346	0	1,346	1,106	0	0	2,452
Total	4,256	0	4,256	1,708	0	0	5,964	2,692	0	2,692	2,212	0	0	4,904

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
74 Menifee Road/McCall Boulevard														
NBL	322		322	0	0		322	150		150	0	0		150
NBT	257		257	177	0		434	244		244	207	0		451
NBR	46		46	0	0		46	39		39	0	0		39
SBL	139		139	22	0		161	51		51	67	0		118
SBT	233		233	71	0		304	175		175	251	0		426
SBR	140		140	126	0		266	157		157	412	0		569
EBL	126		126	367	0		493	187		187	314	0		501
EBT	348		348	97	0		445	378		378	238	0		616
EBR	279		279	0	0		279	179		179	0	0		179
WBL	44		44	0	0		44	20		20	0	0		20
WBT	538		538	264	0		802	234		234	142	0		376
WBR	153		153	53	0		206	27		27	55	0		82
North Leg														
Approach	512	0	512	219	0	0	731	383	0	383	730	0	0	1,113
Departure	536	0	536	597	0	0	1,133	458	0	458	576	0	0	1,034
Total	1,048	0	1,048	816	0	0	1,864	841	0	841	1,306	0	0	2,147
South Leg														
Approach	625	0	625	177	0	0	802	433	0	433	207	0	0	640
Departure	556	0	556	71	0	0	627	374	0	374	251	0	0	625
Total	1,181	0	1,181	248	0	0	1,429	807	0	807	458	0	0	1,265
East Leg														
Approach	735	0	735	317	0	0	1,052	281	0	281	197	0	0	478
Departure	533	0	533	119	0	0	652	468	0	468	305	0	0	773
Total	1,268	0	1,268	436	0	0	1,704	749	0	749	502	0	0	1,251
West Leg														
Approach	753	0	753	464	0	0	1,217	744	0	744	552	0	0	1,296
Departure	1,000	0	1,000	390	0	0	1,390	541	0	541	554	0	0	1,095
Total	1,753	0	1,753	854	0	0	2,607	1,285	0	1,285	1,106	0	0	2,391
Total Approaches														
Approach	2,625	0	2,625	1,177	0	0	3,802	1,841	0	1,841	1,686	0	0	3,527
Departure	2,625	0	2,625	1,177	0	0	3,802	1,841	0	1,841	1,686	0	0	3,527
Total	5,250	0	5,250	2,354	0	0	7,604	3,682	0	3,682	3,372	0	0	7,054

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
75 Heritage Lake Drive (West)/McCall Boulevard														
NBL	218		218	21	0		239	64		64	25	0		89
NBT	171		171	0	0		171	14		14	0	0		14
NBR	43		43	9	0		52	18		18	10	0		28
SBL	29		29	6	0		35	8		8	2	0		10
SBT	103		103	0	0		103	15		15	0	0		15
SBR	72		72	0	0		72	38		38	0	0		38
EBL	86		86	0	0		86	42		42	0	0		42
EBT	314		314	113	0		427	311		311	276	0		587
EBR	133		133	9	0		142	115		115	31	0		146
WBL	29		29	10	0		39	22		22	7	0		29
WBT	445		445	295	0		740	179		179	172	0		351
WBR	104		104	4	0		108	8		8	2	0		10
North Leg														
Approach	204	0	204	6	0	0	210	61	0	61	2	0	0	63
Departure	361	0	361	4	0	0	365	64	0	64	2	0	0	66
Total	565	0	565	10	0	0	575	125	0	125	4	0	0	129
South Leg														
Approach	432	0	432	30	0	0	462	96	0	96	35	0	0	131
Departure	265	0	265	19	0	0	284	152	0	152	38	0	0	190
Total	697	0	697	49	0	0	746	248	0	248	73	0	0	321
East Leg														
Approach	578	0	578	309	0	0	887	209	0	209	181	0	0	390
Departure	386	0	386	128	0	0	514	337	0	337	288	0	0	625
Total	964	0	964	437	0	0	1,401	546	0	546	469	0	0	1,015
West Leg														
Approach	533	0	533	122	0	0	655	468	0	468	307	0	0	775
Departure	735	0	735	316	0	0	1,051	281	0	281	197	0	0	478
Total	1,268	0	1,268	438	0	0	1,706	749	0	749	504	0	0	1,253
Total Approaches														
Approach	1,747	0	1,747	467	0	0	2,214	834	0	834	525	0	0	1,359
Departure	1,747	0	1,747	467	0	0	2,214	834	0	834	525	0	0	1,359
Total	3,494	0	3,494	934	0	0	4,428	1,668	0	1,668	1,050	0	0	2,718

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
76 Heritage Lake Drive (East)/McCall Boulevard														
NBL	190		190	22	0		212	47		47	17	0		64
NBT	112		112	0	0		112	18		18	0	0		18
NBR	80		80	24	0		104	14		14	28	0		42
SBL	53		53	7	0		60	21		21	1	0		22
SBT	116		116	0	0		116	19		19	0	0		19
SBR	38		38	0	0		38	20		20	0	0		20
EBL	19		19	0	0		19	34		34	0	0		34
EBT	224		224	120	0		344	176		176	259	0		435
EBR	154		154	9	0		163	71		71	22	0		93
WBL	61		61	17	0		78	10		10	28	0		38
WBT	277		277	285	0		562	121		121	160	0		281
WBR	35		35	5	0		40	18		18	2	0		20
North Leg														
Approach	207	0	207	7	0	0	214	60	0	60	1	0	0	61
Departure	166	0	166	5	0	0	171	70	0	70	2	0	0	72
Total	373	0	373	12	0	0	385	130	0	130	3	0	0	133
South Leg														
Approach	382	0	382	46	0	0	428	79	0	79	45	0	0	124
Departure	331	0	331	26	0	0	357	100	0	100	50	0	0	150
Total	713	0	713	72	0	0	785	179	0	179	95	0	0	274
East Leg														
Approach	373	0	373	307	0	0	680	149	0	149	190	0	0	339
Departure	357	0	357	151	0	0	508	211	0	211	288	0	0	499
Total	730	0	730	458	0	0	1,188	360	0	360	478	0	0	838
West Leg														
Approach	397	0	397	129	0	0	526	281	0	281	281	0	0	562
Departure	505	0	505	307	0	0	812	188	0	188	177	0	0	365
Total	902	0	902	436	0	0	1,338	469	0	469	458	0	0	927
Total Approaches														
Approach	1,359	0	1,359	489	0	0	1,848	569	0	569	517	0	0	1,086
Departure	1,359	0	1,359	489	0	0	1,848	569	0	569	517	0	0	1,086
Total	2,718	0	2,718	978	0	0	3,696	1,138	0	1,138	1,034	0	0	2,172

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Table C-5 - Existing (2022) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustment	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project	Existing Traffic Volumes	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Existing with Project
77 Briggs Road/McCall Boulevard														
NBL	49		49	0	0		49	35		35	0	0		35
NBT	320		320	72	0		392	104		104	120	0		224
NBR	0		0	0	0		0	0		0	0	0		0
SBL	0		0	0	0		0	0		0	0	0		0
SBT	314		314	102	0		416	67		67	88	0		155
SBR	311		311	308	0		619	106		106	188	0		294
EBL	289		289	150	0		439	169		169	290	0		459
EBT	0		0	0	0		0	0		0	0	0		0
EBR	68		68	0	0		68	42		42	0	0		42
WBL	0		0	0	0		0	0		0	0	0		0
WBT	0		0	0	0		0	0		0	0	0		0
WBR	0		0	0	0		0	0		0	0	0		0
North Leg														
Approach	625	0	625	410	0	0	1,035	173	0	173	276	0	0	449
Departure	609	0	609	222	0	0	831	273	0	273	410	0	0	683
Total	1,234	0	1,234	632	0	0	1,866	446	0	446	686	0	0	1,132
South Leg														
Approach	369	0	369	72	0	0	441	139	0	139	120	0	0	259
Departure	382	0	382	102	0	0	484	109	0	109	88	0	0	197
Total	751	0	751	174	0	0	925	248	0	248	208	0	0	456
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	357	0	357	150	0	0	507	211	0	211	290	0	0	501
Departure	360	0	360	308	0	0	668	141	0	141	188	0	0	329
Total	717	0	717	458	0	0	1,175	352	0	352	478	0	0	830
Total Approaches														
Approach	1,351	0	1,351	632	0	0	1,983	523	0	523	686	0	0	1,209
Departure	1,351	0	1,351	632	0	0	1,983	523	0	523	686	0	0	1,209
Total	2,702	0	2,702	1,264	0	0	3,966	1,046	0	1,046	1,372	0	0	2,418

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
28 I-215 SB Ramps - SR-74/Bonnie Drive										
NBL	217	424	27	244		244	10	0		254
NBT	392	622	30	422		422	0	0		422
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	598	804	27	625		625	318	0		943
SBR	27	67	5	32		32	0	0		32
EBL	33	225	25	58		58	0	0		58
EBT	0	0	0	0		0	0	0		0
EBR	172	777	79	251		251	14	0		265
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	625	871	32	657	0	657	318	0	0	975
Departure	425	847	55	480	0	480	0	0	0	480
Total	1,050	1,718	87	1,137	0	1,137	318	0	0	1,455
South Leg										
Approach	609	1,046	57	666	0	666	10	0	0	676
Departure	770	1,581	106	876	0	876	332	0	0	1,208
Total	1,379	2,627	163	1,542	0	1,542	342	0	0	1,884
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	205	1,002	104	309	0	309	14	0	0	323
Departure	244	491	32	276	0	276	10	0	0	286
Total	449	1,493	136	585	0	585	24	0	0	609
Total Approaches										
Approach	1,439	2,919	193	1,632	0	1,632	342	0	0	1,974
Departure	1,439	2,919	193	1,632	0	1,632	342	0	0	1,974
Total	2,878	5,838	386	3,264	0	3,264	684	0	0	3,948

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
29 I-215 NB Ramps/SR-74										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	185	310	16	201		201	0	0		201
SBT	0	0	0	0		0	0	0		0
SBR	13	16	0	13		13	0	0		13
EBL	19	23	1	20		20	0	0		20
EBT	751	1,558	105	856		856	332	0		1188
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	596	1,030	57	653		653	10	0		663
WBR	869	1,172	40	909		909	239	0		1148
North Leg										
Approach	198	326	16	214	0	214	0	0	0	214
Departure	888	1,195	41	929	0	929	239	0	0	1,168
Total	1,086	1,521	57	1,143	0	1,143	239	0	0	1,382
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1,465	2,202	97	1,562	0	1,562	249	0	0	1,811
Departure	936	1,868	121	1,057	0	1,057	332	0	0	1,389
Total	2,401	4,070	218	2,619	0	2,619	581	0	0	3,200
West Leg										
Approach	770	1,581	106	876	0	876	332	0	0	1,208
Departure	609	1,046	57	666	0	666	10	0	0	676
Total	1,379	2,627	163	1,542	0	1,542	342	0	0	1,884
Total Approaches										
Approach	2,433	4,109	219	2,652	0	2,652	581	0	0	3,233
Departure	2,433	4,109	219	2,652	0	2,652	581	0	0	3,233
Total	4,866	8,218	438	5,304	0	5,304	1,162	0	0	6,466

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
30 Trumble Road/SR-74										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	53	61	1	54		54	0	0		54
SBT	0	0	0	0		0	0	0		0
SBR	388	618	30	418		418	0	0		418
EBL	184	504	42	226		226	0	0		226
EBT	752	1,364	80	832		832	332	0		1164
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	1,077	1,584	66	1,143		1,143	251	0		1394
WBR	30	48	2	32		32	0	0		32
North Leg										
Approach	441	679	31	472	0	472	0	0	0	472
Departure	214	552	44	258	0	258	0	0	0	258
Total	655	1,231	75	730	0	730	0	0	0	730
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1,107	1,632	68	1,175	0	1,175	251	0	0	1,426
Departure	805	1,425	81	886	0	886	332	0	0	1,218
Total	1,912	3,057	149	2,061	0	2,061	583	0	0	2,644
West Leg										
Approach	936	1,868	122	1,058	0	1,058	332	0	0	1,390
Departure	1,465	2,202	96	1,561	0	1,561	251	0	0	1,812
Total	2,401	4,070	218	2,619	0	2,619	583	0	0	3,202
Total Approaches										
Approach	2,484	4,179	221	2,705	0	2,705	583	0	0	3,288
Departure	2,484	4,179	221	2,705	0	2,705	583	0	0	3,288
Total	4,968	8,358	442	5,410	0	5,410	1,166	0	0	6,576

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
31 Sherman Road/SR-74 (West)										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	123	371	32	155		155	0	0		155
EBL	0	0	0	0		0	0	0		0
EBT	840	1,448	79	919		919	332	0		1251
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	978	1,316	44	1,022		1,022	251	0		1273
WBR	32	470	57	89		89	0	0		89
North Leg										
Approach	123	371	32	155	0	155	0	0	0	155
Departure	32	470	57	89	0	89	0	0	0	89
Total	155	841	89	244	0	244	0	0	0	244
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1,010	1,786	101	1,111	0	1,111	251	0	0	1,362
Departure	840	1,448	79	919	0	919	332	0	0	1,251
Total	1,850	3,234	180	2,030	0	2,030	583	0	0	2,613
West Leg										
Approach	840	1,448	79	919	0	919	332	0	0	1,251
Departure	1,101	1,687	76	1,177	0	1,177	251	0	0	1,428
Total	1,941	3,135	155	2,096	0	2,096	583	0	0	2,679
Total Approaches										
Approach	1,973	3,605	212	2,185	0	2,185	583	0	0	2,768
Departure	1,973	3,605	212	2,185	0	2,185	583	0	0	2,768
Total	3,946	7,210	424	4,370	0	4,370	1,166	0	0	5,536

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
32 Sherman Road/SR-74 (East)										
NBL	56	463	53	109		109	0	0		109
NBT	2	3	0	2		2	0	0		2
NBR	162	252	12	174		174	0	0		174
SBL	7	8	0	7		7	0	0		7
SBT	7	12	1	8		8	0	0		8
SBR	3	4	0	3		3	0	0		3
EBL	12	17	1	13		13	0	0		13
EBT	803	1,178	49	852		852	332	0		1184
EBR	25	253	30	55		55	0	0		55
WBL	148	267	16	164		164	0	0		164
WBT	951	1,319	48	999		999	251	0		1250
WBR	8	9	0	8		8	0	0		8
North Leg										
Approach	17	24	1	18	0	18	0	0	0	18
Departure	22	29	1	23	0	23	0	0	0	23
Total	39	54	2	41	0	41	0	0	0	41
South Leg										
Approach	220	718	65	285	0	285	0	0	0	285
Departure	180	532	47	227	0	227	0	0	0	227
Total	400	1,250	112	512	0	512	0	0	0	512
East Leg										
Approach	1,107	1,595	64	1,171	0	1,171	251	0	0	1,422
Departure	972	1,438	61	1,033	0	1,033	332	0	0	1,365
Total	2,079	3,034	125	2,204	0	2,204	583	0	0	2,787
West Leg										
Approach	840	1,448	80	920	0	920	332	0	0	1,252
Departure	1,010	1,786	101	1,111	0	1,111	251	0	0	1,362
Total	1,850	3,234	181	2,031	0	2,031	583	0	0	2,614
Total Approaches										
Approach	2,184	3,786	210	2,394	0	2,394	583	0	0	2,977
Departure	2,184	3,786	210	2,394	0	2,394	583	0	0	2,977
Total	4,368	7,572	420	4,788	0	4,788	1,166	0	0	5,954

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
33 Antelope Road/SR-74										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	72	136	8	80		80	3	0		83
SBT	0	0	0	0		0	0	0		0
SBR	44	59	2	46		46	0	0		46
EBL	69	84	2	71		71	0	0		71
EBT	770	1,237	61	831		831	332	0		1163
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	986	1,444	60	1,046		1,046	251	0		1297
WBR	130	204	10	140		140	2	0		142
North Leg										
Approach	116	195	10	126	0	126	3	0	0	129
Departure	199	288	12	211	0	211	2	0	0	213
Total	315	483	22	337	0	337	5	0	0	342
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1,116	1,648	70	1,186	0	1,186	253	0	0	1,439
Departure	842	1,373	69	911	0	911	335	0	0	1,246
Total	1,958	3,021	139	2,097	0	2,097	588	0	0	2,685
West Leg										
Approach	839	1,321	63	902	0	902	332	0	0	1,234
Departure	1,030	1,503	62	1,092	0	1,092	251	0	0	1,343
Total	1,869	2,824	125	1,994	0	1,994	583	0	0	2,577
Total Approaches										
Approach	2,071	3,164	143	2,214	0	2,214	588	0	0	2,802
Departure	2,071	3,164	143	2,214	0	2,214	588	0	0	2,802
Total	4,142	6,328	286	4,428	0	4,428	1,176	0	0	5,604

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
34 Palomar Road/SR-74										
NBL	48	176	17	65		65	0	0		65
NBT	33	103	9	42		42	0	0		42
NBR	152	361	27	179		179	9	0		188
SBL	38	65	4	42		42	0	0		42
SBT	37	148	14	51		51	0	0		51
SBR	41	108	9	50		50	0	0		50
EBL	52	104	7	59		59	0	0		59
EBT	733	1,116	50	783		783	337	0		1120
EBR	33	118	11	44		44	0	0		44
WBL	101	208	14	115		115	2	0		117
WBT	1,031	1,390	47	1,078		1,078	253	0		1331
WBR	27	31	1	28		28	0	0		28
North Leg										
Approach	116	321	27	143	0	143	0	0	0	143
Departure	112	238	17	129	0	129	0	0	0	129
Total	228	559	44	272	0	272	0	0	0	272
South Leg										
Approach	233	640	53	286	0	286	9	0	0	295
Departure	171	474	39	210	0	210	2	0	0	212
Total	404	1,114	92	496	0	496	11	0	0	507
East Leg										
Approach	1,159	1,629	62	1,221	0	1,221	255	0	0	1,476
Departure	923	1,542	81	1,004	0	1,004	346	0	0	1,350
Total	2,082	3,171	143	2,225	0	2,225	601	0	0	2,826
West Leg										
Approach	818	1,338	68	886	0	886	337	0	0	1,223
Departure	1,120	1,674	73	1,193	0	1,193	253	0	0	1,446
Total	1,938	3,012	141	2,079	0	2,079	590	0	0	2,669
Total Approaches										
Approach	2,326	3,928	210	2,536	0	2,536	601	0	0	3,137
Departure	2,326	3,928	210	2,536	0	2,536	601	0	0	3,137
Total	4,652	7,856	420	5,072	0	5,072	1,202	0	0	6,274

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
39 I-215 SB Ramps/Ethanac Road										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	105	215	14	119		119	0	0		119
SBT	1	1	0	1		1	0	0		1
SBR	291	507	28	319		319	0	0		319
EBL	0	0	0	0		0	0	0		0
EBT	738	1,412	88	826		826	22	0		848
EBR	545	712	22	567		567	0	0		567
WBL	119	228	14	133		133	123	0		256
WBT	530	1,265	96	626		626	9	0		635
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	397	723	42	439	0	439	0	0	0	439
Departure	0	0	0	0	0	0	0	0	0	0
Total	397	723	42	439	0	439	0	0	0	439
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	665	941	36	701	0	701	123	0	0	824
Total	665	941	36	701	0	701	123	0	0	824
East Leg										
Approach	649	1,493	110	759	0	759	132	0	0	891
Departure	843	1,627	102	945	0	945	22	0	0	967
Total	1,492	3,120	212	1,704	0	1,704	154	0	0	1,858
West Leg										
Approach	1,283	2,124	110	1,393	0	1,393	22	0	0	1,415
Departure	821	1,772	124	945	0	945	9	0	0	954
Total	2,104	3,896	234	2,338	0	2,338	31	0	0	2,369
Total Approaches										
Approach	2,329	4,340	262	2,591	0	2,591	154	0	0	2,745
Departure	2,329	4,340	262	2,591	0	2,591	154	0	0	2,745
Total	4,658	8,680	524	5,182	0	5,182	308	0	0	5,490

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
40 I-215 NB Ramps/Ethanac Road										
NBL	296	460	21	317		317	0	0		317
NBT	1	1	0	1		1	0	0		1
NBR	148	230	11	159		159	136	0		295
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	298	358	8	306		306	0	0		306
EBT	545	1,269	94	639		639	22	0		661
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	353	1,033	89	442		442	132	0		574
WBR	163	247	11	174		174	0	0		174
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	462	606	19	481	0	481	0	0	0	481
Total	462	606	19	481	0	481	0	0	0	481
South Leg										
Approach	445	691	32	477	0	477	136	0	0	613
Departure	0	0	0	0	0	0	0	0	0	0
Total	445	691	32	477	0	477	136	0	0	613
East Leg										
Approach	516	1,280	100	616	0	616	132	0	0	748
Departure	693	1,499	105	798	0	798	158	0	0	956
Total	1,209	2,779	205	1,414	0	1,414	290	0	0	1,704
West Leg										
Approach	843	1,627	102	945	0	945	22	0	0	967
Departure	649	1,493	110	759	0	759	132	0	0	891
Total	1,492	3,120	212	1,704	0	1,704	154	0	0	1,858
Total Approaches										
Approach	1,804	3,598	234	2,038	0	2,038	290	0	0	2,328
Departure	1,804	3,598	234	2,038	0	2,038	290	0	0	2,328
Total	3,608	7,196	468	4,076	0	4,076	580	0	0	4,656

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

		AM Peak Hour								
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
41	**Encanto Drive/Ethanac Road**										
NBL		64	516	59	123		123	0	0		123
NBT		0	0	0	0		0	0	0		0
NBR		37	114	10	47		47	0	0		47
SBL		0	0	0	0		0	0	0		0
SBT		0	0	0	0		0	0	0		0
SBR		0	0	0	0		0	0	0		0
EBL		0	0	0	0		0	0	0		0
EBT		585	994	53	638		638	158	0		796
EBR		108	505	52	160		160	0	0		160
WBL		40	71	4	44		44	0	0		44
WBT		452	764	41	493		493	132	0		625
WBR		0	0	0	0		0	0	0		0
North Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
South Leg											
	Approach	101	630	69	170	0	170	0	0	0	170
	Departure	148	576	56	204	0	204	0	0	0	204
	Total	249	1,206	125	374	0	374	0	0	0	374
East Leg											
	Approach	492	835	45	537	0	537	132	0	0	669
	Departure	622	1,108	63	685	0	685	158	0	0	843
	Total	1,114	1,943	108	1,222	0	1,222	290	0	0	1,512
West Leg											
	Approach	693	1,499	105	798	0	798	158	0	0	956
	Departure	516	1,280	100	616	0	616	132	0	0	748
	Total	1,209	2,779	205	1,414	0	1,414	290	0	0	1,704
Total Approaches											
	Approach	1,286	2,964	219	1,505	0	1,505	290	0	0	1,795
	Departure	1,286	2,964	219	1,505	0	1,505	290	0	0	1,795
	Total	2,572	5,928	438	3,010	0	3,010	580	0	0	3,590

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

		AM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
42	**Sherman Road/Ethanac Road**										
NBL		4	69	8	12		12	0	0		12
NBT		0	0	0	0		0	0	0		0
NBR		2	139	18	20		20	0	0		20
SBL		0	0	0	0		0	2	0		2
SBT		4	34	4	8		8	0	0		8
SBR		127	313	24	151		151	0	0		151
EBL		144	372	30	174		174	0	0		174
EBT		413	575	21	434		434	158	0		592
EBR		16	19	0	16		16	0	0		16
WBL		7	30	3	10		10	0	0		10
WBT		297	367	9	306		306	132	0		438
WBR		6	55	6	12		12	3	0		15
North Leg											
	Approach	131	347	28	159	0	159	2	0	0	161
	Departure	150	427	36	186	0	186	3	0	0	189
	Total	281	774	64	345	0	345	5	0	0	350
South Leg											
	Approach	6	208	26	32	0	32	0	0	0	32
	Departure	27	83	7	34	0	34	0	0	0	34
	Total	33	291	33	66	0	66	0	0	0	66
East Leg											
	Approach	310	452	18	328	0	328	135	0	0	463
	Departure	415	714	39	454	0	454	160	0	0	614
	Total	725	1,166	57	782	0	782	295	0	0	1,077
West Leg											
	Approach	573	966	51	624	0	624	158	0	0	782
	Departure	428	749	41	469	0	469	132	0	0	601
	Total	1,001	1,715	92	1,093	0	1,093	290	0	0	1,383
Total Approaches											
	Approach	1,020	1,973	123	1,143	0	1,143	295	0	0	1,438
	Departure	1,020	1,973	123	1,143	0	1,143	295	0	0	1,438
	Total	2,040	3,946	246	2,286	0	2,286	590	0	0	2,876

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

		AM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
43	**Jackson Avenue/Ethanac Road**										
NBL		0	0	0	0		0	0	0		0
NBT		0	0	0	0		0	0	0		0
NBR		0	0	0	0		0	0	0		0
SBL		12	70	8	20		20	0	0		20
SBT		0	0	0	0		0	0	0		0
SBR		1	3	0	1		1	0	0		1
EBL		0	0	0	0		0	0	0		0
EBT		282	442	21	303		303	165	0		468
EBR		124	208	11	135		135	0	0		135
WBL		0	0	0	0		0	0	0		0
WBT		320	496	23	343		343	137	0		480
WBR		14	221	27	41		41	0	0		41
North Leg											
	Approach	13	73	8	21	0	21	0	0	0	21
	Departure	14	221	27	41	0	41	0	0	0	41
	Total	27	294	35	62	0	62	0	0	0	62
South Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	124	208	11	135	0	135	0	0	0	135
	Total	124	208	11	135	0	135	0	0	0	135
East Leg											
	Approach	334	717	50	384	0	384	137	0	0	521
	Departure	294	512	29	323	0	323	165	0	0	488
	Total	628	1,229	79	707	0	707	302	0	0	1,009
West Leg											
	Approach	406	650	32	438	0	438	165	0	0	603
	Departure	321	499	23	344	0	344	137	0	0	481
	Total	727	1,149	55	782	0	782	302	0	0	1,084
Total Approaches											
	Approach	753	1,440	90	843	0	843	302	0	0	1,145
	Departure	753	1,440	90	843	0	843	302	0	0	1,145
	Total	1,506	2,880	180	1,686	0	1,686	604	0	0	2,290

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
44 Antelope Road/Ethanac Road										
NBL	64	216	20	84		84	0	0		84
NBT	0	0	0	0		0	0	0		0
NBR	5	68	8	13		13	0	0		13
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	294	512	28	322		322	165	0		487
EBR	0	0	0	0		0	0	0		0
WBL	3	22	2	5		5	0	0		5
WBT	270	501	30	300		300	137	0		437
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	69	284	28	97	0	97	0	0	0	97
Departure	3	22	2	5	0	5	0	0	0	5
Total	72	306	30	102	0	102	0	0	0	102
East Leg										
Approach	273	523	32	305	0	305	137	0	0	442
Departure	299	580	36	335	0	335	165	0	0	500
Total	572	1,103	68	640	0	640	302	0	0	942
West Leg										
Approach	294	512	28	322	0	322	165	0	0	487
Departure	334	717	50	384	0	384	137	0	0	521
Total	628	1,229	78	706	0	706	302	0	0	1,008
Total Approaches										
Approach	636	1,319	88	724	0	724	302	0	0	1,026
Departure	636	1,319	88	724	0	724	302	0	0	1,026
Total	1,272	2,638	176	1,448	0	1,448	604	0	0	2,052

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
45 Palomar Road/Matthews Road										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	38	200	21	59		59	0	0		59
SBT	0	0	0	0		0	0	0		0
SBR	113	254	18	131		131	2	0		133
EBL	162	362	26	188		188	9	0		197
EBT	109	196	11	120		120	156	0		276
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	115	307	25	140		140	135	0		275
WBR	31	241	27	58		58	0	0		58
North Leg										
Approach	151	454	39	190	0	190	2	0	0	192
Departure	193	603	53	246	0	246	9	0	0	255
Total	344	1,057	92	436	0	436	11	0	0	447
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	146	548	52	198	0	198	135	0	0	333
Departure	147	396	32	179	0	179	156	0	0	335
Total	293	944	84	377	0	377	291	0	0	668
West Leg										
Approach	271	558	37	308	0	308	165	0	0	473
Departure	228	561	43	271	0	271	137	0	0	408
Total	499	1,119	80	579	0	579	302	0	0	881
Total Approaches										
Approach	568	1,560	128	696	0	696	302	0	0	998
Departure	568	1,560	128	696	0	696	302	0	0	998
Total	1,136	3,120	256	1,392	0	1,392	604	0	0	1,996

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
47 Menifee Road/SR-74										
NBL	127	148	3	130		130	70	0		200
NBT	248	536	38	286		286	33	0		319
NBR	243	455	28	271		271	0	0		271
SBL	106	294	25	131		131	21	0		152
SBT	187	464	36	223		223	43	0		266
SBR	23	40	2	25		25	0	0		25
EBL	49	94	6	55		55	0	0		55
EBT	787	1,311	68	855		855	198	0		1053
EBR	109	162	7	116		116	148	0		264
WBL	150	313	21	171		171	0	0		171
WBT	961	1,394	56	1,017		1,017	185	0		1202
WBR	83	223	18	101		101	7	0		108
North Leg										
Approach	316	798	63	379	0	379	64	0	0	443
Departure	380	853	62	442	0	442	40	0	0	482
Total	696	1,651	125	821	0	821	104	0	0	925
South Leg										
Approach	618	1,139	69	687	0	687	103	0	0	790
Departure	446	939	64	510	0	510	191	0	0	701
Total	1,064	2,078	133	1,197	0	1,197	294	0	0	1,491
East Leg										
Approach	1,194	1,930	95	1,289	0	1,289	192	0	0	1,481
Departure	1,136	2,060	121	1,257	0	1,257	219	0	0	1,476
Total	2,330	3,990	216	2,546	0	2,546	411	0	0	2,957
West Leg										
Approach	945	1,567	81	1,026	0	1,026	346	0	0	1,372
Departure	1,111	1,582	61	1,172	0	1,172	255	0	0	1,427
Total	2,056	3,149	142	2,198	0	2,198	601	0	0	2,799
Total Approaches										
Approach	3,073	5,434	308	3,381	0	3,381	705	0	0	4,086
Departure	3,073	5,434	308	3,381	0	3,381	705	0	0	4,086
Total	6,146	10,868	616	6,762	0	6,762	1,410	0	0	8,172

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

		AM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
48	**Menifee Road/Valley Substation Driveway - Biscayne**										
NBL		2	4	0	2		2	0	0		2
NBT		568	1,087	68	636		636	79	0		715
NBR		1	1	0	1		1	58	0		59
SBL		10	12	0	10		10	67	0		77
SBT		415	902	64	479		479	126	0		605
SBR		7	13	1	8		8	0	0		8
EBL		3	4	0	3		3	0	0		3
EBT		0	0	0	0		0	0	0		0
EBR		0	0	0	0		0	0	0		0
WBL		1	1	0	1		1	51	0		52
WBT		2	2	0	2		2	0	0		2
WBR		7	8	0	7		7	23	0		30
North Leg											
	Approach	432	927	65	497	0	497	193	0	0	690
	Departure	578	1,099	68	646	0	646	102	0	0	748
	Total	1,010	2,026	133	1,143	0	1,143	295	0	0	1,438
South Leg											
	Approach	571	1,092	68	639	0	639	137	0	0	776
	Departure	416	903	64	480	0	480	177	0	0	657
	Total	987	1,995	132	1,119	0	1,119	314	0	0	1,433
East Leg											
	Approach	10	12	0	10	0	10	74	0	0	84
	Departure	11	13	0	11	0	11	125	0	0	136
	Total	21	24	0	21	0	21	199	0	0	220
West Leg											
	Approach	3	4	0	3	0	3	0	0	0	3
	Departure	11	19	1	12	0	12	0	0	0	12
	Total	14	23	1	15	0	15	0	0	0	15
Total Approaches											
	Approach	1,016	2,034	133	1,149	0	1,149	404	0	0	1,553
	Departure	1,016	2,034	133	1,149	0	1,149	404	0	0	1,553
	Total	2,032	4,068	266	2,298	0	2,298	808	0	0	3,106

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
49 Menifee Road/McLaughlin Road										
NBL	1	1	0	1	132	133	0	0		133
NBT	568	1,091	68	636		636	0	0		636
NBR	0	8	1	1	-1	0	252	0		252
SBL	0	0	0	0	0	0	126	0		126
SBT	418	976	73	491	-22	469	0	0		469
SBR	2	2	0	2	22	24	51	0		75
EBL	5	5	0	5	7	12	58	0		70
EBT	0	0	0	0	0	0	98	0		98
EBR	3	4	0	3	161	164	0	0		164
WBL	0	4	1	1	-1	0	66	0		66
WBT	0	0	0	0	0	0	84	0		84
WBR	0	1	0	0	0	0	72	0		72
North Leg										
Approach	420	978	73	493	0	493	177	0	0	670
Departure	573	1,097	68	641	7	648	130	0	0	778
Total	993	2,075	141	1,134	7	1,141	307	0	0	1,448
South Leg										
Approach	569	1,100	69	638	131	769	252	0	0	1,021
Departure	421	984	74	495	138	633	66	0	0	699
Total	990	2,085	143	1,133	269	1,402	318	0	0	1,720
East Leg										
Approach	0	5	1	1	-1	0	222	0	0	222
Departure	0	8	1	1	-1	0	476	0	0	476
Total	0	14	2	2	-2	0	698	0	0	698
West Leg										
Approach	8	9	0	8	168	176	156	0	0	332
Departure	3	3	0	3	154	157	135	0	0	292
Total	11	12	0	11	322	333	291	0	0	624
Total Approaches										
Approach	997	2,093	143	1,140	298	1,438	807	0	0	2,245
Departure	997	2,093	143	1,140	298	1,438	807	0	0	2,245
Total	1,994	4,186	286	2,280	596	2,876	1,614	0	0	4,490

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

		AM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
50	**Menifee Road/Project Driveway 1**										
NBL		0	0	0	0		0	0	0		0
NBT		576	1,110	70	646	125	771	252	0		1023
NBR		0	0	0	0		0	0	0		0
SBL		0	0	0	0		0	0	0		0
SBT		425	984	73	498	139	637	66	0		703
SBR		0	0	0	0		0	0	0		0
EBL		0	0	0	0		0	0	0		0
EBT		0	0	0	0		0	0	0		0
EBR		0	0	0	0		0	0	0		0
WBL		0	0	0	0		0	0	0		0
WBT		0	0	0	0		0	0	0		0
WBR		0	0	0	0		0	0	0		0
North Leg											
	Approach	425	984	73	498	139	637	66	0	0	703
	Departure	576	1,110	70	646	125	771	252	0	0	1,023
	Total	1,001	2,094	143	1,144	264	1,408	318	0	0	1,726
South Leg											
	Approach	576	1,110	70	646	125	771	252	0	0	1,023
	Departure	425	984	73	498	139	637	66	0	0	703
	Total	1,001	2,094	143	1,144	264	1,408	318	0	0	1,726
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
West Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
Total Approaches											
	Approach	1,001	2,094	143	1,144	264	1,408	318	0	0	1,726
	Departure	1,001	2,094	143	1,144	264	1,408	318	0	0	1,726
	Total	2,002	4,188	286	2,288	528	2,816	636	0	0	3,452

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
51 Menifee Road/Matthews Road										
NBL	91	408	41	132	-132	0	0	0		0
NBT	570	1,093	68	638	132	770	252	0		1022
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	417	911	64	481	161	642	66	0		708
SBR	14	73	8	22	-22	0	0	0		0
EBL	6	17	1	7	-7	0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	130	364	31	161	-161	0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	431	984	72	503	139	642	66	0	0	708
Departure	576	1,110	69	645	125	770	252	0	0	1,022
Total	1,007	2,094	141	1,148	264	1,412	318	0	0	1,730
South Leg										
Approach	661	1,501	109	770	0	770	252	0	0	1,022
Departure	547	1,275	95	642	0	642	66	0	0	708
Total	1,208	2,776	204	1,412	0	1,412	318	0	0	1,730
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	136	381	32	168	-168	0	0	0	0	0
Departure	105	481	49	154	-154	0	0	0	0	0
Total	241	862	81	322	-322	0	0	0	0	0
Total Approaches										
Approach	1,228	2,866	213	1,441	-29	1,412	318	0	0	1,730
Departure	1,228	2,866	213	1,441	-29	1,412	318	0	0	1,730
Total	2,456	5,732	426	2,882	-58	2,824	636	0	0	3,460

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
52 McKinley/SR-74										
NBL	0	0	0	0		0	27	0		27
NBT	0	0	0	0		0	0	0		0
NBR	5	9	1	6		6	13	0		19
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	1,131	2,046	119	1,250		1,250	189	0		1439
EBR	5	14	1	6		6	30	0		36
WBL	3	7	1	4		4	39	0		43
WBT	1,194	1,931	96	1,290		1,290	166	0		1456
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	5	9	1	6	0	6	40	0	0	46
Departure	8	21	2	10	0	10	69	0	0	79
Total	13	30	3	16	0	16	109	0	0	125
East Leg										
Approach	1,197	1,938	97	1,294	0	1,294	205	0	0	1,499
Departure	1,136	2,055	120	1,256	0	1,256	202	0	0	1,458
Total	2,333	3,993	217	2,550	0	2,550	407	0	0	2,957
West Leg										
Approach	1,136	2,060	120	1,256	0	1,256	219	0	0	1,475
Departure	1,194	1,931	96	1,290	0	1,290	193	0	0	1,483
Total	2,330	3,991	216	2,546	0	2,546	412	0	0	2,958
Total Approaches										
Approach	2,338	4,007	218	2,556	0	2,556	464	0	0	3,020
Departure	2,338	4,007	218	2,556	0	2,556	464	0	0	3,020
Total	4,676	8,014	436	5,112	0	5,112	928	0	0	6,040

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
53 Malaga Road - Project Driveway 2/SR-74										
NBL	0	0	0	0		0	80	0		80
NBT	0	1	0	0		0	0	0		0
NBR	0	0	0	0		0	35	0		35
SBL	0	151	20	20		20	0	0		20
SBT	0	1	0	0		0	0	0		0
SBR	0	164	21	21		21	0	0		21
EBL	0	427	56	56		56	0	0		56
EBT	1,136	1,628	64	1,200		1,200	55	0		1255
EBR	0	0	0	0		0	147	0		147
WBL	0	0	0	0		0	99	0		99
WBT	1,197	1,774	75	1,272		1,272	125	0		1397
WBR	0	409	53	53		53	0	0		53
North Leg										
Approach	0	316	41	41	0	41	0	0	0	41
Departure	0	837	109	109	0	109	0	0	0	109
Total	0	1,153	150	150	0	150	0	0	0	150
South Leg										
Approach	0	1	0	0	0	0	115	0	0	115
Departure	0	1	0	0	0	0	246	0	0	246
Total	0	2	0	0	0	0	361	0	0	361
East Leg										
Approach	1,197	2,183	128	1,325	0	1,325	224	0	0	1,549
Departure	1,136	1,779	84	1,220	0	1,220	90	0	0	1,310
Total	2,333	3,962	212	2,545	0	2,545	314	0	0	2,859
West Leg										
Approach	1,136	2,055	120	1,256	0	1,256	202	0	0	1,458
Departure	1,197	1,938	96	1,293	0	1,293	205	0	0	1,498
Total	2,333	3,993	216	2,549	0	2,549	407	0	0	2,956
Total Approaches										
Approach	2,333	4,555	289	2,622	0	2,622	541	0	0	3,163
Departure	2,333	4,555	289	2,622	0	2,622	541	0	0	3,163
Total	4,666	9,110	578	5,244	0	5,244	1,082	0	0	6,326

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
54 Project Driveway 3/SR-74										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	1,136	1,779	84	1,220		1,220	88	0		1308
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	1,197	2,183	129	1,326		1,326	225	0		1551
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1,197	2,183	129	1,326	0	1,326	225	0	0	1,551
Departure	1,136	1,779	84	1,220	0	1,220	88	0	0	1,308
Total	2,333	3,962	213	2,546	0	2,546	313	0	0	2,859
West Leg										
Approach	1,136	1,779	84	1,220	0	1,220	88	0	0	1,308
Departure	1,197	2,183	129	1,326	0	1,326	225	0	0	1,551
Total	2,333	3,962	213	2,546	0	2,546	313	0	0	2,859
Total Approaches										
Approach	2,333	3,962	213	2,546	0	2,546	313	0	0	2,859
Departure	2,333	3,962	213	2,546	0	2,546	313	0	0	2,859
Total	4,666	7,924	426	5,092	0	5,092	626	0	0	5,718

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
56 Briggs Road/SR-74										
NBL	296	594	39	335		335	88	0		423
NBT	183	402	29	212		212	11	0		223
NBR	184	490	40	224		224	74	0		298
SBL	177	261	11	188		188	0	0		188
SBT	187	228	5	192		192	11	0		203
SBR	63	70	1	64		64	0	0		64
EBL	58	81	3	61		61	0	0		61
EBT	651	1,101	59	710		710	45	0		755
EBR	426	597	22	448		448	43	0		491
WBL	261	519	34	295		295	30	0		325
WBT	838	1,519	89	927		927	137	0		1064
WBR	145	287	19	164		164	0	0		164
North Leg										
Approach	427	559	17	444	0	444	11	0	0	455
Departure	386	770	51	437	0	437	11	0	0	448
Total	813	1,329	68	881	0	881	22	0	0	903
South Leg										
Approach	663	1,486	108	771	0	771	173	0	0	944
Departure	874	1,344	61	935	0	935	84	0	0	1,019
Total	1,537	2,830	169	1,706	0	1,706	257	0	0	1,963
East Leg										
Approach	1,244	2,325	142	1,386	0	1,386	167	0	0	1,553
Departure	1,012	1,852	110	1,122	0	1,122	119	0	0	1,241
Total	2,256	4,177	252	2,508	0	2,508	286	0	0	2,794
West Leg										
Approach	1,135	1,779	84	1,219	0	1,219	88	0	0	1,307
Departure	1,197	2,183	129	1,326	0	1,326	225	0	0	1,551
Total	2,332	3,962	213	2,545	0	2,545	313	0	0	2,858
Total Approaches										
Approach	3,469	6,149	351	3,820	0	3,820	439	0	0	4,259
Departure	3,469	6,149	351	3,820	0	3,820	439	0	0	4,259
Total	6,938	12,298	702	7,640	0	7,640	878	0	0	8,518

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
57 Briggs Road/Heritage High School Driveway										
NBL	190	287	13	203		203	3	0		206
NBT	278	1,044	100	378		378	173	0		551
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	354	767	54	408		408	83	0		491
SBR	520	577	7	527		527	0	0		527
EBL	385	442	7	392		392	0	0		392
EBT	0	0	0	0		0	0	0		0
EBR	167	189	3	170		170	1	0		171
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	874	1,344	61	935	0	935	83	0	0	1,018
Departure	663	1,486	107	770	0	770	173	0	0	943
Total	1,537	2,830	168	1,705	0	1,705	256	0	0	1,961
South Leg										
Approach	468	1,331	113	581	0	581	176	0	0	757
Departure	521	956	57	578	0	578	84	0	0	662
Total	989	2,287	170	1,159	0	1,159	260	0	0	1,419
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	552	631	10	562	0	562	1	0	0	563
Departure	710	864	20	730	0	730	3	0	0	733
Total	1,262	1,495	30	1,292	0	1,292	4	0	0	1,296
Total Approaches										
Approach	1,894	3,306	184	2,078	0	2,078	260	0	0	2,338
Departure	1,894	3,306	184	2,078	0	2,078	260	0	0	2,338
Total	3,788	6,612	368	4,156	0	4,156	520	0	0	4,676

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

		AM Peak Hour								
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
58	**Briggs Road/McLaughlin Road**										
NBL		1	1	0	1	-1	0	0	0		0
NBT		480	1,267	103	583		583	125	0		708
NBR		154	229	10	164		164	0	0		164
SBL		23	26	0	23		23	0	0		23
SBT		501	987	63	564		564	84	0		648
SBR		10	12	0	10	-10	0	0	0		0
EBL		9	11	0	9	-9	0	51	0		51
EBT		0	0	0	0	0	0	0	0		0
EBR		0	0	0	0	0	0	0	0		0
WBL		36	148	15	51		51	0	0		51
WBT		0	0	0	0	0	0	0	0		0
WBR		185	257	9	194		194	0	0		194
North Leg											
	Approach	534	1,025	63	597	-10	587	84	0	0	671
	Departure	674	1,535	112	786	-9	777	176	0	0	953
	Total	1,208	2,559	175	1,383	-19	1,364	260	0	0	1,624
South Leg											
	Approach	635	1,497	113	748	-1	747	125	0	0	872
	Departure	537	1,135	78	615	0	615	84	0	0	699
	Total	1,172	2,632	191	1,363	-1	1,362	209	0	0	1,571
East Leg											
	Approach	221	405	24	245	0	245	0	0	0	245
	Departure	177	255	10	187	0	187	0	0	0	187
	Total	398	660	34	432	0	432	0	0	0	432
West Leg											
	Approach	9	11	0	9	-9	0	51	0	0	51
	Departure	11	13	0	11	-11	0	0	0	0	0
	Total	20	23	0	20	-20	0	51	0	0	51
Total Approaches											
	Approach	1,399	2,937	200	1,599	-20	1,579	260	0	0	1,839
	Departure	1,399	2,937	200	1,599	-20	1,579	260	0	0	1,839
	Total	2,798	5,875	400	3,198	-40	3,158	520	0	0	3,678

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

		AM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
59	**Briggs Road/Project Driveway 4**										
NBL		0	0	0	0		0	0	0		0
NBT		635	1,497	112	747		747	125	0		872
NBR		0	0	0	0		0	0	0		0
SBL		0	0	0	0		0	0	0		0
SBT		537	1,135	78	615		615	84	0		699
SBR		0	0	0	0		0	0	0		0
EBL		0	0	0	0		0	0	0		0
EBT		0	0	0	0		0	0	0		0
EBR		0	0	0	0		0	0	0		0
WBL		0	0	0	0		0	0	0		0
WBT		0	0	0	0		0	0	0		0
WBR		0	0	0	0		0	0	0		0
North Leg											
	Approach	537	1,135	78	615	0	615	84	0	0	699
	Departure	635	1,497	112	747	0	747	125	0	0	872
	Total	1,172	2,632	190	1,362	0	1,362	209	0	0	1,571
South Leg											
	Approach	635	1,497	112	747	0	747	125	0	0	872
	Departure	537	1,135	78	615	0	615	84	0	0	699
	Total	1,172	2,632	190	1,362	0	1,362	209	0	0	1,571
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
West Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
Total Approaches											
	Approach	1,172	2,632	190	1,362	0	1,362	209	0	0	1,571
	Departure	1,172	2,632	190	1,362	0	1,362	209	0	0	1,571
	Total	2,344	5,264	380	2,724	0	2,724	418	0	0	3,142

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

		AM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
60	**Briggs Road/Project Driveway 5 - Meadow Oak Street**										
NBL		0	0	0	0		0	18	0		18
NBT		614	1,352	96	710		710	14	0		724
NBR		51	58	1	52		52	0	0		52
SBL		21	92	9	30		30	1	0		31
SBT		516	1,043	69	585		585	65	0		650
SBR		0	0	0	0		0	18	0		18
EBL		0	0	0	0		0	109	0		109
EBT		0	0	0	0		0	0	0		0
EBR		0	0	0	0		0	0	0		0
WBL		93	105	2	95		95	0	0		95
WBT		0	0	0	0		0	0	0		0
WBR		21	145	16	37		37	2	0		39
North Leg											
	Approach	537	1,135	78	615	0	615	84	0	0	699
	Departure	635	1,497	112	747	0	747	125	0	0	872
	Total	1,172	2,632	190	1,362	0	1,362	209	0	0	1,571
South Leg											
	Approach	665	1,410	97	762	0	762	32	0	0	794
	Departure	609	1,148	71	680	0	680	65	0	0	745
	Total	1,274	2,558	168	1,442	0	1,442	97	0	0	1,539
East Leg											
	Approach	114	250	18	132	0	132	2	0	0	134
	Departure	72	150	10	82	0	82	1	0	0	83
	Total	186	400	28	214	0	214	3	0	0	217
West Leg											
	Approach	0	0	0	0	0	0	109	0	0	109
	Departure	0	0	0	0	0	0	36	0	0	36
	Total	0	0	0	0	0	0	145	0	0	145
Total Approaches											
	Approach	1,316	2,795	193	1,509	0	1,509	227	0	0	1,736
	Departure	1,316	2,795	193	1,509	0	1,509	227	0	0	1,736
	Total	2,632	5,590	386	3,018	0	3,018	454	0	0	3,472

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

		AM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
61	**Briggs Road/Project Driveway 6**										
NBL		0	0	0	0		0	0	0		0
NBT		665	1,410	97	762		762	32	0		794
NBR		0	0	0	0		0	0	0		0
SBL		0	0	0	0		0	0	0		0
SBT		609	1,148	70	679		679	27	0		706
SBR		0	0	0	0		0	38	0		38
EBL		0	0	0	0		0	0	0		0
EBT		0	0	0	0		0	0	0		0
EBR		0	0	0	0		0	99	0		99
WBL		0	0	0	0		0	0	0		0
WBT		0	0	0	0		0	0	0		0
WBR		0	0	0	0		0	0	0		0
North Leg											
	Approach	609	1,148	70	679	0	679	65	0	0	744
	Departure	665	1,410	97	762	0	762	32	0	0	794
	Total	1,274	2,558	167	1,441	0	1,441	97	0	0	1,538
South Leg											
	Approach	665	1,410	97	762	0	762	32	0	0	794
	Departure	609	1,148	70	679	0	679	126	0	0	805
	Total	1,274	2,558	167	1,441	0	1,441	158	0	0	1,599
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
West Leg											
	Approach	0	0	0	0	0	0	99	0	0	99
	Departure	0	0	0	0	0	0	38	0	0	38
	Total	0	0	0	0	0	0	137	0	0	137
Total Approaches											
	Approach	1,274	2,558	167	1,441	0	1,441	196	0	0	1,637
	Departure	1,274	2,558	167	1,441	0	1,441	196	0	0	1,637
	Total	2,548	5,116	334	2,882	0	2,882	392	0	0	3,274

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

		AM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
62	**Briggs Road/Project Driveway 7 - Hillridge Street**										
NBL		0	0	0	0		0	67	0		67
NBT		665	1,352	90	755		755	18	0		773
NBR		0	61	8	8		8	0	0		8
SBL		0	18	2	2		2	0	0		2
SBT		609	1,130	68	677		677	99	0		776
SBR		0	0	0	0		0	27	0		27
EBL		0	0	0	0		0	14	0		14
EBT		0	0	0	0		0	0	0		0
EBR		0	0	0	0		0	68	0		68
WBL		0	176	23	23		23	0	0		23
WBT		0	0	0	0		0	0	0		0
WBR		0	57	7	7		7	0	0		7
North Leg											
	Approach	609	1,148	70	679	0	679	126	0	0	805
	Departure	665	1,409	97	762	0	762	32	0	0	794
	Total	1,274	2,557	167	1,441	0	1,441	158	0	0	1,599
South Leg											
	Approach	665	1,413	98	763	0	763	85	0	0	848
	Departure	609	1,306	91	700	0	700	167	0	0	867
	Total	1,274	2,719	189	1,463	0	1,463	252	0	0	1,715
East Leg											
	Approach	0	233	30	30	0	30	0	0	0	30
	Departure	0	79	10	10	0	10	0	0	0	10
	Total	0	312	40	40	0	40	0	0	0	40
West Leg											
	Approach	0	0	0	0	0	0	82	0	0	82
	Departure	0	0	0	0	0	0	94	0	0	94
	Total	0	0	0	0	0	0	176	0	0	176
Total Approaches											
	Approach	1,274	2,794	198	1,472	0	1,472	293	0	0	1,765
	Departure	1,274	2,794	198	1,472	0	1,472	293	0	0	1,765
	Total	2,548	5,588	396	2,944	0	2,944	586	0	0	3,530

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

		AM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
63	**Briggs Road/Matthews Road**										
NBL		0	0	0	0		0	0	0		0
NBT		599	1,044	58	657		657	81	0		738
NBR		44	77	4	48		48	0	0		48
SBL		34	241	27	61		61	8	0		69
SBT		575	1,065	64	639		639	160	0		799
SBR		0	0	0	0		0	0	0		0
EBL		0	0	0	0		0	0	0		0
EBT		0	0	0	0		0	0	0		0
EBR		0	0	0	0		0	0	0		0
WBL		40	59	2	42		42	0	0		42
WBT		0	0	0	0		0	0	0		0
WBR		66	369	40	106		106	3	0		109
North Leg											
	Approach	609	1,306	91	700	0	700	168	0	0	868
	Departure	665	1,413	98	763	0	763	84	0	0	847
	Total	1,274	2,719	189	1,463	0	1,463	252	0	0	1,715
South Leg											
	Approach	643	1,121	62	705	0	705	81	0	0	786
	Departure	615	1,124	66	681	0	681	160	0	0	841
	Total	1,258	2,245	128	1,386	0	1,386	241	0	0	1,627
East Leg											
	Approach	106	428	42	148	0	148	3	0	0	151
	Departure	78	318	31	109	0	109	8	0	0	117
	Total	184	746	73	257	0	257	11	0	0	268
West Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
Total Approaches											
	Approach	1,358	2,855	195	1,553	0	1,553	252	0	0	1,805
	Departure	1,358	2,855	195	1,553	0	1,553	252	0	0	1,805
	Total	2,716	5,710	390	3,106	0	3,106	504	0	0	3,610

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
68 I-215 SB Ramps/McCall Boulevard										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	194	400	27	221		221	0	0		221
SBT	3	3	0	3		3	0	0		3
SBR	298	396	13	311		311	0	0		311
EBL	0	0	0	0		0	0	0		0
EBT	651	1,364	93	744		744	22	0		766
EBR	359	420	8	367		367	0	0		367
WBL	458	643	24	482		482	126	0		608
WBT	794	1,286	64	858		858	15	0		873
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	495	799	40	535	0	535	0	0	0	535
Departure	0	0	0	0	0	0	0	0	0	0
Total	495	799	40	535	0	535	0	0	0	535
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	820	1,066	32	852	0	852	126	0	0	978
Total	820	1,066	32	852	0	852	126	0	0	978
East Leg										
Approach	1,252	1,929	88	1,340	0	1,340	141	0	0	1,481
Departure	845	1,764	120	965	0	965	22	0	0	987
Total	2,097	3,693	208	2,305	0	2,305	163	0	0	2,468
West Leg										
Approach	1,010	1,784	101	1,111	0	1,111	22	0	0	1,133
Departure	1,092	1,682	77	1,169	0	1,169	15	0	0	1,184
Total	2,102	3,466	178	2,280	0	2,280	37	0	0	2,317
Total Approaches										
Approach	2,757	4,512	229	2,986	0	2,986	163	0	0	3,149
Departure	2,757	4,512	229	2,986	0	2,986	163	0	0	3,149
Total	5,514	9,024	458	5,972	0	5,972	326	0	0	6,298

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
69 I-215 NB Ramps/McCall Boulevard										
NBL	222	316	12	234		234	0	0		234
NBT	4	4	0	4		4	0	0		4
NBR	248	461	28	276		276	188	0		464
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	231	287	7	238		238	0	0		238
EBT	614	1,477	113	727		727	22	0		749
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	1,030	1,613	76	1,106		1,106	141	0		1247
WBR	448	508	8	456		456	0	0		456
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	683	799	15	698	0	698	0	0	0	698
Total	683	799	15	698	0	698	0	0	0	698
South Leg										
Approach	474	781	40	514	0	514	188	0	0	702
Departure	0	0	0	0	0	0	0	0	0	0
Total	474	781	40	514	0	514	188	0	0	702
East Leg										
Approach	1,478	2,121	84	1,562	0	1,562	141	0	0	1,703
Departure	862	1,938	141	1,003	0	1,003	210	0	0	1,213
Total	2,340	4,059	225	2,565	0	2,565	351	0	0	2,916
West Leg										
Approach	845	1,764	120	965	0	965	22	0	0	987
Departure	1,252	1,929	88	1,340	0	1,340	141	0	0	1,481
Total	2,097	3,693	208	2,305	0	2,305	163	0	0	2,468
Total Approaches										
Approach	2,797	4,666	244	3,041	0	3,041	351	0	0	3,392
Departure	2,797	4,666	244	3,041	0	3,041	351	0	0	3,392
Total	5,594	9,333	488	6,082	0	6,082	702	0	0	6,784

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
70 Encanto Drive/McCall Boulevard										
NBL	176	196	3	179		179	0	0		179
NBT	20	35	2	22		22	0	0		22
NBR	49	56	1	50		50	1	0		51
SBL	19	42	3	22		22	0	0		22
SBT	16	21	1	17		17	0	0		17
SBR	148	274	16	164		164	0	0		164
EBL	109	456	45	154		154	0	0		154
EBT	656	1,361	92	748		748	210	0		958
EBR	97	121	3	100		100	0	0		100
WBL	51	58	1	52		52	0	0		52
WBT	1,154	1,652	65	1,219		1,219	141	0		1360
WBR	17	58	5	22		22	0	0		22
North Leg										
Approach	183	337	20	203	0	203	0	0	0	203
Departure	146	549	52	198	0	198	0	0	0	198
Total	329	886	72	401	0	401	0	0	0	401
South Leg										
Approach	245	286	6	251	0	251	1	0	0	252
Departure	164	200	5	169	0	169	0	0	0	169
Total	409	486	11	420	0	420	1	0	0	421
East Leg										
Approach	1,222	1,768	71	1,293	0	1,293	141	0	0	1,434
Departure	724	1,459	96	820	0	820	211	0	0	1,031
Total	1,946	3,226	167	2,113	0	2,113	352	0	0	2,465
West Leg										
Approach	862	1,938	140	1,002	0	1,002	210	0	0	1,212
Departure	1,478	2,122	84	1,562	0	1,562	141	0	0	1,703
Total	2,340	4,060	224	2,564	0	2,564	351	0	0	2,915
Total Approaches										
Approach	2,512	4,329	237	2,749	0	2,749	352	0	0	3,101
Departure	2,512	4,329	237	2,749	0	2,749	352	0	0	3,101
Total	5,024	8,658	474	5,498	0	5,498	704	0	0	6,202

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

		AM Peak Hour								
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
71	**Sherman Road/McCall Boulevard**										
NBL		88	124	5	93		93	0	0		93
NBT		26	50	3	29		29	0	0		29
NBR		15	45	4	19		19	7	0		26
SBL		42	75	4	46		46	1	0		47
SBT		16	18	0	16		16	0	0		16
SBR		56	63	1	57		57	0	0		57
EBL		121	159	5	126		126	0	0		126
EBT		678	1,405	95	773		773	211	0		984
EBR		33	44	1	34		34	0	0		34
WBL		27	58	4	31		31	3	0		34
WBT		991	1,550	73	1,064		1,064	142	0		1206
WBR		46	97	7	53		53	0	0		53
North Leg											
	Approach	114	156	5	119	0	119	1	0	0	120
	Departure	193	306	15	208	0	208	0	0	0	208
	Total	307	462	20	327	0	327	1	0	0	328
South Leg											
	Approach	129	219	12	141	0	141	7	0	0	148
	Departure	76	120	5	81	0	81	3	0	0	84
	Total	205	339	17	222	0	222	10	0	0	232
East Leg											
	Approach	1,064	1,705	84	1,148	0	1,148	145	0	0	1,293
	Departure	735	1,525	103	838	0	838	219	0	0	1,057
	Total	1,799	3,230	187	1,986	0	1,986	364	0	0	2,350
West Leg											
	Approach	832	1,608	101	933	0	933	211	0	0	1,144
	Departure	1,135	1,737	79	1,214	0	1,214	142	0	0	1,356
	Total	1,967	3,345	180	2,147	0	2,147	353	0	0	2,500
Total Approaches											
	Approach	2,139	3,688	202	2,341	0	2,341	364	0	0	2,705
	Departure	2,139	3,688	202	2,341	0	2,341	364	0	0	2,705
	Total	4,278	7,376	404	4,682	0	4,682	728	0	0	5,410

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
72 Antelope Road/McCall Boulevard										
NBL	45	88	6	51		51	0	0		51
NBT	8	60	7	15		15	0	0		15
NBR	77	144	9	86		86	1	0		87
SBL	19	39	3	22		22	1	0		23
SBT	2	5	0	2		2	0	0		2
SBR	74	156	11	85		85	0	0		85
EBL	42	288	32	74		74	0	0		74
EBT	716	1,220	66	782		782	219	0		1001
EBR	14	28	2	16		16	0	0		16
WBL	41	77	5	46		46	0	0		46
WBT	876	1,457	76	952		952	144	0		1096
WBR	40	258	28	68		68	3	0		71
North Leg										
Approach	95	200	14	109	0	109	1	0	0	110
Departure	90	606	67	157	0	157	3	0	0	160
Total	185	806	81	266	0	266	4	0	0	270
South Leg										
Approach	130	292	22	152	0	152	1	0	0	153
Departure	57	110	7	64	0	64	0	0	0	64
Total	187	402	29	216	0	216	1	0	0	217
East Leg										
Approach	957	1,792	109	1,066	0	1,066	147	0	0	1,213
Departure	812	1,403	78	890	0	890	221	0	0	1,111
Total	1,769	3,195	187	1,956	0	1,956	368	0	0	2,324
West Leg										
Approach	772	1,536	100	872	0	872	219	0	0	1,091
Departure	995	1,701	93	1,088	0	1,088	144	0	0	1,232
Total	1,767	3,237	193	1,960	0	1,960	363	0	0	2,323
Total Approaches										
Approach	1,954	3,820	245	2,199	0	2,199	368	0	0	2,567
Departure	1,954	3,820	245	2,199	0	2,199	368	0	0	2,567
Total	3,908	7,640	490	4,398	0	4,398	736	0	0	5,134

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

		AM Peak Hour								
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
73	**Junipero Road/McCall Boulevard**										
NBL		4	16	2	6		6	0	0		6
NBT		4	18	2	6		6	0	0		6
NBR		4	19	2	6		6	0	0		6
SBL		63	138	10	73		73	0	0		73
SBT		1	2	0	1		1	0	0		1
SBR		175	322	19	194		194	0	0		194
EBL		189	302	15	204		204	0	0		204
EBT		686	1,192	66	752		752	220	0		972
EBR		2	3	0	2		2	0	0		2
WBL		2	3	0	2		2	0	0		2
WBT		852	1,442	77	929		929	149	0		1078
WBR		146	271	16	162		162	0	0		162
North Leg											
	Approach	239	462	29	268	0	268	0	0	0	268
	Departure	339	591	33	372	0	372	0	0	0	372
	Total	578	1,053	62	640	0	640	0	0	0	640
South Leg											
	Approach	12	53	6	18	0	18	0	0	0	18
	Departure	5	8	0	5	0	5	0	0	0	5
	Total	17	61	6	23	0	23	0	0	0	23
East Leg											
	Approach	1,000	1,716	93	1,093	0	1,093	149	0	0	1,242
	Departure	753	1,349	78	831	0	831	220	0	0	1,051
	Total	1,753	3,065	171	1,924	0	1,924	369	0	0	2,293
West Leg											
	Approach	877	1,497	81	958	0	958	220	0	0	1,178
	Departure	1,031	1,780	98	1,129	0	1,129	149	0	0	1,278
	Total	1,908	3,277	179	2,087	0	2,087	369	0	0	2,456
Total Approaches											
	Approach	2,128	3,728	209	2,337	0	2,337	369	0	0	2,706
	Departure	2,128	3,728	209	2,337	0	2,337	369	0	0	2,706
	Total	4,256	7,456	418	4,674	0	4,674	738	0	0	5,412

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
74 Menifee Road/McCall Boulevard										
NBL	322	540	28	350		350	0	0		350
NBT	257	641	50	307		307	61	0		368
NBR	46	110	8	54		54	0	0		54
SBL	139	422	37	176		176	5	0		181
SBT	233	541	40	273		273	17	0		290
SBR	140	297	20	160		160	48	0		208
EBL	126	255	17	143		143	178	0		321
EBT	348	679	43	391		391	42	0		433
EBR	279	416	18	297		297	0	0		297
WBL	44	78	4	48		48	0	0		48
WBT	538	879	44	582		582	101	0		683
WBR	153	371	28	181		181	16	0		197
North Leg										
Approach	512	1,260	97	609	0	609	70	0	0	679
Departure	536	1,267	95	631	0	631	255	0	0	886
Total	1,048	2,527	192	1,240	0	1,240	325	0	0	1,565
South Leg										
Approach	625	1,291	86	711	0	711	61	0	0	772
Departure	556	1,035	62	618	0	618	17	0	0	635
Total	1,181	2,326	148	1,329	0	1,329	78	0	0	1,407
East Leg										
Approach	735	1,328	76	811	0	811	117	0	0	928
Departure	533	1,211	88	621	0	621	47	0	0	668
Total	1,268	2,539	164	1,432	0	1,432	164	0	0	1,596
West Leg										
Approach	753	1,350	78	831	0	831	220	0	0	1,051
Departure	1,000	1,716	92	1,092	0	1,092	149	0	0	1,241
Total	1,753	3,066	170	1,923	0	1,923	369	0	0	2,292
Total Approaches										
Approach	2,625	5,229	337	2,962	0	2,962	468	0	0	3,430
Departure	2,625	5,229	337	2,962	0	2,962	468	0	0	3,430
Total	5,250	10,458	674	5,924	0	5,924	936	0	0	6,860

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
75 Heritage Lake Drive (West)/McCall Boulevard										
NBL	218	247	4	222		222	6	0		228
NBT	171	194	3	174		174	0	0		174
NBR	43	93	7	50		50	3	0		53
SBL	29	61	4	33		33	1	0		34
SBT	103	117	2	105		105	0	0		105
SBR	72	82	1	73		73	0	0		73
EBL	86	98	2	88		88	0	0		88
EBT	314	963	85	399		399	48	0		447
EBR	133	151	2	135		135	2	0		137
WBL	29	49	3	32		32	4	0		36
WBT	445	1,000	72	517		517	110	0		627
WBR	104	160	7	111		111	1	0		112
North Leg										
Approach	204	259	7	211	0	211	1	0	0	212
Departure	361	452	12	373	0	373	1	0	0	374
Total	565	711	19	584	0	584	2	0	0	586
South Leg										
Approach	432	534	14	446	0	446	9	0	0	455
Departure	265	317	7	272	0	272	6	0	0	278
Total	697	851	21	718	0	718	15	0	0	733
East Leg										
Approach	578	1,209	82	660	0	660	115	0	0	775
Departure	386	1,117	96	482	0	482	52	0	0	534
Total	964	2,326	178	1,142	0	1,142	167	0	0	1,309
West Leg										
Approach	533	1,212	89	622	0	622	50	0	0	672
Departure	735	1,329	77	812	0	812	116	0	0	928
Total	1,268	2,541	166	1,434	0	1,434	166	0	0	1,600
Total Approaches										
Approach	1,747	3,214	192	1,939	0	1,939	175	0	0	2,114
Departure	1,747	3,214	192	1,939	0	1,939	175	0	0	2,114
Total	3,494	6,429	384	3,878	0	3,878	350	0	0	4,228

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

		AM Peak Hour								
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
76	**Heritage Lake Drive (East)/McCall Boulevard**										
NBL		190	356	22	212		212	6	0		218
NBT		112	127	2	114		114	0	0		114
NBR		80	181	13	93		93	6	0		99
SBL		53	60	1	54		54	0	0		54
SBT		116	131	2	118		118	0	0		118
SBR		38	43	1	39		39	0	0		39
EBL		19	24	1	20		20	0	0		20
EBT		224	728	66	290		290	50	0		340
EBR		154	426	35	189		189	2	0		191
WBL		61	165	14	75		75	6	0		81
WBT		277	729	59	336		336	110	0		446
WBR		35	43	1	36		36	0	0		36
North Leg											
	Approach	207	234	4	211	0	211	0	0	0	211
	Departure	166	194	4	170	0	170	0	0	0	170
	Total	373	428	8	381	0	381	0	0	0	381
South Leg											
	Approach	382	664	37	419	0	419	12	0	0	431
	Departure	331	722	51	382	0	382	8	0	0	390
	Total	713	1,386	88	801	0	801	20	0	0	821
East Leg											
	Approach	373	937	74	447	0	447	116	0	0	563
	Departure	357	969	80	437	0	437	56	0	0	493
	Total	730	1,906	154	884	0	884	172	0	0	1,056
West Leg											
	Approach	397	1,178	102	499	0	499	52	0	0	551
	Departure	505	1,128	82	587	0	587	116	0	0	703
	Total	902	2,306	184	1,086	0	1,086	168	0	0	1,254
Total Approaches											
	Approach	1,359	3,013	217	1,576	0	1,576	180	0	0	1,756
	Departure	1,359	3,013	217	1,576	0	1,576	180	0	0	1,756
	Total	2,718	6,027	434	3,152	0	3,152	360	0	0	3,512

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

		AM Peak Hour								
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
77	**Briggs Road/McCall Boulevard**										
NBL		49	379	43	92		92	0	0		92
NBT		320	958	83	403		403	25	0		428
NBR		0	0	0	0		0	0	0		0
SBL		0	0	0	0		0	0	0		0
SBT		314	589	36	350		350	44	0		394
SBR		311	547	31	342		342	116	0		458
EBL		289	588	39	328		328	56	0		384
EBT		0	0	0	0		0	0	0		0
EBR		68	381	41	109		109	0	0		109
WBL		0	0	0	0		0	0	0		0
WBT		0	0	0	0		0	0	0		0
WBR		0	0	0	0		0	0	0		0
North Leg											
	Approach	625	1,136	67	692	0	692	160	0	0	852
	Departure	609	1,546	122	731	0	731	81	0	0	812
	Total	1,234	2,682	189	1,423	0	1,423	241	0	0	1,664
South Leg											
	Approach	369	1,337	126	495	0	495	25	0	0	520
	Departure	382	970	77	459	0	459	44	0	0	503
	Total	751	2,307	203	954	0	954	69	0	0	1,023
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
West Leg											
	Approach	357	969	80	437	0	437	56	0	0	493
	Departure	360	926	74	434	0	434	116	0	0	550
	Total	717	1,895	154	871	0	871	172	0	0	1,043
Total Approaches											
	Approach	1,351	3,442	273	1,624	0	1,624	241	0	0	1,865
	Departure	1,351	3,442	273	1,624	0	1,624	241	0	0	1,865
	Total	2,702	6,884	546	3,248	0	3,248	482	0	0	3,730

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
28	**I-215 SB Ramps - SR-74/Bonnie Drive**										
NBL		178	570	51	229		229	16	0		245
NBT		305	543	31	336		336	0	0		336
NBR		0	0	0	0		0	0	0		0
SBL		0	0	0	0		0	0	0		0
SBT		852	927	10	862		862	320	0		1182
SBR		31	89	8	39		39	0	0		39
EBL		27	100	10	37		37	0	0		37
EBT		0	0	0	0		0	0	0		0
EBR		240	577	44	284		284	16	0		300
WBL		0	0	0	0		0	0	0		0
WBT		0	0	0	0		0	0	0		0
WBR		0	0	0	0		0	0	0		0
North Leg											
	Approach	883	1,016	18	901	0	901	320	0	0	1,221
	Departure	332	643	41	373	0	373	0	0	0	373
	Total	1,215	1,659	59	1,274	0	1,274	320	0	0	1,594
South Leg											
	Approach	483	1,113	82	565	0	565	16	0	0	581
	Departure	1,092	1,504	54	1,146	0	1,146	336	0	0	1,482
	Total	1,575	2,617	136	1,711	0	1,711	352	0	0	2,063
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
West Leg											
	Approach	267	677	54	321	0	321	16	0	0	337
	Departure	209	659	59	268	0	268	16	0	0	284
	Total	476	1,336	113	589	0	589	32	0	0	621
Total Approaches											
	Approach	1,633	2,806	154	1,787	0	1,787	352	0	0	2,139
	Departure	1,633	2,806	154	1,787	0	1,787	352	0	0	2,139
	Total	3,266	5,612	308	3,574	0	3,574	704	0	0	4,278

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
29 I-215 NB Ramps/SR-74										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	263	487	29	292		292	0	0		292
SBT	0	0	0	0		0	0	0		0
SBR	28	79	7	35		35	0	0		35
EBL	13	17	1	14		14	0	0		14
EBT	1,079	1,487	53	1,132		1,132	335	0		1467
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	455	1,034	76	531		531	16	0		547
WBR	629	908	36	665		665	303	0		968
North Leg										
Approach	291	566	36	327	0	327	0	0	0	327
Departure	642	925	37	679	0	679	303	0	0	982
Total	933	1,491	73	1,006	0	1,006	303	0	0	1,309
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1,084	1,942	112	1,196	0	1,196	319	0	0	1,515
Departure	1,342	1,974	82	1,424	0	1,424	335	0	0	1,759
Total	2,426	3,916	194	2,620	0	2,620	654	0	0	3,274
West Leg										
Approach	1,092	1,504	54	1,146	0	1,146	335	0	0	1,481
Departure	483	1,113	83	566	0	566	16	0	0	582
Total	1,575	2,617	137	1,712	0	1,712	351	0	0	2,063
Total Approaches										
Approach	2,467	4,012	202	2,669	0	2,669	654	0	0	3,323
Departure	2,467	4,012	202	2,669	0	2,669	654	0	0	3,323
Total	4,934	8,024	404	5,338	0	5,338	1,308	0	0	6,646

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
30 Trumble Road/SR-74										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	45	51	1	46		46	0	0		46
SBT	0	0	0	0		0	0	0		0
SBR	345	575	30	375		375	0	0		375
EBL	330	575	32	362		362	0	0		362
EBT	1,012	1,399	50	1,062		1,062	335	0		1397
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	739	1,367	82	821		821	319	0		1140
WBR	35	56	3	38		38	0	0		38
North Leg										
Approach	390	626	31	421	0	421	0	0	0	421
Departure	365	631	35	400	0	400	0	0	0	400
Total	755	1,257	66	821	0	821	0	0	0	821
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	774	1,423	85	859	0	859	319	0	0	1,178
Departure	1,057	1,450	51	1,108	0	1,108	335	0	0	1,443
Total	1,831	2,873	136	1,967	0	1,967	654	0	0	2,621
West Leg										
Approach	1,342	1,974	82	1,424	0	1,424	335	0	0	1,759
Departure	1,084	1,942	112	1,196	0	1,196	319	0	0	1,515
Total	2,426	3,916	194	2,620	0	2,620	654	0	0	3,274
Total Approaches										
Approach	2,506	4,023	198	2,704	0	2,704	654	0	0	3,358
Departure	2,506	4,023	198	2,704	0	2,704	654	0	0	3,358
Total	5,012	8,046	396	5,408	0	5,408	1,308	0	0	6,716

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
31 Sherman Road/SR-74 (West)										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	99	403	40	139		139	0	0		139
EBL	0	0	0	0		0	0	0		0
EBT	1,001	1,507	66	1,067		1,067	335	0		1402
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	813	1,219	53	866		866	319	0		1185
WBR	69	307	31	100		100	0	0		100
North Leg										
Approach	99	403	40	139	0	139	0	0	0	139
Departure	69	307	31	100	0	100	0	0	0	100
Total	168	710	71	239	0	239	0	0	0	239
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	882	1,526	84	966	0	966	319	0	0	1,285
Departure	1,001	1,507	66	1,067	0	1,067	335	0	0	1,402
Total	1,883	3,033	150	2,033	0	2,033	654	0	0	2,687
West Leg										
Approach	1,001	1,507	66	1,067	0	1,067	335	0	0	1,402
Departure	912	1,622	93	1,005	0	1,005	319	0	0	1,324
Total	1,913	3,129	159	2,072	0	2,072	654	0	0	2,726
Total Approaches										
Approach	1,982	3,436	190	2,172	0	2,172	654	0	0	2,826
Departure	1,982	3,436	190	2,172	0	2,172	654	0	0	2,826
Total	3,964	6,872	380	4,344	0	4,344	1,308	0	0	5,652

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
32 Sherman Road/SR-74 (East)										
NBL	75	351	36	111		111	0	0		111
NBT	15	19	1	16		16	0	0		16
NBR	150	193	6	156		156	0	0		156
SBL	20	23	0	20		20	0	0		20
SBT	14	25	1	15		15	0	0		15
SBR	11	14	0	11		11	0	0		11
EBL	28	37	1	29		29	0	0		29
EBT	945	1,273	43	988		988	335	0		1323
EBR	28	197	22	50		50	0	0		50
WBL	115	241	16	131		131	0	0		131
WBT	796	1,161	48	844		844	319	0		1163
WBR	21	24	0	21		21	0	0		21
North Leg										
Approach	45	62	1	46	0	46	0	0	0	46
Departure	64	80	2	66	0	66	0	0	0	66
Total	109	142	3	112	0	112	0	0	0	112
South Leg										
Approach	240	563	43	283	0	283	0	0	0	283
Departure	157	463	39	196	0	196	0	0	0	196
Total	397	1,026	82	479	0	479	0	0	0	479
East Leg										
Approach	932	1,426	64	996	0	996	319	0	0	1,315
Departure	1,115	1,489	49	1,164	0	1,164	335	0	0	1,499
Total	2,047	2,915	113	2,160	0	2,160	654	0	0	2,814
West Leg										
Approach	1,001	1,507	66	1,067	0	1,067	335	0	0	1,402
Departure	882	1,526	84	966	0	966	319	0	0	1,285
Total	1,883	3,033	150	2,033	0	2,033	654	0	0	2,687
Total Approaches										
Approach	2,218	3,558	174	2,392	0	2,392	654	0	0	3,046
Departure	2,218	3,558	174	2,392	0	2,392	654	0	0	3,046
Total	4,436	7,117	348	4,784	0	4,784	1,308	0	0	6,092

LSA

Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
33 Antelope Road/SR-74										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	42	104	8	50		50	3	0		53
SBT	0	0	0	0		0	0	0		0
SBR	14	26	2	16		16	0	0		16
EBL	49	66	2	51		51	0	0		51
EBT	963	1,340	49	1,012		1,012	335	0		1347
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	756	1,196	57	813		813	319	0		1132
WBR	16	33	2	18		18	4	0		22
North Leg										
Approach	56	130	10	66	0	66	3	0	0	69
Departure	65	99	4	69	0	69	4	0	0	73
Total	121	229	14	135	0	135	7	0	0	142
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	772	1,229	59	831	0	831	323	0	0	1,154
Departure	1,005	1,444	57	1,062	0	1,062	338	0	0	1,400
Total	1,777	2,673	116	1,893	0	1,893	661	0	0	2,554
West Leg										
Approach	1,012	1,406	51	1,063	0	1,063	335	0	0	1,398
Departure	770	1,222	59	829	0	829	319	0	0	1,148
Total	1,782	2,628	110	1,892	0	1,892	654	0	0	2,546
Total Approaches										
Approach	1,840	2,765	120	1,960	0	1,960	661	0	0	2,621
Departure	1,840	2,765	120	1,960	0	1,960	661	0	0	2,621
Total	3,680	5,530	240	3,920	0	3,920	1,322	0	0	5,242

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
34 Palomar Road/SR-74										
NBL	12	63	7	19		19	0	0		19
NBT	51	167	15	66		66	0	0		66
NBR	128	241	15	143		143	6	0		149
SBL	13	15	0	13		13	0	0		13
SBT	23	140	15	38		38	0	0		38
SBR	36	63	4	40		40	0	0		40
EBL	50	113	8	58		58	0	0		58
EBT	873	1,135	34	907		907	340	0		1247
EBR	4	50	6	10		10	0	0		10
WBL	60	320	34	94		94	8	0		102
WBT	746	1,148	52	798		798	324	0		1122
WBR	21	24	0	21		21	0	0		21
North Leg										
Approach	72	218	19	91	0	91	0	0	0	91
Departure	122	304	23	145	0	145	0	0	0	145
Total	194	522	42	236	0	236	0	0	0	236
South Leg										
Approach	191	471	37	228	0	228	6	0	0	234
Departure	87	510	55	142	0	142	8	0	0	150
Total	278	981	92	370	0	370	14	0	0	384
East Leg										
Approach	827	1,492	86	913	0	913	332	0	0	1,245
Departure	1,014	1,391	49	1,063	0	1,063	346	0	0	1,409
Total	1,841	2,883	135	1,976	0	1,976	678	0	0	2,654
West Leg										
Approach	927	1,298	48	975	0	975	340	0	0	1,315
Departure	794	1,274	63	857	0	857	324	0	0	1,181
Total	1,721	2,572	111	1,832	0	1,832	664	0	0	2,496
Total Approaches										
Approach	2,017	3,479	190	2,207	0	2,207	678	0	0	2,885
Departure	2,017	3,479	190	2,207	0	2,207	678	0	0	2,885
Total	4,034	6,958	380	4,414	0	4,414	1,356	0	0	5,770

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
39 I-215 SB Ramps/Ethanac Road										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	145	256	14	159		159	0	0		159
SBT	2	2	0	2		2	0	0		2
SBR	364	513	19	383		383	0	0		383
EBL	0	0	0	0		0	0	0		0
EBT	584	1,262	88	672		672	17	0		689
EBR	358	467	14	372		372	0	0		372
WBL	104	180	10	114		114	108	0		222
WBT	625	1,436	106	731		731	21	0		752
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	511	771	33	544	0	544	0	0	0	544
Departure	0	0	0	0	0	0	0	0	0	0
Total	511	771	33	544	0	544	0	0	0	544
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	464	649	24	488	0	488	108	0	0	596
Total	464	649	24	488	0	488	108	0	0	596
East Leg										
Approach	729	1,616	116	845	0	845	129	0	0	974
Departure	729	1,518	102	831	0	831	17	0	0	848
Total	1,458	3,134	218	1,676	0	1,676	146	0	0	1,822
West Leg										
Approach	942	1,729	102	1,044	0	1,044	17	0	0	1,061
Departure	989	1,949	125	1,114	0	1,114	21	0	0	1,135
Total	1,931	3,678	227	2,158	0	2,158	38	0	0	2,196
Total Approaches										
Approach	2,182	4,116	251	2,433	0	2,433	146	0	0	2,579
Departure	2,182	4,116	251	2,433	0	2,433	146	0	0	2,579
Total	4,364	8,232	502	4,866	0	4,866	292	0	0	5,158

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
40 I-215 NB Ramps/Ethanac Road										
NBL	397	644	32	429		429	0	0		429
NBT	1	1	0	1		1	0	0		1
NBR	192	265	10	202		202	136	0		338
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	236	381	19	255		255	0	0		255
EBT	493	1,137	84	577		577	17	0		594
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	332	972	83	415		415	129	0		544
WBR	155	271	15	170		170	0	0		170
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	392	653	34	426	0	426	0	0	0	426
Total	392	653	34	426	0	426	0	0	0	426
South Leg										
Approach	590	910	42	632	0	632	136	0	0	768
Departure	0	0	0	0	0	0	0	0	0	0
Total	590	910	42	632	0	632	136	0	0	768
East Leg										
Approach	487	1,243	98	585	0	585	129	0	0	714
Departure	685	1,402	94	779	0	779	153	0	0	932
Total	1,172	2,645	192	1,364	0	1,364	282	0	0	1,646
West Leg										
Approach	729	1,518	103	832	0	832	17	0	0	849
Departure	729	1,616	115	844	0	844	129	0	0	973
Total	1,458	3,134	218	1,676	0	1,676	146	0	0	1,822
Total Approaches										
Approach	1,806	3,671	243	2,049	0	2,049	282	0	0	2,331
Departure	1,806	3,671	243	2,049	0	2,049	282	0	0	2,331
Total	3,612	7,342	486	4,098	0	4,098	564	0	0	4,662

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
41 Encanto Drive/Ethanac Road										
NBL	74	384	40	114		114	0	0		114
NBT	0	0	0	0		0	0	0		0
NBR	56	106	7	63		63	0	0		63
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	575	938	47	622		622	153	0		775
EBR	110	464	46	156		156	0	0		156
WBL	46	90	6	52		52	0	0		52
WBT	413	859	58	471		471	129	0		600
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	130	490	47	177	0	177	0	0	0	177
Departure	156	554	52	208	0	208	0	0	0	208
Total	286	1,044	99	385	0	385	0	0	0	385
East Leg										
Approach	459	949	64	523	0	523	129	0	0	652
Departure	631	1,044	54	685	0	685	153	0	0	838
Total	1,090	1,993	118	1,208	0	1,208	282	0	0	1,490
West Leg										
Approach	685	1,402	93	778	0	778	153	0	0	931
Departure	487	1,243	98	585	0	585	129	0	0	714
Total	1,172	2,645	191	1,363	0	1,363	282	0	0	1,645
Total Approaches										
Approach	1,274	2,841	204	1,478	0	1,478	282	0	0	1,760
Departure	1,274	2,841	204	1,478	0	1,478	282	0	0	1,760
Total	2,548	5,682	408	2,956	0	2,956	564	0	0	3,520

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
42 Sherman Road/Ethanac Road										
NBL	16	21	1	17		17	0	0		17
NBT	3	14	1	4		4	0	0		4
NBR	6	23	2	8		8	0	0		8
SBL	4	23	2	6		6	5	0		11
SBT	4	64	8	12		12	0	0		12
SBR	134	260	16	150		150	0	0		150
EBL	216	424	27	243		243	0	0		243
EBT	346	543	26	372		372	153	0		525
EBR	3	13	1	4		4	0	0		4
WBL	1	16	2	3		3	0	0		3
WBT	265	511	32	297		297	129	0		426
WBR	2	14	2	4		4	3	0		7
North Leg										
Approach	142	347	26	168	0	168	5	0	0	173
Departure	221	452	30	251	0	251	3	0	0	254
Total	363	799	56	419	0	419	8	0	0	427
South Leg										
Approach	25	58	4	29	0	29	0	0	0	29
Departure	8	93	11	19	0	19	0	0	0	19
Total	33	151	15	48	0	48	0	0	0	48
East Leg										
Approach	268	541	36	304	0	304	132	0	0	436
Departure	356	589	30	386	0	386	158	0	0	544
Total	624	1,130	66	690	0	690	290	0	0	980
West Leg										
Approach	565	980	54	619	0	619	153	0	0	772
Departure	415	792	49	464	0	464	129	0	0	593
Total	980	1,772	103	1,083	0	1,083	282	0	0	1,365
Total Approaches										
Approach	1,000	1,926	120	1,120	0	1,120	290	0	0	1,410
Departure	1,000	1,926	120	1,120	0	1,120	290	0	0	1,410
Total	2,000	3,852	240	2,240	0	2,240	580	0	0	2,820

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
43 Jackson Avenue/Ethanac Road										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	11	78	9	20		20	0	0		20
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	2	45	6	8		8	0	0		8
EBT	267	423	20	287		287	163	0		450
EBR	35	135	13	48		48	0	0		48
WBL	0	0	0	0		0	0	0		0
WBT	173	451	36	209		209	139	0		348
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	11	78	9	20	0	20	0	0	0	20
Departure	2	45	6	8	0	8	0	0	0	8
Total	13	123	15	28	0	28	0	0	0	28
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	35	135	13	48	0	48	0	0	0	48
Total	35	135	13	48	0	48	0	0	0	48
East Leg										
Approach	173	451	36	209	0	209	139	0	0	348
Departure	278	501	29	307	0	307	163	0	0	470
Total	451	952	65	516	0	516	302	0	0	818
West Leg										
Approach	304	603	39	343	0	343	163	0	0	506
Departure	173	451	36	209	0	209	139	0	0	348
Total	477	1,054	75	552	0	552	302	0	0	854
Total Approaches										
Approach	488	1,132	84	572	0	572	302	0	0	874
Departure	488	1,132	84	572	0	572	302	0	0	874
Total	976	2,264	168	1,144	0	1,144	604	0	0	1,748

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
44 Antelope Road/Ethanac Road										
NBL	25	70	6	31		31	0	0		31
NBT	0	0	0	0		0	0	0		0
NBR	5	51	6	11		11	0	0		11
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	278	501	29	307		307	163	0		470
EBR	0	0	0	0		0	0	0		0
WBL	2	40	5	7		7	0	0		7
WBT	148	381	30	178		178	139	0		317
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	30	121	12	42	0	42	0	0	0	42
Departure	2	40	5	7	0	7	0	0	0	7
Total	32	161	17	49	0	49	0	0	0	49
East Leg										
Approach	150	421	35	185	0	185	139	0	0	324
Departure	283	552	35	318	0	318	163	0	0	481
Total	433	973	70	503	0	503	302	0	0	805
West Leg										
Approach	278	501	29	307	0	307	163	0	0	470
Departure	173	451	36	209	0	209	139	0	0	348
Total	451	952	65	516	0	516	302	0	0	818
Total Approaches										
Approach	458	1,043	76	534	0	534	302	0	0	836
Departure	458	1,043	76	534	0	534	302	0	0	836
Total	916	2,086	152	1,068	0	1,068	604	0	0	1,672

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
45 Palomar Road/Matthews Road										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	11	242	30	41		41	0	0		41
SBT	0	0	0	0		0	0	0		0
SBR	73	265	25	98		98	8	0		106
EBL	175	351	23	198		198	6	0		204
EBT	123	260	18	141		141	157	0		298
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	52	164	15	67		67	131	0		198
WBR	7	127	16	23		23	0	0		23
North Leg										
Approach	84	507	55	139	0	139	8	0	0	147
Departure	182	478	39	221	0	221	6	0	0	227
Total	266	985	94	360	0	360	14	0	0	374
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	59	291	31	90	0	90	131	0	0	221
Departure	134	502	48	182	0	182	157	0	0	339
Total	193	793	79	272	0	272	288	0	0	560
West Leg										
Approach	298	611	41	339	0	339	163	0	0	502
Departure	125	429	40	165	0	165	139	0	0	304
Total	423	1,040	81	504	0	504	302	0	0	806
Total Approaches										
Approach	441	1,409	127	568	0	568	302	0	0	870
Departure	441	1,409	127	568	0	568	302	0	0	870
Total	882	2,818	254	1,136	0	1,136	604	0	0	1,740

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
47 Menifee Road/SR-74										
NBL	83	125	5	88		88	132	0		220
NBT	165	440	36	201		201	49	0		250
NBR	186	402	28	214		214	0	0		214
SBL	84	253	22	106		106	14	0		120
SBT	143	428	37	180		180	49	0		229
SBR	20	42	3	23		23	0	0		23
EBL	47	78	4	51		51	0	0		51
EBT	949	1,283	44	993		993	235	0		1228
EBR	64	86	3	67		67	110	0		177
WBL	146	377	30	176		176	0	0		176
WBT	638	1,151	67	705		705	200	0		905
WBR	69	220	20	89		89	20	0		109
North Leg										
Approach	247	723	62	309	0	309	63	0	0	372
Departure	281	738	60	341	0	341	69	0	0	410
Total	528	1,461	122	650	0	650	132	0	0	782
South Leg										
Approach	434	967	69	503	0	503	181	0	0	684
Departure	353	891	70	423	0	423	159	0	0	582
Total	787	1,858	139	926	0	926	340	0	0	1,266
East Leg										
Approach	853	1,748	117	970	0	970	220	0	0	1,190
Departure	1,219	1,938	94	1,313	0	1,313	249	0	0	1,562
Total	2,072	3,686	211	2,283	0	2,283	469	0	0	2,752
West Leg										
Approach	1,060	1,447	51	1,111	0	1,111	345	0	0	1,456
Departure	741	1,318	75	816	0	816	332	0	0	1,148
Total	1,801	2,765	126	1,927	0	1,927	677	0	0	2,604
Total Approaches										
Approach	2,594	4,885	299	2,893	0	2,893	809	0	0	3,702
Departure	2,594	4,885	299	2,893	0	2,893	809	0	0	3,702
Total	5,188	9,770	598	5,786	0	5,786	1,618	0	0	7,404

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
48 Menifee Road/Valley Substation Driveway - Biscayne										
NBL	0	0	0	0		0	0	0		0
NBT	380	908	69	449		449	120	0		569
NBR	1	1	0	1		1	58	0		59
SBL	4	4	0	4		4	44	0		48
SBT	340	877	70	410		410	115	0		525
SBR	1	2	0	1		1	0	0		1
EBL	0	0	0	0		0	0	0		0
EBT	2	2	0	2		2	0	0		2
EBR	2	7	1	3		3	0	0		3
WBL	11	13	0	11		11	45	0		56
WBT	1	1	0	1		1	0	0		1
WBR	1	1	0	1		1	61	0		62
North Leg										
Approach	345	883	70	415	0	415	159	0	0	574
Departure	381	909	69	450	0	450	181	0	0	631
Total	726	1,792	139	865	0	865	340	0	0	1,205
South Leg										
Approach	381	909	69	450	0	450	178	0	0	628
Departure	353	897	71	424	0	424	160	0	0	584
Total	734	1,806	140	874	0	874	338	0	0	1,212
East Leg										
Approach	13	15	0	13	0	13	106	0	0	119
Departure	7	7	0	7	0	7	102	0	0	109
Total	20	22	0	20	0	20	208	0	0	228
West Leg										
Approach	4	9	1	5	0	5	0	0	0	5
Departure	2	3	0	2	0	2	0	0	0	2
Total	6	12	1	7	0	7	0	0	0	7
Total Approaches										
Approach	743	1,816	140	883	0	883	443	0	0	1,326
Departure	743	1,816	140	883	0	883	443	0	0	1,326
Total	1,486	3,632	280	1,766	0	1,766	886	0	0	2,652

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
49 Menifee Road/McLaughlin Road										
NBL	17	19	0	17	53	70	0	0		70
NBT	375	901	69	444		444	0	0		444
NBR	0	0	0	0	0	0	159	0		159
SBL	0	0	0	0	0	0	115	0		115
SBT	363	937	75	438	-19	419	0	0		419
SBR	2	2	0	2	19	21	45	0		66
EBL	6	6	0	6	9	15	58	0		73
EBT	0	0	0	0	0	0	99	0		99
EBR	2	3	0	2	146	148	0	0		148
WBL	0	0	0	0	0	0	234	0		234
WBT	0	0	0	0	0	0	86	0		86
WBR	0	0	0	0	0	0	115	0		115
North Leg										
Approach	365	939	75	440	0	440	160	0	0	600
Departure	381	907	69	450	9	459	173	0	0	632
Total	746	1,846	144	890	9	899	333	0	0	1,232
South Leg										
Approach	392	920	69	461	53	514	159	0	0	673
Departure	365	940	75	440	127	567	234	0	0	801
Total	757	1,860	144	901	180	1,081	393	0	0	1,474
East Leg										
Approach	0	0	0	0	0	0	435	0	0	435
Departure	0	0	0	0	0	0	373	0	0	373
Total	0	0	0	0	0	0	808	0	0	808
West Leg										
Approach	8	9	0	8	155	163	157	0	0	320
Departure	19	21	0	19	72	91	131	0	0	222
Total	27	30	0	27	227	254	288	0	0	542
Total Approaches										
Approach	765	1,868	144	909	208	1,117	911	0	0	2,028
Departure	765	1,868	144	909	208	1,117	911	0	0	2,028
Total	1,530	3,737	288	1,818	416	2,234	1,822	0	0	4,056

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
50 Menifee Road/Project Driveway 1										
NBL	0	0	0	0		0	0	0		0
NBT	392	941	72	464	44	508	159	0		667
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	365	940	75	440	127	567	234	0		801
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	365	940	75	440	127	567	234	0	0	801
Departure	392	941	72	464	44	508	159	0	0	667
Total	757	1,881	147	904	171	1,075	393	0	0	1,468
South Leg										
Approach	392	941	72	464	44	508	159	0	0	667
Departure	365	940	75	440	127	567	234	0	0	801
Total	757	1,881	147	904	171	1,075	393	0	0	1,468
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	757	1,881	147	904	171	1,075	393	0	0	1,468
Departure	757	1,881	147	904	171	1,075	393	0	0	1,468
Total	1,514	3,762	294	1,808	342	2,150	786	0	0	2,936

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
51 Menifee Road/Matthews Road										
NBL	31	202	22	53	-53	0	0	0		0
NBT	385	916	69	454	53	507	159	0		666
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	350	871	68	418	146	564	234	0		798
SBR	12	69	7	19	-19	0	0	0		0
EBL	7	25	2	9	-9	0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	103	435	43	146	-146	0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	362	940	75	437	127	564	234	0	0	798
Departure	392	941	71	463	44	507	159	0	0	666
Total	754	1,881	146	900	171	1,071	393	0	0	1,464
South Leg										
Approach	416	1,118	91	507	0	507	159	0	0	666
Departure	453	1,306	111	564	0	564	234	0	0	798
Total	869	2,424	202	1,071	0	1,071	393	0	0	1,464
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	110	460	45	155	-155	0	0	0	0	0
Departure	43	271	29	72	-72	0	0	0	0	0
Total	153	731	74	227	-227	0	0	0	0	0
Total Approaches										
Approach	888	2,518	211	1,099	-28	1,071	393	0	0	1,464
Departure	888	2,518	211	1,099	-28	1,071	393	0	0	1,464
Total	1,776	5,036	422	2,198	-56	2,142	786	0	0	2,928

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
52 McKinley/SR-74										
NBL	0	0	0	0		0	23	0		23
NBT	0	0	0	0		0	0	0		0
NBR	3	13	1	4		4	38	0		42
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	1,211	1,927	93	1,304		1,304	219	0		1523
EBR	8	11	0	8		8	30	0		38
WBL	5	8	0	5		5	25	0		30
WBT	853	1,749	117	970		970	197	0		1167
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	3	13	1	4	0	4	61	0	0	65
Departure	13	19	0	13	0	13	55	0	0	68
Total	16	32	1	17	0	17	116	0	0	133
East Leg										
Approach	858	1,757	117	975	0	975	222	0	0	1,197
Departure	1,214	1,940	94	1,308	0	1,308	257	0	0	1,565
Total	2,072	3,697	211	2,283	0	2,283	479	0	0	2,762
West Leg										
Approach	1,219	1,938	93	1,312	0	1,312	249	0	0	1,561
Departure	853	1,749	117	970	0	970	220	0	0	1,190
Total	2,072	3,687	210	2,282	0	2,282	469	0	0	2,751
Total Approaches										
Approach	2,080	3,708	211	2,291	0	2,291	532	0	0	2,823
Departure	2,080	3,708	211	2,291	0	2,291	532	0	0	2,823
Total	4,160	7,416	422	4,582	0	4,582	1,064	0	0	5,646

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
53 Malaga Road - Project Driveway 2/SR-74										
NBL	0	0	0	0		0	128	0		128
NBT	0	1	0	0		0	0	0		0
NBR	0	0	0	0		0	90	0		90
SBL	0	331	43	43		43	0	0		43
SBT	0	1	0	0		0	0	0		0
SBR	0	377	49	49		49	0	0		49
EBL	0	244	32	32		32	0	0		32
EBT	1,214	1,696	63	1,277		1,277	142	0		1419
EBR	0	0	0	0		0	115	0		115
WBL	0	0	0	0		0	68	0		68
WBT	858	1,380	68	926		926	94	0		1020
WBR	0	246	32	32		32	0	0		32
North Leg										
Approach	0	709	92	92	0	92	0	0	0	92
Departure	0	491	64	64	0	64	0	0	0	64
Total	0	1,200	156	156	0	156	0	0	0	156
South Leg										
Approach	0	1	0	0	0	0	218	0	0	218
Departure	0	1	0	0	0	0	183	0	0	183
Total	0	2	0	0	0	0	401	0	0	401
East Leg										
Approach	858	1,626	100	958	0	958	162	0	0	1,120
Departure	1,214	2,027	106	1,320	0	1,320	232	0	0	1,552
Total	2,072	3,653	206	2,278	0	2,278	394	0	0	2,672
West Leg										
Approach	1,214	1,940	95	1,309	0	1,309	257	0	0	1,566
Departure	858	1,757	117	975	0	975	222	0	0	1,197
Total	2,072	3,697	212	2,284	0	2,284	479	0	0	2,763
Total Approaches										
Approach	2,072	4,276	287	2,359	0	2,359	637	0	0	2,996
Departure	2,072	4,276	287	2,359	0	2,359	637	0	0	2,996
Total	4,144	8,552	574	4,718	0	4,718	1,274	0	0	5,992

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
54 Project Driveway 3/SR-74										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	1,214	2,027	106	1,320		1,320	231	0		1551
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	858	1,626	100	958		958	162	0		1120
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	858	1,626	100	958	0	958	162	0	0	1,120
Departure	1,214	2,027	106	1,320	0	1,320	231	0	0	1,551
Total	2,072	3,653	206	2,278	0	2,278	393	0	0	2,671
West Leg										
Approach	1,214	2,027	106	1,320	0	1,320	231	0	0	1,551
Departure	858	1,626	100	958	0	958	162	0	0	1,120
Total	2,072	3,653	206	2,278	0	2,278	393	0	0	2,671
Total Approaches										
Approach	2,072	3,653	206	2,278	0	2,278	393	0	0	2,671
Departure	2,072	3,653	206	2,278	0	2,278	393	0	0	2,671
Total	4,144	7,306	412	4,556	0	4,556	786	0	0	5,342

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
56 Briggs Road/SR-74										
NBL	53	243	25	78		78	70	0		148
NBT	57	175	15	72		72	15	0		87
NBR	56	368	41	97		97	54	0		151
SBL	109	185	10	119		119	0	0		119
SBT	52	203	20	72		72	18	0		90
SBR	46	55	1	47		47	0	0		47
EBL	66	75	1	67		67	0	0		67
EBT	1,041	1,580	70	1,111		1,111	125	0		1236
EBR	107	372	35	142		142	106	0		248
WBL	61	351	38	99		99	87	0		186
WBT	758	1,328	74	832		832	92	0		924
WBR	63	74	1	64		64	0	0		64
North Leg										
Approach	207	443	31	238	0	238	18	0	0	256
Departure	186	324	17	203	0	203	15	0	0	218
Total	393	767	48	441	0	441	33	0	0	474
South Leg										
Approach	166	786	81	247	0	247	139	0	0	386
Departure	220	926	93	313	0	313	211	0	0	524
Total	386	1,712	174	560	0	560	350	0	0	910
East Leg										
Approach	882	1,753	113	995	0	995	179	0	0	1,174
Departure	1,206	2,133	121	1,327	0	1,327	179	0	0	1,506
Total	2,088	3,886	234	2,322	0	2,322	358	0	0	2,680
West Leg										
Approach	1,214	2,027	106	1,320	0	1,320	231	0	0	1,551
Departure	857	1,626	100	957	0	957	162	0	0	1,119
Total	2,071	3,653	206	2,277	0	2,277	393	0	0	2,670
Total Approaches										
Approach	2,469	5,009	331	2,800	0	2,800	567	0	0	3,367
Departure	2,469	5,009	331	2,800	0	2,800	567	0	0	3,367
Total	4,938	10,017	662	5,600	0	5,600	1,134	0	0	6,734

LSA

Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
57 Briggs Road/Heritage High School Driveway										
NBL	76	100	3	79		79	2	0		81
NBT	127	702	75	202		202	138	0		340
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	112	798	89	201		201	210	0		411
SBR	108	128	3	111		111	0	0		111
EBL	39	84	6	45		45	0	0		45
EBT	0	0	0	0		0	0	0		0
EBR	19	58	5	24		24	4	0		28
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	220	926	92	312	0	312	210	0	0	522
Departure	166	786	81	247	0	247	138	0	0	385
Total	386	1,712	173	559	0	559	348	0	0	907
South Leg										
Approach	203	802	78	281	0	281	140	0	0	421
Departure	131	856	94	225	0	225	214	0	0	439
Total	334	1,658	172	506	0	506	354	0	0	860
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	58	142	11	69	0	69	4	0	0	73
Departure	184	228	6	190	0	190	2	0	0	192
Total	242	370	17	259	0	259	6	0	0	265
Total Approaches										
Approach	481	1,870	181	662	0	662	354	0	0	1,016
Departure	481	1,870	181	662	0	662	354	0	0	1,016
Total	962	3,740	362	1,324	0	1,324	708	0	0	2,032

LSA

Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
58 Briggs Road/McLaughlin Road										
NBL	1	1	0	1	-1	0	0	0		0
NBT	204	801	78	282		282	106	0		388
NBR	5	47	5	10		10	0	0		10
SBL	22	81	8	30		30	0	0		30
SBT	126	854	95	221		221	214	0		435
SBR	0	0	0	0	0	0	0	0		0
EBL	0	0	0	0	0	0	35	0		35
EBT	0	0	0	0	0	0	0	0		0
EBR	0	0	0	0	0	0	0	0		0
WBL	8	49	5	13		13	0	0		13
WBT	0	0	0	0	0	0	0	0		0
WBR	14	20	1	15		15	0	0		15
North Leg										
Approach	148	935	103	251	0	251	214	0	0	465
Departure	218	821	79	297	0	297	141	0	0	438
Total	366	1,756	182	548	0	548	355	0	0	903
South Leg										
Approach	210	849	83	293	-1	292	106	0	0	398
Departure	134	903	100	234	0	234	214	0	0	448
Total	344	1,752	183	527	-1	526	320	0	0	846
East Leg										
Approach	22	69	6	28	0	28	0	0	0	28
Departure	27	128	13	40	0	40	0	0	0	40
Total	49	197	19	68	0	68	0	0	0	68
West Leg										
Approach	0	0	0	0	0	0	35	0	0	35
Departure	1	1	0	1	-1	0	0	0	0	0
Total	1	1	0	1	-1	0	35	0	0	35
Total Approaches										
Approach	380	1,853	192	572	-1	571	355	0	0	926
Departure	380	1,853	192	572	-1	571	355	0	0	926
Total	760	3,706	384	1,144	-2	1,142	710	0	0	1,852

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
59 Briggs Road/Project Driveway 4										
NBL	0	0	0	0		0	0	0		0
NBT	210	849	83	293		293	106	0		399
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	134	903	100	234		234	214	0		448
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	134	903	100	234	0	234	214	0	0	448
Departure	210	849	83	293	0	293	106	0	0	399
Total	344	1,752	183	527	0	527	320	0	0	847
South Leg										
Approach	210	849	83	293	0	293	106	0	0	399
Departure	134	903	100	234	0	234	214	0	0	448
Total	344	1,752	183	527	0	527	320	0	0	847
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	344	1,752	183	527	0	527	320	0	0	847
Departure	344	1,752	183	527	0	527	320	0	0	847
Total	688	3,504	366	1,054	0	1,054	640	0	0	1,694

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
60	**Briggs Road/Project Driveway 5 - Meadow Oak Street**										
NBL		0	0	0	0		0	58	0		58
NBT		193	757	74	267		267	31	0		298
NBR		51	58	1	52		52	0	0		52
SBL		8	125	15	23		23	2	0		25
SBT		126	778	85	211		211	154	0		365
SBR		0	0	0	0		0	58	0		58
EBL		0	0	0	0		0	74	0		74
EBT		0	0	0	0		0	0	0		0
EBR		0	0	0	0		0	0	0		0
WBL		37	42	1	38		38	0	0		38
WBT		0	0	0	0		0	0	0		0
WBR		17	92	10	27		27	1	0		28
North Leg											
	Approach	134	903	100	234	0	234	214	0	0	448
	Departure	210	849	84	294	0	294	106	0	0	400
	Total	344	1,752	184	528	0	528	320	0	0	848
South Leg											
	Approach	244	815	75	319	0	319	89	0	0	408
	Departure	163	820	86	249	0	249	154	0	0	403
	Total	407	1,635	161	568	0	568	243	0	0	811
East Leg											
	Approach	54	134	11	65	0	65	1	0	0	66
	Departure	59	183	16	75	0	75	2	0	0	77
	Total	113	317	27	140	0	140	3	0	0	143
West Leg											
	Approach	0	0	0	0	0	0	74	0	0	74
	Departure	0	0	0	0	0	0	116	0	0	116
	Total	0	0	0	0	0	0	190	0	0	190
Total Approaches											
	Approach	432	1,852	186	618	0	618	378	0	0	996
	Departure	432	1,852	186	618	0	618	378	0	0	996
	Total	864	3,704	372	1,236	0	1,236	756	0	0	1,992

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
61 Briggs Road/Project Driveway 6										
NBL	0	0	0	0		0	0	0		0
NBT	244	815	74	318		318	89	0		407
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	163	820	86	249		249	30	0		279
SBR	0	0	0	0		0	124	0		124
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	67	0		67
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	163	820	86	249	0	249	154	0	0	403
Departure	244	815	74	318	0	318	89	0	0	407
Total	407	1,635	160	567	0	567	243	0	0	810
South Leg										
Approach	244	815	74	318	0	318	89	0	0	407
Departure	163	820	86	249	0	249	97	0	0	346
Total	407	1,635	160	567	0	567	186	0	0	753
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	0	0	0	0	0	67	0	0	67
Departure	0	0	0	0	0	0	124	0	0	124
Total	0	0	0	0	0	0	191	0	0	191
Total Approaches										
Approach	407	1,635	160	567	0	567	310	0	0	877
Departure	407	1,635	160	567	0	567	310	0	0	877
Total	814	3,270	320	1,134	0	1,134	620	0	0	1,754

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
62 Briggs Road/Project Driveway 7 - Hillridge Street										
NBL	0	0	0	0		0	148	0		148
NBT	244	797	72	316		316	58	0		374
NBR	0	185	24	24		24	0	0		24
SBL	0	49	6	6		6	0	0		6
SBT	163	771	79	242		242	67	0		309
SBR	0	0	0	0		0	30	0		30
EBL	0	0	0	0		0	31	0		31
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	72	0		72
WBL	0	97	13	13		13	0	0		13
WBT	0	0	0	0		0	0	0		0
WBR	0	18	2	2		2	0	0		2
North Leg										
Approach	163	820	85	248	0	248	97	0	0	345
Departure	244	815	74	318	0	318	89	0	0	407
Total	407	1,635	159	566	0	566	186	0	0	752
South Leg										
Approach	244	982	96	340	0	340	206	0	0	546
Departure	163	868	92	255	0	255	139	0	0	394
Total	407	1,850	188	595	0	595	345	0	0	940
East Leg										
Approach	0	115	15	15	0	15	0	0	0	15
Departure	0	234	30	30	0	30	0	0	0	30
Total	0	349	45	45	0	45	0	0	0	45
West Leg										
Approach	0	0	0	0	0	0	103	0	0	103
Departure	0	0	0	0	0	0	178	0	0	178
Total	0	0	0	0	0	0	281	0	0	281
Total Approaches										
Approach	407	1,917	196	603	0	603	406	0	0	1,009
Departure	407	1,917	196	603	0	603	406	0	0	1,009
Total	814	3,834	392	1,206	0	1,206	812	0	0	2,018

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
63 Briggs Road/Matthews Road										
NBL	0	0	0	0		0	0	0		0
NBT	206	624	55	261		261	198	0		459
NBR	54	67	2	56		56	0	0		56
SBL	28	352	42	70		70	6	0		76
SBT	135	516	50	185		185	133	0		318
SBR	0	0	0	0		0	0	0		0
EBL	0	0	0	0		0	0	0		0
EBT	0	0	0	0		0	0	0		0
EBR	0	0	0	0		0	0	0		0
WBL	50	59	1	51		51	0	0		51
WBT	0	0	0	0		0	0	0		0
WBR	38	358	42	80		80	9	0		89
North Leg										
Approach	163	868	92	255	0	255	139	0	0	394
Departure	244	982	97	341	0	341	207	0	0	548
Total	407	1,850	189	596	0	596	346	0	0	942
South Leg										
Approach	260	691	57	317	0	317	198	0	0	515
Departure	185	575	51	236	0	236	133	0	0	369
Total	445	1,266	108	553	0	553	331	0	0	884
East Leg										
Approach	88	417	43	131	0	131	9	0	0	140
Departure	82	419	44	126	0	126	6	0	0	132
Total	170	836	87	257	0	257	15	0	0	272
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	511	1,976	192	703	0	703	346	0	0	1,049
Departure	511	1,976	192	703	0	703	346	0	0	1,049
Total	1,022	3,952	384	1,406	0	1,406	692	0	0	2,098

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
68 I-215 SB Ramps/McCall Boulevard										
NBL	0	0	0	0		0	0	0		0
NBT	0	0	0	0		0	0	0		0
NBR	0	0	0	0		0	0	0		0
SBL	374	518	19	393		393	0	0		393
SBT	0	0	0	0		0	0	0		0
SBR	507	577	9	516		516	0	0		516
EBL	0	0	0	0		0	0	0		0
EBT	838	1,301	60	898		898	23	0		921
EBR	296	394	13	309		309	0	0		309
WBL	294	487	25	319		319	206	0		525
WBT	868	1,380	67	935		935	24	0		959
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	881	1,095	28	909	0	909	0	0	0	909
Departure	0	0	0	0	0	0	0	0	0	0
Total	881	1,095	28	909	0	909	0	0	0	909
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	590	881	38	628	0	628	206	0	0	834
Total	590	881	38	628	0	628	206	0	0	834
East Leg										
Approach	1,162	1,867	92	1,254	0	1,254	230	0	0	1,484
Departure	1,212	1,819	79	1,291	0	1,291	23	0	0	1,314
Total	2,374	3,686	171	2,545	0	2,545	253	0	0	2,798
West Leg										
Approach	1,134	1,695	73	1,207	0	1,207	23	0	0	1,230
Departure	1,375	1,957	76	1,451	0	1,451	24	0	0	1,475
Total	2,509	3,652	149	2,658	0	2,658	47	0	0	2,705
Total Approaches										
Approach	3,177	4,657	193	3,370	0	3,370	253	0	0	3,623
Departure	3,177	4,657	193	3,370	0	3,370	253	0	0	3,623
Total	6,354	9,314	386	6,740	0	6,740	506	0	0	7,246

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
69 I-215 NB Ramps/McCall Boulevard										
NBL	407	462	7	414		414	0	0		414
NBT	5	5	0	5		5	0	0		5
NBR	566	752	24	590		590	197	0		787
SBL	0	0	0	0		0	0	0		0
SBT	0	0	0	0		0	0	0		0
SBR	0	0	0	0		0	0	0		0
EBL	301	364	8	309		309	0	0		309
EBT	911	1,455	71	982		982	23	0		1005
EBR	0	0	0	0		0	0	0		0
WBL	0	0	0	0		0	0	0		0
WBT	755	1,405	85	840		840	230	0		1070
WBR	205	364	21	226		226	0	0		226
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	511	733	29	540	0	540	0	0	0	540
Total	511	733	29	540	0	540	0	0	0	540
South Leg										
Approach	978	1,219	31	1,009	0	1,009	197	0	0	1,206
Departure	0	0	0	0	0	0	0	0	0	0
Total	978	1,219	31	1,009	0	1,009	197	0	0	1,206
East Leg										
Approach	960	1,769	106	1,066	0	1,066	230	0	0	1,296
Departure	1,477	2,207	95	1,572	0	1,572	220	0	0	1,792
Total	2,437	3,976	201	2,638	0	2,638	450	0	0	3,088
West Leg										
Approach	1,212	1,819	79	1,291	0	1,291	23	0	0	1,314
Departure	1,162	1,867	92	1,254	0	1,254	230	0	0	1,484
Total	2,374	3,686	171	2,545	0	2,545	253	0	0	2,798
Total Approaches										
Approach	3,150	4,807	216	3,366	0	3,366	450	0	0	3,816
Departure	3,150	4,807	216	3,366	0	3,366	450	0	0	3,816
Total	6,300	9,615	432	6,732	0	6,732	900	0	0	7,632

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
70 Encanto Drive/McCall Boulevard										
NBL	150	164	2	152		152	0	0		152
NBT	21	27	1	22		22	0	0		22
NBR	24	27	0	24		24	1	0		25
SBL	30	72	5	35		35	0	0		35
SBT	17	23	1	18		18	0	0		18
SBR	133	347	28	161		161	0	0		161
EBL	150	291	18	168		168	0	0		168
EBT	1,095	1,660	74	1,169		1,169	219	0		1388
EBR	231	255	3	234		234	0	0		234
WBL	32	37	1	33		33	1	0		34
WBT	676	1,258	76	752		752	230	0		982
WBR	20	44	3	23		23	0	0		23
North Leg										
Approach	180	442	34	214	0	214	0	0	0	214
Departure	191	362	22	213	0	213	0	0	0	213
Total	371	804	56	427	0	427	0	0	0	427
South Leg										
Approach	195	218	3	198	0	198	1	0	0	199
Departure	280	315	5	285	0	285	1	0	0	286
Total	475	534	8	483	0	483	2	0	0	485
East Leg										
Approach	728	1,339	80	808	0	808	231	0	0	1,039
Departure	1,149	1,759	79	1,228	0	1,228	220	0	0	1,448
Total	1,877	3,098	159	2,036	0	2,036	451	0	0	2,487
West Leg										
Approach	1,476	2,206	95	1,571	0	1,571	219	0	0	1,790
Departure	959	1,769	106	1,065	0	1,065	230	0	0	1,295
Total	2,435	3,975	201	2,636	0	2,636	449	0	0	3,085
Total Approaches										
Approach	2,579	4,206	212	2,791	0	2,791	451	0	0	3,242
Departure	2,579	4,206	212	2,791	0	2,791	451	0	0	3,242
Total	5,158	8,411	424	5,582	0	5,582	902	0	0	6,484

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
71 Sherman Road/McCall Boulevard										
NBL	76	95	2	78		78	0	0		78
NBT	11	15	1	12		12	0	0		12
NBR	16	39	3	19		19	4	0		23
SBL	23	73	7	30		30	1	0		31
SBT	10	25	2	12		12	0	0		12
SBR	22	36	2	24		24	0	0		24
EBL	83	95	2	85		85	0	0		85
EBT	998	1,661	86	1,084		1,084	220	0		1304
EBR	75	100	3	78		78	0	0		78
WBL	20	61	5	25		25	7	0		32
WBT	593	1,159	74	667		667	231	0		898
WBR	23	49	3	26		26	1	0		27
North Leg										
Approach	55	134	11	66	0	66	1	0	0	67
Departure	117	159	6	123	0	123	1	0	0	124
Total	172	293	17	189	0	189	2	0	0	191
South Leg										
Approach	103	149	6	109	0	109	4	0	0	113
Departure	105	186	10	115	0	115	7	0	0	122
Total	208	335	16	224	0	224	11	0	0	235
East Leg										
Approach	636	1,269	82	718	0	718	239	0	0	957
Departure	1,037	1,773	96	1,133	0	1,133	225	0	0	1,358
Total	1,673	3,042	178	1,851	0	1,851	464	0	0	2,315
West Leg										
Approach	1,156	1,856	91	1,247	0	1,247	220	0	0	1,467
Departure	691	1,290	78	769	0	769	231	0	0	1,000
Total	1,847	3,146	169	2,016	0	2,016	451	0	0	2,467
Total Approaches										
Approach	1,950	3,408	190	2,140	0	2,140	464	0	0	2,604
Departure	1,950	3,408	190	2,140	0	2,140	464	0	0	2,604
Total	3,900	6,815	380	4,280	0	4,280	928	0	0	5,208

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
72 Antelope Road/McCall Boulevard										
NBL	23	47	3	26		26	0	0		26
NBT	2	6	1	3		3	0	0		3
NBR	30	82	7	37		37	1	0		38
SBL	6	47	5	11		11	4	0		15
SBT	3	30	4	7		7	0	0		7
SBR	41	237	26	67		67	0	0		67
EBL	56	110	7	63		63	0	0		63
EBT	824	1,452	82	906		906	226	0		1132
EBR	47	105	8	55		55	0	0		55
WBL	21	63	5	26		26	1	0		27
WBT	561	979	55	616		616	238	0		854
WBR	8	21	2	10		10	2	0		12
North Leg										
Approach	50	314	35	85	0	85	4	0	0	89
Departure	66	137	10	76	0	76	2	0	0	78
Total	116	451	45	161	0	161	6	0	0	167
South Leg										
Approach	55	135	11	66	0	66	1	0	0	67
Departure	71	198	17	88	0	88	1	0	0	89
Total	126	333	28	154	0	154	2	0	0	156
East Leg										
Approach	590	1,063	62	652	0	652	241	0	0	893
Departure	860	1,581	94	954	0	954	231	0	0	1,185
Total	1,450	2,644	156	1,606	0	1,606	472	0	0	2,078
West Leg										
Approach	927	1,667	97	1,024	0	1,024	226	0	0	1,250
Departure	625	1,263	84	709	0	709	238	0	0	947
Total	1,552	2,930	181	1,733	0	1,733	464	0	0	2,197
Total Approaches										
Approach	1,622	3,179	205	1,827	0	1,827	472	0	0	2,299
Departure	1,622	3,179	205	1,827	0	1,827	472	0	0	2,299
Total	3,244	6,358	410	3,654	0	3,654	944	0	0	4,598

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
73 Junipero Road/McCall Boulevard										
NBL	4	5	0	4		4	0	0		4
NBT	0	0	0	0		0	0	0		0
NBR	1	2	0	1		1	0	0		1
SBL	8	71	8	16		16	0	0		16
SBT	0	0	0	0		0	0	0		0
SBR	34	198	21	55		55	0	0		55
EBL	19	135	15	34		34	0	0		34
EBT	735	1,320	76	811		811	231	0		1042
EBR	4	7	0	4		4	0	0		4
WBL	0	0	0	0		0	0	0		0
WBT	531	882	46	577		577	240	0		817
WBR	10	100	12	22		22	0	0		22
North Leg										
Approach	42	269	29	71	0	71	0	0	0	71
Departure	29	235	27	56	0	56	0	0	0	56
Total	71	504	56	127	0	127	0	0	0	127
South Leg										
Approach	5	7	0	5	0	5	0	0	0	5
Departure	4	7	0	4	0	4	0	0	0	4
Total	9	14	0	9	0	9	0	0	0	9
East Leg										
Approach	541	982	58	599	0	599	240	0	0	839
Departure	744	1,393	84	828	0	828	231	0	0	1,059
Total	1,285	2,375	142	1,427	0	1,427	471	0	0	1,898
West Leg										
Approach	758	1,462	91	849	0	849	231	0	0	1,080
Departure	569	1,085	67	636	0	636	240	0	0	876
Total	1,327	2,547	158	1,485	0	1,485	471	0	0	1,956
Total Approaches										
Approach	1,346	2,720	178	1,524	0	1,524	471	0	0	1,995
Departure	1,346	2,720	178	1,524	0	1,524	471	0	0	1,995
Total	2,692	5,440	356	3,048	0	3,048	942	0	0	3,990

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
74 Menifee Road/McCall Boulevard										
NBL	150	234	11	161		161	0	0		161
NBT	244	729	63	307		307	39	0		346
NBR	39	147	14	53		53	0	0		53
SBL	51	254	26	77		77	16	0		93
SBT	175	553	49	224		224	58	0		282
SBR	157	325	22	179		179	165	0		344
EBL	187	324	18	205		205	112	0		317
EBT	378	822	58	436		436	119	0		555
EBR	179	247	9	188		188	0	0		188
WBL	20	56	5	25		25	0	0		25
WBT	234	423	25	259		259	75	0		334
WBR	27	94	9	36		36	11	0		47
North Leg										
Approach	383	1,132	97	480	0	480	239	0	0	719
Departure	458	1,147	90	548	0	548	162	0	0	710
Total	841	2,279	187	1,028	0	1,028	401	0	0	1,429
South Leg										
Approach	433	1,110	88	521	0	521	39	0	0	560
Departure	374	856	63	437	0	437	58	0	0	495
Total	807	1,966	151	958	0	958	97	0	0	1,055
East Leg										
Approach	281	573	39	320	0	320	86	0	0	406
Departure	468	1,223	98	566	0	566	135	0	0	701
Total	749	1,796	137	886	0	886	221	0	0	1,107
West Leg										
Approach	744	1,393	85	829	0	829	231	0	0	1,060
Departure	541	982	58	599	0	599	240	0	0	839
Total	1,285	2,375	143	1,428	0	1,428	471	0	0	1,899
Total Approaches										
Approach	1,841	4,208	309	2,150	0	2,150	595	0	0	2,745
Departure	1,841	4,208	309	2,150	0	2,150	595	0	0	2,745
Total	3,682	8,416	618	4,300	0	4,300	1,190	0	0	5,490

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
75 Heritage Lake Drive (West)/McCall Boulevard										
NBL	64	72	1	65		65	3	0		68
NBT	14	16	0	14		14	0	0		14
NBR	18	46	4	22		22	6	0		28
SBL	8	23	2	10		10	1	0		11
SBT	15	17	0	15		15	0	0		15
SBR	38	43	1	39		39	0	0		39
EBL	42	47	1	43		43	0	0		43
EBT	311	1,046	96	407		407	130	0		537
EBR	115	130	2	117		117	6	0		123
WBL	22	53	4	26		26	4	0		30
WBT	179	457	36	215		215	82	0		297
WBR	8	20	2	10		10	1	0		11
North Leg										
Approach	61	83	3	64	0	64	1	0	0	65
Departure	64	83	3	67	0	67	1	0	0	68
Total	125	166	6	131	0	131	2	0	0	133
South Leg										
Approach	96	134	5	101	0	101	9	0	0	110
Departure	152	200	6	158	0	158	10	0	0	168
Total	248	334	11	259	0	259	19	0	0	278
East Leg										
Approach	209	530	42	251	0	251	87	0	0	338
Departure	337	1,115	102	439	0	439	137	0	0	576
Total	546	1,645	144	690	0	690	224	0	0	914
West Leg										
Approach	468	1,223	99	567	0	567	136	0	0	703
Departure	281	573	38	319	0	319	85	0	0	404
Total	749	1,796	137	886	0	886	221	0	0	1,107
Total Approaches										
Approach	834	1,971	149	983	0	983	233	0	0	1,216
Departure	834	1,971	149	983	0	983	233	0	0	1,216
Total	1,668	3,941	298	1,966	0	1,966	466	0	0	2,432

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
76 Heritage Lake Drive (East)/McCall Boulevard										
NBL	47	188	18	65		65	3	0		68
NBT	18	26	1	19		19	0	0		19
NBR	14	94	10	24		24	10	0		34
SBL	21	24	0	21		21	0	0		21
SBT	19	29	1	20		20	0	0		20
SBR	20	23	0	20		20	0	0		20
EBL	34	39	1	35		35	0	0		35
EBT	176	618	58	234		234	132	0		366
EBR	71	392	42	113		113	6	0		119
WBL	10	77	9	19		19	8	0		27
WBT	121	353	30	151		151	85	0		236
WBR	18	20	0	18		18	0	0		18
North Leg										
Approach	60	76	1	61	0	61	0	0	0	61
Departure	70	85	2	72	0	72	0	0	0	72
Total	130	161	3	133	0	133	0	0	0	133
South Leg										
Approach	79	308	29	108	0	108	13	0	0	121
Departure	100	498	52	152	0	152	14	0	0	166
Total	179	806	81	260	0	260	27	0	0	287
East Leg										
Approach	149	450	39	188	0	188	93	0	0	281
Departure	211	736	68	279	0	279	142	0	0	421
Total	360	1,186	107	467	0	467	235	0	0	702
West Leg										
Approach	281	1,049	101	382	0	382	138	0	0	520
Departure	188	564	48	236	0	236	88	0	0	324
Total	469	1,613	149	618	0	618	226	0	0	844
Total Approaches										
Approach	569	1,883	170	739	0	739	244	0	0	983
Departure	569	1,883	170	739	0	739	244	0	0	983
Total	1,138	3,766	340	1,478	0	1,478	488	0	0	1,966

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Table C-6 - Phase I Opening Year Cumulative (2025) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2025 without Project	Driveway Adjustments	After DWY Adjustments	Ph 1 External Trips	Ph 1 Internal Trips	Ph 1 Pass-by Trips	Ph 1 with Project
77 Briggs Road/McCall Boulevard										
NBL	35	213	23	58		58	0	0		58
NBT	104	498	51	155		155	57	0		212
NBR	0	0	0	0		0	0	0		0
SBL	0	0	0	0		0	0	0		0
SBT	67	541	62	129		129	39	0		168
SBR	106	232	16	122		122	92	0		214
EBL	169	339	22	191		191	141	0		332
EBT	0	0	0	0		0	0	0		0
EBR	42	397	46	88		88	0	0		88
WBL	0	0	0	0		0	0	0		0
WBT	0	0	0	0		0	0	0		0
WBR	0	0	0	0		0	0	0		0
North Leg										
Approach	173	773	78	251	0	251	131	0	0	382
Departure	273	837	73	346	0	346	198	0	0	544
Total	446	1,610	151	597	0	597	329	0	0	926
South Leg										
Approach	139	711	74	213	0	213	57	0	0	270
Departure	109	938	108	217	0	217	39	0	0	256
Total	248	1,649	182	430	0	430	96	0	0	526
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	211	736	68	279	0	279	141	0	0	420
Departure	141	445	39	180	0	180	92	0	0	272
Total	352	1,181	107	459	0	459	233	0	0	692
Total Approaches										
Approach	523	2,220	220	743	0	743	329	0	0	1,072
Departure	523	2,220	220	743	0	743	329	0	0	1,072
Total	1,046	4,440	440	1,486	0	1,486	658	0	0	2,144

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
28 I-215 SB Ramps - SR-74/Bonnie Drive										
NBL	217	424	36	253		253	24	0	0	277
NBT	392	622	40	432		432	0	0	0	432
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	598	804	36	634		634	601	0	0	1235
SBR	27	67	7	34		34	0	0	0	34
EBL	33	225	33	66		66	0	0	0	66
EBT	0	0	0	0		0	0	0	0	0
EBR	172	777	105	277		277	33	0	0	310
WBL	0	0	0	0		0	0	0	0	0
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	625	871	43	668	0	668	601	0	0	1,269
Departure	425	847	73	498	0	498	0	0	0	498
Total	1,050	1,718	116	1,166	0	1,166	601	0	0	1,767
South Leg										
Approach	609	1,046	76	685	0	685	24	0	0	709
Departure	770	1,581	141	911	0	911	634	0	0	1,545
Total	1,379	2,627	217	1,596	0	1,596	658	0	0	2,254
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	205	1,002	138	343	0	343	33	0	0	376
Departure	244	491	43	287	0	287	24	0	0	311
Total	449	1,493	181	630	0	630	57	0	0	687
Total Approaches										
Approach	1,439	2,919	257	1,696	0	1,696	658	0	0	2,354
Departure	1,439	2,919	257	1,696	0	1,696	658	0	0	2,354
Total	2,878	5,838	514	3,392	0	3,392	1,316	0	0	4,708

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
29 I-215 NB Ramps/SR-74										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	185	310	22	207		207	0	0	0	207
SBT	0	0	0	0		0	0	0	0	0
SBR	13	16	1	14		14	0	0	0	14
EBL	19	23	1	20		20	0	0	0	20
EBT	751	1,558	140	891		891	635	0	0	1526
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	596	1,030	75	671		671	24	0	0	695
WBR	869	1,172	53	922		922	521	0	0	1443
North Leg										
Approach	198	326	23	221	0	221	0	0	0	221
Departure	888	1,195	54	942	0	942	521	0	0	1,463
Total	1,086	1,521	77	1,163	0	1,163	521	0	0	1,684
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1,465	2,202	128	1,593	0	1,593	545	0	0	2,138
Departure	936	1,868	162	1,098	0	1,098	635	0	0	1,733
Total	2,401	4,070	290	2,691	0	2,691	1,180	0	0	3,871
West Leg										
Approach	770	1,581	141	911	0	911	635	0	0	1,546
Departure	609	1,046	76	685	0	685	24	0	0	709
Total	1,379	2,627	217	1,596	0	1,596	659	0	0	2,255
Total Approaches										
Approach	2,433	4,109	292	2,725	0	2,725	1,180	0	0	3,905
Departure	2,433	4,109	292	2,725	0	2,725	1,180	0	0	3,905
Total	4,866	8,218	584	5,450	0	5,450	2,360	0	0	7,810

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
30 Trumble Road/SR-74										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	53	61	1	54		54	0	0	0	54
SBT	0	0	0	0		0	0	0	0	0
SBR	388	618	40	428		428	0	0	0	428
EBL	184	504	56	240		240	0	0	0	240
EBT	752	1,364	106	858		858	635	0	0	1493
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	1,077	1,584	88	1,165		1,165	547	0	0	1712
WBR	30	48	3	33		33	5	0	0	38
North Leg										
Approach	441	679	41	482	0	482	0	0	0	482
Departure	214	552	59	273	0	273	5	0	0	278
Total	655	1,231	100	755	0	755	5	0	0	760
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1,107	1,632	91	1,198	0	1,198	552	0	0	1,750
Departure	805	1,425	107	912	0	912	635	0	0	1,547
Total	1,912	3,057	198	2,110	0	2,110	1,187	0	0	3,297
West Leg										
Approach	936	1,868	162	1,098	0	1,098	635	0	0	1,733
Departure	1,465	2,202	128	1,593	0	1,593	547	0	0	2,140
Total	2,401	4,070	290	2,691	0	2,691	1,182	0	0	3,873
Total Approaches										
Approach	2,484	4,179	294	2,778	0	2,778	1,187	0	0	3,965
Departure	2,484	4,179	294	2,778	0	2,778	1,187	0	0	3,965
Total	4,968	8,358	588	5,556	0	5,556	2,374	0	0	7,930

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
31 Sherman Road/SR-74 (West)										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	123	371	43	166		166	0	0	0	166
EBL	0	0	0	0		0	0	0	0	0
EBT	840	1,448	106	946		946	635	0	0	1581
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	978	1,316	59	1,037		1,037	552	0	0	1589
WBR	32	470	76	108		108	5	0	0	113
North Leg										
Approach	123	371	43	166	0	166	0	0	0	166
Departure	32	470	76	108	0	108	5	0	0	113
Total	155	841	119	274	0	274	5	0	0	279
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1,010	1,786	135	1,145	0	1,145	557	0	0	1,702
Departure	840	1,448	106	946	0	946	635	0	0	1,581
Total	1,850	3,234	241	2,091	0	2,091	1,192	0	0	3,283
West Leg										
Approach	840	1,448	106	946	0	946	635	0	0	1,581
Departure	1,101	1,687	102	1,203	0	1,203	552	0	0	1,755
Total	1,941	3,135	208	2,149	0	2,149	1,187	0	0	3,336
Total Approaches										
Approach	1,973	3,605	284	2,257	0	2,257	1,192	0	0	3,449
Departure	1,973	3,605	284	2,257	0	2,257	1,192	0	0	3,449
Total	3,946	7,210	568	4,514	0	4,514	2,384	0	0	6,898

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
32 Sherman Road/SR-74 (East)										
NBL	56	463	71	127		127	0	0	0	127
NBT	2	3	0	2		2	0	0	0	2
NBR	162	252	16	178		178	3	0	0	181
SBL	7	8	0	7		7	0	0	0	7
SBT	7	12	1	8		8	0	0	0	8
SBR	3	4	0	3		3	0	0	0	3
EBL	12	17	1	13		13	0	0	0	13
EBT	803	1,178	65	868		868	635	0	0	1503
EBR	25	253	40	65		65	0	0	0	65
WBL	148	267	21	169		169	2	0	0	171
WBT	951	1,319	64	1,015		1,015	556	0	0	1571
WBR	8	9	0	8		8	0	0	0	8
North Leg										
Approach	17	24	1	18	0	18	0	0	0	18
Departure	22	29	1	23	0	23	0	0	0	23
Total	39	54	2	41	0	41	0	0	0	41
South Leg										
Approach	220	718	87	307	0	307	3	0	0	310
Departure	180	532	62	242	0	242	2	0	0	244
Total	400	1,250	149	549	0	549	5	0	0	554
East Leg										
Approach	1,107	1,595	85	1,192	0	1,192	558	0	0	1,750
Departure	972	1,438	81	1,053	0	1,053	638	0	0	1,691
Total	2,079	3,034	166	2,245	0	2,245	1,196	0	0	3,441
West Leg										
Approach	840	1,448	106	946	0	946	635	0	0	1,581
Departure	1,010	1,786	135	1,145	0	1,145	556	0	0	1,701
Total	1,850	3,234	241	2,091	0	2,091	1,191	0	0	3,282
Total Approaches										
Approach	2,184	3,786	279	2,463	0	2,463	1,196	0	0	3,659
Departure	2,184	3,786	279	2,463	0	2,463	1,196	0	0	3,659
Total	4,368	7,572	558	4,926	0	4,926	2,392	0	0	7,318

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
33 Antelope Road/SR-74										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	72	136	11	83		83	25	0	0	108
SBT	0	0	0	0		0	0	0	0	0
SBR	44	59	3	47		47	0	0	0	47
EBL	69	84	3	72		72	0	0	0	72
EBT	770	1,237	81	851		851	642	0	0	1493
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	986	1,444	80	1,066		1,066	559	0	0	1625
WBR	130	204	13	143		143	11	0	0	154
North Leg										
Approach	116	195	14	130	0	130	25	0	0	155
Departure	199	288	16	215	0	215	11	0	0	226
Total	315	483	30	345	0	345	36	0	0	381
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1,116	1,648	93	1,209	0	1,209	570	0	0	1,779
Departure	842	1,373	92	934	0	934	667	0	0	1,601
Total	1,958	3,021	185	2,143	0	2,143	1,237	0	0	3,380
West Leg										
Approach	839	1,321	84	923	0	923	642	0	0	1,565
Departure	1,030	1,503	83	1,113	0	1,113	559	0	0	1,672
Total	1,869	2,824	167	2,036	0	2,036	1,201	0	0	3,237
Total Approaches										
Approach	2,071	3,164	191	2,262	0	2,262	1,237	0	0	3,499
Departure	2,071	3,164	191	2,262	0	2,262	1,237	0	0	3,499
Total	4,142	6,328	382	4,524	0	4,524	2,474	0	0	6,998

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
34 Palomar Road/SR-74										
NBL	48	176	22	70		70	0	0	0	70
NBT	33	103	12	45		45	0	0	0	45
NBR	152	361	36	188		188	22	0	0	210
SBL	38	65	5	43		43	3	0	0	46
SBT	37	148	19	56		56	0	0	0	56
SBR	41	108	12	53		53	0	0	0	53
EBL	52	104	9	61		61	0	0	0	61
EBT	733	1,116	67	800		800	673	0	0	1473
EBR	33	118	15	48		48	0	0	0	48
WBL	101	208	19	120		120	10	0	0	130
WBT	1,031	1,390	62	1,093		1,093	572	0	0	1665
WBR	27	31	1	28		28	2	0	0	30
North Leg										
Approach	116	321	36	152	0	152	3	0	0	155
Departure	112	238	22	134	0	134	2	0	0	136
Total	228	559	58	286	0	286	5	0	0	291
South Leg										
Approach	233	640	70	303	0	303	22	0	0	325
Departure	171	474	53	224	0	224	10	0	0	234
Total	404	1,114	123	527	0	527	32	0	0	559
East Leg										
Approach	1,159	1,629	82	1,241	0	1,241	584	0	0	1,825
Departure	923	1,542	108	1,031	0	1,031	698	0	0	1,729
Total	2,082	3,171	190	2,272	0	2,272	1,282	0	0	3,554
West Leg										
Approach	818	1,338	91	909	0	909	673	0	0	1,582
Departure	1,120	1,674	96	1,216	0	1,216	572	0	0	1,788
Total	1,938	3,012	187	2,125	0	2,125	1,245	0	0	3,370
Total Approaches										
Approach	2,326	3,928	279	2,605	0	2,605	1,282	0	0	3,887
Departure	2,326	3,928	279	2,605	0	2,605	1,282	0	0	3,887
Total	4,652	7,856	558	5,210	0	5,210	2,564	0	0	7,774

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
39 I-215 SB Ramps/Ethanac Road										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	105	215	19	124		124	0	0	0	124
SBT	1	1	0	1		1	0	0	0	1
SBR	291	507	38	329		329	0	0	0	329
EBL	0	0	0	0		0	0	0	0	0
EBT	738	1,412	117	855		855	59	0	0	914
EBR	545	712	29	574		574	0	0	0	574
WBL	119	228	19	138		138	209	0	0	347
WBT	530	1,265	128	658		658	30	0	0	688
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	397	723	57	454	0	454	0	0	0	454
Departure	0	0	0	0	0	0	0	0	0	0
Total	397	723	57	454	0	454	0	0	0	454
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	665	941	48	713	0	713	209	0	0	922
Total	665	941	48	713	0	713	209	0	0	922
East Leg										
Approach	649	1,493	147	796	0	796	239	0	0	1,035
Departure	843	1,627	136	979	0	979	59	0	0	1,038
Total	1,492	3,120	283	1,775	0	1,775	298	0	0	2,073
West Leg										
Approach	1,283	2,124	146	1,429	0	1,429	59	0	0	1,488
Departure	821	1,772	166	987	0	987	30	0	0	1,017
Total	2,104	3,896	312	2,416	0	2,416	89	0	0	2,505
Total Approaches										
Approach	2,329	4,340	350	2,679	0	2,679	298	0	0	2,977
Departure	2,329	4,340	350	2,679	0	2,679	298	0	0	2,977
Total	4,658	8,680	700	5,358	0	5,358	596	0	0	5,954

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
40 I-215 NB Ramps/Ethanac Road										
NBL	296	460	29	325		325	0	0	0	325
NBT	1	1	0	1		1	0	0	0	1
NBR	148	230	14	162		162	236	0	0	398
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	298	358	10	308		308	0	0	0	308
EBT	545	1,269	126	671		671	59	0	0	730
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	353	1,033	118	471		471	239	0	0	710
WBR	163	247	15	178		178	0	0	0	178
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	462	606	25	487	0	487	0	0	0	487
Total	462	606	25	487	0	487	0	0	0	487
South Leg										
Approach	445	691	43	488	0	488	236	0	0	724
Departure	0	0	0	0	0	0	0	0	0	0
Total	445	691	43	488	0	488	236	0	0	724
East Leg										
Approach	516	1,280	133	649	0	649	239	0	0	888
Departure	693	1,499	140	833	0	833	295	0	0	1,128
Total	1,209	2,779	273	1,482	0	1,482	534	0	0	2,016
West Leg										
Approach	843	1,627	136	979	0	979	59	0	0	1,038
Departure	649	1,493	147	796	0	796	239	0	0	1,035
Total	1,492	3,120	283	1,775	0	1,775	298	0	0	2,073
Total Approaches										
Approach	1,804	3,598	312	2,116	0	2,116	534	0	0	2,650
Departure	1,804	3,598	312	2,116	0	2,116	534	0	0	2,650
Total	3,608	7,196	624	4,232	0	4,232	1,068	0	0	5,300

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
41 Encanto Drive/Ethanac Road										
NBL	64	516	79	143		143	0	0	0	143
NBT	0	0	0	0		0	0	0	0	0
NBR	37	114	13	50		50	0	0	0	50
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	585	994	71	656		656	295	0	0	951
EBR	108	505	69	177		177	0	0	0	177
WBL	40	71	5	45		45	0	0	0	45
WBT	452	764	54	506		506	239	0	0	745
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	101	630	92	193	0	193	0	0	0	193
Departure	148	576	74	222	0	222	0	0	0	222
Total	249	1,206	166	415	0	415	0	0	0	415
East Leg										
Approach	492	835	59	551	0	551	239	0	0	790
Departure	622	1,108	84	706	0	706	295	0	0	1,001
Total	1,114	1,943	143	1,257	0	1,257	534	0	0	1,791
West Leg										
Approach	693	1,499	140	833	0	833	295	0	0	1,128
Departure	516	1,280	133	649	0	649	239	0	0	888
Total	1,209	2,779	273	1,482	0	1,482	534	0	0	2,016
Total Approaches										
Approach	1,286	2,964	291	1,577	0	1,577	534	0	0	2,111
Departure	1,286	2,964	291	1,577	0	1,577	534	0	0	2,111
Total	2,572	5,928	582	3,154	0	3,154	1,068	0	0	4,222

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
42 Sherman Road/Ethanac Road										
NBL	4	69	11	15		15	0	0	0	15
NBT	0	0	0	0		0	0	0	0	0
NBR	2	139	24	26		26	1	0	0	27
SBL	0	0	0	0		0	9	0	0	9
SBT	4	34	5	9		9	0	0	0	9
SBR	127	313	32	159		159	0	0	0	159
EBL	144	372	40	184		184	0	0	0	184
EBT	413	575	28	441		441	297	0	0	738
EBR	16	19	1	17		17	0	0	0	17
WBL	7	30	4	11		11	1	0	0	12
WBT	297	367	12	309		309	240	0	0	549
WBR	6	55	9	15		15	10	0	0	25
North Leg										
Approach	131	347	37	168	0	168	9	0	0	177
Departure	150	427	49	199	0	199	10	0	0	209
Total	281	774	86	367	0	367	19	0	0	386
South Leg										
Approach	6	208	35	41	0	41	1	0	0	42
Departure	27	83	10	37	0	37	1	0	0	38
Total	33	291	45	78	0	78	2	0	0	80
East Leg										
Approach	310	452	25	335	0	335	251	0	0	586
Departure	415	714	52	467	0	467	307	0	0	774
Total	725	1,166	77	802	0	802	558	0	0	1,360
West Leg										
Approach	573	966	69	642	0	642	297	0	0	939
Departure	428	749	55	483	0	483	240	0	0	723
Total	1,001	1,715	124	1,125	0	1,125	537	0	0	1,662
Total Approaches										
Approach	1,020	1,973	166	1,186	0	1,186	558	0	0	1,744
Departure	1,020	1,973	166	1,186	0	1,186	558	0	0	1,744
Total	2,040	3,946	332	2,372	0	2,372	1,116	0	0	3,488

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
43 Jackson Avenue/Ethanac Road										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	12	70	10	22		22	1	0	0	23
SBT	0	0	0	0		0	0	0	0	0
SBR	1	3	0	1		1	0	0	0	1
EBL	0	0	0	0		0	0	0	0	0
EBT	282	442	28	310		310	318	0	0	628
EBR	124	208	15	139		139	0	0	0	139
WBL	0	0	0	0		0	0	0	0	0
WBT	320	496	31	351		351	254	0	0	605
WBR	14	221	36	50		50	1	0	0	51
North Leg										
Approach	13	73	10	23	0	23	1	0	0	24
Departure	14	221	36	50	0	50	1	0	0	51
Total	27	294	46	73	0	73	2	0	0	75
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	124	208	15	139	0	139	0	0	0	139
Total	124	208	15	139	0	139	0	0	0	139
East Leg										
Approach	334	717	67	401	0	401	255	0	0	656
Departure	294	512	38	332	0	332	319	0	0	651
Total	628	1,229	105	733	0	733	574	0	0	1,307
West Leg										
Approach	406	650	43	449	0	449	318	0	0	767
Departure	321	499	31	352	0	352	254	0	0	606
Total	727	1,149	74	801	0	801	572	0	0	1,373
Total Approaches										
Approach	753	1,440	120	873	0	873	574	0	0	1,447
Departure	753	1,440	120	873	0	873	574	0	0	1,447
Total	1,506	2,880	240	1,746	0	1,746	1,148	0	0	2,894

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
44 Antelope Road/Ethanac Road										
NBL	64	216	26	90		90	0	0	0	90
NBT	0	0	0	0		0	0	0	0	0
NBR	5	68	11	16		16	1	0	0	17
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	294	512	38	332		332	319	0	0	651
EBR	0	0	0	0		0	0	0	0	0
WBL	3	22	3	6		6	1	0	0	7
WBT	270	501	40	310		310	255	0	0	565
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	69	284	37	106	0	106	1	0	0	107
Departure	3	22	3	6	0	6	1	0	0	7
Total	72	306	40	112	0	112	2	0	0	114
East Leg										
Approach	273	523	43	316	0	316	256	0	0	572
Departure	299	580	49	348	0	348	320	0	0	668
Total	572	1,103	92	664	0	664	576	0	0	1,240
West Leg										
Approach	294	512	38	332	0	332	319	0	0	651
Departure	334	717	66	400	0	400	255	0	0	655
Total	628	1,229	104	732	0	732	574	0	0	1,306
Total Approaches										
Approach	636	1,319	118	754	0	754	576	0	0	1,330
Departure	636	1,319	118	754	0	754	576	0	0	1,330
Total	1,272	2,638	236	1,508	0	1,508	1,152	0	0	2,660

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
45 Palomar Road/Matthews Road										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	38	200	28	66		66	12	0	0	78
SBT	0	0	0	0		0	0	0	0	0
SBR	113	254	25	138		138	10	0	0	148
EBL	162	362	35	197		197	22	0	0	219
EBT	109	196	15	124		124	299	0	0	423
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	115	307	33	148		148	246	0	0	394
WBR	31	241	37	68		68	8	0	0	76
North Leg										
Approach	151	454	53	204	0	204	22	0	0	226
Departure	193	603	72	265	0	265	30	0	0	295
Total	344	1,057	125	469	0	469	52	0	0	521
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	146	548	70	216	0	216	254	0	0	470
Departure	147	396	43	190	0	190	311	0	0	501
Total	293	944	113	406	0	406	565	0	0	971
West Leg										
Approach	271	558	50	321	0	321	321	0	0	642
Departure	228	561	58	286	0	286	256	0	0	542
Total	499	1,119	108	607	0	607	577	0	0	1,184
Total Approaches										
Approach	568	1,560	173	741	0	741	597	0	0	1,338
Departure	568	1,560	173	741	0	741	597	0	0	1,338
Total	1,136	3,120	346	1,482	0	1,482	1,194	0	0	2,676

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
47 Menifee Road/SR-74										
NBL	127	148	4	131		131	165	0	0	296
NBT	248	536	50	298		298	92	0	0	390
NBR	243	455	37	280		280	104	0	0	384
SBL	106	294	33	139		139	60	0	0	199
SBT	187	464	48	235		235	127	0	0	362
SBR	23	40	3	26		26	0	0	0	26
EBL	49	94	8	57		57	0	0	0	57
EBT	787	1,311	91	878		878	411	0	0	1289
EBR	109	162	9	118		118	288	0	0	406
WBL	150	313	28	178		178	77	0	0	255
WBT	961	1,394	75	1,036		1,036	420	0	0	1456
WBR	83	223	24	107		107	33	0	0	140
North Leg										
Approach	316	798	84	400	0	400	187	0	0	587
Departure	380	853	82	462	0	462	125	0	0	587
Total	696	1,651	166	862	0	862	312	0	0	1,174
South Leg										
Approach	618	1,139	91	709	0	709	361	0	0	1,070
Departure	446	939	85	531	0	531	492	0	0	1,023
Total	1,064	2,078	176	1,240	0	1,240	853	0	0	2,093
East Leg										
Approach	1,194	1,930	127	1,321	0	1,321	530	0	0	1,851
Departure	1,136	2,060	161	1,297	0	1,297	575	0	0	1,872
Total	2,330	3,990	288	2,618	0	2,618	1,105	0	0	3,723
West Leg										
Approach	945	1,567	108	1,053	0	1,053	699	0	0	1,752
Departure	1,111	1,582	82	1,193	0	1,193	585	0	0	1,778
Total	2,056	3,149	190	2,246	0	2,246	1,284	0	0	3,530
Total Approaches										
Approach	3,073	5,434	410	3,483	0	3,483	1,777	0	0	5,260
Departure	3,073	5,434	410	3,483	0	3,483	1,777	0	0	5,260
Total	6,146	10,868	820	6,966	0	6,966	3,554	0	0	10,520

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
48 Menifee Road/Valley Substation Driveway - Biscayne										
NBL	2	4	0	2		2	0	0	0	2
NBT	568	1,087	90	658		658	337	0	0	995
NBR	1	1	0	1		1	58	0	0	59
SBL	10	12	0	10		10	67	0	0	77
SBT	415	902	85	500		500	426	0	0	926
SBR	7	13	1	8		8	0	0	0	8
EBL	3	4	0	3		3	0	0	0	3
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	0	0	0	0
WBL	1	1	0	1		1	51	0	0	52
WBT	2	2	0	2		2	0	0	0	2
WBR	7	8	0	7		7	23	0	0	30
North Leg										
Approach	432	927	86	518	0	518	493	0	0	1,011
Departure	578	1,099	90	668	0	668	360	0	0	1,028
Total	1,010	2,026	176	1,186	0	1,186	853	0	0	2,039
South Leg										
Approach	571	1,092	90	661	0	661	395	0	0	1,056
Departure	416	903	85	501	0	501	477	0	0	978
Total	987	1,995	175	1,162	0	1,162	872	0	0	2,034
East Leg										
Approach	10	12	0	10	0	10	74	0	0	84
Departure	11	13	0	11	0	11	125	0	0	136
Total	21	24	0	21	0	21	199	0	0	220
West Leg										
Approach	3	4	0	3	0	3	0	0	0	3
Departure	11	19	1	12	0	12	0	0	0	12
Total	14	23	1	15	0	15	0	0	0	15
Total Approaches										
Approach	1,016	2,034	176	1,192	0	1,192	962	0	0	2,154
Departure	1,016	2,034	176	1,192	0	1,192	962	0	0	2,154
Total	2,032	4,068	352	2,384	0	2,384	1,924	0	0	4,308

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
49 Menifee Road/McLaughlin Road										
NBL	1	1	0	1	146	147	5	0	0	152
NBT	568	1,091	91	659		659	129	0	0	788
NBR	0	8	1	1	-1	0	439	3	0	442
SBL	0	0	0	0	0	0	301	0	0	301
SBT	418	976	97	515	-24	491	125	0	0	616
SBR	2	2	0	2	24	26	51	0	0	77
EBL	5	5	0	5	8	13	58	0	0	71
EBT	0	0	0	0	0	0	244	0	0	244
EBR	3	4	0	3	171	174	9	0	0	183
WBL	0	4	1	1	-1	0	129	5	0	134
WBT	0	0	0	0	0	0	197	0	0	197
WBR	0	1	0	0	0	0	201	0	0	201
North Leg										
Approach	420	978	97	517	0	517	477	0	0	994
Departure	573	1,097	91	664	8	672	388	0	0	1,060
Total	993	2,075	188	1,181	8	1,189	865	0	0	2,054
South Leg										
Approach	569	1,100	92	661	145	806	573	3	0	1,382
Departure	421	984	98	519	146	665	263	5	0	933
Total	990	2,085	190	1,180	291	1,471	836	8	0	2,315
East Leg										
Approach	0	5	1	1	-1	0	527	5	0	532
Departure	0	8	1	1	-1	0	984	3	0	987
Total	0	14	2	2	-2	0	1,511	8	0	1,519
West Leg										
Approach	8	9	0	8	179	187	311	0	0	498
Departure	3	3	0	3	170	173	253	0	0	426
Total	11	12	0	11	349	360	564	0	0	924
Total Approaches										
Approach	997	2,093	190	1,187	323	1,510	1,888	8	0	3,406
Departure	997	2,093	190	1,187	323	1,510	1,888	8	0	3,406
Total	1,994	4,186	380	2,374	646	3,020	3,776	16	0	6,812

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
50 Menifee Road/Project Driveway 1										
NBL	0	0	0	0		0	0	0	0	0
NBT	576	1,110	93	669	138	807	531	0	0	1338
NBR	0	0	0	0		0	67	0	0	67
SBL	0	0	0	0		0	78	5	0	83
SBT	425	984	97	522	147	669	184	0	0	853
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	35	0	0	35
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	41	3	0	44
North Leg										
Approach	425	984	97	522	147	669	262	5	0	936
Departure	576	1,110	93	669	138	807	572	3	0	1,382
Total	1,001	2,094	190	1,191	285	1,476	834	8	0	2,318
South Leg										
Approach	576	1,110	93	669	138	807	598	0	0	1,405
Departure	425	984	97	522	147	669	219	0	0	888
Total	1,001	2,094	190	1,191	285	1,476	817	0	0	2,293
East Leg										
Approach	0	0	0	0	0	0	76	3	0	79
Departure	0	0	0	0	0	0	145	5	0	150
Total	0	0	0	0	0	0	221	8	0	229
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	1,001	2,094	190	1,191	285	1,476	936	8	0	2,420
Departure	1,001	2,094	190	1,191	285	1,476	936	8	0	2,420
Total	2,002	4,188	380	2,382	570	2,952	1,872	16	0	4,840

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
51 Menifee Road/Matthews Road										
NBL	91	408	55	146	-146	0	0	0	0	0
NBT	570	1,093	91	661	146	807	598	0	0	1405
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	417	911	86	503	171	674	219	0	0	893
SBR	14	73	10	24	-24	0	0	0	0	0
EBL	6	17	2	8	-8	0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	130	364	41	171	-171	0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	431	984	96	527	147	674	219	0	0	893
Departure	576	1,110	93	669	138	807	598	0	0	1,405
Total	1,007	2,094	189	1,196	285	1,481	817	0	0	2,298
South Leg										
Approach	661	1,501	146	807	0	807	598	0	0	1,405
Departure	547	1,275	127	674	0	674	219	0	0	893
Total	1,208	2,776	273	1,481	0	1,481	817	0	0	2,298
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	136	381	43	179	-179	0	0	0	0	0
Departure	105	481	65	170	-170	0	0	0	0	0
Total	241	862	108	349	-349	0	0	0	0	0
Total Approaches										
Approach	1,228	2,866	285	1,513	-32	1,481	817	0	0	2,298
Departure	1,228	2,866	285	1,513	-32	1,481	817	0	0	2,298
Total	2,456	5,732	570	3,026	-64	2,962	1,634	0	0	4,596

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
52 McKinley/SR-74										
NBL	0	0	0	0		0	53	0	0	53
NBT	0	0	0	0		0	0	0	0	0
NBR	5	9	1	6		6	21	0	0	27
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	1,131	2,046	159	1,290		1,290	502	0	0	1792
EBR	5	14	2	7		7	73	0	0	80
WBL	3	7	1	4		4	52	0	0	56
WBT	1,194	1,931	128	1,322		1,322	476	0	0	1798
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	5	9	1	6	0	6	74	0	0	80
Departure	8	21	3	11	0	11	125	0	0	136
Total	13	30	4	17	0	17	199	0	0	216
East Leg										
Approach	1,197	1,938	129	1,326	0	1,326	528	0	0	1,854
Departure	1,136	2,055	160	1,296	0	1,296	523	0	0	1,819
Total	2,333	3,993	289	2,622	0	2,622	1,051	0	0	3,673
West Leg										
Approach	1,136	2,060	161	1,297	0	1,297	575	0	0	1,872
Departure	1,194	1,931	128	1,322	0	1,322	529	0	0	1,851
Total	2,330	3,991	289	2,619	0	2,619	1,104	0	0	3,723
Total Approaches										
Approach	2,338	4,007	291	2,629	0	2,629	1,177	0	0	3,806
Departure	2,338	4,007	291	2,629	0	2,629	1,177	0	0	3,806
Total	4,676	8,014	582	5,258	0	5,258	2,354	0	0	7,612

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
53 Malaga Road - Project Driveway 2/SR-74										
NBL	0	0	0	0		0	206	0	0	206
NBT	0	1	0	0		0	0	0	0	0
NBR	0	0	0	0		0	93	0	0	93
SBL	0	151	26	26		26	0	0	0	26
SBT	0	1	0	0		0	0	0	0	0
SBR	0	164	29	29		29	0	0	0	29
EBL	0	427	74	74		74	0	0	0	74
EBT	1,136	1,628	86	1,222		1,222	127	0	0	1349
EBR	0	0	0	0		0	396	0	0	396
WBL	0	0	0	0		0	266	0	0	266
WBT	1,197	1,774	100	1,297		1,297	322	0	0	1619
WBR	0	409	71	71		71	0	0	0	71
North Leg										
Approach	0	316	55	55	0	55	0	0	0	55
Departure	0	837	145	145	0	145	0	0	0	145
Total	0	1,153	200	200	0	200	0	0	0	200
South Leg										
Approach	0	1	0	0	0	0	299	0	0	299
Departure	0	1	0	0	0	0	662	0	0	662
Total	0	2	0	0	0	0	961	0	0	961
East Leg										
Approach	1,197	2,183	171	1,368	0	1,368	588	0	0	1,956
Departure	1,136	1,779	112	1,248	0	1,248	220	0	0	1,468
Total	2,333	3,962	283	2,616	0	2,616	808	0	0	3,424
West Leg										
Approach	1,136	2,055	160	1,296	0	1,296	523	0	0	1,819
Departure	1,197	1,938	129	1,326	0	1,326	528	0	0	1,854
Total	2,333	3,993	289	2,622	0	2,622	1,051	0	0	3,673
Total Approaches										
Approach	2,333	4,555	386	2,719	0	2,719	1,410	0	0	4,129
Departure	2,333	4,555	386	2,719	0	2,719	1,410	0	0	4,129
Total	4,666	9,110	772	5,438	0	5,438	2,820	0	0	8,258

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
54 Project Driveway 3/SR-74										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	17	0	0	17
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	1,136	1,779	112	1,248		1,248	218	0	0	1466
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	1,197	2,183	171	1,368		1,368	590	0	0	1958
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	0	0	0	0	0	0	17	0	0	17
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	17	0	0	17
East Leg										
Approach	1,197	2,183	171	1,368	0	1,368	590	0	0	1,958
Departure	1,136	1,779	112	1,248	0	1,248	235	0	0	1,483
Total	2,333	3,962	283	2,616	0	2,616	825	0	0	3,441
West Leg										
Approach	1,136	1,779	112	1,248	0	1,248	218	0	0	1,466
Departure	1,197	2,183	171	1,368	0	1,368	590	0	0	1,958
Total	2,333	3,962	283	2,616	0	2,616	808	0	0	3,424
Total Approaches										
Approach	2,333	3,962	283	2,616	0	2,616	825	0	0	3,441
Departure	2,333	3,962	283	2,616	0	2,616	825	0	0	3,441
Total	4,666	7,924	566	5,232	0	5,232	1,650	0	0	6,882

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
56 Briggs Road/SR-74										
NBL	296	594	52	348		348	275	0	0	623
NBT	183	402	38	221		221	23	0	0	244
NBR	184	490	53	237		237	186	0	0	423
SBL	177	261	15	192		192	0	0	0	192
SBT	187	228	7	194		194	20	0	0	214
SBR	63	70	1	64		64	15	0	0	79
EBL	58	81	4	62		62	9	0	0	71
EBT	651	1,101	78	729		729	115	0	0	844
EBR	426	597	30	456		456	110	0	0	566
WBL	261	519	45	306		306	115	0	0	421
WBT	838	1,519	118	956		956	300	0	0	1256
WBR	145	287	25	170		170	0	0	0	170
North Leg										
Approach	427	559	23	450	0	450	35	0	0	485
Departure	386	770	67	453	0	453	32	0	0	485
Total	813	1,329	90	903	0	903	67	0	0	970
South Leg										
Approach	663	1,486	143	806	0	806	484	0	0	1,290
Departure	874	1,344	82	956	0	956	245	0	0	1,201
Total	1,537	2,830	225	1,762	0	1,762	729	0	0	2,491
East Leg										
Approach	1,244	2,325	188	1,432	0	1,432	415	0	0	1,847
Departure	1,012	1,852	146	1,158	0	1,158	301	0	0	1,459
Total	2,256	4,177	334	2,590	0	2,590	716	0	0	3,306
West Leg										
Approach	1,135	1,779	112	1,247	0	1,247	234	0	0	1,481
Departure	1,197	2,183	171	1,368	0	1,368	590	0	0	1,958
Total	2,332	3,962	283	2,615	0	2,615	824	0	0	3,439
Total Approaches										
Approach	3,469	6,149	466	3,935	0	3,935	1,168	0	0	5,103
Departure	3,469	6,149	466	3,935	0	3,935	1,168	0	0	5,103
Total	6,938	12,298	932	7,870	0	7,870	2,336	0	0	10,206

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
57 Briggs Road/Heritage High School Driveway										
NBL	190	287	17	207		207	6	0	0	213
NBT	278	1,044	133	411		411	484	0	0	895
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	354	767	72	426		426	243	0	0	669
SBR	520	577	10	530		530	0	0	0	530
EBL	385	442	10	395		395	0	0	0	395
EBT	0	0	0	0		0	0	0	0	0
EBR	167	189	4	171		171	2	0	0	173
WBL	0	0	0	0		0	0	0	0	0
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	874	1,344	82	956	0	956	243	0	0	1,199
Departure	663	1,486	143	806	0	806	484	0	0	1,290
Total	1,537	2,830	225	1,762	0	1,762	727	0	0	2,489
South Leg										
Approach	468	1,331	150	618	0	618	490	0	0	1,108
Departure	521	956	76	597	0	597	245	0	0	842
Total	989	2,287	226	1,215	0	1,215	735	0	0	1,950
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	552	631	14	566	0	566	2	0	0	568
Departure	710	864	27	737	0	737	6	0	0	743
Total	1,262	1,495	41	1,303	0	1,303	8	0	0	1,311
Total Approaches										
Approach	1,894	3,306	246	2,140	0	2,140	735	0	0	2,875
Departure	1,894	3,306	246	2,140	0	2,140	735	0	0	2,875
Total	3,788	6,612	492	4,280	0	4,280	1,470	0	0	5,750

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
58 Briggs Road/McLaughlin Road										
NBL	1	1	0	1	-1	0	38	0	0	38
NBT	480	1,267	137	617		617	144	0	0	761
NBR	154	229	13	167		167	0	0	0	167
SBL	23	26	1	24		24	2	0	0	26
SBT	501	987	85	586		586	220	0	0	806
SBR	10	12	0	10	-10	0	23	0	0	23
EBL	9	11	0	9	-9	0	343	0	0	343
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	8	0	0	8
WBL	36	148	19	55		55	0	0	0	55
WBT	0	0	0	0	0	0	0	0	0	0
WBR	185	257	13	198		198	3	0	0	201
North Leg										
Approach	534	1,025	86	620	-10	610	245	0	0	855
Departure	674	1,535	150	824	-9	815	490	0	0	1,305
Total	1,208	2,559	236	1,444	-19	1,425	735	0	0	2,160
South Leg										
Approach	635	1,497	150	785	-1	784	182	0	0	966
Departure	537	1,135	104	641	0	641	228	0	0	869
Total	1,172	2,632	254	1,426	-1	1,425	410	0	0	1,835
East Leg										
Approach	221	405	32	253	0	253	3	0	0	256
Departure	177	255	14	191	0	191	2	0	0	193
Total	398	660	46	444	0	444	5	0	0	449
West Leg										
Approach	9	11	0	9	-9	0	351	0	0	351
Departure	11	13	0	11	-11	0	61	0	0	61
Total	20	23	0	20	-20	0	412	0	0	412
Total Approaches										
Approach	1,399	2,937	268	1,667	-20	1,647	781	0	0	2,428
Departure	1,399	2,937	268	1,667	-20	1,647	781	0	0	2,428
Total	2,798	5,875	536	3,334	-40	3,294	1,562	0	0	4,856

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
59 Briggs Road/Project Driveway 4										
NBL	0	0	0	0		0	0	0	0	0
NBT	635	1,497	150	785		785	182	0	0	967
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	537	1,135	104	641		641	104	0	0	745
SBR	0	0	0	0		0	124	0	0	124
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	97	0	0	97
WBL	0	0	0	0		0	0	0	0	0
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	537	1,135	104	641	0	641	228	0	0	869
Departure	635	1,497	150	785	0	785	182	0	0	967
Total	1,172	2,632	254	1,426	0	1,426	410	0	0	1,836
South Leg										
Approach	635	1,497	150	785	0	785	182	0	0	967
Departure	537	1,135	104	641	0	641	201	0	0	842
Total	1,172	2,632	254	1,426	0	1,426	383	0	0	1,809
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	0	0	0	0	0	97	0	0	97
Departure	0	0	0	0	0	0	124	0	0	124
Total	0	0	0	0	0	0	221	0	0	221
Total Approaches										
Approach	1,172	2,632	254	1,426	0	1,426	507	0	0	1,933
Departure	1,172	2,632	254	1,426	0	1,426	507	0	0	1,933
Total	2,344	5,264	508	2,852	0	2,852	1,014	0	0	3,866

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
60 Briggs Road/Project Driveway 5 - Meadow Oak Street										
NBL	0	0	0	0		0	123	0	0	123
NBT	614	1,352	128	742		742	68	0	0	810
NBR	51	58	1	52		52	0	0	0	52
SBL	21	92	12	33		33	3	0	0	36
SBT	516	1,043	92	608		608	180	0	0	788
SBR	0	0	0	0		0	18	0	0	18
EBL	0	0	0	0		0	109	0	0	109
EBT	0	0	0	0		0	8	0	0	8
EBR	0	0	0	0		0	155	0	0	155
WBL	93	105	2	95		95	0	0	0	95
WBT	0	0	0	0		0	14	0	0	14
WBR	21	145	22	43		43	5	0	0	48
North Leg										
Approach	537	1,135	104	641	0	641	201	0	0	842
Departure	635	1,497	150	785	0	785	182	0	0	967
Total	1,172	2,632	254	1,426	0	1,426	383	0	0	1,809
South Leg										
Approach	665	1,410	129	794	0	794	191	0	0	985
Departure	609	1,148	94	703	0	703	335	0	0	1,038
Total	1,274	2,558	223	1,497	0	1,497	526	0	0	2,023
East Leg										
Approach	114	250	24	138	0	138	19	0	0	157
Departure	72	150	13	85	0	85	11	0	0	96
Total	186	400	37	223	0	223	30	0	0	253
West Leg										
Approach	0	0	0	0	0	0	272	0	0	272
Departure	0	0	0	0	0	0	155	0	0	155
Total	0	0	0	0	0	0	427	0	0	427
Total Approaches										
Approach	1,316	2,795	257	1,573	0	1,573	683	0	0	2,256
Departure	1,316	2,795	257	1,573	0	1,573	683	0	0	2,256
Total	2,632	5,590	514	3,146	0	3,146	1,366	0	0	4,512

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
61 Briggs Road/Project Driveway 6										
NBL	0	0	0	0		0	0	0	0	0
NBT	665	1,410	130	795		795	191	0	0	986
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	609	1,148	94	703		703	298	0	0	1001
SBR	0	0	0	0		0	38	0	0	38
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	99	0	0	99
WBL	0	0	0	0		0	0	0	0	0
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	609	1,148	94	703	0	703	336	0	0	1,039
Departure	665	1,410	130	795	0	795	191	0	0	986
Total	1,274	2,558	224	1,498	0	1,498	527	0	0	2,025
South Leg										
Approach	665	1,410	130	795	0	795	191	0	0	986
Departure	609	1,148	94	703	0	703	397	0	0	1,100
Total	1,274	2,558	224	1,498	0	1,498	588	0	0	2,086
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	0	0	0	0	0	99	0	0	99
Departure	0	0	0	0	0	0	38	0	0	38
Total	0	0	0	0	0	0	137	0	0	137
Total Approaches										
Approach	1,274	2,558	224	1,498	0	1,498	626	0	0	2,124
Departure	1,274	2,558	224	1,498	0	1,498	626	0	0	2,124
Total	2,548	5,116	448	2,996	0	2,996	1,252	0	0	4,248

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
62 Briggs Road/Project Driveway 7 - Hillridge Street										
NBL	0	0	0	0		0	67	0	0	67
NBT	665	1,352	119	784		784	177	0	0	961
NBR	0	61	11	11		11	0	0	0	11
SBL	0	18	3	3		3	0	0	0	3
SBT	609	1,130	91	700		700	370	0	0	1070
SBR	0	0	0	0		0	27	0	0	27
EBL	0	0	0	0		0	14	0	0	14
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	68	0	0	68
WBL	0	176	31	31		31	0	0	0	31
WBT	0	0	0	0		0	0	0	0	0
WBR	0	57	10	10		10	0	0	0	10
North Leg										
Approach	609	1,148	94	703	0	703	397	0	0	1,100
Departure	665	1,409	129	794	0	794	191	0	0	985
Total	1,274	2,557	223	1,497	0	1,497	588	0	0	2,085
South Leg										
Approach	665	1,413	130	795	0	795	244	0	0	1,039
Departure	609	1,306	122	731	0	731	438	0	0	1,169
Total	1,274	2,719	252	1,526	0	1,526	682	0	0	2,208
East Leg										
Approach	0	233	41	41	0	41	0	0	0	41
Departure	0	79	14	14	0	14	0	0	0	14
Total	0	312	55	55	0	55	0	0	0	55
West Leg										
Approach	0	0	0	0	0	0	82	0	0	82
Departure	0	0	0	0	0	0	94	0	0	94
Total	0	0	0	0	0	0	176	0	0	176
Total Approaches										
Approach	1,274	2,794	265	1,539	0	1,539	723	0	0	2,262
Departure	1,274	2,794	265	1,539	0	1,539	723	0	0	2,262
Total	2,548	5,588	530	3,078	0	3,078	1,446	0	0	4,524

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
63 Briggs Road/Matthews Road										
NBL	0	0	0	0		0	0	0	0	0
NBT	599	1,044	77	676		676	229	0	0	905
NBR	44	77	6	50		50	0	0	0	50
SBL	34	241	36	70		70	24	0	0	94
SBT	575	1,065	85	660		660	412	0	0	1072
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	0	0	0	0
WBL	40	59	3	43		43	0	0	0	43
WBT	0	0	0	0		0	0	0	0	0
WBR	66	369	53	119		119	16	0	0	135
North Leg										
Approach	609	1,306	121	730	0	730	436	0	0	1,166
Departure	665	1,413	130	795	0	795	245	0	0	1,040
Total	1,274	2,719	251	1,525	0	1,525	681	0	0	2,206
South Leg										
Approach	643	1,121	83	726	0	726	229	0	0	955
Departure	615	1,124	88	703	0	703	412	0	0	1,115
Total	1,258	2,245	171	1,429	0	1,429	641	0	0	2,070
East Leg										
Approach	106	428	56	162	0	162	16	0	0	178
Departure	78	318	42	120	0	120	24	0	0	144
Total	184	746	98	282	0	282	40	0	0	322
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	1,358	2,855	260	1,618	0	1,618	681	0	0	2,299
Departure	1,358	2,855	260	1,618	0	1,618	681	0	0	2,299
Total	2,716	5,710	520	3,236	0	3,236	1,362	0	0	4,598

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
68 I-215 SB Ramps/McCall Boulevard										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	194	400	36	230		230	0	0	0	230
SBT	3	3	0	3		3	0	0	0	3
SBR	298	396	17	315		315	0	0	0	315
EBL	0	0	0	0		0	0	0	0	0
EBT	651	1,364	124	775		775	69	0	0	844
EBR	359	420	11	370		370	0	0	0	370
WBL	458	643	32	490		490	309	0	0	799
WBT	794	1,286	86	880		880	50	0	0	930
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	495	799	53	548	0	548	0	0	0	548
Departure	0	0	0	0	0	0	0	0	0	0
Total	495	799	53	548	0	548	0	0	0	548
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	820	1,066	43	863	0	863	309	0	0	1,172
Total	820	1,066	43	863	0	863	309	0	0	1,172
East Leg										
Approach	1,252	1,929	118	1,370	0	1,370	359	0	0	1,729
Departure	845	1,764	160	1,005	0	1,005	69	0	0	1,074
Total	2,097	3,693	278	2,375	0	2,375	428	0	0	2,803
West Leg										
Approach	1,010	1,784	135	1,145	0	1,145	69	0	0	1,214
Departure	1,092	1,682	103	1,195	0	1,195	50	0	0	1,245
Total	2,102	3,466	238	2,340	0	2,340	119	0	0	2,459
Total Approaches										
Approach	2,757	4,512	306	3,063	0	3,063	428	0	0	3,491
Departure	2,757	4,512	306	3,063	0	3,063	428	0	0	3,491
Total	5,514	9,024	612	6,126	0	6,126	856	0	0	6,982

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
69 I-215 NB Ramps/McCall Boulevard										
NBL	222	316	16	238		238	0	0	0	238
NBT	4	4	0	4		4	0	0	0	4
NBR	248	461	37	285		285	353	0	0	638
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	231	287	10	241		241	0	0	0	241
EBT	614	1,477	150	764		764	69	0	0	833
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	1,030	1,613	101	1,131		1,131	359	0	0	1490
WBR	448	508	10	458		458	0	0	0	458
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	683	799	20	703	0	703	0	0	0	703
Total	683	799	20	703	0	703	0	0	0	703
South Leg										
Approach	474	781	53	527	0	527	353	0	0	880
Departure	0	0	0	0	0	0	0	0	0	0
Total	474	781	53	527	0	527	353	0	0	880
East Leg										
Approach	1,478	2,121	111	1,589	0	1,589	359	0	0	1,948
Departure	862	1,938	187	1,049	0	1,049	422	0	0	1,471
Total	2,340	4,059	298	2,638	0	2,638	781	0	0	3,419
West Leg										
Approach	845	1,764	160	1,005	0	1,005	69	0	0	1,074
Departure	1,252	1,929	117	1,369	0	1,369	359	0	0	1,728
Total	2,097	3,693	277	2,374	0	2,374	428	0	0	2,802
Total Approaches										
Approach	2,797	4,666	324	3,121	0	3,121	781	0	0	3,902
Departure	2,797	4,666	324	3,121	0	3,121	781	0	0	3,902
Total	5,594	9,333	648	6,242	0	6,242	1,562	0	0	7,804

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
70 Encanto Drive/McCall Boulevard										
NBL	176	196	3	179		179	0	0	0	179
NBT	20	35	3	23		23	0	0	0	23
NBR	49	56	1	50		50	7	0	0	57
SBL	19	42	4	23		23	0	0	0	23
SBT	16	21	1	17		17	0	0	0	17
SBR	148	274	22	170		170	0	0	0	170
EBL	109	456	60	169		169	0	0	0	169
EBT	656	1,361	123	779		779	422	0	0	1201
EBR	97	121	4	101		101	0	0	0	101
WBL	51	58	1	52		52	6	0	0	58
WBT	1,154	1,652	87	1,241		1,241	359	0	0	1600
WBR	17	58	7	24		24	0	0	0	24
North Leg										
Approach	183	337	27	210	0	210	0	0	0	210
Departure	146	549	70	216	0	216	0	0	0	216
Total	329	886	97	426	0	426	0	0	0	426
South Leg										
Approach	245	286	7	252	0	252	7	0	0	259
Departure	164	200	6	170	0	170	6	0	0	176
Total	409	486	13	422	0	422	13	0	0	435
East Leg										
Approach	1,222	1,768	95	1,317	0	1,317	365	0	0	1,682
Departure	724	1,459	128	852	0	852	429	0	0	1,281
Total	1,946	3,226	223	2,169	0	2,169	794	0	0	2,963
West Leg										
Approach	862	1,938	187	1,049	0	1,049	422	0	0	1,471
Departure	1,478	2,122	112	1,590	0	1,590	359	0	0	1,949
Total	2,340	4,060	299	2,639	0	2,639	781	0	0	3,420
Total Approaches										
Approach	2,512	4,329	316	2,828	0	2,828	794	0	0	3,622
Departure	2,512	4,329	316	2,828	0	2,828	794	0	0	3,622
Total	5,024	8,658	632	5,656	0	5,656	1,588	0	0	7,244

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
71 Sherman Road/McCall Boulevard										
NBL	88	124	6	94		94	0	0	0	94
NBT	26	50	4	30		30	0	0	0	30
NBR	15	45	5	20		20	17	0	0	37
SBL	42	75	6	48		48	2	0	0	50
SBT	16	18	0	16		16	0	0	0	16
SBR	56	63	1	57		57	0	0	0	57
EBL	121	159	7	128		128	0	0	0	128
EBT	678	1,405	126	804		804	428	0	0	1232
EBR	33	44	2	35		35	0	0	0	35
WBL	27	58	5	32		32	10	0	0	42
WBT	991	1,550	97	1,088		1,088	365	0	0	1453
WBR	46	97	9	55		55	1	0	0	56
North Leg										
Approach	114	156	7	121	0	121	2	0	0	123
Departure	193	306	20	213	0	213	1	0	0	214
Total	307	462	27	334	0	334	3	0	0	337
South Leg										
Approach	129	219	15	144	0	144	17	0	0	161
Departure	76	120	7	83	0	83	10	0	0	93
Total	205	339	22	227	0	227	27	0	0	254
East Leg										
Approach	1,064	1,705	111	1,175	0	1,175	376	0	0	1,551
Departure	735	1,525	137	872	0	872	447	0	0	1,319
Total	1,799	3,230	248	2,047	0	2,047	823	0	0	2,870
West Leg										
Approach	832	1,608	135	967	0	967	428	0	0	1,395
Departure	1,135	1,737	104	1,239	0	1,239	365	0	0	1,604
Total	1,967	3,345	239	2,206	0	2,206	793	0	0	2,999
Total Approaches										
Approach	2,139	3,688	268	2,407	0	2,407	823	0	0	3,230
Departure	2,139	3,688	268	2,407	0	2,407	823	0	0	3,230
Total	4,278	7,376	536	4,814	0	4,814	1,646	0	0	6,460

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
72 Antelope Road/McCall Boulevard										
NBL	45	88	7	52		52	0	0	0	52
NBT	8	60	9	17		17	0	0	0	17
NBR	77	144	12	89		89	7	0	0	96
SBL	19	39	3	22		22	2	0	0	24
SBT	2	5	1	3		3	0	0	0	3
SBR	74	156	14	88		88	0	0	0	88
EBL	42	288	43	85		85	0	0	0	85
EBT	716	1,220	88	804		804	451	0	0	1255
EBR	14	28	2	16		16	0	0	0	16
WBL	41	77	6	47		47	4	0	0	51
WBT	876	1,457	101	977		977	376	0	0	1353
WBR	40	258	38	78		78	6	0	0	84
North Leg										
Approach	95	200	18	113	0	113	2	0	0	115
Departure	90	606	90	180	0	180	6	0	0	186
Total	185	806	108	293	0	293	8	0	0	301
South Leg										
Approach	130	292	28	158	0	158	7	0	0	165
Departure	57	110	9	66	0	66	4	0	0	70
Total	187	402	37	224	0	224	11	0	0	235
East Leg										
Approach	957	1,792	145	1,102	0	1,102	386	0	0	1,488
Departure	812	1,403	103	915	0	915	460	0	0	1,375
Total	1,769	3,195	248	2,017	0	2,017	846	0	0	2,863
West Leg										
Approach	772	1,536	133	905	0	905	451	0	0	1,356
Departure	995	1,701	122	1,117	0	1,117	376	0	0	1,493
Total	1,767	3,237	255	2,022	0	2,022	827	0	0	2,849
Total Approaches										
Approach	1,954	3,820	324	2,278	0	2,278	846	0	0	3,124
Departure	1,954	3,820	324	2,278	0	2,278	846	0	0	3,124
Total	3,908	7,640	648	4,556	0	4,556	1,692	0	0	6,248

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
73 Junipero Road/McCall Boulevard										
NBL	4	16	2	6		6	0	0	0	6
NBT	4	18	2	6		6	0	0	0	6
NBR	4	19	3	7		7	0	0	0	7
SBL	63	138	13	76		76	0	0	0	76
SBT	1	2	0	1		1	0	0	0	1
SBR	175	322	26	201		201	0	0	0	201
EBL	189	302	20	209		209	0	0	0	209
EBT	686	1,192	88	774		774	464	0	0	1238
EBR	2	3	0	2		2	0	0	0	2
WBL	2	3	0	2		2	0	0	0	2
WBT	852	1,442	103	955		955	390	0	0	1345
WBR	146	271	22	168		168	0	0	0	168
North Leg										
Approach	239	462	39	278	0	278	0	0	0	278
Departure	339	591	44	383	0	383	0	0	0	383
Total	578	1,053	83	661	0	661	0	0	0	661
South Leg										
Approach	12	53	7	19	0	19	0	0	0	19
Departure	5	8	0	5	0	5	0	0	0	5
Total	17	61	7	24	0	24	0	0	0	24
East Leg										
Approach	1,000	1,716	125	1,125	0	1,125	390	0	0	1,515
Departure	753	1,349	104	857	0	857	464	0	0	1,321
Total	1,753	3,065	229	1,982	0	1,982	854	0	0	2,836
West Leg										
Approach	877	1,497	108	985	0	985	464	0	0	1,449
Departure	1,031	1,780	131	1,162	0	1,162	390	0	0	1,552
Total	1,908	3,277	239	2,147	0	2,147	854	0	0	3,001
Total Approaches										
Approach	2,128	3,728	279	2,407	0	2,407	854	0	0	3,261
Departure	2,128	3,728	279	2,407	0	2,407	854	0	0	3,261
Total	4,256	7,456	558	4,814	0	4,814	1,708	0	0	6,522

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
74 Menifee Road/McCall Boulevard										
NBL	322	540	38	360		360	0	0	0	360
NBT	257	641	67	324		324	177	0	0	501
NBR	46	110	11	57		57	0	0	0	57
SBL	139	422	49	188		188	22	0	0	210
SBT	233	541	54	287		287	71	0	0	358
SBR	140	297	27	167		167	126	0	0	293
EBL	126	255	22	148		148	367	0	0	515
EBT	348	679	58	406		406	97	0	0	503
EBR	279	416	24	303		303	0	0	0	303
WBL	44	78	6	50		50	0	0	0	50
WBT	538	879	59	597		597	264	0	0	861
WBR	153	371	38	191		191	53	0	0	244
North Leg										
Approach	512	1,260	130	642	0	642	219	0	0	861
Departure	536	1,267	127	663	0	663	597	0	0	1,260
Total	1,048	2,527	257	1,305	0	1,305	816	0	0	2,121
South Leg										
Approach	625	1,291	116	741	0	741	177	0	0	918
Departure	556	1,035	84	640	0	640	71	0	0	711
Total	1,181	2,326	200	1,381	0	1,381	248	0	0	1,629
East Leg										
Approach	735	1,328	103	838	0	838	317	0	0	1,155
Departure	533	1,211	118	651	0	651	119	0	0	770
Total	1,268	2,539	221	1,489	0	1,489	436	0	0	1,925
West Leg										
Approach	753	1,350	104	857	0	857	464	0	0	1,321
Departure	1,000	1,716	124	1,124	0	1,124	390	0	0	1,514
Total	1,753	3,066	228	1,981	0	1,981	854	0	0	2,835
Total Approaches										
Approach	2,625	5,229	453	3,078	0	3,078	1,177	0	0	4,255
Departure	2,625	5,229	453	3,078	0	3,078	1,177	0	0	4,255
Total	5,250	10,458	906	6,156	0	6,156	2,354	0	0	8,510

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
75 Heritage Lake Drive (West)/McCall Boulevard										
NBL	218	247	5	223		223	21	0	0	244
NBT	171	194	4	175		175	0	0	0	175
NBR	43	93	9	52		52	9	0	0	61
SBL	29	61	6	35		35	6	0	0	41
SBT	103	117	2	105		105	0	0	0	105
SBR	72	82	2	74		74	0	0	0	74
EBL	86	98	2	88		88	0	0	0	88
EBT	314	963	113	427		427	113	0	0	540
EBR	133	151	3	136		136	9	0	0	145
WBL	29	49	3	32		32	10	0	0	42
WBT	445	1,000	97	542		542	295	0	0	837
WBR	104	160	10	114		114	4	0	0	118
North Leg										
Approach	204	259	10	214	0	214	6	0	0	220
Departure	361	452	16	377	0	377	4	0	0	381
Total	565	711	26	591	0	591	10	0	0	601
South Leg										
Approach	432	534	18	450	0	450	30	0	0	480
Departure	265	317	8	273	0	273	19	0	0	292
Total	697	851	26	723	0	723	49	0	0	772
East Leg										
Approach	578	1,209	110	688	0	688	309	0	0	997
Departure	386	1,117	128	514	0	514	128	0	0	642
Total	964	2,326	238	1,202	0	1,202	437	0	0	1,639
West Leg										
Approach	533	1,212	118	651	0	651	122	0	0	773
Departure	735	1,329	104	839	0	839	316	0	0	1,155
Total	1,268	2,541	222	1,490	0	1,490	438	0	0	1,928
Total Approaches										
Approach	1,747	3,214	256	2,003	0	2,003	467	0	0	2,470
Departure	1,747	3,214	256	2,003	0	2,003	467	0	0	2,470
Total	3,494	6,429	512	4,006	0	4,006	934	0	0	4,940

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
76 Heritage Lake Drive (East)/McCall Boulevard										
NBL	190	356	29	219		219	22	0	0	241
NBT	112	127	3	115		115	0	0	0	115
NBR	80	181	18	98		98	24	0	0	122
SBL	53	60	1	54		54	7	0	0	61
SBT	116	131	3	119		119	0	0	0	119
SBR	38	43	1	39		39	0	0	0	39
EBL	19	24	1	20		20	0	0	0	20
EBT	224	728	88	312		312	120	0	0	432
EBR	154	426	47	201		201	9	0	0	210
WBL	61	165	18	79		79	17	0	0	96
WBT	277	729	79	356		356	285	0	0	641
WBR	35	43	1	36		36	5	0	0	41
North Leg										
Approach	207	234	5	212	0	212	7	0	0	219
Departure	166	194	5	171	0	171	5	0	0	176
Total	373	428	10	383	0	383	12	0	0	395
South Leg										
Approach	382	664	50	432	0	432	46	0	0	478
Departure	331	722	68	399	0	399	26	0	0	425
Total	713	1,386	118	831	0	831	72	0	0	903
East Leg										
Approach	373	937	98	471	0	471	307	0	0	778
Departure	357	969	107	464	0	464	151	0	0	615
Total	730	1,906	205	935	0	935	458	0	0	1,393
West Leg										
Approach	397	1,178	136	533	0	533	129	0	0	662
Departure	505	1,128	109	614	0	614	307	0	0	921
Total	902	2,306	245	1,147	0	1,147	436	0	0	1,583
Total Approaches										
Approach	1,359	3,013	289	1,648	0	1,648	489	0	0	2,137
Departure	1,359	3,013	289	1,648	0	1,648	489	0	0	2,137
Total	2,718	6,027	578	3,296	0	3,296	978	0	0	4,274

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	AM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
77 Briggs Road/McCall Boulevard										
NBL	49	379	57	106		106	0	0	0	106
NBT	320	958	111	431		431	72	0	0	503
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	314	589	48	362		362	102	0	0	464
SBR	311	547	41	352		352	308	0	0	660
EBL	289	588	52	341		341	150	0	0	491
EBT	0	0	0	0		0	0	0	0	0
EBR	68	381	54	122		122	0	0	0	122
WBL	0	0	0	0		0	0	0	0	0
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	625	1,136	89	714	0	714	410	0	0	1,124
Departure	609	1,546	163	772	0	772	222	0	0	994
Total	1,234	2,682	252	1,486	0	1,486	632	0	0	2,118
South Leg										
Approach	369	1,337	168	537	0	537	72	0	0	609
Departure	382	970	102	484	0	484	102	0	0	586
Total	751	2,307	270	1,021	0	1,021	174	0	0	1,195
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	357	969	106	463	0	463	150	0	0	613
Departure	360	926	98	458	0	458	308	0	0	766
Total	717	1,895	204	921	0	921	458	0	0	1,379
Total Approaches										
Approach	1,351	3,442	363	1,714	0	1,714	632	0	0	2,346
Departure	1,351	3,442	363	1,714	0	1,714	632	0	0	2,346
Total	2,702	6,884	726	3,428	0	3,428	1,264	0	0	4,692

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
28	**I-215 SB Ramps - SR-74/Bonnie Drive**										
NBL		178	570	68	246		246	51	0	0	297
NBT		305	543	41	346		346	0	0	0	346
NBR		0	0	0	0		0	0	0	0	0
SBL		0	0	0	0		0	0	0	0	0
SBT		852	927	13	865		865	648	0	0	1513
SBR		31	89	10	41		41	0	0	0	41
EBL		27	100	13	40		40	0	0	0	40
EBT		0	0	0	0		0	0	0	0	0
EBR		240	577	59	299		299	51	0	0	350
WBL		0	0	0	0		0	0	0	0	0
WBT		0	0	0	0		0	0	0	0	0
WBR		0	0	0	0		0	0	0	0	0
North Leg											
	Approach	883	1,016	23	906	0	906	648	0	0	1,554
	Departure	332	643	54	386	0	386	0	0	0	386
	Total	1,215	1,659	77	1,292	0	1,292	648	0	0	1,940
South Leg											
	Approach	483	1,113	109	592	0	592	51	0	0	643
	Departure	1,092	1,504	72	1,164	0	1,164	699	0	0	1,863
	Total	1,575	2,617	181	1,756	0	1,756	750	0	0	2,506
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
West Leg											
	Approach	267	677	72	339	0	339	51	0	0	390
	Departure	209	659	78	287	0	287	51	0	0	338
	Total	476	1,336	150	626	0	626	102	0	0	728
Total Approaches											
	Approach	1,633	2,806	204	1,837	0	1,837	750	0	0	2,587
	Departure	1,633	2,806	204	1,837	0	1,837	750	0	0	2,587
	Total	3,266	5,612	408	3,674	0	3,674	1,500	0	0	5,174

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
29	**I-215 NB Ramps/SR-74**										
NBL		0	0	0	0		0	0	0	0	0
NBT		0	0	0	0		0	0	0	0	0
NBR		0	0	0	0		0	0	0	0	0
SBL		263	487	39	302		302	0	0	0	302
SBT		0	0	0	0		0	0	0	0	0
SBR		28	79	9	37		37	0	0	0	37
EBL		13	17	1	14		14	0	0	0	14
EBT		1,079	1,487	71	1,150		1,150	697	0	0	1847
EBR		0	0	0	0		0	0	0	0	0
WBL		0	0	0	0		0	0	0	0	0
WBT		455	1,034	101	556		556	51	0	0	607
WBR		629	908	49	678		678	604	0	0	1282
North Leg											
	Approach	291	566	48	339	0	339	0	0	0	339
	Departure	642	925	50	692	0	692	604	0	0	1,296
	Total	933	1,491	98	1,031	0	1,031	604	0	0	1,635
South Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
East Leg											
	Approach	1,084	1,942	150	1,234	0	1,234	655	0	0	1,889
	Departure	1,342	1,974	110	1,452	0	1,452	697	0	0	2,149
	Total	2,426	3,916	260	2,686	0	2,686	1,352	0	0	4,038
West Leg											
	Approach	1,092	1,504	72	1,164	0	1,164	697	0	0	1,861
	Departure	483	1,113	110	593	0	593	51	0	0	644
	Total	1,575	2,617	182	1,757	0	1,757	748	0	0	2,505
Total Approaches											
	Approach	2,467	4,012	270	2,737	0	2,737	1,352	0	0	4,089
	Departure	2,467	4,012	270	2,737	0	2,737	1,352	0	0	4,089
	Total	4,934	8,024	540	5,474	0	5,474	2,704	0	0	8,178

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
30	**Trumble Road/SR-74**										
NBL		0	0	0	0		0	0	0	0	0
NBT		0	0	0	0		0	0	0	0	0
NBR		0	0	0	0		0	0	0	0	0
SBL		45	51	1	46		46	2	0	0	48
SBT		0	0	0	0		0	0	0	0	0
SBR		345	575	40	385		385	0	0	0	385
EBL		330	575	43	373		373	0	0	0	373
EBT		1,012	1,399	67	1,079		1,079	697	0	0	1776
EBR		0	0	0	0		0	0	0	0	0
WBL		0	0	0	0		0	0	0	0	0
WBT		739	1,367	109	848		848	655	0	0	1503
WBR		35	56	4	39		39	0	0	0	39
North Leg											
	Approach	390	626	41	431	0	431	2	0	0	433
	Departure	365	631	47	412	0	412	0	0	0	412
	Total	755	1,257	88	843	0	843	2	0	0	845
South Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
East Leg											
	Approach	774	1,423	113	887	0	887	655	0	0	1,542
	Departure	1,057	1,450	68	1,125	0	1,125	699	0	0	1,824
	Total	1,831	2,873	181	2,012	0	2,012	1,354	0	0	3,366
West Leg											
	Approach	1,342	1,974	110	1,452	0	1,452	697	0	0	2,149
	Departure	1,084	1,942	149	1,233	0	1,233	655	0	0	1,888
	Total	2,426	3,916	259	2,685	0	2,685	1,352	0	0	4,037
Total Approaches											
	Approach	2,506	4,023	264	2,770	0	2,770	1,354	0	0	4,124
	Departure	2,506	4,023	264	2,770	0	2,770	1,354	0	0	4,124
	Total	5,012	8,046	528	5,540	0	5,540	2,708	0	0	8,248

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
31	**Sherman Road/SR-74 (West)**										
NBL		0	0	0	0		0	0	0	0	0
NBT		0	0	0	0		0	0	0	0	0
NBR		0	0	0	0		0	0	0	0	0
SBL		0	0	0	0		0	0	0	0	0
SBT		0	0	0	0		0	0	0	0	0
SBR		99	403	53	152		152	0	0	0	152
EBL		0	0	0	0		0	0	0	0	0
EBT		1,001	1,507	88	1,089		1,089	697	0	0	1786
EBR		0	0	0	0		0	0	0	0	0
WBL		0	0	0	0		0	0	0	0	0
WBT		813	1,219	71	884		884	655	0	0	1539
WBR		69	307	41	110		110	4	0	0	114
North Leg											
	Approach	99	403	53	152	0	152	0	0	0	152
	Departure	69	307	41	110	0	110	4	0	0	114
	Total	168	710	94	262	0	262	4	0	0	266
South Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
East Leg											
	Approach	882	1,526	112	994	0	994	659	0	0	1,653
	Departure	1,001	1,507	88	1,089	0	1,089	697	0	0	1,786
	Total	1,883	3,033	200	2,083	0	2,083	1,356	0	0	3,439
West Leg											
	Approach	1,001	1,507	88	1,089	0	1,089	697	0	0	1,786
	Departure	912	1,622	124	1,036	0	1,036	655	0	0	1,691
	Total	1,913	3,129	212	2,125	0	2,125	1,352	0	0	3,477
Total Approaches											
	Approach	1,982	3,436	253	2,235	0	2,235	1,356	0	0	3,591
	Departure	1,982	3,436	253	2,235	0	2,235	1,356	0	0	3,591
	Total	3,964	6,872	506	4,470	0	4,470	2,712	0	0	7,182

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
32	**Sherman Road/SR-74 (East)**										
NBL		75	351	48	123		123	0	0	0	123
NBT		15	19	1	16		16	0	0	0	16
NBR		150	193	7	157		157	7	0	0	164
SBL		20	23	1	21		21	0	0	0	21
SBT		14	25	2	16		16	0	0	0	16
SBR		11	14	1	12		12	0	0	0	12
EBL		28	37	2	30		30	0	0	0	30
EBT		945	1,273	57	1,002		1,002	697	0	0	1699
EBR		28	197	29	57		57	0	0	0	57
WBL		115	241	22	137		137	7	0	0	144
WBT		796	1,161	63	859		859	659	0	0	1518
WBR		21	24	1	22		22	0	0	0	22
North Leg											
	Approach	45	62	4	49	0	49	0	0	0	49
	Departure	64	80	4	68	0	68	0	0	0	68
	Total	109	142	8	117	0	117	0	0	0	117
South Leg											
	Approach	240	563	56	296	0	296	7	0	0	303
	Departure	157	463	53	210	0	210	7	0	0	217
	Total	397	1,026	109	506	0	506	14	0	0	520
East Leg											
	Approach	932	1,426	86	1,018	0	1,018	666	0	0	1,684
	Departure	1,115	1,489	65	1,180	0	1,180	704	0	0	1,884
	Total	2,047	2,915	151	2,198	0	2,198	1,370	0	0	3,568
West Leg											
	Approach	1,001	1,507	88	1,089	0	1,089	697	0	0	1,786
	Departure	882	1,526	112	994	0	994	659	0	0	1,653
	Total	1,883	3,033	200	2,083	0	2,083	1,356	0	0	3,439
Total Approaches											
	Approach	2,218	3,558	234	2,452	0	2,452	1,370	0	0	3,822
	Departure	2,218	3,558	234	2,452	0	2,452	1,370	0	0	3,822
	Total	4,436	7,117	468	4,904	0	4,904	2,740	0	0	7,644

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
33	**Antelope Road/SR-74**										
NBL		0	0	0	0		0	0	0	0	0
NBT		0	0	0	0		0	0	0	0	0
NBR		0	0	0	0		0	0	0	0	0
SBL		42	104	11	53		53	21	0	0	74
SBT		0	0	0	0		0	0	0	0	0
SBR		14	26	2	16		16	0	0	0	16
EBL		49	66	3	52		52	0	0	0	52
EBT		963	1,340	66	1,029		1,029	713	0	0	1742
EBR		0	0	0	0		0	0	0	0	0
WBL		0	0	0	0		0	0	0	0	0
WBT		756	1,196	77	833		833	674	0	0	1507
WBR		16	33	3	19		19	20	0	0	39
North Leg											
	Approach	56	130	13	69	0	69	21	0	0	90
	Departure	65	99	6	71	0	71	20	0	0	91
	Total	121	229	19	140	0	140	41	0	0	181
South Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
East Leg											
	Approach	772	1,229	80	852	0	852	694	0	0	1,546
	Departure	1,005	1,444	77	1,082	0	1,082	734	0	0	1,816
	Total	1,777	2,673	157	1,934	0	1,934	1,428	0	0	3,362
West Leg											
	Approach	1,012	1,406	69	1,081	0	1,081	713	0	0	1,794
	Departure	770	1,222	79	849	0	849	674	0	0	1,523
	Total	1,782	2,628	148	1,930	0	1,930	1,387	0	0	3,317
Total Approaches											
	Approach	1,840	2,765	162	2,002	0	2,002	1,428	0	0	3,430
	Departure	1,840	2,765	162	2,002	0	2,002	1,428	0	0	3,430
	Total	3,680	5,530	324	4,004	0	4,004	2,856	0	0	6,860

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
34 Palomar Road/SR-74										
NBL	12	63	9	21		21	0	0	0	21
NBT	51	167	20	71		71	0	0	0	71
NBR	128	241	20	148		148	40	0	0	188
SBL	13	15	0	13		13	7	0	0	20
SBT	23	140	20	43		43	0	0	0	43
SBR	36	63	5	41		41	0	0	0	41
EBL	50	113	11	61		61	0	0	0	61
EBT	873	1,135	46	919		919	742	0	0	1661
EBR	4	50	8	12		12	0	0	0	12
WBL	60	320	45	105		105	45	0	0	150
WBT	746	1,148	70	816		816	705	0	0	1521
WBR	21	24	1	22		22	7	0	0	29
North Leg										
Approach	72	218	25	97	0	97	7	0	0	104
Departure	122	304	32	154	0	154	7	0	0	161
Total	194	522	57	251	0	251	14	0	0	265
South Leg										
Approach	191	471	49	240	0	240	40	0	0	280
Departure	87	510	73	160	0	160	45	0	0	205
Total	278	981	122	400	0	400	85	0	0	485
East Leg										
Approach	827	1,492	116	943	0	943	757	0	0	1,700
Departure	1,014	1,391	66	1,080	0	1,080	789	0	0	1,869
Total	1,841	2,883	182	2,023	0	2,023	1,546	0	0	3,569
West Leg										
Approach	927	1,298	65	992	0	992	742	0	0	1,734
Departure	794	1,274	84	878	0	878	705	0	0	1,583
Total	1,721	2,572	149	1,870	0	1,870	1,447	0	0	3,317
Total Approaches										
Approach	2,017	3,479	255	2,272	0	2,272	1,546	0	0	3,818
Departure	2,017	3,479	255	2,272	0	2,272	1,546	0	0	3,818
Total	4,034	6,958	510	4,544	0	4,544	3,092	0	0	7,636

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
39	**I-215 SB Ramps/Ethanac Road**										
NBL		0	0	0	0		0	0	0	0	0
NBT		0	0	0	0		0	0	0	0	0
NBR		0	0	0	0		0	0	0	0	0
SBL		145	256	19	164		164	0	0	0	164
SBT		2	2	0	2		2	0	0	0	2
SBR		364	513	26	390		390	0	0	0	390
EBL		0	0	0	0		0	0	0	0	0
EBT		584	1,262	118	702		702	59	0	0	761
EBR		358	467	19	377		377	0	0	0	377
WBL		104	180	13	117		117	186	0	0	303
WBT		625	1,436	141	766		766	70	0	0	836
WBR		0	0	0	0		0	0	0	0	0
North Leg											
	Approach	511	771	45	556	0	556	0	0	0	556
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	511	771	45	556	0	556	0	0	0	556
South Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	464	649	32	496	0	496	186	0	0	682
	Total	464	649	32	496	0	496	186	0	0	682
East Leg											
	Approach	729	1,616	154	883	0	883	256	0	0	1,139
	Departure	729	1,518	137	866	0	866	59	0	0	925
	Total	1,458	3,134	291	1,749	0	1,749	315	0	0	2,064
West Leg											
	Approach	942	1,729	137	1,079	0	1,079	59	0	0	1,138
	Departure	989	1,949	167	1,156	0	1,156	70	0	0	1,226
	Total	1,931	3,678	304	2,235	0	2,235	129	0	0	2,364
Total Approaches											
	Approach	2,182	4,116	336	2,518	0	2,518	315	0	0	2,833
	Departure	2,182	4,116	336	2,518	0	2,518	315	0	0	2,833
	Total	4,364	8,232	672	5,036	0	5,036	630	0	0	5,666

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
40 I-215 NB Ramps/Ethanac Road										
NBL	397	644	43	440		440	0	0	0	440
NBT	1	1	0	1		1	0	0	0	1
NBR	192	265	13	205		205	233	0	0	438
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	236	381	25	261		261	0	0	0	261
EBT	493	1,137	112	605		605	59	0	0	664
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	332	972	111	443		443	256	0	0	699
WBR	155	271	20	175		175	0	0	0	175
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	392	653	45	437	0	437	0	0	0	437
Total	392	653	45	437	0	437	0	0	0	437
South Leg										
Approach	590	910	56	646	0	646	233	0	0	879
Departure	0	0	0	0	0	0	0	0	0	0
Total	590	910	56	646	0	646	233	0	0	879
East Leg										
Approach	487	1,243	131	618	0	618	256	0	0	874
Departure	685	1,402	125	810	0	810	292	0	0	1,102
Total	1,172	2,645	256	1,428	0	1,428	548	0	0	1,976
West Leg										
Approach	729	1,518	137	866	0	866	59	0	0	925
Departure	729	1,616	154	883	0	883	256	0	0	1,139
Total	1,458	3,134	291	1,749	0	1,749	315	0	0	2,064
Total Approaches										
Approach	1,806	3,671	324	2,130	0	2,130	548	0	0	2,678
Departure	1,806	3,671	324	2,130	0	2,130	548	0	0	2,678
Total	3,612	7,342	648	4,260	0	4,260	1,096	0	0	5,356

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
41	**Encanto Drive/Ethanac Road**										
NBL		74	384	54	128		128	0	0	0	128
NBT		0	0	0	0		0	0	0	0	0
NBR		56	106	9	65		65	0	0	0	65
SBL		0	0	0	0		0	0	0	0	0
SBT		0	0	0	0		0	0	0	0	0
SBR		0	0	0	0		0	0	0	0	0
EBL		0	0	0	0		0	0	0	0	0
EBT		575	938	63	638		638	292	0	0	930
EBR		110	464	62	172		172	0	0	0	172
WBL		46	90	8	54		54	0	0	0	54
WBT		413	859	78	491		491	256	0	0	747
WBR		0	0	0	0		0	0	0	0	0
North Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
South Leg											
	Approach	130	490	63	193	0	193	0	0	0	193
	Departure	156	554	70	226	0	226	0	0	0	226
	Total	286	1,044	133	419	0	419	0	0	0	419
East Leg											
	Approach	459	949	86	545	0	545	256	0	0	801
	Departure	631	1,044	72	703	0	703	292	0	0	995
	Total	1,090	1,993	158	1,248	0	1,248	548	0	0	1,796
West Leg											
	Approach	685	1,402	125	810	0	810	292	0	0	1,102
	Departure	487	1,243	132	619	0	619	256	0	0	875
	Total	1,172	2,645	257	1,429	0	1,429	548	0	0	1,977
Total Approaches											
	Approach	1,274	2,841	274	1,548	0	1,548	548	0	0	2,096
	Departure	1,274	2,841	274	1,548	0	1,548	548	0	0	2,096
	Total	2,548	5,682	548	3,096	0	3,096	1,096	0	0	4,192

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
42 Sherman Road/Ethanac Road										
NBL	16	21	1	17		17	0	0	0	17
NBT	3	14	2	5		5	0	0	0	5
NBR	6	23	3	9		9	1	0	0	10
SBL	4	23	3	7		7	10	0	0	17
SBT	4	64	10	14		14	0	0	0	14
SBR	134	260	22	156		156	0	0	0	156
EBL	216	424	36	252		252	0	0	0	252
EBT	346	543	34	380		380	299	0	0	679
EBR	3	13	2	5		5	0	0	0	5
WBL	1	16	3	4		4	2	0	0	6
WBT	265	511	43	308		308	263	0	0	571
WBR	2	14	2	4		4	8	0	0	12
North Leg										
Approach	142	347	35	177	0	177	10	0	0	187
Departure	221	452	40	261	0	261	8	0	0	269
Total	363	799	75	438	0	438	18	0	0	456
South Leg										
Approach	25	58	6	31	0	31	1	0	0	32
Departure	8	93	15	23	0	23	2	0	0	25
Total	33	151	21	54	0	54	3	0	0	57
East Leg										
Approach	268	541	48	316	0	316	273	0	0	589
Departure	356	589	40	396	0	396	310	0	0	706
Total	624	1,130	88	712	0	712	583	0	0	1,295
West Leg										
Approach	565	980	72	637	0	637	299	0	0	936
Departure	415	792	66	481	0	481	263	0	0	744
Total	980	1,772	138	1,118	0	1,118	562	0	0	1,680
Total Approaches										
Approach	1,000	1,926	161	1,161	0	1,161	583	0	0	1,744
Departure	1,000	1,926	161	1,161	0	1,161	583	0	0	1,744
Total	2,000	3,852	322	2,322	0	2,322	1,166	0	0	3,488

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
43	**Jackson Avenue/Ethanac Road**										
NBL		0	0	0	0		0	0	0	0	0
NBT		0	0	0	0		0	0	0	0	0
NBR		0	0	0	0		0	0	0	0	0
SBL		11	78	12	23		23	1	0	0	24
SBT		0	0	0	0		0	0	0	0	0
SBR		0	0	0	0		0	0	0	0	0
EBL		2	45	7	9		9	0	0	0	9
EBT		267	423	27	294		294	322	0	0	616
EBR		35	135	17	52		52	0	0	0	52
WBL		0	0	0	0		0	0	0	0	0
WBT		173	451	48	221		221	285	0	0	506
WBR		0	0	0	0		0	2	0	0	2
North Leg											
	Approach	11	78	12	23	0	23	1	0	0	24
	Departure	2	45	7	9	0	9	2	0	0	11
	Total	13	123	19	32	0	32	3	0	0	35
South Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	35	135	17	52	0	52	0	0	0	52
	Total	35	135	17	52	0	52	0	0	0	52
East Leg											
	Approach	173	451	48	221	0	221	287	0	0	508
	Departure	278	501	39	317	0	317	323	0	0	640
	Total	451	952	87	538	0	538	610	0	0	1,148
West Leg											
	Approach	304	603	51	355	0	355	322	0	0	677
	Departure	173	451	48	221	0	221	285	0	0	506
	Total	477	1,054	99	576	0	576	607	0	0	1,183
Total Approaches											
	Approach	488	1,132	111	599	0	599	610	0	0	1,209
	Departure	488	1,132	111	599	0	599	610	0	0	1,209
	Total	976	2,264	222	1,198	0	1,198	1,220	0	0	2,418

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
44	**Antelope Road/Ethanac Road**										
NBL		25	70	8	33		33	0	0	0	33
NBT		0	0	0	0		0	0	0	0	0
NBR		5	51	8	13		13	1	0	0	14
SBL		0	0	0	0		0	0	0	0	0
SBT		0	0	0	0		0	0	0	0	0
SBR		0	0	0	0		0	0	0	0	0
EBL		0	0	0	0		0	0	0	0	0
EBT		278	501	39	317		317	324	0	0	641
EBR		0	0	0	0		0	0	0	0	0
WBL		2	40	7	9		9	2	0	0	11
WBT		148	381	41	189		189	287	0	0	476
WBR		0	0	0	0		0	0	0	0	0
North Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
South Leg											
	Approach	30	121	16	46	0	46	1	0	0	47
	Departure	2	40	7	9	0	9	2	0	0	11
	Total	32	161	23	55	0	55	3	0	0	58
East Leg											
	Approach	150	421	48	198	0	198	289	0	0	487
	Departure	283	552	47	330	0	330	325	0	0	655
	Total	433	973	95	528	0	528	614	0	0	1,142
West Leg											
	Approach	278	501	39	317	0	317	324	0	0	641
	Departure	173	451	49	222	0	222	287	0	0	509
	Total	451	952	88	539	0	539	611	0	0	1,150
Total Approaches											
	Approach	458	1,043	103	561	0	561	614	0	0	1,175
	Departure	458	1,043	103	561	0	561	614	0	0	1,175
	Total	916	2,086	206	1,122	0	1,122	1,228	0	0	2,350

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
45 Palomar Road/Matthews Road										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	0	0	0	0
SBL	11	242	40	51		51	2	0	0	53
SBT	0	0	0	0		0	0	0	0	0
SBR	73	265	33	106		106	45	0	0	151
EBL	175	351	31	206		206	40	0	0	246
EBT	123	260	24	147		147	285	0	0	432
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	52	164	19	71		71	243	0	0	314
WBR	7	127	21	28		28	2	0	0	30
North Leg										
Approach	84	507	73	157	0	157	47	0	0	204
Departure	182	478	52	234	0	234	42	0	0	276
Total	266	985	125	391	0	391	89	0	0	480
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	59	291	40	99	0	99	245	0	0	344
Departure	134	502	64	198	0	198	287	0	0	485
Total	193	793	104	297	0	297	532	0	0	829
West Leg										
Approach	298	611	55	353	0	353	325	0	0	678
Departure	125	429	52	177	0	177	288	0	0	465
Total	423	1,040	107	530	0	530	613	0	0	1,143
Total Approaches										
Approach	441	1,409	168	609	0	609	617	0	0	1,226
Departure	441	1,409	168	609	0	609	617	0	0	1,226
Total	882	2,818	336	1,218	0	1,218	1,234	0	0	2,452

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
47 Menifee Road/SR-74										
NBL	83	125	7	90		90	252	0	0	342
NBT	165	440	48	213		213	127	0	0	340
NBR	186	402	38	224		224	258	0	0	482
SBL	84	253	29	113		113	112	0	0	225
SBT	143	428	50	193		193	122	0	0	315
SBR	20	42	4	24		24	0	0	0	24
EBL	47	78	5	52		52	0	0	0	52
EBT	949	1,283	58	1,007		1,007	553	0	0	1560
EBR	64	86	4	68		68	236	0	0	304
WBL	146	377	40	186		186	276	0	0	462
WBT	638	1,151	89	727		727	507	0	0	1234
WBR	69	220	26	95		95	125	0	0	220
North Leg										
Approach	247	723	83	330	0	330	234	0	0	564
Departure	281	738	79	360	0	360	252	0	0	612
Total	528	1,461	162	690	0	690	486	0	0	1,176
South Leg										
Approach	434	967	93	527	0	527	637	0	0	1,164
Departure	353	891	94	447	0	447	634	0	0	1,081
Total	787	1,858	187	974	0	974	1,271	0	0	2,245
East Leg										
Approach	853	1,748	155	1,008	0	1,008	908	0	0	1,916
Departure	1,219	1,938	125	1,344	0	1,344	923	0	0	2,267
Total	2,072	3,686	280	2,352	0	2,352	1,831	0	0	4,183
West Leg										
Approach	1,060	1,447	67	1,127	0	1,127	789	0	0	1,916
Departure	741	1,318	100	841	0	841	759	0	0	1,600
Total	1,801	2,765	167	1,968	0	1,968	1,548	0	0	3,516
Total Approaches										
Approach	2,594	4,885	398	2,992	0	2,992	2,568	0	0	5,560
Departure	2,594	4,885	398	2,992	0	2,992	2,568	0	0	5,560
Total	5,188	9,770	796	5,984	0	5,984	5,136	0	0	11,120

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
48 Menifee Road/Valley Substation Driveway - Biscayne										
NBL	0	0	0	0		0	0	0	0	0
NBT	380	908	92	472		472	575	0	0	1047
NBR	1	1	0	1		1	58	0	0	59
SBL	4	4	0	4		4	44	0	0	48
SBT	340	877	93	433		433	590	0	0	1023
SBR	1	2	0	1		1	0	0	0	1
EBL	0	0	0	0		0	0	0	0	0
EBT	2	2	0	2		2	0	0	0	2
EBR	2	7	1	3		3	0	0	0	3
WBL	11	13	0	11		11	45	0	0	56
WBT	1	1	0	1		1	0	0	0	1
WBR	1	1	0	1		1	61	0	0	62
North Leg										
Approach	345	883	93	438	0	438	634	0	0	1,072
Departure	381	909	92	473	0	473	636	0	0	1,109
Total	726	1,792	185	911	0	911	1,270	0	0	2,181
South Leg										
Approach	381	909	92	473	0	473	633	0	0	1,106
Departure	353	897	94	447	0	447	635	0	0	1,082
Total	734	1,806	186	920	0	920	1,268	0	0	2,188
East Leg										
Approach	13	15	0	13	0	13	106	0	0	119
Departure	7	7	0	7	0	7	102	0	0	109
Total	20	22	0	20	0	20	208	0	0	228
West Leg										
Approach	4	9	1	5	0	5	0	0	0	5
Departure	2	3	0	2	0	2	0	0	0	2
Total	6	12	1	7	0	7	0	0	0	7
Total Approaches										
Approach	743	1,816	186	929	0	929	1,373	0	0	2,302
Departure	743	1,816	186	929	0	929	1,373	0	0	2,302
Total	1,486	3,632	372	1,858	0	1,858	2,746	0	0	4,604

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
49	**Menifee Road/McLaughlin Road**										
NBL		17	19	0	17	61	78	9	0	0	87
NBT		375	901	91	466		466	307	0	0	773
NBR		0	0	0	0	0	0	287	6	0	293
SBL		0	0	0	0	0	0	269	0	0	269
SBT		363	937	100	463	-22	441	321	0	0	762
SBR		2	2	0	2	22	24	45	0	0	69
EBL		6	6	0	6	10	16	58	0	0	74
EBT		0	0	0	0	0	0	220	0	0	220
EBR		2	3	0	2	161	163	8	0	0	171
WBL		0	0	0	0	0	0	413	5	0	418
WBT		0	0	0	0	0	0	190	0	0	190
WBR		0	0	0	0	0	0	263	0	0	263
North Leg											
	Approach	365	939	100	465	0	465	635	0	0	1,100
	Departure	381	907	91	472	10	482	628	0	0	1,110
	Total	746	1,846	191	937	10	947	1,263	0	0	2,210
South Leg											
	Approach	392	920	91	483	61	544	603	6	0	1,153
	Departure	365	940	100	465	139	604	742	5	0	1,351
	Total	757	1,860	191	948	200	1,148	1,345	11	0	2,504
East Leg											
	Approach	0	0	0	0	0	0	866	5	0	871
	Departure	0	0	0	0	0	0	776	6	0	782
	Total	0	0	0	0	0	0	1,642	11	0	1,653
West Leg											
	Approach	8	9	0	8	171	179	286	0	0	465
	Departure	19	21	0	19	83	102	244	0	0	346
	Total	27	30	0	27	254	281	530	0	0	811
Total Approaches											
	Approach	765	1,868	191	956	232	1,188	2,390	11	0	3,589
	Departure	765	1,868	191	956	232	1,188	2,390	11	0	3,589
	Total	1,530	3,737	382	1,912	464	2,376	4,780	22	0	7,178

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
50	**Menifee Road/Project Driveway 1**										
NBL		0	0	0	0		0	0	0	0	0
NBT		392	941	95	487	51	538	522	0	0	1060
NBR		0	0	0	0		0	63	0	0	63
SBL		0	0	0	0		0	73	5	0	78
SBT		365	940	100	465	139	604	668	0	0	1272
SBR		0	0	0	0		0	0	0	0	0
EBL		0	0	0	0		0	0	0	0	0
EBT		0	0	0	0		0	0	0	0	0
EBR		0	0	0	0		0	0	0	0	0
WBL		0	0	0	0		0	69	0	0	69
WBT		0	0	0	0		0	0	0	0	0
WBR		0	0	0	0		0	82	6	0	88
North Leg											
	Approach	365	940	100	465	139	604	741	5	0	1,350
	Departure	392	941	95	487	51	538	604	6	0	1,148
	Total	757	1,881	195	952	190	1,142	1,345	11	0	2,498
South Leg											
	Approach	392	941	95	487	51	538	585	0	0	1,123
	Departure	365	940	100	465	139	604	737	0	0	1,341
	Total	757	1,881	195	952	190	1,142	1,322	0	0	2,464
East Leg											
	Approach	0	0	0	0	0	0	151	6	0	157
	Departure	0	0	0	0	0	0	136	5	0	141
	Total	0	0	0	0	0	0	287	11	0	298
West Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
Total Approaches											
	Approach	757	1,881	195	952	190	1,142	1,477	11	0	2,630
	Departure	757	1,881	195	952	190	1,142	1,477	11	0	2,630
	Total	1,514	3,762	390	1,904	380	2,284	2,954	22	0	5,260

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
51 Menifee Road/Matthews Road										
NBL	31	202	30	61	-61	0	0	0	0	0
NBT	385	916	92	477	61	538	585	0	0	1123
NBR	0	0	0	0		0	0	0	0	0
SBL	0	0	0	0		0	0	0	0	0
SBT	350	871	91	441	161	602	737	0	0	1339
SBR	12	69	10	22	-22	0	0	0	0	0
EBL	7	25	3	10	-10	0	0	0	0	0
EBT	0	0	0	0		0	0	0	0	0
EBR	103	435	58	161	-161	0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	0	0	0	0		0	0	0	0	0
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	362	940	101	463	139	602	737	0	0	1,339
Departure	392	941	95	487	51	538	585	0	0	1,123
Total	754	1,881	196	950	190	1,140	1,322	0	0	2,462
South Leg										
Approach	416	1,118	122	538	0	538	585	0	0	1,123
Departure	453	1,306	149	602	0	602	737	0	0	1,339
Total	869	2,424	271	1,140	0	1,140	1,322	0	0	2,462
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	110	460	61	171	-171	0	0	0	0	0
Departure	43	271	40	83	-83	0	0	0	0	0
Total	153	731	101	254	-254	0	0	0	0	0
Total Approaches										
Approach	888	2,518	284	1,172	-32	1,140	1,322	0	0	2,462
Departure	888	2,518	284	1,172	-32	1,140	1,322	0	0	2,462
Total	1,776	5,036	568	2,344	-64	2,280	2,644	0	0	4,924

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
52 McKinley/SR-74										
NBL	0	0	0	0		0	141	0	29	170
NBT	0	0	0	0		0	0	0	0	0
NBR	3	13	2	5		5	75	0	30	110
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	1,211	1,927	125	1,336		1,336	785	0	-28	2093
EBR	8	11	1	9		9	139	0	28	176
WBL	5	8	1	6		6	59	0	27	92
WBT	853	1,749	156	1,009		1,009	766	0	-27	1748
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	3	13	2	5	0	5	216	0	59	280
Departure	13	19	2	15	0	15	198	0	55	268
Total	16	32	4	20	0	20	414	0	114	548
East Leg										
Approach	858	1,757	157	1,015	0	1,015	825	0	0	1,840
Departure	1,214	1,940	127	1,341	0	1,341	860	0	2	2,203
Total	2,072	3,697	284	2,356	0	2,356	1,685	0	2	4,043
West Leg										
Approach	1,219	1,938	126	1,345	0	1,345	924	0	0	2,269
Departure	853	1,749	156	1,009	0	1,009	907	0	2	1,918
Total	2,072	3,687	282	2,354	0	2,354	1,831	0	2	4,187
Total Approaches										
Approach	2,080	3,708	285	2,365	0	2,365	1,965	0	59	4,389
Departure	2,080	3,708	285	2,365	0	2,365	1,965	0	59	4,389
Total	4,160	7,416	570	4,730	0	4,730	3,930	0	118	8,778

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
53 Malaga Road - Project Driveway 2/SR-74										
NBL	0	0	0	0		0	615	0	43	658
NBT	0	1	0	0		0	0	0	0	0
NBR	0	0	0	0		0	292	0	51	343
SBL	0	331	58	58		58	0	0	0	58
SBT	0	1	0	0		0	0	0	0	0
SBR	0	377	66	66		66	0	0	0	66
EBL	0	244	42	42		42	0	0	0	42
EBT	1,214	1,696	84	1,298		1,298	312	0	-47	1563
EBR	0	0	0	0		0	548	0	47	595
WBL	0	0	0	0		0	303	0	40	343
WBT	858	1,380	91	949		949	210	0	-40	1119
WBR	0	246	43	43		43	0	0	0	43
North Leg										
Approach	0	709	124	124	0	124	0	0	0	124
Departure	0	491	85	85	0	85	0	0	0	85
Total	0	1,200	209	209	0	209	0	0	0	209
South Leg										
Approach	0	1	0	0	0	0	907	0	94	1,001
Departure	0	1	0	0	0	0	851	0	87	938
Total	0	2	0	0	0	0	1,758	0	181	1,939
East Leg										
Approach	858	1,626	134	992	0	992	513	0	0	1,505
Departure	1,214	2,027	142	1,356	0	1,356	604	0	4	1,964
Total	2,072	3,653	276	2,348	0	2,348	1,117	0	4	3,469
West Leg										
Approach	1,214	1,940	126	1,340	0	1,340	860	0	0	2,200
Departure	858	1,757	157	1,015	0	1,015	825	0	3	1,843
Total	2,072	3,697	283	2,355	0	2,355	1,685	0	3	4,043
Total Approaches										
Approach	2,072	4,276	384	2,456	0	2,456	2,280	0	94	4,830
Departure	2,072	4,276	384	2,456	0	2,456	2,280	0	94	4,830
Total	4,144	8,552	768	4,912	0	4,912	4,560	0	188	9,660

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
54 Project Driveway 3/SR-74										
NBL	0	0	0	0		0	0	0	0	0
NBT	0	0	0	0		0	0	0	0	0
NBR	0	0	0	0		0	74	0	20	94
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	0	0	0	0		0	0	0	0	0
EBT	1,214	2,027	141	1,355		1,355	603	0	-19	1939
EBR	0	0	0	0		0	0	0	19	19
WBL	0	0	0	0		0	0	0	0	0
WBT	858	1,626	134	992		992	513	0	0	1505
WBR	0	0	0	0		0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	0	0	0	0	0	0	74	0	20	94
Departure	0	0	0	0	0	0	0	0	19	19
Total	0	0	0	0	0	0	74	0	39	113
East Leg										
Approach	858	1,626	134	992	0	992	513	0	0	1,505
Departure	1,214	2,027	141	1,355	0	1,355	677	0	1	2,033
Total	2,072	3,653	275	2,347	0	2,347	1,190	0	1	3,538
West Leg										
Approach	1,214	2,027	141	1,355	0	1,355	603	0	0	1,958
Departure	858	1,626	134	992	0	992	513	0	0	1,505
Total	2,072	3,653	275	2,347	0	2,347	1,116	0	0	3,463
Total Approaches										
Approach	2,072	3,653	275	2,347	0	2,347	1,190	0	20	3,557
Departure	2,072	3,653	275	2,347	0	2,347	1,190	0	20	3,557
Total	4,144	7,306	550	4,694	0	4,694	2,380	0	40	7,114

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
56 Briggs Road/SR-74										
NBL	53	243	33	86		86	188	0	0	274
NBT	57	175	21	78		78	22	0	0	100
NBR	56	368	54	110		110	120	0	0	230
SBL	109	185	13	122		122	0	0	0	122
SBT	52	203	26	78		78	28	0	0	106
SBR	46	55	2	48		48	27	0	0	75
EBL	66	75	1	67		67	30	0	0	97
EBT	1,041	1,580	94	1,135		1,135	368	0	0	1503
EBR	107	372	46	153		153	278	0	0	431
WBL	61	351	50	111		111	181	0	0	292
WBT	758	1,328	99	857		857	297	0	0	1154
WBR	63	74	2	65		65	0	0	0	65
North Leg										
Approach	207	443	41	248	0	248	55	0	0	303
Departure	186	324	24	210	0	210	52	0	0	262
Total	393	767	65	458	0	458	107	0	0	565
South Leg										
Approach	166	786	108	274	0	274	330	0	0	604
Departure	220	926	122	342	0	342	487	0	0	829
Total	386	1,712	230	616	0	616	817	0	0	1,433
East Leg										
Approach	882	1,753	151	1,033	0	1,033	478	0	0	1,511
Departure	1,206	2,133	161	1,367	0	1,367	488	0	0	1,855
Total	2,088	3,886	312	2,400	0	2,400	966	0	0	3,366
West Leg										
Approach	1,214	2,027	141	1,355	0	1,355	676	0	0	2,031
Departure	857	1,626	134	991	0	991	512	0	0	1,503
Total	2,071	3,653	275	2,346	0	2,346	1,188	0	0	3,534
Total Approaches										
Approach	2,469	5,009	441	2,910	0	2,910	1,539	0	0	4,449
Departure	2,469	5,009	441	2,910	0	2,910	1,539	0	0	4,449
Total	4,938	10,017	882	5,820	0	5,820	3,078	0	0	8,898

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
57	**Briggs Road/Heritage High School Driveway**										
NBL		76	100	4	80		80	4	0	0	84
NBT		127	702	100	227		227	330	0	0	557
NBR		0	0	0	0		0	0	0	0	0
SBL		0	0	0	0		0	0	0	0	0
SBT		112	798	119	231		231	486	0	0	717
SBR		108	128	3	111		111	0	0	0	111
EBL		39	84	8	47		47	0	0	0	47
EBT		0	0	0	0		0	0	0	0	0
EBR		19	58	7	26		26	7	0	0	33
WBL		0	0	0	0		0	0	0	0	0
WBT		0	0	0	0		0	0	0	0	0
WBR		0	0	0	0		0	0	0	0	0
North Leg											
	Approach	220	926	122	342	0	342	486	0	0	828
	Departure	166	786	108	274	0	274	330	0	0	604
	Total	386	1,712	230	616	0	616	816	0	0	1,432
South Leg											
	Approach	203	802	104	307	0	307	334	0	0	641
	Departure	131	856	126	257	0	257	493	0	0	750
	Total	334	1,658	230	564	0	564	827	0	0	1,391
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
West Leg											
	Approach	58	142	15	73	0	73	7	0	0	80
	Departure	184	228	7	191	0	191	4	0	0	195
	Total	242	370	22	264	0	264	11	0	0	275
Total Approaches											
	Approach	481	1,870	241	722	0	722	827	0	0	1,549
	Departure	481	1,870	241	722	0	722	827	0	0	1,549
	Total	962	3,740	482	1,444	0	1,444	1,654	0	0	3,098

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
58	**Briggs Road/McLaughlin Road**										
NBL		1	1	0	1	-1	0	118	0	0	118
NBT		204	801	104	308		308	154	0	0	462
NBR		5	47	7	12		12	0	0	0	12
SBL		22	81	10	32		32	7	0	0	39
SBT		126	854	127	253		253	409	0	0	662
SBR		0	0	0	0	0	0	77	0	0	77
EBL		0	0	0	0	0	0	175	0	0	175
EBT		0	0	0	0	0	0	0	0	0	0
EBR		0	0	0	0	0	0	7	0	0	7
WBL		8	49	7	15		15	0	0	0	15
WBT		0	0	0	0	0	0	0	0	0	0
WBR		14	20	1	15		15	7	0	0	22
North Leg											
	Approach	148	935	137	285	0	285	493	0	0	778
	Departure	218	821	105	323	0	323	336	0	0	659
	Total	366	1,756	242	608	0	608	829	0	0	1,437
South Leg											
	Approach	210	849	111	321	-1	320	272	0	0	592
	Departure	134	903	134	268	0	268	416	0	0	684
	Total	344	1,752	245	589	-1	588	688	0	0	1,276
East Leg											
	Approach	22	69	8	30	0	30	7	0	0	37
	Departure	27	128	17	44	0	44	7	0	0	51
	Total	49	197	25	74	0	74	14	0	0	88
West Leg											
	Approach	0	0	0	0	0	0	182	0	0	182
	Departure	1	1	0	1	-1	0	195	0	0	195
	Total	1	1	0	1	-1	0	377	0	0	377
Total Approaches											
	Approach	380	1,853	256	636	-1	635	954	0	0	1,589
	Departure	380	1,853	256	636	-1	635	954	0	0	1,589
	Total	760	3,706	512	1,272	-2	1,270	1,908	0	0	3,178

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
59	**Briggs Road/Project Driveway 4**										
NBL		0	0	0	0		0	0	0	0	0
NBT		210	849	111	321		321	272	0	0	593
NBR		0	0	0	0		0	0	0	0	0
SBL		0	0	0	0		0	0	0	0	0
SBT		134	903	134	268		268	273	0	0	541
SBR		0	0	0	0		0	143	0	0	143
EBL		0	0	0	0		0	0	0	0	0
EBT		0	0	0	0		0	0	0	0	0
EBR		0	0	0	0		0	64	0	0	64
WBL		0	0	0	0		0	0	0	0	0
WBT		0	0	0	0		0	0	0	0	0
WBR		0	0	0	0		0	0	0	0	0
North Leg											
	Approach	134	903	134	268	0	268	416	0	0	684
	Departure	210	849	111	321	0	321	272	0	0	593
	Total	344	1,752	245	589	0	589	688	0	0	1,277
South Leg											
	Approach	210	849	111	321	0	321	272	0	0	593
	Departure	134	903	134	268	0	268	337	0	0	605
	Total	344	1,752	245	589	0	589	609	0	0	1,198
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
West Leg											
	Approach	0	0	0	0	0	0	64	0	0	64
	Departure	0	0	0	0	0	0	143	0	0	143
	Total	0	0	0	0	0	0	207	0	0	207
Total Approaches											
	Approach	344	1,752	245	589	0	589	752	0	0	1,341
	Departure	344	1,752	245	589	0	589	752	0	0	1,341
	Total	688	3,504	490	1,178	0	1,178	1,504	0	0	2,682

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
60	**Briggs Road/Project Driveway 5 - Meadow Oak Street**										
NBL		0	0	0	0		0	136	0	0	136
NBT		193	757	98	291		291	190	0	0	481
NBR		51	58	1	52		52	0	0	0	52
SBL		8	125	20	28		28	9	0	0	37
SBT		126	778	113	239		239	269	0	0	508
SBR		0	0	0	0		0	58	0	0	58
EBL		0	0	0	0		0	74	0	0	74
EBT		0	0	0	0		0	3	0	0	3
EBR		0	0	0	0		0	53	0	0	53
WBL		37	42	1	38		38	0	0	0	38
WBT		0	0	0	0		0	2	0	0	2
WBR		17	92	13	30		30	8	0	0	38
North Leg											
	Approach	134	903	133	267	0	267	336	0	0	603
	Departure	210	849	111	321	0	321	272	0	0	593
	Total	344	1,752	244	588	0	588	608	0	0	1,196
South Leg											
	Approach	244	815	99	343	0	343	326	0	0	669
	Departure	163	820	114	277	0	277	322	0	0	599
	Total	407	1,635	213	620	0	620	648	0	0	1,268
East Leg											
	Approach	54	134	14	68	0	68	10	0	0	78
	Departure	59	183	21	80	0	80	12	0	0	92
	Total	113	317	35	148	0	148	22	0	0	170
West Leg											
	Approach	0	0	0	0	0	0	130	0	0	130
	Departure	0	0	0	0	0	0	196	0	0	196
	Total	0	0	0	0	0	0	326	0	0	326
Total Approaches											
	Approach	432	1,852	246	678	0	678	802	0	0	1,480
	Departure	432	1,852	246	678	0	678	802	0	0	1,480
	Total	864	3,704	492	1,356	0	1,356	1,604	0	0	2,960

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
61	**Briggs Road/Project Driveway 6**										
NBL		0	0	0	0		0	0	0	0	0
NBT		244	815	99	343		343	326	0	0	669
NBR		0	0	0	0		0	0	0	0	0
SBL		0	0	0	0		0	0	0	0	0
SBT		163	820	114	277		277	199	0	0	476
SBR		0	0	0	0		0	124	0	0	124
EBL		0	0	0	0		0	0	0	0	0
EBT		0	0	0	0		0	0	0	0	0
EBR		0	0	0	0		0	67	0	0	67
WBL		0	0	0	0		0	0	0	0	0
WBT		0	0	0	0		0	0	0	0	0
WBR		0	0	0	0		0	0	0	0	0
North Leg											
	Approach	163	820	114	277	0	277	323	0	0	600
	Departure	244	815	99	343	0	343	326	0	0	669
	Total	407	1,635	213	620	0	620	649	0	0	1,269
South Leg											
	Approach	244	815	99	343	0	343	326	0	0	669
	Departure	163	820	114	277	0	277	266	0	0	543
	Total	407	1,635	213	620	0	620	592	0	0	1,212
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
West Leg											
	Approach	0	0	0	0	0	0	67	0	0	67
	Departure	0	0	0	0	0	0	124	0	0	124
	Total	0	0	0	0	0	0	191	0	0	191
Total Approaches											
	Approach	407	1,635	213	620	0	620	716	0	0	1,336
	Departure	407	1,635	213	620	0	620	716	0	0	1,336
	Total	814	3,270	426	1,240	0	1,240	1,432	0	0	2,672

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
62 Briggs Road/Project Driveway 7 - Hillridge Street										
NBL	0	0	0	0		0	148	0	0	148
NBT	244	797	96	340		340	295	0	0	635
NBR	0	185	32	32		32	0	0	0	32
SBL	0	49	9	9		9	0	0	0	9
SBT	163	771	106	269		269	236	0	0	505
SBR	0	0	0	0		0	30	0	0	30
EBL	0	0	0	0		0	31	0	0	31
EBT	0	0	0	0		0	0	0	0	0
EBR	0	0	0	0		0	72	0	0	72
WBL	0	97	17	17		17	0	0	0	17
WBT	0	0	0	0		0	0	0	0	0
WBR	0	18	3	3		3	0	0	0	3
North Leg										
Approach	163	820	115	278	0	278	266	0	0	544
Departure	244	815	99	343	0	343	326	0	0	669
Total	407	1,635	214	621	0	621	592	0	0	1,213
South Leg										
Approach	244	982	128	372	0	372	443	0	0	815
Departure	163	868	123	286	0	286	308	0	0	594
Total	407	1,850	251	658	0	658	751	0	0	1,409
East Leg										
Approach	0	115	20	20	0	20	0	0	0	20
Departure	0	234	41	41	0	41	0	0	0	41
Total	0	349	61	61	0	61	0	0	0	61
West Leg										
Approach	0	0	0	0	0	0	103	0	0	103
Departure	0	0	0	0	0	0	178	0	0	178
Total	0	0	0	0	0	0	281	0	0	281
Total Approaches										
Approach	407	1,917	263	670	0	670	812	0	0	1,482
Departure	407	1,917	263	670	0	670	812	0	0	1,482
Total	814	3,834	526	1,340	0	1,340	1,624	0	0	2,964

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
63	**Briggs Road/Matthews Road**										
NBL		0	0	0	0		0	0	0	0	0
NBT		206	624	73	279		279	415	0	0	694
NBR		54	67	2	56		56	0	0	0	56
SBL		28	352	56	84		84	22	0	0	106
SBT		135	516	66	201		201	286	0	0	487
SBR		0	0	0	0		0	0	0	0	0
EBL		0	0	0	0		0	0	0	0	0
EBT		0	0	0	0		0	0	0	0	0
EBR		0	0	0	0		0	0	0	0	0
WBL		50	59	2	52		52	0	0	0	52
WBT		0	0	0	0		0	0	0	0	0
WBR		38	358	56	94		94	29	0	0	123
North Leg											
	Approach	163	868	122	285	0	285	308	0	0	593
	Departure	244	982	129	373	0	373	444	0	0	817
	Total	407	1,850	251	658	0	658	752	0	0	1,410
South Leg											
	Approach	260	691	75	335	0	335	415	0	0	750
	Departure	185	575	68	253	0	253	286	0	0	539
	Total	445	1,266	143	588	0	588	701	0	0	1,289
East Leg											
	Approach	88	417	58	146	0	146	29	0	0	175
	Departure	82	419	58	140	0	140	22	0	0	162
	Total	170	836	116	286	0	286	51	0	0	337
West Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
Total Approaches											
	Approach	511	1,976	255	766	0	766	752	0	0	1,518
	Departure	511	1,976	255	766	0	766	752	0	0	1,518
	Total	1,022	3,952	510	1,532	0	1,532	1,504	0	0	3,036

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
68	**I-215 SB Ramps/McCall Boulevard**										
NBL		0	0	0	0		0	0	0	0	0
NBT		0	0	0	0		0	0	0	0	0
NBR		0	0	0	0		0	0	0	0	0
SBL		374	518	25	399		399	0	0	0	399
SBT		0	0	0	0		0	0	0	0	0
SBR		507	577	12	519		519	0	0	0	519
EBL		0	0	0	0		0	0	0	0	0
EBT		838	1,301	81	919		919	93	0	0	1012
EBR		296	394	17	313		313	0	0	0	313
WBL		294	487	34	328		328	405	0	0	733
WBT		868	1,380	89	957		957	98	0	0	1055
WBR		0	0	0	0		0	0	0	0	0
North Leg											
	Approach	881	1,095	37	918	0	918	0	0	0	918
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	881	1,095	37	918	0	918	0	0	0	918
South Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	590	881	51	641	0	641	405	0	0	1,046
	Total	590	881	51	641	0	641	405	0	0	1,046
East Leg											
	Approach	1,162	1,867	123	1,285	0	1,285	503	0	0	1,788
	Departure	1,212	1,819	106	1,318	0	1,318	93	0	0	1,411
	Total	2,374	3,686	229	2,603	0	2,603	596	0	0	3,199
West Leg											
	Approach	1,134	1,695	98	1,232	0	1,232	93	0	0	1,325
	Departure	1,375	1,957	101	1,476	0	1,476	98	0	0	1,574
	Total	2,509	3,652	199	2,708	0	2,708	191	0	0	2,899
Total Approaches											
	Approach	3,177	4,657	258	3,435	0	3,435	596	0	0	4,031
	Departure	3,177	4,657	258	3,435	0	3,435	596	0	0	4,031
	Total	6,354	9,314	516	6,870	0	6,870	1,192	0	0	8,062

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

	PM Peak Hour									
	Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
69 I-215 NB Ramps/McCall Boulevard										
NBL	407	462	10	417		417	0	0	0	417
NBT	5	5	0	5		5	0	0	0	5
NBR	566	752	32	598		598	410	0	0	1008
SBL	0	0	0	0		0	0	0	0	0
SBT	0	0	0	0		0	0	0	0	0
SBR	0	0	0	0		0	0	0	0	0
EBL	301	364	11	312		312	0	0	0	312
EBT	911	1,455	95	1,006		1,006	93	0	0	1099
EBR	0	0	0	0		0	0	0	0	0
WBL	0	0	0	0		0	0	0	0	0
WBT	755	1,405	113	868		868	505	0	0	1373
WBR	205	364	28	233		233	0	0	0	233
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	511	733	39	550	0	550	0	0	0	550
Total	511	733	39	550	0	550	0	0	0	550
South Leg										
Approach	978	1,219	42	1,020	0	1,020	410	0	0	1,430
Departure	0	0	0	0	0	0	0	0	0	0
Total	978	1,219	42	1,020	0	1,020	410	0	0	1,430
East Leg										
Approach	960	1,769	141	1,101	0	1,101	505	0	0	1,606
Departure	1,477	2,207	127	1,604	0	1,604	503	0	0	2,107
Total	2,437	3,976	268	2,705	0	2,705	1,008	0	0	3,713
West Leg										
Approach	1,212	1,819	106	1,318	0	1,318	93	0	0	1,411
Departure	1,162	1,867	123	1,285	0	1,285	505	0	0	1,790
Total	2,374	3,686	229	2,603	0	2,603	598	0	0	3,201
Total Approaches										
Approach	3,150	4,807	289	3,439	0	3,439	1,008	0	0	4,447
Departure	3,150	4,807	289	3,439	0	3,439	1,008	0	0	4,447
Total	6,300	9,615	578	6,878	0	6,878	2,016	0	0	8,894

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
70	**Encanto Drive/McCall Boulevard**										
NBL		150	164	2	152		152	0	0	0	152
NBT		21	27	1	22		22	0	0	0	22
NBR		24	27	1	25		25	3	0	0	28
SBL		30	72	7	37		37	0	0	0	37
SBT		17	23	1	18		18	0	0	0	18
SBR		133	347	37	170		170	0	0	0	170
EBL		150	291	25	175		175	0	0	0	175
EBT		1,095	1,660	98	1,193		1,193	503	0	0	1696
EBR		231	255	4	235		235	0	0	0	235
WBL		32	37	1	33		33	4	0	0	37
WBT		676	1,258	101	777		777	505	0	0	1282
WBR		20	44	4	24		24	0	0	0	24
North Leg											
	Approach	180	442	45	225	0	225	0	0	0	225
	Departure	191	362	30	221	0	221	0	0	0	221
	Total	371	804	75	446	0	446	0	0	0	446
South Leg											
	Approach	195	218	4	199	0	199	3	0	0	202
	Departure	280	315	6	286	0	286	4	0	0	290
	Total	475	534	10	485	0	485	7	0	0	492
East Leg											
	Approach	728	1,339	106	834	0	834	509	0	0	1,343
	Departure	1,149	1,759	106	1,255	0	1,255	506	0	0	1,761
	Total	1,877	3,098	212	2,089	0	2,089	1,015	0	0	3,104
West Leg											
	Approach	1,476	2,206	127	1,603	0	1,603	503	0	0	2,106
	Departure	959	1,769	140	1,099	0	1,099	505	0	0	1,604
	Total	2,435	3,975	267	2,702	0	2,702	1,008	0	0	3,710
Total Approaches											
	Approach	2,579	4,206	282	2,861	0	2,861	1,015	0	0	3,876
	Departure	2,579	4,206	282	2,861	0	2,861	1,015	0	0	3,876
	Total	5,158	8,411	564	5,722	0	5,722	2,030	0	0	7,752

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
71	**Sherman Road/McCall Boulevard**										
NBL		76	95	3	79		79	0	0	0	79
NBT		11	15	1	12		12	0	0	0	12
NBR		16	39	4	20		20	16	0	0	36
SBL		23	73	9	32		32	2	0	0	34
SBT		10	25	3	13		13	0	0	0	13
SBR		22	36	2	24		24	0	0	0	24
EBL		83	95	2	85		85	0	0	0	85
EBT		998	1,661	115	1,113		1,113	506	0	0	1619
EBR		75	100	4	79		79	0	0	0	79
WBL		20	61	7	27		27	21	0	0	48
WBT		593	1,159	98	691		691	509	0	0	1200
WBR		23	49	5	28		28	3	0	0	31
North Leg											
	Approach	55	134	14	69	0	69	2	0	0	71
	Departure	117	159	8	125	0	125	3	0	0	128
	Total	172	293	22	194	0	194	5	0	0	199
South Leg											
	Approach	103	149	8	111	0	111	16	0	0	127
	Departure	105	186	14	119	0	119	21	0	0	140
	Total	208	335	22	230	0	230	37	0	0	267
East Leg											
	Approach	636	1,269	110	746	0	746	533	0	0	1,279
	Departure	1,037	1,773	128	1,165	0	1,165	524	0	0	1,689
	Total	1,673	3,042	238	1,911	0	1,911	1,057	0	0	2,968
West Leg											
	Approach	1,156	1,856	121	1,277	0	1,277	506	0	0	1,783
	Departure	691	1,290	103	794	0	794	509	0	0	1,303
	Total	1,847	3,146	224	2,071	0	2,071	1,015	0	0	3,086
Total Approaches											
	Approach	1,950	3,408	253	2,203	0	2,203	1,057	0	0	3,260
	Departure	1,950	3,408	253	2,203	0	2,203	1,057	0	0	3,260
	Total	3,900	6,815	506	4,406	0	4,406	2,114	0	0	6,520

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
72	**Antelope Road/McCall Boulevard**										
NBL		23	47	4	27		27	0	0	0	27
NBT		2	6	1	3		3	0	0	0	3
NBR		30	82	9	39		39	3	0	0	42
SBL		6	47	7	13		13	7	0	0	20
SBT		3	30	5	8		8	0	0	0	8
SBR		41	237	34	75		75	0	0	0	75
EBL		56	110	9	65		65	0	0	0	65
EBT		824	1,452	109	933		933	532	0	0	1465
EBR		47	105	10	57		57	0	0	0	57
WBL		21	63	7	28		28	4	0	0	32
WBT		561	979	73	634		634	538	0	0	1172
WBR		8	21	2	10		10	4	0	0	14
North Leg											
	Approach	50	314	46	96	0	96	7	0	0	103
	Departure	66	137	12	78	0	78	4	0	0	82
	Total	116	451	58	174	0	174	11	0	0	185
South Leg											
	Approach	55	135	14	69	0	69	3	0	0	72
	Departure	71	198	22	93	0	93	4	0	0	97
	Total	126	333	36	162	0	162	7	0	0	169
East Leg											
	Approach	590	1,063	82	672	0	672	546	0	0	1,218
	Departure	860	1,581	125	985	0	985	542	0	0	1,527
	Total	1,450	2,644	207	1,657	0	1,657	1,088	0	0	2,745
West Leg											
	Approach	927	1,667	128	1,055	0	1,055	532	0	0	1,587
	Departure	625	1,263	111	736	0	736	538	0	0	1,274
	Total	1,552	2,930	239	1,791	0	1,791	1,070	0	0	2,861
Total Approaches											
	Approach	1,622	3,179	270	1,892	0	1,892	1,088	0	0	2,980
	Departure	1,622	3,179	270	1,892	0	1,892	1,088	0	0	2,980
	Total	3,244	6,358	540	3,784	0	3,784	2,176	0	0	5,960

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
73	**Junipero Road/McCall Boulevard**										
NBL		4	5	0	4		4	0	0	0	4
NBT		0	0	0	0		0	0	0	0	0
NBR		1	2	0	1		1	0	0	0	1
SBL		8	71	11	19		19	0	0	0	19
SBT		0	0	0	0		0	0	0	0	0
SBR		34	198	29	63		63	0	0	0	63
EBL		19	135	20	39		39	0	0	0	39
EBT		735	1,320	102	837		837	552	0	0	1389
EBR		4	7	1	5		5	0	0	0	5
WBL		0	0	0	0		0	0	0	0	0
WBT		531	882	61	592		592	554	0	0	1146
WBR		10	100	16	26		26	0	0	0	26
North Leg											
	Approach	42	269	40	82	0	82	0	0	0	82
	Departure	29	235	36	65	0	65	0	0	0	65
	Total	71	504	76	147	0	147	0	0	0	147
South Leg											
	Approach	5	7	0	5	0	5	0	0	0	5
	Departure	4	7	1	5	0	5	0	0	0	5
	Total	9	14	1	10	0	10	0	0	0	10
East Leg											
	Approach	541	982	77	618	0	618	554	0	0	1,172
	Departure	744	1,393	113	857	0	857	552	0	0	1,409
	Total	1,285	2,375	190	1,475	0	1,475	1,106	0	0	2,581
West Leg											
	Approach	758	1,462	123	881	0	881	552	0	0	1,433
	Departure	569	1,085	90	659	0	659	554	0	0	1,213
	Total	1,327	2,547	213	1,540	0	1,540	1,106	0	0	2,646
Total Approaches											
	Approach	1,346	2,720	240	1,586	0	1,586	1,106	0	0	2,692
	Departure	1,346	2,720	240	1,586	0	1,586	1,106	0	0	2,692
	Total	2,692	5,440	480	3,172	0	3,172	2,212	0	0	5,384

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
74	**Menifee Road/McCall Boulevard**										
NBL		150	234	15	165		165	0	0	0	165
NBT		244	729	84	328		328	207	0	0	535
NBR		39	147	19	58		58	0	0	0	58
SBL		51	254	35	86		86	67	0	0	153
SBT		175	553	66	241		241	251	0	0	492
SBR		157	325	29	186		186	412	0	0	598
EBL		187	324	24	211		211	314	0	0	525
EBT		378	822	77	455		455	238	0	0	693
EBR		179	247	12	191		191	0	0	0	191
WBL		20	56	6	26		26	0	0	0	26
WBT		234	423	33	267		267	142	0	0	409
WBR		27	94	12	39		39	55	0	0	94
North Leg											
	Approach	383	1,132	130	513	0	513	730	0	0	1,243
	Departure	458	1,147	120	578	0	578	576	0	0	1,154
	Total	841	2,279	250	1,091	0	1,091	1,306	0	0	2,397
South Leg											
	Approach	433	1,110	118	551	0	551	207	0	0	758
	Departure	374	856	84	458	0	458	251	0	0	709
	Total	807	1,966	202	1,009	0	1,009	458	0	0	1,467
East Leg											
	Approach	281	573	51	332	0	332	197	0	0	529
	Departure	468	1,223	131	599	0	599	305	0	0	904
	Total	749	1,796	182	931	0	931	502	0	0	1,433
West Leg											
	Approach	744	1,393	113	857	0	857	552	0	0	1,409
	Departure	541	982	77	618	0	618	554	0	0	1,172
	Total	1,285	2,375	190	1,475	0	1,475	1,106	0	0	2,581
Total Approaches											
	Approach	1,841	4,208	412	2,253	0	2,253	1,686	0	0	3,939
	Departure	1,841	4,208	412	2,253	0	2,253	1,686	0	0	3,939
	Total	3,682	8,416	824	4,506	0	4,506	3,372	0	0	7,878

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
75	**Heritage Lake Drive (West)/McCall Boulevard**										
NBL		64	72	1	65		65	25	0	0	90
NBT		14	16	0	14		14	0	0	0	14
NBR		18	46	5	23		23	10	0	0	33
SBL		8	23	3	11		11	2	0	0	13
SBT		15	17	0	15		15	0	0	0	15
SBR		38	43	1	39		39	0	0	0	39
EBL		42	47	1	43		43	0	0	0	43
EBT		311	1,046	128	439		439	276	0	0	715
EBR		115	130	3	118		118	31	0	0	149
WBL		22	53	5	27		27	7	0	0	34
WBT		179	457	48	227		227	172	0	0	399
WBR		8	20	2	10		10	2	0	0	12
North Leg											
	Approach	61	83	4	65	0	65	2	0	0	67
	Departure	64	83	3	67	0	67	2	0	0	69
	Total	125	166	7	132	0	132	4	0	0	136
South Leg											
	Approach	96	134	6	102	0	102	35	0	0	137
	Departure	152	200	8	160	0	160	38	0	0	198
	Total	248	334	14	262	0	262	73	0	0	335
East Leg											
	Approach	209	530	55	264	0	264	181	0	0	445
	Departure	337	1,115	136	473	0	473	288	0	0	761
	Total	546	1,645	191	737	0	737	469	0	0	1,206
West Leg											
	Approach	468	1,223	132	600	0	600	307	0	0	907
	Departure	281	573	50	331	0	331	197	0	0	528
	Total	749	1,796	182	931	0	931	504	0	0	1,435
Total Approaches											
	Approach	834	1,971	197	1,031	0	1,031	525	0	0	1,556
	Departure	834	1,971	197	1,031	0	1,031	525	0	0	1,556
	Total	1,668	3,941	394	2,062	0	2,062	1,050	0	0	3,112

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
76	**Heritage Lake Drive (East)/McCall Boulevard**										
NBL		47	188	25	72		72	17	0	0	89
NBT		18	26	1	19		19	0	0	0	19
NBR		14	94	14	28		28	28	0	0	56
SBL		21	24	1	22		22	1	0	0	23
SBT		19	29	2	21		21	0	0	0	21
SBR		20	23	1	21		21	0	0	0	21
EBL		34	39	1	35		35	0	0	0	35
EBT		176	618	77	253		253	259	0	0	512
EBR		71	392	56	127		127	22	0	0	149
WBL		10	77	12	22		22	28	0	0	50
WBT		121	353	40	161		161	160	0	0	321
WBR		18	20	0	18		18	2	0	0	20
North Leg											
	Approach	60	76	4	64	0	64	1	0	0	65
	Departure	70	85	2	72	0	72	2	0	0	74
	Total	130	161	6	136	0	136	3	0	0	139
South Leg											
	Approach	79	308	40	119	0	119	45	0	0	164
	Departure	100	498	70	170	0	170	50	0	0	220
	Total	179	806	110	289	0	289	95	0	0	384
East Leg											
	Approach	149	450	52	201	0	201	190	0	0	391
	Departure	211	736	92	303	0	303	288	0	0	591
	Total	360	1,186	144	504	0	504	478	0	0	982
West Leg											
	Approach	281	1,049	134	415	0	415	281	0	0	696
	Departure	188	564	66	254	0	254	177	0	0	431
	Total	469	1,613	200	669	0	669	458	0	0	1,127
Total Approaches											
	Approach	569	1,883	230	799	0	799	517	0	0	1,316
	Departure	569	1,883	230	799	0	799	517	0	0	1,316
	Total	1,138	3,766	460	1,598	0	1,598	1,034	0	0	2,632

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Table C-7 - Phase 2 & 3 Opening Year Cumulative (2026) Volume Summary (Improvement Scenario)

		PM Peak Hour									
		Existing Traffic Volumes	HY (2045) Traffic Volumes	Inperpolated Growth	Year 2026 without Project	Driveway Adjustments	After DWY Adjustments	Project External Trips	Project Internal Trips	Project Pass-by Trips	Year 2026 with Project
77	**Briggs Road/McCall Boulevard**										
NBL		35	213	31	66		66	0	0	0	66
NBT		104	498	69	173		173	120	0	0	293
NBR		0	0	0	0		0	0	0	0	0
SBL		0	0	0	0		0	0	0	0	0
SBT		67	541	82	149		149	88	0	0	237
SBR		106	232	22	128		128	188	0	0	316
EBL		169	339	30	199		199	290	0	0	489
EBT		0	0	0	0		0	0	0	0	0
EBR		42	397	62	104		104	0	0	0	104
WBL		0	0	0	0		0	0	0	0	0
WBT		0	0	0	0		0	0	0	0	0
WBR		0	0	0	0		0	0	0	0	0
North Leg											
	Approach	173	773	104	277	0	277	276	0	0	553
	Departure	273	837	99	372	0	372	410	0	0	782
	Total	446	1,610	203	649	0	649	686	0	0	1,335
South Leg											
	Approach	139	711	100	239	0	239	120	0	0	359
	Departure	109	938	144	253	0	253	88	0	0	341
	Total	248	1,649	244	492	0	492	208	0	0	700
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
West Leg											
	Approach	211	736	92	303	0	303	290	0	0	593
	Departure	141	445	53	194	0	194	188	0	0	382
	Total	352	1,181	145	497	0	497	478	0	0	975
Total Approaches											
	Approach	523	2,220	296	819	0	819	686	0	0	1,505
	Departure	523	2,220	296	819	0	819	686	0	0	1,505
	Total	1,046	4,440	592	1,638	0	1,638	1,372	0	0	3,010

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
28 I-215 SB Ramps - SR-74/Bonnie Drive														
NBL	424		424	24	0	0	448	570		570	51	0	0	621
NBT	622		622	0	0	0	622	543		543	0	0	0	543
NBR	0		0	0	0	0	0	0		0	0	0	0	0
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	804		804	601	0	0	1,405	927		927	648	0	0	1,575
SBR	67		67	0	0	0	67	89		89	0	0	0	89
EBL	225		225	0	0	0	225	100		100	0	0	0	100
EBT	0		0	0	0	0	0	0		0	0	0	0	0
EBR	777		777	33	0	0	810	577		577	51	0	0	628
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	0		0	0	0	0	0	0		0	0	0	0	0
WBR	0		0	0	0	0	0	0		0	0	0	0	0
North Leg														
Approach	871	0	871	601	0	0	1,472	1,016	0	1,016	648	0	0	1,664
Departure	847	0	847	0	0	0	847	643	0	643	0	0	0	643
Total	1,718	0	1,718	601	0	0	2,319	1,659	0	1,659	648	0	0	2,307
South Leg														
Approach	1,046	0	1,046	24	0	0	1,070	1,113	0	1,113	51	0	0	1,164
Departure	1,581	0	1,581	634	0	0	2,215	1,504	0	1,504	699	0	0	2,203
Total	2,627	0	2,627	658	0	0	3,285	2,617	0	2,617	750	0	0	3,367
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	1,002	0	1,002	33	0	0	1,035	677	0	677	51	0	0	728
Departure	491	0	491	24	0	0	515	659	0	659	51	0	0	710
Total	1,493	0	1,493	57	0	0	1,550	1,336	0	1,336	102	0	0	1,438
Total Approaches														
Approach	2,919	0	2,919	658	0	0	3,577	2,806	0	2,806	750	0	0	3,556
Departure	2,919	0	2,919	658	0	0	3,577	2,806	0	2,806	750	0	0	3,556
Total	5,838	0	5,838	1,316	0	0	7,154	5,612	0	5,612	1,500	0	0	7,112

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
29	**I-215 NB Ramps/SR-74**														
NBL		0		0	0	0	0	0	0		0	0	0	0	0
NBT		0		0	0	0	0	0	0		0	0	0	0	0
NBR		0		0	0	0	0	0	0		0	0	0	0	0
SBL		310		310	0	0	0	310	487		487	0	0	0	487
SBT		0		0	0	0	0	0	0		0	0	0	0	0
SBR		16		16	0	0	0	16	79		79	0	0	0	79
EBL		23		23	0	0	0	23	17		17	0	0	0	17
EBT		1,558		1,558	635	0	0	2,193	1,487		1,487	697	0	0	2,184
EBR		0		0	0	0	0	0	0		0	0	0	0	0
WBL		0		0	0	0	0	0	0		0	0	0	0	0
WBT		1,030		1,030	24	0	0	1,054	1,034		1,034	51	0	0	1,085
WBR		1,172		1,172	521	0	0	1,693	908		908	604	0	0	1,512
North Leg															
	Approach	326	0	326	0	0	0	326	566	0	566	0	0	0	566
	Departure	1,195	0	1,195	521	0	0	1,716	925	0	925	604	0	0	1,529
	Total	1,521	0	1,521	521	0	0	2,042	1,491	0	1,491	604	0	0	2,095
South Leg															
	Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg															
	Approach	2,202	0	2,202	545	0	0	2,747	1,942	0	1,942	655	0	0	2,597
	Departure	1,868	0	1,868	635	0	0	2,503	1,974	0	1,974	697	0	0	2,671
	Total	4,070	0	4,070	1,180	0	0	5,250	3,916	0	3,916	1,352	0	0	5,268
West Leg															
	Approach	1,581	0	1,581	635	0	0	2,216	1,504	0	1,504	697	0	0	2,201
	Departure	1,046	0	1,046	24	0	0	1,070	1,113	0	1,113	51	0	0	1,164
	Total	2,627	0	2,627	659	0	0	3,286	2,617	0	2,617	748	0	0	3,365
Total Approaches															
	Approach	4,109	0	4,109	1,180	0	0	5,289	4,012	0	4,012	1,352	0	0	5,364
	Departure	4,109	0	4,109	1,180	0	0	5,289	4,012	0	4,012	1,352	0	0	5,364
	Total	8,218	0	8,218	2,360	0	0	10,578	8,024	0	8,024	2,704	0	0	10,728

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
30 Trumble Road/SR-74														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	0		0	0	0	0	0	0		0	0	0	0	0
SBL	61		61	0	0	0	61	51		51	2	0	0	53
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	618		618	0	0	0	618	575		575	0	0	0	575
EBL	504		504	0	0	0	504	575		575	0	0	0	575
EBT	1,364		1,364	635	0	0	1,999	1,399		1,399	697	0	0	2,096
EBR	0		0	0	0	0	0	0		0	0	0	0	0
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	1,584		1,584	547	0	0	2,131	1,367		1,367	655	0	0	2,022
WBR	48		48	5	0	0	53	56		56	0	0	0	56
North Leg														
Approach	679	0	679	0	0	0	679	626	0	626	2	0	0	628
Departure	552	0	552	5	0	0	557	631	0	631	0	0	0	631
Total	1,231	0	1,231	5	0	0	1,236	1,257	0	1,257	2	0	0	1,259
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	1,632	0	1,632	552	0	0	2,184	1,423	0	1,423	655	0	0	2,078
Departure	1,425	0	1,425	635	0	0	2,060	1,450	0	1,450	699	0	0	2,149
Total	3,057	0	3,057	1,187	0	0	4,244	2,873	0	2,873	1,354	0	0	4,227
West Leg														
Approach	1,868	0	1,868	635	0	0	2,503	1,974	0	1,974	697	0	0	2,671
Departure	2,202	0	2,202	547	0	0	2,749	1,942	0	1,942	655	0	0	2,597
Total	4,070	0	4,070	1,182	0	0	5,252	3,916	0	3,916	1,352	0	0	5,268
Total Approaches														
Approach	4,179	0	4,179	1,187	0	0	5,366	4,023	0	4,023	1,354	0	0	5,377
Departure	4,179	0	4,179	1,187	0	0	5,366	4,023	0	4,023	1,354	0	0	5,377
Total	8,358	0	8,358	2,374	0	0	10,732	8,046	0	8,046	2,708	0	0	10,754

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
31 Sherman Road/SR-74 (West)														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	0		0	0	0	0	0	0		0	0	0	0	0
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	371		371	0	0	0	371	403		403	0	0	0	403
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	1,448		1,448	635	0	0	2,083	1,507		1,507	697	0	0	2,204
EBR	0		0	0	0	0	0	0		0	0	0	0	0
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	1,316		1,316	552	0	0	1,868	1,219		1,219	655	0	0	1,874
WBR	470		470	5	0	0	475	307		307	4	0	0	311
North Leg														
Approach	371	0	371	0	0	0	371	403	0	403	0	0	0	403
Departure	470	0	470	5	0	0	475	307	0	307	4	0	0	311
Total	841	0	841	5	0	0	846	710	0	710	4	0	0	714
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	1,786	0	1,786	557	0	0	2,343	1,526	0	1,526	659	0	0	2,185
Departure	1,448	0	1,448	635	0	0	2,083	1,507	0	1,507	697	0	0	2,204
Total	3,234	0	3,234	1,192	0	0	4,426	3,033	0	3,033	1,356	0	0	4,389
West Leg														
Approach	1,448	0	1,448	635	0	0	2,083	1,507	0	1,507	697	0	0	2,204
Departure	1,687	0	1,687	552	0	0	2,239	1,622	0	1,622	655	0	0	2,277
Total	3,135	0	3,135	1,187	0	0	4,322	3,129	0	3,129	1,352	0	0	4,481
Total Approaches														
Approach	3,605	0	3,605	1,192	0	0	4,797	3,436	0	3,436	1,356	0	0	4,792
Departure	3,605	0	3,605	1,192	0	0	4,797	3,436	0	3,436	1,356	0	0	4,792
Total	7,210	0	7,210	2,384	0	0	9,594	6,872	0	6,872	2,712	0	0	9,584

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
32 Sherman Road/SR-74 (East)														
NBL	463		463	0	0	0	463	351		351	0	0	0	351
NBT	3		3	0	0	0	3	19		19	0	0	0	19
NBR	252		252	3	0	0	255	193		193	7	0	0	200
SBL	8		8	0	0	0	8	23		23	0	0	0	23
SBT	12		12	0	0	0	12	25		25	0	0	0	25
SBR	4		4	0	0	0	4	14		14	0	0	0	14
EBL	17		17	0	0	0	17	37		37	0	0	0	37
EBT	1,178		1,178	635	0	0	1,813	1,273		1,273	697	0	0	1,970
EBR	253		253	0	0	0	253	197		197	0	0	0	197
WBL	267		267	2	0	0	269	241		241	7	0	0	248
WBT	1,319		1,319	556	0	0	1,875	1,161		1,161	659	0	0	1,820
WBR	9		9	0	0	0	9	24		24	0	0	0	24
North Leg														
Approach	24	0	24	0	0	0	24	62	0	62	0	0	0	62
Departure	29	0	29	0	0	0	29	80	0	80	0	0	0	80
Total	54	0	54	0	0	0	54	142	0	142	0	0	0	142
South Leg														
Approach	718	0	718	3	0	0	721	563	0	563	7	0	0	570
Departure	532	0	532	2	0	0	534	463	0	463	7	0	0	470
Total	1,250	0	1,250	5	0	0	1,255	1,026	0	1,026	14	0	0	1,040
East Leg														
Approach	1,595	0	1,595	558	0	0	2,153	1,426	0	1,426	666	0	0	2,092
Departure	1,438	0	1,438	638	0	0	2,076	1,489	0	1,489	704	0	0	2,193
Total	3,034	0	3,034	1,196	0	0	4,230	2,915	0	2,915	1,370	0	0	4,285
West Leg														
Approach	1,448	0	1,448	635	0	0	2,083	1,507	0	1,507	697	0	0	2,204
Departure	1,786	0	1,786	556	0	0	2,342	1,526	0	1,526	659	0	0	2,185
Total	3,234	0	3,234	1,191	0	0	4,425	3,033	0	3,033	1,356	0	0	4,389
Total Approaches														
Approach	3,786	0	3,786	1,196	0	0	4,982	3,558	0	3,558	1,370	0	0	4,928
Departure	3,786	0	3,786	1,196	0	0	4,982	3,558	0	3,558	1,370	0	0	4,928
Total	7,572	0	7,572	2,392	0	0	9,964	7,117	0	7,117	2,740	0	0	9,857

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
33 Antelope Road/SR-74														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	0		0	0	0	0	0	0		0	0	0	0	0
SBL	136		136	25	0	0	161	104		104	21	0	0	125
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	59		59	0	0	0	59	26		26	0	0	0	26
EBL	84		84	0	0	0	84	66		66	0	0	0	66
EBT	1,237		1,237	642	0	0	1,879	1,340		1,340	713	0	0	2,053
EBR	0		0	0	0	0	0	0		0	0	0	0	0
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	1,444		1,444	559	0	0	2,003	1,196		1,196	674	0	0	1,870
WBR	204		204	11	0	0	215	33		33	20	0	0	53
North Leg														
Approach	195	0	195	25	0	0	220	130	0	130	21	0	0	151
Departure	288	0	288	11	0	0	299	99	0	99	20	0	0	119
Total	483	0	483	36	0	0	519	229	0	229	41	0	0	270
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	1,648	0	1,648	570	0	0	2,218	1,229	0	1,229	694	0	0	1,923
Departure	1,373	0	1,373	667	0	0	2,040	1,444	0	1,444	734	0	0	2,178
Total	3,021	0	3,021	1,237	0	0	4,258	2,673	0	2,673	1,428	0	0	4,101
West Leg														
Approach	1,321	0	1,321	642	0	0	1,963	1,406	0	1,406	713	0	0	2,119
Departure	1,503	0	1,503	559	0	0	2,062	1,222	0	1,222	674	0	0	1,896
Total	2,824	0	2,824	1,201	0	0	4,025	2,628	0	2,628	1,387	0	0	4,015
Total Approaches														
Approach	3,164	0	3,164	1,237	0	0	4,401	2,765	0	2,765	1,428	0	0	4,193
Departure	3,164	0	3,164	1,237	0	0	4,401	2,765	0	2,765	1,428	0	0	4,193
Total	6,328	0	6,328	2,474	0	0	8,802	5,530	0	5,530	2,856	0	0	8,386

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
34 Palomar Road/SR-74														
NBL	176		176	0	0	0	176	63		63	0	0	0	63
NBT	103		103	0	0	0	103	167		167	0	0	0	167
NBR	361		361	22	0	0	383	241		241	40	0	0	281
SBL	65		65	3	0	0	68	15		15	7	0	0	22
SBT	148		148	0	0	0	148	140		140	0	0	0	140
SBR	108		108	0	0	0	108	63		63	0	0	0	63
EBL	104		104	0	0	0	104	113		113	0	0	0	113
EBT	1,116		1,116	673	0	0	1,789	1,135		1,135	742	0	0	1,877
EBR	118		118	0	0	0	118	50		50	0	0	0	50
WBL	208		208	10	0	0	218	320		320	45	0	0	365
WBT	1,390		1,390	572	0	0	1,962	1,148		1,148	705	0	0	1,853
WBR	31		31	2	0	0	33	24		24	7	0	0	31
North Leg														
Approach	321	0	321	3	0	0	324	218	0	218	7	0	0	225
Departure	238	0	238	2	0	0	240	304	0	304	7	0	0	311
Total	559	0	559	5	0	0	564	522	0	522	14	0	0	536
South Leg														
Approach	640	0	640	22	0	0	662	471	0	471	40	0	0	511
Departure	474	0	474	10	0	0	484	510	0	510	45	0	0	555
Total	1,114	0	1,114	32	0	0	1,146	981	0	981	85	0	0	1,066
East Leg														
Approach	1,629	0	1,629	584	0	0	2,213	1,492	0	1,492	757	0	0	2,249
Departure	1,542	0	1,542	698	0	0	2,240	1,391	0	1,391	789	0	0	2,180
Total	3,171	0	3,171	1,282	0	0	4,453	2,883	0	2,883	1,546	0	0	4,429
West Leg														
Approach	1,338	0	1,338	673	0	0	2,011	1,298	0	1,298	742	0	0	2,040
Departure	1,674	0	1,674	572	0	0	2,246	1,274	0	1,274	705	0	0	1,979
Total	3,012	0	3,012	1,245	0	0	4,257	2,572	0	2,572	1,447	0	0	4,019
Total Approaches														
Approach	3,928	0	3,928	1,282	0	0	5,210	3,479	0	3,479	1,546	0	0	5,025
Departure	3,928	0	3,928	1,282	0	0	5,210	3,479	0	3,479	1,546	0	0	5,025
Total	7,856	0	7,856	2,564	0	0	10,420	6,958	0	6,958	3,092	0	0	10,050

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
39 I-215 SB Ramps/Ethanac Road														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	0		0	0	0	0	0	0		0	0	0	0	0
SBL	215		215	0	0	0	215	256		256	0	0	0	256
SBT	1		1	0	0	0	1	2		2	0	0	0	2
SBR	507		507	0	0	0	507	513		513	0	0	0	513
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	1,412		1,412	59	0	0	1,471	1,262		1,262	59	0	0	1,321
EBR	712		712	0	0	0	712	467		467	0	0	0	467
WBL	228		228	209	0	0	437	180		180	186	0	0	366
WBT	1,265		1,265	30	0	0	1,295	1,436		1,436	70	0	0	1,506
WBR	0		0	0	0	0	0	0		0	0	0	0	0
North Leg														
Approach	723	0	723	0	0	0	723	771	0	771	0	0	0	771
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	723	0	723	0	0	0	723	771	0	771	0	0	0	771
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	941	0	941	209	0	0	1,150	649	0	649	186	0	0	835
Total	941	0	941	209	0	0	1,150	649	0	649	186	0	0	835
East Leg														
Approach	1,493	0	1,493	239	0	0	1,732	1,616	0	1,616	256	0	0	1,872
Departure	1,627	0	1,627	59	0	0	1,686	1,518	0	1,518	59	0	0	1,577
Total	3,120	0	3,120	298	0	0	3,418	3,134	0	3,134	315	0	0	3,449
West Leg														
Approach	2,124	0	2,124	59	0	0	2,183	1,729	0	1,729	59	0	0	1,788
Departure	1,772	0	1,772	30	0	0	1,802	1,949	0	1,949	70	0	0	2,019
Total	3,896	0	3,896	89	0	0	3,985	3,678	0	3,678	129	0	0	3,807
Total Approaches														
Approach	4,340	0	4,340	298	0	0	4,638	4,116	0	4,116	315	0	0	4,431
Departure	4,340	0	4,340	298	0	0	4,638	4,116	0	4,116	315	0	0	4,431
Total	8,680	0	8,680	596	0	0	9,276	8,232	0	8,232	630	0	0	8,862

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
40 I-215 NB Ramps/Ethanac Road														
NBL	460		460	0	0	0	460	644		644	0	0	0	644
NBT	1		1	0	0	0	1	1		1	0	0	0	1
NBR	230		230	236	0	0	466	265		265	233	0	0	498
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	0		0	0	0	0	0	0		0	0	0	0	0
EBL	358		358	0	0	0	358	381		381	0	0	0	381
EBT	1,269		1,269	59	0	0	1,328	1,137		1,137	59	0	0	1,196
EBR	0		0	0	0	0	0	0		0	0	0	0	0
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	1,033		1,033	239	0	0	1,272	972		972	256	0	0	1,228
WBR	247		247	0	0	0	247	271		271	0	0	0	271
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	606	0	606	0	0	0	606	653	0	653	0	0	0	653
Total	606	0	606	0	0	0	606	653	0	653	0	0	0	653
South Leg														
Approach	691	0	691	236	0	0	927	910	0	910	233	0	0	1,143
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	691	0	691	236	0	0	927	910	0	910	233	0	0	1,143
East Leg														
Approach	1,280	0	1,280	239	0	0	1,519	1,243	0	1,243	256	0	0	1,499
Departure	1,499	0	1,499	295	0	0	1,794	1,402	0	1,402	292	0	0	1,694
Total	2,779	0	2,779	534	0	0	3,313	2,645	0	2,645	548	0	0	3,193
West Leg														
Approach	1,627	0	1,627	59	0	0	1,686	1,518	0	1,518	59	0	0	1,577
Departure	1,493	0	1,493	239	0	0	1,732	1,616	0	1,616	256	0	0	1,872
Total	3,120	0	3,120	298	0	0	3,418	3,134	0	3,134	315	0	0	3,449
Total Approaches														
Approach	3,598	0	3,598	534	0	0	4,132	3,671	0	3,671	548	0	0	4,219
Departure	3,598	0	3,598	534	0	0	4,132	3,671	0	3,671	548	0	0	4,219
Total	7,196	0	7,196	1,068	0	0	8,264	7,342	0	7,342	1,096	0	0	8,438

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
41 Encanto Drive/Ethanac Road														
NBL	516		516	0	0	0	516	384		384	0	0	0	384
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	114		114	0	0	0	114	106		106	0	0	0	106
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	0		0	0	0	0	0	0		0	0	0	0	0
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	994		994	295	0	0	1,289	938		938	292	0	0	1,230
EBR	505		505	0	0	0	505	464		464	0	0	0	464
WBL	71		71	0	0	0	71	90		90	0	0	0	90
WBT	764		764	239	0	0	1,003	859		859	256	0	0	1,115
WBR	0		0	0	0	0	0	0		0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	630	0	630	0	0	0	630	490	0	490	0	0	0	490
Departure	576	0	576	0	0	0	576	554	0	554	0	0	0	554
Total	1,206	0	1,206	0	0	0	1,206	1,044	0	1,044	0	0	0	1,044
East Leg														
Approach	835	0	835	239	0	0	1,074	949	0	949	256	0	0	1,205
Departure	1,108	0	1,108	295	0	0	1,403	1,044	0	1,044	292	0	0	1,336
Total	1,943	0	1,943	534	0	0	2,477	1,993	0	1,993	548	0	0	2,541
West Leg														
Approach	1,499	0	1,499	295	0	0	1,794	1,402	0	1,402	292	0	0	1,694
Departure	1,280	0	1,280	239	0	0	1,519	1,243	0	1,243	256	0	0	1,499
Total	2,779	0	2,779	534	0	0	3,313	2,645	0	2,645	548	0	0	3,193
Total Approaches														
Approach	2,964	0	2,964	534	0	0	3,498	2,841	0	2,841	548	0	0	3,389
Departure	2,964	0	2,964	534	0	0	3,498	2,841	0	2,841	548	0	0	3,389
Total	5,928	0	5,928	1,068	0	0	6,996	5,682	0	5,682	1,096	0	0	6,778

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
42 Sherman Road/Ethanac Road														
NBL	69		69	0	0	0	69	21		21	0	0	0	21
NBT	0		0	0	0	0	0	14		14	0	0	0	14
NBR	139		139	1	0	0	140	23		23	1	0	0	24
SBL	0		0	9	0	0	9	23		23	10	0	0	33
SBT	34		34	0	0	0	34	64		64	0	0	0	64
SBR	313		313	0	0	0	313	260		260	0	0	0	260
EBL	372		372	0	0	0	372	424		424	0	0	0	424
EBT	575		575	297	0	0	872	543		543	299	0	0	842
EBR	19		19	0	0	0	19	13		13	0	0	0	13
WBL	30		30	1	0	0	31	16		16	2	0	0	18
WBT	367		367	240	0	0	607	511		511	263	0	0	774
WBR	55		55	10	0	0	65	14		14	8	0	0	22
North Leg														
Approach	347	0	347	9	0	0	356	347	0	347	10	0	0	357
Departure	427	0	427	10	0	0	437	452	0	452	8	0	0	460
Total	774	0	774	19	0	0	793	799	0	799	18	0	0	817
South Leg														
Approach	208	0	208	1	0	0	209	58	0	58	1	0	0	59
Departure	83	0	83	1	0	0	84	93	0	93	2	0	0	95
Total	291	0	291	2	0	0	293	151	0	151	3	0	0	154
East Leg														
Approach	452	0	452	251	0	0	703	541	0	541	273	0	0	814
Departure	714	0	714	307	0	0	1,021	589	0	589	310	0	0	899
Total	1,166	0	1,166	558	0	0	1,724	1,130	0	1,130	583	0	0	1,713
West Leg														
Approach	966	0	966	297	0	0	1,263	980	0	980	299	0	0	1,279
Departure	749	0	749	240	0	0	989	792	0	792	263	0	0	1,055
Total	1,715	0	1,715	537	0	0	2,252	1,772	0	1,772	562	0	0	2,334
Total Approaches														
Approach	1,973	0	1,973	558	0	0	2,531	1,926	0	1,926	583	0	0	2,509
Departure	1,973	0	1,973	558	0	0	2,531	1,926	0	1,926	583	0	0	2,509
Total	3,946	0	3,946	1,116	0	0	5,062	3,852	0	3,852	1,166	0	0	5,018

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
43 Jackson Avenue/Ethanac Road														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	0		0	0	0	0	0	0		0	0	0	0	0
SBL	70		70	1	0	0	71	78		78	1	0	0	79
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	3		3	0	0	0	3	0		0	0	0	0	0
EBL	0		0	0	0	0	0	45		45	0	0	0	45
EBT	442		442	318	0	0	760	423		423	322	0	0	745
EBR	208		208	0	0	0	208	135		135	0	0	0	135
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	496		496	254	0	0	750	451		451	285	0	0	736
WBR	221		221	1	0	0	222	0		0	2	0	0	2
North Leg														
Approach	73	0	73	1	0	0	74	78	0	78	1	0	0	79
Departure	221	0	221	1	0	0	222	45	0	45	2	0	0	47
Total	294	0	294	2	0	0	296	123	0	123	3	0	0	126
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	208	0	208	0	0	0	208	135	0	135	0	0	0	135
Total	208	0	208	0	0	0	208	135	0	135	0	0	0	135
East Leg														
Approach	717	0	717	255	0	0	972	451	0	451	287	0	0	738
Departure	512	0	512	319	0	0	831	501	0	501	323	0	0	824
Total	1,229	0	1,229	574	0	0	1,803	952	0	952	610	0	0	1,562
West Leg														
Approach	650	0	650	318	0	0	968	603	0	603	322	0	0	925
Departure	499	0	499	254	0	0	753	451	0	451	285	0	0	736
Total	1,149	0	1,149	572	0	0	1,721	1,054	0	1,054	607	0	0	1,661
Total Approaches														
Approach	1,440	0	1,440	574	0	0	2,014	1,132	0	1,132	610	0	0	1,742
Departure	1,440	0	1,440	574	0	0	2,014	1,132	0	1,132	610	0	0	1,742
Total	2,880	0	2,880	1,148	0	0	4,028	2,264	0	2,264	1,220	0	0	3,484

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
44 Antelope Road/Ethanac Road														
NBL	216		216	0	0	0	216	70		70	0	0	0	70
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	68		68	1	0	0	69	51		51	1	0	0	52
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	0		0	0	0	0	0	0		0	0	0	0	0
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	512		512	319	0	0	831	501		501	324	0	0	825
EBR	0		0	0	0	0	0	0		0	0	0	0	0
WBL	22		22	1	0	0	23	40		40	2	0	0	42
WBT	501		501	255	0	0	756	381		381	287	0	0	668
WBR	0		0	0	0	0	0	0		0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	284	0	284	1	0	0	285	121	0	121	1	0	0	122
Departure	22	0	22	1	0	0	23	40	0	40	2	0	0	42
Total	306	0	306	2	0	0	308	161	0	161	3	0	0	164
East Leg														
Approach	523	0	523	256	0	0	779	421	0	421	289	0	0	710
Departure	580	0	580	320	0	0	900	552	0	552	325	0	0	877
Total	1,103	0	1,103	576	0	0	1,679	973	0	973	614	0	0	1,587
West Leg														
Approach	512	0	512	319	0	0	831	501	0	501	324	0	0	825
Departure	717	0	717	255	0	0	972	451	0	451	287	0	0	738
Total	1,229	0	1,229	574	0	0	1,803	952	0	952	611	0	0	1,563
Total Approaches														
Approach	1,319	0	1,319	576	0	0	1,895	1,043	0	1,043	614	0	0	1,657
Departure	1,319	0	1,319	576	0	0	1,895	1,043	0	1,043	614	0	0	1,657
Total	2,638	0	2,638	1,152	0	0	3,790	2,086	0	2,086	1,228	0	0	3,314

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
45 Palomar Road/Matthews Road														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	0		0	0	0	0	0	0		0	0	0	0	0
SBL	200		200	12	0	0	212	242		242	2	0	0	244
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	254		254	10	0	0	264	265		265	45	0	0	310
EBL	362		362	22	0	0	384	351		351	40	0	0	391
EBT	196		196	299	0	0	495	260		260	285	0	0	545
EBR	0		0	0	0	0	0	0		0	0	0	0	0
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	307		307	246	0	0	553	164		164	243	0	0	407
WBR	241		241	8	0	0	249	127		127	2	0	0	129
North Leg														
Approach	454	0	454	22	0	0	476	507	0	507	47	0	0	554
Departure	603	0	603	30	0	0	633	478	0	478	42	0	0	520
Total	1,057	0	1,057	52	0	0	1,109	985	0	985	89	0	0	1,074
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	548	0	548	254	0	0	802	291	0	291	245	0	0	536
Departure	396	0	396	311	0	0	707	502	0	502	287	0	0	789
Total	944	0	944	565	0	0	1,509	793	0	793	532	0	0	1,325
West Leg														
Approach	558	0	558	321	0	0	879	611	0	611	325	0	0	936
Departure	561	0	561	256	0	0	817	429	0	429	288	0	0	717
Total	1,119	0	1,119	577	0	0	1,696	1,040	0	1,040	613	0	0	1,653
Total Approaches														
Approach	1,560	0	1,560	597	0	0	2,157	1,409	0	1,409	617	0	0	2,026
Departure	1,560	0	1,560	597	0	0	2,157	1,409	0	1,409	617	0	0	2,026
Total	3,120	0	3,120	1,194	0	0	4,314	2,818	0	2,818	1,234	0	0	4,052

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
47	**Menifee Road/SR-74**														
NBL		148		148	165	0	0	313	125		125	252	0	0	377
NBT		536		536	92	0	0	628	440		440	127	0	0	567
NBR		455		455	104	0	0	559	402		402	258	0	0	660
SBL		294		294	60	0	0	354	253		253	112	0	0	365
SBT		464		464	127	0	0	591	428		428	122	0	0	550
SBR		40		40	0	0	0	40	42		42	0	0	0	42
EBL		94		94	0	0	0	94	78		78	0	0	0	78
EBT		1,311		1,311	411	0	0	1,722	1,283		1,283	553	0	0	1,836
EBR		162		162	288	0	0	450	86		86	236	0	0	322
WBL		313		313	77	0	0	390	377		377	276	0	0	653
WBT		1,394		1,394	420	0	0	1,814	1,151		1,151	507	0	0	1,658
WBR		223		223	33	0	0	256	220		220	125	0	0	345
North Leg															
	Approach	798	0	798	187	0	0	985	723	0	723	234	0	0	957
	Departure	853	0	853	125	0	0	978	738	0	738	252	0	0	990
	Total	1,651	0	1,651	312	0	0	1,963	1,461	0	1,461	486	0	0	1,947
South Leg															
	Approach	1,139	0	1,139	361	0	0	1,500	967	0	967	637	0	0	1,604
	Departure	939	0	939	492	0	0	1,431	891	0	891	634	0	0	1,525
	Total	2,078	0	2,078	853	0	0	2,931	1,858	0	1,858	1,271	0	0	3,129
East Leg															
	Approach	1,930	0	1,930	530	0	0	2,460	1,748	0	1,748	908	0	0	2,656
	Departure	2,060	0	2,060	575	0	0	2,635	1,938	0	1,938	923	0	0	2,861
	Total	3,990	0	3,990	1,105	0	0	5,095	3,686	0	3,686	1,831	0	0	5,517
West Leg															
	Approach	1,567	0	1,567	699	0	0	2,266	1,447	0	1,447	789	0	0	2,236
	Departure	1,582	0	1,582	585	0	0	2,167	1,318	0	1,318	759	0	0	2,077
	Total	3,149	0	3,149	1,284	0	0	4,433	2,765	0	2,765	1,548	0	0	4,313
Total Approaches															
	Approach	5,434	0	5,434	1,777	0	0	7,211	4,885	0	4,885	2,568	0	0	7,453
	Departure	5,434	0	5,434	1,777	0	0	7,211	4,885	0	4,885	2,568	0	0	7,453
	Total	10,868	0	10,868	3,554	0	0	14,422	9,770	0	9,770	5,136	0	0	14,906

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
48 Menifee Road/Valley Substation Driveway - Biscayne														
NBL	4		4	0	0	0	4	0		0	0	0	0	0
NBT	1,087		1,087	337	0	0	1,424	908		908	575	0	0	1,483
NBR	1		1	58	0	0	59	1		1	58	0	0	59
SBL	12		12	67	0	0	79	4		4	44	0	0	48
SBT	902		902	426	0	0	1,328	877		877	590	0	0	1,467
SBR	13		13	0	0	0	13	2		2	0	0	0	2
EBL	4		4	0	0	0	4	0		0	0	0	0	0
EBT	0		0	0	0	0	0	2		2	0	0	0	2
EBR	0		0	0	0	0	0	7		7	0	0	0	7
WBL	1		1	51	0	0	52	13		13	45	0	0	58
WBT	2		2	0	0	0	2	1		1	0	0	0	1
WBR	8		8	23	0	0	31	1		1	61	0	0	62
North Leg														
Approach	927	0	927	493	0	0	1,420	883	0	883	634	0	0	1,517
Departure	1,099	0	1,099	360	0	0	1,459	909	0	909	636	0	0	1,545
Total	2,026	0	2,026	853	0	0	2,879	1,792	0	1,792	1,270	0	0	3,062
South Leg														
Approach	1,092	0	1,092	395	0	0	1,487	909	0	909	633	0	0	1,542
Departure	903	0	903	477	0	0	1,380	897	0	897	635	0	0	1,532
Total	1,995	0	1,995	872	0	0	2,867	1,806	0	1,806	1,268	0	0	3,074
East Leg														
Approach	12	0	12	74	0	0	86	15	0	15	106	0	0	121
Departure	13	0	13	125	0	0	138	7	0	7	102	0	0	109
Total	24	0	24	199	0	0	223	22	0	22	208	0	0	230
West Leg														
Approach	4	0	4	0	0	0	4	9	0	9	0	0	0	9
Departure	19	0	19	0	0	0	19	3	0	3	0	0	0	3
Total	23	0	23	0	0	0	23	12	0	12	0	0	0	12
Total Approaches														
Approach	2,034	0	2,034	962	0	0	2,996	1,816	0	1,816	1,373	0	0	3,189
Departure	2,034	0	2,034	962	0	0	2,996	1,816	0	1,816	1,373	0	0	3,189
Total	4,068	0	4,068	1,924	0	0	5,992	3,632	0	3,632	2,746	0	0	6,378

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
49	**Menifee Road/McLaughlin Road**														
NBL		1	408	409	5	0	0	414	19	202	221	9	0	0	230
NBT		1,091		1,091	129	0	0	1,220	901		901	307	0	0	1,208
NBR		8	-8	0	439	3	0	442	0	0	0	287	6	0	293
SBL		0	0	0	301	0	0	301	0	0	0	269	0	0	269
SBT		976	-73	903	125	0	0	1,028	937	-69	868	321	0	0	1,189
SBR		2	73	75	51	0	0	126	2	69	71	45	0	0	116
EBL		5	17	22	58	0	0	80	6	25	31	58	0	0	89
EBT		0	0	0	244	0	0	244	0	0	0	220	0	0	220
EBR		4	364	368	9	0	0	377	3	435	438	8	0	0	446
WBL		4	-4	0	129	5	0	134	0	0	0	413	5	0	418
WBT		0	0	0	197	0	0	197	0	0	0	190	0	0	190
WBR		1	-1	0	201	0	0	201	0	0	0	263	0	0	263
North Leg															
	Approach	978	0	978	477	0	0	1,455	939	0	939	635	0	0	1,574
	Departure	1,097	16	1,113	388	0	0	1,501	907	25	932	628	0	0	1,560
	Total	2,075	16	2,091	865	0	0	2,956	1,846	25	1,871	1,263	0	0	3,134
South Leg															
	Approach	1,100	400	1,500	573	3	0	2,076	920	202	1,122	603	6	0	1,731
	Departure	984	287	1,271	263	5	0	1,539	940	366	1,306	742	5	0	2,053
	Total	2,085	686	2,771	836	8	0	3,615	1,860	568	2,428	1,345	11	0	3,784
East Leg															
	Approach	5	-5	0	527	5	0	532	0	0	0	866	5	0	871
	Departure	8	-8	0	984	3	0	987	0	0	0	776	6	0	782
	Total	14	-14	0	1,511	8	0	1,519	0	0	0	1,642	11	0	1,653
West Leg															
	Approach	9	381	390	311	0	0	701	9	460	469	286	0	0	755
	Departure	3	481	484	253	0	0	737	21	271	292	244	0	0	536
	Total	12	862	874	564	0	0	1,438	30	731	761	530	0	0	1,291
Total Approaches															
	Approach	2,093	775	2,868	1,888	8	0	4,764	1,868	662	2,530	2,390	11	0	4,931
	Departure	2,093	775	2,868	1,888	8	0	4,764	1,868	662	2,530	2,390	11	0	4,931
	Total	4,186	1,551	5,737	3,776	16	0	9,529	3,737	1,324	5,061	4,780	22	0	9,863

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
50	**Menifee Road/Project Driveway 1**														
NBL		0		0	0	0	0	0	0		0	0	0	0	0
NBT		1,110	391	1,501	531	0	0	2,032	941	177	1,118	522	0	0	1,640
NBR		0		0	67	0	0	67	0		0	63	0	0	63
SBL		0		0	78	5	0	83	0		0	73	5	0	78
SBT		984	291	1,275	184	0	0	1,459	940	366	1,306	668	0	0	1,974
SBR		0		0	0	0	0	0	0		0	0	0	0	0
EBL		0		0	0	0	0	0	0		0	0	0	0	0
EBT		0		0	0	0	0	0	0		0	0	0	0	0
EBR		0		0	0	0	0	0	0		0	0	0	0	0
WBL		0		0	35	0	0	35	0		0	69	0	0	69
WBT		0		0	0	0	0	0	0		0	0	0	0	0
WBR		0		0	41	3	0	44	0		0	82	6	0	88
North Leg															
	Approach	984	291	1,275	262	5	0	1,542	940	366	1,306	741	5	0	2,052
	Departure	1,110	391	1,501	572	3	0	2,076	941	177	1,118	604	6	0	1,728
	Total	2,094	682	2,776	834	8	0	3,618	1,881	543	2,424	1,345	11	0	3,780
South Leg															
	Approach	1,110	391	1,501	598	0	0	2,099	941	177	1,118	585	0	0	1,703
	Departure	984	291	1,275	219	0	0	1,494	940	366	1,306	737	0	0	2,043
	Total	2,094	682	2,776	817	0	0	3,593	1,881	543	2,424	1,322	0	0	3,746
East Leg															
	Approach	0	0	0	76	3	0	79	0	0	0	151	6	0	157
	Departure	0	0	0	145	5	0	150	0	0	0	136	5	0	141
	Total	0	0	0	221	8	0	229	0	0	0	287	11	0	298
West Leg															
	Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches															
	Approach	2,094	682	2,776	936	8	0	3,720	1,881	543	2,424	1,477	11	0	3,912
	Departure	2,094	682	2,776	936	8	0	3,720	1,881	543	2,424	1,477	11	0	3,912
	Total	4,188	1,364	5,552	1,872	16	0	7,440	3,762	1,086	4,848	2,954	22	0	7,824

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
51	**Menifee Road/Matthews Road**														
NBL		408	-408	0	0	0	0	0	202	-202	0	0	0	0	0
NBT		1,093	408	1,501	598	0	0	2,099	916	202	1,118	585	0	0	1,703
NBR		0		0	0	0	0	0	0		0	0	0	0	0
SBL		0		0	0	0	0	0	0		0	0	0	0	0
SBT		911	364	1,275	219	0	0	1,494	871	435	1,306	737	0	0	2,043
SBR		73	-73	0	0	0	0	0	69	-69	0	0	0	0	0
EBL		17	-17	0	0	0	0	0	25	-25	0	0	0	0	0
EBT		0		0	0	0	0	0	0		0	0	0	0	0
EBR		364	-364	0	0	0	0	0	435	-435	0	0	0	0	0
WBL		0		0	0	0	0	0	0		0	0	0	0	0
WBT		0		0	0	0	0	0	0		0	0	0	0	0
WBR		0		0	0	0	0	0	0		0	0	0	0	0
North Leg															
	Approach	984	291	1,275	219	0	0	1,494	940	366	1,306	737	0	0	2,043
	Departure	1,110	391	1,501	598	0	0	2,099	941	177	1,118	585	0	0	1,703
	Total	2,094	682	2,776	817	0	0	3,593	1,881	543	2,424	1,322	0	0	3,746
South Leg															
	Approach	1,501	0	1,501	598	0	0	2,099	1,118	0	1,118	585	0	0	1,703
	Departure	1,275	0	1,275	219	0	0	1,494	1,306	0	1,306	737	0	0	2,043
	Total	2,776	0	2,776	817	0	0	3,593	2,424	0	2,424	1,322	0	0	3,746
East Leg															
	Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg															
	Approach	381	-381	0	0	0	0	0	460	-460	0	0	0	0	0
	Departure	481	-481	0	0	0	0	0	271	-271	0	0	0	0	0
	Total	862	-862	0	0	0	0	0	731	-731	0	0	0	0	0
Total Approaches															
	Approach	2,866	-90	2,776	817	0	0	3,593	2,518	-94	2,424	1,322	0	0	3,746
	Departure	2,866	-90	2,776	817	0	0	3,593	2,518	-94	2,424	1,322	0	0	3,746
	Total	5,732	-180	5,552	1,634	0	0	7,186	5,036	-188	4,848	2,644	0	0	7,492

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
52 McKinley/SR-74														
NBL	0		0	53	0	0	53	0		0	141	0	29	170
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	9		9	21	0	0	30	13		13	75	0	30	118
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	0		0	0	0	0	0	0		0	0	0	0	0
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	2,046		2,046	502	0	0	2,548	1,927		1,927	785	0	-28	2,684
EBR	14		14	73	0	0	87	11		11	139	0	28	178
WBL	7		7	52	0	0	59	8		8	59	0	27	94
WBT	1,931		1,931	476	0	0	2,407	1,749		1,749	766	0	-27	2,488
WBR	0		0	0	0	0	0	0		0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	9	0	9	74	0	0	83	13	0	13	216	0	59	288
Departure	21	0	21	125	0	0	146	19	0	19	198	0	55	272
Total	30	0	30	199	0	0	229	32	0	32	414	0	114	560
East Leg														
Approach	1,938	0	1,938	528	0	0	2,466	1,757	0	1,757	825	0	0	2,582
Departure	2,055	0	2,055	523	0	0	2,578	1,940	0	1,940	860	0	2	2,802
Total	3,993	0	3,993	1,051	0	0	5,044	3,697	0	3,697	1,685	0	2	5,384
West Leg														
Approach	2,060	0	2,060	575	0	0	2,635	1,938	0	1,938	924	0	0	2,862
Departure	1,931	0	1,931	529	0	0	2,460	1,749	0	1,749	907	0	2	2,658
Total	3,991	0	3,991	1,104	0	0	5,095	3,687	0	3,687	1,831	0	2	5,520
Total Approaches														
Approach	4,007	0	4,007	1,177	0	0	5,184	3,708	0	3,708	1,965	0	59	5,732
Departure	4,007	0	4,007	1,177	0	0	5,184	3,708	0	3,708	1,965	0	59	5,732
Total	8,014	0	8,014	2,354	0	0	10,368	7,416	0	7,416	3,930	0	118	11,464

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
53 Malaga Road - Project Driveway 2/SR-74														
NBL	0		0	206	0	0	206	0		0	615	0	43	658
NBT	1		1	0	0	0	1	1		1	0	0	0	1
NBR	0		0	93	0	0	93	0		0	292	0	51	343
SBL	151		151	0	0	0	151	331		331	0	0	0	331
SBT	1		1	0	0	0	1	1		1	0	0	0	1
SBR	164		164	0	0	0	164	377		377	0	0	0	377
EBL	427		427	0	0	0	427	244		244	0	0	0	244
EBT	1,628		1,628	127	0	0	1,755	1,696		1,696	312	0	-47	1,961
EBR	0		0	396	0	0	396	0		0	548	0	47	595
WBL	0		0	266	0	0	266	0		0	303	0	40	343
WBT	1,774		1,774	322	0	0	2,096	1,380		1,380	210	0	-40	1,550
WBR	409		409	0	0	0	409	246		246	0	0	0	246
North Leg														
Approach	316	0	316	0	0	0	316	709	0	709	0	0	0	709
Departure	837	0	837	0	0	0	837	491	0	491	0	0	0	491
Total	1,153	0	1,153	0	0	0	1,153	1,200	0	1,200	0	0	0	1,200
South Leg														
Approach	1	0	1	299	0	0	300	1	0	1	907	0	94	1,002
Departure	1	0	1	662	0	0	663	1	0	1	851	0	87	939
Total	2	0	2	961	0	0	963	2	0	2	1,758	0	181	1,941
East Leg														
Approach	2,183	0	2,183	588	0	0	2,771	1,626	0	1,626	513	0	0	2,139
Departure	1,779	0	1,779	220	0	0	1,999	2,027	0	2,027	604	0	4	2,635
Total	3,962	0	3,962	808	0	0	4,770	3,653	0	3,653	1,117	0	4	4,774
West Leg														
Approach	2,055	0	2,055	523	0	0	2,578	1,940	0	1,940	860	0	0	2,800
Departure	1,938	0	1,938	528	0	0	2,466	1,757	0	1,757	825	0	3	2,585
Total	3,993	0	3,993	1,051	0	0	5,044	3,697	0	3,697	1,685	0	3	5,385
Total Approaches														
Approach	4,555	0	4,555	1,410	0	0	5,965	4,276	0	4,276	2,280	0	94	6,650
Departure	4,555	0	4,555	1,410	0	0	5,965	4,276	0	4,276	2,280	0	94	6,650
Total	9,110	0	9,110	2,820	0	0	11,930	8,552	0	8,552	4,560	0	188	13,300

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
54 Project Driveway 3/SR-74														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	0		0	0	0	0	0	0		0	0	0	0	0
NBR	0		0	17	0	0	17	0		0	74	0	20	94
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	0		0	0	0	0	0	0		0	0	0	0	0
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	1,779		1,779	218	0	0	1,997	2,027		2,027	603	0	-19	2,611
EBR	0		0	0	0	0	0	0		0	0	0	19	19
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	2,183		2,183	590	0	0	2,773	1,626		1,626	513	0	0	2,139
WBR	0		0	0	0	0	0	0		0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	0	0	0	17	0	0	17	0	0	0	74	0	20	94
Departure	0	0	0	0	0	0	0	0	0	0	0	0	19	19
Total	0	0	0	17	0	0	17	0	0	0	74	0	39	113
East Leg														
Approach	2,183	0	2,183	590	0	0	2,773	1,626	0	1,626	513	0	0	2,139
Departure	1,779	0	1,779	235	0	0	2,014	2,027	0	2,027	677	0	1	2,705
Total	3,962	0	3,962	825	0	0	4,787	3,653	0	3,653	1,190	0	1	4,844
West Leg														
Approach	1,779	0	1,779	218	0	0	1,997	2,027	0	2,027	603	0	0	2,630
Departure	2,183	0	2,183	590	0	0	2,773	1,626	0	1,626	513	0	0	2,139
Total	3,962	0	3,962	808	0	0	4,770	3,653	0	3,653	1,116	0	0	4,769
Total Approaches														
Approach	3,962	0	3,962	825	0	0	4,787	3,653	0	3,653	1,190	0	20	4,863
Departure	3,962	0	3,962	825	0	0	4,787	3,653	0	3,653	1,190	0	20	4,863
Total	7,924	0	7,924	1,650	0	0	9,574	7,306	0	7,306	2,380	0	40	9,726

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
56 Briggs Road/SR-74														
NBL	594		594	275	0	0	869	243		243	188	0	0	431
NBT	402		402	23	0	0	425	175		175	22	0	0	197
NBR	490		490	186	0	0	676	368		368	120	0	0	488
SBL	261		261	0	0	0	261	185		185	0	0	0	185
SBT	228		228	20	0	0	248	203		203	28	0	0	231
SBR	70		70	15	0	0	85	55		55	27	0	0	82
EBL	81		81	9	0	0	90	75		75	30	0	0	105
EBT	1,101		1,101	115	0	0	1,216	1,580		1,580	368	0	0	1,948
EBR	597		597	110	0	0	707	372		372	278	0	0	650
WBL	519		519	115	0	0	634	351		351	181	0	0	532
WBT	1,519		1,519	300	0	0	1,819	1,328		1,328	297	0	0	1,625
WBR	287		287	0	0	0	287	74		74	0	0	0	74
North Leg														
Approach	559	0	559	35	0	0	594	443	0	443	55	0	0	498
Departure	770	0	770	32	0	0	802	324	0	324	52	0	0	376
Total	1,329	0	1,329	67	0	0	1,396	767	0	767	107	0	0	874
South Leg														
Approach	1,486	0	1,486	484	0	0	1,970	786	0	786	330	0	0	1,116
Departure	1,344	0	1,344	245	0	0	1,589	926	0	926	487	0	0	1,413
Total	2,830	0	2,830	729	0	0	3,559	1,712	0	1,712	817	0	0	2,529
East Leg														
Approach	2,325	0	2,325	415	0	0	2,740	1,753	0	1,753	478	0	0	2,231
Departure	1,852	0	1,852	301	0	0	2,153	2,133	0	2,133	488	0	0	2,621
Total	4,177	0	4,177	716	0	0	4,893	3,886	0	3,886	966	0	0	4,852
West Leg														
Approach	1,779	0	1,779	234	0	0	2,013	2,027	0	2,027	676	0	0	2,703
Departure	2,183	0	2,183	590	0	0	2,773	1,626	0	1,626	512	0	0	2,138
Total	3,962	0	3,962	824	0	0	4,786	3,653	0	3,653	1,188	0	0	4,841
Total Approaches														
Approach	6,149	0	6,149	1,168	0	0	7,317	5,009	0	5,009	1,539	0	0	6,548
Departure	6,149	0	6,149	1,168	0	0	7,317	5,009	0	5,009	1,539	0	0	6,548
Total	12,298	0	12,298	2,336	0	0	14,634	10,017	0	10,017	3,078	0	0	13,095

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
57 Briggs Road/Heritage High School Driveway														
NBL	287		287	6	0	0	293	100		100	4	0	0	104
NBT	1,044		1,044	484	0	0	1,528	702		702	330	0	0	1,032
NBR	0		0	0	0	0	0	0		0	0	0	0	0
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	767		767	243	0	0	1,010	798		798	486	0	0	1,284
SBR	577		577	0	0	0	577	128		128	0	0	0	128
EBL	442		442	0	0	0	442	84		84	0	0	0	84
EBT	0		0	0	0	0	0	0		0	0	0	0	0
EBR	189		189	2	0	0	191	58		58	7	0	0	65
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	0		0	0	0	0	0	0		0	0	0	0	0
WBR	0		0	0	0	0	0	0		0	0	0	0	0
North Leg														
Approach	1,344	0	1,344	243	0	0	1,587	926	0	926	486	0	0	1,412
Departure	1,486	0	1,486	484	0	0	1,970	786	0	786	330	0	0	1,116
Total	2,830	0	2,830	727	0	0	3,557	1,712	0	1,712	816	0	0	2,528
South Leg														
Approach	1,331	0	1,331	490	0	0	1,821	802	0	802	334	0	0	1,136
Departure	956	0	956	245	0	0	1,201	856	0	856	493	0	0	1,349
Total	2,287	0	2,287	735	0	0	3,022	1,658	0	1,658	827	0	0	2,485
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	631	0	631	2	0	0	633	142	0	142	7	0	0	149
Departure	864	0	864	6	0	0	870	228	0	228	4	0	0	232
Total	1,495	0	1,495	8	0	0	1,503	370	0	370	11	0	0	381
Total Approaches														
Approach	3,306	0	3,306	735	0	0	4,041	1,870	0	1,870	827	0	0	2,697
Departure	3,306	0	3,306	735	0	0	4,041	1,870	0	1,870	827	0	0	2,697
Total	6,612	0	6,612	1,470	0	0	8,082	3,740	0	3,740	1,654	0	0	5,394

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
58	**Briggs Road/McLaughlin Road**														
NBL		1		1	38	0	0	39	1		1	118	0	0	119
NBT		1,267		1,267	144	0	0	1,411	801		801	154	0	0	955
NBR		229		229	0	0	0	229	47		47	0	0	0	47
SBL		26		26	2	0	0	28	81		81	7	0	0	88
SBT		987		987	220	0	0	1,207	854		854	409	0	0	1,263
SBR		12		12	23	0	0	35	0		0	77	0	0	77
EBL		11		11	343	0	0	354	0		0	175	0	0	175
EBT		0		0	0	0	0	0	0		0	0	0	0	0
EBR		0		0	8	0	0	8	0		0	7	0	0	7
WBL		148		148	0	0	0	148	49		49	0	0	0	49
WBT		0		0	0	0	0	0	0		0	0	0	0	0
WBR		257		257	3	0	0	260	20		20	7	0	0	27
North Leg															
	Approach	1,025	0	1,025	245	0	0	1,270	935	0	935	493	0	0	1,428
	Departure	1,535	0	1,535	490	0	0	2,025	821	0	821	336	0	0	1,157
	Total	2,559	0	2,559	735	0	0	3,294	1,756	0	1,756	829	0	0	2,585
South Leg															
	Approach	1,497	0	1,497	182	0	0	1,679	849	0	849	272	0	0	1,121
	Departure	1,135	0	1,135	228	0	0	1,363	903	0	903	416	0	0	1,319
	Total	2,632	0	2,632	410	0	0	3,042	1,752	0	1,752	688	0	0	2,440
East Leg															
	Approach	405	0	405	3	0	0	408	69	0	69	7	0	0	76
	Departure	255	0	255	2	0	0	257	128	0	128	7	0	0	135
	Total	660	0	660	5	0	0	665	197	0	197	14	0	0	211
West Leg															
	Approach	11	0	11	351	0	0	362	0	0	0	182	0	0	182
	Departure	13	0	13	61	0	0	74	1	0	1	195	0	0	196
	Total	23	0	23	412	0	0	435	1	0	1	377	0	0	378
Total Approaches															
	Approach	2,937	0	2,937	781	0	0	3,718	1,853	0	1,853	954	0	0	2,807
	Departure	2,937	0	2,937	781	0	0	3,718	1,853	0	1,853	954	0	0	2,807
	Total	5,875	0	5,875	1,562	0	0	7,437	3,706	0	3,706	1,908	0	0	5,614

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
59	**Briggs Road/Project Driveway 4**														
NBL		0		0	0	0	0	0	0		0	0	0	0	0
NBT		1,497		1,497	182	0	0	1,679	849		849	272	0	0	1,121
NBR		0		0	0	0	0	0	0		0	0	0	0	0
SBL		0		0	0	0	0	0	0		0	0	0	0	0
SBT		1,135		1,135	104	0	0	1,239	903		903	273	0	0	1,176
SBR		0		0	124	0	0	124	0		0	143	0	0	143
EBL		0		0	0	0	0	0	0		0	0	0	0	0
EBT		0		0	0	0	0	0	0		0	0	0	0	0
EBR		0		0	97	0	0	97	0		0	64	0	0	64
WBL		0		0	0	0	0	0	0		0	0	0	0	0
WBT		0		0	0	0	0	0	0		0	0	0	0	0
WBR		0		0	0	0	0	0	0		0	0	0	0	0
North Leg															
	Approach	1,135	0	1,135	228	0	0	1,363	903	0	903	416	0	0	1,319
	Departure	1,497	0	1,497	182	0	0	1,679	849	0	849	272	0	0	1,121
	Total	2,632	0	2,632	410	0	0	3,042	1,752	0	1,752	688	0	0	2,440
South Leg															
	Approach	1,497	0	1,497	182	0	0	1,679	849	0	849	272	0	0	1,121
	Departure	1,135	0	1,135	201	0	0	1,336	903	0	903	337	0	0	1,240
	Total	2,632	0	2,632	383	0	0	3,015	1,752	0	1,752	609	0	0	2,361
East Leg															
	Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg															
	Approach	0	0	0	97	0	0	97	0	0	0	64	0	0	64
	Departure	0	0	0	124	0	0	124	0	0	0	143	0	0	143
	Total	0	0	0	221	0	0	221	0	0	0	207	0	0	207
Total Approaches															
	Approach	2,632	0	2,632	507	0	0	3,139	1,752	0	1,752	752	0	0	2,504
	Departure	2,632	0	2,632	507	0	0	3,139	1,752	0	1,752	752	0	0	2,504
	Total	5,264	0	5,264	1,014	0	0	6,278	3,504	0	3,504	1,504	0	0	5,008

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
60	**Briggs Road/Project Driveway 5 - Meadow Oak Street**														
NBL		0		0	123	0	0	123	0		0	136	0	0	136
NBT		1,352		1,352	68	0	0	1,420	757		757	190	0	0	947
NBR		58		58	0	0	0	58	58		58	0	0	0	58
SBL		92		92	3	0	0	95	125		125	9	0	0	134
SBT		1,043		1,043	180	0	0	1,223	778		778	269	0	0	1,047
SBR		0		0	18	0	0	18	0		0	58	0	0	58
EBL		0		0	109	0	0	109	0		0	74	0	0	74
EBT		0		0	8	0	0	8	0		0	3	0	0	3
EBR		0		0	155	0	0	155	0		0	53	0	0	53
WBL		105		105	0	0	0	105	42		42	0	0	0	42
WBT		0		0	14	0	0	14	0		0	2	0	0	2
WBR		145		145	5	0	0	150	92		92	8	0	0	100
North Leg															
	Approach	1,135	0	1,135	201	0	0	1,336	903	0	903	336	0	0	1,239
	Departure	1,497	0	1,497	182	0	0	1,679	849	0	849	272	0	0	1,121
	Total	2,632	0	2,632	383	0	0	3,015	1,752	0	1,752	608	0	0	2,360
South Leg															
	Approach	1,410	0	1,410	191	0	0	1,601	815	0	815	326	0	0	1,141
	Departure	1,148	0	1,148	335	0	0	1,483	820	0	820	322	0	0	1,142
	Total	2,558	0	2,558	526	0	0	3,084	1,635	0	1,635	648	0	0	2,283
East Leg															
	Approach	250	0	250	19	0	0	269	134	0	134	10	0	0	144
	Departure	150	0	150	11	0	0	161	183	0	183	12	0	0	195
	Total	400	0	400	30	0	0	430	317	0	317	22	0	0	339
West Leg															
	Approach	0	0	0	272	0	0	272	0	0	0	130	0	0	130
	Departure	0	0	0	155	0	0	155	0	0	0	196	0	0	196
	Total	0	0	0	427	0	0	427	0	0	0	326	0	0	326
Total Approaches															
	Approach	2,795	0	2,795	683	0	0	3,478	1,852	0	1,852	802	0	0	2,654
	Departure	2,795	0	2,795	683	0	0	3,478	1,852	0	1,852	802	0	0	2,654
	Total	5,590	0	5,590	1,366	0	0	6,956	3,704	0	3,704	1,604	0	0	5,308

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
61 Briggs Road/Project Driveway 6														
NBL	0		0	0	0	0	0	0		0	0	0	0	0
NBT	1,410		1,410	191	0	0	1,601	815		815	326	0	0	1,141
NBR	0		0	0	0	0	0	0		0	0	0	0	0
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	1,148		1,148	298	0	0	1,446	820		820	199	0	0	1,019
SBR	0		0	38	0	0	38	0		0	124	0	0	124
EBL	0		0	0	0	0	0	0		0	0	0	0	0
EBT	0		0	0	0	0	0	0		0	0	0	0	0
EBR	0		0	99	0	0	99	0		0	67	0	0	67
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	0		0	0	0	0	0	0		0	0	0	0	0
WBR	0		0	0	0	0	0	0		0	0	0	0	0
North Leg														
Approach	1,148	0	1,148	336	0	0	1,484	820	0	820	323	0	0	1,143
Departure	1,410	0	1,410	191	0	0	1,601	815	0	815	326	0	0	1,141
Total	2,558	0	2,558	527	0	0	3,085	1,635	0	1,635	649	0	0	2,284
South Leg														
Approach	1,410	0	1,410	191	0	0	1,601	815	0	815	326	0	0	1,141
Departure	1,148	0	1,148	397	0	0	1,545	820	0	820	266	0	0	1,086
Total	2,558	0	2,558	588	0	0	3,146	1,635	0	1,635	592	0	0	2,227
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	0	0	0	99	0	0	99	0	0	0	67	0	0	67
Departure	0	0	0	38	0	0	38	0	0	0	124	0	0	124
Total	0	0	0	137	0	0	137	0	0	0	191	0	0	191
Total Approaches														
Approach	2,558	0	2,558	626	0	0	3,184	1,635	0	1,635	716	0	0	2,351
Departure	2,558	0	2,558	626	0	0	3,184	1,635	0	1,635	716	0	0	2,351
Total	5,116	0	5,116	1,252	0	0	6,368	3,270	0	3,270	1,432	0	0	4,702

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
62	**Briggs Road/Project Driveway 7 - Hillridge Street**														
NBL		0		0	67	0	0	67	0		0	148	0	0	148
NBT		1,352		1,352	177	0	0	1,529	797		797	295	0	0	1,092
NBR		61		61	0	0	0	61	185		185	0	0	0	185
SBL		18		18	0	0	0	18	49		49	0	0	0	49
SBT		1,130		1,130	370	0	0	1,500	771		771	236	0	0	1,007
SBR		0		0	27	0	0	27	0		0	30	0	0	30
EBL		0		0	14	0	0	14	0		0	31	0	0	31
EBT		0		0	0	0	0	0	0		0	0	0	0	0
EBR		0		0	68	0	0	68	0		0	72	0	0	72
WBL		176		176	0	0	0	176	97		97	0	0	0	97
WBT		0		0	0	0	0	0	0		0	0	0	0	0
WBR		57		57	0	0	0	57	18		18	0	0	0	18
North Leg															
	Approach	1,148	0	1,148	397	0	0	1,545	820	0	820	266	0	0	1,086
	Departure	1,409	0	1,409	191	0	0	1,600	815	0	815	326	0	0	1,141
	Total	2,557	0	2,557	588	0	0	3,145	1,635	0	1,635	592	0	0	2,227
South Leg															
	Approach	1,413	0	1,413	244	0	0	1,657	982	0	982	443	0	0	1,425
	Departure	1,306	0	1,306	438	0	0	1,744	868	0	868	308	0	0	1,176
	Total	2,719	0	2,719	682	0	0	3,401	1,850	0	1,850	751	0	0	2,601
East Leg															
	Approach	233	0	233	0	0	0	233	115	0	115	0	0	0	115
	Departure	79	0	79	0	0	0	79	234	0	234	0	0	0	234
	Total	312	0	312	0	0	0	312	349	0	349	0	0	0	349
West Leg															
	Approach	0	0	0	82	0	0	82	0	0	0	103	0	0	103
	Departure	0	0	0	94	0	0	94	0	0	0	178	0	0	178
	Total	0	0	0	176	0	0	176	0	0	0	281	0	0	281
Total Approaches															
	Approach	2,794	0	2,794	723	0	0	3,517	1,917	0	1,917	812	0	0	2,729
	Departure	2,794	0	2,794	723	0	0	3,517	1,917	0	1,917	812	0	0	2,729
	Total	5,588	0	5,588	1,446	0	0	7,034	3,834	0	3,834	1,624	0	0	5,458

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
63	**Briggs Road/Matthews Road**														
NBL		0		0	0	0	0	0	0		0	0	0	0	0
NBT		1,044		1,044	229	0	0	1,273	624		624	415	0	0	1,039
NBR		77		77	0	0	0	77	67		67	0	0	0	67
SBL		241		241	24	0	0	265	352		352	22	0	0	374
SBT		1,065		1,065	412	0	0	1,477	516		516	286	0	0	802
SBR		0		0	0	0	0	0	0		0	0	0	0	0
EBL		0		0	0	0	0	0	0		0	0	0	0	0
EBT		0		0	0	0	0	0	0		0	0	0	0	0
EBR		0		0	0	0	0	0	0		0	0	0	0	0
WBL		59		59	0	0	0	59	59		59	0	0	0	59
WBT		0		0	0	0	0	0	0		0	0	0	0	0
WBR		369		369	16	0	0	385	358		358	29	0	0	387
North Leg															
	Approach	1,306	0	1,306	436	0	0	1,742	868	0	868	308	0	0	1,176
	Departure	1,413	0	1,413	245	0	0	1,658	982	0	982	444	0	0	1,426
	Total	2,719	0	2,719	681	0	0	3,400	1,850	0	1,850	752	0	0	2,602
South Leg															
	Approach	1,121	0	1,121	229	0	0	1,350	691	0	691	415	0	0	1,106
	Departure	1,124	0	1,124	412	0	0	1,536	575	0	575	286	0	0	861
	Total	2,245	0	2,245	641	0	0	2,886	1,266	0	1,266	701	0	0	1,967
East Leg															
	Approach	428	0	428	16	0	0	444	417	0	417	29	0	0	446
	Departure	318	0	318	24	0	0	342	419	0	419	22	0	0	441
	Total	746	0	746	40	0	0	786	836	0	836	51	0	0	887
West Leg															
	Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches															
	Approach	2,855	0	2,855	681	0	0	3,536	1,976	0	1,976	752	0	0	2,728
	Departure	2,855	0	2,855	681	0	0	3,536	1,976	0	1,976	752	0	0	2,728
	Total	5,710	0	5,710	1,362	0	0	7,072	3,952	0	3,952	1,504	0	0	5,456

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
68	**I-215 SB Ramps/McCall Boulevard**														
NBL		0		0	0	0	0	0	0		0	0	0	0	0
NBT		0		0	0	0	0	0	0		0	0	0	0	0
NBR		0		0	0	0	0	0	0		0	0	0	0	0
SBL		400		400	0	0	0	400	518		518	0	0	0	518
SBT		3		3	0	0	0	3	0		0	0	0	0	0
SBR		396		396	0	0	0	396	577		577	0	0	0	577
EBL		0		0	0	0	0	0	0		0	0	0	0	0
EBT		1,364		1,364	69	0	0	1,433	1,301		1,301	93	0	0	1,394
EBR		420		420	0	0	0	420	394		394	0	0	0	394
WBL		643		643	309	0	0	952	487		487	405	0	0	892
WBT		1,286		1,286	50	0	0	1,336	1,380		1,380	98	0	0	1,478
WBR		0		0	0	0	0	0	0		0	0	0	0	0
North Leg															
	Approach	799	0	799	0	0	0	799	1,095	0	1,095	0	0	0	1,095
	Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	799	0	799	0	0	0	799	1,095	0	1,095	0	0	0	1,095
South Leg															
	Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Departure	1,066	0	1,066	309	0	0	1,375	881	0	881	405	0	0	1,286
	Total	1,066	0	1,066	309	0	0	1,375	881	0	881	405	0	0	1,286
East Leg															
	Approach	1,929	0	1,929	359	0	0	2,288	1,867	0	1,867	503	0	0	2,370
	Departure	1,764	0	1,764	69	0	0	1,833	1,819	0	1,819	93	0	0	1,912
	Total	3,693	0	3,693	428	0	0	4,121	3,686	0	3,686	596	0	0	4,282
West Leg															
	Approach	1,784	0	1,784	69	0	0	1,853	1,695	0	1,695	93	0	0	1,788
	Departure	1,682	0	1,682	50	0	0	1,732	1,957	0	1,957	98	0	0	2,055
	Total	3,466	0	3,466	119	0	0	3,585	3,652	0	3,652	191	0	0	3,843
Total Approaches															
	Approach	4,512	0	4,512	428	0	0	4,940	4,657	0	4,657	596	0	0	5,253
	Departure	4,512	0	4,512	428	0	0	4,940	4,657	0	4,657	596	0	0	5,253
	Total	9,024	0	9,024	856	0	0	9,880	9,314	0	9,314	1,192	0	0	10,506

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
69 I-215 NB Ramps/McCall Boulevard														
NBL	316		316	0	0	0	316	462		462	0	0	0	462
NBT	4		4	0	0	0	4	5		5	0	0	0	5
NBR	461		461	353	0	0	814	752		752	410	0	0	1,162
SBL	0		0	0	0	0	0	0		0	0	0	0	0
SBT	0		0	0	0	0	0	0		0	0	0	0	0
SBR	0		0	0	0	0	0	0		0	0	0	0	0
EBL	287		287	0	0	0	287	364		364	0	0	0	364
EBT	1,477		1,477	69	0	0	1,546	1,455		1,455	93	0	0	1,548
EBR	0		0	0	0	0	0	0		0	0	0	0	0
WBL	0		0	0	0	0	0	0		0	0	0	0	0
WBT	1,613		1,613	359	0	0	1,972	1,405		1,405	505	0	0	1,910
WBR	508		508	0	0	0	508	364		364	0	0	0	364
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	799	0	799	0	0	0	799	733	0	733	0	0	0	733
Total	799	0	799	0	0	0	799	733	0	733	0	0	0	733
South Leg														
Approach	781	0	781	353	0	0	1,134	1,219	0	1,219	410	0	0	1,629
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	781	0	781	353	0	0	1,134	1,219	0	1,219	410	0	0	1,629
East Leg														
Approach	2,121	0	2,121	359	0	0	2,480	1,769	0	1,769	505	0	0	2,274
Departure	1,938	0	1,938	422	0	0	2,360	2,207	0	2,207	503	0	0	2,710
Total	4,059	0	4,059	781	0	0	4,840	3,976	0	3,976	1,008	0	0	4,984
West Leg														
Approach	1,764	0	1,764	69	0	0	1,833	1,819	0	1,819	93	0	0	1,912
Departure	1,929	0	1,929	359	0	0	2,288	1,867	0	1,867	505	0	0	2,372
Total	3,693	0	3,693	428	0	0	4,121	3,686	0	3,686	598	0	0	4,284
Total Approaches														
Approach	4,666	0	4,666	781	0	0	5,447	4,807	0	4,807	1,008	0	0	5,815
Departure	4,666	0	4,666	781	0	0	5,447	4,807	0	4,807	1,008	0	0	5,815
Total	9,333	0	9,333	1,562	0	0	10,895	9,615	0	9,615	2,016	0	0	11,631

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
70	**Encanto Drive/McCall Boulevard**														
NBL		196		196	0	0	0	196	164		164	0	0	0	164
NBT		35		35	0	0	0	35	27		27	0	0	0	27
NBR		56		56	7	0	0	63	27		27	3	0	0	30
SBL		42		42	0	0	0	42	72		72	0	0	0	72
SBT		21		21	0	0	0	21	23		23	0	0	0	23
SBR		274		274	0	0	0	274	347		347	0	0	0	347
EBL		456		456	0	0	0	456	291		291	0	0	0	291
EBT		1,361		1,361	422	0	0	1,783	1,660		1,660	503	0	0	2,163
EBR		121		121	0	0	0	121	255		255	0	0	0	255
WBL		58		58	6	0	0	64	37		37	4	0	0	41
WBT		1,652		1,652	359	0	0	2,011	1,258		1,258	505	0	0	1,763
WBR		58		58	0	0	0	58	44		44	0	0	0	44
North Leg															
	Approach	337	0	337	0	0	0	337	442	0	442	0	0	0	442
	Departure	549	0	549	0	0	0	549	362	0	362	0	0	0	362
	Total	886	0	886	0	0	0	886	804	0	804	0	0	0	804
South Leg															
	Approach	286	0	286	7	0	0	293	218	0	218	3	0	0	221
	Departure	200	0	200	6	0	0	206	315	0	315	4	0	0	319
	Total	486	0	486	13	0	0	499	534	0	534	7	0	0	541
East Leg															
	Approach	1,768	0	1,768	365	0	0	2,133	1,339	0	1,339	509	0	0	1,848
	Departure	1,459	0	1,459	429	0	0	1,888	1,759	0	1,759	506	0	0	2,265
	Total	3,226	0	3,226	794	0	0	4,020	3,098	0	3,098	1,015	0	0	4,113
West Leg															
	Approach	1,938	0	1,938	422	0	0	2,360	2,206	0	2,206	503	0	0	2,709
	Departure	2,122	0	2,122	359	0	0	2,481	1,769	0	1,769	505	0	0	2,274
	Total	4,060	0	4,060	781	0	0	4,841	3,975	0	3,975	1,008	0	0	4,983
Total Approaches															
	Approach	4,329	0	4,329	794	0	0	5,123	4,206	0	4,206	1,015	0	0	5,221
	Departure	4,329	0	4,329	794	0	0	5,123	4,206	0	4,206	1,015	0	0	5,221
	Total	8,658	0	8,658	1,588	0	0	10,246	8,411	0	8,411	2,030	0	0	10,441

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
71 Sherman Road/McCall Boulevard														
NBL	124		124	0	0	0	124	95		95	0	0	0	95
NBT	50		50	0	0	0	50	15		15	0	0	0	15
NBR	45		45	17	0	0	62	39		39	16	0	0	55
SBL	75		75	2	0	0	77	73		73	2	0	0	75
SBT	18		18	0	0	0	18	25		25	0	0	0	25
SBR	63		63	0	0	0	63	36		36	0	0	0	36
EBL	159		159	0	0	0	159	95		95	0	0	0	95
EBT	1,405		1,405	428	0	0	1,833	1,661		1,661	506	0	0	2,167
EBR	44		44	0	0	0	44	100		100	0	0	0	100
WBL	58		58	10	0	0	68	61		61	21	0	0	82
WBT	1,550		1,550	365	0	0	1,915	1,159		1,159	509	0	0	1,668
WBR	97		97	1	0	0	98	49		49	3	0	0	52
North Leg														
Approach	156	0	156	2	0	0	158	134	0	134	2	0	0	136
Departure	306	0	306	1	0	0	307	159	0	159	3	0	0	162
Total	462	0	462	3	0	0	465	293	0	293	5	0	0	298
South Leg														
Approach	219	0	219	17	0	0	236	149	0	149	16	0	0	165
Departure	120	0	120	10	0	0	130	186	0	186	21	0	0	207
Total	339	0	339	27	0	0	366	335	0	335	37	0	0	372
East Leg														
Approach	1,705	0	1,705	376	0	0	2,081	1,269	0	1,269	533	0	0	1,802
Departure	1,525	0	1,525	447	0	0	1,972	1,773	0	1,773	524	0	0	2,297
Total	3,230	0	3,230	823	0	0	4,053	3,042	0	3,042	1,057	0	0	4,099
West Leg														
Approach	1,608	0	1,608	428	0	0	2,036	1,856	0	1,856	506	0	0	2,362
Departure	1,737	0	1,737	365	0	0	2,102	1,290	0	1,290	509	0	0	1,799
Total	3,345	0	3,345	793	0	0	4,138	3,146	0	3,146	1,015	0	0	4,161
Total Approaches														
Approach	3,688	0	3,688	823	0	0	4,511	3,408	0	3,408	1,057	0	0	4,465
Departure	3,688	0	3,688	823	0	0	4,511	3,408	0	3,408	1,057	0	0	4,465
Total	7,376	0	7,376	1,646	0	0	9,022	6,815	0	6,815	2,114	0	0	8,929

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
72	**Antelope Road/McCall Boulevard**														
NBL		88		88	0	0	0	88	47		47	0	0	0	47
NBT		60		60	0	0	0	60	6		6	0	0	0	6
NBR		144		144	7	0	0	151	82		82	3	0	0	85
SBL		39		39	2	0	0	41	47		47	7	0	0	54
SBT		5		5	0	0	0	5	30		30	0	0	0	30
SBR		156		156	0	0	0	156	237		237	0	0	0	237
EBL		288		288	0	0	0	288	110		110	0	0	0	110
EBT		1,220		1,220	451	0	0	1,671	1,452		1,452	532	0	0	1,984
EBR		28		28	0	0	0	28	105		105	0	0	0	105
WBL		77		77	4	0	0	81	63		63	4	0	0	67
WBT		1,457		1,457	376	0	0	1,833	979		979	538	0	0	1,517
WBR		258		258	6	0	0	264	21		21	4	0	0	25
North Leg															
	Approach	200	0	200	2	0	0	202	314	0	314	7	0	0	321
	Departure	606	0	606	6	0	0	612	137	0	137	4	0	0	141
	Total	806	0	806	8	0	0	814	451	0	451	11	0	0	462
South Leg															
	Approach	292	0	292	7	0	0	299	135	0	135	3	0	0	138
	Departure	110	0	110	4	0	0	114	198	0	198	4	0	0	202
	Total	402	0	402	11	0	0	413	333	0	333	7	0	0	340
East Leg															
	Approach	1,792	0	1,792	386	0	0	2,178	1,063	0	1,063	546	0	0	1,609
	Departure	1,403	0	1,403	460	0	0	1,863	1,581	0	1,581	542	0	0	2,123
	Total	3,195	0	3,195	846	0	0	4,041	2,644	0	2,644	1,088	0	0	3,732
West Leg															
	Approach	1,536	0	1,536	451	0	0	1,987	1,667	0	1,667	532	0	0	2,199
	Departure	1,701	0	1,701	376	0	0	2,077	1,263	0	1,263	538	0	0	1,801
	Total	3,237	0	3,237	827	0	0	4,064	2,930	0	2,930	1,070	0	0	4,000
Total Approaches															
	Approach	3,820	0	3,820	846	0	0	4,666	3,179	0	3,179	1,088	0	0	4,267
	Departure	3,820	0	3,820	846	0	0	4,666	3,179	0	3,179	1,088	0	0	4,267
	Total	7,640	0	7,640	1,692	0	0	9,332	6,358	0	6,358	2,176	0	0	8,534

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
73	**Junipero Road/McCall Boulevard**														
NBL		16		16	0	0	0	16	5		5	0	0	0	5
NBT		18		18	0	0	0	18	0		0	0	0	0	0
NBR		19		19	0	0	0	19	2		2	0	0	0	2
SBL		138		138	0	0	0	138	71		71	0	0	0	71
SBT		2		2	0	0	0	2	0		0	0	0	0	0
SBR		322		322	0	0	0	322	198		198	0	0	0	198
EBL		302		302	0	0	0	302	135		135	0	0	0	135
EBT		1,192		1,192	464	0	0	1,656	1,320		1,320	552	0	0	1,872
EBR		3		3	0	0	0	3	7		7	0	0	0	7
WBL		3		3	0	0	0	3	0		0	0	0	0	0
WBT		1,442		1,442	390	0	0	1,832	882		882	554	0	0	1,436
WBR		271		271	0	0	0	271	100		100	0	0	0	100
North Leg															
	Approach	462	0	462	0	0	0	462	269	0	269	0	0	0	269
	Departure	591	0	591	0	0	0	591	235	0	235	0	0	0	235
	Total	1,053	0	1,053	0	0	0	1,053	504	0	504	0	0	0	504
South Leg															
	Approach	53	0	53	0	0	0	53	7	0	7	0	0	0	7
	Departure	8	0	8	0	0	0	8	7	0	7	0	0	0	7
	Total	61	0	61	0	0	0	61	14	0	14	0	0	0	14
East Leg															
	Approach	1,716	0	1,716	390	0	0	2,106	982	0	982	554	0	0	1,536
	Departure	1,349	0	1,349	464	0	0	1,813	1,393	0	1,393	552	0	0	1,945
	Total	3,065	0	3,065	854	0	0	3,919	2,375	0	2,375	1,106	0	0	3,481
West Leg															
	Approach	1,497	0	1,497	464	0	0	1,961	1,462	0	1,462	552	0	0	2,014
	Departure	1,780	0	1,780	390	0	0	2,170	1,085	0	1,085	554	0	0	1,639
	Total	3,277	0	3,277	854	0	0	4,131	2,547	0	2,547	1,106	0	0	3,653
Total Approaches															
	Approach	3,728	0	3,728	854	0	0	4,582	2,720	0	2,720	1,106	0	0	3,826
	Departure	3,728	0	3,728	854	0	0	4,582	2,720	0	2,720	1,106	0	0	3,826
	Total	7,456	0	7,456	1,708	0	0	9,164	5,440	0	5,440	2,212	0	0	7,652

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
74	**Menifee Road/McCall Boulevard**														
NBL		540		540	0	0	0	540	234		234	0	0	0	234
NBT		641		641	177	0	0	818	729		729	207	0	0	936
NBR		110		110	0	0	0	110	147		147	0	0	0	147
SBL		422		422	22	0	0	444	254		254	67	0	0	321
SBT		541		541	71	0	0	612	553		553	251	0	0	804
SBR		297		297	126	0	0	423	325		325	412	0	0	737
EBL		255		255	367	0	0	622	324		324	314	0	0	638
EBT		679		679	97	0	0	776	822		822	238	0	0	1,060
EBR		416		416	0	0	0	416	247		247	0	0	0	247
WBL		78		78	0	0	0	78	56		56	0	0	0	56
WBT		879		879	264	0	0	1,143	423		423	142	0	0	565
WBR		371		371	53	0	0	424	94		94	55	0	0	149
North Leg															
	Approach	1,260	0	1,260	219	0	0	1,479	1,132	0	1,132	730	0	0	1,862
	Departure	1,267	0	1,267	597	0	0	1,864	1,147	0	1,147	576	0	0	1,723
	Total	2,527	0	2,527	816	0	0	3,343	2,279	0	2,279	1,306	0	0	3,585
South Leg															
	Approach	1,291	0	1,291	177	0	0	1,468	1,110	0	1,110	207	0	0	1,317
	Departure	1,035	0	1,035	71	0	0	1,106	856	0	856	251	0	0	1,107
	Total	2,326	0	2,326	248	0	0	2,574	1,966	0	1,966	458	0	0	2,424
East Leg															
	Approach	1,328	0	1,328	317	0	0	1,645	573	0	573	197	0	0	770
	Departure	1,211	0	1,211	119	0	0	1,330	1,223	0	1,223	305	0	0	1,528
	Total	2,539	0	2,539	436	0	0	2,975	1,796	0	1,796	502	0	0	2,298
West Leg															
	Approach	1,350	0	1,350	464	0	0	1,814	1,393	0	1,393	552	0	0	1,945
	Departure	1,716	0	1,716	390	0	0	2,106	982	0	982	554	0	0	1,536
	Total	3,066	0	3,066	854	0	0	3,920	2,375	0	2,375	1,106	0	0	3,481
Total Approaches															
	Approach	5,229	0	5,229	1,177	0	0	6,406	4,208	0	4,208	1,686	0	0	5,894
	Departure	5,229	0	5,229	1,177	0	0	6,406	4,208	0	4,208	1,686	0	0	5,894
	Total	10,458	0	10,458	2,354	0	0	12,812	8,416	0	8,416	3,372	0	0	11,788

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
75	**Heritage Lake Drive (West)/McCall Boulevard**														
NBL		247		247	21	0	0	268	72		72	25	0	0	97
NBT		194		194	0	0	0	194	16		16	0	0	0	16
NBR		93		93	9	0	0	102	46		46	10	0	0	56
SBL		61		61	6	0	0	67	23		23	2	0	0	25
SBT		117		117	0	0	0	117	17		17	0	0	0	17
SBR		82		82	0	0	0	82	43		43	0	0	0	43
EBL		98		98	0	0	0	98	47		47	0	0	0	47
EBT		963		963	113	0	0	1,076	1,046		1,046	276	0	0	1,322
EBR		151		151	9	0	0	160	130		130	31	0	0	161
WBL		49		49	10	0	0	59	53		53	7	0	0	60
WBT		1,000		1,000	295	0	0	1,295	457		457	172	0	0	629
WBR		160		160	4	0	0	164	20		20	2	0	0	22
North Leg															
	Approach	259	0	259	6	0	0	265	83	0	83	2	0	0	85
	Departure	452	0	452	4	0	0	456	83	0	83	2	0	0	85
	Total	711	0	711	10	0	0	721	166	0	166	4	0	0	170
South Leg															
	Approach	534	0	534	30	0	0	564	134	0	134	35	0	0	169
	Departure	317	0	317	19	0	0	336	200	0	200	38	0	0	238
	Total	851	0	851	49	0	0	900	334	0	334	73	0	0	407
East Leg															
	Approach	1,209	0	1,209	309	0	0	1,518	530	0	530	181	0	0	711
	Departure	1,117	0	1,117	128	0	0	1,245	1,115	0	1,115	288	0	0	1,403
	Total	2,326	0	2,326	437	0	0	2,763	1,645	0	1,645	469	0	0	2,114
West Leg															
	Approach	1,212	0	1,212	122	0	0	1,334	1,223	0	1,223	307	0	0	1,530
	Departure	1,329	0	1,329	316	0	0	1,645	573	0	573	197	0	0	770
	Total	2,541	0	2,541	438	0	0	2,979	1,796	0	1,796	504	0	0	2,300
Total Approaches															
	Approach	3,214	0	3,214	467	0	0	3,681	1,971	0	1,971	525	0	0	2,496
	Departure	3,214	0	3,214	467	0	0	3,681	1,971	0	1,971	525	0	0	2,496
	Total	6,429	0	6,429	934	0	0	7,363	3,941	0	3,941	1,050	0	0	4,991

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Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

	AM Peak Hour							PM Peak Hour						
	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
76 Heritage Lake Drive (East)/McCall Boulevard														
NBL	356		356	22	0	0	378	188		188	17	0	0	205
NBT	127		127	0	0	0	127	26		26	0	0	0	26
NBR	181		181	24	0	0	205	94		94	28	0	0	122
SBL	60		60	7	0	0	67	24		24	1	0	0	25
SBT	131		131	0	0	0	131	29		29	0	0	0	29
SBR	43		43	0	0	0	43	23		23	0	0	0	23
EBL	24		24	0	0	0	24	39		39	0	0	0	39
EBT	728		728	120	0	0	848	618		618	259	0	0	877
EBR	426		426	9	0	0	435	392		392	22	0	0	414
WBL	165		165	17	0	0	182	77		77	28	0	0	105
WBT	729		729	285	0	0	1,014	353		353	160	0	0	513
WBR	43		43	5	0	0	48	20		20	2	0	0	22
North Leg														
Approach	234	0	234	7	0	0	241	76	0	76	1	0	0	77
Departure	194	0	194	5	0	0	199	85	0	85	2	0	0	87
Total	428	0	428	12	0	0	440	161	0	161	3	0	0	164
South Leg														
Approach	664	0	664	46	0	0	710	308	0	308	45	0	0	353
Departure	722	0	722	26	0	0	748	498	0	498	50	0	0	548
Total	1,386	0	1,386	72	0	0	1,458	806	0	806	95	0	0	901
East Leg														
Approach	937	0	937	307	0	0	1,244	450	0	450	190	0	0	640
Departure	969	0	969	151	0	0	1,120	736	0	736	288	0	0	1,024
Total	1,906	0	1,906	458	0	0	2,364	1,186	0	1,186	478	0	0	1,664
West Leg														
Approach	1,178	0	1,178	129	0	0	1,307	1,049	0	1,049	281	0	0	1,330
Departure	1,128	0	1,128	307	0	0	1,435	564	0	564	177	0	0	741
Total	2,306	0	2,306	436	0	0	2,742	1,613	0	1,613	458	0	0	2,071
Total Approaches														
Approach	3,013	0	3,013	489	0	0	3,502	1,883	0	1,883	517	0	0	2,400
Departure	3,013	0	3,013	489	0	0	3,502	1,883	0	1,883	517	0	0	2,400
Total	6,027	0	6,027	978	0	0	7,005	3,766	0	3,766	1,034	0	0	4,800

LSA

Table C-8 - Horizon Year (2045) Peak Hour Volume Summary (Improvement Scenario)

		AM Peak Hour							PM Peak Hour						
		Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP	Horizon Year (2045) NP	Driveway Adjustments	After DWY Adjustments	External Project Trips	Internal Project Trips	Pass-By Trips	Horizon Year (2045) WP
77	**Briggs Road/McCall Boulevard**														
NBL		379		379	0	0	0	379	213		213	0	0	0	213
NBT		958		958	72	0	0	1,030	498		498	120	0	0	618
NBR		0		0	0	0	0	0	0		0	0	0	0	0
SBL		0		0	0	0	0	0	0		0	0	0	0	0
SBT		589		589	102	0	0	691	541		541	88	0	0	629
SBR		547		547	308	0	0	855	232		232	188	0	0	420
EBL		588		588	150	0	0	738	339		339	290	0	0	629
EBT		0		0	0	0	0	0	0		0	0	0	0	0
EBR		381		381	0	0	0	381	397		397	0	0	0	397
WBL		0		0	0	0	0	0	0		0	0	0	0	0
WBT		0		0	0	0	0	0	0		0	0	0	0	0
WBR		0		0	0	0	0	0	0		0	0	0	0	0
North Leg															
	Approach	1,136	0	1,136	410	0	0	1,546	773	0	773	276	0	0	1,049
	Departure	1,546	0	1,546	222	0	0	1,768	837	0	837	410	0	0	1,247
	Total	2,682	0	2,682	632	0	0	3,314	1,610	0	1,610	686	0	0	2,296
South Leg															
	Approach	1,337	0	1,337	72	0	0	1,409	711	0	711	120	0	0	831
	Departure	970	0	970	102	0	0	1,072	938	0	938	88	0	0	1,026
	Total	2,307	0	2,307	174	0	0	2,481	1,649	0	1,649	208	0	0	1,857
East Leg															
	Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg															
	Approach	969	0	969	150	0	0	1,119	736	0	736	290	0	0	1,026
	Departure	926	0	926	308	0	0	1,234	445	0	445	188	0	0	633
	Total	1,895	0	1,895	458	0	0	2,353	1,181	0	1,181	478	0	0	1,659
Total Approaches															
	Approach	3,442	0	3,442	632	0	0	4,074	2,220	0	2,220	686	0	0	2,906
	Departure	3,442	0	3,442	632	0	0	4,074	2,220	0	2,220	686	0	0	2,906
	Total	6,884	0	6,884	1,264	0	0	8,148	4,440	0	4,440	1,372	0	0	5,812

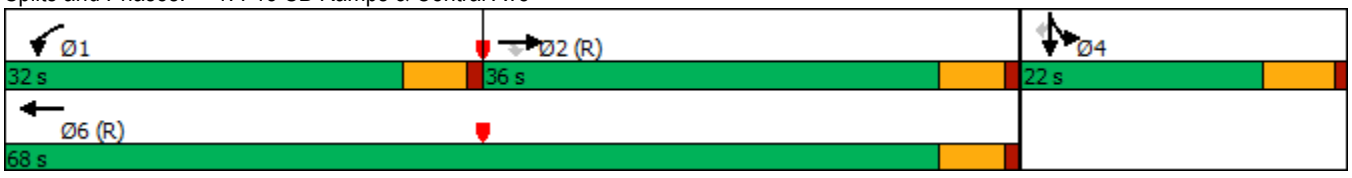
APPENDIX D

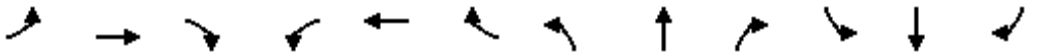
INTERSECTION LEVEL OF SERVICE WORKSHEETS

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	763	500	664	1296	416	0	203
Future Volume (vph)	763	500	664	1296	416	0	203
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.4	10.4	10.4	10.4	10.8	10.8	10.8
Total Split (s)	36.0	36.0	32.0	68.0	22.0	22.0	22.0
Total Split (%)	40.0%	40.0%	35.6%	75.6%	24.4%	24.4%	24.4%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.8	5.8	5.8
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	36.6	36.6	22.1	64.1	14.7	14.7	14.7
Actuated g/C Ratio	0.41	0.41	0.25	0.71	0.16	0.16	0.16
v/c Ratio	0.38	0.57	0.81	0.53	0.83	0.66	0.58
Control Delay	20.4	7.1	30.9	2.0	60.8	29.6	25.2
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0	0.0
Total Delay	20.4	7.1	30.9	2.4	60.8	29.6	25.2
LOS	C	A	C	A	E	C	C
Approach Delay	15.2			12.1		39.4	
Approach LOS	B			B		D	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 17.5	Intersection LOS: B
Intersection Capacity Utilization 77.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: I-15 SB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	763	500	664	1296	0	0	0	0	416	0	203
Future Volume (veh/h)	0	763	500	664	1296	0	0	0	0	416	0	203
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	803	526	699	1364	0				505	0	143
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2209	686	799	2576	0				587	0	261
Arrive On Green	0.00	0.43	0.43	0.15	0.48	0.00				0.16	0.00	0.16
Sat Flow, veh/h	0	5358	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	803	526	699	1364	0				505	0	143
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	9.5	25.1	17.5	23.8	0.0				12.2	0.0	7.4
Cycle Q Clear(g_c), s	0.0	9.5	25.1	17.5	23.8	0.0				12.2	0.0	7.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2209	686	799	2576	0				587	0	261
V/C Ratio(X)	0.00	0.36	0.77	0.87	0.53	0.00				0.86	0.00	0.55
Avail Cap(c_a), veh/h	0	2209	686	1038	2576	0				651	0	290
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.68	0.68	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.6	22.0	36.9	12.9	0.0				36.7	0.0	34.7
Incr Delay (d2), s/veh	0.0	0.5	8.0	4.0	0.5	0.0				9.7	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.6	10.1	8.1	10.1	0.0				6.0	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.0	30.1	40.9	13.5	0.0				46.4	0.0	35.3
LnGrp LOS	A	B	C	D	B	A				D	A	D
Approach Vol, veh/h		1329			2063						648	
Approach Delay, s/veh		22.8			22.8						43.9	
Approach LOS		C			C						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.9	43.7		20.4		69.6
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4
Max Green Setting (Gmax), s	26.6	30.6		16.2		62.6
Max Q Clear Time (g_c+I1), s	19.5	27.1		14.2		25.8
Green Ext Time (p_c), s	1.0	1.7		0.4		7.8

Intersection Summary	
HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

Notes

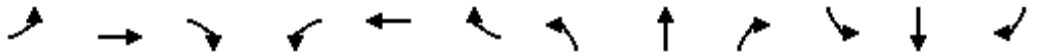
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	82	1097	1506	560	454	3	531
Future Volume (vph)	82	1097	1506	560	454	3	531
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.1	10.8	10.8	10.8	10.8	10.8	10.8
Total Split (s)	16.0	60.0	44.0	44.0	30.0	30.0	30.0
Total Split (%)	17.8%	66.7%	48.9%	48.9%	33.3%	33.3%	33.3%
Yellow Time (s)	4.1	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.8	5.8	5.8	5.8	5.8	5.8
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	8.4	56.2	44.7	44.7	22.2	22.2	22.2
Actuated g/C Ratio	0.09	0.62	0.50	0.50	0.25	0.25	0.25
v/c Ratio	0.52	0.36	0.63	0.55	0.88	0.81	0.75
Control Delay	47.4	17.1	7.9	2.7	54.9	39.6	33.0
Queue Delay	0.0	0.0	1.2	1.1	0.0	0.0	0.0
Total Delay	47.4	17.1	9.1	3.8	54.9	39.6	33.0
LOS	D	B	A	A	D	D	C
Approach Delay		19.2	7.6			42.8	
Approach LOS		B	A			D	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 7 (8%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 19.1	Intersection LOS: B
Intersection Capacity Utilization 77.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: I-15 NB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	1097	0	0	1506	560	454	3	531	0	0	0
Future Volume (veh/h)	82	1097	0	0	1506	560	454	3	531	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	88	1180	0	0	1619	602	680	0	368			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	112	3213	0	0	2597	804	911	0	405			
Arrive On Green	0.12	1.00	0.00	0.00	0.34	0.34	0.25	0.00	0.25			
Sat Flow, veh/h	1810	5358	0	0	5358	1605	3619	0	1610			
Grp Volume(v), veh/h	88	1180	0	0	1619	602	680	0	368			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1605	1810	0	1610			
Q Serve(g_s), s	4.2	0.0	0.0	0.0	23.6	30.0	15.6	0.0	20.0			
Cycle Q Clear(g_c), s	4.2	0.0	0.0	0.0	23.6	30.0	15.6	0.0	20.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	112	3213	0	0	2597	804	911	0	405			
V/C Ratio(X)	0.78	0.37	0.00	0.00	0.62	0.75	0.75	0.00	0.91			
Avail Cap(c_a), veh/h	219	3213	0	0	2597	804	973	0	433			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00			
Upstream Filter(I)	0.87	0.87	0.00	0.00	0.53	0.53	1.00	0.00	1.00			
Uniform Delay (d), s/veh	38.8	0.0	0.0	0.0	22.8	24.9	31.0	0.0	32.7			
Incr Delay (d2), s/veh	3.9	0.3	0.0	0.0	0.6	3.4	2.5	0.0	21.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.9	0.1	0.0	0.0	10.0	12.3	6.9	0.0	9.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	0.3	0.0	0.0	23.4	28.3	33.6	0.0	53.7			
LnGrp LOS	D	A	A	A	C	C	C	A	D			
Approach Vol, veh/h		1268			2221			1048				
Approach Delay, s/veh		3.2			24.7			40.6				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		61.5			10.7	50.9		28.5				
Change Period (Y+Rc), s		5.8			5.1	5.8		5.8				
Max Green Setting (Gmax), s		54.2			10.9	38.2		24.2				
Max Q Clear Time (g_c+I1), s		2.0			6.2	32.0		22.0				
Green Ext Time (p_c), s		6.2			0.0	4.4		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			22.4									
HCM 6th LOS			C									

Notes

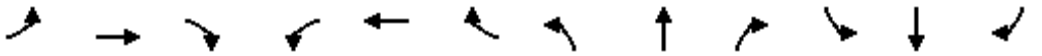
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	332	1159	136	89	1534	177	117	184	63	140	414
Future Volume (vph)	332	1159	136	89	1534	177	117	184	63	140	414
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	7.0	7.0	10.0	10.0	9.0	9.0	5.0
Minimum Split (s)	9.6	11.3	11.3	9.6	12.3	12.3	15.3	15.3	14.3	14.3	9.6
Total Split (s)	19.0	38.1	38.1	12.6	31.7	31.7	39.3	39.3	39.3	39.3	19.0
Total Split (%)	21.1%	42.3%	42.3%	14.0%	35.2%	35.2%	43.7%	43.7%	43.7%	43.7%	21.1%
Yellow Time (s)	3.6	4.3	4.3	3.6	4.3	4.3	4.3	4.3	4.3	4.3	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.3	5.3	4.6	5.3	5.3	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None
Act Effct Green (s)	14.4	35.3	35.3	7.5	26.4	26.4	34.0	34.0	34.0	34.0	53.7
Actuated g/C Ratio	0.16	0.39	0.39	0.08	0.29	0.29	0.38	0.38	0.38	0.38	0.60
v/c Ratio	1.30	0.64	0.21	0.67	0.90	0.33	0.28	0.38	0.19	0.22	0.48
Control Delay	194.1	11.7	1.8	52.5	42.0	11.9	21.5	20.8	20.7	20.1	11.5
Queue Delay	0.0	0.5	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	194.1	12.2	1.8	52.5	48.1	11.9	21.5	20.8	20.7	20.1	11.5
LOS	F	B	A	D	D	B	C	C	C	C	B
Approach Delay		48.4			44.8			21.0		14.4	
Approach LOS		D			D			C		B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.30	
Intersection Signal Delay: 39.9	Intersection LOS: D
Intersection Capacity Utilization 78.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Dexter Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	332	1159	136	89	1534	177	117	184	56	63	140	414
Future Volume (veh/h)	332	1159	136	89	1534	177	117	184	56	63	140	414
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	373	1302	153	100	1724	199	131	207	63	71	157	465
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	290	1986	616	127	1917	471	342	528	161	383	718	865
Arrive On Green	0.21	0.51	0.51	0.07	0.29	0.29	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1810	5187	1608	1810	6536	1607	814	1397	425	1126	1900	1608
Grp Volume(v), veh/h	373	1302	153	100	1724	199	131	0	270	71	157	465
Grp Sat Flow(s),veh/h/ln	1810	1729	1608	1810	1634	1607	814	0	1823	1126	1900	1608
Q Serve(g_s), s	14.4	16.6	4.8	4.9	22.8	9.0	11.7	0.0	9.7	4.4	5.0	16.9
Cycle Q Clear(g_c), s	14.4	16.6	4.8	4.9	22.8	9.0	16.7	0.0	9.7	14.2	5.0	16.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	290	1986	616	127	1917	471	342	0	689	383	718	865
V/C Ratio(X)	1.29	0.66	0.25	0.78	0.90	0.42	0.38	0.00	0.39	0.19	0.22	0.54
Avail Cap(c_a), veh/h	290	1986	616	161	1917	471	342	0	689	383	718	865
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	17.7	14.8	41.2	30.5	25.6	24.7	0.0	20.5	25.6	19.0	13.5
Incr Delay (d2), s/veh	151.0	1.5	0.9	13.7	7.2	2.8	3.2	0.0	1.7	1.1	0.7	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.8	5.5	1.7	2.6	9.3	3.6	2.4	0.0	4.1	1.2	2.2	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	186.4	19.2	15.7	54.9	37.7	28.4	27.9	0.0	22.1	26.7	19.7	15.9
LnGrp LOS	F	B	B	D	D	C	C	A	C	C	B	B
Approach Vol, veh/h		1828			2023			401			693	
Approach Delay, s/veh		53.0			37.7			24.0			17.9	
Approach LOS		D			D			C			B	

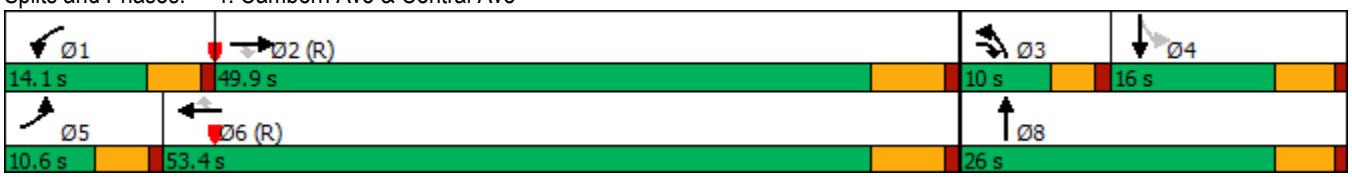
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	39.8		39.3	19.0	31.7		39.3				
Change Period (Y+Rc), s	4.6	5.3		5.3	4.6	5.3		5.3				
Max Green Setting (Gmax), s	8.0	32.8		34.0	14.4	26.4		34.0				
Max Q Clear Time (g_c+I1), s	6.9	18.6		18.9	16.4	24.8		18.7				
Green Ext Time (p_c), s	0.0	5.6		1.3	0.0	1.3		1.3				

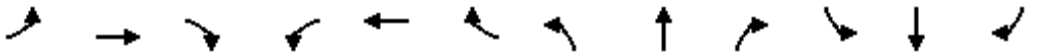
Intersection Summary												
HCM 6th Ctrl Delay			39.5									
HCM 6th LOS			D									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	126	1080	29	74	1526	105	73	29	124	48
Future Volume (vph)	126	1080	29	74	1526	105	73	29	124	48
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	NA
Protected Phases	5	2	3	1	6		3	8		4
Permitted Phases			2			6			4	
Detector Phase	5	2	3	1	6	6	3	8	4	4
Switch Phase										
Minimum Initial (s)	6.0	15.0	6.0	6.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	21.0	10.0	10.6	21.0	21.0	10.0	10.9	10.9	10.9
Total Split (s)	10.6	49.9	10.0	14.1	53.4	53.4	10.0	26.0	16.0	16.0
Total Split (%)	11.8%	55.4%	11.1%	15.7%	59.3%	59.3%	11.1%	28.9%	17.8%	17.8%
Yellow Time (s)	3.6	5.0	3.0	3.6	5.0	5.0	3.0	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.0	4.6	6.0	6.0	4.0	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	Max	Max	Max
Act Effct Green (s)	6.0	47.5	55.5	8.1	47.4	47.4	6.0	21.1	13.1	13.1
Actuated g/C Ratio	0.07	0.53	0.62	0.09	0.53	0.53	0.07	0.23	0.15	0.15
v/c Ratio	0.59	0.62	0.03	0.50	0.88	0.13	0.67	0.09	0.70	0.46
Control Delay	62.4	6.0	0.0	35.7	35.9	6.4	68.5	14.5	59.7	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.4	6.0	0.0	35.7	35.9	6.4	68.5	14.5	59.7	23.1
LOS	E	A	A	D	D	A	E	B	E	C
Approach Delay		11.6			34.1			42.4		40.6
Approach LOS		B			C			D		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 26.6	Intersection LOS: C
Intersection Capacity Utilization 76.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Cambern Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	1080	29	74	1526	105	73	29	39	124	48	86
Future Volume (veh/h)	126	1080	29	74	1526	105	73	29	39	124	48	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	138	1187	32	81	1677	115	80	32	43	136	53	95
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	1933	944	105	1909	839	104	423	376	257	80	144
Arrive On Green	0.06	0.54	0.54	0.08	0.70	0.70	0.06	0.23	0.23	0.13	0.13	0.13
Sat Flow, veh/h	3510	3610	1589	1810	3610	1587	1810	1805	1604	1337	607	1088
Grp Volume(v), veh/h	138	1187	32	81	1677	115	80	32	43	136	0	148
Grp Sat Flow(s),veh/h/ln	1755	1805	1589	1810	1805	1587	1810	1805	1604	1337	0	1695
Q Serve(g_s), s	3.4	20.5	0.8	4.0	32.5	2.1	3.9	1.2	1.9	8.8	0.0	7.5
Cycle Q Clear(g_c), s	3.4	20.5	0.8	4.0	32.5	2.1	3.9	1.2	1.9	8.8	0.0	7.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	227	1933	944	105	1909	839	104	423	376	257	0	224
V/C Ratio(X)	0.61	0.61	0.03	0.77	0.88	0.14	0.77	0.08	0.11	0.53	0.00	0.66
Avail Cap(c_a), veh/h	234	1933	944	191	1909	839	121	423	376	257	0	224
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.23	0.23	0.23	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.0	14.5	7.6	41.0	11.1	6.6	41.8	26.8	27.1	37.7	0.0	37.1
Incr Delay (d2), s/veh	3.0	1.5	0.1	1.1	1.5	0.1	18.4	0.3	0.6	7.6	0.0	14.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	7.1	0.2	1.7	6.2	0.6	2.2	0.6	0.8	3.3	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	15.9	7.7	42.0	12.6	6.7	60.2	27.2	27.7	45.3	0.0	51.3
LnGrp LOS	D	B	A	D	B	A	E	C	C	D	A	D
Approach Vol, veh/h		1357			1873			155			284	
Approach Delay, s/veh		18.6			13.5			44.4			48.5	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	54.2	9.2	16.8	10.4	53.6		26.0				
Change Period (Y+Rc), s	4.6	6.0	4.0	4.9	4.6	6.0		4.9				
Max Green Setting (Gmax), s	9.5	43.9	6.0	11.1	6.0	47.4		21.1				
Max Q Clear Time (g_c+I1), s	6.0	22.5	5.9	10.8	5.4	34.5		3.9				
Green Ext Time (p_c), s	0.0	5.0	0.0	0.0	0.0	6.4		0.2				

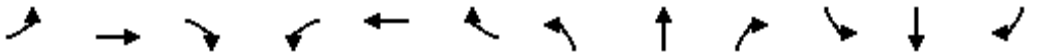
Intersection Summary												
HCM 6th Ctrl Delay			19.4									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	9	1214	11	1644	33	13	104	11
Future Volume (vph)	9	1214	11	1644	33	13	104	11
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	11.8	9.6	11.8	9.6	9.6	9.6	9.6
Total Split (s)	20.0	40.0	20.0	40.0	30.0	30.0	30.0	30.0
Total Split (%)	22.2%	44.4%	22.2%	44.4%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.6	5.8	3.6	5.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.3	51.0	5.4	51.0		25.4		25.4
Actuated g/C Ratio	0.06	0.57	0.06	0.57		0.28		0.28
v/c Ratio	0.09	0.64	0.11	0.94		0.17		0.37
Control Delay	48.1	13.7	42.0	29.5		18.3		26.8
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	48.1	13.7	42.0	29.5		18.3		26.8
LOS	D	B	D	C		B		C
Approach Delay		13.9		29.6		18.3		26.8
Approach LOS		B		C		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 51 (57%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 23.2	Intersection LOS: C
Intersection Capacity Utilization 71.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Conard Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1214	20	11	1644	140	33	13	24	104	11	27
Future Volume (veh/h)	9	1214	20	11	1644	140	33	13	24	104	11	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	1291	21	12	1749	149	35	14	26	111	12	29
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	22	1911	31	26	1776	149	250	106	158	367	44	81
Arrive On Green	0.01	0.35	0.35	0.01	0.53	0.53	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	3635	59	1810	3365	282	676	376	558	1056	157	286
Grp Volume(v), veh/h	10	641	671	12	926	972	75	0	0	152	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1889	1810	1805	1842	1610	0	0	1500	0	0
Q Serve(g_s), s	0.5	27.2	27.2	0.6	44.8	47.5	0.0	0.0	0.0	3.9	0.0	0.0
Cycle Q Clear(g_c), s	0.5	27.2	27.2	0.6	44.8	47.5	2.8	0.0	0.0	6.7	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.15	0.47		0.35	0.73		0.19
Lane Grp Cap(c), veh/h	22	949	993	26	953	972	513	0	0	492	0	0
V/C Ratio(X)	0.45	0.68	0.68	0.46	0.97	1.00	0.15	0.00	0.00	0.31	0.00	0.00
Avail Cap(c_a), veh/h	310	949	993	310	953	972	513	0	0	492	0	0
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.3	22.6	22.6	44.0	20.6	21.2	24.2	0.0	0.0	25.4	0.0	0.0
Incr Delay (d2), s/veh	3.8	2.8	2.7	4.6	23.2	28.8	0.6	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	12.1	12.6	0.3	21.0	23.8	1.3	0.0	0.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.1	25.5	25.3	48.6	43.8	50.1	24.8	0.0	0.0	27.1	0.0	0.0
LnGrp LOS	D	C	C	D	D	D	C	A	A	C	A	A
Approach Vol, veh/h		1322			1910			75			152	
Approach Delay, s/veh		25.6			47.0			24.8			27.1	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	54.1		30.0	5.7	54.3		30.0				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	15.4	33.2		25.4	15.4	33.2		25.4				
Max Q Clear Time (g_c+I1), s	2.6	29.2		8.7	2.5	49.5		4.8				
Green Ext Time (p_c), s	0.0	1.9		0.5	0.0	0.0		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			37.5									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	1142	1591	11	2	25
Future Vol, veh/h	20	1142	1591	11	2	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	22	1241	1729	12	2	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1741	0	-	0	2275	871
Stage 1	-	-	-	-	1735	-
Stage 2	-	-	-	-	540	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	366	-	-	-	49	298
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	521	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	366	-	-	-	46	298
Mov Cap-2 Maneuver	-	-	-	-	100	-
Stage 1	-	-	-	-	120	-
Stage 2	-	-	-	-	521	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	20.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	366	-	-	-	260
HCM Lane V/C Ratio	0.059	-	-	-	0.113
HCM Control Delay (s)	15.5	-	-	-	20.6
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	968	7	1353	275	6
Future Volume (vph)	968	7	1353	275	6
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	8	
Permitted Phases					8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.9	10.3	11.9	10.3	10.3
Total Split (s)	50.0	20.0	70.0	30.0	30.0
Total Split (%)	50.0%	20.0%	70.0%	30.0%	30.0%
Yellow Time (s)	5.9	4.3	5.9	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	5.3	6.9	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	36.4	5.2	38.3	25.0	25.0
Actuated g/C Ratio	0.48	0.07	0.51	0.33	0.33
v/c Ratio	0.69	0.06	0.79	0.25	0.01
Control Delay	17.6	38.6	18.5	21.3	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.6	38.6	18.5	21.3	14.0
LOS	B	D	B	C	B
Approach Delay	17.6		18.6	21.1	
Approach LOS	B		B	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 75.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 18.5	Intersection LOS: B
Intersection Capacity Utilization 55.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Riverside St & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	968	140	7	1353	275	6
Future Volume (veh/h)	968	140	7	1353	275	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1030	149	7	1439	293	6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1371	198	16	1849	1146	526
Arrive On Green	0.43	0.43	0.01	0.51	0.33	0.33
Sat Flow, veh/h	3260	457	1810	3705	3510	1610
Grp Volume(v), veh/h	587	592	7	1439	293	6
Grp Sat Flow(s),veh/h/ln	1805	1818	1810	1805	1755	1610
Q Serve(g_s), s	20.7	20.7	0.3	24.5	4.6	0.2
Cycle Q Clear(g_c), s	20.7	20.7	0.3	24.5	4.6	0.2
Prop In Lane		0.25	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	782	787	16	1849	1146	526
V/C Ratio(X)	0.75	0.75	0.43	0.78	0.26	0.01
Avail Cap(c_a), veh/h	1028	1036	352	3011	1146	526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	18.0	37.3	15.0	18.7	17.2
Incr Delay (d2), s/veh	2.2	2.2	6.4	0.7	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	7.4	0.1	7.6	1.8	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.2	20.3	43.7	15.7	19.3	17.3
LnGrp LOS	C	C	D	B	B	B
Approach Vol, veh/h	1179			1446	299	
Approach Delay, s/veh	20.2			15.8	19.2	
Approach LOS	C			B	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.0	39.7				45.6	30.0
Change Period (Y+Rc), s	5.3	6.9				6.9	5.3
Max Green Setting (Gmax), s	14.7	43.1				63.1	24.7
Max Q Clear Time (g_c+I1), s	2.3	22.7				26.5	6.6
Green Ext Time (p_c), s	0.0	6.9				12.3	0.5

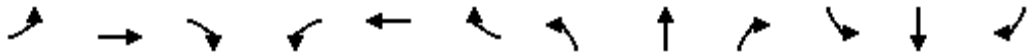
Intersection Summary			
HCM 6th Ctrl Delay		18.0	
HCM 6th LOS		B	

Lane Group	EBT	WBL	WBT	NBL	NBT	Ø4
Lane Configurations						
Traffic Volume (vph)	940	9	1295	15	0	
Future Volume (vph)	940	9	1295	15	0	
Turn Type	NA	Prot	NA	Perm	NA	
Protected Phases	2	1	6		8	4
Permitted Phases				8		
Detector Phase	2	1	6	8	8	
Switch Phase						
Minimum Initial (s)	6.0	4.0	6.0	5.0	5.0	5.0
Minimum Split (s)	13.4	9.4	13.4	11.2	11.2	9.6
Total Split (s)	50.0	25.0	75.0	25.0	25.0	25.0
Total Split (%)	50.0%	25.0%	75.0%	25.0%	25.0%	25%
Yellow Time (s)	5.9	4.4	5.9	5.2	5.2	3.6
All-Red Time (s)	1.5	1.0	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.4	5.4	7.4		6.2	
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	30.8	5.0	32.7		19.0	
Actuated g/C Ratio	0.47	0.08	0.50		0.29	
v/c Ratio	0.59	0.07	0.77		0.09	
Control Delay	14.9	32.7	16.2		0.9	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	14.9	32.7	16.2		0.9	
LOS	B	C	B		A	
Approach Delay	14.9		16.3		0.9	
Approach LOS	B		B		A	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 65.5	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 15.4	Intersection LOS: B
Intersection Capacity Utilization 51.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Wasson Canyon Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	940	7	9	1295	0	15	0	33	0	0	0
Future Volume (veh/h)	0	940	7	9	1295	0	15	0	33	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	1000	7	10	1378	0	16	0	35	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	1539	11	18	1831	0	182	33	321	0	562	0
Arrive On Green	0.00	0.42	0.42	0.01	0.51	0.00	0.30	0.00	0.30	0.00	0.00	0.00
Sat Flow, veh/h	0	3770	26	1810	3705	0	385	111	1085	0	1900	0
Grp Volume(v), veh/h	0	491	516	10	1378	0	51	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1805	1895	1810	1805	0	1582	0	0	0	1900	0
Q Serve(g_s), s	0.0	15.0	15.0	0.4	21.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	15.0	15.0	0.4	21.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.01	1.00		0.00	0.31		0.69	0.00		0.00
Lane Grp Cap(c), veh/h	0	756	794	18	1831	0	536	0	0	0	562	0
V/C Ratio(X)	0.00	0.65	0.65	0.55	0.75	0.00	0.10	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	1114	1170	514	3537	0	536	0	0	0	562	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	16.0	16.0	34.0	13.5	0.0	17.6	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.9	9.1	0.6	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.0	5.3	0.2	6.2	0.0	0.6	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.0	16.9	43.1	14.2	0.0	18.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	B	B	D	B	A	B	A	A	A	A	A
Approach Vol, veh/h		1007			1388			51			0	
Approach Delay, s/veh		16.9			14.4			18.0			0.0	
Approach LOS		B			B			B				

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.1	36.3		26.6		42.4		26.6				
Change Period (Y+Rc), s	5.4	7.4		* 6.2		7.4		6.2				
Max Green Setting (Gmax), s	19.6	42.6		* 20		67.6		18.8				
Max Q Clear Time (g_c+I1), s	2.4	17.0		0.0		23.0		3.5				
Green Ext Time (p_c), s	0.0	5.9		0.0		12.0		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			15.5									
HCM 6th LOS			B									

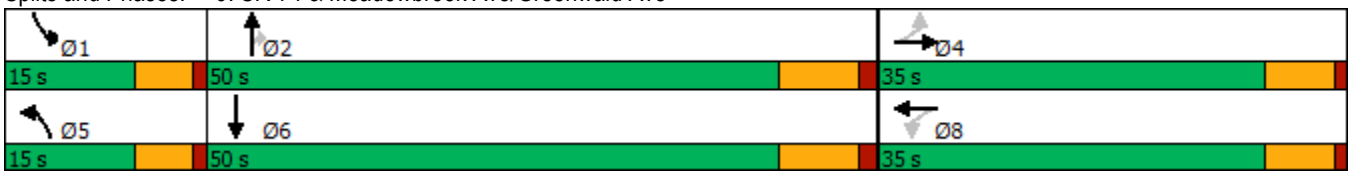
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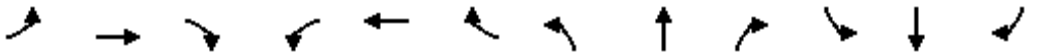
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	67	14	283	12	18	834	111	34	957
Future Volume (vph)	67	14	283	12	18	834	111	34	957
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.2	11.2	11.2	11.2	9.4	13.4	13.4	9.4	13.4
Total Split (s)	35.0	35.0	35.0	35.0	15.0	50.0	50.0	15.0	50.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	15.0%	50.0%	50.0%	15.0%	50.0%
Yellow Time (s)	5.2	5.2	5.2	5.2	4.4	5.9	5.9	4.4	5.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	5.4	7.4	7.4	5.4	7.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	22.5	22.5	22.5	22.5	5.6	43.5	43.5	6.3	46.1
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.06	0.50	0.50	0.07	0.53
v/c Ratio	0.20	0.13	0.83	0.19	0.16	0.48	0.13	0.27	0.53
Control Delay	27.6	11.8	52.0	9.3	46.1	17.7	3.8	47.0	16.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.6	11.8	52.0	9.3	46.1	17.7	3.8	47.0	16.7
LOS	C	B	D	A	D	B	A	D	B
Approach Delay		20.4		42.0		16.6			17.7
Approach LOS		C		D		B			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 86.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 21.0	Intersection LOS: C
Intersection Capacity Utilization 61.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 9: SR-74 & Meadowbrook Ave/Greenwald Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	14	42	283	12	75	18	834	111	34	957	24
Future Volume (veh/h)	67	14	42	283	12	75	18	834	111	34	957	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	70	15	44	295	12	78	19	869	116	35	997	25
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	380	114	333	410	58	380	31	1766	788	47	1794	45
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.02	0.49	0.49	0.03	0.50	0.50
Sat Flow, veh/h	1327	426	1249	1365	219	1424	1810	3610	1610	1810	3599	90
Grp Volume(v), veh/h	70	0	59	295	0	90	19	869	116	35	500	522
Grp Sat Flow(s),veh/h/ln	1327	0	1675	1365	0	1644	1810	1805	1610	1810	1805	1884
Q Serve(g_s), s	3.8	0.0	2.3	18.3	0.0	3.7	0.9	14.1	3.5	1.7	16.7	16.7
Cycle Q Clear(g_c), s	7.5	0.0	2.3	20.6	0.0	3.7	0.9	14.1	3.5	1.7	16.7	16.7
Prop In Lane	1.00		0.75	1.00		0.87	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	380	0	446	410	0	438	31	1766	788	47	900	939
V/C Ratio(X)	0.18	0.00	0.13	0.72	0.00	0.21	0.62	0.49	0.15	0.74	0.56	0.56
Avail Cap(c_a), veh/h	465	0	554	498	0	543	199	1766	788	199	900	939
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	0.0	24.3	32.1	0.0	24.8	42.5	15.0	12.3	42.1	15.2	15.2
Incr Delay (d2), s/veh	0.2	0.0	0.1	3.5	0.0	0.2	7.4	1.0	0.4	8.0	2.5	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.9	6.2	0.0	1.4	0.4	5.0	1.1	0.8	6.2	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.9	0.0	24.4	35.6	0.0	25.0	49.9	16.0	12.6	50.1	17.6	17.5
LnGrp LOS	C	A	C	D	A	C	D	B	B	D	B	B
Approach Vol, veh/h		129			385			1004			1057	
Approach Delay, s/veh		26.3			33.1			16.2			18.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	50.0		29.4	6.9	50.8		29.4				
Change Period (Y+Rc), s	5.4	7.4		6.2	5.4	7.4		6.2				
Max Green Setting (Gmax), s	9.6	42.6		28.8	9.6	42.6		28.8				
Max Q Clear Time (g_c+I1), s	3.7	16.1		9.5	2.9	18.7		22.6				
Green Ext Time (p_c), s	0.0	3.6		0.4	0.0	5.9		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			20.2									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	35	961	6	18	999
Future Vol, veh/h	9	35	961	6	18	999
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	230	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	36	1001	6	19	1041

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1563	504	0	0	1007	0
Stage 1	1004	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	104	518	-	-	696	-
Stage 1	320	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	101	518	-	-	696	-
Mov Cap-2 Maneuver	224	-	-	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	527	-	-	-	-	-

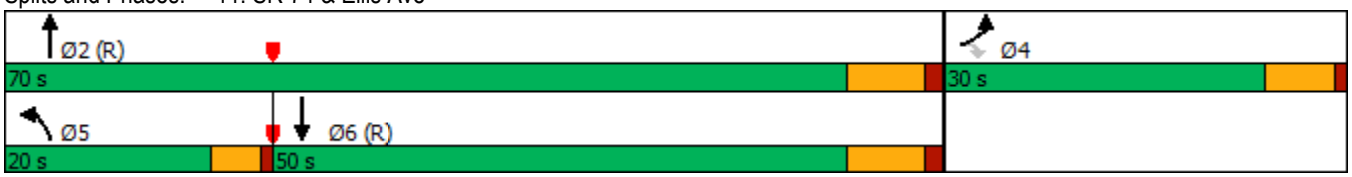
Approach	WB	NB	SB
HCM Control Delay, s	14.9	0	0.2
HCM LOS	B		

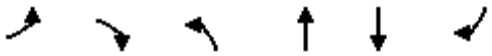
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	408	696	-
HCM Lane V/C Ratio	-	-	0.112	0.027	-
HCM Control Delay (s)	-	-	14.9	10.3	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	241	74	67	785	754
Future Volume (vph)	241	74	67	785	754
Turn Type	Prot	Perm	Prot	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	4.0	6.0	6.0
Minimum Split (s)	11.2	11.2	8.6	13.4	13.4
Total Split (s)	30.0	30.0	20.0	70.0	50.0
Total Split (%)	30.0%	30.0%	20.0%	70.0%	50.0%
Yellow Time (s)	5.2	5.2	3.6	5.9	5.9
All-Red Time (s)	1.0	1.0	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	4.6	7.4	7.4
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	19.0	19.0	8.5	67.4	56.2
Actuated g/C Ratio	0.19	0.19	0.08	0.67	0.56
v/c Ratio	0.78	0.23	0.48	0.36	0.56
Control Delay	54.0	15.3	53.4	8.0	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	54.0	15.3	53.4	8.0	16.4
LOS	D	B	D	A	B
Approach Delay	45.0			11.6	16.4
Approach LOS	D			B	B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 18.7	Intersection LOS: B
Intersection Capacity Utilization 60.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 11: SR-74 & Ellis Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	241	74	67	785	754	238
Future Volume (veh/h)	241	74	67	785	754	238
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	268	82	74	872	838	264
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	307	273	96	2507	1609	506
Arrive On Green	0.17	0.17	0.05	0.69	0.60	0.60
Sat Flow, veh/h	1810	1610	1810	3705	2797	850
Grp Volume(v), veh/h	268	82	74	872	560	542
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1747
Q Serve(g_s), s	14.4	4.5	4.0	9.7	18.2	18.2
Cycle Q Clear(g_c), s	14.4	4.5	4.0	9.7	18.2	18.2
Prop In Lane	1.00	1.00	1.00			0.49
Lane Grp Cap(c), veh/h	307	273	96	2507	1075	1040
V/C Ratio(X)	0.87	0.30	0.77	0.35	0.52	0.52
Avail Cap(c_a), veh/h	431	383	279	2507	1075	1040
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.59	0.59
Uniform Delay (d), s/veh	40.5	36.3	46.8	6.1	11.9	11.9
Incr Delay (d2), s/veh	12.3	0.5	4.9	0.4	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	4.2	1.8	2.7	6.2	6.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	52.8	36.8	51.6	6.5	12.9	13.0
LnGrp LOS	D	D	D	A	B	B
Approach Vol, veh/h	350			946	1102	
Approach Delay, s/veh	49.0			10.1	12.9	
Approach LOS	D			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		76.9		23.1	9.9	67.0
Change Period (Y+Rc), s		7.4		6.2	4.6	7.4
Max Green Setting (Gmax), s		62.6		23.8	15.4	42.6
Max Q Clear Time (g_c+I1), s		11.7		16.4	6.0	20.2
Green Ext Time (p_c), s		6.1		0.5	0.0	6.6

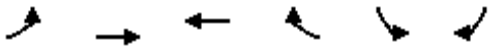
Intersection Summary		
HCM 6th Ctrl Delay		17.1
HCM 6th LOS		B

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	36	1001	934	523	49
Future Volume (vph)	36	1001	934	523	49
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	11.0	11.0	9.0	9.0
Total Split (s)	20.0	60.0	40.0	30.0	30.0
Total Split (%)	22.2%	66.7%	44.4%	33.3%	33.3%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	0.5	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	4.0	4.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	Max	Max
Act Effct Green (s)	6.6	54.0	47.4	26.0	26.0
Actuated g/C Ratio	0.07	0.60	0.53	0.29	0.29
v/c Ratio	0.30	0.51	0.77	0.57	0.11
Control Delay	44.8	11.4	20.9	29.9	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	44.8	11.4	20.9	29.9	7.6
LOS	D	B	C	C	A
Approach Delay		12.6	20.9	28.0	
Approach LOS		B	C	C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 19.3	Intersection LOS: B
Intersection Capacity Utilization 60.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 12: SR-74/4th St & Navajo Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	36	1001	934	363	523	49
Future Volume (veh/h)	36	1001	934	363	523	49
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	1100	1026	399	575	54
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	101	2166	1290	494	1014	465
Arrive On Green	0.06	0.60	0.51	0.51	0.29	0.29
Sat Flow, veh/h	1810	3705	2646	978	3510	1610
Grp Volume(v), veh/h	40	1100	722	703	575	54
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1724	1755	1610
Q Serve(g_s), s	1.9	15.8	29.6	30.7	12.5	2.2
Cycle Q Clear(g_c), s	1.9	15.8	29.6	30.7	12.5	2.2
Prop In Lane	1.00			0.57	1.00	1.00
Lane Grp Cap(c), veh/h	101	2166	913	872	1014	465
V/C Ratio(X)	0.40	0.51	0.79	0.81	0.57	0.12
Avail Cap(c_a), veh/h	332	2166	913	872	1014	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.16	0.16	1.00	1.00
Uniform Delay (d), s/veh	41.0	10.4	18.3	18.6	27.2	23.5
Incr Delay (d2), s/veh	0.8	0.8	1.2	1.4	2.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.3	10.9	10.8	5.4	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.9	11.1	19.5	19.9	29.5	24.1
LnGrp LOS	D	B	B	B	C	C
Approach Vol, veh/h		1140	1425		629	
Approach Delay, s/veh		12.2	19.7		29.0	
Approach LOS		B	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.0		30.0	8.5	51.5
Change Period (Y+Rc), s		6.0		4.0	3.5	6.0
Max Green Setting (Gmax), s		54.0		26.0	16.5	34.0
Max Q Clear Time (g_c+I1), s		17.8		14.5	3.9	32.7
Green Ext Time (p_c), s		7.0		1.9	0.0	0.9

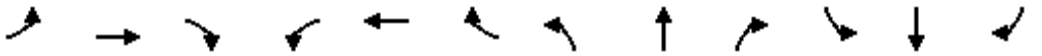
Intersection Summary	
HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	196	1161	76	965	130	179	78	134
Future Volume (vph)	196	1161	76	965	130	179	78	134
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	10.0	9.5	10.0	9.5	10.0	9.5	10.0
Total Split (s)	20.0	40.0	20.0	40.0	20.0	25.0	20.0	25.0
Total Split (%)	19.0%	38.1%	19.0%	38.1%	19.0%	23.8%	19.0%	23.8%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	15.2	42.7	9.8	35.3	12.7	27.6	9.9	22.8
Actuated g/C Ratio	0.14	0.41	0.09	0.34	0.12	0.26	0.09	0.22
v/c Ratio	0.92	1.02	0.56	1.00	0.73	0.31	0.56	0.47
Control Delay	86.7	63.1	58.6	63.2	65.3	29.0	58.6	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.7	63.1	58.6	63.2	65.3	29.0	58.6	16.1
LOS	F	E	E	E	E	C	E	B
Approach Delay		66.3		62.9		41.7		23.8
Approach LOS		E		E		D		C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 14 (13%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 56.9	Intersection LOS: E
Intersection Capacity Utilization 79.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 13: A St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	1161	59	76	965	29	130	179	62	78	134	216
Future Volume (veh/h)	196	1161	59	76	965	29	130	179	62	78	134	216
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	215	1276	65	84	1060	32	143	197	68	86	147	237
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	240	1447	74	105	1212	37	170	546	182	107	309	268
Arrive On Green	0.15	0.46	0.46	0.06	0.38	0.38	0.10	0.23	0.23	0.07	0.19	0.19
Sat Flow, veh/h	1629	3145	160	1629	3218	97	1629	2384	796	1629	1625	1408
Grp Volume(v), veh/h	215	658	683	84	535	557	143	132	133	86	147	237
Grp Sat Flow(s),veh/h/ln	1629	1625	1681	1629	1625	1691	1629	1625	1556	1629	1625	1408
Q Serve(g_s), s	13.6	38.6	38.8	5.3	32.1	32.2	9.1	7.2	7.6	5.5	8.5	17.2
Cycle Q Clear(g_c), s	13.6	38.6	38.8	5.3	32.1	32.2	9.1	7.2	7.6	5.5	8.5	17.2
Prop In Lane	1.00		0.10	1.00		0.06	1.00		0.51	1.00		1.00
Lane Grp Cap(c), veh/h	240	747	773	105	612	637	170	372	356	107	309	268
V/C Ratio(X)	0.89	0.88	0.88	0.80	0.87	0.87	0.84	0.36	0.37	0.80	0.48	0.88
Avail Cap(c_a), veh/h	240	747	773	240	612	637	240	372	356	240	309	268
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.40	0.40	0.40	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	25.7	25.8	48.5	30.4	30.4	46.2	34.0	34.1	48.4	37.8	41.4
Incr Delay (d2), s/veh	27.3	12.2	12.0	2.2	7.3	7.0	12.3	2.6	3.0	5.2	5.2	31.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	16.0	16.6	2.2	13.3	13.8	4.2	3.1	3.1	2.4	3.8	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.2	37.9	37.8	50.6	37.7	37.4	58.4	36.6	37.1	53.6	43.0	73.1
LnGrp LOS	E	D	D	D	D	D	E	D	D	D	D	E
Approach Vol, veh/h		1556			1176			408			470	
Approach Delay, s/veh		42.5			38.5			44.4			60.1	
Approach LOS		D			D			D			E	

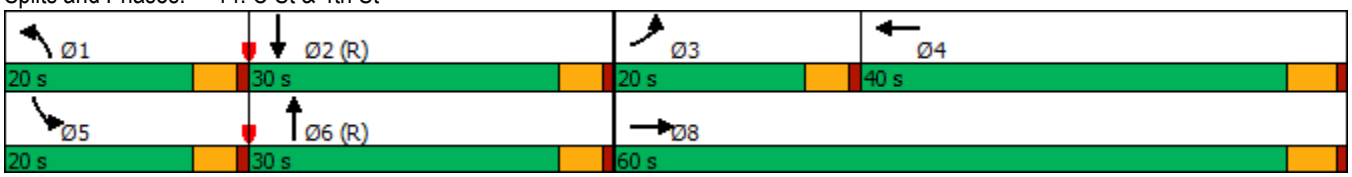
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	53.3	15.5	25.0	20.0	44.5	11.4	29.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	15.5	35.0	15.5	20.0	15.5	35.0	15.5	20.0
Max Q Clear Time (g_c+I1), s	7.3	40.8	11.1	19.2	15.6	34.2	7.5	9.6
Green Ext Time (p_c), s	0.0	0.0	0.1	0.1	0.0	0.5	0.1	0.7

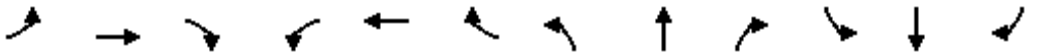
Intersection Summary	
HCM 6th Ctrl Delay	43.7
HCM 6th LOS	D

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	268	996	753	6	74	42	45
Future Volume (vph)	268	996	753	6	74	42	45
Turn Type	Prot	NA	NA	Prot	NA	Prot	NA
Protected Phases	3	8	4	1	6	5	2
Permitted Phases							
Detector Phase	3	8	4	1	6	5	2
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	10.1	9.6	9.6	9.6	9.6
Total Split (s)	20.0	60.0	40.0	20.0	30.0	20.0	30.0
Total Split (%)	18.2%	54.5%	36.4%	18.2%	27.3%	18.2%	27.3%
Yellow Time (s)	3.6	4.1	4.1	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	4.6	4.6	4.6	4.6
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	15.4	51.7	31.7	5.3	38.5	7.4	46.4
Actuated g/C Ratio	0.14	0.47	0.29	0.05	0.35	0.07	0.42
v/c Ratio	1.18	0.66	0.86	0.08	0.17	0.39	0.51
Control Delay	157.2	24.1	17.4	51.8	24.9	57.6	8.9
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay	157.2	24.3	17.4	51.8	24.9	57.6	8.9
LOS	F	C	B	D	C	E	A
Approach Delay		52.4	17.4		26.5		13.6
Approach LOS		D	B		C		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 34.1	Intersection LOS: C
Intersection Capacity Utilization 74.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 14: C St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	268	996	5	0	753	50	6	74	28	42	45	355
Future Volume (veh/h)	268	996	5	0	753	50	6	74	28	42	45	355
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.96	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	298	1107	6	0	837	56	7	82	31	47	50	394
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	253	1645	9	0	908	61	16	510	193	63	76	600
Arrive On Green	0.14	0.45	0.45	0.00	0.53	0.53	0.01	0.39	0.39	0.03	0.41	0.41
Sat Flow, veh/h	1810	3681	20	0	3520	229	1810	1314	497	1810	184	1447
Grp Volume(v), veh/h	298	543	570	0	441	452	7	0	113	47	0	444
Grp Sat Flow(s),veh/h/ln	1810	1805	1896	0	1805	1849	1810	0	1811	1810	0	1631
Q Serve(g_s), s	15.4	26.2	26.2	0.0	24.7	24.7	0.4	0.0	4.5	2.8	0.0	24.1
Cycle Q Clear(g_c), s	15.4	26.2	26.2	0.0	24.7	24.7	0.4	0.0	4.5	2.8	0.0	24.1
Prop In Lane	1.00		0.01	0.00		0.12	1.00		0.27	1.00		0.89
Lane Grp Cap(c), veh/h	253	807	847	0	478	490	16	0	703	63	0	676
V/C Ratio(X)	1.18	0.67	0.67	0.00	0.92	0.92	0.44	0.00	0.16	0.75	0.00	0.66
Avail Cap(c_a), veh/h	253	901	946	0	573	587	253	0	703	253	0	676
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.11	0.11	0.11	0.00	0.60	0.60	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.3	24.1	24.1	0.0	24.8	24.8	54.3	0.0	21.9	52.6	0.0	25.9
Incr Delay (d2), s/veh	84.3	0.1	0.1	0.0	11.6	11.4	7.0	0.0	0.5	6.5	0.0	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.7	10.7	11.3	0.0	8.6	8.7	0.2	0.0	2.0	1.4	0.0	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	131.6	24.2	24.2	0.0	36.4	36.2	61.3	0.0	22.4	59.1	0.0	30.9
LnGrp LOS	F	C	C	A	D	D	E	A	C	E	A	C
Approach Vol, veh/h		1411			893			120			491	
Approach Delay, s/veh		46.9			36.3			24.7			33.6	
Approach LOS		D			D			C			C	

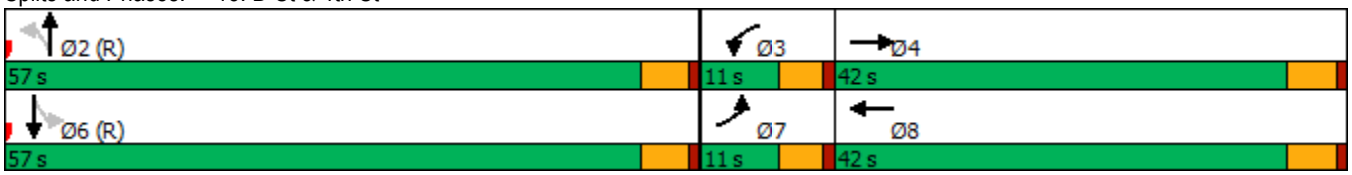
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	50.2	20.0	34.3	8.4	47.3		54.3				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.1	4.6	4.6		5.1				
Max Green Setting (Gmax), s	15.4	25.4	15.4	34.9	15.4	25.4		54.9				
Max Q Clear Time (g_c+I1), s	2.4	26.1	17.4	26.7	4.8	6.5		28.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.4	0.0	0.3		4.9				

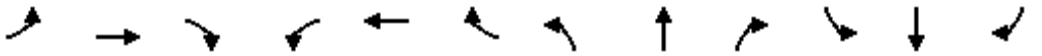
Intersection Summary												
HCM 6th Ctrl Delay			40.5									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	132	906	31	706	23	103	11	68
Future Volume (vph)	132	906	31	706	23	103	11	68
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	9.6	10.1	10.0	10.0	10.0	10.0
Total Split (s)	11.0	42.0	11.0	42.0	57.0	57.0	57.0	57.0
Total Split (%)	10.0%	38.2%	10.0%	38.2%	51.8%	51.8%	51.8%	51.8%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	6.4	36.5	5.9	32.1	56.8	56.8	56.8	56.8
Actuated g/C Ratio	0.06	0.33	0.05	0.29	0.52	0.52	0.52	0.52
v/c Ratio	1.38	0.86	0.35	0.76	0.04	0.15	0.02	0.17
Control Delay	265.9	23.5	60.1	39.9	15.6	14.0	15.5	9.6
Queue Delay	0.0	0.7	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	265.9	24.1	60.1	40.0	15.6	14.0	15.5	9.6
LOS	F	C	E	D	B	B	B	A
Approach Delay		54.0		40.8		14.3		10.1
Approach LOS		D		D		B		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 84 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.38	
Intersection Signal Delay: 43.3	Intersection LOS: D
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 15: D St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	906	29	31	706	16	23	103	30	11	68	73
Future Volume (veh/h)	132	906	29	31	706	16	23	103	30	11	68	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	145	996	32	34	776	18	25	113	33	12	75	80
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	1095	35	53	1002	23	668	745	218	679	444	474
Arrive On Green	0.06	0.31	0.31	0.03	0.28	0.28	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	1810	3569	115	1810	3603	84	1245	1406	411	1255	838	894
Grp Volume(v), veh/h	145	504	524	34	389	405	25	0	146	12	0	155
Grp Sat Flow(s),veh/h/ln	1810	1805	1879	1810	1805	1881	1245	0	1817	1255	0	1732
Q Serve(g_s), s	6.4	29.5	29.5	2.0	21.8	21.8	1.2	0.0	4.5	0.5	0.0	5.1
Cycle Q Clear(g_c), s	6.4	29.5	29.5	2.0	21.8	21.8	6.2	0.0	4.5	5.1	0.0	5.1
Prop In Lane	1.00		0.06	1.00		0.04	1.00		0.23	1.00		0.52
Lane Grp Cap(c), veh/h	105	554	577	53	502	523	668	0	963	679	0	918
V/C Ratio(X)	1.38	0.91	0.91	0.64	0.77	0.77	0.04	0.00	0.15	0.02	0.00	0.17
Avail Cap(c_a), veh/h	105	605	630	105	605	631	668	0	963	679	0	918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	0.85	0.85	0.85	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.8	36.6	36.6	52.8	36.5	36.5	15.0	0.0	13.2	14.5	0.0	13.3
Incr Delay (d2), s/veh	206.7	12.4	12.0	4.0	3.5	3.3	0.1	0.0	0.3	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	14.7	15.2	1.0	9.9	10.3	0.3	0.0	1.9	0.2	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	258.5	49.1	48.7	56.8	40.0	39.9	15.1	0.0	13.5	14.5	0.0	13.7
LnGrp LOS	F	D	D	E	D	D	B	A	B	B	A	B
Approach Vol, veh/h		1173			828			171			167	
Approach Delay, s/veh		74.8			40.6			13.8			13.8	
Approach LOS		E			D			B			B	

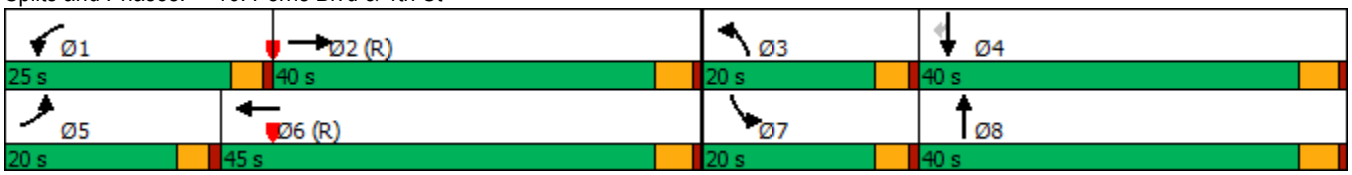
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		63.3	7.8	38.9		63.3	11.0	35.7				
Change Period (Y+Rc), s		5.0	4.6	5.1		5.0	4.6	5.1				
Max Green Setting (Gmax), s		52.0	6.4	36.9		52.0	6.4	36.9				
Max Q Clear Time (g_c+I1), s		8.2	4.0	31.5		7.1	8.4	23.8				
Green Ext Time (p_c), s		0.6	0.0	2.3		0.7	0.0	2.6				

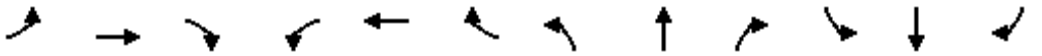
Intersection Summary	
HCM 6th Ctrl Delay	53.9
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	304	579	46	498	46	398	65	254	202
Future Volume (vph)	304	579	46	498	46	398	65	254	202
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.6	9.0	9.6	9.0	9.6	9.0	9.6	9.6
Total Split (s)	20.0	40.0	25.0	45.0	20.0	40.0	20.0	40.0	40.0
Total Split (%)	16.0%	32.0%	20.0%	36.0%	16.0%	32.0%	16.0%	32.0%	32.0%
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	16.0	49.8	8.4	40.4	8.4	43.4	9.9	44.8	44.8
Actuated g/C Ratio	0.13	0.40	0.07	0.32	0.07	0.35	0.08	0.36	0.36
v/c Ratio	1.63	0.54	0.47	0.57	0.47	0.44	0.56	0.46	0.34
Control Delay	340.3	31.5	69.2	37.3	69.4	33.6	71.2	35.2	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	340.3	31.5	69.2	37.3	69.4	33.6	71.2	35.2	5.4
LOS	F	C	E	D	E	C	E	D	A
Approach Delay		133.0		39.8		36.9		28.2	
Approach LOS		F		D		D		C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 30 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.63	
Intersection Signal Delay: 71.1	Intersection LOS: E
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 16: Perris Blvd & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	304	579	42	46	498	40	46	398	45	65	254	202
Future Volume (veh/h)	304	579	42	46	498	40	46	398	45	65	254	202
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	338	643	47	51	553	44	51	442	50	72	282	224
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	208	1488	109	64	1206	96	64	833	94	90	511	427
Arrive On Green	0.13	0.48	0.48	0.04	0.40	0.40	0.04	0.28	0.28	0.06	0.30	0.30
Sat Flow, veh/h	1629	3068	224	1629	3045	242	1629	2943	331	1629	1710	1428
Grp Volume(v), veh/h	338	340	350	51	294	303	51	243	249	72	282	224
Grp Sat Flow(s),veh/h/ln	1629	1625	1668	1629	1625	1662	1629	1625	1650	1629	1710	1428
Q Serve(g_s), s	16.0	17.1	17.1	3.9	16.7	16.8	3.9	15.8	15.9	5.5	17.3	16.3
Cycle Q Clear(g_c), s	16.0	17.1	17.1	3.9	16.7	16.8	3.9	15.8	15.9	5.5	17.3	16.3
Prop In Lane	1.00		0.13	1.00		0.15	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	208	788	809	64	643	659	64	460	467	90	511	427
V/C Ratio(X)	1.62	0.43	0.43	0.80	0.46	0.46	0.80	0.53	0.53	0.80	0.55	0.52
Avail Cap(c_a), veh/h	208	788	809	274	643	659	208	460	467	208	511	427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.41	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	21.0	21.0	59.6	27.8	27.9	59.6	37.8	37.8	58.4	36.8	36.4
Incr Delay (d2), s/veh	288.6	0.7	0.7	7.5	2.1	2.1	8.2	4.3	4.3	6.1	4.2	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.2	6.5	6.7	1.7	6.8	7.0	1.7	6.8	6.9	2.4	7.8	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	343.1	21.7	21.7	67.0	30.0	30.0	67.8	42.1	42.1	64.5	41.0	41.0
LnGrp LOS	F	C	C	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		1028			648			543			578	
Approach Delay, s/veh		127.4			32.9			44.5			43.9	
Approach LOS		F			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	65.2	8.9	42.0	20.0	54.1	10.9	40.0
Change Period (Y+Rc), s	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6
Max Green Setting (Gmax), s	21.0	35.4	16.0	35.4	16.0	40.4	16.0	35.4
Max Q Clear Time (g_c+I1), s	5.9	19.1	5.9	19.3	18.0	18.8	7.5	17.9
Green Ext Time (p_c), s	0.0	2.4	0.0	1.3	0.0	2.2	0.0	1.7

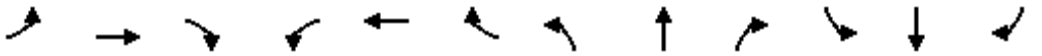
Intersection Summary	
HCM 6th Ctrl Delay	72.1
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	38	569	27	554	10	40	56	18
Future Volume (vph)	38	569	27	554	10	40	56	18
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	10.5	10.5	10.5	10.5
Total Split (s)	20.0	35.0	20.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	22.2%	38.9%	22.2%	38.9%	38.9%	38.9%	38.9%	38.9%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.6	41.5	7.1	41.1	29.5	29.5	29.5	29.5
Actuated g/C Ratio	0.08	0.46	0.08	0.46	0.33	0.33	0.33	0.33
v/c Ratio	0.28	0.40	0.22	0.42	0.02	0.16	0.15	0.06
Control Delay	42.6	18.0	43.6	12.3	20.8	12.4	22.6	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.6	18.0	43.6	12.3	20.8	12.4	22.6	14.2
LOS	D	B	D	B	C	B	C	B
Approach Delay		19.5		13.6		13.3		19.6
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 32 (36%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.42	
Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 44.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 17: G St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	569	19	27	554	51	10	40	43	56	18	14
Future Volume (veh/h)	38	569	19	27	554	51	10	40	43	56	18	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	647	22	31	630	58	11	45	49	64	20	16
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	66	1654	56	54	1526	140	516	272	296	461	320	256
Arrive On Green	0.04	0.46	0.46	0.02	0.31	0.31	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3561	121	1810	3333	306	1389	830	904	1319	976	781
Grp Volume(v), veh/h	43	328	341	31	341	347	11	0	94	64	0	36
Grp Sat Flow(s),veh/h/ln	1810	1805	1877	1810	1805	1834	1389	0	1733	1319	0	1756
Q Serve(g_s), s	2.1	10.7	10.7	1.5	13.5	13.5	0.5	0.0	3.5	3.3	0.0	1.3
Cycle Q Clear(g_c), s	2.1	10.7	10.7	1.5	13.5	13.5	1.8	0.0	3.5	6.7	0.0	1.3
Prop In Lane	1.00		0.06	1.00		0.17	1.00		0.52	1.00		0.44
Lane Grp Cap(c), veh/h	66	838	872	54	826	840	516	0	568	461	0	576
V/C Ratio(X)	0.65	0.39	0.39	0.57	0.41	0.41	0.02	0.00	0.17	0.14	0.00	0.06
Avail Cap(c_a), veh/h	312	838	872	312	826	840	516	0	568	461	0	576
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.87	0.87	0.87	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.8	15.8	15.8	43.5	21.6	21.6	21.4	0.0	21.5	23.9	0.0	20.8
Incr Delay (d2), s/veh	8.5	1.1	1.1	8.0	1.3	1.3	0.1	0.0	0.6	0.6	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.4	4.5	0.8	6.2	6.4	0.2	0.0	1.5	1.1	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	16.9	16.9	51.5	22.9	22.9	21.4	0.0	22.1	24.5	0.0	21.0
LnGrp LOS	D	B	B	D	C	C	C	A	C	C	A	C
Approach Vol, veh/h		712			719			105			100	
Approach Delay, s/veh		19.0			24.1			22.1			23.2	
Approach LOS		B			C			C			C	

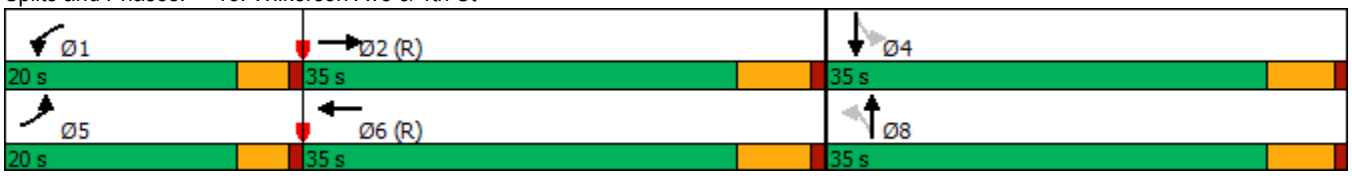
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	47.8		35.0	7.8	47.2		35.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	29.0		29.5	15.5	29.0		29.5				
Max Q Clear Time (g_c+I1), s	3.5	12.7		8.7	4.1	15.5		5.5				
Green Ext Time (p_c), s	0.0	3.6		0.3	0.0	3.5		0.5				

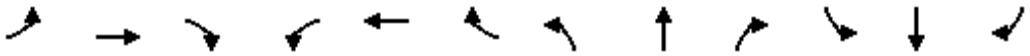
Intersection Summary			
HCM 6th Ctrl Delay		21.7	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	34	572	12	594	34	6	86	9
Future Volume (vph)	34	572	12	594	34	6	86	9
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	15.5	15.5	10.5	10.5
Total Split (s)	20.0	35.0	20.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	22.2%	38.9%	22.2%	38.9%	38.9%	38.9%	38.9%	38.9%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0		5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.4	46.6	6.3	41.2		29.5		29.5
Actuated g/C Ratio	0.08	0.52	0.07	0.46		0.33		0.33
v/c Ratio	0.26	0.37	0.10	0.49		0.13		0.29
Control Delay	30.8	27.3	40.6	18.9		16.8		22.0
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	30.8	27.3	40.6	18.9		16.8		22.0
LOS	C	C	D	B		B		C
Approach Delay		27.4		19.3		16.8		22.0
Approach LOS		C		B		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 22.8	Intersection LOS: C
Intersection Capacity Utilization 46.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 18: Wilkerson Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	572	30	12	594	113	34	6	18	86	9	22
Future Volume (veh/h)	34	572	30	12	594	113	34	6	18	86	9	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	643	34	13	667	127	38	7	20	97	10	25
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	62	1670	88	28	1392	265	345	72	157	419	48	93
Arrive On Green	0.02	0.32	0.32	0.02	0.46	0.46	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3487	184	1810	3025	575	860	218	479	1066	146	283
Grp Volume(v), veh/h	38	333	344	13	398	396	65	0	0	132	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1866	1810	1805	1795	1558	0	0	1495	0	0
Q Serve(g_s), s	1.9	12.8	12.9	0.6	13.7	13.8	0.0	0.0	0.0	3.1	0.0	0.0
Cycle Q Clear(g_c), s	1.9	12.8	12.9	0.6	13.7	13.8	2.2	0.0	0.0	5.4	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.32	0.58		0.31	0.73		0.19
Lane Grp Cap(c), veh/h	62	865	894	28	831	826	574	0	0	559	0	0
V/C Ratio(X)	0.62	0.38	0.39	0.47	0.48	0.48	0.11	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	312	865	894	312	831	826	574	0	0	559	0	0
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.83	0.83	0.83	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.4	20.3	20.3	43.9	16.8	16.8	21.1	0.0	0.0	22.0	0.0	0.0
Incr Delay (d2), s/veh	9.0	1.2	1.2	9.7	1.6	1.7	0.4	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	5.9	6.1	0.4	5.7	5.7	1.0	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.4	21.5	21.5	53.6	18.4	18.5	21.5	0.0	0.0	23.0	0.0	0.0
LnGrp LOS	D	C	C	D	B	B	C	A	A	C	A	A
Approach Vol, veh/h		715			807			65			132	
Approach Delay, s/veh		23.1			19.0			21.5			23.0	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	49.1		35.0	7.6	47.4		35.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	29.0		29.5	15.5	29.0		29.5				
Max Q Clear Time (g_c+I1), s	2.6	14.9		7.4	3.9	15.8		4.2				
Green Ext Time (p_c), s	0.0	3.4		0.6	0.0	4.1		0.3				

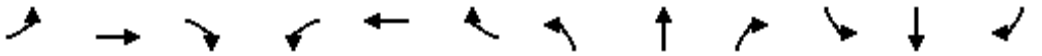
Intersection Summary			
HCM 6th Ctrl Delay		21.1	
HCM 6th LOS		C	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	633	23	31	3	5	31	266	7	31	342	707
Future Volume (vph)	633	23	31	3	5	31	266	7	31	342	707
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	9.5	11.0	9.5	11.0	11.0	9.5	11.0	11.0
Total Split (s)	40.0	55.0	55.0	25.0	40.0	25.0	35.0	35.0	25.0	35.0	35.0
Total Split (%)	28.6%	39.3%	39.3%	17.9%	28.6%	17.9%	25.0%	25.0%	17.9%	25.0%	25.0%
Yellow Time (s)	5.0	5.0	5.0	3.5	5.0	3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	32.5	71.8	71.8	5.9	35.5	8.3	43.2	43.2	8.3	43.2	43.2
Actuated g/C Ratio	0.23	0.51	0.51	0.04	0.25	0.06	0.31	0.31	0.06	0.31	0.31
v/c Ratio	0.91	0.03	0.04	0.04	0.04	0.34	0.28	0.01	0.34	0.36	0.57
Control Delay	67.8	18.5	0.1	65.3	16.9	71.0	38.5	0.0	71.0	39.8	4.2
Queue Delay	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.7	18.5	0.1	65.3	16.9	71.0	38.5	0.0	71.0	39.8	4.2
LOS	E	B	A	E	B	E	D	A	E	D	A
Approach Delay		63.9			20.9		41.0			17.4	
Approach LOS		E			C		D			B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 22.5 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 36.0	Intersection LOS: D
Intersection Capacity Utilization 52.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 19: Redlands Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	633	23	31	3	5	23	31	266	7	31	342	707
Future Volume (veh/h)	633	23	31	3	5	23	31	266	7	31	342	707
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	736	27	36	3	6	27	36	309	8	36	398	822
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	796	1163	985	7	683	609	49	748	333	49	748	587
Arrive On Green	0.23	0.61	0.61	0.00	0.38	0.38	0.03	0.21	0.21	0.03	0.21	0.21
Sat Flow, veh/h	3510	1900	1610	1810	1805	1608	1810	3610	1608	1810	3610	2834
Grp Volume(v), veh/h	736	27	36	3	6	27	36	309	8	36	398	822
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1608	1810	1805	1608	1810	1805	1417
Q Serve(g_s), s	28.7	0.8	1.2	0.2	0.3	1.5	2.8	10.4	0.6	2.8	13.8	29.0
Cycle Q Clear(g_c), s	28.7	0.8	1.2	0.2	0.3	1.5	2.8	10.4	0.6	2.8	13.8	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	796	1163	985	7	683	609	49	748	333	49	748	587
V/C Ratio(X)	0.92	0.02	0.04	0.42	0.01	0.04	0.74	0.41	0.02	0.74	0.53	1.40
Avail Cap(c_a), veh/h	853	1163	985	265	683	609	265	748	333	265	748	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	53.0	10.7	10.8	69.6	27.1	27.5	67.6	48.1	44.2	67.6	49.5	55.5
Incr Delay (d2), s/veh	14.4	0.0	0.1	35.1	0.0	0.1	19.4	1.7	0.1	18.2	2.5	189.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.1	0.3	0.5	0.2	0.1	0.6	1.5	4.9	0.2	1.5	6.5	25.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.4	10.7	10.8	104.7	27.1	27.6	87.1	49.8	44.4	85.9	52.0	245.1
LnGrp LOS	E	B	B	F	C	C	F	D	D	F	D	F
Approach Vol, veh/h		799			36			353			1256	
Approach Delay, s/veh		62.9			34.0			53.5			179.3	
Approach LOS		E			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	91.7	8.3	35.0	37.7	59.0	8.3	35.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	6.0	4.5	6.0
Max Green Setting (Gmax), s	20.5	49.0	20.5	29.0	34.0	34.0	20.5	29.0
Max Q Clear Time (g_c+I1), s	2.2	3.2	4.8	31.0	30.7	3.5	4.8	12.4
Green Ext Time (p_c), s	0.0	0.2	0.0	0.0	1.0	0.1	0.0	1.8

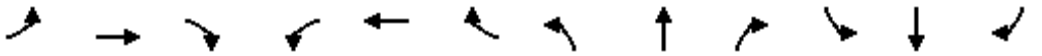
Intersection Summary	
HCM 6th Ctrl Delay	121.0
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	126	0	148	566	356	455	933
Future Volume (vph)	126	0	148	566	356	455	933
Turn Type	Split	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5	10.5	11.0	11.0	9.5	11.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	25.0	60.0
Total Split (%)	36.8%	36.8%	36.8%	36.8%	36.8%	26.3%	63.2%
Yellow Time (s)	4.5	4.5	4.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	6.0	6.0	4.5	6.0
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	11.4	11.4	11.4	48.7	48.7	18.9	72.1
Actuated g/C Ratio	0.12	0.12	0.12	0.51	0.51	0.20	0.76
v/c Ratio	0.52	0.39	0.38	0.19	0.24	0.74	0.38
Control Delay	47.3	15.6	13.1	13.7	2.2	48.5	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	47.3	15.6	13.1	13.7	2.2	48.5	4.3
LOS	D	B	B	B	A	D	A
Approach Delay		25.7		9.3			18.8
Approach LOS		C		A			B

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 16.1	Intersection LOS: B
Intersection Capacity Utilization 45.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 20: Redlands Ave & I-215 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	0	148	0	0	0	0	566	356	455	933	0
Future Volume (veh/h)	126	0	148	0	0	0	0	566	356	455	933	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	197	0	107				0	636	400	511	1048	0
Peak Hour Factor	0.89	0.89	0.89				0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	347	0	154				0	3713	1610	589	2827	0
Arrive On Green	0.10	0.00	0.10				0.00	0.57	0.57	0.34	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	6802	2834	3510	3705	0
Grp Volume(v), veh/h	197	0	107				0	636	400	511	1048	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1417	1755	1805	0
Q Serve(g_s), s	4.9	0.0	6.1				0.0	4.4	6.7	13.0	0.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	6.1				0.0	4.4	6.7	13.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	347	0	154				0	3713	1610	589	2827	0
V/C Ratio(X)	0.57	0.00	0.69				0.00	0.17	0.25	0.87	0.37	0.00
Avail Cap(c_a), veh/h	1124	0	500				0	3713	1610	758	2827	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.62	0.62	0.92	0.92	0.00
Uniform Delay (d), s/veh	41.1	0.0	41.6				0.0	9.8	10.3	30.6	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	5.5				0.0	0.1	0.2	8.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	2.6				0.0	1.5	2.0	5.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.5	0.0	47.1				0.0	9.9	10.5	38.5	0.3	0.0
LnGrp LOS	D	A	D				A	A	B	D	A	A
Approach Vol, veh/h		304						1036			1559	
Approach Delay, s/veh		44.1						10.1			12.9	
Approach LOS		D						B			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	20.4	60.0		14.6		80.4
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	20.5	29.0		29.5		54.0
Max Q Clear Time (g_c+I1), s	15.0	8.7		8.1		2.0
Green Ext Time (p_c), s	1.0	5.9		1.0		9.5

Intersection Summary		
HCM 6th Ctrl Delay		15.2
HCM 6th LOS		B

Notes

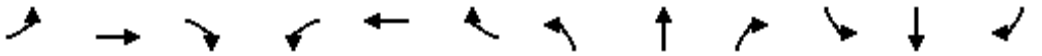
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	422	0	344	132	560	966	151
Future Volume (vph)	422	0	344	132	560	966	151
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.0	9.0	9.5	11.0	11.0	11.0
Total Split (s)	35.0	35.0	35.0	25.0	60.0	35.0	35.0
Total Split (%)	36.8%	36.8%	36.8%	26.3%	63.2%	36.8%	36.8%
Yellow Time (s)	3.0	3.0	3.0	3.5	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.5	6.0	6.0	6.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	23.8	23.8	23.8	9.4	61.2	47.4	47.4
Actuated g/C Ratio	0.25	0.25	0.25	0.10	0.64	0.50	0.50
v/c Ratio	0.70	0.63	0.47	0.43	0.27	0.33	0.19
Control Delay	40.5	27.5	6.7	60.2	6.5	15.9	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	40.5	27.5	6.7	60.2	6.6	15.9	3.5
LOS	D	C	A	E	A	B	A
Approach Delay		25.5			16.8	14.2	
Approach LOS		C			B	B	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 18.3	Intersection LOS: B
Intersection Capacity Utilization 45.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 21: Redlands Ave & I-215 NB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	422	0	344	132	560	0	0	966	151
Future Volume (veh/h)	0	0	0	422	0	344	132	560	0	0	966	151
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				594	0	258	148	629	0	0	1085	170
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				748	0	333	224	2484	0	0	3770	928
Arrive On Green				0.21	0.00	0.21	0.13	1.00	0.00	0.00	0.58	0.58
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	6802	1608
Grp Volume(v), veh/h				594	0	258	148	629	0	0	1085	170
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1634	1608
Q Serve(g_s), s				14.8	0.0	14.4	3.8	0.0	0.0	0.0	8.0	4.8
Cycle Q Clear(g_c), s				14.8	0.0	14.4	3.8	0.0	0.0	0.0	8.0	4.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				748	0	333	224	2484	0	0	3770	928
V/C Ratio(X)				0.79	0.00	0.78	0.66	0.25	0.00	0.00	0.29	0.18
Avail Cap(c_a), veh/h				1181	0	525	758	2484	0	0	3770	928
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.98	0.98	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				35.8	0.0	35.6	40.5	0.0	0.0	0.0	10.2	9.5
Incr Delay (d2), s/veh				2.0	0.0	3.9	3.2	0.2	0.0	0.0	0.2	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.6	0.0	5.9	1.7	0.1	0.0	0.0	2.7	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				37.8	0.0	39.5	43.7	0.2	0.0	0.0	10.4	9.9
LnGrp LOS				D	A	D	D	A	A	A	B	A
Approach Vol, veh/h					852			777			1255	
Approach Delay, s/veh					38.3			8.5			10.3	
Approach LOS					D			A			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		71.4			10.6	60.8		23.6				
Change Period (Y+Rc), s		6.0			4.5	6.0		4.0				
Max Green Setting (Gmax), s		54.0			20.5	29.0		31.0				
Max Q Clear Time (g_c+I1), s		2.0			5.8	10.0		16.8				
Green Ext Time (p_c), s		5.0			0.4	8.0		2.8				

Intersection Summary												
HCM 6th Ctrl Delay			18.1									
HCM 6th LOS			B									

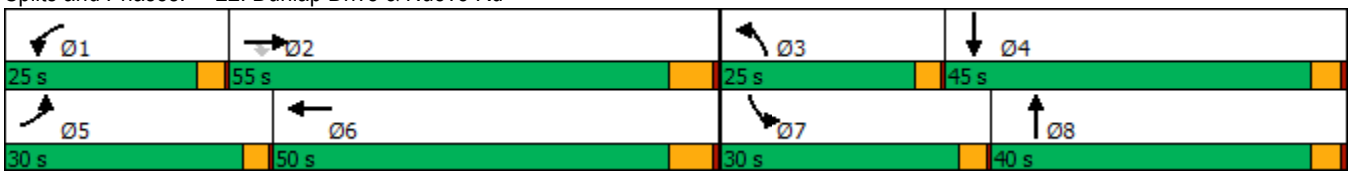
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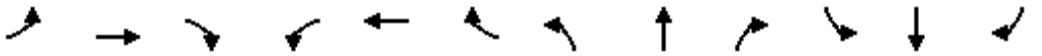
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	19	256	21	63	375	25	101	49	101
Future Volume (vph)	19	256	21	63	375	25	101	49	101
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Minimum Split (s)	8.5	12.0	12.0	8.5	12.0	8.5	10.2	8.5	10.2
Total Split (s)	30.0	55.0	55.0	25.0	50.0	25.0	40.0	30.0	45.0
Total Split (%)	20.0%	36.7%	36.7%	16.7%	33.3%	16.7%	26.7%	20.0%	30.0%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	3.2	3.0	3.2
All-Red Time (s)	0.5	1.0	1.0	0.5	1.0	0.5	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	3.5	4.2	3.5	4.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	5.7	25.1	25.1	7.9	31.0	6.0	39.8	7.5	43.3
Actuated g/C Ratio	0.06	0.27	0.27	0.08	0.33	0.06	0.43	0.08	0.46
v/c Ratio	0.18	0.54	0.05	0.45	0.76	0.23	0.21	0.37	0.19
Control Delay	52.7	34.4	0.2	54.9	37.1	53.0	21.0	53.0	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.7	34.4	0.2	54.9	37.1	53.0	21.0	53.0	19.0
LOS	D	C	A	D	D	D	C	D	B
Approach Delay		33.1			39.3		25.5		27.4
Approach LOS		C			D		C		C

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 93.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 33.6	Intersection LOS: C
Intersection Capacity Utilization 55.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 22: Dunlap Drive & Nuevo Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	256	21	63	375	62	25	101	52	49	101	47
Future Volume (veh/h)	19	256	21	63	375	62	25	101	52	49	101	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	275	23	68	403	67	27	109	56	53	109	51
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	40	521	442	88	477	79	49	524	269	74	559	261
Arrive On Green	0.02	0.27	0.27	0.05	0.30	0.30	0.03	0.44	0.44	0.04	0.46	0.46
Sat Flow, veh/h	1810	1900	1610	1810	1582	263	1810	1183	608	1810	1223	572
Grp Volume(v), veh/h	20	275	23	68	0	470	27	0	165	53	0	160
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1845	1810	0	1791	1810	0	1796
Q Serve(g_s), s	1.0	11.0	0.9	3.3	0.0	21.3	1.3	0.0	5.0	2.6	0.0	4.7
Cycle Q Clear(g_c), s	1.0	11.0	0.9	3.3	0.0	21.3	1.3	0.0	5.0	2.6	0.0	4.7
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.34	1.00		0.32
Lane Grp Cap(c), veh/h	40	521	442	88	0	556	49	0	794	74	0	820
V/C Ratio(X)	0.50	0.53	0.05	0.77	0.00	0.85	0.55	0.00	0.21	0.72	0.00	0.20
Avail Cap(c_a), veh/h	537	1042	883	436	0	909	436	0	794	537	0	820
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.2	27.5	23.8	42.0	0.0	29.2	42.9	0.0	15.2	42.3	0.0	14.5
Incr Delay (d2), s/veh	3.6	1.2	0.1	5.2	0.0	5.4	3.4	0.0	0.6	4.7	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.7	0.3	1.5	0.0	9.2	0.6	0.0	2.0	1.2	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	28.7	23.9	47.2	0.0	34.7	46.3	0.0	15.8	47.0	0.0	15.0
LnGrp LOS	D	C	C	D	A	C	D	A	B	D	A	B
Approach Vol, veh/h		318			538			192			213	
Approach Delay, s/veh		29.5			36.3			20.1			23.0	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	30.5	5.9	45.0	5.5	32.9	7.2	43.8
Change Period (Y+Rc), s	3.5	6.0	3.5	* 4.2	3.5	6.0	3.5	* 4.2
Max Green Setting (Gmax), s	21.5	49.0	21.5	* 41	26.5	44.0	26.5	* 36
Max Q Clear Time (g_c+I1), s	5.3	13.0	3.3	6.7	3.0	23.3	4.6	7.0
Green Ext Time (p_c), s	0.0	2.2	0.0	0.8	0.0	3.6	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	43.9
Intersection LOS	E

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	280	74	220	324	147	302
Future Vol, veh/h	280	74	220	324	147	302
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	295	78	232	341	155	318
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	22.4	66.6	33.3
HCM LOS	C	F	D

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	33%	0%	40%
Vol Thru, %	0%	79%	60%
Vol Right, %	67%	21%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	449	354	544
LT Vol	147	0	220
Through Vol	0	280	324
RT Vol	302	74	0
Lane Flow Rate	473	373	573
Geometry Grp	1	1	1
Degree of Util (X)	0.831	0.678	1.013
Departure Headway (Hd)	6.332	6.546	6.368
Convergence, Y/N	Yes	Yes	Yes
Cap	572	551	567
Service Time	4.386	4.613	4.427
HCM Lane V/C Ratio	0.827	0.677	1.011
HCM Control Delay	33.3	22.4	66.6
HCM Lane LOS	D	C	F
HCM 95th-tile Q	8.6	5.1	15

24: Porter St & Menifee Rd & Central Ave Performance by approach

Approach	EB	WB	NB	SB	NE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.2	1.7	1.0	0.1	3.0
Total Del/Veh (s)	4.5	5.8	13.2	12.0	4.5	11.1
Stop Delay (hr)	0.0	0.1	0.5	0.3	0.1	1.0
Stop Del/Veh (s)	2.8	3.5	4.0	3.3	2.9	3.6

Intersection	
Intersection Delay, s/veh	13.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	150	12	100	16	18	3	106	315	9	3	208	95
Future Vol, veh/h	150	12	100	16	18	3	106	315	9	3	208	95
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	170	14	114	18	20	3	120	358	10	3	236	108
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	12.7	11.2	14.3	12.4
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	40%	0%	93%	0%	43%	1%	0%
Vol Thru, %	60%	95%	7%	0%	49%	99%	0%
Vol Right, %	0%	5%	0%	100%	8%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	264	167	162	100	37	211	95
LT Vol	106	0	150	0	16	3	0
Through Vol	158	158	12	0	18	208	0
RT Vol	0	9	0	100	3	0	95
Lane Flow Rate	299	189	184	114	42	240	108
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.527	0.32	0.37	0.191	0.086	0.423	0.169
Departure Headway (Hd)	6.339	6.096	7.236	6.054	7.386	6.355	5.635
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	569	588	495	591	482	566	634
Service Time	4.095	3.852	4.997	3.815	5.473	4.116	3.396
HCM Lane V/C Ratio	0.525	0.321	0.372	0.193	0.087	0.424	0.17
HCM Control Delay	16	11.7	14.2	10.3	11.2	13.7	9.6
HCM Lane LOS	C	B	B	B	B	B	A
HCM 95th-tile Q	3.1	1.4	1.7	0.7	0.3	2.1	0.6

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	37	0	0	6	29	430	0	2	387	11
Future Vol, veh/h	3	0	37	0	0	6	29	430	0	2	387	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	0	41	0	0	7	32	478	0	2	430	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	986	982	436	1003	988	478	442	0	0	478	0	0
Stage 1	440	440	-	542	542	-	-	-	-	-	-	-
Stage 2	546	542	-	461	446	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	229	251	625	223	249	591	1129	-	-	1095	-	-
Stage 1	600	581	-	528	523	-	-	-	-	-	-	-
Stage 2	526	523	-	584	577	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	219	241	625	202	239	591	1129	-	-	1095	-	-
Mov Cap-2 Maneuver	219	241	-	202	239	-	-	-	-	-	-	-
Stage 1	577	580	-	507	503	-	-	-	-	-	-	-
Stage 2	500	503	-	544	576	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.1	11.2	0.5	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1129	-	-	549	591	1095	-	-
HCM Lane V/C Ratio	0.029	-	-	0.081	0.011	0.002	-	-
HCM Control Delay (s)	8.3	0	-	12.1	11.2	8.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	0	-	-

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	49	20	3	59	109	25	325	14	84	305	45
Future Vol, veh/h	8	49	20	3	59	109	25	325	14	84	305	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	53	22	3	63	117	27	349	15	90	328	48

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1033	950	352	981	967	357	376	0	0	364	0	0
Stage 1	532	532	-	411	411	-	-	-	-	-	-	-
Stage 2	501	418	-	570	556	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	213	262	696	231	256	692	1194	-	-	1206	-	-
Stage 1	535	529	-	622	598	-	-	-	-	-	-	-
Stage 2	556	594	-	510	516	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	130	237	696	173	231	692	1194	-	-	1206	-	-
Mov Cap-2 Maneuver	130	237	-	173	231	-	-	-	-	-	-	-
Stage 1	523	489	-	608	584	-	-	-	-	-	-	-
Stage 2	402	580	-	408	477	-	-	-	-	-	-	-

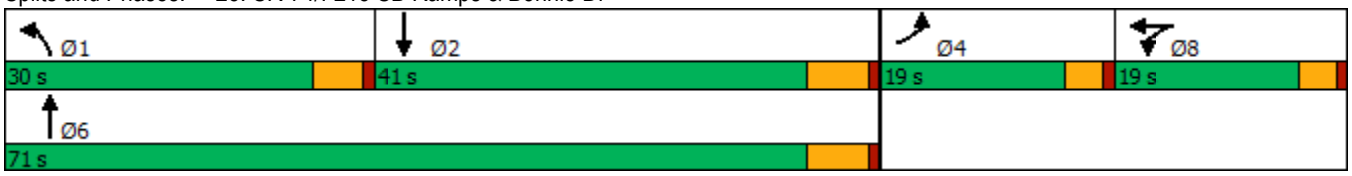
Approach	EB	WB	NB	SB
HCM Control Delay, s	25.3	21.7	0.6	1.6
HCM LOS	D	C		

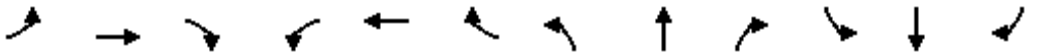
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1194	-	-	259	397	1206	-	-
HCM Lane V/C Ratio	0.023	-	-	0.32	0.463	0.075	-	-
HCM Control Delay (s)	8.1	-	-	25.3	21.7	8.2	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.3	2.4	0.2	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	33	172	217	392	598	27	
Future Volume (vph)	33	172	217	392	598	27	
Turn Type	Prot	Free	Prot	NA	NA	Free	
Protected Phases	4		1	6	2		8
Permitted Phases		Free				Free	
Detector Phase	4		1	6	2		
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0
Minimum Split (s)	9.0		10.0	11.0	11.0		9.0
Total Split (s)	19.0		30.0	71.0	41.0		19.0
Total Split (%)	17.4%		27.5%	65.1%	37.6%		17%
Yellow Time (s)	3.0		4.0	5.0	5.0		3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	4.0		5.0	6.0	6.0		
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	6.1	65.5	13.2	59.4	37.1	65.5	
Actuated g/C Ratio	0.09	1.00	0.20	0.91	0.57	1.00	
v/c Ratio	0.21	0.12	0.65	0.25	0.60	0.02	
Control Delay	32.9	0.1	33.1	1.9	15.0	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	32.9	0.1	33.1	1.9	15.0	0.0	
LOS	C	A	C	A	B	A	
Approach Delay				13.0	14.4		
Approach LOS				B	B		

Intersection Summary	
Cycle Length: 109	
Actuated Cycle Length: 65.5	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 12.5	Intersection LOS: B
Intersection Capacity Utilization 59.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	0	172	0	0	0	217	392	0	0	598	27
Future Volume (veh/h)	33	0	172	0	0	0	217	392	0	0	598	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	0	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	36	0	0	0	0	0	236	426	0	0	650	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	0		0	7	0	312	1500	0	0	839	
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.79	0.00	0.00	0.44	0.00
Sat Flow, veh/h		0		0	1900	0	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h		0.0		0	0	0	236	426	0	0	650	0
Grp Sat Flow(s),veh/h/ln				0	1900	0	1810	1900	0	0	1900	1610
Q Serve(g_s), s				0.0	0.0	0.0	3.5	1.7	0.0	0.0	8.3	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	3.5	1.7	0.0	0.0	8.3	0.0
Prop In Lane				0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				0	7	0	312	1500	0	0	839	
V/C Ratio(X)				0.00	0.00	0.00	0.76	0.28	0.00	0.00	0.77	
Avail Cap(c_a), veh/h				0	1000	0	1587	4332	0	0	2333	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	11.2	0.8	0.0	0.0	6.8	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.6	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	0.0	12.6	0.9	0.0	0.0	7.3	0.0
LnGrp LOS				A	A	A	B	A	A	A	A	
Approach Vol, veh/h					0			662			650	
Approach Delay, s/veh					0.0			5.1			7.3	
Approach LOS								A			A	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	9.9	18.6				28.5		0.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		4.0				
Max Green Setting (Gmax), s	25.0	35.0				65.0		15.0				
Max Q Clear Time (g_c+I1), s	5.5	10.3				3.7		0.0				
Green Ext Time (p_c), s	0.3	2.3				1.4		0.0				

Intersection Summary			
HCM 6th Ctrl Delay			6.2
HCM 6th LOS			A

Notes

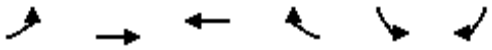
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	19	751	596	869	185
Future Volume (vph)	19	751	596	869	185
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	30.3	70.6	40.3		40.4
Total Split (%)	27.3%	63.6%	36.3%		36.4%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	5.5	18.9	17.2	40.0	10.1
Actuated g/C Ratio	0.14	0.47	0.43	1.00	0.25
v/c Ratio	0.08	0.45	0.40	0.55	0.45
Control Delay	18.8	8.4	10.4	1.4	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.8	8.4	10.4	1.4	16.2
LOS	B	A	B	A	B
Approach Delay		8.6	5.0		16.2
Approach LOS		A	A		B

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 40	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 7.1	Intersection LOS: A
Intersection Capacity Utilization 40.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 29: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	19	751	596	869	185	13
Future Volume (veh/h)	19	751	596	869	185	13
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	774	614	0	191	13
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	46	1784	1052		253	17
Arrive On Green	0.03	0.49	0.29	0.00	0.15	0.15
Sat Flow, veh/h	1810	3705	3705	1610	1673	114
Grp Volume(v), veh/h	20	774	614	0	205	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1796	0
Q Serve(g_s), s	0.3	4.1	4.3	0.0	3.3	0.0
Cycle Q Clear(g_c), s	0.3	4.1	4.3	0.0	3.3	0.0
Prop In Lane	1.00			1.00	0.93	0.06
Lane Grp Cap(c), veh/h	46	1784	1052		272	0
V/C Ratio(X)	0.43	0.43	0.58		0.75	0.00
Avail Cap(c_a), veh/h	1513	7884	4226		2108	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	14.4	4.9	9.0	0.0	12.2	0.0
Incr Delay (d2), s/veh	2.3	0.1	0.2	0.0	1.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.2	0.8	0.0	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.7	4.9	9.2	0.0	13.8	0.0
LnGrp LOS	B	A	A		B	A
Approach Vol, veh/h		794	614		205	
Approach Delay, s/veh		5.2	9.2		13.8	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		20.1		9.8	6.1	14.0
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		65.3		35.1	25.0	35.0
Max Q Clear Time (g_c+I1), s		6.1		5.3	2.3	6.3
Green Ext Time (p_c), s		3.2		0.3	0.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

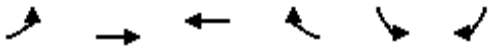
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	184	752	1077	53	388
Future Volume (vph)	184	752	1077	53	388
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.0	11.0	9.5	9.5
Total Split (s)	24.0	65.0	41.0	24.5	24.5
Total Split (%)	26.8%	72.6%	45.8%	27.4%	27.4%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	11.9	44.0	27.9	8.2	8.2
Actuated g/C Ratio	0.19	0.70	0.44	0.13	0.13
v/c Ratio	0.58	0.32	0.75	0.24	0.74
Control Delay	33.2	4.3	19.3	30.2	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	33.2	4.3	19.3	30.2	12.8
LOS	C	A	B	C	B
Approach Delay		10.0	19.3	14.9	
Approach LOS		B	B	B	

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 63.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 15.0	Intersection LOS: B
Intersection Capacity Utilization 63.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 30: SR-74 & Trumble Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	184	752	1077	30	53	388
Future Volume (veh/h)	184	752	1077	30	53	388
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	198	809	1158	32	57	417
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	242	2096	1406	39	498	443
Arrive On Green	0.13	0.58	0.39	0.39	0.28	0.28
Sat Flow, veh/h	1810	3705	3683	99	1810	1610
Grp Volume(v), veh/h	198	809	582	608	57	417
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1882	1810	1610
Q Serve(g_s), s	7.7	8.8	21.1	21.1	1.7	18.4
Cycle Q Clear(g_c), s	7.7	8.8	21.1	21.1	1.7	18.4
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	242	2096	707	737	498	443
V/C Ratio(X)	0.82	0.39	0.82	0.82	0.11	0.94
Avail Cap(c_a), veh/h	498	2929	869	906	498	443
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	8.2	19.9	19.9	19.7	25.8
Incr Delay (d2), s/veh	2.6	0.1	5.4	5.2	0.0	28.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	2.5	8.4	8.7	0.7	3.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.2	8.4	25.2	25.1	19.8	54.0
LnGrp LOS	C	A	C	C	B	D
Approach Vol, veh/h		1007	1190		474	
Approach Delay, s/veh		13.2	25.1		49.9	
Approach LOS		B	C		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		48.2		24.5	13.7	34.5
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		59.0		20.0	20.0	35.0
Max Q Clear Time (g_c+I1), s		10.8		20.4	9.7	23.1
Green Ext Time (p_c), s		5.7		0.0	0.2	5.4

Intersection Summary	
HCM 6th Ctrl Delay	25.1
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	840	978	32	0	123
Future Vol, veh/h	0	840	978	32	0	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	884	1029	34	0	129

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	532
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	497
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	497
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

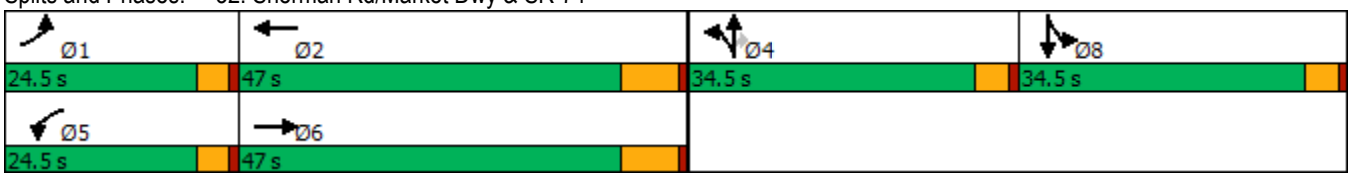
Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.8
HCM LOS			B

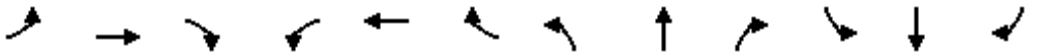
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	497
HCM Lane V/C Ratio	-	-	-	0.261
HCM Control Delay (s)	-	-	-	14.8
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	1

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	12	803	148	951	2	162	7
Future Volume (vph)	12	803	148	951	2	162	7
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases						4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	12.0	9.5	12.0	9.5	9.5	9.5
Total Split (s)	24.5	47.0	24.5	47.0	34.5	34.5	34.5
Total Split (%)	17.4%	33.5%	17.4%	33.5%	24.6%	24.6%	24.6%
Yellow Time (s)	3.5	6.0	3.5	6.0	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	4.5	7.0	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	5.7	21.4	11.3	36.1	7.5	7.5	5.8
Actuated g/C Ratio	0.09	0.35	0.19	0.59	0.12	0.12	0.10
v/c Ratio	0.08	0.69	0.47	0.47	0.27	0.49	0.10
Control Delay	34.8	20.9	30.8	9.4	33.0	11.7	31.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.8	20.9	30.8	9.4	33.0	11.7	31.9
LOS	C	C	C	A	C	B	C
Approach Delay		21.1		12.3	17.3		31.9
Approach LOS		C		B	B		C

Intersection Summary	
Cycle Length: 140.5	
Actuated Cycle Length: 60.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 16.3	Intersection LOS: B
Intersection Capacity Utilization 51.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 32: Sherman Rd/Market Dwy & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	803	25	148	951	8	56	2	162	7	7	3
Future Volume (veh/h)	12	803	25	148	951	8	56	2	162	7	7	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	845	26	156	1001	8	59	2	171	7	7	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	30	1115	34	204	1498	12	254	9	234	16	16	7
Arrive On Green	0.02	0.31	0.31	0.11	0.41	0.41	0.15	0.15	0.15	0.02	0.02	0.02
Sat Flow, veh/h	1810	3572	110	1810	3670	29	1753	59	1610	743	743	319
Grp Volume(v), veh/h	13	427	444	156	492	517	61	0	171	17	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1877	1810	1805	1895	1812	0	1610	1805	0	0
Q Serve(g_s), s	0.4	10.7	10.7	4.2	11.1	11.1	1.5	0.0	5.1	0.5	0.0	0.0
Cycle Q Clear(g_c), s	0.4	10.7	10.7	4.2	11.1	11.1	1.5	0.0	5.1	0.5	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.02	0.97		1.00	0.41		0.18
Lane Grp Cap(c), veh/h	30	563	586	204	737	773	263	0	234	38	0	0
V/C Ratio(X)	0.43	0.76	0.76	0.77	0.67	0.67	0.23	0.00	0.73	0.45	0.00	0.00
Avail Cap(c_a), veh/h	723	1441	1499	723	1441	1513	1085	0	964	1081	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.4	15.5	15.5	21.6	12.1	12.1	18.9	0.0	20.5	24.2	0.0	0.0
Incr Delay (d2), s/veh	3.7	0.8	0.8	2.3	0.4	0.4	0.2	0.0	1.7	3.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.4	3.5	1.7	3.7	3.9	0.6	0.0	1.8	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.1	16.3	16.3	23.9	12.5	12.4	19.1	0.0	22.1	27.3	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	B	A	C	C	A	A
Approach Vol, veh/h		884			1165			232			17	
Approach Delay, s/veh		16.5			14.0			21.3			27.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	27.4		11.8	10.1	22.6		5.6				
Change Period (Y+Rc), s	4.5	7.0		4.5	4.5	7.0		4.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	2.4	13.1		7.1	6.2	12.7		2.5				
Green Ext Time (p_c), s	0.0	4.6		0.5	0.2	3.0		0.0				

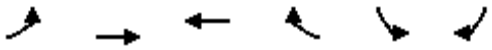
Intersection Summary			
HCM 6th Ctrl Delay		15.8	
HCM 6th LOS		B	

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	69	770	986	72
Future Volume (vph)	69	770	986	72
Turn Type	Prot	NA	NA	Prot
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	11.0	9.7
Total Split (s)	24.7	65.7	41.0	24.7
Total Split (%)	27.3%	72.7%	45.4%	27.3%
Yellow Time (s)	3.7	5.0	5.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	6.0	4.7
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Min	Min	None
Act Effct Green (s)	8.3	46.1	36.1	9.2
Actuated g/C Ratio	0.14	0.75	0.59	0.15
v/c Ratio	0.31	0.31	0.59	0.44
Control Delay	31.0	4.2	13.7	26.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	31.0	4.2	13.7	26.4
LOS	C	A	B	C
Approach Delay		6.5	13.7	26.4
Approach LOS		A	B	C

Intersection Summary	
Cycle Length: 90.4	
Actuated Cycle Length: 61.4	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 11.5	Intersection LOS: B
Intersection Capacity Utilization 55.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 33: SR-74 & Antelope Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	69	770	986	130	72	44
Future Volume (veh/h)	69	770	986	130	72	44
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	76	846	1084	143	79	48
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	123	2411	1594	210	104	63
Arrive On Green	0.07	0.67	0.50	0.50	0.10	0.10
Sat Flow, veh/h	1810	3705	3302	422	1068	649
Grp Volume(v), veh/h	76	846	609	618	128	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1824	1730	0
Q Serve(g_s), s	1.9	4.6	11.7	11.8	3.3	0.0
Cycle Q Clear(g_c), s	1.9	4.6	11.7	11.8	3.3	0.0
Prop In Lane	1.00			0.23	0.62	0.37
Lane Grp Cap(c), veh/h	123	2411	897	907	169	0
V/C Ratio(X)	0.62	0.35	0.68	0.68	0.76	0.00
Avail Cap(c_a), veh/h	793	4722	1384	1399	758	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.7	3.3	8.7	8.7	20.1	0.0
Incr Delay (d2), s/veh	5.0	0.1	0.9	0.9	6.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.8	3.4	3.5	1.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.7	3.4	9.6	9.6	26.8	0.0
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h		922	1227		128	
Approach Delay, s/veh		5.2	9.6		26.8	
Approach LOS		A	A		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		36.5		9.2	7.8	28.7
Change Period (Y+Rc), s		6.0		* 4.7	* 4.7	6.0
Max Green Setting (Gmax), s		59.7		* 20	* 20	35.0
Max Q Clear Time (g_c+I1), s		6.6		5.3	3.9	13.8
Green Ext Time (p_c), s		7.4		0.3	0.1	8.9

Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

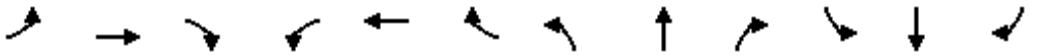
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	52	733	101	1031	48	33	152	38	37
Future Volume (vph)	52	733	101	1031	48	33	152	38	37
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	9.7	9.7	9.7	9.7	9.7
Total Split (s)	24.7	42.0	24.7	42.0	24.7	24.7	24.7	24.7	24.7
Total Split (%)	27.0%	46.0%	27.0%	46.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Yellow Time (s)	3.7	6.0	3.7	6.0	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.6	27.9	8.2	32.0	7.5	7.5	7.5	7.5	7.5
Actuated g/C Ratio	0.11	0.48	0.14	0.55	0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.27	0.47	0.42	0.57	0.30	0.14	0.47	0.22	0.18
Control Delay	30.1	12.4	30.3	11.5	30.4	26.7	10.2	28.7	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	12.4	30.3	11.5	30.4	26.7	10.2	28.7	15.6
LOS	C	B	C	B	C	C	B	C	B
Approach Delay		13.6		13.1		16.7			19.9
Approach LOS		B		B		B			B

Intersection Summary	
Cycle Length: 91.4	
Actuated Cycle Length: 58	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 14.0	Intersection LOS: B
Intersection Capacity Utilization 56.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 34: Palomar Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	733	33	101	1031	27	48	33	152	38	37	41
Future Volume (veh/h)	52	733	33	101	1031	27	48	33	152	38	37	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	780	35	107	1097	29	51	35	162	40	39	44
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	1555	70	141	1675	44	310	278	235	303	264	235
Arrive On Green	0.05	0.44	0.44	0.08	0.47	0.47	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	3519	158	1810	3593	95	1336	1900	1610	1204	1805	1610
Grp Volume(v), veh/h	55	400	415	107	551	575	51	35	162	40	39	44
Grp Sat Flow(s),veh/h/ln	1810	1805	1872	1810	1805	1883	1336	1900	1610	1204	1805	1610
Q Serve(g_s), s	1.5	7.8	7.8	2.8	11.5	11.5	1.7	0.8	4.7	1.5	0.9	1.2
Cycle Q Clear(g_c), s	1.5	7.8	7.8	2.8	11.5	11.5	2.9	0.8	4.7	2.3	0.9	1.2
Prop In Lane	1.00		0.08	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	97	797	827	141	842	878	310	278	235	303	264	235
V/C Ratio(X)	0.57	0.50	0.50	0.76	0.65	0.65	0.16	0.13	0.69	0.13	0.15	0.19
Avail Cap(c_a), veh/h	737	1287	1334	737	1287	1342	659	774	656	618	735	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	9.8	9.8	22.2	10.1	10.1	19.7	18.2	19.9	19.2	18.3	18.4
Incr Delay (d2), s/veh	1.9	0.6	0.6	3.1	1.1	1.0	0.2	0.2	2.7	0.1	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.6	2.7	1.2	3.7	3.9	0.5	0.3	1.7	0.4	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.6	10.4	10.4	25.3	11.1	11.1	19.9	18.4	22.6	19.4	18.5	18.7
LnGrp LOS	C	B	B	C	B	B	B	B	C	B	B	B
Approach Vol, veh/h		870			1233			248			123	
Approach Delay, s/veh		11.3			12.3			21.4			18.8	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	28.7		11.9	7.3	29.9		11.9				
Change Period (Y+Rc), s	* 4.7	7.0		* 4.7	* 4.7	7.0		* 4.7				
Max Green Setting (Gmax), s	* 20	35.0		* 20	* 20	35.0		* 20				
Max Q Clear Time (g_c+I1), s	4.8	9.8		4.3	3.5	13.5		6.7				
Green Ext Time (p_c), s	0.1	6.7		0.4	0.0	9.4		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		13.2
HCM 6th LOS		B

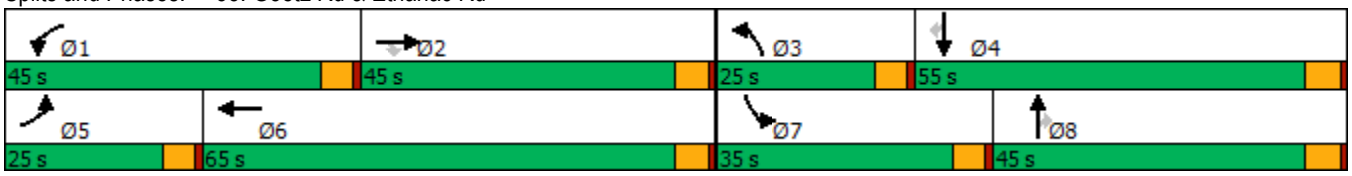
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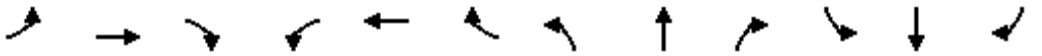
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	28	120	3	141	39	4	254	395	271	100	10
Future Volume (vph)	28	120	3	141	39	4	254	395	271	100	10
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	10.0	11.3	11.3	10.0	11.3	10.0	11.5	11.5	10.0	11.5	11.5
Total Split (s)	25.0	45.0	45.0	45.0	65.0	25.0	45.0	45.0	35.0	55.0	55.0
Total Split (%)	14.7%	26.5%	26.5%	26.5%	38.2%	14.7%	26.5%	26.5%	20.6%	32.4%	32.4%
Yellow Time (s)	4.0	4.3	4.3	4.0	4.3	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.3	5.3	5.0	5.3	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	6.2	9.5	9.5	13.0	21.4	5.3	23.0	23.0	23.7	50.4	50.4
Actuated g/C Ratio	0.07	0.10	0.10	0.14	0.24	0.06	0.25	0.25	0.26	0.55	0.55
v/c Ratio	0.25	0.35	0.01	0.60	0.27	0.04	0.58	0.77	0.64	0.06	0.01
Control Delay	52.5	45.2	0.0	50.4	7.7	51.5	36.1	26.2	39.3	10.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	45.2	0.0	50.4	7.7	51.5	36.1	26.2	39.3	10.7	0.0
LOS	D	D	A	D	A	D	D	C	D	B	A
Approach Delay		45.8			21.1		30.2			30.8	
Approach LOS		D			C		C			C	

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 91	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 29.3	Intersection LOS: C
Intersection Capacity Utilization 58.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 35: Goetz Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	120	3	141	39	268	4	254	395	271	100	10
Future Volume (veh/h)	28	120	3	141	39	268	4	254	395	271	100	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	132	3	155	43	295	4	279	434	298	110	11
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	55	546	244	192	784	364	10	594	503	337	1783	795
Arrive On Green	0.03	0.15	0.15	0.11	0.23	0.23	0.01	0.31	0.31	0.19	0.49	0.49
Sat Flow, veh/h	1810	3610	1610	1810	3458	1608	1810	1900	1607	1810	3610	1609
Grp Volume(v), veh/h	31	132	3	155	43	295	4	279	434	298	110	11
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1608	1810	1900	1607	1810	1805	1609
Q Serve(g_s), s	1.4	2.8	0.1	7.2	0.8	14.8	0.2	10.1	21.7	13.7	1.4	0.3
Cycle Q Clear(g_c), s	1.4	2.8	0.1	7.2	0.8	14.8	0.2	10.1	21.7	13.7	1.4	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	55	546	244	192	784	364	10	594	503	337	1783	795
V/C Ratio(X)	0.56	0.24	0.01	0.81	0.05	0.81	0.42	0.47	0.86	0.88	0.06	0.01
Avail Cap(c_a), veh/h	424	1678	749	848	2418	1124	424	879	743	636	2093	933
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	31.9	30.8	37.3	25.9	31.3	42.3	23.6	27.6	33.8	11.3	11.0
Incr Delay (d2), s/veh	3.3	0.2	0.0	3.1	0.0	4.3	10.3	0.6	7.0	3.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.2	0.1	3.3	0.3	6.0	0.1	4.5	8.9	6.1	0.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.1	32.1	30.8	40.4	25.9	35.6	52.7	24.2	34.7	36.9	11.3	11.0
LnGrp LOS	D	C	C	D	C	D	D	C	C	D	B	B
Approach Vol, veh/h		166			493			717			419	
Approach Delay, s/veh		34.4			36.3			30.7			29.5	
Approach LOS		C			D			C			C	

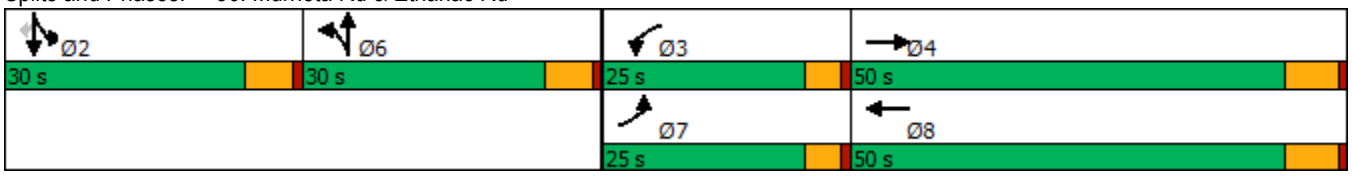
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	18.2	5.5	47.7	7.6	24.7	20.9	32.2
Change Period (Y+Rc), s	5.0	5.3	5.0	5.5	5.0	5.3	5.0	5.5
Max Green Setting (Gmax), s	40.0	39.7	20.0	49.5	20.0	59.7	30.0	39.5
Max Q Clear Time (g_c+I1), s	9.2	4.8	2.2	3.4	3.4	16.8	15.7	23.7
Green Ext Time (p_c), s	0.1	0.8	0.0	0.8	0.0	2.5	0.2	3.0

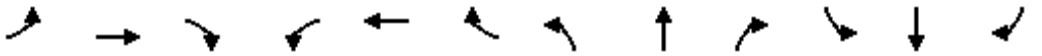
Intersection Summary	
HCM 6th Ctrl Delay	32.3
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	6	699	74	338	85	63	52	7
Future Volume (vph)	6	699	74	338	85	63	52	7
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	Perm
Protected Phases	7	4	3	8	6	2	2	
Permitted Phases								2
Detector Phase	7	4	3	8	6	2	2	2
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	20.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	9.6	26.5	15.8	15.8	15.8	15.8
Total Split (s)	25.0	50.0	25.0	50.0	30.0	30.0	30.0	30.0
Total Split (%)	18.5%	37.0%	18.5%	37.0%	22.2%	22.2%	22.2%	22.2%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	5.5	31.1	8.8	40.0	25.7	11.2	11.2	11.2
Actuated g/C Ratio	0.06	0.34	0.09	0.43	0.28	0.12	0.12	0.12
v/c Ratio	0.06	0.68	0.45	0.26	0.73	0.30	0.24	0.02
Control Delay	50.8	30.7	53.6	17.3	42.6	47.8	46.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	30.7	53.6	17.3	42.6	47.8	46.4	0.1
LOS	D	C	D	B	D	D	D	A
Approach Delay		30.8		23.3	42.6		44.6	
Approach LOS		C		C	D		D	

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 92.7	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 32.3	Intersection LOS: C
Intersection Capacity Utilization 67.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 36: Murrieta Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	699	71	74	338	37	91	85	179	63	52	7
Future Volume (veh/h)	6	699	71	74	338	37	91	85	179	63	52	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	736	75	78	356	39	96	89	188	66	55	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	14	1040	106	102	1191	130	108	100	212	205	216	183
Arrive On Green	0.01	0.31	0.31	0.06	0.36	0.36	0.24	0.24	0.24	0.11	0.11	0.11
Sat Flow, veh/h	1810	3307	337	1810	3283	357	443	411	868	1810	1900	1610
Grp Volume(v), veh/h	6	401	410	78	195	200	373	0	0	66	55	7
Grp Sat Flow(s),veh/h/ln	1810	1805	1839	1810	1805	1836	1722	0	0	1810	1900	1610
Q Serve(g_s), s	0.3	16.4	16.4	3.6	6.4	6.5	17.5	0.0	0.0	2.8	2.2	0.3
Cycle Q Clear(g_c), s	0.3	16.4	16.4	3.6	6.4	6.5	17.5	0.0	0.0	2.8	2.2	0.3
Prop In Lane	1.00		0.18	1.00		0.19	0.26		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	14	567	578	102	655	666	421	0	0	205	216	183
V/C Ratio(X)	0.43	0.71	0.71	0.77	0.30	0.30	0.89	0.00	0.00	0.32	0.26	0.04
Avail Cap(c_a), veh/h	441	939	957	441	939	955	498	0	0	524	550	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	25.3	25.3	38.9	19.0	19.1	30.5	0.0	0.0	34.1	33.8	33.0
Incr Delay (d2), s/veh	7.4	2.3	2.3	4.5	0.4	0.4	15.5	0.0	0.0	0.9	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	7.1	7.2	1.7	2.7	2.7	8.8	0.0	0.0	1.3	1.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.7	27.6	27.6	43.4	19.4	19.4	45.9	0.0	0.0	35.0	34.5	33.1
LnGrp LOS	D	C	C	D	B	B	D	A	A	D	C	C
Approach Vol, veh/h		817			473			373			128	
Approach Delay, s/veh		27.8			23.4			45.9			34.7	
Approach LOS		C			C			D			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		15.3	9.3	32.8		26.3	5.3	36.8				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		24.2	20.4	43.5		24.2	20.4	43.5				
Max Q Clear Time (g_c+I1), s		4.8	5.6	18.4		19.5	2.3	8.5				
Green Ext Time (p_c), s		0.4	0.1	7.9		1.0	0.0	3.7				

Intersection Summary												
HCM 6th Ctrl Delay			30.9									
HCM 6th LOS			C									

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	1033	69	511	8
Future Volume (vph)	1033	69	511	8
Turn Type	NA	Prot	NA	Prot
Protected Phases	2	1	6	8
Permitted Phases				
Detector Phase	2	1	6	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0
Total Split (s)	43.1	14.4	57.5	22.5
Total Split (%)	53.9%	18.0%	71.9%	28.1%
Yellow Time (s)	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	C-Min	None	C-Min	None
Act Effct Green (s)	56.6	8.9	67.3	7.7
Actuated g/C Ratio	0.71	0.11	0.84	0.10
v/c Ratio	0.30	0.36	0.18	0.39
Control Delay	6.4	47.8	2.4	15.1
Queue Delay	0.0	7.1	0.3	0.4
Total Delay	6.4	54.8	2.7	15.5
LOS	A	D	A	B
Approach Delay	6.4		8.8	15.5
Approach LOS	A		A	B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay: 7.7	Intersection LOS: A
Intersection Capacity Utilization 41.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 37: Barnett Rd & Ethanac Rd





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1033	0	69	511	8	78
Future Volume (veh/h)	1033	0	69	511	8	78
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1099	0	73	544	9	83
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3648	1133	127	2973	12	111
Arrive On Green	0.70	0.00	0.14	1.00	0.08	0.08
Sat Flow, veh/h	5358	1610	1810	3705	158	1455
Grp Volume(v), veh/h	1099	0	73	544	93	0
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1805	1630	0
Q Serve(g_s), s	6.4	0.0	3.0	0.0	4.5	0.0
Cycle Q Clear(g_c), s	6.4	0.0	3.0	0.0	4.5	0.0
Prop In Lane		1.00	1.00		0.10	0.89
Lane Grp Cap(c), veh/h	3648	1133	127	2973	125	0
V/C Ratio(X)	0.30	0.00	0.57	0.18	0.75	0.00
Avail Cap(c_a), veh/h	3648	1133	235	2973	377	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.99	0.99	1.00	0.00
Uniform Delay (d), s/veh	4.5	0.0	33.3	0.0	36.2	0.0
Incr Delay (d2), s/veh	0.2	0.0	4.0	0.1	8.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	1.3	0.1	2.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.7	0.0	37.3	0.1	44.7	0.0
LnGrp LOS	A	A	D	A	D	A
Approach Vol, veh/h	1099			617	93	
Approach Delay, s/veh	4.7			4.5	44.7	
Approach LOS	A			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.6	60.3				69.9	10.1
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	10.4	39.1				53.5	18.5
Max Q Clear Time (g_c+I1), s	5.0	8.4				2.0	6.5
Green Ext Time (p_c), s	0.1	7.7				3.4	0.2

Intersection Summary	
HCM 6th Ctrl Delay	6.7
HCM 6th LOS	A

Notes

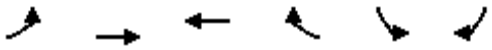
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	195	916	488	333	367	92
Future Volume (vph)	195	916	488	333	367	92
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	57.5	32.5	32.5	22.5	22.5
Total Split (%)	31.3%	71.9%	40.6%	40.6%	28.1%	28.1%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	14.2	58.1	39.9	39.9	13.9	13.9
Actuated g/C Ratio	0.18	0.73	0.50	0.50	0.17	0.17
v/c Ratio	0.63	0.36	0.20	0.35	0.63	0.19
Control Delay	51.0	2.9	12.6	3.1	35.1	28.2
Queue Delay	13.9	0.2	0.0	0.0	0.0	0.0
Total Delay	65.0	3.1	12.6	3.1	35.1	28.2
LOS	E	A	B	A	D	C
Approach Delay		14.0	8.8		33.7	
Approach LOS		B	A		C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 16.0	Intersection LOS: B
Intersection Capacity Utilization 42.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 38: Ethanac Rd & Case Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	195	916	488	333	367	92
Future Volume (veh/h)	195	916	488	333	367	92
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	203	954	508	347	382	96
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	242	2731	2969	922	504	407
Arrive On Green	0.27	1.00	0.57	0.57	0.14	0.14
Sat Flow, veh/h	1810	3705	5358	1610	3510	2834
Grp Volume(v), veh/h	203	954	508	347	382	96
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1755	1417
Q Serve(g_s), s	8.5	0.0	3.7	9.4	8.4	2.4
Cycle Q Clear(g_c), s	8.5	0.0	3.7	9.4	8.4	2.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	242	2731	2969	922	504	407
V/C Ratio(X)	0.84	0.35	0.17	0.38	0.76	0.24
Avail Cap(c_a), veh/h	475	2731	2969	922	812	655
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	28.5	0.0	8.1	9.3	32.9	30.4
Incr Delay (d2), s/veh	7.2	0.3	0.1	1.1	2.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.1	1.1	2.7	3.5	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.7	0.3	8.2	10.4	35.3	30.7
LnGrp LOS	D	A	A	B	D	C
Approach Vol, veh/h		1157	855		478	
Approach Delay, s/veh		6.5	9.1		34.4	
Approach LOS		A	A		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		64.5		15.5	14.7	49.8
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		53.5		18.5	21.0	28.5
Max Q Clear Time (g_c+I1), s		2.0		10.4	10.5	11.4
Green Ext Time (p_c), s		6.9		1.1	0.4	3.8

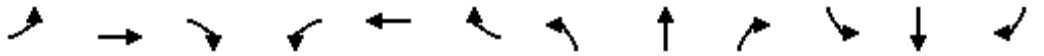
Intersection Summary	
HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	738	545	119	530	1	291
Future Volume (vph)	738	545	119	530	1	291
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	10.0	10.0
Total Split (s)	46.0	46.0	35.0	81.0	35.0	35.0
Total Split (%)	39.7%	39.7%	30.2%	69.8%	30.2%	30.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	40.2	40.2	10.7	55.9	10.3	10.3
Actuated g/C Ratio	0.52	0.52	0.14	0.72	0.13	0.13
v/c Ratio	0.79	0.56	0.50	0.21	0.46	0.64
Control Delay	24.1	6.9	38.7	4.0	37.9	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.1	6.9	38.7	4.0	37.9	10.7
LOS	C	A	D	A	D	B
Approach Delay	16.8			10.3	18.0	
Approach LOS	B			B	B	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 77.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 15.2	Intersection LOS: B
Intersection Capacity Utilization 74.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 39: I-215 SB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	738	545	119	530	0	0	0	0	105	1	291
Future Volume (veh/h)	0	738	545	119	530	0	0	0	0	105	1	291
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	777	574	125	558	0				111	1	306
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	884	749	164	2251	0				409	4	367
Arrive On Green	0.00	0.47	0.47	0.09	0.62	0.00				0.23	0.23	0.23
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1794	16	1610
Grp Volume(v), veh/h	0	777	574	125	558	0				112	0	306
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	27.4	21.9	5.0	5.1	0.0				3.8	0.0	13.4
Cycle Q Clear(g_c), s	0.0	27.4	21.9	5.0	5.1	0.0				3.8	0.0	13.4
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	884	749	164	2251	0				412	0	367
V/C Ratio(X)	0.00	0.88	0.77	0.76	0.25	0.00				0.27	0.00	0.83
Avail Cap(c_a), veh/h	0	1027	870	734	3659	0				734	0	653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.9	16.4	32.9	6.2	0.0				23.5	0.0	27.2
Incr Delay (d2), s/veh	0.0	8.0	3.5	7.1	0.1	0.0				0.4	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.1	7.0	2.3	1.2	0.0				1.6	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.9	20.0	39.9	6.3	0.0				23.9	0.0	32.3
LnGrp LOS	A	C	B	D	A	A				C	A	C
Approach Vol, veh/h		1351			683						418	
Approach Delay, s/veh		23.4			12.4						30.0	
Approach LOS		C			B						C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	11.7	40.4				52.1		21.9				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	7.0	29.4				7.1		15.4				
Green Ext Time (p_c), s	0.3	5.1				3.5		1.4				

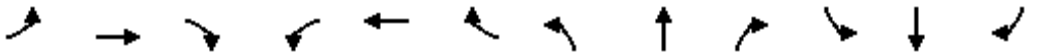
Intersection Summary												
HCM 6th Ctrl Delay			21.5									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	298	545	353	1	148
Future Volume (vph)	298	545	353	1	148
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	21.9	59.4	32.2	22.0	22.0
Actuated g/C Ratio	0.24	0.64	0.35	0.24	0.24
v/c Ratio	0.75	0.48	0.85	0.74	0.31
Control Delay	46.9	10.7	43.1	46.3	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	46.9	10.7	43.1	46.3	7.3
LOS	D	B	D	D	A
Approach Delay		23.5	43.1	33.4	
Approach LOS		C	D	C	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 93.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 31.5	Intersection LOS: C
Intersection Capacity Utilization 74.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	298	545	0	0	353	163	296	1	148	0	0	0
Future Volume (veh/h)	298	545	0	0	353	163	296	1	148	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	317	580	0	0	376	173	315	1	157			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	373	1191	0	0	433	199	400	1	357			
Arrive On Green	0.21	0.63	0.00	0.00	0.35	0.35	0.22	0.22	0.22			
Sat Flow, veh/h	1810	1900	0	0	1231	567	1804	6	1610			
Grp Volume(v), veh/h	317	580	0	0	0	549	316	0	157			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1798	1810	0	1610			
Q Serve(g_s), s	12.3	11.9	0.0	0.0	0.0	20.7	12.0	0.0	6.1			
Cycle Q Clear(g_c), s	12.3	11.9	0.0	0.0	0.0	20.7	12.0	0.0	6.1			
Prop In Lane	1.00		0.00	0.00		0.32	1.00		1.00			
Lane Grp Cap(c), veh/h	373	1191	0	0	0	633	401	0	357			
V/C Ratio(X)	0.85	0.49	0.00	0.00	0.00	0.87	0.79	0.00	0.44			
Avail Cap(c_a), veh/h	747	1960	0	0	0	989	747	0	664			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	27.8	7.3	0.0	0.0	0.0	22.0	26.7	0.0	24.4			
Incr Delay (d2), s/veh	5.4	0.3	0.0	0.0	0.0	5.2	3.5	0.0	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.2	3.1	0.0	0.0	0.0	8.1	5.2	0.0	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.2	7.6	0.0	0.0	0.0	27.2	30.2	0.0	25.3			
LnGrp LOS	C	A	A	A	A	C	C	A	C			
Approach Vol, veh/h		897			549			473				
Approach Delay, s/veh		16.6			27.2			28.5				
Approach LOS		B			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		51.6			20.0	31.6		21.1				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		13.9			14.3	22.7		14.0				
Green Ext Time (p_c), s		3.5			0.8	2.9		2.1				
Intersection Summary												
HCM 6th Ctrl Delay			22.6									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	585	108	40	452	64	37
Future Vol, veh/h	585	108	40	452	64	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	597	110	41	461	65	38

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	707	0	1195	652
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	543	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	901	-	208	471
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	586	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	901	-	198	471
Mov Cap-2 Maneuver	-	-	-	-	198	-
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	559	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	29
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	251	-	-	901	-
HCM Lane V/C Ratio	0.411	-	-	0.045	-
HCM Control Delay (s)	29	-	-	9.2	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	1.9	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	144	413	16	7	297	6	4	0	2	0	4	127
Future Vol, veh/h	144	413	16	7	297	6	4	0	2	0	4	127
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	153	439	17	7	316	6	4	0	2	0	4	135

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	322	0	0	456	0	0	1157	1090	448	1088	1095	319
Stage 1	-	-	-	-	-	-	754	754	-	333	333	-
Stage 2	-	-	-	-	-	-	403	336	-	755	762	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1249	-	-	1115	-	-	175	217	615	195	215	726
Stage 1	-	-	-	-	-	-	404	420	-	685	647	-
Stage 2	-	-	-	-	-	-	628	645	-	404	416	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1249	-	-	1115	-	-	121	180	615	169	178	726
Mov Cap-2 Maneuver	-	-	-	-	-	-	121	180	-	169	178	-
Stage 1	-	-	-	-	-	-	337	351	-	572	642	-
Stage 2	-	-	-	-	-	-	504	640	-	336	347	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	0.2	27.7	11.9
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	165	1249	-	-	1115	-	-	664
HCM Lane V/C Ratio	0.039	0.123	-	-	0.007	-	-	0.21
HCM Control Delay (s)	27.7	8.3	0	-	8.2	0	-	11.9
HCM Lane LOS	D	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.4	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	282	124	0	320	14	0	0	0	12	0	1
Future Vol, veh/h	0	282	124	0	320	14	0	0	0	12	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	260	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	310	136	0	352	15	0	0	0	13	0	1

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	367	0	-	-	-	0			670	670	360
Stage 1	-	-	-	-	-	-			360	360	-
Stage 2	-	-	-	-	-	-			310	310	-
Critical Hdwy	4.1	-	-	-	-	-			6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-			5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-			3.5	4	3.3
Pot Cap-1 Maneuver	1203	-	0	0	-	-			425	381	689
Stage 1	-	-	0	0	-	-			710	630	-
Stage 2	-	-	0	0	-	-			748	663	-
Platoon blocked, %		-			-	-					
Mov Cap-1 Maneuver	1203	-	-	-	-	-			425	0	689
Mov Cap-2 Maneuver	-	-	-	-	-	-			425	0	-
Stage 1	-	-	-	-	-	-			710	0	-
Stage 2	-	-	-	-	-	-			748	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1203	-	-	-	438
HCM Lane V/C Ratio	-	-	-	-	0.033
HCM Control Delay (s)	0	-	-	-	13.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	294	0	3	270	64	5
Future Vol, veh/h	294	0	3	270	64	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	323	0	3	297	70	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	323	0	626	323
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	303	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	1248	-	451	723
Stage 1	-	0	-	-	738	-
Stage 2	-	0	-	-	754	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1248	-	450	723
Mov Cap-2 Maneuver	-	-	-	-	450	-
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	752	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	14.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	463	-	1248	-
HCM Lane V/C Ratio	0.164	-	0.003	-
HCM Control Delay (s)	14.3	-	7.9	0
HCM Lane LOS	B	-	A	A
HCM 95th %tile Q(veh)	0.6	-	0	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	162	109	115	31	38	113
Future Vol, veh/h	162	109	115	31	38	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	182	122	129	35	43	127

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	164	0	-	0	633	147
Stage 1	-	-	-	-	147	-
Stage 2	-	-	-	-	486	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1427	-	-	-	447	905
Stage 1	-	-	-	-	885	-
Stage 2	-	-	-	-	623	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1427	-	-	-	386	905
Mov Cap-2 Maneuver	-	-	-	-	386	-
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	623	-

Approach	EB	WB	SB
HCM Control Delay, s	4.7	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1427	-	-	-	676
HCM Lane V/C Ratio	0.128	-	-	-	0.251
HCM Control Delay (s)	7.9	0	-	-	12.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	1

Intersection	
Int Delay, s/veh	9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	72	10	21	80	28	19	315	56	51	276	19
Future Vol, veh/h	12	72	10	21	80	28	19	315	56	51	276	19
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	86	12	25	95	33	23	375	67	61	329	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	982	951	343	969	929	409	352	0	0	442	0	0
Stage 1	463	463	-	455	455	-	-	-	-	-	-	-
Stage 2	519	488	-	514	474	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	230	262	704	235	270	647	1218	-	-	1129	-	-
Stage 1	583	568	-	589	572	-	-	-	-	-	-	-
Stage 2	544	553	-	547	561	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	143	238	703	155	246	647	1218	-	-	1129	-	-
Mov Cap-2 Maneuver	143	238	-	155	246	-	-	-	-	-	-	-
Stage 1	568	530	-	574	558	-	-	-	-	-	-	-
Stage 2	417	539	-	420	523	-	-	-	-	-	-	-

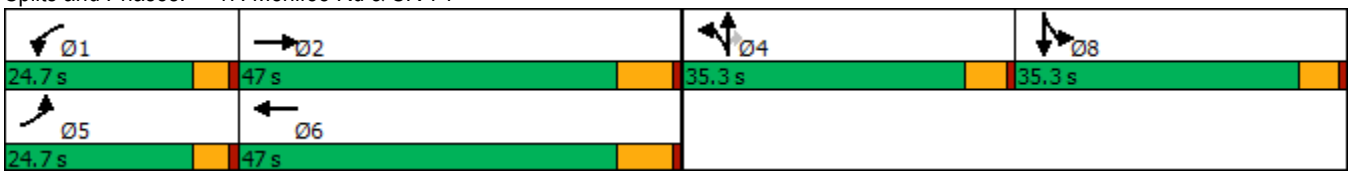
Approach	EB	WB	NB	SB
HCM Control Delay, s	33.5	38.1	0.4	1.2
HCM LOS	D	E		

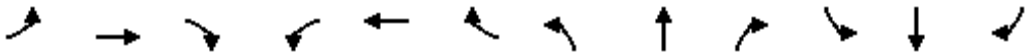
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1218	-	-	235	256	1129	-	-
HCM Lane V/C Ratio	0.019	-	-	0.476	0.6	0.054	-	-
HCM Control Delay (s)	8	0	-	33.5	38.1	8.4	0	-
HCM Lane LOS	A	A	-	D	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.4	3.5	0.2	-	-

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	49	787	150	961	248	243	187
Future Volume (vph)	49	787	150	961	248	243	187
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	4		8
Permitted Phases						4	
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.3	10.3	10.3
Total Split (s)	24.7	47.0	24.7	47.0	35.3	35.3	35.3
Total Split (%)	17.4%	33.0%	17.4%	33.0%	24.8%	24.8%	24.8%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	8.5	40.1	16.2	49.9	30.1	30.1	28.4
Actuated g/C Ratio	0.06	0.29	0.12	0.36	0.22	0.22	0.21
v/c Ratio	0.48	0.95	0.78	0.89	1.02	0.51	0.91
Control Delay	77.2	66.1	83.5	51.6	102.2	13.3	81.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.2	66.1	83.5	51.6	102.2	13.3	81.7
LOS	E	E	F	D	F	B	F
Approach Delay		66.7		55.6	67.2		81.7
Approach LOS		E		E	E		F

Intersection Summary	
Cycle Length: 142.3	
Actuated Cycle Length: 137.1	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 64.0	Intersection LOS: E
Intersection Capacity Utilization 89.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	787	109	150	961	83	127	248	243	106	187	23
Future Volume (veh/h)	49	787	109	150	961	83	127	248	243	106	187	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	874	121	167	1068	92	141	276	270	118	208	26
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	934	129	193	1214	105	143	279	363	128	225	28
Arrive On Green	0.04	0.29	0.29	0.11	0.36	0.36	0.23	0.23	0.23	0.21	0.21	0.21
Sat Flow, veh/h	1810	3185	441	1810	3363	290	632	1237	1610	618	1090	136
Grp Volume(v), veh/h	54	495	500	167	573	587	417	0	270	352	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1821	1810	1805	1848	1868	0	1610	1845	0	0
Q Serve(g_s), s	3.9	35.5	35.5	12.1	39.5	39.6	29.6	0.0	20.7	24.9	0.0	0.0
Cycle Q Clear(g_c), s	3.9	35.5	35.5	12.1	39.5	39.6	29.6	0.0	20.7	24.9	0.0	0.0
Prop In Lane	1.00		0.24	1.00		0.16	0.34		1.00	0.34		0.07
Lane Grp Cap(c), veh/h	70	530	534	193	652	667	422	0	363	381	0	0
V/C Ratio(X)	0.77	0.94	0.94	0.87	0.88	0.88	0.99	0.00	0.74	0.92	0.00	0.00
Avail Cap(c_a), veh/h	272	543	548	272	652	667	422	0	363	416	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	63.3	45.8	45.8	58.5	39.8	39.8	51.3	0.0	47.9	51.7	0.0	0.0
Incr Delay (d2), s/veh	6.5	23.5	23.4	14.2	13.1	12.9	40.9	0.0	8.0	24.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	19.3	19.5	6.3	19.8	20.2	18.6	0.0	9.1	14.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.8	69.2	69.1	72.7	52.9	52.7	92.2	0.0	55.9	76.6	0.0	0.0
LnGrp LOS	E	E	E	E	D	D	F	A	E	E	A	A
Approach Vol, veh/h		1049			1327			687			352	
Approach Delay, s/veh		69.2			55.3			77.9			76.6	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.9	46.0		35.3	9.9	55.0		32.8				
Change Period (Y+Rc), s	* 4.7	7.0		5.3	* 4.7	7.0		5.3				
Max Green Setting (Gmax), s	* 20	40.0		30.0	* 20	40.0		30.0				
Max Q Clear Time (g_c+I1), s	14.1	37.5		31.6	5.9	41.6		26.9				
Green Ext Time (p_c), s	0.1	1.5		0.0	0.0	0.0		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		66.3	
HCM 6th LOS		E	

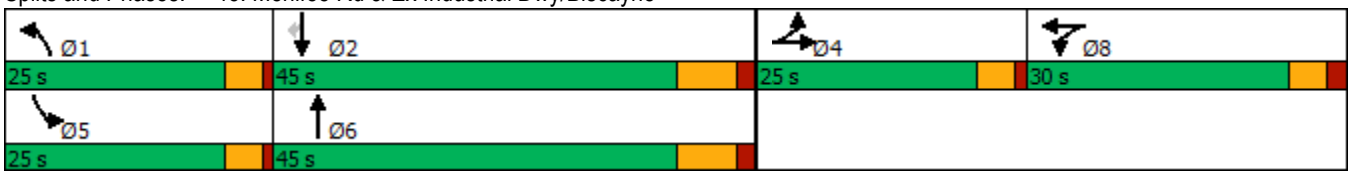
Notes

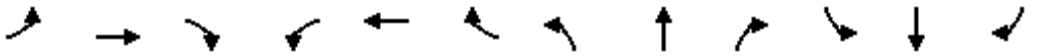
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	2	2	568	10	415	7
Future Volume (vph)	0	2	2	568	10	415	7
Turn Type	NA	NA	Prot	NA	Prot	NA	Perm
Protected Phases	4	8	1	6	5	2	
Permitted Phases							2
Detector Phase	4	8	1	6	5	2	2
Switch Phase							
Minimum Initial (s)	6.0	8.0	6.0	10.0	6.0	10.0	10.0
Minimum Split (s)	10.6	13.6	10.6	17.5	10.6	17.5	17.5
Total Split (s)	25.0	30.0	25.0	45.0	25.0	45.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%	36.0%
Yellow Time (s)	3.6	3.6	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	4.6	7.5	4.6	7.5	7.5
Lead/Lag			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	None	Min	Min
Act Effct Green (s)	6.2	8.2	6.2	55.2	6.4	55.3	55.3
Actuated g/C Ratio	0.10	0.13	0.10	0.89	0.10	0.89	0.89
v/c Ratio	0.02	0.06	0.02	0.44	0.07	0.32	0.01
Control Delay	28.7	19.2	28.5	7.6	28.5	5.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.7	19.2	28.5	7.6	28.5	5.5	0.0
LOS	C	B	C	A	C	A	A
Approach Delay	28.7	19.2		7.6		6.0	
Approach LOS	C	B		A		A	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 61.8	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 7.1	Intersection LOS: A
Intersection Capacity Utilization 47.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	0	1	2	7	2	568	1	10	415	7
Future Volume (veh/h)	3	0	0	1	2	7	2	568	1	10	415	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	0	0	1	3	9	3	738	1	13	539	9
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	12	0	0	3	10	31	9	914	1	36	944	800
Arrive On Green	0.01	0.00	0.00	0.03	0.03	0.03	0.00	0.48	0.48	0.02	0.50	0.50
Sat Flow, veh/h	1809	0	0	130	389	1166	1810	1897	3	1810	1900	1610
Grp Volume(v), veh/h	4	0	0	13	0	0	3	0	739	13	539	9
Grp Sat Flow(s),veh/h/ln	1810	0	0	1684	0	0	1810	0	1900	1810	1900	1610
Q Serve(g_s), s	0.1	0.0	0.0	0.4	0.0	0.0	0.1	0.0	15.8	0.3	9.6	0.1
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.4	0.0	0.0	0.1	0.0	15.8	0.3	9.6	0.1
Prop In Lane	1.00		0.00	0.08		0.69	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	12	0	0	45	0	0	9	0	915	36	944	800
V/C Ratio(X)	0.34	0.00	0.00	0.29	0.00	0.00	0.34	0.00	0.81	0.36	0.57	0.01
Avail Cap(c_a), veh/h	770	0	0	857	0	0	770	0	1486	770	1486	1260
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.7	0.0	0.0	22.9	0.0	0.0	23.8	0.0	10.5	23.2	8.5	6.1
Incr Delay (d2), s/veh	16.2	0.0	0.0	3.5	0.0	0.0	20.9	0.0	1.7	6.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.2	0.0	0.0	0.1	0.0	5.3	0.2	3.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.9	0.0	0.0	26.4	0.0	0.0	44.7	0.0	12.3	29.2	9.0	6.1
LnGrp LOS	D	A	A	C	A	A	D	A	B	C	A	A
Approach Vol, veh/h		4			13			742			561	
Approach Delay, s/veh		39.9			26.4			12.4			9.4	
Approach LOS		D			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	31.3		4.9	5.6	30.6		6.9				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	20.4	37.5		20.4	20.4	37.5		24.4				
Max Q Clear Time (g_c+I1), s	2.1	11.6		2.1	2.3	17.8		2.4				
Green Ext Time (p_c), s	0.0	3.8		0.0	0.0	5.3		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		11.4	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	3	4	0	1	1	568	7	0	418	2
Future Vol, veh/h	5	0	3	4	0	1	1	568	7	0	418	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	0	4	5	0	1	1	738	9	0	543	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1290	1294	545	1292	1291	743	546	0	0	747	0	0
Stage 1	545	545	-	745	745	-	-	-	-	-	-	-
Stage 2	745	749	-	547	546	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	142	164	542	141	165	418	1033	-	-	870	-	-
Stage 1	526	522	-	409	424	-	-	-	-	-	-	-
Stage 2	409	422	-	525	521	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	141	164	542	140	165	418	1033	-	-	870	-	-
Mov Cap-2 Maneuver	141	164	-	140	165	-	-	-	-	-	-	-
Stage 1	525	522	-	408	423	-	-	-	-	-	-	-
Stage 2	407	421	-	521	521	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.5	28.3	0	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1033	-	-	195	161	870	-	-
HCM Lane V/C Ratio	0.001	-	-	0.053	0.04	-	-	-
HCM Control Delay (s)	8.5	0	-	24.5	28.3	0	-	-
HCM Lane LOS	A	A	-	C	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	130	91	570	417	14
Future Vol, veh/h	6	130	91	570	417	14
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	167	117	731	535	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1510	545	554	0	-	0
Stage 1	545	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	134	542	1026	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	373	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	108	541	1025	-	-	-
Mov Cap-2 Maneuver	108	-	-	-	-	-
Stage 1	472	-	-	-	-	-
Stage 2	373	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.5	1.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1025	-	460	-	-
HCM Lane V/C Ratio	0.114	-	0.379	-	-
HCM Control Delay (s)	9	0	17.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.4	-	1.7	-	-

Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Configurations					
Traffic Volume (vph)	1131	5	3	1194	5
Future Volume (vph)	1131	5	3	1194	5
Turn Type	NA	Perm	Prot	NA	Perm
Protected Phases	2		1	6	
Permitted Phases		2			8
Detector Phase	2	2	1	6	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	9.7	12.0	10.5
Total Split (s)	42.0	42.0	29.7	71.7	35.5
Total Split (%)	39.2%	39.2%	27.7%	66.9%	33.1%
Yellow Time (s)	6.0	6.0	3.7	6.0	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.7	7.0	5.5
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	Min	Min	None	Min	None
Act Effct Green (s)	54.9	54.9	5.2	56.5	5.6
Actuated g/C Ratio	0.93	0.93	0.09	0.95	0.09
v/c Ratio	0.40	0.00	0.03	0.41	0.01
Control Delay	2.7	2.2	28.7	1.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	2.7	2.2	28.7	1.3	0.0
LOS	A	A	C	A	A
Approach Delay	2.7			1.4	
Approach LOS	A			A	

Intersection Summary	
Cycle Length: 107.2	
Actuated Cycle Length: 59.2	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.41	
Intersection Signal Delay: 2.0	Intersection LOS: A
Intersection Capacity Utilization 45.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 52: McKinley & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1131	5	3	1194	0	5
Future Volume (veh/h)	1131	5	3	1194	0	5
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1331	6	4	1405	0	6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2049	914	10	2482	15	13
Arrive On Green	0.57	0.57	0.01	0.69	0.00	0.01
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	1331	6	4	1405	0	6
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	10.4	0.1	0.1	8.2	0.0	0.2
Cycle Q Clear(g_c), s	10.4	0.1	0.1	8.2	0.0	0.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2049	914	10	2482	15	13
V/C Ratio(X)	0.65	0.01	0.41	0.57	0.00	0.46
Avail Cap(c_a), veh/h	3078	1373	1102	5689	1322	1177
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.1	3.9	20.4	3.3	0.0	20.3
Incr Delay (d2), s/veh	0.4	0.0	9.7	0.2	0.0	23.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.1	0.9	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.4	3.9	30.1	3.5	0.0	43.8
LnGrp LOS	A	A	C	A	A	D
Approach Vol, veh/h	1337			1409	6	
Approach Delay, s/veh	6.4			3.6	43.8	
Approach LOS	A			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	4.9	30.3				35.2	5.8
Change Period (Y+Rc), s	* 4.7	7.0				7.0	5.5
Max Green Setting (Gmax), s	* 25	35.0				64.7	30.0
Max Q Clear Time (g_c+I1), s	2.1	12.4				10.2	2.2
Green Ext Time (p_c), s	0.0	10.9				16.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	5.0
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	7	134	25	17	0	104	115	12	4	192	50
Future Vol, veh/h	38	7	134	25	17	0	104	115	12	4	192	50
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	49	9	174	32	22	0	135	149	16	5	249	65
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

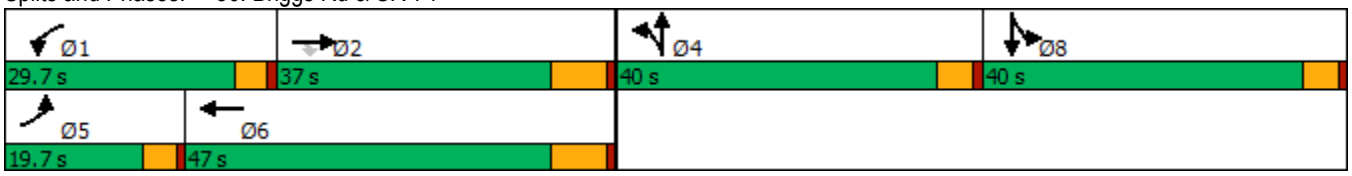
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	10.2	9.8	12.3	12.1
HCM LOS	B	A	B	B

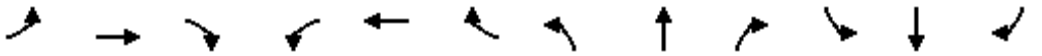
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	45%	84%	0%	60%	2%
Vol Thru, %	50%	16%	0%	40%	78%
Vol Right, %	5%	0%	100%	0%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	231	45	134	42	246
LT Vol	104	38	0	25	4
Through Vol	115	7	0	17	192
RT Vol	12	0	134	0	50
Lane Flow Rate	300	58	174	55	319
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.436	0.107	0.264	0.093	0.447
Departure Headway (Hd)	5.228	6.61	5.47	6.162	5.037
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	690	542	656	580	716
Service Time	3.257	4.347	3.207	4.211	3.066
HCM Lane V/C Ratio	0.435	0.107	0.265	0.095	0.446
HCM Control Delay	12.3	10.1	10.2	9.8	12.1
HCM Lane LOS	B	B	B	A	B
HCM 95th-tile Q	2.2	0.4	1.1	0.3	2.3

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	58	651	426	261	838	296	183	177	187
Future Volume (vph)	58	651	426	261	838	296	183	177	187
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Split	NA
Protected Phases	5	2		1	6	4	4	8	8
Permitted Phases			2						
Detector Phase	5	2	2	1	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	9.7	12.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	37.0	37.0	29.7	47.0	40.0	40.0	40.0	40.0
Total Split (%)	13.4%	25.2%	25.2%	20.2%	32.0%	27.3%	27.3%	27.3%	27.3%
Yellow Time (s)	3.7	6.0	6.0	3.7	6.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	9.8	30.1	30.1	25.0	47.5	35.1	35.1	27.8	27.8
Actuated g/C Ratio	0.07	0.22	0.22	0.18	0.34	0.25	0.25	0.20	0.20
v/c Ratio	0.56	1.01	0.71	0.97	0.98	0.79	0.95	0.59	0.84
Control Delay	80.1	88.8	12.1	100.4	66.9	63.3	78.8	57.7	72.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.1	88.8	12.1	100.4	66.9	63.3	78.8	57.7	72.1
LOS	F	F	B	F	E	E	E	E	E
Approach Delay		59.5			73.9		71.9		66.1
Approach LOS		E			E		E		E

Intersection Summary	
Cycle Length: 146.7	
Actuated Cycle Length: 139.7	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 67.9	Intersection LOS: E
Intersection Capacity Utilization 82.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	651	426	261	838	145	296	183	184	177	187	63
Future Volume (veh/h)	58	651	426	261	838	145	296	183	184	177	187	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.88	1.00		0.83
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	70	784	513	314	1010	175	357	220	222	213	225	76
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	89	778	337	325	1064	184	455	203	205	357	254	86
Arrive On Green	0.05	0.22	0.22	0.18	0.35	0.35	0.25	0.25	0.25	0.20	0.20	0.20
Sat Flow, veh/h	1810	3610	1562	1810	3077	532	1810	806	813	1810	1285	434
Grp Volume(v), veh/h	70	784	513	314	592	593	357	0	442	213	0	301
Grp Sat Flow(s),veh/h/ln	1810	1805	1562	1810	1805	1804	1810	0	1619	1810	0	1720
Q Serve(g_s), s	5.3	30.0	30.0	24.0	44.4	44.6	25.6	0.0	35.0	14.9	0.0	23.7
Cycle Q Clear(g_c), s	5.3	30.0	30.0	24.0	44.4	44.6	25.6	0.0	35.0	14.9	0.0	23.7
Prop In Lane	1.00		1.00	1.00		0.30	1.00		0.50	1.00		0.25
Lane Grp Cap(c), veh/h	89	778	337	325	624	624	455	0	407	357	0	340
V/C Ratio(X)	0.78	1.01	1.52	0.97	0.95	0.95	0.78	0.00	1.09	0.60	0.00	0.89
Avail Cap(c_a), veh/h	195	778	337	325	624	624	455	0	407	455	0	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	65.4	54.6	54.6	56.7	44.3	44.4	48.6	0.0	52.1	50.8	0.0	54.3
Incr Delay (d2), s/veh	5.5	34.1	250.4	40.5	23.7	24.2	8.7	0.0	69.5	1.6	0.0	16.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	17.3	35.2	14.6	23.8	24.0	12.7	0.0	22.0	7.0	0.0	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.0	88.7	305.0	97.1	68.0	68.5	57.3	0.0	121.6	52.4	0.0	70.7
LnGrp LOS	E	F	F	F	E	E	E	A	F	D	A	E
Approach Vol, veh/h		1367			1499			799			514	
Approach Delay, s/veh		169.0			74.3			92.9			63.1	
Approach LOS		F			E			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.7	37.0		40.0	11.6	55.1		32.5				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 25	30.0		35.0	* 15	40.0		35.0				
Max Q Clear Time (g_c+I1), s	26.0	32.0		37.0	7.3	46.6		25.7				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		1.8				

Intersection Summary			
HCM 6th Ctrl Delay		107.5	
HCM 6th LOS		F	

Notes

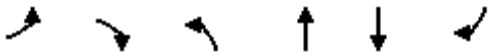
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	385	167	190	278	354	520
Future Volume (vph)	385	167	190	278	354	520
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	10.0	10.0	10.0
Minimum Split (s)	13.6	13.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	30.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	30.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	4.6	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	24.9	24.9	14.1	39.0	20.2	20.2
Actuated g/C Ratio	0.33	0.33	0.18	0.51	0.26	0.26
v/c Ratio	0.82	0.31	0.72	0.36	0.46	0.72
Control Delay	40.3	5.4	43.4	11.7	25.2	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.3	5.4	43.4	11.7	25.2	7.2
LOS	D	A	D	B	C	A
Approach Delay	29.7			24.6	14.5	
Approach LOS	C			C	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 76.5	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 21.4	Intersection LOS: C
Intersection Capacity Utilization 55.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 57: Briggs Rd & Heritage HS Dwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	385	167	190	278	354	520
Future Volume (veh/h)	385	167	190	278	354	520
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	481	209	238	348	442	650
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	471	419	274	1155	1470	656
Arrive On Green	0.26	0.26	0.15	0.61	0.41	0.41
Sat Flow, veh/h	1810	1610	1810	1900	3705	1610
Grp Volume(v), veh/h	481	209	238	348	442	650
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1805	1610
Q Serve(g_s), s	24.4	10.4	12.1	8.3	7.8	37.7
Cycle Q Clear(g_c), s	24.4	10.4	12.1	8.3	7.8	37.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	471	419	274	1155	1470	656
V/C Ratio(X)	1.02	0.50	0.87	0.30	0.30	0.99
Avail Cap(c_a), veh/h	471	419	393	1280	1470	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	29.5	38.9	8.8	18.8	27.6
Incr Delay (d2), s/veh	47.2	0.9	10.1	0.1	0.1	32.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.6	0.1	6.0	3.2	3.2	19.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	81.9	30.4	49.0	9.0	18.9	60.5
LnGrp LOS	F	C	D	A	B	E
Approach Vol, veh/h	690			586	1092	
Approach Delay, s/veh	66.3			25.2	43.7	
Approach LOS	E			C	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		63.8		30.0	18.8	45.0
Change Period (Y+Rc), s		6.8		5.6	4.6	6.8
Max Green Setting (Gmax), s		63.2		24.4	20.4	38.2
Max Q Clear Time (g_c+I1), s		10.3		26.4	14.1	39.7
Green Ext Time (p_c), s		2.4		0.0	0.2	0.0

Intersection Summary		
HCM 6th Ctrl Delay		45.7
HCM 6th LOS		D

Intersection	
Intersection Delay, s/veh	110.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	0	36	0	185	1	480	154	23	501	10
Future Vol, veh/h	9	0	0	36	0	185	1	480	154	23	501	10
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	0	0	50	0	257	1	667	214	32	696	14
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	13	19.1	105.2	155.9
HCM LOS	B	C	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%	16%	4%
Vol Thru, %	100%	0%	0%	0%	94%
Vol Right, %	0%	100%	0%	84%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	481	154	9	221	534
LT Vol	1	0	9	36	23
Through Vol	480	0	0	0	501
RT Vol	0	154	0	185	10
Lane Flow Rate	668	214	12	307	742
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1.212	0.346	0.03	0.562	1.27
Departure Headway (Hd)	6.899	6.18	9.683	7.24	6.413
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	534	586	372	500	571
Service Time	4.599	3.88	7.683	5.24	4.413
HCM Lane V/C Ratio	1.251	0.365	0.032	0.614	1.299
HCM Control Delay	135	12.1	13	19.1	155.9
HCM Lane LOS	F	B	B	C	F
HCM 95th-tile Q	23.8	1.5	0.1	3.4	28.4

Intersection	
Int Delay, s/veh	9.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	93	21	614	51	21	516
Future Vol, veh/h	93	21	614	51	21	516
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	112	25	740	61	25	622

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1446	404	0	0	804	0
Stage 1	774	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	135	602	-	-	829	-
Stage 1	421	-	-	-	-	-
Stage 2	511	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	128	600	-	-	827	-
Mov Cap-2 Maneuver	128	-	-	-	-	-
Stage 1	420	-	-	-	-	-
Stage 2	487	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	111.3	0	0.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	150	827	-
HCM Lane V/C Ratio	-	-	0.916	0.031	-
HCM Control Delay (s)	-	-	111.3	9.5	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	6.4	0.1	-

Intersection	
Intersection Delay, s/veh	122.4
Intersection LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	615	0	0	643
Future Vol, veh/h	0	0	615	0	0	643
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	750	0	0	784
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	0	146.4	99.4
HCM LOS	-	F	F

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	0%	100%	0%
Vol Right, %	100%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	643	0	615
LT Vol	0	0	615
Through Vol	0	0	0
RT Vol	643	0	0
Lane Flow Rate	784	0	750
Geometry Grp	1	1	1
Degree of Util (X)	1.13	0	1.247
Departure Headway (Hd)	5.738	7.768	6.325
Convergence, Y/N	Yes	Yes	Yes
Cap	643	0	578
Service Time	3.738	5.768	4.325
HCM Lane V/C Ratio	1.219	0	1.298
HCM Control Delay	99.4	10.8	146.4
HCM Lane LOS	F	N	F
HCM 95th-tile Q	22.2	0	27.3

Intersection	
Int Delay, s/veh	91.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	599	44	40	66	34	575
Future Vol, veh/h	599	44	40	66	34	575
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	713	52	48	79	40	685

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	127	0	-	0	1566	88
Stage 1	-	-	-	-	88	-
Stage 2	-	-	-	-	1478	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1472	-	-	-	124	976
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	211	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1472	-	-	-	62	976
Mov Cap-2 Maneuver	-	-	-	-	62	-
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	211	-

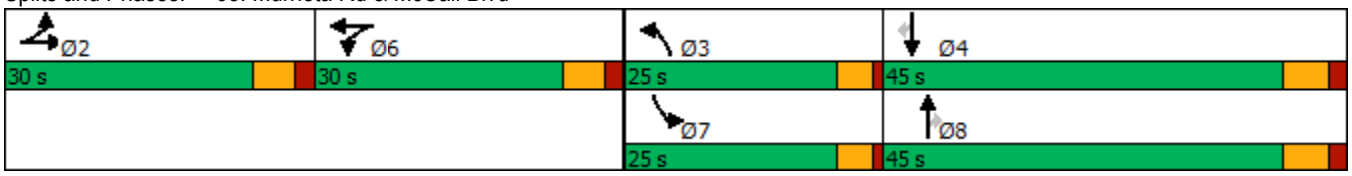
Approach	EB	WB	SB
HCM Control Delay, s	9.1	0	194
HCM LOS			F

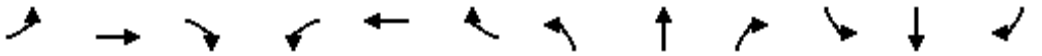
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1472	-	-	-	535
HCM Lane V/C Ratio	0.484	-	-	-	1.355
HCM Control Delay (s)	9.7	0	-	-	194
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	2.7	-	-	-	32.2

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	81	210	90	120	1	156	122	61	138	93
Future Volume (vph)	81	210	90	120	1	156	122	61	138	93
Turn Type	Split	NA	Split	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	2	2	6	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	2	2	6	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	12.1	12.1	12.1	12.1	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	30.0	30.0	30.0	30.0	25.0	45.0	45.0	25.0	45.0	45.0
Total Split (%)	23.1%	23.1%	23.1%	23.1%	19.2%	34.6%	34.6%	19.2%	34.6%	34.6%
Yellow Time (s)	4.1	4.1	4.1	4.1	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	6.1	6.1	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	10.5	10.5	9.8	9.8	6.4	12.5	12.5	7.8	20.4	20.4
Actuated g/C Ratio	0.17	0.17	0.16	0.16	0.10	0.20	0.20	0.13	0.33	0.33
v/c Ratio	0.31	0.41	0.37	0.40	0.01	0.48	0.33	0.32	0.26	0.18
Control Delay	29.1	27.7	30.7	17.3	33.0	29.1	7.5	32.9	18.1	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.1	27.7	30.7	17.3	33.0	29.1	7.5	32.9	18.1	4.9
LOS	C	C	C	B	C	C	A	C	B	A
Approach Delay		28.1		21.3		19.7			17.0	
Approach LOS		C		C		B			B	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 62	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay: 21.6	Intersection LOS: C
Intersection Capacity Utilization 43.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 65: Murrieta Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	210	1	90	120	94	1	156	122	61	138	93
Future Volume (veh/h)	81	210	1	90	120	94	1	156	122	61	138	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	247	1	106	141	111	1	184	144	72	162	109
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	243	494	2	260	286	209	4	314	263	139	457	383
Arrive On Green	0.13	0.13	0.13	0.14	0.14	0.14	0.00	0.17	0.17	0.08	0.24	0.24
Sat Flow, veh/h	1810	3687	15	1810	1987	1456	1810	1900	1589	1810	1900	1589
Grp Volume(v), veh/h	95	121	127	106	127	125	1	184	144	72	162	109
Grp Sat Flow(s),veh/h/ln	1810	1805	1897	1810	1805	1638	1810	1900	1589	1810	1900	1589
Q Serve(g_s), s	2.3	3.0	3.0	2.6	3.1	3.4	0.0	4.3	4.0	1.8	3.4	2.7
Cycle Q Clear(g_c), s	2.3	3.0	3.0	2.6	3.1	3.4	0.0	4.3	4.0	1.8	3.4	2.7
Prop In Lane	1.00		0.01	1.00		0.89	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	242	254	260	259	235	4	314	263	139	457	383
V/C Ratio(X)	0.39	0.50	0.50	0.41	0.49	0.53	0.27	0.59	0.55	0.52	0.35	0.28
Avail Cap(c_a), veh/h	894	892	938	894	892	810	763	1517	1268	763	1517	1269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.1	19.4	19.4	18.8	19.1	19.2	24.1	18.6	18.5	21.5	15.2	15.0
Incr Delay (d2), s/veh	1.0	1.6	1.5	1.0	1.4	1.8	13.5	1.7	1.8	1.1	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.2	1.3	1.0	1.3	1.3	0.0	1.8	1.4	0.8	1.4	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.2	21.0	20.9	19.9	20.5	21.0	37.6	20.4	20.3	22.6	15.7	15.4
LnGrp LOS	C	C	C	B	C	C	D	C	C	C	B	B
Approach Vol, veh/h		343			358			329			343	
Approach Delay, s/veh		20.8			20.5			20.4			17.0	
Approach LOS		C			C			C			B	

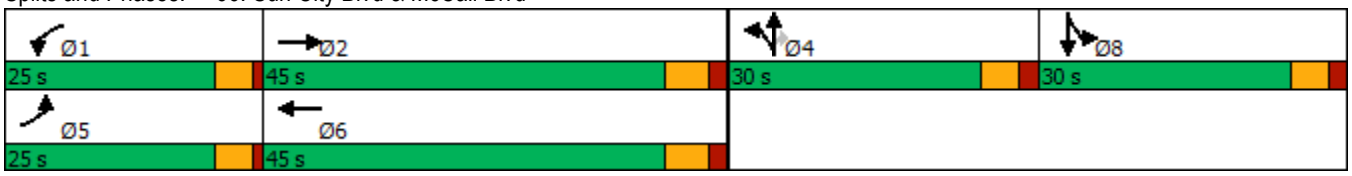
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.6	4.7	18.0		13.0	8.3	14.4				
Change Period (Y+Rc), s		6.1	4.6	6.4		6.1	4.6	6.4				
Max Green Setting (Gmax), s		23.9	20.4	38.6		23.9	20.4	38.6				
Max Q Clear Time (g_c+I1), s		5.0	2.0	5.4		5.4	3.8	6.3				
Green Ext Time (p_c), s		1.5	0.0	1.3		1.6	0.1	1.6				

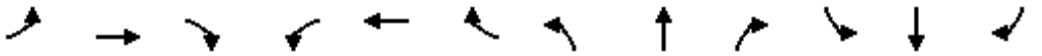
Intersection Summary												
HCM 6th Ctrl Delay			19.7									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	29	324	232	373	48	84	55
Future Volume (vph)	29	324	232	373	48	84	55
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	4		8
Permitted Phases						4	
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	13.6	13.6	13.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	6.6	15.0	19.2	32.2	8.4	8.4	9.2
Actuated g/C Ratio	0.09	0.20	0.26	0.44	0.11	0.11	0.12
v/c Ratio	0.22	0.62	0.59	0.32	0.25	0.36	0.36
Control Delay	36.9	30.2	30.9	15.4	33.4	10.2	32.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.9	30.2	30.9	15.4	33.4	10.2	32.2
LOS	D	C	C	B	C	B	C
Approach Delay		30.7		20.9	21.9		32.2
Approach LOS		C		C	C		C

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 73.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 25.1	Intersection LOS: C
Intersection Capacity Utilization 47.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 66: Sun City Blvd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	324	55	232	373	47	38	48	84	69	55	10
Future Volume (veh/h)	29	324	55	232	373	47	38	48	84	69	55	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	386	65	276	444	56	45	57	100	82	65	12
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	80	604	101	332	1077	135	196	274	204	223	196	36
Arrive On Green	0.04	0.20	0.20	0.18	0.33	0.33	0.13	0.13	0.13	0.12	0.12	0.12
Sat Flow, veh/h	1810	3093	516	1810	3221	404	1511	2118	1575	1788	1575	291
Grp Volume(v), veh/h	35	224	227	276	248	252	54	48	100	83	0	76
Grp Sat Flow(s),veh/h/ln	1810	1805	1804	1810	1805	1820	1824	1805	1575	1811	0	1844
Q Serve(g_s), s	1.1	6.8	6.9	8.8	6.3	6.4	1.6	1.4	3.5	2.5	0.0	2.2
Cycle Q Clear(g_c), s	1.1	6.8	6.9	8.8	6.3	6.4	1.6	1.4	3.5	2.5	0.0	2.2
Prop In Lane	1.00		0.29	1.00		0.22	0.83		1.00	0.99		0.16
Lane Grp Cap(c), veh/h	80	352	352	332	603	609	236	234	204	226	0	230
V/C Ratio(X)	0.44	0.64	0.64	0.83	0.41	0.41	0.23	0.20	0.49	0.37	0.00	0.33
Avail Cap(c_a), veh/h	619	1178	1177	619	1178	1188	747	739	645	741	0	755
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.8	22.0	22.1	23.5	15.3	15.3	23.3	23.2	24.1	23.9	0.0	23.8
Incr Delay (d2), s/veh	1.4	1.9	2.0	2.1	0.4	0.5	0.5	0.4	1.8	1.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.8	2.8	3.6	2.3	2.4	0.7	0.6	1.4	1.1	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.2	23.9	24.1	25.5	15.8	15.8	23.8	23.6	25.9	24.9	0.0	24.7
LnGrp LOS	C	C	C	C	B	B	C	C	C	C	A	C
Approach Vol, veh/h		486			776			202			159	
Approach Delay, s/veh		24.4			19.2			24.8			24.8	
Approach LOS		C			B			C			C	

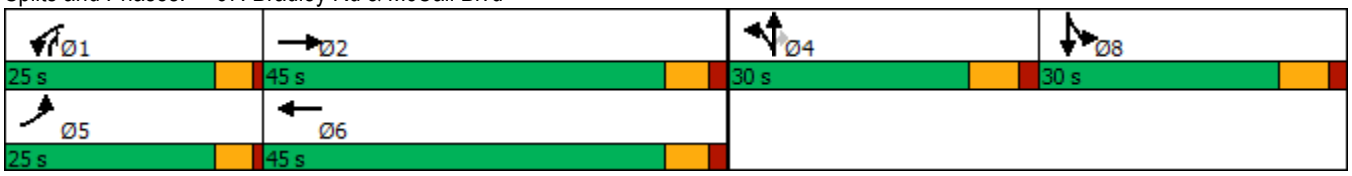
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.5	17.7		13.3	7.2	26.0		13.0				
Change Period (Y+Rc), s	4.6	6.1		5.6	4.6	6.1		5.6				
Max Green Setting (Gmax), s	20.4	38.9		24.4	20.4	38.9		24.4				
Max Q Clear Time (g_c+I1), s	10.8	8.9		5.5	3.1	8.4		4.5				
Green Ext Time (p_c), s	0.3	2.7		0.8	0.0	3.1		0.8				

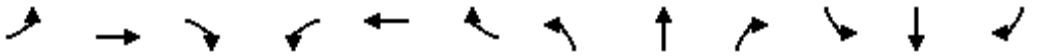
Intersection Summary			
HCM 6th Ctrl Delay		22.0	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	495	440	568	52	43	374	141	50
Future Volume (vph)	6	495	440	568	52	43	374	141	50
Turn Type	Prot	NA	Prot	NA	Split	NA	pm+ov	Split	NA
Protected Phases	5	2	1	6	4	4	1	8	8
Permitted Phases							4		
Detector Phase	5	2	1	6	4	4	1	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	10.6	14.8	14.8
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	19.2%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.2	20.7	21.2	45.0	9.3	9.3	29.9	13.1	13.1
Actuated g/C Ratio	0.07	0.24	0.25	0.53	0.11	0.11	0.35	0.15	0.15
v/c Ratio	0.05	0.69	1.06	0.38	0.29	0.23	0.59	0.55	0.24
Control Delay	45.0	34.5	96.7	14.7	43.9	42.5	10.2	44.1	32.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.0	34.5	96.7	14.7	43.9	42.5	10.2	44.1	32.9
LOS	D	C	F	B	D	D	B	D	C
Approach Delay		34.6		47.7		16.9			40.6
Approach LOS		C		D		B			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 85.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 37.7	Intersection LOS: D
Intersection Capacity Utilization 69.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 67: Bradley Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	495	60	440	568	85	52	43	374	141	50	15
Future Volume (veh/h)	6	495	60	440	568	85	52	43	374	141	50	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	7	538	65	478	617	92	57	47	407	153	54	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	19	694	84	379	1300	193	397	416	690	196	152	45
Arrive On Green	0.01	0.21	0.21	0.21	0.41	0.41	0.22	0.22	0.22	0.11	0.11	0.11
Sat Flow, veh/h	1810	3244	391	1810	3152	469	1810	1900	1610	1810	1402	415
Grp Volume(v), veh/h	7	299	304	478	353	356	57	47	407	153	0	70
Grp Sat Flow(s),veh/h/ln	1810	1805	1830	1810	1805	1816	1810	1900	1610	1810	0	1817
Q Serve(g_s), s	0.4	15.2	15.3	20.4	13.9	14.0	2.5	1.9	18.8	8.0	0.0	3.5
Cycle Q Clear(g_c), s	0.4	15.2	15.3	20.4	13.9	14.0	2.5	1.9	18.8	8.0	0.0	3.5
Prop In Lane	1.00		0.21	1.00		0.26	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	19	386	391	379	744	749	397	416	690	196	0	197
V/C Ratio(X)	0.36	0.77	0.78	1.26	0.47	0.48	0.14	0.11	0.59	0.78	0.00	0.36
Avail Cap(c_a), veh/h	379	720	730	379	744	749	431	452	720	431	0	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.9	36.1	36.1	38.5	20.9	20.9	30.7	30.5	21.3	42.3	0.0	40.3
Incr Delay (d2), s/veh	4.2	3.3	3.4	137.7	0.5	0.5	0.2	0.1	1.2	6.6	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	6.9	7.0	23.2	5.7	5.8	1.1	0.9	6.7	3.8	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	39.4	39.5	176.2	21.4	21.4	30.9	30.6	22.5	48.9	0.0	41.4
LnGrp LOS	D	D	D	F	C	C	C	C	C	D	A	D
Approach Vol, veh/h		610			1187			511			223	
Approach Delay, s/veh		39.6			83.7			24.2			46.5	
Approach LOS		D			F			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	26.9		28.2	5.6	46.3		17.4				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		23.2				
Max Q Clear Time (g_c+I1), s	22.4	17.3		20.8	2.4	16.0		10.0				
Green Ext Time (p_c), s	0.0	3.6		0.5	0.0	4.4		0.6				

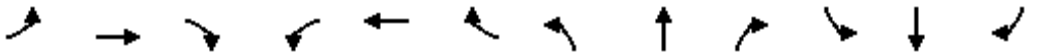
Intersection Summary												
HCM 6th Ctrl Delay			57.8									
HCM 6th LOS			E									

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	651	359	458	794	3	298
Future Volume (vph)	651	359	458	794	3	298
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		9.0	9.5	9.5	9.5
Total Split (s)	42.0		29.0	71.0	29.0	29.0
Total Split (%)	42.0%		29.0%	71.0%	29.0%	29.0%
Yellow Time (s)	4.0		3.5	4.0	4.0	4.0
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.0	4.5	4.5	4.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	C-Min	None	None
Act Effct Green (s)	37.0	100.0	34.3	75.3	15.7	15.7
Actuated g/C Ratio	0.37	1.00	0.34	0.75	0.16	0.16
v/c Ratio	0.50	0.23	0.76	0.30	0.71	0.70
Control Delay	27.0	0.3	31.0	11.5	53.5	20.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	0.3	31.0	11.5	53.5	20.9
LOS	C	A	C	B	D	C
Approach Delay	17.5			18.6	33.9	
Approach LOS	B			B	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 61 (61%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 21.0	Intersection LOS: C
Intersection Capacity Utilization 65.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 68: I-215 SB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	651	359	458	794	0	0	0	0	194	3	298
Future Volume (veh/h)	0	651	359	458	794	0	0	0	0	194	3	298
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	671	0	472	819	0				200	3	307
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1475		452	2522	0				377	6	341
Arrive On Green	0.00	0.41	0.00	0.50	1.00	0.00				0.21	0.21	0.21
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1784	27	1610
Grp Volume(v), veh/h	0	671	0	472	819	0				203	0	307
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1811	0	1610
Q Serve(g_s), s	0.0	13.5	0.0	25.0	0.0	0.0				10.0	0.0	18.6
Cycle Q Clear(g_c), s	0.0	13.5	0.0	25.0	0.0	0.0				10.0	0.0	18.6
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	1475		452	2522	0				383	0	341
V/C Ratio(X)	0.00	0.45		1.04	0.32	0.00				0.53	0.00	0.90
Avail Cap(c_a), veh/h	0	1475		452	2522	0				444	0	394
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.73	0.00	0.80	0.80	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.5	0.0	25.0	0.0	0.0				35.0	0.0	38.4
Incr Delay (d2), s/veh	0.0	0.7	0.0	49.6	0.3	0.0				0.4	0.0	19.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.6	0.0	13.2	0.1	0.0				4.3	0.0	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.2	0.0	74.6	0.3	0.0				35.4	0.0	58.2
LnGrp LOS	A	C		F	A	A				D	A	E
Approach Vol, veh/h		671			1291						510	
Approach Delay, s/veh		22.2			27.5						49.2	
Approach LOS		C			C						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	29.0	45.4		25.6		74.4
Change Period (Y+Rc), s	4.0	4.5		4.5		4.5
Max Green Setting (Gmax), s	25.0	37.5		24.5		66.5
Max Q Clear Time (g_c+I1), s	27.0	15.5		20.6		2.0
Green Ext Time (p_c), s	0.0	3.0		0.6		4.1

Intersection Summary		
HCM 6th Ctrl Delay		30.5
HCM 6th LOS		C

Notes

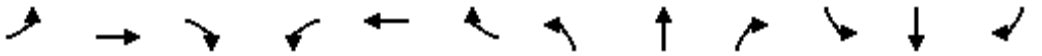
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	231	614	1030	448	4	248
Future Volume (vph)	231	614	1030	448	4	248
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	8.5	9.5	9.5		9.5	9.5
Total Split (s)	34.0	60.0	26.0		40.0	40.0
Total Split (%)	34.0%	60.0%	26.0%		40.0%	40.0%
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min		None	None
Act Effct Green (s)	17.6	72.3	51.3	100.0	18.7	18.7
Actuated g/C Ratio	0.18	0.72	0.51	1.00	0.19	0.19
v/c Ratio	0.75	0.24	0.57	0.29	0.68	0.50
Control Delay	61.8	0.8	20.4	0.5	47.7	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.8	0.8	20.4	0.5	47.7	7.9
LOS	E	A	C	A	D	A
Approach Delay		17.5	14.4		26.9	
Approach LOS		B	B		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 65.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 69: I-215 NB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	614	0	0	1030	448	222	4	248	0	0	0
Future Volume (veh/h)	231	614	0	0	1030	448	222	4	248	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	236	627	0	0	1051	0	227	4	253			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	272	2594	0	0	1926		341	6	308			
Arrive On Green	0.15	0.72	0.00	0.00	0.53	0.00	0.19	0.19	0.19			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1780	31	1610			
Grp Volume(v), veh/h	236	627	0	0	1051	0	231	0	253			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	12.7	5.9	0.0	0.0	19.2	0.0	11.8	0.0	15.1			
Cycle Q Clear(g_c), s	12.7	5.9	0.0	0.0	19.2	0.0	11.8	0.0	15.1			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	272	2594	0	0	1926		347	0	308			
V/C Ratio(X)	0.87	0.24	0.00	0.00	0.55		0.67	0.00	0.82			
Avail Cap(c_a), veh/h	552	2594	0	0	1926		643	0	572			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.86	0.86	0.00	0.00	0.56	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	41.5	4.8	0.0	0.0	15.3	0.0	37.5	0.0	38.8			
Incr Delay (d2), s/veh	2.9	0.2	0.0	0.0	0.6	0.0	2.2	0.0	5.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.8	1.9	0.0	0.0	7.5	0.0	5.3	0.0	6.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	5.0	0.0	0.0	16.0	0.0	39.7	0.0	44.2			
LnGrp LOS	D	A	A	A	B		D	A	D			
Approach Vol, veh/h		863			1051			484				
Approach Delay, s/veh		15.8			16.0			42.1				
Approach LOS		B			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		76.4			18.5	57.9		23.6				
Change Period (Y+Rc), s		4.5			3.5	4.5		4.5				
Max Green Setting (Gmax), s		55.5			30.5	21.5		35.5				
Max Q Clear Time (g_c+I1), s		7.9			14.7	21.2		17.1				
Green Ext Time (p_c), s		2.9			0.3	0.2		2.1				
Intersection Summary												
HCM 6th Ctrl Delay			21.2									
HCM 6th LOS			C									

Notes

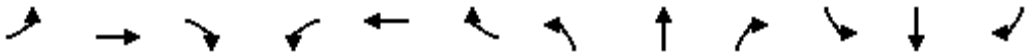
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	109	656	51	1154	176	20	49	19	16
Future Volume (vph)	109	656	51	1154	176	20	49	19	16
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases					4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	14.8	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	25.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	10.0	36.8	7.8	32.4	17.8	17.8	17.8	18.6	18.6
Actuated g/C Ratio	0.13	0.49	0.10	0.43	0.24	0.24	0.24	0.25	0.25
v/c Ratio	0.47	0.45	0.28	0.78	0.62	0.05	0.12	0.06	0.33
Control Delay	42.3	14.6	41.6	24.3	39.9	26.4	3.1	26.2	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.3	14.6	41.6	24.3	39.9	26.4	3.1	26.2	8.4
LOS	D	B	D	C	D	C	A	C	A
Approach Delay		18.1		25.0		31.4			10.3
Approach LOS		B		C		C			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 75.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 22.2	Intersection LOS: C
Intersection Capacity Utilization 77.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 70: Encanto Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	656	97	51	1154	17	176	20	49	19	16	148
Future Volume (veh/h)	109	656	97	51	1154	17	176	20	49	19	16	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	112	676	100	53	1190	18	181	21	51	20	16	153
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	146	1368	202	100	1491	23	317	496	416	441	40	383
Arrive On Green	0.08	0.43	0.43	0.06	0.41	0.41	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3144	465	1810	3640	55	1228	1900	1595	1338	153	1467
Grp Volume(v), veh/h	112	388	388	53	590	618	181	21	51	20	0	169
Grp Sat Flow(s),veh/h/ln	1810	1805	1804	1810	1805	1890	1228	1900	1595	1338	0	1620
Q Serve(g_s), s	4.3	10.9	10.9	2.0	20.1	20.2	10.0	0.6	1.7	0.8	0.0	6.0
Cycle Q Clear(g_c), s	4.3	10.9	10.9	2.0	20.1	20.2	16.1	0.6	1.7	1.4	0.0	6.0
Prop In Lane	1.00		0.26	1.00		0.03	1.00		1.00	1.00		0.91
Lane Grp Cap(c), veh/h	146	785	785	100	739	774	317	496	416	441	0	423
V/C Ratio(X)	0.77	0.49	0.49	0.53	0.80	0.80	0.57	0.04	0.12	0.05	0.00	0.40
Avail Cap(c_a), veh/h	525	999	999	525	999	1047	402	627	527	547	0	551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.7	14.3	14.3	32.3	18.2	18.2	28.0	19.4	19.8	19.9	0.0	21.4
Incr Delay (d2), s/veh	3.2	0.5	0.5	1.6	3.3	3.2	1.6	0.0	0.1	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	4.0	4.0	0.8	7.5	7.8	2.9	0.2	0.6	0.2	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	14.8	14.8	33.9	21.5	21.4	29.7	19.4	19.9	20.0	0.0	22.0
LnGrp LOS	C	B	B	C	C	C	C	B	B	B	A	C
Approach Vol, veh/h		888			1261			253			189	
Approach Delay, s/veh		17.3			22.0			26.9			21.8	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	36.7		25.1	10.3	34.9		25.1				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		* 6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		* 24				
Max Q Clear Time (g_c+I1), s	4.0	12.9		18.1	6.3	22.2		8.0				
Green Ext Time (p_c), s	0.0	5.1		0.4	0.1	6.6		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		20.8	
HCM 6th LOS		C	

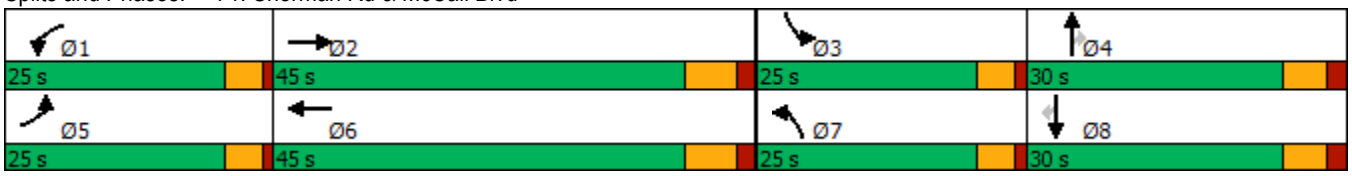
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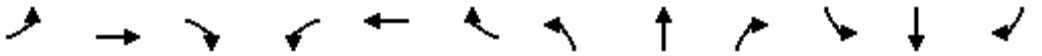
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	121	678	27	991	88	26	15	42	16	56
Future Volume (vph)	121	678	27	991	88	26	15	42	16	56
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4		3	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.8	10.6	16.8	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	10.5	51.2	6.7	38.0	9.0	12.3	12.3	7.2	8.3	8.3
Actuated g/C Ratio	0.13	0.63	0.08	0.47	0.11	0.15	0.15	0.09	0.10	0.10
v/c Ratio	0.54	0.33	0.19	0.64	0.46	0.09	0.05	0.27	0.08	0.22
Control Delay	45.2	12.0	43.1	21.9	45.2	36.6	0.3	43.7	40.2	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.2	12.0	43.1	21.9	45.2	36.6	0.3	43.7	40.2	2.7
LOS	D	B	D	C	D	D	A	D	D	A
Approach Delay		16.8		22.5		38.4			22.9	
Approach LOS		B		C		D			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 81.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 21.3	Intersection LOS: C
Intersection Capacity Utilization 61.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 71: Sherman Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	678	33	27	991	46	88	26	15	42	16	56
Future Volume (veh/h)	121	678	33	27	991	46	88	26	15	42	16	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.95	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	125	699	34	28	1022	47	91	27	15	43	16	58
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	162	1512	74	66	1333	61	135	268	216	90	221	182
Arrive On Green	0.09	0.43	0.43	0.04	0.38	0.38	0.07	0.14	0.14	0.05	0.12	0.12
Sat Flow, veh/h	1810	3498	170	1810	3514	162	1810	1900	1535	1810	1900	1563
Grp Volume(v), veh/h	125	360	373	28	525	544	91	27	15	43	16	58
Grp Sat Flow(s),veh/h/ln	1810	1805	1863	1810	1805	1870	1810	1900	1535	1810	1900	1563
Q Serve(g_s), s	4.4	9.2	9.2	1.0	16.5	16.5	3.2	0.8	0.6	1.5	0.5	2.2
Cycle Q Clear(g_c), s	4.4	9.2	9.2	1.0	16.5	16.5	3.2	0.8	0.6	1.5	0.5	2.2
Prop In Lane	1.00		0.09	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	162	780	805	66	685	709	135	268	216	90	221	182
V/C Ratio(X)	0.77	0.46	0.46	0.42	0.77	0.77	0.67	0.10	0.07	0.48	0.07	0.32
Avail Cap(c_a), veh/h	569	1062	1096	569	1062	1100	569	699	565	569	699	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.9	13.1	13.1	30.6	17.6	17.6	29.3	24.3	24.2	30.0	25.6	26.3
Incr Delay (d2), s/veh	2.9	0.4	0.4	1.6	1.8	1.8	2.2	0.2	0.1	1.4	0.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.0	3.1	0.4	5.8	6.0	1.4	0.4	0.2	0.7	0.2	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.8	13.5	13.5	32.2	19.5	19.4	31.5	24.5	24.3	31.5	25.7	27.3
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		858			1097			133			117	
Approach Delay, s/veh		16.2			19.8			29.2			28.6	
Approach LOS		B			B			C			C	

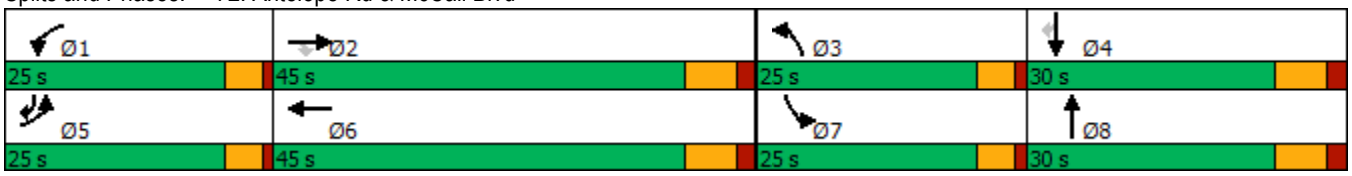
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	34.9	7.8	15.2	10.4	31.4	9.4	13.6
Change Period (Y+Rc), s	4.6	6.8	4.6	6.1	4.6	6.8	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.9	20.4	38.2	20.4	23.9
Max Q Clear Time (g_c+I1), s	3.0	11.2	3.5	2.8	6.4	18.5	5.2	4.2
Green Ext Time (p_c), s	0.0	4.1	0.0	0.1	0.1	6.1	0.1	0.2

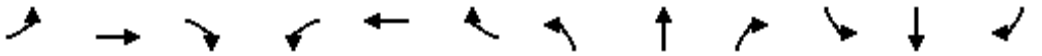
Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	42	716	14	41	876	45	8	19	2	74
Future Volume (vph)	42	716	14	41	876	45	8	19	2	74
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8	7	4	5
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	5
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	16.8	16.8	10.6	16.8	10.6	14.8	10.6	14.8	10.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0	25.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%	20.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	6.8	4.6	6.8	4.6	6.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	7.2	35.6	35.6	7.2	33.1	10.3	9.1	6.7	8.8	12.8
Actuated g/C Ratio	0.12	0.58	0.58	0.12	0.54	0.17	0.15	0.11	0.14	0.21
v/c Ratio	0.21	0.37	0.02	0.21	0.51	0.16	0.29	0.10	0.01	0.20
Control Delay	34.0	12.8	0.0	34.0	15.4	28.7	13.1	34.6	33.0	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.0	12.8	0.0	34.0	15.4	28.7	13.1	34.6	33.0	8.4
LOS	C	B	A	C	B	C	B	C	C	A
Approach Delay		13.8			16.2		18.5		14.1	
Approach LOS		B			B		B		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 61.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 15.3	Intersection LOS: B
Intersection Capacity Utilization 54.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 72: Antelope Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	716	14	41	876	40	45	8	77	19	2	74
Future Volume (veh/h)	42	716	14	41	876	40	45	8	77	19	2	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	762	15	44	932	43	48	9	82	20	2	79
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	1356	605	95	1317	61	100	25	231	51	247	295
Arrive On Green	0.05	0.38	0.38	0.05	0.37	0.37	0.06	0.16	0.16	0.03	0.13	0.13
Sat Flow, veh/h	1810	3610	1610	1810	3514	162	1810	162	1473	1810	1900	1610
Grp Volume(v), veh/h	45	762	15	44	479	496	48	0	91	20	2	79
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1871	1810	0	1635	1810	1900	1610
Q Serve(g_s), s	1.4	9.8	0.3	1.4	13.3	13.3	1.5	0.0	2.9	0.6	0.1	2.5
Cycle Q Clear(g_c), s	1.4	9.8	0.3	1.4	13.3	13.3	1.5	0.0	2.9	0.6	0.1	2.5
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.90	1.00		1.00
Lane Grp Cap(c), veh/h	96	1356	605	95	676	701	100	0	256	51	247	295
V/C Ratio(X)	0.47	0.56	0.02	0.47	0.71	0.71	0.48	0.00	0.35	0.39	0.01	0.27
Avail Cap(c_a), veh/h	626	2340	1044	626	1170	1213	626	0	644	626	748	719
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.1	14.6	11.6	27.1	15.7	15.7	27.0	0.0	22.2	28.1	22.3	20.7
Incr Delay (d2), s/veh	1.3	0.4	0.0	1.3	1.4	1.3	1.3	0.0	0.8	1.8	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.2	0.1	0.6	5.0	5.2	0.7	0.0	1.1	0.3	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.4	14.9	11.6	28.4	17.1	17.0	28.3	0.0	23.0	29.9	22.3	21.2
LnGrp LOS	C	B	B	C	B	B	C	A	C	C	C	C
Approach Vol, veh/h		822			1019			139			101	
Approach Delay, s/veh		15.6			17.5			24.8			22.9	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	28.9	7.9	14.5	7.7	28.9	6.3	16.0
Change Period (Y+Rc), s	4.6	6.8	4.6	6.8	4.6	6.8	4.6	6.8
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.2	20.4	38.2	20.4	23.2
Max Q Clear Time (g_c+I1), s	3.4	11.8	3.5	4.5	3.4	15.3	2.6	4.9
Green Ext Time (p_c), s	0.0	5.0	0.0	0.2	0.0	6.8	0.0	0.4

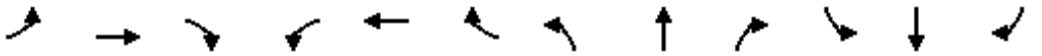
Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	189	686	2	852	146	4	4	63	1
Future Volume (vph)	189	686	2	852	146	4	4	63	1
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	8.0	8.0	21.0	21.0
Minimum Split (s)	10.6	17.2	10.6	17.2	17.2	13.6	13.6	26.6	26.6
Total Split (s)	40.0	60.0	25.0	45.0	45.0	40.0	40.0	40.0	40.0
Total Split (%)	32.0%	48.0%	20.0%	36.0%	36.0%	32.0%	32.0%	32.0%	32.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2		5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	Min	None	None	None	None
Act Effct Green (s)	15.1	52.3	6.1	34.4	34.4		21.2	21.2	21.2
Actuated g/C Ratio	0.17	0.59	0.07	0.39	0.39		0.24	0.24	0.24
v/c Ratio	0.70	0.70	0.02	0.70	0.24		0.04	0.21	0.38
Control Delay	47.8	17.3	42.5	26.0	9.0		24.2	31.8	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	47.8	17.3	42.5	26.0	9.0		24.2	31.8	7.1
LOS	D	B	D	C	A		C	C	A
Approach Delay		23.9		23.5			24.2		13.6
Approach LOS		C		C			C		B

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 88.3	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 22.6	Intersection LOS: C
Intersection Capacity Utilization 73.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	686	2	2	852	146	4	4	4	63	1	175
Future Volume (veh/h)	189	686	2	2	852	146	4	4	4	63	1	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	217	789	2	2	979	168	5	5	5	72	1	201
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	261	977	2	6	1353	604	139	138	108	421	2	420
Arrive On Green	0.14	0.52	0.52	0.00	0.37	0.37	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	1894	5	1810	3610	1610	300	524	412	1419	8	1596
Grp Volume(v), veh/h	217	0	791	2	979	168	15	0	0	72	0	202
Grp Sat Flow(s),veh/h/ln	1810	0	1899	1810	1805	1610	1235	0	0	1419	0	1604
Q Serve(g_s), s	9.3	0.0	27.6	0.1	18.6	5.8	0.0	0.0	0.0	0.0	0.0	8.5
Cycle Q Clear(g_c), s	9.3	0.0	27.6	0.1	18.6	5.8	8.5	0.0	0.0	4.5	0.0	8.5
Prop In Lane	1.00		0.00	1.00		1.00	0.33		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	261	0	979	6	1353	604	385	0	0	421	0	422
V/C Ratio(X)	0.83	0.00	0.81	0.34	0.72	0.28	0.04	0.00	0.00	0.17	0.00	0.48
Avail Cap(c_a), veh/h	803	0	1257	463	1711	763	639	0	0	660	0	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.2	0.0	16.0	39.7	21.4	17.4	22.0	0.0	0.0	23.3	0.0	24.8
Incr Delay (d2), s/veh	2.6	0.0	3.6	12.1	1.4	0.4	0.0	0.0	0.0	0.2	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	11.6	0.1	7.6	2.1	0.2	0.0	0.0	1.1	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	0.0	19.6	51.7	22.8	17.8	22.0	0.0	0.0	23.5	0.0	25.6
LnGrp LOS	D	A	B	D	C	B	C	A	A	C	A	C
Approach Vol, veh/h		1008			1149			15			274	
Approach Delay, s/veh		23.1			22.1			22.0			25.1	
Approach LOS		C			C			C			C	

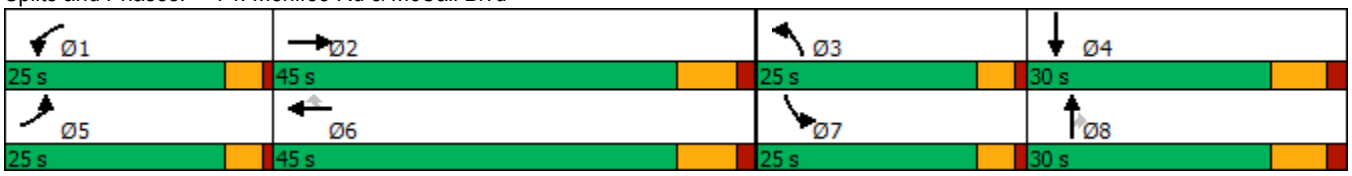
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	48.3		26.6	16.1	37.1		26.6				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	52.8		34.4	35.4	37.8		34.4				
Max Q Clear Time (g_c+I1), s	2.1	29.6		10.5	11.3	20.6		10.5				
Green Ext Time (p_c), s	0.0	8.7		1.5	0.3	9.3		0.0				

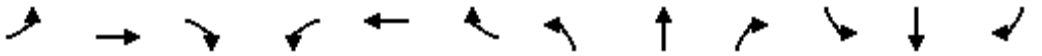
Intersection Summary												
HCM 6th Ctrl Delay			22.9									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	126	348	44	538	153	322	257	46	139	233
Future Volume (vph)	126	348	44	538	153	322	257	46	139	233
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6		3	8		7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0
Minimum Split (s)	10.6	17.5	10.6	17.5	17.5	10.6	15.2	15.2	10.6	15.2
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	8.8	29.7	6.5	24.9	24.9	20.8	23.5	23.5	13.4	16.1
Actuated g/C Ratio	0.09	0.31	0.07	0.26	0.26	0.22	0.25	0.25	0.14	0.17
v/c Ratio	0.47	0.65	0.22	0.68	0.33	0.98	0.35	0.11	0.66	0.69
Control Delay	48.2	25.0	48.5	35.8	6.0	81.7	33.4	0.5	52.9	36.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.2	25.0	48.5	35.8	6.0	81.7	33.4	0.5	52.9	36.4
LOS	D	C	D	D	A	F	C	A	D	D
Approach Delay		28.9		30.4			55.9			40.8
Approach LOS		C		C			E			D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 94.9	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 38.1	Intersection LOS: D
Intersection Capacity Utilization 72.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	348	279	44	538	153	322	257	46	139	233	140
Future Volume (veh/h)	126	348	279	44	538	153	322	257	46	139	233	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	152	419	336	53	648	184	388	310	55	167	281	169
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	232	535	426	173	950	424	417	1040	464	204	373	218
Arrive On Green	0.07	0.28	0.28	0.05	0.26	0.26	0.23	0.29	0.29	0.11	0.17	0.17
Sat Flow, veh/h	3510	1910	1521	3510	3610	1610	1810	3610	1610	1810	2193	1281
Grp Volume(v), veh/h	152	396	359	53	648	184	388	310	55	167	230	220
Grp Sat Flow(s),veh/h/ln	1755	1805	1626	1755	1805	1610	1810	1805	1610	1810	1805	1669
Q Serve(g_s), s	3.7	17.9	18.1	1.3	14.3	8.4	18.6	5.9	2.2	8.0	10.7	11.2
Cycle Q Clear(g_c), s	3.7	17.9	18.1	1.3	14.3	8.4	18.6	5.9	2.2	8.0	10.7	11.2
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		0.77
Lane Grp Cap(c), veh/h	232	505	455	173	950	424	417	1040	464	204	307	284
V/C Ratio(X)	0.65	0.78	0.79	0.31	0.68	0.43	0.93	0.30	0.12	0.82	0.75	0.78
Avail Cap(c_a), veh/h	809	765	689	809	1530	682	417	1040	464	417	465	430
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	29.4	29.5	40.6	29.3	27.1	33.4	24.5	23.2	38.4	34.9	35.1
Incr Delay (d2), s/veh	1.2	3.0	3.6	0.4	0.9	0.7	27.0	0.2	0.1	3.1	3.6	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	7.9	7.3	0.6	6.1	3.2	11.0	2.5	0.8	3.7	4.9	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	32.4	33.0	41.0	30.2	27.8	60.3	24.7	23.3	41.5	38.6	40.0
LnGrp LOS	D	C	C	D	C	C	E	C	C	D	D	D
Approach Vol, veh/h		907			885			753			617	
Approach Delay, s/veh		34.2			30.3			43.0			39.9	
Approach LOS		C			C			D			D	

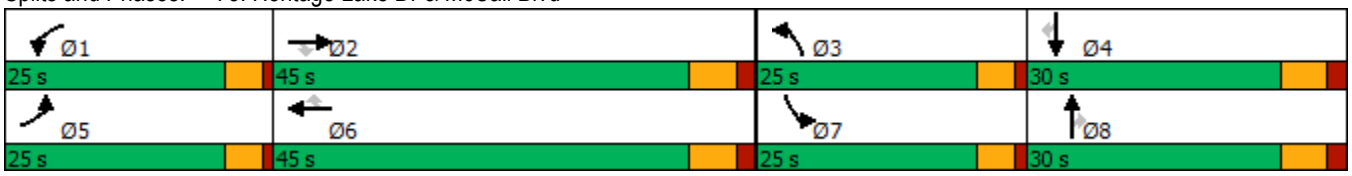
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	32.3	25.0	22.3	10.5	30.8	14.6	32.7
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	22.8	20.4	37.5	20.4	22.8
Max Q Clear Time (g_c+I1), s	3.3	20.1	20.6	13.2	5.7	16.3	10.0	7.9
Green Ext Time (p_c), s	0.1	4.7	0.0	1.9	0.2	5.2	0.2	1.8

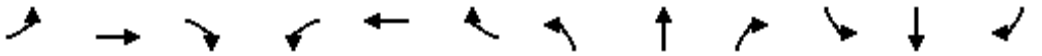
Intersection Summary	
HCM 6th Ctrl Delay	36.3
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	314	133	29	445	104	218	171	43	29	103	72
Future Volume (vph)	86	314	133	29	445	104	218	171	43	29	103	72
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.8	20.6	20.6	6.8	14.2	14.2	15.1	26.5	26.5	6.8	10.5	10.5
Actuated g/C Ratio	0.13	0.30	0.30	0.10	0.21	0.21	0.22	0.39	0.39	0.10	0.15	0.15
v/c Ratio	0.41	0.22	0.26	0.18	0.46	0.28	0.60	0.26	0.07	0.18	0.39	0.24
Control Delay	37.1	20.2	6.2	36.6	27.1	8.1	33.6	19.9	0.2	36.6	34.4	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.1	20.2	6.2	36.6	27.1	8.1	33.6	19.9	0.2	36.6	34.4	5.2
LOS	D	C	A	D	C	A	C	B	A	D	C	A
Approach Delay		19.5			24.2			24.9			24.4	
Approach LOS		B			C			C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 68.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 22.9	Intersection LOS: C
Intersection Capacity Utilization 50.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 75: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	314	133	29	445	104	218	171	43	29	103	72
Future Volume (veh/h)	86	314	133	29	445	104	218	171	43	29	103	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.99	1.00		0.94	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	345	146	32	489	114	240	188	47	32	113	79
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	153	1233	365	77	1015	311	299	514	409	77	281	233
Arrive On Green	0.08	0.24	0.24	0.04	0.20	0.20	0.16	0.27	0.27	0.04	0.15	0.15
Sat Flow, veh/h	1810	5187	1537	1810	5187	1590	1810	1900	1512	1810	1900	1579
Grp Volume(v), veh/h	95	345	146	32	489	114	240	188	47	32	113	79
Grp Sat Flow(s),veh/h/ln	1810	1729	1537	1810	1729	1590	1810	1900	1512	1810	1900	1579
Q Serve(g_s), s	2.7	2.9	4.3	0.9	4.5	3.4	6.9	4.3	1.3	0.9	2.9	2.4
Cycle Q Clear(g_c), s	2.7	2.9	4.3	0.9	4.5	3.4	6.9	4.3	1.3	0.9	2.9	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	153	1233	365	77	1015	311	299	514	409	77	281	233
V/C Ratio(X)	0.62	0.28	0.40	0.42	0.48	0.37	0.80	0.37	0.11	0.42	0.40	0.34
Avail Cap(c_a), veh/h	683	3705	1098	683	3705	1135	683	830	660	683	830	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	16.8	17.4	25.2	19.3	18.8	21.7	16.0	14.8	25.2	20.9	20.7
Incr Delay (d2), s/veh	1.5	0.1	0.7	1.3	0.4	0.7	1.9	0.4	0.1	1.3	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.1	1.4	0.4	1.7	1.2	2.8	1.7	0.4	0.4	1.3	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	16.9	18.1	26.6	19.7	19.6	23.7	16.4	15.0	26.6	21.8	21.5
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	C	C
Approach Vol, veh/h		586			635			475			224	
Approach Delay, s/veh		18.6			20.0			19.9			22.4	
Approach LOS		B			B			B			C	

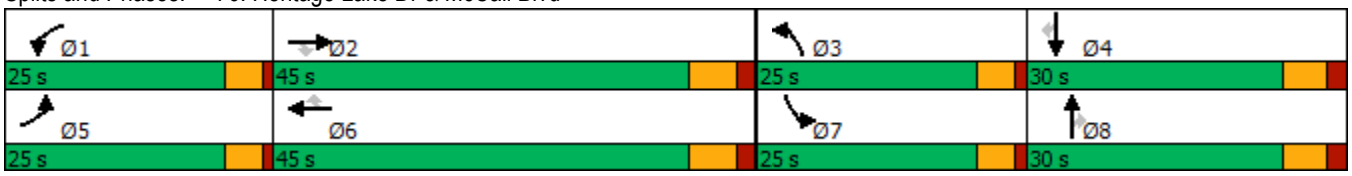
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	19.2	13.5	14.4	9.2	17.0	6.9	21.0
Change Period (Y+Rc), s	4.6	6.4	4.6	6.4	4.6	6.4	4.6	6.4
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.6	20.4	38.6	20.4	23.6
Max Q Clear Time (g_c+I1), s	2.9	6.3	8.9	4.9	4.7	6.5	2.9	6.3
Green Ext Time (p_c), s	0.0	3.0	0.3	0.8	0.1	4.0	0.0	1.1

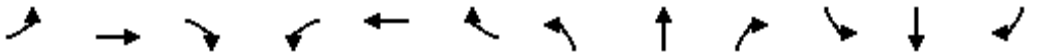
Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	224	154	61	277	35	190	112	80	53	116	38
Future Volume (vph)	19	224	154	61	277	35	190	112	80	53	116	38
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	6.6	11.7	11.7	8.3	17.8	17.8	16.2	23.1	23.1	7.9	11.7	11.7
Actuated g/C Ratio	0.10	0.17	0.17	0.12	0.26	0.26	0.24	0.34	0.34	0.12	0.17	0.17
v/c Ratio	0.15	0.34	0.46	0.38	0.28	0.10	0.60	0.24	0.18	0.34	0.48	0.14
Control Delay	35.4	28.2	8.7	36.2	22.5	0.4	31.4	20.9	5.6	36.0	33.3	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.4	28.2	8.7	36.2	22.5	0.4	31.4	20.9	5.6	36.0	33.3	1.0
LOS	D	C	A	D	C	A	C	C	A	D	C	A
Approach Delay		21.0			22.7			22.9			28.1	
Approach LOS		C			C			C			C	

Intersection Summary			
Cycle Length: 125			
Actuated Cycle Length: 67.4			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 23.1		Intersection LOS: C	
Intersection Capacity Utilization 44.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 76: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	224	154	61	277	35	190	112	80	53	116	38
Future Volume (veh/h)	19	224	154	61	277	35	190	112	80	53	116	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	307	211	84	379	48	260	153	110	73	159	52
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	65	1080	335	142	1303	404	319	471	392	132	275	227
Arrive On Green	0.04	0.21	0.21	0.08	0.25	0.25	0.18	0.25	0.25	0.07	0.14	0.14
Sat Flow, veh/h	1810	5187	1610	1810	5187	1607	1810	1900	1582	1810	1900	1570
Grp Volume(v), veh/h	26	307	211	84	379	48	260	153	110	73	159	52
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1607	1810	1900	1582	1810	1900	1570
Q Serve(g_s), s	0.8	2.8	6.6	2.5	3.3	1.3	7.6	3.6	3.1	2.2	4.3	1.6
Cycle Q Clear(g_c), s	0.8	2.8	6.6	2.5	3.3	1.3	7.6	3.6	3.1	2.2	4.3	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	65	1080	335	142	1303	404	319	471	392	132	275	227
V/C Ratio(X)	0.40	0.28	0.63	0.59	0.29	0.12	0.82	0.33	0.28	0.55	0.58	0.23
Avail Cap(c_a), veh/h	667	3620	1124	667	3620	1121	667	821	683	667	821	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	18.4	20.0	24.6	16.7	16.0	21.9	17.0	16.8	24.8	22.1	20.9
Incr Delay (d2), s/veh	1.5	0.1	1.9	1.5	0.1	0.1	2.0	0.4	0.4	1.3	1.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.0	2.4	1.0	1.2	0.4	3.1	1.5	1.1	0.9	1.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.6	18.6	21.9	26.1	16.9	16.1	23.9	17.4	17.2	26.1	24.0	21.4
LnGrp LOS	C	B	C	C	B	B	C	B	B	C	C	C
Approach Vol, veh/h		544			511			523			284	
Approach Delay, s/veh		20.3			18.3			20.6			24.1	
Approach LOS		C			B			C			C	

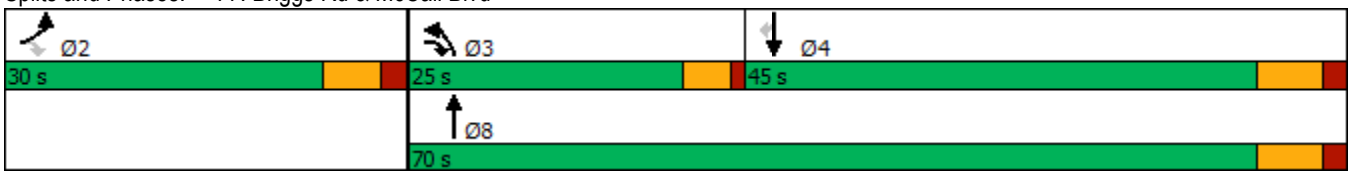
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	17.9	14.3	14.1	6.6	20.3	8.6	19.8
Change Period (Y+Rc), s	4.6	6.4	4.6	6.1	4.6	6.4	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.9	20.4	38.6	20.4	23.9
Max Q Clear Time (g_c+I1), s	4.5	8.6	9.6	6.3	2.8	5.3	4.2	5.6
Green Ext Time (p_c), s	0.1	2.9	0.3	0.9	0.0	2.9	0.1	1.1

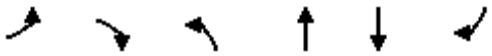
Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	289	68	49	320	314	311
Future Volume (vph)	289	68	49	320	314	311
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	25.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	25.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	19.0	32.2	6.5	23.7	15.7	15.7
Actuated g/C Ratio	0.34	0.57	0.11	0.42	0.28	0.28
v/c Ratio	0.65	0.06	0.16	0.54	0.42	0.56
Control Delay	23.0	2.1	27.7	15.3	19.6	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.0	2.1	27.7	15.3	19.6	5.7
LOS	C	A	C	B	B	A
Approach Delay	19.1			17.0	12.6	
Approach LOS	B			B	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 56.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 15.5	Intersection LOS: B
Intersection Capacity Utilization 44.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	289	68	49	320	314	311
Future Volume (veh/h)	289	68	49	320	314	311
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	391	92	66	432	424	420
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	460	917	244	957	1263	563
Arrive On Green	0.25	0.25	0.07	0.50	0.35	0.35
Sat Flow, veh/h	1810	2834	3510	1900	3705	1608
Grp Volume(v), veh/h	391	92	66	432	424	420
Grp Sat Flow(s),veh/h/ln	1810	1417	1755	1900	1805	1608
Q Serve(g_s), s	11.2	1.2	1.0	8.0	4.7	12.5
Cycle Q Clear(g_c), s	11.2	1.2	1.0	8.0	4.7	12.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	460	917	244	957	1263	563
V/C Ratio(X)	0.85	0.10	0.27	0.45	0.34	0.75
Avail Cap(c_a), veh/h	783	1424	1313	2202	2529	1126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	12.9	24.1	8.7	13.1	15.6
Incr Delay (d2), s/veh	1.7	0.0	0.2	0.3	0.2	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.3	0.4	2.7	1.7	4.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.1	12.9	24.3	9.0	13.2	17.6
LnGrp LOS	C	B	C	A	B	B
Approach Vol, veh/h	483			498	844	
Approach Delay, s/veh	19.5			11.0	15.4	
Approach LOS	B			B	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		20.3	8.4	25.9		34.3
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s		13.2	3.0	14.5		10.0
Green Ext Time (p_c), s		0.7	0.1	4.5		3.1

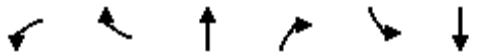
Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	72	543	62	496
Future Volume (vph)	72	543	62	496
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	8.0	10.0	6.0	10.0
Minimum Split (s)	13.6	17.5	10.6	17.5
Total Split (s)	30.0	45.0	25.0	70.0
Total Split (%)	30.0%	45.0%	25.0%	70.0%
Yellow Time (s)	3.6	5.5	3.6	5.5
All-Red Time (s)	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	7.5	4.6	7.5
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	11.1	19.8	7.6	26.5
Actuated g/C Ratio	0.22	0.38	0.15	0.51
v/c Ratio	0.49	0.50	0.29	0.33
Control Delay	18.9	15.2	26.5	7.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	18.9	15.2	26.5	7.6
LOS	B	B	C	A
Approach Delay	18.9	15.2		9.7
Approach LOS	B	B		A

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 51.6	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 13.3	Intersection LOS: B
Intersection Capacity Utilization 45.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 78: Menifee Rd & Coastline Ave





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	72	94	543	26	62	496
Future Volume (veh/h)	72	94	543	26	62	496
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	115	662	32	76	605
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	127	165	1118	54	152	1852
Arrive On Green	0.17	0.17	0.32	0.32	0.08	0.51
Sat Flow, veh/h	730	954	3599	169	1810	3705
Grp Volume(v), veh/h	204	0	341	353	76	605
Grp Sat Flow(s),veh/h/ln	1692	0	1805	1869	1810	1805
Q Serve(g_s), s	4.7	0.0	6.6	6.6	1.7	4.1
Cycle Q Clear(g_c), s	4.7	0.0	6.6	6.6	1.7	4.1
Prop In Lane	0.43	0.56		0.09	1.00	
Lane Grp Cap(c), veh/h	293	0	576	596	152	1852
V/C Ratio(X)	0.70	0.00	0.59	0.59	0.50	0.33
Avail Cap(c_a), veh/h	988	0	1619	1676	883	5398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	12.0	12.0	18.3	6.0
Incr Delay (d2), s/veh	3.0	0.0	1.0	0.9	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	2.3	2.3	0.7	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.2	0.0	12.9	12.9	19.2	6.1
LnGrp LOS	B	A	B	B	B	A
Approach Vol, veh/h	204		694			681
Approach Delay, s/veh	19.2		12.9			7.5
Approach LOS	B		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.1	20.8			28.9	12.9
Change Period (Y+Rc), s	4.6	7.5			7.5	5.6
Max Green Setting (Gmax), s	20.4	37.5			62.5	24.4
Max Q Clear Time (g_c+I1), s	3.7	8.6			6.1	6.7
Green Ext Time (p_c), s	0.1	4.7			4.8	0.6

Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

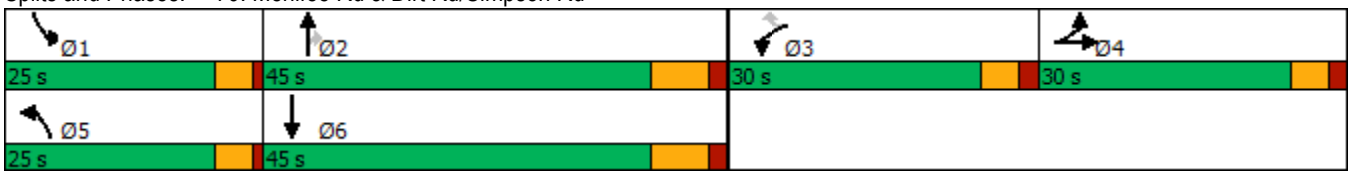
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4	Ø5
Lane Configurations								
Traffic Volume (vph)	154	163	406	103	153	415		
Future Volume (vph)	154	163	406	103	153	415		
Turn Type	Prot	Perm	NA	Perm	Prot	NA		
Protected Phases	3		2		1	6	4	5
Permitted Phases		3		2				
Detector Phase	3	3	2	2	1	6		
Switch Phase								
Minimum Initial (s)	8.0	8.0	10.0	10.0	6.0	10.0	8.0	6.0
Minimum Split (s)	13.6	13.6	17.5	17.5	10.6	17.5	13.6	10.6
Total Split (s)	30.0	30.0	45.0	45.0	25.0	45.0	30.0	25.0
Total Split (%)	23.1%	23.1%	34.6%	34.6%	19.2%	34.6%	23%	19%
Yellow Time (s)	3.6	3.6	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.6	5.6	7.5	7.5	4.6	7.5		
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	Min	None	Min	None	None
Act Effct Green (s)	12.1	12.1	16.4	16.4	11.1	32.2		
Actuated g/C Ratio	0.21	0.21	0.28	0.28	0.19	0.56		
v/c Ratio	0.47	0.38	0.45	0.22	0.50	0.24		
Control Delay	26.5	6.9	19.4	5.5	28.3	6.9		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	26.5	6.9	19.4	5.5	28.3	6.9		
LOS	C	A	B	A	C	A		
Approach Delay			16.6			12.7		
Approach LOS			B			B		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 57.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 14.9	Intersection LOS: B
Intersection Capacity Utilization 41.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 79: Menifee Rd & Dirt Rd/Simpson Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	154	0	163	0	406	103	153	415	0
Future Volume (veh/h)	0	0	0	154	0	163	0	406	103	153	415	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	175	0	185	0	461	117	174	472	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	7	0	0	0	0	7	1366	609	296	2585	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.38	0.16	0.72	0.00
Sat Flow, veh/h	0	1900	0		0		1810	3610	1609	1810	3705	0
Grp Volume(v), veh/h	0	0	0		0.0		0	461	117	174	472	0
Grp Sat Flow(s),veh/h/ln	0	1900	0				1810	1805	1609	1810	1805	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	2.4	1.3	2.4	1.1	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	2.4	1.3	2.4	1.1	0.0
Prop In Lane	0.00		0.00				1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	7	0				7	1366	609	296	2585	0
V/C Ratio(X)	0.00	0.00	0.00				0.00	0.34	0.19	0.59	0.18	0.00
Avail Cap(c_a), veh/h	0	1754	0				1397	5123	2283	1397	5123	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	5.9	5.5	10.2	1.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	0.2	0.2	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0				0.0	0.5	0.2	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0				0.0	6.1	5.7	10.9	1.3	0.0
LnGrp LOS	A	A	A				A	A	A	B	A	A
Approach Vol, veh/h		0						578			646	
Approach Delay, s/veh		0.0						6.0			3.9	
Approach LOS								A			A	

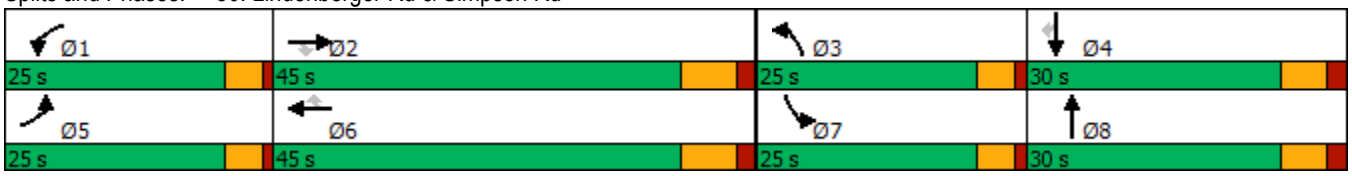
Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	8.9	17.5		0.0	0.0	26.4
Change Period (Y+Rc), s	4.6	7.5		5.6	4.6	7.5
Max Green Setting (Gmax), s	20.4	37.5		24.4	20.4	37.5
Max Q Clear Time (g_c+I1), s	4.4	4.4		0.0	0.0	3.1
Green Ext Time (p_c), s	0.2	5.5		0.0	0.0	4.9

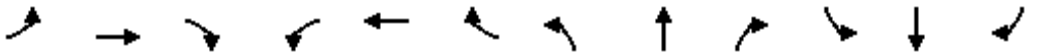
Intersection Summary	
HCM 6th Ctrl Delay	4.9
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	54	194	25	106	221	43	34	105	66	137	57
Future Volume (vph)	54	194	25	106	221	43	34	105	66	137	57
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.2	17.2	10.6	17.2	17.2	10.6	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	8.0	15.1	15.1	10.0	19.3	19.3	7.4	10.9	8.5	14.4	14.4
Actuated g/C Ratio	0.13	0.24	0.24	0.16	0.31	0.31	0.12	0.18	0.14	0.23	0.23
v/c Ratio	0.28	0.50	0.06	0.44	0.24	0.09	0.19	0.43	0.32	0.37	0.15
Control Delay	33.5	28.1	0.2	33.2	19.3	0.5	33.6	14.1	33.4	27.9	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.5	28.1	0.2	33.2	19.3	0.5	33.6	14.1	33.4	27.9	2.4
LOS	C	C	A	C	B	A	C	B	C	C	A
Approach Delay		26.6			21.1			16.3		23.7	
Approach LOS		C			C			B		C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 61.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 21.8	Intersection LOS: C
Intersection Capacity Utilization 48.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 80: Lindenberger Rd & Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	194	25	106	221	43	34	105	155	66	137	57
Future Volume (veh/h)	54	194	25	106	221	43	34	105	155	66	137	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	65	234	30	128	266	52	41	127	187	80	165	69
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	370	313	177	803	358	94	330	286	144	401	339
Arrive On Green	0.07	0.19	0.19	0.10	0.22	0.22	0.05	0.18	0.18	0.08	0.21	0.21
Sat Flow, veh/h	1810	1900	1605	1810	3610	1608	1810	1805	1562	1810	1900	1608
Grp Volume(v), veh/h	65	234	30	128	266	52	41	127	187	80	165	69
Grp Sat Flow(s),veh/h/ln	1810	1900	1605	1810	1805	1608	1810	1805	1562	1810	1900	1608
Q Serve(g_s), s	1.8	5.8	0.8	3.5	3.2	1.3	1.1	3.2	5.7	2.2	3.9	1.8
Cycle Q Clear(g_c), s	1.8	5.8	0.8	3.5	3.2	1.3	1.1	3.2	5.7	2.2	3.9	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	370	313	177	803	358	94	330	286	144	401	339
V/C Ratio(X)	0.51	0.63	0.10	0.72	0.33	0.15	0.44	0.38	0.65	0.56	0.41	0.20
Avail Cap(c_a), veh/h	720	1400	1183	720	2660	1185	720	830	718	720	874	740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	19.0	16.9	22.5	16.7	16.0	23.6	18.4	19.4	22.7	17.5	16.7
Incr Delay (d2), s/veh	1.2	1.8	0.1	2.1	0.2	0.2	1.2	0.7	2.5	1.2	0.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.5	0.3	1.5	1.2	0.5	0.5	1.3	2.1	0.9	1.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.1	20.7	17.1	24.5	17.0	16.2	24.8	19.1	22.0	24.0	18.2	17.0
LnGrp LOS	C	C	B	C	B	B	C	B	C	C	B	B
Approach Vol, veh/h		329			446			355			314	
Approach Delay, s/veh		21.1			19.1			21.3			19.4	
Approach LOS		C			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	17.2	7.3	17.2	8.2	18.6	8.7	15.8
Change Period (Y+Rc), s	4.6	7.2	4.6	6.4	4.6	7.2	4.6	6.4
Max Green Setting (Gmax), s	20.4	37.8	20.4	23.6	20.4	37.8	20.4	23.6
Max Q Clear Time (g_c+I1), s	5.5	7.8	3.1	5.9	3.8	5.2	4.2	7.7
Green Ext Time (p_c), s	0.1	1.5	0.0	1.0	0.1	2.0	0.1	1.7

Intersection Summary	
HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	15.1
Intersection LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	167	263	232	53	100	148
Future Vol, veh/h	167	263	232	53	100	148
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	214	337	297	68	128	190
Number of Lanes	1	1	1	0	1	1

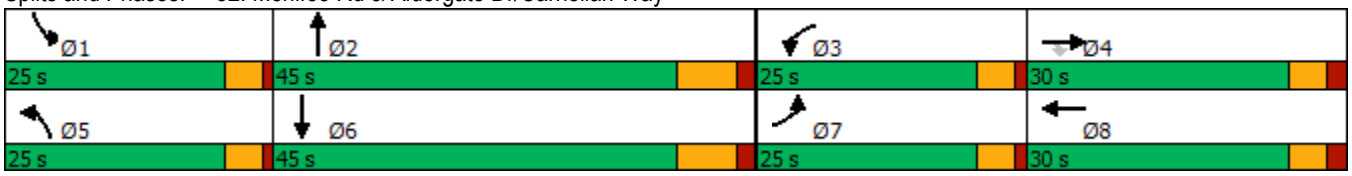
Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	15.2	17.4	12.2
HCM LOS	C	C	B

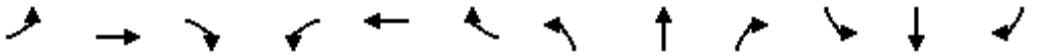
Lane	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	81%	0%	0%
Vol Right, %	0%	0%	19%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	167	263	285	100	148
LT Vol	167	0	0	100	0
Through Vol	0	263	232	0	0
RT Vol	0	0	53	0	148
Lane Flow Rate	214	337	365	128	190
Geometry Grp	7	7	4	7	7
Degree of Util (X)	0.388	0.564	0.599	0.262	0.323
Departure Headway (Hd)	6.527	6.02	5.902	7.356	6.134
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	550	600	610	488	584
Service Time	4.274	3.766	3.945	5.108	3.885
HCM Lane V/C Ratio	0.389	0.562	0.598	0.262	0.325
HCM Control Delay	13.4	16.3	17.4	12.7	11.8
HCM Lane LOS	B	C	C	B	B
HCM 95th-tile Q	1.8	3.5	4	1	1.4

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	24	3	17	161	5	31	342	129	468
Future Volume (vph)	24	3	17	161	5	31	342	129	468
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	13.6	13.6	10.6	13.6	10.6	17.5	10.6	17.5
Total Split (s)	25.0	30.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	5.6	4.6	5.6	4.6	7.5	4.6	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.0	8.8	8.8	13.5	12.9	7.2	17.0	11.3	27.3
Actuated g/C Ratio	0.11	0.14	0.14	0.21	0.20	0.11	0.26	0.18	0.43
v/c Ratio	0.15	0.02	0.07	0.52	0.35	0.19	0.57	0.50	0.40
Control Delay	36.5	35.3	0.4	31.8	8.9	36.2	24.0	34.0	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.5	35.3	0.4	31.8	8.9	36.2	24.0	34.0	17.0
LOS	D	D	A	C	A	D	C	C	B
Approach Delay		22.7			22.1		24.8		20.5
Approach LOS		C			C		C		C

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 64.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 22.3	Intersection LOS: C
Intersection Capacity Utilization 50.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 82: Menifee Rd & Aldergate Dr/Carnelian Way





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	3	17	161	5	114	31	342	84	129	468	22
Future Volume (veh/h)	24	3	17	161	5	114	31	342	84	129	468	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.97	1.00		0.90	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	30	4	21	199	6	141	38	422	104	159	578	27
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	72	251	193	251	15	351	86	653	158	205	1045	49
Arrive On Green	0.04	0.13	0.13	0.14	0.23	0.23	0.05	0.23	0.23	0.11	0.30	0.30
Sat Flow, veh/h	1810	1900	1456	1810	64	1515	1810	2810	682	1810	3504	163
Grp Volume(v), veh/h	30	4	21	199	0	147	38	269	257	159	297	308
Grp Sat Flow(s),veh/h/ln	1810	1900	1456	1810	0	1580	1810	1805	1687	1810	1805	1863
Q Serve(g_s), s	0.9	0.1	0.7	6.2	0.0	4.6	1.2	7.8	8.0	5.0	8.0	8.1
Cycle Q Clear(g_c), s	0.9	0.1	0.7	6.2	0.0	4.6	1.2	7.8	8.0	5.0	8.0	8.1
Prop In Lane	1.00		1.00	1.00		0.96	1.00		0.40	1.00		0.09
Lane Grp Cap(c), veh/h	72	251	193	251	0	365	86	419	392	205	538	556
V/C Ratio(X)	0.42	0.02	0.11	0.79	0.00	0.40	0.44	0.64	0.66	0.78	0.55	0.55
Avail Cap(c_a), veh/h	635	797	611	635	0	663	635	1164	1088	635	1164	1201
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	21.9	22.2	24.2	0.0	18.9	27.0	20.1	20.2	25.1	17.1	17.2
Incr Delay (d2), s/veh	1.4	0.0	0.2	2.2	0.0	0.7	1.3	1.6	1.9	2.4	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.3	2.6	0.0	1.6	0.5	3.2	3.1	2.1	3.1	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.7	22.0	22.5	26.4	0.0	19.7	28.3	21.8	22.1	27.4	18.0	18.0
LnGrp LOS	C	C	C	C	A	B	C	C	C	C	B	B
Approach Vol, veh/h		55			346			564			764	
Approach Delay, s/veh		25.8			23.5			22.4			20.0	
Approach LOS		C			C			C			B	

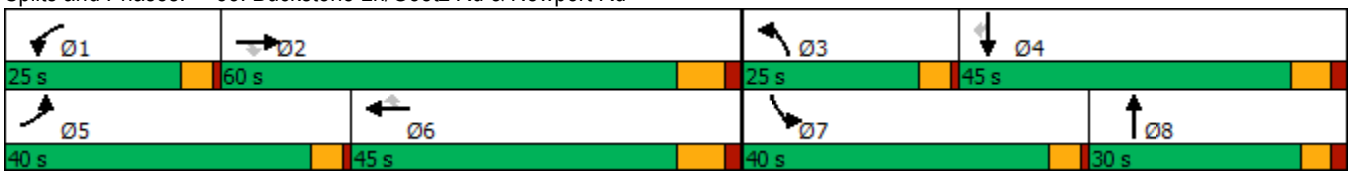
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	21.0	12.7	13.3	7.4	24.8	6.9	19.1
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	7.0	10.0	8.2	2.7	3.2	10.1	2.9	6.6
Green Ext Time (p_c), s	0.2	3.5	0.2	0.0	0.0	3.9	0.0	0.8

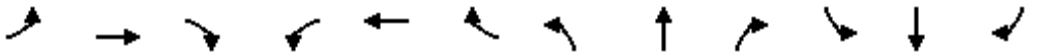
Intersection Summary	
HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	254	541	15	701	281	11	3	463	1	594
Future Volume (vph)	254	541	15	701	281	11	3	463	1	594
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8	7	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	10.6	15.5	15.5	10.6	11.6	10.6	12.8	12.8
Total Split (s)	40.0	60.0	25.0	45.0	45.0	25.0	30.0	40.0	45.0	45.0
Total Split (%)	25.8%	38.7%	16.1%	29.0%	29.0%	16.1%	19.4%	25.8%	29.0%	29.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	3.6	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	5.6	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	12.0	36.4	6.6	23.0	23.0	6.6	6.9	17.2	19.5	19.5
Actuated g/C Ratio	0.16	0.48	0.09	0.30	0.30	0.09	0.09	0.22	0.25	0.25
v/c Ratio	0.50	0.24	0.10	0.49	0.51	0.08	0.17	0.64	0.51	0.51
Control Delay	36.4	14.8	43.7	24.6	14.9	43.6	21.7	33.2	6.8	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.4	14.8	43.7	24.6	14.9	43.6	21.7	33.2	6.8	6.8
LOS	D	B	D	C	B	D	C	C	A	A
Approach Delay		21.7		22.1			28.3		18.3	
Approach LOS		C		C			C		B	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 76.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 20.7	Intersection LOS: C
Intersection Capacity Utilization 58.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 83: Buckstone Ln/Goetz Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	541	0	15	701	281	11	3	23	463	1	594
Future Volume (veh/h)	254	541	0	15	701	281	11	3	23	463	1	594
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	276	588	0	16	762	305	12	3	25	503	0	647
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	388	1957	607	41	1503	466	32	17	142	632	0	818
Arrive On Green	0.11	0.38	0.00	0.02	0.29	0.29	0.02	0.10	0.10	0.17	0.00	0.25
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	1810	175	1457	3619	0	3220
Grp Volume(v), veh/h	276	588	0	16	762	305	12	0	28	503	0	647
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1810	0	1632	1810	0	1610
Q Serve(g_s), s	5.4	5.7	0.0	0.6	8.8	11.9	0.5	0.0	1.1	9.5	0.0	13.4
Cycle Q Clear(g_c), s	5.4	5.7	0.0	0.6	8.8	11.9	0.5	0.0	1.1	9.5	0.0	13.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.89	1.00		1.00
Lane Grp Cap(c), veh/h	388	1957	607	41	1503	466	32	0	159	632	0	818
V/C Ratio(X)	0.71	0.30	0.00	0.39	0.51	0.65	0.37	0.00	0.18	0.80	0.00	0.79
Avail Cap(c_a), veh/h	1734	3800	1180	515	2715	843	515	0	556	1788	0	1717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.8	15.7	0.0	34.5	21.2	22.3	34.8	0.0	29.7	28.3	0.0	24.9
Incr Delay (d2), s/veh	0.9	0.1	0.0	2.2	0.3	1.6	2.6	0.0	0.5	0.9	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.1	0.0	0.3	3.4	4.4	0.2	0.0	0.5	4.0	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.7	15.8	0.0	36.7	21.5	23.9	37.4	0.0	30.2	29.2	0.0	26.7
LnGrp LOS	C	B	A	D	C	C	D	A	C	C	A	C
Approach Vol, veh/h		864			1083			40			1150	
Approach Delay, s/veh		20.8			22.4			32.4			27.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	34.5	5.9	25.0	12.5	28.3	17.1	13.8
Change Period (Y+Rc), s	4.6	7.5	4.6	6.8	4.6	7.5	4.6	* 6.8
Max Green Setting (Gmax), s	20.4	52.5	20.4	38.2	35.4	37.5	35.4	* 24
Max Q Clear Time (g_c+I1), s	2.6	7.7	2.5	15.4	7.4	13.9	11.5	3.1
Green Ext Time (p_c), s	0.0	4.7	0.0	2.8	0.5	6.9	1.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	24.1
HCM 6th LOS	C

Notes

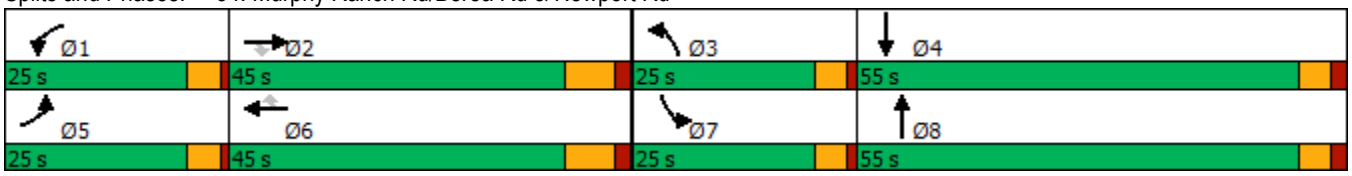
User approved volume balancing among the lanes for turning movement.

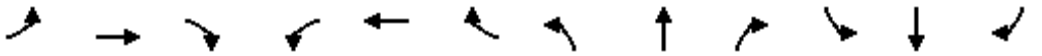
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	45	937	203	4	896	150	140	98	192	161
Future Volume (vph)	45	937	203	4	896	150	140	98	192	161
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2		1	6		3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.5	15.5	10.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	55.0	25.0	55.0
Total Split (%)	16.7%	30.0%	30.0%	16.7%	30.0%	30.0%	16.7%	36.7%	16.7%	36.7%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.5	7.5	4.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None
Act Effct Green (s)	7.9	36.3	36.3	6.4	28.6	28.6	13.2	15.2	17.1	19.2
Actuated g/C Ratio	0.09	0.41	0.41	0.07	0.32	0.32	0.15	0.17	0.19	0.22
v/c Ratio	0.31	0.49	0.32	0.03	0.60	0.29	0.59	0.38	0.62	0.66
Control Delay	50.8	21.6	13.4	50.2	28.8	15.2	49.5	38.6	46.0	41.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	21.6	13.4	50.2	28.8	15.2	49.5	38.6	46.0	41.2
LOS	D	C	B	D	C	B	D	D	D	D
Approach Delay		21.3			27.0			44.7		43.4
Approach LOS		C			C			D		D

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 89.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 28.6	Intersection LOS: C
Intersection Capacity Utilization 62.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 84: Murphy Ranch Rd/Berea Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	937	203	4	896	150	140	98	12	192	161	75
Future Volume (veh/h)	45	937	203	4	896	150	140	98	12	192	161	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	50	1041	226	4	996	167	156	109	13	213	179	83
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	98	1885	573	12	1639	509	198	263	31	261	236	110
Arrive On Green	0.05	0.36	0.36	0.01	0.32	0.32	0.11	0.16	0.16	0.14	0.19	0.19
Sat Flow, veh/h	1810	5187	1576	1810	5187	1610	1810	1666	199	1810	1227	569
Grp Volume(v), veh/h	50	1041	226	4	996	167	156	0	122	213	0	262
Grp Sat Flow(s),veh/h/ln	1810	1729	1576	1810	1729	1610	1810	0	1864	1810	0	1797
Q Serve(g_s), s	1.8	10.9	7.2	0.1	11.1	5.4	5.7	0.0	4.0	7.8	0.0	9.4
Cycle Q Clear(g_c), s	1.8	10.9	7.2	0.1	11.1	5.4	5.7	0.0	4.0	7.8	0.0	9.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.32
Lane Grp Cap(c), veh/h	98	1885	573	12	1639	509	198	0	295	261	0	346
V/C Ratio(X)	0.51	0.55	0.39	0.34	0.61	0.33	0.79	0.00	0.41	0.82	0.00	0.76
Avail Cap(c_a), veh/h	543	2860	869	543	2860	888	543	0	1354	543	0	1305
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.3	17.2	16.1	33.6	19.7	17.8	29.5	0.0	25.8	28.2	0.0	26.0
Incr Delay (d2), s/veh	1.5	0.3	0.4	6.4	0.4	0.4	2.6	0.0	0.9	2.4	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.0	2.5	0.1	4.2	1.9	2.5	0.0	1.8	3.4	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	17.5	16.5	40.0	20.1	18.1	32.1	0.0	26.7	30.6	0.0	29.3
LnGrp LOS	C	B	B	D	C	B	C	A	C	C	A	C
Approach Vol, veh/h		1317			1167			278			475	
Approach Delay, s/veh		17.9			19.9			29.7			29.9	
Approach LOS		B			B			C			C	

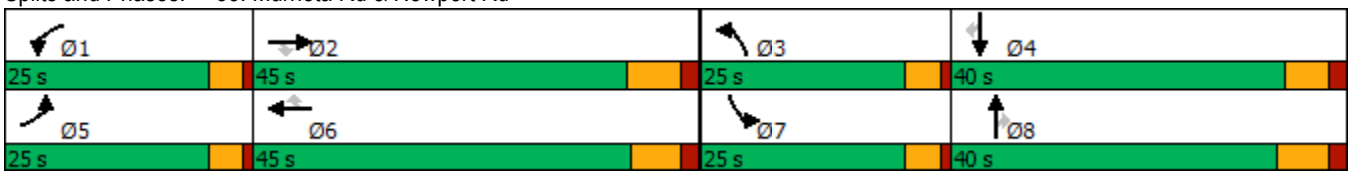
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	32.2	12.1	18.7	8.3	29.0	14.4	16.4
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	49.4	20.4	37.5	20.4	49.4
Max Q Clear Time (g_c+I1), s	2.1	12.9	7.7	11.4	3.8	13.1	9.8	6.0
Green Ext Time (p_c), s	0.0	9.2	0.2	1.7	0.0	8.4	0.2	0.7

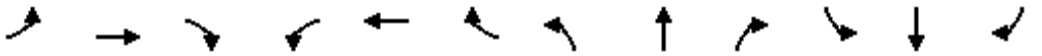
Intersection Summary	
HCM 6th Ctrl Delay	21.4
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	790	106	138	872	88	194	226	116	116	218	113
Future Volume (vph)	142	790	106	138	872	88	194	226	116	116	218	113
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.2	15.2	10.6	15.2	15.2	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	40.0	40.0	25.0	40.0	40.0
Total Split (%)	18.5%	33.3%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	29.6%	18.5%	29.6%	29.6%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	12.4	25.3	25.3	12.2	25.4	25.4	15.1	15.1	15.1	11.0	11.8	11.8
Actuated g/C Ratio	0.14	0.29	0.29	0.14	0.29	0.29	0.17	0.17	0.17	0.12	0.13	0.13
v/c Ratio	0.59	0.56	0.21	0.58	0.61	0.17	0.66	0.38	0.33	0.54	0.47	0.37
Control Delay	48.7	29.1	6.9	48.8	30.0	5.0	47.8	37.0	10.1	49.4	41.7	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.7	29.1	6.9	48.8	30.0	5.0	47.8	37.0	10.1	49.4	41.7	11.8
LOS	D	C	A	D	C	A	D	D	B	D	D	B
Approach Delay		29.6			30.3			35.1			36.1	
Approach LOS		C			C			D			D	

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 88.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 31.7	Intersection LOS: C
Intersection Capacity Utilization 61.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 85: Murrieta Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	790	106	138	872	88	194	226	116	116	218	113
Future Volume (veh/h)	142	790	106	138	872	88	194	226	116	116	218	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	148	823	110	144	908	92	202	235	121	121	227	118
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	189	1503	465	184	1490	456	249	635	279	157	451	201
Arrive On Green	0.10	0.29	0.29	0.10	0.29	0.29	0.14	0.18	0.18	0.09	0.13	0.13
Sat Flow, veh/h	1810	5187	1605	1810	5187	1588	1810	3610	1586	1810	3610	1610
Grp Volume(v), veh/h	148	823	110	144	908	92	202	235	121	121	227	118
Grp Sat Flow(s),veh/h/ln	1810	1729	1605	1810	1729	1588	1810	1805	1586	1810	1805	1610
Q Serve(g_s), s	5.5	9.3	3.6	5.4	10.5	3.0	7.5	4.0	4.7	4.5	4.1	4.8
Cycle Q Clear(g_c), s	5.5	9.3	3.6	5.4	10.5	3.0	7.5	4.0	4.7	4.5	4.1	4.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	1503	465	184	1490	456	249	635	279	157	451	201
V/C Ratio(X)	0.78	0.55	0.24	0.78	0.61	0.20	0.81	0.37	0.43	0.77	0.50	0.59
Avail Cap(c_a), veh/h	534	2815	871	534	2838	869	534	1714	753	534	1755	783
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	20.7	18.7	30.3	21.3	18.6	28.9	25.1	25.4	30.9	28.2	28.5
Incr Delay (d2), s/veh	2.7	0.3	0.3	2.7	0.4	0.2	2.4	0.4	1.1	3.0	0.9	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.5	1.3	2.4	4.0	1.1	3.3	1.7	1.8	2.0	1.7	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	21.0	19.0	33.0	21.7	18.8	31.4	25.5	26.5	33.9	29.1	31.2
LnGrp LOS	C	C	B	C	C	B	C	C	C	C	C	C
Approach Vol, veh/h		1081			1144			558			466	
Approach Delay, s/veh		22.4			22.9			27.8			30.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	27.5	14.1	15.8	11.8	27.3	10.6	19.3
Change Period (Y+Rc), s	4.6	7.5	4.6	* 7.2	4.6	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	* 34	20.4	* 38	20.4	32.8
Max Q Clear Time (g_c+I1), s	7.4	11.3	9.5	6.8	7.5	12.5	6.5	6.7
Green Ext Time (p_c), s	0.1	6.8	0.2	1.9	0.1	7.4	0.1	1.9

Intersection Summary	
HCM 6th Ctrl Delay	24.7
HCM 6th LOS	C

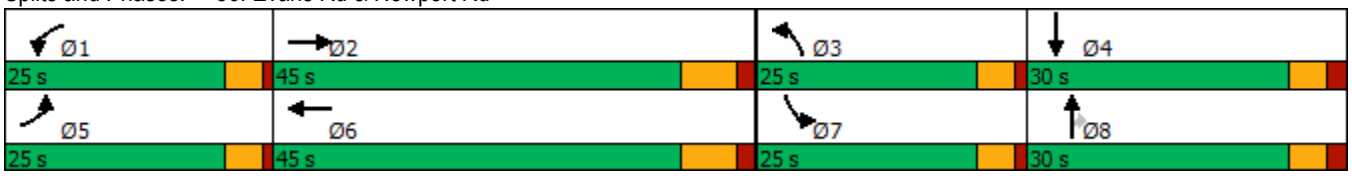
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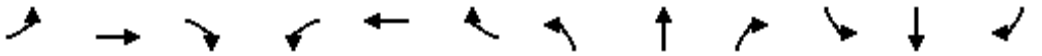
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	15	1184	72	939	58	73	108	53	159
Future Volume (vph)	15	1184	72	939	58	73	108	53	159
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	11.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	5.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.4	39.4	8.8	45.9	8.1	14.8	14.8	7.9	14.6
Actuated g/C Ratio	0.07	0.45	0.10	0.52	0.09	0.17	0.17	0.09	0.17
v/c Ratio	0.12	0.83	0.44	0.39	0.38	0.25	0.32	0.36	0.63
Control Delay	46.3	30.7	48.9	15.5	48.5	36.0	9.3	48.3	44.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.3	30.7	48.9	15.5	48.5	36.0	9.3	48.3	44.7
LOS	D	C	D	B	D	D	A	D	D
Approach Delay		30.8		17.8		27.0			45.5
Approach LOS		C		B		C			D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 87.5	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 26.9	Intersection LOS: C
Intersection Capacity Utilization 71.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 86: Evans Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	1184	33	72	939	19	58	73	108	53	159	20
Future Volume (veh/h)	15	1184	33	72	939	19	58	73	108	53	159	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	1301	36	79	1032	21	64	80	119	58	175	22
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	41	1577	44	117	2521	51	107	273	231	102	232	29
Arrive On Green	0.02	0.44	0.44	0.06	0.48	0.48	0.06	0.14	0.14	0.06	0.14	0.14
Sat Flow, veh/h	1810	3586	99	1810	5232	106	1810	1900	1610	1810	1651	208
Grp Volume(v), veh/h	16	654	683	79	682	371	64	80	119	58	0	197
Grp Sat Flow(s),veh/h/ln	1810	1805	1881	1810	1729	1880	1810	1900	1610	1810	0	1858
Q Serve(g_s), s	0.6	23.7	23.8	3.2	9.5	9.5	2.6	2.8	5.1	2.3	0.0	7.6
Cycle Q Clear(g_c), s	0.6	23.7	23.8	3.2	9.5	9.5	2.6	2.8	5.1	2.3	0.0	7.6
Prop In Lane	1.00		0.05	1.00		0.06	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	41	794	827	117	1667	906	107	273	231	102	0	261
V/C Ratio(X)	0.39	0.82	0.83	0.67	0.41	0.41	0.60	0.29	0.52	0.57	0.00	0.75
Avail Cap(c_a), veh/h	496	917	955	496	1756	955	496	623	528	496	0	609
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.9	18.3	18.3	34.0	12.4	12.4	34.2	28.5	29.5	34.2	0.0	30.7
Incr Delay (d2), s/veh	2.2	5.5	5.3	2.5	0.2	0.3	2.0	0.6	1.8	1.9	0.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	10.2	10.6	1.4	3.4	3.7	1.2	1.3	2.0	1.0	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	23.8	23.7	36.5	12.6	12.7	36.1	29.1	31.3	36.1	0.0	35.1
LnGrp LOS	D	C	C	D	B	B	D	C	C	D	A	D
Approach Vol, veh/h		1353			1132			263			255	
Approach Delay, s/veh		23.9			14.3			31.8			35.3	
Approach LOS		C			B			C			D	

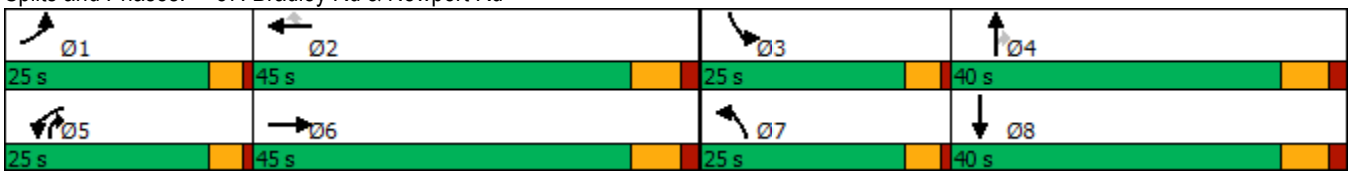
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	39.9	9.0	16.1	6.3	43.1	8.8	16.3
Change Period (Y+Rc), s	4.6	7.2	4.6	5.6	4.6	7.2	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.8	20.4	24.4	20.4	37.8	20.4	24.4
Max Q Clear Time (g_c+I1), s	5.2	25.8	4.6	9.6	2.6	11.5	4.3	7.1
Green Ext Time (p_c), s	0.1	7.0	0.1	0.9	0.0	7.9	0.0	0.7

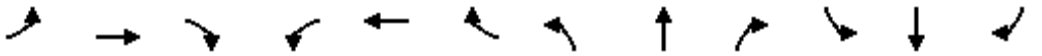
Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	86	1101	310	805	123	151	179	279	186	281
Future Volume (vph)	86	1101	310	805	123	151	179	279	186	281
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	1	6	5	2		7	4	5	3	8
Permitted Phases					2			4		
Detector Phase	1	6	5	2	2	7	4	5	3	8
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	15.2	10.6	12.8	10.6	10.6	12.8
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	40.0	25.0	25.0	40.0
Total Split (%)	18.5%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	18.5%	18.5%	29.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2	4.6	6.8	4.6	4.6	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	10.0	35.0	14.7	39.7	39.7	14.0	16.4	38.1	16.0	18.4
Actuated g/C Ratio	0.09	0.33	0.14	0.37	0.37	0.13	0.15	0.36	0.15	0.17
v/c Ratio	0.54	0.75	0.68	0.44	0.19	0.68	0.65	0.47	0.73	0.59
Control Delay	60.9	36.0	52.5	26.8	5.6	60.6	54.9	22.8	61.0	43.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.9	36.0	52.5	26.8	5.6	60.6	54.9	22.8	61.0	43.7
LOS	E	D	D	C	A	E	D	C	E	D
Approach Delay		37.6		31.2			41.6			49.7
Approach LOS		D		C			D			D

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 105.9	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 37.9	Intersection LOS: D
Intersection Capacity Utilization 71.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 87: Bradley Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	1101	100	310	805	123	151	179	279	186	281	67
Future Volume (veh/h)	86	1101	100	310	805	123	151	179	279	186	281	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	91	1171	106	330	856	131	161	190	297	198	299	71
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	117	1534	139	411	1917	595	195	373	504	233	628	146
Arrive On Green	0.06	0.32	0.32	0.12	0.37	0.37	0.11	0.20	0.20	0.13	0.22	0.22
Sat Flow, veh/h	1810	4834	437	3510	5187	1610	1810	1900	1610	1810	2891	674
Grp Volume(v), veh/h	91	838	439	330	856	131	161	190	297	198	185	185
Grp Sat Flow(s),veh/h/ln	1810	1729	1813	1755	1729	1610	1810	1900	1610	1810	1805	1761
Q Serve(g_s), s	4.8	21.0	21.1	8.8	12.0	5.4	8.4	8.6	15.0	10.3	8.6	8.9
Cycle Q Clear(g_c), s	4.8	21.0	21.1	8.8	12.0	5.4	8.4	8.6	15.0	10.3	8.6	8.9
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	117	1098	576	411	1917	595	195	373	504	233	392	382
V/C Ratio(X)	0.78	0.76	0.76	0.80	0.45	0.22	0.82	0.51	0.59	0.85	0.47	0.48
Avail Cap(c_a), veh/h	383	1355	710	742	2032	631	383	654	743	383	621	606
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	29.7	29.7	41.5	23.0	20.9	42.1	34.6	27.9	41.1	32.9	33.0
Incr Delay (d2), s/veh	4.1	2.1	3.9	1.4	0.2	0.2	3.3	1.1	1.1	4.6	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	8.8	9.6	3.9	4.8	2.0	3.9	4.0	5.8	4.8	3.8	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	31.7	33.6	42.9	23.1	21.0	45.5	35.7	29.0	45.7	33.8	34.0
LnGrp LOS	D	C	C	D	C	C	D	D	C	D	C	C
Approach Vol, veh/h		1368			1317			648			568	
Approach Delay, s/veh		33.4			27.9			35.1			38.0	
Approach LOS		C			C			D			D	

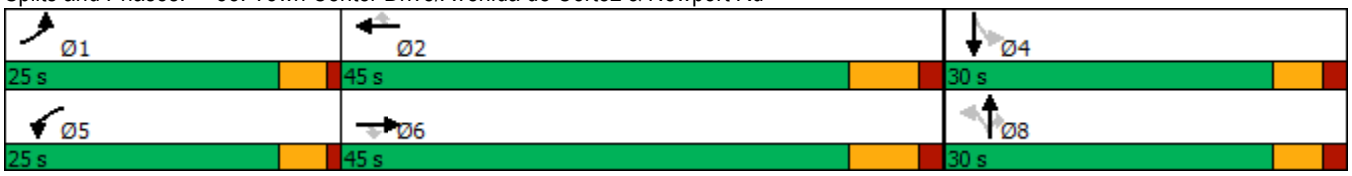
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	42.9	17.0	25.7	15.9	37.8	15.0	27.7
Change Period (Y+Rc), s	4.6	7.2	4.6	6.8	4.6	7.2	4.6	6.8
Max Green Setting (Gmax), s	20.4	37.8	20.4	33.2	20.4	37.8	20.4	33.2
Max Q Clear Time (g_c+I1), s	6.8	14.0	12.3	17.0	10.8	23.1	10.4	10.9
Green Ext Time (p_c), s	0.1	6.9	0.2	1.9	0.5	7.6	0.1	2.2

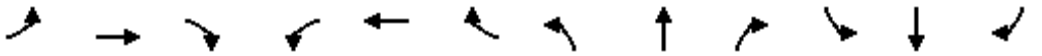
Intersection Summary	
HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	9	1533	55	112	1185	19	86	8	228	72	17
Future Volume (vph)	9	1533	55	112	1185	19	86	8	228	72	17
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	1	6		5	2			8			4
Permitted Phases			6			2	8		8	4	
Detector Phase	1	6	6	5	2	2	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	15.2	10.6	15.2	15.2	11.6	11.6	11.6	11.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	45.0%	25.0%	45.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	6.4	33.5	33.5	9.6	42.9	42.9	10.6	10.6	10.6	10.6	10.6
Actuated g/C Ratio	0.09	0.49	0.49	0.14	0.62	0.62	0.15	0.15	0.15	0.15	0.15
v/c Ratio	0.06	0.66	0.07	0.48	0.40	0.02	0.43	0.03	0.54	0.35	0.14
Control Delay	36.2	16.3	2.5	37.9	7.5	0.1	36.5	28.5	9.4	34.2	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	16.3	2.5	37.9	7.5	0.1	36.5	28.5	9.4	34.2	18.9
LOS	D	B	A	D	A	A	D	C	A	C	B
Approach Delay		15.9			10.0			17.1			29.1
Approach LOS		B			A			B			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 68.8	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 14.1	Intersection LOS: B
Intersection Capacity Utilization 64.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 88: Town Center Drive/Avenida de Cortez & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1533	55	112	1185	19	86	8	228	72	17	19
Future Volume (veh/h)	9	1533	55	112	1185	19	86	8	228	72	17	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	1666	60	122	1288	21	93	9	248	78	18	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	28	2371	719	158	2745	852	350	364	309	323	153	179
Arrive On Green	0.02	0.46	0.46	0.09	0.53	0.53	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1810	5187	1573	1810	5187	1610	1390	1900	1610	1140	799	933
Grp Volume(v), veh/h	10	1666	60	122	1288	21	93	9	248	78	0	39
Grp Sat Flow(s),veh/h/ln	1810	1729	1573	1810	1729	1610	1390	1900	1610	1140	0	1732
Q Serve(g_s), s	0.4	17.0	1.4	4.4	10.3	0.4	3.9	0.3	9.7	3.9	0.0	1.2
Cycle Q Clear(g_c), s	0.4	17.0	1.4	4.4	10.3	0.4	5.1	0.3	9.7	4.2	0.0	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.54
Lane Grp Cap(c), veh/h	28	2371	719	158	2745	852	350	364	309	323	0	332
V/C Ratio(X)	0.36	0.70	0.08	0.77	0.47	0.02	0.27	0.02	0.80	0.24	0.00	0.12
Avail Cap(c_a), veh/h	559	2972	901	559	2972	922	597	703	595	526	0	641
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.2	14.3	10.1	29.5	9.7	7.4	24.2	21.7	25.5	23.4	0.0	22.0
Incr Delay (d2), s/veh	3.0	0.6	0.0	3.0	0.1	0.0	0.4	0.0	4.9	0.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.4	0.4	1.9	2.9	0.1	1.3	0.1	3.9	1.0	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.1	14.9	10.2	32.4	9.8	7.4	24.6	21.7	30.3	23.7	0.0	22.2
LnGrp LOS	D	B	B	C	A	A	C	C	C	C	A	C
Approach Vol, veh/h		1736			1431			350			117	
Approach Delay, s/veh		14.8			11.7			28.6			23.2	
Approach LOS		B			B			C			C	

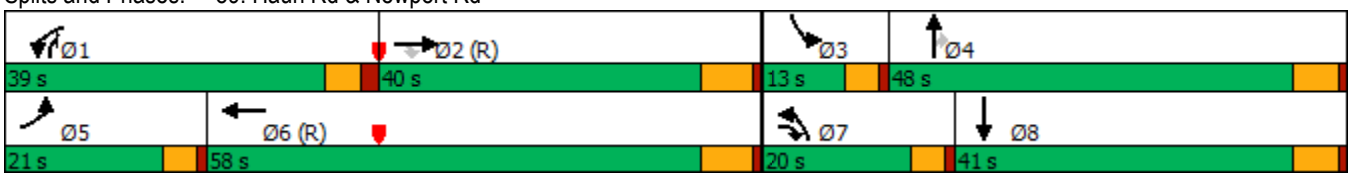
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	42.1		18.3	10.4	37.4		18.3				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	37.8		24.4	20.4	37.8		24.4				
Max Q Clear Time (g_c+I1), s	2.4	12.3		6.2	6.4	19.0		11.7				
Green Ext Time (p_c), s	0.0	9.6		0.4	0.1	11.2		0.9				

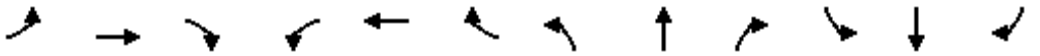
Intersection Summary			
HCM 6th Ctrl Delay		15.2	
HCM 6th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	182	1413	94	459	1193	105	57	463	148	30
Future Volume (vph)	182	1413	94	459	1193	105	57	463	148	30
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	7	1	6	7	4	1	3	8
Permitted Phases			2					4		
Detector Phase	5	2	7	1	6	7	4	1	3	8
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	12.5	8.6	9.6	12.5	8.6	11.8	9.6	8.6	11.8
Total Split (s)	21.0	40.0	20.0	39.0	58.0	20.0	48.0	39.0	13.0	41.0
Total Split (%)	15.0%	28.6%	14.3%	27.9%	41.4%	14.3%	34.3%	27.9%	9.3%	29.3%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None
Act Effct Green (s)	13.0	73.6	85.3	25.9	87.5	9.8	9.9	34.7	10.5	8.2
Actuated g/C Ratio	0.09	0.53	0.61	0.18	0.62	0.07	0.07	0.25	0.08	0.06
v/c Ratio	0.60	0.55	0.10	0.76	0.53	0.46	0.46	0.66	0.60	0.35
Control Delay	68.4	24.1	2.3	56.9	17.9	68.2	72.5	42.4	73.5	32.5
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay	68.4	24.1	2.3	56.9	18.1	68.2	72.5	42.4	73.5	32.5
LOS	E	C	A	E	B	E	E	D	E	C
Approach Delay		27.7			26.8		49.5			59.4
Approach LOS		C			C		D			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 75 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 31.9	Intersection LOS: C
Intersection Capacity Utilization 66.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 89: Haun Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	1413	94	459	1193	383	105	57	463	148	30	47
Future Volume (veh/h)	182	1413	94	459	1193	383	105	57	463	148	30	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	194	1503	100	488	1269	407	112	61	493	157	32	50
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	249	2324	795	569	2125	680	163	324	942	205	330	293
Arrive On Green	0.07	0.45	0.45	0.05	0.18	0.18	0.05	0.17	0.17	0.06	0.18	0.18
Sat Flow, veh/h	3510	5187	1608	3510	3889	1244	3510	1900	2829	3510	1805	1602
Grp Volume(v), veh/h	194	1503	100	488	1128	548	112	61	493	157	32	50
Grp Sat Flow(s),veh/h/ln	1755	1729	1608	1755	1729	1675	1755	1900	1414	1755	1805	1602
Q Serve(g_s), s	7.6	31.5	4.7	19.3	42.0	42.1	4.4	3.9	19.7	6.2	2.1	3.7
Cycle Q Clear(g_c), s	7.6	31.5	4.7	19.3	42.0	42.1	4.4	3.9	19.7	6.2	2.1	3.7
Prop In Lane	1.00		1.00	1.00		0.74	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	249	2324	795	569	1890	916	163	324	942	205	330	293
V/C Ratio(X)	0.78	0.65	0.13	0.86	0.60	0.60	0.69	0.19	0.52	0.77	0.10	0.17
Avail Cap(c_a), veh/h	411	2324	795	837	1890	916	386	573	1312	211	454	403
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.0	30.0	19.1	64.7	43.2	43.3	65.8	49.7	37.7	65.0	47.6	48.3
Incr Delay (d2), s/veh	3.9	1.0	0.2	5.2	1.2	2.5	5.1	0.3	0.5	15.2	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	12.8	1.8	9.5	19.7	19.5	2.1	1.8	6.7	3.1	0.9	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.9	31.0	19.3	69.9	44.4	45.7	70.8	50.0	38.2	80.2	47.7	48.5
LnGrp LOS	E	C	B	E	D	D	E	D	D	F	D	D
Approach Vol, veh/h		1797			2164			666			239	
Approach Delay, s/veh		34.4			50.5			44.8			69.2	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.3	69.2	12.8	29.7	14.5	83.0	11.1	31.4
Change Period (Y+Rc), s	5.6	6.5	4.6	5.8	4.6	6.5	4.6	5.8
Max Green Setting (Gmax), s	33.4	33.5	8.4	42.2	16.4	51.5	15.4	35.2
Max Q Clear Time (g_c+I1), s	21.3	33.5	8.2	21.7	9.6	44.1	6.4	5.7
Green Ext Time (p_c), s	1.4	0.0	0.0	2.2	0.3	5.4	0.2	0.4

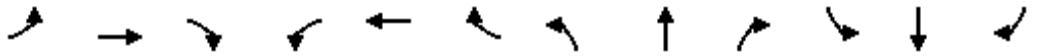
Intersection Summary	
HCM 6th Ctrl Delay	44.7
HCM 6th LOS	D

Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1430	594	1559	911	308	0	476
Future Volume (vph)	1430	594	1559	911	308	0	476
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		4	4	
Permitted Phases		Free		Free			4
Detector Phase	2		6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	84.0		84.0		56.0	56.0	56.0
Total Split (%)	60.0%		60.0%		40.0%	40.0%	40.0%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	98.2	140.0	98.2	140.0	30.3	30.3	30.3
Actuated g/C Ratio	0.70	1.00	0.70	1.00	0.22	0.22	0.22
v/c Ratio	0.33	0.40	0.46	0.60	0.79	0.81	0.77
Control Delay	19.6	0.8	6.8	6.1	66.3	64.5	60.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	0.8	6.8	6.1	66.3	64.5	60.8
LOS	B	A	A	A	E	E	E
Approach Delay	14.1		6.6			63.9	
Approach LOS	B		A			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 10 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 18.0	Intersection LOS: B
Intersection Capacity Utilization 59.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 90: I-215 SB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1430	594	0	1559	911	0	0	0	308	0	476
Future Volume (veh/h)	0	1430	594	0	1559	911	0	0	0	308	0	476
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1521	0	0	1659	0				219	0	623
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	4594		0	3646					389	0	692
Arrive On Green	0.00	1.00	0.00	0.00	1.00	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	6802	1610	0	5358	1610				1810	0	3220
Grp Volume(v), veh/h	0	1521	0	0	1659	0				219	0	623
Grp Sat Flow(s),veh/h/ln	0	1634	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0				15.1	0.0	26.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0				15.1	0.0	26.4
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	4594		0	3646					389	0	692
V/C Ratio(X)	0.00	0.33		0.00	0.46					0.56	0.00	0.90
Avail Cap(c_a), veh/h	0	4594		0	3646					653	0	1162
HCM Platoon Ratio	1.00	2.00	2.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.79	0.00	0.00	0.83	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				49.1	0.0	53.5
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.3	0.0				0.5	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.1	0.0				6.9	0.0	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.2	0.0	0.0	0.3	0.0				49.6	0.0	56.7
LnGrp LOS	A	A		A	A					D	A	E
Approach Vol, veh/h		1521			1659						842	
Approach Delay, s/veh		0.2			0.3						54.8	
Approach LOS		A			A						D	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		104.4		35.6		104.4						
Change Period (Y+Rc), s		6.0		5.5		6.0						
Max Green Setting (Gmax), s		78.0		50.5		78.0						
Max Q Clear Time (g_c+I1), s		2.0		28.4		2.0						
Green Ext Time (p_c), s		15.7		1.7		18.5						

Intersection Summary												
HCM 6th Ctrl Delay			11.7									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

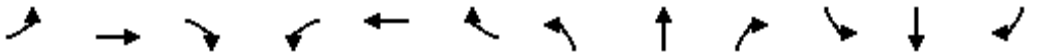
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	1284	454	2126	480	344	0	579
Future Volume (vph)	1284	454	2126	480	344	0	579
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		8	8	
Permitted Phases		Free		Free			8
Detector Phase	2		6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	84.0		84.0		56.0	56.0	56.0
Total Split (%)	60.0%		60.0%		40.0%	40.0%	40.0%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	95.0	140.0	95.0	140.0	33.5	33.5	33.5
Actuated g/C Ratio	0.68	1.00	0.68	1.00	0.24	0.24	0.24
v/c Ratio	0.38	0.29	0.50	0.31	0.79	0.82	0.80
Control Delay	6.9	1.0	12.4	0.5	62.7	59.6	57.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.9	1.0	12.4	0.5	62.7	59.6	57.5
LOS	A	A	B	A	E	E	E
Approach Delay	5.4		10.2			59.9	
Approach LOS	A		B			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 17.3	Intersection LOS: B
Intersection Capacity Utilization 58.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 91: I-215 NB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑↑	↱	↰	✣	↱			
Traffic Volume (veh/h)	0	1284	454	0	2126	480	344	0	579	0	0	0
Future Volume (veh/h)	0	1284	454	0	2126	480	344	0	579	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	1338	0	0	2215	0	239	0	731			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	3469		0	4371		451	0	802			
Arrive On Green	0.00	1.00	0.00	0.00	0.67	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	0	5358	1610	0	6802	1610	1810	0	3220			
Grp Volume(v), veh/h	0	1338	0	0	2215	0	239	0	731			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	23.8	0.0	16.0	0.0	30.9			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	23.8	0.0	16.0	0.0	30.9			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3469		0	4371		451	0	802			
V/C Ratio(X)	0.00	0.39		0.00	0.51		0.53	0.00	0.91			
Avail Cap(c_a), veh/h	0	3469		0	4371		653	0	1162			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.92	0.00	0.00	0.33	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	11.6	0.0	45.5	0.0	51.1			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.1	0.0	0.4	0.0	6.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	7.9	0.0	7.2	0.0	13.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	0.0	0.0	11.8	0.0	45.8	0.0	57.4			
LnGrp LOS	A	A		A	B		D	A	E			
Approach Vol, veh/h		1338			2215			970				
Approach Delay, s/veh		0.3			11.8			54.5				
Approach LOS		A			B			D				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		99.6				99.6		40.4				
Change Period (Y+Rc), s		6.0				6.0		5.5				
Max Green Setting (Gmax), s		78.0				78.0		50.5				
Max Q Clear Time (g_c+I1), s		2.0				25.8		32.9				
Green Ext Time (p_c), s		12.5				28.7		2.0				

Intersection Summary												
HCM 6th Ctrl Delay			17.5									
HCM 6th LOS			B									

Notes

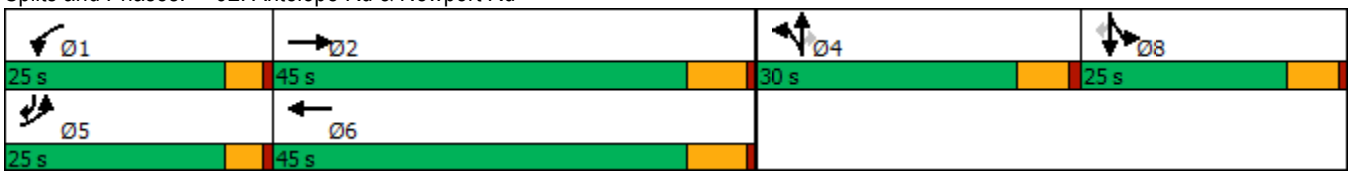
User approved volume balancing among the lanes for turning movement.

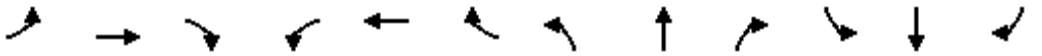
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	191	1373	89	1757	563	78	86	88	71	286
Future Volume (vph)	191	1373	89	1757	563	78	86	88	71	286
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm	Split	NA	pm+ov
Protected Phases	5	2	1	6	4	4		8	8	5
Permitted Phases							4			8
Detector Phase	5	2	1	6	4	4	4	8	8	5
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	4.0	4.0	6.0	6.0	4.0
Minimum Split (s)	8.6	12.5	8.6	12.5	9.8	9.8	9.8	11.8	11.8	8.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	25.0	25.0	25.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	24.0%	24.0%	24.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	10.3	44.2	7.2	38.9	18.6	18.6	18.6	9.5	9.5	25.7
Actuated g/C Ratio	0.10	0.44	0.07	0.39	0.19	0.19	0.19	0.09	0.09	0.26
v/c Ratio	0.56	0.76	0.38	1.01	0.74	0.75	0.23	0.28	0.42	0.39
Control Delay	50.2	28.0	50.7	53.7	46.6	54.8	4.5	45.9	52.0	23.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.2	28.0	50.7	53.7	46.6	54.8	4.5	45.9	52.0	23.9
LOS	D	C	D	D	D	D	A	D	D	C
Approach Delay		30.3		53.5		44.1			32.8	
Approach LOS		C		D		D			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 100.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 41.8	Intersection LOS: D
Intersection Capacity Utilization 74.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 92: Antelope Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	1373	237	89	1757	130	563	78	86	88	71	286
Future Volume (veh/h)	191	1373	237	89	1757	130	563	78	86	88	71	286
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	203	1461	252	95	1869	138	527	184	91	94	76	304
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	278	1889	325	156	1920	141	630	331	279	448	242	586
Arrive On Green	0.08	0.42	0.42	0.04	0.39	0.39	0.17	0.17	0.17	0.13	0.13	0.13
Sat Flow, veh/h	3510	4453	767	3510	4930	363	3619	1900	1605	3510	1900	2834
Grp Volume(v), veh/h	203	1134	579	95	1309	698	527	184	91	94	76	304
Grp Sat Flow(s),veh/h/ln	1755	1729	1762	1755	1729	1834	1810	1900	1605	1755	1900	1417
Q Serve(g_s), s	5.6	27.8	27.9	2.6	36.8	37.1	13.9	8.8	4.9	2.4	3.6	9.4
Cycle Q Clear(g_c), s	5.6	27.8	27.9	2.6	36.8	37.1	13.9	8.8	4.9	2.4	3.6	9.4
Prop In Lane	1.00		0.44	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	1467	748	156	1347	714	630	331	279	448	242	586
V/C Ratio(X)	0.73	0.77	0.77	0.61	0.97	0.98	0.84	0.56	0.33	0.21	0.31	0.52
Avail Cap(c_a), veh/h	724	1467	748	724	1347	714	886	465	393	682	369	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	24.4	24.4	46.4	29.6	29.7	39.5	37.3	35.7	38.6	39.2	34.8
Incr Delay (d2), s/veh	1.4	2.8	5.4	1.4	18.2	27.9	3.5	0.5	0.2	0.2	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	10.9	11.7	1.1	17.3	20.4	6.2	3.9	1.9	1.0	1.7	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.9	27.2	29.8	47.8	47.9	57.7	43.0	37.9	36.0	38.9	39.9	35.5
LnGrp LOS	D	C	C	D	D	E	D	D	D	D	D	D
Approach Vol, veh/h		1916			2102			802			474	
Approach Delay, s/veh		29.9			51.1			41.0			36.9	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	48.4		23.0	12.4	45.0		18.4				
Change Period (Y+Rc), s	4.6	6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	20.4	38.5		24.2	20.4	38.5		19.2				
Max Q Clear Time (g_c+I1), s	4.6	29.9		15.9	7.6	39.1		11.4				
Green Ext Time (p_c), s	0.1	7.1		1.3	0.3	0.0		1.2				

Intersection Summary			
HCM 6th Ctrl Delay		40.7	
HCM 6th LOS		D	

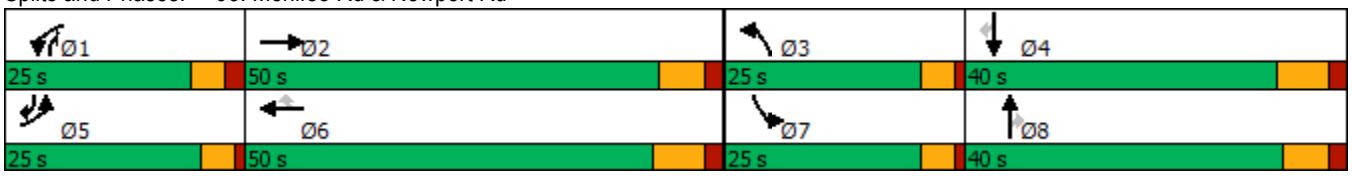
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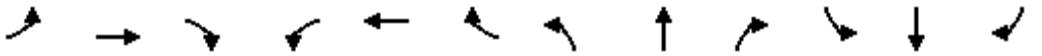
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	248	1180	105	1291	55	177	205	93	95	252	410
Future Volume (vph)	248	1180	105	1291	55	177	205	93	95	252	410
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6		3	8	1	7	4	5
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	9.6	14.8	10.6	15.5	15.5	9.6	12.8	10.6	9.6	13.5	9.6
Total Split (s)	25.0	50.0	25.0	50.0	50.0	25.0	40.0	25.0	25.0	40.0	25.0
Total Split (%)	17.9%	35.7%	17.9%	35.7%	35.7%	17.9%	28.6%	17.9%	17.9%	28.6%	17.9%
Yellow Time (s)	3.6	4.8	3.6	5.5	5.5	3.6	4.8	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	5.6	7.5	7.5	4.6	6.8	5.6	4.6	7.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	20.6	48.5	7.4	35.7	35.7	9.8	13.9	22.6	10.0	13.4	37.0
Actuated g/C Ratio	0.20	0.47	0.07	0.34	0.34	0.09	0.13	0.22	0.10	0.13	0.36
v/c Ratio	0.74	0.58	0.45	0.77	0.09	0.57	0.45	0.23	0.58	0.58	0.71
Control Delay	55.0	21.8	54.2	34.1	0.3	53.7	46.2	7.8	60.6	48.9	30.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.0	21.8	54.2	34.1	0.3	53.7	46.2	7.8	60.6	48.9	30.2
LOS	D	C	D	C	A	D	D	A	E	D	C
Approach Delay		27.1		34.3			41.5			40.2	
Approach LOS		C		C			D			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 103.9	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 33.5	Intersection LOS: C
Intersection Capacity Utilization 70.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 93: Menifee Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	248	1180	127	105	1291	55	177	205	93	95	252	410
Future Volume (veh/h)	248	1180	127	105	1291	55	177	205	93	95	252	410
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	264	1255	135	112	1373	59	188	218	99	101	268	436
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	290	2027	218	166	1672	519	247	904	474	126	901	653
Arrive On Green	0.16	0.43	0.43	0.05	0.32	0.32	0.07	0.25	0.25	0.07	0.25	0.25
Sat Flow, veh/h	1810	4748	511	3510	5187	1610	3510	3610	1589	1810	3610	1582
Grp Volume(v), veh/h	264	914	476	112	1373	59	188	218	99	101	268	436
Grp Sat Flow(s),veh/h/ln	1810	1729	1800	1755	1729	1610	1755	1805	1589	1810	1805	1582
Q Serve(g_s), s	17.6	25.2	25.2	3.8	29.9	3.2	6.4	5.9	5.7	6.7	7.4	27.5
Cycle Q Clear(g_c), s	17.6	25.2	25.2	3.8	29.9	3.2	6.4	5.9	5.7	6.7	7.4	27.5
Prop In Lane	1.00		0.28	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	290	1476	769	166	1672	519	247	904	474	126	901	653
V/C Ratio(X)	0.91	0.62	0.62	0.67	0.82	0.11	0.76	0.24	0.21	0.80	0.30	0.67
Avail Cap(c_a), veh/h	302	1476	769	556	1801	559	585	979	507	302	958	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.6	27.3	27.3	57.4	38.2	29.2	55.9	36.6	32.2	56.1	37.2	29.4
Incr Delay (d2), s/veh	28.7	0.9	1.8	1.8	3.2	0.1	1.8	0.1	0.2	4.5	0.2	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	10.1	10.7	1.7	12.6	1.3	2.9	2.6	2.2	3.2	3.3	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.3	28.3	29.1	59.2	41.4	29.3	57.8	36.7	32.4	60.6	37.4	31.9
LnGrp LOS	E	C	C	E	D	C	E	D	C	E	D	C
Approach Vol, veh/h		1654			1544			505			805	
Approach Delay, s/veh		36.7			42.2			43.7			37.3	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	59.8	13.2	38.1	24.2	47.0	13.1	38.2
Change Period (Y+Rc), s	5.6	* 7.5	4.6	7.5	4.6	7.5	4.6	* 7.5
Max Green Setting (Gmax), s	19.4	* 43	20.4	32.5	20.4	42.5	20.4	* 33
Max Q Clear Time (g_c+I1), s	5.8	27.2	8.4	29.5	19.6	31.9	8.7	7.9
Green Ext Time (p_c), s	0.1	10.1	0.2	1.1	0.0	7.6	0.1	1.7

Intersection Summary	
HCM 6th Ctrl Delay	39.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	38.9
Intersection LOS	E

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	156	214	221	321	414	245
Future Vol, veh/h	156	214	221	321	414	245
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	193	264	273	396	511	302
Number of Lanes	1	1	1	2	2	0

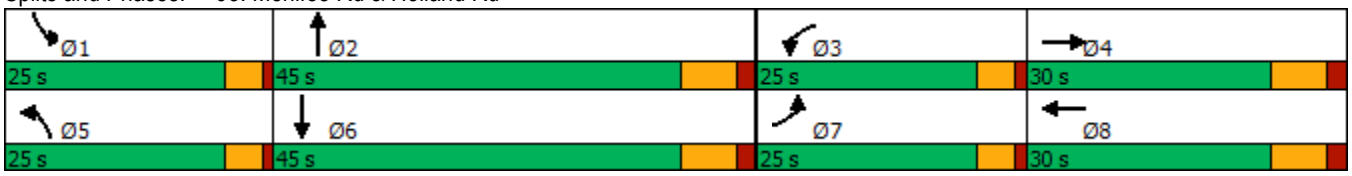
Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	3
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	3	0	2
HCM Control Delay	23.1	21.5	62
HCM LOS	C	C	F

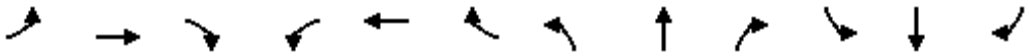
Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	36%
Vol Right, %	0%	0%	0%	0%	100%	0%	64%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	221	161	161	156	214	276	383
LT Vol	221	0	0	156	0	0	0
Through Vol	0	161	161	0	0	276	138
RT Vol	0	0	0	0	214	0	245
Lane Flow Rate	273	198	198	193	264	341	473
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.68	0.466	0.37	0.509	0.611	0.791	1.037
Departure Headway (Hd)	9.156	8.64	6.887	9.763	8.532	8.36	7.898
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	398	420	525	372	425	433	459
Service Time	6.856	6.34	4.587	7.463	6.232	6.116	5.653
HCM Lane V/C Ratio	0.686	0.471	0.377	0.519	0.621	0.788	1.031
HCM Control Delay	29.2	18.7	13.6	22.2	23.7	36.3	80.5
HCM Lane LOS	D	C	B	C	C	E	F
HCM 95th-tile Q	4.9	2.4	1.7	2.8	4	7	14.4

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	89	74	57	200	24	350	62	427
Future Volume (vph)	89	74	57	200	24	350	62	427
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	17.2	10.6	17.2
Total Split (s)	25.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	10.0	16.6	8.6	15.2	7.2	20.3	8.8	26.3
Actuated g/C Ratio	0.14	0.23	0.12	0.21	0.10	0.28	0.12	0.36
v/c Ratio	0.44	0.12	0.33	0.51	0.17	0.51	0.35	0.50
Control Delay	40.5	25.6	40.6	24.9	40.8	26.3	40.6	21.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.5	25.6	40.6	24.9	40.8	26.3	40.6	21.6
LOS	D	C	D	C	D	C	D	C
Approach Delay		33.5		27.3		27.1		23.7
Approach LOS		C		C		C		C

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 72.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 26.6	Intersection LOS: C
Intersection Capacity Utilization 54.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 95: Menifee Rd & Holland Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	74	6	57	200	120	24	350	60	62	427	93
Future Volume (veh/h)	89	74	6	57	200	120	24	350	60	62	427	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	110	91	7	70	247	148	30	432	74	77	527	115
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	153	689	52	125	412	238	71	797	135	131	858	186
Arrive On Green	0.08	0.20	0.20	0.07	0.19	0.19	0.04	0.26	0.26	0.07	0.29	0.29
Sat Flow, veh/h	1810	3399	259	1810	2199	1270	1810	3076	523	1810	2938	638
Grp Volume(v), veh/h	110	48	50	70	201	194	30	252	254	77	323	319
Grp Sat Flow(s),veh/h/ln	1810	1805	1852	1810	1805	1664	1810	1805	1794	1810	1805	1771
Q Serve(g_s), s	3.5	1.3	1.3	2.2	6.1	6.4	1.0	7.2	7.3	2.5	9.2	9.3
Cycle Q Clear(g_c), s	3.5	1.3	1.3	2.2	6.1	6.4	1.0	7.2	7.3	2.5	9.2	9.3
Prop In Lane	1.00		0.14	1.00		0.76	1.00		0.29	1.00		0.36
Lane Grp Cap(c), veh/h	153	366	375	125	338	312	71	467	465	131	527	517
V/C Ratio(X)	0.72	0.13	0.13	0.56	0.59	0.62	0.42	0.54	0.55	0.59	0.61	0.62
Avail Cap(c_a), veh/h	621	692	710	621	692	638	621	1147	1140	621	1147	1125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	19.4	19.4	26.8	22.1	22.2	27.9	19.0	19.0	26.7	18.2	18.2
Incr Delay (d2), s/veh	2.4	0.2	0.2	1.5	2.4	2.9	1.5	1.4	1.4	1.5	1.6	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.5	0.6	1.0	2.6	2.6	0.4	2.9	2.9	1.1	3.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	19.7	19.7	28.3	24.5	25.1	29.4	20.4	20.5	28.3	19.8	19.9
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	B	B
Approach Vol, veh/h		208			465			536			719	
Approach Delay, s/veh		24.6			25.3			20.9			20.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	22.6	8.7	19.3	6.9	24.6	9.6	18.3
Change Period (Y+Rc), s	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.8	20.4	22.8	20.4	37.8	20.4	22.8
Max Q Clear Time (g_c+I1), s	4.5	9.3	4.2	3.3	3.0	11.3	5.5	8.4
Green Ext Time (p_c), s	0.1	4.7	0.1	0.6	0.0	6.1	0.1	2.8

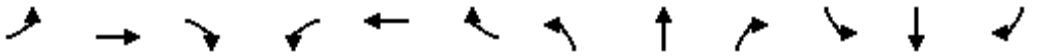
Intersection Summary	
HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

Lane Group	EBL	EBT	WBT	SBL	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	68	799	911	89	0	94		
Future Volume (vph)	68	799	911	89	0	94		
Turn Type	Prot	NA	NA	Perm	NA	Perm		
Protected Phases	5	2	6		4		1	8
Permitted Phases				4		4		
Detector Phase	5	2	6	4	4	4		
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	10.0	10.0	10.0	9.7	10.0
Total Split (s)	19.7	52.0	52.0	31.0	31.0	31.0	19.7	31.0
Total Split (%)	19.2%	50.6%	50.6%	30.2%	30.2%	30.2%	19%	30%
Yellow Time (s)	3.7	6.0	6.0	4.0	4.0	4.0	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		
Total Lost Time (s)	4.7	7.0	7.0		5.0	5.0		
Lead/Lag	Lead	Lag	Lag				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes				Yes	
Recall Mode	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	7.6	40.6	30.7		9.4	9.4		
Actuated g/C Ratio	0.12	0.65	0.49		0.15	0.15		
v/c Ratio	0.35	0.38	0.61		0.37	0.32		
Control Delay	33.4	5.7	14.6		30.6	9.6		
Queue Delay	0.0	0.0	0.0		0.0	0.0		
Total Delay	33.4	5.7	14.6		30.6	9.6		
LOS	C	A	B		C	A		
Approach Delay		7.9	14.6		19.9			
Approach LOS		A	B		B			

Intersection Summary	
Cycle Length: 102.7	
Actuated Cycle Length: 62.5	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 12.2	Intersection LOS: B
Intersection Capacity Utilization 49.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 96: Juniper Flats Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	799	0	0	911	50	0	0	0	89	0	94
Future Volume (veh/h)	68	799	0	0	911	50	0	0	0	89	0	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	76	888	0	0	1012	56	0	0	0	99	0	104
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	123	2260	0	4	1583	88	0	210	0	317	0	178
Arrive On Green	0.07	0.63	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.11	0.00	0.11
Sat Flow, veh/h	1810	3705	0	1810	3477	192	0	1900	0	1440	0	1610
Grp Volume(v), veh/h	76	888	0	0	525	543	0	0	0	99	0	104
Grp Sat Flow(s),veh/h/ln	1810	1805	0	1810	1805	1865	0	1900	0	1440	0	1610
Q Serve(g_s), s	1.9	5.6	0.0	0.0	10.2	10.2	0.0	0.0	0.0	3.0	0.0	2.8
Cycle Q Clear(g_c), s	1.9	5.6	0.0	0.0	10.2	10.2	0.0	0.0	0.0	3.0	0.0	2.8
Prop In Lane	1.00		0.00	1.00		0.10	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	2260	0	4	822	849	0	210	0	317	0	178
V/C Ratio(X)	0.62	0.39	0.00	0.00	0.64	0.64	0.00	0.00	0.00	0.31	0.00	0.58
Avail Cap(c_a), veh/h	595	3564	0	595	1782	1841	0	1084	0	979	0	918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.7	4.2	0.0	0.0	9.5	9.5	0.0	0.0	0.0	19.4	0.0	19.3
Incr Delay (d2), s/veh	1.9	0.1	0.0	0.0	0.8	0.8	0.0	0.0	0.0	0.2	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.1	0.0	0.0	3.2	3.3	0.0	0.0	0.0	0.9	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.6	4.3	0.0	0.0	10.4	10.4	0.0	0.0	0.0	19.6	0.0	20.4
LnGrp LOS	C	A	A	A	B	B	A	A	A	B	A	C
Approach Vol, veh/h		964			1068			0			203	
Approach Delay, s/veh		5.8			10.4			0.0			20.0	
Approach LOS		A			B						B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	35.5		10.0	7.8	27.7		10.0				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	45.0		26.0	* 15	45.0		26.0				
Max Q Clear Time (g_c+I1), s	0.0	7.6		5.0	3.9	12.2		0.0				
Green Ext Time (p_c), s	0.0	7.6		0.5	0.1	8.5		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			9.3									
HCM 6th LOS			A									

Notes

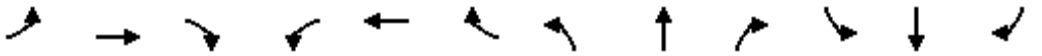
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	11	795	106	512	640	94	10	17	25
Future Volume (vph)	11	795	106	512	640	94	10	17	25
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.2	11.2	9.7	11.2	11.5	11.5	11.5	11.5
Total Split (s)	15.0	35.0	35.0	30.0	50.0	25.0	25.0	25.0	25.0
Total Split (%)	16.7%	38.9%	38.9%	33.3%	55.6%	27.8%	27.8%	27.8%	27.8%
Yellow Time (s)	3.7	5.2	5.2	3.7	5.2	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.2	6.2	4.7	6.2	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.4	28.8	28.8	25.3	56.6	18.5	18.5	18.5	18.5
Actuated g/C Ratio	0.06	0.32	0.32	0.28	0.63	0.21	0.21	0.21	0.21
v/c Ratio	0.11	0.72	0.18	1.06	0.31	0.34	0.74	0.21	0.08
Control Delay	42.0	31.4	2.2	91.1	8.7	34.6	12.5	37.1	26.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	31.4	2.2	91.1	8.7	34.6	12.5	37.1	26.7
LOS	D	C	A	F	A	C	B	D	C
Approach Delay		28.2			44.4		16.0		30.6
Approach LOS		C			D		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 32.6	Intersection LOS: C
Intersection Capacity Utilization 95.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 97: Winchester Rd/Vista Pl & SR-74/Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	795	106	512	640	28	94	10	490	17	25	4
Future Volume (veh/h)	11	795	106	512	640	28	94	10	490	17	25	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	837	112	539	674	29	99	11	516	18	26	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	26	1155	515	509	2069	89	350	7	325	80	331	51
Arrive On Green	0.01	0.32	0.32	0.28	0.59	0.59	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1810	3610	1610	1810	3526	152	1401	34	1582	890	1608	247
Grp Volume(v), veh/h	12	837	112	539	345	358	99	0	527	18	0	30
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1873	1401	0	1615	890	0	1855
Q Serve(g_s), s	0.6	18.5	4.6	25.3	8.8	8.8	5.5	0.0	18.5	0.0	0.0	1.2
Cycle Q Clear(g_c), s	0.6	18.5	4.6	25.3	8.8	8.8	6.7	0.0	18.5	18.5	0.0	1.2
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.98	1.00		0.13
Lane Grp Cap(c), veh/h	26	1155	515	509	1059	1099	350	0	332	80	0	381
V/C Ratio(X)	0.46	0.72	0.22	1.06	0.33	0.33	0.28	0.00	1.59	0.22	0.00	0.08
Avail Cap(c_a), veh/h	207	1155	515	509	1059	1099	350	0	332	80	0	381
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.0	27.1	22.4	32.3	9.5	9.5	31.6	0.0	35.8	45.0	0.0	28.9
Incr Delay (d2), s/veh	4.6	4.0	1.0	56.6	0.8	0.8	2.0	0.0	278.1	6.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	7.8	1.7	18.0	3.0	3.1	2.0	0.0	32.7	0.5	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.6	31.1	23.3	89.0	10.3	10.3	33.6	0.0	313.9	51.4	0.0	29.3
LnGrp LOS	D	C	C	F	B	B	C	A	F	D	A	C
Approach Vol, veh/h		961			1242			626			48	
Approach Delay, s/veh		30.4			44.4			269.6			37.6	
Approach LOS		C			D			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.0	35.0		25.0	6.0	59.0		25.0				
Change Period (Y+Rc), s	* 4.7	6.2		6.5	* 4.7	6.2		6.5				
Max Green Setting (Gmax), s	* 25	28.8		18.5	* 10	43.8		18.5				
Max Q Clear Time (g_c+I1), s	27.3	20.5		20.5	2.6	10.8		20.5				
Green Ext Time (p_c), s	0.0	2.4		0.0	0.0	2.3		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		88.6	
HCM 6th LOS		F	

Notes

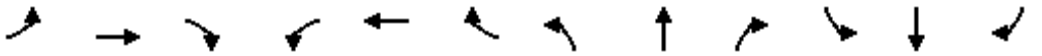
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	178	675	173	478	145	214	142	20	254	109
Future Volume (vph)	178	675	173	478	145	214	142	20	254	109
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	9.7	11.0	9.7	11.5	11.5	9.7	11.5	11.5
Total Split (s)	25.0	40.0	25.0	40.0	20.0	25.0	25.0	20.0	25.0	25.0
Total Split (%)	22.7%	36.4%	22.7%	36.4%	18.2%	22.7%	22.7%	18.2%	22.7%	22.7%
Yellow Time (s)	3.7	5.0	3.7	5.0	3.7	5.5	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	4.7	6.0	4.7	6.5	6.5	4.7	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	15.2	39.3	15.0	39.1	12.6	33.8	33.8	5.9	21.2	21.2
Actuated g/C Ratio	0.14	0.36	0.14	0.36	0.11	0.31	0.31	0.05	0.19	0.19
v/c Ratio	0.73	0.70	0.72	0.38	0.71	0.20	0.24	0.21	0.37	0.27
Control Delay	62.1	33.3	61.7	28.3	65.8	30.2	6.7	54.2	41.2	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.1	33.3	61.7	28.3	65.8	30.2	6.7	54.2	41.2	7.7
LOS	E	C	E	C	E	C	A	D	D	A
Approach Delay		38.2		37.1		33.8			32.4	
Approach LOS		D		D		C			C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 36.2	Intersection LOS: D
Intersection Capacity Utilization 67.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 98: Warren Rd & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	675	190	173	478	5	145	214	142	20	254	109
Future Volume (veh/h)	178	675	190	173	478	5	145	214	142	20	254	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	182	689	194	177	488	5	148	218	145	20	259	111
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	213	1168	329	208	1527	16	178	886	395	38	607	271
Arrive On Green	0.12	0.42	0.42	0.11	0.42	0.42	0.10	0.25	0.25	0.02	0.17	0.17
Sat Flow, veh/h	1810	2781	783	1810	3661	37	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	182	447	436	177	241	252	148	218	145	20	259	111
Grp Sat Flow(s),veh/h/ln	1810	1805	1759	1810	1805	1893	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	10.9	21.0	21.0	10.6	9.9	9.9	8.8	5.3	8.2	1.2	7.1	6.8
Cycle Q Clear(g_c), s	10.9	21.0	21.0	10.6	9.9	9.9	8.8	5.3	8.2	1.2	7.1	6.8
Prop In Lane	1.00		0.45	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	213	758	738	208	753	790	178	886	395	38	607	271
V/C Ratio(X)	0.86	0.59	0.59	0.85	0.32	0.32	0.83	0.25	0.37	0.53	0.43	0.41
Avail Cap(c_a), veh/h	334	758	738	334	753	790	252	886	395	252	607	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.6	24.6	24.6	47.8	21.6	21.6	48.7	33.3	34.4	53.3	41.0	40.9
Incr Delay (d2), s/veh	7.3	3.4	3.4	5.7	1.0	1.0	10.8	0.7	2.6	4.3	2.2	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	9.0	8.8	4.9	4.1	4.3	4.5	2.4	3.5	0.6	3.3	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.9	28.0	28.1	53.4	22.6	22.5	59.5	34.0	37.0	57.6	43.2	45.4
LnGrp LOS	D	C	C	D	C	C	E	C	D	E	D	D
Approach Vol, veh/h		1065			670			511			390	
Approach Delay, s/veh		32.6			30.7			42.2			44.6	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	52.2	15.5	25.0	17.6	51.9	7.0	33.5
Change Period (Y+Rc), s	* 4.7	6.0	* 4.7	6.5	* 4.7	6.0	* 4.7	6.5
Max Green Setting (Gmax), s	* 20	34.0	* 15	18.5	* 20	34.0	* 15	18.5
Max Q Clear Time (g_c+I1), s	12.6	23.0	10.8	9.1	12.9	11.9	3.2	10.2
Green Ext Time (p_c), s	0.1	2.5	0.1	0.9	0.1	1.5	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	35.8
HCM 6th LOS	D

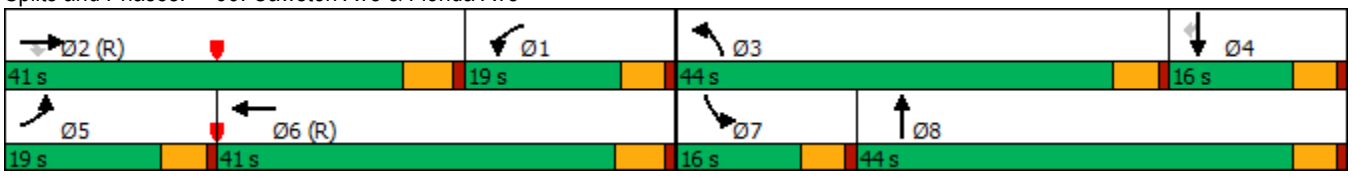
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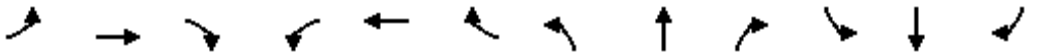
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	105	583	7	8	410	130	76	47	116	125
Future Volume (vph)	105	583	7	8	410	130	76	47	116	125
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.5	10.5	10.0	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	19.0	41.0	41.0	19.0	41.0	44.0	44.0	16.0	16.0	16.0
Total Split (%)	15.8%	34.2%	34.2%	15.8%	34.2%	36.7%	36.7%	13.3%	13.3%	13.3%
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.5	5.5	5.0	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	11.2	50.7	50.7	6.9	38.3	13.6	44.2	7.8	36.4	36.4
Actuated g/C Ratio	0.09	0.42	0.42	0.06	0.32	0.11	0.37	0.06	0.30	0.30
v/c Ratio	0.66	0.40	0.01	0.08	0.41	0.67	0.07	0.42	0.21	0.21
Control Delay	70.6	26.4	0.0	52.5	33.3	66.4	22.5	64.1	33.8	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.6	26.4	0.0	52.5	33.3	66.4	22.5	64.1	33.8	0.9
LOS	E	C	A	D	C	E	C	E	C	A
Approach Delay		32.9			33.7		48.5		24.4	
Approach LOS		C			C		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 30 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 33.7	Intersection LOS: C
Intersection Capacity Utilization 47.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 99: Cawston Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	583	7	8	410	31	130	76	14	47	116	125
Future Volume (veh/h)	105	583	7	8	410	31	130	76	14	47	116	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	111	614	7	8	432	33	137	80	15	49	122	132
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	137	1068	466	306	1337	102	166	990	181	64	510	432
Arrive On Green	0.08	0.30	0.30	0.17	0.39	0.39	0.09	0.32	0.32	0.04	0.27	0.27
Sat Flow, veh/h	1810	3610	1576	1810	3399	259	1810	3047	557	1810	1900	1610
Grp Volume(v), veh/h	111	614	7	8	229	236	137	47	48	49	122	132
Grp Sat Flow(s),veh/h/ln	1810	1805	1576	1810	1805	1853	1810	1805	1799	1810	1900	1610
Q Serve(g_s), s	7.2	17.3	0.3	0.4	10.6	10.6	8.9	2.1	2.2	3.2	6.0	7.8
Cycle Q Clear(g_c), s	7.2	17.3	0.3	0.4	10.6	10.6	8.9	2.1	2.2	3.2	6.0	7.8
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	137	1068	466	306	710	729	166	587	585	64	510	432
V/C Ratio(X)	0.81	0.57	0.02	0.03	0.32	0.32	0.83	0.08	0.08	0.77	0.24	0.31
Avail Cap(c_a), veh/h	211	1068	466	306	710	729	588	587	585	166	510	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.6	35.8	16.6	41.6	25.3	25.3	53.6	28.1	28.1	57.4	34.3	35.0
Incr Delay (d2), s/veh	5.1	1.7	0.0	0.0	1.0	1.0	4.0	0.3	0.3	7.1	1.1	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	7.8	0.2	0.2	4.7	4.8	4.2	1.0	1.0	1.6	3.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.7	37.5	16.7	41.6	26.3	26.3	57.5	28.3	28.4	64.6	35.4	36.8
LnGrp LOS	E	D	B	D	C	C	E	C	C	E	D	D
Approach Vol, veh/h		732			473			232			303	
Approach Delay, s/veh		40.7			26.6			45.6			40.7	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.8	41.0	16.0	37.2	14.1	52.7	9.2	44.0
Change Period (Y+Rc), s	5.5	* 5.5	5.0	5.0	5.0	5.5	5.0	5.0
Max Green Setting (Gmax), s	14.0	* 36	39.0	11.0	14.0	35.5	11.0	39.0
Max Q Clear Time (g_c+I1), s	2.4	19.3	10.9	9.8	9.2	12.6	5.2	4.2
Green Ext Time (p_c), s	0.0	2.5	0.2	0.1	0.0	1.7	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	37.5
HCM 6th LOS	D

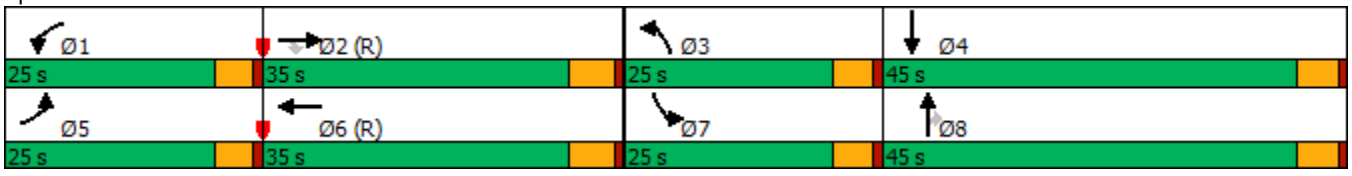
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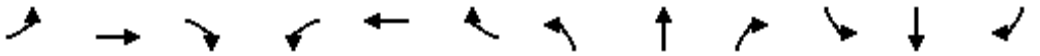
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	171	414	39	149	329	108	652	72	127	680
Future Volume (vph)	171	414	39	149	329	108	652	72	127	680
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	10.5	9.7	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	25.0	35.0	35.0	25.0	35.0	25.0	45.0	45.0	25.0	45.0
Total Split (%)	19.2%	26.9%	26.9%	19.2%	26.9%	19.2%	34.6%	34.6%	19.2%	34.6%
Yellow Time (s)	3.7	4.5	4.5	3.7	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	5.5	4.7	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	16.5	34.5	34.5	15.3	33.3	13.4	46.1	46.1	13.9	46.6
Actuated g/C Ratio	0.13	0.27	0.27	0.12	0.26	0.10	0.35	0.35	0.11	0.36
v/c Ratio	0.78	0.45	0.08	0.73	0.48	0.61	0.53	0.12	0.69	0.62
Control Delay	77.4	42.4	0.3	74.9	41.4	68.9	35.9	3.0	73.4	37.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.4	42.4	0.3	74.9	41.4	68.9	35.9	3.0	73.4	37.2
LOS	E	D	A	E	D	E	D	A	E	D
Approach Delay		49.4			50.1		37.3			42.4
Approach LOS		D			D		D			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 45 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 44.0	Intersection LOS: D
Intersection Capacity Utilization 65.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 100: Sanderson Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	414	39	149	329	90	108	652	72	127	680	82
Future Volume (veh/h)	171	414	39	149	329	90	108	652	72	127	680	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	178	431	41	155	343	94	112	679	75	132	708	85
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	204	1262	550	181	945	255	138	1111	493	158	1033	124
Arrive On Green	0.11	0.35	0.35	0.10	0.34	0.34	0.08	0.31	0.31	0.09	0.32	0.32
Sat Flow, veh/h	1810	3610	1575	1810	2807	758	1810	3610	1602	1810	3240	389
Grp Volume(v), veh/h	178	431	41	155	219	218	112	679	75	132	394	399
Grp Sat Flow(s),veh/h/ln	1810	1805	1575	1810	1805	1760	1810	1805	1602	1810	1805	1824
Q Serve(g_s), s	12.6	11.5	2.3	11.0	11.9	12.2	7.9	20.8	4.4	9.3	24.7	24.8
Cycle Q Clear(g_c), s	12.6	11.5	2.3	11.0	11.9	12.2	7.9	20.8	4.4	9.3	24.7	24.8
Prop In Lane	1.00		1.00	1.00		0.43	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	204	1262	550	181	608	593	138	1111	493	158	575	581
V/C Ratio(X)	0.87	0.34	0.07	0.86	0.36	0.37	0.81	0.61	0.15	0.84	0.69	0.69
Avail Cap(c_a), veh/h	283	1262	550	283	608	593	278	1111	493	278	575	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.94	0.94	0.94	0.79	0.79	0.79	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.7	31.2	28.2	57.6	32.5	32.6	59.1	38.4	32.7	58.4	38.6	38.6
Incr Delay (d2), s/veh	14.1	0.7	0.2	8.3	1.6	1.7	8.7	2.0	0.5	4.4	6.5	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	5.1	0.9	5.4	5.5	5.5	4.0	9.5	1.8	4.5	12.0	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.9	31.9	28.5	65.9	34.1	34.3	67.8	40.4	33.2	62.8	45.1	45.1
LnGrp LOS	E	C	C	E	C	C	E	D	C	E	D	D
Approach Vol, veh/h		650			592			866			925	
Approach Delay, s/veh		42.4			42.5			43.3			47.6	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	50.9	14.9	46.4	19.4	49.3	16.3	45.0
Change Period (Y+Rc), s	* 4.7	5.5	5.0	5.0	* 4.7	5.5	5.0	5.0
Max Green Setting (Gmax), s	* 20	29.5	20.0	40.0	* 20	29.5	20.0	40.0
Max Q Clear Time (g_c+I1), s	13.0	13.5	9.9	26.8	14.6	14.2	11.3	22.8
Green Ext Time (p_c), s	0.1	2.6	0.2	4.2	0.1	2.2	0.1	4.6

Intersection Summary	
HCM 6th Ctrl Delay	44.3
HCM 6th LOS	D

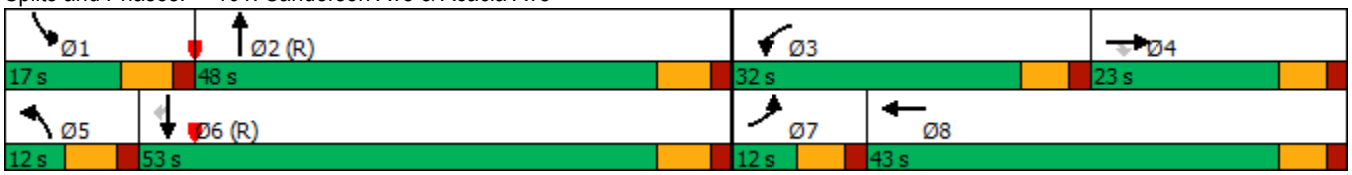
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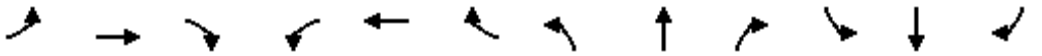
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	8	142	137	144	134	93	782	73	712	3
Future Volume (vph)	8	142	137	144	134	93	782	73	712	3
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0	7.0
Minimum Split (s)	10.3	13.3	13.3	10.3	13.3	10.7	13.7	10.7	13.7	13.7
Total Split (s)	12.0	23.0	23.0	32.0	43.0	12.0	48.0	17.0	53.0	53.0
Total Split (%)	10.0%	19.2%	19.2%	26.7%	35.8%	10.0%	40.0%	14.2%	44.2%	44.2%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.7	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	4.7	16.0	16.0	14.2	34.1	12.5	57.6	8.6	51.3	51.3
Actuated g/C Ratio	0.04	0.13	0.13	0.12	0.28	0.10	0.48	0.07	0.43	0.43
v/c Ratio	0.13	0.61	0.37	0.73	0.53	0.53	0.58	0.60	0.50	0.00
Control Delay	59.2	58.6	4.0	69.7	33.9	63.1	26.7	73.0	27.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.2	58.6	4.0	69.7	33.9	63.1	26.7	73.0	27.2	0.0
LOS	E	E	A	E	C	E	C	E	C	A
Approach Delay		32.7			46.7		30.1		31.3	
Approach LOS		C			D		C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 4 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 33.5	Intersection LOS: C
Intersection Capacity Utilization 69.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 101: Sanderson Ave & Acacia Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	142	137	144	134	124	93	782	131	73	712	3
Future Volume (veh/h)	8	142	137	144	134	124	93	782	131	73	712	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	153	147	155	144	133	100	841	141	78	766	3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	16	212	179	183	185	171	80	1594	267	99	1900	829
Arrive On Green	0.01	0.11	0.11	0.10	0.20	0.20	0.04	0.52	0.52	0.05	0.53	0.53
Sat Flow, veh/h	1810	1900	1606	1810	908	839	1810	3093	518	1810	3610	1575
Grp Volume(v), veh/h	9	153	147	155	0	277	100	491	491	78	766	3
Grp Sat Flow(s),veh/h/ln	1810	1900	1606	1810	0	1748	1810	1805	1806	1810	1805	1575
Q Serve(g_s), s	0.6	9.3	10.7	10.1	0.0	18.0	5.3	21.7	21.7	5.1	15.3	0.1
Cycle Q Clear(g_c), s	0.6	9.3	10.7	10.1	0.0	18.0	5.3	21.7	21.7	5.1	15.3	0.1
Prop In Lane	1.00		1.00	1.00		0.48	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	16	212	179	183	0	357	80	931	931	99	1900	829
V/C Ratio(X)	0.58	0.72	0.82	0.85	0.00	0.78	1.25	0.53	0.53	0.78	0.40	0.00
Avail Cap(c_a), veh/h	86	264	223	388	0	534	80	931	931	155	1900	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.75	0.75	0.75
Uniform Delay (d), s/veh	59.3	51.5	52.1	53.0	0.0	45.2	57.3	19.3	19.3	56.0	17.1	13.5
Incr Delay (d2), s/veh	11.8	8.6	19.4	4.1	0.0	5.5	182.5	2.1	2.1	4.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.9	5.3	4.8	0.0	8.3	6.5	9.5	9.5	2.4	6.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.0	60.0	71.5	57.1	0.0	50.7	239.9	21.5	21.5	60.0	17.6	13.5
LnGrp LOS	E	E	E	E	A	D	F	C	C	E	B	B
Approach Vol, veh/h		309			432			1082			847	
Approach Delay, s/veh		65.8			53.0			41.7			21.5	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	68.6	18.4	19.7	12.0	69.9	7.3	30.8
Change Period (Y+Rc), s	6.7	6.7	6.3	6.3	6.7	6.7	6.3	6.3
Max Green Setting (Gmax), s	10.3	41.3	25.7	16.7	5.3	46.3	5.7	36.7
Max Q Clear Time (g_c+I1), s	7.1	23.7	12.1	12.7	7.3	17.3	2.6	20.0
Green Ext Time (p_c), s	0.0	8.3	0.1	0.7	0.0	8.4	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	39.9
HCM 6th LOS	D

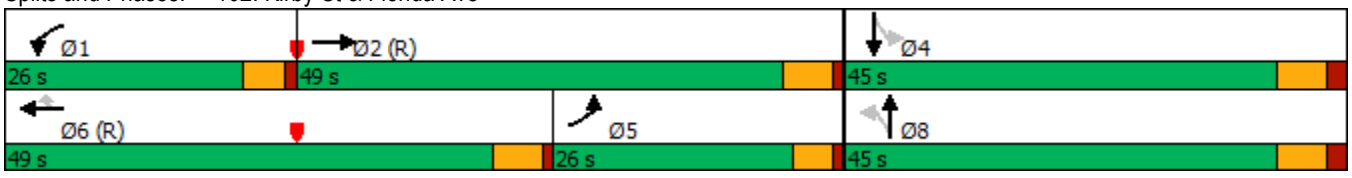
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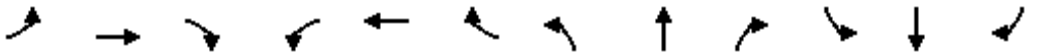
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	56	525	59	528	43	56	241	65	228
Future Volume (vph)	56	525	59	528	43	56	241	65	228
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	9.7	10.5	10.5	11.5	11.5	11.5	11.5
Total Split (s)	26.0	49.0	26.0	49.0	49.0	45.0	45.0	45.0	45.0
Total Split (%)	21.7%	40.8%	21.7%	40.8%	40.8%	37.5%	37.5%	37.5%	37.5%
Yellow Time (s)	3.7	4.5	3.7	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	4.7	5.5	5.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	18.0	58.1	8.6	48.7	48.7	38.5	38.5	38.5	38.5
Actuated g/C Ratio	0.15	0.48	0.07	0.41	0.41	0.32	0.32	0.32	0.32
v/c Ratio	0.22	0.36	0.49	0.38	0.07	0.19	0.28	0.21	0.28
Control Delay	44.7	20.6	65.4	27.7	1.5	31.5	28.6	31.9	27.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.7	20.6	65.4	27.7	1.5	31.5	28.6	31.9	27.4
LOS	D	C	E	C	A	C	C	C	C
Approach Delay		22.7		29.5			29.1		28.2
Approach LOS		C		C			C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 92 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 27.0	Intersection LOS: C
Intersection Capacity Utilization 52.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 102: Kirby St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	525	53	59	528	43	56	241	56	65	228	74
Future Volume (veh/h)	56	525	53	59	528	43	56	241	56	65	228	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	60	559	56	63	562	46	60	256	60	69	243	79
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	1640	164	82	1309	575	330	934	215	334	862	273
Arrive On Green	0.17	0.49	0.49	0.05	0.36	0.36	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	3314	331	1810	3610	1588	1073	2912	670	1079	2686	850
Grp Volume(v), veh/h	60	304	311	63	562	46	60	157	159	69	161	161
Grp Sat Flow(s),veh/h/ln	1810	1805	1840	1810	1805	1588	1073	1805	1777	1079	1805	1731
Q Serve(g_s), s	3.4	12.3	12.3	4.1	14.1	2.3	5.3	7.8	8.0	6.1	8.0	8.4
Cycle Q Clear(g_c), s	3.4	12.3	12.3	4.1	14.1	2.3	13.7	7.8	8.0	14.1	8.0	8.4
Prop In Lane	1.00		0.18	1.00		1.00	1.00		0.38	1.00		0.49
Lane Grp Cap(c), veh/h	309	893	910	82	1309	575	330	579	570	334	579	555
V/C Ratio(X)	0.19	0.34	0.34	0.77	0.43	0.08	0.18	0.27	0.28	0.21	0.28	0.29
Avail Cap(c_a), veh/h	321	893	910	321	1309	575	330	579	570	334	579	555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	18.4	18.4	56.7	28.9	25.1	35.6	30.3	30.4	35.7	30.4	30.5
Incr Delay (d2), s/veh	0.1	0.9	0.9	5.6	1.0	0.3	1.2	1.2	1.2	1.4	1.2	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.3	5.4	2.0	6.2	0.9	1.5	3.6	3.6	1.8	3.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	19.3	19.3	62.3	29.9	25.4	36.8	31.5	31.6	37.1	31.6	31.8
LnGrp LOS	D	B	B	E	C	C	D	C	C	D	C	C
Approach Vol, veh/h		675			671			376			391	
Approach Delay, s/veh		21.4			32.6			32.4			32.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	64.9		45.0	26.0	49.0		45.0				
Change Period (Y+Rc), s	* 4.7	5.5		6.5	5.5	* 5.5		6.5				
Max Green Setting (Gmax), s	* 21	43.5		38.5	21.3	* 44		38.5				
Max Q Clear Time (g_c+I1), s	6.1	14.3		16.1	5.4	16.1		15.7				
Green Ext Time (p_c), s	0.0	2.4		2.2	0.0	2.6		2.1				

Intersection Summary			
HCM 6th Ctrl Delay		29.0	
HCM 6th LOS		C	

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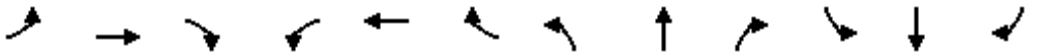
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	52	553	68	598	46	151	67	59	143	60
Future Volume (vph)	52	553	68	598	46	151	67	59	143	60
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	1	6		8			4	
Permitted Phases					8		8	4		4
Detector Phase	5	2	1	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	9.7	9.7	9.7	9.7	9.7	9.7
Total Split (s)	16.0	51.0	17.0	52.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	15.2%	48.6%	16.2%	49.5%	35.2%	35.2%	35.2%	35.2%	35.2%	35.2%
Yellow Time (s)	3.7	4.1	3.7	4.1	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	4.7	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	7.7	51.5	8.6	52.4	32.3	32.3	32.3	32.3	32.3	32.3
Actuated g/C Ratio	0.07	0.49	0.08	0.50	0.31	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.42	0.34	0.49	0.38	0.13	0.27	0.13	0.18	0.26	0.12
Control Delay	55.2	17.9	75.7	8.4	27.6	29.1	7.0	28.3	28.8	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.2	17.9	75.7	8.4	27.6	29.1	7.0	28.3	28.8	6.0
LOS	E	B	E	A	C	C	A	C	C	A
Approach Delay		21.0		14.9		23.2			23.5	
Approach LOS		C		B		C			C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 58 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 50.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 103: Lyon Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	553	24	68	598	43	46	151	67	59	143	60
Future Volume (veh/h)	52	553	24	68	598	43	46	151	67	59	143	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	582	25	72	629	45	48	159	71	62	151	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	71	1770	76	94	1756	125	362	584	494	354	584	487
Arrive On Green	0.04	0.50	0.50	0.02	0.17	0.17	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1810	3522	151	1810	3410	244	1184	1900	1605	1167	1900	1584
Grp Volume(v), veh/h	55	298	309	72	333	341	48	159	71	62	151	63
Grp Sat Flow(s),veh/h/ln	1810	1805	1868	1810	1805	1849	1184	1900	1605	1167	1900	1584
Q Serve(g_s), s	3.2	10.3	10.4	4.2	17.1	17.1	3.3	6.6	3.4	4.5	6.3	3.0
Cycle Q Clear(g_c), s	3.2	10.3	10.4	4.2	17.1	17.1	9.6	6.6	3.4	11.1	6.3	3.0
Prop In Lane	1.00		0.08	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	907	939	94	929	952	362	584	494	354	584	487
V/C Ratio(X)	0.77	0.33	0.33	0.77	0.36	0.36	0.13	0.27	0.14	0.18	0.26	0.13
Avail Cap(c_a), veh/h	195	907	939	212	929	952	362	584	494	354	584	487
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	15.6	15.6	51.0	28.2	28.3	31.0	27.5	26.3	31.7	27.3	26.2
Incr Delay (d2), s/veh	6.4	1.0	0.9	4.6	1.0	1.0	0.8	1.1	0.6	1.1	1.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.3	4.5	2.0	8.5	8.7	1.0	3.2	1.4	1.4	3.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.4	16.5	16.5	55.6	29.2	29.2	31.7	28.6	26.9	32.7	28.4	26.8
LnGrp LOS	E	B	B	E	C	C	C	C	C	C	C	C
Approach Vol, veh/h		662			746			278			276	
Approach Delay, s/veh		19.8			31.8			28.7			29.0	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	57.9		37.0	8.8	59.2		37.0				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		* 4.7				
Max Green Setting (Gmax), s	* 12	45.9		* 32	* 11	46.9		* 32				
Max Q Clear Time (g_c+I1), s	6.2	12.4		13.1	5.2	19.1		11.6				
Green Ext Time (p_c), s	0.0	2.3		0.7	0.0	2.6		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		26.9
HCM 6th LOS		C

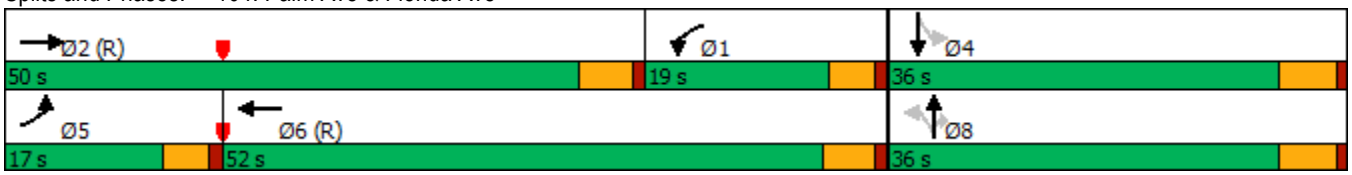
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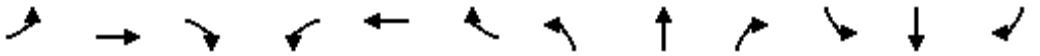
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	43	603	84	649	66	134	65	22	155
Future Volume (vph)	43	603	84	649	66	134	65	22	155
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.4	10.4	10.4	10.4	10.4
Total Split (s)	17.0	50.0	19.0	52.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	16.2%	47.6%	18.1%	49.5%	34.3%	34.3%	34.3%	34.3%	34.3%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.4	5.4	5.4	5.4	5.4
Lead/Lag	Lead	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	7.3	48.7	12.5	53.9	30.6	30.6	30.6	30.6	30.6
Actuated g/C Ratio	0.07	0.46	0.12	0.51	0.29	0.29	0.29	0.29	0.29
v/c Ratio	0.37	0.42	0.42	0.40	0.23	0.26	0.13	0.07	0.37
Control Delay	74.7	13.1	32.7	6.6	30.9	30.1	1.2	27.7	30.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.7	13.1	32.7	6.6	30.9	30.1	1.2	27.7	30.4
LOS	E	B	C	A	C	C	A	C	C
Approach Delay		16.9		9.5		23.2			30.1
Approach LOS		B		A		C			C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.42	
Intersection Signal Delay: 16.3	Intersection LOS: B
Intersection Capacity Utilization 54.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 104: Palm Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	603	43	84	649	29	66	134	65	22	155	33
Future Volume (veh/h)	43	603	43	84	649	29	66	134	65	22	155	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	648	46	90	698	31	71	144	70	24	167	35
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	1459	103	240	1859	83	312	554	460	344	442	93
Arrive On Green	0.07	0.86	0.86	0.18	0.70	0.70	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	3412	242	1810	3516	156	1193	1900	1578	1180	1517	318
Grp Volume(v), veh/h	46	342	352	90	358	371	71	144	70	24	0	202
Grp Sat Flow(s),veh/h/ln	1810	1805	1849	1810	1805	1867	1193	1900	1578	1180	0	1835
Q Serve(g_s), s	2.6	4.6	4.7	4.6	8.4	8.4	5.3	6.1	3.5	1.7	0.0	9.2
Cycle Q Clear(g_c), s	2.6	4.6	4.7	4.6	8.4	8.4	14.5	6.1	3.5	7.8	0.0	9.2
Prop In Lane	1.00		0.13	1.00		0.08	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	64	772	791	240	954	987	312	554	460	344	0	535
V/C Ratio(X)	0.72	0.44	0.44	0.38	0.38	0.38	0.23	0.26	0.15	0.07	0.00	0.38
Avail Cap(c_a), veh/h	212	772	791	246	954	987	312	554	460	344	0	535
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.93	0.93	0.93	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.3	4.7	4.7	39.4	8.6	8.6	35.4	28.5	27.6	31.5	0.0	29.6
Incr Delay (d2), s/veh	5.4	1.8	1.7	0.3	1.1	1.0	1.7	1.1	0.7	0.4	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.6	1.6	2.0	3.0	3.1	1.7	2.9	1.4	0.5	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.7	6.5	6.4	39.8	9.6	9.6	37.1	29.7	28.3	31.9	0.0	31.6
LnGrp LOS	D	A	A	D	A	A	D	C	C	C	A	C
Approach Vol, veh/h		740			819			285			226	
Approach Delay, s/veh		9.4			12.9			31.2			31.7	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	50.0		36.0	8.4	60.6		36.0				
Change Period (Y+Rc), s	5.1	* 5.1		5.4	* 4.7	5.1		5.4				
Max Green Setting (Gmax), s	14.3	* 45		30.6	* 12	46.9		30.6				
Max Q Clear Time (g_c+I1), s	6.6	6.7		11.2	4.6	10.4		16.5				
Green Ext Time (p_c), s	0.1	2.8		0.7	0.0	2.9		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		16.2
HCM 6th LOS		B

Notes

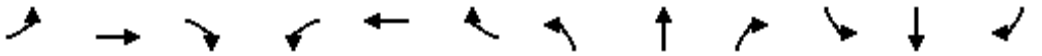
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	77	536	43	650	36	278	96	214	112
Future Volume (vph)	77	536	43	650	36	278	96	214	112
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	16.0	57.0	16.0	57.0	32.0	32.0	32.0	32.0	32.0
Total Split (%)	15.2%	54.3%	15.2%	54.3%	30.5%	30.5%	30.5%	30.5%	30.5%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	8.9	57.9	7.3	56.3	26.9	26.9	26.9	26.9	26.9
Actuated g/C Ratio	0.08	0.55	0.07	0.54	0.26	0.26	0.26	0.26	0.26
v/c Ratio	0.56	0.31	0.38	0.41	0.18	0.38	0.47	0.48	0.25
Control Delay	69.0	9.0	72.5	4.9	33.1	32.2	41.0	37.1	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.0	9.0	72.5	4.9	33.1	32.2	41.0	37.1	7.0
LOS	E	A	E	A	C	C	D	D	A
Approach Delay		16.3		8.8		32.2		30.0	
Approach LOS		B		A		C		C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 57 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 19.0	Intersection LOS: B
Intersection Capacity Utilization 56.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 105: State St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	536	23	43	650	59	36	278	43	96	214	112
Future Volume (veh/h)	77	536	23	43	650	59	36	278	43	96	214	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	85	589	25	47	714	65	40	305	47	105	235	123
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	108	1996	85	64	1812	165	226	804	123	251	487	412
Arrive On Green	0.12	1.00	1.00	0.04	0.54	0.54	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3525	149	1810	3340	304	1038	3139	479	1044	1900	1606
Grp Volume(v), veh/h	85	301	313	47	386	393	40	174	178	105	235	123
Grp Sat Flow(s),veh/h/ln	1810	1805	1869	1810	1805	1839	1038	1805	1813	1044	1900	1606
Q Serve(g_s), s	4.8	0.0	0.0	2.7	13.1	13.1	3.6	8.3	8.5	9.7	11.0	6.5
Cycle Q Clear(g_c), s	4.8	0.0	0.0	2.7	13.1	13.1	14.6	8.3	8.5	18.2	11.0	6.5
Prop In Lane	1.00		0.08	1.00		0.17	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	108	1022	1059	64	979	998	226	462	464	251	487	412
V/C Ratio(X)	0.79	0.29	0.30	0.73	0.39	0.39	0.18	0.38	0.38	0.42	0.48	0.30
Avail Cap(c_a), veh/h	195	1022	1059	195	979	998	226	462	464	251	487	412
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	0.0	0.0	50.1	14.0	14.0	39.3	32.1	32.2	39.7	33.1	31.5
Incr Delay (d2), s/veh	4.4	0.7	0.7	5.5	1.1	1.1	1.7	2.3	2.4	5.0	3.4	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.2	0.2	1.3	5.3	5.4	1.0	3.9	4.0	2.8	5.5	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	0.7	0.7	55.6	15.1	15.1	41.1	34.5	34.6	44.7	36.5	33.3
LnGrp LOS	D	A	A	E	B	B	D	C	C	D	D	C
Approach Vol, veh/h		699			826			392			463	
Approach Delay, s/veh		6.7			17.4			35.2			37.5	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	64.6		32.0	11.0	62.0		32.0				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	* 4.7	5.1		5.1				
Max Green Setting (Gmax), s	* 11	51.9		26.9	* 11	51.9		26.9				
Max Q Clear Time (g_c+I1), s	4.7	2.0		20.2	6.8	15.1		16.6				
Green Ext Time (p_c), s	0.0	2.4		0.8	0.0	3.2		1.1				

Intersection Summary		
HCM 6th Ctrl Delay		21.1
HCM 6th LOS		C

Notes

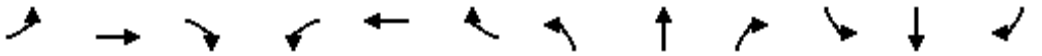
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	19	604	35	688	45	183	25	109	28
Future Volume (vph)	19	604	35	688	45	183	25	109	28
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	13.0	58.0	11.0	56.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	12.4%	55.2%	10.5%	53.3%	34.3%	34.3%	34.3%	34.3%	34.3%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lag	Lag	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	None	Max	Max	Max
Act Effct Green (s)	9.0	57.3	5.9	58.3	30.9	30.9	30.9	30.9	30.9
Actuated g/C Ratio	0.09	0.55	0.06	0.56	0.29	0.29	0.29	0.29	0.29
v/c Ratio	0.13	0.34	0.38	0.38	0.13	0.44	0.10	0.21	0.05
Control Delay	44.4	4.7	50.7	16.3	28.4	31.7	28.3	29.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	4.7	50.7	16.3	28.4	31.7	28.3	29.1	0.2
LOS	D	A	D	B	C	C	C	C	A
Approach Delay		5.9		18.0		31.1		24.0	
Approach LOS		A		B		C		C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 50 (48%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 16.2	Intersection LOS: B
Intersection Capacity Utilization 56.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 106: Buena Vista St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	604	23	35	688	14	45	183	43	25	109	28
Future Volume (veh/h)	19	604	23	35	688	14	45	183	43	25	109	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	649	25	38	740	15	48	197	46	27	117	30
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	563	1883	72	58	900	18	381	438	102	284	559	473
Arrive On Green	0.62	1.00	1.00	0.01	0.08	0.08	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	3540	136	1810	3616	73	1259	1489	348	1154	1900	1607
Grp Volume(v), veh/h	20	331	343	38	369	386	48	0	243	27	117	30
Grp Sat Flow(s),veh/h/ln	1810	1805	1871	1810	1805	1884	1259	0	1837	1154	1900	1607
Q Serve(g_s), s	0.4	0.0	0.0	2.2	21.1	21.2	3.1	0.0	11.3	2.0	4.9	1.4
Cycle Q Clear(g_c), s	0.4	0.0	0.0	2.2	21.1	21.2	8.0	0.0	11.3	13.3	4.9	1.4
Prop In Lane	1.00		0.07	1.00		0.04	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	563	960	995	58	449	469	381	0	540	284	559	473
V/C Ratio(X)	0.04	0.34	0.34	0.66	0.82	0.82	0.13	0.00	0.45	0.10	0.21	0.06
Avail Cap(c_a), veh/h	563	960	995	109	875	913	381	0	540	284	559	473
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.97	0.97	0.97	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	0.0	51.4	45.9	45.9	30.9	0.0	30.1	35.6	27.9	26.6
Incr Delay (d2), s/veh	0.0	0.9	0.9	4.5	1.4	1.4	0.1	0.0	0.2	0.7	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.2	1.1	10.4	10.8	1.0	0.0	5.0	0.6	2.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.8	0.9	0.9	55.9	47.3	47.3	30.9	0.0	30.4	36.2	28.7	26.9
LnGrp LOS	B	A	A	E	D	D	C	A	C	D	C	C
Approach Vol, veh/h		694			793			291			174	
Approach Delay, s/veh		1.3			47.7			30.4			29.6	
Approach LOS		A			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	61.0		36.0	37.8	31.2		36.0				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	5.1	* 5.1		5.1				
Max Green Setting (Gmax), s	* 6.3	52.9		30.9	8.3	* 51		30.9				
Max Q Clear Time (g_c+I1), s	4.2	2.0		15.3	2.4	23.2		13.3				
Green Ext Time (p_c), s	0.0	2.7		0.4	0.0	3.0		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		27.0	
HCM 6th LOS		C	

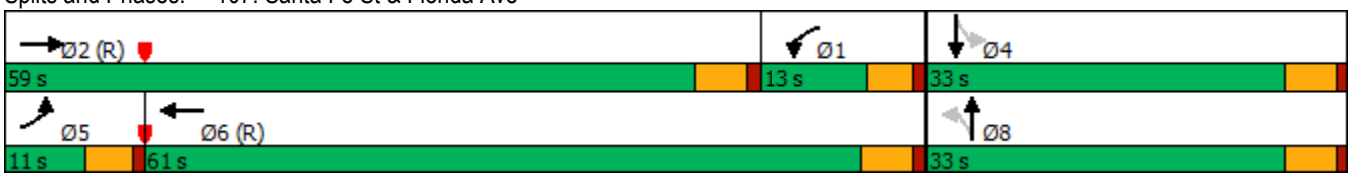
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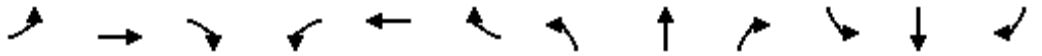
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	25	573	58	670	44	102	20	53
Future Volume (vph)	25	573	58	670	44	102	20	53
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.0	10.0	10.0	10.0
Total Split (s)	11.0	59.0	13.0	61.0	33.0	33.0	33.0	33.0
Total Split (%)	10.5%	56.2%	12.4%	58.1%	31.4%	31.4%	31.4%	31.4%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	6.2	70.9	7.6	74.2	13.6	13.6	13.6	13.6
Actuated g/C Ratio	0.06	0.68	0.07	0.71	0.13	0.13	0.13	0.13
v/c Ratio	0.25	0.28	0.47	0.29	0.27	0.72	0.23	0.34
Control Delay	65.8	3.5	58.7	7.4	43.2	51.0	44.6	32.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.8	3.5	58.7	7.4	43.2	51.0	44.6	32.8
LOS	E	A	E	A	D	D	D	C
Approach Delay		5.9		11.3		49.4		35.3
Approach LOS		A		B		D		D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 4 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 15.4	Intersection LOS: B
Intersection Capacity Utilization 52.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 107: Santa Fe St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	573	57	58	670	20	44	102	69	20	53	26
Future Volume (veh/h)	25	573	57	58	670	20	44	102	69	20	53	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	616	61	62	720	22	47	110	74	22	57	28
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	47	1699	168	368	2481	76	196	147	99	116	166	82
Arrive On Green	0.01	0.17	0.17	0.20	0.69	0.69	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1810	3310	327	1810	3573	109	1331	1058	712	1217	1196	587
Grp Volume(v), veh/h	27	335	342	62	364	378	47	0	184	22	0	85
Grp Sat Flow(s),veh/h/ln	1810	1805	1832	1810	1805	1877	1331	0	1770	1217	0	1783
Q Serve(g_s), s	1.6	17.3	17.3	3.0	8.1	8.1	3.5	0.0	10.5	1.9	0.0	4.5
Cycle Q Clear(g_c), s	1.6	17.3	17.3	3.0	8.1	8.1	8.0	0.0	10.5	12.3	0.0	4.5
Prop In Lane	1.00		0.18	1.00		0.06	1.00		0.40	1.00		0.33
Lane Grp Cap(c), veh/h	47	927	940	368	1253	1303	196	0	246	116	0	248
V/C Ratio(X)	0.57	0.36	0.36	0.17	0.29	0.29	0.24	0.00	0.75	0.19	0.00	0.34
Avail Cap(c_a), veh/h	109	927	940	368	1253	1303	366	0	472	272	0	476
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.78	0.78	0.78	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.5	28.4	28.4	34.5	6.1	6.1	44.5	0.0	43.5	49.4	0.0	40.9
Incr Delay (d2), s/veh	3.9	1.0	1.0	0.1	0.5	0.4	0.2	0.0	1.7	0.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	8.6	8.7	1.3	2.8	2.9	1.2	0.0	4.7	0.6	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.3	29.4	29.5	34.6	6.6	6.6	44.7	0.0	45.2	49.7	0.0	41.2
LnGrp LOS	E	C	C	C	A	A	D	A	D	D	A	D
Approach Vol, veh/h		704			804			231			107	
Approach Delay, s/veh		30.4			8.8			45.1			42.9	
Approach LOS		C			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.4	59.0		19.6	7.4	78.0		19.6				
Change Period (Y+Rc), s	5.1	* 5.1		5.0	* 4.7	5.1		5.0				
Max Green Setting (Gmax), s	8.3	* 54		28.0	* 6.3	55.9		28.0				
Max Q Clear Time (g_c+I1), s	5.0	19.3		14.3	3.6	10.1		12.5				
Green Ext Time (p_c), s	0.0	2.7		0.2	0.0	3.0		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		23.6	
HCM 6th LOS		C	

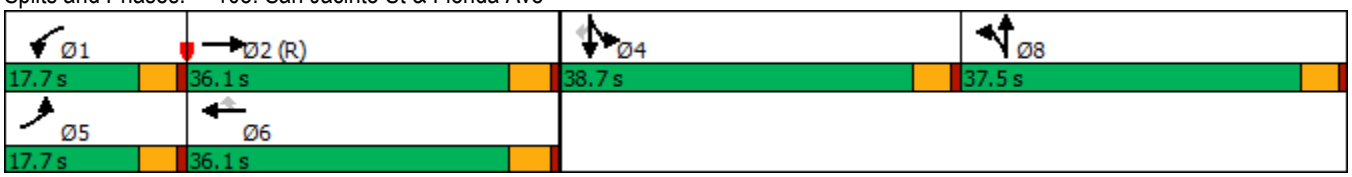
Notes

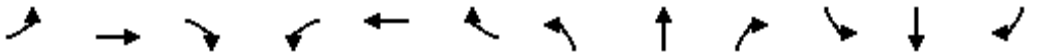
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	129	429	97	566	96	46	255	105	187	125
Future Volume (vph)	129	429	97	566	96	46	255	105	187	125
Turn Type	Prot	NA	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2	1	6		8	8	4	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	9.7	9.7	9.7	9.7	9.7
Total Split (s)	17.7	36.1	17.7	36.1	36.1	37.5	37.5	38.7	38.7	38.7
Total Split (%)	13.6%	27.8%	13.6%	27.8%	27.8%	28.8%	28.8%	29.8%	29.8%	29.8%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	12.3	33.0	11.0	31.7	31.7	32.8	32.8	34.0	34.0	34.0
Actuated g/C Ratio	0.09	0.25	0.08	0.24	0.24	0.25	0.25	0.26	0.26	0.26
v/c Ratio	0.82	0.56	0.69	0.70	0.23	0.11	0.35	0.23	0.46	0.27
Control Delay	92.6	44.9	80.5	49.9	11.0	38.3	39.6	39.4	44.0	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.6	44.9	80.5	49.9	11.0	38.3	39.6	39.4	44.0	7.3
LOS	F	D	F	D	B	D	D	D	D	A
Approach Delay		55.1		48.9			39.5		31.9	
Approach LOS		E		D			D		C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0.4 (0%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 45.8	Intersection LOS: D
Intersection Capacity Utilization 57.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 108: San Jacinto St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	429	41	97	566	96	46	255	37	105	187	125
Future Volume (veh/h)	129	429	41	97	566	96	46	255	37	105	187	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	140	466	45	105	615	104	50	277	40	114	203	136
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	165	888	85	129	893	388	457	797	114	473	497	411
Arrive On Green	0.09	0.27	0.27	0.07	0.25	0.25	0.25	0.25	0.25	0.26	0.26	0.26
Sat Flow, veh/h	1810	3324	320	1810	3610	1571	1810	3161	451	1810	1900	1573
Grp Volume(v), veh/h	140	252	259	105	615	104	50	157	160	114	203	136
Grp Sat Flow(s),veh/h/ln	1810	1805	1838	1810	1805	1571	1810	1805	1806	1810	1900	1573
Q Serve(g_s), s	9.9	15.5	15.6	7.4	20.1	6.9	2.8	9.2	9.5	6.5	11.5	9.1
Cycle Q Clear(g_c), s	9.9	15.5	15.6	7.4	20.1	6.9	2.8	9.2	9.5	6.5	11.5	9.1
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	165	482	491	129	893	388	457	455	456	473	497	411
V/C Ratio(X)	0.85	0.52	0.53	0.81	0.69	0.27	0.11	0.34	0.35	0.24	0.41	0.33
Avail Cap(c_a), veh/h	181	482	491	181	893	388	457	455	456	473	497	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	40.6	40.6	59.5	44.4	39.4	37.4	39.8	39.9	37.8	39.7	38.8
Incr Delay (d2), s/veh	25.3	3.9	3.9	12.2	2.3	0.4	0.5	2.1	2.1	1.2	2.5	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	7.4	7.6	3.8	9.2	2.7	1.3	4.4	4.5	3.0	5.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.5	44.5	44.5	71.7	46.6	39.8	37.9	41.8	42.0	39.0	42.2	40.9
LnGrp LOS	F	D	D	E	D	D	D	D	D	D	D	D
Approach Vol, veh/h		651			824			367			453	
Approach Delay, s/veh		52.9			49.0			41.4			41.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	39.8		38.7	16.6	37.2		37.5				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		4.7				
Max Green Setting (Gmax), s	* 13	31.0		* 34	* 13	31.0		32.8				
Max Q Clear Time (g_c+I1), s	9.4	17.6		13.5	11.9	22.1		11.5				
Green Ext Time (p_c), s	0.0	2.4		1.9	0.0	2.9		1.9				

Intersection Summary		
HCM 6th Ctrl Delay		47.3
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.

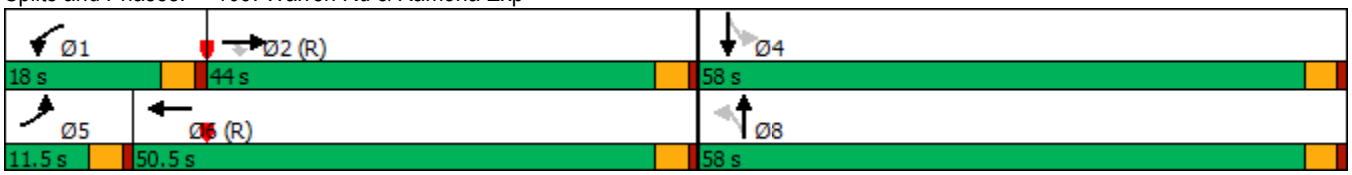
User approved volume balancing among the lanes for turning movement.

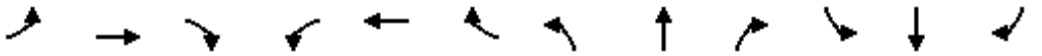
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBT	Ø5
Lane Configurations								
Traffic Volume (vph)	468	190	230	742	394	9	9	
Future Volume (vph)	468	190	230	742	394	9	9	
Turn Type	NA	Perm	Prot	NA	Perm	NA	NA	
Protected Phases	2		1	6		8	4	5
Permitted Phases		2			8			
Detector Phase	2	2	1	6	8	8	4	
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	44.0	44.0	18.0	50.5	58.0	58.0	58.0	11.5
Total Split (%)	36.7%	36.7%	15.0%	42.1%	48.3%	48.3%	48.3%	10%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lag	Lag	Lead	Lag				Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				Yes
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max	Max	None
Act Effct Green (s)	40.0	40.0	14.0	58.0	54.0	54.0	54.0	
Actuated g/C Ratio	0.33	0.33	0.12	0.48	0.45	0.45	0.45	
v/c Ratio	0.42	0.30	1.18	0.46	0.66	0.36	0.01	
Control Delay	32.3	5.1	163.9	21.7	31.9	3.7	18.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	32.3	5.1	163.9	21.7	31.9	3.7	18.3	
LOS	C	A	F	C	C	A	B	
Approach Delay	24.4			55.2		19.6	18.3	
Approach LOS	C			E		B	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 35.8	Intersection LOS: D
Intersection Capacity Utilization 64.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 109: Warren Rd & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	468	190	230	742	2	394	9	294	0	9	0
Future Volume (veh/h)	0	468	190	230	742	2	394	9	294	0	9	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	503	204	247	798	2	424	10	316	0	10	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	1203	537	211	1785	4	698	22	706	0	855	0
Arrive On Green	0.00	0.33	0.33	0.12	0.48	0.48	0.45	0.45	0.45	0.00	0.45	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3694	9	1427	50	1568	0	1900	0
Grp Volume(v), veh/h	0	503	204	247	390	410	424	0	326	0	10	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1898	1427	0	1618	0	1900	0
Q Serve(g_s), s	0.0	13.0	11.6	14.0	17.1	17.1	28.0	0.0	16.7	0.0	0.3	0.0
Cycle Q Clear(g_c), s	0.0	13.0	11.6	14.0	17.1	17.1	28.4	0.0	16.7	0.0	0.3	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.97	0.00		0.00
Lane Grp Cap(c), veh/h	2	1203	537	211	872	918	698	0	728	0	855	0
V/C Ratio(X)	0.00	0.42	0.38	1.17	0.45	0.45	0.61	0.00	0.45	0.00	0.01	0.00
Avail Cap(c_a), veh/h	113	1203	537	211	872	918	698	0	728	0	855	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	31.0	30.5	53.0	20.4	20.4	26.1	0.0	22.7	0.0	18.2	0.0
Incr Delay (d2), s/veh	0.0	1.1	2.0	115.4	1.7	1.6	3.9	0.0	2.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.8	4.8	13.1	7.5	7.9	10.1	0.0	6.7	0.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.1	32.6	168.4	22.1	22.0	30.0	0.0	24.7	0.0	18.3	0.0
LnGrp LOS	A	C	C	F	C	C	C	A	C	A	B	A
Approach Vol, veh/h		707			1047			750			10	
Approach Delay, s/veh		32.2			56.6			27.7			18.3	
Approach LOS		C			E			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	44.0		58.0	0.0	62.0		58.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	40.0		54.0	7.5	46.5		54.0				
Max Q Clear Time (g_c+I1), s	16.0	15.0		2.3	0.0	19.1		30.4				
Green Ext Time (p_c), s	0.0	4.3		0.0	0.0	5.5		3.6				

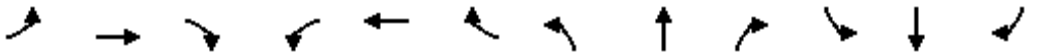
Intersection Summary			
HCM 6th Ctrl Delay		41.0	
HCM 6th LOS		D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	68	28	79	23	166	16	471	89	51	336	2
Future Volume (vph)	5	68	28	79	23	166	16	471	89	51	336	2
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	22.5	22.5	12.0	23.0	23.0	11.5	44.0	44.0	11.5	44.0	44.0
Total Split (%)	12.8%	25.0%	25.0%	13.3%	25.6%	25.6%	12.8%	48.9%	48.9%	12.8%	48.9%	48.9%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.0	9.1	9.1	7.8	16.5	16.5	7.2	53.0	53.0	8.5	58.7	58.7
Actuated g/C Ratio	0.08	0.10	0.10	0.09	0.18	0.18	0.08	0.59	0.59	0.09	0.65	0.65
v/c Ratio	0.04	0.38	0.11	0.54	0.07	0.40	0.12	0.45	0.10	0.32	0.29	0.00
Control Delay	39.2	43.1	0.9	52.9	30.5	8.4	40.3	14.5	2.4	42.7	9.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.2	43.1	0.9	52.9	30.5	8.4	40.3	14.5	2.4	42.7	9.7	0.0
LOS	D	D	A	D	C	A	D	B	A	D	A	A
Approach Delay		31.2			23.4			13.4			14.0	
Approach LOS		C			C			B			B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 16.9	Intersection LOS: B
Intersection Capacity Utilization 51.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 110: Warren Rd & Cottonwood Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	68	28	79	23	166	16	471	89	51	336	2
Future Volume (veh/h)	5	68	28	79	23	166	16	471	89	51	336	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	5	73	30	85	25	178	17	506	96	55	361	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	17	148	125	124	260	221	49	1174	995	105	1233	1045
Arrive On Green	0.01	0.08	0.08	0.07	0.14	0.14	0.03	0.62	0.62	0.06	0.65	0.65
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	5	73	30	85	25	178	17	506	96	55	361	2
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	0.2	3.3	1.6	4.1	1.0	9.7	0.8	12.5	2.2	2.7	7.4	0.0
Cycle Q Clear(g_c), s	0.2	3.3	1.6	4.1	1.0	9.7	0.8	12.5	2.2	2.7	7.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	148	125	124	260	221	49	1174	995	105	1233	1045
V/C Ratio(X)	0.30	0.49	0.24	0.69	0.10	0.81	0.35	0.43	0.10	0.52	0.29	0.00
Avail Cap(c_a), veh/h	151	391	331	161	401	340	151	1174	995	151	1233	1045
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	39.8	39.0	41.0	34.0	37.7	43.0	9.0	7.0	41.2	6.8	5.5
Incr Delay (d2), s/veh	9.9	2.5	1.0	7.8	0.2	7.9	4.2	1.2	0.2	4.0	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.6	0.6	2.1	0.5	4.2	0.4	5.0	0.7	1.3	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.2	42.3	40.0	48.8	34.1	45.6	47.2	10.1	7.2	45.2	7.4	5.6
LnGrp LOS	D	D	D	D	C	D	D	B	A	D	A	A
Approach Vol, veh/h		108			288			619			418	
Approach Delay, s/veh		42.2			45.5			10.7			12.4	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	59.6	10.2	11.0	6.4	62.4	4.8	16.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	40.0	8.0	18.5	7.5	40.0	7.5	19.0
Max Q Clear Time (g_c+I1), s	4.7	14.5	6.1	5.3	2.8	9.4	2.2	11.7
Green Ext Time (p_c), s	0.0	3.8	0.0	0.3	0.0	2.3	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	57.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	72	2	143	34	71	1	461	130	55	378	16
Future Vol, veh/h	44	72	2	143	34	71	1	461	130	55	378	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	46	76	2	151	36	75	1	485	137	58	398	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

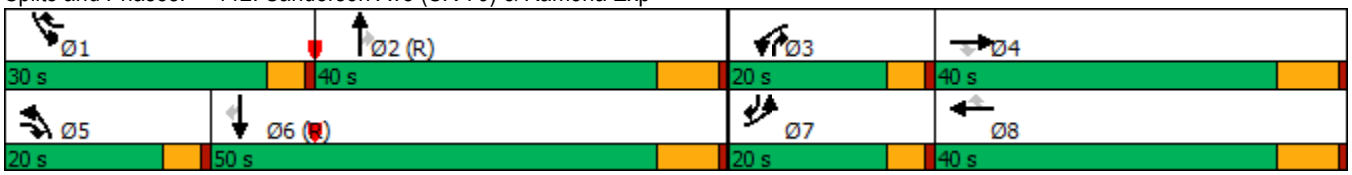
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.9	19.4	95.9	39
HCM LOS	B	C	F	E

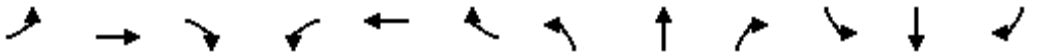
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	37%	58%	12%
Vol Thru, %	78%	61%	14%	84%
Vol Right, %	22%	2%	29%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	592	118	248	449
LT Vol	1	44	143	55
Through Vol	461	72	34	378
RT Vol	130	2	71	16
Lane Flow Rate	623	124	261	473
Geometry Grp	1	1	1	1
Degree of Util (X)	1.11	0.28	0.537	0.861
Departure Headway (Hd)	6.411	8.57	7.775	6.881
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	573	422	467	529
Service Time	4.411	6.57	5.775	4.881
HCM Lane V/C Ratio	1.087	0.294	0.559	0.894
HCM Control Delay	95.9	14.9	19.4	39
HCM Lane LOS	F	B	C	E
HCM 95th-tile Q	19.6	1.1	3.1	9.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	408	376	65	37	478	408	132	823	20	594	608	321
Future Volume (vph)	408	376	65	37	478	408	132	823	20	594	608	321
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7
Total Split (s)	20.0	40.0	20.0	20.0	40.0	30.0	20.0	40.0	20.0	30.0	50.0	20.0
Total Split (%)	15.4%	30.8%	15.4%	15.4%	30.8%	23.1%	15.4%	30.8%	15.4%	23.1%	38.5%	15.4%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	15.3	34.1	50.7	6.0	22.9	58.1	9.6	40.2	53.3	28.1	58.8	81.1
Actuated g/C Ratio	0.12	0.26	0.39	0.05	0.18	0.45	0.07	0.31	0.41	0.22	0.45	0.62
v/c Ratio	1.05	0.42	0.10	0.24	0.80	0.57	0.54	0.78	0.03	0.83	0.40	0.32
Control Delay	113.4	41.4	1.1	63.1	61.1	24.2	65.7	47.9	0.1	59.1	25.7	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	113.4	41.4	1.1	63.1	61.1	24.2	65.7	47.9	0.1	59.1	25.7	8.7
LOS	F	D	A	E	E	C	E	D	A	E	C	A
Approach Delay		72.9			44.8			49.4			35.2	
Approach LOS		E			D			D			D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 54.5 (42%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 48.0	Intersection LOS: D
Intersection Capacity Utilization 84.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 112: Sanderson Ave (SR-79) & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	408	376	65	37	478	408	132	823	20	594	608	321
Future Volume (veh/h)	408	376	65	37	478	408	132	823	20	594	608	321
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	434	400	69	39	509	434	140	876	21	632	647	341
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	413	1172	612	102	852	691	194	987	487	678	1484	851
Arrive On Green	0.12	0.32	0.32	0.03	0.24	0.24	0.06	0.27	0.27	0.19	0.41	0.41
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	434	400	69	39	509	434	140	876	21	632	647	341
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	15.3	10.9	3.6	1.4	16.3	27.4	5.1	30.3	1.2	23.0	16.7	16.5
Cycle Q Clear(g_c), s	15.3	10.9	3.6	1.4	16.3	27.4	5.1	30.3	1.2	23.0	16.7	16.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	413	1172	612	102	852	691	194	987	487	678	1484	851
V/C Ratio(X)	1.05	0.34	0.11	0.38	0.60	0.63	0.72	0.89	0.04	0.93	0.44	0.40
Avail Cap(c_a), veh/h	413	1172	612	413	916	720	413	987	487	683	1484	851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	33.3	26.1	62.0	44.2	29.0	60.4	45.3	32.0	51.6	27.5	18.3
Incr Delay (d2), s/veh	58.1	0.1	0.0	0.9	0.6	1.2	1.9	11.7	0.2	19.4	0.9	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	4.8	1.4	0.6	7.4	10.8	2.3	15.1	0.5	11.9	7.4	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	115.5	33.4	26.1	62.8	44.7	30.2	62.3	57.0	32.2	71.0	28.4	19.7
LnGrp LOS	F	C	C	E	D	C	E	E	C	E	C	B
Approach Vol, veh/h		903			982			1037			1620	
Approach Delay, s/veh		72.3			39.0			57.2			43.2	
Approach LOS		E			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.8	42.5	8.5	49.2	11.9	60.4	20.0	37.7
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0
Max Green Setting (Gmax), s	* 25	33.0	* 15	33.0	* 15	43.0	* 15	33.0
Max Q Clear Time (g_c+I1), s	25.0	32.3	3.4	12.9	7.1	18.7	17.3	29.4
Green Ext Time (p_c), s	0.1	0.4	0.0	1.8	0.1	3.7	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	51.3
HCM 6th LOS	D

Notes

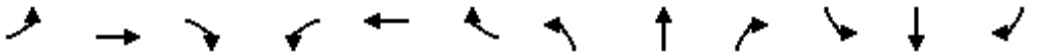
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1104	569	568	1271	655	1	180
Future Volume (vph)	1104	569	568	1271	655	1	180
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.4	10.4	10.4	10.4	10.8	10.8	10.8
Total Split (s)	38.0	38.0	30.0	68.0	27.0	27.0	27.0
Total Split (%)	40.0%	40.0%	31.6%	71.6%	28.4%	28.4%	28.4%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.8	5.8	5.8
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	37.9	37.9	19.8	63.1	20.7	20.7	20.7
Actuated g/C Ratio	0.40	0.40	0.21	0.66	0.22	0.22	0.22
v/c Ratio	0.54	0.60	0.79	0.54	0.92	0.94	0.41
Control Delay	23.8	6.0	43.6	9.4	68.5	72.4	18.2
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0	0.0
Total Delay	23.8	6.0	43.6	10.1	68.5	72.4	18.2
LOS	C	A	D	B	E	E	B
Approach Delay	17.7			20.4		60.3	
Approach LOS	B			C		E	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 45 (47%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 27.1	Intersection LOS: C
Intersection Capacity Utilization 85.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: I-15 SB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1104	569	568	1271	0	0	0	0	655	1	180
Future Volume (veh/h)	0	1104	569	568	1271	0	0	0	0	655	1	180
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1115	575	574	1284	0				719	0	122
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2178	676	660	2400	0				787	0	350
Arrive On Green	0.00	0.42	0.42	0.19	0.66	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	5358	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	1115	575	574	1284	0				719	0	122
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	15.1	30.6	15.1	17.6	0.0				18.4	0.0	6.1
Cycle Q Clear(g_c), s	0.0	15.1	30.6	15.1	17.6	0.0				18.4	0.0	6.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2178	676	660	2400	0				787	0	350
V/C Ratio(X)	0.00	0.51	0.85	0.87	0.54	0.00				0.91	0.00	0.35
Avail Cap(c_a), veh/h	0	2178	676	909	2400	0				808	0	359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.58	0.58	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.4	24.9	37.4	8.3	0.0				36.3	0.0	31.5
Incr Delay (d2), s/veh	0.0	0.9	12.7	3.2	0.5	0.0				14.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.9	13.1	6.5	5.7	0.0				9.4	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.2	37.6	40.7	8.8	0.0				50.5	0.0	31.7
LnGrp LOS	A	C	D	D	A	A				D	A	C
Approach Vol, veh/h		1690			1858						841	
Approach Delay, s/veh		26.8			18.6						47.8	
Approach LOS		C			B						D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	23.3	45.3		26.4		68.6						
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4						
Max Green Setting (Gmax), s	24.6	32.6		21.2		62.6						
Max Q Clear Time (g_c+I1), s	17.1	32.6		20.4		19.6						
Green Ext Time (p_c), s	0.8	0.0		0.2		7.2						

Intersection Summary			
HCM 6th Ctrl Delay		27.4	
HCM 6th LOS		C	

Notes

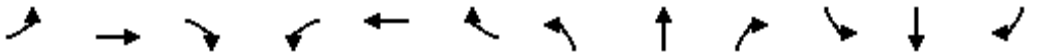
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	150	1609	1394	513	445	6	615
Future Volume (vph)	150	1609	1394	513	445	6	615
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.1	10.8	10.8	10.8	10.8	10.8	10.8
Total Split (s)	16.0	50.0	34.0	34.0	30.0	30.0	30.0
Total Split (%)	20.0%	62.5%	42.5%	42.5%	37.5%	37.5%	37.5%
Yellow Time (s)	4.1	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.8	5.8	5.8	5.8	5.8	5.8
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	9.9	46.3	31.3	31.3	22.1	22.1	22.1
Actuated g/C Ratio	0.12	0.58	0.39	0.39	0.28	0.28	0.28
v/c Ratio	0.72	0.57	0.73	0.58	0.83	0.87	0.73
Control Delay	52.9	12.0	24.2	4.7	43.1	48.2	27.1
Queue Delay	0.0	0.0	1.4	0.2	0.0	0.0	0.0
Total Delay	52.9	12.0	25.6	4.9	43.1	48.2	27.1
LOS	D	B	C	A	D	D	C
Approach Delay		15.5	20.0			39.6	
Approach LOS		B	C			D	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 22.7	Intersection LOS: C
Intersection Capacity Utilization 85.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: I-15 NB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	1609	0	0	1394	513	445	6	615	0	0	0
Future Volume (veh/h)	150	1609	0	0	1394	513	445	6	615	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	160	1712	0	0	1483	546	707	0	408			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	197	2983	0	0	2088	629	1013	0	451			
Arrive On Green	0.11	0.57	0.00	0.00	0.40	0.40	0.28	0.00	0.28			
Sat Flow, veh/h	1810	5358	0	0	5358	1564	3619	0	1610			
Grp Volume(v), veh/h	160	1712	0	0	1483	546	707	0	408			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1564	1810	0	1610			
Q Serve(g_s), s	6.9	16.8	0.0	0.0	19.1	25.6	14.0	0.0	19.5			
Cycle Q Clear(g_c), s	6.9	16.8	0.0	0.0	19.1	25.6	14.0	0.0	19.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	197	2983	0	0	2088	629	1013	0	451			
V/C Ratio(X)	0.81	0.57	0.00	0.00	0.71	0.87	0.70	0.00	0.90			
Avail Cap(c_a), veh/h	247	2983	0	0	2088	629	1095	0	487			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.74	0.74	0.00	0.00	0.80	0.80	1.00	0.00	1.00			
Uniform Delay (d), s/veh	34.9	10.8	0.0	0.0	20.0	21.9	25.8	0.0	27.8			
Incr Delay (d2), s/veh	9.4	0.6	0.0	0.0	1.7	12.4	1.4	0.0	18.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.4	5.4	0.0	0.0	7.2	10.5	5.9	0.0	9.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.2	11.4	0.0	0.0	21.7	34.3	27.2	0.0	46.4			
LnGrp LOS	D	B	A	A	C	C	C	A	D			
Approach Vol, veh/h		1872			2029			1115				
Approach Delay, s/veh		14.2			25.1			34.2				
Approach LOS		B			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		51.8			13.8	38.0		28.2				
Change Period (Y+Rc), s		5.8			5.1	5.8		5.8				
Max Green Setting (Gmax), s		44.2			10.9	28.2		24.2				
Max Q Clear Time (g_c+I1), s		18.8			8.9	27.6		21.5				
Green Ext Time (p_c), s		9.6			0.0	0.4		0.9				

Intersection Summary	
HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

Notes

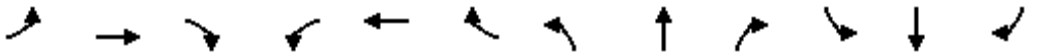
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	333	1657	235	122	1370	67	181	168	40	104	356
Future Volume (vph)	333	1657	235	122	1370	67	181	168	40	104	356
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	7.0	7.0	10.0	10.0	9.0	9.0	5.0
Minimum Split (s)	9.6	11.3	11.3	9.6	12.3	12.3	15.3	15.3	14.3	14.3	9.6
Total Split (s)	33.0	49.2	49.2	17.8	34.0	34.0	28.0	28.0	28.0	28.0	33.0
Total Split (%)	34.7%	51.8%	51.8%	18.7%	35.8%	35.8%	29.5%	29.5%	29.5%	29.5%	34.7%
Yellow Time (s)	3.6	4.3	4.3	3.6	4.3	4.3	4.3	4.3	4.3	4.3	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.3	5.3	4.6	5.3	5.3	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None
Act Effct Green (s)	22.3	46.6	46.6	10.5	34.8	34.8	22.7	22.7	22.7	22.7	50.3
Actuated g/C Ratio	0.23	0.49	0.49	0.11	0.37	0.37	0.24	0.24	0.24	0.24	0.53
v/c Ratio	0.82	0.68	0.27	0.64	0.60	0.11	0.61	0.62	0.24	0.24	0.43
Control Delay	50.0	20.6	2.9	42.4	37.2	6.7	41.7	35.9	33.7	30.9	13.6
Queue Delay	1.3	20.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.3	41.3	3.3	42.4	37.2	6.7	41.7	35.9	33.7	30.9	13.6
LOS	D	D	A	D	D	A	D	D	C	C	B
Approach Delay		38.8			36.3			38.2		18.8	
Approach LOS		D			D			D		B	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 35.8	Intersection LOS: D
Intersection Capacity Utilization 78.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Dexter Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	333	1657	235	122	1370	67	181	168	99	40	104	356
Future Volume (veh/h)	333	1657	235	122	1370	67	181	168	99	40	104	356
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	347	1726	245	127	1427	70	189	175	103	42	108	371
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	383	2664	826	158	2544	618	255	265	156	183	454	722
Arrive On Green	0.21	0.51	0.51	0.09	0.39	0.39	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	5187	1607	1810	6536	1586	926	1110	653	1113	1900	1594
Grp Volume(v), veh/h	347	1726	245	127	1427	70	189	0	278	42	108	371
Grp Sat Flow(s),veh/h/ln	1810	1729	1607	1810	1634	1586	926	0	1764	1113	1900	1594
Q Serve(g_s), s	17.8	23.0	8.3	6.5	16.2	2.7	18.3	0.0	13.5	3.4	4.4	15.8
Cycle Q Clear(g_c), s	17.8	23.0	8.3	6.5	16.2	2.7	22.7	0.0	13.5	16.9	4.4	15.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		1.00
Lane Grp Cap(c), veh/h	383	2664	826	158	2544	618	255	0	421	183	454	722
V/C Ratio(X)	0.91	0.65	0.30	0.80	0.56	0.11	0.74	0.00	0.66	0.23	0.24	0.51
Avail Cap(c_a), veh/h	541	2664	826	251	2544	618	255	0	421	183	454	722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	16.8	13.3	42.5	22.7	18.5	38.8	0.0	32.7	40.3	29.2	18.7
Incr Delay (d2), s/veh	9.6	1.0	0.7	4.0	0.9	0.4	17.7	0.0	7.9	2.9	1.2	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	8.4	2.9	3.0	6.0	1.0	5.5	0.0	6.4	1.0	2.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.1	17.8	14.0	46.5	23.6	18.9	56.5	0.0	40.5	43.2	30.4	21.3
LnGrp LOS	D	B	B	D	C	B	E	A	D	D	C	C
Approach Vol, veh/h		2318			1624			467			521	
Approach Delay, s/veh		21.6			25.2			47.0			24.9	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.9	54.1		28.0	24.7	42.3		28.0				
Change Period (Y+Rc), s	4.6	5.3		5.3	4.6	5.3		5.3				
Max Green Setting (Gmax), s	13.2	43.9		22.7	28.4	28.7		22.7				
Max Q Clear Time (g_c+I1), s	8.5	25.0		18.9	19.8	18.2		24.7				
Green Ext Time (p_c), s	0.1	9.0		0.5	0.4	5.1		0.0				

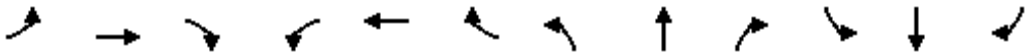
Intersection Summary												
HCM 6th Ctrl Delay			25.5									
HCM 6th LOS			C									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	215	1408	56	114	1067	179	137	70	224	78
Future Volume (vph)	215	1408	56	114	1067	179	137	70	224	78
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	NA
Protected Phases	5	2	3	1	6		3	8		4
Permitted Phases			2			6			4	
Detector Phase	5	2	3	1	6	6	3	8	4	4
Switch Phase										
Minimum Initial (s)	6.0	15.0	6.0	6.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	21.0	10.0	10.6	21.0	21.0	10.0	10.9	10.9	10.9
Total Split (s)	13.0	46.0	12.0	12.0	45.0	45.0	12.0	37.0	25.0	25.0
Total Split (%)	13.7%	48.4%	12.6%	12.6%	47.4%	47.4%	12.6%	38.9%	26.3%	26.3%
Yellow Time (s)	3.6	5.0	3.0	3.6	5.0	5.0	3.0	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.0	4.6	6.0	6.0	4.0	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	Max	Max	Max
Act Effct Green (s)	8.2	40.0	50.0	7.4	39.2	39.2	8.0	32.1	20.1	20.1
Actuated g/C Ratio	0.09	0.42	0.53	0.08	0.41	0.41	0.08	0.34	0.21	0.21
v/c Ratio	0.73	0.94	0.07	0.83	0.73	0.24	0.92	0.19	0.93	0.39
Control Delay	73.1	22.6	0.1	86.4	27.1	3.6	100.1	8.2	81.9	25.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.1	22.6	0.1	86.4	27.1	3.6	100.1	8.2	81.9	25.5
LOS	E	C	A	F	C	A	F	A	F	C
Approach Delay		28.3			29.0			43.7		58.9
Approach LOS		C			C			D		E

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 33.1	Intersection LOS: C
Intersection Capacity Utilization 81.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Cambern Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	1408	56	114	1067	179	137	70	149	224	78	76
Future Volume (veh/h)	215	1408	56	114	1067	179	137	70	149	224	78	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	219	1437	57	116	1089	183	140	71	152	229	80	78
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	288	1520	813	141	1505	670	152	610	542	324	186	182
Arrive On Green	0.08	0.42	0.42	0.08	0.42	0.42	0.08	0.34	0.34	0.21	0.21	0.21
Sat Flow, veh/h	3510	3610	1608	1810	3610	1607	1810	1805	1604	1171	881	859
Grp Volume(v), veh/h	219	1437	57	116	1089	183	140	71	152	229	0	158
Grp Sat Flow(s),veh/h/ln	1755	1805	1608	1810	1805	1607	1810	1805	1604	1171	0	1740
Q Serve(g_s), s	5.8	36.4	1.7	6.0	23.9	7.1	7.3	2.6	6.6	18.2	0.0	7.5
Cycle Q Clear(g_c), s	5.8	36.4	1.7	6.0	23.9	7.1	7.3	2.6	6.6	18.2	0.0	7.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.49
Lane Grp Cap(c), veh/h	288	1520	813	141	1505	670	152	610	542	324	0	368
V/C Ratio(X)	0.76	0.95	0.07	0.82	0.72	0.27	0.92	0.12	0.28	0.71	0.00	0.43
Avail Cap(c_a), veh/h	310	1520	813	141	1505	670	152	610	542	324	0	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.63	0.63	0.63	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.7	26.4	12.1	43.2	23.1	18.2	43.2	21.7	23.0	36.7	0.0	32.5
Incr Delay (d2), s/veh	8.4	13.3	0.2	20.1	1.9	0.6	48.7	0.4	1.3	12.3	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	16.3	0.6	3.3	9.3	2.5	5.2	1.1	2.6	6.1	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.1	39.8	12.2	63.3	25.1	18.9	91.9	22.1	24.3	49.0	0.0	36.1
LnGrp LOS	D	D	B	E	C	B	F	C	C	D	A	D
Approach Vol, veh/h		1713			1388			363			387	
Approach Delay, s/veh		40.3			27.5			49.9			43.7	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	46.0	12.0	25.0	12.4	45.6		37.0
Change Period (Y+Rc), s	4.6	6.0	4.0	4.9	4.6	6.0		4.9
Max Green Setting (Gmax), s	7.4	40.0	8.0	20.1	8.4	39.0		32.1
Max Q Clear Time (g_c+I1), s	8.0	38.4	9.3	20.2	7.8	25.9		8.6
Green Ext Time (p_c), s	0.0	1.1	0.0	0.0	0.0	4.0		0.8

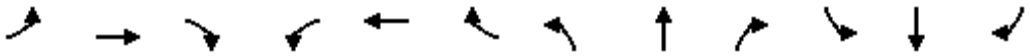
Intersection Summary	
HCM 6th Ctrl Delay	36.9
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	18	1751	9	1319	18	9	79	4
Future Volume (vph)	18	1751	9	1319	18	9	79	4
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	11.8	9.6	11.8	9.6	9.6	9.6	9.6
Total Split (s)	20.0	45.0	20.0	45.0	35.0	35.0	35.0	35.0
Total Split (%)	20.0%	45.0%	20.0%	45.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.6	5.8	3.6	5.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.7	56.0	5.3	53.7		30.4		30.4
Actuated g/C Ratio	0.06	0.56	0.05	0.54		0.30		0.30
v/c Ratio	0.17	0.89	0.09	0.71		0.17		0.25
Control Delay	48.3	27.1	46.9	21.1		11.1		24.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	48.3	27.1	46.9	21.1		11.1		24.7
LOS	D	C	D	C		B		C
Approach Delay		27.3		21.2		11.1		24.7
Approach LOS		C		C		B		C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 51 (51%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 24.3	Intersection LOS: C
Intersection Capacity Utilization 70.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Conard Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	1751	12	9	1319	31	18	9	62	79	4	23
Future Volume (veh/h)	18	1751	12	9	1319	31	18	9	62	79	4	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	1787	12	9	1346	32	18	9	63	81	4	23
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	1930	13	20	1861	44	115	75	343	388	26	95
Arrive On Green	0.02	0.52	0.52	0.01	0.52	0.52	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	3676	25	1810	3604	86	237	247	1128	1069	84	312
Grp Volume(v), veh/h	18	877	922	9	674	704	90	0	0	108	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1896	1810	1805	1884	1612	0	0	1466	0	0
Q Serve(g_s), s	1.0	44.9	45.0	0.5	28.8	28.9	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	1.0	44.9	45.0	0.5	28.8	28.9	3.9	0.0	0.0	4.5	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.05	0.20		0.70	0.75		0.21
Lane Grp Cap(c), veh/h	36	948	995	20	932	973	533	0	0	509	0	0
V/C Ratio(X)	0.51	0.93	0.93	0.45	0.72	0.72	0.17	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	279	948	995	279	932	973	533	0	0	509	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.22	0.22	0.22	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.5	21.9	22.0	49.1	18.7	18.7	25.6	0.0	0.0	25.7	0.0	0.0
Incr Delay (d2), s/veh	0.9	4.6	4.4	5.8	4.8	4.7	0.7	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	16.9	17.8	0.2	11.4	11.9	1.7	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.4	26.5	26.4	54.9	23.5	23.4	26.3	0.0	0.0	26.7	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	C	A	A	C	A	A
Approach Vol, veh/h		1817			1387			90			108	
Approach Delay, s/veh		26.7			23.6			26.3			26.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	59.3		35.0	6.6	58.4		35.0				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	15.4	38.2		30.4	15.4	38.2		30.4				
Max Q Clear Time (g_c+I1), s	2.5	47.0		6.5	3.0	30.9		5.9				
Green Ext Time (p_c), s	0.0	0.0		0.4	0.0	3.2		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		25.4	
HCM 6th LOS		C	

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	1709	1183	5	5	30
Future Vol, veh/h	15	1709	1183	5	5	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	1838	1272	5	5	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1277	0	-	0	2042	639
Stage 1	-	-	-	-	1275	-
Stage 2	-	-	-	-	767	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	550	-	-	-	67	424
Stage 1	-	-	-	-	225	-
Stage 2	-	-	-	-	395	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	550	-	-	-	65	424
Mov Cap-2 Maneuver	-	-	-	-	155	-
Stage 1	-	-	-	-	218	-
Stage 2	-	-	-	-	395	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	550	-	-	-	340
HCM Lane V/C Ratio	0.029	-	-	-	0.111
HCM Control Delay (s)	11.7	-	-	-	16.9
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1490	11	1062	114	8
Future Volume (vph)	1490	11	1062	114	8
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	8	
Permitted Phases					8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.9	10.3	11.9	10.3	10.3
Total Split (s)	50.0	20.0	70.0	30.0	30.0
Total Split (%)	50.0%	20.0%	70.0%	30.0%	30.0%
Yellow Time (s)	5.9	4.3	5.9	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	5.3	6.9	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	43.2	5.3	45.3	24.8	24.8
Actuated g/C Ratio	0.52	0.06	0.55	0.30	0.30
v/c Ratio	0.96	0.10	0.57	0.12	0.02
Control Delay	32.8	39.8	13.4	22.2	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	32.8	39.8	13.4	22.2	13.1
LOS	C	D	B	C	B
Approach Delay	32.8		13.7	21.6	
Approach LOS	C		B	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 82.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 25.2	Intersection LOS: C
Intersection Capacity Utilization 61.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Riverside St & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1490	175	11	1062	114	8
Future Volume (veh/h)	1490	175	11	1062	114	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1602	188	12	1142	123	9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1623	188	26	2071	1002	460
Arrive On Green	0.50	0.50	0.01	0.57	0.29	0.29
Sat Flow, veh/h	3355	377	1810	3705	3510	1610
Grp Volume(v), veh/h	877	913	12	1142	123	9
Grp Sat Flow(s),veh/h/ln	1805	1832	1810	1805	1755	1610
Q Serve(g_s), s	41.1	43.1	0.6	17.1	2.2	0.3
Cycle Q Clear(g_c), s	41.1	43.1	0.6	17.1	2.2	0.3
Prop In Lane		0.21	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	899	912	26	2071	1002	460
V/C Ratio(X)	0.98	1.00	0.46	0.55	0.12	0.02
Avail Cap(c_a), veh/h	899	912	307	2632	1002	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	21.7	42.3	11.5	22.9	22.2
Incr Delay (d2), s/veh	24.1	30.0	4.6	0.2	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.8	22.3	0.3	5.3	0.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	45.3	51.7	46.9	11.7	23.2	22.3
LnGrp LOS	D	F	D	B	C	C
Approach Vol, veh/h	1790			1154	132	
Approach Delay, s/veh	48.6			12.1	23.1	
Approach LOS	D			B	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.6	50.0				56.6	30.0
Change Period (Y+Rc), s	5.3	6.9				6.9	5.3
Max Green Setting (Gmax), s	14.7	43.1				63.1	24.7
Max Q Clear Time (g_c+I1), s	2.6	45.1				19.1	4.2
Green Ext Time (p_c), s	0.0	0.0				8.9	0.2

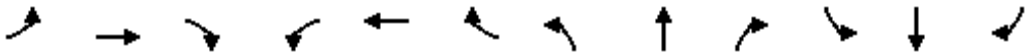
Intersection Summary	
HCM 6th Ctrl Delay	33.8
HCM 6th LOS	C

Lane Group	EBT	WBL	WBT	NBL	NBT	Ø4
Lane Configurations						
Traffic Volume (vph)	1506	36	1045	16	0	
Future Volume (vph)	1506	36	1045	16	0	
Turn Type	NA	Prot	NA	Perm	NA	
Protected Phases	2	1	6		8	4
Permitted Phases				8		
Detector Phase	2	1	6	8	8	
Switch Phase						
Minimum Initial (s)	6.0	4.0	6.0	5.0	5.0	5.0
Minimum Split (s)	13.4	9.4	13.4	11.2	11.2	9.6
Total Split (s)	50.0	25.0	75.0	25.0	25.0	25.0
Total Split (%)	50.0%	25.0%	75.0%	25.0%	25.0%	25%
Yellow Time (s)	5.9	4.4	5.9	5.2	5.2	3.6
All-Red Time (s)	1.5	1.0	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.4	5.4	7.4		6.2	
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	42.9	6.3	50.1		18.9	
Actuated g/C Ratio	0.52	0.08	0.61		0.23	
v/c Ratio	0.88	0.28	0.52		0.10	
Control Delay	26.3	42.8	10.2		0.4	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	26.3	42.8	10.2		0.4	
LOS	C	D	B		A	
Approach Delay	26.3		11.3		0.4	
Approach LOS	C		B		A	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 82.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 19.7	Intersection LOS: B
Intersection Capacity Utilization 57.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Wasson Canyon Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1506	11	36	1045	0	16	0	24	0	0	0
Future Volume (veh/h)	0	1506	11	36	1045	0	16	0	24	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	1637	12	39	1136	0	17	0	26	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	1810	13	52	2119	0	189	25	234	0	471	0
Arrive On Green	0.00	0.49	0.49	0.03	0.59	0.00	0.25	0.00	0.25	0.00	0.00	0.00
Sat Flow, veh/h	0	3768	27	1810	3705	0	518	101	946	0	1900	0
Grp Volume(v), veh/h	0	804	845	39	1136	0	43	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1805	1895	1810	1805	0	1564	0	0	0	1900	0
Q Serve(g_s), s	0.0	33.5	33.6	1.8	15.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	33.5	33.6	1.8	15.6	0.0	1.6	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.01	1.00		0.00	0.40		0.60	0.00		0.00
Lane Grp Cap(c), veh/h	0	889	934	52	2119	0	449	0	0	0	471	0
V/C Ratio(X)	0.00	0.90	0.90	0.75	0.54	0.00	0.10	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	934	981	431	2964	0	449	0	0	0	471	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	19.1	19.1	39.7	10.2	0.0	23.9	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	11.7	11.4	7.9	0.2	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.9	14.5	0.8	4.6	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.8	30.5	47.6	10.5	0.0	24.3	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	C	C	D	B	A	C	A	A	A	A	A
Approach Vol, veh/h		1649			1175			43			0	
Approach Delay, s/veh		30.6			11.7			24.3			0.0	
Approach LOS		C			B			C				

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.8	48.0		26.6		55.7		26.6				
Change Period (Y+Rc), s	5.4	7.4		* 6.2		7.4		6.2				
Max Green Setting (Gmax), s	19.6	42.6		* 20		67.6		18.8				
Max Q Clear Time (g_c+I1), s	3.8	35.6		0.0		17.6		3.6				
Green Ext Time (p_c), s	0.0	5.0		0.0		8.9		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			22.8									
HCM 6th LOS			C									

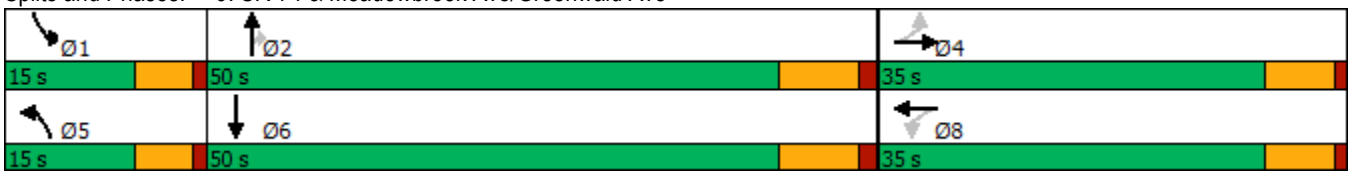
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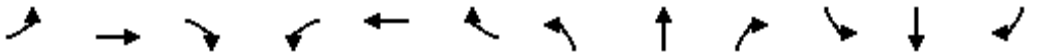
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	35	18	110	18	20	1238	216	59	935
Future Volume (vph)	35	18	110	18	20	1238	216	59	935
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.2	11.2	11.2	11.2	9.4	13.4	13.4	9.4	13.4
Total Split (s)	35.0	35.0	35.0	35.0	15.0	50.0	50.0	15.0	50.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	15.0%	50.0%	50.0%	15.0%	50.0%
Yellow Time (s)	5.2	5.2	5.2	5.2	4.4	5.9	5.9	4.4	5.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	5.4	7.4	7.4	5.4	7.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	11.6	11.6	11.6	11.6	5.5	45.5	45.5	7.0	51.3
Actuated g/C Ratio	0.14	0.14	0.14	0.14	0.07	0.56	0.56	0.09	0.63
v/c Ratio	0.19	0.14	0.58	0.25	0.17	0.64	0.23	0.40	0.45
Control Delay	32.7	20.8	44.7	15.4	40.3	15.9	2.4	43.4	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.7	20.8	44.7	15.4	40.3	15.9	2.4	43.4	10.1
LOS	C	C	D	B	D	B	A	D	B
Approach Delay		26.8		33.6		14.3			12.0
Approach LOS		C		C		B			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 81	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 15.0	Intersection LOS: B
Intersection Capacity Utilization 66.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: SR-74 & Meadowbrook Ave/Greenwald Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	18	16	110	18	49	20	1238	216	59	935	41
Future Volume (veh/h)	35	18	16	110	18	49	20	1238	216	59	935	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	19	17	116	19	52	21	1303	227	62	984	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	222	122	109	254	59	162	34	2058	918	80	2097	92
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.02	0.57	0.57	0.04	0.60	0.60
Sat Flow, veh/h	1348	923	826	1391	448	1227	1810	3610	1610	1810	3523	154
Grp Volume(v), veh/h	37	0	36	116	0	71	21	1303	227	62	504	523
Grp Sat Flow(s),veh/h/ln	1348	0	1749	1391	0	1676	1810	1805	1610	1810	1805	1872
Q Serve(g_s), s	1.9	0.0	1.4	6.0	0.0	2.9	0.9	18.2	5.3	2.5	11.7	11.7
Cycle Q Clear(g_c), s	4.8	0.0	1.4	7.4	0.0	2.9	0.9	18.2	5.3	2.5	11.7	11.7
Prop In Lane	1.00		0.47	1.00		0.73	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	222	0	230	254	0	221	34	2058	918	80	1074	1114
V/C Ratio(X)	0.17	0.00	0.16	0.46	0.00	0.32	0.61	0.63	0.25	0.78	0.47	0.47
Avail Cap(c_a), veh/h	564	0	674	607	0	646	232	2058	918	232	1074	1114
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.6	0.0	28.8	32.0	0.0	29.4	36.4	10.8	8.0	35.4	8.5	8.5
Incr Delay (d2), s/veh	0.3	0.0	0.2	0.9	0.0	0.6	6.5	1.5	0.6	5.9	1.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.6	2.0	0.0	1.2	0.4	5.4	1.5	1.1	3.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.8	0.0	29.0	33.0	0.0	30.0	42.9	12.3	8.7	41.3	10.0	9.9
LnGrp LOS	C	A	C	C	A	C	D	B	A	D	A	A
Approach Vol, veh/h		73			187			1551			1089	
Approach Delay, s/veh		30.4			31.9			12.2			11.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	50.0		16.0	6.8	51.9		16.0				
Change Period (Y+Rc), s	5.4	7.4		6.2	5.4	7.4		6.2				
Max Green Setting (Gmax), s	9.6	42.6		28.8	9.6	42.6		28.8				
Max Q Clear Time (g_c+I1), s	4.5	20.2		6.8	2.9	13.7		9.4				
Green Ext Time (p_c), s	0.0	6.1		0.2	0.0	6.2		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			13.7									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	27	1289	8	33	1050
Future Vol, veh/h	7	27	1289	8	33	1050
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	230	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	29	1386	9	35	1129

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2026	698	0	0	1395	0
Stage 1	1391	-	-	-	-	-
Stage 2	635	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	51	388	-	-	497	-
Stage 1	200	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	47	388	-	-	497	-
Mov Cap-2 Maneuver	145	-	-	-	-	-
Stage 1	200	-	-	-	-	-
Stage 2	461	-	-	-	-	-

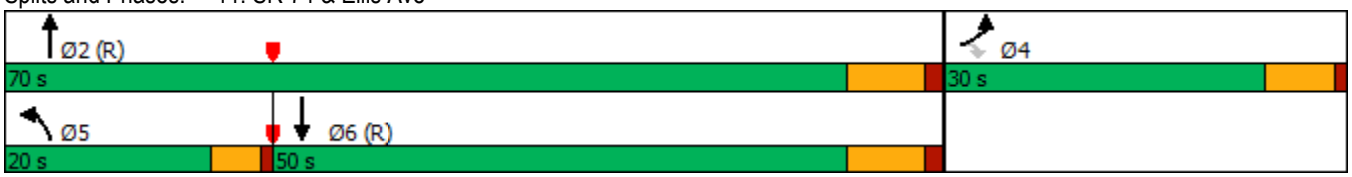
Approach	WB	NB	SB
HCM Control Delay, s	19.3	0	0.4
HCM LOS	C		

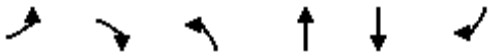
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	288	497	-
HCM Lane V/C Ratio	-	-	0.127	0.071	-
HCM Control Delay (s)	-	-	19.3	12.8	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	-

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	213	47	52	962	913
Future Volume (vph)	213	47	52	962	913
Turn Type	Prot	Perm	Prot	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	4.0	6.0	6.0
Minimum Split (s)	11.2	11.2	8.6	13.4	13.4
Total Split (s)	30.0	30.0	20.0	70.0	50.0
Total Split (%)	30.0%	30.0%	20.0%	70.0%	50.0%
Yellow Time (s)	5.2	5.2	3.6	5.9	5.9
All-Red Time (s)	1.0	1.0	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	4.6	7.4	7.4
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	17.8	17.8	7.6	68.6	58.2
Actuated g/C Ratio	0.18	0.18	0.08	0.69	0.58
v/c Ratio	0.74	0.16	0.42	0.43	0.57
Control Delay	52.4	15.0	52.7	8.2	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	52.4	15.0	52.7	8.2	16.0
LOS	D	B	D	A	B
Approach Delay	45.7			10.5	16.0
Approach LOS	D			B	B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 16.9	Intersection LOS: B
Intersection Capacity Utilization 60.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 11: SR-74 & Ellis Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	213	47	52	962	913	138
Future Volume (veh/h)	213	47	52	962	913	138
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	237	52	58	1069	1014	153
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	275	245	75	2570	1963	296
Arrive On Green	0.15	0.15	0.04	0.71	0.62	0.62
Sat Flow, veh/h	1810	1610	1810	3705	3240	474
Grp Volume(v), veh/h	237	52	58	1069	581	586
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1814
Q Serve(g_s), s	12.8	2.8	3.2	12.1	17.9	17.9
Cycle Q Clear(g_c), s	12.8	2.8	3.2	12.1	17.9	17.9
Prop In Lane	1.00	1.00	1.00			0.26
Lane Grp Cap(c), veh/h	275	245	75	2570	1127	1133
V/C Ratio(X)	0.86	0.21	0.77	0.42	0.52	0.52
Avail Cap(c_a), veh/h	431	383	279	2570	1127	1133
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.57	0.57
Uniform Delay (d), s/veh	41.4	37.1	47.4	5.9	10.4	10.4
Incr Delay (d2), s/veh	8.7	0.3	6.1	0.5	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	2.7	1.5	3.2	5.8	5.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.1	37.5	53.5	6.4	11.4	11.4
LnGrp LOS	D	D	D	A	B	B
Approach Vol, veh/h	289			1127	1167	
Approach Delay, s/veh	47.8			8.8	11.4	
Approach LOS	D			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		78.6		21.4	8.8	69.8
Change Period (Y+Rc), s		7.4		6.2	4.6	7.4
Max Green Setting (Gmax), s		62.6		23.8	15.4	42.6
Max Q Clear Time (g_c+I1), s		14.1		14.8	5.2	19.9
Green Ext Time (p_c), s		8.1		0.4	0.0	7.1

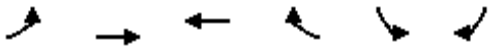
Intersection Summary		
HCM 6th Ctrl Delay		14.3
HCM 6th LOS		B

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	41	1121	988	411	35
Future Volume (vph)	41	1121	988	411	35
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	11.0	11.0	9.0	9.0
Total Split (s)	20.0	60.0	40.0	30.0	30.0
Total Split (%)	22.2%	66.7%	44.4%	33.3%	33.3%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	0.5	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	4.0	4.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	Max	Max
Act Effct Green (s)	6.7	54.0	47.3	26.0	26.0
Actuated g/C Ratio	0.07	0.60	0.53	0.29	0.29
v/c Ratio	0.31	0.52	0.77	0.41	0.07
Control Delay	44.9	11.5	20.8	27.3	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	44.9	11.5	20.8	27.3	8.7
LOS	D	B	C	C	A
Approach Delay		12.7	20.8	25.8	
Approach LOS		B	C	C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 18.4	Intersection LOS: B
Intersection Capacity Utilization 61.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 12: SR-74/4th St & Navajo Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	41	1121	988	443	411	35
Future Volume (veh/h)	41	1121	988	443	411	35
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	1121	988	443	411	35
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	101	2166	1232	543	1014	465
Arrive On Green	0.06	0.60	0.51	0.51	0.29	0.29
Sat Flow, veh/h	1810	3705	2532	1074	3510	1610
Grp Volume(v), veh/h	41	1121	727	704	411	35
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1707	1755	1610
Q Serve(g_s), s	2.0	16.2	30.0	31.2	8.5	1.4
Cycle Q Clear(g_c), s	2.0	16.2	30.0	31.2	8.5	1.4
Prop In Lane	1.00			0.63	1.00	1.00
Lane Grp Cap(c), veh/h	101	2166	913	863	1014	465
V/C Ratio(X)	0.41	0.52	0.80	0.82	0.41	0.08
Avail Cap(c_a), veh/h	332	2166	913	863	1014	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.13	0.13	1.00	1.00
Uniform Delay (d), s/veh	41.1	10.4	18.4	18.7	25.8	23.3
Incr Delay (d2), s/veh	0.9	0.8	1.0	1.2	1.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.5	10.9	10.8	3.6	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.9	11.2	19.4	19.9	27.0	23.6
LnGrp LOS	D	B	B	B	C	C
Approach Vol, veh/h		1162	1431		446	
Approach Delay, s/veh		12.3	19.7		26.7	
Approach LOS		B	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.0		30.0	8.5	51.5
Change Period (Y+Rc), s		6.0		4.0	3.5	6.0
Max Green Setting (Gmax), s		54.0		26.0	16.5	34.0
Max Q Clear Time (g_c+I1), s		18.2		10.5	4.0	33.2
Green Ext Time (p_c), s		7.2		1.4	0.0	0.5

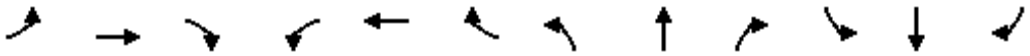
Intersection Summary	
HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	138	1196	37	1105	145	58	26	48
Future Volume (vph)	138	1196	37	1105	145	58	26	48
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	10.0	9.5	10.0	9.5	10.0	9.5	10.0
Total Split (s)	20.0	40.0	20.0	40.0	20.0	25.0	20.0	25.0
Total Split (%)	19.0%	38.1%	19.0%	38.1%	19.0%	23.8%	19.0%	23.8%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	12.8	47.3	7.1	37.7	13.1	32.9	6.4	22.4
Actuated g/C Ratio	0.12	0.45	0.07	0.36	0.12	0.31	0.06	0.21
v/c Ratio	0.74	0.92	0.35	1.01	0.76	0.11	0.27	0.33
Control Delay	65.7	39.5	55.0	64.1	67.0	17.5	53.3	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.7	39.5	55.0	64.1	67.0	17.5	53.3	10.4
LOS	E	D	D	E	E	B	D	B
Approach Delay		42.0		63.8		46.6		14.6
Approach LOS		D		E		D		B

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 48.2	Intersection LOS: D
Intersection Capacity Utilization 76.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 13: A St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	1196	70	37	1105	15	145	58	44	26	48	190
Future Volume (veh/h)	138	1196	70	37	1105	15	145	58	44	26	48	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	145	1259	74	39	1163	16	153	61	46	27	51	200
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	172	1514	89	53	1353	19	180	508	347	42	309	276
Arrive On Green	0.11	0.49	0.49	0.03	0.41	0.41	0.11	0.28	0.28	0.03	0.19	0.19
Sat Flow, veh/h	1629	3119	183	1629	3281	45	1629	1845	1262	1629	1625	1447
Grp Volume(v), veh/h	145	655	678	39	576	603	153	53	54	27	51	200
Grp Sat Flow(s),veh/h/ln	1629	1625	1677	1629	1625	1702	1629	1625	1483	1629	1625	1447
Q Serve(g_s), s	9.2	36.5	36.7	2.5	33.9	33.9	9.7	2.6	2.9	1.7	2.8	13.6
Cycle Q Clear(g_c), s	9.2	36.5	36.7	2.5	33.9	33.9	9.7	2.6	2.9	1.7	2.8	13.6
Prop In Lane	1.00		0.11	1.00		0.03	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	172	789	814	53	670	702	180	447	408	42	309	276
V/C Ratio(X)	0.84	0.83	0.83	0.74	0.86	0.86	0.85	0.12	0.13	0.64	0.16	0.73
Avail Cap(c_a), veh/h	240	789	814	240	670	702	240	447	408	240	309	276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.34	0.34	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	23.3	23.3	50.4	28.1	28.1	45.8	28.5	28.6	50.6	35.5	39.9
Incr Delay (d2), s/veh	11.4	8.7	8.6	2.6	5.2	4.9	15.2	0.5	0.7	5.8	1.1	15.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	14.5	15.0	1.0	13.5	14.1	4.7	1.1	1.1	0.8	1.2	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.5	32.0	31.9	53.0	33.2	33.0	61.1	29.1	29.3	56.5	36.7	55.3
LnGrp LOS	E	C	C	D	C	C	E	C	C	E	D	E
Approach Vol, veh/h		1478			1218			260			278	
Approach Delay, s/veh		34.5			33.8			47.9			52.0	
Approach LOS		C			C			D			D	

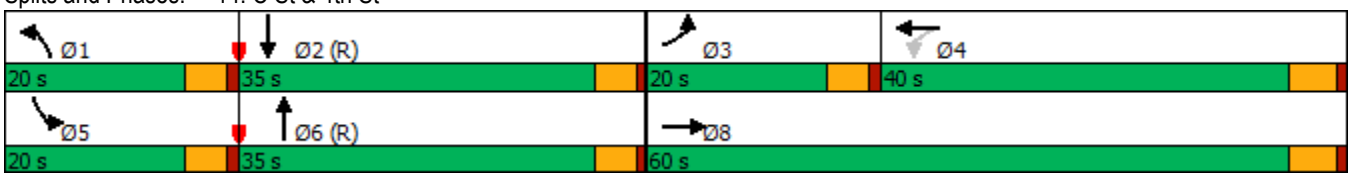
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	56.0	16.1	25.0	15.6	48.3	7.2	33.9
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	15.5	35.0	15.5	20.0	15.5	35.0	15.5	20.0
Max Q Clear Time (g_c+I1), s	4.5	38.7	11.7	15.6	11.2	35.9	3.7	4.9
Green Ext Time (p_c), s	0.0	0.0	0.1	0.4	0.1	0.0	0.0	0.3

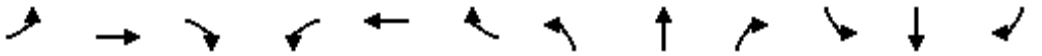
Intersection Summary	
HCM 6th Ctrl Delay	36.8
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	294	937	1	767	2	29	24	31
Future Volume (vph)	294	937	1	767	2	29	24	31
Turn Type	Prot	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases	3	8		4	1	6	5	2
Permitted Phases			4					
Detector Phase	3	8	4	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	10.1	10.1	9.6	9.6	9.6	9.6
Total Split (s)	20.0	60.0	40.0	40.0	20.0	35.0	20.0	35.0
Total Split (%)	17.4%	52.2%	34.8%	34.8%	17.4%	30.4%	17.4%	30.4%
Yellow Time (s)	3.6	4.1	4.1	4.1	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1		5.1	4.6	4.6	4.6	4.6
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	15.4	52.4		32.4	5.0	45.8	6.3	50.9
Actuated g/C Ratio	0.13	0.46		0.28	0.04	0.40	0.05	0.44
v/c Ratio	1.31	0.62		0.89	0.03	0.06	0.26	0.52
Control Delay	206.4	25.3		51.3	53.5	20.9	58.1	5.2
Queue Delay	0.0	0.0		3.1	0.0	0.0	0.0	0.0
Total Delay	206.4	25.3		54.4	53.5	20.9	58.1	5.2
LOS	F	C		D	D	C	E	A
Approach Delay		68.4		54.4		22.4		7.8
Approach LOS		E		D		C		A

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.31	
Intersection Signal Delay: 51.6	Intersection LOS: D
Intersection Capacity Utilization 89.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 14: C St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	294	937	5	1	767	31	2	29	9	24	31	441
Future Volume (veh/h)	294	937	5	1	767	31	2	29	9	24	31	441
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	316	1008	5	1	825	33	2	31	10	26	33	474
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	242	1617	8	32	918	37	5	567	183	44	46	659
Arrive On Green	0.13	0.44	0.44	0.26	0.26	0.26	0.00	0.41	0.41	0.02	0.43	0.43
Sat Flow, veh/h	1810	3683	18	1	3463	138	1810	1376	444	1810	106	1518
Grp Volume(v), veh/h	316	494	519	453	0	406	2	0	41	26	0	507
Grp Sat Flow(s),veh/h/ln	1810	1805	1897	1899	0	1703	1810	0	1819	1810	0	1624
Q Serve(g_s), s	15.4	24.3	24.3	0.2	0.0	26.5	0.1	0.0	1.6	1.6	0.0	29.5
Cycle Q Clear(g_c), s	15.4	24.3	24.3	26.4	0.0	26.5	0.1	0.0	1.6	1.6	0.0	29.5
Prop In Lane	1.00		0.01	0.00		0.08	1.00		0.24	1.00		0.93
Lane Grp Cap(c), veh/h	242	792	832	534	0	451	5	0	750	44	0	705
V/C Ratio(X)	1.30	0.62	0.62	0.85	0.00	0.90	0.41	0.00	0.05	0.59	0.00	0.72
Avail Cap(c_a), veh/h	242	862	905	607	0	517	242	0	750	242	0	705
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.31	0.31	0.31	0.61	0.00	0.61	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.8	24.9	24.9	40.8	0.0	40.8	57.3	0.0	20.3	55.5	0.0	26.8
Incr Delay (d2), s/veh	146.1	0.3	0.2	5.6	0.0	10.7	19.3	0.0	0.1	4.5	0.0	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.7	10.1	10.7	12.9	0.0	12.2	0.1	0.0	0.7	0.8	0.0	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	195.9	25.2	25.2	46.4	0.0	51.5	76.5	0.0	20.5	60.0	0.0	33.0
LnGrp LOS	F	C	C	D	A	D	E	A	C	E	A	C
Approach Vol, veh/h		1329			859			43			533	
Approach Delay, s/veh		65.8			48.8			23.1			34.3	
Approach LOS		E			D			C			C	

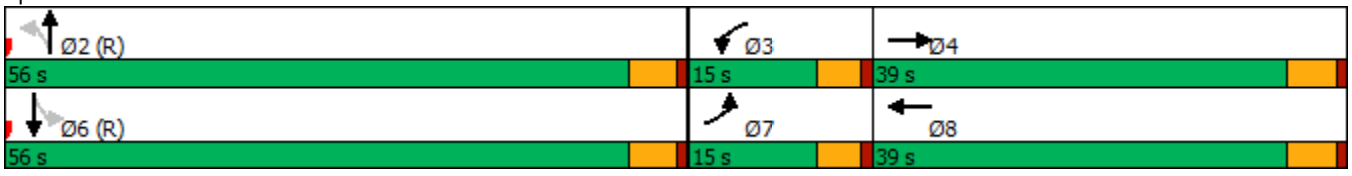
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	54.5	20.0	35.6	7.4	52.0		55.6				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.1	4.6	4.6		5.1				
Max Green Setting (Gmax), s	15.4	30.4	15.4	34.9	15.4	30.4		54.9				
Max Q Clear Time (g_c+I1), s	2.1	31.5	17.4	28.5	3.6	3.6		26.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.0	0.0	0.1		4.3				

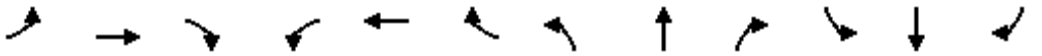
Intersection Summary	
HCM 6th Ctrl Delay	53.8
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	123	825	49	667	36	90	45	127
Future Volume (vph)	123	825	49	667	36	90	45	127
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	9.6	10.1	10.0	10.0	10.0	10.0
Total Split (s)	15.0	39.0	15.0	39.0	56.0	56.0	56.0	56.0
Total Split (%)	13.6%	35.5%	13.6%	35.5%	50.9%	50.9%	50.9%	50.9%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	9.8	32.1	7.5	27.9	57.6	57.6	57.6	57.6
Actuated g/C Ratio	0.09	0.29	0.07	0.25	0.52	0.52	0.52	0.52
v/c Ratio	0.77	0.81	0.40	0.77	0.06	0.13	0.07	0.24
Control Delay	79.1	43.2	57.9	43.4	15.7	12.8	15.6	13.2
Queue Delay	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.1	44.6	57.9	43.4	15.7	12.8	15.6	13.2
LOS	E	D	E	D	B	B	B	B
Approach Delay		48.9		44.4		13.4		13.6
Approach LOS		D		D		B		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 10 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 40.3	Intersection LOS: D
Intersection Capacity Utilization 61.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 15: D St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	825	21	49	667	23	36	90	35	45	127	96
Future Volume (veh/h)	123	825	21	49	667	23	36	90	35	45	127	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	124	833	21	49	674	23	36	91	35	45	128	97
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	152	967	24	64	784	27	647	733	282	741	562	426
Arrive On Green	0.08	0.27	0.27	0.04	0.22	0.22	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	1810	3598	91	1810	3557	121	1168	1304	501	1277	1000	757
Grp Volume(v), veh/h	124	418	436	49	342	355	36	0	126	45	0	225
Grp Sat Flow(s),veh/h/ln	1810	1805	1883	1810	1805	1873	1168	0	1805	1277	0	1757
Q Serve(g_s), s	7.4	24.2	24.2	3.0	20.0	20.1	1.8	0.0	3.6	1.9	0.0	7.1
Cycle Q Clear(g_c), s	7.4	24.2	24.2	3.0	20.0	20.1	8.8	0.0	3.6	5.5	0.0	7.1
Prop In Lane	1.00		0.05	1.00		0.06	1.00		0.28	1.00		0.43
Lane Grp Cap(c), veh/h	152	485	506	64	398	413	647	0	1015	741	0	988
V/C Ratio(X)	0.82	0.86	0.86	0.77	0.86	0.86	0.06	0.00	0.12	0.06	0.00	0.23
Avail Cap(c_a), veh/h	171	556	580	171	556	577	647	0	1015	741	0	988
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	0.88	0.88	0.88	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.6	38.3	38.3	52.6	41.2	41.2	14.3	0.0	11.3	12.6	0.0	12.1
Incr Delay (d2), s/veh	16.6	8.4	8.0	6.2	6.4	6.3	0.2	0.0	0.3	0.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	11.7	12.2	1.4	9.4	9.8	0.5	0.0	1.5	0.6	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.2	46.6	46.3	58.8	47.7	47.5	14.5	0.0	11.6	12.8	0.0	12.6
LnGrp LOS	E	D	D	E	D	D	B	A	B	B	A	B
Approach Vol, veh/h		978			746			162			270	
Approach Delay, s/veh		49.0			48.3			12.2			12.7	
Approach LOS		D			D			B			B	

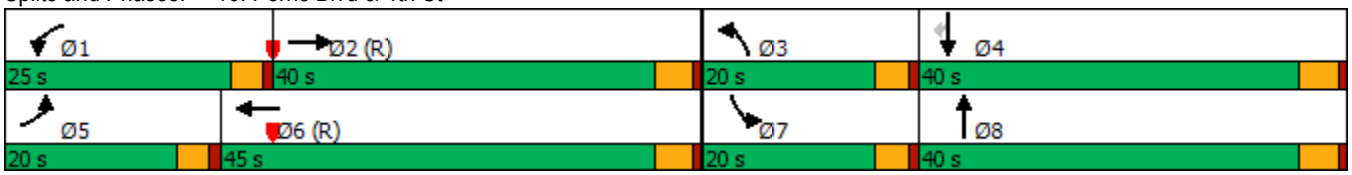
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		66.8	8.5	34.7		66.8	13.8	29.3				
Change Period (Y+Rc), s		5.0	4.6	5.1		5.0	4.6	5.1				
Max Green Setting (Gmax), s		51.0	10.4	33.9		51.0	10.4	33.9				
Max Q Clear Time (g_c+I1), s		10.8	5.0	26.2		9.1	9.4	22.1				
Green Ext Time (p_c), s		0.6	0.0	2.3		1.0	0.0	2.2				

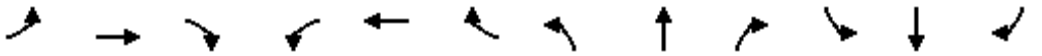
Intersection Summary												
HCM 6th Ctrl Delay			41.4									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	276	573	63	473	41	286	87	298	210
Future Volume (vph)	276	573	63	473	41	286	87	298	210
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.6	9.0	9.6	9.0	9.6	9.0	9.6	9.6
Total Split (s)	20.0	40.0	25.0	45.0	20.0	40.0	20.0	40.0	40.0
Total Split (%)	16.0%	32.0%	20.0%	36.0%	16.0%	32.0%	16.0%	32.0%	32.0%
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?		Yes	Yes			Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	16.0	48.9	9.4	40.4	7.8	40.2	11.2	45.4	45.4
Actuated g/C Ratio	0.13	0.39	0.08	0.32	0.06	0.32	0.09	0.36	0.36
v/c Ratio	1.38	0.50	0.54	0.53	0.42	0.33	0.62	0.49	0.33
Control Delay	237.6	31.4	70.7	35.9	68.0	32.7	72.3	35.6	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	237.6	31.4	70.7	35.9	68.0	32.7	72.3	35.6	5.3
LOS	F	C	E	D	E	C	E	D	A
Approach Delay		95.3		39.6		36.6		30.3	
Approach LOS		F		D		D		C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.38	
Intersection Signal Delay: 57.2	Intersection LOS: E
Intersection Capacity Utilization 69.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 16: Perris Blvd & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	276	573	43	63	473	55	41	286	43	87	298	210
Future Volume (veh/h)	276	573	43	63	473	55	41	286	43	87	298	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	285	591	44	65	488	57	42	295	44	90	307	216
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	208	1412	105	81	1124	131	52	804	119	110	545	462
Arrive On Green	0.13	0.46	0.46	0.05	0.38	0.38	0.03	0.28	0.28	0.07	0.32	0.32
Sat Flow, veh/h	1629	3060	227	1629	2931	341	1629	2840	419	1629	1710	1448
Grp Volume(v), veh/h	285	313	322	65	270	275	42	167	172	90	307	216
Grp Sat Flow(s),veh/h/ln	1629	1625	1663	1629	1625	1647	1629	1625	1634	1629	1710	1448
Q Serve(g_s), s	16.0	16.1	16.2	4.9	15.3	15.5	3.2	10.3	10.5	6.8	18.6	14.9
Cycle Q Clear(g_c), s	16.0	16.1	16.2	4.9	15.3	15.5	3.2	10.3	10.5	6.8	18.6	14.9
Prop In Lane	1.00		0.14	1.00		0.21	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	208	749	767	81	623	631	52	460	463	110	545	462
V/C Ratio(X)	1.37	0.42	0.42	0.80	0.43	0.44	0.80	0.36	0.37	0.82	0.56	0.47
Avail Cap(c_a), veh/h	208	749	767	274	623	631	208	460	463	208	545	462
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.54	0.54	0.54	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	22.5	22.5	58.7	28.5	28.5	60.1	35.8	35.9	57.5	35.3	34.1
Incr Delay (d2), s/veh	181.1	0.9	0.9	6.2	2.1	2.1	10.2	2.2	2.3	5.4	4.2	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.0	6.2	6.4	2.2	6.3	6.4	1.5	4.3	4.5	3.0	8.3	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	235.6	23.4	23.4	64.9	30.5	30.6	70.3	38.0	38.2	62.9	39.5	37.5
LnGrp LOS	F	C	C	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		920			610			381			613	
Approach Delay, s/veh		89.1			34.2			41.6			42.2	
Approach LOS		F			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	62.3	8.0	44.5	20.0	52.5	12.5	40.0
Change Period (Y+Rc), s	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6
Max Green Setting (Gmax), s	21.0	35.4	16.0	35.4	16.0	40.4	16.0	35.4
Max Q Clear Time (g_c+I1), s	6.9	18.2	5.2	20.6	18.0	17.5	8.8	12.5
Green Ext Time (p_c), s	0.0	2.2	0.0	1.3	0.0	2.0	0.0	1.2

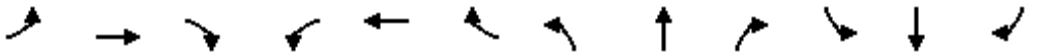
Intersection Summary	
HCM 6th Ctrl Delay	57.3
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	60	620	48	521	23	59	66	60
Future Volume (vph)	60	620	48	521	23	59	66	60
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	10.5	10.5	10.5	10.5
Total Split (s)	20.0	35.0	20.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	22.2%	38.9%	22.2%	38.9%	38.9%	38.9%	38.9%	38.9%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	8.5	40.8	7.9	38.0	29.5	29.5	29.5	29.5
Actuated g/C Ratio	0.09	0.45	0.09	0.42	0.33	0.33	0.33	0.33
v/c Ratio	0.36	0.40	0.31	0.37	0.06	0.21	0.16	0.20
Control Delay	43.5	18.6	51.4	11.5	21.3	12.3	22.9	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.5	18.6	51.4	11.5	21.3	12.3	22.9	13.2
LOS	D	B	D	B	C	B	C	B
Approach Delay		20.8		14.7		13.7		16.7
Approach LOS		C		B		B		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 49.4 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.40	
Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 51.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 17: G St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	620	16	48	521	26	23	59	68	66	60	56
Future Volume (veh/h)	60	620	16	48	521	26	23	59	68	66	60	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	62	639	16	49	537	27	24	61	70	68	62	58
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	1638	41	71	1571	79	438	264	303	427	295	276
Arrive On Green	0.04	0.46	0.46	0.08	0.90	0.90	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3598	90	1810	3494	175	1286	805	923	1274	900	842
Grp Volume(v), veh/h	62	320	335	49	277	287	24	0	131	68	0	120
Grp Sat Flow(s),veh/h/ln	1810	1805	1883	1810	1805	1864	1286	0	1728	1274	0	1743
Q Serve(g_s), s	3.0	10.6	10.6	2.4	2.0	2.0	1.2	0.0	5.0	3.7	0.0	4.5
Cycle Q Clear(g_c), s	3.0	10.6	10.6	2.4	2.0	2.0	5.7	0.0	5.0	8.7	0.0	4.5
Prop In Lane	1.00		0.05	1.00		0.09	1.00		0.53	1.00		0.48
Lane Grp Cap(c), veh/h	81	822	857	71	812	838	438	0	566	427	0	571
V/C Ratio(X)	0.76	0.39	0.39	0.69	0.34	0.34	0.05	0.00	0.23	0.16	0.00	0.21
Avail Cap(c_a), veh/h	312	822	857	312	812	838	438	0	566	427	0	571
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.91	0.91	0.91	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.5	16.2	16.2	40.9	2.6	2.6	23.9	0.0	22.0	25.2	0.0	21.8
Incr Delay (d2), s/veh	11.8	1.2	1.1	10.3	1.0	1.0	0.2	0.0	1.0	0.8	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.4	4.5	1.2	0.8	0.8	0.4	0.0	2.2	1.2	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.3	17.4	17.4	51.3	3.6	3.6	24.1	0.0	23.0	25.9	0.0	22.7
LnGrp LOS	D	B	B	D	A	A	C	A	C	C	A	C
Approach Vol, veh/h		717			613			155			188	
Approach Delay, s/veh		20.6			7.4			23.1			23.9	
Approach LOS		C			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	47.0		35.0	8.5	46.5		35.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	29.0		29.5	15.5	29.0		29.5				
Max Q Clear Time (g_c+I1), s	4.4	12.6		10.7	5.0	4.0		7.7				
Green Ext Time (p_c), s	0.1	3.5		0.8	0.1	3.4		0.8				

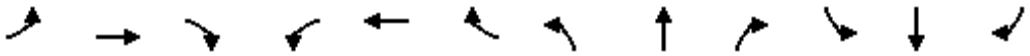
Intersection Summary			
HCM 6th Ctrl Delay		16.4	
HCM 6th LOS		B	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	44	641	20	545	29	17	188	12
Future Volume (vph)	44	641	20	545	29	17	188	12
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	15.5	15.5	10.5	10.5
Total Split (s)	20.0	35.0	20.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	22.2%	38.9%	22.2%	38.9%	38.9%	38.9%	38.9%	38.9%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0		5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.7	44.1	6.6	41.0		29.5		29.5
Actuated g/C Ratio	0.09	0.49	0.07	0.46		0.33		0.33
v/c Ratio	0.29	0.40	0.16	0.42		0.10		0.55
Control Delay	50.2	10.3	41.2	18.0		21.9		28.9
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	50.2	10.3	41.2	18.0		21.9		28.9
LOS	D	B	D	B		C		C
Approach Delay		12.7		18.7		21.9		28.9
Approach LOS		B		B		C		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 49.4 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 54.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 18: Wilkerson Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	641	44	20	545	112	29	17	0	188	12	45
Future Volume (veh/h)	44	641	44	20	545	112	29	17	0	188	12	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	661	45	21	562	115	30	18	0	194	12	46
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	68	1618	110	41	1359	277	371	209	0	436	33	89
Arrive On Green	0.08	0.94	0.94	0.02	0.46	0.46	0.33	0.33	0.00	0.33	0.33	0.33
Sat Flow, veh/h	1810	3429	233	1810	2974	606	935	638	0	1114	99	271
Grp Volume(v), veh/h	45	348	358	21	340	337	48	0	0	252	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1858	1810	1805	1775	1573	0	0	1485	0	0
Q Serve(g_s), s	2.2	1.6	1.6	1.0	11.4	11.4	0.0	0.0	0.0	10.4	0.0	0.0
Cycle Q Clear(g_c), s	2.2	1.6	1.6	1.0	11.4	11.4	1.6	0.0	0.0	12.1	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.34	0.62		0.00	0.77		0.18
Lane Grp Cap(c), veh/h	68	852	876	41	825	811	581	0	0	557	0	0
V/C Ratio(X)	0.66	0.41	0.41	0.51	0.41	0.42	0.08	0.00	0.00	0.45	0.00	0.00
Avail Cap(c_a), veh/h	312	852	876	312	825	811	581	0	0	557	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.89	0.89	0.89	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.1	1.4	1.4	43.5	16.4	16.4	20.9	0.0	0.0	24.3	0.0	0.0
Incr Delay (d2), s/veh	9.8	1.3	1.3	8.5	1.4	1.4	0.3	0.0	0.0	2.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.7	0.7	0.6	4.7	4.7	0.7	0.0	0.0	4.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.9	2.7	2.7	52.0	17.7	17.8	21.1	0.0	0.0	26.9	0.0	0.0
LnGrp LOS	D	A	A	D	B	B	C	A	A	C	A	A
Approach Vol, veh/h		751			698			48			252	
Approach Delay, s/veh		5.6			18.8			21.1			26.9	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	48.5		35.0	7.9	47.1		35.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	29.0		29.5	15.5	29.0		29.5				
Max Q Clear Time (g_c+I1), s	3.0	3.6		14.1	4.2	13.4		3.6				
Green Ext Time (p_c), s	0.0	4.4		1.2	0.0	3.7		0.2				

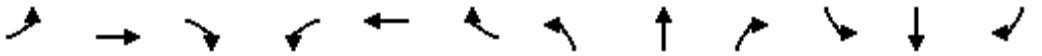
Intersection Summary			
HCM 6th Ctrl Delay		14.4	
HCM 6th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	788	25	64	10	18	51	307	8	28	305	607
Future Volume (vph)	788	25	64	10	18	51	307	8	28	305	607
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	9.5	11.0	9.5	11.0	11.0	9.5	11.0	11.0
Total Split (s)	40.0	55.0	55.0	25.0	40.0	25.0	35.0	35.0	25.0	35.0	35.0
Total Split (%)	28.6%	39.3%	39.3%	17.9%	28.6%	17.9%	25.0%	25.0%	17.9%	25.0%	25.0%
Yellow Time (s)	5.0	5.0	5.0	3.5	5.0	3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	34.0	69.2	69.2	6.5	34.0	9.6	45.9	45.9	7.8	42.0	42.0
Actuated g/C Ratio	0.24	0.49	0.49	0.05	0.24	0.07	0.33	0.33	0.06	0.30	0.30
v/c Ratio	1.00	0.03	0.08	0.13	0.10	0.44	0.28	0.01	0.30	0.30	0.50
Control Delay	82.6	20.6	2.1	67.0	13.9	73.0	37.0	0.0	70.3	40.0	4.3
Queue Delay	6.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.0	20.6	2.1	67.0	13.9	73.0	37.0	0.0	70.3	40.0	4.3
LOS	F	C	A	E	B	E	D	A	E	D	A
Approach Delay		80.7			20.0		41.2			17.8	
Approach LOS		F			C		D			B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 40 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 45.9	Intersection LOS: D
Intersection Capacity Utilization 55.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 19: Redlands Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	788	25	64	10	18	61	51	307	8	28	305	607
Future Volume (veh/h)	788	25	64	10	18	61	51	307	8	28	305	607
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	847	27	69	11	19	66	55	330	9	30	328	653
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	853	1122	951	22	631	562	72	802	358	45	748	587
Arrive On Green	0.24	0.59	0.59	0.01	0.35	0.35	0.04	0.22	0.22	0.02	0.21	0.21
Sat Flow, veh/h	3510	1900	1610	1810	1805	1608	1810	3610	1610	1810	3610	2834
Grp Volume(v), veh/h	847	27	69	11	19	66	55	330	9	30	328	653
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1608	1810	1805	1610	1810	1805	1417
Q Serve(g_s), s	33.7	0.8	2.6	0.8	1.0	3.9	4.2	11.0	0.6	2.3	11.1	29.0
Cycle Q Clear(g_c), s	33.7	0.8	2.6	0.8	1.0	3.9	4.2	11.0	0.6	2.3	11.1	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	853	1122	951	22	631	562	72	802	358	45	748	587
V/C Ratio(X)	0.99	0.02	0.07	0.49	0.03	0.12	0.77	0.41	0.03	0.67	0.44	1.11
Avail Cap(c_a), veh/h	853	1122	951	265	631	562	265	802	358	265	748	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	52.9	11.9	12.2	68.7	29.9	30.9	66.6	46.6	42.6	67.7	48.4	55.5
Incr Delay (d2), s/veh	27.9	0.0	0.1	15.5	0.1	0.4	15.5	1.6	0.1	15.7	1.8	71.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.0	0.4	1.0	0.5	0.4	1.6	2.3	5.1	0.3	1.3	5.2	16.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.8	11.9	12.4	84.2	30.0	31.3	82.1	48.2	42.7	83.4	50.2	126.8
LnGrp LOS	F	B	B	F	C	C	F	D	D	F	D	F
Approach Vol, veh/h		943			96			394			1011	
Approach Delay, s/veh		73.8			37.1			52.8			100.6	
Approach LOS		E			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	88.7	10.1	35.0	40.0	54.9	7.9	37.1
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	6.0	4.5	6.0
Max Green Setting (Gmax), s	20.5	49.0	20.5	29.0	34.0	34.0	20.5	29.0
Max Q Clear Time (g_c+I1), s	2.8	4.6	6.2	31.0	35.7	5.9	4.3	13.0
Green Ext Time (p_c), s	0.0	0.4	0.1	0.0	0.0	0.4	0.0	1.9

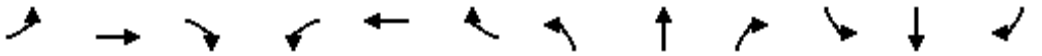
Intersection Summary	
HCM 6th Ctrl Delay	80.1
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	188	5	191	736	420	348	749
Future Volume (vph)	188	5	191	736	420	348	749
Turn Type	Split	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5	10.5	11.0	11.0	9.5	11.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	25.0	60.0
Total Split (%)	36.8%	36.8%	36.8%	36.8%	36.8%	26.3%	63.2%
Yellow Time (s)	4.5	4.5	4.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	6.0	6.0	4.5	6.0
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	13.5	13.5	13.5	50.5	50.5	15.0	70.0
Actuated g/C Ratio	0.14	0.14	0.14	0.53	0.53	0.16	0.74
v/c Ratio	0.57	0.48	0.39	0.22	0.25	0.65	0.29
Control Delay	46.2	25.1	9.8	13.1	2.0	45.9	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	46.2	25.1	9.8	13.1	2.0	45.9	4.4
LOS	D	C	A	B	A	D	A
Approach Delay		27.6		9.1			17.6
Approach LOS		C		A			B

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 15.3	Intersection LOS: B
Intersection Capacity Utilization 51.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 20: Redlands Ave & I-215 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	5	191	0	0	0	0	736	420	348	749	0
Future Volume (veh/h)	188	5	191	0	0	0	0	736	420	348	749	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	258	0	132				0	759	433	359	772	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	412	0	183				0	3866	1676	444	2763	0
Arrive On Green	0.11	0.00	0.11				0.00	0.59	0.59	0.25	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	6802	2834	3510	3705	0
Grp Volume(v), veh/h	258	0	132				0	759	433	359	772	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1417	1755	1805	0
Q Serve(g_s), s	6.5	0.0	7.5				0.0	5.1	7.0	9.1	0.0	0.0
Cycle Q Clear(g_c), s	6.5	0.0	7.5				0.0	5.1	7.0	9.1	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	412	0	183				0	3866	1676	444	2763	0
V/C Ratio(X)	0.63	0.00	0.72				0.00	0.20	0.26	0.81	0.28	0.00
Avail Cap(c_a), veh/h	1124	0	500				0	3866	1676	758	2763	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.51	0.51	0.93	0.93	0.00
Uniform Delay (d), s/veh	40.2	0.0	40.6				0.0	9.0	9.4	34.4	0.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	5.3				0.0	0.1	0.2	3.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	3.2				0.0	1.7	2.0	3.6	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	0.0	45.9				0.0	9.0	9.5	37.7	0.2	0.0
LnGrp LOS	D	A	D				A	A	A	D	A	A
Approach Vol, veh/h		390						1192			1131	
Approach Delay, s/veh		43.2						9.2			12.1	
Approach LOS		D						A			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	16.5	62.2		16.3		78.7
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	20.5	29.0		29.5		54.0
Max Q Clear Time (g_c+I1), s	11.1	9.0		9.5		2.0
Green Ext Time (p_c), s	0.9	7.0		1.3		6.2

Intersection Summary			
HCM 6th Ctrl Delay			15.3
HCM 6th LOS			B

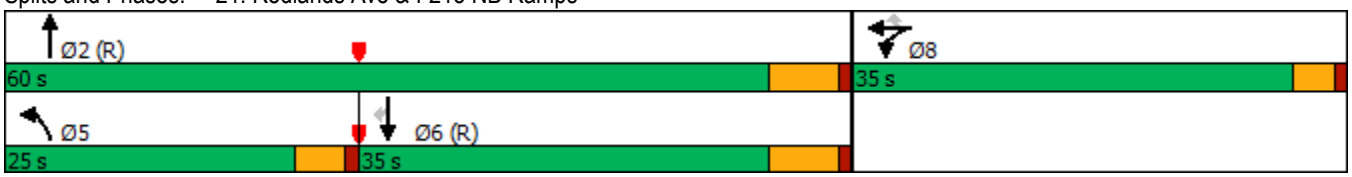
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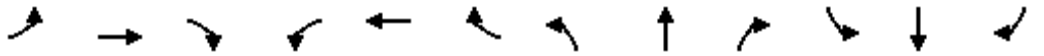
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	369	0	535	173	751	728	112
Future Volume (vph)	369	0	535	173	751	728	112
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.0	9.0	9.5	11.0	11.0	11.0
Total Split (s)	35.0	35.0	35.0	25.0	60.0	35.0	35.0
Total Split (%)	36.8%	36.8%	36.8%	26.3%	63.2%	36.8%	36.8%
Yellow Time (s)	3.0	3.0	3.0	3.5	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.5	6.0	6.0	6.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	25.3	25.3	25.3	10.2	59.7	45.0	45.0
Actuated g/C Ratio	0.27	0.27	0.27	0.11	0.63	0.47	0.47
v/c Ratio	0.71	0.58	0.57	0.48	0.34	0.24	0.14
Control Delay	40.0	16.0	15.5	61.2	7.5	16.4	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	40.0	16.0	15.5	61.2	7.6	16.4	4.2
LOS	D	B	B	E	A	B	A
Approach Delay		24.2			17.6	14.8	
Approach LOS		C			B	B	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 18.9	Intersection LOS: B
Intersection Capacity Utilization 51.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 21: Redlands Ave & I-215 NB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	369	0	535	173	751	0	0	728	112
Future Volume (veh/h)	0	0	0	369	0	535	173	751	0	0	728	112
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				256	0	694	180	782	0	0	758	117
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				462	0	823	260	2308	0	0	3385	832
Arrive On Green				0.26	0.00	0.26	0.15	1.00	0.00	0.00	0.52	0.52
Sat Flow, veh/h				1810	0	3220	3510	3705	0	0	6802	1606
Grp Volume(v), veh/h				256	0	694	180	782	0	0	758	117
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1634	1606
Q Serve(g_s), s				11.7	0.0	19.4	4.6	0.0	0.0	0.0	6.0	3.6
Cycle Q Clear(g_c), s				11.7	0.0	19.4	4.6	0.0	0.0	0.0	6.0	3.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				462	0	823	260	2308	0	0	3385	832
V/C Ratio(X)				0.55	0.00	0.84	0.69	0.34	0.00	0.00	0.22	0.14
Avail Cap(c_a), veh/h				590	0	1051	758	2308	0	0	3385	832
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.97	0.97	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				30.7	0.0	33.6	39.5	0.0	0.0	0.0	12.5	11.9
Incr Delay (d2), s/veh				1.0	0.0	5.1	3.2	0.4	0.0	0.0	0.2	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.1	0.0	8.0	2.0	0.1	0.0	0.0	2.1	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				31.7	0.0	38.7	42.7	0.4	0.0	0.0	12.6	12.3
LnGrp LOS				C	A	D	D	A	A	A	B	B
Approach Vol, veh/h					950			962			875	
Approach Delay, s/veh					36.8			8.3			12.6	
Approach LOS					D			A			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		66.7			11.5	55.2		28.3				
Change Period (Y+Rc), s		6.0			4.5	6.0		4.0				
Max Green Setting (Gmax), s		54.0			20.5	29.0		31.0				
Max Q Clear Time (g_c+I1), s		2.0			6.6	8.0		21.4				
Green Ext Time (p_c), s		6.7			0.5	5.5		2.8				

Intersection Summary												
HCM 6th Ctrl Delay			19.4									
HCM 6th LOS			B									

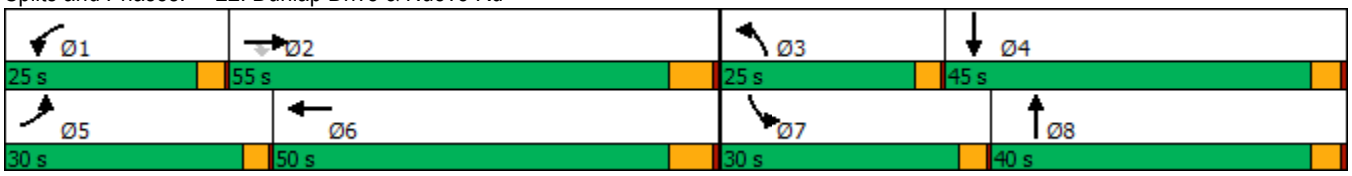
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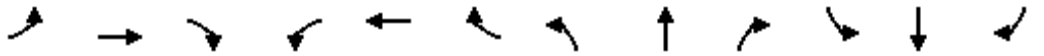
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	24	356	58	32	251	16	116	95	81
Future Volume (vph)	24	356	58	32	251	16	116	95	81
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Minimum Split (s)	8.5	21.0	21.0	8.5	12.0	8.5	20.2	8.5	29.2
Total Split (s)	30.0	55.0	55.0	25.0	50.0	25.0	40.0	30.0	45.0
Total Split (%)	20.0%	36.7%	36.7%	16.7%	33.3%	16.7%	26.7%	20.0%	30.0%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	3.2	3.0	3.2
All-Red Time (s)	0.5	1.0	1.0	0.5	1.0	0.5	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	3.5	4.2	3.5	4.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	6.0	26.4	26.4	6.4	26.8	5.6	36.9	10.5	47.6
Actuated g/C Ratio	0.06	0.28	0.28	0.07	0.29	0.06	0.39	0.11	0.51
v/c Ratio	0.23	0.74	0.12	0.29	0.64	0.17	0.24	0.52	0.13
Control Delay	52.6	40.5	3.9	53.2	35.2	52.2	23.2	52.2	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	40.5	3.9	53.2	35.2	52.2	23.2	52.2	16.3
LOS	D	D	A	D	D	D	C	D	B
Approach Delay		36.3			36.9		25.9		32.9
Approach LOS		D			D		C		C

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 93.7	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 34.3	Intersection LOS: C
Intersection Capacity Utilization 51.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 22: Dunlap Drive & Nuevo Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	356	58	32	251	55	16	116	41	95	81	30
Future Volume (veh/h)	24	356	58	32	251	55	16	116	41	95	81	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	396	64	36	279	61	18	129	46	106	90	33
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	50	494	419	61	402	88	37	571	204	137	640	235
Arrive On Green	0.03	0.26	0.26	0.03	0.27	0.27	0.02	0.43	0.43	0.08	0.48	0.48
Sat Flow, veh/h	1810	1900	1610	1810	1510	330	1810	1337	477	1810	1326	486
Grp Volume(v), veh/h	27	396	64	36	0	340	18	0	175	106	0	123
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1841	1810	0	1814	1810	0	1812
Q Serve(g_s), s	1.2	16.5	2.6	1.7	0.0	14.1	0.8	0.0	5.2	4.9	0.0	3.2
Cycle Q Clear(g_c), s	1.2	16.5	2.6	1.7	0.0	14.1	0.8	0.0	5.2	4.9	0.0	3.2
Prop In Lane	1.00		1.00	1.00		0.18	1.00		0.26	1.00		0.27
Lane Grp Cap(c), veh/h	50	494	419	61	0	490	37	0	775	137	0	874
V/C Ratio(X)	0.54	0.80	0.15	0.59	0.00	0.69	0.49	0.00	0.23	0.77	0.00	0.14
Avail Cap(c_a), veh/h	567	1101	933	460	0	958	460	0	775	567	0	874
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.6	29.2	24.1	40.3	0.0	27.9	41.0	0.0	15.4	38.4	0.0	12.2
Incr Delay (d2), s/veh	3.3	4.3	0.2	3.3	0.0	2.5	3.7	0.0	0.7	3.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	7.3	0.9	0.7	0.0	5.9	0.4	0.0	2.1	2.2	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.9	33.6	24.3	43.6	0.0	30.5	44.6	0.0	16.0	41.9	0.0	12.5
LnGrp LOS	D	C	C	D	A	C	D	A	B	D	A	B
Approach Vol, veh/h		487			376			193			229	
Approach Delay, s/veh		32.9			31.7			18.7			26.1	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	28.0	5.2	45.0	5.8	28.5	9.9	40.3
Change Period (Y+Rc), s	3.5	6.0	3.5	* 4.2	3.5	6.0	3.5	* 4.2
Max Green Setting (Gmax), s	21.5	49.0	21.5	* 41	26.5	44.0	26.5	* 36
Max Q Clear Time (g_c+I1), s	3.7	18.5	2.8	5.2	3.2	16.1	6.9	7.2
Green Ext Time (p_c), s	0.0	3.5	0.0	0.6	0.0	2.6	0.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	29.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	23.4
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	324	153	202	241	100	212
Future Vol, veh/h	324	153	202	241	100	212
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	345	163	215	256	106	226
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	25.7	25.6	16.7
HCM LOS	D	D	C

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	32%	0%	46%
Vol Thru, %	0%	68%	54%
Vol Right, %	68%	32%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	312	477	443
LT Vol	100	0	202
Through Vol	0	324	241
RT Vol	212	153	0
Lane Flow Rate	332	507	471
Geometry Grp	1	1	1
Degree of Util (X)	0.56	0.781	0.765
Departure Headway (Hd)	6.069	5.542	5.847
Convergence, Y/N	Yes	Yes	Yes
Cap	591	650	613
Service Time	4.159	3.628	3.934
HCM Lane V/C Ratio	0.562	0.78	0.768
HCM Control Delay	16.7	25.7	25.6
HCM Lane LOS	C	D	D
HCM 95th-tile Q	3.4	7.5	7

24: Porter St & Menifee Rd & Central Ave Performance by approach

Approach	EB	WB	NB	SB	NE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.1	1.3	1.4	0.0	2.9
Total Del/Veh (s)	2.9	4.9	11.1	12.9	3.6	10.9
Stop Delay (hr)	0.0	0.1	0.3	0.4	0.0	0.8
Stop Del/Veh (s)	2.9	2.8	2.9	3.4	2.0	3.0

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	194	20	103	9	12	3	74	205	12	6	281	73
Future Vol, veh/h	194	20	103	9	12	3	74	205	12	6	281	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	211	22	112	10	13	3	80	223	13	7	305	79
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	13.4	10.7	11.8	14.5
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	42%	0%	91%	0%	38%	2%	0%
Vol Thru, %	58%	90%	9%	0%	50%	98%	0%
Vol Right, %	0%	10%	0%	100%	12%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	177	115	214	103	24	287	73
LT Vol	74	0	194	0	9	6	0
Through Vol	103	103	20	0	12	281	0
RT Vol	0	12	0	103	3	0	73
Lane Flow Rate	192	124	233	112	26	312	79
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.345	0.214	0.448	0.179	0.052	0.536	0.12
Departure Headway (Hd)	6.476	6.188	6.936	5.767	7.19	6.184	5.462
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	554	579	519	620	495	583	654
Service Time	4.231	3.943	4.689	3.519	5.272	3.934	3.213
HCM Lane V/C Ratio	0.347	0.214	0.449	0.181	0.053	0.535	0.121
HCM Control Delay	12.6	10.6	15.2	9.8	10.7	15.9	9
HCM Lane LOS	B	B	C	A	B	C	A
HCM 95th-tile Q	1.5	0.8	2.3	0.6	0.2	3.2	0.4

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	11	0	10	1	2	2	19	271	2	2	403	7
Future Vol, veh/h	11	0	10	1	2	2	19	271	2	2	403	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	0	11	1	2	2	22	308	2	2	458	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	821	820	462	825	823	309	466	0	0	310	0	0
Stage 1	466	466	-	353	353	-	-	-	-	-	-	-
Stage 2	355	354	-	472	470	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	296	312	604	294	311	736	1106	-	-	1262	-	-
Stage 1	581	566	-	668	634	-	-	-	-	-	-	-
Stage 2	666	634	-	576	563	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	288	304	604	283	303	736	1106	-	-	1262	-	-
Mov Cap-2 Maneuver	288	304	-	283	303	-	-	-	-	-	-	-
Stage 1	567	565	-	652	619	-	-	-	-	-	-	-
Stage 2	646	619	-	564	562	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15	14.4	0.5	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1106	-	-	384	389	1262	-	-
HCM Lane V/C Ratio	0.02	-	-	0.062	0.015	0.002	-	-
HCM Control Delay (s)	8.3	0	-	15	14.4	7.9	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	78	17	8	34	63	13	207	8	75	274	43
Future Vol, veh/h	26	78	17	8	34	63	13	207	8	75	274	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	27	81	18	8	35	66	14	216	8	78	285	45

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	763	716	308	761	734	220	330	0	0	224	0	0
Stage 1	464	464	-	248	248	-	-	-	-	-	-	-
Stage 2	299	252	-	513	486	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	324	358	737	325	350	825	1241	-	-	1357	-	-
Stage 1	582	567	-	760	705	-	-	-	-	-	-	-
Stage 2	714	702	-	548	554	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	260	334	737	245	327	825	1241	-	-	1357	-	-
Mov Cap-2 Maneuver	260	334	-	245	327	-	-	-	-	-	-	-
Stage 1	576	535	-	752	697	-	-	-	-	-	-	-
Stage 2	617	694	-	428	522	-	-	-	-	-	-	-

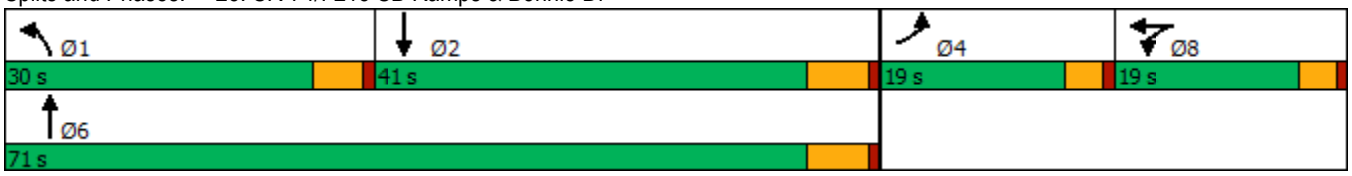
Approach	EB	WB	NB	SB
HCM Control Delay, s	21.8	14.4	0.5	1.5
HCM LOS	C	B		

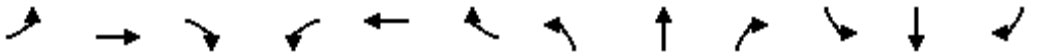
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1241	-	-	339	493	1357	-	-
HCM Lane V/C Ratio	0.011	-	-	0.372	0.222	0.058	-	-
HCM Control Delay (s)	7.9	-	-	21.8	14.4	7.8	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.7	0.8	0.2	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	27	240	178	305	852	31	
Future Volume (vph)	27	240	178	305	852	31	
Turn Type	Prot	Free	Prot	NA	NA	Free	
Protected Phases	4		1	6	2		8
Permitted Phases		Free				Free	
Detector Phase	4		1	6	2		
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0
Minimum Split (s)	9.0		10.0	11.0	11.0		9.0
Total Split (s)	19.0		30.0	71.0	41.0		19.0
Total Split (%)	17.4%		27.5%	65.1%	37.6%		17%
Yellow Time (s)	3.0		4.0	5.0	5.0		3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	4.0		5.0	6.0	6.0		
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	5.8	65.6	11.3	59.4	39.2	65.6	
Actuated g/C Ratio	0.09	1.00	0.17	0.91	0.60	1.00	
v/c Ratio	0.18	0.16	0.60	0.19	0.79	0.02	
Control Delay	31.4	0.2	33.3	1.6	20.5	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	31.4	0.2	33.3	1.6	20.5	0.0	
LOS	C	A	C	A	C	A	
Approach Delay				13.3	19.8		
Approach LOS				B	B		

Intersection Summary	
Cycle Length: 109	
Actuated Cycle Length: 65.6	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 15.2	Intersection LOS: B
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	0	240	0	0	0	178	305	0	0	852	31
Future Volume (veh/h)	27	0	240	0	0	0	178	305	0	0	852	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	0	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	28	0	0	0	0	0	187	321	0	0	897	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	0		0	5	0	246	1579	0	0	1054	
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.14	0.83	0.00	0.00	0.55	0.00
Sat Flow, veh/h		0		0	1900	0	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h		0.0		0	0	0	187	321	0	0	897	0
Grp Sat Flow(s),veh/h/ln				0	1900	0	1810	1900	0	0	1900	1610
Q Serve(g_s), s				0.0	0.0	0.0	3.5	1.2	0.0	0.0	14.2	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	3.5	1.2	0.0	0.0	14.2	0.0
Prop In Lane				0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				0	5	0	246	1579	0	0	1054	
V/C Ratio(X)				0.00	0.00	0.00	0.76	0.20	0.00	0.00	0.85	
Avail Cap(c_a), veh/h				0	801	0	1272	3472	0	0	1870	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	14.8	0.6	0.0	0.0	6.7	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.8	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.0	1.1	0.0	0.0	0.0	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	0.0	16.6	0.6	0.0	0.0	7.5	0.0
LnGrp LOS				A	A	A	B	A	A	A	A	
Approach Vol, veh/h					0			508			897	
Approach Delay, s/veh					0.0			6.5			7.5	
Approach LOS								A			A	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	9.8	25.7				35.6		0.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		4.0				
Max Green Setting (Gmax), s	25.0	35.0				65.0		15.0				
Max Q Clear Time (g_c+I1), s	5.5	16.2				3.2		0.0				
Green Ext Time (p_c), s	0.2	3.6				1.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		7.1
HCM 6th LOS		A

Notes

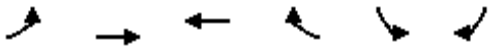
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	13	1079	455	629	263
Future Volume (vph)	13	1079	455	629	263
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	30.3	70.6	40.3		40.4
Total Split (%)	27.3%	63.6%	36.3%		36.4%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	5.4	23.2	21.5	47.5	13.3
Actuated g/C Ratio	0.11	0.49	0.45	1.00	0.28
v/c Ratio	0.07	0.65	0.29	0.41	0.60
Control Delay	24.5	11.4	10.4	0.8	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	11.4	10.4	0.8	21.2
LOS	C	B	B	A	C
Approach Delay		11.6	4.8		21.2
Approach LOS		B	A		C

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 47.5	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 9.7	Intersection LOS: A
Intersection Capacity Utilization 54.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 29: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	1079	455	629	263	28
Future Volume (veh/h)	13	1079	455	629	263	28
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	1136	479	0	277	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	33	1677	1042		355	37
Arrive On Green	0.02	0.46	0.29	0.00	0.22	0.22
Sat Flow, veh/h	1810	3705	3705	1610	1614	169
Grp Volume(v), veh/h	14	1136	479	0	307	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1789	0
Q Serve(g_s), s	0.3	8.3	3.7	0.0	5.4	0.0
Cycle Q Clear(g_c), s	0.3	8.3	3.7	0.0	5.4	0.0
Prop In Lane	1.00			1.00	0.90	0.09
Lane Grp Cap(c), veh/h	33	1677	1042		393	0
V/C Ratio(X)	0.42	0.68	0.46		0.78	0.00
Avail Cap(c_a), veh/h	1346	7016	3760		1869	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	16.3	7.0	9.8	0.0	12.3	0.0
Incr Delay (d2), s/veh	3.2	0.2	0.1	0.0	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.0	0.8	0.0	1.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.5	7.2	9.9	0.0	13.6	0.0
LnGrp LOS	B	A	A		B	A
Approach Vol, veh/h		1150	479		307	
Approach Delay, s/veh		7.4	9.9		13.6	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		20.9		12.7	5.9	15.0
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		65.3		35.1	25.0	35.0
Max Q Clear Time (g_c+I1), s		10.3		7.4	2.3	5.7
Green Ext Time (p_c), s		5.4		0.4	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

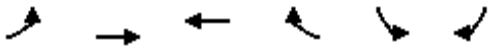
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	330	1012	739	45	345
Future Volume (vph)	330	1012	739	45	345
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.0	11.0	9.5	9.5
Total Split (s)	24.0	65.0	41.0	24.5	24.5
Total Split (%)	26.8%	72.6%	45.8%	27.4%	27.4%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	16.9	41.6	20.5	7.4	7.4
Actuated g/C Ratio	0.28	0.69	0.34	0.12	0.12
v/c Ratio	0.69	0.43	0.67	0.22	0.70
Control Delay	29.7	4.7	20.2	28.5	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.7	4.7	20.2	28.5	11.8
LOS	C	A	C	C	B
Approach Delay		10.9	20.2	13.7	
Approach LOS		B	C	B	

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 59.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 14.2	Intersection LOS: B
Intersection Capacity Utilization 56.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 30: SR-74 & Trumble Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	330	1012	739	35	45	345
Future Volume (veh/h)	330	1012	739	35	45	345
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	351	1077	786	37	48	367
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	401	2107	1054	50	462	411
Arrive On Green	0.22	0.58	0.30	0.30	0.26	0.26
Sat Flow, veh/h	1810	3705	3605	165	1810	1610
Grp Volume(v), veh/h	351	1077	404	419	48	367
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1870	1810	1610
Q Serve(g_s), s	12.2	11.5	13.1	13.1	1.3	14.3
Cycle Q Clear(g_c), s	12.2	11.5	13.1	13.1	1.3	14.3
Prop In Lane	1.00			0.09	1.00	1.00
Lane Grp Cap(c), veh/h	401	2107	542	562	462	411
V/C Ratio(X)	0.87	0.51	0.75	0.75	0.10	0.89
Avail Cap(c_a), veh/h	556	3272	970	1005	556	495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	8.0	20.5	20.5	18.6	23.4
Incr Delay (d2), s/veh	8.7	0.2	2.1	2.0	0.0	14.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	2.9	4.9	5.1	0.5	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.2	8.2	22.6	22.5	18.6	38.1
LnGrp LOS	C	A	C	C	B	D
Approach Vol, veh/h		1428	823		415	
Approach Delay, s/veh		14.4	22.6		35.9	
Approach LOS		B	C		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		44.0		21.1	18.4	25.5
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		59.0		20.0	20.0	35.0
Max Q Clear Time (g_c+I1), s		13.5		16.3	14.2	15.1
Green Ext Time (p_c), s		8.5		0.3	0.3	4.4

Intersection Summary	
HCM 6th Ctrl Delay	20.2
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1001	813	69	0	99
Future Vol, veh/h	0	1001	813	69	0	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1100	893	76	0	109

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	485
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	533
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	533
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

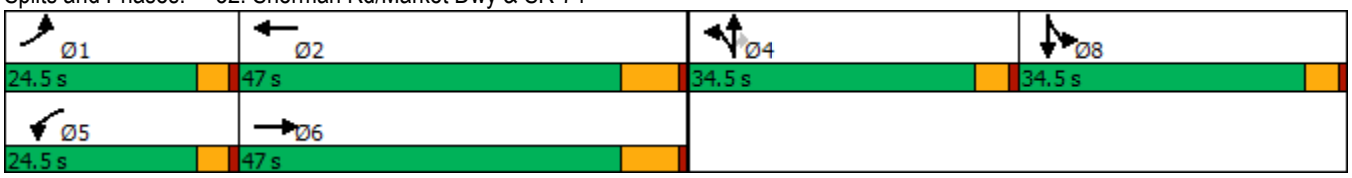
Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.5
HCM LOS			B

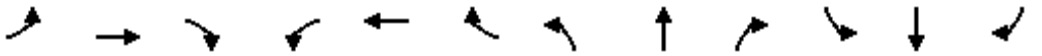
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	533
HCM Lane V/C Ratio	-	-	-	0.204
HCM Control Delay (s)	-	-	-	13.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.8

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	28	945	115	796	15	150	14
Future Volume (vph)	28	945	115	796	15	150	14
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases						4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	12.0	9.5	12.0	9.5	9.5	9.5
Total Split (s)	24.5	47.0	24.5	47.0	34.5	34.5	34.5
Total Split (%)	17.4%	33.5%	17.4%	33.5%	24.6%	24.6%	24.6%
Yellow Time (s)	3.5	6.0	3.5	6.0	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	4.5	7.0	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	6.2	35.5	10.4	44.4	9.1	9.1	6.6
Actuated g/C Ratio	0.08	0.44	0.13	0.55	0.11	0.11	0.08
v/c Ratio	0.22	0.66	0.53	0.44	0.47	0.50	0.31
Control Delay	43.1	21.6	44.0	13.9	44.1	12.3	37.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.1	21.6	44.0	13.9	44.1	12.3	37.3
LOS	D	C	D	B	D	B	D
Approach Delay		22.2		17.6	24.3		37.3
Approach LOS		C		B	C		D

Intersection Summary	
Cycle Length: 140.5	
Actuated Cycle Length: 80.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 20.8	Intersection LOS: C
Intersection Capacity Utilization 55.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 32: Sherman Rd/Market Dwy & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	945	28	115	796	21	75	15	150	20	14	11
Future Volume (veh/h)	28	945	28	115	796	21	75	15	150	20	14	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	30	1016	30	124	856	23	81	16	161	22	15	12
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	60	1277	38	162	1482	40	213	42	224	38	26	21
Arrive On Green	0.03	0.36	0.36	0.09	0.41	0.41	0.14	0.14	0.14	0.05	0.05	0.05
Sat Flow, veh/h	1810	3580	106	1810	3588	96	1523	301	1603	800	545	436
Grp Volume(v), veh/h	30	512	534	124	431	448	97	0	161	49	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1881	1810	1805	1879	1824	0	1603	1781	0	0
Q Serve(g_s), s	0.9	14.3	14.3	3.7	10.3	10.3	2.7	0.0	5.4	1.5	0.0	0.0
Cycle Q Clear(g_c), s	0.9	14.3	14.3	3.7	10.3	10.3	2.7	0.0	5.4	1.5	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.05	0.84		1.00	0.45		0.24
Lane Grp Cap(c), veh/h	60	644	671	162	746	776	255	0	224	85	0	0
V/C Ratio(X)	0.50	0.80	0.80	0.76	0.58	0.58	0.38	0.00	0.72	0.58	0.00	0.00
Avail Cap(c_a), veh/h	647	1290	1344	647	1290	1343	978	0	859	955	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.6	16.2	16.2	24.9	12.7	12.7	21.9	0.0	23.0	26.1	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.9	0.8	2.8	0.3	0.3	0.3	0.0	1.6	2.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.6	4.8	1.6	3.6	3.7	1.1	0.0	2.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	17.0	17.0	27.7	12.9	12.9	22.2	0.0	24.6	28.4	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	C	A	C	C	A	A
Approach Vol, veh/h		1076			1003			258			49	
Approach Delay, s/veh		17.4			14.8			23.7			28.4	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	30.1		12.3	9.5	27.0		7.2				
Change Period (Y+Rc), s	4.5	7.0		4.5	4.5	7.0		4.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	2.9	12.3		7.4	5.7	16.3		3.5				
Green Ext Time (p_c), s	0.0	3.9		0.6	0.1	3.7		0.1				

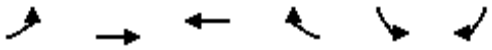
Intersection Summary			
HCM 6th Ctrl Delay		17.2	
HCM 6th LOS		B	

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	49	963	756	42
Future Volume (vph)	49	963	756	42
Turn Type	Prot	NA	NA	Prot
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	11.0	9.7
Total Split (s)	24.7	65.7	41.0	24.7
Total Split (%)	27.3%	72.7%	45.4%	27.3%
Yellow Time (s)	3.7	5.0	5.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	6.0	4.7
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Min	Min	None
Act Effct Green (s)	7.4	36.8	30.4	7.3
Actuated g/C Ratio	0.16	0.80	0.66	0.16
v/c Ratio	0.18	0.36	0.35	0.21
Control Delay	22.3	3.7	9.3	18.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	22.3	3.7	9.3	18.9
LOS	C	A	A	B
Approach Delay		4.6	9.3	18.9
Approach LOS		A	A	B

Intersection Summary			
Cycle Length: 90.4			
Actuated Cycle Length: 46.2			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay: 7.0		Intersection LOS: A	
Intersection Capacity Utilization 42.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 33: SR-74 & Antelope Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	49	963	756	16	42	14
Future Volume (veh/h)	49	963	756	16	42	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	1024	804	17	45	15
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	104	2193	1468	31	84	28
Arrive On Green	0.06	0.61	0.41	0.41	0.07	0.07
Sat Flow, veh/h	1810	3705	3710	76	1296	432
Grp Volume(v), veh/h	52	1024	401	420	61	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1886	1757	0
Q Serve(g_s), s	0.9	5.1	5.6	5.6	1.1	0.0
Cycle Q Clear(g_c), s	0.9	5.1	5.6	5.6	1.1	0.0
Prop In Lane	1.00			0.04	0.74	0.25
Lane Grp Cap(c), veh/h	104	2193	733	766	114	0
V/C Ratio(X)	0.50	0.47	0.55	0.55	0.53	0.00
Avail Cap(c_a), veh/h	1108	6596	1933	2020	1076	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.9	3.5	7.4	7.4	14.8	0.0
Incr Delay (d2), s/veh	3.7	0.2	0.6	0.6	3.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.5	1.4	1.5	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.6	3.7	8.1	8.0	18.6	0.0
LnGrp LOS	B	A	A	A	B	A
Approach Vol, veh/h		1076	821		61	
Approach Delay, s/veh		4.4	8.0		18.6	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		25.8		6.8	6.6	19.3
Change Period (Y+Rc), s		6.0		* 4.7	* 4.7	6.0
Max Green Setting (Gmax), s		59.7		* 20	* 20	35.0
Max Q Clear Time (g_c+I1), s		7.1		3.1	2.9	7.6
Green Ext Time (p_c), s		9.7		0.1	0.1	5.7

Intersection Summary	
HCM 6th Ctrl Delay	6.4
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

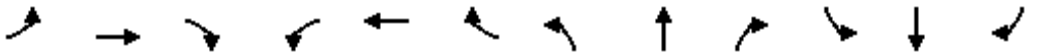
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	50	873	60	746	12	51	128	13	23
Future Volume (vph)	50	873	60	746	12	51	128	13	23
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	9.7	9.7	9.7	9.7	9.7
Total Split (s)	24.7	42.0	24.7	42.0	24.7	24.7	24.7	24.7	24.7
Total Split (%)	27.0%	46.0%	27.0%	46.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Yellow Time (s)	3.7	6.0	3.7	6.0	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.5	28.8	6.8	29.0	6.9	6.9	6.9	6.9	6.9
Actuated g/C Ratio	0.13	0.58	0.14	0.58	0.14	0.14	0.14	0.14	0.14
v/c Ratio	0.22	0.44	0.25	0.38	0.07	0.20	0.39	0.07	0.13
Control Delay	26.0	10.3	25.9	9.5	24.4	25.1	9.7	24.5	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.0	10.3	25.9	9.5	24.4	25.1	9.7	24.5	14.0
LOS	C	B	C	A	C	C	A	C	B
Approach Delay		11.2		10.7		14.7			15.9
Approach LOS		B		B		B			B

Intersection Summary	
Cycle Length: 91.4	
Actuated Cycle Length: 49.7	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 11.5	Intersection LOS: B
Intersection Capacity Utilization 50.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 34: Palomar Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	873	4	60	746	21	12	51	128	13	23	36
Future Volume (veh/h)	50	873	4	60	746	21	12	51	128	13	23	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	909	4	62	777	22	12	53	133	14	24	38
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	98	1545	7	111	1529	43	320	249	211	300	236	211
Arrive On Green	0.05	0.42	0.42	0.06	0.43	0.43	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1810	3686	16	1810	3585	101	1362	1900	1610	1217	1805	1610
Grp Volume(v), veh/h	52	445	468	62	391	408	12	53	133	14	24	38
Grp Sat Flow(s),veh/h/ln	1810	1805	1897	1810	1805	1882	1362	1900	1610	1217	1805	1610
Q Serve(g_s), s	1.2	8.0	8.0	1.4	6.7	6.7	0.3	1.1	3.3	0.4	0.5	0.9
Cycle Q Clear(g_c), s	1.2	8.0	8.0	1.4	6.7	6.7	1.2	1.1	3.3	1.5	0.5	0.9
Prop In Lane	1.00		0.01	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	98	757	795	111	770	802	320	249	211	300	236	211
V/C Ratio(X)	0.53	0.59	0.59	0.56	0.51	0.51	0.04	0.21	0.63	0.05	0.10	0.18
Avail Cap(c_a), veh/h	857	1497	1573	857	1497	1560	787	900	763	717	855	763
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	9.4	9.4	19.3	8.9	8.9	16.9	16.4	17.4	17.1	16.2	16.3
Incr Delay (d2), s/veh	1.7	0.9	0.8	1.6	0.6	0.6	0.0	0.3	2.3	0.0	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.5	2.6	0.6	2.1	2.1	0.1	0.4	1.2	0.1	0.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.1	10.3	10.3	20.9	9.5	9.5	16.9	16.7	19.7	17.1	16.3	16.6
LnGrp LOS	C	B	B	C	A	A	B	B	B	B	B	B
Approach Vol, veh/h		965			861			198			76	
Approach Delay, s/veh		10.9			10.3			18.7			16.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	24.7		10.2	7.0	25.0		10.2				
Change Period (Y+Rc), s	* 4.7	7.0		* 4.7	* 4.7	7.0		* 4.7				
Max Green Setting (Gmax), s	* 20	35.0		* 20	* 20	35.0		* 20				
Max Q Clear Time (g_c+I1), s	3.4	10.0		3.5	3.2	8.7		5.3				
Green Ext Time (p_c), s	0.1	7.7		0.2	0.0	6.6		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		11.6	
HCM 6th LOS		B	

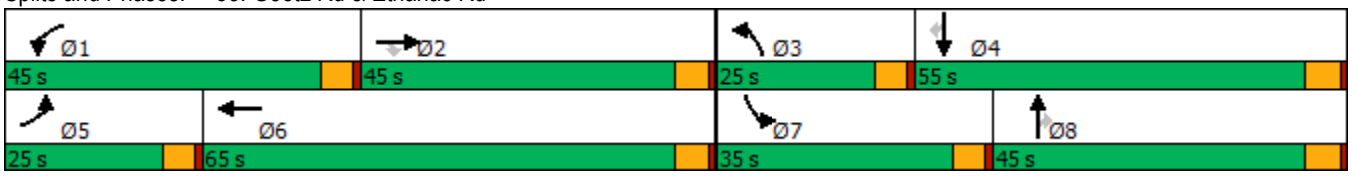
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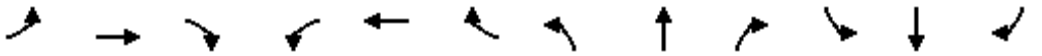
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	14	45	281	67	4	126	170	292	212	27
Future Volume (vph)	14	45	281	67	4	126	170	292	212	27
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	10.0	11.3	10.0	11.3	10.0	11.5	11.5	10.0	11.5	11.5
Total Split (s)	25.0	45.0	45.0	65.0	25.0	45.0	45.0	35.0	55.0	55.0
Total Split (%)	14.7%	26.5%	26.5%	38.2%	14.7%	26.5%	26.5%	20.6%	32.4%	32.4%
Yellow Time (s)	4.0	4.3	4.0	4.3	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.3	5.0	5.3	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	5.6	7.2	18.5	23.7	5.3	12.2	12.2	23.4	39.5	39.5
Actuated g/C Ratio	0.07	0.09	0.23	0.30	0.07	0.15	0.15	0.29	0.49	0.49
v/c Ratio	0.12	0.15	0.70	0.21	0.03	0.45	0.45	0.57	0.12	0.03
Control Delay	44.7	40.9	40.3	6.9	44.2	40.3	10.0	31.6	13.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.7	40.9	40.3	6.9	44.2	40.3	10.0	31.6	13.7	0.1
LOS	D	D	D	A	D	D	A	C	B	A
Approach Delay		41.8		22.7		23.1			22.9	
Approach LOS		D		C		C			C	

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 79.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 23.6	Intersection LOS: C
Intersection Capacity Utilization 58.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 35: Goetz Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	45	0	281	67	247	4	126	170	292	212	27
Future Volume (veh/h)	14	45	0	281	67	247	4	126	170	292	212	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	47	0	293	70	257	4	131	177	304	221	28
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	34	203	90	352	803	374	10	314	266	363	1301	572
Arrive On Green	0.02	0.06	0.00	0.19	0.23	0.23	0.01	0.17	0.17	0.20	0.36	0.36
Sat Flow, veh/h	1810	3610	1610	1810	3458	1610	1810	1900	1610	1810	3610	1587
Grp Volume(v), veh/h	15	47	0	293	70	257	4	131	177	304	221	28
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1610	1810	1900	1610	1810	1805	1587
Q Serve(g_s), s	0.4	0.7	0.0	8.4	0.9	7.9	0.1	3.4	5.6	8.8	2.3	0.6
Cycle Q Clear(g_c), s	0.4	0.7	0.0	8.4	0.9	7.9	0.1	3.4	5.6	8.8	2.3	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	34	203	90	352	803	374	10	314	266	363	1301	572
V/C Ratio(X)	0.44	0.23	0.00	0.83	0.09	0.69	0.41	0.42	0.67	0.84	0.17	0.05
Avail Cap(c_a), veh/h	667	2642	1178	1334	3805	1772	667	1383	1172	1001	3294	1448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	24.5	0.0	21.0	16.3	19.0	26.9	20.3	21.2	20.8	11.8	11.3
Incr Delay (d2), s/veh	3.4	0.6	0.0	2.0	0.0	2.3	9.9	0.9	2.9	2.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.0	3.4	0.3	2.9	0.1	1.4	2.1	3.5	0.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	25.1	0.0	23.0	16.4	21.3	36.8	21.2	24.1	22.8	11.9	11.3
LnGrp LOS	C	C	A	C	B	C	D	C	C	C	B	B
Approach Vol, veh/h		62			620			312			553	
Approach Delay, s/veh		26.2			21.5			23.0			17.9	
Approach LOS		C			C			C			B	

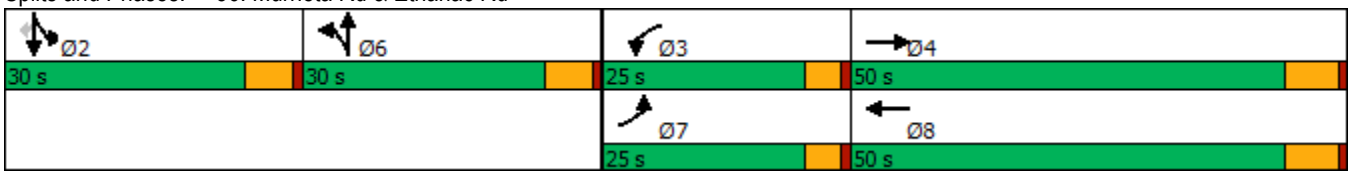
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	8.3	5.3	25.1	6.0	17.9	15.9	14.5
Change Period (Y+Rc), s	5.0	5.3	5.0	5.5	5.0	5.3	5.0	5.5
Max Green Setting (Gmax), s	40.0	39.7	20.0	49.5	20.0	59.7	30.0	39.5
Max Q Clear Time (g_c+I1), s	10.4	2.7	2.1	4.3	2.4	9.9	10.8	7.6
Green Ext Time (p_c), s	0.2	0.2	0.0	1.6	0.0	2.4	0.2	1.4

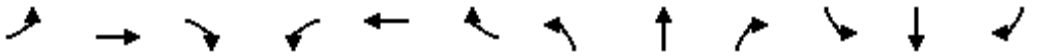
Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	2	401	198	484	86	28	89	5
Future Volume (vph)	2	401	198	484	86	28	89	5
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	Perm
Protected Phases	7	4	3	8	6	2	2	
Permitted Phases								2
Detector Phase	7	4	3	8	6	2	2	2
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	9.6	16.5	15.8	15.8	15.8	15.8
Total Split (s)	25.0	50.0	25.0	50.0	30.0	30.0	30.0	30.0
Total Split (%)	18.5%	37.0%	18.5%	37.0%	22.2%	22.2%	22.2%	22.2%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	5.3	22.0	16.1	41.5	22.4	11.8	11.8	11.8
Actuated g/C Ratio	0.06	0.24	0.18	0.45	0.25	0.13	0.13	0.13
v/c Ratio	0.02	0.62	0.67	0.35	0.69	0.13	0.39	0.02
Control Delay	49.5	34.8	49.4	18.4	41.1	42.7	47.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.5	34.8	49.4	18.4	41.1	42.7	47.2	0.0
LOS	D	C	D	B	D	D	D	A
Approach Delay		34.9		26.9	41.1		44.4	
Approach LOS		C		C	D		D	

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 91.4	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 33.1	Intersection LOS: C
Intersection Capacity Utilization 62.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 36: Murrieta Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	401	95	198	484	46	82	86	122	28	89	5
Future Volume (veh/h)	2	401	95	198	484	46	82	86	122	28	89	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	431	102	213	520	49	88	92	131	30	96	5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	5	662	155	256	1228	115	105	110	156	221	232	196
Arrive On Green	0.00	0.23	0.23	0.14	0.37	0.37	0.21	0.21	0.21	0.12	0.12	0.12
Sat Flow, veh/h	1810	2888	677	1810	3335	313	493	516	734	1810	1900	1610
Grp Volume(v), veh/h	2	268	265	213	281	288	311	0	0	30	96	5
Grp Sat Flow(s),veh/h/ln	1810	1805	1760	1810	1805	1844	1743	0	0	1810	1900	1610
Q Serve(g_s), s	0.1	10.4	10.5	8.8	9.0	9.0	13.2	0.0	0.0	1.1	3.6	0.2
Cycle Q Clear(g_c), s	0.1	10.4	10.5	8.8	9.0	9.0	13.2	0.0	0.0	1.1	3.6	0.2
Prop In Lane	1.00		0.38	1.00		0.17	0.28		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	5	414	403	256	664	679	371	0	0	221	232	196
V/C Ratio(X)	0.41	0.65	0.66	0.83	0.42	0.42	0.84	0.00	0.00	0.14	0.41	0.03
Avail Cap(c_a), veh/h	479	1019	994	479	1019	1041	547	0	0	568	597	506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.4	26.9	27.0	32.2	18.2	18.2	29.1	0.0	0.0	30.2	31.3	29.8
Incr Delay (d2), s/veh	18.8	2.4	2.6	2.7	0.6	0.6	7.4	0.0	0.0	0.3	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.6	4.5	3.9	3.7	3.8	6.0	0.0	0.0	0.5	1.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	29.3	29.6	34.9	18.8	18.8	36.5	0.0	0.0	30.5	32.5	29.9
LnGrp LOS	E	C	C	C	B	B	D	A	A	C	C	C
Approach Vol, veh/h		535			782			311			131	
Approach Delay, s/veh		29.5			23.2			36.5			31.9	
Approach LOS		C			C			D			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		15.2	15.5	24.2		22.2	4.8	34.9				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		24.2	20.4	43.5		24.2	20.4	43.5				
Max Q Clear Time (g_c+I1), s		5.6	10.8	12.5		15.2	2.1	11.0				
Green Ext Time (p_c), s		0.5	0.2	5.1		1.2	0.0	5.5				

Intersection Summary												
HCM 6th Ctrl Delay			28.1									
HCM 6th LOS			C									

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	601	36	685	16
Future Volume (vph)	601	36	685	16
Turn Type	NA	Prot	NA	Prot
Protected Phases	2	1	6	8
Permitted Phases				
Detector Phase	2	1	6	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0
Total Split (s)	44.0	13.0	57.0	23.0
Total Split (%)	55.0%	16.3%	71.3%	28.8%
Yellow Time (s)	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	C-Min	None	C-Min	None
Act Effct Green (s)	60.0	7.7	67.3	7.7
Actuated g/C Ratio	0.75	0.10	0.84	0.10
v/c Ratio	0.16	0.22	0.24	0.35
Control Delay	4.5	34.3	2.4	18.3
Queue Delay	0.0	1.4	0.4	0.1
Total Delay	4.5	35.7	2.8	18.3
LOS	A	D	A	B
Approach Delay	4.5		4.4	18.3
Approach LOS	A		A	B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.35	
Intersection Signal Delay: 5.2	Intersection LOS: A
Intersection Capacity Utilization 33.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 37: Barnett Rd & Ethanac Rd





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	601	0	36	685	16	55
Future Volume (veh/h)	601	0	36	685	16	55
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	626	0	38	714	17	57
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3782	1174	90	2993	27	89
Arrive On Green	0.73	0.00	0.10	1.00	0.07	0.07
Sat Flow, veh/h	5358	1610	1810	3705	375	1258
Grp Volume(v), veh/h	626	0	38	714	75	0
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1805	1655	0
Q Serve(g_s), s	3.0	0.0	1.6	0.0	3.5	0.0
Cycle Q Clear(g_c), s	3.0	0.0	1.6	0.0	3.5	0.0
Prop In Lane		1.00	1.00		0.23	0.76
Lane Grp Cap(c), veh/h	3782	1174	90	2993	117	0
V/C Ratio(X)	0.17	0.00	0.42	0.24	0.64	0.00
Avail Cap(c_a), veh/h	3782	1174	204	2993	393	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.98	0.98	1.00	0.00
Uniform Delay (d), s/veh	3.3	0.0	34.9	0.0	36.2	0.0
Incr Delay (d2), s/veh	0.1	0.0	3.0	0.2	5.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.7	0.1	1.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.4	0.0	38.0	0.2	41.8	0.0
LnGrp LOS	A	A	D	A	D	A
Approach Vol, veh/h	626			752	75	
Approach Delay, s/veh	3.4			2.1	41.8	
Approach LOS	A			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	8.0	62.3				70.3	9.7
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	9.0	40.0				53.0	19.0
Max Q Clear Time (g_c+I1), s	3.6	5.0				2.0	5.5
Green Ext Time (p_c), s	0.0	4.0				4.7	0.1

Intersection Summary	
HCM 6th Ctrl Delay	4.7
HCM 6th LOS	A

Notes

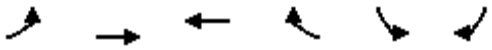
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	145	511	574	415	431	147
Future Volume (vph)	145	511	574	415	431	147
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	19.0	55.8	36.8	36.8	24.2	24.2
Total Split (%)	23.8%	69.8%	46.0%	46.0%	30.3%	30.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	11.7	56.8	41.1	41.1	15.2	15.2
Actuated g/C Ratio	0.15	0.71	0.51	0.51	0.19	0.19
v/c Ratio	0.56	0.20	0.22	0.41	0.65	0.27
Control Delay	34.6	2.0	12.1	3.0	34.4	28.0
Queue Delay	7.3	0.3	0.0	0.0	0.0	0.0
Total Delay	42.0	2.3	12.1	3.0	34.4	28.1
LOS	D	A	B	A	C	C
Approach Delay		11.0	8.3		32.8	
Approach LOS		B	A		C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 15.5	Intersection LOS: B
Intersection Capacity Utilization 41.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 38: Ethanac Rd & Case Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	145	511	574	415	431	147
Future Volume (veh/h)	145	511	574	415	431	147
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	146	516	580	419	435	148
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	181	2664	3050	947	569	459
Arrive On Green	0.20	1.00	0.59	0.59	0.16	0.16
Sat Flow, veh/h	1810	3705	5358	1610	3510	2834
Grp Volume(v), veh/h	146	516	580	419	435	148
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1755	1417
Q Serve(g_s), s	6.2	0.0	4.1	11.6	9.5	3.7
Cycle Q Clear(g_c), s	6.2	0.0	4.1	11.6	9.5	3.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	181	2664	3050	947	569	459
V/C Ratio(X)	0.81	0.19	0.19	0.44	0.77	0.32
Avail Cap(c_a), veh/h	339	2664	3050	947	886	716
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.90	0.90	1.00	1.00
Uniform Delay (d), s/veh	31.3	0.0	7.6	9.2	32.1	29.6
Incr Delay (d2), s/veh	8.1	0.2	0.1	1.4	2.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.1	1.2	3.3	3.9	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.4	0.2	7.8	10.5	34.2	30.0
LnGrp LOS	D	A	A	B	C	C
Approach Vol, veh/h		662	999		583	
Approach Delay, s/veh		8.8	8.9		33.2	
Approach LOS		A	A		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		63.0		17.0	12.0	51.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		51.8		20.2	15.0	32.8
Max Q Clear Time (g_c+I1), s		2.0		11.5	8.2	13.6
Green Ext Time (p_c), s		3.2		1.5	0.2	4.7

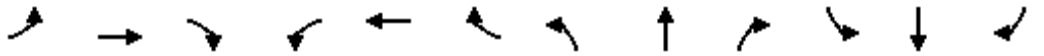
Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	584	358	104	625	2	364
Future Volume (vph)	584	358	104	625	2	364
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	10.0	10.0
Total Split (s)	46.0	46.0	35.0	81.0	35.0	35.0
Total Split (%)	39.7%	39.7%	30.2%	69.8%	30.2%	30.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	32.4	32.4	10.4	44.2	13.4	13.4
Actuated g/C Ratio	0.47	0.47	0.15	0.64	0.19	0.19
v/c Ratio	0.69	0.40	0.40	0.28	0.44	0.69
Control Delay	21.9	4.6	36.4	6.0	32.6	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.9	4.6	36.4	6.0	32.6	15.2
LOS	C	A	D	A	C	B
Approach Delay	15.3			10.3	20.2	
Approach LOS	B			B	C	

Intersection Summary			
Cycle Length: 116			
Actuated Cycle Length: 69.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 14.8		Intersection LOS: B	
Intersection Capacity Utilization 75.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 39: I-215 SB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	584	358	104	625	0	0	0	0	145	2	364
Future Volume (veh/h)	0	584	358	104	625	0	0	0	0	145	2	364
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	608	373	108	651	0				151	2	379
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	741	628	144	1976	0				503	7	454
Arrive On Green	0.00	0.39	0.39	0.08	0.55	0.00				0.28	0.28	0.28
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1787	24	1610
Grp Volume(v), veh/h	0	608	373	108	651	0				153	0	379
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1811	0	1610
Q Serve(g_s), s	0.0	18.5	11.8	3.8	6.4	0.0				4.3	0.0	14.2
Cycle Q Clear(g_c), s	0.0	18.5	11.8	3.8	6.4	0.0				4.3	0.0	14.2
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	741	628	144	1976	0				510	0	454
V/C Ratio(X)	0.00	0.82	0.59	0.75	0.33	0.00				0.30	0.00	0.84
Avail Cap(c_a), veh/h	0	1181	1001	844	4209	0				844	0	751
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.6	15.6	29.0	8.0	0.0				18.1	0.0	21.7
Incr Delay (d2), s/veh	0.0	2.6	0.9	7.6	0.1	0.0				0.3	0.0	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.7	3.5	1.7	1.6	0.0				1.7	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.2	16.5	36.5	8.1	0.0				18.5	0.0	26.0
LnGrp LOS	A	C	B	D	A	A				B	A	C
Approach Vol, veh/h		981			759						532	
Approach Delay, s/veh		18.8			12.2						23.8	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	10.1	31.1				41.2		23.1				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	5.8	20.5				8.4		16.2				
Green Ext Time (p_c), s	0.2	4.6				4.2		1.9				

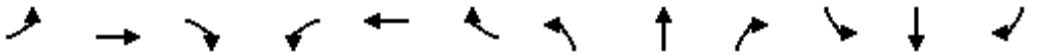
Intersection Summary												
HCM 6th Ctrl Delay			17.7									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	236	493	332	1	192
Future Volume (vph)	236	493	332	1	192
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	18.2	53.1	29.6	26.3	26.3
Actuated g/C Ratio	0.20	0.58	0.33	0.29	0.29
v/c Ratio	0.67	0.46	0.83	0.78	0.33
Control Delay	45.6	12.2	40.9	44.1	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.6	12.2	40.9	44.1	6.2
LOS	D	B	D	D	A
Approach Delay		23.0	40.9	31.8	
Approach LOS		C	D	C	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 90.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 30.7	Intersection LOS: C
Intersection Capacity Utilization 75.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	493	0	0	332	155	397	1	192	0	0	0
Future Volume (veh/h)	236	493	0	0	332	155	397	1	192	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	243	508	0	0	342	160	409	1	198			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	299	1072	0	0	401	188	502	1	448			
Arrive On Green	0.17	0.56	0.00	0.00	0.33	0.33	0.28	0.28	0.28			
Sat Flow, veh/h	1810	1900	0	0	1224	573	1805	4	1610			
Grp Volume(v), veh/h	243	508	0	0	0	502	410	0	198			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1797	1810	0	1610			
Q Serve(g_s), s	9.1	11.1	0.0	0.0	0.0	18.2	14.8	0.0	7.1			
Cycle Q Clear(g_c), s	9.1	11.1	0.0	0.0	0.0	18.2	14.8	0.0	7.1			
Prop In Lane	1.00		0.00	0.00		0.32	1.00		1.00			
Lane Grp Cap(c), veh/h	299	1072	0	0	0	589	504	0	448			
V/C Ratio(X)	0.81	0.47	0.00	0.00	0.00	0.85	0.81	0.00	0.44			
Avail Cap(c_a), veh/h	777	2039	0	0	0	1029	777	0	691			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	28.1	9.1	0.0	0.0	0.0	21.9	23.5	0.0	20.7			
Incr Delay (d2), s/veh	5.3	0.3	0.0	0.0	0.0	3.6	3.9	0.0	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.9	3.2	0.0	0.0	0.0	6.9	6.3	0.0	2.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	9.4	0.0	0.0	0.0	25.5	27.4	0.0	21.4			
LnGrp LOS	C	A	A	A	A	C	C	A	C			
Approach Vol, veh/h		751			502			608				
Approach Delay, s/veh		17.2			25.5			25.5				
Approach LOS		B			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		45.4			16.5	28.9		24.4				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		13.1			11.1	20.2		16.8				
Green Ext Time (p_c), s		3.0			0.6	2.7		2.7				
Intersection Summary												
HCM 6th Ctrl Delay			22.1									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	575	110	46	413	74	56
Future Vol, veh/h	575	110	46	413	74	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	593	113	47	426	76	58

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	706	0	1170	650
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	520	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	902	-	215	473
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	601	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	902	-	204	473
Mov Cap-2 Maneuver	-	-	-	-	204	-
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	570	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	30.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	270	-	-	902	-
HCM Lane V/C Ratio	0.496	-	-	0.053	-
HCM Control Delay (s)	30.8	-	-	9.2	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	2.6	-	-	0.2	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	216	346	3	1	265	2	16	3	6	4	4	134
Future Vol, veh/h	216	346	3	1	265	2	16	3	6	4	4	134
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	227	364	3	1	279	2	17	3	6	4	4	141

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	281	0	0	371	0	0	1179	1107	370	1106	1107	280
Stage 1	-	-	-	-	-	-	824	824	-	282	282	-
Stage 2	-	-	-	-	-	-	355	283	-	824	825	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1293	-	-	1199	-	-	169	212	680	190	212	764
Stage 1	-	-	-	-	-	-	370	390	-	729	681	-
Stage 2	-	-	-	-	-	-	666	681	-	370	390	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1293	-	-	1194	-	-	112	164	677	154	164	764
Mov Cap-2 Maneuver	-	-	-	-	-	-	112	164	-	154	164	-
Stage 1	-	-	-	-	-	-	287	303	-	568	680	-
Stage 2	-	-	-	-	-	-	539	680	-	283	303	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.2	0	34.8	12.5
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	147	1293	-	-	1194	-	-	629
HCM Lane V/C Ratio	0.179	0.176	-	-	0.001	-	-	0.238
HCM Control Delay (s)	34.8	8.4	0	-	8	0	-	12.5
HCM Lane LOS	D	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.6	0.6	-	-	0	-	-	0.9

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	267	35	0	173	0	0	0	0	11	0	0
Future Vol, veh/h	2	267	35	0	173	0	0	0	0	11	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	260	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	278	36	0	180	0	0	0	0	11	0	0

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	180	0	-	-	-	0			464	462	180
Stage 1	-	-	-	-	-	-			180	180	-
Stage 2	-	-	-	-	-	-			284	282	-
Critical Hdwy	4.1	-	-	-	-	-			6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-			5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-			3.5	4	3.3
Pot Cap-1 Maneuver	1408	-	0	0	-	-			560	500	868
Stage 1	-	-	0	0	-	-			856	754	-
Stage 2	-	-	0	0	-	-			769	681	-
Platoon blocked, %		-			-	-					
Mov Cap-1 Maneuver	1408	-	-	-	-	-			559	0	868
Mov Cap-2 Maneuver	-	-	-	-	-	-			559	0	-
Stage 1	-	-	-	-	-	-			854	0	-
Stage 2	-	-	-	-	-	-			769	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1408	-	-	-	559
HCM Lane V/C Ratio	0.001	-	-	-	0.02
HCM Control Delay (s)	7.6	0	-	-	11.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	278	0	2	148	25	5
Future Vol, veh/h	278	0	2	148	25	5
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	299	0	2	159	27	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	301	0	464	303
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	163	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	1272	-	560	741
Stage 1	-	0	-	-	755	-
Stage 2	-	0	-	-	871	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1270	-	558	738
Mov Cap-2 Maneuver	-	-	-	-	558	-
Stage 1	-	-	-	-	753	-
Stage 2	-	-	-	-	869	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	582	-	1270	-
HCM Lane V/C Ratio	0.055	-	0.002	-
HCM Control Delay (s)	11.5	-	7.8	0
HCM Lane LOS	B	-	A	A
HCM 95th %tile Q(veh)	0.2	-	0	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	175	123	52	7	11	73
Future Vol, veh/h	175	123	52	7	11	73
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	184	129	55	7	12	77

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	62	0	-	0	557	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	498	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1554	-	-	-	495	1012
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	615	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1554	-	-	-	432	1012
Mov Cap-2 Maneuver	-	-	-	-	432	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	615	-

Approach	EB	WB	SB
HCM Control Delay, s	4.5	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1554	-	-	-	861
HCM Lane V/C Ratio	0.119	-	-	-	0.103
HCM Control Delay (s)	7.6	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.3

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	72	8	9	60	9	9	224	40	15	227	11
Future Vol, veh/h	21	72	8	9	60	9	9	224	40	15	227	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	23	80	9	10	67	10	10	249	44	17	252	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	622	605	258	628	589	271	264	0	0	293	0	0
Stage 1	292	292	-	291	291	-	-	-	-	-	-	-
Stage 2	330	313	-	337	298	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	402	415	786	398	423	773	1312	-	-	1280	-	-
Stage 1	720	675	-	721	675	-	-	-	-	-	-	-
Stage 2	687	661	-	681	671	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	341	405	786	328	412	773	1312	-	-	1280	-	-
Mov Cap-2 Maneuver	341	405	-	328	412	-	-	-	-	-	-	-
Stage 1	714	664	-	715	669	-	-	-	-	-	-	-
Stage 2	605	655	-	583	660	-	-	-	-	-	-	-

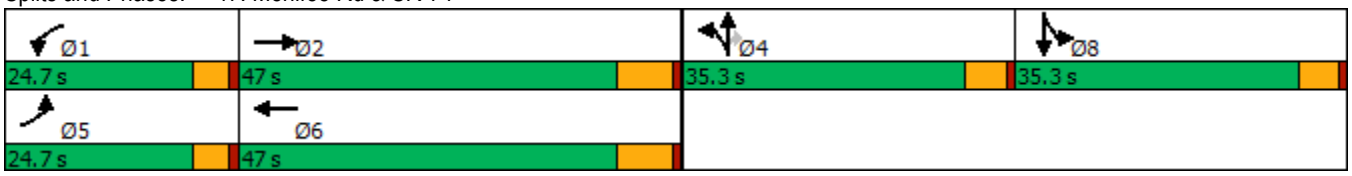
Approach	EB	WB	NB	SB
HCM Control Delay, s	17.3	15.7	0.3	0.5
HCM LOS	C	C		

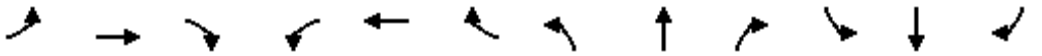
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1312	-	-	405	422	1280	-	-
HCM Lane V/C Ratio	0.008	-	-	0.277	0.205	0.013	-	-
HCM Control Delay (s)	7.8	0	-	17.3	15.7	7.8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0.8	0	-	-

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	47	949	146	638	165	186	143
Future Volume (vph)	47	949	146	638	165	186	143
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	4		8
Permitted Phases						4	
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.3	10.3	10.3
Total Split (s)	24.7	47.0	24.7	47.0	35.3	35.3	35.3
Total Split (%)	17.4%	33.0%	17.4%	33.0%	24.8%	24.8%	24.8%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	8.1	40.7	14.7	49.8	22.5	22.5	22.4
Actuated g/C Ratio	0.07	0.33	0.12	0.40	0.18	0.18	0.18
v/c Ratio	0.43	0.92	0.73	0.53	0.78	0.44	0.79
Control Delay	70.7	53.9	74.0	32.1	65.3	9.1	65.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.7	53.9	74.0	32.1	65.3	9.1	65.7
LOS	E	D	E	C	E	A	E
Approach Delay		54.7		39.3	41.2		65.7
Approach LOS		D		D	D		E

Intersection Summary	
Cycle Length: 142.3	
Actuated Cycle Length: 123	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 48.4	Intersection LOS: D
Intersection Capacity Utilization 81.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	949	64	146	638	69	83	165	186	84	143	20
Future Volume (veh/h)	47	949	64	146	638	69	83	165	186	84	143	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	1020	69	157	686	74	89	177	200	90	154	22
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	66	1167	79	189	1340	144	109	216	280	106	182	26
Arrive On Green	0.04	0.34	0.34	0.10	0.41	0.41	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1810	3431	232	1810	3287	354	625	1243	1610	623	1066	152
Grp Volume(v), veh/h	51	537	552	157	376	384	266	0	200	266	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1858	1810	1805	1836	1869	0	1610	1841	0	0
Q Serve(g_s), s	3.0	29.5	29.5	9.0	16.5	16.5	14.5	0.0	12.4	14.8	0.0	0.0
Cycle Q Clear(g_c), s	3.0	29.5	29.5	9.0	16.5	16.5	14.5	0.0	12.4	14.8	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.19	0.33		1.00	0.34		0.08
Lane Grp Cap(c), veh/h	66	614	632	189	736	749	325	0	280	314	0	0
V/C Ratio(X)	0.77	0.87	0.87	0.83	0.51	0.51	0.82	0.00	0.71	0.85	0.00	0.00
Avail Cap(c_a), veh/h	343	683	703	343	736	749	531	0	457	523	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.4	32.7	32.7	46.4	23.4	23.4	42.0	0.0	41.2	42.5	0.0	0.0
Incr Delay (d2), s/veh	6.7	11.2	11.0	3.6	0.6	0.6	5.1	0.0	3.4	6.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	14.5	14.9	4.2	7.0	7.1	7.1	0.0	5.1	7.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.2	44.0	43.7	50.0	24.0	24.0	47.1	0.0	44.5	49.1	0.0	0.0
LnGrp LOS	E	D	D	D	C	C	D	A	D	D	A	A
Approach Vol, veh/h		1140			917			466			266	
Approach Delay, s/veh		44.4			28.5			46.0			49.1	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.7	42.9		23.7	8.6	50.1		23.3				
Change Period (Y+Rc), s	* 4.7	7.0		5.3	* 4.7	7.0		5.3				
Max Green Setting (Gmax), s	* 20	40.0		30.0	* 20	40.0		30.0				
Max Q Clear Time (g_c+I1), s	11.0	31.5		16.5	5.0	18.5		16.8				
Green Ext Time (p_c), s	0.1	4.4		1.9	0.0	4.9		1.2				

Intersection Summary			
HCM 6th Ctrl Delay		39.9	
HCM 6th LOS		D	

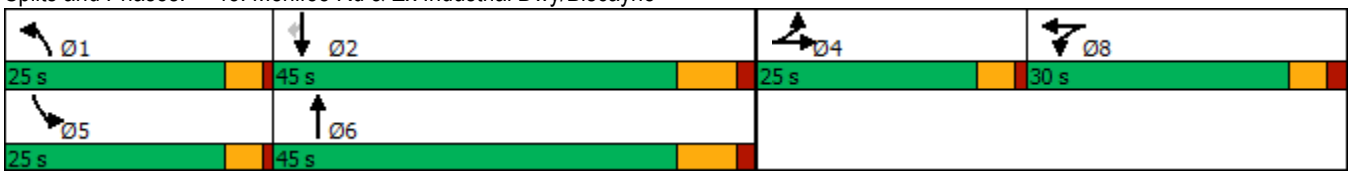
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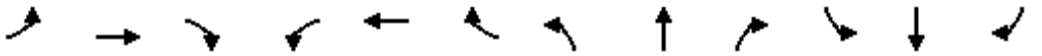
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBT	SBL	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	2	1	380	4	340	1	
Future Volume (vph)	2	1	380	4	340	1	
Turn Type	NA	NA	NA	Prot	NA	Perm	
Protected Phases	4	8	6	5	2		1
Permitted Phases						2	
Detector Phase	4	8	6	5	2	2	
Switch Phase							
Minimum Initial (s)	6.0	8.0	10.0	6.0	10.0	10.0	6.0
Minimum Split (s)	10.6	13.6	17.5	10.6	17.5	17.5	10.6
Total Split (s)	25.0	30.0	45.0	25.0	45.0	45.0	25.0
Total Split (%)	20.0%	24.0%	36.0%	20.0%	36.0%	36.0%	20%
Yellow Time (s)	3.6	3.6	5.5	3.6	5.5	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.6	7.5	4.6	7.5	7.5	
Lead/Lag			Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	None	Min	Min	None
Act Effct Green (s)	6.6	8.8	36.5	6.7	37.8	37.8	
Actuated g/C Ratio	0.16	0.21	0.88	0.16	0.91	0.91	
v/c Ratio	0.01	0.04	0.25	0.01	0.22	0.00	
Control Delay	19.8	19.8	5.9	22.5	3.3	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	19.8	19.8	5.9	22.5	3.3	0.0	
LOS	B	B	A	C	A	A	
Approach Delay	19.8	19.8	5.9		3.5		
Approach LOS	B	B	A		A		

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 41.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.25	
Intersection Signal Delay: 5.1	Intersection LOS: A
Intersection Capacity Utilization 38.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	2	11	1	1	0	380	1	4	340	1
Future Volume (veh/h)	0	2	2	11	1	1	0	380	1	4	340	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	2	2	12	1	1	0	418	1	4	374	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	6	6	45	4	4	5	618	1	12	879	745
Arrive On Green	0.00	0.01	0.01	0.03	0.03	0.03	0.00	0.33	0.33	0.01	0.46	0.46
Sat Flow, veh/h	0	872	872	1543	129	129	1810	1895	5	1810	1900	1610
Grp Volume(v), veh/h	0	0	4	14	0	0	0	0	419	4	374	1
Grp Sat Flow(s),veh/h/ln	0	0	1743	1800	0	0	1810	0	1899	1810	1900	1610
Q Serve(g_s), s	0.0	0.0	0.1	0.3	0.0	0.0	0.0	0.0	6.7	0.1	4.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.1	0.3	0.0	0.0	0.0	0.0	6.7	0.1	4.6	0.0
Prop In Lane	0.00		0.50	0.86		0.07	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	0	11	52	0	0	5	0	619	12	879	745
V/C Ratio(X)	0.00	0.00	0.35	0.27	0.00	0.00	0.00	0.00	0.68	0.34	0.43	0.00
Avail Cap(c_a), veh/h	0	0	1008	1244	0	0	1046	0	2018	1046	2019	1711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	17.5	16.8	0.0	0.0	0.0	0.0	10.3	17.5	6.3	5.1
Incr Delay (d2), s/veh	0.0	0.0	17.4	2.7	0.0	0.0	0.0	0.0	1.3	15.9	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	2.2	0.1	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	34.9	19.5	0.0	0.0	0.0	0.0	11.6	33.4	6.7	5.1
LnGrp LOS	A	A	C	B	A	A	A	A	B	C	A	A
Approach Vol, veh/h		4			14			419			379	
Approach Delay, s/veh		34.9			19.5			11.6			6.9	
Approach LOS		C			B			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	23.8		4.8	4.8	19.0		6.6				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	20.4	37.5		20.4	20.4	37.5		24.4				
Max Q Clear Time (g_c+I1), s	0.0	6.6		2.1	2.1	8.7		2.3				
Green Ext Time (p_c), s	0.0	2.4		0.0	0.0	2.8		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		9.7	
HCM 6th LOS		A	

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	2	0	0	0	17	375	0	0	363	2
Future Vol, veh/h	6	0	2	0	0	0	17	375	0	0	363	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	0	2	0	0	0	18	403	0	0	390	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	830	830	391	831	831	403	392	0	0	403	0	0
Stage 1	391	391	-	439	439	-	-	-	-	-	-	-
Stage 2	439	439	-	392	392	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	292	308	662	291	307	652	1178	-	-	1167	-	-
Stage 1	637	611	-	601	582	-	-	-	-	-	-	-
Stage 2	601	582	-	637	610	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	288	302	662	286	301	652	1178	-	-	1167	-	-
Mov Cap-2 Maneuver	288	302	-	286	301	-	-	-	-	-	-	-
Stage 1	624	611	-	589	570	-	-	-	-	-	-	-
Stage 2	589	570	-	635	610	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16	0	0.4	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1178	-	-	335	-	1167	-	-
HCM Lane V/C Ratio	0.016	-	-	0.026	-	-	-	-
HCM Control Delay (s)	8.1	0	-	16	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	103	31	385	350	12
Future Vol, veh/h	7	103	31	385	350	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	108	33	405	368	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	846	375	381	0	-	0
Stage 1	375	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	335	676	1189	-	-	-
Stage 1	699	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	323	676	1189	-	-	-
Mov Cap-2 Maneuver	323	-	-	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	632	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1189	-	632	-	-
HCM Lane V/C Ratio	0.027	-	0.183	-	-
HCM Control Delay (s)	8.1	0	12	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Configurations					
Traffic Volume (vph)	1211	8	5	853	3
Future Volume (vph)	1211	8	5	853	3
Turn Type	NA	Perm	Prot	NA	Perm
Protected Phases	2		1	6	
Permitted Phases		2			8
Detector Phase	2	2	1	6	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	9.7	12.0	10.5
Total Split (s)	42.0	42.0	29.7	71.7	35.5
Total Split (%)	39.2%	39.2%	27.7%	66.9%	33.1%
Yellow Time (s)	6.0	6.0	3.7	6.0	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.7	7.0	5.5
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	Min	Min	None	Min	None
Act Effct Green (s)	53.2	53.2	5.2	54.7	5.7
Actuated g/C Ratio	0.93	0.93	0.09	0.95	0.10
v/c Ratio	0.38	0.01	0.03	0.26	0.01
Control Delay	2.6	2.1	28.0	1.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	2.6	2.1	28.0	1.0	0.0
LOS	A	A	C	A	A
Approach Delay	2.6			1.1	
Approach LOS	A			A	

Intersection Summary	
Cycle Length: 107.2	
Actuated Cycle Length: 57.3	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay: 2.0	Intersection LOS: A
Intersection Capacity Utilization 48.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 52: McKinley & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1211	8	5	853	0	3
Future Volume (veh/h)	1211	8	5	853	0	3
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1275	8	5	898	0	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2011	897	12	2462	7	7
Arrive On Green	0.56	0.56	0.01	0.68	0.00	0.00
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	1275	8	5	898	0	3
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	9.6	0.1	0.1	4.2	0.0	0.1
Cycle Q Clear(g_c), s	9.6	0.1	0.1	4.2	0.0	0.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2011	897	12	2462	7	7
V/C Ratio(X)	0.63	0.01	0.41	0.36	0.00	0.45
Avail Cap(c_a), veh/h	3173	1415	1136	5866	1363	1213
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.0	3.9	19.7	2.7	0.0	19.8
Incr Delay (d2), s/veh	0.3	0.0	7.9	0.1	0.0	42.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.1	0.4	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.4	3.9	27.6	2.8	0.0	61.7
LnGrp LOS	A	A	C	A	A	E
Approach Vol, veh/h	1283			903	3	
Approach Delay, s/veh	6.4			2.9	61.7	
Approach LOS	A			A	E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.0	29.2				34.2	5.7
Change Period (Y+Rc), s	* 4.7	7.0				7.0	5.5
Max Green Setting (Gmax), s	* 25	35.0				64.7	30.0
Max Q Clear Time (g_c+I1), s	2.1	11.6				6.2	2.1
Green Ext Time (p_c), s	0.0	10.6				8.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	5.0
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	1	52	3	2	0	42	84	4	0	105	24
Future Vol, veh/h	40	1	52	3	2	0	42	84	4	0	105	24
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	45	1	58	3	2	0	47	94	4	0	118	27
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

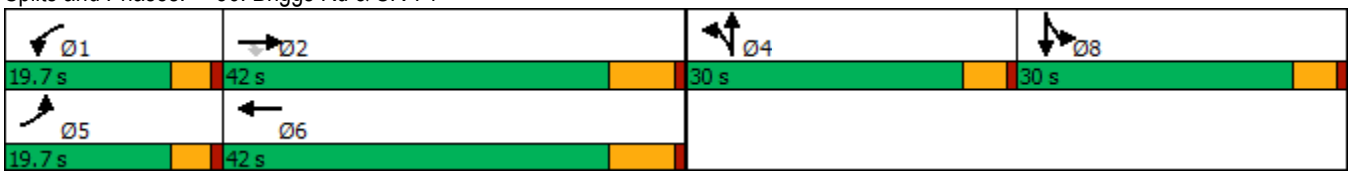
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	8.1	8	8.3	8.1
HCM LOS	A	A	A	A

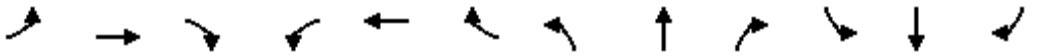
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	32%	98%	0%	60%	0%
Vol Thru, %	65%	2%	0%	40%	81%
Vol Right, %	3%	0%	100%	0%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	130	41	52	5	129
LT Vol	42	40	0	3	0
Through Vol	84	1	0	2	105
RT Vol	4	0	52	0	24
Lane Flow Rate	146	46	58	6	145
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.177	0.072	0.072	0.008	0.17
Departure Headway (Hd)	4.369	5.64	4.446	4.902	4.217
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	824	637	807	731	854
Service Time	2.383	3.36	2.165	2.925	2.231
HCM Lane V/C Ratio	0.177	0.072	0.072	0.008	0.17
HCM Control Delay	8.3	8.8	7.5	8	8.1
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.6	0.2	0.2	0	0.6

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	66	1041	107	61	758	53	57	109	52
Future Volume (vph)	66	1041	107	61	758	53	57	109	52
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Split	NA
Protected Phases	5	2		1	6	4	4	8	8
Permitted Phases			2						
Detector Phase	5	2	2	1	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	9.7	12.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	42.0	42.0	19.7	42.0	30.0	30.0	30.0	30.0
Total Split (%)	16.2%	34.5%	34.5%	16.2%	34.5%	24.7%	24.7%	24.7%	24.7%
Yellow Time (s)	3.7	6.0	6.0	3.7	6.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	7.9	36.1	36.1	7.7	35.9	9.7	9.7	11.0	11.0
Actuated g/C Ratio	0.09	0.43	0.43	0.09	0.43	0.12	0.12	0.13	0.13
v/c Ratio	0.42	0.73	0.15	0.40	0.58	0.28	0.52	0.50	0.42
Control Delay	46.5	26.0	4.8	46.1	22.6	39.6	35.0	43.7	31.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.5	26.0	4.8	46.1	22.6	39.6	35.0	43.7	31.0
LOS	D	C	A	D	C	D	C	D	C
Approach Delay		25.3			24.2		36.5		37.6
Approach LOS		C			C		D		D

Intersection Summary	
Cycle Length: 121.7	
Actuated Cycle Length: 84.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 26.7	Intersection LOS: C
Intersection Capacity Utilization 59.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	1041	107	61	758	63	53	57	56	109	52	46
Future Volume (veh/h)	66	1041	107	61	758	63	53	57	56	109	52	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	1132	116	66	824	68	58	62	61	118	57	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	102	1421	634	98	1321	109	194	93	92	190	97	85
Arrive On Green	0.06	0.39	0.39	0.05	0.39	0.39	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1810	3610	1610	1810	3376	279	1810	869	855	1810	923	809
Grp Volume(v), veh/h	72	1132	116	66	440	452	58	0	123	118	0	107
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1850	1810	0	1723	1810	0	1732
Q Serve(g_s), s	2.5	17.7	3.0	2.3	12.5	12.5	1.9	0.0	4.4	4.0	0.0	3.8
Cycle Q Clear(g_c), s	2.5	17.7	3.0	2.3	12.5	12.5	1.9	0.0	4.4	4.0	0.0	3.8
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.50	1.00		0.47
Lane Grp Cap(c), veh/h	102	1421	634	98	706	724	194	0	185	190	0	182
V/C Ratio(X)	0.70	0.80	0.18	0.68	0.62	0.62	0.30	0.00	0.67	0.62	0.00	0.59
Avail Cap(c_a), veh/h	425	1980	883	425	990	1015	709	0	675	709	0	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.6	17.1	12.6	29.6	15.6	15.6	26.3	0.0	27.4	27.3	0.0	27.2
Incr Delay (d2), s/veh	3.3	1.0	0.1	3.0	0.3	0.3	0.9	0.0	4.1	3.3	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	6.7	1.0	1.0	4.7	4.8	0.8	0.0	1.9	1.8	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	18.1	12.7	32.6	16.0	16.0	27.1	0.0	31.5	30.6	0.0	30.2
LnGrp LOS	C	B	B	C	B	B	C	A	C	C	A	C
Approach Vol, veh/h		1320			958			181			225	
Approach Delay, s/veh		18.5			17.1			30.1			30.4	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	32.1		11.8	8.3	32.0		11.7				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	35.0		25.0	* 15	35.0		25.0				
Max Q Clear Time (g_c+I1), s	4.3	19.7		6.4	4.5	14.5		6.0				
Green Ext Time (p_c), s	0.0	5.4		0.8	0.0	3.8		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		19.8	
HCM 6th LOS		B	

Notes

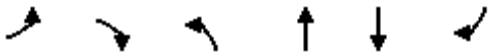
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	39	19	76	127	112	108
Future Volume (vph)	39	19	76	127	112	108
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	10.0	10.0	10.0
Minimum Split (s)	13.6	13.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	30.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	30.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	4.6	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	8.2	8.2	7.8	28.3	16.9	16.9
Actuated g/C Ratio	0.21	0.21	0.20	0.72	0.43	0.43
v/c Ratio	0.14	0.07	0.28	0.12	0.10	0.19
Control Delay	16.0	8.4	16.9	4.9	13.1	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	8.4	16.9	4.9	13.1	4.5
LOS	B	A	B	A	B	A
Approach Delay	13.5			9.4	8.9	
Approach LOS	B			A	A	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 39.4	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.28	
Intersection Signal Delay: 9.7	Intersection LOS: A
Intersection Capacity Utilization 27.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 57: Briggs Rd & Heritage HS Dwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	39	19	76	127	112	108
Future Volume (veh/h)	39	19	76	127	112	108
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	25	101	169	149	144
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	218	194	194	997	1033	461
Arrive On Green	0.12	0.12	0.11	0.52	0.29	0.29
Sat Flow, veh/h	1810	1610	1810	1900	3705	1610
Grp Volume(v), veh/h	52	25	101	169	149	144
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1805	1610
Q Serve(g_s), s	0.9	0.5	1.8	1.6	1.1	2.5
Cycle Q Clear(g_c), s	0.9	0.5	1.8	1.6	1.1	2.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	218	194	194	997	1033	461
V/C Ratio(X)	0.24	0.13	0.52	0.17	0.14	0.31
Avail Cap(c_a), veh/h	1263	1124	1056	3434	3944	1759
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	13.7	14.8	4.3	9.3	9.8
Incr Delay (d2), s/veh	0.6	0.3	2.2	0.1	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.5	0.7	0.3	0.3	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.5	14.0	16.9	4.4	9.4	10.2
LnGrp LOS	B	B	B	A	A	B
Approach Vol, veh/h	77			270	293	
Approach Delay, s/veh	14.3			9.1	9.8	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		25.2		9.8	8.4	16.8
Change Period (Y+Rc), s		6.8		5.6	4.6	6.8
Max Green Setting (Gmax), s		63.2		24.4	20.4	38.2
Max Q Clear Time (g_c+I1), s		3.6		2.9	3.8	4.5
Green Ext Time (p_c), s		1.1		0.2	0.2	1.5

Intersection Summary		
HCM 6th Ctrl Delay		10.0
HCM 6th LOS		B

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	8	0	14	1	204	5	22	126	0
Future Vol, veh/h	0	0	0	8	0	14	1	204	5	22	126	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	9	0	16	1	232	6	25	143	0
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	0	7.7	9.3	8.4
HCM LOS	-	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	36%	15%
Vol Thru, %	100%	0%	100%	0%	85%
Vol Right, %	0%	100%	0%	64%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	205	5	0	22	148
LT Vol	1	0	0	8	22
Through Vol	204	0	0	0	126
RT Vol	0	5	0	14	0
Lane Flow Rate	233	6	0	25	168
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.3	0.006	0	0.031	0.198
Departure Headway (Hd)	4.629	3.925	4.867	4.519	4.248
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	773	907	0	797	831
Service Time	2.375	1.671	2.868	2.519	2.345
HCM Lane V/C Ratio	0.301	0.007	0	0.031	0.202
HCM Control Delay	9.4	6.7	7.9	7.7	8.4
HCM Lane LOS	A	A	N	A	A
HCM 95th-tile Q	1.3	0	0	0.1	0.7

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	17	193	51	8	126
Future Vol, veh/h	37	17	193	51	8	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	46	21	241	64	10	158

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	451	153	0	0	305	0
Stage 1	273	-	-	-	-	-
Stage 2	178	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	556	872	-	-	1267	-
Stage 1	754	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	551	872	-	-	1267	-
Mov Cap-2 Maneuver	551	-	-	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	850	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	623	1267	-
HCM Lane V/C Ratio	-	-	0.108	0.008	-
HCM Control Delay (s)	-	-	11.5	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	183	2	0	260
Future Vol, veh/h	0	0	183	2	0	260
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	206	2	0	292
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	0	9.4	8.5
HCM LOS	-	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	0%	0%	99%
Vol Thru, %	0%	100%	1%
Vol Right, %	100%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	260	0	185
LT Vol	0	0	183
Through Vol	0	0	2
RT Vol	260	0	0
Lane Flow Rate	292	0	208
Geometry Grp	1	1	1
Degree of Util (X)	0.31	0	0.266
Departure Headway (Hd)	3.82	4.741	4.61
Convergence, Y/N	Yes	Yes	Yes
Cap	947	0	767
Service Time	1.82	2.768	2.708
HCM Lane V/C Ratio	0.308	0	0.271
HCM Control Delay	8.5	7.8	9.4
HCM Lane LOS	A	N	A
HCM 95th-tile Q	1.3	0	1.1

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	206	54	50	38	28	135
Future Vol, veh/h	206	54	50	38	28	135
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	242	64	59	45	33	159
Number of Lanes	0	1	1	0	1	0

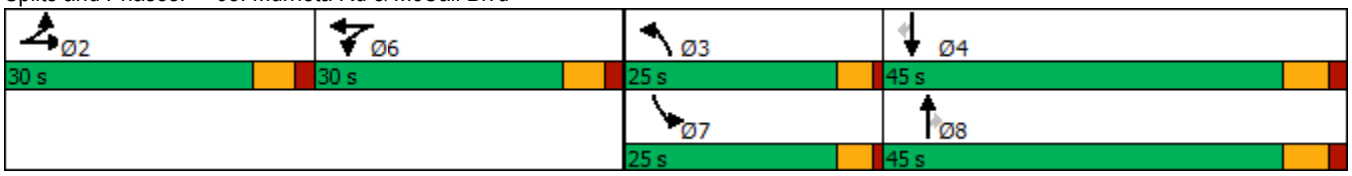
Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	10.6	8.1	8.7
HCM LOS	B	A	A

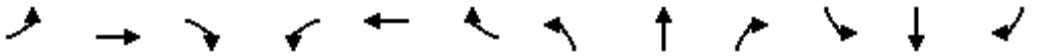
Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	79%	0%	17%
Vol Thru, %	21%	57%	0%
Vol Right, %	0%	43%	83%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	260	88	163
LT Vol	206	0	28
Through Vol	54	50	0
RT Vol	0	38	135
Lane Flow Rate	306	104	192
Geometry Grp	1	1	1
Degree of Util (X)	0.391	0.127	0.233
Departure Headway (Hd)	4.605	4.425	4.381
Convergence, Y/N	Yes	Yes	Yes
Cap	780	809	819
Service Time	2.637	2.463	2.411
HCM Lane V/C Ratio	0.392	0.129	0.234
HCM Control Delay	10.6	8.1	8.7
HCM Lane LOS	B	A	A
HCM 95th-tile Q	1.9	0.4	0.9

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	27	118	193	151	2	189	114	85	170	36
Future Volume (vph)	27	118	193	151	2	189	114	85	170	36
Turn Type	Split	NA	Split	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	2	2	6	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	2	2	6	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	12.1	12.1	12.1	12.1	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	30.0	30.0	30.0	30.0	25.0	45.0	45.0	25.0	45.0	45.0
Total Split (%)	23.1%	23.1%	23.1%	23.1%	19.2%	34.6%	34.6%	19.2%	34.6%	34.6%
Yellow Time (s)	4.1	4.1	4.1	4.1	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	6.1	6.1	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	8.4	8.4	14.2	14.2	6.4	13.5	13.5	8.6	22.1	22.1
Actuated g/C Ratio	0.13	0.13	0.21	0.21	0.10	0.20	0.20	0.13	0.33	0.33
v/c Ratio	0.12	0.28	0.52	0.32	0.01	0.51	0.28	0.38	0.28	0.06
Control Delay	32.6	32.1	30.7	16.8	36.0	31.3	7.9	35.7	19.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.6	32.1	30.7	16.8	36.0	31.3	7.9	35.7	19.0	0.2
LOS	C	C	C	B	D	C	A	D	B	A
Approach Delay		32.2		22.9		22.6			21.5	
Approach LOS		C		C		C			C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 66.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 23.6	Intersection LOS: C
Intersection Capacity Utilization 50.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 65: Murrieta Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	118	2	193	151	94	2	189	114	85	170	36
Future Volume (veh/h)	27	118	2	193	151	94	2	189	114	85	170	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	124	2	203	159	99	2	199	120	89	179	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	190	383	6	328	396	233	6	320	271	153	475	403
Arrive On Green	0.11	0.11	0.11	0.18	0.18	0.18	0.00	0.17	0.17	0.08	0.25	0.25
Sat Flow, veh/h	1810	3636	59	1810	2186	1287	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	28	61	65	203	130	128	2	199	120	89	179	38
Grp Sat Flow(s),veh/h/ln	1810	1805	1889	1810	1805	1668	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	0.7	1.6	1.6	5.2	3.2	3.4	0.1	4.9	3.4	2.4	3.9	0.9
Cycle Q Clear(g_c), s	0.7	1.6	1.6	5.2	3.2	3.4	0.1	4.9	3.4	2.4	3.9	0.9
Prop In Lane	1.00		0.03	1.00		0.77	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	190	190	199	328	327	302	6	320	271	153	475	403
V/C Ratio(X)	0.15	0.32	0.32	0.62	0.40	0.42	0.34	0.62	0.44	0.58	0.38	0.09
Avail Cap(c_a), veh/h	858	856	896	858	856	791	732	1455	1233	732	1455	1233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.5	20.9	20.9	19.0	18.2	18.3	25.1	19.5	18.8	22.2	15.6	14.5
Incr Delay (d2), s/veh	0.4	1.0	0.9	1.9	0.8	0.9	11.8	2.0	1.1	1.3	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.7	0.7	2.1	1.3	1.3	0.0	2.1	1.2	1.0	1.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	21.9	21.8	20.9	19.0	19.3	36.9	21.4	20.0	23.5	16.1	14.6
LnGrp LOS	C	C	C	C	B	B	D	C	B	C	B	B
Approach Vol, veh/h		154			461			321			306	
Approach Delay, s/veh		21.7			19.9			21.0			18.1	
Approach LOS		C			B			C			B	

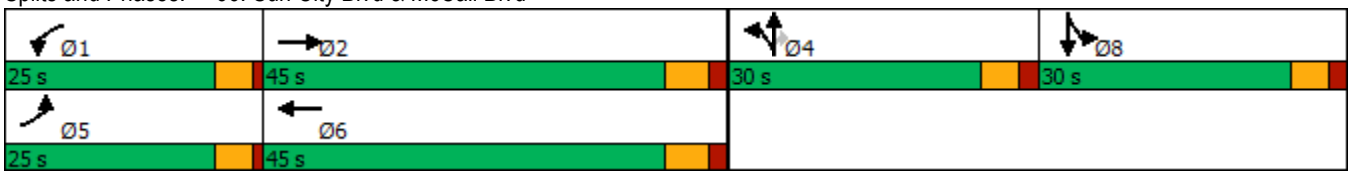
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.4	4.8	19.0		15.2	8.9	14.9				
Change Period (Y+Rc), s		6.1	4.6	6.4		6.1	4.6	6.4				
Max Green Setting (Gmax), s		23.9	20.4	38.6		23.9	20.4	38.6				
Max Q Clear Time (g_c+I1), s		3.6	2.1	5.9		7.2	4.4	6.9				
Green Ext Time (p_c), s		0.7	0.0	1.2		1.9	0.1	1.6				

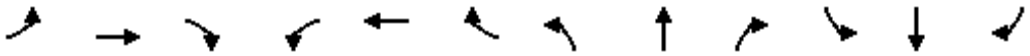
Intersection Summary												
HCM 6th Ctrl Delay			20.0									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	31	316	257	501	101	133	60
Future Volume (vph)	31	316	257	501	101	133	60
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	4		8
Permitted Phases						4	
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	13.6	13.6	13.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	6.6	14.0	19.7	31.9	10.0	10.0	9.5
Actuated g/C Ratio	0.09	0.19	0.26	0.42	0.13	0.13	0.13
v/c Ratio	0.22	0.60	0.59	0.42	0.41	0.43	0.39
Control Delay	38.1	31.5	31.8	17.7	33.8	10.5	32.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.1	31.5	31.8	17.7	33.8	10.5	32.6
LOS	D	C	C	B	C	B	C
Approach Delay		32.0		22.0	23.8		32.6
Approach LOS		C		C	C		C

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 75.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 25.7	Intersection LOS: C
Intersection Capacity Utilization 49.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 66: Sun City Blvd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	316	52	257	501	85	76	101	133	81	60	19
Future Volume (veh/h)	31	316	52	257	501	85	76	101	133	81	60	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	343	57	279	545	92	83	110	145	88	65	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	78	549	90	335	986	166	212	309	227	222	179	58
Arrive On Green	0.04	0.18	0.18	0.19	0.32	0.32	0.14	0.14	0.14	0.13	0.13	0.13
Sat Flow, veh/h	1810	3100	510	1810	3091	520	1480	2151	1579	1750	1411	458
Grp Volume(v), veh/h	34	198	202	279	317	320	102	91	145	91	0	83
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1810	1805	1806	1826	1805	1579	1813	0	1807
Q Serve(g_s), s	1.1	6.0	6.2	8.9	8.7	8.7	3.0	2.7	5.2	2.8	0.0	2.5
Cycle Q Clear(g_c), s	1.1	6.0	6.2	8.9	8.7	8.7	3.0	2.7	5.2	2.8	0.0	2.5
Prop In Lane	1.00		0.28	1.00		0.29	0.81		1.00	0.97		0.25
Lane Grp Cap(c), veh/h	78	320	320	335	576	576	262	259	227	230	0	229
V/C Ratio(X)	0.43	0.62	0.63	0.83	0.55	0.55	0.39	0.35	0.64	0.40	0.00	0.36
Avail Cap(c_a), veh/h	619	1178	1178	619	1178	1179	748	739	647	742	0	740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.8	22.7	22.7	23.4	16.8	16.8	23.2	23.0	24.1	23.9	0.0	23.8
Incr Delay (d2), s/veh	1.4	2.0	2.1	2.1	0.8	0.8	0.9	0.8	3.0	1.1	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.5	2.6	3.6	3.3	3.3	1.3	1.1	2.0	1.2	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.2	24.6	24.8	25.5	17.6	17.6	24.1	23.8	27.1	25.0	0.0	24.8
LnGrp LOS	C	C	C	C	B	B	C	C	C	C	A	C
Approach Vol, veh/h		434			916			338			174	
Approach Delay, s/veh		25.0			20.0			25.3			24.9	
Approach LOS		C			C			C			C	

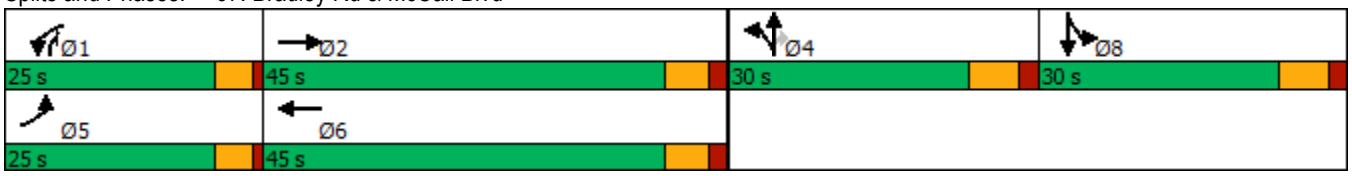
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.6	16.7		14.2	7.2	25.1		13.2				
Change Period (Y+Rc), s	4.6	6.1		5.6	4.6	6.1		5.6				
Max Green Setting (Gmax), s	20.4	38.9		24.4	20.4	38.9		24.4				
Max Q Clear Time (g_c+I1), s	10.9	8.2		7.2	3.1	10.7		4.8				
Green Ext Time (p_c), s	0.3	2.4		1.4	0.0	4.1		0.9				

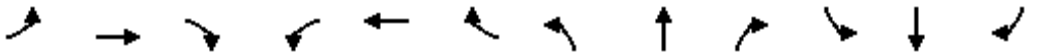
Intersection Summary												
HCM 6th Ctrl Delay			22.6									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	528	496	770	59	61	505	101	49
Future Volume (vph)	6	528	496	770	59	61	505	101	49
Turn Type	Prot	NA	Prot	NA	Split	NA	pm+ov	Split	NA
Protected Phases	5	2	1	6	4	4	1	8	8
Permitted Phases							4		
Detector Phase	5	2	1	6	4	4	1	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	10.6	14.8	14.8
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	19.2%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.5	20.4	22.3	48.2	9.7	9.7	30.6	11.2	11.2
Actuated g/C Ratio	0.08	0.26	0.28	0.61	0.12	0.12	0.39	0.14	0.14
v/c Ratio	0.04	0.66	1.00	0.42	0.27	0.27	0.66	0.40	0.22
Control Delay	42.5	31.6	76.4	14.1	41.1	40.8	11.2	41.3	35.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.5	31.6	76.4	14.1	41.1	40.8	11.2	41.3	35.0
LOS	D	C	E	B	D	D	B	D	D
Approach Delay		31.7		36.6		16.9			39.0
Approach LOS		C		D		B			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 79.2	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 31.2	Intersection LOS: C
Intersection Capacity Utilization 70.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 67: Bradley Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	528	62	496	770	110	59	61	505	101	49	8
Future Volume (veh/h)	6	528	62	496	770	110	59	61	505	101	49	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	539	63	506	786	112	60	62	515	103	50	8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	17	697	81	383	1321	188	435	457	728	148	131	21
Arrive On Green	0.01	0.21	0.21	0.21	0.42	0.42	0.24	0.24	0.24	0.08	0.08	0.08
Sat Flow, veh/h	1810	3255	379	1810	3172	452	1810	1900	1610	1810	1596	255
Grp Volume(v), veh/h	6	298	304	506	447	451	60	62	515	103	0	58
Grp Sat Flow(s),veh/h/ln	1810	1805	1830	1810	1805	1819	1810	1900	1610	1810	0	1852
Q Serve(g_s), s	0.3	15.0	15.1	20.4	18.5	18.5	2.5	2.5	23.2	5.3	0.0	2.9
Cycle Q Clear(g_c), s	0.3	15.0	15.1	20.4	18.5	18.5	2.5	2.5	23.2	5.3	0.0	2.9
Prop In Lane	1.00		0.21	1.00		0.25	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	17	386	392	383	752	757	435	457	728	148	0	152
V/C Ratio(X)	0.36	0.77	0.78	1.32	0.60	0.60	0.14	0.14	0.71	0.70	0.00	0.38
Avail Cap(c_a), veh/h	383	728	738	383	752	757	435	457	728	435	0	445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.5	35.7	35.7	38.0	21.8	21.8	28.8	28.7	21.3	43.1	0.0	42.0
Incr Delay (d2), s/veh	4.8	3.3	3.3	162.1	1.3	1.3	0.1	0.1	3.2	5.8	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	6.8	6.9	26.0	7.7	7.8	1.1	1.1	9.1	2.5	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	39.0	39.0	200.1	23.1	23.1	28.9	28.9	24.4	48.9	0.0	43.5
LnGrp LOS	D	D	D	F	C	C	C	C	C	D	A	D
Approach Vol, veh/h		608			1404			637			161	
Approach Delay, s/veh		39.1			86.9			25.3			46.9	
Approach LOS		D			F			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	26.7		30.0	5.5	46.3		14.7				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		23.2				
Max Q Clear Time (g_c+I1), s	22.4	17.1		25.2	2.3	20.5		7.3				
Green Ext Time (p_c), s	0.0	3.6		0.0	0.0	5.4		0.4				

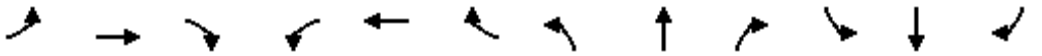
Intersection Summary			
HCM 6th Ctrl Delay		60.3	
HCM 6th LOS		E	

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	838	296	294	868	0	507
Future Volume (vph)	838	296	294	868	0	507
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		9.0	9.5	9.5	9.5
Total Split (s)	45.0		25.0	70.0	30.0	30.0
Total Split (%)	45.0%		25.0%	70.0%	30.0%	30.0%
Yellow Time (s)	4.0		3.5	4.0	4.0	4.0
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.0	4.5	4.5	4.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	C-Min	None	None
Act Effct Green (s)	39.6	100.0	19.2	62.8	28.2	28.2
Actuated g/C Ratio	0.40	1.00	0.19	0.63	0.28	0.28
v/c Ratio	0.59	0.19	0.86	0.39	0.74	0.87
Control Delay	27.4	0.3	49.4	16.4	41.7	36.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.4	0.3	49.4	16.4	41.7	36.9
LOS	C	A	D	B	D	D
Approach Delay	20.3			24.8	38.9	
Approach LOS	C			C	D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 68 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 27.1	Intersection LOS: C
Intersection Capacity Utilization 71.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 68: I-215 SB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	838	296	294	868	0	0	0	0	374	0	507
Future Volume (veh/h)	0	838	296	294	868	0	0	0	0	374	0	507
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	846	0	297	877	0				378	0	512
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1575		323	2365	0				461	0	411
Arrive On Green	0.00	0.44	0.00	0.36	1.00	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1810	0	1610
Grp Volume(v), veh/h	0	846	0	297	877	0				378	0	512
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	17.3	0.0	15.7	0.0	0.0				19.7	0.0	25.5
Cycle Q Clear(g_c), s	0.0	17.3	0.0	15.7	0.0	0.0				19.7	0.0	25.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1575		323	2365	0				461	0	411
V/C Ratio(X)	0.00	0.54		0.92	0.37	0.00				0.82	0.00	1.25
Avail Cap(c_a), veh/h	0	1575		380	2365	0				461	0	411
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.73	0.00	0.70	0.70	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.7	0.0	31.4	0.0	0.0				35.1	0.0	37.3
Incr Delay (d2), s/veh	0.0	1.0	0.0	17.8	0.3	0.0				10.5	0.0	130.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.1	0.0	6.9	0.1	0.0				9.7	0.0	24.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.7	0.0	49.2	0.3	0.0				45.5	0.0	167.3
LnGrp LOS	A	C		D	A	A				D	A	F
Approach Vol, veh/h		846			1174						890	
Approach Delay, s/veh		21.7			12.7						115.6	
Approach LOS		C			B						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	21.9	48.1		30.0		70.0
Change Period (Y+Rc), s	4.0	4.5		4.5		4.5
Max Green Setting (Gmax), s	21.0	40.5		25.5		65.5
Max Q Clear Time (g_c+I1), s	17.7	19.3		27.5		2.0
Green Ext Time (p_c), s	0.2	3.9		0.0		4.5

Intersection Summary		
HCM 6th Ctrl Delay		46.8
HCM 6th LOS		D

Notes

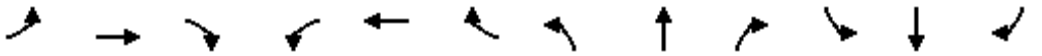
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	301	911	755	205	5	566
Future Volume (vph)	301	911	755	205	5	566
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	8.5	9.5	9.5		9.5	9.5
Total Split (s)	29.0	60.0	31.0		40.0	40.0
Total Split (%)	29.0%	60.0%	31.0%		40.0%	40.0%
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min		None	None
Act Effct Green (s)	20.8	56.7	32.4	100.0	34.3	34.3
Actuated g/C Ratio	0.21	0.57	0.32	1.00	0.34	0.34
v/c Ratio	0.83	0.46	0.66	0.13	0.68	0.93
Control Delay	51.8	7.7	34.1	0.2	34.4	47.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.8	7.7	34.1	0.2	34.4	47.7
LOS	D	A	C	A	C	D
Approach Delay		18.6	26.8		42.1	
Approach LOS		B	C		D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 28.4	Intersection LOS: C
Intersection Capacity Utilization 71.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 69: I-215 NB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	911	0	0	755	205	407	5	566	0	0	0
Future Volume (veh/h)	301	911	0	0	755	205	407	5	566	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	310	939	0	0	778	0	420	5	584			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	337	2004	0	0	1205		635	8	572			
Arrive On Green	0.37	1.00	0.00	0.00	0.33	0.00	0.35	0.35	0.35			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1789	21	1610			
Grp Volume(v), veh/h	310	939	0	0	778	0	425	0	584			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	16.3	0.0	0.0	0.0	18.3	0.0	19.8	0.0	35.5			
Cycle Q Clear(g_c), s	16.3	0.0	0.0	0.0	18.3	0.0	19.8	0.0	35.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	337	2004	0	0	1205		643	0	572			
V/C Ratio(X)	0.92	0.47	0.00	0.00	0.65		0.66	0.00	1.02			
Avail Cap(c_a), veh/h	461	2004	0	0	1205		643	0	572			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.78	0.78	0.00	0.00	0.84	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	30.7	0.0	0.0	0.0	28.3	0.0	27.2	0.0	32.3			
Incr Delay (d2), s/veh	13.7	0.6	0.0	0.0	2.3	0.0	2.5	0.0	43.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.6	0.2	0.0	0.0	8.0	0.0	8.7	0.0	20.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.3	0.6	0.0	0.0	30.6	0.0	29.7	0.0	75.5			
LnGrp LOS	D	A	A	A	C		C	A	F			
Approach Vol, veh/h		1249			778			1009				
Approach Delay, s/veh		11.5			30.6			56.2				
Approach LOS		B			C			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.0			22.1	37.9		40.0				
Change Period (Y+Rc), s		4.5			3.5	4.5		4.5				
Max Green Setting (Gmax), s		55.5			25.5	26.5		35.5				
Max Q Clear Time (g_c+I1), s		2.0			18.3	20.3		37.5				
Green Ext Time (p_c), s		4.9			0.3	2.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

Notes

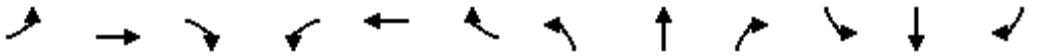
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	150	1095	32	676	150	21	24	30	17
Future Volume (vph)	150	1095	32	676	150	21	24	30	17
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases					4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	14.8	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	25.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	10.9	39.3	6.7	29.8	15.0	15.0	15.0	15.7	15.7
Actuated g/C Ratio	0.15	0.53	0.09	0.40	0.20	0.20	0.20	0.21	0.21
v/c Ratio	0.59	0.74	0.21	0.50	0.62	0.06	0.06	0.11	0.34
Control Delay	40.5	18.9	38.5	19.2	39.2	25.0	0.3	25.2	8.7
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.5	19.0	38.5	19.2	39.2	25.0	0.3	25.2	8.7
LOS	D	B	D	B	D	C	A	C	A
Approach Delay		21.2		20.1		32.9			11.4
Approach LOS		C		C		C			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 73.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 21.1	Intersection LOS: C
Intersection Capacity Utilization 79.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 70: Encanto Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	1095	231	32	676	20	150	21	24	30	17	133
Future Volume (veh/h)	150	1095	231	32	676	20	150	21	24	30	17	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	158	1153	243	34	712	21	158	22	25	32	18	140
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	200	1410	295	75	1453	43	293	445	372	413	44	340
Arrive On Green	0.11	0.47	0.47	0.04	0.41	0.41	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	2971	622	1810	3580	106	1248	1900	1589	1380	187	1452
Grp Volume(v), veh/h	158	698	698	34	359	374	158	22	25	32	0	158
Grp Sat Flow(s),veh/h/ln	1810	1805	1787	1810	1805	1881	1248	1900	1589	1380	0	1639
Q Serve(g_s), s	6.0	23.2	23.6	1.3	10.3	10.3	8.6	0.6	0.9	1.3	0.0	5.7
Cycle Q Clear(g_c), s	6.0	23.2	23.6	1.3	10.3	10.3	14.3	0.6	0.9	1.9	0.0	5.7
Prop In Lane	1.00		0.35	1.00		0.06	1.00		1.00	1.00		0.89
Lane Grp Cap(c), veh/h	200	857	849	75	732	763	293	445	372	413	0	383
V/C Ratio(X)	0.79	0.81	0.82	0.45	0.49	0.49	0.54	0.05	0.07	0.08	0.00	0.41
Avail Cap(c_a), veh/h	527	1002	992	527	1002	1044	414	629	526	561	0	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.4	15.8	15.9	32.8	15.4	15.4	28.8	20.8	20.9	21.5	0.0	22.8
Incr Delay (d2), s/veh	2.6	4.6	5.0	1.6	0.5	0.5	1.5	0.0	0.1	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	9.2	9.3	0.5	3.6	3.7	2.6	0.3	0.3	0.4	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	20.3	20.8	34.4	16.0	15.9	30.4	20.8	21.0	21.6	0.0	23.5
LnGrp LOS	C	C	C	C	B	B	C	C	C	C	A	C
Approach Vol, veh/h		1554			767			205			190	
Approach Delay, s/veh		21.8			16.8			28.2			23.1	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	39.4		23.2	12.3	34.5		23.2				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		* 6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		* 24				
Max Q Clear Time (g_c+I1), s	3.3	25.6		16.3	8.0	12.3		7.7				
Green Ext Time (p_c), s	0.0	7.7		0.4	0.2	4.1		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		21.0
HCM 6th LOS		C

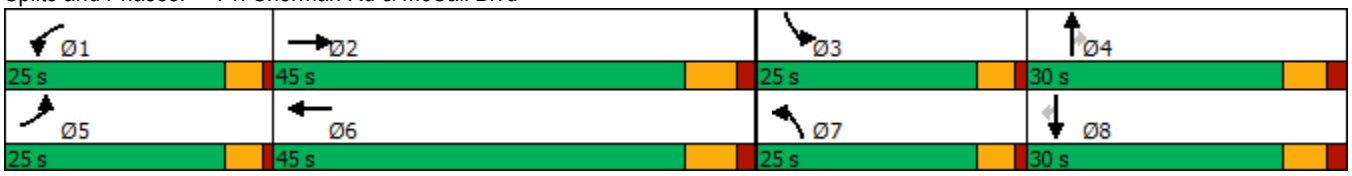
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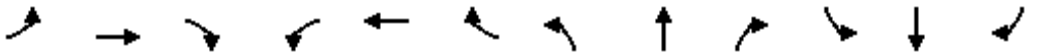
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	83	998	20	593	76	11	16	23	10	22
Future Volume (vph)	83	998	20	593	76	11	16	23	10	22
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4		3	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.8	10.6	16.8	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	8.3	40.1	6.5	33.0	9.4	9.6	9.6	6.6	8.5	8.5
Actuated g/C Ratio	0.13	0.62	0.10	0.51	0.14	0.15	0.15	0.10	0.13	0.13
v/c Ratio	0.38	0.51	0.12	0.35	0.31	0.04	0.05	0.13	0.04	0.07
Control Delay	35.2	13.0	35.7	15.1	33.2	30.8	0.3	35.6	33.6	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.2	13.0	35.7	15.1	33.2	30.8	0.3	35.6	33.6	0.5
LOS	D	B	D	B	C	C	A	D	C	A
Approach Delay		14.6		15.8		27.8			21.3	
Approach LOS		B		B		C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 64.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 15.9	Intersection LOS: B
Intersection Capacity Utilization 60.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 71: Sherman Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	998	75	20	593	23	76	11	16	23	10	22
Future Volume (veh/h)	83	998	75	20	593	23	76	11	16	23	10	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	87	1051	79	21	624	24	80	12	17	24	11	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	141	1404	105	54	1292	50	135	276	234	60	197	167
Arrive On Green	0.08	0.41	0.41	0.03	0.36	0.36	0.07	0.15	0.15	0.03	0.10	0.10
Sat Flow, veh/h	1810	3403	256	1810	3544	136	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	87	557	573	21	318	330	80	12	17	24	11	23
Grp Sat Flow(s),veh/h/ln	1810	1805	1854	1810	1805	1875	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	2.7	15.3	15.3	0.7	7.9	7.9	2.5	0.3	0.5	0.8	0.3	0.8
Cycle Q Clear(g_c), s	2.7	15.3	15.3	0.7	7.9	7.9	2.5	0.3	0.5	0.8	0.3	0.8
Prop In Lane	1.00		0.14	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	141	745	765	54	658	683	135	276	234	60	197	167
V/C Ratio(X)	0.62	0.75	0.75	0.39	0.48	0.48	0.59	0.04	0.07	0.40	0.06	0.14
Avail Cap(c_a), veh/h	634	1183	1215	634	1183	1230	634	779	661	634	779	661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	14.5	14.5	27.7	14.3	14.3	26.1	21.4	21.5	27.6	23.5	23.7
Incr Delay (d2), s/veh	1.6	1.5	1.5	1.7	0.6	0.5	1.5	0.1	0.1	1.6	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.9	5.1	0.3	2.6	2.7	1.1	0.1	0.2	0.3	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.7	16.1	16.0	29.5	14.8	14.8	27.6	21.5	21.6	29.2	23.7	24.1
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1217			669			109			58	
Approach Delay, s/veh		16.9			15.3			26.0			26.1	
Approach LOS		B			B			C			C	

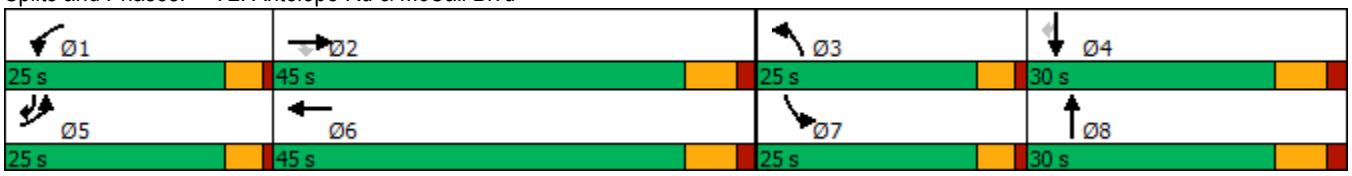
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	30.8	6.5	14.6	9.1	28.0	9.0	12.1
Change Period (Y+Rc), s	4.6	6.8	4.6	6.1	4.6	6.8	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.9	20.4	38.2	20.4	23.9
Max Q Clear Time (g_c+I1), s	2.7	17.3	2.8	2.5	4.7	9.9	4.5	2.8
Green Ext Time (p_c), s	0.0	6.7	0.0	0.1	0.1	3.6	0.1	0.1

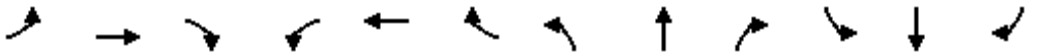
Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	56	824	47	21	561	23	2	6	3	41
Future Volume (vph)	56	824	47	21	561	23	2	6	3	41
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8	7	4	5
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	5
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	16.8	16.8	10.6	16.8	10.6	14.8	10.6	14.8	10.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0	25.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%	20.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	6.8	4.6	6.8	4.6	6.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	7.5	35.9	35.9	6.9	23.8	6.9	9.1	6.8	9.0	11.9
Actuated g/C Ratio	0.17	0.80	0.80	0.15	0.53	0.15	0.20	0.15	0.20	0.26
v/c Ratio	0.20	0.30	0.04	0.08	0.31	0.09	0.10	0.02	0.01	0.09
Control Delay	23.6	6.8	0.1	25.2	11.2	25.1	12.2	25.8	24.3	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.6	6.8	0.1	25.2	11.2	25.1	12.2	25.8	24.3	2.6
LOS	C	A	A	C	B	C	B	C	C	A
Approach Delay		7.5			11.7		17.6		6.6	
Approach LOS		A			B		B		A	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 45	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.31	
Intersection Signal Delay: 9.4	Intersection LOS: A
Intersection Capacity Utilization 50.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 72: Antelope Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	824	47	21	561	8	23	2	30	6	3	41
Future Volume (veh/h)	56	824	47	21	561	8	23	2	30	6	3	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	59	867	49	22	591	8	24	2	32	6	3	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	1352	603	57	1237	17	61	13	207	17	210	286
Arrive On Green	0.07	0.37	0.37	0.03	0.34	0.34	0.03	0.14	0.14	0.01	0.11	0.11
Sat Flow, veh/h	1810	3610	1610	1810	3647	49	1810	96	1529	1810	1900	1610
Grp Volume(v), veh/h	59	867	49	22	292	307	24	0	34	6	3	43
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1891	1810	0	1625	1810	1900	1610
Q Serve(g_s), s	1.6	10.0	1.0	0.6	6.5	6.5	0.7	0.0	0.9	0.2	0.1	1.1
Cycle Q Clear(g_c), s	1.6	10.0	1.0	0.6	6.5	6.5	0.7	0.0	0.9	0.2	0.1	1.1
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.94	1.00		1.00
Lane Grp Cap(c), veh/h	121	1352	603	57	612	642	61	0	219	17	210	286
V/C Ratio(X)	0.49	0.64	0.08	0.39	0.48	0.48	0.39	0.00	0.15	0.35	0.01	0.15
Avail Cap(c_a), veh/h	727	2717	1212	727	1359	1423	727	0	743	727	869	844
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	13.1	10.2	24.1	13.2	13.2	24.0	0.0	19.4	25.0	20.1	17.6
Incr Delay (d2), s/veh	1.1	0.5	0.1	1.6	0.6	0.6	1.5	0.0	0.3	4.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.5	0.3	0.3	2.3	2.4	0.3	0.0	0.3	0.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	13.6	10.3	25.7	13.8	13.8	25.5	0.0	19.7	29.3	20.1	17.9
LnGrp LOS	C	B	B	C	B	B	C	A	B	C	C	B
Approach Vol, veh/h		975			621			58			52	
Approach Delay, s/veh		14.0			14.2			22.1			19.3	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	25.8	6.3	12.4	8.0	24.0	5.1	13.7
Change Period (Y+Rc), s	4.6	6.8	4.6	6.8	4.6	6.8	4.6	6.8
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.2	20.4	38.2	20.4	23.2
Max Q Clear Time (g_c+I1), s	2.6	12.0	2.7	3.1	3.6	8.5	2.2	2.9
Green Ext Time (p_c), s	0.0	7.0	0.0	0.1	0.0	3.9	0.0	0.1

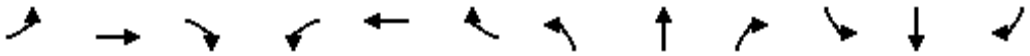
Intersection Summary	
HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	Ø1
Lane Configurations									
Traffic Volume (vph)	19	735	531	10	4	0	8	0	
Future Volume (vph)	19	735	531	10	4	0	8	0	
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	5	2	6			8		4	1
Permitted Phases				6	8		4		
Detector Phase	5	2	6	6	8	8	4	4	
Switch Phase									
Minimum Initial (s)	6.0	10.0	10.0	10.0	8.0	8.0	21.0	21.0	6.0
Minimum Split (s)	10.6	17.2	17.2	17.2	13.6	13.6	26.6	26.6	10.6
Total Split (s)	40.0	60.0	45.0	45.0	40.0	40.0	40.0	40.0	25.0
Total Split (%)	32.0%	48.0%	36.0%	36.0%	32.0%	32.0%	32.0%	32.0%	20%
Yellow Time (s)	3.6	5.2	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.6	7.2	7.2	7.2		5.6	5.6	5.6	
Lead/Lag	Lead	Lag	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	Min	Min	Min	None	None	None	None	None
Act Effct Green (s)	6.4	63.4	59.2	59.2		15.2	21.7	21.7	
Actuated g/C Ratio	0.08	0.78	0.73	0.73		0.19	0.27	0.27	
v/c Ratio	0.16	0.57	0.23	0.01		0.02	0.02	0.05	
Control Delay	41.4	10.6	9.0	0.0		0.0	26.5	0.1	
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Total Delay	41.4	10.6	9.0	0.0		0.0	26.5	0.1	
LOS	D	B	A	A		A	C	A	
Approach Delay		11.3	8.8					5.1	
Approach LOS		B	A					A	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 81.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 10.1	Intersection LOS: B
Intersection Capacity Utilization 67.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	735	4	0	531	10	4	0	1	8	0	34
Future Volume (veh/h)	19	735	4	0	531	10	4	0	1	8	0	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	835	5	0	603	11	5	0	1	9	0	39
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	56	1068	6	3	1643	733	342	11	48	436	0	340
Arrive On Green	0.03	0.57	0.57	0.00	0.46	0.46	0.21	0.00	0.21	0.21	0.00	0.21
Sat Flow, veh/h	1810	1887	11	1810	3610	1610	1075	51	225	1439	0	1610
Grp Volume(v), veh/h	22	0	840	0	603	11	6	0	0	9	0	39
Grp Sat Flow(s),veh/h/ln	1810	0	1898	1810	1805	1610	1351	0	0	1439	0	1610
Q Serve(g_s), s	0.7	0.0	19.8	0.0	6.3	0.2	0.0	0.0	0.0	0.0	0.0	1.1
Cycle Q Clear(g_c), s	0.7	0.0	19.8	0.0	6.3	0.2	1.1	0.0	0.0	0.2	0.0	1.1
Prop In Lane	1.00		0.01	1.00		1.00	0.83		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	56	0	1074	3	1643	733	400	0	0	436	0	340
V/C Ratio(X)	0.39	0.00	0.78	0.00	0.37	0.02	0.01	0.00	0.00	0.02	0.00	0.11
Avail Cap(c_a), veh/h	1115	0	1744	642	2375	1059	952	0	0	994	0	964
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.3	0.0	9.7	0.0	10.2	8.6	17.9	0.0	0.0	18.0	0.0	18.3
Incr Delay (d2), s/veh	1.7	0.0	1.8	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	6.6	0.0	2.2	0.1	0.1	0.0	0.0	0.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	0.0	11.5	0.0	10.4	8.6	18.0	0.0	0.0	18.0	0.0	18.5
LnGrp LOS	C	A	B	A	B	A	B	A	A	B	A	B
Approach Vol, veh/h		862			614			6			48	
Approach Delay, s/veh		12.0			10.4			18.0			18.4	
Approach LOS		B			B			B			B	

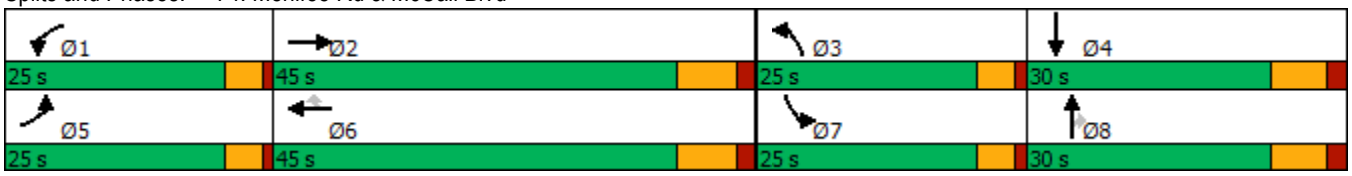
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	39.7		17.7	6.4	33.4		17.7				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	52.8		34.4	35.4	37.8		34.4				
Max Q Clear Time (g_c+I1), s	0.0	21.8		3.1	2.7	8.3		3.1				
Green Ext Time (p_c), s	0.0	10.7		0.2	0.0	6.4		0.0				

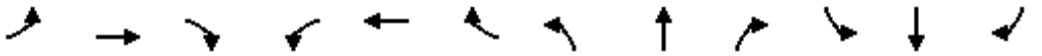
Intersection Summary												
HCM 6th Ctrl Delay			11.6									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	187	378	20	234	27	150	244	39	51	175
Future Volume (vph)	187	378	20	234	27	150	244	39	51	175
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6		3	8		7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0
Minimum Split (s)	10.6	17.5	10.6	17.5	17.5	10.6	15.2	15.2	10.6	15.2
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	8.9	23.2	6.2	13.1	13.1	11.1	19.5	19.5	7.3	10.6
Actuated g/C Ratio	0.13	0.34	0.09	0.19	0.19	0.16	0.29	0.29	0.11	0.15
v/c Ratio	0.44	0.49	0.07	0.36	0.07	0.55	0.25	0.08	0.28	0.54
Control Delay	32.9	19.6	35.1	27.0	0.3	35.8	22.6	0.3	36.2	18.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.9	19.6	35.1	27.0	0.3	35.8	22.6	0.3	36.2	18.8
LOS	C	B	D	C	A	D	C	A	D	B
Approach Delay		22.9		25.0			25.1			21.2
Approach LOS		C		C			C			C

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 68.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 23.4	Intersection LOS: C
Intersection Capacity Utilization 59.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	378	179	20	234	27	150	244	39	51	175	157
Future Volume (veh/h)	187	378	179	20	234	27	150	244	39	51	175	157
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	201	406	192	22	252	29	161	262	42	55	188	169
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	358	622	291	109	684	305	208	803	358	111	313	265
Arrive On Green	0.10	0.26	0.26	0.03	0.19	0.19	0.11	0.22	0.22	0.06	0.17	0.17
Sat Flow, veh/h	3510	2388	1116	3510	3610	1610	1810	3610	1610	1810	1853	1569
Grp Volume(v), veh/h	201	306	292	22	252	29	161	262	42	55	183	174
Grp Sat Flow(s),veh/h/ln	1755	1805	1699	1755	1805	1610	1810	1805	1610	1810	1805	1618
Q Serve(g_s), s	3.1	8.5	8.6	0.3	3.4	0.8	4.9	3.4	1.2	1.7	5.3	5.6
Cycle Q Clear(g_c), s	3.1	8.5	8.6	0.3	3.4	0.8	4.9	3.4	1.2	1.7	5.3	5.6
Prop In Lane	1.00		0.66	1.00		1.00	1.00		1.00	1.00		0.97
Lane Grp Cap(c), veh/h	358	470	443	109	684	305	208	803	358	111	305	273
V/C Ratio(X)	0.56	0.65	0.66	0.20	0.37	0.10	0.77	0.33	0.12	0.49	0.60	0.64
Avail Cap(c_a), veh/h	1272	1203	1132	1272	2405	1073	656	1462	652	656	731	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	18.5	18.6	26.6	19.9	18.8	24.2	18.4	17.5	25.6	21.6	21.8
Incr Delay (d2), s/veh	0.5	1.5	1.7	0.3	0.3	0.1	2.3	0.2	0.1	1.3	1.9	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.4	3.3	0.1	1.4	0.3	2.1	1.3	0.4	0.7	2.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.6	20.1	20.3	26.9	20.2	19.0	26.5	18.6	17.6	26.8	23.5	24.2
LnGrp LOS	C	C	C	C	C	B	C	B	B	C	C	C
Approach Vol, veh/h		799			303			465			412	
Approach Delay, s/veh		21.3			20.6			21.2			24.3	
Approach LOS		C			C			C			C	

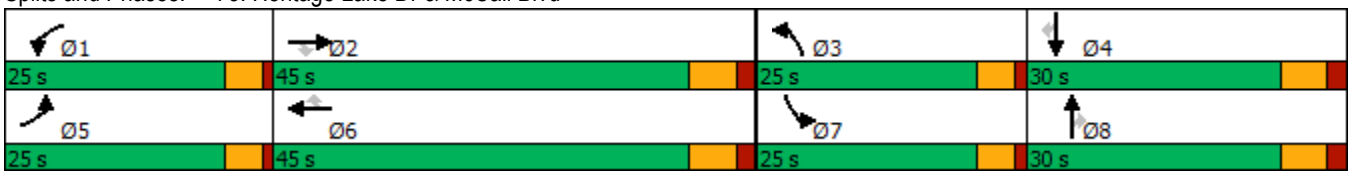
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	22.2	11.1	16.7	10.3	18.2	8.1	19.7
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	22.8	20.4	37.5	20.4	22.8
Max Q Clear Time (g_c+I1), s	2.3	10.6	6.9	7.6	5.1	5.4	3.7	5.4
Green Ext Time (p_c), s	0.0	4.0	0.2	1.9	0.3	1.8	0.0	1.6

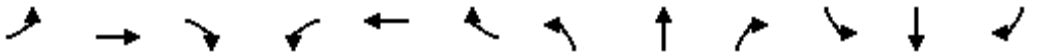
Intersection Summary	
HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	311	115	22	179	8	64	14	18	8	15	38
Future Volume (vph)	42	311	115	22	179	8	64	14	18	8	15	38
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.8	20.5	20.5	9.6	18.8	18.8	10.1	16.5	16.5	9.5	12.7	12.7
Actuated g/C Ratio	0.27	0.57	0.57	0.27	0.52	0.52	0.28	0.46	0.46	0.26	0.35	0.35
v/c Ratio	0.09	0.11	0.13	0.05	0.07	0.01	0.13	0.02	0.02	0.02	0.02	0.06
Control Delay	20.7	11.8	4.7	21.9	14.9	0.0	20.0	14.9	0.1	21.9	20.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.7	11.8	4.7	21.9	14.9	0.0	20.0	14.9	0.1	21.9	20.1	0.2
LOS	C	B	A	C	B	A	B	B	A	C	C	A
Approach Delay		10.8			15.1			15.5			7.9	
Approach LOS		B			B			B			A	

Intersection Summary		
Cycle Length: 125		
Actuated Cycle Length: 35.9		
Natural Cycle: 55		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.13		
Intersection Signal Delay: 12.2	Intersection LOS: B	
Intersection Capacity Utilization 38.0%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 75: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	311	115	22	179	8	64	14	18	8	15	38
Future Volume (veh/h)	42	311	115	22	179	8	64	14	18	8	15	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	327	121	23	188	8	67	15	19	8	16	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	104	1230	376	61	1107	344	140	369	312	23	246	206
Arrive On Green	0.06	0.24	0.24	0.03	0.21	0.21	0.08	0.19	0.19	0.01	0.13	0.13
Sat Flow, veh/h	1810	5187	1586	1810	5187	1610	1810	1900	1605	1810	1900	1587
Grp Volume(v), veh/h	44	327	121	23	188	8	67	15	19	8	16	40
Grp Sat Flow(s),veh/h/ln	1810	1729	1586	1810	1729	1610	1810	1900	1605	1810	1900	1587
Q Serve(g_s), s	1.0	2.2	2.7	0.5	1.2	0.2	1.5	0.3	0.4	0.2	0.3	0.9
Cycle Q Clear(g_c), s	1.0	2.2	2.7	0.5	1.2	0.2	1.5	0.3	0.4	0.2	0.3	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	104	1230	376	61	1107	344	140	369	312	23	246	206
V/C Ratio(X)	0.42	0.27	0.32	0.38	0.17	0.02	0.48	0.04	0.06	0.35	0.06	0.19
Avail Cap(c_a), veh/h	876	4753	1454	876	4753	1475	876	1064	899	876	1064	889
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	13.1	13.3	19.9	13.5	13.1	18.6	13.8	13.8	20.6	16.1	16.4
Incr Delay (d2), s/veh	1.0	0.1	0.5	1.4	0.1	0.0	0.9	0.0	0.1	3.3	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.7	0.8	0.2	0.4	0.1	0.6	0.1	0.1	0.1	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.2	13.2	13.8	21.4	13.6	13.1	19.6	13.8	13.9	23.9	16.2	16.8
LnGrp LOS	C	B	B	C	B	B	B	B	B	C	B	B
Approach Vol, veh/h		492			219			101			64	
Approach Delay, s/veh		14.0			14.4			17.6			17.6	
Approach LOS		B			B			B			B	

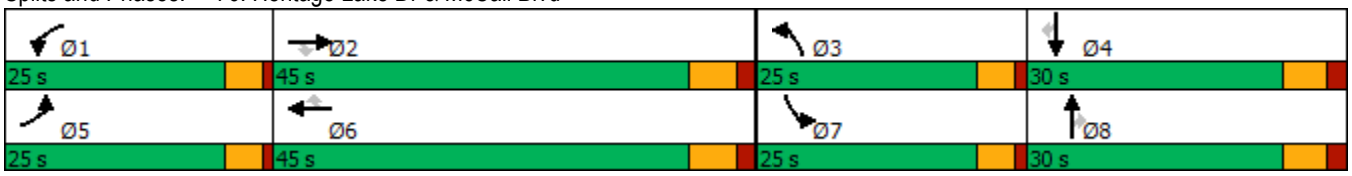
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	16.4	7.9	11.9	7.0	15.4	5.1	14.6
Change Period (Y+Rc), s	4.6	6.4	4.6	6.4	4.6	6.4	4.6	6.4
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.6	20.4	38.6	20.4	23.6
Max Q Clear Time (g_c+I1), s	2.5	4.7	3.5	2.9	3.0	3.2	2.2	2.4
Green Ext Time (p_c), s	0.0	2.8	0.1	0.1	0.0	1.3	0.0	0.1

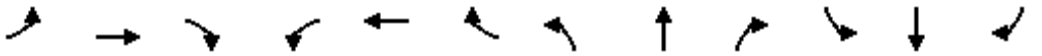
Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	176	71	10	121	18	47	18	14	21	19	20
Future Volume (vph)	34	176	71	10	121	18	47	18	14	21	19	20
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	7.1	27.0	27.0	7.0	25.3	25.3	7.3	11.2	11.2	7.0	9.4	9.4
Actuated g/C Ratio	0.19	0.72	0.72	0.19	0.67	0.67	0.19	0.30	0.30	0.19	0.25	0.25
v/c Ratio	0.10	0.05	0.07	0.03	0.04	0.02	0.14	0.03	0.03	0.07	0.04	0.04
Control Delay	18.8	9.5	3.1	19.3	12.5	0.0	18.4	14.1	0.1	19.2	17.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.8	9.5	3.1	19.3	12.5	0.0	18.4	14.1	0.1	19.2	17.3	0.1
LOS	B	A	A	B	B	A	B	B	A	B	B	A
Approach Delay		9.0			11.5			14.1			12.2	
Approach LOS		A			B			B			B	

Intersection Summary		
Cycle Length: 125		
Actuated Cycle Length: 37.5		
Natural Cycle: 55		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.14		
Intersection Signal Delay: 10.7	Intersection LOS: B	
Intersection Capacity Utilization 36.9%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 76: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	176	71	10	121	18	47	18	14	21	19	20
Future Volume (veh/h)	34	176	71	10	121	18	47	18	14	21	19	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	187	76	11	129	19	50	19	15	22	20	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	89	1406	434	31	1241	385	114	304	256	59	246	208
Arrive On Green	0.05	0.27	0.27	0.02	0.24	0.24	0.06	0.16	0.16	0.03	0.13	0.13
Sat Flow, veh/h	1810	5187	1601	1810	5187	1610	1810	1900	1600	1810	1900	1610
Grp Volume(v), veh/h	36	187	76	11	129	19	50	19	15	22	20	21
Grp Sat Flow(s),veh/h/ln	1810	1729	1601	1810	1729	1610	1810	1900	1600	1810	1900	1610
Q Serve(g_s), s	0.8	1.1	1.5	0.3	0.8	0.4	1.1	0.4	0.3	0.5	0.4	0.5
Cycle Q Clear(g_c), s	0.8	1.1	1.5	0.3	0.8	0.4	1.1	0.4	0.3	0.5	0.4	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	1406	434	31	1241	385	114	304	256	59	246	208
V/C Ratio(X)	0.41	0.13	0.18	0.35	0.10	0.05	0.44	0.06	0.06	0.38	0.08	0.10
Avail Cap(c_a), veh/h	883	4790	1479	883	4790	1487	883	1086	915	883	1086	921
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	11.5	11.7	20.3	12.4	12.2	18.9	14.9	14.9	19.8	16.0	16.1
Incr Delay (d2), s/veh	1.1	0.0	0.2	2.5	0.0	0.1	1.0	0.1	0.1	1.5	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.4	0.5	0.1	0.3	0.1	0.4	0.1	0.1	0.2	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.4	11.6	11.8	22.8	12.4	12.3	19.8	15.0	15.0	21.3	16.2	16.3
LnGrp LOS	C	B	B	C	B	B	B	B	B	C	B	B
Approach Vol, veh/h		299			159			84			63	
Approach Delay, s/veh		12.7			13.1			17.9			18.0	
Approach LOS		B			B			B			B	

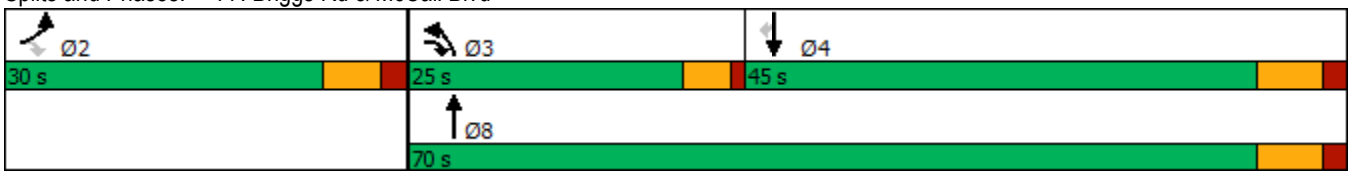
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	17.7	7.2	11.5	6.6	16.4	6.0	12.8
Change Period (Y+Rc), s	4.6	6.4	4.6	6.1	4.6	6.4	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.9	20.4	38.6	20.4	23.9
Max Q Clear Time (g_c+I1), s	2.3	3.5	3.1	2.5	2.8	2.8	2.5	2.4
Green Ext Time (p_c), s	0.0	1.5	0.0	0.1	0.0	0.9	0.0	0.1

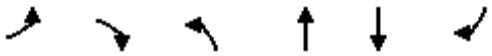
Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	169	42	35	104	67	106
Future Volume (vph)	169	42	35	104	67	106
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	25.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	25.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	9.2	21.8	6.1	19.0	12.9	12.9
Actuated g/C Ratio	0.22	0.52	0.15	0.46	0.31	0.31
v/c Ratio	0.45	0.03	0.07	0.13	0.06	0.20
Control Delay	18.3	2.3	16.9	7.2	13.2	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.3	2.3	16.9	7.2	13.2	5.1
LOS	B	A	B	A	B	A
Approach Delay	15.1			9.6	8.2	
Approach LOS	B			A	A	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 41.6	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 11.4	Intersection LOS: B
Intersection Capacity Utilization 28.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	169	42	35	104	67	106
Future Volume (veh/h)	169	42	35	104	67	106
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	180	45	37	111	71	113
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	353	699	180	849	978	436
Arrive On Green	0.20	0.20	0.05	0.45	0.27	0.27
Sat Flow, veh/h	1810	2834	3510	1900	3705	1610
Grp Volume(v), veh/h	180	45	37	111	71	113
Grp Sat Flow(s),veh/h/ln	1810	1417	1755	1900	1805	1610
Q Serve(g_s), s	3.3	0.4	0.4	1.3	0.5	2.0
Cycle Q Clear(g_c), s	3.3	0.4	0.4	1.3	0.5	2.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	353	699	180	849	978	436
V/C Ratio(X)	0.51	0.06	0.21	0.13	0.07	0.26
Avail Cap(c_a), veh/h	1157	1958	1941	3255	3738	1667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.3	10.6	16.8	6.0	10.0	10.5
Incr Delay (d2), s/veh	0.4	0.0	0.2	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.1	0.1	0.3	0.2	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.7	10.7	17.0	6.1	10.0	10.9
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	225			148	184	
Approach Delay, s/veh	13.1			8.8	10.5	
Approach LOS	B			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		13.6	6.5	16.8		23.3
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s		5.3	2.4	4.0		3.3
Green Ext Time (p_c), s		0.3	0.0	0.8		0.7

Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	48	446	31	350
Future Volume (vph)	48	446	31	350
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	8.0	10.0	6.0	10.0
Minimum Split (s)	13.6	17.5	10.6	17.5
Total Split (s)	30.0	45.0	25.0	70.0
Total Split (%)	30.0%	45.0%	25.0%	70.0%
Yellow Time (s)	3.6	5.5	3.6	5.5
All-Red Time (s)	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	7.5	4.6	7.5
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	8.5	26.7	6.4	30.5
Actuated g/C Ratio	0.20	0.64	0.15	0.73
v/c Ratio	0.17	0.25	0.12	0.14
Control Delay	16.2	8.6	19.8	4.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	16.2	8.6	19.8	4.4
LOS	B	A	B	A
Approach Delay	16.2	8.6		5.7
Approach LOS	B	A		A

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 41.7	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.25	
Intersection Signal Delay: 7.9	Intersection LOS: A
Intersection Capacity Utilization 41.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 78: Menifee Rd & Coastline Ave





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	48	10	446	74	31	350
Future Volume (veh/h)	48	10	446	74	31	350
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	11	485	80	34	380
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	155	33	946	155	88	1782
Arrive On Green	0.11	0.11	0.30	0.30	0.05	0.49
Sat Flow, veh/h	1441	305	3199	509	1810	3705
Grp Volume(v), veh/h	64	0	281	284	34	380
Grp Sat Flow(s),veh/h/ln	1773	0	1805	1808	1810	1805
Q Serve(g_s), s	1.1	0.0	4.2	4.3	0.6	2.0
Cycle Q Clear(g_c), s	1.1	0.0	4.2	4.3	0.6	2.0
Prop In Lane	0.81	0.17		0.28	1.00	
Lane Grp Cap(c), veh/h	191	0	550	551	88	1782
V/C Ratio(X)	0.34	0.00	0.51	0.52	0.39	0.21
Avail Cap(c_a), veh/h	1317	0	2060	2064	1124	6867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.6	0.0	9.4	9.4	15.2	4.7
Incr Delay (d2), s/veh	1.0	0.0	0.7	0.7	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.3	1.3	0.2	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.6	0.0	10.1	10.2	16.2	4.8
LnGrp LOS	B	A	B	B	B	A
Approach Vol, veh/h	64		565			414
Approach Delay, s/veh	14.6		10.2			5.7
Approach LOS	B		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.2	17.5			23.7	9.1
Change Period (Y+Rc), s	4.6	7.5			7.5	5.6
Max Green Setting (Gmax), s	20.4	37.5			62.5	24.4
Max Q Clear Time (g_c+I1), s	2.6	6.3			4.0	3.1
Green Ext Time (p_c), s	0.0	3.8			2.8	0.1

Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

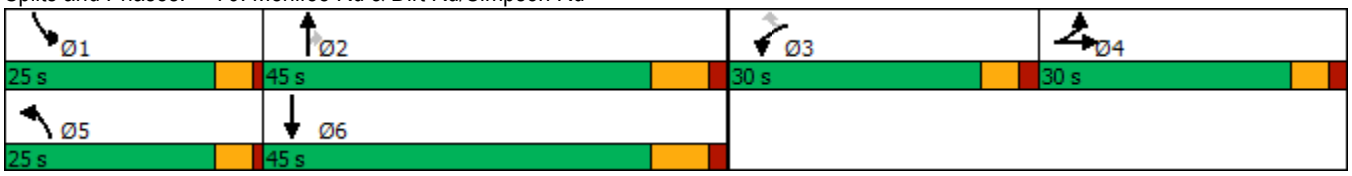
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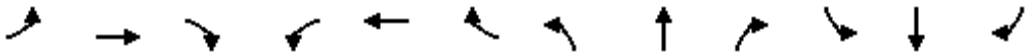
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4	Ø5
Lane Configurations								
Traffic Volume (vph)	114	156	364	146	133	265		
Future Volume (vph)	114	156	364	146	133	265		
Turn Type	Prot	Perm	NA	Perm	Prot	NA		
Protected Phases	3		2		1	6	4	5
Permitted Phases		3		2				
Detector Phase	3	3	2	2	1	6		
Switch Phase								
Minimum Initial (s)	8.0	8.0	10.0	10.0	6.0	10.0	8.0	6.0
Minimum Split (s)	13.6	13.6	17.5	17.5	10.6	17.5	13.6	10.6
Total Split (s)	30.0	30.0	45.0	45.0	25.0	45.0	30.0	25.0
Total Split (%)	23.1%	23.1%	34.6%	34.6%	19.2%	34.6%	23%	19%
Yellow Time (s)	3.6	3.6	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.6	5.6	7.5	7.5	4.6	7.5		
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	Min	None	Min	None	None
Act Effct Green (s)	10.2	10.2	14.8	14.8	9.6	29.1		
Actuated g/C Ratio	0.19	0.19	0.28	0.28	0.18	0.55		
v/c Ratio	0.37	0.39	0.40	0.29	0.46	0.15		
Control Delay	23.8	7.2	17.2	4.9	25.7	5.9		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	23.8	7.2	17.2	4.9	25.7	5.9		
LOS	C	A	B	A	C	A		
Approach Delay			13.7			12.5		
Approach LOS			B			B		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 52.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay: 13.4	Intersection LOS: B
Intersection Capacity Utilization 37.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 79: Menifee Rd & Dirt Rd/Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	114	0	156	0	364	146	133	265	0
Future Volume (veh/h)	0	0	0	114	0	156	0	364	146	133	265	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	128	0	175	0	409	164	149	298	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	7	0	0	0	0	7	1385	618	275	2571	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.38	0.15	0.71	0.00
Sat Flow, veh/h	0	1900	0		0		1810	3610	1610	1810	3705	0
Grp Volume(v), veh/h	0	0	0		0.0		0	409	164	149	298	0
Grp Sat Flow(s),veh/h/ln	0	1900	0				1810	1805	1610	1810	1805	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	2.1	1.8	2.0	0.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	2.1	1.8	2.0	0.7	0.0
Prop In Lane	0.00		0.00				1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	7	0				7	1385	618	275	2571	0
V/C Ratio(X)	0.00	0.00	0.00				0.00	0.30	0.27	0.54	0.12	0.00
Avail Cap(c_a), veh/h	0	1779	0				1417	5195	2317	1417	5195	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	5.6	5.5	10.2	1.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	0.2	0.3	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0				0.0	0.4	0.3	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0				0.0	5.7	5.8	10.8	1.2	0.0
LnGrp LOS	A	A	A				A	A	A	B	A	A
Approach Vol, veh/h		0						573			447	
Approach Delay, s/veh		0.0						5.8			4.4	
Approach LOS								A			A	

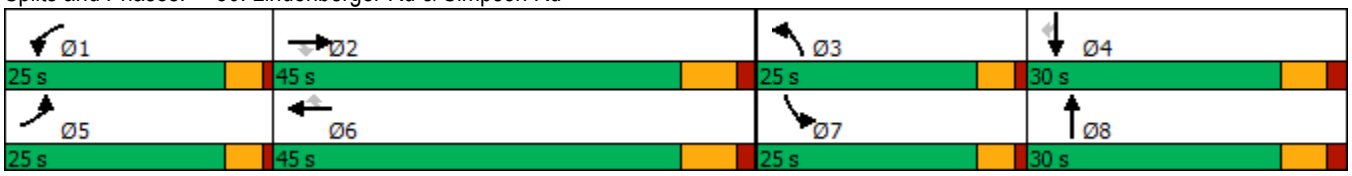
Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	8.6	17.5		0.0	0.0	26.1
Change Period (Y+Rc), s	4.6	7.5		5.6	4.6	7.5
Max Green Setting (Gmax), s	20.4	37.5		24.4	20.4	37.5
Max Q Clear Time (g_c+I1), s	4.0	4.1		0.0	0.0	2.7
Green Ext Time (p_c), s	0.2	5.2		0.0	0.0	2.9

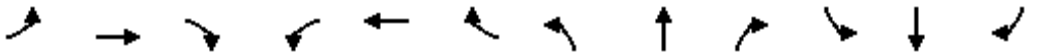
Intersection Summary		
HCM 6th Ctrl Delay		5.2
HCM 6th LOS		A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	42	193	29	44	193	35	45	90	14	63	38
Future Volume (vph)	42	193	29	44	193	35	45	90	14	63	38
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.2	17.2	10.6	17.2	17.2	10.6	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	6.9	14.3	14.3	6.9	16.3	16.3	6.9	13.2	6.5	9.0	9.0
Actuated g/C Ratio	0.14	0.29	0.29	0.14	0.33	0.33	0.14	0.27	0.13	0.18	0.18
v/c Ratio	0.18	0.37	0.06	0.18	0.17	0.06	0.19	0.19	0.06	0.19	0.10
Control Delay	25.6	20.5	0.2	25.6	15.9	0.2	25.6	10.5	26.1	23.5	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	20.5	0.2	25.6	15.9	0.2	25.6	10.5	26.1	23.5	0.6
LOS	C	C	A	C	B	A	C	B	C	C	A
Approach Delay		19.1			15.5			13.6		16.2	
Approach LOS		B			B			B		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 49.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.37	
Intersection Signal Delay: 16.2	Intersection LOS: B
Intersection Capacity Utilization 42.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 80: Lindenberger Rd & Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	193	29	44	193	35	45	90	82	14	63	38
Future Volume (veh/h)	42	193	29	44	193	35	45	90	82	14	63	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	201	30	46	201	36	47	94	85	15	66	40
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	102	413	350	105	792	353	107	387	313	41	323	273
Arrive On Green	0.06	0.22	0.22	0.06	0.22	0.22	0.06	0.21	0.21	0.02	0.17	0.17
Sat Flow, veh/h	1810	1900	1610	1810	3610	1610	1810	1875	1517	1810	1900	1607
Grp Volume(v), veh/h	44	201	30	46	201	36	47	90	89	15	66	40
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1610	1810	1805	1587	1810	1900	1607
Q Serve(g_s), s	1.1	4.3	0.7	1.1	2.1	0.8	1.2	1.9	2.2	0.4	1.4	1.0
Cycle Q Clear(g_c), s	1.1	4.3	0.7	1.1	2.1	0.8	1.2	1.9	2.2	0.4	1.4	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.96	1.00		1.00
Lane Grp Cap(c), veh/h	102	413	350	105	792	353	107	372	327	41	323	273
V/C Ratio(X)	0.43	0.49	0.09	0.44	0.25	0.10	0.44	0.24	0.27	0.36	0.20	0.15
Avail Cap(c_a), veh/h	802	1561	1323	802	2966	1323	802	926	814	802	975	825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	15.8	14.4	20.9	14.8	14.3	20.9	15.3	15.4	22.2	16.4	16.2
Incr Delay (d2), s/veh	1.1	0.9	0.1	1.1	0.2	0.1	1.1	0.3	0.4	2.0	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.7	0.2	0.5	0.8	0.3	0.5	0.7	0.7	0.2	0.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.1	16.6	14.5	22.0	15.0	14.5	22.0	15.6	15.8	24.1	16.7	16.5
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		275			283			226			121	
Approach Delay, s/veh		17.3			16.1			17.0			17.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	17.2	7.3	14.2	7.2	17.3	5.6	15.9
Change Period (Y+Rc), s	4.6	7.2	4.6	6.4	4.6	7.2	4.6	6.4
Max Green Setting (Gmax), s	20.4	37.8	20.4	23.6	20.4	37.8	20.4	23.6
Max Q Clear Time (g_c+I1), s	3.1	6.3	3.2	3.4	3.1	4.1	2.4	4.2
Green Ext Time (p_c), s	0.0	1.3	0.0	0.4	0.0	1.5	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	85	199	233	74	58	59
Future Vol, veh/h	85	199	233	74	58	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	92	216	253	80	63	64
Number of Lanes	1	1	1	0	1	1

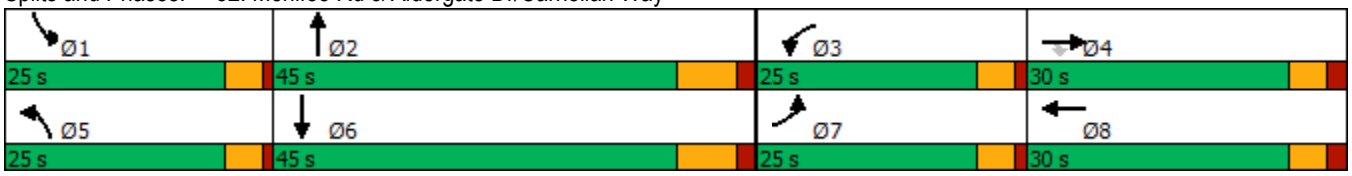
Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	10	11.9	9.3
HCM LOS	A	B	A

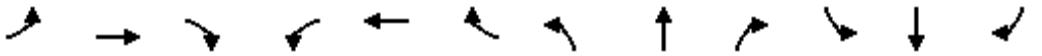
Lane	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	76%	0%	0%
Vol Right, %	0%	0%	24%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	85	199	307	58	59
LT Vol	85	0	0	58	0
Through Vol	0	199	233	0	0
RT Vol	0	0	74	0	59
Lane Flow Rate	92	216	334	63	64
Geometry Grp	7	7	4	7	7
Degree of Util (X)	0.145	0.309	0.451	0.114	0.094
Departure Headway (Hd)	5.654	5.151	4.87	6.505	5.293
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	632	694	737	548	672
Service Time	3.405	2.902	2.917	4.278	3.064
HCM Lane V/C Ratio	0.146	0.311	0.453	0.115	0.095
HCM Control Delay	9.4	10.2	11.9	10.1	8.6
HCM Lane LOS	A	B	B	B	A
HCM 95th-tile Q	0.5	1.3	2.4	0.4	0.3

Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	11	11	38	0	12	519	18	363
Future Volume (vph)	11	11	38	0	12	519	18	363
Turn Type	Prot	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7		3	8	5	2	1	6
Permitted Phases		4						
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	13.6	10.6	13.6	10.6	17.5	10.6	17.5
Total Split (s)	25.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	4.6	5.6	4.6	7.5	4.6	7.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.5	8.7	7.4	8.9	6.5	29.6	6.6	29.6
Actuated g/C Ratio	0.16	0.22	0.19	0.22	0.16	0.75	0.17	0.75
v/c Ratio	0.04	0.01	0.12	0.01	0.04	0.22	0.06	0.15
Control Delay	20.5	0.0	18.7	0.0	20.4	7.7	20.2	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.5	0.0	18.7	0.0	20.4	7.7	20.2	7.3
LOS	C	A	B	A	C	A	C	A
Approach Delay				14.7		7.9		7.9
Approach LOS				B		A		A

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 39.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.22	
Intersection Signal Delay: 8.3	Intersection LOS: A
Intersection Capacity Utilization 36.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 82: Menifee Rd & Aldergate Dr/Carnelian Way





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	0	11	38	0	10	12	519	33	18	363	7
Future Volume (veh/h)	11	0	11	38	0	10	12	519	33	18	363	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	0	12	41	0	11	13	558	35	19	390	8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	34	125	106	100	0	164	37	991	62	52	1069	22
Arrive On Green	0.02	0.00	0.07	0.06	0.00	0.10	0.02	0.29	0.29	0.03	0.30	0.30
Sat Flow, veh/h	1810	1900	1610	1810	0	1610	1810	3449	216	1810	3618	74
Grp Volume(v), veh/h	12	0	12	41	0	11	13	292	301	19	194	204
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1610	1810	1805	1860	1810	1805	1887
Q Serve(g_s), s	0.3	0.0	0.3	0.9	0.0	0.2	0.3	5.4	5.5	0.4	3.4	3.4
Cycle Q Clear(g_c), s	0.3	0.0	0.3	0.9	0.0	0.2	0.3	5.4	5.5	0.4	3.4	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		0.04
Lane Grp Cap(c), veh/h	34	125	106	100	0	164	37	518	534	52	534	558
V/C Ratio(X)	0.35	0.00	0.11	0.41	0.00	0.07	0.36	0.56	0.56	0.37	0.36	0.37
Avail Cap(c_a), veh/h	933	1171	992	933	0	992	933	1710	1762	933	1710	1787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	0.0	17.4	18.1	0.0	16.1	19.1	12.0	12.0	18.9	11.0	11.0
Incr Delay (d2), s/veh	2.3	0.0	0.5	1.0	0.0	0.2	2.2	1.0	0.9	1.6	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.3	0.0	0.1	0.1	1.9	1.9	0.2	1.1	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	0.0	17.9	19.1	0.0	16.2	21.3	13.0	12.9	20.5	11.4	11.4
LnGrp LOS	C	A	B	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		24			52			606			417	
Approach Delay, s/veh		19.7			18.5			13.1			11.8	
Approach LOS		B			B			B			B	

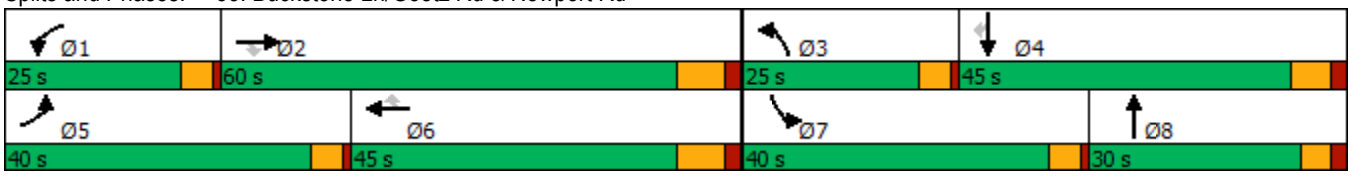
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	18.9	6.8	8.2	5.4	19.2	5.3	9.6
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	2.4	7.5	2.9	2.3	2.3	5.4	2.3	2.2
Green Ext Time (p_c), s	0.0	3.9	0.0	0.0	0.0	2.5	0.0	0.0

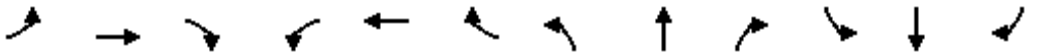
Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	558	985	9	21	814	339	7	5	273	0	366
Future Volume (vph)	558	985	9	21	814	339	7	5	273	0	366
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.5	15.5	10.6	11.6	10.6	12.8	12.8
Total Split (s)	40.0	60.0	60.0	25.0	45.0	45.0	25.0	30.0	40.0	45.0	45.0
Total Split (%)	25.8%	38.7%	38.7%	16.1%	29.0%	29.0%	16.1%	19.4%	25.8%	29.0%	29.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	3.6	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.5	7.5	4.6	5.6	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	20.1	48.1	48.1	6.7	26.8	26.8	6.4	6.6	12.7	10.7	10.7
Actuated g/C Ratio	0.25	0.61	0.61	0.08	0.34	0.34	0.08	0.08	0.16	0.14	0.14
v/c Ratio	0.67	0.33	0.01	0.14	0.49	0.55	0.05	0.07	0.52	0.26	0.26
Control Delay	32.4	9.6	0.0	44.5	22.9	15.4	45.1	33.9	36.9	0.9	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.4	9.6	0.0	44.5	22.9	15.4	45.1	33.9	36.9	0.9	0.9
LOS	C	A	A	D	C	B	D	C	D	A	A
Approach Delay		17.8			21.1			38.3		16.3	
Approach LOS		B			C			D		B	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 79.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 18.8	Intersection LOS: B
Intersection Capacity Utilization 61.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 83: Buckstone Ln/Goetz Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	558	985	9	21	814	339	7	5	6	273	0	366
Future Volume (veh/h)	558	985	9	21	814	339	7	5	6	273	0	366
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	594	1048	10	22	866	361	7	5	6	290	0	389
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	710	2543	789	53	1645	511	20	59	71	396	0	560
Arrive On Green	0.20	0.49	0.49	0.03	0.32	0.32	0.01	0.08	0.08	0.11	0.00	0.17
Sat Flow, veh/h	3510	5187	1609	1810	5187	1610	1810	781	937	3619	0	3220
Grp Volume(v), veh/h	594	1048	10	22	866	361	7	0	11	290	0	389
Grp Sat Flow(s),veh/h/ln	1755	1729	1609	1810	1729	1610	1810	0	1718	1810	0	1610
Q Serve(g_s), s	12.9	10.3	0.3	0.9	10.9	15.7	0.3	0.0	0.5	6.2	0.0	9.0
Cycle Q Clear(g_c), s	12.9	10.3	0.3	0.9	10.9	15.7	0.3	0.0	0.5	6.2	0.0	9.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	710	2543	789	53	1645	511	20	0	130	396	0	560
V/C Ratio(X)	0.84	0.41	0.01	0.42	0.53	0.71	0.36	0.00	0.08	0.73	0.00	0.69
Avail Cap(c_a), veh/h	1565	3429	1063	465	2449	760	465	0	528	1613	0	1549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.4	12.9	10.4	37.9	22.2	23.9	39.0	0.0	34.2	34.2	0.0	30.8
Incr Delay (d2), s/veh	1.0	0.1	0.0	2.0	0.3	1.8	4.1	0.0	0.3	1.0	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	3.7	0.1	0.4	4.3	5.9	0.2	0.0	0.2	2.7	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	13.0	10.4	39.9	22.5	25.7	43.1	0.0	34.4	35.2	0.0	32.4
LnGrp LOS	C	B	B	D	C	C	D	A	C	D	A	C
Approach Vol, veh/h		1652			1249			18			679	
Approach Delay, s/veh		19.6			23.7			37.8			33.6	
Approach LOS		B			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	46.4	5.5	20.6	20.7	32.7	13.3	12.8
Change Period (Y+Rc), s	4.6	7.5	4.6	6.8	4.6	7.5	4.6	* 6.8
Max Green Setting (Gmax), s	20.4	52.5	20.4	38.2	35.4	37.5	35.4	* 24
Max Q Clear Time (g_c+I1), s	2.9	12.3	2.3	11.0	14.9	17.7	8.2	2.5
Green Ext Time (p_c), s	0.0	9.5	0.0	1.6	1.1	7.5	0.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C

Notes

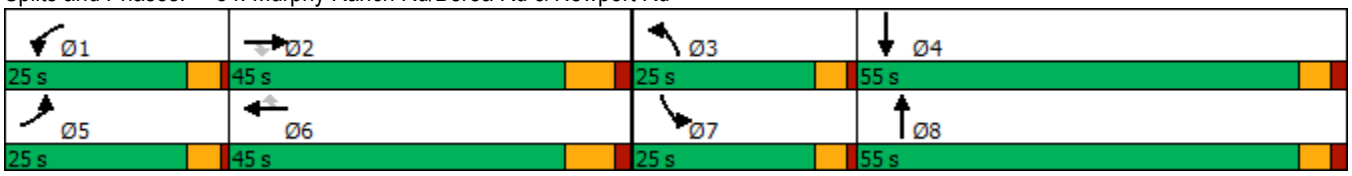
User approved volume balancing among the lanes for turning movement.

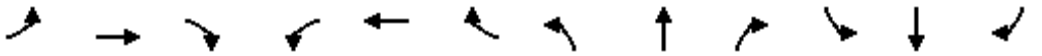
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	41	1221	66	18	1168	345	76	5	196	30
Future Volume (vph)	41	1221	66	18	1168	345	76	5	196	30
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2		1	6		3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.5	15.5	10.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	55.0	25.0	55.0
Total Split (%)	16.7%	30.0%	30.0%	16.7%	30.0%	30.0%	16.7%	36.7%	16.7%	36.7%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.5	7.5	4.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None
Act Effct Green (s)	7.3	37.0	37.0	6.7	34.4	34.4	8.7	7.0	15.2	13.2
Actuated g/C Ratio	0.09	0.47	0.47	0.09	0.44	0.44	0.11	0.09	0.19	0.17
v/c Ratio	0.25	0.51	0.09	0.12	0.53	0.46	0.39	0.25	0.58	0.19
Control Delay	43.2	16.9	3.1	42.9	19.0	14.2	44.0	19.2	39.5	21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.2	16.9	3.1	42.9	19.0	14.2	44.0	19.2	39.5	21.7
LOS	D	B	A	D	B	B	D	B	D	C
Approach Delay		17.0			18.2			34.8		35.4
Approach LOS		B			B			C		D

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 78	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 19.7	Intersection LOS: B
Intersection Capacity Utilization 60.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 84: Murphy Ranch Rd/Berea Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1221	66	18	1168	345	76	5	40	196	30	29
Future Volume (veh/h)	41	1221	66	18	1168	345	76	5	40	196	30	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	1259	68	19	1204	356	78	5	41	202	31	30
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	2112	647	48	1998	618	125	16	129	250	139	135
Arrive On Green	0.05	0.41	0.41	0.03	0.39	0.39	0.07	0.09	0.09	0.14	0.16	0.16
Sat Flow, veh/h	1810	5187	1588	1810	5187	1604	1810	178	1459	1810	886	858
Grp Volume(v), veh/h	42	1259	68	19	1204	356	78	0	46	202	0	61
Grp Sat Flow(s),veh/h/ln	1810	1729	1588	1810	1729	1604	1810	0	1637	1810	0	1744
Q Serve(g_s), s	1.5	12.5	1.7	0.7	12.2	11.5	2.8	0.0	1.7	7.1	0.0	2.0
Cycle Q Clear(g_c), s	1.5	12.5	1.7	0.7	12.2	11.5	2.8	0.0	1.7	7.1	0.0	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.89	1.00		0.49
Lane Grp Cap(c), veh/h	88	2112	647	48	1998	618	125	0	144	250	0	274
V/C Ratio(X)	0.47	0.60	0.11	0.39	0.60	0.58	0.62	0.00	0.32	0.81	0.00	0.22
Avail Cap(c_a), veh/h	562	2961	907	562	2961	915	562	0	1231	562	0	1311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.4	15.2	12.1	31.4	16.2	16.0	29.7	0.0	28.1	27.5	0.0	24.2
Incr Delay (d2), s/veh	1.5	0.3	0.1	1.9	0.3	0.9	1.9	0.0	1.3	2.3	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.4	0.6	0.3	4.4	4.0	1.2	0.0	0.7	3.1	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.9	15.5	12.1	33.4	16.5	16.8	31.6	0.0	29.4	29.8	0.0	24.6
LnGrp LOS	C	B	B	C	B	B	C	A	C	C	A	C
Approach Vol, veh/h		1369			1579			124			263	
Approach Delay, s/veh		15.8			16.8			30.8			28.6	
Approach LOS		B			B			C			C	

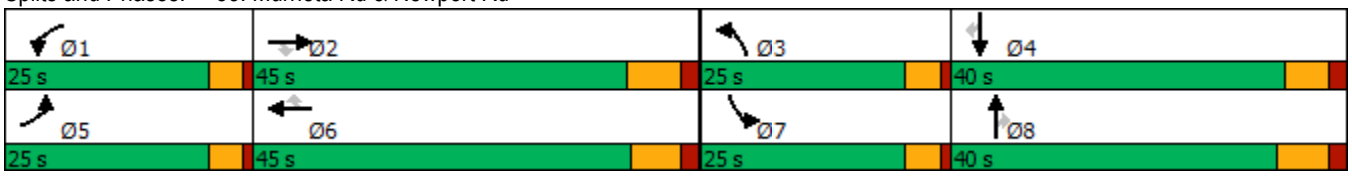
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	34.3	9.2	15.9	7.8	32.8	13.7	11.4
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	49.4	20.4	37.5	20.4	49.4
Max Q Clear Time (g_c+I1), s	2.7	14.5	4.8	4.0	3.5	14.2	9.1	3.7
Green Ext Time (p_c), s	0.0	10.2	0.1	0.3	0.0	11.1	0.2	0.3

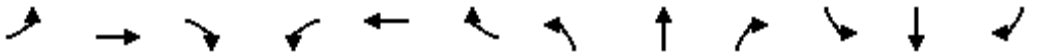
Intersection Summary	
HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	1327	223	218	1029	62	294	137	170	94	57	244
Future Volume (vph)	190	1327	223	218	1029	62	294	137	170	94	57	244
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.2	15.2	10.6	15.2	15.2	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	40.0	40.0	25.0	40.0	40.0
Total Split (%)	18.5%	33.3%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	29.6%	18.5%	29.6%	29.6%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	15.8	37.0	37.0	17.5	39.0	39.0	20.4	18.8	18.8	10.1	9.3	9.3
Actuated g/C Ratio	0.15	0.34	0.34	0.16	0.36	0.36	0.19	0.18	0.18	0.09	0.09	0.09
v/c Ratio	0.74	0.77	0.37	0.77	0.56	0.10	0.88	0.22	0.41	0.57	0.19	0.68
Control Delay	61.5	35.4	16.3	61.0	29.4	1.4	70.6	40.8	9.5	60.6	47.9	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.5	35.4	16.3	61.0	29.4	1.4	70.6	40.8	9.5	60.6	47.9	16.1
LOS	E	D	B	E	C	A	E	D	A	E	D	B
Approach Delay		35.8			33.4			46.5			31.3	
Approach LOS		D			C			D			C	

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 107.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 36.1	Intersection LOS: D
Intersection Capacity Utilization 79.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 85: Murrieta Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	1327	223	218	1029	62	294	137	170	94	57	244
Future Volume (veh/h)	190	1327	223	218	1029	62	294	137	170	94	57	244
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	196	1368	230	225	1061	64	303	141	175	97	59	252
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	225	1582	490	254	1664	517	314	1025	457	122	643	287
Arrive On Green	0.12	0.31	0.31	0.14	0.32	0.32	0.17	0.28	0.28	0.07	0.18	0.18
Sat Flow, veh/h	1810	5187	1607	1810	5187	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	196	1368	230	225	1061	64	303	141	175	97	59	252
Grp Sat Flow(s),veh/h/ln	1810	1729	1607	1810	1729	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	12.5	29.3	13.6	14.4	20.5	3.3	19.5	3.4	10.3	6.2	1.6	17.9
Cycle Q Clear(g_c), s	12.5	29.3	13.6	14.4	20.5	3.3	19.5	3.4	10.3	6.2	1.6	17.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	225	1582	490	254	1664	517	314	1025	457	122	643	287
V/C Ratio(X)	0.87	0.86	0.47	0.89	0.64	0.12	0.96	0.14	0.38	0.79	0.09	0.88
Avail Cap(c_a), veh/h	314	1655	513	314	1668	518	314	1025	457	314	1032	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.5	38.6	33.1	49.6	34.1	28.2	48.2	31.4	33.8	54.0	40.4	47.1
Incr Delay (d2), s/veh	13.5	4.9	0.7	19.4	0.8	0.1	41.0	0.1	0.5	4.3	0.1	11.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	13.0	5.4	7.8	8.7	1.3	12.3	1.5	4.1	3.0	0.7	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.1	43.5	33.8	69.0	34.9	28.3	89.2	31.4	34.3	58.3	40.4	58.1
LnGrp LOS	E	D	C	E	C	C	F	C	C	E	D	E
Approach Vol, veh/h		1794			1350			619			408	
Approach Delay, s/veh		44.5			40.3			60.5			55.6	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.1	43.4	25.0	28.1	19.2	45.2	12.5	40.6
Change Period (Y+Rc), s	4.6	7.5	4.6	* 7.2	4.6	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	* 34	20.4	* 38	20.4	32.8
Max Q Clear Time (g_c+I1), s	16.4	31.3	21.5	19.9	14.5	22.5	8.2	12.3
Green Ext Time (p_c), s	0.1	4.6	0.0	1.0	0.1	6.8	0.1	1.4

Intersection Summary	
HCM 6th Ctrl Delay	46.6
HCM 6th LOS	D

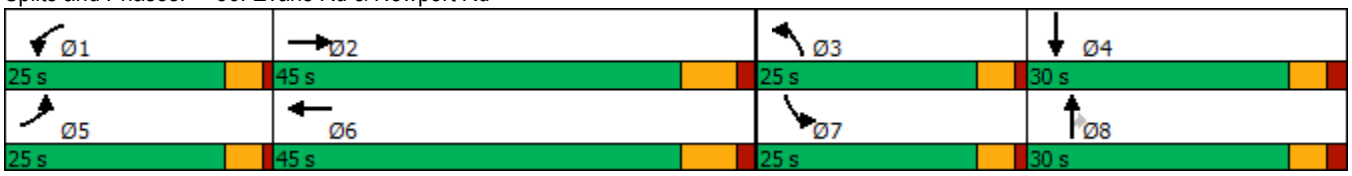
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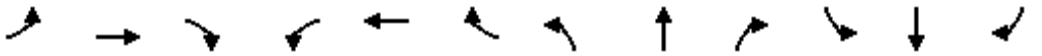
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	24	1397	51	1348	334	55	54	47	18
Future Volume (vph)	24	1397	51	1348	334	55	54	47	18
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	11.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	5.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.5	38.7	7.4	41.6	20.9	20.1	20.1	7.3	6.9
Actuated g/C Ratio	0.08	0.45	0.09	0.49	0.24	0.23	0.23	0.09	0.08
v/c Ratio	0.18	1.01	0.33	0.57	0.78	0.13	0.12	0.31	0.24
Control Delay	45.1	52.7	46.4	18.6	47.2	31.4	0.5	46.3	29.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.1	52.7	46.4	18.6	47.2	31.4	0.5	46.3	29.6
LOS	D	D	D	B	D	C	A	D	C
Approach Delay		52.6		19.5		39.5			38.9
Approach LOS		D		B		D			D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 85.7	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 37.3	Intersection LOS: D
Intersection Capacity Utilization 80.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 86: Evans Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1397	198	51	1348	54	334	55	54	47	18	20
Future Volume (veh/h)	24	1397	198	51	1348	54	334	55	54	47	18	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	1426	202	52	1376	55	341	56	55	48	18	20
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	55	1358	190	89	2281	91	376	434	368	85	55	61
Arrive On Green	0.03	0.43	0.43	0.05	0.45	0.45	0.21	0.23	0.23	0.05	0.07	0.07
Sat Flow, veh/h	1810	3179	445	1810	5116	205	1810	1900	1610	1810	822	913
Grp Volume(v), veh/h	24	803	825	52	930	501	341	56	55	48	0	38
Grp Sat Flow(s),veh/h/ln	1810	1805	1820	1810	1729	1863	1810	1900	1610	1810	0	1736
Q Serve(g_s), s	1.2	37.8	37.8	2.5	18.0	18.0	16.3	2.1	2.4	2.3	0.0	1.8
Cycle Q Clear(g_c), s	1.2	37.8	37.8	2.5	18.0	18.0	16.3	2.1	2.4	2.3	0.0	1.8
Prop In Lane	1.00		0.24	1.00		0.11	1.00		1.00	1.00		0.53
Lane Grp Cap(c), veh/h	55	771	777	89	1542	831	376	434	368	85	0	117
V/C Ratio(X)	0.44	1.04	1.06	0.59	0.60	0.60	0.91	0.13	0.15	0.56	0.00	0.33
Avail Cap(c_a), veh/h	417	771	777	417	1542	831	417	524	444	417	0	479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.2	25.3	25.3	41.2	18.6	18.6	34.2	27.1	27.3	41.3	0.0	39.4
Incr Delay (d2), s/veh	2.0	43.6	49.9	2.3	0.7	1.2	20.6	0.1	0.2	2.2	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	24.4	25.9	1.2	7.0	7.6	9.1	0.9	0.9	1.1	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.2	69.0	75.2	43.5	19.3	19.8	54.8	27.3	27.5	43.5	0.0	41.0
LnGrp LOS	D	F	F	D	B	B	D	C	C	D	A	D
Approach Vol, veh/h		1652			1483			452			86	
Approach Delay, s/veh		71.7			20.3			48.0			42.4	
Approach LOS		E			C			D			D	

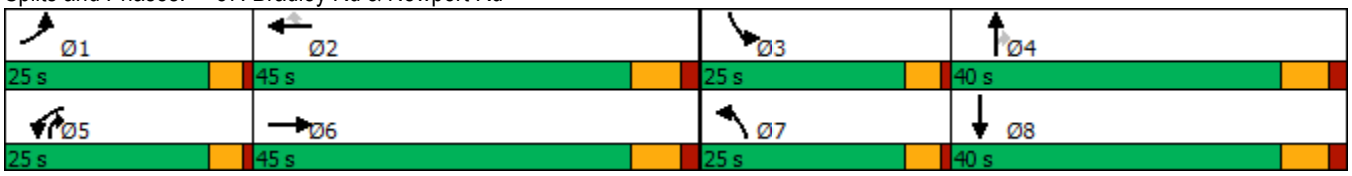
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	45.0	23.0	11.6	7.3	46.7	8.8	25.8
Change Period (Y+Rc), s	4.6	7.2	4.6	5.6	4.6	7.2	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.8	20.4	24.4	20.4	37.8	20.4	24.4
Max Q Clear Time (g_c+I1), s	4.5	39.8	18.3	3.8	3.2	20.0	4.3	4.4
Green Ext Time (p_c), s	0.0	0.0	0.1	0.1	0.0	9.5	0.0	0.4

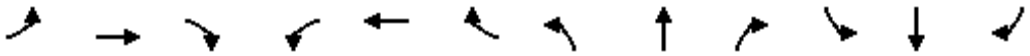
Intersection Summary	
HCM 6th Ctrl Delay	47.4
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	172	1098	261	1154	360	156	232	185	282	218
Future Volume (vph)	172	1098	261	1154	360	156	232	185	282	218
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	1	6	5	2		7	4	5	3	8
Permitted Phases					2			4		
Detector Phase	1	6	5	2	2	7	4	5	3	8
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	15.2	10.6	12.8	10.6	10.6	12.8
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	40.0	25.0	25.0	40.0
Total Split (%)	18.5%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	18.5%	18.5%	29.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2	4.6	6.8	4.6	4.6	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	15.4	37.9	13.5	36.0	36.0	14.6	20.1	40.5	20.7	26.2
Actuated g/C Ratio	0.13	0.33	0.12	0.31	0.31	0.13	0.17	0.35	0.18	0.23
v/c Ratio	0.75	0.77	0.67	0.74	0.56	0.71	0.73	0.32	0.91	0.42
Control Delay	69.0	38.8	58.6	40.0	14.1	67.7	59.6	18.1	81.3	33.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.0	38.8	58.6	40.0	14.1	67.7	59.6	18.1	81.3	33.9
LOS	E	D	E	D	B	E	E	B	F	C
Approach Delay		42.5		37.5			48.4			55.6
Approach LOS		D		D			D			E

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 115.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 43.1	Intersection LOS: D
Intersection Capacity Utilization 79.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 87: Bradley Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	1098	138	261	1154	360	156	232	185	282	218	114
Future Volume (veh/h)	172	1098	138	261	1154	360	156	232	185	282	218	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	179	1144	144	272	1202	375	162	242	193	294	227	119
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	212	1543	194	348	1622	502	195	306	419	326	539	271
Arrive On Green	0.12	0.33	0.33	0.10	0.31	0.31	0.11	0.16	0.16	0.18	0.23	0.23
Sat Flow, veh/h	1810	4664	587	3510	5187	1605	1810	1900	1610	1810	2307	1160
Grp Volume(v), veh/h	179	848	440	272	1202	375	162	242	193	294	176	170
Grp Sat Flow(s),veh/h/ln	1810	1729	1793	1755	1729	1605	1810	1900	1610	1810	1805	1662
Q Serve(g_s), s	9.8	22.1	22.1	7.7	21.0	21.3	8.9	12.4	10.2	16.1	8.4	8.9
Cycle Q Clear(g_c), s	9.8	22.1	22.1	7.7	21.0	21.3	8.9	12.4	10.2	16.1	8.4	8.9
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		0.70
Lane Grp Cap(c), veh/h	212	1144	593	348	1622	502	195	306	419	326	421	388
V/C Ratio(X)	0.84	0.74	0.74	0.78	0.74	0.75	0.83	0.79	0.46	0.90	0.42	0.44
Avail Cap(c_a), veh/h	364	1289	668	706	1933	598	364	622	687	364	591	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.8	30.1	30.1	44.6	31.2	31.3	44.4	40.9	31.5	40.7	33.0	33.2
Incr Delay (d2), s/veh	3.5	2.1	3.9	1.5	1.3	4.2	3.5	4.5	0.8	22.1	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	9.3	10.0	3.4	8.8	8.6	4.1	6.1	4.0	9.1	3.7	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.3	32.1	34.0	46.1	32.5	35.5	47.8	45.4	32.3	62.8	33.7	34.0
LnGrp LOS	D	C	C	D	C	D	D	D	C	E	C	C
Approach Vol, veh/h		1467			1849			597			640	
Approach Delay, s/veh		34.6			35.1			41.8			47.1	
Approach LOS		C			D			D			D	

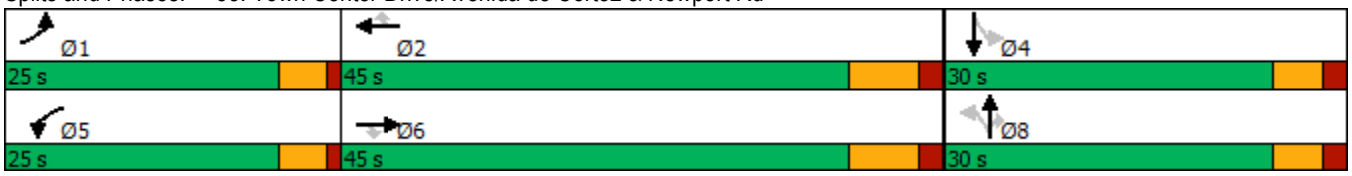
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.5	38.9	22.9	23.2	14.7	40.8	15.5	30.5
Change Period (Y+Rc), s	4.6	7.2	4.6	6.8	4.6	7.2	4.6	6.8
Max Green Setting (Gmax), s	20.4	37.8	20.4	33.2	20.4	37.8	20.4	33.2
Max Q Clear Time (g_c+I1), s	11.8	23.3	18.1	14.4	9.7	24.1	10.9	10.9
Green Ext Time (p_c), s	0.2	8.5	0.1	1.9	0.4	7.3	0.1	2.1

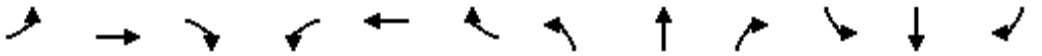
Intersection Summary	
HCM 6th Ctrl Delay	37.5
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	9	1563	84	172	1639	73	82	21	156	62	13
Future Volume (vph)	9	1563	84	172	1639	73	82	21	156	62	13
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	1	6		5	2			8			4
Permitted Phases			6			2	8		8	4	
Detector Phase	1	6	6	5	2	2	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	15.2	10.6	15.2	15.2	11.6	11.6	11.6	11.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	45.0%	25.0%	45.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	6.2	32.4	32.4	11.8	47.2	47.2	10.0	10.0	10.0	10.0	10.0
Actuated g/C Ratio	0.09	0.45	0.45	0.16	0.65	0.65	0.14	0.14	0.14	0.14	0.14
v/c Ratio	0.06	0.68	0.11	0.60	0.49	0.07	0.43	0.08	0.45	0.32	0.07
Control Delay	37.3	18.2	4.6	38.7	7.7	2.0	38.3	30.8	10.2	35.5	25.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.3	18.2	4.6	38.7	7.7	2.0	38.3	30.8	10.2	35.5	25.4
LOS	D	B	A	D	A	A	D	C	B	D	C
Approach Delay		17.6			10.3			20.8			33.1
Approach LOS		B			B			C			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 72.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 14.6	Intersection LOS: B
Intersection Capacity Utilization 65.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 88: Town Center Drive/Avenida de Cortez & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1563	84	172	1639	73	82	21	156	62	13	6
Future Volume (veh/h)	9	1563	84	172	1639	73	82	21	156	62	13	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	1595	86	176	1672	74	84	21	159	63	13	6
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	25	2374	737	223	2941	913	299	264	223	273	171	79
Arrive On Green	0.01	0.46	0.46	0.12	0.57	0.57	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1407	1900	1600	1217	1227	566
Grp Volume(v), veh/h	9	1595	86	176	1672	74	84	21	159	63	0	19
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1407	1900	1600	1217	0	1794
Q Serve(g_s), s	0.3	15.0	1.9	5.9	12.8	1.3	3.4	0.6	5.9	3.0	0.0	0.6
Cycle Q Clear(g_c), s	0.3	15.0	1.9	5.9	12.8	1.3	4.0	0.6	5.9	3.5	0.0	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	25	2374	737	223	2941	913	299	264	223	273	0	249
V/C Ratio(X)	0.36	0.67	0.12	0.79	0.57	0.08	0.28	0.08	0.71	0.23	0.00	0.08
Avail Cap(c_a), veh/h	594	3156	980	594	3156	980	655	746	628	582	0	704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.4	13.2	9.7	26.5	8.6	6.1	25.0	23.3	25.6	24.8	0.0	23.3
Incr Delay (d2), s/veh	3.2	0.3	0.1	2.4	0.2	0.0	0.5	0.1	4.2	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.5	0.5	2.4	3.3	0.3	1.1	0.3	2.4	0.8	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	13.5	9.7	28.8	8.8	6.1	25.5	23.4	29.8	25.2	0.0	23.4
LnGrp LOS	C	B	A	C	A	A	C	C	C	C	A	C
Approach Vol, veh/h		1690			1922			264			82	
Approach Delay, s/veh		13.5			10.5			27.9			24.8	
Approach LOS		B			B			C			C	

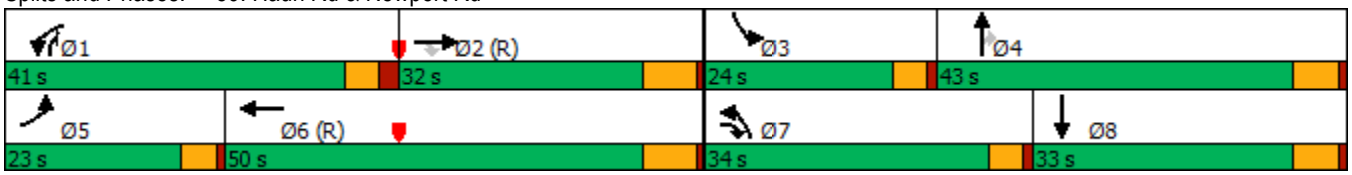
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	42.4		14.2	12.3	35.6		14.2				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	37.8		24.4	20.4	37.8		24.4				
Max Q Clear Time (g_c+I1), s	2.3	14.8		5.5	7.9	17.0		7.9				
Green Ext Time (p_c), s	0.0	12.8		0.2	0.2	11.5		0.8				

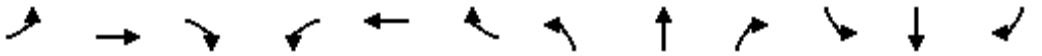
Intersection Summary			
HCM 6th Ctrl Delay		13.2	
HCM 6th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	129	1310	209	819	1405	333	71	836	418	144
Future Volume (vph)	129	1310	209	819	1405	333	71	836	418	144
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	7	1	6	7	4	1	3	8
Permitted Phases			2					4		
Detector Phase	5	2	7	1	6	7	4	1	3	8
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	12.5	8.6	9.6	12.5	8.6	11.8	9.6	8.6	11.8
Total Split (s)	23.0	32.0	34.0	41.0	50.0	34.0	43.0	41.0	24.0	33.0
Total Split (%)	16.4%	22.9%	24.3%	29.3%	35.7%	24.3%	30.7%	29.3%	17.1%	23.6%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)	10.6	50.7	71.6	35.4	76.5	19.0	13.0	47.2	20.9	12.4
Actuated g/C Ratio	0.08	0.36	0.51	0.25	0.55	0.14	0.09	0.34	0.15	0.09
v/c Ratio	0.50	0.71	0.24	0.94	0.61	0.72	0.41	0.86	0.82	0.72
Control Delay	68.2	42.0	4.7	72.8	17.5	66.3	64.8	47.1	71.6	37.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.2	42.0	4.7	72.8	17.5	66.3	64.8	47.1	71.6	37.0
LOS	E	D	A	E	B	E	E	D	E	D
Approach Delay		39.3			35.8		53.3			56.7
Approach LOS		D			D		D			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 40 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 42.8	Intersection LOS: D
Intersection Capacity Utilization 87.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 89: Haun Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	1310	209	819	1405	258	333	71	836	418	144	173
Future Volume (veh/h)	129	1310	209	819	1405	258	333	71	836	418	144	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	132	1337	213	836	1434	263	340	72	853	427	147	177
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	185	1084	522	869	1809	331	407	471	1394	474	482	425
Arrive On Green	0.05	0.21	0.21	0.49	0.82	0.82	0.12	0.25	0.25	0.13	0.27	0.27
Sat Flow, veh/h	3510	5187	1603	3510	4405	807	3510	1900	2795	3510	1805	1592
Grp Volume(v), veh/h	132	1337	213	836	1125	572	340	72	853	427	147	177
Grp Sat Flow(s),veh/h/ln	1755	1729	1603	1755	1729	1754	1755	1900	1397	1755	1805	1592
Q Serve(g_s), s	5.2	29.2	14.5	32.2	23.3	23.4	13.3	4.1	31.0	16.8	9.1	12.8
Cycle Q Clear(g_c), s	5.2	29.2	14.5	32.2	23.3	23.4	13.3	4.1	31.0	16.8	9.1	12.8
Prop In Lane	1.00		1.00	1.00		0.46	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	185	1084	522	869	1420	720	407	471	1394	474	482	425
V/C Ratio(X)	0.71	1.23	0.41	0.96	0.79	0.79	0.84	0.15	0.61	0.90	0.31	0.42
Avail Cap(c_a), veh/h	461	1084	522	888	1420	720	737	505	1444	486	482	425
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.3	55.4	36.8	34.7	9.4	9.5	60.6	41.1	25.6	59.6	41.0	42.3
Incr Delay (d2), s/veh	3.6	111.1	1.7	17.5	3.4	6.6	4.6	0.1	0.7	19.5	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	23.6	5.8	12.1	4.3	5.1	6.1	1.9	10.0	8.6	4.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.8	166.5	38.5	52.2	12.9	16.1	65.1	41.3	26.4	79.2	41.3	43.0
LnGrp LOS	E	F	D	D	B	B	E	D	C	E	D	D
Approach Vol, veh/h		1682			2533			1265			751	
Approach Delay, s/veh		142.6			26.6			37.6			63.2	
Approach LOS		F			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	40.2	35.7	23.5	40.5	12.0	64.0	20.8	43.2
Change Period (Y+Rc), s	5.6	6.5	4.6	5.8	4.6	6.5	4.6	5.8
Max Green Setting (Gmax), s	35.4	25.5	19.4	37.2	18.4	43.5	29.4	27.2
Max Q Clear Time (g_c+I1), s	34.2	31.2	18.8	33.0	7.2	25.4	15.3	14.8
Green Ext Time (p_c), s	0.5	0.0	0.1	1.7	0.3	10.6	1.0	1.4

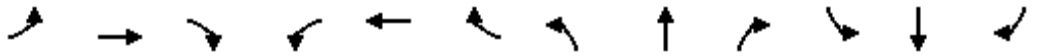
Intersection Summary	
HCM 6th Ctrl Delay	64.6
HCM 6th LOS	E

Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	2075	489	1869	606	534	0	613
Future Volume (vph)	2075	489	1869	606	534	0	613
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		4	4	
Permitted Phases		Free		Free			4
Detector Phase	2		6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	84.0		84.0		56.0	56.0	56.0
Total Split (%)	60.0%		60.0%		40.0%	40.0%	40.0%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	87.8	140.0	87.8	140.0	40.7	40.7	40.7
Actuated g/C Ratio	0.63	1.00	0.63	1.00	0.29	0.29	0.29
v/c Ratio	0.52	0.31	0.59	0.39	0.81	0.85	0.81
Control Delay	10.3	0.3	10.7	0.9	58.2	60.2	56.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.3	0.3	10.7	0.9	58.2	60.2	56.7
LOS	B	A	B	A	E	E	E
Approach Delay	8.4		8.3			58.4	
Approach LOS	A		A			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 10 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 71.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 90: I-215 SB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2075	489	0	1869	606	0	0	0	534	0	613
Future Volume (veh/h)	0	2075	489	0	1869	606	0	0	0	534	0	613
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2117	0	0	1907	0				752	0	404
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	4214		0	3344					988	0	440
Arrive On Green	0.00	1.00	0.00	0.00	1.00	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	6802	1610	0	5358	1610				3619	0	1610
Grp Volume(v), veh/h	0	2117	0	0	1907	0				752	0	404
Grp Sat Flow(s),veh/h/ln	0	1634	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0				26.7	0.0	34.1
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0				26.7	0.0	34.1
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	4214		0	3344					988	0	440
V/C Ratio(X)	0.00	0.50		0.00	0.57					0.76	0.00	0.92
Avail Cap(c_a), veh/h	0	4214		0	3344					1305	0	581
HCM Platoon Ratio	1.00	2.00	2.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.54	0.00	0.00	0.77	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				46.7	0.0	49.4
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.5	0.0				1.3	0.0	14.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.2	0.0				12.1	0.0	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.2	0.0	0.0	0.5	0.0				47.9	0.0	63.9
LnGrp LOS	A	A		A	A					D	A	E
Approach Vol, veh/h		2117			1907						1156	
Approach Delay, s/veh		0.2			0.5						53.5	
Approach LOS		A			A						D	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		96.3		43.7		96.3						
Change Period (Y+Rc), s		6.0		5.5		6.0						
Max Green Setting (Gmax), s		78.0		50.5		78.0						
Max Q Clear Time (g_c+I1), s		2.0		36.1		2.0						
Green Ext Time (p_c), s		30.7		2.1		24.6						

Intersection Summary												
HCM 6th Ctrl Delay			12.2									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

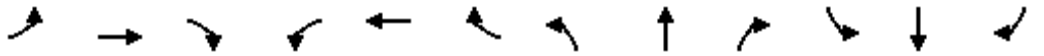
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	2033	576	1892	438	583	0	878
Future Volume (vph)	2033	576	1892	438	583	0	878
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		8	8	
Permitted Phases		Free		Free			8
Detector Phase	2		6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	84.0		84.0		56.0	56.0	56.0
Total Split (%)	60.0%		60.0%		40.0%	40.0%	40.0%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	79.7	140.0	79.7	140.0	48.8	48.8	48.8
Actuated g/C Ratio	0.57	1.00	0.57	1.00	0.35	0.35	0.35
v/c Ratio	0.71	0.37	0.52	0.28	0.88	0.92	0.89
Control Delay	18.2	0.6	19.5	0.4	59.2	64.9	60.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.2	0.6	19.5	0.4	59.2	64.9	60.1
LOS	B	A	B	A	E	E	E
Approach Delay	14.3		15.9			61.3	
Approach LOS	B		B			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 25.6	Intersection LOS: C
Intersection Capacity Utilization 85.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 91: I-215 NB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑↑	↱	↰	✣	↱			
Traffic Volume (veh/h)	0	2033	576	0	1892	438	583	0	878	0	0	0
Future Volume (veh/h)	0	2033	576	0	1892	438	583	0	878	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	2096	0	0	1951	0	401	0	1120			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	2900		0	3655		649	0	1155			
Arrive On Green	0.00	1.00	0.00	0.00	0.56	0.00	0.36	0.00	0.36			
Sat Flow, veh/h	0	5358	1610	0	6802	1610	1810	0	3220			
Grp Volume(v), veh/h	0	2096	0	0	1951	0	401	0	1120			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	26.3	0.0	25.6	0.0	47.9			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	26.3	0.0	25.6	0.0	47.9			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2900		0	3655		649	0	1155			
V/C Ratio(X)	0.00	0.72		0.00	0.53		0.62	0.00	0.97			
Avail Cap(c_a), veh/h	0	2900		0	3655		653	0	1162			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.80	0.00	0.00	0.48	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	19.4	0.0	37.0	0.0	44.1			
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.0	0.3	0.0	1.3	0.0	19.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.0	0.0	9.5	0.0	11.5	0.0	21.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.3	0.0	0.0	19.7	0.0	38.3	0.0	63.4			
LnGrp LOS	A	A		A	B		D	A	E			
Approach Vol, veh/h		2096			1951			1521				
Approach Delay, s/veh		1.3			19.7			56.8				
Approach LOS		A			B			E				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		84.3				84.3		55.7				
Change Period (Y+Rc), s		6.0				6.0		5.5				
Max Green Setting (Gmax), s		78.0				78.0		50.5				
Max Q Clear Time (g_c+I1), s		2.0				28.3		49.9				
Green Ext Time (p_c), s		30.1				22.6		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			22.9									
HCM 6th LOS			C									

Notes

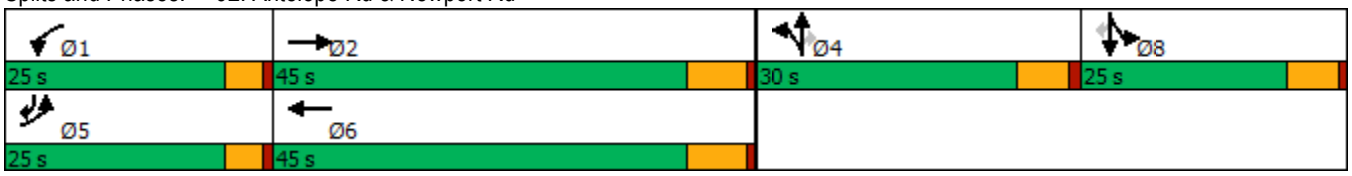
User approved volume balancing among the lanes for turning movement.

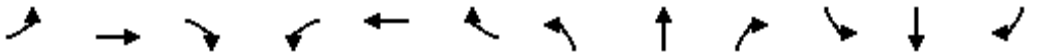
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	481	1936	130	1411	562	141	170	121	115	357
Future Volume (vph)	481	1936	130	1411	562	141	170	121	115	357
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm	Split	NA	pm+ov
Protected Phases	5	2	1	6	4	4		8	8	5
Permitted Phases							4			8
Detector Phase	5	2	1	6	4	4	4	8	8	5
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	4.0	4.0	6.0	6.0	4.0
Minimum Split (s)	8.6	12.5	8.6	12.5	9.8	9.8	9.8	11.8	11.8	8.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	25.0	25.0	25.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	24.0%	24.0%	24.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	19.0	48.9	8.8	38.7	20.8	20.8	20.8	12.6	12.6	37.4
Actuated g/C Ratio	0.17	0.43	0.08	0.34	0.18	0.18	0.18	0.11	0.11	0.33
v/c Ratio	0.86	1.11	0.50	0.92	0.81	0.80	0.41	0.33	0.57	0.38
Control Delay	62.2	90.1	58.2	46.1	56.7	64.6	9.0	49.8	60.3	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.2	90.1	58.2	46.1	56.7	64.6	9.0	49.8	60.3	23.8
LOS	E	F	E	D	E	E	A	D	E	C
Approach Delay		85.4		47.1		49.6			36.2	
Approach LOS		F		D		D			D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 114	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 64.5	Intersection LOS: E
Intersection Capacity Utilization 88.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 92: Antelope Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	481	1936	407	130	1411	125	562	141	170	121	115	357
Future Volume (veh/h)	481	1936	407	130	1411	125	562	141	170	121	115	357
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	501	2017	424	135	1470	130	536	215	177	126	120	372
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	562	1890	385	196	1617	143	624	328	277	473	256	836
Arrive On Green	0.16	0.44	0.44	0.06	0.33	0.33	0.17	0.17	0.17	0.13	0.13	0.13
Sat Flow, veh/h	3510	4319	880	3510	4851	429	3619	1900	1605	3510	1900	2834
Grp Volume(v), veh/h	501	1602	839	135	1048	552	536	215	177	126	120	372
Grp Sat Flow(s),veh/h/ln	1755	1729	1742	1755	1729	1822	1810	1900	1605	1755	1900	1417
Q Serve(g_s), s	15.9	49.9	49.9	4.3	33.0	33.0	16.4	12.0	11.7	3.7	6.6	12.1
Cycle Q Clear(g_c), s	15.9	49.9	49.9	4.3	33.0	33.0	16.4	12.0	11.7	3.7	6.6	12.1
Prop In Lane	1.00		0.51	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	562	1513	762	196	1153	608	624	328	277	473	256	836
V/C Ratio(X)	0.89	1.06	1.10	0.69	0.91	0.91	0.86	0.66	0.64	0.27	0.47	0.45
Avail Cap(c_a), veh/h	628	1513	762	628	1168	616	768	403	341	591	320	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	32.1	32.1	52.8	36.3	36.3	45.8	44.0	43.9	44.2	45.5	32.6
Incr Delay (d2), s/veh	13.0	40.6	63.7	1.6	10.6	17.7	7.0	1.5	1.3	0.3	1.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	27.7	32.8	1.9	14.9	16.9	7.7	5.6	4.6	1.6	3.1	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.9	72.7	95.8	54.4	46.9	54.1	52.8	45.5	45.2	44.5	46.9	33.0
LnGrp LOS	E	F	F	D	D	D	D	D	D	D	D	C
Approach Vol, veh/h		2942			1735			928			618	
Approach Delay, s/veh		77.1			49.8			49.6			38.0	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	56.4		25.5	22.8	44.5		21.2				
Change Period (Y+Rc), s	4.6	6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	20.4	38.5		24.2	20.4	38.5		19.2				
Max Q Clear Time (g_c+I1), s	6.3	51.9		18.4	17.9	35.0		14.1				
Green Ext Time (p_c), s	0.2	0.0		1.3	0.3	3.0		1.2				

Intersection Summary			
HCM 6th Ctrl Delay		61.5	
HCM 6th LOS		E	

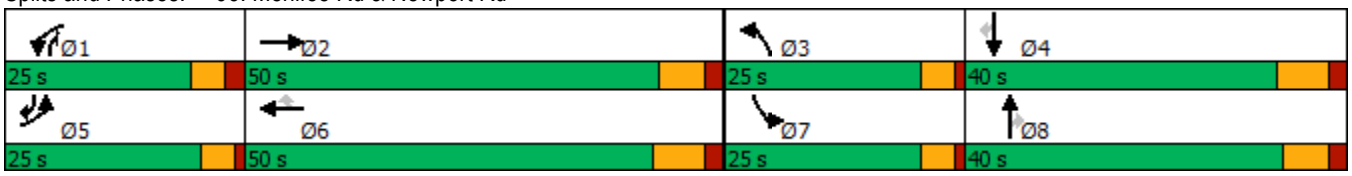
Notes

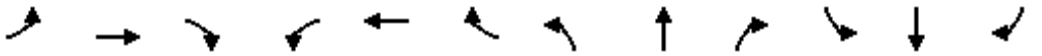
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	426	1649	107	1135	66	162	298	98	76	151	304
Future Volume (vph)	426	1649	107	1135	66	162	298	98	76	151	304
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6		3	8	1	7	4	5
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	9.6	14.8	10.6	15.5	15.5	9.6	12.8	10.6	9.6	13.5	9.6
Total Split (s)	25.0	50.0	25.0	50.0	50.0	25.0	40.0	25.0	25.0	40.0	25.0
Total Split (%)	17.9%	35.7%	17.9%	35.7%	35.7%	17.9%	28.6%	17.9%	17.9%	28.6%	17.9%
Yellow Time (s)	3.6	4.8	3.6	5.5	5.5	3.6	4.8	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	5.6	7.5	7.5	4.6	6.8	5.6	4.6	7.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	20.6	45.8	7.4	32.9	32.9	9.2	16.6	25.3	8.7	13.2	36.8
Actuated g/C Ratio	0.21	0.46	0.07	0.33	0.33	0.09	0.17	0.25	0.09	0.13	0.37
v/c Ratio	1.22	0.82	0.44	0.71	0.12	0.54	0.53	0.22	0.52	0.34	0.51
Control Delay	158.0	28.1	52.0	32.7	1.4	51.7	43.8	6.9	57.9	42.4	19.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	158.0	28.1	52.0	32.7	1.4	51.7	43.8	6.9	57.9	42.4	19.8
LOS	F	C	D	C	A	D	D	A	E	D	B
Approach Delay		53.0		32.7			39.6			31.7	
Approach LOS		D		C			D			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 100.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.22	
Intersection Signal Delay: 43.2	Intersection LOS: D
Intersection Capacity Utilization 77.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 93: Menifee Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	426	1649	146	107	1135	66	162	298	98	76	151	304
Future Volume (veh/h)	426	1649	146	107	1135	66	162	298	98	76	151	304
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	453	1754	155	114	1207	70	172	317	104	81	161	323
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	346	2200	194	174	1667	517	238	735	402	104	698	614
Arrive On Green	0.19	0.45	0.45	0.05	0.32	0.32	0.07	0.20	0.20	0.06	0.19	0.19
Sat Flow, veh/h	1810	4853	428	3510	5187	1610	3510	3610	1582	1810	3610	1587
Grp Volume(v), veh/h	453	1248	661	114	1207	70	172	317	104	81	161	323
Grp Sat Flow(s),veh/h/ln	1810	1729	1823	1755	1729	1610	1755	1805	1582	1810	1805	1587
Q Serve(g_s), s	20.4	33.0	33.2	3.4	22.0	3.3	5.1	8.2	5.6	4.7	4.0	16.8
Cycle Q Clear(g_c), s	20.4	33.0	33.2	3.4	22.0	3.3	5.1	8.2	5.6	4.7	4.0	16.8
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	346	1567	826	174	1667	517	238	735	402	104	698	614
V/C Ratio(X)	1.31	0.80	0.80	0.65	0.72	0.14	0.72	0.43	0.26	0.78	0.23	0.53
Avail Cap(c_a), veh/h	346	1567	826	638	2064	641	670	1122	572	346	1098	790
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.2	25.0	25.0	49.9	32.1	25.7	48.8	37.1	31.9	49.7	36.4	25.4
Incr Delay (d2), s/veh	159.2	3.1	5.9	1.5	1.2	0.2	1.6	0.4	0.3	4.6	0.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.0	13.1	14.5	1.5	8.9	1.3	2.3	3.6	2.2	2.3	1.8	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	202.4	28.1	30.9	51.4	33.3	25.9	50.4	37.5	32.2	54.3	36.5	26.1
LnGrp LOS	F	C	C	D	C	C	D	D	C	D	D	C
Approach Vol, veh/h		2362			1391			593			565	
Approach Delay, s/veh		62.3			34.4			40.3			33.1	
Approach LOS		E			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	55.9	11.8	28.2	25.0	41.8	10.7	29.2
Change Period (Y+Rc), s	5.6	* 7.5	4.6	7.5	4.6	7.5	4.6	* 7.5
Max Green Setting (Gmax), s	19.4	* 43	20.4	32.5	20.4	42.5	20.4	* 33
Max Q Clear Time (g_c+I1), s	5.4	35.2	7.1	18.8	22.4	24.0	6.7	10.2
Green Ext Time (p_c), s	0.1	7.0	0.2	1.8	0.0	10.3	0.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	48.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	102	43	55	330	277	75
Future Vol, veh/h	102	43	55	330	277	75
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	109	46	59	351	295	80
Number of Lanes	1	1	1	2	2	0

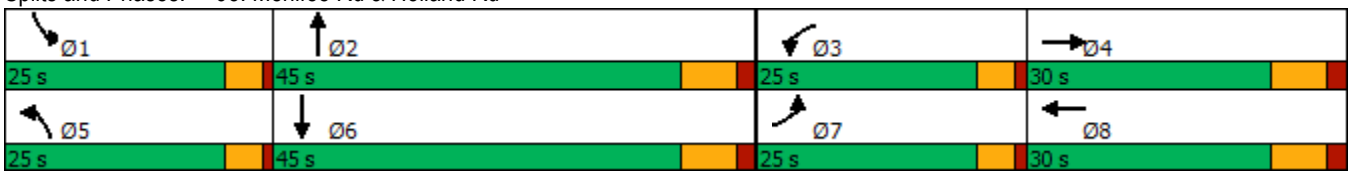
Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	3
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	3	0	2
HCM Control Delay	10.9	9.6	10.9
HCM LOS	B	A	B

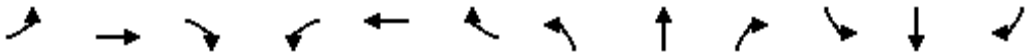
Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	55%
Vol Right, %	0%	0%	0%	0%	100%	0%	45%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	165	165	102	43	185	167
LT Vol	55	0	0	102	0	0	0
Through Vol	0	165	165	0	0	185	92
RT Vol	0	0	0	0	43	0	75
Lane Flow Rate	59	176	176	109	46	196	178
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.104	0.289	0.205	0.212	0.074	0.322	0.276
Departure Headway (Hd)	6.422	5.917	4.201	7.046	5.839	5.901	5.584
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	559	607	853	510	613	609	644
Service Time	4.153	3.648	1.932	4.785	3.577	3.631	3.315
HCM Lane V/C Ratio	0.106	0.29	0.206	0.214	0.075	0.322	0.276
HCM Control Delay	9.9	11	8	11.7	9	11.4	10.4
HCM Lane LOS	A	B	A	B	A	B	B
HCM 95th-tile Q	0.3	1.2	0.8	0.8	0.2	1.4	1.1

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	35	140	12	122	23	340	53	212
Future Volume (vph)	35	140	12	122	23	340	53	212
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	17.2	10.6	17.2
Total Split (s)	25.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.0	11.8	6.6	9.8	6.8	13.6	7.4	16.4
Actuated g/C Ratio	0.14	0.24	0.13	0.20	0.14	0.28	0.15	0.34
v/c Ratio	0.14	0.21	0.05	0.23	0.10	0.39	0.21	0.21
Control Delay	26.5	16.7	27.2	18.9	27.0	17.9	26.0	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	16.7	27.2	18.9	27.0	17.9	26.0	14.1
LOS	C	B	C	B	C	B	C	B
Approach Delay		18.3		19.5		18.4		16.3
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 48.9	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay: 18.0	Intersection LOS: B
Intersection Capacity Utilization 46.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 95: Menifee Rd & Holland Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	140	34	12	122	37	23	340	31	53	212	31
Future Volume (veh/h)	35	140	34	12	122	37	23	340	31	53	212	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	147	36	13	128	39	24	358	33	56	223	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	89	572	136	36	463	136	62	711	65	120	773	113
Arrive On Green	0.05	0.20	0.20	0.02	0.17	0.17	0.03	0.21	0.21	0.07	0.25	0.25
Sat Flow, veh/h	1810	2890	688	1810	2741	803	1810	3337	306	1810	3153	459
Grp Volume(v), veh/h	37	90	93	13	83	84	24	193	198	56	126	130
Grp Sat Flow(s),veh/h/ln	1810	1805	1774	1810	1805	1739	1810	1805	1838	1810	1805	1807
Q Serve(g_s), s	0.9	2.0	2.1	0.3	1.9	2.0	0.6	4.4	4.5	1.4	2.7	2.7
Cycle Q Clear(g_c), s	0.9	2.0	2.1	0.3	1.9	2.0	0.6	4.4	4.5	1.4	2.7	2.7
Prop In Lane	1.00		0.39	1.00		0.46	1.00		0.17	1.00		0.25
Lane Grp Cap(c), veh/h	89	357	351	36	305	294	62	385	392	120	442	443
V/C Ratio(X)	0.42	0.25	0.26	0.36	0.27	0.29	0.39	0.50	0.51	0.47	0.29	0.29
Avail Cap(c_a), veh/h	786	877	861	786	877	845	786	1453	1480	786	1453	1455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	15.9	15.9	22.7	17.0	17.0	22.2	16.3	16.3	21.1	14.4	14.4
Incr Delay (d2), s/veh	1.2	0.5	0.6	2.2	0.7	0.8	1.5	1.4	1.4	1.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.8	0.8	0.2	0.7	0.8	0.3	1.7	1.8	0.6	1.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	16.4	16.5	24.9	17.7	17.8	23.6	17.7	17.7	22.2	14.9	14.9
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		220			180			415			312	
Approach Delay, s/veh		17.5			18.3			18.1			16.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	17.2	5.5	16.5	6.2	18.7	6.9	15.1
Change Period (Y+Rc), s	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.8	20.4	22.8	20.4	37.8	20.4	22.8
Max Q Clear Time (g_c+I1), s	3.4	6.5	2.3	4.1	2.6	4.7	2.9	4.0
Green Ext Time (p_c), s	0.0	3.5	0.0	1.2	0.0	2.2	0.0	1.1

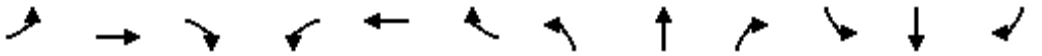
Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	57	953	3	803	1	0	71	1	45
Future Volume (vph)	57	953	3	803	1	0	71	1	45
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	52.0	19.7	52.0	31.0	31.0	31.0	31.0	31.0
Total Split (%)	19.2%	50.6%	19.2%	50.6%	30.2%	30.2%	30.2%	30.2%	30.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0		5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	7.0	36.9	5.4	31.8		6.9		8.2	8.2
Actuated g/C Ratio	0.13	0.68	0.10	0.59		0.13		0.15	0.15
v/c Ratio	0.26	0.41	0.02	0.45		0.02		0.37	0.15
Control Delay	28.2	7.0	29.0	11.2		0.2		29.3	2.8
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	28.2	7.0	29.0	11.2		0.2		29.3	2.8
LOS	C	A	C	B		A		C	A
Approach Delay		8.2		11.3		0.2		19.1	
Approach LOS		A		B		A		B	

Intersection Summary	
Cycle Length: 102.7	
Actuated Cycle Length: 53.9	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 10.2	Intersection LOS: B
Intersection Capacity Utilization 55.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 96: Juniper Flats Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	953	2	3	803	90	1	0	4	71	1	45
Future Volume (veh/h)	57	953	2	3	803	90	1	0	4	71	1	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	61	1014	2	3	854	96	1	0	4	76	1	48
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	111	1810	4	7	1415	159	123	13	117	323	2	149
Arrive On Green	0.06	0.49	0.49	0.00	0.43	0.43	0.09	0.00	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1810	3696	7	1810	3270	368	175	139	1258	1572	21	1602
Grp Volume(v), veh/h	61	495	521	3	471	479	5	0	0	77	0	48
Grp Sat Flow(s),veh/h/ln	1810	1805	1899	1810	1805	1833	1572	0	0	1593	0	1602
Q Serve(g_s), s	1.3	7.8	7.8	0.1	8.1	8.1	0.0	0.0	0.0	0.0	0.0	1.1
Cycle Q Clear(g_c), s	1.3	7.8	7.8	0.1	8.1	8.1	1.6	0.0	0.0	1.6	0.0	1.1
Prop In Lane	1.00		0.00	1.00		0.20	0.20		0.80	0.99		1.00
Lane Grp Cap(c), veh/h	111	884	930	7	781	793	253	0	0	325	0	149
V/C Ratio(X)	0.55	0.56	0.56	0.40	0.60	0.60	0.02	0.00	0.00	0.24	0.00	0.32
Avail Cap(c_a), veh/h	671	2008	2112	671	2008	2039	1105	0	0	1112	0	1030
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.4	7.3	7.3	20.1	8.8	8.8	16.7	0.0	0.0	17.4	0.0	17.1
Incr Delay (d2), s/veh	1.6	0.6	0.5	12.6	0.8	0.7	0.0	0.0	0.0	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.1	2.2	0.1	2.4	2.4	0.0	0.0	0.0	0.6	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.0	7.8	7.8	32.7	9.6	9.6	16.7	0.0	0.0	17.5	0.0	17.6
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	B
Approach Vol, veh/h		1077			953			5			125	
Approach Delay, s/veh		8.5			9.6			16.7			17.5	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	26.8		8.8	7.2	24.5		8.8				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	45.0		26.0	* 15	45.0		26.0				
Max Q Clear Time (g_c+I1), s	2.1	9.8		3.6	3.3	10.1		3.6				
Green Ext Time (p_c), s	0.0	8.0		0.3	0.0	7.4		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		9.5	
HCM 6th LOS		A	

Notes

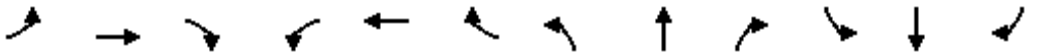
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	18	964	71	418	850	119	17	18	18
Future Volume (vph)	18	964	71	418	850	119	17	18	18
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.2	11.2	9.7	11.2	11.5	11.5	11.5	11.5
Total Split (s)	15.0	35.0	35.0	30.0	50.0	25.0	25.0	25.0	25.0
Total Split (%)	16.7%	38.9%	38.9%	33.3%	55.6%	27.8%	27.8%	27.8%	27.8%
Yellow Time (s)	3.7	5.2	5.2	3.7	5.2	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.2	6.2	4.7	6.2	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.7	29.9	29.9	24.2	54.3	18.5	18.5	18.5	18.5
Actuated g/C Ratio	0.06	0.33	0.33	0.27	0.60	0.21	0.21	0.21	0.21
v/c Ratio	0.17	0.87	0.12	0.93	0.43	0.45	0.76	0.23	0.08
Control Delay	42.8	37.8	0.4	59.0	11.2	37.1	13.5	37.6	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.8	37.8	0.4	59.0	11.2	37.1	13.5	37.6	21.8
LOS	D	D	A	E	B	D	B	D	C
Approach Delay		35.4			26.7		18.1		27.9
Approach LOS		D			C		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 28.0	Intersection LOS: C
Intersection Capacity Utilization 94.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 97: Winchester Rd/Vista Pl & SR-74/Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	964	71	418	850	22	119	17	475	18	18	10
Future Volume (veh/h)	18	964	71	418	850	22	119	17	475	18	18	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	1037	76	449	914	24	128	18	511	19	19	11
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	38	1210	539	481	2085	55	347	11	319	80	231	134
Arrive On Green	0.02	0.34	0.34	0.27	0.58	0.58	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1810	3610	1607	1810	3594	94	1392	55	1552	888	1125	652
Grp Volume(v), veh/h	19	1037	76	449	459	479	128	0	529	19	0	30
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1805	1883	1392	0	1607	888	0	1777
Q Serve(g_s), s	0.9	24.1	3.0	21.8	12.9	12.9	7.4	0.0	18.5	0.0	0.0	1.2
Cycle Q Clear(g_c), s	0.9	24.1	3.0	21.8	12.9	12.9	8.6	0.0	18.5	18.5	0.0	1.2
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.97	1.00		0.37
Lane Grp Cap(c), veh/h	38	1210	539	481	1047	1092	347	0	330	80	0	365
V/C Ratio(X)	0.50	0.86	0.14	0.93	0.44	0.44	0.37	0.00	1.60	0.24	0.00	0.08
Avail Cap(c_a), veh/h	207	1210	539	509	1047	1092	347	0	330	80	0	365
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.6	27.9	20.9	32.2	10.6	10.6	32.4	0.0	35.8	45.0	0.0	28.9
Incr Delay (d2), s/veh	3.7	8.0	0.5	23.1	1.3	1.3	3.0	0.0	284.4	6.9	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	10.7	1.1	11.8	4.5	4.7	2.7	0.0	33.2	0.6	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.3	35.9	21.4	55.3	12.0	11.9	35.4	0.0	320.2	51.9	0.0	29.3
LnGrp LOS	D	D	C	E	B	B	D	A	F	D	A	C
Approach Vol, veh/h		1132			1387			657			49	
Approach Delay, s/veh		35.1			26.0			264.7			38.1	
Approach LOS		D			C			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.6	36.4		25.0	6.6	58.4		25.0				
Change Period (Y+Rc), s	* 4.7	6.2		6.5	* 4.7	6.2		6.5				
Max Green Setting (Gmax), s	* 25	28.8		18.5	* 10	43.8		18.5				
Max Q Clear Time (g_c+I1), s	23.8	26.1		20.5	2.9	14.9		20.5				
Green Ext Time (p_c), s	0.1	1.3		0.0	0.0	3.3		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			78.0									
HCM 6th LOS			E									

Notes

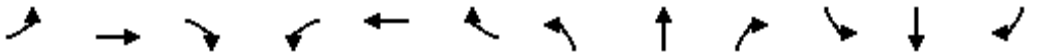
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	135	807	141	714	174	253	266	26	198	108
Future Volume (vph)	135	807	141	714	174	253	266	26	198	108
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	9.7	11.0	9.7	11.5	11.5	9.7	11.5	11.5
Total Split (s)	25.0	40.0	25.0	40.0	20.0	25.0	25.0	20.0	25.0	25.0
Total Split (%)	22.7%	36.4%	22.7%	36.4%	18.2%	22.7%	22.7%	18.2%	22.7%	22.7%
Yellow Time (s)	3.7	5.0	3.7	5.0	3.7	5.5	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	4.7	6.0	4.7	6.5	6.5	4.7	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	12.8	41.1	13.2	41.5	13.8	31.4	31.4	6.3	20.0	20.0
Actuated g/C Ratio	0.12	0.37	0.12	0.38	0.13	0.29	0.29	0.06	0.18	0.18
v/c Ratio	0.66	0.73	0.67	0.55	0.79	0.25	0.42	0.26	0.31	0.28
Control Delay	61.1	33.8	61.1	29.5	71.2	32.6	6.3	55.3	41.1	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.1	33.8	61.1	29.5	71.2	32.6	6.3	55.3	41.1	7.8
LOS	E	C	E	C	E	C	A	E	D	A
Approach Delay		37.2		34.6		32.2			31.4	
Approach LOS		D		C		C			C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 34.6	Intersection LOS: C
Intersection Capacity Utilization 67.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 98: Warren Rd & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	807	135	141	714	15	174	253	266	26	198	108
Future Volume (veh/h)	135	807	135	141	714	15	174	253	266	26	198	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	139	832	139	145	736	15	179	261	274	27	204	111
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	169	1299	217	175	1534	31	209	931	415	46	607	271
Arrive On Green	0.09	0.42	0.42	0.10	0.42	0.42	0.12	0.26	0.26	0.03	0.17	0.17
Sat Flow, veh/h	1810	3088	516	1810	3618	74	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	139	486	485	145	367	384	179	261	274	27	204	111
Grp Sat Flow(s),veh/h/ln	1810	1805	1799	1810	1805	1887	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	8.3	23.5	23.5	8.7	16.2	16.2	10.7	6.4	16.7	1.6	5.5	6.8
Cycle Q Clear(g_c), s	8.3	23.5	23.5	8.7	16.2	16.2	10.7	6.4	16.7	1.6	5.5	6.8
Prop In Lane	1.00		0.29	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	169	759	757	175	765	800	209	931	415	46	607	271
V/C Ratio(X)	0.82	0.64	0.64	0.83	0.48	0.48	0.86	0.28	0.66	0.58	0.34	0.41
Avail Cap(c_a), veh/h	334	759	757	334	765	800	252	931	415	252	607	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.75	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	25.3	25.3	48.8	22.9	22.9	47.8	32.6	36.5	53.0	40.3	40.9
Incr Delay (d2), s/veh	3.8	4.1	4.1	2.9	1.6	1.5	18.8	0.8	8.0	4.3	1.5	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	10.1	10.1	3.9	6.7	7.0	5.9	2.9	7.5	0.8	2.6	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	29.4	29.4	51.7	24.5	24.4	66.5	33.4	44.5	57.3	41.8	45.4
LnGrp LOS	D	C	C	D	C	C	E	C	D	E	D	D
Approach Vol, veh/h		1110			896			714			342	
Approach Delay, s/veh		32.3			28.9			46.0			44.2	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.3	52.3	17.4	25.0	15.0	52.7	7.5	34.9
Change Period (Y+Rc), s	* 4.7	6.0	* 4.7	6.5	* 4.7	6.0	* 4.7	6.5
Max Green Setting (Gmax), s	* 20	34.0	* 15	18.5	* 20	34.0	* 15	18.5
Max Q Clear Time (g_c+I1), s	10.7	25.5	12.7	8.8	10.3	18.2	3.6	18.7
Green Ext Time (p_c), s	0.1	2.4	0.1	0.7	0.1	2.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	35.8
HCM 6th LOS	D

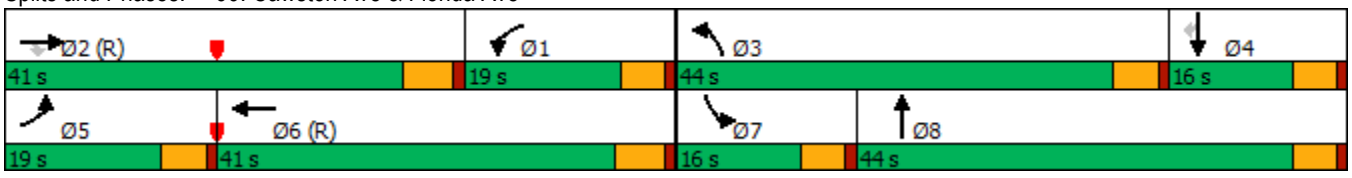
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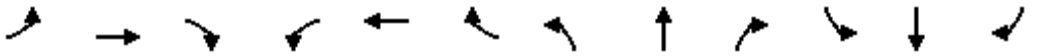
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	141	676	24	43	640	192	65	85	93	147
Future Volume (vph)	141	676	24	43	640	192	65	85	93	147
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.5	10.5	10.0	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	19.0	41.0	41.0	19.0	41.0	44.0	44.0	16.0	16.0	16.0
Total Split (%)	15.8%	34.2%	34.2%	15.8%	34.2%	36.7%	36.7%	13.3%	13.3%	13.3%
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.5	5.5	5.0	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	12.6	39.3	39.3	12.2	36.9	17.9	40.6	9.4	32.1	32.1
Actuated g/C Ratio	0.10	0.33	0.33	0.10	0.31	0.15	0.34	0.08	0.27	0.27
v/c Ratio	0.78	0.60	0.04	0.25	0.65	0.74	0.08	0.64	0.19	0.26
Control Delay	78.7	37.5	0.1	51.8	39.4	65.0	20.7	73.4	37.1	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.7	37.5	0.1	51.8	39.4	65.0	20.7	73.4	37.1	2.6
LOS	E	D	A	D	D	E	C	E	D	A
Approach Delay		43.3			40.1		51.0		31.1	
Approach LOS		D			D		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 30 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 41.4	Intersection LOS: D
Intersection Capacity Utilization 57.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 99: Cawston Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	676	24	43	640	52	192	65	23	85	93	147
Future Volume (veh/h)	141	676	24	43	640	52	192	65	23	85	93	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	704	25	45	667	54	200	68	24	89	97	153
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	174	1068	476	257	1170	95	230	862	290	112	494	418
Arrive On Green	0.10	0.30	0.30	0.14	0.35	0.35	0.13	0.32	0.32	0.06	0.26	0.26
Sat Flow, veh/h	1810	3610	1610	1810	3382	274	1810	2652	892	1810	1900	1610
Grp Volume(v), veh/h	147	704	25	45	356	365	200	45	47	89	97	153
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1850	1810	1805	1739	1810	1900	1610
Q Serve(g_s), s	9.6	20.5	0.9	2.6	19.3	19.3	13.0	2.1	2.2	5.8	4.8	9.3
Cycle Q Clear(g_c), s	9.6	20.5	0.9	2.6	19.3	19.3	13.0	2.1	2.2	5.8	4.8	9.3
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.51	1.00		1.00
Lane Grp Cap(c), veh/h	174	1068	476	257	624	640	230	587	565	112	494	418
V/C Ratio(X)	0.84	0.66	0.05	0.17	0.57	0.57	0.87	0.08	0.08	0.79	0.20	0.37
Avail Cap(c_a), veh/h	211	1068	476	257	624	640	588	587	565	166	494	418
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	0.55	0.55	0.55	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.3	37.0	14.6	45.3	32.0	32.0	51.4	28.0	28.1	55.5	34.6	36.3
Incr Delay (d2), s/veh	14.6	2.3	0.1	0.1	2.1	2.0	3.9	0.3	0.3	8.3	0.9	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	9.2	0.5	1.2	8.6	8.9	6.1	1.0	1.0	2.9	2.4	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.9	39.2	14.8	45.3	34.0	34.0	55.3	28.3	28.4	63.8	35.5	38.8
LnGrp LOS	E	D	B	D	C	C	E	C	C	E	D	D
Approach Vol, veh/h		876			766			292			339	
Approach Delay, s/veh		43.3			34.7			46.8			44.4	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.6	41.0	20.3	36.2	16.5	47.0	12.4	44.0
Change Period (Y+Rc), s	5.5	* 5.5	5.0	5.0	5.0	5.5	5.0	5.0
Max Green Setting (Gmax), s	14.0	* 36	39.0	11.0	14.0	35.5	11.0	39.0
Max Q Clear Time (g_c+I1), s	4.6	22.5	15.0	11.3	11.6	21.3	7.8	4.2
Green Ext Time (p_c), s	0.0	2.7	0.3	0.0	0.0	2.5	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	41.0
HCM 6th LOS	D

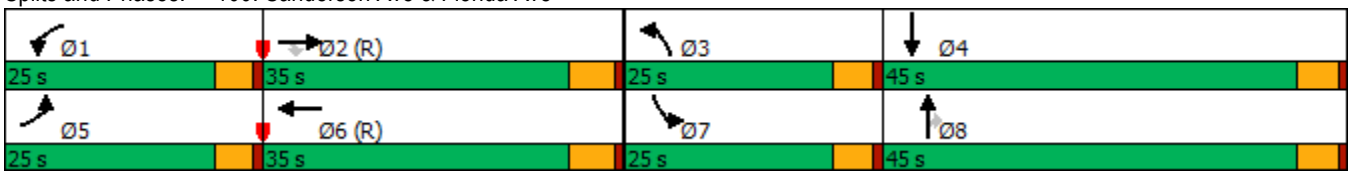
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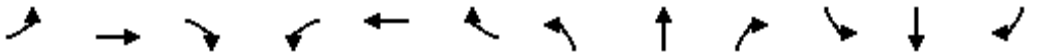
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	256	565	72	274	470	185	660	159	178	799
Future Volume (vph)	256	565	72	274	470	185	660	159	178	799
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	10.5	9.7	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	25.0	35.0	35.0	25.0	35.0	25.0	45.0	45.0	25.0	45.0
Total Split (%)	19.2%	26.9%	26.9%	19.2%	26.9%	19.2%	34.6%	34.6%	19.2%	34.6%
Yellow Time (s)	3.7	4.5	4.5	3.7	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	5.5	4.7	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	20.0	29.5	29.5	20.3	29.8	17.5	43.4	43.4	16.6	42.5
Actuated g/C Ratio	0.15	0.23	0.23	0.16	0.23	0.13	0.33	0.33	0.13	0.33
v/c Ratio	0.95	0.70	0.17	1.00	0.76	0.78	0.56	0.27	0.79	0.78
Control Delay	96.0	51.6	4.4	107.4	51.8	75.9	38.3	14.4	78.2	45.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.0	51.6	4.4	107.4	51.8	75.9	38.3	14.4	78.2	45.0
LOS	F	D	A	F	D	E	D	B	E	D
Approach Delay		60.6			69.0		41.5			50.5
Approach LOS		E			E		D			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 45 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 54.8	Intersection LOS: D
Intersection Capacity Utilization 83.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 100: Sanderson Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	256	565	72	274	470	142	185	660	159	178	799	89
Future Volume (veh/h)	256	565	72	274	470	142	185	660	159	178	799	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	261	577	73	280	480	145	189	673	162	182	815	91
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	283	943	418	283	712	214	216	1127	500	208	1007	112
Arrive On Green	0.16	0.26	0.26	0.16	0.26	0.26	0.12	0.31	0.31	0.12	0.31	0.31
Sat Flow, veh/h	1810	3610	1599	1810	2727	818	1810	3610	1601	1810	3274	365
Grp Volume(v), veh/h	261	577	73	280	317	308	189	673	162	182	449	457
Grp Sat Flow(s),veh/h/ln	1810	1805	1599	1810	1805	1740	1810	1805	1601	1810	1805	1834
Q Serve(g_s), s	18.5	18.3	4.6	20.1	20.4	20.7	13.3	20.5	10.1	12.9	29.8	29.8
Cycle Q Clear(g_c), s	18.5	18.3	4.6	20.1	20.4	20.7	13.3	20.5	10.1	12.9	29.8	29.8
Prop In Lane	1.00		1.00	1.00		0.47	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	283	943	418	283	472	455	216	1127	500	208	555	564
V/C Ratio(X)	0.92	0.61	0.17	0.99	0.67	0.68	0.87	0.60	0.32	0.87	0.81	0.81
Avail Cap(c_a), veh/h	283	943	418	283	472	455	278	1127	500	278	555	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	0.77	0.77	0.77	0.49	0.49	0.49	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	42.2	37.2	54.8	43.0	43.1	56.3	37.8	34.2	56.6	41.5	41.5
Incr Delay (d2), s/veh	28.1	2.3	0.7	44.4	5.8	6.2	11.6	1.2	0.8	16.8	12.0	11.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	8.4	1.9	12.5	9.8	9.6	6.8	9.3	4.1	6.9	15.1	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.2	44.5	37.9	99.1	48.8	49.3	67.9	39.0	35.1	73.4	53.5	53.4
LnGrp LOS	F	D	D	F	D	D	E	D	D	E	D	D
Approach Vol, veh/h		911			905			1024			1088	
Approach Delay, s/veh		54.8			64.5			43.7			56.8	
Approach LOS		D			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	39.5	20.5	45.0	25.0	39.5	20.0	45.6
Change Period (Y+Rc), s	* 4.7	5.5	5.0	5.0	* 4.7	5.5	5.0	5.0
Max Green Setting (Gmax), s	* 20	29.5	20.0	40.0	* 20	29.5	20.0	40.0
Max Q Clear Time (g_c+I1), s	22.1	20.3	15.3	31.8	20.5	22.7	14.9	22.5
Green Ext Time (p_c), s	0.0	2.7	0.2	3.6	0.0	2.1	0.1	4.9

Intersection Summary	
HCM 6th Ctrl Delay	54.7
HCM 6th LOS	D

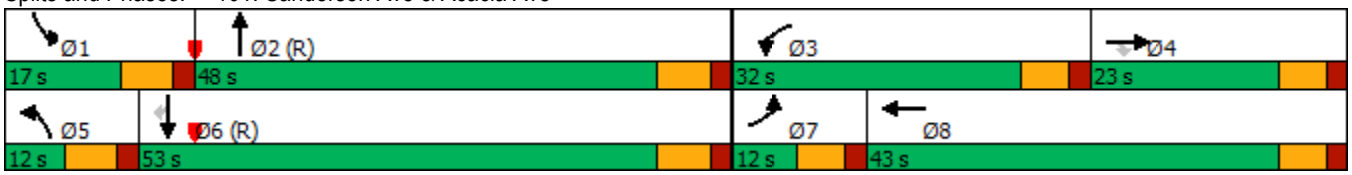
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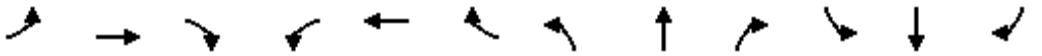
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	11	234	164	147	184	85	893	191	880	9
Future Volume (vph)	11	234	164	147	184	85	893	191	880	9
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0	7.0
Minimum Split (s)	10.3	13.3	13.3	10.3	13.3	10.7	13.7	10.7	13.7	13.7
Total Split (s)	12.0	23.0	23.0	32.0	43.0	12.0	48.0	17.0	53.0	53.0
Total Split (%)	10.0%	19.2%	19.2%	26.7%	35.8%	10.0%	40.0%	14.2%	44.2%	44.2%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.7	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	4.7	22.0	22.0	13.9	39.8	8.9	41.3	16.8	49.2	49.2
Actuated g/C Ratio	0.04	0.18	0.18	0.12	0.33	0.07	0.34	0.14	0.41	0.41
v/c Ratio	0.15	0.69	0.36	0.72	0.61	0.65	0.81	0.77	0.61	0.01
Control Delay	60.1	56.3	4.5	69.6	34.1	78.0	41.9	72.4	30.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.1	56.3	4.5	69.6	34.1	78.0	41.9	72.4	30.7	0.0
LOS	E	E	A	E	C	E	D	E	C	A
Approach Delay		35.7			44.3		44.8		37.8	
Approach LOS		D			D		D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 90 (75%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 41.0	Intersection LOS: D
Intersection Capacity Utilization 83.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: Sanderson Ave & Acacia Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	234	164	147	184	182	85	893	87	191	880	9
Future Volume (veh/h)	11	234	164	147	184	182	85	893	87	191	880	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	239	167	150	188	186	87	911	89	195	898	9
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	19	292	248	178	212	210	80	1479	144	155	1758	783
Arrive On Green	0.01	0.15	0.15	0.10	0.24	0.24	0.04	0.45	0.45	0.09	0.49	0.49
Sat Flow, veh/h	1810	1900	1610	1810	877	867	1810	3321	324	1810	3610	1609
Grp Volume(v), veh/h	11	239	167	150	0	374	87	495	505	195	898	9
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1744	1810	1805	1841	1810	1805	1609
Q Serve(g_s), s	0.7	14.6	11.7	9.8	0.0	24.8	5.3	25.2	25.2	10.3	20.4	0.3
Cycle Q Clear(g_c), s	0.7	14.6	11.7	9.8	0.0	24.8	5.3	25.2	25.2	10.3	20.4	0.3
Prop In Lane	1.00		1.00	1.00		0.50	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	19	292	248	178	0	422	80	804	820	155	1758	783
V/C Ratio(X)	0.59	0.82	0.67	0.84	0.00	0.89	1.09	0.62	0.62	1.26	0.51	0.01
Avail Cap(c_a), veh/h	86	292	248	388	0	533	80	804	820	155	1758	783
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.52	0.52	0.52
Uniform Delay (d), s/veh	59.1	49.1	47.9	53.2	0.0	43.9	57.3	25.4	25.4	54.8	21.0	15.9
Incr Delay (d2), s/veh	10.8	17.1	7.8	4.1	0.0	15.1	126.8	3.5	3.5	139.4	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	8.3	5.3	4.6	0.0	12.4	5.2	11.4	11.6	10.7	8.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.9	66.2	55.7	57.3	0.0	59.0	184.2	29.0	28.9	194.2	21.6	15.9
LnGrp LOS	E	E	E	E	A	E	F	C	C	F	C	B
Approach Vol, veh/h		417			524			1087			1102	
Approach Delay, s/veh		62.1			58.5			41.4			52.1	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	60.1	18.1	24.8	12.0	65.1	7.5	35.3
Change Period (Y+Rc), s	6.7	6.7	6.3	6.3	6.7	6.7	6.3	6.3
Max Green Setting (Gmax), s	10.3	41.3	25.7	16.7	5.3	46.3	5.7	36.7
Max Q Clear Time (g_c+I1), s	12.3	27.2	11.8	16.6	7.3	22.4	2.7	26.8
Green Ext Time (p_c), s	0.0	7.3	0.1	0.0	0.0	9.4	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	50.8
HCM 6th LOS	D

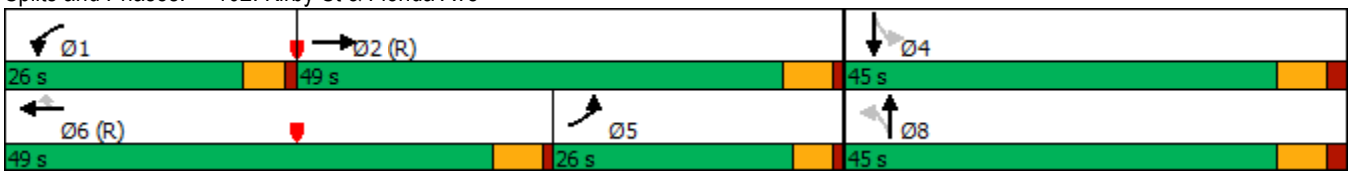
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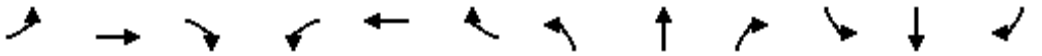
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	203	855	134	765	55	106	366	80	321
Future Volume (vph)	203	855	134	765	55	106	366	80	321
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	9.7	10.5	10.5	11.5	11.5	11.5	11.5
Total Split (s)	26.0	49.0	26.0	49.0	49.0	45.0	45.0	45.0	45.0
Total Split (%)	21.7%	40.8%	21.7%	40.8%	40.8%	37.5%	37.5%	37.5%	37.5%
Yellow Time (s)	3.7	4.5	3.7	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	4.7	5.5	5.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	21.3	51.1	13.7	43.5	43.5	38.5	38.5	38.5	38.5
Actuated g/C Ratio	0.18	0.43	0.11	0.36	0.36	0.32	0.32	0.32	0.32
v/c Ratio	0.66	0.66	0.68	0.61	0.09	0.48	0.39	0.33	0.44
Control Delay	56.9	30.3	67.2	33.7	2.7	41.5	31.6	35.4	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.9	30.3	67.2	33.7	2.7	41.5	31.6	35.4	28.2
LOS	E	C	E	C	A	D	C	D	C
Approach Delay		35.0		36.7			33.5		29.2
Approach LOS		C		D			C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 92 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 34.2	Intersection LOS: C
Intersection Capacity Utilization 73.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 102: Kirby St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	855	100	134	765	55	106	366	64	80	321	165
Future Volume (veh/h)	203	855	100	134	765	55	106	366	64	80	321	165
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	211	891	104	140	797	57	110	381	67	83	334	172
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	1456	170	168	1309	582	245	985	172	274	744	375
Arrive On Green	0.17	0.45	0.45	0.09	0.36	0.36	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	3255	380	1810	3610	1606	906	3071	535	955	2319	1170
Grp Volume(v), veh/h	211	494	501	140	797	57	110	223	225	83	258	248
Grp Sat Flow(s),veh/h/ln	1810	1805	1830	1810	1805	1606	906	1805	1801	955	1805	1684
Q Serve(g_s), s	13.1	25.0	25.0	9.1	21.7	2.8	13.2	11.5	11.7	8.9	13.6	14.0
Cycle Q Clear(g_c), s	13.1	25.0	25.0	9.1	21.7	2.8	27.3	11.5	11.7	20.5	13.6	14.0
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.30	1.00		0.69
Lane Grp Cap(c), veh/h	309	807	818	168	1309	582	245	579	578	274	579	540
V/C Ratio(X)	0.68	0.61	0.61	0.83	0.61	0.10	0.45	0.38	0.39	0.30	0.45	0.46
Avail Cap(c_a), veh/h	321	807	818	321	1309	582	245	579	578	274	579	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	25.2	25.2	53.5	31.3	25.3	43.3	31.6	31.6	39.6	32.3	32.4
Incr Delay (d2), s/veh	3.3	2.5	2.5	4.1	2.1	0.3	5.9	1.9	2.0	2.8	2.5	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	11.0	11.1	4.3	9.7	1.1	3.4	5.3	5.4	2.3	6.3	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.9	27.7	27.7	57.6	33.4	25.6	49.2	33.5	33.6	42.4	34.8	35.2
LnGrp LOS	D	C	C	E	C	C	D	C	C	D	C	D
Approach Vol, veh/h		1206			994			558			589	
Approach Delay, s/veh		31.6			36.4			36.6			36.0	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.8	59.2		45.0	26.0	49.0		45.0				
Change Period (Y+Rc), s	* 4.7	5.5		6.5	5.5	* 5.5		6.5				
Max Green Setting (Gmax), s	* 21	43.5		38.5	21.3	* 44		38.5				
Max Q Clear Time (g_c+I1), s	11.1	27.0		22.5	15.1	23.7		29.3				
Green Ext Time (p_c), s	0.1	3.8		3.2	0.2	3.6		2.3				

Intersection Summary			
HCM 6th Ctrl Delay		34.6	
HCM 6th LOS		C	

Notes

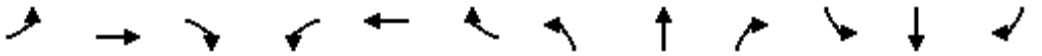
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	103	852	97	855	77	177	94	108	214	67
Future Volume (vph)	103	852	97	855	77	177	94	108	214	67
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	1	6		8			4	
Permitted Phases					8		8	4		4
Detector Phase	5	2	1	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	9.7	9.7	9.7	9.7	9.7	9.7
Total Split (s)	16.0	51.0	17.0	52.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	15.2%	48.6%	16.2%	49.5%	35.2%	35.2%	35.2%	35.2%	35.2%	35.2%
Yellow Time (s)	3.7	4.1	3.7	4.1	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	4.7	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	9.6	48.4	9.8	48.6	32.3	32.3	32.3	32.3	32.3	32.3
Actuated g/C Ratio	0.09	0.46	0.09	0.46	0.31	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.65	0.57	0.61	0.59	0.27	0.32	0.18	0.35	0.39	0.13
Control Delay	64.2	22.6	81.9	13.9	30.6	29.8	6.3	31.9	31.0	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.2	22.6	81.9	13.9	30.6	29.8	6.3	31.9	31.0	7.0
LOS	E	C	F	B	C	C	A	C	C	A
Approach Delay		26.9		20.3		23.6			27.1	
Approach LOS		C		C		C			C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 58 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 24.1	Intersection LOS: C
Intersection Capacity Utilization 63.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 103: Lyon Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	852	42	97	855	77	77	177	94	108	214	67
Future Volume (veh/h)	103	852	42	97	855	77	77	177	94	108	214	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	108	897	44	102	900	81	81	186	99	114	225	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	135	1688	83	130	1602	144	304	584	492	326	584	492
Arrive On Green	0.07	0.48	0.48	0.02	0.16	0.16	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1810	3497	172	1810	3341	301	1096	1900	1599	1107	1900	1599
Grp Volume(v), veh/h	108	463	478	102	486	495	81	186	99	114	225	71
Grp Sat Flow(s),veh/h/ln	1810	1805	1864	1810	1805	1836	1096	1900	1599	1107	1900	1599
Q Serve(g_s), s	6.2	18.7	18.7	5.9	26.1	26.1	6.6	7.9	4.8	9.3	9.8	3.4
Cycle Q Clear(g_c), s	6.2	18.7	18.7	5.9	26.1	26.1	16.3	7.9	4.8	17.1	9.8	3.4
Prop In Lane	1.00		0.09	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	135	871	899	130	866	881	304	584	492	326	584	492
V/C Ratio(X)	0.80	0.53	0.53	0.79	0.56	0.56	0.27	0.32	0.20	0.35	0.38	0.14
Avail Cap(c_a), veh/h	195	871	899	212	866	881	304	584	492	326	584	492
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	18.9	18.9	50.5	34.0	34.0	35.0	27.9	26.8	34.5	28.5	26.3
Incr Delay (d2), s/veh	8.7	2.3	2.2	3.3	2.2	2.2	2.1	1.4	0.9	2.9	1.9	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	8.0	8.3	2.9	13.1	13.3	1.9	3.8	2.0	2.7	4.7	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.5	21.2	21.1	53.8	36.2	36.2	37.1	29.3	27.7	37.4	30.5	27.0
LnGrp LOS	E	C	C	D	D	D	D	C	C	D	C	C
Approach Vol, veh/h		1049			1083			366			410	
Approach Delay, s/veh		24.8			37.8			30.6			31.8	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	55.8		37.0	12.5	55.5		37.0				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		* 4.7				
Max Green Setting (Gmax), s	* 12	45.9		* 32	* 11	46.9		* 32				
Max Q Clear Time (g_c+I1), s	7.9	20.7		19.1	8.2	28.1		18.3				
Green Ext Time (p_c), s	0.0	3.9		1.0	0.0	3.9		0.9				

Intersection Summary		
HCM 6th Ctrl Delay		31.4
HCM 6th LOS		C

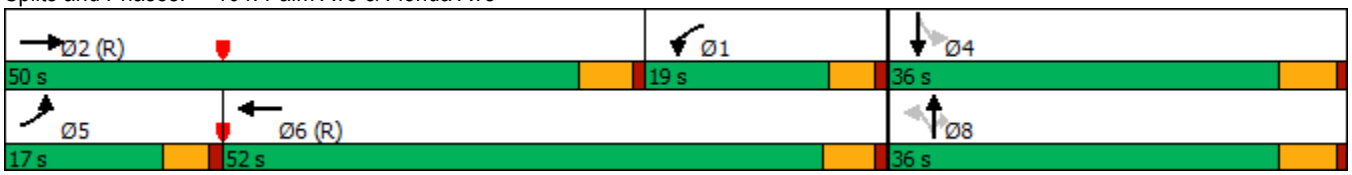
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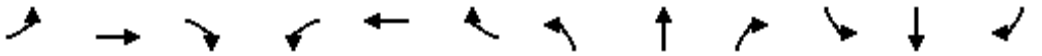
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	63	882	98	888	69	176	80	29	201
Future Volume (vph)	63	882	98	888	69	176	80	29	201
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.4	10.4	10.4	10.4	10.4
Total Split (s)	17.0	50.0	19.0	52.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	16.2%	47.6%	18.1%	49.5%	34.3%	34.3%	34.3%	34.3%	34.3%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.4	5.4	5.4	5.4	5.4
Lead/Lag	Lead	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	8.4	44.9	14.3	52.8	30.6	30.6	30.6	30.6	30.6
Actuated g/C Ratio	0.08	0.43	0.14	0.50	0.29	0.29	0.29	0.29	0.29
v/c Ratio	0.48	0.66	0.43	0.55	0.31	0.34	0.16	0.10	0.51
Control Delay	73.7	17.2	36.7	10.0	33.4	31.4	2.6	28.3	33.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.7	17.2	36.7	10.0	33.4	31.4	2.6	28.3	33.3
LOS	E	B	D	B	C	C	A	C	C
Approach Delay		20.7		12.6		24.8			32.8
Approach LOS		C		B		C			C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 67.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 104: Palm Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	882	60	98	888	32	69	176	80	29	201	57
Future Volume (veh/h)	63	882	60	98	888	32	69	176	80	29	201	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	948	65	105	955	34	74	189	86	31	216	61
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	87	1463	100	240	1830	65	252	554	465	307	414	117
Arrive On Green	0.10	0.86	0.86	0.26	1.00	1.00	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	3421	235	1810	3551	126	1115	1900	1597	1116	1422	402
Grp Volume(v), veh/h	68	500	513	105	485	504	74	189	86	31	0	277
Grp Sat Flow(s),veh/h/ln	1810	1805	1850	1810	1805	1872	1115	1900	1597	1116	0	1824
Q Serve(g_s), s	3.9	9.5	9.5	5.1	0.0	0.0	6.2	8.2	4.2	2.4	0.0	13.3
Cycle Q Clear(g_c), s	3.9	9.5	9.5	5.1	0.0	0.0	19.6	8.2	4.2	10.6	0.0	13.3
Prop In Lane	1.00		0.13	1.00		0.07	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	87	772	791	240	930	965	252	554	465	307	0	531
V/C Ratio(X)	0.78	0.65	0.65	0.44	0.52	0.52	0.29	0.34	0.18	0.10	0.00	0.52
Avail Cap(c_a), veh/h	212	772	791	246	930	965	252	554	465	307	0	531
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.90	0.90	0.90	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.9	5.0	5.0	35.4	0.0	0.0	39.3	29.3	27.9	33.4	0.0	31.1
Incr Delay (d2), s/veh	4.7	3.6	3.5	0.4	1.9	1.8	2.9	1.7	0.9	0.7	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	2.6	2.7	2.1	0.5	0.5	1.9	4.0	1.7	0.7	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	8.6	8.5	35.8	1.9	1.8	42.2	30.9	28.7	34.1	0.0	34.7
LnGrp LOS	D	A	A	D	A	A	D	C	C	C	A	C
Approach Vol, veh/h		1081			1094			349			308	
Approach Delay, s/veh		11.3			5.1			32.8			34.6	
Approach LOS		B			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	50.0		36.0	9.8	59.2		36.0				
Change Period (Y+Rc), s	5.1	* 5.1		5.4	* 4.7	5.1		5.4				
Max Green Setting (Gmax), s	14.3	* 45		30.6	* 12	46.9		30.6				
Max Q Clear Time (g_c+I1), s	7.1	11.5		15.3	5.9	2.0		21.6				
Green Ext Time (p_c), s	0.1	4.5		1.0	0.0	4.4		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		14.1	
HCM 6th LOS		B	

Notes

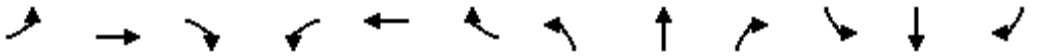
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	93	813	55	799	49	303	99	338	173
Future Volume (vph)	93	813	55	799	49	303	99	338	173
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	16.0	57.0	16.0	57.0	32.0	32.0	32.0	32.0	32.0
Total Split (%)	15.2%	54.3%	15.2%	54.3%	30.5%	30.5%	30.5%	30.5%	30.5%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	9.3	57.3	7.8	56.0	26.9	26.9	26.9	26.9	26.9
Actuated g/C Ratio	0.09	0.55	0.07	0.53	0.26	0.26	0.26	0.26	0.26
v/c Ratio	0.60	0.45	0.43	0.47	0.39	0.40	0.47	0.72	0.33
Control Delay	66.1	10.4	55.4	16.9	42.5	32.3	41.5	45.0	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.1	10.4	55.4	16.9	42.5	32.3	41.5	45.0	6.5
LOS	E	B	E	B	D	C	D	D	A
Approach Delay		15.9		19.2		33.5		33.5	
Approach LOS		B		B		C		C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 57 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 23.2	Intersection LOS: C
Intersection Capacity Utilization 68.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 105: State St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	813	43	55	799	69	49	303	53	99	338	173
Future Volume (veh/h)	93	813	43	55	799	69	49	303	53	99	338	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	96	838	44	57	824	71	51	312	55	102	348	178
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	120	1957	103	74	1798	155	148	785	137	244	487	411
Arrive On Green	0.13	1.00	1.00	0.04	0.54	0.54	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3488	183	1810	3359	289	889	3065	533	1029	1900	1603
Grp Volume(v), veh/h	96	434	448	57	443	452	51	182	185	102	348	178
Grp Sat Flow(s),veh/h/ln	1810	1805	1866	1810	1805	1843	889	1805	1793	1029	1900	1603
Q Serve(g_s), s	5.4	0.0	0.0	3.3	15.9	15.9	5.8	8.8	9.0	9.6	17.5	9.8
Cycle Q Clear(g_c), s	5.4	0.0	0.0	3.3	15.9	15.9	23.3	8.8	9.0	18.6	17.5	9.8
Prop In Lane	1.00		0.10	1.00		0.16	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	120	1013	1047	74	966	987	148	462	459	244	487	411
V/C Ratio(X)	0.80	0.43	0.43	0.77	0.46	0.46	0.34	0.39	0.40	0.42	0.71	0.43
Avail Cap(c_a), veh/h	195	1013	1047	195	966	987	148	462	459	244	487	411
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	0.0	0.0	49.9	15.0	15.0	46.2	32.3	32.4	40.1	35.6	32.7
Incr Delay (d2), s/veh	3.5	1.0	1.0	5.4	1.3	1.3	6.3	2.5	2.6	5.2	8.7	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.3	0.3	1.6	6.5	6.6	1.5	4.1	4.2	2.8	9.2	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.3	1.0	1.0	55.2	16.4	16.3	52.4	34.8	35.0	45.3	44.2	36.0
LnGrp LOS	D	A	A	E	B	B	D	C	D	D	D	D
Approach Vol, veh/h		978			952			418			628	
Approach Delay, s/veh		5.6			18.7			37.0			42.1	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	64.0		32.0	11.7	61.3		32.0				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	* 4.7	5.1		5.1				
Max Green Setting (Gmax), s	* 11	51.9		26.9	* 11	51.9		26.9				
Max Q Clear Time (g_c+I1), s	5.3	2.0		20.6	7.4	17.9		25.3				
Green Ext Time (p_c), s	0.0	3.8		1.2	0.0	3.8		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		21.9
HCM 6th LOS		C

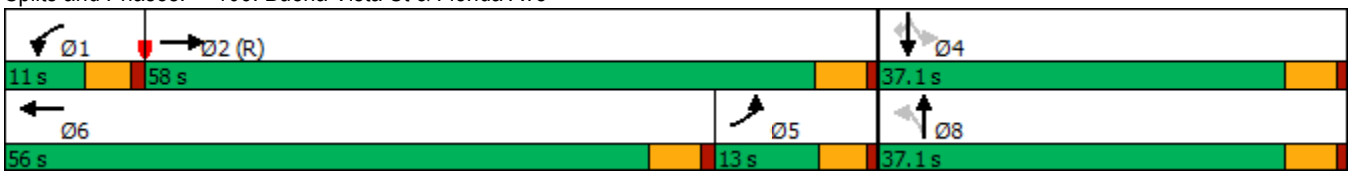
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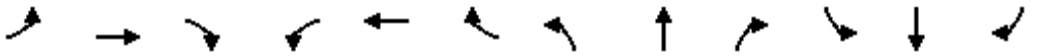
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	27	877	27	856	43	135	37	175	31
Future Volume (vph)	27	877	27	856	43	135	37	175	31
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	13.0	58.0	11.0	56.0	37.1	37.1	37.1	37.1	37.1
Total Split (%)	12.3%	54.7%	10.4%	52.8%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lag	Lag	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	None	Max	Max	Max
Act Effct Green (s)	9.8	57.3	5.8	55.4	32.0	32.0	32.0	32.0	32.0
Actuated g/C Ratio	0.09	0.54	0.05	0.52	0.30	0.30	0.30	0.30	0.30
v/c Ratio	0.19	0.53	0.31	0.53	0.16	0.36	0.14	0.35	0.06
Control Delay	44.3	17.8	56.6	20.1	28.9	29.0	28.5	31.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	17.8	56.6	20.1	28.9	29.0	28.5	31.0	0.2
LOS	D	B	E	C	C	C	C	C	A
Approach Delay		18.5		21.1		29.0		26.8	
Approach LOS		B		C		C		C	

Intersection Summary	
Cycle Length: 106.1	
Actuated Cycle Length: 106.1	
Offset: 50 (47%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 21.4	Intersection LOS: C
Intersection Capacity Utilization 52.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 106: Buena Vista St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	877	34	27	856	25	43	135	45	37	175	31
Future Volume (veh/h)	27	877	34	27	856	25	43	135	45	37	175	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	997	39	31	973	28	49	153	51	42	199	35
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	434	1872	73	51	1123	32	324	411	137	323	574	485
Arrive On Green	0.24	0.53	0.53	0.03	0.31	0.31	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	3537	138	1810	3579	103	1163	1363	454	1195	1900	1607
Grp Volume(v), veh/h	31	509	527	31	491	510	49	0	204	42	199	35
Grp Sat Flow(s),veh/h/ln	1810	1805	1870	1810	1805	1877	1163	0	1817	1195	1900	1607
Q Serve(g_s), s	1.4	19.6	19.6	1.8	27.2	27.2	3.6	0.0	9.4	3.0	8.7	1.6
Cycle Q Clear(g_c), s	1.4	19.6	19.6	1.8	27.2	27.2	12.3	0.0	9.4	12.4	8.7	1.6
Prop In Lane	1.00		0.07	1.00		0.05	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	434	955	990	51	567	589	324	0	549	323	574	485
V/C Ratio(X)	0.07	0.53	0.53	0.61	0.87	0.87	0.15	0.00	0.37	0.13	0.35	0.07
Avail Cap(c_a), veh/h	434	955	990	108	867	901	324	0	549	323	574	485
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.94	0.94	0.94	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	16.4	16.4	50.9	34.3	34.3	33.6	0.0	29.1	34.0	28.9	26.4
Incr Delay (d2), s/veh	0.0	1.9	1.8	4.0	3.7	3.5	0.1	0.0	0.2	0.8	1.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.1	8.4	0.9	12.1	12.6	1.0	0.0	4.1	1.0	4.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.2	18.2	18.2	54.9	37.9	37.8	33.7	0.0	29.3	34.8	30.5	26.7
LnGrp LOS	C	B	B	D	D	D	C	A	C	C	C	C
Approach Vol, veh/h		1067			1032			253			276	
Approach Delay, s/veh		18.6			38.4			30.1			30.7	
Approach LOS		B			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	61.2		37.1	30.5	38.4		37.1				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	5.1	* 5.1		5.1				
Max Green Setting (Gmax), s	* 6.3	52.9		32.0	8.3	* 51		32.0				
Max Q Clear Time (g_c+I1), s	3.8	21.6		14.4	3.4	29.2		14.3				
Green Ext Time (p_c), s	0.0	4.6		0.8	0.0	4.1		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		28.7	
HCM 6th LOS		C	

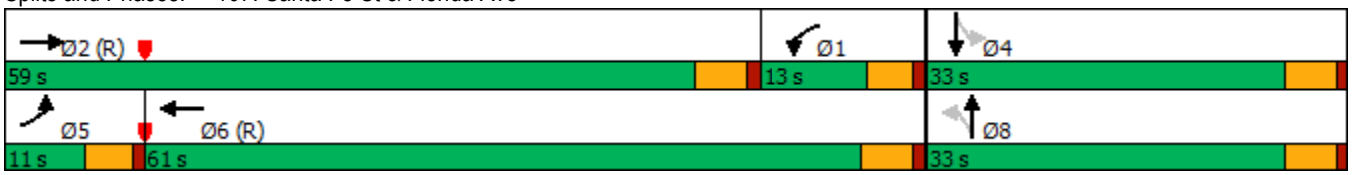
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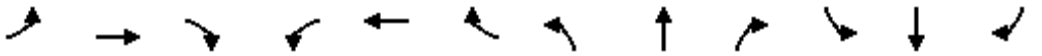
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	19	875	51	823	52	57	23	62
Future Volume (vph)	19	875	51	823	52	57	23	62
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.0	10.0	10.0	10.0
Total Split (s)	11.0	59.0	13.0	61.0	33.0	33.0	33.0	33.0
Total Split (%)	10.5%	56.2%	12.4%	58.1%	31.4%	31.4%	31.4%	31.4%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	6.0	74.5	7.6	80.2	10.0	10.0	10.0	10.0
Actuated g/C Ratio	0.06	0.71	0.07	0.76	0.10	0.10	0.10	0.10
v/c Ratio	0.22	0.42	0.44	0.35	0.56	0.66	0.32	0.58
Control Delay	51.7	7.9	57.3	5.6	64.0	42.1	52.5	44.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.7	7.9	57.3	5.6	64.0	42.1	52.5	44.7
LOS	D	A	E	A	E	D	D	D
Approach Delay		8.8		8.5		48.5		46.1
Approach LOS		A		A		D		D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 14.1	Intersection LOS: B
Intersection Capacity Utilization 58.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 107: Santa Fe St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	875	60	51	823	17	52	57	67	23	62	38
Future Volume (veh/h)	19	875	60	51	823	17	52	57	67	23	62	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	994	68	58	935	19	59	65	76	26	70	43
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	41	1756	120	387	2562	52	157	102	119	132	140	86
Arrive On Green	0.02	0.51	0.51	0.21	0.71	0.71	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1810	3420	234	1810	3618	74	1288	792	926	1257	1095	673
Grp Volume(v), veh/h	22	525	537	58	467	487	59	0	141	26	0	113
Grp Sat Flow(s),veh/h/ln	1810	1805	1849	1810	1805	1886	1288	0	1718	1257	0	1768
Q Serve(g_s), s	1.3	20.9	20.9	2.7	10.7	10.7	4.7	0.0	8.2	2.1	0.0	6.3
Cycle Q Clear(g_c), s	1.3	20.9	20.9	2.7	10.7	10.7	10.9	0.0	8.2	10.3	0.0	6.3
Prop In Lane	1.00		0.13	1.00		0.04	1.00		0.54	1.00		0.38
Lane Grp Cap(c), veh/h	41	927	949	387	1278	1336	157	0	220	132	0	227
V/C Ratio(X)	0.54	0.57	0.57	0.15	0.36	0.36	0.38	0.00	0.64	0.20	0.00	0.50
Avail Cap(c_a), veh/h	109	927	949	387	1278	1336	335	0	458	306	0	471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.72	0.72	0.72	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.8	17.5	17.5	33.5	6.0	6.0	47.7	0.0	43.5	48.4	0.0	42.6
Incr Delay (d2), s/veh	3.4	2.1	2.1	0.0	0.6	0.6	0.6	0.0	1.2	0.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.7	8.9	1.2	3.6	3.8	1.5	0.0	3.5	0.7	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.2	19.6	19.6	33.6	6.6	6.6	48.3	0.0	44.6	48.6	0.0	43.3
LnGrp LOS	D	B	B	C	A	A	D	A	D	D	A	D
Approach Vol, veh/h		1084			1012			200			139	
Approach Delay, s/veh		20.3			8.1			45.7			44.3	
Approach LOS		C			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.5	59.0		18.5	7.1	79.5		18.5				
Change Period (Y+Rc), s	5.1	* 5.1		5.0	* 4.7	5.1		5.0				
Max Green Setting (Gmax), s	8.3	* 54		28.0	* 6.3	55.9		28.0				
Max Q Clear Time (g_c+I1), s	4.7	22.9		12.3	3.3	12.7		12.9				
Green Ext Time (p_c), s	0.0	4.8		0.4	0.0	4.1		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		18.7
HCM 6th LOS		B

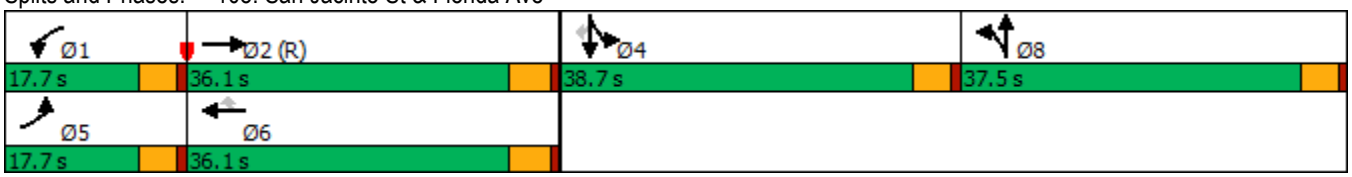
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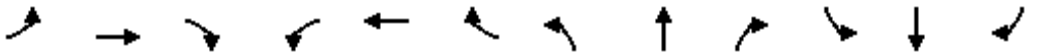
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	192	705	118	615	94	68	243	187	244	163
Future Volume (vph)	192	705	118	615	94	68	243	187	244	163
Turn Type	Prot	NA	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2	1	6		8	8	4	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	9.7	9.7	9.7	9.7	9.7
Total Split (s)	17.7	36.1	17.7	36.1	36.1	37.5	37.5	38.7	38.7	38.7
Total Split (%)	13.6%	27.8%	13.6%	27.8%	27.8%	28.8%	28.8%	29.8%	29.8%	29.8%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	13.0	32.1	11.9	31.0	31.0	32.8	32.8	34.0	34.0	34.0
Actuated g/C Ratio	0.10	0.25	0.09	0.24	0.24	0.25	0.25	0.26	0.26	0.26
v/c Ratio	1.17	0.93	0.79	0.79	0.23	0.16	0.37	0.41	0.61	0.33
Control Delay	171.0	64.9	88.2	53.9	10.8	39.2	38.7	43.1	48.8	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	171.0	64.9	88.2	53.9	10.8	39.2	38.7	43.1	48.8	6.9
LOS	F	E	F	D	B	D	D	D	D	A
Approach Delay		86.6		54.0			38.8		35.7	
Approach LOS		F		D			D		D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 108 (83%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 59.1	Intersection LOS: E
Intersection Capacity Utilization 65.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 108: San Jacinto St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	705	39	118	615	94	68	243	58	187	244	163
Future Volume (veh/h)	192	705	39	118	615	94	68	243	58	187	244	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	211	775	43	130	676	103	75	267	64	205	268	179
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	876	49	155	861	378	457	729	171	473	497	420
Arrive On Green	0.10	0.25	0.25	0.09	0.24	0.24	0.25	0.25	0.25	0.26	0.26	0.26
Sat Flow, veh/h	1810	3463	192	1810	3610	1586	1810	2889	679	1810	1900	1605
Grp Volume(v), veh/h	211	404	414	130	676	103	75	165	166	205	268	179
Grp Sat Flow(s),veh/h/ln	1810	1805	1850	1810	1805	1586	1810	1805	1762	1810	1900	1605
Q Serve(g_s), s	13.0	28.0	28.0	9.2	22.8	6.9	4.2	9.8	10.1	12.3	15.8	12.1
Cycle Q Clear(g_c), s	13.0	28.0	28.0	9.2	22.8	6.9	4.2	9.8	10.1	12.3	15.8	12.1
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	181	456	468	155	861	378	457	455	445	473	497	420
V/C Ratio(X)	1.17	0.88	0.89	0.84	0.79	0.27	0.16	0.36	0.37	0.43	0.54	0.43
Avail Cap(c_a), veh/h	181	456	468	181	861	378	457	455	445	473	497	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	46.7	46.7	58.6	46.4	40.3	37.9	40.0	40.1	40.0	41.3	39.9
Incr Delay (d2), s/veh	115.8	19.9	19.6	22.4	4.8	0.4	0.8	2.2	2.4	2.9	4.2	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	14.9	15.3	5.2	10.7	2.7	2.0	4.7	4.7	5.9	8.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	174.3	66.6	66.3	80.9	51.2	40.7	38.7	42.2	42.5	42.8	45.4	43.0
LnGrp LOS	F	E	E	F	D	D	D	D	D	D	D	D
Approach Vol, veh/h		1029			909			406			652	
Approach Delay, s/veh		88.6			54.3			41.7			44.0	
Approach LOS		F			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.8	38.0		38.7	17.7	36.1		37.5				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		4.7				
Max Green Setting (Gmax), s	* 13	31.0		* 34	* 13	31.0		32.8				
Max Q Clear Time (g_c+I1), s	11.2	30.0		17.8	15.0	24.8		12.1				
Green Ext Time (p_c), s	0.0	0.5		2.6	0.0	2.5		2.1				

Intersection Summary		
HCM 6th Ctrl Delay	62.1	
HCM 6th LOS	E	

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

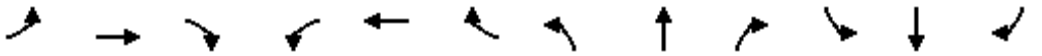
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	Ø5
Lane Configurations									
Traffic Volume (vph)	783	336	274	693	199	3	2	0	
Future Volume (vph)	783	336	274	693	199	3	2	0	
Turn Type	NA	Perm	Prot	NA	Perm	NA	Perm	NA	
Protected Phases	2		1	6		8		4	5
Permitted Phases		2			8		4		
Detector Phase	2	2	1	6	8	8	4	4	
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	62.5	62.5	18.0	69.0	39.5	39.5	39.5	39.5	11.5
Total Split (%)	52.1%	52.1%	15.0%	57.5%	32.9%	32.9%	32.9%	32.9%	10%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	
Lead/Lag	Lag	Lag	Lead	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					Yes
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max	Max	Max	None
Act Effct Green (s)	58.5	58.5	14.0	76.5	35.5	35.5		35.5	
Actuated g/C Ratio	0.49	0.49	0.12	0.64	0.30	0.30		0.30	
v/c Ratio	0.47	0.37	1.37	0.32	0.49	0.41		0.01	
Control Delay	21.5	2.9	234.4	10.3	39.6	6.6		30.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Total Delay	21.5	2.9	234.4	10.3	39.6	6.6		30.0	
LOS	C	A	F	B	D	A		C	
Approach Delay	15.9			73.8		21.0		30.0	
Approach LOS	B			E		C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.37	
Intersection Signal Delay: 38.8	Intersection LOS: D
Intersection Capacity Utilization 62.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 109: Warren Rd & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	783	336	274	693	0	199	3	255	2	0	0
Future Volume (veh/h)	0	783	336	274	693	0	199	3	255	2	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	824	354	288	729	0	209	3	268	2	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	1760	785	211	2301	0	539	5	472	233	0	0
Arrive On Green	0.00	0.49	0.49	0.12	0.64	0.00	0.30	0.30	0.30	0.30	0.00	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3705	0	1440	18	1595	585	0	0
Grp Volume(v), veh/h	0	824	354	288	729	0	209	0	271	2	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	0	1440	0	1613	585	0	0
Q Serve(g_s), s	0.0	18.2	17.3	14.0	11.0	0.0	0.0	0.0	17.1	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	18.2	17.3	14.0	11.0	0.0	11.0	0.0	17.1	17.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.99	1.00		0.00
Lane Grp Cap(c), veh/h	2	1760	785	211	2301	0	539	0	477	233	0	0
V/C Ratio(X)	0.00	0.47	0.45	1.36	0.32	0.00	0.39	0.00	0.57	0.01	0.00	0.00
Avail Cap(c_a), veh/h	113	1760	785	211	2301	0	539	0	477	233	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	20.4	20.2	53.0	9.9	0.0	33.6	0.0	35.8	43.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	1.9	191.3	0.4	0.0	2.1	0.0	4.8	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.8	6.8	17.6	4.3	0.0	5.2	0.0	7.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.3	22.1	244.3	10.2	0.0	35.7	0.0	40.6	43.1	0.0	0.0
LnGrp LOS	A	C	C	F	B	A	D	A	D	D	A	A
Approach Vol, veh/h		1178			1017			480			2	
Approach Delay, s/veh		21.5			76.5			38.5			43.1	
Approach LOS		C			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	62.5		39.5	0.0	80.5		39.5				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	58.5		35.5	7.5	65.0		35.5				
Max Q Clear Time (g_c+I1), s	16.0	20.2		19.2	0.0	13.0		19.1				
Green Ext Time (p_c), s	0.0	8.7		0.0	0.0	6.1		2.1				

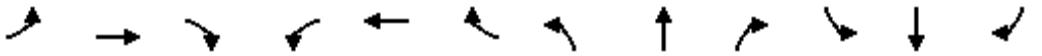
Intersection Summary												
HCM 6th Ctrl Delay			45.5									
HCM 6th LOS			D									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	26	23	54	38	74	30	389	100	157	447	6
Future Volume (vph)	2	26	23	54	38	74	30	389	100	157	447	6
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	22.5	22.5	11.5	22.5	22.5	11.5	42.5	42.5	13.5	44.5	44.5
Total Split (%)	12.8%	25.0%	25.0%	12.8%	25.0%	25.0%	12.8%	47.2%	47.2%	15.0%	49.4%	49.4%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.0	7.5	7.5	7.3	12.2	12.2	7.6	51.2	51.2	14.6	63.4	63.4
Actuated g/C Ratio	0.08	0.08	0.08	0.08	0.14	0.14	0.08	0.57	0.57	0.16	0.70	0.70
v/c Ratio	0.01	0.17	0.10	0.39	0.16	0.25	0.21	0.38	0.11	0.57	0.35	0.01
Control Delay	38.5	40.6	0.9	47.4	34.9	5.8	41.4	15.0	3.2	42.0	9.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.5	40.6	0.9	47.4	34.9	5.8	41.4	15.0	3.2	42.0	9.8	0.0
LOS	D	D	A	D	C	A	D	B	A	D	A	A
Approach Delay		22.5			26.0			14.3			18.0	
Approach LOS		C			C			B			B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 49.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 110: Warren Rd & Cottonwood Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	26	23	54	38	74	30	389	100	157	447	6
Future Volume (veh/h)	2	26	23	54	38	74	30	389	100	157	447	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	27	24	57	40	78	32	409	105	165	471	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	7	146	123	107	251	213	78	1104	935	191	1223	1036
Arrive On Green	0.00	0.08	0.08	0.06	0.13	0.13	0.04	0.58	0.58	0.11	0.64	0.64
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	2	27	24	57	40	78	32	409	105	165	471	6
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	0.1	1.2	1.3	2.8	1.7	4.0	1.6	10.3	2.6	8.1	10.6	0.1
Cycle Q Clear(g_c), s	0.1	1.2	1.3	2.8	1.7	4.0	1.6	10.3	2.6	8.1	10.6	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	7	146	123	107	251	213	78	1104	935	191	1223	1036
V/C Ratio(X)	0.29	0.19	0.19	0.53	0.16	0.37	0.41	0.37	0.11	0.86	0.39	0.01
Avail Cap(c_a), veh/h	151	391	331	151	391	331	151	1104	935	191	1223	1036
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	38.9	38.9	41.1	34.6	35.6	42.0	10.1	8.5	39.6	7.6	5.7
Incr Delay (d2), s/veh	21.8	0.6	0.8	4.1	0.3	1.1	3.5	1.0	0.2	31.2	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.6	0.5	1.3	0.8	1.6	0.8	4.3	0.9	5.2	4.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.5	39.5	39.7	45.2	34.9	36.7	45.5	11.0	8.7	70.8	8.5	5.7
LnGrp LOS	E	D	D	D	C	D	D	B	A	E	A	A
Approach Vol, veh/h		53			175			546			642	
Approach Delay, s/veh		40.6			39.1			12.6			24.5	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	56.3	9.3	10.9	7.9	61.9	4.3	15.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.5	38.5	7.5	18.5	7.5	40.5	7.5	18.5
Max Q Clear Time (g_c+I1), s	10.1	12.3	4.8	3.3	3.6	12.6	2.1	6.0
Green Ext Time (p_c), s	0.0	3.0	0.0	0.1	0.0	3.2	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	39.3
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	51	1	62	48	57	1	431	130	80	406	52
Future Vol, veh/h	23	51	1	62	48	57	1	431	130	80	406	52
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	24	54	1	65	51	60	1	454	137	84	427	55
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

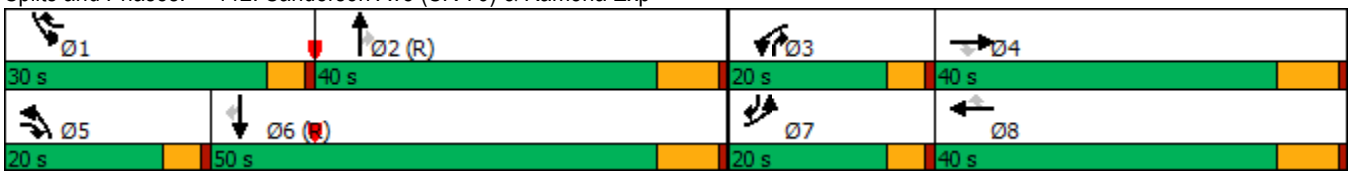
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.5	14.1	46.3	43.5
HCM LOS	B	B	E	E

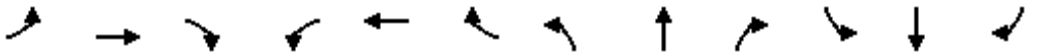
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	31%	37%	15%
Vol Thru, %	77%	68%	29%	75%
Vol Right, %	23%	1%	34%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	562	75	167	538
LT Vol	1	23	62	80
Through Vol	431	51	48	406
RT Vol	130	1	57	52
Lane Flow Rate	592	79	176	566
Geometry Grp	1	1	1	1
Degree of Util (X)	0.939	0.171	0.35	0.92
Departure Headway (Hd)	5.714	7.78	7.164	5.848
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	633	459	501	617
Service Time	3.767	5.867	5.235	3.9
HCM Lane V/C Ratio	0.935	0.172	0.351	0.917
HCM Control Delay	46.3	12.5	14.1	43.5
HCM Lane LOS	E	B	B	E
HCM 95th-tile Q	12.6	0.6	1.6	11.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	360	569	127	27	391	578	92	590	23	762	1129	468
Future Volume (vph)	360	569	127	27	391	578	92	590	23	762	1129	468
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7
Total Split (s)	20.0	40.0	20.0	20.0	40.0	30.0	20.0	40.0	20.0	30.0	50.0	20.0
Total Split (%)	15.4%	30.8%	15.4%	15.4%	30.8%	23.1%	15.4%	30.8%	15.4%	23.1%	38.5%	15.4%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	15.2	30.5	45.5	5.7	19.1	65.4	8.0	33.0	45.7	39.4	64.4	86.6
Actuated g/C Ratio	0.12	0.23	0.35	0.04	0.15	0.50	0.06	0.25	0.35	0.30	0.50	0.67
v/c Ratio	0.92	0.70	0.20	0.18	0.77	0.71	0.45	0.67	0.04	0.75	0.66	0.43
Control Delay	84.7	50.7	5.1	62.4	63.3	27.3	65.1	47.9	0.1	46.8	27.7	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.7	50.7	5.1	62.4	63.3	27.3	65.1	47.9	0.1	46.8	27.7	7.1
LOS	F	D	A	E	E	C	E	D	A	D	C	A
Approach Delay		56.8			42.4			48.6			29.8	
Approach LOS		E			D			D			C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 54.5 (42%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 40.4	Intersection LOS: D
Intersection Capacity Utilization 78.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 112: Sanderson Ave (SR-79) & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	360	569	127	27	391	578	92	590	23	762	1129	468
Future Volume (veh/h)	360	569	127	27	391	578	92	590	23	762	1129	468
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	375	593	132	28	407	602	96	615	24	794	1176	488
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	413	1253	626	86	916	722	146	916	448	683	1469	845
Arrive On Green	0.12	0.35	0.35	0.02	0.25	0.25	0.04	0.25	0.25	0.19	0.41	0.41
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	375	593	132	28	407	602	96	615	24	794	1176	488
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	13.7	16.7	7.1	1.0	12.3	33.0	3.5	19.9	1.4	25.3	37.3	26.9
Cycle Q Clear(g_c), s	13.7	16.7	7.1	1.0	12.3	33.0	3.5	19.9	1.4	25.3	37.3	26.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	413	1253	626	86	916	722	146	916	448	683	1469	845
V/C Ratio(X)	0.91	0.47	0.21	0.33	0.44	0.83	0.66	0.67	0.05	1.16	0.80	0.58
Avail Cap(c_a), veh/h	413	1253	626	413	916	722	413	916	448	683	1469	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.7	33.2	26.5	62.4	40.8	31.6	61.4	43.6	34.4	52.3	33.9	21.1
Incr Delay (d2), s/veh	22.9	0.1	0.1	0.8	0.1	7.8	1.9	3.9	0.2	88.5	4.7	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	7.4	2.8	0.5	5.5	17.9	1.6	9.4	0.6	19.5	17.1	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.6	33.3	26.5	63.2	40.9	39.4	63.2	47.5	34.6	140.9	38.6	24.0
LnGrp LOS	E	C	C	E	D	D	E	D	C	F	D	C
Approach Vol, veh/h		1100			1037			735			2458	
Approach Delay, s/veh		48.2			40.7			49.2			68.7	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	40.0	7.9	52.1	10.1	59.9	20.0	40.0
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0
Max Green Setting (Gmax), s	* 25	33.0	* 15	33.0	* 15	43.0	* 15	33.0
Max Q Clear Time (g_c+I1), s	27.3	21.9	3.0	18.7	5.5	39.3	15.7	35.0
Green Ext Time (p_c), s	0.0	2.3	0.0	2.6	0.1	2.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	56.3
HCM 6th LOS	E

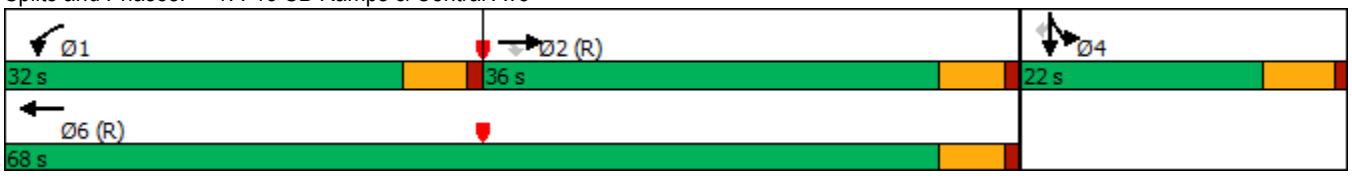
Notes

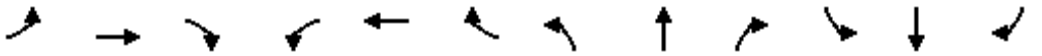
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	851	531	684	1370	436	0	209
Future Volume (vph)	851	531	684	1370	436	0	209
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.4	10.4	10.4	10.4	10.8	10.8	10.8
Total Split (s)	36.0	36.0	32.0	68.0	22.0	22.0	22.0
Total Split (%)	40.0%	40.0%	35.6%	75.6%	24.4%	24.4%	24.4%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.8	5.8	5.8
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	35.9	35.9	22.5	63.8	15.0	15.0	15.0
Actuated g/C Ratio	0.40	0.40	0.25	0.71	0.17	0.17	0.17
v/c Ratio	0.43	0.62	0.82	0.56	0.85	0.68	0.59
Control Delay	21.4	8.8	31.8	2.1	63.4	31.1	25.6
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0	0.0
Total Delay	21.4	8.8	31.8	2.7	63.4	31.1	25.6
LOS	C	A	C	A	E	C	C
Approach Delay	16.5			12.4		41.1	
Approach LOS	B			B		D	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 18.3	Intersection LOS: B
Intersection Capacity Utilization 80.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: I-15 SB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	851	531	684	1370	0	0	0	0	436	0	209
Future Volume (veh/h)	0	851	531	684	1370	0	0	0	0	436	0	209
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	896	559	720	1442	0				527	0	147
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2151	668	820	2557	0				606	0	269
Arrive On Green	0.00	0.41	0.41	0.16	0.47	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	5358	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	896	559	720	1442	0				527	0	147
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	11.0	28.0	18.1	25.8	0.0				12.8	0.0	7.5
Cycle Q Clear(g_c), s	0.0	11.0	28.0	18.1	25.8	0.0				12.8	0.0	7.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2151	668	820	2557	0				606	0	269
V/C Ratio(X)	0.00	0.42	0.84	0.88	0.56	0.00				0.87	0.00	0.55
Avail Cap(c_a), veh/h	0	2151	668	1038	2557	0				651	0	290
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.64	0.64	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	18.6	23.6	36.7	13.7	0.0				36.5	0.0	34.3
Incr Delay (d2), s/veh	0.0	0.6	11.9	4.1	0.6	0.0				10.9	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.2	11.9	8.3	10.9	0.0				6.4	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.2	35.5	40.8	14.3	0.0				47.4	0.0	35.1
LnGrp LOS	A	B	D	D	B	A				D	A	D
Approach Vol, veh/h		1455			2162						674	
Approach Delay, s/veh		25.5			23.1						44.7	
Approach LOS		C			C						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	26.4	42.7		20.9		69.1
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4
Max Green Setting (Gmax), s	26.6	30.6		16.2		62.6
Max Q Clear Time (g_c+I1), s	20.1	30.0		14.8		27.8
Green Ext Time (p_c), s	1.0	0.4		0.3		8.4

Intersection Summary		
HCM 6th Ctrl Delay		27.3
HCM 6th LOS		C

Notes

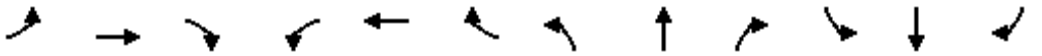
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	86	1200	1593	608	462	3	546
Future Volume (vph)	86	1200	1593	608	462	3	546
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.1	10.8	10.8	10.8	10.8	10.8	10.8
Total Split (s)	16.0	60.0	44.0	44.0	30.0	30.0	30.0
Total Split (%)	17.8%	66.7%	48.9%	48.9%	33.3%	33.3%	33.3%
Yellow Time (s)	4.1	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.8	5.8	5.8	5.8	5.8	5.8
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	8.6	55.9	44.2	44.2	22.5	22.5	22.5
Actuated g/C Ratio	0.10	0.62	0.49	0.49	0.25	0.25	0.25
v/c Ratio	0.54	0.40	0.67	0.59	0.88	0.85	0.76
Control Delay	46.7	18.2	9.0	3.1	55.1	45.4	33.8
Queue Delay	0.0	0.0	2.1	1.4	0.0	0.0	0.0
Total Delay	46.7	18.2	11.1	4.5	55.1	45.4	33.8
LOS	D	B	B	A	E	D	C
Approach Delay		20.1	9.3			45.1	
Approach LOS		C	A			D	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 7 (8%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 20.4	Intersection LOS: C
Intersection Capacity Utilization 80.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: I-15 NB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	1200	0	0	1593	608	462	3	546	0	0	0
Future Volume (veh/h)	86	1200	0	0	1593	608	462	3	546	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	92	1290	0	0	1713	654	695	0	377			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	117	3190	0	0	2561	793	927	0	412			
Arrive On Green	0.13	1.00	0.00	0.00	0.33	0.33	0.26	0.00	0.26			
Sat Flow, veh/h	1810	5358	0	0	5358	1605	3619	0	1610			
Grp Volume(v), veh/h	92	1290	0	0	1713	654	695	0	377			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1605	1810	0	1610			
Q Serve(g_s), s	4.4	0.0	0.0	0.0	25.5	33.8	15.9	0.0	20.5			
Cycle Q Clear(g_c), s	4.4	0.0	0.0	0.0	25.5	33.8	15.9	0.0	20.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	117	3190	0	0	2561	793	927	0	412			
V/C Ratio(X)	0.79	0.40	0.00	0.00	0.67	0.83	0.75	0.00	0.91			
Avail Cap(c_a), veh/h	219	3190	0	0	2561	793	973	0	433			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00			
Upstream Filter(I)	0.84	0.84	0.00	0.00	0.47	0.47	1.00	0.00	1.00			
Uniform Delay (d), s/veh	38.6	0.0	0.0	0.0	23.8	26.5	30.8	0.0	32.5			
Incr Delay (d2), s/veh	3.7	0.3	0.0	0.0	0.7	4.8	2.7	0.0	22.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.9	0.1	0.0	0.0	10.8	14.1	7.0	0.0	10.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	0.3	0.0	0.0	24.5	31.3	33.5	0.0	55.0			
LnGrp LOS	D	A	A	A	C	C	C	A	D			
Approach Vol, veh/h		1382			2367			1072				
Approach Delay, s/veh		3.1			26.3			41.1				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		61.2			10.9	50.2		28.8				
Change Period (Y+Rc), s		5.8			5.1	5.8		5.8				
Max Green Setting (Gmax), s		54.2			10.9	38.2		24.2				
Max Q Clear Time (g_c+I1), s		2.0			6.4	35.8		22.5				
Green Ext Time (p_c), s		7.1			0.0	2.0		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

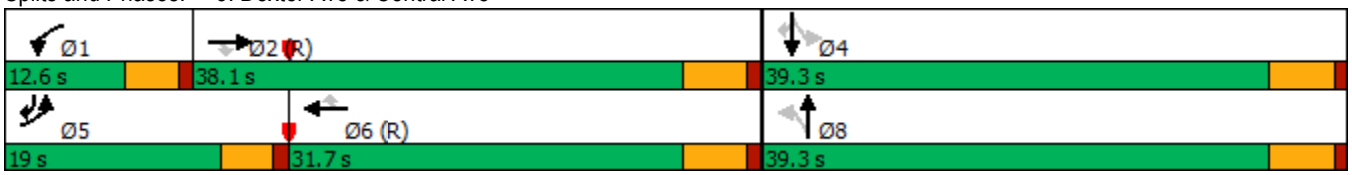
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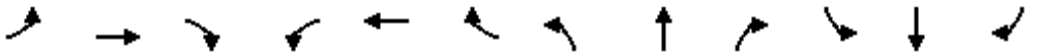
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	358	1226	161	91	1614	180	144	193	64	143	443
Future Volume (vph)	358	1226	161	91	1614	180	144	193	64	143	443
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	7.0	7.0	10.0	10.0	9.0	9.0	5.0
Minimum Split (s)	9.6	11.3	11.3	9.6	12.3	12.3	15.3	15.3	14.3	14.3	9.6
Total Split (s)	19.0	38.1	38.1	12.6	31.7	31.7	39.3	39.3	39.3	39.3	19.0
Total Split (%)	21.1%	42.3%	42.3%	14.0%	35.2%	35.2%	43.7%	43.7%	43.7%	43.7%	21.1%
Yellow Time (s)	3.6	4.3	4.3	3.6	4.3	4.3	4.3	4.3	4.3	4.3	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.3	5.3	4.6	5.3	5.3	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None
Act Effct Green (s)	14.4	35.3	35.3	7.5	26.4	26.4	34.0	34.0	34.0	34.0	53.7
Actuated g/C Ratio	0.16	0.39	0.39	0.08	0.29	0.29	0.38	0.38	0.38	0.38	0.60
v/c Ratio	1.40	0.68	0.25	0.68	0.95	0.33	0.35	0.40	0.20	0.22	0.51
Control Delay	233.1	11.3	1.7	51.7	45.3	11.8	22.7	21.2	20.8	20.1	12.1
Queue Delay	0.0	0.5	0.0	0.0	28.4	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	233.1	11.8	1.7	51.7	73.7	11.8	22.7	21.2	20.8	20.1	12.1
LOS	F	B	A	D	E	B	C	C	C	C	B
Approach Delay		56.3			66.7			21.7		14.7	
Approach LOS		E			E			C		B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.40	
Intersection Signal Delay: 51.8	Intersection LOS: D
Intersection Capacity Utilization 81.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Dexter Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	358	1226	161	91	1614	180	144	193	58	64	143	443
Future Volume (veh/h)	358	1226	161	91	1614	180	144	193	58	64	143	443
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	402	1378	181	102	1813	202	162	217	65	72	161	498
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	290	1979	614	130	1917	471	332	530	159	374	718	865
Arrive On Green	0.21	0.51	0.51	0.07	0.29	0.29	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1810	5187	1608	1810	6536	1607	787	1403	420	1114	1900	1608
Grp Volume(v), veh/h	402	1378	181	102	1813	202	162	0	282	72	161	498
Grp Sat Flow(s),veh/h/ln	1810	1729	1608	1810	1634	1607	787	0	1824	1114	1900	1608
Q Serve(g_s), s	14.4	18.2	5.9	5.0	24.4	9.1	15.9	0.0	10.2	4.6	5.2	18.7
Cycle Q Clear(g_c), s	14.4	18.2	5.9	5.0	24.4	9.1	21.0	0.0	10.2	14.8	5.2	18.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	290	1979	614	130	1917	471	332	0	689	374	718	865
V/C Ratio(X)	1.39	0.70	0.29	0.79	0.95	0.43	0.49	0.00	0.41	0.19	0.22	0.58
Avail Cap(c_a), veh/h	290	1979	614	161	1917	471	332	0	689	374	718	865
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	18.2	15.1	41.1	31.1	25.7	26.2	0.0	20.6	26.1	19.0	13.9
Incr Delay (d2), s/veh	192.6	1.8	1.1	14.5	11.2	2.8	5.1	0.0	1.8	1.1	0.7	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.1	6.0	2.1	2.7	10.5	3.7	3.2	0.0	4.3	1.3	2.3	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	228.0	20.0	16.2	55.6	42.3	28.5	31.2	0.0	22.4	27.2	19.8	16.7
LnGrp LOS	F	B	B	E	D	C	C	A	C	C	B	B
Approach Vol, veh/h		1961			2117			444			731	
Approach Delay, s/veh		62.3			41.6			25.6			18.4	
Approach LOS		E			D			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	39.6		39.3	19.0	31.7		39.3				
Change Period (Y+Rc), s	4.6	5.3		5.3	4.6	5.3		5.3				
Max Green Setting (Gmax), s	8.0	32.8		34.0	14.4	26.4		34.0				
Max Q Clear Time (g_c+I1), s	7.0	20.2		20.7	16.4	26.4		23.0				
Green Ext Time (p_c), s	0.0	5.6		1.4	0.0	0.0		1.3				

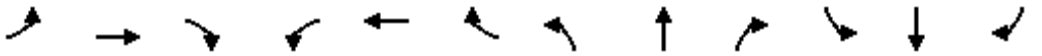
Intersection Summary												
HCM 6th Ctrl Delay			44.8									
HCM 6th LOS			D									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	130	1144	29	76	1602	112	74	29	127	49
Future Volume (vph)	130	1144	29	76	1602	112	74	29	127	49
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	NA
Protected Phases	5	2	3	1	6		3	8		4
Permitted Phases			2			6			4	
Detector Phase	5	2	3	1	6	6	3	8	4	4
Switch Phase										
Minimum Initial (s)	6.0	15.0	6.0	6.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	21.0	10.0	10.6	21.0	21.0	10.0	10.9	10.9	10.9
Total Split (s)	10.6	49.9	10.0	14.1	53.4	53.4	10.0	26.0	16.0	16.0
Total Split (%)	11.8%	55.4%	11.1%	15.7%	59.3%	59.3%	11.1%	28.9%	17.8%	17.8%
Yellow Time (s)	3.6	5.0	3.0	3.6	5.0	5.0	3.0	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.0	4.6	6.0	6.0	4.0	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	Max	Max	Max
Act Effct Green (s)	6.0	47.4	55.4	8.1	47.4	47.4	6.0	21.1	13.1	13.1
Actuated g/C Ratio	0.07	0.53	0.62	0.09	0.53	0.53	0.07	0.23	0.15	0.15
v/c Ratio	0.61	0.66	0.03	0.52	0.93	0.14	0.68	0.10	0.72	0.47
Control Delay	62.3	6.4	0.0	36.2	37.4	6.5	69.4	14.4	61.6	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.3	6.4	0.0	36.2	37.4	6.5	69.4	14.4	61.6	23.6
LOS	E	A	A	D	D	A	E	B	E	C
Approach Delay		11.9			35.4			42.7		41.8
Approach LOS		B			D			D		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 27.4	Intersection LOS: C
Intersection Capacity Utilization 78.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Cambern Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	1144	29	76	1602	112	74	29	40	127	49	88
Future Volume (veh/h)	130	1144	29	76	1602	112	74	29	40	127	49	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	143	1257	32	84	1760	123	81	32	44	140	54	97
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	1926	941	108	1908	839	105	423	376	257	80	144
Arrive On Green	0.06	0.53	0.53	0.08	0.70	0.70	0.06	0.23	0.23	0.13	0.13	0.13
Sat Flow, veh/h	3510	3610	1589	1810	3610	1587	1810	1805	1604	1336	606	1089
Grp Volume(v), veh/h	143	1257	32	84	1760	123	81	32	44	140	0	151
Grp Sat Flow(s),veh/h/ln	1755	1805	1589	1810	1805	1587	1810	1805	1604	1336	0	1695
Q Serve(g_s), s	3.6	22.4	0.8	4.1	37.1	2.3	4.0	1.2	1.9	9.1	0.0	7.6
Cycle Q Clear(g_c), s	3.6	22.4	0.8	4.1	37.1	2.3	4.0	1.2	1.9	9.1	0.0	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	227	1926	941	108	1908	839	105	423	376	257	0	224
V/C Ratio(X)	0.63	0.65	0.03	0.78	0.92	0.15	0.77	0.08	0.12	0.55	0.00	0.67
Avail Cap(c_a), veh/h	234	1926	941	191	1908	839	121	423	376	257	0	224
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.14	0.14	0.14	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.0	15.0	7.7	40.8	11.8	6.6	41.8	26.8	27.1	37.9	0.0	37.2
Incr Delay (d2), s/veh	3.7	1.7	0.1	0.7	1.5	0.1	19.5	0.3	0.6	8.1	0.0	15.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	7.8	0.2	1.7	6.6	0.6	2.3	0.6	0.8	3.4	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	16.7	7.7	41.5	13.3	6.7	61.3	27.2	27.8	46.0	0.0	52.3
LnGrp LOS	D	B	A	D	B	A	E	C	C	D	A	D
Approach Vol, veh/h		1432			1967			157			291	
Approach Delay, s/veh		19.3			14.1			45.0			49.2	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	54.0	9.2	16.8	10.4	53.6		26.0
Change Period (Y+Rc), s	4.6	6.0	4.0	4.9	4.6	6.0		4.9
Max Green Setting (Gmax), s	9.5	43.9	6.0	11.1	6.0	47.4		21.1
Max Q Clear Time (g_c+I1), s	6.1	24.4	6.0	11.1	5.6	39.1		3.9
Green Ext Time (p_c), s	0.0	5.2	0.0	0.0	0.0	5.1		0.2

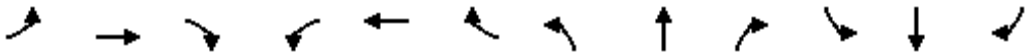
Intersection Summary	
HCM 6th Ctrl Delay	20.0
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	9	1273	22	1725	37	14	106	14
Future Volume (vph)	9	1273	22	1725	37	14	106	14
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	11.8	9.6	11.8	9.6	9.6	9.6	9.6
Total Split (s)	20.0	40.0	20.0	40.0	30.0	30.0	30.0	30.0
Total Split (%)	22.2%	44.4%	22.2%	44.4%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.6	5.8	3.6	5.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.3	48.6	5.9	51.0		25.4		25.4
Actuated g/C Ratio	0.06	0.54	0.07	0.57		0.28		0.28
v/c Ratio	0.09	0.71	0.19	0.98		0.20		0.39
Control Delay	49.0	17.0	43.2	36.4		17.4		27.2
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	49.0	17.0	43.2	36.4		17.4		27.2
LOS	D	B	D	D		B		C
Approach Delay		17.3		36.4		17.4		27.2
Approach LOS		B		D		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 51 (57%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 28.3	Intersection LOS: C
Intersection Capacity Utilization 74.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Conard Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1273	28	22	1725	142	37	14	32	106	14	27
Future Volume (veh/h)	9	1273	28	22	1725	142	37	14	32	106	14	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	1354	30	23	1835	151	39	15	34	113	15	29
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	22	1862	41	44	1781	144	237	99	176	363	52	78
Arrive On Green	0.00	0.17	0.17	0.02	0.53	0.53	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	3610	80	1810	3376	273	636	353	623	1042	184	278
Grp Volume(v), veh/h	10	676	708	23	968	1018	88	0	0	157	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1885	1810	1805	1844	1612	0	0	1505	0	0
Q Serve(g_s), s	0.5	31.9	32.0	1.1	47.5	47.5	0.0	0.0	0.0	3.5	0.0	0.0
Cycle Q Clear(g_c), s	0.5	31.9	32.0	1.1	47.5	47.5	3.3	0.0	0.0	6.8	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.15	0.44		0.39	0.72		0.18
Lane Grp Cap(c), veh/h	22	931	972	44	953	973	513	0	0	493	0	0
V/C Ratio(X)	0.45	0.73	0.73	0.52	1.02	1.05	0.17	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	310	931	972	310	953	973	513	0	0	493	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.5	31.3	31.4	43.4	21.3	21.3	24.4	0.0	0.0	25.5	0.0	0.0
Incr Delay (d2), s/veh	3.6	3.5	3.3	3.5	33.2	41.8	0.7	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	15.9	16.6	0.5	24.5	27.4	1.5	0.0	0.0	2.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.1	34.8	34.7	46.9	54.4	63.1	25.1	0.0	0.0	27.2	0.0	0.0
LnGrp LOS	D	C	C	D	F	F	C	A	A	C	A	A
Approach Vol, veh/h		1394			2009			88			157	
Approach Delay, s/veh		34.8			58.7			25.1			27.2	
Approach LOS		C			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	53.2		30.0	5.7	54.3		30.0				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	15.4	33.2		25.4	15.4	33.2		25.4				
Max Q Clear Time (g_c+I1), s	3.1	34.0		8.8	2.5	49.5		5.3				
Green Ext Time (p_c), s	0.0	0.0		0.5	0.0	0.0		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			47.4									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	1230	1656	70	24	46
Future Vol, veh/h	29	1230	1656	70	24	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	32	1337	1800	76	26	50

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1876	0	-	0	2437	938
Stage 1	-	-	-	-	1838	-
Stage 2	-	-	-	-	599	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	325	-	-	-	39	269
Stage 1	-	-	-	-	113	-
Stage 2	-	-	-	-	485	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	325	-	-	-	35	269
Mov Cap-2 Maneuver	-	-	-	-	85	-
Stage 1	-	-	-	-	102	-
Stage 2	-	-	-	-	485	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	49.3
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	325	-	-	-	154
HCM Lane V/C Ratio	0.097	-	-	-	0.494
HCM Control Delay (s)	17.3	-	-	-	49.3
HCM Lane LOS	C	-	-	-	E
HCM 95th %tile Q(veh)	0.3	-	-	-	2.4

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1053	7	1436	328	7
Future Volume (vph)	1053	7	1436	328	7
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	8	
Permitted Phases					8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.9	10.3	11.9	10.3	10.3
Total Split (s)	50.0	20.0	70.0	30.0	30.0
Total Split (%)	50.0%	20.0%	70.0%	30.0%	30.0%
Yellow Time (s)	5.9	4.3	5.9	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	5.3	6.9	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	39.7	5.2	41.6	25.0	25.0
Actuated g/C Ratio	0.50	0.07	0.53	0.32	0.32
v/c Ratio	0.72	0.06	0.80	0.31	0.01
Control Delay	18.0	40.0	18.8	23.3	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.0	40.0	18.8	23.3	14.1
LOS	B	D	B	C	B
Approach Delay	18.0		18.9	23.1	
Approach LOS	B		B	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 79	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 19.0	Intersection LOS: B
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Riverside St & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1053	157	7	1436	328	7
Future Volume (veh/h)	1053	157	7	1436	328	7
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1120	167	7	1528	349	7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1443	215	16	1927	1095	502
Arrive On Green	0.46	0.46	0.01	0.53	0.31	0.31
Sat Flow, veh/h	3247	469	1810	3705	3510	1610
Grp Volume(v), veh/h	640	647	7	1528	349	7
Grp Sat Flow(s),veh/h/ln	1805	1816	1810	1805	1755	1610
Q Serve(g_s), s	23.6	23.8	0.3	27.1	6.0	0.2
Cycle Q Clear(g_c), s	23.6	23.8	0.3	27.1	6.0	0.2
Prop In Lane		0.26	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	826	831	16	1927	1095	502
V/C Ratio(X)	0.77	0.78	0.43	0.79	0.32	0.01
Avail Cap(c_a), veh/h	983	989	336	2878	1095	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	18.1	39.0	14.9	20.8	18.8
Incr Delay (d2), s/veh	3.3	3.4	6.5	0.9	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	8.7	0.2	8.5	2.4	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.3	21.4	45.5	15.9	21.6	18.9
LnGrp LOS	C	C	D	B	C	B
Approach Vol, veh/h	1287			1535	356	
Approach Delay, s/veh	21.4			16.0	21.5	
Approach LOS	C			B	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.0	43.1				49.2	30.0
Change Period (Y+Rc), s	5.3	6.9				6.9	5.3
Max Green Setting (Gmax), s	14.7	43.1				63.1	24.7
Max Q Clear Time (g_c+I1), s	2.3	25.8				29.1	8.0
Green Ext Time (p_c), s	0.0	7.2				13.2	0.6

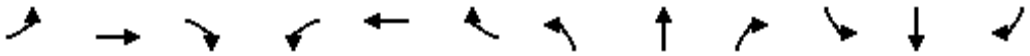
Intersection Summary		
HCM 6th Ctrl Delay		18.8
HCM 6th LOS		B

Lane Group	EBT	WBL	WBT	NBL	NBT	Ø4
Lane Configurations						
Traffic Volume (vph)	1017	54	1367	17	0	
Future Volume (vph)	1017	54	1367	17	0	
Turn Type	NA	Prot	NA	Perm	NA	
Protected Phases	2	1	6		8	4
Permitted Phases				8		
Detector Phase	2	1	6	8	8	
Switch Phase						
Minimum Initial (s)	6.0	4.0	6.0	5.0	5.0	5.0
Minimum Split (s)	13.4	9.4	13.4	11.2	11.2	9.6
Total Split (s)	50.0	25.0	75.0	25.0	25.0	25.0
Total Split (%)	50.0%	25.0%	75.0%	25.0%	25.0%	25%
Yellow Time (s)	5.9	4.4	5.9	5.2	5.2	3.6
All-Red Time (s)	1.5	1.0	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.4	5.4	7.4		6.2	
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	32.3	7.0	39.7		19.2	
Actuated g/C Ratio	0.44	0.10	0.54		0.26	
v/c Ratio	0.69	0.33	0.74		0.17	
Control Delay	19.8	39.1	14.6		4.9	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	19.8	39.1	14.6		4.9	
LOS	B	D	B		A	
Approach Delay	19.8		15.5		4.9	
Approach LOS	B		B		A	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 72.9	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 16.9	Intersection LOS: B
Intersection Capacity Utilization 53.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Wasson Canyon Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1017	18	54	1367	0	17	0	62	0	0	0
Future Volume (veh/h)	0	1017	18	54	1367	0	17	0	62	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	1082	19	57	1454	0	18	0	66	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	1495	26	73	1904	0	125	33	357	0	539	0
Arrive On Green	0.00	0.41	0.41	0.04	0.53	0.00	0.28	0.00	0.28	0.00	0.00	0.00
Sat Flow, veh/h	0	3725	64	1810	3705	0	226	117	1258	0	1900	0
Grp Volume(v), veh/h	0	538	563	57	1454	0	84	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1805	1889	1810	1805	0	1601	0	0	0	1900	0
Q Serve(g_s), s	0.0	18.0	18.0	2.2	22.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	18.0	18.0	2.2	22.9	0.0	2.7	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.03	1.00		0.00	0.21		0.79	0.00		0.00
Lane Grp Cap(c), veh/h	0	743	778	73	1904	0	515	0	0	0	539	0
V/C Ratio(X)	0.00	0.72	0.72	0.78	0.76	0.00	0.16	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	1069	1118	493	3392	0	515	0	0	0	539	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	17.7	17.7	34.2	13.5	0.0	19.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	1.3	6.5	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.2	6.5	1.0	6.8	0.0	1.1	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.1	19.1	40.7	14.1	0.0	20.1	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	B	B	D	B	A	C	A	A	A	A	A
Approach Vol, veh/h		1101			1511			84			0	
Approach Delay, s/veh		19.1			15.1			20.1			0.0	
Approach LOS		B			B			C				

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.3	37.0		26.6		45.3		26.6				
Change Period (Y+Rc), s	5.4	7.4		* 6.2		7.4		6.2				
Max Green Setting (Gmax), s	19.6	42.6		* 20		67.6		18.8				
Max Q Clear Time (g_c+I1), s	4.2	20.0		0.0		24.9		4.7				
Green Ext Time (p_c), s	0.0	6.4		0.0		13.0		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			16.9									
HCM 6th LOS			B									

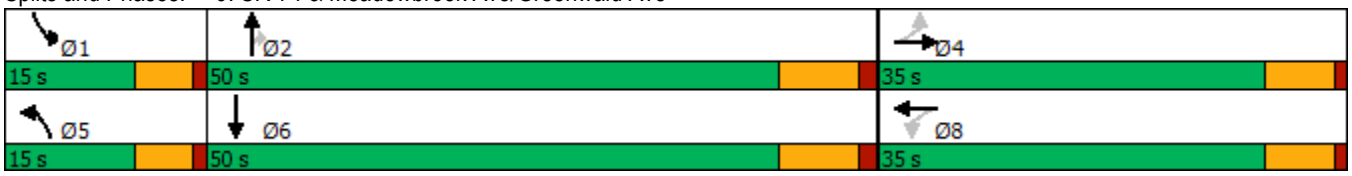
Notes

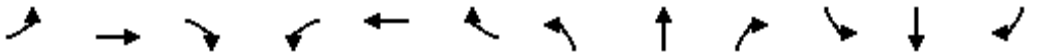
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	69	14	308	12	18	935	118	40	1063
Future Volume (vph)	69	14	308	12	18	935	118	40	1063
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.2	11.2	11.2	11.2	9.4	13.4	13.4	9.4	13.4
Total Split (s)	35.0	35.0	35.0	35.0	15.0	50.0	50.0	15.0	50.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	15.0%	50.0%	50.0%	15.0%	50.0%
Yellow Time (s)	5.2	5.2	5.2	5.2	4.4	5.9	5.9	4.4	5.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	5.4	7.4	7.4	5.4	7.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	24.1	24.1	24.1	24.1	5.6	43.5	43.5	6.7	46.3
Actuated g/C Ratio	0.27	0.27	0.27	0.27	0.06	0.49	0.49	0.08	0.52
v/c Ratio	0.20	0.12	0.87	0.21	0.17	0.55	0.14	0.31	0.60
Control Delay	27.6	11.8	55.3	8.5	46.8	19.5	3.8	48.1	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.6	11.8	55.3	8.5	46.8	19.5	3.8	48.1	18.3
LOS	C	B	E	A	D	B	A	D	B
Approach Delay		20.4		43.4		18.2			19.4
Approach LOS		C		D		B			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 88.7	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 22.6	Intersection LOS: C
Intersection Capacity Utilization 68.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: SR-74 & Meadowbrook Ave/Greenwald Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	14	43	308	12	93	18	935	118	40	1063	25
Future Volume (veh/h)	69	14	43	308	12	93	18	935	118	40	1063	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	15	45	321	12	97	19	974	123	42	1107	26
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	384	119	356	431	51	413	30	1715	765	53	1758	41
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.02	0.48	0.48	0.03	0.49	0.49
Sat Flow, veh/h	1305	419	1256	1364	180	1457	1810	3610	1610	1810	3605	85
Grp Volume(v), veh/h	72	0	60	321	0	109	19	974	123	42	554	579
Grp Sat Flow(s),veh/h/ln	1305	0	1674	1364	0	1638	1810	1805	1610	1810	1805	1885
Q Serve(g_s), s	4.0	0.0	2.4	20.5	0.0	4.6	0.9	17.4	3.9	2.1	20.4	20.4
Cycle Q Clear(g_c), s	8.6	0.0	2.4	22.9	0.0	4.6	0.9	17.4	3.9	2.1	20.4	20.4
Prop In Lane	1.00		0.75	1.00		0.89	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	384	0	475	431	0	464	30	1715	765	53	880	919
V/C Ratio(X)	0.19	0.00	0.13	0.75	0.00	0.23	0.62	0.57	0.16	0.79	0.63	0.63
Avail Cap(c_a), veh/h	433	0	538	482	0	526	194	1715	765	194	880	919
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	23.9	32.4	0.0	24.7	43.8	16.9	13.4	43.2	17.0	17.0
Incr Delay (d2), s/veh	0.2	0.0	0.1	5.1	0.0	0.2	7.5	1.4	0.5	9.1	3.4	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.9	7.2	0.0	1.8	0.5	6.4	1.3	1.0	7.8	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.1	0.0	24.0	37.5	0.0	24.8	51.4	18.3	13.8	52.3	20.4	20.2
LnGrp LOS	C	A	C	D	A	C	D	B	B	D	C	C
Approach Vol, veh/h		132			430			1116			1175	
Approach Delay, s/veh		26.2			34.3			18.4			21.5	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	50.0		31.6	6.9	51.1		31.6				
Change Period (Y+Rc), s	5.4	7.4		6.2	5.4	7.4		6.2				
Max Green Setting (Gmax), s	9.6	42.6		28.8	9.6	42.6		28.8				
Max Q Clear Time (g_c+I1), s	4.1	19.4		10.6	2.9	22.4		24.9				
Green Ext Time (p_c), s	0.0	4.1		0.4	0.0	6.4		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			22.4									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	38	1080	6	18	1114
Future Vol, veh/h	10	38	1080	6	18	1114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	230	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	40	1125	6	19	1160

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1746	566	0	0	1131	0
Stage 1	1128	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	79	473	-	-	625	-
Stage 1	275	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	77	473	-	-	625	-
Mov Cap-2 Maneuver	193	-	-	-	-	-
Stage 1	275	-	-	-	-	-
Stage 2	491	-	-	-	-	-

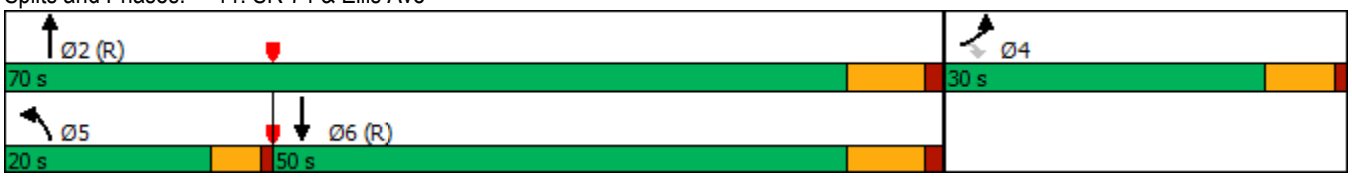
Approach	WB	NB	SB
HCM Control Delay, s	16.5	0	0.2
HCM LOS	C		

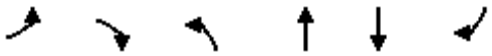
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	363	625	-
HCM Lane V/C Ratio	-	-	0.138	0.03	-
HCM Control Delay (s)	-	-	16.5	10.9	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	265	77	68	828	798
Future Volume (vph)	265	77	68	828	798
Turn Type	Prot	Perm	Prot	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	4.0	6.0	6.0
Minimum Split (s)	11.2	11.2	8.6	13.4	13.4
Total Split (s)	30.0	30.0	20.0	70.0	50.0
Total Split (%)	30.0%	30.0%	20.0%	70.0%	50.0%
Yellow Time (s)	5.2	5.2	3.6	5.9	5.9
All-Red Time (s)	1.0	1.0	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	4.6	7.4	7.4
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	20.1	20.1	8.6	66.3	55.0
Actuated g/C Ratio	0.20	0.20	0.09	0.66	0.55
v/c Ratio	0.81	0.23	0.49	0.38	0.60
Control Delay	55.6	16.1	53.6	8.6	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	55.6	16.1	53.6	8.6	17.8
LOS	E	B	D	A	B
Approach Delay	46.6			12.1	17.8
Approach LOS	D			B	B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 19.9	Intersection LOS: B
Intersection Capacity Utilization 63.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 11: SR-74 & Ellis Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	265	77	68	828	798	248
Future Volume (veh/h)	265	77	68	828	798	248
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	294	86	76	920	887	276
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	332	295	98	2457	1573	489
Arrive On Green	0.18	0.18	0.05	0.68	0.58	0.58
Sat Flow, veh/h	1810	1610	1810	3705	2806	842
Grp Volume(v), veh/h	294	86	76	920	590	573
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1748
Q Serve(g_s), s	15.8	4.6	4.1	10.9	20.4	20.5
Cycle Q Clear(g_c), s	15.8	4.6	4.1	10.9	20.4	20.5
Prop In Lane	1.00	1.00	1.00			0.48
Lane Grp Cap(c), veh/h	332	295	98	2457	1047	1015
V/C Ratio(X)	0.89	0.29	0.77	0.37	0.56	0.56
Avail Cap(c_a), veh/h	431	383	279	2457	1047	1015
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.53	0.53
Uniform Delay (d), s/veh	39.8	35.2	46.7	6.8	13.1	13.1
Incr Delay (d2), s/veh	15.2	0.4	4.8	0.4	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	4.4	1.9	3.2	7.0	6.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	55.0	35.6	51.4	7.3	14.3	14.3
LnGrp LOS	E	D	D	A	B	B
Approach Vol, veh/h	380			996	1163	
Approach Delay, s/veh	50.6			10.6	14.3	
Approach LOS	D			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		75.5		24.5	10.0	65.4
Change Period (Y+Rc), s		7.4		6.2	4.6	7.4
Max Green Setting (Gmax), s		62.6		23.8	15.4	42.6
Max Q Clear Time (g_c+I1), s		12.9		17.8	6.1	22.5
Green Ext Time (p_c), s		6.6		0.5	0.0	6.8

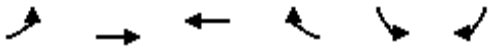
Intersection Summary		
HCM 6th Ctrl Delay		18.3
HCM 6th LOS		B

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	41	1026	991	532	56
Future Volume (vph)	41	1026	991	532	56
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	11.0	11.0	9.0	9.0
Total Split (s)	20.0	60.0	40.0	30.0	30.0
Total Split (%)	22.2%	66.7%	44.4%	33.3%	33.3%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	0.5	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	4.0	4.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	Max	Max
Act Effct Green (s)	6.9	54.0	47.2	26.0	26.0
Actuated g/C Ratio	0.08	0.60	0.52	0.29	0.29
v/c Ratio	0.33	0.52	0.81	0.58	0.12
Control Delay	45.2	11.5	22.9	30.1	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.2	11.5	22.9	30.1	7.3
LOS	D	B	C	C	A
Approach Delay		12.8	22.9	27.9	
Approach LOS		B	C	C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 20.3	Intersection LOS: C
Intersection Capacity Utilization 62.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 12: SR-74/4th St & Navajo Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	41	1026	991	372	532	56
Future Volume (veh/h)	41	1026	991	372	532	56
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	1127	1089	409	585	62
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	101	2166	1305	481	1014	465
Arrive On Green	0.06	0.60	0.51	0.51	0.29	0.29
Sat Flow, veh/h	1810	3705	2677	952	3510	1610
Grp Volume(v), veh/h	45	1127	755	743	585	62
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1729	1755	1610
Q Serve(g_s), s	2.2	16.3	32.0	33.5	12.8	2.6
Cycle Q Clear(g_c), s	2.2	16.3	32.0	33.5	12.8	2.6
Prop In Lane	1.00			0.55	1.00	1.00
Lane Grp Cap(c), veh/h	101	2166	913	874	1014	465
V/C Ratio(X)	0.45	0.52	0.83	0.85	0.58	0.13
Avail Cap(c_a), veh/h	332	2166	913	874	1014	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	41.2	10.5	18.9	19.3	27.3	23.7
Incr Delay (d2), s/veh	1.0	0.8	0.8	1.0	2.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	5.5	11.6	11.7	5.5	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.2	11.2	19.8	20.3	29.7	24.3
LnGrp LOS	D	B	B	C	C	C
Approach Vol, veh/h		1172	1498		647	
Approach Delay, s/veh		12.4	20.0		29.2	
Approach LOS		B	C		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.0		30.0	8.5	51.5
Change Period (Y+Rc), s		6.0		4.0	3.5	6.0
Max Green Setting (Gmax), s		54.0		26.0	16.5	34.0
Max Q Clear Time (g_c+I1), s		18.3		14.8	4.2	35.5
Green Ext Time (p_c), s		7.2		1.9	0.0	0.0

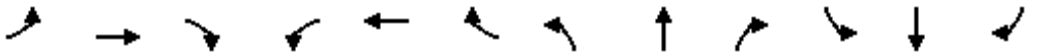
Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	223	1181	77	992	132	211	94	147
Future Volume (vph)	223	1181	77	992	132	211	94	147
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	10.0	9.5	10.0	9.5	10.0	9.5	10.0
Total Split (s)	20.0	40.0	20.0	40.0	20.0	25.0	20.0	25.0
Total Split (%)	19.0%	38.1%	19.0%	38.1%	19.0%	23.8%	19.0%	23.8%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	15.5	42.6	9.9	35.0	12.8	24.6	10.9	22.7
Actuated g/C Ratio	0.15	0.41	0.09	0.33	0.12	0.23	0.10	0.22
v/c Ratio	1.03	1.04	0.56	1.05	0.74	0.40	0.61	0.52
Control Delay	110.2	68.3	58.6	75.5	65.7	32.9	59.5	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	110.2	68.3	58.6	75.5	65.7	32.9	59.5	16.1
LOS	F	E	E	E	E	C	E	B
Approach Delay		74.7		74.3		43.5		24.4
Approach LOS		E		E		D		C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 14 (13%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 63.8	Intersection LOS: E
Intersection Capacity Utilization 84.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 13: A St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	223	1181	60	77	992	36	132	211	64	94	147	249
Future Volume (veh/h)	223	1181	60	77	992	36	132	211	64	94	147	249
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	245	1298	66	85	1090	40	145	232	70	103	162	274
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	240	1441	73	106	1199	44	172	539	158	127	309	268
Arrive On Green	0.15	0.46	0.46	0.07	0.38	0.38	0.11	0.22	0.22	0.08	0.19	0.19
Sat Flow, veh/h	1629	3146	160	1629	3194	117	1629	2468	725	1629	1625	1408
Grp Volume(v), veh/h	245	669	695	85	554	576	145	151	151	103	162	274
Grp Sat Flow(s),veh/h/ln	1629	1625	1681	1629	1625	1686	1629	1625	1569	1629	1625	1408
Q Serve(g_s), s	15.5	39.9	40.1	5.4	34.0	34.0	9.2	8.4	8.8	6.5	9.4	20.0
Cycle Q Clear(g_c), s	15.5	39.9	40.1	5.4	34.0	34.0	9.2	8.4	8.8	6.5	9.4	20.0
Prop In Lane	1.00		0.10	1.00		0.07	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	240	744	770	106	610	633	172	355	342	127	309	268
V/C Ratio(X)	1.02	0.90	0.90	0.80	0.91	0.91	0.84	0.42	0.44	0.81	0.52	1.02
Avail Cap(c_a), veh/h	240	744	770	240	610	633	240	355	342	240	309	268
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.37	0.37	0.37	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	26.2	26.3	48.4	31.1	31.1	46.1	35.4	35.5	47.7	38.2	42.5
Incr Delay (d2), s/veh	57.9	13.8	13.7	2.0	9.0	8.7	12.9	3.7	4.1	4.7	6.2	60.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	16.8	17.4	2.2	14.2	14.7	4.3	3.7	3.7	2.8	4.3	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.6	40.0	40.0	50.4	40.0	39.8	59.0	39.1	39.6	52.3	44.4	103.1
LnGrp LOS	F	D	D	D	D	D	E	D	D	D	D	F
Approach Vol, veh/h		1609			1215			447			539	
Approach Delay, s/veh		49.5			40.7			45.7			75.8	
Approach LOS		D			D			D			E	

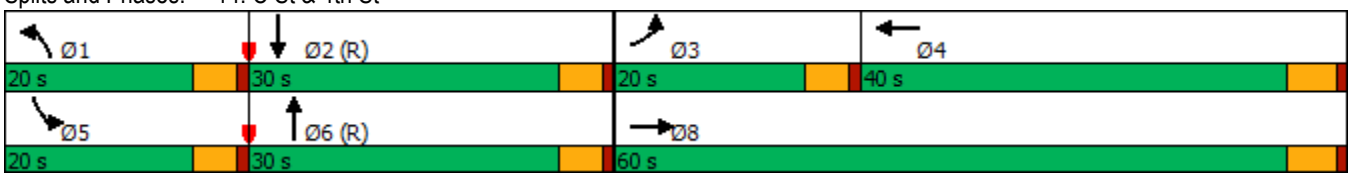
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	53.1	15.6	25.0	20.0	44.4	12.7	27.9
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	15.5	35.0	15.5	20.0	15.5	35.0	15.5	20.0
Max Q Clear Time (g_c+I1), s	7.4	42.1	11.2	22.0	17.5	36.0	8.5	10.8
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.8

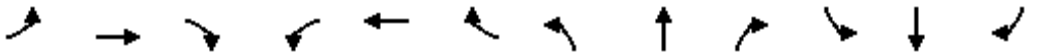
Intersection Summary	
HCM 6th Ctrl Delay	50.0
HCM 6th LOS	D

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	282	1026	784	8	91	43	46
Future Volume (vph)	282	1026	784	8	91	43	46
Turn Type	Prot	NA	NA	Prot	NA	Prot	NA
Protected Phases	3	8	4	1	6	5	2
Permitted Phases							
Detector Phase	3	8	4	1	6	5	2
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	10.1	9.6	9.6	9.6	9.6
Total Split (s)	20.0	60.0	40.0	20.0	30.0	20.0	30.0
Total Split (%)	18.2%	54.5%	36.4%	18.2%	27.3%	18.2%	27.3%
Yellow Time (s)	3.6	4.1	4.1	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	4.6	4.6	4.6	4.6
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	15.4	52.4	32.4	5.4	37.8	7.5	45.7
Actuated g/C Ratio	0.14	0.48	0.29	0.05	0.34	0.07	0.42
v/c Ratio	1.24	0.67	0.88	0.10	0.22	0.39	0.52
Control Delay	178.2	24.1	18.3	52.2	26.4	57.7	9.5
Queue Delay	0.0	0.3	0.1	0.0	0.0	0.0	0.0
Total Delay	178.2	24.4	18.4	52.2	26.4	57.7	9.5
LOS	F	C	B	D	C	E	A
Approach Delay		57.4	18.4		28.0		14.1
Approach LOS		E	B		C		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.24	
Intersection Signal Delay: 36.9	Intersection LOS: D
Intersection Capacity Utilization 84.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 14: C St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	1026	6	0	784	51	8	91	32	43	46	360
Future Volume (veh/h)	282	1026	6	0	784	51	8	91	32	43	46	360
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.96	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	313	1140	7	0	871	57	9	101	36	48	51	400
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	253	1674	10	0	938	61	20	508	181	63	74	584
Arrive On Green	0.14	0.46	0.46	0.00	0.55	0.55	0.01	0.38	0.38	0.03	0.40	0.40
Sat Flow, veh/h	1810	3678	23	0	3525	224	1810	1337	477	1810	184	1446
Grp Volume(v), veh/h	313	559	588	0	458	470	9	0	137	48	0	451
Grp Sat Flow(s),veh/h/ln	1810	1805	1896	0	1805	1850	1810	0	1814	1810	0	1631
Q Serve(g_s), s	15.4	26.9	26.9	0.0	25.7	25.7	0.5	0.0	5.6	2.9	0.0	25.1
Cycle Q Clear(g_c), s	15.4	26.9	26.9	0.0	25.7	25.7	0.5	0.0	5.6	2.9	0.0	25.1
Prop In Lane	1.00		0.01	0.00		0.12	1.00		0.26	1.00		0.89
Lane Grp Cap(c), veh/h	253	822	863	0	493	506	20	0	689	63	0	659
V/C Ratio(X)	1.24	0.68	0.68	0.00	0.93	0.93	0.46	0.00	0.20	0.76	0.00	0.68
Avail Cap(c_a), veh/h	253	901	946	0	573	587	253	0	689	253	0	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.00	0.60	0.60	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.3	23.7	23.7	0.0	23.9	23.9	54.1	0.0	22.9	52.6	0.0	27.0
Incr Delay (d2), s/veh	109.2	0.1	0.1	0.0	12.9	12.6	6.0	0.0	0.6	6.8	0.0	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.5	11.0	11.6	0.0	8.9	9.0	0.3	0.0	2.5	1.4	0.0	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	156.5	23.8	23.8	0.0	36.8	36.6	60.0	0.0	23.5	59.4	0.0	32.7
LnGrp LOS	F	C	C	A	D	D	E	A	C	E	A	C
Approach Vol, veh/h		1460			928			146			499	
Approach Delay, s/veh		52.2			36.7			25.8			35.3	
Approach LOS		D			D			C			D	

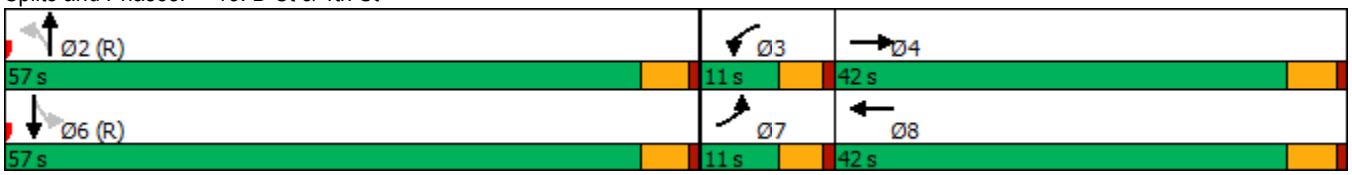
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	49.0	20.0	35.2	8.4	46.4		55.2				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.1	4.6	4.6		5.1				
Max Green Setting (Gmax), s	15.4	25.4	15.4	34.9	15.4	25.4		54.9				
Max Q Clear Time (g_c+I1), s	2.5	27.1	17.4	27.7	4.9	7.6		28.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.3	0.0	0.4		5.1				

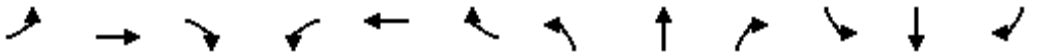
Intersection Summary			
HCM 6th Ctrl Delay		43.4	
HCM 6th LOS		D	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	134	939	40	736	23	112	19	69
Future Volume (vph)	134	939	40	736	23	112	19	69
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	9.6	10.1	10.0	10.0	10.0	10.0
Total Split (s)	11.0	42.0	11.0	42.0	57.0	57.0	57.0	57.0
Total Split (%)	10.0%	38.2%	10.0%	38.2%	51.8%	51.8%	51.8%	51.8%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	6.4	36.3	6.0	34.0	54.9	54.9	54.9	54.9
Actuated g/C Ratio	0.06	0.33	0.05	0.31	0.50	0.50	0.50	0.50
v/c Ratio	1.40	0.90	0.44	0.76	0.04	0.19	0.04	0.17
Control Delay	271.9	26.0	64.7	38.7	15.9	14.4	15.9	10.0
Queue Delay	0.0	1.1	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	271.9	27.1	64.7	38.8	15.9	14.4	15.9	10.0
LOS	F	C	E	D	B	B	B	B
Approach Delay		56.8		40.1		14.6		10.7
Approach LOS		E		D		B		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 84 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.40	
Intersection Signal Delay: 44.1	Intersection LOS: D
Intersection Capacity Utilization 60.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 15: D St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	939	29	40	736	29	23	112	49	19	69	74
Future Volume (veh/h)	134	939	29	40	736	29	23	112	49	19	69	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	1032	32	44	809	32	25	123	54	21	76	81
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	1124	35	61	1024	41	650	645	283	634	435	463
Arrive On Green	0.06	0.31	0.31	0.03	0.29	0.29	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1810	3574	111	1810	3534	140	1243	1244	546	1221	839	894
Grp Volume(v), veh/h	147	521	543	44	413	428	25	0	177	21	0	157
Grp Sat Flow(s),veh/h/ln	1810	1805	1880	1810	1805	1868	1243	0	1789	1221	0	1732
Q Serve(g_s), s	6.4	30.6	30.6	2.6	23.2	23.2	1.2	0.0	5.8	1.0	0.0	5.3
Cycle Q Clear(g_c), s	6.4	30.6	30.6	2.6	23.2	23.2	6.5	0.0	5.8	6.8	0.0	5.3
Prop In Lane	1.00		0.06	1.00		0.07	1.00		0.31	1.00		0.52
Lane Grp Cap(c), veh/h	105	567	591	61	523	541	650	0	928	634	0	898
V/C Ratio(X)	1.40	0.92	0.92	0.72	0.79	0.79	0.04	0.00	0.19	0.03	0.00	0.17
Avail Cap(c_a), veh/h	105	605	631	105	605	627	650	0	928	634	0	898
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	0.82	0.82	0.82	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.8	36.4	36.4	52.6	36.0	36.0	15.7	0.0	14.2	16.0	0.0	14.0
Incr Delay (d2), s/veh	213.5	13.6	13.2	4.9	4.2	4.1	0.1	0.0	0.5	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	15.4	16.0	1.3	10.6	10.9	0.4	0.0	2.4	0.3	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	265.3	49.9	49.5	57.6	40.2	40.1	15.9	0.0	14.6	16.1	0.0	14.5
LnGrp LOS	F	D	D	E	D	D	B	A	B	B	A	B
Approach Vol, veh/h		1211			885			202			178	
Approach Delay, s/veh		75.9			41.0			14.8			14.6	
Approach LOS		E			D			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		62.0	8.3	39.7		62.0	11.0	37.0				
Change Period (Y+Rc), s		5.0	4.6	5.1		5.0	4.6	5.1				
Max Green Setting (Gmax), s		52.0	6.4	36.9		52.0	6.4	36.9				
Max Q Clear Time (g_c+I1), s		8.5	4.6	32.6		8.8	8.4	25.2				
Green Ext Time (p_c), s		0.7	0.0	2.0		0.7	0.0	2.7				

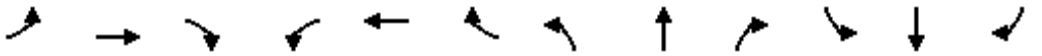
Intersection Summary	
HCM 6th Ctrl Delay	54.0
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	309	625	56	530	71	464	66	313	216
Future Volume (vph)	309	625	56	530	71	464	66	313	216
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.6	9.0	9.6	9.0	9.6	9.0	9.6	9.6
Total Split (s)	20.0	40.0	25.0	45.0	20.0	40.0	20.0	40.0	40.0
Total Split (%)	16.0%	32.0%	20.0%	36.0%	16.0%	32.0%	16.0%	32.0%	32.0%
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	16.0	49.0	9.2	40.4	10.4	43.3	10.0	42.9	42.9
Actuated g/C Ratio	0.13	0.39	0.07	0.32	0.08	0.35	0.08	0.34	0.34
v/c Ratio	1.66	0.60	0.52	0.61	0.59	0.53	0.57	0.59	0.37
Control Delay	350.3	33.4	70.4	38.2	71.6	35.3	71.1	40.6	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	350.3	33.4	70.4	38.2	71.6	35.3	71.1	40.6	5.8
LOS	F	C	E	D	E	D	E	D	A
Approach Delay		132.2		41.1		39.6		31.3	
Approach LOS		F		D		D		C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 30 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.66	
Intersection Signal Delay: 70.8	Intersection LOS: E
Intersection Capacity Utilization 73.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 16: Perris Blvd & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	309	625	57	56	530	41	71	464	62	66	313	216
Future Volume (veh/h)	309	625	57	56	530	41	71	464	62	66	313	216
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	343	694	63	62	589	46	79	516	69	73	348	240
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	208	1419	129	78	1193	93	98	828	110	91	484	404
Arrive On Green	0.13	0.47	0.47	0.05	0.39	0.39	0.06	0.29	0.29	0.06	0.28	0.28
Sat Flow, veh/h	1629	3010	273	1629	3050	238	1629	2881	384	1629	1710	1428
Grp Volume(v), veh/h	343	374	383	62	313	322	79	290	295	73	348	240
Grp Sat Flow(s),veh/h/ln	1629	1625	1659	1629	1625	1663	1629	1625	1640	1629	1710	1428
Q Serve(g_s), s	16.0	19.8	19.8	4.7	18.2	18.3	6.0	19.4	19.5	5.5	22.9	18.1
Cycle Q Clear(g_c), s	16.0	19.8	19.8	4.7	18.2	18.3	6.0	19.4	19.5	5.5	22.9	18.1
Prop In Lane	1.00		0.16	1.00		0.14	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	208	766	782	78	635	650	98	467	472	91	484	404
V/C Ratio(X)	1.65	0.49	0.49	0.80	0.49	0.49	0.81	0.62	0.63	0.80	0.72	0.59
Avail Cap(c_a), veh/h	208	766	782	274	635	650	208	467	472	208	484	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.35	0.35	0.35	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	22.7	22.7	58.9	28.7	28.7	58.0	38.6	38.7	58.3	40.3	38.6
Incr Delay (d2), s/veh	298.0	0.8	0.8	6.0	2.4	2.3	5.8	6.1	6.1	6.1	8.9	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.7	7.6	7.7	2.1	7.4	7.6	2.6	8.4	8.6	2.4	10.7	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	352.5	23.5	23.5	64.9	31.1	31.1	63.8	44.7	44.8	64.4	49.2	44.9
LnGrp LOS	F	C	C	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		1100			697			664			661	
Approach Delay, s/veh		126.1			34.1			47.0			49.3	
Approach LOS		F			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	63.5	11.5	40.0	20.0	53.5	11.0	40.5
Change Period (Y+Rc), s	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6
Max Green Setting (Gmax), s	21.0	35.4	16.0	35.4	16.0	40.4	16.0	35.4
Max Q Clear Time (g_c+I1), s	6.7	21.8	8.0	24.9	18.0	20.3	7.5	21.5
Green Ext Time (p_c), s	0.0	2.6	0.0	1.4	0.0	2.3	0.0	1.9

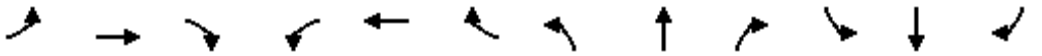
Intersection Summary	
HCM 6th Ctrl Delay	72.5
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	48	611	42	589	12	58	63	33
Future Volume (vph)	48	611	42	589	12	58	63	33
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	10.5	10.5	10.5	10.5
Total Split (s)	20.0	35.0	20.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	22.2%	38.9%	22.2%	38.9%	38.9%	38.9%	38.9%	38.9%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	8.2	40.9	7.9	38.3	29.5	29.5	29.5	29.5
Actuated g/C Ratio	0.09	0.45	0.09	0.43	0.33	0.33	0.33	0.33
v/c Ratio	0.34	0.45	0.30	0.49	0.03	0.20	0.17	0.09
Control Delay	43.2	19.1	43.6	14.5	20.9	14.1	23.0	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.2	19.1	43.6	14.5	20.9	14.1	23.0	16.1
LOS	D	B	D	B	C	B	C	B
Approach Delay		20.8		16.3		14.8		20.0
Approach LOS		C		B		B		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 32 (36%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 18.4	Intersection LOS: B
Intersection Capacity Utilization 46.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 17: G St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	611	32	42	589	61	12	58	51	63	33	16
Future Volume (veh/h)	48	611	32	42	589	61	12	58	51	63	33	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	694	36	48	669	69	14	66	58	72	38	18
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	75	1590	82	70	1492	154	498	305	268	435	399	189
Arrive On Green	0.04	0.46	0.46	0.03	0.30	0.30	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3490	181	1810	3293	339	1364	931	818	1283	1217	577
Grp Volume(v), veh/h	55	359	371	48	366	372	14	0	124	72	0	56
Grp Sat Flow(s),veh/h/ln	1810	1805	1866	1810	1805	1827	1364	0	1749	1283	0	1794
Q Serve(g_s), s	2.7	12.2	12.2	2.4	14.7	14.8	0.6	0.0	4.6	3.9	0.0	1.9
Cycle Q Clear(g_c), s	2.7	12.2	12.2	2.4	14.7	14.8	2.6	0.0	4.6	8.5	0.0	1.9
Prop In Lane	1.00		0.10	1.00		0.19	1.00		0.47	1.00		0.32
Lane Grp Cap(c), veh/h	75	822	850	70	818	828	498	0	573	435	0	588
V/C Ratio(X)	0.73	0.44	0.44	0.68	0.45	0.45	0.03	0.00	0.22	0.17	0.00	0.10
Avail Cap(c_a), veh/h	312	822	850	312	818	828	498	0	573	435	0	588
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	0.83	0.83	0.83	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.6	16.6	16.6	43.3	22.3	22.3	21.9	0.0	21.9	25.0	0.0	21.0
Incr Delay (d2), s/veh	10.1	1.3	1.3	9.3	1.5	1.5	0.1	0.0	0.9	0.8	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	5.0	5.2	1.2	6.8	6.9	0.2	0.0	2.0	1.3	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	17.9	17.9	52.6	23.8	23.8	22.0	0.0	22.8	25.8	0.0	21.3
LnGrp LOS	D	B	B	D	C	C	C	A	C	C	A	C
Approach Vol, veh/h		785			786			138			128	
Approach Delay, s/veh		20.4			25.5			22.7			23.8	
Approach LOS		C			C			C			C	

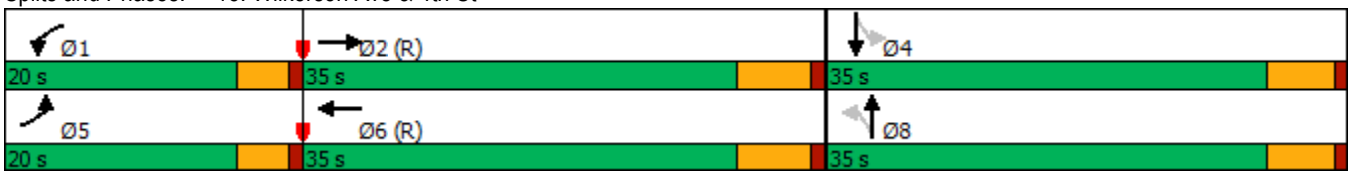
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	47.0		35.0	8.2	46.8		35.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	29.0		29.5	15.5	29.0		29.5				
Max Q Clear Time (g_c+I1), s	4.4	14.2		10.5	4.7	16.8		6.6				
Green Ext Time (p_c), s	0.1	3.8		0.4	0.1	3.6		0.7				

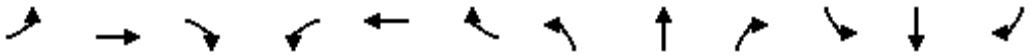
Intersection Summary												
HCM 6th Ctrl Delay			23.0									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	35	628	12	654	35	6	88	9
Future Volume (vph)	35	628	12	654	35	6	88	9
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	15.5	15.5	10.5	10.5
Total Split (s)	20.0	35.0	20.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	22.2%	38.9%	22.2%	38.9%	38.9%	38.9%	38.9%	38.9%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0		5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.5	46.6	6.3	41.2		29.5		29.5
Actuated g/C Ratio	0.08	0.52	0.07	0.46		0.33		0.33
v/c Ratio	0.26	0.40	0.10	0.53		0.13		0.29
Control Delay	29.9	26.6	40.6	19.8		16.9		22.1
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	29.9	26.6	40.6	19.8		16.9		22.1
LOS	C	C	D	B		B		C
Approach Delay		26.7		20.1		16.9		22.1
Approach LOS		C		C		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 22.9	Intersection LOS: C
Intersection Capacity Utilization 47.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 18: Wilkerson Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	628	30	12	654	115	35	6	18	88	9	22
Future Volume (veh/h)	35	628	30	12	654	115	35	6	18	88	9	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	706	34	13	735	129	39	7	20	99	10	25
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	63	1679	81	28	1411	248	349	70	155	421	47	91
Arrive On Green	0.02	0.32	0.32	0.02	0.46	0.46	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3505	169	1810	3068	538	870	215	472	1072	144	279
Grp Volume(v), veh/h	39	363	377	13	432	432	66	0	0	134	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1869	1810	1805	1802	1557	0	0	1495	0	0
Q Serve(g_s), s	1.9	14.2	14.2	0.6	15.3	15.3	0.0	0.0	0.0	3.2	0.0	0.0
Cycle Q Clear(g_c), s	1.9	14.2	14.2	0.6	15.3	15.3	2.3	0.0	0.0	5.5	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.30	0.59		0.30	0.74		0.19
Lane Grp Cap(c), veh/h	63	865	895	28	830	829	574	0	0	559	0	0
V/C Ratio(X)	0.62	0.42	0.42	0.47	0.52	0.52	0.11	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	312	865	895	312	830	829	574	0	0	559	0	0
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.80	0.80	0.80	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.4	20.7	20.8	43.9	17.3	17.3	21.1	0.0	0.0	22.1	0.0	0.0
Incr Delay (d2), s/veh	8.9	1.4	1.3	9.4	1.9	1.9	0.4	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	6.6	6.8	0.4	6.4	6.3	1.0	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	22.1	22.1	53.3	19.1	19.1	21.5	0.0	0.0	23.1	0.0	0.0
LnGrp LOS	D	C	C	D	B	B	C	A	A	C	A	A
Approach Vol, veh/h		779			877			66			134	
Approach Delay, s/veh		23.6			19.6			21.5			23.1	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	49.1		35.0	7.6	47.4		35.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	29.0		29.5	15.5	29.0		29.5				
Max Q Clear Time (g_c+I1), s	2.6	16.2		7.5	3.9	17.3		4.3				
Green Ext Time (p_c), s	0.0	3.6		0.6	0.0	4.2		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		21.6	
HCM 6th LOS		C	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	691	23	32	3	5	38	367	8	31	376	762
Future Volume (vph)	691	23	32	3	5	38	367	8	31	376	762
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	9.5	11.0	9.5	11.0	11.0	9.5	11.0	11.0
Total Split (s)	40.0	55.0	55.0	25.0	40.0	25.0	35.0	35.0	25.0	35.0	35.0
Total Split (%)	28.6%	39.3%	39.3%	17.9%	28.6%	17.9%	25.0%	25.0%	17.9%	25.0%	25.0%
Yellow Time (s)	5.0	5.0	5.0	3.5	5.0	3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	33.6	71.8	71.8	5.9	34.4	8.8	43.2	43.2	8.3	42.7	42.7
Actuated g/C Ratio	0.24	0.51	0.51	0.04	0.25	0.06	0.31	0.31	0.06	0.30	0.30
v/c Ratio	0.96	0.03	0.04	0.04	0.04	0.39	0.38	0.02	0.34	0.40	0.60
Control Delay	74.2	18.5	0.1	65.3	16.9	72.1	40.2	0.0	71.0	40.9	4.3
Queue Delay	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.1	18.5	0.1	65.3	16.9	72.1	40.2	0.0	71.0	40.9	4.3
LOS	E	B	A	E	B	E	D	A	E	D	A
Approach Delay		72.0			20.9		42.4			17.8	
Approach LOS		E			C		D			B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 22.5 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 39.3	Intersection LOS: D
Intersection Capacity Utilization 54.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 19: Redlands Ave & 4th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	691	23	32	3	5	23	38	367	8	31	376	762
Future Volume (veh/h)	691	23	32	3	5	23	38	367	8	31	376	762
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	803	27	37	3	6	27	44	427	9	36	437	886
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	845	1154	978	7	649	578	58	765	341	49	748	587
Arrive On Green	0.24	0.61	0.61	0.00	0.36	0.36	0.03	0.21	0.21	0.03	0.21	0.21
Sat Flow, veh/h	3510	1900	1610	1810	1805	1608	1810	3610	1608	1810	3610	2834
Grp Volume(v), veh/h	803	27	37	3	6	27	44	427	9	36	437	886
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1608	1810	1805	1608	1810	1805	1417
Q Serve(g_s), s	31.5	0.8	1.3	0.2	0.3	1.5	3.4	14.8	0.6	2.8	15.3	29.0
Cycle Q Clear(g_c), s	31.5	0.8	1.3	0.2	0.3	1.5	3.4	14.8	0.6	2.8	15.3	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	845	1154	978	7	649	578	58	765	341	49	748	587
V/C Ratio(X)	0.95	0.02	0.04	0.42	0.01	0.05	0.76	0.56	0.03	0.74	0.58	1.51
Avail Cap(c_a), veh/h	853	1154	978	265	649	578	265	765	341	265	748	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	52.3	11.0	11.1	69.6	28.8	29.2	67.3	49.3	43.7	67.6	50.1	55.5
Incr Delay (d2), s/veh	18.5	0.0	0.1	35.1	0.0	0.2	18.6	2.9	0.1	17.9	3.0	237.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.9	0.3	0.5	0.2	0.1	0.6	1.9	7.0	0.3	1.5	7.2	29.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.8	11.0	11.1	104.7	28.8	29.4	85.9	52.2	43.8	85.5	53.1	292.7
LnGrp LOS	E	B	B	F	C	C	F	D	D	F	D	F
Approach Vol, veh/h		867			36			480			1359	
Approach Delay, s/veh		66.4			35.5			55.1			210.2	
Approach LOS		E			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	91.0	9.0	35.0	39.7	56.3	8.3	35.7
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	6.0	4.5	6.0
Max Green Setting (Gmax), s	20.5	49.0	20.5	29.0	34.0	34.0	20.5	29.0
Max Q Clear Time (g_c+I1), s	2.2	3.3	5.4	31.0	33.5	3.5	4.8	16.8
Green Ext Time (p_c), s	0.0	0.2	0.1	0.0	0.2	0.1	0.0	2.2

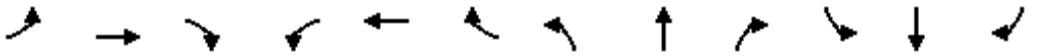
Intersection Summary	
HCM 6th Ctrl Delay	135.3
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	143	0	158	703	379	464	1013
Future Volume (vph)	143	0	158	703	379	464	1013
Turn Type	Split	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5	10.5	11.0	11.0	9.5	11.0
Total Split (s)	35.0	35.0	35.0	36.0	36.0	24.0	60.0
Total Split (%)	36.8%	36.8%	36.8%	37.9%	37.9%	25.3%	63.2%
Yellow Time (s)	4.5	4.5	4.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	6.0	6.0	4.5	6.0
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	12.1	12.1	12.1	47.8	47.8	19.1	71.4
Actuated g/C Ratio	0.13	0.13	0.13	0.50	0.50	0.20	0.75
v/c Ratio	0.54	0.41	0.40	0.24	0.26	0.74	0.42
Control Delay	47.3	16.9	16.4	14.6	2.2	48.2	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	47.3	16.9	16.4	14.6	2.2	48.2	4.7
LOS	D	B	B	B	A	D	A
Approach Delay		27.3		10.3			18.3
Approach LOS		C		B			B

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 16.2	Intersection LOS: B
Intersection Capacity Utilization 47.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 20: Redlands Ave & I-215 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	0	158	0	0	0	0	703	379	464	1013	0
Future Volume (veh/h)	143	0	158	0	0	0	0	703	379	464	1013	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	219	0	116				0	790	426	521	1138	0
Peak Hour Factor	0.89	0.89	0.89				0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	370	0	165				0	3660	1587	594	2804	0
Arrive On Green	0.10	0.00	0.10				0.00	0.56	0.56	0.34	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	6802	2834	3510	3705	0
Grp Volume(v), veh/h	219	0	116				0	790	426	521	1138	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1417	1755	1805	0
Q Serve(g_s), s	5.5	0.0	6.6				0.0	5.7	7.4	13.3	0.0	0.0
Cycle Q Clear(g_c), s	5.5	0.0	6.6				0.0	5.7	7.4	13.3	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	370	0	165				0	3660	1587	594	2804	0
V/C Ratio(X)	0.59	0.00	0.70				0.00	0.22	0.27	0.88	0.41	0.00
Avail Cap(c_a), veh/h	1124	0	500				0	3660	1587	721	2804	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.57	0.57	0.90	0.90	0.00
Uniform Delay (d), s/veh	40.7	0.0	41.3				0.0	10.5	10.8	30.5	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	5.4				0.0	0.1	0.2	9.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	2.8				0.0	1.9	2.2	5.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	0.0	46.7				0.0	10.5	11.1	39.8	0.4	0.0
LnGrp LOS	D	A	D				A	B	B	D	A	A
Approach Vol, veh/h		335						1216			1659	
Approach Delay, s/veh		43.8						10.7			12.8	
Approach LOS		D						B			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	20.6	59.2		15.2		79.8
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	19.5	30.0		29.5		54.0
Max Q Clear Time (g_c+I1), s	15.3	9.4		8.6		2.0
Green Ext Time (p_c), s	0.8	7.3		1.1		10.8

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Notes

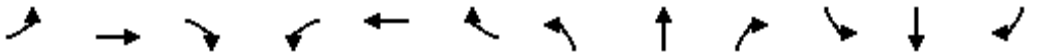
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	433	0	350	166	680	1044	156
Future Volume (vph)	433	0	350	166	680	1044	156
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.0	9.0	9.5	11.0	11.0	11.0
Total Split (s)	33.0	33.0	33.0	25.0	62.0	37.0	37.0
Total Split (%)	34.7%	34.7%	34.7%	26.3%	65.3%	38.9%	38.9%
Yellow Time (s)	3.0	3.0	3.0	3.5	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.5	6.0	6.0	6.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	23.8	23.8	23.8	10.4	61.2	46.3	46.3
Actuated g/C Ratio	0.25	0.25	0.25	0.11	0.64	0.49	0.49
v/c Ratio	0.72	0.65	0.51	0.49	0.33	0.37	0.20
Control Delay	41.6	28.4	11.9	61.2	6.5	16.7	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	41.6	28.4	11.9	61.2	6.5	16.7	3.5
LOS	D	C	B	E	A	B	A
Approach Delay		27.9			17.3	15.0	
Approach LOS		C			B	B	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 19.3	Intersection LOS: B
Intersection Capacity Utilization 47.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 21: Redlands Ave & I-215 NB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	433	0	350	166	680	0	0	1044	156
Future Volume (veh/h)	0	0	0	433	0	350	166	680	0	0	1044	156
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				609	0	262	187	764	0	0	1173	175
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				758	0	337	267	2474	0	0	3671	904
Arrive On Green				0.21	0.00	0.21	0.15	1.00	0.00	0.00	0.56	0.56
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	6802	1608
Grp Volume(v), veh/h				609	0	262	187	764	0	0	1173	175
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1634	1608
Q Serve(g_s), s				15.2	0.0	14.6	4.8	0.0	0.0	0.0	9.1	5.1
Cycle Q Clear(g_c), s				15.2	0.0	14.6	4.8	0.0	0.0	0.0	9.1	5.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				758	0	337	267	2474	0	0	3671	904
V/C Ratio(X)				0.80	0.00	0.78	0.70	0.31	0.00	0.00	0.32	0.19
Avail Cap(c_a), veh/h				1105	0	492	758	2474	0	0	3671	904
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.97	0.97	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				35.7	0.0	35.4	39.2	0.0	0.0	0.0	11.1	10.2
Incr Delay (d2), s/veh				2.8	0.0	4.7	3.2	0.3	0.0	0.0	0.2	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.9	0.0	6.1	2.1	0.1	0.0	0.0	3.1	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				38.5	0.0	40.2	42.5	0.3	0.0	0.0	11.3	10.7
LnGrp LOS				D	A	D	D	A	A	A	B	B
Approach Vol, veh/h					871			951			1348	
Approach Delay, s/veh					39.0			8.6			11.3	
Approach LOS					D			A			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		71.1			11.7	59.4		23.9				
Change Period (Y+Rc), s		6.0			4.5	6.0		4.0				
Max Green Setting (Gmax), s		56.0			20.5	31.0		29.0				
Max Q Clear Time (g_c+I1), s		2.0			6.8	11.1		17.2				
Green Ext Time (p_c), s		6.5			0.5	8.9		2.7				

Intersection Summary												
HCM 6th Ctrl Delay			18.1									
HCM 6th LOS			B									

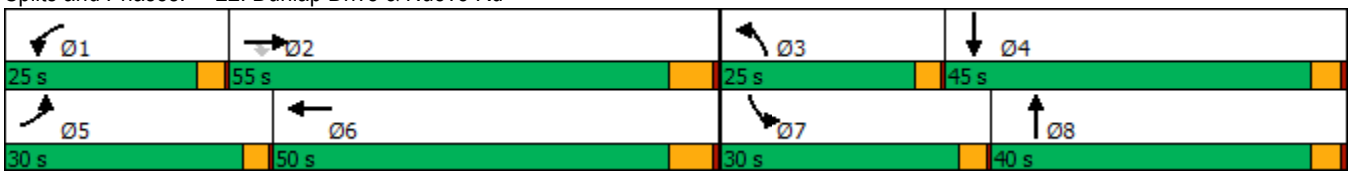
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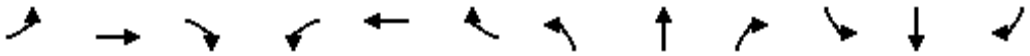
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	26	349	28	92	488	32	147	58	118
Future Volume (vph)	26	349	28	92	488	32	147	58	118
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Minimum Split (s)	8.5	12.0	12.0	8.5	12.0	8.5	10.2	8.5	10.2
Total Split (s)	30.0	55.0	55.0	25.0	50.0	25.0	40.0	30.0	45.0
Total Split (%)	20.0%	36.7%	36.7%	16.7%	33.3%	16.7%	26.7%	20.0%	30.0%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	3.2	3.0	3.2
All-Red Time (s)	0.5	1.0	1.0	0.5	1.0	0.5	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	3.5	4.2	3.5	4.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	6.1	36.8	36.8	10.0	44.6	6.4	38.6	8.2	42.3
Actuated g/C Ratio	0.06	0.34	0.34	0.09	0.41	0.06	0.35	0.08	0.39
v/c Ratio	0.28	0.58	0.05	0.60	0.82	0.32	0.37	0.46	0.26
Control Delay	59.5	35.4	0.1	64.3	41.0	60.3	28.5	61.1	24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.5	35.4	0.1	64.3	41.0	60.3	28.5	61.1	24.4
LOS	E	D	A	E	D	E	C	E	C
Approach Delay		34.5			44.2		32.4		33.7
Approach LOS		C			D		C		C

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 109	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 38.2	Intersection LOS: D
Intersection Capacity Utilization 67.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 22: Dunlap Drive & Nuevo Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	349	28	92	488	93	32	147	74	58	118	51
Future Volume (veh/h)	26	349	28	92	488	93	32	147	74	58	118	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	375	30	99	525	100	34	158	80	62	127	55
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	49	630	534	126	578	110	55	459	232	81	503	218
Arrive On Green	0.03	0.33	0.33	0.07	0.37	0.37	0.03	0.39	0.39	0.04	0.40	0.40
Sat Flow, veh/h	1810	1900	1610	1810	1545	294	1810	1189	602	1810	1256	544
Grp Volume(v), veh/h	28	375	30	99	0	625	34	0	238	62	0	182
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1839	1810	0	1792	1810	0	1801
Q Serve(g_s), s	1.6	16.8	1.3	5.5	0.0	32.9	1.9	0.0	9.6	3.5	0.0	6.9
Cycle Q Clear(g_c), s	1.6	16.8	1.3	5.5	0.0	32.9	1.9	0.0	9.6	3.5	0.0	6.9
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.34	1.00		0.30
Lane Grp Cap(c), veh/h	49	630	534	126	0	688	55	0	691	81	0	720
V/C Ratio(X)	0.58	0.60	0.06	0.79	0.00	0.91	0.62	0.00	0.34	0.77	0.00	0.25
Avail Cap(c_a), veh/h	470	913	774	381	0	793	381	0	691	470	0	720
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.1	28.4	23.2	46.7	0.0	30.3	48.9	0.0	22.2	48.2	0.0	20.4
Incr Delay (d2), s/veh	4.0	1.3	0.1	4.1	0.0	13.7	4.2	0.0	1.4	5.6	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	7.2	0.5	2.5	0.0	15.6	0.9	0.0	4.1	1.6	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	29.7	23.3	50.8	0.0	44.0	53.1	0.0	23.6	53.8	0.0	21.3
LnGrp LOS	D	C	C	D	A	D	D	A	C	D	A	C
Approach Vol, veh/h		433			724			272			244	
Approach Delay, s/veh		30.7			44.9			27.2			29.5	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	39.8	6.6	45.0	6.2	44.2	8.1	43.5
Change Period (Y+Rc), s	3.5	6.0	3.5	* 4.2	3.5	6.0	3.5	* 4.2
Max Green Setting (Gmax), s	21.5	49.0	21.5	* 41	26.5	44.0	26.5	* 36
Max Q Clear Time (g_c+I1), s	7.5	18.8	3.9	8.9	3.6	34.9	5.5	11.6
Green Ext Time (p_c), s	0.0	3.1	0.0	1.0	0.0	3.3	0.1	1.2

Intersection Summary	
HCM 6th Ctrl Delay	36.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	356.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32	338	112	224	398	37	203	279	307	30	202	89
Future Vol, veh/h	32	338	112	224	398	37	203	279	307	30	202	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	34	356	118	236	419	39	214	294	323	32	213	94
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	197.1	400.4	529.4	81.9
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	7%	34%	9%
Vol Thru, %	35%	70%	60%	63%
Vol Right, %	39%	23%	6%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	789	482	659	321
LT Vol	203	32	224	30
Through Vol	279	338	398	202
RT Vol	307	112	37	89
Lane Flow Rate	831	507	694	338
Geometry Grp	1	1	1	1
Degree of Util (X)	2.094	1.287	1.79	0.887
Departure Headway (Hd)	12.03	15.321	13.528	17.346
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	316	244	277	213
Service Time	10.03	13.321	11.528	15.346
HCM Lane V/C Ratio	2.63	2.078	2.505	1.587
HCM Control Delay	529.4	197.1	400.4	81.9
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	46	15.7	31.9	7

24: Porter St & Menifee Rd & Central Ave Performance by approach

Approach	EB	WB	NB	SB	NE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.2	4.3	1.5	0.1	6.2
Total Del/Veh (s)	3.5	6.2	25.9	11.5	7.8	17.4
Stop Delay (hr)	0.0	0.1	2.6	0.4	0.1	3.3
Stop Del/Veh (s)	3.0	3.8	15.7	3.1	6.3	9.2

Intersection	
Intersection Delay, s/veh	18.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	186	13	124	17	20	3	137	388	10	3	267	128
Future Vol, veh/h	186	13	124	17	20	3	137	388	10	3	267	128
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	211	15	141	19	23	3	156	441	11	3	303	145
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	15.9	12.5	22	17
HCM LOS	C	B	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	41%	0%	93%	0%	42%	1%	0%
Vol Thru, %	59%	95%	7%	0%	50%	99%	0%
Vol Right, %	0%	5%	0%	100%	7%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	331	204	199	124	40	270	128
LT Vol	137	0	186	0	17	3	0
Through Vol	194	194	13	0	20	267	0
RT Vol	0	10	0	124	3	0	128
Lane Flow Rate	376	232	226	141	45	307	145
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.731	0.435	0.499	0.264	0.107	0.6	0.255
Departure Headway (Hd)	6.995	6.748	7.943	6.749	8.44	7.041	6.319
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	519	533	455	533	425	512	569
Service Time	4.729	4.482	5.677	4.482	6.491	4.779	4.056
HCM Lane V/C Ratio	0.724	0.435	0.497	0.265	0.106	0.6	0.255
HCM Control Delay	26.5	14.6	18.4	11.9	12.5	19.8	11.2
HCM Lane LOS	D	B	C	B	B	C	B
HCM 95th-tile Q	6	2.2	2.7	1.1	0.4	3.9	1

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	39	0	0	6	36	534	0	2	469	14
Future Vol, veh/h	3	0	39	0	0	6	36	534	0	2	469	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	0	43	0	0	7	40	593	0	2	521	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1210	1206	529	1228	1214	593	537	0	0	593	0	0
Stage 1	533	533	-	673	673	-	-	-	-	-	-	-
Stage 2	677	673	-	555	541	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	161	185	554	156	183	509	1041	-	-	993	-	-
Stage 1	534	528	-	448	457	-	-	-	-	-	-	-
Stage 2	446	457	-	520	524	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	152	174	554	137	172	509	1041	-	-	993	-	-
Mov Cap-2 Maneuver	152	174	-	137	172	-	-	-	-	-	-	-
Stage 1	504	526	-	422	431	-	-	-	-	-	-	-
Stage 2	415	431	-	478	522	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.6	12.2	0.5	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1041	-	-	466	509	993	-	-
HCM Lane V/C Ratio	0.038	-	-	0.1	0.013	0.002	-	-
HCM Control Delay (s)	8.6	0	-	13.6	12.2	8.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	0	-	-

Intersection	
Int Delay, s/veh	10.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	50	21	5	72	143	29	395	18	95	391	48
Future Vol, veh/h	8	50	21	5	72	143	29	395	18	95	391	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	54	23	5	77	154	31	425	19	102	420	52

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1262	1156	446	1186	1173	435	472	0	0	444	0	0
Stage 1	650	650	-	497	497	-	-	-	-	-	-	-
Stage 2	612	506	-	689	676	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	148	198	617	167	194	625	1100	-	-	1127	-	-
Stage 1	461	468	-	559	548	-	-	-	-	-	-	-
Stage 2	484	543	-	439	456	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	66	175	617	112	171	625	1100	-	-	1127	-	-
Mov Cap-2 Maneuver	66	175	-	112	171	-	-	-	-	-	-	-
Stage 1	448	425	-	543	533	-	-	-	-	-	-	-
Stage 2	303	528	-	336	415	-	-	-	-	-	-	-

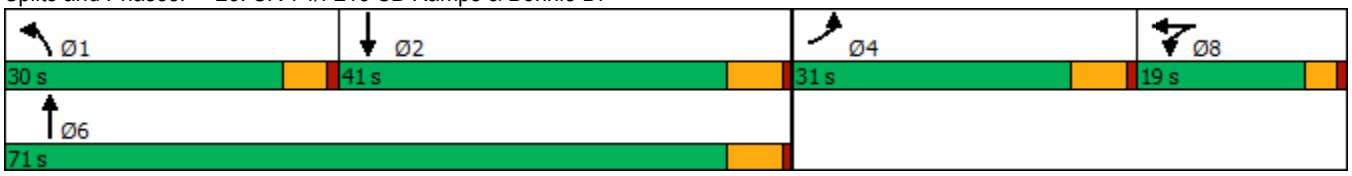
Approach	EB	WB	NB	SB
HCM Control Delay, s	42.1	43.4	0.5	1.5
HCM LOS	E	E		

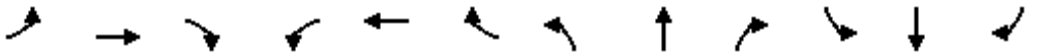
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1100	-	-	179	317	1127	-	-
HCM Lane V/C Ratio	0.028	-	-	0.475	0.746	0.091	-	-
HCM Control Delay (s)	8.4	-	-	42.1	43.4	8.5	-	-
HCM Lane LOS	A	-	-	E	E	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.3	5.6	0.3	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	58	251	244	422	625	32	
Future Volume (vph)	58	251	244	422	625	32	
Turn Type	Prot	Free	Prot	NA	NA	Free	
Protected Phases	4		1	6	2		8
Permitted Phases		Free				Free	
Detector Phase	4		1	6	2		
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0
Minimum Split (s)	11.0		10.0	11.0	11.0		9.0
Total Split (s)	31.0		30.0	71.0	41.0		19.0
Total Split (%)	25.6%		24.8%	58.7%	33.9%		16%
Yellow Time (s)	5.0		4.0	5.0	5.0		3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	6.0		5.0	6.0	6.0		
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	7.3	73.7	15.2	58.4	36.7	73.7	
Actuated g/C Ratio	0.10	1.00	0.21	0.79	0.50	1.00	
v/c Ratio	0.36	0.17	0.71	0.30	0.72	0.02	
Control Delay	38.7	0.2	38.8	3.8	23.2	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	38.7	0.2	38.8	3.8	23.2	0.0	
LOS	D	A	D	A	C	A	
Approach Delay				16.6	22.1		
Approach LOS				B	C		

Intersection Summary	
Cycle Length: 121	
Actuated Cycle Length: 73.7	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 17.1	Intersection LOS: B
Intersection Capacity Utilization 62.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	0	251	0	0	0	244	422	0	0	625	32
Future Volume (veh/h)	58	0	251	0	0	0	244	422	0	0	625	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	0	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	63	0	0	0	0	0	265	459	0	0	679	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	0		0	6	0	347	1529	0	0	856	
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.80	0.00	0.00	0.45	0.00
Sat Flow, veh/h		0		0	1900	0	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h		0.0		0	0	0	265	459	0	0	679	0
Grp Sat Flow(s),veh/h/ln				0	1900	0	1810	1900	0	0	1900	1610
Q Serve(g_s), s				0.0	0.0	0.0	4.3	1.9	0.0	0.0	9.4	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	4.3	1.9	0.0	0.0	9.4	0.0
Prop In Lane				0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				0	6	0	347	1529	0	0	856	
V/C Ratio(X)				0.00	0.00	0.00	0.76	0.30	0.00	0.00	0.79	
Avail Cap(c_a), veh/h				0	928	0	1472	4019	0	0	2164	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	11.8	0.8	0.0	0.0	7.2	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.6	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.0	1.1	0.0	0.0	0.0	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	0.0	13.1	0.8	0.0	0.0	7.9	0.0
LnGrp LOS				A	A	A	B	A	A	A	A	
Approach Vol, veh/h					0			724			679	
Approach Delay, s/veh					0.0			5.3			7.9	
Approach LOS								A			A	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	10.9	19.8				30.7		0.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		4.0				
Max Green Setting (Gmax), s	25.0	35.0				65.0		15.0				
Max Q Clear Time (g_c+I1), s	6.3	11.4				3.9		0.0				
Green Ext Time (p_c), s	0.3	2.4				1.5		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		6.5
HCM 6th LOS		A

Notes

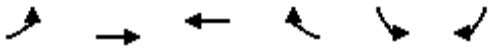
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	20	856	653	909	201
Future Volume (vph)	20	856	653	909	201
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	30.3	70.6	40.3		40.4
Total Split (%)	27.3%	63.6%	36.3%		36.4%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	5.6	19.8	18.1	41.6	10.8
Actuated g/C Ratio	0.13	0.48	0.44	1.00	0.26
v/c Ratio	0.09	0.51	0.43	0.58	0.47
Control Delay	20.2	9.1	10.8	1.5	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	20.2	9.1	10.8	1.5	17.0
LOS	C	A	B	A	B
Approach Delay		9.4	5.4		17.0
Approach LOS		A	A		B

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 41.6	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 7.7	Intersection LOS: A
Intersection Capacity Utilization 44.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 29: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	856	653	909	201	13
Future Volume (veh/h)	20	856	653	909	201	13
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	882	673	0	207	13
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	48	1809	1105		273	17
Arrive On Green	0.03	0.50	0.31	0.00	0.16	0.16
Sat Flow, veh/h	1810	3705	3705	1610	1683	106
Grp Volume(v), veh/h	21	882	673	0	221	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1797	0
Q Serve(g_s), s	0.4	5.1	5.0	0.0	3.7	0.0
Cycle Q Clear(g_c), s	0.4	5.1	5.0	0.0	3.7	0.0
Prop In Lane	1.00			1.00	0.94	0.06
Lane Grp Cap(c), veh/h	48	1809	1105		292	0
V/C Ratio(X)	0.44	0.49	0.61		0.76	0.00
Avail Cap(c_a), veh/h	1436	7485	4012		2002	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	15.1	5.2	9.3	0.0	12.6	0.0
Incr Delay (d2), s/veh	2.3	0.1	0.2	0.0	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.4	1.0	0.0	1.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.4	5.3	9.5	0.0	14.1	0.0
LnGrp LOS	B	A	A		B	A
Approach Vol, veh/h		903	673		221	
Approach Delay, s/veh		5.5	9.5		14.1	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.1		10.4	6.1	14.9
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		65.3		35.1	25.0	35.0
Max Q Clear Time (g_c+I1), s		7.1		5.7	2.4	7.0
Green Ext Time (p_c), s		3.8		0.3	0.0	2.6

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

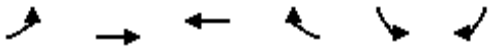
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	226	832	1143	54	418
Future Volume (vph)	226	832	1143	54	418
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.0	11.0	9.5	9.5
Total Split (s)	24.0	65.0	41.0	24.5	24.5
Total Split (%)	26.8%	72.6%	45.8%	27.4%	27.4%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	13.7	48.7	30.8	9.3	9.3
Actuated g/C Ratio	0.20	0.71	0.45	0.13	0.13
v/c Ratio	0.68	0.35	0.79	0.24	0.79
Control Delay	37.8	4.9	22.4	30.9	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	37.8	4.9	22.4	30.9	16.5
LOS	D	A	C	C	B
Approach Delay		11.9	22.4	18.1	
Approach LOS		B	C	B	

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 69	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 17.5	Intersection LOS: B
Intersection Capacity Utilization 67.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 30: SR-74 & Trumble Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	226	832	1143	32	54	418
Future Volume (veh/h)	226	832	1143	32	54	418
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	243	895	1229	34	58	449
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	286	2196	1431	40	465	414
Arrive On Green	0.16	0.61	0.40	0.40	0.26	0.26
Sat Flow, veh/h	1810	3705	3683	99	1810	1610
Grp Volume(v), veh/h	243	895	618	645	58	449
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1882	1810	1610
Q Serve(g_s), s	10.2	10.1	24.4	24.4	1.9	20.0
Cycle Q Clear(g_c), s	10.2	10.1	24.4	24.4	1.9	20.0
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	286	2196	720	750	465	414
V/C Ratio(X)	0.85	0.41	0.86	0.86	0.12	1.09
Avail Cap(c_a), veh/h	465	2736	812	846	465	414
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.9	7.9	21.4	21.4	22.2	28.9
Incr Delay (d2), s/veh	4.1	0.1	8.4	8.1	0.0	69.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	2.8	10.4	10.7	0.8	7.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.0	8.1	29.8	29.6	22.2	98.0
LnGrp LOS	D	A	C	C	C	F
Approach Vol, veh/h		1138	1263		507	
Approach Delay, s/veh		14.0	29.7		89.4	
Approach LOS		B	C		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		53.3		24.5	16.3	37.0
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		59.0		20.0	20.0	35.0
Max Q Clear Time (g_c+I1), s		12.1		22.0	12.2	26.4
Green Ext Time (p_c), s		6.5		0.0	0.2	4.6

Intersection Summary	
HCM 6th Ctrl Delay	34.0
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	919	1022	89	0	155
Future Vol, veh/h	0	919	1022	89	0	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	967	1076	94	0	163

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	585
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	459
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	459
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

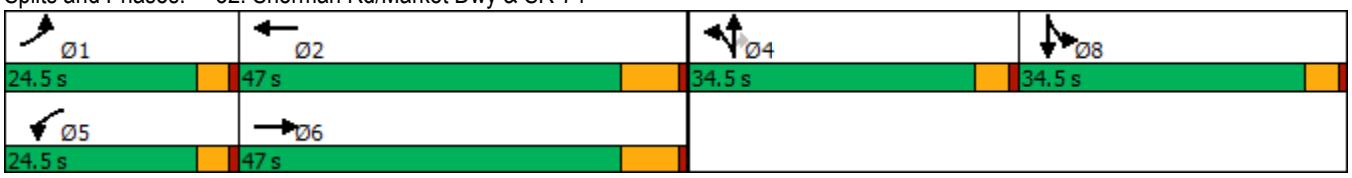
Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.1
HCM LOS			C

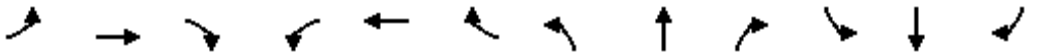
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	459
HCM Lane V/C Ratio	-	-	-	0.355
HCM Control Delay (s)	-	-	-	17.1
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1.6

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	13	852	164	999	2	174	8
Future Volume (vph)	13	852	164	999	2	174	8
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases						4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	12.0	9.5	12.0	9.5	9.5	9.5
Total Split (s)	24.5	47.0	24.5	47.0	34.5	34.5	34.5
Total Split (%)	17.4%	33.5%	17.4%	33.5%	24.6%	24.6%	24.6%
Yellow Time (s)	3.5	6.0	3.5	6.0	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	4.5	7.0	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	5.8	27.8	12.7	43.8	10.2	10.2	5.8
Actuated g/C Ratio	0.08	0.39	0.18	0.61	0.14	0.14	0.08
v/c Ratio	0.10	0.68	0.54	0.48	0.45	0.47	0.12
Control Delay	41.2	22.2	37.0	10.1	38.9	10.6	38.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.2	22.2	37.0	10.1	38.9	10.6	38.0
LOS	D	C	D	B	D	B	D
Approach Delay		22.5		13.9	21.6		38.0
Approach LOS		C		B	C		D

Intersection Summary	
Cycle Length: 140.5	
Actuated Cycle Length: 71.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 18.3	Intersection LOS: B
Intersection Capacity Utilization 60.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 32: Sherman Rd/Market Dwy & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	852	55	164	999	8	109	2	174	7	8	3
Future Volume (veh/h)	13	852	55	164	999	8	109	2	174	7	8	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	897	58	173	1052	8	115	2	183	7	8	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	32	1140	74	222	1605	12	277	5	250	15	18	7
Arrive On Green	0.02	0.33	0.33	0.12	0.44	0.44	0.16	0.16	0.16	0.02	0.02	0.02
Sat Flow, veh/h	1810	3437	222	1810	3672	28	1780	31	1610	704	805	302
Grp Volume(v), veh/h	14	471	484	173	517	543	117	0	183	18	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1854	1810	1805	1895	1811	0	1610	1810	0	0
Q Serve(g_s), s	0.4	13.1	13.1	5.2	12.6	12.6	3.2	0.0	6.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	0.4	13.1	13.1	5.2	12.6	12.6	3.2	0.0	6.0	0.5	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.01	0.98		1.00	0.39		0.17
Lane Grp Cap(c), veh/h	32	599	615	222	789	828	281	0	250	40	0	0
V/C Ratio(X)	0.44	0.79	0.79	0.78	0.66	0.66	0.42	0.00	0.73	0.46	0.00	0.00
Avail Cap(c_a), veh/h	650	1297	1332	650	1297	1362	976	0	868	976	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.1	16.8	16.8	23.7	12.4	12.4	21.2	0.0	22.4	26.9	0.0	0.0
Incr Delay (d2), s/veh	3.6	0.9	0.9	2.2	0.3	0.3	0.4	0.0	1.6	3.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.3	4.4	2.2	4.3	4.5	1.3	0.0	2.2	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	17.7	17.7	25.9	12.7	12.7	21.6	0.0	24.0	29.9	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	C	A	C	C	A	A
Approach Vol, veh/h		969			1233			300			18	
Approach Delay, s/veh		17.9			14.6			23.0			29.9	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	31.3		13.2	11.3	25.5		5.7				
Change Period (Y+Rc), s	4.5	7.0		4.5	4.5	7.0		4.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	2.4	14.6		8.0	7.2	15.1		2.5				
Green Ext Time (p_c), s	0.0	4.9		0.7	0.2	3.3		0.0				

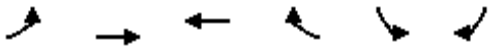
Intersection Summary			
HCM 6th Ctrl Delay		17.0	
HCM 6th LOS		B	

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	71	831	1046	80
Future Volume (vph)	71	831	1046	80
Turn Type	Prot	NA	NA	Prot
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	11.0	9.7
Total Split (s)	24.7	65.7	41.0	24.7
Total Split (%)	27.3%	72.7%	45.4%	27.3%
Yellow Time (s)	3.7	5.0	5.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	6.0	4.7
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Min	Min	None
Act Effct Green (s)	8.4	45.8	35.3	9.6
Actuated g/C Ratio	0.13	0.69	0.53	0.14
v/c Ratio	0.34	0.37	0.69	0.50
Control Delay	32.6	4.9	15.5	28.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	32.6	4.9	15.5	28.3
LOS	C	A	B	C
Approach Delay		7.1	15.5	28.3
Approach LOS		A	B	C

Intersection Summary	
Cycle Length: 90.4	
Actuated Cycle Length: 66.3	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 57.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 33: SR-74 & Antelope Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	71	831	1046	140	80	46
Future Volume (veh/h)	71	831	1046	140	80	46
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	78	913	1149	154	88	51
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	121	2428	1627	218	116	67
Arrive On Green	0.07	0.67	0.51	0.51	0.11	0.11
Sat Flow, veh/h	1810	3705	3295	428	1089	631
Grp Volume(v), veh/h	78	913	647	656	140	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1823	1732	0
Q Serve(g_s), s	2.0	5.4	13.3	13.4	3.8	0.0
Cycle Q Clear(g_c), s	2.0	5.4	13.3	13.4	3.8	0.0
Prop In Lane	1.00			0.23	0.63	0.36
Lane Grp Cap(c), veh/h	121	2428	918	927	185	0
V/C Ratio(X)	0.64	0.38	0.70	0.71	0.76	0.00
Avail Cap(c_a), veh/h	746	4444	1303	1316	714	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.1	3.5	9.1	9.2	21.0	0.0
Incr Delay (d2), s/veh	5.6	0.1	1.0	1.0	6.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.0	4.0	4.1	1.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.6	3.6	10.1	10.2	27.2	0.0
LnGrp LOS	C	A	B	B	C	A
Approach Vol, veh/h		991	1303		140	
Approach Delay, s/veh		5.5	10.1		27.2	
Approach LOS		A	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		38.6		9.9	8.0	30.7
Change Period (Y+Rc), s		6.0		* 4.7	* 4.7	6.0
Max Green Setting (Gmax), s		59.7		* 20	* 20	35.0
Max Q Clear Time (g_c+I1), s		7.4		5.8	4.0	15.4
Green Ext Time (p_c), s		8.2		0.3	0.1	9.3

Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

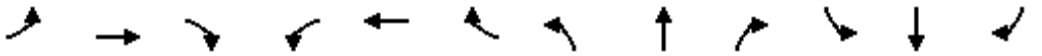
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	59	783	115	1078	65	42	179	42	51
Future Volume (vph)	59	783	115	1078	65	42	179	42	51
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	9.7	9.7	9.7	9.7	9.7
Total Split (s)	24.7	42.0	24.7	42.0	24.7	24.7	24.7	24.7	24.7
Total Split (%)	27.0%	46.0%	27.0%	46.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Yellow Time (s)	3.7	6.0	3.7	6.0	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	7.0	28.5	9.0	32.9	8.6	8.6	8.6	8.6	8.6
Actuated g/C Ratio	0.12	0.47	0.15	0.54	0.14	0.14	0.14	0.14	0.14
v/c Ratio	0.30	0.52	0.46	0.60	0.37	0.17	0.48	0.23	0.20
Control Delay	32.5	13.9	32.5	12.7	32.8	27.5	9.6	29.3	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.5	13.9	32.5	12.7	32.8	27.5	9.6	29.3	16.3
LOS	C	B	C	B	C	C	A	C	B
Approach Delay		15.2		14.5		17.5			20.1
Approach LOS		B		B		B			C

Intersection Summary	
Cycle Length: 91.4	
Actuated Cycle Length: 60.5	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 15.4	Intersection LOS: B
Intersection Capacity Utilization 58.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 34: Palomar Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	783	44	115	1078	28	65	42	179	42	51	50
Future Volume (veh/h)	59	783	44	115	1078	28	65	42	179	42	51	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	833	47	122	1147	30	69	45	190	45	54	53
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	104	1518	86	160	1683	44	312	309	261	302	298	258
Arrive On Green	0.06	0.44	0.44	0.09	0.47	0.47	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1810	3474	196	1810	3594	94	1307	1900	1610	1163	1832	1587
Grp Volume(v), veh/h	63	433	447	122	576	601	69	45	190	45	53	54
Grp Sat Flow(s),veh/h/ln	1810	1805	1865	1810	1805	1883	1307	1900	1610	1163	1805	1614
Q Serve(g_s), s	1.8	9.3	9.3	3.5	13.1	13.1	2.5	1.1	5.9	1.8	1.3	1.5
Cycle Q Clear(g_c), s	1.8	9.3	9.3	3.5	13.1	13.1	4.1	1.1	5.9	2.9	1.3	1.5
Prop In Lane	1.00		0.11	1.00		0.05	1.00		1.00	1.00		0.98
Lane Grp Cap(c), veh/h	104	789	815	160	845	882	312	309	261	302	293	262
V/C Ratio(X)	0.61	0.55	0.55	0.76	0.68	0.68	0.22	0.15	0.73	0.15	0.18	0.21
Avail Cap(c_a), veh/h	689	1203	1242	689	1203	1255	597	723	613	556	687	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.2	11.0	11.0	23.4	10.9	10.9	20.8	18.9	20.9	20.1	19.0	19.1
Incr Delay (d2), s/veh	2.1	0.7	0.7	2.8	1.2	1.1	0.3	0.2	2.9	0.2	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.2	3.3	1.5	4.4	4.6	0.7	0.4	2.2	0.5	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.3	11.7	11.6	26.2	12.1	12.0	21.1	19.0	23.8	20.3	19.2	19.3
LnGrp LOS	C	B	B	C	B	B	C	B	C	C	B	B
Approach Vol, veh/h		943			1299			304			152	
Approach Delay, s/veh		12.6			13.4			22.5			19.6	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	30.0		13.2	7.7	31.6		13.2				
Change Period (Y+Rc), s	* 4.7	7.0		* 4.7	* 4.7	7.0		* 4.7				
Max Green Setting (Gmax), s	* 20	35.0		* 20	* 20	35.0		* 20				
Max Q Clear Time (g_c+I1), s	5.5	11.3		4.9	3.8	15.1		7.9				
Green Ext Time (p_c), s	0.1	7.2		0.5	0.1	9.5		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		14.5	
HCM 6th LOS		B	

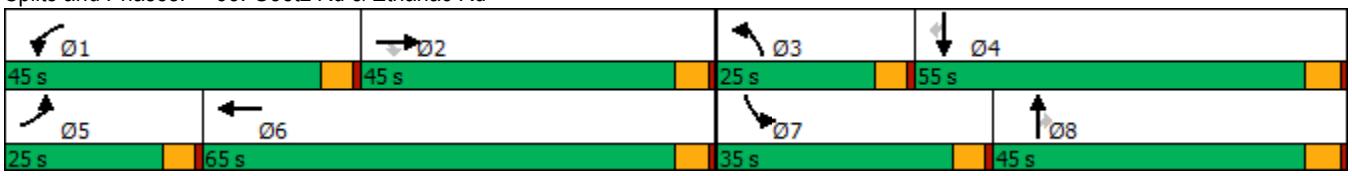
Notes

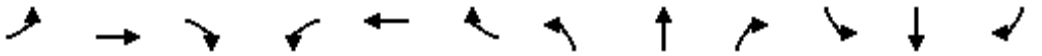
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	65	185	9	165	97	14	308	407	298	160	48
Future Volume (vph)	65	185	9	165	97	14	308	407	298	160	48
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	10.0	11.3	11.3	10.0	11.3	10.0	11.5	11.5	10.0	11.5	11.5
Total Split (s)	25.0	45.0	45.0	45.0	65.0	25.0	45.0	45.0	35.0	55.0	55.0
Total Split (%)	14.7%	26.5%	26.5%	26.5%	38.2%	14.7%	26.5%	26.5%	20.6%	32.4%	32.4%
Yellow Time (s)	4.0	4.3	4.3	4.0	4.3	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.3	5.3	5.0	5.3	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	8.5	11.9	11.9	15.4	21.4	5.5	28.1	28.1	30.3	59.7	59.7
Actuated g/C Ratio	0.08	0.11	0.11	0.14	0.20	0.05	0.26	0.26	0.28	0.56	0.56
v/c Ratio	0.50	0.50	0.03	0.70	0.36	0.16	0.68	0.81	0.64	0.09	0.06
Control Delay	63.3	51.7	0.2	60.5	12.0	59.1	43.2	34.2	43.7	13.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.3	51.7	0.2	60.5	12.0	59.1	43.2	34.2	43.7	13.2	0.1
LOS	E	D	A	E	B	E	D	C	D	B	A
Approach Delay		52.8			26.5		38.5			29.9	
Approach LOS		D			C		D			C	

Intersection Summary		
Cycle Length: 170		
Actuated Cycle Length: 107		
Natural Cycle: 60		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.81		
Intersection Signal Delay: 35.0	Intersection LOS: C	
Intersection Capacity Utilization 64.3%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 35: Goetz Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	185	9	165	97	287	14	308	407	298	160	48
Future Volume (veh/h)	65	185	9	165	97	287	14	308	407	298	160	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	71	203	10	181	107	315	15	338	447	327	176	53
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	92	610	272	214	817	380	31	593	501	359	1782	794
Arrive On Green	0.05	0.17	0.17	0.12	0.24	0.24	0.02	0.31	0.31	0.20	0.49	0.49
Sat Flow, veh/h	1810	3610	1610	1810	3458	1608	1810	1900	1607	1810	3610	1609
Grp Volume(v), veh/h	71	203	10	181	107	315	15	338	447	327	176	53
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1608	1810	1900	1607	1810	1805	1609
Q Serve(g_s), s	4.0	5.1	0.5	10.1	2.5	19.1	0.8	15.3	27.2	18.2	2.7	1.8
Cycle Q Clear(g_c), s	4.0	5.1	0.5	10.1	2.5	19.1	0.8	15.3	27.2	18.2	2.7	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	92	610	272	214	817	380	31	593	501	359	1782	794
V/C Ratio(X)	0.77	0.33	0.04	0.85	0.13	0.83	0.49	0.57	0.89	0.91	0.10	0.07
Avail Cap(c_a), veh/h	352	1394	622	704	2009	934	352	730	618	528	1782	794
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	37.6	35.7	44.4	30.9	37.3	50.1	29.6	33.7	40.3	13.9	13.6
Incr Delay (d2), s/veh	5.0	0.3	0.1	3.5	0.1	4.7	4.4	0.9	13.2	11.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.3	0.2	4.7	1.1	7.9	0.4	7.0	12.2	9.2	1.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	37.9	35.8	47.9	31.0	42.0	54.5	30.4	46.8	52.1	13.9	13.7
LnGrp LOS	D	D	D	D	C	D	D	C	D	D	B	B
Approach Vol, veh/h		284			603			800			556	
Approach Delay, s/veh		41.7			41.8			40.1			36.3	
Approach LOS		D			D			D			D	

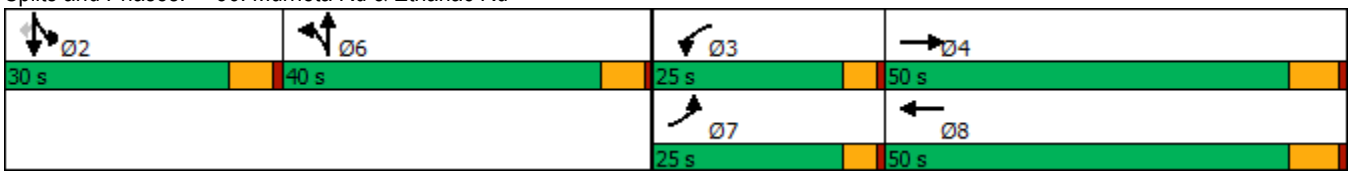
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	22.7	6.7	56.2	10.2	29.6	25.4	37.6
Change Period (Y+Rc), s	5.0	5.3	5.0	5.5	5.0	5.3	5.0	5.5
Max Green Setting (Gmax), s	40.0	39.7	20.0	49.5	20.0	59.7	30.0	39.5
Max Q Clear Time (g_c+I1), s	12.1	7.1	2.8	4.7	6.0	21.1	20.2	29.2
Green Ext Time (p_c), s	0.1	1.4	0.0	1.4	0.0	3.2	0.2	2.8

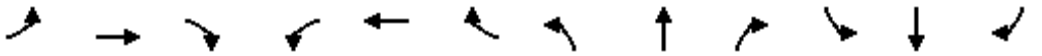
Intersection Summary	
HCM 6th Ctrl Delay	39.8
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	10	786	80	408	137	80	67	11
Future Volume (vph)	10	786	80	408	137	80	67	11
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	Perm
Protected Phases	7	4	3	8	6	2	2	
Permitted Phases								2
Detector Phase	7	4	3	8	6	2	2	2
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	20.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	9.6	26.5	15.8	15.8	15.8	15.8
Total Split (s)	25.0	50.0	25.0	50.0	40.0	30.0	30.0	30.0
Total Split (%)	17.2%	34.5%	17.2%	34.5%	27.6%	20.7%	20.7%	20.7%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	5.6	38.2	10.0	50.7	34.5	11.8	11.8	11.8
Actuated g/C Ratio	0.05	0.33	0.09	0.43	0.29	0.10	0.10	0.10
v/c Ratio	0.13	0.78	0.55	0.32	0.88	0.46	0.37	0.05
Control Delay	61.2	41.3	67.0	22.5	58.4	60.6	57.5	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.2	41.3	67.0	22.5	58.4	60.6	57.5	0.4
LOS	E	D	E	C	E	E	E	A
Approach Delay		41.5		29.0	58.4		55.0	
Approach LOS		D		C	E		D	

Intersection Summary	
Cycle Length: 145	
Actuated Cycle Length: 117.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 43.0	Intersection LOS: D
Intersection Capacity Utilization 75.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 36: Murrieta Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	786	80	80	408	55	116	137	199	80	67	11
Future Volume (veh/h)	10	786	80	80	408	55	116	137	199	80	67	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	827	84	84	429	58	122	144	209	84	71	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	24	1066	108	108	1180	159	133	157	228	176	185	157
Arrive On Green	0.01	0.32	0.32	0.06	0.37	0.37	0.30	0.30	0.30	0.10	0.10	0.10
Sat Flow, veh/h	1810	3308	336	1810	3198	430	447	527	766	1810	1900	1610
Grp Volume(v), veh/h	11	451	460	84	241	246	475	0	0	84	71	12
Grp Sat Flow(s),veh/h/ln	1810	1805	1840	1810	1805	1823	1740	0	0	1810	1900	1610
Q Serve(g_s), s	0.6	23.0	23.0	4.7	9.9	10.0	26.9	0.0	0.0	4.5	3.6	0.7
Cycle Q Clear(g_c), s	0.6	23.0	23.0	4.7	9.9	10.0	26.9	0.0	0.0	4.5	3.6	0.7
Prop In Lane	1.00		0.18	1.00		0.24	0.26		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	24	582	593	108	666	673	518	0	0	176	185	157
V/C Ratio(X)	0.46	0.78	0.78	0.77	0.36	0.37	0.92	0.00	0.00	0.48	0.38	0.08
Avail Cap(c_a), veh/h	362	771	786	362	771	778	584	0	0	430	451	383
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	31.2	31.2	47.2	23.4	23.4	34.6	0.0	0.0	43.5	43.1	41.8
Incr Delay (d2), s/veh	5.1	4.4	4.3	4.4	0.5	0.5	18.3	0.0	0.0	2.0	1.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	10.5	10.7	2.2	4.3	4.3	13.7	0.0	0.0	2.1	1.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.0	35.6	35.5	51.6	23.9	23.9	52.8	0.0	0.0	45.5	44.4	42.0
LnGrp LOS	E	D	D	D	C	C	D	A	A	D	D	D
Approach Vol, veh/h		922			571			475			167	
Approach Delay, s/veh		35.8			28.0			52.8			44.8	
Approach LOS		D			C			D			D	

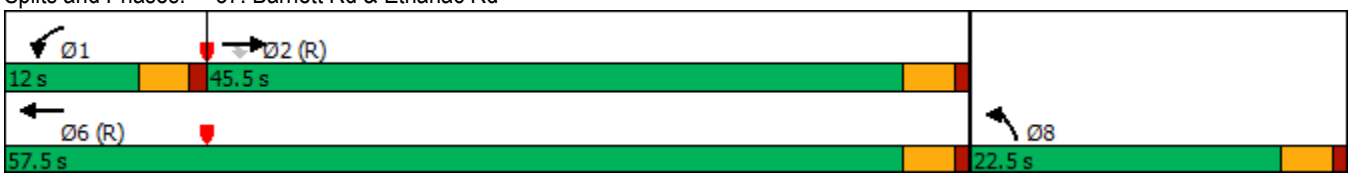
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		15.7	10.7	39.3		36.1	5.9	44.1				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		24.2	20.4	43.5		34.2	20.4	43.5				
Max Q Clear Time (g_c+I1), s		6.5	6.7	25.0		28.9	2.6	12.0				
Green Ext Time (p_c), s		0.5	0.1	7.8		1.5	0.0	4.6				

Intersection Summary												
HCM 6th Ctrl Delay			38.2									
HCM 6th LOS			D									

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations					
Traffic Volume (vph)	1140	1	74	598	8
Future Volume (vph)	1140	1	74	598	8
Turn Type	NA	Perm	Prot	NA	Prot
Protected Phases	2		1	6	8
Permitted Phases		2			
Detector Phase	2	2	1	6	8
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0
Total Split (s)	45.5	45.5	12.0	57.5	22.5
Total Split (%)	56.9%	56.9%	15.0%	71.9%	28.1%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	56.4	56.4	9.1	67.3	7.7
Actuated g/C Ratio	0.70	0.70	0.11	0.84	0.10
v/c Ratio	0.33	0.00	0.39	0.21	0.40
Control Delay	6.7	5.0	48.9	2.3	15.1
Queue Delay	0.1	0.0	53.9	0.3	0.4
Total Delay	6.7	5.0	102.8	2.5	15.5
LOS	A	A	F	A	B
Approach Delay	6.7			13.6	15.5
Approach LOS	A			B	B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.40	
Intersection Signal Delay: 9.6	Intersection LOS: A
Intersection Capacity Utilization 43.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 37: Barnett Rd & Ethanac Rd





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1140	1	74	598	8	79
Future Volume (veh/h)	1140	1	74	598	8	79
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1213	1	79	636	9	84
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3636	1129	131	2972	12	112
Arrive On Green	0.70	0.70	0.14	1.00	0.08	0.08
Sat Flow, veh/h	5358	1610	1810	3705	156	1457
Grp Volume(v), veh/h	1213	1	79	636	94	0
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1805	1630	0
Q Serve(g_s), s	7.3	0.0	3.3	0.0	4.5	0.0
Cycle Q Clear(g_c), s	7.3	0.0	3.3	0.0	4.5	0.0
Prop In Lane		1.00	1.00		0.10	0.89
Lane Grp Cap(c), veh/h	3636	1129	131	2972	125	0
V/C Ratio(X)	0.33	0.00	0.60	0.21	0.75	0.00
Avail Cap(c_a), veh/h	3636	1129	181	2972	377	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.98	0.98	1.00	0.00
Uniform Delay (d), s/veh	4.7	3.6	33.1	0.0	36.2	0.0
Incr Delay (d2), s/veh	0.2	0.0	4.3	0.2	8.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	1.4	0.1	2.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.9	3.6	37.5	0.2	44.9	0.0
LnGrp LOS	A	A	D	A	D	A
Approach Vol, veh/h	1214			715	94	
Approach Delay, s/veh	4.9			4.3	44.9	
Approach LOS	A			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.8	60.1				69.9	10.1
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	8.0	41.5				53.5	18.5
Max Q Clear Time (g_c+I1), s	5.3	9.3				2.0	6.5
Green Ext Time (p_c), s	0.0	8.9				4.1	0.2

Intersection Summary		
HCM 6th Ctrl Delay	6.6	
HCM 6th LOS	A	

Notes

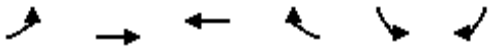
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	208	1011	575	370	382	97
Future Volume (vph)	208	1011	575	370	382	97
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	21.0	57.5	36.5	36.5	22.5	22.5
Total Split (%)	26.3%	71.9%	45.6%	45.6%	28.1%	28.1%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	14.7	57.6	38.9	38.9	14.4	14.4
Actuated g/C Ratio	0.18	0.72	0.49	0.49	0.18	0.18
v/c Ratio	0.66	0.41	0.24	0.39	0.63	0.20
Control Delay	51.7	3.3	13.6	3.3	34.6	27.7
Queue Delay	69.7	0.2	0.0	0.0	0.0	0.0
Total Delay	121.5	3.5	13.6	3.3	34.6	27.7
LOS	F	A	B	A	C	C
Approach Delay		23.6	9.6		33.2	
Approach LOS		C	A		C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 20.3	Intersection LOS: C
Intersection Capacity Utilization 45.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 38: Ethanac Rd & Case Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	208	1011	575	370	382	97
Future Volume (veh/h)	208	1011	575	370	382	97
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	217	1053	599	385	398	101
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	255	2714	2910	903	521	420
Arrive On Green	0.28	1.00	0.56	0.56	0.15	0.15
Sat Flow, veh/h	1810	3705	5358	1610	3510	2834
Grp Volume(v), veh/h	217	1053	599	385	398	101
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1755	1417
Q Serve(g_s), s	9.1	0.0	4.6	11.0	8.7	2.5
Cycle Q Clear(g_c), s	9.1	0.0	4.6	11.0	8.7	2.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	255	2714	2910	903	521	420
V/C Ratio(X)	0.85	0.39	0.21	0.43	0.76	0.24
Avail Cap(c_a), veh/h	385	2714	2910	903	812	655
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.92	0.92	1.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	8.7	10.1	32.7	30.1
Incr Delay (d2), s/veh	10.6	0.4	0.1	1.4	2.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.2	1.3	3.3	3.6	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.6	0.4	8.9	11.5	35.1	30.4
LnGrp LOS	D	A	A	B	D	C
Approach Vol, veh/h		1270	984		499	
Approach Delay, s/veh		6.9	9.9		34.1	
Approach LOS		A	A		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		64.1		15.9	15.3	48.9
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		53.5		18.5	17.0	32.5
Max Q Clear Time (g_c+I1), s		2.0		10.7	11.1	13.0
Green Ext Time (p_c), s		8.0		1.2	0.3	4.7

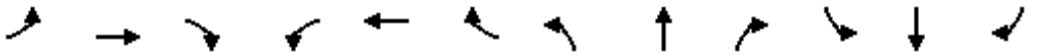
Intersection Summary		
HCM 6th Ctrl Delay		12.9
HCM 6th LOS		B

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	826	567	133	626	1	319
Future Volume (vph)	826	567	133	626	1	319
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	10.0	10.0
Total Split (s)	46.0	46.0	35.0	81.0	35.0	35.0
Total Split (%)	39.7%	39.7%	30.2%	69.8%	30.2%	30.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	40.3	40.3	11.5	56.9	11.6	11.6
Actuated g/C Ratio	0.51	0.51	0.14	0.72	0.15	0.15
v/c Ratio	0.90	0.60	0.54	0.26	0.48	0.70
Control Delay	34.6	9.0	40.1	4.6	37.9	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.6	9.0	40.1	4.6	37.9	15.0
LOS	C	A	D	A	D	B
Approach Delay	24.1			10.8	21.2	
Approach LOS	C			B	C	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 79.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 19.7	Intersection LOS: B
Intersection Capacity Utilization 81.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 39: I-215 SB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	826	567	133	626	0	0	0	0	119	1	319
Future Volume (veh/h)	0	826	567	133	626	0	0	0	0	119	1	319
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	869	597	140	659	0				125	1	336
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	895	759	179	2272	0				433	3	388
Arrive On Green	0.00	0.47	0.47	0.10	0.63	0.00				0.24	0.24	0.24
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1796	14	1610
Grp Volume(v), veh/h	0	869	597	140	659	0				126	0	336
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	37.8	26.4	6.4	7.0	0.0				4.8	0.0	17.0
Cycle Q Clear(g_c), s	0.0	37.8	26.4	6.4	7.0	0.0				4.8	0.0	17.0
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	895	759	179	2272	0				436	0	388
V/C Ratio(X)	0.00	0.97	0.79	0.78	0.29	0.00				0.29	0.00	0.87
Avail Cap(c_a), veh/h	0	897	760	641	3195	0				641	0	570
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.8	18.8	37.3	7.1	0.0				26.2	0.0	30.9
Incr Delay (d2), s/veh	0.0	23.0	5.5	7.2	0.1	0.0				0.4	0.0	9.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.3	9.2	3.0	1.9	0.0				2.0	0.0	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	44.8	24.3	44.5	7.2	0.0				26.6	0.0	40.1
LnGrp LOS	A	D	C	D	A	A				C	A	D
Approach Vol, veh/h		1466			799						462	
Approach Delay, s/veh		36.5			13.7						36.5	
Approach LOS		D			B						D	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	13.4	45.9				59.3		25.4				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	8.4	39.8				9.0		19.0				
Green Ext Time (p_c), s	0.3	0.2				4.3		1.4				

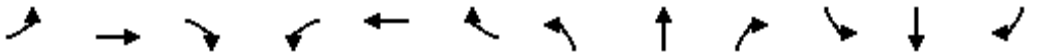
Intersection Summary												
HCM 6th Ctrl Delay			29.8									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	306	639	442	1	159
Future Volume (vph)	306	639	442	1	159
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	23.2	68.8	40.5	23.8	23.8
Actuated g/C Ratio	0.22	0.66	0.39	0.23	0.23
v/c Ratio	0.81	0.54	0.90	0.81	0.34
Control Delay	55.0	11.9	48.8	54.6	7.1
Queue Delay	0.0	0.3	0.0	0.0	0.0
Total Delay	55.0	12.1	48.8	54.6	7.1
LOS	D	B	D	D	A
Approach Delay		26.0	48.8	38.8	
Approach LOS		C	D	D	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 103.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 35.9	Intersection LOS: D
Intersection Capacity Utilization 81.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	306	639	0	0	442	174	317	1	159	0	0	0
Future Volume (veh/h)	306	639	0	0	442	174	317	1	159	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	326	680	0	0	470	185	337	1	169			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	371	1242	0	0	509	200	404	1	360			
Arrive On Green	0.21	0.65	0.00	0.00	0.39	0.39	0.22	0.22	0.22			
Sat Flow, veh/h	1810	1900	0	0	1297	511	1804	5	1610			
Grp Volume(v), veh/h	326	680	0	0	0	655	338	0	169			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1808	1810	0	1610			
Q Serve(g_s), s	15.6	17.3	0.0	0.0	0.0	30.9	16.0	0.0	8.1			
Cycle Q Clear(g_c), s	15.6	17.3	0.0	0.0	0.0	30.9	16.0	0.0	8.1			
Prop In Lane	1.00		0.00	0.00		0.28	1.00		1.00			
Lane Grp Cap(c), veh/h	371	1242	0	0	0	710	405	0	360			
V/C Ratio(X)	0.88	0.55	0.00	0.00	0.00	0.92	0.84	0.00	0.47			
Avail Cap(c_a), veh/h	607	1593	0	0	0	808	607	0	540			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	34.5	8.4	0.0	0.0	0.0	25.9	33.2	0.0	30.1			
Incr Delay (d2), s/veh	8.3	0.4	0.0	0.0	0.0	14.9	6.3	0.0	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.1	5.0	0.0	0.0	0.0	14.3	7.4	0.0	3.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	8.7	0.0	0.0	0.0	40.8	39.5	0.0	31.1			
LnGrp LOS	D	A	A	A	A	D	D	A	C			
Approach Vol, veh/h		1006			655			507				
Approach Delay, s/veh		19.8			40.8			36.7				
Approach LOS		B			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		64.5			23.4	41.1		25.0				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		19.3			17.6	32.9		18.0				
Green Ext Time (p_c), s		4.4			0.7	2.2		2.1				
Intersection Summary												
HCM 6th Ctrl Delay			30.1									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	10.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	638	160	44	493	123	47
Future Vol, veh/h	638	160	44	493	123	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	651	163	45	503	126	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	814	0	1326	733
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	593	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	822	-	173	424
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	556	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	822	-	163	424
Mov Cap-2 Maneuver	-	-	-	-	163	-
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	525	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	86.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	196	-	-	822	-
HCM Lane V/C Ratio	0.885	-	-	0.055	-
HCM Control Delay (s)	86.9	-	-	9.6	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	6.8	-	-	0.2	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	174	434	16	10	306	12	12	0	20	0	8	151
Future Vol, veh/h	174	434	16	10	306	12	12	0	20	0	8	151
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	185	462	17	11	326	13	13	0	21	0	9	161

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	339	0	0	479	0	0	1281	1202	471	1206	1204	333
Stage 1	-	-	-	-	-	-	841	841	-	355	355	-
Stage 2	-	-	-	-	-	-	440	361	-	851	849	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1231	-	-	1094	-	-	144	186	597	162	186	713
Stage 1	-	-	-	-	-	-	362	383	-	666	633	-
Stage 2	-	-	-	-	-	-	600	629	-	358	380	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1231	-	-	1094	-	-	89	146	597	130	146	713
Mov Cap-2 Maneuver	-	-	-	-	-	-	89	146	-	130	146	-
Stage 1	-	-	-	-	-	-	288	304	-	529	625	-
Stage 2	-	-	-	-	-	-	453	621	-	274	302	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.4	0.3	28	13.4
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	190	1231	-	-	1094	-	-	596
HCM Lane V/C Ratio	0.179	0.15	-	-	0.01	-	-	0.284
HCM Control Delay (s)	28	8.4	0	-	8.3	0	-	13.4
HCM Lane LOS	D	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.6	0.5	-	-	0	-	-	1.2

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	303	135	0	343	41	0	0	0	20	0	1
Future Vol, veh/h	0	303	135	0	343	41	0	0	0	20	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	260	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	333	148	0	377	45	0	0	0	22	0	1

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	422	0	-	-	-	0			733	733	400
Stage 1	-	-	-	-	-	-			400	400	-
Stage 2	-	-	-	-	-	-			333	333	-
Critical Hdwy	4.1	-	-	-	-	-			6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-			5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-			3.5	4	3.3
Pot Cap-1 Maneuver	1148	-	0	0	-	-			391	350	654
Stage 1	-	-	0	0	-	-			681	605	-
Stage 2	-	-	0	0	-	-			731	647	-
Platoon blocked, %		-			-	-					
Mov Cap-1 Maneuver	1148	-	-	-	-	-			391	0	654
Mov Cap-2 Maneuver	-	-	-	-	-	-			391	0	-
Stage 1	-	-	-	-	-	-			681	0	-
Stage 2	-	-	-	-	-	-			731	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1148	-	-	-	399
HCM Lane V/C Ratio	-	-	-	-	0.058
HCM Control Delay (s)	0	-	-	-	14.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	322	0	5	300	84	13
Future Vol, veh/h	322	0	5	300	84	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	354	0	5	330	92	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	354	0	694	354
Stage 1	-	-	-	-	354	-
Stage 2	-	-	-	-	340	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1216	-	412	694
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	725	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1216	-	410	694
Mov Cap-2 Maneuver	-	-	-	-	410	-
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	721	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	16
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	434	-	-	1216	-
HCM Lane V/C Ratio	0.246	-	-	0.005	-
HCM Control Delay (s)	16	-	-	8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0	-

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	188	120	140	58	59	131
Future Vol, veh/h	188	120	140	58	59	131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	211	135	157	65	66	147

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	222	0	-	0	747	190
Stage 1	-	-	-	-	190	-
Stage 2	-	-	-	-	557	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1359	-	-	-	383	857
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	578	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1359	-	-	-	319	857
Mov Cap-2 Maneuver	-	-	-	-	319	-
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	578	-

Approach	EB	WB	SB
HCM Control Delay, s	5	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1359	-	-	-	562
HCM Lane V/C Ratio	0.155	-	-	-	0.38
HCM Control Delay (s)	8.1	0	-	-	15.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.6	-	-	-	1.8

Intersection	
Int Delay, s/veh	31.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	14	73	10	25	96	52	19	402	57	65	356	25
Future Vol, veh/h	14	73	10	25	96	52	19	402	57	65	356	25
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	17	87	12	30	114	62	23	479	68	77	424	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1240	1186	441	1204	1167	513	454	0	0	547	0	0
Stage 1	593	593	-	559	559	-	-	-	-	-	-	-
Stage 2	647	593	-	645	608	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	153	190	621	162	195	565	1117	-	-	1033	-	-
Stage 1	496	497	-	517	514	-	-	-	-	-	-	-
Stage 2	463	497	-	464	489	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	57	166	620	85	170	565	1117	-	-	1033	-	-
Mov Cap-2 Maneuver	57	166	-	85	170	-	-	-	-	-	-	-
Stage 1	481	447	-	501	499	-	-	-	-	-	-	-
Stage 2	308	482	-	329	440	-	-	-	-	-	-	-

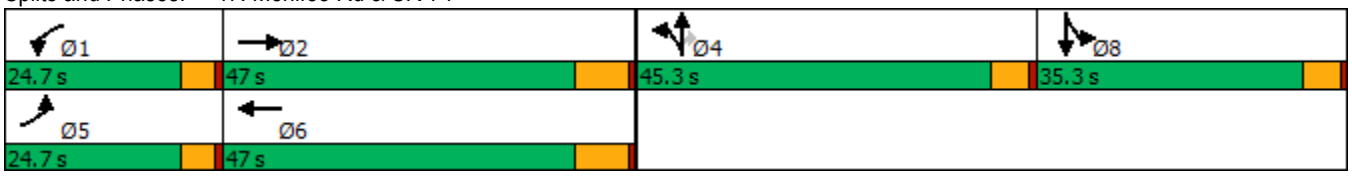
Approach	EB	WB	NB	SB
HCM Control Delay, s	100.1	159	0.3	1.3
HCM LOS	F	F		

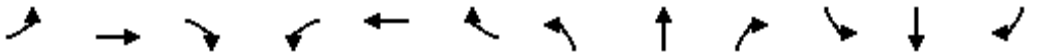
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1117	-	-	138	182	1033	-	-
HCM Lane V/C Ratio	0.02	-	-	0.837	1.132	0.075	-	-
HCM Control Delay (s)	8.3	0	-	100.1	159	8.8	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	5.3	10.4	0.2	-	-

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	55	855	171	1017	286	271	223
Future Volume (vph)	55	855	171	1017	286	271	223
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	4		8
Permitted Phases						4	
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.3	10.3	10.3
Total Split (s)	24.7	47.0	24.7	47.0	45.3	45.3	35.3
Total Split (%)	16.2%	30.9%	16.2%	30.9%	29.7%	29.7%	23.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	9.4	40.1	18.2	51.0	38.9	38.9	30.0
Actuated g/C Ratio	0.06	0.27	0.12	0.34	0.26	0.26	0.20
v/c Ratio	0.54	1.13	0.86	1.02	0.95	0.51	1.13
Control Delay	85.2	119.8	98.2	78.9	84.3	15.1	139.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.2	119.8	98.2	78.9	84.3	15.1	139.3
LOS	F	F	F	E	F	B	F
Approach Delay		117.9		81.4	57.0		139.3
Approach LOS		F		F	E		F

Intersection Summary	
Cycle Length: 152.3	
Actuated Cycle Length: 149.5	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.13	
Intersection Signal Delay: 94.0	Intersection LOS: F
Intersection Capacity Utilization 98.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	855	116	171	1017	101	130	286	271	131	223	25
Future Volume (veh/h)	55	855	116	171	1017	101	130	286	271	131	223	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	61	950	129	190	1130	112	144	318	301	146	248	28
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	78	860	117	212	1139	113	152	337	421	129	219	25
Arrive On Green	0.04	0.27	0.27	0.12	0.34	0.34	0.26	0.26	0.26	0.20	0.20	0.20
Sat Flow, veh/h	1810	3193	434	1810	3318	328	583	1288	1610	639	1085	122
Grp Volume(v), veh/h	61	537	542	190	614	628	462	0	301	422	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1822	1810	1805	1841	1871	0	1610	1846	0	0
Q Serve(g_s), s	5.0	40.0	40.0	15.4	50.3	50.5	36.0	0.0	25.2	30.0	0.0	0.0
Cycle Q Clear(g_c), s	5.0	40.0	40.0	15.4	50.3	50.5	36.0	0.0	25.2	30.0	0.0	0.0
Prop In Lane	1.00		0.24	1.00		0.18	0.31		1.00	0.35		0.07
Lane Grp Cap(c), veh/h	78	486	490	212	620	632	489	0	421	373	0	0
V/C Ratio(X)	0.78	1.10	1.11	0.89	0.99	0.99	0.94	0.00	0.71	1.13	0.00	0.00
Avail Cap(c_a), veh/h	244	486	490	244	620	632	504	0	433	373	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	70.4	54.3	54.3	64.7	48.6	48.6	53.8	0.0	49.8	59.3	0.0	0.0
Incr Delay (d2), s/veh	6.1	72.6	72.6	27.2	33.8	34.1	26.5	0.0	5.4	87.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	27.9	28.2	8.7	28.4	29.1	20.5	0.0	10.8	23.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.5	126.9	126.9	91.8	82.4	82.7	80.3	0.0	55.2	146.9	0.0	0.0
LnGrp LOS	E	F	F	F	F	F	F	A	E	F	A	A
Approach Vol, veh/h		1140			1432			763			422	
Approach Delay, s/veh		124.2			83.8			70.4			146.9	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.1	47.0		44.2	11.1	58.0		35.3				
Change Period (Y+Rc), s	* 4.7	7.0		5.3	* 4.7	7.0		5.3				
Max Green Setting (Gmax), s	* 20	40.0		40.0	* 20	40.0		30.0				
Max Q Clear Time (g_c+I1), s	17.4	42.0		38.0	7.0	52.5		32.0				
Green Ext Time (p_c), s	0.1	0.0		0.9	0.0	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		100.4
HCM 6th LOS		F

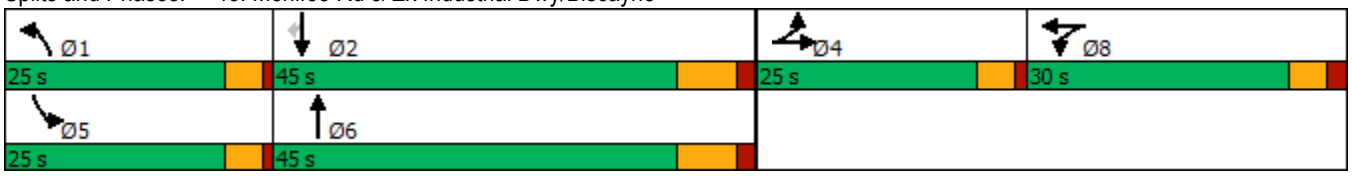
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	2	2	636	10	479	8
Future Volume (vph)	0	2	2	636	10	479	8
Turn Type	NA	NA	Prot	NA	Prot	NA	Perm
Protected Phases	4	8	1	6	5	2	
Permitted Phases							2
Detector Phase	4	8	1	6	5	2	2
Switch Phase							
Minimum Initial (s)	6.0	8.0	6.0	10.0	6.0	10.0	10.0
Minimum Split (s)	10.6	13.6	10.6	17.5	10.6	17.5	17.5
Total Split (s)	25.0	30.0	25.0	45.0	25.0	45.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%	36.0%
Yellow Time (s)	3.6	3.6	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	4.6	7.5	4.6	7.5	7.5
Lead/Lag			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	None	Min	Min
Act Effct Green (s)	6.1	8.1	6.1	56.7	6.3	56.8	56.8
Actuated g/C Ratio	0.10	0.13	0.10	0.89	0.10	0.89	0.89
v/c Ratio	0.02	0.06	0.02	0.49	0.07	0.37	0.01
Control Delay	30.0	20.1	30.0	8.5	29.9	6.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.0	20.1	30.0	8.5	29.9	6.0	0.0
LOS	C	C	C	A	C	A	A
Approach Delay	30.0	20.1		8.6		6.4	
Approach LOS	C	C		A		A	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 63.5	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 7.8	Intersection LOS: A
Intersection Capacity Utilization 51.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	0	1	2	7	2	636	1	10	479	8
Future Volume (veh/h)	3	0	0	1	2	7	2	636	1	10	479	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	0	0	1	3	9	3	826	1	13	622	10
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	12	0	0	3	10	31	9	984	1	36	1014	859
Arrive On Green	0.01	0.00	0.00	0.03	0.03	0.03	0.00	0.52	0.52	0.02	0.53	0.53
Sat Flow, veh/h	1809	0	0	130	389	1166	1810	1897	2	1810	1900	1610
Grp Volume(v), veh/h	4	0	0	13	0	0	3	0	827	13	622	10
Grp Sat Flow(s),veh/h/ln	1810	0	0	1684	0	0	1810	0	1900	1810	1900	1610
Q Serve(g_s), s	0.1	0.0	0.0	0.4	0.0	0.0	0.1	0.0	19.3	0.4	11.8	0.2
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.4	0.0	0.0	0.1	0.0	19.3	0.4	11.8	0.2
Prop In Lane	1.00		0.00	0.08		0.69	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	12	0	0	44	0	0	9	0	985	36	1014	859
V/C Ratio(X)	0.34	0.00	0.00	0.29	0.00	0.00	0.34	0.00	0.84	0.36	0.61	0.01
Avail Cap(c_a), veh/h	710	0	0	790	0	0	710	0	1370	710	1370	1161
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	0.0	0.0	24.8	0.0	0.0	25.8	0.0	10.7	25.2	8.4	5.7
Incr Delay (d2), s/veh	16.3	0.0	0.0	3.6	0.0	0.0	21.0	0.0	3.5	6.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.2	0.0	0.0	0.1	0.0	6.9	0.2	3.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	0.0	0.0	28.4	0.0	0.0	46.8	0.0	14.1	31.3	9.0	5.7
LnGrp LOS	D	A	A	C	A	A	D	A	B	C	A	A
Approach Vol, veh/h		4			13			830			645	
Approach Delay, s/veh		42.0			28.4			14.2			9.4	
Approach LOS		D			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	35.2		4.9	5.6	34.5		7.0				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	20.4	37.5		20.4	20.4	37.5		24.4				
Max Q Clear Time (g_c+I1), s	2.1	13.8		2.1	2.4	21.3		2.4				
Green Ext Time (p_c), s	0.0	4.5		0.0	0.0	5.7		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		12.4	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	3	4	0	1	1	636	7	0	491	2
Future Vol, veh/h	5	0	3	4	0	1	1	636	7	0	491	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	0	4	5	0	1	1	826	9	0	638	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1473	1477	640	1475	1474	831	641	0	0	835	0	0
Stage 1	640	640	-	833	833	-	-	-	-	-	-	-
Stage 2	833	837	-	642	641	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	106	127	479	106	128	373	953	-	-	807	-	-
Stage 1	467	473	-	366	386	-	-	-	-	-	-	-
Stage 2	366	385	-	466	473	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	105	127	479	105	128	373	953	-	-	807	-	-
Mov Cap-2 Maneuver	105	127	-	105	128	-	-	-	-	-	-	-
Stage 1	466	473	-	365	385	-	-	-	-	-	-	-
Stage 2	364	384	-	462	473	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31.2	35.9	0	0
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	953	-	-	148	123	807	-	-
HCM Lane V/C Ratio	0.001	-	-	0.07	0.053	-	-	-
HCM Control Delay (s)	8.8	0	-	31.2	35.9	0	-	-
HCM Lane LOS	A	A	-	D	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	161	132	638	481	22
Future Vol, veh/h	7	161	132	638	481	22
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	206	169	818	617	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1788	632	646	0	-	0
Stage 1	632	-	-	-	-	-
Stage 2	1156	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	90	484	949	-	-	-
Stage 1	534	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	60	484	948	-	-	-
Mov Cap-2 Maneuver	60	-	-	-	-	-
Stage 1	359	-	-	-	-	-
Stage 2	302	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.9	1.6	0
HCM LOS	D		

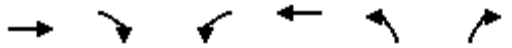
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	948	-	374	-	-
HCM Lane V/C Ratio	0.179	-	0.576	-	-
HCM Control Delay (s)	9.6	0	26.9	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.6	-	3.5	-	-

Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Configurations					
Traffic Volume (vph)	1250	6	4	1290	6
Future Volume (vph)	1250	6	4	1290	6
Turn Type	NA	Perm	Prot	NA	Perm
Protected Phases	2		1	6	
Permitted Phases		2			8
Detector Phase	2	2	1	6	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	9.7	12.0	10.5
Total Split (s)	42.0	42.0	29.7	71.7	35.5
Total Split (%)	39.2%	39.2%	27.7%	66.9%	33.1%
Yellow Time (s)	6.0	6.0	3.7	6.0	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.7	7.0	5.5
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	Min	Min	None	Min	None
Act Effct Green (s)	57.0	57.0	5.2	58.6	5.6
Actuated g/C Ratio	0.93	0.93	0.08	0.95	0.09
v/c Ratio	0.44	0.00	0.03	0.44	0.01
Control Delay	2.9	2.2	30.2	1.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	2.9	2.2	30.2	1.4	0.0
LOS	A	A	C	A	A
Approach Delay	2.9			1.5	
Approach LOS	A			A	

Intersection Summary	
Cycle Length: 107.2	
Actuated Cycle Length: 61.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 2.2	Intersection LOS: A
Intersection Capacity Utilization 49.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 52: McKinley & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1250	6	4	1290	0	6
Future Volume (veh/h)	1250	6	4	1290	0	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1471	7	5	1518	0	7
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2137	953	12	2548	17	15
Arrive On Green	0.59	0.59	0.01	0.71	0.00	0.01
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	1471	7	5	1518	0	7
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	12.3	0.1	0.1	9.4	0.0	0.2
Cycle Q Clear(g_c), s	12.3	0.1	0.1	9.4	0.0	0.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2137	953	12	2548	17	15
V/C Ratio(X)	0.69	0.01	0.41	0.60	0.00	0.47
Avail Cap(c_a), veh/h	2879	1284	1031	5322	1237	1101
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.2	3.7	21.7	3.3	0.0	21.6
Incr Delay (d2), s/veh	0.4	0.0	8.0	0.2	0.0	20.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	0.1	1.0	0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.6	3.7	29.7	3.5	0.0	42.5
LnGrp LOS	A	A	C	A	A	D
Approach Vol, veh/h	1478			1523	7	
Approach Delay, s/veh	6.6			3.6	42.5	
Approach LOS	A			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.0	33.0				38.0	5.9
Change Period (Y+Rc), s	* 4.7	7.0				7.0	5.5
Max Green Setting (Gmax), s	* 25	35.0				64.7	30.0
Max Q Clear Time (g_c+I1), s	2.1	14.3				11.4	2.2
Green Ext Time (p_c), s	0.0	11.7				18.7	0.0

Intersection Summary	
HCM 6th Ctrl Delay	5.1
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	56	1200	1272	53	20	21
Future Vol, veh/h	56	1200	1272	53	20	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	56	1200	1272	53	20	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1325	0	-	0	2011	663
Stage 1	-	-	-	-	1299	-
Stage 2	-	-	-	-	712	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	528	-	-	-	52	409
Stage 1	-	-	-	-	223	-
Stage 2	-	-	-	-	453	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	528	-	-	-	35	409
Mov Cap-2 Maneuver	-	-	-	-	35	-
Stage 1	-	-	-	-	152	-
Stage 2	-	-	-	-	453	-

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	124.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	528	-	-	-	66
HCM Lane V/C Ratio	0.106	-	-	-	0.621
HCM Control Delay (s)	12.6	1.8	-	-	124.4
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	2.7

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	12	136	41	45	0	114	149	18	8	196	61
Future Vol, veh/h	53	12	136	41	45	0	114	149	18	8	196	61
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	69	16	177	53	58	0	148	194	23	10	255	79
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

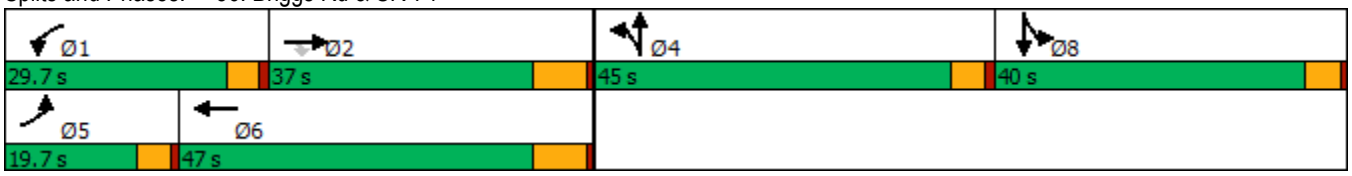
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	11.2	11.5	16	14.6
HCM LOS	B	B	C	B

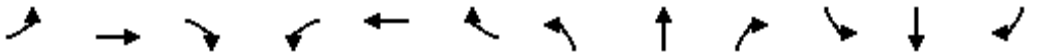
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	41%	82%	0%	48%	3%
Vol Thru, %	53%	18%	0%	52%	74%
Vol Right, %	6%	0%	100%	0%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	281	65	136	86	265
LT Vol	114	53	0	41	8
Through Vol	149	12	0	45	196
RT Vol	18	0	136	0	61
Lane Flow Rate	365	84	177	112	344
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.571	0.166	0.292	0.208	0.527
Departure Headway (Hd)	5.634	7.074	5.944	6.714	5.508
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	635	504	599	538	650
Service Time	3.713	4.862	3.731	4.714	3.588
HCM Lane V/C Ratio	0.575	0.167	0.295	0.208	0.529
HCM Control Delay	16	11.3	11.2	11.5	14.6
HCM Lane LOS	C	B	B	B	B
HCM 95th-tile Q	3.6	0.6	1.2	0.8	3.1

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	61	710	448	295	927	335	212	188	192
Future Volume (vph)	61	710	448	295	927	335	212	188	192
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Split	NA
Protected Phases	5	2		1	6	4	4	8	8
Permitted Phases			2						
Detector Phase	5	2	2	1	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	9.7	12.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	37.0	37.0	29.7	47.0	45.0	45.0	40.0	40.0
Total Split (%)	13.0%	24.4%	24.4%	19.6%	31.0%	29.7%	29.7%	26.4%	26.4%
Yellow Time (s)	3.7	6.0	6.0	3.7	6.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	10.3	30.0	30.0	25.0	44.8	40.1	40.1	29.1	29.1
Actuated g/C Ratio	0.07	0.21	0.21	0.17	0.31	0.27	0.27	0.20	0.20
v/c Ratio	0.58	1.15	0.74	1.15	1.21	0.82	1.04	0.63	0.86
Control Delay	84.2	133.8	13.4	150.0	143.6	64.7	98.1	61.6	76.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.2	133.8	13.4	150.0	143.6	64.7	98.1	61.6	76.9
LOS	F	F	B	F	F	E	F	E	E
Approach Delay		87.0			144.9		83.6		70.4
Approach LOS		F			F		F		E

Intersection Summary	
Cycle Length: 151.7	
Actuated Cycle Length: 146	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay: 105.4	Intersection LOS: F
Intersection Capacity Utilization 89.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	710	448	295	927	164	335	212	224	188	192	64
Future Volume (veh/h)	61	710	448	295	927	164	335	212	224	188	192	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.89	1.00		0.84
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	73	855	540	355	1117	198	404	255	270	227	231	77
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	92	743	321	310	1000	177	497	217	229	361	257	86
Arrive On Green	0.05	0.21	0.21	0.17	0.33	0.33	0.27	0.27	0.27	0.20	0.20	0.20
Sat Flow, veh/h	1810	3610	1559	1810	3066	541	1810	789	835	1810	1292	431
Grp Volume(v), veh/h	73	855	540	355	656	659	404	0	525	227	0	308
Grp Sat Flow(s),veh/h/ln	1810	1805	1559	1810	1805	1803	1810	0	1625	1810	0	1722
Q Serve(g_s), s	5.8	30.0	30.0	25.0	47.6	47.6	30.4	0.0	40.0	16.7	0.0	25.4
Cycle Q Clear(g_c), s	5.8	30.0	30.0	25.0	47.6	47.6	30.4	0.0	40.0	16.7	0.0	25.4
Prop In Lane	1.00		1.00	1.00		0.30	1.00		0.51	1.00		0.25
Lane Grp Cap(c), veh/h	92	743	321	310	589	588	497	0	446	361	0	343
V/C Ratio(X)	0.79	1.15	1.68	1.14	1.11	1.12	0.81	0.00	1.18	0.63	0.00	0.90
Avail Cap(c_a), veh/h	186	743	321	310	589	588	497	0	446	435	0	414
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.4	57.9	57.9	60.4	49.1	49.1	49.4	0.0	52.9	53.4	0.0	56.9
Incr Delay (d2), s/veh	5.6	82.9	320.4	95.8	72.3	74.9	10.0	0.0	101.1	2.1	0.0	19.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	22.3	40.4	19.7	33.1	33.5	15.2	0.0	28.8	7.9	0.0	12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.9	140.8	378.2	156.2	121.4	124.0	59.4	0.0	153.9	55.5	0.0	76.3
LnGrp LOS	E	F	F	F	F	F	E	A	F	E	A	E
Approach Vol, veh/h		1468			1670			929			535	
Approach Delay, s/veh		224.8			129.8			112.8			67.5	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.7	37.0		45.0	12.1	54.6		34.0				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 25	30.0		40.0	* 15	40.0		35.0				
Max Q Clear Time (g_c+I1), s	27.0	32.0		42.0	7.8	49.6		27.4				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		1.6				

Intersection Summary			
HCM 6th Ctrl Delay		149.4	
HCM 6th LOS		F	

Notes

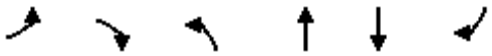
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	392	170	203	378	408	527
Future Volume (vph)	392	170	203	378	408	527
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	10.0	10.0	10.0
Minimum Split (s)	13.6	13.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	30.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	30.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	4.6	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	24.9	24.9	15.1	42.5	22.7	22.7
Actuated g/C Ratio	0.31	0.31	0.19	0.53	0.28	0.28
v/c Ratio	0.87	0.33	0.75	0.47	0.50	0.71
Control Delay	47.6	5.7	46.3	12.8	25.5	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.6	5.7	46.3	12.8	25.5	6.7
LOS	D	A	D	B	C	A
Approach Delay	34.9			24.5	14.9	
Approach LOS	C			C	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 80	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 23.0	Intersection LOS: C
Intersection Capacity Utilization 58.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 57: Briggs Rd & Heritage HS Dwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	392	170	203	378	408	527
Future Volume (veh/h)	392	170	203	378	408	527
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	490	212	254	472	510	659
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	466	415	290	1162	1455	649
Arrive On Green	0.26	0.26	0.16	0.61	0.40	0.40
Sat Flow, veh/h	1810	1610	1810	1900	3705	1610
Grp Volume(v), veh/h	490	212	254	472	510	659
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1805	1610
Q Serve(g_s), s	24.4	10.7	13.0	12.2	9.3	38.2
Cycle Q Clear(g_c), s	24.4	10.7	13.0	12.2	9.3	38.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	466	415	290	1162	1455	649
V/C Ratio(X)	1.05	0.51	0.88	0.41	0.35	1.02
Avail Cap(c_a), veh/h	466	415	390	1267	1455	649
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	30.1	38.9	9.5	19.7	28.3
Incr Delay (d2), s/veh	56.0	1.1	12.9	0.2	0.1	39.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.7	9.8	6.7	4.7	3.8	21.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	91.1	31.1	51.8	9.7	19.8	67.5
LnGrp LOS	F	C	D	A	B	F
Approach Vol, veh/h	702			726	1169	
Approach Delay, s/veh	73.0			24.5	46.7	
Approach LOS	E			C	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		64.8		30.0	19.8	45.0
Change Period (Y+Rc), s		6.8		5.6	4.6	6.8
Max Green Setting (Gmax), s		63.2		24.4	20.4	38.2
Max Q Clear Time (g_c+I1), s		14.2		26.4	15.0	40.2
Green Ext Time (p_c), s		3.4		0.0	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	47.6
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	187.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	0	51	0	194	1	583	164	23	564	10
Future Vol, veh/h	9	0	0	51	0	194	1	583	164	23	564	10
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	0	0	71	0	269	1	810	228	32	783	14
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	14	22.7	205.3	234.3
HCM LOS	B	C	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%	21%	4%
Vol Thru, %	100%	0%	0%	0%	94%
Vol Right, %	0%	100%	0%	79%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	584	164	9	245	597
LT Vol	1	0	9	51	23
Through Vol	583	0	0	0	564
RT Vol	0	164	0	194	10
Lane Flow Rate	811	228	12	340	829
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1.51	0.38	0.031	0.626	1.455
Departure Headway (Hd)	7.277	6.555	10.67	7.696	6.778
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	503	553	338	473	547
Service Time	4.977	4.255	8.67	5.696	4.778
HCM Lane V/C Ratio	1.612	0.412	0.036	0.719	1.516
HCM Control Delay	259.3	13.2	14	22.7	234.3
HCM Lane LOS	F	B	B	C	F
HCM 95th-tile Q	38.8	1.8	0.1	4.2	37.9

Intersection	
Int Delay, s/veh	23.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	95	37	710	52	30	585
Future Vol, veh/h	95	37	710	52	30	585
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	114	45	855	63	36	705

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1667	462	0	0	921	0
Stage 1	890	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 98	552	-	-	750	-
Stage 1	366	-	-	-	-	-
Stage 2	457	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 90	550	-	-	748	-
Mov Cap-2 Maneuver	~ 90	-	-	-	-	-
Stage 1	365	-	-	-	-	-
Stage 2	421	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	270.7	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	118	748	-
HCM Lane V/C Ratio	-	-	1.348	0.048	-
HCM Control Delay (s)	-	-	270.7	10.1	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	10.7	0.2	-

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

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	7	755	8	2	677
Future Vol, veh/h	23	7	755	8	2	677
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	7	755	8	2	677

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1440	382	0	0	763	0
Stage 1	759	-	-	-	-	-
Stage 2	681	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	136	622	-	-	859	-
Stage 1	428	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	135	622	-	-	859	-
Mov Cap-2 Maneuver	135	-	-	-	-	-
Stage 1	428	-	-	-	-	-
Stage 2	504	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31.6	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	165	859	-
HCM Lane V/C Ratio	-	-	0.182	0.002	-
HCM Control Delay (s)	-	-	31.6	9.2	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Intersection Delay, s/veh	144.7
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	42	106	657	48	61	639
Future Vol, veh/h	42	106	657	48	61	639
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	51	129	801	59	74	779
Number of Lanes	1	0	1	0	0	1

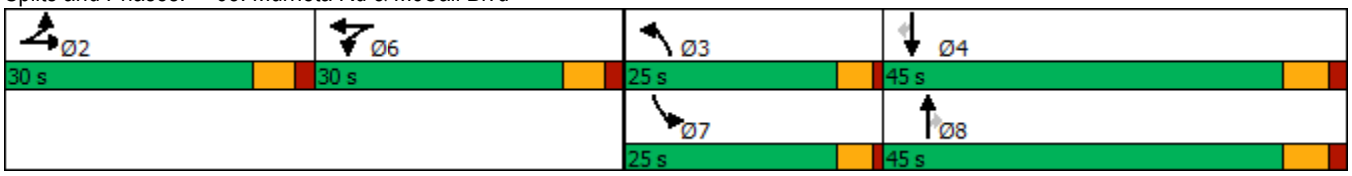
Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	14	157.6	159.4
HCM LOS	B	F	F

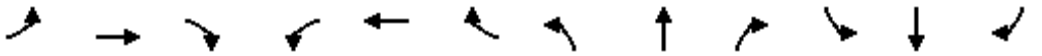
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	28%	9%
Vol Thru, %	93%	0%	91%
Vol Right, %	7%	72%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	705	148	700
LT Vol	0	42	61
Through Vol	657	0	639
RT Vol	48	106	0
Lane Flow Rate	860	180	854
Geometry Grp	1	1	1
Degree of Util (X)	1.281	0.332	1.285
Departure Headway (Hd)	5.765	7.398	5.82
Convergence, Y/N	Yes	Yes	Yes
Cap	636	489	632
Service Time	3.765	5.398	3.82
HCM Lane V/C Ratio	1.352	0.368	1.351
HCM Control Delay	157.6	14	159.4
HCM Lane LOS	F	B	F
HCM 95th-tile Q	31.5	1.4	31.5

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	92	227	107	128	1	202	149	62	148	95
Future Volume (vph)	92	227	107	128	1	202	149	62	148	95
Turn Type	Split	NA	Split	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	2	2	6	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	2	2	6	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	12.1	12.1	12.1	12.1	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	30.0	30.0	30.0	30.0	25.0	45.0	45.0	25.0	45.0	45.0
Total Split (%)	23.1%	23.1%	23.1%	23.1%	19.2%	34.6%	34.6%	19.2%	34.6%	34.6%
Yellow Time (s)	4.1	4.1	4.1	4.1	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	6.1	6.1	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	11.4	11.4	11.0	11.0	6.4	15.0	15.0	8.2	23.2	23.2
Actuated g/C Ratio	0.17	0.17	0.16	0.16	0.10	0.22	0.22	0.12	0.35	0.35
v/c Ratio	0.35	0.44	0.42	0.42	0.01	0.56	0.37	0.33	0.27	0.18
Control Delay	32.4	30.4	33.8	18.2	37.0	31.0	9.9	36.4	18.5	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.4	30.4	33.8	18.2	37.0	31.0	9.9	36.4	18.5	4.9
LOS	C	C	C	B	D	C	A	D	B	A
Approach Delay		31.0		23.1		22.1			17.9	
Approach LOS		C		C		C			B	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 67.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 23.5	Intersection LOS: C
Intersection Capacity Utilization 47.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 65: Murrieta Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	227	1	107	128	104	1	202	149	62	148	95
Future Volume (veh/h)	92	227	1	107	128	104	1	202	149	62	148	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	108	267	1	126	151	122	1	238	175	73	174	112
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	249	507	2	268	291	219	3	368	308	136	507	424
Arrive On Green	0.14	0.14	0.14	0.15	0.15	0.15	0.00	0.19	0.19	0.08	0.27	0.27
Sat Flow, veh/h	1810	3689	14	1810	1961	1478	1810	1900	1589	1810	1900	1590
Grp Volume(v), veh/h	108	131	137	126	138	135	1	238	175	73	174	112
Grp Sat Flow(s),veh/h/ln	1810	1805	1898	1810	1805	1634	1810	1900	1589	1810	1900	1590
Q Serve(g_s), s	2.9	3.5	3.5	3.3	3.7	4.0	0.0	6.0	5.2	2.0	3.8	2.9
Cycle Q Clear(g_c), s	2.9	3.5	3.5	3.3	3.7	4.0	0.0	6.0	5.2	2.0	3.8	2.9
Prop In Lane	1.00		0.01	1.00		0.90	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	249	248	261	268	268	242	3	368	308	136	507	424
V/C Ratio(X)	0.43	0.53	0.53	0.47	0.52	0.56	0.29	0.65	0.57	0.54	0.34	0.26
Avail Cap(c_a), veh/h	830	828	871	830	828	750	709	1408	1178	709	1408	1178
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	20.9	20.9	20.3	20.5	20.6	26.0	19.4	19.0	23.2	15.4	15.0
Incr Delay (d2), s/veh	1.2	1.7	1.6	1.3	1.5	2.0	16.0	1.9	1.7	1.2	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.5	1.5	1.3	1.5	1.5	0.0	2.6	1.9	0.8	1.5	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	22.6	22.5	21.6	22.0	22.6	42.0	21.3	20.7	24.4	15.8	15.4
LnGrp LOS	C	C	C	C	C	C	D	C	C	C	B	B
Approach Vol, veh/h		376			399			414			359	
Approach Delay, s/veh		22.3			22.1			21.1			17.4	
Approach LOS		C			C			C			B	

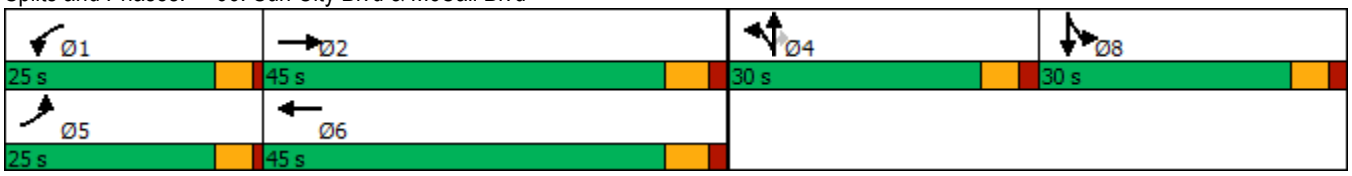
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.3	4.7	20.3		13.8	8.5	16.5				
Change Period (Y+Rc), s		6.1	4.6	6.4		6.1	4.6	6.4				
Max Green Setting (Gmax), s		23.9	20.4	38.6		23.9	20.4	38.6				
Max Q Clear Time (g_c+I1), s		5.5	2.0	5.8		6.0	4.0	8.0				
Green Ext Time (p_c), s		1.7	0.0	1.4		1.8	0.1	2.1				

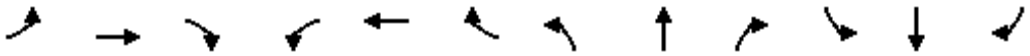
Intersection Summary												
HCM 6th Ctrl Delay			20.8									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	31	365	240	404	49	87	58
Future Volume (vph)	31	365	240	404	49	87	58
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	4		8
Permitted Phases						4	
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	13.6	13.6	13.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	6.7	16.4	20.5	34.8	8.5	8.5	9.7
Actuated g/C Ratio	0.09	0.21	0.27	0.45	0.11	0.11	0.13
v/c Ratio	0.24	0.66	0.60	0.34	0.27	0.38	0.41
Control Delay	38.6	31.7	32.2	15.6	34.9	11.1	34.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.6	31.7	32.2	15.6	34.9	11.1	34.0
LOS	D	C	C	B	C	B	C
Approach Delay		32.2		21.3	23.0		34.0
Approach LOS		C		C	C		C

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 77.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 26.2	Intersection LOS: C
Intersection Capacity Utilization 50.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 66: Sun City Blvd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	365	56	240	404	51	39	49	87	83	58	11
Future Volume (veh/h)	31	365	56	240	404	51	39	49	87	83	58	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	435	67	286	481	61	46	58	104	99	69	13
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	83	658	101	340	1134	143	190	265	198	223	191	36
Arrive On Green	0.05	0.21	0.21	0.19	0.35	0.35	0.13	0.13	0.13	0.12	0.12	0.12
Sat Flow, veh/h	1810	3136	480	1810	3219	406	1515	2114	1574	1810	1552	292
Grp Volume(v), veh/h	37	249	253	286	269	273	55	49	104	99	0	82
Grp Sat Flow(s),veh/h/ln	1810	1805	1811	1810	1805	1820	1824	1805	1574	1810	0	1844
Q Serve(g_s), s	1.2	7.8	7.9	9.4	7.0	7.1	1.7	1.5	3.8	3.1	0.0	2.5
Cycle Q Clear(g_c), s	1.2	7.8	7.9	9.4	7.0	7.1	1.7	1.5	3.8	3.1	0.0	2.5
Prop In Lane	1.00		0.27	1.00		0.22	0.83		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	83	379	380	340	636	641	229	226	198	223	0	227
V/C Ratio(X)	0.45	0.66	0.66	0.84	0.42	0.43	0.24	0.21	0.53	0.44	0.00	0.36
Avail Cap(c_a), veh/h	596	1133	1137	596	1133	1142	718	710	620	712	0	726
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	22.4	22.5	24.3	15.3	15.3	24.4	24.4	25.4	25.2	0.0	24.9
Incr Delay (d2), s/veh	1.4	1.9	2.0	2.2	0.4	0.4	0.5	0.5	2.2	1.4	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.2	3.3	3.9	2.6	2.7	0.7	0.6	1.5	1.4	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	24.4	24.5	26.5	15.7	15.7	25.0	24.8	27.5	26.6	0.0	25.9
LnGrp LOS	C	C	C	C	B	B	C	C	C	C	A	C
Approach Vol, veh/h		539			828			208			181	
Approach Delay, s/veh		24.8			19.4			26.2			26.3	
Approach LOS		C			B			C			C	

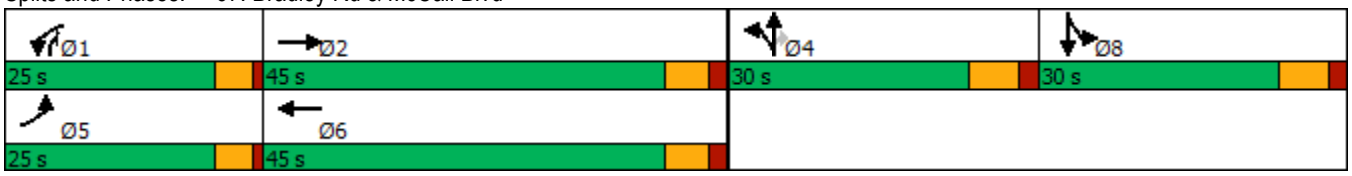
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.3	19.1		13.4	7.4	27.9		13.2				
Change Period (Y+Rc), s	4.6	6.1		5.6	4.6	6.1		5.6				
Max Green Setting (Gmax), s	20.4	38.9		24.4	20.4	38.9		24.4				
Max Q Clear Time (g_c+I1), s	11.4	9.9		5.8	3.2	9.1		5.1				
Green Ext Time (p_c), s	0.3	3.1		0.8	0.0	3.4		0.9				

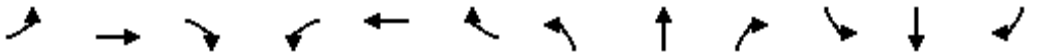
Intersection Summary		
HCM 6th Ctrl Delay		22.6
HCM 6th LOS		C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	553	472	611	54	44	415	143	51
Future Volume (vph)	6	553	472	611	54	44	415	143	51
Turn Type	Prot	NA	Prot	NA	Split	NA	pm+ov	Split	NA
Protected Phases	5	2	1	6	4	4	1	8	8
Permitted Phases							4		
Detector Phase	5	2	1	6	4	4	1	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	10.6	14.8	14.8
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	19.2%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.3	23.0	21.3	47.4	9.5	9.5	30.1	13.5	13.5
Actuated g/C Ratio	0.07	0.26	0.24	0.54	0.11	0.11	0.34	0.15	0.15
v/c Ratio	0.05	0.72	1.18	0.40	0.30	0.24	0.68	0.56	0.25
Control Delay	47.3	34.9	136.4	14.9	46.1	44.5	14.9	46.0	34.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.3	34.9	136.4	14.9	46.1	44.5	14.9	46.0	34.4
LOS	D	C	F	B	D	D	B	D	C
Approach Delay		35.0		63.9		20.7			42.3
Approach LOS		D		E		C			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 88.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 46.2	Intersection LOS: D
Intersection Capacity Utilization 72.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 67: Bradley Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	553	63	472	611	87	54	44	415	143	51	15
Future Volume (veh/h)	6	553	63	472	611	87	54	44	415	143	51	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	7	601	68	513	664	95	59	48	451	155	55	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	19	754	85	359	1327	190	409	429	683	196	153	44
Arrive On Green	0.01	0.23	0.23	0.20	0.42	0.42	0.23	0.23	0.23	0.11	0.11	0.11
Sat Flow, veh/h	1810	3269	369	1810	3170	453	1810	1900	1610	1810	1408	410
Grp Volume(v), veh/h	7	331	338	513	378	381	59	48	451	155	0	71
Grp Sat Flow(s),veh/h/ln	1810	1805	1834	1810	1805	1818	1810	1900	1610	1810	0	1818
Q Serve(g_s), s	0.4	17.8	17.8	20.4	15.8	15.8	2.7	2.1	23.0	8.6	0.0	3.7
Cycle Q Clear(g_c), s	0.4	17.8	17.8	20.4	15.8	15.8	2.7	2.1	23.0	8.6	0.0	3.7
Prop In Lane	1.00		0.20	1.00		0.25	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	19	416	423	359	756	761	409	429	683	196	0	197
V/C Ratio(X)	0.37	0.80	0.80	1.43	0.50	0.50	0.14	0.11	0.66	0.79	0.00	0.36
Avail Cap(c_a), veh/h	359	683	694	359	756	761	409	429	683	409	0	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.5	37.2	37.3	41.2	22.0	22.0	31.8	31.6	23.6	44.7	0.0	42.5
Incr Delay (d2), s/veh	4.3	3.5	3.5	208.0	0.5	0.5	0.2	0.1	2.4	7.0	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	8.1	8.2	29.6	6.5	6.6	1.2	1.0	8.5	4.1	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.8	40.7	40.8	249.1	22.5	22.5	32.0	31.7	26.0	51.6	0.0	43.6
LnGrp LOS	D	D	D	F	C	C	C	C	C	D	A	D
Approach Vol, veh/h		676			1272			558			226	
Approach Delay, s/veh		40.9			113.9			27.1			49.1	
Approach LOS		D			F			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	29.8		30.0	5.7	49.1		17.9				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		23.2				
Max Q Clear Time (g_c+I1), s	22.4	19.8		25.0	2.4	17.8		10.6				
Green Ext Time (p_c), s	0.0	3.9		0.0	0.0	4.6		0.6				

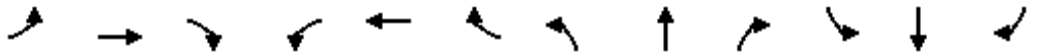
Intersection Summary			
HCM 6th Ctrl Delay		72.7	
HCM 6th LOS		E	

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	744	367	482	858	3	311
Future Volume (vph)	744	367	482	858	3	311
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		9.0	9.5	9.5	9.5
Total Split (s)	42.0		29.0	71.0	29.0	29.0
Total Split (%)	42.0%		29.0%	71.0%	29.0%	29.0%
Yellow Time (s)	4.0		3.5	4.0	4.0	4.0
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.0	4.5	4.5	4.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	C-Min	None	None
Act Effct Green (s)	33.6	100.0	36.0	73.6	17.4	17.4
Actuated g/C Ratio	0.34	1.00	0.36	0.74	0.17	0.17
v/c Ratio	0.63	0.24	0.76	0.33	0.74	0.73
Control Delay	31.1	0.4	31.2	14.4	52.5	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.1	0.4	31.2	14.4	52.5	25.3
LOS	C	A	C	B	D	C
Approach Delay	21.0			20.5	36.7	
Approach LOS	C			C	D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 61 (61%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 23.6	Intersection LOS: C
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 68: I-215 SB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	744	367	482	858	0	0	0	0	221	3	311
Future Volume (veh/h)	0	744	367	482	858	0	0	0	0	221	3	311
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	767	0	497	885	0				228	3	321
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1445		452	2492	0				392	5	354
Arrive On Green	0.00	0.40	0.00	0.50	1.00	0.00				0.22	0.22	0.22
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1787	24	1610
Grp Volume(v), veh/h	0	767	0	497	885	0				231	0	321
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1811	0	1610
Q Serve(g_s), s	0.0	16.2	0.0	25.0	0.0	0.0				11.4	0.0	19.4
Cycle Q Clear(g_c), s	0.0	16.2	0.0	25.0	0.0	0.0				11.4	0.0	19.4
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	1445		452	2492	0				398	0	354
V/C Ratio(X)	0.00	0.53		1.10	0.36	0.00				0.58	0.00	0.91
Avail Cap(c_a), veh/h	0	1445		452	2492	0				444	0	394
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.67	0.00	0.74	0.74	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.8	0.0	25.0	0.0	0.0				34.9	0.0	38.0
Incr Delay (d2), s/veh	0.0	0.9	0.0	66.3	0.3	0.0				0.7	0.0	21.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.8	0.0	15.3	0.1	0.0				5.0	0.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.8	0.0	91.3	0.3	0.0				35.6	0.0	59.7
LnGrp LOS	A	C		F	A	A				D	A	E
Approach Vol, veh/h		767			1382						552	
Approach Delay, s/veh		23.8			33.0						49.6	
Approach LOS		C			C						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	29.0	44.5		26.5		73.5
Change Period (Y+Rc), s	4.0	4.5		4.5		4.5
Max Green Setting (Gmax), s	25.0	37.5		24.5		66.5
Max Q Clear Time (g_c+I1), s	27.0	18.2		21.4		2.0
Green Ext Time (p_c), s	0.0	3.4		0.5		4.5

Intersection Summary	
HCM 6th Ctrl Delay	33.8
HCM 6th LOS	C

Notes

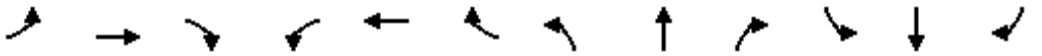
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	238	727	1106	456	4	276
Future Volume (vph)	238	727	1106	456	4	276
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	8.5	9.5	9.5		9.5	9.5
Total Split (s)	34.0	60.0	26.0		40.0	40.0
Total Split (%)	34.0%	60.0%	26.0%		40.0%	40.0%
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min		None	None
Act Effct Green (s)	17.9	71.5	50.1	100.0	19.5	19.5
Actuated g/C Ratio	0.18	0.72	0.50	1.00	0.20	0.20
v/c Ratio	0.75	0.29	0.62	0.29	0.69	0.61
Control Delay	76.2	1.6	22.5	0.5	47.0	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.2	1.6	22.5	0.5	47.0	17.4
LOS	E	A	C	A	D	B
Approach Delay		20.0	16.1		31.1	
Approach LOS		C	B		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 19.9	Intersection LOS: B
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 69: I-215 NB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	727	0	0	1106	456	234	4	276	0	0	0
Future Volume (veh/h)	238	727	0	0	1106	456	234	4	276	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	243	742	0	0	1129	0	239	4	282			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	279	2528	0	0	1846		373	6	338			
Arrive On Green	0.15	0.70	0.00	0.00	0.51	0.00	0.21	0.21	0.21			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1781	30	1610			
Grp Volume(v), veh/h	243	742	0	0	1129	0	243	0	282			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	13.1	7.8	0.0	0.0	22.2	0.0	12.2	0.0	16.8			
Cycle Q Clear(g_c), s	13.1	7.8	0.0	0.0	22.2	0.0	12.2	0.0	16.8			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	279	2528	0	0	1846		380	0	338			
V/C Ratio(X)	0.87	0.29	0.00	0.00	0.61		0.64	0.00	0.84			
Avail Cap(c_a), veh/h	552	2528	0	0	1846		643	0	572			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.73	0.73	0.00	0.00	0.44	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	41.3	5.6	0.0	0.0	17.4	0.0	36.1	0.0	37.9			
Incr Delay (d2), s/veh	2.5	0.2	0.0	0.0	0.7	0.0	1.8	0.0	5.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.9	2.5	0.0	0.0	8.8	0.0	5.5	0.0	7.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.8	5.9	0.0	0.0	18.0	0.0	37.9	0.0	43.3			
LnGrp LOS	D	A	A	A	B		D	A	D			
Approach Vol, veh/h		985			1129			525				
Approach Delay, s/veh		15.2			18.0			40.8				
Approach LOS		B			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		74.5			18.9	55.6		25.5				
Change Period (Y+Rc), s		4.5			3.5	4.5		4.5				
Max Green Setting (Gmax), s		55.5			30.5	21.5		35.5				
Max Q Clear Time (g_c+I1), s		9.8			15.1	24.2		18.8				
Green Ext Time (p_c), s		3.6			0.3	0.0		2.2				

Intersection Summary	
HCM 6th Ctrl Delay	21.5
HCM 6th LOS	C

Notes

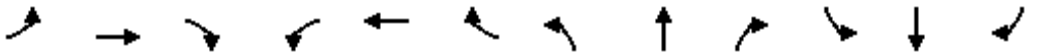
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	154	748	52	1219	179	22	50	22	17
Future Volume (vph)	154	748	52	1219	179	22	50	22	17
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases					4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	14.8	14.8	14.8
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	25.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	12.1	45.2	7.6	35.5	19.0	19.0	19.0	19.7	19.7
Actuated g/C Ratio	0.14	0.53	0.09	0.42	0.22	0.22	0.22	0.23	0.23
v/c Ratio	0.62	0.46	0.34	0.85	0.74	0.05	0.12	0.07	0.37
Control Delay	46.9	14.7	45.7	29.7	51.5	28.2	3.3	28.1	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.9	14.7	45.7	29.7	51.5	28.2	3.3	28.1	8.6
LOS	D	B	D	C	D	C	A	C	A
Approach Delay		19.6		30.3		39.8			10.7
Approach LOS		B		C		D			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 84.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 25.8	Intersection LOS: C
Intersection Capacity Utilization 83.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 70: Encanto Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	748	100	52	1219	22	179	22	50	22	17	164
Future Volume (veh/h)	154	748	100	52	1219	22	179	22	50	22	17	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	159	771	103	54	1257	23	185	23	52	23	18	169
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	197	1483	198	94	1478	27	299	512	430	436	42	395
Arrive On Green	0.11	0.46	0.46	0.05	0.41	0.41	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1810	3191	426	1810	3627	66	1209	1900	1596	1335	156	1465
Grp Volume(v), veh/h	159	436	438	54	625	655	185	23	52	23	0	187
Grp Sat Flow(s),veh/h/ln	1810	1805	1812	1810	1805	1888	1209	1900	1596	1335	0	1621
Q Serve(g_s), s	7.0	14.0	14.0	2.4	25.7	25.7	12.2	0.7	2.0	1.1	0.0	7.8
Cycle Q Clear(g_c), s	7.0	14.0	14.0	2.4	25.7	25.7	20.0	0.7	2.0	1.8	0.0	7.8
Prop In Lane	1.00		0.24	1.00		0.04	1.00		1.00	1.00		0.90
Lane Grp Cap(c), veh/h	197	839	842	94	736	769	299	512	430	436	0	437
V/C Ratio(X)	0.81	0.52	0.52	0.58	0.85	0.85	0.62	0.04	0.12	0.05	0.00	0.43
Avail Cap(c_a), veh/h	451	858	861	451	858	897	315	539	452	466	0	473
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.6	15.5	15.5	37.9	22.0	22.0	32.9	22.1	22.6	22.8	0.0	24.7
Incr Delay (d2), s/veh	2.9	0.5	0.5	2.1	7.2	7.0	3.4	0.0	0.1	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	5.3	5.4	1.0	10.7	11.2	3.7	0.3	0.7	0.3	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	16.0	16.0	40.0	29.2	29.0	36.3	22.1	22.7	22.8	0.0	25.3
LnGrp LOS	D	B	B	D	C	C	D	C	C	C	A	C
Approach Vol, veh/h		1033			1334			260			210	
Approach Delay, s/veh		19.5			29.5			32.3			25.1	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	44.1		28.9	13.5	39.5		28.9				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		* 6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		* 24				
Max Q Clear Time (g_c+I1), s	4.4	16.0		22.0	9.0	27.7		9.8				
Green Ext Time (p_c), s	0.0	5.7		0.1	0.1	5.6		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		25.8	
HCM 6th LOS		C	

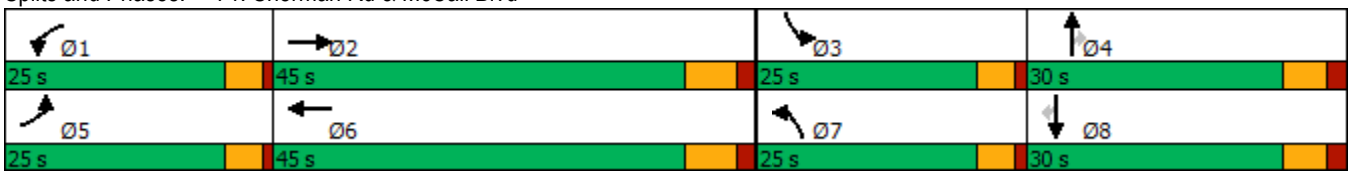
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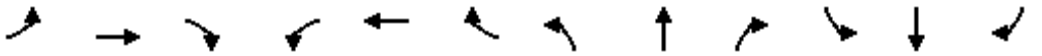
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	126	773	31	1064	93	29	19	46	16	57
Future Volume (vph)	126	773	31	1064	93	29	19	46	16	57
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4		3	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.8	10.6	16.8	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	10.8	52.2	6.7	41.6	9.2	12.2	12.2	7.2	8.1	8.1
Actuated g/C Ratio	0.13	0.61	0.08	0.48	0.11	0.14	0.14	0.08	0.09	0.09
v/c Ratio	0.58	0.38	0.23	0.66	0.50	0.11	0.06	0.31	0.09	0.24
Control Delay	47.4	13.7	44.5	22.6	47.3	37.4	0.4	45.3	40.9	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	13.7	44.5	22.6	47.3	37.4	0.4	45.3	40.9	3.0
LOS	D	B	D	C	D	D	A	D	D	A
Approach Delay		18.3		23.2		38.8			24.3	
Approach LOS		B		C		D			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 85.8	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 22.3	Intersection LOS: C
Intersection Capacity Utilization 64.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 71: Sherman Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	773	34	31	1064	53	93	29	19	46	16	57
Future Volume (veh/h)	126	773	34	31	1064	53	93	29	19	46	16	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.95	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	130	797	35	32	1097	55	96	30	20	47	16	59
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	168	1584	70	72	1391	70	133	255	206	94	214	176
Arrive On Green	0.09	0.45	0.45	0.04	0.40	0.40	0.07	0.13	0.13	0.05	0.11	0.11
Sat Flow, veh/h	1810	3517	154	1810	3497	175	1810	1900	1531	1810	1900	1561
Grp Volume(v), veh/h	130	409	423	32	566	586	96	30	20	47	16	59
Grp Sat Flow(s),veh/h/ln	1810	1805	1867	1810	1805	1868	1810	1900	1531	1810	1900	1561
Q Serve(g_s), s	4.8	11.0	11.0	1.2	18.8	18.8	3.5	0.9	0.8	1.7	0.5	2.4
Cycle Q Clear(g_c), s	4.8	11.0	11.0	1.2	18.8	18.8	3.5	0.9	0.8	1.7	0.5	2.4
Prop In Lane	1.00		0.08	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	168	813	841	72	718	743	133	255	206	94	214	176
V/C Ratio(X)	0.78	0.50	0.50	0.44	0.79	0.79	0.72	0.12	0.10	0.50	0.07	0.34
Avail Cap(c_a), veh/h	540	1009	1044	540	1009	1044	540	664	535	540	664	546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	13.3	13.3	32.1	18.1	18.1	31.0	26.0	25.9	31.5	27.1	28.0
Incr Delay (d2), s/veh	2.9	0.5	0.5	1.6	2.8	2.7	2.7	0.2	0.2	1.5	0.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	3.6	3.7	0.5	6.9	7.1	1.6	0.4	0.3	0.8	0.2	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.2	13.8	13.8	33.6	20.9	20.8	33.7	26.2	26.1	33.1	27.3	29.1
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		962			1184			146			122	
Approach Delay, s/veh		16.4			21.2			31.1			30.4	
Approach LOS		B			C			C			C	

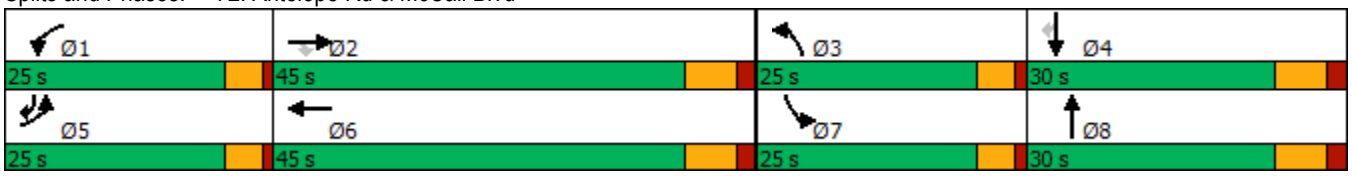
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	37.6	8.1	15.3	10.9	34.0	9.6	13.8
Change Period (Y+Rc), s	4.6	6.8	4.6	6.1	4.6	6.8	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.9	20.4	38.2	20.4	23.9
Max Q Clear Time (g_c+I1), s	3.2	13.0	3.7	2.9	6.8	20.8	5.5	4.4
Green Ext Time (p_c), s	0.0	4.8	0.0	0.1	0.1	6.4	0.1	0.2

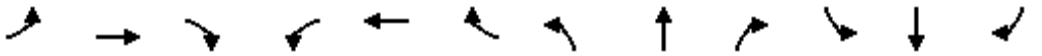
Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	74	782	16	46	952	51	15	22	2	85
Future Volume (vph)	74	782	16	46	952	51	15	22	2	85
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8	7	4	5
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	5
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	16.8	16.8	10.6	16.8	10.6	14.8	10.6	14.8	10.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0	25.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%	20.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	6.8	4.6	6.8	4.6	6.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	8.1	41.0	41.0	7.1	35.1	10.3	8.6	6.4	8.2	17.2
Actuated g/C Ratio	0.11	0.55	0.55	0.10	0.47	0.14	0.12	0.09	0.11	0.23
v/c Ratio	0.41	0.42	0.02	0.29	0.64	0.22	0.39	0.15	0.01	0.20
Control Delay	39.6	12.8	0.1	38.8	18.0	32.5	15.9	38.1	35.5	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.6	12.8	0.1	38.8	18.0	32.5	15.9	38.1	35.5	7.9
LOS	D	B	A	D	B	C	B	D	D	A
Approach Delay		14.8			18.9		21.4		14.4	
Approach LOS		B			B		C		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 74.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 17.3	Intersection LOS: B
Intersection Capacity Utilization 58.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 72: Antelope Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	782	16	46	952	68	51	15	86	22	2	85
Future Volume (veh/h)	74	782	16	46	952	68	51	15	86	22	2	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	79	832	17	49	1013	72	54	16	91	23	2	90
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	127	1495	667	98	1361	97	104	36	207	57	231	309
Arrive On Green	0.07	0.41	0.41	0.05	0.40	0.40	0.06	0.15	0.15	0.03	0.12	0.12
Sat Flow, veh/h	1810	3610	1610	1810	3418	243	1810	246	1401	1810	1900	1610
Grp Volume(v), veh/h	79	832	17	49	535	550	54	0	107	23	2	90
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1856	1810	0	1648	1810	1900	1610
Q Serve(g_s), s	2.7	11.3	0.4	1.7	16.4	16.4	1.9	0.0	3.8	0.8	0.1	3.1
Cycle Q Clear(g_c), s	2.7	11.3	0.4	1.7	16.4	16.4	1.9	0.0	3.8	0.8	0.1	3.1
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	127	1495	667	98	719	739	104	0	243	57	231	309
V/C Ratio(X)	0.62	0.56	0.03	0.50	0.74	0.74	0.52	0.00	0.44	0.40	0.01	0.29
Avail Cap(c_a), veh/h	571	2132	951	571	1066	1096	571	0	591	571	682	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	14.4	11.2	29.7	16.6	16.6	29.6	0.0	25.1	30.7	25.0	22.4
Incr Delay (d2), s/veh	1.8	0.3	0.0	1.5	1.6	1.5	1.5	0.0	1.2	1.7	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.7	0.1	0.8	6.3	6.5	0.8	0.0	1.5	0.4	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	14.7	11.2	31.2	18.2	18.2	31.1	0.0	26.4	32.4	25.0	22.9
LnGrp LOS	C	B	B	C	B	B	C	A	C	C	C	C
Approach Vol, veh/h		928			1134			161			115	
Approach Delay, s/veh		16.1			18.8			28.0			24.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	33.6	8.3	14.7	9.1	32.5	6.6	16.3
Change Period (Y+Rc), s	4.6	6.8	4.6	6.8	4.6	6.8	4.6	6.8
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.2	20.4	38.2	20.4	23.2
Max Q Clear Time (g_c+I1), s	3.7	13.3	3.9	5.1	4.7	18.4	2.8	5.8
Green Ext Time (p_c), s	0.0	5.5	0.0	0.2	0.1	7.4	0.0	0.5

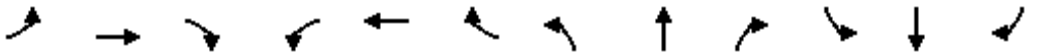
Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	204	752	2	929	162	6	6	73	1	194
Future Volume (vph)	204	752	2	929	162	6	6	73	1	194
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases					6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	8.0	8.0	21.0	21.0	21.0
Minimum Split (s)	10.6	17.2	10.6	17.2	17.2	13.6	13.6	26.6	26.6	26.6
Total Split (s)	40.0	60.0	25.0	45.0	45.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	32.0%	48.0%	20.0%	36.0%	36.0%	32.0%	32.0%	32.0%	32.0%	32.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2		5.6		5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	16.2	56.7	6.0	37.8	37.8		21.0		21.0	21.0
Actuated g/C Ratio	0.18	0.61	0.06	0.41	0.41		0.23		0.23	0.23
v/c Ratio	0.74	0.74	0.02	0.72	0.26		0.05		0.28	0.42
Control Delay	50.7	18.7	43.0	27.1	10.0		23.7		33.8	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	50.7	18.7	43.0	27.1	10.0		23.7		33.8	7.2
LOS	D	B	D	C	B		C		C	A
Approach Delay		25.5		24.6			23.7		14.5	
Approach LOS		C		C			C		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 92.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 23.8	Intersection LOS: C
Intersection Capacity Utilization 76.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	752	2	2	929	162	6	6	6	73	1	194
Future Volume (veh/h)	204	752	2	2	929	162	6	6	6	73	1	194
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	234	864	2	2	1068	186	7	7	7	84	1	223
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	277	1018	2	6	1400	625	159	158	130	440	5	402
Arrive On Green	0.15	0.54	0.54	0.00	0.39	0.39	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	1895	4	1810	3610	1610	405	629	517	1410	19	1602
Grp Volume(v), veh/h	234	0	866	2	1068	186	21	0	0	85	0	223
Grp Sat Flow(s),veh/h/ln	1810	0	1899	1810	1805	1610	1550	0	0	1429	0	1602
Q Serve(g_s), s	10.5	0.0	32.4	0.1	21.5	6.7	0.0	0.0	0.0	3.0	0.0	10.1
Cycle Q Clear(g_c), s	10.5	0.0	32.4	0.1	21.5	6.7	0.7	0.0	0.0	3.8	0.0	10.1
Prop In Lane	1.00		0.00	1.00		1.00	0.33		0.33	0.99		1.00
Lane Grp Cap(c), veh/h	277	0	1021	6	1400	625	447	0	0	444	0	402
V/C Ratio(X)	0.85	0.00	0.85	0.34	0.76	0.30	0.05	0.00	0.00	0.19	0.00	0.55
Avail Cap(c_a), veh/h	766	0	1200	442	1633	728	687	0	0	672	0	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.4	0.0	16.4	41.6	22.2	17.7	23.7	0.0	0.0	24.8	0.0	27.2
Incr Delay (d2), s/veh	2.8	0.0	5.6	12.1	2.1	0.4	0.0	0.0	0.0	0.2	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	14.1	0.1	9.0	2.4	0.3	0.0	0.0	1.3	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.2	0.0	22.0	53.7	24.4	18.1	23.8	0.0	0.0	25.0	0.0	28.4
LnGrp LOS	D	A	C	D	C	B	C	A	A	C	A	C
Approach Vol, veh/h		1100			1256			21			308	
Approach Delay, s/veh		25.3			23.5			23.8			27.5	
Approach LOS		C			C			C			C	

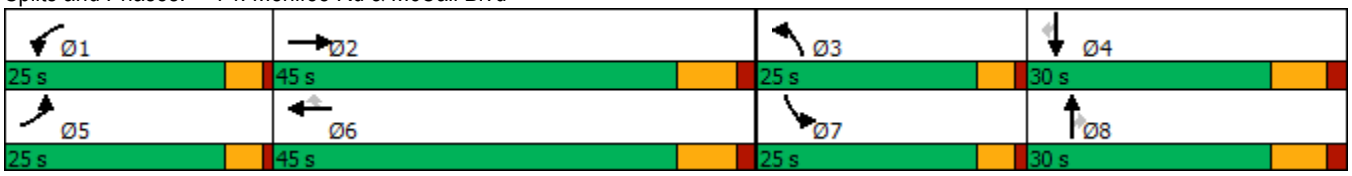
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	52.1		26.6	17.4	39.6		26.6				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	52.8		34.4	35.4	37.8		34.4				
Max Q Clear Time (g_c+I1), s	2.1	34.4		12.1	12.5	23.5		2.7				
Green Ext Time (p_c), s	0.0	8.6		1.2	0.3	8.9		0.1				

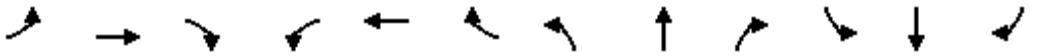
Intersection Summary			
HCM 6th Ctrl Delay		24.7	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	143	391	48	582	181	350	307	54	176	273	160
Future Volume (vph)	143	391	48	582	181	350	307	54	176	273	160
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.5	10.6	17.5	17.5	10.6	15.2	15.2	10.6	15.2	15.2
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	9.4	32.6	6.6	27.2	27.2	20.8	20.5	20.5	15.7	15.4	15.4
Actuated g/C Ratio	0.10	0.34	0.07	0.28	0.28	0.21	0.21	0.21	0.16	0.16	0.16
v/c Ratio	0.51	0.67	0.24	0.69	0.36	1.09	0.49	0.15	0.73	0.58	0.46
Control Delay	49.3	25.8	49.8	35.5	5.7	112.0	38.7	1.0	55.4	43.1	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.3	25.8	49.8	35.5	5.7	112.0	38.7	1.0	55.4	43.1	9.7
LOS	D	C	D	D	A	F	D	A	E	D	A
Approach Delay		29.9		29.7			71.9			37.9	
Approach LOS		C		C			E			D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 97.1	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 41.6	Intersection LOS: D
Intersection Capacity Utilization 72.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	391	297	48	582	181	350	307	54	176	273	160
Future Volume (veh/h)	143	391	297	48	582	181	350	307	54	176	273	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	172	471	358	58	701	218	422	370	65	212	329	193
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	252	586	444	179	1007	449	408	892	398	250	575	257
Arrive On Green	0.07	0.30	0.30	0.05	0.28	0.28	0.23	0.25	0.25	0.14	0.16	0.16
Sat Flow, veh/h	3510	1956	1482	3510	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	172	435	394	58	701	218	422	370	65	212	329	193
Grp Sat Flow(s),veh/h/ln	1755	1805	1633	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	4.3	20.1	20.2	1.4	15.7	10.2	20.4	7.8	2.9	10.3	7.6	10.3
Cycle Q Clear(g_c), s	4.3	20.1	20.2	1.4	15.7	10.2	20.4	7.8	2.9	10.3	7.6	10.3
Prop In Lane	1.00		0.91	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	252	541	489	179	1007	449	408	892	398	250	575	257
V/C Ratio(X)	0.68	0.80	0.81	0.32	0.70	0.49	1.03	0.41	0.16	0.85	0.57	0.75
Avail Cap(c_a), veh/h	792	749	677	792	1497	668	408	910	406	408	910	406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	29.2	29.2	41.4	29.2	27.2	35.0	28.5	26.7	38.0	35.1	36.3
Incr Delay (d2), s/veh	1.2	4.4	5.0	0.4	0.9	0.8	53.4	0.3	0.2	4.4	0.9	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	9.1	8.3	0.6	6.7	3.9	14.8	3.3	1.1	4.8	3.4	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	33.6	34.2	41.8	30.0	28.0	88.4	28.9	26.9	42.5	36.0	40.7
LnGrp LOS	D	C	C	D	C	C	F	C	C	D	D	D
Approach Vol, veh/h		1001			977			857			734	
Approach Delay, s/veh		35.3			30.3			58.0			39.1	
Approach LOS		D			C			E			D	

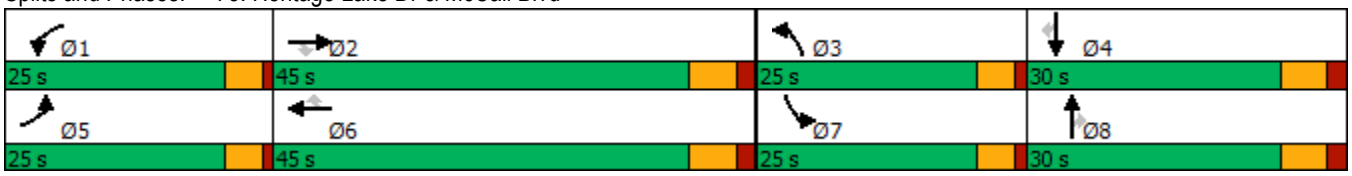
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	34.6	25.0	21.6	11.1	32.7	17.1	29.5
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	22.8	20.4	37.5	20.4	22.8
Max Q Clear Time (g_c+I1), s	3.4	22.2	22.4	12.3	6.3	17.7	12.3	9.8
Green Ext Time (p_c), s	0.1	4.9	0.0	2.1	0.2	5.6	0.2	2.1

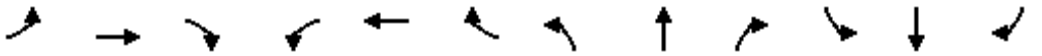
Intersection Summary	
HCM 6th Ctrl Delay	40.2
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	399	135	32	517	111	222	174	50	33	105	73
Future Volume (vph)	88	399	135	32	517	111	222	174	50	33	105	73
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.0	20.2	20.2	6.9	15.8	15.8	15.7	25.2	25.2	6.9	10.8	10.8
Actuated g/C Ratio	0.13	0.28	0.28	0.10	0.22	0.22	0.22	0.35	0.35	0.10	0.15	0.15
v/c Ratio	0.43	0.30	0.27	0.20	0.50	0.28	0.61	0.28	0.09	0.21	0.40	0.24
Control Delay	39.2	22.1	6.1	38.6	27.4	7.6	35.2	23.0	0.6	38.7	36.3	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.2	22.1	6.1	38.6	27.4	7.6	35.2	23.0	0.6	38.7	36.3	5.4
LOS	D	C	A	D	C	A	D	C	A	D	D	A
Approach Delay		21.1			24.6			26.6			25.9	
Approach LOS		C			C			C			C	

Intersection Summary		
Cycle Length: 125		
Actuated Cycle Length: 71.3		
Natural Cycle: 60		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.61		
Intersection Signal Delay: 24.1	Intersection LOS: C	
Intersection Capacity Utilization 52.3%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 75: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	399	135	32	517	111	222	174	50	33	105	73
Future Volume (veh/h)	88	399	135	32	517	111	222	174	50	33	105	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		0.94	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	97	438	148	35	568	122	244	191	55	36	115	80
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	1321	392	81	1122	344	301	500	397	83	270	225
Arrive On Green	0.08	0.25	0.25	0.04	0.22	0.22	0.17	0.26	0.26	0.05	0.14	0.14
Sat Flow, veh/h	1810	5187	1539	1810	5187	1592	1810	1900	1510	1810	1900	1578
Grp Volume(v), veh/h	97	438	148	35	568	122	244	191	55	36	115	80
Grp Sat Flow(s),veh/h/ln	1810	1729	1539	1810	1729	1592	1810	1900	1510	1810	1900	1578
Q Serve(g_s), s	2.9	3.9	4.5	1.1	5.4	3.7	7.3	4.6	1.6	1.1	3.1	2.6
Cycle Q Clear(g_c), s	2.9	3.9	4.5	1.1	5.4	3.7	7.3	4.6	1.6	1.1	3.1	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	1321	392	81	1122	344	301	500	397	83	270	225
V/C Ratio(X)	0.64	0.33	0.38	0.43	0.51	0.35	0.81	0.38	0.14	0.43	0.43	0.36
Avail Cap(c_a), veh/h	657	3564	1058	657	3564	1093	657	798	634	657	798	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	17.0	17.3	26.1	19.4	18.7	22.6	17.0	15.8	26.1	22.0	21.8
Incr Delay (d2), s/veh	1.7	0.1	0.6	1.3	0.4	0.6	2.0	0.5	0.2	1.3	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.4	1.5	0.5	2.0	1.3	3.0	1.9	0.5	0.5	1.4	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	17.2	17.9	27.5	19.7	19.3	24.6	17.4	16.0	27.4	23.1	22.7
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	C	C
Approach Vol, veh/h		683			725			490			231	
Approach Delay, s/veh		18.7			20.0			20.8			23.6	
Approach LOS		B			C			C			C	

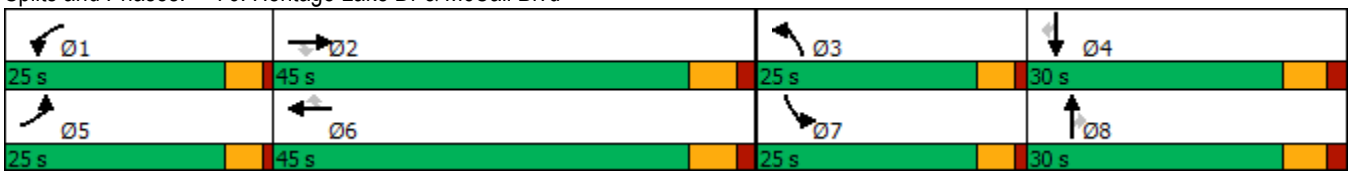
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	20.7	14.0	14.4	9.3	18.6	7.2	21.2
Change Period (Y+Rc), s	4.6	6.4	4.6	6.4	4.6	6.4	4.6	6.4
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.6	20.4	38.6	20.4	23.6
Max Q Clear Time (g_c+I1), s	3.1	6.5	9.3	5.1	4.9	7.4	3.1	6.6
Green Ext Time (p_c), s	0.0	3.8	0.3	0.8	0.1	4.7	0.0	1.1

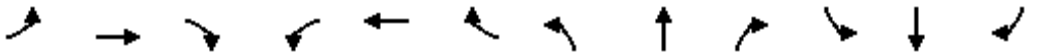
Intersection Summary	
HCM 6th Ctrl Delay	20.2
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	290	189	75	336	36	212	114	93	54	118	39
Future Volume (vph)	20	290	189	75	336	36	212	114	93	54	118	39
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	6.6	13.5	13.5	9.2	20.4	20.4	20.2	27.2	27.2	8.1	12.2	12.2
Actuated g/C Ratio	0.09	0.18	0.18	0.12	0.27	0.27	0.27	0.37	0.37	0.11	0.16	0.16
v/c Ratio	0.17	0.42	0.51	0.47	0.32	0.10	0.59	0.22	0.19	0.38	0.52	0.15
Control Delay	39.1	30.0	8.3	40.7	23.3	0.4	33.0	22.3	5.6	40.2	37.3	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.1	30.0	8.3	40.7	23.3	0.4	33.0	22.3	5.6	40.2	37.3	1.0
LOS	D	C	A	D	C	A	C	C	A	D	D	A
Approach Delay		22.1			24.4			24.0			31.4	
Approach LOS		C			C			C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 74.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 24.5	Intersection LOS: C
Intersection Capacity Utilization 46.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 76: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	290	189	75	336	36	212	114	93	54	118	39
Future Volume (veh/h)	20	290	189	75	336	36	212	114	93	54	118	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	397	259	103	460	49	290	156	127	74	162	53
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	65	1247	387	147	1481	459	345	478	398	127	249	206
Arrive On Green	0.04	0.24	0.24	0.08	0.29	0.29	0.19	0.25	0.25	0.07	0.13	0.13
Sat Flow, veh/h	1810	5187	1610	1810	5187	1607	1810	1900	1582	1810	1900	1568
Grp Volume(v), veh/h	27	397	259	103	460	49	290	156	127	74	162	53
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1607	1810	1900	1582	1810	1900	1568
Q Serve(g_s), s	0.9	3.8	8.9	3.4	4.2	1.4	9.4	4.1	4.0	2.4	4.9	1.9
Cycle Q Clear(g_c), s	0.9	3.8	8.9	3.4	4.2	1.4	9.4	4.1	4.0	2.4	4.9	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	65	1247	387	147	1481	459	345	478	398	127	249	206
V/C Ratio(X)	0.41	0.32	0.67	0.70	0.31	0.11	0.84	0.33	0.32	0.58	0.65	0.26
Avail Cap(c_a), veh/h	606	3286	1020	606	3286	1018	606	745	621	606	745	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	19.0	20.9	27.3	17.1	16.0	23.8	18.6	18.5	27.5	25.1	23.8
Incr Delay (d2), s/veh	1.5	0.1	2.0	2.3	0.1	0.1	2.1	0.4	0.5	1.6	2.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.4	3.3	1.5	1.6	0.5	3.9	1.7	1.4	1.0	2.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.3	19.2	22.9	29.5	17.2	16.1	25.9	19.0	19.0	29.0	28.0	24.4
LnGrp LOS	C	B	C	C	B	B	C	B	B	C	C	C
Approach Vol, veh/h		683			612			573			289	
Approach Delay, s/veh		21.0			19.2			22.5			27.6	
Approach LOS		C			B			C			C	

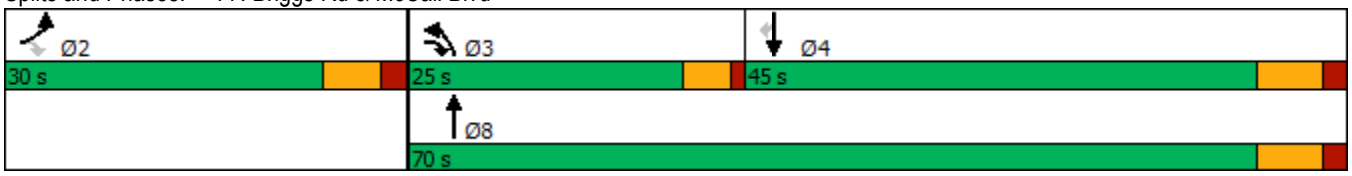
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	21.1	16.2	14.1	6.8	23.8	8.9	21.4
Change Period (Y+Rc), s	4.6	6.4	4.6	6.1	4.6	6.4	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.9	20.4	38.6	20.4	23.9
Max Q Clear Time (g_c+I1), s	5.4	10.9	11.4	6.9	2.9	6.2	4.4	6.1
Green Ext Time (p_c), s	0.1	3.8	0.3	0.9	0.0	3.6	0.1	1.2

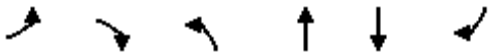
Intersection Summary	
HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	328	109	92	403	350	342
Future Volume (vph)	328	109	92	403	350	342
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	25.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	25.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	23.8	37.2	7.0	28.9	17.3	17.3
Actuated g/C Ratio	0.36	0.56	0.11	0.44	0.26	0.26
v/c Ratio	0.68	0.09	0.33	0.65	0.50	0.61
Control Delay	26.5	1.9	31.2	18.5	22.4	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	1.9	31.2	18.5	22.4	6.0
LOS	C	A	C	B	C	A
Approach Delay	20.3			20.9	14.3	
Approach LOS	C			C	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 66	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 17.9	Intersection LOS: B
Intersection Capacity Utilization 50.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	328	109	92	403	350	342
Future Volume (veh/h)	328	109	92	403	350	342
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	443	147	124	545	473	462
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	500	1019	292	985	1313	585
Arrive On Green	0.28	0.28	0.08	0.52	0.36	0.36
Sat Flow, veh/h	1810	2834	3510	1900	3705	1608
Grp Volume(v), veh/h	443	147	124	545	473	462
Grp Sat Flow(s),veh/h/ln	1810	1417	1755	1900	1805	1608
Q Serve(g_s), s	15.1	2.3	2.2	12.5	6.2	16.5
Cycle Q Clear(g_c), s	15.1	2.3	2.2	12.5	6.2	16.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	500	1019	292	985	1313	585
V/C Ratio(X)	0.89	0.14	0.43	0.55	0.36	0.79
Avail Cap(c_a), veh/h	664	1275	1113	1867	2144	955
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	13.9	28.0	10.5	15.0	18.3
Incr Delay (d2), s/veh	9.2	0.0	0.4	0.5	0.2	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	0.7	0.9	4.5	2.3	5.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.5	13.9	28.4	10.9	15.1	20.7
LnGrp LOS	C	B	C	B	B	C
Approach Vol, veh/h	590			669	935	
Approach Delay, s/veh	27.1			14.2	17.9	
Approach LOS	C			B	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		24.2	9.9	30.2		40.1
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s		17.1	4.2	18.5		14.5
Green Ext Time (p_c), s		0.7	0.2	4.9		4.1

Intersection Summary	
HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	73	637	70	548
Future Volume (vph)	73	637	70	548
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	8.0	10.0	6.0	10.0
Minimum Split (s)	13.6	17.5	10.6	17.5
Total Split (s)	30.0	45.0	25.0	70.0
Total Split (%)	30.0%	45.0%	25.0%	70.0%
Yellow Time (s)	3.6	5.5	3.6	5.5
All-Red Time (s)	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	7.5	4.6	7.5
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	11.6	22.6	8.0	32.4
Actuated g/C Ratio	0.20	0.39	0.14	0.56
v/c Ratio	0.52	0.58	0.34	0.33
Control Delay	21.8	17.1	30.3	7.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	21.8	17.1	30.3	7.2
LOS	C	B	C	A
Approach Delay	21.8	17.1		9.8
Approach LOS	C	B		A

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 57.8	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 14.5	Intersection LOS: B
Intersection Capacity Utilization 48.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 78: Menifee Rd & Coastline Ave





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	73	96	637	32	70	548
Future Volume (veh/h)	73	96	637	32	70	548
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	117	777	39	85	668
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	120	157	1241	62	158	1966
Arrive On Green	0.16	0.16	0.36	0.36	0.09	0.54
Sat Flow, veh/h	727	956	3592	175	1810	3705
Grp Volume(v), veh/h	207	0	401	415	85	668
Grp Sat Flow(s),veh/h/ln	1692	0	1805	1868	1810	1805
Q Serve(g_s), s	5.2	0.0	8.3	8.3	2.0	4.7
Cycle Q Clear(g_c), s	5.2	0.0	8.3	8.3	2.0	4.7
Prop In Lane	0.43	0.57		0.09	1.00	
Lane Grp Cap(c), veh/h	278	0	641	663	158	1966
V/C Ratio(X)	0.74	0.00	0.63	0.63	0.54	0.34
Avail Cap(c_a), veh/h	917	0	1504	1556	820	5014
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	0.0	12.0	12.0	19.7	5.7
Incr Delay (d2), s/veh	3.9	0.0	1.0	1.0	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	2.9	2.9	0.8	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.8	0.0	13.0	13.0	20.7	5.8
LnGrp LOS	C	A	B	B	C	A
Approach Vol, veh/h	207		816			753
Approach Delay, s/veh	21.8		13.0			7.5
Approach LOS	C		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.5	23.5			32.0	13.0
Change Period (Y+Rc), s	4.6	7.5			7.5	5.6
Max Green Setting (Gmax), s	20.4	37.5			62.5	24.4
Max Q Clear Time (g_c+I1), s	4.0	10.3			6.7	7.2
Green Ext Time (p_c), s	0.1	5.7			5.4	0.6

Intersection Summary		
HCM 6th Ctrl Delay	11.7	
HCM 6th LOS	B	

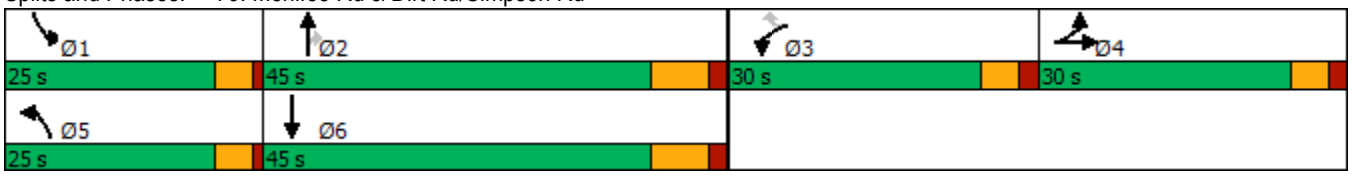
Notes

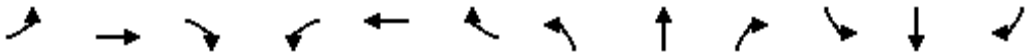
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4	Ø5
Lane Configurations								
Traffic Volume (vph)	185	201	468	117	168	454		
Future Volume (vph)	185	201	468	117	168	454		
Turn Type	Prot	Perm	NA	Perm	Prot	NA		
Protected Phases	3		2		1	6	4	5
Permitted Phases		3		2				
Detector Phase	3	3	2	2	1	6		
Switch Phase								
Minimum Initial (s)	8.0	8.0	10.0	10.0	6.0	10.0	8.0	6.0
Minimum Split (s)	13.6	13.6	17.5	17.5	10.6	17.5	13.6	10.6
Total Split (s)	30.0	30.0	45.0	45.0	25.0	45.0	30.0	25.0
Total Split (%)	23.1%	23.1%	34.6%	34.6%	19.2%	34.6%	23%	19%
Yellow Time (s)	3.6	3.6	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.6	5.6	7.5	7.5	4.6	7.5		
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	Min	None	Min	None	None
Act Effct Green (s)	14.0	14.0	19.3	19.3	12.5	36.6		
Actuated g/C Ratio	0.22	0.22	0.30	0.30	0.19	0.57		
v/c Ratio	0.53	0.43	0.49	0.23	0.55	0.25		
Control Delay	29.6	6.7	21.1	5.4	31.7	7.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	29.6	6.7	21.1	5.4	31.7	7.4		
LOS	C	A	C	A	C	A		
Approach Delay			17.9			14.0		
Approach LOS			B			B		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 64.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 16.3	Intersection LOS: B
Intersection Capacity Utilization 45.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 79: Menifee Rd & Dirt Rd/Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	185	0	201	0	468	117	168	454	0
Future Volume (veh/h)	0	0	0	185	0	201	0	468	117	168	454	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	210	0	228	0	532	133	191	516	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	7	0	0	0	0	6	1458	650	299	2646	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.40	0.17	0.73	0.00
Sat Flow, veh/h	0	1900	0		0		1810	3610	1609	1810	3705	0
Grp Volume(v), veh/h	0	0	0		0.0		0	532	133	191	516	0
Grp Sat Flow(s),veh/h/ln	0	1900	0				1810	1805	1609	1810	1805	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	2.9	1.5	2.8	1.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	2.9	1.5	2.8	1.3	0.0
Prop In Lane	0.00		0.00				1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	7	0				6	1458	650	299	2646	0
V/C Ratio(X)	0.00	0.00	0.00				0.00	0.36	0.20	0.64	0.19	0.00
Avail Cap(c_a), veh/h	0	1650	0				1314	4819	2148	1314	4819	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	5.9	5.4	10.9	1.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	0.2	0.2	0.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0				0.0	0.6	0.3	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0				0.0	6.1	5.7	11.8	1.2	0.0
LnGrp LOS	A	A	A				A	A	A	B	A	A
Approach Vol, veh/h		0						665			707	
Approach Delay, s/veh		0.0						6.0			4.1	
Approach LOS								A			A	

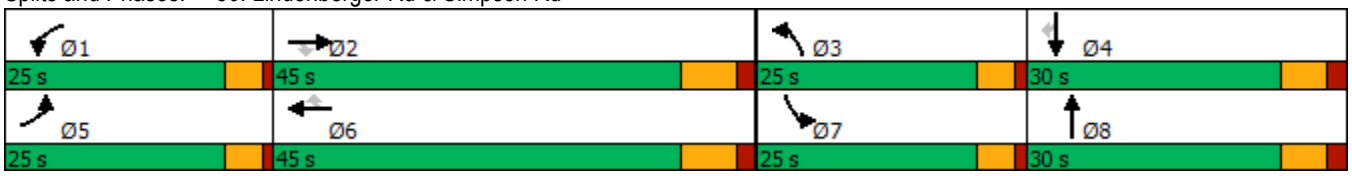
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	9.2	18.8		0.0	0.0	28.1						
Change Period (Y+Rc), s	4.6	7.5		5.6	4.6	7.5						
Max Green Setting (Gmax), s	20.4	37.5		24.4	20.4	37.5						
Max Q Clear Time (g_c+I1), s	4.8	4.9		0.0	0.0	3.3						
Green Ext Time (p_c), s	0.2	6.4		0.0	0.0	5.5						

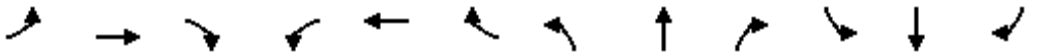
Intersection Summary			
HCM 6th Ctrl Delay		5.0	
HCM 6th LOS		A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	55	212	35	108	242	44	67	107	67	139	71
Future Volume (vph)	55	212	35	108	242	44	67	107	67	139	71
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.2	17.2	10.6	17.2	17.2	10.6	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	8.3	16.5	16.5	10.5	18.6	18.6	8.9	12.9	8.9	12.9	12.9
Actuated g/C Ratio	0.13	0.25	0.25	0.16	0.28	0.28	0.13	0.20	0.13	0.20	0.20
v/c Ratio	0.29	0.54	0.09	0.45	0.29	0.10	0.33	0.41	0.33	0.45	0.21
Control Delay	36.5	30.2	0.4	36.1	21.9	0.5	36.3	13.7	36.3	32.9	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.5	30.2	0.4	36.1	21.9	0.5	36.3	13.7	36.3	32.9	4.5
LOS	D	C	A	D	C	A	D	B	D	C	A
Approach Delay		27.9			23.4			18.2		26.4	
Approach LOS		C			C			B		C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 66	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 23.7	Intersection LOS: C
Intersection Capacity Utilization 49.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 80: Lindenberger Rd & Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	212	35	108	242	44	67	107	162	67	139	71
Future Volume (veh/h)	55	212	35	108	242	44	67	107	162	67	139	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	255	42	130	292	53	81	129	195	81	167	86
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	372	314	177	803	358	144	339	293	144	357	302
Arrive On Green	0.07	0.20	0.20	0.10	0.22	0.22	0.08	0.19	0.19	0.08	0.19	0.19
Sat Flow, veh/h	1810	1900	1605	1810	3610	1608	1810	1805	1562	1810	1900	1608
Grp Volume(v), veh/h	66	255	42	130	292	53	81	129	195	81	167	86
Grp Sat Flow(s),veh/h/ln	1810	1900	1605	1810	1805	1608	1810	1805	1562	1810	1900	1608
Q Serve(g_s), s	1.8	6.5	1.1	3.6	3.6	1.4	2.2	3.2	6.0	2.2	4.1	2.4
Cycle Q Clear(g_c), s	1.8	6.5	1.1	3.6	3.6	1.4	2.2	3.2	6.0	2.2	4.1	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	372	314	177	803	358	144	339	293	144	357	302
V/C Ratio(X)	0.51	0.69	0.13	0.73	0.36	0.15	0.56	0.38	0.66	0.56	0.47	0.28
Avail Cap(c_a), veh/h	711	1383	1169	711	2628	1171	711	820	710	711	864	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	19.4	17.3	22.8	17.1	16.2	23.0	18.4	19.6	23.0	18.8	18.1
Incr Delay (d2), s/veh	1.2	2.3	0.2	2.2	0.3	0.2	1.3	0.7	2.6	1.3	1.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.8	0.4	1.5	1.4	0.5	0.9	1.3	2.2	0.9	1.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	21.7	17.4	25.0	17.4	16.4	24.3	19.1	22.1	24.3	19.7	18.6
LnGrp LOS	C	C	B	C	B	B	C	B	C	C	B	B
Approach Vol, veh/h		363			475			405			334	
Approach Delay, s/veh		21.7			19.3			21.6			20.5	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	17.4	8.7	16.2	8.3	18.7	8.7	16.2
Change Period (Y+Rc), s	4.6	7.2	4.6	6.4	4.6	7.2	4.6	6.4
Max Green Setting (Gmax), s	20.4	37.8	20.4	23.6	20.4	37.8	20.4	23.6
Max Q Clear Time (g_c+I1), s	5.6	8.5	4.2	6.1	3.8	5.6	4.2	8.0
Green Ext Time (p_c), s	0.1	1.7	0.1	1.1	0.1	2.2	0.1	1.7

Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	173.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	179	268	51	93	238	66	55	244	125	102	192	151
Future Vol, veh/h	179	268	51	93	238	66	55	244	125	102	192	151
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	229	344	65	119	305	85	71	313	160	131	246	194
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	0

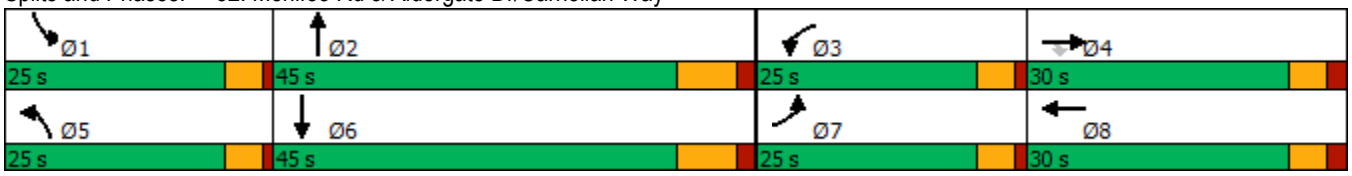
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	86.9	244.3	277.9	107.5
HCM LOS	F	F	F	F

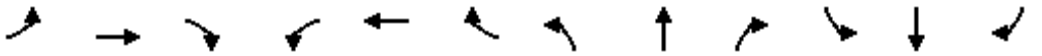
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	13%	100%	0%	23%	100%	0%
Vol Thru, %	58%	0%	84%	60%	0%	56%
Vol Right, %	29%	0%	16%	17%	0%	44%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	424	179	319	397	102	343
LT Vol	55	179	0	93	102	0
Through Vol	244	0	268	238	0	192
RT Vol	125	0	51	66	0	151
Lane Flow Rate	544	229	409	509	131	440
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	1.516	0.65	1.089	1.433	0.37	1.147
Departure Headway (Hd)	11.881	12.914	12.262	12.187	12.745	11.885
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	310	282	299	305	285	308
Service Time	9.881	10.614	9.962	10.187	10.445	9.585
HCM Lane V/C Ratio	1.755	0.812	1.368	1.669	0.46	1.429
HCM Control Delay	277.9	36.8	115	244.3	22.7	132.7
HCM Lane LOS	F	E	F	F	C	F
HCM 95th-tile Q	26.1	4.2	12.7	22.9	1.6	14.5

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	27	3	17	164	5	31	421	139	525
Future Volume (vph)	27	3	17	164	5	31	421	139	525
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	13.6	13.6	10.6	13.6	10.6	17.5	10.6	17.5
Total Split (s)	25.0	30.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	5.6	4.6	5.6	4.6	7.5	4.6	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.2	8.8	8.8	15.2	12.4	7.3	20.2	12.4	31.7
Actuated g/C Ratio	0.10	0.12	0.12	0.22	0.18	0.10	0.29	0.18	0.45
v/c Ratio	0.18	0.02	0.07	0.52	0.42	0.20	0.62	0.54	0.42
Control Delay	40.2	39.0	0.5	33.8	9.8	40.1	25.8	37.5	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.2	39.0	0.5	33.8	9.8	40.1	25.8	37.5	17.2
LOS	D	D	A	C	A	D	C	D	B
Approach Delay		25.7			22.7		26.6		21.3
Approach LOS		C			C		C		C

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 70.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 23.5	Intersection LOS: C
Intersection Capacity Utilization 57.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 82: Menifee Rd & Aldergate Dr/Carnelian Way





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	3	17	164	5	136	31	421	86	139	525	26
Future Volume (veh/h)	27	3	17	164	5	136	31	421	86	139	525	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.97	1.00		0.91	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	33	4	21	202	6	168	38	520	106	172	648	32
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	76	238	181	252	12	339	84	761	154	219	1166	58
Arrive On Green	0.04	0.13	0.13	0.14	0.22	0.22	0.05	0.26	0.26	0.12	0.33	0.33
Sat Flow, veh/h	1810	1900	1444	1810	54	1522	1810	2934	594	1810	3494	172
Grp Volume(v), veh/h	33	4	21	202	0	174	38	318	308	172	334	346
Grp Sat Flow(s),veh/h/ln	1810	1900	1444	1810	0	1576	1810	1805	1723	1810	1805	1861
Q Serve(g_s), s	1.1	0.1	0.8	6.8	0.0	6.0	1.3	10.0	10.1	5.8	9.5	9.5
Cycle Q Clear(g_c), s	1.1	0.1	0.8	6.8	0.0	6.0	1.3	10.0	10.1	5.8	9.5	9.5
Prop In Lane	1.00		1.00	1.00		0.97	1.00		0.34	1.00		0.09
Lane Grp Cap(c), veh/h	76	238	181	252	0	351	84	468	447	219	602	621
V/C Ratio(X)	0.44	0.02	0.12	0.80	0.00	0.50	0.45	0.68	0.69	0.79	0.56	0.56
Avail Cap(c_a), veh/h	589	739	562	589	0	613	589	1079	1030	589	1079	1113
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.3	24.0	24.4	26.2	0.0	21.3	29.1	20.9	21.0	26.8	17.1	17.1
Incr Delay (d2), s/veh	1.5	0.0	0.3	2.3	0.0	1.1	1.4	1.7	1.9	2.4	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.3	2.9	0.0	2.2	0.6	4.1	4.0	2.5	3.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	24.1	24.6	28.4	0.0	22.4	30.6	22.6	22.8	29.2	17.9	17.9
LnGrp LOS	C	C	C	C	A	C	C	C	C	C	B	B
Approach Vol, veh/h		58			376			664			852	
Approach Delay, s/veh		28.1			25.6			23.2			20.2	
Approach LOS		C			C			C			C	

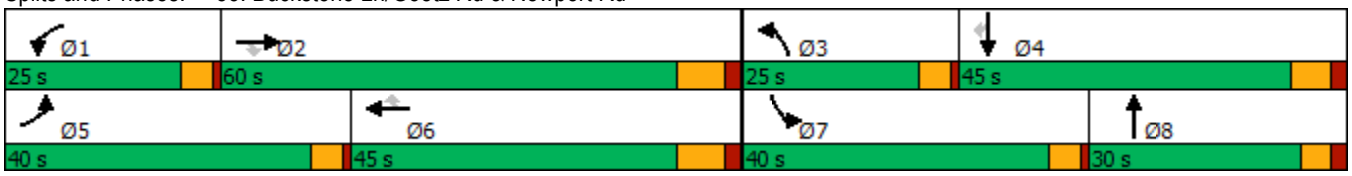
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	23.8	13.3	13.5	7.5	28.4	7.2	19.6
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	7.8	12.1	8.8	2.8	3.3	11.5	3.1	8.0
Green Ext Time (p_c), s	0.2	4.2	0.2	0.0	0.0	4.5	0.0	0.9

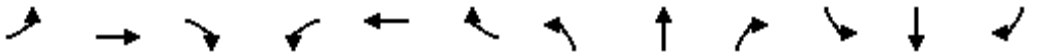
Intersection Summary	
HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	290	608	15	735	286	11	3	471	1	630
Future Volume (vph)	290	608	15	735	286	11	3	471	1	630
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8	7	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	10.6	15.5	15.5	10.6	11.6	10.6	12.8	12.8
Total Split (s)	40.0	60.0	25.0	45.0	45.0	25.0	30.0	40.0	45.0	45.0
Total Split (%)	25.8%	38.7%	16.1%	29.0%	29.0%	16.1%	19.4%	25.8%	29.0%	29.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	3.6	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	5.6	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	13.3	39.1	6.7	24.4	24.4	6.6	6.9	17.9	20.2	20.2
Actuated g/C Ratio	0.17	0.49	0.08	0.31	0.31	0.08	0.09	0.22	0.25	0.25
v/c Ratio	0.54	0.26	0.11	0.50	0.51	0.08	0.17	0.65	0.53	0.53
Control Delay	37.6	14.8	46.1	25.5	15.7	46.0	22.7	34.9	7.1	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.6	14.8	46.1	25.5	15.7	46.0	22.7	34.9	7.1	7.0
LOS	D	B	D	C	B	D	C	C	A	A
Approach Delay		22.2		23.1			29.7		18.9	
Approach LOS		C		C			C		B	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 79.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 21.4	Intersection LOS: C
Intersection Capacity Utilization 61.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 83: Buckstone Ln/Goetz Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	608	0	15	735	286	11	3	23	471	1	630
Future Volume (veh/h)	290	608	0	15	735	286	11	3	23	471	1	630
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	315	661	0	16	799	311	12	3	25	512	0	686
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	423	2009	624	41	1502	466	32	19	155	634	0	850
Arrive On Green	0.12	0.39	0.00	0.02	0.29	0.29	0.02	0.11	0.11	0.18	0.00	0.26
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	1810	175	1458	3619	0	3220
Grp Volume(v), veh/h	315	661	0	16	799	311	12	0	28	512	0	686
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1810	0	1633	1810	0	1610
Q Serve(g_s), s	6.6	6.8	0.0	0.7	9.9	13.0	0.5	0.0	1.2	10.4	0.0	15.2
Cycle Q Clear(g_c), s	6.6	6.8	0.0	0.7	9.9	13.0	0.5	0.0	1.2	10.4	0.0	15.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.89	1.00		1.00
Lane Grp Cap(c), veh/h	423	2009	624	41	1502	466	32	0	174	634	0	850
V/C Ratio(X)	0.75	0.33	0.00	0.39	0.53	0.67	0.38	0.00	0.16	0.81	0.00	0.81
Avail Cap(c_a), veh/h	1631	3574	1110	485	2553	793	485	0	523	1682	0	1615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.4	16.4	0.0	36.7	22.7	23.8	37.0	0.0	30.9	30.2	0.0	26.2
Incr Delay (d2), s/veh	1.0	0.1	0.0	2.2	0.3	1.7	2.7	0.0	0.4	0.9	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	2.6	0.0	0.3	3.9	4.9	0.2	0.0	0.5	4.4	0.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	16.5	0.0	39.0	23.0	25.5	39.7	0.0	31.4	31.1	0.0	28.1
LnGrp LOS	C	B	A	D	C	C	D	A	C	C	A	C
Approach Vol, veh/h		976			1126			40			1198	
Approach Delay, s/veh		21.9			23.9			33.9			29.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	37.0	5.9	26.9	13.8	29.6	17.9	14.9
Change Period (Y+Rc), s	4.6	7.5	4.6	6.8	4.6	7.5	4.6	* 6.8
Max Green Setting (Gmax), s	20.4	52.5	20.4	38.2	35.4	37.5	35.4	* 24
Max Q Clear Time (g_c+I1), s	2.7	8.8	2.5	17.2	8.6	15.0	12.4	3.2
Green Ext Time (p_c), s	0.0	5.3	0.0	2.9	0.6	7.1	1.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	25.4
HCM 6th LOS	C

Notes

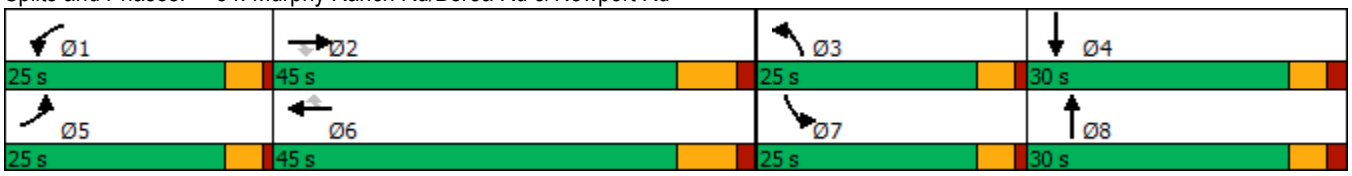
User approved volume balancing among the lanes for turning movement.

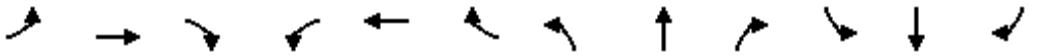
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	48	1013	207	4	931	173	142	102	220	164
Future Volume (vph)	48	1013	207	4	931	173	142	102	220	164
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2		1	6		3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.5	15.5	10.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.5	7.5	4.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None
Act Effct Green (s)	7.9	37.4	37.4	6.4	29.7	29.7	12.9	14.3	17.1	18.4
Actuated g/C Ratio	0.09	0.42	0.42	0.07	0.33	0.33	0.14	0.16	0.19	0.21
v/c Ratio	0.33	0.52	0.32	0.03	0.60	0.32	0.61	0.42	0.71	0.70
Control Delay	50.8	21.2	11.4	49.5	28.2	14.1	50.1	40.6	49.8	44.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	21.2	11.4	49.5	28.2	14.1	50.1	40.6	49.8	44.2
LOS	D	C	B	D	C	B	D	D	D	D
Approach Delay		20.7			26.0			45.9		46.8
Approach LOS		C			C			D		D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 89.4	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 28.6	Intersection LOS: C
Intersection Capacity Utilization 64.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 84: Murphy Ranch Rd/Berea Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	1013	207	4	931	173	142	102	13	220	164	77
Future Volume (veh/h)	48	1013	207	4	931	173	142	102	13	220	164	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	1126	230	4	1034	192	158	113	14	244	182	86
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	100	1934	588	12	1681	522	200	229	28	292	230	109
Arrive On Green	0.06	0.37	0.37	0.01	0.32	0.32	0.11	0.14	0.14	0.16	0.19	0.19
Sat Flow, veh/h	1810	5187	1576	1810	5187	1610	1810	1658	205	1810	1219	576
Grp Volume(v), veh/h	53	1126	230	4	1034	192	158	0	127	244	0	268
Grp Sat Flow(s),veh/h/ln	1810	1729	1576	1810	1729	1610	1810	0	1863	1810	0	1795
Q Serve(g_s), s	2.0	12.1	7.4	0.2	11.7	6.4	5.9	0.0	4.4	9.1	0.0	9.9
Cycle Q Clear(g_c), s	2.0	12.1	7.4	0.2	11.7	6.4	5.9	0.0	4.4	9.1	0.0	9.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.32
Lane Grp Cap(c), veh/h	100	1934	588	12	1681	522	200	0	257	292	0	339
V/C Ratio(X)	0.53	0.58	0.39	0.34	0.62	0.37	0.79	0.00	0.49	0.83	0.00	0.79
Avail Cap(c_a), veh/h	532	2802	851	532	2802	870	532	0	655	532	0	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.9	17.4	16.0	34.3	19.8	18.0	30.1	0.0	27.7	28.2	0.0	26.9
Incr Delay (d2), s/veh	1.6	0.3	0.4	6.4	0.4	0.4	2.6	0.0	1.5	2.4	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.5	2.5	0.1	4.4	2.3	2.6	0.0	2.0	3.9	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	17.7	16.4	40.7	20.2	18.4	32.7	0.0	29.2	30.6	0.0	31.0
LnGrp LOS	C	B	B	D	C	B	C	A	C	C	A	C
Approach Vol, veh/h		1409			1230			285			512	
Approach Delay, s/veh		18.1			20.0			31.1			30.8	
Approach LOS		B			B			C			C	

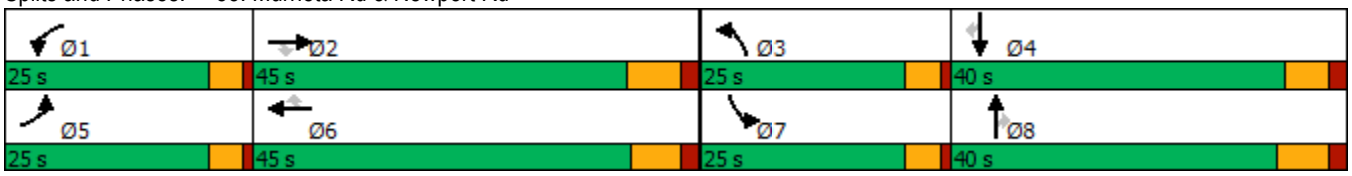
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	33.4	12.3	18.7	8.4	30.0	15.8	15.2
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	2.2	14.1	7.9	11.9	4.0	13.7	11.1	6.4
Green Ext Time (p_c), s	0.0	9.8	0.2	1.2	0.0	8.8	0.2	0.6

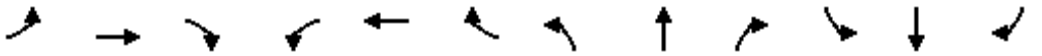
Intersection Summary	
HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	836	130	148	902	94	214	260	118	122	262	129
Future Volume (vph)	174	836	130	148	902	94	214	260	118	122	262	129
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.2	15.2	10.6	15.2	15.2	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	40.0	40.0	25.0	40.0	40.0
Total Split (%)	18.5%	33.3%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	29.6%	18.5%	29.6%	29.6%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	14.3	28.1	28.1	13.1	27.2	27.2	16.8	17.9	17.9	11.6	13.6	13.6
Actuated g/C Ratio	0.15	0.29	0.29	0.14	0.28	0.28	0.18	0.19	0.19	0.12	0.14	0.14
v/c Ratio	0.67	0.57	0.25	0.62	0.64	0.18	0.71	0.40	0.31	0.58	0.53	0.39
Control Delay	53.9	31.0	9.9	53.3	32.8	5.8	52.9	38.6	9.8	54.1	44.5	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.9	31.0	9.9	53.3	32.8	5.8	52.9	38.6	9.8	54.1	44.5	11.2
LOS	D	C	A	D	C	A	D	D	A	D	D	B
Approach Delay		32.1			33.2			38.0			38.5	
Approach LOS		C			C			D			D	

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 95.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 34.5	Intersection LOS: C
Intersection Capacity Utilization 65.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 85: Murrieta Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	836	130	148	902	94	214	260	118	122	262	129
Future Volume (veh/h)	174	836	130	148	902	94	214	260	118	122	262	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	181	871	135	154	940	98	223	271	123	127	273	134
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	223	1553	481	194	1469	450	267	691	304	163	483	216
Arrive On Green	0.12	0.30	0.30	0.11	0.28	0.28	0.15	0.19	0.19	0.09	0.13	0.13
Sat Flow, veh/h	1810	5187	1605	1810	5187	1588	1810	3610	1587	1810	3610	1610
Grp Volume(v), veh/h	181	871	135	154	940	98	223	271	123	127	273	134
Grp Sat Flow(s),veh/h/ln	1810	1729	1605	1810	1729	1588	1810	1805	1587	1810	1805	1610
Q Serve(g_s), s	7.5	10.8	4.9	6.4	12.1	3.6	9.2	5.0	5.2	5.3	5.4	6.0
Cycle Q Clear(g_c), s	7.5	10.8	4.9	6.4	12.1	3.6	9.2	5.0	5.2	5.3	5.4	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	223	1553	481	194	1469	450	267	691	304	163	483	216
V/C Ratio(X)	0.81	0.56	0.28	0.80	0.64	0.22	0.84	0.39	0.40	0.78	0.56	0.62
Avail Cap(c_a), veh/h	482	2541	786	482	2561	784	482	1547	680	482	1584	707
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	22.6	20.5	33.4	24.0	21.0	31.7	27.1	27.1	34.1	31.1	31.3
Incr Delay (d2), s/veh	2.7	0.3	0.3	2.8	0.5	0.2	2.7	0.4	0.9	3.1	1.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	4.2	1.8	2.9	4.8	1.3	4.1	2.1	2.0	2.4	2.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	22.9	20.8	36.2	24.5	21.2	34.4	27.4	28.0	37.2	32.1	34.2
LnGrp LOS	D	C	C	D	C	C	C	C	C	D	C	C
Approach Vol, veh/h		1187			1192			617			534	
Approach Delay, s/veh		24.6			25.7			30.1			33.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	30.4	15.9	17.4	14.0	29.2	11.5	21.9
Change Period (Y+Rc), s	4.6	7.5	4.6	* 7.2	4.6	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	* 34	20.4	* 38	20.4	32.8
Max Q Clear Time (g_c+I1), s	8.4	12.8	11.2	8.0	9.5	14.1	7.3	7.2
Green Ext Time (p_c), s	0.2	7.2	0.2	2.2	0.2	7.5	0.1	2.2

Intersection Summary	
HCM 6th Ctrl Delay	27.3
HCM 6th LOS	C

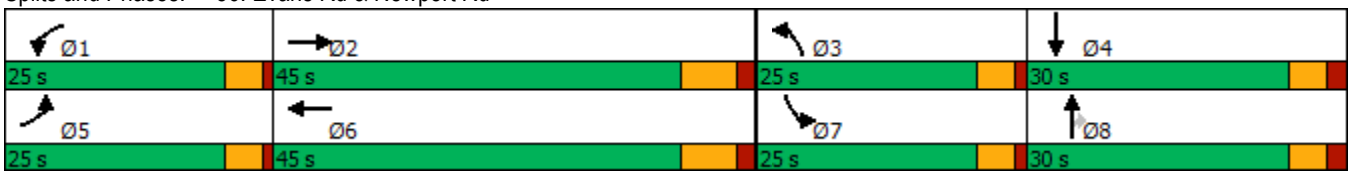
Notes

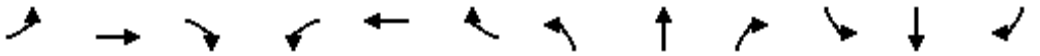
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	16	1238	75	986	59	76	110	55	162
Future Volume (vph)	16	1238	75	986	59	76	110	55	162
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	11.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	5.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.5	39.4	8.9	46.0	8.2	15.0	15.0	8.0	14.7
Actuated g/C Ratio	0.07	0.45	0.10	0.52	0.09	0.17	0.17	0.09	0.17
v/c Ratio	0.14	0.87	0.45	0.41	0.39	0.26	0.32	0.37	0.63
Control Delay	46.6	33.2	49.3	15.9	48.7	36.3	9.3	48.6	45.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.6	33.2	49.3	15.9	48.7	36.3	9.3	48.6	45.0
LOS	D	C	D	B	D	D	A	D	D
Approach Delay		33.4		18.2		27.2			45.9
Approach LOS		C		B		C			D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 87.9	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 28.1	Intersection LOS: C
Intersection Capacity Utilization 73.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 86: Evans Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	1238	34	75	986	21	59	76	110	55	162	20
Future Volume (veh/h)	16	1238	34	75	986	21	59	76	110	55	162	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	1360	37	82	1084	23	65	84	121	60	178	22
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	45	1605	44	117	2545	54	106	273	231	102	234	29
Arrive On Green	0.02	0.45	0.45	0.06	0.49	0.49	0.06	0.14	0.14	0.06	0.14	0.14
Sat Flow, veh/h	1810	3588	98	1810	5226	111	1810	1900	1610	1810	1655	204
Grp Volume(v), veh/h	18	683	714	82	717	390	65	84	121	60	0	200
Grp Sat Flow(s),veh/h/ln	1810	1805	1881	1810	1729	1879	1810	1900	1610	1810	0	1859
Q Serve(g_s), s	0.7	25.7	25.8	3.4	10.3	10.3	2.7	3.0	5.3	2.5	0.0	7.9
Cycle Q Clear(g_c), s	0.7	25.7	25.8	3.4	10.3	10.3	2.7	3.0	5.3	2.5	0.0	7.9
Prop In Lane	1.00		0.05	1.00		0.06	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	45	807	841	117	1684	915	106	273	231	102	0	263
V/C Ratio(X)	0.40	0.85	0.85	0.70	0.43	0.43	0.61	0.31	0.52	0.59	0.00	0.76
Avail Cap(c_a), veh/h	483	893	931	483	1711	930	483	607	514	483	0	594
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.7	18.8	18.8	35.0	12.7	12.7	35.1	29.3	30.3	35.2	0.0	31.6
Incr Delay (d2), s/veh	2.1	7.1	6.9	2.8	0.2	0.3	2.1	0.6	1.8	2.0	0.0	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	11.3	11.8	1.5	3.7	4.0	1.2	1.4	2.1	1.1	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.8	25.9	25.7	37.8	12.9	13.0	37.2	29.9	32.1	37.1	0.0	36.1
LnGrp LOS	D	C	C	D	B	B	D	C	C	D	A	D
Approach Vol, veh/h		1415			1189			270			260	
Approach Delay, s/veh		25.9			14.6			32.7			36.3	
Approach LOS		C			B			C			D	

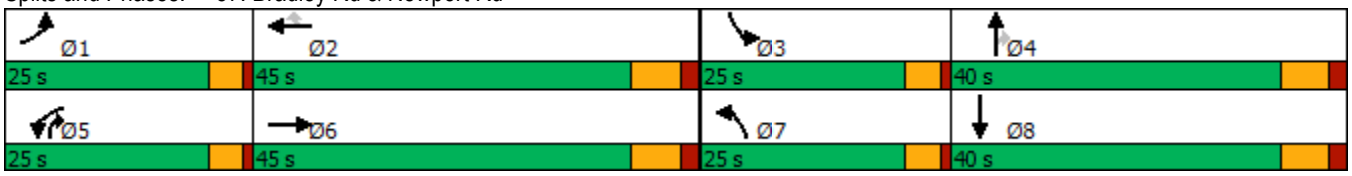
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	41.4	9.1	16.4	6.5	44.4	8.9	16.6
Change Period (Y+Rc), s	4.6	7.2	4.6	5.6	4.6	7.2	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.8	20.4	24.4	20.4	37.8	20.4	24.4
Max Q Clear Time (g_c+I1), s	5.4	27.8	4.7	9.9	2.7	12.3	4.5	7.3
Green Ext Time (p_c), s	0.1	6.3	0.1	0.9	0.0	8.4	0.0	0.7

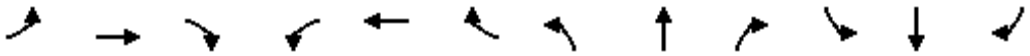
Intersection Summary	
HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	98	1125	326	829	126	176	208	288	189	303
Future Volume (vph)	98	1125	326	829	126	176	208	288	189	303
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	1	6	5	2		7	4	5	3	8
Permitted Phases					2			4		
Detector Phase	1	6	5	2	2	7	4	5	3	8
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	15.2	10.6	12.8	10.6	10.6	12.8
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	40.0	25.0	25.0	40.0
Total Split (%)	18.5%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	18.5%	18.5%	29.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2	4.6	6.8	4.6	4.6	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	11.0	36.0	15.4	40.4	40.4	15.5	18.5	40.9	16.4	19.4
Actuated g/C Ratio	0.10	0.33	0.14	0.37	0.37	0.14	0.17	0.37	0.15	0.18
v/c Ratio	0.58	0.79	0.71	0.46	0.20	0.73	0.69	0.48	0.75	0.63
Control Delay	63.2	38.7	55.2	28.9	6.4	64.7	56.5	22.9	64.5	45.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	38.7	55.2	28.9	6.4	64.7	56.5	22.9	64.5	45.6
LOS	E	D	E	C	A	E	E	C	E	D
Approach Delay		40.5		33.4			44.3			52.0
Approach LOS		D		C			D			D

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 110	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 40.5	Intersection LOS: D
Intersection Capacity Utilization 74.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 87: Bradley Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	1125	119	326	829	126	176	208	288	189	303	70
Future Volume (veh/h)	98	1125	119	326	829	126	176	208	288	189	303	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	104	1197	127	347	882	134	187	221	306	201	322	74
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	132	1518	161	424	1905	591	221	380	517	235	605	137
Arrive On Green	0.07	0.32	0.32	0.12	0.37	0.37	0.12	0.20	0.20	0.13	0.21	0.21
Sat Flow, veh/h	1810	4754	504	3510	5187	1610	1810	1900	1610	1810	2910	658
Grp Volume(v), veh/h	104	871	453	347	882	134	187	221	306	201	198	198
Grp Sat Flow(s),veh/h/ln	1810	1729	1800	1755	1729	1610	1810	1900	1610	1810	1805	1764
Q Serve(g_s), s	5.7	23.1	23.1	9.7	13.1	5.8	10.2	10.6	16.1	11.0	9.8	10.1
Cycle Q Clear(g_c), s	5.7	23.1	23.1	9.7	13.1	5.8	10.2	10.6	16.1	11.0	9.8	10.1
Prop In Lane	1.00		0.28	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	132	1105	575	424	1905	591	221	380	517	235	375	366
V/C Ratio(X)	0.79	0.79	0.79	0.82	0.46	0.23	0.85	0.58	0.59	0.86	0.53	0.54
Avail Cap(c_a), veh/h	366	1295	674	710	1943	603	366	625	725	366	594	580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	31.2	31.2	43.3	24.3	22.0	43.4	36.5	28.7	43.0	35.6	35.7
Incr Delay (d2), s/veh	3.9	2.9	5.4	1.5	0.2	0.2	4.3	1.4	1.1	7.0	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	9.9	10.7	4.3	5.3	2.2	4.8	5.0	6.3	5.3	4.4	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.9	34.1	36.6	44.8	24.5	22.2	47.7	38.0	29.8	50.0	36.7	36.9
LnGrp LOS	D	C	D	D	C	C	D	D	C	D	D	D
Approach Vol, veh/h		1428			1363			714			597	
Approach Delay, s/veh		36.0			29.4			37.0			41.3	
Approach LOS		D			C			D			D	

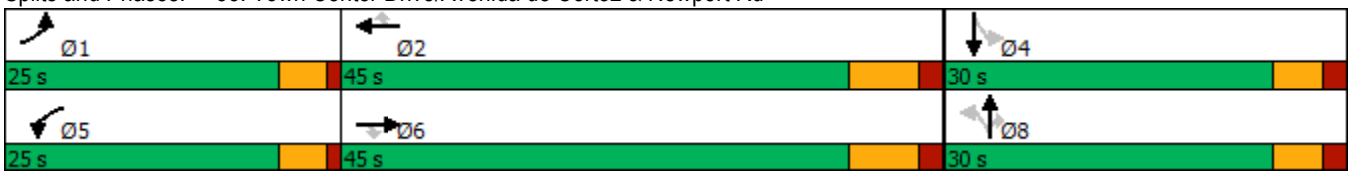
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	44.3	17.7	27.0	16.8	39.4	16.9	27.8
Change Period (Y+Rc), s	4.6	7.2	4.6	6.8	4.6	7.2	4.6	6.8
Max Green Setting (Gmax), s	20.4	37.8	20.4	33.2	20.4	37.8	20.4	33.2
Max Q Clear Time (g_c+I1), s	7.7	15.1	13.0	18.1	11.7	25.1	12.2	12.1
Green Ext Time (p_c), s	0.1	7.1	0.2	2.1	0.5	7.1	0.2	2.3

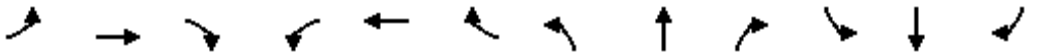
Intersection Summary	
HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	9	1560	60	149	1228	21	87	9	260	73	19
Future Volume (vph)	9	1560	60	149	1228	21	87	9	260	73	19
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	1	6		5	2			8			4
Permitted Phases			6			2	8		8	4	
Detector Phase	1	6	6	5	2	2	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	15.2	10.6	15.2	15.2	11.6	11.6	11.6	11.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	45.0%	25.0%	45.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	6.2	33.9	33.9	11.3	48.2	48.2	11.0	11.0	11.0	11.0	11.0
Actuated g/C Ratio	0.08	0.46	0.46	0.15	0.65	0.65	0.15	0.15	0.15	0.15	0.15
v/c Ratio	0.07	0.71	0.09	0.59	0.40	0.02	0.46	0.04	0.59	0.37	0.15
Control Delay	38.2	19.0	3.2	40.5	7.4	0.0	38.8	29.6	9.8	36.0	20.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.2	19.0	3.2	40.5	7.4	0.0	38.8	29.6	9.8	36.0	20.1
LOS	D	B	A	D	A	A	D	C	A	D	C
Approach Delay		18.6			10.8			17.4			30.5
Approach LOS		B			B			B			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 74.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 15.7	Intersection LOS: B
Intersection Capacity Utilization 66.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 88: Town Center Drive/Avenida de Cortez & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1560	60	149	1228	21	87	9	260	73	19	19
Future Volume (veh/h)	9	1560	60	149	1228	21	87	9	260	73	19	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	1696	65	162	1335	23	95	10	283	79	21	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	27	2280	692	203	2785	864	362	398	337	325	182	182
Arrive On Green	0.02	0.44	0.44	0.11	0.54	0.54	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1810	5187	1573	1810	5187	1610	1386	1900	1610	1103	872	872
Grp Volume(v), veh/h	10	1696	65	162	1335	23	95	10	283	79	0	42
Grp Sat Flow(s),veh/h/ln	1810	1729	1573	1810	1729	1610	1386	1900	1610	1103	0	1743
Q Serve(g_s), s	0.4	19.8	1.8	6.4	11.7	0.5	4.3	0.3	12.3	4.5	0.0	1.4
Cycle Q Clear(g_c), s	0.4	19.8	1.8	6.4	11.7	0.5	5.8	0.3	12.3	4.8	0.0	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	27	2280	692	203	2785	864	362	398	337	325	0	365
V/C Ratio(X)	0.37	0.74	0.09	0.80	0.48	0.03	0.26	0.03	0.84	0.24	0.00	0.12
Avail Cap(c_a), veh/h	506	2689	816	506	2785	864	536	636	539	463	0	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.6	17.0	11.9	31.5	10.5	7.9	25.7	22.9	27.6	24.8	0.0	23.3
Incr Delay (d2), s/veh	3.0	1.0	0.1	2.7	0.1	0.0	0.4	0.0	6.5	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	6.7	0.5	2.7	3.5	0.1	1.4	0.1	5.1	1.2	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	18.0	12.0	34.2	10.7	7.9	26.1	22.9	34.2	25.2	0.0	23.5
LnGrp LOS	D	B	B	C	B	A	C	C	C	C	A	C
Approach Vol, veh/h		1771			1520			388			121	
Approach Delay, s/veh		17.9			13.1			31.9			24.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	46.3		20.9	12.8	39.2		20.9				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	37.8		24.4	20.4	37.8		24.4				
Max Q Clear Time (g_c+I1), s	2.4	13.7		6.8	8.4	21.8		14.3				
Green Ext Time (p_c), s	0.0	9.8		0.4	0.1	10.2		1.0				

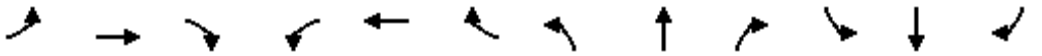
Intersection Summary			
HCM 6th Ctrl Delay		17.6	
HCM 6th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	186	1468	97	473	1273	110	58	471	151	30
Future Volume (vph)	186	1468	97	473	1273	110	58	471	151	30
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	7	1	6	7	4	1	3	8
Permitted Phases			2					4		
Detector Phase	5	2	7	1	6	7	4	1	3	8
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	12.5	8.6	9.6	12.5	8.6	11.8	9.6	8.6	11.8
Total Split (s)	21.0	42.0	19.0	38.0	59.0	19.0	47.0	38.0	13.0	41.0
Total Split (%)	15.0%	30.0%	13.6%	27.1%	42.1%	13.6%	33.6%	27.1%	9.3%	29.3%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)	13.1	73.0	85.0	26.4	87.2	10.0	10.0	35.3	10.5	8.1
Actuated g/C Ratio	0.09	0.52	0.61	0.19	0.62	0.07	0.07	0.25	0.08	0.06
v/c Ratio	0.60	0.58	0.10	0.76	0.56	0.47	0.46	0.66	0.61	0.36
Control Delay	68.5	25.1	2.5	56.3	18.7	68.1	72.4	42.1	73.9	32.2
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay	68.5	25.1	2.5	56.3	19.0	68.1	72.4	42.1	73.9	32.2
LOS	E	C	A	E	B	E	E	D	E	C
Approach Delay		28.4			27.3		49.4			59.6
Approach LOS		C			C		D			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 75 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 32.2	Intersection LOS: C
Intersection Capacity Utilization 67.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 89: Haun Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	1468	97	473	1273	389	110	58	471	151	30	49
Future Volume (veh/h)	186	1468	97	473	1273	389	110	58	471	151	30	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	198	1562	103	503	1354	414	117	62	501	161	32	52
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	253	2289	787	583	2139	651	168	328	958	209	332	295
Arrive On Green	0.07	0.44	0.44	0.05	0.18	0.18	0.05	0.17	0.17	0.06	0.18	0.18
Sat Flow, veh/h	3510	5187	1608	3510	3941	1200	3510	1900	2829	3510	1805	1602
Grp Volume(v), veh/h	198	1562	103	503	1187	581	117	62	501	161	32	52
Grp Sat Flow(s),veh/h/ln	1755	1729	1608	1755	1729	1683	1755	1900	1414	1755	1805	1602
Q Serve(g_s), s	7.8	33.7	4.9	19.9	44.5	44.8	4.6	3.9	19.9	6.3	2.1	3.8
Cycle Q Clear(g_c), s	7.8	33.7	4.9	19.9	44.5	44.8	4.6	3.9	19.9	6.3	2.1	3.8
Prop In Lane	1.00		1.00	1.00		0.71	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	253	2289	787	583	1876	913	168	328	958	209	332	295
V/C Ratio(X)	0.78	0.68	0.13	0.86	0.63	0.64	0.70	0.19	0.52	0.77	0.10	0.18
Avail Cap(c_a), veh/h	411	2289	787	812	1876	913	361	559	1303	211	454	403
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.9	31.3	19.5	64.6	44.5	44.7	65.7	49.6	37.2	64.9	47.5	48.2
Incr Delay (d2), s/veh	3.6	1.1	0.2	6.0	1.4	2.8	5.1	0.3	0.4	15.9	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	13.8	1.8	9.9	21.0	20.9	2.1	1.9	6.8	3.2	0.9	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.5	32.4	19.7	70.6	45.9	47.5	70.8	49.8	37.7	80.9	47.6	48.5
LnGrp LOS	E	C	B	E	D	D	E	D	D	F	D	D
Approach Vol, veh/h		1863			2271			680			245	
Approach Delay, s/veh		35.4			51.8			44.5			69.6	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.9	68.3	12.9	29.9	14.7	82.5	11.3	31.6
Change Period (Y+Rc), s	5.6	6.5	4.6	5.8	4.6	6.5	4.6	5.8
Max Green Setting (Gmax), s	32.4	35.5	8.4	41.2	16.4	52.5	14.4	35.2
Max Q Clear Time (g_c+I1), s	21.9	35.7	8.3	21.9	9.8	46.8	6.6	5.8
Green Ext Time (p_c), s	1.4	0.0	0.0	2.2	0.3	4.5	0.2	0.4

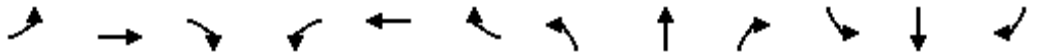
Intersection Summary	
HCM 6th Ctrl Delay	45.6
HCM 6th LOS	D

Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1489	600	1641	927	331	0	495
Future Volume (vph)	1489	600	1641	927	331	0	495
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		4	4	
Permitted Phases		Free		Free			4
Detector Phase	2		6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	84.0		84.0		56.0	56.0	56.0
Total Split (%)	60.0%		60.0%		40.0%	40.0%	40.0%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	96.9	140.0	96.9	140.0	31.6	31.6	31.6
Actuated g/C Ratio	0.69	1.00	0.69	1.00	0.23	0.23	0.23
v/c Ratio	0.35	0.40	0.49	0.61	0.79	0.81	0.78
Control Delay	20.8	0.7	7.3	6.5	65.2	63.8	61.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.8	0.7	7.3	6.5	65.2	63.8	61.1
LOS	C	A	A	A	E	E	E
Approach Delay	15.0		7.0			63.4	
Approach LOS	B		A			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 10 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 18.6	Intersection LOS: B
Intersection Capacity Utilization 61.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 90: I-215 SB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1489	600	0	1641	927	0	0	0	331	0	495
Future Volume (veh/h)	0	1489	600	0	1641	927	0	0	0	331	0	495
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1584	0	0	1746	0				235	0	653
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	4531		0	3596					406	0	723
Arrive On Green	0.00	1.00	0.00	0.00	1.00	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	6802	1610	0	5358	1610				1810	0	3220
Grp Volume(v), veh/h	0	1584	0	0	1746	0				235	0	653
Grp Sat Flow(s),veh/h/ln	0	1634	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0				16.2	0.0	27.6
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0				16.2	0.0	27.6
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	4531		0	3596					406	0	723
V/C Ratio(X)	0.00	0.35		0.00	0.49					0.58	0.00	0.90
Avail Cap(c_a), veh/h	0	4531		0	3596					653	0	1162
HCM Platoon Ratio	1.00	2.00	2.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.77	0.00	0.00	0.81	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				48.4	0.0	52.8
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.4	0.0				0.5	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.1	0.0				7.4	0.0	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.2	0.0	0.0	0.4	0.0				48.9	0.0	56.9
LnGrp LOS	A	A		A	A					D	A	E
Approach Vol, veh/h		1584			1746						888	
Approach Delay, s/veh		0.2			0.4						54.8	
Approach LOS		A			A						D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	103.1	36.9	103.1
Change Period (Y+Rc), s	6.0	5.5	6.0
Max Green Setting (Gmax), s	78.0	50.5	78.0
Max Q Clear Time (g_c+I1), s	2.0	29.6	2.0
Green Ext Time (p_c), s	16.9	1.8	20.5

Intersection Summary	
HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

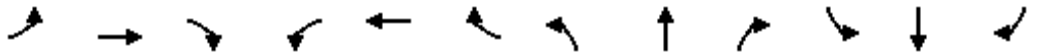
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	1359	461	2216	506	351	0	589
Future Volume (vph)	1359	461	2216	506	351	0	589
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		8	8	
Permitted Phases		Free		Free			8
Detector Phase	2		6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	84.0		84.0		56.0	56.0	56.0
Total Split (%)	60.0%		60.0%		40.0%	40.0%	40.0%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	94.0	140.0	94.0	140.0	34.5	34.5	34.5
Actuated g/C Ratio	0.67	1.00	0.67	1.00	0.25	0.25	0.25
v/c Ratio	0.41	0.30	0.53	0.33	0.78	0.83	0.80
Control Delay	8.0	0.8	13.2	0.5	61.1	61.2	58.3
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay	8.0	0.8	13.4	0.5	61.1	61.2	58.3
LOS	A	A	B	A	E	E	E
Approach Delay	6.2		11.0			60.2	
Approach LOS	A		B			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 17.9	Intersection LOS: B
Intersection Capacity Utilization 60.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 91: I-215 NB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1359	461	0	2216	506	351	0	589	0	0	0
Future Volume (veh/h)	0	1359	461	0	2216	506	351	0	589	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	1416	0	0	2308	0	244	0	745			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	3446		0	4342		459	0	817			
Arrive On Green	0.00	1.00	0.00	0.00	0.66	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	0	5358	1610	0	6802	1610	1810	0	3220			
Grp Volume(v), veh/h	0	1416	0	0	2308	0	244	0	745			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	25.7	0.0	16.3	0.0	31.5			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	25.7	0.0	16.3	0.0	31.5			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3446		0	4342		459	0	817			
V/C Ratio(X)	0.00	0.41		0.00	0.53		0.53	0.00	0.91			
Avail Cap(c_a), veh/h	0	3446		0	4342		653	0	1162			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.91	0.00	0.00	0.24	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	12.2	0.0	45.1	0.0	50.7			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.1	0.0	0.4	0.0	6.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	8.5	0.0	7.4	0.0	13.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	0.0	0.0	12.3	0.0	45.4	0.0	57.4			
LnGrp LOS	A	A		A	B		D	A	E			
Approach Vol, veh/h		1416			2308			989				
Approach Delay, s/veh		0.3			12.3			54.5				
Approach LOS		A			B			D				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		99.0				99.0		41.0				
Change Period (Y+Rc), s		6.0				6.0		5.5				
Max Green Setting (Gmax), s		78.0				78.0		50.5				
Max Q Clear Time (g_c+I1), s		2.0				27.7		33.5				
Green Ext Time (p_c), s		13.8				30.0		2.0				

Intersection Summary		
HCM 6th Ctrl Delay		17.6
HCM 6th LOS		B

Notes

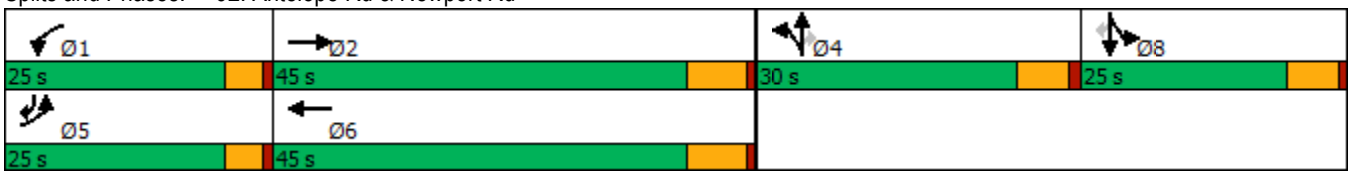
User approved volume balancing among the lanes for turning movement.

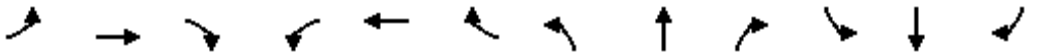
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	205	1403	91	1817	599	83	87	90	75	306
Future Volume (vph)	205	1403	91	1817	599	83	87	90	75	306
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm	Split	NA	pm+ov
Protected Phases	5	2	1	6	4	4		8	8	5
Permitted Phases							4			8
Detector Phase	5	2	1	6	4	4	4	8	8	5
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	4.0	4.0	6.0	6.0	4.0
Minimum Split (s)	8.6	12.5	8.6	12.5	9.8	9.8	9.8	11.8	11.8	8.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	25.0	25.0	25.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	24.0%	24.0%	24.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	10.8	42.3	7.3	38.8	19.5	19.5	19.5	9.7	9.7	26.4
Actuated g/C Ratio	0.11	0.42	0.07	0.38	0.19	0.19	0.19	0.10	0.10	0.26
v/c Ratio	0.59	0.83	0.38	1.06	0.76	0.77	0.23	0.29	0.44	0.41
Control Delay	51.2	31.5	51.6	69.7	47.8	56.3	4.8	46.5	53.0	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.2	31.5	51.6	69.7	47.8	56.3	4.8	46.5	53.0	24.9
LOS	D	C	D	E	D	E	A	D	D	C
Approach Delay		33.7		68.9		45.5			33.5	
Approach LOS		C		E		D			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 101.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 49.4	Intersection LOS: D
Intersection Capacity Utilization 77.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 92: Antelope Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	1403	251	91	1817	134	599	83	87	90	75	306
Future Volume (veh/h)	205	1403	251	91	1817	134	599	83	87	90	75	306
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	218	1493	267	97	1933	143	560	196	93	96	80	326
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	291	1845	329	157	1866	137	658	346	292	467	253	613
Arrive On Green	0.08	0.42	0.42	0.04	0.38	0.38	0.18	0.18	0.18	0.13	0.13	0.13
Sat Flow, veh/h	3510	4426	790	3510	4929	363	3619	1900	1605	3510	1900	2834
Grp Volume(v), veh/h	218	1166	594	97	1354	722	560	196	93	96	80	326
Grp Sat Flow(s),veh/h/ln	1755	1729	1758	1755	1729	1834	1810	1900	1605	1755	1900	1417
Q Serve(g_s), s	6.2	30.2	30.3	2.8	38.5	38.5	15.2	9.6	5.1	2.5	3.9	10.4
Cycle Q Clear(g_c), s	6.2	30.2	30.3	2.8	38.5	38.5	15.2	9.6	5.1	2.5	3.9	10.4
Prop In Lane	1.00		0.45	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	291	1441	733	157	1309	695	658	346	292	467	253	613
V/C Ratio(X)	0.75	0.81	0.81	0.62	1.03	1.04	0.85	0.57	0.32	0.21	0.32	0.53
Avail Cap(c_a), veh/h	704	1441	733	704	1309	695	861	452	382	663	359	770
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	26.1	26.1	47.7	31.6	31.6	40.3	37.9	36.1	39.3	39.9	35.3
Incr Delay (d2), s/veh	1.5	3.7	7.2	1.5	34.0	45.0	5.1	0.5	0.2	0.2	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	12.1	13.1	1.2	20.9	24.3	6.9	4.3	1.9	1.0	1.8	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	29.8	33.3	49.2	65.6	76.6	45.4	38.5	36.3	39.5	40.6	36.0
LnGrp LOS	D	C	C	D	F	F	D	D	D	D	D	D
Approach Vol, veh/h		1978			2173			849			502	
Approach Delay, s/veh		32.8			68.5			42.8			37.4	
Approach LOS		C			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	48.9		24.3	13.0	45.0		19.3				
Change Period (Y+Rc), s	4.6	6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	20.4	38.5		24.2	20.4	38.5		19.2				
Max Q Clear Time (g_c+I1), s	4.8	32.3		17.2	8.2	40.5		12.4				
Green Ext Time (p_c), s	0.1	5.3		1.3	0.3	0.0		1.2				

Intersection Summary			
HCM 6th Ctrl Delay		48.9	
HCM 6th LOS		D	

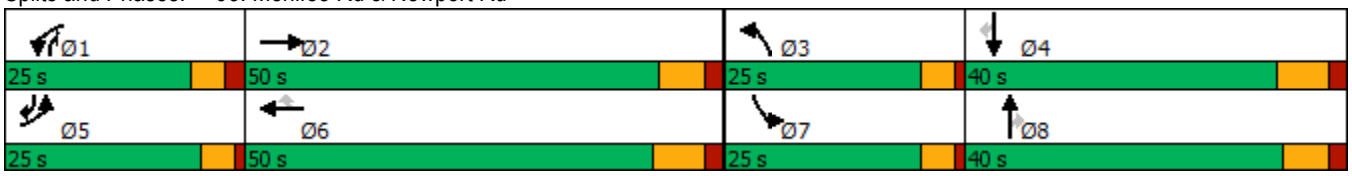
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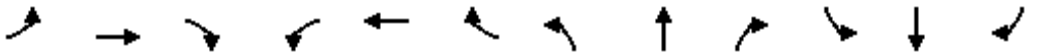
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	252	1228	159	1337	64	197	266	164	108	292	417
Future Volume (vph)	252	1228	159	1337	64	197	266	164	108	292	417
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6		3	8	1	7	4	5
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	9.6	14.8	10.6	15.5	15.5	9.6	12.8	10.6	9.6	13.5	9.6
Total Split (s)	25.0	50.0	25.0	50.0	50.0	25.0	40.0	25.0	25.0	40.0	25.0
Total Split (%)	17.9%	35.7%	17.9%	35.7%	35.7%	17.9%	28.6%	17.9%	17.9%	28.6%	17.9%
Yellow Time (s)	3.6	4.8	3.6	5.5	5.5	3.6	4.8	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	5.6	7.5	7.5	4.6	6.8	5.6	4.6	7.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	20.6	48.4	9.3	37.5	37.5	10.6	15.3	25.9	11.0	15.0	38.5
Actuated g/C Ratio	0.19	0.45	0.09	0.35	0.35	0.10	0.14	0.24	0.10	0.14	0.36
v/c Ratio	0.78	0.63	0.56	0.79	0.11	0.61	0.55	0.36	0.63	0.62	0.72
Control Delay	60.4	25.1	56.3	35.9	1.2	55.9	48.9	11.7	63.5	50.7	31.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.4	25.1	56.3	35.9	1.2	55.9	48.9	11.7	63.5	50.7	31.5
LOS	E	C	E	D	A	E	D	B	E	D	C
Approach Delay		30.6		36.5			41.4			42.6	
Approach LOS		C		D			D			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 108.1	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 36.2	Intersection LOS: D
Intersection Capacity Utilization 73.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 93: Menifee Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	252	1228	134	159	1337	64	197	266	164	108	292	417
Future Volume (veh/h)	252	1228	134	159	1337	64	197	266	164	108	292	417
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	268	1306	143	169	1422	68	210	283	174	115	311	444
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	292	1945	213	225	1666	517	267	898	499	140	903	656
Arrive On Green	0.16	0.41	0.41	0.06	0.32	0.32	0.08	0.25	0.25	0.08	0.25	0.25
Sat Flow, veh/h	1810	4738	519	3510	5187	1610	3510	3610	1589	1810	3610	1582
Grp Volume(v), veh/h	268	953	496	169	1422	68	210	283	174	115	311	444
Grp Sat Flow(s),veh/h/ln	1810	1729	1799	1755	1729	1610	1755	1805	1589	1810	1805	1582
Q Serve(g_s), s	18.4	28.4	28.4	6.0	32.4	3.8	7.4	8.1	10.7	7.9	8.9	29.0
Cycle Q Clear(g_c), s	18.4	28.4	28.4	6.0	32.4	3.8	7.4	8.1	10.7	7.9	8.9	29.0
Prop In Lane	1.00		0.29	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	292	1419	738	225	1666	517	267	898	499	140	903	656
V/C Ratio(X)	0.92	0.67	0.67	0.75	0.85	0.13	0.79	0.32	0.35	0.82	0.34	0.68
Avail Cap(c_a), veh/h	292	1419	738	538	1743	541	566	948	520	292	928	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	30.3	30.3	58.2	40.2	30.4	57.4	38.7	33.5	57.5	38.9	30.4
Incr Delay (d2), s/veh	31.7	1.4	2.7	1.9	4.4	0.2	1.9	0.2	0.4	4.4	0.2	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	11.6	12.3	2.7	13.9	1.5	3.4	3.6	4.2	3.8	4.0	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.9	31.7	33.0	60.1	44.6	30.6	59.4	38.9	34.0	61.9	39.1	33.1
LnGrp LOS	F	C	C	E	D	C	E	D	C	E	D	C
Approach Vol, veh/h		1717			1659			667			870	
Approach Delay, s/veh		40.3			45.6			44.1			39.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	59.4	14.2	39.2	25.0	48.1	14.4	39.0
Change Period (Y+Rc), s	5.6	* 7.5	4.6	7.5	4.6	7.5	4.6	* 7.5
Max Green Setting (Gmax), s	19.4	* 43	20.4	32.5	20.4	42.5	20.4	* 33
Max Q Clear Time (g_c+I1), s	8.0	30.4	9.4	31.0	20.4	34.4	9.9	12.7
Green Ext Time (p_c), s	0.1	8.9	0.2	0.6	0.0	6.2	0.1	2.3

Intersection Summary	
HCM 6th Ctrl Delay	42.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	59
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	196	218	225	368	442	275
Future Vol, veh/h	196	218	225	368	442	275
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	242	269	278	454	546	340
Number of Lanes	1	1	1	2	2	0

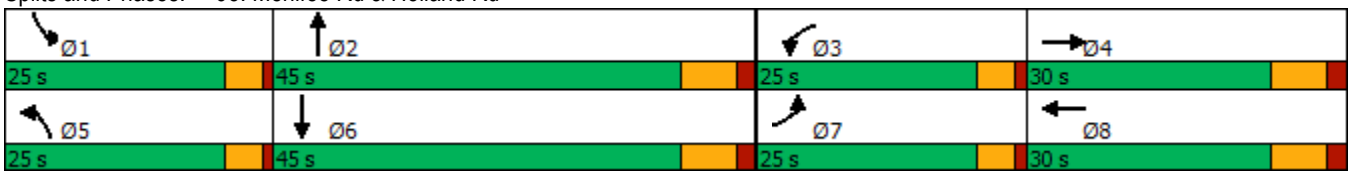
Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	3
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	3	0	2
HCM Control Delay	29.1	24.4	104.9
HCM LOS	D	C	F

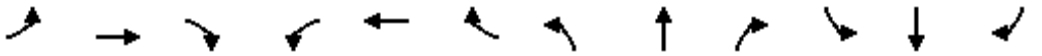
Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	35%
Vol Right, %	0%	0%	0%	0%	100%	0%	65%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	225	184	184	196	218	295	422
LT Vol	225	0	0	196	0	0	0
Through Vol	0	184	184	0	0	295	147
RT Vol	0	0	0	0	218	0	275
Lane Flow Rate	278	227	227	242	269	364	521
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.713	0.551	0.444	0.664	0.649	0.893	1.212
Departure Headway (Hd)	9.632	9.115	7.357	10.355	9.122	8.837	8.365
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	378	398	493	351	398	407	433
Service Time	7.332	6.815	5.057	8.055	6.822	6.62	6.147
HCM Lane V/C Ratio	0.735	0.57	0.46	0.689	0.676	0.894	1.203
HCM Control Delay	33	22.4	15.8	31.3	27.2	52.1	141.8
HCM Lane LOS	D	C	C	D	D	F	F
HCM 95th-tile Q	5.3	3.2	2.2	4.5	4.4	9.2	20.7

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	104	86	59	212	24	356	75	435
Future Volume (vph)	104	86	59	212	24	356	75	435
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	17.2	10.6	17.2
Total Split (s)	25.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	10.7	21.2	8.5	15.6	7.0	20.5	9.3	25.4
Actuated g/C Ratio	0.14	0.27	0.11	0.20	0.09	0.26	0.12	0.33
v/c Ratio	0.52	0.12	0.37	0.58	0.19	0.55	0.43	0.57
Control Delay	43.6	26.3	43.8	25.2	43.5	28.5	43.7	25.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.6	26.3	43.8	25.2	43.5	28.5	43.7	25.1
LOS	D	C	D	C	D	C	D	C
Approach Delay		35.5		27.8		29.3		27.4
Approach LOS		D		C		C		C

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 78.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 28.9	Intersection LOS: C
Intersection Capacity Utilization 56.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 95: Menifee Rd & Holland Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	86	6	59	212	152	24	356	61	75	435	96
Future Volume (veh/h)	104	86	6	59	212	152	24	356	61	75	435	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	128	106	7	73	262	188	30	440	75	93	537	119
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	166	778	51	124	413	286	70	779	132	139	852	188
Arrive On Green	0.09	0.23	0.23	0.07	0.20	0.20	0.04	0.25	0.25	0.08	0.29	0.29
Sat Flow, veh/h	1810	3438	225	1810	2035	1409	1810	3079	521	1810	2928	646
Grp Volume(v), veh/h	128	55	58	73	231	219	30	257	258	93	330	326
Grp Sat Flow(s),veh/h/ln	1810	1805	1858	1810	1805	1639	1810	1805	1795	1810	1805	1769
Q Serve(g_s), s	4.3	1.5	1.6	2.5	7.4	7.7	1.0	7.8	7.9	3.1	10.0	10.1
Cycle Q Clear(g_c), s	4.3	1.5	1.6	2.5	7.4	7.7	1.0	7.8	7.9	3.1	10.0	10.1
Prop In Lane	1.00		0.12	1.00		0.86	1.00		0.29	1.00		0.37
Lane Grp Cap(c), veh/h	166	408	420	124	366	333	70	457	454	139	525	514
V/C Ratio(X)	0.77	0.14	0.14	0.59	0.63	0.66	0.43	0.56	0.57	0.67	0.63	0.63
Avail Cap(c_a), veh/h	587	654	674	587	654	594	587	1085	1079	587	1085	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	19.4	19.4	28.4	22.9	23.0	29.5	20.4	20.5	28.3	19.4	19.4
Incr Delay (d2), s/veh	2.8	0.2	0.2	1.6	2.5	3.1	1.5	1.5	1.6	2.1	1.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.6	0.7	1.1	3.2	3.1	0.5	3.2	3.3	1.4	4.1	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	19.6	19.6	30.0	25.5	26.2	31.0	22.0	22.1	30.4	21.1	21.2
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		241			523			545			749	
Approach Delay, s/veh		25.5			26.4			22.5			22.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	23.1	8.9	21.4	7.0	25.5	10.4	20.0
Change Period (Y+Rc), s	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.8	20.4	22.8	20.4	37.8	20.4	22.8
Max Q Clear Time (g_c+I1), s	5.1	9.9	4.5	3.6	3.0	12.1	6.3	9.7
Green Ext Time (p_c), s	0.1	4.8	0.1	0.7	0.0	6.2	0.1	3.0

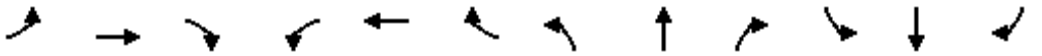
Intersection Summary	
HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C

Lane Group	EBL	EBT	WBT	SBL	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	79	847	1023	110	0	128		
Future Volume (vph)	79	847	1023	110	0	128		
Turn Type	Prot	NA	NA	Perm	NA	Perm		
Protected Phases	5	2	6		4		1	8
Permitted Phases				4		4		
Detector Phase	5	2	6	4	4	4		
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	10.0	10.0	10.0	9.7	10.0
Total Split (s)	19.7	52.0	52.0	31.0	31.0	31.0	19.7	31.0
Total Split (%)	19.2%	50.6%	50.6%	30.2%	30.2%	30.2%	19%	30%
Yellow Time (s)	3.7	6.0	6.0	4.0	4.0	4.0	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		
Total Lost Time (s)	4.7	7.0	7.0		5.0	5.0		
Lead/Lag	Lead	Lag	Lag				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes				Yes	
Recall Mode	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	8.3	45.8	35.3		11.0	11.0		
Actuated g/C Ratio	0.12	0.66	0.51		0.16	0.16		
v/c Ratio	0.41	0.40	0.66		0.43	0.38		
Control Delay	38.3	6.1	16.2		34.2	9.3		
Queue Delay	0.0	0.0	0.0		0.0	0.0		
Total Delay	38.3	6.1	16.2		34.2	9.3		
LOS	D	A	B		C	A		
Approach Delay		8.8	16.2		20.8			
Approach LOS		A	B		C			

Intersection Summary	
Cycle Length: 102.7	
Actuated Cycle Length: 69.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 13.6	Intersection LOS: B
Intersection Capacity Utilization 54.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 96: Juniper Flats Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	847	0	0	1023	58	0	0	0	110	0	128
Future Volume (veh/h)	79	847	0	0	1023	58	0	0	0	110	0	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	941	0	0	1137	64	0	0	0	122	0	142
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	125	2307	0	3	1668	94	0	249	0	327	0	211
Arrive On Green	0.07	0.64	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.13	0.00	0.13
Sat Flow, veh/h	1810	3705	0	1810	3474	195	0	1900	0	1440	0	1610
Grp Volume(v), veh/h	88	941	0	0	591	610	0	0	0	122	0	142
Grp Sat Flow(s),veh/h/ln	1810	1805	0	1810	1805	1864	0	1900	0	1440	0	1610
Q Serve(g_s), s	2.5	6.6	0.0	0.0	13.2	13.2	0.0	0.0	0.0	4.2	0.0	4.4
Cycle Q Clear(g_c), s	2.5	6.6	0.0	0.0	13.2	13.2	0.0	0.0	0.0	4.2	0.0	4.4
Prop In Lane	1.00		0.00	1.00		0.10	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	2307	0	3	867	895	0	249	0	327	0	211
V/C Ratio(X)	0.70	0.41	0.00	0.00	0.68	0.68	0.00	0.00	0.00	0.37	0.00	0.67
Avail Cap(c_a), veh/h	519	3109	0	519	1554	1605	0	945	0	854	0	801
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.8	4.6	0.0	0.0	10.5	10.5	0.0	0.0	0.0	21.5	0.0	21.6
Incr Delay (d2), s/veh	2.7	0.1	0.0	0.0	1.0	0.9	0.0	0.0	0.0	0.3	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.5	0.0	0.0	4.3	4.5	0.0	0.0	0.0	1.3	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.5	4.7	0.0	0.0	11.4	11.4	0.0	0.0	0.0	21.8	0.0	23.0
LnGrp LOS	C	A	A	A	B	B	A	A	A	C	A	C
Approach Vol, veh/h		1029			1201			0			264	
Approach Delay, s/veh		6.6			11.4			0.0			22.5	
Approach LOS		A			B						C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	40.4		11.9	8.3	32.1		11.9				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	45.0		26.0	* 15	45.0		26.0				
Max Q Clear Time (g_c+I1), s	0.0	8.6		6.4	4.5	15.2		0.0				
Green Ext Time (p_c), s	0.0	8.2		0.6	0.1	9.9		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			10.6									
HCM 6th LOS			B									

Notes

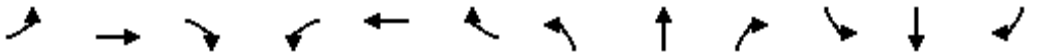
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	14	832	146	522	703	138	12	17	28
Future Volume (vph)	14	832	146	522	703	138	12	17	28
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.2	11.2	9.7	11.2	11.5	11.5	11.5	11.5
Total Split (s)	15.0	35.0	35.0	30.0	50.0	25.0	25.0	25.0	25.0
Total Split (%)	16.7%	38.9%	38.9%	33.3%	55.6%	27.8%	27.8%	27.8%	27.8%
Yellow Time (s)	3.7	5.2	5.2	3.7	5.2	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.2	6.2	4.7	6.2	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.5	28.8	28.8	25.3	56.5	18.5	18.5	18.5	18.5
Actuated g/C Ratio	0.06	0.32	0.32	0.28	0.63	0.21	0.21	0.21	0.21
v/c Ratio	0.14	0.76	0.25	1.08	0.34	0.51	0.76	0.21	0.09
Control Delay	42.4	32.6	4.9	97.2	9.0	38.8	13.7	37.1	26.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.4	32.6	4.9	97.2	9.0	38.8	13.7	37.1	26.5
LOS	D	C	A	F	A	D	B	D	C
Approach Delay		28.6			45.7		19.0		30.2
Approach LOS		C			D		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 33.8	Intersection LOS: C
Intersection Capacity Utilization 97.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 97: Winchester Rd/Vista Pl & SR-74/Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	832	146	522	703	28	138	12	499	17	28	5
Future Volume (veh/h)	14	832	146	522	703	28	138	12	499	17	28	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	876	154	549	740	29	145	13	525	18	29	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	31	1155	515	509	2067	81	346	8	324	80	325	56
Arrive On Green	0.02	0.32	0.32	0.28	0.58	0.58	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1810	3610	1610	1810	3541	139	1396	39	1577	881	1579	272
Grp Volume(v), veh/h	15	876	154	549	377	392	145	0	538	18	0	34
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1875	1396	0	1616	881	0	1851
Q Serve(g_s), s	0.7	19.6	6.5	25.3	9.9	9.9	8.4	0.0	18.5	0.0	0.0	1.3
Cycle Q Clear(g_c), s	0.7	19.6	6.5	25.3	9.9	9.9	9.8	0.0	18.5	18.5	0.0	1.3
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.98	1.00		0.15
Lane Grp Cap(c), veh/h	31	1155	515	509	1054	1095	346	0	332	80	0	380
V/C Ratio(X)	0.48	0.76	0.30	1.08	0.36	0.36	0.42	0.00	1.62	0.22	0.00	0.09
Avail Cap(c_a), veh/h	207	1155	515	509	1054	1095	346	0	332	80	0	380
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.8	27.5	23.0	32.3	9.9	9.9	32.9	0.0	35.8	45.0	0.0	28.9
Incr Delay (d2), s/veh	4.1	4.7	1.5	63.0	0.9	0.9	3.7	0.0	292.3	6.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	8.4	2.5	18.9	3.4	3.6	3.2	0.0	34.1	0.5	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	32.2	24.5	95.3	10.8	10.8	36.6	0.0	328.0	51.4	0.0	29.4
LnGrp LOS	D	C	C	F	B	B	D	A	F	D	A	C
Approach Vol, veh/h		1045			1318			683			52	
Approach Delay, s/veh		31.3			46.0			266.2			37.0	
Approach LOS		C			D			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.0	35.0		25.0	6.3	58.7		25.0				
Change Period (Y+Rc), s	* 4.7	6.2		6.5	* 4.7	6.2		6.5				
Max Green Setting (Gmax), s	* 25	28.8		18.5	* 10	43.8		18.5				
Max Q Clear Time (g_c+I1), s	27.3	21.6		20.5	2.7	11.9		20.5				
Green Ext Time (p_c), s	0.0	2.4		0.0	0.0	2.6		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		89.4
HCM 6th LOS		F

Notes

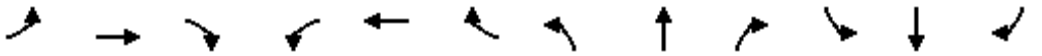
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	209	706	187	525	148	251	148	37	312	137
Future Volume (vph)	209	706	187	525	148	251	148	37	312	137
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	9.7	11.0	9.7	11.5	11.5	9.7	11.5	11.5
Total Split (s)	25.0	40.0	25.0	40.0	20.0	25.0	25.0	20.0	25.0	25.0
Total Split (%)	22.7%	36.4%	22.7%	36.4%	18.2%	22.7%	22.7%	18.2%	22.7%	22.7%
Yellow Time (s)	3.7	5.0	3.7	5.0	3.7	5.5	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	4.7	6.0	4.7	6.5	6.5	4.7	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	16.6	38.7	15.6	37.7	12.7	30.9	30.9	6.9	21.1	21.1
Actuated g/C Ratio	0.15	0.35	0.14	0.34	0.12	0.28	0.28	0.06	0.19	0.19
v/c Ratio	0.79	0.73	0.75	0.44	0.73	0.25	0.27	0.34	0.46	0.33
Control Delay	64.7	34.9	62.9	30.0	66.4	33.1	7.0	56.7	42.6	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.7	34.9	62.9	30.0	66.4	33.1	7.0	56.7	42.6	9.1
LOS	E	C	E	C	E	C	A	E	D	A
Approach Delay		40.5		38.5		35.1			34.3	
Approach LOS		D		D		D			C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 37.9	Intersection LOS: D
Intersection Capacity Utilization 71.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 98: Warren Rd & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	706	193	187	525	9	148	251	148	37	312	137
Future Volume (veh/h)	209	706	193	187	525	9	148	251	148	37	312	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	213	720	197	191	536	9	151	256	151	38	318	140
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	244	1149	314	222	1447	24	181	855	381	56	607	271
Arrive On Green	0.13	0.41	0.41	0.12	0.40	0.40	0.10	0.24	0.24	0.03	0.17	0.17
Sat Flow, veh/h	1810	2801	766	1810	3633	61	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	213	464	453	191	266	279	151	256	151	38	318	140
Grp Sat Flow(s),veh/h/ln	1810	1805	1762	1810	1805	1889	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	12.7	22.4	22.4	11.4	11.4	11.5	9.0	6.4	8.7	2.3	8.8	8.7
Cycle Q Clear(g_c), s	12.7	22.4	22.4	11.4	11.4	11.5	9.0	6.4	8.7	2.3	8.8	8.7
Prop In Lane	1.00		0.43	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	244	741	723	222	719	752	181	855	381	56	607	271
V/C Ratio(X)	0.87	0.63	0.63	0.86	0.37	0.37	0.84	0.30	0.40	0.67	0.52	0.52
Avail Cap(c_a), veh/h	334	741	723	334	719	752	252	855	381	252	607	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	25.7	25.7	47.3	23.4	23.4	48.6	34.5	35.4	52.7	41.7	41.7
Incr Delay (d2), s/veh	13.8	4.0	4.1	8.4	1.3	1.2	11.6	0.9	3.1	5.1	3.2	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	9.7	9.5	5.4	4.8	5.0	4.6	2.9	3.7	1.1	4.2	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.5	29.7	29.8	55.7	24.7	24.6	60.2	35.4	38.4	57.8	44.9	48.6
LnGrp LOS	E	C	C	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		1130			736			558			496	
Approach Delay, s/veh		35.6			32.7			42.9			47.0	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.2	51.1	15.7	25.0	19.5	49.8	8.1	32.5
Change Period (Y+Rc), s	* 4.7	6.0	* 4.7	6.5	* 4.7	6.0	* 4.7	6.5
Max Green Setting (Gmax), s	* 20	34.0	* 15	18.5	* 20	34.0	* 15	18.5
Max Q Clear Time (g_c+I1), s	13.4	24.4	11.0	10.8	14.7	13.5	4.3	10.7
Green Ext Time (p_c), s	0.1	2.4	0.1	1.0	0.1	1.6	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	38.2
HCM 6th LOS	D

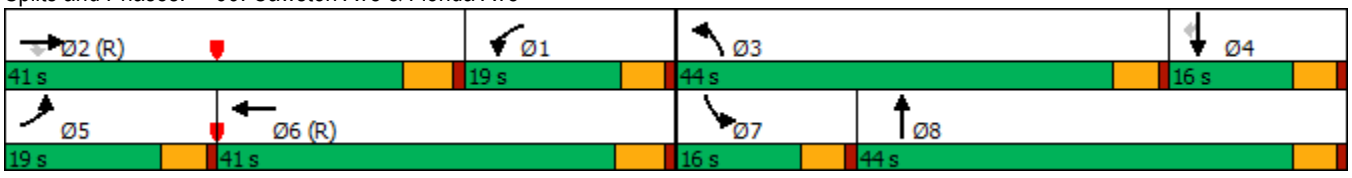
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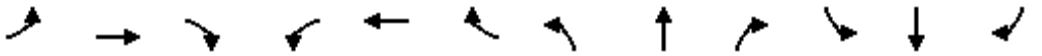
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	113	609	7	8	451	132	77	51	123	140
Future Volume (vph)	113	609	7	8	451	132	77	51	123	140
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.5	10.5	10.0	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	19.0	41.0	41.0	19.0	41.0	44.0	44.0	16.0	16.0	16.0
Total Split (%)	15.8%	34.2%	34.2%	15.8%	34.2%	36.7%	36.7%	13.3%	13.3%	13.3%
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.5	5.5	5.0	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	11.5	50.7	50.7	6.9	38.0	13.7	44.0	8.0	36.3	36.3
Actuated g/C Ratio	0.10	0.42	0.42	0.06	0.32	0.11	0.37	0.07	0.30	0.30
v/c Ratio	0.69	0.42	0.01	0.08	0.45	0.67	0.07	0.45	0.22	0.23
Control Delay	72.3	26.7	0.0	52.5	34.3	66.5	22.7	65.0	34.0	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.3	26.7	0.0	52.5	34.3	66.5	22.7	65.0	34.0	1.9
LOS	E	C	A	D	C	E	C	E	C	A
Approach Delay		33.5			34.6		48.6		24.8	
Approach LOS		C			C		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 30 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 34.2	Intersection LOS: C
Intersection Capacity Utilization 51.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 99: Cawston Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	609	7	8	451	34	132	77	14	51	123	140
Future Volume (veh/h)	113	609	7	8	451	34	132	77	14	51	123	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	119	641	7	8	475	36	139	81	15	54	129	147
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	145	1068	466	299	1310	99	168	993	179	70	515	436
Arrive On Green	0.08	0.30	0.30	0.17	0.39	0.39	0.09	0.32	0.32	0.04	0.27	0.27
Sat Flow, veh/h	1810	3610	1576	1810	3401	257	1810	3054	551	1810	1900	1610
Grp Volume(v), veh/h	119	641	7	8	251	260	139	47	49	54	129	147
Grp Sat Flow(s),veh/h/ln	1810	1805	1576	1810	1805	1853	1810	1805	1800	1810	1900	1610
Q Serve(g_s), s	7.8	18.2	0.3	0.4	11.9	12.0	9.1	2.2	2.3	3.5	6.4	8.8
Cycle Q Clear(g_c), s	7.8	18.2	0.3	0.4	11.9	12.0	9.1	2.2	2.3	3.5	6.4	8.8
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	145	1068	466	299	695	714	168	587	585	70	515	436
V/C Ratio(X)	0.82	0.60	0.02	0.03	0.36	0.36	0.83	0.08	0.08	0.77	0.25	0.34
Avail Cap(c_a), veh/h	211	1068	466	299	695	714	588	587	585	166	515	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	36.2	16.5	42.0	26.4	26.4	53.5	28.1	28.1	57.1	34.2	35.1
Incr Delay (d2), s/veh	7.2	1.8	0.0	0.0	1.2	1.2	3.9	0.3	0.3	6.5	1.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	8.2	0.1	0.2	5.3	5.5	4.3	1.0	1.0	1.7	3.1	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	38.0	16.6	42.0	27.5	27.6	57.4	28.3	28.4	63.7	35.4	37.2
LnGrp LOS	E	D	B	D	C	C	E	C	C	E	D	D
Approach Vol, veh/h		767			519			235			330	
Approach Delay, s/veh		41.4			27.8			45.6			40.8	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.4	41.0	16.1	37.5	14.6	51.7	9.6	44.0
Change Period (Y+Rc), s	5.5	* 5.5	5.0	5.0	5.0	5.5	5.0	5.0
Max Green Setting (Gmax), s	14.0	* 36	39.0	11.0	14.0	35.5	11.0	39.0
Max Q Clear Time (g_c+I1), s	2.4	20.2	11.1	10.8	9.8	14.0	5.5	4.3
Green Ext Time (p_c), s	0.0	2.5	0.2	0.0	0.0	1.8	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	38.0
HCM 6th LOS	D

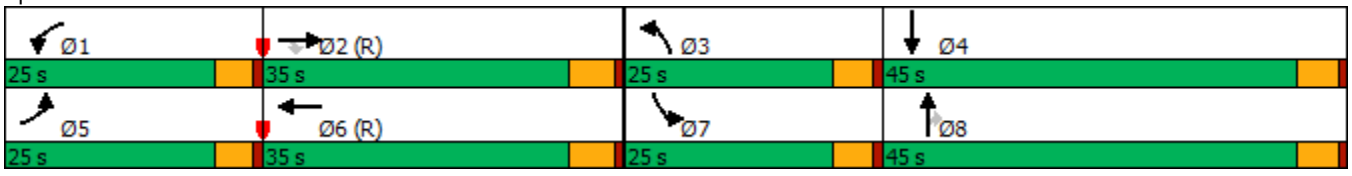
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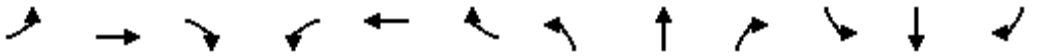
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	179	430	42	162	365	113	663	73	129	717
Future Volume (vph)	179	430	42	162	365	113	663	73	129	717
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	10.5	9.7	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	25.0	35.0	35.0	25.0	35.0	25.0	45.0	45.0	25.0	45.0
Total Split (%)	19.2%	26.9%	26.9%	19.2%	26.9%	19.2%	34.6%	34.6%	19.2%	34.6%
Yellow Time (s)	3.7	4.5	4.5	3.7	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	5.5	4.7	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	16.9	33.8	33.8	16.0	32.9	13.8	46.0	46.0	14.0	46.2
Actuated g/C Ratio	0.13	0.26	0.26	0.12	0.25	0.11	0.35	0.35	0.11	0.36
v/c Ratio	0.79	0.48	0.09	0.76	0.53	0.62	0.54	0.12	0.69	0.66
Control Delay	78.3	43.5	0.4	76.5	43.1	69.0	36.2	3.1	73.6	38.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.3	43.5	0.4	76.5	43.1	69.0	36.2	3.1	73.6	38.5
LOS	E	D	A	E	D	E	D	A	E	D
Approach Delay		50.2			51.8		37.7			43.4
Approach LOS		D			D		D			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 45 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 45.0	Intersection LOS: D
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 100: Sanderson Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	430	42	162	365	95	113	663	73	129	717	88
Future Volume (veh/h)	179	430	42	162	365	95	113	663	73	129	717	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	186	448	44	169	380	99	118	691	76	134	747	92
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	212	1230	536	195	941	242	144	1111	493	160	1021	126
Arrive On Green	0.12	0.34	0.34	0.11	0.33	0.33	0.08	0.31	0.31	0.09	0.32	0.32
Sat Flow, veh/h	1810	3610	1575	1810	2839	731	1810	3610	1602	1810	3230	398
Grp Volume(v), veh/h	186	448	44	169	240	239	118	691	76	134	417	422
Grp Sat Flow(s),veh/h/ln	1810	1805	1575	1810	1805	1765	1810	1805	1602	1810	1805	1822
Q Serve(g_s), s	13.1	12.1	2.5	11.9	13.3	13.6	8.3	21.3	4.5	9.5	26.7	26.8
Cycle Q Clear(g_c), s	13.1	12.1	2.5	11.9	13.3	13.6	8.3	21.3	4.5	9.5	26.7	26.8
Prop In Lane	1.00		1.00	1.00		0.41	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	212	1230	536	195	598	585	144	1111	493	160	571	576
V/C Ratio(X)	0.88	0.36	0.08	0.87	0.40	0.41	0.82	0.62	0.15	0.84	0.73	0.73
Avail Cap(c_a), veh/h	283	1230	536	283	598	585	278	1111	493	278	571	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.92	0.92	0.92	0.73	0.73	0.73	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.5	32.3	29.1	57.1	33.5	33.6	58.9	38.5	32.7	58.3	39.5	39.5
Incr Delay (d2), s/veh	15.9	0.8	0.3	11.9	1.8	1.9	8.0	1.9	0.5	4.4	8.0	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	5.4	1.0	6.1	6.1	6.1	4.2	9.7	1.8	4.5	13.1	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.3	33.0	29.3	68.9	35.4	35.6	66.9	40.5	33.2	62.7	47.6	47.5
LnGrp LOS	E	C	C	E	D	D	E	D	C	E	D	D
Approach Vol, veh/h		678			648			885			973	
Approach Delay, s/veh		43.6			44.2			43.4			49.6	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.7	49.8	15.4	46.1	19.9	48.6	16.5	45.0
Change Period (Y+Rc), s	* 4.7	5.5	5.0	5.0	* 4.7	5.5	5.0	5.0
Max Green Setting (Gmax), s	* 20	29.5	20.0	40.0	* 20	29.5	20.0	40.0
Max Q Clear Time (g_c+I1), s	13.9	14.1	10.3	28.8	15.1	15.6	11.5	23.3
Green Ext Time (p_c), s	0.1	2.6	0.2	4.1	0.1	2.3	0.1	4.6

Intersection Summary	
HCM 6th Ctrl Delay	45.5
HCM 6th LOS	D

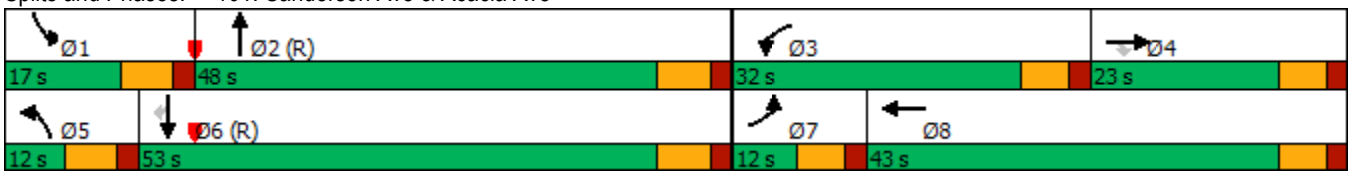
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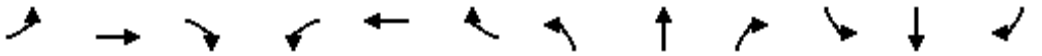
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	11	161	139	147	141	96	796	89	742	5
Future Volume (vph)	11	161	139	147	141	96	796	89	742	5
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0	7.0
Minimum Split (s)	10.3	13.3	13.3	10.3	13.3	10.7	13.7	10.7	13.7	13.7
Total Split (s)	12.0	23.0	23.0	32.0	43.0	12.0	48.0	17.0	53.0	53.0
Total Split (%)	10.0%	19.2%	19.2%	26.7%	35.8%	10.0%	40.0%	14.2%	44.2%	44.2%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.7	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	4.8	17.1	17.1	14.4	33.1	12.3	53.0	9.5	50.2	50.2
Actuated g/C Ratio	0.04	0.14	0.14	0.12	0.28	0.10	0.44	0.08	0.42	0.42
v/c Ratio	0.17	0.64	0.37	0.73	0.57	0.56	0.64	0.68	0.53	0.01
Control Delay	60.5	59.0	4.0	69.5	36.3	64.9	29.9	76.3	28.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.5	59.0	4.0	69.5	36.3	64.9	29.9	76.3	28.4	0.0
LOS	E	E	A	E	D	E	C	E	C	A
Approach Delay		34.5			48.1		33.2		33.3	
Approach LOS		C			D		C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 4 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 35.8	Intersection LOS: D
Intersection Capacity Utilization 71.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 101: Sanderson Ave & Acacia Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	161	139	147	141	127	96	796	133	89	742	5
Future Volume (veh/h)	11	161	139	147	141	127	96	796	133	89	742	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	173	149	158	152	137	103	856	143	96	798	5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	20	215	182	186	189	170	80	1550	259	120	1888	824
Arrive On Green	0.01	0.11	0.11	0.10	0.21	0.21	0.04	0.50	0.50	0.07	0.52	0.52
Sat Flow, veh/h	1810	1900	1606	1810	920	829	1810	3094	517	1810	3610	1575
Grp Volume(v), veh/h	12	173	149	158	0	289	103	499	500	96	798	5
Grp Sat Flow(s),veh/h/ln	1810	1900	1606	1810	0	1749	1810	1805	1806	1810	1805	1575
Q Serve(g_s), s	0.8	10.7	10.9	10.3	0.0	18.9	5.3	22.9	22.9	6.3	16.2	0.2
Cycle Q Clear(g_c), s	0.8	10.7	10.9	10.3	0.0	18.9	5.3	22.9	22.9	6.3	16.2	0.2
Prop In Lane	1.00		1.00	1.00		0.47	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	20	215	182	186	0	359	80	904	905	120	1888	824
V/C Ratio(X)	0.60	0.80	0.82	0.85	0.00	0.81	1.29	0.55	0.55	0.80	0.42	0.01
Avail Cap(c_a), veh/h	86	264	223	388	0	535	80	904	905	155	1888	824
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.71	0.71	0.71
Uniform Delay (d), s/veh	59.1	51.9	52.0	52.9	0.0	45.4	57.3	20.7	20.7	55.2	17.5	13.7
Incr Delay (d2), s/veh	10.4	15.3	19.5	4.1	0.0	7.0	196.4	2.4	2.4	11.3	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	6.0	5.4	4.9	0.0	8.9	6.8	10.1	10.1	3.2	6.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.5	67.2	71.5	57.0	0.0	52.4	253.8	23.1	23.1	66.5	18.0	13.7
LnGrp LOS	E	E	E	E	A	D	F	C	C	E	B	B
Approach Vol, veh/h		334			447			1102			899	
Approach Delay, s/veh		69.2			54.0			44.6			23.2	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	66.8	18.6	19.9	12.0	69.5	7.6	30.9
Change Period (Y+Rc), s	6.7	6.7	6.3	6.3	6.7	6.7	6.3	6.3
Max Green Setting (Gmax), s	10.3	41.3	25.7	16.7	5.3	46.3	5.7	36.7
Max Q Clear Time (g_c+I1), s	8.3	24.9	12.3	12.9	7.3	18.2	2.8	20.9
Green Ext Time (p_c), s	0.0	8.1	0.1	0.7	0.0	8.7	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

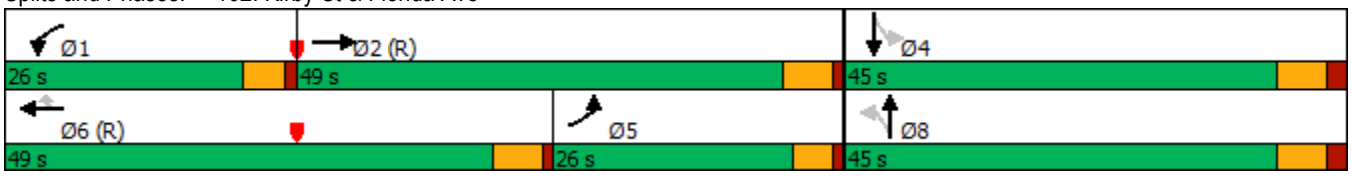
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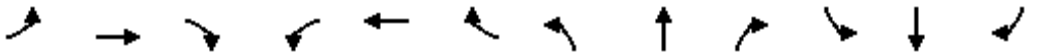
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	61	537	66	569	52	58	273	77	275
Future Volume (vph)	61	537	66	569	52	58	273	77	275
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	9.7	10.5	10.5	11.5	11.5	11.5	11.5
Total Split (s)	26.0	49.0	26.0	49.0	49.0	45.0	45.0	45.0	45.0
Total Split (%)	21.7%	40.8%	21.7%	40.8%	40.8%	37.5%	37.5%	37.5%	37.5%
Yellow Time (s)	3.7	4.5	3.7	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	4.7	5.5	5.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	18.0	57.7	9.0	48.7	48.7	38.5	38.5	38.5	38.5
Actuated g/C Ratio	0.15	0.48	0.08	0.41	0.41	0.32	0.32	0.32	0.32
v/c Ratio	0.24	0.37	0.51	0.41	0.08	0.22	0.31	0.27	0.34
Control Delay	45.1	21.0	66.0	28.2	2.5	32.3	29.5	33.4	29.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.1	21.0	66.0	28.2	2.5	32.3	29.5	33.4	29.0
LOS	D	C	E	C	A	C	C	C	C
Approach Delay		23.3		29.9			29.9		29.8
Approach LOS		C		C			C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 92 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 27.9	Intersection LOS: C
Intersection Capacity Utilization 54.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 102: Kirby St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	537	55	66	569	52	58	273	59	77	275	85
Future Volume (veh/h)	61	537	55	66	569	52	58	273	59	77	275	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	65	571	59	70	605	55	62	290	63	82	293	90
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	1618	167	90	1309	575	300	949	203	316	874	263
Arrive On Green	0.17	0.49	0.49	0.05	0.36	0.36	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	3303	341	1810	3610	1588	1015	2956	633	1043	2723	819
Grp Volume(v), veh/h	65	311	319	70	605	55	62	175	178	82	192	191
Grp Sat Flow(s),veh/h/ln	1810	1805	1838	1810	1805	1588	1015	1805	1784	1043	1805	1737
Q Serve(g_s), s	3.7	12.8	12.8	4.6	15.4	2.7	6.0	8.8	9.0	7.7	9.7	10.1
Cycle Q Clear(g_c), s	3.7	12.8	12.8	4.6	15.4	2.7	16.0	8.8	9.0	16.7	9.7	10.1
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.35	1.00		0.47
Lane Grp Cap(c), veh/h	309	884	901	90	1309	575	300	579	572	316	579	557
V/C Ratio(X)	0.21	0.35	0.35	0.77	0.46	0.10	0.21	0.30	0.31	0.26	0.33	0.34
Avail Cap(c_a), veh/h	321	884	901	321	1309	575	300	579	572	316	579	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	18.9	18.9	56.3	29.3	25.3	37.2	30.7	30.7	37.1	31.0	31.1
Incr Delay (d2), s/veh	0.1	1.0	0.9	5.2	1.2	0.3	1.6	1.3	1.4	2.0	1.5	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.5	5.6	2.2	6.8	1.1	1.6	4.0	4.1	2.2	4.5	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	19.8	19.8	61.5	30.5	25.6	38.8	32.0	32.1	39.0	32.5	32.8
LnGrp LOS	D	B	B	E	C	C	D	C	C	D	C	C
Approach Vol, veh/h		695			730			415			465	
Approach Delay, s/veh		22.0			33.1			33.1			33.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	64.3		45.0	26.0	49.0		45.0				
Change Period (Y+Rc), s	* 4.7	5.5		6.5	5.5	* 5.5		6.5				
Max Green Setting (Gmax), s	* 21	43.5		38.5	21.3	* 44		38.5				
Max Q Clear Time (g_c+I1), s	6.6	14.8		18.7	5.7	17.4		18.0				
Green Ext Time (p_c), s	0.1	2.4		2.6	0.1	2.8		2.3				

Intersection Summary			
HCM 6th Ctrl Delay		29.9	
HCM 6th LOS		C	

Notes

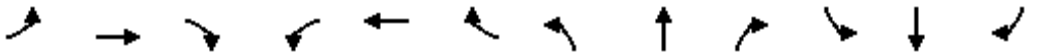
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	53	570	74	645	56	154	69	60	152	63
Future Volume (vph)	53	570	74	645	56	154	69	60	152	63
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	1	6		8			4	
Permitted Phases					8		8	4		4
Detector Phase	5	2	1	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	9.7	9.7	9.7	9.7	9.7	9.7
Total Split (s)	16.0	51.0	17.0	52.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	15.2%	48.6%	16.2%	49.5%	35.2%	35.2%	35.2%	35.2%	35.2%	35.2%
Yellow Time (s)	3.7	4.1	3.7	4.1	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	4.7	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	7.8	51.3	8.8	52.4	32.3	32.3	32.3	32.3	32.3	32.3
Actuated g/C Ratio	0.07	0.49	0.08	0.50	0.31	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.42	0.36	0.52	0.41	0.17	0.28	0.14	0.18	0.27	0.12
Control Delay	55.4	18.2	75.9	8.9	28.2	29.1	7.0	28.4	29.1	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.4	18.2	75.9	8.9	28.2	29.1	7.0	28.4	29.1	6.4
LOS	E	B	E	A	C	C	A	C	C	A
Approach Delay		21.2		15.4		23.4			23.8	
Approach LOS		C		B		C			C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 58 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 19.7	Intersection LOS: B
Intersection Capacity Utilization 51.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 103: Lyon Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	570	30	74	645	44	56	154	69	60	152	63
Future Volume (veh/h)	53	570	30	74	645	44	56	154	69	60	152	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	56	600	32	78	679	46	59	162	73	63	160	66
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	73	1734	92	101	1761	119	354	584	494	351	584	487
Arrive On Green	0.04	0.50	0.50	0.02	0.17	0.17	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1810	3480	185	1810	3425	232	1171	1900	1605	1161	1900	1584
Grp Volume(v), veh/h	56	311	321	78	358	367	59	162	73	63	160	66
Grp Sat Flow(s),veh/h/ln	1810	1805	1860	1810	1805	1852	1171	1900	1605	1161	1900	1584
Q Serve(g_s), s	3.2	11.0	11.0	4.5	18.5	18.5	4.2	6.8	3.5	4.6	6.7	3.2
Cycle Q Clear(g_c), s	3.2	11.0	11.0	4.5	18.5	18.5	10.9	6.8	3.5	11.3	6.7	3.2
Prop In Lane	1.00		0.10	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	900	927	101	928	952	354	584	494	351	584	487
V/C Ratio(X)	0.77	0.35	0.35	0.77	0.39	0.39	0.17	0.28	0.15	0.18	0.27	0.14
Avail Cap(c_a), veh/h	195	900	927	212	928	952	354	584	494	351	584	487
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	16.0	16.0	50.9	28.9	28.9	31.6	27.5	26.4	31.8	27.5	26.3
Incr Delay (d2), s/veh	6.3	1.1	1.0	4.3	1.1	1.1	1.0	1.2	0.6	1.1	1.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.6	4.7	2.2	9.2	9.4	1.3	3.3	1.4	1.4	3.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.2	17.0	17.0	55.1	30.0	30.0	32.6	28.7	27.0	32.9	28.6	26.8
LnGrp LOS	E	B	B	E	C	C	C	C	C	C	C	C
Approach Vol, veh/h		688			803			294			289	
Approach Delay, s/veh		20.2			32.4			29.1			29.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	57.4		37.0	8.9	59.1		37.0				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		* 4.7				
Max Green Setting (Gmax), s	* 12	45.9		* 32	* 11	46.9		* 32				
Max Q Clear Time (g_c+I1), s	6.5	13.0		13.3	5.2	20.5		12.9				
Green Ext Time (p_c), s	0.0	2.5		0.7	0.0	2.8		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	27.4
HCM 6th LOS	C

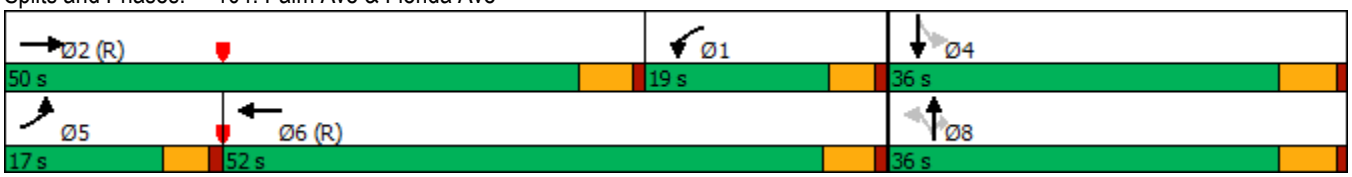
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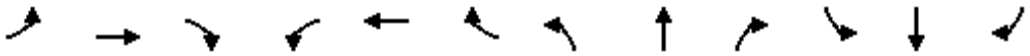
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	45	618	86	688	71	143	67	25	166
Future Volume (vph)	45	618	86	688	71	143	67	25	166
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.4	10.4	10.4	10.4	10.4
Total Split (s)	17.0	50.0	19.0	52.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	16.2%	47.6%	18.1%	49.5%	34.3%	34.3%	34.3%	34.3%	34.3%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.4	5.4	5.4	5.4	5.4
Lead/Lag	Lead	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	7.4	48.7	12.6	53.8	30.6	30.6	30.6	30.6	30.6
Actuated g/C Ratio	0.07	0.46	0.12	0.51	0.29	0.29	0.29	0.29	0.29
v/c Ratio	0.38	0.43	0.43	0.42	0.26	0.28	0.13	0.08	0.40
Control Delay	74.1	13.1	32.6	6.7	31.7	30.4	1.4	27.9	31.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.1	13.1	32.6	6.7	31.7	30.4	1.4	27.9	31.0
LOS	E	B	C	A	C	C	A	C	C
Approach Delay		17.0		9.5		23.8			30.7
Approach LOS		B		A		C			C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.43	
Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 56.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: Palm Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	618	44	86	688	31	71	143	67	25	166	39
Future Volume (veh/h)	45	618	44	86	688	31	71	143	67	25	166	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	48	665	47	92	740	33	76	154	72	27	178	42
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	65	1459	103	240	1856	83	297	554	460	336	431	102
Arrive On Green	0.07	0.86	0.86	0.18	0.70	0.70	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	3413	241	1810	3515	157	1174	1900	1578	1168	1479	349
Grp Volume(v), veh/h	48	351	361	92	380	393	76	154	72	27	0	220
Grp Sat Flow(s),veh/h/ln	1810	1805	1849	1810	1805	1867	1174	1900	1578	1168	0	1829
Q Serve(g_s), s	2.7	4.8	4.9	4.7	9.1	9.1	5.9	6.6	3.6	1.9	0.0	10.2
Cycle Q Clear(g_c), s	2.7	4.8	4.9	4.7	9.1	9.1	16.0	6.6	3.6	8.5	0.0	10.2
Prop In Lane	1.00		0.13	1.00		0.08	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	65	772	791	240	953	986	297	554	460	336	0	533
V/C Ratio(X)	0.74	0.46	0.46	0.38	0.40	0.40	0.26	0.28	0.16	0.08	0.00	0.41
Avail Cap(c_a), veh/h	212	772	791	246	953	986	297	554	460	336	0	533
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.92	0.92	0.92	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.3	4.7	4.7	39.5	8.7	8.7	36.4	28.7	27.6	32.0	0.0	30.0
Incr Delay (d2), s/veh	5.8	1.9	1.8	0.3	1.1	1.1	2.1	1.2	0.7	0.5	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.7	1.7	2.1	3.2	3.3	1.8	3.2	1.4	0.6	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.0	6.6	6.5	39.8	9.9	9.9	38.5	29.9	28.3	32.4	0.0	32.3
LnGrp LOS	D	A	A	D	A	A	D	C	C	C	A	C
Approach Vol, veh/h		760			865			302			247	
Approach Delay, s/veh		9.5			13.1			31.7			32.3	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	50.0		36.0	8.5	60.5		36.0				
Change Period (Y+Rc), s	5.1	* 5.1		5.4	* 4.7	5.1		5.4				
Max Green Setting (Gmax), s	14.3	* 45		30.6	* 12	46.9		30.6				
Max Q Clear Time (g_c+I1), s	6.7	6.9		12.2	4.7	11.1		18.0				
Green Ext Time (p_c), s	0.1	2.9		0.8	0.0	3.1		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		16.6
HCM 6th LOS		B

Notes

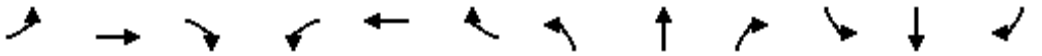
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	78	550	47	685	41	298	99	228	116
Future Volume (vph)	78	550	47	685	41	298	99	228	116
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	16.0	57.0	16.0	57.0	32.0	32.0	32.0	32.0	32.0
Total Split (%)	15.2%	54.3%	15.2%	54.3%	30.5%	30.5%	30.5%	30.5%	30.5%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	9.0	57.6	7.6	56.3	26.9	26.9	26.9	26.9	26.9
Actuated g/C Ratio	0.09	0.55	0.07	0.54	0.26	0.26	0.26	0.26	0.26
v/c Ratio	0.56	0.32	0.40	0.43	0.21	0.42	0.52	0.52	0.25
Control Delay	69.1	9.2	72.2	5.1	34.1	32.6	43.6	37.9	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.1	9.2	72.2	5.1	34.1	32.6	43.6	37.9	7.0
LOS	E	A	E	A	C	C	D	D	A
Approach Delay		16.4		9.1		32.8		31.1	
Approach LOS		B		A		C		C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 57 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 19.5	Intersection LOS: B
Intersection Capacity Utilization 58.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 105: State St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	550	24	47	685	60	41	298	49	99	228	116
Future Volume (veh/h)	78	550	24	47	685	60	41	298	49	99	228	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	86	604	26	52	753	66	45	327	54	109	251	127
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	109	1989	86	67	1816	159	214	795	130	239	487	412
Arrive On Green	0.12	1.00	1.00	0.04	0.54	0.54	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3522	151	1810	3353	294	1020	3105	507	1017	1900	1606
Grp Volume(v), veh/h	86	309	321	52	405	414	45	189	192	109	251	127
Grp Sat Flow(s),veh/h/ln	1810	1805	1869	1810	1805	1841	1020	1805	1807	1017	1900	1606
Q Serve(g_s), s	4.9	0.0	0.0	3.0	13.9	13.9	4.2	9.1	9.3	10.5	11.9	6.7
Cycle Q Clear(g_c), s	4.9	0.0	0.0	3.0	13.9	13.9	16.0	9.1	9.3	19.8	11.9	6.7
Prop In Lane	1.00		0.08	1.00		0.16	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	109	1019	1055	67	978	997	214	462	463	239	487	412
V/C Ratio(X)	0.79	0.30	0.30	0.77	0.41	0.41	0.21	0.41	0.42	0.46	0.52	0.31
Avail Cap(c_a), veh/h	195	1019	1055	195	978	997	214	462	463	239	487	412
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	0.0	0.0	50.1	14.2	14.2	40.3	32.4	32.5	40.7	33.5	31.5
Incr Delay (d2), s/veh	4.4	0.7	0.7	6.4	1.2	1.2	2.2	2.7	2.7	6.2	3.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.2	0.2	1.5	5.7	5.8	1.2	4.3	4.4	3.0	6.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.9	0.7	0.7	56.5	15.4	15.4	42.6	35.1	35.2	46.9	37.3	33.5
LnGrp LOS	D	A	A	E	B	B	D	D	D	D	D	C
Approach Vol, veh/h		716			871			426			487	
Approach Delay, s/veh		6.6			17.9			35.9			38.5	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	64.4		32.0	11.0	62.0		32.0				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	* 4.7	5.1		5.1				
Max Green Setting (Gmax), s	* 11	51.9		26.9	* 11	51.9		26.9				
Max Q Clear Time (g_c+I1), s	5.0	2.0		21.8	6.9	15.9		18.0				
Green Ext Time (p_c), s	0.0	2.5		0.8	0.0	3.4		1.1				

Intersection Summary		
HCM 6th Ctrl Delay		21.7
HCM 6th LOS		C

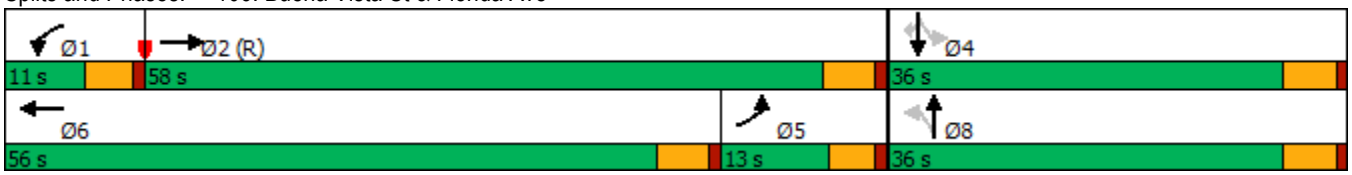
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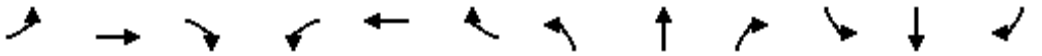
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	19	627	36	723	48	188	26	112	29
Future Volume (vph)	19	627	36	723	48	188	26	112	29
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	13.0	58.0	11.0	56.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	12.4%	55.2%	10.5%	53.3%	34.3%	34.3%	34.3%	34.3%	34.3%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lag	Lag	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	None	Max	Max	Max
Act Effct Green (s)	8.7	57.3	5.9	58.5	30.9	30.9	30.9	30.9	30.9
Actuated g/C Ratio	0.08	0.55	0.06	0.56	0.29	0.29	0.29	0.29	0.29
v/c Ratio	0.13	0.36	0.39	0.40	0.14	0.46	0.11	0.21	0.06
Control Delay	43.5	5.1	50.8	16.2	28.6	31.9	28.5	29.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.5	5.1	50.8	16.2	28.6	31.9	28.5	29.2	0.2
LOS	D	A	D	B	C	C	C	C	A
Approach Delay		6.2		17.8		31.3		24.1	
Approach LOS		A		B		C		C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 50 (48%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay: 16.3	Intersection LOS: B
Intersection Capacity Utilization 58.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 106: Buena Vista St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	627	24	36	723	14	48	188	46	26	112	29
Future Volume (veh/h)	19	627	24	36	723	14	48	188	46	26	112	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	674	26	39	777	15	52	202	49	28	120	31
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	543	1881	73	59	942	18	378	435	105	278	559	473
Arrive On Green	0.60	1.00	1.00	0.01	0.09	0.09	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	3540	136	1810	3620	70	1254	1477	358	1145	1900	1607
Grp Volume(v), veh/h	20	343	357	39	387	405	52	0	251	28	120	31
Grp Sat Flow(s),veh/h/ln	1810	1805	1871	1810	1805	1885	1254	0	1835	1145	1900	1607
Q Serve(g_s), s	0.5	0.0	0.0	2.3	22.2	22.2	3.4	0.0	11.7	2.2	5.0	1.5
Cycle Q Clear(g_c), s	0.5	0.0	0.0	2.3	22.2	22.2	8.4	0.0	11.7	13.9	5.0	1.5
Prop In Lane	1.00		0.07	1.00		0.04	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	543	959	995	59	470	490	378	0	540	278	559	473
V/C Ratio(X)	0.04	0.36	0.36	0.67	0.82	0.83	0.14	0.00	0.46	0.10	0.21	0.07
Avail Cap(c_a), veh/h	543	959	995	109	875	914	378	0	540	278	559	473
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	0.0	0.0	51.4	45.6	45.6	31.1	0.0	30.3	36.0	27.9	26.7
Incr Delay (d2), s/veh	0.0	1.0	1.0	4.6	1.4	1.3	0.1	0.0	0.2	0.7	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.3	1.1	10.9	11.3	1.0	0.0	5.2	0.7	2.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.8	1.0	1.0	56.0	47.0	47.0	31.1	0.0	30.5	36.7	28.8	26.9
LnGrp LOS	B	A	A	E	D	D	C	A	C	D	C	C
Approach Vol, veh/h		720			831			303			179	
Approach Delay, s/veh		1.4			47.4			30.6			29.7	
Approach LOS		A			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	60.9		36.0	36.6	32.4		36.0				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	5.1	* 5.1		5.1				
Max Green Setting (Gmax), s	* 6.3	52.9		30.9	8.3	* 51		30.9				
Max Q Clear Time (g_c+I1), s	4.3	2.0		15.9	2.5	24.2		13.7				
Green Ext Time (p_c), s	0.0	2.8		0.4	0.0	3.1		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		27.0	
HCM 6th LOS		C	

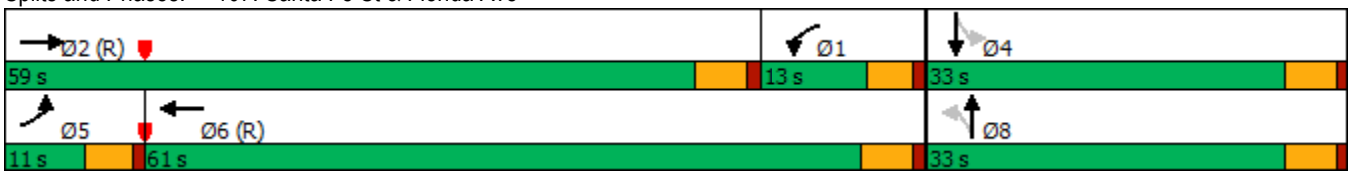
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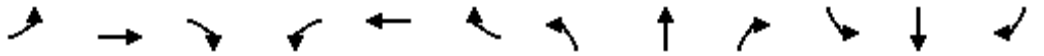
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	25	599	59	705	46	104	20	54
Future Volume (vph)	25	599	59	705	46	104	20	54
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.0	10.0	10.0	10.0
Total Split (s)	11.0	59.0	13.0	61.0	33.0	33.0	33.0	33.0
Total Split (%)	10.5%	56.2%	12.4%	58.1%	31.4%	31.4%	31.4%	31.4%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	6.2	70.7	7.6	74.1	13.8	13.8	13.8	13.8
Actuated g/C Ratio	0.06	0.67	0.07	0.71	0.13	0.13	0.13	0.13
v/c Ratio	0.25	0.29	0.48	0.31	0.28	0.72	0.23	0.34
Control Delay	64.2	3.7	59.1	7.6	43.2	51.2	44.5	33.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.2	3.7	59.1	7.6	43.2	51.2	44.5	33.0
LOS	E	A	E	A	D	D	D	C
Approach Delay		5.9		11.4		49.6		35.3
Approach LOS		A		B		D		D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 4 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 15.4	Intersection LOS: B
Intersection Capacity Utilization 53.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 107: Santa Fe St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	599	58	59	705	20	46	104	70	20	54	27
Future Volume (veh/h)	25	599	58	59	705	20	46	104	70	20	54	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	644	62	63	758	22	49	112	75	22	58	29
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	47	1704	164	364	2479	72	197	149	100	116	167	83
Arrive On Green	0.01	0.17	0.17	0.20	0.69	0.69	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1810	3319	319	1810	3579	104	1329	1060	710	1214	1188	594
Grp Volume(v), veh/h	27	350	356	63	382	398	49	0	187	22	0	87
Grp Sat Flow(s),veh/h/ln	1810	1805	1833	1810	1805	1878	1329	0	1770	1214	0	1782
Q Serve(g_s), s	1.6	18.1	18.1	3.0	8.7	8.7	3.6	0.0	10.7	1.9	0.0	4.6
Cycle Q Clear(g_c), s	1.6	18.1	18.1	3.0	8.7	8.7	8.3	0.0	10.7	12.5	0.0	4.6
Prop In Lane	1.00		0.17	1.00		0.06	1.00		0.40	1.00		0.33
Lane Grp Cap(c), veh/h	47	927	941	364	1250	1301	197	0	249	116	0	250
V/C Ratio(X)	0.57	0.38	0.38	0.17	0.31	0.31	0.25	0.00	0.75	0.19	0.00	0.35
Avail Cap(c_a), veh/h	109	927	941	364	1250	1301	364	0	472	269	0	475
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.74	0.74	0.74	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.5	28.7	28.7	34.7	6.3	6.3	44.5	0.0	43.4	49.4	0.0	40.8
Incr Delay (d2), s/veh	3.9	1.1	1.1	0.1	0.5	0.5	0.2	0.0	1.7	0.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	9.0	9.1	1.3	3.0	3.1	1.2	0.0	4.8	0.6	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.3	29.8	29.8	34.8	6.8	6.7	44.8	0.0	45.1	49.7	0.0	41.1
LnGrp LOS	E	C	C	C	A	A	D	A	D	D	A	D
Approach Vol, veh/h		733			843			236			109	
Approach Delay, s/veh		30.8			8.8			45.0			42.8	
Approach LOS		C			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.2	59.0		19.8	7.4	77.8		19.8				
Change Period (Y+Rc), s	5.1	* 5.1		5.0	* 4.7	5.1		5.0				
Max Green Setting (Gmax), s	8.3	* 54		28.0	* 6.3	55.9		28.0				
Max Q Clear Time (g_c+I1), s	5.0	20.1		14.5	3.6	10.7		12.7				
Green Ext Time (p_c), s	0.0	2.8		0.2	0.0	3.2		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		23.6
HCM 6th LOS		C

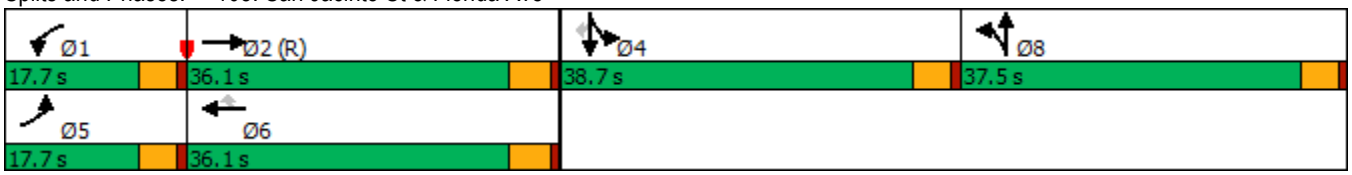
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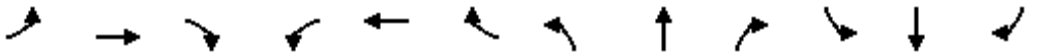
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	135	449	99	596	100	47	259	107	190	128
Future Volume (vph)	135	449	99	596	100	47	259	107	190	128
Turn Type	Prot	NA	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2	1	6		8	8	4	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	9.7	9.7	9.7	9.7	9.7
Total Split (s)	17.7	36.1	17.7	36.1	36.1	37.5	37.5	38.7	38.7	38.7
Total Split (%)	13.6%	27.8%	13.6%	27.8%	27.8%	28.8%	28.8%	29.8%	29.8%	29.8%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	12.4	32.9	11.1	31.6	31.6	32.8	32.8	34.0	34.0	34.0
Actuated g/C Ratio	0.10	0.25	0.09	0.24	0.24	0.25	0.25	0.26	0.26	0.26
v/c Ratio	0.85	0.59	0.71	0.74	0.24	0.11	0.36	0.23	0.47	0.27
Control Delay	96.3	45.6	81.5	51.6	11.9	38.3	39.8	39.5	44.3	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.3	45.6	81.5	51.6	11.9	38.3	39.8	39.5	44.3	7.3
LOS	F	D	F	D	B	D	D	D	D	A
Approach Delay		56.6		50.3			39.6		32.1	
Approach LOS		E		D			D		C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0.4 (0%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 46.9	Intersection LOS: D
Intersection Capacity Utilization 58.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 108: San Jacinto St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	449	42	99	596	100	47	259	38	107	190	128
Future Volume (veh/h)	135	449	42	99	596	100	47	259	38	107	190	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	488	46	108	648	109	51	282	41	116	207	139
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	172	884	83	132	879	382	457	797	114	473	497	411
Arrive On Green	0.10	0.27	0.27	0.07	0.24	0.24	0.25	0.25	0.25	0.26	0.26	0.26
Sat Flow, veh/h	1810	3332	313	1810	3610	1570	1810	3157	453	1810	1900	1573
Grp Volume(v), veh/h	147	264	270	108	648	109	51	160	163	116	207	139
Grp Sat Flow(s),veh/h/ln	1810	1805	1839	1810	1805	1570	1810	1805	1806	1810	1900	1573
Q Serve(g_s), s	10.4	16.3	16.5	7.6	21.5	7.3	2.8	9.4	9.7	6.6	11.7	9.3
Cycle Q Clear(g_c), s	10.4	16.3	16.5	7.6	21.5	7.3	2.8	9.4	9.7	6.6	11.7	9.3
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	172	479	488	132	879	382	457	455	456	473	497	411
V/C Ratio(X)	0.85	0.55	0.55	0.82	0.74	0.29	0.11	0.35	0.36	0.25	0.42	0.34
Avail Cap(c_a), veh/h	181	479	488	181	879	382	457	455	456	473	497	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.9	41.1	41.1	59.4	45.3	40.0	37.4	39.9	40.0	37.9	39.8	38.9
Incr Delay (d2), s/veh	27.6	4.4	4.3	13.6	3.3	0.4	0.5	2.1	2.2	1.2	2.6	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	7.8	8.0	4.0	10.0	2.9	1.3	4.5	4.6	3.1	5.9	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.5	45.4	45.5	73.0	48.6	40.4	37.9	42.0	42.1	39.1	42.3	41.1
LnGrp LOS	F	D	D	E	D	D	D	D	D	D	D	D
Approach Vol, veh/h		681			865			374			462	
Approach Delay, s/veh		54.1			50.6			41.5			41.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.2	39.6		38.7	17.1	36.7		37.5				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		4.7				
Max Green Setting (Gmax), s	* 13	31.0		* 34	* 13	31.0		32.8				
Max Q Clear Time (g_c+I1), s	9.6	18.5		13.7	12.4	23.5		11.7				
Green Ext Time (p_c), s	0.0	2.5		1.9	0.0	2.7		2.0				

Intersection Summary		
HCM 6th Ctrl Delay		48.3
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.

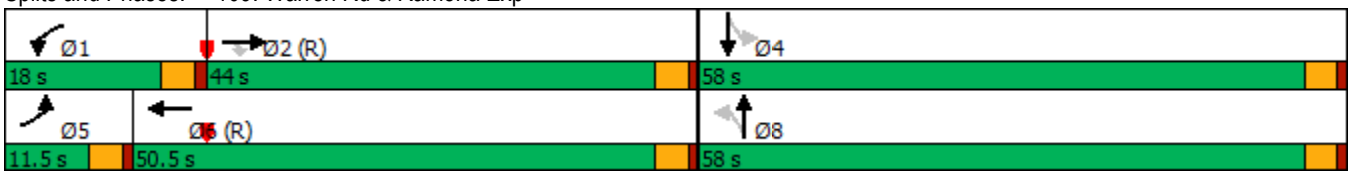
User approved volume balancing among the lanes for turning movement.

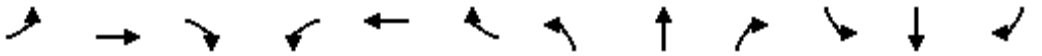
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	19	592	247	234	783	422	44	3	37
Future Volume (vph)	19	592	247	234	783	422	44	3	37
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	44.0	44.0	18.0	50.5	58.0	58.0	58.0	58.0
Total Split (%)	9.6%	36.7%	36.7%	15.0%	42.1%	48.3%	48.3%	48.3%	48.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.2	40.0	40.0	14.0	53.4	54.0	54.0		54.0
Actuated g/C Ratio	0.06	0.33	0.33	0.12	0.44	0.45	0.45		0.45
v/c Ratio	0.19	0.53	0.37	1.20	0.53	0.73	0.41		0.06
Control Delay	57.7	34.3	5.0	171.8	26.6	35.6	6.5		16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	57.7	34.3	5.0	171.8	26.6	35.6	6.5		16.6
LOS	E	C	A	F	C	D	A		B
Approach Delay		26.4			59.8		22.6		16.6
Approach LOS		C			E		C		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.20	
Intersection Signal Delay: 37.8	Intersection LOS: D
Intersection Capacity Utilization 69.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 109: Warren Rd & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	592	247	234	783	9	422	44	299	3	37	7
Future Volume (veh/h)	19	592	247	234	783	9	422	44	299	3	37	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	637	266	252	842	10	454	47	322	3	40	8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	51	1203	537	211	1540	18	687	94	645	56	660	127
Arrive On Green	0.03	0.33	0.33	0.12	0.42	0.42	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1810	3610	1610	1810	3654	43	1379	209	1433	54	1466	283
Grp Volume(v), veh/h	20	637	266	252	416	436	454	0	369	51	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1892	1379	0	1642	1803	0	0
Q Serve(g_s), s	1.3	17.1	15.8	14.0	20.8	20.8	29.7	0.0	19.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.3	17.1	15.8	14.0	20.8	20.8	31.5	0.0	19.1	1.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.87	0.06		0.16
Lane Grp Cap(c), veh/h	51	1203	537	211	761	798	687	0	739	843	0	0
V/C Ratio(X)	0.39	0.53	0.50	1.19	0.55	0.55	0.66	0.00	0.50	0.06	0.00	0.00
Avail Cap(c_a), veh/h	113	1203	537	211	761	798	687	0	739	843	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	57.3	32.4	31.9	53.0	26.1	26.1	26.6	0.0	23.4	18.7	0.0	0.0
Incr Delay (d2), s/veh	4.7	1.7	3.2	124.1	2.8	2.7	4.9	0.0	2.4	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	7.8	6.6	13.6	9.5	9.9	11.3	0.0	7.8	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	34.0	35.2	177.1	28.9	28.8	31.5	0.0	25.8	18.8	0.0	0.0
LnGrp LOS	E	C	D	F	C	C	C	A	C	B	A	A
Approach Vol, veh/h		923			1104			823			51	
Approach Delay, s/veh		35.0			62.7			29.0			18.8	
Approach LOS		C			E			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	44.0		58.0	7.4	54.6		58.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	40.0		54.0	7.5	46.5		54.0				
Max Q Clear Time (g_c+I1), s	16.0	19.1		3.9	3.3	22.8		33.5				
Green Ext Time (p_c), s	0.0	5.4		0.3	0.0	5.8		4.0				

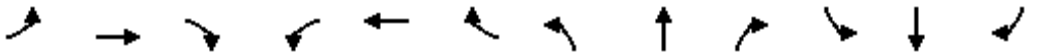
Intersection Summary												
HCM 6th Ctrl Delay			43.5									
HCM 6th LOS			D									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	69	29	85	23	176	16	516	93	55	388	2
Future Volume (vph)	5	69	29	85	23	176	16	516	93	55	388	2
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	22.5	22.5	12.0	23.0	23.0	11.5	44.0	44.0	11.5	44.0	44.0
Total Split (%)	12.8%	25.0%	25.0%	13.3%	25.6%	25.6%	12.8%	48.9%	48.9%	12.8%	48.9%	48.9%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.0	9.1	9.1	7.8	16.5	16.5	7.2	52.8	52.8	8.6	58.7	58.7
Actuated g/C Ratio	0.08	0.10	0.10	0.09	0.18	0.18	0.08	0.59	0.59	0.10	0.65	0.65
v/c Ratio	0.04	0.39	0.12	0.58	0.07	0.42	0.12	0.50	0.10	0.34	0.34	0.00
Control Delay	39.2	43.0	0.9	55.3	30.4	8.3	40.3	15.5	2.6	43.0	10.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.2	43.0	0.9	55.3	30.4	8.3	40.3	15.5	2.6	43.0	10.2	0.0
LOS	D	D	A	E	C	A	D	B	A	D	B	A
Approach Delay		31.0			24.2			14.2			14.2	
Approach LOS		C			C			B			B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 17.3	Intersection LOS: B
Intersection Capacity Utilization 54.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 110: Warren Rd & Cottonwood Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	69	29	85	23	176	16	516	93	55	388	2
Future Volume (veh/h)	5	69	29	85	23	176	16	516	93	55	388	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	5	74	31	91	25	189	17	555	100	59	417	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	17	152	129	126	267	227	49	1163	986	109	1226	1039
Arrive On Green	0.01	0.08	0.08	0.07	0.14	0.14	0.03	0.61	0.61	0.06	0.65	0.65
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	5	74	31	91	25	189	17	555	100	59	417	2
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	0.2	3.4	1.6	4.4	1.0	10.3	0.8	14.4	2.3	2.9	9.0	0.0
Cycle Q Clear(g_c), s	0.2	3.4	1.6	4.4	1.0	10.3	0.8	14.4	2.3	2.9	9.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	152	129	126	267	227	49	1163	986	109	1226	1039
V/C Ratio(X)	0.30	0.49	0.24	0.72	0.09	0.83	0.35	0.48	0.10	0.54	0.34	0.00
Avail Cap(c_a), veh/h	151	391	331	161	401	340	151	1163	986	151	1226	1039
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	39.6	38.8	41.0	33.7	37.6	43.0	9.6	7.2	41.1	7.2	5.7
Incr Delay (d2), s/veh	9.9	2.4	1.0	10.8	0.1	10.6	4.2	1.4	0.2	4.2	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.6	0.7	2.3	0.5	4.6	0.4	5.8	0.8	1.4	3.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.2	42.0	39.8	51.8	33.8	48.3	47.2	11.0	7.4	45.3	8.0	5.7
LnGrp LOS	D	D	D	D	C	D	D	B	A	D	A	A
Approach Vol, veh/h		110			305			672			478	
Approach Delay, s/veh		41.9			48.1			11.3			12.6	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	59.1	10.3	11.2	6.4	62.1	4.8	16.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	40.0	8.0	18.5	7.5	40.0	7.5	19.0
Max Q Clear Time (g_c+I1), s	4.9	16.4	6.4	5.4	2.8	11.0	2.2	12.3
Green Ext Time (p_c), s	0.0	4.1	0.0	0.3	0.0	2.8	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	107
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	82	2	167	52	75	2	504	150	59	429	23
Future Vol, veh/h	47	82	2	167	52	75	2	504	150	59	429	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	49	86	2	176	55	79	2	531	158	62	452	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

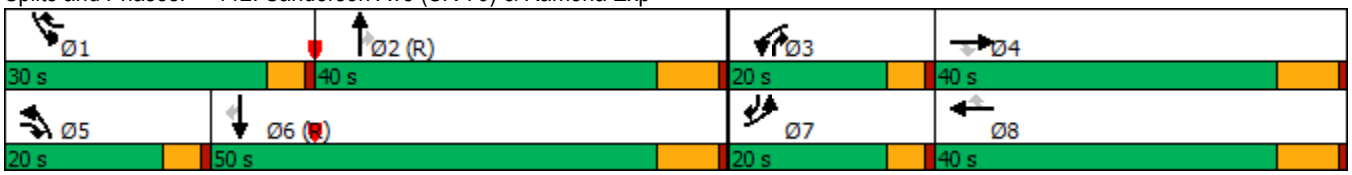
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	17.7	27.6	177.7	84.7
HCM LOS	C	D	F	F

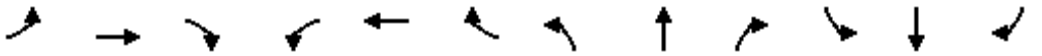
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	36%	57%	12%
Vol Thru, %	77%	63%	18%	84%
Vol Right, %	23%	2%	26%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	656	131	294	511
LT Vol	2	47	167	59
Through Vol	504	82	52	429
RT Vol	150	2	75	23
Lane Flow Rate	691	138	309	538
Geometry Grp	1	1	1	1
Degree of Util (X)	1.316	0.337	0.673	1.055
Departure Headway (Hd)	7.155	9.804	8.625	7.681
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	511	370	421	479
Service Time	5.155	7.804	6.625	5.681
HCM Lane V/C Ratio	1.352	0.373	0.734	1.123
HCM Control Delay	177.7	17.7	27.6	84.7
HCM Lane LOS	F	C	D	F
HCM 95th-tile Q	28.6	1.5	4.8	15.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	478	437	76	39	541	427	140	837	20	604	621	351
Future Volume (vph)	478	437	76	39	541	427	140	837	20	604	621	351
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7
Total Split (s)	20.0	40.0	20.0	20.0	40.0	30.0	20.0	40.0	20.0	30.0	50.0	20.0
Total Split (%)	15.4%	30.8%	15.4%	15.4%	30.8%	23.1%	15.4%	30.8%	15.4%	23.1%	38.5%	15.4%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	15.3	36.6	53.5	6.1	25.4	60.3	9.9	38.0	51.1	27.8	55.9	78.2
Actuated g/C Ratio	0.12	0.28	0.41	0.05	0.20	0.46	0.08	0.29	0.39	0.21	0.43	0.60
v/c Ratio	1.24	0.46	0.11	0.25	0.82	0.58	0.56	0.84	0.03	0.86	0.43	0.37
Control Delay	172.1	40.2	1.8	63.2	59.7	23.6	65.7	52.5	0.1	61.4	28.0	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	172.1	40.2	1.8	63.2	59.7	23.6	65.7	52.5	0.1	61.4	28.0	11.5
LOS	F	D	A	E	E	C	E	D	A	E	C	B
Approach Delay		100.9			44.5			53.3			37.2	
Approach LOS		F			D			D			D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 54.5 (42%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.24	
Intersection Signal Delay: 56.1	Intersection LOS: E
Intersection Capacity Utilization 88.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 112: Sanderson Ave (SR-79) & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	478	437	76	39	541	427	140	837	20	604	621	351
Future Volume (veh/h)	478	437	76	39	541	427	140	837	20	604	621	351
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	509	465	81	41	576	454	149	890	21	643	661	373
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	413	1197	627	104	879	706	204	953	473	683	1447	835
Arrive On Green	0.12	0.33	0.33	0.03	0.24	0.24	0.06	0.26	0.26	0.19	0.40	0.40
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	509	465	81	41	576	454	149	890	21	643	661	373
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	15.3	12.8	4.2	1.5	18.7	28.7	5.4	31.3	1.2	23.5	17.5	18.9
Cycle Q Clear(g_c), s	15.3	12.8	4.2	1.5	18.7	28.7	5.4	31.3	1.2	23.5	17.5	18.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	413	1197	627	104	879	706	204	953	473	683	1447	835
V/C Ratio(X)	1.23	0.39	0.13	0.39	0.66	0.64	0.73	0.93	0.04	0.94	0.46	0.45
Avail Cap(c_a), veh/h	413	1197	627	413	916	722	413	953	473	683	1447	835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	33.3	25.5	61.9	44.3	28.6	60.2	46.7	32.8	51.6	28.6	19.6
Incr Delay (d2), s/veh	123.9	0.1	0.0	0.9	1.2	1.4	1.9	16.9	0.2	21.0	1.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.9	5.7	1.6	0.7	8.5	11.3	2.5	16.2	0.5	12.3	7.8	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	181.2	33.4	25.5	62.8	45.5	30.0	62.1	63.6	33.0	72.6	29.6	21.3
LnGrp LOS	F	C	C	E	D	C	E	E	C	E	C	C
Approach Vol, veh/h		1055			1071			1060			1677	
Approach Delay, s/veh		104.1			39.6			62.8			44.3	
Approach LOS		F			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	41.3	8.6	50.1	12.2	59.1	20.0	38.7
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0
Max Green Setting (Gmax), s	* 25	33.0	* 15	33.0	* 15	43.0	* 15	33.0
Max Q Clear Time (g_c+I1), s	25.5	33.3	3.5	14.8	7.4	20.9	17.3	30.7
Green Ext Time (p_c), s	0.0	0.0	0.0	2.1	0.1	3.8	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	60.3
HCM 6th LOS	E

Notes

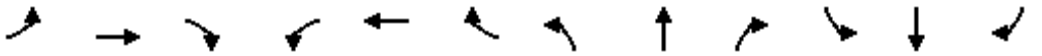
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1155	579	578	1355	675	1	206
Future Volume (vph)	1155	579	578	1355	675	1	206
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.4	10.4	10.4	10.4	10.8	10.8	10.8
Total Split (s)	38.0	38.0	30.0	68.0	27.0	27.0	27.0
Total Split (%)	40.0%	40.0%	31.6%	71.6%	28.4%	28.4%	28.4%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.8	5.8	5.8
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	37.4	37.4	20.0	62.8	21.0	21.0	21.0
Actuated g/C Ratio	0.39	0.39	0.21	0.66	0.22	0.22	0.22
v/c Ratio	0.57	0.61	0.79	0.57	0.94	0.96	0.46
Control Delay	24.6	6.4	43.7	10.0	70.8	75.9	20.6
Queue Delay	0.0	0.0	0.0	0.8	0.0	0.0	0.0
Total Delay	24.6	6.4	43.7	10.9	70.8	75.9	20.6
LOS	C	A	D	B	E	E	C
Approach Delay	18.5			20.7		62.3	
Approach LOS	B			C		E	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 45 (47%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 27.9	Intersection LOS: C
Intersection Capacity Utilization 87.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: I-15 SB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1155	579	578	1355	0	0	0	0	675	1	206
Future Volume (veh/h)	0	1155	579	578	1355	0	0	0	0	675	1	206
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1167	585	584	1369	0				747	0	139
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2134	662	670	2379	0				808	0	359
Arrive On Green	0.00	0.41	0.41	0.19	0.66	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	5358	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	1167	585	584	1369	0				747	0	139
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	16.2	31.9	15.3	19.8	0.0				19.2	0.0	7.0
Cycle Q Clear(g_c), s	0.0	16.2	31.9	15.3	19.8	0.0				19.2	0.0	7.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2134	662	670	2379	0				808	0	359
V/C Ratio(X)	0.00	0.55	0.88	0.87	0.58	0.00				0.93	0.00	0.39
Avail Cap(c_a), veh/h	0	2134	662	909	2379	0				808	0	359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.50	0.50	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.2	25.9	37.3	8.9	0.0				36.1	0.0	31.4
Incr Delay (d2), s/veh	0.0	1.0	15.8	3.0	0.5	0.0				16.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.3	14.1	6.6	6.4	0.0				10.0	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.3	41.7	40.3	9.4	0.0				52.2	0.0	31.6
LnGrp LOS	A	C	D	D	A	A				D	A	C
Approach Vol, veh/h		1752			1953						886	
Approach Delay, s/veh		28.7			18.6						49.0	
Approach LOS		C			B						D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	23.5	44.5		27.0		68.0						
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4						
Max Green Setting (Gmax), s	24.6	32.6		21.2		62.6						
Max Q Clear Time (g_c+I1), s	17.3	33.9		21.2		21.8						
Green Ext Time (p_c), s	0.8	0.0		0.0		7.9						

Intersection Summary	
HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C

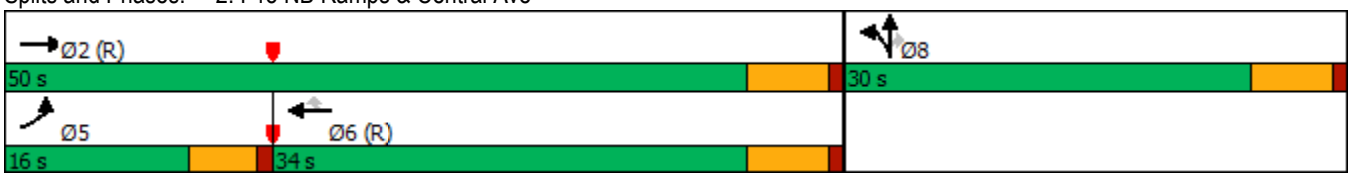
Notes

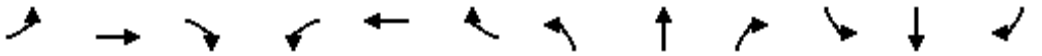
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	152	1677	1465	520	468	6	644
Future Volume (vph)	152	1677	1465	520	468	6	644
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.1	10.8	10.8	10.8	10.8	10.8	10.8
Total Split (s)	16.0	50.0	34.0	34.0	30.0	30.0	30.0
Total Split (%)	20.0%	62.5%	42.5%	42.5%	37.5%	37.5%	37.5%
Yellow Time (s)	4.1	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.8	5.8	5.8	5.8	5.8	5.8
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	9.9	45.5	30.5	30.5	22.9	22.9	22.9
Actuated g/C Ratio	0.12	0.57	0.38	0.38	0.29	0.29	0.29
v/c Ratio	0.73	0.60	0.79	0.59	0.84	0.89	0.75
Control Delay	53.3	12.7	26.3	4.8	43.9	50.1	28.1
Queue Delay	0.0	0.0	3.5	0.2	0.0	0.0	0.0
Total Delay	53.3	12.7	29.8	5.0	43.9	50.1	28.1
LOS	D	B	C	A	D	D	C
Approach Delay		16.1	23.3			40.8	
Approach LOS		B	C			D	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 24.6	Intersection LOS: C
Intersection Capacity Utilization 87.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: I-15 NB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	1677	0	0	1465	520	468	6	644	0	0	0
Future Volume (veh/h)	152	1677	0	0	1465	520	468	6	644	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	162	1784	0	0	1559	553	743	0	428			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	199	2932	0	0	2031	612	1048	0	466			
Arrive On Green	0.11	0.57	0.00	0.00	0.39	0.39	0.29	0.00	0.29			
Sat Flow, veh/h	1810	5358	0	0	5358	1563	3619	0	1610			
Grp Volume(v), veh/h	162	1784	0	0	1559	553	743	0	428			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1563	1810	0	1610			
Q Serve(g_s), s	7.0	18.2	0.0	0.0	20.9	26.6	14.7	0.0	20.6			
Cycle Q Clear(g_c), s	7.0	18.2	0.0	0.0	20.9	26.6	14.7	0.0	20.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	199	2932	0	0	2031	612	1048	0	466			
V/C Ratio(X)	0.81	0.61	0.00	0.00	0.77	0.90	0.71	0.00	0.92			
Avail Cap(c_a), veh/h	247	2932	0	0	2031	612	1095	0	487			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.70	0.70	0.00	0.00	0.78	0.78	1.00	0.00	1.00			
Uniform Delay (d), s/veh	34.8	11.5	0.0	0.0	21.2	22.9	25.4	0.0	27.5			
Incr Delay (d2), s/veh	9.2	0.7	0.0	0.0	2.2	15.7	1.7	0.0	21.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.4	5.9	0.0	0.0	8.0	11.4	6.2	0.0	10.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.1	12.2	0.0	0.0	23.4	38.6	27.1	0.0	48.7			
LnGrp LOS	D	B	A	A	C	D	C	A	D			
Approach Vol, veh/h		1946			2112			1171				
Approach Delay, s/veh		14.8			27.4			35.0				
Approach LOS		B			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		51.0			13.9	37.1		29.0				
Change Period (Y+Rc), s		5.8			5.1	5.8		5.8				
Max Green Setting (Gmax), s		44.2			10.9	28.2		24.2				
Max Q Clear Time (g_c+I1), s		20.2			9.0	28.6		22.6				
Green Ext Time (p_c), s		9.9			0.0	0.0		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

Notes

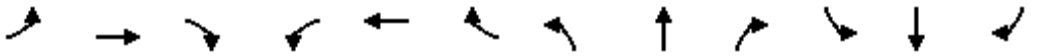
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	340	1719	263	125	1420	68	201	171	41	105	365
Future Volume (vph)	340	1719	263	125	1420	68	201	171	41	105	365
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	7.0	7.0	10.0	10.0	9.0	9.0	5.0
Minimum Split (s)	9.6	11.3	11.3	9.6	12.3	12.3	15.3	15.3	14.3	14.3	9.6
Total Split (s)	33.0	49.2	49.2	17.8	34.0	34.0	28.0	28.0	28.0	28.0	33.0
Total Split (%)	34.7%	51.8%	51.8%	18.7%	35.8%	35.8%	29.5%	29.5%	29.5%	29.5%	34.7%
Yellow Time (s)	3.6	4.3	4.3	3.6	4.3	4.3	4.3	4.3	4.3	4.3	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.3	5.3	4.6	5.3	5.3	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None
Act Effct Green (s)	22.5	46.4	46.4	10.7	34.6	34.6	22.7	22.7	22.7	22.7	50.5
Actuated g/C Ratio	0.24	0.49	0.49	0.11	0.36	0.36	0.24	0.24	0.24	0.24	0.53
v/c Ratio	0.83	0.71	0.30	0.64	0.62	0.11	0.67	0.63	0.25	0.24	0.44
Control Delay	50.4	21.3	2.9	42.7	37.8	6.6	45.0	36.3	34.1	30.9	13.6
Queue Delay	1.5	31.4	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.0	52.7	3.3	42.7	37.8	6.6	45.0	36.3	34.1	30.9	13.6
LOS	D	D	A	D	D	A	D	D	C	C	B
Approach Delay		47.0			36.8			40.0		18.8	
Approach LOS		D			D			D		B	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 40.1	Intersection LOS: D
Intersection Capacity Utilization 80.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Dexter Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	1719	263	125	1420	68	201	171	101	41	105	365
Future Volume (veh/h)	340	1719	263	125	1420	68	201	171	101	41	105	365
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	354	1791	274	130	1479	71	209	178	105	43	109	380
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	390	2655	823	161	2520	611	253	265	156	179	454	728
Arrive On Green	0.22	0.51	0.51	0.09	0.39	0.39	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	5187	1607	1810	6536	1586	917	1109	654	1108	1900	1594
Grp Volume(v), veh/h	354	1791	274	130	1479	71	209	0	283	43	109	380
Grp Sat Flow(s),veh/h/ln	1810	1729	1607	1810	1634	1586	917	0	1764	1108	1900	1594
Q Serve(g_s), s	18.1	24.5	9.5	6.7	17.1	2.7	18.3	0.0	13.8	3.5	4.4	16.2
Cycle Q Clear(g_c), s	18.1	24.5	9.5	6.7	17.1	2.7	22.7	0.0	13.8	17.3	4.4	16.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		1.00
Lane Grp Cap(c), veh/h	390	2655	823	161	2520	611	253	0	421	179	454	728
V/C Ratio(X)	0.91	0.67	0.33	0.81	0.59	0.12	0.83	0.00	0.67	0.24	0.24	0.52
Avail Cap(c_a), veh/h	541	2655	823	251	2520	611	253	0	421	179	454	728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	17.3	13.6	42.5	23.2	18.8	39.8	0.0	32.8	40.6	29.2	18.6
Incr Delay (d2), s/veh	9.9	1.0	0.8	4.9	1.0	0.4	25.7	0.0	8.3	3.1	1.2	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	9.0	3.3	3.1	6.3	1.0	6.6	0.0	6.5	1.1	2.1	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.2	18.3	14.5	47.3	24.2	19.2	65.5	0.0	41.0	43.7	30.4	21.2
LnGrp LOS	D	B	B	D	C	B	E	A	D	D	C	C
Approach Vol, veh/h		2419			1680			492			532	
Approach Delay, s/veh		22.0			25.8			51.4			24.9	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.1	53.9		28.0	25.1	41.9		28.0				
Change Period (Y+Rc), s	4.6	5.3		5.3	4.6	5.3		5.3				
Max Green Setting (Gmax), s	13.2	43.9		22.7	28.4	28.7		22.7				
Max Q Clear Time (g_c+I1), s	8.7	26.5		19.3	20.1	19.1		24.7				
Green Ext Time (p_c), s	0.1	9.1		0.5	0.4	5.0		0.0				

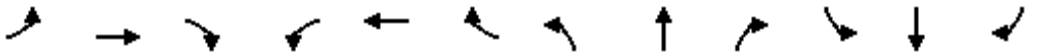
Intersection Summary												
HCM 6th Ctrl Delay			26.3									
HCM 6th LOS			C									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	219	1471	57	116	1089	182	139	71	229	79
Future Volume (vph)	219	1471	57	116	1089	182	139	71	229	79
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	NA
Protected Phases	5	2	3	1	6		3	8		4
Permitted Phases			2			6			4	
Detector Phase	5	2	3	1	6	6	3	8	4	4
Switch Phase										
Minimum Initial (s)	6.0	15.0	6.0	6.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	21.0	10.0	10.6	21.0	21.0	10.0	10.9	10.9	10.9
Total Split (s)	13.0	46.0	12.0	12.0	45.0	45.0	12.0	37.0	25.0	25.0
Total Split (%)	13.7%	48.4%	12.6%	12.6%	47.4%	47.4%	12.6%	38.9%	26.3%	26.3%
Yellow Time (s)	3.6	5.0	3.0	3.6	5.0	5.0	3.0	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.0	4.6	6.0	6.0	4.0	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	Max	Max	Max
Act Effct Green (s)	8.2	40.0	50.0	7.4	39.2	39.2	8.0	32.1	20.1	20.1
Actuated g/C Ratio	0.09	0.42	0.53	0.08	0.41	0.41	0.08	0.34	0.21	0.21
v/c Ratio	0.74	0.99	0.07	0.84	0.75	0.24	0.93	0.19	0.96	0.39
Control Delay	72.8	29.7	0.1	88.3	27.6	3.6	103.0	8.2	87.4	25.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.8	29.7	0.1	88.3	27.6	3.6	103.0	8.2	87.4	25.7
LOS	E	C	A	F	C	A	F	A	F	C
Approach Delay		34.1			29.5			44.7		62.3
Approach LOS		C			C			D		E

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 36.3	Intersection LOS: D
Intersection Capacity Utilization 83.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: Cambern Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	219	1471	57	116	1089	182	139	71	152	229	79	77
Future Volume (veh/h)	219	1471	57	116	1089	182	139	71	152	229	79	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	223	1501	58	118	1111	186	142	72	155	234	81	79
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	292	1520	813	141	1501	668	152	610	542	323	186	182
Arrive On Green	0.08	0.42	0.42	0.08	0.42	0.42	0.08	0.34	0.34	0.21	0.21	0.21
Sat Flow, veh/h	3510	3610	1608	1810	3610	1607	1810	1805	1604	1167	881	859
Grp Volume(v), veh/h	223	1501	58	118	1111	186	142	72	155	234	0	160
Grp Sat Flow(s),veh/h/ln	1755	1805	1608	1810	1805	1607	1810	1805	1604	1167	0	1740
Q Serve(g_s), s	5.9	39.1	1.8	6.1	24.7	7.3	7.4	2.6	6.7	18.8	0.0	7.6
Cycle Q Clear(g_c), s	5.9	39.1	1.8	6.1	24.7	7.3	7.4	2.6	6.7	18.8	0.0	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.49
Lane Grp Cap(c), veh/h	292	1520	813	141	1501	668	152	610	542	323	0	368
V/C Ratio(X)	0.76	0.99	0.07	0.84	0.74	0.28	0.93	0.12	0.29	0.73	0.00	0.43
Avail Cap(c_a), veh/h	310	1520	813	141	1501	668	152	610	542	323	0	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.61	0.61	0.61	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.6	27.3	12.1	43.2	23.4	18.3	43.2	21.7	23.1	36.9	0.0	32.5
Incr Delay (d2), s/veh	8.8	20.3	0.2	21.7	2.0	0.6	52.3	0.4	1.3	13.3	0.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	18.8	0.6	3.4	9.6	2.5	5.4	1.1	2.6	6.3	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	47.6	12.2	64.9	25.5	19.0	95.5	22.1	24.4	50.2	0.0	36.2
LnGrp LOS	D	D	B	E	C	B	F	C	C	D	A	D
Approach Vol, veh/h		1782			1415			369			394	
Approach Delay, s/veh		46.9			27.9			51.3			44.5	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	46.0	12.0	25.0	12.5	45.5		37.0				
Change Period (Y+Rc), s	4.6	6.0	4.0	4.9	4.6	6.0		4.9				
Max Green Setting (Gmax), s	7.4	40.0	8.0	20.1	8.4	39.0		32.1				
Max Q Clear Time (g_c+I1), s	8.1	41.1	9.4	20.8	7.9	26.7		8.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	4.0		0.8				

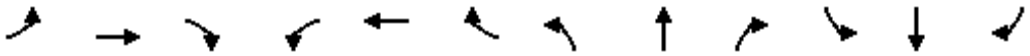
Intersection Summary			
HCM 6th Ctrl Delay		40.3	
HCM 6th LOS		D	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	18	1811	28	1344	19	10	80	7
Future Volume (vph)	18	1811	28	1344	19	10	80	7
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	11.8	9.6	11.8	9.6	9.6	9.6	9.6
Total Split (s)	20.0	45.0	20.0	45.0	35.0	35.0	35.0	35.0
Total Split (%)	20.0%	45.0%	20.0%	45.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.6	5.8	3.6	5.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.7	51.2	6.3	53.7		30.4		30.4
Actuated g/C Ratio	0.06	0.51	0.06	0.54		0.30		0.30
v/c Ratio	0.17	1.01	0.26	0.73		0.21		0.26
Control Delay	48.3	51.1	49.6	21.5		10.0		25.0
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	48.3	51.1	49.6	21.5		10.0		25.0
LOS	D	D	D	C		B		C
Approach Delay		51.0		22.1		10.0		25.0
Approach LOS		D		C		B		C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 51 (51%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 37.2	Intersection LOS: D
Intersection Capacity Utilization 73.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Conard Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	1811	23	28	1344	32	19	10	81	80	7	23
Future Volume (veh/h)	18	1811	23	28	1344	32	19	10	81	80	7	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	1848	23	29	1371	33	19	10	83	82	7	23
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	1856	23	50	1860	45	99	70	364	376	37	91
Arrive On Green	0.02	0.51	0.51	0.03	0.52	0.52	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	3651	45	1810	3603	87	188	230	1198	1031	123	298
Grp Volume(v), veh/h	18	912	959	29	686	718	112	0	0	112	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1892	1810	1805	1884	1616	0	0	1452	0	0
Q Serve(g_s), s	1.0	50.2	50.6	1.6	29.7	29.8	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.0	50.2	50.6	1.6	29.7	29.8	5.0	0.0	0.0	4.9	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.05	0.17		0.74	0.73		0.21
Lane Grp Cap(c), veh/h	36	918	962	50	932	973	533	0	0	504	0	0
V/C Ratio(X)	0.51	0.99	1.00	0.58	0.74	0.74	0.21	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	279	918	962	279	932	973	533	0	0	504	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.13	0.13	0.13	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.5	24.4	24.5	48.0	18.9	18.9	26.0	0.0	0.0	25.9	0.0	0.0
Incr Delay (d2), s/veh	0.5	9.4	9.9	3.9	5.2	5.0	0.9	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	20.2	21.4	0.7	11.8	12.3	2.1	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	33.8	34.4	51.9	24.0	23.9	26.9	0.0	0.0	26.9	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	C	A	A	C	A	A
Approach Vol, veh/h		1889			1433			112			112	
Approach Delay, s/veh		34.2			24.5			26.9			26.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	57.6		35.0	6.6	58.4		35.0				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	15.4	38.2		30.4	15.4	38.2		30.4				
Max Q Clear Time (g_c+I1), s	3.6	52.6		6.9	3.0	31.8		7.0				
Green Ext Time (p_c), s	0.0	0.0		0.4	0.0	3.0		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			29.9									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	1796	1224	44	55	54
Future Vol, veh/h	25	1796	1224	44	55	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	27	1931	1316	47	59	58

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1363	0	-	0	2166	682
Stage 1	-	-	-	-	1340	-
Stage 2	-	-	-	-	826	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	511	-	-	-	~ 57	397
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	368	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	511	-	-	-	~ 54	397
Mov Cap-2 Maneuver	-	-	-	-	139	-
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	368	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	43.7
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	511	-	-	-	205
HCM Lane V/C Ratio	0.053	-	-	-	0.572
HCM Control Delay (s)	12.4	-	-	-	43.7
HCM Lane LOS	B	-	-	-	E
HCM 95th %tile Q(veh)	0.2	-	-	-	3.1

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

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1583	13	1151	120	8
Future Volume (vph)	1583	13	1151	120	8
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	8	
Permitted Phases					8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.9	10.3	11.9	10.3	10.3
Total Split (s)	50.0	20.0	70.0	30.0	30.0
Total Split (%)	50.0%	20.0%	70.0%	30.0%	30.0%
Yellow Time (s)	5.9	4.3	5.9	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	5.3	6.9	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	43.2	5.4	45.4	24.8	24.8
Actuated g/C Ratio	0.52	0.07	0.55	0.30	0.30
v/c Ratio	1.03	0.12	0.62	0.12	0.02
Control Delay	49.3	39.9	14.2	22.3	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	49.3	39.9	14.2	22.3	13.1
LOS	D	D	B	C	B
Approach Delay	49.3		14.5	21.7	
Approach LOS	D		B	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 82.4	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 35.0	Intersection LOS: D
Intersection Capacity Utilization 64.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Riverside St & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1583	205	13	1151	120	8
Future Volume (veh/h)	1583	205	13	1151	120	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1702	220	14	1238	129	9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1602	203	30	2074	1000	459
Arrive On Green	0.50	0.50	0.02	0.57	0.28	0.28
Sat Flow, veh/h	3318	408	1810	3705	3510	1610
Grp Volume(v), veh/h	937	985	14	1238	129	9
Grp Sat Flow(s),veh/h/ln	1805	1827	1810	1805	1755	1610
Q Serve(g_s), s	43.1	43.1	0.7	19.3	2.4	0.3
Cycle Q Clear(g_c), s	43.1	43.1	0.7	19.3	2.4	0.3
Prop In Lane		0.22	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	897	908	30	2074	1000	459
V/C Ratio(X)	1.04	1.08	0.47	0.60	0.13	0.02
Avail Cap(c_a), veh/h	897	908	307	2626	1000	459
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	21.8	42.3	11.9	23.0	22.3
Incr Delay (d2), s/veh	42.5	55.6	4.2	0.3	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.1	28.7	0.3	5.9	1.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	64.3	77.4	46.5	12.2	23.3	22.4
LnGrp LOS	F	F	D	B	C	C
Approach Vol, veh/h	1922			1252	138	
Approach Delay, s/veh	71.0			12.6	23.2	
Approach LOS	E			B	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.7	50.0				56.7	30.0
Change Period (Y+Rc), s	5.3	6.9				6.9	5.3
Max Green Setting (Gmax), s	14.7	43.1				63.1	24.7
Max Q Clear Time (g_c+I1), s	2.7	45.1				21.3	4.4
Green Ext Time (p_c), s	0.0	0.0				10.0	0.2

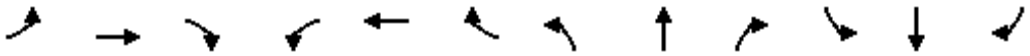
Intersection Summary			
HCM 6th Ctrl Delay		46.9	
HCM 6th LOS		D	

Lane Group	EBT	WBL	WBT	NBL	NBT	Ø4
Lane Configurations						
Traffic Volume (vph)	1600	51	1116	24	0	
Future Volume (vph)	1600	51	1116	24	0	
Turn Type	NA	Prot	NA	Perm	NA	
Protected Phases	2	1	6		8	4
Permitted Phases				8		
Detector Phase	2	1	6	8	8	
Switch Phase						
Minimum Initial (s)	6.0	4.0	6.0	5.0	5.0	5.0
Minimum Split (s)	13.4	9.4	13.4	11.2	11.2	9.6
Total Split (s)	50.0	25.0	75.0	25.0	25.0	25.0
Total Split (%)	50.0%	25.0%	75.0%	25.0%	25.0%	25%
Yellow Time (s)	5.9	4.4	5.9	5.2	5.2	3.6
All-Red Time (s)	1.5	1.0	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.4	5.4	7.4		6.2	
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	42.8	7.0	53.0		18.9	
Actuated g/C Ratio	0.50	0.08	0.62		0.22	
v/c Ratio	0.97	0.37	0.54		0.19	
Control Delay	38.3	45.2	10.3		5.0	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	38.3	45.2	10.3		5.0	
LOS	D	D	B		A	
Approach Delay	38.3		11.8		5.0	
Approach LOS	D		B		A	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 85.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 26.6	Intersection LOS: C
Intersection Capacity Utilization 60.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Wasson Canyon Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1600	12	51	1116	0	24	0	52	0	0	0
Future Volume (veh/h)	0	1600	12	51	1116	0	24	0	52	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	1739	13	55	1213	0	26	0	57	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	1826	14	71	2166	0	148	27	261	0	456	0
Arrive On Green	0.00	0.50	0.50	0.04	0.60	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Sat Flow, veh/h	0	3768	27	1810	3705	0	384	111	1086	0	1900	0
Grp Volume(v), veh/h	0	854	898	55	1213	0	83	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1805	1895	1810	1805	0	1582	0	0	0	1900	0
Q Serve(g_s), s	0.0	38.4	38.5	2.6	17.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	38.4	38.5	2.6	17.2	0.0	3.3	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.01	1.00		0.00	0.31		0.69	0.00		0.00
Lane Grp Cap(c), veh/h	0	897	942	71	2166	0	435	0	0	0	456	0
V/C Ratio(X)	0.00	0.95	0.95	0.77	0.56	0.00	0.19	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	905	950	417	2872	0	435	0	0	0	456	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	20.4	20.4	40.4	10.2	0.0	25.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	19.2	18.8	6.5	0.2	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.5	18.3	1.2	5.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	39.6	39.3	47.0	10.5	0.0	26.8	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	D	D	D	B	A	C	A	A	A	A	A
Approach Vol, veh/h		1752			1268			83			0	
Approach Delay, s/veh		39.4			12.1			26.8			0.0	
Approach LOS		D			B			C				

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.7	49.6		26.6		58.4		26.6				
Change Period (Y+Rc), s	5.4	7.4		* 6.2		7.4		6.2				
Max Green Setting (Gmax), s	19.6	42.6		* 20		67.6		18.8				
Max Q Clear Time (g_c+I1), s	4.6	40.5		0.0		19.2		5.3				
Green Ext Time (p_c), s	0.0	1.7		0.0		9.9		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			27.9									
HCM 6th LOS			C									

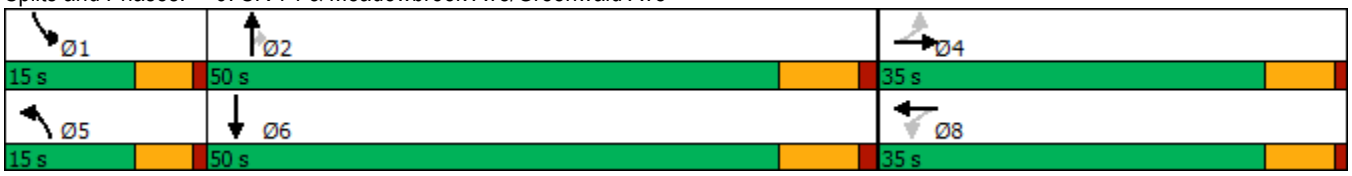
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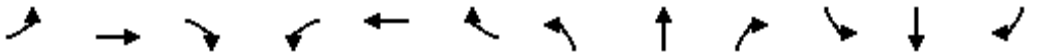
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	36	18	117	18	20	1344	236	73	1022
Future Volume (vph)	36	18	117	18	20	1344	236	73	1022
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.2	11.2	11.2	11.2	9.4	13.4	13.4	9.4	13.4
Total Split (s)	35.0	35.0	35.0	35.0	15.0	50.0	50.0	15.0	50.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	15.0%	50.0%	50.0%	15.0%	50.0%
Yellow Time (s)	5.2	5.2	5.2	5.2	4.4	5.9	5.9	4.4	5.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	5.4	7.4	7.4	5.4	7.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	11.8	11.8	11.8	11.8	5.5	43.2	43.2	7.5	49.3
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.07	0.54	0.54	0.09	0.62
v/c Ratio	0.19	0.13	0.59	0.27	0.17	0.72	0.25	0.45	0.50
Control Delay	32.6	20.5	44.6	14.6	40.6	18.1	2.5	45.0	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.6	20.5	44.6	14.6	40.6	18.1	2.5	45.0	11.0
LOS	C	C	D	B	D	B	A	D	B
Approach Delay		26.7		32.8		16.1			13.2
Approach LOS		C		C		B			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 79.3	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 16.3	Intersection LOS: B
Intersection Capacity Utilization 70.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: SR-74 & Meadowbrook Ave/Greenwald Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	18	16	117	18	58	20	1344	236	73	1022	42
Future Volume (veh/h)	36	18	16	117	18	58	20	1344	236	73	1022	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	19	17	123	19	61	21	1415	248	77	1076	44
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	219	126	113	259	54	174	34	2018	900	100	2103	86
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.02	0.56	0.56	0.06	0.60	0.60
Sat Flow, veh/h	1337	923	826	1391	396	1272	1810	3610	1610	1810	3534	145
Grp Volume(v), veh/h	38	0	36	123	0	80	21	1415	248	77	549	571
Grp Sat Flow(s),veh/h/ln	1337	0	1749	1391	0	1668	1810	1805	1610	1810	1805	1874
Q Serve(g_s), s	2.0	0.0	1.4	6.5	0.0	3.3	0.9	21.7	6.1	3.2	13.5	13.5
Cycle Q Clear(g_c), s	5.3	0.0	1.4	7.9	0.0	3.3	0.9	21.7	6.1	3.2	13.5	13.5
Prop In Lane	1.00		0.47	1.00		0.76	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	219	0	239	259	0	228	34	2018	900	100	1074	1115
V/C Ratio(X)	0.17	0.00	0.15	0.47	0.00	0.35	0.62	0.70	0.28	0.77	0.51	0.51
Avail Cap(c_a), veh/h	542	0	661	595	0	630	228	2018	900	228	1074	1115
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	0.0	29.0	32.5	0.0	29.8	37.1	12.2	8.8	35.5	9.0	9.0
Incr Delay (d2), s/veh	0.3	0.0	0.2	1.0	0.0	0.7	6.6	2.1	0.8	4.7	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.6	2.2	0.0	1.3	0.4	6.8	1.8	1.4	4.1	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	0.0	29.2	33.5	0.0	30.5	43.7	14.3	9.5	40.2	10.7	10.7
LnGrp LOS	C	A	C	C	A	C	D	B	A	D	B	B
Approach Vol, veh/h		74			203			1684			1197	
Approach Delay, s/veh		30.9			32.3			13.9			12.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	50.0		16.6	6.8	52.8		16.6				
Change Period (Y+Rc), s	5.4	7.4		6.2	5.4	7.4		6.2				
Max Green Setting (Gmax), s	9.6	42.6		28.8	9.6	42.6		28.8				
Max Q Clear Time (g_c+I1), s	5.2	23.7		7.3	2.9	15.5		9.9				
Green Ext Time (p_c), s	0.0	6.5		0.2	0.0	6.9		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		15.0	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	28	1405	9	35	1156
Future Vol, veh/h	7	28	1405	9	35	1156
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	230	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	30	1511	10	38	1243

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2214	761	0	0	1521	0
Stage 1	1516	-	-	-	-	-
Stage 2	698	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	38	352	-	-	445	-
Stage 1	171	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	35	352	-	-	445	-
Mov Cap-2 Maneuver	124	-	-	-	-	-
Stage 1	171	-	-	-	-	-
Stage 2	421	-	-	-	-	-

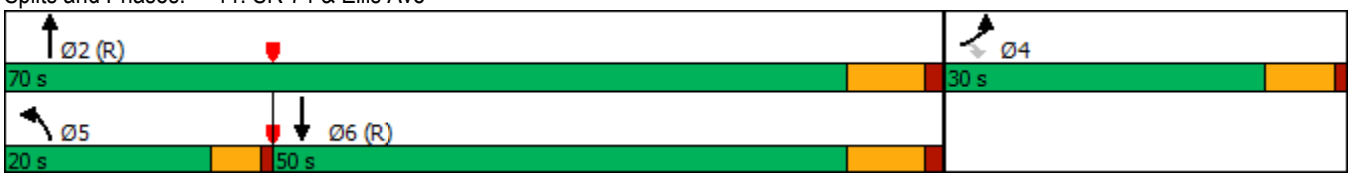
Approach	WB	NB	SB
HCM Control Delay, s	21.4	0	0.4
HCM LOS	C		

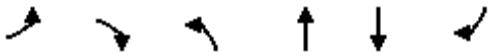
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	257	445	-
HCM Lane V/C Ratio	-	-	0.146	0.085	-
HCM Control Delay (s)	-	-	21.4	13.8	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.5	0.3	-

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	231	48	53	1012	946
Future Volume (vph)	231	48	53	1012	946
Turn Type	Prot	Perm	Prot	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	4.0	6.0	6.0
Minimum Split (s)	11.2	11.2	8.6	13.4	13.4
Total Split (s)	30.0	30.0	20.0	70.0	50.0
Total Split (%)	30.0%	30.0%	20.0%	70.0%	50.0%
Yellow Time (s)	5.2	5.2	3.6	5.9	5.9
All-Red Time (s)	1.0	1.0	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	4.6	7.4	7.4
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	18.6	18.6	7.7	67.8	57.3
Actuated g/C Ratio	0.19	0.19	0.08	0.68	0.57
v/c Ratio	0.77	0.16	0.43	0.46	0.60
Control Delay	53.5	15.8	52.6	8.8	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	53.5	15.8	52.6	8.8	17.0
LOS	D	B	D	A	B
Approach Delay	47.0			11.0	17.0
Approach LOS	D			B	B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 17.8	Intersection LOS: B
Intersection Capacity Utilization 62.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 11: SR-74 & Ellis Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	231	48	53	1012	946	145
Future Volume (veh/h)	231	48	53	1012	946	145
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	257	53	59	1124	1051	161
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	295	262	77	2531	1923	294
Arrive On Green	0.16	0.16	0.04	0.70	0.61	0.61
Sat Flow, veh/h	1810	1610	1810	3705	3233	480
Grp Volume(v), veh/h	257	53	59	1124	604	608
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1813
Q Serve(g_s), s	13.9	2.8	3.2	13.5	19.5	19.6
Cycle Q Clear(g_c), s	13.9	2.8	3.2	13.5	19.5	19.6
Prop In Lane	1.00	1.00	1.00			0.26
Lane Grp Cap(c), veh/h	295	262	77	2531	1106	1111
V/C Ratio(X)	0.87	0.20	0.77	0.44	0.55	0.55
Avail Cap(c_a), veh/h	431	383	279	2531	1106	1111
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.53	0.53
Uniform Delay (d), s/veh	40.8	36.2	47.4	6.5	11.3	11.3
Incr Delay (d2), s/veh	11.2	0.3	6.0	0.6	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	2.7	1.5	3.7	6.5	6.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	52.0	36.5	53.4	7.1	12.3	12.3
LnGrp LOS	D	D	D	A	B	B
Approach Vol, veh/h	310			1183	1212	
Approach Delay, s/veh	49.4			9.4	12.3	
Approach LOS	D			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		77.5		22.5	8.8	68.7
Change Period (Y+Rc), s		7.4		6.2	4.6	7.4
Max Green Setting (Gmax), s		62.6		23.8	15.4	42.6
Max Q Clear Time (g_c+I1), s		15.5		15.9	5.2	21.6
Green Ext Time (p_c), s		8.7		0.4	0.0	7.2

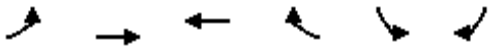
Intersection Summary		
HCM 6th Ctrl Delay		15.3
HCM 6th LOS		B

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	49	1169	1022	415	41
Future Volume (vph)	49	1169	1022	415	41
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	11.0	11.0	9.0	9.0
Total Split (s)	20.0	60.0	40.0	30.0	30.0
Total Split (%)	22.2%	66.7%	44.4%	33.3%	33.3%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	0.5	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	4.0	4.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	Max	Max
Act Effct Green (s)	7.0	54.0	47.0	26.0	26.0
Actuated g/C Ratio	0.08	0.60	0.52	0.29	0.29
v/c Ratio	0.35	0.54	0.80	0.41	0.08
Control Delay	45.5	11.8	22.2	27.3	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.5	11.8	22.2	27.3	8.2
LOS	D	B	C	C	A
Approach Delay		13.2	22.2	25.6	
Approach LOS		B	C	C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 19.2	Intersection LOS: B
Intersection Capacity Utilization 62.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 12: SR-74/4th St & Navajo Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	49	1169	1022	449	415	41
Future Volume (veh/h)	49	1169	1022	449	415	41
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	1169	1022	449	415	41
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	101	2166	1242	535	1014	465
Arrive On Green	0.06	0.60	0.51	0.51	0.29	0.29
Sat Flow, veh/h	1810	3705	2551	1058	3510	1610
Grp Volume(v), veh/h	49	1169	746	725	415	41
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1710	1755	1610
Q Serve(g_s), s	2.4	17.2	31.3	32.8	8.6	1.7
Cycle Q Clear(g_c), s	2.4	17.2	31.3	32.8	8.6	1.7
Prop In Lane	1.00			0.62	1.00	1.00
Lane Grp Cap(c), veh/h	101	2166	913	864	1014	465
V/C Ratio(X)	0.49	0.54	0.82	0.84	0.41	0.09
Avail Cap(c_a), veh/h	332	2166	913	864	1014	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	41.3	10.6	18.7	19.1	25.8	23.4
Incr Delay (d2), s/veh	1.1	0.8	0.8	1.0	1.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	5.8	11.4	11.3	3.6	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.4	11.5	19.5	20.1	27.0	23.7
LnGrp LOS	D	B	B	C	C	C
Approach Vol, veh/h		1218	1471		456	
Approach Delay, s/veh		12.7	19.8		26.7	
Approach LOS		B	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.0		30.0	8.5	51.5
Change Period (Y+Rc), s		6.0		4.0	3.5	6.0
Max Green Setting (Gmax), s		54.0		26.0	16.5	34.0
Max Q Clear Time (g_c+I1), s		19.2		10.6	4.4	34.8
Green Ext Time (p_c), s		7.6		1.4	0.0	0.0

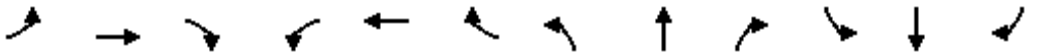
Intersection Summary	
HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	175	1212	38	1124	148	69	35	66
Future Volume (vph)	175	1212	38	1124	148	69	35	66
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	10.0	9.5	10.0	9.5	10.0	9.5	10.0
Total Split (s)	20.0	40.0	20.0	40.0	20.0	25.0	20.0	25.0
Total Split (%)	19.0%	38.1%	19.0%	38.1%	19.0%	23.8%	19.0%	23.8%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	14.2	47.3	7.2	36.3	13.2	32.4	7.0	22.3
Actuated g/C Ratio	0.14	0.45	0.07	0.35	0.13	0.31	0.07	0.21
v/c Ratio	0.84	0.93	0.36	1.07	0.76	0.12	0.34	0.40
Control Delay	75.1	41.2	55.0	82.9	67.6	18.4	54.7	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.1	41.2	55.0	82.9	67.6	18.4	54.7	10.8
LOS	E	D	E	F	E	B	D	B
Approach Delay		45.3		82.0		46.2		15.4
Approach LOS		D		F		D		B

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 55.6	Intersection LOS: E
Intersection Capacity Utilization 81.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 13: A St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	1212	72	38	1124	19	148	69	45	35	66	237
Future Volume (veh/h)	175	1212	72	38	1124	19	148	69	45	35	66	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	184	1276	76	40	1183	20	156	73	47	37	69	249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	211	1506	90	53	1263	21	183	532	316	51	309	276
Arrive On Green	0.13	0.48	0.48	0.03	0.39	0.39	0.11	0.27	0.27	0.03	0.19	0.19
Sat Flow, veh/h	1629	3116	185	1629	3269	55	1629	1961	1164	1629	1625	1447
Grp Volume(v), veh/h	184	664	688	40	588	615	156	59	61	37	69	249
Grp Sat Flow(s),veh/h/ln	1629	1625	1677	1629	1625	1700	1629	1625	1500	1629	1625	1447
Q Serve(g_s), s	11.6	37.5	37.7	2.6	36.5	36.5	9.9	2.9	3.2	2.4	3.8	17.7
Cycle Q Clear(g_c), s	11.6	37.5	37.7	2.6	36.5	36.5	9.9	2.9	3.2	2.4	3.8	17.7
Prop In Lane	1.00		0.11	1.00		0.03	1.00		0.78	1.00		1.00
Lane Grp Cap(c), veh/h	211	785	810	53	628	657	183	441	407	51	309	276
V/C Ratio(X)	0.87	0.85	0.85	0.75	0.94	0.94	0.85	0.13	0.15	0.72	0.22	0.90
Avail Cap(c_a), veh/h	240	785	810	240	628	657	240	441	407	240	309	276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	23.7	23.8	50.4	31.0	31.0	45.7	28.9	29.0	50.4	35.9	41.6
Incr Delay (d2), s/veh	20.5	9.4	9.3	2.6	10.3	9.9	16.1	0.6	0.8	7.0	1.7	34.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	15.0	15.5	1.1	15.4	16.1	4.8	1.2	1.2	1.1	1.6	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	33.2	33.1	53.0	41.2	40.9	61.8	29.6	29.8	57.4	37.6	75.8
LnGrp LOS	E	C	C	D	D	D	E	C	C	E	D	E
Approach Vol, veh/h		1536			1243			276			355	
Approach Delay, s/veh		37.0			41.5			47.8			66.4	
Approach LOS		D			D			D			E	

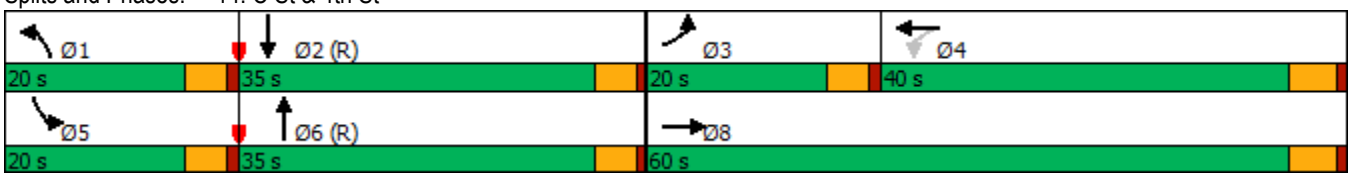
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	55.7	16.3	25.0	18.1	45.6	7.8	33.5
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	15.5	35.0	15.5	20.0	15.5	35.0	15.5	20.0
Max Q Clear Time (g_c+I1), s	4.6	39.7	11.9	19.7	13.6	38.5	4.4	5.2
Green Ext Time (p_c), s	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.3

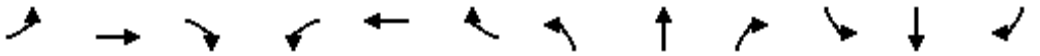
Intersection Summary	
HCM 6th Ctrl Delay	42.6
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	299	974	1	780	2	29	25	39
Future Volume (vph)	299	974	1	780	2	29	25	39
Turn Type	Prot	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases	3	8		4	1	6	5	2
Permitted Phases			4					
Detector Phase	3	8	4	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	10.1	10.1	9.6	9.6	9.6	9.6
Total Split (s)	20.0	60.0	40.0	40.0	20.0	35.0	20.0	35.0
Total Split (%)	17.4%	52.2%	34.8%	34.8%	17.4%	30.4%	17.4%	30.4%
Yellow Time (s)	3.6	4.1	4.1	4.1	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1		5.1	4.6	4.6	4.6	4.6
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	15.4	52.8		32.8	5.0	45.4	6.4	50.6
Actuated g/C Ratio	0.13	0.46		0.29	0.04	0.39	0.06	0.44
v/c Ratio	1.34	0.64		0.89	0.03	0.06	0.27	0.54
Control Delay	215.9	25.6		51.8	53.5	21.0	58.3	5.5
Queue Delay	0.0	0.0		4.4	0.0	0.0	0.0	0.0
Total Delay	215.9	25.6		56.1	53.5	21.0	58.3	5.5
LOS	F	C		E	D	C	E	A
Approach Delay		70.1		56.1		22.5		8.1
Approach LOS		E		E		C		A

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay: 53.1	Intersection LOS: D
Intersection Capacity Utilization 92.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 14: C St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	299	974	8	1	780	31	2	29	9	25	39	449
Future Volume (veh/h)	299	974	8	1	780	31	2	29	9	25	39	449
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	322	1047	9	1	839	33	2	31	10	27	42	483
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	242	1622	14	32	930	37	5	562	181	45	56	645
Arrive On Green	0.13	0.44	0.44	0.27	0.27	0.27	0.00	0.41	0.41	0.03	0.43	0.43
Sat Flow, veh/h	1810	3668	32	1	3465	136	1810	1376	444	1810	130	1498
Grp Volume(v), veh/h	322	515	541	460	0	413	2	0	41	27	0	525
Grp Sat Flow(s),veh/h/ln	1810	1805	1894	1899	0	1704	1810	0	1819	1810	0	1628
Q Serve(g_s), s	15.4	25.6	25.6	0.3	0.0	26.9	0.1	0.0	1.6	1.7	0.0	31.2
Cycle Q Clear(g_c), s	15.4	25.6	25.6	26.9	0.0	26.9	0.1	0.0	1.6	1.7	0.0	31.2
Prop In Lane	1.00		0.02	0.00		0.08	1.00		0.24	1.00		0.92
Lane Grp Cap(c), veh/h	242	798	838	541	0	457	5	0	743	45	0	701
V/C Ratio(X)	1.33	0.65	0.65	0.85	0.00	0.90	0.41	0.00	0.06	0.59	0.00	0.75
Avail Cap(c_a), veh/h	242	862	904	607	0	517	242	0	743	242	0	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.28	0.28	0.28	0.63	0.00	0.63	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.8	25.0	25.0	40.6	0.0	40.6	57.3	0.0	20.6	55.5	0.0	27.5
Incr Delay (d2), s/veh	155.9	0.3	0.3	6.1	0.0	11.5	19.3	0.0	0.1	4.5	0.0	7.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.4	10.7	11.2	13.2	0.0	12.5	0.1	0.0	0.7	0.8	0.0	13.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	205.7	25.3	25.3	46.7	0.0	52.1	76.5	0.0	20.7	60.0	0.0	34.7
LnGrp LOS	F	C	C	D	A	D	E	A	C	E	A	C
Approach Vol, veh/h		1378			873			43			552	
Approach Delay, s/veh		67.5			49.3			23.3			35.9	
Approach LOS		E			D			C			D	

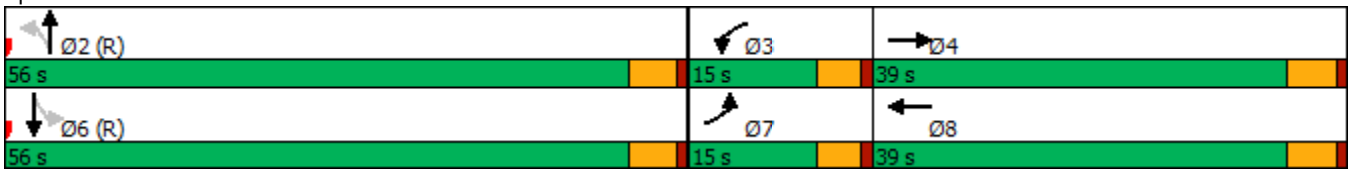
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	54.1	20.0	36.0	7.5	51.6		56.0				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.1	4.6	4.6		5.1				
Max Green Setting (Gmax), s	15.4	30.4	15.4	34.9	15.4	30.4		54.9				
Max Q Clear Time (g_c+I1), s	2.1	33.2	17.4	28.9	3.7	3.6		27.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.9	0.0	0.1		4.6				

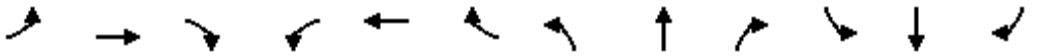
Intersection Summary	
HCM 6th Ctrl Delay	55.1
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	125	861	70	679	37	93	66	129
Future Volume (vph)	125	861	70	679	37	93	66	129
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	9.6	10.1	10.0	10.0	10.0	10.0
Total Split (s)	15.0	39.0	15.0	39.0	56.0	56.0	56.0	56.0
Total Split (%)	13.6%	35.5%	13.6%	35.5%	50.9%	50.9%	50.9%	50.9%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	9.9	32.8	8.3	29.3	56.1	56.1	56.1	56.1
Actuated g/C Ratio	0.09	0.30	0.08	0.27	0.51	0.51	0.51	0.51
v/c Ratio	0.78	0.83	0.52	0.75	0.07	0.17	0.11	0.25
Control Delay	80.1	43.7	62.2	41.6	16.3	12.6	16.5	13.9
Queue Delay	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.1	46.4	62.2	41.6	16.3	12.6	16.5	13.9
LOS	F	D	E	D	B	B	B	B
Approach Delay		50.6		43.5		13.3		14.5
Approach LOS		D		D		B		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 10 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 40.4	Intersection LOS: D
Intersection Capacity Utilization 62.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 15: D St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	861	21	70	679	33	37	93	58	66	129	98
Future Volume (veh/h)	125	861	21	70	679	33	37	93	58	66	129	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	126	870	21	71	686	33	37	94	59	67	130	99
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	154	973	23	92	826	40	621	594	373	692	544	414
Arrive On Green	0.08	0.27	0.27	0.05	0.24	0.24	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	1810	3602	87	1810	3500	168	1164	1088	683	1246	997	759
Grp Volume(v), veh/h	126	436	455	71	354	365	37	0	153	67	0	229
Grp Sat Flow(s),veh/h/ln	1810	1805	1884	1810	1805	1863	1164	0	1771	1246	0	1756
Q Serve(g_s), s	7.5	25.6	25.6	4.3	20.5	20.5	1.9	0.0	4.7	3.1	0.0	7.5
Cycle Q Clear(g_c), s	7.5	25.6	25.6	4.3	20.5	20.5	9.4	0.0	4.7	7.8	0.0	7.5
Prop In Lane	1.00		0.05	1.00		0.09	1.00		0.39	1.00		0.43
Lane Grp Cap(c), veh/h	154	488	509	92	426	439	621	0	966	692	0	958
V/C Ratio(X)	0.82	0.89	0.89	0.78	0.83	0.83	0.06	0.00	0.16	0.10	0.00	0.24
Avail Cap(c_a), veh/h	171	556	581	171	556	574	621	0	966	692	0	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.87	0.87	0.87	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.5	38.6	38.6	51.6	39.9	40.0	15.5	0.0	12.4	14.4	0.0	13.1
Incr Delay (d2), s/veh	16.8	11.2	10.8	4.5	5.5	5.4	0.2	0.0	0.4	0.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	12.7	13.2	2.0	9.6	9.9	0.5	0.0	1.9	0.9	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.3	49.8	49.4	56.1	45.5	45.4	15.7	0.0	12.8	14.7	0.0	13.7
LnGrp LOS	E	D	D	E	D	D	B	A	B	B	A	B
Approach Vol, veh/h		1017			790			190			296	
Approach Delay, s/veh		51.7			46.4			13.4			13.9	
Approach LOS		D			D			B			B	

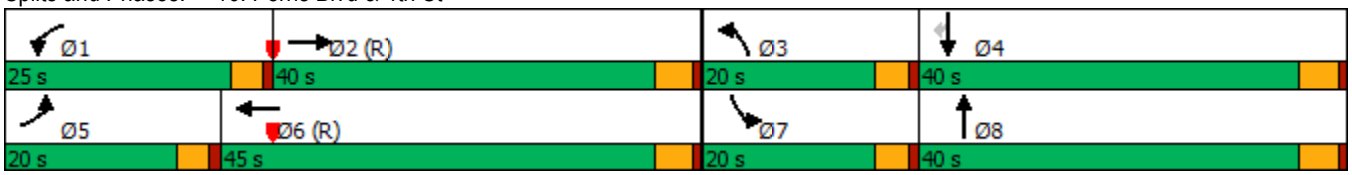
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		65.0	10.2	34.8		65.0	13.9	31.0				
Change Period (Y+Rc), s		5.0	4.6	5.1		5.0	4.6	5.1				
Max Green Setting (Gmax), s		51.0	10.4	33.9		51.0	10.4	33.9				
Max Q Clear Time (g_c+I1), s		11.4	6.3	27.6		9.8	9.5	22.5				
Green Ext Time (p_c), s		0.7	0.0	2.2		1.1	0.0	2.2				

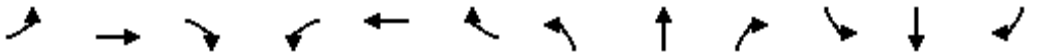
Intersection Summary												
HCM 6th Ctrl Delay			41.8									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	298	599	78	490	61	352	89	374	219
Future Volume (vph)	298	599	78	490	61	352	89	374	219
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.6	9.0	9.6	9.0	9.6	9.0	9.6	9.6
Total Split (s)	20.0	40.0	25.0	45.0	20.0	40.0	20.0	40.0	40.0
Total Split (%)	16.0%	32.0%	20.0%	36.0%	16.0%	32.0%	16.0%	32.0%	32.0%
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?		Yes	Yes			Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	16.0	47.8	10.5	40.4	9.2	40.1	11.3	44.0	44.0
Actuated g/C Ratio	0.13	0.38	0.08	0.32	0.07	0.32	0.09	0.35	0.35
v/c Ratio	1.48	0.56	0.59	0.54	0.53	0.40	0.63	0.64	0.35
Control Delay	279.3	33.4	71.5	36.4	70.5	34.2	72.4	41.4	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	279.3	33.4	71.5	36.4	70.5	34.2	72.4	41.4	5.6
LOS	F	C	E	D	E	C	E	D	A
Approach Delay		109.0		40.8		39.0		33.9	
Approach LOS		F		D		D		C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.48	
Intersection Signal Delay: 62.9	Intersection LOS: E
Intersection Capacity Utilization 75.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 16: Perris Blvd & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	298	599	72	78	490	56	61	352	50	89	374	219
Future Volume (veh/h)	298	599	72	78	490	56	61	352	50	89	374	219
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	307	618	74	80	505	58	63	363	52	92	386	226
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	208	1309	156	99	1122	128	79	809	115	113	520	440
Arrive On Green	0.13	0.45	0.45	0.06	0.38	0.38	0.05	0.28	0.28	0.07	0.30	0.30
Sat Flow, veh/h	1629	2914	348	1629	2936	336	1629	2855	406	1629	1710	1448
Grp Volume(v), veh/h	307	344	348	80	279	284	63	205	210	92	386	226
Grp Sat Flow(s),veh/h/ln	1629	1625	1638	1629	1625	1648	1629	1625	1636	1629	1710	1448
Q Serve(g_s), s	16.0	18.5	18.6	6.1	16.0	16.1	4.8	13.0	13.2	7.0	25.4	16.1
Cycle Q Clear(g_c), s	16.0	18.5	18.6	6.1	16.0	16.1	4.8	13.0	13.2	7.0	25.4	16.1
Prop In Lane	1.00		0.21	1.00		0.20	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	208	730	736	99	621	630	79	460	463	113	520	440
V/C Ratio(X)	1.47	0.47	0.47	0.81	0.45	0.45	0.80	0.45	0.45	0.82	0.74	0.51
Avail Cap(c_a), veh/h	208	730	736	274	621	630	208	460	463	208	520	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.53	0.53	0.53	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	24.1	24.1	58.0	28.8	28.8	58.9	36.8	36.8	57.4	39.1	35.9
Incr Delay (d2), s/veh	226.1	1.2	1.2	5.3	2.2	2.2	6.8	3.1	3.2	5.4	9.3	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.6	7.2	7.3	2.6	6.5	6.7	2.1	5.5	5.6	3.0	11.8	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	280.6	25.2	25.2	63.3	31.0	31.0	65.6	39.9	40.0	62.8	48.4	40.1
LnGrp LOS	F	C	C	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		999			643			478			704	
Approach Delay, s/veh		103.7			35.0			43.3			47.6	
Approach LOS		F			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	60.7	10.1	42.6	20.0	52.4	12.6	40.0
Change Period (Y+Rc), s	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6
Max Green Setting (Gmax), s	21.0	35.4	16.0	35.4	16.0	40.4	16.0	35.4
Max Q Clear Time (g_c+I1), s	8.1	20.6	6.8	27.4	18.0	18.1	9.0	15.2
Green Ext Time (p_c), s	0.1	2.4	0.0	1.3	0.0	2.1	0.0	1.4

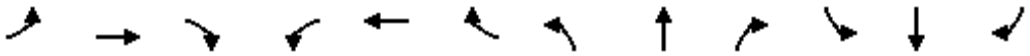
Intersection Summary	
HCM 6th Ctrl Delay	63.9
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	68	640	59	543	25	79	75	79
Future Volume (vph)	68	640	59	543	25	79	75	79
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	10.5	10.5	10.5	10.5
Total Split (s)	20.0	35.0	20.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	22.2%	38.9%	22.2%	38.9%	38.9%	38.9%	38.9%	38.9%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	8.8	38.1	8.4	37.7	29.5	29.5	29.5	29.5
Actuated g/C Ratio	0.10	0.42	0.09	0.42	0.33	0.33	0.33	0.33
v/c Ratio	0.40	0.45	0.36	0.39	0.06	0.26	0.19	0.24
Control Delay	43.9	20.7	52.0	12.2	21.4	15.1	23.4	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.9	20.7	52.0	12.2	21.4	15.1	23.4	16.0
LOS	D	C	D	B	C	B	C	B
Approach Delay		22.8		16.0		16.0		18.6
Approach LOS		C		B		B		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 49.4 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 19.1	Intersection LOS: B
Intersection Capacity Utilization 53.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 17: G St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	640	18	59	543	31	25	79	79	75	79	61
Future Volume (veh/h)	68	640	18	59	543	31	25	79	79	75	79	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	70	660	19	61	560	32	26	81	81	77	81	63
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	92	1615	46	79	1538	88	417	285	285	400	324	252
Arrive On Green	0.05	0.45	0.45	0.09	0.89	0.89	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3583	103	1810	3467	198	1259	869	869	1239	988	769
Grp Volume(v), veh/h	70	332	347	61	291	301	26	0	162	77	0	144
Grp Sat Flow(s),veh/h/ln	1810	1805	1881	1810	1805	1859	1259	0	1738	1239	0	1757
Q Serve(g_s), s	3.4	11.2	11.2	3.0	2.4	2.4	1.4	0.0	6.2	4.4	0.0	5.4
Cycle Q Clear(g_c), s	3.4	11.2	11.2	3.0	2.4	2.4	6.8	0.0	6.2	10.6	0.0	5.4
Prop In Lane	1.00		0.05	1.00		0.11	1.00		0.50	1.00		0.44
Lane Grp Cap(c), veh/h	92	813	848	79	801	825	417	0	570	400	0	576
V/C Ratio(X)	0.76	0.41	0.41	0.77	0.36	0.36	0.06	0.00	0.28	0.19	0.00	0.25
Avail Cap(c_a), veh/h	312	813	848	312	801	825	417	0	570	400	0	576
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.89	0.89	0.89	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.2	16.6	16.6	40.6	3.0	3.0	24.6	0.0	22.4	26.4	0.0	22.2
Incr Delay (d2), s/veh	10.0	1.2	1.2	13.0	1.1	1.1	0.3	0.0	1.3	1.1	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	4.6	4.8	1.5	0.9	0.9	0.4	0.0	2.7	1.4	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	17.9	17.8	53.6	4.1	4.1	24.9	0.0	23.7	27.4	0.0	23.2
LnGrp LOS	D	B	B	D	A	A	C	A	C	C	A	C
Approach Vol, veh/h		749			653			188			221	
Approach Delay, s/veh		21.0			8.7			23.8			24.7	
Approach LOS		C			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	46.6		35.0	9.1	45.9		35.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	29.0		29.5	15.5	29.0		29.5				
Max Q Clear Time (g_c+I1), s	5.0	13.2		12.6	5.4	4.4		8.8				
Green Ext Time (p_c), s	0.1	3.6		1.0	0.1	3.6		1.0				

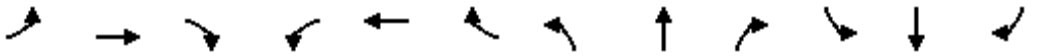
Intersection Summary												
HCM 6th Ctrl Delay			17.3									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	45	681	20	583	30	17	191	12
Future Volume (vph)	45	681	20	583	30	17	191	12
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	15.5	15.5	10.5	10.5
Total Split (s)	20.0	35.0	20.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	22.2%	38.9%	22.2%	38.9%	38.9%	38.9%	38.9%	38.9%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0		5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.8	44.1	6.6	40.9		29.5		29.5
Actuated g/C Ratio	0.09	0.49	0.07	0.45		0.33		0.33
v/c Ratio	0.29	0.43	0.16	0.45		0.10		0.56
Control Delay	48.3	11.6	41.2	18.5		21.9		29.2
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	48.3	11.6	41.2	18.5		21.9		29.2
LOS	D	B	D	B		C		C
Approach Delay		13.7		19.1		21.9		29.2
Approach LOS		B		B		C		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 49.4 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 18.3	Intersection LOS: B
Intersection Capacity Utilization 55.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 18: Wilkerson Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	681	45	20	583	114	30	17	0	191	12	46
Future Volume (veh/h)	45	681	45	20	583	114	30	17	0	191	12	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	702	46	21	601	118	31	18	0	197	12	47
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	69	1622	106	41	1368	268	375	204	0	436	32	89
Arrive On Green	0.08	0.94	0.94	0.02	0.46	0.46	0.33	0.33	0.00	0.33	0.33	0.33
Sat Flow, veh/h	1810	3439	225	1810	2997	587	945	624	0	1114	98	273
Grp Volume(v), veh/h	46	368	380	21	361	358	49	0	0	256	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1859	1810	1805	1779	1569	0	0	1485	0	0
Q Serve(g_s), s	2.2	1.8	1.8	1.0	12.2	12.3	0.0	0.0	0.0	10.6	0.0	0.0
Cycle Q Clear(g_c), s	2.2	1.8	1.8	1.0	12.2	12.3	1.7	0.0	0.0	12.3	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.33	0.63		0.00	0.77		0.18
Lane Grp Cap(c), veh/h	69	852	877	41	824	812	580	0	0	558	0	0
V/C Ratio(X)	0.67	0.43	0.43	0.51	0.44	0.44	0.08	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	312	852	877	312	824	812	580	0	0	558	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.88	0.88	0.88	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.0	1.4	1.4	43.5	16.6	16.6	20.9	0.0	0.0	24.3	0.0	0.0
Incr Delay (d2), s/veh	9.8	1.5	1.4	8.4	1.5	1.5	0.3	0.0	0.0	2.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.8	0.8	0.5	5.1	5.0	0.7	0.0	0.0	4.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	2.8	2.8	51.9	18.1	18.2	21.2	0.0	0.0	27.0	0.0	0.0
LnGrp LOS	D	A	A	D	B	B	C	A	A	C	A	A
Approach Vol, veh/h		794			740			49			256	
Approach Delay, s/veh		5.6			19.1			21.2			27.0	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	48.5		35.0	7.9	47.1		35.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	29.0		29.5	15.5	29.0		29.5				
Max Q Clear Time (g_c+I1), s	3.0	3.8		14.3	4.2	14.3		3.7				
Green Ext Time (p_c), s	0.0	4.8		1.2	0.0	3.8		0.2				

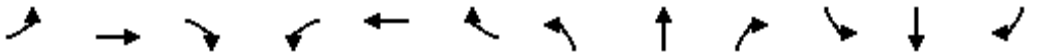
Intersection Summary			
HCM 6th Ctrl Delay		14.4	
HCM 6th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	825	25	70	10	18	52	353	8	29	400	646
Future Volume (vph)	825	25	70	10	18	52	353	8	29	400	646
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	9.5	11.0	9.5	11.0	11.0	9.5	11.0	11.0
Total Split (s)	40.0	55.0	55.0	25.0	40.0	25.0	35.0	35.0	25.0	35.0	35.0
Total Split (%)	28.6%	39.3%	39.3%	17.9%	28.6%	17.9%	25.0%	25.0%	17.9%	25.0%	25.0%
Yellow Time (s)	5.0	5.0	5.0	3.5	5.0	3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	34.0	69.2	69.2	6.5	34.0	9.7	45.8	45.8	7.9	41.9	41.9
Actuated g/C Ratio	0.24	0.49	0.49	0.05	0.24	0.07	0.33	0.33	0.06	0.30	0.30
v/c Ratio	1.04	0.03	0.09	0.13	0.11	0.45	0.32	0.01	0.30	0.40	0.52
Control Delay	93.6	20.6	2.7	67.0	13.8	73.1	37.7	0.0	70.4	41.6	4.3
Queue Delay	9.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	102.9	20.6	2.7	67.0	13.8	73.1	37.7	0.0	70.4	41.6	4.3
LOS	F	C	A	E	B	E	D	A	E	D	A
Approach Delay		93.0			19.8		41.4			19.9	
Approach LOS		F			B		D			B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 40 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 50.4	Intersection LOS: D
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 19: Redlands Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	825	25	70	10	18	62	52	353	8	29	400	646
Future Volume (veh/h)	825	25	70	10	18	62	52	353	8	29	400	646
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	887	27	75	11	19	67	56	380	9	31	430	695
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	853	1121	950	22	630	561	73	803	358	45	748	587
Arrive On Green	0.24	0.59	0.59	0.01	0.35	0.35	0.04	0.22	0.22	0.03	0.21	0.21
Sat Flow, veh/h	3510	1900	1610	1810	1805	1608	1810	3610	1610	1810	3610	2834
Grp Volume(v), veh/h	887	27	75	11	19	67	56	380	9	31	430	695
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1608	1810	1805	1610	1810	1805	1417
Q Serve(g_s), s	34.0	0.8	2.8	0.8	1.0	4.0	4.3	12.8	0.6	2.4	15.0	29.0
Cycle Q Clear(g_c), s	34.0	0.8	2.8	0.8	1.0	4.0	4.3	12.8	0.6	2.4	15.0	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	853	1121	950	22	630	561	73	803	358	45	748	587
V/C Ratio(X)	1.04	0.02	0.08	0.49	0.03	0.12	0.77	0.47	0.03	0.68	0.58	1.18
Avail Cap(c_a), veh/h	853	1121	950	265	630	561	265	803	358	265	748	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	53.0	11.9	12.3	68.7	30.0	31.0	66.5	47.3	42.6	67.7	50.0	55.5
Incr Delay (d2), s/veh	40.4	0.0	0.1	15.5	0.1	0.4	15.3	2.0	0.1	15.9	3.0	98.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.6	0.4	1.1	0.5	0.4	1.6	2.3	6.0	0.3	1.3	7.1	18.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.4	12.0	12.5	84.2	30.1	31.4	81.8	49.3	42.7	83.6	53.0	154.0
LnGrp LOS	F	B	B	F	C	C	F	D	D	F	D	F
Approach Vol, veh/h		989			97			445			1156	
Approach Delay, s/veh		85.1			37.1			53.3			114.6	
Approach LOS		F			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	88.6	10.1	35.0	40.0	54.9	8.0	37.1
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	6.0	4.5	6.0
Max Green Setting (Gmax), s	20.5	49.0	20.5	29.0	34.0	34.0	20.5	29.0
Max Q Clear Time (g_c+I1), s	2.8	4.8	6.3	31.0	36.0	6.0	4.4	14.8
Green Ext Time (p_c), s	0.0	0.4	0.1	0.0	0.0	0.4	0.0	2.1

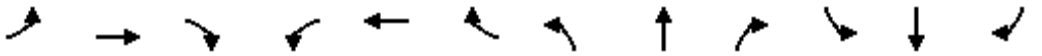
Intersection Summary	
HCM 6th Ctrl Delay	90.8
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	215	5	229	803	437	361	846
Future Volume (vph)	215	5	229	803	437	361	846
Turn Type	Split	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5	10.5	11.0	11.0	9.5	11.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	25.0	60.0
Total Split (%)	36.8%	36.8%	36.8%	36.8%	36.8%	26.3%	63.2%
Yellow Time (s)	4.5	4.5	4.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	6.0	6.0	4.5	6.0
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	14.8	14.8	14.8	48.9	48.9	15.3	68.7
Actuated g/C Ratio	0.16	0.16	0.16	0.51	0.51	0.16	0.72
v/c Ratio	0.61	0.51	0.40	0.25	0.27	0.66	0.33
Control Delay	46.2	24.2	9.2	14.2	2.2	46.4	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	46.2	24.2	9.2	14.2	2.2	46.4	4.8
LOS	D	C	A	B	A	D	A
Approach Delay		27.2		10.0			17.2
Approach LOS		C		A			B

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 15.7	Intersection LOS: B
Intersection Capacity Utilization 54.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 20: Redlands Ave & I-215 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	5	229	0	0	0	0	803	437	361	846	0
Future Volume (veh/h)	215	5	229	0	0	0	0	803	437	361	846	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	300	0	157				0	828	451	372	872	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	473	0	211				0	3730	1617	456	2701	0
Arrive On Green	0.13	0.00	0.13				0.00	0.57	0.57	0.26	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	6802	2834	3510	3705	0
Grp Volume(v), veh/h	300	0	157				0	828	451	372	872	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1417	1755	1805	0
Q Serve(g_s), s	7.5	0.0	8.9				0.0	5.9	7.7	9.5	0.0	0.0
Cycle Q Clear(g_c), s	7.5	0.0	8.9				0.0	5.9	7.7	9.5	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	473	0	211				0	3730	1617	456	2701	0
V/C Ratio(X)	0.63	0.00	0.75				0.00	0.22	0.28	0.81	0.32	0.00
Avail Cap(c_a), veh/h	1124	0	500				0	3730	1617	758	2701	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.45	0.45	0.91	0.91	0.00
Uniform Delay (d), s/veh	39.1	0.0	39.8				0.0	10.0	10.4	34.1	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	5.2				0.0	0.1	0.2	3.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	3.8				0.0	2.0	2.2	3.7	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	0.0	44.9				0.0	10.1	10.6	37.4	0.3	0.0
LnGrp LOS	D	A	D				A	B	B	D	A	A
Approach Vol, veh/h		457						1279			1244	
Approach Delay, s/veh		42.0						10.3			11.4	
Approach LOS		D						B			B	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	16.9	60.2		17.9		77.1						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	20.5	29.0		29.5		54.0						
Max Q Clear Time (g_c+I1), s	11.5	9.7		10.9		2.0						
Green Ext Time (p_c), s	0.9	7.5		1.5		7.3						

Intersection Summary			
HCM 6th Ctrl Delay			15.6
HCM 6th LOS			B

Notes

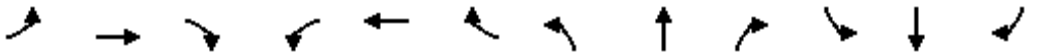
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	374	0	558	185	833	832	127
Future Volume (vph)	374	0	558	185	833	832	127
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.0	9.0	9.5	11.0	11.0	11.0
Total Split (s)	33.0	33.0	33.0	25.0	62.0	37.0	37.0
Total Split (%)	34.7%	34.7%	34.7%	26.3%	65.3%	38.9%	38.9%
Yellow Time (s)	3.0	3.0	3.0	3.5	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.5	6.0	6.0	6.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	25.0	25.0	25.0	10.6	60.0	44.9	44.9
Actuated g/C Ratio	0.26	0.26	0.26	0.11	0.63	0.47	0.47
v/c Ratio	0.75	0.62	0.61	0.50	0.38	0.28	0.16
Control Delay	42.7	20.2	19.3	61.4	7.5	16.6	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	42.7	20.2	19.3	61.4	7.6	16.6	3.9
LOS	D	C	B	E	A	B	A
Approach Delay		27.7			17.4	14.9	
Approach LOS		C			B	B	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 19.9	Intersection LOS: B
Intersection Capacity Utilization 54.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 21: Redlands Ave & I-215 NB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	374	0	558	185	833	0	0	832	127
Future Volume (veh/h)	0	0	0	374	0	558	185	833	0	0	832	127
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				260	0	720	193	868	0	0	867	132
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				470	0	836	274	2293	0	0	3333	819
Arrive On Green				0.26	0.00	0.26	0.16	1.00	0.00	0.00	0.51	0.51
Sat Flow, veh/h				1810	0	3220	3510	3705	0	0	6802	1606
Grp Volume(v), veh/h				260	0	720	193	868	0	0	867	132
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1634	1606
Q Serve(g_s), s				11.8	0.0	20.3	5.0	0.0	0.0	0.0	7.1	4.2
Cycle Q Clear(g_c), s				11.8	0.0	20.3	5.0	0.0	0.0	0.0	7.1	4.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				470	0	836	274	2293	0	0	3333	819
V/C Ratio(X)				0.55	0.00	0.86	0.71	0.38	0.00	0.00	0.26	0.16
Avail Cap(c_a), veh/h				552	0	983	758	2293	0	0	3333	819
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.96	0.96	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				30.4	0.0	33.5	39.1	0.0	0.0	0.0	13.2	12.4
Incr Delay (d2), s/veh				1.0	0.0	7.0	3.2	0.5	0.0	0.0	0.2	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.2	0.0	8.5	2.1	0.1	0.0	0.0	2.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				31.4	0.0	40.6	42.2	0.5	0.0	0.0	13.3	12.9
LnGrp LOS				C	A	D	D	A	A	A	B	B
Approach Vol, veh/h					980			1061			999	
Approach Delay, s/veh					38.1			8.1			13.3	
Approach LOS					D			A			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		66.4			11.9	54.4		28.6				
Change Period (Y+Rc), s		6.0			4.5	6.0		4.0				
Max Green Setting (Gmax), s		56.0			20.5	31.0		29.0				
Max Q Clear Time (g_c+I1), s		2.0			7.0	9.1		22.3				
Green Ext Time (p_c), s		7.7			0.5	6.6		2.4				

Intersection Summary												
HCM 6th Ctrl Delay			19.5									
HCM 6th LOS			B									

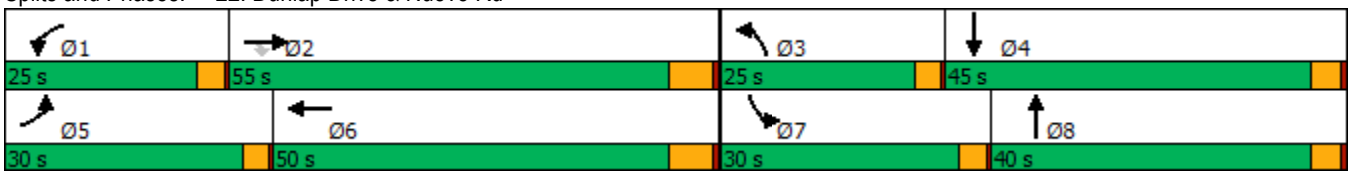
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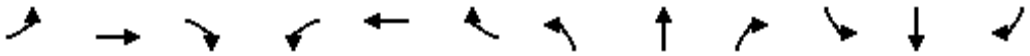
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	27	475	77	51	346	21	137	123	104
Future Volume (vph)	27	475	77	51	346	21	137	123	104
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Minimum Split (s)	8.5	12.0	12.0	8.5	12.0	8.5	10.2	8.5	10.2
Total Split (s)	30.0	55.0	55.0	25.0	50.0	25.0	40.0	30.0	45.0
Total Split (%)	20.0%	36.7%	36.7%	16.7%	33.3%	16.7%	26.7%	20.0%	30.0%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	3.2	3.0	3.2
All-Red Time (s)	0.5	1.0	1.0	0.5	1.0	0.5	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	3.5	4.2	3.5	4.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	6.3	37.7	37.7	7.9	41.1	6.0	37.0	13.4	48.5
Actuated g/C Ratio	0.06	0.34	0.34	0.07	0.37	0.05	0.33	0.12	0.44
v/c Ratio	0.29	0.82	0.14	0.45	0.67	0.24	0.36	0.63	0.19
Control Delay	63.8	45.9	6.5	66.1	35.0	63.0	32.9	63.1	23.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.8	45.9	6.5	66.1	35.0	63.0	32.9	63.1	23.7
LOS	E	D	A	E	D	E	C	E	C
Approach Delay		41.5			38.5		35.8		42.2
Approach LOS		D			D		D		D

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 111.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 39.9	Intersection LOS: D
Intersection Capacity Utilization 62.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 22: Dunlap Drive & Nuevo Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	475	77	51	346	68	21	137	60	123	104	35
Future Volume (veh/h)	27	475	77	51	346	68	21	137	60	123	104	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	30	528	86	57	384	76	23	152	67	137	116	39
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	51	620	525	74	522	103	43	455	201	170	591	199
Arrive On Green	0.03	0.33	0.33	0.04	0.34	0.34	0.02	0.36	0.36	0.09	0.43	0.43
Sat Flow, veh/h	1810	1900	1610	1810	1540	305	1810	1250	551	1810	1360	457
Grp Volume(v), veh/h	30	528	86	57	0	460	23	0	219	137	0	155
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1845	1810	0	1801	1810	0	1818
Q Serve(g_s), s	1.6	25.5	3.7	3.1	0.0	21.6	1.2	0.0	8.7	7.3	0.0	5.2
Cycle Q Clear(g_c), s	1.6	25.5	3.7	3.1	0.0	21.6	1.2	0.0	8.7	7.3	0.0	5.2
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.31	1.00		0.25
Lane Grp Cap(c), veh/h	51	620	525	74	0	625	43	0	656	170	0	789
V/C Ratio(X)	0.58	0.85	0.16	0.77	0.00	0.74	0.54	0.00	0.33	0.81	0.00	0.20
Avail Cap(c_a), veh/h	488	947	803	396	0	826	396	0	656	488	0	789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.2	30.9	23.6	46.7	0.0	28.6	47.5	0.0	22.6	43.7	0.0	17.2
Incr Delay (d2), s/veh	3.8	5.9	0.2	6.2	0.0	3.0	3.8	0.0	1.4	3.4	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	11.5	1.4	1.4	0.0	9.1	0.6	0.0	3.7	3.3	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	36.8	23.8	52.9	0.0	31.7	51.3	0.0	24.0	47.1	0.0	17.8
LnGrp LOS	D	D	C	D	A	C	D	A	C	D	A	B
Approach Vol, veh/h		644			517			242			292	
Approach Delay, s/veh		35.7			34.0			26.6			31.5	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	38.1	5.8	46.9	6.3	39.3	12.7	40.0
Change Period (Y+Rc), s	3.5	6.0	3.5	* 4.2	3.5	6.0	3.5	* 4.2
Max Green Setting (Gmax), s	21.5	49.0	21.5	* 41	26.5	44.0	26.5	* 36
Max Q Clear Time (g_c+I1), s	5.1	27.5	3.2	7.2	3.6	23.6	9.3	10.7
Green Ext Time (p_c), s	0.0	4.6	0.0	0.8	0.0	3.5	0.1	1.1

Intersection Summary	
HCM 6th Ctrl Delay	33.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	288.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	400	225	206	301	20	123	208	216	81	210	58
Future Vol, veh/h	30	400	225	206	301	20	123	208	216	81	210	58
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	32	426	239	219	320	21	131	221	230	86	223	62
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	406.2	276.1	280.2	98.2
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	5%	39%	23%
Vol Thru, %	38%	61%	57%	60%
Vol Right, %	39%	34%	4%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	547	655	527	349
LT Vol	123	30	206	81
Through Vol	208	400	301	210
RT Vol	216	225	20	58
Lane Flow Rate	582	697	561	371
Geometry Grp	1	1	1	1
Degree of Util (X)	1.512	1.81	1.496	0.981
Departure Headway (Hd)	13.077	12.547	13.863	15.805
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	285	300	269	234
Service Time	11.077	10.547	11.863	13.805
HCM Lane V/C Ratio	2.042	2.323	2.086	1.585
HCM Control Delay	280.2	406.2	276.1	98.2
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	24.1	34.7	22.6	8.9

24: Porter St & Menifee Rd & Central Ave Performance by approach

Approach	EB	WB	NB	SB	NE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.1	1.8	2.0	0.0	4.0
Total Del/Veh (s)	3.6	4.7	12.8	12.4	3.8	11.7
Stop Delay (hr)	0.0	0.1	0.5	0.5	0.0	1.1
Stop Del/Veh (s)	3.2	2.9	3.4	3.0	2.4	3.1

Intersection	
Intersection Delay, s/veh	18.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	232	21	122	10	13	3	98	261	13	7	360	98
Future Vol, veh/h	232	21	122	10	13	3	98	261	13	7	360	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	252	23	133	11	14	3	107	284	14	8	391	107
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	17.2	11.8	14.9	22.9
HCM LOS	C	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	43%	0%	92%	0%	38%	2%	0%
Vol Thru, %	57%	91%	8%	0%	50%	98%	0%
Vol Right, %	0%	9%	0%	100%	12%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	229	144	253	122	26	367	98
LT Vol	98	0	232	0	10	7	0
Through Vol	131	131	21	0	13	360	0
RT Vol	0	13	0	122	3	0	98
Lane Flow Rate	248	156	275	133	28	399	107
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.491	0.296	0.574	0.233	0.065	0.739	0.176
Departure Headway (Hd)	7.121	6.837	7.622	6.439	8.253	6.774	6.049
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	509	529	476	561	436	539	597
Service Time	4.821	4.537	5.322	4.139	6.269	4.474	3.749
HCM Lane V/C Ratio	0.487	0.295	0.578	0.237	0.064	0.74	0.179
HCM Control Delay	16.5	12.4	20.1	11.1	11.8	26.3	10
HCM Lane LOS	C	B	C	B	B	D	A
HCM 95th-tile Q	2.7	1.2	3.5	0.9	0.2	6.2	0.6

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	0	14	1	2	2	23	350	2	2	500	8
Future Vol, veh/h	15	0	14	1	2	2	23	350	2	2	500	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	17	0	16	1	2	2	26	398	2	2	568	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1030	1029	573	1036	1032	399	577	0	0	400	0	0
Stage 1	577	577	-	451	451	-	-	-	-	-	-	-
Stage 2	453	452	-	585	581	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	214	236	523	212	235	655	1006	-	-	1170	-	-
Stage 1	506	505	-	592	574	-	-	-	-	-	-	-
Stage 2	590	574	-	501	503	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	206	228	523	200	227	655	1006	-	-	1170	-	-
Mov Cap-2 Maneuver	206	228	-	200	227	-	-	-	-	-	-	-
Stage 1	489	503	-	572	555	-	-	-	-	-	-	-
Stage 2	566	555	-	484	501	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.9	17.4	0.5	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1006	-	-	291	296	1170	-	-
HCM Lane V/C Ratio	0.026	-	-	0.113	0.019	0.002	-	-
HCM Control Delay (s)	8.7	0	-	18.9	17.4	8.1	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	84	18	9	35	67	14	292	12	96	354	44
Future Vol, veh/h	27	84	18	9	35	67	14	292	12	96	354	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	28	88	19	9	36	70	15	304	13	100	369	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	986	939	392	987	956	311	415	0	0	317	0	0
Stage 1	592	592	-	341	341	-	-	-	-	-	-	-
Stage 2	394	347	-	646	615	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	229	266	661	228	260	734	1155	-	-	1255	-	-
Stage 1	496	497	-	678	642	-	-	-	-	-	-	-
Stage 2	635	638	-	464	485	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	170	242	661	149	236	734	1155	-	-	1255	-	-
Mov Cap-2 Maneuver	170	242	-	149	236	-	-	-	-	-	-	-
Stage 1	490	457	-	669	634	-	-	-	-	-	-	-
Stage 2	535	630	-	335	446	-	-	-	-	-	-	-

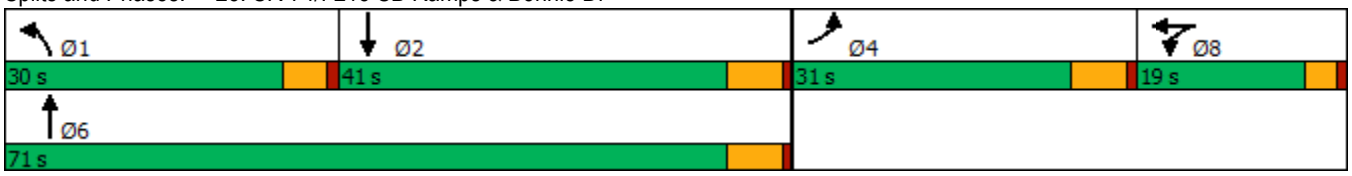
Approach	EB	WB	NB	SB
HCM Control Delay, s	37	19.1	0.4	1.6
HCM LOS	E	C		

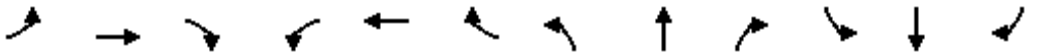
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1155	-	-	242	370	1255	-	-
HCM Lane V/C Ratio	0.013	-	-	0.555	0.313	0.08	-	-
HCM Control Delay (s)	8.2	-	-	37	19.1	8.1	-	-
HCM Lane LOS	A	-	-	E	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	3.1	1.3	0.3	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	37	284	229	336	862	39	
Future Volume (vph)	37	284	229	336	862	39	
Turn Type	Prot	Free	Prot	NA	NA	Free	
Protected Phases	4		1	6	2		8
Permitted Phases		Free				Free	
Detector Phase	4		1	6	2		
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0
Minimum Split (s)	11.0		10.0	11.0	11.0		9.0
Total Split (s)	31.0		30.0	71.0	41.0		19.0
Total Split (%)	25.6%		24.8%	58.7%	33.9%		16%
Yellow Time (s)	5.0		4.0	5.0	5.0		3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	6.0		5.0	6.0	6.0		
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	6.3	69.4	13.6	58.9	37.4	69.4	
Actuated g/C Ratio	0.09	1.00	0.20	0.85	0.54	1.00	
v/c Ratio	0.24	0.19	0.68	0.22	0.89	0.03	
Control Delay	35.6	0.3	36.8	2.7	31.1	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	35.6	0.3	36.8	2.7	31.1	0.0	
LOS	D	A	D	A	C	A	
Approach Delay				16.5	29.7		
Approach LOS				B	C		

Intersection Summary	
Cycle Length: 121	
Actuated Cycle Length: 69.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 21.0	Intersection LOS: C
Intersection Capacity Utilization 73.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	0	284	0	0	0	229	336	0	0	862	39
Future Volume (veh/h)	37	0	284	0	0	0	229	336	0	0	862	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	0	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	39	0	0	0	0	0	241	354	0	0	907	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	0		0	5	0	311	1612	0	0	1045	
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.85	0.00	0.00	0.55	0.00
Sat Flow, veh/h		0		0	1900	0	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h		0.0		0	0	0	241	354	0	0	907	0
Grp Sat Flow(s),veh/h/ln				0	1900	0	1810	1900	0	0	1900	1610
Q Serve(g_s), s				0.0	0.0	0.0	5.0	1.4	0.0	0.0	16.2	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	5.0	1.4	0.0	0.0	16.2	0.0
Prop In Lane				0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				0	5	0	311	1612	0	0	1045	
V/C Ratio(X)				0.00	0.00	0.00	0.78	0.22	0.00	0.00	0.87	
Avail Cap(c_a), veh/h				0	721	0	1144	3123	0	0	1682	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	15.6	0.6	0.0	0.0	7.7	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	1.6	0.0	0.0	0.0	1.7	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.0	1.6	0.0	0.0	0.0	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	0.0	17.2	0.6	0.0	0.0	9.3	0.0
LnGrp LOS				A	A	A	B	A	A	A	A	
Approach Vol, veh/h					0			595			907	
Approach Delay, s/veh					0.0			7.3			9.3	
Approach LOS								A			A	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	11.8	27.8				39.5		0.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		4.0				
Max Green Setting (Gmax), s	25.0	35.0				65.0		15.0				
Max Q Clear Time (g_c+I1), s	7.0	18.2				3.4		0.0				
Green Ext Time (p_c), s	0.3	3.5				1.1		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		8.5
HCM 6th LOS		A

Notes

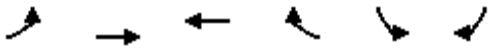
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	14	1132	531	665	292
Future Volume (vph)	14	1132	531	665	292
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	30.3	70.6	40.3		40.4
Total Split (%)	27.3%	63.6%	36.3%		36.4%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	5.6	25.4	23.7	51.8	15.2
Actuated g/C Ratio	0.11	0.49	0.46	1.00	0.29
v/c Ratio	0.08	0.67	0.34	0.43	0.65
Control Delay	27.7	12.5	11.2	0.8	23.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	27.7	12.5	11.2	0.8	23.5
LOS	C	B	B	A	C
Approach Delay		12.7	5.4		23.5
Approach LOS		B	A		C

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 51.8	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 10.8	Intersection LOS: B
Intersection Capacity Utilization 58.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 29: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	1132	531	665	292	35
Future Volume (veh/h)	14	1132	531	665	292	35
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	1192	559	0	307	37
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	35	1700	1111		383	46
Arrive On Green	0.02	0.47	0.31	0.00	0.24	0.24
Sat Flow, veh/h	1810	3705	3705	1610	1589	192
Grp Volume(v), veh/h	15	1192	559	0	345	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1786	0
Q Serve(g_s), s	0.3	9.6	4.7	0.0	6.7	0.0
Cycle Q Clear(g_c), s	0.3	9.6	4.7	0.0	6.7	0.0
Prop In Lane	1.00			1.00	0.89	0.11
Lane Grp Cap(c), veh/h	35	1700	1111		431	0
V/C Ratio(X)	0.43	0.70	0.50		0.80	0.00
Avail Cap(c_a), veh/h	1228	6400	3430		1702	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	17.9	7.7	10.4	0.0	13.1	0.0
Incr Delay (d2), s/veh	3.1	0.2	0.1	0.0	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.5	1.1	0.0	2.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.9	7.9	10.6	0.0	14.5	0.0
LnGrp LOS	C	A	B		B	A
Approach Vol, veh/h		1207	559		345	
Approach Delay, s/veh		8.1	10.6		14.5	
Approach LOS		A	B		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		22.7		14.2	6.0	16.6
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		65.3		35.1	25.0	35.0
Max Q Clear Time (g_c+I1), s		11.6		8.7	2.3	6.7
Green Ext Time (p_c), s		5.7		0.5	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

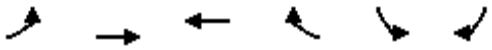
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	362	1062	821	46	375
Future Volume (vph)	362	1062	821	46	375
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.0	11.0	9.5	9.5
Total Split (s)	24.0	65.0	41.0	24.5	24.5
Total Split (%)	26.8%	72.6%	45.8%	27.4%	27.4%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	19.3	46.8	23.4	7.7	7.7
Actuated g/C Ratio	0.30	0.72	0.36	0.12	0.12
v/c Ratio	0.72	0.44	0.71	0.23	0.74
Control Delay	33.0	4.7	21.6	30.7	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	33.0	4.7	21.6	30.7	12.5
LOS	C	A	C	C	B
Approach Delay		11.9	21.6	14.5	
Approach LOS		B	C	B	

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 65.3	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 15.4	Intersection LOS: B
Intersection Capacity Utilization 60.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 30: SR-74 & Trumble Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	362	1062	821	38	46	375
Future Volume (veh/h)	362	1062	821	38	46	375
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	385	1130	873	40	49	399
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	425	2168	1101	50	474	422
Arrive On Green	0.23	0.60	0.31	0.31	0.26	0.26
Sat Flow, veh/h	1810	3705	3610	161	1810	1610
Grp Volume(v), veh/h	385	1130	448	465	49	399
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1871	1810	1610
Q Serve(g_s), s	15.8	13.9	17.3	17.3	1.6	18.6
Cycle Q Clear(g_c), s	15.8	13.9	17.3	17.3	1.6	18.6
Prop In Lane	1.00			0.09	1.00	1.00
Lane Grp Cap(c), veh/h	425	2168	565	586	474	422
V/C Ratio(X)	0.91	0.52	0.79	0.79	0.10	0.95
Avail Cap(c_a), veh/h	474	2790	828	858	474	422
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	8.9	24.0	24.0	21.4	27.6
Incr Delay (d2), s/veh	18.5	0.2	3.3	3.2	0.0	30.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	3.9	6.9	7.2	0.6	3.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	46.9	9.1	27.3	27.2	21.4	57.7
LnGrp LOS	D	A	C	C	C	E
Approach Vol, veh/h		1515	913		448	
Approach Delay, s/veh		18.7	27.2		53.7	
Approach LOS		B	C		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		51.8		24.5	21.9	29.9
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		59.0		20.0	20.0	35.0
Max Q Clear Time (g_c+I1), s		15.9		20.6	17.8	19.3
Green Ext Time (p_c), s		9.1		0.0	0.2	4.6

Intersection Summary	
HCM 6th Ctrl Delay	26.8
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1067	866	100	0	139
Future Vol, veh/h	0	1067	866	100	0	139
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1173	952	110	0	153

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	531
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	498
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	498
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

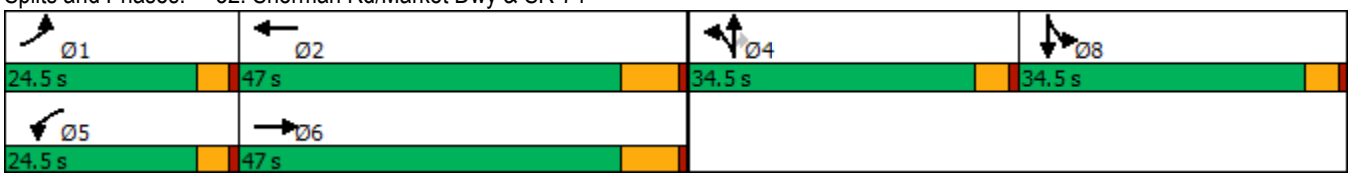
Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.4
HCM LOS			C

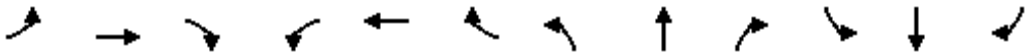
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	498
HCM Lane V/C Ratio	-	-	-	0.307
HCM Control Delay (s)	-	-	-	15.4
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1.3

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	29	988	131	844	16	156	15
Future Volume (vph)	29	988	131	844	16	156	15
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases						4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	12.0	9.5	12.0	9.5	9.5	9.5
Total Split (s)	24.5	47.0	24.5	47.0	34.5	34.5	34.5
Total Split (%)	17.4%	33.5%	17.4%	33.5%	24.6%	24.6%	24.6%
Yellow Time (s)	3.5	6.0	3.5	6.0	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	4.5	7.0	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	6.3	40.7	11.5	50.4	11.3	11.3	6.8
Actuated g/C Ratio	0.07	0.46	0.13	0.57	0.13	0.13	0.08
v/c Ratio	0.24	0.68	0.60	0.46	0.59	0.48	0.34
Control Delay	47.4	23.7	49.4	14.8	49.1	11.3	42.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	23.7	49.4	14.8	49.1	11.3	42.0
LOS	D	C	D	B	D	B	D
Approach Delay		24.3		19.3	28.2		42.0
Approach LOS		C		B	C		D

Intersection Summary	
Cycle Length: 140.5	
Actuated Cycle Length: 88.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 23.1	Intersection LOS: C
Intersection Capacity Utilization 62.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 32: Sherman Rd/Market Dwy & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	988	50	131	844	21	111	16	156	20	15	11
Future Volume (veh/h)	29	988	50	131	844	21	111	16	156	20	15	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	1062	54	141	908	23	119	17	168	22	16	12
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	61	1300	66	183	1580	40	230	33	232	37	27	20
Arrive On Green	0.03	0.37	0.37	0.10	0.44	0.44	0.14	0.14	0.14	0.05	0.05	0.05
Sat Flow, veh/h	1810	3495	178	1810	3594	91	1593	228	1603	785	571	428
Grp Volume(v), veh/h	31	548	568	141	456	475	136	0	168	50	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1868	1810	1805	1880	1820	0	1603	1784	0	0
Q Serve(g_s), s	1.0	16.7	16.7	4.6	11.6	11.6	4.2	0.0	6.1	1.7	0.0	0.0
Cycle Q Clear(g_c), s	1.0	16.7	16.7	4.6	11.6	11.6	4.2	0.0	6.1	1.7	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.05	0.87		1.00	0.44		0.24
Lane Grp Cap(c), veh/h	61	672	695	183	793	826	263	0	232	84	0	0
V/C Ratio(X)	0.51	0.82	0.82	0.77	0.57	0.57	0.52	0.00	0.73	0.60	0.00	0.00
Avail Cap(c_a), veh/h	593	1183	1224	593	1183	1232	895	0	788	877	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.0	17.3	17.3	26.8	12.8	12.8	24.1	0.0	25.0	28.5	0.0	0.0
Incr Delay (d2), s/veh	2.5	0.9	0.9	2.6	0.2	0.2	0.6	0.0	1.6	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	5.6	5.8	2.0	4.1	4.3	1.8	0.0	2.3	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	18.2	18.2	29.4	13.1	13.1	24.7	0.0	26.6	31.1	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	C	A	C	C	A	A
Approach Vol, veh/h		1147			1072			304			50	
Approach Delay, s/veh		18.6			15.2			25.8			31.1	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	33.8		13.3	10.7	29.7		7.4				
Change Period (Y+Rc), s	4.5	7.0		4.5	4.5	7.0		4.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	3.0	13.6		8.1	6.6	18.7		3.7				
Green Ext Time (p_c), s	0.0	4.1		0.8	0.1	4.0		0.1				

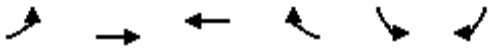
Intersection Summary			
HCM 6th Ctrl Delay		18.3	
HCM 6th LOS		B	

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	51	1012	813	50
Future Volume (vph)	51	1012	813	50
Turn Type	Prot	NA	NA	Prot
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	11.0	9.7
Total Split (s)	24.7	65.7	41.0	24.7
Total Split (%)	27.3%	72.7%	45.4%	27.3%
Yellow Time (s)	3.7	5.0	5.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	6.0	4.7
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Min	Min	None
Act Effct Green (s)	7.5	38.4	31.8	7.6
Actuated g/C Ratio	0.16	0.80	0.66	0.16
v/c Ratio	0.19	0.37	0.37	0.24
Control Delay	23.5	3.9	9.6	20.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	23.5	3.9	9.6	20.1
LOS	C	A	A	C
Approach Delay		4.8	9.6	20.1
Approach LOS		A	A	C

Intersection Summary			
Cycle Length: 90.4			
Actuated Cycle Length: 48.2			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay: 7.3		Intersection LOS: A	
Intersection Capacity Utilization 44.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 33: SR-74 & Antelope Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	51	1012	813	18	50	16
Future Volume (veh/h)	51	1012	813	18	50	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	1077	865	19	53	17
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	106	2228	1524	33	94	30
Arrive On Green	0.06	0.62	0.42	0.42	0.07	0.07
Sat Flow, veh/h	1810	3705	3706	79	1313	421
Grp Volume(v), veh/h	54	1077	432	452	71	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1886	1759	0
Q Serve(g_s), s	1.0	5.6	6.3	6.3	1.3	0.0
Cycle Q Clear(g_c), s	1.0	5.6	6.3	6.3	1.3	0.0
Prop In Lane	1.00			0.04	0.75	0.24
Lane Grp Cap(c), veh/h	106	2228	762	796	126	0
V/C Ratio(X)	0.51	0.48	0.57	0.57	0.56	0.00
Avail Cap(c_a), veh/h	1052	6268	1837	1919	1023	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.7	3.6	7.6	7.6	15.4	0.0
Incr Delay (d2), s/veh	3.7	0.2	0.7	0.6	3.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.6	1.6	1.7	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.4	3.8	8.2	8.2	19.4	0.0
LnGrp LOS	B	A	A	A	B	A
Approach Vol, veh/h		1131	884		71	
Approach Delay, s/veh		4.5	8.2		19.4	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		27.2		7.2	6.7	20.5
Change Period (Y+Rc), s		6.0		* 4.7	* 4.7	6.0
Max Green Setting (Gmax), s		59.7		* 20	* 20	35.0
Max Q Clear Time (g_c+I1), s		7.6		3.3	3.0	8.3
Green Ext Time (p_c), s		10.5		0.1	0.1	6.2

Intersection Summary	
HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

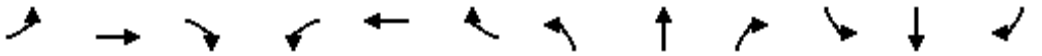
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	58	907	94	798	19	66	143	13	38
Future Volume (vph)	58	907	94	798	19	66	143	13	38
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	9.7	9.7	9.7	9.7	9.7
Total Split (s)	24.7	42.0	24.7	42.0	24.7	24.7	24.7	24.7	24.7
Total Split (%)	27.0%	46.0%	27.0%	46.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Yellow Time (s)	3.7	6.0	3.7	6.0	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.7	27.3	7.9	30.8	7.3	7.3	7.3	7.3	7.3
Actuated g/C Ratio	0.12	0.48	0.14	0.54	0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.28	0.55	0.39	0.44	0.12	0.28	0.44	0.08	0.18
Control Delay	29.4	13.2	29.4	10.1	27.1	28.3	10.4	26.5	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.4	13.2	29.4	10.1	27.1	28.3	10.4	26.5	15.8
LOS	C	B	C	B	C	C	B	C	B
Approach Delay		14.2		12.1		17.0			17.4
Approach LOS		B		B		B			B

Intersection Summary	
Cycle Length: 91.4	
Actuated Cycle Length: 56.9	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 13.7	Intersection LOS: B
Intersection Capacity Utilization 52.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 34: Palomar Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	907	10	94	798	21	19	66	143	13	38	40
Future Volume (veh/h)	58	907	10	94	798	21	19	66	143	13	38	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	60	945	10	98	831	22	20	69	149	14	40	42
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	1539	16	141	1581	42	317	269	228	287	256	228
Arrive On Green	0.06	0.42	0.42	0.08	0.44	0.44	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1810	3659	39	1810	3593	95	1337	1900	1610	1182	1805	1610
Grp Volume(v), veh/h	60	466	489	98	417	436	20	69	149	14	40	42
Grp Sat Flow(s),veh/h/ln	1810	1805	1893	1810	1805	1883	1337	1900	1610	1182	1805	1610
Q Serve(g_s), s	1.5	9.2	9.2	2.4	7.7	7.7	0.6	1.5	4.0	0.5	0.9	1.0
Cycle Q Clear(g_c), s	1.5	9.2	9.2	2.4	7.7	7.7	1.7	1.5	4.0	2.0	0.9	1.0
Prop In Lane	1.00		0.02	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	106	759	796	141	795	829	317	269	228	287	256	228
V/C Ratio(X)	0.57	0.61	0.61	0.69	0.53	0.53	0.06	0.26	0.65	0.05	0.16	0.18
Avail Cap(c_a), veh/h	794	1385	1453	794	1385	1445	714	833	706	638	792	706
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.9	10.3	10.3	20.5	9.3	9.3	18.0	17.4	18.5	18.3	17.2	17.2
Incr Delay (d2), s/veh	1.8	1.0	0.9	2.3	0.7	0.6	0.1	0.4	2.3	0.1	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.0	3.2	1.0	2.4	2.5	0.2	0.6	1.5	0.1	0.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.7	11.3	11.3	22.8	9.9	9.9	18.0	17.8	20.8	18.4	17.4	17.5
LnGrp LOS	C	B	B	C	A	A	B	B	C	B	B	B
Approach Vol, veh/h		1015			951			238			96	
Approach Delay, s/veh		11.9			11.3			19.7			17.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	26.2		11.2	7.4	27.1		11.2				
Change Period (Y+Rc), s	* 4.7	7.0		* 4.7	* 4.7	7.0		* 4.7				
Max Green Setting (Gmax), s	* 20	35.0		* 20	* 20	35.0		* 20				
Max Q Clear Time (g_c+I1), s	4.4	11.2		4.0	3.5	9.7		6.0				
Green Ext Time (p_c), s	0.1	8.0		0.3	0.0	7.1		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		12.7	
HCM 6th LOS		B	

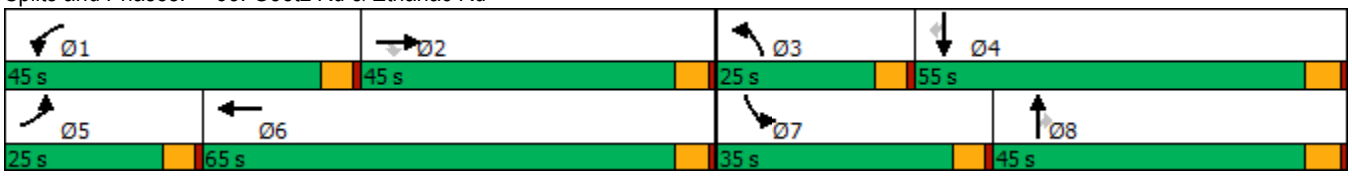
Notes

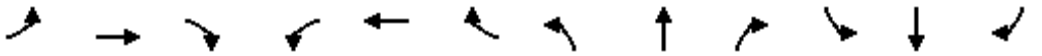
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	53	96	3	309	106	11	193	197	318	285	63
Future Volume (vph)	53	96	3	309	106	11	193	197	318	285	63
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	10.0	11.3	11.3	10.0	11.3	10.0	11.5	11.5	10.0	11.5	11.5
Total Split (s)	25.0	45.0	45.0	45.0	65.0	25.0	45.0	45.0	35.0	55.0	55.0
Total Split (%)	14.7%	26.5%	26.5%	26.5%	38.2%	14.7%	26.5%	26.5%	20.6%	32.4%	32.4%
Yellow Time (s)	4.0	4.3	4.3	4.0	4.3	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.3	5.3	5.0	5.3	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	7.5	8.6	8.6	22.4	25.9	5.3	16.8	16.8	30.4	50.3	50.3
Actuated g/C Ratio	0.08	0.09	0.09	0.23	0.26	0.05	0.17	0.17	0.31	0.51	0.51
v/c Ratio	0.40	0.32	0.01	0.79	0.28	0.11	0.63	0.52	0.60	0.16	0.08
Control Delay	56.2	48.4	0.0	51.4	9.7	53.4	48.7	18.6	37.6	15.5	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.2	48.4	0.0	51.4	9.7	53.4	48.7	18.6	37.6	15.5	1.0
LOS	E	D	A	D	A	D	D	B	D	B	A
Approach Delay		50.2			28.4		34.0			24.7	
Approach LOS		D			C		C			C	

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 99.3	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 30.0	Intersection LOS: C
Intersection Capacity Utilization 67.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 35: Goetz Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	96	3	309	106	275	11	193	197	318	285	63
Future Volume (veh/h)	53	96	3	309	106	275	11	193	197	318	285	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	100	3	322	110	286	11	201	205	331	297	66
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	298	133	373	831	387	25	342	290	382	1361	598
Arrive On Green	0.05	0.08	0.08	0.21	0.24	0.24	0.01	0.18	0.18	0.21	0.38	0.38
Sat Flow, veh/h	1810	3610	1610	1810	3458	1610	1810	1900	1610	1810	3610	1587
Grp Volume(v), veh/h	55	100	3	322	110	286	11	201	205	331	297	66
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1610	1810	1900	1610	1810	1805	1587
Q Serve(g_s), s	1.9	1.7	0.1	11.2	1.6	10.7	0.4	6.3	7.8	11.5	3.6	1.8
Cycle Q Clear(g_c), s	1.9	1.7	0.1	11.2	1.6	10.7	0.4	6.3	7.8	11.5	3.6	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	88	298	133	373	831	387	25	342	290	382	1361	598
V/C Ratio(X)	0.63	0.34	0.02	0.86	0.13	0.74	0.44	0.59	0.71	0.87	0.22	0.11
Avail Cap(c_a), veh/h	557	2207	985	1115	3180	1481	557	1156	980	836	2752	1210
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	28.1	27.4	24.9	19.4	22.8	31.8	24.4	25.0	24.7	13.7	13.1
Incr Delay (d2), s/veh	2.7	0.7	0.1	2.3	0.1	2.8	4.4	1.6	3.2	2.4	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.7	0.0	4.7	0.6	4.1	0.2	2.8	3.0	4.8	1.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	28.8	27.4	27.2	19.4	25.6	36.2	26.0	28.2	27.1	13.8	13.2
LnGrp LOS	C	C	C	C	B	C	D	C	C	C	B	B
Approach Vol, veh/h		158			718			417			694	
Approach Delay, s/veh		30.2			25.4			27.4			20.1	
Approach LOS		C			C			C			C	

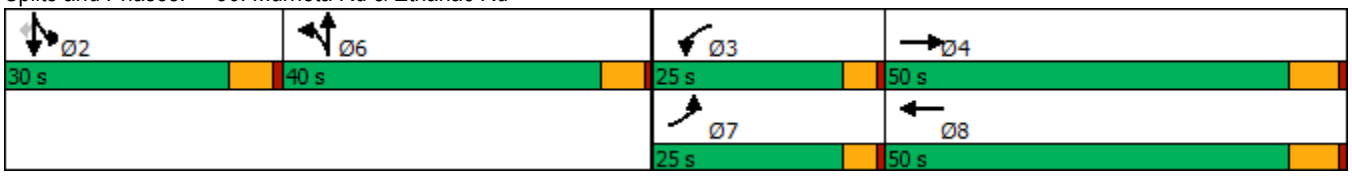
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.4	10.7	5.9	30.0	8.1	20.9	18.7	17.2
Change Period (Y+Rc), s	5.0	5.3	5.0	5.5	5.0	5.3	5.0	5.5
Max Green Setting (Gmax), s	40.0	39.7	20.0	49.5	20.0	59.7	30.0	39.5
Max Q Clear Time (g_c+I1), s	13.2	3.7	2.4	5.6	3.9	12.7	13.5	9.8
Green Ext Time (p_c), s	0.3	0.6	0.0	2.3	0.0	3.0	0.3	1.9

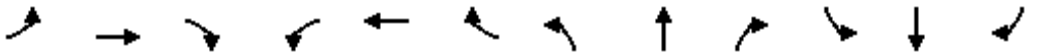
Intersection Summary	
HCM 6th Ctrl Delay	24.3
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	3	477	216	562	108	42	146	9
Future Volume (vph)	3	477	216	562	108	42	146	9
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	Perm
Protected Phases	7	4	3	8	6	2	2	
Permitted Phases								2
Detector Phase	7	4	3	8	6	2	2	2
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	9.6	16.5	15.8	15.8	15.8	15.8
Total Split (s)	25.0	50.0	25.0	50.0	40.0	30.0	30.0	30.0
Total Split (%)	17.2%	34.5%	17.2%	34.5%	27.6%	20.7%	20.7%	20.7%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	5.3	29.2	19.1	51.4	26.8	15.5	15.5	15.5
Actuated g/C Ratio	0.05	0.26	0.17	0.45	0.23	0.14	0.14	0.14
v/c Ratio	0.04	0.71	0.77	0.42	0.81	0.18	0.61	0.03
Control Delay	63.0	42.9	66.1	23.5	55.8	50.1	60.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.0	42.9	66.1	23.5	55.8	50.1	60.2	0.2
LOS	E	D	E	C	E	D	E	A
Approach Delay		43.0		34.5	55.8		55.3	
Approach LOS		D		C	E		E	

Intersection Summary	
Cycle Length: 145	
Actuated Cycle Length: 114.1	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 42.7	Intersection LOS: D
Intersection Capacity Utilization 74.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 36: Murrieta Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	477	121	216	562	60	93	108	125	42	146	9
Future Volume (veh/h)	3	477	121	216	562	60	93	108	125	42	146	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	513	130	232	604	65	100	116	134	45	157	10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	7	725	183	270	1316	141	117	136	157	200	210	178
Arrive On Green	0.00	0.26	0.26	0.15	0.40	0.40	0.23	0.23	0.23	0.11	0.11	0.11
Sat Flow, veh/h	1810	2842	716	1810	3288	353	501	581	672	1810	1900	1610
Grp Volume(v), veh/h	3	325	318	232	331	338	350	0	0	45	157	10
Grp Sat Flow(s),veh/h/ln	1810	1805	1753	1810	1805	1836	1754	0	0	1810	1900	1610
Q Serve(g_s), s	0.1	14.8	14.9	11.3	12.2	12.2	17.3	0.0	0.0	2.1	7.2	0.5
Cycle Q Clear(g_c), s	0.1	14.8	14.9	11.3	12.2	12.2	17.3	0.0	0.0	2.1	7.2	0.5
Prop In Lane	1.00		0.41	1.00		0.19	0.29		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	7	461	447	270	723	735	411	0	0	200	210	178
V/C Ratio(X)	0.41	0.70	0.71	0.86	0.46	0.46	0.85	0.00	0.00	0.22	0.75	0.06
Avail Cap(c_a), veh/h	408	868	843	408	868	883	663	0	0	484	508	431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	30.6	30.7	37.6	19.9	19.9	33.2	0.0	0.0	36.7	39.0	36.0
Incr Delay (d2), s/veh	13.3	2.8	3.0	7.6	0.6	0.6	6.0	0.0	0.0	0.6	5.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	6.6	6.5	5.5	5.1	5.2	7.8	0.0	0.0	0.9	3.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.3	33.4	33.6	45.2	20.6	20.6	39.2	0.0	0.0	37.2	44.2	36.1
LnGrp LOS	E	C	C	D	C	C	D	A	A	D	D	D
Approach Vol, veh/h		646			901			350			212	
Approach Delay, s/veh		33.6			26.9			39.2			42.3	
Approach LOS		C			C			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		15.8	18.1	29.6		27.0	5.0	42.7				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		24.2	20.4	43.5		34.2	20.4	43.5				
Max Q Clear Time (g_c+I1), s		9.2	13.3	16.9		19.3	2.1	14.2				
Green Ext Time (p_c), s		0.8	0.2	6.1		1.9	0.0	6.5				

Intersection Summary												
HCM 6th Ctrl Delay			32.6									
HCM 6th LOS			C									

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations					
Traffic Volume (vph)	684	1	38	781	17
Future Volume (vph)	684	1	38	781	17
Turn Type	NA	Perm	Prot	NA	Prot
Protected Phases	2		1	6	8
Permitted Phases		2			
Detector Phase	2	2	1	6	8
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0
Total Split (s)	48.0	48.0	21.0	69.0	11.0
Total Split (%)	60.0%	60.0%	26.3%	86.3%	13.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	59.9	59.9	7.8	67.3	7.7
Actuated g/C Ratio	0.75	0.75	0.10	0.84	0.10
v/c Ratio	0.18	0.00	0.23	0.27	0.36
Control Delay	4.7	5.0	33.6	2.5	18.1
Queue Delay	0.0	0.0	0.1	0.3	0.5
Total Delay	4.7	5.0	33.8	2.9	18.6
LOS	A	A	C	A	B
Approach Delay	4.7			4.3	18.6
Approach LOS	A			A	B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 5.2	Intersection LOS: A
Intersection Capacity Utilization 34.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 37: Barnett Rd & Ethanac Rd





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	684	1	38	781	17	59
Future Volume (veh/h)	684	1	38	781	17	59
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	712	1	40	814	18	61
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3765	1145	93	2987	27	92
Arrive On Green	0.73	0.73	0.07	1.00	0.07	0.07
Sat Flow, veh/h	5358	1577	1810	3705	372	1261
Grp Volume(v), veh/h	712	1	40	814	80	0
Grp Sat Flow(s),veh/h/ln	1729	1577	1810	1805	1654	0
Q Serve(g_s), s	3.5	0.0	1.7	0.0	3.8	0.0
Cycle Q Clear(g_c), s	3.5	0.0	1.7	0.0	3.8	0.0
Prop In Lane		1.00	1.00		0.22	0.76
Lane Grp Cap(c), veh/h	3765	1145	93	2987	120	0
V/C Ratio(X)	0.19	0.00	0.43	0.27	0.67	0.00
Avail Cap(c_a), veh/h	3765	1145	385	2987	145	0
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.98	0.98	1.00	0.00
Uniform Delay (d), s/veh	3.5	3.0	36.1	0.0	36.1	0.0
Incr Delay (d2), s/veh	0.1	0.0	3.0	0.2	8.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.8	0.1	1.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.6	3.0	39.2	0.2	44.5	0.0
LnGrp LOS	A	A	D	A	D	A
Approach Vol, veh/h	713			854	80	
Approach Delay, s/veh	3.6			2.0	44.5	
Approach LOS	A			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	8.1	62.1				70.2	9.8
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	17.0	44.0				65.0	7.0
Max Q Clear Time (g_c+I1), s	3.7	5.5				2.0	5.8
Green Ext Time (p_c), s	0.0	4.7				5.6	0.0

Intersection Summary		
HCM 6th Ctrl Delay		4.8
HCM 6th LOS		A

Notes

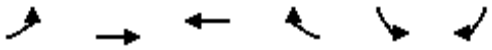
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	149	594	669	445	450	150
Future Volume (vph)	149	594	669	445	450	150
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	19.0	55.8	36.8	36.8	24.2	24.2
Total Split (%)	23.8%	69.8%	46.0%	46.0%	30.3%	30.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	11.9	56.3	40.4	40.4	15.7	15.7
Actuated g/C Ratio	0.15	0.70	0.50	0.50	0.20	0.20
v/c Ratio	0.56	0.24	0.26	0.43	0.66	0.27
Control Delay	34.5	2.3	12.8	3.2	34.2	27.7
Queue Delay	8.5	0.3	0.0	0.0	0.0	0.0
Total Delay	43.0	2.6	12.8	3.2	34.2	27.7
LOS	D	A	B	A	C	C
Approach Delay		10.8	8.9		32.6	
Approach LOS		B	A		C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 15.3	Intersection LOS: B
Intersection Capacity Utilization 44.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 38: Ethanac Rd & Case Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	149	594	669	445	450	150
Future Volume (veh/h)	149	594	669	445	450	150
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	151	600	676	449	455	152
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	186	2644	3005	933	589	475
Arrive On Green	0.21	1.00	0.58	0.58	0.17	0.17
Sat Flow, veh/h	1810	3705	5358	1610	3510	2834
Grp Volume(v), veh/h	151	600	676	449	455	152
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1755	1417
Q Serve(g_s), s	6.4	0.0	5.0	13.0	9.9	3.8
Cycle Q Clear(g_c), s	6.4	0.0	5.0	13.0	9.9	3.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	186	2644	3005	933	589	475
V/C Ratio(X)	0.81	0.23	0.22	0.48	0.77	0.32
Avail Cap(c_a), veh/h	339	2644	3005	933	886	716
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.87	0.87	1.00	1.00
Uniform Delay (d), s/veh	31.0	0.0	8.1	9.8	31.8	29.3
Incr Delay (d2), s/veh	8.0	0.2	0.2	1.5	2.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.1	1.4	3.7	4.1	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.1	0.2	8.3	11.4	34.2	29.7
LnGrp LOS	D	A	A	B	C	C
Approach Vol, veh/h		751	1125		607	
Approach Delay, s/veh		8.0	9.5		33.1	
Approach LOS		A	A		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		62.6		17.4	12.2	50.3
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		51.8		20.2	15.0	32.8
Max Q Clear Time (g_c+I1), s		2.0		11.9	8.4	15.0
Green Ext Time (p_c), s		3.8		1.5	0.2	5.3

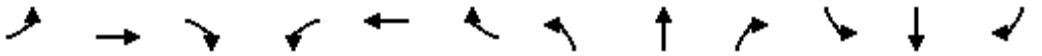
Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	672	372	114	731	2	383
Future Volume (vph)	672	372	114	731	2	383
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	10.0	10.0
Total Split (s)	46.0	46.0	35.0	81.0	35.0	35.0
Total Split (%)	39.7%	39.7%	30.2%	69.8%	30.2%	30.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	40.6	40.6	11.0	56.7	16.3	16.3
Actuated g/C Ratio	0.48	0.48	0.13	0.67	0.19	0.19
v/c Ratio	0.76	0.42	0.50	0.31	0.48	0.79
Control Delay	27.5	6.5	43.4	7.0	34.6	25.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.5	6.5	43.4	7.0	34.6	25.4
LOS	C	A	D	A	C	C
Approach Delay	20.0			11.9	28.1	
Approach LOS	C			B	C	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 84.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 19.0	Intersection LOS: B
Intersection Capacity Utilization 83.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 39: I-215 SB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	672	372	114	731	0	0	0	0	159	2	383
Future Volume (veh/h)	0	672	372	114	731	0	0	0	0	159	2	383
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	700	388	119	761	0				166	2	399
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	799	678	156	2066	0				509	6	458
Arrive On Green	0.00	0.42	0.42	0.09	0.57	0.00				0.28	0.28	0.28
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1789	22	1610
Grp Volume(v), veh/h	0	700	388	119	761	0				168	0	399
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1811	0	1610
Q Serve(g_s), s	0.0	26.0	14.1	4.9	8.8	0.0				5.6	0.0	18.1
Cycle Q Clear(g_c), s	0.0	26.0	14.1	4.9	8.8	0.0				5.6	0.0	18.1
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	799	678	156	2066	0				515	0	458
V/C Ratio(X)	0.00	0.88	0.57	0.76	0.37	0.00				0.33	0.00	0.87
Avail Cap(c_a), veh/h	0	989	838	706	3523	0				707	0	628
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.4	17.0	34.3	8.9	0.0				21.7	0.0	26.1
Incr Delay (d2), s/veh	0.0	7.6	0.8	7.4	0.1	0.0				0.4	0.0	9.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.0	4.4	2.3	2.5	0.0				2.3	0.0	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.0	17.8	41.8	9.0	0.0				22.0	0.0	35.8
LnGrp LOS	A	C	B	D	A	A				C	A	D
Approach Vol, veh/h		1088			880						567	
Approach Delay, s/veh		24.3			13.5						31.7	
Approach LOS		C			B						C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	11.6	38.3				50.0		26.9				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	6.9	28.0				10.8		20.1				
Green Ext Time (p_c), s	0.3	4.4				5.1		1.8				

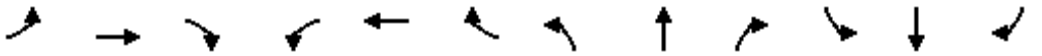
Intersection Summary												
HCM 6th Ctrl Delay			22.2									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	255	577	415	1	202
Future Volume (vph)	255	577	415	1	202
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	20.3	62.5	37.1	28.8	28.8
Actuated g/C Ratio	0.20	0.61	0.36	0.28	0.28
v/c Ratio	0.73	0.51	0.90	0.87	0.34
Control Delay	52.1	13.1	48.6	55.9	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	52.1	13.1	48.6	55.9	6.3
LOS	D	B	D	E	A
Approach Delay		25.0	48.6	40.0	
Approach LOS		C	D	D	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 102.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 36.4	Intersection LOS: D
Intersection Capacity Utilization 83.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	577	0	0	415	170	429	1	202	0	0	0
Future Volume (veh/h)	255	577	0	0	415	170	429	1	202	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	263	595	0	0	428	175	442	1	208			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	308	1131	0	0	472	193	506	1	451			
Arrive On Green	0.17	0.60	0.00	0.00	0.37	0.37	0.28	0.28	0.28			
Sat Flow, veh/h	1810	1900	0	0	1282	524	1806	4	1610			
Grp Volume(v), veh/h	263	595	0	0	0	603	443	0	208			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1806	1810	0	1610			
Q Serve(g_s), s	12.4	16.3	0.0	0.0	0.0	27.9	20.6	0.0	9.4			
Cycle Q Clear(g_c), s	12.4	16.3	0.0	0.0	0.0	27.9	20.6	0.0	9.4			
Prop In Lane	1.00		0.00	0.00		0.29	1.00		1.00			
Lane Grp Cap(c), veh/h	308	1131	0	0	0	665	507	0	451			
V/C Ratio(X)	0.85	0.53	0.00	0.00	0.00	0.91	0.87	0.00	0.46			
Avail Cap(c_a), veh/h	616	1617	0	0	0	820	616	0	548			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	35.5	10.5	0.0	0.0	0.0	26.4	30.2	0.0	26.2			
Incr Delay (d2), s/veh	6.6	0.4	0.0	0.0	0.0	12.1	11.5	0.0	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.6	5.2	0.0	0.0	0.0	12.6	10.1	0.0	3.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	10.9	0.0	0.0	0.0	38.5	41.7	0.0	27.0			
LnGrp LOS	D	B	A	A	A	D	D	A	C			
Approach Vol, veh/h		858			603			651				
Approach Delay, s/veh		20.5			38.5			37.0				
Approach LOS		C			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		58.4			20.0	38.4		29.7				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		18.3			14.4	29.9		22.6				
Green Ext Time (p_c), s		3.6			0.6	2.5		2.1				
Intersection Summary												
HCM 6th Ctrl Delay			30.7									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	9.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	622	156	52	471	114	63
Future Vol, veh/h	622	156	52	471	114	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	641	161	54	486	118	65

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	802	0	1316	722
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	594	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	830	-	176	430
Stage 1	-	-	-	-	485	-
Stage 2	-	-	-	-	555	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	830	-	165	430
Mov Cap-2 Maneuver	-	-	-	-	165	-
Stage 1	-	-	-	-	485	-
Stage 2	-	-	-	-	519	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	78.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	211	-	-	830	-
HCM Lane V/C Ratio	0.865	-	-	0.065	-
HCM Control Delay (s)	78.6	-	-	9.6	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	6.7	-	-	0.2	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	243	372	4	3	297	4	17	4	8	6	12	150
Future Vol, veh/h	243	372	4	3	297	4	17	4	8	6	12	150
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	256	392	4	3	313	4	18	4	8	6	13	158

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	317	0	0	400	0	0	1317	1233	398	1233	1233	315
Stage 1	-	-	-	-	-	-	910	910	-	321	321	-
Stage 2	-	-	-	-	-	-	407	323	-	912	912	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1255	-	-	1170	-	-	136	178	656	155	178	730
Stage 1	-	-	-	-	-	-	332	356	-	695	655	-
Stage 2	-	-	-	-	-	-	625	654	-	331	355	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1255	-	-	1166	-	-	78	130	654	119	130	730
Mov Cap-2 Maneuver	-	-	-	-	-	-	78	130	-	119	130	-
Stage 1	-	-	-	-	-	-	244	262	-	513	653	-
Stage 2	-	-	-	-	-	-	479	652	-	237	261	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.4	0.1	49.3	16.7
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	111	1255	-	-	1166	-	-	482
HCM Lane V/C Ratio	0.275	0.204	-	-	0.003	-	-	0.367
HCM Control Delay (s)	49.3	8.6	0	-	8.1	0	-	16.7
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1	0.8	-	-	0	-	-	1.7

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	287	48	0	209	0	0	0	0	20	0	0
Future Vol, veh/h	8	287	48	0	209	0	0	0	0	20	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	260	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	299	50	0	218	0	0	0	0	21	0	0

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	218	0	-	-	-	0			535	533	218
Stage 1	-	-	-	-	-	-			218	218	-
Stage 2	-	-	-	-	-	-			317	315	-
Critical Hdwy	4.1	-	-	-	-	-			6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-			5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-			3.5	4	3.3
Pot Cap-1 Maneuver	1364	-	0	0	-	-			510	456	827
Stage 1	-	-	0	0	-	-			823	726	-
Stage 2	-	-	0	0	-	-			743	659	-
Platoon blocked, %		-			-	-					
Mov Cap-1 Maneuver	1364	-	-	-	-	-			506	0	827
Mov Cap-2 Maneuver	-	-	-	-	-	-			506	0	-
Stage 1	-	-	-	-	-	-			817	0	-
Stage 2	-	-	-	-	-	-			743	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1364	-	-	-	506
HCM Lane V/C Ratio	0.006	-	-	-	0.041
HCM Control Delay (s)	7.7	0	-	-	12.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	307	0	7	178	31	11
Future Vol, veh/h	307	0	7	178	31	11
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	330	0	8	191	33	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	332	0	539	334
Stage 1	-	-	-	-	332	-
Stage 2	-	-	-	-	207	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1239	-	507	712
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	832	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1237	-	502	709
Mov Cap-2 Maneuver	-	-	-	-	502	-
Stage 1	-	-	-	-	730	-
Stage 2	-	-	-	-	826	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	544	-	-	1237	-
HCM Lane V/C Ratio	0.083	-	-	0.006	-
HCM Control Delay (s)	12.2	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	198	141	67	23	41	98
Future Vol, veh/h	198	141	67	23	41	98
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	208	148	71	24	43	103

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	95	0	-	0	648	83
Stage 1	-	-	-	-	83	-
Stage 2	-	-	-	-	565	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1512	-	-	-	438	982
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	573	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1512	-	-	-	372	982
Mov Cap-2 Maneuver	-	-	-	-	372	-
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	573	-

Approach	EB	WB	SB
HCM Control Delay, s	4.5	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1512	-	-	-	662
HCM Lane V/C Ratio	0.138	-	-	-	0.221
HCM Control Delay (s)	7.8	0	-	-	12
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.8

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	29	99	8	14	88	38	9	277	49	38	283	13
Future Vol, veh/h	29	99	8	14	88	38	9	277	49	38	283	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	32	110	9	16	98	42	10	308	54	42	314	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	830	787	321	820	767	335	328	0	0	362	0	0
Stage 1	405	405	-	355	355	-	-	-	-	-	-	-
Stage 2	425	382	-	465	412	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	292	326	724	296	335	712	1243	-	-	1208	-	-
Stage 1	626	602	-	666	633	-	-	-	-	-	-	-
Stage 2	611	616	-	581	598	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	201	309	724	204	317	712	1243	-	-	1208	-	-
Mov Cap-2 Maneuver	201	309	-	204	317	-	-	-	-	-	-	-
Stage 1	620	576	-	659	627	-	-	-	-	-	-	-
Stage 2	480	610	-	444	572	-	-	-	-	-	-	-

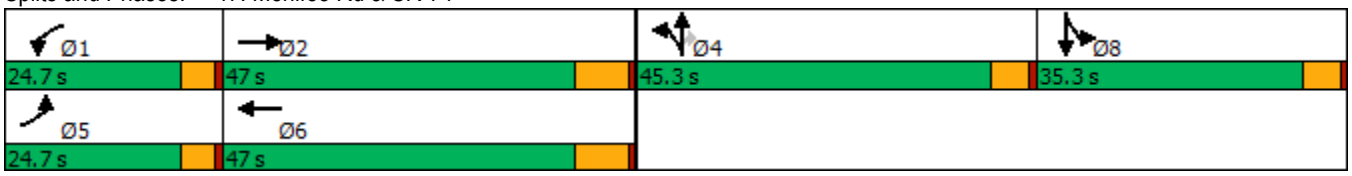
Approach	EB	WB	NB	SB
HCM Control Delay, s	30.9	23.3	0.2	0.9
HCM LOS	D	C		

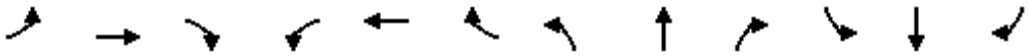
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1243	-	-	286	350	1208	-	-
HCM Lane V/C Ratio	0.008	-	-	0.528	0.444	0.035	-	-
HCM Control Delay (s)	7.9	0	-	30.9	23.3	8.1	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.9	2.2	0.1	-	-

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	51	993	176	705	201	214	180
Future Volume (vph)	51	993	176	705	201	214	180
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	4		8
Permitted Phases						4	
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.3	10.3	10.3
Total Split (s)	24.7	47.0	24.7	47.0	45.3	45.3	35.3
Total Split (%)	16.2%	30.9%	16.2%	30.9%	29.7%	29.7%	23.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	8.6	40.4	17.5	51.6	28.5	28.5	27.9
Actuated g/C Ratio	0.06	0.30	0.13	0.38	0.21	0.21	0.20
v/c Ratio	0.49	1.08	0.82	0.63	0.80	0.44	0.88
Control Delay	79.5	96.0	86.3	40.0	67.6	8.0	78.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.5	96.0	86.3	40.0	67.6	8.0	78.1
LOS	E	F	F	D	E	A	E
Approach Delay		95.2		48.4	42.3		78.1
Approach LOS		F		D	D		E

Intersection Summary	
Cycle Length: 152.3	
Actuated Cycle Length: 136.8	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 68.5	Intersection LOS: E
Intersection Capacity Utilization 90.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	993	67	176	705	89	88	201	214	106	180	23
Future Volume (veh/h)	51	993	67	176	705	89	88	201	214	106	180	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	1068	72	189	758	96	95	216	230	114	194	25
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	72	1071	72	215	1263	160	112	254	315	126	214	28
Arrive On Green	0.04	0.31	0.31	0.12	0.39	0.39	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1810	3432	231	1810	3223	408	572	1300	1610	631	1074	138
Grp Volume(v), veh/h	55	562	578	189	424	430	311	0	230	333	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1858	1810	1805	1827	1871	0	1610	1844	0	0
Q Serve(g_s), s	3.9	39.8	39.8	13.2	24.0	24.0	20.5	0.0	17.2	22.6	0.0	0.0
Cycle Q Clear(g_c), s	3.9	39.8	39.8	13.2	24.0	24.0	20.5	0.0	17.2	22.6	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.22	0.31		1.00	0.34		0.08
Lane Grp Cap(c), veh/h	72	564	580	215	707	716	366	0	315	367	0	0
V/C Ratio(X)	0.77	1.00	1.00	0.88	0.60	0.60	0.85	0.00	0.73	0.91	0.00	0.00
Avail Cap(c_a), veh/h	282	564	580	282	707	716	584	0	503	432	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	60.9	44.0	44.0	55.5	31.0	31.0	49.7	0.0	48.4	50.1	0.0	0.0
Incr Delay (d2), s/veh	6.3	36.9	36.6	17.7	1.4	1.4	6.8	0.0	3.3	20.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	23.4	24.0	7.1	10.7	10.8	10.3	0.0	7.2	12.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.3	80.9	80.6	73.2	32.4	32.4	56.5	0.0	51.6	70.7	0.0	0.0
LnGrp LOS	E	F	F	E	C	C	E	A	D	E	A	A
Approach Vol, veh/h		1195			1043			541			333	
Approach Delay, s/veh		80.1			39.8			54.4			70.7	
Approach LOS		F			D			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.0	47.0		30.3	9.8	57.2		30.8				
Change Period (Y+Rc), s	* 4.7	7.0		5.3	* 4.7	7.0		5.3				
Max Green Setting (Gmax), s	* 20	40.0		40.0	* 20	40.0		30.0				
Max Q Clear Time (g_c+I1), s	15.2	41.8		22.5	5.9	26.0		24.6				
Green Ext Time (p_c), s	0.1	0.0		2.5	0.0	4.7		0.9				

Intersection Summary		
HCM 6th Ctrl Delay		61.1
HCM 6th LOS		E

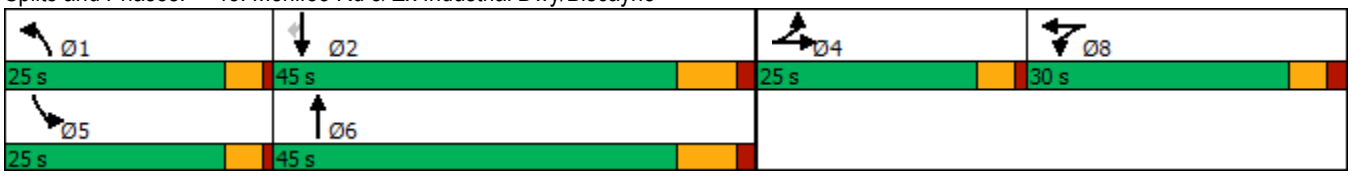
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBT	SBL	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	2	1	449	4	410	1	
Future Volume (vph)	2	1	449	4	410	1	
Turn Type	NA	NA	NA	Prot	NA	Perm	
Protected Phases	4	8	6	5	2		1
Permitted Phases						2	
Detector Phase	4	8	6	5	2	2	
Switch Phase							
Minimum Initial (s)	6.0	8.0	10.0	6.0	10.0	10.0	6.0
Minimum Split (s)	10.6	13.6	17.5	10.6	17.5	17.5	10.6
Total Split (s)	25.0	30.0	45.0	25.0	45.0	45.0	25.0
Total Split (%)	20.0%	24.0%	36.0%	20.0%	36.0%	36.0%	20%
Yellow Time (s)	3.6	3.6	5.5	3.6	5.5	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.6	7.5	4.6	7.5	7.5	
Lead/Lag			Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	None	Min	Min	None
Act Effct Green (s)	6.7	8.9	38.7	6.7	39.9	39.9	
Actuated g/C Ratio	0.15	0.20	0.89	0.15	0.92	0.92	
v/c Ratio	0.02	0.04	0.29	0.01	0.26	0.00	
Control Delay	20.6	21.6	5.8	24.5	3.3	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	20.6	21.6	5.8	24.5	3.3	0.0	
LOS	C	C	A	C	A	A	
Approach Delay	20.6	21.6	5.8		3.4		
Approach LOS	C	C	A		A		

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 43.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.29	
Intersection Signal Delay: 5.0	Intersection LOS: A
Intersection Capacity Utilization 42.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	3	11	1	1	0	449	1	4	410	1
Future Volume (veh/h)	0	2	3	11	1	1	0	449	1	4	410	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	2	3	12	1	1	0	493	1	4	451	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	6	8	45	4	4	5	693	1	12	938	795
Arrive On Green	0.00	0.01	0.01	0.03	0.03	0.03	0.00	0.37	0.37	0.01	0.49	0.49
Sat Flow, veh/h	0	686	1029	1543	129	129	1810	1895	4	1810	1900	1610
Grp Volume(v), veh/h	0	0	5	14	0	0	0	0	494	4	451	1
Grp Sat Flow(s),veh/h/ln	0	0	1715	1800	0	0	1810	0	1899	1810	1900	1610
Q Serve(g_s), s	0.0	0.0	0.1	0.3	0.0	0.0	0.0	0.0	8.4	0.1	5.9	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.1	0.3	0.0	0.0	0.0	0.0	8.4	0.1	5.9	0.0
Prop In Lane	0.00		0.60	0.86		0.07	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	0	14	52	0	0	5	0	694	12	938	795
V/C Ratio(X)	0.00	0.00	0.36	0.27	0.00	0.00	0.00	0.00	0.71	0.34	0.48	0.00
Avail Cap(c_a), veh/h	0	0	927	1164	0	0	978	0	1888	978	1888	1600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	18.6	17.9	0.0	0.0	0.0	0.0	10.3	18.7	6.3	4.8
Incr Delay (d2), s/veh	0.0	0.0	14.9	2.7	0.0	0.0	0.0	0.0	1.4	16.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	2.8	0.1	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	33.5	20.7	0.0	0.0	0.0	0.0	11.6	34.7	6.7	4.8
LnGrp LOS	A	A	C	C	A	A	A	A	B	C	A	A
Approach Vol, veh/h		5			14			494			456	
Approach Delay, s/veh		33.5			20.7			11.6			7.0	
Approach LOS		C			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	26.1		4.9	4.8	21.3		6.7				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	20.4	37.5		20.4	20.4	37.5		24.4				
Max Q Clear Time (g_c+I1), s	0.0	7.9		2.1	2.1	10.4		2.3				
Green Ext Time (p_c), s	0.0	3.1		0.0	0.0	3.4		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		9.7	
HCM 6th LOS		A	

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	0	2	0	0	0	17	444	0	0	438	2
Future Vol, veh/h	6	0	2	0	0	0	17	444	0	0	438	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	0	2	0	0	0	18	477	0	0	471	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	985	985	472	986	986	477	473	0	0	477	0	0
Stage 1	472	472	-	513	513	-	-	-	-	-	-	-
Stage 2	513	513	-	473	473	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	229	250	596	229	250	592	1099	-	-	1096	-	-
Stage 1	576	562	-	548	539	-	-	-	-	-	-	-
Stage 2	548	539	-	576	562	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	225	245	596	224	245	592	1099	-	-	1096	-	-
Mov Cap-2 Maneuver	225	245	-	224	245	-	-	-	-	-	-	-
Stage 1	563	562	-	536	527	-	-	-	-	-	-	-
Stage 2	536	527	-	574	562	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19	0	0.3	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1099	-	-	266	-	1096	-	-
HCM Lane V/C Ratio	0.017	-	-	0.032	-	-	-	-
HCM Control Delay (s)	8.3	0	-	19	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	146	53	454	418	19
Future Vol, veh/h	9	146	53	454	418	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	154	56	478	440	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1040	450	460	0	-	0
Stage 1	450	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	257	613	1112	-	-	-
Stage 1	647	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	239	613	1112	-	-	-
Mov Cap-2 Maneuver	239	-	-	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	558	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14	0.9	0
HCM LOS	B		

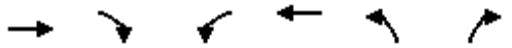
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1112	-	562	-	-
HCM Lane V/C Ratio	0.05	-	0.29	-	-
HCM Control Delay (s)	8.4	0	14	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.2	-	-

Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Configurations					
Traffic Volume (vph)	1304	8	5	970	4
Future Volume (vph)	1304	8	5	970	4
Turn Type	NA	Perm	Prot	NA	Perm
Protected Phases	2		1	6	
Permitted Phases		2			8
Detector Phase	2	2	1	6	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	9.7	12.0	10.5
Total Split (s)	42.0	42.0	29.7	71.7	35.5
Total Split (%)	39.2%	39.2%	27.7%	66.9%	33.1%
Yellow Time (s)	6.0	6.0	3.7	6.0	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.7	7.0	5.5
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	Min	Min	None	Min	None
Act Effct Green (s)	55.9	55.9	5.2	57.4	5.6
Actuated g/C Ratio	0.93	0.93	0.09	0.95	0.09
v/c Ratio	0.41	0.01	0.03	0.30	0.01
Control Delay	2.7	2.1	29.2	1.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	2.7	2.1	29.2	1.1	0.0
LOS	A	A	C	A	A
Approach Delay	2.7			1.2	
Approach LOS	A			A	

Intersection Summary	
Cycle Length: 107.2	
Actuated Cycle Length: 60.2	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.41	
Intersection Signal Delay: 2.1	Intersection LOS: A
Intersection Capacity Utilization 50.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 52: McKinley & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1304	8	5	970	0	4
Future Volume (veh/h)	1304	8	5	970	0	4
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1373	8	5	1021	0	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2080	928	12	2511	10	9
Arrive On Green	0.58	0.58	0.01	0.70	0.00	0.01
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	1373	8	5	1021	0	4
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	10.9	0.1	0.1	5.0	0.0	0.1
Cycle Q Clear(g_c), s	10.9	0.1	0.1	5.0	0.0	0.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2080	928	12	2511	10	9
V/C Ratio(X)	0.66	0.01	0.41	0.41	0.00	0.46
Avail Cap(c_a), veh/h	3023	1348	1082	5588	1299	1156
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.1	3.8	20.7	2.7	0.0	20.7
Incr Delay (d2), s/veh	0.4	0.0	8.0	0.1	0.0	33.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.1	0.5	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.4	3.8	28.6	2.8	0.0	53.8
LnGrp LOS	A	A	C	A	A	D
Approach Vol, veh/h	1381			1026	4	
Approach Delay, s/veh	6.4			2.9	53.8	
Approach LOS	A			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.0	31.1				36.1	5.7
Change Period (Y+Rc), s	* 4.7	7.0				7.0	5.5
Max Green Setting (Gmax), s	* 25	35.0				64.7	30.0
Max Q Clear Time (g_c+I1), s	2.1	12.9				7.0	2.1
Green Ext Time (p_c), s	0.0	11.2				9.8	0.0

Intersection Summary		
HCM 6th Ctrl Delay		5.0
HCM 6th LOS		A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	32	1277	926	32	43	49
Future Vol, veh/h	32	1277	926	32	43	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	32	1277	926	32	43	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	958	0	-	0	1645	479
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	703	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	726	-	-	-	92	538
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	457	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	726	-	-	-	78	538
Mov Cap-2 Maneuver	-	-	-	-	78	-
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	457	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	67.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	726	-	-	-	143
HCM Lane V/C Ratio	0.044	-	-	-	0.643
HCM Control Delay (s)	10.2	0.7	-	-	67.1
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	3.5

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	21	63	8	11	0	44	86	20	0	120	38
Future Vol, veh/h	50	21	63	8	11	0	44	86	20	0	120	38
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	56	24	71	9	12	0	49	97	22	0	135	43
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

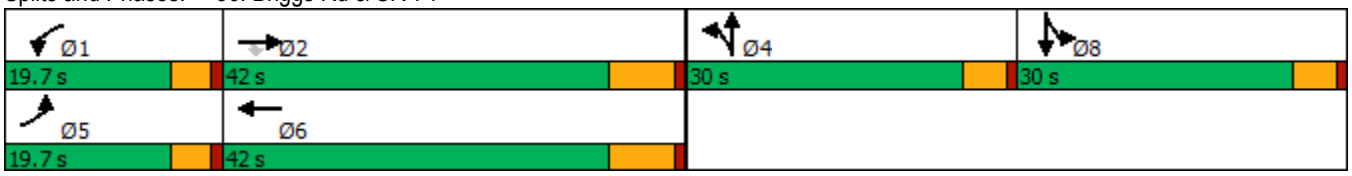
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	8.5	8.3	8.7	8.6
HCM LOS	A	A	A	A

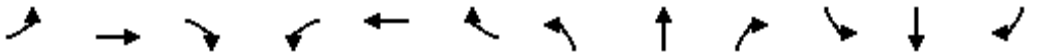
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	29%	70%	0%	42%	0%
Vol Thru, %	57%	30%	0%	58%	76%
Vol Right, %	13%	0%	100%	0%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	71	63	19	158
LT Vol	44	50	0	8	0
Through Vol	86	21	0	11	120
RT Vol	20	0	63	0	38
Lane Flow Rate	169	80	71	21	178
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.211	0.125	0.09	0.03	0.216
Departure Headway (Hd)	4.505	5.653	4.594	5.068	4.378
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	797	634	779	704	820
Service Time	2.531	3.39	2.33	3.112	2.403
HCM Lane V/C Ratio	0.212	0.126	0.091	0.03	0.217
HCM Control Delay	8.7	9.2	7.8	8.3	8.6
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.8	0.4	0.3	0.1	0.8

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	67	1111	142	99	832	78	72	119	72
Future Volume (vph)	67	1111	142	99	832	78	72	119	72
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Split	NA
Protected Phases	5	2		1	6	4	4	8	8
Permitted Phases			2						
Detector Phase	5	2	2	1	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	9.7	12.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	42.0	42.0	19.7	42.0	30.0	30.0	30.0	30.0
Total Split (%)	16.2%	34.5%	34.5%	16.2%	34.5%	24.7%	24.7%	24.7%	24.7%
Yellow Time (s)	3.7	6.0	6.0	3.7	6.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	8.3	35.5	35.5	10.0	39.5	12.7	12.7	12.0	12.0
Actuated g/C Ratio	0.09	0.39	0.39	0.11	0.43	0.14	0.14	0.13	0.13
v/c Ratio	0.45	0.87	0.22	0.55	0.64	0.34	0.65	0.55	0.51
Control Delay	51.5	36.5	5.0	52.0	25.7	41.2	39.2	48.2	39.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	36.5	5.0	52.0	25.7	41.2	39.2	48.2	39.0
LOS	D	D	A	D	C	D	D	D	D
Approach Delay		33.9			28.3		39.8		43.6
Approach LOS		C			C		D		D

Intersection Summary	
Cycle Length: 121.7	
Actuated Cycle Length: 92.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 33.3	Intersection LOS: C
Intersection Capacity Utilization 70.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	1111	142	99	832	64	78	72	97	119	72	47
Future Volume (veh/h)	67	1111	142	99	832	64	78	72	97	119	72	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	73	1208	154	108	904	70	85	78	105	129	78	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	1409	629	139	1409	109	259	104	140	197	116	76
Arrive On Green	0.05	0.39	0.39	0.08	0.41	0.41	0.14	0.14	0.14	0.11	0.11	0.11
Sat Flow, veh/h	1810	3610	1610	1810	3395	263	1810	726	978	1810	1062	694
Grp Volume(v), veh/h	73	1208	154	108	481	493	85	0	183	129	0	129
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1853	1810	0	1704	1810	0	1757
Q Serve(g_s), s	3.1	23.7	5.0	4.5	16.4	16.4	3.3	0.0	8.0	5.3	0.0	5.5
Cycle Q Clear(g_c), s	3.1	23.7	5.0	4.5	16.4	16.4	3.3	0.0	8.0	5.3	0.0	5.5
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.57	1.00		0.40
Lane Grp Cap(c), veh/h	95	1409	629	139	749	769	259	0	244	197	0	191
V/C Ratio(X)	0.77	0.86	0.24	0.77	0.64	0.64	0.33	0.00	0.75	0.66	0.00	0.68
Avail Cap(c_a), veh/h	351	1635	729	351	817	839	585	0	551	585	0	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.1	21.6	15.9	35.0	18.0	18.0	29.8	0.0	31.8	33.0	0.0	33.1
Incr Delay (d2), s/veh	4.8	3.8	0.1	3.5	1.0	1.0	0.7	0.0	4.6	3.7	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	10.0	1.7	2.1	6.6	6.7	1.4	0.0	3.5	2.5	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	25.3	16.0	38.5	19.1	19.0	30.5	0.0	36.4	36.7	0.0	37.2
LnGrp LOS	D	C	B	D	B	B	C	A	D	D	A	D
Approach Vol, veh/h		1435			1082			268			258	
Approach Delay, s/veh		25.1			21.0			34.5			37.0	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	37.2		16.1	8.8	39.1		13.4				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	35.0		25.0	* 15	35.0		25.0				
Max Q Clear Time (g_c+I1), s	6.5	25.7		10.0	5.1	18.4		7.5				
Green Ext Time (p_c), s	0.1	4.5		1.1	0.0	4.0		1.0				

Intersection Summary		
HCM 6th Ctrl Delay		25.5
HCM 6th LOS		C

Notes

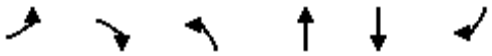
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	45	24	79	202	201	111
Future Volume (vph)	45	24	79	202	201	111
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	10.0	10.0	10.0
Minimum Split (s)	13.6	13.6	10.6	16.8	16.8	16.8
Total Split (s)	14.0	14.0	50.0	86.0	36.0	36.0
Total Split (%)	14.0%	14.0%	50.0%	86.0%	36.0%	36.0%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	4.6	6.8	6.8	6.8
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	8.2	8.2	8.0	29.3	17.7	17.7
Actuated g/C Ratio	0.20	0.20	0.20	0.73	0.44	0.44
v/c Ratio	0.16	0.09	0.29	0.20	0.17	0.19
Control Delay	17.1	8.3	17.6	5.0	12.7	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.1	8.3	17.6	5.0	12.7	4.4
LOS	B	A	B	A	B	A
Approach Delay	14.0			8.5	9.7	
Approach LOS	B			A	A	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 40.4	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.29	
Intersection Signal Delay: 9.7	Intersection LOS: A
Intersection Capacity Utilization 34.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 57: Briggs Rd & Heritage HS Dwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	45	24	79	202	201	111
Future Volume (veh/h)	45	24	79	202	201	111
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	60	32	105	269	268	148
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	236	210	191	1036	945	421
Arrive On Green	0.13	0.13	0.11	0.55	0.26	0.26
Sat Flow, veh/h	1810	1610	1810	1900	3705	1610
Grp Volume(v), veh/h	60	32	105	269	268	148
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1805	1610
Q Serve(g_s), s	1.1	0.7	2.1	2.9	2.3	2.9
Cycle Q Clear(g_c), s	1.1	0.7	2.1	2.9	2.3	2.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	236	210	191	1036	945	421
V/C Ratio(X)	0.25	0.15	0.55	0.26	0.28	0.35
Avail Cap(c_a), veh/h	398	354	2149	3937	2758	1230
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	14.7	16.2	4.6	11.3	11.5
Incr Delay (d2), s/veh	0.6	0.3	2.5	0.1	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.9	0.6	0.7	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.5	15.1	18.7	4.7	11.4	12.0
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	92			374	416	
Approach Delay, s/veh	15.4			8.7	11.6	
Approach LOS	B			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		27.6		10.6	10.8	16.8
Change Period (Y+Rc), s		6.8		5.6	6.8	* 6.8
Max Green Setting (Gmax), s		79.2		8.4	45.4	* 29
Max Q Clear Time (g_c+I1), s		4.9		3.1	4.1	4.9
Green Ext Time (p_c), s		1.8		0.1	0.3	2.2

Intersection Summary	
HCM 6th Ctrl Delay	10.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	13	0	15	1	282	10	30	221	0
Future Vol, veh/h	0	0	0	13	0	15	1	282	10	30	221	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	15	0	17	1	320	11	34	251	0
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	0	8.3	10.8	9.9
HCM LOS	-	A	B	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	46%	12%
Vol Thru, %	100%	0%	100%	0%	88%
Vol Right, %	0%	100%	0%	54%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	283	10	0	28	251
LT Vol	1	0	0	13	30
Through Vol	282	0	0	0	221
RT Vol	0	10	0	15	0
Lane Flow Rate	322	11	0	32	285
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.42	0.013	0	0.045	0.354
Departure Headway (Hd)	4.699	3.995	5.351	5.062	4.464
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	756	881	0	709	810
Service Time	2.493	1.788	3.375	3.081	2.472
HCM Lane V/C Ratio	0.426	0.012	0	0.045	0.352
HCM Control Delay	10.9	6.8	8.4	8.3	9.9
HCM Lane LOS	B	A	N	A	A
HCM 95th-tile Q	2.1	0	0	0.1	1.6

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	27	267	52	23	211
Future Vol, veh/h	38	27	267	52	23	211
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	48	34	334	65	29	264

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	689	200	0	0	399	0
Stage 1	367	-	-	-	-	-
Stage 2	322	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	399	814	-	-	1171	-
Stage 1	677	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	387	814	-	-	1171	-
Mov Cap-2 Maneuver	387	-	-	-	-	-
Stage 1	677	-	-	-	-	-
Stage 2	718	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.7	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	495	1171	-
HCM Lane V/C Ratio	-	-	0.164	0.025	-
HCM Control Delay (s)	-	-	13.7	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	2	316	24	6	242
Future Vol, veh/h	13	2	316	24	6	242
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	2	316	24	6	242

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	582	170	0	0	340	0
Stage 1	328	-	-	-	-	-
Stage 2	254	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	463	851	-	-	1230	-
Stage 1	708	-	-	-	-	-
Stage 2	793	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	460	851	-	-	1230	-
Mov Cap-2 Maneuver	460	-	-	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	788	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.6	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	490	1230	-
HCM Lane V/C Ratio	-	-	0.031	0.005	-
HCM Control Delay (s)	-	-	12.6	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	51	80	261	56	70	185
Future Vol, veh/h	51	80	261	56	70	185
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	57	90	293	63	79	208
Number of Lanes	1	0	1	0	0	1

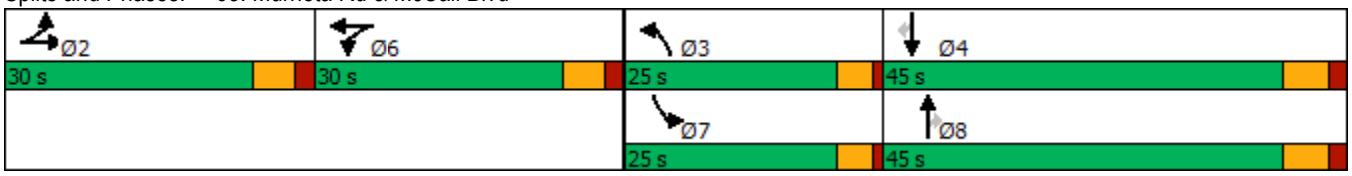
Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	9.4	11.1	10.6
HCM LOS	A	B	B

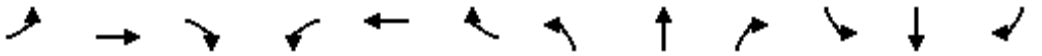
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	39%	27%
Vol Thru, %	82%	0%	73%
Vol Right, %	18%	61%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	317	131	255
LT Vol	0	51	70
Through Vol	261	0	185
RT Vol	56	80	0
Lane Flow Rate	356	147	287
Geometry Grp	1	1	1
Degree of Util (X)	0.445	0.206	0.376
Departure Headway (Hd)	4.497	5.03	4.719
Convergence, Y/N	Yes	Yes	Yes
Cap	798	708	759
Service Time	2.546	3.097	2.771
HCM Lane V/C Ratio	0.446	0.208	0.378
HCM Control Delay	11.1	9.4	10.6
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2.3	0.8	1.8

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	28	129	213	164	3	203	128	91	215	44
Future Volume (vph)	28	129	213	164	3	203	128	91	215	44
Turn Type	Split	NA	Split	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	2	2	6	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	2	2	6	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	12.1	12.1	12.1	12.1	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	30.0	30.0	30.0	30.0	25.0	45.0	45.0	25.0	45.0	45.0
Total Split (%)	23.1%	23.1%	23.1%	23.1%	19.2%	34.6%	34.6%	19.2%	34.6%	34.6%
Yellow Time (s)	4.1	4.1	4.1	4.1	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	6.1	6.1	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	8.8	8.8	15.5	15.5	6.4	14.4	14.4	9.0	23.3	23.3
Actuated g/C Ratio	0.13	0.13	0.22	0.22	0.09	0.21	0.21	0.13	0.34	0.34
v/c Ratio	0.13	0.30	0.55	0.33	0.02	0.54	0.31	0.41	0.35	0.07
Control Delay	34.1	33.7	31.9	18.4	37.7	32.8	9.2	37.8	20.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.1	33.7	31.9	18.4	37.7	32.8	9.2	37.8	20.3	0.2
LOS	C	C	C	B	D	C	A	D	C	A
Approach Delay		33.8		24.5		23.8			22.4	
Approach LOS		C		C		C			C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 69.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 24.9	Intersection LOS: C
Intersection Capacity Utilization 52.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 65: Murrieta Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	129	3	213	164	96	3	203	128	91	215	44
Future Volume (veh/h)	28	129	3	213	164	96	3	203	128	91	215	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	136	3	224	173	101	3	214	135	96	226	46
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	189	377	8	346	428	238	9	334	283	156	489	414
Arrive On Green	0.10	0.10	0.10	0.19	0.19	0.19	0.00	0.18	0.18	0.09	0.26	0.26
Sat Flow, veh/h	1810	3611	79	1810	2238	1243	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	29	68	71	224	138	136	3	214	135	96	226	46
Grp Sat Flow(s),veh/h/ln	1810	1805	1886	1810	1805	1676	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	0.8	1.8	1.8	6.0	3.5	3.8	0.1	5.5	4.0	2.7	5.3	1.1
Cycle Q Clear(g_c), s	0.8	1.8	1.8	6.0	3.5	3.8	0.1	5.5	4.0	2.7	5.3	1.1
Prop In Lane	1.00		0.04	1.00		0.74	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	189	197	346	346	321	9	334	283	156	489	414
V/C Ratio(X)	0.15	0.36	0.36	0.65	0.40	0.42	0.34	0.64	0.48	0.62	0.46	0.11
Avail Cap(c_a), veh/h	824	822	859	824	822	763	703	1398	1184	703	1398	1184
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	21.9	21.9	19.6	18.6	18.7	26.0	20.1	19.5	23.1	16.4	14.9
Incr Delay (d2), s/veh	0.4	1.2	1.1	2.0	0.7	0.9	8.1	2.0	1.2	1.5	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.8	0.8	2.5	1.4	1.4	0.1	2.4	1.4	1.1	2.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	23.0	23.0	21.6	19.3	19.6	34.2	22.1	20.7	24.6	17.1	15.0
LnGrp LOS	C	C	C	C	B	B	C	C	C	C	B	B
Approach Vol, veh/h		168			498			352			368	
Approach Delay, s/veh		22.8			20.4			21.7			18.8	
Approach LOS		C			C			C			B	

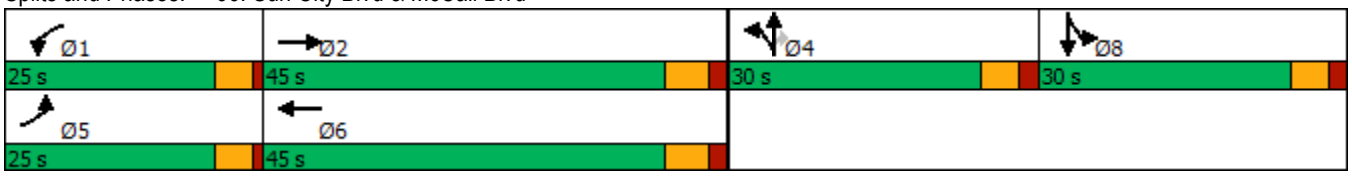
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.6	4.9	19.9		16.1	9.1	15.6				
Change Period (Y+Rc), s		6.1	4.6	6.4		6.1	4.6	6.4				
Max Green Setting (Gmax), s		23.9	20.4	38.6		23.9	20.4	38.6				
Max Q Clear Time (g_c+I1), s		3.8	2.1	7.3		8.0	4.7	7.5				
Green Ext Time (p_c), s		0.7	0.0	1.5		2.1	0.1	1.7				

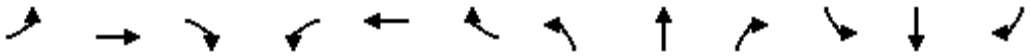
Intersection Summary	
HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	32	347	262	529	102	142	61
Future Volume (vph)	32	347	262	529	102	142	61
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	4		8
Permitted Phases						4	
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	13.6	13.6	13.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	6.7	15.0	20.5	33.5	10.2	10.2	9.7
Actuated g/C Ratio	0.09	0.19	0.26	0.43	0.13	0.13	0.13
v/c Ratio	0.23	0.63	0.60	0.44	0.42	0.45	0.41
Control Delay	39.2	32.4	32.9	18.0	34.7	10.6	33.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.2	32.4	32.9	18.0	34.7	10.6	33.6
LOS	D	C	C	B	C	B	C
Approach Delay		32.9		22.4	24.1		33.6
Approach LOS		C		C	C		C

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 77.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 26.3	Intersection LOS: C
Intersection Capacity Utilization 50.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 66: Sun City Blvd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	347	53	262	529	89	78	102	142	86	61	19
Future Volume (veh/h)	32	347	53	262	529	89	78	102	142	86	61	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	377	58	285	575	97	85	111	154	93	66	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	586	89	339	1021	172	220	316	233	221	172	55
Arrive On Green	0.04	0.19	0.19	0.19	0.33	0.33	0.15	0.15	0.15	0.12	0.12	0.12
Sat Flow, veh/h	1810	3137	479	1810	3091	520	1492	2138	1580	1787	1390	443
Grp Volume(v), veh/h	35	216	219	285	335	337	104	92	154	94	0	86
Grp Sat Flow(s),veh/h/ln	1810	1805	1811	1810	1805	1806	1825	1805	1580	1811	0	1810
Q Serve(g_s), s	1.2	6.8	6.9	9.4	9.4	9.5	3.2	2.8	5.7	3.0	0.0	2.7
Cycle Q Clear(g_c), s	1.2	6.8	6.9	9.4	9.4	9.5	3.2	2.8	5.7	3.0	0.0	2.7
Prop In Lane	1.00		0.26	1.00		0.29	0.82		1.00	0.99		0.24
Lane Grp Cap(c), veh/h	79	337	338	339	596	597	270	267	233	224	0	224
V/C Ratio(X)	0.44	0.64	0.65	0.84	0.56	0.56	0.39	0.35	0.66	0.42	0.00	0.38
Avail Cap(c_a), veh/h	597	1136	1140	597	1136	1137	721	713	624	715	0	715
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	23.2	23.2	24.2	17.0	17.0	23.8	23.6	24.9	25.0	0.0	24.9
Incr Delay (d2), s/veh	1.4	2.0	2.1	2.2	0.8	0.8	0.9	0.8	3.2	1.3	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.8	2.9	3.9	3.6	3.6	1.4	1.2	2.2	1.3	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	25.2	25.3	26.4	17.8	17.9	24.7	24.4	28.0	26.3	0.0	26.0
LnGrp LOS	C	C	C	C	B	B	C	C	C	C	A	C
Approach Vol, veh/h		470			957			350			180	
Approach Delay, s/veh		25.6			20.4			26.1			26.1	
Approach LOS		C			C			C			C	

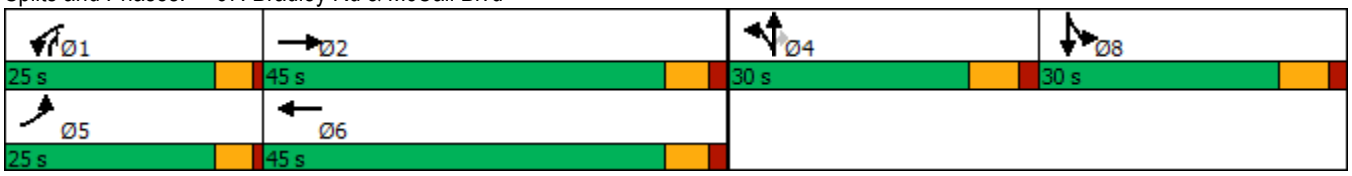
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.2	17.6		14.7	7.3	26.5		13.2				
Change Period (Y+Rc), s	4.6	6.1		5.6	4.6	6.1		5.6				
Max Green Setting (Gmax), s	20.4	38.9		24.4	20.4	38.9		24.4				
Max Q Clear Time (g_c+I1), s	11.4	8.9		7.7	3.2	11.5		5.0				
Green Ext Time (p_c), s	0.3	2.6		1.5	0.0	4.3		0.9				

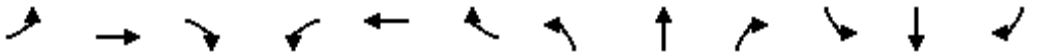
Intersection Summary			
HCM 6th Ctrl Delay		23.2	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	568	533	807	61	62	536	103	50
Future Volume (vph)	6	568	533	807	61	62	536	103	50
Turn Type	Prot	NA	Prot	NA	Split	NA	pm+ov	Split	NA
Protected Phases	5	2	1	6	4	4	1	8	8
Permitted Phases							4		
Detector Phase	5	2	1	6	4	4	1	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	10.6	14.8	14.8
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	19.2%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.2	21.5	21.2	45.7	9.4	9.4	30.0	11.1	11.1
Actuated g/C Ratio	0.07	0.26	0.25	0.54	0.11	0.11	0.36	0.13	0.13
v/c Ratio	0.05	0.71	1.20	0.49	0.31	0.30	0.75	0.44	0.24
Control Delay	44.0	33.5	141.9	14.9	43.1	42.6	16.0	43.5	36.4
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	44.0	33.5	141.9	15.0	43.1	42.6	16.0	43.5	36.4
LOS	D	C	F	B	D	D	B	D	D
Approach Delay		33.6		61.6		21.0			40.9
Approach LOS		C		E		C			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 84.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.20	
Intersection Signal Delay: 45.1	Intersection LOS: D
Intersection Capacity Utilization 74.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 67: Bradley Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	568	67	533	807	112	61	62	536	103	50	8
Future Volume (veh/h)	6	568	67	533	807	112	61	62	536	103	50	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	580	68	544	823	114	62	63	547	105	51	8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	17	739	86	376	1356	188	428	449	716	146	129	20
Arrive On Green	0.01	0.23	0.23	0.21	0.43	0.43	0.24	0.24	0.24	0.08	0.08	0.08
Sat Flow, veh/h	1810	3254	381	1810	3185	441	1810	1900	1610	1810	1601	251
Grp Volume(v), veh/h	6	321	327	544	466	471	62	63	547	105	0	59
Grp Sat Flow(s),veh/h/ln	1810	1805	1830	1810	1805	1821	1810	1900	1610	1810	0	1853
Q Serve(g_s), s	0.3	16.4	16.5	20.4	19.6	19.6	2.7	2.6	23.2	5.6	0.0	3.0
Cycle Q Clear(g_c), s	0.3	16.4	16.5	20.4	19.6	19.6	2.7	2.6	23.2	5.6	0.0	3.0
Prop In Lane	1.00		0.21	1.00		0.24	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	17	410	416	376	769	775	428	449	716	146	0	149
V/C Ratio(X)	0.36	0.78	0.79	1.45	0.61	0.61	0.14	0.14	0.76	0.72	0.00	0.40
Avail Cap(c_a), veh/h	376	716	725	376	769	775	428	449	716	428	0	438
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.3	35.6	35.7	38.8	21.8	21.8	29.6	29.6	22.9	44.0	0.0	42.8
Incr Delay (d2), s/veh	4.8	3.3	3.3	215.0	1.4	1.4	0.2	0.1	4.9	6.5	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	7.4	7.5	31.2	8.2	8.3	1.2	1.2	10.6	2.7	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.1	38.9	39.0	253.9	23.2	23.2	29.8	29.7	27.8	50.5	0.0	44.5
LnGrp LOS	D	D	D	F	C	C	C	C	C	D	A	D
Approach Vol, veh/h		654			1481			672			164	
Approach Delay, s/veh		39.1			107.9			28.2			48.4	
Approach LOS		D			F			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	28.4		30.0	5.5	47.9		14.7				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		23.2				
Max Q Clear Time (g_c+I1), s	22.4	18.5		25.2	2.3	21.6		7.6				
Green Ext Time (p_c), s	0.0	3.8		0.0	0.0	5.6		0.4				

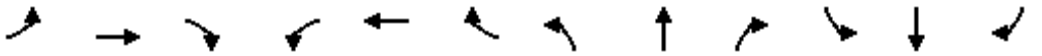
Intersection Summary			
HCM 6th Ctrl Delay		71.4	
HCM 6th LOS		E	

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	898	309	319	935	0	516
Future Volume (vph)	898	309	319	935	0	516
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		9.0	9.5	9.5	9.5
Total Split (s)	45.0		25.0	70.0	30.0	30.0
Total Split (%)	45.0%		25.0%	70.0%	30.0%	30.0%
Yellow Time (s)	4.0		3.5	4.0	4.0	4.0
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.0	4.5	4.5	4.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	C-Min	None	None
Act Effct Green (s)	37.0	100.0	19.9	60.9	30.1	30.1
Actuated g/C Ratio	0.37	1.00	0.20	0.61	0.30	0.30
v/c Ratio	0.68	0.19	0.90	0.43	0.73	0.87
Control Delay	30.2	0.3	49.8	18.9	40.6	39.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.2	0.3	49.8	18.9	40.6	39.0
LOS	C	A	D	B	D	D
Approach Delay	22.5			26.8	39.7	
Approach LOS	C			C	D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 68 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 28.7	Intersection LOS: C
Intersection Capacity Utilization 75.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 68: I-215 SB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	898	309	319	935	0	0	0	0	393	0	516
Future Volume (veh/h)	0	898	309	319	935	0	0	0	0	393	0	516
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	907	0	322	944	0				397	0	521
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1529		347	2365	0				461	0	411
Arrive On Green	0.00	0.42	0.00	0.38	1.00	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1810	0	1610
Grp Volume(v), veh/h	0	907	0	322	944	0				397	0	521
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	19.3	0.0	17.0	0.0	0.0				20.9	0.0	25.5
Cycle Q Clear(g_c), s	0.0	19.3	0.0	17.0	0.0	0.0				20.9	0.0	25.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1529		347	2365	0				461	0	411
V/C Ratio(X)	0.00	0.59		0.93	0.40	0.00				0.86	0.00	1.27
Avail Cap(c_a), veh/h	0	1529		380	2365	0				461	0	411
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.64	0.00	0.54	0.54	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.2	0.0	30.2	0.0	0.0				35.6	0.0	37.3
Incr Delay (d2), s/veh	0.0	1.1	0.0	17.2	0.3	0.0				14.5	0.0	139.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.1	0.0	7.2	0.1	0.0				10.8	0.0	25.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.3	0.0	47.3	0.3	0.0				50.1	0.0	176.3
LnGrp LOS	A	C		D	A	A				D	A	F
Approach Vol, veh/h		907			1266						918	
Approach Delay, s/veh		23.3			12.2						121.7	
Approach LOS		C			B						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	23.2	46.8		30.0		70.0
Change Period (Y+Rc), s	4.0	4.5		4.5		4.5
Max Green Setting (Gmax), s	21.0	40.5		25.5		65.5
Max Q Clear Time (g_c+I1), s	19.0	21.3		27.5		2.0
Green Ext Time (p_c), s	0.1	4.1		0.0		4.9

Intersection Summary		
HCM 6th Ctrl Delay		48.0
HCM 6th LOS		D

Notes

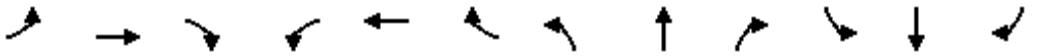
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	309	982	840	226	5	590
Future Volume (vph)	309	982	840	226	5	590
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	8.5	16.5	9.5		9.5	9.5
Total Split (s)	29.0	60.0	31.0		40.0	40.0
Total Split (%)	29.0%	60.0%	31.0%		40.0%	40.0%
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min		None	None
Act Effct Green (s)	21.1	55.7	31.0	100.0	35.3	35.3
Actuated g/C Ratio	0.21	0.56	0.31	1.00	0.35	0.35
v/c Ratio	0.84	0.50	0.77	0.14	0.68	0.96
Control Delay	54.5	8.3	38.2	0.2	33.7	55.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	8.3	38.2	0.2	33.7	55.2
LOS	D	A	D	A	C	E
Approach Delay		19.4	30.1		46.3	
Approach LOS		B	C		D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 30.8	Intersection LOS: C
Intersection Capacity Utilization 75.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 69: I-215 NB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	309	982	0	0	840	226	414	5	590	0	0	0
Future Volume (veh/h)	309	982	0	0	840	226	414	5	590	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	319	1012	0	0	866	0	427	5	608			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	346	2004	0	0	1187		635	7	572			
Arrive On Green	0.38	1.00	0.00	0.00	0.33	0.00	0.35	0.35	0.35			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1790	21	1610			
Grp Volume(v), veh/h	319	1012	0	0	866	0	432	0	608			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	16.8	0.0	0.0	0.0	21.2	0.0	20.2	0.0	35.5			
Cycle Q Clear(g_c), s	16.8	0.0	0.0	0.0	21.2	0.0	20.2	0.0	35.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	346	2004	0	0	1187		643	0	572			
V/C Ratio(X)	0.92	0.51	0.00	0.00	0.73		0.67	0.00	1.06			
Avail Cap(c_a), veh/h	461	2004	0	0	1187		643	0	572			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.68	0.68	0.00	0.00	0.78	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	30.2	0.0	0.0	0.0	29.6	0.0	27.3	0.0	32.3			
Incr Delay (d2), s/veh	13.2	0.6	0.0	0.0	3.1	0.0	2.7	0.0	55.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.7	0.2	0.0	0.0	9.4	0.0	8.9	0.0	22.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	0.6	0.0	0.0	32.7	0.0	30.1	0.0	88.0			
LnGrp LOS	D	A	A	A	C		C	A	F			
Approach Vol, veh/h		1331			866			1040				
Approach Delay, s/veh		10.9			32.7			63.9				
Approach LOS		B			C			E				

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.0			22.6	37.4		40.0				
Change Period (Y+Rc), s		4.5			3.5	4.5		4.5				
Max Green Setting (Gmax), s		55.5			25.5	26.5		35.5				
Max Q Clear Time (g_c+I1), s		2.0			18.8	23.2		37.5				
Green Ext Time (p_c), s		5.4			0.3	1.4		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			33.8									
HCM 6th LOS			C									

Notes

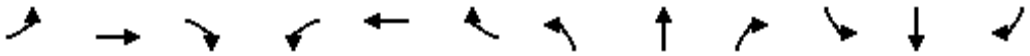
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	168	1169	33	752	152	22	24	35	18
Future Volume (vph)	168	1169	33	752	152	22	24	35	18
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases					4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	14.8	14.8	14.8
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	25.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	12.0	40.7	6.8	30.3	16.1	16.1	16.1	16.9	16.9
Actuated g/C Ratio	0.16	0.53	0.09	0.40	0.21	0.21	0.21	0.22	0.22
v/c Ratio	0.63	0.79	0.22	0.57	0.67	0.06	0.06	0.12	0.38
Control Delay	42.0	20.5	40.3	21.2	43.3	25.9	0.3	26.2	8.5
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	20.8	40.3	21.2	43.3	25.9	0.3	26.2	8.5
LOS	D	C	D	C	D	C	A	C	A
Approach Delay		23.1		22.0		36.2			11.4
Approach LOS		C		C		D			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 76.4	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 22.8	Intersection LOS: C
Intersection Capacity Utilization 83.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 70: Encanto Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	1169	234	33	752	23	152	22	24	35	18	161
Future Volume (veh/h)	168	1169	234	33	752	23	152	22	24	35	18	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	177	1231	246	35	792	24	160	23	25	37	19	169
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	219	1428	283	75	1416	43	283	479	401	430	42	371
Arrive On Green	0.12	0.48	0.48	0.04	0.40	0.40	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	3003	595	1810	3577	108	1214	1900	1589	1379	165	1470
Grp Volume(v), veh/h	177	735	742	35	400	416	160	23	25	37	0	188
Grp Sat Flow(s),veh/h/ln	1810	1805	1792	1810	1805	1880	1214	1900	1589	1379	0	1635
Q Serve(g_s), s	7.2	27.3	28.0	1.4	13.0	13.0	9.7	0.7	0.9	1.6	0.0	7.4
Cycle Q Clear(g_c), s	7.2	27.3	28.0	1.4	13.0	13.0	17.1	0.7	0.9	2.3	0.0	7.4
Prop In Lane	1.00		0.33	1.00		0.06	1.00		1.00	1.00		0.90
Lane Grp Cap(c), veh/h	219	858	852	75	715	744	283	479	401	430	0	412
V/C Ratio(X)	0.81	0.86	0.87	0.47	0.56	0.56	0.57	0.05	0.06	0.09	0.00	0.46
Avail Cap(c_a), veh/h	487	927	921	487	927	966	349	582	487	518	0	516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.4	17.6	17.8	35.5	17.7	17.7	31.1	21.4	21.5	22.3	0.0	23.9
Incr Delay (d2), s/veh	2.7	7.6	8.6	1.7	0.7	0.7	1.8	0.0	0.1	0.1	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	11.7	12.1	0.6	4.7	4.9	2.9	0.3	0.3	0.5	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.1	25.2	26.3	37.2	18.4	18.4	32.9	21.5	21.6	22.4	0.0	24.7
LnGrp LOS	D	C	C	D	B	B	C	C	C	C	A	C
Approach Vol, veh/h		1654			851			208			225	
Approach Delay, s/veh		26.8			19.2			30.3			24.3	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	42.1		25.9	13.8	36.1		25.9				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		* 6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		* 24				
Max Q Clear Time (g_c+I1), s	3.4	30.0		19.1	9.2	15.0		9.4				
Green Ext Time (p_c), s	0.0	6.0		0.3	0.2	4.6		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		24.6	
HCM 6th LOS		C	

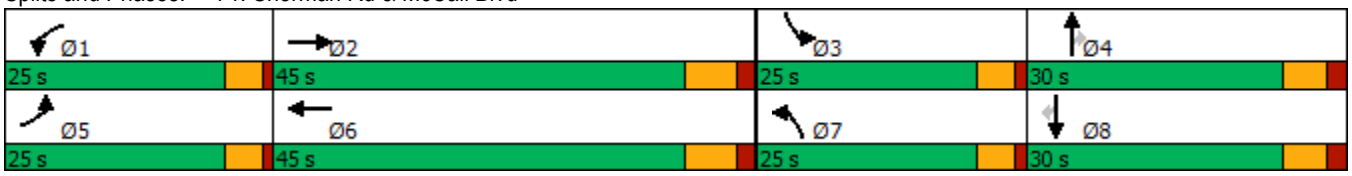
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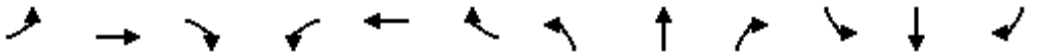
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	85	1084	25	667	78	12	19	30	12	24
Future Volume (vph)	85	1084	25	667	78	12	19	30	12	24
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4		3	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.8	10.6	16.8	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	8.4	44.5	6.5	37.8	9.0	9.3	9.3	9.9	8.2	8.2
Actuated g/C Ratio	0.12	0.61	0.09	0.52	0.12	0.13	0.13	0.14	0.11	0.11
v/c Ratio	0.42	0.56	0.16	0.39	0.37	0.05	0.07	0.13	0.06	0.09
Control Delay	39.0	14.8	37.9	16.5	37.4	32.8	0.4	33.9	35.5	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	14.8	37.9	16.5	37.4	32.8	0.4	33.9	35.5	0.6
LOS	D	B	D	B	D	C	A	C	D	A
Approach Delay		16.5		17.3		30.4			22.3	
Approach LOS		B		B		C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 72.5	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 63.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 71: Sherman Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	1084	78	25	667	26	78	12	19	30	12	24
Future Volume (veh/h)	85	1084	78	25	667	26	78	12	19	30	12	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	1141	82	26	702	27	82	13	20	32	13	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	137	1472	106	63	1384	53	132	264	223	74	203	172
Arrive On Green	0.08	0.43	0.43	0.03	0.39	0.39	0.07	0.14	0.14	0.04	0.11	0.11
Sat Flow, veh/h	1810	3415	245	1810	3544	136	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	89	603	620	26	357	372	82	13	20	32	13	25
Grp Sat Flow(s),veh/h/ln	1810	1805	1856	1810	1805	1875	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	3.0	17.8	17.8	0.9	9.4	9.4	2.7	0.4	0.7	1.1	0.4	0.9
Cycle Q Clear(g_c), s	3.0	17.8	17.8	0.9	9.4	9.4	2.7	0.4	0.7	1.1	0.4	0.9
Prop In Lane	1.00		0.13	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	137	778	800	63	705	732	132	264	223	74	203	172
V/C Ratio(X)	0.65	0.77	0.78	0.41	0.51	0.51	0.62	0.05	0.09	0.43	0.06	0.15
Avail Cap(c_a), veh/h	592	1105	1136	592	1105	1149	592	728	617	592	728	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	15.2	15.2	29.5	14.5	14.5	28.1	23.3	23.4	29.2	25.1	25.3
Incr Delay (d2), s/veh	1.9	2.2	2.2	1.6	0.6	0.5	1.8	0.1	0.2	1.5	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	6.0	6.2	0.4	3.1	3.3	1.2	0.2	0.3	0.5	0.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.0	17.4	17.4	31.1	15.0	15.0	29.9	23.4	23.6	30.7	25.2	25.7
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1312			755			115			70	
Approach Delay, s/veh		18.2			15.6			28.0			27.9	
Approach LOS		B			B			C			C	

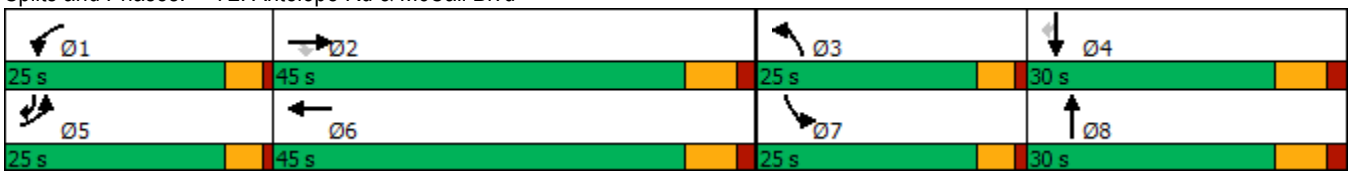
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	33.7	7.2	14.8	9.3	31.2	9.2	12.8
Change Period (Y+Rc), s	4.6	6.8	4.6	6.1	4.6	6.8	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.9	20.4	38.2	20.4	23.9
Max Q Clear Time (g_c+I1), s	2.9	19.8	3.1	2.7	5.0	11.4	4.7	2.9
Green Ext Time (p_c), s	0.0	7.1	0.0	0.1	0.1	4.1	0.1	0.1

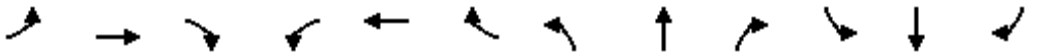
Intersection Summary	
HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	63	906	55	26	616	26	3	11	7	67
Future Volume (vph)	63	906	55	26	616	26	3	11	7	67
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8	7	4	5
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	5
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	16.8	16.8	10.6	16.8	10.6	14.8	10.6	14.8	10.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0	25.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%	20.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	6.8	4.6	6.8	4.6	6.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	7.8	35.2	35.2	7.0	26.4	7.8	9.3	6.9	9.1	12.7
Actuated g/C Ratio	0.15	0.69	0.69	0.14	0.52	0.15	0.18	0.14	0.18	0.25
v/c Ratio	0.24	0.38	0.05	0.11	0.35	0.10	0.13	0.05	0.02	0.15
Control Delay	28.0	9.7	0.5	29.7	12.4	28.3	13.1	30.1	28.1	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	9.7	0.5	29.7	12.4	28.3	13.1	30.1	28.1	7.1
LOS	C	A	A	C	B	C	B	C	C	A
Approach Delay		10.3			13.1		19.1		11.8	
Approach LOS		B			B		B		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 50.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay: 11.7	Intersection LOS: B
Intersection Capacity Utilization 53.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 72: Antelope Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	906	55	26	616	10	26	3	37	11	7	67
Future Volume (veh/h)	63	906	55	26	616	10	26	3	37	11	7	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	954	58	27	648	11	27	3	39	12	7	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	125	1415	631	67	1306	22	67	17	217	33	238	312
Arrive On Green	0.07	0.39	0.39	0.04	0.36	0.36	0.04	0.14	0.14	0.02	0.13	0.13
Sat Flow, veh/h	1810	3610	1610	1810	3632	62	1810	116	1512	1810	1900	1610
Grp Volume(v), veh/h	66	954	58	27	322	337	27	0	42	12	7	71
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1889	1810	0	1628	1810	1900	1610
Q Serve(g_s), s	2.0	12.2	1.3	0.8	7.7	7.7	0.8	0.0	1.3	0.4	0.2	2.1
Cycle Q Clear(g_c), s	2.0	12.2	1.3	0.8	7.7	7.7	0.8	0.0	1.3	0.4	0.2	2.1
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.93	1.00		1.00
Lane Grp Cap(c), veh/h	125	1415	631	67	649	679	67	0	234	33	238	312
V/C Ratio(X)	0.53	0.67	0.09	0.41	0.50	0.50	0.41	0.00	0.18	0.36	0.03	0.23
Avail Cap(c_a), veh/h	663	2477	1105	663	1239	1296	663	0	678	663	792	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.0	14.0	10.7	26.2	13.9	13.9	26.2	0.0	21.0	27.0	21.4	18.9
Incr Delay (d2), s/veh	1.3	0.6	0.1	1.5	0.6	0.6	1.5	0.0	0.4	2.5	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.3	0.4	0.4	2.9	3.0	0.4	0.0	0.5	0.2	0.1	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.3	14.6	10.7	27.7	14.5	14.5	27.7	0.0	21.3	29.5	21.4	19.3
LnGrp LOS	C	B	B	C	B	B	C	A	C	C	C	B
Approach Vol, veh/h		1078			686			69			90	
Approach Delay, s/veh		15.1			15.0			23.8			20.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	28.6	6.6	13.8	8.4	26.8	5.6	14.8
Change Period (Y+Rc), s	4.6	6.8	4.6	6.8	4.6	6.8	4.6	6.8
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.2	20.4	38.2	20.4	23.2
Max Q Clear Time (g_c+I1), s	2.8	14.2	2.8	4.1	4.0	9.7	2.4	3.3
Green Ext Time (p_c), s	0.0	7.7	0.0	0.2	0.1	4.4	0.0	0.1

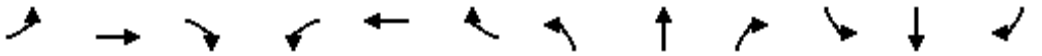
Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR	Ø1
Lane Configurations										
Traffic Volume (vph)	34	811	577	22	4	0	16	0	55	
Future Volume (vph)	34	811	577	22	4	0	16	0	55	
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm	NA	Perm	
Protected Phases	5	2	6			8		4		1
Permitted Phases				6	8		4		4	
Detector Phase	5	2	6	6	8	8	4	4	4	
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	10.0	8.0	8.0	21.0	21.0	21.0	6.0
Minimum Split (s)	10.6	17.2	17.2	17.2	13.6	13.6	26.6	26.6	26.6	10.6
Total Split (s)	40.0	60.0	45.0	45.0	40.0	40.0	40.0	40.0	40.0	25.0
Total Split (%)	32.0%	48.0%	36.0%	36.0%	32.0%	32.0%	32.0%	32.0%	32.0%	20%
Yellow Time (s)	3.6	5.2	5.2	5.2	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.6	7.2	7.2	7.2		5.6		5.6	5.6	
Lead/Lag	Lead	Lag	Lag	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	Min	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	6.8	61.0	53.9	53.9		18.2		21.2	21.2	
Actuated g/C Ratio	0.08	0.70	0.62	0.62		0.21		0.24	0.24	
v/c Ratio	0.28	0.70	0.29	0.02		0.01		0.05	0.13	
Control Delay	43.2	15.2	12.1	0.0		0.0		26.1	1.5	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	43.2	15.2	12.1	0.0		0.0		26.1	1.5	
LOS	D	B	B	A		A		C	A	
Approach Delay		16.3	11.7					7.0		
Approach LOS		B	B					A		

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 87.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 14.0	Intersection LOS: B
Intersection Capacity Utilization 71.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	811	4	0	577	22	4	0	1	16	0	55
Future Volume (veh/h)	34	811	4	0	577	22	4	0	1	16	0	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	922	5	0	656	25	5	0	1	18	0	62
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	82	1093	6	3	1693	755	365	9	56	451	0	388
Arrive On Green	0.05	0.58	0.58	0.00	0.47	0.47	0.24	0.00	0.24	0.24	0.00	0.24
Sat Flow, veh/h	1810	1888	10	1810	3610	1610	1128	36	233	1450	0	1610
Grp Volume(v), veh/h	39	0	927	0	656	25	6	0	0	18	0	62
Grp Sat Flow(s),veh/h/ln	1810	0	1898	1810	1805	1610	1396	0	0	1450	0	1610
Q Serve(g_s), s	1.5	0.0	28.6	0.0	8.4	0.6	0.0	0.0	0.0	0.0	0.0	2.2
Cycle Q Clear(g_c), s	1.5	0.0	28.6	0.0	8.4	0.6	0.5	0.0	0.0	0.5	0.0	2.2
Prop In Lane	1.00		0.01	1.00		1.00	0.83		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	82	0	1099	3	1693	755	430	0	0	451	0	388
V/C Ratio(X)	0.48	0.00	0.84	0.00	0.39	0.03	0.01	0.00	0.00	0.04	0.00	0.16
Avail Cap(c_a), veh/h	900	0	1408	519	1917	855	768	0	0	799	0	778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.1	0.0	12.3	0.0	12.3	10.2	20.6	0.0	0.0	20.7	0.0	21.3
Incr Delay (d2), s/veh	1.6	0.0	4.4	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	11.2	0.0	3.1	0.2	0.1	0.0	0.0	0.2	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	0.0	16.7	0.0	12.5	10.2	20.6	0.0	0.0	20.7	0.0	21.5
LnGrp LOS	C	A	B	A	B	B	C	A	A	C	A	C
Approach Vol, veh/h		966			681			6			80	
Approach Delay, s/veh		17.4			12.4			20.6			21.3	
Approach LOS		B			B			C			C	

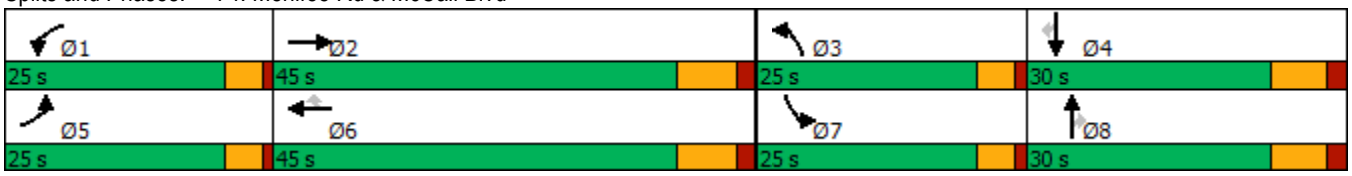
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	48.4		22.8	7.8	40.6		22.8				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	52.8		34.4	35.4	37.8		34.4				
Max Q Clear Time (g_c+I1), s	0.0	30.6		4.2	3.5	10.4		2.5				
Green Ext Time (p_c), s	0.0	10.6		0.3	0.0	7.0		0.0				

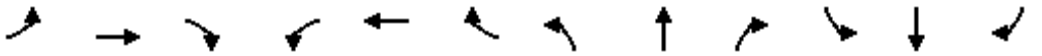
Intersection Summary			
HCM 6th Ctrl Delay		15.6	
HCM 6th LOS		B	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	205	436	25	259	36	161	307	53	77	224	179
Future Volume (vph)	205	436	25	259	36	161	307	53	77	224	179
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.5	10.6	17.5	17.5	10.6	15.2	15.2	10.6	15.2	15.2
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	9.7	25.2	6.3	14.2	14.2	12.2	17.9	17.9	8.6	11.5	11.5
Actuated g/C Ratio	0.13	0.35	0.09	0.20	0.20	0.17	0.25	0.25	0.12	0.16	0.16
v/c Ratio	0.47	0.54	0.09	0.39	0.10	0.57	0.37	0.12	0.39	0.42	0.46
Control Delay	35.1	21.3	38.0	28.4	0.5	37.8	26.7	0.5	39.1	32.0	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.1	21.3	38.0	28.4	0.5	37.8	26.7	0.5	39.1	32.0	9.4
LOS	D	C	D	C	A	D	C	A	D	C	A
Approach Delay		24.7		26.0			27.5			24.7	
Approach LOS		C		C			C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 72.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 25.6	Intersection LOS: C
Intersection Capacity Utilization 58.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	436	188	25	259	36	161	307	53	77	224	179
Future Volume (veh/h)	205	436	188	25	259	36	161	307	53	77	224	179
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	220	469	202	27	278	39	173	330	57	83	241	192
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	338	684	293	127	786	350	220	802	358	134	630	281
Arrive On Green	0.10	0.28	0.28	0.04	0.22	0.22	0.12	0.22	0.22	0.07	0.17	0.17
Sat Flow, veh/h	3510	2462	1053	3510	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	220	343	328	27	278	39	173	330	57	83	241	192
Grp Sat Flow(s),veh/h/ln	1755	1805	1710	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	3.7	10.4	10.5	0.5	4.0	1.2	5.7	4.8	1.7	2.7	3.6	6.8
Cycle Q Clear(g_c), s	3.7	10.4	10.5	0.5	4.0	1.2	5.7	4.8	1.7	2.7	3.6	6.8
Prop In Lane	1.00		0.62	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	338	501	475	127	786	350	220	802	358	134	630	281
V/C Ratio(X)	0.65	0.68	0.69	0.21	0.35	0.11	0.79	0.41	0.16	0.62	0.38	0.68
Avail Cap(c_a), veh/h	1169	1105	1047	1169	2209	985	602	1343	599	602	1343	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	19.7	19.8	28.7	20.3	19.2	26.1	20.4	19.2	27.5	22.4	23.7
Incr Delay (d2), s/veh	0.8	1.7	1.8	0.3	0.3	0.1	2.3	0.3	0.2	1.7	0.4	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.2	4.1	0.2	1.6	0.4	2.5	1.9	0.6	1.2	1.5	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.5	21.4	21.6	29.0	20.6	19.4	28.5	20.7	19.4	29.3	22.8	26.6
LnGrp LOS	C	C	C	C	C	B	C	C	B	C	C	C
Approach Vol, veh/h		891			344			560			516	
Approach Delay, s/veh		23.0			21.1			23.0			25.3	
Approach LOS		C			C			C			C	

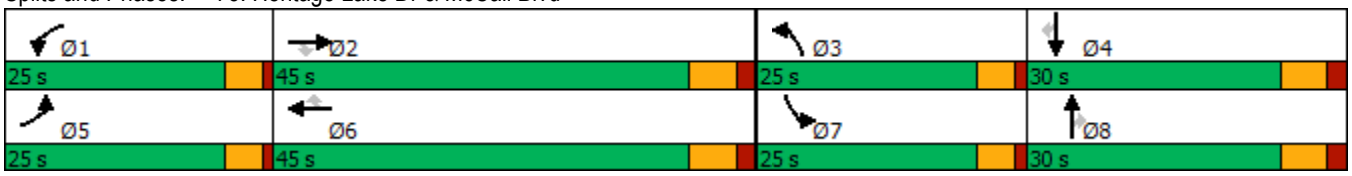
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	24.5	12.1	17.9	10.5	20.8	9.1	20.8
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	22.8	20.4	37.5	20.4	22.8
Max Q Clear Time (g_c+I1), s	2.5	12.5	7.7	8.8	5.7	6.0	4.7	6.8
Green Ext Time (p_c), s	0.0	4.5	0.2	1.8	0.3	2.0	0.1	2.0

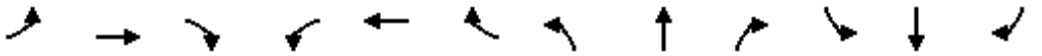
Intersection Summary	
HCM 6th Ctrl Delay	23.2
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	407	117	26	215	10	65	14	22	10	15	39
Future Volume (vph)	43	407	117	26	215	10	65	14	22	10	15	39
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.5	21.8	21.8	8.3	20.1	20.1	8.9	14.9	14.9	8.2	10.9	10.9
Actuated g/C Ratio	0.22	0.58	0.58	0.22	0.53	0.53	0.24	0.39	0.39	0.22	0.29	0.29
v/c Ratio	0.11	0.14	0.13	0.07	0.08	0.01	0.16	0.02	0.03	0.03	0.03	0.08
Control Delay	21.4	11.6	4.6	22.4	14.5	0.0	20.6	15.4	0.1	22.6	20.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.4	11.6	4.6	22.4	14.5	0.0	20.6	15.4	0.1	22.6	20.8	0.3
LOS	C	B	A	C	B	A	C	B	A	C	C	A
Approach Delay		10.9			14.7			15.4			8.7	
Approach LOS		B			B			B			A	

Intersection Summary		
Cycle Length: 125		
Actuated Cycle Length: 37.8		
Natural Cycle: 55		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.16		
Intersection Signal Delay: 12.2	Intersection LOS: B	
Intersection Capacity Utilization 38.1%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 75: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	407	117	26	215	10	65	14	22	10	15	39
Future Volume (veh/h)	43	407	117	26	215	10	65	14	22	10	15	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	428	123	27	226	11	68	15	23	11	16	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	1237	378	70	1136	352	140	369	311	31	254	212
Arrive On Green	0.06	0.24	0.24	0.04	0.22	0.22	0.08	0.19	0.19	0.02	0.13	0.13
Sat Flow, veh/h	1810	5187	1587	1810	5187	1610	1810	1900	1605	1810	1900	1587
Grp Volume(v), veh/h	45	428	123	27	226	11	68	15	23	11	16	41
Grp Sat Flow(s),veh/h/ln	1810	1729	1587	1810	1729	1610	1810	1900	1605	1810	1900	1587
Q Serve(g_s), s	1.0	2.9	2.8	0.6	1.5	0.2	1.5	0.3	0.5	0.3	0.3	1.0
Cycle Q Clear(g_c), s	1.0	2.9	2.8	0.6	1.5	0.2	1.5	0.3	0.5	0.3	0.3	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	105	1237	378	70	1136	352	140	369	311	31	254	212
V/C Ratio(X)	0.43	0.35	0.33	0.39	0.20	0.03	0.48	0.04	0.07	0.35	0.06	0.19
Avail Cap(c_a), veh/h	859	4658	1425	859	4658	1446	859	1043	881	859	1043	871
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	13.6	13.5	20.2	13.7	13.2	19.0	14.1	14.2	20.9	16.3	16.6
Incr Delay (d2), s/veh	1.0	0.2	0.5	1.3	0.1	0.0	1.0	0.0	0.1	2.5	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.0	0.9	0.3	0.5	0.1	0.6	0.1	0.2	0.1	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.6	13.8	14.0	21.5	13.8	13.2	20.0	14.1	14.3	23.4	16.4	17.0
LnGrp LOS	C	B	B	C	B	B	B	B	B	C	B	B
Approach Vol, veh/h		596			264			106			68	
Approach Delay, s/veh		14.3			14.6			17.9			17.9	
Approach LOS		B			B			B			B	

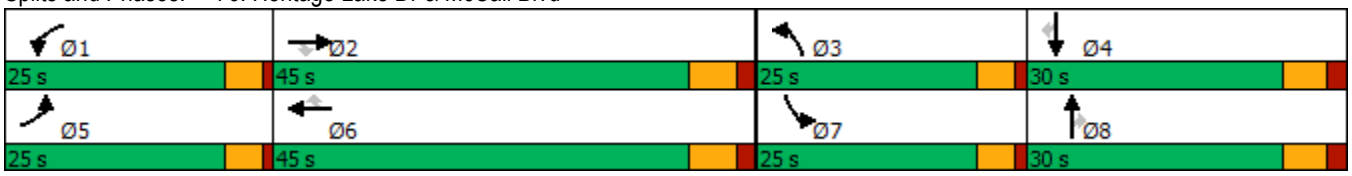
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	16.7	7.9	12.1	7.1	15.8	5.3	14.7
Change Period (Y+Rc), s	4.6	6.4	4.6	6.4	4.6	6.4	4.6	6.4
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.6	20.4	38.6	20.4	23.6
Max Q Clear Time (g_c+I1), s	2.6	4.9	3.5	3.0	3.0	3.5	2.3	2.5
Green Ext Time (p_c), s	0.0	3.6	0.1	0.1	0.0	1.6	0.0	0.1

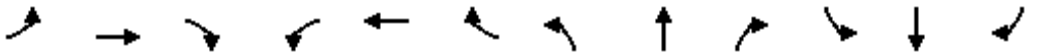
Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	234	113	19	151	18	65	19	24	21	20	20
Future Volume (vph)	35	234	113	19	151	18	65	19	24	21	20	20
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	6.7	23.0	23.0	6.6	21.3	21.3	8.0	10.8	10.8	6.6	8.8	8.8
Actuated g/C Ratio	0.17	0.58	0.58	0.17	0.54	0.54	0.20	0.27	0.27	0.17	0.22	0.22
v/c Ratio	0.12	0.08	0.12	0.07	0.06	0.02	0.19	0.04	0.05	0.07	0.05	0.05
Control Delay	20.1	10.9	4.8	20.6	13.9	0.1	18.8	14.8	0.2	20.6	18.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.1	10.9	4.8	20.6	13.9	0.1	18.8	14.8	0.2	20.6	18.6	0.2
LOS	C	B	A	C	B	A	B	B	A	C	B	A
Approach Delay		9.9			13.3			13.9			13.2	
Approach LOS		A			B			B			B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 39.4	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.19	
Intersection Signal Delay: 11.6	Intersection LOS: B
Intersection Capacity Utilization 37.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 76: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	234	113	19	151	18	65	19	24	21	20	20
Future Volume (veh/h)	35	234	113	19	151	18	65	19	24	21	20	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	249	120	20	161	19	69	20	26	22	21	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	1309	404	54	1204	374	142	346	291	58	258	219
Arrive On Green	0.05	0.25	0.25	0.03	0.23	0.23	0.08	0.18	0.18	0.03	0.14	0.14
Sat Flow, veh/h	1810	5187	1601	1810	5187	1610	1810	1900	1600	1810	1900	1610
Grp Volume(v), veh/h	37	249	120	20	161	19	69	20	26	22	21	21
Grp Sat Flow(s),veh/h/ln	1810	1729	1601	1810	1729	1610	1810	1900	1600	1810	1900	1610
Q Serve(g_s), s	0.9	1.6	2.6	0.5	1.1	0.4	1.6	0.4	0.6	0.5	0.4	0.5
Cycle Q Clear(g_c), s	0.9	1.6	2.6	0.5	1.1	0.4	1.6	0.4	0.6	0.5	0.4	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	90	1309	404	54	1204	374	142	346	291	58	258	219
V/C Ratio(X)	0.41	0.19	0.30	0.37	0.13	0.05	0.49	0.06	0.09	0.38	0.08	0.10
Avail Cap(c_a), veh/h	857	4648	1434	857	4648	1443	857	1054	888	857	1054	893
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.8	12.6	13.0	20.5	13.1	12.8	19.0	14.6	14.6	20.4	16.3	16.3
Incr Delay (d2), s/veh	1.1	0.1	0.4	1.6	0.0	0.1	1.0	0.1	0.1	1.5	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.5	0.8	0.2	0.4	0.1	0.6	0.1	0.2	0.2	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	12.7	13.4	22.1	13.2	12.9	20.0	14.6	14.8	21.9	16.4	16.5
LnGrp LOS	C	B	B	C	B	B	B	B	B	C	B	B
Approach Vol, veh/h		406			200			115			64	
Approach Delay, s/veh		13.7			14.0			17.9			18.3	
Approach LOS		B			B			B			B	

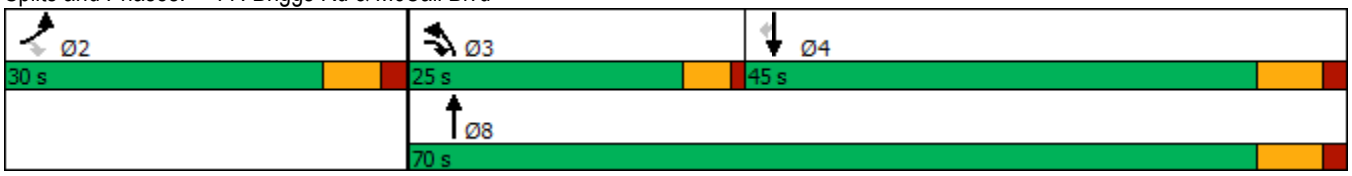
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.9	17.3	8.0	12.0	6.7	16.4	6.0	13.9
Change Period (Y+Rc), s	4.6	6.4	4.6	6.1	4.6	6.4	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.9	20.4	38.6	20.4	23.9
Max Q Clear Time (g_c+I1), s	2.5	4.6	3.6	2.5	2.9	3.1	2.5	2.6
Green Ext Time (p_c), s	0.0	2.2	0.1	0.1	0.0	1.2	0.0	0.1

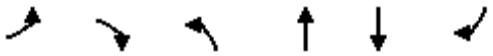
Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	191	88	58	155	129	122
Future Volume (vph)	191	88	58	155	129	122
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	25.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	25.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	9.5	22.0	6.1	19.8	11.5	11.5
Actuated g/C Ratio	0.22	0.52	0.14	0.47	0.27	0.27
v/c Ratio	0.50	0.06	0.12	0.19	0.14	0.25
Control Delay	19.6	1.7	17.7	7.7	14.5	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	1.7	17.7	7.7	14.5	5.4
LOS	B	A	B	A	B	A
Approach Delay	14.0			10.4	10.0	
Approach LOS	B			B	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 42.5	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 11.6	Intersection LOS: B
Intersection Capacity Utilization 38.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	191	88	58	155	129	122
Future Volume (veh/h)	191	88	58	155	129	122
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	203	94	62	165	137	130
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	361	780	265	867	941	420
Arrive On Green	0.20	0.20	0.08	0.46	0.26	0.26
Sat Flow, veh/h	1810	2834	3510	1900	3705	1610
Grp Volume(v), veh/h	203	94	62	165	137	130
Grp Sat Flow(s),veh/h/ln	1810	1417	1755	1900	1805	1610
Q Serve(g_s), s	3.9	1.0	0.6	2.0	1.1	2.5
Cycle Q Clear(g_c), s	3.9	1.0	0.6	2.0	1.1	2.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	361	780	265	867	941	420
V/C Ratio(X)	0.56	0.12	0.23	0.19	0.15	0.31
Avail Cap(c_a), veh/h	1113	1958	1867	3130	3595	1603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.8	10.4	16.7	6.2	10.9	11.4
Incr Delay (d2), s/veh	0.5	0.0	0.2	0.1	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.2	0.2	0.5	0.4	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.3	10.4	16.9	6.3	11.0	11.8
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	297			227	267	
Approach Delay, s/veh	13.1			9.2	11.4	
Approach LOS	B			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		14.1	7.5	16.8		24.3
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s		5.9	2.6	4.5		4.0
Green Ext Time (p_c), s		0.4	0.1	1.3		1.0

Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	51	533	31	414
Future Volume (vph)	51	533	31	414
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	8.0	10.0	6.0	10.0
Minimum Split (s)	13.6	17.5	10.6	17.5
Total Split (s)	30.0	45.0	25.0	70.0
Total Split (%)	30.0%	45.0%	25.0%	70.0%
Yellow Time (s)	3.6	5.5	3.6	5.5
All-Red Time (s)	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	7.5	4.6	7.5
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	8.6	28.4	6.5	32.1
Actuated g/C Ratio	0.20	0.66	0.15	0.74
v/c Ratio	0.18	0.29	0.13	0.17
Control Delay	17.4	8.6	21.2	4.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	17.4	8.6	21.2	4.3
LOS	B	A	C	A
Approach Delay	17.4	8.6		5.5
Approach LOS	B	A		A

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 43.3	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.29	
Intersection Signal Delay: 7.8	Intersection LOS: A
Intersection Capacity Utilization 43.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 78: Menifee Rd & Coastline Ave





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	51	10	533	78	31	414
Future Volume (veh/h)	51	10	533	78	31	414
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	11	579	85	34	450
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	159	32	1062	156	87	1863
Arrive On Green	0.11	0.11	0.34	0.34	0.05	0.52
Sat Flow, veh/h	1457	291	3254	463	1810	3705
Grp Volume(v), veh/h	67	0	330	334	34	450
Grp Sat Flow(s),veh/h/ln	1775	0	1805	1817	1810	1805
Q Serve(g_s), s	1.2	0.0	5.2	5.2	0.6	2.4
Cycle Q Clear(g_c), s	1.2	0.0	5.2	5.2	0.6	2.4
Prop In Lane	0.82	0.16		0.25	1.00	
Lane Grp Cap(c), veh/h	194	0	607	611	87	1863
V/C Ratio(X)	0.34	0.00	0.54	0.55	0.39	0.24
Avail Cap(c_a), veh/h	1238	0	1935	1948	1055	6450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	0.0	9.4	9.4	16.1	4.7
Incr Delay (d2), s/veh	1.1	0.0	0.8	0.8	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.6	1.6	0.2	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.5	0.0	10.2	10.2	17.2	4.7
LnGrp LOS	B	A	B	B	B	A
Approach Vol, veh/h	67		664			484
Approach Delay, s/veh	15.5		10.2			5.6
Approach LOS	B		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.3	19.3			25.6	9.4
Change Period (Y+Rc), s	4.6	7.5			7.5	5.6
Max Green Setting (Gmax), s	20.4	37.5			62.5	24.4
Max Q Clear Time (g_c+I1), s	2.6	7.2			4.4	3.2
Green Ext Time (p_c), s	0.0	4.5			3.4	0.1

Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

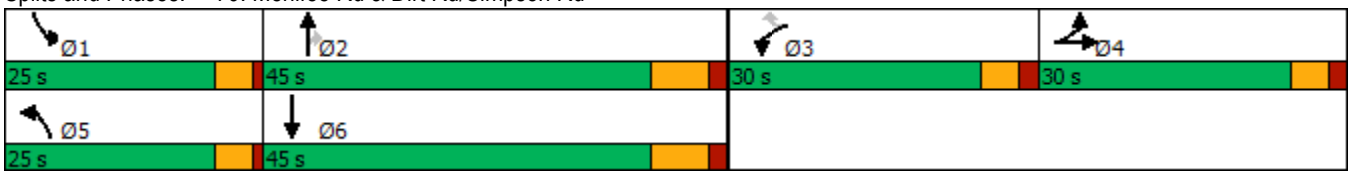
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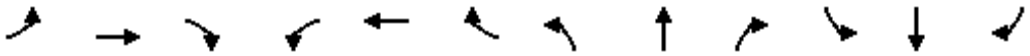
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4	Ø5
Lane Configurations								
Traffic Volume (vph)	134	195	416	161	157	307		
Future Volume (vph)	134	195	416	161	157	307		
Turn Type	Prot	Perm	NA	Perm	Prot	NA		
Protected Phases	3		2		1	6	4	5
Permitted Phases		3		2				
Detector Phase	3	3	2	2	1	6		
Switch Phase								
Minimum Initial (s)	8.0	8.0	10.0	10.0	6.0	10.0	8.0	6.0
Minimum Split (s)	13.6	13.6	17.5	17.5	10.6	17.5	13.6	10.6
Total Split (s)	30.0	30.0	45.0	45.0	25.0	45.0	30.0	25.0
Total Split (%)	23.1%	23.1%	34.6%	34.6%	19.2%	34.6%	23%	19%
Yellow Time (s)	3.6	3.6	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.6	5.6	7.5	7.5	4.6	7.5		
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	Min	None	Min	None	None
Act Effct Green (s)	11.3	11.3	17.3	17.3	11.1	33.1		
Actuated g/C Ratio	0.19	0.19	0.30	0.30	0.19	0.57		
v/c Ratio	0.43	0.45	0.43	0.30	0.51	0.17		
Control Delay	26.8	7.4	18.5	4.8	28.4	6.1		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	26.8	7.4	18.5	4.8	28.4	6.1		
LOS	C	A	B	A	C	A		
Approach Delay			14.7			13.6		
Approach LOS			B			B		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 58	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 14.5	Intersection LOS: B
Intersection Capacity Utilization 41.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 79: Menifee Rd & Dirt Rd/Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	134	0	195	0	416	161	157	307	0
Future Volume (veh/h)	0	0	0	134	0	195	0	416	161	157	307	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	151	0	219	0	467	181	176	345	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	7	0	0	0	0	7	1399	624	295	2605	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.39	0.39	0.16	0.72	0.00
Sat Flow, veh/h	0	1900	0		0		1810	3610	1610	1810	3705	0
Grp Volume(v), veh/h	0	0	0		0.0		0	467	181	176	345	0
Grp Sat Flow(s),veh/h/ln	0	1900	0				1810	1805	1610	1810	1805	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	2.5	2.1	2.4	0.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	2.5	2.1	2.4	0.8	0.0
Prop In Lane	0.00		0.00				1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	7	0				7	1399	624	295	2605	0
V/C Ratio(X)	0.00	0.00	0.00				0.00	0.33	0.29	0.60	0.13	0.00
Avail Cap(c_a), veh/h	0	1721	0				1371	5027	2242	1371	5027	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	5.8	5.7	10.4	1.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	0.2	0.4	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0				0.0	0.5	0.4	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0				0.0	6.0	6.1	11.2	1.2	0.0
LnGrp LOS	A	A	A				A	A	A	B	A	A
Approach Vol, veh/h		0						648			521	
Approach Delay, s/veh		0.0						6.0			4.6	
Approach LOS								A			A	

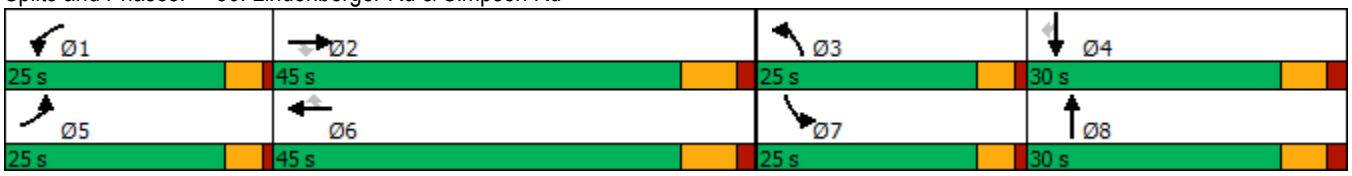
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	9.0	17.9		0.0	0.0	26.9						
Change Period (Y+Rc), s	4.6	7.5		5.6	4.6	7.5						
Max Green Setting (Gmax), s	20.4	37.5		24.4	20.4	37.5						
Max Q Clear Time (g_c+I1), s	4.4	4.5		0.0	0.0	2.8						
Green Ext Time (p_c), s	0.2	6.0		0.0	0.0	3.5						

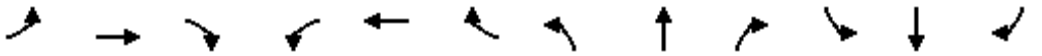
Intersection Summary			
HCM 6th Ctrl Delay		5.4	
HCM 6th LOS		A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	45	207	49	45	219	36	69	92	14	64	46
Future Volume (vph)	45	207	49	45	219	36	69	92	14	64	46
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.2	17.2	10.6	17.2	17.2	10.6	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	7.0	13.7	13.7	7.0	13.7	13.7	7.5	16.5	6.5	9.0	9.0
Actuated g/C Ratio	0.13	0.26	0.26	0.13	0.26	0.26	0.14	0.31	0.12	0.17	0.17
v/c Ratio	0.20	0.44	0.10	0.20	0.24	0.08	0.28	0.16	0.07	0.21	0.13
Control Delay	27.3	22.7	0.9	27.3	19.0	0.3	27.2	10.3	27.5	25.2	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.3	22.7	0.9	27.3	19.0	0.3	27.2	10.3	27.5	25.2	0.7
LOS	C	C	A	C	B	A	C	B	C	C	A
Approach Delay		19.8			18.0			15.1		16.4	
Approach LOS		B			B			B		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 52.4	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 42.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 80: Lindenberger Rd & Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	207	49	45	219	36	69	92	83	14	64	46
Future Volume (veh/h)	45	207	49	45	219	36	69	92	83	14	64	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	216	51	47	228	38	72	96	86	15	67	48
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	404	342	106	767	342	141	418	336	41	317	269
Arrive On Green	0.06	0.21	0.21	0.06	0.21	0.21	0.08	0.22	0.22	0.02	0.17	0.17
Sat Flow, veh/h	1810	1900	1610	1810	3610	1610	1810	1882	1511	1810	1900	1607
Grp Volume(v), veh/h	47	216	51	47	228	38	72	92	90	15	67	48
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1610	1810	1805	1589	1810	1900	1607
Q Serve(g_s), s	1.2	4.8	1.2	1.2	2.5	0.9	1.8	2.0	2.2	0.4	1.4	1.2
Cycle Q Clear(g_c), s	1.2	4.8	1.2	1.2	2.5	0.9	1.8	2.0	2.2	0.4	1.4	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.95	1.00		1.00
Lane Grp Cap(c), veh/h	106	404	342	106	767	342	141	401	353	41	317	269
V/C Ratio(X)	0.44	0.54	0.15	0.44	0.30	0.11	0.51	0.23	0.26	0.37	0.21	0.18
Avail Cap(c_a), veh/h	784	1525	1293	784	2898	1293	784	905	796	784	952	806
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	16.5	15.1	21.4	15.6	15.0	20.9	15.0	15.1	22.7	16.9	16.8
Incr Delay (d2), s/veh	1.1	1.1	0.2	1.1	0.2	0.1	1.1	0.3	0.4	2.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.9	0.4	0.5	0.9	0.3	0.7	0.7	0.7	0.2	0.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.5	17.6	15.3	22.5	15.8	15.1	21.9	15.3	15.5	24.7	17.3	17.1
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		314			313			254			130	
Approach Delay, s/veh		17.9			16.7			17.2			18.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	17.2	8.3	14.3	7.4	17.2	5.7	16.9
Change Period (Y+Rc), s	4.6	7.2	4.6	6.4	4.6	7.2	4.6	6.4
Max Green Setting (Gmax), s	20.4	37.8	20.4	23.6	20.4	37.8	20.4	23.6
Max Q Clear Time (g_c+I1), s	3.2	6.8	3.8	3.4	3.2	4.5	2.4	4.2
Green Ext Time (p_c), s	0.0	1.5	0.1	0.4	0.0	1.7	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	67.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	87	202	53	125	239	83	47	167	115	59	216	62
Future Vol, veh/h	87	202	53	125	239	83	47	167	115	59	216	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	95	220	58	136	260	90	51	182	125	64	235	67
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	0

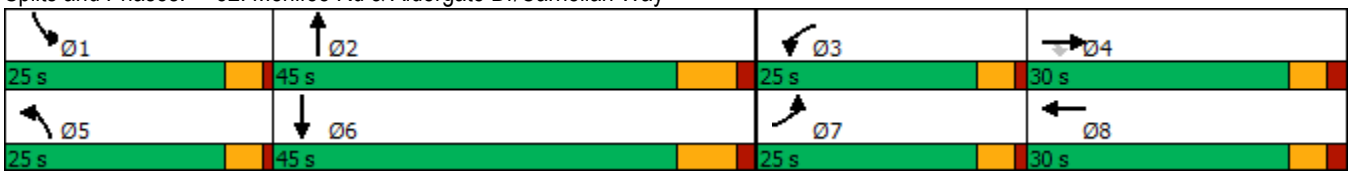
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	25.8	139.9	51.2	30.4
HCM LOS	D	F	F	D

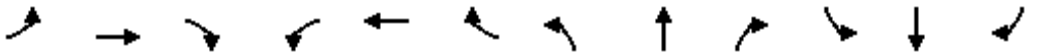
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	14%	100%	0%	28%	100%	0%
Vol Thru, %	51%	0%	79%	53%	0%	78%
Vol Right, %	35%	0%	21%	19%	0%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	329	87	255	447	59	278
LT Vol	47	87	0	125	59	0
Through Vol	167	0	202	239	0	216
RT Vol	115	0	53	83	0	62
Lane Flow Rate	358	95	277	486	64	302
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.871	0.246	0.671	1.201	0.167	0.73
Departure Headway (Hd)	9.549	10.043	9.367	8.9	10.1	9.414
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	383	360	388	413	357	387
Service Time	7.549	7.743	7.067	6.9	7.8	7.114
HCM Lane V/C Ratio	0.935	0.264	0.714	1.177	0.179	0.78
HCM Control Delay	51.2	16	29.2	139.9	14.8	33.7
HCM Lane LOS	F	C	D	F	B	D
HCM 95th-tile Q	8.5	1	4.7	19.5	0.6	5.6

Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	13	11	39	0	12	592	22	413
Future Volume (vph)	13	11	39	0	12	592	22	413
Turn Type	Prot	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7		3	8	5	2	1	6
Permitted Phases		4						
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	13.6	10.6	13.6	10.6	17.5	10.6	17.5
Total Split (s)	25.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	4.6	5.6	4.6	7.5	4.6	7.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.6	8.8	7.4	9.1	6.6	32.8	6.7	34.7
Actuated g/C Ratio	0.15	0.20	0.17	0.21	0.15	0.75	0.15	0.79
v/c Ratio	0.05	0.02	0.14	0.02	0.05	0.25	0.09	0.16
Control Delay	24.2	0.0	22.2	0.1	24.2	8.8	23.8	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.2	0.0	22.2	0.1	24.2	8.8	23.8	6.6
LOS	C	A	C	A	C	A	C	A
Approach Delay				16.1		9.1		7.4
Approach LOS				B		A		A

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 44	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.25	
Intersection Signal Delay: 8.9	Intersection LOS: A
Intersection Capacity Utilization 38.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 82: Menifee Rd & Aldergate Dr/Carnelian Way





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	0	11	39	0	15	12	592	34	22	413	8
Future Volume (veh/h)	13	0	11	39	0	15	12	592	34	22	413	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	0	12	42	0	16	13	637	37	24	444	9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	39	140	119	100	0	173	36	1074	62	63	1175	24
Arrive On Green	0.02	0.00	0.07	0.06	0.00	0.11	0.02	0.31	0.31	0.03	0.32	0.32
Sat Flow, veh/h	1810	1900	1610	1810	0	1610	1810	3467	201	1810	3619	73
Grp Volume(v), veh/h	14	0	12	42	0	16	13	331	343	24	221	232
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1610	1810	1805	1863	1810	1805	1887
Q Serve(g_s), s	0.3	0.0	0.3	1.0	0.0	0.4	0.3	6.6	6.6	0.5	4.0	4.0
Cycle Q Clear(g_c), s	0.3	0.0	0.3	1.0	0.0	0.4	0.3	6.6	6.6	0.5	4.0	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.04
Lane Grp Cap(c), veh/h	39	140	119	100	0	173	36	559	577	63	586	612
V/C Ratio(X)	0.36	0.00	0.10	0.42	0.00	0.09	0.36	0.59	0.59	0.38	0.38	0.38
Avail Cap(c_a), veh/h	871	1094	927	871	0	927	871	1598	1649	871	1598	1670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	0.0	18.3	19.4	0.0	17.0	20.5	12.4	12.4	20.0	11.0	11.0
Incr Delay (d2), s/veh	2.1	0.0	0.4	1.0	0.0	0.2	2.2	1.0	1.0	1.4	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.4	0.0	0.1	0.1	2.3	2.4	0.2	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.5	0.0	18.7	20.4	0.0	17.3	22.7	13.4	13.3	21.4	11.4	11.4
LnGrp LOS	C	A	B	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		26			58			687			477	
Approach Delay, s/veh		20.7			19.5			13.5			11.9	
Approach LOS		C			B			B			B	

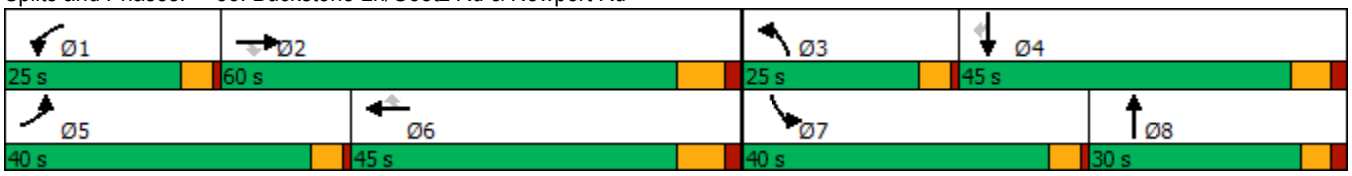
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	20.6	6.9	8.7	5.5	21.2	5.5	10.1
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	2.5	8.6	3.0	2.3	2.3	6.0	2.3	2.4
Green Ext Time (p_c), s	0.0	4.5	0.0	0.0	0.0	2.9	0.0	0.0

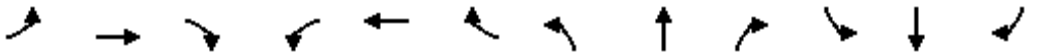
Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	594	1024	9	21	871	345	7	5	277	0	408
Future Volume (vph)	594	1024	9	21	871	345	7	5	277	0	408
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.5	15.5	10.6	11.6	10.6	12.8	12.8
Total Split (s)	40.0	60.0	60.0	25.0	45.0	45.0	25.0	30.0	40.0	45.0	45.0
Total Split (%)	25.8%	38.7%	38.7%	16.1%	29.0%	29.0%	16.1%	19.4%	25.8%	29.0%	29.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	3.6	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.5	7.5	4.6	5.6	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	21.5	51.1	51.1	6.7	28.5	28.5	6.4	6.6	13.0	11.0	11.0
Actuated g/C Ratio	0.26	0.62	0.62	0.08	0.35	0.35	0.08	0.08	0.16	0.13	0.13
v/c Ratio	0.69	0.34	0.01	0.15	0.52	0.55	0.05	0.08	0.53	0.29	0.29
Control Delay	33.7	9.5	0.0	46.5	23.9	16.5	46.9	35.2	38.7	1.0	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	9.5	0.0	46.5	23.9	16.5	46.9	35.2	38.7	1.0	1.0
LOS	C	A	A	D	C	B	D	D	D	A	A
Approach Delay		18.3			22.2			39.7		16.3	
Approach LOS		B			C			D		B	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 82.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 64.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 83: Buckstone Ln/Goetz Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	594	1024	9	21	871	345	7	5	6	277	0	408
Future Volume (veh/h)	594	1024	9	21	871	345	7	5	6	277	0	408
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	632	1089	10	22	927	367	7	5	6	295	0	434
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	744	2607	809	52	1657	514	19	59	71	397	0	561
Arrive On Green	0.21	0.50	0.50	0.03	0.32	0.32	0.01	0.08	0.08	0.11	0.00	0.17
Sat Flow, veh/h	3510	5187	1609	1810	5187	1610	1810	781	937	3619	0	3220
Grp Volume(v), veh/h	632	1089	10	22	927	367	7	0	11	295	0	434
Grp Sat Flow(s),veh/h/ln	1755	1729	1609	1810	1729	1610	1810	0	1718	1810	0	1610
Q Serve(g_s), s	14.3	11.0	0.3	1.0	12.3	16.7	0.3	0.0	0.5	6.6	0.0	10.7
Cycle Q Clear(g_c), s	14.3	11.0	0.3	1.0	12.3	16.7	0.3	0.0	0.5	6.6	0.0	10.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	744	2607	809	52	1657	514	19	0	130	397	0	561
V/C Ratio(X)	0.85	0.42	0.01	0.42	0.56	0.71	0.36	0.00	0.08	0.74	0.00	0.77
Avail Cap(c_a), veh/h	1499	3285	1019	445	2347	728	445	0	506	1546	0	1484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.4	13.0	10.3	39.6	23.4	24.9	40.7	0.0	35.7	35.8	0.0	32.7
Incr Delay (d2), s/veh	1.1	0.1	0.0	2.0	0.3	1.9	4.1	0.0	0.3	1.0	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	4.0	0.1	0.5	4.9	6.3	0.2	0.0	0.2	2.9	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	13.1	10.3	41.6	23.7	26.8	44.8	0.0	35.9	36.8	0.0	35.0
LnGrp LOS	C	B	B	D	C	C	D	A	D	D	A	C
Approach Vol, veh/h		1731			1316			18			729	
Approach Delay, s/veh		20.1			24.8			39.4			35.7	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	49.2	5.5	21.2	22.2	34.0	13.7	13.1
Change Period (Y+Rc), s	4.6	7.5	4.6	6.8	4.6	7.5	4.6	* 6.8
Max Green Setting (Gmax), s	20.4	52.5	20.4	38.2	35.4	37.5	35.4	* 24
Max Q Clear Time (g_c+I1), s	3.0	13.0	2.3	12.7	16.3	18.7	8.6	2.5
Green Ext Time (p_c), s	0.0	10.0	0.0	1.8	1.2	7.8	0.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C

Notes

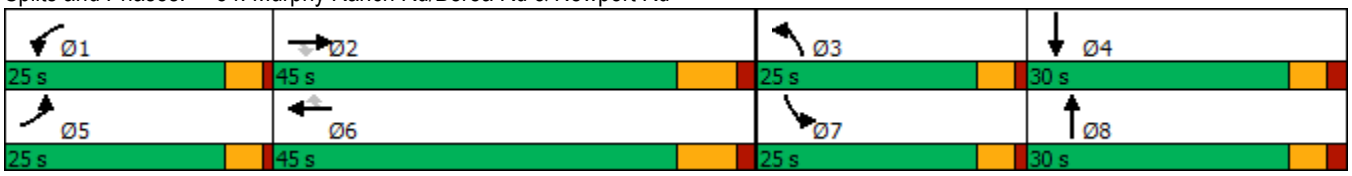
User approved volume balancing among the lanes for turning movement.

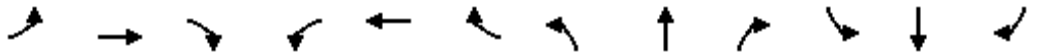
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	42	1264	67	18	1228	373	77	5	222	31
Future Volume (vph)	42	1264	67	18	1228	373	77	5	222	31
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2		1	6		3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.5	15.5	10.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.5	7.5	4.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None
Act Effct Green (s)	7.5	37.2	37.2	6.8	34.7	34.7	8.8	7.1	16.9	12.1
Actuated g/C Ratio	0.10	0.48	0.48	0.09	0.45	0.45	0.11	0.09	0.22	0.16
v/c Ratio	0.25	0.52	0.09	0.12	0.54	0.48	0.39	0.25	0.58	0.21
Control Delay	43.4	16.9	1.9	43.2	19.2	12.9	43.7	19.0	38.1	21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.4	16.9	1.9	43.2	19.2	12.9	43.7	19.0	38.1	21.7
LOS	D	B	A	D	B	B	D	B	D	C
Approach Delay		17.0			18.0			34.5		34.5
Approach LOS		B			B			C		C

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 77.4	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 19.6	Intersection LOS: B
Intersection Capacity Utilization 63.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 84: Murphy Ranch Rd/Berea Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	1264	67	18	1228	373	77	5	41	222	31	31
Future Volume (veh/h)	42	1264	67	18	1228	373	77	5	41	222	31	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	1303	69	19	1266	385	79	5	42	229	32	32
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	2143	656	48	2027	627	123	15	124	277	148	148
Arrive On Green	0.05	0.41	0.41	0.03	0.39	0.39	0.07	0.08	0.08	0.15	0.17	0.17
Sat Flow, veh/h	1810	5187	1589	1810	5187	1604	1810	174	1463	1810	871	871
Grp Volume(v), veh/h	43	1303	69	19	1266	385	79	0	47	229	0	64
Grp Sat Flow(s),veh/h/ln	1810	1729	1589	1810	1729	1604	1810	0	1637	1810	0	1741
Q Serve(g_s), s	1.6	13.6	1.8	0.7	13.6	13.3	2.9	0.0	1.9	8.5	0.0	2.2
Cycle Q Clear(g_c), s	1.6	13.6	1.8	0.7	13.6	13.3	2.9	0.0	1.9	8.5	0.0	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.89	1.00		0.50
Lane Grp Cap(c), veh/h	88	2143	656	48	2027	627	123	0	138	277	0	296
V/C Ratio(X)	0.49	0.61	0.11	0.40	0.62	0.61	0.64	0.00	0.34	0.83	0.00	0.22
Avail Cap(c_a), veh/h	534	2815	862	534	2815	870	534	0	578	534	0	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.0	15.9	12.4	33.1	17.0	16.9	31.4	0.0	29.8	28.4	0.0	24.7
Incr Delay (d2), s/veh	1.5	0.3	0.1	2.0	0.3	1.0	2.1	0.0	1.4	2.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.9	0.6	0.3	5.0	4.6	1.3	0.0	0.8	3.7	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.6	16.2	12.5	35.0	17.3	17.9	33.5	0.0	31.3	30.8	0.0	25.1
LnGrp LOS	C	B	B	D	B	B	C	A	C	C	A	C
Approach Vol, veh/h		1415			1670			126			293	
Approach Delay, s/veh		16.5			17.6			32.7			29.5	
Approach LOS		B			B			C			C	

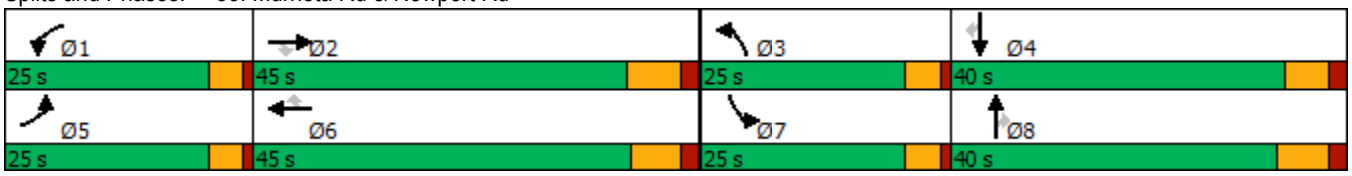
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	36.1	9.3	17.3	8.0	34.5	15.2	11.4
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	2.7	15.6	4.9	4.2	3.6	15.6	10.5	3.9
Green Ext Time (p_c), s	0.0	10.4	0.1	0.2	0.0	11.4	0.2	0.2

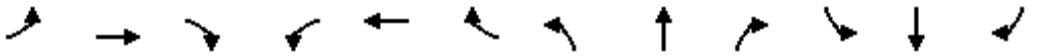
Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	217	1346	248	239	1046	70	322	172	183	109	77	289
Future Volume (vph)	217	1346	248	239	1046	70	322	172	183	109	77	289
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.2	15.2	10.6	15.2	15.2	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	40.0	40.0	25.0	40.0	40.0
Total Split (%)	18.5%	33.3%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	29.6%	18.5%	29.6%	29.6%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	17.6	37.4	37.4	19.0	39.1	39.1	20.4	18.3	18.3	11.1	9.8	9.8
Actuated g/C Ratio	0.16	0.34	0.34	0.17	0.36	0.36	0.19	0.17	0.17	0.10	0.09	0.09
v/c Ratio	0.78	0.79	0.42	0.79	0.58	0.11	0.99	0.29	0.44	0.62	0.25	0.72
Control Delay	63.2	37.0	18.6	62.6	31.0	2.2	92.8	42.7	9.6	62.2	48.6	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	37.0	18.6	62.6	31.0	2.2	92.8	42.7	9.6	62.2	48.6	15.9
LOS	E	D	B	E	C	A	F	D	A	E	D	B
Approach Delay		37.6			35.1			57.6			31.8	
Approach LOS		D			D			E			C	

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 109.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 39.3	Intersection LOS: D
Intersection Capacity Utilization 83.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 85: Murrieta Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	1346	248	239	1046	70	322	172	183	109	77	289
Future Volume (veh/h)	217	1346	248	239	1046	70	322	172	183	109	77	289
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	224	1388	256	246	1078	72	332	177	189	112	79	298
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	250	1521	471	272	1582	491	293	1050	468	138	739	330
Arrive On Green	0.14	0.29	0.29	0.15	0.30	0.30	0.16	0.29	0.29	0.08	0.20	0.20
Sat Flow, veh/h	1810	5187	1607	1810	5187	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	224	1388	256	246	1078	72	332	177	189	112	79	298
Grp Sat Flow(s),veh/h/ln	1810	1729	1607	1810	1729	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	15.3	32.5	16.9	16.8	22.9	4.1	20.4	4.6	11.9	7.7	2.2	22.7
Cycle Q Clear(g_c), s	15.3	32.5	16.9	16.8	22.9	4.1	20.4	4.6	11.9	7.7	2.2	22.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	250	1521	471	272	1582	491	293	1050	468	138	739	330
V/C Ratio(X)	0.89	0.91	0.54	0.91	0.68	0.15	1.13	0.17	0.40	0.81	0.11	0.90
Avail Cap(c_a), veh/h	293	1545	479	293	1582	491	293	1050	468	293	964	430
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.3	42.9	37.4	52.6	38.4	31.8	52.7	33.3	35.9	57.3	40.7	48.8
Incr Delay (d2), s/veh	23.2	8.5	1.2	27.3	1.2	0.1	93.0	0.1	0.6	4.4	0.1	18.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	15.0	6.8	9.7	9.9	1.6	16.8	2.0	4.8	3.7	1.0	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.5	51.4	38.6	79.9	39.6	32.0	145.7	33.4	36.4	61.6	40.8	67.5
LnGrp LOS	E	D	D	E	D	C	F	C	D	E	D	E
Approach Vol, veh/h		1868			1396			698			489	
Approach Delay, s/veh		52.7			46.3			87.6			61.9	
Approach LOS		D			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.5	44.4	25.0	33.0	22.0	45.9	14.2	43.8
Change Period (Y+Rc), s	4.6	7.5	4.6	* 7.2	4.6	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	* 34	20.4	* 38	20.4	32.8
Max Q Clear Time (g_c+I1), s	18.8	34.5	22.4	24.7	17.3	24.9	9.7	13.9
Green Ext Time (p_c), s	0.1	2.4	0.0	1.0	0.1	6.3	0.1	1.6

Intersection Summary	
HCM 6th Ctrl Delay	57.2
HCM 6th LOS	E

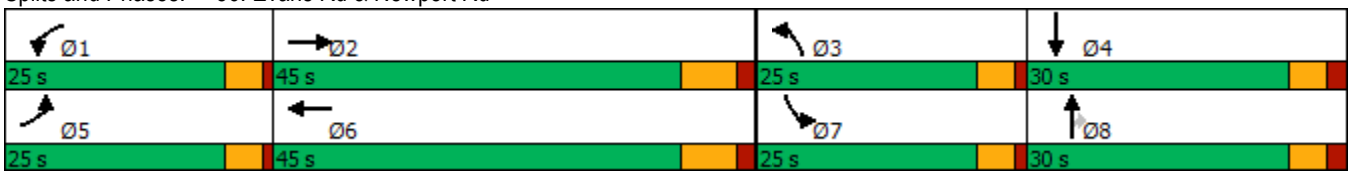
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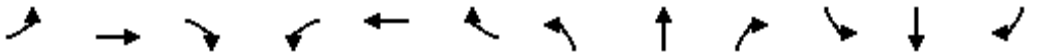
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	24	1441	54	1392	340	56	55	51	19
Future Volume (vph)	24	1441	54	1392	340	56	55	51	19
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	11.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	5.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.5	38.5	7.5	43.8	20.8	19.9	19.9	7.4	7.0
Actuated g/C Ratio	0.07	0.44	0.09	0.50	0.24	0.23	0.23	0.08	0.08
v/c Ratio	0.18	1.08	0.36	0.57	0.82	0.13	0.12	0.34	0.25
Control Delay	45.7	74.7	47.7	18.6	51.6	32.2	0.6	47.5	29.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	74.7	47.7	18.6	51.6	32.2	0.6	47.5	29.5
LOS	D	E	D	B	D	C	A	D	C
Approach Delay		74.3		19.6		43.0			39.7
Approach LOS		E		B		D			D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 88	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 47.5	Intersection LOS: D
Intersection Capacity Utilization 82.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 86: Evans Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1441	203	54	1392	55	340	56	55	51	19	21
Future Volume (veh/h)	24	1441	203	54	1392	55	340	56	55	51	19	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	1470	207	55	1420	56	347	57	56	52	19	21
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	55	1352	188	91	2276	90	382	435	369	88	55	61
Arrive On Green	0.03	0.42	0.42	0.05	0.44	0.44	0.21	0.23	0.23	0.05	0.07	0.07
Sat Flow, veh/h	1810	3183	443	1810	5119	202	1810	1900	1610	1810	825	911
Grp Volume(v), veh/h	24	826	851	55	959	517	347	57	56	52	0	40
Grp Sat Flow(s),veh/h/ln	1810	1805	1820	1810	1729	1863	1810	1900	1610	1810	0	1736
Q Serve(g_s), s	1.2	37.8	37.8	2.7	19.0	19.0	16.7	2.1	2.5	2.5	0.0	2.0
Cycle Q Clear(g_c), s	1.2	37.8	37.8	2.7	19.0	19.0	16.7	2.1	2.5	2.5	0.0	2.0
Prop In Lane	1.00		0.24	1.00		0.11	1.00		1.00	1.00		0.52
Lane Grp Cap(c), veh/h	55	767	773	91	1538	829	382	435	369	88	0	116
V/C Ratio(X)	0.44	1.08	1.10	0.61	0.62	0.62	0.91	0.13	0.15	0.59	0.00	0.34
Avail Cap(c_a), veh/h	415	767	773	415	1538	829	415	521	441	415	0	476
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.4	25.6	25.6	41.4	19.0	19.0	34.3	27.3	27.4	41.5	0.0	39.7
Incr Delay (d2), s/veh	2.1	55.2	63.7	2.4	0.8	1.5	21.6	0.1	0.2	2.3	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	26.9	28.9	1.2	7.4	8.1	9.4	1.0	1.0	1.2	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.5	80.8	89.3	43.8	19.8	20.5	55.8	27.4	27.6	43.8	0.0	41.4
LnGrp LOS	D	F	F	D	B	C	E	C	C	D	A	D
Approach Vol, veh/h		1701			1531			460			92	
Approach Delay, s/veh		84.5			20.9			48.9			42.7	
Approach LOS		F			C			D			D	

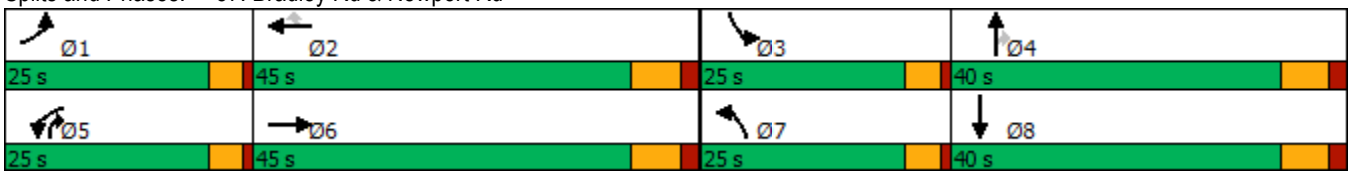
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	45.0	23.4	11.6	7.3	46.8	8.9	26.0
Change Period (Y+Rc), s	4.6	7.2	4.6	5.6	4.6	7.2	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.8	20.4	24.4	20.4	37.8	20.4	24.4
Max Q Clear Time (g_c+I1), s	4.7	39.8	18.7	4.0	3.2	21.0	4.5	4.5
Green Ext Time (p_c), s	0.0	0.0	0.1	0.1	0.0	9.5	0.0	0.4

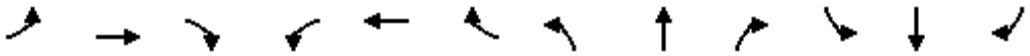
Intersection Summary	
HCM 6th Ctrl Delay	53.4
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	183	1125	266	1178	366	171	246	189	285	232
Future Volume (vph)	183	1125	266	1178	366	171	246	189	285	232
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	1	6	5	2		7	4	5	3	8
Permitted Phases					2			4		
Detector Phase	1	6	5	2	2	7	4	5	3	8
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	15.2	10.6	12.8	10.6	10.6	12.8
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	40.0	25.0	25.0	40.0
Total Split (%)	18.5%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	18.5%	18.5%	29.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2	4.6	6.8	4.6	4.6	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	16.3	39.0	13.8	36.5	36.5	15.5	21.2	41.9	20.6	26.4
Actuated g/C Ratio	0.14	0.33	0.12	0.31	0.31	0.13	0.18	0.35	0.17	0.22
v/c Ratio	0.77	0.79	0.68	0.77	0.57	0.75	0.75	0.32	0.94	0.46
Control Delay	70.8	40.1	59.9	41.7	15.0	70.8	60.7	18.3	88.4	35.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.8	40.1	59.9	41.7	15.0	70.8	60.7	18.3	88.4	35.3
LOS	E	D	E	D	B	E	E	B	F	D
Approach Delay		44.0		39.0			50.3			59.0
Approach LOS		D		D			D			E

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 118.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 44.9	Intersection LOS: D
Intersection Capacity Utilization 81.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 87: Bradley Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	1125	150	266	1178	366	171	246	189	285	232	123
Future Volume (veh/h)	183	1125	150	266	1178	366	171	246	189	285	232	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	191	1172	156	277	1227	381	178	256	197	297	242	128
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	223	1542	205	350	1605	497	210	318	430	327	533	271
Arrive On Green	0.12	0.33	0.33	0.10	0.31	0.31	0.12	0.17	0.17	0.18	0.23	0.23
Sat Flow, veh/h	1810	4629	616	3510	5187	1605	1810	1900	1610	1810	2297	1169
Grp Volume(v), veh/h	191	875	453	277	1227	381	178	256	197	297	188	182
Grp Sat Flow(s),veh/h/ln	1810	1729	1787	1755	1729	1605	1810	1900	1610	1810	1805	1660
Q Serve(g_s), s	10.9	23.9	23.9	8.2	22.6	22.8	10.2	13.7	10.8	17.0	9.5	10.0
Cycle Q Clear(g_c), s	10.9	23.9	23.9	8.2	22.6	22.8	10.2	13.7	10.8	17.0	9.5	10.0
Prop In Lane	1.00		0.34	1.00		1.00	1.00		1.00	1.00		0.70
Lane Grp Cap(c), veh/h	223	1152	595	350	1605	497	210	318	430	327	419	385
V/C Ratio(X)	0.86	0.76	0.76	0.79	0.76	0.77	0.85	0.80	0.46	0.91	0.45	0.47
Avail Cap(c_a), veh/h	349	1235	638	677	1853	573	349	596	666	349	566	521
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	31.5	31.5	46.6	33.1	33.1	45.9	42.4	32.4	42.5	34.9	35.1
Incr Delay (d2), s/veh	7.2	2.6	5.0	1.5	1.7	5.4	4.4	4.8	0.8	24.9	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	10.2	11.0	3.6	9.6	9.4	4.8	6.8	4.3	9.8	4.2	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	34.1	36.5	48.1	34.7	38.5	50.3	47.2	33.1	67.4	35.6	36.0
LnGrp LOS	D	C	D	D	C	D	D	D	C	E	D	D
Approach Vol, veh/h		1519			1885			631			667	
Approach Delay, s/veh		37.2			37.5			43.7			49.9	
Approach LOS		D			D			D			D	

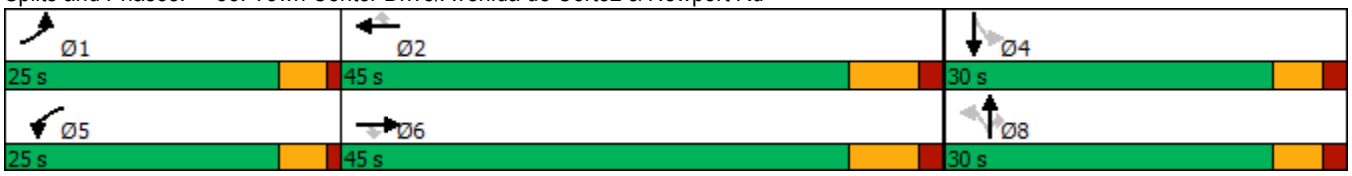
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	40.0	23.7	24.5	15.1	42.5	16.9	31.3
Change Period (Y+Rc), s	4.6	7.2	4.6	6.8	4.6	7.2	4.6	6.8
Max Green Setting (Gmax), s	20.4	37.8	20.4	33.2	20.4	37.8	20.4	33.2
Max Q Clear Time (g_c+I1), s	12.9	24.8	19.0	15.7	10.2	25.9	12.2	12.0
Green Ext Time (p_c), s	0.2	8.0	0.1	2.0	0.4	6.8	0.1	2.2

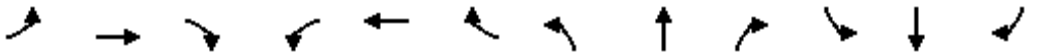
Intersection Summary	
HCM 6th Ctrl Delay	40.0
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	9	1599	88	204	1661	74	86	22	189	64	14
Future Volume (vph)	9	1599	88	204	1661	74	86	22	189	64	14
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	1	6		5	2			8			4
Permitted Phases			6			2	8		8	4	
Detector Phase	1	6	6	5	2	2	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	15.2	10.6	15.2	15.2	11.6	11.6	11.6	11.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	45.0%	25.0%	45.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	6.2	33.6	33.6	13.4	50.0	50.0	10.5	10.5	10.5	10.5	10.5
Actuated g/C Ratio	0.08	0.45	0.45	0.18	0.66	0.66	0.14	0.14	0.14	0.14	0.14
v/c Ratio	0.06	0.71	0.12	0.65	0.49	0.07	0.45	0.08	0.50	0.33	0.08
Control Delay	39.2	19.7	5.3	40.6	7.8	2.0	40.1	31.7	10.2	36.8	26.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.2	19.7	5.3	40.6	7.8	2.0	40.1	31.7	10.2	36.8	26.1
LOS	D	B	A	D	A	A	D	C	B	D	C
Approach Delay		19.1			11.0			20.5			34.3
Approach LOS		B			B			C			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 75.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 15.6	Intersection LOS: B
Intersection Capacity Utilization 68.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 88: Town Center Drive/Avenida de Cortez & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1599	88	204	1661	74	86	22	189	64	14	6
Future Volume (veh/h)	9	1599	88	204	1661	74	86	22	189	64	14	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	1632	90	208	1695	76	88	22	193	65	14	6
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	25	2309	717	255	2969	922	314	299	252	280	198	85
Arrive On Green	0.01	0.45	0.45	0.14	0.57	0.57	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1407	1900	1601	1180	1259	540
Grp Volume(v), veh/h	9	1632	90	208	1695	76	88	22	193	65	0	20
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1407	1900	1601	1180	0	1799
Q Serve(g_s), s	0.3	17.3	2.2	7.6	14.1	1.4	3.9	0.7	7.8	3.4	0.0	0.6
Cycle Q Clear(g_c), s	0.3	17.3	2.2	7.6	14.1	1.4	4.5	0.7	7.8	4.0	0.0	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	25	2309	717	255	2969	922	314	299	252	280	0	283
V/C Ratio(X)	0.36	0.71	0.13	0.81	0.57	0.08	0.28	0.07	0.77	0.23	0.00	0.07
Avail Cap(c_a), veh/h	544	2888	897	544	2969	922	598	683	575	518	0	647
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.2	15.2	11.1	28.3	9.2	6.5	26.3	24.4	27.4	26.1	0.0	24.4
Incr Delay (d2), s/veh	3.2	0.6	0.1	2.4	0.3	0.0	0.5	0.1	4.8	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.6	0.7	3.1	3.9	0.4	1.3	0.3	3.2	0.9	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	15.8	11.1	30.7	9.5	6.6	26.8	24.5	32.2	26.5	0.0	24.5
LnGrp LOS	D	B	B	C	A	A	C	C	C	C	A	C
Approach Vol, veh/h		1731			1979			303			85	
Approach Delay, s/veh		15.7			11.6			30.1			26.0	
Approach LOS		B			B			C			C	

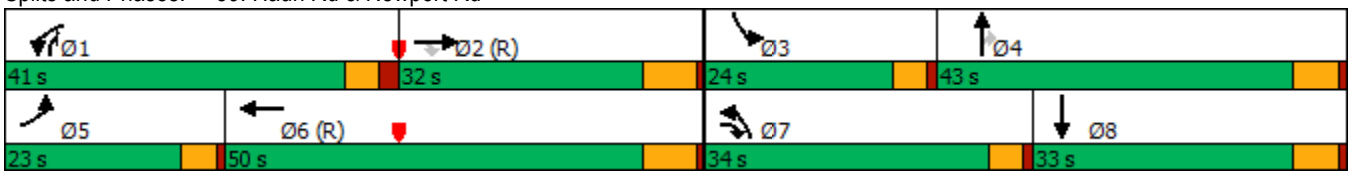
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	46.1		16.3	14.2	37.4		16.3				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	37.8		24.4	20.4	37.8		24.4				
Max Q Clear Time (g_c+I1), s	2.3	16.1		6.0	9.6	19.3		9.8				
Green Ext Time (p_c), s	0.0	12.5		0.2	0.2	10.9		0.9				

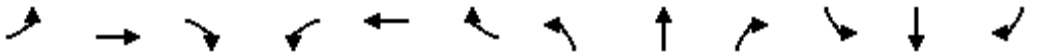
Intersection Summary			
HCM 6th Ctrl Delay		15.0	
HCM 6th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	132	1376	215	833	1456	340	72	847	427	147
Future Volume (vph)	132	1376	215	833	1456	340	72	847	427	147
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	7	1	6	7	4	1	3	8
Permitted Phases			2					4		
Detector Phase	5	2	7	1	6	7	4	1	3	8
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	12.5	8.6	9.6	12.5	8.6	11.8	9.6	8.6	11.8
Total Split (s)	23.0	32.0	34.0	41.0	50.0	34.0	43.0	41.0	24.0	33.0
Total Split (%)	16.4%	22.9%	24.3%	29.3%	35.7%	24.3%	30.7%	29.3%	17.1%	23.6%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)	10.7	50.4	71.6	35.4	76.0	19.3	13.3	47.5	20.9	12.4
Actuated g/C Ratio	0.08	0.36	0.51	0.25	0.54	0.14	0.10	0.34	0.15	0.09
v/c Ratio	0.50	0.75	0.24	0.96	0.64	0.72	0.41	0.86	0.83	0.73
Control Delay	68.2	43.4	5.2	76.2	17.3	66.2	64.2	47.4	72.7	37.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.2	43.4	5.2	76.2	17.3	66.2	64.2	47.4	72.7	37.2
LOS	E	D	A	E	B	E	E	D	E	D
Approach Delay		40.6			36.5		53.4			57.4
Approach LOS		D			D		D			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 40 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 43.5	Intersection LOS: D
Intersection Capacity Utilization 89.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 89: Haun Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	1376	215	833	1456	263	340	72	847	427	147	176
Future Volume (veh/h)	132	1376	215	833	1456	263	340	72	847	427	147	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	135	1404	219	850	1486	268	347	73	864	436	150	180
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	189	1049	514	879	1795	323	414	474	1407	481	485	428
Arrive On Green	0.05	0.20	0.20	0.50	0.81	0.81	0.12	0.25	0.25	0.14	0.27	0.27
Sat Flow, veh/h	3510	5187	1603	3510	4419	795	3510	1900	2795	3510	1805	1592
Grp Volume(v), veh/h	135	1404	219	850	1162	592	347	73	864	436	150	180
Grp Sat Flow(s),veh/h/ln	1755	1729	1603	1755	1729	1756	1755	1900	1397	1755	1805	1592
Q Serve(g_s), s	5.3	28.3	15.1	32.8	26.9	27.2	13.5	4.2	31.3	17.1	9.3	13.1
Cycle Q Clear(g_c), s	5.3	28.3	15.1	32.8	26.9	27.2	13.5	4.2	31.3	17.1	9.3	13.1
Prop In Lane	1.00		1.00	1.00		0.45	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	1049	514	879	1404	713	414	474	1407	481	485	428
V/C Ratio(X)	0.72	1.34	0.43	0.97	0.83	0.83	0.84	0.15	0.61	0.91	0.31	0.42
Avail Cap(c_a), veh/h	461	1049	514	888	1404	713	737	505	1452	486	485	428
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.2	55.8	37.5	34.4	10.3	10.4	60.4	41.0	25.3	59.5	40.8	42.2
Incr Delay (d2), s/veh	3.5	156.8	1.8	18.1	4.2	8.0	4.6	0.1	0.7	20.4	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	27.3	6.1	12.4	4.8	5.7	6.2	2.0	10.1	8.8	4.1	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.7	212.6	39.2	52.5	14.5	18.4	65.0	41.1	26.1	79.9	41.2	42.9
LnGrp LOS	E	F	D	D	B	B	E	D	C	E	D	D
Approach Vol, veh/h		1758			2604			1284			766	
Approach Delay, s/veh		179.9			27.8			37.4			63.6	
Approach LOS		F			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	40.7	34.8	23.8	40.7	12.1	63.4	21.1	43.4
Change Period (Y+Rc), s	5.6	6.5	4.6	5.8	4.6	6.5	4.6	5.8
Max Green Setting (Gmax), s	35.4	25.5	19.4	37.2	18.4	43.5	29.4	27.2
Max Q Clear Time (g_c+I1), s	34.8	30.3	19.1	33.3	7.3	29.2	15.5	15.1
Green Ext Time (p_c), s	0.2	0.0	0.1	1.6	0.3	9.3	1.0	1.4

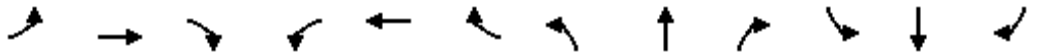
Intersection Summary	
HCM 6th Ctrl Delay	75.7
HCM 6th LOS	E

Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	2151	499	1928	616	567	0	624
Future Volume (vph)	2151	499	1928	616	567	0	624
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		4	4	
Permitted Phases		Free		Free			4
Detector Phase	2		6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	84.0		84.0		56.0	56.0	56.0
Total Split (%)	60.0%		60.0%		40.0%	40.0%	40.0%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	87.2	140.0	87.2	140.0	41.3	41.3	41.3
Actuated g/C Ratio	0.62	1.00	0.62	1.00	0.30	0.30	0.30
v/c Ratio	0.54	0.32	0.61	0.40	0.84	0.86	0.83
Control Delay	10.7	0.3	10.8	0.9	60.4	61.1	57.9
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.8	0.3	10.8	0.9	60.4	61.1	57.9
LOS	B	A	B	A	E	E	E
Approach Delay	8.8		8.4			59.9	
Approach LOS	A		A			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 10 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 18.2	Intersection LOS: B
Intersection Capacity Utilization 72.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 90: I-215 SB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2151	499	0	1928	616	0	0	0	567	0	624
Future Volume (veh/h)	0	2151	499	0	1928	616	0	0	0	567	0	624
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2195	0	0	1967	0				786	0	415
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	4168		0	3308					1014	0	451
Arrive On Green	0.00	1.00	0.00	0.00	1.00	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	6802	1610	0	5358	1610				3619	0	1610
Grp Volume(v), veh/h	0	2195	0	0	1967	0				786	0	415
Grp Sat Flow(s),veh/h/ln	0	1634	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0				28.0	0.0	35.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0				28.0	0.0	35.0
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	4168		0	3308					1014	0	451
V/C Ratio(X)	0.00	0.53		0.00	0.59					0.78	0.00	0.92
Avail Cap(c_a), veh/h	0	4168		0	3308					1305	0	581
HCM Platoon Ratio	1.00	2.00	2.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.50	0.00	0.00	0.75	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				46.3	0.0	48.9
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.6	0.0				1.6	0.0	15.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.2	0.0				12.7	0.0	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.2	0.0	0.0	0.6	0.0				48.0	0.0	64.2
LnGrp LOS	A	A		A	A					D	A	E
Approach Vol, veh/h		2195			1967						1201	
Approach Delay, s/veh		0.2			0.6						53.6	
Approach LOS		A			A						D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	95.3	44.7	95.3
Change Period (Y+Rc), s	6.0	5.5	6.0
Max Green Setting (Gmax), s	78.0	50.5	78.0
Max Q Clear Time (g_c+I1), s	2.0	37.0	2.0
Green Ext Time (p_c), s	33.2	2.2	26.3

Intersection Summary	
HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

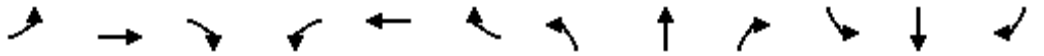
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	2132	586	1951	457	593	0	893
Future Volume (vph)	2132	586	1951	457	593	0	893
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		8	8	
Permitted Phases		Free		Free			8
Detector Phase	2		6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	84.0		84.0		56.0	56.0	56.0
Total Split (%)	60.0%		60.0%		40.0%	40.0%	40.0%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	79.7	140.0	79.7	140.0	48.8	48.8	48.8
Actuated g/C Ratio	0.57	1.00	0.57	1.00	0.35	0.35	0.35
v/c Ratio	0.74	0.37	0.54	0.29	0.89	0.94	0.90
Control Delay	17.9	0.6	19.7	0.5	61.0	67.8	62.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.9	0.6	19.7	0.5	61.0	67.8	62.2
LOS	B	A	B	A	E	E	E
Approach Delay	14.2		16.1			63.6	
Approach LOS	B		B			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 26.0	Intersection LOS: C
Intersection Capacity Utilization 87.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 91: I-215 NB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑↑	↱	↰	✣	↱			
Traffic Volume (veh/h)	0	2132	586	0	1951	457	593	0	893	0	0	0
Future Volume (veh/h)	0	2132	586	0	1951	457	593	0	893	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	2198	0	0	2011	0	407	0	1139			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	2890		0	3641		653	0	1162			
Arrive On Green	0.00	1.00	0.00	0.00	0.56	0.00	0.36	0.00	0.36			
Sat Flow, veh/h	0	5358	1610	0	6802	1610	1810	0	3220			
Grp Volume(v), veh/h	0	2198	0	0	2011	0	407	0	1139			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	27.6	0.0	26.0	0.0	49.0			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	27.6	0.0	26.0	0.0	49.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2890		0	3641		653	0	1162			
V/C Ratio(X)	0.00	0.76		0.00	0.55		0.62	0.00	0.98			
Avail Cap(c_a), veh/h	0	2890		0	3641		653	0	1162			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.78	0.00	0.00	0.43	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	19.8	0.0	36.9	0.0	44.3			
Incr Delay (d2), s/veh	0.0	1.5	0.0	0.0	0.3	0.0	1.4	0.0	21.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.0	0.0	10.0	0.0	11.7	0.0	22.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.5	0.0	0.0	20.1	0.0	38.3	0.0	65.9			
LnGrp LOS	A	A		A	C		D	A	E			
Approach Vol, veh/h		2198			2011			1546				
Approach Delay, s/veh		1.5			20.1			58.7				
Approach LOS		A			C			E				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		84.0				84.0		56.0				
Change Period (Y+Rc), s		6.0				6.0		5.5				
Max Green Setting (Gmax), s		78.0				78.0		50.5				
Max Q Clear Time (g_c+I1), s		2.0				29.6		51.0				
Green Ext Time (p_c), s		33.3				23.5		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			23.4									
HCM 6th LOS			C									

Notes

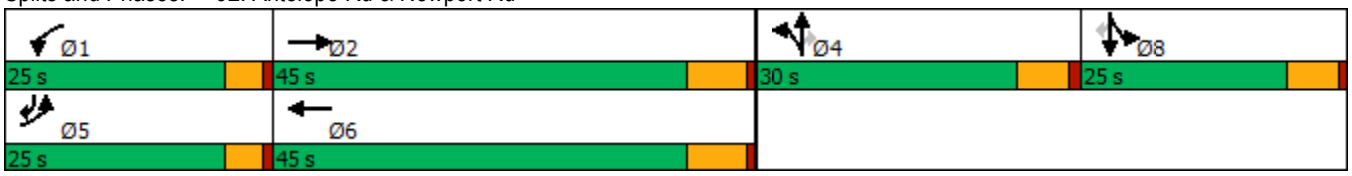
User approved volume balancing among the lanes for turning movement.

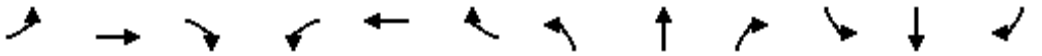
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	503	1960	133	1457	580	144	173	123	118	371
Future Volume (vph)	503	1960	133	1457	580	144	173	123	118	371
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm	Split	NA	pm+ov
Protected Phases	5	2	1	6	4	4		8	8	5
Permitted Phases							4			8
Detector Phase	5	2	1	6	4	4	4	8	8	5
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	4.0	4.0	6.0	6.0	4.0
Minimum Split (s)	8.6	12.5	8.6	12.5	9.8	9.8	9.8	11.8	11.8	8.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	25.0	25.0	25.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	24.0%	24.0%	24.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	19.6	49.3	9.0	38.7	21.4	21.4	21.4	12.8	12.8	38.2
Actuated g/C Ratio	0.17	0.43	0.08	0.34	0.19	0.19	0.19	0.11	0.11	0.33
v/c Ratio	0.88	1.14	0.51	0.96	0.81	0.83	0.41	0.33	0.59	0.39
Control Delay	64.6	100.3	58.9	51.8	57.1	67.8	9.0	50.1	61.0	24.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.6	100.3	58.9	51.8	57.1	67.8	9.0	50.1	61.0	24.3
LOS	E	F	E	D	E	E	A	D	E	C
Approach Delay		94.0		52.4		50.8			36.6	
Approach LOS		F		D		D			D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 115.3	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay: 70.2	Intersection LOS: E
Intersection Capacity Utilization 89.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 92: Antelope Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	503	1960	426	133	1457	128	580	144	173	123	118	371
Future Volume (veh/h)	503	1960	426	133	1457	128	580	144	173	123	118	371
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	524	2042	444	139	1518	133	553	221	180	128	123	386
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	580	1875	394	199	1594	140	636	334	282	480	260	856
Arrive On Green	0.17	0.44	0.44	0.06	0.33	0.33	0.18	0.18	0.18	0.14	0.14	0.14
Sat Flow, veh/h	3510	4294	902	3510	4856	425	3619	1900	1605	3510	1900	2834
Grp Volume(v), veh/h	524	1631	855	139	1081	570	553	221	180	128	123	386
Grp Sat Flow(s),veh/h/ln	1755	1729	1738	1755	1729	1823	1810	1900	1605	1755	1900	1417
Q Serve(g_s), s	17.1	51.1	51.1	4.6	35.7	35.8	17.4	12.7	12.2	3.8	7.0	12.9
Cycle Q Clear(g_c), s	17.1	51.1	51.1	4.6	35.7	35.8	17.4	12.7	12.2	3.8	7.0	12.9
Prop In Lane	1.00		0.52	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	580	1510	759	199	1135	599	636	334	282	480	260	856
V/C Ratio(X)	0.90	1.08	1.13	0.70	0.95	0.95	0.87	0.66	0.64	0.27	0.47	0.45
Avail Cap(c_a), veh/h	612	1510	759	612	1138	600	748	393	332	576	312	933
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.9	33.0	33.0	54.2	38.4	38.4	46.9	45.0	44.8	45.2	46.6	33.0
Incr Delay (d2), s/veh	15.7	48.0	73.7	1.6	16.5	25.6	8.6	2.0	1.8	0.3	1.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	29.8	35.4	2.0	17.0	19.4	8.3	6.0	4.8	1.6	3.3	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.7	80.9	106.6	55.8	54.9	64.0	55.5	47.0	46.5	45.5	48.0	33.4
LnGrp LOS	E	F	F	E	D	E	E	D	D	D	D	C
Approach Vol, veh/h		3010			1790			954			637	
Approach Delay, s/veh		85.2			57.9			51.8			38.6	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	57.6		26.4	23.9	44.9		21.8				
Change Period (Y+Rc), s	4.6	6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	20.4	38.5		24.2	20.4	38.5		19.2				
Max Q Clear Time (g_c+I1), s	6.6	53.1		19.4	19.1	37.8		14.9				
Green Ext Time (p_c), s	0.2	0.0		1.2	0.2	0.7		1.1				

Intersection Summary			
HCM 6th Ctrl Delay		67.9	
HCM 6th LOS		E	

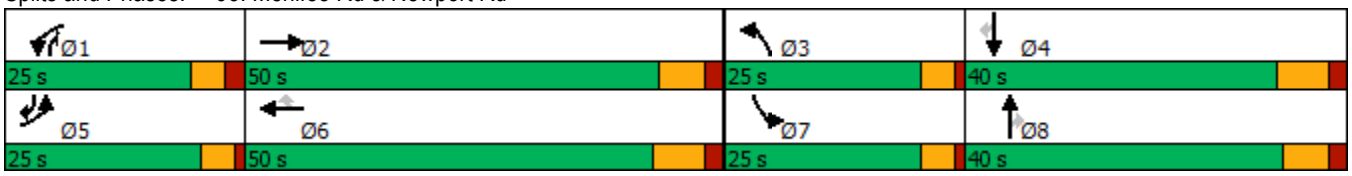
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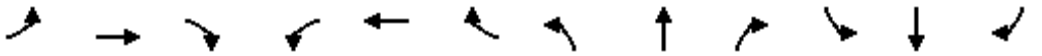
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	433	1689	167	1174	72	179	354	158	89	192	309
Future Volume (vph)	433	1689	167	1174	72	179	354	158	89	192	309
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6		3	8	1	7	4	5
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	9.6	14.8	10.6	15.5	15.5	9.6	12.8	10.6	9.6	13.5	9.6
Total Split (s)	25.0	50.0	25.0	50.0	50.0	25.0	40.0	25.0	25.0	40.0	25.0
Total Split (%)	17.9%	35.7%	17.9%	35.7%	35.7%	17.9%	28.6%	17.9%	17.9%	28.6%	17.9%
Yellow Time (s)	3.6	4.8	3.6	5.5	5.5	3.6	4.8	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	5.6	7.5	7.5	4.6	6.8	5.6	4.6	7.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	20.6	45.6	9.6	34.9	34.9	9.9	16.8	27.6	9.7	15.9	39.5
Actuated g/C Ratio	0.19	0.43	0.09	0.33	0.33	0.09	0.16	0.26	0.09	0.15	0.37
v/c Ratio	1.31	0.89	0.56	0.73	0.13	0.58	0.66	0.32	0.57	0.38	0.51
Control Delay	194.9	34.8	54.9	34.7	2.1	54.8	48.6	7.4	61.9	43.3	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	194.9	34.8	54.9	34.7	2.1	54.8	48.6	7.4	61.9	43.3	21.3
LOS	F	C	D	C	A	D	D	A	E	D	C
Approach Delay		65.2		35.4			40.8			34.6	
Approach LOS		E		D			D			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 105.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.31	
Intersection Signal Delay: 49.7	Intersection LOS: D
Intersection Capacity Utilization 81.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 93: Menifee Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	433	1689	157	167	1174	72	179	354	158	89	192	309
Future Volume (veh/h)	433	1689	157	167	1174	72	179	354	158	89	192	309
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	461	1797	167	178	1249	77	190	377	168	95	204	329
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	335	2084	193	242	1681	522	255	737	434	120	715	613
Arrive On Green	0.19	0.43	0.43	0.07	0.32	0.32	0.07	0.20	0.20	0.07	0.20	0.20
Sat Flow, veh/h	1810	4830	447	3510	5187	1610	3510	3610	1582	1810	3610	1587
Grp Volume(v), veh/h	461	1285	679	178	1249	77	190	377	168	95	204	329
Grp Sat Flow(s),veh/h/ln	1810	1729	1819	1755	1729	1610	1755	1805	1582	1810	1805	1587
Q Serve(g_s), s	20.4	37.0	37.3	5.5	23.6	3.7	5.8	10.2	9.5	5.7	5.3	17.7
Cycle Q Clear(g_c), s	20.4	37.0	37.3	5.5	23.6	3.7	5.8	10.2	9.5	5.7	5.3	17.7
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	335	1492	785	242	1681	522	255	737	434	120	715	613
V/C Ratio(X)	1.37	0.86	0.87	0.74	0.74	0.15	0.75	0.51	0.39	0.79	0.29	0.54
Avail Cap(c_a), veh/h	335	1492	785	619	2003	622	651	1089	588	335	1066	767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	28.3	28.4	50.3	33.1	26.4	50.0	38.9	32.5	50.6	37.5	26.4
Incr Delay (d2), s/veh	186.3	5.6	10.3	1.6	1.5	0.2	1.6	0.6	0.6	4.3	0.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.1	15.3	17.2	2.4	9.6	1.5	2.6	4.6	3.7	2.7	2.4	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	231.2	33.9	38.7	51.9	34.6	26.6	51.7	39.5	33.1	54.9	37.7	27.1
LnGrp LOS	F	C	D	D	C	C	D	D	C	D	D	C
Approach Vol, veh/h		2425			1504			735			628	
Approach Delay, s/veh		72.7			36.2			41.2			34.8	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	55.0	12.6	29.3	25.0	43.2	11.9	30.0
Change Period (Y+Rc), s	5.6	* 7.5	4.6	7.5	4.6	7.5	4.6	* 7.5
Max Green Setting (Gmax), s	19.4	* 43	20.4	32.5	20.4	42.5	20.4	* 33
Max Q Clear Time (g_c+I1), s	7.5	39.3	7.8	19.7	22.4	25.6	7.7	12.2
Green Ext Time (p_c), s	0.1	3.6	0.2	2.1	0.0	10.1	0.1	3.0

Intersection Summary	
HCM 6th Ctrl Delay	53.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	152	45	56	367	312	99
Future Vol, veh/h	152	45	56	367	312	99
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	162	48	60	390	332	105
Number of Lanes	1	1	1	2	2	0

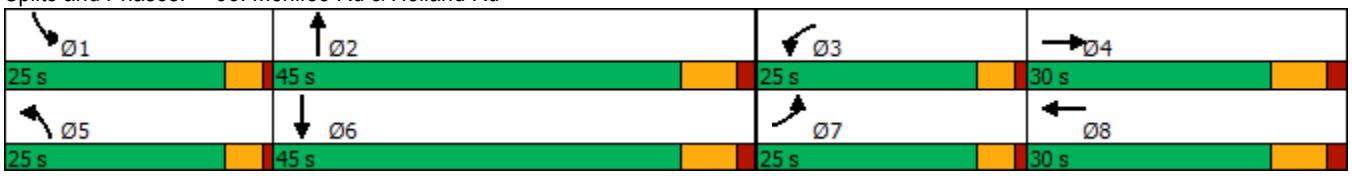
Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	3
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	3	0	2
HCM Control Delay	12.8	10.6	12.5
HCM LOS	B	B	B

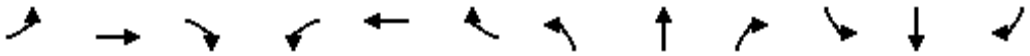
Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	51%
Vol Right, %	0%	0%	0%	0%	100%	0%	49%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	56	184	184	152	45	208	203
LT Vol	56	0	0	152	0	0	0
Through Vol	0	184	184	0	0	208	104
RT Vol	0	0	0	0	45	0	99
Lane Flow Rate	60	195	195	162	48	221	216
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.113	0.344	0.25	0.332	0.082	0.386	0.356
Departure Headway (Hd)	6.846	6.34	4.617	7.388	6.178	6.281	5.935
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	522	566	773	485	578	571	605
Service Time	4.602	4.095	2.372	5.15	3.939	4.037	3.691
HCM Lane V/C Ratio	0.115	0.345	0.252	0.334	0.083	0.387	0.357
HCM Control Delay	10.5	12.4	8.9	13.8	9.5	13	12
HCM Lane LOS	B	B	A	B	A	B	B
HCM 95th-tile Q	0.4	1.5	1	1.4	0.3	1.8	1.6

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	40	148	12	133	23	356	76	217
Future Volume (vph)	40	148	12	133	23	356	76	217
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	17.2	10.6	17.2
Total Split (s)	25.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.1	14.4	6.6	10.1	6.7	14.7	8.1	20.6
Actuated g/C Ratio	0.13	0.26	0.12	0.18	0.12	0.26	0.15	0.37
v/c Ratio	0.18	0.21	0.06	0.29	0.11	0.43	0.31	0.21
Control Delay	29.9	17.8	30.2	21.2	30.3	20.8	29.7	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.9	17.8	30.2	21.2	30.3	20.8	29.7	14.2
LOS	C	B	C	C	C	C	C	B
Approach Delay		19.9		21.8		21.3		17.7
Approach LOS		B		C		C		B

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 55.8	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.43	
Intersection Signal Delay: 20.1	Intersection LOS: C
Intersection Capacity Utilization 47.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 95: Menifee Rd & Holland Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	148	35	12	133	47	23	356	31	76	217	41
Future Volume (veh/h)	40	148	35	12	133	47	23	356	31	76	217	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	156	37	13	140	49	24	375	33	80	228	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	574	133	36	432	145	62	726	64	147	800	148
Arrive On Green	0.05	0.20	0.20	0.02	0.16	0.16	0.03	0.22	0.22	0.08	0.26	0.26
Sat Flow, veh/h	1810	2909	672	1810	2641	886	1810	3352	293	1810	3031	561
Grp Volume(v), veh/h	42	95	98	13	94	95	24	201	207	80	134	137
Grp Sat Flow(s),veh/h/ln	1810	1805	1777	1810	1805	1722	1810	1805	1840	1810	1805	1787
Q Serve(g_s), s	1.1	2.2	2.3	0.3	2.2	2.4	0.6	4.8	4.8	2.1	2.9	3.0
Cycle Q Clear(g_c), s	1.1	2.2	2.3	0.3	2.2	2.4	0.6	4.8	4.8	2.1	2.9	3.0
Prop In Lane	1.00		0.38	1.00		0.51	1.00		0.16	1.00		0.31
Lane Grp Cap(c), veh/h	97	356	350	36	295	282	62	391	398	147	476	471
V/C Ratio(X)	0.43	0.27	0.28	0.36	0.32	0.34	0.39	0.51	0.52	0.54	0.28	0.29
Avail Cap(c_a), veh/h	759	846	832	759	846	807	759	1402	1430	759	1402	1388
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	16.6	16.6	23.5	18.0	18.0	23.0	16.8	16.8	21.5	14.2	14.3
Incr Delay (d2), s/veh	1.1	0.6	0.6	2.3	0.9	1.0	1.5	1.5	1.5	1.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.9	0.9	0.2	0.9	0.9	0.3	1.9	2.0	0.8	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.5	17.1	17.2	25.8	18.8	19.0	24.5	18.3	18.3	22.6	14.7	14.8
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		235			202			432			351	
Approach Delay, s/veh		18.3			19.4			18.7			16.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	17.7	5.6	16.8	6.3	20.0	7.2	15.2
Change Period (Y+Rc), s	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.8	20.4	22.8	20.4	37.8	20.4	22.8
Max Q Clear Time (g_c+I1), s	4.1	6.8	2.3	4.3	2.6	5.0	3.1	4.4
Green Ext Time (p_c), s	0.1	3.7	0.0	1.3	0.0	2.4	0.0	1.3

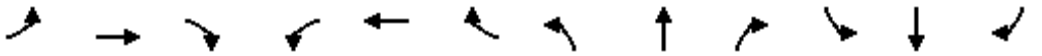
Intersection Summary	
HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	85	1026	3	856	1	0	79	1	58
Future Volume (vph)	85	1026	3	856	1	0	79	1	58
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	52.0	19.7	52.0	31.0	31.0	31.0	31.0	31.0
Total Split (%)	19.2%	50.6%	19.2%	50.6%	30.2%	30.2%	30.2%	30.2%	30.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0		5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	8.2	41.2	5.5	32.7		7.2		8.9	8.9
Actuated g/C Ratio	0.14	0.70	0.09	0.56		0.12		0.15	0.15
v/c Ratio	0.36	0.43	0.02	0.52		0.02		0.41	0.19
Control Delay	31.7	7.0	33.0	13.5		0.2		33.0	4.8
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	31.7	7.0	33.0	13.5		0.2		33.0	4.8
LOS	C	A	C	B		A		C	A
Approach Delay		8.9		13.5		0.2		21.1	
Approach LOS		A		B		A		C	

Intersection Summary	
Cycle Length: 102.7	
Actuated Cycle Length: 58.7	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 11.6	Intersection LOS: B
Intersection Capacity Utilization 57.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 96: Juniper Flats Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	1026	2	3	856	108	1	0	4	79	1	58
Future Volume (veh/h)	85	1026	2	3	856	108	1	0	4	79	1	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	90	1091	2	3	911	115	1	0	4	84	1	62
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	137	1925	4	7	1447	183	114	15	121	314	2	152
Arrive On Green	0.08	0.52	0.52	0.00	0.45	0.45	0.09	0.00	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1810	3697	7	1810	3224	407	163	155	1271	1588	19	1602
Grp Volume(v), veh/h	90	533	560	3	510	516	5	0	0	85	0	62
Grp Sat Flow(s),veh/h/ln	1810	1805	1899	1810	1805	1826	1589	0	0	1607	0	1602
Q Serve(g_s), s	2.1	8.8	8.8	0.1	9.5	9.5	0.0	0.0	0.0	0.0	0.0	1.6
Cycle Q Clear(g_c), s	2.1	8.8	8.8	0.1	9.5	9.5	2.0	0.0	0.0	2.0	0.0	1.6
Prop In Lane	1.00		0.00	1.00		0.22	0.20		0.80	0.99		1.00
Lane Grp Cap(c), veh/h	137	940	989	7	810	820	249	0	0	315	0	152
V/C Ratio(X)	0.66	0.57	0.57	0.41	0.63	0.63	0.02	0.00	0.00	0.27	0.00	0.41
Avail Cap(c_a), veh/h	618	1850	1946	618	1850	1871	1017	0	0	1028	0	948
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.7	7.2	7.2	21.8	9.3	9.3	18.0	0.0	0.0	18.9	0.0	18.7
Incr Delay (d2), s/veh	2.0	0.5	0.5	12.7	0.8	0.8	0.0	0.0	0.0	0.2	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.4	2.5	0.1	2.9	2.9	0.0	0.0	0.0	0.7	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	7.7	7.7	34.5	10.1	10.1	18.1	0.0	0.0	19.0	0.0	19.4
LnGrp LOS	C	A	A	C	B	B	B	A	A	B	A	B
Approach Vol, veh/h		1183			1029			5			147	
Approach Delay, s/veh		8.7			10.2			18.1			19.2	
Approach LOS		A			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	29.9		9.2	8.0	26.7		9.2				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	45.0		26.0	* 15	45.0		26.0				
Max Q Clear Time (g_c+I1), s	2.1	10.8		4.0	4.1	11.5		4.0				
Green Ext Time (p_c), s	0.0	8.9		0.4	0.1	8.2		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		10.0
HCM 6th LOS		B

Notes

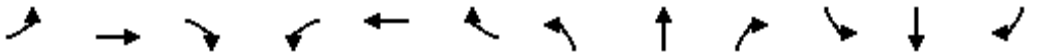
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	21	1012	97	426	883	157	19	18	21
Future Volume (vph)	21	1012	97	426	883	157	19	18	21
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.2	11.2	9.7	11.2	11.5	11.5	11.5	11.5
Total Split (s)	15.0	35.0	35.0	30.0	50.0	25.0	25.0	25.0	25.0
Total Split (%)	16.7%	38.9%	38.9%	33.3%	55.6%	27.8%	27.8%	27.8%	27.8%
Yellow Time (s)	3.7	5.2	5.2	3.7	5.2	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.2	6.2	4.7	6.2	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.9	29.7	29.7	24.4	54.1	18.5	18.5	18.5	18.5
Actuated g/C Ratio	0.07	0.33	0.33	0.27	0.60	0.21	0.21	0.21	0.21
v/c Ratio	0.19	0.91	0.17	0.94	0.45	0.60	0.77	0.23	0.10
Control Delay	43.2	42.5	1.8	60.8	11.5	42.1	14.3	37.6	21.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.2	42.5	1.8	60.8	11.5	42.1	14.3	37.6	21.9
LOS	D	D	A	E	B	D	B	D	C
Approach Delay		39.0			27.3		21.0		27.3
Approach LOS		D			C		C		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 30.2	Intersection LOS: C
Intersection Capacity Utilization 96.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 97: Winchester Rd/Vista Pl & SR-74/Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	1012	97	426	883	22	157	19	481	18	21	12
Future Volume (veh/h)	21	1012	97	426	883	22	157	19	481	18	21	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	1088	104	458	949	24	169	20	517	19	23	13
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	44	1193	531	490	2075	52	342	12	318	80	234	132
Arrive On Green	0.02	0.33	0.33	0.27	0.58	0.58	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1810	3610	1607	1810	3598	91	1385	60	1548	882	1136	642
Grp Volume(v), veh/h	23	1088	104	458	476	497	169	0	537	19	0	36
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1805	1884	1385	0	1608	882	0	1779
Q Serve(g_s), s	1.1	26.0	4.2	22.2	13.6	13.6	10.1	0.0	18.5	0.0	0.0	1.5
Cycle Q Clear(g_c), s	1.1	26.0	4.2	22.2	13.6	13.6	11.6	0.0	18.5	18.5	0.0	1.5
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.96	1.00		0.36
Lane Grp Cap(c), veh/h	44	1193	531	490	1041	1087	342	0	331	80	0	366
V/C Ratio(X)	0.52	0.91	0.20	0.94	0.46	0.46	0.49	0.00	1.62	0.24	0.00	0.10
Avail Cap(c_a), veh/h	207	1193	531	509	1041	1087	342	0	331	80	0	366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.4	28.9	21.6	32.1	10.9	10.9	33.7	0.0	35.8	45.0	0.0	29.0
Incr Delay (d2), s/veh	3.5	12.0	0.8	23.9	1.4	1.4	5.0	0.0	294.6	6.9	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	12.1	1.6	12.1	4.8	5.0	3.8	0.0	34.1	0.6	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	40.8	22.4	55.9	12.4	12.3	38.7	0.0	330.4	51.9	0.0	29.5
LnGrp LOS	D	D	C	E	B	B	D	A	F	D	A	C
Approach Vol, veh/h		1215			1431			706			55	
Approach Delay, s/veh		39.4			26.3			260.6			37.2	
Approach LOS		D			C			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.1	35.9		25.0	6.9	58.1		25.0				
Change Period (Y+Rc), s	* 4.7	6.2		6.5	* 4.7	6.2		6.5				
Max Green Setting (Gmax), s	* 25	28.8		18.5	* 10	43.8		18.5				
Max Q Clear Time (g_c+I1), s	24.2	28.0		20.5	3.1	15.6		20.5				
Green Ext Time (p_c), s	0.1	0.5		0.0	0.0	3.4		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		79.7
HCM 6th LOS		E

Notes

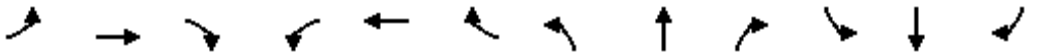
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	162	834	149	750	177	315	281	41	239	130
Future Volume (vph)	162	834	149	750	177	315	281	41	239	130
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	9.7	11.0	9.7	11.5	11.5	9.7	11.5	11.5
Total Split (s)	25.0	40.0	25.0	40.0	20.0	25.0	25.0	20.0	25.0	25.0
Total Split (%)	22.7%	36.4%	22.7%	36.4%	18.2%	22.7%	22.7%	18.2%	22.7%	22.7%
Yellow Time (s)	3.7	5.0	3.7	5.0	3.7	5.5	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	4.7	6.0	4.7	6.5	6.5	4.7	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	14.5	40.6	13.7	39.8	13.8	30.7	30.7	7.2	20.0	20.0
Actuated g/C Ratio	0.13	0.37	0.12	0.36	0.13	0.28	0.28	0.07	0.18	0.18
v/c Ratio	0.70	0.76	0.69	0.61	0.80	0.32	0.44	0.36	0.38	0.33
Control Delay	61.1	35.4	61.1	32.0	72.1	34.1	6.5	57.0	42.0	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.1	35.4	61.1	32.0	72.1	34.1	6.5	57.0	42.0	9.4
LOS	E	D	E	C	E	C	A	E	D	A
Approach Delay		39.1		36.7		32.7			33.2	
Approach LOS		D		D		C			C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 36.1	Intersection LOS: D
Intersection Capacity Utilization 70.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 98: Warren Rd & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	834	137	149	750	25	177	315	281	41	239	130
Future Volume (veh/h)	162	834	137	149	750	25	177	315	281	41	239	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	167	860	141	154	773	26	182	325	290	42	246	134
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	198	1282	210	184	1449	49	212	911	406	59	607	271
Arrive On Green	0.11	0.41	0.41	0.10	0.41	0.41	0.12	0.25	0.25	0.03	0.17	0.17
Sat Flow, veh/h	1810	3098	508	1810	3564	120	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	167	501	500	154	391	408	182	325	290	42	246	134
Grp Sat Flow(s),veh/h/ln	1810	1805	1801	1810	1805	1878	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	10.0	24.8	24.8	9.2	18.1	18.1	10.9	8.1	18.1	2.5	6.7	8.3
Cycle Q Clear(g_c), s	10.0	24.8	24.8	9.2	18.1	18.1	10.9	8.1	18.1	2.5	6.7	8.3
Prop In Lane	1.00		0.28	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	198	747	745	184	734	764	212	911	406	59	607	271
V/C Ratio(X)	0.85	0.67	0.67	0.84	0.53	0.53	0.86	0.36	0.71	0.71	0.41	0.49
Avail Cap(c_a), veh/h	334	747	745	334	734	764	252	911	406	252	607	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.1	26.2	26.2	48.5	24.7	24.7	47.7	33.8	37.5	52.7	40.8	41.5
Incr Delay (d2), s/veh	3.8	4.8	4.8	2.8	2.0	1.9	19.5	1.1	10.2	5.6	2.0	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	10.8	10.7	4.1	7.6	7.9	6.0	3.7	8.2	1.2	3.1	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	30.9	30.9	51.3	26.7	26.7	67.2	34.9	47.7	58.3	42.8	47.8
LnGrp LOS	D	C	C	D	C	C	E	C	D	E	D	D
Approach Vol, veh/h		1168			953			797			422	
Approach Delay, s/veh		33.9			30.7			46.9			46.0	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.9	51.5	17.6	25.0	16.7	50.7	8.3	34.3
Change Period (Y+Rc), s	* 4.7	6.0	* 4.7	6.5	* 4.7	6.0	* 4.7	6.5
Max Green Setting (Gmax), s	* 20	34.0	* 15	18.5	* 20	34.0	* 15	18.5
Max Q Clear Time (g_c+I1), s	11.2	26.8	12.9	10.3	12.0	20.1	4.5	20.1
Green Ext Time (p_c), s	0.1	2.3	0.1	0.8	0.1	2.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	37.6
HCM 6th LOS	D

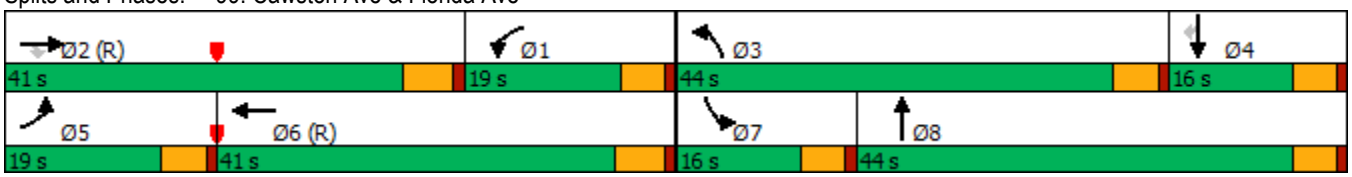
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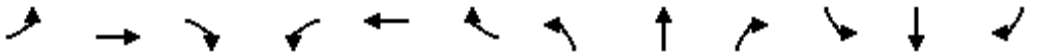
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	155	706	25	44	665	196	69	88	95	154
Future Volume (vph)	155	706	25	44	665	196	69	88	95	154
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.5	10.5	10.0	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	19.0	41.0	41.0	19.0	41.0	44.0	44.0	16.0	16.0	16.0
Total Split (%)	15.8%	34.2%	34.2%	15.8%	34.2%	36.7%	36.7%	13.3%	13.3%	13.3%
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.5	5.5	5.0	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	13.0	39.3	39.3	12.2	36.5	18.1	40.6	9.4	31.9	31.9
Actuated g/C Ratio	0.11	0.33	0.33	0.10	0.30	0.15	0.34	0.08	0.27	0.27
v/c Ratio	0.83	0.62	0.04	0.25	0.69	0.75	0.08	0.65	0.20	0.27
Control Delay	83.5	38.1	0.1	51.9	40.6	65.1	21.0	74.5	37.4	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.5	38.1	0.1	51.9	40.6	65.1	21.0	74.5	37.4	3.1
LOS	F	D	A	D	D	E	C	E	D	A
Approach Delay		45.0			41.3		51.0		31.5	
Approach LOS		D			D		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 30 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 42.5	Intersection LOS: D
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 99: Cawston Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	706	25	44	665	56	196	69	23	88	95	154
Future Volume (veh/h)	155	706	25	44	665	56	196	69	23	88	95	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	161	735	26	46	693	58	204	72	24	92	99	160
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	188	1068	476	254	1134	95	234	875	279	116	493	418
Arrive On Green	0.10	0.30	0.30	0.14	0.34	0.34	0.13	0.32	0.32	0.06	0.26	0.26
Sat Flow, veh/h	1810	3610	1610	1810	3372	282	1810	2693	858	1810	1900	1610
Grp Volume(v), veh/h	161	735	26	46	371	380	204	47	49	92	99	160
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1849	1810	1805	1746	1810	1900	1610
Q Serve(g_s), s	10.5	21.6	1.0	2.7	20.6	20.6	13.3	2.2	2.3	6.0	4.9	9.8
Cycle Q Clear(g_c), s	10.5	21.6	1.0	2.7	20.6	20.6	13.3	2.2	2.3	6.0	4.9	9.8
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.49	1.00		1.00
Lane Grp Cap(c), veh/h	188	1068	476	254	607	622	234	587	567	116	493	418
V/C Ratio(X)	0.86	0.69	0.05	0.18	0.61	0.61	0.87	0.08	0.09	0.80	0.20	0.38
Avail Cap(c_a), veh/h	211	1068	476	254	607	622	588	587	567	166	493	418
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	0.51	0.51	0.51	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	37.4	14.5	45.5	33.3	33.3	51.3	28.1	28.1	55.4	34.7	36.5
Incr Delay (d2), s/veh	17.2	2.5	0.1	0.1	2.3	2.3	3.9	0.3	0.3	9.9	0.9	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	9.8	0.6	1.2	9.3	9.5	6.3	1.0	1.0	3.1	2.4	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.1	39.8	14.6	45.6	35.6	35.6	55.2	28.3	28.4	65.3	35.6	39.2
LnGrp LOS	E	D	B	D	D	D	E	C	C	E	D	D
Approach Vol, veh/h		922			797			300			351	
Approach Delay, s/veh		44.4			36.2			46.6			45.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.3	41.0	20.5	36.1	17.5	45.9	12.7	44.0
Change Period (Y+Rc), s	5.5	* 5.5	5.0	5.0	5.0	5.5	5.0	5.0
Max Green Setting (Gmax), s	14.0	* 36	39.0	11.0	14.0	35.5	11.0	39.0
Max Q Clear Time (g_c+I1), s	4.7	23.6	15.3	11.8	12.5	22.6	8.0	4.3
Green Ext Time (p_c), s	0.0	2.7	0.3	0.0	0.0	2.5	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D

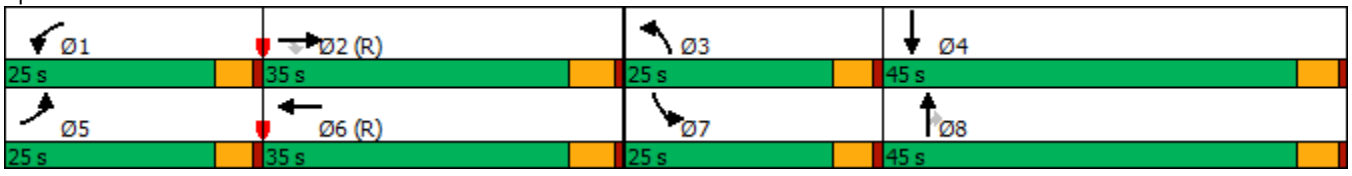
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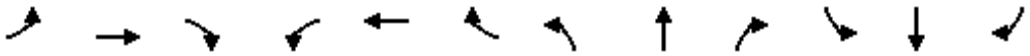
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	269	585	74	279	484	195	687	163	184	818
Future Volume (vph)	269	585	74	279	484	195	687	163	184	818
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	10.5	9.7	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	25.0	35.0	35.0	25.0	35.0	25.0	45.0	45.0	25.0	45.0
Total Split (%)	19.2%	26.9%	26.9%	19.2%	26.9%	19.2%	34.6%	34.6%	19.2%	34.6%
Yellow Time (s)	3.7	4.5	4.5	3.7	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	5.5	4.7	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	20.3	29.5	29.5	20.3	29.5	18.0	43.1	43.1	16.9	42.0
Actuated g/C Ratio	0.16	0.23	0.23	0.16	0.23	0.14	0.33	0.33	0.13	0.32
v/c Ratio	0.98	0.73	0.18	1.01	0.79	0.80	0.59	0.28	0.80	0.81
Control Delay	102.2	52.6	5.0	111.3	53.5	77.1	39.0	14.9	79.3	46.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	102.2	52.6	5.0	111.3	53.5	77.1	39.0	14.9	79.3	46.7
LOS	F	D	A	F	D	E	D	B	E	D
Approach Delay		63.1			71.3		42.4			52.1
Approach LOS		E			E		D			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 45 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 56.5	Intersection LOS: E
Intersection Capacity Utilization 86.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 100: Sanderson Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	585	74	279	484	145	195	687	163	184	818	94
Future Volume (veh/h)	269	585	74	279	484	145	195	687	163	184	818	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	274	597	76	285	494	148	199	701	166	188	835	96
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	283	924	409	283	699	208	226	1135	503	214	1004	115
Arrive On Green	0.16	0.26	0.26	0.16	0.26	0.26	0.12	0.31	0.31	0.12	0.31	0.31
Sat Flow, veh/h	1810	3610	1599	1810	2733	813	1810	3610	1601	1810	3262	375
Grp Volume(v), veh/h	274	597	76	285	325	317	199	701	166	188	462	469
Grp Sat Flow(s),veh/h/ln	1810	1805	1599	1810	1805	1741	1810	1805	1601	1810	1805	1832
Q Serve(g_s), s	19.6	19.2	4.8	20.3	21.3	21.5	14.1	21.5	10.3	13.3	31.0	31.0
Cycle Q Clear(g_c), s	19.6	19.2	4.8	20.3	21.3	21.5	14.1	21.5	10.3	13.3	31.0	31.0
Prop In Lane	1.00		1.00	1.00		0.47	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	283	924	409	283	462	445	226	1135	503	214	555	564
V/C Ratio(X)	0.97	0.65	0.19	1.01	0.70	0.71	0.88	0.62	0.33	0.88	0.83	0.83
Avail Cap(c_a), veh/h	283	924	409	283	462	445	278	1135	503	278	555	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.76	0.76	0.76	0.45	0.45	0.45	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	43.1	37.8	54.8	43.9	44.0	55.9	37.9	34.1	56.4	41.9	41.9
Incr Delay (d2), s/veh	37.8	2.6	0.7	48.9	6.7	7.2	11.9	1.1	0.8	18.3	13.6	13.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.8	8.8	2.0	13.0	10.3	10.1	7.2	9.7	4.2	7.2	15.8	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.3	45.7	38.5	103.7	50.6	51.2	67.9	39.1	34.9	74.7	55.5	55.3
LnGrp LOS	F	D	D	F	D	D	E	D	C	E	E	E
Approach Vol, veh/h		947			927			1066			1119	
Approach Delay, s/veh		58.6			67.1			43.8			58.6	
Approach LOS		E			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	38.8	21.2	45.0	25.0	38.8	20.4	45.9
Change Period (Y+Rc), s	* 4.7	5.5	5.0	5.0	* 4.7	5.5	5.0	5.0
Max Green Setting (Gmax), s	* 20	29.5	20.0	40.0	* 20	29.5	20.0	40.0
Max Q Clear Time (g_c+I1), s	22.3	21.2	16.1	33.0	21.6	23.5	15.3	23.5
Green Ext Time (p_c), s	0.0	2.6	0.2	3.3	0.0	2.0	0.1	5.0

Intersection Summary	
HCM 6th Ctrl Delay	56.7
HCM 6th LOS	E

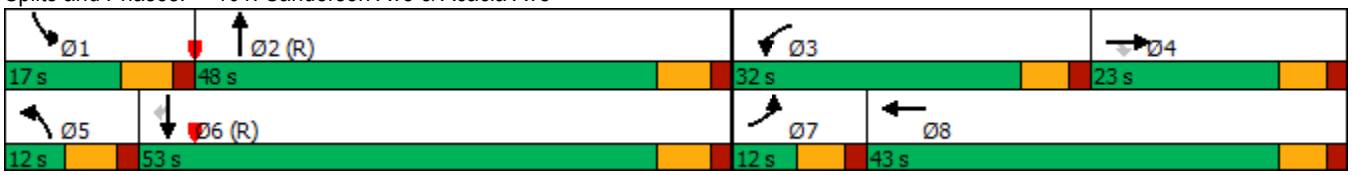
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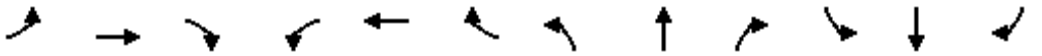
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	15	239	167	150	201	88	917	195	895	13
Future Volume (vph)	15	239	167	150	201	88	917	195	895	13
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0	7.0
Minimum Split (s)	10.3	13.3	13.3	10.3	13.3	10.7	13.7	10.7	13.7	13.7
Total Split (s)	12.0	23.0	23.0	32.0	43.0	12.0	48.0	17.0	53.0	53.0
Total Split (%)	10.0%	19.2%	19.2%	26.7%	35.8%	10.0%	40.0%	14.2%	44.2%	44.2%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.7	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	4.9	22.4	22.4	14.1	38.0	9.0	41.3	16.2	48.5	48.5
Actuated g/C Ratio	0.04	0.19	0.19	0.12	0.32	0.08	0.34	0.14	0.40	0.40
v/c Ratio	0.21	0.69	0.36	0.72	0.69	0.67	0.84	0.82	0.63	0.02
Control Delay	61.8	56.1	4.7	69.5	39.1	79.4	43.1	77.9	31.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.8	56.1	4.7	69.5	39.1	79.4	43.1	77.9	31.4	0.1
LOS	E	E	A	E	D	E	D	E	C	A
Approach Delay		36.0			47.4		46.1		39.2	
Approach LOS		D			D		D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 90 (75%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 42.6	Intersection LOS: D
Intersection Capacity Utilization 86.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: Sanderson Ave & Acacia Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	239	167	150	201	196	88	917	89	195	895	13
Future Volume (veh/h)	15	239	167	150	201	196	88	917	89	195	895	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	244	170	153	205	200	90	936	91	199	913	13
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	24	325	276	181	228	222	80	1417	138	155	1690	753
Arrive On Green	0.01	0.17	0.17	0.10	0.26	0.26	0.04	0.43	0.43	0.09	0.47	0.47
Sat Flow, veh/h	1810	1900	1610	1810	883	862	1810	3323	323	1810	3610	1608
Grp Volume(v), veh/h	15	244	170	153	0	405	90	508	519	199	913	13
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1745	1810	1805	1841	1810	1805	1608
Q Serve(g_s), s	1.0	14.7	11.7	10.0	0.0	26.9	5.3	27.0	27.0	10.3	21.6	0.5
Cycle Q Clear(g_c), s	1.0	14.7	11.7	10.0	0.0	26.9	5.3	27.0	27.0	10.3	21.6	0.5
Prop In Lane	1.00		1.00	1.00		0.49	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	24	325	276	181	0	450	80	770	785	155	1690	753
V/C Ratio(X)	0.63	0.75	0.62	0.85	0.00	0.90	1.13	0.66	0.66	1.28	0.54	0.02
Avail Cap(c_a), veh/h	86	325	276	388	0	534	80	770	785	155	1690	753
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.48	0.48	0.48
Uniform Delay (d), s/veh	58.9	47.3	46.1	53.1	0.0	43.0	57.3	27.5	27.5	54.8	22.7	17.1
Incr Delay (d2), s/veh	9.8	10.0	4.8	4.1	0.0	17.3	138.9	4.4	4.3	148.2	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	7.8	5.1	4.7	0.0	13.7	5.5	12.4	12.7	11.1	9.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.8	57.3	50.9	57.2	0.0	60.3	196.3	31.9	31.8	203.1	23.3	17.1
LnGrp LOS	E	E	D	E	A	E	F	C	C	F	C	B
Approach Vol, veh/h		429			558			1117			1125	
Approach Delay, s/veh		55.2			59.4			45.1			55.0	
Approach LOS		E			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	57.9	18.3	26.8	12.0	62.9	7.9	37.3
Change Period (Y+Rc), s	6.7	6.7	6.3	6.3	6.7	6.7	6.3	6.3
Max Green Setting (Gmax), s	10.3	41.3	25.7	16.7	5.3	46.3	5.7	36.7
Max Q Clear Time (g_c+I1), s	12.3	29.0	12.0	16.7	7.3	23.6	3.0	28.9
Green Ext Time (p_c), s	0.0	6.8	0.1	0.0	0.0	9.3	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	52.4
HCM 6th LOS	D

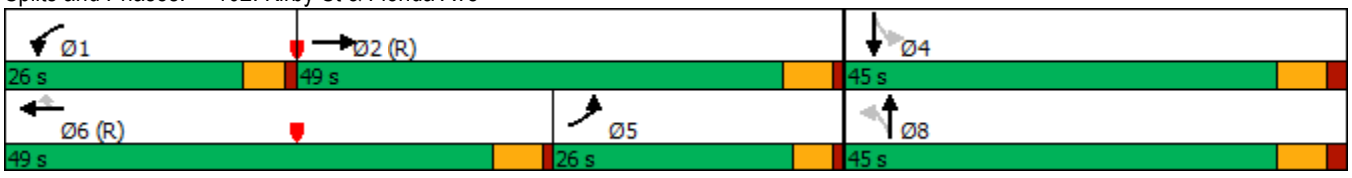
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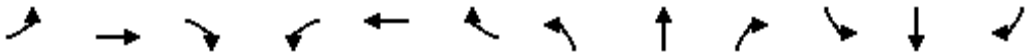
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	209	882	143	777	62	108	409	92	346
Future Volume (vph)	209	882	143	777	62	108	409	92	346
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	9.7	10.5	10.5	11.5	11.5	11.5	11.5
Total Split (s)	26.0	49.0	26.0	49.0	49.0	45.0	45.0	45.0	45.0
Total Split (%)	21.7%	40.8%	21.7%	40.8%	40.8%	37.5%	37.5%	37.5%	37.5%
Yellow Time (s)	3.7	4.5	3.7	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	4.7	5.5	5.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	21.3	50.6	14.2	43.5	43.5	38.5	38.5	38.5	38.5
Actuated g/C Ratio	0.18	0.42	0.12	0.36	0.36	0.32	0.32	0.32	0.32
v/c Ratio	0.68	0.68	0.70	0.62	0.10	0.53	0.44	0.42	0.47
Control Delay	58.1	31.5	67.3	33.9	3.9	44.2	32.4	38.9	29.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.1	31.5	67.3	33.9	3.9	44.2	32.4	38.9	29.4
LOS	E	C	E	C	A	D	C	D	C
Approach Delay		36.1		36.9			34.6		30.8
Approach LOS		D		D			C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 92 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 35.1	Intersection LOS: D
Intersection Capacity Utilization 76.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 102: Kirby St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	882	102	143	777	62	108	409	72	92	346	169
Future Volume (veh/h)	209	882	102	143	777	62	108	409	72	92	346	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	218	919	106	149	809	65	112	426	75	96	360	176
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	1441	166	177	1309	582	233	985	172	252	758	364
Arrive On Green	0.17	0.44	0.44	0.10	0.36	0.36	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	3260	376	1810	3610	1606	881	3070	537	910	2361	1135
Grp Volume(v), veh/h	218	509	516	149	809	65	112	249	252	96	274	262
Grp Sat Flow(s),veh/h/ln	1810	1805	1831	1810	1805	1606	881	1805	1801	910	1805	1691
Q Serve(g_s), s	13.6	26.3	26.3	9.7	22.1	3.2	14.0	13.1	13.2	11.2	14.6	15.0
Cycle Q Clear(g_c), s	13.6	26.3	26.3	9.7	22.1	3.2	29.0	13.1	13.2	24.4	14.6	15.0
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.30	1.00		0.67
Lane Grp Cap(c), veh/h	309	798	809	177	1309	582	233	579	578	252	579	542
V/C Ratio(X)	0.71	0.64	0.64	0.84	0.62	0.11	0.48	0.43	0.44	0.38	0.47	0.48
Avail Cap(c_a), veh/h	321	798	809	321	1309	582	233	579	578	252	579	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	26.0	26.0	53.2	31.4	25.4	44.4	32.1	32.2	41.8	32.6	32.8
Incr Delay (d2), s/veh	3.8	2.7	2.7	4.1	2.2	0.4	7.0	2.3	2.4	4.3	2.8	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	11.6	11.7	4.6	9.8	1.3	3.5	6.1	6.2	2.8	6.8	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.7	28.7	28.7	57.3	33.6	25.8	51.4	34.4	34.6	46.2	35.4	35.8
LnGrp LOS	D	C	C	E	C	C	D	C	C	D	D	D
Approach Vol, veh/h		1243			1023			613			632	
Approach Delay, s/veh		32.6			36.6			37.6			37.2	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.5	58.5		45.0	26.0	49.0		45.0				
Change Period (Y+Rc), s	* 4.7	5.5		6.5	5.5	* 5.5		6.5				
Max Green Setting (Gmax), s	* 21	43.5		38.5	21.3	* 44		38.5				
Max Q Clear Time (g_c+I1), s	11.7	28.3		26.4	15.6	24.1		31.0				
Green Ext Time (p_c), s	0.1	3.9		3.1	0.2	3.7		2.2				

Intersection Summary			
HCM 6th Ctrl Delay		35.4	
HCM 6th LOS		D	

Notes

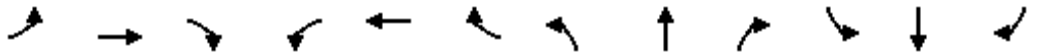
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	106	892	102	878	84	181	98	110	220	68
Future Volume (vph)	106	892	102	878	84	181	98	110	220	68
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	1	6		8			4	
Permitted Phases					8		8	4		4
Detector Phase	5	2	1	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	9.7	9.7	9.7	9.7	9.7	9.7
Total Split (s)	16.0	51.0	17.0	52.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	15.2%	48.6%	16.2%	49.5%	35.2%	35.2%	35.2%	35.2%	35.2%	35.2%
Yellow Time (s)	3.7	4.1	3.7	4.1	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	4.7	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	9.7	48.2	10.0	48.5	32.3	32.3	32.3	32.3	32.3	32.3
Actuated g/C Ratio	0.09	0.46	0.10	0.46	0.31	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.67	0.60	0.63	0.61	0.30	0.33	0.18	0.36	0.40	0.13
Control Delay	65.4	23.4	82.7	14.1	31.4	29.9	6.2	32.1	31.2	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.4	23.4	82.7	14.1	31.4	29.9	6.2	32.1	31.2	7.0
LOS	E	C	F	B	C	C	A	C	C	A
Approach Delay		27.7		20.7		23.9			27.3	
Approach LOS		C		C		C			C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 58 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 24.5	Intersection LOS: C
Intersection Capacity Utilization 64.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Lyon Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	892	48	102	878	78	84	181	98	110	220	68
Future Volume (veh/h)	106	892	48	102	878	78	84	181	98	110	220	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	112	939	51	107	924	82	88	191	103	116	232	72
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	140	1667	91	135	1596	142	299	584	492	321	584	492
Arrive On Green	0.08	0.48	0.48	0.02	0.16	0.16	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1810	3476	189	1810	3345	297	1088	1900	1599	1098	1900	1599
Grp Volume(v), veh/h	112	488	502	107	499	507	88	191	103	116	232	72
Grp Sat Flow(s),veh/h/ln	1810	1805	1860	1810	1805	1837	1088	1900	1599	1098	1900	1599
Q Serve(g_s), s	6.4	20.2	20.2	6.2	26.9	26.9	7.3	8.1	5.0	9.5	10.1	3.4
Cycle Q Clear(g_c), s	6.4	20.2	20.2	6.2	26.9	26.9	17.4	8.1	5.0	17.7	10.1	3.4
Prop In Lane	1.00		0.10	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	140	865	892	135	861	877	299	584	492	321	584	492
V/C Ratio(X)	0.80	0.56	0.56	0.79	0.58	0.58	0.29	0.33	0.21	0.36	0.40	0.15
Avail Cap(c_a), veh/h	195	865	892	212	861	877	299	584	492	321	584	492
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	19.5	19.5	50.4	34.5	34.5	35.5	28.0	26.9	34.8	28.7	26.4
Incr Delay (d2), s/veh	10.2	2.6	2.6	3.5	2.3	2.3	2.5	1.5	1.0	3.1	2.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	8.7	8.9	3.0	13.5	13.7	2.1	3.9	2.0	2.8	4.9	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	22.1	22.1	53.9	36.8	36.7	38.0	29.5	27.9	37.9	30.7	27.0
LnGrp LOS	E	C	C	D	D	D	D	C	C	D	C	C
Approach Vol, veh/h		1102			1113			382			420	
Approach Delay, s/veh		25.7			38.4			31.0			32.0	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	55.4		37.0	12.8	55.2		37.0				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		* 4.7				
Max Green Setting (Gmax), s	* 12	45.9		* 32	* 11	46.9		* 32				
Max Q Clear Time (g_c+I1), s	8.2	22.2		19.7	8.4	28.9		19.4				
Green Ext Time (p_c), s	0.0	4.1		1.1	0.0	4.0		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		32.0	
HCM 6th LOS		C	

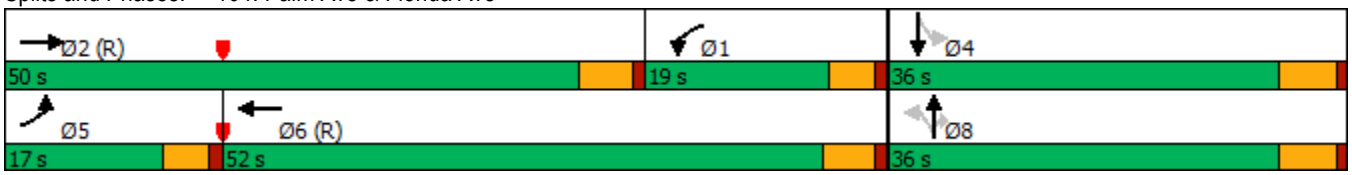
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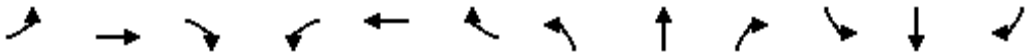
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	70	916	100	910	70	185	81	30	208
Future Volume (vph)	70	916	100	910	70	185	81	30	208
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.4	10.4	10.4	10.4	10.4
Total Split (s)	17.0	50.0	19.0	52.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	16.2%	47.6%	18.1%	49.5%	34.3%	34.3%	34.3%	34.3%	34.3%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.4	5.4	5.4	5.4	5.4
Lead/Lag	Lead	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	8.7	44.9	14.3	52.4	30.6	30.6	30.6	30.6	30.6
Actuated g/C Ratio	0.08	0.43	0.14	0.50	0.29	0.29	0.29	0.29	0.29
v/c Ratio	0.50	0.69	0.44	0.57	0.33	0.36	0.16	0.11	0.53
Control Delay	74.0	18.2	36.9	10.5	34.2	31.8	2.7	28.5	33.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.0	18.2	36.9	10.5	34.2	31.8	2.7	28.5	33.9
LOS	E	B	D	B	C	C	A	C	C
Approach Delay		21.9		13.0		25.2			33.4
Approach LOS		C		B		C			C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 20.2	Intersection LOS: C
Intersection Capacity Utilization 68.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 104: Palm Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	916	62	100	910	34	70	185	81	30	208	61
Future Volume (veh/h)	70	916	62	100	910	34	70	185	81	30	208	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	985	67	108	978	37	75	199	87	32	224	66
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	1464	100	240	1809	68	242	554	465	299	410	121
Arrive On Green	0.11	0.86	0.86	0.26	1.00	1.00	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	3423	233	1810	3542	134	1102	1900	1597	1105	1407	415
Grp Volume(v), veh/h	75	519	533	108	498	517	75	199	87	32	0	290
Grp Sat Flow(s),veh/h/ln	1810	1805	1851	1810	1805	1871	1102	1900	1597	1105	0	1821
Q Serve(g_s), s	4.2	10.3	10.3	5.2	0.0	0.0	6.5	8.7	4.3	2.5	0.0	14.1
Cycle Q Clear(g_c), s	4.2	10.3	10.3	5.2	0.0	0.0	20.6	8.7	4.3	11.2	0.0	14.1
Prop In Lane	1.00		0.13	1.00		0.07	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	96	772	791	240	922	955	242	554	465	299	0	531
V/C Ratio(X)	0.78	0.67	0.67	0.45	0.54	0.54	0.31	0.36	0.19	0.11	0.00	0.55
Avail Cap(c_a), veh/h	212	772	791	246	922	955	242	554	465	299	0	531
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.89	0.89	0.89	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.3	5.1	5.1	35.4	0.0	0.0	40.0	29.4	27.9	33.9	0.0	31.4
Incr Delay (d2), s/veh	4.2	3.8	3.7	0.4	2.0	2.0	3.3	1.8	0.9	0.7	0.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.7	2.8	2.2	0.5	0.5	2.0	4.2	1.7	0.7	0.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.6	8.9	8.8	35.9	2.0	2.0	43.3	31.3	28.8	34.6	0.0	35.4
LnGrp LOS	D	A	A	D	A	A	D	C	C	C	A	D
Approach Vol, veh/h		1127			1123			361			322	
Approach Delay, s/veh		11.7			5.2			33.2			35.3	
Approach LOS		B			A			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	50.0		36.0	10.3	58.7		36.0				
Change Period (Y+Rc), s	5.1	* 5.1		5.4	* 4.7	5.1		5.4				
Max Green Setting (Gmax), s	14.3	* 45		30.6	* 12	46.9		30.6				
Max Q Clear Time (g_c+I1), s	7.2	12.3		16.1	6.2	2.0		22.6				
Green Ext Time (p_c), s	0.1	4.7		1.0	0.0	4.5		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		14.4	
HCM 6th LOS		B	

Notes

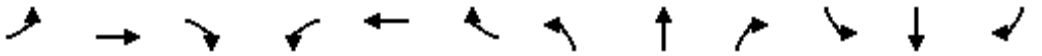
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	95	845	62	817	52	320	101	358	176
Future Volume (vph)	95	845	62	817	52	320	101	358	176
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	16.0	57.0	16.0	57.0	32.0	32.0	32.0	32.0	32.0
Total Split (%)	15.2%	54.3%	15.2%	54.3%	30.5%	30.5%	30.5%	30.5%	30.5%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	9.3	57.0	8.1	56.0	26.9	26.9	26.9	26.9	26.9
Actuated g/C Ratio	0.09	0.54	0.08	0.53	0.26	0.26	0.26	0.26	0.26
v/c Ratio	0.61	0.47	0.46	0.48	0.47	0.43	0.51	0.76	0.33
Control Delay	65.0	11.1	56.2	17.1	48.2	32.6	43.5	47.5	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.0	11.1	56.2	17.1	48.2	32.6	43.5	47.5	6.4
LOS	E	B	E	B	D	C	D	D	A
Approach Delay		16.3		19.7		34.5		35.5	
Approach LOS		B		B		C		D	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 57 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 24.0	Intersection LOS: C
Intersection Capacity Utilization 69.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 105: State St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	845	46	62	817	70	52	320	60	101	358	176
Future Volume (veh/h)	95	845	46	62	817	70	52	320	60	101	358	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	98	871	47	64	842	72	54	330	62	104	369	181
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	123	1936	104	83	1795	154	135	776	144	233	487	411
Arrive On Green	0.14	1.00	1.00	0.05	0.53	0.53	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3482	188	1810	3361	287	870	3030	562	1005	1900	1603
Grp Volume(v), veh/h	98	452	466	64	452	462	54	195	197	104	369	181
Grp Sat Flow(s),veh/h/ln	1810	1805	1865	1810	1805	1844	870	1805	1787	1005	1900	1603
Q Serve(g_s), s	5.5	0.0	0.0	3.7	16.3	16.3	6.4	9.5	9.7	10.1	18.8	9.9
Cycle Q Clear(g_c), s	5.5	0.0	0.0	3.7	16.3	16.3	25.2	9.5	9.7	19.8	18.8	9.9
Prop In Lane	1.00		0.10	1.00		0.16	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	123	1004	1037	83	964	985	135	462	458	233	487	411
V/C Ratio(X)	0.80	0.45	0.45	0.77	0.47	0.47	0.40	0.42	0.43	0.45	0.76	0.44
Avail Cap(c_a), veh/h	195	1004	1037	195	964	985	135	462	458	233	487	411
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	0.0	0.0	49.5	15.2	15.2	47.7	32.6	32.6	40.9	36.0	32.7
Incr Delay (d2), s/veh	3.5	1.1	1.0	4.5	1.3	1.3	8.5	2.8	2.9	6.0	10.6	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.3	0.3	1.7	6.7	6.8	1.7	4.5	4.5	2.9	10.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.2	1.1	1.0	54.0	16.5	16.5	56.2	35.4	35.6	47.0	46.6	36.2
LnGrp LOS	D	A	A	D	B	B	E	D	D	D	D	D
Approach Vol, veh/h		1016			978			446			654	
Approach Delay, s/veh		5.6			19.0			38.0			43.8	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	63.5		32.0	11.8	61.2		32.0				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	* 4.7	5.1		5.1				
Max Green Setting (Gmax), s	* 11	51.9		26.9	* 11	51.9		26.9				
Max Q Clear Time (g_c+I1), s	5.7	2.0		21.8	7.5	18.3		27.2				
Green Ext Time (p_c), s	0.0	4.0		1.1	0.0	3.9		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C

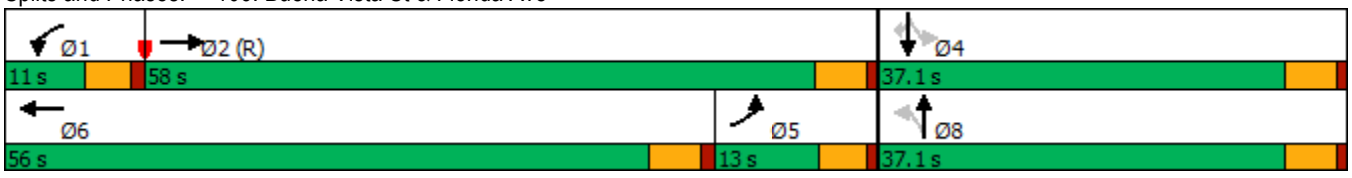
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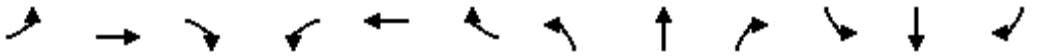
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	29	915	29	882	44	139	38	179	31
Future Volume (vph)	29	915	29	882	44	139	38	179	31
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	13.0	58.0	11.0	56.0	37.1	37.1	37.1	37.1	37.1
Total Split (%)	12.3%	54.7%	10.4%	52.8%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lag	Lag	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	None	Max	Max	Max
Act Effct Green (s)	12.4	57.3	5.8	50.7	32.0	32.0	32.0	32.0	32.0
Actuated g/C Ratio	0.12	0.54	0.05	0.48	0.30	0.30	0.30	0.30	0.30
v/c Ratio	0.16	0.56	0.33	0.60	0.16	0.38	0.14	0.35	0.06
Control Delay	41.7	18.2	57.3	24.0	29.0	29.2	28.7	31.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.7	18.2	57.3	24.0	29.0	29.2	28.7	31.2	0.2
LOS	D	B	E	C	C	C	C	C	A
Approach Delay		18.9		25.0		29.2		26.9	
Approach LOS		B		C		C		C	

Intersection Summary	
Cycle Length: 106.1	
Actuated Cycle Length: 106.1	
Offset: 50 (47%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 23.1	Intersection LOS: C
Intersection Capacity Utilization 53.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 106: Buena Vista St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	915	36	29	882	26	44	139	46	38	179	31
Future Volume (veh/h)	29	915	36	29	882	26	44	139	46	38	179	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	33	1040	41	33	1002	30	50	158	52	43	203	35
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	418	1868	74	53	1154	35	321	413	136	318	574	485
Arrive On Green	0.23	0.53	0.53	0.03	0.32	0.32	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	3536	139	1810	3574	107	1159	1368	450	1189	1900	1607
Grp Volume(v), veh/h	33	531	550	33	506	526	50	0	210	43	203	35
Grp Sat Flow(s),veh/h/ln	1810	1805	1870	1810	1805	1876	1159	0	1818	1189	1900	1607
Q Serve(g_s), s	1.5	20.8	20.8	1.9	28.0	28.0	3.7	0.0	9.7	3.1	8.9	1.6
Cycle Q Clear(g_c), s	1.5	20.8	20.8	1.9	28.0	28.0	12.6	0.0	9.7	12.8	8.9	1.6
Prop In Lane	1.00		0.07	1.00		0.06	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	418	953	988	53	583	605	321	0	549	318	574	485
V/C Ratio(X)	0.08	0.56	0.56	0.62	0.87	0.87	0.16	0.00	0.38	0.14	0.35	0.07
Avail Cap(c_a), veh/h	418	953	988	108	867	901	321	0	549	318	574	485
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.94	0.94	0.94	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.9	16.7	16.7	50.9	33.8	33.8	33.8	0.0	29.2	34.3	28.9	26.4
Incr Delay (d2), s/veh	0.0	2.1	2.0	4.1	4.2	4.1	0.1	0.0	0.2	0.9	1.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	8.7	9.0	0.9	12.5	13.0	1.1	0.0	4.2	1.0	4.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	18.8	18.7	55.0	38.0	37.8	33.9	0.0	29.4	35.1	30.6	26.7
LnGrp LOS	C	B	B	D	D	D	C	A	C	D	C	C
Approach Vol, veh/h		1114			1065			260			281	
Approach Delay, s/veh		19.1			38.4			30.2			30.8	
Approach LOS		B			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	61.1		37.1	29.6	39.3		37.1				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	5.1	* 5.1		5.1				
Max Green Setting (Gmax), s	* 6.3	52.9		32.0	8.3	* 51		32.0				
Max Q Clear Time (g_c+I1), s	3.9	22.8		14.8	3.5	30.0		14.6				
Green Ext Time (p_c), s	0.0	4.8		0.8	0.0	4.2		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		29.0	
HCM 6th LOS		C	

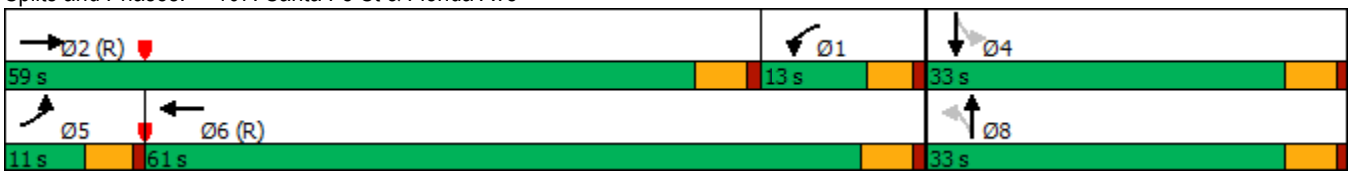
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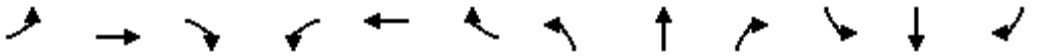
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	20	912	52	853	53	58	23	63
Future Volume (vph)	20	912	52	853	53	58	23	63
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.0	10.0	10.0	10.0
Total Split (s)	11.0	59.0	13.0	61.0	33.0	33.0	33.0	33.0
Total Split (%)	10.5%	56.2%	12.4%	58.1%	31.4%	31.4%	31.4%	31.4%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	6.0	74.4	7.6	80.1	10.1	10.1	10.1	10.1
Actuated g/C Ratio	0.06	0.71	0.07	0.76	0.10	0.10	0.10	0.10
v/c Ratio	0.22	0.44	0.45	0.36	0.57	0.67	0.32	0.59
Control Delay	51.9	8.1	57.6	5.7	65.1	42.3	52.3	45.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.9	8.1	57.6	5.7	65.1	42.3	52.3	45.3
LOS	D	A	E	A	E	D	D	D
Approach Delay		9.0		8.7		49.1		46.6
Approach LOS		A		A		D		D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 14.2	Intersection LOS: B
Intersection Capacity Utilization 59.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 107: Santa Fe St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	912	61	52	853	17	53	58	68	23	63	39
Future Volume (veh/h)	20	912	61	52	853	17	53	58	68	23	63	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	1036	69	59	969	19	60	66	77	26	72	44
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	42	1759	117	382	2553	50	158	104	121	133	143	88
Arrive On Green	0.02	0.51	0.51	0.21	0.71	0.71	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1810	3427	228	1810	3621	71	1285	793	925	1255	1098	671
Grp Volume(v), veh/h	23	546	559	59	483	505	60	0	143	26	0	116
Grp Sat Flow(s),veh/h/ln	1810	1805	1850	1810	1805	1887	1285	0	1718	1255	0	1768
Q Serve(g_s), s	1.3	22.1	22.1	2.8	11.3	11.3	4.8	0.0	8.3	2.1	0.0	6.4
Cycle Q Clear(g_c), s	1.3	22.1	22.1	2.8	11.3	11.3	11.2	0.0	8.3	10.4	0.0	6.4
Prop In Lane	1.00		0.12	1.00		0.04	1.00		0.54	1.00		0.38
Lane Grp Cap(c), veh/h	42	927	950	382	1273	1330	158	0	224	133	0	231
V/C Ratio(X)	0.55	0.59	0.59	0.15	0.38	0.38	0.38	0.00	0.64	0.19	0.00	0.50
Avail Cap(c_a), veh/h	109	927	950	382	1273	1330	333	0	458	304	0	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.69	0.69	0.69	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.7	17.8	17.8	33.8	6.2	6.2	47.7	0.0	43.3	48.2	0.0	42.5
Incr Delay (d2), s/veh	3.3	2.3	2.2	0.0	0.6	0.6	0.6	0.0	1.1	0.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	9.2	9.5	1.2	3.8	4.0	1.5	0.0	3.6	0.7	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.1	20.1	20.0	33.8	6.8	6.8	48.2	0.0	44.4	48.5	0.0	43.1
LnGrp LOS	D	C	C	C	A	A	D	A	D	D	A	D
Approach Vol, veh/h		1128			1047			203			142	
Approach Delay, s/veh		20.7			8.3			45.5			44.1	
Approach LOS		C			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.3	59.0		18.7	7.1	79.1		18.7				
Change Period (Y+Rc), s	5.1	* 5.1		5.0	* 4.7	5.1		5.0				
Max Green Setting (Gmax), s	8.3	* 54		28.0	* 6.3	55.9		28.0				
Max Q Clear Time (g_c+I1), s	4.8	24.1		12.4	3.3	13.3		13.2				
Green Ext Time (p_c), s	0.0	5.0		0.4	0.0	4.3		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		18.9
HCM 6th LOS		B

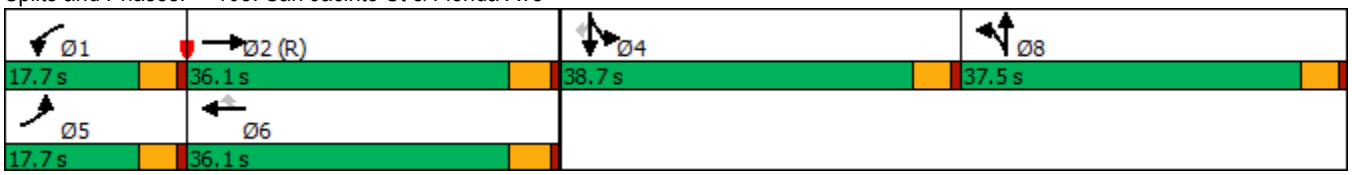
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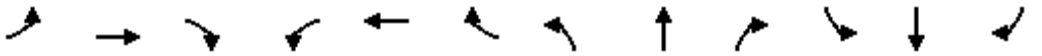
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	194	738	120	638	96	70	247	190	248	167
Future Volume (vph)	194	738	120	638	96	70	247	190	248	167
Turn Type	Prot	NA	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2	1	6		8	8	4	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	9.7	9.7	9.7	9.7	9.7
Total Split (s)	17.7	36.1	17.7	36.1	36.1	37.5	37.5	38.7	38.7	38.7
Total Split (%)	13.6%	27.8%	13.6%	27.8%	27.8%	28.8%	28.8%	29.8%	29.8%	29.8%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	13.0	32.0	12.0	31.0	31.0	32.8	32.8	34.0	34.0	34.0
Actuated g/C Ratio	0.10	0.25	0.09	0.24	0.24	0.25	0.25	0.26	0.26	0.26
v/c Ratio	1.18	0.97	0.80	0.82	0.24	0.17	0.38	0.42	0.63	0.33
Control Delay	174.5	72.2	89.1	55.5	11.2	39.2	38.9	43.3	49.2	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	174.5	72.2	89.1	55.5	11.2	39.2	38.9	43.3	49.2	6.9
LOS	F	E	F	E	B	D	D	D	D	A
Approach Delay		92.6		55.3			38.9		35.9	
Approach LOS		F		E			D		D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 108 (83%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 61.8	Intersection LOS: E
Intersection Capacity Utilization 66.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 108: San Jacinto St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	738	40	120	638	96	70	247	60	190	248	167
Future Volume (veh/h)	194	738	40	120	638	96	70	247	60	190	248	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	213	811	44	132	701	105	77	271	66	209	273	184
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	873	47	157	861	378	457	726	173	473	497	420
Arrive On Green	0.10	0.25	0.25	0.09	0.24	0.24	0.25	0.25	0.25	0.26	0.26	0.26
Sat Flow, veh/h	1810	3468	188	1810	3610	1586	1810	2878	687	1810	1900	1605
Grp Volume(v), veh/h	213	422	433	132	701	105	77	168	169	209	273	184
Grp Sat Flow(s),veh/h/ln	1810	1805	1851	1810	1805	1586	1810	1805	1761	1810	1900	1605
Q Serve(g_s), s	13.0	29.7	29.7	9.3	23.9	7.0	4.3	10.0	10.3	12.5	16.1	12.4
Cycle Q Clear(g_c), s	13.0	29.7	29.7	9.3	23.9	7.0	4.3	10.0	10.3	12.5	16.1	12.4
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	181	454	466	157	861	378	457	455	444	473	497	420
V/C Ratio(X)	1.18	0.93	0.93	0.84	0.81	0.28	0.17	0.37	0.38	0.44	0.55	0.44
Avail Cap(c_a), veh/h	181	454	466	181	861	378	457	455	444	473	497	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	47.5	47.5	58.5	46.8	40.4	38.0	40.1	40.2	40.1	41.4	40.0
Incr Delay (d2), s/veh	119.4	25.7	25.3	23.1	6.1	0.4	0.8	2.3	2.5	3.0	4.3	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.9	16.4	16.8	5.3	11.3	2.8	2.0	4.8	4.8	6.0	8.2	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	177.9	73.2	72.9	81.6	52.8	40.8	38.8	42.4	42.7	43.0	45.7	43.3
LnGrp LOS	F	E	E	F	D	D	D	D	D	D	D	D
Approach Vol, veh/h		1068			938			414			666	
Approach Delay, s/veh		94.0			55.5			41.8			44.2	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	37.8		38.7	17.7	36.1		37.5				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		4.7				
Max Green Setting (Gmax), s	* 13	31.0		* 34	* 13	31.0		32.8				
Max Q Clear Time (g_c+I1), s	11.3	31.7		18.1	15.0	25.9		12.3				
Green Ext Time (p_c), s	0.0	0.0		2.6	0.0	2.2		2.1				

Intersection Summary		
HCM 6th Ctrl Delay		64.5
HCM 6th LOS		E

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

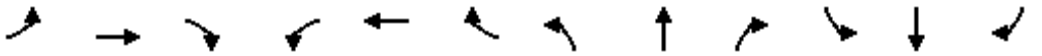
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	19	847	382	279	793	250	31	18	10
Future Volume (vph)	19	847	382	279	793	250	31	18	10
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	62.5	62.5	18.0	69.0	39.5	39.5	39.5	39.5
Total Split (%)	9.6%	52.1%	52.1%	15.0%	57.5%	32.9%	32.9%	32.9%	32.9%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.2	58.5	58.5	14.0	71.9	35.5	35.5		35.5
Actuated g/C Ratio	0.06	0.49	0.49	0.12	0.60	0.30	0.30		0.30
v/c Ratio	0.19	0.51	0.40	1.40	0.39	0.64	0.47		0.13
Control Delay	57.7	22.2	3.0	245.5	13.9	44.9	10.6		18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	57.7	22.2	3.0	245.5	13.9	44.9	10.6		18.3
LOS	E	C	A	F	B	D	B		B
Approach Delay		16.9			73.9		26.5		18.3
Approach LOS		B			E		C		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.40	
Intersection Signal Delay: 39.7	Intersection LOS: D
Intersection Capacity Utilization 69.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 109: Warren Rd & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	847	382	279	793	7	250	31	259	18	10	29
Future Volume (veh/h)	19	847	382	279	793	7	250	31	259	18	10	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	892	402	294	835	7	263	33	273	19	11	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	51	1760	785	211	2112	18	351	52	432	99	66	130
Arrive On Green	0.03	0.49	0.49	0.12	0.58	0.58	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	3610	1610	1810	3669	31	1386	177	1461	203	224	441
Grp Volume(v), veh/h	20	892	402	294	411	431	263	0	306	61	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1894	1386	0	1637	867	0	0
Q Serve(g_s), s	1.3	20.2	20.5	14.0	15.0	15.0	12.4	0.0	19.4	0.7	0.0	0.0
Cycle Q Clear(g_c), s	1.3	20.2	20.5	14.0	15.0	15.0	32.5	0.0	19.4	20.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.89	0.31		0.51
Lane Grp Cap(c), veh/h	51	1760	785	211	1039	1091	351	0	484	296	0	0
V/C Ratio(X)	0.39	0.51	0.51	1.39	0.40	0.40	0.75	0.00	0.63	0.21	0.00	0.00
Avail Cap(c_a), veh/h	113	1760	785	211	1039	1091	351	0	484	296	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	57.3	20.9	21.0	53.0	14.0	14.0	44.0	0.0	36.6	31.8	0.0	0.0
Incr Delay (d2), s/veh	4.7	1.0	2.4	203.0	1.1	1.1	13.6	0.0	6.1	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	8.7	8.1	18.2	6.3	6.6	8.9	0.0	8.6	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	22.0	23.4	256.0	15.1	15.1	57.6	0.0	42.7	33.4	0.0	0.0
LnGrp LOS	E	C	C	F	B	B	E	A	D	C	A	A
Approach Vol, veh/h		1314			1136			569			61	
Approach Delay, s/veh		23.0			77.4			49.6			33.4	
Approach LOS		C			E			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	62.5		39.5	7.4	73.1		39.5				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	58.5		35.5	7.5	65.0		35.5				
Max Q Clear Time (g_c+I1), s	16.0	22.5		22.1	3.3	17.0		34.5				
Green Ext Time (p_c), s	0.0	9.8		0.2	0.0	6.4		0.3				

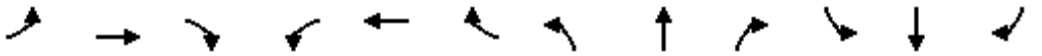
Intersection Summary			
HCM 6th Ctrl Delay		48.2	
HCM 6th LOS		D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	26	24	60	39	80	31	441	107	160	495	6
Future Volume (vph)	2	26	24	60	39	80	31	441	107	160	495	6
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	22.5	22.5	11.5	22.5	22.5	11.5	42.5	42.5	13.5	44.5	44.5
Total Split (%)	12.8%	25.0%	25.0%	12.8%	25.0%	25.0%	12.8%	47.2%	47.2%	15.0%	49.4%	49.4%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.0	7.5	7.5	7.3	12.3	12.3	7.7	50.9	50.9	14.8	63.3	63.3
Actuated g/C Ratio	0.08	0.08	0.08	0.08	0.14	0.14	0.09	0.57	0.57	0.16	0.70	0.70
v/c Ratio	0.01	0.17	0.11	0.43	0.16	0.27	0.22	0.43	0.12	0.57	0.39	0.01
Control Delay	38.5	40.5	0.9	48.8	34.9	6.7	41.5	16.0	3.4	41.8	10.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.5	40.5	0.9	48.8	34.9	6.7	41.5	16.0	3.4	41.8	10.3	0.0
LOS	D	D	A	D	C	A	D	B	A	D	B	A
Approach Delay		22.1			27.0			15.0			17.8	
Approach LOS		C			C			B			B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 18.0	Intersection LOS: B
Intersection Capacity Utilization 52.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 110: Warren Rd & Cottonwood Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	26	24	60	39	80	31	441	107	160	495	6
Future Volume (veh/h)	2	26	24	60	39	80	31	441	107	160	495	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	27	25	63	41	84	33	464	113	168	521	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	7	146	124	112	256	217	79	1098	931	191	1216	1030
Arrive On Green	0.00	0.08	0.08	0.06	0.13	0.13	0.04	0.58	0.58	0.11	0.64	0.64
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	2	27	25	63	41	84	33	464	113	168	521	6
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	0.1	1.2	1.3	3.0	1.7	4.3	1.6	12.3	2.9	8.2	12.2	0.1
Cycle Q Clear(g_c), s	0.1	1.2	1.3	3.0	1.7	4.3	1.6	12.3	2.9	8.2	12.2	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	7	146	124	112	256	217	79	1098	931	191	1216	1030
V/C Ratio(X)	0.29	0.18	0.20	0.56	0.16	0.39	0.42	0.42	0.12	0.88	0.43	0.01
Avail Cap(c_a), veh/h	151	391	331	151	391	331	151	1098	931	191	1216	1030
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	38.9	39.0	41.0	34.4	35.5	41.9	10.6	8.6	39.7	8.0	5.9
Incr Delay (d2), s/veh	21.8	0.6	0.8	4.4	0.3	1.1	3.5	1.2	0.3	34.2	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.6	0.5	1.5	0.8	1.7	0.8	5.1	1.0	5.4	4.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.5	39.5	39.7	45.5	34.7	36.7	45.4	11.8	8.9	73.9	9.1	5.9
LnGrp LOS	E	D	D	D	C	D	D	B	A	E	A	A
Approach Vol, veh/h		54			188			610			695	
Approach Delay, s/veh		40.6			39.2			13.1			24.8	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	56.0	9.6	10.9	7.9	61.6	4.3	16.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.5	38.5	7.5	18.5	7.5	40.5	7.5	18.5
Max Q Clear Time (g_c+I1), s	10.2	14.3	5.0	3.3	3.6	14.2	2.1	6.3
Green Ext Time (p_c), s	0.0	3.4	0.0	0.1	0.0	3.6	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	77.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	63	1	81	61	63	1	482	153	83	457	57
Future Vol, veh/h	27	63	1	81	61	63	1	482	153	83	457	57
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	28	66	1	85	64	66	1	507	161	87	481	60
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

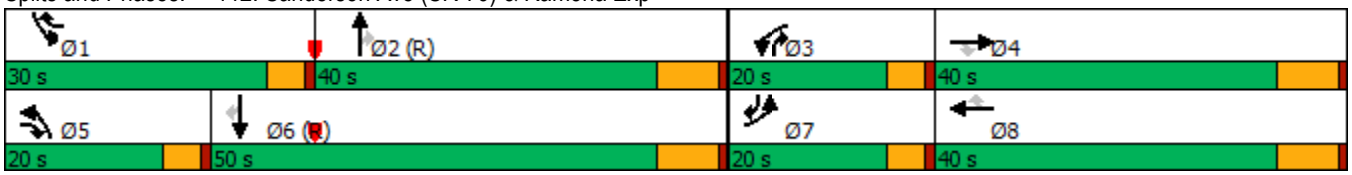
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.1	17.1	99.4	84.4
HCM LOS	B	C	F	F

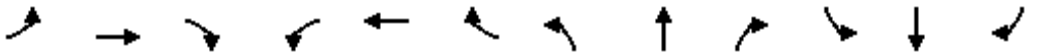
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	30%	40%	14%
Vol Thru, %	76%	69%	30%	77%
Vol Right, %	24%	1%	31%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	636	91	205	597
LT Vol	1	27	81	83
Through Vol	482	63	61	457
RT Vol	153	1	63	57
Lane Flow Rate	669	96	216	628
Geometry Grp	1	1	1	1
Degree of Util (X)	1.122	0.217	0.445	1.074
Departure Headway (Hd)	6.287	8.737	7.902	6.463
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	582	414	460	566
Service Time	4.287	6.737	5.902	4.463
HCM Lane V/C Ratio	1.149	0.232	0.47	1.11
HCM Control Delay	99.4	14.1	17.1	84.4
HCM Lane LOS	F	B	C	F
HCM 95th-tile Q	20.5	0.8	2.2	17.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	395	633	141	28	457	584	110	604	24	775	1149	536
Future Volume (vph)	395	633	141	28	457	584	110	604	24	775	1149	536
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7
Total Split (s)	20.0	40.0	20.0	20.0	40.0	30.0	20.0	40.0	20.0	30.0	50.0	20.0
Total Split (%)	15.4%	30.8%	15.4%	15.4%	30.8%	23.1%	15.4%	30.8%	15.4%	23.1%	38.5%	15.4%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	15.3	33.2	48.9	5.7	21.7	65.3	8.7	33.0	45.7	36.6	60.9	83.2
Actuated g/C Ratio	0.12	0.26	0.38	0.04	0.17	0.50	0.07	0.25	0.35	0.28	0.47	0.64
v/c Ratio	1.00	0.71	0.21	0.19	0.79	0.72	0.49	0.69	0.04	0.82	0.71	0.51
Control Delay	100.8	49.1	4.4	62.5	61.8	27.7	65.4	48.4	0.1	52.0	31.4	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.8	49.1	4.4	62.5	61.8	27.7	65.4	48.4	0.1	52.0	31.4	11.2
LOS	F	D	A	E	E	C	E	D	A	D	C	B
Approach Delay		61.2			43.2			49.3			33.5	
Approach LOS		E			D			D			C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 54.5 (42%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 43.5	Intersection LOS: D
Intersection Capacity Utilization 82.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 112: Sanderson Ave (SR-79) & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	395	633	141	28	457	584	110	604	24	775	1149	536
Future Volume (veh/h)	395	633	141	28	457	584	110	604	24	775	1149	536
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	411	659	147	29	476	608	115	629	25	807	1197	558
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	413	1251	635	88	916	722	168	916	449	683	1447	835
Arrive On Green	0.12	0.35	0.35	0.02	0.25	0.25	0.05	0.25	0.25	0.19	0.40	0.40
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	411	659	147	29	476	608	115	629	25	807	1197	558
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	15.2	19.0	7.9	1.1	14.7	33.0	4.2	20.5	1.5	25.3	38.6	33.2
Cycle Q Clear(g_c), s	15.2	19.0	7.9	1.1	14.7	33.0	4.2	20.5	1.5	25.3	38.6	33.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	413	1251	635	88	916	722	168	916	449	683	1447	835
V/C Ratio(X)	0.99	0.53	0.23	0.33	0.52	0.84	0.69	0.69	0.06	1.18	0.83	0.67
Avail Cap(c_a), veh/h	413	1251	635	413	916	722	413	916	449	683	1447	835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	34.0	26.2	62.3	41.7	31.8	60.9	43.8	34.3	52.3	34.9	23.1
Incr Delay (d2), s/veh	42.8	0.2	0.1	0.8	0.2	8.4	1.9	4.2	0.2	96.1	5.6	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	8.4	3.1	0.5	6.6	18.3	1.9	9.7	0.6	20.2	17.9	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.1	34.2	26.3	63.1	41.9	40.2	62.8	48.0	34.6	148.5	40.5	27.3
LnGrp LOS	F	C	C	E	D	D	E	D	C	F	D	C
Approach Vol, veh/h		1217			1113			769			2562	
Approach Delay, s/veh		55.5			41.5			49.8			71.6	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	40.0	7.9	52.1	10.9	59.1	20.0	40.0
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0
Max Green Setting (Gmax), s	* 25	33.0	* 15	33.0	* 15	43.0	* 15	33.0
Max Q Clear Time (g_c+I1), s	27.3	22.5	3.1	21.0	6.2	40.6	17.2	35.0
Green Ext Time (p_c), s	0.0	2.3	0.0	2.7	0.1	1.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	59.3
HCM 6th LOS	E

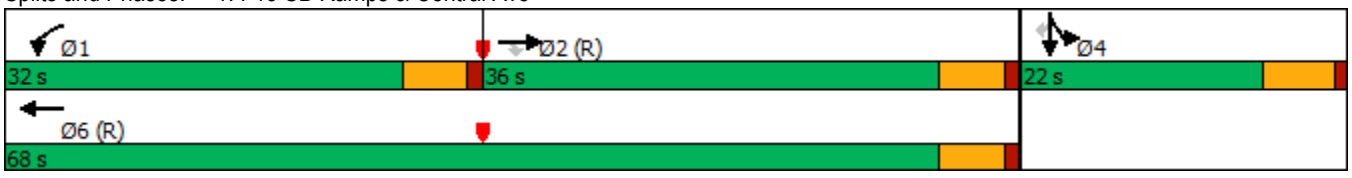
Notes

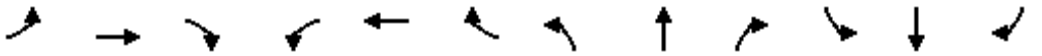
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	880	541	691	1395	442	0	212
Future Volume (vph)	880	541	691	1395	442	0	212
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.4	10.4	10.4	10.4	10.8	10.8	10.8
Total Split (s)	36.0	36.0	32.0	68.0	22.0	22.0	22.0
Total Split (%)	40.0%	40.0%	35.6%	75.6%	24.4%	24.4%	24.4%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.8	5.8	5.8
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	35.7	35.7	22.6	63.7	15.1	15.1	15.1
Actuated g/C Ratio	0.40	0.40	0.25	0.71	0.17	0.17	0.17
v/c Ratio	0.45	0.63	0.83	0.57	0.86	0.68	0.60
Control Delay	21.7	9.3	31.8	2.3	63.9	31.5	26.0
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0	0.0
Total Delay	21.7	9.3	31.8	2.9	63.9	31.5	26.0
LOS	C	A	C	A	E	C	C
Approach Delay	17.0			12.4		41.5	
Approach LOS	B			B		D	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 18.5	Intersection LOS: B
Intersection Capacity Utilization 81.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: I-15 SB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	880	541	691	1395	0	0	0	0	442	0	212
Future Volume (veh/h)	0	880	541	691	1395	0	0	0	0	442	0	212
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	926	569	727	1468	0				534	0	149
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2133	662	826	2551	0				611	0	272
Arrive On Green	0.00	0.41	0.41	0.16	0.47	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	5358	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	926	569	727	1468	0				534	0	149
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	11.5	29.0	18.2	26.5	0.0				12.9	0.0	7.6
Cycle Q Clear(g_c), s	0.0	11.5	29.0	18.2	26.5	0.0				12.9	0.0	7.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2133	662	826	2551	0				611	0	272
V/C Ratio(X)	0.00	0.43	0.86	0.88	0.58	0.00				0.87	0.00	0.55
Avail Cap(c_a), veh/h	0	2133	662	1038	2551	0				651	0	290
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.62	0.62	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	19.0	24.1	36.7	13.9	0.0				36.5	0.0	34.2
Incr Delay (d2), s/veh	0.0	0.6	13.7	4.1	0.6	0.0				11.3	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.4	12.5	8.4	11.3	0.0				6.5	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.6	37.8	40.8	14.5	0.0				47.8	0.0	35.1
LnGrp LOS	A	B	D	D	B	A				D	A	D
Approach Vol, veh/h		1495			2195						683	
Approach Delay, s/veh		26.5			23.2						45.0	
Approach LOS		C			C						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	26.6	42.4		21.0		69.0
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4
Max Green Setting (Gmax), s	26.6	30.6		16.2		62.6
Max Q Clear Time (g_c+I1), s	20.2	31.0		14.9		28.5
Green Ext Time (p_c), s	1.0	0.0		0.3		8.6

Intersection Summary		
HCM 6th Ctrl Delay		27.8
HCM 6th LOS		C

Notes

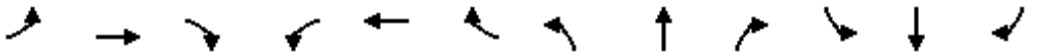
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	87	1235	1622	625	465	3	551
Future Volume (vph)	87	1235	1622	625	465	3	551
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.1	10.8	10.8	10.8	10.8	10.8	10.8
Total Split (s)	16.0	61.0	45.0	45.0	29.0	29.0	29.0
Total Split (%)	17.8%	67.8%	50.0%	50.0%	32.2%	32.2%	32.2%
Yellow Time (s)	4.1	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.8	5.8	5.8	5.8	5.8	5.8
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	8.6	56.3	44.6	44.6	22.1	22.1	22.1
Actuated g/C Ratio	0.10	0.63	0.50	0.50	0.25	0.25	0.25
v/c Ratio	0.54	0.41	0.68	0.60	0.90	0.87	0.78
Control Delay	46.6	18.5	8.8	3.3	59.1	49.1	35.8
Queue Delay	0.0	0.0	2.8	1.6	0.0	0.0	0.0
Total Delay	46.6	18.5	11.6	4.9	59.1	49.1	35.8
LOS	D	B	B	A	E	D	D
Approach Delay		20.4	9.7			48.3	
Approach LOS		C	A			D	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 7 (8%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 21.4	Intersection LOS: C
Intersection Capacity Utilization 81.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: I-15 NB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	1235	0	0	1622	625	465	3	551	0	0	0
Future Volume (veh/h)	87	1235	0	0	1622	625	465	3	551	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	94	1328	0	0	1744	672	700	0	380			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	119	3198	0	0	2562	793	921	0	410			
Arrive On Green	0.13	1.00	0.00	0.00	0.33	0.33	0.25	0.00	0.25			
Sat Flow, veh/h	1810	5358	0	0	5358	1605	3619	0	1610			
Grp Volume(v), veh/h	94	1328	0	0	1744	672	700	0	380			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1605	1810	0	1610			
Q Serve(g_s), s	4.5	0.0	0.0	0.0	26.1	35.0	16.1	0.0	20.7			
Cycle Q Clear(g_c), s	4.5	0.0	0.0	0.0	26.1	35.0	16.1	0.0	20.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	119	3198	0	0	2562	793	921	0	410			
V/C Ratio(X)	0.79	0.42	0.00	0.00	0.68	0.85	0.76	0.00	0.93			
Avail Cap(c_a), veh/h	219	3198	0	0	2562	793	933	0	415			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00			
Upstream Filter(I)	0.83	0.83	0.00	0.00	0.44	0.44	1.00	0.00	1.00			
Uniform Delay (d), s/veh	38.5	0.0	0.0	0.0	24.0	27.0	31.0	0.0	32.7			
Incr Delay (d2), s/veh	3.6	0.3	0.0	0.0	0.7	5.2	3.2	0.0	26.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.0	0.1	0.0	0.0	11.0	14.7	7.2	0.0	10.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	0.3	0.0	0.0	24.6	32.1	34.3	0.0	59.0			
LnGrp LOS	D	A	A	A	C	C	C	A	E			
Approach Vol, veh/h		1422			2416			1080				
Approach Delay, s/veh		3.1			26.7			43.0				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		61.3			11.0	50.3		28.7				
Change Period (Y+Rc), s		5.8			5.1	5.8		5.8				
Max Green Setting (Gmax), s		55.2			10.9	39.2		23.2				
Max Q Clear Time (g_c+I1), s		2.0			6.5	37.0		22.7				
Green Ext Time (p_c), s		7.4			0.0	1.8		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	23.5
HCM 6th LOS	C

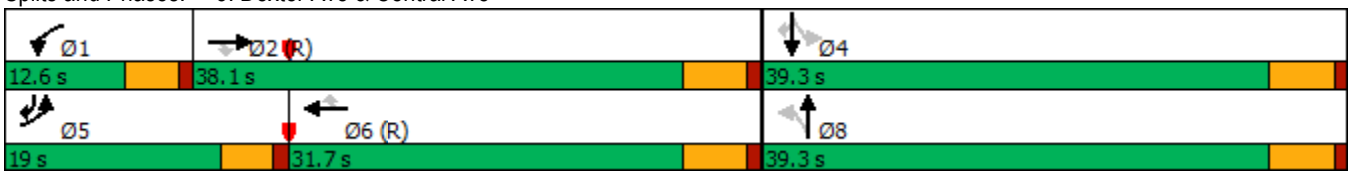
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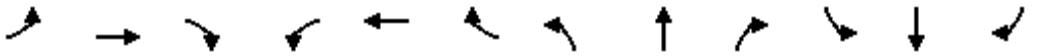
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	367	1249	170	91	1641	181	153	196	64	144	452
Future Volume (vph)	367	1249	170	91	1641	181	153	196	64	144	452
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	7.0	7.0	10.0	10.0	9.0	9.0	5.0
Minimum Split (s)	9.6	11.3	11.3	9.6	12.3	12.3	15.3	15.3	14.3	14.3	9.6
Total Split (s)	19.0	38.1	38.1	12.6	31.7	31.7	39.3	39.3	39.3	39.3	19.0
Total Split (%)	21.1%	42.3%	42.3%	14.0%	35.2%	35.2%	43.7%	43.7%	43.7%	43.7%	21.1%
Yellow Time (s)	3.6	4.3	4.3	3.6	4.3	4.3	4.3	4.3	4.3	4.3	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.3	5.3	4.6	5.3	5.3	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None
Act Effct Green (s)	14.4	35.3	35.3	7.5	26.4	26.4	34.0	34.0	34.0	34.0	53.7
Actuated g/C Ratio	0.16	0.39	0.39	0.08	0.29	0.29	0.38	0.38	0.38	0.38	0.60
v/c Ratio	1.43	0.69	0.26	0.68	0.96	0.33	0.37	0.41	0.20	0.23	0.52
Control Delay	247.2	11.1	1.7	51.1	47.0	11.7	23.1	21.3	20.9	20.1	12.3
Queue Delay	0.0	0.6	0.0	0.0	34.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	247.2	11.6	1.7	51.1	81.6	11.7	23.1	21.3	20.9	20.1	12.3
LOS	F	B	A	D	F	B	C	C	C	C	B
Approach Delay		59.1			73.5			22.0		14.9	
Approach LOS		E			E			C		B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.43	
Intersection Signal Delay: 55.6	Intersection LOS: E
Intersection Capacity Utilization 82.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Dexter Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	367	1249	170	91	1641	181	153	196	58	64	144	452
Future Volume (veh/h)	367	1249	170	91	1641	181	153	196	58	64	144	452
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	412	1403	191	102	1844	203	172	220	65	72	162	508
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	290	1979	614	130	1917	471	329	532	157	372	718	865
Arrive On Green	0.21	0.51	0.51	0.07	0.29	0.29	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1810	5187	1608	1810	6536	1607	779	1408	416	1111	1900	1608
Grp Volume(v), veh/h	412	1403	191	102	1844	203	172	0	285	72	162	508
Grp Sat Flow(s),veh/h/ln	1810	1729	1608	1810	1634	1607	779	0	1824	1111	1900	1608
Q Serve(g_s), s	14.4	18.7	6.3	5.0	25.0	9.2	17.3	0.0	10.4	4.6	5.2	19.2
Cycle Q Clear(g_c), s	14.4	18.7	6.3	5.0	25.0	9.2	22.6	0.0	10.4	15.0	5.2	19.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	290	1979	614	130	1917	471	329	0	689	372	718	865
V/C Ratio(X)	1.42	0.71	0.31	0.79	0.96	0.43	0.52	0.00	0.41	0.19	0.23	0.59
Avail Cap(c_a), veh/h	290	1979	614	161	1917	471	329	0	689	372	718	865
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	18.3	15.2	41.1	31.3	25.7	26.7	0.0	20.6	26.2	19.0	14.1
Incr Delay (d2), s/veh	207.1	1.9	1.1	14.5	13.3	2.9	5.8	0.0	1.8	1.2	0.7	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.3	6.1	2.2	2.7	11.0	3.7	3.5	0.0	4.4	1.3	2.3	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	242.5	20.2	16.4	55.6	44.6	28.6	32.6	0.0	22.5	27.3	19.8	17.0
LnGrp LOS	F	C	B	E	D	C	C	A	C	C	B	B
Approach Vol, veh/h		2006			2149			457			742	
Approach Delay, s/veh		65.5			43.6			26.3			18.6	
Approach LOS		E			D			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	39.6		39.3	19.0	31.7		39.3				
Change Period (Y+Rc), s	4.6	5.3		5.3	4.6	5.3		5.3				
Max Green Setting (Gmax), s	8.0	32.8		34.0	14.4	26.4		34.0				
Max Q Clear Time (g_c+I1), s	7.0	20.7		21.2	16.4	27.0		24.6				
Green Ext Time (p_c), s	0.0	5.6		1.4	0.0	0.0		1.3				

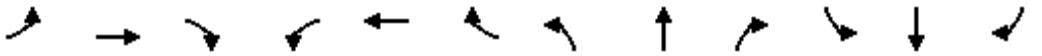
Intersection Summary												
HCM 6th Ctrl Delay			46.9									
HCM 6th LOS			D									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	132	1166	30	77	1628	114	75	30	128	49
Future Volume (vph)	132	1166	30	77	1628	114	75	30	128	49
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	NA
Protected Phases	5	2	3	1	6		3	8		4
Permitted Phases			2			6			4	
Detector Phase	5	2	3	1	6	6	3	8	4	4
Switch Phase										
Minimum Initial (s)	6.0	15.0	6.0	6.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	21.0	10.0	10.6	21.0	21.0	10.0	10.9	10.9	10.9
Total Split (s)	10.6	49.9	10.0	14.1	53.4	53.4	10.0	26.0	16.0	16.0
Total Split (%)	11.8%	55.4%	11.1%	15.7%	59.3%	59.3%	11.1%	28.9%	17.8%	17.8%
Yellow Time (s)	3.6	5.0	3.0	3.6	5.0	5.0	3.0	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.0	4.6	6.0	6.0	4.0	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	Max	Max	Max
Act Effct Green (s)	6.0	47.4	55.4	8.1	47.4	47.4	6.0	21.1	13.1	13.1
Actuated g/C Ratio	0.07	0.53	0.62	0.09	0.53	0.53	0.07	0.23	0.15	0.15
v/c Ratio	0.62	0.67	0.03	0.52	0.94	0.14	0.68	0.10	0.73	0.47
Control Delay	62.5	6.7	0.0	36.1	38.2	6.6	70.2	14.5	62.5	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.5	6.7	0.0	36.1	38.2	6.6	70.2	14.5	62.5	23.6
LOS	E	A	A	D	D	A	E	B	E	C
Approach Delay		12.1			36.1			43.2		42.4
Approach LOS		B			D			D		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 27.9	Intersection LOS: C
Intersection Capacity Utilization 79.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Cambern Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	1166	30	77	1628	114	75	30	40	128	49	88
Future Volume (veh/h)	132	1166	30	77	1628	114	75	30	40	128	49	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	145	1281	33	85	1789	125	82	33	44	141	54	97
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	228	1924	941	109	1908	839	106	423	376	256	80	143
Arrive On Green	0.06	0.53	0.53	0.08	0.70	0.70	0.06	0.23	0.23	0.13	0.13	0.13
Sat Flow, veh/h	3510	3610	1589	1810	3610	1587	1810	1805	1604	1335	606	1089
Grp Volume(v), veh/h	145	1281	33	85	1789	125	82	33	44	141	0	151
Grp Sat Flow(s),veh/h/ln	1755	1805	1589	1810	1805	1587	1810	1805	1604	1335	0	1695
Q Serve(g_s), s	3.6	23.1	0.8	4.1	38.9	2.4	4.0	1.3	1.9	9.2	0.0	7.6
Cycle Q Clear(g_c), s	3.6	23.1	0.8	4.1	38.9	2.4	4.0	1.3	1.9	9.2	0.0	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	228	1924	941	109	1908	839	106	423	376	256	0	223
V/C Ratio(X)	0.64	0.67	0.04	0.78	0.94	0.15	0.78	0.08	0.12	0.55	0.00	0.68
Avail Cap(c_a), veh/h	234	1924	941	191	1908	839	121	423	376	256	0	223
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.10	0.10	0.10	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.0	15.2	7.7	40.8	12.1	6.7	41.8	26.9	27.1	37.9	0.0	37.2
Incr Delay (d2), s/veh	4.1	1.8	0.1	0.5	1.4	0.0	20.3	0.4	0.6	8.3	0.0	15.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	8.1	0.2	1.7	6.7	0.7	2.3	0.6	0.8	3.5	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	17.1	7.7	41.3	13.4	6.7	62.1	27.2	27.8	46.2	0.0	52.5
LnGrp LOS	D	B	A	D	B	A	E	C	C	D	A	D
Approach Vol, veh/h		1459			1999			159			292	
Approach Delay, s/veh		19.6			14.2			45.4			49.5	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	54.0	9.2	16.8	10.4	53.6		26.0				
Change Period (Y+Rc), s	4.6	6.0	4.0	4.9	4.6	6.0		4.9				
Max Green Setting (Gmax), s	9.5	43.9	6.0	11.1	6.0	47.4		21.1				
Max Q Clear Time (g_c+I1), s	6.1	25.1	6.0	11.2	5.6	40.9		3.9				
Green Ext Time (p_c), s	0.0	5.3	0.0	0.0	0.0	4.3		0.2				

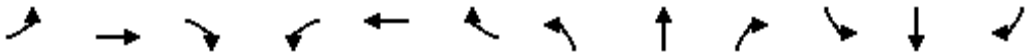
Intersection Summary	
HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	9	1293	25	1752	38	14	106	15
Future Volume (vph)	9	1293	25	1752	38	14	106	15
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	11.8	9.6	11.8	9.6	9.6	9.6	9.6
Total Split (s)	20.0	40.0	20.0	40.0	30.0	30.0	30.0	30.0
Total Split (%)	22.2%	44.4%	22.2%	44.4%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.6	5.8	3.6	5.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.3	48.5	6.0	51.0		25.4		25.4
Actuated g/C Ratio	0.06	0.54	0.07	0.57		0.28		0.28
v/c Ratio	0.09	0.73	0.22	1.00		0.20		0.39
Control Delay	48.6	17.6	43.7	39.7		17.1		27.3
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	48.6	17.6	43.7	39.7		17.1		27.3
LOS	D	B	D	D		B		C
Approach Delay		17.8		39.8		17.1		27.3
Approach LOS		B		D		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 51 (57%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 30.3	Intersection LOS: C
Intersection Capacity Utilization 76.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Conard Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1293	31	25	1752	143	38	14	35	106	15	28
Future Volume (veh/h)	9	1293	31	25	1752	143	38	14	35	106	15	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	1376	33	27	1864	152	40	15	37	113	16	30
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	22	1847	44	49	1783	143	233	96	183	359	55	80
Arrive On Green	0.00	0.17	0.17	0.03	0.53	0.53	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	3603	86	1810	3378	271	622	341	648	1029	194	284
Grp Volume(v), veh/h	10	689	720	27	982	1034	92	0	0	159	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1884	1810	1805	1844	1611	0	0	1507	0	0
Q Serve(g_s), s	0.5	32.6	32.7	1.3	47.5	47.5	0.0	0.0	0.0	3.4	0.0	0.0
Cycle Q Clear(g_c), s	0.5	32.6	32.7	1.3	47.5	47.5	3.5	0.0	0.0	6.9	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.15	0.43		0.40	0.71		0.19
Lane Grp Cap(c), veh/h	22	925	966	49	953	973	512	0	0	494	0	0
V/C Ratio(X)	0.45	0.74	0.75	0.55	1.03	1.06	0.18	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	310	925	966	310	953	973	512	0	0	494	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.5	31.8	31.8	43.2	21.3	21.3	24.5	0.0	0.0	25.5	0.0	0.0
Incr Delay (d2), s/veh	3.6	3.7	3.6	3.5	37.4	46.8	0.8	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	16.3	17.0	0.6	25.7	28.8	1.6	0.0	0.0	2.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.1	35.5	35.4	46.7	58.7	68.1	25.2	0.0	0.0	27.2	0.0	0.0
LnGrp LOS	D	D	D	D	F	F	C	A	A	C	A	A
Approach Vol, veh/h		1419			2043			92			159	
Approach Delay, s/veh		35.5			63.3			25.2			27.2	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	52.9		30.0	5.7	54.3		30.0				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	15.4	33.2		25.4	15.4	33.2		25.4				
Max Q Clear Time (g_c+I1), s	3.3	34.7		8.9	2.5	49.5		5.5				
Green Ext Time (p_c), s	0.0	0.0		0.5	0.0	0.0		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			50.2									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	32	1259	1677	90	32	53
Future Vol, veh/h	32	1259	1677	90	32	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	35	1368	1823	98	35	58

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1921	0	-	0	2489	961
Stage 1	-	-	-	-	1872	-
Stage 2	-	-	-	-	617	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	312	-	-	-	36	260
Stage 1	-	-	-	-	108	-
Stage 2	-	-	-	-	474	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	312	-	-	-	~ 32	260
Mov Cap-2 Maneuver	-	-	-	-	80	-
Stage 1	-	-	-	-	96	-
Stage 2	-	-	-	-	474	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	69.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	312	-	-	-	141
HCM Lane V/C Ratio	0.111	-	-	-	0.655
HCM Control Delay (s)	18	-	-	-	69.3
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	3.6

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1081	8	1464	346	7
Future Volume (vph)	1081	8	1464	346	7
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	8	
Permitted Phases					8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.9	10.3	11.9	10.3	10.3
Total Split (s)	50.0	20.0	70.0	30.0	30.0
Total Split (%)	50.0%	20.0%	70.0%	30.0%	30.0%
Yellow Time (s)	5.9	4.3	5.9	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	5.3	6.9	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	40.8	5.3	42.8	25.1	25.1
Actuated g/C Ratio	0.51	0.07	0.53	0.31	0.31
v/c Ratio	0.73	0.08	0.81	0.34	0.01
Control Delay	18.2	41.1	18.8	24.2	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.2	41.1	18.8	24.2	14.7
LOS	B	D	B	C	B
Approach Delay	18.2		18.9	24.0	
Approach LOS	B		B	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 80.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 19.2	Intersection LOS: B
Intersection Capacity Utilization 60.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Riverside St & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1081	162	8	1464	346	7
Future Volume (veh/h)	1081	162	8	1464	346	7
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1150	172	9	1557	368	7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1459	218	20	1951	1080	495
Arrive On Green	0.46	0.46	0.01	0.54	0.31	0.31
Sat Flow, veh/h	3246	470	1810	3705	3510	1610
Grp Volume(v), veh/h	657	665	9	1557	368	7
Grp Sat Flow(s),veh/h/ln	1805	1815	1810	1805	1755	1610
Q Serve(g_s), s	24.7	24.9	0.4	28.0	6.5	0.2
Cycle Q Clear(g_c), s	24.7	24.9	0.4	28.0	6.5	0.2
Prop In Lane		0.26	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	836	841	20	1951	1080	495
V/C Ratio(X)	0.79	0.79	0.44	0.80	0.34	0.01
Avail Cap(c_a), veh/h	969	974	331	2836	1080	495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	18.3	39.4	14.9	21.5	19.3
Incr Delay (d2), s/veh	3.8	3.9	5.4	1.1	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	9.3	0.2	8.8	2.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.0	22.1	44.9	16.0	22.4	19.4
LnGrp LOS	C	C	D	B	C	B
Approach Vol, veh/h	1322			1566	375	
Approach Delay, s/veh	22.1			16.1	22.3	
Approach LOS	C			B	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.2	44.1				50.3	30.0
Change Period (Y+Rc), s	5.3	6.9				6.9	5.3
Max Green Setting (Gmax), s	14.7	43.1				63.1	24.7
Max Q Clear Time (g_c+I1), s	2.4	26.9				30.0	8.5
Green Ext Time (p_c), s	0.0	7.2				13.4	0.6

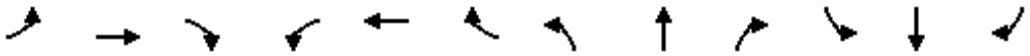
Intersection Summary			
HCM 6th Ctrl Delay		19.2	
HCM 6th LOS		B	

Lane Group	EBT	WBL	WBT	NBL	NBT	Ø4
Lane Configurations						
Traffic Volume (vph)	1043	70	1391	18	0	
Future Volume (vph)	1043	70	1391	18	0	
Turn Type	NA	Prot	NA	Perm	NA	
Protected Phases	2	1	6		8	4
Permitted Phases				8		
Detector Phase	2	1	6	8	8	
Switch Phase						
Minimum Initial (s)	6.0	4.0	6.0	5.0	5.0	5.0
Minimum Split (s)	13.4	9.4	13.4	11.2	11.2	9.6
Total Split (s)	50.0	25.0	75.0	25.0	25.0	25.0
Total Split (%)	50.0%	25.0%	75.0%	25.0%	25.0%	25%
Yellow Time (s)	5.9	4.4	5.9	5.2	5.2	3.6
All-Red Time (s)	1.5	1.0	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.4	5.4	7.4		6.2	
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	32.4	7.7	43.1		19.2	
Actuated g/C Ratio	0.43	0.10	0.57		0.25	
v/c Ratio	0.74	0.40	0.73		0.20	
Control Delay	22.3	41.5	14.0		6.5	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	22.3	41.5	14.0		6.5	
LOS	C	D	B		A	
Approach Delay	22.3		15.3		6.5	
Approach LOS	C		B		A	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 76.2	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 17.8	Intersection LOS: B
Intersection Capacity Utilization 55.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Wasson Canyon Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1043	22	70	1391	0	18	0	71	0	0	0
Future Volume (veh/h)	0	1043	22	70	1391	0	18	0	71	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	1110	23	74	1480	0	19	0	76	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	1471	30	96	1928	0	116	33	359	0	531	0
Arrive On Green	0.00	0.41	0.41	0.05	0.53	0.00	0.28	0.00	0.28	0.00	0.00	0.00
Sat Flow, veh/h	0	3712	75	1810	3705	0	204	117	1283	0	1900	0
Grp Volume(v), veh/h	0	554	579	74	1480	0	95	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1805	1887	1810	1805	0	1604	0	0	0	1900	0
Q Serve(g_s), s	0.0	19.2	19.2	2.9	23.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	19.2	19.2	2.9	23.6	0.0	3.2	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.04	1.00		0.00	0.20		0.80	0.00		0.00
Lane Grp Cap(c), veh/h	0	734	767	96	1928	0	508	0	0	0	531	0
V/C Ratio(X)	0.00	0.75	0.75	0.77	0.77	0.00	0.19	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	1054	1101	486	3344	0	508	0	0	0	531	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	18.5	18.5	34.1	13.4	0.0	20.1	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.9	1.8	4.8	0.7	0.0	0.8	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.8	7.1	1.3	7.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.4	20.3	38.9	14.1	0.0	20.9	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	C	C	D	B	A	C	A	A	A	A	A
Approach Vol, veh/h		1133			1554			95			0	
Approach Delay, s/veh		20.4			15.3			20.9			0.0	
Approach LOS		C			B			C				

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.3	37.1		26.6		46.4		26.6				
Change Period (Y+Rc), s	5.4	7.4		* 6.2		7.4		6.2				
Max Green Setting (Gmax), s	19.6	42.6		* 20		67.6		18.8				
Max Q Clear Time (g_c+I1), s	4.9	21.2		0.0		25.6		5.2				
Green Ext Time (p_c), s	0.1	6.5		0.0		13.3		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			17.5									
HCM 6th LOS			B									

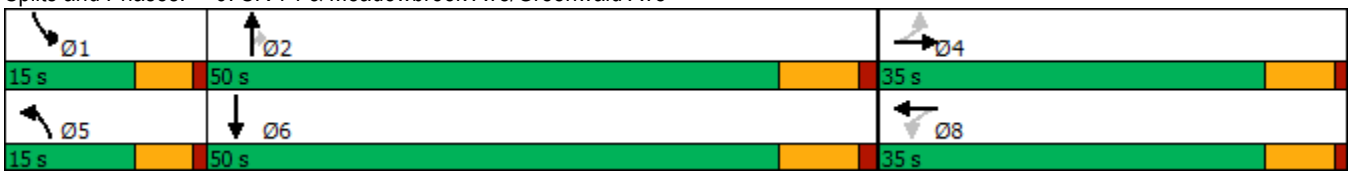
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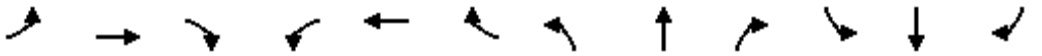
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	69	14	316	12	18	968	120	42	1098
Future Volume (vph)	69	14	316	12	18	968	120	42	1098
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.2	11.2	11.2	11.2	9.4	13.4	13.4	9.4	13.4
Total Split (s)	35.0	35.0	35.0	35.0	15.0	50.0	50.0	15.0	50.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	15.0%	50.0%	50.0%	15.0%	50.0%
Yellow Time (s)	5.2	5.2	5.2	5.2	4.4	5.9	5.9	4.4	5.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	5.4	7.4	7.4	5.4	7.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	24.7	24.7	24.7	24.7	5.6	43.4	43.4	6.8	46.3
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.06	0.49	0.49	0.08	0.52
v/c Ratio	0.20	0.12	0.88	0.22	0.17	0.57	0.15	0.32	0.63
Control Delay	27.6	11.8	56.3	8.3	47.0	20.1	3.8	48.5	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.6	11.8	56.3	8.3	47.0	20.1	3.8	48.5	18.9
LOS	C	B	E	A	D	C	A	D	B
Approach Delay		20.4		43.9		18.8			19.9
Approach LOS		C		D		B			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 89.2	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 23.1	Intersection LOS: C
Intersection Capacity Utilization 70.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: SR-74 & Meadowbrook Ave/Greenwald Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	14	43	316	12	98	18	968	120	42	1098	25
Future Volume (veh/h)	69	14	43	316	12	98	18	968	120	42	1098	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	15	45	329	12	102	19	1008	125	44	1144	26
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	385	121	362	437	50	422	30	1699	758	56	1750	40
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.02	0.47	0.47	0.03	0.48	0.48
Sat Flow, veh/h	1299	419	1256	1364	172	1464	1810	3610	1610	1810	3608	82
Grp Volume(v), veh/h	72	0	60	329	0	114	19	1008	125	44	572	598
Grp Sat Flow(s),veh/h/ln	1299	0	1674	1364	0	1636	1810	1805	1610	1810	1805	1885
Q Serve(g_s), s	4.1	0.0	2.4	21.2	0.0	4.8	0.9	18.6	4.0	2.2	21.6	21.6
Cycle Q Clear(g_c), s	8.9	0.0	2.4	23.6	0.0	4.8	0.9	18.6	4.0	2.2	21.6	21.6
Prop In Lane	1.00		0.75	1.00		0.89	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	385	0	483	437	0	472	30	1699	758	56	875	914
V/C Ratio(X)	0.19	0.00	0.12	0.75	0.00	0.24	0.63	0.59	0.16	0.78	0.65	0.65
Avail Cap(c_a), veh/h	424	0	533	477	0	521	192	1699	758	192	875	914
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	23.8	32.5	0.0	24.6	44.2	17.6	13.7	43.5	17.6	17.6
Incr Delay (d2), s/veh	0.2	0.0	0.1	5.7	0.0	0.2	7.6	1.5	0.5	8.6	3.8	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.9	7.5	0.0	1.9	0.5	6.9	1.4	1.1	8.4	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	0.0	23.9	38.2	0.0	24.8	51.8	19.1	14.2	52.1	21.4	21.2
LnGrp LOS	C	A	C	D	A	C	D	B	B	D	C	C
Approach Vol, veh/h		132			443			1152			1214	
Approach Delay, s/veh		26.2			34.8			19.1			22.4	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	50.0		32.3	6.9	51.3		32.3				
Change Period (Y+Rc), s	5.4	7.4		6.2	5.4	7.4		6.2				
Max Green Setting (Gmax), s	9.6	42.6		28.8	9.6	42.6		28.8				
Max Q Clear Time (g_c+I1), s	4.2	20.6		10.9	2.9	23.6		25.6				
Green Ext Time (p_c), s	0.0	4.2		0.4	0.0	6.5		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			23.2									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	39	1120	6	18	1152
Future Vol, veh/h	10	39	1120	6	18	1152
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	230	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	41	1167	6	19	1200

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1808	587	0	0	1173	0
Stage 1	1170	-	-	-	-	-
Stage 2	638	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	72	458	-	-	603	-
Stage 1	261	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	70	458	-	-	603	-
Mov Cap-2 Maneuver	183	-	-	-	-	-
Stage 1	261	-	-	-	-	-
Stage 2	478	-	-	-	-	-

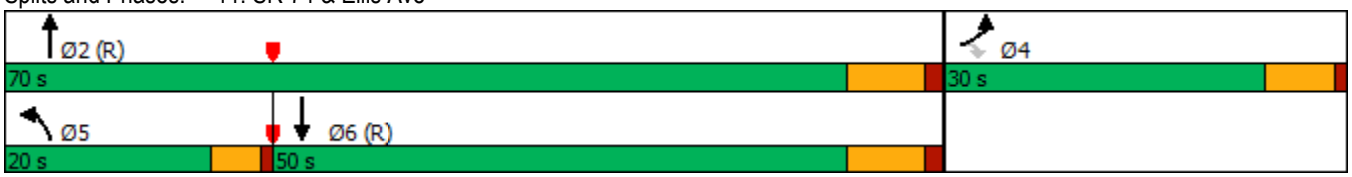
Approach	WB	NB	SB
HCM Control Delay, s	17	0	0.2
HCM LOS	C		

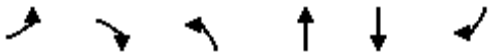
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	351	603	-
HCM Lane V/C Ratio	-	-	0.145	0.031	-
HCM Control Delay (s)	-	-	17	11.2	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	273	78	68	842	813
Future Volume (vph)	273	78	68	842	813
Turn Type	Prot	Perm	Prot	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	4.0	6.0	6.0
Minimum Split (s)	11.2	11.2	8.6	13.4	13.4
Total Split (s)	30.0	30.0	20.0	70.0	50.0
Total Split (%)	30.0%	30.0%	20.0%	70.0%	50.0%
Yellow Time (s)	5.2	5.2	3.6	5.9	5.9
All-Red Time (s)	1.0	1.0	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	4.6	7.4	7.4
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	20.4	20.4	8.6	66.0	54.7
Actuated g/C Ratio	0.20	0.20	0.09	0.66	0.55
v/c Ratio	0.82	0.24	0.49	0.39	0.61
Control Delay	56.4	16.6	53.6	8.8	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	56.4	16.6	53.6	8.8	18.2
LOS	E	B	D	A	B
Approach Delay	47.5			12.2	18.2
Approach LOS	D			B	B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 20.3	Intersection LOS: C
Intersection Capacity Utilization 64.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 11: SR-74 & Ellis Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	273	78	68	842	813	251
Future Volume (veh/h)	273	78	68	842	813	251
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	303	87	76	936	903	279
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	340	303	98	2440	1564	482
Arrive On Green	0.19	0.19	0.05	0.68	0.58	0.58
Sat Flow, veh/h	1810	1610	1810	3705	2812	837
Grp Volume(v), veh/h	303	87	76	936	599	583
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1749
Q Serve(g_s), s	16.3	4.6	4.1	11.3	21.1	21.2
Cycle Q Clear(g_c), s	16.3	4.6	4.1	11.3	21.1	21.2
Prop In Lane	1.00	1.00	1.00			0.48
Lane Grp Cap(c), veh/h	340	303	98	2440	1039	1007
V/C Ratio(X)	0.89	0.29	0.77	0.38	0.58	0.58
Avail Cap(c_a), veh/h	431	383	279	2440	1039	1007
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.50	0.50
Uniform Delay (d), s/veh	39.6	34.8	46.7	7.1	13.5	13.5
Incr Delay (d2), s/veh	16.2	0.4	4.8	0.5	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	4.4	1.9	3.3	7.3	7.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	55.8	35.2	51.4	7.5	14.7	14.7
LnGrp LOS	E	D	D	A	B	B
Approach Vol, veh/h	390			1012	1182	
Approach Delay, s/veh	51.2			10.8	14.7	
Approach LOS	D			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		75.0		25.0	10.0	65.0
Change Period (Y+Rc), s		7.4		6.2	4.6	7.4
Max Green Setting (Gmax), s		62.6		23.8	15.4	42.6
Max Q Clear Time (g_c+I1), s		13.3		18.3	6.1	23.2
Green Ext Time (p_c), s		6.7		0.5	0.0	6.9

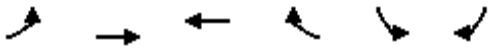
Intersection Summary		
HCM 6th Ctrl Delay		18.7
HCM 6th LOS		B

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	42	1034	1010	535	59
Future Volume (vph)	42	1034	1010	535	59
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	11.0	11.0	9.0	9.0
Total Split (s)	20.0	60.0	40.0	30.0	30.0
Total Split (%)	22.2%	66.7%	44.4%	33.3%	33.3%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	0.5	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	4.0	4.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	Max	Max
Act Effct Green (s)	6.9	54.0	47.1	26.0	26.0
Actuated g/C Ratio	0.08	0.60	0.52	0.29	0.29
v/c Ratio	0.33	0.52	0.83	0.58	0.13
Control Delay	45.2	11.6	23.6	30.1	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.2	11.6	23.6	30.1	7.2
LOS	D	B	C	C	A
Approach Delay		12.9	23.6	27.8	
Approach LOS		B	C	C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 20.6	Intersection LOS: C
Intersection Capacity Utilization 63.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 12: SR-74/4th St & Navajo Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	42	1034	1010	375	535	59
Future Volume (veh/h)	42	1034	1010	375	535	59
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	1136	1110	412	588	65
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	101	2166	1310	477	1014	465
Arrive On Green	0.06	0.60	0.51	0.51	0.29	0.29
Sat Flow, veh/h	1810	3705	2687	943	3510	1610
Grp Volume(v), veh/h	46	1136	766	756	588	65
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1730	1755	1610
Q Serve(g_s), s	2.2	16.5	32.8	34.5	12.9	2.7
Cycle Q Clear(g_c), s	2.2	16.5	32.8	34.5	12.9	2.7
Prop In Lane	1.00			0.55	1.00	1.00
Lane Grp Cap(c), veh/h	101	2166	913	875	1014	465
V/C Ratio(X)	0.46	0.52	0.84	0.86	0.58	0.14
Avail Cap(c_a), veh/h	332	2166	913	875	1014	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	41.2	10.5	19.1	19.5	27.3	23.7
Incr Delay (d2), s/veh	1.0	0.8	0.9	1.2	2.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	5.6	11.9	12.1	5.5	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.2	11.3	20.0	20.7	29.8	24.3
LnGrp LOS	D	B	C	C	C	C
Approach Vol, veh/h		1182	1522		653	
Approach Delay, s/veh		12.5	20.4		29.2	
Approach LOS		B	C		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.0		30.0	8.5	51.5
Change Period (Y+Rc), s		6.0		4.0	3.5	6.0
Max Green Setting (Gmax), s		54.0		26.0	16.5	34.0
Max Q Clear Time (g_c+I1), s		18.5		14.9	4.2	36.5
Green Ext Time (p_c), s		7.3		1.9	0.0	0.0

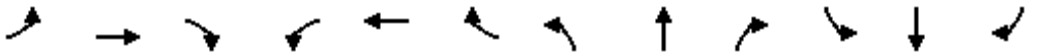
Intersection Summary	
HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	232	1188	78	1000	133	222	99	151
Future Volume (vph)	232	1188	78	1000	133	222	99	151
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	10.0	9.5	10.0	9.5	10.0	9.5	10.0
Total Split (s)	20.0	40.0	20.0	40.0	20.0	25.0	20.0	25.0
Total Split (%)	19.0%	38.1%	19.0%	38.1%	19.0%	23.8%	19.0%	23.8%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	15.5	42.6	9.9	35.0	12.8	24.3	11.2	22.7
Actuated g/C Ratio	0.15	0.41	0.09	0.33	0.12	0.23	0.11	0.22
v/c Ratio	1.07	1.05	0.56	1.06	0.74	0.42	0.63	0.54
Control Delay	120.9	70.6	58.6	78.9	66.0	33.8	60.3	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	120.9	70.6	58.6	78.9	66.0	33.8	60.3	16.1
LOS	F	E	E	E	E	C	E	B
Approach Delay		78.5		77.5		44.0		24.7
Approach LOS		E		E		D		C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 14 (13%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 66.3	Intersection LOS: E
Intersection Capacity Utilization 85.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 13: A St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	1188	60	78	1000	38	133	222	64	99	151	260
Future Volume (veh/h)	232	1188	60	78	1000	38	133	222	64	99	151	260
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	255	1305	66	86	1099	42	146	244	70	109	166	286
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	240	1437	73	107	1195	46	173	537	150	133	309	268
Arrive On Green	0.15	0.46	0.46	0.07	0.37	0.37	0.11	0.21	0.21	0.08	0.19	0.19
Sat Flow, veh/h	1629	3147	159	1629	3188	122	1629	2498	700	1629	1625	1408
Grp Volume(v), veh/h	255	673	698	86	560	581	146	157	157	109	166	286
Grp Sat Flow(s),veh/h/ln	1629	1625	1681	1629	1625	1686	1629	1625	1574	1629	1625	1408
Q Serve(g_s), s	15.5	40.3	40.5	5.5	34.5	34.5	9.2	8.8	9.2	6.9	9.7	20.0
Cycle Q Clear(g_c), s	15.5	40.3	40.5	5.5	34.5	34.5	9.2	8.8	9.2	6.9	9.7	20.0
Prop In Lane	1.00		0.09	1.00		0.07	1.00		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	240	742	768	107	609	632	173	349	338	133	309	268
V/C Ratio(X)	1.06	0.91	0.91	0.80	0.92	0.92	0.84	0.45	0.47	0.82	0.54	1.07
Avail Cap(c_a), veh/h	240	742	768	240	609	632	240	349	338	240	309	268
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.36	0.36	0.36	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	26.5	26.5	48.4	31.3	31.3	46.1	35.8	36.0	47.4	38.3	42.5
Incr Delay (d2), s/veh	69.5	14.4	14.3	1.9	9.6	9.4	13.2	4.1	4.6	4.6	6.5	73.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	17.1	17.7	2.2	14.6	15.1	4.4	3.9	3.9	3.0	4.4	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	114.2	40.9	40.8	50.3	40.9	40.7	59.2	40.0	40.5	52.0	44.8	116.1
LnGrp LOS	F	D	D	D	D	D	E	D	D	D	D	F
Approach Vol, veh/h		1626			1227			460			561	
Approach Delay, s/veh		52.4			41.5			46.3			82.6	
Approach LOS		D			D			D			F	

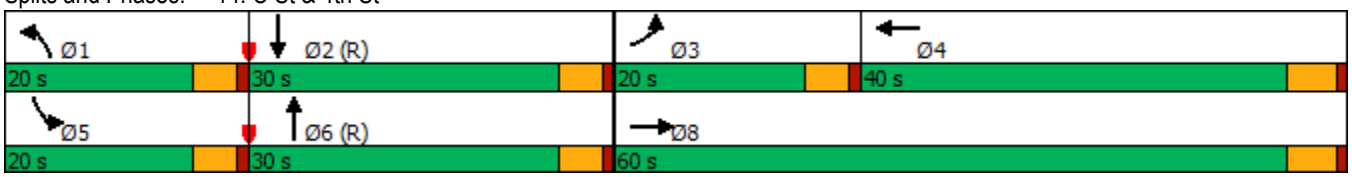
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	52.9	15.7	25.0	20.0	44.3	13.1	27.5
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	15.5	35.0	15.5	20.0	15.5	35.0	15.5	20.0
Max Q Clear Time (g_c+I1), s	7.5	42.5	11.2	22.0	17.5	36.5	8.9	11.2
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.8

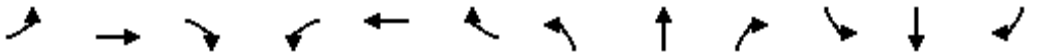
Intersection Summary	
HCM 6th Ctrl Delay	52.6
HCM 6th LOS	D

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	286	1036	794	9	97	44	46
Future Volume (vph)	286	1036	794	9	97	44	46
Turn Type	Prot	NA	NA	Prot	NA	Prot	NA
Protected Phases	3	8	4	1	6	5	2
Permitted Phases							
Detector Phase	3	8	4	1	6	5	2
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	10.1	9.6	9.6	9.6	9.6
Total Split (s)	20.0	60.0	40.0	20.0	30.0	20.0	30.0
Total Split (%)	18.2%	54.5%	36.4%	18.2%	27.3%	18.2%	27.3%
Yellow Time (s)	3.6	4.1	4.1	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	4.6	4.6	4.6	4.6
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	15.4	52.6	32.6	5.4	37.4	7.5	45.5
Actuated g/C Ratio	0.14	0.48	0.30	0.05	0.34	0.07	0.41
v/c Ratio	1.26	0.67	0.88	0.11	0.23	0.40	0.52
Control Delay	185.5	24.1	18.5	52.4	26.9	57.7	9.5
Queue Delay	0.0	0.3	0.1	0.0	0.0	0.0	0.0
Total Delay	185.5	24.4	18.6	52.4	26.9	57.7	9.5
LOS	F	C	B	D	C	E	A
Approach Delay		59.1	18.6		28.5		14.2
Approach LOS		E	B		C		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay: 37.8	Intersection LOS: D
Intersection Capacity Utilization 84.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 14: C St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	286	1036	6	0	794	52	9	97	34	44	46	361
Future Volume (veh/h)	286	1036	6	0	794	52	9	97	34	44	46	361
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.96	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	318	1151	7	0	882	58	10	108	38	49	51	401
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	253	1685	10	0	947	62	22	506	178	64	74	579
Arrive On Green	0.14	0.46	0.46	0.00	0.55	0.55	0.01	0.38	0.38	0.04	0.40	0.40
Sat Flow, veh/h	1810	3678	22	0	3524	226	1810	1343	472	1810	184	1447
Grp Volume(v), veh/h	318	565	593	0	464	476	10	0	146	49	0	452
Grp Sat Flow(s),veh/h/ln	1810	1805	1896	0	1805	1850	1810	0	1815	1810	0	1631
Q Serve(g_s), s	15.4	27.1	27.2	0.0	26.1	26.1	0.6	0.0	6.0	3.0	0.0	25.3
Cycle Q Clear(g_c), s	15.4	27.1	27.2	0.0	26.1	26.1	0.6	0.0	6.0	3.0	0.0	25.3
Prop In Lane	1.00		0.01	0.00		0.12	1.00		0.26	1.00		0.89
Lane Grp Cap(c), veh/h	253	827	868	0	499	511	22	0	684	64	0	652
V/C Ratio(X)	1.26	0.68	0.68	0.00	0.93	0.93	0.46	0.00	0.21	0.77	0.00	0.69
Avail Cap(c_a), veh/h	253	901	946	0	573	587	253	0	684	253	0	652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.00	0.59	0.59	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.3	23.5	23.5	0.0	23.7	23.7	54.0	0.0	23.2	52.6	0.0	27.4
Incr Delay (d2), s/veh	117.9	0.1	0.1	0.0	13.2	12.9	5.6	0.0	0.7	7.0	0.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.1	11.1	11.6	0.0	9.0	9.1	0.3	0.0	2.7	1.5	0.0	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	165.2	23.6	23.6	0.0	36.8	36.6	59.6	0.0	24.0	59.6	0.0	33.4
LnGrp LOS	F	C	C	A	D	D	E	A	C	E	A	C
Approach Vol, veh/h		1476			940			156			501	
Approach Delay, s/veh		54.1			36.7			26.2			35.9	
Approach LOS		D			D			C			D	

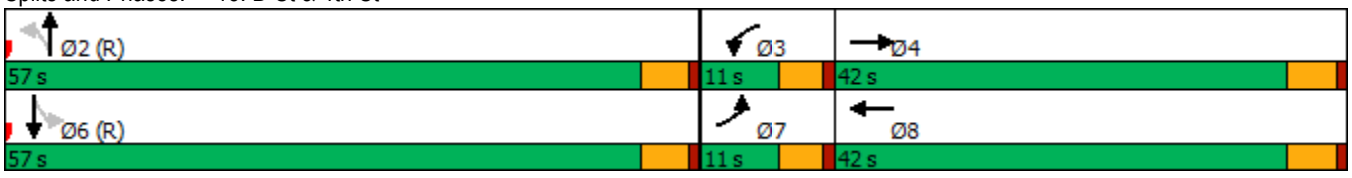
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	48.6	20.0	35.5	8.5	46.0		55.5				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.1	4.6	4.6		5.1				
Max Green Setting (Gmax), s	15.4	25.4	15.4	34.9	15.4	25.4		54.9				
Max Q Clear Time (g_c+I1), s	2.6	27.3	17.4	28.1	5.0	8.0		29.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.3	0.0	0.5		5.2				

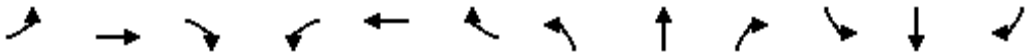
Intersection Summary												
HCM 6th Ctrl Delay			44.4									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	135	949	43	747	24	116	22	70
Future Volume (vph)	135	949	43	747	24	116	22	70
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	9.6	10.1	10.0	10.0	10.0	10.0
Total Split (s)	11.0	42.0	11.0	42.0	57.0	57.0	57.0	57.0
Total Split (%)	10.0%	38.2%	10.0%	38.2%	51.8%	51.8%	51.8%	51.8%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	6.4	36.7	6.0	34.5	54.4	54.4	54.4	54.4
Actuated g/C Ratio	0.06	0.33	0.05	0.31	0.49	0.49	0.49	0.49
v/c Ratio	1.41	0.90	0.47	0.76	0.04	0.21	0.04	0.18
Control Delay	275.1	25.9	66.2	38.6	16.0	14.6	16.0	10.2
Queue Delay	0.0	1.3	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay	275.1	27.2	66.2	38.8	16.0	14.6	16.0	10.2
LOS	F	C	E	D	B	B	B	B
Approach Delay		57.2		40.2		14.7		10.9
Approach LOS		E		D		B		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 84 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.41	
Intersection Signal Delay: 44.1	Intersection LOS: D
Intersection Capacity Utilization 61.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 15: D St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	949	30	43	747	33	24	116	56	22	70	75
Future Volume (veh/h)	135	949	30	43	747	33	24	116	56	22	70	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	148	1043	33	47	821	36	26	127	62	24	77	82
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	1131	36	63	1031	45	644	616	301	618	432	460
Arrive On Green	0.06	0.32	0.32	0.03	0.29	0.29	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1810	3571	113	1810	3516	154	1241	1197	584	1208	839	893
Grp Volume(v), veh/h	148	527	549	47	421	436	26	0	189	24	0	159
Grp Sat Flow(s),veh/h/ln	1810	1805	1879	1810	1805	1865	1241	0	1782	1208	0	1732
Q Serve(g_s), s	6.4	31.0	31.0	2.8	23.7	23.7	1.3	0.0	6.3	1.2	0.0	5.4
Cycle Q Clear(g_c), s	6.4	31.0	31.0	2.8	23.7	23.7	6.6	0.0	6.3	7.5	0.0	5.4
Prop In Lane	1.00		0.06	1.00		0.08	1.00		0.33	1.00		0.52
Lane Grp Cap(c), veh/h	105	572	595	63	529	547	644	0	917	618	0	892
V/C Ratio(X)	1.41	0.92	0.92	0.75	0.80	0.80	0.04	0.00	0.21	0.04	0.00	0.18
Avail Cap(c_a), veh/h	105	605	630	105	605	626	644	0	917	618	0	892
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	0.81	0.81	0.81	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.8	36.3	36.3	52.6	35.8	35.8	16.0	0.0	14.5	16.5	0.0	14.2
Incr Delay (d2), s/veh	217.4	14.1	13.7	5.3	4.5	4.4	0.1	0.0	0.5	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	15.6	16.2	1.4	10.8	11.2	0.4	0.0	2.7	0.4	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	269.2	50.4	50.0	58.0	40.4	40.2	16.1	0.0	15.0	16.6	0.0	14.7
LnGrp LOS	F	D	D	E	D	D	B	A	B	B	A	B
Approach Vol, veh/h		1224			904			215			183	
Approach Delay, s/veh		76.7			41.2			15.1			14.9	
Approach LOS		E			D			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		61.6	8.4	39.9		61.6	11.0	37.4				
Change Period (Y+Rc), s		5.0	4.6	5.1		5.0	4.6	5.1				
Max Green Setting (Gmax), s		52.0	6.4	36.9		52.0	6.4	36.9				
Max Q Clear Time (g_c+I1), s		8.6	4.8	33.0		9.5	8.4	25.7				
Green Ext Time (p_c), s		0.8	0.0	1.8		0.7	0.0	2.7				

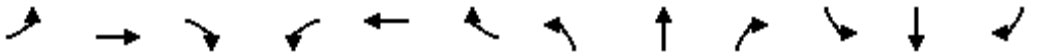
Intersection Summary												
HCM 6th Ctrl Delay			54.3									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	311	640	59	540	79	486	67	332	221
Future Volume (vph)	311	640	59	540	79	486	67	332	221
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.6	9.0	9.6	9.0	9.6	9.0	9.6	9.6
Total Split (s)	20.0	40.0	25.0	45.0	20.0	40.0	20.0	40.0	40.0
Total Split (%)	16.0%	32.0%	20.0%	36.0%	16.0%	32.0%	16.0%	32.0%	32.0%
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	16.0	48.8	9.5	40.4	11.1	43.3	10.1	40.3	40.3
Actuated g/C Ratio	0.13	0.39	0.08	0.32	0.09	0.35	0.08	0.32	0.32
v/c Ratio	1.67	0.62	0.54	0.62	0.61	0.56	0.57	0.67	0.39
Control Delay	356.4	34.2	70.8	38.5	71.8	36.0	71.3	44.7	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	356.4	34.2	70.8	38.5	71.8	36.0	71.3	44.7	6.1
LOS	F	C	E	D	E	D	E	D	A
Approach Delay		133.2		41.5		40.5		33.7	
Approach LOS		F		D		D		C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 30 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.67	
Intersection Signal Delay: 71.6	Intersection LOS: E
Intersection Capacity Utilization 75.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 16: Perris Blvd & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	311	640	62	59	540	41	79	486	68	67	332	221
Future Volume (veh/h)	311	640	62	59	540	41	79	486	68	67	332	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	346	711	69	66	600	46	88	540	76	74	369	246
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	208	1381	134	83	1175	90	108	838	118	92	484	404
Arrive On Green	0.13	0.46	0.46	0.05	0.38	0.38	0.07	0.29	0.29	0.06	0.28	0.28
Sat Flow, veh/h	1629	2990	290	1629	3055	234	1629	2861	401	1629	1710	1428
Grp Volume(v), veh/h	346	386	394	66	319	327	88	306	310	74	369	246
Grp Sat Flow(s),veh/h/ln	1629	1625	1656	1629	1625	1664	1629	1625	1637	1629	1710	1428
Q Serve(g_s), s	16.0	21.0	21.0	5.0	18.8	18.8	6.7	20.5	20.6	5.6	24.7	18.7
Cycle Q Clear(g_c), s	16.0	21.0	21.0	5.0	18.8	18.8	6.7	20.5	20.6	5.6	24.7	18.7
Prop In Lane	1.00		0.18	1.00		0.14	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	208	751	765	83	625	640	108	476	480	92	484	404
V/C Ratio(X)	1.66	0.51	0.52	0.80	0.51	0.51	0.81	0.64	0.65	0.80	0.76	0.61
Avail Cap(c_a), veh/h	208	751	765	274	625	640	208	476	480	208	484	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.36	0.36	0.36	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	23.7	23.7	58.7	29.4	29.5	57.6	38.5	38.5	58.3	40.9	38.8
Incr Delay (d2), s/veh	304.5	0.9	0.9	5.3	2.4	2.4	5.5	6.5	6.6	6.0	10.8	6.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.1	8.1	8.2	2.2	7.7	7.9	2.9	8.9	9.1	2.5	11.7	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	359.0	24.6	24.6	64.0	31.9	31.8	63.0	45.0	45.1	64.3	51.8	45.5
LnGrp LOS	F	C	C	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		1126			712			704			689	
Approach Delay, s/veh		127.4			34.8			47.3			50.9	
Approach LOS		F			C			D			D	

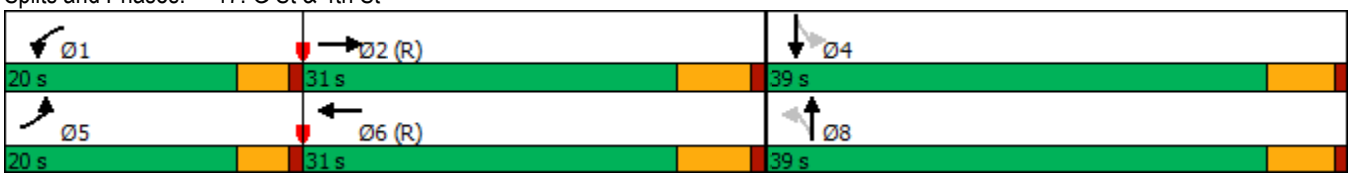
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	62.3	12.3	40.0	20.0	52.7	11.1	41.2
Change Period (Y+Rc), s	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6
Max Green Setting (Gmax), s	21.0	35.4	16.0	35.4	16.0	40.4	16.0	35.4
Max Q Clear Time (g_c+I1), s	7.0	23.0	8.7	26.7	18.0	20.8	7.6	22.6
Green Ext Time (p_c), s	0.0	2.6	0.0	1.3	0.0	2.4	0.0	2.0

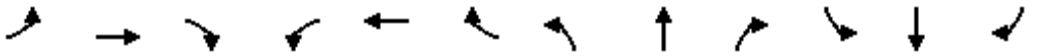
Intersection Summary	
HCM 6th Ctrl Delay	73.2
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	51	625	47	600	13	64	65	39
Future Volume (vph)	51	625	47	600	13	64	65	39
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	10.5	10.5	10.5	10.5
Total Split (s)	20.0	31.0	20.0	31.0	39.0	39.0	39.0	39.0
Total Split (%)	22.2%	34.4%	22.2%	34.4%	43.3%	43.3%	43.3%	43.3%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	8.3	36.7	8.1	34.2	33.5	33.5	33.5	33.5
Actuated g/C Ratio	0.09	0.41	0.09	0.38	0.37	0.37	0.37	0.37
v/c Ratio	0.35	0.51	0.33	0.56	0.03	0.19	0.16	0.09
Control Delay	43.3	22.8	43.4	15.7	18.3	12.7	20.0	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.3	22.8	43.4	15.7	18.3	12.7	20.0	14.3
LOS	D	C	D	B	B	B	C	B
Approach Delay		24.3		17.5		13.2		17.4
Approach LOS		C		B		B		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 32 (36%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 20.1	Intersection LOS: C
Intersection Capacity Utilization 46.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 17: G St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	625	36	47	600	65	13	64	53	65	39	17
Future Volume (veh/h)	51	625	36	47	600	65	13	64	53	65	39	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	58	710	41	53	682	74	15	73	60	74	44	19
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	77	1419	82	74	1334	145	554	358	295	488	468	202
Arrive On Green	0.04	0.41	0.41	0.03	0.27	0.27	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1810	3467	200	1810	3274	355	1356	963	792	1273	1257	543
Grp Volume(v), veh/h	58	369	382	53	376	380	15	0	133	74	0	63
Grp Sat Flow(s),veh/h/ln	1810	1805	1863	1810	1805	1823	1356	0	1755	1273	0	1800
Q Serve(g_s), s	2.9	13.7	13.7	2.6	15.8	15.9	0.7	0.0	4.6	3.8	0.0	2.0
Cycle Q Clear(g_c), s	2.9	13.7	13.7	2.6	15.8	15.9	2.7	0.0	4.6	8.4	0.0	2.0
Prop In Lane	1.00		0.11	1.00		0.19	1.00		0.45	1.00		0.30
Lane Grp Cap(c), veh/h	77	739	762	74	735	743	554	0	653	488	0	670
V/C Ratio(X)	0.75	0.50	0.50	0.72	0.51	0.51	0.03	0.00	0.20	0.15	0.00	0.09
Avail Cap(c_a), veh/h	312	739	762	312	735	743	554	0	653	488	0	670
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	0.82	0.82	0.82	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.6	19.7	19.8	43.3	25.1	25.2	19.3	0.0	19.2	22.0	0.0	18.4
Incr Delay (d2), s/veh	10.6	1.8	1.8	10.2	2.1	2.1	0.1	0.0	0.7	0.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.8	6.0	1.4	7.5	7.5	0.2	0.0	2.0	1.2	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	21.6	21.5	53.4	27.2	27.2	19.3	0.0	19.9	22.7	0.0	18.7
LnGrp LOS	D	C	C	D	C	C	B	A	B	C	A	B
Approach Vol, veh/h		809			809			148			137	
Approach Delay, s/veh		23.8			28.9			19.8			20.8	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	42.8		39.0	8.3	42.7		39.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	25.0		33.5	15.5	25.0		33.5				
Max Q Clear Time (g_c+I1), s	4.6	15.7		10.4	4.9	17.9		6.6				
Green Ext Time (p_c), s	0.1	3.1		0.5	0.1	2.6		0.8				

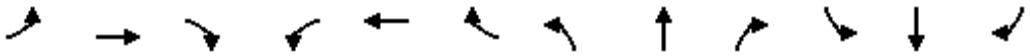
Intersection Summary			
HCM 6th Ctrl Delay		25.5	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	35	647	12	674	35	6	88	9
Future Volume (vph)	35	647	12	674	35	6	88	9
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	15.5	15.5	10.5	10.5
Total Split (s)	20.0	35.0	20.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	22.2%	38.9%	22.2%	38.9%	38.9%	38.9%	38.9%	38.9%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0		5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.5	46.6	6.3	41.2		29.5		29.5
Actuated g/C Ratio	0.08	0.52	0.07	0.46		0.33		0.33
v/c Ratio	0.26	0.41	0.10	0.55		0.13		0.29
Control Delay	30.2	27.6	40.6	20.0		16.9		22.2
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	30.2	27.6	40.6	20.0		16.9		22.2
LOS	C	C	D	C		B		C
Approach Delay		27.7		20.3		16.9		22.2
Approach LOS		C		C		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 23.4	Intersection LOS: C
Intersection Capacity Utilization 47.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 18: Wilkerson Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	647	31	12	674	116	35	6	18	88	9	23
Future Volume (veh/h)	35	647	31	12	674	116	35	6	18	88	9	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	727	35	13	757	130	39	7	20	99	10	26
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	63	1679	81	28	1416	243	349	70	155	418	47	94
Arrive On Green	0.02	0.32	0.32	0.02	0.46	0.46	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3505	169	1810	3080	529	870	215	472	1064	144	288
Grp Volume(v), veh/h	39	374	388	13	444	443	66	0	0	135	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1869	1810	1805	1803	1556	0	0	1496	0	0
Q Serve(g_s), s	1.9	14.7	14.7	0.6	15.8	15.8	0.0	0.0	0.0	3.2	0.0	0.0
Cycle Q Clear(g_c), s	1.9	14.7	14.7	0.6	15.8	15.8	2.3	0.0	0.0	5.5	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.29	0.59		0.30	0.73		0.19
Lane Grp Cap(c), veh/h	63	865	895	28	830	829	574	0	0	560	0	0
V/C Ratio(X)	0.62	0.43	0.43	0.47	0.53	0.53	0.12	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	312	865	895	312	830	829	574	0	0	560	0	0
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.79	0.79	0.79	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.4	20.9	20.9	43.9	17.4	17.4	21.1	0.0	0.0	22.1	0.0	0.0
Incr Delay (d2), s/veh	8.5	1.4	1.3	9.3	1.9	2.0	0.4	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	6.8	7.0	0.4	6.6	6.6	1.0	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	22.3	22.2	53.2	19.4	19.4	21.5	0.0	0.0	23.1	0.0	0.0
LnGrp LOS	D	C	C	D	B	B	C	A	A	C	A	A
Approach Vol, veh/h		801			900			66			135	
Approach Delay, s/veh		23.7			19.8			21.5			23.1	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	49.1		35.0	7.6	47.4		35.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	29.0		29.5	15.5	29.0		29.5				
Max Q Clear Time (g_c+I1), s	2.6	16.7		7.5	3.9	17.8		4.3				
Green Ext Time (p_c), s	0.0	3.7		0.6	0.0	4.2		0.3				

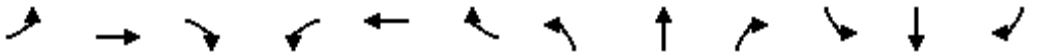
Intersection Summary			
HCM 6th Ctrl Delay		21.8	
HCM 6th LOS		C	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	710	24	33	3	5	40	401	8	32	387	781
Future Volume (vph)	710	24	33	3	5	40	401	8	32	387	781
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	9.5	11.0	9.5	11.0	11.0	9.5	11.0	11.0
Total Split (s)	40.0	55.0	55.0	25.0	40.0	25.0	35.0	35.0	25.0	35.0	35.0
Total Split (%)	28.6%	39.3%	39.3%	17.9%	28.6%	17.9%	25.0%	25.0%	17.9%	25.0%	25.0%
Yellow Time (s)	5.0	5.0	5.0	3.5	5.0	3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	34.0	71.8	71.8	5.9	34.0	9.0	43.2	43.2	8.3	42.5	42.5
Actuated g/C Ratio	0.24	0.51	0.51	0.04	0.24	0.06	0.31	0.31	0.06	0.30	0.30
v/c Ratio	0.97	0.03	0.04	0.04	0.04	0.41	0.42	0.02	0.35	0.41	0.61
Control Delay	77.0	18.4	0.1	65.3	16.9	72.2	40.9	0.0	71.2	41.3	4.7
Queue Delay	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.6	18.4	0.1	65.3	16.9	72.2	40.9	0.0	71.2	41.3	4.7
LOS	F	B	A	E	B	E	D	A	E	D	A
Approach Delay		76.1			20.8		43.0			18.3	
Approach LOS		E			C		D			B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 22.5 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 41.0	Intersection LOS: D
Intersection Capacity Utilization 55.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 19: Redlands Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	710	24	33	3	5	24	40	401	8	32	387	781
Future Volume (veh/h)	710	24	33	3	5	24	40	401	8	32	387	781
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	826	28	38	3	6	28	47	466	9	37	450	908
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	853	1149	974	7	641	571	61	772	344	49	748	587
Arrive On Green	0.24	0.60	0.60	0.00	0.36	0.36	0.03	0.21	0.21	0.03	0.21	0.21
Sat Flow, veh/h	3510	1900	1610	1810	1805	1608	1810	3610	1608	1810	3610	2834
Grp Volume(v), veh/h	826	28	38	3	6	28	47	466	9	37	450	908
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1608	1810	1805	1608	1810	1805	1417
Q Serve(g_s), s	32.6	0.8	1.3	0.2	0.3	1.6	3.6	16.3	0.6	2.8	15.8	29.0
Cycle Q Clear(g_c), s	32.6	0.8	1.3	0.2	0.3	1.6	3.6	16.3	0.6	2.8	15.8	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	853	1149	974	7	641	571	61	772	344	49	748	587
V/C Ratio(X)	0.97	0.02	0.04	0.42	0.01	0.05	0.76	0.60	0.03	0.75	0.60	1.55
Avail Cap(c_a), veh/h	853	1149	974	265	641	571	265	772	344	265	748	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	52.5	11.1	11.2	69.6	29.2	29.6	67.1	49.7	43.5	67.6	50.3	55.5
Incr Delay (d2), s/veh	22.2	0.0	0.1	35.1	0.0	0.2	17.6	3.5	0.1	18.5	3.3	253.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.8	0.4	0.5	0.2	0.1	0.7	2.0	7.8	0.3	1.6	7.5	31.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.7	11.1	11.3	104.7	29.2	29.8	84.7	53.2	43.6	86.2	53.5	309.2
LnGrp LOS	E	B	B	F	C	C	F	D	D	F	D	F
Approach Vol, veh/h		892			37			522			1395	
Approach Delay, s/veh		70.0			35.8			55.8			220.8	
Approach LOS		E			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	90.7	9.3	35.0	40.0	55.7	8.3	35.9
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	6.0	4.5	6.0
Max Green Setting (Gmax), s	20.5	49.0	20.5	29.0	34.0	34.0	20.5	29.0
Max Q Clear Time (g_c+I1), s	2.2	3.3	5.6	31.0	34.6	3.6	4.8	18.3
Green Ext Time (p_c), s	0.0	0.2	0.1	0.0	0.0	0.1	0.0	2.3

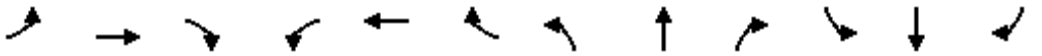
Intersection Summary	
HCM 6th Ctrl Delay	140.9
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	148	0	161	748	386	468	1039
Future Volume (vph)	148	0	161	748	386	468	1039
Turn Type	Split	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5	10.5	11.0	11.0	9.5	11.0
Total Split (s)	34.0	34.0	34.0	38.0	38.0	23.0	61.0
Total Split (%)	35.8%	35.8%	35.8%	40.0%	40.0%	24.2%	64.2%
Yellow Time (s)	4.5	4.5	4.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	6.0	6.0	4.5	6.0
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	12.2	12.2	12.2	47.5	47.5	19.3	71.3
Actuated g/C Ratio	0.13	0.13	0.13	0.50	0.50	0.20	0.75
v/c Ratio	0.55	0.43	0.40	0.26	0.27	0.74	0.43
Control Delay	47.4	17.5	16.4	15.0	2.2	49.4	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	47.4	17.5	16.4	15.0	2.2	49.4	4.8
LOS	D	B	B	B	A	D	A
Approach Delay		27.6		10.6			18.7
Approach LOS		C		B			B

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 48.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 20: Redlands Ave & I-215 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	0	161	0	0	0	0	748	386	468	1039	0
Future Volume (veh/h)	148	0	161	0	0	0	0	748	386	468	1039	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	225	0	118				0	840	434	526	1167	0
Peak Hour Factor	0.89	0.89	0.89				0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	375	0	167				0	3651	1583	595	2799	0
Arrive On Green	0.10	0.00	0.10				0.00	0.56	0.56	0.34	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	6802	2834	3510	3705	0
Grp Volume(v), veh/h	225	0	118				0	840	434	526	1167	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1417	1755	1805	0
Q Serve(g_s), s	5.6	0.0	6.7				0.0	6.2	7.6	13.4	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	6.7				0.0	6.2	7.6	13.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	375	0	167				0	3651	1583	595	2799	0
V/C Ratio(X)	0.60	0.00	0.71				0.00	0.23	0.27	0.88	0.42	0.00
Avail Cap(c_a), veh/h	1086	0	483				0	3651	1583	684	2799	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.54	0.54	0.89	0.89	0.00
Uniform Delay (d), s/veh	40.7	0.0	41.2				0.0	10.6	10.9	30.5	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	5.4				0.0	0.1	0.2	10.9	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	2.9				0.0	2.1	2.2	5.4	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	0.0	46.6				0.0	10.7	11.2	41.4	0.4	0.0
LnGrp LOS	D	A	D				A	B	B	D	A	A
Approach Vol, veh/h		343						1274			1693	
Approach Delay, s/veh		43.7						10.9			13.2	
Approach LOS		D						B			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	20.6	59.1		15.3		79.7
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	18.5	32.0		28.5		55.0
Max Q Clear Time (g_c+I1), s	15.4	9.6		8.7		2.0
Green Ext Time (p_c), s	0.6	8.0		1.1		11.3

Intersection Summary		
HCM 6th Ctrl Delay		15.4
HCM 6th LOS		B

Notes

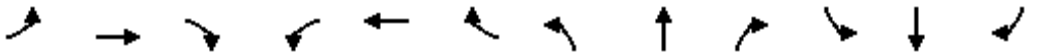
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	436	0	352	177	719	1071	158
Future Volume (vph)	436	0	352	177	719	1071	158
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.0	9.0	9.5	11.0	11.0	11.0
Total Split (s)	32.0	32.0	32.0	25.0	63.0	38.0	38.0
Total Split (%)	33.7%	33.7%	33.7%	26.3%	66.3%	40.0%	40.0%
Yellow Time (s)	3.0	3.0	3.0	3.5	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.5	6.0	6.0	6.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	23.4	23.4	23.4	10.7	61.6	46.3	46.3
Actuated g/C Ratio	0.25	0.25	0.25	0.11	0.65	0.49	0.49
v/c Ratio	0.73	0.66	0.53	0.50	0.35	0.38	0.21
Control Delay	42.9	29.3	13.7	59.8	6.6	16.8	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	42.9	29.3	13.7	59.8	6.6	16.8	3.4
LOS	D	C	B	E	A	B	A
Approach Delay		29.2			17.2	15.0	
Approach LOS		C			B	B	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 19.5	Intersection LOS: B
Intersection Capacity Utilization 48.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 21: Redlands Ave & I-215 NB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	436	0	352	177	719	0	0	1071	158
Future Volume (veh/h)	0	0	0	436	0	352	177	719	0	0	1071	158
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				613	0	264	199	808	0	0	1203	178
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				759	0	338	280	2473	0	0	3646	897
Arrive On Green				0.21	0.00	0.21	0.16	1.00	0.00	0.00	0.56	0.56
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	6802	1608
Grp Volume(v), veh/h				613	0	264	199	808	0	0	1203	178
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1634	1608
Q Serve(g_s), s				15.3	0.0	14.7	5.1	0.0	0.0	0.0	9.5	5.2
Cycle Q Clear(g_c), s				15.3	0.0	14.7	5.1	0.0	0.0	0.0	9.5	5.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				759	0	338	280	2473	0	0	3646	897
V/C Ratio(X)				0.81	0.00	0.78	0.71	0.33	0.00	0.00	0.33	0.20
Avail Cap(c_a), veh/h				1067	0	475	758	2473	0	0	3646	897
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.97	0.97	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				35.7	0.0	35.5	38.9	0.0	0.0	0.0	11.4	10.4
Incr Delay (d2), s/veh				3.2	0.0	5.5	3.2	0.3	0.0	0.0	0.2	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.0	0.0	6.2	2.2	0.1	0.0	0.0	3.2	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				38.9	0.0	41.0	42.1	0.3	0.0	0.0	11.6	10.9
LnGrp LOS				D	A	D	D	A	A	A	B	B
Approach Vol, veh/h					877			1007			1381	
Approach Delay, s/veh					39.5			8.6			11.5	
Approach LOS					D			A			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	71.1		12.1	59.0		23.9						
Change Period (Y+Rc), s	6.0		4.5	6.0		4.0						
Max Green Setting (Gmax), s	57.0		20.5	32.0		28.0						
Max Q Clear Time (g_c+I1), s	2.0		7.1	11.5		17.3						
Green Ext Time (p_c), s	7.0		0.5	9.3		2.6						

Intersection Summary		
HCM 6th Ctrl Delay	18.2	
HCM 6th LOS	B	

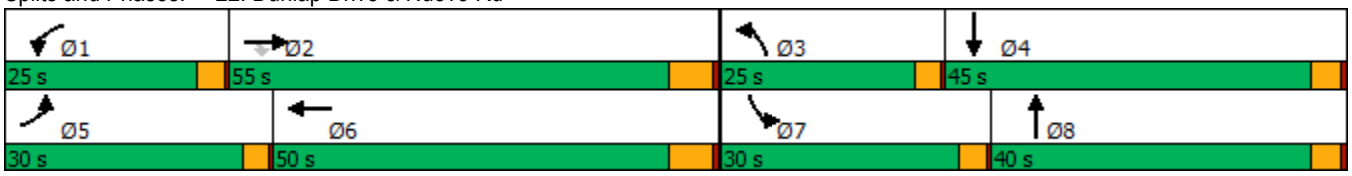
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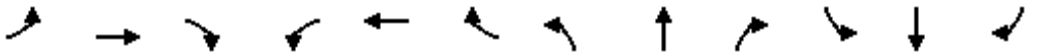
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	29	380	31	102	526	34	162	60	124
Future Volume (vph)	29	380	31	102	526	34	162	60	124
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Minimum Split (s)	8.5	12.0	12.0	8.5	12.0	8.5	10.2	8.5	10.2
Total Split (s)	30.0	55.0	55.0	25.0	50.0	25.0	40.0	30.0	45.0
Total Split (%)	20.0%	36.7%	36.7%	16.7%	33.3%	16.7%	26.7%	20.0%	30.0%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	3.2	3.0	3.2
All-Red Time (s)	0.5	1.0	1.0	0.5	1.0	0.5	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	3.5	4.2	3.5	4.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	6.3	37.1	37.1	10.8	45.5	6.6	38.6	8.5	42.4
Actuated g/C Ratio	0.06	0.34	0.34	0.10	0.41	0.06	0.35	0.08	0.38
v/c Ratio	0.30	0.64	0.06	0.62	0.89	0.35	0.41	0.47	0.27
Control Delay	61.4	37.7	0.2	65.3	46.5	62.1	30.5	62.2	25.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.4	37.7	0.2	65.3	46.5	62.1	30.5	62.2	25.6
LOS	E	D	A	E	D	E	C	E	C
Approach Delay		36.6			49.2		34.4		34.9
Approach LOS		D			D		C		C

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 110.4	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 41.5	Intersection LOS: D
Intersection Capacity Utilization 71.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 22: Dunlap Drive & Nuevo Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	380	31	102	526	103	34	162	82	60	124	53
Future Volume (veh/h)	29	380	31	102	526	103	34	162	82	60	124	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	409	33	110	566	111	37	174	88	65	133	57
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	51	656	556	138	603	118	57	440	222	85	486	208
Arrive On Green	0.03	0.35	0.35	0.08	0.39	0.39	0.03	0.37	0.37	0.05	0.39	0.39
Sat Flow, veh/h	1810	1900	1610	1810	1536	301	1810	1190	602	1810	1261	540
Grp Volume(v), veh/h	31	409	33	110	0	677	37	0	262	65	0	190
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1837	1810	0	1792	1810	0	1801
Q Serve(g_s), s	1.8	19.0	1.5	6.3	0.0	37.5	2.1	0.0	11.4	3.8	0.0	7.7
Cycle Q Clear(g_c), s	1.8	19.0	1.5	6.3	0.0	37.5	2.1	0.0	11.4	3.8	0.0	7.7
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.34	1.00		0.30
Lane Grp Cap(c), veh/h	51	656	556	138	0	722	57	0	662	85	0	694
V/C Ratio(X)	0.61	0.62	0.06	0.80	0.00	0.94	0.65	0.00	0.40	0.77	0.00	0.27
Avail Cap(c_a), veh/h	453	879	745	367	0	763	367	0	662	453	0	694
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.9	29.0	23.2	48.1	0.0	30.9	50.7	0.0	24.6	49.9	0.0	22.4
Incr Delay (d2), s/veh	4.2	1.4	0.1	4.0	0.0	18.9	4.6	0.0	1.8	5.3	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	8.2	0.5	2.9	0.0	18.7	1.0	0.0	4.9	1.8	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	30.3	23.3	52.1	0.0	49.9	55.4	0.0	26.4	55.3	0.0	23.4
LnGrp LOS	E	C	C	D	A	D	E	A	C	E	A	C
Approach Vol, veh/h		473			787			299			255	
Approach Delay, s/veh		31.5			50.2			30.0			31.5	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	42.5	6.8	45.0	6.5	47.6	8.5	43.4
Change Period (Y+Rc), s	3.5	6.0	3.5	* 4.2	3.5	6.0	3.5	* 4.2
Max Green Setting (Gmax), s	21.5	49.0	21.5	* 41	26.5	44.0	26.5	* 36
Max Q Clear Time (g_c+I1), s	8.3	21.0	4.1	9.7	3.8	39.5	5.8	13.4
Green Ext Time (p_c), s	0.1	3.4	0.0	1.0	0.0	2.1	0.1	1.3

Intersection Summary	
HCM 6th Ctrl Delay	39.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	410.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	357	125	225	422	37	222	294	309	31	218	99
Future Vol, veh/h	36	357	125	225	422	37	222	294	309	31	218	99
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	38	376	132	237	444	39	234	309	325	33	229	104
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	253.6	454.7	600.7	105.4
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	7%	33%	9%
Vol Thru, %	36%	69%	62%	63%
Vol Right, %	37%	24%	5%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	825	518	684	348
LT Vol	222	36	225	31
Through Vol	294	357	422	218
RT Vol	309	125	37	99
Lane Flow Rate	868	545	720	366
Geometry Grp	1	1	1	1
Degree of Util (X)	2.249	1.418	1.906	0.961
Departure Headway (Hd)	13.043	16.752	14.831	19.325
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	287	224	252	190
Service Time	11.043	14.752	12.831	17.325
HCM Lane V/C Ratio	3.024	2.433	2.857	1.926
HCM Control Delay	600.7	253.6	454.7	105.4
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	47.9	17.7	32.8	7.8

24: Porter St & Menifee Rd & Central Ave Performance by approach

Approach	EB	WB	NB	SB	NE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.2	30.0	1.8	0.2	32.2
Total Del/Veh (s)	3.8	6.9	171.2	12.7	8.4	86.4
Stop Delay (hr)	0.0	0.2	29.6	0.4	0.1	30.3
Stop Del/Veh (s)	3.4	4.7	168.8	3.2	6.9	81.4

Intersection	
Intersection Delay, s/veh	21.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	197	13	132	18	21	3	148	412	10	4	286	140
Future Vol, veh/h	197	13	132	18	21	3	148	412	10	4	286	140
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	224	15	150	20	24	3	168	468	11	5	325	159
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	17.2	13	26.8	19.6
HCM LOS	C	B	D	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	42%	0%	94%	0%	43%	1%	0%
Vol Thru, %	58%	95%	6%	0%	50%	99%	0%
Vol Right, %	0%	5%	0%	100%	7%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	354	216	210	132	42	290	140
LT Vol	148	0	197	0	18	4	0
Through Vol	206	206	13	0	21	286	0
RT Vol	0	10	0	132	3	0	140
Lane Flow Rate	402	245	239	150	48	330	159
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.805	0.475	0.541	0.29	0.116	0.664	0.289
Departure Headway (Hd)	7.207	6.96	8.159	6.96	8.77	7.259	6.534
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	503	518	441	516	409	498	550
Service Time	4.947	4.699	5.899	4.699	6.829	5.002	4.276
HCM Lane V/C Ratio	0.799	0.473	0.542	0.291	0.117	0.663	0.289
HCM Control Delay	33.5	15.9	20.1	12.5	13	23.3	11.9
HCM Lane LOS	D	C	C	B	B	C	B
HCM 95th-tile Q	7.6	2.5	3.1	1.2	0.4	4.8	1.2

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	40	0	0	6	38	569	0	2	496	15
Future Vol, veh/h	3	0	40	0	0	6	38	569	0	2	496	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	0	44	0	0	7	42	632	0	2	551	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1284	1280	560	1302	1288	632	568	0	0	632	0	0
Stage 1	564	564	-	716	716	-	-	-	-	-	-	-
Stage 2	720	716	-	586	572	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	143	167	532	139	165	484	1014	-	-	960	-	-
Stage 1	514	512	-	424	437	-	-	-	-	-	-	-
Stage 2	422	437	-	500	508	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	134	156	532	121	154	484	1014	-	-	960	-	-
Mov Cap-2 Maneuver	134	156	-	121	154	-	-	-	-	-	-	-
Stage 1	481	510	-	397	409	-	-	-	-	-	-	-
Stage 2	390	409	-	457	506	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.2	12.5	0.5	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1014	-	-	441	484	960	-	-
HCM Lane V/C Ratio	0.042	-	-	0.108	0.014	0.002	-	-
HCM Control Delay (s)	8.7	0	-	14.2	12.5	8.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0	0	-	-

Intersection	
Int Delay, s/veh	15.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↱		↰	↱	
Traffic Vol, veh/h	8	50	21	6	77	155	30	418	19	99	419	48
Future Vol, veh/h	8	50	21	6	77	155	30	418	19	99	419	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	54	23	6	83	167	32	449	20	106	451	52

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1337	1222	477	1251	1238	459	503	0	0	469	0	0
Stage 1	689	689	-	523	523	-	-	-	-	-	-	-
Stage 2	648	533	-	728	715	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	132	181	592	151	177	606	1072	-	-	1103	-	-
Stage 1	439	450	-	541	534	-	-	-	-	-	-	-
Stage 2	462	528	-	418	438	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	51	159	592	98	155	606	1072	-	-	1103	-	-
Mov Cap-2 Maneuver	51	159	-	98	155	-	-	-	-	-	-	-
Stage 1	426	407	-	525	518	-	-	-	-	-	-	-
Stage 2	273	512	-	315	396	-	-	-	-	-	-	-

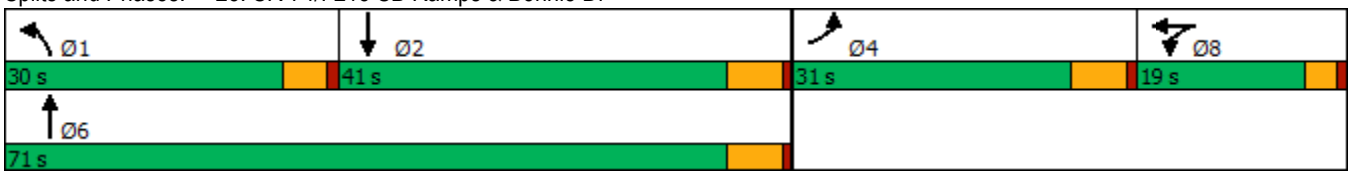
Approach	EB	WB	NB	SB
HCM Control Delay, s	52.7	64.6	0.5	1.5
HCM LOS	F	F		

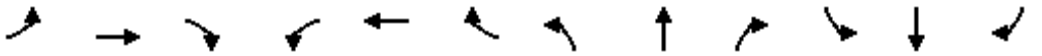
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1072	-	-	156	292	1103	-	-
HCM Lane V/C Ratio	0.03	-	-	0.545	0.876	0.097	-	-
HCM Control Delay (s)	8.5	-	-	52.7	64.6	8.6	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.7	7.8	0.3	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	66	277	253	432	634	34	
Future Volume (vph)	66	277	253	432	634	34	
Turn Type	Prot	Free	Prot	NA	NA	Free	
Protected Phases	4		1	6	2		8
Permitted Phases		Free				Free	
Detector Phase	4		1	6	2		
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0
Minimum Split (s)	11.0		10.0	11.0	11.0		9.0
Total Split (s)	31.0		30.0	71.0	41.0		19.0
Total Split (%)	25.6%		24.8%	58.7%	33.9%		16%
Yellow Time (s)	5.0		4.0	5.0	5.0		3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	6.0		5.0	6.0	6.0		
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	7.6	74.5	16.0	59.0	36.4	74.5	
Actuated g/C Ratio	0.10	1.00	0.21	0.79	0.49	1.00	
v/c Ratio	0.39	0.19	0.71	0.31	0.74	0.02	
Control Delay	39.7	0.3	38.6	3.9	24.8	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	39.7	0.3	38.6	3.9	24.8	0.0	
LOS	D	A	D	A	C	A	
Approach Delay				16.7	23.6		
Approach LOS				B	C		

Intersection Summary	
Cycle Length: 121	
Actuated Cycle Length: 74.5	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 63.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	0	277	0	0	0	253	432	0	0	634	34
Future Volume (veh/h)	66	0	277	0	0	0	253	432	0	0	634	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	0	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	72	0	0	0	0	0	275	470	0	0	689	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	0		0	6	0	358	1539	0	0	861	
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.81	0.00	0.00	0.45	0.00
Sat Flow, veh/h		0		0	1900	0	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h		0.0		0	0	0	275	470	0	0	689	0
Grp Sat Flow(s),veh/h/ln				0	1900	0	1810	1900	0	0	1900	1610
Q Serve(g_s), s				0.0	0.0	0.0	4.5	2.0	0.0	0.0	9.8	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	4.5	2.0	0.0	0.0	9.8	0.0
Prop In Lane				0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				0	6	0	358	1539	0	0	861	
V/C Ratio(X)				0.00	0.00	0.00	0.77	0.31	0.00	0.00	0.80	
Avail Cap(c_a), veh/h				0	904	0	1434	3915	0	0	2108	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	12.0	0.8	0.0	0.0	7.4	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.7	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.0	1.2	0.0	0.0	0.0	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	0.0	13.3	0.8	0.0	0.0	8.1	0.0
LnGrp LOS				A	A	A	B	A	A	A	A	
Approach Vol, veh/h					0			745			689	
Approach Delay, s/veh					0.0			5.4			8.1	
Approach LOS								A			A	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	11.2	20.3				31.5		0.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		4.0				
Max Green Setting (Gmax), s	25.0	35.0				65.0		15.0				
Max Q Clear Time (g_c+I1), s	6.5	11.8				4.0		0.0				
Green Ext Time (p_c), s	0.3	2.5				1.6		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		6.7
HCM 6th LOS		A

Notes

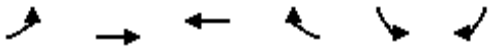
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	20	891	671	922	207
Future Volume (vph)	20	891	671	922	207
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	30.3	70.6	40.3		40.4
Total Split (%)	27.3%	63.6%	36.3%		36.4%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	5.6	20.2	18.5	42.3	11.1
Actuated g/C Ratio	0.13	0.48	0.44	1.00	0.26
v/c Ratio	0.09	0.53	0.44	0.59	0.48
Control Delay	20.8	9.4	11.0	1.6	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	20.8	9.4	11.0	1.6	17.4
LOS	C	A	B	A	B
Approach Delay		9.6	5.5		17.4
Approach LOS		A	A		B

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 42.3	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 7.9	Intersection LOS: A
Intersection Capacity Utilization 45.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 29: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	891	671	922	207	14
Future Volume (veh/h)	20	891	671	922	207	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	919	692	0	213	14
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	48	1814	1121		281	18
Arrive On Green	0.03	0.50	0.31	0.00	0.17	0.17
Sat Flow, veh/h	1810	3705	3705	1610	1678	110
Grp Volume(v), veh/h	21	919	692	0	228	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1796	0
Q Serve(g_s), s	0.4	5.5	5.2	0.0	3.9	0.0
Cycle Q Clear(g_c), s	0.4	5.5	5.2	0.0	3.9	0.0
Prop In Lane	1.00			1.00	0.93	0.06
Lane Grp Cap(c), veh/h	48	1814	1121		300	0
V/C Ratio(X)	0.44	0.51	0.62		0.76	0.00
Avail Cap(c_a), veh/h	1410	7347	3938		1965	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	15.4	5.3	9.4	0.0	12.7	0.0
Incr Delay (d2), s/veh	2.3	0.1	0.2	0.0	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.4	1.0	0.0	1.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.7	5.4	9.6	0.0	14.2	0.0
LnGrp LOS	B	A	A		B	A
Approach Vol, veh/h		940	692		228	
Approach Delay, s/veh		5.7	9.6		14.2	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.4		10.7	6.2	15.3
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		65.3		35.1	25.0	35.0
Max Q Clear Time (g_c+I1), s		7.5		5.9	2.4	7.2
Green Ext Time (p_c), s		4.0		0.3	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

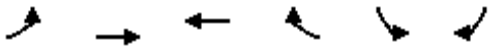
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	240	858	1165	54	428
Future Volume (vph)	240	858	1165	54	428
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.0	11.0	9.5	9.5
Total Split (s)	24.0	65.0	41.0	24.5	24.5
Total Split (%)	26.8%	72.6%	45.8%	27.4%	27.4%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	14.3	50.1	31.6	9.7	9.7
Actuated g/C Ratio	0.20	0.71	0.45	0.14	0.14
v/c Ratio	0.71	0.36	0.80	0.23	0.81
Control Delay	39.5	5.0	23.4	31.1	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	39.5	5.0	23.4	31.1	18.0
LOS	D	A	C	C	B
Approach Delay		12.5	23.4	19.5	
Approach LOS		B	C	B	

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 70.7	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 18.4	Intersection LOS: B
Intersection Capacity Utilization 68.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 30: SR-74 & Trumble Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	240	858	1165	33	54	428
Future Volume (veh/h)	240	858	1165	33	54	428
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	258	923	1253	35	58	460
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	300	2226	1436	40	455	405
Arrive On Green	0.17	0.62	0.40	0.40	0.25	0.25
Sat Flow, veh/h	1810	3705	3682	100	1810	1610
Grp Volume(v), veh/h	258	923	630	658	58	460
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1882	1810	1610
Q Serve(g_s), s	11.0	10.5	25.6	25.6	2.0	20.0
Cycle Q Clear(g_c), s	11.0	10.5	25.6	25.6	2.0	20.0
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	300	2226	723	754	455	405
V/C Ratio(X)	0.86	0.41	0.87	0.87	0.13	1.14
Avail Cap(c_a), veh/h	455	2678	794	828	455	405
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	7.9	22.0	22.0	23.0	29.8
Incr Delay (d2), s/veh	6.8	0.1	9.8	9.5	0.0	87.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	2.9	11.1	11.5	0.8	9.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.0	8.0	31.8	31.5	23.1	117.1
LnGrp LOS	D	A	C	C	C	F
Approach Vol, veh/h		1181	1288		518	
Approach Delay, s/veh		14.8	31.6		106.6	
Approach LOS		B	C		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		55.0		24.5	17.2	37.8
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		59.0		20.0	20.0	35.0
Max Q Clear Time (g_c+I1), s		12.5		22.0	13.0	27.6
Green Ext Time (p_c), s		6.8		0.0	0.2	4.2

Intersection Summary	
HCM 6th Ctrl Delay	38.0
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	946	1037	108	0	166
Future Vol, veh/h	0	946	1037	108	0	166
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	996	1092	114	0	175

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	603
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	447
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	447
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

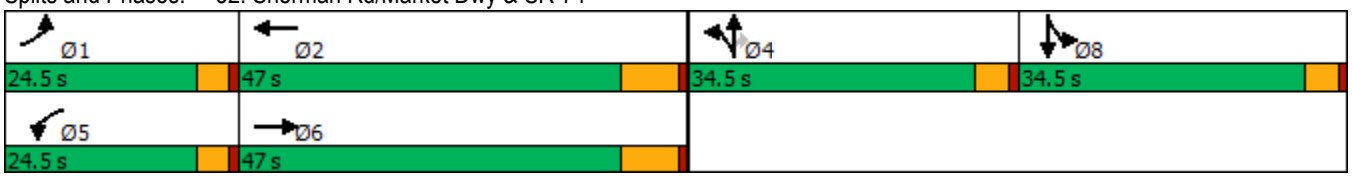
Approach	EB	WB	SB
HCM Control Delay, s	0	0	18.1
HCM LOS			C

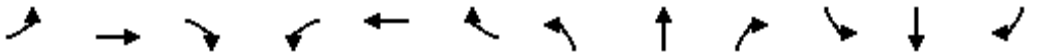
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	447
HCM Lane V/C Ratio	-	-	-	0.391
HCM Control Delay (s)	-	-	-	18.1
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1.8

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	13	868	169	1015	2	178	8
Future Volume (vph)	13	868	169	1015	2	178	8
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases						4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	12.0	9.5	12.0	9.5	9.5	9.5
Total Split (s)	24.5	47.0	24.5	47.0	34.5	34.5	34.5
Total Split (%)	17.4%	33.5%	17.4%	33.5%	24.6%	24.6%	24.6%
Yellow Time (s)	3.5	6.0	3.5	6.0	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	4.5	7.0	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	5.7	30.5	13.3	47.0	11.2	11.2	5.8
Actuated g/C Ratio	0.08	0.40	0.18	0.62	0.15	0.15	0.08
v/c Ratio	0.10	0.68	0.56	0.48	0.51	0.47	0.13
Control Delay	43.2	22.7	39.2	10.3	40.9	10.3	39.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.2	22.7	39.2	10.3	40.9	10.3	39.5
LOS	D	C	D	B	D	B	D
Approach Delay		23.0		14.4	23.2		39.5
Approach LOS		C		B	C		D

Intersection Summary	
Cycle Length: 140.5	
Actuated Cycle Length: 75.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 19.0	Intersection LOS: B
Intersection Capacity Utilization 62.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 32: Sherman Rd/Market Dwy & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	868	65	169	1015	8	127	2	178	7	8	3
Future Volume (veh/h)	13	868	65	169	1015	8	127	2	178	7	8	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	914	68	178	1068	8	134	2	187	7	8	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	32	1149	85	227	1639	12	282	4	255	15	17	7
Arrive On Green	0.02	0.34	0.34	0.13	0.45	0.45	0.16	0.16	0.16	0.02	0.02	0.02
Sat Flow, veh/h	1810	3400	253	1810	3673	28	1784	27	1610	704	805	302
Grp Volume(v), veh/h	14	485	497	178	525	551	136	0	187	18	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1848	1810	1805	1895	1811	0	1610	1810	0	0
Q Serve(g_s), s	0.4	14.0	14.0	5.5	13.1	13.1	3.9	0.0	6.4	0.6	0.0	0.0
Cycle Q Clear(g_c), s	0.4	14.0	14.0	5.5	13.1	13.1	3.9	0.0	6.4	0.6	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.01	0.99		1.00	0.39		0.17
Lane Grp Cap(c), veh/h	32	610	625	227	805	846	286	0	255	39	0	0
V/C Ratio(X)	0.44	0.80	0.80	0.78	0.65	0.65	0.47	0.00	0.73	0.46	0.00	0.00
Avail Cap(c_a), veh/h	629	1255	1285	629	1255	1318	945	0	840	944	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.0	17.2	17.2	24.4	12.4	12.4	22.0	0.0	23.1	27.8	0.0	0.0
Incr Delay (d2), s/veh	3.6	0.9	0.9	2.2	0.3	0.3	0.5	0.0	1.5	3.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.7	4.8	2.3	4.5	4.7	1.6	0.0	2.3	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	18.1	18.1	26.6	12.8	12.8	22.5	0.0	24.6	30.9	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	C	A	C	C	A	A
Approach Vol, veh/h		996			1254			323			18	
Approach Delay, s/veh		18.3			14.7			23.7			30.9	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	32.7		13.6	11.7	26.4		5.7				
Change Period (Y+Rc), s	4.5	7.0		4.5	4.5	7.0		4.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	2.4	15.1		8.4	7.5	16.0		2.6				
Green Ext Time (p_c), s	0.0	5.0		0.8	0.2	3.4		0.0				

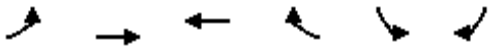
Intersection Summary			
HCM 6th Ctrl Delay		17.3	
HCM 6th LOS		B	

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	72	851	1066	83
Future Volume (vph)	72	851	1066	83
Turn Type	Prot	NA	NA	Prot
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	11.0	9.7
Total Split (s)	24.7	65.7	41.0	24.7
Total Split (%)	27.3%	72.7%	45.4%	27.3%
Yellow Time (s)	3.7	5.0	5.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	6.0	4.7
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Min	Min	None
Act Effct Green (s)	8.4	46.6	36.0	9.8
Actuated g/C Ratio	0.12	0.69	0.53	0.15
v/c Ratio	0.35	0.37	0.70	0.51
Control Delay	33.0	5.0	15.9	28.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	33.0	5.0	15.9	28.9
LOS	C	A	B	C
Approach Delay		7.2	15.9	28.9
Approach LOS		A	B	C

Intersection Summary	
Cycle Length: 90.4	
Actuated Cycle Length: 67.3	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 13.1	Intersection LOS: B
Intersection Capacity Utilization 58.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 33: SR-74 & Antelope Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	72	851	1066	143	83	47
Future Volume (veh/h)	72	851	1066	143	83	47
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	79	935	1171	157	91	52
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	121	2433	1638	219	120	69
Arrive On Green	0.07	0.67	0.51	0.51	0.11	0.11
Sat Flow, veh/h	1810	3705	3295	428	1095	626
Grp Volume(v), veh/h	79	935	659	669	144	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1823	1733	0
Q Serve(g_s), s	2.1	5.6	13.9	14.0	4.0	0.0
Cycle Q Clear(g_c), s	2.1	5.6	13.9	14.0	4.0	0.0
Prop In Lane	1.00			0.23	0.63	0.36
Lane Grp Cap(c), veh/h	121	2433	924	933	190	0
V/C Ratio(X)	0.65	0.38	0.71	0.72	0.76	0.00
Avail Cap(c_a), veh/h	732	4358	1277	1290	701	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.5	3.5	9.3	9.3	21.4	0.0
Incr Delay (d2), s/veh	5.8	0.1	1.2	1.2	6.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.0	4.3	4.4	1.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.3	3.6	10.4	10.5	27.4	0.0
LnGrp LOS	C	A	B	B	C	A
Approach Vol, veh/h		1014	1328		144	
Approach Delay, s/veh		5.6	10.5		27.4	
Approach LOS		A	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		39.3		10.1	8.0	31.3
Change Period (Y+Rc), s		6.0		* 4.7	* 4.7	6.0
Max Green Setting (Gmax), s		59.7		* 20	* 20	35.0
Max Q Clear Time (g_c+I1), s		7.6		6.0	4.1	16.0
Green Ext Time (p_c), s		8.5		0.3	0.1	9.3

Intersection Summary	
HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

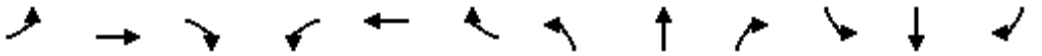
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	61	800	120	1093	70	45	188	43	56
Future Volume (vph)	61	800	120	1093	70	45	188	43	56
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	9.7	9.7	9.7	9.7	9.7
Total Split (s)	24.7	42.0	24.7	42.0	24.7	24.7	24.7	24.7	24.7
Total Split (%)	27.0%	46.0%	27.0%	46.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Yellow Time (s)	3.7	6.0	3.7	6.0	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	7.2	28.8	9.3	33.3	9.0	9.0	9.0	9.0	9.0
Actuated g/C Ratio	0.12	0.47	0.15	0.54	0.15	0.15	0.15	0.15	0.15
v/c Ratio	0.31	0.54	0.47	0.61	0.39	0.17	0.49	0.23	0.22
Control Delay	33.2	14.5	33.1	13.0	33.5	27.8	9.5	29.5	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.2	14.5	33.1	13.0	33.5	27.8	9.5	29.5	16.6
LOS	C	B	C	B	C	C	A	C	B
Approach Delay		15.7		15.0		17.7			20.3
Approach LOS		B		B		B			C

Intersection Summary	
Cycle Length: 91.4	
Actuated Cycle Length: 61.4	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 15.9	Intersection LOS: B
Intersection Capacity Utilization 59.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 34: Palomar Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	800	48	120	1093	28	70	45	188	43	56	53
Future Volume (veh/h)	61	800	48	120	1093	28	70	45	188	43	56	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	65	851	51	128	1163	30	74	48	200	46	60	56
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	1501	90	168	1684	43	312	319	271	303	314	261
Arrive On Green	0.06	0.43	0.43	0.09	0.47	0.47	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1810	3460	207	1810	3596	93	1296	1900	1610	1150	1871	1554
Grp Volume(v), veh/h	65	444	458	128	584	609	74	48	200	46	58	58
Grp Sat Flow(s),veh/h/ln	1810	1805	1863	1810	1805	1883	1296	1900	1610	1150	1805	1620
Q Serve(g_s), s	1.9	9.9	9.9	3.7	13.6	13.6	2.8	1.2	6.3	1.9	1.5	1.7
Cycle Q Clear(g_c), s	1.9	9.9	9.9	3.7	13.6	13.6	4.5	1.2	6.3	3.1	1.5	1.7
Prop In Lane	1.00		0.11	1.00		0.05	1.00		1.00	1.00		0.96
Lane Grp Cap(c), veh/h	105	783	808	168	846	882	312	319	271	303	303	272
V/C Ratio(X)	0.62	0.57	0.57	0.76	0.69	0.69	0.24	0.15	0.74	0.15	0.19	0.21
Avail Cap(c_a), veh/h	674	1177	1215	674	1177	1228	577	708	600	538	673	604
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	11.4	11.4	23.8	11.2	11.2	21.2	19.1	21.2	20.4	19.2	19.3
Incr Delay (d2), s/veh	2.2	0.8	0.8	2.7	1.2	1.2	0.3	0.2	2.9	0.2	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.4	3.5	1.6	4.6	4.8	0.8	0.5	2.4	0.5	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.9	12.2	12.2	26.5	12.4	12.4	21.5	19.2	24.1	20.5	19.4	19.6
LnGrp LOS	C	B	B	C	B	B	C	B	C	C	B	B
Approach Vol, veh/h		967			1321			322			162	
Approach Delay, s/veh		13.2			13.8			22.8			19.8	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	30.3		13.7	7.8	32.1		13.7				
Change Period (Y+Rc), s	* 4.7	7.0		* 4.7	* 4.7	7.0		* 4.7				
Max Green Setting (Gmax), s	* 20	35.0		* 20	* 20	35.0		* 20				
Max Q Clear Time (g_c+I1), s	5.7	11.9		5.1	3.9	15.6		8.3				
Green Ext Time (p_c), s	0.1	7.4		0.5	0.1	9.5		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		15.0	
HCM 6th LOS		B	

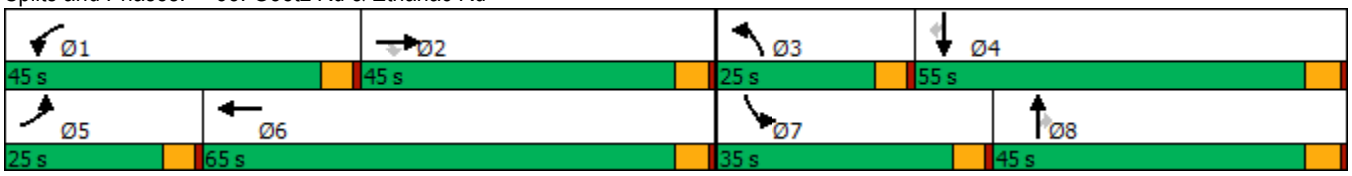
Notes

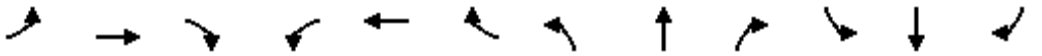
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	77	207	11	173	116	18	327	411	307	179	60
Future Volume (vph)	77	207	11	173	116	18	327	411	307	179	60
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	10.0	11.3	11.3	10.0	11.3	10.0	11.5	11.5	10.0	11.5	11.5
Total Split (s)	25.0	45.0	45.0	45.0	65.0	25.0	45.0	45.0	35.0	55.0	55.0
Total Split (%)	14.7%	26.5%	26.5%	26.5%	38.2%	14.7%	26.5%	26.5%	20.6%	32.4%	32.4%
Yellow Time (s)	4.0	4.3	4.3	4.0	4.3	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.3	5.3	5.0	5.3	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	9.5	12.9	12.9	16.2	19.6	5.8	30.2	30.2	30.6	61.8	61.8
Actuated g/C Ratio	0.09	0.12	0.12	0.15	0.18	0.05	0.27	0.27	0.28	0.56	0.56
v/c Ratio	0.55	0.54	0.04	0.72	0.42	0.22	0.70	0.81	0.68	0.10	0.07
Control Delay	65.9	53.6	0.3	63.2	13.5	61.8	44.6	35.4	47.1	14.0	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.9	53.6	0.3	63.2	13.5	61.8	44.6	35.4	47.1	14.0	0.7
LOS	E	D	A	E	B	E	D	D	D	B	A
Approach Delay		54.8			28.3		40.0			31.1	
Approach LOS		D			C		D			C	

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 111.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 36.6	Intersection LOS: D
Intersection Capacity Utilization 66.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 35: Goetz Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	207	11	173	116	293	18	327	411	307	179	60
Future Volume (veh/h)	77	207	11	173	116	293	18	327	411	307	179	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	85	227	12	190	127	322	20	359	452	337	197	66
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	109	639	285	221	826	384	38	590	499	367	1777	792
Arrive On Green	0.06	0.18	0.18	0.12	0.24	0.24	0.02	0.31	0.31	0.20	0.49	0.49
Sat Flow, veh/h	1810	3610	1610	1810	3458	1608	1810	1900	1607	1810	3610	1609
Grp Volume(v), veh/h	85	227	12	190	127	322	20	359	452	337	197	66
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1608	1810	1900	1607	1810	1805	1609
Q Serve(g_s), s	5.1	6.1	0.7	11.4	3.2	21.1	1.2	17.8	29.8	20.2	3.2	2.4
Cycle Q Clear(g_c), s	5.1	6.1	0.7	11.4	3.2	21.1	1.2	17.8	29.8	20.2	3.2	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	639	285	221	826	384	38	590	499	367	1777	792
V/C Ratio(X)	0.78	0.36	0.04	0.86	0.15	0.84	0.53	0.61	0.91	0.92	0.11	0.08
Avail Cap(c_a), veh/h	327	1296	578	654	1867	868	327	679	574	491	1777	792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.3	40.0	37.7	47.6	33.3	40.0	53.6	32.4	36.6	43.2	15.1	14.9
Incr Delay (d2), s/veh	4.5	0.3	0.1	3.8	0.1	4.9	4.3	1.2	16.7	16.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	2.7	0.3	5.3	1.4	8.8	0.6	8.3	13.8	10.6	1.3	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.8	40.3	37.8	51.4	33.3	45.0	57.9	33.7	53.3	59.6	15.1	14.9
LnGrp LOS	E	D	D	D	C	D	E	C	D	E	B	B
Approach Vol, veh/h		324			639			831			600	
Approach Delay, s/veh		44.3			44.6			44.9			40.1	
Approach LOS		D			D			D			D	

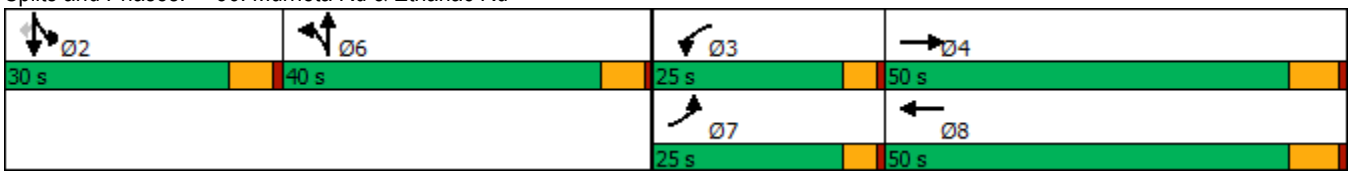
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.5	24.9	7.3	59.9	11.6	31.7	27.4	39.8
Change Period (Y+Rc), s	5.0	5.3	5.0	5.5	5.0	5.3	5.0	5.5
Max Green Setting (Gmax), s	40.0	39.7	20.0	49.5	20.0	59.7	30.0	39.5
Max Q Clear Time (g_c+I1), s	13.4	8.1	3.2	5.2	7.1	23.1	22.2	31.8
Green Ext Time (p_c), s	0.2	1.5	0.0	1.6	0.0	3.4	0.2	2.5

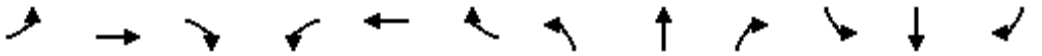
Intersection Summary	
HCM 6th Ctrl Delay	43.5
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	11	815	82	432	154	85	71	12
Future Volume (vph)	11	815	82	432	154	85	71	12
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	Perm
Protected Phases	7	4	3	8	6	2	2	
Permitted Phases								2
Detector Phase	7	4	3	8	6	2	2	2
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	20.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	9.6	26.5	15.8	15.8	15.8	15.8
Total Split (s)	25.0	50.0	25.0	50.0	40.0	30.0	30.0	30.0
Total Split (%)	17.2%	34.5%	17.2%	34.5%	27.6%	20.7%	20.7%	20.7%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	5.6	39.6	10.2	50.3	34.4	12.0	12.0	12.0
Actuated g/C Ratio	0.05	0.33	0.09	0.42	0.29	0.10	0.10	0.10
v/c Ratio	0.14	0.80	0.56	0.35	0.97	0.49	0.39	0.05
Control Delay	61.9	42.0	67.9	24.3	73.1	61.9	58.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.9	42.0	67.9	24.3	73.1	61.9	58.3	0.3
LOS	E	D	E	C	E	E	E	A
Approach Delay		42.2		30.5	73.1		55.8	
Approach LOS		D		C	E		E	

Intersection Summary	
Cycle Length: 145	
Actuated Cycle Length: 119.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 47.1	Intersection LOS: D
Intersection Capacity Utilization 78.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 36: Murrieta Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	815	84	82	432	61	124	154	206	85	71	12
Future Volume (veh/h)	11	815	84	82	432	61	124	154	206	85	71	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	858	88	86	455	64	131	162	217	89	75	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	25	1075	110	110	1184	166	139	171	229	168	176	149
Arrive On Green	0.01	0.33	0.33	0.06	0.37	0.37	0.31	0.31	0.31	0.09	0.09	0.09
Sat Flow, veh/h	1810	3305	339	1810	3180	445	448	554	742	1810	1900	1610
Grp Volume(v), veh/h	12	469	477	86	257	262	510	0	0	89	75	13
Grp Sat Flow(s),veh/h/ln	1810	1805	1839	1810	1805	1820	1744	0	0	1810	1900	1610
Q Serve(g_s), s	0.7	25.4	25.4	5.0	11.2	11.3	30.6	0.0	0.0	5.0	4.0	0.8
Cycle Q Clear(g_c), s	0.7	25.4	25.4	5.0	11.2	11.3	30.6	0.0	0.0	5.0	4.0	0.8
Prop In Lane	1.00		0.18	1.00		0.24	0.26		0.43	1.00		1.00
Lane Grp Cap(c), veh/h	25	587	598	110	672	678	539	0	0	168	176	149
V/C Ratio(X)	0.47	0.80	0.80	0.78	0.38	0.39	0.95	0.00	0.00	0.53	0.43	0.09
Avail Cap(c_a), veh/h	344	732	746	344	732	738	556	0	0	408	429	363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	33.0	33.0	49.6	24.6	24.7	36.2	0.0	0.0	46.4	46.0	44.5
Incr Delay (d2), s/veh	5.0	5.7	5.6	4.4	0.5	0.5	25.0	0.0	0.0	2.6	1.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	11.8	12.0	2.4	4.8	4.9	16.5	0.0	0.0	2.4	2.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.5	38.7	38.6	54.0	25.1	25.2	61.2	0.0	0.0	49.0	47.6	44.8
LnGrp LOS	E	D	D	D	C	C	E	A	A	D	D	D
Approach Vol, veh/h		958			605			510			177	
Approach Delay, s/veh		38.9			29.3			61.2			48.1	
Approach LOS		D			C			E			D	

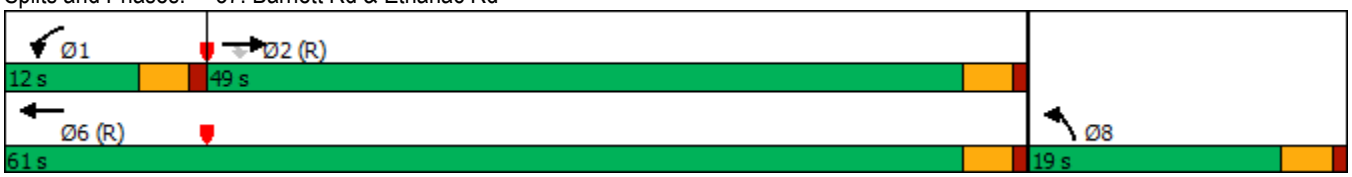
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		15.7	11.2	41.4		39.0	6.1	46.4				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		24.2	20.4	43.5		34.2	20.4	43.5				
Max Q Clear Time (g_c+I1), s		7.0	7.0	27.4		32.6	2.7	13.3				
Green Ext Time (p_c), s		0.6	0.1	7.5		0.5	0.0	4.9				

Intersection Summary												
HCM 6th Ctrl Delay			42.1									
HCM 6th LOS			D									

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations					
Traffic Volume (vph)	1175	1	76	627	8
Future Volume (vph)	1175	1	76	627	8
Turn Type	NA	Perm	Prot	NA	Prot
Protected Phases	2		1	6	8
Permitted Phases		2			
Detector Phase	2	2	1	6	8
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0
Total Split (s)	49.0	49.0	12.0	61.0	19.0
Total Split (%)	61.3%	61.3%	15.0%	76.3%	23.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	56.3	56.3	9.2	67.3	7.7
Actuated g/C Ratio	0.70	0.70	0.12	0.84	0.10
v/c Ratio	0.34	0.00	0.39	0.22	0.40
Control Delay	6.8	6.0	47.9	2.4	15.0
Queue Delay	0.1	0.0	64.6	0.3	0.7
Total Delay	6.9	6.0	112.6	2.6	15.7
LOS	A	A	F	A	B
Approach Delay	6.9			14.5	15.7
Approach LOS	A			B	B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.40	
Intersection Signal Delay: 10.0	Intersection LOS: B
Intersection Capacity Utilization 44.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 37: Barnett Rd & Ethanac Rd





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1175	1	76	627	8	80
Future Volume (veh/h)	1175	1	76	627	8	80
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1250	1	81	667	9	85
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3631	1127	132	2971	12	112
Arrive On Green	0.70	0.70	0.07	0.82	0.08	0.08
Sat Flow, veh/h	5358	1610	1810	3705	154	1458
Grp Volume(v), veh/h	1250	1	81	667	95	0
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1805	1630	0
Q Serve(g_s), s	7.6	0.0	3.5	3.2	4.6	0.0
Cycle Q Clear(g_c), s	7.6	0.0	3.5	3.2	4.6	0.0
Prop In Lane		1.00	1.00		0.09	0.89
Lane Grp Cap(c), veh/h	3631	1127	132	2971	125	0
V/C Ratio(X)	0.34	0.00	0.61	0.22	0.76	0.00
Avail Cap(c_a), veh/h	3631	1127	181	2971	306	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.98	0.98	1.00	0.00
Uniform Delay (d), s/veh	4.7	3.6	36.0	1.5	36.2	0.0
Incr Delay (d2), s/veh	0.3	0.0	4.5	0.2	9.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	1.6	0.1	2.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.0	3.6	40.4	1.7	45.2	0.0
LnGrp LOS	A	A	D	A	D	A
Approach Vol, veh/h	1251			748	95	
Approach Delay, s/veh	5.0			5.9	45.2	
Approach LOS	A			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.8	60.0				69.8	10.2
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	8.0	45.0				57.0	15.0
Max Q Clear Time (g_c+I1), s	5.5	9.6				5.2	6.6
Green Ext Time (p_c), s	0.0	9.5				4.3	0.1

Intersection Summary	
HCM 6th Ctrl Delay	7.1
HCM 6th LOS	A

Notes

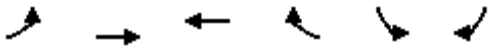
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	212	1043	605	382	386	99
Future Volume (vph)	212	1043	605	382	386	99
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	22.5	22.5	11.0	11.0
Total Split (s)	25.0	62.0	37.0	37.0	18.0	18.0
Total Split (%)	31.3%	77.5%	46.3%	46.3%	22.5%	22.5%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	15.0	57.6	38.6	38.6	14.4	14.4
Actuated g/C Ratio	0.19	0.72	0.48	0.48	0.18	0.18
v/c Ratio	0.65	0.42	0.25	0.40	0.64	0.20
Control Delay	49.5	3.2	13.8	3.3	34.9	27.8
Queue Delay	31.0	0.1	0.0	0.0	0.0	0.1
Total Delay	80.5	3.3	13.9	3.3	34.9	27.9
LOS	F	A	B	A	C	C
Approach Delay		16.4	9.8		33.4	
Approach LOS		B	A		C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 17.0	Intersection LOS: B
Intersection Capacity Utilization 46.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 38: Ethanac Rd & Case Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	212	1043	605	382	386	99
Future Volume (veh/h)	212	1043	605	382	386	99
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	221	1086	630	398	402	103
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	260	2731	2918	906	504	407
Arrive On Green	0.29	1.00	0.56	0.56	0.14	0.14
Sat Flow, veh/h	1810	3705	5358	1610	3510	2834
Grp Volume(v), veh/h	221	1086	630	398	402	103
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1755	1417
Q Serve(g_s), s	9.2	0.0	4.8	11.5	8.9	2.6
Cycle Q Clear(g_c), s	9.2	0.0	4.8	11.5	8.9	2.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	260	2731	2918	906	504	407
V/C Ratio(X)	0.85	0.40	0.22	0.44	0.80	0.25
Avail Cap(c_a), veh/h	475	2731	2918	906	614	496
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.91	0.91	1.00	1.00
Uniform Delay (d), s/veh	27.7	0.0	8.7	10.2	33.1	30.5
Incr Delay (d2), s/veh	7.2	0.4	0.2	1.4	6.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.2	1.4	3.4	3.9	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.9	0.4	8.9	11.6	39.2	30.8
LnGrp LOS	C	A	A	B	D	C
Approach Vol, veh/h		1307	1028		505	
Approach Delay, s/veh		6.2	9.9		37.5	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		64.5		15.5	15.5	49.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		58.0		14.0	21.0	33.0
Max Q Clear Time (g_c+I1), s		2.0		10.9	11.2	13.5
Green Ext Time (p_c), s		8.4		0.6	0.4	5.0

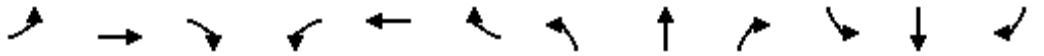
Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	855	574	138	658	1	329
Future Volume (vph)	855	574	138	658	1	329
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	10.0	10.0
Total Split (s)	46.0	46.0	35.0	81.0	35.0	35.0
Total Split (%)	39.7%	39.7%	30.2%	69.8%	30.2%	30.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	40.4	40.4	11.9	57.3	12.4	12.4
Actuated g/C Ratio	0.50	0.50	0.15	0.71	0.15	0.15
v/c Ratio	0.95	0.62	0.55	0.27	0.48	0.73
Control Delay	41.9	10.0	41.0	5.0	37.4	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.9	10.0	41.0	5.0	37.4	18.0
LOS	D	A	D	A	D	B
Approach Delay	29.1			11.3	23.4	
Approach LOS	C			B	C	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 80.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 22.8	Intersection LOS: C
Intersection Capacity Utilization 84.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 39: I-215 SB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	855	574	138	658	0	0	0	0	124	1	329
Future Volume (veh/h)	0	855	574	138	658	0	0	0	0	124	1	329
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	900	604	145	693	0				131	1	346
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	884	749	185	2258	0				443	3	397
Arrive On Green	0.00	0.47	0.47	0.10	0.63	0.00				0.25	0.25	0.25
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1796	14	1610
Grp Volume(v), veh/h	0	900	604	145	693	0				132	0	346
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	40.0	27.6	6.7	7.6	0.0				5.1	0.0	17.7
Cycle Q Clear(g_c), s	0.0	40.0	27.6	6.7	7.6	0.0				5.1	0.0	17.7
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	884	749	185	2258	0				446	0	397
V/C Ratio(X)	0.00	1.02	0.81	0.79	0.31	0.00				0.30	0.00	0.87
Avail Cap(c_a), veh/h	0	884	749	632	3150	0				632	0	562
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.0	19.7	37.7	7.5	0.0				26.3	0.0	31.1
Incr Delay (d2), s/veh	0.0	34.8	6.5	7.2	0.1	0.0				0.4	0.0	10.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	23.0	9.8	3.1	2.1	0.0				2.2	0.0	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	57.8	26.1	44.9	7.5	0.0				26.7	0.0	41.5
LnGrp LOS	A	F	C	D	A	A				C	A	D
Approach Vol, veh/h		1504			838						478	
Approach Delay, s/veh		45.1			14.0						37.4	
Approach LOS		D			B						D	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	13.8	46.0				59.8		26.2				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	8.7	42.0				9.6		19.7				
Green Ext Time (p_c), s	0.3	0.0				4.5		1.5				

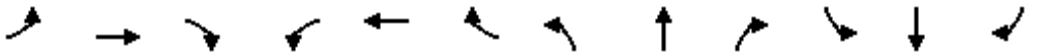
Intersection Summary												
HCM 6th Ctrl Delay			34.5									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	308	671	471	1	162
Future Volume (vph)	308	671	471	1	162
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	23.4	68.9	40.5	24.3	24.3
Actuated g/C Ratio	0.22	0.66	0.39	0.23	0.23
v/c Ratio	0.81	0.57	0.96	0.82	0.34
Control Delay	55.4	12.5	58.0	55.3	7.1
Queue Delay	0.0	0.3	0.0	0.0	0.0
Total Delay	55.4	12.9	58.0	55.3	7.1
LOS	E	B	E	E	A
Approach Delay		26.3	58.0	39.3	
Approach LOS		C	E	D	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 104.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 39.0	Intersection LOS: D
Intersection Capacity Utilization 84.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	308	671	0	0	471	178	325	1	162	0	0	0
Future Volume (veh/h)	308	671	0	0	471	178	325	1	162	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	328	714	0	0	501	189	346	1	172			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	370	1252	0	0	528	199	407	1	363			
Arrive On Green	0.20	0.66	0.00	0.00	0.40	0.40	0.23	0.23	0.23			
Sat Flow, veh/h	1810	1900	0	0	1315	496	1805	5	1610			
Grp Volume(v), veh/h	328	714	0	0	0	690	347	0	172			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1811	1810	0	1610			
Q Serve(g_s), s	16.8	19.5	0.0	0.0	0.0	35.0	17.5	0.0	8.8			
Cycle Q Clear(g_c), s	16.8	19.5	0.0	0.0	0.0	35.0	17.5	0.0	8.8			
Prop In Lane	1.00		0.00	0.00		0.27	1.00		1.00			
Lane Grp Cap(c), veh/h	370	1252	0	0	0	728	408	0	363			
V/C Ratio(X)	0.89	0.57	0.00	0.00	0.00	0.95	0.85	0.00	0.47			
Avail Cap(c_a), veh/h	571	1498	0	0	0	761	571	0	508			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	36.8	8.9	0.0	0.0	0.0	27.5	35.3	0.0	31.9			
Incr Delay (d2), s/veh	10.5	0.4	0.0	0.0	0.0	20.6	8.6	0.0	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.9	5.9	0.0	0.0	0.0	17.3	8.4	0.0	3.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.3	9.3	0.0	0.0	0.0	48.1	43.9	0.0	32.9			
LnGrp LOS	D	A	A	A	A	D	D	A	C			
Approach Vol, veh/h		1042			690			519				
Approach Delay, s/veh		21.2			48.1			40.2				
Approach LOS		C			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.7			24.5	44.2		26.5				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		21.5			18.8	37.0		19.5				
Green Ext Time (p_c), s		4.8			0.7	1.2		2.0				
Intersection Summary												
HCM 6th Ctrl Delay			33.8									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	17.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	656	177	45	506	143	50
Future Vol, veh/h	656	177	45	506	143	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	669	181	46	516	146	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	850	0	1368	760
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	608	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	797	-	163	409
Stage 1	-	-	-	-	465	-
Stage 2	-	-	-	-	547	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	797	-	154	409
Mov Cap-2 Maneuver	-	-	-	-	154	-
Stage 1	-	-	-	-	465	-
Stage 2	-	-	-	-	515	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	138.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	184	-	-	797	-
HCM Lane V/C Ratio	1.07	-	-	0.058	-
HCM Control Delay (s)	138.7	-	-	9.8	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	9.4	-	-	0.2	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	184	441	17	11	309	15	15	0	26	0	9	159
Future Vol, veh/h	184	441	17	11	309	15	15	0	26	0	9	159
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	196	469	18	12	329	16	16	0	28	0	10	169

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	345	0	0	487	0	0	1321	1239	478	1245	1240	337
Stage 1	-	-	-	-	-	-	870	870	-	361	361	-
Stage 2	-	-	-	-	-	-	451	369	-	884	879	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1225	-	-	1086	-	-	135	177	591	152	177	710
Stage 1	-	-	-	-	-	-	349	372	-	662	629	-
Stage 2	-	-	-	-	-	-	592	624	-	343	368	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1225	-	-	1086	-	-	80	136	591	119	136	710
Mov Cap-2 Maneuver	-	-	-	-	-	-	80	136	-	119	136	-
Stage 1	-	-	-	-	-	-	272	290	-	516	620	-
Stage 2	-	-	-	-	-	-	438	615	-	255	287	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.4	0.3	31.9	14
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	177	1225	-	-	1086	-	-	579
HCM Lane V/C Ratio	0.246	0.16	-	-	0.011	-	-	0.309
HCM Control Delay (s)	31.9	8.5	0	-	8.4	0	-	14
HCM Lane LOS	D	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.9	0.6	-	-	0	-	-	1.3

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	310	139	0	351	50	0	0	0	22	0	1
Future Vol, veh/h	0	310	139	0	351	50	0	0	0	22	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	260	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	341	153	0	386	55	0	0	0	24	0	1

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	441	0	-	-	-	0			755	755	414
Stage 1	-	-	-	-	-	-			414	414	-
Stage 2	-	-	-	-	-	-			341	341	-
Critical Hdwy	4.1	-	-	-	-	-			6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-			5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-			3.5	4	3.3
Pot Cap-1 Maneuver	1130	-	0	0	-	-			379	340	643
Stage 1	-	-	0	0	-	-			671	597	-
Stage 2	-	-	0	0	-	-			725	642	-
Platoon blocked, %		-			-	-					
Mov Cap-1 Maneuver	1130	-	-	-	-	-			379	0	643
Mov Cap-2 Maneuver	-	-	-	-	-	-			379	0	-
Stage 1	-	-	-	-	-	-			671	0	-
Stage 2	-	-	-	-	-	-			725	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1130	-	-	-	386
HCM Lane V/C Ratio	-	-	-	-	0.065
HCM Control Delay (s)	0	-	-	-	15
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	332	0	6	310	90	16
Future Vol, veh/h	332	0	6	310	90	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	365	0	7	341	99	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	365	0	720	365
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	355	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1205	-	398	685
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	714	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1205	-	395	685
Mov Cap-2 Maneuver	-	-	-	-	395	-
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	709	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	16.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	422	-	-	1205	-
HCM Lane V/C Ratio	0.276	-	-	0.005	-
HCM Control Delay (s)	16.8	-	-	8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.1	-	-	0	-

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	197	124	148	68	66	138
Future Vol, veh/h	197	124	148	68	66	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	221	139	166	76	74	155

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	242	0	-	0	785	204
Stage 1	-	-	-	-	204	-
Stage 2	-	-	-	-	581	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1336	-	-	-	364	842
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	563	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1336	-	-	-	299	842
Mov Cap-2 Maneuver	-	-	-	-	299	-
Stage 1	-	-	-	-	686	-
Stage 2	-	-	-	-	563	-

Approach	EB	WB	SB
HCM Control Delay, s	5.1	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1336	-	-	-	530
HCM Lane V/C Ratio	0.166	-	-	-	0.432
HCM Control Delay (s)	8.2	0	-	-	16.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.6	-	-	-	2.2

Intersection	
Int Delay, s/veh	55.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	74	10	26	101	59	20	432	57	69	382	27
Future Vol, veh/h	15	74	10	26	101	59	20	432	57	69	382	27
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	88	12	31	120	70	24	514	68	82	455	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1326	1265	473	1283	1247	548	487	0	0	582	0	0
Stage 1	635	635	-	596	596	-	-	-	-	-	-	-
Stage 2	691	630	-	687	651	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	134	171	595	143	175	540	1086	-	-	1002	-	-
Stage 1	470	476	-	494	495	-	-	-	-	-	-	-
Stage 2	438	478	-	440	468	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	36	147	594	66	150	540	1086	-	-	1002	-	-
Mov Cap-2 Maneuver	36	147	-	66	150	-	-	-	-	-	-	-
Stage 1	454	422	-	478	479	-	-	-	-	-	-	-
Stage 2	276	462	-	302	415	-	-	-	-	-	-	-

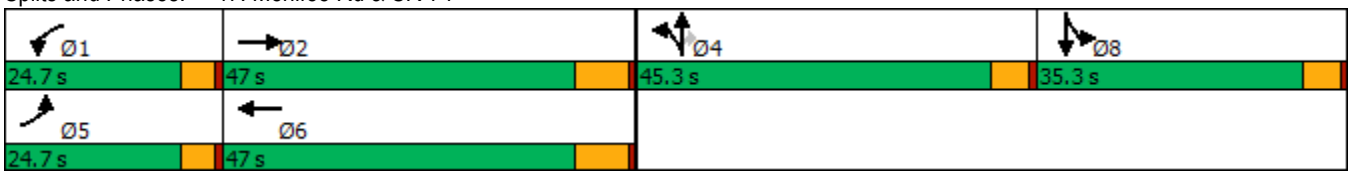
Approach	EB	WB	NB	SB
HCM Control Delay, s	196.9	268.2	0.3	1.3
HCM LOS	F	F		

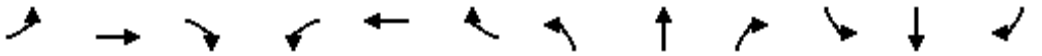
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1086	-	-	106	158	1002	-	-
HCM Lane V/C Ratio	0.022	-	-	1.112	1.401	0.082	-	-
HCM Control Delay (s)	8.4	0	-	196.9	268.2	8.9	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	7.4	13.9	0.3	-	-

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	57	878	178	1036	298	280	235
Future Volume (vph)	57	878	178	1036	298	280	235
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	4		8
Permitted Phases						4	
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.3	10.3	10.3
Total Split (s)	24.7	47.0	24.7	47.0	45.3	45.3	35.3
Total Split (%)	16.2%	30.9%	16.2%	30.9%	29.7%	29.7%	23.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	9.7	40.0	18.7	51.2	39.8	39.8	30.0
Actuated g/C Ratio	0.06	0.27	0.12	0.34	0.26	0.26	0.20
v/c Ratio	0.55	1.17	0.88	1.05	0.97	0.52	1.20
Control Delay	85.6	135.1	101.0	86.4	87.8	16.1	163.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.6	135.1	101.0	86.4	87.8	16.1	163.4
LOS	F	F	F	F	F	B	F
Approach Delay		132.5		88.4	59.5		163.4
Approach LOS		F		F	E		F

Intersection Summary	
Cycle Length: 152.3	
Actuated Cycle Length: 150.8	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.20	
Intersection Signal Delay: 104.5	Intersection LOS: F
Intersection Capacity Utilization 101.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	878	118	178	1036	107	131	298	280	139	235	26
Future Volume (veh/h)	57	878	118	178	1036	107	131	298	280	139	235	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	976	131	198	1151	119	146	331	311	154	261	29
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	850	114	220	1132	117	152	344	427	128	216	24
Arrive On Green	0.04	0.27	0.27	0.12	0.34	0.34	0.27	0.27	0.27	0.20	0.20	0.20
Sat Flow, veh/h	1810	3199	429	1810	3303	341	573	1299	1610	640	1085	121
Grp Volume(v), veh/h	63	551	556	198	628	642	477	0	311	444	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1823	1810	1805	1839	1871	0	1610	1846	0	0
Q Serve(g_s), s	5.2	40.0	40.0	16.2	51.6	51.6	37.8	0.0	26.5	30.0	0.0	0.0
Cycle Q Clear(g_c), s	5.2	40.0	40.0	16.2	51.6	51.6	37.8	0.0	26.5	30.0	0.0	0.0
Prop In Lane	1.00		0.24	1.00		0.19	0.31		1.00	0.35		0.07
Lane Grp Cap(c), veh/h	81	480	484	220	619	630	496	0	427	368	0	0
V/C Ratio(X)	0.78	1.15	1.15	0.90	1.02	1.02	0.96	0.00	0.73	1.21	0.00	0.00
Avail Cap(c_a), veh/h	240	480	484	240	619	630	497	0	428	368	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	71.2	55.3	55.3	65.2	49.5	49.5	54.5	0.0	50.4	60.3	0.0	0.0
Incr Delay (d2), s/veh	6.0	88.4	88.6	29.9	40.1	40.6	30.6	0.0	6.1	115.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	30.0	30.3	9.4	30.0	30.7	22.0	0.0	11.4	25.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.2	143.6	143.8	95.1	89.6	90.1	85.1	0.0	56.5	176.1	0.0	0.0
LnGrp LOS	E	F	F	F	F	F	F	A	E	F	A	A
Approach Vol, veh/h		1170			1468			788			444	
Approach Delay, s/veh		140.1			90.5			73.8			176.1	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.0	47.0		45.2	11.4	58.6		35.3				
Change Period (Y+Rc), s	* 4.7	7.0		5.3	* 4.7	7.0		5.3				
Max Green Setting (Gmax), s	* 20	40.0		40.0	* 20	40.0		30.0				
Max Q Clear Time (g_c+I1), s	18.2	42.0		39.8	7.2	53.6		32.0				
Green Ext Time (p_c), s	0.1	0.0		0.1	0.0	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		111.9
HCM 6th LOS		F

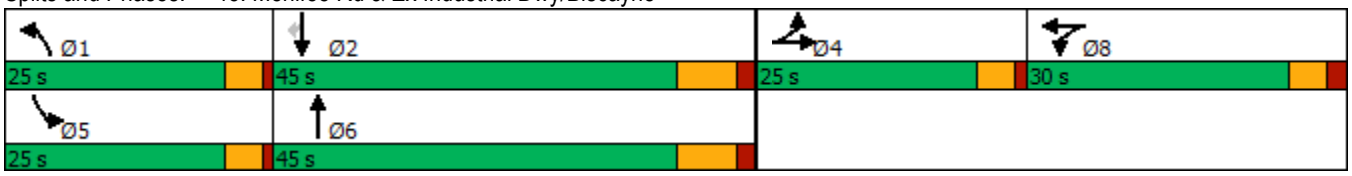
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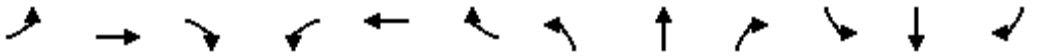
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	2	2	658	10	500	8
Future Volume (vph)	0	2	2	658	10	500	8
Turn Type	NA	NA	Prot	NA	Prot	NA	Perm
Protected Phases	4	8	1	6	5	2	
Permitted Phases							2
Detector Phase	4	8	1	6	5	2	2
Switch Phase							
Minimum Initial (s)	6.0	8.0	6.0	10.0	6.0	10.0	10.0
Minimum Split (s)	10.6	13.6	10.6	17.5	10.6	17.5	17.5
Total Split (s)	25.0	30.0	25.0	45.0	25.0	45.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%	36.0%
Yellow Time (s)	3.6	3.6	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	4.6	7.5	4.6	7.5	7.5
Lead/Lag			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	None	Min	Min
Act Effct Green (s)	6.1	8.1	6.1	57.0	6.3	57.2	57.2
Actuated g/C Ratio	0.10	0.13	0.10	0.89	0.10	0.90	0.90
v/c Ratio	0.02	0.06	0.02	0.50	0.07	0.38	0.01
Control Delay	30.3	20.3	30.5	8.8	30.3	6.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.3	20.3	30.5	8.8	30.3	6.2	0.0
LOS	C	C	C	A	C	A	A
Approach Delay	30.3	20.3		8.9		6.6	
Approach LOS	C	C		A		A	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 63.9	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 8.0	Intersection LOS: A
Intersection Capacity Utilization 52.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	0	1	2	7	2	658	1	10	500	8
Future Volume (veh/h)	3	0	0	1	2	7	2	658	1	10	500	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	0	0	1	3	9	3	855	1	13	649	10
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	12	0	0	3	10	31	9	1005	1	36	1035	877
Arrive On Green	0.01	0.00	0.00	0.03	0.03	0.03	0.00	0.53	0.53	0.02	0.54	0.54
Sat Flow, veh/h	1809	0	0	130	389	1166	1810	1897	2	1810	1900	1610
Grp Volume(v), veh/h	4	0	0	13	0	0	3	0	856	13	649	10
Grp Sat Flow(s),veh/h/ln	1810	0	0	1684	0	0	1810	0	1900	1810	1900	1610
Q Serve(g_s), s	0.1	0.0	0.0	0.4	0.0	0.0	0.1	0.0	20.6	0.4	12.6	0.2
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.4	0.0	0.0	0.1	0.0	20.6	0.4	12.6	0.2
Prop In Lane	1.00		0.00	0.08		0.69	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	12	0	0	44	0	0	9	0	1006	36	1035	877
V/C Ratio(X)	0.34	0.00	0.00	0.29	0.00	0.00	0.34	0.00	0.85	0.36	0.63	0.01
Avail Cap(c_a), veh/h	691	0	0	770	0	0	691	0	1334	691	1335	1131
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	0.0	0.0	25.5	0.0	0.0	26.5	0.0	10.7	25.8	8.4	5.6
Incr Delay (d2), s/veh	16.3	0.0	0.0	3.6	0.0	0.0	21.0	0.0	4.2	6.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.2	0.0	0.0	0.1	0.0	7.6	0.2	4.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	0.0	0.0	29.1	0.0	0.0	47.5	0.0	14.9	32.0	9.0	5.6
LnGrp LOS	D	A	A	C	A	A	D	A	B	C	A	A
Approach Vol, veh/h		4			13			859			672	
Approach Delay, s/veh		42.7			29.1			15.0			9.4	
Approach LOS		D			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	36.6		4.9	5.7	35.8		7.0				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	20.4	37.5		20.4	20.4	37.5		24.4				
Max Q Clear Time (g_c+I1), s	2.1	14.6		2.1	2.4	22.6		2.4				
Green Ext Time (p_c), s	0.0	4.7		0.0	0.0	5.7		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		12.8	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	3	4	0	1	1	659	7	0	515	2
Future Vol, veh/h	5	0	3	4	0	1	1	659	7	0	515	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	0	4	5	0	1	1	856	9	0	669	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1534	1538	671	1536	1535	861	672	0	0	865	0	0
Stage 1	671	671	-	863	863	-	-	-	-	-	-	-
Stage 2	863	867	-	673	672	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	96	117	460	96	117	358	928	-	-	787	-	-
Stage 1	449	458	-	352	374	-	-	-	-	-	-	-
Stage 2	352	373	-	448	458	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	96	117	460	95	117	358	928	-	-	787	-	-
Mov Cap-2 Maneuver	96	117	-	95	117	-	-	-	-	-	-	-
Stage 1	448	458	-	351	373	-	-	-	-	-	-	-
Stage 2	350	372	-	444	458	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33.4	39.4	0	0
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	928	-	-	137	111	787	-	-
HCM Lane V/C Ratio	0.001	-	-	0.076	0.059	-	-	-
HCM Control Delay (s)	8.9	0	-	33.4	39.4	0	-	-
HCM Lane LOS	A	A	-	D	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	171	146	661	503	24
Future Vol, veh/h	8	171	146	661	503	24
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	219	187	847	645	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1883	662	677	0	-	0
Stage 1	662	-	-	-	-	-
Stage 2	1221	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	79	465	924	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	281	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	49	465	923	-	-	-
Mov Cap-2 Maneuver	49	-	-	-	-	-
Stage 1	318	-	-	-	-	-
Stage 2	281	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	35.7	1.8	0
HCM LOS	E		

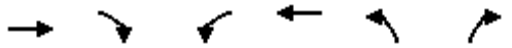
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	923	-	337	-	-
HCM Lane V/C Ratio	0.203	-	0.681	-	-
HCM Control Delay (s)	9.9	0	35.7	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.8	-	4.7	-	-

Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Configurations					
Traffic Volume (vph)	1290	7	4	1322	6
Future Volume (vph)	1290	7	4	1322	6
Turn Type	NA	Perm	Prot	NA	Perm
Protected Phases	2		1	6	
Permitted Phases		2			8
Detector Phase	2	2	1	6	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	9.7	12.0	10.5
Total Split (s)	42.0	42.0	29.7	71.7	35.5
Total Split (%)	39.2%	39.2%	27.7%	66.9%	33.1%
Yellow Time (s)	6.0	6.0	3.7	6.0	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.7	7.0	5.5
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	Min	Min	None	Min	None
Act Effct Green (s)	57.7	57.7	5.2	59.3	5.6
Actuated g/C Ratio	0.93	0.93	0.08	0.96	0.09
v/c Ratio	0.45	0.01	0.03	0.45	0.01
Control Delay	2.9	2.0	31.0	1.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	2.9	2.0	31.0	1.4	0.0
LOS	A	A	C	A	A
Approach Delay	2.9			1.5	
Approach LOS	A			A	

Intersection Summary	
Cycle Length: 107.2	
Actuated Cycle Length: 62	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 2.2	Intersection LOS: A
Intersection Capacity Utilization 50.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 52: McKinley & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1290	7	4	1322	0	6
Future Volume (veh/h)	1290	7	4	1322	0	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1518	8	5	1555	0	7
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2165	965	12	2568	17	15
Arrive On Green	0.60	0.60	0.01	0.71	0.00	0.01
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	1518	8	5	1555	0	7
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	13.0	0.1	0.1	9.8	0.0	0.2
Cycle Q Clear(g_c), s	13.0	0.1	0.1	9.8	0.0	0.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2165	965	12	2568	17	15
V/C Ratio(X)	0.70	0.01	0.41	0.61	0.00	0.47
Avail Cap(c_a), veh/h	2823	1259	1011	5219	1213	1079
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.2	3.6	22.1	3.3	0.0	22.1
Incr Delay (d2), s/veh	0.5	0.0	8.0	0.2	0.0	20.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.1	1.1	0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.7	3.6	30.1	3.5	0.0	43.0
LnGrp LOS	A	A	C	A	A	D
Approach Vol, veh/h	1526			1560	7	
Approach Delay, s/veh	6.7			3.6	43.0	
Approach LOS	A			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.0	33.8				38.8	5.9
Change Period (Y+Rc), s	* 4.7	7.0				7.0	5.5
Max Green Setting (Gmax), s	* 25	35.0				64.7	30.0
Max Q Clear Time (g_c+I1), s	2.1	15.0				11.8	2.2
Green Ext Time (p_c), s	0.0	11.8				19.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	5.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	74	1222	1297	71	26	29
Future Vol, veh/h	74	1222	1297	71	26	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	74	1222	1297	71	26	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1368	0	-	0	2092	684
Stage 1	-	-	-	-	1333	-
Stage 2	-	-	-	-	759	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	508	-	-	-	46	396
Stage 1	-	-	-	-	214	-
Stage 2	-	-	-	-	428	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	508	-	-	-	~ 25	396
Mov Cap-2 Maneuver	-	-	-	-	~ 25	-
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	428	-

Approach	EB	WB	SB
HCM Control Delay, s	3.3	0	$ 300.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	508	-	-	-	49
HCM Lane V/C Ratio	0.146	-	-	-	1.122
HCM Control Delay (s)	13.3	2.7	-	-	$ 300.6
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.5	-	-	-	4.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	15.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	13	137	46	54	0	117	161	21	9	197	65
Future Vol, veh/h	57	13	137	46	54	0	117	161	21	9	197	65
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	74	17	178	60	70	0	152	209	27	12	256	84
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

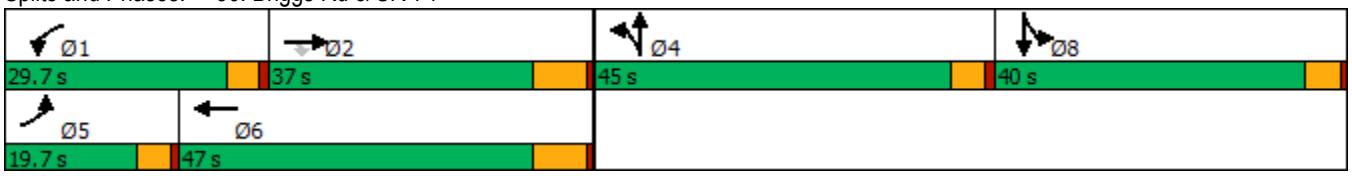
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	11.7	12.3	18.6	16.1
HCM LOS	B	B	C	C

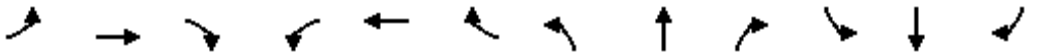
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	39%	81%	0%	46%	3%
Vol Thru, %	54%	19%	0%	54%	73%
Vol Right, %	7%	0%	100%	0%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	299	70	137	100	271
LT Vol	117	57	0	46	9
Through Vol	161	13	0	54	197
RT Vol	21	0	137	0	65
Lane Flow Rate	388	91	178	130	352
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.635	0.186	0.308	0.249	0.567
Departure Headway (Hd)	5.886	7.357	6.224	6.905	5.795
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	617	487	576	519	626
Service Time	3.901	5.105	3.972	4.963	3.81
HCM Lane V/C Ratio	0.629	0.187	0.309	0.25	0.562
HCM Control Delay	18.6	11.8	11.7	12.3	16.1
HCM Lane LOS	C	B	B	B	C
HCM 95th-tile Q	4.5	0.7	1.3	1	3.6

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	62	729	456	306	956	348	221	192	194
Future Volume (vph)	62	729	456	306	956	348	221	192	194
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Split	NA
Protected Phases	5	2		1	6	4	4	8	8
Permitted Phases			2						
Detector Phase	5	2	2	1	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	9.7	12.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	37.0	37.0	29.7	47.0	45.0	45.0	40.0	40.0
Total Split (%)	13.0%	24.4%	24.4%	19.6%	31.0%	29.7%	29.7%	26.4%	26.4%
Yellow Time (s)	3.7	6.0	6.0	3.7	6.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	10.4	30.0	30.0	25.0	44.7	40.1	40.1	29.3	29.3
Actuated g/C Ratio	0.07	0.21	0.21	0.17	0.31	0.27	0.27	0.20	0.20
v/c Ratio	0.59	1.18	0.76	1.19	1.25	0.85	1.09	0.64	0.86
Control Delay	84.4	145.5	14.6	165.6	161.4	67.7	113.5	61.9	77.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.4	145.5	14.6	165.6	161.4	67.7	113.5	61.9	77.3
LOS	F	F	B	F	F	E	F	E	E
Approach Delay		94.6			162.3		93.7		70.8
Approach LOS		F			F		F		E

Intersection Summary	
Cycle Length: 151.7	
Actuated Cycle Length: 146.2	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.25	
Intersection Signal Delay: 116.4	Intersection LOS: F
Intersection Capacity Utilization 92.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	729	456	306	956	170	348	221	237	192	194	64
Future Volume (veh/h)	62	729	456	306	956	170	348	221	237	192	194	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.89	1.00		0.84
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	878	549	369	1152	205	419	266	286	231	234	77
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	742	320	310	994	176	496	214	230	363	260	86
Arrive On Green	0.05	0.21	0.21	0.17	0.32	0.32	0.27	0.27	0.27	0.20	0.20	0.20
Sat Flow, veh/h	1810	3610	1559	1810	3065	543	1810	782	841	1810	1298	427
Grp Volume(v), veh/h	75	878	549	369	676	681	419	0	552	231	0	311
Grp Sat Flow(s),veh/h/ln	1810	1805	1559	1810	1805	1802	1810	0	1623	1810	0	1725
Q Serve(g_s), s	6.0	30.0	30.0	25.0	47.4	47.4	31.9	0.0	40.0	17.1	0.0	25.7
Cycle Q Clear(g_c), s	6.0	30.0	30.0	25.0	47.4	47.4	31.9	0.0	40.0	17.1	0.0	25.7
Prop In Lane	1.00		1.00	1.00		0.30	1.00		0.52	1.00		0.25
Lane Grp Cap(c), veh/h	95	742	320	310	586	585	496	0	445	363	0	346
V/C Ratio(X)	0.79	1.18	1.71	1.19	1.15	1.16	0.85	0.00	1.24	0.64	0.00	0.90
Avail Cap(c_a), veh/h	186	742	320	310	586	585	496	0	445	434	0	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.4	58.0	58.0	60.5	49.3	49.3	50.1	0.0	53.0	53.5	0.0	56.9
Incr Delay (d2), s/veh	5.5	96.1	334.0	113.4	87.9	91.5	12.7	0.0	126.6	2.3	0.0	19.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	23.6	41.6	21.2	35.6	36.1	16.2	0.0	31.9	8.0	0.0	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.9	154.1	392.0	173.8	137.2	140.8	62.8	0.0	179.6	55.7	0.0	76.6
LnGrp LOS	E	F	F	F	F	F	E	A	F	E	A	E
Approach Vol, veh/h		1502			1726			971			542	
Approach Delay, s/veh		237.0			146.5			129.2			67.7	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.7	37.0		45.0	12.3	54.4		34.3				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 25	30.0		40.0	* 15	40.0		35.0				
Max Q Clear Time (g_c+I1), s	27.0	32.0		42.0	8.0	49.4		27.7				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		1.6				

Intersection Summary		
HCM 6th Ctrl Delay		162.6
HCM 6th LOS		F

Notes

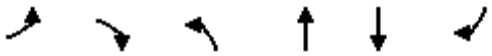
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	395	171	207	411	426	530
Future Volume (vph)	395	171	207	411	426	530
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	10.0	10.0	10.0
Minimum Split (s)	13.6	13.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	30.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	30.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	4.6	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	24.9	24.9	15.4	43.7	23.5	23.5
Actuated g/C Ratio	0.31	0.31	0.19	0.54	0.29	0.29
v/c Ratio	0.89	0.33	0.76	0.50	0.51	0.71
Control Delay	50.9	5.8	47.2	13.2	25.7	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.9	5.8	47.2	13.2	25.7	6.6
LOS	D	A	D	B	C	A
Approach Delay	37.2			24.6	15.1	
Approach LOS	D			C	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 81.2	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 23.7	Intersection LOS: C
Intersection Capacity Utilization 59.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 57: Briggs Rd & Heritage HS Dwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	395	171	207	411	426	530
Future Volume (veh/h)	395	171	207	411	426	530
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	494	214	259	514	532	662
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	464	413	294	1165	1451	647
Arrive On Green	0.26	0.26	0.16	0.61	0.40	0.40
Sat Flow, veh/h	1810	1610	1810	1900	3705	1610
Grp Volume(v), veh/h	494	214	259	514	532	662
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1805	1610
Q Serve(g_s), s	24.4	10.8	13.3	13.6	9.8	38.2
Cycle Q Clear(g_c), s	24.4	10.8	13.3	13.6	9.8	38.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	464	413	294	1165	1451	647
V/C Ratio(X)	1.06	0.52	0.88	0.44	0.37	1.02
Avail Cap(c_a), veh/h	464	413	388	1263	1451	647
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	30.3	38.9	9.8	19.9	28.4
Incr Delay (d2), s/veh	59.7	1.1	13.8	0.3	0.2	41.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.2	10.0	6.9	5.2	4.1	21.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	95.0	31.4	52.7	10.0	20.1	69.8
LnGrp LOS	F	C	D	B	C	F
Approach Vol, veh/h	708			773	1194	
Approach Delay, s/veh	75.8			24.3	47.7	
Approach LOS	E			C	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		65.1		30.0	20.1	45.0
Change Period (Y+Rc), s		6.8		5.6	4.6	6.8
Max Green Setting (Gmax), s		63.2		24.4	20.4	38.2
Max Q Clear Time (g_c+I1), s		15.6		26.4	15.3	40.2
Green Ext Time (p_c), s		3.8		0.0	0.2	0.0

Intersection Summary		
HCM 6th Ctrl Delay		48.4
HCM 6th LOS		D

Intersection	
Intersection Delay, s/veh	215.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	0	55	0	198	1	617	167	24	586	10
Future Vol, veh/h	9	0	0	55	0	198	1	617	167	24	586	10
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	0	0	76	0	275	1	857	232	33	814	14
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	14.4	24.1	241.7	263.9
HCM LOS	B	C	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%	22%	4%
Vol Thru, %	100%	0%	0%	0%	95%
Vol Right, %	0%	100%	0%	78%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	618	167	9	253	620
LT Vol	1	0	9	55	24
Through Vol	617	0	0	0	586
RT Vol	0	167	0	198	10
Lane Flow Rate	858	232	12	351	861
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1.611	0.39	0.031	0.648	1.523
Departure Headway (Hd)	7.415	6.692	11.027	7.838	6.9
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	498	540	327	464	534
Service Time	5.115	4.392	9.027	5.838	4.9
HCM Lane V/C Ratio	1.723	0.43	0.037	0.756	1.612
HCM Control Delay	303.4	13.6	14.4	24.1	263.9
HCM Lane LOS	F	B	B	C	F
HCM 95th-tile Q	43.8	1.8	0.1	4.5	41.3

Intersection	
Int Delay, s/veh	30.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	95	43	742	52	33	608
Future Vol, veh/h	95	43	742	52	33	608
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	114	52	894	63	40	733

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1742	482	0	0	960	0
Stage 1	929	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 88	536	-	-	725	-
Stage 1	350	-	-	-	-	-
Stage 2	440	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 80	534	-	-	723	-
Mov Cap-2 Maneuver	~ 80	-	-	-	-	-
Stage 1	349	-	-	-	-	-
Stage 2	399	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 347.7	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	109	723	-
HCM Lane V/C Ratio	-	-	1.525	0.055	-
HCM Control Delay (s)	-	-	$ 347.7	10.3	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	12.2	0.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	10	784	11	3	700
Future Vol, veh/h	31	10	784	11	3	700
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	31	10	784	11	3	700

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1496	398	0	0	795	0
Stage 1	790	-	-	-	-	-
Stage 2	706	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	126	607	-	-	835	-
Stage 1	413	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	125	607	-	-	835	-
Mov Cap-2 Maneuver	125	-	-	-	-	-
Stage 1	413	-	-	-	-	-
Stage 2	490	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	36.4	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	155	835	-
HCM Lane V/C Ratio	-	-	0.265	0.004	-
HCM Control Delay (s)	-	-	36.4	9.3	0
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	1	0	-

Intersection	
Intersection Delay, s/veh	168.8
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	119	676	50	70	660
Future Vol, veh/h	43	119	676	50	70	660
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	52	145	824	61	85	805
Number of Lanes	1	0	1	0	0	1

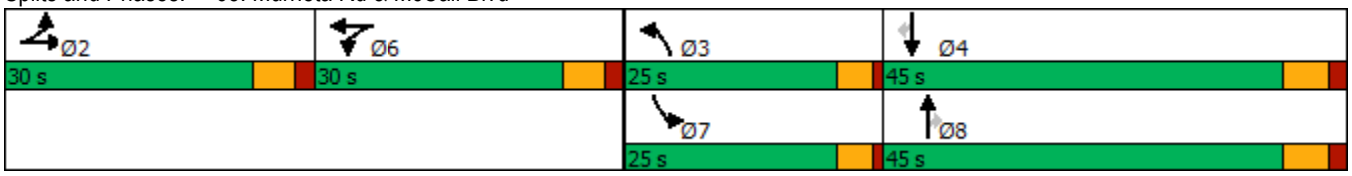
Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	14.7	181.2	190.6
HCM LOS	B	F	F

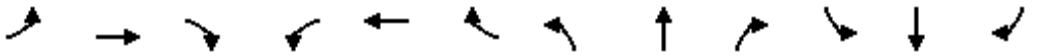
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	27%	10%
Vol Thru, %	93%	0%	90%
Vol Right, %	7%	73%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	726	162	730
LT Vol	0	43	70
Through Vol	676	0	660
RT Vol	50	119	0
Lane Flow Rate	885	198	890
Geometry Grp	1	1	1
Degree of Util (X)	1.337	0.363	1.359
Departure Headway (Hd)	5.916	7.519	5.956
Convergence, Y/N	Yes	Yes	Yes
Cap	620	482	614
Service Time	3.916	5.519	3.956
HCM Lane V/C Ratio	1.427	0.411	1.45
HCM Control Delay	181.2	14.7	190.6
HCM Lane LOS	F	B	F
HCM 95th-tile Q	34.5	1.6	35.7

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	95	233	113	130	1	218	157	62	152	95
Future Volume (vph)	95	233	113	130	1	218	157	62	152	95
Turn Type	Split	NA	Split	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	2	2	6	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	2	2	6	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	12.1	12.1	12.1	12.1	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	30.0	30.0	30.0	30.0	25.0	45.0	45.0	25.0	45.0	45.0
Total Split (%)	23.1%	23.1%	23.1%	23.1%	19.2%	34.6%	34.6%	19.2%	34.6%	34.6%
Yellow Time (s)	4.1	4.1	4.1	4.1	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	6.1	6.1	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	11.7	11.7	11.5	11.5	6.5	16.1	16.1	8.3	24.3	24.3
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.09	0.23	0.23	0.12	0.35	0.35
v/c Ratio	0.37	0.45	0.44	0.42	0.01	0.58	0.39	0.34	0.27	0.18
Control Delay	33.7	31.5	35.1	18.5	39.0	31.5	10.8	38.0	18.6	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	31.5	35.1	18.5	39.0	31.5	10.8	38.0	18.6	4.9
LOS	C	C	D	B	D	C	B	D	B	A
Approach Delay		32.1		23.8		22.9			18.3	
Approach LOS		C		C		C			B	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 69.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 24.3	Intersection LOS: C
Intersection Capacity Utilization 48.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 65: Murrieta Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	233	1	113	130	107	1	218	157	62	152	95
Future Volume (veh/h)	95	233	1	113	130	107	1	218	157	62	152	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	112	274	1	133	153	126	1	256	185	73	179	112
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	251	511	2	270	290	223	3	386	323	134	524	438
Arrive On Green	0.14	0.14	0.14	0.15	0.15	0.15	0.00	0.20	0.20	0.07	0.28	0.28
Sat Flow, veh/h	1810	3689	13	1810	1943	1493	1810	1900	1589	1810	1900	1590
Grp Volume(v), veh/h	112	134	141	133	141	138	1	256	185	73	179	112
Grp Sat Flow(s),veh/h/ln	1810	1805	1898	1810	1805	1631	1810	1900	1589	1810	1900	1590
Q Serve(g_s), s	3.0	3.7	3.7	3.6	3.9	4.2	0.0	6.6	5.6	2.1	4.0	2.9
Cycle Q Clear(g_c), s	3.0	3.7	3.7	3.6	3.9	4.2	0.0	6.6	5.6	2.1	4.0	2.9
Prop In Lane	1.00		0.01	1.00		0.92	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	251	250	263	270	270	244	3	386	323	134	524	438
V/C Ratio(X)	0.45	0.54	0.54	0.49	0.52	0.56	0.30	0.66	0.57	0.54	0.34	0.26
Avail Cap(c_a), veh/h	810	808	849	810	808	730	691	1373	1149	691	1373	1149
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	21.4	21.4	20.8	21.0	21.1	26.6	19.6	19.2	23.8	15.5	15.1
Incr Delay (d2), s/veh	1.2	1.8	1.7	1.4	1.6	2.0	16.9	2.0	1.6	1.3	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.6	1.6	1.5	1.6	1.6	0.0	2.9	2.0	0.9	1.6	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	23.2	23.1	22.2	22.5	23.1	43.6	21.5	20.8	25.1	15.8	15.4
LnGrp LOS	C	C	C	C	C	C	D	C	C	C	B	B
Approach Vol, veh/h		387			412			442			364	
Approach Delay, s/veh		22.9			22.6			21.3			17.6	
Approach LOS		C			C			C			B	

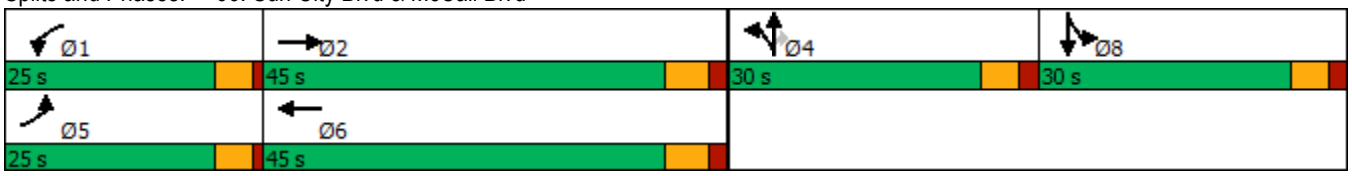
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.5	4.7	21.1		14.1	8.6	17.2				
Change Period (Y+Rc), s		6.1	4.6	6.4		6.1	4.6	6.4				
Max Green Setting (Gmax), s		23.9	20.4	38.6		23.9	20.4	38.6				
Max Q Clear Time (g_c+I1), s		5.7	2.0	6.0		6.2	4.1	8.6				
Green Ext Time (p_c), s		1.7	0.0	1.4		1.8	0.1	2.2				

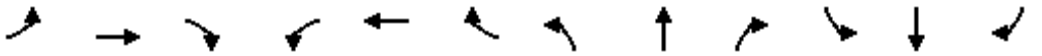
Intersection Summary												
HCM 6th Ctrl Delay			21.2									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	31	379	243	415	49	88	59
Future Volume (vph)	31	379	243	415	49	88	59
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	4		8
Permitted Phases						4	
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	13.6	13.6	13.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	6.7	17.0	20.5	35.5	8.5	8.5	9.9
Actuated g/C Ratio	0.09	0.22	0.26	0.46	0.11	0.11	0.13
v/c Ratio	0.24	0.66	0.61	0.34	0.27	0.39	0.42
Control Delay	39.2	31.7	33.2	15.7	35.4	11.4	34.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.2	31.7	33.2	15.7	35.4	11.4	34.3
LOS	D	C	C	B	D	B	C
Approach Delay		32.2		21.7	23.3		34.3
Approach LOS		C		C	C		C

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 78	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 26.4	Intersection LOS: C
Intersection Capacity Utilization 50.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 66: Sun City Blvd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	379	56	243	415	53	39	49	88	88	59	12
Future Volume (veh/h)	31	379	56	243	415	53	39	49	88	88	59	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	451	67	289	494	63	46	58	105	105	70	14
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	82	676	100	343	1153	146	188	263	196	222	188	38
Arrive On Green	0.05	0.21	0.21	0.19	0.36	0.36	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1810	3153	466	1810	3216	408	1515	2114	1574	1810	1534	307
Grp Volume(v), veh/h	37	257	261	289	276	281	55	49	105	105	0	84
Grp Sat Flow(s),veh/h/ln	1810	1805	1814	1810	1805	1820	1824	1805	1574	1810	0	1841
Q Serve(g_s), s	1.2	8.2	8.3	9.7	7.3	7.3	1.7	1.5	3.9	3.4	0.0	2.6
Cycle Q Clear(g_c), s	1.2	8.2	8.3	9.7	7.3	7.3	1.7	1.5	3.9	3.4	0.0	2.6
Prop In Lane	1.00		0.26	1.00		0.22	0.83		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	82	387	389	343	647	652	227	224	196	222	0	226
V/C Ratio(X)	0.45	0.66	0.67	0.84	0.43	0.43	0.24	0.22	0.54	0.47	0.00	0.37
Avail Cap(c_a), veh/h	589	1120	1125	589	1120	1129	710	702	612	704	0	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.2	22.6	22.6	24.5	15.2	15.3	24.8	24.7	25.8	25.6	0.0	25.3
Incr Delay (d2), s/veh	1.4	2.0	2.0	2.2	0.4	0.5	0.6	0.5	2.3	1.6	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.4	3.4	4.0	2.7	2.8	0.7	0.6	1.5	1.5	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	24.5	24.6	26.7	15.7	15.7	25.4	25.2	28.1	27.2	0.0	26.3
LnGrp LOS	C	C	C	C	B	B	C	C	C	C	A	C
Approach Vol, veh/h		555			846			209			189	
Approach Delay, s/veh		25.0			19.5			26.7			26.8	
Approach LOS		C			B			C			C	

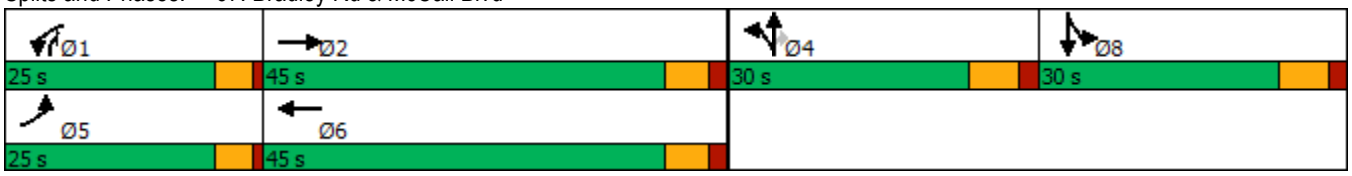
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.5	19.6		13.4	7.5	28.6		13.3				
Change Period (Y+Rc), s	4.6	6.1		5.6	4.6	6.1		5.6				
Max Green Setting (Gmax), s	20.4	38.9		24.4	20.4	38.9		24.4				
Max Q Clear Time (g_c+I1), s	11.7	10.3		5.9	3.2	9.3		5.4				
Green Ext Time (p_c), s	0.3	3.2		0.8	0.0	3.5		1.0				

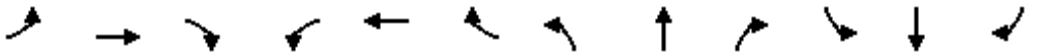
Intersection Summary			
HCM 6th Ctrl Delay		22.8	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	572	483	625	55	44	429	144	51
Future Volume (vph)	6	572	483	625	55	44	429	144	51
Turn Type	Prot	NA	Prot	NA	Split	NA	pm+ov	Split	NA
Protected Phases	5	2	1	6	4	4	1	8	8
Permitted Phases							4		
Detector Phase	5	2	1	6	4	4	1	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	10.6	14.8	14.8
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	19.2%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.3	24.2	21.3	48.6	9.6	9.6	30.2	13.7	13.7
Actuated g/C Ratio	0.07	0.27	0.24	0.54	0.11	0.11	0.34	0.15	0.15
v/c Ratio	0.06	0.72	1.23	0.40	0.31	0.24	0.71	0.57	0.25
Control Delay	48.2	34.8	155.5	15.0	47.0	45.2	17.1	46.9	34.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.2	34.8	155.5	15.0	47.0	45.2	17.1	46.9	34.9
LOS	D	C	F	B	D	D	B	D	C
Approach Delay		34.9		71.8		22.6			43.1
Approach LOS		C		E		C			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 89.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.23	
Intersection Signal Delay: 50.2	Intersection LOS: D
Intersection Capacity Utilization 73.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 67: Bradley Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	572	64	483	625	87	55	44	429	144	51	15
Future Volume (veh/h)	6	572	64	483	625	87	55	44	429	144	51	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	7	622	70	525	679	95	60	48	466	157	55	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	19	775	87	355	1345	188	404	424	676	198	154	45
Arrive On Green	0.01	0.24	0.24	0.20	0.42	0.42	0.22	0.22	0.22	0.11	0.11	0.11
Sat Flow, veh/h	1810	3271	368	1810	3180	445	1810	1900	1610	1810	1408	410
Grp Volume(v), veh/h	7	343	349	525	385	389	60	48	466	157	0	71
Grp Sat Flow(s),veh/h/ln	1810	1805	1834	1810	1805	1820	1810	1900	1610	1810	0	1818
Q Serve(g_s), s	0.4	18.6	18.6	20.4	16.3	16.3	2.8	2.1	23.2	8.8	0.0	3.8
Cycle Q Clear(g_c), s	0.4	18.6	18.6	20.4	16.3	16.3	2.8	2.1	23.2	8.8	0.0	3.8
Prop In Lane	1.00		0.20	1.00		0.24	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	19	428	434	355	763	769	404	424	676	198	0	199
V/C Ratio(X)	0.37	0.80	0.80	1.48	0.50	0.51	0.15	0.11	0.69	0.79	0.00	0.36
Avail Cap(c_a), veh/h	355	676	687	355	763	769	404	424	676	404	0	406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.0	37.3	37.4	41.7	22.0	22.0	32.4	32.1	24.6	45.1	0.0	42.9
Incr Delay (d2), s/veh	4.3	3.7	3.7	229.3	0.5	0.5	0.2	0.1	3.0	7.0	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	8.4	8.6	31.5	6.7	6.8	1.2	1.0	9.2	4.2	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.3	41.0	41.1	271.0	22.5	22.5	32.6	32.2	27.6	52.2	0.0	44.0
LnGrp LOS	E	D	D	F	C	C	C	C	C	D	A	D
Approach Vol, veh/h		699			1299			574			228	
Approach Delay, s/veh		41.2			122.9			28.5			49.6	
Approach LOS		D			F			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	30.7		30.0	5.7	50.0		18.1				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		23.2				
Max Q Clear Time (g_c+I1), s	22.4	20.6		25.2	2.4	18.3		10.8				
Green Ext Time (p_c), s	0.0	4.0		0.0	0.0	4.7		0.6				

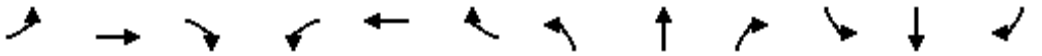
Intersection Summary			
HCM 6th Ctrl Delay		77.2	
HCM 6th LOS		E	

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	775	370	490	880	3	315
Future Volume (vph)	775	370	490	880	3	315
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		9.0	9.5	9.5	9.5
Total Split (s)	42.0		29.0	71.0	29.0	29.0
Total Split (%)	42.0%		29.0%	71.0%	29.0%	29.0%
Yellow Time (s)	4.0		3.5	4.0	4.0	4.0
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.0	4.5	4.5	4.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	C-Min	None	None
Act Effct Green (s)	33.0	100.0	36.1	73.1	17.9	17.9
Actuated g/C Ratio	0.33	1.00	0.36	0.73	0.18	0.18
v/c Ratio	0.67	0.24	0.78	0.34	0.74	0.74
Control Delay	32.2	0.4	31.5	15.1	52.3	26.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.2	0.4	31.5	15.1	52.3	26.9
LOS	C	A	C	B	D	C
Approach Delay	21.9			21.0	37.7	
Approach LOS	C			C	D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 61 (61%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 24.3	Intersection LOS: C
Intersection Capacity Utilization 72.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 68: I-215 SB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	775	370	490	880	0	0	0	0	230	3	315
Future Volume (veh/h)	0	775	370	490	880	0	0	0	0	230	3	315
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	799	0	505	907	0				237	3	325
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1437		452	2484	0				397	5	357
Arrive On Green	0.00	0.40	0.00	0.50	1.00	0.00				0.22	0.22	0.22
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1788	23	1610
Grp Volume(v), veh/h	0	799	0	505	907	0				240	0	325
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1811	0	1610
Q Serve(g_s), s	0.0	17.1	0.0	25.0	0.0	0.0				11.9	0.0	19.7
Cycle Q Clear(g_c), s	0.0	17.1	0.0	25.0	0.0	0.0				11.9	0.0	19.7
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	1437		452	2484	0				402	0	357
V/C Ratio(X)	0.00	0.56		1.12	0.37	0.00				0.60	0.00	0.91
Avail Cap(c_a), veh/h	0	1437		452	2484	0				444	0	394
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.65	0.00	0.72	0.72	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.3	0.0	25.0	0.0	0.0				34.9	0.0	37.9
Incr Delay (d2), s/veh	0.0	1.0	0.0	72.3	0.3	0.0				1.0	0.0	22.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.2	0.0	16.0	0.1	0.0				5.2	0.0	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.3	0.0	97.3	0.3	0.0				35.9	0.0	60.1
LnGrp LOS	A	C		F	A	A				D	A	E
Approach Vol, veh/h		799			1412						565	
Approach Delay, s/veh		24.3			35.0						49.8	
Approach LOS		C			C						D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	29.0	44.3		26.7		73.3						
Change Period (Y+Rc), s	4.0	4.5		4.5		4.5						
Max Green Setting (Gmax), s	25.0	37.5		24.5		66.5						
Max Q Clear Time (g_c+I1), s	27.0	19.1		21.7		2.0						
Green Ext Time (p_c), s	0.0	3.5		0.5		4.7						

Intersection Summary		
HCM 6th Ctrl Delay		34.9
HCM 6th LOS		C

Notes

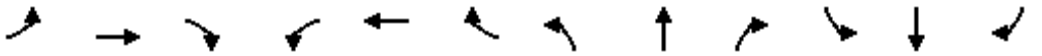
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	241	764	1131	458	4	285
Future Volume (vph)	241	764	1131	458	4	285
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	8.5	9.5	9.5		9.5	9.5
Total Split (s)	34.0	60.0	26.0		40.0	40.0
Total Split (%)	34.0%	60.0%	26.0%		40.0%	40.0%
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min		None	None
Act Effct Green (s)	18.1	71.3	49.7	100.0	19.7	19.7
Actuated g/C Ratio	0.18	0.71	0.50	1.00	0.20	0.20
v/c Ratio	0.75	0.30	0.64	0.30	0.69	0.64
Control Delay	75.5	2.0	23.2	0.5	46.9	20.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.5	2.0	23.2	0.5	46.9	20.7
LOS	E	A	C	A	D	C
Approach Delay		19.6	16.7		32.7	
Approach LOS		B	B		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 20.3	Intersection LOS: C
Intersection Capacity Utilization 72.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 69: I-215 NB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	764	0	0	1131	458	238	4	285	0	0	0
Future Volume (veh/h)	241	764	0	0	1131	458	238	4	285	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	246	780	0	0	1154	0	243	4	291			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	282	2508	0	0	1820		383	6	347			
Arrive On Green	0.16	0.69	0.00	0.00	0.50	0.00	0.22	0.22	0.22			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1782	29	1610			
Grp Volume(v), veh/h	246	780	0	0	1154	0	247	0	291			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	13.3	8.4	0.0	0.0	23.3	0.0	12.4	0.0	17.3			
Cycle Q Clear(g_c), s	13.3	8.4	0.0	0.0	23.3	0.0	12.4	0.0	17.3			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	282	2508	0	0	1820		390	0	347			
V/C Ratio(X)	0.87	0.31	0.00	0.00	0.63		0.63	0.00	0.84			
Avail Cap(c_a), veh/h	552	2508	0	0	1820		643	0	572			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.69	0.69	0.00	0.00	0.41	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	41.3	5.9	0.0	0.0	18.1	0.0	35.7	0.0	37.6			
Incr Delay (d2), s/veh	2.3	0.2	0.0	0.0	0.7	0.0	1.7	0.0	5.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.0	2.8	0.0	0.0	9.2	0.0	5.5	0.0	7.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.6	6.2	0.0	0.0	18.8	0.0	37.4	0.0	43.4			
LnGrp LOS	D	A	A	A	B		D	A	D			
Approach Vol, veh/h		1026			1154			538				
Approach Delay, s/veh		15.1			18.8			40.6				
Approach LOS		B			B			D				

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		74.0			19.1	54.9		26.0				
Change Period (Y+Rc), s		4.5			3.5	4.5		4.5				
Max Green Setting (Gmax), s		55.5			30.5	21.5		35.5				
Max Q Clear Time (g_c+I1), s		10.4			15.3	25.3		19.3				
Green Ext Time (p_c), s		3.8			0.3	0.0		2.2				

Intersection Summary												
HCM 6th Ctrl Delay			21.7									
HCM 6th LOS			C									

Notes

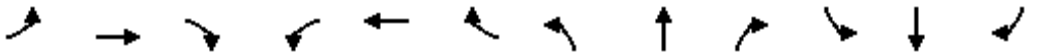
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	169	779	52	1241	179	23	50	23	17
Future Volume (vph)	169	779	52	1241	179	23	50	23	17
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases					4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	14.8	14.8	14.8
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	25.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	12.9	44.5	7.6	36.3	19.4	19.4	19.4	20.1	20.1
Actuated g/C Ratio	0.15	0.51	0.09	0.42	0.22	0.22	0.22	0.23	0.23
v/c Ratio	0.65	0.50	0.34	0.86	0.76	0.06	0.12	0.07	0.37
Control Delay	47.9	16.0	46.7	31.3	54.5	28.7	3.3	28.6	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.9	16.0	46.7	31.3	54.5	28.7	3.3	28.6	8.6
LOS	D	B	D	C	D	C	A	C	A
Approach Delay		21.1		31.9		41.9			10.8
Approach LOS		C		C		D			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 86.5	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 27.2	Intersection LOS: C
Intersection Capacity Utilization 85.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 70: Encanto Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	779	101	52	1241	24	179	23	50	23	17	170
Future Volume (veh/h)	169	779	101	52	1241	24	179	23	50	23	17	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	174	803	104	54	1279	25	185	24	52	24	18	175
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	212	1516	196	92	1472	29	292	516	433	434	41	399
Arrive On Green	0.12	0.47	0.47	0.05	0.41	0.41	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1810	3204	415	1810	3622	71	1202	1900	1596	1334	151	1469
Grp Volume(v), veh/h	174	452	455	54	637	667	185	24	52	24	0	193
Grp Sat Flow(s),veh/h/ln	1810	1805	1814	1810	1805	1887	1202	1900	1596	1334	0	1620
Q Serve(g_s), s	8.0	15.1	15.1	2.5	27.7	27.7	12.9	0.8	2.1	1.2	0.0	8.4
Cycle Q Clear(g_c), s	8.0	15.1	15.1	2.5	27.7	27.7	21.3	0.8	2.1	2.0	0.0	8.4
Prop In Lane	1.00		0.23	1.00		0.04	1.00		1.00	1.00		0.91
Lane Grp Cap(c), veh/h	212	854	858	92	734	767	292	516	433	434	0	440
V/C Ratio(X)	0.82	0.53	0.53	0.59	0.87	0.87	0.63	0.05	0.12	0.06	0.00	0.44
Avail Cap(c_a), veh/h	432	854	858	432	822	859	292	516	433	445	0	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.8	15.8	15.8	39.7	23.3	23.3	34.5	23.0	23.4	23.7	0.0	25.7
Incr Delay (d2), s/veh	3.0	0.6	0.6	2.2	9.1	8.8	4.4	0.0	0.1	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	5.8	5.9	1.1	12.0	12.5	4.0	0.4	0.7	0.3	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.8	16.5	16.5	41.9	32.4	32.1	38.9	23.0	23.6	23.7	0.0	26.4
LnGrp LOS	D	B	B	D	C	C	D	C	C	C	A	C
Approach Vol, veh/h		1081			1358			261			217	
Approach Delay, s/veh		20.2			32.6			34.4			26.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	46.5		30.0	14.6	40.8		30.0				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		* 6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		* 24				
Max Q Clear Time (g_c+I1), s	4.5	17.1		23.3	10.0	29.7		10.4				
Green Ext Time (p_c), s	0.0	5.9		0.0	0.2	5.0		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		27.7	
HCM 6th LOS		C	

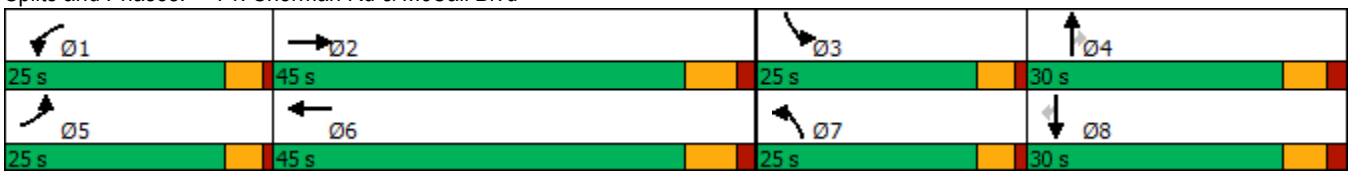
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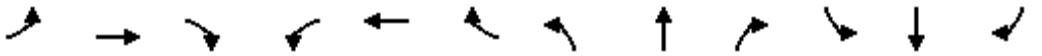
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	128	804	32	1088	94	30	20	48	16	57
Future Volume (vph)	128	804	32	1088	94	30	20	48	16	57
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4		3	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.8	10.6	16.8	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	10.9	52.3	6.8	41.5	9.3	12.2	12.2	7.3	8.1	8.1
Actuated g/C Ratio	0.13	0.61	0.08	0.48	0.11	0.14	0.14	0.08	0.09	0.09
v/c Ratio	0.58	0.40	0.23	0.68	0.50	0.11	0.07	0.32	0.09	0.24
Control Delay	47.6	14.0	44.6	23.2	47.4	37.6	0.4	45.6	41.1	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.6	14.0	44.6	23.2	47.4	37.6	0.4	45.6	41.1	3.0
LOS	D	B	D	C	D	D	A	D	D	A
Approach Delay		18.4		23.8		38.7			24.8	
Approach LOS		B		C		D			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 85.9	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 22.6	Intersection LOS: C
Intersection Capacity Utilization 65.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 71: Sherman Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	804	35	32	1088	55	94	30	20	48	16	57
Future Volume (veh/h)	128	804	35	32	1088	55	94	30	20	48	16	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.95	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	132	829	36	33	1122	57	97	31	21	49	16	59
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	170	1607	70	74	1410	72	132	250	201	96	212	174
Arrive On Green	0.09	0.46	0.46	0.04	0.40	0.40	0.07	0.13	0.13	0.05	0.11	0.11
Sat Flow, veh/h	1810	3519	153	1810	3495	177	1810	1900	1529	1810	1900	1560
Grp Volume(v), veh/h	132	425	440	33	579	600	97	31	21	49	16	59
Grp Sat Flow(s),veh/h/ln	1810	1805	1867	1810	1805	1867	1810	1900	1529	1810	1900	1560
Q Serve(g_s), s	5.0	11.6	11.6	1.2	19.6	19.6	3.6	1.0	0.8	1.8	0.5	2.4
Cycle Q Clear(g_c), s	5.0	11.6	11.6	1.2	19.6	19.6	3.6	1.0	0.8	1.8	0.5	2.4
Prop In Lane	1.00		0.08	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	170	824	853	74	728	753	132	250	201	96	212	174
V/C Ratio(X)	0.78	0.52	0.52	0.45	0.80	0.80	0.73	0.12	0.10	0.51	0.08	0.34
Avail Cap(c_a), veh/h	532	993	1027	532	993	1027	532	654	526	532	654	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	13.4	13.4	32.5	18.2	18.2	31.5	26.6	26.5	32.0	27.7	28.5
Incr Delay (d2), s/veh	2.9	0.5	0.5	1.6	3.2	3.1	2.9	0.2	0.2	1.6	0.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	3.8	4.0	0.5	7.2	7.5	1.6	0.5	0.3	0.8	0.2	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.6	13.9	13.9	34.1	21.4	21.3	34.4	26.8	26.8	33.6	27.8	29.6
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		997			1212			149			124	
Approach Delay, s/veh		16.5			21.7			31.8			31.0	
Approach LOS		B			C			C			C	

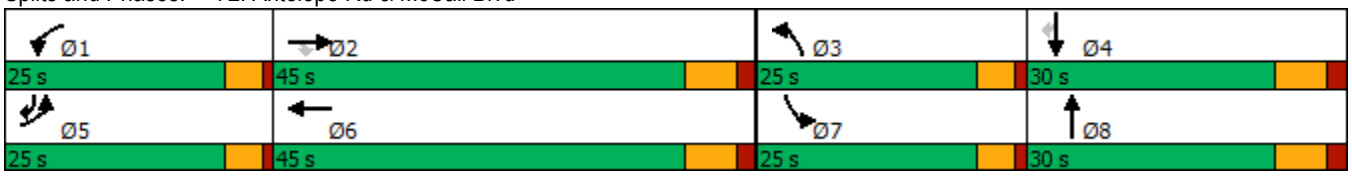
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	38.5	8.3	15.2	11.1	34.8	9.7	13.8
Change Period (Y+Rc), s	4.6	6.8	4.6	6.1	4.6	6.8	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.9	20.4	38.2	20.4	23.9
Max Q Clear Time (g_c+I1), s	3.2	13.6	3.8	3.0	7.0	21.6	5.6	4.4
Green Ext Time (p_c), s	0.0	5.0	0.0	0.1	0.1	6.4	0.1	0.2

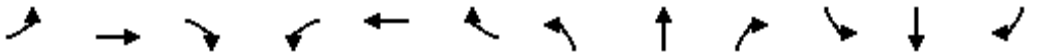
Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	85	804	16	47	977	52	17	22	3	88
Future Volume (vph)	85	804	16	47	977	52	17	22	3	88
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8	7	4	5
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	5
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	16.8	16.8	10.6	16.8	10.6	14.8	10.6	14.8	10.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0	25.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%	20.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	6.8	4.6	6.8	4.6	6.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	8.5	43.8	43.8	7.1	37.7	10.4	8.6	6.3	8.1	17.6
Actuated g/C Ratio	0.11	0.57	0.57	0.09	0.49	0.13	0.11	0.08	0.10	0.23
v/c Ratio	0.45	0.42	0.02	0.30	0.64	0.23	0.42	0.16	0.02	0.21
Control Delay	41.4	12.7	0.1	40.2	18.2	33.6	16.4	39.1	36.3	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.4	12.7	0.1	40.2	18.2	33.6	16.4	39.1	36.3	7.6
LOS	D	B	A	D	B	C	B	D	D	A
Approach Delay		15.1			19.2		22.0		14.4	
Approach LOS		B			B		C		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 77.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 17.5	Intersection LOS: B
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 72: Antelope Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	804	16	47	977	78	52	17	89	22	3	88
Future Volume (veh/h)	85	804	16	47	977	78	52	17	89	22	3	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	90	855	17	50	1039	83	55	18	95	23	3	94
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	1534	684	99	1375	110	104	38	202	57	226	310
Arrive On Green	0.07	0.42	0.42	0.05	0.41	0.41	0.06	0.15	0.15	0.03	0.12	0.12
Sat Flow, veh/h	1810	3610	1610	1810	3386	270	1810	263	1387	1810	1900	1610
Grp Volume(v), veh/h	90	855	17	50	554	568	55	0	113	23	3	94
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1851	1810	0	1650	1810	1900	1610
Q Serve(g_s), s	3.2	11.8	0.4	1.8	17.4	17.4	2.0	0.0	4.2	0.8	0.1	3.3
Cycle Q Clear(g_c), s	3.2	11.8	0.4	1.8	17.4	17.4	2.0	0.0	4.2	0.8	0.1	3.3
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.84	1.00		1.00
Lane Grp Cap(c), veh/h	133	1534	684	99	733	752	104	0	240	57	226	310
V/C Ratio(X)	0.68	0.56	0.02	0.51	0.76	0.76	0.53	0.00	0.47	0.41	0.01	0.30
Avail Cap(c_a), veh/h	557	2081	928	557	1040	1067	557	0	578	557	665	682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	14.4	11.1	30.5	16.9	16.9	30.4	0.0	26.0	31.5	25.8	23.0
Incr Delay (d2), s/veh	2.3	0.3	0.0	1.5	2.0	1.9	1.5	0.0	1.4	1.7	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.9	0.1	0.8	6.8	7.0	0.9	0.0	1.7	0.4	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.2	14.7	11.1	32.0	18.9	18.8	31.9	0.0	27.4	33.2	25.8	23.5
LnGrp LOS	C	B	B	C	B	B	C	A	C	C	C	C
Approach Vol, veh/h		962			1172			168			120	
Approach Delay, s/veh		16.3			19.4			28.9			25.4	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	35.0	8.4	14.7	9.5	33.7	6.7	16.4
Change Period (Y+Rc), s	4.6	6.8	4.6	6.8	4.6	6.8	4.6	6.8
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.2	20.4	38.2	20.4	23.2
Max Q Clear Time (g_c+I1), s	3.8	13.8	4.0	5.3	5.2	19.4	2.8	6.2
Green Ext Time (p_c), s	0.0	5.6	0.0	0.2	0.1	7.5	0.0	0.5

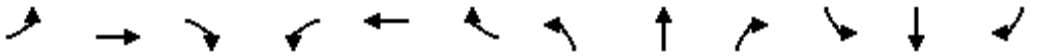
Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	209	774	2	955	168	6	6	76	1	201
Future Volume (vph)	209	774	2	955	168	6	6	76	1	201
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases					6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	8.0	8.0	21.0	21.0	21.0
Minimum Split (s)	10.6	17.2	10.6	17.2	17.2	13.6	13.6	26.6	26.6	26.6
Total Split (s)	40.0	60.0	25.0	45.0	45.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	32.0%	48.0%	20.0%	36.0%	36.0%	32.0%	32.0%	32.0%	32.0%	32.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2		5.6		5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	16.5	57.0	6.0	37.9	37.9		21.0		21.0	21.0
Actuated g/C Ratio	0.18	0.61	0.06	0.41	0.41		0.23		0.23	0.23
v/c Ratio	0.75	0.77	0.02	0.75	0.27		0.06		0.29	0.43
Control Delay	50.9	19.5	43.5	28.0	10.5		23.4		34.2	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	50.9	19.5	43.5	28.0	10.5		23.4		34.2	7.2
LOS	D	B	D	C	B		C		C	A
Approach Delay		26.2		25.4			23.4		14.7	
Approach LOS		C		C			C		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 92.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 24.4	Intersection LOS: C
Intersection Capacity Utilization 77.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	774	2	2	955	168	6	6	7	76	1	201
Future Volume (veh/h)	209	774	2	2	955	168	6	6	7	76	1	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	240	890	2	2	1098	193	7	7	8	87	1	231
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	282	1031	2	6	1413	630	150	150	140	433	5	397
Arrive On Green	0.16	0.54	0.54	0.00	0.39	0.39	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	1895	4	1810	3610	1610	380	607	564	1410	18	1602
Grp Volume(v), veh/h	240	0	892	2	1098	193	22	0	0	88	0	231
Grp Sat Flow(s),veh/h/ln	1810	0	1899	1810	1805	1610	1552	0	0	1428	0	1602
Q Serve(g_s), s	10.9	0.0	34.2	0.1	22.6	7.0	0.0	0.0	0.0	3.2	0.0	10.7
Cycle Q Clear(g_c), s	10.9	0.0	34.2	0.1	22.6	7.0	0.8	0.0	0.0	4.0	0.0	10.7
Prop In Lane	1.00		0.00	1.00		1.00	0.32		0.36	0.99		1.00
Lane Grp Cap(c), veh/h	282	0	1033	6	1413	630	440	0	0	438	0	397
V/C Ratio(X)	0.85	0.00	0.86	0.34	0.78	0.31	0.05	0.00	0.00	0.20	0.00	0.58
Avail Cap(c_a), veh/h	755	0	1182	435	1609	718	676	0	0	661	0	650
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.8	0.0	16.6	42.2	22.6	17.8	24.3	0.0	0.0	25.4	0.0	28.1
Incr Delay (d2), s/veh	2.8	0.0	6.6	12.1	2.4	0.4	0.1	0.0	0.0	0.3	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	15.1	0.1	9.5	2.6	0.3	0.0	0.0	1.4	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	0.0	23.2	54.3	25.0	18.2	24.4	0.0	0.0	25.7	0.0	29.7
LnGrp LOS	D	A	C	D	C	B	C	A	A	C	A	C
Approach Vol, veh/h		1132			1293			22			319	
Approach Delay, s/veh		26.2			24.0			24.4			28.6	
Approach LOS		C			C			C			C	

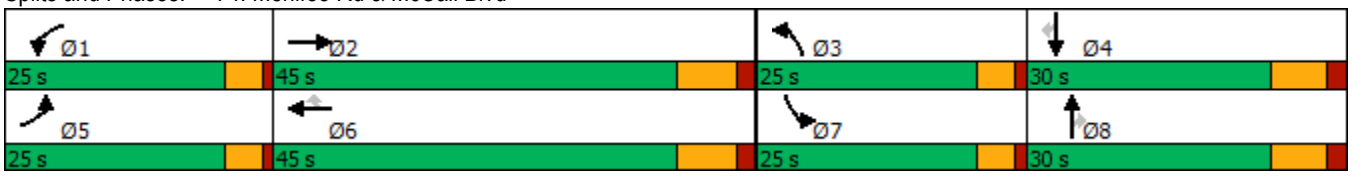
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	53.3		26.6	17.8	40.4		26.6				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	52.8		34.4	35.4	37.8		34.4				
Max Q Clear Time (g_c+I1), s	2.1	36.2		12.7	12.9	24.6		2.8				
Green Ext Time (p_c), s	0.0	8.4		1.5	0.3	8.6		0.1				

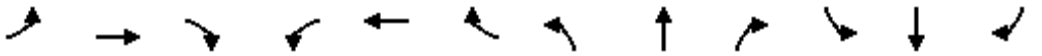
Intersection Summary			
HCM 6th Ctrl Delay		25.5	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	148	406	50	597	191	360	324	57	188	287	167
Future Volume (vph)	148	406	50	597	191	360	324	57	188	287	167
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.5	10.6	17.5	17.5	10.6	15.2	15.2	10.6	15.2	15.2
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	9.7	33.4	6.7	27.9	27.9	20.8	20.3	20.3	16.5	16.0	16.0
Actuated g/C Ratio	0.10	0.34	0.07	0.28	0.28	0.21	0.21	0.21	0.17	0.16	0.16
v/c Ratio	0.52	0.68	0.25	0.71	0.37	1.14	0.53	0.16	0.75	0.59	0.47
Control Delay	50.1	26.6	50.6	36.3	5.6	128.7	40.0	1.7	57.2	43.6	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.1	26.6	50.6	36.3	5.6	128.7	40.0	1.7	57.2	43.6	9.5
LOS	D	C	D	D	A	F	D	A	E	D	A
Approach Delay		30.7		30.1			80.2			38.7	
Approach LOS		C		C			F			D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 98.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay: 44.1	Intersection LOS: D
Intersection Capacity Utilization 73.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	406	303	50	597	191	360	324	57	188	287	167
Future Volume (veh/h)	148	406	303	50	597	191	360	324	57	188	287	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	178	489	365	60	719	230	434	390	69	227	346	201
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	257	601	448	179	1021	455	400	863	385	264	591	264
Arrive On Green	0.07	0.30	0.30	0.05	0.28	0.28	0.22	0.24	0.24	0.15	0.16	0.16
Sat Flow, veh/h	3510	1972	1469	3510	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	178	448	406	60	719	230	434	390	69	227	346	201
Grp Sat Flow(s),veh/h/ln	1755	1805	1636	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	4.6	21.1	21.2	1.5	16.5	11.0	20.4	8.5	3.1	11.3	8.2	11.0
Cycle Q Clear(g_c), s	4.6	21.1	21.2	1.5	16.5	11.0	20.4	8.5	3.1	11.3	8.2	11.0
Prop In Lane	1.00		0.90	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	257	550	499	179	1021	455	400	863	385	264	591	264
V/C Ratio(X)	0.69	0.81	0.81	0.33	0.70	0.51	1.08	0.45	0.18	0.86	0.59	0.76
Avail Cap(c_a), veh/h	776	734	665	776	1468	655	400	892	398	400	892	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	29.6	29.6	42.2	29.6	27.7	35.9	29.9	27.9	38.5	35.7	36.9
Incr Delay (d2), s/veh	1.3	5.2	5.8	0.4	0.9	0.9	69.5	0.4	0.2	7.6	0.9	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	9.7	8.9	0.7	7.1	4.3	16.5	3.7	1.2	5.5	3.6	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.0	34.8	35.4	42.7	30.5	28.5	105.4	30.3	28.1	46.1	36.6	41.6
LnGrp LOS	D	C	D	D	C	C	F	C	C	D	D	D
Approach Vol, veh/h		1032			1009			893			774	
Approach Delay, s/veh		36.5			30.8			66.7			40.7	
Approach LOS		D			C			E			D	

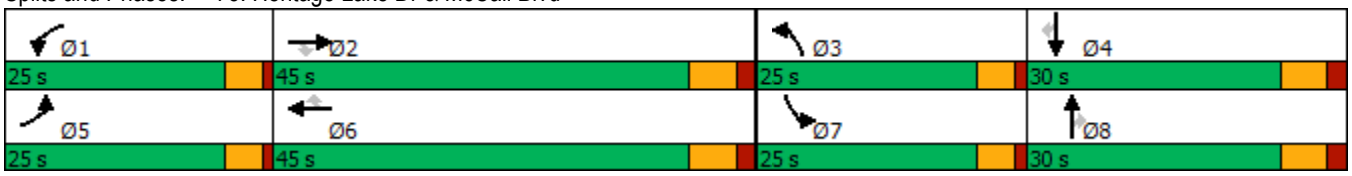
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	35.6	25.0	22.3	11.3	33.6	18.1	29.2
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	22.8	20.4	37.5	20.4	22.8
Max Q Clear Time (g_c+I1), s	3.5	23.2	22.4	13.0	6.6	18.5	13.3	10.5
Green Ext Time (p_c), s	0.1	4.9	0.0	2.1	0.3	5.7	0.2	2.2

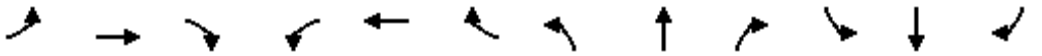
Intersection Summary	
HCM 6th Ctrl Delay	43.1
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	427	136	32	542	114	223	175	52	35	105	74
Future Volume (vph)	88	427	136	32	542	114	223	175	52	35	105	74
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.1	21.0	21.0	6.9	16.5	16.5	15.9	25.4	25.4	7.0	10.8	10.8
Actuated g/C Ratio	0.13	0.29	0.29	0.10	0.23	0.23	0.22	0.35	0.35	0.10	0.15	0.15
v/c Ratio	0.43	0.31	0.27	0.20	0.50	0.28	0.62	0.29	0.10	0.22	0.41	0.25
Control Delay	39.6	22.1	6.0	39.1	27.5	8.4	35.6	23.4	0.9	39.1	36.8	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.6	22.1	6.0	39.1	27.5	8.4	35.6	23.4	0.9	39.1	36.8	5.6
LOS	D	C	A	D	C	A	D	C	A	D	D	A
Approach Delay		21.2			24.9			26.9			26.4	
Approach LOS		C			C			C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 72.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 24.3	Intersection LOS: C
Intersection Capacity Utilization 52.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 75: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	427	136	32	542	114	223	175	52	35	105	74
Future Volume (veh/h)	88	427	136	32	542	114	223	175	52	35	105	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		0.94	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	97	469	149	35	596	125	245	192	57	38	115	81
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	150	1356	403	81	1160	356	302	493	392	86	267	222
Arrive On Green	0.08	0.26	0.26	0.04	0.22	0.22	0.17	0.26	0.26	0.05	0.14	0.14
Sat Flow, veh/h	1810	5187	1540	1810	5187	1592	1810	1900	1509	1810	1900	1578
Grp Volume(v), veh/h	97	469	149	35	596	125	245	192	57	38	115	81
Grp Sat Flow(s),veh/h/ln	1810	1729	1540	1810	1729	1592	1810	1900	1509	1810	1900	1578
Q Serve(g_s), s	3.0	4.2	4.5	1.1	5.7	3.8	7.4	4.7	1.7	1.2	3.2	2.6
Cycle Q Clear(g_c), s	3.0	4.2	4.5	1.1	5.7	3.8	7.4	4.7	1.7	1.2	3.2	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	150	1356	403	81	1160	356	302	493	392	86	267	222
V/C Ratio(X)	0.65	0.35	0.37	0.43	0.51	0.35	0.81	0.39	0.15	0.44	0.43	0.37
Avail Cap(c_a), veh/h	649	3517	1045	649	3517	1080	649	788	625	649	788	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	17.1	17.2	26.5	19.4	18.6	22.9	17.4	16.2	26.4	22.4	22.2
Incr Delay (d2), s/veh	1.8	0.2	0.6	1.3	0.4	0.6	2.0	0.5	0.2	1.3	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.5	1.5	0.5	2.1	1.3	3.1	2.0	0.5	0.5	1.4	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.1	17.2	17.8	27.8	19.7	19.2	24.9	17.9	16.4	27.7	23.5	23.2
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	C	C
Approach Vol, veh/h		715			756			494			234	
Approach Delay, s/veh		18.7			20.0			21.2			24.1	
Approach LOS		B			C			C			C	

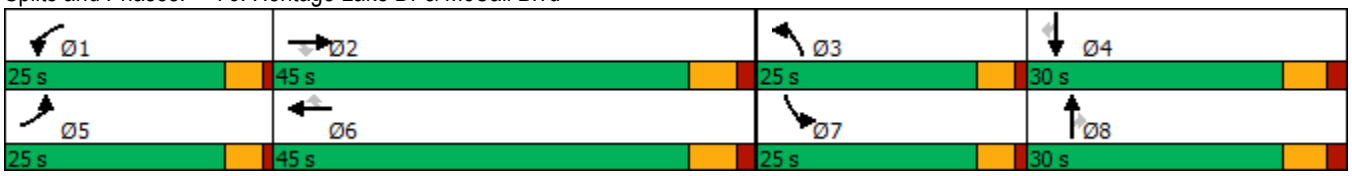
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	21.3	14.1	14.4	9.3	19.1	7.3	21.2
Change Period (Y+Rc), s	4.6	6.4	4.6	6.4	4.6	6.4	4.6	6.4
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.6	20.4	38.6	20.4	23.6
Max Q Clear Time (g_c+I1), s	3.1	6.5	9.4	5.2	5.0	7.7	3.2	6.7
Green Ext Time (p_c), s	0.0	4.0	0.3	0.8	0.1	5.0	0.0	1.1

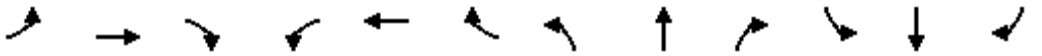
Intersection Summary	
HCM 6th Ctrl Delay	20.3
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	312	201	79	356	36	219	115	98	54	119	39
Future Volume (vph)	20	312	201	79	356	36	219	115	98	54	119	39
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	6.6	14.1	14.1	9.4	21.3	21.3	21.0	28.1	28.1	8.1	12.3	12.3
Actuated g/C Ratio	0.09	0.18	0.18	0.12	0.28	0.28	0.28	0.37	0.37	0.11	0.16	0.16
v/c Ratio	0.17	0.45	0.53	0.49	0.34	0.09	0.60	0.23	0.20	0.39	0.53	0.15
Control Delay	39.9	30.4	8.2	41.9	23.5	0.4	34.0	22.9	5.6	41.2	38.3	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.9	30.4	8.2	41.9	23.5	0.4	34.0	22.9	5.6	41.2	38.3	1.1
LOS	D	C	A	D	C	A	C	C	A	D	D	A
Approach Delay		22.4			24.8			24.6			32.2	
Approach LOS		C			C			C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 76.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 24.9	Intersection LOS: C
Intersection Capacity Utilization 46.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 76: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	312	201	79	356	36	219	115	98	54	119	39
Future Volume (veh/h)	20	312	201	79	356	36	219	115	98	54	119	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	427	275	108	488	49	300	158	134	74	163	53
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	65	1301	404	146	1534	475	354	483	403	125	243	201
Arrive On Green	0.04	0.25	0.25	0.08	0.30	0.30	0.20	0.25	0.25	0.07	0.13	0.13
Sat Flow, veh/h	1810	5187	1610	1810	5187	1607	1810	1900	1582	1810	1900	1568
Grp Volume(v), veh/h	27	427	275	108	488	49	300	158	134	74	163	53
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1607	1810	1900	1582	1810	1900	1568
Q Serve(g_s), s	0.9	4.2	9.7	3.7	4.6	1.4	10.1	4.3	4.3	2.5	5.2	1.9
Cycle Q Clear(g_c), s	0.9	4.2	9.7	3.7	4.6	1.4	10.1	4.3	4.3	2.5	5.2	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	65	1301	404	146	1534	475	354	483	403	125	243	201
V/C Ratio(X)	0.42	0.33	0.68	0.74	0.32	0.10	0.85	0.33	0.33	0.59	0.67	0.26
Avail Cap(c_a), veh/h	586	3181	987	586	3181	986	586	721	601	586	721	595
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	19.3	21.3	28.3	17.2	16.1	24.4	19.1	19.1	28.4	26.2	24.8
Incr Delay (d2), s/veh	1.6	0.1	2.0	2.7	0.1	0.1	2.8	0.4	0.5	1.7	3.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.6	3.6	1.6	1.7	0.5	4.3	1.8	1.5	1.1	2.4	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.3	19.4	23.3	31.0	17.3	16.2	27.2	19.5	19.6	30.1	29.3	25.5
LnGrp LOS	C	B	C	C	B	B	C	B	B	C	C	C
Approach Vol, veh/h		729			645			592			290	
Approach Delay, s/veh		21.3			19.5			23.4			28.8	
Approach LOS		C			B			C			C	

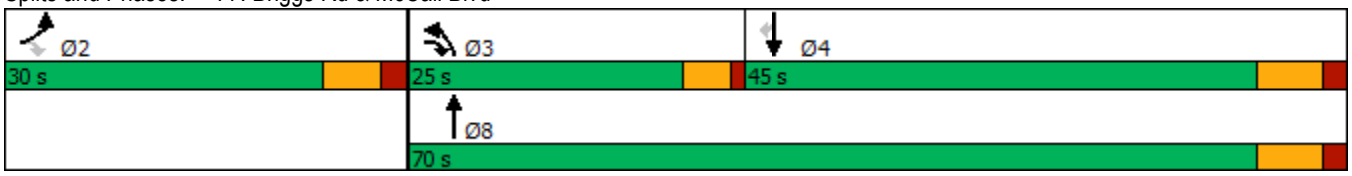
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	22.2	16.9	14.2	6.9	25.0	9.0	22.1
Change Period (Y+Rc), s	4.6	6.4	4.6	6.1	4.6	6.4	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.9	20.4	38.6	20.4	23.9
Max Q Clear Time (g_c+I1), s	5.7	11.7	12.1	7.2	2.9	6.6	4.5	6.3
Green Ext Time (p_c), s	0.1	4.1	0.3	0.9	0.0	3.8	0.1	1.2

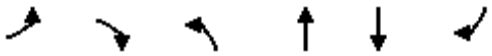
Intersection Summary	
HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	341	122	106	431	362	352
Future Volume (vph)	341	122	106	431	362	352
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	25.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	25.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	23.8	37.6	7.4	29.9	17.9	17.9
Actuated g/C Ratio	0.36	0.56	0.11	0.45	0.27	0.27
v/c Ratio	0.72	0.10	0.37	0.69	0.51	0.62
Control Delay	28.7	1.9	31.8	19.3	22.6	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.7	1.9	31.8	19.3	22.6	6.0
LOS	C	A	C	B	C	A
Approach Delay	21.6			21.8	14.4	
Approach LOS	C			C	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 67	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 18.6	Intersection LOS: B
Intersection Capacity Utilization 52.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	341	122	106	431	362	352
Future Volume (veh/h)	341	122	106	431	362	352
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	461	165	143	582	489	476
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	514	1040	291	988	1331	593
Arrive On Green	0.28	0.28	0.08	0.52	0.37	0.37
Sat Flow, veh/h	1810	2834	3510	1900	3705	1608
Grp Volume(v), veh/h	461	165	143	582	489	476
Grp Sat Flow(s),veh/h/ln	1810	1417	1755	1900	1805	1608
Q Serve(g_s), s	16.5	2.6	2.6	14.3	6.7	17.9
Cycle Q Clear(g_c), s	16.5	2.6	2.6	14.3	6.7	17.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	514	1040	291	988	1331	593
V/C Ratio(X)	0.90	0.16	0.49	0.59	0.37	0.80
Avail Cap(c_a), veh/h	634	1228	1063	1783	2047	912
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	14.3	29.5	11.2	15.5	19.1
Incr Delay (d2), s/veh	12.0	0.0	0.5	0.6	0.2	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	0.8	1.1	5.3	2.6	6.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.2	14.4	30.0	11.8	15.7	22.1
LnGrp LOS	D	B	C	B	B	C
Approach Vol, veh/h	626			725	965	
Approach Delay, s/veh	29.7			15.4	18.8	
Approach LOS	C			B	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		25.5	10.2	31.6		41.8
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s		18.5	4.6	19.9		16.3
Green Ext Time (p_c), s		0.7	0.2	5.0		4.5

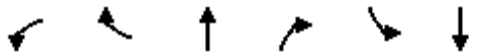
Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	73	669	72	566
Future Volume (vph)	73	669	72	566
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	8.0	10.0	6.0	10.0
Minimum Split (s)	13.6	17.5	10.6	17.5
Total Split (s)	30.0	45.0	25.0	70.0
Total Split (%)	30.0%	45.0%	25.0%	70.0%
Yellow Time (s)	3.6	5.5	3.6	5.5
All-Red Time (s)	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	7.5	4.6	7.5
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	11.7	23.4	8.2	33.3
Actuated g/C Ratio	0.20	0.40	0.14	0.57
v/c Ratio	0.53	0.60	0.35	0.34
Control Delay	22.4	17.3	31.1	7.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	22.4	17.3	31.1	7.2
LOS	C	B	C	A
Approach Delay	22.4	17.3		9.9
Approach LOS	C	B		A

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 58.9	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 14.7	Intersection LOS: B
Intersection Capacity Utilization 49.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 78: Menifee Rd & Coastline Ave





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	73	96	669	33	72	566
Future Volume (veh/h)	73	96	669	33	72	566
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	117	816	40	88	690
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	117	154	1283	63	159	2001
Arrive On Green	0.16	0.16	0.37	0.37	0.09	0.55
Sat Flow, veh/h	727	956	3597	172	1810	3705
Grp Volume(v), veh/h	207	0	421	435	88	690
Grp Sat Flow(s),veh/h/ln	1692	0	1805	1868	1810	1805
Q Serve(g_s), s	5.4	0.0	8.9	8.9	2.1	4.9
Cycle Q Clear(g_c), s	5.4	0.0	8.9	8.9	2.1	4.9
Prop In Lane	0.43	0.57		0.09	1.00	
Lane Grp Cap(c), veh/h	273	0	661	685	159	2001
V/C Ratio(X)	0.76	0.00	0.64	0.64	0.55	0.34
Avail Cap(c_a), veh/h	896	0	1469	1521	801	4898
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	0.0	12.1	12.1	20.1	5.7
Incr Delay (d2), s/veh	4.3	0.0	1.0	1.0	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	3.0	3.2	0.9	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.8	0.0	13.1	13.0	21.3	5.8
LnGrp LOS	C	A	B	B	C	A
Approach Vol, veh/h	207		856			778
Approach Delay, s/veh	22.8		13.1			7.5
Approach LOS	C		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.7	24.4			33.0	13.0
Change Period (Y+Rc), s	4.6	7.5			7.5	5.6
Max Green Setting (Gmax), s	20.4	37.5			62.5	24.4
Max Q Clear Time (g_c+I1), s	4.1	10.9			6.9	7.4
Green Ext Time (p_c), s	0.1	6.0			5.7	0.6

Intersection Summary	
HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

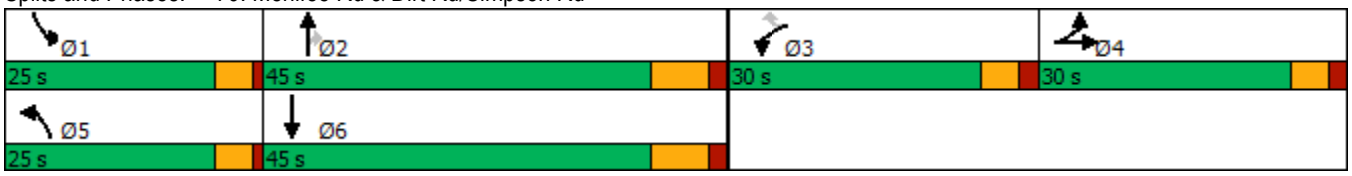
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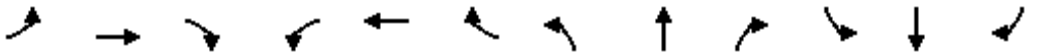
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4	Ø5
Lane Configurations								
Traffic Volume (vph)	195	213	489	121	173	467		
Future Volume (vph)	195	213	489	121	173	467		
Turn Type	Prot	Perm	NA	Perm	Prot	NA		
Protected Phases	3		2		1	6	4	5
Permitted Phases		3		2				
Detector Phase	3	3	2	2	1	6		
Switch Phase								
Minimum Initial (s)	8.0	8.0	10.0	10.0	6.0	10.0	8.0	6.0
Minimum Split (s)	13.6	13.6	17.5	17.5	10.6	17.5	13.6	10.6
Total Split (s)	30.0	30.0	45.0	45.0	25.0	45.0	30.0	25.0
Total Split (%)	23.1%	23.1%	34.6%	34.6%	19.2%	34.6%	23%	19%
Yellow Time (s)	3.6	3.6	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.6	5.6	7.5	7.5	4.6	7.5		
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	Min	None	Min	None	None
Act Effct Green (s)	14.8	14.8	20.2	20.2	13.1	38.1		
Actuated g/C Ratio	0.22	0.22	0.30	0.30	0.20	0.57		
v/c Ratio	0.56	0.44	0.51	0.24	0.56	0.26		
Control Delay	30.7	6.7	21.8	5.4	32.7	7.6		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	30.7	6.7	21.8	5.4	32.7	7.6		
LOS	C	A	C	A	C	A		
Approach Delay			18.6			14.4		
Approach LOS			B			B		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 66.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 16.9	Intersection LOS: B
Intersection Capacity Utilization 47.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 79: Menifee Rd & Dirt Rd/Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	195	0	213	0	489	121	173	467	0
Future Volume (veh/h)	0	0	0	195	0	213	0	489	121	173	467	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	222	0	242	0	556	138	197	531	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	7	0	0	0	0	6	1490	664	300	2667	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.41	0.17	0.74	0.00
Sat Flow, veh/h	0	1900	0		0		1810	3610	1609	1810	3705	0
Grp Volume(v), veh/h	0	0	0		0.0		0	556	138	197	531	0
Grp Sat Flow(s),veh/h/ln	0	1900	0				1810	1805	1609	1810	1805	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	3.1	1.6	2.9	1.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	3.1	1.6	2.9	1.3	0.0
Prop In Lane	0.00		0.00				1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	7	0				6	1490	664	300	2667	0
V/C Ratio(X)	0.00	0.00	0.00				0.00	0.37	0.21	0.66	0.20	0.00
Avail Cap(c_a), veh/h	0	1615	0				1286	4717	2102	1286	4717	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	5.8	5.4	11.2	1.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	0.2	0.2	0.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0				0.0	0.6	0.3	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0				0.0	6.1	5.6	12.1	1.2	0.0
LnGrp LOS	A	A	A				A	A	A	B	A	A
Approach Vol, veh/h		0						694			728	
Approach Delay, s/veh		0.0						6.0			4.2	
Approach LOS								A			A	

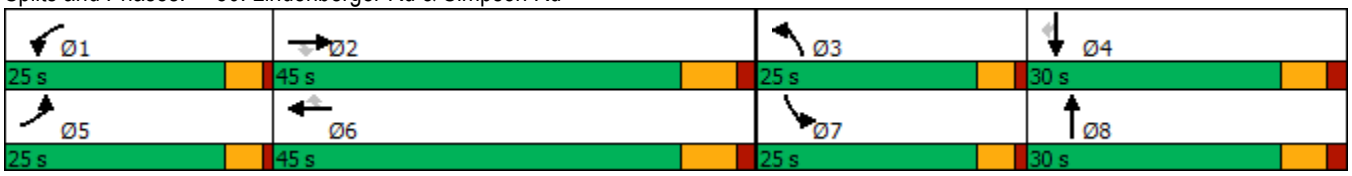
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	9.4	19.3		0.0	0.0	28.7						
Change Period (Y+Rc), s	4.6	7.5		5.6	4.6	7.5						
Max Green Setting (Gmax), s	20.4	37.5		24.4	20.4	37.5						
Max Q Clear Time (g_c+I1), s	4.9	5.1		0.0	0.0	3.3						
Green Ext Time (p_c), s	0.2	6.8		0.0	0.0	5.6						

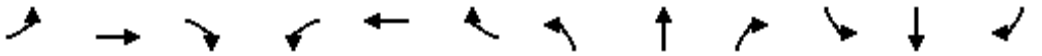
Intersection Summary			
HCM 6th Ctrl Delay		5.0	
HCM 6th LOS		A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	55	218	38	108	249	44	78	107	67	140	76
Future Volume (vph)	55	218	38	108	249	44	78	107	67	140	76
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.2	17.2	10.6	17.2	17.2	10.6	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	8.0	16.4	16.4	10.3	22.2	22.2	9.1	13.1	8.6	12.7	12.7
Actuated g/C Ratio	0.11	0.24	0.24	0.15	0.32	0.32	0.13	0.19	0.12	0.18	0.18
v/c Ratio	0.32	0.59	0.10	0.49	0.26	0.09	0.40	0.43	0.36	0.49	0.24
Control Delay	38.3	32.2	0.4	38.0	21.9	0.3	38.1	13.7	38.2	34.7	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.3	32.2	0.4	38.0	21.9	0.3	38.1	13.7	38.2	34.7	5.7
LOS	D	C	A	D	C	A	D	B	D	C	A
Approach Delay		29.4			23.9			19.1		27.7	
Approach LOS		C			C			B		C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 69.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 24.7	Intersection LOS: C
Intersection Capacity Utilization 49.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 80: Lindenberger Rd & Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	218	38	108	249	44	78	107	165	67	140	76
Future Volume (veh/h)	55	218	38	108	249	44	78	107	165	67	140	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	263	46	130	300	53	94	129	199	81	169	92
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	380	321	176	817	364	154	343	297	143	349	295
Arrive On Green	0.07	0.20	0.20	0.10	0.23	0.23	0.09	0.19	0.19	0.08	0.18	0.18
Sat Flow, veh/h	1810	1900	1605	1810	3610	1608	1810	1805	1562	1810	1900	1608
Grp Volume(v), veh/h	66	263	46	130	300	53	94	129	199	81	169	92
Grp Sat Flow(s),veh/h/ln	1810	1900	1605	1810	1805	1608	1810	1805	1562	1810	1900	1608
Q Serve(g_s), s	1.8	6.8	1.2	3.7	3.7	1.4	2.6	3.3	6.2	2.3	4.2	2.6
Cycle Q Clear(g_c), s	1.8	6.8	1.2	3.7	3.7	1.4	2.6	3.3	6.2	2.3	4.2	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	380	321	176	817	364	154	343	297	143	349	295
V/C Ratio(X)	0.52	0.69	0.14	0.74	0.37	0.15	0.61	0.38	0.67	0.57	0.48	0.31
Avail Cap(c_a), veh/h	703	1367	1155	703	2598	1157	703	811	702	703	854	722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	19.5	17.3	23.1	17.1	16.3	23.2	18.6	19.8	23.3	19.2	18.6
Incr Delay (d2), s/veh	1.2	2.3	0.2	2.3	0.3	0.2	1.4	0.7	2.6	1.3	1.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.9	0.4	1.6	1.4	0.5	1.1	1.3	2.3	0.9	1.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	21.8	17.5	25.4	17.4	16.4	24.6	19.3	22.4	24.6	20.2	19.2
LnGrp LOS	C	C	B	C	B	B	C	B	C	C	C	B
Approach Vol, veh/h		375			483			422			342	
Approach Delay, s/veh		21.8			19.5			21.9			21.0	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	17.7	9.1	16.1	8.3	19.1	8.8	16.4
Change Period (Y+Rc), s	4.6	7.2	4.6	6.4	4.6	7.2	4.6	6.4
Max Green Setting (Gmax), s	20.4	37.8	20.4	23.6	20.4	37.8	20.4	23.6
Max Q Clear Time (g_c+I1), s	5.7	8.8	4.6	6.2	3.8	5.7	4.3	8.2
Green Ext Time (p_c), s	0.1	1.7	0.1	1.1	0.1	2.2	0.1	1.8

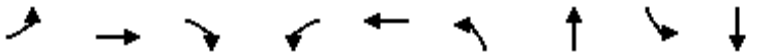
Intersection Summary	
HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	197.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	182	269	52	100	240	70	56	268	134	102	205	151
Future Vol, veh/h	182	269	52	100	240	70	56	268	134	102	205	151
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	233	345	67	128	308	90	72	344	172	131	263	194
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	90	265.2	330.1	121.8
HCM LOS	F	F	F	F

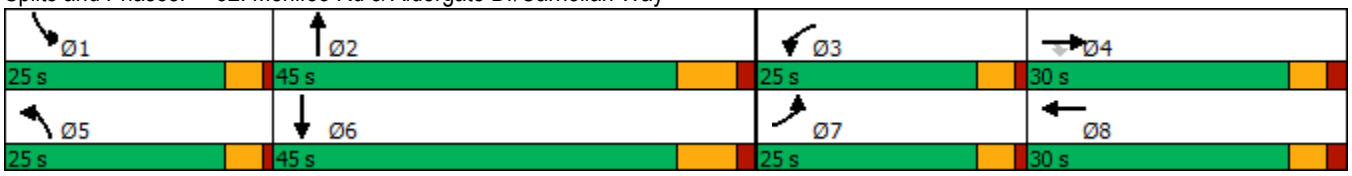
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	12%	100%	0%	24%	100%	0%
Vol Thru, %	59%	0%	84%	59%	0%	58%
Vol Right, %	29%	0%	16%	17%	0%	42%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	458	182	321	410	102	356
LT Vol	56	182	0	100	102	0
Through Vol	268	0	269	240	0	205
RT Vol	134	0	52	70	0	151
Lane Flow Rate	587	233	412	526	131	456
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	1.637	0.661	1.095	1.48	0.37	1.191
Departure Headway (Hd)	12.114	13.416	12.761	12.609	13.19	12.34
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	305	273	288	294	275	297
Service Time	10.114	11.116	10.461	10.609	10.89	10.04
HCM Lane V/C Ratio	1.925	0.853	1.431	1.789	0.476	1.535
HCM Control Delay	330.1	38.9	119	265.2	23.4	150
HCM Lane LOS	F	E	F	F	C	F
HCM 95th-tile Q	29.8	4.3	12.6	23.8	1.6	15.4

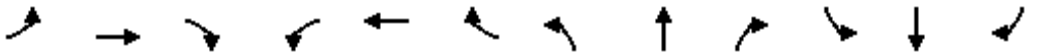


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	28	3	17	165	5	32	447	142	543
Future Volume (vph)	28	3	17	165	5	32	447	142	543
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	13.6	13.6	10.6	13.6	10.6	17.5	10.6	17.5
Total Split (s)	25.0	30.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	5.6	4.6	5.6	4.6	7.5	4.6	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.3	8.8	8.8	15.4	12.4	7.4	21.6	12.7	33.2
Actuated g/C Ratio	0.10	0.12	0.12	0.21	0.17	0.10	0.30	0.18	0.46
v/c Ratio	0.19	0.02	0.07	0.53	0.44	0.22	0.63	0.55	0.43
Control Delay	41.2	40.0	0.5	35.0	10.0	41.1	25.9	38.4	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.2	40.0	0.5	35.0	10.0	41.1	25.9	38.4	17.1
LOS	D	D	A	C	A	D	C	D	B
Approach Delay		26.9			23.1		26.8		21.4
Approach LOS		C			C		C		C

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 72.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 23.7	Intersection LOS: C
Intersection Capacity Utilization 58.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 82: Menifee Rd & Aldergate Dr/Carnelian Way





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	3	17	165	5	144	32	447	86	142	543	27
Future Volume (veh/h)	28	3	17	165	5	144	32	447	86	142	543	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.89	1.00		0.97	1.00		0.91	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	4	21	204	6	178	40	552	106	175	670	33
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	234	177	253	11	335	86	795	152	221	1196	59
Arrive On Green	0.04	0.12	0.12	0.14	0.22	0.22	0.05	0.27	0.27	0.12	0.34	0.34
Sat Flow, veh/h	1810	1900	1440	1810	51	1524	1810	2971	567	1810	3494	172
Grp Volume(v), veh/h	35	4	21	204	0	184	40	334	324	175	346	357
Grp Sat Flow(s),veh/h/ln	1810	1900	1440	1810	0	1575	1810	1805	1733	1810	1805	1861
Q Serve(g_s), s	1.2	0.1	0.8	7.0	0.0	6.6	1.4	10.7	10.8	6.0	10.0	10.0
Cycle Q Clear(g_c), s	1.2	0.1	0.8	7.0	0.0	6.6	1.4	10.7	10.8	6.0	10.0	10.0
Prop In Lane	1.00		1.00	1.00		0.97	1.00		0.33	1.00		0.09
Lane Grp Cap(c), veh/h	79	234	177	253	0	346	86	483	464	221	618	637
V/C Ratio(X)	0.45	0.02	0.12	0.81	0.00	0.53	0.46	0.69	0.70	0.79	0.56	0.56
Avail Cap(c_a), veh/h	575	722	547	575	0	598	575	1054	1012	575	1054	1087
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	24.8	25.1	26.8	0.0	22.1	29.8	21.1	21.2	27.4	17.2	17.2
Incr Delay (d2), s/veh	1.5	0.0	0.3	2.3	0.0	1.3	1.4	1.8	1.9	2.4	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.3	3.0	0.0	2.4	0.6	4.4	4.3	2.6	3.9	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	24.8	25.4	29.1	0.0	23.4	31.2	22.9	23.1	29.8	18.0	18.0
LnGrp LOS	C	C	C	C	A	C	C	C	C	C	B	B
Approach Vol, veh/h		60			388			698			878	
Approach Delay, s/veh		28.9			26.4			23.5			20.3	
Approach LOS		C			C			C			C	

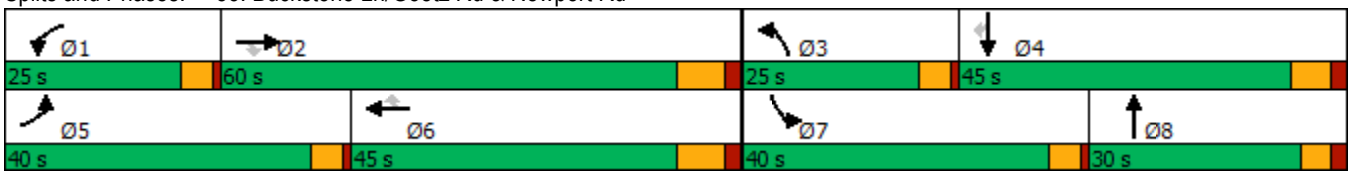
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	24.7	13.6	13.5	7.7	29.5	7.4	19.7
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	8.0	12.8	9.0	2.8	3.4	12.0	3.2	8.6
Green Ext Time (p_c), s	0.2	4.4	0.2	0.0	0.0	4.7	0.0	0.9

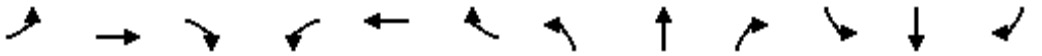
Intersection Summary	
HCM 6th Ctrl Delay	22.8
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	301	630	15	747	287	12	3	474	1	643
Future Volume (vph)	301	630	15	747	287	12	3	474	1	643
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8	7	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	10.6	15.5	15.5	10.6	11.6	10.6	12.8	12.8
Total Split (s)	40.0	60.0	25.0	45.0	45.0	25.0	30.0	40.0	45.0	45.0
Total Split (%)	25.8%	38.7%	16.1%	29.0%	29.0%	16.1%	19.4%	25.8%	29.0%	29.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	3.6	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	5.6	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	13.7	40.1	6.7	25.0	25.0	6.6	6.9	18.2	20.4	20.4
Actuated g/C Ratio	0.17	0.49	0.08	0.31	0.31	0.08	0.08	0.22	0.25	0.25
v/c Ratio	0.56	0.27	0.11	0.51	0.51	0.09	0.18	0.66	0.54	0.54
Control Delay	38.1	14.8	46.8	25.8	16.0	46.7	22.5	35.4	7.1	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.1	14.8	46.8	25.8	16.0	46.7	22.5	35.4	7.1	7.0
LOS	D	B	D	C	B	D	C	D	A	A
Approach Delay		22.3		23.4			30.0		19.1	
Approach LOS		C		C			C		B	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 81.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 21.6	Intersection LOS: C
Intersection Capacity Utilization 61.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 83: Buckstone Ln/Goetz Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	630	0	15	747	287	12	3	24	474	1	643
Future Volume (veh/h)	301	630	0	15	747	287	12	3	24	474	1	643
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	327	685	0	16	812	312	13	3	26	515	0	700
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	433	2021	627	41	1498	465	34	19	162	634	0	861
Arrive On Green	0.12	0.39	0.00	0.02	0.29	0.29	0.02	0.11	0.11	0.18	0.00	0.27
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	1810	169	1463	3619	0	3220
Grp Volume(v), veh/h	327	685	0	16	812	312	13	0	29	515	0	700
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1810	0	1632	1810	0	1610
Q Serve(g_s), s	7.0	7.2	0.0	0.7	10.3	13.3	0.6	0.0	1.3	10.7	0.0	15.9
Cycle Q Clear(g_c), s	7.0	7.2	0.0	0.7	10.3	13.3	0.6	0.0	1.3	10.7	0.0	15.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.90	1.00		1.00
Lane Grp Cap(c), veh/h	433	2021	627	41	1498	465	34	0	181	634	0	861
V/C Ratio(X)	0.75	0.34	0.00	0.39	0.54	0.67	0.38	0.00	0.16	0.81	0.00	0.81
Avail Cap(c_a), veh/h	1595	3496	1085	474	2497	775	474	0	511	1645	0	1579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.0	16.7	0.0	37.5	23.4	24.4	37.8	0.0	31.3	30.9	0.0	26.7
Incr Delay (d2), s/veh	1.0	0.1	0.0	2.3	0.3	1.7	2.6	0.0	0.4	1.0	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	2.7	0.0	0.3	4.1	5.1	0.3	0.0	0.5	4.6	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.0	16.8	0.0	39.8	23.7	26.1	40.3	0.0	31.7	31.9	0.0	28.6
LnGrp LOS	C	B	A	D	C	C	D	A	C	C	A	C
Approach Vol, veh/h		1012			1140			42			1215	
Approach Delay, s/veh		22.4			24.6			34.4			30.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	37.8	6.1	27.6	14.2	30.0	18.2	15.5
Change Period (Y+Rc), s	4.6	7.5	4.6	6.8	4.6	7.5	4.6	* 6.8
Max Green Setting (Gmax), s	20.4	52.5	20.4	38.2	35.4	37.5	35.4	* 24
Max Q Clear Time (g_c+I1), s	2.7	9.2	2.6	17.9	9.0	15.3	12.7	3.3
Green Ext Time (p_c), s	0.0	5.6	0.0	3.0	0.6	7.2	1.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C

Notes

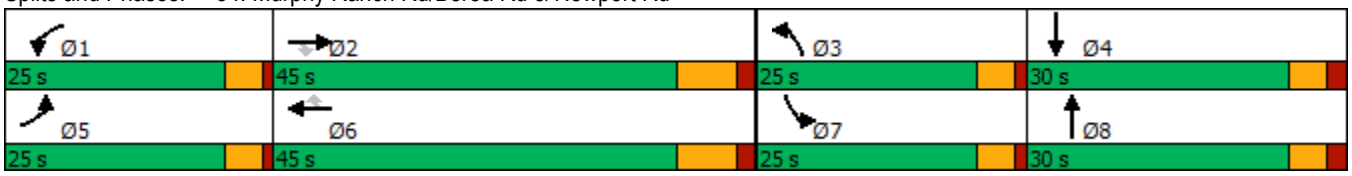
User approved volume balancing among the lanes for turning movement.

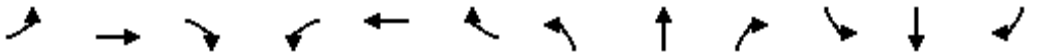
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	49	1038	208	4	943	181	143	103	230	165
Future Volume (vph)	49	1038	208	4	943	181	143	103	230	165
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2		1	6		3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.5	15.5	10.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.5	7.5	4.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None
Act Effct Green (s)	8.0	38.2	38.2	6.4	30.3	30.3	13.1	13.9	18.0	18.8
Actuated g/C Ratio	0.09	0.42	0.42	0.07	0.33	0.33	0.14	0.15	0.20	0.21
v/c Ratio	0.34	0.53	0.32	0.03	0.60	0.33	0.61	0.44	0.72	0.70
Control Delay	51.4	21.4	11.6	50.0	28.3	14.3	50.8	41.8	50.2	44.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.4	21.4	11.6	50.0	28.3	14.3	50.8	41.8	50.2	44.6
LOS	D	C	B	D	C	B	D	D	D	D
Approach Delay		21.0			26.1			46.8		47.3
Approach LOS		C			C			D		D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 90.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 28.9	Intersection LOS: C
Intersection Capacity Utilization 65.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 84: Murphy Ranch Rd/Berea Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1038	208	4	943	181	143	103	13	230	165	77
Future Volume (veh/h)	49	1038	208	4	943	181	143	103	13	230	165	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	1153	231	4	1048	201	159	114	14	256	183	86
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	101	1949	592	12	1693	526	201	219	27	304	231	108
Arrive On Green	0.06	0.38	0.38	0.01	0.33	0.33	0.11	0.13	0.13	0.17	0.19	0.19
Sat Flow, veh/h	1810	5187	1576	1810	5187	1610	1810	1660	204	1810	1222	574
Grp Volume(v), veh/h	54	1153	231	4	1048	201	159	0	128	256	0	269
Grp Sat Flow(s),veh/h/ln	1810	1729	1576	1810	1729	1610	1810	0	1863	1810	0	1796
Q Serve(g_s), s	2.0	12.5	7.5	0.2	12.0	6.7	6.0	0.0	4.5	9.6	0.0	10.0
Cycle Q Clear(g_c), s	2.0	12.5	7.5	0.2	12.0	6.7	6.0	0.0	4.5	9.6	0.0	10.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.32
Lane Grp Cap(c), veh/h	101	1949	592	12	1693	526	201	0	246	304	0	339
V/C Ratio(X)	0.54	0.59	0.39	0.34	0.62	0.38	0.79	0.00	0.52	0.84	0.00	0.79
Avail Cap(c_a), veh/h	526	2772	843	526	2772	861	526	0	648	526	0	624
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.2	17.6	16.0	34.7	19.9	18.2	30.4	0.0	28.4	28.3	0.0	27.1
Incr Delay (d2), s/veh	1.6	0.3	0.4	6.4	0.4	0.5	2.6	0.0	1.7	2.4	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.6	2.6	0.1	4.5	0.1	2.7	0.0	2.0	4.2	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	17.9	16.4	41.1	20.3	18.6	33.0	0.0	30.1	30.7	0.0	31.4
LnGrp LOS	C	B	B	D	C	B	C	A	C	C	A	C
Approach Vol, veh/h		1438			1253			287			525	
Approach Delay, s/veh		18.2			20.1			31.7			31.0	
Approach LOS		B			C			C			C	

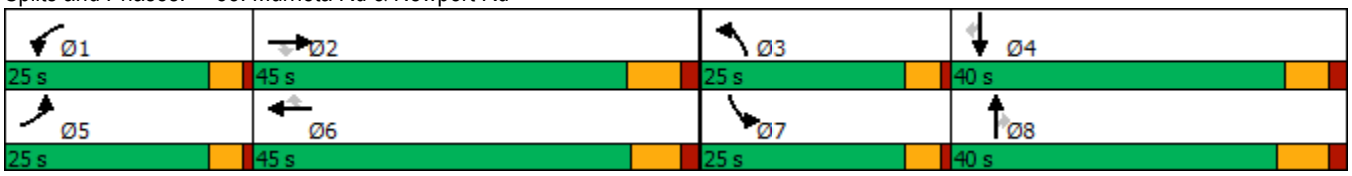
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	33.9	12.4	18.9	8.5	30.4	16.4	14.9
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	2.2	14.5	8.0	12.0	4.0	14.0	11.6	6.5
Green Ext Time (p_c), s	0.0	10.0	0.2	1.2	0.0	8.9	0.3	0.6

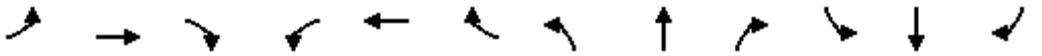
Intersection Summary	
HCM 6th Ctrl Delay	21.9
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	852	137	151	912	96	220	272	119	123	277	135
Future Volume (vph)	185	852	137	151	912	96	220	272	119	123	277	135
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.2	15.2	10.6	15.2	15.2	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	40.0	40.0	25.0	40.0	40.0
Total Split (%)	18.5%	33.3%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	29.6%	18.5%	29.6%	29.6%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	15.3	29.5	29.5	13.5	28.0	28.0	17.4	18.9	18.9	11.9	14.1	14.1
Actuated g/C Ratio	0.16	0.30	0.30	0.14	0.28	0.28	0.18	0.19	0.19	0.12	0.14	0.14
v/c Ratio	0.69	0.57	0.26	0.64	0.64	0.19	0.72	0.41	0.31	0.59	0.56	0.40
Control Delay	55.3	31.5	10.7	55.0	33.8	6.0	54.6	39.2	9.7	55.7	45.7	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.3	31.5	10.7	55.0	33.8	6.0	54.6	39.2	9.7	55.7	45.7	11.0
LOS	E	C	B	E	C	A	D	D	A	E	D	B
Approach Delay		32.8			34.3			39.0			39.2	
Approach LOS		C			C			D			D	

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 98.4	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 35.4	Intersection LOS: D
Intersection Capacity Utilization 66.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 85: Murrieta Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	852	137	151	912	96	220	272	119	123	277	135
Future Volume (veh/h)	185	852	137	151	912	96	220	272	119	123	277	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	193	888	143	157	950	100	229	283	124	128	289	141
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	235	1570	486	196	1460	447	272	713	313	163	497	222
Arrive On Green	0.13	0.30	0.30	0.11	0.28	0.28	0.15	0.20	0.20	0.09	0.14	0.14
Sat Flow, veh/h	1810	5187	1605	1810	5187	1588	1810	3610	1587	1810	3610	1610
Grp Volume(v), veh/h	193	888	143	157	950	100	229	283	124	128	289	141
Grp Sat Flow(s),veh/h/ln	1810	1729	1605	1810	1729	1588	1810	1805	1587	1810	1805	1610
Q Serve(g_s), s	8.2	11.4	5.4	6.7	12.8	3.8	9.8	5.4	5.4	5.5	6.0	6.6
Cycle Q Clear(g_c), s	8.2	11.4	5.4	6.7	12.8	3.8	9.8	5.4	5.4	5.5	6.0	6.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	235	1570	486	196	1460	447	272	713	313	163	497	222
V/C Ratio(X)	0.82	0.57	0.29	0.80	0.65	0.22	0.84	0.40	0.40	0.78	0.58	0.64
Avail Cap(c_a), veh/h	465	2450	758	465	2470	756	465	1492	656	465	1528	682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	23.3	21.2	34.6	25.1	21.9	32.8	27.7	27.7	35.3	32.1	32.3
Incr Delay (d2), s/veh	2.8	0.3	0.3	2.9	0.5	0.3	2.8	0.4	0.8	3.1	1.1	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	4.5	2.0	3.0	5.1	1.4	4.4	2.3	2.1	2.5	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	23.6	21.5	37.4	25.6	22.1	35.6	28.1	28.5	38.4	33.2	35.3
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	D
Approach Vol, veh/h		1224			1207			636			558	
Approach Delay, s/veh		25.4			26.8			30.9			34.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	31.5	16.5	18.1	14.9	29.8	11.8	22.9
Change Period (Y+Rc), s	4.6	7.5	4.6	* 7.2	4.6	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	* 34	20.4	* 38	20.4	32.8
Max Q Clear Time (g_c+I1), s	8.7	13.4	11.8	8.6	10.2	14.8	7.5	7.4
Green Ext Time (p_c), s	0.2	7.3	0.2	2.4	0.2	7.6	0.1	2.3

Intersection Summary	
HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C

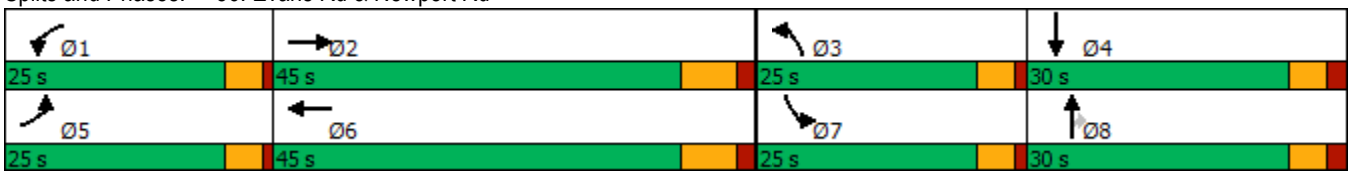
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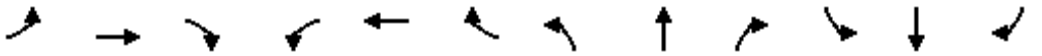
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	17	1256	76	1001	59	76	111	55	163
Future Volume (vph)	17	1256	76	1001	59	76	111	55	163
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	11.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	5.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.5	39.4	9.0	46.1	8.2	15.1	15.1	8.0	14.8
Actuated g/C Ratio	0.07	0.45	0.10	0.52	0.09	0.17	0.17	0.09	0.17
v/c Ratio	0.14	0.88	0.45	0.42	0.39	0.26	0.32	0.37	0.64
Control Delay	46.8	34.3	49.5	16.0	48.9	36.4	9.3	48.8	44.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	34.3	49.5	16.0	48.9	36.4	9.3	48.8	44.9
LOS	D	C	D	B	D	D	A	D	D
Approach Delay		34.5		18.3		27.2			45.8
Approach LOS		C		B		C			D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 88.1	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 28.6	Intersection LOS: C
Intersection Capacity Utilization 74.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 86: Evans Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1256	34	76	1001	22	59	76	111	55	163	21
Future Volume (veh/h)	17	1256	34	76	1001	22	59	76	111	55	163	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	1380	37	84	1100	24	65	84	122	60	179	23
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	47	1612	43	118	2548	56	106	274	233	102	234	30
Arrive On Green	0.03	0.45	0.45	0.06	0.49	0.49	0.06	0.14	0.14	0.06	0.14	0.14
Sat Flow, veh/h	1810	3590	96	1810	5223	114	1810	1900	1610	1810	1646	212
Grp Volume(v), veh/h	19	693	724	84	728	396	65	84	122	60	0	202
Grp Sat Flow(s),veh/h/ln	1810	1805	1881	1810	1729	1879	1810	1900	1610	1810	0	1858
Q Serve(g_s), s	0.8	26.5	26.6	3.5	10.5	10.5	2.7	3.1	5.4	2.5	0.0	8.1
Cycle Q Clear(g_c), s	0.8	26.5	26.6	3.5	10.5	10.5	2.7	3.1	5.4	2.5	0.0	8.1
Prop In Lane	1.00		0.05	1.00		0.06	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	47	810	845	118	1687	917	106	274	233	102	0	264
V/C Ratio(X)	0.40	0.86	0.86	0.71	0.43	0.43	0.61	0.31	0.52	0.59	0.00	0.76
Avail Cap(c_a), veh/h	479	885	922	479	1695	921	479	601	510	479	0	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.0	19.0	19.0	35.3	12.8	12.8	35.4	29.5	30.5	35.5	0.0	31.8
Incr Delay (d2), s/veh	2.1	7.7	7.6	3.0	0.2	0.3	2.1	0.6	1.8	2.0	0.0	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	11.8	12.3	1.6	3.8	4.1	1.2	1.4	2.2	1.1	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.0	26.7	26.6	38.4	13.0	13.1	37.6	30.2	32.4	37.5	0.0	36.4
LnGrp LOS	D	C	C	D	B	B	D	C	C	D	A	D
Approach Vol, veh/h		1436			1208			271			262	
Approach Delay, s/veh		26.8			14.8			32.9			36.7	
Approach LOS		C			B			C			D	

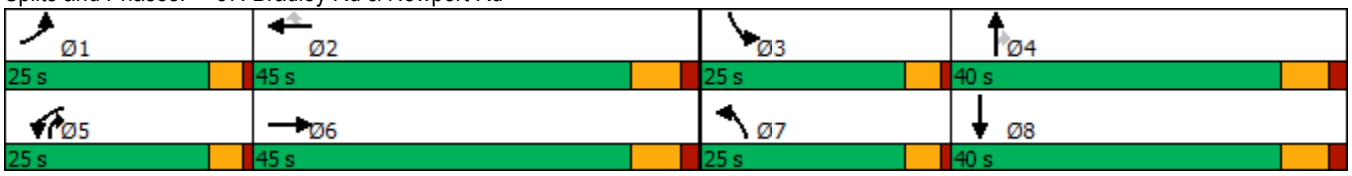
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	41.8	9.1	16.6	6.6	44.8	8.9	16.7
Change Period (Y+Rc), s	4.6	7.2	4.6	5.6	4.6	7.2	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.8	20.4	24.4	20.4	37.8	20.4	24.4
Max Q Clear Time (g_c+I1), s	5.5	28.6	4.7	10.1	2.8	12.5	4.5	7.4
Green Ext Time (p_c), s	0.1	6.0	0.1	0.9	0.0	8.5	0.0	0.7

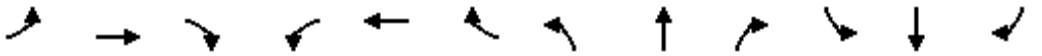
Intersection Summary	
HCM 6th Ctrl Delay	23.6
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	102	1133	332	837	127	185	218	291	190	310
Future Volume (vph)	102	1133	332	837	127	185	218	291	190	310
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	1	6	5	2		7	4	5	3	8
Permitted Phases					2			4		
Detector Phase	1	6	5	2	2	7	4	5	3	8
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	15.2	10.6	12.8	10.6	10.6	12.8
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	40.0	25.0	25.0	40.0
Total Split (%)	18.5%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	18.5%	18.5%	29.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2	4.6	6.8	4.6	4.6	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	11.3	36.6	15.6	40.9	40.9	16.3	19.3	41.8	16.5	19.5
Actuated g/C Ratio	0.10	0.33	0.14	0.37	0.37	0.15	0.17	0.37	0.15	0.17
v/c Ratio	0.60	0.80	0.72	0.47	0.20	0.75	0.71	0.48	0.76	0.65
Control Delay	64.3	39.4	56.3	29.6	6.6	65.8	57.3	23.0	66.2	46.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.3	39.4	56.3	29.6	6.6	65.8	57.3	23.0	66.2	46.8
LOS	E	D	E	C	A	E	E	C	E	D
Approach Delay		41.3		34.2			45.2			53.2
Approach LOS		D		C			D			D

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 111.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 41.4	Intersection LOS: D
Intersection Capacity Utilization 75.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 87: Bradley Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	1133	125	332	837	127	185	218	291	190	310	72
Future Volume (veh/h)	102	1133	125	332	837	127	185	218	291	190	310	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	109	1205	133	353	890	135	197	232	310	202	330	77
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	138	1512	167	429	1897	589	230	383	522	235	593	136
Arrive On Green	0.08	0.32	0.32	0.12	0.37	0.37	0.13	0.20	0.20	0.13	0.20	0.20
Sat Flow, veh/h	1810	4732	522	3510	5187	1610	1810	1900	1610	1810	2900	666
Grp Volume(v), veh/h	109	880	458	353	890	135	197	232	310	202	203	204
Grp Sat Flow(s),veh/h/ln	1810	1729	1796	1755	1729	1610	1810	1900	1610	1810	1805	1762
Q Serve(g_s), s	6.1	23.8	23.8	10.1	13.5	5.9	10.9	11.4	16.5	11.2	10.4	10.6
Cycle Q Clear(g_c), s	6.1	23.8	23.8	10.1	13.5	5.9	10.9	11.4	16.5	11.2	10.4	10.6
Prop In Lane	1.00		0.29	1.00		1.00	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	138	1105	574	429	1897	589	230	383	522	235	369	360
V/C Ratio(X)	0.79	0.80	0.80	0.82	0.47	0.23	0.86	0.61	0.59	0.86	0.55	0.56
Avail Cap(c_a), veh/h	360	1276	663	699	1914	594	360	616	719	360	585	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	31.8	31.8	43.9	24.9	22.5	43.8	37.2	29.0	43.6	36.5	36.6
Incr Delay (d2), s/veh	3.8	3.2	6.0	1.7	0.2	0.2	6.9	1.5	1.1	7.9	1.3	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	10.2	11.1	4.4	5.5	2.3	5.3	5.4	6.4	5.5	4.7	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.4	35.0	37.8	45.6	25.1	22.7	50.7	38.7	30.1	51.5	37.8	38.0
LnGrp LOS	D	D	D	D	C	C	D	D	C	D	D	D
Approach Vol, veh/h		1447			1378			739			609	
Approach Delay, s/veh		37.0			30.1			38.3			42.4	
Approach LOS		D			C			D			D	

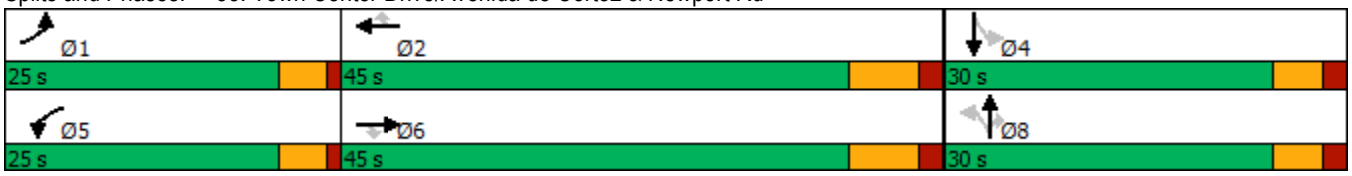
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	44.7	17.9	27.5	17.1	39.9	17.6	27.8
Change Period (Y+Rc), s	4.6	7.2	4.6	6.8	4.6	7.2	4.6	6.8
Max Green Setting (Gmax), s	20.4	37.8	20.4	33.2	20.4	37.8	20.4	33.2
Max Q Clear Time (g_c+I1), s	8.1	15.5	13.2	18.5	12.1	25.8	12.9	12.6
Green Ext Time (p_c), s	0.1	7.1	0.2	2.2	0.5	6.9	0.2	2.4

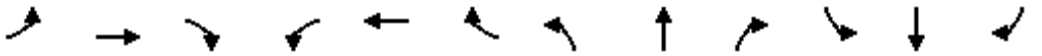
Intersection Summary	
HCM 6th Ctrl Delay	35.8
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	9	1569	61	161	1243	21	88	9	271	74	19
Future Volume (vph)	9	1569	61	161	1243	21	88	9	271	74	19
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	1	6		5	2			8			4
Permitted Phases			6			2	8		8	4	
Detector Phase	1	6	6	5	2	2	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	15.2	10.6	15.2	15.2	11.6	11.6	11.6	11.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	45.0%	25.0%	45.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	6.2	34.1	34.1	12.0	49.0	49.0	11.1	11.1	11.1	11.1	11.1
Actuated g/C Ratio	0.08	0.45	0.45	0.16	0.65	0.65	0.15	0.15	0.15	0.15	0.15
v/c Ratio	0.07	0.72	0.09	0.61	0.40	0.02	0.47	0.04	0.60	0.38	0.15
Control Delay	38.8	19.7	3.4	40.8	7.4	0.0	39.4	30.0	9.9	36.5	20.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.8	19.7	3.4	40.8	7.4	0.0	39.4	30.0	9.9	36.5	20.1
LOS	D	B	A	D	A	A	D	C	A	D	C
Approach Delay		19.2			11.0			17.5			30.8
Approach LOS		B			B			B			C

Intersection Summary			
Cycle Length: 100			
Actuated Cycle Length: 75.1			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 16.1		Intersection LOS: B	
Intersection Capacity Utilization 67.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 88: Town Center Drive/Avenida de Cortez & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1569	61	161	1243	21	88	9	271	74	19	20
Future Volume (veh/h)	9	1569	61	161	1243	21	88	9	271	74	19	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	1705	66	175	1351	23	96	10	295	80	21	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	27	2250	682	217	2793	867	366	409	347	326	183	192
Arrive On Green	0.02	0.43	0.43	0.12	0.54	0.54	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1810	5187	1573	1810	5187	1610	1385	1900	1610	1091	850	890
Grp Volume(v), veh/h	10	1705	66	175	1351	23	96	10	295	80	0	43
Grp Sat Flow(s),veh/h/ln	1810	1729	1573	1810	1729	1610	1385	1900	1610	1091	0	1740
Q Serve(g_s), s	0.4	20.9	1.9	7.1	12.2	0.5	4.5	0.3	13.2	4.7	0.0	1.5
Cycle Q Clear(g_c), s	0.4	20.9	1.9	7.1	12.2	0.5	6.0	0.3	13.2	5.0	0.0	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.51
Lane Grp Cap(c), veh/h	27	2250	682	217	2793	867	366	409	347	326	0	375
V/C Ratio(X)	0.37	0.76	0.10	0.81	0.48	0.03	0.26	0.02	0.85	0.25	0.00	0.11
Avail Cap(c_a), veh/h	490	2604	790	490	2793	867	517	616	522	445	0	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.7	18.0	12.6	32.3	10.8	8.1	26.2	23.3	28.4	25.3	0.0	23.8
Incr Delay (d2), s/veh	3.1	1.1	0.1	2.7	0.1	0.0	0.4	0.0	8.4	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	7.3	0.6	3.0	3.7	0.1	1.5	0.1	5.7	1.2	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.8	19.1	12.7	35.0	11.0	8.1	26.6	23.3	36.7	25.7	0.0	23.9
LnGrp LOS	D	B	B	C	B	A	C	C	D	C	A	C
Approach Vol, veh/h		1781			1549			401			123	
Approach Delay, s/veh		19.0			13.6			34.0			25.0	
Approach LOS		B			B			C			C	

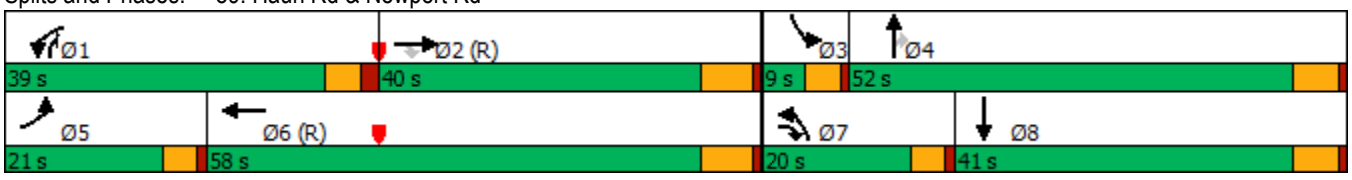
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	47.7		21.8	13.6	39.9		21.8				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	37.8		24.4	20.4	37.8		24.4				
Max Q Clear Time (g_c+I1), s	2.4	14.2		7.0	9.1	22.9		15.2				
Green Ext Time (p_c), s	0.0	9.9		0.4	0.2	9.8		1.0				

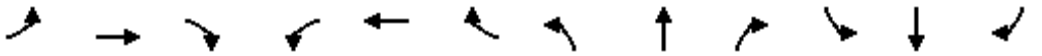
Intersection Summary			
HCM 6th Ctrl Delay		18.6	
HCM 6th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	187	1487	98	478	1299	111	58	473	152	31
Future Volume (vph)	187	1487	98	478	1299	111	58	473	152	31
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	7	1	6	7	4	1	3	8
Permitted Phases			2					4		
Detector Phase	5	2	7	1	6	7	4	1	3	8
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	12.5	8.6	9.6	12.5	8.6	11.8	9.6	8.6	11.8
Total Split (s)	21.0	40.0	20.0	39.0	58.0	20.0	52.0	39.0	9.0	41.0
Total Split (%)	15.0%	28.6%	14.3%	27.9%	41.4%	14.3%	37.1%	27.9%	6.4%	29.3%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)	13.2	73.4	85.4	26.7	88.0	10.1	12.4	38.0	7.3	7.3
Actuated g/C Ratio	0.09	0.52	0.61	0.19	0.63	0.07	0.09	0.27	0.05	0.05
v/c Ratio	0.60	0.58	0.10	0.76	0.57	0.47	0.37	0.62	0.89	0.39
Control Delay	68.6	25.0	2.6	55.4	18.4	68.1	64.8	38.4	105.1	33.8
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Total Delay	68.6	25.0	2.6	55.4	18.8	68.1	64.8	38.4	105.1	33.8
LOS	E	C	A	E	B	E	E	D	F	C
Approach Delay		28.4			26.9		45.9			80.5
Approach LOS		C			C		D			F

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 75 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 32.6	Intersection LOS: C
Intersection Capacity Utilization 68.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 89: Haun Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	1487	98	478	1299	392	111	58	473	152	31	49
Future Volume (veh/h)	187	1487	98	478	1299	392	111	58	473	152	31	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	199	1582	104	509	1382	417	118	62	503	162	33	52
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	254	2424	829	587	2252	676	169	330	964	110	283	251
Arrive On Green	0.07	0.47	0.47	0.11	0.38	0.38	0.05	0.17	0.17	0.03	0.16	0.16
Sat Flow, veh/h	3510	5187	1608	3510	3956	1187	3510	1900	2829	3510	1805	1601
Grp Volume(v), veh/h	199	1582	104	509	1207	592	118	62	503	162	33	52
Grp Sat Flow(s),veh/h/ln	1755	1729	1608	1755	1729	1686	1755	1900	1414	1755	1805	1601
Q Serve(g_s), s	7.8	32.7	4.7	20.0	39.5	39.8	4.6	3.9	20.0	4.4	2.2	4.0
Cycle Q Clear(g_c), s	7.8	32.7	4.7	20.0	39.5	39.8	4.6	3.9	20.0	4.4	2.2	4.0
Prop In Lane	1.00		1.00	1.00		0.70	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	254	2424	829	587	1969	960	169	330	964	110	283	251
V/C Ratio(X)	0.78	0.65	0.13	0.87	0.61	0.62	0.70	0.19	0.52	1.47	0.12	0.21
Avail Cap(c_a), veh/h	411	2424	829	837	1969	960	386	627	1407	110	454	403
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.9	28.6	17.6	60.6	30.9	31.0	65.6	49.4	37.0	67.8	50.7	51.5
Incr Delay (d2), s/veh	3.6	0.9	0.2	5.9	1.2	2.5	5.1	0.3	0.4	253.3	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	13.2	1.7	9.5	17.4	17.4	2.2	1.9	6.8	5.8	1.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.4	29.5	17.8	66.5	32.0	33.4	70.7	49.7	37.5	321.1	50.9	51.9
LnGrp LOS	E	C	B	E	C	C	E	D	D	F	D	D
Approach Vol, veh/h		1885			2308			683			247	
Approach Delay, s/veh		32.9			40.0			44.3			228.3	
Approach LOS		C			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.0	71.9	9.0	30.1	14.7	86.2	11.4	27.7
Change Period (Y+Rc), s	5.6	6.5	4.6	5.8	4.6	6.5	4.6	5.8
Max Green Setting (Gmax), s	33.4	33.5	4.4	46.2	16.4	51.5	15.4	35.2
Max Q Clear Time (g_c+I1), s	22.0	34.7	6.4	22.0	9.8	41.8	6.6	6.0
Green Ext Time (p_c), s	1.4	0.0	0.0	2.3	0.3	7.1	0.2	0.4

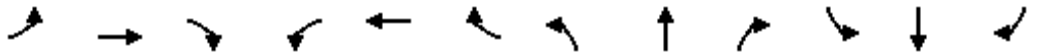
Intersection Summary	
HCM 6th Ctrl Delay	47.0
HCM 6th LOS	D

Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1509	603	1668	932	339	0	501
Future Volume (vph)	1509	603	1668	932	339	0	501
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		4	4	
Permitted Phases		Free		Free			4
Detector Phase	2		6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	84.0		84.0		56.0	56.0	56.0
Total Split (%)	60.0%		60.0%		40.0%	40.0%	40.0%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	96.3	140.0	96.3	140.0	32.2	32.2	32.2
Actuated g/C Ratio	0.69	1.00	0.69	1.00	0.23	0.23	0.23
v/c Ratio	0.36	0.41	0.50	0.61	0.79	0.82	0.78
Control Delay	20.7	0.7	7.5	6.6	64.1	63.9	60.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.7	0.7	7.5	6.6	64.1	63.9	60.1
LOS	C	A	A	A	E	E	E
Approach Delay	15.0		7.2			62.8	
Approach LOS	B		A			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 10 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 18.6	Intersection LOS: B
Intersection Capacity Utilization 62.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 90: I-215 SB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1509	603	0	1668	932	0	0	0	339	0	501
Future Volume (veh/h)	0	1509	603	0	1668	932	0	0	0	339	0	501
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1605	0	0	1774	0				241	0	662
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	4512		0	3581					412	0	733
Arrive On Green	0.00	1.00	0.00	0.00	1.00	0.00				0.23	0.00	0.23
Sat Flow, veh/h	0	6802	1610	0	5358	1610				1810	0	3220
Grp Volume(v), veh/h	0	1605	0	0	1774	0				241	0	662
Grp Sat Flow(s),veh/h/ln	0	1634	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0				16.6	0.0	28.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0				16.6	0.0	28.0
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	4512		0	3581					412	0	733
V/C Ratio(X)	0.00	0.36		0.00	0.50					0.59	0.00	0.90
Avail Cap(c_a), veh/h	0	4512		0	3581					653	0	1162
HCM Platoon Ratio	1.00	2.00	2.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.76	0.00	0.00	0.80	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				48.2	0.0	52.6
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.4	0.0				0.5	0.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.1	0.0				7.5	0.0	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.2	0.0	0.0	0.4	0.0				48.7	0.0	57.0
LnGrp LOS	A	A		A	A					D	A	E
Approach Vol, veh/h		1605			1774						903	
Approach Delay, s/veh		0.2			0.4						54.7	
Approach LOS		A			A						D	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		102.7		37.3		102.7						
Change Period (Y+Rc), s		6.0		5.5		6.0						
Max Green Setting (Gmax), s		78.0		50.5		78.0						
Max Q Clear Time (g_c+I1), s		2.0		30.0		2.0						
Green Ext Time (p_c), s		17.4		1.9		21.2						

Intersection Summary		
HCM 6th Ctrl Delay		11.8
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

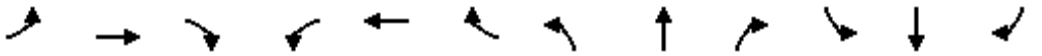
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	1384	464	2246	515	354	0	592
Future Volume (vph)	1384	464	2246	515	354	0	592
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		8	8	
Permitted Phases		Free		Free			8
Detector Phase	2		6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	84.0		84.0		56.0	56.0	56.0
Total Split (%)	60.0%		60.0%		40.0%	40.0%	40.0%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	93.7	140.0	93.7	140.0	34.8	34.8	34.8
Actuated g/C Ratio	0.67	1.00	0.67	1.00	0.25	0.25	0.25
v/c Ratio	0.42	0.30	0.53	0.33	0.78	0.83	0.81
Control Delay	9.6	0.8	13.5	0.6	61.0	61.2	58.6
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay	9.6	0.8	13.7	0.6	61.0	61.2	58.6
LOS	A	A	B	A	E	E	E
Approach Delay	7.4		11.3			60.3	
Approach LOS	A		B			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 18.3	Intersection LOS: B
Intersection Capacity Utilization 60.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 91: I-215 NB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1384	464	0	2246	515	354	0	592	0	0	0
Future Volume (veh/h)	0	1384	464	0	2246	515	354	0	592	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	1442	0	0	2340	0	246	0	749			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	3439		0	4334		461	0	821			
Arrive On Green	0.00	1.00	0.00	0.00	0.66	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	0	5358	1610	0	6802	1610	1810	0	3220			
Grp Volume(v), veh/h	0	1442	0	0	2340	0	246	0	749			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	26.3	0.0	16.4	0.0	31.6			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	26.3	0.0	16.4	0.0	31.6			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3439		0	4334		461	0	821			
V/C Ratio(X)	0.00	0.42		0.00	0.54		0.53	0.00	0.91			
Avail Cap(c_a), veh/h	0	3439		0	4334		653	0	1162			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.91	0.00	0.00	0.21	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	12.4	0.0	45.0	0.0	50.6			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.1	0.0	0.4	0.0	6.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	8.7	0.0	7.4	0.0	13.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	0.0	0.0	12.5	0.0	45.3	0.0	57.4			
LnGrp LOS	A	A		A	B		D	A	E			
Approach Vol, veh/h		1442			2340			995				
Approach Delay, s/veh		0.3			12.5			54.4				
Approach LOS		A			B			D				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		98.8				98.8		41.2				
Change Period (Y+Rc), s		6.0				6.0		5.5				
Max Green Setting (Gmax), s		78.0				78.0		50.5				
Max Q Clear Time (g_c+I1), s		2.0				28.3		33.6				
Green Ext Time (p_c), s		14.3				30.5		2.1				

Intersection Summary		
HCM 6th Ctrl Delay		17.6
HCM 6th LOS		B

Notes

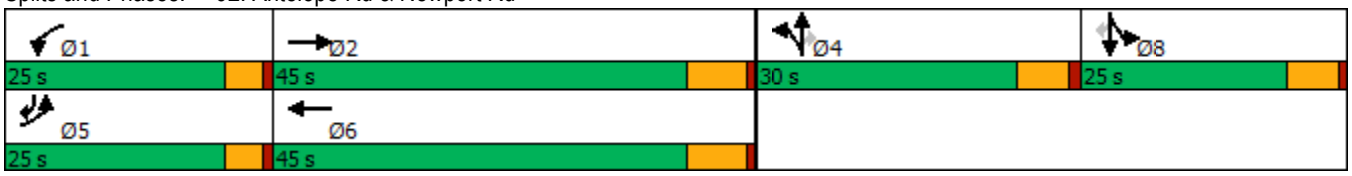
User approved volume balancing among the lanes for turning movement.

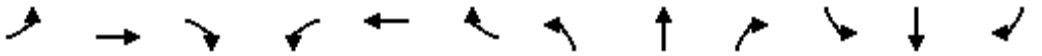
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	210	1412	91	1836	611	84	87	90	76	313
Future Volume (vph)	210	1412	91	1836	611	84	87	90	76	313
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm	Split	NA	pm+ov
Protected Phases	5	2	1	6	4	4		8	8	5
Permitted Phases							4			8
Detector Phase	5	2	1	6	4	4	4	8	8	5
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	4.0	4.0	6.0	6.0	4.0
Minimum Split (s)	8.6	12.5	8.6	12.5	9.8	9.8	9.8	11.8	11.8	8.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	25.0	25.0	25.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	24.0%	24.0%	24.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	11.0	42.5	7.3	38.8	19.8	19.8	19.8	9.8	9.8	26.6
Actuated g/C Ratio	0.11	0.42	0.07	0.38	0.19	0.19	0.19	0.10	0.10	0.26
v/c Ratio	0.59	0.84	0.39	1.07	0.77	0.78	0.23	0.29	0.45	0.42
Control Delay	51.4	31.9	51.8	75.6	48.2	57.1	4.7	46.6	53.4	25.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.4	31.9	51.8	75.6	48.2	57.1	4.7	46.6	53.4	25.2
LOS	D	C	D	E	D	E	A	D	D	C
Approach Delay		34.1		74.6		46.1			33.7	
Approach LOS		C		E		D			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 102.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 51.9	Intersection LOS: D
Intersection Capacity Utilization 78.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 92: Antelope Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	1412	256	91	1836	136	611	84	87	90	76	313
Future Volume (veh/h)	210	1412	256	91	1836	136	611	84	87	90	76	313
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	223	1502	272	97	1953	145	571	199	93	96	81	333
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	296	1832	331	157	1849	137	668	351	296	473	256	621
Arrive On Green	0.08	0.41	0.41	0.04	0.38	0.38	0.18	0.18	0.18	0.13	0.13	0.13
Sat Flow, veh/h	3510	4417	798	3510	4928	364	3619	1900	1605	3510	1900	2834
Grp Volume(v), veh/h	223	1175	599	97	1368	730	571	199	93	96	81	333
Grp Sat Flow(s),veh/h/ln	1755	1729	1756	1755	1729	1834	1810	1900	1605	1755	1900	1417
Q Serve(g_s), s	6.4	30.9	31.1	2.8	38.5	38.5	15.7	9.8	5.1	2.5	4.0	10.7
Cycle Q Clear(g_c), s	6.4	30.9	31.1	2.8	38.5	38.5	15.7	9.8	5.1	2.5	4.0	10.7
Prop In Lane	1.00		0.45	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	296	1434	728	157	1297	688	668	351	296	473	256	621
V/C Ratio(X)	0.75	0.82	0.82	0.62	1.05	1.06	0.86	0.57	0.31	0.20	0.32	0.54
Avail Cap(c_a), veh/h	698	1434	728	698	1297	688	853	448	378	657	355	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.9	26.6	26.7	48.2	32.1	32.1	40.5	38.1	36.2	39.5	40.1	35.5
Incr Delay (d2), s/veh	1.5	4.1	7.8	1.5	40.6	51.7	5.7	0.5	0.2	0.2	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	12.5	13.5	1.2	22.1	25.6	7.2	4.4	2.0	1.1	1.8	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.4	30.7	34.5	49.6	72.7	83.8	46.2	38.7	36.4	39.7	40.8	36.2
LnGrp LOS	D	C	C	D	F	F	D	D	D	D	D	D
Approach Vol, veh/h		1997			2195			863			510	
Approach Delay, s/veh		33.7			75.4			43.4			37.6	
Approach LOS		C			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	49.1		24.7	13.3	45.0		19.6				
Change Period (Y+Rc), s	4.6	6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	20.4	38.5		24.2	20.4	38.5		19.2				
Max Q Clear Time (g_c+I1), s	4.8	33.1		17.7	8.4	40.5		12.7				
Green Ext Time (p_c), s	0.1	4.7		1.3	0.3	0.0		1.2				

Intersection Summary			
HCM 6th Ctrl Delay		52.0	
HCM 6th LOS		D	

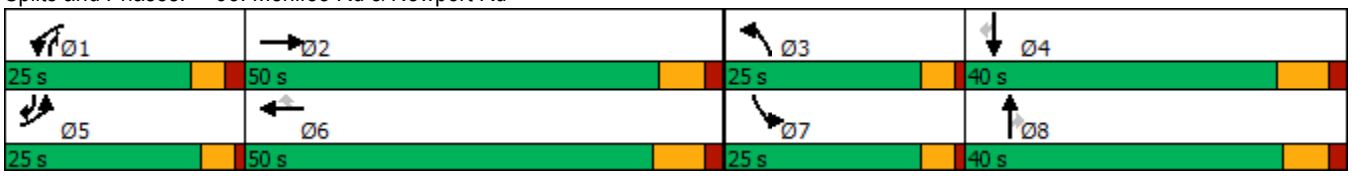
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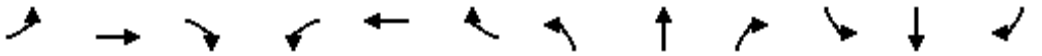
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	254	1244	178	1352	67	204	287	187	113	306	420
Future Volume (vph)	254	1244	178	1352	67	204	287	187	113	306	420
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6		3	8	1	7	4	5
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	9.6	14.8	10.6	15.5	15.5	9.6	12.8	10.6	9.6	13.5	9.6
Total Split (s)	25.0	50.0	25.0	50.0	50.0	25.0	40.0	25.0	25.0	40.0	25.0
Total Split (%)	17.9%	35.7%	17.9%	35.7%	35.7%	17.9%	28.6%	17.9%	17.9%	28.6%	17.9%
Yellow Time (s)	3.6	4.8	3.6	5.5	5.5	3.6	4.8	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	5.6	7.5	7.5	4.6	6.8	5.6	4.6	7.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	20.6	48.2	10.0	38.0	38.0	10.9	15.9	27.1	11.4	15.6	39.1
Actuated g/C Ratio	0.19	0.44	0.09	0.35	0.35	0.10	0.15	0.25	0.10	0.14	0.36
v/c Ratio	0.80	0.65	0.59	0.80	0.11	0.62	0.58	0.41	0.64	0.64	0.72
Control Delay	62.7	26.4	56.9	36.7	1.5	56.7	49.8	14.9	64.4	51.2	31.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.7	26.4	56.9	36.7	1.5	56.7	49.8	14.9	64.4	51.2	31.9
LOS	E	C	E	D	A	E	D	B	E	D	C
Approach Delay		32.0		37.5			42.3			43.3	
Approach LOS		C		D			D			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 109.5	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 37.3	Intersection LOS: D
Intersection Capacity Utilization 74.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 93: Menifee Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	1244	136	178	1352	67	204	287	187	113	306	420
Future Volume (veh/h)	254	1244	136	178	1352	67	204	287	187	113	306	420
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	270	1323	145	189	1438	71	217	305	199	120	326	447
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	290	1912	210	245	1665	517	274	897	507	145	906	655
Arrive On Green	0.16	0.40	0.40	0.07	0.32	0.32	0.08	0.25	0.25	0.08	0.25	0.25
Sat Flow, veh/h	1810	4738	519	3510	5187	1610	3510	3610	1589	1810	3610	1582
Grp Volume(v), veh/h	270	966	502	189	1438	71	217	305	199	120	326	447
Grp Sat Flow(s),veh/h/ln	1810	1729	1799	1755	1729	1610	1755	1805	1589	1810	1805	1582
Q Serve(g_s), s	18.8	29.4	29.4	6.7	33.2	4.0	7.7	8.8	12.4	8.3	9.5	29.6
Cycle Q Clear(g_c), s	18.8	29.4	29.4	6.7	33.2	4.0	7.7	8.8	12.4	8.3	9.5	29.6
Prop In Lane	1.00		0.29	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	290	1396	726	245	1665	517	274	897	507	145	906	655
V/C Ratio(X)	0.93	0.69	0.69	0.77	0.86	0.14	0.79	0.34	0.39	0.83	0.36	0.68
Avail Cap(c_a), veh/h	290	1396	726	535	1730	537	562	941	526	290	921	661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.8	31.4	31.4	58.3	40.6	30.7	57.7	39.3	33.8	57.7	39.3	30.8
Incr Delay (d2), s/veh	34.8	1.6	3.1	2.0	4.9	0.2	2.0	0.2	0.5	4.4	0.2	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	12.1	12.8	3.0	14.3	1.6	3.5	4.0	4.9	4.0	4.3	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.6	33.1	34.6	60.2	45.5	30.9	59.7	39.5	34.3	62.1	39.5	33.6
LnGrp LOS	F	C	C	E	D	C	E	D	C	E	D	C
Approach Vol, veh/h		1738			1698			721			893	
Approach Delay, s/veh		42.0			46.5			44.2			39.6	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	58.9	14.5	39.5	25.0	48.4	14.8	39.2
Change Period (Y+Rc), s	5.6	* 7.5	4.6	7.5	4.6	7.5	4.6	* 7.5
Max Green Setting (Gmax), s	19.4	* 43	20.4	32.5	20.4	42.5	20.4	* 33
Max Q Clear Time (g_c+I1), s	8.7	31.4	9.7	31.6	20.8	35.2	10.3	14.4
Green Ext Time (p_c), s	0.1	8.4	0.2	0.4	0.0	5.7	0.1	2.5

Intersection Summary	
HCM 6th Ctrl Delay	43.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	67.9
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	210	219	226	383	452	285
Future Vol, veh/h	210	219	226	383	452	285
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	259	270	279	473	558	352
Number of Lanes	1	1	1	2	2	0

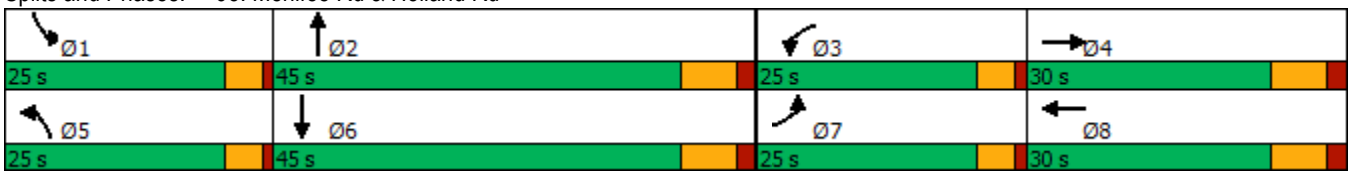
Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	3
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	3	0	2
HCM Control Delay	32.4	25.6	123.5
HCM LOS	D	D	F

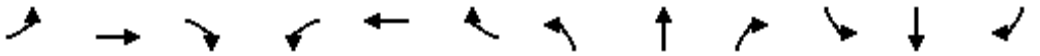
Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	35%
Vol Right, %	0%	0%	0%	0%	100%	0%	65%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	226	192	192	210	219	301	436
LT Vol	226	0	0	210	0	0	0
Through Vol	0	192	192	0	0	301	151
RT Vol	0	0	0	0	219	0	285
Lane Flow Rate	279	236	236	259	270	372	538
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.725	0.581	0.469	0.721	0.662	0.932	1.276
Departure Headway (Hd)	9.798	9.281	7.523	10.585	9.352	9.015	8.54
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	371	392	482	345	389	402	425
Service Time	7.498	6.981	5.223	8.285	7.052	6.806	6.331
HCM Lane V/C Ratio	0.752	0.602	0.49	0.751	0.694	0.925	1.266
HCM Control Delay	34.4	24.1	16.7	36.4	28.6	60.2	167.3
HCM Lane LOS	D	C	C	E	D	F	F
HCM 95th-tile Q	5.5	3.5	2.5	5.3	4.6	10.2	23

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	109	90	60	216	25	358	79	437
Future Volume (vph)	109	90	60	216	25	358	79	437
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	17.2	10.6	17.2
Total Split (s)	25.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	11.2	22.1	8.6	16.1	7.0	20.7	9.6	25.7
Actuated g/C Ratio	0.14	0.28	0.11	0.20	0.09	0.26	0.12	0.32
v/c Ratio	0.53	0.12	0.38	0.59	0.20	0.56	0.45	0.58
Control Delay	44.2	26.6	44.6	25.5	44.3	29.2	44.6	25.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.2	26.6	44.6	25.5	44.3	29.2	44.6	25.5
LOS	D	C	D	C	D	C	D	C
Approach Delay		36.0		28.1		30.1		28.0
Approach LOS		D		C		C		C

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 79.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 29.5	Intersection LOS: C
Intersection Capacity Utilization 57.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 95: Menifee Rd & Holland Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	90	6	60	216	162	25	358	61	79	437	98
Future Volume (veh/h)	109	90	6	60	216	162	25	358	61	79	437	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	135	111	7	74	267	200	31	442	75	98	540	121
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	175	811	51	124	413	299	72	778	131	139	847	189
Arrive On Green	0.10	0.24	0.24	0.07	0.21	0.21	0.04	0.25	0.25	0.08	0.29	0.29
Sat Flow, veh/h	1810	3450	216	1810	1995	1443	1810	3081	519	1810	2921	652
Grp Volume(v), veh/h	135	58	60	74	241	226	31	258	259	98	333	328
Grp Sat Flow(s),veh/h/ln	1810	1805	1860	1810	1805	1633	1810	1805	1795	1810	1805	1768
Q Serve(g_s), s	4.7	1.6	1.7	2.6	7.9	8.2	1.1	8.0	8.1	3.4	10.3	10.4
Cycle Q Clear(g_c), s	4.7	1.6	1.7	2.6	7.9	8.2	1.1	8.0	8.1	3.4	10.3	10.4
Prop In Lane	1.00		0.12	1.00		0.88	1.00		0.29	1.00		0.37
Lane Grp Cap(c), veh/h	175	425	437	124	374	338	72	456	453	139	523	513
V/C Ratio(X)	0.77	0.14	0.14	0.60	0.64	0.67	0.43	0.57	0.57	0.70	0.64	0.64
Avail Cap(c_a), veh/h	574	640	659	574	640	579	574	1060	1054	574	1060	1038
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	19.4	19.5	29.1	23.3	23.5	30.2	21.0	21.0	29.0	19.9	19.9
Incr Delay (d2), s/veh	2.7	0.2	0.2	1.7	2.6	3.2	1.5	1.6	1.6	2.4	1.8	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.7	0.7	1.1	3.4	3.3	0.5	3.3	3.4	1.5	4.3	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	19.6	19.7	30.8	26.0	26.7	31.7	22.5	22.6	31.4	21.7	21.8
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		253			541			548			759	
Approach Delay, s/veh		25.8			27.0			23.1			23.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	23.5	9.0	22.3	7.2	25.9	10.8	20.5
Change Period (Y+Rc), s	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.8	20.4	22.8	20.4	37.8	20.4	22.8
Max Q Clear Time (g_c+I1), s	5.4	10.1	4.6	3.7	3.1	12.4	6.7	10.2
Green Ext Time (p_c), s	0.1	4.8	0.1	0.7	0.0	6.2	0.1	3.1

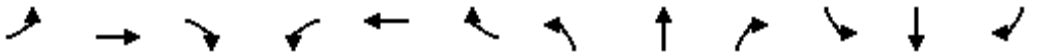
Intersection Summary	
HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

Lane Group	EBL	EBT	WBT	SBL	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	83	864	1061	117	0	139		
Future Volume (vph)	83	864	1061	117	0	139		
Turn Type	Prot	NA	NA	Perm	NA	Perm		
Protected Phases	5	2	6		4		1	8
Permitted Phases				4		4		
Detector Phase	5	2	6	4	4	4		
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	10.0	10.0	10.0	9.7	10.0
Total Split (s)	19.7	52.0	52.0	31.0	31.0	31.0	19.7	31.0
Total Split (%)	19.2%	50.6%	50.6%	30.2%	30.2%	30.2%	19%	30%
Yellow Time (s)	3.7	6.0	6.0	4.0	4.0	4.0	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		
Total Lost Time (s)	4.7	7.0	7.0		5.0	5.0		
Lead/Lag	Lead	Lag	Lag				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes				Yes	
Recall Mode	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	8.6	46.7	36.1		11.6	11.6		
Actuated g/C Ratio	0.12	0.66	0.51		0.16	0.16		
v/c Ratio	0.42	0.40	0.68		0.44	0.39		
Control Delay	39.5	6.3	17.0		35.1	9.1		
Queue Delay	0.0	0.0	0.0		0.0	0.0		
Total Delay	39.5	6.3	17.0		35.1	9.1		
LOS	D	A	B		D	A		
Approach Delay		9.2	17.0		21.0			
Approach LOS		A	B		C			

Intersection Summary	
Cycle Length: 102.7	
Actuated Cycle Length: 71	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 14.3	Intersection LOS: B
Intersection Capacity Utilization 56.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 96: Juniper Flats Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	864	0	0	1061	61	0	0	0	117	0	139
Future Volume (veh/h)	83	864	0	0	1061	61	0	0	0	117	0	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	92	960	0	0	1179	68	0	0	0	130	0	154
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	124	2321	0	3	1693	98	0	262	0	330	0	222
Arrive On Green	0.07	0.64	0.00	0.00	0.49	0.49	0.00	0.00	0.00	0.14	0.00	0.14
Sat Flow, veh/h	1810	3705	0	1810	3468	200	0	1900	0	1440	0	1610
Grp Volume(v), veh/h	92	960	0	0	613	634	0	0	0	130	0	154
Grp Sat Flow(s),veh/h/ln	1810	1805	0	1810	1805	1863	0	1900	0	1440	0	1610
Q Serve(g_s), s	2.7	7.1	0.0	0.0	14.4	14.4	0.0	0.0	0.0	4.7	0.0	5.0
Cycle Q Clear(g_c), s	2.7	7.1	0.0	0.0	14.4	14.4	0.0	0.0	0.0	4.7	0.0	5.0
Prop In Lane	1.00		0.00	1.00		0.11	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	124	2321	0	3	881	910	0	262	0	330	0	222
V/C Ratio(X)	0.74	0.41	0.00	0.00	0.70	0.70	0.00	0.00	0.00	0.39	0.00	0.69
Avail Cap(c_a), veh/h	496	2968	0	496	1484	1532	0	903	0	816	0	765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.0	4.8	0.0	0.0	10.9	10.9	0.0	0.0	0.0	22.4	0.0	22.5
Incr Delay (d2), s/veh	3.2	0.1	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.3	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.7	0.0	0.0	4.8	5.0	0.0	0.0	0.0	1.5	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	4.9	0.0	0.0	11.9	11.8	0.0	0.0	0.0	22.6	0.0	23.9
LnGrp LOS	C	A	A	A	B	B	A	A	A	C	A	C
Approach Vol, veh/h		1052			1247			0			284	
Approach Delay, s/veh		6.9			11.9			0.0			23.3	
Approach LOS		A			B						C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	42.2		12.5	8.5	33.7		12.5				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	45.0		26.0	* 15	45.0		26.0				
Max Q Clear Time (g_c+I1), s	0.0	9.1		7.0	4.7	16.4		0.0				
Green Ext Time (p_c), s	0.0	8.4		0.7	0.1	10.3		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		11.1
HCM 6th LOS		B

Notes

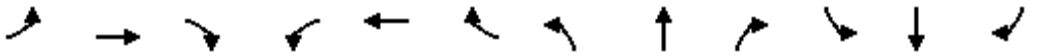
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	15	844	159	526	723	153	13	17	30
Future Volume (vph)	15	844	159	526	723	153	13	17	30
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.2	11.2	9.7	11.2	11.5	11.5	11.5	11.5
Total Split (s)	15.0	35.0	35.0	30.0	50.0	25.0	25.0	25.0	25.0
Total Split (%)	16.7%	38.9%	38.9%	33.3%	55.6%	27.8%	27.8%	27.8%	27.8%
Yellow Time (s)	3.7	5.2	5.2	3.7	5.2	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.2	6.2	4.7	6.2	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.6	28.8	28.8	25.3	56.5	18.5	18.5	18.5	18.5
Actuated g/C Ratio	0.06	0.32	0.32	0.28	0.63	0.21	0.21	0.21	0.21
v/c Ratio	0.14	0.77	0.27	1.09	0.35	0.56	0.77	0.21	0.10
Control Delay	42.5	32.9	4.9	100.4	9.1	40.8	13.9	37.1	26.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.5	32.9	4.9	100.4	9.1	40.8	13.9	37.1	26.8
LOS	D	C	A	F	A	D	B	D	C
Approach Delay		28.7			46.7		20.1		30.2
Approach LOS		C			D		C		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 34.4	Intersection LOS: C
Intersection Capacity Utilization 98.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 97: Winchester Rd/Vista Pl & SR-74/Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	844	159	526	723	29	153	13	501	17	30	5
Future Volume (veh/h)	15	844	159	526	723	29	153	13	501	17	30	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	888	167	554	761	31	161	14	527	18	32	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	33	1155	515	509	2060	84	344	9	324	80	330	52
Arrive On Green	0.02	0.32	0.32	0.28	0.58	0.58	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1810	3610	1610	1810	3535	144	1393	42	1575	878	1604	251
Grp Volume(v), veh/h	16	888	167	554	388	404	161	0	541	18	0	37
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1874	1393	0	1617	878	0	1855
Q Serve(g_s), s	0.8	20.0	7.1	25.3	10.3	10.3	9.5	0.0	18.5	0.0	0.0	1.5
Cycle Q Clear(g_c), s	0.8	20.0	7.1	25.3	10.3	10.3	11.0	0.0	18.5	18.5	0.0	1.5
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.97	1.00		0.14
Lane Grp Cap(c), veh/h	33	1155	515	509	1052	1092	344	0	332	80	0	381
V/C Ratio(X)	0.48	0.77	0.32	1.09	0.37	0.37	0.47	0.00	1.63	0.22	0.00	0.10
Avail Cap(c_a), veh/h	207	1155	515	509	1052	1092	344	0	332	80	0	381
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.8	27.6	23.2	32.3	10.0	10.0	33.4	0.0	35.8	45.0	0.0	29.0
Incr Delay (d2), s/veh	4.0	4.9	1.7	66.3	1.0	1.0	4.5	0.0	296.0	6.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	8.6	2.7	19.4	3.6	3.7	3.6	0.0	34.4	0.5	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.8	32.5	24.9	98.6	11.0	10.9	38.0	0.0	331.8	51.4	0.0	29.5
LnGrp LOS	D	C	C	F	B	B	D	A	F	D	A	C
Approach Vol, veh/h		1071			1346			702			55	
Approach Delay, s/veh		31.6			47.0			264.4			36.7	
Approach LOS		C			D			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.0	35.0		25.0	6.3	58.7		25.0				
Change Period (Y+Rc), s	* 4.7	6.2		6.5	* 4.7	6.2		6.5				
Max Green Setting (Gmax), s	* 25	28.8		18.5	* 10	43.8		18.5				
Max Q Clear Time (g_c+I1), s	27.3	22.0		20.5	2.8	12.3		20.5				
Green Ext Time (p_c), s	0.0	2.4		0.0	0.0	2.7		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		89.7	
HCM 6th LOS		F	

Notes

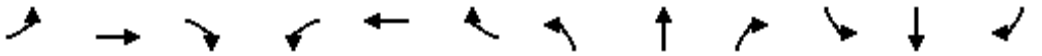
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	219	716	192	540	148	264	151	43	331	146
Future Volume (vph)	219	716	192	540	148	264	151	43	331	146
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	9.7	11.0	9.7	11.5	11.5	9.7	11.5	11.5
Total Split (s)	25.0	40.0	25.0	40.0	20.0	25.0	25.0	20.0	25.0	25.0
Total Split (%)	22.7%	36.4%	22.7%	36.4%	18.2%	22.7%	22.7%	18.2%	22.7%	22.7%
Yellow Time (s)	3.7	5.0	3.7	5.0	3.7	5.5	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	4.7	6.0	4.7	6.5	6.5	4.7	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	17.0	38.5	15.8	37.3	12.7	28.5	28.5	7.3	21.1	21.1
Actuated g/C Ratio	0.15	0.35	0.14	0.34	0.12	0.26	0.26	0.07	0.19	0.19
v/c Ratio	0.80	0.75	0.76	0.46	0.73	0.29	0.29	0.37	0.49	0.35
Control Delay	65.5	35.6	63.4	30.5	66.4	35.0	7.2	57.3	43.1	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.5	35.6	63.4	30.5	66.4	35.0	7.2	57.3	43.1	9.0
LOS	E	D	E	C	E	C	A	E	D	A
Approach Delay		41.4		39.0		35.8			34.7	
Approach LOS		D		D		D			C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 38.6	Intersection LOS: D
Intersection Capacity Utilization 72.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 98: Warren Rd & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	219	716	194	192	540	11	148	264	151	43	331	146
Future Volume (veh/h)	219	716	194	192	540	11	148	264	151	43	331	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	223	731	198	196	551	11	151	269	154	44	338	149
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	254	1144	310	227	1422	28	181	846	377	61	607	271
Arrive On Green	0.14	0.41	0.41	0.13	0.39	0.39	0.10	0.23	0.23	0.03	0.17	0.17
Sat Flow, veh/h	1810	2808	760	1810	3620	72	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	223	470	459	196	275	287	151	269	154	44	338	149
Grp Sat Flow(s),veh/h/ln	1810	1805	1763	1810	1805	1887	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	13.3	22.9	22.9	11.7	12.0	12.0	9.0	6.8	8.9	2.6	9.5	9.3
Cycle Q Clear(g_c), s	13.3	22.9	22.9	11.7	12.0	12.0	9.0	6.8	8.9	2.6	9.5	9.3
Prop In Lane	1.00		0.43	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	254	736	719	227	709	741	181	846	377	61	607	271
V/C Ratio(X)	0.88	0.64	0.64	0.86	0.39	0.39	0.84	0.32	0.41	0.72	0.56	0.55
Avail Cap(c_a), veh/h	334	736	719	334	709	741	252	846	377	252	607	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.4	26.1	26.1	47.2	23.9	23.9	48.6	34.8	35.6	52.6	42.0	41.9
Incr Delay (d2), s/veh	15.7	4.2	4.3	9.4	1.4	1.4	11.6	1.0	3.2	5.9	3.7	7.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	9.9	9.7	5.6	5.1	5.3	4.6	3.1	3.8	1.3	4.5	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	30.3	30.4	56.6	25.3	25.3	60.2	35.8	38.9	58.6	45.6	49.8
LnGrp LOS	E	C	C	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		1152			758			574			531	
Approach Delay, s/veh		36.5			33.4			43.1			47.9	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.5	50.8	15.7	25.0	20.1	49.2	8.4	32.3
Change Period (Y+Rc), s	* 4.7	6.0	* 4.7	6.5	* 4.7	6.0	* 4.7	6.5
Max Green Setting (Gmax), s	* 20	34.0	* 15	18.5	* 20	34.0	* 15	18.5
Max Q Clear Time (g_c+I1), s	13.7	24.9	11.0	11.5	15.3	14.0	4.6	10.9
Green Ext Time (p_c), s	0.1	2.4	0.1	1.1	0.1	1.7	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	39.0
HCM 6th LOS	D

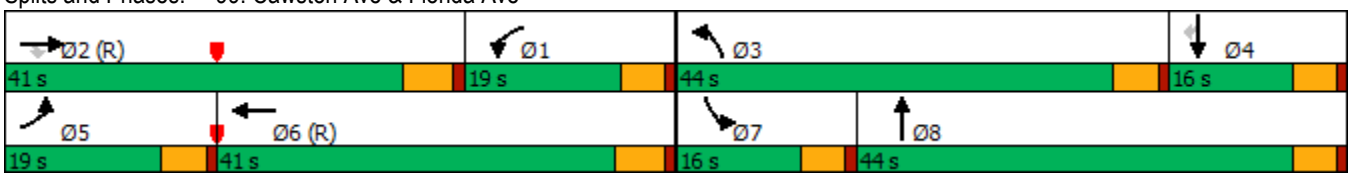
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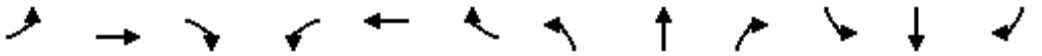
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	116	618	7	9	464	132	77	52	125	146
Future Volume (vph)	116	618	7	9	464	132	77	52	125	146
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.5	10.5	10.0	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	19.0	41.0	41.0	19.0	41.0	44.0	44.0	16.0	16.0	16.0
Total Split (%)	15.8%	34.2%	34.2%	15.8%	34.2%	36.7%	36.7%	13.3%	13.3%	13.3%
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.5	5.5	5.0	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	11.6	50.7	50.7	6.9	37.9	13.7	44.0	8.0	36.3	36.3
Actuated g/C Ratio	0.10	0.42	0.42	0.06	0.32	0.11	0.37	0.07	0.30	0.30
v/c Ratio	0.70	0.43	0.01	0.09	0.46	0.67	0.07	0.46	0.23	0.24
Control Delay	73.3	26.8	0.0	52.8	34.6	66.5	22.7	65.3	34.1	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.3	26.8	0.0	52.8	34.6	66.5	22.7	65.3	34.1	2.3
LOS	E	C	A	D	C	E	C	E	C	A
Approach Delay		33.8			34.9		48.6		24.8	
Approach LOS		C			C		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 30 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 34.3	Intersection LOS: C
Intersection Capacity Utilization 52.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 99: Cawston Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	618	7	9	464	35	132	77	14	52	125	146
Future Volume (veh/h)	116	618	7	9	464	35	132	77	14	52	125	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	122	651	7	9	488	37	139	81	15	55	132	154
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	148	1068	466	298	1302	98	168	993	179	71	516	437
Arrive On Green	0.08	0.30	0.30	0.16	0.38	0.38	0.09	0.32	0.32	0.04	0.27	0.27
Sat Flow, veh/h	1810	3610	1576	1810	3401	257	1810	3054	551	1810	1900	1610
Grp Volume(v), veh/h	122	651	7	9	258	267	139	47	49	55	132	154
Grp Sat Flow(s),veh/h/ln	1810	1805	1576	1810	1805	1853	1810	1805	1800	1810	1900	1610
Q Serve(g_s), s	8.0	18.6	0.3	0.5	12.4	12.4	9.1	2.2	2.3	3.6	6.5	9.2
Cycle Q Clear(g_c), s	8.0	18.6	0.3	0.5	12.4	12.4	9.1	2.2	2.3	3.6	6.5	9.2
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	148	1068	466	298	691	709	168	587	585	71	516	437
V/C Ratio(X)	0.82	0.61	0.02	0.03	0.37	0.38	0.83	0.08	0.08	0.77	0.26	0.35
Avail Cap(c_a), veh/h	211	1068	466	298	691	709	588	587	585	166	516	437
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.2	36.3	16.5	42.1	26.7	26.7	53.5	28.1	28.1	57.1	34.2	35.2
Incr Delay (d2), s/veh	7.9	1.8	0.0	0.0	1.2	1.2	3.9	0.3	0.3	6.4	1.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	8.3	0.1	0.2	5.5	5.7	4.3	1.0	1.0	1.8	3.2	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.1	38.1	16.6	42.1	27.9	27.9	57.4	28.3	28.4	63.5	35.4	37.4
LnGrp LOS	E	D	B	D	C	C	E	C	C	E	D	D
Approach Vol, veh/h		780			534			235			341	
Approach Delay, s/veh		41.7			28.2			45.6			40.8	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.3	41.0	16.1	37.6	14.8	51.4	9.7	44.0
Change Period (Y+Rc), s	5.5	* 5.5	5.0	5.0	5.0	5.5	5.0	5.0
Max Green Setting (Gmax), s	14.0	* 36	39.0	11.0	14.0	35.5	11.0	39.0
Max Q Clear Time (g_c+I1), s	2.5	20.6	11.1	11.2	10.0	14.4	5.6	4.3
Green Ext Time (p_c), s	0.0	2.6	0.2	0.0	0.0	1.9	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	38.2
HCM 6th LOS	D

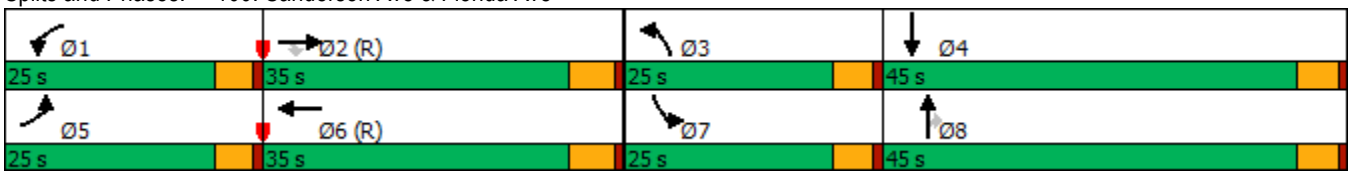
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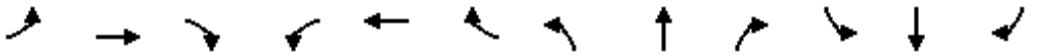
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	182	436	43	167	377	115	667	74	130	729
Future Volume (vph)	182	436	43	167	377	115	667	74	130	729
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	10.5	9.7	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	25.0	35.0	35.0	25.0	35.0	25.0	45.0	45.0	25.0	45.0
Total Split (%)	19.2%	26.9%	26.9%	19.2%	26.9%	19.2%	34.6%	34.6%	19.2%	34.6%
Yellow Time (s)	3.7	4.5	4.5	3.7	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	5.5	4.7	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	17.1	33.5	33.5	16.3	32.7	13.9	45.9	45.9	14.1	46.1
Actuated g/C Ratio	0.13	0.26	0.26	0.13	0.25	0.11	0.35	0.35	0.11	0.35
v/c Ratio	0.81	0.49	0.09	0.77	0.55	0.62	0.55	0.12	0.69	0.68
Control Delay	79.0	43.8	0.4	76.9	43.6	69.1	36.4	3.2	73.5	39.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.0	43.8	0.4	76.9	43.6	69.1	36.4	3.2	73.5	39.0
LOS	E	D	A	E	D	E	D	A	E	D
Approach Delay		50.7			52.3		37.9			43.8
Approach LOS		D			D		D			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 45 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 45.4	Intersection LOS: D
Intersection Capacity Utilization 69.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 100: Sanderson Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	436	43	167	377	97	115	667	74	130	729	90
Future Volume (veh/h)	182	436	43	167	377	97	115	667	74	130	729	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	190	454	45	174	393	101	120	695	77	135	759	94
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	216	1218	531	200	936	238	147	1111	493	161	1019	126
Arrive On Green	0.12	0.34	0.34	0.11	0.33	0.33	0.08	0.31	0.31	0.09	0.32	0.32
Sat Flow, veh/h	1810	3610	1574	1810	2848	724	1810	3610	1602	1810	3227	400
Grp Volume(v), veh/h	190	454	45	174	248	246	120	695	77	135	424	429
Grp Sat Flow(s),veh/h/ln	1810	1805	1574	1810	1805	1767	1810	1805	1602	1810	1805	1822
Q Serve(g_s), s	13.4	12.4	2.5	12.3	13.9	14.2	8.5	21.5	4.5	9.5	27.3	27.4
Cycle Q Clear(g_c), s	13.4	12.4	2.5	12.3	13.9	14.2	8.5	21.5	4.5	9.5	27.3	27.4
Prop In Lane	1.00		1.00	1.00		0.41	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	216	1218	531	200	593	580	147	1111	493	161	570	575
V/C Ratio(X)	0.88	0.37	0.08	0.87	0.42	0.42	0.82	0.63	0.16	0.84	0.74	0.75
Avail Cap(c_a), veh/h	283	1218	531	283	593	580	278	1111	493	278	570	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.92	0.92	0.92	0.72	0.72	0.72	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	32.7	29.4	56.9	34.0	34.1	58.8	38.6	32.7	58.3	39.8	39.8
Incr Delay (d2), s/veh	16.8	0.8	0.3	13.1	2.0	2.1	7.9	1.9	0.5	4.4	8.6	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	5.5	1.0	6.3	6.4	6.4	4.2	9.8	1.9	4.6	13.5	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.1	33.4	29.7	70.0	35.9	36.1	66.7	40.5	33.2	62.7	48.4	48.3
LnGrp LOS	E	C	C	E	D	D	E	D	C	E	D	D
Approach Vol, veh/h		689			668			892			988	
Approach Delay, s/veh		44.1			44.9			43.4			50.3	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.1	49.4	15.5	46.0	20.2	48.2	16.6	45.0
Change Period (Y+Rc), s	* 4.7	5.5	5.0	5.0	* 4.7	5.5	5.0	5.0
Max Green Setting (Gmax), s	* 20	29.5	20.0	40.0	* 20	29.5	20.0	40.0
Max Q Clear Time (g_c+I1), s	14.3	14.4	10.5	29.4	15.4	16.2	11.5	23.5
Green Ext Time (p_c), s	0.1	2.7	0.2	4.0	0.1	2.4	0.1	4.7

Intersection Summary	
HCM 6th Ctrl Delay	46.0
HCM 6th LOS	D

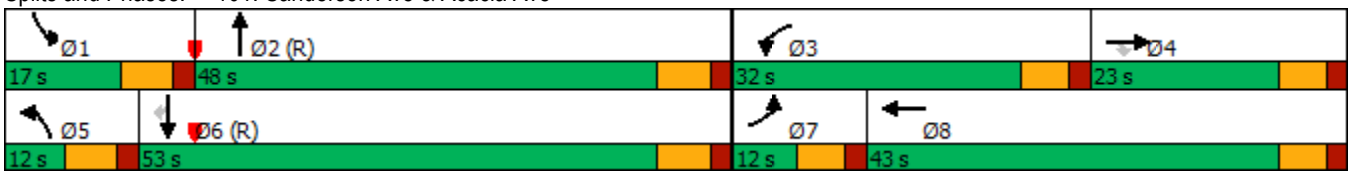
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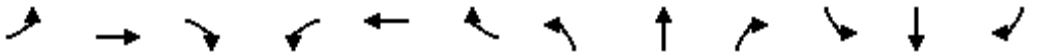
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	11	167	140	147	144	97	800	94	753	5
Future Volume (vph)	11	167	140	147	144	97	800	94	753	5
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0	7.0
Minimum Split (s)	10.3	13.3	13.3	10.3	13.3	10.7	13.7	10.7	13.7	13.7
Total Split (s)	12.0	23.0	23.0	32.0	43.0	12.0	48.0	17.0	53.0	53.0
Total Split (%)	10.0%	19.2%	19.2%	26.7%	35.8%	10.0%	40.0%	14.2%	44.2%	44.2%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.7	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	4.8	17.5	17.5	14.4	33.5	12.3	52.2	9.8	49.7	49.7
Actuated g/C Ratio	0.04	0.15	0.15	0.12	0.28	0.10	0.44	0.08	0.41	0.41
v/c Ratio	0.17	0.65	0.37	0.73	0.57	0.56	0.65	0.69	0.54	0.01
Control Delay	60.5	59.0	4.0	69.5	36.3	65.1	30.7	76.4	28.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.5	59.0	4.0	69.5	36.3	65.1	30.7	76.4	28.9	0.0
LOS	E	E	A	E	D	E	C	E	C	A
Approach Delay		34.9			47.9		33.9		33.9	
Approach LOS		C			D		C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 4 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 36.3	Intersection LOS: D
Intersection Capacity Utilization 72.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 101: Sanderson Ave & Acacia Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	167	140	147	144	128	97	800	134	94	753	5
Future Volume (veh/h)	11	167	140	147	144	128	97	800	134	94	753	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	180	151	158	155	138	104	860	144	101	810	5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	20	219	185	186	192	171	80	1535	257	125	1882	821
Arrive On Green	0.01	0.12	0.12	0.10	0.21	0.21	0.04	0.50	0.50	0.07	0.52	0.52
Sat Flow, veh/h	1810	1900	1606	1810	926	824	1810	3093	518	1810	3610	1575
Grp Volume(v), veh/h	12	180	151	158	0	293	104	502	502	101	810	5
Grp Sat Flow(s),veh/h/ln	1810	1900	1606	1810	0	1750	1810	1805	1806	1810	1805	1575
Q Serve(g_s), s	0.8	11.1	11.0	10.3	0.0	19.1	5.3	23.3	23.3	6.6	16.6	0.2
Cycle Q Clear(g_c), s	0.8	11.1	11.0	10.3	0.0	19.1	5.3	23.3	23.3	6.6	16.6	0.2
Prop In Lane	1.00		1.00	1.00		0.47	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	20	219	185	186	0	362	80	896	896	125	1882	821
V/C Ratio(X)	0.60	0.82	0.82	0.85	0.00	0.81	1.30	0.56	0.56	0.81	0.43	0.01
Avail Cap(c_a), veh/h	86	264	223	388	0	535	80	896	896	155	1882	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.69	0.69	0.69
Uniform Delay (d), s/veh	59.1	51.9	51.9	52.9	0.0	45.3	57.3	21.1	21.1	55.0	17.7	13.8
Incr Delay (d2), s/veh	10.4	17.5	19.4	4.1	0.0	7.3	201.1	2.5	2.5	12.8	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	6.4	5.4	4.9	0.0	9.0	6.9	10.3	10.3	3.5	7.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.5	69.4	71.3	57.0	0.0	52.6	258.5	23.6	23.6	67.8	18.2	13.8
LnGrp LOS	E	E	E	E	A	D	F	C	C	E	B	B
Approach Vol, veh/h		343			451			1108			916	
Approach Delay, s/veh		70.2			54.1			45.7			23.7	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	66.2	18.6	20.1	12.0	69.3	7.6	31.1
Change Period (Y+Rc), s	6.7	6.7	6.3	6.3	6.7	6.7	6.3	6.3
Max Green Setting (Gmax), s	10.3	41.3	25.7	16.7	5.3	46.3	5.7	36.7
Max Q Clear Time (g_c+I1), s	8.6	25.3	12.3	13.1	7.3	18.6	2.8	21.1
Green Ext Time (p_c), s	0.0	8.0	0.1	0.7	0.0	8.8	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	42.9
HCM 6th LOS	D

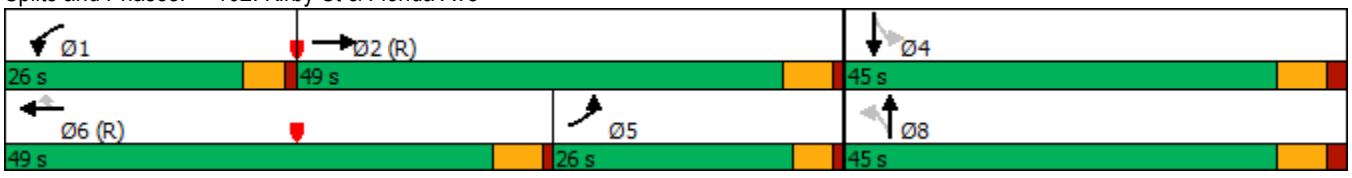
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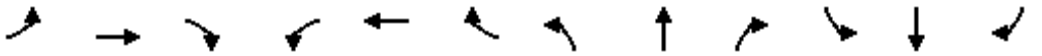
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	63	540	68	583	55	58	283	81	291
Future Volume (vph)	63	540	68	583	55	58	283	81	291
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	9.7	10.5	10.5	11.5	11.5	11.5	11.5
Total Split (s)	26.0	49.0	26.0	49.0	49.0	45.0	45.0	45.0	45.0
Total Split (%)	21.7%	40.8%	21.7%	40.8%	40.8%	37.5%	37.5%	37.5%	37.5%
Yellow Time (s)	3.7	4.5	3.7	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	4.7	5.5	5.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	18.1	57.6	9.2	48.7	48.7	38.5	38.5	38.5	38.5
Actuated g/C Ratio	0.15	0.48	0.08	0.41	0.41	0.32	0.32	0.32	0.32
v/c Ratio	0.25	0.37	0.52	0.42	0.09	0.22	0.32	0.29	0.36
Control Delay	45.3	21.1	66.0	28.3	2.9	32.6	29.8	33.8	29.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.3	21.1	66.0	28.3	2.9	32.6	29.8	33.8	29.4
LOS	D	C	E	C	A	C	C	C	C
Approach Delay		23.4		30.0			30.2		30.2
Approach LOS		C		C			C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 92 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 28.1	Intersection LOS: C
Intersection Capacity Utilization 55.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 102: Kirby St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	540	55	68	583	55	58	283	59	81	291	89
Future Volume (veh/h)	63	540	55	68	583	55	58	283	59	81	291	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	67	574	59	72	620	59	62	301	63	86	310	95
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	1615	166	93	1309	575	290	955	197	311	874	263
Arrive On Green	0.17	0.49	0.49	0.05	0.36	0.36	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	3305	339	1810	3610	1588	994	2978	614	1032	2724	819
Grp Volume(v), veh/h	67	313	320	72	620	59	62	181	183	86	203	202
Grp Sat Flow(s),veh/h/ln	1810	1805	1839	1810	1805	1588	994	1805	1787	1032	1805	1738
Q Serve(g_s), s	3.8	12.9	12.9	4.7	15.9	3.0	6.1	9.1	9.3	8.3	10.3	10.7
Cycle Q Clear(g_c), s	3.8	12.9	12.9	4.7	15.9	3.0	16.8	9.1	9.3	17.6	10.3	10.7
Prop In Lane	1.00		0.18	1.00		1.00	1.00		0.34	1.00		0.47
Lane Grp Cap(c), veh/h	309	882	898	93	1309	575	290	579	573	311	579	557
V/C Ratio(X)	0.22	0.35	0.36	0.78	0.47	0.10	0.21	0.31	0.32	0.28	0.35	0.36
Avail Cap(c_a), veh/h	321	882	898	321	1309	575	290	579	573	311	579	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	19.0	19.0	56.2	29.4	25.3	37.8	30.8	30.8	37.5	31.2	31.3
Incr Delay (d2), s/veh	0.1	1.0	1.0	5.1	1.2	0.4	1.7	1.4	1.5	2.2	1.7	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.5	5.6	2.3	7.0	1.2	1.6	4.2	4.3	2.3	4.8	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	20.0	20.0	61.3	30.7	25.7	39.5	32.2	32.3	39.7	32.9	33.1
LnGrp LOS	D	B	B	E	C	C	D	C	C	D	C	C
Approach Vol, veh/h		700			751			426			491	
Approach Delay, s/veh		22.2			33.2			33.3			34.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	64.1		45.0	26.0	49.0		45.0				
Change Period (Y+Rc), s	* 4.7	5.5		6.5	5.5	* 5.5		6.5				
Max Green Setting (Gmax), s	* 21	43.5		38.5	21.3	* 44		38.5				
Max Q Clear Time (g_c+I1), s	6.7	14.9		19.6	5.8	17.9		18.8				
Green Ext Time (p_c), s	0.1	2.4		2.7	0.1	2.9		2.3				

Intersection Summary			
HCM 6th Ctrl Delay		30.2	
HCM 6th LOS		C	

Notes

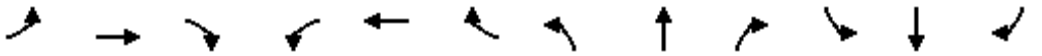
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	53	575	76	661	60	155	70	60	155	64
Future Volume (vph)	53	575	76	661	60	155	70	60	155	64
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	1	6		8			4	
Permitted Phases					8		8	4		4
Detector Phase	5	2	1	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	9.7	9.7	9.7	9.7	9.7	9.7
Total Split (s)	16.0	51.0	17.0	52.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	15.2%	48.6%	16.2%	49.5%	35.2%	35.2%	35.2%	35.2%	35.2%	35.2%
Yellow Time (s)	3.7	4.1	3.7	4.1	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	4.7	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	7.8	51.3	8.9	52.4	32.3	32.3	32.3	32.3	32.3	32.3
Actuated g/C Ratio	0.07	0.49	0.08	0.50	0.31	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.42	0.37	0.52	0.42	0.18	0.28	0.14	0.18	0.28	0.12
Control Delay	55.4	18.3	75.4	8.8	28.4	29.2	6.9	28.4	29.2	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.4	18.3	75.4	8.8	28.4	29.2	6.9	28.4	29.2	6.5
LOS	E	B	E	A	C	C	A	C	C	A
Approach Delay		21.3		15.3		23.5			23.8	
Approach LOS		C		B		C			C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 58 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 19.6	Intersection LOS: B
Intersection Capacity Utilization 52.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 103: Lyon Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	575	32	76	661	44	60	155	70	60	155	64
Future Volume (veh/h)	53	575	32	76	661	44	60	155	70	60	155	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	56	605	34	80	696	46	63	163	74	63	163	67
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	73	1724	97	104	1764	117	352	584	494	350	584	487
Arrive On Green	0.04	0.50	0.50	0.02	0.17	0.17	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1810	3469	195	1810	3431	227	1167	1900	1605	1159	1900	1584
Grp Volume(v), veh/h	56	314	325	80	366	376	63	163	74	63	163	67
Grp Sat Flow(s),veh/h/ln	1810	1805	1858	1810	1805	1853	1167	1900	1605	1159	1900	1584
Q Serve(g_s), s	3.2	11.1	11.2	4.6	18.9	19.0	4.5	6.8	3.5	4.6	6.8	3.2
Cycle Q Clear(g_c), s	3.2	11.1	11.2	4.6	18.9	19.0	11.4	6.8	3.5	11.4	6.8	3.2
Prop In Lane	1.00		0.10	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	897	924	104	928	952	352	584	494	350	584	487
V/C Ratio(X)	0.77	0.35	0.35	0.77	0.39	0.39	0.18	0.28	0.15	0.18	0.28	0.14
Avail Cap(c_a), veh/h	195	897	924	212	928	952	352	584	494	350	584	487
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	16.1	16.1	50.8	29.0	29.1	31.8	27.5	26.4	31.8	27.5	26.3
Incr Delay (d2), s/veh	6.3	1.1	1.1	4.1	1.1	1.1	1.1	1.2	0.6	1.1	1.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.7	4.8	2.2	9.4	9.7	1.4	3.3	1.4	1.4	3.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.2	17.2	17.1	55.0	30.2	30.2	32.9	28.7	27.0	33.0	28.7	26.9
LnGrp LOS	E	B	B	D	C	C	C	C	C	C	C	C
Approach Vol, veh/h		695			822			300			293	
Approach Delay, s/veh		20.3			32.6			29.2			29.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	57.3		37.0	8.9	59.1		37.0				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		* 4.7				
Max Green Setting (Gmax), s	* 12	45.9		* 32	* 11	46.9		* 32				
Max Q Clear Time (g_c+I1), s	6.6	13.2		13.4	5.2	21.0		13.4				
Green Ext Time (p_c), s	0.0	2.5		0.8	0.0	2.9		0.8				

Intersection Summary		
HCM 6th Ctrl Delay		27.6
HCM 6th LOS		C

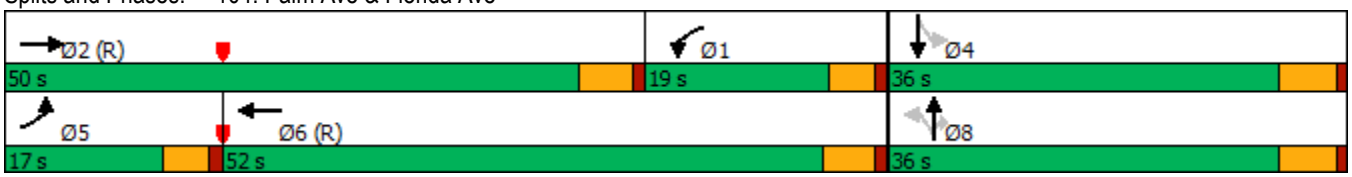
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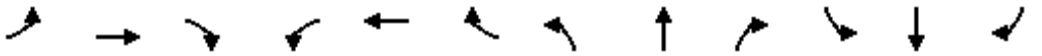
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	46	623	86	701	72	147	68	26	170
Future Volume (vph)	46	623	86	701	72	147	68	26	170
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.4	10.4	10.4	10.4	10.4
Total Split (s)	17.0	50.0	19.0	52.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	16.2%	47.6%	18.1%	49.5%	34.3%	34.3%	34.3%	34.3%	34.3%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.4	5.4	5.4	5.4	5.4
Lead/Lag	Lead	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	7.4	48.7	12.6	53.7	30.6	30.6	30.6	30.6	30.6
Actuated g/C Ratio	0.07	0.46	0.12	0.51	0.29	0.29	0.29	0.29	0.29
v/c Ratio	0.39	0.43	0.43	0.43	0.27	0.29	0.13	0.08	0.42
Control Delay	74.5	13.1	31.1	6.2	32.0	30.5	1.4	28.0	31.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.5	13.1	31.1	6.2	32.0	30.5	1.4	28.0	31.2
LOS	E	B	C	A	C	C	A	C	C
Approach Delay		17.0		8.8		24.0			30.9
Approach LOS		B		A		C			C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.43	
Intersection Signal Delay: 16.3	Intersection LOS: B
Intersection Capacity Utilization 57.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: Palm Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	623	44	86	701	31	72	147	68	26	170	42
Future Volume (veh/h)	46	623	44	86	701	31	72	147	68	26	170	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	670	47	92	754	33	77	158	73	28	183	45
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	66	1460	102	240	1856	81	290	554	460	333	427	105
Arrive On Green	0.07	0.86	0.86	0.18	0.70	0.70	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	3415	239	1810	3519	154	1166	1900	1578	1162	1466	360
Grp Volume(v), veh/h	49	354	363	92	387	400	77	158	73	28	0	228
Grp Sat Flow(s),veh/h/ln	1810	1805	1849	1810	1805	1867	1166	1900	1578	1162	0	1826
Q Serve(g_s), s	2.8	4.9	4.9	4.7	9.4	9.4	6.0	6.7	3.6	2.0	0.0	10.6
Cycle Q Clear(g_c), s	2.8	4.9	4.9	4.7	9.4	9.4	16.6	6.7	3.6	8.8	0.0	10.6
Prop In Lane	1.00		0.13	1.00		0.08	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	66	772	791	240	952	985	290	554	460	333	0	532
V/C Ratio(X)	0.75	0.46	0.46	0.38	0.41	0.41	0.27	0.29	0.16	0.08	0.00	0.43
Avail Cap(c_a), veh/h	212	772	791	246	952	985	290	554	460	333	0	532
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.92	0.92	0.92	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.2	4.7	4.7	39.5	8.8	8.8	36.8	28.7	27.6	32.1	0.0	30.1
Incr Delay (d2), s/veh	5.9	1.9	1.8	0.3	1.2	1.1	2.2	1.3	0.7	0.5	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.7	1.7	2.1	3.3	3.4	1.9	3.3	1.5	0.6	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.1	6.6	6.5	39.8	10.0	9.9	39.1	30.0	28.4	32.6	0.0	32.6
LnGrp LOS	D	A	A	D	A	A	D	C	C	C	A	C
Approach Vol, veh/h		766			879			308			256	
Approach Delay, s/veh		9.6			13.1			31.9			32.6	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	50.0		36.0	8.5	60.5		36.0				
Change Period (Y+Rc), s	5.1	* 5.1		5.4	* 4.7	5.1		5.4				
Max Green Setting (Gmax), s	14.3	* 45		30.6	* 12	46.9		30.6				
Max Q Clear Time (g_c+I1), s	6.7	6.9		12.6	4.8	11.4		18.6				
Green Ext Time (p_c), s	0.1	2.9		0.8	0.0	3.2		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		16.8	
HCM 6th LOS		B	

Notes

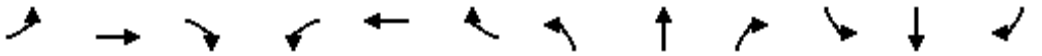
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	79	555	48	696	42	305	100	233	117
Future Volume (vph)	79	555	48	696	42	305	100	233	117
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	16.0	57.0	16.0	57.0	32.0	32.0	32.0	32.0	32.0
Total Split (%)	15.2%	54.3%	15.2%	54.3%	30.5%	30.5%	30.5%	30.5%	30.5%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	9.0	57.5	7.6	56.2	26.9	26.9	26.9	26.9	26.9
Actuated g/C Ratio	0.09	0.55	0.07	0.54	0.26	0.26	0.26	0.26	0.26
v/c Ratio	0.56	0.32	0.41	0.43	0.22	0.43	0.53	0.53	0.26
Control Delay	69.1	9.3	73.5	4.1	34.4	32.8	44.7	38.2	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.1	9.3	73.5	4.1	34.4	32.8	44.7	38.2	6.9
LOS	E	A	E	A	C	C	D	D	A
Approach Delay		16.5		8.3		33.0		31.5	
Approach LOS		B		A		C		C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 57 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 58.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 105: State St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	555	25	48	696	60	42	305	51	100	233	117
Future Volume (veh/h)	79	555	25	48	696	60	42	305	51	100	233	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	87	610	27	53	765	66	46	335	56	110	256	129
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	110	1984	88	69	1817	157	211	794	131	235	487	412
Arrive On Green	0.12	1.00	1.00	0.04	0.54	0.54	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3518	156	1810	3358	290	1013	3099	513	1007	1900	1606
Grp Volume(v), veh/h	87	313	324	53	411	420	46	194	197	110	256	129
Grp Sat Flow(s),veh/h/ln	1810	1805	1868	1810	1805	1842	1013	1805	1806	1007	1900	1606
Q Serve(g_s), s	4.9	0.0	0.0	3.0	14.2	14.2	4.3	9.4	9.6	10.7	12.2	6.8
Cycle Q Clear(g_c), s	4.9	0.0	0.0	3.0	14.2	14.2	16.5	9.4	9.6	20.3	12.2	6.8
Prop In Lane	1.00		0.08	1.00		0.16	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	110	1018	1054	69	977	997	211	462	463	235	487	412
V/C Ratio(X)	0.79	0.31	0.31	0.77	0.42	0.42	0.22	0.42	0.43	0.47	0.53	0.31
Avail Cap(c_a), veh/h	195	1018	1054	195	977	997	211	462	463	235	487	412
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	0.0	0.0	50.1	14.3	14.3	40.6	32.5	32.6	41.1	33.6	31.6
Incr Delay (d2), s/veh	4.4	0.7	0.7	6.1	1.2	1.2	2.4	2.8	2.9	6.6	4.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.2	0.2	1.5	5.8	5.9	1.2	4.4	4.5	3.1	6.1	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.9	0.7	0.7	56.1	15.5	15.5	43.0	35.3	35.5	47.7	37.6	33.6
LnGrp LOS	D	A	A	E	B	B	D	D	D	D	D	C
Approach Vol, veh/h		724			884			437			495	
Approach Delay, s/veh		6.6			18.0			36.2			38.8	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	64.3		32.0	11.1	61.9		32.0				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	* 4.7	5.1		5.1				
Max Green Setting (Gmax), s	* 11	51.9		26.9	* 11	51.9		26.9				
Max Q Clear Time (g_c+I1), s	5.0	2.0		22.3	6.9	16.2		18.5				
Green Ext Time (p_c), s	0.0	2.5		0.7	0.0	3.5		1.1				

Intersection Summary		
HCM 6th Ctrl Delay		21.9
HCM 6th LOS		C

Notes

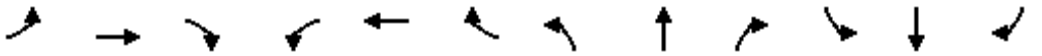
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	20	635	37	735	48	189	27	113	29
Future Volume (vph)	20	635	37	735	48	189	27	113	29
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	13.0	58.0	11.0	56.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	12.4%	55.2%	10.5%	53.3%	34.3%	34.3%	34.3%	34.3%	34.3%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lag	Lag	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	None	Max	Max	Max
Act Effct Green (s)	12.6	57.3	5.9	52.6	30.9	30.9	30.9	30.9	30.9
Actuated g/C Ratio	0.12	0.55	0.06	0.50	0.29	0.29	0.29	0.29	0.29
v/c Ratio	0.10	0.36	0.40	0.45	0.14	0.46	0.11	0.22	0.06
Control Delay	26.9	5.3	51.3	19.8	28.6	32.0	28.6	29.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.9	5.3	51.3	19.8	28.6	32.0	28.6	29.3	0.2
LOS	C	A	D	B	C	C	C	C	A
Approach Delay		5.9		21.3		31.5		24.2	
Approach LOS		A		C		C		C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 50 (48%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 58.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 106: Buena Vista St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	635	24	37	735	14	48	189	47	27	113	29
Future Volume (veh/h)	20	635	24	37	735	14	48	189	47	27	113	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	683	26	40	790	15	52	203	51	29	122	31
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	535	1881	72	59	957	18	376	431	108	275	559	473
Arrive On Green	0.59	1.00	1.00	0.01	0.09	0.09	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	3542	135	1810	3621	69	1252	1465	368	1142	1900	1607
Grp Volume(v), veh/h	22	348	361	40	394	411	52	0	254	29	122	31
Grp Sat Flow(s),veh/h/ln	1810	1805	1872	1810	1805	1885	1252	0	1833	1142	1900	1607
Q Serve(g_s), s	0.5	0.0	0.0	2.3	22.5	22.5	3.4	0.0	11.9	2.2	5.1	1.5
Cycle Q Clear(g_c), s	0.5	0.0	0.0	2.3	22.5	22.5	8.5	0.0	11.9	14.2	5.1	1.5
Prop In Lane	1.00		0.07	1.00		0.04	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	535	958	994	59	477	498	376	0	539	275	559	473
V/C Ratio(X)	0.04	0.36	0.36	0.67	0.83	0.83	0.14	0.00	0.47	0.11	0.22	0.07
Avail Cap(c_a), veh/h	535	958	994	109	875	914	376	0	539	275	559	473
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	0.0	0.0	51.4	45.5	45.5	31.2	0.0	30.4	36.2	27.9	26.7
Incr Delay (d2), s/veh	0.0	1.0	1.0	4.7	1.4	1.3	0.1	0.0	0.2	0.8	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.3	1.1	11.0	11.5	1.0	0.0	5.2	0.7	2.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.2	1.0	1.0	56.1	46.9	46.8	31.2	0.0	30.6	36.9	28.8	26.9
LnGrp LOS	B	A	A	E	D	D	C	A	C	D	C	C
Approach Vol, veh/h		731			845			306			182	
Approach Delay, s/veh		1.4			47.3			30.7			29.8	
Approach LOS		A			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	60.9		36.0	36.2	32.8		36.0				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	5.1	* 5.1		5.1				
Max Green Setting (Gmax), s	* 6.3	52.9		30.9	8.3	* 51		30.9				
Max Q Clear Time (g_c+I1), s	4.3	2.0		16.2	2.5	24.5		13.9				
Green Ext Time (p_c), s	0.0	2.8		0.4	0.0	3.2		1.0				

Intersection Summary			
HCM 6th Ctrl Delay		27.0	
HCM 6th LOS		C	

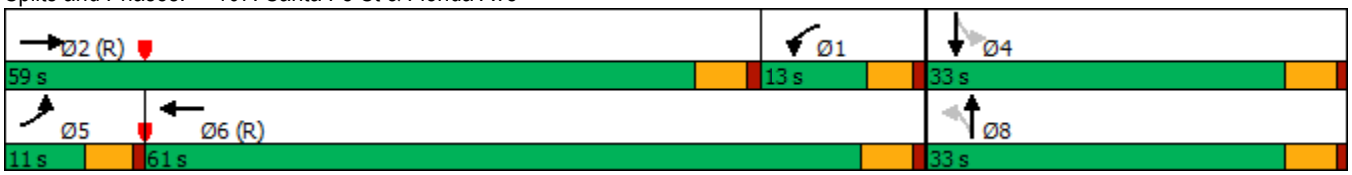
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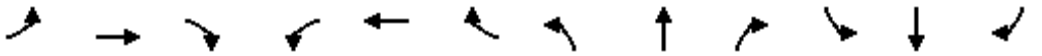
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	26	607	59	716	47	104	21	54
Future Volume (vph)	26	607	59	716	47	104	21	54
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.0	10.0	10.0	10.0
Total Split (s)	11.0	59.0	13.0	61.0	33.0	33.0	33.0	33.0
Total Split (%)	10.5%	56.2%	12.4%	58.1%	31.4%	31.4%	31.4%	31.4%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	6.3	70.7	7.6	74.0	13.8	13.8	13.8	13.8
Actuated g/C Ratio	0.06	0.67	0.07	0.70	0.13	0.13	0.13	0.13
v/c Ratio	0.26	0.30	0.48	0.31	0.29	0.72	0.24	0.34
Control Delay	64.2	3.8	59.1	7.6	43.5	51.0	45.0	32.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.2	3.8	59.1	7.6	43.5	51.0	45.0	32.9
LOS	E	A	E	A	D	D	D	C
Approach Delay		6.1		11.4		49.4		35.5
Approach LOS		A		B		D		D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 4 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 15.4	Intersection LOS: B
Intersection Capacity Utilization 54.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 107: Santa Fe St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	607	59	59	716	21	47	104	71	21	54	27
Future Volume (veh/h)	26	607	59	59	716	21	47	104	71	21	54	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	653	63	63	770	23	51	112	76	23	58	29
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	48	1704	164	362	2470	74	199	150	101	117	168	84
Arrive On Green	0.01	0.17	0.17	0.20	0.69	0.69	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1810	3319	320	1810	3576	107	1329	1054	715	1213	1188	594
Grp Volume(v), veh/h	28	355	361	63	389	404	51	0	188	23	0	87
Grp Sat Flow(s),veh/h/ln	1810	1805	1833	1810	1805	1878	1329	0	1769	1213	0	1782
Q Serve(g_s), s	1.6	18.3	18.4	3.0	8.9	8.9	3.8	0.0	10.7	1.9	0.0	4.6
Cycle Q Clear(g_c), s	1.6	18.3	18.4	3.0	8.9	8.9	8.4	0.0	10.7	12.7	0.0	4.6
Prop In Lane	1.00		0.17	1.00		0.06	1.00		0.40	1.00		0.33
Lane Grp Cap(c), veh/h	48	927	941	362	1247	1297	199	0	251	117	0	253
V/C Ratio(X)	0.58	0.38	0.38	0.17	0.31	0.31	0.26	0.00	0.75	0.20	0.00	0.34
Avail Cap(c_a), veh/h	109	927	941	362	1247	1297	364	0	472	268	0	475
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.73	0.73	0.73	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.5	28.8	28.9	34.8	6.4	6.4	44.4	0.0	43.3	49.3	0.0	40.6
Incr Delay (d2), s/veh	3.9	1.1	1.1	0.1	0.5	0.5	0.3	0.0	1.7	0.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	9.1	9.3	1.3	3.1	3.2	1.3	0.0	4.8	0.6	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.3	30.0	30.0	34.9	6.9	6.9	44.7	0.0	45.0	49.6	0.0	40.9
LnGrp LOS	E	C	C	C	A	A	D	A	D	D	A	D
Approach Vol, veh/h		744			856			239			110	
Approach Delay, s/veh		30.9			8.9			44.9			42.8	
Approach LOS		C			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.1	59.0		19.9	7.5	77.6		19.9				
Change Period (Y+Rc), s	5.1	* 5.1		5.0	* 4.7	5.1		5.0				
Max Green Setting (Gmax), s	8.3	* 54		28.0	* 6.3	55.9		28.0				
Max Q Clear Time (g_c+I1), s	5.0	20.4		14.7	3.6	10.9		12.7				
Green Ext Time (p_c), s	0.0	2.9		0.2	0.0	3.3		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		23.6
HCM 6th LOS		C

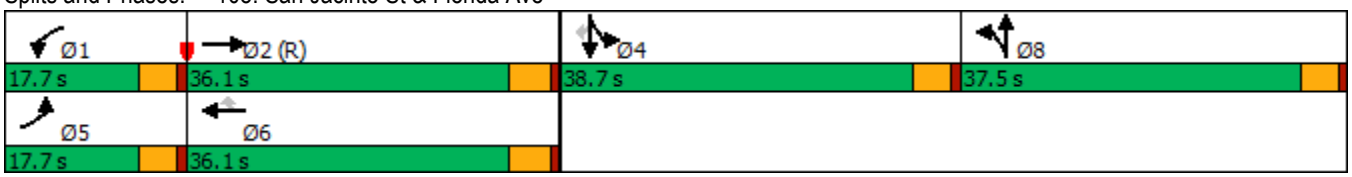
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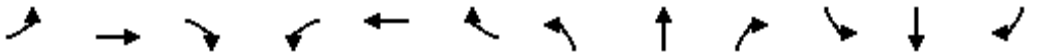
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	137	455	100	606	102	47	261	107	191	129
Future Volume (vph)	137	455	100	606	102	47	261	107	191	129
Turn Type	Prot	NA	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2	1	6		8	8	4	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	9.7	9.7	9.7	9.7	9.7
Total Split (s)	17.7	36.1	17.7	36.1	36.1	37.5	37.5	38.7	38.7	38.7
Total Split (%)	13.6%	27.8%	13.6%	27.8%	27.8%	28.8%	28.8%	29.8%	29.8%	29.8%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	12.5	32.9	11.1	31.5	31.5	32.8	32.8	34.0	34.0	34.0
Actuated g/C Ratio	0.10	0.25	0.09	0.24	0.24	0.25	0.25	0.26	0.26	0.26
v/c Ratio	0.86	0.60	0.71	0.75	0.25	0.11	0.36	0.23	0.47	0.27
Control Delay	97.4	45.8	81.9	52.2	12.3	38.3	39.8	39.5	44.3	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.4	45.8	81.9	52.2	12.3	38.3	39.8	39.5	44.3	7.3
LOS	F	D	F	D	B	D	D	D	D	A
Approach Delay		57.0		50.8			39.6		32.1	
Approach LOS		E		D			D		C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0.4 (0%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 47.2	Intersection LOS: D
Intersection Capacity Utilization 58.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 108: San Jacinto St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	455	42	100	606	102	47	261	38	107	191	129
Future Volume (veh/h)	137	455	42	100	606	102	47	261	38	107	191	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	149	495	46	109	659	111	51	284	41	116	208	140
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	174	884	82	133	875	381	457	797	114	473	497	411
Arrive On Green	0.10	0.26	0.26	0.07	0.24	0.24	0.25	0.25	0.25	0.26	0.26	0.26
Sat Flow, veh/h	1810	3336	309	1810	3610	1570	1810	3161	451	1810	1900	1573
Grp Volume(v), veh/h	149	267	274	109	659	111	51	161	164	116	208	140
Grp Sat Flow(s),veh/h/ln	1810	1805	1840	1810	1805	1570	1810	1805	1806	1810	1900	1573
Q Serve(g_s), s	10.5	16.6	16.7	7.7	22.0	7.5	2.8	9.5	9.7	6.6	11.8	9.4
Cycle Q Clear(g_c), s	10.5	16.6	16.7	7.7	22.0	7.5	2.8	9.5	9.7	6.6	11.8	9.4
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	174	478	487	133	875	381	457	455	456	473	497	411
V/C Ratio(X)	0.86	0.56	0.56	0.82	0.75	0.29	0.11	0.35	0.36	0.25	0.42	0.34
Avail Cap(c_a), veh/h	181	478	487	181	875	381	457	455	456	473	497	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.9	41.2	41.3	59.4	45.6	40.2	37.4	39.9	40.0	37.9	39.8	38.9
Incr Delay (d2), s/veh	28.0	4.5	4.4	14.0	3.7	0.4	0.5	2.1	2.2	1.2	2.6	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	7.9	8.1	4.0	10.2	2.9	1.3	4.5	4.6	3.1	5.9	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.8	45.7	45.7	73.4	49.4	40.6	37.9	42.0	42.2	39.1	42.4	41.1
LnGrp LOS	F	D	D	E	D	D	D	D	D	D	D	D
Approach Vol, veh/h		690			879			376			464	
Approach Delay, s/veh		54.4			51.2			41.5			41.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.3	39.5		38.7	17.2	36.6		37.5				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		4.7				
Max Green Setting (Gmax), s	* 13	31.0		* 34	* 13	31.0		32.8				
Max Q Clear Time (g_c+I1), s	9.7	18.7		13.8	12.5	24.0		11.7				
Green Ext Time (p_c), s	0.0	2.5		1.9	0.0	2.7		2.0				

Intersection Summary		
HCM 6th Ctrl Delay		48.7
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.

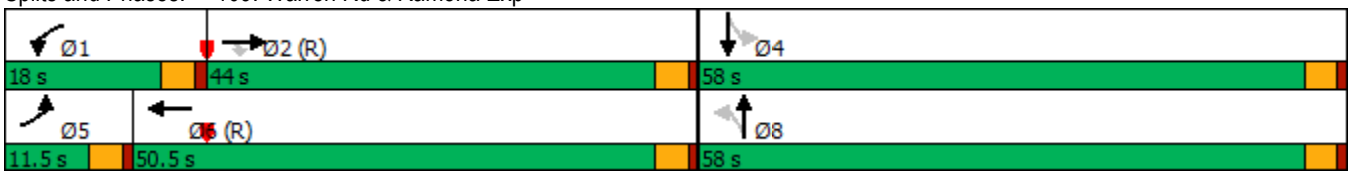
User approved volume balancing among the lanes for turning movement.

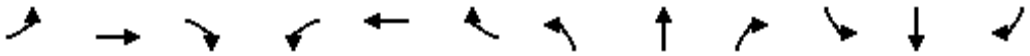
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	26	633	266	235	797	431	55	4	46
Future Volume (vph)	26	633	266	235	797	431	55	4	46
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	44.0	44.0	18.0	50.5	58.0	58.0	58.0	58.0
Total Split (%)	9.6%	36.7%	36.7%	15.0%	42.1%	48.3%	48.3%	48.3%	48.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.3	40.0	40.0	14.0	51.1	54.0	54.0		54.0
Actuated g/C Ratio	0.06	0.33	0.33	0.12	0.43	0.45	0.45		0.45
v/c Ratio	0.26	0.57	0.39	1.20	0.57	0.73	0.43		0.08
Control Delay	59.9	35.1	5.0	173.4	28.7	35.2	7.7		16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	59.9	35.1	5.0	173.4	28.7	35.2	7.7		16.1
LOS	E	D	A	F	C	D	A		B
Approach Delay		27.1			61.3		22.7		16.1
Approach LOS		C			E		C		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.20	
Intersection Signal Delay: 38.4	Intersection LOS: D
Intersection Capacity Utilization 71.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 109: Warren Rd & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	633	266	235	797	12	431	55	301	4	46	10
Future Volume (veh/h)	26	633	266	235	797	12	431	55	301	4	46	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	681	286	253	857	13	463	59	324	4	49	11
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	1203	537	211	1509	23	683	114	628	59	641	139
Arrive On Green	0.04	0.33	0.33	0.12	0.41	0.41	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1810	3610	1610	1810	3640	55	1364	254	1395	59	1426	308
Grp Volume(v), veh/h	28	681	286	253	425	445	463	0	383	64	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1890	1364	0	1649	1793	0	0
Q Serve(g_s), s	1.8	18.6	17.3	14.0	21.6	21.6	30.4	0.0	20.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.8	18.6	17.3	14.0	21.6	21.6	32.7	0.0	20.0	2.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.85	0.06		0.17
Lane Grp Cap(c), veh/h	64	1203	537	211	748	784	683	0	742	839	0	0
V/C Ratio(X)	0.44	0.57	0.53	1.20	0.57	0.57	0.68	0.00	0.52	0.08	0.00	0.00
Avail Cap(c_a), veh/h	113	1203	537	211	748	784	683	0	742	839	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.7	32.9	32.4	53.0	26.9	26.9	26.9	0.0	23.6	18.8	0.0	0.0
Incr Delay (d2), s/veh	4.6	1.9	3.8	125.8	3.1	3.0	5.4	0.0	2.6	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	8.4	7.3	13.7	9.9	10.3	11.7	0.0	8.2	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.3	34.8	36.2	178.8	30.0	29.9	32.2	0.0	26.2	19.0	0.0	0.0
LnGrp LOS	E	C	D	F	C	C	C	A	C	B	A	A
Approach Vol, veh/h		995			1123			846			64	
Approach Delay, s/veh		35.9			63.5			29.5			19.0	
Approach LOS		D			E			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	44.0		58.0	8.2	53.8		58.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	40.0		54.0	7.5	46.5		54.0				
Max Q Clear Time (g_c+I1), s	16.0	20.6		4.4	3.8	23.6		34.7				
Green Ext Time (p_c), s	0.0	5.7		0.4	0.0	5.8		4.1				

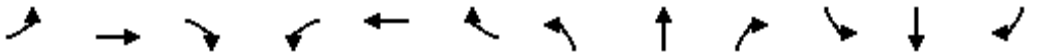
Intersection Summary			
HCM 6th Ctrl Delay		44.0	
HCM 6th LOS		D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	70	30	87	24	179	16	531	94	56	405	2
Future Volume (vph)	5	70	30	87	24	179	16	531	94	56	405	2
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	22.5	22.5	12.0	23.0	23.0	11.5	44.0	44.0	11.5	44.0	44.0
Total Split (%)	12.8%	25.0%	25.0%	13.3%	25.6%	25.6%	12.8%	48.9%	48.9%	12.8%	48.9%	48.9%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.0	9.2	9.2	7.8	16.6	16.6	7.2	52.8	52.8	8.7	58.7	58.7
Actuated g/C Ratio	0.08	0.10	0.10	0.09	0.18	0.18	0.08	0.59	0.59	0.10	0.65	0.65
v/c Ratio	0.04	0.39	0.12	0.60	0.07	0.42	0.12	0.51	0.10	0.34	0.35	0.00
Control Delay	39.2	43.2	1.0	56.6	30.4	8.3	40.3	15.8	2.6	43.0	10.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.2	43.2	1.0	56.6	30.4	8.3	40.3	15.8	2.6	43.0	10.4	0.0
LOS	D	D	A	E	C	A	D	B	A	D	B	A
Approach Delay		30.9			24.7			14.5			14.3	
Approach LOS		C			C			B			B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 55.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 110: Warren Rd & Cottonwood Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	70	30	87	24	179	16	531	94	56	405	2
Future Volume (veh/h)	5	70	30	87	24	179	16	531	94	56	405	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	5	75	32	94	26	192	17	571	101	60	435	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	17	155	131	127	271	230	49	1159	982	109	1223	1036
Arrive On Green	0.01	0.08	0.08	0.07	0.14	0.14	0.03	0.61	0.61	0.06	0.64	0.64
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	5	75	32	94	26	192	17	571	101	60	435	2
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	0.2	3.4	1.7	4.6	1.1	10.4	0.8	15.1	2.3	2.9	9.5	0.0
Cycle Q Clear(g_c), s	0.2	3.4	1.7	4.6	1.1	10.4	0.8	15.1	2.3	2.9	9.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	155	131	127	271	230	49	1159	982	109	1223	1036
V/C Ratio(X)	0.30	0.49	0.24	0.74	0.10	0.84	0.35	0.49	0.10	0.55	0.36	0.00
Avail Cap(c_a), veh/h	151	391	331	161	401	340	151	1159	982	151	1223	1036
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	39.5	38.7	41.0	33.5	37.6	43.0	9.8	7.3	41.1	7.4	5.7
Incr Delay (d2), s/veh	9.9	2.3	1.0	12.6	0.2	11.1	4.2	1.5	0.2	4.2	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.7	0.7	2.5	0.5	4.7	0.4	6.1	0.8	1.4	3.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.2	41.9	39.7	53.6	33.7	48.6	47.2	11.3	7.5	45.3	8.2	5.7
LnGrp LOS	D	D	D	D	C	D	D	B	A	D	A	A
Approach Vol, veh/h		112			312			689			497	
Approach Delay, s/veh		41.8			48.9			11.6			12.7	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	58.9	10.3	11.3	6.4	61.9	4.8	16.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	40.0	8.0	18.5	7.5	40.0	7.5	19.0
Max Q Clear Time (g_c+I1), s	4.9	17.1	6.6	5.4	2.8	11.5	2.2	12.4
Green Ext Time (p_c), s	0.0	4.3	0.0	0.3	0.0	2.9	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	21.3
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	129.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	85	3	176	58	77	2	519	156	61	445	26
Future Vol, veh/h	49	85	3	176	58	77	2	519	156	61	445	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	52	89	3	185	61	81	2	546	164	64	468	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

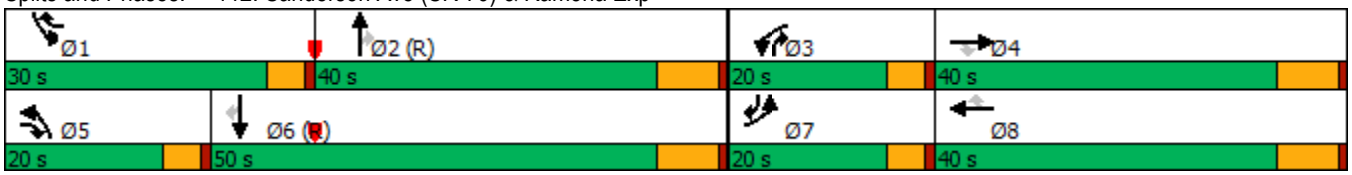
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	18.9	31.1	214.6	107.9
HCM LOS	C	D	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	36%	57%	11%
Vol Thru, %	77%	62%	19%	84%
Vol Right, %	23%	2%	25%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	677	137	311	532
LT Vol	2	49	176	61
Through Vol	519	85	58	445
RT Vol	156	3	77	26
Lane Flow Rate	713	144	327	560
Geometry Grp	1	1	1	1
Degree of Util (X)	1.403	0.357	0.71	1.123
Departure Headway (Hd)	7.405	10.268	8.955	7.972
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	499	353	406	459
Service Time	5.405	8.268	6.955	5.972
HCM Lane V/C Ratio	1.429	0.408	0.805	1.22
HCM Control Delay	214.6	18.9	31.1	107.9
HCM Lane LOS	F	C	D	F
HCM 95th-tile Q	32.4	1.6	5.4	17.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	501	457	80	39	562	433	142	842	21	607	626	362
Future Volume (vph)	501	457	80	39	562	433	142	842	21	607	626	362
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7
Total Split (s)	20.0	40.0	20.0	20.0	40.0	30.0	20.0	40.0	20.0	30.0	50.0	20.0
Total Split (%)	15.4%	30.8%	15.4%	15.4%	30.8%	23.1%	15.4%	30.8%	15.4%	23.1%	38.5%	15.4%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	15.3	37.5	54.5	6.1	26.4	61.0	10.0	37.3	50.4	27.6	55.0	77.3
Actuated g/C Ratio	0.12	0.29	0.42	0.05	0.20	0.47	0.08	0.29	0.39	0.21	0.42	0.59
v/c Ratio	1.29	0.47	0.11	0.25	0.82	0.58	0.56	0.87	0.03	0.87	0.44	0.39
Control Delay	193.9	39.7	1.9	63.2	58.8	23.4	65.8	54.6	0.1	62.6	28.9	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	193.9	39.7	1.9	63.2	58.8	23.4	65.8	54.6	0.1	62.6	28.9	12.4
LOS	F	D	A	E	E	C	E	D	A	E	C	B
Approach Delay		111.2			44.1			55.1			38.0	
Approach LOS		F			D			E			D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 54.5 (42%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.29	
Intersection Signal Delay: 59.3	Intersection LOS: E
Intersection Capacity Utilization 89.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 112: Sanderson Ave (SR-79) & Ramona Exp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	501	457	80	39	562	433	142	842	21	607	626	362
Future Volume (veh/h)	501	457	80	39	562	433	142	842	21	607	626	362
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	533	486	85	41	598	461	151	896	22	646	666	385
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	413	1206	632	104	888	710	206	944	469	683	1435	830
Arrive On Green	0.12	0.33	0.33	0.03	0.25	0.25	0.06	0.26	0.26	0.19	0.40	0.40
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	533	486	85	41	598	461	151	896	22	646	666	385
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	15.3	13.5	4.4	1.5	19.5	29.2	5.5	31.7	1.3	23.6	17.7	19.8
Cycle Q Clear(g_c), s	15.3	13.5	4.4	1.5	19.5	29.2	5.5	31.7	1.3	23.6	17.7	19.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	413	1206	632	104	888	710	206	944	469	683	1435	830
V/C Ratio(X)	1.29	0.40	0.13	0.39	0.67	0.65	0.73	0.95	0.05	0.95	0.46	0.46
Avail Cap(c_a), veh/h	413	1206	632	413	916	722	413	944	469	683	1435	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	33.3	25.3	61.9	44.3	28.5	60.2	47.1	33.1	51.7	28.9	20.1
Incr Delay (d2), s/veh	147.7	0.1	0.0	0.9	1.5	1.6	1.9	19.3	0.2	21.8	1.1	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.3	6.0	1.7	0.7	8.9	11.5	2.5	16.7	0.5	12.4	7.9	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	205.0	33.4	25.3	62.8	45.8	30.0	62.1	66.4	33.3	73.5	30.0	21.9
LnGrp LOS	F	C	C	E	D	C	E	E	C	E	C	C
Approach Vol, veh/h		1104			1100			1069			1697	
Approach Delay, s/veh		115.6			39.8			65.1			44.7	
Approach LOS		F			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	41.0	8.6	50.4	12.3	58.7	20.0	39.0
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0
Max Green Setting (Gmax), s	* 25	33.0	* 15	33.0	* 15	43.0	* 15	33.0
Max Q Clear Time (g_c+I1), s	25.6	33.7	3.5	15.5	7.5	21.8	17.3	31.2
Green Ext Time (p_c), s	0.0	0.0	0.0	2.2	0.1	3.8	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	63.8
HCM 6th LOS	E

Notes

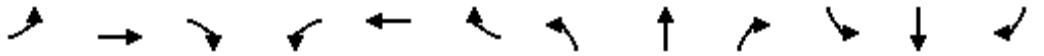
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1172	582	581	1384	681	1	215
Future Volume (vph)	1172	582	581	1384	681	1	215
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.4	10.4	10.4	10.4	10.8	10.8	10.8
Total Split (s)	38.0	38.0	30.0	68.0	27.0	27.0	27.0
Total Split (%)	40.0%	40.0%	31.6%	71.6%	28.4%	28.4%	28.4%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.8	5.8	5.8
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	37.1	37.1	20.1	62.6	21.2	21.2	21.2
Actuated g/C Ratio	0.39	0.39	0.21	0.66	0.22	0.22	0.22
v/c Ratio	0.58	0.62	0.79	0.59	0.94	0.96	0.47
Control Delay	24.9	6.6	43.7	10.3	70.6	76.3	21.4
Queue Delay	0.0	0.0	0.0	0.9	0.0	0.0	0.0
Total Delay	24.9	6.6	43.7	11.2	70.6	76.3	21.4
LOS	C	A	D	B	E	E	C
Approach Delay	18.8			20.8		62.2	
Approach LOS	B			C		E	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 45 (47%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 28.1	Intersection LOS: C
Intersection Capacity Utilization 87.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: I-15 SB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1172	582	581	1384	0	0	0	0	681	1	215
Future Volume (veh/h)	0	1172	582	581	1384	0	0	0	0	681	1	215
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1184	588	587	1398	0				756	0	145
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2129	661	673	2379	0				808	0	359
Arrive On Green	0.00	0.41	0.41	0.19	0.66	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	5358	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	1184	588	587	1398	0				756	0	145
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	16.6	32.2	15.4	20.5	0.0				19.5	0.0	7.3
Cycle Q Clear(g_c), s	0.0	16.6	32.2	15.4	20.5	0.0				19.5	0.0	7.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2129	661	673	2379	0				808	0	359
V/C Ratio(X)	0.00	0.56	0.89	0.87	0.59	0.00				0.94	0.00	0.40
Avail Cap(c_a), veh/h	0	2129	661	909	2379	0				808	0	359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.47	0.47	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.4	26.0	37.3	9.0	0.0				36.2	0.0	31.5
Incr Delay (d2), s/veh	0.0	1.1	16.5	2.9	0.5	0.0				17.8	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.5	14.4	6.6	6.6	0.0				10.3	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.4	42.5	40.1	9.5	0.0				54.0	0.0	31.8
LnGrp LOS	A	C	D	D	A	A				D	A	C
Approach Vol, veh/h		1772			1985						901	
Approach Delay, s/veh		29.1			18.6						50.4	
Approach LOS		C			B						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	23.6	44.4		27.0		68.0
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4
Max Green Setting (Gmax), s	24.6	32.6		21.2		62.6
Max Q Clear Time (g_c+I1), s	17.4	34.2		21.5		22.5
Green Ext Time (p_c), s	0.8	0.0		0.0		8.2

Intersection Summary	
HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C

Notes

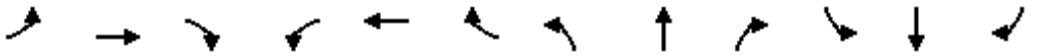
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	153	1700	1489	522	475	6	653
Future Volume (vph)	153	1700	1489	522	475	6	653
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.1	10.8	10.8	10.8	10.8	10.8	10.8
Total Split (s)	16.0	50.0	34.0	34.0	30.0	30.0	30.0
Total Split (%)	20.0%	62.5%	42.5%	42.5%	37.5%	37.5%	37.5%
Yellow Time (s)	4.1	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.8	5.8	5.8	5.8	5.8	5.8
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	9.9	45.3	30.3	30.3	23.1	23.1	23.1
Actuated g/C Ratio	0.12	0.57	0.38	0.38	0.29	0.29	0.29
v/c Ratio	0.73	0.62	0.81	0.59	0.85	0.89	0.75
Control Delay	53.3	12.9	27.0	4.8	44.3	51.0	28.5
Queue Delay	0.0	0.2	5.3	0.2	0.0	0.0	0.0
Total Delay	53.3	13.1	32.3	5.0	44.3	51.0	28.5
LOS	D	B	C	A	D	D	C
Approach Delay		16.5	25.2			41.4	
Approach LOS		B	C			D	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 25.7	Intersection LOS: C
Intersection Capacity Utilization 87.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: I-15 NB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	1700	0	0	1489	522	475	6	653	0	0	0
Future Volume (veh/h)	153	1700	0	0	1489	522	475	6	653	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	163	1809	0	0	1584	555	753	0	434			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	200	2918	0	0	2014	607	1058	0	471			
Arrive On Green	0.11	0.56	0.00	0.00	0.39	0.39	0.29	0.00	0.29			
Sat Flow, veh/h	1810	5358	0	0	5358	1563	3619	0	1610			
Grp Volume(v), veh/h	163	1809	0	0	1584	555	753	0	434			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1563	1810	0	1610			
Q Serve(g_s), s	7.0	18.7	0.0	0.0	21.5	26.9	14.9	0.0	20.9			
Cycle Q Clear(g_c), s	7.0	18.7	0.0	0.0	21.5	26.9	14.9	0.0	20.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	200	2918	0	0	2014	607	1058	0	471			
V/C Ratio(X)	0.82	0.62	0.00	0.00	0.79	0.91	0.71	0.00	0.92			
Avail Cap(c_a), veh/h	247	2918	0	0	2014	607	1095	0	487			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.69	0.69	0.00	0.00	0.77	0.77	1.00	0.00	1.00			
Uniform Delay (d), s/veh	34.8	11.8	0.0	0.0	21.5	23.2	25.3	0.0	27.4			
Incr Delay (d2), s/veh	9.3	0.7	0.0	0.0	2.5	16.9	1.8	0.0	22.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.5	6.1	0.0	0.0	8.2	11.7	6.3	0.0	10.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.1	12.4	0.0	0.0	24.0	40.1	27.1	0.0	49.5			
LnGrp LOS	D	B	A	A	C	D	C	A	D			
Approach Vol, veh/h		1972			2139			1187				
Approach Delay, s/veh		15.1			28.2			35.3				
Approach LOS		B			C			D				

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		50.8			13.9	36.9		29.2				
Change Period (Y+Rc), s		5.8			5.1	5.8		5.8				
Max Green Setting (Gmax), s		44.2			10.9	28.2		24.2				
Max Q Clear Time (g_c+I1), s		20.7			9.0	28.9		22.9				
Green Ext Time (p_c), s		10.0			0.0	0.0		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			24.9									
HCM 6th LOS			C									

Notes

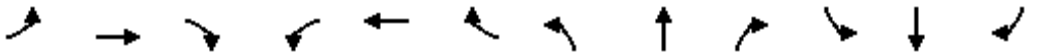
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	342	1739	273	126	1436	68	208	172	41	106	368
Future Volume (vph)	342	1739	273	126	1436	68	208	172	41	106	368
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	7.0	7.0	10.0	10.0	9.0	9.0	5.0
Minimum Split (s)	9.6	11.3	11.3	9.6	12.3	12.3	15.3	15.3	14.3	14.3	9.6
Total Split (s)	33.0	49.2	49.2	17.8	34.0	34.0	28.0	28.0	28.0	28.0	33.0
Total Split (%)	34.7%	51.8%	51.8%	18.7%	35.8%	35.8%	29.5%	29.5%	29.5%	29.5%	34.7%
Yellow Time (s)	3.6	4.3	4.3	3.6	4.3	4.3	4.3	4.3	4.3	4.3	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.3	5.3	4.6	5.3	5.3	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None
Act Effct Green (s)	22.6	46.4	46.4	10.7	34.5	34.5	22.7	22.7	22.7	22.7	50.6
Actuated g/C Ratio	0.24	0.49	0.49	0.11	0.36	0.36	0.24	0.24	0.24	0.24	0.53
v/c Ratio	0.83	0.71	0.31	0.65	0.63	0.11	0.70	0.64	0.26	0.24	0.44
Control Delay	50.6	21.5	2.9	42.9	37.9	6.6	46.5	36.4	34.2	31.0	13.6
Queue Delay	1.6	35.1	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.2	56.6	3.3	42.9	37.9	6.6	46.5	36.4	34.2	31.0	13.6
LOS	D	E	A	D	D	A	D	D	C	C	B
Approach Delay		49.8			37.0			40.8		18.8	
Approach LOS		D			D			D		B	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 41.5	Intersection LOS: D
Intersection Capacity Utilization 80.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Dexter Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	342	1739	273	126	1436	68	208	172	101	41	106	368
Future Volume (veh/h)	342	1739	273	126	1436	68	208	172	101	41	106	368
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	356	1811	284	131	1496	71	217	179	105	43	110	383
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	392	2652	822	162	2512	610	251	266	156	179	454	730
Arrive On Green	0.22	0.51	0.51	0.09	0.38	0.38	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	5187	1607	1810	6536	1586	914	1112	652	1107	1900	1594
Grp Volume(v), veh/h	356	1811	284	131	1496	71	217	0	284	43	110	383
Grp Sat Flow(s),veh/h/ln	1810	1729	1607	1810	1634	1586	914	0	1764	1107	1900	1594
Q Serve(g_s), s	18.2	24.9	10.0	6.7	17.4	2.7	18.3	0.0	13.9	3.5	4.4	16.4
Cycle Q Clear(g_c), s	18.2	24.9	10.0	6.7	17.4	2.7	22.7	0.0	13.9	17.4	4.4	16.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		1.00
Lane Grp Cap(c), veh/h	392	2652	822	162	2512	610	251	0	421	179	454	730
V/C Ratio(X)	0.91	0.68	0.35	0.81	0.60	0.12	0.86	0.00	0.67	0.24	0.24	0.52
Avail Cap(c_a), veh/h	541	2652	822	251	2512	610	251	0	421	179	454	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	17.4	13.8	42.4	23.3	18.8	40.1	0.0	32.8	40.7	29.2	18.5
Incr Delay (d2), s/veh	9.9	1.1	0.8	5.2	1.0	0.4	30.3	0.0	8.3	3.2	1.3	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	9.1	3.5	3.2	6.4	1.0	7.1	0.0	6.6	1.1	2.1	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.2	18.5	14.6	47.6	24.4	19.2	70.4	0.0	41.1	43.8	30.5	21.2
LnGrp LOS	D	B	B	D	C	B	E	A	D	D	C	C
Approach Vol, veh/h		2451			1698			501			536	
Approach Delay, s/veh		22.1			26.0			53.8			24.9	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.1	53.9		28.0	25.2	41.8		28.0				
Change Period (Y+Rc), s	4.6	5.3		5.3	4.6	5.3		5.3				
Max Green Setting (Gmax), s	13.2	43.9		22.7	28.4	28.7		22.7				
Max Q Clear Time (g_c+I1), s	8.7	26.9		19.4	20.2	19.4		24.7				
Green Ext Time (p_c), s	0.1	9.1		0.5	0.4	4.9		0.0				

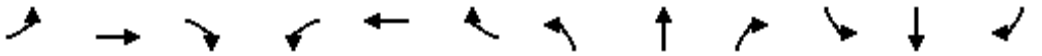
Intersection Summary												
HCM 6th Ctrl Delay			26.7									
HCM 6th LOS			C									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	220	1492	57	116	1097	183	140	72	230	80
Future Volume (vph)	220	1492	57	116	1097	183	140	72	230	80
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	NA
Protected Phases	5	2	3	1	6		3	8		4
Permitted Phases			2			6			4	
Detector Phase	5	2	3	1	6	6	3	8	4	4
Switch Phase										
Minimum Initial (s)	6.0	15.0	6.0	6.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	21.0	10.0	10.6	21.0	21.0	10.0	10.9	10.9	10.9
Total Split (s)	13.0	46.0	12.0	12.0	45.0	45.0	12.0	37.0	25.0	25.0
Total Split (%)	13.7%	48.4%	12.6%	12.6%	47.4%	47.4%	12.6%	38.9%	26.3%	26.3%
Yellow Time (s)	3.6	5.0	3.0	3.6	5.0	5.0	3.0	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.0	4.6	6.0	6.0	4.0	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	Max	Max	Max
Act Effct Green (s)	8.2	40.0	50.0	7.4	39.2	39.2	8.0	32.1	20.1	20.1
Actuated g/C Ratio	0.09	0.42	0.53	0.08	0.41	0.41	0.08	0.34	0.21	0.21
v/c Ratio	0.74	1.00	0.07	0.84	0.75	0.24	0.94	0.19	0.97	0.40
Control Delay	72.6	33.0	0.1	88.3	27.8	3.6	104.5	8.2	89.4	25.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.6	33.0	0.1	88.3	27.8	3.6	104.5	8.2	89.4	25.9
LOS	E	C	A	F	C	A	F	A	F	C
Approach Delay		36.9			29.6			45.2		63.5
Approach LOS		D			C			D		E

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 37.7	Intersection LOS: D
Intersection Capacity Utilization 84.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: Cambern Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	1492	57	116	1097	183	140	72	153	230	80	78
Future Volume (veh/h)	220	1492	57	116	1097	183	140	72	153	230	80	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	224	1522	58	118	1119	187	143	73	156	235	82	80
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	293	1520	813	141	1500	667	152	610	542	322	186	182
Arrive On Green	0.08	0.42	0.42	0.08	0.42	0.42	0.08	0.34	0.34	0.21	0.21	0.21
Sat Flow, veh/h	3510	3610	1608	1810	3610	1607	1810	1805	1604	1165	881	859
Grp Volume(v), veh/h	224	1522	58	118	1119	187	143	73	156	235	0	162
Grp Sat Flow(s),veh/h/ln	1755	1805	1608	1810	1805	1607	1810	1805	1604	1165	0	1740
Q Serve(g_s), s	5.9	40.0	1.8	6.1	24.9	7.3	7.5	2.7	6.8	18.9	0.0	7.7
Cycle Q Clear(g_c), s	5.9	40.0	1.8	6.1	24.9	7.3	7.5	2.7	6.8	18.9	0.0	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.49
Lane Grp Cap(c), veh/h	293	1520	813	141	1500	667	152	610	542	322	0	368
V/C Ratio(X)	0.76	1.00	0.07	0.84	0.75	0.28	0.94	0.12	0.29	0.73	0.00	0.44
Avail Cap(c_a), veh/h	310	1520	813	141	1500	667	152	610	542	322	0	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.61	0.61	0.61	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.6	27.5	12.1	43.2	23.5	18.4	43.3	21.7	23.1	37.0	0.0	32.6
Incr Delay (d2), s/veh	9.0	23.4	0.2	21.7	2.1	0.6	54.1	0.4	1.3	13.5	0.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	19.7	0.6	3.4	9.7	2.5	5.5	1.1	2.6	6.3	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	50.9	12.2	64.9	25.6	19.0	97.3	22.1	24.4	50.5	0.0	36.3
LnGrp LOS	D	F	B	E	C	B	F	C	C	D	A	D
Approach Vol, veh/h		1804			1424			372			397	
Approach Delay, s/veh		49.7			28.0			52.0			44.7	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	46.0	12.0	25.0	12.5	45.5		37.0				
Change Period (Y+Rc), s	4.6	6.0	4.0	4.9	4.6	6.0		4.9				
Max Green Setting (Gmax), s	7.4	40.0	8.0	20.1	8.4	39.0		32.1				
Max Q Clear Time (g_c+I1), s	8.1	42.0	9.5	20.9	7.9	26.9		8.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	4.0		0.8				

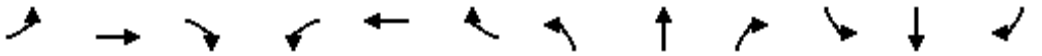
Intersection Summary			
HCM 6th Ctrl Delay		41.7	
HCM 6th LOS		D	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	18	1831	34	1353	19	10	80	8
Future Volume (vph)	18	1831	34	1353	19	10	80	8
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	11.8	9.6	11.8	9.6	9.6	9.6	9.6
Total Split (s)	20.0	45.0	20.0	45.0	35.0	35.0	35.0	35.0
Total Split (%)	20.0%	45.0%	20.0%	45.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.6	5.8	3.6	5.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.7	50.9	6.6	53.7		30.4		30.4
Actuated g/C Ratio	0.06	0.51	0.07	0.54		0.30		0.30
v/c Ratio	0.17	1.03	0.29	0.73		0.22		0.26
Control Delay	48.3	56.5	50.3	21.7		9.7		24.9
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	48.3	56.5	50.3	21.7		9.7		24.9
LOS	D	E	D	C		A		C
Approach Delay		56.4		22.4		9.7		24.9
Approach LOS		E		C		A		C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 51 (51%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 40.2	Intersection LOS: D
Intersection Capacity Utilization 73.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Conard Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	1831	26	34	1353	32	19	10	88	80	8	24
Future Volume (veh/h)	18	1831	26	34	1353	32	19	10	88	80	8	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	1868	27	35	1381	33	19	10	90	82	8	24
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	1839	27	56	1860	44	94	67	372	367	41	92
Arrive On Green	0.02	0.50	0.50	0.03	0.52	0.52	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	3643	53	1810	3603	86	172	222	1223	1004	135	304
Grp Volume(v), veh/h	18	923	972	35	691	723	119	0	0	114	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1890	1810	1805	1884	1617	0	0	1443	0	0
Q Serve(g_s), s	1.0	50.5	50.5	1.9	30.0	30.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.0	50.5	50.5	1.9	30.0	30.1	5.3	0.0	0.0	5.2	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.05	0.16		0.76	0.72		0.21
Lane Grp Cap(c), veh/h	36	911	954	56	932	973	533	0	0	501	0	0
V/C Ratio(X)	0.51	1.01	1.02	0.62	0.74	0.74	0.22	0.00	0.00	0.23	0.00	0.00
Avail Cap(c_a), veh/h	279	911	954	279	932	973	533	0	0	501	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.10	0.10	0.10	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.5	24.8	24.8	47.9	19.0	19.0	26.1	0.0	0.0	26.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	12.9	14.1	4.1	5.3	5.1	1.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	21.2	22.6	0.9	11.9	12.4	2.3	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.9	37.7	38.9	52.0	24.3	24.1	27.0	0.0	0.0	27.0	0.0	0.0
LnGrp LOS	D	F	F	D	C	C	C	A	A	C	A	A
Approach Vol, veh/h		1913			1449			119			114	
Approach Delay, s/veh		38.4			24.8			27.0			27.0	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	57.3		35.0	6.6	58.4		35.0				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	15.4	38.2		30.4	15.4	38.2		30.4				
Max Q Clear Time (g_c+I1), s	3.9	52.5		7.2	3.0	32.1		7.3				
Green Ext Time (p_c), s	0.0	0.0		0.4	0.0	2.9		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		32.2	
HCM 6th LOS		C	

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	1826	1238	57	72	61
Future Vol, veh/h	28	1826	1238	57	72	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	30	1963	1331	61	77	66

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1392	0	-	0	2207	696
Stage 1	-	-	-	-	1362	-
Stage 2	-	-	-	-	845	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	498	-	-	-	~ 54	389
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	359	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	498	-	-	-	~ 51	389
Mov Cap-2 Maneuver	-	-	-	-	134	-
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	359	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	64.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	498	-	-	-	192
HCM Lane V/C Ratio	0.06	-	-	-	0.745
HCM Control Delay (s)	12.7	-	-	-	64.2
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	4.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1614	13	1180	122	8
Future Volume (vph)	1614	13	1180	122	8
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	8	
Permitted Phases					8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.9	10.3	11.9	10.3	10.3
Total Split (s)	50.0	20.0	70.0	30.0	30.0
Total Split (%)	50.0%	20.0%	70.0%	30.0%	30.0%
Yellow Time (s)	5.9	4.3	5.9	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	5.3	6.9	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	43.2	5.4	45.4	24.8	24.8
Actuated g/C Ratio	0.52	0.07	0.55	0.30	0.30
v/c Ratio	1.05	0.12	0.64	0.12	0.02
Control Delay	57.3	39.9	14.5	22.3	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	57.3	39.9	14.5	22.3	13.1
LOS	E	D	B	C	B
Approach Delay	57.3		14.8	21.7	
Approach LOS	E		B	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 82.4	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 39.7	Intersection LOS: D
Intersection Capacity Utilization 65.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Riverside St & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1614	215	13	1180	122	8
Future Volume (veh/h)	1614	215	13	1180	122	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1735	231	14	1269	131	9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1596	208	30	2074	1000	459
Arrive On Green	0.50	0.50	0.02	0.57	0.28	0.28
Sat Flow, veh/h	3307	418	1810	3705	3510	1610
Grp Volume(v), veh/h	958	1008	14	1269	131	9
Grp Sat Flow(s),veh/h/ln	1805	1825	1810	1805	1755	1610
Q Serve(g_s), s	43.1	43.1	0.7	20.0	2.4	0.3
Cycle Q Clear(g_c), s	43.1	43.1	0.7	20.0	2.4	0.3
Prop In Lane		0.23	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	897	907	30	2074	1000	459
V/C Ratio(X)	1.07	1.11	0.47	0.61	0.13	0.02
Avail Cap(c_a), veh/h	897	907	307	2626	1000	459
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	21.8	42.3	12.1	23.0	22.3
Incr Delay (d2), s/veh	49.9	65.5	4.2	0.3	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.9	31.1	0.3	6.2	1.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	71.7	87.3	46.5	12.4	23.3	22.4
LnGrp LOS	F	F	D	B	C	C
Approach Vol, veh/h	1966			1283	140	
Approach Delay, s/veh	79.7			12.8	23.3	
Approach LOS	E			B	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.7	50.0				56.7	30.0
Change Period (Y+Rc), s	5.3	6.9				6.9	5.3
Max Green Setting (Gmax), s	14.7	43.1				63.1	24.7
Max Q Clear Time (g_c+I1), s	2.7	45.1				22.0	4.4
Green Ext Time (p_c), s	0.0	0.0				10.4	0.2

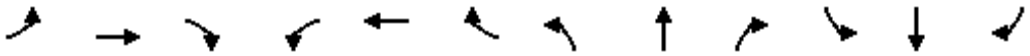
Intersection Summary			
HCM 6th Ctrl Delay		52.0	
HCM 6th LOS		D	

Lane Group	EBT	WBL	WBT	NBL	NBT	Ø4
Lane Configurations						
Traffic Volume (vph)	1631	56	1140	27	0	
Future Volume (vph)	1631	56	1140	27	0	
Turn Type	NA	Prot	NA	Perm	NA	
Protected Phases	2	1	6		8	4
Permitted Phases				8		
Detector Phase	2	1	6	8	8	
Switch Phase						
Minimum Initial (s)	6.0	4.0	6.0	5.0	5.0	5.0
Minimum Split (s)	13.4	9.4	13.4	11.2	11.2	9.6
Total Split (s)	50.0	25.0	75.0	25.0	25.0	25.0
Total Split (%)	50.0%	25.0%	75.0%	25.0%	25.0%	25%
Yellow Time (s)	5.9	4.4	5.9	5.2	5.2	3.6
All-Red Time (s)	1.5	1.0	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.4	5.4	7.4		6.2	
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	42.8	7.3	53.2		18.9	
Actuated g/C Ratio	0.50	0.09	0.62		0.22	
v/c Ratio	0.99	0.40	0.55		0.22	
Control Delay	43.4	45.7	10.4		6.8	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	43.4	45.7	10.4		6.8	
LOS	D	D	B		A	
Approach Delay	43.4		12.0		6.8	
Approach LOS	D		B		A	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 85.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 29.5	Intersection LOS: C
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Wasson Canyon Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1631	13	56	1140	0	27	0	62	0	0	0
Future Volume (veh/h)	0	1631	13	56	1140	0	27	0	62	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	1773	14	61	1239	0	29	0	67	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	1823	14	79	2178	0	142	27	263	0	452	0
Arrive On Green	0.00	0.50	0.50	0.04	0.60	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Sat Flow, veh/h	0	3766	29	1810	3705	0	366	113	1106	0	1900	0
Grp Volume(v), veh/h	0	871	916	61	1239	0	96	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1805	1895	1810	1805	0	1584	0	0	0	1900	0
Q Serve(g_s), s	0.0	40.2	40.4	2.9	17.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	40.2	40.4	2.9	17.8	0.0	3.9	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.02	1.00		0.00	0.30		0.70	0.00		0.00
Lane Grp Cap(c), veh/h	0	896	941	79	2178	0	432	0	0	0	452	0
V/C Ratio(X)	0.00	0.97	0.97	0.77	0.57	0.00	0.22	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	897	942	414	2847	0	432	0	0	0	452	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	21.0	21.0	40.6	10.3	0.0	26.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	23.3	23.0	5.8	0.2	0.0	1.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.2	20.2	1.3	5.2	0.0	1.7	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	44.3	44.0	46.3	10.5	0.0	27.6	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	D	D	D	B	A	C	A	A	A	A	A
Approach Vol, veh/h		1787			1300			96			0	
Approach Delay, s/veh		44.1			12.2			27.6			0.0	
Approach LOS		D			B			C				

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.2	50.0		26.6		59.1		26.6				
Change Period (Y+Rc), s	5.4	7.4		* 6.2		7.4		6.2				
Max Green Setting (Gmax), s	19.6	42.6		* 20		67.6		18.8				
Max Q Clear Time (g_c+I1), s	4.9	42.4		0.0		19.8		5.9				
Green Ext Time (p_c), s	0.0	0.2		0.0		10.2		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			30.6									
HCM 6th LOS			C									

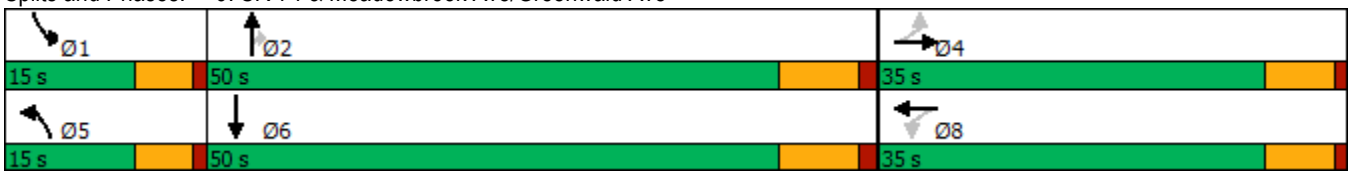
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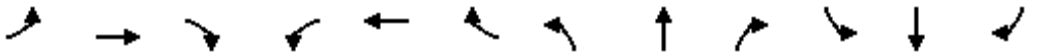
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	36	18	119	18	21	1379	242	78	1051
Future Volume (vph)	36	18	119	18	21	1379	242	78	1051
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.2	11.2	11.2	11.2	9.4	13.4	13.4	9.4	13.4
Total Split (s)	35.0	35.0	35.0	35.0	15.0	50.0	50.0	15.0	50.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	15.0%	50.0%	50.0%	15.0%	50.0%
Yellow Time (s)	5.2	5.2	5.2	5.2	4.4	5.9	5.9	4.4	5.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	5.4	7.4	7.4	5.4	7.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	12.0	12.0	12.0	12.0	5.6	43.3	43.3	7.7	49.4
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.07	0.54	0.54	0.10	0.62
v/c Ratio	0.19	0.13	0.60	0.27	0.17	0.74	0.26	0.47	0.52
Control Delay	32.6	20.5	44.8	14.3	40.9	18.9	2.5	45.5	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.6	20.5	44.8	14.3	40.9	18.9	2.5	45.5	11.2
LOS	C	C	D	B	D	B	A	D	B
Approach Delay		26.7		32.7		16.8			13.5
Approach LOS		C		C		B			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 79.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 16.8	Intersection LOS: B
Intersection Capacity Utilization 71.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: SR-74 & Meadowbrook Ave/Greenwald Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	18	16	119	18	61	21	1379	242	78	1051	42
Future Volume (veh/h)	36	18	16	119	18	61	21	1379	242	78	1051	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	19	17	125	19	64	22	1452	255	82	1106	44
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	218	128	114	261	53	177	35	2005	894	106	2104	84
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.02	0.56	0.56	0.06	0.59	0.59
Sat Flow, veh/h	1334	923	826	1391	381	1284	1810	3610	1610	1810	3539	141
Grp Volume(v), veh/h	38	0	36	125	0	83	22	1452	255	82	564	586
Grp Sat Flow(s),veh/h/ln	1334	0	1749	1391	0	1666	1810	1805	1610	1810	1805	1875
Q Serve(g_s), s	2.0	0.0	1.4	6.7	0.0	3.5	0.9	22.9	6.4	3.4	14.1	14.1
Cycle Q Clear(g_c), s	5.5	0.0	1.4	8.1	0.0	3.5	0.9	22.9	6.4	3.4	14.1	14.1
Prop In Lane	1.00		0.47	1.00		0.77	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	218	0	242	261	0	230	35	2005	894	106	1073	1115
V/C Ratio(X)	0.17	0.00	0.15	0.48	0.00	0.36	0.62	0.72	0.29	0.77	0.53	0.53
Avail Cap(c_a), veh/h	534	0	657	591	0	625	226	2005	894	226	1073	1115
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	0.0	29.1	32.6	0.0	30.0	37.3	12.7	9.0	35.6	9.2	9.2
Incr Delay (d2), s/veh	0.3	0.0	0.2	1.0	0.0	0.7	6.5	2.3	0.8	4.4	1.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.6	2.3	0.0	1.4	0.4	7.3	1.9	1.5	4.3	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8	0.0	29.3	33.6	0.0	30.7	43.8	15.0	9.8	40.0	11.0	10.9
LnGrp LOS	C	A	C	C	A	C	D	B	A	D	B	B
Approach Vol, veh/h		74			208			1729			1232	
Approach Delay, s/veh		31.1			32.5			14.6			12.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	50.0		16.8	6.9	53.0		16.8				
Change Period (Y+Rc), s	5.4	7.4		6.2	5.4	7.4		6.2				
Max Green Setting (Gmax), s	9.6	42.6		28.8	9.6	42.6		28.8				
Max Q Clear Time (g_c+I1), s	5.4	24.9		7.5	2.9	16.1		10.1				
Green Ext Time (p_c), s	0.0	6.5		0.2	0.0	7.1		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		15.5	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	29	1443	9	35	1191
Future Vol, veh/h	8	29	1443	9	35	1191
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	230	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	31	1552	10	38	1281

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2274	781	0	0	1562	0
Stage 1	1557	-	-	-	-	-
Stage 2	717	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	35	342	-	-	429	-
Stage 1	162	-	-	-	-	-
Stage 2	450	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	32	342	-	-	429	-
Mov Cap-2 Maneuver	118	-	-	-	-	-
Stage 1	162	-	-	-	-	-
Stage 2	410	-	-	-	-	-

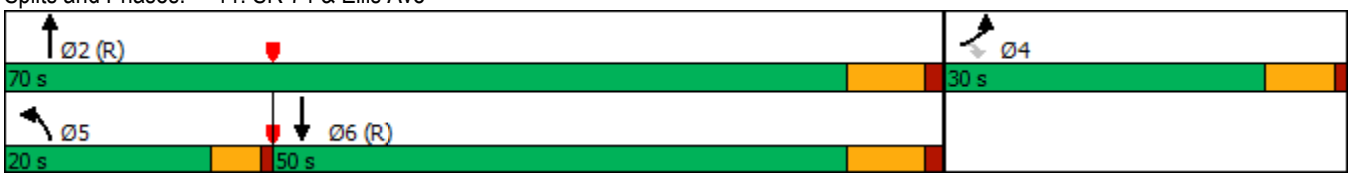
Approach	WB	NB	SB
HCM Control Delay, s	22.8	0	0.4
HCM LOS	C		

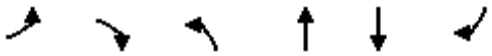
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	242	429	-
HCM Lane V/C Ratio	-	-	0.164	0.088	-
HCM Control Delay (s)	-	-	22.8	14.2	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.6	0.3	-

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	238	49	53	1029	957
Future Volume (vph)	238	49	53	1029	957
Turn Type	Prot	Perm	Prot	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	4.0	6.0	6.0
Minimum Split (s)	11.2	11.2	8.6	13.4	13.4
Total Split (s)	30.0	30.0	20.0	70.0	50.0
Total Split (%)	30.0%	30.0%	20.0%	70.0%	50.0%
Yellow Time (s)	5.2	5.2	3.6	5.9	5.9
All-Red Time (s)	1.0	1.0	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	4.6	7.4	7.4
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	18.9	18.9	7.7	67.5	57.0
Actuated g/C Ratio	0.19	0.19	0.08	0.68	0.57
v/c Ratio	0.78	0.16	0.43	0.47	0.61
Control Delay	53.8	15.9	52.6	9.0	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	53.8	15.9	52.6	9.0	17.3
LOS	D	B	D	A	B
Approach Delay	47.4			11.2	17.3
Approach LOS	D			B	B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 18.1	Intersection LOS: B
Intersection Capacity Utilization 62.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 11: SR-74 & Ellis Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	238	49	53	1029	957	148
Future Volume (veh/h)	238	49	53	1029	957	148
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	264	54	59	1143	1063	164
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	302	269	77	2517	1909	294
Arrive On Green	0.17	0.17	0.04	0.70	0.61	0.61
Sat Flow, veh/h	1810	1610	1810	3705	3230	483
Grp Volume(v), veh/h	264	54	59	1143	611	616
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1813
Q Serve(g_s), s	14.2	2.9	3.2	14.0	20.0	20.1
Cycle Q Clear(g_c), s	14.2	2.9	3.2	14.0	20.0	20.1
Prop In Lane	1.00	1.00	1.00			0.27
Lane Grp Cap(c), veh/h	302	269	77	2517	1099	1104
V/C Ratio(X)	0.87	0.20	0.77	0.45	0.56	0.56
Avail Cap(c_a), veh/h	431	383	279	2517	1099	1104
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.52	0.52
Uniform Delay (d), s/veh	40.6	35.9	47.4	6.7	11.6	11.6
Incr Delay (d2), s/veh	12.0	0.3	6.0	0.6	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	2.8	1.5	3.9	6.7	6.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	52.7	36.2	53.4	7.3	12.6	12.7
LnGrp LOS	D	D	D	A	B	B
Approach Vol, veh/h	318			1202	1227	
Approach Delay, s/veh	49.9			9.6	12.6	
Approach LOS	D			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		77.1		22.9	8.8	68.3
Change Period (Y+Rc), s		7.4		6.2	4.6	7.4
Max Green Setting (Gmax), s		62.6		23.8	15.4	42.6
Max Q Clear Time (g_c+I1), s		16.0		16.2	5.2	22.1
Green Ext Time (p_c), s		9.0		0.4	0.0	7.3

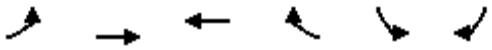
Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	51	1185	1033	417	43
Future Volume (vph)	51	1185	1033	417	43
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	11.0	11.0	9.0	9.0
Total Split (s)	20.0	60.0	40.0	30.0	30.0
Total Split (%)	22.2%	66.7%	44.4%	33.3%	33.3%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	0.5	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	4.0	4.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	Max	Max
Act Effct Green (s)	7.1	54.0	46.9	26.0	26.0
Actuated g/C Ratio	0.08	0.60	0.52	0.29	0.29
v/c Ratio	0.36	0.55	0.81	0.41	0.09
Control Delay	45.6	11.9	22.6	27.3	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.6	11.9	22.6	27.3	8.1
LOS	D	B	C	C	A
Approach Delay		13.3	22.6	25.5	
Approach LOS		B	C	C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 12: SR-74/4th St & Navajo Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	51	1185	1033	451	417	43
Future Volume (veh/h)	51	1185	1033	451	417	43
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	1185	1033	451	417	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	101	2166	1245	532	1014	465
Arrive On Green	0.06	0.60	0.51	0.51	0.29	0.29
Sat Flow, veh/h	1810	3705	2557	1053	3510	1610
Grp Volume(v), veh/h	51	1185	752	732	417	43
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1710	1755	1610
Q Serve(g_s), s	2.5	17.6	31.8	33.3	8.6	1.8
Cycle Q Clear(g_c), s	2.5	17.6	31.8	33.3	8.6	1.8
Prop In Lane	1.00			0.62	1.00	1.00
Lane Grp Cap(c), veh/h	101	2166	913	865	1014	465
V/C Ratio(X)	0.51	0.55	0.82	0.85	0.41	0.09
Avail Cap(c_a), veh/h	332	2166	913	865	1014	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	41.3	10.7	18.9	19.2	25.8	23.4
Incr Delay (d2), s/veh	1.2	0.8	0.8	1.0	1.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	5.9	11.5	11.5	3.6	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.5	11.6	19.7	20.3	27.1	23.8
LnGrp LOS	D	B	B	C	C	C
Approach Vol, veh/h		1236	1484		460	
Approach Delay, s/veh		12.8	20.0		26.7	
Approach LOS		B	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.0		30.0	8.5	51.5
Change Period (Y+Rc), s		6.0		4.0	3.5	6.0
Max Green Setting (Gmax), s		54.0		26.0	16.5	34.0
Max Q Clear Time (g_c+I1), s		19.6		10.6	4.5	35.3
Green Ext Time (p_c), s		7.7		1.4	0.0	0.0

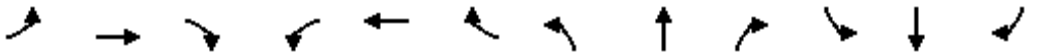
Intersection Summary	
HCM 6th Ctrl Delay	18.2
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	187	1217	39	1131	148	73	38	72
Future Volume (vph)	187	1217	39	1131	148	73	38	72
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	10.0	9.5	10.0	9.5	10.0	9.5	10.0
Total Split (s)	20.0	40.0	20.0	40.0	20.0	25.0	20.0	25.0
Total Split (%)	19.0%	38.1%	19.0%	38.1%	19.0%	23.8%	19.0%	23.8%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	14.7	47.2	7.3	35.8	13.2	32.3	7.2	22.3
Actuated g/C Ratio	0.14	0.45	0.07	0.34	0.13	0.31	0.07	0.21
v/c Ratio	0.87	0.93	0.37	1.10	0.76	0.13	0.36	0.42
Control Delay	78.2	41.9	55.1	92.1	67.6	18.8	55.0	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.2	41.9	55.1	92.1	67.6	18.8	55.0	11.0
LOS	E	D	E	F	E	B	E	B
Approach Delay		46.5		90.9		46.0		15.6
Approach LOS		D		F		D		B

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 59.1	Intersection LOS: E
Intersection Capacity Utilization 83.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 13: A St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	1217	72	39	1131	21	148	73	45	38	72	253
Future Volume (veh/h)	187	1217	72	39	1131	21	148	73	45	38	72	253
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	197	1281	76	41	1191	22	156	77	47	40	76	266
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	224	1505	89	54	1235	23	183	540	306	53	309	276
Arrive On Green	0.14	0.48	0.48	0.03	0.38	0.38	0.11	0.27	0.27	0.03	0.19	0.19
Sat Flow, veh/h	1629	3117	185	1629	3263	60	1629	2000	1131	1629	1625	1447
Grp Volume(v), veh/h	197	667	690	41	593	620	156	61	63	40	76	266
Grp Sat Flow(s),veh/h/ln	1629	1625	1677	1629	1625	1699	1629	1625	1506	1629	1625	1447
Q Serve(g_s), s	12.5	37.8	38.0	2.6	37.5	37.5	9.9	3.0	3.3	2.6	4.2	19.1
Cycle Q Clear(g_c), s	12.5	37.8	38.0	2.6	37.5	37.5	9.9	3.0	3.3	2.6	4.2	19.1
Prop In Lane	1.00		0.11	1.00		0.04	1.00		0.75	1.00		1.00
Lane Grp Cap(c), veh/h	224	784	810	54	615	643	183	439	407	53	309	276
V/C Ratio(X)	0.88	0.85	0.85	0.76	0.96	0.96	0.85	0.14	0.15	0.75	0.25	0.97
Avail Cap(c_a), veh/h	240	784	810	240	615	643	240	439	407	240	309	276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	23.8	23.9	50.3	31.9	31.9	45.7	29.1	29.2	50.4	36.1	42.2
Incr Delay (d2), s/veh	23.3	9.7	9.6	2.7	13.9	13.6	16.1	0.7	0.8	7.6	1.9	46.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	15.2	15.7	1.1	16.4	17.1	4.8	1.3	1.3	1.2	1.8	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.7	33.5	33.4	53.0	45.9	45.5	61.8	29.7	30.0	57.9	38.0	88.2
LnGrp LOS	E	C	C	D	D	D	E	C	C	E	D	F
Approach Vol, veh/h		1554			1254			280			382	
Approach Delay, s/veh		37.8			45.9			47.7			75.0	
Approach LOS		D			D			D			E	

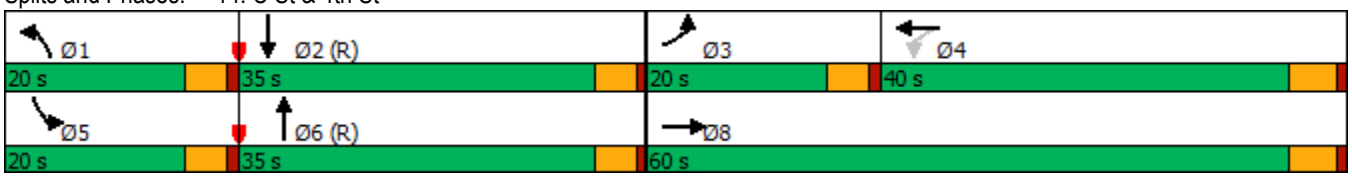
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	55.7	16.3	25.0	18.9	44.7	7.9	33.4
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	15.5	35.0	15.5	20.0	15.5	35.0	15.5	20.0
Max Q Clear Time (g_c+I1), s	4.6	40.0	11.9	21.1	14.5	39.5	4.6	5.3
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.3

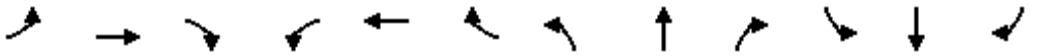
Intersection Summary	
HCM 6th Ctrl Delay	45.6
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	301	986	1	785	2	30	25	41
Future Volume (vph)	301	986	1	785	2	30	25	41
Turn Type	Prot	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases	3	8		4	1	6	5	2
Permitted Phases			4					
Detector Phase	3	8	4	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	10.1	10.1	9.6	9.6	9.6	9.6
Total Split (s)	20.0	60.0	40.0	40.0	20.0	35.0	20.0	35.0
Total Split (%)	17.4%	52.2%	34.8%	34.8%	17.4%	30.4%	17.4%	30.4%
Yellow Time (s)	3.6	4.1	4.1	4.1	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1		5.1	4.6	4.6	4.6	4.6
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	15.4	52.9		32.9	5.0	45.3	6.4	50.4
Actuated g/C Ratio	0.13	0.46		0.29	0.04	0.39	0.06	0.44
v/c Ratio	1.34	0.64		0.90	0.03	0.06	0.27	0.54
Control Delay	219.1	25.7		51.6	53.5	20.8	58.3	6.2
Queue Delay	0.0	0.0		5.4	0.0	0.0	0.0	0.0
Total Delay	219.1	25.7		57.1	53.5	20.8	58.3	6.2
LOS	F	C		E	D	C	E	A
Approach Delay		70.7		57.1		22.2		8.7
Approach LOS		E		E		C		A

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay: 53.8	Intersection LOS: D
Intersection Capacity Utilization 92.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 14: C St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	986	9	1	785	32	2	30	10	25	41	451
Future Volume (veh/h)	301	986	9	1	785	32	2	30	10	25	41	451
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	324	1060	10	1	844	34	2	32	11	27	44	485
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	242	1626	15	32	934	38	5	550	189	45	58	641
Arrive On Green	0.13	0.44	0.44	0.27	0.27	0.27	0.00	0.41	0.41	0.03	0.43	0.43
Sat Flow, veh/h	1810	3664	35	1	3462	139	1810	1351	464	1810	135	1493
Grp Volume(v), veh/h	324	522	548	463	0	416	2	0	43	27	0	529
Grp Sat Flow(s),veh/h/ln	1810	1805	1894	1899	0	1703	1810	0	1816	1810	0	1629
Q Serve(g_s), s	15.4	26.0	26.0	0.3	0.0	27.1	0.1	0.0	1.7	1.7	0.0	31.6
Cycle Q Clear(g_c), s	15.4	26.0	26.0	27.1	0.0	27.1	0.1	0.0	1.7	1.7	0.0	31.6
Prop In Lane	1.00		0.02	0.00		0.08	1.00		0.26	1.00		0.92
Lane Grp Cap(c), veh/h	242	801	840	544	0	459	5	0	739	45	0	699
V/C Ratio(X)	1.34	0.65	0.65	0.85	0.00	0.90	0.41	0.00	0.06	0.59	0.00	0.76
Avail Cap(c_a), veh/h	242	862	904	607	0	517	242	0	739	242	0	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.28	0.28	0.28	0.63	0.00	0.63	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.8	25.0	25.0	40.5	0.0	40.6	57.3	0.0	20.7	55.5	0.0	27.7
Incr Delay (d2), s/veh	159.5	0.3	0.3	6.2	0.0	11.8	19.3	0.0	0.2	4.5	0.0	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.6	10.8	11.4	13.3	0.0	12.6	0.1	0.0	0.7	0.8	0.0	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	209.3	25.4	25.3	46.8	0.0	52.3	76.5	0.0	20.9	60.0	0.0	35.2
LnGrp LOS	F	C	C	D	A	D	E	A	C	E	A	D
Approach Vol, veh/h		1394			879			45			556	
Approach Delay, s/veh		68.1			49.4			23.3			36.4	
Approach LOS		E			D			C			D	

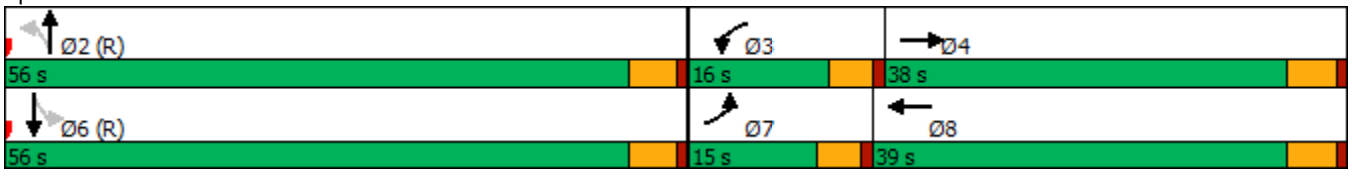
Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	4.9	54.0	20.0	36.1	7.5	51.4		56.1
Change Period (Y+Rc), s	4.6	4.6	4.6	5.1	4.6	4.6		5.1
Max Green Setting (Gmax), s	15.4	30.4	15.4	34.9	15.4	30.4		54.9
Max Q Clear Time (g_c+I1), s	2.1	33.6	17.4	29.1	3.7	3.7		28.0
Green Ext Time (p_c), s	0.0	0.0	0.0	1.9	0.0	0.1		4.7

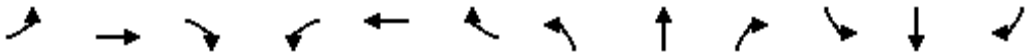
Intersection Summary	
HCM 6th Ctrl Delay	55.6
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	126	873	76	682	37	94	73	130
Future Volume (vph)	126	873	76	682	37	94	73	130
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	9.6	10.1	10.0	10.0	10.0	10.0
Total Split (s)	15.0	38.0	16.0	39.0	56.0	56.0	56.0	56.0
Total Split (%)	13.6%	34.5%	14.5%	35.5%	50.9%	50.9%	50.9%	50.9%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	9.9	32.8	8.8	29.7	55.7	55.7	55.7	55.7
Actuated g/C Ratio	0.09	0.30	0.08	0.27	0.51	0.51	0.51	0.51
v/c Ratio	0.79	0.84	0.54	0.75	0.07	0.18	0.12	0.25
Control Delay	80.9	44.6	61.8	41.2	16.5	12.5	16.8	14.1
Queue Delay	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.9	49.2	61.8	41.2	16.5	12.5	16.8	14.1
LOS	F	D	E	D	B	B	B	B
Approach Delay		53.1		43.2		13.3		14.8
Approach LOS		D		D		B		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 10 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 41.3	Intersection LOS: D
Intersection Capacity Utilization 63.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 15: D St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	873	22	76	682	36	37	94	65	73	130	98
Future Volume (veh/h)	126	873	22	76	682	36	37	94	65	73	130	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	127	882	22	77	689	36	37	95	66	74	131	99
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	976	24	99	838	44	613	562	391	677	541	409
Arrive On Green	0.09	0.27	0.27	0.05	0.24	0.24	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1810	3599	90	1810	3483	182	1163	1040	723	1237	1001	756
Grp Volume(v), veh/h	127	442	462	77	357	368	37	0	161	74	0	230
Grp Sat Flow(s),veh/h/ln	1810	1805	1884	1810	1805	1860	1163	0	1763	1237	0	1757
Q Serve(g_s), s	7.6	26.0	26.0	4.6	20.6	20.6	1.9	0.0	5.1	3.5	0.0	7.6
Cycle Q Clear(g_c), s	7.6	26.0	26.0	4.6	20.6	20.6	9.5	0.0	5.1	8.6	0.0	7.6
Prop In Lane	1.00		0.05	1.00		0.10	1.00		0.41	1.00		0.43
Lane Grp Cap(c), veh/h	155	490	511	99	434	447	613	0	953	677	0	949
V/C Ratio(X)	0.82	0.90	0.90	0.78	0.82	0.82	0.06	0.00	0.17	0.11	0.00	0.24
Avail Cap(c_a), veh/h	171	540	563	188	556	573	613	0	953	677	0	949
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.86	0.86	0.86	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.5	38.7	38.7	51.3	39.5	39.6	15.9	0.0	12.8	15.0	0.0	13.4
Incr Delay (d2), s/veh	16.9	12.9	12.5	4.2	5.3	5.2	0.2	0.0	0.4	0.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	13.1	13.6	2.2	9.6	9.9	0.5	0.0	2.1	1.1	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.4	51.6	51.2	55.6	44.8	44.7	16.1	0.0	13.2	15.3	0.0	14.0
LnGrp LOS	E	D	D	E	D	D	B	A	B	B	A	B
Approach Vol, veh/h		1031			802			198			304	
Approach Delay, s/veh		53.2			45.8			13.7			14.3	
Approach LOS		D			D			B			B	

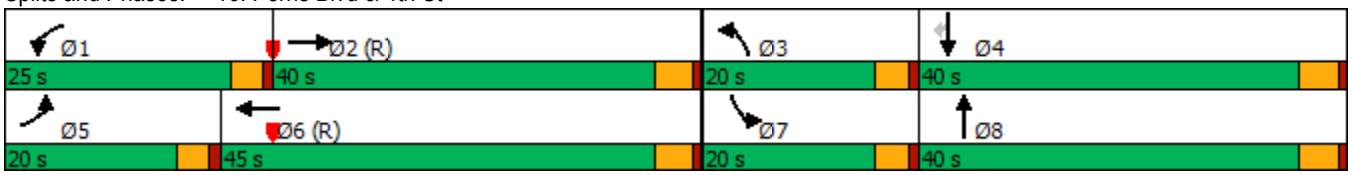
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		64.4	10.6	34.9		64.4	14.0	31.6				
Change Period (Y+Rc), s		5.0	4.6	5.1		5.0	4.6	5.1				
Max Green Setting (Gmax), s		51.0	11.4	32.9		51.0	10.4	33.9				
Max Q Clear Time (g_c+I1), s		11.5	6.6	28.0		10.6	9.6	22.6				
Green Ext Time (p_c), s		0.7	0.0	1.8		1.1	0.0	2.2				

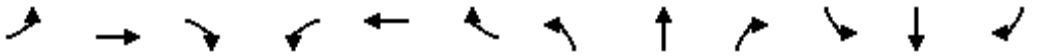
Intersection Summary												
HCM 6th Ctrl Delay			42.3									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	306	608	83	496	68	374	89	399	222
Future Volume (vph)	306	608	83	496	68	374	89	399	222
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.6	9.0	9.6	9.0	9.6	9.0	9.6	9.6
Total Split (s)	20.0	40.0	25.0	45.0	20.0	40.0	20.0	40.0	40.0
Total Split (%)	16.0%	32.0%	20.0%	36.0%	16.0%	32.0%	16.0%	32.0%	32.0%
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?		Yes	Yes			Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	16.0	45.4	11.0	40.4	9.8	40.1	11.3	43.5	43.5
Actuated g/C Ratio	0.13	0.36	0.09	0.32	0.08	0.32	0.09	0.35	0.35
v/c Ratio	1.52	0.61	0.61	0.55	0.55	0.43	0.63	0.69	0.35
Control Delay	294.9	35.4	71.7	36.5	70.9	34.8	72.4	43.8	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	294.9	35.4	71.7	36.5	70.9	34.8	72.4	43.8	5.7
LOS	F	D	E	D	E	C	E	D	A
Approach Delay		115.0		41.1		39.7		35.5	
Approach LOS		F		D		D		D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.52	
Intersection Signal Delay: 65.4	Intersection LOS: E
Intersection Capacity Utilization 78.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 16: Perris Blvd & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	306	608	82	83	496	56	68	374	53	89	399	222
Future Volume (veh/h)	306	608	82	83	496	56	68	374	53	89	399	222
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	315	627	85	86	511	58	70	386	55	92	411	229
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	208	1275	173	106	1123	127	87	809	114	113	511	432
Arrive On Green	0.13	0.44	0.44	0.07	0.38	0.38	0.05	0.28	0.28	0.07	0.30	0.30
Sat Flow, veh/h	1629	2867	388	1629	2940	333	1629	2857	404	1629	1710	1448
Grp Volume(v), veh/h	315	355	357	86	282	287	70	218	223	92	411	229
Grp Sat Flow(s),veh/h/ln	1629	1625	1630	1629	1625	1649	1629	1625	1637	1629	1710	1448
Q Serve(g_s), s	16.0	19.4	19.5	6.5	16.2	16.3	5.3	13.9	14.1	7.0	27.7	16.5
Cycle Q Clear(g_c), s	16.0	19.4	19.5	6.5	16.2	16.3	5.3	13.9	14.1	7.0	27.7	16.5
Prop In Lane	1.00		0.24	1.00		0.20	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	208	723	725	106	621	630	87	460	464	113	511	432
V/C Ratio(X)	1.51	0.49	0.49	0.81	0.45	0.46	0.80	0.47	0.48	0.82	0.80	0.53
Avail Cap(c_a), veh/h	208	723	725	274	621	630	208	460	464	208	511	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.52	0.52	0.52	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	24.6	24.7	57.7	28.9	28.9	58.5	37.1	37.2	57.4	40.5	36.5
Incr Delay (d2), s/veh	242.6	1.2	1.2	5.1	2.2	2.2	6.2	3.5	3.5	5.4	12.7	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.5	7.6	7.6	2.8	6.6	6.8	2.3	5.9	6.1	3.0	13.3	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	297.1	25.9	25.9	62.8	31.1	31.1	64.7	40.6	40.7	62.8	53.1	41.1
LnGrp LOS	F	C	C	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		1027			655			511			732	
Approach Delay, s/veh		109.1			35.3			43.9			50.6	
Approach LOS		F			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	60.2	10.7	41.9	20.0	52.4	12.6	40.0
Change Period (Y+Rc), s	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6
Max Green Setting (Gmax), s	21.0	35.4	16.0	35.4	16.0	40.4	16.0	35.4
Max Q Clear Time (g_c+I1), s	8.5	21.5	7.3	29.7	18.0	18.3	9.0	16.1
Green Ext Time (p_c), s	0.1	2.4	0.0	1.1	0.0	2.1	0.0	1.5

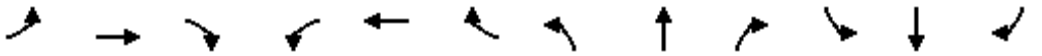
Intersection Summary	
HCM 6th Ctrl Delay	66.5
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	70	647	62	550	26	85	78	85
Future Volume (vph)	70	647	62	550	26	85	78	85
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	10.5	10.5	10.5	10.5
Total Split (s)	20.0	35.0	20.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	22.2%	38.9%	22.2%	38.9%	38.9%	38.9%	38.9%	38.9%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	8.9	37.9	8.6	37.6	29.5	29.5	29.5	29.5
Actuated g/C Ratio	0.10	0.42	0.10	0.42	0.33	0.33	0.33	0.33
v/c Ratio	0.40	0.45	0.37	0.40	0.07	0.28	0.21	0.25
Control Delay	43.9	20.8	52.5	12.4	21.5	16.1	23.6	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.9	20.8	52.5	12.4	21.5	16.1	23.6	17.0
LOS	D	C	D	B	C	B	C	B
Approach Delay		23.0		16.3		16.9		19.3
Approach LOS		C		B		B		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 49.4 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 19.5	Intersection LOS: B
Intersection Capacity Utilization 54.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 17: G St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	647	19	62	550	33	26	85	83	78	85	62
Future Volume (veh/h)	70	647	19	62	550	33	26	85	83	78	85	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	667	20	64	567	34	27	88	86	80	88	64
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	94	1605	48	83	1528	91	410	288	282	390	334	243
Arrive On Green	0.05	0.45	0.45	0.09	0.88	0.88	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3578	107	1810	3456	207	1250	880	860	1225	1020	742
Grp Volume(v), veh/h	72	336	351	64	296	305	27	0	174	80	0	152
Grp Sat Flow(s),veh/h/ln	1810	1805	1880	1810	1805	1858	1250	0	1740	1225	0	1762
Q Serve(g_s), s	3.5	11.4	11.4	3.1	2.5	2.5	1.5	0.0	6.7	4.7	0.0	5.7
Cycle Q Clear(g_c), s	3.5	11.4	11.4	3.1	2.5	2.5	7.2	0.0	6.7	11.4	0.0	5.7
Prop In Lane	1.00		0.06	1.00		0.11	1.00		0.49	1.00		0.42
Lane Grp Cap(c), veh/h	94	809	843	83	798	822	410	0	570	390	0	577
V/C Ratio(X)	0.76	0.42	0.42	0.77	0.37	0.37	0.07	0.00	0.31	0.21	0.00	0.26
Avail Cap(c_a), veh/h	312	809	843	312	798	822	410	0	570	390	0	577
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	0.89	0.89	0.89	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.1	16.8	16.8	40.4	3.0	3.0	24.9	0.0	22.6	26.9	0.0	22.3
Incr Delay (d2), s/veh	9.2	1.2	1.1	12.4	1.2	1.1	0.3	0.0	1.4	1.2	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	4.7	4.9	1.6	0.9	1.0	0.5	0.0	2.9	1.5	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.3	18.0	18.0	52.8	4.2	4.2	25.2	0.0	24.0	28.0	0.0	23.4
LnGrp LOS	D	B	B	D	A	A	C	A	C	C	A	C
Approach Vol, veh/h		759			665			201			232	
Approach Delay, s/veh		21.1			8.9			24.1			25.0	
Approach LOS		C			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	46.4		35.0	9.2	45.8		35.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	29.0		29.5	15.5	29.0		29.5				
Max Q Clear Time (g_c+I1), s	5.1	13.4		13.4	5.5	4.5		9.2				
Green Ext Time (p_c), s	0.1	3.7		1.0	0.1	3.6		1.1				

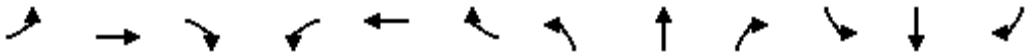
Intersection Summary												
HCM 6th Ctrl Delay			17.6									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	45	694	21	595	30	17	192	12
Future Volume (vph)	45	694	21	595	30	17	192	12
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	15.5	15.5	10.5	10.5
Total Split (s)	20.0	35.0	20.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	22.2%	38.9%	22.2%	38.9%	38.9%	38.9%	38.9%	38.9%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0		5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.8	44.1	6.7	40.9		29.5		29.5
Actuated g/C Ratio	0.09	0.49	0.07	0.45		0.33		0.33
v/c Ratio	0.29	0.43	0.16	0.45		0.10		0.56
Control Delay	48.0	11.9	41.3	18.6		21.9		29.3
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	48.0	11.9	41.3	18.6		21.9		29.3
LOS	D	B	D	B		C		C
Approach Delay		14.0		19.3		21.9		29.3
Approach LOS		B		B		C		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 49.4 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 18.4	Intersection LOS: B
Intersection Capacity Utilization 55.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 18: Wilkerson Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	694	45	21	595	115	30	17	0	192	12	46
Future Volume (veh/h)	45	694	45	21	595	115	30	17	0	192	12	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	715	46	22	613	119	31	18	0	198	12	47
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	69	1622	104	43	1371	266	375	204	0	436	32	89
Arrive On Green	0.08	0.94	0.94	0.02	0.46	0.46	0.33	0.33	0.00	0.33	0.33	0.33
Sat Flow, veh/h	1810	3443	221	1810	3003	582	946	624	0	1115	98	272
Grp Volume(v), veh/h	46	375	386	22	368	364	49	0	0	257	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1860	1810	1805	1780	1569	0	0	1485	0	0
Q Serve(g_s), s	2.2	1.9	1.9	1.1	12.5	12.6	0.0	0.0	0.0	10.7	0.0	0.0
Cycle Q Clear(g_c), s	2.2	1.9	1.9	1.1	12.5	12.6	1.7	0.0	0.0	12.4	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.33	0.63		0.00	0.77		0.18
Lane Grp Cap(c), veh/h	69	850	876	43	824	813	580	0	0	558	0	0
V/C Ratio(X)	0.67	0.44	0.44	0.52	0.45	0.45	0.08	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	312	850	876	312	824	813	580	0	0	558	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.87	0.87	0.87	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.0	1.4	1.4	43.4	16.7	16.7	20.9	0.0	0.0	24.3	0.0	0.0
Incr Delay (d2), s/veh	9.8	1.5	1.5	8.2	1.5	1.6	0.3	0.0	0.0	2.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.8	0.8	0.6	5.2	5.2	0.7	0.0	0.0	4.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	2.9	2.9	51.7	18.2	18.3	21.2	0.0	0.0	27.1	0.0	0.0
LnGrp LOS	D	A	A	D	B	B	C	A	A	C	A	A
Approach Vol, veh/h		807			754			49			257	
Approach Delay, s/veh		5.7			19.2			21.2			27.1	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	48.4		35.0	7.9	47.1		35.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	29.0		29.5	15.5	29.0		29.5				
Max Q Clear Time (g_c+I1), s	3.1	3.9		14.4	4.2	14.6		3.7				
Green Ext Time (p_c), s	0.0	4.9		1.2	0.0	3.9		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		14.5	
HCM 6th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	837	26	72	11	18	53	368	8	29	432	659
Future Volume (vph)	837	26	72	11	18	53	368	8	29	432	659
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	9.5	11.0	9.5	11.0	11.0	9.5	11.0	11.0
Total Split (s)	40.0	55.0	55.0	25.0	40.0	25.0	35.0	35.0	25.0	35.0	35.0
Total Split (%)	28.6%	39.3%	39.3%	17.9%	28.6%	17.9%	25.0%	25.0%	17.9%	25.0%	25.0%
Yellow Time (s)	5.0	5.0	5.0	3.5	5.0	3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	34.0	69.2	69.2	6.5	34.0	9.8	45.8	45.8	7.9	41.8	41.8
Actuated g/C Ratio	0.24	0.49	0.49	0.05	0.24	0.07	0.33	0.33	0.06	0.30	0.30
v/c Ratio	1.06	0.03	0.09	0.14	0.11	0.45	0.34	0.01	0.30	0.43	0.54
Control Delay	97.8	20.6	2.9	67.3	13.8	73.1	37.9	0.0	70.4	42.2	5.5
Queue Delay	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	107.2	20.6	2.9	67.3	13.8	73.1	37.9	0.0	70.4	42.2	5.5
LOS	F	C	A	E	B	E	D	A	E	D	A
Approach Delay		96.8			20.3		41.5			21.4	
Approach LOS		F			C		D			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 40 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 52.0	Intersection LOS: D
Intersection Capacity Utilization 60.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 19: Redlands Ave & 4th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	837	26	72	11	18	62	53	368	8	29	432	659
Future Volume (veh/h)	837	26	72	11	18	62	53	368	8	29	432	659
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	900	28	77	12	19	67	57	396	9	31	465	709
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	853	1118	948	24	629	560	74	806	359	45	748	587
Arrive On Green	0.24	0.59	0.59	0.01	0.35	0.35	0.04	0.22	0.22	0.03	0.21	0.21
Sat Flow, veh/h	3510	1900	1610	1810	1805	1608	1810	3610	1610	1810	3610	2834
Grp Volume(v), veh/h	900	28	77	12	19	67	57	396	9	31	465	709
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1608	1810	1805	1610	1810	1805	1417
Q Serve(g_s), s	34.0	0.9	2.9	0.9	1.0	4.0	4.4	13.4	0.6	2.4	16.4	29.0
Cycle Q Clear(g_c), s	34.0	0.9	2.9	0.9	1.0	4.0	4.4	13.4	0.6	2.4	16.4	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	853	1118	948	24	629	560	74	806	359	45	748	587
V/C Ratio(X)	1.06	0.03	0.08	0.50	0.03	0.12	0.77	0.49	0.03	0.68	0.62	1.21
Avail Cap(c_a), veh/h	853	1118	948	265	629	560	265	806	359	265	748	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	53.0	12.0	12.4	68.6	30.1	31.0	66.5	47.4	42.5	67.7	50.5	55.5
Incr Delay (d2), s/veh	45.1	0.0	0.2	15.0	0.1	0.4	15.1	2.1	0.1	15.8	3.6	108.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.2	0.4	1.1	0.5	0.4	1.6	2.3	6.3	0.3	1.3	7.8	19.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.1	12.1	12.6	83.6	30.1	31.5	81.6	49.6	42.6	83.5	54.2	163.5
LnGrp LOS	F	B	B	F	C	C	F	D	D	F	D	F
Approach Vol, veh/h		1005			98			462			1205	
Approach Delay, s/veh		89.1			37.6			53.4			119.3	
Approach LOS		F			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	88.4	10.2	35.0	40.0	54.8	8.0	37.2
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	6.0	4.5	6.0
Max Green Setting (Gmax), s	20.5	49.0	20.5	29.0	34.0	34.0	20.5	29.0
Max Q Clear Time (g_c+I1), s	2.9	4.9	6.4	31.0	36.0	6.0	4.4	15.4
Green Ext Time (p_c), s	0.0	0.4	0.1	0.0	0.0	0.4	0.0	2.2

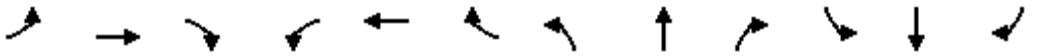
Intersection Summary	
HCM 6th Ctrl Delay	94.5
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	224	6	242	825	443	365	878
Future Volume (vph)	224	6	242	825	443	365	878
Turn Type	Split	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5	10.5	11.0	11.0	9.5	11.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	25.0	60.0
Total Split (%)	36.8%	36.8%	36.8%	36.8%	36.8%	26.3%	63.2%
Yellow Time (s)	4.5	4.5	4.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	6.0	6.0	4.5	6.0
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	15.5	15.5	15.5	48.1	48.1	15.4	68.0
Actuated g/C Ratio	0.16	0.16	0.16	0.51	0.51	0.16	0.72
v/c Ratio	0.60	0.51	0.43	0.26	0.27	0.66	0.35
Control Delay	45.0	24.1	11.6	14.8	2.3	46.7	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	45.0	24.1	11.6	14.8	2.3	46.7	5.0
LOS	D	C	B	B	A	D	A
Approach Delay		27.4		10.4			17.3
Approach LOS		C		B			B

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 16.0	Intersection LOS: B
Intersection Capacity Utilization 55.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 20: Redlands Ave & I-215 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	224	6	242	0	0	0	0	825	443	365	878	0
Future Volume (veh/h)	224	6	242	0	0	0	0	825	443	365	878	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	314	0	165				0	851	457	376	905	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	493	0	219				0	3687	1599	460	2681	0
Arrive On Green	0.14	0.00	0.14				0.00	0.56	0.56	0.26	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	6802	2834	3510	3705	0
Grp Volume(v), veh/h	314	0	165				0	851	457	376	905	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1417	1755	1805	0
Q Serve(g_s), s	7.8	0.0	9.4				0.0	6.2	8.0	9.6	0.0	0.0
Cycle Q Clear(g_c), s	7.8	0.0	9.4				0.0	6.2	8.0	9.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	493	0	219				0	3687	1599	460	2681	0
V/C Ratio(X)	0.64	0.00	0.75				0.00	0.23	0.29	0.82	0.34	0.00
Avail Cap(c_a), veh/h	1124	0	500				0	3687	1599	758	2681	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.43	0.43	0.91	0.91	0.00
Uniform Delay (d), s/veh	38.8	0.0	39.5				0.0	10.4	10.8	34.0	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	5.1				0.0	0.1	0.2	3.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	4.0				0.0	2.1	2.3	3.7	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.2	0.0	44.6				0.0	10.4	11.0	37.3	0.3	0.0
LnGrp LOS	D	A	D				A	B	B	D	A	A
Approach Vol, veh/h		479						1308			1281	
Approach Delay, s/veh		41.7						10.6			11.2	
Approach LOS		D						B			B	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	17.0	59.6		18.4		76.6						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	20.5	29.0		29.5		54.0						
Max Q Clear Time (g_c+I1), s	11.6	10.0		11.4		2.0						
Green Ext Time (p_c), s	0.9	7.6		1.6		7.7						

Intersection Summary			
HCM 6th Ctrl Delay			15.7
HCM 6th LOS			B

Notes

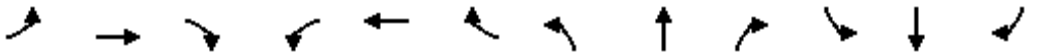
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	376	0	565	188	861	867	132
Future Volume (vph)	376	0	565	188	861	867	132
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.0	9.0	9.5	11.0	11.0	11.0
Total Split (s)	32.0	32.0	32.0	25.0	63.0	38.0	38.0
Total Split (%)	33.7%	33.7%	33.7%	26.3%	66.3%	40.0%	40.0%
Yellow Time (s)	3.0	3.0	3.0	3.5	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.5	6.0	6.0	6.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	24.6	24.6	24.6	10.6	60.4	45.2	45.2
Actuated g/C Ratio	0.26	0.26	0.26	0.11	0.64	0.48	0.48
v/c Ratio	0.77	0.64	0.62	0.50	0.39	0.29	0.17
Control Delay	44.2	21.6	20.7	61.2	7.4	16.4	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	44.2	21.6	20.7	61.2	7.5	16.4	3.7
LOS	D	C	C	E	A	B	A
Approach Delay		29.2			17.1	14.7	
Approach LOS		C			B	B	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 20.1	Intersection LOS: C
Intersection Capacity Utilization 55.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 21: Redlands Ave & I-215 NB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	376	0	565	188	861	0	0	867	132
Future Volume (veh/h)	0	0	0	376	0	565	188	861	0	0	867	132
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				261	0	729	196	897	0	0	903	138
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				470	0	836	277	2293	0	0	3326	817
Arrive On Green				0.26	0.00	0.26	0.16	1.00	0.00	0.00	0.51	0.51
Sat Flow, veh/h				1810	0	3220	3510	3705	0	0	6802	1606
Grp Volume(v), veh/h				261	0	729	196	897	0	0	903	138
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1634	1606
Q Serve(g_s), s				11.9	0.0	20.6	5.0	0.0	0.0	0.0	7.5	4.4
Cycle Q Clear(g_c), s				11.9	0.0	20.6	5.0	0.0	0.0	0.0	7.5	4.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				470	0	836	277	2293	0	0	3326	817
V/C Ratio(X)				0.56	0.00	0.87	0.71	0.39	0.00	0.00	0.27	0.17
Avail Cap(c_a), veh/h				533	0	949	758	2293	0	0	3326	817
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.96	0.96	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				30.4	0.0	33.7	39.0	0.0	0.0	0.0	13.3	12.5
Incr Delay (d2), s/veh				1.0	0.0	8.2	3.2	0.5	0.0	0.0	0.2	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.2	0.0	8.8	2.1	0.2	0.0	0.0	2.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				31.5	0.0	41.8	42.2	0.5	0.0	0.0	13.5	13.0
LnGrp LOS				C	A	D	D	A	A	A	B	B
Approach Vol, veh/h					990			1093			1041	
Approach Delay, s/veh					39.1			8.0			13.4	
Approach LOS					D			A			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		66.3			12.0	54.3		28.7				
Change Period (Y+Rc), s		6.0			4.5	6.0		4.0				
Max Green Setting (Gmax), s		57.0			20.5	32.0		28.0				
Max Q Clear Time (g_c+I1), s		2.0			7.0	9.5		22.6				
Green Ext Time (p_c), s		8.1			0.5	6.9		2.1				

Intersection Summary												
HCM 6th Ctrl Delay			19.6									
HCM 6th LOS			B									

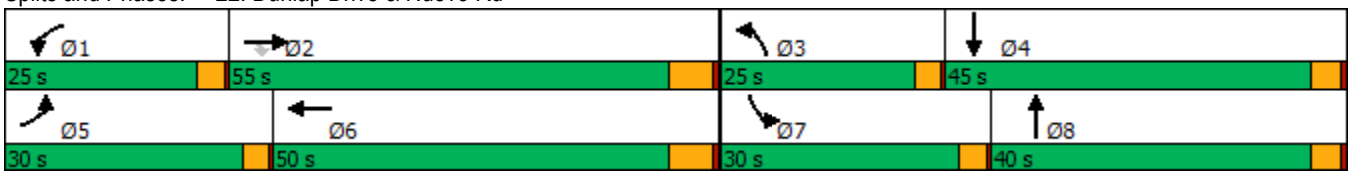
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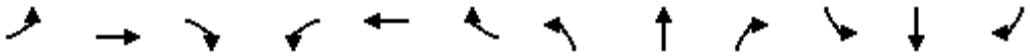
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	27	514	83	57	378	22	144	133	112
Future Volume (vph)	27	514	83	57	378	22	144	133	112
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Minimum Split (s)	8.5	12.0	12.0	8.5	12.0	8.5	10.2	8.5	10.2
Total Split (s)	30.0	55.0	55.0	25.0	50.0	25.0	40.0	30.0	45.0
Total Split (%)	20.0%	36.7%	36.7%	16.7%	33.3%	16.7%	26.7%	20.0%	30.0%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	3.2	3.0	3.2
All-Red Time (s)	0.5	1.0	1.0	0.5	1.0	0.5	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	3.5	4.2	3.5	4.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	6.4	42.1	42.1	8.3	45.9	6.1	36.8	14.3	49.2
Actuated g/C Ratio	0.05	0.36	0.36	0.07	0.39	0.05	0.31	0.12	0.42
v/c Ratio	0.31	0.83	0.14	0.49	0.69	0.26	0.40	0.67	0.21
Control Delay	66.8	47.1	7.4	69.9	35.6	65.9	35.9	66.6	25.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.8	47.1	7.4	69.9	35.6	65.9	35.9	66.6	25.4
LOS	E	D	A	E	D	E	D	E	C
Approach Delay		42.7			39.4		38.7		44.9
Approach LOS		D			D		D		D

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 116.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 41.5	Intersection LOS: D
Intersection Capacity Utilization 65.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 22: Dunlap Drive & Nuevo Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	514	83	57	378	73	22	144	67	133	112	37
Future Volume (veh/h)	27	514	83	57	378	73	22	144	67	133	112	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	30	571	92	63	420	81	24	160	74	148	124	41
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	50	657	556	82	562	108	44	423	196	180	574	190
Arrive On Green	0.03	0.35	0.35	0.05	0.36	0.36	0.02	0.34	0.34	0.10	0.42	0.42
Sat Flow, veh/h	1810	1900	1610	1810	1548	298	1810	1229	568	1810	1367	452
Grp Volume(v), veh/h	30	571	92	63	0	501	24	0	234	148	0	165
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1846	1810	0	1798	1810	0	1819
Q Serve(g_s), s	1.7	29.2	4.1	3.6	0.0	24.7	1.4	0.0	10.2	8.3	0.0	6.0
Cycle Q Clear(g_c), s	1.7	29.2	4.1	3.6	0.0	24.7	1.4	0.0	10.2	8.3	0.0	6.0
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.32	1.00		0.25
Lane Grp Cap(c), veh/h	50	657	556	82	0	670	44	0	619	180	0	763
V/C Ratio(X)	0.59	0.87	0.17	0.77	0.00	0.75	0.55	0.00	0.38	0.82	0.00	0.22
Avail Cap(c_a), veh/h	461	895	759	374	0	781	374	0	619	461	0	763
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.0	31.8	23.6	49.1	0.0	29.0	50.2	0.0	25.7	45.9	0.0	19.3
Incr Delay (d2), s/veh	4.1	8.0	0.2	5.6	0.0	3.9	4.0	0.0	1.8	3.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	13.6	1.5	1.7	0.0	10.6	0.6	0.0	4.4	3.8	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.1	39.8	23.8	54.7	0.0	32.8	54.2	0.0	27.5	49.5	0.0	19.9
LnGrp LOS	D	D	C	D	A	C	D	A	C	D	A	B
Approach Vol, veh/h		693			564			258			313	
Approach Delay, s/veh		38.3			35.3			29.9			33.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	41.9	6.0	47.8	6.4	43.7	13.8	40.0
Change Period (Y+Rc), s	3.5	6.0	3.5	* 4.2	3.5	6.0	3.5	* 4.2
Max Green Setting (Gmax), s	21.5	49.0	21.5	* 41	26.5	44.0	26.5	* 36
Max Q Clear Time (g_c+I1), s	5.6	31.2	3.4	8.0	3.7	26.7	10.3	12.2
Green Ext Time (p_c), s	0.0	4.7	0.0	0.9	0.0	3.6	0.2	1.2

Intersection Summary	
HCM 6th Ctrl Delay	35.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	334.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	425	249	207	320	21	130	230	217	82	219	64
Future Vol, veh/h	34	425	249	207	320	21	130	230	217	82	219	64
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	36	452	265	220	340	22	138	245	231	87	233	68
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	476.5	307.7	322.7	116
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	5%	38%	22%
Vol Thru, %	40%	60%	58%	60%
Vol Right, %	38%	35%	4%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	577	708	548	365
LT Vol	130	34	207	82
Through Vol	230	425	320	219
RT Vol	217	249	21	64
Lane Flow Rate	614	753	583	388
Geometry Grp	1	1	1	1
Degree of Util (X)	1.606	1.966	1.563	1.029
Departure Headway (Hd)	13.965	13.277	14.982	17.155
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	264	279	251	217
Service Time	11.965	11.277	12.982	15.155
HCM Lane V/C Ratio	2.326	2.699	2.323	1.788
HCM Control Delay	322.7	476.5	307.7	116
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	25.6	38	23	9.4

24: Porter St & Menifee Rd & Central Ave Performance by approach

Approach	EB	WB	NB	SB	NE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.1	2.1	2.1	0.0	4.3
Total Del/Veh (s)	3.1	4.7	13.6	12.9	3.2	12.3
Stop Delay (hr)	0.0	0.1	0.6	0.5	0.0	1.2
Stop Del/Veh (s)	3.0	2.9	3.8	3.1	2.4	3.4

Intersection	
Intersection Delay, s/veh	22.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	244	22	129	10	13	3	106	280	14	7	386	106
Future Vol, veh/h	244	22	129	10	13	3	106	280	14	7	386	106
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	265	24	140	11	14	3	115	304	15	8	420	115
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	19.2	12.3	16.5	29.4
HCM LOS	C	B	C	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	43%	0%	92%	0%	38%	2%	0%
Vol Thru, %	57%	91%	8%	0%	50%	98%	0%
Vol Right, %	0%	9%	0%	100%	12%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	246	154	266	129	26	393	106
LT Vol	106	0	244	0	10	7	0
Through Vol	140	140	22	0	13	386	0
RT Vol	0	14	0	129	3	0	106
Lane Flow Rate	267	167	289	140	28	427	115
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.544	0.327	0.627	0.258	0.067	0.824	0.199
Departure Headway (Hd)	7.319	7.032	7.805	6.62	8.595	6.944	6.219
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	495	512	463	543	416	521	577
Service Time	5.057	4.771	5.54	4.354	6.657	4.68	3.954
HCM Lane V/C Ratio	0.539	0.326	0.624	0.258	0.067	0.82	0.199
HCM Control Delay	18.5	13.2	22.8	11.7	12.3	34.5	10.5
HCM Lane LOS	C	B	C	B	B	D	B
HCM 95th-tile Q	3.2	1.4	4.2	1	0.2	8.2	0.7

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	0	15	1	2	2	25	376	2	2	533	9
Future Vol, veh/h	17	0	15	1	2	2	25	376	2	2	533	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	19	0	17	1	2	2	28	427	2	2	606	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1101	1100	611	1108	1104	428	616	0	0	429	0	0
Stage 1	615	615	-	484	484	-	-	-	-	-	-	-
Stage 2	486	485	-	624	620	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	191	214	497	189	213	631	974	-	-	1141	-	-
Stage 1	482	485	-	568	555	-	-	-	-	-	-	-
Stage 2	566	555	-	477	483	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	183	205	497	177	204	631	974	-	-	1141	-	-
Mov Cap-2 Maneuver	183	205	-	177	204	-	-	-	-	-	-	-
Stage 1	464	484	-	546	534	-	-	-	-	-	-	-
Stage 2	540	534	-	459	482	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.1	18.7	0.5	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	974	-	-	260	268	1141	-	-
HCM Lane V/C Ratio	0.029	-	-	0.14	0.021	0.002	-	-
HCM Control Delay (s)	8.8	0	-	21.1	18.7	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.1	0	-	-

Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	86	19	9	35	68	14	321	13	103	380	44
Future Vol, veh/h	28	86	19	9	35	68	14	321	13	103	380	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	29	90	20	9	36	71	15	334	14	107	396	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1058	1011	419	1059	1027	341	442	0	0	348	0	0
Stage 1	633	633	-	371	371	-	-	-	-	-	-	-
Stage 2	425	378	-	688	656	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	204	241	638	204	236	706	1129	-	-	1222	-	-
Stage 1	471	476	-	653	623	-	-	-	-	-	-	-
Stage 2	611	619	-	440	465	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	147	217	638	125	212	706	1129	-	-	1222	-	-
Mov Cap-2 Maneuver	147	217	-	125	212	-	-	-	-	-	-	-
Stage 1	465	434	-	645	615	-	-	-	-	-	-	-
Stage 2	510	611	-	309	424	-	-	-	-	-	-	-

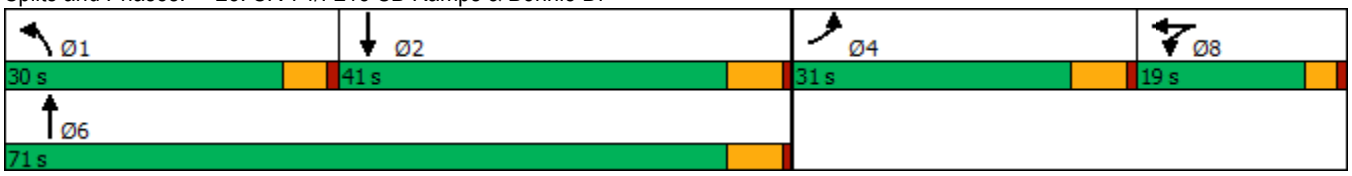
Approach	EB	WB	NB	SB
HCM Control Delay, s	47.4	21.3	0.3	1.6
HCM LOS	E	C		

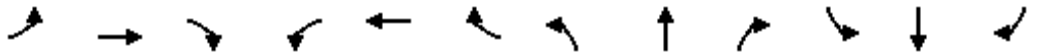
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1129	-	-	216	336	1222	-	-
HCM Lane V/C Ratio	0.013	-	-	0.641	0.347	0.088	-	-
HCM Control Delay (s)	8.2	-	-	47.4	21.3	8.2	-	-
HCM Lane LOS	A	-	-	E	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	3.8	1.5	0.3	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	40	299	246	346	865	41	
Future Volume (vph)	40	299	246	346	865	41	
Turn Type	Prot	Free	Prot	NA	NA	Free	
Protected Phases	4		1	6	2		8
Permitted Phases		Free				Free	
Detector Phase	4		1	6	2		
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0
Minimum Split (s)	11.0		10.0	11.0	11.0		9.0
Total Split (s)	31.0		30.0	71.0	41.0		19.0
Total Split (%)	25.6%		24.8%	58.7%	33.9%		16%
Yellow Time (s)	5.0		4.0	5.0	5.0		3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	6.0		5.0	6.0	6.0		
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	6.4	69.9	14.3	59.4	37.1	69.9	
Actuated g/C Ratio	0.09	1.00	0.20	0.85	0.53	1.00	
v/c Ratio	0.26	0.20	0.70	0.23	0.90	0.03	
Control Delay	36.2	0.3	37.2	2.7	33.5	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	36.2	0.3	37.2	2.7	33.5	0.0	
LOS	D	A	D	A	C	A	
Approach Delay				17.0	32.0		
Approach LOS				B	C		

Intersection Summary	
Cycle Length: 121	
Actuated Cycle Length: 69.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 22.1	Intersection LOS: C
Intersection Capacity Utilization 75.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	0	299	0	0	0	246	346	0	0	865	41
Future Volume (veh/h)	40	0	299	0	0	0	246	346	0	0	865	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	0	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	42	0	0	0	0	0	259	364	0	0	911	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	0		0	5	0	330	1622	0	0	1043	
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.85	0.00	0.00	0.55	0.00
Sat Flow, veh/h		0		0	1900	0	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h		0.0		0	0	0	259	364	0	0	911	0
Grp Sat Flow(s),veh/h/ln				0	1900	0	1810	1900	0	0	1900	1610
Q Serve(g_s), s				0.0	0.0	0.0	5.6	1.4	0.0	0.0	17.0	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	5.6	1.4	0.0	0.0	17.0	0.0
Prop In Lane				0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				0	5	0	330	1622	0	0	1043	
V/C Ratio(X)				0.00	0.00	0.00	0.78	0.22	0.00	0.00	0.87	
Avail Cap(c_a), veh/h				0	696	0	1104	3014	0	0	1623	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	16.0	0.5	0.0	0.0	8.0	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	1.6	0.0	0.0	0.0	2.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.0	1.8	0.0	0.0	0.0	3.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	0.0	17.5	0.6	0.0	0.0	10.2	0.0
LnGrp LOS				A	A	A	B	A	A	A	B	
Approach Vol, veh/h					0			623			911	
Approach Delay, s/veh					0.0			7.6			10.2	
Approach LOS								A			B	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	12.5	28.5				41.0		0.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		4.0				
Max Green Setting (Gmax), s	25.0	35.0				65.0		15.0				
Max Q Clear Time (g_c+I1), s	7.6	19.0				3.4		0.0				
Green Ext Time (p_c), s	0.3	3.5				1.2		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		9.2
HCM 6th LOS		A

Notes

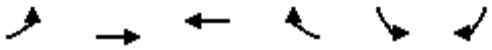
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	14	1150	556	678	302
Future Volume (vph)	14	1150	556	678	302
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	30.3	70.6	40.3		40.4
Total Split (%)	27.3%	63.6%	36.3%		36.4%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	5.6	26.4	24.7	53.5	15.8
Actuated g/C Ratio	0.10	0.49	0.46	1.00	0.30
v/c Ratio	0.08	0.68	0.35	0.44	0.67
Control Delay	29.3	12.9	11.4	0.9	24.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.3	12.9	11.4	0.9	24.5
LOS	C	B	B	A	C
Approach Delay		13.1	5.6		24.5
Approach LOS		B	A		C

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 53.5	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 11.1	Intersection LOS: B
Intersection Capacity Utilization 59.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 29: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	1150	556	678	302	37
Future Volume (veh/h)	14	1150	556	678	302	37
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	1211	585	0	318	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	35	1708	1136		393	48
Arrive On Green	0.02	0.47	0.31	0.00	0.25	0.25
Sat Flow, veh/h	1810	3705	3705	1610	1586	195
Grp Volume(v), veh/h	15	1211	585	0	358	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1786	0
Q Serve(g_s), s	0.3	10.1	5.0	0.0	7.2	0.0
Cycle Q Clear(g_c), s	0.3	10.1	5.0	0.0	7.2	0.0
Prop In Lane	1.00			1.00	0.89	0.11
Lane Grp Cap(c), veh/h	35	1708	1136		443	0
V/C Ratio(X)	0.43	0.71	0.52		0.81	0.00
Avail Cap(c_a), veh/h	1190	6199	3323		1648	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	18.4	7.9	10.7	0.0	13.4	0.0
Incr Delay (d2), s/veh	3.1	0.2	0.1	0.0	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.7	1.2	0.0	2.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.5	8.1	10.8	0.0	14.8	0.0
LnGrp LOS	C	A	B		B	A
Approach Vol, veh/h		1226	585		358	
Approach Delay, s/veh		8.3	10.8		14.8	
Approach LOS		A	B		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		23.3		14.7	6.0	17.3
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		65.3		35.1	25.0	35.0
Max Q Clear Time (g_c+I1), s		12.1		9.2	2.3	7.0
Green Ext Time (p_c), s		5.9		0.5	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

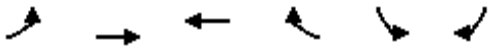
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	373	1079	848	46	385
Future Volume (vph)	373	1079	848	46	385
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.0	11.0	9.5	9.5
Total Split (s)	24.0	65.0	41.0	24.5	24.5
Total Split (%)	26.8%	72.6%	45.8%	27.4%	27.4%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	20.1	48.2	24.0	7.9	7.9
Actuated g/C Ratio	0.30	0.72	0.36	0.12	0.12
v/c Ratio	0.73	0.44	0.73	0.23	0.74
Control Delay	33.7	4.7	22.3	31.0	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	4.7	22.3	31.0	12.7
LOS	C	A	C	C	B
Approach Delay		12.2	22.3	14.6	
Approach LOS		B	C	B	

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 66.8	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 15.8	Intersection LOS: B
Intersection Capacity Utilization 61.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 30: SR-74 & Trumble Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	373	1079	848	39	46	385
Future Volume (veh/h)	373	1079	848	39	46	385
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	397	1148	902	41	49	410
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	435	2204	1122	51	462	411
Arrive On Green	0.24	0.61	0.32	0.32	0.26	0.26
Sat Flow, veh/h	1810	3705	3611	160	1810	1610
Grp Volume(v), veh/h	397	1148	463	480	49	410
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1871	1810	1610
Q Serve(g_s), s	16.7	14.2	18.4	18.4	1.6	19.9
Cycle Q Clear(g_c), s	16.7	14.2	18.4	18.4	1.6	19.9
Prop In Lane	1.00			0.09	1.00	1.00
Lane Grp Cap(c), veh/h	435	2204	576	597	462	411
V/C Ratio(X)	0.91	0.52	0.80	0.80	0.11	1.00
Avail Cap(c_a), veh/h	462	2719	807	836	462	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	8.7	24.4	24.4	22.3	29.1
Incr Delay (d2), s/veh	21.0	0.2	4.1	3.9	0.0	43.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	4.0	7.5	7.8	0.6	5.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.9	8.9	28.5	28.3	22.4	72.7
LnGrp LOS	D	A	C	C	C	E
Approach Vol, veh/h		1545	943		459	
Approach Delay, s/veh		19.4	28.4		67.3	
Approach LOS		B	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		53.8		24.5	22.8	31.0
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		59.0		20.0	20.0	35.0
Max Q Clear Time (g_c+I1), s		16.2		21.9	18.7	20.4
Green Ext Time (p_c), s		9.3		0.0	0.1	4.6

Intersection Summary	
HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1089	884	110	0	152
Future Vol, veh/h	0	1089	884	110	0	152
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1197	971	121	0	167

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	546
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	487
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	487
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

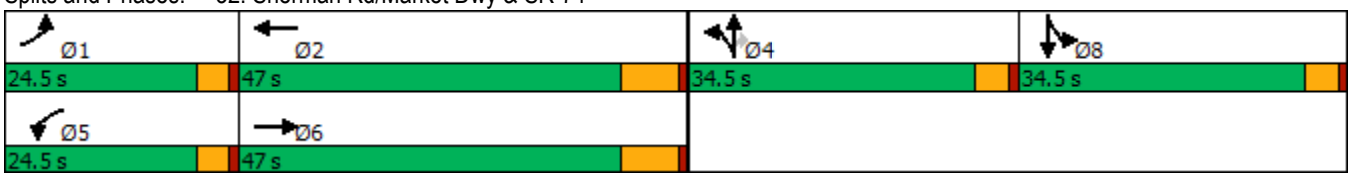
Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.2
HCM LOS			C

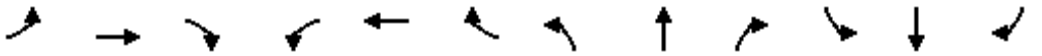
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	487
HCM Lane V/C Ratio	-	-	-	0.343
HCM Control Delay (s)	-	-	-	16.2
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1.5

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	30	1002	137	859	16	157	16
Future Volume (vph)	30	1002	137	859	16	157	16
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases						4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	12.0	9.5	12.0	9.5	9.5	9.5
Total Split (s)	24.5	47.0	24.5	47.0	34.5	34.5	34.5
Total Split (%)	17.4%	33.5%	17.4%	33.5%	24.6%	24.6%	24.6%
Yellow Time (s)	3.5	6.0	3.5	6.0	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	4.5	7.0	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	6.4	40.8	12.0	50.9	12.0	12.0	6.9
Actuated g/C Ratio	0.07	0.45	0.13	0.56	0.13	0.13	0.08
v/c Ratio	0.25	0.70	0.62	0.47	0.61	0.47	0.36
Control Delay	48.4	25.2	50.1	15.4	49.9	10.9	42.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.4	25.2	50.1	15.4	49.9	10.9	42.7
LOS	D	C	D	B	D	B	D
Approach Delay		25.8		20.0	29.2		42.7
Approach LOS		C		C	C		D

Intersection Summary	
Cycle Length: 140.5	
Actuated Cycle Length: 90.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 24.2	Intersection LOS: C
Intersection Capacity Utilization 64.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 32: Sherman Rd/Market Dwy & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1002	57	137	859	22	123	16	157	21	16	12
Future Volume (veh/h)	30	1002	57	137	859	22	123	16	157	21	16	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	1077	61	147	924	24	132	17	169	23	17	13
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	62	1308	74	189	1606	42	233	30	232	37	27	21
Arrive On Green	0.03	0.38	0.38	0.10	0.45	0.45	0.14	0.14	0.14	0.05	0.05	0.05
Sat Flow, veh/h	1810	3473	197	1810	3592	93	1612	208	1603	774	572	437
Grp Volume(v), veh/h	32	560	578	147	464	484	149	0	169	53	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1865	1810	1805	1880	1819	0	1603	1783	0	0
Q Serve(g_s), s	1.1	17.6	17.6	5.0	12.0	12.0	4.8	0.0	6.3	1.8	0.0	0.0
Cycle Q Clear(g_c), s	1.1	17.6	17.6	5.0	12.0	12.0	4.8	0.0	6.3	1.8	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.05	0.89		1.00	0.43		0.25
Lane Grp Cap(c), veh/h	62	680	702	189	807	841	263	0	232	86	0	0
V/C Ratio(X)	0.52	0.82	0.82	0.78	0.58	0.58	0.57	0.00	0.73	0.62	0.00	0.00
Avail Cap(c_a), veh/h	576	1148	1186	576	1148	1196	868	0	765	850	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.9	17.7	17.7	27.4	12.9	12.9	25.0	0.0	25.7	29.4	0.0	0.0
Incr Delay (d2), s/veh	2.5	1.0	0.9	2.6	0.2	0.2	0.7	0.0	1.6	2.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	6.0	6.2	2.2	4.3	4.5	2.0	0.0	2.4	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.4	18.7	18.7	30.0	13.2	13.2	25.8	0.0	27.4	32.1	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	C	A	C	C	A	A
Approach Vol, veh/h		1170			1095			318			53	
Approach Delay, s/veh		19.1			15.4			26.6			32.1	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	35.1		13.6	11.1	30.7		7.5				
Change Period (Y+Rc), s	4.5	7.0		4.5	4.5	7.0		4.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	3.1	14.0		8.3	7.0	19.6		3.8				
Green Ext Time (p_c), s	0.0	4.2		0.8	0.1	4.1		0.1				

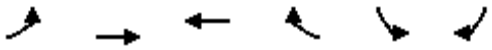
Intersection Summary			
HCM 6th Ctrl Delay		18.7	
HCM 6th LOS		B	

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	52	1029	833	53
Future Volume (vph)	52	1029	833	53
Turn Type	Prot	NA	NA	Prot
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	11.0	9.7
Total Split (s)	24.7	65.7	41.0	24.7
Total Split (%)	27.3%	72.7%	45.4%	27.3%
Yellow Time (s)	3.7	5.0	5.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	6.0	4.7
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Min	Min	None
Act Effct Green (s)	7.5	39.2	32.6	7.7
Actuated g/C Ratio	0.15	0.80	0.67	0.16
v/c Ratio	0.20	0.38	0.38	0.25
Control Delay	24.1	3.9	9.6	20.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	24.1	3.9	9.6	20.7
LOS	C	A	A	C
Approach Delay		4.8	9.6	20.7
Approach LOS		A	A	C

Intersection Summary	
Cycle Length: 90.4	
Actuated Cycle Length: 49	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay: 7.4	Intersection LOS: A
Intersection Capacity Utilization 44.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 33: SR-74 & Antelope Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	52	1029	833	19	53	16
Future Volume (veh/h)	52	1029	833	19	53	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	1095	886	20	56	17
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	107	2241	1542	35	98	30
Arrive On Green	0.06	0.62	0.43	0.43	0.07	0.07
Sat Flow, veh/h	1810	3705	3704	81	1332	404
Grp Volume(v), veh/h	55	1095	443	463	74	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1885	1761	0
Q Serve(g_s), s	1.0	5.8	6.5	6.5	1.4	0.0
Cycle Q Clear(g_c), s	1.0	5.8	6.5	6.5	1.4	0.0
Prop In Lane	1.00			0.04	0.76	0.23
Lane Grp Cap(c), veh/h	107	2241	771	806	129	0
V/C Ratio(X)	0.51	0.49	0.57	0.57	0.57	0.00
Avail Cap(c_a), veh/h	1034	6160	1806	1886	1006	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.0	3.6	7.6	7.6	15.7	0.0
Incr Delay (d2), s/veh	3.8	0.2	0.7	0.6	4.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.7	1.7	1.8	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.7	3.8	8.3	8.3	19.7	0.0
LnGrp LOS	B	A	A	A	B	A
Approach Vol, veh/h		1150	906		74	
Approach Delay, s/veh		4.5	8.3		19.7	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		27.7		7.3	6.8	21.0
Change Period (Y+Rc), s		6.0		* 4.7	* 4.7	6.0
Max Green Setting (Gmax), s		59.7		* 20	* 20	35.0
Max Q Clear Time (g_c+I1), s		7.8		3.4	3.0	8.5
Green Ext Time (p_c), s		10.8		0.1	0.1	6.4

Intersection Summary	
HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

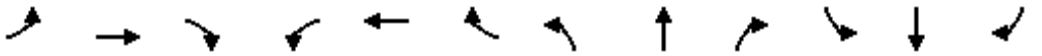
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	61	919	105	816	21	71	148	13	43
Future Volume (vph)	61	919	105	816	21	71	148	13	43
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	9.7	9.7	9.7	9.7	9.7
Total Split (s)	24.7	42.0	24.7	42.0	24.7	24.7	24.7	24.7	24.7
Total Split (%)	27.0%	46.0%	27.0%	46.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Yellow Time (s)	3.7	6.0	3.7	6.0	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.9	27.8	8.3	31.6	7.5	7.5	7.5	7.5	7.5
Actuated g/C Ratio	0.12	0.48	0.14	0.54	0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.30	0.56	0.42	0.45	0.13	0.30	0.45	0.08	0.19
Control Delay	30.2	13.5	30.2	10.2	27.8	29.1	10.4	26.9	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.2	13.5	30.2	10.2	27.8	29.1	10.4	26.9	16.5
LOS	C	B	C	B	C	C	B	C	B
Approach Delay		14.6		12.5		17.5			17.9
Approach LOS		B		B		B			B

Intersection Summary	
Cycle Length: 91.4	
Actuated Cycle Length: 58	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 14.1	Intersection LOS: B
Intersection Capacity Utilization 53.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 34: Palomar Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	919	12	105	816	22	21	71	148	13	43	41
Future Volume (veh/h)	61	919	12	105	816	22	21	71	148	13	43	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	64	957	12	109	850	23	22	74	154	14	45	43
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	109	1540	19	147	1589	43	315	275	233	284	269	227
Arrive On Green	0.06	0.42	0.42	0.08	0.44	0.44	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1810	3651	46	1810	3590	97	1330	1900	1610	1171	1859	1565
Grp Volume(v), veh/h	64	473	496	109	427	446	22	74	154	14	44	44
Grp Sat Flow(s),veh/h/ln	1810	1805	1892	1810	1805	1883	1330	1900	1610	1171	1805	1618
Q Serve(g_s), s	1.6	9.6	9.6	2.7	8.1	8.1	0.7	1.6	4.2	0.5	1.0	1.1
Cycle Q Clear(g_c), s	1.6	9.6	9.6	2.7	8.1	8.1	1.8	1.6	4.2	2.1	1.0	1.1
Prop In Lane	1.00		0.02	1.00		0.05	1.00		1.00	1.00		0.97
Lane Grp Cap(c), veh/h	109	761	798	147	799	833	315	275	233	284	261	234
V/C Ratio(X)	0.59	0.62	0.62	0.74	0.53	0.54	0.07	0.27	0.66	0.05	0.17	0.19
Avail Cap(c_a), veh/h	777	1357	1422	777	1357	1415	694	816	692	617	775	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	10.5	10.5	20.9	9.5	9.5	18.3	17.7	18.8	18.7	17.4	17.5
Incr Delay (d2), s/veh	1.8	1.0	1.0	2.8	0.7	0.6	0.1	0.4	2.4	0.1	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.2	3.3	1.2	2.6	2.7	0.2	0.7	1.5	0.1	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	11.6	11.5	23.7	10.2	10.1	18.4	18.1	21.2	18.7	17.7	17.8
LnGrp LOS	C	B	B	C	B	B	B	B	C	B	B	B
Approach Vol, veh/h		1033			982			250			102	
Approach Delay, s/veh		12.3			11.6			20.0			17.9	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	26.6		11.4	7.5	27.6		11.4				
Change Period (Y+Rc), s	* 4.7	7.0		* 4.7	* 4.7	7.0		* 4.7				
Max Green Setting (Gmax), s	* 20	35.0		* 20	* 20	35.0		* 20				
Max Q Clear Time (g_c+I1), s	4.7	11.6		4.1	3.6	10.1		6.2				
Green Ext Time (p_c), s	0.1	8.1		0.3	0.1	7.3		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		13.1
HCM 6th LOS		B

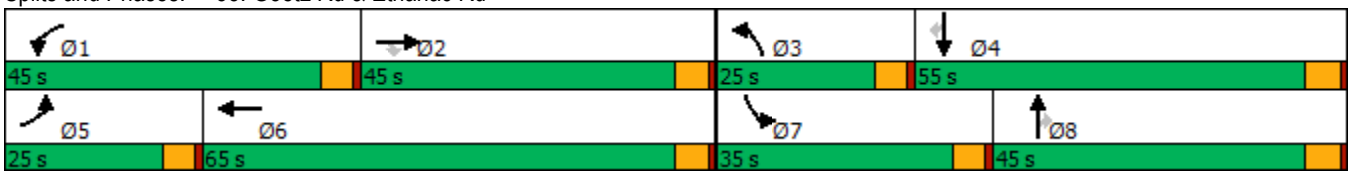
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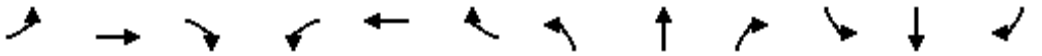
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	66	114	4	319	119	14	216	206	327	310	76
Future Volume (vph)	66	114	4	319	119	14	216	206	327	310	76
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	10.0	11.3	11.3	10.0	11.3	10.0	11.5	11.5	10.0	11.5	11.5
Total Split (s)	25.0	45.0	45.0	45.0	65.0	25.0	45.0	45.0	35.0	55.0	55.0
Total Split (%)	14.7%	26.5%	26.5%	26.5%	38.2%	14.7%	26.5%	26.5%	20.6%	32.4%	32.4%
Yellow Time (s)	4.0	4.3	4.3	4.0	4.3	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.3	5.3	5.0	5.3	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	8.4	9.3	9.3	24.1	27.5	5.5	18.7	18.7	30.6	50.4	50.4
Actuated g/C Ratio	0.08	0.09	0.09	0.23	0.26	0.05	0.18	0.18	0.29	0.49	0.49
v/c Ratio	0.48	0.37	0.01	0.79	0.29	0.16	0.66	0.53	0.64	0.18	0.10
Control Delay	60.0	50.7	0.0	52.6	10.5	56.8	50.6	19.6	41.6	18.0	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.0	50.7	0.0	52.6	10.5	56.8	50.6	19.6	41.6	18.0	2.0
LOS	E	D	A	D	B	E	D	B	D	B	A
Approach Delay		53.0			29.1		36.2			27.1	
Approach LOS		D			C		D			C	

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 103.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 32.0	Intersection LOS: C
Intersection Capacity Utilization 69.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 35: Goetz Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	114	4	319	119	284	14	216	206	327	310	76
Future Volume (veh/h)	66	114	4	319	119	284	14	216	206	327	310	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	69	119	4	332	124	296	15	225	215	341	323	79
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	317	141	380	847	394	33	352	298	389	1379	606
Arrive On Green	0.05	0.09	0.09	0.21	0.24	0.24	0.02	0.19	0.19	0.21	0.38	0.38
Sat Flow, veh/h	1810	3610	1610	1810	3458	1610	1810	1900	1610	1810	3610	1587
Grp Volume(v), veh/h	69	119	4	332	124	296	15	225	215	341	323	79
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1610	1810	1900	1610	1810	1805	1587
Q Serve(g_s), s	2.6	2.1	0.2	12.2	1.9	11.7	0.6	7.5	8.7	12.6	4.2	2.2
Cycle Q Clear(g_c), s	2.6	2.1	0.2	12.2	1.9	11.7	0.6	7.5	8.7	12.6	4.2	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	96	317	141	380	847	394	33	352	298	389	1379	606
V/C Ratio(X)	0.72	0.38	0.03	0.87	0.15	0.75	0.46	0.64	0.72	0.88	0.23	0.13
Avail Cap(c_a), veh/h	525	2080	928	1050	2996	1395	525	1089	923	788	2593	1140
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	29.6	28.7	26.3	20.4	24.1	33.5	25.9	26.4	26.2	14.5	13.8
Incr Delay (d2), s/veh	3.7	0.7	0.1	2.5	0.1	2.9	3.7	1.9	3.3	2.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.9	0.1	5.2	0.8	4.5	0.3	3.4	3.4	5.4	1.6	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	30.4	28.8	28.8	20.5	27.0	37.1	27.9	29.7	28.7	14.5	13.9
LnGrp LOS	D	C	C	C	C	C	D	C	C	C	B	B
Approach Vol, veh/h		192			752			455			743	
Approach Delay, s/veh		32.3			26.7			29.0			21.0	
Approach LOS		C			C			C			C	

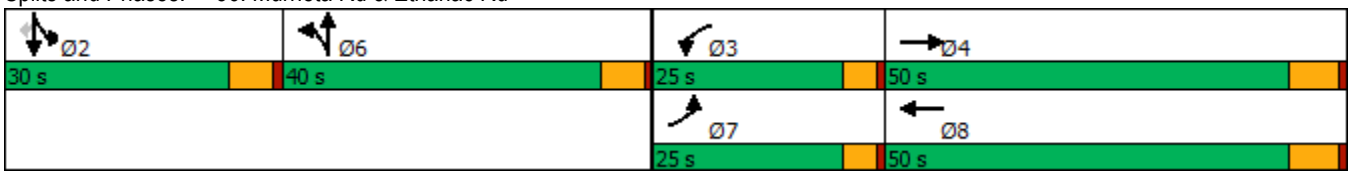
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.5	11.4	6.2	31.8	8.7	22.2	19.8	18.3
Change Period (Y+Rc), s	5.0	5.3	5.0	5.5	5.0	5.3	5.0	5.5
Max Green Setting (Gmax), s	40.0	39.7	20.0	49.5	20.0	59.7	30.0	39.5
Max Q Clear Time (g_c+I1), s	14.2	4.1	2.6	6.2	4.6	13.7	14.6	10.7
Green Ext Time (p_c), s	0.3	0.8	0.0	2.6	0.0	3.2	0.3	2.1

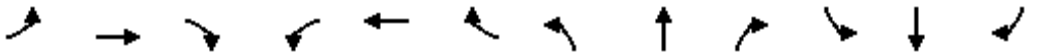
Intersection Summary	
HCM 6th Ctrl Delay	25.7
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	4	502	222	588	116	46	165	11
Future Volume (vph)	4	502	222	588	116	46	165	11
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	Perm
Protected Phases	7	4	3	8	6	2	2	
Permitted Phases								2
Detector Phase	7	4	3	8	6	2	2	2
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	9.6	16.5	15.8	15.8	15.8	15.8
Total Split (s)	25.0	50.0	25.0	50.0	40.0	30.0	30.0	30.0
Total Split (%)	17.2%	34.5%	17.2%	34.5%	27.6%	20.7%	20.7%	20.7%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	5.3	31.7	19.8	54.5	28.2	16.8	16.8	16.8
Actuated g/C Ratio	0.04	0.26	0.17	0.45	0.24	0.14	0.14	0.14
v/c Ratio	0.05	0.72	0.80	0.43	0.84	0.19	0.67	0.04
Control Delay	65.8	44.4	71.6	24.5	60.8	51.5	64.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.8	44.4	71.6	24.5	60.8	51.5	64.3	0.2
LOS	E	D	E	C	E	D	E	A
Approach Delay		44.5		36.5	60.8		58.4	
Approach LOS		D		D	E		E	

Intersection Summary	
Cycle Length: 145	
Actuated Cycle Length: 119.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 45.3	Intersection LOS: D
Intersection Capacity Utilization 77.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 36: Murrieta Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	502	129	222	588	65	96	116	126	46	165	11
Future Volume (veh/h)	4	502	129	222	588	65	96	116	126	46	165	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	540	139	239	632	70	103	125	135	49	177	12
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	10	737	189	273	1332	147	118	144	155	217	227	193
Arrive On Green	0.01	0.26	0.26	0.15	0.41	0.41	0.24	0.24	0.24	0.12	0.12	0.12
Sat Flow, veh/h	1810	2830	725	1810	3277	362	499	605	654	1810	1900	1610
Grp Volume(v), veh/h	4	343	336	239	348	354	363	0	0	49	177	12
Grp Sat Flow(s),veh/h/ln	1810	1805	1751	1810	1805	1835	1757	0	0	1810	1900	1610
Q Serve(g_s), s	0.2	17.1	17.2	12.7	13.9	14.0	19.5	0.0	0.0	2.4	8.9	0.6
Cycle Q Clear(g_c), s	0.2	17.1	17.2	12.7	13.9	14.0	19.5	0.0	0.0	2.4	8.9	0.6
Prop In Lane	1.00		0.41	1.00		0.20	0.28		0.37	1.00		1.00
Lane Grp Cap(c), veh/h	10	470	456	273	734	746	417	0	0	217	227	193
V/C Ratio(X)	0.42	0.73	0.74	0.87	0.47	0.48	0.87	0.00	0.00	0.23	0.78	0.06
Avail Cap(c_a), veh/h	376	799	775	376	799	813	612	0	0	446	468	397
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	33.2	33.2	40.8	21.4	21.4	36.0	0.0	0.0	39.1	42.0	38.3
Incr Delay (d2), s/veh	10.6	3.1	3.3	12.4	0.7	0.7	9.0	0.0	0.0	0.5	5.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	7.7	7.6	6.5	5.9	6.0	9.2	0.0	0.0	1.1	4.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	36.3	36.5	53.1	22.1	22.1	45.0	0.0	0.0	39.6	47.6	38.5
LnGrp LOS	E	D	D	D	C	C	D	A	A	D	D	D
Approach Vol, veh/h		683			941			363			238	
Approach Delay, s/veh		36.5			30.0			45.0			45.5	
Approach LOS		D			C			D			D	

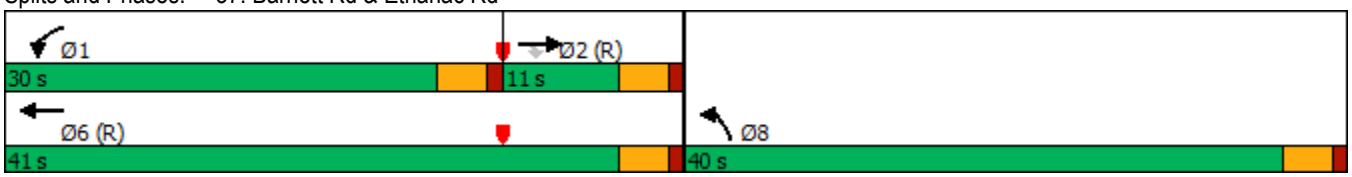
Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	17.6	19.4	32.1	29.1	5.1	46.4
Change Period (Y+Rc), s	5.8	4.6	6.5	5.8	4.6	6.5
Max Green Setting (Gmax), s	24.2	20.4	43.5	34.2	20.4	43.5
Max Q Clear Time (g_c+I1), s	10.9	14.7	19.2	21.5	2.2	16.0
Green Ext Time (p_c), s	0.9	0.2	6.4	1.8	0.0	6.8

Intersection Summary	
HCM 6th Ctrl Delay	36.1
HCM 6th LOS	D

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations					
Traffic Volume (vph)	712	1	39	813	17
Future Volume (vph)	712	1	39	813	17
Turn Type	NA	Perm	Prot	NA	Prot
Protected Phases	2		1	6	8
Permitted Phases		2			
Detector Phase	2	2	1	6	8
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.0	11.0	30.0	41.0	40.0
Total Split (%)	13.6%	13.6%	37.0%	50.6%	49.4%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	60.8	60.8	7.8	68.2	7.8
Actuated g/C Ratio	0.75	0.75	0.10	0.84	0.10
v/c Ratio	0.19	0.00	0.24	0.28	0.37
Control Delay	4.7	5.0	36.8	2.1	18.2
Queue Delay	0.0	0.0	0.0	2.4	0.0
Total Delay	4.7	5.0	36.9	4.5	18.2
LOS	A	A	D	A	B
Approach Delay	4.7			6.0	18.2
Approach LOS	A			A	B

Intersection Summary	
Cycle Length: 81	
Actuated Cycle Length: 81	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.37	
Intersection Signal Delay: 6.0	Intersection LOS: A
Intersection Capacity Utilization 35.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 37: Barnett Rd & Ethanac Rd





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	712	1	39	813	17	60
Future Volume (veh/h)	712	1	39	813	17	60
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	742	1	41	847	18	62
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3773	1147	94	2992	27	92
Arrive On Green	0.73	0.73	0.05	0.83	0.07	0.07
Sat Flow, veh/h	5358	1577	1810	3705	368	1266
Grp Volume(v), veh/h	742	1	41	847	81	0
Grp Sat Flow(s),veh/h/ln	1729	1577	1810	1805	1654	0
Q Serve(g_s), s	3.7	0.0	1.8	4.3	3.9	0.0
Cycle Q Clear(g_c), s	3.7	0.0	1.8	4.3	3.9	0.0
Prop In Lane		1.00	1.00		0.22	0.77
Lane Grp Cap(c), veh/h	3773	1147	94	2992	120	0
V/C Ratio(X)	0.20	0.00	0.44	0.28	0.68	0.00
Avail Cap(c_a), veh/h	3773	1147	581	2992	735	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.97	0.97	1.00	0.00
Uniform Delay (d), s/veh	3.5	3.0	37.2	1.6	36.6	0.0
Incr Delay (d2), s/veh	0.1	0.0	3.0	0.2	6.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.8	0.1	1.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.6	3.0	40.3	1.8	43.1	0.0
LnGrp LOS	A	A	D	A	D	A
Approach Vol, veh/h	743			888	81	
Approach Delay, s/veh	3.6			3.6	43.1	
Approach LOS	A			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	8.2	62.9				71.1	9.9
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	26.0	7.0				37.0	36.0
Max Q Clear Time (g_c+I1), s	3.8	5.7				6.3	5.9
Green Ext Time (p_c), s	0.1	0.6				5.6	0.2

Intersection Summary		
HCM 6th Ctrl Delay		5.5
HCM 6th LOS		A

Notes

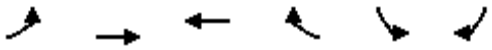
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	150	622	701	455	457	150
Future Volume (vph)	150	622	701	455	457	150
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	19.0	62.0	43.0	43.0	18.0	18.0
Total Split (%)	23.8%	77.5%	53.8%	53.8%	22.5%	22.5%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	11.9	56.1	40.2	40.2	15.9	15.9
Actuated g/C Ratio	0.15	0.70	0.50	0.50	0.20	0.20
v/c Ratio	0.57	0.25	0.27	0.44	0.67	0.27
Control Delay	39.3	5.0	13.0	3.2	34.2	27.5
Queue Delay	35.4	2.5	0.0	0.0	0.0	0.0
Total Delay	74.7	7.5	13.0	3.2	34.2	27.5
LOS	E	A	B	A	C	C
Approach Delay		20.6	9.1		32.6	
Approach LOS		C	A		C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 18.2	Intersection LOS: B
Intersection Capacity Utilization 44.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 38: Ethanac Rd & Case Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	150	622	701	455	457	150
Future Volume (veh/h)	150	622	701	455	457	150
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	152	628	708	460	462	152
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	191	2677	3039	943	557	449
Arrive On Green	0.11	0.74	0.59	0.59	0.16	0.16
Sat Flow, veh/h	1810	3705	5358	1610	3510	2834
Grp Volume(v), veh/h	152	628	708	460	462	152
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1755	1417
Q Serve(g_s), s	6.6	4.4	5.2	13.2	10.2	3.8
Cycle Q Clear(g_c), s	6.6	4.4	5.2	13.2	10.2	3.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	191	2677	3039	943	557	449
V/C Ratio(X)	0.80	0.23	0.23	0.49	0.83	0.34
Avail Cap(c_a), veh/h	339	2677	3039	943	614	496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.86	0.86	1.00	1.00
Uniform Delay (d), s/veh	34.9	3.2	7.9	9.6	32.6	29.9
Incr Delay (d2), s/veh	7.3	0.2	0.2	1.6	8.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.7	1.5	3.8	4.7	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.2	3.4	8.1	11.2	41.3	30.4
LnGrp LOS	D	A	A	B	D	C
Approach Vol, veh/h		780	1168		614	
Approach Delay, s/veh		11.0	9.3		38.6	
Approach LOS		B	A		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		63.3		16.7	12.4	50.9
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		58.0		14.0	15.0	39.0
Max Q Clear Time (g_c+I1), s		6.4		12.2	8.6	15.2
Green Ext Time (p_c), s		4.0		0.5	0.2	6.1

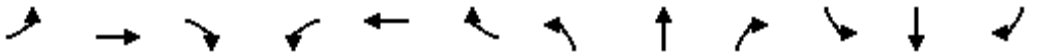
Intersection Summary						
HCM 6th Ctrl Delay			16.8			
HCM 6th LOS			B			

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	702	377	117	766	2	390
Future Volume (vph)	702	377	117	766	2	390
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	10.0	10.0
Total Split (s)	46.0	46.0	35.0	81.0	35.0	35.0
Total Split (%)	39.7%	39.7%	30.2%	69.8%	30.2%	30.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	40.6	40.6	11.2	56.9	17.4	17.4
Actuated g/C Ratio	0.47	0.47	0.13	0.67	0.20	0.20
v/c Ratio	0.81	0.43	0.51	0.33	0.47	0.81
Control Delay	30.8	7.2	44.3	7.5	34.0	27.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	7.2	44.3	7.5	34.0	27.8
LOS	C	A	D	A	C	C
Approach Delay	22.5			12.4	29.7	
Approach LOS	C			B	C	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 85.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 20.6	Intersection LOS: C
Intersection Capacity Utilization 86.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 39: I-215 SB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	702	377	117	766	0	0	0	0	164	2	390
Future Volume (veh/h)	0	702	377	117	766	0	0	0	0	164	2	390
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	731	393	122	798	0				171	2	406
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	815	691	159	2089	0				512	6	460
Arrive On Green	0.00	0.43	0.43	0.09	0.58	0.00				0.29	0.29	0.29
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1790	21	1610
Grp Volume(v), veh/h	0	731	393	122	798	0				173	0	406
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1811	0	1610
Q Serve(g_s), s	0.0	29.0	15.0	5.4	9.7	0.0				6.1	0.0	19.5
Cycle Q Clear(g_c), s	0.0	29.0	15.0	5.4	9.7	0.0				6.1	0.0	19.5
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	815	691	159	2089	0				518	0	460
V/C Ratio(X)	0.00	0.90	0.57	0.77	0.38	0.00				0.33	0.00	0.88
Avail Cap(c_a), veh/h	0	936	793	669	3335	0				669	0	595
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.5	17.5	36.2	9.3	0.0				22.9	0.0	27.7
Incr Delay (d2), s/veh	0.0	10.3	0.7	7.5	0.1	0.0				0.4	0.0	12.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.9	4.8	2.5	2.9	0.0				2.5	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.8	18.2	43.7	9.4	0.0				23.3	0.0	39.6
LnGrp LOS	A	C	B	D	A	A				C	A	D
Approach Vol, veh/h		1124			920						579	
Approach Delay, s/veh		27.1			13.9						34.7	
Approach LOS		C			B						C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	12.1	40.8				53.0		28.2				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	7.4	31.0				11.7		21.5				
Green Ext Time (p_c), s	0.3	3.9				5.5		1.7				

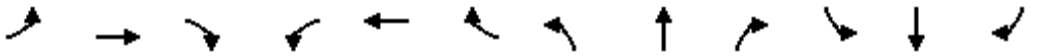
Intersection Summary												
HCM 6th Ctrl Delay			24.1									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	261	605	443	1	205
Future Volume (vph)	261	605	443	1	205
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	21.0	65.9	39.9	29.7	29.7
Actuated g/C Ratio	0.20	0.62	0.37	0.28	0.28
v/c Ratio	0.76	0.53	0.92	0.90	0.35
Control Delay	54.5	13.5	51.5	61.2	6.3
Queue Delay	0.0	0.2	0.0	0.0	0.0
Total Delay	54.5	13.7	51.5	61.2	6.3
LOS	D	B	D	E	A
Approach Delay		26.0	51.5	43.8	
Approach LOS		C	D	D	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 106.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 38.8	Intersection LOS: D
Intersection Capacity Utilization 86.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	261	605	0	0	443	175	440	1	205	0	0	0
Future Volume (veh/h)	261	605	0	0	443	175	440	1	205	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	269	624	0	0	457	180	454	1	211			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	311	1147	0	0	492	194	506	1	451			
Arrive On Green	0.17	0.60	0.00	0.00	0.38	0.38	0.28	0.28	0.28			
Sat Flow, veh/h	1810	1900	0	0	1297	511	1806	4	1610			
Grp Volume(v), veh/h	269	624	0	0	0	637	455	0	211			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1808	1810	0	1610			
Q Serve(g_s), s	13.7	18.4	0.0	0.0	0.0	32.0	22.9	0.0	10.3			
Cycle Q Clear(g_c), s	13.7	18.4	0.0	0.0	0.0	32.0	22.9	0.0	10.3			
Prop In Lane	1.00		0.00	0.00		0.28	1.00		1.00			
Lane Grp Cap(c), veh/h	311	1147	0	0	0	685	507	0	451			
V/C Ratio(X)	0.86	0.54	0.00	0.00	0.00	0.93	0.90	0.00	0.47			
Avail Cap(c_a), veh/h	573	1503	0	0	0	763	573	0	510			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	38.2	11.1	0.0	0.0	0.0	28.2	32.8	0.0	28.3			
Incr Delay (d2), s/veh	7.1	0.4	0.0	0.0	0.0	16.8	15.7	0.0	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.2	6.1	0.0	0.0	0.0	15.4	11.8	0.0	3.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	11.5	0.0	0.0	0.0	45.0	48.5	0.0	29.0			
LnGrp LOS	D	B	A	A	A	D	D	A	C			
Approach Vol, veh/h		893			637			666				
Approach Delay, s/veh		21.7			45.0			42.3				
Approach LOS		C			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		63.2			21.3	41.9		31.6				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		20.4			15.7	34.0		24.9				
Green Ext Time (p_c), s		3.9			0.6	1.9		1.7				
Intersection Summary												
HCM 6th Ctrl Delay			34.7									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	15.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	638	172	54	491	128	65
Future Vol, veh/h	638	172	54	491	128	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	658	177	56	506	132	67

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	835	0	1365	747
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	618	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	807	-	164	416
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	542	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	807	-	153	416
Mov Cap-2 Maneuver	-	-	-	-	153	-
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	505	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	122
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	194	-	-	807	-
HCM Lane V/C Ratio	1.026	-	-	0.069	-
HCM Control Delay (s)	122	-	-	9.8	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	9	-	-	0.2	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	252	380	5	4	308	4	17	5	9	7	14	156
Future Vol, veh/h	252	380	5	4	308	4	17	5	9	7	14	156
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	265	400	5	4	324	4	18	5	9	7	15	164

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	328	0	0	409	0	0	1361	1273	407	1274	1273	326
Stage 1	-	-	-	-	-	-	937	937	-	334	334	-
Stage 2	-	-	-	-	-	-	424	336	-	940	939	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1243	-	-	1161	-	-	127	169	648	145	169	720
Stage 1	-	-	-	-	-	-	320	346	-	684	647	-
Stage 2	-	-	-	-	-	-	612	645	-	319	345	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1243	-	-	1157	-	-	70	122	646	109	122	720
Mov Cap-2 Maneuver	-	-	-	-	-	-	70	122	-	109	122	-
Stage 1	-	-	-	-	-	-	231	250	-	496	644	-
Stage 2	-	-	-	-	-	-	460	642	-	223	249	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.4	0.1	54.7	18.7
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	104	1243	-	-	1157	-	-	447
HCM Lane V/C Ratio	0.314	0.213	-	-	0.004	-	-	0.417
HCM Control Delay (s)	54.7	8.7	0	-	8.1	0	-	18.7
HCM Lane LOS	F	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.2	0.8	-	-	0	-	-	2

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	294	52	0	221	0	0	0	0	23	0	0
Future Vol, veh/h	9	294	52	0	221	0	0	0	0	23	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	260	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	306	54	0	230	0	0	0	0	24	0	0

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	230	0	-	-	-	0			556	554	230
Stage 1	-	-	-	-	-	-			230	230	-
Stage 2	-	-	-	-	-	-			326	324	-
Critical Hdwy	4.1	-	-	-	-	-			6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-			5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-			3.5	4	3.3
Pot Cap-1 Maneuver	1350	-	0	0	-	-			496	443	814
Stage 1	-	-	0	0	-	-			813	718	-
Stage 2	-	-	0	0	-	-			736	653	-
Platoon blocked, %		-			-	-					
Mov Cap-1 Maneuver	1350	-	-	-	-	-			492	0	814
Mov Cap-2 Maneuver	-	-	-	-	-	-			492	0	-
Stage 1	-	-	-	-	-	-			806	0	-
Stage 2	-	-	-	-	-	-			736	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1350	-	-	-	492
HCM Lane V/C Ratio	0.007	-	-	-	0.049
HCM Control Delay (s)	7.7	0	-	-	12.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	317	0	9	189	33	13
Future Vol, veh/h	317	0	9	189	33	13
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	341	0	10	203	35	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	343	0	566	345
Stage 1	-	-	-	-	343	-
Stage 2	-	-	-	-	223	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1227	-	489	702
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	819	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1225	-	484	699
Mov Cap-2 Maneuver	-	-	-	-	484	-
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	812	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	530	-	-	1225	-
HCM Lane V/C Ratio	0.093	-	-	0.008	-
HCM Control Delay (s)	12.5	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	206	147	71	28	51	106
Future Vol, veh/h	206	147	71	28	51	106
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	217	155	75	29	54	112

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	104	0	-	0	680	90
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	590	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1500	-	-	-	420	973
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	558	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1500	-	-	-	354	973
Mov Cap-2 Maneuver	-	-	-	-	354	-
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	558	-

Approach	EB	WB	SB
HCM Control Delay, s	4.6	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1500	-	-	-	621
HCM Lane V/C Ratio	0.145	-	-	-	0.266
HCM Control Delay (s)	7.8	0	-	-	12.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	1.1

Intersection	
Int Delay, s/veh	11.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32	108	8	16	97	47	9	295	52	45	302	14
Future Vol, veh/h	32	108	8	16	97	47	9	295	52	45	302	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	36	120	9	18	108	52	10	328	58	50	336	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	901	850	344	886	829	357	352	0	0	386	0	0
Stage 1	444	444	-	377	377	-	-	-	-	-	-	-
Stage 2	457	406	-	509	452	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	261	300	703	267	308	692	1218	-	-	1184	-	-
Stage 1	597	579	-	649	619	-	-	-	-	-	-	-
Stage 2	587	601	-	550	574	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	164	281	703	168	289	692	1218	-	-	1184	-	-
Mov Cap-2 Maneuver	164	281	-	168	289	-	-	-	-	-	-	-
Stage 1	590	548	-	642	612	-	-	-	-	-	-	-
Stage 2	442	594	-	402	544	-	-	-	-	-	-	-

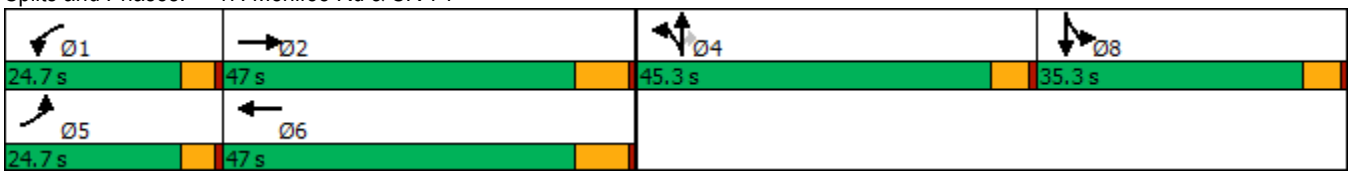
Approach	EB	WB	NB	SB
HCM Control Delay, s	43.4	29.3	0.2	1
HCM LOS	E	D		

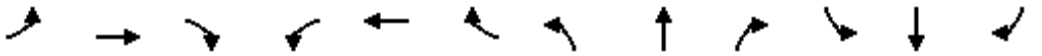
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1218	-	-	250	321	1184	-	-
HCM Lane V/C Ratio	0.008	-	-	0.658	0.554	0.042	-	-
HCM Control Delay (s)	8	0	-	43.4	29.3	8.2	0	-
HCM Lane LOS	A	A	-	E	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	4.2	3.2	0.1	-	-

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	52	1007	186	727	213	224	193
Future Volume (vph)	52	1007	186	727	213	224	193
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	4		8
Permitted Phases						4	
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.3	10.3	10.3
Total Split (s)	24.7	47.0	24.7	47.0	45.3	45.3	35.3
Total Split (%)	16.2%	30.9%	16.2%	30.9%	29.7%	29.7%	23.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	8.8	40.2	18.3	51.9	30.2	30.2	29.7
Actuated g/C Ratio	0.06	0.29	0.13	0.37	0.21	0.21	0.21
v/c Ratio	0.50	1.13	0.85	0.67	0.81	0.45	0.91
Control Delay	80.9	115.5	91.7	42.3	69.1	7.8	82.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.9	115.5	91.7	42.3	69.1	7.8	82.6
LOS	F	F	F	D	E	A	F
Approach Delay		113.9		51.5	43.1		82.6
Approach LOS		F		D	D		F

Intersection Summary	
Cycle Length: 152.3	
Actuated Cycle Length: 140.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.13	
Intersection Signal Delay: 77.0	Intersection LOS: E
Intersection Capacity Utilization 92.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	1007	68	186	727	95	90	213	224	113	193	24
Future Volume (veh/h)	52	1007	68	186	727	95	90	213	224	113	193	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	56	1083	73	200	782	102	97	229	241	122	208	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	73	1025	69	225	1229	160	113	266	325	132	225	28
Arrive On Green	0.04	0.30	0.30	0.12	0.38	0.38	0.20	0.20	0.20	0.21	0.21	0.21
Sat Flow, veh/h	1810	3432	231	1810	3211	419	557	1315	1610	632	1077	135
Grp Volume(v), veh/h	56	569	587	200	440	444	326	0	241	356	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1858	1810	1805	1825	1872	0	1610	1844	0	0
Q Serve(g_s), s	4.1	40.0	40.0	14.6	26.6	26.6	22.5	0.0	18.8	25.4	0.0	0.0
Cycle Q Clear(g_c), s	4.1	40.0	40.0	14.6	26.6	26.6	22.5	0.0	18.8	25.4	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.23	0.30		1.00	0.34		0.07
Lane Grp Cap(c), veh/h	73	539	555	225	691	699	378	0	325	384	0	0
V/C Ratio(X)	0.77	1.06	1.06	0.89	0.64	0.64	0.86	0.00	0.74	0.93	0.00	0.00
Avail Cap(c_a), veh/h	270	539	555	270	691	699	559	0	481	413	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	63.7	47.0	47.0	57.7	33.7	33.7	51.6	0.0	50.1	52.0	0.0	0.0
Incr Delay (d2), s/veh	6.3	54.4	54.1	22.9	1.9	1.9	9.0	0.0	3.3	25.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	26.0	26.7	8.1	12.0	12.2	11.5	0.0	7.9	14.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.9	101.4	101.1	80.6	35.6	35.6	60.6	0.0	53.5	77.9	0.0	0.0
LnGrp LOS	E	F	F	F	D	D	E	A	D	E	A	A
Approach Vol, veh/h		1212			1084			567			356	
Approach Delay, s/veh		99.8			43.9			57.6			77.9	
Approach LOS		F			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.4	47.0		32.4	10.1	58.3		33.2				
Change Period (Y+Rc), s	* 4.7	7.0		5.3	* 4.7	7.0		5.3				
Max Green Setting (Gmax), s	* 20	40.0		40.0	* 20	40.0		30.0				
Max Q Clear Time (g_c+I1), s	16.6	42.0		24.5	6.1	28.6		27.4				
Green Ext Time (p_c), s	0.1	0.0		2.5	0.0	4.4		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		71.1
HCM 6th LOS		E

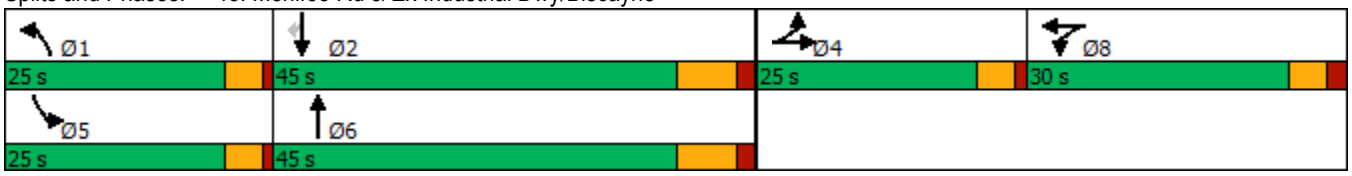
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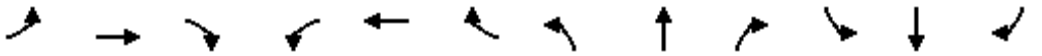
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBT	SBL	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	2	1	472	4	433	1	
Future Volume (vph)	2	1	472	4	433	1	
Turn Type	NA	NA	NA	Prot	NA	Perm	
Protected Phases	4	8	6	5	2		1
Permitted Phases						2	
Detector Phase	4	8	6	5	2	2	
Switch Phase							
Minimum Initial (s)	6.0	8.0	10.0	6.0	10.0	10.0	6.0
Minimum Split (s)	10.6	13.6	17.5	10.6	17.5	17.5	10.6
Total Split (s)	25.0	30.0	45.0	25.0	45.0	45.0	25.0
Total Split (%)	20.0%	24.0%	36.0%	20.0%	36.0%	36.0%	20%
Yellow Time (s)	3.6	3.6	5.5	3.6	5.5	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.6	7.5	4.6	7.5	7.5	
Lead/Lag			Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	None	Min	Min	None
Act Effct Green (s)	6.6	8.8	40.3	6.7	41.5	41.5	
Actuated g/C Ratio	0.15	0.19	0.89	0.15	0.92	0.92	
v/c Ratio	0.02	0.04	0.31	0.02	0.27	0.00	
Control Delay	21.0	22.4	5.8	25.0	3.3	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	21.0	22.4	5.8	25.0	3.3	0.0	
LOS	C	C	A	C	A	A	
Approach Delay	21.0	22.4	5.8		3.4		
Approach LOS	C	C	A		A		

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 45.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.31	
Intersection Signal Delay: 5.0	Intersection LOS: A
Intersection Capacity Utilization 43.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	3	11	1	1	0	472	1	4	433	1
Future Volume (veh/h)	0	2	3	11	1	1	0	472	1	4	433	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	2	3	12	1	1	0	519	1	4	476	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	6	8	45	4	4	5	718	1	12	959	812
Arrive On Green	0.00	0.01	0.01	0.03	0.03	0.03	0.00	0.38	0.38	0.01	0.50	0.50
Sat Flow, veh/h	0	686	1029	1543	129	129	1810	1896	4	1810	1900	1610
Grp Volume(v), veh/h	0	0	5	14	0	0	0	0	520	4	476	1
Grp Sat Flow(s),veh/h/ln	0	0	1715	1800	0	0	1810	0	1899	1810	1900	1610
Q Serve(g_s), s	0.0	0.0	0.1	0.3	0.0	0.0	0.0	0.0	9.0	0.1	6.4	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.1	0.3	0.0	0.0	0.0	0.0	9.0	0.1	6.4	0.0
Prop In Lane	0.00		0.60	0.86		0.07	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	0	14	52	0	0	5	0	720	12	959	812
V/C Ratio(X)	0.00	0.00	0.36	0.27	0.00	0.00	0.00	0.00	0.72	0.34	0.50	0.00
Avail Cap(c_a), veh/h	0	0	906	1138	0	0	956	0	1845	956	1846	1564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	19.0	18.3	0.0	0.0	0.0	0.0	10.3	19.1	6.3	4.7
Incr Delay (d2), s/veh	0.0	0.0	14.9	2.7	0.0	0.0	0.0	0.0	1.4	16.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	3.0	0.1	1.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	34.0	21.1	0.0	0.0	0.0	0.0	11.6	35.1	6.7	4.7
LnGrp LOS	A	A	C	C	A	A	A	A	B	D	A	A
Approach Vol, veh/h		5			14			520			481	
Approach Delay, s/veh		34.0			21.1			11.6			7.0	
Approach LOS		C			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	27.0		4.9	4.9	22.1		6.7				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	20.4	37.5		20.4	20.4	37.5		24.4				
Max Q Clear Time (g_c+I1), s	0.0	8.4		2.1	2.1	11.0		2.3				
Green Ext Time (p_c), s	0.0	3.3		0.0	0.0	3.6		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		9.7	
HCM 6th LOS		A	

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	2	0	0	0	17	466	0	0	463	2
Future Vol, veh/h	6	0	2	0	0	0	17	466	0	0	463	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	0	2	0	0	0	18	501	0	0	498	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1036	1036	499	1037	1037	501	500	0	0	501	0	0
Stage 1	499	499	-	537	537	-	-	-	-	-	-	-
Stage 2	537	537	-	500	500	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	212	233	576	211	233	574	1075	-	-	1074	-	-
Stage 1	557	547	-	532	526	-	-	-	-	-	-	-
Stage 2	532	526	-	557	546	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	208	228	576	207	228	574	1075	-	-	1074	-	-
Mov Cap-2 Maneuver	208	228	-	207	228	-	-	-	-	-	-	-
Stage 1	544	547	-	520	514	-	-	-	-	-	-	-
Stage 2	520	514	-	555	546	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20	0	0.3	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1075	-	-	248	-	1074	-	-
HCM Lane V/C Ratio	0.017	-	-	0.035	-	-	-	-
HCM Control Delay (s)	8.4	0	-	20	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	161	61	477	441	22
Future Vol, veh/h	10	161	61	477	441	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	169	64	502	464	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1106	476	487	0	-	0
Stage 1	476	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	235	593	1086	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	535	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	216	593	1086	-	-	-
Mov Cap-2 Maneuver	216	-	-	-	-	-
Stage 1	577	-	-	-	-	-
Stage 2	535	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15	1	0
HCM LOS	C		

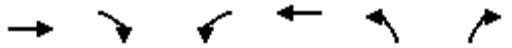
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1086	-	538	-	-
HCM Lane V/C Ratio	0.059	-	0.335	-	-
HCM Control Delay (s)	8.5	0	15	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.5	-	-

Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Configurations					
Traffic Volume (vph)	1336	9	6	1009	5
Future Volume (vph)	1336	9	6	1009	5
Turn Type	NA	Perm	Prot	NA	Perm
Protected Phases	2		1	6	
Permitted Phases		2			8
Detector Phase	2	2	1	6	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	9.7	12.0	10.5
Total Split (s)	42.0	42.0	29.7	71.7	35.5
Total Split (%)	39.2%	39.2%	27.7%	66.9%	33.1%
Yellow Time (s)	6.0	6.0	3.7	6.0	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.7	7.0	5.5
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	Min	Min	None	Min	None
Act Effct Green (s)	56.4	56.4	5.2	58.0	5.6
Actuated g/C Ratio	0.93	0.93	0.09	0.95	0.09
v/c Ratio	0.42	0.01	0.04	0.31	0.01
Control Delay	2.8	2.0	29.7	1.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	2.8	2.0	29.7	1.1	0.0
LOS	A	A	C	A	A
Approach Delay	2.8			1.2	
Approach LOS	A			A	

Intersection Summary	
Cycle Length: 107.2	
Actuated Cycle Length: 60.8	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.42	
Intersection Signal Delay: 2.1	Intersection LOS: A
Intersection Capacity Utilization 51.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 52: McKinley & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1336	9	6	1009	0	5
Future Volume (veh/h)	1336	9	6	1009	0	5
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1406	9	6	1062	0	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2099	936	15	2526	12	11
Arrive On Green	0.58	0.58	0.01	0.70	0.00	0.01
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	1406	9	6	1062	0	5
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	11.4	0.1	0.1	5.3	0.0	0.1
Cycle Q Clear(g_c), s	11.4	0.1	0.1	5.3	0.0	0.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2099	936	15	2526	12	11
V/C Ratio(X)	0.67	0.01	0.41	0.42	0.00	0.46
Avail Cap(c_a), veh/h	2967	1323	1062	5484	1275	1134
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.1	3.8	21.0	2.7	0.0	21.1
Incr Delay (d2), s/veh	0.4	0.0	6.8	0.1	0.0	27.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.1	0.5	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.5	3.8	27.8	2.8	0.0	48.5
LnGrp LOS	A	A	C	A	A	D
Approach Vol, veh/h	1415			1068	5	
Approach Delay, s/veh	6.5			3.0	48.5	
Approach LOS	A			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.0	31.8				36.8	5.8
Change Period (Y+Rc), s	* 4.7	7.0				7.0	5.5
Max Green Setting (Gmax), s	* 25	35.0				64.7	30.0
Max Q Clear Time (g_c+I1), s	2.1	13.4				7.3	2.1
Green Ext Time (p_c), s	0.0	11.4				10.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	5.1
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	42	1298	949	43	58	66
Future Vol, veh/h	42	1298	949	43	58	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	42	1298	949	43	58	66

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	992	0	-	0	1704	496
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	733	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	705	-	-	-	84	525
Stage 1	-	-	-	-	333	-
Stage 2	-	-	-	-	442	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	705	-	-	-	66	525
Mov Cap-2 Maneuver	-	-	-	-	66	-
Stage 1	-	-	-	-	262	-
Stage 2	-	-	-	-	442	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	151.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	705	-	-	-	123
HCM Lane V/C Ratio	0.06	-	-	-	1.008
HCM Control Delay (s)	10.4	1	-	-	151.3
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	6.9

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	28	66	10	14	0	45	86	26	0	125	43
Future Vol, veh/h	54	28	66	10	14	0	45	86	26	0	125	43
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	61	31	74	11	16	0	51	97	29	0	140	48
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

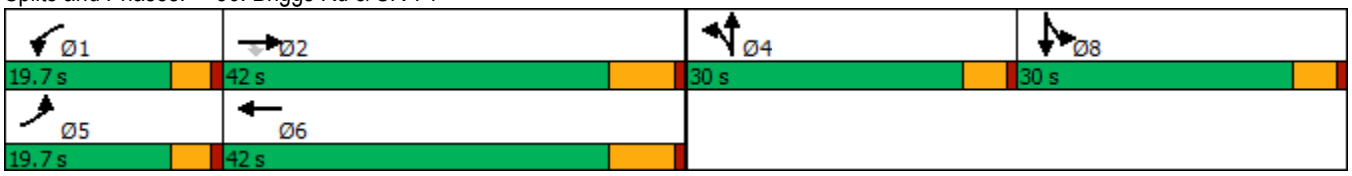
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	8.7	8.4	8.9	8.8
HCM LOS	A	A	A	A

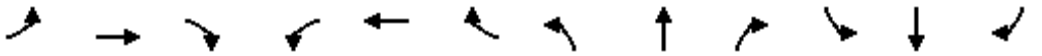
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	29%	66%	0%	42%	0%
Vol Thru, %	55%	34%	0%	58%	74%
Vol Right, %	17%	0%	100%	0%	26%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	157	82	66	24	168
LT Vol	45	54	0	10	0
Through Vol	86	28	0	14	125
RT Vol	26	0	66	0	43
Lane Flow Rate	176	92	74	27	189
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.223	0.145	0.096	0.038	0.233
Departure Headway (Hd)	4.556	5.684	4.646	5.138	4.435
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	787	630	769	694	808
Service Time	2.589	3.428	2.39	3.193	2.467
HCM Lane V/C Ratio	0.224	0.146	0.096	0.039	0.234
HCM Control Delay	8.9	9.4	7.9	8.4	8.8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.9	0.5	0.3	0.1	0.9

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	67	1135	153	111	857	86	78	122	78
Future Volume (vph)	67	1135	153	111	857	86	78	122	78
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Split	NA
Protected Phases	5	2		1	6	4	4	8	8
Permitted Phases			2						
Detector Phase	5	2	2	1	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	9.7	12.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	42.0	42.0	19.7	42.0	30.0	30.0	30.0	30.0
Total Split (%)	16.2%	34.5%	34.5%	16.2%	34.5%	24.7%	24.7%	24.7%	24.7%
Yellow Time (s)	3.7	6.0	6.0	3.7	6.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	8.3	35.5	35.5	10.6	40.1	14.0	14.0	12.5	12.5
Actuated g/C Ratio	0.09	0.38	0.38	0.11	0.42	0.15	0.15	0.13	0.13
v/c Ratio	0.46	0.91	0.23	0.60	0.66	0.35	0.68	0.56	0.54
Control Delay	53.2	41.3	5.2	54.8	27.3	41.1	40.9	49.5	41.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.2	41.3	5.2	54.8	27.3	41.1	40.9	49.5	41.4
LOS	D	D	A	D	C	D	D	D	D
Approach Delay		37.8			30.3		40.9		45.4
Approach LOS		D			C		D		D

Intersection Summary	
Cycle Length: 121.7	
Actuated Cycle Length: 94.6	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 36.1	Intersection LOS: D
Intersection Capacity Utilization 73.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	1135	153	111	857	65	86	78	110	122	78	48
Future Volume (veh/h)	67	1135	153	111	857	65	86	78	110	122	78	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	73	1234	166	121	932	71	93	85	120	133	85	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	1396	623	154	1425	109	280	109	154	201	122	74
Arrive On Green	0.05	0.39	0.39	0.09	0.42	0.42	0.15	0.15	0.15	0.11	0.11	0.11
Sat Flow, veh/h	1810	3610	1610	1810	3399	259	1810	706	996	1810	1093	669
Grp Volume(v), veh/h	73	1234	166	121	495	508	93	0	205	133	0	137
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1853	1810	0	1702	1810	0	1762
Q Serve(g_s), s	3.3	26.3	5.8	5.4	18.1	18.1	3.8	0.0	9.6	5.8	0.0	6.2
Cycle Q Clear(g_c), s	3.3	26.3	5.8	5.4	18.1	18.1	3.8	0.0	9.6	5.8	0.0	6.2
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.59	1.00		0.38
Lane Grp Cap(c), veh/h	95	1396	623	154	757	777	280	0	263	201	0	196
V/C Ratio(X)	0.77	0.88	0.27	0.79	0.65	0.65	0.33	0.00	0.78	0.66	0.00	0.70
Avail Cap(c_a), veh/h	328	1528	682	328	764	785	547	0	515	547	0	533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.7	23.6	17.3	37.1	19.2	19.2	31.2	0.0	33.6	35.2	0.0	35.4
Incr Delay (d2), s/veh	4.8	5.7	0.1	3.3	1.6	1.5	0.7	0.0	5.0	3.7	0.0	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	11.6	2.1	2.5	7.5	7.7	1.7	0.0	4.2	2.7	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.5	29.3	17.4	40.4	20.8	20.7	31.8	0.0	38.6	38.9	0.0	39.9
LnGrp LOS	D	C	B	D	C	C	C	A	D	D	A	D
Approach Vol, veh/h		1473			1124			298			270	
Approach Delay, s/veh		28.7			22.9			36.5			39.4	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	39.0		17.8	9.0	41.7		14.2				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	35.0		25.0	* 15	35.0		25.0				
Max Q Clear Time (g_c+I1), s	7.4	28.3		11.6	5.3	20.1		8.2				
Green Ext Time (p_c), s	0.1	3.6		1.2	0.0	3.9		1.0				

Intersection Summary			
HCM 6th Ctrl Delay		28.3	
HCM 6th LOS		C	

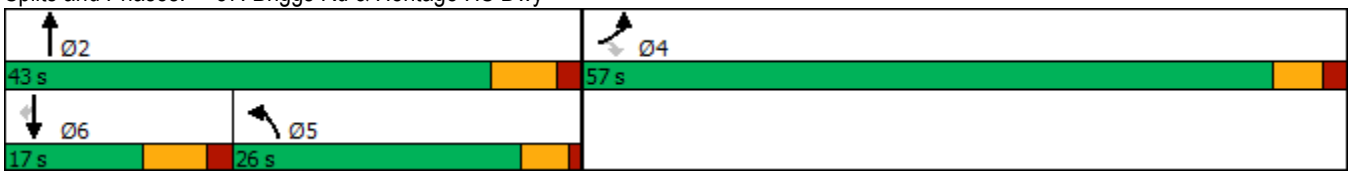
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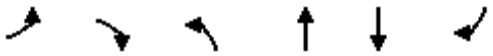
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	47	26	80	227	231	111
Future Volume (vph)	47	26	80	227	231	111
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	10.0	10.0	10.0
Minimum Split (s)	13.6	13.6	10.6	16.8	16.8	16.8
Total Split (s)	57.0	57.0	26.0	43.0	17.0	17.0
Total Split (%)	57.0%	57.0%	26.0%	43.0%	17.0%	17.0%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	4.6	6.8	6.8	6.8
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	8.3	8.3	7.9	28.6	17.2	17.2
Actuated g/C Ratio	0.21	0.21	0.20	0.72	0.43	0.43
v/c Ratio	0.17	0.10	0.30	0.22	0.20	0.19
Control Delay	16.4	7.7	17.4	5.3	12.9	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.4	7.7	17.4	5.3	12.9	4.5
LOS	B	A	B	A	B	A
Approach Delay	13.3			8.4	10.2	
Approach LOS	B			A	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 39.8	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.30	
Intersection Signal Delay: 9.7	Intersection LOS: A
Intersection Capacity Utilization 34.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 57: Briggs Rd & Heritage HS Dwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	47	26	80	227	231	111
Future Volume (veh/h)	47	26	80	227	231	111
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	35	107	303	308	148
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	244	217	192	1031	938	418
Arrive On Green	0.13	0.13	0.11	0.54	0.26	0.26
Sat Flow, veh/h	1810	1610	1810	1900	3705	1610
Grp Volume(v), veh/h	63	35	107	303	308	148
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1805	1610
Q Serve(g_s), s	1.2	0.7	2.2	3.3	2.7	2.9
Cycle Q Clear(g_c), s	1.2	0.7	2.2	3.3	2.7	2.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	244	217	192	1031	938	418
V/C Ratio(X)	0.26	0.16	0.56	0.29	0.33	0.35
Avail Cap(c_a), veh/h	2417	2151	1006	1787	957	427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	14.7	16.3	4.8	11.5	11.6
Incr Delay (d2), s/veh	0.6	0.3	2.5	0.2	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.7	0.9	0.8	0.9	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.5	15.1	18.8	4.9	11.7	12.1
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	98			410	456	
Approach Delay, s/veh	15.3			8.6	11.9	
Approach LOS	B			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		27.7		10.8	10.9	16.8
Change Period (Y+Rc), s		6.8		5.6	6.8	* 6.8
Max Green Setting (Gmax), s		36.2		51.4	21.4	* 10
Max Q Clear Time (g_c+I1), s		5.3		3.2	4.2	4.9
Green Ext Time (p_c), s		1.9		0.3	0.2	1.2

Intersection Summary	
HCM 6th Ctrl Delay	10.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	15	0	15	1	308	12	32	253	0
Future Vol, veh/h	0	0	0	15	0	15	1	308	12	32	253	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	17	0	17	1	350	14	36	288	0
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	0	8.6	11.6	10.6
HCM LOS	-	A	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	50%	11%
Vol Thru, %	100%	0%	100%	0%	89%
Vol Right, %	0%	100%	0%	50%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	309	12	0	30	285
LT Vol	1	0	0	15	32
Through Vol	308	0	0	0	253
RT Vol	0	12	0	15	0
Lane Flow Rate	351	14	0	34	324
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.471	0.016	0	0.05	0.406
Departure Headway (Hd)	4.834	4.129	5.511	5.24	4.508
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	751	872	0	682	800
Service Time	2.534	1.829	3.559	3.282	2.526
HCM Lane V/C Ratio	0.467	0.016	0	0.05	0.405
HCM Control Delay	11.8	6.9	8.6	8.6	10.6
HCM Lane LOS	B	A	N	A	B
HCM 95th-tile Q	2.5	0	0	0.2	2

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	30	291	52	28	239
Future Vol, veh/h	38	30	291	52	28	239
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	48	38	364	65	35	299

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	766	215	0	0	429	0
Stage 1	397	-	-	-	-	-
Stage 2	369	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	358	796	-	-	1141	-
Stage 1	654	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	345	796	-	-	1141	-
Mov Cap-2 Maneuver	345	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	678	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.6	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	460	1141	-
HCM Lane V/C Ratio	-	-	0.185	0.031	-
HCM Control Delay (s)	-	-	14.6	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	3	340	32	9	269
Future Vol, veh/h	17	3	340	32	9	269
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	3	340	32	9	269

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	643	186	0	0	372	0
Stage 1	356	-	-	-	-	-
Stage 2	287	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	426	831	-	-	1198	-
Stage 1	686	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	422	831	-	-	1198	-
Mov Cap-2 Maneuver	422	-	-	-	-	-
Stage 1	686	-	-	-	-	-
Stage 2	759	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.3	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	456	1198	-
HCM Lane V/C Ratio	-	-	0.044	0.008	-
HCM Control Delay (s)	-	-	13.3	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	94	279	56	84	201
Future Vol, veh/h	52	94	279	56	84	201
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	58	106	313	63	94	226
Number of Lanes	1	0	1	0	0	1

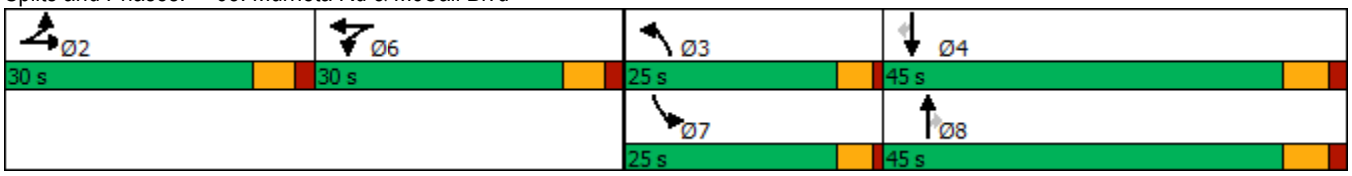
Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	9.8	11.9	11.4
HCM LOS	A	B	B

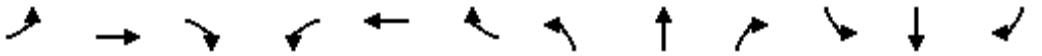
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	36%	29%
Vol Thru, %	83%	0%	71%
Vol Right, %	17%	64%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	335	146	285
LT Vol	0	52	84
Through Vol	279	0	201
RT Vol	56	94	0
Lane Flow Rate	376	164	320
Geometry Grp	1	1	1
Degree of Util (X)	0.481	0.234	0.427
Departure Headway (Hd)	4.596	5.131	4.803
Convergence, Y/N	Yes	Yes	Yes
Cap	779	692	743
Service Time	2.658	3.213	2.869
HCM Lane V/C Ratio	0.483	0.237	0.431
HCM Control Delay	11.9	9.8	11.4
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2.6	0.9	2.1

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	29	132	220	169	3	208	133	93	230	47
Future Volume (vph)	29	132	220	169	3	208	133	93	230	47
Turn Type	Split	NA	Split	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	2	2	6	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	2	2	6	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	12.1	12.1	12.1	12.1	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	30.0	30.0	30.0	30.0	25.0	45.0	45.0	25.0	45.0	45.0
Total Split (%)	23.1%	23.1%	23.1%	23.1%	19.2%	34.6%	34.6%	19.2%	34.6%	34.6%
Yellow Time (s)	4.1	4.1	4.1	4.1	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	6.1	6.1	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	8.9	8.9	15.9	15.9	6.4	14.7	14.7	9.1	23.8	23.8
Actuated g/C Ratio	0.13	0.13	0.23	0.23	0.09	0.21	0.21	0.13	0.34	0.34
v/c Ratio	0.14	0.31	0.57	0.33	0.02	0.55	0.32	0.42	0.38	0.08
Control Delay	34.5	34.2	32.5	19.2	38.3	33.2	9.5	38.4	20.7	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	34.2	32.5	19.2	38.3	33.2	9.5	38.4	20.7	0.3
LOS	C	C	C	B	D	C	A	D	C	A
Approach Delay		34.3		25.2		24.1			22.6	
Approach LOS		C		C		C			C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 70	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 25.3	Intersection LOS: C
Intersection Capacity Utilization 53.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 65: Murrieta Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	132	3	220	169	96	3	208	133	93	230	47
Future Volume (veh/h)	29	132	3	220	169	96	3	208	133	93	230	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	139	3	232	178	101	3	219	140	98	242	49
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	188	376	8	353	442	239	9	339	287	156	493	418
Arrive On Green	0.10	0.10	0.10	0.20	0.20	0.20	0.00	0.18	0.18	0.09	0.26	0.26
Sat Flow, veh/h	1810	3613	78	1810	2262	1223	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	31	69	73	232	140	139	3	219	140	98	242	49
Grp Sat Flow(s),veh/h/ln	1810	1805	1886	1810	1805	1680	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	0.8	1.9	1.9	6.3	3.6	3.9	0.1	5.7	4.2	2.8	5.7	1.2
Cycle Q Clear(g_c), s	0.8	1.9	1.9	6.3	3.6	3.9	0.1	5.7	4.2	2.8	5.7	1.2
Prop In Lane	1.00		0.04	1.00		0.73	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	188	188	196	353	352	328	9	339	287	156	493	418
V/C Ratio(X)	0.16	0.37	0.37	0.66	0.40	0.42	0.34	0.65	0.49	0.63	0.49	0.12
Avail Cap(c_a), veh/h	813	811	847	813	811	755	694	1379	1168	694	1379	1168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	22.2	22.2	19.8	18.7	18.8	26.4	20.3	19.7	23.5	16.7	15.0
Incr Delay (d2), s/veh	0.4	1.2	1.2	2.1	0.7	0.9	8.1	2.1	1.3	1.5	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.8	0.8	2.6	1.4	1.4	0.1	2.5	1.5	1.2	2.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.1	23.4	23.4	21.8	19.4	19.6	34.5	22.4	21.0	25.0	17.5	15.2
LnGrp LOS	C	C	C	C	B	B	C	C	C	C	B	B
Approach Vol, veh/h		173			511			362			389	
Approach Delay, s/veh		23.2			20.6			21.9			19.1	
Approach LOS		C			C			C			B	

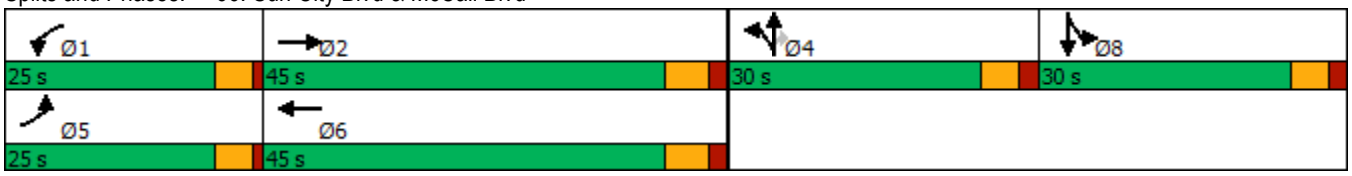
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.6	4.9	20.2		16.5	9.2	15.9				
Change Period (Y+Rc), s		6.1	4.6	6.4		6.1	4.6	6.4				
Max Green Setting (Gmax), s		23.9	20.4	38.6		23.9	20.4	38.6				
Max Q Clear Time (g_c+I1), s		3.9	2.1	7.7		8.3	4.8	7.7				
Green Ext Time (p_c), s		0.8	0.0	1.6		2.1	0.1	1.8				

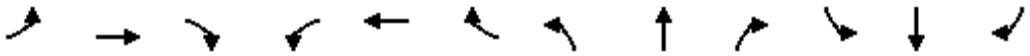
Intersection Summary												
HCM 6th Ctrl Delay			20.8									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	32	357	264	539	103	145	61
Future Volume (vph)	32	357	264	539	103	145	61
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	4		8
Permitted Phases						4	
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	13.6	13.6	13.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	6.7	15.3	20.6	33.9	10.3	10.3	9.8
Actuated g/C Ratio	0.09	0.20	0.26	0.43	0.13	0.13	0.13
v/c Ratio	0.23	0.64	0.60	0.44	0.42	0.46	0.42
Control Delay	39.5	32.7	33.4	18.1	35.0	10.6	33.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.5	32.7	33.4	18.1	35.0	10.6	33.8
LOS	D	C	C	B	C	B	C
Approach Delay		33.2		22.6	24.2		33.8
Approach LOS		C		C	C		C

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 78	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 26.5	Intersection LOS: C
Intersection Capacity Utilization 51.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 66: Sun City Blvd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	357	53	264	539	90	78	103	145	88	61	20
Future Volume (veh/h)	32	357	53	264	539	90	78	103	145	88	61	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	388	58	287	586	98	85	112	158	96	66	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	598	89	341	1035	173	222	321	236	221	167	56
Arrive On Green	0.04	0.19	0.19	0.19	0.33	0.33	0.15	0.15	0.15	0.12	0.12	0.12
Sat Flow, veh/h	1810	3151	467	1810	3095	516	1485	2145	1580	1803	1360	454
Grp Volume(v), veh/h	35	221	225	287	341	343	104	93	158	96	0	88
Grp Sat Flow(s),veh/h/ln	1810	1805	1813	1810	1805	1807	1826	1805	1580	1810	0	1807
Q Serve(g_s), s	1.2	7.1	7.2	9.6	9.7	9.8	3.2	2.9	5.9	3.1	0.0	2.8
Cycle Q Clear(g_c), s	1.2	7.1	7.2	9.6	9.7	9.8	3.2	2.9	5.9	3.1	0.0	2.8
Prop In Lane	1.00		0.26	1.00		0.29	0.81		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	79	342	344	341	603	604	273	270	236	222	0	222
V/C Ratio(X)	0.44	0.65	0.65	0.84	0.57	0.57	0.38	0.34	0.67	0.43	0.00	0.40
Avail Cap(c_a), veh/h	590	1122	1127	590	1122	1123	712	704	616	705	0	704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.2	23.4	23.5	24.5	17.1	17.1	24.0	23.9	25.1	25.5	0.0	25.3
Incr Delay (d2), s/veh	1.4	2.0	2.1	2.2	0.8	0.8	0.9	0.7	3.2	1.3	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.0	3.0	4.0	3.7	3.7	1.4	1.2	0.2	1.4	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	25.5	25.6	26.7	17.9	18.0	24.9	24.6	28.4	26.8	0.0	26.5
LnGrp LOS	C	C	C	C	B	B	C	C	C	C	A	C
Approach Vol, veh/h		481			971			355			184	
Approach Delay, s/veh		25.9			20.5			26.4			26.6	
Approach LOS		C			C			C			C	

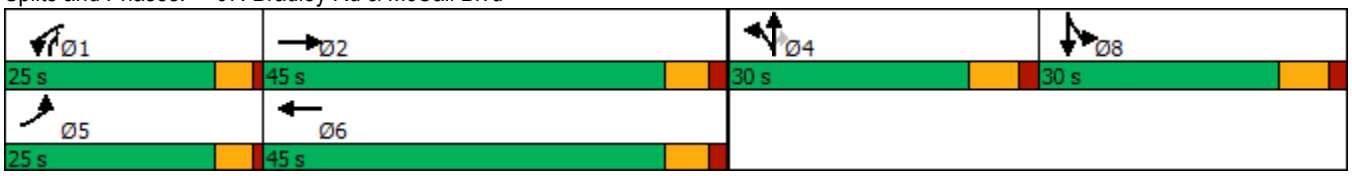
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.4	18.0		15.0	7.3	27.0		13.3				
Change Period (Y+Rc), s	4.6	6.1		5.6	4.6	6.1		5.6				
Max Green Setting (Gmax), s	20.4	38.9		24.4	20.4	38.9		24.4				
Max Q Clear Time (g_c+I1), s	11.6	9.2		7.9	3.2	11.8		5.1				
Green Ext Time (p_c), s	0.3	2.7		1.5	0.0	4.4		1.0				

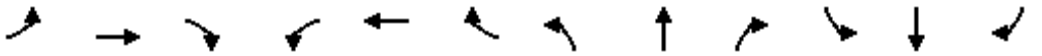
Intersection Summary			
HCM 6th Ctrl Delay		23.4	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	581	546	819	62	62	547	103	50
Future Volume (vph)	6	581	546	819	62	62	547	103	50
Turn Type	Prot	NA	Prot	NA	Split	NA	pm+ov	Split	NA
Protected Phases	5	2	1	6	4	4	1	8	8
Permitted Phases							4		
Detector Phase	5	2	1	6	4	4	1	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	10.6	14.8	14.8
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	19.2%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.2	21.9	21.2	46.1	9.5	9.5	30.0	11.1	11.1
Actuated g/C Ratio	0.07	0.26	0.25	0.54	0.11	0.11	0.35	0.13	0.13
v/c Ratio	0.05	0.72	1.24	0.49	0.31	0.30	0.77	0.44	0.24
Control Delay	44.3	33.6	155.8	15.0	43.4	42.9	17.4	43.8	36.6
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	33.6	155.8	15.1	43.4	42.9	17.4	43.8	36.6
LOS	D	C	F	B	D	D	B	D	D
Approach Delay		33.7		67.1		22.1			41.2
Approach LOS		C		E		C			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 84.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.24	
Intersection Signal Delay: 48.1	Intersection LOS: D
Intersection Capacity Utilization 75.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 67: Bradley Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	581	68	546	819	113	62	62	547	103	50	8
Future Volume (veh/h)	6	581	68	546	819	113	62	62	547	103	50	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	593	69	557	836	115	63	63	558	105	51	8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	17	753	87	374	1367	188	426	447	712	146	129	20
Arrive On Green	0.01	0.23	0.23	0.21	0.43	0.43	0.24	0.24	0.24	0.08	0.08	0.08
Sat Flow, veh/h	1810	3257	378	1810	3188	438	1810	1900	1610	1810	1601	251
Grp Volume(v), veh/h	6	328	334	557	473	478	63	63	558	105	0	59
Grp Sat Flow(s),veh/h/ln	1810	1805	1830	1810	1805	1821	1810	1900	1610	1810	0	1853
Q Serve(g_s), s	0.3	16.8	16.9	20.4	20.0	20.0	2.7	2.6	23.2	5.6	0.0	3.0
Cycle Q Clear(g_c), s	0.3	16.8	16.9	20.4	20.0	20.0	2.7	2.6	23.2	5.6	0.0	3.0
Prop In Lane	1.00		0.21	1.00		0.24	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	17	417	423	374	774	781	426	447	712	146	0	149
V/C Ratio(X)	0.36	0.79	0.79	1.49	0.61	0.61	0.15	0.14	0.78	0.72	0.00	0.40
Avail Cap(c_a), veh/h	374	712	722	374	774	781	426	447	712	426	0	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.6	35.6	35.7	39.1	21.8	21.8	29.9	29.8	23.5	44.3	0.0	43.1
Incr Delay (d2), s/veh	4.8	3.3	3.3	233.5	1.4	1.4	0.2	0.1	5.7	6.6	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	7.6	7.7	33.1	8.4	8.4	1.2	1.2	11.1	2.7	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.3	38.9	39.0	272.6	23.2	23.2	30.0	30.0	29.2	50.9	0.0	44.8
LnGrp LOS	D	D	D	F	C	C	C	C	C	D	A	D
Approach Vol, veh/h		668			1508			684			164	
Approach Delay, s/veh		39.1			115.3			29.4			48.7	
Approach LOS		D			F			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	28.9		30.0	5.5	48.4		14.7				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		23.2				
Max Q Clear Time (g_c+I1), s	22.4	18.9		25.2	2.3	22.0		7.6				
Green Ext Time (p_c), s	0.0	3.9		0.0	0.0	5.6		0.4				

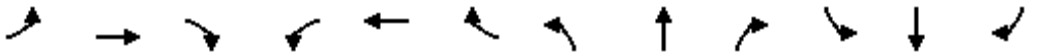
Intersection Summary			
HCM 6th Ctrl Delay		75.4	
HCM 6th LOS		E	

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	919	313	328	957	0	519
Future Volume (vph)	919	313	328	957	0	519
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		9.0	9.5	9.5	9.5
Total Split (s)	45.0		25.0	70.0	30.0	30.0
Total Split (%)	45.0%		25.0%	70.0%	30.0%	30.0%
Yellow Time (s)	4.0		3.5	4.0	4.0	4.0
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.0	4.5	4.5	4.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	C-Min	None	None
Act Effct Green (s)	36.2	100.0	20.2	60.3	30.7	30.7
Actuated g/C Ratio	0.36	1.00	0.20	0.60	0.31	0.31
v/c Ratio	0.71	0.20	0.91	0.44	0.73	0.87
Control Delay	31.3	0.3	50.2	19.6	40.4	39.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.3	0.3	50.2	19.6	40.4	39.7
LOS	C	A	D	B	D	D
Approach Delay	23.4			27.4	40.0	
Approach LOS	C			C	D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 68 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 29.3	Intersection LOS: C
Intersection Capacity Utilization 76.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 68: I-215 SB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	919	313	328	957	0	0	0	0	399	0	519
Future Volume (veh/h)	0	919	313	328	957	0	0	0	0	399	0	519
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	928	0	331	967	0				403	0	524
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1512		355	2365	0				461	0	411
Arrive On Green	0.00	0.42	0.00	0.39	1.00	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1810	0	1610
Grp Volume(v), veh/h	0	928	0	331	967	0				403	0	524
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	20.1	0.0	17.5	0.0	0.0				21.3	0.0	25.5
Cycle Q Clear(g_c), s	0.0	20.1	0.0	17.5	0.0	0.0				21.3	0.0	25.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1512		355	2365	0				461	0	411
V/C Ratio(X)	0.00	0.61		0.93	0.41	0.00				0.87	0.00	1.28
Avail Cap(c_a), veh/h	0	1512		380	2365	0				461	0	411
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.63	0.00	0.48	0.48	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.7	0.0	29.7	0.0	0.0				35.7	0.0	37.3
Incr Delay (d2), s/veh	0.0	1.2	0.0	16.6	0.3	0.0				16.1	0.0	142.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.4	0.0	7.2	0.1	0.0				11.2	0.0	25.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.9	0.0	46.3	0.3	0.0				51.8	0.0	179.3
LnGrp LOS	A	C		D	A	A				D	A	F
Approach Vol, veh/h		928			1298						927	
Approach Delay, s/veh		23.9			12.0						123.9	
Approach LOS		C			B						F	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	23.6	46.4		30.0		70.0						
Change Period (Y+Rc), s	4.0	4.5		4.5		4.5						
Max Green Setting (Gmax), s	21.0	40.5		25.5		65.5						
Max Q Clear Time (g_c+I1), s	19.5	22.1		27.5		2.0						
Green Ext Time (p_c), s	0.1	4.2		0.0		5.1						

Intersection Summary			
HCM 6th Ctrl Delay		48.4	
HCM 6th LOS		D	

Notes

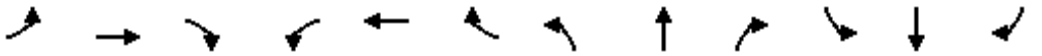
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	312	1006	868	233	5	598
Future Volume (vph)	312	1006	868	233	5	598
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	8.5	9.5	9.5		9.5	9.5
Total Split (s)	29.0	60.0	31.0		40.0	40.0
Total Split (%)	29.0%	60.0%	31.0%		40.0%	40.0%
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min		None	None
Act Effct Green (s)	21.3	55.3	30.5	100.0	35.7	35.7
Actuated g/C Ratio	0.21	0.55	0.30	1.00	0.36	0.36
v/c Ratio	0.84	0.52	0.81	0.15	0.67	0.97
Control Delay	55.9	8.6	40.2	0.2	33.5	57.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.9	8.6	40.2	0.2	33.5	57.5
LOS	E	A	D	A	C	E
Approach Delay		19.8	31.7		47.6	
Approach LOS		B	C		D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 31.9	Intersection LOS: C
Intersection Capacity Utilization 76.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 69: I-215 NB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	1006	0	0	868	233	417	5	598	0	0	0
Future Volume (veh/h)	312	1006	0	0	868	233	417	5	598	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	322	1037	0	0	895	0	430	5	616			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	349	2004	0	0	1182		635	7	572			
Arrive On Green	0.39	1.00	0.00	0.00	0.33	0.00	0.35	0.35	0.35			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1790	21	1610			
Grp Volume(v), veh/h	322	1037	0	0	895	0	435	0	616			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	17.0	0.0	0.0	0.0	22.2	0.0	20.4	0.0	35.5			
Cycle Q Clear(g_c), s	17.0	0.0	0.0	0.0	22.2	0.0	20.4	0.0	35.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	349	2004	0	0	1182		643	0	572			
V/C Ratio(X)	0.92	0.52	0.00	0.00	0.76		0.68	0.00	1.08			
Avail Cap(c_a), veh/h	461	2004	0	0	1182		643	0	572			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.64	0.64	0.00	0.00	0.76	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	30.0	0.0	0.0	0.0	30.1	0.0	27.4	0.0	32.3			
Incr Delay (d2), s/veh	12.9	0.6	0.0	0.0	3.5	0.0	2.8	0.0	60.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.7	0.2	0.0	0.0	9.8	0.0	9.0	0.0	22.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	0.6	0.0	0.0	33.6	0.0	30.2	0.0	92.5			
LnGrp LOS	D	A	A	A	C		C	A	F			
Approach Vol, veh/h		1359			895			1051				
Approach Delay, s/veh		10.6			33.6			66.7				
Approach LOS		B			C			E				

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.0			22.8	37.2		40.0				
Change Period (Y+Rc), s		4.5			3.5	4.5		4.5				
Max Green Setting (Gmax), s		55.5			25.5	26.5		35.5				
Max Q Clear Time (g_c+I1), s		2.0			19.0	24.2		37.5				
Green Ext Time (p_c), s		5.6			0.3	1.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			34.7									
HCM 6th LOS			C									

Notes

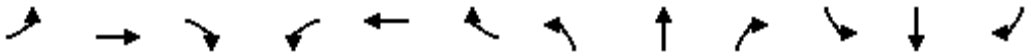
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	175	1193	33	777	152	22	25	37	18
Future Volume (vph)	175	1193	33	777	152	22	25	37	18
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases					4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	14.8	14.8	14.8
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	25.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	12.3	41.1	6.8	30.3	16.7	16.7	16.7	17.4	17.4
Actuated g/C Ratio	0.16	0.53	0.09	0.39	0.22	0.22	0.22	0.23	0.23
v/c Ratio	0.64	0.80	0.22	0.60	0.68	0.06	0.06	0.12	0.39
Control Delay	42.6	21.4	41.0	22.1	44.7	26.2	0.3	26.5	8.4
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.6	21.7	41.0	22.1	44.7	26.2	0.3	26.5	8.4
LOS	D	C	D	C	D	C	A	C	A
Approach Delay		24.0		22.8		37.1			11.4
Approach LOS		C		C		D			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 77.3	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 23.6	Intersection LOS: C
Intersection Capacity Utilization 85.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 70: Encanto Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	1193	235	33	777	24	152	22	25	37	18	170
Future Volume (veh/h)	175	1193	235	33	777	24	152	22	25	37	18	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	184	1256	247	35	818	25	160	23	26	39	19	179
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	226	1431	279	74	1400	43	280	490	410	435	40	381
Arrive On Green	0.12	0.48	0.48	0.04	0.39	0.39	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3012	586	1810	3576	109	1203	1900	1589	1378	157	1477
Grp Volume(v), veh/h	184	748	755	35	413	430	160	23	26	39	0	198
Grp Sat Flow(s),veh/h/ln	1810	1805	1794	1810	1805	1880	1203	1900	1589	1378	0	1634
Q Serve(g_s), s	7.7	28.7	29.5	1.5	14.0	14.0	10.0	0.7	1.0	1.7	0.0	7.9
Cycle Q Clear(g_c), s	7.7	28.7	29.5	1.5	14.0	14.0	17.9	0.7	1.0	2.4	0.0	7.9
Prop In Lane	1.00		0.33	1.00		0.06	1.00		1.00	1.00		0.90
Lane Grp Cap(c), veh/h	226	858	852	74	706	736	280	490	410	435	0	421
V/C Ratio(X)	0.82	0.87	0.89	0.47	0.58	0.58	0.57	0.05	0.06	0.09	0.00	0.47
Avail Cap(c_a), veh/h	477	908	902	477	908	945	331	570	477	506	0	505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.0	18.2	18.4	36.3	18.6	18.6	31.8	21.6	21.7	22.5	0.0	24.3
Incr Delay (d2), s/veh	2.7	8.9	10.2	1.7	0.8	0.7	1.8	0.0	0.1	0.1	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	12.6	13.1	0.6	5.1	5.3	3.0	0.3	0.3	0.5	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	27.1	28.6	38.0	19.3	19.3	33.7	21.6	21.7	22.6	0.0	25.1
LnGrp LOS	D	C	C	D	B	B	C	C	C	C	A	C
Approach Vol, veh/h		1687			878			209			237	
Approach Delay, s/veh		28.7			20.1			30.9			24.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	42.9		26.7	14.3	36.4		26.7				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		* 6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		* 24				
Max Q Clear Time (g_c+I1), s	3.5	31.5		19.9	9.7	16.0		9.9				
Green Ext Time (p_c), s	0.0	5.2		0.2	0.2	4.7		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		26.0	
HCM 6th LOS		C	

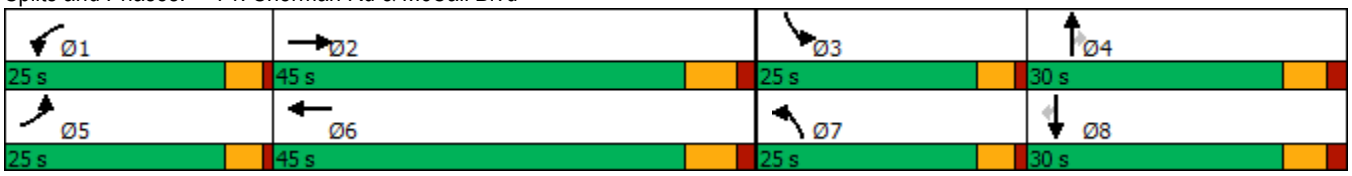
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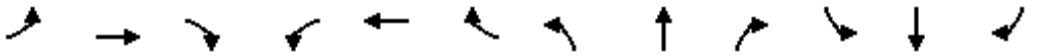
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	85	1113	27	691	79	12	20	32	13	24
Future Volume (vph)	85	1113	27	691	79	12	20	32	13	24
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4		3	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.8	10.6	16.8	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	8.5	44.6	6.6	37.9	9.1	9.7	9.7	6.7	8.2	8.2
Actuated g/C Ratio	0.12	0.61	0.09	0.52	0.13	0.13	0.13	0.09	0.11	0.11
v/c Ratio	0.42	0.57	0.17	0.40	0.37	0.05	0.07	0.20	0.07	0.09
Control Delay	39.1	15.2	38.0	16.8	37.5	32.7	0.4	38.1	35.7	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.1	15.2	38.0	16.8	37.5	32.7	0.4	38.1	35.7	0.6
LOS	D	B	D	B	D	C	A	D	D	A
Approach Delay		16.8		17.5		30.3			24.8	
Approach LOS		B		B		C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 72.7	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 18.0	Intersection LOS: B
Intersection Capacity Utilization 63.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 71: Sherman Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	1113	79	27	691	28	79	12	20	32	13	24
Future Volume (veh/h)	85	1113	79	27	691	28	79	12	20	32	13	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	1172	83	28	727	29	83	13	21	34	14	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	135	1495	106	67	1413	56	131	259	220	77	203	172
Arrive On Green	0.07	0.44	0.44	0.04	0.40	0.40	0.07	0.14	0.14	0.04	0.11	0.11
Sat Flow, veh/h	1810	3419	242	1810	3538	141	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	89	618	637	28	371	385	83	13	21	34	14	25
Grp Sat Flow(s),veh/h/ln	1810	1805	1856	1810	1805	1875	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	3.1	18.7	18.7	1.0	9.9	9.9	2.8	0.4	0.7	1.2	0.4	0.9
Cycle Q Clear(g_c), s	3.1	18.7	18.7	1.0	9.9	9.9	2.8	0.4	0.7	1.2	0.4	0.9
Prop In Lane	1.00		0.13	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	135	789	812	67	721	749	131	259	220	77	203	172
V/C Ratio(X)	0.66	0.78	0.78	0.42	0.51	0.51	0.63	0.05	0.10	0.44	0.07	0.15
Avail Cap(c_a), veh/h	579	1082	1113	579	1082	1124	579	713	604	579	713	604
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	15.3	15.4	30.0	14.5	14.5	28.7	23.9	24.1	29.8	25.6	25.8
Incr Delay (d2), s/veh	2.0	2.6	2.6	1.6	0.6	0.5	1.9	0.1	0.2	1.5	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	6.4	6.6	0.4	3.3	3.4	1.2	0.2	0.3	0.5	0.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	18.0	18.0	31.6	15.0	15.0	30.6	24.0	24.3	31.2	25.8	26.2
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1344			784			117			73	
Approach Delay, s/veh		18.8			15.6			28.7			28.5	
Approach LOS		B			B			C			C	

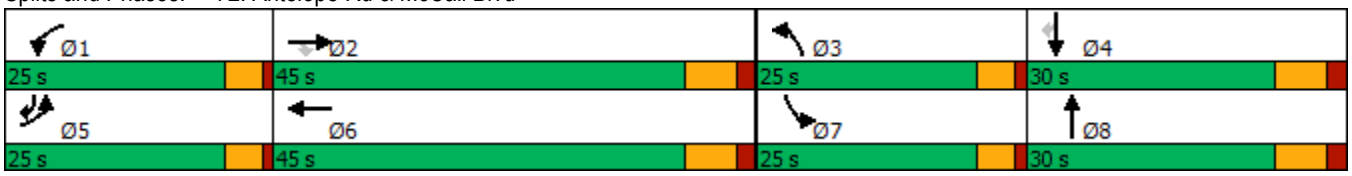
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	34.7	7.3	14.8	9.4	32.3	9.2	12.9
Change Period (Y+Rc), s	4.6	6.8	4.6	6.1	4.6	6.8	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.9	20.4	38.2	20.4	23.9
Max Q Clear Time (g_c+I1), s	3.0	20.7	3.2	2.7	5.1	11.9	4.8	2.9
Green Ext Time (p_c), s	0.0	7.1	0.0	0.1	0.1	4.2	0.1	0.1

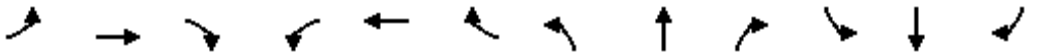
Intersection Summary	
HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	65	933	57	28	634	27	3	13	8	75
Future Volume (vph)	65	933	57	28	634	27	3	13	8	75
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8	7	4	5
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	5
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	16.8	16.8	10.6	16.8	10.6	14.8	10.6	14.8	10.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0	25.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%	20.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	6.8	4.6	6.8	4.6	6.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	8.1	36.9	36.9	7.2	27.9	7.8	9.4	7.0	9.2	13.1
Actuated g/C Ratio	0.15	0.70	0.70	0.14	0.53	0.15	0.18	0.13	0.18	0.25
v/c Ratio	0.25	0.39	0.05	0.12	0.35	0.10	0.14	0.06	0.02	0.17
Control Delay	29.1	9.5	0.6	30.8	12.3	29.5	13.4	31.3	29.6	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.1	9.5	0.6	30.8	12.3	29.5	13.4	31.3	29.6	7.4
LOS	C	A	A	C	B	C	B	C	C	A
Approach Delay		10.2			13.0		19.7		12.5	
Approach LOS		B			B		B		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 52.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay: 11.7	Intersection LOS: B
Intersection Capacity Utilization 54.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 72: Antelope Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	933	57	28	634	10	27	3	39	13	8	75
Future Volume (veh/h)	65	933	57	28	634	10	27	3	39	13	8	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	982	60	29	667	11	28	3	41	14	8	79
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	126	1436	640	70	1334	22	68	16	217	38	240	315
Arrive On Green	0.07	0.40	0.40	0.04	0.37	0.37	0.04	0.14	0.14	0.02	0.13	0.13
Sat Flow, veh/h	1810	3610	1610	1810	3634	60	1810	111	1516	1810	1900	1610
Grp Volume(v), veh/h	68	982	60	29	331	347	28	0	44	14	8	79
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1889	1810	0	1627	1810	1900	1610
Q Serve(g_s), s	2.1	12.8	1.3	0.9	8.1	8.1	0.9	0.0	1.4	0.4	0.2	2.4
Cycle Q Clear(g_c), s	2.1	12.8	1.3	0.9	8.1	8.1	0.9	0.0	1.4	0.4	0.2	2.4
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.93	1.00		1.00
Lane Grp Cap(c), veh/h	126	1436	640	70	663	693	68	0	233	38	240	315
V/C Ratio(X)	0.54	0.68	0.09	0.41	0.50	0.50	0.41	0.00	0.19	0.37	0.03	0.25
Avail Cap(c_a), veh/h	647	2418	1078	647	1209	1265	647	0	662	647	773	767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	14.2	10.7	26.8	14.0	14.0	26.8	0.0	21.5	27.6	21.9	19.4
Incr Delay (d2), s/veh	1.4	0.6	0.1	1.4	0.6	0.6	1.5	0.0	0.4	2.2	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.6	0.4	0.4	3.0	3.2	0.4	0.0	0.5	0.2	0.1	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.0	14.8	10.8	28.2	14.6	14.6	28.3	0.0	21.9	29.8	21.9	19.8
LnGrp LOS	C	B	B	C	B	B	C	A	C	C	C	B
Approach Vol, veh/h		1110			707			72			101	
Approach Delay, s/veh		15.3			15.1			24.4			21.4	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	29.5	6.7	14.0	8.6	27.7	5.8	15.0
Change Period (Y+Rc), s	4.6	6.8	4.6	6.8	4.6	6.8	4.6	6.8
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.2	20.4	38.2	20.4	23.2
Max Q Clear Time (g_c+I1), s	2.9	14.8	2.9	4.4	4.1	10.1	2.4	3.4
Green Ext Time (p_c), s	0.0	7.8	0.0	0.2	0.1	4.5	0.0	0.2

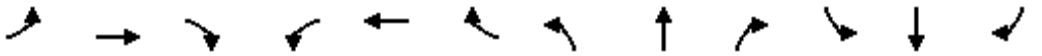
Intersection Summary	
HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR	Ø1
Lane Configurations										
Traffic Volume (vph)	39	837	592	26	4	0	19	0	63	
Future Volume (vph)	39	837	592	26	4	0	19	0	63	
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm	NA	Perm	
Protected Phases	5	2	6			8		4		1
Permitted Phases				6	8		4		4	
Detector Phase	5	2	6	6	8	8	4	4	4	
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	10.0	8.0	8.0	21.0	21.0	21.0	6.0
Minimum Split (s)	10.6	17.2	17.2	17.2	13.6	13.6	26.6	26.6	26.6	10.6
Total Split (s)	40.0	60.0	45.0	45.0	40.0	40.0	40.0	40.0	40.0	25.0
Total Split (%)	32.0%	48.0%	36.0%	36.0%	32.0%	32.0%	32.0%	32.0%	32.0%	20%
Yellow Time (s)	3.6	5.2	5.2	5.2	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.6	7.2	7.2	7.2		5.6		5.6	5.6	
Lead/Lag	Lead	Lag	Lag	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	Min	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	7.0	61.0	53.7	53.7		18.2		21.2	21.2	
Actuated g/C Ratio	0.08	0.70	0.62	0.62		0.21		0.24	0.24	
v/c Ratio	0.31	0.72	0.30	0.03		0.01		0.06	0.15	
Control Delay	43.7	16.1	12.3	0.0		0.0		26.4	2.4	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	43.7	16.1	12.3	0.0		0.0		26.4	2.4	
LOS	D	B	B	A		A		C	A	
Approach Delay		17.3	11.8					8.0		
Approach LOS		B	B					A		

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 87.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 14.6	Intersection LOS: B
Intersection Capacity Utilization 72.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	837	5	0	592	26	4	0	1	19	0	63
Future Volume (veh/h)	39	837	5	0	592	26	4	0	1	19	0	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	951	6	0	673	30	5	0	1	22	0	72
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	87	1102	7	2	1715	765	360	8	56	452	0	395
Arrive On Green	0.05	0.58	0.58	0.00	0.47	0.47	0.25	0.00	0.25	0.25	0.00	0.25
Sat Flow, veh/h	1810	1886	12	1810	3610	1610	1112	33	229	1453	0	1610
Grp Volume(v), veh/h	44	0	957	0	673	30	6	0	0	22	0	72
Grp Sat Flow(s),veh/h/ln	1810	0	1898	1810	1805	1610	1374	0	0	1453	0	1610
Q Serve(g_s), s	1.8	0.0	31.7	0.0	9.0	0.7	0.0	0.0	0.0	0.0	0.0	2.7
Cycle Q Clear(g_c), s	1.8	0.0	31.7	0.0	9.0	0.7	0.7	0.0	0.0	0.7	0.0	2.7
Prop In Lane	1.00		0.01	1.00		1.00	0.83		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	87	0	1109	2	1715	765	425	0	0	452	0	395
V/C Ratio(X)	0.51	0.00	0.86	0.00	0.39	0.04	0.01	0.00	0.00	0.05	0.00	0.18
Avail Cap(c_a), veh/h	854	0	1336	492	1819	811	721	0	0	759	0	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.8	0.0	13.1	0.0	12.7	10.5	21.4	0.0	0.0	21.6	0.0	22.4
Incr Delay (d2), s/veh	1.7	0.0	5.7	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	12.9	0.0	3.4	0.3	0.1	0.0	0.0	0.3	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.5	0.0	18.8	0.0	12.9	10.6	21.5	0.0	0.0	21.7	0.0	22.6
LnGrp LOS	D	A	B	A	B	B	C	A	A	C	A	C
Approach Vol, veh/h		1001			703			6			94	
Approach Delay, s/veh		19.5			12.8			21.5			22.4	
Approach LOS		B			B			C			C	

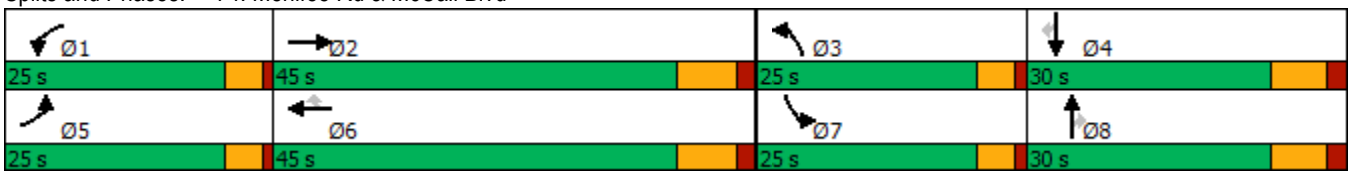
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	51.0		24.0	8.2	42.8		24.0				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	52.8		34.4	35.4	37.8		34.4				
Max Q Clear Time (g_c+I1), s	0.0	33.7		4.7	3.8	11.0		2.7				
Green Ext Time (p_c), s	0.0	10.1		0.3	0.0	7.2		0.0				

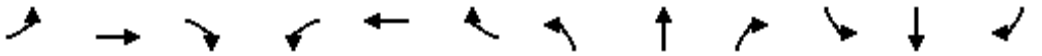
Intersection Summary			
HCM 6th Ctrl Delay		17.1	
HCM 6th LOS		B	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	211	455	26	267	39	165	328	58	86	241	186
Future Volume (vph)	211	455	26	267	39	165	328	58	86	241	186
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.5	10.6	17.5	17.5	10.6	15.2	15.2	10.6	15.2	15.2
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	9.9	25.8	6.3	14.5	14.5	12.5	18.3	18.3	9.0	12.0	12.0
Actuated g/C Ratio	0.13	0.35	0.09	0.20	0.20	0.17	0.25	0.25	0.12	0.16	0.16
v/c Ratio	0.48	0.56	0.09	0.41	0.10	0.58	0.40	0.13	0.42	0.44	0.47
Control Delay	35.9	22.0	39.0	29.1	0.5	38.7	27.5	0.8	40.2	32.7	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.9	22.0	39.0	29.1	0.5	38.7	27.5	0.8	40.2	32.7	9.3
LOS	D	C	D	C	A	D	C	A	D	C	A
Approach Delay		25.4		26.5			28.0			25.5	
Approach LOS		C		C			C			C	

Intersection Summary		
Cycle Length: 125		
Actuated Cycle Length: 73.9		
Natural Cycle: 60		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.58		
Intersection Signal Delay: 26.2	Intersection LOS: C	
Intersection Capacity Utilization 59.4%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	455	191	26	267	39	165	328	58	86	241	186
Future Volume (veh/h)	211	455	191	26	267	39	165	328	58	86	241	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	227	489	205	28	287	42	177	353	62	92	259	200
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	343	702	293	129	801	357	224	818	365	138	645	288
Arrive On Green	0.10	0.28	0.28	0.04	0.22	0.22	0.12	0.23	0.23	0.08	0.18	0.18
Sat Flow, veh/h	3510	2484	1035	3510	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	227	355	339	28	287	42	177	353	62	92	259	200
Grp Sat Flow(s),veh/h/ln	1755	1805	1714	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	3.9	11.1	11.2	0.5	4.3	1.3	6.0	5.3	2.0	3.1	4.0	7.4
Cycle Q Clear(g_c), s	3.9	11.1	11.2	0.5	4.3	1.3	6.0	5.3	2.0	3.1	4.0	7.4
Prop In Lane	1.00		0.60	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	343	510	484	129	801	357	224	818	365	138	645	288
V/C Ratio(X)	0.66	0.70	0.70	0.22	0.36	0.12	0.79	0.43	0.17	0.67	0.40	0.69
Avail Cap(c_a), veh/h	1132	1070	1016	1132	2141	955	584	1301	581	584	1301	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	20.3	20.3	29.6	20.8	19.7	26.9	21.0	19.7	28.4	23.0	24.3
Incr Delay (d2), s/veh	0.8	1.7	1.9	0.3	0.3	0.1	2.4	0.4	0.2	2.1	0.4	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.5	4.4	0.2	1.7	0.5	2.6	2.1	0.7	1.4	1.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	22.0	22.1	29.9	21.1	19.8	29.3	21.3	19.9	30.5	23.4	27.4
LnGrp LOS	C	C	C	C	C	B	C	C	B	C	C	C
Approach Vol, veh/h		921			357			592			551	
Approach Delay, s/veh		23.6			21.6			23.6			26.0	
Approach LOS		C			C			C			C	

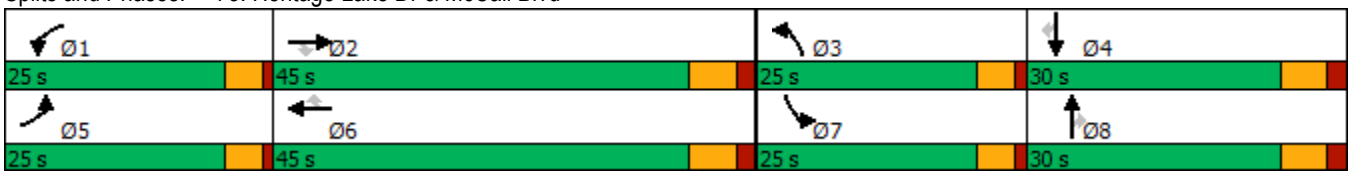
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	25.4	12.4	18.5	10.8	21.5	9.4	21.5
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	22.8	20.4	37.5	20.4	22.8
Max Q Clear Time (g_c+I1), s	2.5	13.2	8.0	9.4	5.9	6.3	5.1	7.3
Green Ext Time (p_c), s	0.0	4.7	0.2	1.9	0.3	2.1	0.1	2.2

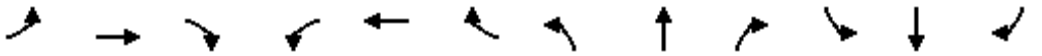
Intersection Summary	
HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	439	118	27	227	10	65	14	23	11	15	39
Future Volume (vph)	43	439	118	27	227	10	65	14	23	11	15	39
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.7	21.3	21.3	8.4	21.1	21.1	9.0	15.2	15.2	8.3	11.1	11.1
Actuated g/C Ratio	0.22	0.55	0.55	0.22	0.54	0.54	0.23	0.39	0.39	0.21	0.29	0.29
v/c Ratio	0.11	0.16	0.14	0.07	0.08	0.01	0.16	0.02	0.03	0.03	0.03	0.08
Control Delay	22.2	13.3	5.0	23.2	14.1	0.0	21.4	16.1	0.1	23.5	21.7	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.2	13.3	5.0	23.2	14.1	0.0	21.4	16.1	0.1	23.5	21.7	0.3
LOS	C	B	A	C	B	A	C	B	A	C	C	A
Approach Delay		12.3			14.4			15.9			9.3	
Approach LOS		B			B			B			A	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 38.8	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.16	
Intersection Signal Delay: 13.0	Intersection LOS: B
Intersection Capacity Utilization 38.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 75: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	439	118	27	227	10	65	14	23	11	15	39
Future Volume (veh/h)	43	439	118	27	227	10	65	14	23	11	15	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	462	124	28	239	11	68	15	24	12	16	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	1237	378	72	1142	354	140	368	311	34	256	214
Arrive On Green	0.06	0.24	0.24	0.04	0.22	0.22	0.08	0.19	0.19	0.02	0.13	0.13
Sat Flow, veh/h	1810	5187	1587	1810	5187	1610	1810	1900	1605	1810	1900	1587
Grp Volume(v), veh/h	45	462	124	28	239	11	68	15	24	12	16	41
Grp Sat Flow(s),veh/h/ln	1810	1729	1587	1810	1729	1610	1810	1900	1605	1810	1900	1587
Q Serve(g_s), s	1.0	3.2	2.8	0.7	1.6	0.2	1.6	0.3	0.5	0.3	0.3	1.0
Cycle Q Clear(g_c), s	1.0	3.2	2.8	0.7	1.6	0.2	1.6	0.3	0.5	0.3	0.3	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	105	1237	378	72	1142	354	140	368	311	34	256	214
V/C Ratio(X)	0.43	0.37	0.33	0.39	0.21	0.03	0.48	0.04	0.08	0.36	0.06	0.19
Avail Cap(c_a), veh/h	855	4640	1419	855	4640	1440	855	1039	878	855	1039	868
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	13.7	13.6	20.2	13.8	13.2	19.1	14.1	14.2	20.9	16.3	16.6
Incr Delay (d2), s/veh	1.0	0.2	0.5	1.3	0.1	0.0	1.0	0.0	0.1	2.3	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.1	0.9	0.3	0.5	0.1	0.6	0.1	0.2	0.1	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.7	13.9	14.1	21.5	13.8	13.2	20.0	14.2	14.4	23.3	16.4	17.0
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		631			278			107			69	
Approach Delay, s/veh		14.4			14.6			17.9			18.0	
Approach LOS		B			B			B			B	

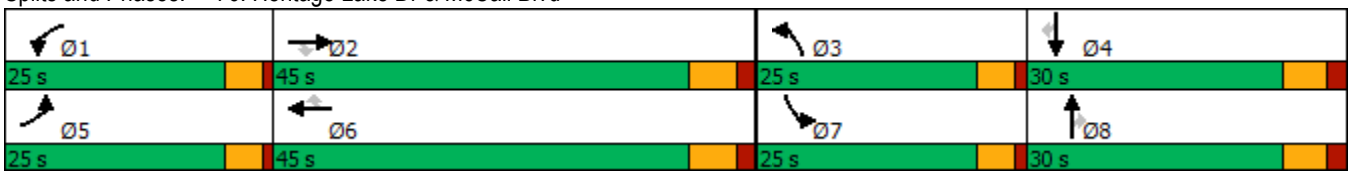
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	16.7	7.9	12.2	7.1	15.9	5.4	14.7
Change Period (Y+Rc), s	4.6	6.4	4.6	6.4	4.6	6.4	4.6	6.4
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.6	20.4	38.6	20.4	23.6
Max Q Clear Time (g_c+I1), s	2.7	5.2	3.6	3.0	3.0	3.6	2.3	2.5
Green Ext Time (p_c), s	0.0	3.9	0.1	0.1	0.0	1.7	0.0	0.1

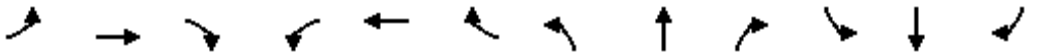
Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	253	127	22	161	18	72	19	28	22	21	21
Future Volume (vph)	35	253	127	22	161	18	72	19	28	22	21	21
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	6.8	22.7	22.7	6.7	21.1	21.1	8.2	11.0	11.0	6.7	8.9	8.9
Actuated g/C Ratio	0.17	0.58	0.58	0.17	0.54	0.54	0.21	0.28	0.28	0.17	0.23	0.23
v/c Ratio	0.12	0.09	0.14	0.07	0.06	0.02	0.20	0.04	0.06	0.07	0.05	0.05
Control Delay	20.2	11.0	4.7	20.7	14.0	0.1	18.7	14.8	0.2	20.7	18.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.2	11.0	4.7	20.7	14.0	0.1	18.7	14.8	0.2	20.7	18.9	0.2
LOS	C	B	A	C	B	A	B	B	A	C	B	A
Approach Delay		9.9			13.5			13.7			13.4	
Approach LOS		A			B			B			B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 39.1	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.20	
Intersection Signal Delay: 11.6	Intersection LOS: B
Intersection Capacity Utilization 38.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 76: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	253	127	22	161	18	72	19	28	22	21	21
Future Volume (veh/h)	35	253	127	22	161	18	72	19	28	22	21	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	269	135	23	171	19	77	20	30	23	22	22
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	1275	393	61	1191	370	151	359	303	61	264	224
Arrive On Green	0.05	0.25	0.25	0.03	0.23	0.23	0.08	0.19	0.19	0.03	0.14	0.14
Sat Flow, veh/h	1810	5187	1600	1810	5187	1610	1810	1900	1600	1810	1900	1610
Grp Volume(v), veh/h	37	269	135	23	171	19	77	20	30	23	22	22
Grp Sat Flow(s),veh/h/ln	1810	1729	1600	1810	1729	1610	1810	1900	1600	1810	1900	1610
Q Serve(g_s), s	0.9	1.8	3.0	0.5	1.1	0.4	1.8	0.4	0.7	0.5	0.4	0.5
Cycle Q Clear(g_c), s	0.9	1.8	3.0	0.5	1.1	0.4	1.8	0.4	0.7	0.5	0.4	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	90	1275	393	61	1191	370	151	359	303	61	264	224
V/C Ratio(X)	0.41	0.21	0.34	0.38	0.14	0.05	0.51	0.06	0.10	0.38	0.08	0.10
Avail Cap(c_a), veh/h	847	4596	1418	847	4596	1427	847	1042	878	847	1042	883
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	13.1	13.5	20.6	13.4	13.1	19.1	14.5	14.6	20.6	16.3	16.4
Incr Delay (d2), s/veh	1.1	0.1	0.5	1.5	0.1	0.1	1.0	0.1	0.1	1.5	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.6	1.0	0.2	0.4	0.1	0.7	0.1	0.2	0.2	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.2	13.1	14.0	22.1	13.4	13.1	20.1	14.5	14.7	22.1	16.5	16.6
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		441			213			127			67	
Approach Delay, s/veh		14.1			14.3			18.0			18.4	
Approach LOS		B			B			B			B	

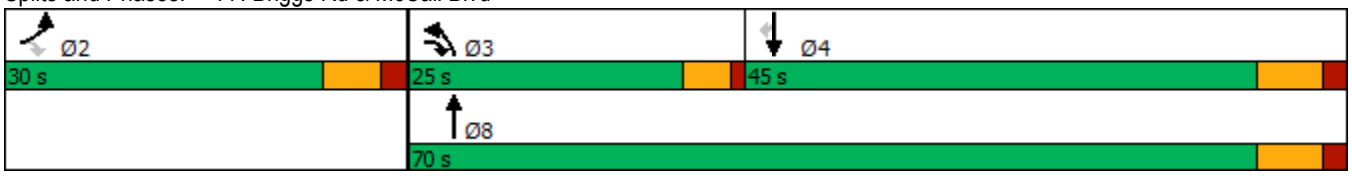
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	17.1	8.2	12.2	6.8	16.4	6.1	14.3
Change Period (Y+Rc), s	4.6	6.4	4.6	6.1	4.6	6.4	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.9	20.4	38.6	20.4	23.9
Max Q Clear Time (g_c+I1), s	2.5	5.0	3.8	2.5	2.9	3.1	2.5	2.7
Green Ext Time (p_c), s	0.0	2.4	0.1	0.1	0.0	1.2	0.0	0.1

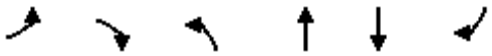
Intersection Summary	
HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	199	104	66	173	149	128
Future Volume (vph)	199	104	66	173	149	128
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	25.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	25.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	9.8	22.5	6.2	19.1	10.9	10.9
Actuated g/C Ratio	0.23	0.53	0.15	0.45	0.26	0.26
v/c Ratio	0.51	0.07	0.14	0.21	0.17	0.26
Control Delay	19.5	1.6	18.0	8.1	14.8	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.5	1.6	18.0	8.1	14.8	5.5
LOS	B	A	B	A	B	A
Approach Delay	13.4			10.8	10.5	
Approach LOS	B			B	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 42.3	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 11.7	Intersection LOS: B
Intersection Capacity Utilization 39.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	199	104	66	173	149	128
Future Volume (veh/h)	199	104	66	173	149	128
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	212	111	70	184	159	136
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	362	800	288	872	932	416
Arrive On Green	0.20	0.20	0.08	0.46	0.26	0.26
Sat Flow, veh/h	1810	2834	3510	1900	3705	1610
Grp Volume(v), veh/h	212	111	70	184	159	136
Grp Sat Flow(s),veh/h/ln	1810	1417	1755	1900	1805	1610
Q Serve(g_s), s	4.1	1.1	0.7	2.2	1.3	2.7
Cycle Q Clear(g_c), s	4.1	1.1	0.7	2.2	1.3	2.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	362	800	288	872	932	416
V/C Ratio(X)	0.59	0.14	0.24	0.21	0.17	0.33
Avail Cap(c_a), veh/h	1103	1959	1849	3101	3561	1588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	10.4	16.7	6.3	11.1	11.6
Incr Delay (d2), s/veh	0.6	0.0	0.2	0.1	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.3	0.3	0.6	0.4	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.6	10.4	16.8	6.4	11.2	12.1
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	323			254	295	
Approach Delay, s/veh	13.2			9.3	11.6	
Approach LOS	B			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		14.2	7.8	16.8		24.6
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s		6.1	2.7	4.7		4.2
Green Ext Time (p_c), s		0.5	0.1	1.5		1.2

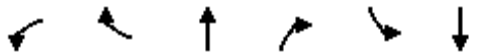
Intersection Summary	
HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	52	562	32	435
Future Volume (vph)	52	562	32	435
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	8.0	10.0	6.0	10.0
Minimum Split (s)	13.6	17.5	10.6	17.5
Total Split (s)	30.0	45.0	25.0	70.0
Total Split (%)	30.0%	45.0%	25.0%	70.0%
Yellow Time (s)	3.6	5.5	3.6	5.5
All-Red Time (s)	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	7.5	4.6	7.5
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	8.7	29.3	6.6	33.1
Actuated g/C Ratio	0.20	0.66	0.15	0.75
v/c Ratio	0.19	0.30	0.13	0.18
Control Delay	18.3	8.6	21.9	4.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	18.3	8.6	21.9	4.3
LOS	B	A	C	A
Approach Delay	18.3	8.6		5.5
Approach LOS	B	A		A

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 44.3	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.30	
Intersection Signal Delay: 7.8	Intersection LOS: A
Intersection Capacity Utilization 44.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 78: Menifee Rd & Coastline Ave





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	52	10	562	79	32	435
Future Volume (veh/h)	52	10	562	79	32	435
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	57	11	611	86	35	473
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	163	31	1099	154	89	1890
Arrive On Green	0.11	0.11	0.35	0.35	0.05	0.52
Sat Flow, veh/h	1467	283	3273	446	1810	3705
Grp Volume(v), veh/h	69	0	346	351	35	473
Grp Sat Flow(s),veh/h/ln	1776	0	1805	1820	1810	1805
Q Serve(g_s), s	1.3	0.0	5.6	5.6	0.7	2.6
Cycle Q Clear(g_c), s	1.3	0.0	5.6	5.6	0.7	2.6
Prop In Lane	0.83	0.16		0.25	1.00	
Lane Grp Cap(c), veh/h	197	0	624	629	89	1890
V/C Ratio(X)	0.35	0.00	0.55	0.56	0.39	0.25
Avail Cap(c_a), veh/h	1209	0	1889	1904	1030	6296
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	9.5	9.5	16.5	4.7
Incr Delay (d2), s/veh	1.1	0.0	0.8	0.8	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.7	1.7	0.3	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.8	0.0	10.3	10.3	17.6	4.7
LnGrp LOS	B	A	B	B	B	A
Approach Vol, veh/h	69		697			508
Approach Delay, s/veh	15.8		10.3			5.6
Approach LOS	B		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.4	19.9			26.3	9.6
Change Period (Y+Rc), s	4.6	7.5			7.5	5.6
Max Green Setting (Gmax), s	20.4	37.5			62.5	24.4
Max Q Clear Time (g_c+I1), s	2.7	7.6			4.6	3.3
Green Ext Time (p_c), s	0.0	4.8			3.6	0.1

Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

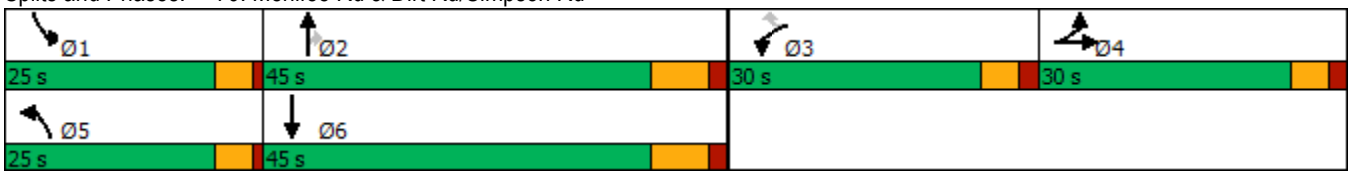
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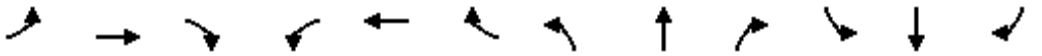
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4	Ø5
Lane Configurations								
Traffic Volume (vph)	140	208	433	166	165	322		
Future Volume (vph)	140	208	433	166	165	322		
Turn Type	Prot	Perm	NA	Perm	Prot	NA		
Protected Phases	3		2		1	6	4	5
Permitted Phases		3		2				
Detector Phase	3	3	2	2	1	6		
Switch Phase								
Minimum Initial (s)	8.0	8.0	10.0	10.0	6.0	10.0	8.0	6.0
Minimum Split (s)	13.6	13.6	17.5	17.5	10.6	17.5	13.6	10.6
Total Split (s)	30.0	30.0	45.0	45.0	25.0	45.0	30.0	25.0
Total Split (%)	23.1%	23.1%	34.6%	34.6%	19.2%	34.6%	23%	19%
Yellow Time (s)	3.6	3.6	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.6	5.6	7.5	7.5	4.6	7.5		
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	Min	None	Min	None	None
Act Effct Green (s)	11.7	11.7	17.9	17.9	11.6	34.3		
Actuated g/C Ratio	0.20	0.20	0.30	0.30	0.19	0.58		
v/c Ratio	0.44	0.47	0.45	0.30	0.53	0.17		
Control Delay	27.8	7.5	19.0	4.8	29.2	6.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	27.8	7.5	19.0	4.8	29.2	6.2		
LOS	C	A	B	A	C	A		
Approach Delay			15.0			14.0		
Approach LOS			B			B		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 59.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 14.8	Intersection LOS: B
Intersection Capacity Utilization 42.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 79: Menifee Rd & Dirt Rd/Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	140	0	208	0	433	166	165	322	0
Future Volume (veh/h)	0	0	0	140	0	208	0	433	166	165	322	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	157	0	234	0	487	187	185	362	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	7	0	0	0	0	7	1426	636	299	2626	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.40	0.17	0.73	0.00
Sat Flow, veh/h	0	1900	0		0		1810	3610	1610	1810	3705	0
Grp Volume(v), veh/h	0	0	0		0.0		0	487	187	185	362	0
Grp Sat Flow(s),veh/h/ln	0	1900	0				1810	1805	1610	1810	1805	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	2.6	2.2	2.6	0.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	2.6	2.2	2.6	0.8	0.0
Prop In Lane	0.00		0.00				1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	7	0				7	1426	636	299	2626	0
V/C Ratio(X)	0.00	0.00	0.00				0.00	0.34	0.29	0.62	0.14	0.00
Avail Cap(c_a), veh/h	0	1685	0				1342	4921	2195	1342	4921	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	5.8	5.7	10.7	1.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	0.2	0.4	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0				0.0	0.5	0.4	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0				0.0	6.0	6.1	11.5	1.2	0.0
LnGrp LOS	A	A	A				A	A	A	B	A	A
Approach Vol, veh/h		0						674			547	
Approach Delay, s/veh		0.0						6.0			4.7	
Approach LOS								A			A	

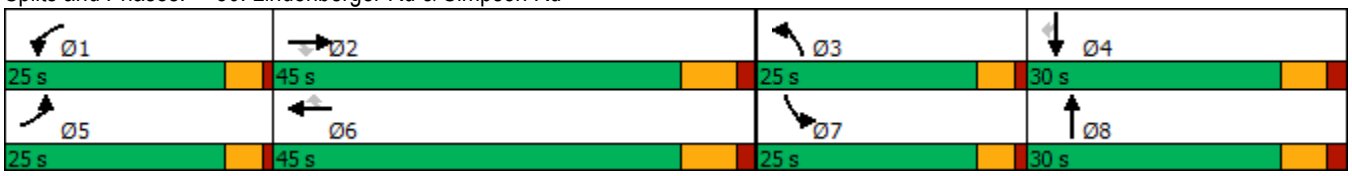
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	9.1	18.4		0.0	0.0	27.5						
Change Period (Y+Rc), s	4.6	7.5		5.6	4.6	7.5						
Max Green Setting (Gmax), s	20.4	37.5		24.4	20.4	37.5						
Max Q Clear Time (g_c+I1), s	4.6	4.6		0.0	0.0	2.8						
Green Ext Time (p_c), s	0.2	6.3		0.0	0.0	3.6						

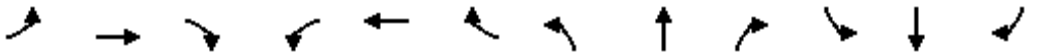
Intersection Summary			
HCM 6th Ctrl Delay		5.4	
HCM 6th LOS		A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	45	212	56	45	228	36	77	92	14	64	49
Future Volume (vph)	45	212	56	45	228	36	77	92	14	64	49
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.2	17.2	10.6	17.2	17.2	10.6	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	7.1	13.5	13.5	7.1	13.5	13.5	7.9	16.9	6.5	9.1	9.1
Actuated g/C Ratio	0.13	0.26	0.26	0.13	0.26	0.26	0.15	0.32	0.12	0.17	0.17
v/c Ratio	0.19	0.45	0.12	0.19	0.26	0.08	0.30	0.16	0.07	0.20	0.14
Control Delay	27.7	23.2	1.7	27.7	19.2	0.3	27.5	10.2	28.0	25.6	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.7	23.2	1.7	27.7	19.2	0.3	27.5	10.2	28.0	25.6	0.8
LOS	C	C	A	C	B	A	C	B	C	C	A
Approach Delay		20.0			18.2			15.4		16.3	
Approach LOS		B			B			B		B	

Intersection Summary		
Cycle Length: 125		
Actuated Cycle Length: 52.7		
Natural Cycle: 55		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.45		
Intersection Signal Delay: 17.8	Intersection LOS: B	
Intersection Capacity Utilization 43.0%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 80: Lindenberger Rd & Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	212	56	45	228	36	77	92	84	14	64	49
Future Volume (veh/h)	45	212	56	45	228	36	77	92	84	14	64	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	221	58	47	238	38	80	96	88	15	67	51
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	401	340	106	762	340	149	421	345	41	316	267
Arrive On Green	0.06	0.21	0.21	0.06	0.21	0.21	0.08	0.23	0.23	0.02	0.17	0.17
Sat Flow, veh/h	1810	1900	1610	1810	3610	1610	1810	1863	1527	1810	1900	1607
Grp Volume(v), veh/h	47	221	58	47	238	38	80	93	91	15	67	51
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1610	1810	1805	1585	1810	1900	1607
Q Serve(g_s), s	1.2	4.9	1.4	1.2	2.6	0.9	2.0	2.0	2.2	0.4	1.4	1.3
Cycle Q Clear(g_c), s	1.2	4.9	1.4	1.2	2.6	0.9	2.0	2.0	2.2	0.4	1.4	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.96	1.00		1.00
Lane Grp Cap(c), veh/h	106	401	340	106	762	340	149	408	358	41	316	267
V/C Ratio(X)	0.44	0.55	0.17	0.44	0.31	0.11	0.54	0.23	0.25	0.37	0.21	0.19
Avail Cap(c_a), veh/h	780	1517	1285	780	2882	1285	780	900	790	780	947	801
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	16.7	15.3	21.5	15.8	15.1	20.9	14.9	15.0	22.8	17.1	17.0
Incr Delay (d2), s/veh	1.1	1.2	0.2	1.1	0.2	0.1	1.1	0.3	0.4	2.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.0	0.5	0.5	1.0	0.3	0.8	0.7	0.7	0.2	0.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.6	17.8	15.5	22.6	16.0	15.2	22.0	15.2	15.4	24.8	17.4	17.3
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		326			323			264			133	
Approach Delay, s/veh		18.1			16.9			17.3			18.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	17.2	8.5	14.3	7.4	17.2	5.7	17.1
Change Period (Y+Rc), s	4.6	7.2	4.6	6.4	4.6	7.2	4.6	6.4
Max Green Setting (Gmax), s	20.4	37.8	20.4	23.6	20.4	37.8	20.4	23.6
Max Q Clear Time (g_c+I1), s	3.2	6.9	4.0	3.4	3.2	4.6	2.4	4.2
Green Ext Time (p_c), s	0.0	1.5	0.1	0.4	0.0	1.7	0.0	1.0

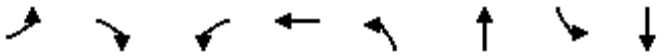
Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	87.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	87	204	54	134	242	86	49	181	124	59	236	62
Future Vol, veh/h	87	204	54	134	242	86	49	181	124	59	236	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	95	222	59	146	263	93	53	197	135	64	257	67
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	29.6	179.7	72.6	39.2
HCM LOS	D	F	F	E

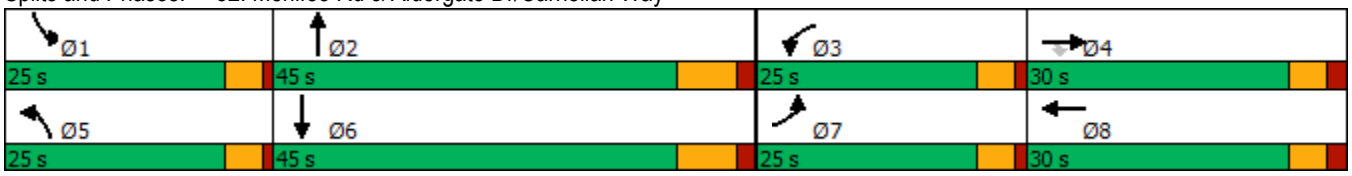
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	14%	100%	0%	29%	100%	0%
Vol Thru, %	51%	0%	79%	52%	0%	79%
Vol Right, %	35%	0%	21%	19%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	354	87	258	462	59	298
LT Vol	49	87	0	134	59	0
Through Vol	181	0	204	242	0	236
RT Vol	124	0	54	86	0	62
Lane Flow Rate	385	95	280	502	64	324
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.969	0.257	0.711	1.299	0.172	0.812
Departure Headway (Hd)	10.052	10.646	9.966	9.311	10.597	9.919
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	366	339	365	392	341	369
Service Time	8.052	8.346	7.666	7.378	8.297	7.619
HCM Lane V/C Ratio	1.052	0.28	0.767	1.281	0.188	0.878
HCM Control Delay	72.6	17	33.8	179.7	15.5	43.9
HCM Lane LOS	F	C	D	F	C	E
HCM 95th-tile Q	10.7	1	5.3	22.6	0.6	7.1

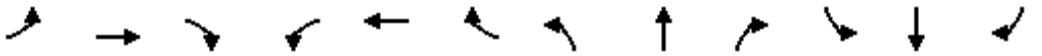


Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	14	11	39	0	12	617	23	430
Future Volume (vph)	14	11	39	0	12	617	23	430
Turn Type	Prot	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7		3	8	5	2	1	6
Permitted Phases		4						
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	13.6	10.6	13.6	10.6	17.5	10.6	17.5
Total Split (s)	25.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	4.6	5.6	4.6	7.5	4.6	7.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.7	8.9	7.4	9.1	6.7	33.4	6.8	35.3
Actuated g/C Ratio	0.15	0.20	0.17	0.20	0.15	0.75	0.15	0.79
v/c Ratio	0.06	0.02	0.14	0.02	0.05	0.26	0.09	0.17
Control Delay	24.6	0.0	22.7	0.1	24.7	8.7	24.3	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.6	0.0	22.7	0.1	24.7	8.7	24.3	6.5
LOS	C	A	C	A	C	A	C	A
Approach Delay				15.9		9.0		7.4
Approach LOS				B		A		A

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 44.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.26	
Intersection Signal Delay: 8.8	Intersection LOS: A
Intersection Capacity Utilization 38.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 82: Menifee Rd & Aldergate Dr/Carnelian Way





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	0	11	39	0	17	12	617	34	23	430	9
Future Volume (veh/h)	14	0	11	39	0	17	12	617	34	23	430	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	0	12	42	0	18	13	663	37	25	462	10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	41	147	124	99	0	176	36	1101	61	65	1202	26
Arrive On Green	0.02	0.00	0.08	0.05	0.00	0.11	0.02	0.32	0.32	0.04	0.33	0.33
Sat Flow, veh/h	1810	1900	1610	1810	0	1610	1810	3476	194	1810	3613	78
Grp Volume(v), veh/h	15	0	12	42	0	18	13	344	356	25	231	241
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1610	1810	1805	1864	1810	1805	1886
Q Serve(g_s), s	0.4	0.0	0.3	1.0	0.0	0.4	0.3	7.0	7.0	0.6	4.2	4.2
Cycle Q Clear(g_c), s	0.4	0.0	0.3	1.0	0.0	0.4	0.3	7.0	7.0	0.6	4.2	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		0.04
Lane Grp Cap(c), veh/h	41	147	124	99	0	176	36	572	591	65	601	628
V/C Ratio(X)	0.36	0.00	0.10	0.42	0.00	0.10	0.36	0.60	0.60	0.38	0.38	0.38
Avail Cap(c_a), veh/h	853	1071	907	853	0	907	853	1563	1615	853	1563	1633
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	0.0	18.6	19.8	0.0	17.4	20.9	12.5	12.5	20.4	11.1	11.1
Incr Delay (d2), s/veh	2.0	0.0	0.3	1.1	0.0	0.3	2.2	1.0	1.0	1.4	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.4	0.0	0.2	0.1	2.4	2.5	0.2	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	0.0	18.9	20.9	0.0	17.6	23.1	13.5	13.5	21.8	11.5	11.4
LnGrp LOS	C	A	B	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		27			60			713			497	
Approach Delay, s/veh		21.1			19.9			13.7			12.0	
Approach LOS		C			B			B			B	

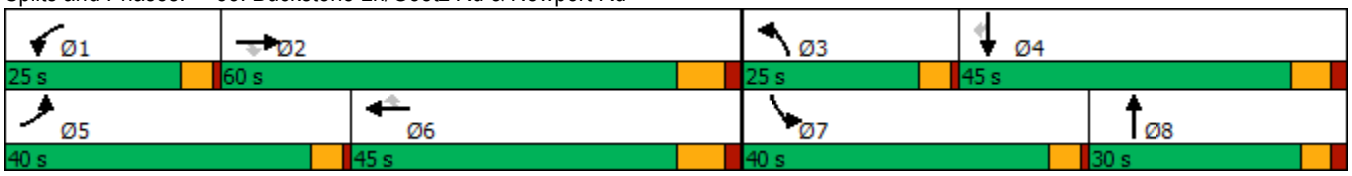
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	21.2	7.0	8.9	5.5	21.9	5.6	10.3
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	2.6	9.0	3.0	2.3	2.3	6.2	2.4	2.4
Green Ext Time (p_c), s	0.0	4.7	0.0	0.0	0.0	3.0	0.0	0.0

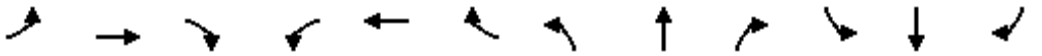
Intersection Summary	
HCM 6th Ctrl Delay	13.5
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	606	1037	9	22	890	347	7	5	278	0	422
Future Volume (vph)	606	1037	9	22	890	347	7	5	278	0	422
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.5	15.5	10.6	11.6	10.6	12.8	12.8
Total Split (s)	40.0	60.0	60.0	25.0	45.0	45.0	25.0	30.0	40.0	45.0	45.0
Total Split (%)	25.8%	38.7%	38.7%	16.1%	29.0%	29.0%	16.1%	19.4%	25.8%	29.0%	29.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	3.6	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.5	7.5	4.6	5.6	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	22.1	52.9	52.9	6.7	29.8	29.8	6.3	6.6	13.2	11.2	11.2
Actuated g/C Ratio	0.26	0.63	0.63	0.08	0.35	0.35	0.07	0.08	0.16	0.13	0.13
v/c Ratio	0.70	0.34	0.01	0.16	0.52	0.55	0.05	0.08	0.54	0.31	0.30
Control Delay	34.5	9.5	0.0	47.2	24.1	16.7	47.7	35.7	39.7	1.1	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	9.5	0.0	47.2	24.1	16.7	47.7	35.7	39.7	1.1	1.1
LOS	C	A	A	D	C	B	D	D	D	A	A
Approach Delay		18.6			22.4			40.4		16.4	
Approach LOS		B			C			D		B	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 84.5	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 19.6	Intersection LOS: B
Intersection Capacity Utilization 64.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 83: Buckstone Ln/Goetz Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	606	1037	9	22	890	347	7	5	6	278	0	422
Future Volume (veh/h)	606	1037	9	22	890	347	7	5	6	278	0	422
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	645	1103	10	23	947	369	7	5	6	296	0	449
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	755	2616	811	54	1654	514	19	63	75	395	0	575
Arrive On Green	0.21	0.50	0.50	0.03	0.32	0.32	0.01	0.08	0.08	0.11	0.00	0.18
Sat Flow, veh/h	3510	5187	1609	1810	5187	1610	1810	781	937	3619	0	3220
Grp Volume(v), veh/h	645	1103	10	23	947	369	7	0	11	296	0	449
Grp Sat Flow(s),veh/h/ln	1755	1729	1609	1810	1729	1610	1810	0	1719	1810	0	1610
Q Serve(g_s), s	15.0	11.4	0.3	1.1	12.9	17.2	0.3	0.0	0.5	6.7	0.0	11.3
Cycle Q Clear(g_c), s	15.0	11.4	0.3	1.1	12.9	17.2	0.3	0.0	0.5	6.7	0.0	11.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	755	2616	811	54	1654	514	19	0	138	395	0	575
V/C Ratio(X)	0.85	0.42	0.01	0.43	0.57	0.72	0.36	0.00	0.08	0.75	0.00	0.78
Avail Cap(c_a), veh/h	1464	3209	995	435	2292	711	435	0	494	1510	0	1450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.0	13.2	10.5	40.5	24.1	25.5	41.7	0.0	36.1	36.7	0.0	33.3
Incr Delay (d2), s/veh	1.1	0.1	0.0	2.0	0.3	2.2	4.1	0.0	0.2	1.1	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	4.1	0.1	0.5	5.1	6.6	0.2	0.0	0.2	3.0	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.1	13.4	10.5	42.5	24.4	27.7	45.8	0.0	36.4	37.8	0.0	35.6
LnGrp LOS	C	B	B	D	C	C	D	A	D	D	A	D
Approach Vol, veh/h		1758			1339			18			745	
Approach Delay, s/veh		20.6			25.6			40.1			36.5	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	50.3	5.5	21.9	22.8	34.6	13.9	13.6
Change Period (Y+Rc), s	4.6	7.5	4.6	6.8	4.6	7.5	4.6	* 6.8
Max Green Setting (Gmax), s	20.4	52.5	20.4	38.2	35.4	37.5	35.4	* 24
Max Q Clear Time (g_c+I1), s	3.1	13.4	2.3	13.3	17.0	19.2	8.7	2.5
Green Ext Time (p_c), s	0.0	10.1	0.0	1.8	1.2	7.9	0.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	25.5
HCM 6th LOS	C

Notes

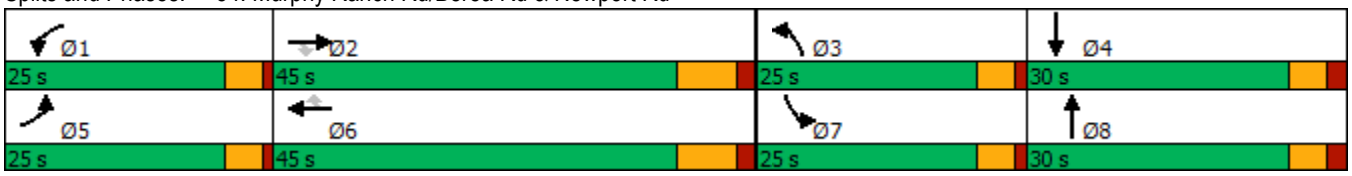
User approved volume balancing among the lanes for turning movement.

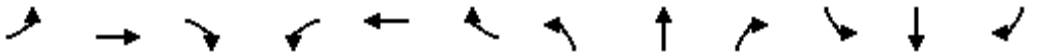
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	42	1278	67	18	1248	382	78	5	231	32
Future Volume (vph)	42	1278	67	18	1248	382	78	5	231	32
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2		1	6		3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.5	15.5	10.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.5	7.5	4.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None
Act Effct Green (s)	7.5	37.4	37.4	6.8	34.9	34.9	8.9	7.1	17.3	12.5
Actuated g/C Ratio	0.10	0.48	0.48	0.09	0.45	0.45	0.11	0.09	0.22	0.16
v/c Ratio	0.25	0.53	0.09	0.12	0.56	0.49	0.39	0.25	0.59	0.21
Control Delay	43.7	17.2	1.9	43.4	19.5	13.2	44.0	19.1	38.4	21.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.7	17.2	1.9	43.4	19.5	13.2	44.0	19.1	38.4	21.6
LOS	D	B	A	D	B	B	D	B	D	C
Approach Delay		17.3			18.3			34.8		34.7
Approach LOS		B			B			C		C

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 78	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 19.9	Intersection LOS: B
Intersection Capacity Utilization 63.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 84: Murphy Ranch Rd/Berea Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	1278	67	18	1248	382	78	5	41	231	32	32
Future Volume (veh/h)	42	1278	67	18	1248	382	78	5	41	231	32	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	1318	69	19	1287	394	80	5	42	238	33	33
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	2151	659	48	2037	630	122	15	122	286	151	151
Arrive On Green	0.05	0.41	0.41	0.03	0.39	0.39	0.07	0.08	0.08	0.16	0.17	0.17
Sat Flow, veh/h	1810	5187	1589	1810	5187	1604	1810	174	1463	1810	871	871
Grp Volume(v), veh/h	43	1318	69	19	1287	394	80	0	47	238	0	66
Grp Sat Flow(s),veh/h/ln	1810	1729	1589	1810	1729	1604	1810	0	1637	1810	0	1741
Q Serve(g_s), s	1.6	14.0	1.9	0.7	14.1	13.9	3.0	0.0	1.9	9.0	0.0	2.3
Cycle Q Clear(g_c), s	1.6	14.0	1.9	0.7	14.1	13.9	3.0	0.0	1.9	9.0	0.0	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.89	1.00		0.50
Lane Grp Cap(c), veh/h	88	2151	659	48	2037	630	122	0	137	286	0	303
V/C Ratio(X)	0.49	0.61	0.10	0.40	0.63	0.63	0.66	0.00	0.34	0.83	0.00	0.22
Avail Cap(c_a), veh/h	526	2770	848	526	2770	856	526	0	569	526	0	605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.6	16.1	12.6	33.6	17.2	17.2	31.9	0.0	30.4	28.7	0.0	24.9
Incr Delay (d2), s/veh	1.6	0.3	0.1	2.0	0.3	1.0	2.2	0.0	1.5	2.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.1	0.6	0.3	5.2	4.9	1.4	0.0	0.8	3.9	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	16.4	12.6	35.6	17.6	18.2	34.2	0.0	31.9	31.1	0.0	25.3
LnGrp LOS	C	B	B	D	B	B	C	A	C	C	A	C
Approach Vol, veh/h		1430			1700			127			304	
Approach Delay, s/veh		16.8			17.9			33.3			29.8	
Approach LOS		B			B			C			C	

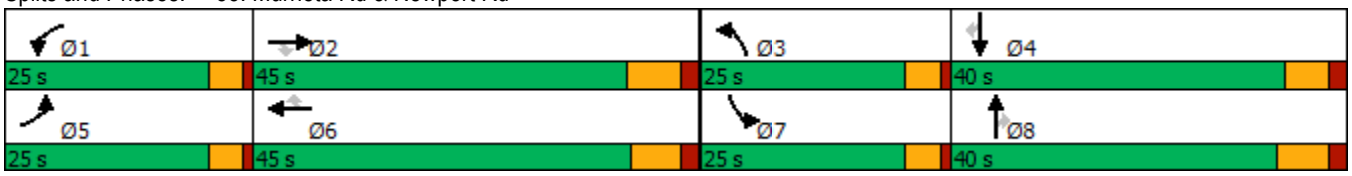
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	36.6	9.3	17.8	8.0	35.1	15.7	11.5
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	2.7	16.0	5.0	4.3	3.6	16.1	11.0	3.9
Green Ext Time (p_c), s	0.0	10.4	0.1	0.3	0.0	11.5	0.2	0.2

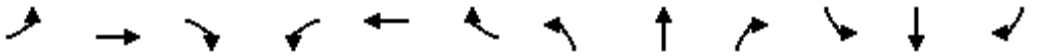
Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	226	1352	256	245	1052	72	331	184	187	114	84	305
Future Volume (vph)	226	1352	256	245	1052	72	331	184	187	114	84	305
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.2	15.2	10.6	15.2	15.2	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	40.0	40.0	25.0	40.0	40.0
Total Split (%)	18.5%	33.3%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	29.6%	18.5%	29.6%	29.6%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	18.2	37.6	37.6	19.6	39.2	39.2	20.4	18.7	18.7	11.5	10.6	10.6
Actuated g/C Ratio	0.16	0.34	0.34	0.18	0.35	0.35	0.18	0.17	0.17	0.10	0.10	0.10
v/c Ratio	0.79	0.80	0.43	0.80	0.59	0.12	1.03	0.31	0.45	0.63	0.25	0.74
Control Delay	64.5	38.1	19.6	63.9	31.9	2.5	103.2	43.2	9.6	63.3	48.3	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.5	38.1	19.6	63.9	31.9	2.5	103.2	43.2	9.6	63.3	48.3	17.8
LOS	E	D	B	E	C	A	F	D	A	E	D	B
Approach Delay		38.7			36.1			62.5			33.2	
Approach LOS		D			D			E			C	

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 111.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 41.1	Intersection LOS: D
Intersection Capacity Utilization 84.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 85: Murrieta Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	1352	256	245	1052	72	331	184	187	114	84	305
Future Volume (veh/h)	226	1352	256	245	1052	72	331	184	187	114	84	305
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	233	1394	264	253	1085	74	341	190	193	118	87	314
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	258	1498	464	278	1553	482	287	1057	471	144	771	344
Arrive On Green	0.14	0.29	0.29	0.15	0.30	0.30	0.16	0.29	0.29	0.08	0.21	0.21
Sat Flow, veh/h	1810	5187	1607	1810	5187	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	233	1394	264	253	1085	74	341	190	193	118	87	314
Grp Sat Flow(s),veh/h/ln	1810	1729	1607	1810	1729	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	16.3	33.6	18.0	17.7	23.9	4.3	20.4	5.1	12.4	8.3	2.5	24.5
Cycle Q Clear(g_c), s	16.3	33.6	18.0	17.7	23.9	4.3	20.4	5.1	12.4	8.3	2.5	24.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	258	1498	464	278	1553	482	287	1057	471	144	771	344
V/C Ratio(X)	0.90	0.93	0.57	0.91	0.70	0.15	1.19	0.18	0.41	0.82	0.11	0.91
Avail Cap(c_a), veh/h	287	1511	468	287	1553	482	287	1057	471	287	942	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	44.5	38.9	53.6	39.9	33.1	54.2	34.0	36.6	58.4	40.8	49.4
Incr Delay (d2), s/veh	26.3	10.6	1.6	29.9	1.4	0.1	114.4	0.1	0.6	4.4	0.1	21.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	15.8	7.3	10.4	10.3	1.7	18.4	2.3	5.0	4.0	1.1	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.5	55.1	40.6	83.5	41.3	33.3	168.5	34.1	37.1	62.8	40.8	70.9
LnGrp LOS	F	E	D	F	D	C	F	C	D	E	D	E
Approach Vol, veh/h		1891			1412			724			519	
Approach Delay, s/veh		56.2			48.5			98.2			64.0	
Approach LOS		E			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.3	44.7	25.0	34.7	23.0	46.0	14.8	44.9
Change Period (Y+Rc), s	4.6	7.5	4.6	* 7.2	4.6	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	* 34	20.4	* 38	20.4	32.8
Max Q Clear Time (g_c+I1), s	19.7	35.6	22.4	26.5	18.3	25.9	10.3	14.4
Green Ext Time (p_c), s	0.0	1.5	0.0	1.0	0.1	6.0	0.1	1.7

Intersection Summary	
HCM 6th Ctrl Delay	61.4
HCM 6th LOS	E

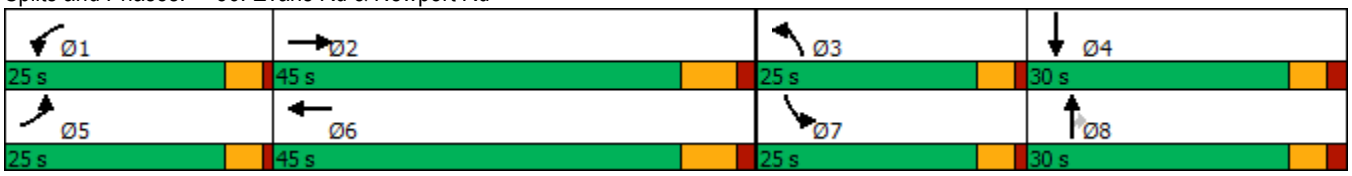
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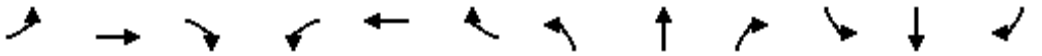
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	25	1456	55	1406	342	56	56	52	20
Future Volume (vph)	25	1456	55	1406	342	56	56	52	20
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	11.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	5.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.5	38.5	7.6	43.8	20.8	19.9	19.9	7.5	7.0
Actuated g/C Ratio	0.07	0.44	0.09	0.50	0.24	0.23	0.23	0.09	0.08
v/c Ratio	0.20	1.09	0.36	0.58	0.82	0.13	0.13	0.35	0.26
Control Delay	45.8	78.5	47.8	18.7	52.2	32.2	0.6	47.6	29.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	78.5	47.8	18.7	52.2	32.2	0.6	47.6	29.8
LOS	D	E	D	B	D	C	A	D	C
Approach Delay		78.0		19.8		43.4			39.9
Approach LOS		E		B		D			D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 88.1	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 49.3	Intersection LOS: D
Intersection Capacity Utilization 83.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 86: Evans Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1456	204	55	1406	55	342	56	56	52	20	21
Future Volume (veh/h)	25	1456	204	55	1406	55	342	56	56	52	20	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	1486	208	56	1435	56	349	57	57	53	20	21
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	58	1350	187	91	2266	88	384	436	370	89	57	60
Arrive On Green	0.03	0.42	0.42	0.05	0.44	0.44	0.21	0.23	0.23	0.05	0.07	0.07
Sat Flow, veh/h	1810	3186	440	1810	5122	200	1810	1900	1610	1810	849	891
Grp Volume(v), veh/h	26	834	860	56	969	522	349	57	57	53	0	41
Grp Sat Flow(s),veh/h/ln	1810	1805	1821	1810	1729	1864	1810	1900	1610	1810	0	1740
Q Serve(g_s), s	1.3	37.8	37.8	2.7	19.4	19.4	16.8	2.1	2.5	2.6	0.0	2.0
Cycle Q Clear(g_c), s	1.3	37.8	37.8	2.7	19.4	19.4	16.8	2.1	2.5	2.6	0.0	2.0
Prop In Lane	1.00		0.24	1.00		0.11	1.00		1.00	1.00		0.51
Lane Grp Cap(c), veh/h	58	765	772	91	1530	825	384	436	370	89	0	116
V/C Ratio(X)	0.45	1.09	1.11	0.61	0.63	0.63	0.91	0.13	0.15	0.60	0.00	0.35
Avail Cap(c_a), veh/h	414	765	772	414	1530	825	414	520	441	414	0	476
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.4	25.7	25.7	41.5	19.3	19.3	34.3	27.3	27.4	41.5	0.0	39.8
Incr Delay (d2), s/veh	2.0	59.5	68.7	2.5	0.9	1.6	21.9	0.1	0.2	2.4	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	27.8	30.0	1.3	7.5	8.3	9.5	1.0	1.0	1.2	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	85.2	94.4	44.0	20.1	20.8	56.2	27.4	27.6	43.9	0.0	41.6
LnGrp LOS	D	F	F	D	C	C	E	C	C	D	A	D
Approach Vol, veh/h		1720			1547			463			94	
Approach Delay, s/veh		89.2			21.2			49.1			42.9	
Approach LOS		F			C			D			D	

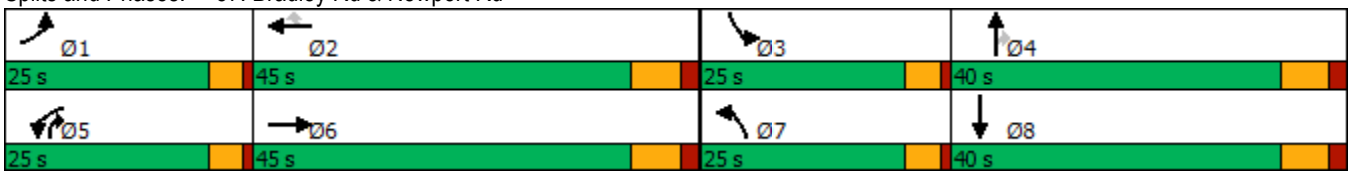
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	45.0	23.5	11.6	7.4	46.7	9.0	26.1
Change Period (Y+Rc), s	4.6	7.2	4.6	5.6	4.6	7.2	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.8	20.4	24.4	20.4	37.8	20.4	24.4
Max Q Clear Time (g_c+I1), s	4.7	39.8	18.8	4.0	3.3	21.4	4.6	4.5
Green Ext Time (p_c), s	0.0	0.0	0.1	0.1	0.0	9.4	0.0	0.4

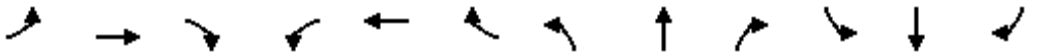
Intersection Summary	
HCM 6th Ctrl Delay	55.7
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	187	1133	267	1186	368	176	250	190	286	237
Future Volume (vph)	187	1133	267	1186	368	176	250	190	286	237
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	1	6	5	2		7	4	5	3	8
Permitted Phases					2			4		
Detector Phase	1	6	5	2	2	7	4	5	3	8
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	15.2	10.6	12.8	10.6	10.6	12.8
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	40.0	25.0	25.0	40.0
Total Split (%)	18.5%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	18.5%	18.5%	29.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2	4.6	6.8	4.6	4.6	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	16.5	39.2	13.9	36.6	36.6	15.8	21.6	42.3	20.6	26.4
Actuated g/C Ratio	0.14	0.33	0.12	0.31	0.31	0.13	0.18	0.36	0.17	0.22
v/c Ratio	0.78	0.79	0.68	0.77	0.57	0.77	0.75	0.32	0.95	0.47
Control Delay	71.7	40.5	60.1	42.2	15.2	71.6	61.0	18.3	90.5	35.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.7	40.5	60.1	42.2	15.2	71.6	61.0	18.3	90.5	35.9
LOS	E	D	E	D	B	E	E	B	F	D
Approach Delay		44.5		39.4			50.8			60.0
Approach LOS		D		D			D			E

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 118.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 45.5	Intersection LOS: D
Intersection Capacity Utilization 81.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 87: Bradley Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	1133	153	267	1186	368	176	250	190	286	237	126
Future Volume (veh/h)	187	1133	153	267	1186	368	176	250	190	286	237	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	195	1180	159	278	1235	383	183	260	198	298	247	131
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	1544	208	350	1600	495	215	321	433	327	530	271
Arrive On Green	0.13	0.33	0.33	0.10	0.31	0.31	0.12	0.17	0.17	0.18	0.23	0.23
Sat Flow, veh/h	1810	4621	623	3510	5187	1605	1810	1900	1610	1810	2294	1171
Grp Volume(v), veh/h	195	883	456	278	1235	383	183	260	198	298	192	186
Grp Sat Flow(s),veh/h/ln	1810	1729	1786	1755	1729	1605	1810	1900	1610	1810	1805	1660
Q Serve(g_s), s	11.3	24.5	24.5	8.3	23.2	23.2	10.6	14.1	11.0	17.3	9.8	10.4
Cycle Q Clear(g_c), s	11.3	24.5	24.5	8.3	23.2	23.2	10.6	14.1	11.0	17.3	9.8	10.4
Prop In Lane	1.00		0.35	1.00		1.00	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	227	1155	597	350	1600	495	215	321	433	327	417	384
V/C Ratio(X)	0.86	0.76	0.76	0.79	0.77	0.77	0.85	0.81	0.46	0.91	0.46	0.48
Avail Cap(c_a), veh/h	344	1219	630	668	1828	566	344	588	659	344	559	514
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	31.9	31.9	47.2	33.7	33.7	46.3	42.9	32.7	43.1	35.5	35.7
Incr Delay (d2), s/veh	8.7	2.8	5.3	1.6	1.8	5.8	6.1	4.8	0.8	25.8	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	10.5	11.3	3.7	9.8	9.7	5.1	7.0	4.4	10.0	4.4	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.6	34.7	37.2	48.8	35.5	39.5	52.5	47.7	33.4	68.9	36.3	36.6
LnGrp LOS	D	C	D	D	D	D	D	D	C	E	D	D
Approach Vol, veh/h		1534			1896			641			676	
Approach Delay, s/veh		38.0			38.3			44.7			50.8	
Approach LOS		D			D			D			D	

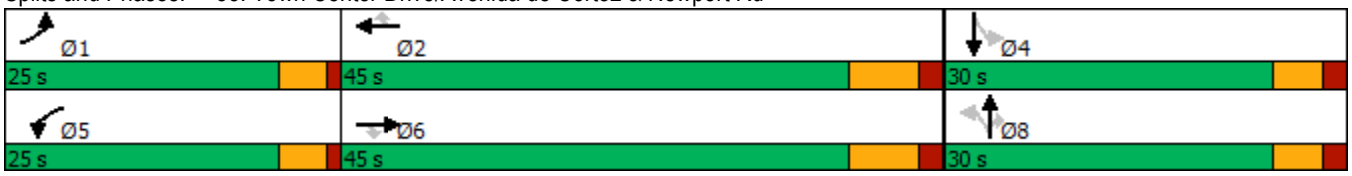
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	40.3	24.0	24.9	15.3	43.0	17.3	31.6
Change Period (Y+Rc), s	4.6	7.2	4.6	6.8	4.6	7.2	4.6	6.8
Max Green Setting (Gmax), s	20.4	37.8	20.4	33.2	20.4	37.8	20.4	33.2
Max Q Clear Time (g_c+I1), s	13.3	25.2	19.3	16.1	10.3	26.5	12.6	12.4
Green Ext Time (p_c), s	0.2	7.8	0.1	2.0	0.4	6.6	0.2	2.2

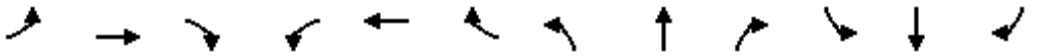
Intersection Summary	
HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	9	1611	89	214	1668	75	87	22	199	64	14
Future Volume (vph)	9	1611	89	214	1668	75	87	22	199	64	14
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	1	6		5	2			8			4
Permitted Phases			6			2	8		8	4	
Detector Phase	1	6	6	5	2	2	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	15.2	10.6	15.2	15.2	11.6	11.6	11.6	11.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	45.0%	25.0%	45.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	6.2	33.8	33.8	13.7	50.6	50.6	10.6	10.6	10.6	10.6	10.6
Actuated g/C Ratio	0.08	0.44	0.44	0.18	0.66	0.66	0.14	0.14	0.14	0.14	0.14
v/c Ratio	0.06	0.71	0.12	0.67	0.49	0.07	0.45	0.08	0.51	0.33	0.08
Control Delay	39.4	20.1	5.4	41.4	7.8	2.1	40.4	31.9	10.2	37.0	26.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.4	20.1	5.4	41.4	7.8	2.1	40.4	31.9	10.2	37.0	26.1
LOS	D	C	A	D	A	A	D	C	B	D	C
Approach Delay		19.4			11.3			20.3			34.4
Approach LOS		B			B			C			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 76.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 15.9	Intersection LOS: B
Intersection Capacity Utilization 69.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 88: Town Center Drive/Avenida de Cortez & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1611	89	214	1668	75	87	22	199	64	14	6
Future Volume (veh/h)	9	1611	89	214	1668	75	87	22	199	64	14	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	1644	91	218	1702	77	89	22	203	65	14	6
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	25	2290	711	265	2977	924	319	309	261	282	205	88
Arrive On Green	0.01	0.44	0.44	0.15	0.57	0.57	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1407	1900	1601	1169	1260	540
Grp Volume(v), veh/h	9	1644	91	218	1702	77	89	22	203	65	0	20
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1407	1900	1601	1169	0	1799
Q Serve(g_s), s	0.3	18.1	2.3	8.2	14.5	1.5	4.0	0.7	8.5	3.5	0.0	0.7
Cycle Q Clear(g_c), s	0.3	18.1	2.3	8.2	14.5	1.5	4.6	0.7	8.5	4.2	0.0	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	25	2290	711	265	2977	924	319	309	261	282	0	293
V/C Ratio(X)	0.36	0.72	0.13	0.82	0.57	0.08	0.28	0.07	0.78	0.23	0.00	0.07
Avail Cap(c_a), veh/h	529	2811	873	529	2977	924	582	665	560	501	0	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.1	15.9	11.5	28.9	9.4	6.6	26.7	24.7	28.0	26.5	0.0	24.7
Incr Delay (d2), s/veh	3.2	0.7	0.1	2.5	0.3	0.0	0.5	0.1	5.0	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	6.0	0.7	3.4	4.0	0.4	1.3	0.3	3.5	1.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	16.6	11.6	31.4	9.7	6.7	27.2	24.8	33.0	26.9	0.0	24.8
LnGrp LOS	D	B	B	C	A	A	C	C	C	C	A	C
Approach Vol, veh/h		1744			1997			314			85	
Approach Delay, s/veh		16.5			11.9			30.8			26.4	
Approach LOS		B			B			C			C	

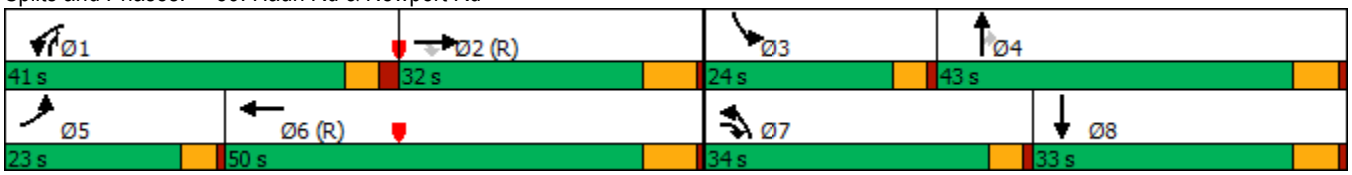
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	47.2		17.0	14.8	38.0		17.0				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	37.8		24.4	20.4	37.8		24.4				
Max Q Clear Time (g_c+I1), s	2.3	16.5		6.2	10.2	20.1		10.5				
Green Ext Time (p_c), s	0.0	12.4		0.2	0.2	10.7		0.9				

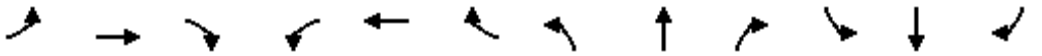
Intersection Summary			
HCM 6th Ctrl Delay		15.6	
HCM 6th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	133	1398	217	838	1473	342	73	851	429	147
Future Volume (vph)	133	1398	217	838	1473	342	73	851	429	147
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	7	1	6	7	4	1	3	8
Permitted Phases			2					4		
Detector Phase	5	2	7	1	6	7	4	1	3	8
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	12.5	8.6	9.6	12.5	8.6	11.8	9.6	8.6	11.8
Total Split (s)	23.0	32.0	34.0	41.0	50.0	34.0	43.0	41.0	24.0	33.0
Total Split (%)	16.4%	22.9%	24.3%	29.3%	35.7%	24.3%	30.7%	29.3%	17.1%	23.6%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)	10.8	50.3	71.6	35.4	75.9	19.4	13.4	47.6	20.9	12.4
Actuated g/C Ratio	0.08	0.36	0.51	0.25	0.54	0.14	0.10	0.34	0.15	0.09
v/c Ratio	0.50	0.77	0.25	0.97	0.64	0.72	0.41	0.86	0.84	0.73
Control Delay	68.2	43.8	5.3	77.9	17.2	66.2	64.3	47.6	73.0	37.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.2	43.8	5.3	77.9	17.2	66.2	64.3	47.6	73.0	37.2
LOS	E	D	A	E	B	E	E	D	E	D
Approach Delay		40.9			37.0		53.6			57.6
Approach LOS		D			D		D			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 40 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 43.8	Intersection LOS: D
Intersection Capacity Utilization 89.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 89: Haun Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	1398	217	838	1473	264	342	73	851	429	147	177
Future Volume (veh/h)	133	1398	217	838	1473	264	342	73	851	429	147	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	136	1427	221	855	1503	269	349	74	868	438	150	181
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	190	1038	512	883	1791	320	416	475	1412	483	486	428
Arrive On Green	0.05	0.20	0.20	0.50	0.81	0.81	0.12	0.25	0.25	0.14	0.27	0.27
Sat Flow, veh/h	3510	5187	1603	3510	4425	790	3510	1900	2795	3510	1805	1592
Grp Volume(v), veh/h	136	1427	221	855	1174	598	349	74	868	438	150	181
Grp Sat Flow(s),veh/h/ln	1755	1729	1603	1755	1729	1757	1755	1900	1397	1755	1805	1592
Q Serve(g_s), s	5.3	28.0	15.3	33.1	28.2	28.5	13.6	4.3	31.4	17.2	9.3	13.1
Cycle Q Clear(g_c), s	5.3	28.0	15.3	33.1	28.2	28.5	13.6	4.3	31.4	17.2	9.3	13.1
Prop In Lane	1.00		1.00	1.00		0.45	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	190	1038	512	883	1400	711	416	475	1412	483	486	428
V/C Ratio(X)	0.72	1.37	0.43	0.97	0.84	0.84	0.84	0.16	0.61	0.91	0.31	0.42
Avail Cap(c_a), veh/h	461	1038	512	888	1400	711	737	505	1455	486	486	428
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	0.71	0.71	0.71	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.2	56.0	37.7	34.3	10.6	10.7	60.4	41.0	25.2	59.5	40.8	42.2
Incr Delay (d2), s/veh	3.4	172.6	1.8	18.3	4.5	8.5	4.6	0.2	0.7	20.6	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	28.5	6.1	12.4	5.0	5.9	6.2	2.0	10.1	8.9	4.1	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.6	228.6	39.5	52.6	15.1	19.2	64.9	41.1	26.0	80.1	41.1	42.9
LnGrp LOS	E	F	D	D	B	B	E	D	C	F	D	D
Approach Vol, veh/h		1784			2627			1291			769	
Approach Delay, s/veh		193.0			28.2			37.4			63.8	
Approach LOS		F			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	40.8	34.5	23.9	40.8	12.2	63.2	21.2	43.5
Change Period (Y+Rc), s	5.6	6.5	4.6	5.8	4.6	6.5	4.6	5.8
Max Green Setting (Gmax), s	35.4	25.5	19.4	37.2	18.4	43.5	29.4	27.2
Max Q Clear Time (g_c+I1), s	35.1	30.0	19.2	33.4	7.3	30.5	15.6	15.1
Green Ext Time (p_c), s	0.1	0.0	0.0	1.6	0.3	8.8	1.0	1.4

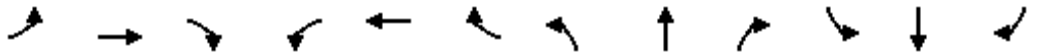
Intersection Summary	
HCM 6th Ctrl Delay	79.7
HCM 6th LOS	E

Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	2176	503	1948	620	578	0	627
Future Volume (vph)	2176	503	1948	620	578	0	627
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		4	4	
Permitted Phases		Free		Free			4
Detector Phase	2		6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	84.0		84.0		56.0	56.0	56.0
Total Split (%)	60.0%		60.0%		40.0%	40.0%	40.0%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	86.8	140.0	86.8	140.0	41.7	41.7	41.7
Actuated g/C Ratio	0.62	1.00	0.62	1.00	0.30	0.30	0.30
v/c Ratio	0.55	0.32	0.62	0.40	0.84	0.86	0.82
Control Delay	10.9	0.3	11.0	0.9	60.9	61.2	57.2
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.0	0.3	11.0	0.9	60.9	61.2	57.2
LOS	B	A	B	A	E	E	E
Approach Delay	9.0		8.5			59.9	
Approach LOS	A		A			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 10 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 18.3	Intersection LOS: B
Intersection Capacity Utilization 73.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 90: I-215 SB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2176	503	0	1948	620	0	0	0	578	0	627
Future Volume (veh/h)	0	2176	503	0	1948	620	0	0	0	578	0	627
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2220	0	0	1988	0				797	0	418
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	4156		0	3298					1021	0	454
Arrive On Green	0.00	1.00	0.00	0.00	1.00	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	6802	1610	0	5358	1610				3619	0	1610
Grp Volume(v), veh/h	0	2220	0	0	1988	0				797	0	418
Grp Sat Flow(s),veh/h/ln	0	1634	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0				28.4	0.0	35.2
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0				28.4	0.0	35.2
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	4156		0	3298					1021	0	454
V/C Ratio(X)	0.00	0.53		0.00	0.60					0.78	0.00	0.92
Avail Cap(c_a), veh/h	0	4156		0	3298					1305	0	581
HCM Platoon Ratio	1.00	2.00	2.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.48	0.00	0.00	0.75	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				46.3	0.0	48.7
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.6	0.0				1.8	0.0	15.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.2	0.0				12.9	0.0	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.2	0.0	0.0	0.6	0.0				48.0	0.0	64.2
LnGrp LOS	A	A		A	A					D	A	E
Approach Vol, veh/h		2220			1988						1215	
Approach Delay, s/veh		0.2			0.6						53.6	
Approach LOS		A			A						D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	95.0	45.0	95.0
Change Period (Y+Rc), s	6.0	5.5	6.0
Max Green Setting (Gmax), s	78.0	50.5	78.0
Max Q Clear Time (g_c+I1), s	2.0	37.2	2.0
Green Ext Time (p_c), s	34.0	2.2	26.9

Intersection Summary	
HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

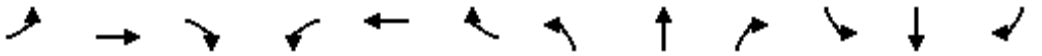
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	2164	589	1971	464	597	0	898
Future Volume (vph)	2164	589	1971	464	597	0	898
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		8	8	
Permitted Phases		Free		Free			8
Detector Phase	2		6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	84.0		84.0		56.0	56.0	56.0
Total Split (%)	60.0%		60.0%		40.0%	40.0%	40.0%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	79.6	140.0	79.6	140.0	48.9	48.9	48.9
Actuated g/C Ratio	0.57	1.00	0.57	1.00	0.35	0.35	0.35
v/c Ratio	0.76	0.38	0.55	0.30	0.89	0.94	0.91
Control Delay	17.6	0.6	19.9	0.5	61.4	68.4	62.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.6	0.6	19.9	0.5	61.4	68.4	62.7
LOS	B	A	B	A	E	E	E
Approach Delay	14.0		16.2			64.1	
Approach LOS	B		B			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 26.0	Intersection LOS: C
Intersection Capacity Utilization 88.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 91: I-215 NB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑↑	↱	↰	✣	↱			
Traffic Volume (veh/h)	0	2164	589	0	1971	464	597	0	898	0	0	0
Future Volume (veh/h)	0	2164	589	0	1971	464	597	0	898	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	2231	0	0	2032	0	410	0	1146			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	2890		0	3641		653	0	1162			
Arrive On Green	0.00	1.00	0.00	0.00	0.56	0.00	0.36	0.00	0.36			
Sat Flow, veh/h	0	5358	1610	0	6802	1610	1810	0	3220			
Grp Volume(v), veh/h	0	2231	0	0	2032	0	410	0	1146			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	28.0	0.0	26.2	0.0	49.4			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	28.0	0.0	26.2	0.0	49.4			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2890		0	3641		653	0	1162			
V/C Ratio(X)	0.00	0.77		0.00	0.56		0.63	0.00	0.99			
Avail Cap(c_a), veh/h	0	2890		0	3641		653	0	1162			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.77	0.00	0.00	0.41	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	19.9	0.0	37.0	0.0	44.4			
Incr Delay (d2), s/veh	0.0	1.6	0.0	0.0	0.3	0.0	1.5	0.0	23.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.0	0.0	10.1	0.0	11.8	0.0	23.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.6	0.0	0.0	20.2	0.0	38.4	0.0	67.5			
LnGrp LOS	A	A		A	C		D	A	E			
Approach Vol, veh/h		2231			2032			1556				
Approach Delay, s/veh		1.6			20.2			59.8				
Approach LOS		A			C			E				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		84.0				84.0		56.0				
Change Period (Y+Rc), s		6.0				6.0		5.5				
Max Green Setting (Gmax), s		78.0				78.0		50.5				
Max Q Clear Time (g_c+I1), s		2.0				30.0		51.4				
Green Ext Time (p_c), s		34.4				23.8		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			23.7									
HCM 6th LOS			C									

Notes

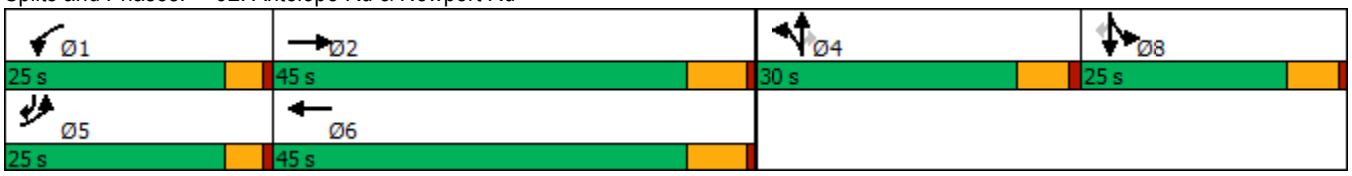
User approved volume balancing among the lanes for turning movement.

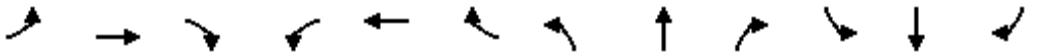
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	510	1968	134	1473	586	145	174	124	120	376
Future Volume (vph)	510	1968	134	1473	586	145	174	124	120	376
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm	Split	NA	pm+ov
Protected Phases	5	2	1	6	4	4		8	8	5
Permitted Phases							4			8
Detector Phase	5	2	1	6	4	4	4	8	8	5
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	4.0	4.0	6.0	6.0	4.0
Minimum Split (s)	8.6	12.5	8.6	12.5	9.8	9.8	9.8	11.8	11.8	8.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	25.0	25.0	25.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	24.0%	24.0%	24.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	19.8	49.4	9.1	38.7	21.5	21.5	21.5	12.9	12.9	38.5
Actuated g/C Ratio	0.17	0.43	0.08	0.33	0.19	0.19	0.19	0.11	0.11	0.33
v/c Ratio	0.89	1.15	0.51	0.97	0.82	0.83	0.41	0.33	0.59	0.39
Control Delay	65.7	104.0	59.0	54.1	57.5	68.2	9.0	50.1	61.2	24.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.7	104.0	59.0	54.1	57.5	68.2	9.0	50.1	61.2	24.5
LOS	E	F	E	D	E	E	A	D	E	C
Approach Delay		97.3		54.5		51.2			36.7	
Approach LOS		F		D		D			D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 115.7	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 72.4	Intersection LOS: E
Intersection Capacity Utilization 90.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 92: Antelope Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	510	1968	432	134	1473	128	586	145	174	124	120	376
Future Volume (veh/h)	510	1968	432	134	1473	128	586	145	174	124	120	376
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	531	2050	450	140	1534	133	559	223	181	129	125	392
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	585	1869	396	200	1586	137	640	336	284	484	262	863
Arrive On Green	0.17	0.44	0.44	0.06	0.33	0.33	0.18	0.18	0.18	0.14	0.14	0.14
Sat Flow, veh/h	3510	4287	908	3510	4861	421	3619	1900	1605	3510	1900	2834
Grp Volume(v), veh/h	531	1639	861	140	1091	576	559	223	181	129	125	392
Grp Sat Flow(s),veh/h/ln	1755	1729	1737	1755	1729	1824	1810	1900	1605	1755	1900	1417
Q Serve(g_s), s	17.5	51.4	51.4	4.6	36.6	36.7	17.7	12.9	12.3	3.9	7.2	13.2
Cycle Q Clear(g_c), s	17.5	51.4	51.4	4.6	36.6	36.7	17.7	12.9	12.3	3.9	7.2	13.2
Prop In Lane	1.00		0.52	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	585	1507	757	200	1128	595	640	336	284	484	262	863
V/C Ratio(X)	0.91	1.09	1.14	0.70	0.97	0.97	0.87	0.66	0.64	0.27	0.48	0.45
Avail Cap(c_a), veh/h	607	1507	757	607	1128	595	742	390	329	571	309	933
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	33.3	33.3	54.6	39.1	39.1	47.3	45.3	45.1	45.5	46.9	33.1
Incr Delay (d2), s/veh	16.7	50.8	77.4	1.7	19.3	28.9	9.1	2.2	1.9	0.3	1.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	30.6	36.3	2.0	17.8	20.4	8.6	6.1	4.9	1.7	3.4	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.9	84.1	110.7	56.3	58.5	68.1	56.4	47.5	47.0	45.8	48.3	33.5
LnGrp LOS	E	F	F	E	E	E	E	D	D	D	D	C
Approach Vol, veh/h		3031			1807			963			646	
Approach Delay, s/veh		88.3			61.4			52.6			38.8	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	57.9		26.7	24.3	45.0		22.1				
Change Period (Y+Rc), s	4.6	6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	20.4	38.5		24.2	20.4	38.5		19.2				
Max Q Clear Time (g_c+I1), s	6.6	53.4		19.7	19.5	38.7		15.2				
Green Ext Time (p_c), s	0.2	0.0		1.1	0.1	0.0		1.1				

Intersection Summary			
HCM 6th Ctrl Delay		70.4	
HCM 6th LOS		E	

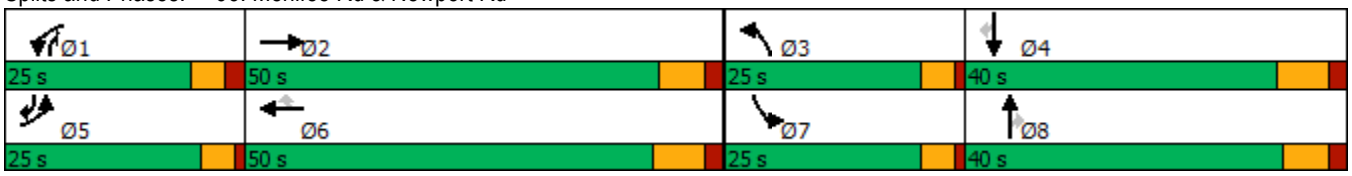
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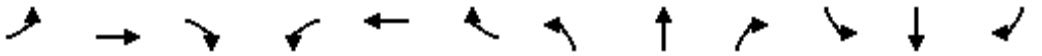
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	436	1702	187	1187	74	185	373	178	93	206	311
Future Volume (vph)	436	1702	187	1187	74	185	373	178	93	206	311
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6		3	8	1	7	4	5
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	9.6	14.8	10.6	15.5	15.5	9.6	12.8	10.6	9.6	13.5	9.6
Total Split (s)	25.0	50.0	25.0	50.0	50.0	25.0	40.0	25.0	25.0	40.0	25.0
Total Split (%)	17.9%	35.7%	17.9%	35.7%	35.7%	17.9%	28.6%	17.9%	17.9%	28.6%	17.9%
Yellow Time (s)	3.6	4.8	3.6	5.5	5.5	3.6	4.8	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	5.6	7.5	7.5	4.6	6.8	5.6	4.6	7.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	20.6	45.4	10.3	35.4	35.4	10.2	17.5	29.1	10.1	16.7	40.2
Actuated g/C Ratio	0.19	0.42	0.10	0.33	0.33	0.09	0.16	0.27	0.09	0.16	0.37
v/c Ratio	1.34	0.91	0.59	0.74	0.13	0.59	0.67	0.35	0.59	0.39	0.51
Control Delay	206.8	37.8	55.6	35.5	2.2	55.7	49.2	9.5	62.9	43.6	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	206.8	37.8	55.6	35.5	2.2	55.7	49.2	9.5	62.9	43.6	21.5
LOS	F	D	E	D	A	E	D	A	E	D	C
Approach Delay		69.9		36.4			41.3			35.3	
Approach LOS		E		D			D			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 107.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay: 52.1	Intersection LOS: D
Intersection Capacity Utilization 82.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 93: Menifee Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	436	1702	161	187	1187	74	185	373	178	93	206	311
Future Volume (veh/h)	436	1702	161	187	1187	74	185	373	178	93	206	311
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	464	1811	171	199	1263	79	197	397	189	99	219	331
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	332	2046	192	263	1684	523	262	741	445	125	721	612
Arrive On Green	0.18	0.42	0.42	0.07	0.32	0.32	0.07	0.21	0.21	0.07	0.20	0.20
Sat Flow, veh/h	1810	4822	454	3510	5187	1610	3510	3610	1582	1810	3610	1587
Grp Volume(v), veh/h	464	1297	685	199	1263	79	197	397	189	99	219	331
Grp Sat Flow(s),veh/h/ln	1810	1729	1818	1755	1729	1610	1755	1805	1582	1810	1805	1587
Q Serve(g_s), s	20.4	38.4	38.7	6.2	24.2	3.9	6.1	10.9	10.9	6.0	5.7	18.1
Cycle Q Clear(g_c), s	20.4	38.4	38.7	6.2	24.2	3.9	6.1	10.9	10.9	6.0	5.7	18.1
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	1467	771	263	1684	523	262	741	445	125	721	612
V/C Ratio(X)	1.40	0.88	0.89	0.76	0.75	0.15	0.75	0.54	0.42	0.79	0.30	0.54
Avail Cap(c_a), veh/h	332	1467	771	613	1983	615	644	1078	593	332	1055	759
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.4	29.5	29.6	50.4	33.5	26.7	50.4	39.5	32.7	51.0	37.9	26.7
Incr Delay (d2), s/veh	196.3	6.9	12.6	1.7	1.6	0.2	1.7	0.6	0.6	4.2	0.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.9	16.2	18.4	2.7	9.9	1.5	2.7	4.9	4.2	2.9	2.6	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	241.7	36.4	42.1	52.1	35.1	26.8	52.1	40.1	33.4	55.2	38.1	27.5
LnGrp LOS	F	D	D	D	D	C	D	D	C	E	D	C
Approach Vol, veh/h		2446			1541			783			649	
Approach Delay, s/veh		76.9			36.9			41.5			35.3	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	54.7	12.9	29.7	25.0	43.6	12.3	30.3
Change Period (Y+Rc), s	5.6	* 7.5	4.6	7.5	4.6	7.5	4.6	* 7.5
Max Green Setting (Gmax), s	19.4	* 43	20.4	32.5	20.4	42.5	20.4	* 33
Max Q Clear Time (g_c+I1), s	8.2	40.7	8.1	20.1	22.4	26.2	8.0	12.9
Green Ext Time (p_c), s	0.2	2.3	0.2	2.1	0.0	9.9	0.1	3.2

Intersection Summary	
HCM 6th Ctrl Delay	55.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	168	46	56	379	324	107
Future Vol, veh/h	168	46	56	379	324	107
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	179	49	60	403	345	114
Number of Lanes	1	1	1	2	2	0

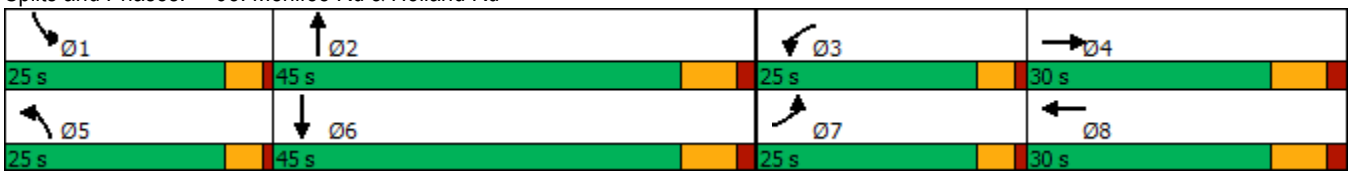
Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	3
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	3	0	2
HCM Control Delay	13.6	11	13.1
HCM LOS	B	B	B

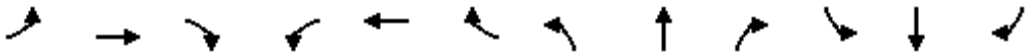
Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	50%
Vol Right, %	0%	0%	0%	0%	100%	0%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	56	190	190	168	46	216	215
LT Vol	56	0	0	168	0	0	0
Through Vol	0	190	190	0	0	216	108
RT Vol	0	0	0	0	46	0	107
Lane Flow Rate	60	202	202	179	49	230	229
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.116	0.363	0.266	0.372	0.085	0.409	0.385
Departure Headway (Hd)	6.99	6.483	4.758	7.501	6.289	6.411	6.057
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	511	552	750	477	567	561	592
Service Time	4.754	4.247	2.521	5.275	4.063	4.173	3.819
HCM Lane V/C Ratio	0.117	0.366	0.269	0.375	0.086	0.41	0.387
HCM Control Delay	10.7	12.9	9.3	14.7	9.7	13.6	12.6
HCM Lane LOS	B	B	A	B	A	B	B
HCM 95th-tile Q	0.4	1.6	1.1	1.7	0.3	2	1.8

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	41	151	12	137	24	362	83	218
Future Volume (vph)	41	151	12	137	24	362	83	218
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	17.2	10.6	17.2
Total Split (s)	25.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.2	14.6	6.6	10.3	6.8	14.9	8.3	21.0
Actuated g/C Ratio	0.13	0.26	0.12	0.18	0.12	0.26	0.15	0.37
v/c Ratio	0.19	0.21	0.06	0.30	0.12	0.44	0.33	0.21
Control Delay	30.4	18.0	30.8	21.4	30.8	21.0	30.1	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.4	18.0	30.8	21.4	30.8	21.0	30.1	14.2
LOS	C	B	C	C	C	C	C	B
Approach Delay		20.2		22.0		21.6		18.1
Approach LOS		C		C		C		B

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 56.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 20.4	Intersection LOS: C
Intersection Capacity Utilization 47.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 95: Menifee Rd & Holland Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	151	35	12	137	50	24	362	32	83	218	44
Future Volume (veh/h)	41	151	35	12	137	50	24	362	32	83	218	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	159	37	13	144	53	25	381	34	87	229	46
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	98	574	130	36	422	149	64	731	65	154	803	158
Arrive On Green	0.05	0.20	0.20	0.02	0.16	0.16	0.04	0.22	0.22	0.08	0.27	0.27
Sat Flow, veh/h	1810	2921	663	1810	2604	917	1810	3348	297	1810	2996	590
Grp Volume(v), veh/h	43	97	99	13	98	99	25	204	211	87	136	139
Grp Sat Flow(s),veh/h/ln	1810	1805	1778	1810	1805	1716	1810	1805	1840	1810	1805	1781
Q Serve(g_s), s	1.1	2.2	2.3	0.3	2.4	2.5	0.7	4.9	5.0	2.3	2.9	3.0
Cycle Q Clear(g_c), s	1.1	2.2	2.3	0.3	2.4	2.5	0.7	4.9	5.0	2.3	2.9	3.0
Prop In Lane	1.00		0.37	1.00		0.53	1.00		0.16	1.00		0.33
Lane Grp Cap(c), veh/h	98	355	349	36	293	278	64	394	402	154	484	477
V/C Ratio(X)	0.44	0.27	0.28	0.36	0.33	0.36	0.39	0.52	0.52	0.57	0.28	0.29
Avail Cap(c_a), veh/h	751	837	825	751	837	796	751	1388	1415	751	1388	1370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	16.8	16.8	23.8	18.2	18.3	23.2	16.9	16.9	21.6	14.2	14.3
Incr Delay (d2), s/veh	1.1	0.6	0.6	2.3	0.9	1.1	1.4	1.5	1.5	1.2	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.9	0.9	0.2	1.0	1.0	0.3	2.0	2.0	0.9	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.7	17.3	17.4	26.0	19.2	19.4	24.6	18.4	18.5	22.8	14.7	14.8
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		239			210			440			362	
Approach Delay, s/veh		18.5			19.7			18.8			16.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	17.9	5.6	16.9	6.3	20.4	7.3	15.2
Change Period (Y+Rc), s	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.8	20.4	22.8	20.4	37.8	20.4	22.8
Max Q Clear Time (g_c+I1), s	4.3	7.0	2.3	4.3	2.7	5.0	3.1	4.5
Green Ext Time (p_c), s	0.1	3.8	0.0	1.3	0.0	2.4	0.0	1.4

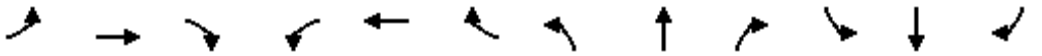
Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	94	1050	3	873	1	0	81	1	63
Future Volume (vph)	94	1050	3	873	1	0	81	1	63
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	52.0	19.7	52.0	31.0	31.0	31.0	31.0	31.0
Total Split (%)	19.2%	50.6%	19.2%	50.6%	30.2%	30.2%	30.2%	30.2%	30.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0		5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	8.6	42.5	5.5	33.6		7.3		9.1	9.1
Actuated g/C Ratio	0.14	0.71	0.09	0.56		0.12		0.15	0.15
v/c Ratio	0.39	0.44	0.02	0.53		0.02		0.42	0.21
Control Delay	32.6	7.0	34.0	13.9		0.2		34.1	5.9
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	32.6	7.0	34.0	13.9		0.2		34.1	5.9
LOS	C	A	C	B		A		C	A
Approach Delay		9.1		13.9		0.2		21.8	
Approach LOS		A		B		A		C	

Intersection Summary	
Cycle Length: 102.7	
Actuated Cycle Length: 60.1	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 12.0	Intersection LOS: B
Intersection Capacity Utilization 58.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 96: Juniper Flats Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	1050	2	3	873	114	1	0	4	81	1	63
Future Volume (veh/h)	94	1050	2	3	873	114	1	0	4	81	1	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	100	1117	2	3	929	121	1	0	4	86	1	67
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	144	1958	4	7	1459	190	111	15	121	310	2	152
Arrive On Green	0.08	0.53	0.53	0.00	0.45	0.45	0.09	0.00	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1810	3697	7	1810	3211	418	159	158	1271	1592	19	1601
Grp Volume(v), veh/h	100	545	574	3	522	528	5	0	0	87	0	67
Grp Sat Flow(s),veh/h/ln	1810	1805	1899	1810	1805	1824	1588	0	0	1611	0	1601
Q Serve(g_s), s	2.4	9.2	9.2	0.1	10.0	10.0	0.0	0.0	0.0	0.0	0.0	1.8
Cycle Q Clear(g_c), s	2.4	9.2	9.2	0.1	10.0	10.0	2.1	0.0	0.0	2.1	0.0	1.8
Prop In Lane	1.00		0.00	1.00		0.23	0.20		0.80	0.99		1.00
Lane Grp Cap(c), veh/h	144	956	1005	7	820	828	247	0	0	312	0	152
V/C Ratio(X)	0.70	0.57	0.57	0.41	0.64	0.64	0.02	0.00	0.00	0.28	0.00	0.44
Avail Cap(c_a), veh/h	604	1807	1900	604	1807	1825	993	0	0	1004	0	926
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.2	7.1	7.1	22.3	9.4	9.4	18.5	0.0	0.0	19.3	0.0	19.2
Incr Delay (d2), s/veh	2.3	0.5	0.5	12.7	0.8	0.8	0.0	0.0	0.0	0.2	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.5	2.6	0.1	3.1	3.1	0.0	0.0	0.0	0.8	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	7.7	7.6	35.0	10.2	10.2	18.5	0.0	0.0	19.5	0.0	20.0
LnGrp LOS	C	A	A	D	B	B	B	A	A	B	A	B
Approach Vol, veh/h		1219			1053			5			154	
Approach Delay, s/veh		8.9			10.3			18.5			19.7	
Approach LOS		A			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	30.8		9.3	8.3	27.4		9.3				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	45.0		26.0	* 15	45.0		26.0				
Max Q Clear Time (g_c+I1), s	2.1	11.2		4.1	4.4	12.0		4.1				
Green Ext Time (p_c), s	0.0	9.2		0.4	0.1	8.4		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

Notes

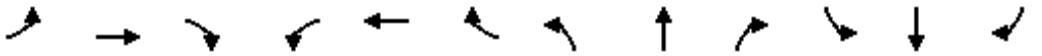
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	22	1028	106	429	894	169	19	18	22
Future Volume (vph)	22	1028	106	429	894	169	19	18	22
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.2	11.2	9.7	11.2	11.5	11.5	11.5	11.5
Total Split (s)	15.0	35.0	35.0	30.0	50.0	25.0	25.0	25.0	25.0
Total Split (%)	16.7%	38.9%	38.9%	33.3%	55.6%	27.8%	27.8%	27.8%	27.8%
Yellow Time (s)	3.7	5.2	5.2	3.7	5.2	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.2	6.2	4.7	6.2	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.9	29.6	29.6	24.5	54.1	18.5	18.5	18.5	18.5
Actuated g/C Ratio	0.07	0.33	0.33	0.27	0.60	0.21	0.21	0.21	0.21
v/c Ratio	0.20	0.93	0.18	0.94	0.46	0.64	0.77	0.23	0.10
Control Delay	43.3	44.6	2.3	61.3	11.6	44.5	14.6	37.6	21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.3	44.6	2.3	61.3	11.6	44.5	14.6	37.6	21.7
LOS	D	D	A	E	B	D	B	D	C
Approach Delay		40.7			27.4		22.2		27.0
Approach LOS		D			C		C		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 31.1	Intersection LOS: C
Intersection Capacity Utilization 97.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 97: Winchester Rd/Vista Pl & SR-74/Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1028	106	429	894	23	169	19	483	18	22	13
Future Volume (veh/h)	22	1028	106	429	894	23	169	19	483	18	22	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	1105	114	461	961	25	182	20	519	19	24	14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	45	1188	529	492	2071	54	340	12	318	80	231	135
Arrive On Green	0.03	0.33	0.33	0.27	0.58	0.58	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1810	3610	1607	1810	3595	94	1382	60	1548	880	1122	655
Grp Volume(v), veh/h	24	1105	114	461	483	503	182	0	539	19	0	38
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1805	1883	1382	0	1608	880	0	1777
Q Serve(g_s), s	1.2	26.6	4.6	22.4	13.9	13.9	11.1	0.0	18.5	0.0	0.0	1.6
Cycle Q Clear(g_c), s	1.2	26.6	4.6	22.4	13.9	13.9	12.6	0.0	18.5	18.5	0.0	1.6
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.96	1.00		0.37
Lane Grp Cap(c), veh/h	45	1188	529	492	1040	1085	340	0	331	80	0	365
V/C Ratio(X)	0.53	0.93	0.22	0.94	0.46	0.46	0.54	0.00	1.63	0.24	0.00	0.10
Avail Cap(c_a), veh/h	207	1188	529	509	1040	1085	340	0	331	80	0	365
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.3	29.2	21.8	32.0	11.0	11.0	34.2	0.0	35.8	45.0	0.0	29.0
Incr Delay (d2), s/veh	3.5	14.0	0.9	24.1	1.5	1.4	5.9	0.0	297.3	6.9	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	12.7	1.7	12.2	4.9	5.1	4.2	0.0	34.4	0.6	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	43.2	22.7	56.1	12.5	12.5	40.1	0.0	333.1	51.9	0.0	29.6
LnGrp LOS	D	D	C	E	B	B	D	A	F	D	A	C
Approach Vol, veh/h		1243			1447			721			57	
Approach Delay, s/veh		41.4			26.4			259.1			37.0	
Approach LOS		D			C			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.2	35.8		25.0	7.0	58.0		25.0				
Change Period (Y+Rc), s	* 4.7	6.2		6.5	* 4.7	6.2		6.5				
Max Green Setting (Gmax), s	* 25	28.8		18.5	* 10	43.8		18.5				
Max Q Clear Time (g_c+I1), s	24.4	28.6		20.5	3.2	15.9		20.5				
Green Ext Time (p_c), s	0.1	0.1		0.0	0.0	3.5		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		80.3	
HCM 6th LOS		F	

Notes

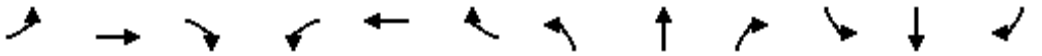
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	171	842	151	763	178	336	286	45	253	137
Future Volume (vph)	171	842	151	763	178	336	286	45	253	137
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	9.7	11.0	9.7	11.5	11.5	9.7	11.5	11.5
Total Split (s)	25.0	40.0	25.0	40.0	20.0	25.0	25.0	20.0	25.0	25.0
Total Split (%)	22.7%	36.4%	22.7%	36.4%	18.2%	22.7%	22.7%	18.2%	22.7%	22.7%
Yellow Time (s)	3.7	5.0	3.7	5.0	3.7	5.5	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	4.7	6.0	4.7	6.5	6.5	4.7	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	14.9	40.5	13.8	39.4	13.9	28.4	28.4	7.4	19.9	19.9
Actuated g/C Ratio	0.14	0.37	0.13	0.36	0.13	0.26	0.26	0.07	0.18	0.18
v/c Ratio	0.72	0.77	0.69	0.63	0.81	0.37	0.46	0.38	0.40	0.35
Control Delay	61.7	35.9	61.1	32.7	72.7	36.1	6.8	57.5	42.4	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.7	35.9	61.1	32.7	72.7	36.1	6.8	57.5	42.4	9.3
LOS	E	D	E	C	E	D	A	E	D	A
Approach Delay		39.7		37.3		33.8			33.5	
Approach LOS		D		D		C			C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 36.8	Intersection LOS: D
Intersection Capacity Utilization 71.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 98: Warren Rd & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	842	138	151	763	28	178	336	286	45	253	137
Future Volume (veh/h)	171	842	138	151	763	28	178	336	286	45	253	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	176	868	142	156	787	29	184	346	295	46	261	141
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	207	1276	209	186	1422	52	214	910	406	62	607	271
Arrive On Green	0.11	0.41	0.41	0.10	0.40	0.40	0.12	0.25	0.25	0.03	0.17	0.17
Sat Flow, veh/h	1810	3099	507	1810	3551	131	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	176	506	504	156	400	416	184	346	295	46	261	141
Grp Sat Flow(s),veh/h/ln	1810	1805	1801	1810	1805	1876	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	10.5	25.2	25.2	9.3	18.8	18.8	11.0	8.7	18.5	2.8	7.1	8.8
Cycle Q Clear(g_c), s	10.5	25.2	25.2	9.3	18.8	18.8	11.0	8.7	18.5	2.8	7.1	8.8
Prop In Lane	1.00		0.28	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	207	743	741	186	723	751	214	910	406	62	607	271
V/C Ratio(X)	0.85	0.68	0.68	0.84	0.55	0.55	0.86	0.38	0.73	0.74	0.43	0.52
Avail Cap(c_a), veh/h	334	743	741	334	723	751	252	910	406	252	607	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.71	0.71	0.71	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	26.4	26.4	48.4	25.4	25.4	47.6	34.0	37.7	52.6	41.0	41.7
Incr Delay (d2), s/veh	6.0	5.0	5.0	2.7	2.2	2.1	20.0	1.2	10.9	6.3	2.2	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	11.0	11.0	4.2	7.9	8.2	6.1	4.0	8.4	1.4	3.4	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.8	31.4	31.4	51.2	27.6	27.5	67.6	35.2	48.5	58.9	43.2	48.7
LnGrp LOS	D	C	C	D	C	C	E	D	D	E	D	D
Approach Vol, veh/h		1186			972			825			448	
Approach Delay, s/veh		34.8			31.3			47.2			46.6	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	51.3	17.7	25.0	17.3	50.0	8.5	34.2
Change Period (Y+Rc), s	* 4.7	6.0	* 4.7	6.5	* 4.7	6.0	* 4.7	6.5
Max Green Setting (Gmax), s	* 20	34.0	* 15	18.5	* 20	34.0	* 15	18.5
Max Q Clear Time (g_c+I1), s	11.3	27.2	13.0	10.8	12.5	20.8	4.8	20.5
Green Ext Time (p_c), s	0.1	2.2	0.1	0.9	0.1	2.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	38.3
HCM 6th LOS	D

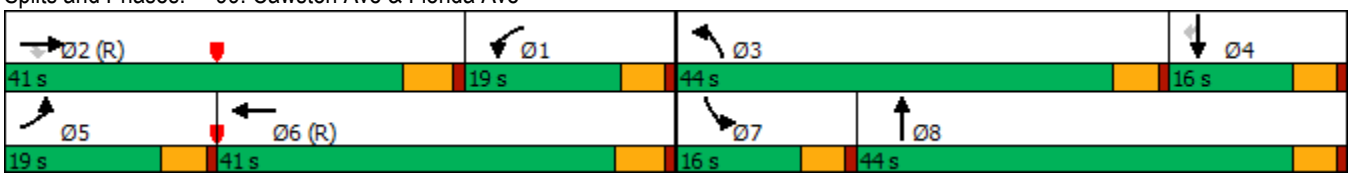
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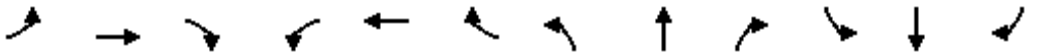
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	159	716	25	44	674	198	70	90	96	157
Future Volume (vph)	159	716	25	44	674	198	70	90	96	157
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.5	10.5	10.0	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	19.0	41.0	41.0	19.0	41.0	44.0	44.0	16.0	16.0	16.0
Total Split (%)	15.8%	34.2%	34.2%	15.8%	34.2%	36.7%	36.7%	13.3%	13.3%	13.3%
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.5	5.5	5.0	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	13.2	39.3	39.3	12.2	36.3	18.3	40.5	9.5	31.7	31.7
Actuated g/C Ratio	0.11	0.33	0.33	0.10	0.30	0.15	0.34	0.08	0.26	0.26
v/c Ratio	0.84	0.63	0.04	0.25	0.70	0.75	0.08	0.66	0.20	0.28
Control Delay	85.0	38.4	0.1	51.9	41.2	64.9	20.9	74.9	37.6	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.0	38.4	0.1	51.9	41.2	64.9	20.9	74.9	37.6	3.4
LOS	F	D	A	D	D	E	C	E	D	A
Approach Delay		45.6			41.8		50.8		31.7	
Approach LOS		D			D		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 30 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 42.9	Intersection LOS: D
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 99: Cawston Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	716	25	44	674	58	198	70	24	90	96	157
Future Volume (veh/h)	159	716	25	44	674	58	198	70	24	90	96	157
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	166	746	26	46	702	60	206	73	25	94	100	164
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	193	1068	476	252	1118	96	236	869	284	118	493	418
Arrive On Green	0.11	0.30	0.30	0.14	0.33	0.33	0.13	0.32	0.32	0.07	0.26	0.26
Sat Flow, veh/h	1810	3610	1610	1810	3365	287	1810	2673	874	1810	1900	1610
Grp Volume(v), veh/h	166	746	26	46	376	386	206	48	50	94	100	164
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1848	1810	1805	1743	1810	1900	1610
Q Serve(g_s), s	10.8	22.0	1.0	2.7	21.1	21.1	13.4	2.2	2.4	6.1	4.9	10.1
Cycle Q Clear(g_c), s	10.8	22.0	1.0	2.7	21.1	21.1	13.4	2.2	2.4	6.1	4.9	10.1
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	193	1068	476	252	600	614	236	587	566	118	493	418
V/C Ratio(X)	0.86	0.70	0.05	0.18	0.63	0.63	0.87	0.08	0.09	0.80	0.20	0.39
Avail Cap(c_a), veh/h	211	1068	476	252	600	614	588	587	566	166	493	418
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.50	0.50	0.50	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.7	37.5	14.4	45.6	33.8	33.8	51.2	28.1	28.1	55.3	34.7	36.6
Incr Delay (d2), s/veh	17.9	2.5	0.1	0.1	2.5	2.4	3.9	0.3	0.3	10.9	0.9	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	9.9	0.6	1.2	9.5	9.8	6.3	1.0	1.1	3.2	2.4	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.6	40.0	14.6	45.7	36.3	36.2	55.1	28.4	28.4	66.2	35.6	39.4
LnGrp LOS	E	D	B	D	D	D	E	C	C	E	D	D
Approach Vol, veh/h		938			808			304			358	
Approach Delay, s/veh		44.7			36.8			46.5			45.4	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.2	41.0	20.7	36.2	17.8	45.4	12.8	44.0
Change Period (Y+Rc), s	5.5	* 5.5	5.0	5.0	5.0	5.5	5.0	5.0
Max Green Setting (Gmax), s	14.0	* 36	39.0	11.0	14.0	35.5	11.0	39.0
Max Q Clear Time (g_c+I1), s	4.7	24.0	15.4	12.1	12.8	23.1	8.1	4.4
Green Ext Time (p_c), s	0.0	2.7	0.3	0.0	0.0	2.5	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	42.4
HCM 6th LOS	D

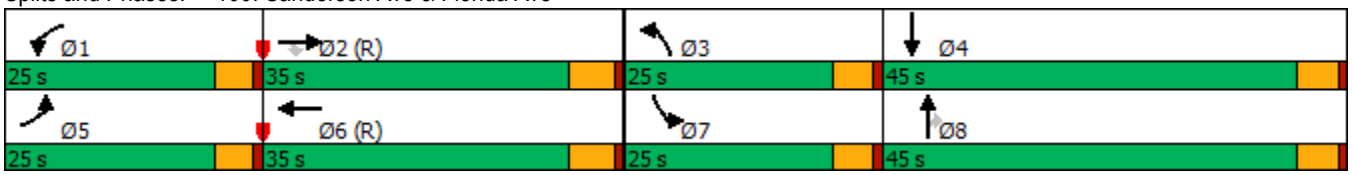
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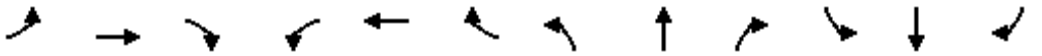
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	274	592	74	280	489	198	697	165	186	824
Future Volume (vph)	274	592	74	280	489	198	697	165	186	824
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	10.5	9.7	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	25.0	35.0	35.0	25.0	35.0	25.0	45.0	45.0	25.0	45.0
Total Split (%)	19.2%	26.9%	26.9%	19.2%	26.9%	19.2%	34.6%	34.6%	19.2%	34.6%
Yellow Time (s)	3.7	4.5	4.5	3.7	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	5.5	4.7	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	20.3	29.5	29.5	20.3	29.5	18.1	43.0	43.0	17.0	41.9
Actuated g/C Ratio	0.16	0.23	0.23	0.16	0.23	0.14	0.33	0.33	0.13	0.32
v/c Ratio	1.00	0.74	0.18	1.02	0.80	0.80	0.60	0.28	0.81	0.82
Control Delay	107.4	52.9	5.0	112.1	53.9	77.5	39.3	15.1	79.5	47.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	107.4	52.9	5.0	112.1	53.9	77.5	39.3	15.1	79.5	47.3
LOS	F	D	A	F	D	E	D	B	E	D
Approach Delay		65.0			71.7		42.7			52.7
Approach LOS		E			E		D			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 45 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 57.3	Intersection LOS: E
Intersection Capacity Utilization 87.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 100: Sanderson Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	274	592	74	280	489	146	198	697	165	186	824	96
Future Volume (veh/h)	274	592	74	280	489	146	198	697	165	186	824	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	280	604	76	286	499	149	202	711	168	190	841	98
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	283	918	406	283	695	206	229	1136	504	216	1002	117
Arrive On Green	0.16	0.25	0.25	0.16	0.25	0.25	0.13	0.31	0.31	0.12	0.31	0.31
Sat Flow, veh/h	1810	3610	1599	1810	2735	812	1810	3610	1601	1810	3257	380
Grp Volume(v), veh/h	280	604	76	286	328	320	202	711	168	190	466	473
Grp Sat Flow(s),veh/h/ln	1810	1805	1599	1810	1805	1741	1810	1805	1601	1810	1805	1832
Q Serve(g_s), s	20.1	19.5	4.8	20.3	21.6	21.8	14.3	21.8	10.4	13.4	31.3	31.3
Cycle Q Clear(g_c), s	20.1	19.5	4.8	20.3	21.6	21.8	14.3	21.8	10.4	13.4	31.3	31.3
Prop In Lane	1.00		1.00	1.00		0.47	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	283	918	406	283	459	443	229	1136	504	216	555	564
V/C Ratio(X)	0.99	0.66	0.19	1.01	0.72	0.72	0.88	0.63	0.33	0.88	0.84	0.84
Avail Cap(c_a), veh/h	283	918	406	283	459	443	278	1136	504	278	555	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.75	0.75	0.75	0.44	0.44	0.44	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	43.4	38.0	54.8	44.2	44.3	55.8	38.0	34.1	56.3	42.0	42.0
Incr Delay (d2), s/veh	43.2	2.7	0.7	49.5	7.0	7.5	12.0	1.2	0.8	18.8	14.1	14.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	9.0	2.0	13.0	10.5	10.2	7.3	9.9	4.2	7.3	16.1	16.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.9	46.1	38.7	104.3	51.2	51.8	67.9	39.2	34.9	75.1	56.1	56.0
LnGrp LOS	F	D	D	F	D	D	E	D	C	E	E	E
Approach Vol, veh/h		960			934			1081			1129	
Approach Delay, s/veh		60.6			67.7			43.9			59.3	
Approach LOS		E			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	38.6	21.4	45.0	25.0	38.6	20.5	45.9
Change Period (Y+Rc), s	* 4.7	5.5	5.0	5.0	* 4.7	5.5	5.0	5.0
Max Green Setting (Gmax), s	* 20	29.5	20.0	40.0	* 20	29.5	20.0	40.0
Max Q Clear Time (g_c+I1), s	22.3	21.5	16.3	33.3	22.1	23.8	15.4	23.8
Green Ext Time (p_c), s	0.0	2.6	0.2	3.2	0.0	1.9	0.1	5.0

Intersection Summary	
HCM 6th Ctrl Delay	57.4
HCM 6th LOS	E

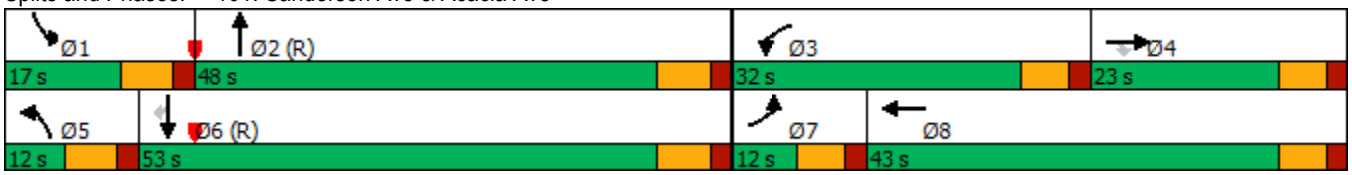
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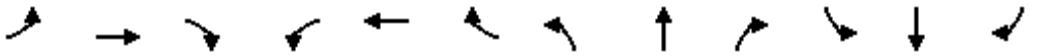
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	16	241	168	150	206	89	924	197	900	14
Future Volume (vph)	16	241	168	150	206	89	924	197	900	14
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0	7.0
Minimum Split (s)	10.3	13.3	13.3	10.3	13.3	10.7	13.7	10.7	13.7	13.7
Total Split (s)	12.0	23.0	23.0	32.0	43.0	12.0	48.0	17.0	53.0	53.0
Total Split (%)	10.0%	19.2%	19.2%	26.7%	35.8%	10.0%	40.0%	14.2%	44.2%	44.2%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.7	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	4.9	22.6	22.6	14.1	38.2	9.0	41.3	16.0	48.3	48.3
Actuated g/C Ratio	0.04	0.19	0.19	0.12	0.32	0.08	0.34	0.13	0.40	0.40
v/c Ratio	0.22	0.69	0.36	0.72	0.70	0.67	0.84	0.83	0.63	0.02
Control Delay	62.2	56.0	4.7	69.5	39.6	79.3	43.5	80.3	31.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.2	56.0	4.7	69.5	39.6	79.3	43.5	80.3	31.6	0.1
LOS	E	E	A	E	D	E	D	F	C	A
Approach Delay		36.0			47.7		46.4		39.9	
Approach LOS		D			D		D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 90 (75%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 43.0	Intersection LOS: D
Intersection Capacity Utilization 87.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: Sanderson Ave & Acacia Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	241	168	150	206	200	89	924	89	197	900	14
Future Volume (veh/h)	16	241	168	150	206	200	89	924	89	197	900	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	246	171	153	210	204	91	943	91	201	918	14
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	25	335	284	181	232	226	80	1401	135	155	1671	744
Arrive On Green	0.01	0.18	0.18	0.10	0.26	0.26	0.04	0.42	0.42	0.09	0.46	0.46
Sat Flow, veh/h	1810	1900	1610	1810	885	860	1810	3325	321	1810	3610	1608
Grp Volume(v), veh/h	16	246	171	153	0	414	91	512	522	201	918	14
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1745	1810	1805	1841	1810	1805	1608
Q Serve(g_s), s	1.1	14.7	11.7	10.0	0.0	27.5	5.3	27.5	27.5	10.3	22.0	0.6
Cycle Q Clear(g_c), s	1.1	14.7	11.7	10.0	0.0	27.5	5.3	27.5	27.5	10.3	22.0	0.6
Prop In Lane	1.00		1.00	1.00		0.49	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	25	335	284	181	0	458	80	760	776	155	1671	744
V/C Ratio(X)	0.64	0.73	0.60	0.85	0.00	0.90	1.14	0.67	0.67	1.29	0.55	0.02
Avail Cap(c_a), veh/h	86	335	284	388	0	534	80	760	776	155	1671	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.46	0.46	0.46
Uniform Delay (d), s/veh	58.9	46.8	45.5	53.1	0.0	42.8	57.3	28.1	28.1	54.8	23.2	17.5
Incr Delay (d2), s/veh	9.8	8.7	4.2	4.1	0.0	17.9	143.1	4.7	4.6	152.7	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	7.8	5.0	4.7	0.0	14.0	5.6	12.7	13.0	11.3	9.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.6	55.5	49.8	57.2	0.0	60.7	200.4	32.8	32.7	207.5	23.8	17.5
LnGrp LOS	E	E	D	E	A	E	F	C	C	F	C	B
Approach Vol, veh/h		433			567			1125			1133	
Approach Delay, s/veh		53.7			59.8			46.3			56.3	
Approach LOS		D			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	57.2	18.3	27.5	12.0	62.2	8.0	37.8
Change Period (Y+Rc), s	6.7	6.7	6.3	6.3	6.7	6.7	6.3	6.3
Max Green Setting (Gmax), s	10.3	41.3	25.7	16.7	5.3	46.3	5.7	36.7
Max Q Clear Time (g_c+I1), s	12.3	29.5	12.0	16.7	7.3	24.0	3.1	29.5
Green Ext Time (p_c), s	0.0	6.7	0.1	0.0	0.0	9.3	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	53.1
HCM 6th LOS	D

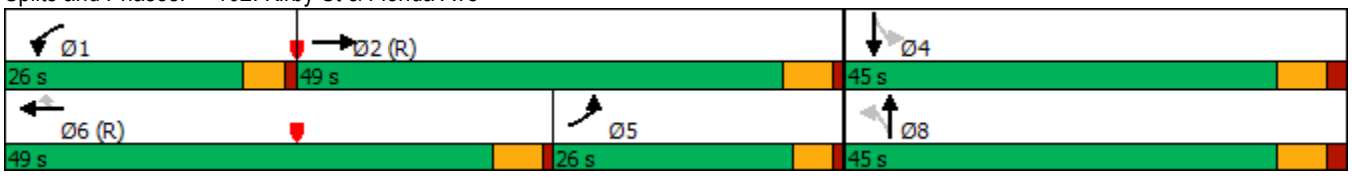
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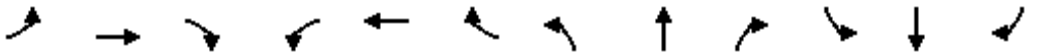
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	210	891	146	782	65	108	424	96	354
Future Volume (vph)	210	891	146	782	65	108	424	96	354
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	9.7	10.5	10.5	11.5	11.5	11.5	11.5
Total Split (s)	26.0	49.0	26.0	49.0	49.0	45.0	45.0	45.0	45.0
Total Split (%)	21.7%	40.8%	21.7%	40.8%	40.8%	37.5%	37.5%	37.5%	37.5%
Yellow Time (s)	3.7	4.5	3.7	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	4.7	5.5	5.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	21.3	50.4	14.4	43.5	43.5	38.5	38.5	38.5	38.5
Actuated g/C Ratio	0.18	0.42	0.12	0.36	0.36	0.32	0.32	0.32	0.32
v/c Ratio	0.68	0.69	0.70	0.62	0.11	0.54	0.46	0.45	0.48
Control Delay	58.2	31.8	67.4	34.1	4.3	44.9	32.8	40.4	29.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.2	31.8	67.4	34.1	4.3	44.9	32.8	40.4	29.8
LOS	E	C	E	C	A	D	C	D	C
Approach Delay		36.4		37.0			34.9		31.4
Approach LOS		D		D			C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 92 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 35.4	Intersection LOS: D
Intersection Capacity Utilization 76.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 102: Kirby St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	891	102	146	782	65	108	424	75	96	354	170
Future Volume (veh/h)	210	891	102	146	782	65	108	424	75	96	354	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	219	928	106	152	815	68	112	442	78	100	369	177
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	1437	164	180	1309	582	229	984	173	244	762	360
Arrive On Green	0.17	0.44	0.44	0.10	0.36	0.36	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	3264	373	1810	3610	1606	873	3068	538	894	2376	1122
Grp Volume(v), veh/h	219	513	521	152	815	68	112	259	261	100	279	267
Grp Sat Flow(s),veh/h/ln	1810	1805	1831	1810	1805	1606	873	1805	1801	894	1805	1693
Q Serve(g_s), s	13.7	26.7	26.7	9.9	22.3	3.4	14.2	13.6	13.8	12.0	14.9	15.3
Cycle Q Clear(g_c), s	13.7	26.7	26.7	9.9	22.3	3.4	29.5	13.6	13.8	25.8	14.9	15.3
Prop In Lane	1.00		0.20	1.00		1.00	1.00		0.30	1.00		0.66
Lane Grp Cap(c), veh/h	309	795	806	180	1309	582	229	579	578	244	579	543
V/C Ratio(X)	0.71	0.65	0.65	0.84	0.62	0.12	0.49	0.45	0.45	0.41	0.48	0.49
Avail Cap(c_a), veh/h	321	795	806	321	1309	582	229	579	578	244	579	543
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	26.3	26.3	53.1	31.5	25.5	44.8	32.3	32.4	42.6	32.7	32.9
Incr Delay (d2), s/veh	3.9	2.8	2.8	4.1	2.2	0.4	7.3	2.5	2.5	5.0	2.9	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	11.8	11.9	4.7	9.9	1.4	3.5	6.4	6.4	3.0	7.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.9	29.1	29.0	57.2	33.7	25.9	52.0	34.8	34.9	47.7	35.6	36.0
LnGrp LOS	D	C	C	E	C	C	D	C	C	D	D	D
Approach Vol, veh/h		1253			1035			632			646	
Approach Delay, s/veh		32.9			36.7			37.9			37.6	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.7	58.3		45.0	26.0	49.0		45.0				
Change Period (Y+Rc), s	* 4.7	5.5		6.5	5.5	* 5.5		6.5				
Max Green Setting (Gmax), s	* 21	43.5		38.5	21.3	* 44		38.5				
Max Q Clear Time (g_c+I1), s	11.9	28.7		27.8	15.7	24.3		31.5				
Green Ext Time (p_c), s	0.1	3.9		3.0	0.2	3.7		2.2				

Intersection Summary		
HCM 6th Ctrl Delay		35.7
HCM 6th LOS		D

Notes

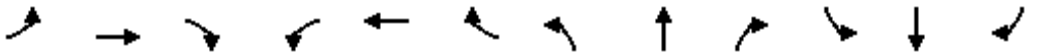
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	107	905	104	885	86	183	99	111	222	68
Future Volume (vph)	107	905	104	885	86	183	99	111	222	68
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	1	6		8			4	
Permitted Phases					8		8	4		4
Detector Phase	5	2	1	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	9.7	9.7	9.7	9.7	9.7	9.7
Total Split (s)	16.0	51.0	17.0	52.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	15.2%	48.6%	16.2%	49.5%	35.2%	35.2%	35.2%	35.2%	35.2%	35.2%
Yellow Time (s)	3.7	4.1	3.7	4.1	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	4.7	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	9.8	48.1	10.1	48.4	32.3	32.3	32.3	32.3	32.3	32.3
Actuated g/C Ratio	0.09	0.46	0.10	0.46	0.31	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.68	0.61	0.63	0.62	0.32	0.33	0.19	0.36	0.40	0.13
Control Delay	65.7	23.6	82.7	14.2	31.7	30.0	6.2	32.3	31.3	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.7	23.6	82.7	14.2	31.7	30.0	6.2	32.3	31.3	7.0
LOS	E	C	F	B	C	C	A	C	C	A
Approach Delay		27.9		20.8		24.0			27.4	
Approach LOS		C		C		C			C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 58 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 24.7	Intersection LOS: C
Intersection Capacity Utilization 65.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Lyon Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	905	49	104	885	79	86	183	99	111	222	68
Future Volume (veh/h)	107	905	49	104	885	79	86	183	99	111	222	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	113	953	52	109	932	83	91	193	104	117	234	72
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	141	1662	91	138	1594	142	297	584	492	320	584	492
Arrive On Green	0.08	0.48	0.48	0.03	0.16	0.16	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1810	3475	190	1810	3344	298	1086	1900	1599	1095	1900	1599
Grp Volume(v), veh/h	113	495	510	109	503	512	91	193	104	117	234	72
Grp Sat Flow(s),veh/h/ln	1810	1805	1860	1810	1805	1837	1086	1900	1599	1095	1900	1599
Q Serve(g_s), s	6.4	20.7	20.7	6.3	27.2	27.2	7.6	8.2	5.1	9.7	10.2	3.4
Cycle Q Clear(g_c), s	6.4	20.7	20.7	6.3	27.2	27.2	17.8	8.2	5.1	17.9	10.2	3.4
Prop In Lane	1.00		0.10	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	141	863	889	138	860	875	297	584	492	320	584	492
V/C Ratio(X)	0.80	0.57	0.57	0.79	0.58	0.58	0.31	0.33	0.21	0.37	0.40	0.15
Avail Cap(c_a), veh/h	195	863	889	212	860	875	297	584	492	320	584	492
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.6	19.7	19.7	50.4	34.6	34.6	35.7	28.0	26.9	34.9	28.7	26.4
Incr Delay (d2), s/veh	10.6	2.8	2.7	4.1	2.4	2.3	2.7	1.5	1.0	3.2	2.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	8.9	9.2	3.1	13.6	13.8	2.2	4.0	2.1	2.9	4.9	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.2	22.5	22.4	54.5	37.0	36.9	38.4	29.5	27.9	38.1	30.7	27.0
LnGrp LOS	E	C	C	D	D	D	D	C	C	D	C	C
Approach Vol, veh/h		1118			1124			388			423	
Approach Delay, s/veh		26.0			38.6			31.2			32.1	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.7	55.3		37.0	12.9	55.1		37.0				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		* 4.7				
Max Green Setting (Gmax), s	* 12	45.9		* 32	* 11	46.9		* 32				
Max Q Clear Time (g_c+I1), s	8.3	22.7		19.9	8.4	29.2		19.8				
Green Ext Time (p_c), s	0.0	4.2		1.1	0.0	4.0		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		32.2	
HCM 6th LOS		C	

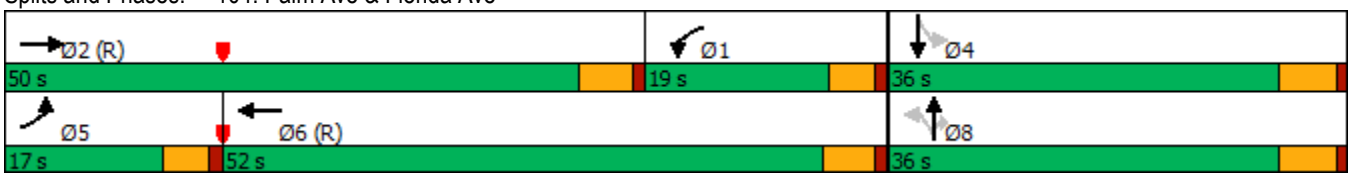
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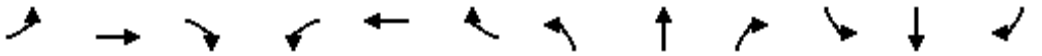
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	72	927	100	917	71	188	82	31	211
Future Volume (vph)	72	927	100	917	71	188	82	31	211
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.4	10.4	10.4	10.4	10.4
Total Split (s)	17.0	50.0	19.0	52.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	16.2%	47.6%	18.1%	49.5%	34.3%	34.3%	34.3%	34.3%	34.3%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.4	5.4	5.4	5.4	5.4
Lead/Lag	Lead	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	8.8	44.9	14.3	52.4	30.6	30.6	30.6	30.6	30.6
Actuated g/C Ratio	0.08	0.43	0.14	0.50	0.29	0.29	0.29	0.29	0.29
v/c Ratio	0.51	0.69	0.44	0.57	0.34	0.37	0.16	0.11	0.54
Control Delay	73.9	18.5	36.9	10.6	34.5	31.9	2.7	28.6	34.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.9	18.5	36.9	10.6	34.5	31.9	2.7	28.6	34.2
LOS	E	B	D	B	C	C	A	C	C
Approach Delay		22.2		13.1		25.4			33.7
Approach LOS		C		B		C			C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 20.4	Intersection LOS: C
Intersection Capacity Utilization 69.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 104: Palm Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	927	62	100	917	35	71	188	82	31	211	63
Future Volume (veh/h)	72	927	62	100	917	35	71	188	82	31	211	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	77	997	67	108	986	38	76	202	88	33	227	68
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	98	1465	98	240	1803	69	238	554	465	297	408	122
Arrive On Green	0.11	0.86	0.86	0.26	1.00	1.00	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	3426	230	1810	3539	136	1097	1900	1597	1101	1401	420
Grp Volume(v), veh/h	77	525	539	108	503	521	76	202	88	33	0	295
Grp Sat Flow(s),veh/h/ln	1810	1805	1851	1810	1805	1870	1097	1900	1597	1101	0	1820
Q Serve(g_s), s	4.4	10.6	10.6	5.2	0.0	0.0	6.6	8.9	4.3	2.6	0.0	14.4
Cycle Q Clear(g_c), s	4.4	10.6	10.6	5.2	0.0	0.0	21.0	8.9	4.3	11.4	0.0	14.4
Prop In Lane	1.00		0.12	1.00		0.07	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	98	772	792	240	920	953	238	554	465	297	0	531
V/C Ratio(X)	0.78	0.68	0.68	0.45	0.55	0.55	0.32	0.36	0.19	0.11	0.00	0.56
Avail Cap(c_a), veh/h	212	772	792	246	920	953	238	554	465	297	0	531
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.89	0.89	0.89	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.2	5.1	5.1	35.4	0.0	0.0	40.3	29.5	27.9	34.0	0.0	31.5
Incr Delay (d2), s/veh	4.1	3.9	3.8	0.4	2.1	2.0	3.5	1.9	0.9	0.8	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.8	2.8	2.2	0.5	0.5	2.0	4.3	1.8	0.8	0.0	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.3	9.0	8.9	35.9	2.1	2.0	43.8	31.3	28.8	34.8	0.0	35.6
LnGrp LOS	D	A	A	D	A	A	D	C	C	C	A	D
Approach Vol, veh/h		1141			1132			366			328	
Approach Delay, s/veh		11.8			5.3			33.3			35.5	
Approach LOS		B			A			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	50.0		36.0	10.4	58.6		36.0				
Change Period (Y+Rc), s	5.1	* 5.1		5.4	* 4.7	5.1		5.4				
Max Green Setting (Gmax), s	14.3	* 45		30.6	* 12	46.9		30.6				
Max Q Clear Time (g_c+I1), s	7.2	12.6		16.4	6.4	2.0		23.0				
Green Ext Time (p_c), s	0.1	4.8		1.0	0.0	4.6		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		14.6	
HCM 6th LOS		B	

Notes

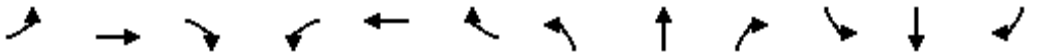
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	95	856	64	823	53	325	102	365	177
Future Volume (vph)	95	856	64	823	53	325	102	365	177
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	16.0	57.0	16.0	57.0	32.0	32.0	32.0	32.0	32.0
Total Split (%)	15.2%	54.3%	15.2%	54.3%	30.5%	30.5%	30.5%	30.5%	30.5%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	9.3	57.0	8.2	56.0	26.9	26.9	26.9	26.9	26.9
Actuated g/C Ratio	0.09	0.54	0.08	0.53	0.26	0.26	0.26	0.26	0.26
v/c Ratio	0.61	0.48	0.47	0.48	0.50	0.44	0.52	0.77	0.33
Control Delay	64.6	11.3	56.6	17.2	51.3	32.8	44.2	48.5	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.6	11.3	56.6	17.2	51.3	32.8	44.2	48.5	6.4
LOS	E	B	E	B	D	C	D	D	A
Approach Delay		16.3		19.8		35.0		36.3	
Approach LOS		B		B		D		D	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 57 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 24.4	Intersection LOS: C
Intersection Capacity Utilization 70.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 105: State St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	856	47	64	823	71	53	325	62	102	365	177
Future Volume (veh/h)	95	856	47	64	823	71	53	325	62	102	365	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	98	882	48	66	848	73	55	335	64	105	376	182
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	123	1930	105	86	1794	154	131	774	146	230	487	411
Arrive On Green	0.14	1.00	1.00	0.05	0.53	0.53	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3480	189	1810	3359	289	864	3021	570	999	1900	1603
Grp Volume(v), veh/h	98	457	473	66	456	465	55	198	201	105	376	182
Grp Sat Flow(s),veh/h/ln	1810	1805	1864	1810	1805	1843	864	1805	1785	999	1900	1603
Q Serve(g_s), s	5.5	0.0	0.0	3.8	16.5	16.5	6.6	9.6	9.9	10.3	19.3	10.0
Cycle Q Clear(g_c), s	5.5	0.0	0.0	3.8	16.5	16.5	25.9	9.6	9.9	20.2	19.3	10.0
Prop In Lane	1.00		0.10	1.00		0.16	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	123	1001	1034	86	964	985	131	462	457	230	487	411
V/C Ratio(X)	0.80	0.46	0.46	0.77	0.47	0.47	0.42	0.43	0.44	0.46	0.77	0.44
Avail Cap(c_a), veh/h	195	1001	1034	195	964	985	131	462	457	230	487	411
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	0.0	0.0	49.5	15.2	15.2	48.2	32.6	32.7	41.2	36.2	32.8
Incr Delay (d2), s/veh	3.5	1.1	1.1	4.4	1.3	1.3	9.5	2.9	3.0	6.4	11.3	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.3	0.3	1.8	6.7	6.9	1.8	4.6	4.6	2.9	10.3	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.2	1.1	1.1	53.8	16.6	16.5	57.7	35.5	35.8	47.6	47.5	36.2
LnGrp LOS	D	A	A	D	B	B	E	D	D	D	D	D
Approach Vol, veh/h		1028			987			454			663	
Approach Delay, s/veh		5.6			19.1			38.3			44.4	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	63.3		32.0	11.8	61.2		32.0				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	* 4.7	5.1		5.1				
Max Green Setting (Gmax), s	* 11	51.9		26.9	* 11	51.9		26.9				
Max Q Clear Time (g_c+I1), s	5.8	2.0		22.2	7.5	18.5		27.9				
Green Ext Time (p_c), s	0.0	4.0		1.1	0.0	3.9		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		22.8
HCM 6th LOS		C

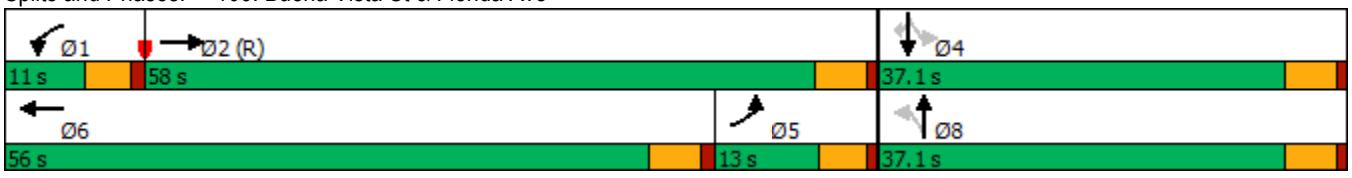
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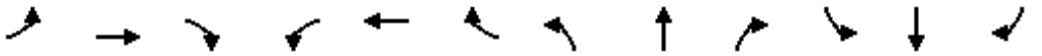
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	29	928	29	891	44	141	38	180	32
Future Volume (vph)	29	928	29	891	44	141	38	180	32
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	13.0	58.0	11.0	56.0	37.1	37.1	37.1	37.1	37.1
Total Split (%)	12.3%	54.7%	10.4%	52.8%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lag	Lag	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	None	Max	Max	Max
Act Effct Green (s)	12.2	57.3	5.8	50.9	32.0	32.0	32.0	32.0	32.0
Actuated g/C Ratio	0.11	0.54	0.05	0.48	0.30	0.30	0.30	0.30	0.30
v/c Ratio	0.16	0.57	0.33	0.61	0.16	0.38	0.14	0.36	0.06
Control Delay	42.1	18.4	57.3	23.9	29.0	29.3	28.7	31.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	18.4	57.3	23.9	29.0	29.3	28.7	31.2	0.2
LOS	D	B	E	C	C	C	C	C	A
Approach Delay		19.0		25.0		29.2		26.9	
Approach LOS		B		C		C		C	

Intersection Summary	
Cycle Length: 106.1	
Actuated Cycle Length: 106.1	
Offset: 50 (47%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 23.1	Intersection LOS: C
Intersection Capacity Utilization 54.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 106: Buena Vista St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	928	37	29	891	27	44	141	46	38	180	32
Future Volume (veh/h)	29	928	37	29	891	27	44	141	46	38	180	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	33	1055	42	33	1012	31	50	160	52	43	205	36
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	412	1867	74	53	1164	36	319	414	135	317	574	485
Arrive On Green	0.23	0.53	0.53	0.03	0.33	0.33	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	3534	141	1810	3571	109	1156	1373	446	1187	1900	1607
Grp Volume(v), veh/h	33	539	558	33	512	531	50	0	212	43	205	36
Grp Sat Flow(s),veh/h/ln	1810	1805	1870	1810	1805	1875	1156	0	1819	1187	1900	1607
Q Serve(g_s), s	1.5	21.3	21.3	1.9	28.3	28.3	3.8	0.0	9.8	3.1	8.9	1.7
Cycle Q Clear(g_c), s	1.5	21.3	21.3	1.9	28.3	28.3	12.7	0.0	9.8	12.9	8.9	1.7
Prop In Lane	1.00		0.08	1.00		0.06	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	412	953	988	53	588	611	319	0	549	317	574	485
V/C Ratio(X)	0.08	0.57	0.57	0.62	0.87	0.87	0.16	0.00	0.39	0.14	0.36	0.07
Avail Cap(c_a), veh/h	412	953	988	108	867	900	319	0	549	317	574	485
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.93	0.93	0.93	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	16.8	16.8	50.9	33.6	33.6	33.9	0.0	29.2	34.3	29.0	26.4
Incr Delay (d2), s/veh	0.0	2.1	2.0	4.1	4.3	4.2	0.1	0.0	0.2	0.9	1.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	8.9	9.2	0.9	12.7	13.1	1.1	0.0	4.3	1.0	4.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.2	18.9	18.9	54.9	37.9	37.8	34.0	0.0	29.4	35.2	30.7	26.7
LnGrp LOS	C	B	B	D	D	D	C	A	C	D	C	C
Approach Vol, veh/h		1130			1076			262			284	
Approach Delay, s/veh		19.3			38.4			30.3			30.9	
Approach LOS		B			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	61.1		37.1	29.2	39.7		37.1				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	5.1	* 5.1		5.1				
Max Green Setting (Gmax), s	* 6.3	52.9		32.0	8.3	* 51		32.0				
Max Q Clear Time (g_c+I1), s	3.9	23.3		14.9	3.5	30.3		14.7				
Green Ext Time (p_c), s	0.0	4.9		0.8	0.0	4.3		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		29.0	
HCM 6th LOS		C	

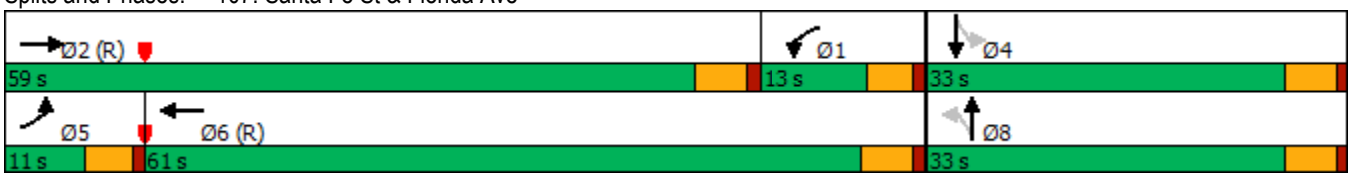
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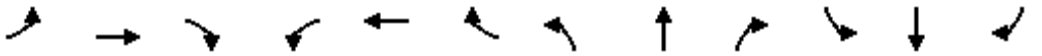
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	20	925	52	862	53	58	24	63
Future Volume (vph)	20	925	52	862	53	58	24	63
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.0	10.0	10.0	10.0
Total Split (s)	11.0	59.0	13.0	61.0	33.0	33.0	33.0	33.0
Total Split (%)	10.5%	56.2%	12.4%	58.1%	31.4%	31.4%	31.4%	31.4%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	6.0	74.4	7.6	80.1	10.1	10.1	10.1	10.1
Actuated g/C Ratio	0.06	0.71	0.07	0.76	0.10	0.10	0.10	0.10
v/c Ratio	0.22	0.44	0.45	0.36	0.57	0.67	0.33	0.59
Control Delay	51.9	8.2	57.6	5.8	65.1	42.3	53.0	45.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.9	8.2	57.6	5.8	65.1	42.3	53.0	45.3
LOS	D	A	E	A	E	D	D	D
Approach Delay		9.0		8.7		49.1		46.8
Approach LOS		A		A		D		D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 14.2	Intersection LOS: B
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 107: Santa Fe St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	925	61	52	862	17	53	58	68	24	63	39
Future Volume (veh/h)	20	925	61	52	862	17	53	58	68	24	63	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	1051	69	59	980	19	60	66	77	27	72	44
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	42	1761	116	382	2554	50	158	104	121	133	143	88
Arrive On Green	0.02	0.51	0.51	0.21	0.71	0.71	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1810	3431	225	1810	3621	70	1285	793	925	1255	1098	671
Grp Volume(v), veh/h	23	553	567	59	488	511	60	0	143	27	0	116
Grp Sat Flow(s),veh/h/ln	1810	1805	1851	1810	1805	1887	1285	0	1718	1255	0	1768
Q Serve(g_s), s	1.3	22.6	22.6	2.8	11.5	11.5	4.8	0.0	8.3	2.2	0.0	6.4
Cycle Q Clear(g_c), s	1.3	22.6	22.6	2.8	11.5	11.5	11.2	0.0	8.3	10.5	0.0	6.4
Prop In Lane	1.00		0.12	1.00		0.04	1.00		0.54	1.00		0.38
Lane Grp Cap(c), veh/h	42	927	950	382	1273	1330	158	0	224	133	0	231
V/C Ratio(X)	0.55	0.60	0.60	0.15	0.38	0.38	0.38	0.00	0.64	0.20	0.00	0.50
Avail Cap(c_a), veh/h	109	927	950	382	1273	1330	333	0	458	304	0	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.68	0.68	0.68	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.7	17.9	17.9	33.8	6.3	6.3	47.7	0.0	43.3	48.3	0.0	42.5
Incr Delay (d2), s/veh	3.3	2.3	2.3	0.0	0.6	0.6	0.6	0.0	1.1	0.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	9.4	9.7	1.2	3.9	4.1	1.5	0.0	3.6	0.7	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.1	20.2	20.2	33.8	6.9	6.8	48.2	0.0	44.4	48.5	0.0	43.1
LnGrp LOS	D	C	C	C	A	A	D	A	D	D	A	D
Approach Vol, veh/h		1143			1058			203			143	
Approach Delay, s/veh		20.9			8.3			45.5			44.1	
Approach LOS		C			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.3	59.0		18.7	7.1	79.1		18.7				
Change Period (Y+Rc), s	5.1	* 5.1		5.0	* 4.7	5.1		5.0				
Max Green Setting (Gmax), s	8.3	* 54		28.0	* 6.3	55.9		28.0				
Max Q Clear Time (g_c+I1), s	4.8	24.6		12.5	3.3	13.5		13.2				
Green Ext Time (p_c), s	0.0	5.1		0.4	0.0	4.4		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		19.0
HCM 6th LOS		B

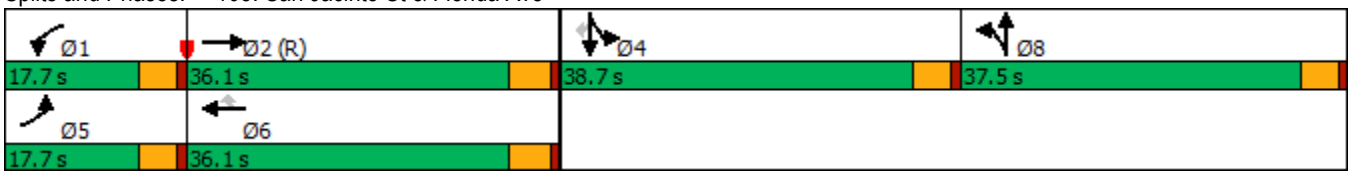
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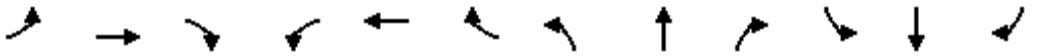
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	195	749	120	646	96	71	249	192	250	168
Future Volume (vph)	195	749	120	646	96	71	249	192	250	168
Turn Type	Prot	NA	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2	1	6		8	8	4	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	9.7	9.7	9.7	9.7	9.7
Total Split (s)	17.7	36.1	17.7	36.1	36.1	37.5	37.5	38.7	38.7	38.7
Total Split (%)	13.6%	27.8%	13.6%	27.8%	27.8%	28.8%	28.8%	29.8%	29.8%	29.8%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	13.0	32.0	12.0	31.0	31.0	32.8	32.8	34.0	34.0	34.0
Actuated g/C Ratio	0.10	0.25	0.09	0.24	0.24	0.25	0.25	0.26	0.26	0.26
v/c Ratio	1.19	0.98	0.80	0.83	0.24	0.17	0.38	0.42	0.63	0.34
Control Delay	176.3	75.1	89.1	56.2	11.2	39.3	39.0	43.4	49.4	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	176.3	75.1	89.1	56.2	11.2	39.3	39.0	43.4	49.4	6.9
LOS	F	E	F	E	B	D	D	D	D	A
Approach Delay		95.1		55.8			39.0		36.0	
Approach LOS		F		E			D		D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 108 (83%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay: 62.9	Intersection LOS: E
Intersection Capacity Utilization 67.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 108: San Jacinto St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	749	40	120	646	96	71	249	61	192	250	168
Future Volume (veh/h)	195	749	40	120	646	96	71	249	61	192	250	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	214	823	44	132	710	105	78	274	67	211	275	185
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	874	47	157	861	378	457	726	174	473	497	420
Arrive On Green	0.10	0.25	0.25	0.09	0.24	0.24	0.25	0.25	0.25	0.26	0.26	0.26
Sat Flow, veh/h	1810	3472	186	1810	3610	1586	1810	2876	689	1810	1900	1605
Grp Volume(v), veh/h	214	428	439	132	710	105	78	170	171	211	275	185
Grp Sat Flow(s),veh/h/ln	1810	1805	1852	1810	1805	1586	1810	1805	1760	1810	1900	1605
Q Serve(g_s), s	13.0	30.2	30.2	9.3	24.2	7.0	4.4	10.1	10.5	12.7	16.2	12.5
Cycle Q Clear(g_c), s	13.0	30.2	30.2	9.3	24.2	7.0	4.4	10.1	10.5	12.7	16.2	12.5
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	181	454	466	157	861	378	457	455	444	473	497	420
V/C Ratio(X)	1.18	0.94	0.94	0.84	0.82	0.28	0.17	0.37	0.39	0.45	0.55	0.44
Avail Cap(c_a), veh/h	181	454	466	181	861	378	457	455	444	473	497	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	47.7	47.7	58.5	46.9	40.4	38.0	40.1	40.2	40.1	41.4	40.1
Incr Delay (d2), s/veh	121.4	27.9	27.5	23.1	6.6	0.4	0.8	2.3	2.5	3.0	4.4	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.0	16.9	17.3	5.3	11.6	2.8	2.1	4.8	4.9	6.1	8.2	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	179.9	75.6	75.2	81.6	53.5	40.8	38.8	42.4	42.8	43.1	45.8	43.4
LnGrp LOS	F	E	E	F	D	D	D	D	D	D	D	D
Approach Vol, veh/h		1081			947			419			671	
Approach Delay, s/veh		96.1			56.0			41.9			44.3	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	37.8		38.7	17.7	36.1		37.5				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		4.7				
Max Green Setting (Gmax), s	* 13	31.0		* 34	* 13	31.0		32.8				
Max Q Clear Time (g_c+I1), s	11.3	32.2		18.2	15.0	26.2		12.5				
Green Ext Time (p_c), s	0.0	0.0		2.6	0.0	2.1		2.1				

Intersection Summary	
HCM 6th Ctrl Delay	65.5
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

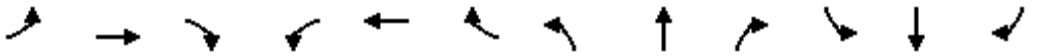
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	25	868	398	280	826	267	40	23	14
Future Volume (vph)	25	868	398	280	826	267	40	23	14
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	62.5	62.5	18.0	69.0	39.5	39.5	39.5	39.5
Total Split (%)	9.6%	52.1%	52.1%	15.0%	57.5%	32.9%	32.9%	32.9%	32.9%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.2	58.5	58.5	14.0	69.7	35.5	35.5		35.5
Actuated g/C Ratio	0.06	0.49	0.49	0.12	0.58	0.30	0.30		0.30
v/c Ratio	0.24	0.52	0.42	1.40	0.42	0.71	0.48		0.17
Control Delay	59.4	22.4	3.0	247.3	15.4	49.1	12.0		18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	59.4	22.4	3.0	247.3	15.4	49.1	12.0		18.0
LOS	E	C	A	F	B	D	B		B
Approach Delay		17.1			73.7		29.4		18.0
Approach LOS		B			E		C		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.40	
Intersection Signal Delay: 40.1	Intersection LOS: D
Intersection Capacity Utilization 74.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 109: Warren Rd & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	868	398	280	826	9	267	40	261	23	14	39
Future Volume (veh/h)	25	868	398	280	826	9	267	40	261	23	14	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	914	419	295	869	9	281	42	275	24	15	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	61	1760	785	211	2088	22	339	64	422	94	67	129
Arrive On Green	0.03	0.49	0.49	0.12	0.57	0.57	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	3610	1610	1810	3660	38	1369	218	1426	186	228	435
Grp Volume(v), veh/h	26	914	419	295	429	449	281	0	317	80	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1893	1369	0	1643	849	0	0
Q Serve(g_s), s	1.7	20.8	21.6	14.0	16.1	16.1	14.4	0.0	20.2	0.9	0.0	0.0
Cycle Q Clear(g_c), s	1.7	20.8	21.6	14.0	16.1	16.1	35.5	0.0	20.2	21.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.87	0.30		0.51
Lane Grp Cap(c), veh/h	61	1760	785	211	1029	1080	339	0	486	290	0	0
V/C Ratio(X)	0.42	0.52	0.53	1.40	0.42	0.42	0.83	0.00	0.65	0.28	0.00	0.00
Avail Cap(c_a), veh/h	113	1760	785	211	1029	1080	339	0	486	290	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.8	21.1	21.3	53.0	14.5	14.5	45.6	0.0	36.9	32.3	0.0	0.0
Incr Delay (d2), s/veh	4.6	1.1	2.6	205.0	1.2	1.2	20.5	0.0	6.7	2.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	9.0	8.6	18.4	6.8	7.1	10.3	0.0	9.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	22.2	23.9	258.0	15.8	15.7	66.1	0.0	43.5	34.6	0.0	0.0
LnGrp LOS	E	C	C	F	B	B	E	A	D	C	A	A
Approach Vol, veh/h		1359			1173			598			80	
Approach Delay, s/veh		23.5			76.7			54.1			34.6	
Approach LOS		C			E			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	62.5		39.5	8.1	72.4		39.5				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	58.5		35.5	7.5	65.0		35.5				
Max Q Clear Time (g_c+I1), s	16.0	23.6		23.1	3.7	18.1		37.5				
Green Ext Time (p_c), s	0.0	10.1		0.3	0.0	6.8		0.0				

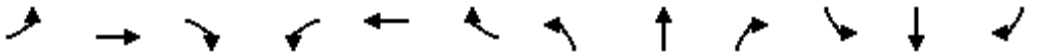
Intersection Summary												
HCM 6th Ctrl Delay			48.9									
HCM 6th LOS			D									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	27	24	62	39	82	31	459	109	161	510	6
Future Volume (vph)	2	27	24	62	39	82	31	459	109	161	510	6
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	22.5	22.5	11.5	22.5	22.5	11.5	42.5	42.5	13.5	44.5	44.5
Total Split (%)	12.8%	25.0%	25.0%	12.8%	25.0%	25.0%	12.8%	47.2%	47.2%	15.0%	49.4%	49.4%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.0	7.6	7.6	7.4	12.3	12.3	7.7	50.7	50.7	15.0	63.2	63.2
Actuated g/C Ratio	0.08	0.08	0.08	0.08	0.14	0.14	0.09	0.56	0.56	0.17	0.70	0.70
v/c Ratio	0.01	0.18	0.11	0.44	0.16	0.27	0.22	0.45	0.12	0.57	0.40	0.01
Control Delay	38.5	40.6	0.9	49.3	34.8	7.1	41.5	16.3	3.4	41.6	10.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.5	40.6	0.9	49.3	34.8	7.1	41.5	16.3	3.4	41.6	10.5	0.0
LOS	D	D	A	D	C	A	D	B	A	D	B	A
Approach Delay		22.5			27.3			15.3			17.8	
Approach LOS		C			C			B			B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 18.1	Intersection LOS: B
Intersection Capacity Utilization 53.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 110: Warren Rd & Cottonwood Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	27	24	62	39	82	31	459	109	161	510	6
Future Volume (veh/h)	2	27	24	62	39	82	31	459	109	161	510	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	28	25	65	41	86	33	483	115	169	537	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	7	146	124	113	258	218	79	1097	929	191	1214	1029
Arrive On Green	0.00	0.08	0.08	0.06	0.14	0.14	0.04	0.58	0.58	0.11	0.64	0.64
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	2	28	25	65	41	86	33	483	115	169	537	6
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	0.1	1.2	1.3	3.1	1.7	4.4	1.6	13.0	2.9	8.3	12.8	0.1
Cycle Q Clear(g_c), s	0.1	1.2	1.3	3.1	1.7	4.4	1.6	13.0	2.9	8.3	12.8	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	7	146	124	113	258	218	79	1097	929	191	1214	1029
V/C Ratio(X)	0.29	0.19	0.20	0.58	0.16	0.39	0.42	0.44	0.12	0.88	0.44	0.01
Avail Cap(c_a), veh/h	151	391	331	151	391	331	151	1097	929	191	1214	1029
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	38.9	38.9	41.0	34.4	35.5	41.9	10.8	8.7	39.7	8.2	5.9
Incr Delay (d2), s/veh	21.8	0.6	0.8	4.5	0.3	1.2	3.5	1.3	0.3	35.3	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.6	0.5	1.5	0.8	1.8	0.8	5.4	1.0	5.5	5.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.5	39.5	39.7	45.6	34.6	36.7	45.4	12.1	8.9	75.0	9.3	5.9
LnGrp LOS	E	D	D	D	C	D	D	B	A	E	A	A
Approach Vol, veh/h		55			192			631			712	
Approach Delay, s/veh		40.6			39.3			13.2			24.9	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	56.0	9.6	10.9	7.9	61.5	4.3	16.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.5	38.5	7.5	18.5	7.5	40.5	7.5	18.5
Max Q Clear Time (g_c+I1), s	10.3	15.0	5.1	3.3	3.6	14.8	2.1	6.4
Green Ext Time (p_c), s	0.0	3.6	0.0	0.1	0.0	3.7	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	96.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	67	2	88	65	65	1	499	161	84	474	59
Future Vol, veh/h	28	67	2	88	65	65	1	499	161	84	474	59
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	29	71	2	93	68	68	1	525	169	88	499	62
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

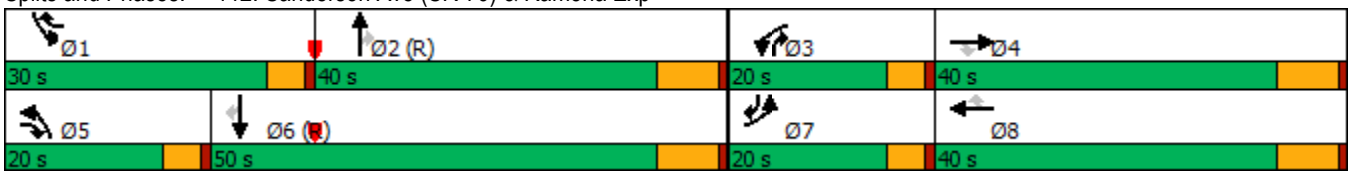
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.8	18.4	126.2	105.9
HCM LOS	B	C	F	F

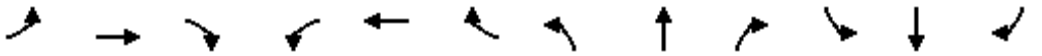
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	29%	40%	14%
Vol Thru, %	75%	69%	30%	77%
Vol Right, %	24%	2%	30%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	661	97	218	617
LT Vol	1	28	88	84
Through Vol	499	67	65	474
RT Vol	161	2	65	59
Lane Flow Rate	696	102	229	649
Geometry Grp	1	1	1	1
Degree of Util (X)	1.193	0.234	0.477	1.135
Departure Headway (Hd)	6.486	9.075	8.162	6.677
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	564	398	445	552
Service Time	4.486	7.075	6.162	4.677
HCM Lane V/C Ratio	1.234	0.256	0.515	1.176
HCM Control Delay	126.2	14.8	18.4	105.9
HCM Lane LOS	F	B	C	F
HCM 95th-tile Q	23.8	0.9	2.5	20.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	407	655	145	28	480	586	116	609	24	780	1155	558
Future Volume (vph)	407	655	145	28	480	586	116	609	24	780	1155	558
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7
Total Split (s)	20.0	40.0	20.0	20.0	40.0	30.0	20.0	40.0	20.0	30.0	50.0	20.0
Total Split (%)	15.4%	30.8%	15.4%	15.4%	30.8%	23.1%	15.4%	30.8%	15.4%	23.1%	38.5%	15.4%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	15.3	34.1	50.0	5.7	22.5	65.3	8.9	33.0	45.7	35.8	59.9	82.2
Actuated g/C Ratio	0.12	0.26	0.38	0.04	0.17	0.50	0.07	0.25	0.35	0.28	0.46	0.63
v/c Ratio	1.03	0.72	0.21	0.19	0.80	0.72	0.51	0.69	0.04	0.84	0.72	0.54
Control Delay	107.6	48.7	4.3	62.5	61.5	27.8	65.5	48.5	0.1	54.2	32.6	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	107.6	48.7	4.3	62.5	61.5	27.8	65.5	48.5	0.1	54.2	32.6	12.7
LOS	F	D	A	E	E	C	E	D	A	D	C	B
Approach Delay		63.2			43.5			49.6			34.9	
Approach LOS		E			D			D			C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 54.5 (42%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 44.7	Intersection LOS: D
Intersection Capacity Utilization 83.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 112: Sanderson Ave (SR-79) & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	407	655	145	28	480	586	116	609	24	780	1155	558
Future Volume (veh/h)	407	655	145	28	480	586	116	609	24	780	1155	558
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	424	682	151	29	500	610	121	634	25	812	1203	581
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	413	1251	638	88	916	722	174	916	449	683	1440	832
Arrive On Green	0.12	0.35	0.35	0.02	0.25	0.25	0.05	0.25	0.25	0.19	0.40	0.40
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	424	682	151	29	500	610	121	634	25	812	1203	581
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	15.3	19.8	8.1	1.1	15.6	33.0	4.4	20.7	1.5	25.3	39.1	35.5
Cycle Q Clear(g_c), s	15.3	19.8	8.1	1.1	15.6	33.0	4.4	20.7	1.5	25.3	39.1	35.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	413	1251	638	88	916	722	174	916	449	683	1440	832
V/C Ratio(X)	1.03	0.55	0.24	0.33	0.55	0.84	0.70	0.69	0.06	1.19	0.84	0.70
Avail Cap(c_a), veh/h	413	1251	638	413	916	722	413	916	449	683	1440	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	34.2	26.2	62.3	42.0	31.8	60.8	43.9	34.3	52.3	35.2	23.8
Incr Delay (d2), s/veh	51.1	0.3	0.1	0.8	0.4	8.6	1.9	4.3	0.2	99.1	5.9	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	8.8	3.2	0.5	7.0	18.4	2.0	9.8	0.6	20.5	18.2	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	108.5	34.5	26.2	63.1	42.4	40.5	62.7	48.2	34.6	151.4	41.1	28.6
LnGrp LOS	F	C	C	E	D	D	E	D	C	F	D	C
Approach Vol, veh/h		1257			1139			780			2596	
Approach Delay, s/veh		58.5			41.9			50.0			72.8	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	40.0	7.9	52.1	11.1	58.9	20.0	40.0
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0
Max Green Setting (Gmax), s	* 25	33.0	* 15	33.0	* 15	43.0	* 15	33.0
Max Q Clear Time (g_c+I1), s	27.3	22.7	3.1	21.8	6.4	41.1	17.3	35.0
Green Ext Time (p_c), s	0.0	2.3	0.0	2.8	0.1	1.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	60.5
HCM 6th LOS	E

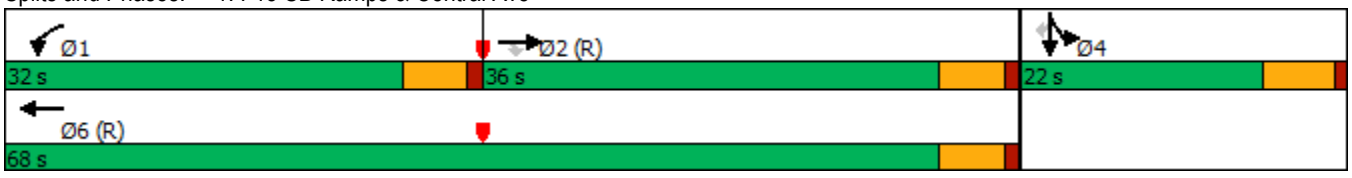
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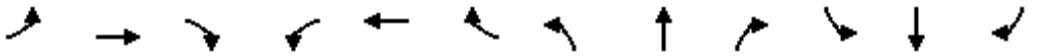
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1435	736	819	1867	566	0	252
Future Volume (vph)	1435	736	819	1867	566	0	252
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.4	10.4	10.4	10.4	10.8	10.8	10.8
Total Split (s)	36.0	36.0	32.0	68.0	22.0	22.0	22.0
Total Split (%)	40.0%	40.0%	35.6%	75.6%	24.4%	24.4%	24.4%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.8	5.8	5.8
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	33.0	33.0	24.2	62.6	16.2	16.2	16.2
Actuated g/C Ratio	0.37	0.37	0.27	0.70	0.18	0.18	0.18
v/c Ratio	0.76	0.85	0.87	0.74	0.95	0.80	0.64
Control Delay	28.6	22.6	33.1	4.0	79.7	41.6	28.9
Queue Delay	0.0	0.0	0.0	8.1	28.2	4.3	0.0
Total Delay	28.6	22.6	33.1	12.1	107.9	45.9	28.9
LOS	C	C	C	B	F	D	C
Approach Delay	26.6			18.5		63.5	
Approach LOS	C			B		E	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 28.1	Intersection LOS: C
Intersection Capacity Utilization 101.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 1: I-15 SB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1435	736	819	1867	0	0	0	0	566	0	252
Future Volume (veh/h)	0	1435	736	819	1867	0	0	0	0	566	0	252
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1435	736	819	1867	0				644	0	168
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1960	608	905	2511	0				651	0	290
Arrive On Green	0.00	0.38	0.38	0.26	0.70	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	5358	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	1435	736	819	1867	0				644	0	168
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	21.4	34.0	20.3	29.3	0.0				16.0	0.0	8.6
Cycle Q Clear(g_c), s	0.0	21.4	34.0	20.3	29.3	0.0				16.0	0.0	8.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1960	608	905	2511	0				651	0	290
V/C Ratio(X)	0.00	0.73	1.21	0.91	0.74	0.00				0.99	0.00	0.58
Avail Cap(c_a), veh/h	0	1960	608	1038	2511	0				651	0	290
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.34	0.34	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.1	28.0	32.3	8.6	0.0				36.8	0.0	33.8
Incr Delay (d2), s/veh	0.0	2.5	109.2	3.6	0.7	0.0				32.2	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.5	30.4	8.6	8.5	0.0				9.7	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	26.5	137.2	36.0	9.3	0.0				69.0	0.0	35.7
LnGrp LOS	A	C	F	D	A	A				E	A	D
Approach Vol, veh/h		2171			2686						812	
Approach Delay, s/veh		64.1			17.5						62.1	
Approach LOS		E			B						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	28.6	39.4		22.0		68.0
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4
Max Green Setting (Gmax), s	26.6	30.6		16.2		62.6
Max Q Clear Time (g_c+I1), s	22.3	36.0		18.0		31.3
Green Ext Time (p_c), s	0.9	0.0		0.0		12.5

Intersection Summary		
HCM 6th Ctrl Delay		41.7
HCM 6th LOS		D

Notes

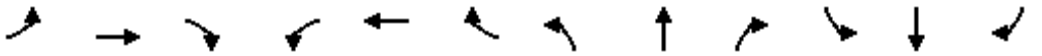
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	112	1889	2172	931	515	3	648
Future Volume (vph)	112	1889	2172	931	515	3	648
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.1	10.8	10.8	10.8	10.8	10.8	10.8
Total Split (s)	16.0	60.0	44.0	44.0	30.0	30.0	30.0
Total Split (%)	17.8%	66.7%	48.9%	48.9%	33.3%	33.3%	33.3%
Yellow Time (s)	4.1	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.8	5.8	5.8	5.8	5.8	5.8
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	9.1	54.7	42.7	42.7	23.7	23.7	23.7
Actuated g/C Ratio	0.10	0.61	0.47	0.47	0.26	0.26	0.26
v/c Ratio	0.62	0.60	0.88	0.78	0.89	0.94	0.79
Control Delay	39.9	24.3	16.7	8.2	55.7	64.7	36.5
Queue Delay	0.0	2.1	46.4	22.0	0.0	0.0	0.0
Total Delay	39.9	26.4	63.1	30.2	55.7	64.7	36.6
LOS	D	C	E	C	E	E	D
Approach Delay		27.2	53.2			52.5	
Approach LOS		C	D			D	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 7 (8%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 44.8	Intersection LOS: D
Intersection Capacity Utilization 101.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 2: I-15 NB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	1889	0	0	2172	931	515	3	648	0	0	0
Future Volume (veh/h)	112	1889	0	0	2172	931	515	3	648	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	112	1889	0	0	2172	931	738	0	411			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	142	3124	0	0	2423	750	973	0	433			
Arrive On Green	0.08	0.60	0.00	0.00	0.47	0.47	0.27	0.00	0.27			
Sat Flow, veh/h	1810	5358	0	0	5358	1605	3619	0	1610			
Grp Volume(v), veh/h	112	1889	0	0	2172	931	738	0	411			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1605	1810	0	1610			
Q Serve(g_s), s	5.5	20.5	0.0	0.0	34.5	42.0	16.9	0.0	22.6			
Cycle Q Clear(g_c), s	5.5	20.5	0.0	0.0	34.5	42.0	16.9	0.0	22.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	142	3124	0	0	2423	750	973	0	433			
V/C Ratio(X)	0.79	0.60	0.00	0.00	0.90	1.24	0.76	0.00	0.95			
Avail Cap(c_a), veh/h	219	3124	0	0	2423	750	973	0	433			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.52	0.52	0.00	0.00	0.14	0.14	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.7	11.2	0.0	0.0	22.0	24.0	30.2	0.0	32.3			
Incr Delay (d2), s/veh	2.4	0.5	0.0	0.0	0.9	110.4	3.1	0.0	30.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.4	6.7	0.0	0.0	12.6	37.0	7.4	0.0	12.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	11.7	0.0	0.0	22.9	134.4	33.4	0.0	62.6			
LnGrp LOS	D	B	A	A	C	F	C	A	E			
Approach Vol, veh/h		2001			3103			1149				
Approach Delay, s/veh		13.4			56.3			43.8				
Approach LOS		B			E			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.0			12.2	47.8		30.0				
Change Period (Y+Rc), s		5.8			5.1	5.8		5.8				
Max Green Setting (Gmax), s		54.2			10.9	38.2		24.2				
Max Q Clear Time (g_c+I1), s		22.5			7.5	44.0		24.6				
Green Ext Time (p_c), s		11.9			0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D

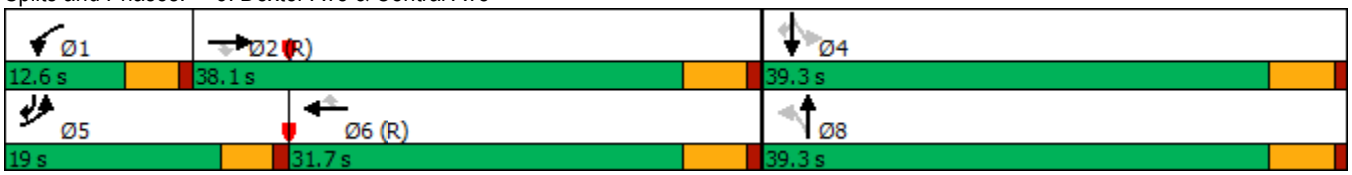
Notes

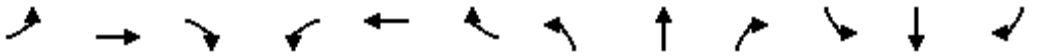
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	532	1674	331	101	2147	201	322	254	71	163	634
Future Volume (vph)	532	1674	331	101	2147	201	322	254	71	163	634
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	7.0	7.0	10.0	10.0	9.0	9.0	5.0
Minimum Split (s)	9.6	11.3	11.3	9.6	12.3	12.3	15.3	15.3	14.3	14.3	9.6
Total Split (s)	19.0	38.1	38.1	12.6	31.7	31.7	39.3	39.3	39.3	39.3	19.0
Total Split (%)	21.1%	42.3%	42.3%	14.0%	35.2%	35.2%	43.7%	43.7%	43.7%	43.7%	21.1%
Yellow Time (s)	3.6	4.3	4.3	3.6	4.3	4.3	4.3	4.3	4.3	4.3	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.3	5.3	4.6	5.3	5.3	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None
Act Effct Green (s)	14.4	35.3	35.3	7.5	26.4	26.4	34.0	34.0	34.0	34.0	53.7
Actuated g/C Ratio	0.16	0.39	0.39	0.08	0.29	0.29	0.38	0.38	0.38	0.38	0.60
v/c Ratio	1.85	0.82	0.40	0.67	1.12	0.34	0.69	0.46	0.22	0.23	0.65
Control Delay	421.4	15.3	1.8	40.4	91.9	13.0	32.9	22.5	21.4	20.1	15.3
Queue Delay	0.0	2.1	0.3	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	421.4	17.4	2.1	40.4	93.0	13.0	32.9	22.5	21.4	20.1	15.3
LOS	F	B	A	D	F	B	C	C	C	C	B
Approach Delay		100.1			84.3			27.7		16.7	
Approach LOS		F			F			C		B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.85	
Intersection Signal Delay: 75.8	Intersection LOS: E
Intersection Capacity Utilization 104.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 3: Dexter Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	532	1674	331	101	2147	201	322	254	70	71	163	634
Future Volume (veh/h)	532	1674	331	101	2147	201	322	254	70	71	163	634
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	532	1674	331	101	2147	201	322	254	70	71	163	634
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	290	1983	615	129	1917	471	301	541	149	341	718	865
Arrive On Green	0.16	0.38	0.38	0.07	0.29	0.29	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1810	5187	1608	1810	6536	1607	692	1433	395	1072	1900	1608
Grp Volume(v), veh/h	532	1674	331	101	2147	201	322	0	324	71	163	634
Grp Sat Flow(s),veh/h/ln	1810	1729	1608	1810	1634	1607	692	0	1828	1072	1900	1608
Q Serve(g_s), s	14.4	26.5	14.4	4.9	26.4	9.1	28.7	0.0	12.1	4.8	5.3	27.1
Cycle Q Clear(g_c), s	14.4	26.5	14.4	4.9	26.4	9.1	34.0	0.0	12.1	16.9	5.3	27.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	290	1983	615	129	1917	471	301	0	691	341	718	865
V/C Ratio(X)	1.84	0.84	0.54	0.79	1.12	0.43	1.07	0.00	0.47	0.21	0.23	0.73
Avail Cap(c_a), veh/h	290	1983	615	161	1917	471	301	0	691	341	718	865
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	25.4	21.6	41.1	31.8	25.7	34.4	0.0	21.2	27.6	19.1	15.9
Incr Delay (d2), s/veh	386.6	3.4	2.5	14.1	61.6	2.8	71.6	0.0	2.3	1.4	0.7	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	37.2	10.6	5.5	2.6	17.9	3.7	12.4	0.0	5.2	1.3	2.3	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	424.4	28.8	24.1	55.2	93.4	28.5	106.0	0.0	23.5	28.9	19.8	21.3
LnGrp LOS	F	C	C	E	F	C	F	A	C	C	B	C
Approach Vol, veh/h		2537			2449			646			868	
Approach Delay, s/veh		111.1			86.5			64.6			21.7	
Approach LOS		F			F			E			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	39.7		39.3	19.0	31.7		39.3				
Change Period (Y+Rc), s	4.6	5.3		5.3	4.6	5.3		5.3				
Max Green Setting (Gmax), s	8.0	32.8		34.0	14.4	26.4		34.0				
Max Q Clear Time (g_c+I1), s	6.9	28.5		29.1	16.4	28.4		36.0				
Green Ext Time (p_c), s	0.0	3.1		1.1	0.0	0.0		0.0				

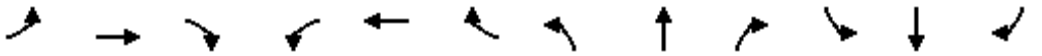
Intersection Summary		
HCM 6th Ctrl Delay		85.3
HCM 6th LOS		F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	160	1573	33	89	2112	157	83	33	146	55
Future Volume (vph)	160	1573	33	89	2112	157	83	33	146	55
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	NA
Protected Phases	5	2	3	1	6		3	8		4
Permitted Phases			2			6			4	
Detector Phase	5	2	3	1	6	6	3	8	4	4
Switch Phase										
Minimum Initial (s)	6.0	15.0	6.0	6.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	21.0	10.0	10.6	21.0	21.0	10.0	10.9	10.9	10.9
Total Split (s)	10.6	49.9	10.0	14.1	53.4	53.4	10.0	26.0	16.0	16.0
Total Split (%)	11.8%	55.4%	11.1%	15.7%	59.3%	59.3%	11.1%	28.9%	17.8%	17.8%
Yellow Time (s)	3.6	5.0	3.0	3.6	5.0	5.0	3.0	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.0	4.6	6.0	6.0	4.0	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	Max	Max	Max
Act Effct Green (s)	6.0	47.3	55.3	8.2	47.4	47.4	6.0	21.1	13.1	13.1
Actuated g/C Ratio	0.07	0.53	0.61	0.09	0.53	0.53	0.07	0.23	0.15	0.15
v/c Ratio	0.69	0.83	0.03	0.54	1.11	0.17	0.69	0.10	0.76	0.48
Control Delay	61.1	11.7	0.0	34.1	83.8	6.4	71.1	14.2	65.2	24.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.1	11.7	0.0	34.1	83.8	6.4	71.1	14.2	65.2	24.1
LOS	E	B	A	C	F	A	E	B	E	C
Approach Delay		16.0			76.7			43.3		44.2
Approach LOS		B			E			D		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 50.0	Intersection LOS: D
Intersection Capacity Utilization 93.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 4: Cambern Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1573	33	89	2112	157	83	33	46	146	55	98
Future Volume (veh/h)	160	1573	33	89	2112	157	83	33	46	146	55	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	160	1573	33	89	2112	157	83	33	46	146	55	98
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	230	1914	938	114	1905	838	107	423	376	255	80	142
Arrive On Green	0.07	0.53	0.53	0.08	0.70	0.70	0.06	0.23	0.23	0.13	0.13	0.13
Sat Flow, veh/h	3510	3610	1589	1810	3610	1587	1810	1805	1604	1332	610	1086
Grp Volume(v), veh/h	160	1573	33	89	2112	157	83	33	46	146	0	153
Grp Sat Flow(s),veh/h/ln	1755	1805	1589	1810	1805	1587	1810	1805	1604	1332	0	1696
Q Serve(g_s), s	4.0	32.6	0.8	4.3	47.5	3.1	4.1	1.3	2.0	9.6	0.0	7.8
Cycle Q Clear(g_c), s	4.0	32.6	0.8	4.3	47.5	3.1	4.1	1.3	2.0	9.6	0.0	7.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	230	1914	938	114	1905	838	107	423	376	255	0	222
V/C Ratio(X)	0.69	0.82	0.04	0.78	1.11	0.19	0.78	0.08	0.12	0.57	0.00	0.69
Avail Cap(c_a), veh/h	234	1914	938	191	1905	838	121	423	376	255	0	222
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.2	17.6	7.8	40.6	13.4	6.8	41.8	26.9	27.2	38.2	0.0	37.4
Incr Delay (d2), s/veh	7.1	4.1	0.1	0.4	49.7	0.0	20.8	0.4	0.7	9.1	0.0	16.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	11.9	0.3	1.8	20.2	0.8	2.4	0.6	0.8	3.7	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.2	21.7	7.8	41.0	63.2	6.8	62.6	27.2	27.8	47.2	0.0	53.4
LnGrp LOS	D	C	A	D	F	A	E	C	C	D	A	D
Approach Vol, veh/h		1766			2358			162			299	
Approach Delay, s/veh		23.9			58.6			45.5			50.4	
Approach LOS		C			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.3	53.7	9.3	16.7	10.5	53.5		26.0				
Change Period (Y+Rc), s	4.6	6.0	4.0	4.9	4.6	6.0		4.9				
Max Green Setting (Gmax), s	9.5	43.9	6.0	11.1	6.0	47.4		21.1				
Max Q Clear Time (g_c+I1), s	6.3	34.6	6.1	11.6	6.0	49.5		4.0				
Green Ext Time (p_c), s	0.0	4.8	0.0	0.0	0.0	0.0		0.2				

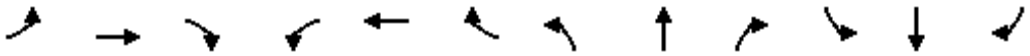
Intersection Summary			
HCM 6th Ctrl Delay		44.2	
HCM 6th LOS		D	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	11	1669	94	2266	61	20	118	34
Future Volume (vph)	11	1669	94	2266	61	20	118	34
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	11.8	9.6	11.8	9.6	9.6	9.6	9.6
Total Split (s)	20.0	40.0	20.0	40.0	30.0	30.0	30.0	30.0
Total Split (%)	22.2%	44.4%	22.2%	44.4%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.6	5.8	3.6	5.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.4	41.5	9.1	51.0		25.4		25.4
Actuated g/C Ratio	0.06	0.46	0.10	0.57		0.28		0.28
v/c Ratio	0.10	1.06	0.52	1.20		0.36		0.50
Control Delay	44.5	60.8	47.9	115.3		18.9		30.9
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	44.5	60.8	47.9	115.3		18.9		30.9
LOS	D	E	D	F		B		C
Approach Delay		60.7		112.8		18.9		30.9
Approach LOS		E		F		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 51 (57%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.20	
Intersection Signal Delay: 86.3	Intersection LOS: F
Intersection Capacity Utilization 102.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 5: Conard Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1669	85	94	2266	159	61	20	89	118	34	30
Future Volume (veh/h)	11	1669	85	94	2266	159	61	20	89	118	34	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	1669	85	94	2266	159	61	20	89	118	34	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	24	1654	84	121	1801	125	193	78	238	319	92	68
Arrive On Green	0.00	0.16	0.16	0.07	0.53	0.53	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	3495	177	1810	3420	237	491	277	844	897	324	241
Grp Volume(v), veh/h	11	857	897	94	1181	1244	170	0	0	182	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1867	1810	1805	1851	1612	0	0	1462	0	0
Q Serve(g_s), s	0.5	42.6	42.6	4.6	47.4	47.4	0.0	0.0	0.0	1.9	0.0	0.0
Cycle Q Clear(g_c), s	0.5	42.6	42.6	4.6	47.4	47.4	6.9	0.0	0.0	8.8	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.13	0.36		0.52	0.65		0.16
Lane Grp Cap(c), veh/h	24	854	883	121	951	975	509	0	0	479	0	0
V/C Ratio(X)	0.46	1.00	1.02	0.78	1.24	1.28	0.33	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	310	854	883	310	951	975	509	0	0	479	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.46	0.46	0.46	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.5	38.0	38.0	41.3	21.3	21.3	25.7	0.0	0.0	26.2	0.0	0.0
Incr Delay (d2), s/veh	2.3	21.8	24.4	4.0	118.2	132.0	1.8	0.0	0.0	2.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	25.2	26.7	2.1	47.0	51.9	3.1	0.0	0.0	3.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	59.8	62.3	45.3	139.5	153.3	27.4	0.0	0.0	28.5	0.0	0.0
LnGrp LOS	D	F	F	D	F	F	C	A	A	C	A	A
Approach Vol, veh/h		1765			2519			170			182	
Approach Delay, s/veh		61.0			142.8			27.4			28.5	
Approach LOS		E			F			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	49.4		30.0	5.8	54.2		30.0				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	15.4	33.2		25.4	15.4	33.2		25.4				
Max Q Clear Time (g_c+I1), s	6.6	44.6		10.8	2.5	49.4		8.9				
Green Ext Time (p_c), s	0.1	0.0		0.6	0.0	0.0		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	102.9
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	236.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	87	1814	2088	465	174	185
Future Vol, veh/h	87	1814	2088	465	174	185
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	87	1814	2088	465	174	185

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2553	0	-	0	3221	1277
Stage 1	-	-	-	-	2321	-
Stage 2	-	-	-	-	900	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	176	-	-	-	~ 12	~ 160
Stage 1	-	-	-	-	~ 61	-
Stage 2	-	-	-	-	336	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	176	-	-	-	~ 6	~ 160
Mov Cap-2 Maneuver	-	-	-	-	~ 27	-
Stage 1	-	-	-	-	~ 31	-
Stage 2	-	-	-	-	336	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	$ 3154.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	176	-	-	-	47
HCM Lane V/C Ratio	0.494	-	-	-	7.638
HCM Control Delay (s)	43.9	-	-	-	$ 3154.5
HCM Lane LOS	E	-	-	-	F
HCM 95th %tile Q(veh)	2.4	-	-	-	42.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1618	10	1991	684	13
Future Volume (vph)	1618	10	1991	684	13
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	8	
Permitted Phases					8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.9	10.3	11.9	10.3	10.3
Total Split (s)	50.0	20.0	70.0	30.0	30.0
Total Split (%)	50.0%	20.0%	70.0%	30.0%	30.0%
Yellow Time (s)	5.9	4.3	5.9	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	5.3	6.9	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	56.7	5.4	58.9	24.8	24.8
Actuated g/C Ratio	0.59	0.06	0.61	0.26	0.26
v/c Ratio	0.90	0.10	0.90	0.76	0.03
Control Delay	24.9	46.9	22.6	39.9	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.9	46.9	22.6	39.9	14.3
LOS	C	D	C	D	B
Approach Delay	24.9		22.8	39.5	
Approach LOS	C		C	D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 96	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 26.2	Intersection LOS: C
Intersection Capacity Utilization 84.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: Riverside St & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1618	267	10	1991	684	13
Future Volume (veh/h)	1618	267	10	1991	684	13
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1618	267	10	1991	684	13
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1705	275	22	2220	905	415
Arrive On Green	0.55	0.55	0.01	0.62	0.26	0.26
Sat Flow, veh/h	3208	501	1810	3705	3510	1610
Grp Volume(v), veh/h	921	964	10	1991	684	13
Grp Sat Flow(s),veh/h/ln	1805	1810	1810	1805	1755	1610
Q Serve(g_s), s	45.2	49.4	0.5	45.4	17.2	0.6
Cycle Q Clear(g_c), s	45.2	49.4	0.5	45.4	17.2	0.6
Prop In Lane		0.28	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	988	991	22	2220	905	415
V/C Ratio(X)	0.93	0.97	0.45	0.90	0.76	0.03
Avail Cap(c_a), veh/h	988	991	277	2376	905	415
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	21.0	47.0	15.8	32.8	26.6
Incr Delay (d2), s/veh	15.0	22.1	5.3	4.8	5.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.2	22.7	0.3	15.3	7.7	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.0	43.1	52.3	20.6	38.7	26.8
LnGrp LOS	D	D	D	C	D	C
Approach Vol, veh/h	1885			2001	697	
Approach Delay, s/veh	39.1			20.8	38.4	
Approach LOS	D			C	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.5	59.4				65.9	30.0
Change Period (Y+Rc), s	5.3	6.9				6.9	5.3
Max Green Setting (Gmax), s	14.7	43.1				63.1	24.7
Max Q Clear Time (g_c+I1), s	2.5	51.4				47.4	19.2
Green Ext Time (p_c), s	0.0	0.0				11.6	0.8

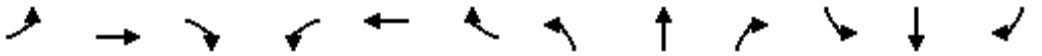
Intersection Summary			
HCM 6th Ctrl Delay		31.0	
HCM 6th LOS		C	

Lane Group	EBT	WBL	WBT	NBL	NBT	Ø4
Lane Configurations						
Traffic Volume (vph)	1532	357	1845	33	0	
Future Volume (vph)	1532	357	1845	33	0	
Turn Type	NA	Prot	NA	Perm	NA	
Protected Phases	2	1	6		8	4
Permitted Phases				8		
Detector Phase	2	1	6	8	8	
Switch Phase						
Minimum Initial (s)	6.0	4.0	6.0	5.0	5.0	5.0
Minimum Split (s)	13.4	9.4	13.4	11.2	11.2	9.6
Total Split (s)	50.0	25.0	75.0	25.0	25.0	25.0
Total Split (%)	50.0%	25.0%	75.0%	25.0%	25.0%	25%
Yellow Time (s)	5.9	4.4	5.9	5.2	5.2	3.6
All-Red Time (s)	1.5	1.0	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.4	5.4	7.4		6.2	
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	42.6	19.6	67.6		18.8	
Actuated g/C Ratio	0.43	0.20	0.68		0.19	
v/c Ratio	1.06	1.01	0.76		0.56	
Control Delay	70.3	92.2	13.3		11.6	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	70.3	92.2	13.3		11.6	
LOS	E	F	B		B	
Approach Delay	70.3		26.1		11.6	
Approach LOS	E		C		B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 42.5	Intersection LOS: D
Intersection Capacity Utilization 98.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 8: Wasson Canyon Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1532	91	357	1845	0	33	0	254	0	0	0
Future Volume (veh/h)	0	1532	91	357	1845	0	33	0	254	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	1532	91	357	1845	0	33	0	254	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	1452	86	349	2402	0	64	13	285	0	381	0
Arrive On Green	0.00	0.42	0.42	0.19	0.67	0.00	0.20	0.00	0.20	0.00	0.00	0.00
Sat Flow, veh/h	0	3558	205	1810	3705	0	120	64	1421	0	1900	0
Grp Volume(v), veh/h	0	795	828	357	1845	0	287	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1805	1863	1810	1805	0	1606	0	0	0	1900	0
Q Serve(g_s), s	0.0	42.6	42.6	19.6	35.5	0.0	10.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	42.6	42.6	19.6	35.5	0.0	17.6	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.11	1.00		0.00	0.11		0.89	0.00		0.00
Lane Grp Cap(c), veh/h	0	757	781	349	2402	0	362	0	0	0	381	0
V/C Ratio(X)	0.00	1.05	1.06	1.02	0.77	0.00	0.79	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	757	781	349	2402	0	362	0	0	0	381	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	29.5	29.5	41.0	11.6	0.0	39.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	46.8	49.2	54.1	1.6	0.0	16.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	26.0	27.3	13.4	10.8	0.0	8.5	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	76.3	78.7	95.1	13.2	0.0	55.7	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	F	F	F	B	A	E	A	A	A	A	A
Approach Vol, veh/h		1623			2202			287			0	
Approach Delay, s/veh		77.5			26.5			55.7			0.0	
Approach LOS		E			C			E				

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	25.0	50.0		26.6		75.0		26.6				
Change Period (Y+Rc), s	5.4	7.4		* 6.2		7.4		6.2				
Max Green Setting (Gmax), s	19.6	42.6		* 20		67.6		18.8				
Max Q Clear Time (g_c+I1), s	21.6	44.6		0.0		37.5		19.6				
Green Ext Time (p_c), s	0.0	0.0		0.0		16.5		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			48.7									
HCM 6th LOS			D									

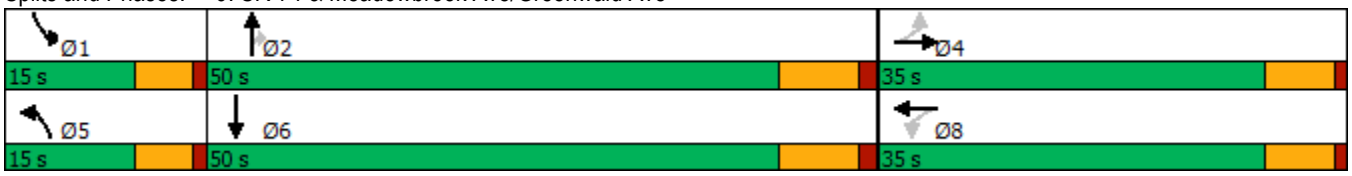
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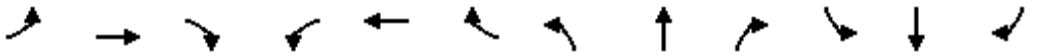
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	81	16	471	14	20	1607	162	80	1767
Future Volume (vph)	81	16	471	14	20	1607	162	80	1767
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.2	11.2	11.2	11.2	9.4	13.4	13.4	9.4	13.4
Total Split (s)	35.0	35.0	35.0	35.0	15.0	50.0	50.0	15.0	50.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	15.0%	50.0%	50.0%	15.0%	50.0%
Yellow Time (s)	5.2	5.2	5.2	5.2	4.4	5.9	5.9	4.4	5.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	5.4	7.4	7.4	5.4	7.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	28.9	28.9	28.9	28.9	5.7	42.8	42.8	8.0	49.1
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.06	0.44	0.44	0.08	0.51
v/c Ratio	0.27	0.12	1.16	0.35	0.19	1.00	0.20	0.54	0.98
Control Delay	30.2	11.7	128.1	6.9	48.4	51.8	3.6	56.8	41.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.2	11.7	128.1	6.9	48.4	51.8	3.6	56.8	41.2
LOS	C	B	F	A	D	D	A	E	D
Approach Delay		22.1		89.0		47.4			41.9
Approach LOS		C		F		D			D

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 96.4	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.16	
Intersection Signal Delay: 50.7	Intersection LOS: D
Intersection Capacity Utilization 104.3%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 9: SR-74 & Meadowbrook Ave/Greenwald Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	16	47	471	14	210	20	1607	162	80	1767	28
Future Volume (veh/h)	81	16	47	471	14	210	20	1607	162	80	1767	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	81	16	47	471	14	210	20	1607	162	80	1767	28
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	297	128	375	447	31	458	31	1604	716	103	1761	28
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.02	0.44	0.44	0.06	0.48	0.48
Sat Flow, veh/h	1175	425	1250	1360	102	1524	1810	3610	1610	1810	3637	58
Grp Volume(v), veh/h	81	0	63	471	0	224	20	1607	162	80	875	920
Grp Sat Flow(s),veh/h/ln	1175	0	1675	1360	0	1626	1810	1805	1610	1810	1805	1890
Q Serve(g_s), s	5.8	0.0	2.6	26.2	0.0	10.7	1.1	42.6	6.0	4.2	46.4	46.4
Cycle Q Clear(g_c), s	16.5	0.0	2.6	28.8	0.0	10.7	1.1	42.6	6.0	4.2	46.4	46.4
Prop In Lane	1.00		0.75	1.00		0.94	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	297	0	503	447	0	488	31	1604	716	103	874	915
V/C Ratio(X)	0.27	0.00	0.13	1.05	0.00	0.46	0.64	1.00	0.23	0.78	1.00	1.01
Avail Cap(c_a), veh/h	297	0	503	447	0	488	181	1604	716	181	874	915
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	0.0	24.4	37.0	0.0	27.2	46.8	26.6	16.5	44.6	24.7	24.7
Incr Delay (d2), s/veh	0.4	0.0	0.1	57.7	0.0	0.5	7.9	22.9	0.7	4.6	30.8	31.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.0	17.8	0.0	4.2	0.5	20.7	2.1	1.9	24.0	25.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	0.0	24.5	94.8	0.0	27.7	54.7	49.5	17.2	49.2	55.5	55.8
LnGrp LOS	C	A	C	F	A	C	D	F	B	D	F	F
Approach Vol, veh/h		144			695			1789			1875	
Approach Delay, s/veh		30.0			73.2			46.6			55.4	
Approach LOS		C			E			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	50.0		35.0	7.1	53.8		35.0				
Change Period (Y+Rc), s	5.4	7.4		6.2	5.4	7.4		6.2				
Max Green Setting (Gmax), s	9.6	42.6		28.8	9.6	42.6		28.8				
Max Q Clear Time (g_c+I1), s	6.2	44.6		18.5	3.1	48.4		30.8				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		53.8	
HCM 6th LOS		D	

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	57	1874	7	20	1879
Future Vol, veh/h	15	57	1874	7	20	1879
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	230	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	57	1874	7	20	1879

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2858	941	0	0	1881	0
Stage 1	1878	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 14	268	-	-	323	-
Stage 1	109	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 13	268	-	-	323	-
Mov Cap-2 Maneuver	78	-	-	-	-	-
Stage 1	109	-	-	-	-	-
Stage 2	309	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	38.3	0	0.2
HCM LOS	E		

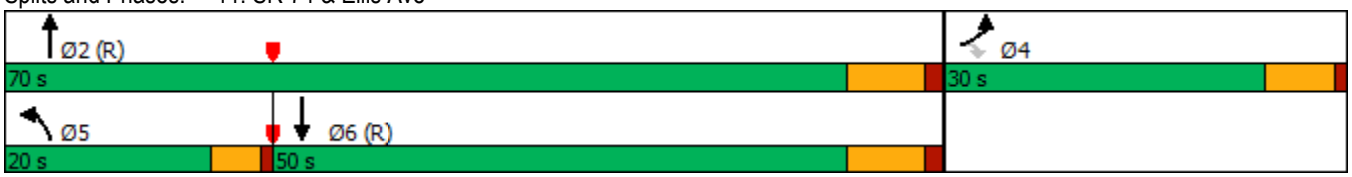
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	178	323	-
HCM Lane V/C Ratio	-	-	0.404	0.062	-
HCM Control Delay (s)	-	-	38.3	16.9	-
HCM Lane LOS	-	-	E	C	-
HCM 95th %tile Q(veh)	-	-	1.8	0.2	-

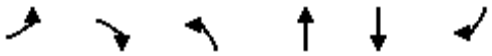
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	423	95	76	1112	1095
Future Volume (vph)	423	95	76	1112	1095
Turn Type	Prot	Perm	Prot	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	4.0	6.0	6.0
Minimum Split (s)	11.2	11.2	8.6	13.4	13.4
Total Split (s)	30.0	30.0	20.0	70.0	50.0
Total Split (%)	30.0%	30.0%	20.0%	70.0%	50.0%
Yellow Time (s)	5.2	5.2	3.6	5.9	5.9
All-Red Time (s)	1.0	1.0	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	4.6	7.4	7.4
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	23.8	23.8	8.6	62.6	51.3
Actuated g/C Ratio	0.24	0.24	0.09	0.63	0.51
v/c Ratio	0.99	0.23	0.49	0.49	0.78
Control Delay	79.5	20.5	53.6	11.0	24.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	79.5	20.5	53.6	11.0	24.0
LOS	E	C	D	B	C
Approach Delay	68.7			13.8	24.0
Approach LOS	E			B	C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 27.5	Intersection LOS: C
Intersection Capacity Utilization 83.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 11: SR-74 & Ellis Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	423	95	76	1112	1095	312
Future Volume (veh/h)	423	95	76	1112	1095	312
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	423	95	76	1112	1095	312
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	431	383	98	2260	1461	412
Arrive On Green	0.24	0.24	0.05	0.63	0.53	0.53
Sat Flow, veh/h	1810	1610	1810	3705	2874	784
Grp Volume(v), veh/h	423	95	76	1112	707	700
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1759
Q Serve(g_s), s	23.2	4.8	4.1	16.6	30.6	31.3
Cycle Q Clear(g_c), s	23.2	4.8	4.1	16.6	30.6	31.3
Prop In Lane	1.00	1.00	1.00			0.45
Lane Grp Cap(c), veh/h	431	383	98	2260	949	924
V/C Ratio(X)	0.98	0.25	0.77	0.49	0.75	0.76
Avail Cap(c_a), veh/h	431	383	279	2260	949	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.10	0.10
Uniform Delay (d), s/veh	37.9	30.9	46.7	10.1	18.5	18.7
Incr Delay (d2), s/veh	38.5	0.2	4.8	0.8	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.7	4.7	1.9	5.4	10.8	10.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	76.4	31.1	51.4	10.9	19.1	19.3
LnGrp LOS	E	C	D	B	B	B
Approach Vol, veh/h	518			1188	1407	
Approach Delay, s/veh	68.1			13.5	19.2	
Approach LOS	E			B	B	

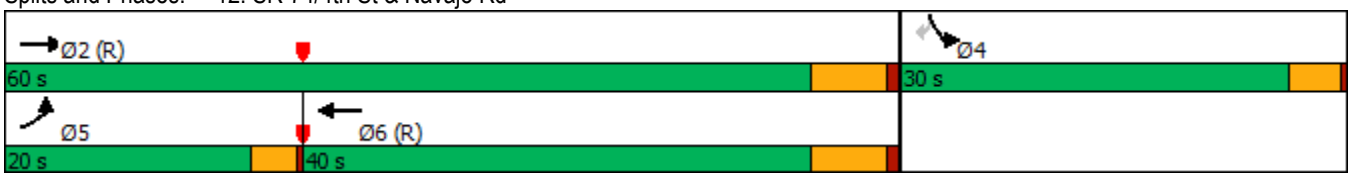
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		70.0		30.0	10.0	60.0
Change Period (Y+Rc), s		7.4		6.2	4.6	7.4
Max Green Setting (Gmax), s		62.6		23.8	15.4	42.6
Max Q Clear Time (g_c+I1), s		18.6		25.2	6.1	33.3
Green Ext Time (p_c), s		8.5		0.0	0.0	5.4

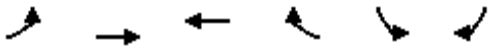
Intersection Summary		
HCM 6th Ctrl Delay	25.1	
HCM 6th LOS	C	

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	73	1190	1371	593	106
Future Volume (vph)	73	1190	1371	593	106
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	11.0	11.0	9.0	9.0
Total Split (s)	20.0	60.0	40.0	30.0	30.0
Total Split (%)	22.2%	66.7%	44.4%	33.3%	33.3%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	0.5	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	4.0	4.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	Max	Max
Act Effct Green (s)	8.1	54.0	44.1	26.0	26.0
Actuated g/C Ratio	0.09	0.60	0.49	0.29	0.29
v/c Ratio	0.45	0.55	1.04	0.59	0.20
Control Delay	47.0	11.9	57.9	30.2	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	47.0	11.9	57.9	30.2	6.1
LOS	D	B	E	C	A
Approach Delay		14.0	57.9	26.6	
Approach LOS		B	E	C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 37.4	Intersection LOS: D
Intersection Capacity Utilization 84.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 12: SR-74/4th St & Navajo Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	73	1190	1371	433	593	106
Future Volume (veh/h)	73	1190	1371	433	593	106
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	73	1190	1371	433	593	106
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	112	2166	1361	413	1014	465
Arrive On Green	0.06	0.60	0.50	0.50	0.29	0.29
Sat Flow, veh/h	1810	3705	2822	829	3510	1610
Grp Volume(v), veh/h	73	1190	889	915	593	106
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1751	1755	1610
Q Serve(g_s), s	3.5	17.7	43.8	44.9	13.0	4.5
Cycle Q Clear(g_c), s	3.5	17.7	43.8	44.9	13.0	4.5
Prop In Lane	1.00			0.47	1.00	1.00
Lane Grp Cap(c), veh/h	112	2166	901	874	1014	465
V/C Ratio(X)	0.65	0.55	0.99	1.05	0.58	0.23
Avail Cap(c_a), veh/h	332	2166	901	874	1014	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	41.2	10.7	22.3	22.5	27.4	24.4
Incr Delay (d2), s/veh	1.7	0.7	6.5	24.8	2.5	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	5.9	17.3	21.6	5.6	4.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.0	11.5	28.8	47.3	29.8	25.5
LnGrp LOS	D	B	C	F	C	C
Approach Vol, veh/h		1263	1804		699	
Approach Delay, s/veh		13.3	38.2		29.2	
Approach LOS		B	D		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.0		30.0	9.1	50.9
Change Period (Y+Rc), s		6.0		4.0	3.5	6.0
Max Green Setting (Gmax), s		54.0		26.0	16.5	34.0
Max Q Clear Time (g_c+I1), s		19.7		15.0	5.5	46.9
Green Ext Time (p_c), s		7.7		2.0	0.0	0.0

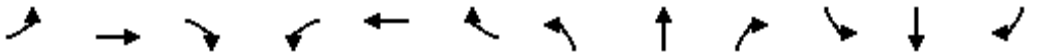
Intersection Summary	
HCM 6th Ctrl Delay	28.2
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	402	1317	86	1169	147	427	198	232
Future Volume (vph)	402	1317	86	1169	147	427	198	232
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	10.0	9.5	10.0	9.5	10.0	9.5	10.0
Total Split (s)	20.0	40.0	20.0	40.0	20.0	25.0	20.0	25.0
Total Split (%)	19.0%	38.1%	19.0%	38.1%	19.0%	23.8%	19.0%	23.8%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	15.5	42.6	9.9	35.0	12.9	20.8	14.7	22.6
Actuated g/C Ratio	0.15	0.41	0.09	0.33	0.12	0.20	0.14	0.22
v/c Ratio	1.68	1.06	0.56	1.16	0.74	0.79	0.87	0.80
Control Delay	354.7	73.7	58.6	117.5	66.1	49.0	78.9	28.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	354.7	73.7	58.6	117.5	66.1	49.0	78.9	28.8
LOS	F	E	E	F	E	D	E	C
Approach Delay		137.0		113.7		52.8		39.8
Approach LOS		F		F		D		D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 14 (13%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.68	
Intersection Signal Delay: 100.0	Intersection LOS: F
Intersection Capacity Utilization 113.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 13: A St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	402	1317	67	86	1169	83	147	427	74	198	232	467
Future Volume (veh/h)	402	1317	67	86	1169	83	147	427	74	198	232	467
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	402	1317	67	86	1169	83	147	427	74	198	232	467
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	240	1336	68	107	1053	75	174	527	91	225	360	314
Arrive On Green	0.15	0.42	0.42	0.07	0.34	0.34	0.11	0.19	0.19	0.14	0.22	0.22
Sat Flow, veh/h	1629	3146	160	1629	3073	218	1629	2765	476	1629	1625	1414
Grp Volume(v), veh/h	402	679	705	86	617	635	147	250	251	198	232	467
Grp Sat Flow(s),veh/h/ln	1629	1625	1681	1629	1625	1666	1629	1625	1616	1629	1625	1414
Q Serve(g_s), s	15.5	43.4	43.6	5.5	36.0	36.0	9.3	15.4	15.7	12.5	13.6	23.3
Cycle Q Clear(g_c), s	15.5	43.4	43.6	5.5	36.0	36.0	9.3	15.4	15.7	12.5	13.6	23.3
Prop In Lane	1.00		0.10	1.00		0.13	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	240	690	714	107	557	571	174	309	308	225	360	314
V/C Ratio(X)	1.67	0.98	0.99	0.80	1.11	1.11	0.84	0.81	0.82	0.88	0.64	1.49
Avail Cap(c_a), veh/h	240	690	714	240	557	571	240	309	308	240	360	314
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.26	0.26	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	29.9	29.9	48.4	34.5	34.5	46.0	40.6	40.7	44.4	37.1	40.9
Incr Delay (d2), s/veh	316.9	27.3	27.5	1.4	56.4	57.2	13.5	19.7	20.8	26.5	8.6	236.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.2	20.7	21.5	2.2	22.3	23.0	4.4	7.8	7.9	6.7	6.2	28.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	361.6	57.2	57.4	49.8	90.9	91.7	59.5	60.4	61.6	70.9	45.7	277.2
LnGrp LOS	F	E	E	D	F	F	E	E	E	E	D	F
Approach Vol, veh/h		1786			1338			648			897	
Approach Delay, s/veh		125.8			88.6			60.6			171.8	
Approach LOS		F			F			E			F	

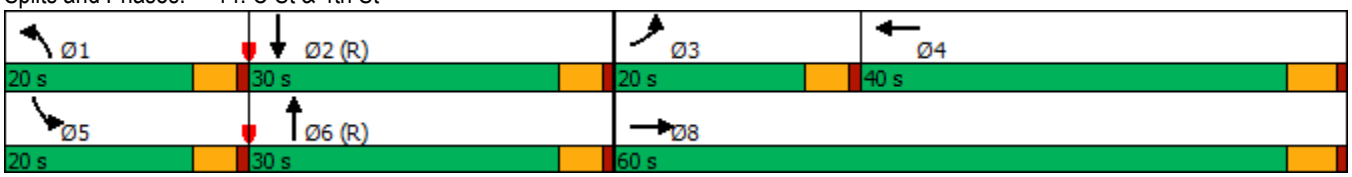
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	49.6	15.7	28.3	20.0	41.0	19.0	25.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	15.5	35.0	15.5	20.0	15.5	35.0	15.5	20.0
Max Q Clear Time (g_c+I1), s	7.5	45.6	11.3	25.3	17.5	38.0	14.5	17.7
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.5

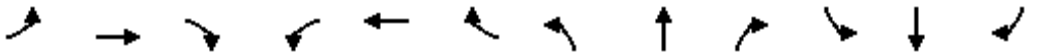
Intersection Summary	
HCM 6th Ctrl Delay	114.9
HCM 6th LOS	F

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	374	1226	990	25	207	51	51
Future Volume (vph)	374	1226	990	25	207	51	51
Turn Type	Prot	NA	NA	Prot	NA	Prot	NA
Protected Phases	3	8	4	1	6	5	2
Permitted Phases							
Detector Phase	3	8	4	1	6	5	2
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	10.1	9.6	9.6	9.6	9.6
Total Split (s)	20.0	60.0	40.0	20.0	30.0	20.0	30.0
Total Split (%)	18.2%	54.5%	36.4%	18.2%	27.3%	18.2%	27.3%
Yellow Time (s)	3.6	4.1	4.1	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	4.6	4.6	4.6	4.6
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	15.4	54.2	34.2	6.2	35.8	7.6	39.1
Actuated g/C Ratio	0.14	0.49	0.31	0.06	0.33	0.07	0.36
v/c Ratio	1.48	0.69	0.94	0.25	0.44	0.41	0.56
Control Delay	272.6	23.9	21.3	55.1	32.3	58.1	11.5
Queue Delay	0.0	0.7	1.5	0.0	0.0	0.0	0.0
Total Delay	272.6	24.7	22.7	55.1	32.3	58.1	11.5
LOS	F	C	C	E	C	E	B
Approach Delay		82.3	22.7		34.3		16.3
Approach LOS		F	C		C		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.48	
Intersection Signal Delay: 50.6	Intersection LOS: D
Intersection Capacity Utilization 97.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 14: C St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	374	1226	9	0	990	59	25	207	62	51	51	392
Future Volume (veh/h)	374	1226	9	0	990	59	25	207	62	51	51	392
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	374	1226	9	0	990	59	25	207	62	51	51	392
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	253	1771	13	0	1038	62	44	493	148	66	68	524
Arrive On Green	0.14	0.48	0.48	0.00	0.60	0.60	0.02	0.35	0.35	0.04	0.36	0.36
Sat Flow, veh/h	1810	3673	27	0	3549	206	1810	1404	420	1810	188	1443
Grp Volume(v), veh/h	374	602	633	0	517	532	25	0	269	51	0	443
Grp Sat Flow(s),veh/h/ln	1810	1805	1895	0	1805	1854	1810	0	1824	1810	0	1630
Q Serve(g_s), s	15.4	28.5	28.5	0.0	29.5	29.5	1.5	0.0	12.3	3.1	0.0	26.1
Cycle Q Clear(g_c), s	15.4	28.5	28.5	0.0	29.5	29.5	1.5	0.0	12.3	3.1	0.0	26.1
Prop In Lane	1.00		0.01	0.00		0.11	1.00		0.23	1.00		0.88
Lane Grp Cap(c), veh/h	253	870	914	0	542	557	44	0	641	66	0	593
V/C Ratio(X)	1.48	0.69	0.69	0.00	0.95	0.95	0.57	0.00	0.42	0.77	0.00	0.75
Avail Cap(c_a), veh/h	253	901	946	0	573	588	253	0	641	253	0	593
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.00	0.39	0.39	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.3	22.1	22.1	0.0	21.2	21.2	53.1	0.0	27.2	52.5	0.0	30.6
Incr Delay (d2), s/veh	216.3	0.2	0.2	0.0	13.4	13.2	4.2	0.0	2.0	6.8	0.0	8.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.0	11.5	12.1	0.0	9.3	9.5	0.7	0.0	5.8	1.5	0.0	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	263.6	22.3	22.3	0.0	34.6	34.4	57.3	0.0	29.2	59.4	0.0	39.0
LnGrp LOS	F	C	C	A	C	C	E	A	C	E	A	D
Approach Vol, veh/h		1609			1049			294			494	
Approach Delay, s/veh		78.4			34.5			31.6			41.1	
Approach LOS		E			C			C			D	

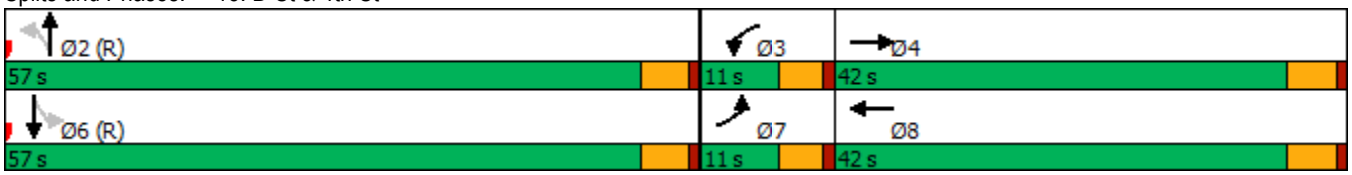
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	44.6	20.0	38.1	8.6	43.2		58.1				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.1	4.6	4.6		5.1				
Max Green Setting (Gmax), s	15.4	25.4	15.4	34.9	15.4	25.4		54.9				
Max Q Clear Time (g_c+I1), s	3.5	28.1	17.4	31.5	5.1	14.3		30.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.6	0.0	0.8		5.6				

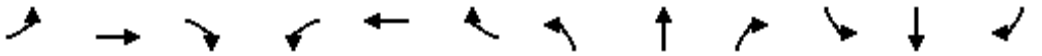
Intersection Summary	
HCM 6th Ctrl Delay	55.7
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	150	1156	101	939	26	175	73	77
Future Volume (vph)	150	1156	101	939	26	175	73	77
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	9.6	10.1	10.0	10.0	10.0	10.0
Total Split (s)	11.0	42.0	11.0	42.0	57.0	57.0	57.0	57.0
Total Split (%)	10.0%	38.2%	10.0%	38.2%	51.8%	51.8%	51.8%	51.8%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	6.4	36.9	6.4	36.9	52.0	52.0	52.0	52.0
Actuated g/C Ratio	0.06	0.34	0.06	0.34	0.47	0.47	0.47	0.47
v/c Ratio	1.43	0.99	0.96	0.88	0.04	0.41	0.18	0.19
Control Delay	279.3	38.8	131.0	44.2	16.0	17.0	18.3	10.2
Queue Delay	0.0	6.3	0.0	2.0	0.0	0.0	0.0	0.0
Total Delay	279.3	45.1	131.0	46.2	16.0	17.0	18.3	10.2
LOS	F	D	F	D	B	B	B	B
Approach Delay		71.3		53.6		17.0		12.7
Approach LOS		E		D		B		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 84 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.43	
Intersection Signal Delay: 53.7	Intersection LOS: D
Intersection Capacity Utilization 79.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 15: D St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	1156	33	101	939	116	26	175	177	73	77	83
Future Volume (veh/h)	150	1156	33	101	939	116	26	175	177	73	77	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	0.99		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	150	1156	33	101	939	116	26	175	177	73	77	83
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	1201	34	105	1079	133	585	405	410	417	394	425
Arrive On Green	0.06	0.34	0.34	0.06	0.34	0.34	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1810	3584	102	1810	3219	398	1239	857	867	1042	833	898
Grp Volume(v), veh/h	150	582	607	101	526	529	26	0	352	73	0	160
Grp Sat Flow(s),veh/h/ln	1810	1805	1881	1810	1805	1811	1239	0	1724	1042	0	1731
Q Serve(g_s), s	6.4	34.8	34.8	6.1	30.1	30.1	1.4	0.0	14.9	5.5	0.0	5.9
Cycle Q Clear(g_c), s	6.4	34.8	34.8	6.1	30.1	30.1	7.3	0.0	14.9	20.4	0.0	5.9
Prop In Lane	1.00		0.05	1.00		0.22	1.00		0.50	1.00		0.52
Lane Grp Cap(c), veh/h	105	605	631	105	605	607	585	0	815	417	0	819
V/C Ratio(X)	1.42	0.96	0.96	0.96	0.87	0.87	0.04	0.00	0.43	0.17	0.00	0.20
Avail Cap(c_a), veh/h	105	605	631	105	605	608	585	0	815	417	0	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	0.53	0.53	0.53	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.8	35.9	35.9	51.7	34.3	34.3	18.9	0.0	19.2	25.9	0.0	16.8
Incr Delay (d2), s/veh	223.9	21.0	20.6	51.7	7.2	7.1	0.1	0.0	1.7	0.9	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	18.5	19.2	4.3	14.0	14.1	0.4	0.0	6.2	1.5	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	275.7	56.9	56.4	103.4	41.5	41.5	19.1	0.0	20.9	26.9	0.0	17.4
LnGrp LOS	F	E	E	F	D	D	B	A	C	C	A	B
Approach Vol, veh/h		1339			1156			378			233	
Approach Delay, s/veh		81.2			46.9			20.7			20.3	
Approach LOS		F			D			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		57.0	11.0	42.0		57.0	11.0	42.0				
Change Period (Y+Rc), s		5.0	4.6	5.1		5.0	4.6	5.1				
Max Green Setting (Gmax), s		52.0	6.4	36.9		52.0	6.4	36.9				
Max Q Clear Time (g_c+I1), s		16.9	8.1	36.8		22.4	8.4	32.1				
Green Ext Time (p_c), s		1.6	0.0	0.0		0.8	0.0	2.1				

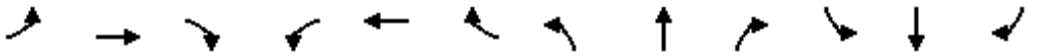
Intersection Summary												
HCM 6th Ctrl Delay			56.5									
HCM 6th LOS			E									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	344	930	123	742	237	904	76	703	312
Future Volume (vph)	344	930	123	742	237	904	76	703	312
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.6	9.0	9.6	9.0	9.6	9.0	9.6	9.6
Total Split (s)	20.0	40.0	25.0	45.0	20.0	40.0	20.0	40.0	40.0
Total Split (%)	16.0%	32.0%	20.0%	36.0%	16.0%	32.0%	16.0%	32.0%	32.0%
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	16.0	42.6	13.8	40.4	16.0	43.1	10.2	35.4	35.4
Actuated g/C Ratio	0.13	0.34	0.11	0.32	0.13	0.34	0.08	0.28	0.28
v/c Ratio	1.66	1.00	0.69	0.75	1.14	0.98	0.58	1.45	0.57
Control Delay	352.4	68.8	72.1	43.1	155.3	63.2	71.3	249.0	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	352.4	68.8	72.1	43.1	155.3	63.2	71.3	249.0	18.4
LOS	F	E	E	D	F	E	E	F	B
Approach Delay		136.9		47.0		79.8		170.7	
Approach LOS		F		D		E		F	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 30 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.66	
Intersection Signal Delay: 111.6	Intersection LOS: F
Intersection Capacity Utilization 115.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 16: Perris Blvd & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	344	930	159	123	742	45	237	904	176	76	703	312
Future Volume (veh/h)	344	930	159	123	742	45	237	904	176	76	703	312
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	344	930	159	123	742	45	237	904	176	76	703	312
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	208	1001	171	146	1005	61	208	958	186	94	484	404
Arrive On Green	0.13	0.36	0.36	0.09	0.32	0.32	0.13	0.35	0.35	0.06	0.28	0.28
Sat Flow, veh/h	1629	2771	474	1629	3109	188	1629	2711	528	1629	1710	1428
Grp Volume(v), veh/h	344	545	544	123	388	399	237	541	539	76	703	312
Grp Sat Flow(s),veh/h/ln	1629	1625	1620	1629	1625	1673	1629	1625	1614	1629	1710	1428
Q Serve(g_s), s	16.0	40.3	40.4	9.3	26.5	26.5	16.0	40.4	40.5	5.8	35.4	25.1
Cycle Q Clear(g_c), s	16.0	40.3	40.4	9.3	26.5	26.5	16.0	40.4	40.5	5.8	35.4	25.1
Prop In Lane	1.00		0.29	1.00		0.11	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	208	587	585	146	525	541	208	574	570	94	484	404
V/C Ratio(X)	1.65	0.93	0.93	0.84	0.74	0.74	1.14	0.94	0.94	0.80	1.45	0.77
Avail Cap(c_a), veh/h	208	587	585	274	525	541	208	574	570	208	484	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.23	0.23	0.23	0.71	0.71	0.71	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	38.4	38.4	56.0	37.6	37.6	54.5	39.2	39.2	58.2	44.8	41.1
Incr Delay (d2), s/veh	297.6	7.4	7.5	3.5	6.5	6.3	104.1	26.0	26.2	5.9	214.6	13.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.7	16.9	16.8	3.9	11.3	11.6	12.5	19.9	19.8	2.5	43.6	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	352.1	45.8	45.9	59.5	44.1	44.0	158.6	65.2	65.4	64.1	259.4	54.4
LnGrp LOS	F	D	D	E	D	D	F	E	E	E	F	D
Approach Vol, veh/h		1433			910			1317			1091	
Approach Delay, s/veh		119.4			46.1			82.1			187.2	
Approach LOS		F			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	49.8	20.0	40.0	20.0	45.0	11.2	48.8
Change Period (Y+Rc), s	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6
Max Green Setting (Gmax), s	21.0	35.4	16.0	35.4	16.0	40.4	16.0	35.4
Max Q Clear Time (g_c+I1), s	11.3	42.4	18.0	37.4	18.0	28.5	7.8	42.5
Green Ext Time (p_c), s	0.1	0.0	0.0	0.0	0.0	2.5	0.0	0.0

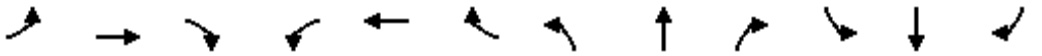
Intersection Summary	
HCM 6th Ctrl Delay	110.6
HCM 6th LOS	F

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	112	890	143	820	26	178	109	136
Future Volume (vph)	112	890	143	820	26	178	109	136
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	10.5	10.5	10.5	10.5
Total Split (s)	20.0	35.0	20.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	22.2%	38.9%	22.2%	38.9%	38.9%	38.9%	38.9%	38.9%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	10.9	32.4	12.1	35.9	29.5	29.5	29.5	29.5
Actuated g/C Ratio	0.12	0.36	0.13	0.40	0.33	0.33	0.33	0.33
v/c Ratio	0.51	0.78	0.59	0.67	0.07	0.46	0.37	0.27
Control Delay	44.8	31.3	41.3	18.2	21.5	23.9	27.7	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.8	31.3	41.3	18.2	21.5	23.9	27.7	22.0
LOS	D	C	D	B	C	C	C	C
Approach Delay		32.7		21.2		23.7		24.2
Approach LOS		C		C		C		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 32 (36%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 26.4	Intersection LOS: C
Intersection Capacity Utilization 76.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 17: G St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	890	116	143	820	130	26	178	102	109	136	30
Future Volume (veh/h)	112	890	116	143	820	130	26	178	102	109	136	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	112	890	116	143	820	130	26	178	102	109	136	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	144	1270	166	179	1289	204	403	371	213	305	494	109
Arrive On Green	0.08	0.40	0.40	0.10	0.42	0.42	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3208	418	1810	3106	492	1236	1132	649	1114	1506	332
Grp Volume(v), veh/h	112	501	505	143	476	474	26	0	280	109	0	166
Grp Sat Flow(s),veh/h/ln	1810	1805	1822	1810	1805	1794	1236	0	1780	1114	0	1839
Q Serve(g_s), s	5.5	20.9	20.9	7.0	18.9	18.9	1.4	0.0	11.3	7.8	0.0	6.0
Cycle Q Clear(g_c), s	5.5	20.9	20.9	7.0	18.9	18.9	7.4	0.0	11.3	19.1	0.0	6.0
Prop In Lane	1.00		0.23	1.00		0.27	1.00		0.36	1.00		0.18
Lane Grp Cap(c), veh/h	144	714	721	179	749	745	403	0	584	305	0	603
V/C Ratio(X)	0.78	0.70	0.70	0.80	0.64	0.64	0.06	0.00	0.48	0.36	0.00	0.28
Avail Cap(c_a), veh/h	312	714	721	312	749	745	403	0	584	305	0	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.15	0.15	0.15	0.62	0.62	0.62	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.7	22.7	22.7	39.7	20.9	20.9	25.1	0.0	24.1	31.7	0.0	22.4
Incr Delay (d2), s/veh	1.4	0.9	0.9	5.1	2.6	2.6	0.3	0.0	2.8	3.2	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	8.5	8.6	3.3	8.0	7.9	0.5	0.0	5.1	2.4	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	23.6	23.6	44.8	23.5	23.5	25.4	0.0	26.9	35.0	0.0	23.5
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	A	C
Approach Vol, veh/h		1118			1093			306			275	
Approach Delay, s/veh		25.5			26.3			26.8			28.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.4	41.6		35.0	11.6	43.4		35.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	29.0		29.5	15.5	29.0		29.5				
Max Q Clear Time (g_c+I1), s	9.0	22.9		21.1	7.5	20.9		13.3				
Green Ext Time (p_c), s	0.2	3.1		0.9	0.1	3.7		1.7				

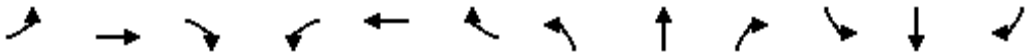
Intersection Summary			
HCM 6th Ctrl Delay		26.2	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	39	1002	14	1052	39	6	98	11
Future Volume (vph)	39	1002	14	1052	39	6	98	11
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	15.5	15.5	10.5	10.5
Total Split (s)	20.0	35.0	20.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	22.2%	38.9%	22.2%	38.9%	38.9%	38.9%	38.9%	38.9%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0		5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.5	46.6	6.3	41.2		29.5		29.5
Actuated g/C Ratio	0.08	0.52	0.07	0.46		0.33		0.33
v/c Ratio	0.26	0.56	0.11	0.72		0.13		0.29
Control Delay	25.3	22.4	40.7	24.3		16.8		22.1
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	25.3	22.4	40.7	24.3		16.8		22.1
LOS	C	C	D	C		B		C
Approach Delay		22.5		24.5		16.8		22.1
Approach LOS		C		C		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 23.3	Intersection LOS: C
Intersection Capacity Utilization 52.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 18: Wilkerson Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1002	34	14	1052	128	39	6	20	98	11	25
Future Volume (veh/h)	39	1002	34	14	1052	128	39	6	20	98	11	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	1002	34	14	1052	128	39	6	20	98	11	25
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	63	1703	58	30	1490	181	353	63	156	417	51	92
Arrive On Green	0.02	0.32	0.32	0.02	0.46	0.46	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3562	121	1810	3239	394	882	192	477	1062	156	279
Grp Volume(v), veh/h	39	508	528	14	586	594	65	0	0	134	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1878	1810	1805	1828	1551	0	0	1498	0	0
Q Serve(g_s), s	1.9	21.2	21.2	0.7	23.4	23.4	0.0	0.0	0.0	3.2	0.0	0.0
Cycle Q Clear(g_c), s	1.9	21.2	21.2	0.7	23.4	23.4	2.3	0.0	0.0	5.5	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.22	0.60		0.31	0.73		0.19
Lane Grp Cap(c), veh/h	63	863	898	30	830	841	572	0	0	560	0	0
V/C Ratio(X)	0.62	0.59	0.59	0.47	0.71	0.71	0.11	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	312	863	898	312	830	841	572	0	0	560	0	0
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	0.52	0.52	0.52	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.4	23.2	23.2	43.9	19.4	19.5	21.1	0.0	0.0	22.1	0.0	0.0
Incr Delay (d2), s/veh	5.9	1.7	1.7	5.9	2.7	2.6	0.4	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	9.8	10.1	0.4	9.6	9.8	1.0	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.2	24.9	24.8	49.8	22.1	22.1	21.5	0.0	0.0	23.1	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	C	A	A	C	A	A
Approach Vol, veh/h		1075			1194			65			134	
Approach Delay, s/veh		25.8			22.4			21.5			23.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	49.0		35.0	7.6	47.4		35.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	29.0		29.5	15.5	29.0		29.5				
Max Q Clear Time (g_c+I1), s	2.7	23.2		7.5	3.9	25.4		4.3				
Green Ext Time (p_c), s	0.0	3.1		0.6	0.0	2.3		0.3				

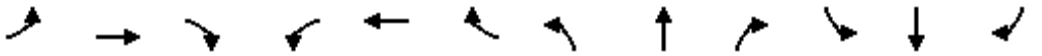
Intersection Summary												
HCM 6th Ctrl Delay			23.9									
HCM 6th LOS			C									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	1077	26	40	3	5	85	1042	12	35	600	1132
Future Volume (vph)	1077	26	40	3	5	85	1042	12	35	600	1132
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	9.5	11.0	9.5	11.0	11.0	9.5	11.0	11.0
Total Split (s)	40.0	55.0	55.0	25.0	40.0	25.0	35.0	35.0	25.0	35.0	35.0
Total Split (%)	28.6%	39.3%	39.3%	17.9%	28.6%	17.9%	25.0%	25.0%	17.9%	25.0%	25.0%
Yellow Time (s)	5.0	5.0	5.0	3.5	5.0	3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	34.0	71.8	71.8	5.9	34.0	11.9	43.3	43.3	8.2	37.6	37.6
Actuated g/C Ratio	0.24	0.51	0.51	0.04	0.24	0.08	0.31	0.31	0.06	0.27	0.27
v/c Ratio	1.27	0.03	0.05	0.04	0.04	0.56	0.93	0.02	0.34	0.62	0.82
Control Delay	172.5	18.5	0.1	65.3	16.8	74.5	62.3	0.1	71.1	48.9	18.1
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	172.6	18.5	0.1	65.3	16.8	74.5	62.3	0.1	71.1	48.9	18.1
LOS	F	B	A	E	B	E	E	A	E	D	B
Approach Delay		163.0			21.1		62.5			29.6	
Approach LOS		F			C		E			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 22.5 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.27	
Intersection Signal Delay: 76.1	Intersection LOS: E
Intersection Capacity Utilization 84.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 19: Redlands Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1077	26	40	3	5	26	85	1042	12	35	600	1132
Future Volume (veh/h)	1077	26	40	3	5	26	85	1042	12	35	600	1132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1077	26	40	3	5	26	85	1042	12	35	600	1132
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	853	1101	933	7	596	531	107	866	386	48	748	587
Arrive On Green	0.24	0.58	0.58	0.00	0.33	0.33	0.06	0.24	0.24	0.03	0.21	0.21
Sat Flow, veh/h	3510	1900	1610	1810	1805	1608	1810	3610	1608	1810	3610	2834
Grp Volume(v), veh/h	1077	26	40	3	5	26	85	1042	12	35	600	1132
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1608	1810	1805	1608	1810	1805	1417
Q Serve(g_s), s	34.0	0.8	1.5	0.2	0.3	1.5	6.5	33.6	0.8	2.7	22.1	29.0
Cycle Q Clear(g_c), s	34.0	0.8	1.5	0.2	0.3	1.5	6.5	33.6	0.8	2.7	22.1	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	853	1101	933	7	596	531	107	866	386	48	748	587
V/C Ratio(X)	1.26	0.02	0.04	0.42	0.01	0.05	0.79	1.20	0.03	0.73	0.80	1.93
Avail Cap(c_a), veh/h	853	1101	933	265	596	531	265	866	386	265	748	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	53.0	12.5	12.7	69.6	31.5	31.9	65.0	53.2	40.7	67.6	52.8	55.5
Incr Delay (d2), s/veh	126.2	0.0	0.1	35.1	0.0	0.2	12.2	102.4	0.1	15.1	7.1	422.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.8	0.4	0.6	0.2	0.1	0.6	3.4	27.5	0.3	1.4	10.7	44.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	179.2	12.6	12.8	104.7	31.5	32.1	77.2	155.6	40.9	82.7	59.8	478.2
LnGrp LOS	F	B	B	F	C	C	E	F	D	F	E	F
Approach Vol, veh/h		1143			34			1139			1767	
Approach Delay, s/veh		169.6			38.4			148.6			328.3	
Approach LOS		F			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	87.1	12.8	35.0	40.0	52.2	8.2	39.6
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	6.0	4.5	6.0
Max Green Setting (Gmax), s	20.5	49.0	20.5	29.0	34.0	34.0	20.5	29.0
Max Q Clear Time (g_c+I1), s	2.2	3.5	8.5	31.0	36.0	3.5	4.7	35.6
Green Ext Time (p_c), s	0.0	0.2	0.1	0.0	0.0	0.1	0.0	0.0

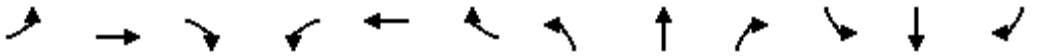
Intersection Summary	
HCM 6th Ctrl Delay	231.3
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	253	0	223	1614	531	527	1544
Future Volume (vph)	253	0	223	1614	531	527	1544
Turn Type	Split	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5	10.5	11.0	11.0	9.5	11.0
Total Split (s)	35.0	35.0	35.0	39.0	39.0	21.0	60.0
Total Split (%)	36.8%	36.8%	36.8%	41.1%	41.1%	22.1%	63.2%
Yellow Time (s)	4.5	4.5	4.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	6.0	6.0	4.5	6.0
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	15.3	15.3	15.3	43.9	43.9	19.8	68.2
Actuated g/C Ratio	0.16	0.16	0.16	0.46	0.46	0.21	0.72
v/c Ratio	0.60	0.49	0.48	0.53	0.33	0.72	0.60
Control Delay	45.0	21.8	20.8	20.4	2.5	45.8	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.9
Total Delay	45.0	21.8	20.8	20.4	2.5	45.8	10.9
LOS	D	C	C	C	A	D	B
Approach Delay		29.5		16.0			19.8
Approach LOS		C		B			B

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 19.0	Intersection LOS: B
Intersection Capacity Utilization 67.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 20: Redlands Ave & I-215 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	0	223	0	0	0	0	1614	531	527	1544	0
Future Volume (veh/h)	253	0	223	0	0	0	0	1614	531	527	1544	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	322	0	149				0	1614	531	527	1544	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	458	0	204				0	3519	1526	584	2716	0
Arrive On Green	0.13	0.00	0.13				0.00	0.54	0.54	0.33	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	6802	2834	3510	3705	0
Grp Volume(v), veh/h	322	0	149				0	1614	531	527	1544	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1417	1755	1805	0
Q Serve(g_s), s	8.1	0.0	8.5				0.0	14.4	10.1	13.6	0.0	0.0
Cycle Q Clear(g_c), s	8.1	0.0	8.5				0.0	14.4	10.1	13.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	458	0	204				0	3519	1526	584	2716	0
V/C Ratio(X)	0.70	0.00	0.73				0.00	0.46	0.35	0.90	0.57	0.00
Avail Cap(c_a), veh/h	1124	0	500				0	3519	1526	610	2716	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.09	0.09	0.80	0.80	0.00
Uniform Delay (d), s/veh	39.8	0.0	39.9				0.0	13.4	12.5	30.9	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	5.0				0.0	0.0	0.1	13.6	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	3.6				0.0	4.9	3.0	5.6	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	0.0	44.9				0.0	13.5	12.5	44.6	0.7	0.0
LnGrp LOS	D	A	D				A	B	B	D	A	A
Approach Vol, veh/h		471						2145			2071	
Approach Delay, s/veh		42.7						13.2			11.9	
Approach LOS		D						B			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	20.3	57.2		17.5		77.5
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	16.5	33.0		29.5		54.0
Max Q Clear Time (g_c+I1), s	15.6	16.4		10.5		2.0
Green Ext Time (p_c), s	0.2	12.0		1.6		18.2

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Notes

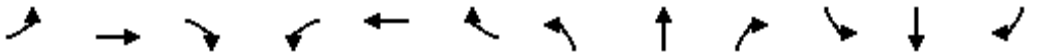
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	504	0	391	390	1477	1567	193
Future Volume (vph)	504	0	391	390	1477	1567	193
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.0	9.0	9.5	11.0	11.0	11.0
Total Split (s)	35.0	35.0	35.0	16.0	60.0	44.0	44.0
Total Split (%)	36.8%	36.8%	36.8%	16.8%	63.2%	46.3%	46.3%
Yellow Time (s)	3.0	3.0	3.0	3.5	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.5	6.0	6.0	6.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	24.4	24.4	24.4	14.1	60.6	41.9	41.9
Actuated g/C Ratio	0.26	0.26	0.26	0.15	0.64	0.44	0.44
v/c Ratio	0.70	0.65	0.62	0.75	0.64	0.54	0.24
Control Delay	39.9	28.1	26.4	68.4	10.8	21.1	3.6
Queue Delay	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	28.2	26.4	68.4	10.8	21.1	3.6
LOS	D	C	C	E	B	C	A
Approach Delay		31.7			22.8	19.2	
Approach LOS		C			C	B	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 23.2	Intersection LOS: C
Intersection Capacity Utilization 67.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 21: Redlands Ave & I-215 NB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	504	0	391	390	1477	0	0	1567	193
Future Volume (veh/h)	0	0	0	504	0	391	390	1477	0	0	1567	193
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				626	0	261	390	1477	0	0	1567	193
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				781	0	347	425	2451	0	0	3337	821
Arrive On Green				0.22	0.00	0.22	0.24	1.00	0.00	0.00	0.51	0.51
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	6802	1608
Grp Volume(v), veh/h				626	0	261	390	1477	0	0	1567	193
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1634	1608
Q Serve(g_s), s				15.6	0.0	14.4	10.3	0.0	0.0	0.0	14.7	6.3
Cycle Q Clear(g_c), s				15.6	0.0	14.4	10.3	0.0	0.0	0.0	14.7	6.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				781	0	347	425	2451	0	0	3337	821
V/C Ratio(X)				0.80	0.00	0.75	0.92	0.60	0.00	0.00	0.47	0.24
Avail Cap(c_a), veh/h				1181	0	525	425	2451	0	0	3337	821
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.83	0.83	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				35.3	0.0	34.9	35.5	0.0	0.0	0.0	15.0	12.9
Incr Delay (d2), s/veh				2.4	0.0	3.3	21.6	0.9	0.0	0.0	0.5	0.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.0	0.0	5.9	5.0	0.3	0.0	0.0	5.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				37.7	0.0	38.2	57.1	0.9	0.0	0.0	15.4	13.6
LnGrp LOS				D	A	D	E	A	A	A	B	B
Approach Vol, veh/h					887			1867			1760	
Approach Delay, s/veh					37.8			12.7			15.2	
Approach LOS					D			B			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	70.5		16.0	54.5		24.5						
Change Period (Y+Rc), s	6.0		4.5	6.0		4.0						
Max Green Setting (Gmax), s	54.0		11.5	38.0		31.0						
Max Q Clear Time (g_c+I1), s	2.0		12.3	16.7		17.6						
Green Ext Time (p_c), s	17.7		0.0	12.5		2.9						

Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

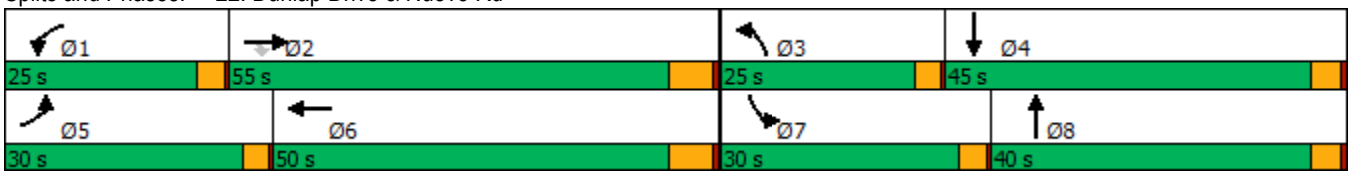
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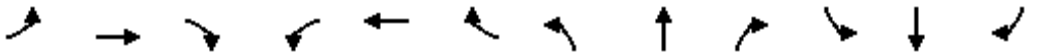
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	75	971	78	287	1244	77	454	115	234
Future Volume (vph)	75	971	78	287	1244	77	454	115	234
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Minimum Split (s)	8.5	12.0	12.0	8.5	12.0	8.5	10.2	8.5	10.2
Total Split (s)	30.0	55.0	55.0	25.0	50.0	25.0	40.0	30.0	45.0
Total Split (%)	20.0%	36.7%	36.7%	16.7%	33.3%	16.7%	26.7%	20.0%	30.0%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	3.2	3.0	3.2
All-Red Time (s)	0.5	1.0	1.0	0.5	1.0	0.5	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	3.5	4.2	3.5	4.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	9.6	49.0	49.0	21.5	60.9	9.8	37.5	13.2	40.8
Actuated g/C Ratio	0.07	0.35	0.35	0.16	0.44	0.07	0.27	0.10	0.29
v/c Ratio	0.60	1.44	0.12	1.02	1.90	0.61	1.36	0.67	0.57
Control Delay	81.7	242.0	5.8	117.0	435.8	81.9	210.8	79.5	45.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.7	242.0	5.8	117.0	435.8	81.9	210.8	79.5	45.3
LOS	F	F	A	F	F	F	F	E	D
Approach Delay		214.9			385.8		197.6		54.5
Approach LOS		F			F		F		D

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 138.4	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.90	
Intersection Signal Delay: 270.8	Intersection LOS: F
Intersection Capacity Utilization 147.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 22: Dunlap Drive & Nuevo Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	971	78	287	1244	300	77	454	224	115	234	79
Future Volume (veh/h)	75	971	78	287	1244	300	77	454	224	115	234	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	971	78	287	1244	300	77	454	224	115	234	79
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	685	581	286	686	166	98	333	164	140	408	138
Arrive On Green	0.05	0.36	0.36	0.16	0.47	0.47	0.05	0.28	0.28	0.08	0.30	0.30
Sat Flow, veh/h	1810	1900	1610	1810	1472	355	1810	1201	592	1810	1358	458
Grp Volume(v), veh/h	75	971	78	287	0	1544	77	0	678	115	0	313
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1827	1810	0	1793	1810	0	1816
Q Serve(g_s), s	5.6	49.0	4.4	21.5	0.0	63.3	5.7	0.0	37.6	8.5	0.0	19.8
Cycle Q Clear(g_c), s	5.6	49.0	4.4	21.5	0.0	63.3	5.7	0.0	37.6	8.5	0.0	19.8
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.33	1.00		0.25
Lane Grp Cap(c), veh/h	95	685	581	286	0	852	98	0	497	140	0	545
V/C Ratio(X)	0.79	1.42	0.13	1.00	0.00	1.81	0.79	0.00	1.36	0.82	0.00	0.57
Avail Cap(c_a), veh/h	353	685	581	286	0	852	286	0	497	353	0	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.6	43.4	29.2	57.2	0.0	36.2	63.5	0.0	49.1	61.8	0.0	40.2
Incr Delay (d2), s/veh	5.3	196.0	0.1	53.7	0.0	370.2	5.2	0.0	176.4	4.6	0.0	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	58.9	1.7	13.7	0.0	113.3	2.7	0.0	40.6	4.0	0.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.9	239.4	29.3	110.8	0.0	406.5	68.7	0.0	225.5	66.3	0.0	44.5
LnGrp LOS	E	F	C	F	A	F	E	A	F	E	A	D
Approach Vol, veh/h		1124			1831			755			428	
Approach Delay, s/veh		213.5			360.1			209.5			50.4	
Approach LOS		F			F			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	55.0	10.8	45.0	10.7	69.3	14.0	41.8
Change Period (Y+Rc), s	3.5	6.0	3.5	* 4.2	3.5	6.0	3.5	* 4.2
Max Green Setting (Gmax), s	21.5	49.0	21.5	* 41	26.5	44.0	26.5	* 36
Max Q Clear Time (g_c+I1), s	23.5	51.0	7.7	21.8	7.6	65.3	10.5	39.6
Green Ext Time (p_c), s	0.0	0.0	0.0	1.6	0.0	0.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	260.8
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	1121.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	99	725	365	250	890	37	576	577	342	42	528	297
Future Vol, veh/h	99	725	365	250	890	37	576	577	342	42	528	297
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	99	725	365	250	890	37	576	577	342	42	528	297
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	1068.5	1081.8	1423.8	725.1
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	39%	8%	21%	5%
Vol Thru, %	39%	61%	76%	61%
Vol Right, %	23%	31%	3%	34%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1495	1189	1177	867
LT Vol	576	99	250	42
Through Vol	577	725	890	528
RT Vol	342	365	37	297
Lane Flow Rate	1495	1189	1177	867
Geometry Grp	1	1	1	1
Degree of Util (X)	3.961	3.115	3.146	2.264
Departure Headway (Hd)	38.587	47.828	47.645	60.375
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	120	95	94	69
Service Time	36.587	45.828	45.645	58.375
HCM Lane V/C Ratio	12.458	12.516	12.521	12.565
HCM Control Delay	1423.8	1068.5	1081.8	725.1
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	38.2	23.6	24	13.2

24: Porter St & Menifee Rd & Central Ave Performance by approach

Approach	EB	WB	NB	SB	NE	All
Denied Delay (hr)	0.0	0.0	32.5	0.0	0.0	32.5
Denied Del/Veh (s)	0.1	0.2	227.4	0.0	0.1	90.2
Total Delay (hr)	0.2	0.4	74.2	2.3	0.3	77.3
Total Del/Veh (s)	13.1	8.2	561.3	16.8	11.4	219.8
Stop Delay (hr)	0.1	0.2	76.2	0.7	0.2	77.5
Stop Del/Veh (s)	11.5	5.4	576.1	5.3	10.0	220.3

Intersection	
Intersection Delay, s/veh	225.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	423	20	285	26	34	5	346	871	15	6	659	351
Future Vol, veh/h	423	20	285	26	34	5	346	871	15	6	659	351
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	423	20	285	26	34	5	346	871	15	6	659	351
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	93.7	16.2	318.3	221.1
HCM LOS	F	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	44%	0%	95%	0%	40%	1%	0%
Vol Thru, %	56%	97%	5%	0%	52%	99%	0%
Vol Right, %	0%	3%	0%	100%	8%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	782	451	443	285	65	665	351
LT Vol	346	0	423	0	26	6	0
Through Vol	436	436	20	0	34	659	0
RT Vol	0	15	0	285	5	0	351
Lane Flow Rate	782	450	443	285	65	665	351
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	1.917	1.075	1.157	0.652	0.184	1.624	0.789
Departure Headway (Hd)	9.797	9.541	11.48	10.26	10.793	9.95	9.218
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	383	383	319	356	335	372	397
Service Time	7.497	7.241	9.18	7.96	8.793	7.65	6.918
HCM Lane V/C Ratio	2.042	1.175	1.389	0.801	0.194	1.788	0.884
HCM Control Delay	444.7	99.1	134.5	30.3	16.2	317.3	38.8
HCM Lane LOS	F	F	F	D	C	F	E
HCM 95th-tile Q	47.7	14.2	15.1	4.4	0.7	34.6	6.8

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	55	0	0	6	81	1228	0	2	1014	33
Future Vol, veh/h	5	0	55	0	0	6	81	1228	0	2	1014	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	0	55	0	0	6	81	1228	0	2	1014	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2428	2425	1031	2452	2441	1228	1047	0	0	1228	0	0
Stage 1	1035	1035	-	1390	1390	-	-	-	-	-	-	-
Stage 2	1393	1390	-	1062	1051	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	22	33	286	21	32	219	672	-	-	575	-	-
Stage 1	282	312	-	178	211	-	-	-	-	-	-	-
Stage 2	177	211	-	273	306	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	15	20	286	12	20	219	672	-	-	575	-	-
Mov Cap-2 Maneuver	15	20	-	12	20	-	-	-	-	-	-	-
Stage 1	175	310	-	111	131	-	-	-	-	-	-	-
Stage 2	107	131	-	219	304	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	67.3	21.9	0.7	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	672	-	-	114	219	575	-	-
HCM Lane V/C Ratio	0.121	-	-	0.526	0.027	0.003	-	-
HCM Control Delay (s)	11.1	0	-	67.3	21.9	11.3	0	-
HCM Lane LOS	B	A	-	F	C	B	A	-
HCM 95th %tile Q(veh)	0.4	-	-	2.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↱		↰	↱	
Traffic Vol, veh/h	9	56	28	18	161	371	53	859	41	169	963	65
Future Vol, veh/h	9	56	28	18	161	371	53	859	41	169	963	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	56	28	18	161	371	53	859	41	169	963	65

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2586	2340	996	2362	2352	880	1028	0	0	900	0	0
Stage 1	1334	1334	-	986	986	-	-	-	-	-	-	-
Stage 2	1252	1006	-	1376	1366	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	17	~ 37	299	25	~ 36	~ 349	683	-	-	763	-	-
Stage 1	191	225	-	301	328	-	-	-	-	-	-	-
Stage 2	213	321	-	181	217	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 27	299	-	~ 26	~ 349	683	-	-	763	-	-
Mov Cap-2 Maneuver	-	~ 27	-	-	~ 26	-	-	-	-	-	-	-
Stage 1	176	175	-	278	302	-	-	-	-	-	-	-
Stage 2	-	296	-	87	169	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.6	1.6
HCM LOS	-	-		

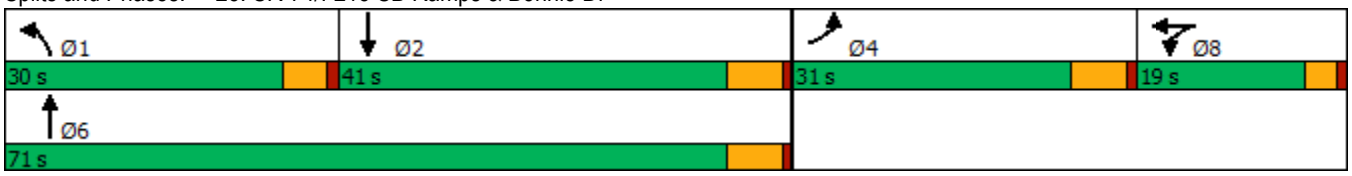
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	683	-	-	-	-	763	-	-
HCM Lane V/C Ratio	0.078	-	-	-	-	0.221	-	-
HCM Control Delay (s)	10.7	-	-	-	-	11.1	-	-
HCM Lane LOS	B	-	-	-	-	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-	-	0.8	-	-

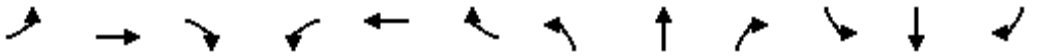
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	225	777	424	622	804	67	
Future Volume (vph)	225	777	424	622	804	67	
Turn Type	Prot	Free	Prot	NA	NA	Free	
Protected Phases	4		1	6	2		8
Permitted Phases		Free				Free	
Detector Phase	4		1	6	2		
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0
Minimum Split (s)	11.0		10.0	11.0	11.0		9.0
Total Split (s)	31.0		30.0	71.0	41.0		19.0
Total Split (%)	25.6%		24.8%	58.7%	33.9%		16%
Yellow Time (s)	5.0		4.0	5.0	5.0		3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	6.0		5.0	6.0	6.0		
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	15.8	93.0	25.1	65.2	35.1	93.0	
Actuated g/C Ratio	0.17	1.00	0.27	0.70	0.38	1.00	
v/c Ratio	0.74	0.48	0.87	0.47	1.12	0.04	
Control Delay	51.0	1.0	53.6	8.2	102.3	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	51.0	1.0	53.6	8.2	102.3	0.0	
LOS	D	A	D	A	F	A	
Approach Delay				26.6	94.5		
Approach LOS				C	F		

Intersection Summary	
Cycle Length: 121	
Actuated Cycle Length: 93	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay: 41.9	Intersection LOS: D
Intersection Capacity Utilization 90.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	0	777	0	0	0	424	622	0	0	804	67
Future Volume (veh/h)	225	0	777	0	0	0	424	622	0	0	804	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	0	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	225	0	0	0	0	0	424	622	0	0	804	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	0		0	4	0	498	1651	0	0	920	
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.87	0.00	0.00	0.48	0.00
Sat Flow, veh/h		0		0	1900	0	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h		0.0		0	0	0	424	622	0	0	804	0
Grp Sat Flow(s),veh/h/ln				0	1900	0	1810	1900	0	0	1900	1610
Q Serve(g_s), s				0.0	0.0	0.0	10.1	2.9	0.0	0.0	17.3	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	10.1	2.9	0.0	0.0	17.3	0.0
Prop In Lane				0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				0	4	0	498	1651	0	0	920	
V/C Ratio(X)				0.00	0.00	0.00	0.85	0.38	0.00	0.00	0.87	
Avail Cap(c_a), veh/h				0	623	0	989	2700	0	0	1454	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	15.7	0.6	0.0	0.0	10.5	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	1.6	0.1	0.0	0.0	2.3	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.0	3.2	0.0	0.0	0.0	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	0.0	17.3	0.6	0.0	0.0	12.9	0.0
LnGrp LOS				A	A	A	B	A	A	A	B	
Approach Vol, veh/h					0			1046			804	
Approach Delay, s/veh					0.0			7.4			12.9	
Approach LOS								A			B	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	17.6	28.2				45.7		0.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		4.0				
Max Green Setting (Gmax), s	25.0	35.0				65.0		15.0				
Max Q Clear Time (g_c+I1), s	12.1	19.3				4.9		0.0				
Green Ext Time (p_c), s	0.5	2.9				2.3		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			9.8									
HCM 6th LOS			A									

Notes

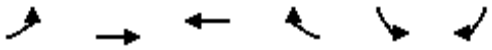
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	23	1558	1030	1172	310
Future Volume (vph)	23	1558	1030	1172	310
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	30.3	70.6	40.3		40.4
Total Split (%)	27.3%	63.6%	36.3%		36.4%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	6.0	37.0	33.2	66.4	18.0
Actuated g/C Ratio	0.09	0.56	0.50	1.00	0.27
v/c Ratio	0.14	0.77	0.57	0.73	0.67
Control Delay	37.7	15.0	15.2	2.9	30.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	37.7	15.0	15.2	2.9	30.4
LOS	D	B	B	A	C
Approach Delay		15.3	8.7		30.4
Approach LOS		B	A		C

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 66.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 13.0	Intersection LOS: B
Intersection Capacity Utilization 70.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 29: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	23	1558	1030	1172	310	16
Future Volume (veh/h)	23	1558	1030	1172	310	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	1558	1030	0	310	16
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	50	2020	1524		376	19
Arrive On Green	0.03	0.56	0.42	0.00	0.22	0.22
Sat Flow, veh/h	1810	3705	3705	1610	1705	88
Grp Volume(v), veh/h	23	1558	1030	0	327	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1799	0
Q Serve(g_s), s	0.6	16.1	11.1	0.0	8.3	0.0
Cycle Q Clear(g_c), s	0.6	16.1	11.1	0.0	8.3	0.0
Prop In Lane	1.00			1.00	0.95	0.05
Lane Grp Cap(c), veh/h	50	2020	1524		397	0
V/C Ratio(X)	0.46	0.77	0.68		0.82	0.00
Avail Cap(c_a), veh/h	938	4889	2620		1310	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	23.1	8.2	11.3	0.0	17.9	0.0
Incr Delay (d2), s/veh	2.5	0.2	0.2	0.0	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.0	2.9	0.0	2.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.6	8.5	11.5	0.0	19.6	0.0
LnGrp LOS	C	A	B		B	A
Approach Vol, veh/h		1581	1030		327	
Approach Delay, s/veh		8.7	11.5		19.6	
Approach LOS		A	B		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		32.3		15.9	6.6	25.7
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		65.3		35.1	25.0	35.0
Max Q Clear Time (g_c+I1), s		18.1		10.3	2.6	13.1
Green Ext Time (p_c), s		8.9		0.4	0.0	4.3

Intersection Summary	
HCM 6th Ctrl Delay	10.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

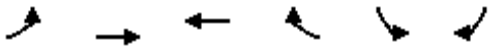
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	504	1364	1584	61	618
Future Volume (vph)	504	1364	1584	61	618
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.0	11.0	9.5	9.5
Total Split (s)	24.0	65.0	41.0	24.5	24.5
Total Split (%)	26.8%	72.6%	45.8%	27.4%	27.4%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	20.0	59.1	35.0	18.1	18.1
Actuated g/C Ratio	0.23	0.67	0.40	0.21	0.21
v/c Ratio	1.22	0.56	1.13	0.16	0.96
Control Delay	153.2	9.0	97.2	29.4	40.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	153.2	9.0	97.2	29.4	40.1
LOS	F	A	F	C	D
Approach Delay		47.9	97.2	39.1	
Approach LOS		D	F	D	

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 87.7	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.22	
Intersection Signal Delay: 65.7	Intersection LOS: E
Intersection Capacity Utilization 92.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 30: SR-74 & Trumble Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	504	1364	1584	48	61	618
Future Volume (veh/h)	504	1364	1584	48	61	618
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	504	1364	1584	48	61	618
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	404	2380	1399	42	404	360
Arrive On Green	0.22	0.66	0.39	0.39	0.22	0.22
Sat Flow, veh/h	1810	3705	3672	108	1810	1610
Grp Volume(v), veh/h	504	1364	797	835	61	618
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1880	1810	1610
Q Serve(g_s), s	20.0	18.5	35.0	35.0	2.4	20.0
Cycle Q Clear(g_c), s	20.0	18.5	35.0	35.0	2.4	20.0
Prop In Lane	1.00			0.06	1.00	1.00
Lane Grp Cap(c), veh/h	404	2380	706	735	404	360
V/C Ratio(X)	1.25	0.57	1.13	1.14	0.15	1.72
Avail Cap(c_a), veh/h	404	2380	706	735	404	360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	8.4	27.3	27.3	27.9	34.8
Incr Delay (d2), s/veh	130.1	0.3	75.5	77.0	0.1	334.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.7	5.2	28.0	29.4	1.0	49.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	164.8	8.7	102.8	104.2	28.0	369.2
LnGrp LOS	F	A	F	F	C	F
Approach Vol, veh/h		1868	1632		679	
Approach Delay, s/veh		50.8	103.5		338.6	
Approach LOS		D	F		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		65.0		24.5	24.0	41.0
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		59.0		20.0	20.0	35.0
Max Q Clear Time (g_c+I1), s		20.5		22.0	22.0	37.0
Green Ext Time (p_c), s		11.9		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	118.1
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	19.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1448	1316	470	0	371
Future Vol, veh/h	0	1448	1316	470	0	371
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1448	1316	470	0	371

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	893
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	~ 289
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 289
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	187.5
HCM LOS			F

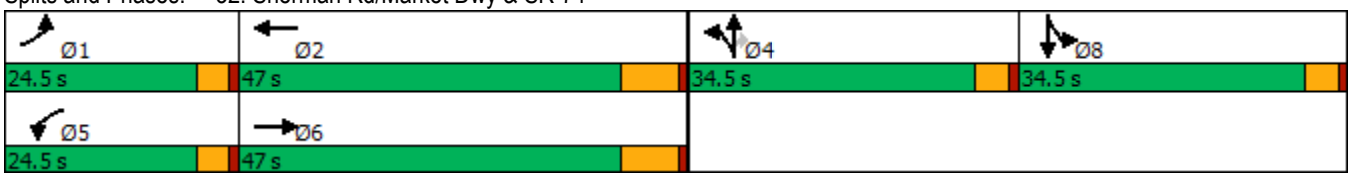
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	289
HCM Lane V/C Ratio	-	-	-	1.284
HCM Control Delay (s)	-	-	-	187.5
HCM Lane LOS	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	18

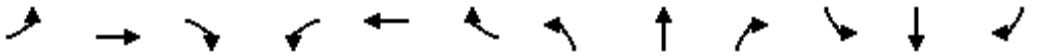
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	17	1178	267	1319	3	252	12
Future Volume (vph)	17	1178	267	1319	3	252	12
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases						4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	12.0	9.5	12.0	9.5	9.5	9.5
Total Split (s)	24.5	47.0	24.5	47.0	34.5	34.5	34.5
Total Split (%)	17.4%	33.5%	17.4%	33.5%	24.6%	24.6%	24.6%
Yellow Time (s)	3.5	6.0	3.5	6.0	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	4.5	7.0	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	5.8	40.1	20.0	60.3	30.1	30.1	6.0
Actuated g/C Ratio	0.05	0.36	0.18	0.54	0.27	0.27	0.05
v/c Ratio	0.18	1.14	0.83	0.69	0.96	0.45	0.24
Control Delay	57.5	106.8	68.1	23.7	75.4	15.3	52.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.5	106.8	68.1	23.7	75.4	15.3	52.0
LOS	E	F	E	C	E	B	D
Approach Delay		106.3		31.1	54.3		52.0
Approach LOS		F		C	D		D

Intersection Summary	
Cycle Length: 140.5	
Actuated Cycle Length: 112.7	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay: 64.4	Intersection LOS: E
Intersection Capacity Utilization 101.2%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 32: Sherman Rd/Market Dwy & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1178	253	267	1319	9	463	3	252	8	12	4
Future Volume (veh/h)	17	1178	253	267	1319	9	463	3	252	8	12	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	17	1178	253	267	1319	9	463	3	252	8	12	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	33	1060	225	296	1854	13	485	3	434	14	21	7
Arrive On Green	0.02	0.36	0.36	0.16	0.50	0.50	0.27	0.27	0.27	0.02	0.02	0.02
Sat Flow, veh/h	1810	2949	627	1810	3675	25	1798	12	1610	605	908	303
Grp Volume(v), veh/h	17	717	714	267	648	680	466	0	252	24	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1771	1810	1805	1895	1810	0	1610	1815	0	0
Q Serve(g_s), s	1.0	40.0	40.0	16.1	30.9	30.9	28.2	0.0	15.1	1.5	0.0	0.0
Cycle Q Clear(g_c), s	1.0	40.0	40.0	16.1	30.9	30.9	28.2	0.0	15.1	1.5	0.0	0.0
Prop In Lane	1.00		0.35	1.00		0.01	0.99		1.00	0.33		0.17
Lane Grp Cap(c), veh/h	33	649	636	296	911	956	488	0	434	43	0	0
V/C Ratio(X)	0.51	1.11	1.12	0.90	0.71	0.71	0.96	0.00	0.58	0.56	0.00	0.00
Avail Cap(c_a), veh/h	325	649	636	325	911	956	488	0	434	489	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	54.1	35.7	35.7	45.7	21.3	21.3	40.0	0.0	35.2	53.8	0.0	0.0
Incr Delay (d2), s/veh	4.5	67.7	74.2	24.3	2.2	2.1	29.4	0.0	1.3	4.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	28.4	29.0	9.2	13.1	13.8	16.4	0.0	6.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.6	103.4	109.9	70.0	23.6	23.5	69.4	0.0	36.5	58.0	0.0	0.0
LnGrp LOS	E	F	F	E	C	C	E	A	D	E	A	A
Approach Vol, veh/h		1448			1595			718			24	
Approach Delay, s/veh		106.1			31.3			57.9			58.0	
Approach LOS		F			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	63.2		34.5	22.7	47.0		7.1				
Change Period (Y+Rc), s	4.5	7.0		4.5	4.5	7.0		4.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	3.0	32.9		30.2	18.1	42.0		3.5				
Green Ext Time (p_c), s	0.0	3.6		0.0	0.1	0.0		0.0				

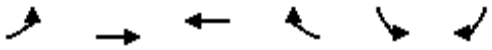
Intersection Summary			
HCM 6th Ctrl Delay		65.1	
HCM 6th LOS		E	

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	84	1237	1444	136
Future Volume (vph)	84	1237	1444	136
Turn Type	Prot	NA	NA	Prot
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	11.0	9.7
Total Split (s)	24.7	65.7	41.0	24.7
Total Split (%)	27.3%	72.7%	45.4%	27.3%
Yellow Time (s)	3.7	5.0	5.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	6.0	4.7
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Min	Min	None
Act Effct Green (s)	8.8	49.6	38.3	12.4
Actuated g/C Ratio	0.12	0.68	0.53	0.17
v/c Ratio	0.39	0.50	0.88	0.61
Control Delay	35.4	7.0	25.4	33.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	35.4	7.0	25.4	33.3
LOS	D	A	C	C
Approach Delay		8.8	25.4	33.3
Approach LOS		A	C	C

Intersection Summary	
Cycle Length: 90.4	
Actuated Cycle Length: 72.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 18.9	Intersection LOS: B
Intersection Capacity Utilization 75.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 33: SR-74 & Antelope Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	1237	1444	204	136	59
Future Volume (veh/h)	84	1237	1444	204	136	59
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	84	1237	1444	204	136	59
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	113	2455	1717	240	173	75
Arrive On Green	0.06	0.68	0.54	0.54	0.14	0.14
Sat Flow, veh/h	1810	3705	3276	444	1211	525
Grp Volume(v), veh/h	84	1237	812	836	196	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1820	1745	0
Q Serve(g_s), s	2.8	10.1	22.8	23.6	6.6	0.0
Cycle Q Clear(g_c), s	2.8	10.1	22.8	23.6	6.6	0.0
Prop In Lane	1.00			0.24	0.69	0.30
Lane Grp Cap(c), veh/h	113	2455	974	983	249	0
V/C Ratio(X)	0.74	0.50	0.83	0.85	0.79	0.00
Avail Cap(c_a), veh/h	599	3565	1045	1054	577	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.9	4.7	11.6	11.8	25.0	0.0
Incr Delay (d2), s/veh	9.2	0.2	5.6	6.4	5.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.4	8.7	9.3	2.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.0	4.9	17.2	18.3	30.4	0.0
LnGrp LOS	D	A	B	B	C	A
Approach Vol, veh/h		1321	1648		196	
Approach Delay, s/veh		6.9	17.8		30.4	
Approach LOS		A	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		47.1		13.3	8.5	38.6
Change Period (Y+Rc), s		6.0		* 4.7	* 4.7	6.0
Max Green Setting (Gmax), s		59.7		* 20	* 20	35.0
Max Q Clear Time (g_c+I1), s		12.1		8.6	4.8	25.6
Green Ext Time (p_c), s		12.9		0.4	0.1	7.0

Intersection Summary	
HCM 6th Ctrl Delay	14.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

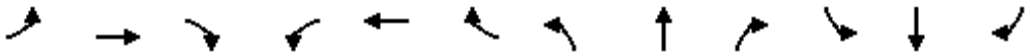
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	104	1116	208	1390	176	103	361	65	148
Future Volume (vph)	104	1116	208	1390	176	103	361	65	148
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	9.7	9.7	9.7	9.7	9.7
Total Split (s)	24.7	42.0	24.7	42.0	24.7	24.7	24.7	24.7	24.7
Total Split (%)	27.0%	46.0%	27.0%	46.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Yellow Time (s)	3.7	6.0	3.7	6.0	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	9.2	33.4	13.7	40.6	16.9	16.9	16.9	16.9	16.9
Actuated g/C Ratio	0.11	0.41	0.17	0.50	0.21	0.21	0.21	0.21	0.21
v/c Ratio	0.51	0.83	0.68	0.79	0.77	0.26	0.58	0.24	0.32
Control Delay	44.6	28.5	44.4	22.8	55.3	30.1	7.7	30.7	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	28.5	44.4	22.8	55.3	30.1	7.7	30.7	17.4
LOS	D	C	D	C	E	C	A	C	B
Approach Delay		29.8		25.6		24.4			20.1
Approach LOS		C		C		C			C

Intersection Summary	
Cycle Length: 91.4	
Actuated Cycle Length: 80.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 26.3	Intersection LOS: C
Intersection Capacity Utilization 81.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 34: Palomar Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	1116	118	208	1390	31	176	103	361	65	148	108
Future Volume (veh/h)	104	1116	118	208	1390	31	176	103	361	65	148	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	104	1116	118	208	1390	31	176	103	361	65	148	108
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	135	1336	141	251	1695	38	302	468	397	284	506	346
Arrive On Green	0.07	0.41	0.41	0.14	0.47	0.47	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	3294	348	1810	3610	80	1141	1900	1610	943	2051	1402
Grp Volume(v), veh/h	104	611	623	208	694	727	176	103	361	65	129	127
Grp Sat Flow(s),veh/h/ln	1810	1805	1837	1810	1805	1886	1141	1900	1610	943	1805	1648
Q Serve(g_s), s	4.4	23.8	23.9	8.8	26.0	26.0	11.7	3.4	17.1	4.6	4.5	4.9
Cycle Q Clear(g_c), s	4.4	23.8	23.9	8.8	26.0	26.0	16.6	3.4	17.1	8.0	4.5	4.9
Prop In Lane	1.00		0.19	1.00		0.04	1.00		1.00	1.00		0.85
Lane Grp Cap(c), veh/h	135	732	745	251	847	885	302	468	397	284	445	406
V/C Ratio(X)	0.77	0.83	0.84	0.83	0.82	0.82	0.58	0.22	0.91	0.23	0.29	0.31
Avail Cap(c_a), veh/h	462	807	821	462	847	885	312	485	411	292	461	421
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	20.9	20.9	32.8	17.9	17.9	30.9	23.5	28.7	26.7	23.9	24.1
Incr Delay (d2), s/veh	3.5	7.2	7.2	2.7	6.5	6.3	2.2	0.2	23.1	0.3	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	10.8	11.0	3.9	11.3	11.8	3.3	1.5	8.8	1.0	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	28.1	28.2	35.6	24.5	24.3	33.1	23.7	51.7	27.0	24.2	24.4
LnGrp LOS	D	C	C	D	C	C	C	C	D	C	C	C
Approach Vol, veh/h		1338			1629			640			321	
Approach Delay, s/veh		29.0			25.8			42.1			24.8	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.5	38.8		24.0	10.5	43.8		24.0				
Change Period (Y+Rc), s	* 4.7	7.0		* 4.7	* 4.7	7.0		* 4.7				
Max Green Setting (Gmax), s	* 20	35.0		* 20	* 20	35.0		* 20				
Max Q Clear Time (g_c+I1), s	10.8	25.9		10.0	6.4	28.0		19.1				
Green Ext Time (p_c), s	0.2	5.9		1.1	0.1	5.2		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		29.5	
HCM 6th LOS		C	

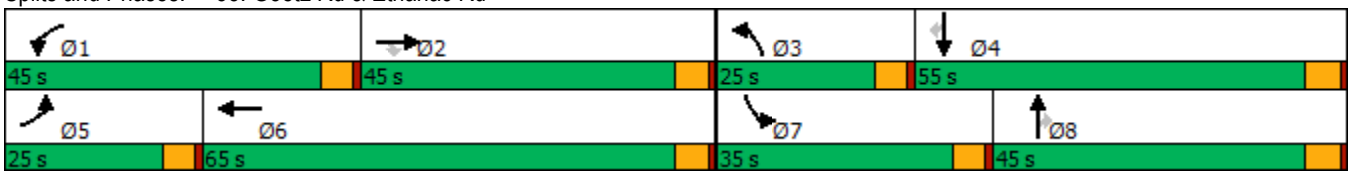
Notes

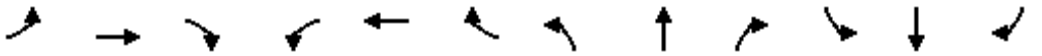
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	310	621	49	323	481	84	671	488	476	557	299
Future Volume (vph)	310	621	49	323	481	84	671	488	476	557	299
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	10.0	11.3	11.3	10.0	11.3	10.0	11.5	11.5	10.0	11.5	11.5
Total Split (s)	25.0	45.0	45.0	45.0	65.0	25.0	45.0	45.0	35.0	55.0	55.0
Total Split (%)	14.7%	26.5%	26.5%	26.5%	38.2%	14.7%	26.5%	26.5%	20.6%	32.4%	32.4%
Yellow Time (s)	4.0	4.3	4.3	4.0	4.3	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.3	5.3	5.0	5.3	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	20.1	31.9	31.9	30.8	42.5	11.1	39.8	39.8	30.2	58.9	58.9
Actuated g/C Ratio	0.13	0.21	0.21	0.20	0.28	0.07	0.26	0.26	0.20	0.38	0.38
v/c Ratio	1.31	0.83	0.11	0.89	0.63	0.65	1.36	0.94	1.34	0.40	0.38
Control Delay	216.7	69.1	0.5	87.3	41.6	93.3	218.7	67.1	216.9	38.4	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	216.7	69.1	0.5	87.3	41.6	93.3	218.7	67.1	216.9	38.4	5.4
LOS	F	E	A	F	D	F	F	E	F	D	A
Approach Delay		112.4			53.7		150.7			94.8	
Approach LOS		F			D		F			F	

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 153.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.36	
Intersection Signal Delay: 102.5	Intersection LOS: F
Intersection Capacity Utilization 114.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 35: Goetz Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	621	49	323	481	414	84	671	488	476	557	299
Future Volume (veh/h)	310	621	49	323	481	414	84	671	488	476	557	299
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	310	621	49	323	481	414	84	671	488	476	557	299
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	231	843	376	344	1024	476	104	479	405	346	1394	621
Arrive On Green	0.13	0.23	0.23	0.19	0.30	0.30	0.06	0.25	0.25	0.19	0.39	0.39
Sat Flow, veh/h	1810	3610	1610	1810	3458	1609	1810	1900	1606	1810	3610	1609
Grp Volume(v), veh/h	310	621	49	323	481	414	84	671	488	476	557	299
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1609	1810	1900	1606	1810	1805	1609
Q Serve(g_s), s	20.0	25.0	3.8	27.6	17.8	38.2	7.2	39.5	39.5	30.0	17.5	22.0
Cycle Q Clear(g_c), s	20.0	25.0	3.8	27.6	17.8	38.2	7.2	39.5	39.5	30.0	17.5	22.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	231	843	376	344	1024	476	104	479	405	346	1394	621
V/C Ratio(X)	1.34	0.74	0.13	0.94	0.47	0.87	0.81	1.40	1.21	1.37	0.40	0.48
Avail Cap(c_a), veh/h	231	915	408	462	1318	613	231	479	405	346	1394	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.3	55.6	47.5	62.5	45.1	52.3	73.0	58.6	58.6	63.3	34.9	36.3
Incr Delay (d2), s/veh	180.1	2.9	0.2	20.5	0.3	10.5	5.5	192.7	113.5	185.6	0.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.8	11.8	1.6	14.7	7.8	16.9	3.5	44.6	28.8	31.7	7.9	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	248.4	58.5	47.6	83.0	45.4	62.8	78.5	251.3	172.1	248.9	35.1	36.8
LnGrp LOS	F	E	D	F	D	E	E	F	F	F	D	D
Approach Vol, veh/h		980			1218			1243			1332	
Approach Delay, s/veh		118.0			61.3			208.5			111.9	
Approach LOS		F			E			F			F	

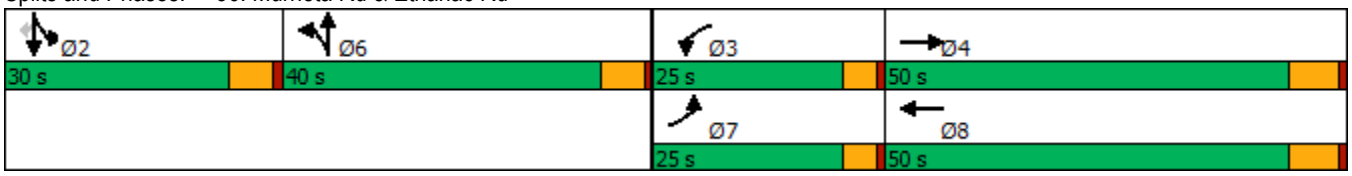
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.8	41.9	14.0	66.0	25.0	51.7	35.0	45.0
Change Period (Y+Rc), s	5.0	5.3	5.0	5.5	5.0	5.3	5.0	5.5
Max Green Setting (Gmax), s	40.0	39.7	20.0	49.5	20.0	59.7	30.0	39.5
Max Q Clear Time (g_c+I1), s	29.6	27.0	9.2	24.0	22.0	40.2	32.0	41.5
Green Ext Time (p_c), s	0.2	3.6	0.0	5.2	0.0	6.2	0.0	0.0

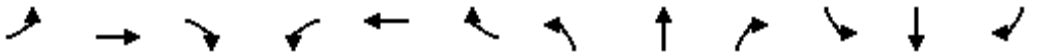
Intersection Summary	
HCM 6th Ctrl Delay	125.4
HCM 6th LOS	F

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	36	1366	119	877	480	192	164	36
Future Volume (vph)	36	1366	119	877	480	192	164	36
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	Perm
Protected Phases	7	4	3	8	6	2	2	
Permitted Phases								2
Detector Phase	7	4	3	8	6	2	2	2
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	20.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	9.6	26.5	15.8	15.8	15.8	15.8
Total Split (s)	25.0	50.0	25.0	50.0	40.0	30.0	30.0	30.0
Total Split (%)	17.2%	34.5%	17.2%	34.5%	27.6%	20.7%	20.7%	20.7%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	7.3	43.7	13.1	53.8	34.3	18.9	18.9	18.9
Actuated g/C Ratio	0.05	0.33	0.10	0.41	0.26	0.14	0.14	0.14
v/c Ratio	0.37	1.28	0.67	0.73	2.30	0.75	0.61	0.11
Control Delay	73.1	171.3	76.8	38.3	617.2	73.5	63.9	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.1	171.3	76.8	38.3	617.2	73.5	63.9	0.7
LOS	E	F	E	D	F	E	E	A
Approach Delay		169.0		42.2	617.2		62.8	
Approach LOS		F		D	F		E	

Intersection Summary	
Cycle Length: 145	
Actuated Cycle Length: 132.8	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.30	
Intersection Signal Delay: 240.5	Intersection LOS: F
Intersection Capacity Utilization 139.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 36: Murrieta Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1366	143	119	877	175	282	480	332	192	164	36
Future Volume (veh/h)	36	1366	143	119	877	175	282	480	332	192	164	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	1366	143	119	877	175	282	480	332	192	164	36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	51	1132	118	145	1184	236	124	211	146	232	243	206
Arrive On Green	0.03	0.34	0.34	0.08	0.39	0.39	0.27	0.27	0.27	0.13	0.13	0.13
Sat Flow, veh/h	1810	3300	344	1810	2999	598	459	781	540	1810	1900	1610
Grp Volume(v), veh/h	36	744	765	119	528	524	1094	0	0	192	164	36
Grp Sat Flow(s),veh/h/ln	1810	1805	1838	1810	1805	1792	1780	0	0	1810	1900	1610
Q Serve(g_s), s	2.5	43.5	43.5	8.2	31.7	31.7	34.2	0.0	0.0	13.1	10.4	2.5
Cycle Q Clear(g_c), s	2.5	43.5	43.5	8.2	31.7	31.7	34.2	0.0	0.0	13.1	10.4	2.5
Prop In Lane	1.00		0.19	1.00		0.33	0.26		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	51	619	631	145	713	708	480	0	0	232	243	206
V/C Ratio(X)	0.70	1.20	1.21	0.82	0.74	0.74	2.28	0.00	0.00	0.83	0.67	0.17
Avail Cap(c_a), veh/h	291	619	631	291	713	708	480	0	0	345	363	307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.1	41.6	41.6	57.4	32.8	32.8	46.3	0.0	0.0	53.9	52.8	49.3
Incr Delay (d2), s/veh	6.3	105.4	110.0	4.3	4.4	4.5	581.9	0.0	0.0	10.1	3.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	37.2	38.7	3.9	14.6	14.5	92.6	0.0	0.0	6.6	5.2	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.4	147.0	151.7	61.8	37.2	37.3	628.2	0.0	0.0	64.1	56.0	49.7
LnGrp LOS	E	F	F	E	D	D	F	A	A	E	E	D
Approach Vol, veh/h		1545			1171			1094			392	
Approach Delay, s/veh		147.5			39.8			628.2			59.4	
Approach LOS		F			D			F			E	

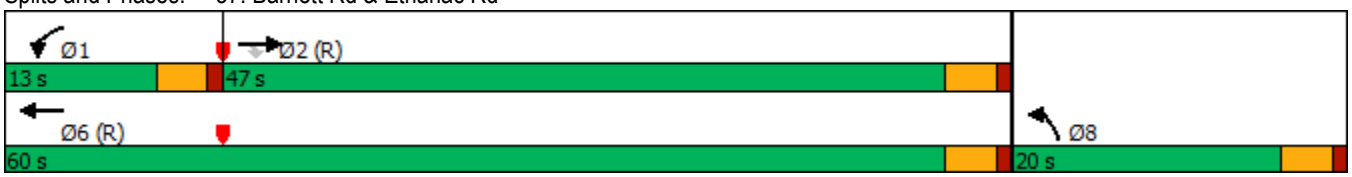
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		22.0	14.7	50.0		40.0	8.2	56.6				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		24.2	20.4	43.5		34.2	20.4	43.5				
Max Q Clear Time (g_c+I1), s		15.1	10.2	45.5		36.2	4.5	33.7				
Green Ext Time (p_c), s		1.1	0.1	0.0		0.0	0.0	5.9				

Intersection Summary												
HCM 6th Ctrl Delay			234.4									
HCM 6th LOS			F									

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations					
Traffic Volume (vph)	1851	6	104	1184	9
Future Volume (vph)	1851	6	104	1184	9
Turn Type	NA	Perm	Prot	NA	Prot
Protected Phases	2		1	6	8
Permitted Phases		2			
Detector Phase	2	2	1	6	8
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0
Total Split (s)	47.0	47.0	13.0	60.0	20.0
Total Split (%)	58.8%	58.8%	16.3%	75.0%	25.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	55.4	55.4	10.1	67.3	7.7
Actuated g/C Ratio	0.69	0.69	0.13	0.84	0.10
v/c Ratio	0.52	0.01	0.46	0.39	0.40
Control Delay	8.9	5.5	40.6	3.3	15.0
Queue Delay	0.1	0.0	82.1	0.7	0.6
Total Delay	9.0	5.5	122.8	4.0	15.6
LOS	A	A	F	A	B
Approach Delay	9.0			13.6	15.6
Approach LOS	A			B	B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 69 (86%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 11.0	Intersection LOS: B
Intersection Capacity Utilization 57.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 37: Barnett Rd & Ethanac Rd





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1851	6	104	1184	9	88
Future Volume (veh/h)	1851	6	104	1184	9	88
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1851	6	104	1184	9	88
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3598	1117	143	2969	12	114
Arrive On Green	0.69	0.69	0.08	0.82	0.08	0.08
Sat Flow, veh/h	5358	1610	1810	3705	150	1463
Grp Volume(v), veh/h	1851	6	104	1184	98	0
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1805	1629	0
Q Serve(g_s), s	13.6	0.1	4.5	6.9	4.7	0.0
Cycle Q Clear(g_c), s	13.6	0.1	4.5	6.9	4.7	0.0
Prop In Lane		1.00	1.00		0.09	0.90
Lane Grp Cap(c), veh/h	3598	1117	143	2969	126	0
V/C Ratio(X)	0.51	0.01	0.73	0.40	0.78	0.00
Avail Cap(c_a), veh/h	3598	1117	204	2969	326	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.87	0.87	1.00	0.00
Uniform Delay (d), s/veh	5.8	3.8	36.0	1.9	36.2	0.0
Incr Delay (d2), s/veh	0.5	0.0	6.5	0.3	9.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	2.1	0.1	2.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.4	3.8	42.6	2.2	45.9	0.0
LnGrp LOS	A	A	D	A	D	A
Approach Vol, veh/h	1857			1288	98	
Approach Delay, s/veh	6.4			5.5	45.9	
Approach LOS	A			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	10.3	59.5				69.8	10.2
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	9.0	43.0				56.0	16.0
Max Q Clear Time (g_c+I1), s	6.5	15.6				8.9	6.7
Green Ext Time (p_c), s	0.0	14.8				9.5	0.1

Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A

Notes

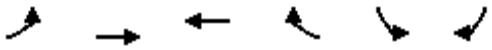
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	294	1645	1158	614	479	130
Future Volume (vph)	294	1645	1158	614	479	130
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	57.5	32.5	32.5	22.5	22.5
Total Split (%)	31.3%	71.9%	40.6%	40.6%	28.1%	28.1%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	17.4	56.3	34.9	34.9	15.7	15.7
Actuated g/C Ratio	0.22	0.70	0.44	0.44	0.20	0.20
v/c Ratio	0.75	0.65	0.51	0.58	0.70	0.23
Control Delay	53.4	6.9	18.6	4.3	35.4	27.4
Queue Delay	66.1	1.1	0.1	0.0	0.0	0.3
Total Delay	119.5	8.0	18.7	4.3	35.4	27.7
LOS	F	A	B	A	D	C
Approach Delay		24.9	13.7		33.8	
Approach LOS		C	B		C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 21.6	Intersection LOS: C
Intersection Capacity Utilization 65.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 38: Ethanac Rd & Case Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	294	1645	1158	614	479	130
Future Volume (veh/h)	294	1645	1158	614	479	130
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	294	1645	1158	614	479	130
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	331	2630	2570	798	602	486
Arrive On Green	0.37	1.00	0.50	0.50	0.17	0.17
Sat Flow, veh/h	1810	3705	5358	1610	3510	2834
Grp Volume(v), veh/h	294	1645	1158	614	479	130
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1755	1417
Q Serve(g_s), s	12.2	0.0	11.6	24.9	10.5	3.2
Cycle Q Clear(g_c), s	12.2	0.0	11.6	24.9	10.5	3.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	331	2630	2570	798	602	486
V/C Ratio(X)	0.89	0.63	0.45	0.77	0.80	0.27
Avail Cap(c_a), veh/h	475	2630	2570	798	812	655
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.66	0.66	1.00	1.00
Uniform Delay (d), s/veh	24.6	0.0	13.1	16.5	31.8	28.8
Incr Delay (d2), s/veh	11.9	1.0	0.4	4.8	4.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.4	3.7	8.2	4.5	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.5	1.0	13.5	21.2	35.8	29.1
LnGrp LOS	D	A	B	C	D	C
Approach Vol, veh/h		1939	1772		609	
Approach Delay, s/veh		6.3	16.2		34.4	
Approach LOS		A	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		62.3		17.7	18.6	43.6
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		53.5		18.5	21.0	28.5
Max Q Clear Time (g_c+I1), s		2.0		12.5	14.2	26.9
Green Ext Time (p_c), s		16.9		1.2	0.5	1.3

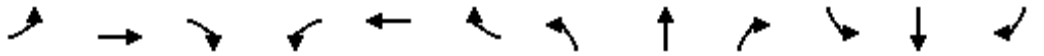
Intersection Summary		
HCM 6th Ctrl Delay		14.3
HCM 6th LOS		B

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1412	712	228	1265	1	507
Future Volume (vph)	1412	712	228	1265	1	507
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	10.0	10.0
Total Split (s)	46.0	46.0	35.0	81.0	35.0	35.0
Total Split (%)	39.7%	39.7%	30.2%	69.8%	30.2%	30.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	40.1	40.1	18.3	63.4	30.1	30.1
Actuated g/C Ratio	0.38	0.38	0.18	0.61	0.29	0.29
v/c Ratio	1.94	0.91	0.72	0.58	0.41	0.97
Control Delay	450.9	37.3	54.0	13.6	34.1	65.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	450.9	37.3	54.0	13.6	34.1	65.6
LOS	F	D	D	B	C	E
Approach Delay	312.2			19.8	56.2	
Approach LOS	F			B	E	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 104.5	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.94	
Intersection Signal Delay: 169.0	Intersection LOS: F
Intersection Capacity Utilization 128.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 39: I-215 SB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1412	712	228	1265	0	0	0	0	215	1	507
Future Volume (veh/h)	0	1412	712	228	1265	0	0	0	0	215	1	507
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1412	712	228	1265	0				215	1	507
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	753	638	267	2143	0				536	2	479
Arrive On Green	0.00	0.40	0.40	0.15	0.59	0.00				0.30	0.30	0.30
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1802	8	1610
Grp Volume(v), veh/h	0	1412	712	228	1265	0				216	0	507
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	40.0	40.0	12.4	22.1	0.0				9.6	0.0	30.0
Cycle Q Clear(g_c), s	0.0	40.0	40.0	12.4	22.1	0.0				9.6	0.0	30.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	753	638	267	2143	0				538	0	479
V/C Ratio(X)	0.00	1.87	1.12	0.85	0.59	0.00				0.40	0.00	1.06
Avail Cap(c_a), veh/h	0	753	638	538	2684	0				538	0	479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	30.4	30.4	41.9	12.8	0.0				28.3	0.0	35.4
Incr Delay (d2), s/veh	0.0	398.5	71.6	7.6	0.3	0.0				0.5	0.0	57.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	99.5	26.3	5.7	7.2	0.0				4.1	0.0	18.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	428.9	102.1	49.6	13.1	0.0				28.8	0.0	93.0
LnGrp LOS	A	F	F	D	B	A				C	A	F
Approach Vol, veh/h		2124			1493						723	
Approach Delay, s/veh		319.4			18.7						73.8	
Approach LOS		F			B						E	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	19.9	46.0				65.9		35.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	14.4	42.0				24.1		32.0				
Green Ext Time (p_c), s	0.5	0.0				10.6		0.0				

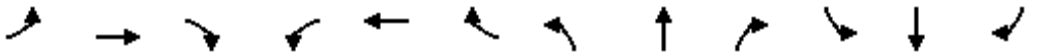
Intersection Summary												
HCM 6th Ctrl Delay			175.0									
HCM 6th LOS			F									

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	358	1269	1033	1	230
Future Volume (vph)	358	1269	1033	1	230
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	26.7	75.0	43.3	30.0	30.0
Actuated g/C Ratio	0.23	0.65	0.37	0.26	0.26
v/c Ratio	0.86	1.03	1.84	0.99	0.48
Control Delay	63.2	56.3	407.4	82.0	27.2
Queue Delay	0.0	26.2	0.0	0.0	0.0
Total Delay	63.2	82.5	407.4	82.0	27.2
LOS	E	F	F	F	C
Approach Delay		78.3	407.4	63.8	
Approach LOS		E	F	E	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 116	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.84	
Intersection Signal Delay: 192.6	Intersection LOS: F
Intersection Capacity Utilization 128.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	358	1269	0	0	1033	247	460	1	230	0	0	0
Future Volume (veh/h)	358	1269	0	0	1033	247	460	1	230	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	358	1269	0	0	1033	247	460	1	230			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	390	1228	0	0	575	138	467	1	416			
Arrive On Green	0.22	0.65	0.00	0.00	0.39	0.39	0.26	0.26	0.26			
Sat Flow, veh/h	1810	1900	0	0	1482	354	1806	4	1610			
Grp Volume(v), veh/h	358	1269	0	0	0	1280	461	0	230			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1836	1810	0	1610			
Q Serve(g_s), s	22.5	75.0	0.0	0.0	0.0	45.0	29.4	0.0	14.3			
Cycle Q Clear(g_c), s	22.5	75.0	0.0	0.0	0.0	45.0	29.4	0.0	14.3			
Prop In Lane	1.00		0.00	0.00		0.19	1.00		1.00			
Lane Grp Cap(c), veh/h	390	1228	0	0	0	713	468	0	416			
V/C Ratio(X)	0.92	1.03	0.00	0.00	0.00	1.80	0.98	0.00	0.55			
Avail Cap(c_a), veh/h	468	1228	0	0	0	713	468	0	416			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	44.5	20.5	0.0	0.0	0.0	35.5	42.8	0.0	37.2			
Incr Delay (d2), s/veh	21.0	34.6	0.0	0.0	0.0	363.8	37.6	0.0	1.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	11.8	37.5	0.0	0.0	0.0	90.3	17.7	0.0	5.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	55.1	0.0	0.0	0.0	399.3	80.3	0.0	38.8			
LnGrp LOS	E	F	A	A	A	F	F	A	D			
Approach Vol, veh/h		1627			1280			691				
Approach Delay, s/veh		57.4			399.3			66.5				
Approach LOS		E			F			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		81.0			30.0	51.0		35.0				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		77.0			24.5	47.0		31.4				
Green Ext Time (p_c), s		0.0			0.5	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			180.8									
HCM 6th LOS			F									

Intersection	
Int Delay, s/veh	1072.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	994	505	71	764	516	114
Future Vol, veh/h	994	505	71	764	516	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	994	505	71	764	516	114

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1499	0	2153	1247
Stage 1	-	-	-	-	1247	-
Stage 2	-	-	-	-	906	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	453	-	~ 53	214
Stage 1	-	-	-	-	~ 273	-
Stage 2	-	-	-	-	~ 398	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	453	-	~ 45	214
Mov Cap-2 Maneuver	-	-	-	-	~ 45	-
Stage 1	-	-	-	-	~ 273	-
Stage 2	-	-	-	-	~ 336	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	$ 5045.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	53	-	-	453	-
HCM Lane V/C Ratio	11.887	-	-	0.157	-
HCM Control Delay (s)	$ 5045.1	-	-	14.4	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	75.3	-	-	0.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	699.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	372	575	19	30	367	55	69	0	139	0	34	313
Future Vol, veh/h	372	575	19	30	367	55	69	0	139	0	34	313
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	372	575	19	30	367	55	69	0	139	0	34	313

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	422	0	0	594	0	0	1957	1811	585	1853	1793	395
Stage 1	-	-	-	-	-	-	1329	1329	-	455	455	-
Stage 2	-	-	-	-	-	-	628	482	-	1398	1338	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1148	-	-	992	-	-	~ 48	79	515	57	82	659
Stage 1	-	-	-	-	-	-	193	226	-	589	572	-
Stage 2	-	-	-	-	-	-	474	557	-	176	224	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1148	-	-	992	-	-	~ 5	39	515	25	41	659
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 5	39	-	25	41	-
Stage 1	-	-	-	-	-	-	99	116	-	303	549	-
Stage 2	-	-	-	-	-	-	224	535	-	66	115	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.7	0.6	$ 6283	199.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	15	1148	-	-	992	-	-	266
HCM Lane V/C Ratio	13.867	0.324	-	-	0.03	-	-	1.305
HCM Control Delay (s)	$ 6283	9.6	0	-	8.7	0	-	199.5
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	27	1.4	-	-	0.1	-	-	17.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	442	208	0	496	221	0	0	0	70	0	3
Future Vol, veh/h	0	442	208	0	496	221	0	0	0	70	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	260	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	442	208	0	496	221	0	0	0	70	0	3

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	717	0	-	-	-	0	1049	1049	607
Stage 1	-	-	-	-	-	-	607	607	-
Stage 2	-	-	-	-	-	-	442	442	-
Critical Hdwy	4.1	-	-	-	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	893	-	0	0	-	-	254	229	500
Stage 1	-	-	0	0	-	-	548	489	-
Stage 2	-	-	0	0	-	-	652	580	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	893	-	-	-	-	-	254	0	500
Mov Cap-2 Maneuver	-	-	-	-	-	-	254	0	-
Stage 1	-	-	-	-	-	-	548	0	-
Stage 2	-	-	-	-	-	-	652	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	24.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	893	-	-	-	259
HCM Lane V/C Ratio	-	-	-	-	0.282
HCM Control Delay (s)	0	-	-	-	24.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.1

Intersection	
Int Delay, s/veh	20.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	512	0	22	501	216	68
Future Vol, veh/h	512	0	22	501	216	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	512	0	22	501	216	68

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	512	0	1057	512
Stage 1	-	-	-	-	512	-
Stage 2	-	-	-	-	545	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1064	-	251	566
Stage 1	-	-	-	-	606	-
Stage 2	-	-	-	-	585	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1064	-	244	566
Mov Cap-2 Maneuver	-	-	-	-	244	-
Stage 1	-	-	-	-	606	-
Stage 2	-	-	-	-	568	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	95.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	282	-	-	1064	-
HCM Lane V/C Ratio	1.007	-	-	0.021	-
HCM Control Delay (s)	95.4	-	-	8.5	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	10.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	197

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	362	196	307	241	200	254
Future Vol, veh/h	362	196	307	241	200	254
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	362	196	307	241	200	254

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	548	0	-	0	1348	428
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	920	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1032	-	-	-	~ 168	631
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	392	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1032	-	-	-	~ 102	631
Mov Cap-2 Maneuver	-	-	-	-	~ 102	-
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	392	-

Approach	EB	WB	SB
HCM Control Delay, s	6.7	0	$ 668.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1032	-	-	-	192
HCM Lane V/C Ratio	0.351	-	-	-	2.365
HCM Control Delay (s)	10.4	0	-	-	$ 668.7
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	1.6	-	-	-	37.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	82	12	51	200	209	22	985	63	156	887	63
Future Vol, veh/h	27	82	12	51	200	209	22	985	63	156	887	63
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	27	82	12	51	200	209	22	985	63	156	887	63

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2496	2323	921	2341	2323	1017	950	0	0	1048	0	0
Stage 1	1231	1231	-	1061	1061	-	-	-	-	-	-	-
Stage 2	1265	1092	-	1280	1262	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 20	~ 38	331	~ 26	~ 38	291	731	-	-	672	-	-
Stage 1	219	252	-	273	303	-	-	-	-	-	-	-
Stage 2	210	293	-	206	243	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 18	330	-	~ 18	291	731	-	-	672	-	-
Mov Cap-2 Maneuver	-	~ 18	-	-	~ 18	-	-	-	-	-	-	-
Stage 1	203	126	-	253	281	-	-	-	-	-	-	-
Stage 2	~ 16	272	-	~ 35	~ 122	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.2	1.7
HCM LOS	-	-		

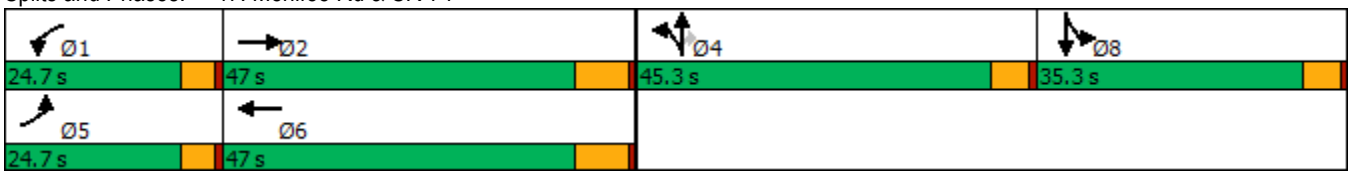
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	731	-	-	-	-	672	-	-
HCM Lane V/C Ratio	0.03	-	-	-	-	0.232	-	-
HCM Control Delay (s)	10.1	0	-	-	-	12	0	-
HCM Lane LOS	B	A	-	-	-	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.9	-	-

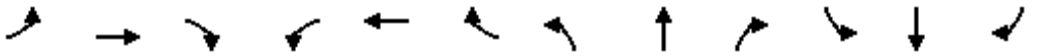
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	94	1311	313	1394	536	455	464
Future Volume (vph)	94	1311	313	1394	536	455	464
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	4		8
Permitted Phases						4	
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.3	10.3	10.3
Total Split (s)	24.7	47.0	24.7	47.0	45.3	45.3	35.3
Total Split (%)	16.2%	30.9%	16.2%	30.9%	29.7%	29.7%	23.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	12.3	40.0	20.0	47.7	40.0	40.0	30.0
Actuated g/C Ratio	0.08	0.26	0.13	0.31	0.26	0.26	0.20
v/c Ratio	0.65	1.57	1.32	1.45	1.39	0.76	2.18
Control Delay	87.3	298.3	219.4	245.7	227.8	33.6	567.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.3	298.3	219.4	245.7	227.8	33.6	567.8
LOS	F	F	F	F	F	C	F
Approach Delay		285.6		241.5	150.2		567.8
Approach LOS		F		F	F		F

Intersection Summary	
Cycle Length: 152.3	
Actuated Cycle Length: 152.3	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.18	
Intersection Signal Delay: 283.0	Intersection LOS: F
Intersection Capacity Utilization 156.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	1311	162	313	1394	223	148	536	455	294	464	40
Future Volume (veh/h)	94	1311	162	313	1394	223	148	536	455	294	464	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	94	1311	162	313	1394	223	148	536	455	294	464	40
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	850	104	238	1031	163	107	387	423	134	212	18
Arrive On Green	0.06	0.26	0.26	0.13	0.33	0.33	0.26	0.26	0.26	0.20	0.20	0.20
Sat Flow, veh/h	1810	3236	398	1810	3123	494	407	1473	1610	681	1075	93
Grp Volume(v), veh/h	94	728	745	313	799	818	684	0	455	798	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1828	1810	1805	1811	1880	0	1610	1849	0	0
Q Serve(g_s), s	7.8	40.0	40.0	20.0	50.3	50.3	40.0	0.0	40.0	30.0	0.0	0.0
Cycle Q Clear(g_c), s	7.8	40.0	40.0	20.0	50.3	50.3	40.0	0.0	40.0	30.0	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.27	0.22		1.00	0.37		0.05
Lane Grp Cap(c), veh/h	115	474	480	238	596	598	494	0	423	364	0	0
V/C Ratio(X)	0.82	1.54	1.55	1.32	1.34	1.37	1.39	0.00	1.08	2.19	0.00	0.00
Avail Cap(c_a), veh/h	238	474	480	238	596	598	494	0	423	364	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	70.4	56.1	56.2	66.1	51.0	51.0	56.2	0.0	56.1	61.2	0.0	0.0
Incr Delay (d2), s/veh	5.2	251.5	258.2	169.3	164.0	176.1	185.7	0.0	65.6	544.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	51.3	52.9	20.4	49.8	52.0	44.4	0.0	23.9	69.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.6	307.7	314.3	235.4	215.0	227.0	241.9	0.0	121.7	605.9	0.0	0.0
LnGrp LOS	E	F	F	F	F	F	F	A	F	F	A	A
Approach Vol, veh/h		1567			1930			1139			798	
Approach Delay, s/veh		296.9			223.4			193.9			605.9	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.7	47.0		45.3	14.4	57.3		35.3				
Change Period (Y+Rc), s	* 4.7	7.0		5.3	* 4.7	7.0		5.3				
Max Green Setting (Gmax), s	* 20	40.0		40.0	* 20	40.0		30.0				
Max Q Clear Time (g_c+I1), s	22.0	42.0		42.0	9.8	52.3		32.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		294.6	
HCM 6th LOS		F	

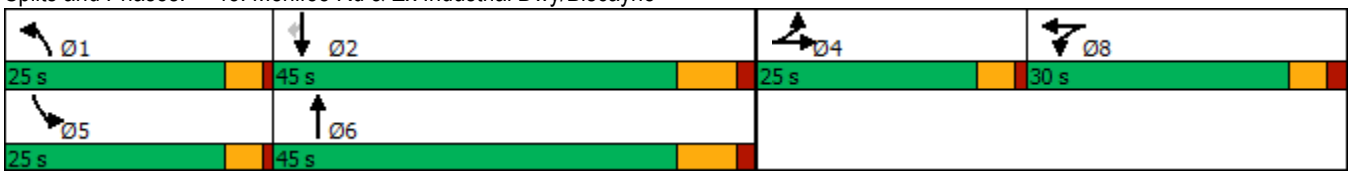
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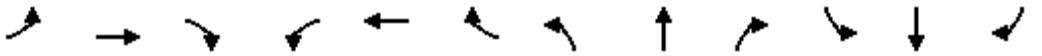
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	2	4	1087	12	902	13
Future Volume (vph)	0	2	4	1087	12	902	13
Turn Type	NA	NA	Prot	NA	Prot	NA	Perm
Protected Phases	4	8	1	6	5	2	
Permitted Phases							2
Detector Phase	4	8	1	6	5	2	2
Switch Phase							
Minimum Initial (s)	6.0	8.0	6.0	10.0	6.0	10.0	10.0
Minimum Split (s)	10.6	13.6	10.6	17.5	10.6	17.5	17.5
Total Split (s)	25.0	30.0	25.0	45.0	25.0	45.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%	36.0%
Yellow Time (s)	3.6	3.6	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	4.6	7.5	4.6	7.5	7.5
Lead/Lag			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	None	Min	Min
Act Effct Green (s)	6.1	8.1	6.1	57.3	6.3	57.4	57.4
Actuated g/C Ratio	0.10	0.13	0.10	0.89	0.10	0.89	0.89
v/c Ratio	0.02	0.05	0.02	0.64	0.07	0.53	0.01
Control Delay	30.5	20.3	30.5	10.9	30.5	9.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.5	20.3	30.5	10.9	30.5	9.0	0.0
LOS	C	C	C	B	C	A	A
Approach Delay	30.5	20.3		11.0		9.1	
Approach LOS	C	C		B		A	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 64.2	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 10.2	Intersection LOS: B
Intersection Capacity Utilization 74.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	0	0	1	2	8	4	1087	1	12	902	13
Future Volume (veh/h)	4	0	0	1	2	8	4	1087	1	12	902	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	0	0	1	2	8	4	1087	1	12	902	13
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	12	0	0	3	7	27	12	1129	1	33	1153	977
Arrive On Green	0.01	0.00	0.00	0.02	0.02	0.02	0.01	0.60	0.60	0.02	0.61	0.61
Sat Flow, veh/h	1809	0	0	152	304	1217	1810	1898	2	1810	1900	1610
Grp Volume(v), veh/h	4	0	0	11	0	0	4	0	1088	12	902	13
Grp Sat Flow(s),veh/h/ln	1810	0	0	1673	0	0	1810	0	1900	1810	1900	1610
Q Serve(g_s), s	0.1	0.0	0.0	0.4	0.0	0.0	0.1	0.0	33.8	0.4	22.1	0.2
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.4	0.0	0.0	0.1	0.0	33.8	0.4	22.1	0.2
Prop In Lane	1.00		0.00	0.09		0.73	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	12	0	0	37	0	0	12	0	1130	33	1153	977
V/C Ratio(X)	0.34	0.00	0.00	0.30	0.00	0.00	0.34	0.00	0.96	0.37	0.78	0.01
Avail Cap(c_a), veh/h	593	0	0	656	0	0	593	0	1144	593	1153	977
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	0.0	0.0	30.0	0.0	0.0	30.8	0.0	11.9	30.2	9.2	4.9
Incr Delay (d2), s/veh	16.5	0.0	0.0	4.3	0.0	0.0	16.5	0.0	18.2	6.7	3.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.2	0.0	0.0	0.1	0.0	16.2	0.2	7.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.3	0.0	0.0	34.3	0.0	0.0	47.3	0.0	30.1	37.0	12.7	4.9
LnGrp LOS	D	A	A	C	A	A	D	A	C	D	B	A
Approach Vol, veh/h		4			11			1092			927	
Approach Delay, s/veh		47.3			34.3			30.2			12.9	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	45.3		5.0	5.7	44.6		7.0				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	20.4	37.5		20.4	20.4	37.5		24.4				
Max Q Clear Time (g_c+I1), s	2.1	24.1		2.1	2.4	35.8		2.4				
Green Ext Time (p_c), s	0.0	5.8		0.0	0.0	1.3		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		22.4	
HCM 6th LOS		C	

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	4	4	0	1	1	1091	8	0	976	2
Future Vol, veh/h	5	0	4	4	0	1	1	1091	8	0	976	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	0	4	4	0	1	1	1091	8	0	976	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2075	2078	977	2076	2075	1095	978	0	0	1099	0	0
Stage 1	977	977	-	1097	1097	-	-	-	-	-	-	-
Stage 2	1098	1101	-	979	978	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	40	54	307	40	54	262	714	-	-	643	-	-
Stage 1	304	332	-	261	291	-	-	-	-	-	-	-
Stage 2	260	290	-	304	331	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	40	54	307	39	54	262	714	-	-	643	-	-
Mov Cap-2 Maneuver	40	54	-	39	54	-	-	-	-	-	-	-
Stage 1	303	332	-	260	290	-	-	-	-	-	-	-
Stage 2	258	289	-	300	331	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	69.1	90.5	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	714	-	-	65	47	643	-	-
HCM Lane V/C Ratio	0.001	-	-	0.138	0.106	-	-	-
HCM Control Delay (s)	10	0	-	69.1	90.5	0	-	-
HCM Lane LOS	B	A	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.3	0	-	-

Intersection	
Int Delay, s/veh	22.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	364	408	1093	911	73
Future Vol, veh/h	17	364	408	1093	911	73
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	364	408	1093	911	73

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2858	949	985	0	-	0
Stage 1	949	-	-	-	-	-
Stage 2	1909	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	19	~ 319	709	-	-	-
Stage 1	379	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	0	~ 319	708	-	-	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	129	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	149.3	4.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	708	-	319	-	-
HCM Lane V/C Ratio	0.576	-	1.194	-	-
HCM Control Delay (s)	16.8	0	149.3	-	-
HCM Lane LOS	C	A	F	-	-
HCM 95th %tile Q(veh)	3.7	-	16.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Configurations					
Traffic Volume (vph)	2046	14	7	1931	9
Future Volume (vph)	2046	14	7	1931	9
Turn Type	NA	Perm	Prot	NA	Perm
Protected Phases	2		1	6	
Permitted Phases		2			8
Detector Phase	2	2	1	6	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	9.7	12.0	10.5
Total Split (s)	42.0	42.0	29.7	71.7	35.5
Total Split (%)	39.2%	39.2%	27.7%	66.9%	33.1%
Yellow Time (s)	6.0	6.0	3.7	6.0	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.7	7.0	5.5
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	Min	Min	None	Min	None
Act Effct Green (s)	66.6	66.6	5.4	68.1	5.7
Actuated g/C Ratio	0.94	0.94	0.08	0.96	0.08
v/c Ratio	0.60	0.01	0.05	0.56	0.02
Control Delay	3.8	1.6	38.6	1.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	3.8	1.6	38.6	1.7	0.0
LOS	A	A	D	A	A
Approach Delay	3.7			1.8	
Approach LOS	A			A	

Intersection Summary	
Cycle Length: 107.2	
Actuated Cycle Length: 70.7	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 2.8	Intersection LOS: A
Intersection Capacity Utilization 71.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 52: McKinley & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2046	14	7	1931	0	9
Future Volume (veh/h)	2046	14	7	1931	0	9
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2046	14	7	1931	0	9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2453	1094	17	2782	21	19
Arrive On Green	0.68	0.68	0.01	0.77	0.00	0.01
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	2046	14	7	1931	0	9
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	24.1	0.2	0.2	15.1	0.0	0.3
Cycle Q Clear(g_c), s	24.1	0.2	0.2	15.1	0.0	0.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2453	1094	17	2782	21	19
V/C Ratio(X)	0.83	0.01	0.42	0.69	0.00	0.48
Avail Cap(c_a), veh/h	2453	1094	788	4070	946	842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.8	3.0	28.3	3.2	0.0	28.2
Incr Delay (d2), s/veh	2.6	0.0	6.2	0.3	0.0	17.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	0.0	0.1	1.7	0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.4	3.0	34.4	3.6	0.0	46.0
LnGrp LOS	A	A	C	A	A	D
Approach Vol, veh/h	2060			1938	9	
Approach Delay, s/veh	9.4			3.7	46.0	
Approach LOS	A			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.2	46.0				51.2	6.2
Change Period (Y+Rc), s	* 4.7	7.0				7.0	5.5
Max Green Setting (Gmax), s	* 25	35.0				64.7	30.0
Max Q Clear Time (g_c+I1), s	2.2	26.1				17.1	2.3
Green Ext Time (p_c), s	0.0	7.8				27.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	6.7
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	99.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	427	1628	1774	409	151	164
Future Vol, veh/h	427	1628	1774	409	151	164
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	427	1628	1774	409	151	164

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2183	0	-	0	3647	1092
Stage 1	-	-	-	-	1979	-
Stage 2	-	-	-	-	1668	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	~ 247	-	-	-	~ 4	213
Stage 1	-	-	-	-	~ 96	-
Stage 2	-	-	-	-	~ 141	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	~ 247	-	-	-	0	213
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	~ 141	-

Approach	EB	WB	SB
HCM Control Delay, s	177.2	0	280.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	~ 247	-	-	-	213
HCM Lane V/C Ratio	1.729	-	-	-	1.479
HCM Control Delay (s)	$ 379.1	124.3	-	-	280.8
HCM Lane LOS	F	F	-	-	F
HCM 95th %tile Q(veh)	28.2	-	-	-	19

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	115.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	150	43	152	146	231	0	177	379	61	32	220	134
Future Vol, veh/h	150	43	152	146	231	0	177	379	61	32	220	134
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	150	43	152	146	231	0	177	379	61	32	220	134
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

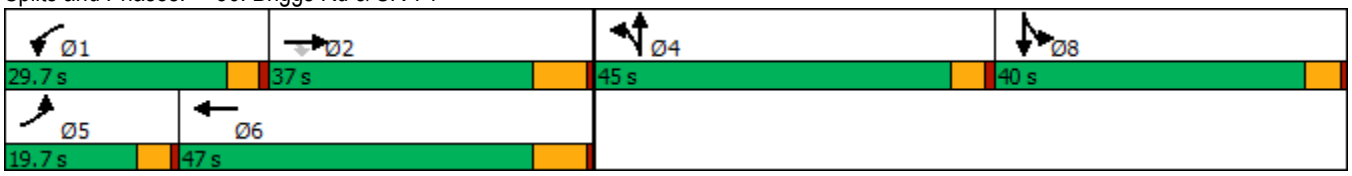
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	21.7	60.5	238.6	55.7
HCM LOS	C	F	F	F

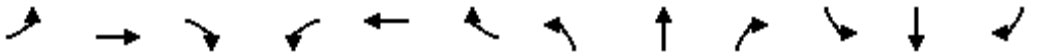
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	29%	78%	0%	39%	8%
Vol Thru, %	61%	22%	0%	61%	57%
Vol Right, %	10%	0%	100%	0%	35%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	617	193	152	377	386
LT Vol	177	150	0	146	32
Through Vol	379	43	0	231	220
RT Vol	61	0	152	0	134
Lane Flow Rate	617	193	152	377	386
Geometry Grp	2	7	7	5	2
Degree of Util (X)	1.45	0.518	0.362	0.914	0.898
Departure Headway (Hd)	8.463	10.894	9.75	9.975	9.527
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	432	334	371	366	382
Service Time	6.536	8.594	7.45	7.975	7.527
HCM Lane V/C Ratio	1.428	0.578	0.41	1.03	1.01
HCM Control Delay	238.6	24.7	17.9	60.5	55.7
HCM Lane LOS	F	C	C	F	F
HCM 95th-tile Q	31.1	2.8	1.6	9.4	9.1

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	81	1101	597	519	1519	594	402	261	228
Future Volume (vph)	81	1101	597	519	1519	594	402	261	228
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Split	NA
Protected Phases	5	2		1	6	4	4	8	8
Permitted Phases			2						
Detector Phase	5	2	2	1	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	9.7	12.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	37.0	37.0	29.7	47.0	45.0	45.0	40.0	40.0
Total Split (%)	13.0%	24.4%	24.4%	19.6%	31.0%	29.7%	29.7%	26.4%	26.4%
Yellow Time (s)	3.7	6.0	6.0	3.7	6.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	10.8	30.0	30.0	25.0	44.3	40.1	40.1	28.7	28.7
Actuated g/C Ratio	0.07	0.21	0.21	0.17	0.30	0.28	0.28	0.20	0.20
v/c Ratio	0.61	1.48	0.83	1.67	1.67	1.20	1.76	0.74	0.84
Control Delay	85.1	262.3	21.6	353.1	337.3	152.0	379.3	67.4	74.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.1	262.3	21.6	353.1	337.3	152.0	379.3	67.4	74.8
LOS	F	F	C	F	F	F	F	E	E
Approach Delay		173.4			340.8		288.4		71.4
Approach LOS		F			F		F		E

Intersection Summary	
Cycle Length: 151.7	
Actuated Cycle Length: 145.6	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.76	
Intersection Signal Delay: 255.2	Intersection LOS: F
Intersection Capacity Utilization 142.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	1101	597	519	1519	287	594	402	490	261	228	70
Future Volume (veh/h)	81	1101	597	519	1519	287	594	402	490	261	228	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.89	1.00		0.83
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	81	1101	597	519	1519	287	594	402	490	261	228	70
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	101	748	323	312	985	182	500	200	244	351	257	79
Arrive On Green	0.06	0.21	0.21	0.17	0.32	0.32	0.28	0.28	0.28	0.19	0.19	0.19
Sat Flow, veh/h	1810	3610	1560	1810	3042	562	1810	725	884	1810	1323	406
Grp Volume(v), veh/h	81	1101	597	519	887	919	594	0	892	261	0	298
Grp Sat Flow(s),veh/h/ln	1810	1805	1560	1810	1805	1799	1810	0	1609	1810	0	1729
Q Serve(g_s), s	6.4	30.0	30.0	25.0	46.9	46.9	40.0	0.0	40.0	19.7	0.0	24.3
Cycle Q Clear(g_c), s	6.4	30.0	30.0	25.0	46.9	46.9	40.0	0.0	40.0	19.7	0.0	24.3
Prop In Lane	1.00		1.00	1.00		0.31	1.00		0.55	1.00		0.23
Lane Grp Cap(c), veh/h	101	748	323	312	584	582	500	0	445	351	0	336
V/C Ratio(X)	0.80	1.47	1.85	1.66	1.52	1.58	1.19	0.00	2.01	0.74	0.00	0.89
Avail Cap(c_a), veh/h	187	748	323	312	584	582	500	0	445	437	0	418
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.5	57.4	57.4	59.9	49.0	49.0	52.4	0.0	52.4	54.9	0.0	56.8
Incr Delay (d2), s/veh	5.3	219.7	393.2	311.4	241.5	268.6	103.4	0.0	460.8	5.2	0.0	17.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	36.5	47.1	38.5	60.2	64.4	32.5	0.0	73.0	9.5	0.0	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.9	277.1	450.6	371.3	290.4	317.6	155.8	0.0	513.2	60.2	0.0	74.2
LnGrp LOS	E	F	F	F	F	F	F	A	F	E	A	E
Approach Vol, veh/h		1779			2325			1486			559	
Approach Delay, s/veh		326.1			319.2			370.4			67.6	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.7	37.0		45.0	12.8	53.9		33.1				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 25	30.0		40.0	* 15	40.0		35.0				
Max Q Clear Time (g_c+I1), s	27.0	32.0		42.0	8.4	48.9		26.3				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		1.8				

Intersection Summary		
HCM 6th Ctrl Delay		310.7
HCM 6th LOS		F

Notes

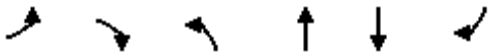
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	442	189	287	1044	767	577
Future Volume (vph)	442	189	287	1044	767	577
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	10.0	10.0	10.0
Minimum Split (s)	13.6	13.6	10.6	16.8	16.8	16.8
Total Split (s)	20.0	20.0	25.0	80.0	55.0	55.0
Total Split (%)	20.0%	20.0%	25.0%	80.0%	55.0%	55.0%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	4.6	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	14.9	14.9	16.3	51.0	30.0	30.0
Actuated g/C Ratio	0.19	0.19	0.21	0.65	0.38	0.38
v/c Ratio	1.30	0.41	0.77	0.85	0.56	0.60
Control Delay	185.7	8.9	46.1	17.8	20.4	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	185.7	8.9	46.1	17.8	20.4	4.9
LOS	F	A	D	B	C	A
Approach Delay	132.8			23.9	13.7	
Approach LOS	F			C	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 78.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.30	
Intersection Signal Delay: 40.5	Intersection LOS: D
Intersection Capacity Utilization 89.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 57: Briggs Rd & Heritage HS Dwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	442	189	287	1044	767	577
Future Volume (veh/h)	442	189	287	1044	767	577
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	442	189	287	1044	767	577
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	318	283	328	1279	1574	702
Arrive On Green	0.18	0.18	0.18	0.67	0.44	0.44
Sat Flow, veh/h	1810	1610	1810	1900	3705	1610
Grp Volume(v), veh/h	442	189	287	1044	767	577
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1805	1610
Q Serve(g_s), s	14.4	9.0	12.7	32.7	12.5	25.8
Cycle Q Clear(g_c), s	14.4	9.0	12.7	32.7	12.5	25.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	318	283	328	1279	1574	702
V/C Ratio(X)	1.39	0.67	0.87	0.82	0.49	0.82
Avail Cap(c_a), veh/h	318	283	450	1695	2121	946
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	31.6	32.7	9.7	16.6	20.3
Incr Delay (d2), s/veh	194.5	5.9	10.8	2.4	0.2	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.3	0.5	6.4	11.5	4.9	9.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	228.3	37.5	43.4	12.1	16.8	24.7
LnGrp LOS	F	D	D	B	B	C
Approach Vol, veh/h	631			1331	1344	
Approach Delay, s/veh	171.2			18.9	20.2	
Approach LOS	F			B	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		62.0		20.0	19.5	42.6
Change Period (Y+Rc), s		6.8		5.6	4.6	6.8
Max Green Setting (Gmax), s		73.2		14.4	20.4	48.2
Max Q Clear Time (g_c+I1), s		34.7		16.4	14.7	27.8
Green Ext Time (p_c), s		11.8		0.0	0.2	7.9

Intersection Summary		
HCM 6th Ctrl Delay		48.5
HCM 6th LOS		D

Intersection	
Intersection Delay, s/veh	446.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	0	148	0	257	1	1267	229	26	987	12
Future Vol, veh/h	11	0	0	148	0	257	1	1267	229	26	987	12
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	11	0	0	148	0	257	1	1267	229	26	987	12
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	16.9	34.5	580.1	419.2
HCM LOS	C	D	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%	37%	3%
Vol Thru, %	100%	0%	0%	0%	96%
Vol Right, %	0%	100%	0%	63%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1268	229	11	405	1025
LT Vol	1	0	11	148	26
Through Vol	1267	0	0	0	987
RT Vol	0	229	0	257	12
Lane Flow Rate	1268	229	11	405	1025
Geometry Grp	7	7	2	2	5
Degree of Util (X)	2.462	0.4	0.028	0.759	1.872
Departure Headway (Hd)	8.141	7.413	13.518	8.728	7.786
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	456	490	267	417	482
Service Time	5.841	5.113	11.518	6.728	5.786
HCM Lane V/C Ratio	2.781	0.467	0.041	0.971	2.127
HCM Control Delay	682.2	15	16.9	34.5	419.2
HCM Lane LOS	F	B	C	D	F
HCM 95th-tile Q	85.6	1.9	0.1	6.3	56.2

Intersection	
Int Delay, s/veh	318.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	105	145	1352	58	92	1043
Future Vol, veh/h	105	145	1352	58	92	1043
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	105	145	1352	58	92	1043

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2611	708	0	0	1413	0
Stage 1	1384	-	-	-	-	-
Stage 2	1227	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 24	382	-	-	489	-
Stage 1	201	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 13	381	-	-	488	-
Mov Cap-2 Maneuver	~ 13	-	-	-	-	-
Stage 1	200	-	-	-	-	-
Stage 2	155	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, $	3556.2	0	1.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	30	488	-
HCM Lane V/C Ratio	-	-	8.333	0.189	-
HCM Control Delay (s)	-	-	$ 3556.2	14.1	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	30.6	0.7	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	275.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	176	57	1352	61	18	1130
Future Vol, veh/h	176	57	1352	61	18	1130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	176	57	1352	61	18	1130

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2549	707	0	0	1413	0
Stage 1	1383	-	-	-	-	-
Stage 2	1166	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 26	382	-	-	489	-
Stage 1	202	-	-	-	-	-
Stage 2	299	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 23	382	-	-	489	-
Mov Cap-2 Maneuver	~ 23	-	-	-	-	-
Stage 1	202	-	-	-	-	-
Stage 2	269	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 3302	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	30	489	-
HCM Lane V/C Ratio	-	-	7.767	0.037	-
HCM Control Delay (s)	-	-	$ 3302	12.6	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	28.4	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	486.2
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	59	369	1044	77	241	1065
Future Vol, veh/h	59	369	1044	77	241	1065
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	59	369	1044	77	241	1065
Number of Lanes	1	0	1	0	0	1

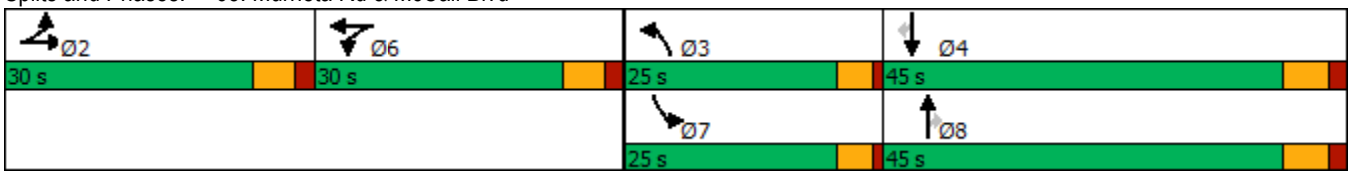
Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	35.7	480	639.2
HCM LOS	E	F	F

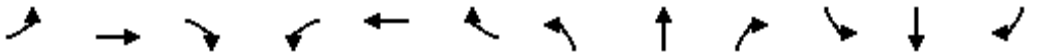
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	14%	18%
Vol Thru, %	93%	0%	82%
Vol Right, %	7%	86%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1121	428	1306
LT Vol	0	59	241
Through Vol	1044	0	1065
RT Vol	77	369	0
Lane Flow Rate	1121	428	1306
Geometry Grp	1	1	1
Degree of Util (X)	2.007	0.774	2.367
Departure Headway (Hd)	8.136	8.672	7.799
Convergence, Y/N	Yes	Yes	Yes
Cap	460	419	483
Service Time	6.136	6.672	5.799
HCM Lane V/C Ratio	2.437	1.021	2.704
HCM Control Delay	480	35.7	639.2
HCM Lane LOS	F	E	F
HCM 95th-tile Q	61.1	6.6	83.8

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	162	342	221	179	3	511	326	69	217	105
Future Volume (vph)	162	342	221	179	3	511	326	69	217	105
Turn Type	Split	NA	Split	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	2	2	6	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	2	2	6	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	12.1	12.1	12.1	12.1	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	30.0	30.0	30.0	30.0	25.0	45.0	45.0	25.0	45.0	45.0
Total Split (%)	23.1%	23.1%	23.1%	23.1%	19.2%	34.6%	34.6%	19.2%	34.6%	34.6%
Yellow Time (s)	4.1	4.1	4.1	4.1	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	6.1	6.1	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	16.2	16.2	17.9	17.9	6.4	33.6	33.6	9.0	42.2	42.2
Actuated g/C Ratio	0.17	0.17	0.18	0.18	0.07	0.34	0.34	0.09	0.43	0.43
v/c Ratio	0.55	0.58	0.67	0.47	0.03	0.78	0.52	0.42	0.26	0.14
Control Delay	48.8	44.4	51.3	22.4	53.7	41.3	20.7	56.3	20.7	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.8	44.4	51.3	22.4	53.7	41.3	20.7	56.3	20.7	4.1
LOS	D	D	D	C	D	D	C	E	C	A
Approach Delay		45.8		33.7		33.3			22.5	
Approach LOS		D		C		C			C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 97.9	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 34.3	Intersection LOS: C
Intersection Capacity Utilization 73.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 65: Murrieta Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	342	3	221	179	168	3	511	326	69	217	105
Future Volume (veh/h)	162	342	3	221	179	168	3	511	326	69	217	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	162	342	3	221	179	168	3	511	326	69	217	105
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	257	521	5	308	309	272	9	624	522	108	729	610
Arrive On Green	0.14	0.14	0.14	0.17	0.17	0.17	0.00	0.33	0.33	0.06	0.38	0.38
Sat Flow, veh/h	1810	3667	32	1810	1818	1600	1810	1900	1590	1810	1900	1590
Grp Volume(v), veh/h	162	168	177	221	178	169	3	511	326	69	217	105
Grp Sat Flow(s),veh/h/ln	1810	1805	1894	1810	1805	1612	1810	1900	1590	1810	1900	1590
Q Serve(g_s), s	6.5	6.8	6.8	8.9	7.0	7.5	0.1	19.1	13.4	2.9	6.2	3.4
Cycle Q Clear(g_c), s	6.5	6.8	6.8	8.9	7.0	7.5	0.1	19.1	13.4	2.9	6.2	3.4
Prop In Lane	1.00		0.02	1.00		0.99	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	257	256	269	308	307	274	9	624	522	108	729	610
V/C Ratio(X)	0.63	0.66	0.66	0.72	0.58	0.62	0.34	0.82	0.62	0.64	0.30	0.17
Avail Cap(c_a), veh/h	558	557	585	558	557	498	477	947	792	477	947	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	31.4	31.4	30.4	29.6	29.8	38.4	23.9	22.0	35.6	16.6	15.8
Incr Delay (d2), s/veh	2.5	2.8	2.7	3.1	1.7	2.3	8.3	3.5	1.2	2.3	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.1	3.2	4.0	3.0	3.0	0.1	8.7	4.9	1.3	2.6	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	34.3	34.2	33.5	31.3	32.1	46.8	27.4	23.2	37.9	16.8	15.9
LnGrp LOS	C	C	C	C	C	C	D	C	C	D	B	B
Approach Vol, veh/h		507			568			840			391	
Approach Delay, s/veh		34.1			32.4			25.8			20.3	
Approach LOS		C			C			C			C	

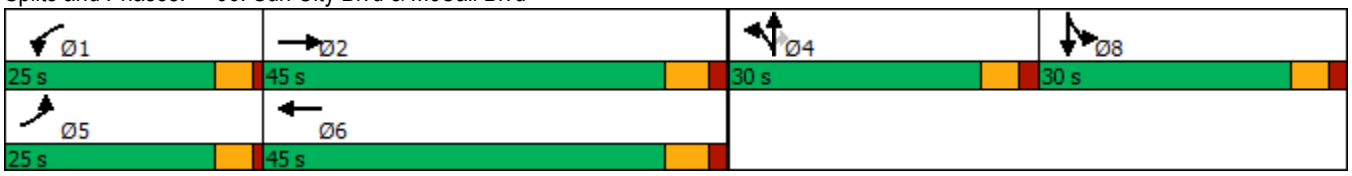
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		17.1	5.0	36.1		19.3	9.2	31.8				
Change Period (Y+Rc), s		6.1	4.6	6.4		6.1	4.6	6.4				
Max Green Setting (Gmax), s		23.9	20.4	38.6		23.9	20.4	38.6				
Max Q Clear Time (g_c+I1), s		8.8	2.1	8.2		10.9	4.9	21.1				
Green Ext Time (p_c), s		2.2	0.0	1.7		2.2	0.1	4.3				

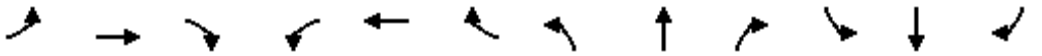
Intersection Summary	
HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	43	642	294	613	55	108	79
Future Volume (vph)	43	642	294	613	55	108	79
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	4		8
Permitted Phases						4	
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	13.6	13.6	13.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	7.2	24.0	20.6	42.1	8.7	8.7	12.7
Actuated g/C Ratio	0.08	0.27	0.23	0.48	0.10	0.10	0.14
v/c Ratio	0.29	0.72	0.70	0.41	0.28	0.42	0.55
Control Delay	46.1	33.5	43.2	17.2	41.3	13.4	39.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	33.5	43.2	17.2	41.3	13.4	39.6
LOS	D	C	D	B	D	B	D
Approach Delay		34.2		24.9	26.7		39.6
Approach LOS		C		C	C		D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 88.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 30.1	Intersection LOS: C
Intersection Capacity Utilization 66.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 66: Sun City Blvd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	642	60	294	613	81	43	55	108	178	79	19
Future Volume (veh/h)	43	642	60	294	613	81	43	55	108	178	79	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	642	60	294	613	81	43	55	108	178	79	19
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	87	878	82	340	1291	170	162	230	170	254	207	50
Arrive On Green	0.05	0.26	0.26	0.19	0.40	0.40	0.11	0.11	0.11	0.14	0.14	0.14
Sat Flow, veh/h	1810	3336	311	1810	3200	422	1504	2126	1571	1810	1477	355
Grp Volume(v), veh/h	43	347	355	294	345	349	52	46	108	178	0	98
Grp Sat Flow(s),veh/h/ln	1810	1805	1843	1810	1805	1817	1825	1805	1571	1810	0	1832
Q Serve(g_s), s	1.7	12.8	12.8	11.5	10.3	10.3	1.9	1.7	4.8	6.8	0.0	3.5
Cycle Q Clear(g_c), s	1.7	12.8	12.8	11.5	10.3	10.3	1.9	1.7	4.8	6.8	0.0	3.5
Prop In Lane	1.00		0.17	1.00		0.23	0.82		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	87	475	485	340	728	733	197	195	170	254	0	257
V/C Ratio(X)	0.50	0.73	0.73	0.86	0.47	0.48	0.26	0.23	0.64	0.70	0.00	0.38
Avail Cap(c_a), veh/h	506	963	983	506	963	970	611	604	526	606	0	613
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.9	24.5	24.5	28.7	16.0	16.1	29.9	29.8	31.1	29.9	0.0	28.5
Incr Delay (d2), s/veh	1.6	2.2	2.2	6.9	0.5	0.5	0.7	0.6	3.9	3.5	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.4	5.5	5.3	3.9	4.0	0.9	0.7	2.0	3.2	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	26.7	26.7	35.6	16.5	16.5	30.6	30.4	35.0	33.4	0.0	29.4
LnGrp LOS	D	C	C	D	B	B	C	C	D	C	A	C
Approach Vol, veh/h		745			988			206			276	
Approach Delay, s/veh		27.2			22.2			32.9			32.0	
Approach LOS		C			C			C			C	

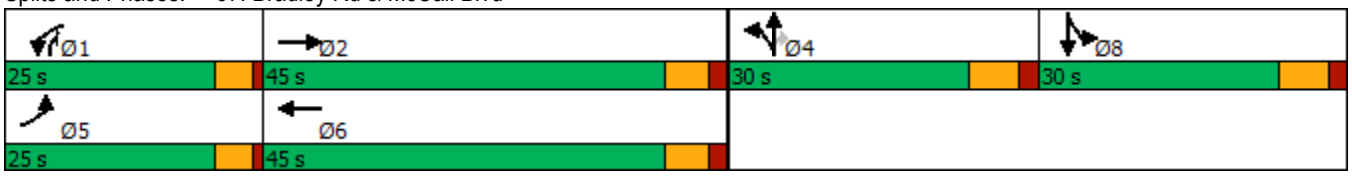
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.3	25.3		13.5	8.1	35.5		15.8				
Change Period (Y+Rc), s	4.6	6.1		5.6	4.6	6.1		5.6				
Max Green Setting (Gmax), s	20.4	38.9		24.4	20.4	38.9		24.4				
Max Q Clear Time (g_c+I1), s	13.5	14.8		6.8	3.7	12.3		8.8				
Green Ext Time (p_c), s	0.3	4.4		0.8	0.0	4.4		1.4				

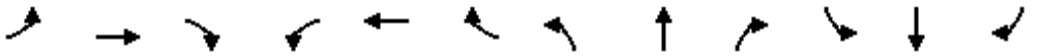
Intersection Summary			
HCM 6th Ctrl Delay		26.1	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	936	687	897	71	48	692	156	57
Future Volume (vph)	6	936	687	897	71	48	692	156	57
Turn Type	Prot	NA	Prot	NA	Split	NA	pm+ov	Split	NA
Protected Phases	5	2	1	6	4	4	1	8	8
Permitted Phases							4		
Detector Phase	5	2	1	6	4	4	1	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	10.6	14.8	14.8
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	19.2%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.2	35.7	21.0	59.7	10.2	10.2	30.6	14.4	14.4
Actuated g/C Ratio	0.06	0.35	0.21	0.58	0.10	0.10	0.30	0.14	0.14
v/c Ratio	0.06	0.81	1.85	0.48	0.40	0.25	1.19	0.61	0.28
Control Delay	53.0	37.5	420.1	15.6	54.2	50.2	124.5	54.5	40.1
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay	53.0	37.5	420.1	15.9	54.2	50.2	124.5	54.5	40.1
LOS	D	D	F	B	D	D	F	D	D
Approach Delay		37.6		181.1		114.0			49.8
Approach LOS		D		F		F			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 102.2	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.85	
Intersection Signal Delay: 119.3	Intersection LOS: F
Intersection Capacity Utilization 96.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 67: Bradley Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	936	83	687	897	97	71	48	692	156	57	17
Future Volume (veh/h)	6	936	83	687	897	97	71	48	692	156	57	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	936	83	687	897	97	71	48	692	156	57	17
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	16	1041	92	317	1566	169	361	379	603	192	149	44
Arrive On Green	0.01	0.31	0.31	0.18	0.48	0.48	0.20	0.20	0.20	0.11	0.11	0.11
Sat Flow, veh/h	1810	3354	297	1810	3286	355	1810	1900	1610	1810	1399	417
Grp Volume(v), veh/h	6	504	515	687	493	501	71	48	692	156	0	74
Grp Sat Flow(s),veh/h/ln	1810	1805	1846	1810	1805	1836	1810	1900	1610	1810	0	1816
Q Serve(g_s), s	0.4	31.1	31.1	20.4	22.9	22.9	3.8	2.4	23.2	9.8	0.0	4.4
Cycle Q Clear(g_c), s	0.4	31.1	31.1	20.4	22.9	22.9	3.8	2.4	23.2	9.8	0.0	4.4
Prop In Lane	1.00		0.16	1.00		0.19	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	16	560	573	317	860	875	361	379	603	192	0	193
V/C Ratio(X)	0.36	0.90	0.90	2.17	0.57	0.57	0.20	0.13	1.15	0.81	0.00	0.38
Avail Cap(c_a), veh/h	317	603	617	317	860	875	361	379	603	361	0	362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.3	38.4	38.4	48.0	21.9	21.9	38.8	38.3	36.4	50.9	0.0	48.5
Incr Delay (d2), s/veh	5.0	15.8	15.5	535.0	0.9	0.9	0.3	0.1	84.5	8.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	15.9	16.2	56.2	9.6	9.8	1.7	1.1	30.2	4.8	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.3	54.2	53.9	583.0	22.9	22.8	39.1	38.4	120.9	58.8	0.0	49.7
LnGrp LOS	E	D	D	F	C	C	D	D	F	E	A	D
Approach Vol, veh/h		1025			1681			811			230	
Approach Delay, s/veh		54.1			251.8			108.8			55.9	
Approach LOS		D			F			F			E	

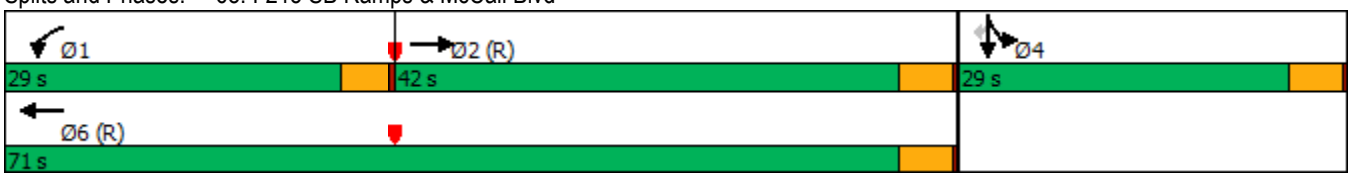
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	42.2		30.0	5.7	61.6		19.2				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		23.2				
Max Q Clear Time (g_c+I1), s	22.4	33.1		25.2	2.4	24.9		11.8				
Green Ext Time (p_c), s	0.0	3.0		0.0	0.0	5.4		0.6				

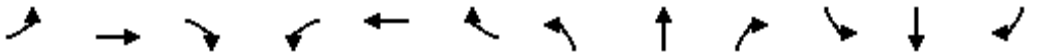
Intersection Summary		
HCM 6th Ctrl Delay		154.7
HCM 6th LOS		F

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1364	420	643	1286	3	396
Future Volume (vph)	1364	420	643	1286	3	396
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		9.0	9.5	9.5	9.5
Total Split (s)	42.0		29.0	71.0	29.0	29.0
Total Split (%)	42.0%		29.0%	71.0%	29.0%	29.0%
Yellow Time (s)	4.0		3.5	4.0	4.0	4.0
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.0	4.5	4.5	4.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	C-Min	None	None
Act Effct Green (s)	37.5	100.0	25.8	67.3	23.7	23.7
Actuated g/C Ratio	0.38	1.00	0.26	0.67	0.24	0.24
v/c Ratio	1.01	0.26	1.38	0.53	0.94	0.89
Control Delay	58.5	0.4	199.5	22.4	69.0	51.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.5	0.4	199.5	22.4	69.0	51.9
LOS	E	A	F	C	E	D
Approach Delay	44.8			81.4	60.5	
Approach LOS	D			F	E	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 61 (61%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.38	
Intersection Signal Delay: 63.2	Intersection LOS: E
Intersection Capacity Utilization 106.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 68: I-215 SB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1364	420	643	1286	0	0	0	0	400	3	396
Future Volume (veh/h)	0	1364	420	643	1286	0	0	0	0	400	3	396
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1364	0	643	1286	0				400	3	396
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1354		452	2401	0				440	3	394
Arrive On Green	0.00	0.38	0.00	0.50	1.00	0.00				0.25	0.25	0.25
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1797	13	1610
Grp Volume(v), veh/h	0	1364	0	643	1286	0				403	0	396
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	37.5	0.0	25.0	0.0	0.0				21.6	0.0	24.5
Cycle Q Clear(g_c), s	0.0	37.5	0.0	25.0	0.0	0.0				21.6	0.0	24.5
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	1354		452	2401	0				443	0	394
V/C Ratio(X)	0.00	1.01		1.42	0.54	0.00				0.91	0.00	1.00
Avail Cap(c_a), veh/h	0	1354		452	2401	0				443	0	394
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.24	0.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	31.3	0.0	25.0	0.0	0.0				36.7	0.0	37.8
Incr Delay (d2), s/veh	0.0	13.9	0.0	190.8	0.1	0.0				21.9	0.0	46.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.0	0.0	30.9	0.0	0.0				12.0	0.0	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	45.1	0.0	215.8	0.1	0.0				58.6	0.0	84.0
LnGrp LOS	A	F		F	A	A				E	A	F
Approach Vol, veh/h		1364			1929						799	
Approach Delay, s/veh		45.1			72.0						71.2	
Approach LOS		D			E						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	29.0	42.0		29.0		71.0
Change Period (Y+Rc), s	4.0	4.5		4.5		4.5
Max Green Setting (Gmax), s	25.0	37.5		24.5		66.5
Max Q Clear Time (g_c+I1), s	27.0	39.5		26.5		2.0
Green Ext Time (p_c), s	0.0	0.0		0.0		7.8

Intersection Summary		
HCM 6th Ctrl Delay		62.9
HCM 6th LOS		E

Notes

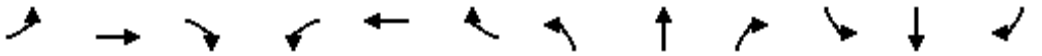
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	287	1477	1613	508	4	461
Future Volume (vph)	287	1477	1613	508	4	461
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	8.5	9.5	9.5		9.5	9.5
Total Split (s)	34.0	60.0	26.0		40.0	40.0
Total Split (%)	34.0%	60.0%	26.0%		40.0%	40.0%
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min		None	None
Act Effct Green (s)	20.3	60.4	36.5	100.0	30.6	30.6
Actuated g/C Ratio	0.20	0.60	0.36	1.00	0.31	0.31
v/c Ratio	0.78	0.68	1.22	0.32	0.58	0.87
Control Delay	53.4	7.0	138.4	0.5	32.9	45.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.4	7.0	138.4	0.5	32.9	45.4
LOS	D	A	F	A	C	D
Approach Delay		14.5	105.4		40.3	
Approach LOS		B	F		D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.22	
Intersection Signal Delay: 60.1	Intersection LOS: E
Intersection Capacity Utilization 106.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 69: I-215 NB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	287	1477	0	0	1613	508	316	4	461	0	0	0
Future Volume (veh/h)	287	1477	0	0	1613	508	316	4	461	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	287	1477	0	0	1613	0	316	4	461			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	320	2149	0	0	1384		563	7	507			
Arrive On Green	0.24	0.79	0.00	0.00	0.38	0.00	0.31	0.31	0.31			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1788	23	1610			
Grp Volume(v), veh/h	287	1477	0	0	1613	0	320	0	461			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	15.4	18.7	0.0	0.0	38.3	0.0	14.7	0.0	27.5			
Cycle Q Clear(g_c), s	15.4	18.7	0.0	0.0	38.3	0.0	14.7	0.0	27.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	320	2149	0	0	1384		570	0	507			
V/C Ratio(X)	0.90	0.69	0.00	0.00	1.17		0.56	0.00	0.91			
Avail Cap(c_a), veh/h	552	2149	0	0	1384		643	0	572			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	0.09	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	37.3	6.2	0.0	0.0	30.8	0.0	28.5	0.0	32.9			
Incr Delay (d2), s/veh	0.5	0.2	0.0	0.0	75.3	0.0	0.9	0.0	17.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.3	4.0	0.0	0.0	30.2	0.0	6.3	0.0	12.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	6.3	0.0	0.0	106.1	0.0	29.4	0.0	50.4			
LnGrp LOS	D	A	A	A	F		C	A	D			
Approach Vol, veh/h		1764			1613			781				
Approach Delay, s/veh		11.4			106.1			41.8				
Approach LOS		B			F			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		64.0			21.2	42.8		36.0				
Change Period (Y+Rc), s		4.5			3.5	4.5		4.5				
Max Green Setting (Gmax), s		55.5			30.5	21.5		35.5				
Max Q Clear Time (g_c+I1), s		20.7			17.4	40.3		29.5				
Green Ext Time (p_c), s		9.3			0.3	0.0		2.0				

Intersection Summary	
HCM 6th Ctrl Delay	53.9
HCM 6th LOS	D

Notes

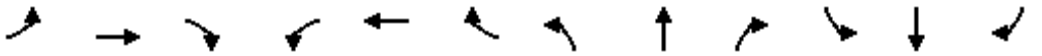
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	456	1361	58	1652	196	35	56	42	21
Future Volume (vph)	456	1361	58	1652	196	35	56	42	21
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases					4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	14.8	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	25.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	20.4	53.5	7.9	38.9	23.2	23.2	23.2	23.9	23.9
Actuated g/C Ratio	0.20	0.54	0.08	0.39	0.23	0.23	0.23	0.24	0.24
v/c Ratio	1.24	0.78	0.41	1.22	1.26	0.08	0.13	0.13	0.49
Control Delay	164.4	23.1	51.7	136.0	191.9	30.8	3.8	31.2	8.2
Queue Delay	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	164.4	25.3	51.7	136.0	191.9	30.8	3.8	31.2	8.2
LOS	F	C	D	F	F	C	A	C	A
Approach Delay		58.0		133.2		135.6			11.1
Approach LOS		E		F		F			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay: 90.2	Intersection LOS: F
Intersection Capacity Utilization 121.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 70: Encanto Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	456	1361	121	58	1652	58	196	35	56	42	21	274
Future Volume (veh/h)	456	1361	121	58	1652	58	196	35	56	42	21	274
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	456	1361	121	58	1652	58	196	35	56	42	21	274
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	369	1824	161	87	1384	48	138	441	370	358	27	347
Arrive On Green	0.20	0.54	0.54	0.05	0.39	0.39	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	3348	296	1810	3558	124	1097	1900	1594	1314	115	1497
Grp Volume(v), veh/h	456	731	751	58	835	875	196	35	56	42	0	295
Grp Sat Flow(s),veh/h/ln	1810	1805	1839	1810	1805	1878	1097	1900	1594	1314	0	1612
Q Serve(g_s), s	20.4	31.0	31.4	3.2	38.9	38.9	6.0	1.4	2.8	2.6	0.0	17.2
Cycle Q Clear(g_c), s	20.4	31.0	31.4	3.2	38.9	38.9	23.2	1.4	2.8	4.0	0.0	17.2
Prop In Lane	1.00		0.16	1.00		0.07	1.00		1.00	1.00		0.93
Lane Grp Cap(c), veh/h	369	984	1002	87	702	730	138	441	370	358	0	374
V/C Ratio(X)	1.24	0.74	0.75	0.67	1.19	1.20	1.42	0.08	0.15	0.12	0.00	0.79
Avail Cap(c_a), veh/h	369	984	1002	369	702	730	138	441	370	367	0	385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.8	17.4	17.5	46.8	30.5	30.6	48.6	30.0	30.6	31.6	0.0	36.1
Incr Delay (d2), s/veh	127.2	3.1	3.2	3.3	99.1	102.0	227.0	0.1	0.2	0.1	0.0	10.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.9	12.6	13.0	1.4	34.5	36.5	12.1	0.7	1.0	0.8	0.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	167.0	20.5	20.7	50.1	129.7	132.5	275.6	30.1	30.8	31.8	0.0	46.4
LnGrp LOS	F	C	C	D	F	F	F	C	C	C	A	D
Approach Vol, veh/h		1938			1768			287			337	
Approach Delay, s/veh		55.0			128.5			197.9			44.5	
Approach LOS		E			F			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	60.6		30.0	25.0	45.0		30.0				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		* 6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		* 24				
Max Q Clear Time (g_c+I1), s	5.2	33.4		25.2	22.4	40.9		19.2				
Green Ext Time (p_c), s	0.0	4.0		0.0	0.0	0.0		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		93.7	
HCM 6th LOS		F	

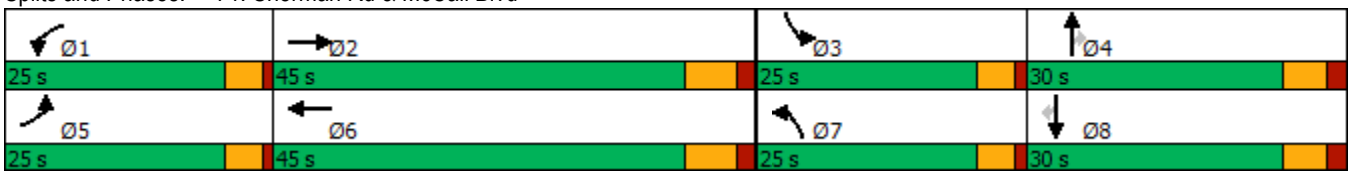
Notes

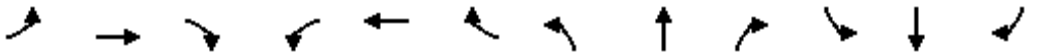
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	159	1405	58	1550	124	50	45	75	18	63
Future Volume (vph)	159	1405	58	1550	124	50	45	75	18	63
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4		3	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.8	10.6	16.8	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	12.4	46.1	7.8	38.8	11.5	10.2	10.2	8.5	8.1	8.1
Actuated g/C Ratio	0.14	0.51	0.09	0.43	0.13	0.11	0.11	0.09	0.09	0.09
v/c Ratio	0.64	0.79	0.37	1.06	0.54	0.23	0.16	0.44	0.10	0.26
Control Delay	49.9	24.6	48.5	70.2	47.8	42.1	1.3	49.1	43.4	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.9	24.6	48.5	70.2	47.8	42.1	1.3	49.1	43.4	4.0
LOS	D	C	D	E	D	D	A	D	D	A
Approach Delay		27.1		69.5		36.9			30.2	
Approach LOS		C		E		D			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 89.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 47.4	Intersection LOS: D
Intersection Capacity Utilization 82.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 71: Sherman Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	1405	44	58	1550	97	124	50	45	75	18	63
Future Volume (veh/h)	159	1405	44	58	1550	97	124	50	45	75	18	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	159	1405	44	58	1550	97	124	50	45	75	18	63
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	196	1806	56	95	1553	97	158	233	187	106	179	146
Arrive On Green	0.11	0.51	0.51	0.05	0.45	0.45	0.09	0.12	0.12	0.06	0.09	0.09
Sat Flow, veh/h	1810	3570	112	1810	3451	215	1810	1900	1523	1810	1900	1549
Grp Volume(v), veh/h	159	709	740	58	807	840	124	50	45	75	18	63
Grp Sat Flow(s),veh/h/ln	1810	1805	1876	1810	1805	1860	1810	1900	1523	1810	1900	1549
Q Serve(g_s), s	7.3	27.2	27.3	2.7	37.7	38.2	5.7	2.0	2.3	3.5	0.7	3.3
Cycle Q Clear(g_c), s	7.3	27.2	27.3	2.7	37.7	38.2	5.7	2.0	2.3	3.5	0.7	3.3
Prop In Lane	1.00		0.06	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	913	949	95	812	837	158	233	187	106	179	146
V/C Ratio(X)	0.81	0.78	0.78	0.61	0.99	1.00	0.79	0.21	0.24	0.71	0.10	0.43
Avail Cap(c_a), veh/h	435	913	949	435	812	837	435	535	429	435	535	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	17.1	17.1	39.3	23.2	23.3	38.0	33.6	33.7	39.2	35.2	36.3
Incr Delay (d2), s/veh	3.0	4.3	4.2	2.3	29.8	31.9	3.3	0.5	0.7	3.2	0.2	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	10.3	10.7	1.2	20.1	21.4	2.6	0.9	0.9	1.6	0.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.0	21.4	21.3	41.7	53.0	55.2	41.2	34.0	34.3	42.4	35.4	38.3
LnGrp LOS	D	C	C	D	D	F	D	C	C	D	D	D
Approach Vol, veh/h		1608			1705			219			156	
Approach Delay, s/veh		23.2			53.7			38.2			40.0	
Approach LOS		C			D			D			D	

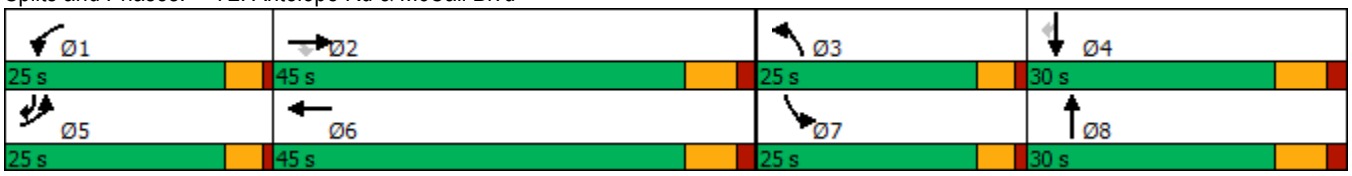
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	49.7	9.6	16.5	13.8	45.0	12.0	14.1
Change Period (Y+Rc), s	4.6	6.8	4.6	6.1	4.6	6.8	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.9	20.4	38.2	20.4	23.9
Max Q Clear Time (g_c+I1), s	4.7	29.3	5.5	4.3	9.3	40.2	7.7	5.3
Green Ext Time (p_c), s	0.0	5.5	0.1	0.3	0.1	0.0	0.1	0.2

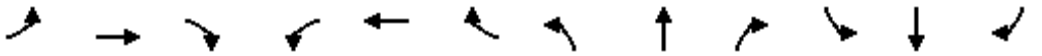
Intersection Summary	
HCM 6th Ctrl Delay	38.9
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	288	1220	28	77	1457	88	60	39	5	156
Future Volume (vph)	288	1220	28	77	1457	88	60	39	5	156
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8	7	4	5
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	5
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	16.8	16.8	10.6	16.8	10.6	14.8	10.6	14.8	10.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0	25.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%	20.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	6.8	4.6	6.8	4.6	6.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	20.2	52.6	52.6	8.8	38.7	17.1	12.8	7.1	9.4	27.6
Actuated g/C Ratio	0.21	0.54	0.54	0.09	0.40	0.18	0.13	0.07	0.10	0.28
v/c Ratio	0.77	0.62	0.03	0.47	1.21	0.28	0.68	0.30	0.03	0.27
Control Delay	53.1	20.9	0.1	54.1	130.8	38.2	36.1	51.9	43.0	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.1	20.9	0.1	54.1	130.8	38.2	36.1	51.9	43.0	5.6
LOS	D	C	A	D	F	D	D	D	D	A
Approach Delay		26.6			127.5		36.7		15.5	
Approach LOS		C			F		D		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 97.1	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay: 74.1	Intersection LOS: E
Intersection Capacity Utilization 100.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 72: Antelope Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	288	1220	28	77	1457	258	88	60	144	39	5	156
Future Volume (veh/h)	288	1220	28	77	1457	258	88	60	144	39	5	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	288	1220	28	77	1457	258	88	60	144	39	5	156
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	322	1878	838	100	1223	213	114	73	174	73	236	486
Arrive On Green	0.18	0.52	0.52	0.06	0.40	0.40	0.06	0.15	0.15	0.04	0.12	0.12
Sat Flow, veh/h	1810	3610	1610	1810	3074	535	1810	496	1190	1810	1900	1610
Grp Volume(v), veh/h	288	1220	28	77	845	870	88	0	204	39	5	156
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1804	1810	0	1686	1810	1900	1610
Q Serve(g_s), s	14.9	23.5	0.8	4.0	38.2	38.2	4.6	0.0	11.3	2.0	0.2	7.2
Cycle Q Clear(g_c), s	14.9	23.5	0.8	4.0	38.2	38.2	4.6	0.0	11.3	2.0	0.2	7.2
Prop In Lane	1.00		1.00	1.00		0.30	1.00		0.71	1.00		1.00
Lane Grp Cap(c), veh/h	322	1878	838	100	718	718	114	0	247	73	236	486
V/C Ratio(X)	0.89	0.65	0.03	0.77	1.18	1.21	0.77	0.00	0.83	0.53	0.02	0.32
Avail Cap(c_a), veh/h	384	1878	838	384	718	718	384	0	407	384	459	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	16.7	11.2	44.8	28.9	28.9	44.3	0.0	39.8	45.2	36.9	25.9
Incr Delay (d2), s/veh	18.4	0.8	0.0	4.6	93.7	108.3	4.2	0.0	6.9	2.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	8.5	0.3	1.9	34.4	37.3	2.2	0.0	5.1	1.0	0.1	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.0	17.5	11.3	49.3	122.6	137.2	48.5	0.0	46.7	47.4	37.0	26.3
LnGrp LOS	E	B	B	D	F	F	D	A	D	D	D	C
Approach Vol, veh/h		1536			1792			292			200	
Approach Delay, s/veh		24.8			126.6			47.2			30.7	
Approach LOS		C			F			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	56.8	10.6	18.7	21.7	45.0	8.5	20.9
Change Period (Y+Rc), s	4.6	6.8	4.6	6.8	4.6	6.8	4.6	6.8
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.2	20.4	38.2	20.4	23.2
Max Q Clear Time (g_c+I1), s	6.0	25.5	6.6	9.2	16.9	40.2	4.0	13.3
Green Ext Time (p_c), s	0.1	6.3	0.1	0.4	0.1	0.0	0.0	0.8

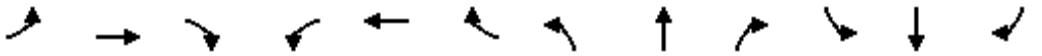
Intersection Summary	
HCM 6th Ctrl Delay	74.6
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	302	1192	3	1442	271	16	18	138	2	322
Future Volume (vph)	302	1192	3	1442	271	16	18	138	2	322
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases					6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	8.0	8.0	21.0	21.0	21.0
Minimum Split (s)	10.6	17.2	10.6	17.2	17.2	13.6	13.6	26.6	26.6	26.6
Total Split (s)	40.0	60.0	25.0	45.0	45.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	32.0%	48.0%	20.0%	36.0%	36.0%	32.0%	32.0%	32.0%	32.0%	32.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2		5.6		5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	20.6	61.3	6.0	38.0	38.0		22.0		22.0	22.0
Actuated g/C Ratio	0.21	0.63	0.06	0.39	0.39		0.22		0.22	0.22
v/c Ratio	0.80	1.01	0.03	1.03	0.39		0.14		0.48	0.53
Control Delay	52.8	47.4	48.0	63.5	16.2		24.1		40.6	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	52.8	47.4	48.0	63.5	16.2		24.1		40.6	7.5
LOS	D	D	D	E	B		C		D	A
Approach Delay		48.5		56.0			24.1		17.5	
Approach LOS		D		E			C		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 98	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 47.7	Intersection LOS: D
Intersection Capacity Utilization 99.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	302	1192	3	3	1442	271	16	18	19	138	2	322
Future Volume (veh/h)	302	1192	3	3	1442	271	16	18	19	138	2	322
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	302	1192	3	3	1442	271	16	18	19	138	2	322
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	340	1099	3	9	1434	640	68	76	53	262	3	372
Arrive On Green	0.19	0.58	0.58	0.00	0.40	0.40	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	1894	5	1810	3610	1610	82	327	229	805	14	1602
Grp Volume(v), veh/h	302	0	1195	3	1442	271	53	0	0	140	0	322
Grp Sat Flow(s),veh/h/ln	1810	0	1899	1810	1805	1610	638	0	0	819	0	1602
Q Serve(g_s), s	15.5	0.0	55.2	0.2	37.8	11.6	0.5	0.0	0.0	0.2	0.0	18.4
Cycle Q Clear(g_c), s	15.5	0.0	55.2	0.2	37.8	11.6	18.4	0.0	0.0	18.3	0.0	18.4
Prop In Lane	1.00		0.00	1.00		1.00	0.30		0.36	0.99		1.00
Lane Grp Cap(c), veh/h	340	0	1102	9	1434	640	197	0	0	265	0	372
V/C Ratio(X)	0.89	0.00	1.08	0.34	1.01	0.42	0.27	0.00	0.00	0.53	0.00	0.87
Avail Cap(c_a), veh/h	673	0	1102	388	1434	640	386	0	0	445	0	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.7	0.0	20.0	47.2	28.7	20.8	29.9	0.0	0.0	35.2	0.0	35.1
Incr Delay (d2), s/veh	3.2	0.0	52.9	8.5	25.1	0.6	0.7	0.0	0.0	1.6	0.0	8.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	37.8	0.1	20.5	4.4	1.0	0.0	0.0	3.2	0.0	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.8	0.0	72.9	55.7	53.8	21.4	30.6	0.0	0.0	36.8	0.0	43.5
LnGrp LOS	D	A	F	E	F	C	C	A	A	D	A	D
Approach Vol, veh/h		1497			1716			53			462	
Approach Delay, s/veh		66.4			48.7			30.6			41.5	
Approach LOS		E			D			C			D	

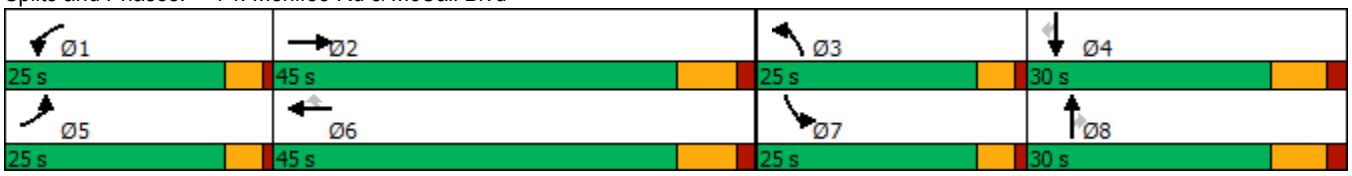
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	62.4		27.7	22.5	45.0		27.7				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	52.8		34.4	35.4	37.8		34.4				
Max Q Clear Time (g_c+I1), s	2.2	57.2		20.4	17.5	39.8		20.4				
Green Ext Time (p_c), s	0.0	0.0		1.7	0.4	0.0		0.2				

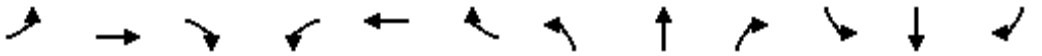
Intersection Summary			
HCM 6th Ctrl Delay		54.7	
HCM 6th LOS		D	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	255	679	78	879	371	540	641	110	422	541	297
Future Volume (vph)	255	679	78	879	371	540	641	110	422	541	297
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.5	10.6	17.5	17.5	10.6	15.2	15.2	10.6	15.2	15.2
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	12.7	42.6	7.2	34.7	34.7	20.5	22.9	22.9	20.5	22.9	22.9
Actuated g/C Ratio	0.11	0.37	0.06	0.30	0.30	0.18	0.20	0.20	0.18	0.20	0.20
v/c Ratio	0.66	0.82	0.35	0.80	0.50	1.68	0.89	0.26	1.31	0.75	0.58
Control Delay	57.8	36.0	57.5	43.7	6.1	349.9	61.5	7.8	199.5	51.7	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.8	36.0	57.5	43.7	6.1	349.9	61.5	7.8	199.5	51.7	15.7
LOS	E	D	E	D	A	F	E	A	F	D	B
Approach Delay		40.1		34.0			177.6			92.7	
Approach LOS		D		C			F			F	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 114.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.68	
Intersection Signal Delay: 85.2	Intersection LOS: F
Intersection Capacity Utilization 101.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	679	416	78	879	371	540	641	110	422	541	297
Future Volume (veh/h)	255	679	416	78	879	371	540	641	110	422	541	297
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	255	679	416	78	879	371	540	641	110	422	541	297
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	325	728	445	175	1068	476	340	737	329	340	737	329
Arrive On Green	0.09	0.34	0.34	0.05	0.30	0.30	0.19	0.20	0.20	0.19	0.20	0.20
Sat Flow, veh/h	3510	2152	1316	3510	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	255	569	526	78	879	371	540	641	110	422	541	297
Grp Sat Flow(s),veh/h/ln	1755	1805	1663	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	7.7	33.1	33.2	2.3	24.6	22.9	20.4	18.7	6.3	20.4	15.3	19.6
Cycle Q Clear(g_c), s	7.7	33.1	33.2	2.3	24.6	22.9	20.4	18.7	6.3	20.4	15.3	19.6
Prop In Lane	1.00		0.79	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	611	563	175	1068	476	340	737	329	340	737	329
V/C Ratio(X)	0.78	0.93	0.93	0.44	0.82	0.78	1.59	0.87	0.33	1.24	0.73	0.90
Avail Cap(c_a), veh/h	659	623	574	659	1245	555	340	757	338	340	757	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	34.7	34.8	50.2	35.6	35.0	44.2	41.9	37.0	44.2	40.5	42.2
Incr Delay (d2), s/veh	1.6	20.8	22.4	0.7	4.0	6.0	279.2	10.5	0.6	131.8	3.6	26.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	17.7	16.6	1.0	11.3	9.7	35.4	9.3	2.5	21.5	7.1	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	55.6	57.2	50.8	39.7	41.1	323.4	52.4	37.6	175.9	44.1	68.3
LnGrp LOS	D	E	E	D	D	D	F	D	D	F	D	E
Approach Vol, veh/h		1350			1328			1291			1260	
Approach Delay, s/veh		55.1			40.7			164.5			94.0	
Approach LOS		E			D			F			F	

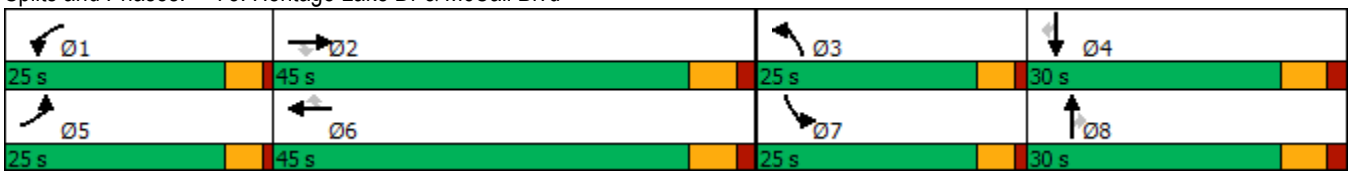
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	44.3	25.0	29.4	14.7	39.7	25.0	29.4
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	22.8	20.4	37.5	20.4	22.8
Max Q Clear Time (g_c+I1), s	4.3	35.2	22.4	21.6	9.7	26.6	22.4	20.7
Green Ext Time (p_c), s	0.1	1.5	0.0	0.6	0.4	5.5	0.0	1.0

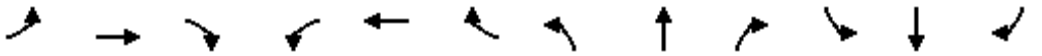
Intersection Summary	
HCM 6th Ctrl Delay	87.8
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	963	151	49	1000	160	247	194	93	61	117	82
Future Volume (vph)	98	963	151	49	1000	160	247	194	93	61	117	82
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.8	32.5	32.5	7.7	28.0	28.0	17.3	24.2	24.2	8.2	11.7	11.7
Actuated g/C Ratio	0.11	0.37	0.37	0.09	0.32	0.32	0.20	0.28	0.28	0.09	0.13	0.13
v/c Ratio	0.48	0.50	0.23	0.31	0.60	0.28	0.69	0.37	0.19	0.36	0.46	0.27
Control Delay	49.5	23.0	8.7	48.8	27.5	10.7	46.9	33.3	5.9	49.0	45.8	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.5	23.0	8.7	48.8	27.5	10.7	46.9	33.3	5.9	49.0	45.8	6.3
LOS	D	C	A	D	C	B	D	C	A	D	D	A
Approach Delay		23.4			26.1			34.8			34.1	
Approach LOS		C			C			C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 86.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 27.2	Intersection LOS: C
Intersection Capacity Utilization 63.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 75: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	963	151	49	1000	160	247	194	93	61	117	82
Future Volume (veh/h)	98	963	151	49	1000	160	247	194	93	61	117	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	98	963	151	49	1000	160	247	194	93	61	117	82
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	135	1764	527	97	1654	509	296	421	331	109	224	186
Arrive On Green	0.07	0.34	0.34	0.05	0.32	0.32	0.16	0.22	0.22	0.06	0.12	0.12
Sat Flow, veh/h	1810	5187	1549	1810	5187	1598	1810	1900	1495	1810	1900	1576
Grp Volume(v), veh/h	98	963	151	49	1000	160	247	194	93	61	117	82
Grp Sat Flow(s),veh/h/ln	1810	1729	1549	1810	1729	1598	1810	1900	1495	1810	1900	1576
Q Serve(g_s), s	3.6	10.2	4.8	1.8	11.0	5.1	9.0	6.0	3.5	2.2	3.9	3.3
Cycle Q Clear(g_c), s	3.6	10.2	4.8	1.8	11.0	5.1	9.0	6.0	3.5	2.2	3.9	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	135	1764	527	97	1654	509	296	421	331	109	224	186
V/C Ratio(X)	0.73	0.55	0.29	0.51	0.60	0.31	0.83	0.46	0.28	0.56	0.52	0.44
Avail Cap(c_a), veh/h	545	2955	882	545	2955	910	545	662	521	545	662	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	18.1	16.3	31.2	19.5	17.5	27.4	22.9	21.9	31.0	28.1	27.8
Incr Delay (d2), s/veh	2.8	0.3	0.3	1.5	0.4	0.3	2.4	0.8	0.5	1.7	1.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.8	1.6	0.8	4.2	1.8	3.9	2.6	1.2	1.0	1.8	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	18.4	16.6	32.7	19.8	17.8	29.8	23.7	22.4	32.6	30.0	29.4
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1212			1209			534			260	
Approach Delay, s/veh		19.4			20.1			26.3			30.4	
Approach LOS		B			C			C			C	

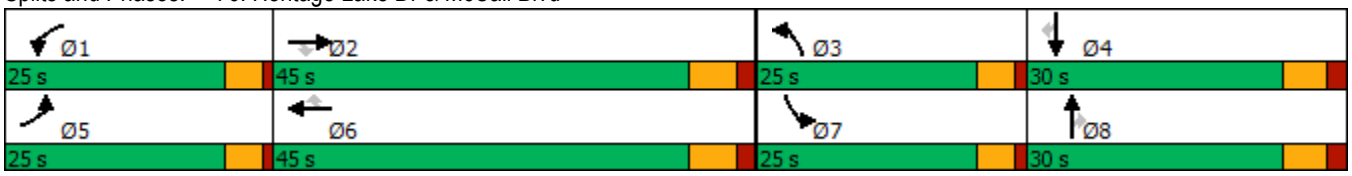
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	29.4	15.7	14.4	9.7	28.0	8.7	21.4
Change Period (Y+Rc), s	4.6	6.4	4.6	6.4	4.6	6.4	4.6	6.4
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.6	20.4	38.6	20.4	23.6
Max Q Clear Time (g_c+I1), s	3.8	12.2	11.0	5.9	5.6	13.0	4.2	8.0
Green Ext Time (p_c), s	0.0	8.3	0.3	0.8	0.1	8.6	0.0	1.2

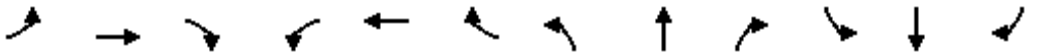
Intersection Summary	
HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	728	426	165	729	43	356	127	181	60	131	43
Future Volume (vph)	24	728	426	165	729	43	356	127	181	60	131	43
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	6.6	24.2	24.2	13.1	37.9	37.9	20.9	27.7	27.7	8.0	12.2	12.2
Actuated g/C Ratio	0.07	0.26	0.26	0.14	0.41	0.41	0.23	0.30	0.30	0.09	0.13	0.13
v/c Ratio	0.19	0.54	0.64	0.65	0.34	0.06	0.87	0.22	0.30	0.38	0.53	0.14
Control Delay	49.8	31.2	12.3	51.9	20.1	0.2	60.7	31.1	6.7	51.4	48.0	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.8	31.2	12.3	51.9	20.1	0.2	60.7	31.1	6.7	51.4	48.0	1.0
LOS	D	C	B	D	C	A	E	C	A	D	D	A
Approach Delay		24.8			24.8			40.3			40.3	
Approach LOS		C			C			D			D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 92.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 29.4	Intersection LOS: C
Intersection Capacity Utilization 67.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 76: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	728	426	165	729	43	356	127	181	60	131	43
Future Volume (veh/h)	24	728	426	165	729	43	356	127	181	60	131	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	728	426	165	729	43	356	127	181	60	131	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	55	1716	533	202	2137	663	390	495	412	95	185	152
Arrive On Green	0.03	0.33	0.33	0.11	0.41	0.41	0.22	0.26	0.26	0.05	0.10	0.10
Sat Flow, veh/h	1810	5187	1610	1810	5187	1608	1810	1900	1582	1810	1900	1560
Grp Volume(v), veh/h	24	728	426	165	729	43	356	127	181	60	131	43
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1608	1810	1900	1582	1810	1900	1560
Q Serve(g_s), s	1.2	9.7	21.3	7.9	8.5	1.4	17.0	4.7	8.5	2.9	5.9	2.3
Cycle Q Clear(g_c), s	1.2	9.7	21.3	7.9	8.5	1.4	17.0	4.7	8.5	2.9	5.9	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	55	1716	533	202	2137	663	390	495	412	95	185	152
V/C Ratio(X)	0.44	0.42	0.80	0.82	0.34	0.06	0.91	0.26	0.44	0.63	0.71	0.28
Avail Cap(c_a), veh/h	416	2259	701	416	2259	700	416	512	427	416	512	421
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	23.1	27.0	38.5	17.8	15.7	33.9	26.0	27.4	41.2	38.8	37.1
Incr Delay (d2), s/veh	2.1	0.2	4.9	3.1	0.1	0.0	22.4	0.3	0.7	2.6	5.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.9	8.6	3.6	3.3	0.5	9.7	2.1	3.2	1.3	3.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.3	23.3	31.9	41.6	17.9	15.8	56.3	26.2	28.1	43.8	43.8	38.2
LnGrp LOS	D	C	C	D	B	B	E	C	C	D	D	D
Approach Vol, veh/h		1178			937			664			234	
Approach Delay, s/veh		26.8			22.0			42.8			42.7	
Approach LOS		C			C			D			D	

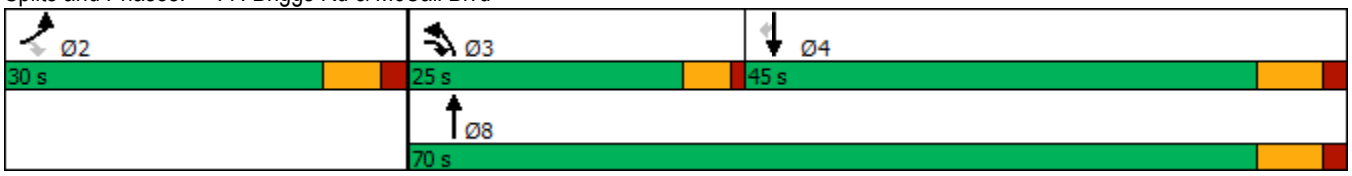
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	35.7	23.7	14.7	7.3	42.9	9.2	29.2
Change Period (Y+Rc), s	4.6	6.4	4.6	6.1	4.6	6.4	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.9	20.4	38.6	20.4	23.9
Max Q Clear Time (g_c+I1), s	9.9	23.3	19.0	7.9	3.2	10.5	4.9	10.5
Green Ext Time (p_c), s	0.2	6.0	0.1	0.7	0.0	5.7	0.0	1.1

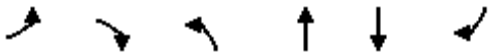
Intersection Summary	
HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	588	381	379	958	589	547
Future Volume (vph)	588	381	379	958	589	547
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	25.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	25.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	24.1	44.3	13.7	48.2	29.8	29.8
Actuated g/C Ratio	0.28	0.52	0.16	0.56	0.35	0.35
v/c Ratio	1.16	0.24	0.68	0.90	0.47	0.60
Control Delay	124.6	5.0	41.4	28.1	23.0	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	124.6	5.0	41.4	28.1	23.0	5.0
LOS	F	A	D	C	C	A
Approach Delay	77.6			31.9	14.3	
Approach LOS	E			C	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 85.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.16	
Intersection Signal Delay: 38.9	Intersection LOS: D
Intersection Capacity Utilization 94.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	588	381	379	958	589	547
Future Volume (veh/h)	588	381	379	958	589	547
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	588	381	379	958	589	547
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	494	1154	471	1091	1396	622
Arrive On Green	0.27	0.27	0.13	0.57	0.39	0.39
Sat Flow, veh/h	1810	2834	3510	1900	3705	1608
Grp Volume(v), veh/h	588	381	379	958	589	547
Grp Sat Flow(s),veh/h/ln	1810	1417	1755	1900	1805	1608
Q Serve(g_s), s	23.6	8.0	9.1	37.4	10.3	27.3
Cycle Q Clear(g_c), s	23.6	8.0	9.1	37.4	10.3	27.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	494	1154	471	1091	1396	622
V/C Ratio(X)	1.19	0.33	0.80	0.88	0.42	0.88
Avail Cap(c_a), veh/h	494	1154	829	1390	1596	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	17.5	36.3	15.8	19.4	24.6
Incr Delay (d2), s/veh	104.1	0.1	1.2	5.5	0.2	11.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.2	2.5	3.9	15.8	4.2	11.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	135.5	17.6	37.5	21.4	19.6	35.8
LnGrp LOS	F	B	D	C	B	D
Approach Vol, veh/h	969			1337	1136	
Approach Delay, s/veh	89.1			25.9	27.4	
Approach LOS	F			C	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		30.0	16.2	40.2		56.4
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s		25.6	11.1	29.3		39.4
Green Ext Time (p_c), s		0.0	0.5	4.1		8.5

Intersection Summary	
HCM 6th Ctrl Delay	44.2
HCM 6th LOS	D

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	80	1266	120	898
Future Volume (vph)	80	1266	120	898
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	8.0	10.0	6.0	10.0
Minimum Split (s)	13.6	17.5	10.6	17.5
Total Split (s)	30.0	45.0	25.0	70.0
Total Split (%)	30.0%	45.0%	25.0%	70.0%
Yellow Time (s)	3.6	5.5	3.6	5.5
All-Red Time (s)	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	7.5	4.6	7.5
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	11.4	38.8	9.5	50.4
Actuated g/C Ratio	0.15	0.52	0.13	0.67
v/c Ratio	0.59	0.72	0.53	0.37
Control Delay	28.5	19.1	40.6	6.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	28.5	19.1	40.6	6.2
LOS	C	B	D	A
Approach Delay	28.5	19.1		10.2
Approach LOS	C	B		B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 75.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 16.2	Intersection LOS: B
Intersection Capacity Utilization 69.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 78: Menifee Rd & Coastline Ave





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	80	107	1266	69	120	898
Future Volume (veh/h)	80	107	1266	69	120	898
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	80	107	1266	69	120	898
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	102	137	1666	91	157	2315
Arrive On Green	0.14	0.14	0.48	0.48	0.09	0.64
Sat Flow, veh/h	719	962	3576	189	1810	3705
Grp Volume(v), veh/h	188	0	656	679	120	898
Grp Sat Flow(s),veh/h/ln	1691	0	1805	1865	1810	1805
Q Serve(g_s), s	6.5	0.0	18.0	18.1	3.9	7.2
Cycle Q Clear(g_c), s	6.5	0.0	18.0	18.1	3.9	7.2
Prop In Lane	0.43	0.57		0.10	1.00	
Lane Grp Cap(c), veh/h	240	0	864	893	157	2315
V/C Ratio(X)	0.78	0.00	0.76	0.76	0.77	0.39
Avail Cap(c_a), veh/h	683	0	1120	1157	611	3733
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.0	0.0	12.9	12.9	27.0	5.2
Incr Delay (d2), s/veh	5.5	0.0	2.3	2.2	2.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	6.6	6.8	1.7	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.6	0.0	15.2	15.1	29.9	5.3
LnGrp LOS	C	A	B	B	C	A
Approach Vol, veh/h	188		1335			1018
Approach Delay, s/veh	30.6		15.2			8.2
Approach LOS	C		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.8	36.4			46.3	14.2
Change Period (Y+Rc), s	4.6	7.5			7.5	5.6
Max Green Setting (Gmax), s	20.4	37.5			62.5	24.4
Max Q Clear Time (g_c+I1), s	5.9	20.1			9.2	8.5
Green Ext Time (p_c), s	0.1	8.9			8.1	0.5

Intersection Summary	
HCM 6th Ctrl Delay	13.5
HCM 6th LOS	B

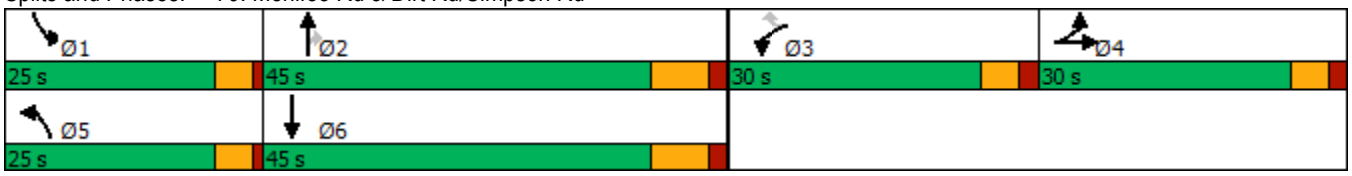
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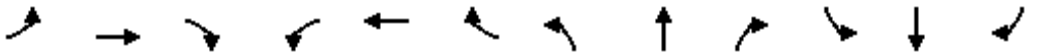
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4	Ø5
Lane Configurations								
Traffic Volume (vph)	389	452	883	207	266	712		
Future Volume (vph)	389	452	883	207	266	712		
Turn Type	Prot	Perm	NA	Perm	Prot	NA		
Protected Phases	3		2		1	6	4	5
Permitted Phases		3		2				
Detector Phase	3	3	2	2	1	6		
Switch Phase								
Minimum Initial (s)	8.0	8.0	10.0	10.0	6.0	10.0	8.0	6.0
Minimum Split (s)	13.6	13.6	17.5	17.5	10.6	17.5	13.6	10.6
Total Split (s)	30.0	30.0	45.0	45.0	25.0	45.0	30.0	25.0
Total Split (%)	23.1%	23.1%	34.6%	34.6%	19.2%	34.6%	23%	19%
Yellow Time (s)	3.6	3.6	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.6	5.6	7.5	7.5	4.6	7.5		
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	Min	None	Min	None	None
Act Effct Green (s)	24.5	24.5	33.7	33.7	19.4	57.7		
Actuated g/C Ratio	0.26	0.26	0.35	0.35	0.20	0.60		
v/c Ratio	0.84	0.61	0.69	0.31	0.72	0.33		
Control Delay	52.6	7.8	29.7	7.8	48.8	9.6		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	52.6	7.8	29.7	7.8	48.8	9.6		
LOS	D	A	C	A	D	A		
Approach Delay			25.5			20.3		
Approach LOS			C			C		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 95.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 24.6	Intersection LOS: C
Intersection Capacity Utilization 74.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 79: Menifee Rd & Dirt Rd/Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	389	0	452	0	883	207	266	712	0
Future Volume (veh/h)	0	0	0	389	0	452	0	883	207	266	712	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	389	0	452	0	883	207	266	712	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	5	0	0	0	0	5	1818	810	340	2920	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.19	0.81	0.00
Sat Flow, veh/h	0	1900	0		0		1810	3610	1609	1810	3705	0
Grp Volume(v), veh/h	0	0	0		0.0		0	883	207	266	712	0
Grp Sat Flow(s),veh/h/ln	0	1900	0				1810	1805	1609	1810	1805	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	6.3	2.9	5.5	1.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	6.3	2.9	5.5	1.8	0.0
Prop In Lane	0.00		0.00				1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	5	0				5	1818	810	340	2920	0
V/C Ratio(X)	0.00	0.00	0.00				0.00	0.49	0.26	0.78	0.24	0.00
Avail Cap(c_a), veh/h	0	1182	0				941	3451	1538	941	3451	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	6.4	5.5	15.2	0.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	0.3	0.2	1.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0				0.0	1.5	0.6	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0				0.0	6.7	5.8	16.7	1.0	0.0
LnGrp LOS	A	A	A				A	A	A	B	A	A
Approach Vol, veh/h		0						1090			978	
Approach Delay, s/veh		0.0						6.5			5.2	
Approach LOS								A			A	

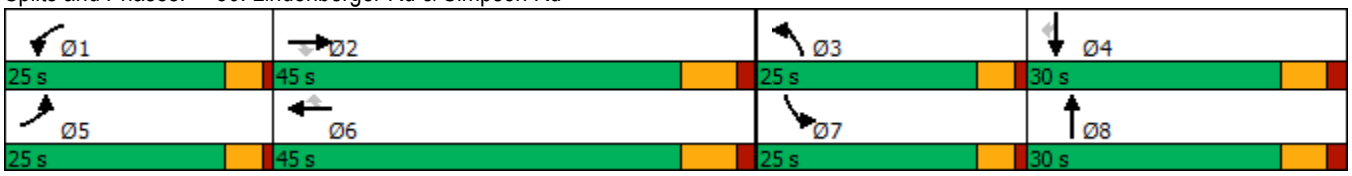
Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	12.0	27.3		0.0	0.0	39.2
Change Period (Y+Rc), s	4.6	7.5		5.6	4.6	7.5
Max Green Setting (Gmax), s	20.4	37.5		24.4	20.4	37.5
Max Q Clear Time (g_c+I1), s	7.5	8.3		0.0	0.0	3.8
Green Ext Time (p_c), s	0.3	11.4		0.0	0.0	8.0

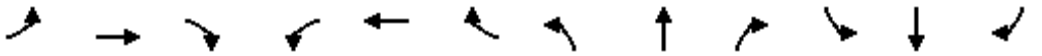
Intersection Summary			
HCM 6th Ctrl Delay			5.9
HCM 6th LOS			A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	61	331	102	120	384	48	287	119	75	154	165
Future Volume (vph)	61	331	102	120	384	48	287	119	75	154	165
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.2	17.2	10.6	17.2	17.2	10.6	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	8.0	21.4	21.4	10.7	26.9	26.9	20.2	27.5	8.7	13.1	13.1
Actuated g/C Ratio	0.09	0.24	0.24	0.12	0.30	0.30	0.23	0.31	0.10	0.15	0.15
v/c Ratio	0.37	0.72	0.22	0.55	0.35	0.09	0.70	0.29	0.43	0.55	0.44
Control Delay	49.4	41.8	6.4	49.9	26.6	0.3	45.4	11.6	49.7	45.4	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.4	41.8	6.4	49.9	26.6	0.3	45.4	11.6	49.7	45.4	10.3
LOS	D	D	A	D	C	A	D	B	D	D	B
Approach Delay		35.4			29.4			27.3		31.5	
Approach LOS		D			C			C		C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 89	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 30.6	Intersection LOS: C
Intersection Capacity Utilization 67.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 80: Lindenberger Rd & Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	331	102	120	384	48	287	119	212	75	154	165
Future Volume (veh/h)	61	331	102	120	384	48	287	119	212	75	154	165
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	61	331	102	120	384	48	287	119	212	75	154	165
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	111	436	369	156	918	409	339	480	416	124	279	236
Arrive On Green	0.06	0.23	0.23	0.09	0.25	0.25	0.19	0.27	0.27	0.07	0.15	0.15
Sat Flow, veh/h	1810	1900	1606	1810	3610	1608	1810	1805	1567	1810	1900	1607
Grp Volume(v), veh/h	61	331	102	120	384	48	287	119	212	75	154	165
Grp Sat Flow(s),veh/h/ln	1810	1900	1606	1810	1805	1608	1810	1805	1567	1810	1900	1607
Q Serve(g_s), s	2.1	10.6	3.4	4.2	5.8	1.5	10.0	3.4	7.5	2.6	4.9	6.4
Cycle Q Clear(g_c), s	2.1	10.6	3.4	4.2	5.8	1.5	10.0	3.4	7.5	2.6	4.9	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	436	369	156	918	409	339	480	416	124	279	236
V/C Ratio(X)	0.55	0.76	0.28	0.77	0.42	0.12	0.85	0.25	0.51	0.61	0.55	0.70
Avail Cap(c_a), veh/h	566	1102	932	566	2094	933	566	654	567	566	688	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	23.4	20.6	29.1	20.3	18.7	25.6	18.8	20.3	29.5	25.8	26.4
Incr Delay (d2), s/veh	1.6	2.7	0.4	3.0	0.3	0.1	2.6	0.3	1.0	1.8	1.7	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.8	1.2	1.9	2.3	0.5	4.3	1.4	2.7	1.2	2.2	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.3	26.1	21.1	32.1	20.6	18.8	28.2	19.1	21.3	31.3	27.5	30.2
LnGrp LOS	C	C	C	C	C	B	C	B	C	C	C	C
Approach Vol, veh/h		494			552			618			394	
Approach Delay, s/veh		25.7			22.9			24.1			29.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	22.2	16.8	16.0	8.6	23.8	9.1	23.7
Change Period (Y+Rc), s	4.6	7.2	4.6	6.4	4.6	7.2	4.6	6.4
Max Green Setting (Gmax), s	20.4	37.8	20.4	23.6	20.4	37.8	20.4	23.6
Max Q Clear Time (g_c+I1), s	6.2	12.6	12.0	8.4	4.1	7.8	4.6	9.5
Green Ext Time (p_c), s	0.1	2.4	0.3	1.2	0.0	2.8	0.1	1.7

Intersection Summary	
HCM 6th Ctrl Delay	25.2
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	541.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	256	298	77	241	277	151	85	737	307	113	452	168
Future Vol, veh/h	256	298	77	241	277	151	85	737	307	113	452	168
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	256	298	77	241	277	151	85	737	307	113	452	168
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	0

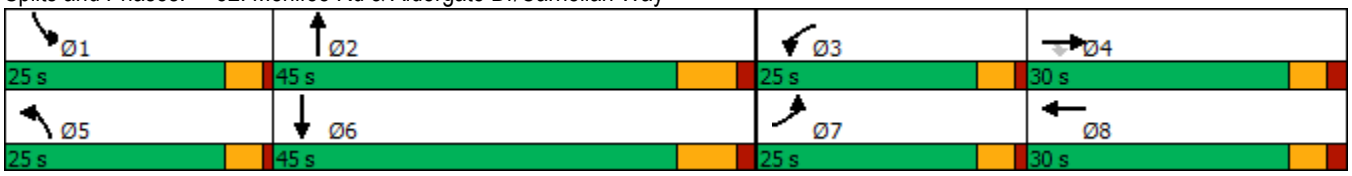
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	92.2	451.3	1003.8	298.8
HCM LOS	F	F	F	F

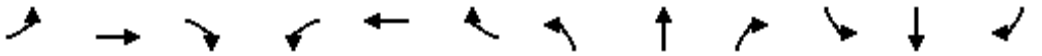
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	8%	100%	0%	36%	100%	0%
Vol Thru, %	65%	0%	79%	41%	0%	73%
Vol Right, %	27%	0%	21%	23%	0%	27%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1129	256	375	669	113	620
LT Vol	85	256	0	241	113	0
Through Vol	737	0	298	277	0	452
RT Vol	307	0	77	151	0	168
Lane Flow Rate	1129	256	375	669	113	620
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	3.146	0.725	0.995	1.88	0.32	1.636
Departure Headway (Hd)	14.401	19.733	19.037	17.646	18.872	18.117
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	271	187	195	214	192	211
Service Time	12.401	17.433	16.737	15.646	16.572	15.817
HCM Lane V/C Ratio	4.166	1.369	1.923	3.126	0.589	2.938
HCM Control Delay	1003.8	61.9	112.9	451.3	30.2	347.8
HCM Lane LOS	F	F	F	F	D	F
HCM 95th-tile Q	71.2	4.6	8.3	27.6	1.3	21.5

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	47	3	19	183	5	35	947	205	902
Future Volume (vph)	47	3	19	183	5	35	947	205	902
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	13.6	13.6	10.6	13.6	10.6	17.5	10.6	17.5
Total Split (s)	25.0	30.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	5.6	4.6	5.6	4.6	7.5	4.6	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.5	8.4	8.4	15.2	11.9	7.0	35.7	14.7	48.9
Actuated g/C Ratio	0.09	0.10	0.10	0.17	0.14	0.08	0.41	0.17	0.56
v/c Ratio	0.31	0.02	0.08	0.58	0.64	0.24	0.72	0.68	0.48
Control Delay	48.8	45.3	0.6	44.1	12.2	48.4	27.7	48.8	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.8	45.3	0.6	44.1	12.2	48.4	27.7	48.8	15.9
LOS	D	D	A	D	B	D	C	D	B
Approach Delay		35.4			24.5		28.4		21.7
Approach LOS		D			C		C		C

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 87.6	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 25.1	Intersection LOS: C
Intersection Capacity Utilization 84.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 82: Menifee Rd & Aldergate Dr/Carnelian Way





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	3	19	183	5	286	35	947	96	205	902	51
Future Volume (veh/h)	47	3	19	183	5	286	35	947	96	205	902	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.97	1.00		0.93	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	3	19	183	5	286	35	947	96	205	902	51
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	85	262	201	221	6	329	71	1149	116	244	1543	87
Arrive On Green	0.05	0.14	0.14	0.12	0.21	0.21	0.04	0.35	0.35	0.13	0.45	0.45
Sat Flow, veh/h	1810	1900	1456	1810	27	1543	1810	3284	333	1810	3466	196
Grp Volume(v), veh/h	47	3	19	183	0	291	35	520	523	205	470	483
Grp Sat Flow(s),veh/h/ln	1810	1900	1456	1810	0	1570	1810	1805	1812	1810	1805	1857
Q Serve(g_s), s	2.2	0.1	1.0	8.6	0.0	15.6	1.7	23.0	23.0	9.7	17.0	17.0
Cycle Q Clear(g_c), s	2.2	0.1	1.0	8.6	0.0	15.6	1.7	23.0	23.0	9.7	17.0	17.0
Prop In Lane	1.00		1.00	1.00		0.98	1.00		0.18	1.00		0.11
Lane Grp Cap(c), veh/h	85	262	201	221	0	335	71	631	634	244	804	827
V/C Ratio(X)	0.56	0.01	0.09	0.83	0.00	0.87	0.49	0.82	0.82	0.84	0.58	0.58
Avail Cap(c_a), veh/h	423	531	407	423	0	439	423	775	778	423	804	827
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	32.5	32.9	37.4	0.0	33.2	41.1	25.9	25.9	36.9	18.2	18.2
Incr Delay (d2), s/veh	2.1	0.0	0.2	3.0	0.0	13.6	1.9	6.0	6.0	3.0	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.1	0.4	3.9	0.0	7.0	0.8	10.5	10.5	4.4	7.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	32.5	33.1	40.5	0.0	46.8	43.0	32.0	32.0	39.9	19.3	19.2
LnGrp LOS	D	C	C	D	A	D	D	C	C	D	B	B
Approach Vol, veh/h		69			474			1078			1158	
Approach Delay, s/veh		39.7			44.4			32.3			22.9	
Approach LOS		D			D			C			C	

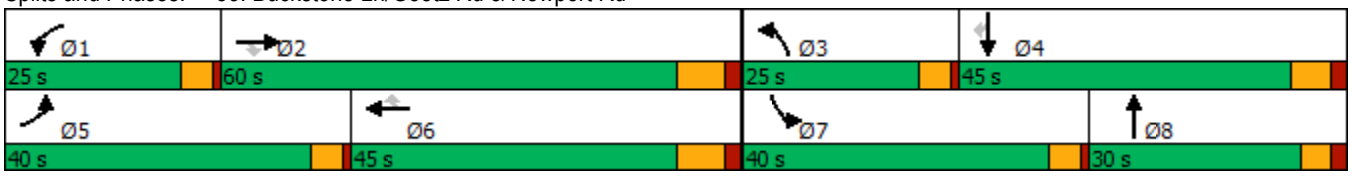
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	38.0	15.3	17.6	8.0	46.4	8.7	24.2
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	11.7	25.0	10.6	3.0	3.7	19.0	4.2	17.6
Green Ext Time (p_c), s	0.2	5.5	0.2	0.0	0.0	6.1	0.0	1.0

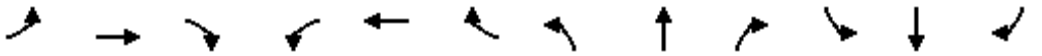
Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	527	1052	17	964	318	14	3	525	1	873
Future Volume (vph)	527	1052	17	964	318	14	3	525	1	873
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8	7	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	10.6	15.5	15.5	10.6	11.6	10.6	12.8	12.8
Total Split (s)	40.0	60.0	25.0	45.0	45.0	25.0	30.0	40.0	45.0	45.0
Total Split (%)	25.8%	38.7%	16.1%	29.0%	29.0%	16.1%	19.4%	25.8%	29.0%	29.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	3.6	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	5.6	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	20.7	52.5	6.7	30.5	30.5	6.6	6.9	20.6	21.0	21.0
Actuated g/C Ratio	0.22	0.55	0.07	0.32	0.32	0.07	0.07	0.21	0.22	0.22
v/c Ratio	0.70	0.37	0.13	0.59	0.51	0.11	0.21	0.70	0.65	0.64
Control Delay	42.7	15.2	55.2	30.9	18.5	55.5	25.9	42.8	8.8	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.7	15.2	55.2	30.9	18.5	55.5	25.9	42.8	8.8	8.7
LOS	D	B	E	C	B	E	C	D	A	A
Approach Delay		24.4		28.2			35.5		21.6	
Approach LOS		C		C			D		C	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 96.1	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 24.7	Intersection LOS: C
Intersection Capacity Utilization 75.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 83: Buckstone Ln/Goetz Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	527	1052	0	17	964	318	14	3	26	525	1	873
Future Volume (veh/h)	527	1052	0	17	964	318	14	3	26	525	1	873
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	527	1052	0	17	964	318	14	3	26	525	0	874
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	614	2200	683	41	1409	437	35	26	227	615	0	985
Arrive On Green	0.17	0.42	0.00	0.02	0.27	0.27	0.02	0.16	0.16	0.17	0.00	0.31
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	1810	169	1464	3619	0	3220
Grp Volume(v), veh/h	527	1052	0	17	964	318	14	0	29	525	0	874
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1810	0	1633	1810	0	1610
Q Serve(g_s), s	15.0	15.1	0.0	1.0	17.1	18.4	0.8	0.0	1.6	14.5	0.0	26.6
Cycle Q Clear(g_c), s	15.0	15.1	0.0	1.0	17.1	18.4	0.8	0.0	1.6	14.5	0.0	26.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.90	1.00		1.00
Lane Grp Cap(c), veh/h	614	2200	683	41	1409	437	35	0	253	615	0	985
V/C Ratio(X)	0.86	0.48	0.00	0.42	0.68	0.73	0.40	0.00	0.11	0.85	0.00	0.89
Avail Cap(c_a), veh/h	1208	2647	822	359	1891	587	359	0	387	1245	0	1196
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.2	21.4	0.0	49.6	33.5	34.0	49.9	0.0	37.4	41.5	0.0	34.0
Incr Delay (d2), s/veh	1.4	0.2	0.0	2.5	0.6	3.0	2.8	0.0	0.2	1.3	0.0	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	6.0	0.0	0.5	7.2	7.5	0.4	0.0	0.6	6.5	0.0	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	21.6	0.0	52.2	34.2	37.0	52.6	0.0	37.6	42.8	0.0	41.3
LnGrp LOS	D	C	A	D	C	D	D	A	D	D	A	D
Approach Vol, veh/h		1579			1299			43			1399	
Approach Delay, s/veh		28.6			35.1			42.5			41.9	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	51.1	6.6	38.3	22.6	35.5	22.1	22.8
Change Period (Y+Rc), s	4.6	7.5	4.6	6.8	4.6	7.5	4.6	* 6.8
Max Green Setting (Gmax), s	20.4	52.5	20.4	38.2	35.4	37.5	35.4	* 24
Max Q Clear Time (g_c+I1), s	3.0	17.1	2.8	28.6	17.0	20.4	16.5	3.6
Green Ext Time (p_c), s	0.0	9.3	0.0	2.9	1.0	7.5	1.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	35.0
HCM 6th LOS	C

Notes

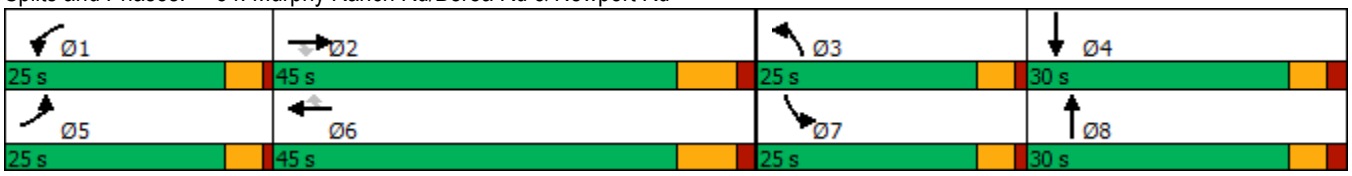
User approved volume balancing among the lanes for turning movement.

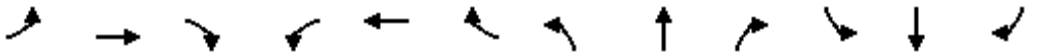
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	68	1517	230	5	1165	330	159	125	408	185
Future Volume (vph)	68	1517	230	5	1165	330	159	125	408	185
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2		1	6		3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.5	15.5	10.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.5	7.5	4.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None
Act Effct Green (s)	8.6	45.0	45.0	6.1	36.2	36.2	13.4	14.7	20.7	22.1
Actuated g/C Ratio	0.09	0.45	0.45	0.06	0.36	0.36	0.13	0.15	0.21	0.22
v/c Ratio	0.44	0.65	0.30	0.05	0.62	0.48	0.66	0.51	1.09	0.67
Control Delay	56.0	24.2	11.9	51.8	29.8	16.7	56.6	45.3	114.4	44.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	24.2	11.9	51.8	29.8	16.7	56.6	45.3	114.4	44.7
LOS	E	C	B	D	C	B	E	D	F	D
Approach Delay		23.9			27.0			51.3		86.4
Approach LOS		C			C			D		F

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 100.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 36.8	Intersection LOS: D
Intersection Capacity Utilization 83.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 84: Murphy Ranch Rd/Berea Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	1517	230	5	1165	330	159	125	16	408	185	89
Future Volume (veh/h)	68	1517	230	5	1165	330	159	125	16	408	185	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	1517	230	5	1165	330	159	125	16	408	185	89
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	102	2009	610	14	1757	545	196	172	22	433	284	137
Arrive On Green	0.06	0.39	0.39	0.01	0.34	0.34	0.11	0.10	0.10	0.24	0.23	0.23
Sat Flow, veh/h	1810	5187	1576	1810	5187	1610	1810	1651	211	1810	1211	583
Grp Volume(v), veh/h	68	1517	230	5	1165	330	159	0	141	408	0	274
Grp Sat Flow(s),veh/h/ln	1810	1729	1576	1810	1729	1610	1810	0	1862	1810	0	1794
Q Serve(g_s), s	3.1	21.6	8.9	0.2	16.3	14.5	7.3	0.0	6.3	18.9	0.0	11.8
Cycle Q Clear(g_c), s	3.1	21.6	8.9	0.2	16.3	14.5	7.3	0.0	6.3	18.9	0.0	11.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.32
Lane Grp Cap(c), veh/h	102	2009	610	14	1757	545	196	0	194	433	0	421
V/C Ratio(X)	0.67	0.76	0.38	0.35	0.66	0.61	0.81	0.00	0.73	0.94	0.00	0.65
Avail Cap(c_a), veh/h	433	2282	694	433	2282	708	433	0	533	433	0	514
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.4	22.6	18.7	42.1	24.0	23.4	37.1	0.0	37.0	31.8	0.0	29.5
Incr Delay (d2), s/veh	2.8	1.3	0.4	5.4	0.5	1.1	3.0	0.0	5.2	28.7	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	8.6	3.2	0.1	6.5	5.5	3.3	0.0	3.1	11.4	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	23.9	19.1	47.5	24.5	24.5	40.1	0.0	42.2	60.6	0.0	31.6
LnGrp LOS	D	C	B	D	C	C	D	A	D	E	A	C
Approach Vol, veh/h		1815			1500			300			682	
Approach Delay, s/veh		24.0			24.6			41.1			48.9	
Approach LOS		C			C			D			D	

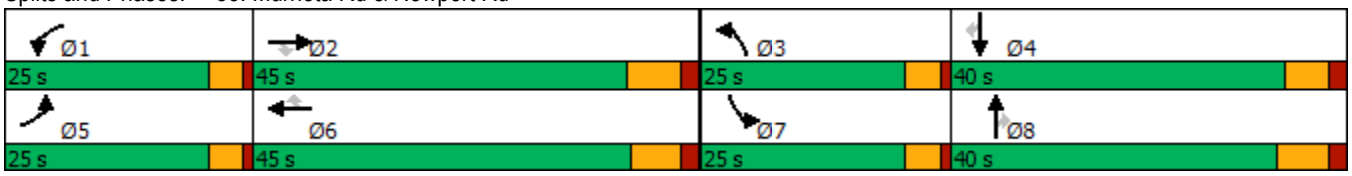
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	40.5	13.9	25.6	9.4	36.4	25.0	14.5
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	2.2	23.6	9.3	13.8	5.1	18.3	20.9	8.3
Green Ext Time (p_c), s	0.0	9.4	0.2	1.1	0.1	9.6	0.0	0.6

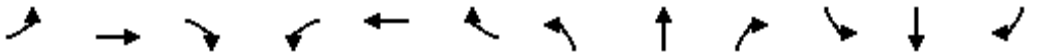
Intersection Summary	
HCM 6th Ctrl Delay	29.3
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	387	1145	287	211	1103	136	345	490	134	159	556	238
Future Volume (vph)	387	1145	287	211	1103	136	345	490	134	159	556	238
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.2	15.2	10.6	15.2	15.2	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	40.0	40.0	25.0	40.0	40.0
Total Split (%)	18.5%	33.3%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	29.6%	18.5%	29.6%	29.6%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	20.5	37.1	37.1	17.7	34.6	34.6	20.5	31.2	31.2	15.0	26.5	26.5
Actuated g/C Ratio	0.16	0.30	0.30	0.14	0.28	0.28	0.16	0.25	0.25	0.12	0.21	0.21
v/c Ratio	1.31	0.74	0.51	0.83	0.77	0.25	1.17	0.54	0.27	0.74	0.73	0.45
Control Delay	202.8	44.2	24.6	78.7	46.1	7.0	151.6	44.4	8.0	73.9	52.1	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	202.8	44.2	24.6	78.7	46.1	7.0	151.6	44.4	8.0	73.9	52.1	7.7
LOS	F	D	C	E	D	A	F	D	A	E	D	A
Approach Delay		74.9			47.2			77.5			44.6	
Approach LOS		E			D			E			D	

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 125.1	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.31	
Intersection Signal Delay: 62.1	Intersection LOS: E
Intersection Capacity Utilization 96.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 85: Murrieta Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	387	1145	287	211	1103	136	345	490	134	159	556	238
Future Volume (veh/h)	387	1145	287	211	1103	136	345	490	134	159	556	238
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	387	1145	287	211	1103	136	345	490	134	159	556	238
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	307	1578	488	239	1385	424	307	945	415	187	707	315
Arrive On Green	0.17	0.30	0.30	0.13	0.27	0.27	0.17	0.26	0.26	0.10	0.20	0.20
Sat Flow, veh/h	1810	5187	1605	1810	5187	1588	1810	3610	1588	1810	3610	1610
Grp Volume(v), veh/h	387	1145	287	211	1103	136	345	490	134	159	556	238
Grp Sat Flow(s),veh/h/ln	1810	1729	1605	1810	1729	1588	1810	1805	1588	1810	1805	1610
Q Serve(g_s), s	20.4	23.7	18.2	13.8	23.8	8.3	20.4	14.0	8.2	10.4	17.6	16.8
Cycle Q Clear(g_c), s	20.4	23.7	18.2	13.8	23.8	8.3	20.4	14.0	8.2	10.4	17.6	16.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	307	1578	488	239	1385	424	307	945	415	187	707	315
V/C Ratio(X)	1.26	0.73	0.59	0.88	0.80	0.32	1.13	0.52	0.32	0.85	0.79	0.76
Avail Cap(c_a), veh/h	307	1615	500	307	1628	499	307	983	432	307	1007	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	37.4	35.5	51.3	41.1	35.4	50.0	38.0	35.8	53.1	46.0	45.7
Incr Delay (d2), s/veh	141.6	1.6	1.7	18.0	2.5	0.4	89.6	0.4	0.4	5.7	2.7	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.2	10.2	7.4	7.4	10.4	3.3	16.8	6.2	3.2	5.0	8.2	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	191.6	39.0	37.2	69.3	43.5	35.8	139.6	38.4	36.3	58.8	48.8	50.1
LnGrp LOS	F	D	D	E	D	D	F	D	D	E	D	D
Approach Vol, veh/h		1819			1450			969			953	
Approach Delay, s/veh		71.2			46.6			74.2			50.8	
Approach LOS		E			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	44.1	25.0	30.8	25.0	39.6	17.1	38.7
Change Period (Y+Rc), s	4.6	7.5	4.6	* 7.2	4.6	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	* 34	20.4	* 38	20.4	32.8
Max Q Clear Time (g_c+I1), s	15.8	25.7	22.4	19.6	22.4	25.8	12.4	16.0
Green Ext Time (p_c), s	0.1	6.8	0.0	3.9	0.0	6.3	0.1	3.4

Intersection Summary	
HCM 6th Ctrl Delay	61.1
HCM 6th LOS	E

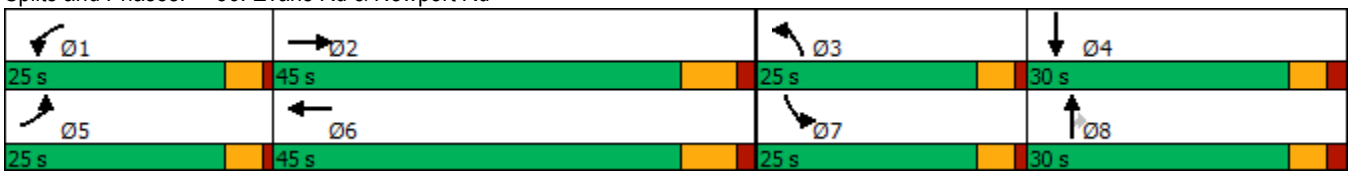
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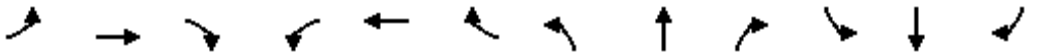
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	26	1596	93	1296	66	93	123	67	181
Future Volume (vph)	26	1596	93	1296	66	93	123	67	181
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	11.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	5.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.7	39.4	9.5	46.4	8.3	15.2	15.2	8.3	15.2
Actuated g/C Ratio	0.08	0.44	0.11	0.52	0.09	0.17	0.17	0.09	0.17
v/c Ratio	0.19	1.03	0.48	0.50	0.39	0.29	0.33	0.40	0.63
Control Delay	47.8	58.4	50.2	17.3	49.5	37.5	9.4	49.6	45.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.8	58.4	50.2	17.3	49.5	37.5	9.4	49.6	45.1
LOS	D	E	D	B	D	D	A	D	D
Approach Delay		58.2		19.5		28.0			46.2
Approach LOS		E		B		C			D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 89	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 39.8	Intersection LOS: D
Intersection Capacity Utilization 84.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 86: Evans Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	1596	38	93	1296	38	66	93	123	67	181	23
Future Volume (veh/h)	26	1596	38	93	1296	38	66	93	123	67	181	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	1596	38	93	1296	38	66	93	123	67	181	23
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	59	1670	40	121	2577	76	104	268	227	104	233	30
Arrive On Green	0.03	0.46	0.46	0.07	0.50	0.50	0.06	0.14	0.14	0.06	0.14	0.14
Sat Flow, veh/h	1810	3603	86	1810	5178	152	1810	1900	1610	1810	1649	209
Grp Volume(v), veh/h	26	798	836	93	866	468	66	93	123	67	0	204
Grp Sat Flow(s),veh/h/ln	1810	1805	1883	1810	1729	1871	1810	1900	1610	1810	0	1858
Q Serve(g_s), s	1.1	34.5	34.8	4.1	13.6	13.6	2.9	3.6	5.8	2.9	0.0	8.6
Cycle Q Clear(g_c), s	1.1	34.5	34.8	4.1	13.6	13.6	2.9	3.6	5.8	2.9	0.0	8.6
Prop In Lane	1.00		0.05	1.00		0.08	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	59	837	873	121	1721	931	104	268	227	104	0	263
V/C Ratio(X)	0.44	0.95	0.96	0.77	0.50	0.50	0.64	0.35	0.54	0.64	0.00	0.78
Avail Cap(c_a), veh/h	454	840	876	454	1721	931	454	571	484	454	0	558
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.6	20.9	21.0	37.3	13.7	13.7	37.5	31.5	32.4	37.5	0.0	33.6
Incr Delay (d2), s/veh	1.9	20.5	20.7	3.8	0.2	0.4	2.4	0.8	2.0	2.5	0.0	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	18.0	18.9	1.9	4.9	5.4	1.3	1.7	2.3	1.3	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.4	41.5	41.7	41.1	13.9	14.1	39.9	32.3	34.4	39.9	0.0	38.5
LnGrp LOS	D	D	D	D	B	B	D	C	C	D	A	D
Approach Vol, veh/h		1660			1427			282			271	
Approach Delay, s/veh		41.6			15.7			35.0			38.9	
Approach LOS		D			B			D			D	

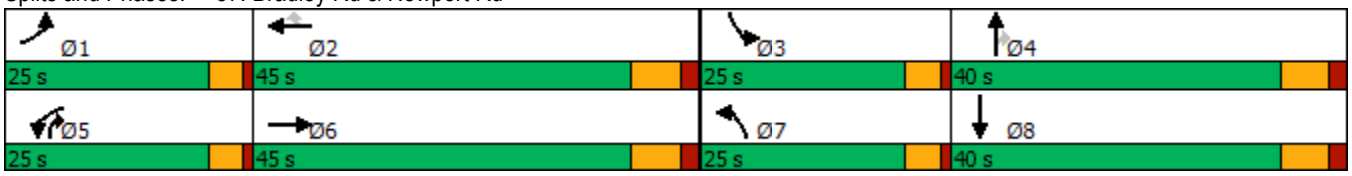
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	44.9	9.2	17.1	7.3	47.6	9.3	17.1
Change Period (Y+Rc), s	4.6	7.2	4.6	5.6	4.6	7.2	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.8	20.4	24.4	20.4	37.8	20.4	24.4
Max Q Clear Time (g_c+I1), s	6.1	36.8	4.9	10.6	3.1	15.6	4.9	7.8
Green Ext Time (p_c), s	0.1	0.9	0.1	0.9	0.0	9.9	0.1	0.8

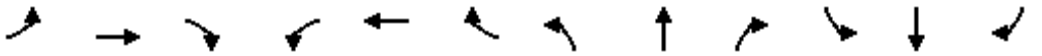
Intersection Summary	
HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	179	1287	436	991	148	345	401	350	211	446
Future Volume (vph)	179	1287	436	991	148	345	401	350	211	446
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	1	6	5	2		7	4	5	3	8
Permitted Phases					2			4		
Detector Phase	1	6	5	2	2	7	4	5	3	8
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	15.2	10.6	12.8	10.6	10.6	12.8
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	40.0	25.0	25.0	40.0
Total Split (%)	18.5%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	18.5%	18.5%	29.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2	4.6	6.8	4.6	4.6	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	16.4	38.0	18.7	40.3	40.3	20.5	30.8	56.3	18.0	28.3
Actuated g/C Ratio	0.13	0.30	0.15	0.31	0.31	0.16	0.24	0.44	0.14	0.22
v/c Ratio	0.78	1.01	0.86	0.61	0.25	1.20	0.88	0.47	0.84	0.69
Control Delay	78.0	71.2	71.2	40.9	9.9	166.0	69.5	22.5	82.0	49.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.0	71.2	71.2	40.9	9.9	166.0	69.5	22.5	82.0	49.5
LOS	E	E	E	D	A	F	E	C	F	D
Approach Delay		71.9		46.4			84.9			58.7
Approach LOS		E		D			F			E

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 128.8	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.20	
Intersection Signal Delay: 64.9	Intersection LOS: E
Intersection Capacity Utilization 96.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 87: Bradley Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	1287	243	436	991	148	345	401	350	211	446	93
Future Volume (veh/h)	179	1287	243	436	991	148	345	401	350	211	446	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	179	1287	243	436	991	148	345	401	350	211	446	93
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	207	1331	251	494	1717	533	297	449	607	238	603	125
Arrive On Green	0.11	0.30	0.30	0.14	0.33	0.33	0.16	0.24	0.24	0.13	0.20	0.20
Sat Flow, veh/h	1810	4369	825	3510	5187	1610	1810	1900	1610	1810	2965	613
Grp Volume(v), veh/h	179	1018	512	436	991	148	345	401	350	211	270	269
Grp Sat Flow(s),veh/h/ln	1810	1729	1736	1755	1729	1610	1810	1900	1610	1810	1805	1773
Q Serve(g_s), s	12.1	36.0	36.1	15.1	19.6	8.4	20.4	25.4	21.5	14.2	17.4	17.7
Cycle Q Clear(g_c), s	12.1	36.0	36.1	15.1	19.6	8.4	20.4	25.4	21.5	14.2	17.4	17.7
Prop In Lane	1.00		0.48	1.00		1.00	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	207	1053	529	494	1717	533	297	449	607	238	367	361
V/C Ratio(X)	0.87	0.97	0.97	0.88	0.58	0.28	1.16	0.89	0.58	0.89	0.74	0.75
Avail Cap(c_a), veh/h	297	1053	529	577	1717	533	297	508	657	297	483	474
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	42.6	42.6	52.3	34.3	30.6	51.9	45.9	30.8	53.0	46.3	46.4
Incr Delay (d2), s/veh	12.5	20.2	30.9	12.3	0.5	0.3	102.8	16.7	1.1	19.8	4.1	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	18.2	19.8	7.5	8.3	3.3	17.7	14.0	8.5	7.8	8.2	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.6	62.7	73.4	64.6	34.8	30.9	154.7	62.6	31.9	72.7	50.4	50.9
LnGrp LOS	E	E	E	E	C	C	F	E	C	E	D	D
Approach Vol, veh/h		1709			1575			1096			750	
Approach Delay, s/veh		66.3			42.7			81.7			56.9	
Approach LOS		E			D			F			E	

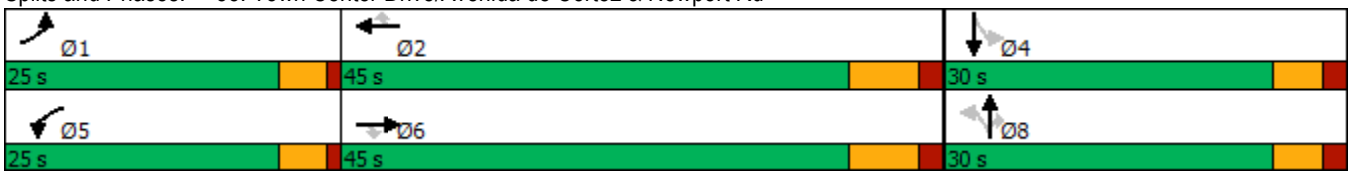
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	48.3	20.9	36.1	22.1	45.0	25.0	32.1
Change Period (Y+Rc), s	4.6	7.2	4.6	6.8	4.6	7.2	4.6	6.8
Max Green Setting (Gmax), s	20.4	37.8	20.4	33.2	20.4	37.8	20.4	33.2
Max Q Clear Time (g_c+I1), s	14.1	21.6	16.2	27.4	17.1	38.1	22.4	19.7
Green Ext Time (p_c), s	0.1	6.9	0.1	2.0	0.3	0.0	0.0	2.8

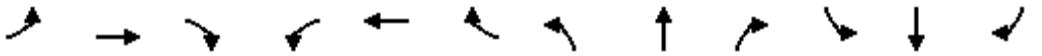
Intersection Summary	
HCM 6th Ctrl Delay	61.0
HCM 6th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	11	1741	91	393	1517	32	95	12	476	83	29
Future Volume (vph)	11	1741	91	393	1517	32	95	12	476	83	29
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	1	6		5	2			8			4
Permitted Phases			6			2	8		8	4	
Detector Phase	1	6	6	5	2	2	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	15.2	10.6	15.2	15.2	11.6	11.6	11.6	11.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	45.0%	25.0%	45.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	6.1	36.5	36.5	20.6	59.8	59.8	14.2	14.2	14.2	14.2	14.2
Actuated g/C Ratio	0.07	0.41	0.41	0.23	0.67	0.67	0.16	0.16	0.16	0.16	0.16
v/c Ratio	0.09	0.82	0.13	0.94	0.44	0.03	0.43	0.04	0.82	0.37	0.17
Control Delay	44.3	28.0	6.5	68.4	8.8	0.1	39.6	30.3	20.5	37.4	21.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	28.0	6.5	68.4	8.8	0.1	39.6	30.3	20.5	37.4	21.6
LOS	D	C	A	E	A	A	D	C	C	D	C
Approach Delay		27.0			20.7			23.8			31.4
Approach LOS		C			C			C			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 88.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 24.0	Intersection LOS: C
Intersection Capacity Utilization 83.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 88: Town Center Drive/Avenida de Cortez & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1741	91	393	1517	32	95	12	476	83	29	22
Future Volume (veh/h)	11	1741	91	393	1517	32	95	12	476	83	29	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	1741	91	393	1517	32	95	12	476	83	29	22
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	29	1935	586	372	2919	906	380	467	396	295	247	187
Arrive On Green	0.02	0.37	0.37	0.21	0.56	0.56	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	5187	1572	1810	5187	1610	1375	1900	1610	922	1003	761
Grp Volume(v), veh/h	11	1741	91	393	1517	32	95	12	476	83	0	51
Grp Sat Flow(s),veh/h/ln	1810	1729	1572	1810	1729	1610	1375	1900	1610	922	0	1763
Q Serve(g_s), s	0.6	31.4	3.8	20.4	17.9	0.9	5.7	0.5	24.4	7.4	0.0	2.2
Cycle Q Clear(g_c), s	0.6	31.4	3.8	20.4	17.9	0.9	7.9	0.5	24.4	7.9	0.0	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.43
Lane Grp Cap(c), veh/h	29	1935	586	372	2919	906	380	467	396	295	0	434
V/C Ratio(X)	0.38	0.90	0.16	1.06	0.52	0.04	0.25	0.03	1.20	0.28	0.00	0.12
Avail Cap(c_a), veh/h	372	1977	599	372	2919	906	380	467	396	295	0	434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.3	29.4	20.7	39.4	13.4	9.7	32.1	28.4	37.4	31.4	0.0	29.0
Incr Delay (d2), s/veh	3.1	6.0	0.1	62.2	0.2	0.0	0.3	0.0	112.6	0.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	13.1	1.3	15.0	6.1	0.3	1.9	0.2	21.8	1.7	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	35.4	20.8	101.6	13.6	9.7	32.5	28.4	150.0	31.9	0.0	29.2
LnGrp LOS	D	D	C	F	B	A	C	C	F	C	A	C
Approach Vol, veh/h		1843			1942			583			134	
Approach Delay, s/veh		34.7			31.3			128.4			30.9	
Approach LOS		C			C			F			C	

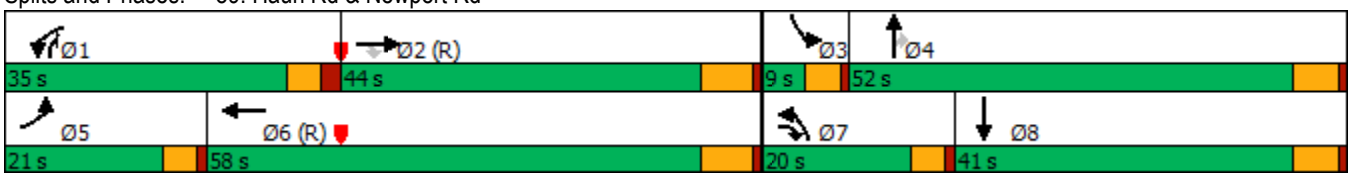
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	63.0		30.0	25.0	44.2		30.0				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	37.8		24.4	20.4	37.8		24.4				
Max Q Clear Time (g_c+I1), s	2.6	19.9		9.9	22.4	33.4		26.4				
Green Ext Time (p_c), s	0.0	9.8		0.5	0.0	3.6		0.0				

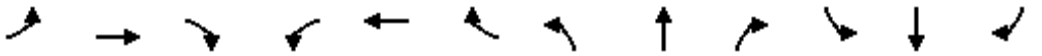
Intersection Summary			
HCM 6th Ctrl Delay		45.3	
HCM 6th LOS		D	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	210	1836	119	570	1804	141	65	523	169	34
Future Volume (vph)	210	1836	119	570	1804	141	65	523	169	34
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	7	1	6	7	4	1	3	8
Permitted Phases			2					4		
Detector Phase	5	2	7	1	6	7	4	1	3	8
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	12.5	8.6	9.6	12.5	8.6	11.8	9.6	8.6	11.8
Total Split (s)	21.0	44.0	20.0	35.0	58.0	20.0	52.0	35.0	9.0	41.0
Total Split (%)	15.0%	31.4%	14.3%	25.0%	41.4%	14.3%	37.1%	25.0%	6.4%	29.3%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)	13.5	71.8	84.7	27.4	86.7	11.0	13.3	39.6	7.5	7.3
Actuated g/C Ratio	0.10	0.51	0.60	0.20	0.62	0.08	0.10	0.28	0.05	0.05
v/c Ratio	0.62	0.69	0.12	0.83	0.71	0.51	0.36	0.62	0.90	0.41
Control Delay	68.9	28.3	3.1	60.6	21.2	68.3	63.4	37.9	107.9	32.5
Queue Delay	0.0	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0
Total Delay	68.9	28.3	3.1	60.6	22.6	68.3	63.4	37.9	107.9	32.5
LOS	E	C	A	E	C	E	E	D	F	C
Approach Delay		30.9			30.3		46.1			81.1
Approach LOS		C			C		D			F

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 75 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 34.7	Intersection LOS: C
Intersection Capacity Utilization 78.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 89: Haun Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	1836	119	570	1804	432	141	65	523	169	34	59
Future Volume (veh/h)	210	1836	119	570	1804	432	141	65	523	169	34	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	210	1836	119	570	1804	432	141	65	523	169	34	59
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	265	2330	811	637	2361	553	194	336	1015	110	277	245
Arrive On Green	0.08	0.45	0.45	0.12	0.38	0.38	0.06	0.18	0.18	0.03	0.15	0.15
Sat Flow, veh/h	3510	5187	1608	3510	4197	983	3510	1900	2829	3510	1805	1601
Grp Volume(v), veh/h	210	1836	119	570	1479	757	141	65	523	169	34	59
Grp Sat Flow(s),veh/h/ln	1755	1729	1608	1755	1729	1722	1755	1900	1415	1755	1805	1601
Q Serve(g_s), s	8.2	42.2	5.5	22.4	52.3	54.3	5.5	4.1	20.4	4.4	2.3	4.5
Cycle Q Clear(g_c), s	8.2	42.2	5.5	22.4	52.3	54.3	5.5	4.1	20.4	4.4	2.3	4.5
Prop In Lane	1.00		1.00	1.00		0.57	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	265	2330	811	637	1945	969	194	336	1015	110	277	245
V/C Ratio(X)	0.79	0.79	0.15	0.89	0.76	0.78	0.73	0.19	0.52	1.53	0.12	0.24
Avail Cap(c_a), veh/h	411	2330	811	737	1945	969	386	627	1448	110	454	402
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	0.68	0.68	0.68	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.6	32.9	18.6	60.2	35.4	36.0	65.1	49.1	35.3	67.8	51.2	52.1
Incr Delay (d2), s/veh	2.9	1.4	0.2	8.8	2.0	4.3	5.2	0.3	0.4	279.5	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	17.2	2.1	10.9	23.2	24.6	2.6	1.9	6.9	6.2	1.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.6	34.3	18.8	69.0	37.3	40.3	70.3	49.4	35.7	347.3	51.3	52.6
LnGrp LOS	E	C	B	E	D	D	E	D	D	F	D	D
Approach Vol, veh/h		2165			2806			729			262	
Approach Delay, s/veh		36.6			44.6			43.6			242.6	
Approach LOS		D			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.0	69.4	9.0	30.6	15.2	85.3	12.3	27.3
Change Period (Y+Rc), s	5.6	6.5	4.6	5.8	4.6	6.5	4.6	5.8
Max Green Setting (Gmax), s	29.4	37.5	4.4	46.2	16.4	51.5	15.4	35.2
Max Q Clear Time (g_c+I1), s	24.4	44.2	6.4	22.4	10.2	56.3	7.5	6.5
Green Ext Time (p_c), s	1.0	0.0	0.0	2.4	0.3	0.0	0.2	0.4

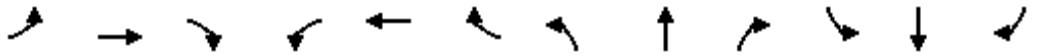
Intersection Summary	
HCM 6th Ctrl Delay	50.2
HCM 6th LOS	D

Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1885	643	2184	1033	484	0	622
Future Volume (vph)	1885	643	2184	1033	484	0	622
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		4	4	
Permitted Phases		Free		Free			4
Detector Phase	2		6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	87.0		87.0		53.0	53.0	53.0
Total Split (%)	62.1%		62.1%		37.9%	37.9%	37.9%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	90.2	140.0	90.2	140.0	38.3	38.3	38.3
Actuated g/C Ratio	0.64	1.00	0.64	1.00	0.27	0.27	0.27
v/c Ratio	0.45	0.41	0.65	0.64	0.83	0.84	0.82
Control Delay	18.6	0.6	7.9	6.9	62.2	62.0	58.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.6	0.6	7.9	6.9	62.2	62.0	58.9
LOS	B	A	A	A	E	E	E
Approach Delay	14.0		7.6			61.1	
Approach LOS	B		A			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 10 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 18.6	Intersection LOS: B
Intersection Capacity Utilization 77.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 90: I-215 SB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1885	643	0	2184	1033	0	0	0	484	0	622
Future Volume (veh/h)	0	1885	643	0	2184	1033	0	0	0	484	0	622
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1885	0	0	2184	0				699	0	392
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	4269		0	3388					958	0	426
Arrive On Green	0.00	1.00	0.00	0.00	1.00	0.00				0.26	0.00	0.26
Sat Flow, veh/h	0	6802	1610	0	5358	1610				3619	0	1610
Grp Volume(v), veh/h	0	1885	0	0	2184	0				699	0	392
Grp Sat Flow(s),veh/h/ln	0	1634	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0				24.6	0.0	33.1
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0				24.6	0.0	33.1
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	4269		0	3388					958	0	426
V/C Ratio(X)	0.00	0.44		0.00	0.64					0.73	0.00	0.92
Avail Cap(c_a), veh/h	0	4269		0	3388					1228	0	546
HCM Platoon Ratio	1.00	2.00	2.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.66	0.00	0.00	0.68	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				46.9	0.0	50.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.7	0.0				1.0	0.0	16.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.2	0.0				11.2	0.0	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.2	0.0	0.0	0.7	0.0				47.9	0.0	66.1
LnGrp LOS	A	A		A	A					D	A	E
Approach Vol, veh/h		1885			2184						1091	
Approach Delay, s/veh		0.2			0.7						54.5	
Approach LOS		A			A						D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	97.4	42.6	97.4
Change Period (Y+Rc), s	6.0	5.5	6.0
Max Green Setting (Gmax), s	81.0	47.5	81.0
Max Q Clear Time (g_c+I1), s	2.0	35.1	2.0
Green Ext Time (p_c), s	24.2	1.9	33.3

Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

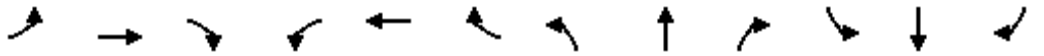
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	1860	510	2817	679	401	0	656
Future Volume (vph)	1860	510	2817	679	401	0	656
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		8	8	
Permitted Phases		Free		Free			8
Detector Phase	2		6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	84.0		84.0		56.0	56.0	56.0
Total Split (%)	60.0%		60.0%		40.0%	40.0%	40.0%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	90.7	140.0	90.7	140.0	37.8	37.8	37.8
Actuated g/C Ratio	0.65	1.00	0.65	1.00	0.27	0.27	0.27
v/c Ratio	0.55	0.32	0.67	0.42	0.78	0.83	0.81
Control Delay	16.1	0.5	17.4	0.8	58.5	61.1	58.4
Queue Delay	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	16.1	0.5	17.8	0.8	58.5	61.1	58.4
LOS	B	A	B	A	E	E	E
Approach Delay	12.7		14.5			59.3	
Approach LOS	B		B			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 20.8	Intersection LOS: C
Intersection Capacity Utilization 72.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 91: I-215 NB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑↑	↱	↰	↕	↱			
Traffic Volume (veh/h)	0	1860	510	0	2817	679	401	0	656	0	0	0
Future Volume (veh/h)	0	1860	510	0	2817	679	401	0	656	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	1860	0	0	2817	0	267	0	799			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	3358		0	4231		490	0	871			
Arrive On Green	0.00	1.00	0.00	0.00	0.65	0.00	0.27	0.00	0.27			
Sat Flow, veh/h	0	5358	1610	0	6802	1610	1810	0	3220			
Grp Volume(v), veh/h	0	1860	0	0	2817	0	267	0	799			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	37.4	0.0	17.7	0.0	33.7			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	37.4	0.0	17.7	0.0	33.7			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3358		0	4231		490	0	871			
V/C Ratio(X)	0.00	0.55		0.00	0.67		0.55	0.00	0.92			
Avail Cap(c_a), veh/h	0	3358		0	4231		653	0	1162			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.85	0.00	0.00	0.09	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	15.3	0.0	43.7	0.0	49.5			
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.1	0.0	0.4	0.0	8.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	12.6	0.0	8.0	0.0	14.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.6	0.0	0.0	15.4	0.0	44.0	0.0	57.5			
LnGrp LOS	A	A		A	B		D	A	E			
Approach Vol, veh/h		1860			2817			1066				
Approach Delay, s/veh		0.6			15.4			54.2				
Approach LOS		A			B			D				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		96.6				96.6		43.4				
Change Period (Y+Rc), s		6.0				6.0		5.5				
Max Green Setting (Gmax), s		78.0				78.0		50.5				
Max Q Clear Time (g_c+I1), s		2.0				39.4		35.7				
Green Ext Time (p_c), s		23.4				31.9		2.2				

Intersection Summary		
HCM 6th Ctrl Delay		17.8
HCM 6th LOS		B

Notes

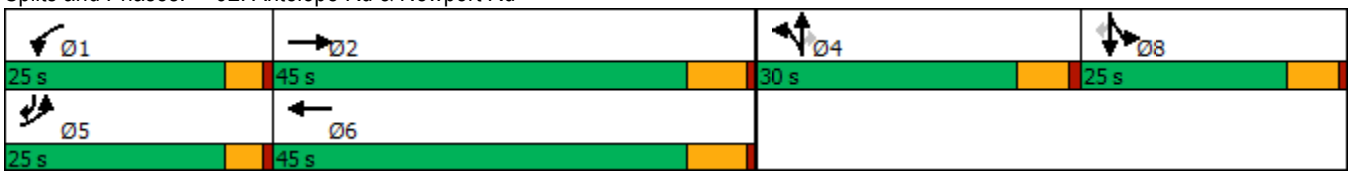
User approved volume balancing among the lanes for turning movement.

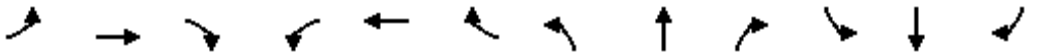
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	299	1600	103	2214	841	115	94	100	101	442
Future Volume (vph)	299	1600	103	2214	841	115	94	100	101	442
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm	Split	NA	pm+ov
Protected Phases	5	2	1	6	4	4		8	8	5
Permitted Phases							4			8
Detector Phase	5	2	1	6	4	4	4	8	8	5
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	4.0	4.0	6.0	6.0	4.0
Minimum Split (s)	8.6	12.5	8.6	12.5	9.8	9.8	9.8	11.8	11.8	8.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	25.0	25.0	25.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	24.0%	24.0%	24.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	13.8	44.7	7.7	38.6	24.3	24.3	24.3	11.2	11.2	30.8
Actuated g/C Ratio	0.12	0.40	0.07	0.35	0.22	0.22	0.22	0.10	0.10	0.28
v/c Ratio	0.69	0.94	0.42	1.32	0.88	0.89	0.21	0.28	0.53	0.52
Control Delay	55.3	42.3	55.7	180.4	57.0	69.0	4.7	48.3	57.8	29.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.3	42.3	55.7	180.4	57.0	69.0	4.7	48.3	57.8	29.1
LOS	E	D	E	F	E	E	A	D	E	C
Approach Delay		44.1		175.2		56.1			36.6	
Approach LOS		D		F		E			D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 110.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.32	
Intersection Signal Delay: 96.0	Intersection LOS: F
Intersection Capacity Utilization 93.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 92: Antelope Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	299	1600	346	103	2214	162	841	115	94	100	101	442
Future Volume (veh/h)	299	1600	346	103	2214	162	841	115	94	100	101	442
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	299	1600	346	103	2214	162	739	258	94	100	101	442
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	365	1673	359	160	1643	119	757	398	336	553	299	741
Arrive On Green	0.10	0.39	0.39	0.05	0.33	0.33	0.21	0.21	0.21	0.16	0.16	0.16
Sat Flow, veh/h	3510	4276	917	3510	4935	358	3619	1900	1606	3510	1900	2834
Grp Volume(v), veh/h	299	1292	654	103	1545	831	739	258	94	100	101	442
Grp Sat Flow(s),veh/h/ln	1755	1729	1735	1755	1729	1835	1810	1900	1606	1755	1900	1417
Q Serve(g_s), s	9.6	42.0	42.6	3.3	38.5	38.5	23.5	14.4	5.7	2.9	5.5	15.8
Cycle Q Clear(g_c), s	9.6	42.0	42.6	3.3	38.5	38.5	23.5	14.4	5.7	2.9	5.5	15.8
Prop In Lane	1.00		0.53	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	365	1353	679	160	1151	611	757	398	336	553	299	741
V/C Ratio(X)	0.82	0.95	0.96	0.65	1.34	1.36	0.98	0.65	0.28	0.18	0.34	0.60
Avail Cap(c_a), veh/h	619	1353	679	619	1151	611	757	398	336	583	315	765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	34.2	34.4	54.3	38.6	38.6	45.4	41.8	38.4	42.2	43.3	37.4
Incr Delay (d2), s/veh	1.8	15.1	25.9	1.6	159.8	172.5	26.6	2.9	0.2	0.2	0.7	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	19.3	21.7	1.5	41.0	45.6	12.9	6.8	2.2	1.2	2.6	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.5	49.2	60.3	55.9	198.3	211.1	72.0	44.7	38.6	42.4	44.0	38.6
LnGrp LOS	D	D	E	E	F	F	E	D	D	D	D	D
Approach Vol, veh/h		2245			2479			1091			643	
Approach Delay, s/veh		52.9			196.7			62.7			40.0	
Approach LOS		D			F			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	51.8		30.0	16.6	45.0		24.0				
Change Period (Y+Rc), s	4.6	6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	20.4	38.5		24.2	20.4	38.5		19.2				
Max Q Clear Time (g_c+I1), s	5.3	44.6		25.5	11.6	40.5		17.8				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.4	0.0		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		108.5	
HCM 6th LOS		F	

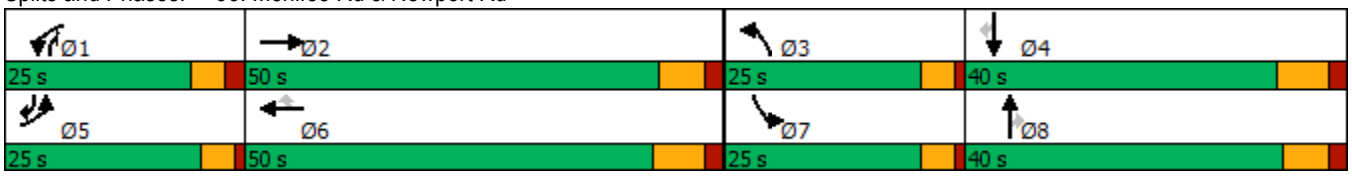
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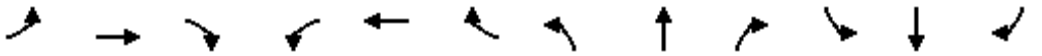
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	281	1548	522	1640	122	333	674	634	196	561	465
Future Volume (vph)	281	1548	522	1640	122	333	674	634	196	561	465
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6		3	8	1	7	4	5
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	9.6	14.8	10.6	15.5	15.5	9.6	12.8	10.6	9.6	13.5	9.6
Total Split (s)	25.0	50.0	25.0	50.0	50.0	25.0	40.0	25.0	25.0	40.0	25.0
Total Split (%)	17.9%	35.7%	17.9%	35.7%	35.7%	17.9%	28.6%	17.9%	17.9%	28.6%	17.9%
Yellow Time (s)	3.6	4.8	3.6	5.5	5.5	3.6	4.8	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	5.6	7.5	7.5	4.6	6.8	5.6	4.6	7.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	20.5	43.4	19.5	42.7	42.7	16.3	29.3	50.0	17.3	29.6	52.9
Actuated g/C Ratio	0.15	0.33	0.15	0.32	0.32	0.12	0.22	0.38	0.13	0.22	0.40
v/c Ratio	1.01	1.04	1.02	0.99	0.21	0.78	0.85	0.98	0.84	0.70	0.69
Control Delay	113.7	75.5	101.0	64.8	7.9	70.2	61.3	65.5	86.0	53.2	31.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	113.7	75.5	101.0	64.8	7.9	70.2	61.3	65.5	86.0	53.2	31.3
LOS	F	E	F	E	A	E	E	E	F	D	C
Approach Delay		80.9		70.0			64.7			50.1	
Approach LOS		F		E			E			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 133.3	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 68.4	Intersection LOS: E
Intersection Capacity Utilization 98.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 93: Menifee Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	281	1548	180	522	1640	122	333	674	634	196	561	465
Future Volume (veh/h)	281	1548	180	522	1640	122	333	674	634	196	561	465
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	281	1548	180	522	1640	122	333	674	634	196	561	465
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	268	1476	171	494	1627	505	385	870	610	220	913	639
Arrive On Green	0.15	0.31	0.31	0.14	0.31	0.31	0.11	0.24	0.24	0.12	0.25	0.25
Sat Flow, veh/h	1810	4705	546	3510	5187	1610	3510	3610	1589	1810	3610	1582
Grp Volume(v), veh/h	281	1137	591	522	1640	122	333	674	634	196	561	465
Grp Sat Flow(s),veh/h/ln	1810	1729	1793	1755	1729	1610	1755	1805	1589	1810	1805	1582
Q Serve(g_s), s	20.4	43.2	43.2	19.4	43.2	7.8	12.9	24.0	33.2	14.7	18.9	34.3
Cycle Q Clear(g_c), s	20.4	43.2	43.2	19.4	43.2	7.8	12.9	24.0	33.2	14.7	18.9	34.3
Prop In Lane	1.00		0.30	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	268	1084	562	494	1627	505	385	870	610	220	913	639
V/C Ratio(X)	1.05	1.05	1.05	1.06	1.01	0.24	0.87	0.77	1.04	0.89	0.61	0.73
Avail Cap(c_a), veh/h	268	1084	562	494	1627	505	520	870	610	268	913	639
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.7	47.3	47.3	59.2	47.3	35.1	60.3	48.8	42.7	59.6	45.5	35.0
Incr Delay (d2), s/veh	68.3	41.0	51.9	56.0	24.3	0.3	8.9	4.4	47.1	23.0	1.2	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.2	24.1	26.7	12.3	21.6	3.1	6.2	11.4	28.5	8.2	8.7	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	127.0	88.3	99.2	115.2	71.6	35.5	69.2	53.2	89.8	82.6	46.7	39.2
LnGrp LOS	F	F	F	F	F	D	E	D	F	F	D	D
Approach Vol, veh/h		2009			2284			1641			1222	
Approach Delay, s/veh		96.9			79.6			70.6			49.6	
Approach LOS		F			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	50.7	19.7	42.4	25.0	50.7	21.4	40.7
Change Period (Y+Rc), s	5.6	* 7.5	4.6	7.5	4.6	7.5	4.6	* 7.5
Max Green Setting (Gmax), s	19.4	* 43	20.4	32.5	20.4	42.5	20.4	* 33
Max Q Clear Time (g_c+I1), s	21.4	45.2	14.9	36.3	22.4	45.2	16.7	35.2
Green Ext Time (p_c), s	0.0	0.0	0.2	0.0	0.0	0.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	77.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	178.1
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	464	243	251	680	630	474
Future Vol, veh/h	464	243	251	680	630	474
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	464	243	251	680	630	474
Number of Lanes	1	1	1	2	2	0

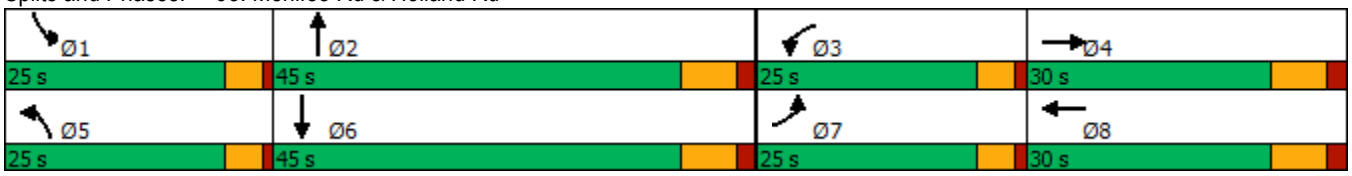
Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	3
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	3	0	2
HCM Control Delay	171.1	41	298.2
HCM LOS	F	E	F

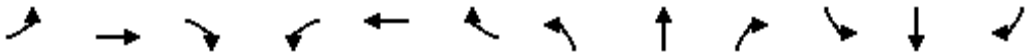
Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	31%
Vol Right, %	0%	0%	0%	0%	100%	0%	69%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	251	340	340	464	243	420	684
LT Vol	251	0	0	464	0	0	0
Through Vol	0	340	340	0	0	420	210
RT Vol	0	0	0	0	243	0	474
Lane Flow Rate	251	340	340	464	243	420	684
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.678	0.871	0.71	1.425	0.666	1.165	1.806
Departure Headway (Hd)	11.281	10.762	8.996	12.746	11.517	11.026	10.517
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	324	340	405	288	316	332	356
Service Time	8.981	8.462	6.696	10.446	9.217	8.726	8.217
HCM Lane V/C Ratio	0.775	1	0.84	1.611	0.769	1.265	1.921
HCM Control Delay	34.8	55.6	30.9	242.7	34.5	135.5	398.1
HCM Lane LOS	D	F	D	F	D	F	F
HCM 95th-tile Q	4.6	8.1	5.4	21.9	4.5	15.8	40.2

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	203	164	74	293	27	397	159	486
Future Volume (vph)	203	164	74	293	27	397	159	486
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	17.2	10.6	17.2
Total Split (s)	25.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	14.8	29.2	8.7	20.2	6.8	19.4	12.9	30.8
Actuated g/C Ratio	0.16	0.32	0.09	0.22	0.07	0.21	0.14	0.34
v/c Ratio	0.70	0.15	0.43	0.73	0.20	0.62	0.63	0.51
Control Delay	52.1	25.9	51.7	28.6	49.9	36.7	51.2	27.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.1	25.9	51.7	28.6	49.9	36.7	51.2	27.0
LOS	D	C	D	C	D	D	D	C
Approach Delay		40.2		31.0		37.5		32.0
Approach LOS		D		C		D		C

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 91.7	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 34.1	Intersection LOS: C
Intersection Capacity Utilization 73.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 95: Menifee Rd & Holland Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	164	6	74	293	362	27	397	68	159	486	119
Future Volume (veh/h)	203	164	6	74	293	362	27	397	68	159	486	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	203	164	6	74	293	362	27	397	68	159	486	119
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	245	1196	44	110	473	421	61	607	103	198	782	190
Arrive On Green	0.14	0.34	0.34	0.06	0.26	0.26	0.03	0.20	0.20	0.11	0.27	0.27
Sat Flow, veh/h	1810	3552	129	1810	1805	1605	1810	3076	522	1810	2866	697
Grp Volume(v), veh/h	203	83	87	74	293	362	27	231	234	159	305	300
Grp Sat Flow(s),veh/h/ln	1810	1805	1876	1810	1805	1605	1810	1805	1793	1810	1805	1758
Q Serve(g_s), s	8.7	2.6	2.6	3.2	11.4	17.2	1.2	9.4	9.6	6.8	11.8	11.9
Cycle Q Clear(g_c), s	8.7	2.6	2.6	3.2	11.4	17.2	1.2	9.4	9.6	6.8	11.8	11.9
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.29	1.00		0.40
Lane Grp Cap(c), veh/h	245	608	632	110	473	421	61	356	354	198	493	480
V/C Ratio(X)	0.83	0.14	0.14	0.67	0.62	0.86	0.44	0.65	0.66	0.80	0.62	0.63
Avail Cap(c_a), veh/h	463	608	632	463	516	458	463	855	849	463	855	833
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	18.4	18.4	36.7	25.9	28.1	37.8	29.5	29.6	34.7	25.4	25.4
Incr Delay (d2), s/veh	2.8	0.1	0.1	2.7	2.5	15.1	1.8	2.8	3.0	2.9	1.8	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	1.1	1.1	1.5	5.0	8.1	0.5	4.2	4.3	3.1	5.1	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	18.5	18.5	39.4	28.4	43.1	39.7	32.3	32.5	37.6	27.2	27.3
LnGrp LOS	D	B	B	D	C	D	D	C	C	D	C	C
Approach Vol, veh/h		373			729			492			764	
Approach Delay, s/veh		28.2			36.8			32.8			29.4	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	23.0	9.4	34.1	7.3	29.0	15.4	28.1
Change Period (Y+Rc), s	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.8	20.4	22.8	20.4	37.8	20.4	22.8
Max Q Clear Time (g_c+I1), s	8.8	11.6	5.2	4.6	3.2	13.9	10.7	19.2
Green Ext Time (p_c), s	0.2	4.2	0.1	1.1	0.0	5.5	0.2	1.8

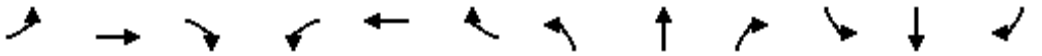
Intersection Summary	
HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C

Lane Group	EBL	EBT	WBT	NBT	SBL	SBT	SBR	Ø1
Lane Configurations								
Traffic Volume (vph)	153	1171	1771	1	247	1	351	
Future Volume (vph)	153	1171	1771	1	247	1	351	
Turn Type	Prot	NA	NA	NA	Perm	NA	Perm	
Protected Phases	5	2	6	8		4		1
Permitted Phases					4		4	
Detector Phase	5	2	6	8	4	4	4	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	10.0	10.0	10.0	10.0	9.7
Total Split (s)	19.7	52.0	52.0	31.0	31.0	31.0	31.0	19.7
Total Split (%)	19.2%	50.6%	50.6%	30.2%	30.2%	30.2%	30.2%	19%
Yellow Time (s)	3.7	6.0	6.0	4.0	4.0	4.0	4.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	7.0	7.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes					Yes
Recall Mode	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	11.8	61.9	45.4	9.4		20.5	20.5	
Actuated g/C Ratio	0.12	0.66	0.48	0.10		0.22	0.22	
v/c Ratio	0.68	0.50	1.09	0.01		0.83	0.62	
Control Delay	56.5	9.8	78.8	35.0		58.4	13.3	
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	56.5	9.8	78.8	35.0		58.4	13.3	
LOS	E	A	E	C		E	B	
Approach Delay		15.2	78.8	35.0		32.0		
Approach LOS		B	E	C		C		

Intersection Summary	
Cycle Length: 102.7	
Actuated Cycle Length: 94.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 49.3	Intersection LOS: D
Intersection Capacity Utilization 95.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 96: Juniper Flats Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	1171	0	0	1771	111	0	1	0	247	1	351
Future Volume (veh/h)	153	1171	0	0	1771	111	0	1	0	247	1	351
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	153	1171	0	0	1771	111	0	1	0	247	1	351
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	187	2280	0	2	1652	103	0	457	0	421	1	388
Arrive On Green	0.10	0.63	0.00	0.00	0.48	0.48	0.00	0.24	0.00	0.24	0.24	0.24
Sat Flow, veh/h	1810	3705	0	1810	3451	214	0	1900	0	1432	6	1610
Grp Volume(v), veh/h	153	1171	0	0	918	964	0	1	0	248	0	351
Grp Sat Flow(s),veh/h/ln	1810	1805	0	1810	1805	1861	0	1900	0	1438	0	1610
Q Serve(g_s), s	7.8	16.6	0.0	0.0	45.0	45.0	0.0	0.0	0.0	14.9	0.0	19.9
Cycle Q Clear(g_c), s	7.8	16.6	0.0	0.0	45.0	45.0	0.0	0.0	0.0	14.9	0.0	19.9
Prop In Lane	1.00		0.00	1.00		0.12	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	187	2280	0	2	864	890	0	457	0	423	0	388
V/C Ratio(X)	0.82	0.51	0.00	0.00	1.06	1.08	0.00	0.00	0.00	0.59	0.00	0.91
Avail Cap(c_a), veh/h	289	2280	0	289	864	890	0	525	0	474	0	445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.3	9.4	0.0	0.0	24.5	24.5	0.0	27.1	0.0	32.8	0.0	34.7
Incr Delay (d2), s/veh	5.6	0.2	0.0	0.0	48.8	55.0	0.0	0.0	0.0	0.7	0.0	18.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	5.9	0.0	0.0	29.5	32.0	0.0	0.0	0.0	5.2	0.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	9.6	0.0	0.0	73.3	79.6	0.0	27.1	0.0	33.5	0.0	53.5
LnGrp LOS	D	A	A	A	F	F	A	C	A	C	A	D
Approach Vol, veh/h		1324			1882			1			599	
Approach Delay, s/veh		13.9			76.5			27.1			45.2	
Approach LOS		B			E			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	66.4		27.6	14.4	52.0		27.6				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	45.0		26.0	* 15	45.0		26.0				
Max Q Clear Time (g_c+I1), s	0.0	18.6		21.9	9.8	47.0		2.0				
Green Ext Time (p_c), s	0.0	10.0		0.7	0.1	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		49.8	
HCM 6th LOS		D	

Notes

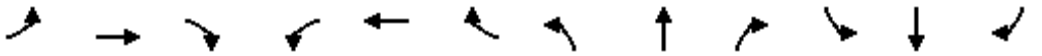
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	35	1079	413	591	1120	431	25	19	51
Future Volume (vph)	35	1079	413	591	1120	431	25	19	51
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.2	11.2	9.7	11.2	11.5	11.5	11.5	11.5
Total Split (s)	15.0	35.0	35.0	30.0	50.0	25.0	25.0	25.0	25.0
Total Split (%)	16.7%	38.9%	38.9%	33.3%	55.6%	27.8%	27.8%	27.8%	27.8%
Yellow Time (s)	3.7	5.2	5.2	3.7	5.2	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.2	6.2	4.7	6.2	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	6.4	28.8	28.8	25.3	51.6	18.5	18.5	18.5	18.5
Actuated g/C Ratio	0.07	0.32	0.32	0.28	0.57	0.21	0.21	0.21	0.21
v/c Ratio	0.27	0.93	0.52	1.17	0.56	1.54	0.83	0.23	0.16
Control Delay	44.4	45.4	5.1	126.0	14.4	291.0	19.4	37.6	26.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	45.4	5.1	126.0	14.4	291.0	19.4	37.6	26.1
LOS	D	D	A	F	B	F	B	D	C
Approach Delay		34.5			52.2		135.2		28.8
Approach LOS		C			D		F		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.54	
Intersection Signal Delay: 64.8	Intersection LOS: E
Intersection Capacity Utilization 112.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 97: Winchester Rd/Vista Pl & SR-74/Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1079	413	591	1120	32	431	25	555	19	51	12
Future Volume (veh/h)	35	1079	413	591	1120	32	431	25	555	19	51	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	1079	413	591	1120	32	431	25	555	19	51	12
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	59	1155	515	509	2038	58	321	14	319	80	306	72
Arrive On Green	0.03	0.32	0.32	0.28	0.57	0.57	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1810	3610	1610	1810	3584	102	1360	70	1551	847	1487	350
Grp Volume(v), veh/h	35	1079	413	591	564	588	431	0	580	19	0	63
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1882	1360	0	1621	847	0	1837
Q Serve(g_s), s	1.7	26.1	21.1	25.3	17.6	17.6	16.0	0.0	18.5	0.0	0.0	2.5
Cycle Q Clear(g_c), s	1.7	26.1	21.1	25.3	17.6	17.6	18.5	0.0	18.5	18.5	0.0	2.5
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.96	1.00		0.19
Lane Grp Cap(c), veh/h	59	1155	515	509	1027	1070	321	0	333	80	0	378
V/C Ratio(X)	0.60	0.93	0.80	1.16	0.55	0.55	1.34	0.00	1.74	0.24	0.00	0.17
Avail Cap(c_a), veh/h	207	1155	515	509	1027	1070	321	0	333	80	0	378
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.0	29.7	28.0	32.3	12.2	12.2	39.0	0.0	35.8	45.0	0.0	29.4
Incr Delay (d2), s/veh	3.6	14.7	12.4	92.8	2.1	2.0	173.3	0.0	345.6	6.9	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	12.5	9.1	23.1	6.3	6.6	22.6	0.0	39.1	0.6	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.5	44.4	40.4	125.1	14.3	14.2	212.3	0.0	381.4	51.9	0.0	30.4
LnGrp LOS	D	D	D	F	B	B	F	A	F	D	A	C
Approach Vol, veh/h		1527			1743			1011			82	
Approach Delay, s/veh		43.4			51.8			309.3			35.3	
Approach LOS		D			D			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.0	35.0		25.0	7.6	57.4		25.0				
Change Period (Y+Rc), s	* 4.7	6.2		6.5	* 4.7	6.2		6.5				
Max Green Setting (Gmax), s	* 25	28.8		18.5	* 10	43.8		18.5				
Max Q Clear Time (g_c+I1), s	27.3	28.1		20.5	3.7	19.6		20.5				
Green Ext Time (p_c), s	0.0	0.5		0.0	0.0	4.2		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		108.2
HCM 6th LOS		F

Notes

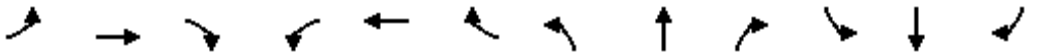
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	416	909	281	835	165	500	191	151	695	321
Future Volume (vph)	416	909	281	835	165	500	191	151	695	321
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	9.7	11.0	9.7	11.5	11.5	9.7	11.5	11.5
Total Split (s)	25.0	40.0	25.0	40.0	20.0	25.0	25.0	20.0	25.0	25.0
Total Split (%)	22.7%	36.4%	22.7%	36.4%	18.2%	22.7%	22.7%	18.2%	22.7%	22.7%
Yellow Time (s)	3.7	5.0	3.7	5.0	3.7	5.5	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	4.7	6.0	4.7	6.5	6.5	4.7	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	20.3	35.1	19.2	34.0	13.2	21.1	21.1	12.7	20.6	20.6
Actuated g/C Ratio	0.18	0.32	0.17	0.31	0.12	0.19	0.19	0.12	0.19	0.19
v/c Ratio	1.25	0.99	0.89	0.79	0.76	0.72	0.44	0.73	1.03	0.74
Control Delay	173.2	61.4	74.4	40.6	69.0	49.3	14.8	66.4	86.9	33.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	173.2	61.4	74.4	40.6	69.0	49.3	14.8	66.4	86.9	33.4
LOS	F	E	E	D	E	D	B	E	F	C
Approach Delay		91.6		48.8		45.4			69.5	
Approach LOS		F		D		D			E	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.25	
Intersection Signal Delay: 67.3	Intersection LOS: E
Intersection Capacity Utilization 94.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 98: Warren Rd & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	416	909	215	281	835	39	165	500	191	151	695	321
Future Volume (veh/h)	416	909	215	281	835	39	165	500	191	151	695	321
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	416	909	215	281	835	39	165	500	191	151	695	321
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	334	1025	242	310	1196	56	195	635	283	181	607	271
Arrive On Green	0.18	0.35	0.35	0.17	0.34	0.34	0.11	0.18	0.18	0.10	0.17	0.17
Sat Flow, veh/h	1810	2897	685	1810	3511	164	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	416	566	558	281	429	445	165	500	191	151	695	321
Grp Sat Flow(s),veh/h/ln	1810	1805	1777	1810	1805	1870	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	20.3	32.5	32.5	16.8	22.6	22.6	9.8	14.6	12.2	9.0	18.5	18.5
Cycle Q Clear(g_c), s	20.3	32.5	32.5	16.8	22.6	22.6	9.8	14.6	12.2	9.0	18.5	18.5
Prop In Lane	1.00		0.39	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	334	639	629	310	615	637	195	635	283	181	607	271
V/C Ratio(X)	1.25	0.89	0.89	0.91	0.70	0.70	0.85	0.79	0.67	0.84	1.14	1.19
Avail Cap(c_a), veh/h	334	639	629	334	615	637	252	635	283	252	607	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	33.4	33.5	44.7	31.4	31.4	48.2	43.3	42.4	48.6	45.8	45.8
Incr Delay (d2), s/veh	133.3	16.6	16.9	19.7	4.7	4.6	15.3	9.5	12.1	11.6	83.4	114.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.0	16.1	15.9	8.9	10.0	10.4	5.3	7.3	5.8	4.6	15.2	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	178.1	50.0	50.4	64.4	36.1	35.9	63.5	52.9	54.5	60.2	129.2	160.2
LnGrp LOS	F	D	D	E	D	D	E	D	D	E	F	F
Approach Vol, veh/h		1540			1155			856			1167	
Approach Delay, s/veh		84.7			42.9			55.3			128.8	
Approach LOS		F			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.5	44.9	16.5	25.0	25.0	43.5	15.7	25.9
Change Period (Y+Rc), s	* 4.7	6.0	* 4.7	6.5	* 4.7	6.0	* 4.7	6.5
Max Green Setting (Gmax), s	* 20	34.0	* 15	18.5	* 20	34.0	* 15	18.5
Max Q Clear Time (g_c+I1), s	18.8	34.5	11.8	20.5	22.3	24.6	11.0	16.6
Green Ext Time (p_c), s	0.1	0.0	0.1	0.0	0.0	2.2	0.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	80.1
HCM 6th LOS	F

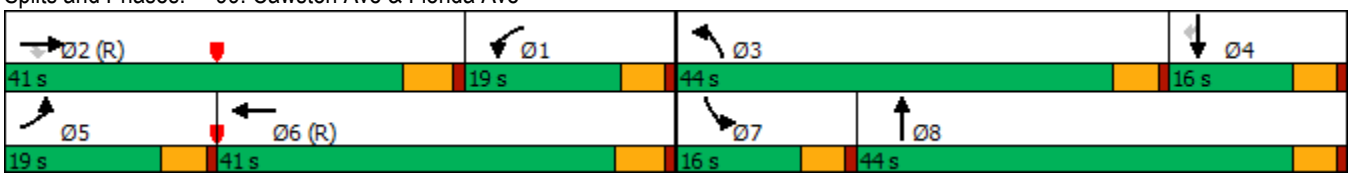
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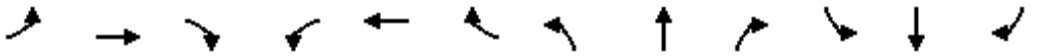
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	168	784	9	11	723	143	83	76	170	243
Future Volume (vph)	168	784	9	11	723	143	83	76	170	243
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.5	10.5	10.0	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	19.0	41.0	41.0	19.0	41.0	44.0	44.0	16.0	16.0	16.0
Total Split (%)	15.8%	34.2%	34.2%	15.8%	34.2%	36.7%	36.7%	13.3%	13.3%	13.3%
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.5	5.5	5.0	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	13.3	50.7	50.7	7.0	36.2	14.0	43.2	8.9	36.0	36.0
Actuated g/C Ratio	0.11	0.42	0.42	0.06	0.30	0.12	0.36	0.07	0.30	0.30
v/c Ratio	0.84	0.51	0.01	0.10	0.72	0.68	0.08	0.57	0.30	0.37
Control Delay	85.5	28.4	0.0	53.4	41.8	66.4	23.1	69.6	35.4	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.5	28.4	0.0	53.4	41.8	66.4	23.1	69.6	35.4	6.1
LOS	F	C	A	D	D	E	C	E	D	A
Approach Delay		38.1			41.9		48.7		26.1	
Approach LOS		D			D		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 30 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 38.0	Intersection LOS: D
Intersection Capacity Utilization 65.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 99: Cawston Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	784	9	11	723	54	143	83	16	76	170	243
Future Volume (veh/h)	168	784	9	11	723	54	143	83	16	76	170	243
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	168	784	9	11	723	54	143	83	16	76	170	243
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	195	1068	466	272	1167	87	172	986	185	97	539	457
Arrive On Green	0.11	0.30	0.30	0.15	0.34	0.34	0.10	0.32	0.32	0.05	0.28	0.28
Sat Flow, veh/h	1810	3610	1576	1810	3405	254	1810	3033	569	1810	1900	1610
Grp Volume(v), veh/h	168	784	9	11	383	394	143	49	50	76	170	243
Grp Sat Flow(s),veh/h/ln	1810	1805	1576	1810	1805	1854	1810	1805	1797	1810	1900	1610
Q Serve(g_s), s	11.0	23.4	0.4	0.6	21.3	21.3	9.3	2.2	2.3	5.0	8.4	15.3
Cycle Q Clear(g_c), s	11.0	23.4	0.4	0.6	21.3	21.3	9.3	2.2	2.3	5.0	8.4	15.3
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	195	1068	466	272	619	635	172	587	584	97	539	457
V/C Ratio(X)	0.86	0.73	0.02	0.04	0.62	0.62	0.83	0.08	0.09	0.78	0.32	0.53
Avail Cap(c_a), veh/h	211	1068	466	272	619	635	588	587	584	166	539	457
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.33	0.33	0.33	0.43	0.43	0.43	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.7	38.0	16.4	43.6	32.9	32.9	53.4	28.1	28.1	56.1	33.8	36.3
Incr Delay (d2), s/veh	10.2	1.5	0.0	0.0	2.0	2.0	3.9	0.3	0.3	5.1	1.5	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	10.4	0.2	0.3	9.5	9.7	4.4	1.0	1.1	2.4	4.1	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.8	39.5	16.4	43.6	34.9	34.9	57.3	28.4	28.4	61.1	35.3	40.6
LnGrp LOS	E	D	B	D	C	C	E	C	C	E	D	D
Approach Vol, veh/h		961			788			242			489	
Approach Delay, s/veh		43.4			35.0			45.5			42.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.6	41.0	16.4	39.0	17.9	46.6	11.4	44.0
Change Period (Y+Rc), s	5.5	* 5.5	5.0	5.0	5.0	5.5	5.0	5.0
Max Green Setting (Gmax), s	14.0	* 36	39.0	11.0	14.0	35.5	11.0	39.0
Max Q Clear Time (g_c+I1), s	2.6	25.4	11.3	17.3	13.0	23.3	7.0	4.3
Green Ext Time (p_c), s	0.0	2.7	0.2	0.0	0.0	2.5	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	40.7
HCM 6th LOS	D

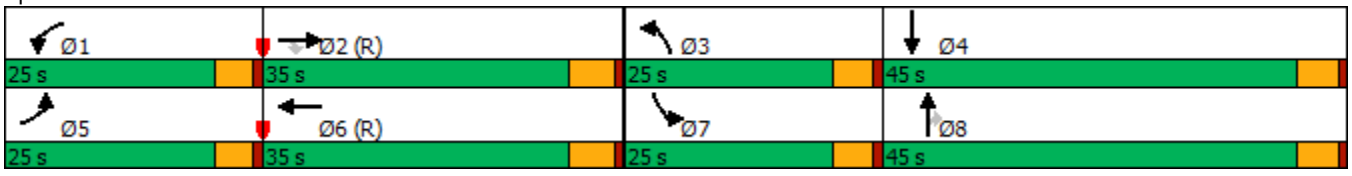
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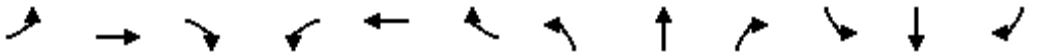
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	234	538	62	250	603	146	739	82	145	960
Future Volume (vph)	234	538	62	250	603	146	739	82	145	960
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	10.5	9.7	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	25.0	35.0	35.0	25.0	35.0	25.0	45.0	45.0	25.0	45.0
Total Split (%)	19.2%	26.9%	26.9%	19.2%	26.9%	19.2%	34.6%	34.6%	19.2%	34.6%
Yellow Time (s)	3.7	4.5	4.5	3.7	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	5.5	4.7	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	19.0	30.2	30.2	19.6	30.8	15.5	45.3	45.3	14.7	44.5
Actuated g/C Ratio	0.15	0.23	0.23	0.15	0.24	0.12	0.35	0.35	0.11	0.34
v/c Ratio	0.89	0.64	0.14	0.92	0.87	0.68	0.59	0.13	0.71	0.89
Control Delay	87.1	49.3	2.8	92.0	58.8	70.5	37.7	4.0	74.2	50.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.1	49.3	2.8	92.0	58.8	70.5	37.7	4.0	74.2	50.8
LOS	F	D	A	F	E	E	D	A	E	D
Approach Delay		56.5			67.3		39.8			53.5
Approach LOS		E			E		D			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 45 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 54.2	Intersection LOS: D
Intersection Capacity Utilization 89.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 100: Sanderson Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	234	538	62	250	603	129	146	739	82	145	960	127
Future Volume (veh/h)	234	538	62	250	603	129	146	739	82	145	960	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	234	538	62	250	603	129	146	739	82	145	960	127
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	259	1045	455	274	881	188	173	1115	495	171	984	130
Arrive On Green	0.14	0.29	0.29	0.15	0.30	0.30	0.10	0.31	0.31	0.09	0.31	0.31
Sat Flow, veh/h	1810	3610	1572	1810	2957	631	1810	3610	1602	1810	3199	423
Grp Volume(v), veh/h	234	538	62	250	368	364	146	739	82	145	541	546
Grp Sat Flow(s),veh/h/ln	1810	1805	1572	1810	1805	1783	1810	1805	1602	1810	1805	1817
Q Serve(g_s), s	16.5	16.2	3.8	17.7	23.3	23.4	10.3	23.1	4.8	10.3	38.6	38.6
Cycle Q Clear(g_c), s	16.5	16.2	3.8	17.7	23.3	23.4	10.3	23.1	4.8	10.3	38.6	38.6
Prop In Lane	1.00		1.00	1.00		0.35	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	259	1045	455	274	538	531	173	1115	495	171	555	559
V/C Ratio(X)	0.90	0.51	0.14	0.91	0.68	0.69	0.84	0.66	0.17	0.85	0.97	0.98
Avail Cap(c_a), veh/h	283	1045	455	283	538	531	278	1115	495	278	555	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.73	0.73	0.73	0.44	0.44	0.44	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	38.6	34.2	54.3	40.2	40.3	57.8	39.0	32.7	57.9	44.5	44.5
Incr Delay (d2), s/veh	24.1	1.5	0.5	24.2	5.1	5.2	5.7	1.4	0.3	6.3	32.5	32.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	7.3	1.5	9.8	11.0	11.0	5.0	10.5	1.9	5.0	22.1	22.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.9	40.1	34.7	78.5	45.3	45.5	63.5	40.4	33.0	64.3	77.0	77.0
LnGrp LOS	E	D	C	E	D	D	E	D	C	E	E	E
Approach Vol, veh/h		834			982			967			1232	
Approach Delay, s/veh		50.6			53.8			43.3			75.5	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.4	43.1	17.5	45.0	23.3	44.2	17.3	45.2
Change Period (Y+Rc), s	* 4.7	5.5	5.0	5.0	* 4.7	5.5	5.0	5.0
Max Green Setting (Gmax), s	* 20	29.5	20.0	40.0	* 20	29.5	20.0	40.0
Max Q Clear Time (g_c+I1), s	19.7	18.2	12.3	40.6	18.5	25.4	12.3	25.1
Green Ext Time (p_c), s	0.0	2.8	0.2	0.0	0.1	1.7	0.1	4.7

Intersection Summary	
HCM 6th Ctrl Delay	57.3
HCM 6th LOS	E

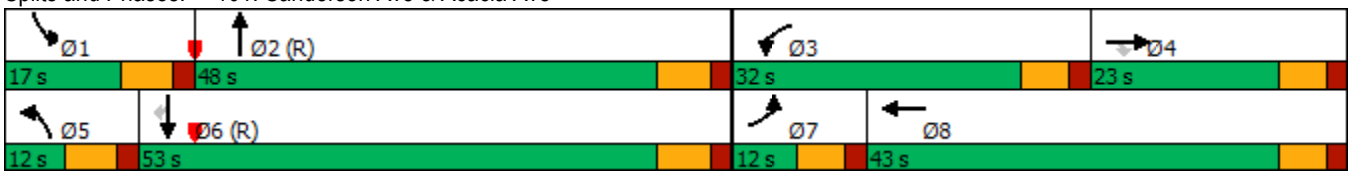
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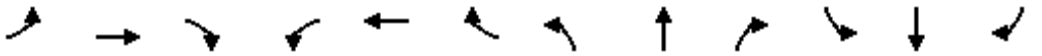
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	28	284	155	164	190	118	887	195	945	17
Future Volume (vph)	28	284	155	164	190	118	887	195	945	17
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0	7.0
Minimum Split (s)	10.3	13.3	13.3	10.3	13.3	10.7	13.7	10.7	13.7	13.7
Total Split (s)	12.0	23.0	23.0	32.0	43.0	12.0	48.0	17.0	53.0	53.0
Total Split (%)	10.0%	19.2%	19.2%	26.7%	35.8%	10.0%	40.0%	14.2%	44.2%	44.2%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.7	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	5.2	26.2	26.2	14.8	40.1	6.7	41.3	11.7	46.3	46.3
Actuated g/C Ratio	0.04	0.22	0.22	0.12	0.33	0.06	0.34	0.10	0.39	0.39
v/c Ratio	0.36	0.68	0.30	0.74	0.55	1.19	0.85	1.11	0.68	0.02
Control Delay	68.6	53.4	3.3	69.4	34.1	197.6	43.6	152.0	33.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.6	53.4	3.3	69.4	34.1	197.6	43.6	152.0	33.7	0.1
LOS	E	D	A	E	C	F	D	F	C	A
Approach Delay		37.7			45.7		59.3		53.1	
Approach LOS		D			D		E		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 4 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay: 52.0	Intersection LOS: D
Intersection Capacity Utilization 85.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: Sanderson Ave & Acacia Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	284	155	164	190	145	118	887	148	195	945	17
Future Volume (veh/h)	28	284	155	164	190	145	118	887	148	195	945	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	284	155	164	190	145	118	887	148	195	945	17
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	37	264	224	192	225	172	80	1399	233	155	1783	778
Arrive On Green	0.02	0.14	0.14	0.11	0.23	0.23	0.04	0.45	0.45	0.09	0.49	0.49
Sat Flow, veh/h	1810	1900	1607	1810	999	762	1810	3095	516	1810	3610	1575
Grp Volume(v), veh/h	28	284	155	164	0	335	118	517	518	195	945	17
Grp Sat Flow(s),veh/h/ln	1810	1900	1607	1810	0	1762	1810	1805	1806	1810	1805	1575
Q Serve(g_s), s	1.8	16.7	11.0	10.7	0.0	21.8	5.3	26.4	26.4	10.3	21.5	0.7
Cycle Q Clear(g_c), s	1.8	16.7	11.0	10.7	0.0	21.8	5.3	26.4	26.4	10.3	21.5	0.7
Prop In Lane	1.00		1.00	1.00		0.43	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	37	264	224	192	0	397	80	816	817	155	1783	778
V/C Ratio(X)	0.77	1.07	0.69	0.85	0.00	0.84	1.48	0.63	0.63	1.26	0.53	0.02
Avail Cap(c_a), veh/h	86	264	224	388	0	539	80	816	817	155	1783	778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.39	0.39	0.39
Uniform Delay (d), s/veh	58.5	51.6	49.2	52.7	0.0	44.5	57.3	25.2	25.2	54.8	20.8	15.5
Incr Delay (d2), s/veh	11.6	76.4	9.8	4.1	0.0	10.3	269.9	3.7	3.7	134.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	13.5	5.0	5.1	0.0	10.6	8.4	12.0	12.0	10.5	9.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.1	128.0	59.0	56.8	0.0	54.7	327.2	29.0	29.0	188.9	21.3	15.6
LnGrp LOS	E	F	E	E	A	D	F	C	C	F	C	B
Approach Vol, veh/h		467			499			1153			1157	
Approach Delay, s/veh		101.6			55.4			59.5			49.4	
Approach LOS		F			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	61.0	19.0	23.0	12.0	66.0	8.7	33.3
Change Period (Y+Rc), s	6.7	6.7	6.3	6.3	6.7	6.7	6.3	6.3
Max Green Setting (Gmax), s	10.3	41.3	25.7	16.7	5.3	46.3	5.7	36.7
Max Q Clear Time (g_c+I1), s	12.3	28.4	12.7	18.7	7.3	23.5	3.8	23.8
Green Ext Time (p_c), s	0.0	7.1	0.1	0.0	0.0	9.7	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	61.3
HCM 6th LOS	E

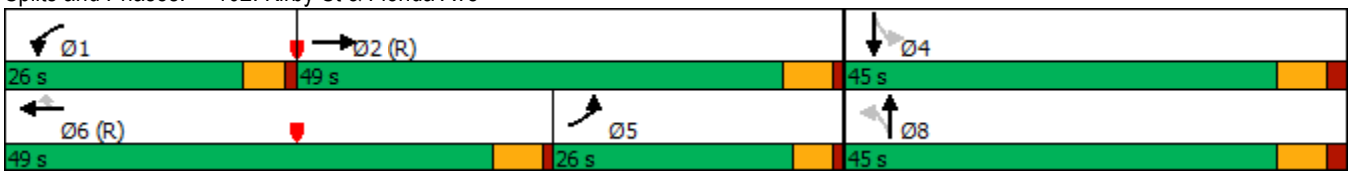
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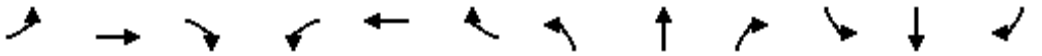
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	97	614	112	842	113	68	485	158	591
Future Volume (vph)	97	614	112	842	113	68	485	158	591
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	9.7	10.5	10.5	11.5	11.5	11.5	11.5
Total Split (s)	26.0	49.0	26.0	49.0	49.0	45.0	45.0	45.0	45.0
Total Split (%)	21.7%	40.8%	21.7%	40.8%	40.8%	37.5%	37.5%	37.5%	37.5%
Yellow Time (s)	3.7	4.5	3.7	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	4.7	5.5	5.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	21.3	53.0	11.8	43.5	43.5	38.5	38.5	38.5	38.5
Actuated g/C Ratio	0.18	0.44	0.10	0.36	0.36	0.32	0.32	0.32	0.32
v/c Ratio	0.30	0.43	0.63	0.64	0.17	0.54	0.49	0.78	0.66
Control Delay	45.9	24.4	67.2	34.6	5.4	51.5	33.7	64.4	36.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.9	24.4	67.2	34.6	5.4	51.5	33.7	64.4	36.9
LOS	D	C	E	C	A	D	C	E	D
Approach Delay		27.0		34.9			35.6		41.7
Approach LOS		C		C			D		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 92 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 35.1	Intersection LOS: D
Intersection Capacity Utilization 73.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 102: Kirby St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	614	66	112	842	113	68	485	76	158	591	162
Future Volume (veh/h)	97	614	66	112	842	113	68	485	76	158	591	162
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	97	614	66	112	842	113	68	485	76	158	591	162
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	1524	164	138	1309	575	159	1004	156	228	895	245
Arrive On Green	0.17	0.46	0.46	0.08	0.36	0.36	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	3288	353	1810	3610	1588	721	3128	488	861	2791	763
Grp Volume(v), veh/h	97	337	343	112	842	113	68	279	282	158	382	371
Grp Sat Flow(s),veh/h/ln	1810	1805	1836	1810	1805	1588	721	1805	1811	861	1805	1749
Q Serve(g_s), s	5.6	14.8	14.8	7.3	23.3	5.9	10.8	14.9	15.0	21.7	21.9	22.0
Cycle Q Clear(g_c), s	5.6	14.8	14.8	7.3	23.3	5.9	32.7	14.9	15.0	36.7	21.9	22.0
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.27	1.00		0.44
Lane Grp Cap(c), veh/h	309	837	851	138	1309	575	159	579	581	228	579	561
V/C Ratio(X)	0.31	0.40	0.40	0.81	0.64	0.20	0.43	0.48	0.49	0.69	0.66	0.66
Avail Cap(c_a), veh/h	321	837	851	321	1309	575	159	579	581	228	579	561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	21.2	21.2	54.5	31.8	26.3	49.3	32.7	32.8	47.6	35.1	35.1
Incr Delay (d2), s/veh	0.2	1.1	1.1	4.2	2.4	0.8	8.2	2.9	2.9	15.9	5.8	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	6.4	6.5	3.5	10.4	2.3	2.3	7.0	7.1	5.6	10.5	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.8	22.3	22.3	58.8	34.2	27.0	57.4	35.6	35.7	63.4	40.9	41.2
LnGrp LOS	D	C	C	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		777			1067			629			911	
Approach Delay, s/veh		25.0			36.1			38.0			44.9	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	61.1		45.0	26.0	49.0		45.0				
Change Period (Y+Rc), s	* 4.7	5.5		6.5	5.5	* 5.5		6.5				
Max Green Setting (Gmax), s	* 21	43.5		38.5	21.3	* 44		38.5				
Max Q Clear Time (g_c+I1), s	9.3	16.8		38.7	7.6	25.3		34.7				
Green Ext Time (p_c), s	0.1	2.6		0.0	0.1	3.9		1.4				

Intersection Summary			
HCM 6th Ctrl Delay		36.3	
HCM 6th LOS		D	

Notes

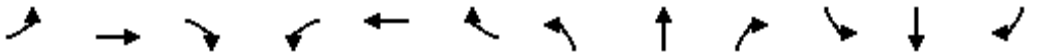
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	59	682	116	960	126	176	85	67	211	83
Future Volume (vph)	59	682	116	960	126	176	85	67	211	83
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	1	6		8			4	
Permitted Phases					8		8	4		4
Detector Phase	5	2	1	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	9.7	9.7	9.7	9.7	9.7	9.7
Total Split (s)	16.0	51.0	17.0	52.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	15.2%	48.6%	16.2%	49.5%	35.2%	35.2%	35.2%	35.2%	35.2%	35.2%
Yellow Time (s)	3.7	4.1	3.7	4.1	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	4.7	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	7.9	47.9	10.3	52.2	32.3	32.3	32.3	32.3	32.3	32.3
Actuated g/C Ratio	0.08	0.46	0.10	0.50	0.31	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.44	0.46	0.66	0.57	0.41	0.30	0.16	0.20	0.36	0.15
Control Delay	55.6	20.8	77.6	11.1	33.7	29.5	6.6	28.8	30.5	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.6	20.8	77.6	11.1	33.7	29.5	6.6	28.8	30.5	6.6
LOS	E	C	E	B	C	C	A	C	C	A
Approach Delay		23.3		18.0		25.8			24.7	
Approach LOS		C		B		C			C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 58 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 21.6	Intersection LOS: C
Intersection Capacity Utilization 66.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Lyon Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	682	68	116	960	48	126	176	85	67	211	83
Future Volume (veh/h)	59	682	68	116	960	48	126	176	85	67	211	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	59	682	68	116	960	48	126	176	85	67	211	83
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	77	1566	156	145	1789	89	312	584	494	337	584	487
Arrive On Green	0.04	0.47	0.47	0.03	0.17	0.17	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1810	3305	329	1810	3494	175	1101	1900	1605	1134	1900	1584
Grp Volume(v), veh/h	59	372	378	116	496	512	126	176	85	67	211	83
Grp Sat Flow(s),veh/h/ln	1810	1805	1829	1810	1805	1863	1101	1900	1605	1134	1900	1584
Q Serve(g_s), s	3.4	14.3	14.4	6.7	26.4	26.4	10.6	7.4	4.1	5.0	9.1	4.0
Cycle Q Clear(g_c), s	3.4	14.3	14.4	6.7	26.4	26.4	19.7	7.4	4.1	12.5	9.1	4.0
Prop In Lane	1.00		0.18	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	77	855	867	145	924	954	312	584	494	337	584	487
V/C Ratio(X)	0.77	0.44	0.44	0.80	0.54	0.54	0.40	0.30	0.17	0.20	0.36	0.17
Avail Cap(c_a), veh/h	195	855	867	212	924	954	312	584	494	337	584	487
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	18.3	18.3	50.3	32.2	32.2	36.0	27.7	26.6	32.5	28.3	26.6
Incr Delay (d2), s/veh	6.0	1.6	1.6	6.3	1.9	1.8	3.9	1.3	0.8	1.3	1.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	6.1	6.2	3.4	13.1	13.6	3.2	3.6	1.7	1.5	4.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.8	19.9	19.9	56.6	34.1	34.0	39.8	29.1	27.3	33.8	30.0	27.3
LnGrp LOS	E	B	B	E	C	C	D	C	C	C	C	C
Approach Vol, veh/h		809			1124			387			361	
Approach Delay, s/veh		22.5			36.4			32.2			30.1	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.1	54.9		37.0	9.1	58.9		37.0				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		* 4.7				
Max Green Setting (Gmax), s	* 12	45.9		* 32	* 11	46.9		* 32				
Max Q Clear Time (g_c+I1), s	8.7	16.4		14.5	5.4	28.4		21.7				
Green Ext Time (p_c), s	0.0	3.0		1.0	0.0	4.0		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

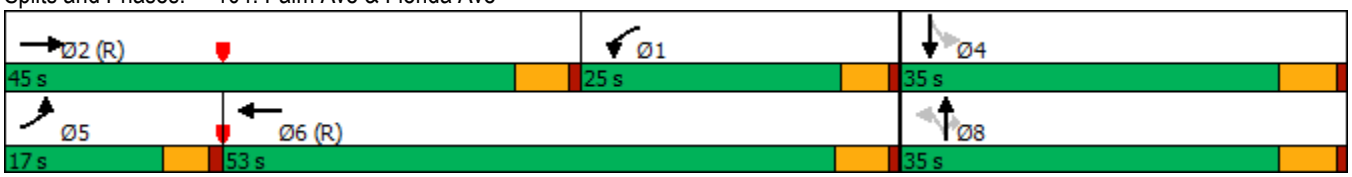
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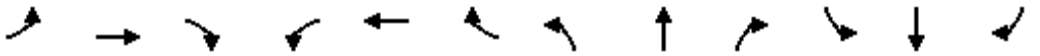
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	61	717	96	949	103	206	84	46	243
Future Volume (vph)	61	717	96	949	103	206	84	46	243
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.4	10.4	10.4	10.4	10.4
Total Split (s)	17.0	45.0	25.0	53.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	16.2%	42.9%	23.8%	50.5%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.4	5.4	5.4	5.4	5.4
Lead/Lag	Lead	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	8.0	44.9	17.4	54.1	29.6	29.6	29.6	29.6	29.6
Actuated g/C Ratio	0.08	0.43	0.17	0.52	0.28	0.28	0.28	0.28	0.28
v/c Ratio	0.45	0.50	0.32	0.54	0.55	0.39	0.16	0.16	0.62
Control Delay	75.3	16.7	23.4	7.3	45.0	33.0	2.5	30.3	37.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.3	16.7	23.4	7.3	45.0	33.0	2.5	30.3	37.2
LOS	E	B	C	A	D	C	A	C	D
Approach Delay		21.0		8.7		29.6			36.3
Approach LOS		C		A		C			D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 72.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 104: Palm Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	717	48	96	949	42	103	206	84	46	243	82
Future Volume (veh/h)	61	717	48	96	949	42	103	206	84	46	243	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	61	717	48	96	949	42	103	206	84	46	243	82
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	1302	87	343	1863	82	201	536	445	283	381	128
Arrive On Green	0.09	0.76	0.76	0.38	1.00	1.00	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	3427	229	1810	3516	156	1068	1900	1578	1102	1351	456
Grp Volume(v), veh/h	61	377	388	96	487	504	103	206	84	46	0	325
Grp Sat Flow(s),veh/h/ln	1810	1805	1851	1810	1805	1867	1068	1900	1578	1102	0	1807
Q Serve(g_s), s	3.5	9.1	9.1	3.9	0.0	0.0	9.8	9.2	4.2	3.7	0.0	16.5
Cycle Q Clear(g_c), s	3.5	9.1	9.1	3.9	0.0	0.0	26.4	9.2	4.2	12.9	0.0	16.5
Prop In Lane	1.00		0.12	1.00		0.08	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	79	686	703	343	956	989	201	536	445	283	0	509
V/C Ratio(X)	0.78	0.55	0.55	0.28	0.51	0.51	0.51	0.38	0.19	0.16	0.00	0.64
Avail Cap(c_a), veh/h	212	686	703	350	956	989	201	536	445	283	0	509
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.87	0.87	0.87	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.4	8.9	8.9	27.6	0.0	0.0	44.5	30.4	28.6	35.5	0.0	33.0
Incr Delay (d2), s/veh	5.5	2.9	2.8	0.1	1.7	1.6	9.0	2.1	0.9	1.2	0.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.9	3.0	1.6	0.4	0.4	3.1	4.5	1.7	1.1	0.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	11.8	11.7	27.8	1.7	1.6	53.5	32.4	29.5	36.8	0.0	39.0
LnGrp LOS	D	B	B	C	A	A	D	C	C	D	A	D
Approach Vol, veh/h		826			1087			393			371	
Approach Delay, s/veh		14.8			4.0			37.4			38.7	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	45.0		35.0	9.3	60.7		35.0				
Change Period (Y+Rc), s	5.1	* 5.1		5.4	* 4.7	5.1		5.4				
Max Green Setting (Gmax), s	20.3	* 40		29.6	* 12	47.9		29.6				
Max Q Clear Time (g_c+I1), s	5.9	11.1		18.5	5.5	2.0		28.4				
Green Ext Time (p_c), s	0.1	3.1		1.1	0.0	4.4		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		17.0	
HCM 6th LOS		B	

Notes

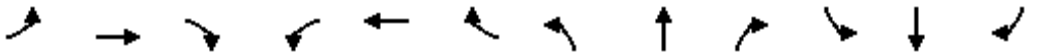
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	87	645	73	915	73	432	121	323	140
Future Volume (vph)	87	645	73	915	73	432	121	323	140
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	16.0	57.0	16.0	57.0	32.0	32.0	32.0	32.0	32.0
Total Split (%)	15.2%	54.3%	15.2%	54.3%	30.5%	30.5%	30.5%	30.5%	30.5%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	9.0	56.7	8.4	56.2	26.9	26.9	26.9	26.9	26.9
Actuated g/C Ratio	0.09	0.54	0.08	0.54	0.26	0.26	0.26	0.26	0.26
v/c Ratio	0.56	0.35	0.51	0.51	0.48	0.57	0.81	0.66	0.27
Control Delay	65.4	10.9	74.3	4.5	45.5	35.3	75.9	42.7	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.4	10.9	74.3	4.5	45.5	35.3	75.9	42.7	6.8
LOS	E	B	E	A	D	D	E	D	A
Approach Delay		17.1		9.3		36.6		41.0	
Approach LOS		B		A		D		D	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 57 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 22.9	Intersection LOS: C
Intersection Capacity Utilization 70.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 105: State St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	645	33	73	915	67	73	432	88	121	323	140
Future Volume (veh/h)	87	645	33	73	915	67	73	432	88	121	323	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	87	645	33	73	915	67	73	432	88	121	323	140
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	110	1919	98	94	1843	135	167	766	155	184	487	412
Arrive On Green	0.12	1.00	1.00	0.05	0.54	0.54	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3490	178	1810	3406	249	943	2990	604	895	1900	1606
Grp Volume(v), veh/h	87	333	345	73	485	497	73	259	261	121	323	140
Grp Sat Flow(s),veh/h/ln	1810	1805	1863	1810	1805	1850	943	1805	1790	895	1900	1606
Q Serve(g_s), s	4.9	0.0	0.0	4.2	17.7	17.7	7.9	13.1	13.3	13.6	16.0	7.5
Cycle Q Clear(g_c), s	4.9	0.0	0.0	4.2	17.7	17.7	23.9	13.1	13.3	26.9	16.0	7.5
Prop In Lane	1.00		0.10	1.00		0.13	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	110	992	1025	94	977	1001	167	462	458	184	487	412
V/C Ratio(X)	0.79	0.34	0.34	0.77	0.50	0.50	0.44	0.56	0.57	0.66	0.66	0.34
Avail Cap(c_a), veh/h	195	992	1025	195	977	1001	167	462	458	184	487	412
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	0.0	0.0	49.2	15.1	15.1	45.7	33.9	34.0	46.0	35.0	31.8
Incr Delay (d2), s/veh	4.2	0.8	0.8	4.4	1.6	1.5	8.2	4.9	5.0	16.8	7.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.2	0.2	2.0	7.2	7.4	2.2	6.3	6.4	4.0	8.3	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.7	0.8	0.8	53.5	16.7	16.7	53.9	38.8	39.0	62.8	42.0	34.1
LnGrp LOS	D	A	A	D	B	B	D	D	D	E	D	C
Approach Vol, veh/h		765			1055			593			584	
Approach Delay, s/veh		6.4			19.2			40.7			44.4	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	62.8		32.0	11.1	61.9		32.0				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	* 4.7	5.1		5.1				
Max Green Setting (Gmax), s	* 11	51.9		26.9	* 11	51.9		26.9				
Max Q Clear Time (g_c+I1), s	6.2	2.0		28.9	6.9	19.7		25.9				
Green Ext Time (p_c), s	0.0	2.7		0.0	0.0	4.3		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		25.1
HCM 6th LOS		C

Notes

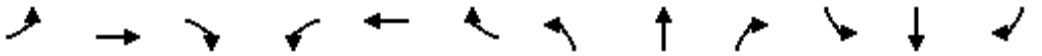
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	22	781	46	959	65	220	34	132	36
Future Volume (vph)	22	781	46	959	65	220	34	132	36
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	13.0	58.0	11.0	56.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	12.4%	55.2%	10.5%	53.3%	34.3%	34.3%	34.3%	34.3%	34.3%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lag	Lag	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	None	Max	Max	Max
Act Effct Green (s)	10.3	55.2	6.0	54.8	30.9	30.9	30.9	30.9	30.9
Actuated g/C Ratio	0.10	0.53	0.06	0.52	0.29	0.29	0.29	0.29	0.29
v/c Ratio	0.12	0.43	0.45	0.52	0.18	0.52	0.15	0.24	0.06
Control Delay	32.0	6.3	53.2	18.4	29.3	33.2	29.5	29.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.0	6.3	53.2	18.4	29.3	33.2	29.5	29.5	0.2
LOS	C	A	D	B	C	C	C	C	A
Approach Delay		7.0		20.0		32.5		24.3	
Approach LOS		A		B		C		C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 50 (48%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 67.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 106: Buena Vista St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	781	27	46	959	16	65	220	66	34	132	36
Future Volume (veh/h)	22	781	27	46	959	16	65	220	66	34	132	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	781	27	46	959	16	65	220	66	34	132	36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	442	1880	65	64	1147	19	367	413	124	249	559	473
Arrive On Green	0.49	1.00	1.00	0.01	0.10	0.10	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	3556	123	1810	3631	61	1235	1403	421	1109	1900	1607
Grp Volume(v), veh/h	22	396	412	46	477	498	65	0	286	34	132	36
Grp Sat Flow(s),veh/h/ln	1810	1805	1874	1810	1805	1887	1235	0	1823	1109	1900	1607
Q Serve(g_s), s	0.7	0.0	0.0	2.7	27.2	27.2	4.4	0.0	13.8	2.8	5.5	1.7
Cycle Q Clear(g_c), s	0.7	0.0	0.0	2.7	27.2	27.2	10.0	0.0	13.8	16.6	5.5	1.7
Prop In Lane	1.00		0.07	1.00		0.03	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	442	954	991	64	570	596	367	0	537	249	559	473
V/C Ratio(X)	0.05	0.42	0.42	0.72	0.84	0.84	0.18	0.00	0.53	0.14	0.24	0.08
Avail Cap(c_a), veh/h	442	954	991	109	875	915	367	0	537	249	559	473
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.93	0.93	0.93	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.5	0.0	0.0	51.4	44.4	44.4	31.9	0.0	31.0	37.9	28.1	26.7
Incr Delay (d2), s/veh	0.0	1.2	1.2	5.3	2.4	2.3	0.1	0.0	0.5	1.1	1.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.3	1.3	13.5	14.1	1.3	0.0	6.1	0.8	2.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	1.2	1.2	56.7	46.7	46.6	32.0	0.0	31.5	39.1	29.1	27.1
LnGrp LOS	C	A	A	E	D	D	C	A	C	D	C	C
Approach Vol, veh/h		830			1021			351			202	
Approach Delay, s/veh		1.7			47.1			31.6			30.4	
Approach LOS		A			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	60.6		36.0	30.7	38.3		36.0				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	5.1	* 5.1		5.1				
Max Green Setting (Gmax), s	* 6.3	52.9		30.9	8.3	* 51		30.9				
Max Q Clear Time (g_c+I1), s	4.7	2.0		18.6	2.7	29.2		15.8				
Green Ext Time (p_c), s	0.0	3.3		0.4	0.0	4.0		1.1				

Intersection Summary			
HCM 6th Ctrl Delay		27.8	
HCM 6th LOS		C	

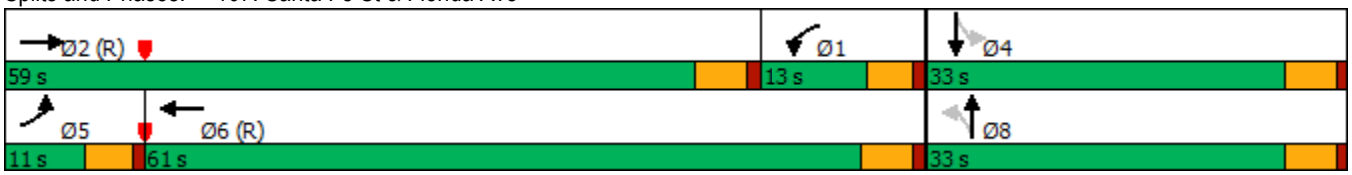
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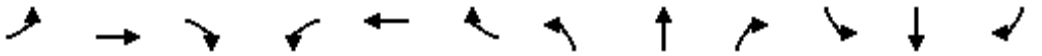
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	28	769	66	936	60	116	23	60
Future Volume (vph)	28	769	66	936	60	116	23	60
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.0	10.0	10.0	10.0
Total Split (s)	11.0	59.0	13.0	61.0	33.0	33.0	33.0	33.0
Total Split (%)	10.5%	56.2%	12.4%	58.1%	31.4%	31.4%	31.4%	31.4%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	6.3	70.2	7.6	73.5	14.3	14.3	14.3	14.3
Actuated g/C Ratio	0.06	0.67	0.07	0.70	0.14	0.14	0.14	0.14
v/c Ratio	0.26	0.35	0.50	0.38	0.33	0.73	0.24	0.34
Control Delay	60.2	4.1	60.3	8.4	44.2	51.3	44.7	32.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.2	4.1	60.3	8.4	44.2	51.3	44.7	32.7
LOS	E	A	E	A	D	D	D	C
Approach Delay		5.9		11.8		49.7		35.2
Approach LOS		A		B		D		D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 4 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 15.0	Intersection LOS: B
Intersection Capacity Utilization 62.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 107: Santa Fe St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	769	67	66	936	23	60	116	80	23	60	30
Future Volume (veh/h)	28	769	67	66	936	23	60	116	80	23	60	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	769	67	66	936	23	60	116	80	23	60	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	48	1721	150	354	2469	61	202	153	106	117	174	87
Arrive On Green	0.01	0.17	0.17	0.20	0.69	0.69	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	3352	292	1810	3598	88	1325	1047	722	1204	1188	594
Grp Volume(v), veh/h	28	414	422	66	470	489	60	0	196	23	0	90
Grp Sat Flow(s),veh/h/ln	1810	1805	1839	1810	1805	1882	1325	0	1768	1204	0	1782
Q Serve(g_s), s	1.6	21.6	21.7	3.2	11.6	11.6	4.5	0.0	11.2	2.0	0.0	4.8
Cycle Q Clear(g_c), s	1.6	21.6	21.7	3.2	11.6	11.6	9.2	0.0	11.2	13.1	0.0	4.8
Prop In Lane	1.00		0.16	1.00		0.05	1.00		0.41	1.00		0.33
Lane Grp Cap(c), veh/h	48	927	944	354	1238	1291	202	0	259	117	0	261
V/C Ratio(X)	0.58	0.45	0.45	0.19	0.38	0.38	0.30	0.00	0.76	0.20	0.00	0.34
Avail Cap(c_a), veh/h	109	927	944	354	1238	1291	362	0	472	262	0	475
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.52	0.52	0.52	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.5	30.2	30.2	35.3	7.0	7.0	44.4	0.0	43.0	49.3	0.0	40.3
Incr Delay (d2), s/veh	3.7	1.4	1.4	0.0	0.5	0.4	0.3	0.0	1.7	0.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	10.8	11.0	1.4	4.0	4.2	1.5	0.0	5.0	0.6	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.2	31.6	31.6	35.3	7.5	7.4	44.7	0.0	44.7	49.6	0.0	40.6
LnGrp LOS	E	C	C	D	A	A	D	A	D	D	A	D
Approach Vol, veh/h		864			1025			256			113	
Approach Delay, s/veh		32.4			9.2			44.7			42.4	
Approach LOS		C			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.6	59.0		20.4	7.5	77.1		20.4				
Change Period (Y+Rc), s	5.1	* 5.1		5.0	* 4.7	5.1		5.0				
Max Green Setting (Gmax), s	8.3	* 54		28.0	* 6.3	55.9		28.0				
Max Q Clear Time (g_c+I1), s	5.2	23.7		15.1	3.6	13.6		13.2				
Green Ext Time (p_c), s	0.0	3.5		0.2	0.0	4.2		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		23.8	
HCM 6th LOS		C	

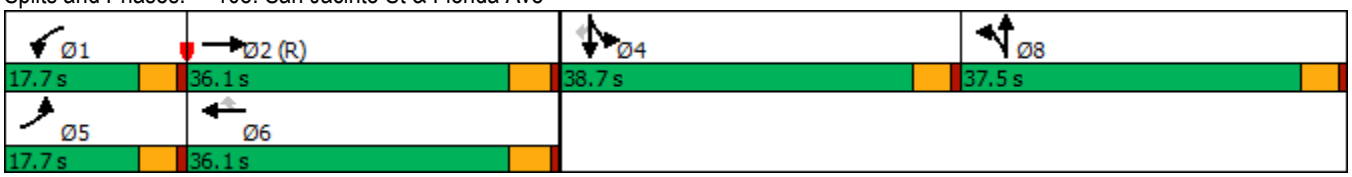
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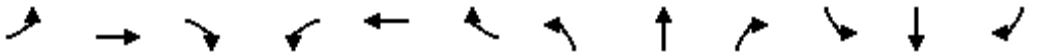
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	176	580	114	797	128	51	289	117	212	148
Future Volume (vph)	176	580	114	797	128	51	289	117	212	148
Turn Type	Prot	NA	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2	1	6		8	8	4	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	9.7	9.7	9.7	9.7	9.7
Total Split (s)	17.7	36.1	17.7	36.1	36.1	37.5	37.5	38.7	38.7	38.7
Total Split (%)	13.6%	27.8%	13.6%	27.8%	27.8%	28.8%	28.8%	29.8%	29.8%	29.8%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	13.0	32.7	11.3	31.0	31.0	32.8	32.8	34.0	34.0	34.0
Actuated g/C Ratio	0.10	0.25	0.09	0.24	0.24	0.25	0.25	0.26	0.26	0.26
v/c Ratio	0.98	0.70	0.73	0.93	0.29	0.11	0.37	0.23	0.48	0.28
Control Delay	119.6	49.1	82.9	65.9	15.1	38.3	39.9	39.5	44.5	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	119.6	49.1	82.9	65.9	15.1	38.3	39.9	39.5	44.5	7.2
LOS	F	D	F	E	B	D	D	D	D	A
Approach Delay		64.5		61.5			39.7		31.8	
Approach LOS		E		E			D		C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0.4 (0%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 54.1	Intersection LOS: D
Intersection Capacity Utilization 68.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 108: San Jacinto St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	580	49	114	797	128	51	289	42	117	212	148
Future Volume (veh/h)	176	580	49	114	797	128	51	289	42	117	212	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	176	580	49	114	797	128	51	289	42	117	212	148
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	882	74	138	861	374	457	797	114	473	497	411
Arrive On Green	0.10	0.26	0.26	0.08	0.24	0.24	0.25	0.25	0.25	0.26	0.26	0.26
Sat Flow, veh/h	1810	3366	284	1810	3610	1570	1810	3157	453	1810	1900	1573
Grp Volume(v), veh/h	176	310	319	114	797	128	51	164	167	117	212	148
Grp Sat Flow(s),veh/h/ln	1810	1805	1845	1810	1805	1570	1810	1805	1806	1810	1900	1573
Q Serve(g_s), s	12.6	19.9	20.0	8.1	28.0	8.8	2.8	9.7	9.9	6.6	12.1	10.0
Cycle Q Clear(g_c), s	12.6	19.9	20.0	8.1	28.0	8.8	2.8	9.7	9.9	6.6	12.1	10.0
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	181	473	483	138	861	374	457	455	456	473	497	411
V/C Ratio(X)	0.97	0.66	0.66	0.82	0.93	0.34	0.11	0.36	0.37	0.25	0.43	0.36
Avail Cap(c_a), veh/h	181	473	483	181	861	374	457	455	456	473	497	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.3	42.8	42.8	59.2	48.4	41.0	37.4	40.0	40.0	37.9	39.9	39.1
Incr Delay (d2), s/veh	56.8	6.6	6.6	16.1	15.7	0.5	0.5	2.2	2.3	1.2	2.7	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	9.7	9.9	4.3	14.3	3.5	1.3	4.6	4.7	3.1	6.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	115.1	49.4	49.3	75.3	64.1	41.6	37.9	42.2	42.3	39.1	42.6	41.6
LnGrp LOS	F	D	D	E	E	D	D	D	D	D	D	D
Approach Vol, veh/h		805			1039			382			477	
Approach Delay, s/veh		63.7			62.5			41.7			41.4	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.6	39.2		38.7	17.7	36.1		37.5				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		4.7				
Max Green Setting (Gmax), s	* 13	31.0		* 34	* 13	31.0		32.8				
Max Q Clear Time (g_c+I1), s	10.1	22.0		14.1	14.6	30.0		11.9				
Green Ext Time (p_c), s	0.0	2.5		2.0	0.0	0.6		2.0				

Intersection Summary		
HCM 6th Ctrl Delay		56.2
HCM 6th LOS		E

Notes

User approved pedestrian interval to be less than phase max green.

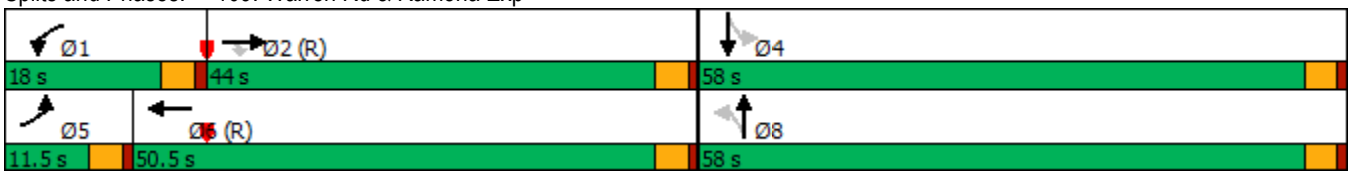
User approved volume balancing among the lanes for turning movement.

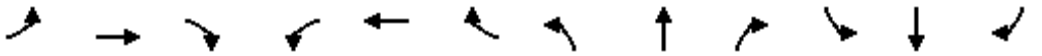
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	147	1415	625	260	1059	607	275	23	221
Future Volume (vph)	147	1415	625	260	1059	607	275	23	221
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	44.0	44.0	18.0	50.5	58.0	58.0	58.0	58.0
Total Split (%)	9.6%	36.7%	36.7%	15.0%	42.1%	48.3%	48.3%	48.3%	48.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.5	40.0	40.0	14.0	46.5	54.0	54.0		54.0
Actuated g/C Ratio	0.06	0.33	0.33	0.12	0.39	0.45	0.45		0.45
v/c Ratio	1.31	1.18	0.74	1.24	0.80	1.41	0.74		0.44
Control Delay	234.1	124.8	14.9	185.0	37.9	227.6	30.7		24.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	234.1	124.8	14.9	185.0	37.9	227.6	30.7		24.2
LOS	F	F	B	F	D	F	C		C
Approach Delay		100.7			65.7		129.0		24.2
Approach LOS		F			E		F		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.41	
Intersection Signal Delay: 93.5	Intersection LOS: F
Intersection Capacity Utilization 118.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 109: Warren Rd & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	1415	625	260	1059	57	607	275	334	23	221	55
Future Volume (veh/h)	147	1415	625	260	1059	57	607	275	334	23	221	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	1415	625	260	1059	57	607	275	334	23	221	55
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	113	1203	537	211	1350	73	282	351	427	52	453	106
Arrive On Green	0.06	0.33	0.33	0.12	0.39	0.39	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1810	3610	1610	1810	3484	187	1121	781	948	43	1006	237
Grp Volume(v), veh/h	147	1415	625	260	549	567	607	0	609	299	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1866	1121	0	1729	1286	0	0
Q Serve(g_s), s	7.5	40.0	40.0	14.0	32.1	32.1	14.9	0.0	35.9	3.2	0.0	0.0
Cycle Q Clear(g_c), s	7.5	40.0	40.0	14.0	32.1	32.1	54.0	0.0	35.9	39.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.55	0.08		0.18
Lane Grp Cap(c), veh/h	113	1203	537	211	699	723	282	0	778	611	0	0
V/C Ratio(X)	1.30	1.18	1.16	1.23	0.78	0.78	2.16	0.00	0.78	0.49	0.00	0.00
Avail Cap(c_a), veh/h	113	1203	537	211	699	723	282	0	778	611	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.3	40.0	40.0	53.0	32.3	32.3	46.3	0.0	28.0	22.8	0.0	0.0
Incr Delay (d2), s/veh	185.2	88.1	92.9	138.4	8.6	8.3	531.9	0.0	7.7	2.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	32.2	29.4	14.5	15.5	16.0	50.2	0.0	16.2	6.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	241.4	128.1	132.9	191.4	40.9	40.7	578.2	0.0	35.7	25.6	0.0	0.0
LnGrp LOS	F	F	F	F	D	D	F	A	D	C	A	A
Approach Vol, veh/h		2187			1376			1216			299	
Approach Delay, s/veh		137.1			69.3			306.5			25.6	
Approach LOS		F			E			F			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	44.0		58.0	11.5	50.5		58.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	40.0		54.0	7.5	46.5		54.0				
Max Q Clear Time (g_c+I1), s	16.0	42.0		41.1	9.5	34.1		56.0				
Green Ext Time (p_c), s	0.0	0.0		1.5	0.0	5.9		0.0				

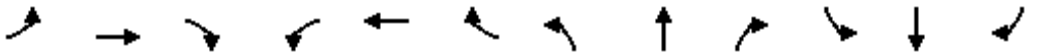
Intersection Summary												
HCM 6th Ctrl Delay			152.7									
HCM 6th LOS			F									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	77	37	123	26	241	18	818	117	78	734	3
Future Volume (vph)	6	77	37	123	26	241	18	818	117	78	734	3
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	22.5	22.5	12.0	23.0	23.0	11.5	44.0	44.0	11.5	44.0	44.0
Total Split (%)	12.8%	25.0%	25.0%	13.3%	25.6%	25.6%	12.8%	48.9%	48.9%	12.8%	48.9%	48.9%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.0	9.3	9.3	8.0	16.9	16.9	7.2	51.7	51.7	9.4	58.3	58.3
Actuated g/C Ratio	0.08	0.10	0.10	0.09	0.19	0.19	0.08	0.57	0.57	0.10	0.65	0.65
v/c Ratio	0.04	0.39	0.14	0.77	0.07	0.48	0.12	0.75	0.12	0.41	0.60	0.00
Control Delay	39.2	43.0	1.1	71.5	30.2	8.2	40.4	23.7	3.6	43.7	14.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.2	43.0	1.1	71.5	30.2	8.2	40.4	23.7	3.6	43.7	14.6	0.0
LOS	D	D	A	E	C	A	D	C	A	D	B	A
Approach Delay		29.9			29.6			21.6			17.3	
Approach LOS		C			C			C			B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 21.9	Intersection LOS: C
Intersection Capacity Utilization 73.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 110: Warren Rd & Cottonwood Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	77	37	123	26	241	18	818	117	78	734	3
Future Volume (veh/h)	6	77	37	123	26	241	18	818	117	78	734	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	77	37	123	26	241	18	818	117	78	734	3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	20	186	157	154	326	277	51	1088	922	121	1162	984
Arrive On Green	0.01	0.10	0.10	0.08	0.17	0.17	0.03	0.57	0.57	0.07	0.61	0.61
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	6	77	37	123	26	241	18	818	117	78	734	3
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	0.3	3.4	1.9	6.0	1.0	13.1	0.9	29.1	3.0	3.8	22.0	0.1
Cycle Q Clear(g_c), s	0.3	3.4	1.9	6.0	1.0	13.1	0.9	29.1	3.0	3.8	22.0	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	20	186	157	154	326	277	51	1088	922	121	1162	984
V/C Ratio(X)	0.31	0.41	0.24	0.80	0.08	0.87	0.35	0.75	0.13	0.65	0.63	0.00
Avail Cap(c_a), veh/h	151	391	331	161	401	340	151	1088	922	151	1162	984
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	38.2	37.5	40.4	31.3	36.3	42.9	14.4	8.9	41.0	11.1	6.8
Incr Delay (d2), s/veh	8.5	1.5	0.8	23.6	0.1	18.2	4.1	4.8	0.3	6.4	2.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.7	0.8	3.6	0.5	6.4	0.4	12.7	1.1	1.9	9.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	39.7	38.3	64.0	31.4	54.5	47.0	19.2	9.1	47.3	13.7	6.8
LnGrp LOS	D	D	D	E	C	D	D	B	A	D	B	A
Approach Vol, veh/h		120			390			953			815	
Approach Delay, s/veh		39.9			56.0			18.5			16.9	
Approach LOS		D			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	55.6	11.6	12.8	6.5	59.0	5.0	19.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	40.0	8.0	18.5	7.5	40.0	7.5	19.0
Max Q Clear Time (g_c+I1), s	5.8	31.1	8.0	5.4	2.9	24.0	2.3	15.1
Green Ext Time (p_c), s	0.0	4.2	0.0	0.3	0.0	4.8	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	25.5
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	519.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	145	5	330	171	103	6	794	282	88	766	71
Future Vol, veh/h	70	145	5	330	171	103	6	794	282	88	766	71
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	70	145	5	330	171	103	6	794	282	88	766	71
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

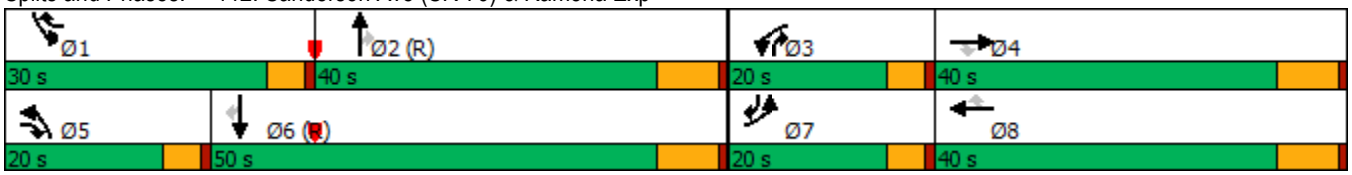
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	50.5	250.5	718.6	573.9
HCM LOS	F	F	F	F

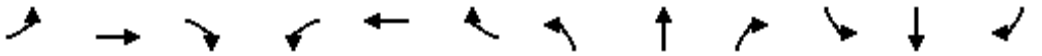
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	32%	55%	10%
Vol Thru, %	73%	66%	28%	83%
Vol Right, %	26%	2%	17%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1082	220	604	925
LT Vol	6	70	330	88
Through Vol	794	145	171	766
RT Vol	282	5	103	71
Lane Flow Rate	1082	220	604	925
Geometry Grp	1	1	1	1
Degree of Util (X)	2.517	0.59	1.432	2.185
Departure Headway (Hd)	12.627	21.022	14.128	13.602
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	303	174	266	278
Service Time	10.627	19.022	12.128	11.602
HCM Lane V/C Ratio	3.571	1.264	2.271	3.327
HCM Control Delay	718.6	50.5	250.5	573.9
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	58.7	3.2	20.5	44.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	943	840	151	50	961	554	192	933	23	669	710	554
Future Volume (vph)	943	840	151	50	961	554	192	933	23	669	710	554
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7
Total Split (s)	20.0	40.0	20.0	20.0	40.0	30.0	20.0	40.0	20.0	30.0	50.0	20.0
Total Split (%)	15.4%	30.8%	15.4%	15.4%	30.8%	23.1%	15.4%	30.8%	15.4%	23.1%	38.5%	15.4%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	15.3	43.9	62.4	6.4	33.0	65.3	11.5	33.0	46.4	25.3	46.8	69.1
Actuated g/C Ratio	0.12	0.34	0.48	0.05	0.25	0.50	0.09	0.25	0.36	0.19	0.36	0.53
v/c Ratio	2.29	0.69	0.18	0.29	1.05	0.65	0.62	1.02	0.04	0.98	0.55	0.62
Control Delay	613.3	41.5	4.6	63.6	90.1	24.9	65.8	82.2	0.1	82.5	35.5	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	613.3	41.5	4.6	63.6	90.1	24.9	65.8	82.2	0.1	82.5	35.5	22.3
LOS	F	D	A	E	F	C	E	F	A	F	D	C
Approach Delay		317.4			66.2			77.8			48.0	
Approach LOS		F			E			E			D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 54.5 (42%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.29	
Intersection Signal Delay: 136.7	Intersection LOS: F
Intersection Capacity Utilization 117.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 112: Sanderson Ave (SR-79) & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	943	840	151	50	961	554	192	933	23	669	710	554
Future Volume (veh/h)	943	840	151	50	961	554	192	933	23	669	710	554
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	943	840	151	50	961	554	192	933	23	669	710	554
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	413	1225	660	113	916	722	247	916	460	683	1365	798
Arrive On Green	0.12	0.34	0.34	0.03	0.25	0.25	0.07	0.25	0.25	0.19	0.38	0.38
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	943	840	151	50	961	554	192	933	23	669	710	554
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	15.3	26.0	7.9	1.8	33.0	33.0	7.0	33.0	1.3	24.7	19.8	34.4
Cycle Q Clear(g_c), s	15.3	26.0	7.9	1.8	33.0	33.0	7.0	33.0	1.3	24.7	19.8	34.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	413	1225	660	113	916	722	247	916	460	683	1365	798
V/C Ratio(X)	2.28	0.69	0.23	0.44	1.05	0.77	0.78	1.02	0.05	0.98	0.52	0.69
Avail Cap(c_a), veh/h	413	1225	660	413	916	722	413	916	460	683	1365	798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	37.0	25.0	61.8	48.5	30.1	59.4	48.5	33.6	52.1	31.3	25.2
Incr Delay (d2), s/veh	584.7	1.3	0.1	1.0	43.3	4.5	2.0	34.4	0.2	29.1	1.4	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	40.3	11.7	3.1	0.8	20.3	15.3	3.2	19.1	0.6	13.6	8.9	14.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	642.1	38.3	25.0	62.8	91.8	34.6	61.4	82.9	33.8	81.2	32.7	30.1
LnGrp LOS	F	D	C	E	F	C	E	F	C	F	C	C
Approach Vol, veh/h		1934			1565			1148			1933	
Approach Delay, s/veh		331.7			70.6			78.3			48.7	
Approach LOS		F			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	40.0	8.9	51.1	13.9	56.1	20.0	40.0
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0
Max Green Setting (Gmax), s	* 25	33.0	* 15	33.0	* 15	43.0	* 15	33.0
Max Q Clear Time (g_c+I1), s	26.7	35.0	3.8	28.0	9.0	36.4	17.3	35.0
Green Ext Time (p_c), s	0.0	0.0	0.0	2.0	0.2	2.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	142.3
HCM 6th LOS	F

Notes

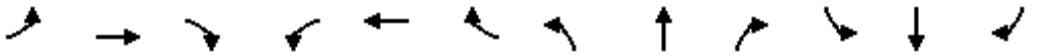
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1494	646	644	1918	807	1	381
Future Volume (vph)	1494	646	644	1918	807	1	381
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.4	10.4	10.4	10.4	10.8	10.8	10.8
Total Split (s)	38.0	38.0	30.0	68.0	27.0	27.0	27.0
Total Split (%)	40.0%	40.0%	31.6%	71.6%	28.4%	28.4%	28.4%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.8	5.8	5.8
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	36.0	36.0	21.2	62.6	21.2	21.2	21.2
Actuated g/C Ratio	0.38	0.38	0.22	0.66	0.22	0.22	0.22
v/c Ratio	0.76	0.69	0.82	0.81	1.12	1.14	0.83
Control Delay	29.4	9.7	44.5	15.3	118.9	125.7	44.7
Queue Delay	0.0	0.0	0.0	12.5	0.0	0.0	0.0
Total Delay	29.4	9.7	44.5	27.7	118.9	125.7	44.7
LOS	C	A	D	C	F	F	D
Approach Delay	23.5			31.9		99.9	
Approach LOS	C			C		F	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 45 (47%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay: 42.6	Intersection LOS: D
Intersection Capacity Utilization 98.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: I-15 SB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1494	646	644	1918	0	0	0	0	807	1	381
Future Volume (veh/h)	0	1494	646	644	1918	0	0	0	0	807	1	381
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1494	646	644	1918	0				926	0	254
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2048	636	728	2379	0				808	0	359
Arrive On Green	0.00	0.39	0.39	0.21	0.66	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	5358	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	1494	646	644	1918	0				926	0	254
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	23.3	37.5	16.9	36.7	0.0				21.2	0.0	13.8
Cycle Q Clear(g_c), s	0.0	23.3	37.5	16.9	36.7	0.0				21.2	0.0	13.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2048	636	728	2379	0				808	0	359
V/C Ratio(X)	0.00	0.73	1.02	0.88	0.81	0.00				1.15	0.00	0.71
Avail Cap(c_a), veh/h	0	2048	636	909	2379	0				808	0	359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.4	28.7	36.6	11.8	0.0				36.9	0.0	34.0
Incr Delay (d2), s/veh	0.0	2.3	39.8	0.8	0.3	0.0				80.3	0.0	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.3	20.3	7.0	11.7	0.0				18.0	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	26.8	68.6	37.3	12.1	0.0				117.2	0.0	39.4
LnGrp LOS	A	C	F	D	B	A				F	A	D
Approach Vol, veh/h		2140			2562						1180	
Approach Delay, s/veh		39.4			18.4						100.4	
Approach LOS		D			B						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.1	42.9		27.0		68.0
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4
Max Green Setting (Gmax), s	24.6	32.6		21.2		62.6
Max Q Clear Time (g_c+I1), s	18.9	39.5		23.2		38.7
Green Ext Time (p_c), s	0.8	0.0		0.0		11.7

Intersection Summary		
HCM 6th Ctrl Delay		42.5
HCM 6th LOS		D

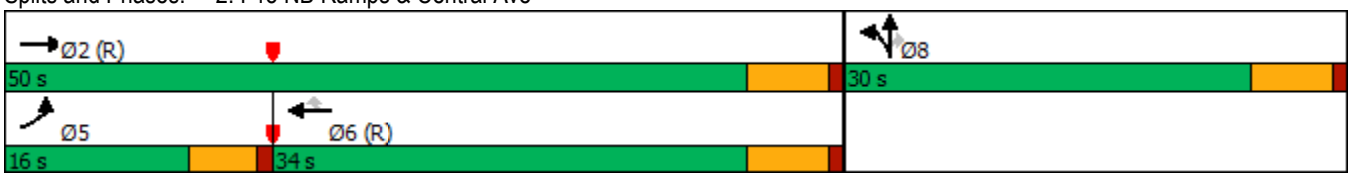
Notes

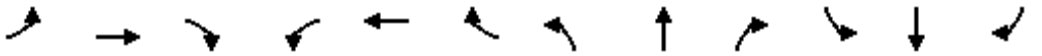
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	169	2132	1942	567	620	7	836
Future Volume (vph)	169	2132	1942	567	620	7	836
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.1	10.8	10.8	10.8	10.8	10.8	10.8
Total Split (s)	16.0	50.0	34.0	34.0	30.0	30.0	30.0
Total Split (%)	20.0%	62.5%	42.5%	42.5%	37.5%	37.5%	37.5%
Yellow Time (s)	4.1	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.8	5.8	5.8	5.8	5.8	5.8
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	10.0	44.2	29.1	29.1	24.2	24.2	24.2
Actuated g/C Ratio	0.12	0.55	0.36	0.36	0.30	0.30	0.30
v/c Ratio	0.75	0.74	1.03	0.61	0.98	1.05	0.87
Control Delay	54.9	15.7	56.3	5.0	65.2	86.7	39.0
Queue Delay	0.0	0.5	28.1	0.3	0.0	0.0	0.0
Total Delay	54.9	16.2	84.3	5.3	65.2	86.7	39.0
LOS	D	B	F	A	E	F	D
Approach Delay		19.0	66.5			64.0	
Approach LOS		B	E			E	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 48.5	Intersection LOS: D
Intersection Capacity Utilization 98.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 2: I-15 NB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	2132	0	0	1942	567	620	7	836	0	0	0
Future Volume (veh/h)	169	2132	0	0	1942	567	620	7	836	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	169	2132	0	0	1942	567	917	0	524			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	206	2866	0	0	1944	586	1095	0	487			
Arrive On Green	0.11	0.55	0.00	0.00	0.37	0.37	0.30	0.00	0.30			
Sat Flow, veh/h	1810	5358	0	0	5358	1563	3619	0	1610			
Grp Volume(v), veh/h	169	2132	0	0	1942	567	917	0	524			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1563	1810	0	1610			
Q Serve(g_s), s	7.3	25.0	0.0	0.0	29.9	28.5	18.9	0.0	24.2			
Cycle Q Clear(g_c), s	7.3	25.0	0.0	0.0	29.9	28.5	18.9	0.0	24.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	206	2866	0	0	1944	586	1095	0	487			
V/C Ratio(X)	0.82	0.74	0.00	0.00	1.00	0.97	0.84	0.00	1.08			
Avail Cap(c_a), veh/h	247	2866	0	0	1944	586	1095	0	487			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.43	0.43	0.00	0.00	0.57	0.57	1.00	0.00	1.00			
Uniform Delay (d), s/veh	34.6	13.6	0.0	0.0	25.0	24.5	26.1	0.0	27.9			
Incr Delay (d2), s/veh	6.6	0.8	0.0	0.0	15.2	21.4	5.5	0.0	62.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.4	8.2	0.0	0.0	13.7	12.9	8.4	0.0	17.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.3	14.4	0.0	0.0	40.2	45.9	31.6	0.0	90.6			
LnGrp LOS	D	B	A	A	D	D	C	A	F			
Approach Vol, veh/h		2301			2509			1441				
Approach Delay, s/veh		16.4			41.5			53.0				
Approach LOS		B			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		50.0			14.2	35.8		30.0				
Change Period (Y+Rc), s		5.8			5.1	5.8		5.8				
Max Green Setting (Gmax), s		44.2			10.9	28.2		24.2				
Max Q Clear Time (g_c+I1), s		27.0			9.3	31.9		26.2				
Green Ext Time (p_c), s		10.4			0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	34.9
HCM 6th LOS	C

Notes

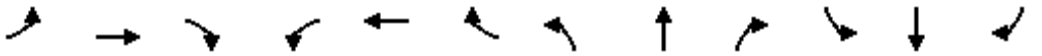
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	384	2131	452	144	1751	76	335	190	45	115	424
Future Volume (vph)	384	2131	452	144	1751	76	335	190	45	115	424
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	7.0	7.0	10.0	10.0	9.0	9.0	5.0
Minimum Split (s)	9.6	11.3	11.3	9.6	12.3	12.3	15.3	15.3	14.3	14.3	9.6
Total Split (s)	33.0	49.2	49.2	17.8	34.0	34.0	28.0	28.0	28.0	28.0	33.0
Total Split (%)	34.7%	51.8%	51.8%	18.7%	35.8%	35.8%	29.5%	29.5%	29.5%	29.5%	34.7%
Yellow Time (s)	3.6	4.3	4.3	3.6	4.3	4.3	4.3	4.3	4.3	4.3	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.3	5.3	4.6	5.3	5.3	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None
Act Effct Green (s)	23.7	46.1	46.1	11.0	33.4	33.4	22.7	22.7	22.7	22.7	51.7
Actuated g/C Ratio	0.25	0.49	0.49	0.12	0.35	0.35	0.24	0.24	0.24	0.24	0.54
v/c Ratio	0.86	0.85	0.45	0.69	0.76	0.12	1.08	0.68	0.29	0.25	0.48
Control Delay	52.0	26.0	3.2	44.0	41.1	7.0	110.8	38.1	35.8	31.1	13.8
Queue Delay	3.6	47.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.5	73.0	3.9	44.0	41.1	7.0	110.8	38.1	35.8	31.1	13.8
LOS	E	E	A	D	D	A	F	D	D	C	B
Approach Delay		60.2			40.0			76.3		18.9	
Approach LOS		E			D			E		B	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 51.5	Intersection LOS: D
Intersection Capacity Utilization 92.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 3: Dexter Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	384	2131	452	144	1751	76	335	190	113	45	115	424
Future Volume (veh/h)	384	2131	452	144	1751	76	335	190	113	45	115	424
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	384	2131	452	144	1751	76	335	190	113	45	115	424
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	419	2612	809	176	2414	586	242	264	157	164	454	754
Arrive On Green	0.23	0.50	0.50	0.10	0.37	0.37	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	5187	1607	1810	6536	1586	876	1105	657	1089	1900	1594
Grp Volume(v), veh/h	384	2131	452	144	1751	76	335	0	303	45	115	424
Grp Sat Flow(s),veh/h/ln	1810	1729	1607	1810	1634	1586	876	0	1763	1089	1900	1594
Q Serve(g_s), s	19.7	32.9	18.5	7.4	21.9	3.0	18.0	0.0	15.0	3.8	4.7	18.2
Cycle Q Clear(g_c), s	19.7	32.9	18.5	7.4	21.9	3.0	22.7	0.0	15.0	18.8	4.7	18.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		1.00
Lane Grp Cap(c), veh/h	419	2612	809	176	2414	586	242	0	421	164	454	754
V/C Ratio(X)	0.92	0.82	0.56	0.82	0.73	0.13	1.38	0.00	0.72	0.27	0.25	0.56
Avail Cap(c_a), veh/h	541	2612	809	251	2414	586	242	0	421	164	454	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	0.55	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	19.9	16.3	42.0	25.8	19.8	41.3	0.0	33.2	41.8	29.3	18.1
Incr Delay (d2), s/veh	9.6	1.6	1.5	8.8	1.9	0.5	196.0	0.0	10.1	4.1	1.3	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	12.2	6.5	3.6	8.3	1.1	18.7	0.0	7.2	1.2	2.2	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	21.5	17.8	50.8	27.7	20.3	237.3	0.0	43.4	45.9	30.6	21.2
LnGrp LOS	D	C	B	D	C	C	F	A	D	D	C	C
Approach Vol, veh/h		2967			1971			638			584	
Approach Delay, s/veh		24.0			29.1			145.2			24.9	
Approach LOS		C			C			F			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	53.1		28.0	26.6	40.4		28.0				
Change Period (Y+Rc), s	4.6	5.3		5.3	4.6	5.3		5.3				
Max Green Setting (Gmax), s	13.2	43.9		22.7	28.4	28.7		22.7				
Max Q Clear Time (g_c+I1), s	9.4	34.9		20.8	21.7	23.9		24.7				
Green Ext Time (p_c), s	0.1	6.9		0.3	0.4	3.4		0.0				

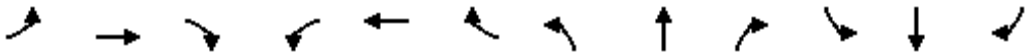
Intersection Summary			
HCM 6th Ctrl Delay		38.3	
HCM 6th LOS		D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	244	1892	62	128	1238	201	155	80	260	88
Future Volume (vph)	244	1892	62	128	1238	201	155	80	260	88
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	NA
Protected Phases	5	2	3	1	6		3	8		4
Permitted Phases			2			6			4	
Detector Phase	5	2	3	1	6	6	3	8	4	4
Switch Phase										
Minimum Initial (s)	6.0	15.0	6.0	6.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	21.0	10.0	10.6	21.0	21.0	10.0	10.9	10.9	10.9
Total Split (s)	13.0	46.0	12.0	12.0	45.0	45.0	12.0	37.0	25.0	25.0
Total Split (%)	13.7%	48.4%	12.6%	12.6%	47.4%	47.4%	12.6%	38.9%	26.3%	26.3%
Yellow Time (s)	3.6	5.0	3.0	3.6	5.0	5.0	3.0	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.0	4.6	6.0	6.0	4.0	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	Max	Max	Max
Act Effct Green (s)	8.3	40.0	50.0	7.4	39.1	39.1	8.0	32.1	20.1	20.1
Actuated g/C Ratio	0.09	0.42	0.53	0.08	0.41	0.41	0.08	0.34	0.21	0.21
v/c Ratio	0.79	1.24	0.07	0.91	0.83	0.26	1.02	0.21	1.09	0.43
Control Delay	71.0	130.5	0.2	101.9	31.3	3.6	123.7	8.1	122.8	27.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.0	130.5	0.2	101.9	31.3	3.6	123.7	8.1	122.8	27.1
LOS	E	F	A	F	C	A	F	A	F	C
Approach Delay		120.3			33.5			52.0		84.4
Approach LOS		F			C			D		F

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.24	
Intersection Signal Delay: 81.3	Intersection LOS: F
Intersection Capacity Utilization 98.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 4: Cambern Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	1892	62	128	1238	201	155	80	173	260	88	86
Future Volume (veh/h)	244	1892	62	128	1238	201	155	80	173	260	88	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	244	1892	62	128	1238	201	155	80	173	260	88	86
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	310	1520	813	141	1482	660	152	610	542	317	186	182
Arrive On Green	0.09	0.42	0.42	0.08	0.41	0.41	0.08	0.34	0.34	0.21	0.21	0.21
Sat Flow, veh/h	3510	3610	1608	1810	3610	1607	1810	1805	1604	1140	880	860
Grp Volume(v), veh/h	244	1892	62	128	1238	201	155	80	173	260	0	174
Grp Sat Flow(s),veh/h/ln	1755	1805	1608	1810	1805	1607	1810	1805	1604	1140	0	1739
Q Serve(g_s), s	6.5	40.0	1.9	6.7	29.2	8.0	8.0	2.9	7.6	20.1	0.0	8.3
Cycle Q Clear(g_c), s	6.5	40.0	1.9	6.7	29.2	8.0	8.0	2.9	7.6	20.1	0.0	8.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.49
Lane Grp Cap(c), veh/h	310	1520	813	141	1482	660	152	610	542	317	0	368
V/C Ratio(X)	0.79	1.24	0.08	0.91	0.84	0.30	1.02	0.13	0.32	0.82	0.00	0.47
Avail Cap(c_a), veh/h	310	1520	813	141	1482	660	152	610	542	317	0	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.49	0.49	0.49	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.4	27.5	12.1	43.5	25.1	18.9	43.5	21.8	23.3	38.2	0.0	32.8
Incr Delay (d2), s/veh	11.5	115.9	0.2	29.8	2.9	0.6	77.5	0.4	1.5	20.6	0.0	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	39.3	0.7	4.0	11.5	2.8	6.7	1.3	3.0	7.7	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.0	143.4	12.3	73.3	28.0	19.5	121.0	22.2	24.9	58.8	0.0	37.1
LnGrp LOS	D	F	B	E	C	B	F	C	C	E	A	D
Approach Vol, veh/h		2198			1567			408			434	
Approach Delay, s/veh		129.7			30.6			60.9			50.1	
Approach LOS		F			C			E			D	

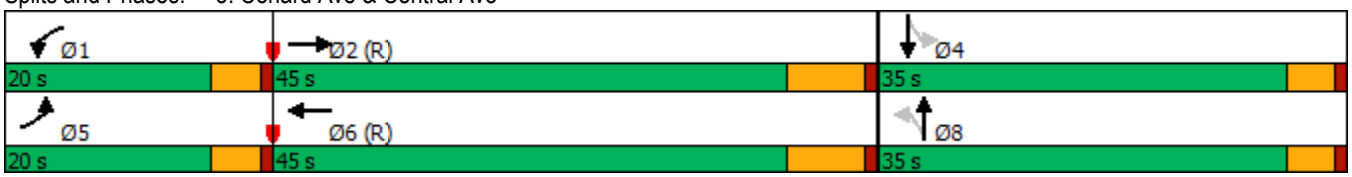
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	46.0	12.0	25.0	13.0	45.0		37.0				
Change Period (Y+Rc), s	4.6	6.0	4.0	4.9	4.6	6.0		4.9				
Max Green Setting (Gmax), s	7.4	40.0	8.0	20.1	8.4	39.0		32.1				
Max Q Clear Time (g_c+I1), s	8.7	42.0	10.0	22.1	8.5	31.2		9.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	3.5		0.9				

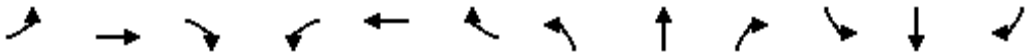
Intersection Summary												
HCM 6th Ctrl Delay			82.4									
HCM 6th LOS			F									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	20	2210	153	1514	26	14	87	28
Future Volume (vph)	20	2210	153	1514	26	14	87	28
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	11.8	9.6	11.8	9.6	9.6	9.6	9.6
Total Split (s)	20.0	45.0	20.0	45.0	35.0	35.0	35.0	35.0
Total Split (%)	20.0%	45.0%	20.0%	45.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.6	5.8	3.6	5.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.8	41.3	12.3	53.6		30.4		30.4
Actuated g/C Ratio	0.06	0.41	0.12	0.54		0.30		0.30
v/c Ratio	0.19	1.55	0.69	0.81		0.40		0.39
Control Delay	48.5	278.3	57.9	24.4		8.0		29.0
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	48.5	278.3	57.9	24.4		8.0		29.0
LOS	D	F	E	C		A		C
Approach Delay		276.3		27.4		8.0		29.0
Approach LOS		F		C		A		C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 51 (51%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.55	
Intersection Signal Delay: 157.2	Intersection LOS: F
Intersection Capacity Utilization 112.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 5: Conard Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	2210	95	153	1514	39	26	14	211	87	28	26
Future Volume (veh/h)	20	2210	95	153	1514	39	26	14	211	87	28	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	2210	95	153	1514	39	26	14	211	87	28	26
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	39	1530	65	185	1851	48	68	50	413	269	86	67
Arrive On Green	0.02	0.43	0.43	0.10	0.51	0.51	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	3527	150	1810	3596	92	94	164	1360	694	284	221
Grp Volume(v), veh/h	20	1123	1182	153	759	794	251	0	0	141	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1873	1810	1805	1883	1617	0	0	1199	0	0
Q Serve(g_s), s	1.1	43.4	43.4	8.3	35.2	35.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	43.4	43.4	8.3	35.2	35.4	12.5	0.0	0.0	11.4	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.05	0.10		0.84	0.62		0.18
Lane Grp Cap(c), veh/h	39	783	812	185	929	969	531	0	0	423	0	0
V/C Ratio(X)	0.52	1.43	1.46	0.83	0.82	0.82	0.47	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	279	783	812	279	929	969	531	0	0	423	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.4	28.3	28.3	44.0	20.3	20.4	28.6	0.0	0.0	27.8	0.0	0.0
Incr Delay (d2), s/veh	0.4	196.0	205.5	7.3	7.9	7.7	3.0	0.0	0.0	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	58.9	63.2	3.9	14.4	15.1	5.4	0.0	0.0	3.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	224.4	233.8	51.3	28.2	28.1	31.6	0.0	0.0	29.9	0.0	0.0
LnGrp LOS	D	F	F	D	C	C	C	A	A	C	A	A
Approach Vol, veh/h		2325			1706			251			141	
Approach Delay, s/veh		227.6			30.2			31.6			29.9	
Approach LOS		F			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.8	50.2		35.0	6.7	58.3		35.0				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	15.4	38.2		30.4	15.4	38.2		30.4				
Max Q Clear Time (g_c+I1), s	10.3	45.4		13.4	3.1	37.4		14.5				
Green Ext Time (p_c), s	0.1	0.0		0.5	0.0	0.5		1.0				

Intersection Summary			
HCM 6th Ctrl Delay		134.1	
HCM 6th LOS		F	

Intersection	
Int Delay, s/veh	287.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	91	2379	1501	304	389	211
Future Vol, veh/h	91	2379	1501	304	389	211
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	91	2379	1501	304	389	211

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1805	0	-	0	2787	903
Stage 1	-	-	-	-	1653	-
Stage 2	-	-	-	-	1134	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	346	-	-	-	~ 23	284
Stage 1	-	-	-	-	~ 142	-
Stage 2	-	-	-	-	~ 251	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	346	-	-	-	~ 17	284
Mov Cap-2 Maneuver	-	-	-	-	~ 74	-
Stage 1	-	-	-	-	~ 105	-
Stage 2	-	-	-	-	~ 251	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	$ 2333.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	346	-	-	-	100
HCM Lane V/C Ratio	0.263	-	-	-	6
HCM Control Delay (s)	19.1	-	-	-	$ 2333.4
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	1	-	-	-	65.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	2204	23	1741	160	9
Future Volume (vph)	2204	23	1741	160	9
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	8	
Permitted Phases					8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.9	10.3	11.9	10.3	10.3
Total Split (s)	50.0	20.0	70.0	30.0	30.0
Total Split (%)	50.0%	20.0%	70.0%	30.0%	30.0%
Yellow Time (s)	5.9	4.3	5.9	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	5.3	6.9	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	47.5	5.9	52.0	24.9	24.9
Actuated g/C Ratio	0.53	0.07	0.58	0.28	0.28
v/c Ratio	1.38	0.19	0.83	0.16	0.02
Control Delay	196.9	46.0	18.8	26.7	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	196.9	46.0	18.8	26.7	15.6
LOS	F	D	B	C	B
Approach Delay	196.9		19.2	26.1	
Approach LOS	F		B	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 89.2	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.38	
Intersection Signal Delay: 121.5	Intersection LOS: F
Intersection Capacity Utilization 88.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: Riverside St & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2204	405	23	1741	160	9
Future Volume (veh/h)	2204	405	23	1741	160	9
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2204	405	23	1741	160	9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1511	269	44	2088	990	454
Arrive On Green	0.49	0.49	0.02	0.58	0.28	0.28
Sat Flow, veh/h	3156	545	1810	3705	3510	1610
Grp Volume(v), veh/h	1271	1338	23	1741	160	9
Grp Sat Flow(s),veh/h/ln	1805	1802	1810	1805	1755	1610
Q Serve(g_s), s	43.2	43.2	1.1	34.4	3.0	0.4
Cycle Q Clear(g_c), s	43.2	43.2	1.1	34.4	3.0	0.4
Prop In Lane		0.30	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	891	889	44	2088	990	454
V/C Ratio(X)	1.43	1.50	0.52	0.83	0.16	0.02
Avail Cap(c_a), veh/h	891	889	304	2602	990	454
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.2	22.2	42.2	15.0	23.6	22.7
Incr Delay (d2), s/veh	198.6	233.0	3.5	2.0	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	63.8	72.1	0.5	11.1	1.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	220.8	255.1	45.7	17.0	24.0	22.8
LnGrp LOS	F	F	D	B	C	C
Approach Vol, veh/h	2609			1764	169	
Approach Delay, s/veh	238.4			17.4	23.9	
Approach LOS	F			B	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	7.4	50.1				57.5	30.0
Change Period (Y+Rc), s	5.3	6.9				6.9	5.3
Max Green Setting (Gmax), s	14.7	43.1				63.1	24.7
Max Q Clear Time (g_c+I1), s	3.1	45.2				36.4	5.0
Green Ext Time (p_c), s	0.0	0.0				14.3	0.3

Intersection Summary		
HCM 6th Ctrl Delay		144.6
HCM 6th LOS		F

Lane Group	EBT	WBL	WBT	NBL	NBT	Ø4
Lane Configurations						
Traffic Volume (vph)	2226	152	1593	78	0	
Future Volume (vph)	2226	152	1593	78	0	
Turn Type	NA	Prot	NA	Perm	NA	
Protected Phases	2	1	6		8	4
Permitted Phases				8		
Detector Phase	2	1	6	8	8	
Switch Phase						
Minimum Initial (s)	6.0	4.0	6.0	5.0	5.0	5.0
Minimum Split (s)	13.4	9.4	13.4	11.2	11.2	9.6
Total Split (s)	50.0	25.0	75.0	25.0	25.0	25.0
Total Split (%)	50.0%	25.0%	75.0%	25.0%	25.0%	25%
Yellow Time (s)	5.9	4.4	5.9	5.2	5.2	3.6
All-Red Time (s)	1.5	1.0	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.4	5.4	7.4		6.2	
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	42.6	12.1	60.2		18.8	
Actuated g/C Ratio	0.46	0.13	0.65		0.20	
v/c Ratio	1.35	0.64	0.68		0.75	
Control Delay	188.3	51.0	11.9		32.4	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	188.3	51.0	11.9		32.4	
LOS	F	D	B		C	
Approach Delay	188.3		15.3		32.4	
Approach LOS	F		B		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 92.6	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.35	
Intersection Signal Delay: 106.8	Intersection LOS: F
Intersection Capacity Utilization 105.7%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 8: Wasson Canyon Rd & SR-74



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2226	22	152	1593	0	78	0	241	0	0	0
Future Volume (veh/h)	0	2226	22	152	1593	0	78	0	241	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	2226	22	152	1593	0	78	0	241	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	1706	17	187	2268	0	120	15	267	0	424	0
Arrive On Green	0.00	0.47	0.47	0.10	0.63	0.00	0.22	0.00	0.22	0.00	0.00	0.00
Sat Flow, veh/h	0	3757	36	1810	3705	0	318	69	1196	0	1900	0
Grp Volume(v), veh/h	0	1095	1153	152	1593	0	319	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1805	1893	1810	1805	0	1583	0	0	0	1900	0
Q Serve(g_s), s	0.0	42.6	42.6	7.5	26.9	0.0	14.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	42.6	42.6	7.5	26.9	0.0	17.9	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.02	1.00		0.00	0.24		0.76	0.00		0.00
Lane Grp Cap(c), veh/h	0	841	882	187	2268	0	402	0	0	0	424	0
V/C Ratio(X)	0.00	1.30	1.31	0.81	0.70	0.00	0.79	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	841	882	388	2669	0	402	0	0	0	424	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	24.4	24.4	40.1	11.3	0.0	34.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	144.7	146.3	3.3	0.7	0.0	14.8	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	48.8	51.6	3.3	7.9	0.0	8.4	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	169.1	170.7	43.4	12.0	0.0	49.3	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	F	F	D	B	A	D	A	A	A	A	A
Approach Vol, veh/h		2248			1745			319			0	
Approach Delay, s/veh		169.9			14.7			49.3			0.0	
Approach LOS		F			B			D				

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	14.8	50.0		26.6		64.8		26.6				
Change Period (Y+Rc), s	5.4	7.4		* 6.2		7.4		6.2				
Max Green Setting (Gmax), s	19.6	42.6		* 20		67.6		18.8				
Max Q Clear Time (g_c+I1), s	9.5	44.6		0.0		28.9		19.9				
Green Ext Time (p_c), s	0.1	0.0		0.0		14.7		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		98.2	
HCM 6th LOS		F	

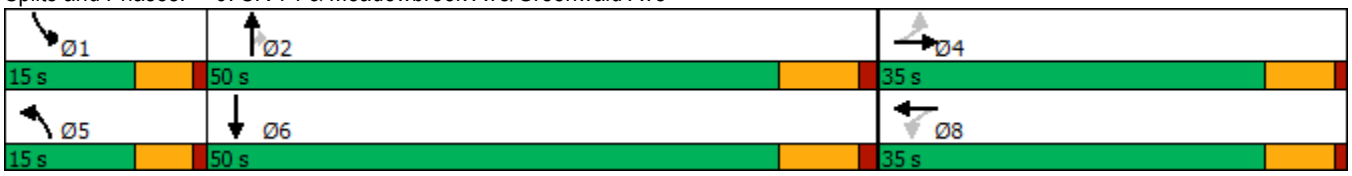
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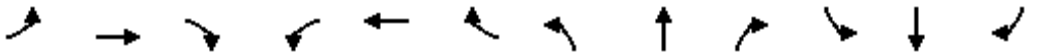
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	40	20	164	20	23	2050	368	170	1603
Future Volume (vph)	40	20	164	20	23	2050	368	170	1603
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.2	11.2	11.2	11.2	9.4	13.4	13.4	9.4	13.4
Total Split (s)	35.0	35.0	35.0	35.0	15.0	50.0	50.0	15.0	50.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	15.0%	50.0%	50.0%	15.0%	50.0%
Yellow Time (s)	5.2	5.2	5.2	5.2	4.4	5.9	5.9	4.4	5.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	5.4	7.4	7.4	5.4	7.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	14.9	14.9	14.9	14.9	5.7	42.7	42.7	9.6	53.1
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.07	0.49	0.49	0.11	0.62
v/c Ratio	0.18	0.12	0.69	0.37	0.19	1.15	0.37	0.85	0.75
Control Delay	31.7	19.4	48.3	11.0	43.3	96.9	2.8	74.3	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.7	19.4	48.3	11.0	43.3	96.9	2.8	74.3	17.5
LOS	C	B	D	B	D	F	A	E	B
Approach Delay		25.7		31.2		82.2			22.8
Approach LOS		C		C		F			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 86.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 54.6	Intersection LOS: D
Intersection Capacity Utilization 100.3%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 9: SR-74 & Meadowbrook Ave/Greenwald Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	20	18	164	20	119	23	2050	368	170	1603	47
Future Volume (veh/h)	40	20	18	164	20	119	23	2050	368	170	1603	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	20	18	164	20	119	23	2050	368	170	1603	47
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	198	153	138	290	39	234	36	1801	803	203	2118	62
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.02	0.50	0.50	0.11	0.59	0.59
Sat Flow, veh/h	1268	921	829	1389	237	1407	1810	3610	1610	1810	3581	105
Grp Volume(v), veh/h	40	0	38	164	0	139	23	2050	368	170	806	844
Grp Sat Flow(s),veh/h/ln	1268	0	1749	1389	0	1644	1810	1805	1610	1810	1805	1881
Q Serve(g_s), s	2.5	0.0	1.6	9.7	0.0	6.6	1.1	42.6	12.7	7.9	28.2	28.4
Cycle Q Clear(g_c), s	9.1	0.0	1.6	11.3	0.0	6.6	1.1	42.6	12.7	7.9	28.2	28.4
Prop In Lane	1.00		0.47	1.00		0.86	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	198	0	291	290	0	274	36	1801	803	203	1068	1113
V/C Ratio(X)	0.20	0.00	0.13	0.57	0.00	0.51	0.65	1.14	0.46	0.84	0.75	0.76
Avail Cap(c_a), veh/h	414	0	590	527	0	554	203	1801	803	203	1068	1113
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	0.0	30.3	35.2	0.0	32.4	41.6	21.4	13.9	37.1	12.9	12.9
Incr Delay (d2), s/veh	0.4	0.0	0.1	1.3	0.0	1.1	7.1	69.7	1.9	23.8	5.0	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.7	3.3	0.0	2.7	0.5	31.6	4.2	4.5	9.7	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	0.0	30.5	36.5	0.0	33.5	48.6	91.1	15.8	60.9	17.8	17.8
LnGrp LOS	D	A	C	D	A	C	D	F	B	E	B	B
Approach Vol, veh/h		78			303			2441			1820	
Approach Delay, s/veh		33.8			35.1			79.4			21.8	
Approach LOS		C			D			E			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	50.0		20.4	7.1	57.9		20.4				
Change Period (Y+Rc), s	5.4	7.4		6.2	5.4	7.4		6.2				
Max Green Setting (Gmax), s	9.6	42.6		28.8	9.6	42.6		28.8				
Max Q Clear Time (g_c+I1), s	9.9	44.6		11.1	3.1	30.4		13.3				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	7.7		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			53.2									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	37	2175	12	47	1861
Future Vol, veh/h	10	37	2175	12	47	1861
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	230	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	37	2175	12	47	1861

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3206	1094	0	0	2187	0
Stage 1	2181	-	-	-	-	-
Stage 2	1025	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 8	212	-	-	246	-
Stage 1	74	-	-	-	-	-
Stage 2	312	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 6	212	-	-	246	-
Mov Cap-2 Maneuver	54	-	-	-	-	-
Stage 1	74	-	-	-	-	-
Stage 2	252	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	47.1	0	0.6
HCM LOS	E		

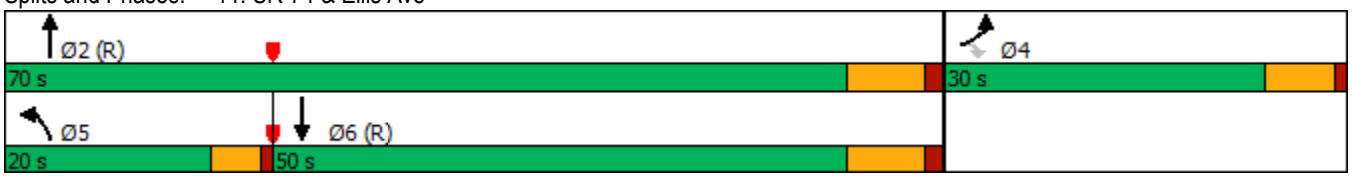
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	131	246	-
HCM Lane V/C Ratio	-	-	0.359	0.191	-
HCM Control Delay (s)	-	-	47.1	23.1	-
HCM Lane LOS	-	-	E	C	-
HCM 95th %tile Q(veh)	-	-	1.5	0.7	-

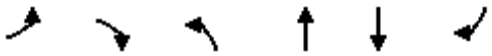
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	354	58	60	1349	1167
Future Volume (vph)	354	58	60	1349	1167
Turn Type	Prot	Perm	Prot	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	4.0	6.0	6.0
Minimum Split (s)	11.2	11.2	8.6	13.4	13.4
Total Split (s)	30.0	30.0	20.0	70.0	50.0
Total Split (%)	30.0%	30.0%	20.0%	70.0%	50.0%
Yellow Time (s)	5.2	5.2	3.6	5.9	5.9
All-Red Time (s)	1.0	1.0	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	4.6	7.4	7.4
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	22.2	22.2	7.7	64.2	53.7
Actuated g/C Ratio	0.22	0.22	0.08	0.64	0.54
v/c Ratio	0.89	0.15	0.43	0.58	0.71
Control Delay	62.1	19.1	52.8	11.8	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	62.1	19.1	52.8	11.8	21.3
LOS	E	B	D	B	C
Approach Delay	56.0			13.5	21.3
Approach LOS	E			B	C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 22.3	Intersection LOS: C
Intersection Capacity Utilization 76.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 11: SR-74 & Ellis Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	354	58	60	1349	1167	193
Future Volume (veh/h)	354	58	60	1349	1167	193
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	354	58	60	1349	1167	193
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	388	345	78	2346	1739	286
Arrive On Green	0.21	0.21	0.04	0.65	0.56	0.56
Sat Flow, veh/h	1810	1610	1810	3705	3197	511
Grp Volume(v), veh/h	354	58	60	1349	677	683
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1808
Q Serve(g_s), s	19.1	2.9	3.3	20.9	26.4	26.7
Cycle Q Clear(g_c), s	19.1	2.9	3.3	20.9	26.4	26.7
Prop In Lane	1.00	1.00	1.00			0.28
Lane Grp Cap(c), veh/h	388	345	78	2346	1012	1014
V/C Ratio(X)	0.91	0.17	0.77	0.58	0.67	0.67
Avail Cap(c_a), veh/h	431	383	279	2346	1012	1014
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.12	0.12
Uniform Delay (d), s/veh	38.4	32.0	47.4	9.8	15.4	15.5
Incr Delay (d2), s/veh	22.0	0.2	5.9	1.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	2.9	1.5	6.5	9.0	9.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	60.4	32.2	53.2	10.8	15.9	15.9
LnGrp LOS	E	C	D	B	B	B
Approach Vol, veh/h	412			1409	1360	
Approach Delay, s/veh	56.4			12.6	15.9	
Approach LOS	E			B	B	

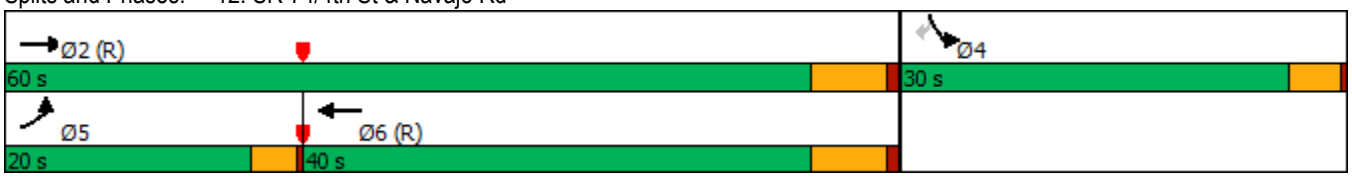
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		72.4		27.6	8.9	63.5
Change Period (Y+Rc), s		7.4		6.2	4.6	7.4
Max Green Setting (Gmax), s		62.6		23.8	15.4	42.6
Max Q Clear Time (g_c+I1), s		22.9		21.1	5.3	28.7
Green Ext Time (p_c), s		11.3		0.3	0.0	6.8

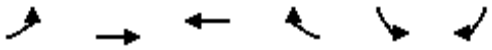
Intersection Summary		
HCM 6th Ctrl Delay		19.7
HCM 6th LOS		B

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	99	1489	1246	445	79
Future Volume (vph)	99	1489	1246	445	79
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	11.0	11.0	9.0	9.0
Total Split (s)	20.0	60.0	40.0	30.0	30.0
Total Split (%)	22.2%	66.7%	44.4%	33.3%	33.3%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	0.5	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	4.0	4.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	Max	Max
Act Effct Green (s)	9.3	54.0	43.0	26.0	26.0
Actuated g/C Ratio	0.10	0.60	0.48	0.29	0.29
v/c Ratio	0.53	0.69	1.03	0.44	0.15
Control Delay	48.0	14.4	53.9	27.7	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0	14.4	53.9	27.7	6.7
LOS	D	B	D	C	A
Approach Delay		16.5	53.9	24.6	
Approach LOS		B	D	C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 34.4	Intersection LOS: C
Intersection Capacity Utilization 79.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 12: SR-74/4th St & Navajo Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	99	1489	1246	487	445	79
Future Volume (veh/h)	99	1489	1246	487	445	79
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	99	1489	1246	487	445	79
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	138	2166	1244	467	1014	465
Arrive On Green	0.08	0.60	0.48	0.48	0.29	0.29
Sat Flow, veh/h	1810	3705	2662	964	3510	1610
Grp Volume(v), veh/h	99	1489	861	872	445	79
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1726	1755	1610
Q Serve(g_s), s	4.8	25.3	42.3	43.6	9.3	3.3
Cycle Q Clear(g_c), s	4.8	25.3	42.3	43.6	9.3	3.3
Prop In Lane	1.00			0.56	1.00	1.00
Lane Grp Cap(c), veh/h	138	2166	875	837	1014	465
V/C Ratio(X)	0.72	0.69	0.98	1.04	0.44	0.17
Avail Cap(c_a), veh/h	332	2166	875	837	1014	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	40.6	12.3	22.8	23.2	26.1	23.9
Incr Delay (d2), s/veh	1.9	1.3	6.2	22.9	1.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	8.5	16.8	20.5	3.9	3.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.5	13.6	29.0	46.1	27.4	24.7
LnGrp LOS	D	B	C	F	C	C
Approach Vol, veh/h		1588	1733		524	
Approach Delay, s/veh		15.4	37.6		27.0	
Approach LOS		B	D		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.0		30.0	10.4	49.6
Change Period (Y+Rc), s		6.0		4.0	3.5	6.0
Max Green Setting (Gmax), s		54.0		26.0	16.5	34.0
Max Q Clear Time (g_c+I1), s		27.3		11.3	6.8	45.6
Green Ext Time (p_c), s		10.1		1.6	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C

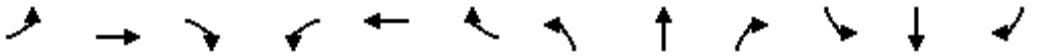
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	422	1316	47	1253	165	142	93	187
Future Volume (vph)	422	1316	47	1253	165	142	93	187
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	10.0	9.5	10.0	9.5	10.0	9.5	10.0
Total Split (s)	20.0	40.0	20.0	40.0	20.0	25.0	20.0	25.0
Total Split (%)	19.0%	38.1%	19.0%	38.1%	19.0%	23.8%	19.0%	23.8%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	15.5	44.8	7.6	35.0	13.7	27.2	10.4	21.8
Actuated g/C Ratio	0.15	0.43	0.07	0.33	0.13	0.26	0.10	0.21
v/c Ratio	1.77	1.02	0.40	1.21	0.78	0.23	0.58	1.00dr
Control Delay	390.2	59.9	55.8	134.0	69.0	26.5	58.9	35.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	390.2	59.9	55.8	134.0	69.0	26.5	58.9	35.5
LOS	F	E	E	F	E	C	E	D
Approach Delay		136.4		131.3		46.2		38.1
Approach LOS		F		F		D		D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.77	
Intersection Signal Delay: 108.7	Intersection LOS: F
Intersection Capacity Utilization 117.7%	ICU Level of Service H
Analysis Period (min) 15	

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 13: A St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	422	1316	84	47	1253	48	165	142	50	93	187	550
Future Volume (veh/h)	422	1316	84	47	1253	48	165	142	50	93	187	550
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	422	1316	84	47	1253	48	165	142	50	93	187	550
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	240	1472	94	58	1158	44	192	566	192	115	309	276
Arrive On Green	0.15	0.47	0.47	0.04	0.36	0.36	0.12	0.24	0.24	0.07	0.19	0.19
Sat Flow, veh/h	1629	3101	198	1629	3190	122	1629	2382	807	1629	1625	1447
Grp Volume(v), veh/h	422	688	712	47	638	663	165	95	97	93	187	550
Grp Sat Flow(s),veh/h/ln	1629	1625	1674	1629	1625	1688	1629	1625	1565	1629	1625	1447
Q Serve(g_s), s	15.5	40.5	40.8	3.0	38.1	38.1	10.4	5.0	5.3	5.9	11.1	20.0
Cycle Q Clear(g_c), s	15.5	40.5	40.8	3.0	38.1	38.1	10.4	5.0	5.3	5.9	11.1	20.0
Prop In Lane	1.00		0.12	1.00		0.07	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	240	771	795	58	589	612	192	386	372	115	309	276
V/C Ratio(X)	1.76	0.89	0.90	0.81	1.08	1.08	0.86	0.25	0.26	0.81	0.60	2.00
Avail Cap(c_a), veh/h	240	771	795	240	589	612	240	386	372	240	309	276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.29	0.29	0.29	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	25.1	25.2	50.3	33.5	33.5	45.4	32.4	32.5	48.1	38.9	42.5
Incr Delay (d2), s/veh	352.3	11.5	11.6	2.9	46.1	46.4	18.5	1.5	1.7	4.9	8.5	460.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.5	16.5	17.1	1.3	21.9	22.8	5.2	2.1	2.2	2.5	5.1	42.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	397.1	36.7	36.8	53.2	79.5	79.9	64.0	33.9	34.2	53.0	47.4	503.3
LnGrp LOS	F	D	D	D	F	F	E	C	C	D	D	F
Approach Vol, veh/h		1822			1348			357			830	
Approach Delay, s/veh		120.2			78.8			47.9			350.1	
Approach LOS		F			E			D			F	

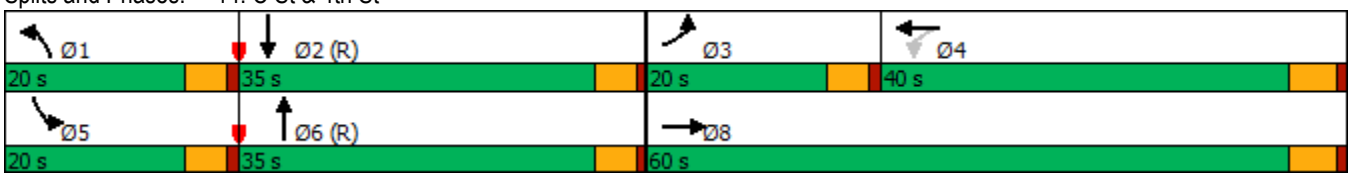
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	54.8	16.9	25.0	20.0	43.1	11.9	30.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	15.5	35.0	15.5	20.0	15.5	35.0	15.5	20.0
Max Q Clear Time (g_c+I1), s	5.0	42.8	12.4	22.0	17.5	40.1	7.9	7.3
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.5

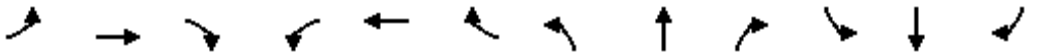
Intersection Summary	
HCM 6th Ctrl Delay	145.2
HCM 6th LOS	F

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	334	1221	3	868	3	33	32	91
Future Volume (vph)	334	1221	3	868	3	33	32	91
Turn Type	Prot	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases	3	8		4	1	6	5	2
Permitted Phases			4					
Detector Phase	3	8	4	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	10.1	10.1	9.6	9.6	9.6	9.6
Total Split (s)	20.0	60.0	40.0	40.0	20.0	35.0	20.0	35.0
Total Split (%)	17.4%	52.2%	34.8%	34.8%	17.4%	30.4%	17.4%	30.4%
Yellow Time (s)	3.6	4.1	4.1	4.1	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1		5.1	4.6	4.6	4.6	4.6
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	15.4	53.4		33.4	5.1	44.5	6.7	49.9
Actuated g/C Ratio	0.13	0.46		0.29	0.04	0.39	0.06	0.43
v/c Ratio	1.39	0.75		0.91	0.04	0.06	0.31	0.70
Control Delay	235.3	28.4		53.3	53.7	20.5	58.9	21.7
Queue Delay	0.0	0.0		8.5	0.0	0.0	0.0	0.0
Total Delay	235.3	28.4		61.8	53.7	20.5	58.9	21.7
LOS	F	C		E	D	C	E	C
Approach Delay		72.1		61.8		22.6		23.6
Approach LOS		E		E		C		C

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.39	
Intersection Signal Delay: 58.8	Intersection LOS: E
Intersection Capacity Utilization 107.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 14: C St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	334	1221	26	3	868	35	3	33	13	32	91	500
Future Volume (veh/h)	334	1221	26	3	868	35	3	33	13	32	91	500
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	334	1221	26	3	868	35	3	33	13	32	91	500
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	242	1628	35	32	955	38	7	515	203	50	107	587
Arrive On Green	0.13	0.45	0.45	0.28	0.28	0.28	0.00	0.40	0.40	0.03	0.42	0.42
Sat Flow, veh/h	1810	3614	77	3	3454	139	1810	1296	511	1810	254	1393
Grp Volume(v), veh/h	334	610	637	477	0	429	3	0	46	32	0	591
Grp Sat Flow(s),veh/h/ln	1810	1805	1886	1892	0	1703	1810	0	1807	1810	0	1647
Q Serve(g_s), s	15.4	32.2	32.3	3.0	0.0	28.0	0.2	0.0	1.8	2.0	0.0	37.2
Cycle Q Clear(g_c), s	15.4	32.2	32.3	28.0	0.0	28.0	0.2	0.0	1.8	2.0	0.0	37.2
Prop In Lane	1.00		0.04	0.01		0.08	1.00		0.28	1.00		0.85
Lane Grp Cap(c), veh/h	242	813	849	554	0	471	7	0	718	50	0	694
V/C Ratio(X)	1.38	0.75	0.75	0.86	0.00	0.91	0.42	0.00	0.06	0.64	0.00	0.85
Avail Cap(c_a), veh/h	242	862	900	605	0	517	242	0	718	242	0	694
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.12	0.12	0.12	0.60	0.00	0.60	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.8	26.2	26.2	40.2	0.0	40.2	57.1	0.0	21.4	55.3	0.0	30.0
Incr Delay (d2), s/veh	173.4	0.4	0.4	6.6	0.0	12.4	13.7	0.0	0.2	4.9	0.0	12.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.5	13.4	14.0	13.8	0.0	13.1	0.1	0.0	0.8	1.0	0.0	17.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	223.2	26.6	26.6	46.8	0.0	52.6	70.8	0.0	21.6	60.2	0.0	42.6
LnGrp LOS	F	C	C	D	A	D	E	A	C	E	A	D
Approach Vol, veh/h		1581			906			49			623	
Approach Delay, s/veh		68.1			49.6			24.6			43.5	
Approach LOS		E			D			C			D	

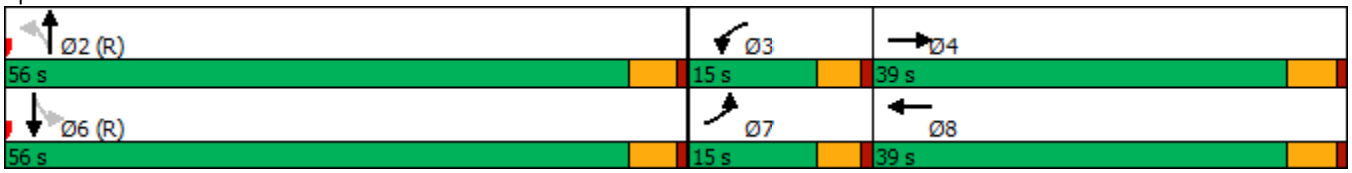
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	53.1	20.0	36.9	7.8	50.3		56.9				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.1	4.6	4.6		5.1				
Max Green Setting (Gmax), s	15.4	30.4	15.4	34.9	15.4	30.4		54.9				
Max Q Clear Time (g_c+I1), s	2.2	39.2	17.4	30.0	4.0	3.8		34.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.8	0.0	0.1		5.5				

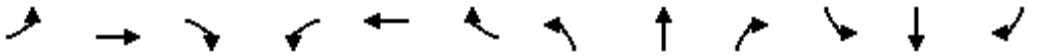
Intersection Summary			
HCM 6th Ctrl Delay		57.3	
HCM 6th LOS		E	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	140	1101	207	756	41	115	204	144
Future Volume (vph)	140	1101	207	756	41	115	204	144
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	9.6	10.1	10.0	10.0	10.0	10.0
Total Split (s)	15.0	39.0	15.0	39.0	56.0	56.0	56.0	56.0
Total Split (%)	13.6%	35.5%	13.6%	35.5%	50.9%	50.9%	50.9%	50.9%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	10.1	33.9	10.4	34.2	51.0	51.0	51.0	51.0
Actuated g/C Ratio	0.09	0.31	0.09	0.31	0.46	0.46	0.46	0.46
v/c Ratio	0.85	1.01	1.22	0.77	0.09	0.38	0.49	0.30
Control Delay	88.8	68.6	182.3	39.4	17.2	13.7	25.4	16.0
Queue Delay	0.0	32.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.8	100.8	182.3	39.4	17.2	13.7	25.4	16.0
LOS	F	F	F	D	B	B	C	B
Approach Delay		99.5		67.3		14.1		20.2
Approach LOS		F		E		B		C

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 10 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.22	
Intersection Signal Delay: 67.2	Intersection LOS: E
Intersection Capacity Utilization 89.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 15: D St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	1101	24	207	756	96	41	115	210	204	144	109
Future Volume (veh/h)	140	1101	24	207	756	96	41	115	210	204	144	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	140	1101	24	207	756	96	41	115	210	204	144	109
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	168	1113	24	171	994	126	490	277	507	424	463	351
Arrive On Green	0.09	0.31	0.31	0.09	0.31	0.31	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1810	3612	79	1810	3210	407	1138	599	1093	1066	999	756
Grp Volume(v), veh/h	140	550	575	207	425	427	41	0	325	204	0	253
Grp Sat Flow(s),veh/h/ln	1810	1805	1886	1810	1805	1812	1138	0	1691	1066	0	1756
Q Serve(g_s), s	8.4	33.4	33.4	10.4	23.4	23.4	2.6	0.0	14.0	17.3	0.0	9.9
Cycle Q Clear(g_c), s	8.4	33.4	33.4	10.4	23.4	23.4	12.5	0.0	14.0	31.3	0.0	9.9
Prop In Lane	1.00		0.04	1.00		0.22	1.00		0.65	1.00		0.43
Lane Grp Cap(c), veh/h	168	556	581	171	559	561	490	0	784	424	0	814
V/C Ratio(X)	0.83	0.99	0.99	1.21	0.76	0.76	0.08	0.00	0.41	0.48	0.00	0.31
Avail Cap(c_a), veh/h	171	556	581	171	559	561	490	0	784	424	0	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.60	0.60	0.60	0.69	0.69	0.69	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.0	37.9	37.9	49.8	34.3	34.3	22.4	0.0	19.6	30.0	0.0	18.5
Incr Delay (d2), s/veh	17.3	26.7	26.1	125.9	3.8	3.8	0.3	0.0	1.6	3.9	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	18.6	19.3	10.6	10.6	10.6	0.7	0.0	5.8	4.8	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.3	64.6	64.0	175.7	38.1	38.1	22.7	0.0	21.2	33.9	0.0	19.5
LnGrp LOS	E	E	E	F	D	D	C	A	C	C	A	B
Approach Vol, veh/h		1265			1059			366			457	
Approach Delay, s/veh		64.5			65.0			21.4			25.9	
Approach LOS		E			E			C			C	

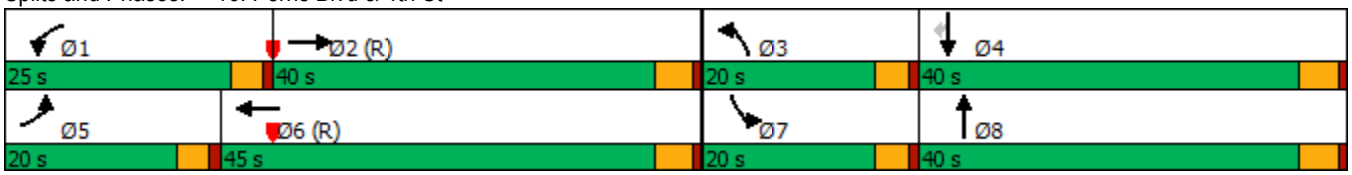
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		56.0	15.0	39.0		56.0	14.8	39.2				
Change Period (Y+Rc), s		5.0	4.6	5.1		5.0	4.6	5.1				
Max Green Setting (Gmax), s		51.0	10.4	33.9		51.0	10.4	33.9				
Max Q Clear Time (g_c+I1), s		16.0	12.4	35.4		33.3	10.4	25.4				
Green Ext Time (p_c), s		1.6	0.0	0.0		1.5	0.0	2.4				

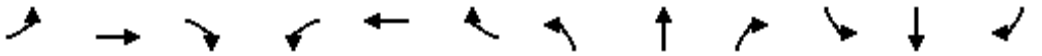
Intersection Summary												
HCM 6th Ctrl Delay			54.0									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	447	775	179	603	196	791	99	881	280
Future Volume (vph)	447	775	179	603	196	791	99	881	280
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.6	9.0	9.6	9.0	9.6	9.0	9.6	9.6
Total Split (s)	20.0	40.0	25.0	45.0	20.0	40.0	20.0	40.0	40.0
Total Split (%)	16.0%	32.0%	20.0%	36.0%	16.0%	32.0%	16.0%	32.0%	32.0%
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?		Yes	Yes			Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	16.0	39.1	17.3	40.4	16.0	39.7	11.7	35.4	35.4
Actuated g/C Ratio	0.13	0.31	0.14	0.32	0.13	0.32	0.09	0.28	0.28
v/c Ratio	2.16	1.05	0.80	0.64	0.95	0.87	0.65	1.82	0.55
Control Delay	564.1	81.6	76.9	38.9	104.4	51.0	73.6	405.6	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	564.1	81.6	76.9	38.9	104.4	51.0	73.6	405.6	23.1
LOS	F	F	E	D	F	D	E	F	C
Approach Delay		226.3		47.0		60.6		294.5	
Approach LOS		F		D		E		F	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.16	
Intersection Signal Delay: 173.9	Intersection LOS: F
Intersection Capacity Utilization 126.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 16: Perris Blvd & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	447	775	268	179	603	62	196	791	99	99	881	280
Future Volume (veh/h)	447	775	268	179	603	62	196	791	99	99	881	280
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	447	775	268	179	603	62	196	791	99	99	881	280
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	208	768	266	203	961	99	208	980	123	120	484	410
Arrive On Green	0.13	0.33	0.33	0.12	0.32	0.32	0.13	0.34	0.34	0.07	0.28	0.28
Sat Flow, veh/h	1629	2353	813	1629	2973	305	1629	2905	364	1629	1710	1448
Grp Volume(v), veh/h	447	535	508	179	329	336	196	442	448	99	881	280
Grp Sat Flow(s),veh/h/ln	1629	1625	1541	1629	1625	1653	1629	1625	1644	1629	1710	1448
Q Serve(g_s), s	16.0	40.8	40.8	13.5	21.5	21.6	14.9	31.0	31.0	7.5	35.4	21.5
Cycle Q Clear(g_c), s	16.0	40.8	40.8	13.5	21.5	21.6	14.9	31.0	31.0	7.5	35.4	21.5
Prop In Lane	1.00		0.53	1.00		0.18	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	208	530	503	203	525	534	208	548	555	120	484	410
V/C Ratio(X)	2.14	1.01	1.01	0.88	0.63	0.63	0.94	0.81	0.81	0.82	1.82	0.68
Avail Cap(c_a), veh/h	208	530	503	274	525	534	208	548	555	208	484	410
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.25	0.25	0.25	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	42.1	42.1	53.8	35.9	35.9	54.0	37.7	37.7	57.1	44.8	39.8
Incr Delay (d2), s/veh	519.0	21.7	22.4	15.3	4.6	4.6	45.1	12.1	12.0	5.2	376.7	8.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	36.5	19.2	18.3	6.4	9.1	9.3	8.7	13.9	14.1	3.2	65.4	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	573.5	63.8	64.5	69.1	40.5	40.5	99.2	49.8	49.7	62.3	421.5	48.7
LnGrp LOS	F	F	F	E	D	D	F	D	D	E	F	D
Approach Vol, veh/h		1490			844			1086			1260	
Approach Delay, s/veh		216.9			46.5			58.7			310.5	
Approach LOS		F			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.6	45.4	20.0	40.0	20.0	45.0	13.2	46.8
Change Period (Y+Rc), s	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6
Max Green Setting (Gmax), s	21.0	35.4	16.0	35.4	16.0	40.4	16.0	35.4
Max Q Clear Time (g_c+I1), s	15.5	42.8	16.9	37.4	18.0	23.6	9.5	33.0
Green Ext Time (p_c), s	0.1	0.0	0.0	0.0	0.0	2.4	0.1	1.0

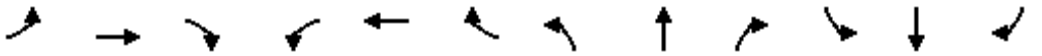
Intersection Summary	
HCM 6th Ctrl Delay	174.7
HCM 6th LOS	F

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	119	774	130	689	42	210	135	205
Future Volume (vph)	119	774	130	689	42	210	135	205
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	10.5	10.5	10.5	10.5
Total Split (s)	20.0	35.0	20.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	22.2%	38.9%	22.2%	38.9%	38.9%	38.9%	38.9%	38.9%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	11.2	32.9	11.6	33.3	29.5	29.5	29.5	29.5
Actuated g/C Ratio	0.12	0.37	0.13	0.37	0.33	0.33	0.33	0.33
v/c Ratio	0.53	0.61	0.56	0.57	0.15	0.59	0.59	0.49
Control Delay	45.0	26.3	56.0	17.6	23.3	26.8	38.0	25.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.0	26.3	56.0	17.6	23.3	26.8	38.0	25.2
LOS	D	C	E	B	C	C	D	C
Approach Delay		28.7		23.2		26.4		29.2
Approach LOS		C		C		C		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 49.4 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 26.6	Intersection LOS: C
Intersection Capacity Utilization 75.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 17: G St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	774	33	130	689	67	42	210	152	135	205	93
Future Volume (veh/h)	119	774	33	130	689	67	42	210	152	135	205	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	119	774	33	130	689	67	42	210	152	135	205	93
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	152	1429	61	162	1362	132	292	335	243	239	405	184
Arrive On Green	0.08	0.41	0.41	0.18	0.82	0.82	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3527	150	1810	3317	322	1095	1022	740	1033	1235	560
Grp Volume(v), veh/h	119	396	411	130	375	381	42	0	362	135	0	298
Grp Sat Flow(s),veh/h/ln	1810	1805	1872	1810	1805	1834	1095	0	1762	1033	0	1795
Q Serve(g_s), s	5.8	15.0	15.1	6.2	5.7	5.7	2.9	0.0	15.6	11.4	0.0	12.0
Cycle Q Clear(g_c), s	5.8	15.0	15.1	6.2	5.7	5.7	14.9	0.0	15.6	27.1	0.0	12.0
Prop In Lane	1.00		0.08	1.00		0.18	1.00		0.42	1.00		0.31
Lane Grp Cap(c), veh/h	152	731	758	162	741	753	292	0	578	239	0	589
V/C Ratio(X)	0.78	0.54	0.54	0.80	0.51	0.51	0.14	0.00	0.63	0.56	0.00	0.51
Avail Cap(c_a), veh/h	312	731	758	312	741	753	292	0	578	239	0	589
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.77	0.77	0.77	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.4	20.4	20.4	36.2	5.3	5.3	30.4	0.0	25.6	37.1	0.0	24.4
Incr Delay (d2), s/veh	0.8	0.3	0.3	7.0	1.9	1.9	1.0	0.0	5.1	9.3	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	6.0	6.3	2.8	1.8	1.8	0.8	0.0	7.3	3.5	0.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.3	20.7	20.7	43.2	7.2	7.1	31.4	0.0	30.7	46.4	0.0	27.5
LnGrp LOS	D	C	C	D	A	A	C	A	C	D	A	C
Approach Vol, veh/h		926			886			404			433	
Approach Delay, s/veh		23.3			12.4			30.8			33.4	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	42.5		35.0	12.0	43.0		35.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	29.0		29.5	15.5	29.0		29.5				
Max Q Clear Time (g_c+I1), s	8.2	17.1		29.1	7.8	7.7		17.6				
Green Ext Time (p_c), s	0.2	3.9		0.1	0.2	4.6		2.0				

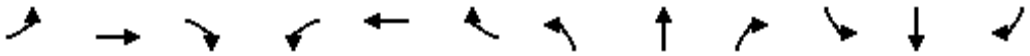
Intersection Summary												
HCM 6th Ctrl Delay			22.5									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	50	947	23	834	33	19	213	14
Future Volume (vph)	50	947	23	834	33	19	213	14
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	15.5	15.5	10.5	10.5
Total Split (s)	20.0	35.0	20.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	22.2%	38.9%	22.2%	38.9%	38.9%	38.9%	38.9%	38.9%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0		5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	8.0	44.1	6.7	40.8		29.5		29.5
Actuated g/C Ratio	0.09	0.49	0.07	0.45		0.33		0.33
v/c Ratio	0.31	0.57	0.17	0.60		0.11		0.61
Control Delay	40.7	17.8	41.4	21.4		22.0		30.9
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	40.7	17.8	41.4	21.4		22.0		30.9
LOS	D	B	D	C		C		C
Approach Delay		18.9		21.8		22.0		30.9
Approach LOS		B		C		C		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 49.4 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 21.6	Intersection LOS: C
Intersection Capacity Utilization 65.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 18: Wilkerson Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	947	50	23	834	127	33	19	0	213	14	51
Future Volume (veh/h)	50	947	50	23	834	127	33	19	0	213	14	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	50	947	50	23	834	127	33	19	0	213	14	51
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	72	1640	87	44	1424	217	375	203	0	436	33	89
Arrive On Green	0.08	0.94	0.94	0.02	0.45	0.45	0.33	0.33	0.00	0.33	0.33	0.33
Sat Flow, veh/h	1810	3487	184	1810	3130	477	946	619	0	1115	99	273
Grp Volume(v), veh/h	50	490	507	23	481	480	52	0	0	278	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1867	1810	1805	1802	1565	0	0	1487	0	0
Q Serve(g_s), s	2.4	3.2	3.2	1.1	17.8	17.8	0.0	0.0	0.0	11.8	0.0	0.0
Cycle Q Clear(g_c), s	2.4	3.2	3.2	1.1	17.8	17.8	1.8	0.0	0.0	13.6	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.26	0.63		0.00	0.77		0.18
Lane Grp Cap(c), veh/h	72	849	878	44	821	819	578	0	0	558	0	0
V/C Ratio(X)	0.70	0.58	0.58	0.52	0.59	0.59	0.09	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	312	849	878	312	821	819	578	0	0	558	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	0.60	0.60	0.60	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	40.9	1.5	1.5	43.4	18.2	18.2	20.9	0.0	0.0	24.8	0.0	0.0
Incr Delay (d2), s/veh	8.9	2.2	2.1	5.7	1.8	1.8	0.3	0.0	0.0	3.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.1	1.1	0.6	7.3	7.3	0.8	0.0	0.0	5.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	3.7	3.6	49.1	20.1	20.1	21.2	0.0	0.0	27.9	0.0	0.0
LnGrp LOS	D	A	A	D	C	C	C	A	A	C	A	A
Approach Vol, veh/h		1047			984			52			278	
Approach Delay, s/veh		5.9			20.8			21.2			27.9	
Approach LOS		A			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	48.3		35.0	8.1	46.9		35.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	29.0		29.5	15.5	29.0		29.5				
Max Q Clear Time (g_c+I1), s	3.1	5.2		15.6	4.4	19.8		3.8				
Green Ext Time (p_c), s	0.0	6.7		1.3	0.1	4.0		0.2				

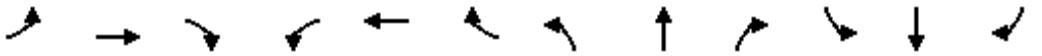
Intersection Summary			
HCM 6th Ctrl Delay		15.0	
HCM 6th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	1071	28	108	13	20	60	660	9	36	1033	907
Future Volume (vph)	1071	28	108	13	20	60	660	9	36	1033	907
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	9.5	11.0	9.5	11.0	11.0	9.5	11.0	11.0
Total Split (s)	40.0	55.0	55.0	25.0	40.0	25.0	35.0	35.0	25.0	35.0	35.0
Total Split (%)	28.6%	39.3%	39.3%	17.9%	28.6%	17.9%	25.0%	25.0%	17.9%	25.0%	25.0%
Yellow Time (s)	5.0	5.0	5.0	3.5	5.0	3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	34.0	69.1	69.1	6.6	34.0	10.0	43.2	43.2	8.3	41.6	41.6
Actuated g/C Ratio	0.24	0.49	0.49	0.05	0.24	0.07	0.31	0.31	0.06	0.30	0.30
v/c Ratio	1.26	0.03	0.13	0.15	0.11	0.47	0.59	0.02	0.34	0.96	0.81
Control Delay	169.7	20.6	4.4	67.5	13.7	73.5	44.5	0.0	71.1	68.3	32.8
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	169.8	20.6	4.4	67.5	13.7	73.5	44.5	0.0	71.1	68.3	32.8
LOS	F	C	A	E	B	E	D	A	E	E	C
Approach Delay		151.5			20.5		46.4			52.1	
Approach LOS		F			C		D			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 40 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay: 80.1	Intersection LOS: F
Intersection Capacity Utilization 83.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 19: Redlands Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1071	28	108	13	20	69	60	660	9	36	1033	907
Future Volume (veh/h)	1071	28	108	13	20	69	60	660	9	36	1033	907
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1071	28	108	13	20	69	60	660	9	36	1033	907
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	853	1113	943	26	625	557	78	806	360	49	748	587
Arrive On Green	0.24	0.59	0.59	0.01	0.35	0.35	0.04	0.22	0.22	0.03	0.21	0.21
Sat Flow, veh/h	3510	1900	1610	1810	1805	1608	1810	3610	1610	1810	3610	2834
Grp Volume(v), veh/h	1071	28	108	13	20	69	60	660	9	36	1033	907
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1608	1810	1805	1610	1810	1805	1417
Q Serve(g_s), s	34.0	0.9	4.2	1.0	1.0	4.1	4.6	24.3	0.6	2.8	29.0	29.0
Cycle Q Clear(g_c), s	34.0	0.9	4.2	1.0	1.0	4.1	4.6	24.3	0.6	2.8	29.0	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	853	1113	943	26	625	557	78	806	360	49	748	587
V/C Ratio(X)	1.26	0.03	0.11	0.51	0.03	0.12	0.77	0.82	0.03	0.74	1.38	1.55
Avail Cap(c_a), veh/h	853	1113	943	265	625	557	265	806	360	265	748	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00	0.71	0.71	0.71
Uniform Delay (d), s/veh	53.0	12.2	12.9	68.5	30.3	31.3	66.3	51.7	42.5	67.6	55.5	55.5
Incr Delay (d2), s/veh	123.1	0.0	0.2	14.6	0.1	0.5	14.6	9.1	0.1	14.3	177.6	251.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.4	0.4	1.6	0.6	0.5	1.7	2.4	12.1	0.3	1.5	31.5	30.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	176.1	12.2	13.1	83.1	30.4	31.7	80.9	60.7	42.6	82.0	233.1	306.8
LnGrp LOS	F	B	B	F	C	C	F	E	D	F	F	F
Approach Vol, veh/h		1207			102			729			1976	
Approach Delay, s/veh		157.7			38.0			62.2			264.2	
Approach LOS		F			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	88.0	10.5	35.0	40.0	54.5	8.3	37.3
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	6.0	4.5	6.0
Max Green Setting (Gmax), s	20.5	49.0	20.5	29.0	34.0	34.0	20.5	29.0
Max Q Clear Time (g_c+I1), s	3.0	6.2	6.6	31.0	36.0	6.1	4.8	26.3
Green Ext Time (p_c), s	0.0	0.5	0.1	0.0	0.0	0.4	0.0	1.1

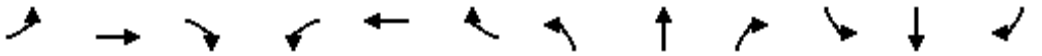
Intersection Summary	
HCM 6th Ctrl Delay	189.7
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	397	8	486	1247	553	446	1490
Future Volume (vph)	397	8	486	1247	553	446	1490
Turn Type	Split	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5	10.5	11.0	11.0	9.5	11.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	25.0	60.0
Total Split (%)	36.8%	36.8%	36.8%	36.8%	36.8%	26.3%	63.2%
Yellow Time (s)	4.5	4.5	4.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	6.0	6.0	4.5	6.0
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	24.0	24.0	24.0	38.0	38.0	17.0	59.5
Actuated g/C Ratio	0.25	0.25	0.25	0.40	0.40	0.18	0.63
v/c Ratio	0.72	0.72	0.63	0.48	0.38	0.71	0.66
Control Delay	41.4	38.3	27.6	23.4	3.0	58.1	12.5
Queue Delay	0.3	0.3	0.0	0.0	0.0	0.0	0.3
Total Delay	41.6	38.6	27.6	23.4	3.0	58.1	12.7
LOS	D	D	C	C	A	E	B
Approach Delay		36.1		17.1			23.2
Approach LOS		D		B			C

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 23.3	Intersection LOS: C
Intersection Capacity Utilization 75.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 20: Redlands Ave & I-215 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	397	8	486	0	0	0	0	1247	553	446	1490	0
Future Volume (veh/h)	397	8	486	0	0	0	0	1247	553	446	1490	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	565	0	312				0	1247	553	446	1490	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	840	0	374				0	2934	1272	528	2335	0
Arrive On Green	0.23	0.00	0.23				0.00	0.45	0.45	0.30	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	6802	2834	3510	3705	0
Grp Volume(v), veh/h	565	0	312				0	1247	553	446	1490	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1417	1755	1805	0
Q Serve(g_s), s	13.5	0.0	17.5				0.0	12.3	12.7	11.3	0.0	0.0
Cycle Q Clear(g_c), s	13.5	0.0	17.5				0.0	12.3	12.7	11.3	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	840	0	374				0	2934	1272	528	2335	0
V/C Ratio(X)	0.67	0.00	0.83				0.00	0.42	0.43	0.84	0.64	0.00
Avail Cap(c_a), veh/h	1124	0	500				0	2934	1272	758	2335	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.09	0.09	0.78	0.78	0.00
Uniform Delay (d), s/veh	33.2	0.0	34.7				0.0	17.8	17.9	32.2	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	8.9				0.0	0.0	0.1	4.8	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.0	7.7				0.0	4.4	3.9	4.3	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	0.0	43.7				0.0	17.9	18.0	37.0	1.1	0.0
LnGrp LOS	C	A	D				A	B	B	D	A	A
Approach Vol, veh/h		877						1800			1936	
Approach Delay, s/veh		37.5						17.9			9.3	
Approach LOS		D						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	18.8	48.7		27.6		67.4
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	20.5	29.0		29.5		54.0
Max Q Clear Time (g_c+I1), s	13.3	14.7		19.5		2.0
Green Ext Time (p_c), s	1.0	9.1		2.5		17.0

Intersection Summary		
HCM 6th Ctrl Delay		18.0
HCM 6th LOS		B

Notes

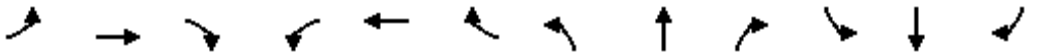
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	411	0	709	262	1382	1525	229
Future Volume (vph)	411	0	709	262	1382	1525	229
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.0	9.0	9.5	11.0	11.0	11.0
Total Split (s)	35.0	35.0	35.0	25.0	60.0	35.0	35.0
Total Split (%)	36.8%	36.8%	36.8%	26.3%	63.2%	36.8%	36.8%
Yellow Time (s)	3.0	3.0	3.0	3.5	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.5	6.0	6.0	6.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	27.4	27.4	27.4	12.4	57.6	40.7	40.7
Actuated g/C Ratio	0.29	0.29	0.29	0.13	0.61	0.43	0.43
v/c Ratio	0.75	0.76	0.75	0.57	0.63	0.54	0.28
Control Delay	40.4	33.9	32.8	53.1	15.6	22.3	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay	40.4	33.9	32.8	53.1	15.9	22.3	3.9
LOS	D	C	C	D	B	C	A
Approach Delay		35.7			21.8	19.9	
Approach LOS		D			C	B	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 24.5	Intersection LOS: C
Intersection Capacity Utilization 75.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 21: Redlands Ave & I-215 NB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	411	0	709	262	1382	0	0	1525	229
Future Volume (veh/h)	0	0	0	411	0	709	262	1382	0	0	1525	229
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				274	0	856	262	1382	0	0	1525	229
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				540	0	961	346	2153	0	0	2944	723
Arrive On Green				0.30	0.00	0.30	0.20	1.00	0.00	0.00	0.45	0.45
Sat Flow, veh/h				1810	0	3220	3510	3705	0	0	6802	1606
Grp Volume(v), veh/h				274	0	856	262	1382	0	0	1525	229
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1634	1606
Q Serve(g_s), s				11.9	0.0	24.1	6.7	0.0	0.0	0.0	15.9	8.7
Cycle Q Clear(g_c), s				11.9	0.0	24.1	6.7	0.0	0.0	0.0	15.9	8.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				540	0	961	346	2153	0	0	2944	723
V/C Ratio(X)				0.51	0.00	0.89	0.76	0.64	0.00	0.00	0.52	0.32
Avail Cap(c_a), veh/h				590	0	1051	758	2153	0	0	2944	723
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.84	0.84	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				27.6	0.0	31.9	37.1	0.0	0.0	0.0	18.7	16.7
Incr Delay (d2), s/veh				0.7	0.0	9.2	2.9	1.2	0.0	0.0	0.7	1.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.2	0.0	10.3	2.7	0.4	0.0	0.0	5.8	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				28.3	0.0	41.0	39.9	1.2	0.0	0.0	19.4	17.9
LnGrp LOS				C	A	D	D	A	A	A	B	B
Approach Vol, veh/h					1130			1644			1754	
Approach Delay, s/veh					37.9			7.4			19.2	
Approach LOS					D			A			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	62.7		13.9	48.8		32.3						
Change Period (Y+Rc), s	6.0		4.5	6.0		4.0						
Max Green Setting (Gmax), s	54.0		20.5	29.0		31.0						
Max Q Clear Time (g_c+I1), s	2.0		8.7	17.9		26.1						
Green Ext Time (p_c), s	15.8		0.7	7.8		2.2						

Intersection Summary		
HCM 6th Ctrl Delay		19.6
HCM 6th LOS		B

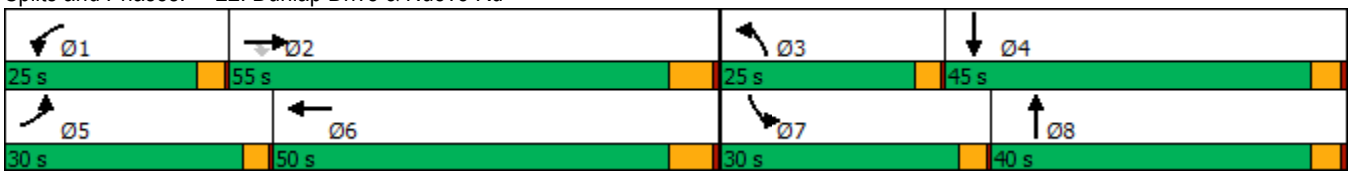
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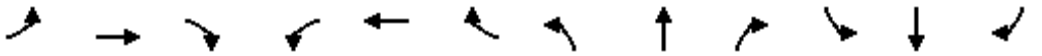
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	44	1267	200	174	979	52	276	312	258
Future Volume (vph)	44	1267	200	174	979	52	276	312	258
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Minimum Split (s)	8.5	12.0	12.0	8.5	12.0	8.5	10.2	8.5	10.2
Total Split (s)	30.0	55.0	55.0	25.0	50.0	25.0	40.0	30.0	45.0
Total Split (%)	20.0%	36.7%	36.7%	16.7%	33.3%	16.7%	26.7%	20.0%	30.0%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	3.2	3.0	3.2
All-Red Time (s)	0.5	1.0	1.0	0.5	1.0	0.5	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	3.5	4.2	3.5	4.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	7.7	49.0	49.0	17.2	60.3	8.2	35.8	26.5	55.9
Actuated g/C Ratio	0.05	0.34	0.34	0.12	0.41	0.06	0.25	0.18	0.38
v/c Ratio	0.46	1.99	0.33	0.82	1.47	0.51	1.03	0.95	0.46
Control Delay	83.2	476.0	22.5	91.6	252.7	84.7	99.6	97.6	37.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.2	476.0	22.5	91.6	252.7	84.7	99.6	97.6	37.1
LOS	F	F	C	F	F	F	F	F	D
Approach Delay		404.5			231.3		98.1		66.7
Approach LOS		F			F		F		E

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 145.8	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.99	
Intersection Signal Delay: 253.3	Intersection LOS: F
Intersection Capacity Utilization 134.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 22: Dunlap Drive & Nuevo Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	1267	200	174	979	158	52	276	190	312	258	68
Future Volume (veh/h)	44	1267	200	174	979	158	52	276	190	312	258	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	1267	200	174	979	158	52	276	190	312	258	68
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	57	646	547	197	666	107	67	260	179	333	572	151
Arrive On Green	0.03	0.34	0.34	0.11	0.42	0.42	0.04	0.25	0.25	0.18	0.39	0.39
Sat Flow, veh/h	1810	1900	1610	1810	1596	258	1810	1048	722	1810	1449	382
Grp Volume(v), veh/h	44	1267	200	174	0	1137	52	0	466	312	0	326
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1854	1810	0	1770	1810	0	1831
Q Serve(g_s), s	3.5	49.0	13.5	13.7	0.0	60.2	4.1	0.0	35.8	24.5	0.0	18.9
Cycle Q Clear(g_c), s	3.5	49.0	13.5	13.7	0.0	60.2	4.1	0.0	35.8	24.5	0.0	18.9
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.41	1.00		0.21
Lane Grp Cap(c), veh/h	57	646	547	197	0	773	67	0	439	333	0	723
V/C Ratio(X)	0.77	1.96	0.37	0.88	0.00	1.47	0.77	0.00	1.06	0.94	0.00	0.45
Avail Cap(c_a), veh/h	333	646	547	270	0	773	270	0	439	333	0	723
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.3	47.6	35.9	63.3	0.0	42.0	68.8	0.0	54.2	58.1	0.0	32.1
Incr Delay (d2), s/veh	7.8	438.8	0.6	17.8	0.0	218.7	6.8	0.0	59.9	33.2	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	100.6	5.3	7.1	0.0	72.6	2.0	0.0	22.8	14.1	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.1	486.4	36.5	81.1	0.0	260.7	75.6	0.0	114.1	91.3	0.0	34.2
LnGrp LOS	E	F	D	F	A	F	E	A	F	F	A	C
Approach Vol, veh/h		1511			1311			518			638	
Approach Delay, s/veh		414.9			236.9			110.2			62.1	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.2	55.0	8.9	61.1	8.1	66.2	30.0	40.0
Change Period (Y+Rc), s	3.5	6.0	3.5	* 4.2	3.5	6.0	3.5	* 4.2
Max Green Setting (Gmax), s	21.5	49.0	21.5	* 41	26.5	44.0	26.5	* 36
Max Q Clear Time (g_c+I1), s	15.7	51.0	6.1	20.9	5.5	62.2	26.5	37.8
Green Ext Time (p_c), s	0.1	0.0	0.0	1.7	0.0	0.0	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		260.0
HCM 6th LOS		F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	1139.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	110	906	706	229	698	50	275	647	240	97	396	171
Future Vol, veh/h	110	906	706	229	698	50	275	647	240	97	396	171
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	110	906	706	229	698	50	275	647	240	97	396	171
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	1637.2	840.7	1022.4	495.7
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	6%	23%	15%
Vol Thru, %	56%	53%	71%	60%
Vol Right, %	21%	41%	5%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1162	1722	977	664
LT Vol	275	110	229	97
Through Vol	647	906	698	396
RT Vol	240	706	50	171
Lane Flow Rate	1162	1722	977	664
Geometry Grp	1	1	1	1
Degree of Util (X)	3.073	4.479	2.609	1.747
Departure Headway (Hd)	35.986	30.424	45.759	55.93
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	116	138	98	73
Service Time	33.986	28.424	43.759	53.93
HCM Lane V/C Ratio	10.017	12.478	9.969	9.096
HCM Control Delay	1022.4	1637.2	840.7	495.7
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	29.8	55.1	19.7	10.2

24: Porter St & Menifee Rd & Central Ave Performance by approach

Approach	EB	WB	NB	SB	NE	All
Denied Delay (hr)	0.0	0.0	9.2	0.0	0.0	9.2
Denied Del/Veh (s)	0.1	0.2	54.3	0.0	0.1	24.1
Total Delay (hr)	0.1	0.2	60.5	2.8	0.1	63.7
Total Del/Veh (s)	9.4	6.0	361.7	16.8	10.5	166.1
Stop Delay (hr)	0.1	0.1	62.0	0.7	0.1	63.1
Stop Del/Veh (s)	8.3	3.9	370.9	4.4	9.1	164.5

Intersection	
Intersection Delay, s/veh	243.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	482	29	252	13	20	4	259	637	22	11	885	263
Future Vol, veh/h	482	29	252	13	20	4	259	637	22	11	885	263
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	482	29	252	13	20	4	259	637	22	11	885	263
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	121.2	16.8	144.9	408.4
HCM LOS	F	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	45%	0%	94%	0%	35%	1%	0%
Vol Thru, %	55%	94%	6%	0%	54%	99%	0%
Vol Right, %	0%	6%	0%	100%	11%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	578	341	511	252	37	896	263
LT Vol	259	0	482	0	13	11	0
Through Vol	319	319	29	0	20	885	0
RT Vol	0	22	0	252	4	0	263
Lane Flow Rate	578	340	511	252	37	896	263
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	1.362	0.778	1.264	0.541	0.105	2.095	0.563
Departure Headway (Hd)	10.025	9.742	10.446	9.22	12.4	9.271	8.535
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	370	375	353	393	291	403	426
Service Time	7.725	7.442	8.146	6.92	10.4	6.971	6.235
HCM Lane V/C Ratio	1.562	0.907	1.448	0.641	0.127	2.223	0.617
HCM Control Delay	207.2	39.3	169.9	22.3	16.8	521.9	21.7
HCM Lane LOS	F	E	F	C	C	F	C
HCM 95th-tile Q	23.9	6.5	19.7	3.1	0.3	58.4	3.4

Intersection	
Int Delay, s/veh	17.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	43	0	37	1	2	2	52	875	2	2	1148	18
Future Vol, veh/h	43	0	37	1	2	2	52	875	2	2	1148	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	43	0	37	1	2	2	52	875	2	2	1148	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2143	2142	1157	2160	2150	876	1166	0	0	877	0	0
Stage 1	1161	1161	-	980	980	-	-	-	-	-	-	-
Stage 2	982	981	-	1180	1170	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 36	49	241	35	49	351	606	-	-	779	-	-
Stage 1	240	272	-	303	331	-	-	-	-	-	-	-
Stage 2	302	330	-	234	269	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 30	41	241	26	41	351	606	-	-	779	-	-
Mov Cap-2 Maneuver	~ 30	41	-	26	41	-	-	-	-	-	-	-
Stage 1	200	270	-	252	276	-	-	-	-	-	-	-
Stage 2	248	275	-	197	267	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 476.7	78.4	0.6	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	606	-	-	50	54	779	-	-
HCM Lane V/C Ratio	0.086	-	-	1.6	0.093	0.003	-	-
HCM Control Delay (s)	11.5	0	-	$ 476.7	78.4	9.6	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	7.7	0.3	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑		↰	↑	
Traffic Vol, veh/h	37	123	27	13	39	93	19	861	36	238	885	48
Future Vol, veh/h	37	123	27	13	39	93	19	861	36	238	885	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	37	123	27	13	39	93	19	861	36	238	885	48

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2368	2320	909	2377	2326	879	933	0	0	897	0	0
Stage 1	1385	1385	-	917	917	-	-	-	-	-	-	-
Stage 2	983	935	-	1460	1409	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 25	~ 38	336	24	~ 38	350	742	-	-	765	-	-
Stage 1	179	213	-	329	354	-	-	-	-	-	-	-
Stage 2	302	347	-	162	207	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 25	336	-	~ 25	350	742	-	-	765	-	-
Mov Cap-2 Maneuver	-	~ 25	-	-	~ 25	-	-	-	-	-	-	-
Stage 1	174	147	-	320	345	-	-	-	-	-	-	-
Stage 2	192	338	-	17	143	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.2	2.4
HCM LOS	-	-		

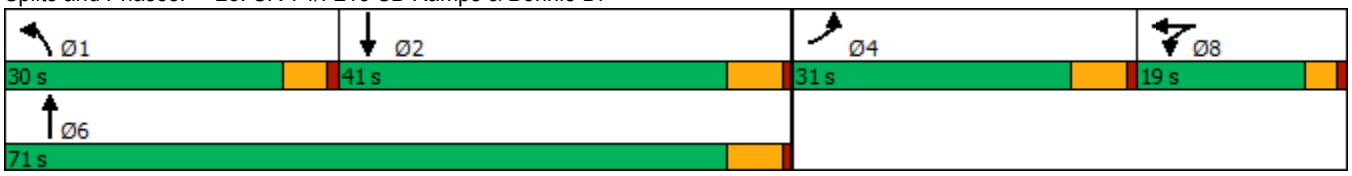
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	742	-	-	-	-	765	-	-
HCM Lane V/C Ratio	0.026	-	-	-	-	0.311	-	-
HCM Control Delay (s)	10	-	-	-	-	11.8	-	-
HCM Lane LOS	A	-	-	-	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	1.3	-	-

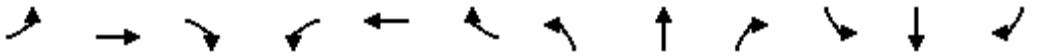
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	100	577	570	543	927	89	
Future Volume (vph)	100	577	570	543	927	89	
Turn Type	Prot	Free	Prot	NA	NA	Free	
Protected Phases	4		1	6	2		8
Permitted Phases		Free				Free	
Detector Phase	4		1	6	2		
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0
Minimum Split (s)	11.0		10.0	11.0	11.0		9.0
Total Split (s)	31.0		30.0	71.0	41.0		19.0
Total Split (%)	25.6%		24.8%	58.7%	33.9%		16%
Yellow Time (s)	5.0		4.0	5.0	5.0		3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	6.0		5.0	6.0	6.0		
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	9.1	83.8	25.2	66.9	35.2	83.8	
Actuated g/C Ratio	0.11	1.00	0.30	0.80	0.42	1.00	
v/c Ratio	0.51	0.36	1.05	0.36	1.16	0.06	
Control Delay	45.8	0.6	85.2	4.4	112.6	0.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	45.8	0.6	85.2	4.4	112.6	0.1	
LOS	D	A	F	A	F	A	
Approach Delay				45.8	102.8		
Approach LOS				D	F		

Intersection Summary	
Cycle Length: 121	
Actuated Cycle Length: 83.8	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.16	
Intersection Signal Delay: 57.1	Intersection LOS: E
Intersection Capacity Utilization 98.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	0	577	0	0	0	570	543	0	0	927	89
Future Volume (veh/h)	100	0	577	0	0	0	570	543	0	0	927	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	0	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	100	0	0	0	0	0	570	543	0	0	927	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	0		0	3	0	610	1735	0	0	957	
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.91	0.00	0.00	0.50	0.00
Sat Flow, veh/h		0		0	1900	0	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h		0.0		0	0	0	570	543	0	0	927	0
Grp Sat Flow(s),veh/h/ln				0	1900	0	1810	1900	0	0	1900	1610
Q Serve(g_s), s				0.0	0.0	0.0	21.1	2.4	0.0	0.0	32.7	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	21.1	2.4	0.0	0.0	32.7	0.0
Prop In Lane				0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				0	3	0	610	1735	0	0	957	
V/C Ratio(X)				0.00	0.00	0.00	0.93	0.31	0.00	0.00	0.97	
Avail Cap(c_a), veh/h				0	412	0	654	1785	0	0	961	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	22.2	0.4	0.0	0.0	16.6	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	19.3	0.0	0.0	0.0	21.5	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.0	10.7	0.0	0.0	0.0	16.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	0.0	41.5	0.4	0.0	0.0	38.1	0.0
LnGrp LOS				A	A	A	D	A	A	A	D	
Approach Vol, veh/h					0			1113			927	
Approach Delay, s/veh					0.0			21.5			38.1	
Approach LOS								C			D	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	28.3	40.8				69.2		0.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		4.0				
Max Green Setting (Gmax), s	25.0	35.0				65.0		15.0				
Max Q Clear Time (g_c+I1), s	23.1	34.7				4.4		0.0				
Green Ext Time (p_c), s	0.2	0.1				1.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay			29.0
HCM 6th LOS			C

Notes

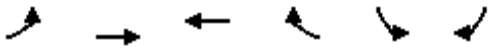
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	17	1487	1034	908	487
Future Volume (vph)	17	1487	1034	908	487
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	30.3	70.6	40.3		40.4
Total Split (%)	27.3%	63.6%	36.3%		36.4%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	5.6	42.1	37.9	86.6	33.8
Actuated g/C Ratio	0.06	0.49	0.44	1.00	0.39
v/c Ratio	0.15	0.85	0.65	0.56	0.81
Control Delay	45.2	24.8	22.5	1.4	35.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.2	24.8	22.5	1.4	35.7
LOS	D	C	C	A	D
Approach Delay		25.0	12.7		35.7
Approach LOS		C	B		D

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 86.6	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 20.5	Intersection LOS: C
Intersection Capacity Utilization 81.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 29: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	17	1487	1034	908	487	79
Future Volume (veh/h)	17	1487	1034	908	487	79
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	17	1487	1034	0	487	79
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	37	1799	1446		529	86
Arrive On Green	0.02	0.50	0.40	0.00	0.35	0.35
Sat Flow, veh/h	1810	3705	3705	1610	1528	248
Grp Volume(v), veh/h	17	1487	1034	0	567	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1779	0
Q Serve(g_s), s	0.6	24.0	16.4	0.0	20.9	0.0
Cycle Q Clear(g_c), s	0.6	24.0	16.4	0.0	20.9	0.0
Prop In Lane	1.00			1.00	0.86	0.14
Lane Grp Cap(c), veh/h	37	1799	1446		616	0
V/C Ratio(X)	0.47	0.83	0.72		0.92	0.00
Avail Cap(c_a), veh/h	663	3456	1852		915	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	33.1	14.6	17.2	0.0	21.4	0.0
Incr Delay (d2), s/veh	3.4	0.4	0.6	0.0	8.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	7.3	5.6	0.0	8.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.4	15.0	17.8	0.0	29.6	0.0
LnGrp LOS	D	B	B		C	A
Approach Vol, veh/h		1504	1034		567	
Approach Delay, s/veh		15.2	17.8		29.6	
Approach LOS		B	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		39.3		28.9	6.7	32.6
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		65.3		35.1	25.0	35.0
Max Q Clear Time (g_c+I1), s		26.0		22.9	2.6	18.4
Green Ext Time (p_c), s		8.0		0.8	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

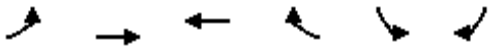
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	575	1399	1367	51	575
Future Volume (vph)	575	1399	1367	51	575
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.0	11.0	9.5	9.5
Total Split (s)	24.0	65.0	41.0	24.5	24.5
Total Split (%)	26.8%	72.6%	45.8%	27.4%	27.4%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	20.1	59.2	35.1	15.2	15.2
Actuated g/C Ratio	0.24	0.70	0.41	0.18	0.18
v/c Ratio	1.35	0.56	0.96	0.16	0.93
Control Delay	202.2	8.2	41.5	29.6	33.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	202.2	8.2	41.5	29.6	33.7
LOS	F	A	D	C	C
Approach Delay		64.7	41.5	33.3	
Approach LOS		E	D	C	

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 85	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.35	
Intersection Signal Delay: 51.6	Intersection LOS: D
Intersection Capacity Utilization 87.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 30: SR-74 & Trumble Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	575	1399	1367	56	51	575
Future Volume (veh/h)	575	1399	1367	56	51	575
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	575	1399	1367	56	51	575
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	404	2380	1382	57	404	360
Arrive On Green	0.22	0.66	0.39	0.39	0.22	0.22
Sat Flow, veh/h	1810	3705	3629	145	1810	1610
Grp Volume(v), veh/h	575	1399	697	726	51	575
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1874	1810	1610
Q Serve(g_s), s	20.0	19.3	34.3	34.5	2.0	20.0
Cycle Q Clear(g_c), s	20.0	19.3	34.3	34.5	2.0	20.0
Prop In Lane	1.00			0.08	1.00	1.00
Lane Grp Cap(c), veh/h	404	2380	706	733	404	360
V/C Ratio(X)	1.42	0.59	0.99	0.99	0.13	1.60
Avail Cap(c_a), veh/h	404	2380	706	733	404	360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	8.5	27.0	27.1	27.8	34.8
Incr Delay (d2), s/veh	203.9	0.4	30.7	30.8	0.1	281.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	31.0	5.4	18.9	19.7	0.8	44.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	238.6	8.9	57.7	57.9	27.8	316.6
LnGrp LOS	F	A	E	E	C	F
Approach Vol, veh/h		1974	1423		626	
Approach Delay, s/veh		75.8	57.8		293.1	
Approach LOS		E	E		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		65.0		24.5	24.0	41.0
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		59.0		20.0	20.0	35.0
Max Q Clear Time (g_c+I1), s		21.3		22.0	22.0	36.5
Green Ext Time (p_c), s		12.3		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	103.2
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	15.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1507	1219	307	0	403
Future Vol, veh/h	0	1507	1219	307	0	403
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1507	1219	307	0	403

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	763
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	~ 351
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 351
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	128.7
HCM LOS			F

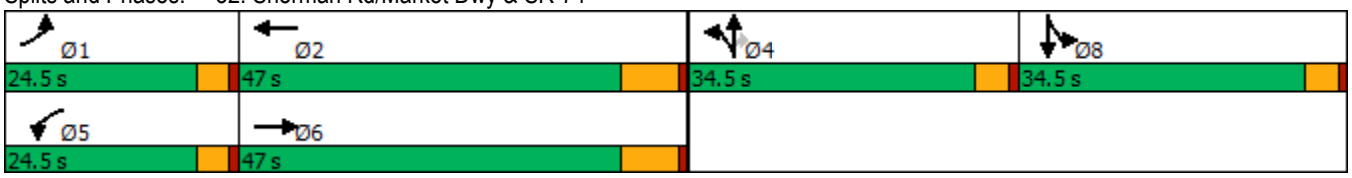
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	351
HCM Lane V/C Ratio	-	-	-	1.148
HCM Control Delay (s)	-	-	-	128.7
HCM Lane LOS	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	16

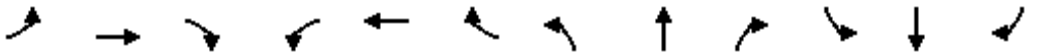
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	37	1273	241	1161	19	193	25
Future Volume (vph)	37	1273	241	1161	19	193	25
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases						4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	12.0	9.5	12.0	9.5	9.5	9.5
Total Split (s)	24.5	47.0	24.5	47.0	34.5	34.5	34.5
Total Split (%)	17.4%	33.5%	17.4%	33.5%	24.6%	24.6%	24.6%
Yellow Time (s)	3.5	6.0	3.5	6.0	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	4.5	7.0	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	6.9	40.4	19.2	56.9	28.2	28.2	7.8
Actuated g/C Ratio	0.06	0.35	0.17	0.50	0.25	0.25	0.07
v/c Ratio	0.34	1.17	0.80	0.66	0.82	0.37	0.47
Control Delay	62.0	118.5	66.6	26.4	57.8	10.8	57.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.0	118.5	66.6	26.4	57.8	10.8	57.4
LOS	E	F	E	C	E	B	E
Approach Delay		117.1		33.2	41.7		57.4
Approach LOS		F		C	D		E

Intersection Summary	
Cycle Length: 140.5	
Actuated Cycle Length: 114	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 70.5	Intersection LOS: E
Intersection Capacity Utilization 95.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 32: Sherman Rd/Market Dwy & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1273	197	241	1161	24	351	19	193	23	25	14
Future Volume (veh/h)	37	1273	197	241	1161	24	351	19	193	23	25	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	1273	197	241	1161	24	351	19	193	23	25	14
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	57	1193	183	273	1806	37	393	21	366	30	33	19
Arrive On Green	0.03	0.38	0.38	0.15	0.50	0.50	0.23	0.23	0.23	0.05	0.05	0.05
Sat Flow, veh/h	1810	3136	482	1810	3614	75	1721	93	1606	665	723	405
Grp Volume(v), veh/h	37	729	741	241	580	605	370	0	193	62	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1813	1810	1805	1884	1814	0	1606	1794	0	0
Q Serve(g_s), s	2.1	40.0	40.0	13.7	24.9	24.9	20.8	0.0	11.1	3.6	0.0	0.0
Cycle Q Clear(g_c), s	2.1	40.0	40.0	13.7	24.9	24.9	20.8	0.0	11.1	3.6	0.0	0.0
Prop In Lane	1.00		0.27	1.00		0.04	0.95		1.00	0.37		0.23
Lane Grp Cap(c), veh/h	57	686	690	273	902	941	414	0	366	82	0	0
V/C Ratio(X)	0.65	1.06	1.07	0.88	0.64	0.64	0.89	0.00	0.53	0.75	0.00	0.00
Avail Cap(c_a), veh/h	344	686	690	344	902	941	517	0	458	512	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.4	32.6	32.6	43.8	19.4	19.4	39.4	0.0	35.6	49.6	0.0	0.0
Incr Delay (d2), s/veh	4.6	51.9	56.1	17.0	1.2	1.2	13.6	0.0	0.4	5.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	25.8	26.7	7.4	10.3	10.8	10.7	0.0	4.4	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.0	84.5	88.7	60.7	20.6	20.6	52.9	0.0	36.0	54.7	0.0	0.0
LnGrp LOS	D	F	F	E	C	C	D	A	D	D	A	A
Approach Vol, veh/h		1507			1426			563			62	
Approach Delay, s/veh		85.8			27.4			47.1			54.7	
Approach LOS		F			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	59.6		28.5	20.4	47.0		9.3				
Change Period (Y+Rc), s	4.5	7.0		4.5	4.5	7.0		4.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	4.1	26.9		22.8	15.7	42.0		5.6				
Green Ext Time (p_c), s	0.0	4.6		1.2	0.1	0.0		0.2				

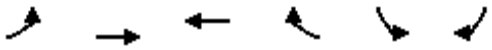
Intersection Summary			
HCM 6th Ctrl Delay		55.7	
HCM 6th LOS		E	

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	66	1340	1196	104
Future Volume (vph)	66	1340	1196	104
Turn Type	Prot	NA	NA	Prot
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	11.0	9.7
Total Split (s)	24.7	65.7	41.0	24.7
Total Split (%)	27.3%	72.7%	45.4%	27.3%
Yellow Time (s)	3.7	5.0	5.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	6.0	4.7
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Min	Min	None
Act Effct Green (s)	8.0	45.7	38.4	9.9
Actuated g/C Ratio	0.13	0.74	0.62	0.16
v/c Ratio	0.28	0.50	0.55	0.44
Control Delay	31.0	5.8	12.5	29.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	31.0	5.8	12.5	29.1
LOS	C	A	B	C
Approach Delay		7.0	12.5	29.1
Approach LOS		A	B	C

Intersection Summary			
Cycle Length: 90.4			
Actuated Cycle Length: 61.6			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 10.5		Intersection LOS: B	
Intersection Capacity Utilization 58.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 33: SR-74 & Antelope Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	66	1340	1196	33	104	26
Future Volume (veh/h)	66	1340	1196	33	104	26
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	1340	1196	33	104	26
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	113	2393	1779	49	139	35
Arrive On Green	0.06	0.66	0.50	0.50	0.10	0.10
Sat Flow, veh/h	1810	3705	3683	99	1403	351
Grp Volume(v), veh/h	66	1340	601	628	131	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1882	1767	0
Q Serve(g_s), s	1.6	8.9	11.3	11.3	3.2	0.0
Cycle Q Clear(g_c), s	1.6	8.9	11.3	11.3	3.2	0.0
Prop In Lane	1.00			0.05	0.79	0.20
Lane Grp Cap(c), veh/h	113	2393	895	933	175	0
V/C Ratio(X)	0.58	0.56	0.67	0.67	0.75	0.00
Avail Cap(c_a), veh/h	806	4798	1406	1467	787	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.5	4.1	8.6	8.6	19.7	0.0
Incr Delay (d2), s/veh	4.7	0.2	0.9	0.9	6.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.5	3.3	3.4	1.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.2	4.3	9.4	9.4	26.0	0.0
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h		1406	1229		131	
Approach Delay, s/veh		5.2	9.4		26.0	
Approach LOS		A	A		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		35.8		9.1	7.5	28.3
Change Period (Y+Rc), s		6.0		* 4.7	* 4.7	6.0
Max Green Setting (Gmax), s		59.7		* 20	* 20	35.0
Max Q Clear Time (g_c+I1), s		10.9		5.2	3.6	13.3
Green Ext Time (p_c), s		14.8		0.3	0.1	8.9

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

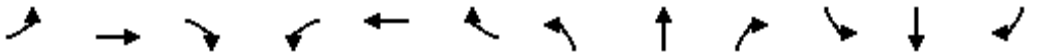
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	113	1135	320	1148	63	167	241	15	140
Future Volume (vph)	113	1135	320	1148	63	167	241	15	140
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	9.7	9.7	9.7	9.7	9.7
Total Split (s)	24.7	42.0	24.7	42.0	24.7	24.7	24.7	24.7	24.7
Total Split (%)	27.0%	46.0%	27.0%	46.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Yellow Time (s)	3.7	6.0	3.7	6.0	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	9.5	32.8	17.4	43.5	12.4	12.4	12.4	12.4	12.4
Actuated g/C Ratio	0.12	0.41	0.22	0.55	0.16	0.16	0.16	0.16	0.16
v/c Ratio	0.53	0.80	0.81	0.59	0.34	0.56	0.53	0.09	0.34
Control Delay	43.9	26.3	47.9	15.8	36.5	39.9	9.0	31.1	22.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.9	26.3	47.9	15.8	36.5	39.9	9.0	31.1	22.6
LOS	D	C	D	B	D	D	A	C	C
Approach Delay		27.9		22.7		23.6			23.2
Approach LOS		C		C		C			C

Intersection Summary	
Cycle Length: 91.4	
Actuated Cycle Length: 79.4	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 24.8	Intersection LOS: C
Intersection Capacity Utilization 81.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 34: Palomar Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	1135	50	320	1148	24	63	167	241	15	140	63
Future Volume (veh/h)	113	1135	50	320	1148	24	63	167	241	15	140	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	113	1135	50	320	1148	24	63	167	241	15	140	63
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	146	1408	62	364	1880	39	252	348	295	199	450	193
Arrive On Green	0.08	0.40	0.40	0.20	0.52	0.52	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1810	3522	155	1810	3616	76	1198	1900	1610	993	2459	1056
Grp Volume(v), veh/h	113	581	604	320	573	599	63	167	241	15	101	102
Grp Sat Flow(s),veh/h/ln	1810	1805	1872	1810	1805	1886	1198	1900	1610	993	1805	1710
Q Serve(g_s), s	4.6	21.6	21.7	13.0	16.9	16.9	3.7	6.0	10.9	1.0	3.7	3.9
Cycle Q Clear(g_c), s	4.6	21.6	21.7	13.0	16.9	16.9	7.6	6.0	10.9	7.0	3.7	3.9
Prop In Lane	1.00		0.08	1.00		0.04	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	146	721	748	364	939	981	252	348	295	199	330	313
V/C Ratio(X)	0.77	0.81	0.81	0.88	0.61	0.61	0.25	0.48	0.82	0.08	0.31	0.33
Avail Cap(c_a), veh/h	477	833	864	477	939	981	349	501	425	279	476	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	20.2	20.2	29.4	12.8	12.8	30.2	27.7	29.8	30.9	26.8	26.9
Incr Delay (d2), s/veh	3.3	5.4	5.2	11.7	1.3	1.2	0.4	0.8	6.9	0.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	9.5	9.8	6.6	6.4	6.7	1.1	2.7	4.6	0.2	1.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.4	25.6	25.4	41.1	14.1	14.0	30.6	28.5	36.7	31.0	27.2	27.4
LnGrp LOS	D	C	C	D	B	B	C	C	D	C	C	C
Approach Vol, veh/h		1298			1492			471			218	
Approach Delay, s/veh		26.5			19.9			33.0			27.5	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.9	37.3		18.6	10.8	46.4		18.6				
Change Period (Y+Rc), s	* 4.7	7.0		* 4.7	* 4.7	7.0		* 4.7				
Max Green Setting (Gmax), s	* 20	35.0		* 20	* 20	35.0		* 20				
Max Q Clear Time (g_c+I1), s	15.0	23.7		9.0	6.6	18.9		12.9				
Green Ext Time (p_c), s	0.2	6.7		0.7	0.1	8.3		1.0				

Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C

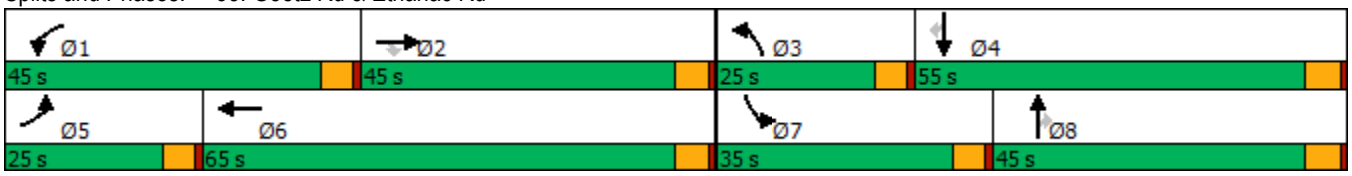
Notes

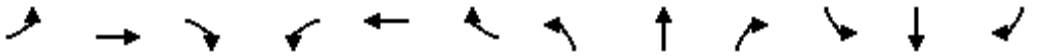
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	312	439	21	497	368	60	641	379	492	774	306
Future Volume (vph)	312	439	21	497	368	60	641	379	492	774	306
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	10.0	11.3	11.3	10.0	11.3	10.0	11.5	11.5	10.0	11.5	11.5
Total Split (s)	25.0	45.0	45.0	45.0	65.0	25.0	45.0	45.0	35.0	55.0	55.0
Total Split (%)	14.7%	26.5%	26.5%	26.5%	38.2%	14.7%	26.5%	26.5%	20.6%	32.4%	32.4%
Yellow Time (s)	4.0	4.3	4.3	4.0	4.3	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.3	5.3	5.0	5.3	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	20.0	24.0	24.0	40.0	44.0	9.0	39.5	39.5	30.0	62.6	62.6
Actuated g/C Ratio	0.13	0.16	0.16	0.26	0.28	0.06	0.26	0.26	0.19	0.41	0.41
v/c Ratio	1.34	0.78	0.06	1.06	0.55	0.57	1.32	0.73	1.41	0.53	0.39
Control Delay	226.3	73.0	0.3	112.8	35.7	91.7	201.4	41.9	242.3	38.0	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	226.3	73.0	0.3	112.8	35.7	91.7	201.4	41.9	242.3	38.0	9.3
LOS	F	E	A	F	D	F	F	D	F	D	A
Approach Delay		133.0			64.6		139.3			96.4	
Approach LOS		F			E		F			F	

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 154.4	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.41	
Intersection Signal Delay: 103.2	Intersection LOS: F
Intersection Capacity Utilization 118.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 35: Goetz Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	439	21	497	368	460	60	641	379	492	774	306
Future Volume (veh/h)	312	439	21	497	368	460	60	641	379	492	774	306
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	312	439	21	497	368	460	60	641	379	492	774	306
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	224	693	309	449	1092	509	77	465	394	337	1403	617
Arrive On Green	0.12	0.19	0.19	0.25	0.32	0.32	0.04	0.24	0.24	0.19	0.39	0.39
Sat Flow, veh/h	1810	3610	1610	1810	3458	1610	1810	1900	1610	1810	3610	1587
Grp Volume(v), veh/h	312	439	21	497	368	460	60	641	379	492	774	306
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1610	1810	1900	1610	1810	1805	1587
Q Serve(g_s), s	20.0	18.0	1.7	40.0	13.1	44.1	5.3	39.5	37.5	30.0	26.9	23.5
Cycle Q Clear(g_c), s	20.0	18.0	1.7	40.0	13.1	44.1	5.3	39.5	37.5	30.0	26.9	23.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	224	693	309	449	1092	509	77	465	394	337	1403	617
V/C Ratio(X)	1.39	0.63	0.07	1.11	0.34	0.90	0.78	1.38	0.96	1.46	0.55	0.50
Avail Cap(c_a), veh/h	224	889	396	449	1280	596	224	465	394	337	1403	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.6	59.9	53.3	60.6	42.2	52.8	76.5	60.9	60.1	65.6	38.3	37.3
Incr Delay (d2), s/veh	200.5	1.0	0.1	74.9	0.2	15.7	6.4	182.8	35.1	223.3	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.8	8.4	0.7	27.7	5.7	20.1	2.6	42.7	19.2	34.8	12.2	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	271.1	60.9	53.4	135.5	42.4	68.6	82.9	243.6	95.2	288.9	38.8	37.9
LnGrp LOS	F	E	D	F	D	E	F	F	F	F	D	D
Approach Vol, veh/h		772			1325			1080			1572	
Approach Delay, s/veh		145.7			86.4			182.6			116.9	
Approach LOS		F			F			F			F	

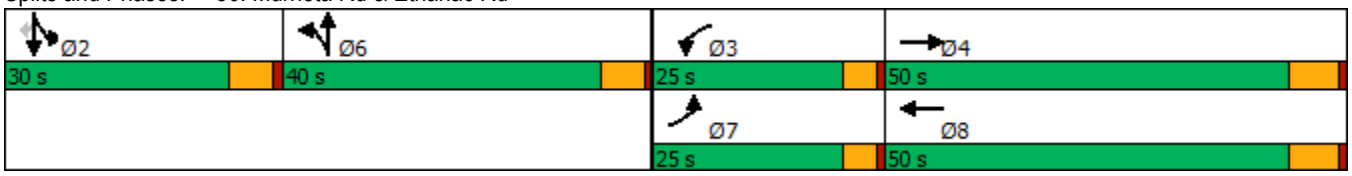
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	45.0	36.2	11.8	68.2	25.0	56.2	35.0	45.0
Change Period (Y+Rc), s	5.0	5.3	5.0	5.5	5.0	5.3	5.0	5.5
Max Green Setting (Gmax), s	40.0	39.7	20.0	49.5	20.0	59.7	30.0	39.5
Max Q Clear Time (g_c+I1), s	42.0	20.0	7.3	28.9	22.0	46.1	32.0	41.5
Green Ext Time (p_c), s	0.0	2.9	0.0	6.7	0.0	4.8	0.0	0.0

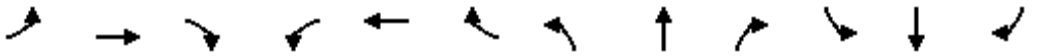
Intersection Summary	
HCM 6th Ctrl Delay	128.0
HCM 6th LOS	F

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	12	982	335	1082	258	132	526	39
Future Volume (vph)	12	982	335	1082	258	132	526	39
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	Perm
Protected Phases	7	4	3	8	6	2	2	
Permitted Phases								2
Detector Phase	7	4	3	8	6	2	2	2
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	9.6	16.5	15.8	15.8	15.8	15.8
Total Split (s)	25.0	50.0	25.0	50.0	40.0	30.0	30.0	30.0
Total Split (%)	17.2%	34.5%	17.2%	34.5%	27.6%	20.7%	20.7%	20.7%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	5.7	43.5	20.4	64.0	34.2	24.2	24.2	24.2
Actuated g/C Ratio	0.04	0.30	0.14	0.44	0.24	0.17	0.17	0.17
v/c Ratio	0.17	1.20	1.32	0.79	1.31	0.44	1.66	0.11
Control Delay	72.2	143.1	217.1	39.7	196.1	59.5	346.6	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.2	143.1	217.1	39.7	196.1	59.5	346.6	0.6
LOS	E	F	F	D	F	E	F	A
Approach Delay		142.4		77.5	196.1		272.9	
Approach LOS		F		E	F		F	

Intersection Summary	
Cycle Length: 145	
Actuated Cycle Length: 145	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.66	
Intersection Signal Delay: 147.1	Intersection LOS: F
Intersection Capacity Utilization 133.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 36: Murrieta Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	982	292	335	1082	155	163	258	146	132	526	39
Future Volume (veh/h)	12	982	292	335	1082	155	163	258	146	132	526	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	982	292	335	1082	155	163	258	146	132	526	39
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	24	819	242	255	1355	194	121	192	109	302	317	269
Arrive On Green	0.01	0.30	0.30	0.14	0.43	0.43	0.24	0.24	0.24	0.17	0.17	0.17
Sat Flow, veh/h	1810	2731	808	1810	3170	453	515	815	461	1810	1900	1610
Grp Volume(v), veh/h	12	647	627	335	615	622	567	0	0	132	526	39
Grp Sat Flow(s),veh/h/ln	1810	1805	1734	1810	1805	1818	1791	0	0	1810	1900	1610
Q Serve(g_s), s	1.0	43.5	43.5	20.4	42.9	43.1	34.2	0.0	0.0	9.5	24.2	3.0
Cycle Q Clear(g_c), s	1.0	43.5	43.5	20.4	42.9	43.1	34.2	0.0	0.0	9.5	24.2	3.0
Prop In Lane	1.00		0.47	1.00		0.25	0.29		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	24	542	520	255	772	777	422	0	0	302	317	269
V/C Ratio(X)	0.50	1.20	1.21	1.32	0.80	0.80	1.34	0.00	0.00	0.44	1.66	0.15
Avail Cap(c_a), veh/h	255	542	520	255	772	777	422	0	0	302	317	269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.1	50.8	50.8	62.3	36.1	36.1	55.4	0.0	0.0	54.3	60.4	51.6
Incr Delay (d2), s/veh	5.9	104.8	109.5	167.2	6.2	6.3	169.1	0.0	0.0	1.0	310.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	35.3	34.6	21.2	20.2	20.4	35.3	0.0	0.0	4.4	39.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.0	155.6	160.2	229.5	42.2	42.4	224.5	0.0	0.0	55.3	370.5	51.8
LnGrp LOS	E	F	F	F	D	D	F	A	A	E	F	D
Approach Vol, veh/h		1286			1572			567			697	
Approach Delay, s/veh		157.1			82.2			224.5			293.0	
Approach LOS		F			F			F			F	

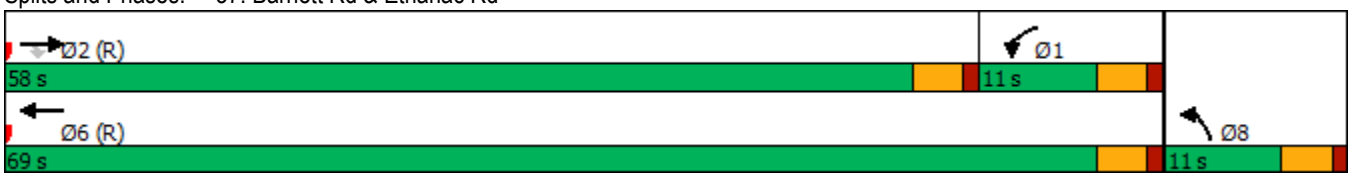
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0	25.0	50.0		40.0	6.5	68.5				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		24.2	20.4	43.5		34.2	20.4	43.5				
Max Q Clear Time (g_c+I1), s		26.2	22.4	45.5		36.2	3.0	45.1				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			160.8									
HCM 6th LOS			F									

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations					
Traffic Volume (vph)	1240	6	47	1425	21
Future Volume (vph)	1240	6	47	1425	21
Turn Type	NA	Perm	Prot	NA	Prot
Protected Phases	2		1	6	8
Permitted Phases		2			
Detector Phase	2	2	1	6	8
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0
Total Split (s)	58.0	58.0	11.0	69.0	11.0
Total Split (%)	72.5%	72.5%	13.8%	86.3%	13.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	59.4	59.4	8.0	67.0	8.0
Actuated g/C Ratio	0.74	0.74	0.10	0.84	0.10
v/c Ratio	0.32	0.01	0.26	0.47	0.43
Control Delay	5.6	4.0	55.3	13.4	17.3
Queue Delay	0.1	0.0	5.5	13.2	0.3
Total Delay	5.7	4.0	60.9	26.6	17.6
LOS	A	A	E	C	B
Approach Delay	5.7			27.7	17.6
Approach LOS	A			C	B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 45 (56%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 52.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 37: Barnett Rd & Ethanac Rd





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1240	6	47	1425	21	83
Future Volume (veh/h)	1240	6	47	1425	21	83
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1240	6	47	1425	21	83
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1802	548	766	2963	26	103
Arrive On Green	0.35	0.35	0.85	1.00	0.08	0.08
Sat Flow, veh/h	5358	1576	1810	3705	330	1303
Grp Volume(v), veh/h	1240	6	47	1425	105	0
Grp Sat Flow(s),veh/h/ln	1729	1576	1810	1805	1649	0
Q Serve(g_s), s	16.4	0.2	0.3	0.0	5.0	0.0
Cycle Q Clear(g_c), s	16.4	0.2	0.3	0.0	5.0	0.0
Prop In Lane		1.00	1.00		0.20	0.79
Lane Grp Cap(c), veh/h	1802	548	766	2963	130	0
V/C Ratio(X)	0.69	0.01	0.06	0.48	0.80	0.00
Avail Cap(c_a), veh/h	3501	1064	766	2963	144	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.86	0.86	1.00	0.00
Uniform Delay (d), s/veh	22.4	17.1	3.6	0.0	36.2	0.0
Incr Delay (d2), s/veh	2.2	0.0	0.0	0.5	25.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	0.1	0.1	0.2	2.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.6	17.1	3.6	0.5	61.5	0.0
LnGrp LOS	C	B	A	A	E	A
Approach Vol, veh/h	1246			1472	105	
Approach Delay, s/veh	24.5			0.6	61.5	
Approach LOS	C			A	E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	37.9	31.8				69.7	10.3
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	7.0	54.0				65.0	7.0
Max Q Clear Time (g_c+I1), s	2.3	18.4				2.0	7.0
Green Ext Time (p_c), s	0.0	9.4				13.4	0.0

Intersection Summary		
HCM 6th Ctrl Delay		13.4
HCM 6th LOS		B

Notes

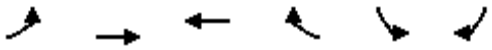
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	172	1151	1305	644	578	167
Future Volume (vph)	172	1151	1305	644	578	167
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	22.5	22.5	11.0	11.0
Total Split (s)	19.0	55.8	36.8	36.8	24.2	24.2
Total Split (%)	23.8%	69.8%	46.0%	46.0%	30.3%	30.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	12.3	54.3	38.0	38.0	17.7	17.7
Actuated g/C Ratio	0.15	0.68	0.48	0.48	0.22	0.22
v/c Ratio	0.62	0.47	0.53	0.58	0.74	0.27
Control Delay	38.8	10.5	16.7	3.9	35.2	26.2
Queue Delay	52.3	8.8	0.7	0.0	0.0	0.0
Total Delay	91.1	19.2	17.3	3.9	35.2	26.2
LOS	F	B	B	A	D	C
Approach Delay		28.6	12.9		33.2	
Approach LOS		C	B		C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 21.8	Intersection LOS: C
Intersection Capacity Utilization 61.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 38: Ethanac Rd & Case Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	172	1151	1305	644	578	167
Future Volume (veh/h)	172	1151	1305	644	578	167
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	172	1151	1305	644	578	167
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	214	2523	2753	855	706	570
Arrive On Green	0.08	0.47	0.53	0.53	0.20	0.20
Sat Flow, veh/h	1810	3705	5358	1610	3510	2834
Grp Volume(v), veh/h	172	1151	1305	644	578	167
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1755	1417
Q Serve(g_s), s	7.5	17.2	12.6	25.0	12.6	4.0
Cycle Q Clear(g_c), s	7.5	17.2	12.6	25.0	12.6	4.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	214	2523	2753	855	706	570
V/C Ratio(X)	0.80	0.46	0.47	0.75	0.82	0.29
Avail Cap(c_a), veh/h	339	2523	2753	855	886	716
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.58	0.58	1.00	1.00
Uniform Delay (d), s/veh	35.9	11.0	11.8	14.7	30.6	27.1
Incr Delay (d2), s/veh	7.0	0.6	0.3	3.6	4.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	6.5	3.8	7.8	5.4	3.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.9	11.6	12.1	18.3	35.5	27.4
LnGrp LOS	D	B	B	B	D	C
Approach Vol, veh/h		1323	1949		745	
Approach Delay, s/veh		15.6	14.2		33.7	
Approach LOS		B	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		59.9		20.1	13.5	46.5
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		51.8		20.2	15.0	32.8
Max Q Clear Time (g_c+I1), s		19.2		14.6	9.5	27.0
Green Ext Time (p_c), s		8.5		1.5	0.2	4.4

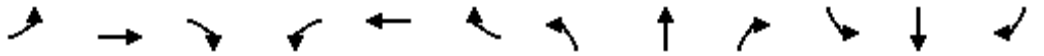
Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1262	467	180	1436	2	513
Future Volume (vph)	1262	467	180	1436	2	513
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	10.0	10.0
Total Split (s)	46.0	46.0	35.0	81.0	35.0	35.0
Total Split (%)	39.7%	39.7%	30.2%	69.8%	30.2%	30.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	40.1	40.1	15.3	60.3	30.0	30.0
Actuated g/C Ratio	0.40	0.40	0.15	0.59	0.30	0.30
v/c Ratio	1.68	0.62	0.66	0.67	0.48	0.97
Control Delay	338.3	18.6	52.6	15.6	33.8	63.3
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	338.3	18.6	52.6	15.7	33.8	63.3
LOS	F	B	D	B	C	E
Approach Delay	251.9			19.8	53.5	
Approach LOS	F			B	D	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 101.4	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.68	
Intersection Signal Delay: 123.6	Intersection LOS: F
Intersection Capacity Utilization 137.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 39: I-215 SB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1262	467	180	1436	0	0	0	0	256	2	513
Future Volume (veh/h)	0	1262	467	180	1436	0	0	0	0	256	2	513
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1262	467	180	1436	0				256	2	513
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	777	658	219	2097	0				551	4	494
Arrive On Green	0.00	0.41	0.41	0.12	0.58	0.00				0.31	0.31	0.31
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1796	14	1610
Grp Volume(v), veh/h	0	1262	467	180	1436	0				258	0	513
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	40.0	23.6	9.5	27.1	0.0				11.3	0.0	30.0
Cycle Q Clear(g_c), s	0.0	40.0	23.6	9.5	27.1	0.0				11.3	0.0	30.0
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	777	658	219	2097	0				555	0	494
V/C Ratio(X)	0.00	1.62	0.71	0.82	0.68	0.00				0.46	0.00	1.04
Avail Cap(c_a), veh/h	0	777	658	555	2768	0				555	0	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.9	24.1	42.0	14.3	0.0				27.4	0.0	33.9
Incr Delay (d2), s/veh	0.0	286.8	3.5	7.6	0.5	0.0				0.6	0.0	50.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	77.7	8.6	4.4	8.9	0.0				4.8	0.0	18.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	315.7	27.6	49.6	14.7	0.0				28.0	0.0	84.8
LnGrp LOS	A	F	C	D	B	A				C	A	F
Approach Vol, veh/h		1729			1616						771	
Approach Delay, s/veh		237.9			18.6						65.8	
Approach LOS		F			B						E	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	16.8	46.0				62.8		35.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	11.5	42.0				29.1		32.0				
Green Ext Time (p_c), s	0.4	0.0				12.9		0.0				

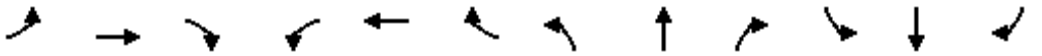
Intersection Summary												
HCM 6th Ctrl Delay			119.6									
HCM 6th LOS			F									

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	381	1137	972	1	265
Future Volume (vph)	381	1137	972	1	265
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	27.1	72.2	40.0	30.0	30.0
Actuated g/C Ratio	0.24	0.64	0.35	0.27	0.27
v/c Ratio	0.88	0.94	1.88	1.35	0.52
Control Delay	64.0	34.4	427.7	203.6	25.6
Queue Delay	0.0	18.1	0.0	0.0	0.0
Total Delay	64.0	52.4	427.7	203.6	25.6
LOS	E	D	F	F	C
Approach Delay		55.3	427.7	151.8	
Approach LOS		E	F	F	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 113.2	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.88	
Intersection Signal Delay: 205.3	Intersection LOS: F
Intersection Capacity Utilization 137.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	381	1137	0	0	972	271	644	1	265	0	0	0
Future Volume (veh/h)	381	1137	0	0	972	271	644	1	265	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	381	1137	0	0	972	271	644	1	265			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	414	1201	0	0	513	143	486	1	433			
Arrive On Green	0.23	0.63	0.00	0.00	0.36	0.36	0.27	0.27	0.27			
Sat Flow, veh/h	1810	1900	0	0	1430	399	1807	3	1610			
Grp Volume(v), veh/h	381	1137	0	0	0	1243	645	0	265			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1828	1810	0	1610			
Q Serve(g_s), s	22.9	61.1	0.0	0.0	0.0	40.0	30.0	0.0	16.1			
Cycle Q Clear(g_c), s	22.9	61.1	0.0	0.0	0.0	40.0	30.0	0.0	16.1			
Prop In Lane	1.00		0.00	0.00		0.22	1.00		1.00			
Lane Grp Cap(c), veh/h	414	1201	0	0	0	656	487	0	433			
V/C Ratio(X)	0.92	0.95	0.00	0.00	0.00	1.89	1.32	0.00	0.61			
Avail Cap(c_a), veh/h	487	1278	0	0	0	656	487	0	433			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.0	18.8	0.0	0.0	0.0	35.7	40.7	0.0	35.6			
Incr Delay (d2), s/veh	21.1	13.9	0.0	0.0	0.0	408.4	159.8	0.0	2.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	12.0	25.5	0.0	0.0	0.0	90.6	34.6	0.0	6.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.1	32.7	0.0	0.0	0.0	444.1	200.5	0.0	38.2			
LnGrp LOS	E	C	A	A	A	F	F	A	D			
Approach Vol, veh/h		1518			1243			910				
Approach Delay, s/veh		40.3			444.1			153.2				
Approach LOS		D			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		76.5			30.5	46.0		35.0				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		63.1			24.9	42.0		32.0				
Green Ext Time (p_c), s		6.3			0.5	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			205.0									
HCM 6th LOS			F									

Intersection	
Int Delay, s/veh	726.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	938	464	90	859	384	106
Future Vol, veh/h	938	464	90	859	384	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	938	464	90	859	384	106

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1402	0	2209	1170
Stage 1	-	-	-	-	1170	-
Stage 2	-	-	-	-	1039	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	493	-	~ 49	237
Stage 1	-	-	-	-	~ 298	-
Stage 2	-	-	-	-	~ 344	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	493	-	~ 40	237
Mov Cap-2 Maneuver	-	-	-	-	~ 40	-
Stage 1	-	-	-	-	~ 298	-
Stage 2	-	-	-	-	~ 281	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	$ 4208.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	49	-	-	493	-
HCM Lane V/C Ratio	10	-	-	0.183	-
HCM Control Delay (s)	$ 4208.5	-	-	13.9	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	58.3	-	-	0.7	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	301.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	424	543	13	16	511	14	21	14	23	23	64	260
Future Vol, veh/h	424	543	13	16	511	14	21	14	23	23	64	260
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	424	543	13	16	511	14	21	14	23	23	64	260

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	525	0	0	560	0	0	2114	1959	554	1966	1958	518
Stage 1	-	-	-	-	-	-	1402	1402	-	550	550	-
Stage 2	-	-	-	-	-	-	712	557	-	1416	1408	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1052	-	-	1021	-	-	37	64	536	48	64	562
Stage 1	-	-	-	-	-	-	175	209	-	523	519	-
Stage 2	-	-	-	-	-	-	427	515	-	172	207	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1052	-	-	1017	-	-	-	26	534	~ 15	~ 26	562
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	26	-	~ 15	~ 26	-
Stage 1	-	-	-	-	-	-	72	87	-	218	508	-
Stage 2	-	-	-	-	-	-	196	504	-	57	86	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.6	0.3		$ 1660.5
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1052	-	-	1017	-	-	78
HCM Lane V/C Ratio	-	0.403	-	-	0.016	-	-	4.449
HCM Control Delay (s)	-	10.7	0	-	8.6	0	-	$ 1660.5
HCM Lane LOS	-	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	-	2	-	-	0	-	-	37.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	423	135	0	451	0	0	0	0	78	0	0
Future Vol, veh/h	45	423	135	0	451	0	0	0	0	78	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	260	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	45	423	135	0	451	0	0	0	0	78	0	0

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	451	0	-	-	-	0			966	964	451
Stage 1	-	-	-	-	-	-			451	451	-
Stage 2	-	-	-	-	-	-			515	513	-
Critical Hdwy	4.1	-	-	-	-	-			6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-			5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-			3.5	4	3.3
Pot Cap-1 Maneuver	1120	-	0	0	-	-			285	257	613
Stage 1	-	-	0	0	-	-			646	574	-
Stage 2	-	-	0	0	-	-			604	539	-
Platoon blocked, %		-			-	-					
Mov Cap-1 Maneuver	1120	-	-	-	-	-			270	0	613
Mov Cap-2 Maneuver	-	-	-	-	-	-			270	0	-
Stage 1	-	-	-	-	-	-			612	0	-
Stage 2	-	-	-	-	-	-			604	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	23.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1120	-	-	-	270
HCM Lane V/C Ratio	0.04	-	-	-	0.289
HCM Control Delay (s)	8.3	0	-	-	23.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	501	0	40	381	70	51
Future Vol, veh/h	501	0	40	381	70	51
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	501	0	40	381	70	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	503	0	964	505
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	461	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1072	-	286	571
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	639	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1070	-	272	569
Mov Cap-2 Maneuver	-	-	-	-	272	-
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	609	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	20.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	349	-	-	1070	-
HCM Lane V/C Ratio	0.347	-	-	0.037	-
HCM Control Delay (s)	20.7	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	185.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	351	260	164	127	242	265
Future Vol, veh/h	351	260	164	127	242	265
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	351	260	164	127	242	265

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	291	0	-	0	1191	228
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	963	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1282	-	-	-	~ 209	816
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	374	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1282	-	-	-	~ 142	816
Mov Cap-2 Maneuver	-	-	-	-	~ 142	-
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	374	-

Approach	EB	WB	SB
HCM Control Delay, s	5.1	0	$ 508.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1282	-	-	-	250
HCM Lane V/C Ratio	0.274	-	-	-	2.028
HCM Control Delay (s)	8.9	0	-	-	$ 508.8
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	1.1	-	-	-	37.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	85	280	9	51	273	228	11	633	109	188	659	26
Future Vol, veh/h	85	280	9	51	273	228	11	633	109	188	659	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	85	280	9	51	273	228	11	633	109	188	659	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2008	1812	672	1903	1771	688	685	0	0	742	0	0
Stage 1	1048	1048	-	710	710	-	-	-	-	-	-	-
Stage 2	960	764	-	1193	1061	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 45	~ 79	459	53	~ 84	450	918	-	-	874	-	-
Stage 1	278	307	-	428	440	-	-	-	-	-	-	-
Stage 2	311	416	-	230	303	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 50	459	-	~ 54	450	918	-	-	874	-	-
Mov Cap-2 Maneuver	-	~ 50	-	-	~ 54	-	-	-	-	-	-	-
Stage 1	272	~ 200	-	419	431	-	-	-	-	-	-	-
Stage 2	~ 55	407	-	-	~ 197	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.1	2.2
HCM LOS	-	-		

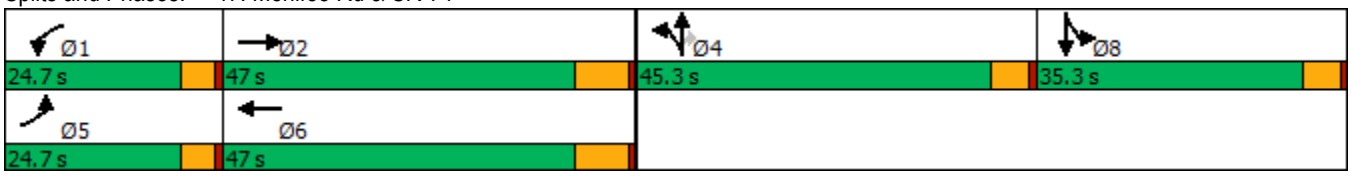
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	918	-	-	-	-	874	-	-
HCM Lane V/C Ratio	0.012	-	-	-	-	0.215	-	-
HCM Control Delay (s)	9	0	-	-	-	10.2	0	-
HCM Lane LOS	A	A	-	-	-	B	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0.8	-	-

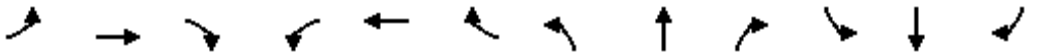
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	78	1283	377	1151	440	402	428
Future Volume (vph)	78	1283	377	1151	440	402	428
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	4		8
Permitted Phases						4	
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.3	10.3	10.3
Total Split (s)	24.7	47.0	24.7	47.0	45.3	45.3	35.3
Total Split (%)	16.2%	30.9%	16.2%	30.9%	29.7%	29.7%	23.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	11.0	40.0	20.0	49.0	40.0	40.0	30.0
Actuated g/C Ratio	0.07	0.26	0.13	0.32	0.26	0.26	0.20
v/c Ratio	0.60	1.45	1.59	1.20	1.15	0.66	1.98
Control Delay	86.8	249.3	325.0	142.0	136.4	23.8	479.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.8	249.3	325.0	142.0	136.4	23.8	479.3
LOS	F	F	F	F	F	C	F
Approach Delay		240.5		181.5	89.6		479.3
Approach LOS		F		F	F		F

Intersection Summary	
Cycle Length: 152.3	
Actuated Cycle Length: 152.3	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.98	
Intersection Signal Delay: 224.8	Intersection LOS: F
Intersection Capacity Utilization 146.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	1283	86	377	1151	220	125	440	402	253	428	42
Future Volume (veh/h)	78	1283	86	377	1151	220	125	440	402	253	428	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	78	1283	86	377	1151	220	125	440	402	253	428	42
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	98	902	60	238	1029	196	109	384	423	127	216	21
Arrive On Green	0.05	0.26	0.26	0.13	0.34	0.34	0.26	0.26	0.26	0.20	0.20	0.20
Sat Flow, veh/h	1810	3434	230	1810	3026	575	416	1463	1610	647	1094	107
Grp Volume(v), veh/h	78	673	696	377	684	687	565	0	402	723	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1859	1810	1805	1796	1879	0	1610	1848	0	0
Q Serve(g_s), s	6.5	40.0	40.0	20.0	51.8	51.8	40.0	0.0	37.4	30.0	0.0	0.0
Cycle Q Clear(g_c), s	6.5	40.0	40.0	20.0	51.8	51.8	40.0	0.0	37.4	30.0	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.32	0.22		1.00	0.35		0.06
Lane Grp Cap(c), veh/h	98	474	488	238	614	611	494	0	423	364	0	0
V/C Ratio(X)	0.80	1.42	1.43	1.59	1.11	1.13	1.14	0.00	0.95	1.99	0.00	0.00
Avail Cap(c_a), veh/h	238	474	488	238	614	611	494	0	423	364	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	71.2	56.1	56.2	66.1	50.3	50.3	56.2	0.0	55.2	61.2	0.0	0.0
Incr Delay (d2), s/veh	5.5	201.1	203.0	283.0	72.1	75.9	86.8	0.0	31.3	453.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	44.7	46.3	27.9	35.6	36.1	30.8	0.0	18.8	59.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.7	257.3	259.2	349.2	122.4	126.2	142.9	0.0	86.5	514.5	0.0	0.0
LnGrp LOS	E	F	F	F	F	F	F	A	F	F	A	A
Approach Vol, veh/h		1447			1748			967			723	
Approach Delay, s/veh		248.5			172.8			119.5			514.5	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.7	47.0		45.3	12.9	58.8		35.3				
Change Period (Y+Rc), s	* 4.7	7.0		5.3	* 4.7	7.0		5.3				
Max Green Setting (Gmax), s	* 20	40.0		40.0	* 20	40.0		30.0				
Max Q Clear Time (g_c+I1), s	22.0	42.0		42.0	8.5	53.8		32.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		235.2
HCM 6th LOS		F

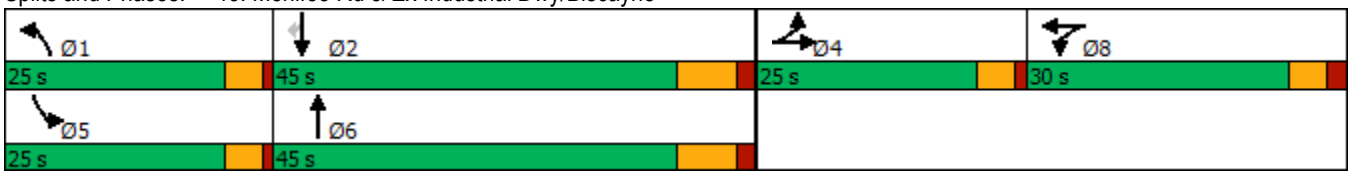
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBT	SBL	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	2	1	908	4	877	2	
Future Volume (vph)	2	1	908	4	877	2	
Turn Type	NA	NA	NA	Prot	NA	Perm	
Protected Phases	4	8	6	5	2		1
Permitted Phases						2	
Detector Phase	4	8	6	5	2	2	
Switch Phase							
Minimum Initial (s)	6.0	8.0	10.0	6.0	10.0	10.0	6.0
Minimum Split (s)	10.6	13.6	17.5	10.6	17.5	17.5	10.6
Total Split (s)	25.0	30.0	45.0	25.0	45.0	45.0	25.0
Total Split (%)	20.0%	24.0%	36.0%	20.0%	36.0%	36.0%	20%
Yellow Time (s)	3.6	3.6	5.5	3.6	5.5	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.6	7.5	4.6	7.5	7.5	
Lead/Lag			Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	None	Min	Min	None
Act Effct Green (s)	6.2	8.1	57.3	6.1	59.0	59.0	
Actuated g/C Ratio	0.10	0.13	0.89	0.10	0.92	0.92	
v/c Ratio	0.05	0.07	0.54	0.02	0.50	0.00	
Control Delay	21.6	28.0	9.2	30.5	5.2	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	21.6	28.0	9.2	30.5	5.2	0.0	
LOS	C	C	A	C	A	A	
Approach Delay	21.6	28.0	9.2		5.3		
Approach LOS	C	C	A		A		

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 64.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 7.5	Intersection LOS: A
Intersection Capacity Utilization 66.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	7	13	1	1	0	908	1	4	877	2
Future Volume (veh/h)	0	2	7	13	1	1	0	908	1	4	877	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	2	7	13	1	1	0	908	1	4	877	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	5	18	46	4	4	3	1042	1	12	1213	1028
Arrive On Green	0.00	0.01	0.01	0.03	0.03	0.03	0.00	0.55	0.55	0.01	0.64	0.64
Sat Flow, veh/h	0	370	1296	1560	120	120	1810	1898	2	1810	1900	1610
Grp Volume(v), veh/h	0	0	9	15	0	0	0	0	909	4	877	2
Grp Sat Flow(s),veh/h/ln	0	0	1667	1800	0	0	1810	0	1900	1810	1900	1610
Q Serve(g_s), s	0.0	0.0	0.3	0.5	0.0	0.0	0.0	0.0	23.0	0.1	17.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.3	0.5	0.0	0.0	0.0	0.0	23.0	0.1	17.3	0.0
Prop In Lane	0.00		0.78	0.87		0.07	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	0	23	54	0	0	3	0	1043	12	1213	1028
V/C Ratio(X)	0.00	0.00	0.39	0.28	0.00	0.00	0.00	0.00	0.87	0.34	0.72	0.00
Avail Cap(c_a), veh/h	0	0	611	789	0	0	663	0	1279	663	1280	1084
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	27.2	26.4	0.0	0.0	0.0	0.0	10.8	27.5	6.8	3.6
Incr Delay (d2), s/veh	0.0	0.0	10.1	2.8	0.0	0.0	0.0	0.0	5.8	16.4	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	8.8	0.1	5.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	37.3	29.2	0.0	0.0	0.0	0.0	16.6	43.9	8.7	3.6
LnGrp LOS	A	A	D	C	A	A	A	A	B	D	A	A
Approach Vol, veh/h		9			15			909			883	
Approach Delay, s/veh		37.3			29.2			16.6			8.8	
Approach LOS		D			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	43.0		5.4	5.0	38.1		7.3				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	20.4	37.5		20.4	20.4	37.5		24.4				
Max Q Clear Time (g_c+I1), s	0.0	19.3		2.3	2.1	25.0		2.5				
Green Ext Time (p_c), s	0.0	6.6		0.0	0.0	5.6		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		13.1	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	3	0	0	0	19	901	0	0	937	2
Future Vol, veh/h	6	0	3	0	0	0	19	901	0	0	937	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	0	3	0	0	0	19	901	0	0	937	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1877	1877	938	1879	1878	901	939	0	0	901	0	0
Stage 1	938	938	-	939	939	-	-	-	-	-	-	-
Stage 2	939	939	-	940	939	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	55	72	323	55	72	340	738	-	-	763	-	-
Stage 1	320	346	-	320	345	-	-	-	-	-	-	-
Stage 2	320	345	-	319	345	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	53	68	323	52	68	340	738	-	-	763	-	-
Mov Cap-2 Maneuver	53	68	-	52	68	-	-	-	-	-	-	-
Stage 1	303	346	-	303	327	-	-	-	-	-	-	-
Stage 2	303	327	-	316	345	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	61.1	0	0.2	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	738	-	-	73	-	763	-	-
HCM Lane V/C Ratio	0.026	-	-	0.123	-	-	-	-
HCM Control Delay (s)	10	0	-	61.1	0	0	-	-
HCM Lane LOS	B	A	-	F	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	0	-	-

Intersection	
Int Delay, s/veh	133.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	435	202	916	871	69
Future Vol, veh/h	25	435	202	916	871	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	25	435	202	916	871	69

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2226	906	940	0	-	0
Stage 1	906	-	-	-	-	-
Stage 2	1320	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	48	~ 337	737	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	252	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 21	~ 337	737	-	-	-
Mov Cap-2 Maneuver	~ 21	-	-	-	-	-
Stage 1	176	-	-	-	-	-
Stage 2	252	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 724.5	2.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	737	-	185	-	-
HCM Lane V/C Ratio	0.274	-	2.486	-	-
HCM Control Delay (s)	11.7	0	$ 724.5	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	1.1	-	38.8	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Configurations					
Traffic Volume (vph)	1927	11	8	1749	13
Future Volume (vph)	1927	11	8	1749	13
Turn Type	NA	Perm	Prot	NA	Perm
Protected Phases	2		1	6	
Permitted Phases		2			8
Detector Phase	2	2	1	6	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	9.7	12.0	10.5
Total Split (s)	42.0	42.0	29.7	71.7	35.5
Total Split (%)	39.2%	39.2%	27.7%	66.9%	33.1%
Yellow Time (s)	6.0	6.0	3.7	6.0	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.7	7.0	5.5
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	Min	Min	None	Min	None
Act Effct Green (s)	61.8	61.8	5.4	63.2	5.7
Actuated g/C Ratio	0.94	0.94	0.08	0.96	0.09
v/c Ratio	0.57	0.01	0.05	0.50	0.02
Control Delay	3.5	1.6	35.2	1.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	3.5	1.6	35.2	1.5	0.1
LOS	A	A	D	A	A
Approach Delay	3.5			1.6	
Approach LOS	A			A	

Intersection Summary	
Cycle Length: 107.2	
Actuated Cycle Length: 65.7	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 2.6	Intersection LOS: A
Intersection Capacity Utilization 67.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 52: McKinley & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1927	11	8	1749	0	13
Future Volume (veh/h)	1927	11	8	1749	0	13
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1927	11	8	1749	0	13
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2307	1029	19	2674	30	27
Arrive On Green	0.64	0.64	0.01	0.74	0.00	0.02
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	1927	11	8	1749	0	13
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	21.3	0.1	0.2	12.5	0.0	0.4
Cycle Q Clear(g_c), s	21.3	0.1	0.2	12.5	0.0	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2307	1029	19	2674	30	27
V/C Ratio(X)	0.84	0.01	0.42	0.65	0.00	0.49
Avail Cap(c_a), veh/h	2454	1094	878	4536	1054	938
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.2	3.4	25.3	3.4	0.0	25.1
Incr Delay (d2), s/veh	2.5	0.0	5.4	0.3	0.0	13.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	0.1	1.5	0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.7	3.4	30.7	3.6	0.0	38.4
LnGrp LOS	A	A	C	A	A	D
Approach Vol, veh/h	1938			1757	13	
Approach Delay, s/veh	9.7			3.8	38.4	
Approach LOS	A			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.2	39.9				45.1	6.3
Change Period (Y+Rc), s	* 4.7	7.0				7.0	5.5
Max Green Setting (Gmax), s	* 25	35.0				64.7	30.0
Max Q Clear Time (g_c+I1), s	2.2	23.3				14.5	2.4
Green Ext Time (p_c), s	0.0	9.6				23.6	0.0

Intersection Summary	
HCM 6th Ctrl Delay	7.0
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	98.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	244	1696	1380	246	331	377
Future Vol, veh/h	244	1696	1380	246	331	377
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	244	1696	1380	246	331	377

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1626	0	-	0	2839	813
Stage 1	-	-	-	-	1503	-
Stage 2	-	-	-	-	1336	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	405	-	-	-	~ 14	~ 326
Stage 1	-	-	-	-	~ 174	-
Stage 2	-	-	-	-	~ 213	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	405	-	-	-	0	~ 326
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	~ 213	-

Approach	EB	WB	SB
HCM Control Delay, s	12.3	0	$ 563.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	405	-	-	-	326
HCM Lane V/C Ratio	0.602	-	-	-	2.172
HCM Control Delay (s)	26.5	10.3	-	-	$ 563.1
HCM Lane LOS	D	B	-	-	F
HCM 95th %tile Q(veh)	3.8	-	-	-	52.8

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	14.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	118	156	134	41	72	0	59	96	129	0	221	134
Future Vol, veh/h	118	156	134	41	72	0	59	96	129	0	221	134
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	118	156	134	41	72	0	59	96	129	0	221	134
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

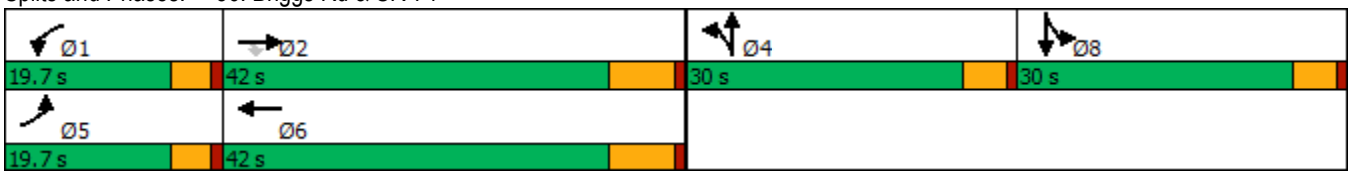
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	14.5	11.8	14.1	16.3
HCM LOS	B	B	B	C

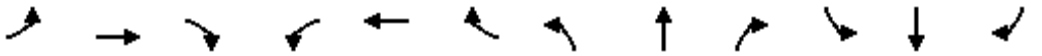
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	21%	43%	0%	36%	0%
Vol Thru, %	34%	57%	0%	64%	62%
Vol Right, %	45%	0%	100%	0%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	284	274	134	113	355
LT Vol	59	118	0	41	0
Through Vol	96	156	0	72	221
RT Vol	129	0	134	0	134
Lane Flow Rate	284	274	134	113	355
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.469	0.514	0.216	0.215	0.573
Departure Headway (Hd)	5.946	6.877	5.943	6.864	5.815
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	608	529	608	523	625
Service Time	3.96	4.577	3.643	4.904	3.825
HCM Lane V/C Ratio	0.467	0.518	0.22	0.216	0.568
HCM Control Delay	14.1	16.6	10.3	11.8	16.3
HCM Lane LOS	B	C	B	B	C
HCM 95th-tile Q	2.5	2.9	0.8	0.8	3.6

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	75	1580	372	351	1328	243	175	185	203
Future Volume (vph)	75	1580	372	351	1328	243	175	185	203
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Split	NA
Protected Phases	5	2		1	6	4	4	8	8
Permitted Phases			2						
Detector Phase	5	2	2	1	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	9.7	12.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	42.0	42.0	19.7	42.0	30.0	30.0	30.0	30.0
Total Split (%)	16.2%	34.5%	34.5%	16.2%	34.5%	24.7%	24.7%	24.7%	24.7%
Yellow Time (s)	3.7	6.0	6.0	3.7	6.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	9.3	35.1	35.1	15.0	43.0	25.0	25.0	20.3	20.3
Actuated g/C Ratio	0.08	0.30	0.30	0.13	0.37	0.21	0.21	0.17	0.17
v/c Ratio	0.53	1.46	0.50	1.52	1.07	0.63	1.28	0.59	0.79
Control Delay	65.6	245.9	5.9	290.9	81.4	51.1	174.9	52.5	62.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.6	245.9	5.9	290.9	81.4	51.1	174.9	52.5	62.5
LOS	E	F	A	F	F	D	F	D	E
Approach Delay		195.2			123.3		136.6		58.3
Approach LOS		F			F		F		E

Intersection Summary	
Cycle Length: 121.7	
Actuated Cycle Length: 117.2	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.52	
Intersection Signal Delay: 148.7	Intersection LOS: F
Intersection Capacity Utilization 123.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	1580	372	351	1328	74	243	175	368	185	203	55
Future Volume (veh/h)	75	1580	372	351	1328	74	243	175	368	185	203	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	1580	372	351	1328	74	243	175	368	185	203	55
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	1091	486	234	1315	73	390	117	246	299	237	64
Arrive On Green	0.05	0.30	0.30	0.13	0.38	0.38	0.22	0.22	0.22	0.17	0.17	0.17
Sat Flow, veh/h	1810	3610	1610	1810	3477	193	1810	541	1139	1810	1435	389
Grp Volume(v), veh/h	75	1580	372	351	688	714	243	0	543	185	0	258
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1865	1810	0	1680	1810	0	1823
Q Serve(g_s), s	4.7	35.0	24.3	15.0	43.8	43.8	14.1	0.0	25.0	11.0	0.0	15.9
Cycle Q Clear(g_c), s	4.7	35.0	24.3	15.0	43.8	43.8	14.1	0.0	25.0	11.0	0.0	15.9
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.68	1.00		0.21
Lane Grp Cap(c), veh/h	96	1091	486	234	683	705	390	0	362	299	0	302
V/C Ratio(X)	0.78	1.45	0.76	1.50	1.01	1.01	0.62	0.00	1.50	0.62	0.00	0.86
Avail Cap(c_a), veh/h	234	1091	486	234	683	705	390	0	362	390	0	393
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.2	40.4	36.7	50.4	36.0	36.0	41.2	0.0	45.4	44.9	0.0	47.0
Incr Delay (d2), s/veh	5.0	207.2	6.4	245.3	36.5	36.8	3.0	0.0	238.1	2.1	0.0	13.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	46.7	10.3	22.7	25.7	26.7	6.6	0.0	34.3	5.1	0.0	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.1	247.6	43.1	295.8	72.5	72.8	44.2	0.0	283.6	47.0	0.0	60.5
LnGrp LOS	E	F	D	F	F	F	D	A	F	D	A	E
Approach Vol, veh/h		2027			1753			786			443	
Approach Delay, s/veh		203.1			117.3			209.6			54.9	
Approach LOS		F			F			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.7	42.0		30.0	10.9	50.8		24.2				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	35.0		25.0	* 15	35.0		25.0				
Max Q Clear Time (g_c+I1), s	17.0	37.0		27.0	6.7	45.8		17.9				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		1.2				

Intersection Summary		
HCM 6th Ctrl Delay		161.0
HCM 6th LOS		F

Notes

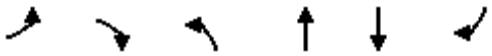
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	84	58	100	702	798	128
Future Volume (vph)	84	58	100	702	798	128
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	10.0	10.0	10.0
Minimum Split (s)	13.6	13.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	30.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	30.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	4.6	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	9.6	9.6	9.1	38.0	27.4	27.4
Actuated g/C Ratio	0.18	0.18	0.17	0.70	0.51	0.51
v/c Ratio	0.26	0.17	0.33	0.53	0.44	0.14
Control Delay	26.0	9.6	26.5	7.7	13.9	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.0	9.6	26.5	7.7	13.9	3.4
LOS	C	A	C	A	B	A
Approach Delay	19.3			10.0	12.5	
Approach LOS	B			B	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 54	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 11.9	Intersection LOS: B
Intersection Capacity Utilization 53.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 57: Briggs Rd & Heritage HS Dwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	58	100	702	798	128
Future Volume (veh/h)	84	58	100	702	798	128
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	84	58	100	702	798	128
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	269	239	173	1089	1351	603
Arrive On Green	0.15	0.15	0.10	0.57	0.37	0.37
Sat Flow, veh/h	1810	1610	1810	1900	3705	1610
Grp Volume(v), veh/h	84	58	100	702	798	128
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1805	1610
Q Serve(g_s), s	1.8	1.4	2.4	11.1	7.9	2.4
Cycle Q Clear(g_c), s	1.8	1.4	2.4	11.1	7.9	2.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	269	239	173	1089	1351	603
V/C Ratio(X)	0.31	0.24	0.58	0.64	0.59	0.21
Avail Cap(c_a), veh/h	991	882	828	2695	3095	1380
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	16.8	19.3	6.4	11.2	9.5
Incr Delay (d2), s/veh	0.7	0.5	3.0	0.6	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.4	1.0	2.9	2.6	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.6	17.3	22.3	7.1	11.6	9.6
LnGrp LOS	B	B	C	A	B	A
Approach Vol, veh/h	142			802	926	
Approach Delay, s/veh	17.5			9.0	11.3	
Approach LOS	B			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		32.3		12.2	8.9	23.5
Change Period (Y+Rc), s		6.8		5.6	4.6	6.8
Max Green Setting (Gmax), s		63.2		24.4	20.4	38.2
Max Q Clear Time (g_c+I1), s		13.1		3.8	4.4	9.9
Green Ext Time (p_c), s		6.0		0.4	0.2	6.8

Intersection Summary		
HCM 6th Ctrl Delay		10.8
HCM 6th LOS		B

Intersection	
Intersection Delay, s/veh	139.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	49	0	20	1	801	47	81	854	0
Future Vol, veh/h	0	0	0	49	0	20	1	801	47	81	854	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	49	0	20	1	801	47	81	854	0
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	0	11.9	112.5	172.9
HCM LOS	-	B	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	71%	9%
Vol Thru, %	100%	0%	100%	0%	91%
Vol Right, %	0%	100%	0%	29%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	802	47	0	69	935
LT Vol	1	0	0	49	81
Through Vol	801	0	0	0	854
RT Vol	0	47	0	20	0
Lane Flow Rate	802	47	0	69	935
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1.185	0.06	0	0.133	1.323
Departure Headway (Hd)	5.604	4.893	8.187	7.701	5.314
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	658	736	0	469	692
Service Time	3.304	2.593	6.187	5.701	3.314
HCM Lane V/C Ratio	1.219	0.064	0	0.147	1.351
HCM Control Delay	118.6	7.9	11.2	11.9	172.9
HCM Lane LOS	F	A	N	B	F
HCM 95th-tile Q	25.9	0.2	0	0.5	36.5

Intersection	
Int Delay, s/veh	8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	42	92	757	58	125	778
Future Vol, veh/h	42	92	757	58	125	778
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	42	92	757	58	125	778

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1814	408	0	0	815	0
Stage 1	786	-	-	-	-	-
Stage 2	1028	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	79	598	-	-	821	-
Stage 1	415	-	-	-	-	-
Stage 2	348	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	58	598	-	-	821	-
Mov Cap-2 Maneuver	58	-	-	-	-	-
Stage 1	415	-	-	-	-	-
Stage 2	255	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	100.9	0	1.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	153	821	-
HCM Lane V/C Ratio	-	-	0.876	0.152	-
HCM Control Delay (s)	-	-	100.9	10.2	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	6	0.5	-

Intersection	
Int Delay, s/veh	17.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	97	18	797	185	49	771
Future Vol, veh/h	97	18	797	185	49	771
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	97	18	797	185	49	771

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1759	491	0	0	982	0
Stage 1	890	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 85	529	-	-	711	-
Stage 1	366	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 75	529	-	-	711	-
Mov Cap-2 Maneuver	~ 75	-	-	-	-	-
Stage 1	366	-	-	-	-	-
Stage 2	364	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	291.6	0	0.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	87	711	-
HCM Lane V/C Ratio	-	-	1.322	0.069	-
HCM Control Delay (s)	-	-	291.6	10.4	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	8.5	0.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	181.2
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	59	358	624	67	352	516
Future Vol, veh/h	59	358	624	67	352	516
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	59	358	624	67	352	516
Number of Lanes	1	0	1	0	0	1

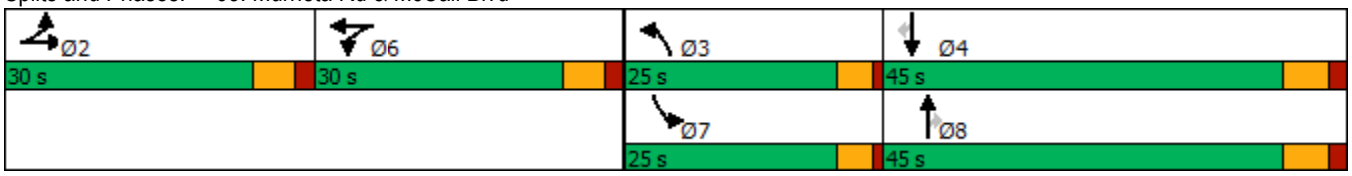
Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	30.2	141.4	285.4
HCM LOS	D	F	F

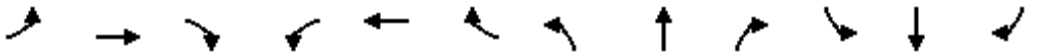
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	14%	41%
Vol Thru, %	90%	0%	59%
Vol Right, %	10%	86%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	691	417	868
LT Vol	0	59	352
Through Vol	624	0	516
RT Vol	67	358	0
Lane Flow Rate	691	417	868
Geometry Grp	1	1	1
Degree of Util (X)	1.225	0.754	1.573
Departure Headway (Hd)	7.143	7.539	6.885
Convergence, Y/N	Yes	Yes	Yes
Cap	511	484	538
Service Time	5.143	5.539	4.885
HCM Lane V/C Ratio	1.352	0.862	1.613
HCM Control Delay	141.4	30.2	285.4
HCM Lane LOS	F	D	F
HCM 95th-tile Q	23.9	6.4	44.4

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	37	201	347	252	7	298	222	133	515	101
Future Volume (vph)	37	201	347	252	7	298	222	133	515	101
Turn Type	Split	NA	Split	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	2	2	6	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	2	2	6	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	12.1	12.1	12.1	12.1	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	30.0	30.0	30.0	30.0	25.0	45.0	45.0	25.0	45.0	45.0
Total Split (%)	23.1%	23.1%	23.1%	23.1%	19.2%	34.6%	34.6%	19.2%	34.6%	34.6%
Yellow Time (s)	4.1	4.1	4.1	4.1	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	6.1	6.1	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	10.9	10.9	24.3	24.3	6.1	20.4	20.4	11.4	34.8	34.8
Actuated g/C Ratio	0.12	0.12	0.27	0.27	0.07	0.22	0.22	0.13	0.38	0.38
v/c Ratio	0.17	0.48	0.72	0.38	0.06	0.70	0.47	0.59	0.71	0.15
Control Delay	41.1	42.5	42.7	27.2	47.1	42.2	14.7	50.1	30.3	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.1	42.5	42.7	27.2	47.1	42.2	14.7	50.1	30.3	3.6
LOS	D	D	D	C	D	D	B	D	C	A
Approach Delay		42.3		34.8		30.7			30.2	
Approach LOS		D		C		C			C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 90.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 33.1	Intersection LOS: C
Intersection Capacity Utilization 76.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 65: Murrieta Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	201	7	347	252	107	7	298	222	133	515	101
Future Volume (veh/h)	37	201	7	347	252	107	7	298	222	133	515	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	201	7	347	252	107	7	298	222	133	515	101
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	176	345	12	435	598	247	20	464	393	171	622	527
Arrive On Green	0.10	0.10	0.10	0.24	0.24	0.24	0.01	0.24	0.24	0.09	0.33	0.33
Sat Flow, veh/h	1810	3559	124	1810	2492	1028	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	37	102	106	347	181	178	7	298	222	133	515	101
Grp Sat Flow(s),veh/h/ln	1810	1805	1878	1810	1805	1715	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	1.3	3.9	3.9	12.9	6.0	6.3	0.3	10.1	8.6	5.1	17.9	3.2
Cycle Q Clear(g_c), s	1.3	3.9	3.9	12.9	6.0	6.3	0.3	10.1	8.6	5.1	17.9	3.2
Prop In Lane	1.00		0.07	1.00		0.60	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	176	175	182	435	433	412	20	464	393	171	622	527
V/C Ratio(X)	0.21	0.58	0.58	0.80	0.42	0.43	0.36	0.64	0.57	0.78	0.83	0.19
Avail Cap(c_a), veh/h	605	603	628	605	603	573	516	1026	869	516	1026	869
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	30.9	30.9	25.5	22.9	23.0	35.1	24.2	23.7	31.7	22.2	17.3
Incr Delay (d2), s/veh	0.6	3.0	3.0	5.2	0.6	0.7	4.0	1.5	1.3	2.9	2.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.8	1.8	5.9	2.5	2.5	0.1	4.5	3.3	2.3	7.9	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	33.9	33.9	30.7	23.6	23.8	39.1	25.7	25.0	34.5	25.1	17.4
LnGrp LOS	C	C	C	C	C	C	D	C	C	C	C	B
Approach Vol, veh/h		245			706			527			749	
Approach Delay, s/veh		33.4			27.1			25.6			25.8	
Approach LOS		C			C			C			C	

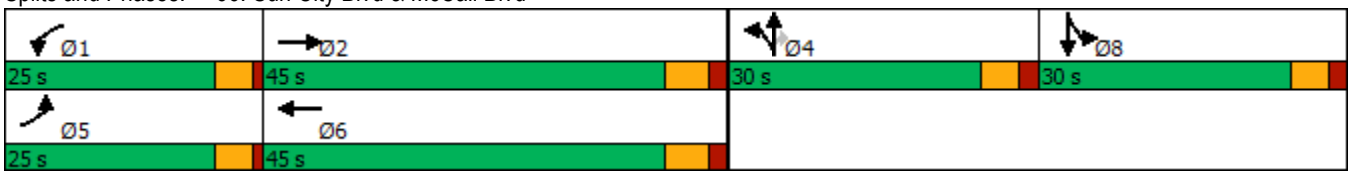
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.0	5.4	29.8		23.3	11.4	23.9				
Change Period (Y+Rc), s		6.1	4.6	6.4		6.1	4.6	6.4				
Max Green Setting (Gmax), s		23.9	20.4	38.6		23.9	20.4	38.6				
Max Q Clear Time (g_c+I1), s		5.9	2.3	19.9		14.9	7.1	12.1				
Green Ext Time (p_c), s		1.1	0.0	3.5		2.3	0.1	2.6				

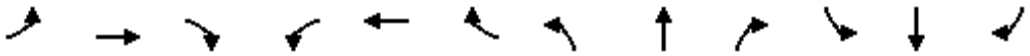
Intersection Summary												
HCM 6th Ctrl Delay			27.0									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	39	550	297	717	111	204	68
Future Volume (vph)	39	550	297	717	111	204	68
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	4		8
Permitted Phases						4	
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	13.6	13.6	13.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	7.0	20.7	20.7	39.2	11.0	11.0	10.9
Actuated g/C Ratio	0.08	0.24	0.24	0.46	0.13	0.13	0.13
v/c Ratio	0.27	0.70	0.68	0.51	0.44	0.54	0.48
Control Delay	44.6	34.1	41.1	19.3	38.9	11.3	38.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	34.1	41.1	19.4	38.9	11.3	38.4
LOS	D	C	D	B	D	B	D
Approach Delay		34.8		25.1	25.0		38.4
Approach LOS		C		C	C		D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 85.4	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 28.9	Intersection LOS: C
Intersection Capacity Utilization 60.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 66: Sun City Blvd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	550	59	297	717	114	90	111	204	123	68	22
Future Volume (veh/h)	39	550	59	297	717	114	90	111	204	123	68	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	550	59	297	717	114	90	111	204	123	68	22
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	766	82	343	1178	187	264	357	270	195	147	48
Arrive On Green	0.04	0.23	0.23	0.19	0.38	0.38	0.17	0.17	0.17	0.11	0.11	0.11
Sat Flow, veh/h	1810	3288	352	1810	3120	496	1542	2086	1581	1810	1367	442
Grp Volume(v), veh/h	39	301	308	297	415	416	106	95	204	123	0	90
Grp Sat Flow(s),veh/h/ln	1810	1805	1835	1810	1805	1810	1823	1805	1581	1810	0	1809
Q Serve(g_s), s	1.5	11.3	11.3	11.7	13.6	13.6	3.8	3.4	9.0	4.8	0.0	3.4
Cycle Q Clear(g_c), s	1.5	11.3	11.3	11.7	13.6	13.6	3.8	3.4	9.0	4.8	0.0	3.4
Prop In Lane	1.00		0.19	1.00		0.27	0.85		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	81	420	427	343	682	684	312	309	270	195	0	195
V/C Ratio(X)	0.48	0.72	0.72	0.87	0.61	0.61	0.34	0.31	0.75	0.63	0.00	0.46
Avail Cap(c_a), veh/h	504	958	974	504	958	961	607	601	526	603	0	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.2	25.9	25.9	28.8	18.4	18.4	26.7	26.6	28.9	31.3	0.0	30.7
Incr Delay (d2), s/veh	1.6	2.3	2.3	7.4	0.9	0.9	0.6	0.6	4.3	3.3	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.8	4.9	5.5	5.3	5.3	1.6	1.4	3.6	2.2	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	28.2	28.2	36.2	19.3	19.3	27.4	27.1	33.2	34.6	0.0	32.4
LnGrp LOS	D	C	C	D	B	B	C	C	C	C	A	C
Approach Vol, veh/h		648			1128			405			213	
Approach Delay, s/veh		28.6			23.8			30.2			33.7	
Approach LOS		C			C			C			C	

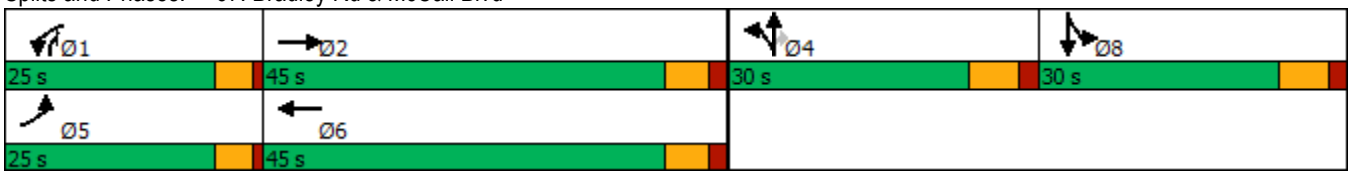
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.5	23.2		18.1	7.9	33.8		13.5				
Change Period (Y+Rc), s	4.6	6.1		5.6	4.6	6.1		5.6				
Max Green Setting (Gmax), s	20.4	38.9		24.4	20.4	38.9		24.4				
Max Q Clear Time (g_c+I1), s	13.7	13.3		11.0	3.5	15.6		6.8				
Green Ext Time (p_c), s	0.3	3.7		1.5	0.0	5.4		1.1				

Intersection Summary			
HCM 6th Ctrl Delay		27.1	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	835	781	1050	76	69	746	113	56
Future Volume (vph)	6	835	781	1050	76	69	746	113	56
Turn Type	Prot	NA	Prot	NA	Split	NA	pm+ov	Split	NA
Protected Phases	5	2	1	6	4	4	1	8	8
Permitted Phases							4		
Detector Phase	5	2	1	6	4	4	1	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	10.6	14.8	14.8
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	19.2%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.1	33.0	20.6	56.5	10.2	10.2	33.0	12.0	12.0
Actuated g/C Ratio	0.06	0.33	0.21	0.56	0.10	0.10	0.33	0.12	0.12
v/c Ratio	0.06	0.80	2.11	0.59	0.42	0.36	1.13	0.53	0.29
Control Delay	51.0	36.4	531.2	17.0	52.0	50.1	95.5	52.5	43.0
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	36.4	531.2	17.5	52.0	50.1	95.5	52.5	43.0
LOS	D	D	F	B	D	D	F	D	D
Approach Delay		36.5		222.5		88.3			49.0
Approach LOS		D		F		F			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 100.4	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.11	
Intersection Signal Delay: 140.5	Intersection LOS: F
Intersection Capacity Utilization 97.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 67: Bradley Rd & McCall Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	835	98	781	1050	126	76	69	746	113	56	9
Future Volume (veh/h)	6	835	98	781	1050	126	76	69	746	113	56	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	835	98	781	1050	126	76	69	746	113	56	9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	17	971	114	336	1542	185	382	401	639	150	133	21
Arrive On Green	0.01	0.30	0.30	0.19	0.48	0.48	0.21	0.21	0.21	0.08	0.08	0.08
Sat Flow, veh/h	1810	3253	382	1810	3246	389	1810	1900	1610	1810	1595	256
Grp Volume(v), veh/h	6	463	470	781	583	593	76	69	746	113	0	65
Grp Sat Flow(s),veh/h/ln	1810	1805	1830	1810	1805	1830	1810	1900	1610	1810	0	1852
Q Serve(g_s), s	0.4	26.6	26.6	20.4	27.5	27.6	3.8	3.3	23.2	6.7	0.0	3.7
Cycle Q Clear(g_c), s	0.4	26.6	26.6	20.4	27.5	27.6	3.8	3.3	23.2	6.7	0.0	3.7
Prop In Lane	1.00		0.21	1.00		0.21	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	17	539	546	336	858	870	382	401	639	150	0	154
V/C Ratio(X)	0.36	0.86	0.86	2.32	0.68	0.68	0.20	0.17	1.17	0.75	0.00	0.42
Avail Cap(c_a), veh/h	336	639	648	336	858	870	382	401	639	382	0	391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.1	36.3	36.3	44.7	22.3	22.4	35.7	35.4	33.1	49.2	0.0	47.8
Incr Delay (d2), s/veh	4.9	10.0	9.9	604.8	2.2	2.2	0.3	0.2	91.3	7.3	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	12.9	13.1	65.4	11.7	11.8	1.7	1.5	31.9	3.2	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.0	46.4	46.3	649.5	24.5	24.5	35.9	35.6	124.4	56.5	0.0	49.7
LnGrp LOS	E	D	D	F	C	C	D	D	F	E	A	D
Approach Vol, veh/h		939			1957			891			178	
Approach Delay, s/veh		46.4			274.0			110.0			54.0	
Approach LOS		D			F			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	38.9		30.0	5.6	58.3		15.9				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		23.2				
Max Q Clear Time (g_c+I1), s	22.4	28.6		25.2	2.4	29.6		8.7				
Green Ext Time (p_c), s	0.0	4.2		0.0	0.0	5.0		0.5				

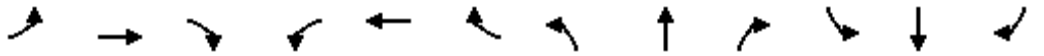
Intersection Summary			
HCM 6th Ctrl Delay		173.4	
HCM 6th LOS		F	

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1301	394	487	1380	0	577
Future Volume (vph)	1301	394	487	1380	0	577
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		9.0	9.5	9.5	9.5
Total Split (s)	45.0		25.0	70.0	30.0	30.0
Total Split (%)	45.0%		25.0%	70.0%	30.0%	30.0%
Yellow Time (s)	4.0		3.5	4.0	4.0	4.0
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.0	4.5	4.5	4.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	C-Min	None	None
Act Effct Green (s)	39.3	100.0	21.0	64.3	26.7	26.7
Actuated g/C Ratio	0.39	1.00	0.21	0.64	0.27	0.27
v/c Ratio	0.92	0.24	1.28	0.59	1.08	1.21
Control Delay	39.9	0.4	157.0	28.0	100.3	142.4
Queue Delay	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay	40.2	0.4	157.0	28.0	100.3	142.4
LOS	D	A	F	C	F	F
Approach Delay	30.9			61.7	122.5	
Approach LOS	C			E	F	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 68 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.28	
Intersection Signal Delay: 64.8	Intersection LOS: E
Intersection Capacity Utilization 102.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 68: I-215 SB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1301	394	487	1380	0	0	0	0	518	0	577
Future Volume (veh/h)	0	1301	394	487	1380	0	0	0	0	518	0	577
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1301	0	487	1380	0				518	0	577
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1462		380	2365	0				461	0	411
Arrive On Green	0.00	0.41	0.00	0.42	1.00	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1810	0	1610
Grp Volume(v), veh/h	0	1301	0	487	1380	0				518	0	577
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	33.5	0.0	21.0	0.0	0.0				25.5	0.0	25.5
Cycle Q Clear(g_c), s	0.0	33.5	0.0	21.0	0.0	0.0				25.5	0.0	25.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1462		380	2365	0				461	0	411
V/C Ratio(X)	0.00	0.89		1.28	0.58	0.00				1.12	0.00	1.41
Avail Cap(c_a), veh/h	0	1462		380	2365	0				461	0	411
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.28	0.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	27.7	0.0	29.0	0.0	0.0				37.3	0.0	37.3
Incr Delay (d2), s/veh	0.0	2.6	0.0	128.6	0.1	0.0				79.8	0.0	196.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.2	0.0	20.0	0.0	0.0				21.1	0.0	32.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.3	0.0	157.6	0.1	0.0				117.1	0.0	233.7
LnGrp LOS	A	C		F	A	A				F	A	F
Approach Vol, veh/h		1301			1867						1095	
Approach Delay, s/veh		30.3			41.2						178.6	
Approach LOS		C			D						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.0	45.0		30.0		70.0
Change Period (Y+Rc), s	4.0	4.5		4.5		4.5
Max Green Setting (Gmax), s	21.0	40.5		25.5		65.5
Max Q Clear Time (g_c+I1), s	23.0	35.5		27.5		2.0
Green Ext Time (p_c), s	0.0	2.8		0.0		8.8

Intersection Summary		
HCM 6th Ctrl Delay		73.2
HCM 6th LOS		E

Notes

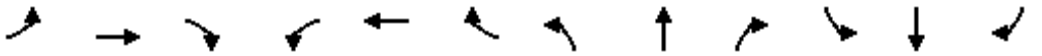
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	364	1455	1405	364	5	752
Future Volume (vph)	364	1455	1405	364	5	752
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	8.5	9.5	9.5		9.5	9.5
Total Split (s)	29.0	60.0	31.0		40.0	40.0
Total Split (%)	29.0%	60.0%	31.0%		40.0%	40.0%
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min		None	None
Act Effct Green (s)	23.0	55.5	29.0	100.0	35.5	35.5
Actuated g/C Ratio	0.23	0.56	0.29	1.00	0.36	0.36
v/c Ratio	0.88	0.73	1.34	0.23	0.73	1.24
Control Delay	55.7	11.2	191.5	0.3	35.9	148.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.7	11.2	191.5	0.3	35.9	148.9
LOS	E	B	F	A	D	F
Approach Delay		20.1	152.2		105.6	
Approach LOS		C	F		F	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay: 90.4	Intersection LOS: F
Intersection Capacity Utilization 102.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 69: I-215 NB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	364	1455	0	0	1405	364	462	5	752	0	0	0
Future Volume (veh/h)	364	1455	0	0	1405	364	462	5	752	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	364	1455	0	0	1405	0	462	5	752			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	388	2004	0	0	1102		636	7	572			
Arrive On Green	0.43	1.00	0.00	0.00	0.31	0.00	0.35	0.35	0.35			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1791	19	1610			
Grp Volume(v), veh/h	364	1455	0	0	1405	0	467	0	752			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	19.2	0.0	0.0	0.0	30.5	0.0	22.4	0.0	35.5			
Cycle Q Clear(g_c), s	19.2	0.0	0.0	0.0	30.5	0.0	22.4	0.0	35.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	388	2004	0	0	1102		643	0	572			
V/C Ratio(X)	0.94	0.73	0.00	0.00	1.27		0.73	0.00	1.32			
Avail Cap(c_a), veh/h	461	2004	0	0	1102		643	0	572			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.28	0.28	0.00	0.00	0.10	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	27.9	0.0	0.0	0.0	34.7	0.0	28.0	0.0	32.3			
Incr Delay (d2), s/veh	9.0	0.7	0.0	0.0	124.3	0.0	4.1	0.0	154.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.8	0.2	0.0	0.0	31.9	0.0	10.0	0.0	37.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	0.7	0.0	0.0	159.0	0.0	32.1	0.0	186.4			
LnGrp LOS	D	A	A	A	F		C	A	F			
Approach Vol, veh/h		1819			1405			1219				
Approach Delay, s/veh		7.9			159.0			127.3				
Approach LOS		A			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.0			25.0	35.0		40.0				
Change Period (Y+Rc), s		4.5			3.5	4.5		4.5				
Max Green Setting (Gmax), s		55.5			25.5	26.5		35.5				
Max Q Clear Time (g_c+I1), s		2.0			21.2	32.5		37.5				
Green Ext Time (p_c), s		9.6			0.3	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	88.5
HCM 6th LOS	F

Notes

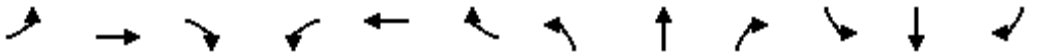
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	291	1660	37	1258	164	27	27	72	23
Future Volume (vph)	291	1660	37	1258	164	27	27	72	23
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases					4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	14.8	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	25.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	18.3	53.6	7.0	37.8	23.3	23.3	23.3	24.0	24.0
Actuated g/C Ratio	0.19	0.55	0.07	0.39	0.24	0.24	0.24	0.25	0.25
v/c Ratio	0.86	0.98	0.28	0.93	1.55	0.06	0.06	0.21	0.56
Control Delay	62.1	38.6	49.3	41.1	319.9	30.4	0.3	32.3	8.2
Queue Delay	0.0	41.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.1	79.7	49.3	41.1	319.9	30.4	0.3	32.3	8.2
LOS	E	E	D	D	F	C	A	C	A
Approach Delay		77.4		41.3		244.4			12.2
Approach LOS		E		D		F			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 96.9	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.55	
Intersection Signal Delay: 67.7	Intersection LOS: E
Intersection Capacity Utilization 110.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 70: Encanto Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	291	1660	255	37	1258	44	164	27	27	72	23	347
Future Volume (veh/h)	291	1660	255	37	1258	44	164	27	27	72	23	347
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	291	1660	255	37	1258	44	164	27	27	72	23	347
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	326	1669	250	71	1386	48	100	467	391	398	25	375
Arrive On Green	0.18	0.53	0.53	0.04	0.39	0.39	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	3148	472	1810	3558	124	1028	1900	1589	1371	101	1525
Grp Volume(v), veh/h	291	934	981	37	638	664	164	27	27	72	0	370
Grp Sat Flow(s),veh/h/ln	1810	1805	1815	1810	1805	1878	1028	1900	1589	1371	0	1626
Q Serve(g_s), s	14.9	47.8	50.2	1.9	31.6	31.7	2.2	1.0	1.2	4.0	0.0	21.1
Cycle Q Clear(g_c), s	14.9	47.8	50.2	1.9	31.6	31.7	23.3	1.0	1.2	5.0	0.0	21.1
Prop In Lane	1.00		0.26	1.00		0.07	1.00		1.00	1.00		0.94
Lane Grp Cap(c), veh/h	326	957	962	71	703	732	100	467	391	398	0	399
V/C Ratio(X)	0.89	0.98	1.02	0.52	0.91	0.91	1.64	0.06	0.07	0.18	0.00	0.93
Avail Cap(c_a), veh/h	390	957	962	390	741	771	100	467	391	407	0	410
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.0	21.7	22.3	44.6	27.3	27.3	47.1	27.3	27.4	29.3	0.0	34.9
Incr Delay (d2), s/veh	18.1	23.4	34.0	2.2	14.5	14.2	327.8	0.1	0.1	0.2	0.0	26.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	24.2	28.1	0.9	14.9	15.5	11.5	0.5	0.4	1.3	0.0	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.0	45.1	56.2	46.8	41.7	41.5	374.9	27.4	27.5	29.5	0.0	61.5
LnGrp LOS	E	D	F	D	D	D	F	C	C	C	A	E
Approach Vol, veh/h		2206			1339			218			442	
Approach Delay, s/veh		51.5			41.7			288.8			56.3	
Approach LOS		D			D			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	56.3		30.1	21.6	43.0		30.1				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		* 6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		* 24				
Max Q Clear Time (g_c+I1), s	3.9	52.2		25.3	16.9	33.7		23.1				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.2	3.3		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		61.2	
HCM 6th LOS		E	

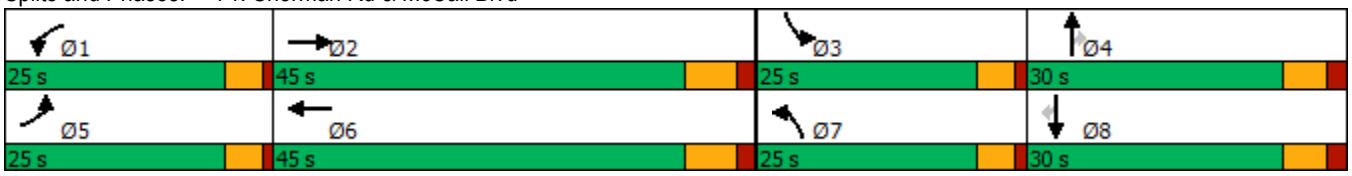
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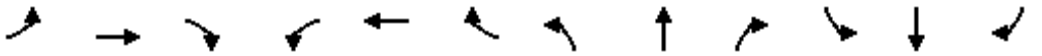
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	95	1661	61	1159	95	15	39	73	25	36
Future Volume (vph)	95	1661	61	1159	95	15	39	73	25	36
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4		3	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.8	10.6	16.8	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	9.1	46.5	7.7	45.1	9.1	9.0	9.0	8.4	8.3	8.3
Actuated g/C Ratio	0.11	0.58	0.10	0.56	0.11	0.11	0.11	0.11	0.10	0.10
v/c Ratio	0.46	0.85	0.35	0.60	0.46	0.07	0.14	0.39	0.13	0.13
Control Delay	44.0	26.9	43.4	19.5	44.0	38.0	1.0	43.2	39.7	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.0	26.9	43.4	19.5	44.0	38.0	1.0	43.2	39.7	1.0
LOS	D	C	D	B	D	D	A	D	D	A
Approach Delay		27.8		20.7		32.2			31.2	
Approach LOS		C		C		C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 79.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 25.5	Intersection LOS: C
Intersection Capacity Utilization 80.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 71: Sherman Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	1661	100	61	1159	49	95	15	39	73	25	36
Future Volume (veh/h)	95	1661	100	61	1159	49	95	15	39	73	25	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	1661	100	61	1159	49	95	15	39	73	25	36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	124	1697	101	102	1689	71	124	206	174	111	192	163
Arrive On Green	0.07	0.49	0.49	0.06	0.48	0.48	0.07	0.11	0.11	0.06	0.10	0.10
Sat Flow, veh/h	1810	3461	207	1810	3529	149	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	95	861	900	61	593	615	95	15	39	73	25	36
Grp Sat Flow(s),veh/h/ln	1810	1805	1863	1810	1805	1873	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	4.0	36.2	37.1	2.6	19.8	19.9	4.0	0.6	1.7	3.1	0.9	1.6
Cycle Q Clear(g_c), s	4.0	36.2	37.1	2.6	19.8	19.9	4.0	0.6	1.7	3.1	0.9	1.6
Prop In Lane	1.00		0.11	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	124	885	914	102	864	897	124	206	174	111	192	163
V/C Ratio(X)	0.77	0.97	0.99	0.60	0.69	0.69	0.77	0.07	0.22	0.66	0.13	0.22
Avail Cap(c_a), veh/h	474	885	914	474	885	919	474	583	494	474	583	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	19.3	19.6	35.9	15.8	15.8	35.7	31.2	31.7	35.8	31.9	32.2
Incr Delay (d2), s/veh	3.8	23.6	26.1	2.1	2.2	2.1	3.7	0.1	0.6	2.5	0.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	17.7	19.2	1.1	7.1	7.4	1.9	0.3	0.7	1.4	0.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.4	43.0	45.7	38.0	17.9	17.9	39.4	31.4	32.4	38.3	32.2	32.9
LnGrp LOS	D	D	D	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		1856			1269			149			134	
Approach Delay, s/veh		44.1			18.8			36.8			35.7	
Approach LOS		D			B			D			D	

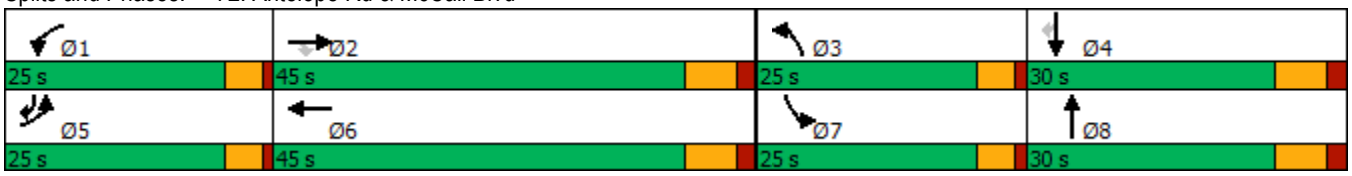
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	45.0	9.4	14.5	9.9	44.1	9.9	14.0
Change Period (Y+Rc), s	4.6	6.8	4.6	6.1	4.6	6.8	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.9	20.4	38.2	20.4	23.9
Max Q Clear Time (g_c+I1), s	4.6	39.1	5.1	3.7	6.0	21.9	6.0	3.6
Green Ext Time (p_c), s	0.0	0.0	0.1	0.1	0.1	6.6	0.1	0.2

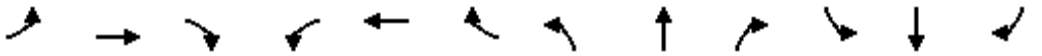
Intersection Summary	
HCM 6th Ctrl Delay	34.0
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	110	1452	105	63	979	47	6	47	30	237
Future Volume (vph)	110	1452	105	63	979	47	6	47	30	237
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8	7	4	5
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	5
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	16.8	16.8	10.6	16.8	10.6	14.8	10.6	14.8	10.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0	25.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%	20.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	6.8	4.6	6.8	4.6	6.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	9.7	44.0	44.0	8.0	36.4	10.1	8.9	7.4	8.9	18.2
Actuated g/C Ratio	0.13	0.58	0.58	0.11	0.48	0.13	0.12	0.10	0.12	0.24
v/c Ratio	0.48	0.69	0.11	0.33	0.58	0.20	0.33	0.27	0.14	0.42
Control Delay	42.4	20.6	3.2	41.8	18.9	37.1	14.7	41.4	38.2	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.4	20.6	3.2	41.8	18.9	37.1	14.7	41.4	38.2	5.8
LOS	D	C	A	D	B	D	B	D	D	A
Approach Delay		20.9			20.2		22.5		14.3	
Approach LOS		C			C		C		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 75.9	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 20.1	Intersection LOS: C
Intersection Capacity Utilization 69.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 72: Antelope Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	1452	105	63	979	21	47	6	82	47	30	237
Future Volume (veh/h)	110	1452	105	63	979	21	47	6	82	47	30	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	110	1452	105	63	979	21	47	6	82	47	30	237
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	142	1630	727	101	1550	33	87	18	248	87	311	390
Arrive On Green	0.08	0.45	0.45	0.06	0.43	0.43	0.05	0.16	0.16	0.05	0.16	0.16
Sat Flow, veh/h	1810	3610	1610	1810	3614	78	1810	111	1516	1810	1900	1610
Grp Volume(v), veh/h	110	1452	105	63	489	511	47	0	88	47	30	237
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1886	1810	0	1627	1810	1900	1610
Q Serve(g_s), s	4.8	30.0	3.1	2.8	17.2	17.2	2.1	0.0	3.9	2.1	1.1	10.6
Cycle Q Clear(g_c), s	4.8	30.0	3.1	2.8	17.2	17.2	2.1	0.0	3.9	2.1	1.1	10.6
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.93	1.00		1.00
Lane Grp Cap(c), veh/h	142	1630	727	101	774	809	87	0	267	87	311	390
V/C Ratio(X)	0.78	0.89	0.14	0.62	0.63	0.63	0.54	0.00	0.33	0.54	0.10	0.61
Avail Cap(c_a), veh/h	454	1696	757	454	848	886	454	0	464	454	542	586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	20.5	13.1	37.5	18.2	18.2	37.8	0.0	30.0	37.8	28.9	27.4
Incr Delay (d2), s/veh	3.4	6.2	0.1	2.3	1.3	1.3	1.9	0.0	0.7	1.9	0.1	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	12.9	1.1	1.3	7.0	7.3	0.9	0.0	1.5	0.9	0.5	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.2	26.7	13.2	39.8	19.5	19.4	39.7	0.0	30.8	39.7	29.0	28.9
LnGrp LOS	D	C	B	D	B	B	D	A	C	D	C	C
Approach Vol, veh/h		1667			1063			135			314	
Approach Delay, s/veh		26.7			20.7			33.9			30.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	43.5	8.5	20.1	11.0	41.7	8.5	20.1
Change Period (Y+Rc), s	4.6	6.8	4.6	6.8	4.6	6.8	4.6	6.8
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.2	20.4	38.2	20.4	23.2
Max Q Clear Time (g_c+I1), s	4.8	32.0	4.1	12.6	6.8	19.2	4.1	5.9
Green Ext Time (p_c), s	0.1	4.7	0.0	0.7	0.1	6.5	0.0	0.4

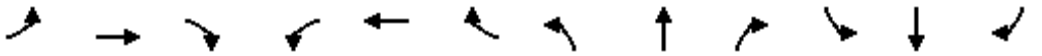
Intersection Summary	
HCM 6th Ctrl Delay	25.4
HCM 6th LOS	C

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR	Ø1
Lane Configurations										
Traffic Volume (vph)	135	1320	882	100	5	0	71	0	198	
Future Volume (vph)	135	1320	882	100	5	0	71	0	198	
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm	NA	Perm	
Protected Phases	5	2	6			8		4		1
Permitted Phases				6	8		4		4	
Detector Phase	5	2	6	6	8	8	4	4	4	
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	10.0	8.0	8.0	21.0	21.0	21.0	6.0
Minimum Split (s)	10.6	17.2	17.2	17.2	13.6	13.6	26.6	26.6	26.6	10.6
Total Split (s)	40.0	60.0	45.0	45.0	40.0	40.0	40.0	40.0	40.0	25.0
Total Split (%)	32.0%	48.0%	36.0%	36.0%	32.0%	32.0%	32.0%	32.0%	32.0%	20%
Yellow Time (s)	3.6	5.2	5.2	5.2	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.6	7.2	7.2	7.2		5.6		5.6	5.6	
Lead/Lag	Lead	Lag	Lag	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	Min	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	10.9	53.7	38.2	38.2		21.0		21.0	21.0	
Actuated g/C Ratio	0.12	0.61	0.44	0.44		0.24		0.24	0.24	
v/c Ratio	0.60	1.14	0.56	0.13		0.01		0.21	0.37	
Control Delay	47.5	93.3	20.6	3.9		0.0		29.1	6.6	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	47.5	93.3	20.6	3.9		0.0		29.1	6.6	
LOS	D	F	C	A		A		C	A	
Approach Delay		89.1	18.9					12.5		
Approach LOS		F	B					B		

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 87.5	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay: 55.9	Intersection LOS: E
Intersection Capacity Utilization 106.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	1320	7	0	882	100	5	0	2	71	0	198
Future Volume (veh/h)	135	1320	7	0	882	100	5	0	2	71	0	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	135	1320	7	0	882	100	5	0	2	71	0	198
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	171	1152	6	2	1669	745	267	12	83	443	0	390
Arrive On Green	0.09	0.61	0.61	0.00	0.46	0.46	0.24	0.00	0.24	0.24	0.00	0.24
Sat Flow, veh/h	1810	1888	10	1810	3610	1610	808	49	343	1485	0	1610
Grp Volume(v), veh/h	135	0	1327	0	882	100	7	0	0	71	0	198
Grp Sat Flow(s),veh/h/ln	1810	0	1898	1810	1805	1610	1200	0	0	1485	0	1610
Q Serve(g_s), s	6.3	0.0	52.8	0.0	15.0	3.1	0.0	0.0	0.0	0.0	0.0	9.2
Cycle Q Clear(g_c), s	6.3	0.0	52.8	0.0	15.0	3.1	2.7	0.0	0.0	2.7	0.0	9.2
Prop In Lane	1.00		0.01	1.00		1.00	0.71		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	171	0	1158	2	1669	745	362	0	0	443	0	390
V/C Ratio(X)	0.79	0.00	1.15	0.00	0.53	0.13	0.02	0.00	0.00	0.16	0.00	0.51
Avail Cap(c_a), veh/h	740	0	1158	426	1669	745	563	0	0	666	0	640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.4	0.0	16.9	0.0	16.6	13.3	25.0	0.0	0.0	25.9	0.0	28.3
Incr Delay (d2), s/veh	3.1	0.0	76.3	0.0	0.4	0.1	0.0	0.0	0.0	0.2	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	43.8	0.0	6.0	1.1	0.1	0.0	0.0	1.2	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	0.0	93.2	0.0	17.0	13.5	25.0	0.0	0.0	26.0	0.0	29.4
LnGrp LOS	D	A	F	A	B	B	C	A	A	C	A	C
Approach Vol, veh/h		1462			982			7			269	
Approach Delay, s/veh		88.4			16.6			25.0			28.5	
Approach LOS		F			B			C			C	

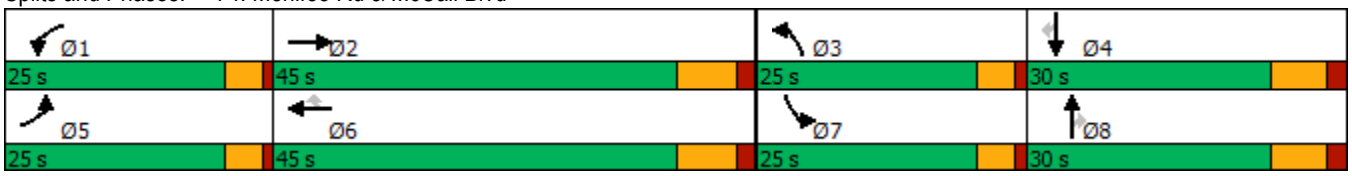
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	60.0		26.6	12.8	47.2		26.6				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	52.8		34.4	35.4	37.8		34.4				
Max Q Clear Time (g_c+I1), s	0.0	54.8		11.2	8.3	17.0		4.7				
Green Ext Time (p_c), s	0.0	0.0		1.0	0.2	9.1		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		56.4	
HCM 6th LOS		E	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	324	822	56	423	94	234	729	147	254	553	325
Future Volume (vph)	324	822	56	423	94	234	729	147	254	553	325
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.5	10.6	17.5	17.5	10.6	15.2	15.2	10.6	15.2	15.2
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	14.1	37.7	6.6	27.7	27.7	17.5	22.9	22.9	18.5	23.9	23.9
Actuated g/C Ratio	0.13	0.35	0.06	0.26	0.26	0.16	0.21	0.21	0.17	0.22	0.22
v/c Ratio	0.70	0.86	0.26	0.45	0.19	0.79	0.95	0.33	0.82	0.69	0.59
Control Delay	53.6	40.7	53.0	36.0	4.6	63.5	64.6	12.7	64.5	44.6	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.6	40.7	53.0	36.0	4.6	63.5	64.6	12.7	64.5	44.6	14.9
LOS	D	D	D	D	A	E	E	B	E	D	B
Approach Delay		43.7		32.5			57.5			40.5	
Approach LOS		D		C			E			D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 107.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 45.0	Intersection LOS: D
Intersection Capacity Utilization 89.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	324	822	247	56	423	94	234	729	147	254	553	325
Future Volume (veh/h)	324	822	247	56	423	94	234	729	147	254	553	325
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	324	822	247	56	423	94	234	729	147	254	553	325
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	400	928	279	164	982	438	267	797	355	287	836	373
Arrive On Green	0.11	0.34	0.34	0.05	0.27	0.27	0.15	0.22	0.22	0.16	0.23	0.23
Sat Flow, veh/h	3510	2736	822	3510	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	324	542	527	56	423	94	234	729	147	254	553	325
Grp Sat Flow(s),veh/h/ln	1755	1805	1752	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	9.2	28.9	28.9	1.6	9.8	4.6	12.9	20.1	8.0	14.0	14.2	19.8
Cycle Q Clear(g_c), s	9.2	28.9	28.9	1.6	9.8	4.6	12.9	20.1	8.0	14.0	14.2	19.8
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	400	613	595	164	982	438	267	797	355	287	836	373
V/C Ratio(X)	0.81	0.89	0.89	0.34	0.43	0.21	0.88	0.91	0.41	0.89	0.66	0.87
Avail Cap(c_a), veh/h	703	664	645	703	1329	593	362	808	360	362	836	373
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.1	31.8	31.8	47.0	30.6	28.7	42.5	38.8	34.0	42.0	35.5	37.7
Incr Delay (d2), s/veh	1.5	12.9	13.3	0.5	0.3	0.2	13.3	14.8	0.8	16.5	1.9	19.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	14.5	14.1	0.7	4.3	1.8	6.7	10.4	3.2	7.5	6.4	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.6	44.7	45.1	47.5	30.9	28.9	55.9	53.6	34.8	58.5	37.5	57.2
LnGrp LOS	D	D	D	D	C	C	E	D	C	E	D	E
Approach Vol, veh/h		1393			573			1110			1132	
Approach Delay, s/veh		45.0			32.2			51.6			47.9	
Approach LOS		D			C			D			D	

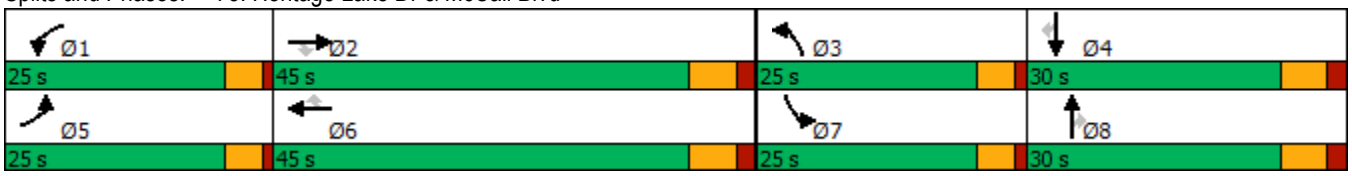
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	42.1	19.6	30.8	16.2	35.2	20.8	29.7
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	22.8	20.4	37.5	20.4	22.8
Max Q Clear Time (g_c+I1), s	3.6	30.9	14.9	21.8	11.2	11.8	16.0	22.1
Green Ext Time (p_c), s	0.1	3.6	0.2	0.5	0.4	3.2	0.2	0.4

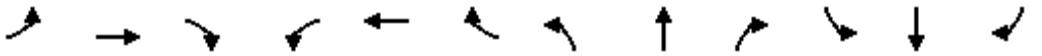
Intersection Summary	
HCM 6th Ctrl Delay	45.8
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	1046	130	53	457	20	72	16	46	23	17	43
Future Volume (vph)	47	1046	130	53	457	20	72	16	46	23	17	43
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.3	30.6	30.6	9.4	30.7	30.7	10.9	14.3	14.3	8.7	11.4	11.4
Actuated g/C Ratio	0.16	0.53	0.53	0.16	0.53	0.53	0.19	0.25	0.25	0.15	0.20	0.20
v/c Ratio	0.16	0.38	0.15	0.18	0.17	0.02	0.21	0.03	0.10	0.08	0.05	0.11
Control Delay	33.4	14.6	5.5	33.3	13.0	0.1	32.1	28.9	0.4	34.8	33.1	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.4	14.6	5.5	33.3	13.0	0.1	32.1	28.9	0.4	34.8	33.1	0.5
LOS	C	B	A	C	B	A	C	C	A	C	C	A
Approach Delay		14.4			14.6			20.8			16.7	
Approach LOS		B			B			C			B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 57.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay: 15.0	Intersection LOS: B
Intersection Capacity Utilization 50.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 75: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	1046	130	53	457	20	72	16	46	23	17	43
Future Volume (veh/h)	47	1046	130	53	457	20	72	16	46	23	17	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	1046	130	53	457	20	72	16	46	23	17	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	100	1852	569	108	1876	582	129	315	266	58	240	200
Arrive On Green	0.06	0.36	0.36	0.06	0.36	0.36	0.07	0.17	0.17	0.03	0.13	0.13
Sat Flow, veh/h	1810	5187	1594	1810	5187	1610	1810	1900	1604	1810	1900	1586
Grp Volume(v), veh/h	47	1046	130	53	457	20	72	16	46	23	17	43
Grp Sat Flow(s),veh/h/ln	1810	1729	1594	1810	1729	1610	1810	1900	1604	1810	1900	1586
Q Serve(g_s), s	1.4	9.3	3.3	1.6	3.5	0.5	2.2	0.4	1.4	0.7	0.5	1.4
Cycle Q Clear(g_c), s	1.4	9.3	3.3	1.6	3.5	0.5	2.2	0.4	1.4	0.7	0.5	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	100	1852	569	108	1876	582	129	315	266	58	240	200
V/C Ratio(X)	0.47	0.56	0.23	0.49	0.24	0.03	0.56	0.05	0.17	0.40	0.07	0.22
Avail Cap(c_a), veh/h	647	3508	1078	647	3508	1089	647	786	663	647	786	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	14.8	12.8	26.0	12.8	11.8	25.6	20.0	20.5	27.1	22.0	22.4
Incr Delay (d2), s/veh	1.3	0.3	0.2	1.3	0.1	0.0	1.4	0.1	0.3	1.6	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.2	1.1	0.7	1.2	0.1	0.9	0.2	0.5	0.3	0.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	15.0	13.0	27.3	12.8	11.8	27.0	20.1	20.8	28.7	22.1	22.9
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1223			530			134			83	
Approach Delay, s/veh		15.3			14.2			24.0			24.4	
Approach LOS		B			B			C			C	

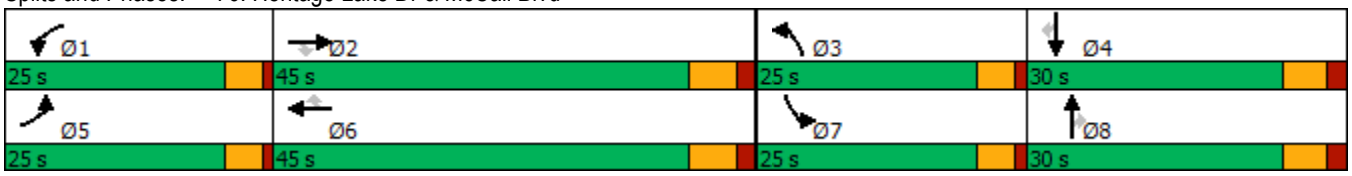
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	26.8	8.7	13.6	7.8	27.0	6.4	15.8
Change Period (Y+Rc), s	4.6	6.4	4.6	6.4	4.6	6.4	4.6	6.4
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.6	20.4	38.6	20.4	23.6
Max Q Clear Time (g_c+I1), s	3.6	11.3	4.2	3.4	3.4	5.5	2.7	3.4
Green Ext Time (p_c), s	0.0	9.1	0.1	0.1	0.0	3.5	0.0	0.2

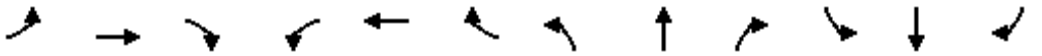
Intersection Summary	
HCM 6th Ctrl Delay	16.0
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	618	392	77	353	20	188	26	94	24	29	23
Future Volume (vph)	39	618	392	77	353	20	188	26	94	24	29	23
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	7.3	19.0	19.0	8.3	22.9	22.9	13.2	15.0	15.0	7.0	9.1	9.1
Actuated g/C Ratio	0.12	0.31	0.31	0.14	0.37	0.37	0.22	0.24	0.24	0.11	0.15	0.15
v/c Ratio	0.18	0.38	0.53	0.31	0.18	0.03	0.48	0.06	0.20	0.12	0.10	0.07
Control Delay	34.6	19.8	6.8	34.0	16.5	0.1	30.7	23.3	5.8	35.1	32.9	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.6	19.8	6.8	34.0	16.5	0.1	30.7	23.3	5.8	35.1	32.9	0.4
LOS	C	B	A	C	B	A	C	C	A	D	C	A
Approach Delay		15.5			18.8			22.5			23.8	
Approach LOS		B			B			C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 61.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 17.8	Intersection LOS: B
Intersection Capacity Utilization 50.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 76: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	618	392	77	353	20	188	26	94	24	29	23
Future Volume (veh/h)	39	618	392	77	353	20	188	26	94	24	29	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	618	392	77	353	20	188	26	94	24	29	23
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	85	1759	544	127	1879	583	236	416	351	59	230	195
Arrive On Green	0.05	0.34	0.34	0.07	0.36	0.36	0.13	0.22	0.22	0.03	0.12	0.12
Sat Flow, veh/h	1810	5187	1603	1810	5187	1610	1810	1900	1601	1810	1900	1610
Grp Volume(v), veh/h	39	618	392	77	353	20	188	26	94	24	29	23
Grp Sat Flow(s),veh/h/ln	1810	1729	1603	1810	1729	1610	1810	1900	1601	1810	1900	1610
Q Serve(g_s), s	1.3	5.7	13.7	2.6	3.0	0.5	6.4	0.7	3.1	0.8	0.9	0.8
Cycle Q Clear(g_c), s	1.3	5.7	13.7	2.6	3.0	0.5	6.4	0.7	3.1	0.8	0.9	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	85	1759	544	127	1879	583	236	416	351	59	230	195
V/C Ratio(X)	0.46	0.35	0.72	0.61	0.19	0.03	0.80	0.06	0.27	0.41	0.13	0.12
Avail Cap(c_a), veh/h	577	3131	967	577	3131	972	577	710	598	577	710	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	15.9	18.5	28.9	14.0	13.2	27.0	19.8	20.7	30.3	25.1	25.1
Incr Delay (d2), s/veh	1.4	0.1	1.8	1.8	0.0	0.0	2.3	0.1	0.4	1.7	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.1	4.9	1.2	1.1	0.2	2.8	0.3	1.1	0.4	0.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	16.0	20.3	30.6	14.0	13.2	29.3	19.8	21.1	32.0	25.3	25.3
LnGrp LOS	C	B	C	C	B	B	C	B	C	C	C	C
Approach Vol, veh/h		1049			450			308			76	
Approach Delay, s/veh		18.2			16.8			26.0			27.4	
Approach LOS		B			B			C			C	

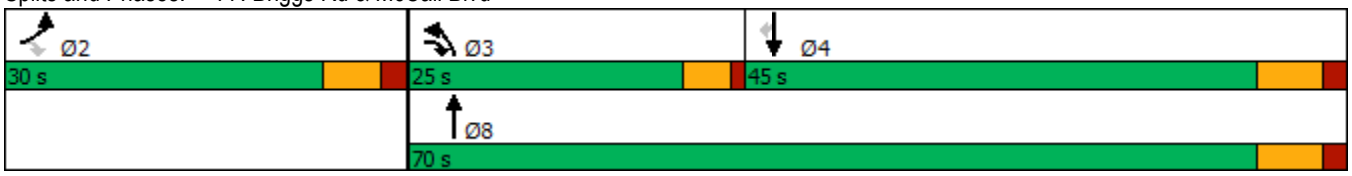
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	28.1	12.9	13.9	7.6	29.6	6.7	20.1
Change Period (Y+Rc), s	4.6	6.4	4.6	6.1	4.6	6.4	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.9	20.4	38.6	20.4	23.9
Max Q Clear Time (g_c+I1), s	4.6	15.7	8.4	2.9	3.3	5.0	2.8	5.1
Green Ext Time (p_c), s	0.1	6.0	0.2	0.1	0.0	2.6	0.0	0.3

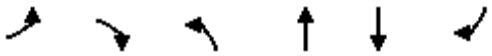
Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	339	397	213	498	541	232
Future Volume (vph)	339	397	213	498	541	232
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	25.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	25.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	16.7	31.9	8.6	30.7	17.4	17.4
Actuated g/C Ratio	0.27	0.52	0.14	0.50	0.28	0.28
v/c Ratio	0.69	0.24	0.43	0.52	0.53	0.37
Control Delay	28.9	2.8	29.1	13.1	21.2	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.9	2.8	29.1	13.1	21.2	5.0
LOS	C	A	C	B	C	A
Approach Delay	14.8			17.9	16.3	
Approach LOS	B			B	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 61.1	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 16.3	Intersection LOS: B
Intersection Capacity Utilization 56.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	339	397	213	498	541	232
Future Volume (veh/h)	339	397	213	498	541	232
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	339	397	213	498	541	232
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	439	1020	412	919	978	436
Arrive On Green	0.24	0.24	0.12	0.48	0.27	0.27
Sat Flow, veh/h	1810	2834	3510	1900	3705	1610
Grp Volume(v), veh/h	339	397	213	498	541	232
Grp Sat Flow(s),veh/h/ln	1810	1417	1755	1900	1805	1610
Q Serve(g_s), s	8.4	5.0	2.8	8.8	6.2	5.9
Cycle Q Clear(g_c), s	8.4	5.0	2.8	8.8	6.2	5.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	439	1020	412	919	978	436
V/C Ratio(X)	0.77	0.39	0.52	0.54	0.55	0.53
Avail Cap(c_a), veh/h	885	1719	1485	2490	2859	1275
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	11.5	20.0	8.7	15.1	15.0
Incr Delay (d2), s/veh	1.1	0.1	0.4	0.5	0.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	1.3	1.0	2.9	2.3	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.1	11.6	20.4	9.2	15.6	16.0
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	736			711	773	
Approach Delay, s/veh	14.6			12.6	15.7	
Approach LOS	B			B	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		18.1	10.3	19.9		30.1
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s		10.4	4.8	8.2		10.8
Green Ext Time (p_c), s		1.3	0.3	4.9		3.7

Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	69	1111	34	838
Future Volume (vph)	69	1111	34	838
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	8.0	10.0	6.0	10.0
Minimum Split (s)	13.6	17.5	10.6	17.5
Total Split (s)	30.0	45.0	25.0	70.0
Total Split (%)	30.0%	45.0%	25.0%	70.0%
Yellow Time (s)	3.6	5.5	3.6	5.5
All-Red Time (s)	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	7.5	4.6	7.5
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	9.3	40.3	6.7	44.2
Actuated g/C Ratio	0.15	0.67	0.11	0.73
v/c Ratio	0.29	0.51	0.17	0.32
Control Delay	27.7	9.7	31.3	4.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	27.7	9.7	31.3	4.8
LOS	C	A	C	A
Approach Delay	27.7	9.7		5.8
Approach LOS	C	A		A

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 60.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 8.8	Intersection LOS: A
Intersection Capacity Utilization 51.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 78: Menifee Rd & Coastline Ave





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	69	12	1111	104	34	838
Future Volume (veh/h)	69	12	1111	104	34	838
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	69	12	1111	104	34	838
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	164	29	1615	151	82	2250
Arrive On Green	0.11	0.11	0.48	0.48	0.05	0.62
Sat Flow, veh/h	1496	260	3432	312	1810	3705
Grp Volume(v), veh/h	82	0	600	615	34	838
Grp Sat Flow(s),veh/h/ln	1778	0	1805	1844	1810	1805
Q Serve(g_s), s	2.1	0.0	12.6	12.7	0.9	5.6
Cycle Q Clear(g_c), s	2.1	0.0	12.6	12.7	0.9	5.6
Prop In Lane	0.84	0.15		0.17	1.00	
Lane Grp Cap(c), veh/h	195	0	874	892	82	2250
V/C Ratio(X)	0.42	0.00	0.69	0.69	0.41	0.37
Avail Cap(c_a), veh/h	885	0	1380	1410	753	4600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	0.0	9.8	9.8	22.8	4.5
Incr Delay (d2), s/veh	1.4	0.0	1.0	1.0	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	4.0	4.1	0.4	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.8	0.0	10.8	10.7	24.0	4.6
LnGrp LOS	C	A	B	B	C	A
Approach Vol, veh/h	82		1215			872
Approach Delay, s/veh	21.8		10.8			5.4
Approach LOS	C		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.8	31.2			38.1	11.0
Change Period (Y+Rc), s	4.6	7.5			7.5	5.6
Max Green Setting (Gmax), s	20.4	37.5			62.5	24.4
Max Q Clear Time (g_c+I1), s	2.9	14.7			7.6	4.1
Green Ext Time (p_c), s	0.0	9.1			7.3	0.2

Intersection Summary	
HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A

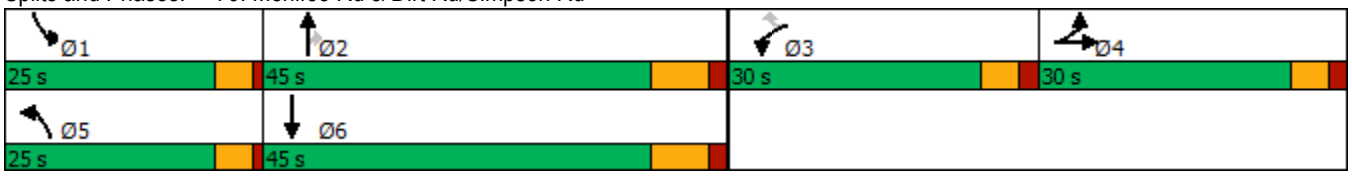
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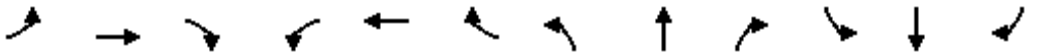
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4	Ø5
Lane Configurations								
Traffic Volume (vph)	265	454	761	261	317	590		
Future Volume (vph)	265	454	761	261	317	590		
Turn Type	Prot	Perm	NA	Perm	Prot	NA		
Protected Phases	3		2		1	6	4	5
Permitted Phases		3		2				
Detector Phase	3	3	2	2	1	6		
Switch Phase								
Minimum Initial (s)	8.0	8.0	10.0	10.0	6.0	10.0	8.0	6.0
Minimum Split (s)	13.6	13.6	17.5	17.5	10.6	17.5	13.6	10.6
Total Split (s)	30.0	30.0	45.0	45.0	25.0	45.0	30.0	25.0
Total Split (%)	23.1%	23.1%	34.6%	34.6%	19.2%	34.6%	23%	19%
Yellow Time (s)	3.6	3.6	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.6	5.6	7.5	7.5	4.6	7.5		
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	Min	None	Min	None	None
Act Effct Green (s)	19.2	19.2	29.7	29.7	20.7	55.1		
Actuated g/C Ratio	0.22	0.22	0.34	0.34	0.24	0.63		
v/c Ratio	0.67	0.64	0.62	0.37	0.74	0.26		
Control Delay	41.3	7.9	26.9	6.1	46.0	7.9		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	41.3	7.9	26.9	6.1	46.0	7.9		
LOS	D	A	C	A	D	A		
Approach Delay			21.6			21.2		
Approach LOS			C			C		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 87.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 21.1	Intersection LOS: C
Intersection Capacity Utilization 66.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 79: Menifee Rd & Dirt Rd/Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	265	0	454	0	761	261	317	590	0
Future Volume (veh/h)	0	0	0	265	0	454	0	761	261	317	590	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	265	0	454	0	761	261	317	590	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	5	0	0	0	0	5	1675	747	398	2903	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.46	0.22	0.80	0.00
Sat Flow, veh/h	0	1900	0		0		1810	3610	1610	1810	3705	0
Grp Volume(v), veh/h	0	0	0		0.0		0	761	261	317	590	0
Grp Sat Flow(s),veh/h/ln	0	1900	0				1810	1805	1610	1810	1805	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	5.5	4.0	6.3	1.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	5.5	4.0	6.3	1.5	0.0
Prop In Lane	0.00		0.00				1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	5	0				5	1675	747	398	2903	0
V/C Ratio(X)	0.00	0.00	0.00				0.00	0.45	0.35	0.80	0.20	0.00
Avail Cap(c_a), veh/h	0	1210	0				964	3535	1577	964	3535	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	7.0	6.6	14.1	0.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	0.3	0.4	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0				0.0	1.4	1.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0				0.0	7.2	7.0	15.5	0.9	0.0
LnGrp LOS	A	A	A				A	A	A	B	A	A
Approach Vol, veh/h		0						1022			907	
Approach Delay, s/veh		0.0						7.2			6.0	
Approach LOS								A			A	

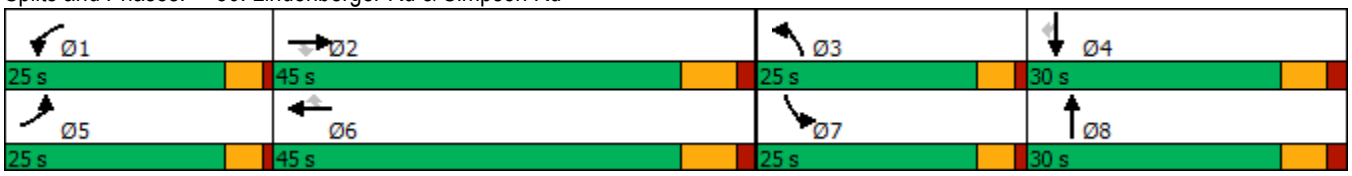
Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	13.0	25.3		0.0	0.0	38.3
Change Period (Y+Rc), s	4.6	7.5		5.6	4.6	7.5
Max Green Setting (Gmax), s	20.4	37.5		24.4	20.4	37.5
Max Q Clear Time (g_c+I1), s	8.3	7.5		0.0	0.0	3.5
Green Ext Time (p_c), s	0.4	10.3		0.0	0.0	6.4

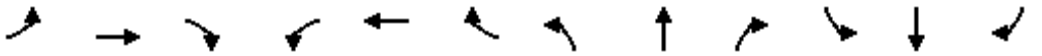
Intersection Summary	
HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	62	303	182	50	396	40	230	102	16	71	102
Future Volume (vph)	62	303	182	50	396	40	230	102	16	71	102
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.2	17.2	10.6	17.2	17.2	10.6	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	8.2	20.1	20.1	7.9	17.4	17.4	15.6	23.3	7.0	10.1	10.1
Actuated g/C Ratio	0.12	0.30	0.30	0.12	0.26	0.26	0.23	0.35	0.10	0.15	0.15
v/c Ratio	0.28	0.53	0.30	0.24	0.42	0.08	0.55	0.16	0.09	0.25	0.30
Control Delay	37.2	27.1	5.6	37.2	24.7	0.3	32.8	10.9	37.8	34.8	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.2	27.1	5.6	37.2	24.7	0.3	32.8	10.9	37.8	34.8	8.6
LOS	D	C	A	D	C	A	C	B	D	C	A
Approach Delay		21.1			24.0			22.8		20.9	
Approach LOS		C			C			C		C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 67	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 22.4	Intersection LOS: C
Intersection Capacity Utilization 55.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 80: Lindenberger Rd & Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	303	182	50	396	40	230	102	93	16	71	102
Future Volume (veh/h)	62	303	182	50	396	40	230	102	93	16	71	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	62	303	182	50	396	40	230	102	93	16	71	102
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	120	433	367	105	792	353	287	520	426	43	274	231
Arrive On Green	0.07	0.23	0.23	0.06	0.22	0.22	0.16	0.28	0.28	0.02	0.14	0.14
Sat Flow, veh/h	1810	1900	1610	1810	3610	1610	1810	1865	1526	1810	1900	1607
Grp Volume(v), veh/h	62	303	182	50	396	40	230	98	97	16	71	102
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1610	1810	1805	1586	1810	1900	1607
Q Serve(g_s), s	1.8	8.1	5.5	1.5	5.3	1.1	6.8	2.3	2.6	0.5	1.8	3.2
Cycle Q Clear(g_c), s	1.8	8.1	5.5	1.5	5.3	1.1	6.8	2.3	2.6	0.5	1.8	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.96	1.00		1.00
Lane Grp Cap(c), veh/h	120	433	367	105	792	353	287	503	442	43	274	231
V/C Ratio(X)	0.51	0.70	0.50	0.48	0.50	0.11	0.80	0.20	0.22	0.37	0.26	0.44
Avail Cap(c_a), veh/h	666	1296	1099	666	2463	1099	666	769	676	666	809	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.0	19.6	18.6	25.3	19.0	17.3	22.5	15.2	15.3	26.6	21.1	21.7
Incr Delay (d2), s/veh	1.3	2.1	1.0	1.2	0.5	0.1	2.0	0.2	0.2	2.0	0.5	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.5	1.9	0.6	2.1	0.4	2.8	0.9	0.9	0.2	0.8	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.3	21.7	19.7	26.5	19.4	17.4	24.5	15.4	15.6	28.6	21.6	23.0
LnGrp LOS	C	C	B	C	B	B	C	B	B	C	C	C
Approach Vol, veh/h		547			486			425			189	
Approach Delay, s/veh		21.5			20.0			20.4			22.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	19.8	13.4	14.4	8.3	19.4	5.9	21.8
Change Period (Y+Rc), s	4.6	7.2	4.6	6.4	4.6	7.2	4.6	6.4
Max Green Setting (Gmax), s	20.4	37.8	20.4	23.6	20.4	37.8	20.4	23.6
Max Q Clear Time (g_c+I1), s	3.5	10.1	8.8	5.2	3.8	7.3	2.5	4.6
Green Ext Time (p_c), s	0.0	2.5	0.3	0.6	0.1	2.9	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	425.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	97	226	71	305	282	141	82	452	301	66	619	79
Future Vol, veh/h	97	226	71	305	282	141	82	452	301	66	619	79
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	97	226	71	305	282	141	82	452	301	66	619	79
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	0

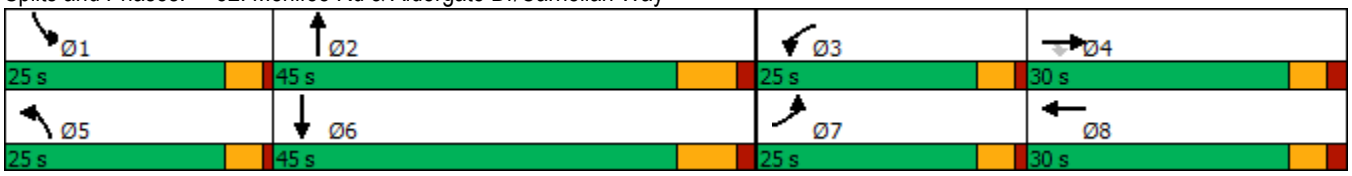
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	54.8	483	594	376.4
HCM LOS	F	F	F	F

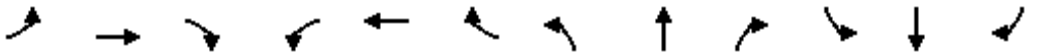
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	10%	100%	0%	42%	100%	0%
Vol Thru, %	54%	0%	76%	39%	0%	89%
Vol Right, %	36%	0%	24%	19%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	835	97	297	728	66	698
LT Vol	82	97	0	305	66	0
Through Vol	452	0	226	282	0	619
RT Vol	301	0	71	141	0	79
Lane Flow Rate	835	97	297	728	66	698
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	2.223	0.275	0.786	1.971	0.181	1.801
Departure Headway (Hd)	14.868	18.001	17.284	14.804	15.883	15.255
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	250	202	214	255	228	244
Service Time	12.868	15.701	14.984	12.804	13.583	12.955
HCM Lane V/C Ratio	3.34	0.48	1.388	2.855	0.289	2.861
HCM Control Delay	594	27.4	63.7	483	22.1	409.9
HCM Lane LOS	F	D	F	F	C	F
HCM 95th-tile Q	41.8	1.1	5.5	34.7	0.6	29.1

Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	26	13	43	0	14	1081	49	747
Future Volume (vph)	26	13	43	0	14	1081	49	747
Turn Type	Prot	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7		3	8	5	2	1	6
Permitted Phases		4						
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	13.6	10.6	13.6	10.6	17.5	10.6	17.5
Total Split (s)	25.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	4.6	5.6	4.6	7.5	4.6	7.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.5	8.3	9.6	8.5	6.3	47.4	7.1	52.1
Actuated g/C Ratio	0.09	0.12	0.14	0.12	0.09	0.69	0.10	0.76
v/c Ratio	0.15	0.02	0.17	0.08	0.09	0.45	0.26	0.28
Control Delay	36.8	0.1	31.6	0.2	36.6	12.4	36.9	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.8	0.1	31.6	0.2	36.6	12.4	36.9	7.3
LOS	D	A	C	A	D	B	D	A
Approach Delay				14.4		12.7		9.1
Approach LOS				B		B		A

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 69	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 11.6	Intersection LOS: B
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 82: Menifee Rd & Aldergate Dr/Carnelian Way





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	0	13	43	0	52	14	1081	38	49	747	18
Future Volume (veh/h)	26	0	13	43	0	52	14	1081	38	49	747	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	0	13	43	0	52	14	1081	38	49	747	18
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	198	168	93	0	194	38	1482	52	101	1627	39
Arrive On Green	0.04	0.00	0.10	0.05	0.00	0.12	0.02	0.42	0.42	0.06	0.45	0.45
Sat Flow, veh/h	1810	1900	1610	1810	0	1610	1810	3557	125	1810	3603	87
Grp Volume(v), veh/h	26	0	13	43	0	52	14	548	571	49	374	391
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1610	1810	1805	1877	1810	1805	1884
Q Serve(g_s), s	0.8	0.0	0.4	1.4	0.0	1.8	0.5	15.3	15.3	1.6	8.6	8.6
Cycle Q Clear(g_c), s	0.8	0.0	0.4	1.4	0.0	1.8	0.5	15.3	15.3	1.6	8.6	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.07	1.00		0.05
Lane Grp Cap(c), veh/h	64	198	168	93	0	194	38	752	782	101	815	851
V/C Ratio(X)	0.41	0.00	0.08	0.46	0.00	0.27	0.37	0.73	0.73	0.48	0.46	0.46
Avail Cap(c_a), veh/h	616	774	656	616	0	656	616	1130	1175	616	1130	1180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.3	0.0	24.2	27.6	0.0	24.0	28.9	14.6	14.6	27.4	11.4	11.4
Incr Delay (d2), s/veh	1.6	0.0	0.2	1.3	0.0	0.7	2.3	1.4	1.3	1.3	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.2	0.6	0.0	0.7	0.2	5.7	5.9	0.7	3.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	0.0	24.4	29.0	0.0	24.7	31.2	16.0	16.0	28.8	11.8	11.8
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		39			95			1133			814	
Approach Delay, s/veh		28.0			26.6			16.2			12.8	
Approach LOS		C			C			B			B	

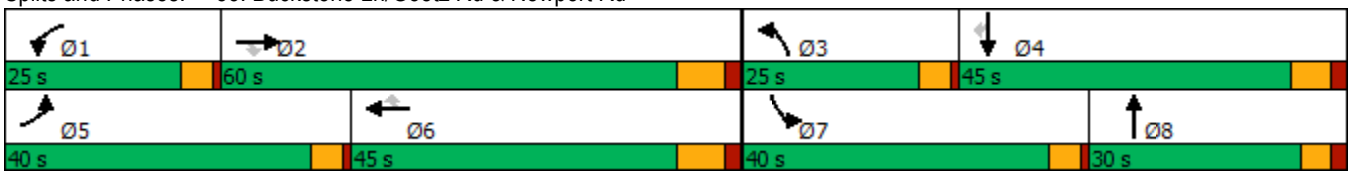
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	32.5	7.7	11.8	5.8	34.5	6.7	12.8
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	3.6	17.3	3.4	2.4	2.5	10.6	2.8	3.8
Green Ext Time (p_c), s	0.0	7.7	0.0	0.0	0.0	5.2	0.0	0.2

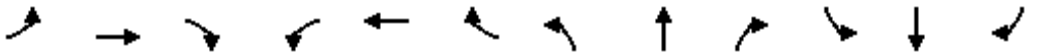
Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	836	1283	11	24	1253	384	9	5	301	0	689
Future Volume (vph)	836	1283	11	24	1253	384	9	5	301	0	689
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.5	15.5	10.6	11.6	10.6	12.8	12.8
Total Split (s)	40.0	60.0	60.0	25.0	45.0	45.0	25.0	30.0	40.0	45.0	45.0
Total Split (%)	25.8%	38.7%	38.7%	16.1%	29.0%	29.0%	16.1%	19.4%	25.8%	29.0%	29.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	3.6	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.5	7.5	4.6	5.6	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	35.0	72.8	72.8	6.6	37.7	37.7	6.1	6.3	13.6	11.8	11.8
Actuated g/C Ratio	0.33	0.69	0.69	0.06	0.36	0.36	0.06	0.06	0.13	0.11	0.11
v/c Ratio	0.72	0.36	0.01	0.21	0.68	0.57	0.09	0.10	0.66	0.48	0.48
Control Delay	36.1	8.9	0.0	54.1	31.8	20.4	52.7	38.4	51.7	2.4	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.1	8.9	0.0	54.1	31.8	20.4	52.7	38.4	51.7	2.4	2.3
LOS	D	A	A	D	C	C	D	D	D	A	A
Approach Delay		19.5			29.5			44.8		17.3	
Approach LOS		B			C			D		B	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 105.3	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 22.6	Intersection LOS: C
Intersection Capacity Utilization 79.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 83: Buckstone Ln/Goetz Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	836	1283	11	24	1253	384	9	5	6	301	0	689
Future Volume (veh/h)	836	1283	11	24	1253	384	9	5	6	301	0	689
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	836	1283	11	24	1253	384	9	5	6	301	0	689
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	905	2703	838	50	1509	468	23	120	144	371	0	782
Arrive On Green	0.26	0.52	0.52	0.03	0.29	0.29	0.01	0.15	0.15	0.10	0.00	0.24
Sat Flow, veh/h	3510	5187	1609	1810	5187	1610	1810	784	940	3619	0	3220
Grp Volume(v), veh/h	836	1283	11	24	1253	384	9	0	11	301	0	689
Grp Sat Flow(s),veh/h/ln	1755	1729	1609	1810	1729	1610	1810	0	1724	1810	0	1610
Q Serve(g_s), s	27.9	18.9	0.4	1.6	27.1	26.7	0.6	0.0	0.7	9.8	0.0	24.8
Cycle Q Clear(g_c), s	27.9	18.9	0.4	1.6	27.1	26.7	0.6	0.0	0.7	9.8	0.0	24.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	905	2703	838	50	1509	468	23	0	264	371	0	782
V/C Ratio(X)	0.92	0.47	0.01	0.48	0.83	0.82	0.38	0.00	0.04	0.81	0.00	0.88
Avail Cap(c_a), veh/h	1035	2703	838	307	1620	503	307	0	350	1067	0	1024
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.4	18.3	13.9	57.5	39.8	39.6	58.8	0.0	43.3	52.7	0.0	43.8
Incr Delay (d2), s/veh	11.6	0.1	0.0	2.7	3.6	9.8	3.8	0.0	0.1	1.6	0.0	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.5	7.5	0.1	0.8	11.9	11.7	0.3	0.0	0.3	4.5	0.0	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.0	18.4	13.9	60.2	43.4	49.5	62.6	0.0	43.4	54.4	0.0	51.1
LnGrp LOS	E	B	B	E	D	D	E	A	D	D	A	D
Approach Vol, veh/h		2130			1661			20			990	
Approach Delay, s/veh		32.8			45.1			52.0			52.1	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	70.1	6.2	35.9	35.6	42.4	16.9	25.2
Change Period (Y+Rc), s	4.6	7.5	4.6	6.8	4.6	7.5	4.6	* 6.8
Max Green Setting (Gmax), s	20.4	52.5	20.4	38.2	35.4	37.5	35.4	* 24
Max Q Clear Time (g_c+I1), s	3.6	20.9	2.6	26.8	29.9	29.1	11.8	2.7
Green Ext Time (p_c), s	0.0	11.7	0.0	2.4	1.1	5.8	0.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	41.1
HCM 6th LOS	D

Notes

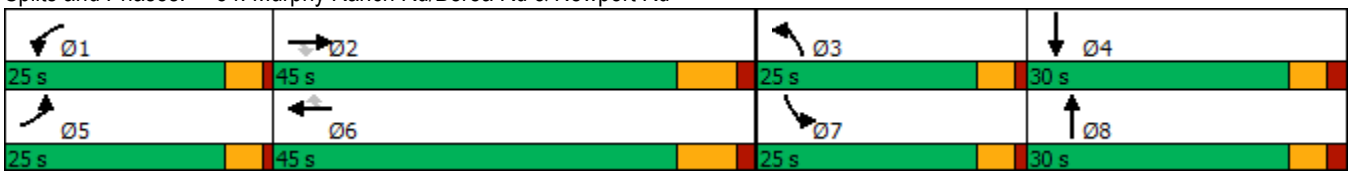
User approved volume balancing among the lanes for turning movement.

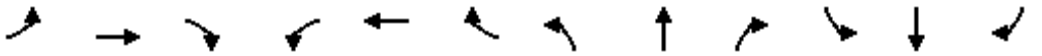
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	49	1551	75	20	1626	558	86	5	398	39
Future Volume (vph)	49	1551	75	20	1626	558	86	5	398	39
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2		1	6		3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.5	15.5	10.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.5	7.5	4.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None
Act Effct Green (s)	7.3	43.2	43.2	6.3	38.1	38.1	8.9	6.8	20.7	18.3
Actuated g/C Ratio	0.08	0.48	0.48	0.07	0.42	0.42	0.10	0.08	0.23	0.20
v/c Ratio	0.34	0.62	0.09	0.16	0.74	0.72	0.49	0.31	0.96	0.22
Control Delay	47.8	20.2	2.1	45.3	25.9	21.6	49.8	19.9	72.5	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.8	20.2	2.1	45.3	25.9	21.6	49.8	19.9	72.5	21.2
LOS	D	C	A	D	C	C	D	B	E	C
Approach Delay		20.2			25.0			38.7		63.3
Approach LOS		C			C			D		E

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 89.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 27.7	Intersection LOS: C
Intersection Capacity Utilization 79.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 84: Murphy Ranch Rd/Berea Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1551	75	20	1626	558	86	5	46	398	39	48
Future Volume (veh/h)	49	1551	75	20	1626	558	86	5	46	398	39	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	1551	75	20	1626	558	86	5	46	398	39	48
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	86	2221	681	48	2112	653	112	11	99	414	181	223
Arrive On Green	0.05	0.43	0.43	0.03	0.41	0.41	0.06	0.07	0.07	0.23	0.23	0.23
Sat Flow, veh/h	1810	5187	1589	1810	5187	1604	1810	160	1474	1810	774	953
Grp Volume(v), veh/h	49	1551	75	20	1626	558	86	0	51	398	0	87
Grp Sat Flow(s),veh/h/ln	1810	1729	1589	1810	1729	1604	1810	0	1635	1810	0	1727
Q Serve(g_s), s	2.4	21.8	2.5	1.0	24.2	28.2	4.2	0.0	2.7	19.4	0.0	3.6
Cycle Q Clear(g_c), s	2.4	21.8	2.5	1.0	24.2	28.2	4.2	0.0	2.7	19.4	0.0	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.90	1.00		0.55
Lane Grp Cap(c), veh/h	86	2221	681	48	2112	653	112	0	109	414	0	404
V/C Ratio(X)	0.57	0.70	0.11	0.42	0.77	0.85	0.77	0.00	0.47	0.96	0.00	0.22
Avail Cap(c_a), veh/h	414	2221	681	414	2180	674	414	0	447	414	0	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.6	20.8	15.3	42.8	22.8	24.0	41.2	0.0	40.1	34.0	0.0	27.6
Incr Delay (d2), s/veh	2.2	1.0	0.1	2.2	1.7	10.2	4.2	0.0	3.1	34.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	8.5	0.9	0.5	9.6	11.9	2.0	0.0	1.2	12.2	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.9	21.8	15.4	45.0	24.5	34.2	45.4	0.0	43.1	68.2	0.0	27.8
LnGrp LOS	D	C	B	D	C	C	D	A	D	E	A	C
Approach Vol, veh/h		1675			2204			137			485	
Approach Delay, s/veh		22.1			27.2			44.6			61.0	
Approach LOS		C			C			D			E	

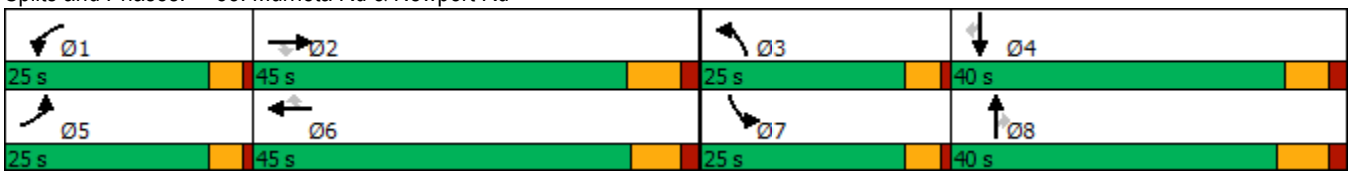
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	45.7	10.1	26.5	8.8	43.8	25.0	11.6
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	3.0	23.8	6.2	5.6	4.4	30.2	21.4	4.7
Green Ext Time (p_c), s	0.0	9.1	0.1	0.4	0.0	6.1	0.0	0.2

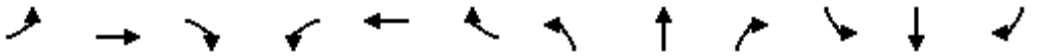
Intersection Summary	
HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	398	1472	415	376	1159	120	507	407	267	208	211	592
Future Volume (vph)	398	1472	415	376	1159	120	507	407	267	208	211	592
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.2	15.2	10.6	15.2	15.2	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	40.0	40.0	25.0	40.0	40.0
Total Split (%)	18.5%	33.3%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	29.6%	18.5%	29.6%	29.6%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	20.4	37.5	37.5	20.4	37.8	37.8	20.4	33.6	33.6	18.3	32.3	32.3
Actuated g/C Ratio	0.15	0.28	0.28	0.15	0.28	0.28	0.15	0.25	0.25	0.14	0.24	0.24
v/c Ratio	1.45	1.01	0.76	1.37	0.79	0.22	1.84	0.45	0.44	0.85	0.24	0.97
Control Delay	260.8	74.2	38.6	229.2	49.2	7.2	425.6	44.5	7.1	84.6	41.5	55.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	260.8	74.2	38.6	229.2	49.2	7.2	425.6	44.5	7.1	84.6	41.5	55.9
LOS	F	E	D	F	D	A	F	D	A	F	D	E
Approach Delay		100.2			87.0			199.6			58.8	
Approach LOS		F			F			F			E	

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 133.7	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.84	
Intersection Signal Delay: 109.0	Intersection LOS: F
Intersection Capacity Utilization 103.3%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 85: Murrieta Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	398	1472	415	376	1159	120	507	407	267	208	211	592
Future Volume (veh/h)	398	1472	415	376	1159	120	507	407	267	208	211	592
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	398	1472	415	376	1159	120	507	407	267	208	211	592
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	272	1432	444	272	1432	445	272	972	433	233	893	398
Arrive On Green	0.15	0.28	0.28	0.15	0.28	0.28	0.15	0.27	0.27	0.13	0.25	0.25
Sat Flow, veh/h	1810	5187	1607	1810	5187	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	398	1472	415	376	1159	120	507	407	267	208	211	592
Grp Sat Flow(s),veh/h/ln	1810	1729	1607	1810	1729	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	20.4	37.5	34.2	20.4	28.3	7.9	20.4	12.6	19.7	15.4	6.3	33.6
Cycle Q Clear(g_c), s	20.4	37.5	34.2	20.4	28.3	7.9	20.4	12.6	19.7	15.4	6.3	33.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	272	1432	444	272	1432	445	272	972	433	233	893	398
V/C Ratio(X)	1.46	1.03	0.94	1.38	0.81	0.27	1.87	0.42	0.62	0.89	0.24	1.49
Avail Cap(c_a), veh/h	272	1432	444	272	1444	448	272	972	433	272	893	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	49.2	48.0	57.7	45.8	38.4	57.7	40.9	43.5	58.3	40.8	51.1
Incr Delay (d2), s/veh	228.0	31.1	27.2	193.7	3.5	0.3	403.1	0.3	2.6	24.5	0.1	231.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.5	20.2	17.0	24.0	12.6	3.2	39.8	5.7	8.2	8.6	2.9	39.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	285.7	80.3	75.2	251.4	49.3	38.8	460.8	41.2	46.1	82.8	41.0	282.8
LnGrp LOS	F	F	E	F	D	D	F	D	D	F	D	F
Approach Vol, veh/h		2285			1655			1181			1011	
Approach Delay, s/veh		115.1			94.5			222.4			191.2	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	45.0	25.0	40.8	25.0	45.0	22.1	43.7
Change Period (Y+Rc), s	4.6	7.5	4.6	* 7.2	4.6	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	* 34	20.4	* 38	20.4	32.8
Max Q Clear Time (g_c+I1), s	22.4	39.5	22.4	35.6	22.4	30.3	17.4	21.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	4.6	0.1	2.8

Intersection Summary	
HCM 6th Ctrl Delay	142.8
HCM 6th LOS	F

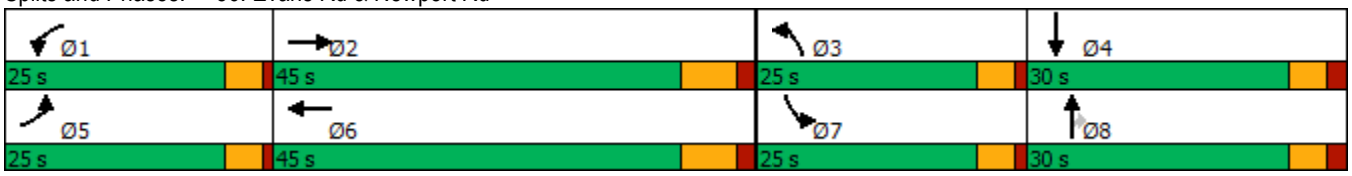
Notes

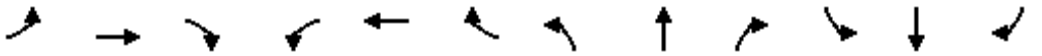
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	27	1738	72	1682	379	62	65	75	27
Future Volume (vph)	27	1738	72	1682	379	62	65	75	27
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	11.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	5.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.6	38.5	8.4	44.4	20.8	19.4	19.4	8.5	7.4
Actuated g/C Ratio	0.07	0.42	0.09	0.48	0.23	0.21	0.21	0.09	0.08
v/c Ratio	0.21	1.32	0.44	0.70	0.93	0.15	0.15	0.45	0.33
Control Delay	47.4	174.9	50.4	21.9	68.2	34.6	1.7	50.7	30.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	174.9	50.4	21.9	68.2	34.6	1.7	50.7	30.9
LOS	D	F	D	C	E	C	A	D	C
Approach Delay		173.2		23.1		55.5			42.4
Approach LOS		F		C		E			D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 91.6	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.32	
Intersection Signal Delay: 94.8	Intersection LOS: F
Intersection Capacity Utilization 98.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 86: Evans Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	1738	234	72	1682	61	379	62	65	75	27	27
Future Volume (veh/h)	27	1738	234	72	1682	61	379	62	65	75	27	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	1738	234	72	1682	61	379	62	65	75	27	27
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	59	1329	175	100	2245	81	405	443	376	101	57	57
Arrive On Green	0.03	0.41	0.41	0.06	0.44	0.44	0.22	0.23	0.23	0.06	0.07	0.07
Sat Flow, veh/h	1810	3207	422	1810	5138	186	1810	1900	1610	1810	872	872
Grp Volume(v), veh/h	27	961	1011	72	1132	611	379	62	65	75	0	54
Grp Sat Flow(s),veh/h/ln	1810	1805	1824	1810	1729	1866	1810	1900	1610	1810	0	1743
Q Serve(g_s), s	1.3	37.8	37.8	3.6	25.0	25.0	18.8	2.4	2.9	3.7	0.0	2.7
Cycle Q Clear(g_c), s	1.3	37.8	37.8	3.6	25.0	25.0	18.8	2.4	2.9	3.7	0.0	2.7
Prop In Lane	1.00		0.23	1.00		0.10	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	59	748	756	100	1511	815	405	443	376	101	0	114
V/C Ratio(X)	0.46	1.28	1.34	0.72	0.75	0.75	0.94	0.14	0.17	0.74	0.00	0.47
Avail Cap(c_a), veh/h	405	748	756	405	1511	815	405	508	431	405	0	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.3	26.7	26.7	42.4	21.5	21.5	34.8	27.7	27.9	42.4	0.0	41.1
Incr Delay (d2), s/veh	2.1	138.1	161.0	3.6	2.1	3.9	28.9	0.1	0.2	3.9	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	44.0	49.2	1.7	10.0	11.2	11.3	1.1	1.1	1.8	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	164.8	187.7	46.0	23.6	25.4	63.6	27.9	28.2	46.4	0.0	44.1
LnGrp LOS	D	F	F	D	C	C	E	C	C	D	A	D
Approach Vol, veh/h		1999			1815			506			129	
Approach Delay, s/veh		174.8			25.1			54.7			45.4	
Approach LOS		F			C			D			D	

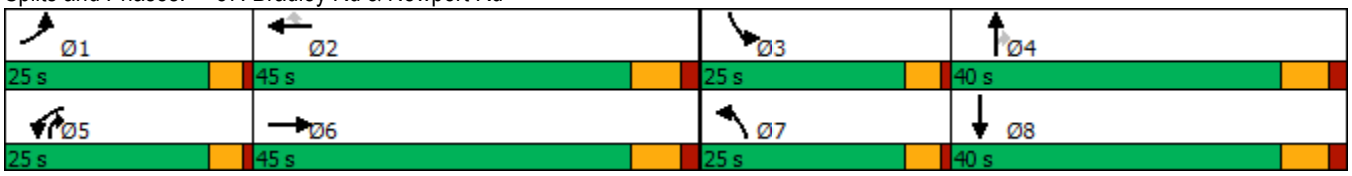
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	45.0	25.0	11.6	7.6	47.1	9.7	26.9
Change Period (Y+Rc), s	4.6	7.2	4.6	5.6	4.6	7.2	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.8	20.4	24.4	20.4	37.8	20.4	24.4
Max Q Clear Time (g_c+I1), s	5.6	39.8	20.8	4.7	3.3	27.0	5.7	4.9
Green Ext Time (p_c), s	0.1	0.0	0.0	0.2	0.0	7.9	0.1	0.4

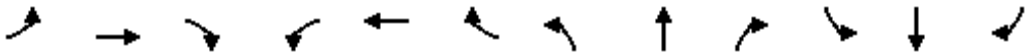
Intersection Summary	
HCM 6th Ctrl Delay	96.3
HCM 6th LOS	F

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	257	1302	296	1336	408	269	338	214	307	329
Future Volume (vph)	257	1302	296	1336	408	269	338	214	307	329
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	1	6	5	2		7	4	5	3	8
Permitted Phases					2			4		
Detector Phase	1	6	5	2	2	7	4	5	3	8
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	15.2	10.6	12.8	10.6	10.6	12.8
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	40.0	25.0	25.0	40.0
Total Split (%)	18.5%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	18.5%	18.5%	29.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2	4.6	6.8	4.6	4.6	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	20.0	42.7	15.2	37.9	37.9	20.5	27.0	49.0	20.5	27.0
Actuated g/C Ratio	0.16	0.33	0.12	0.29	0.29	0.16	0.21	0.38	0.16	0.21
v/c Ratio	0.92	0.90	0.72	0.87	0.63	0.94	0.85	0.32	1.07	0.67
Control Delay	90.9	49.4	65.1	51.1	19.1	93.8	68.4	18.7	124.6	43.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.9	49.4	65.1	51.1	19.1	93.8	68.4	18.7	124.6	43.7
LOS	F	D	E	D	B	F	E	B	F	D
Approach Delay		55.4		46.8			63.8			74.0
Approach LOS		E		D			E			E

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 128.6	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 56.2	Intersection LOS: E
Intersection Capacity Utilization 94.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 87: Bradley Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	1302	227	296	1336	408	269	338	214	307	329	185
Future Volume (veh/h)	257	1302	227	296	1336	408	269	338	214	307	329	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	257	1302	227	296	1336	408	269	338	214	307	329	185
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	282	1541	269	357	1517	469	294	388	492	294	456	250
Arrive On Green	0.16	0.35	0.35	0.10	0.29	0.29	0.16	0.20	0.20	0.16	0.20	0.20
Sat Flow, veh/h	1810	4442	774	3510	5187	1605	1810	1900	1610	1810	2229	1223
Grp Volume(v), veh/h	257	1014	515	296	1336	408	269	338	214	307	265	249
Grp Sat Flow(s),veh/h/ln	1810	1729	1758	1755	1729	1605	1810	1900	1610	1810	1805	1647
Q Serve(g_s), s	17.5	34.0	34.0	10.4	30.8	30.3	18.4	21.6	13.4	20.4	17.2	17.8
Cycle Q Clear(g_c), s	17.5	34.0	34.0	10.4	30.8	30.3	18.4	21.6	13.4	20.4	17.2	17.8
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		0.74
Lane Grp Cap(c), veh/h	282	1199	610	357	1517	469	294	388	492	294	369	337
V/C Ratio(X)	0.91	0.85	0.85	0.83	0.88	0.87	0.92	0.87	0.43	1.04	0.72	0.74
Avail Cap(c_a), veh/h	294	1199	610	571	1563	484	294	503	590	294	478	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.1	37.9	37.9	55.3	42.3	42.1	51.7	48.3	34.9	52.5	46.5	46.8
Incr Delay (d2), s/veh	29.0	5.7	10.6	2.7	6.1	15.3	31.0	12.6	0.6	64.2	3.6	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	15.2	16.3	4.7	13.9	13.9	10.8	11.6	5.3	14.5	8.1	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.1	43.6	48.5	58.0	48.4	57.4	82.7	61.0	35.5	116.7	50.2	51.6
LnGrp LOS	F	D	D	E	D	E	F	E	D	F	D	D
Approach Vol, veh/h		1786			2040			821			821	
Approach Delay, s/veh		50.4			51.6			61.5			75.5	
Approach LOS		D			D			E			E	

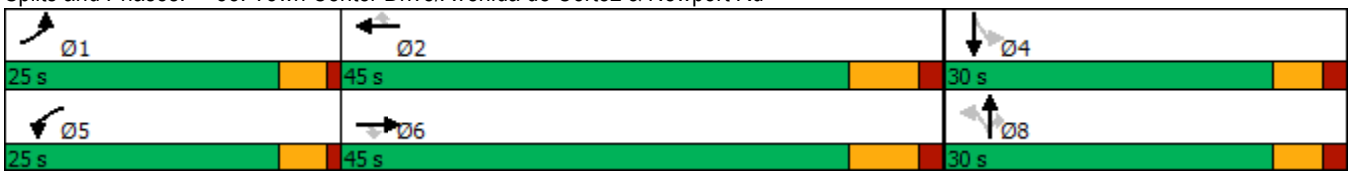
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.2	43.9	25.0	32.4	17.3	50.7	25.0	32.4
Change Period (Y+Rc), s	4.6	7.2	4.6	6.8	4.6	7.2	4.6	6.8
Max Green Setting (Gmax), s	20.4	37.8	20.4	33.2	20.4	37.8	20.4	33.2
Max Q Clear Time (g_c+I1), s	19.5	32.8	22.4	23.6	12.4	36.0	20.4	19.8
Green Ext Time (p_c), s	0.0	3.9	0.0	2.0	0.4	1.5	0.0	2.7

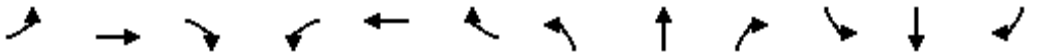
Intersection Summary	
HCM 6th Ctrl Delay	56.3
HCM 6th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	11	1837	111	416	1806	83	109	29	406	75	18
Future Volume (vph)	11	1837	111	416	1806	83	109	29	406	75	18
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	1	6		5	2			8			4
Permitted Phases			6			2	8		8	4	
Detector Phase	1	6	6	5	2	2	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	15.2	10.6	15.2	15.2	11.6	11.6	11.6	11.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	45.0%	25.0%	45.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	6.1	37.3	37.3	20.5	60.4	60.4	13.4	13.4	13.4	13.4	13.4
Actuated g/C Ratio	0.07	0.42	0.42	0.23	0.68	0.68	0.15	0.15	0.15	0.15	0.15
v/c Ratio	0.09	0.84	0.15	1.00	0.51	0.07	0.51	0.10	0.72	0.36	0.09
Control Delay	43.3	28.3	7.5	80.6	9.0	2.6	43.1	32.2	12.6	38.1	26.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.3	28.3	7.5	80.6	9.0	2.6	43.1	32.2	12.6	38.1	26.1
LOS	D	C	A	F	A	A	D	C	B	D	C
Approach Delay		27.2			21.7			19.8			35.2
Approach LOS		C			C			B			D

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 88.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 24.0	Intersection LOS: C
Intersection Capacity Utilization 85.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 88: Town Center Drive/Avenida de Cortez & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1837	111	416	1806	83	109	29	406	75	18	6
Future Volume (veh/h)	11	1837	111	416	1806	83	109	29	406	75	18	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	1837	111	416	1806	83	109	29	406	75	18	6
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	29	1954	607	370	2932	910	401	465	392	297	333	111
Arrive On Green	0.02	0.38	0.38	0.20	0.57	0.57	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1404	1900	1604	967	1362	454
Grp Volume(v), veh/h	11	1837	111	416	1806	83	109	29	406	75	0	24
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1404	1900	1604	967	0	1816
Q Serve(g_s), s	0.6	34.1	4.6	20.4	23.2	2.4	6.4	1.2	24.4	6.4	0.0	1.0
Cycle Q Clear(g_c), s	0.6	34.1	4.6	20.4	23.2	2.4	7.4	1.2	24.4	7.6	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	29	1954	607	370	2932	910	401	465	392	297	0	444
V/C Ratio(X)	0.38	0.94	0.18	1.12	0.62	0.09	0.27	0.06	1.04	0.25	0.00	0.05
Avail Cap(c_a), veh/h	370	1965	610	370	2932	910	401	465	392	297	0	444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.6	30.0	20.8	39.7	14.5	9.9	31.7	28.9	37.7	31.8	0.0	28.9
Incr Delay (d2), s/veh	3.1	9.6	0.1	85.1	0.4	0.0	0.4	0.1	54.8	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	14.7	1.7	17.3	7.9	0.8	2.2	0.5	15.3	1.5	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	39.6	21.0	124.7	14.9	10.0	32.1	29.0	92.5	32.3	0.0	28.9
LnGrp LOS	D	D	C	F	B	A	C	C	F	C	A	C
Approach Vol, veh/h		1959			2305			544			99	
Approach Delay, s/veh		38.6			34.5			77.0			31.5	
Approach LOS		D			C			E			C	

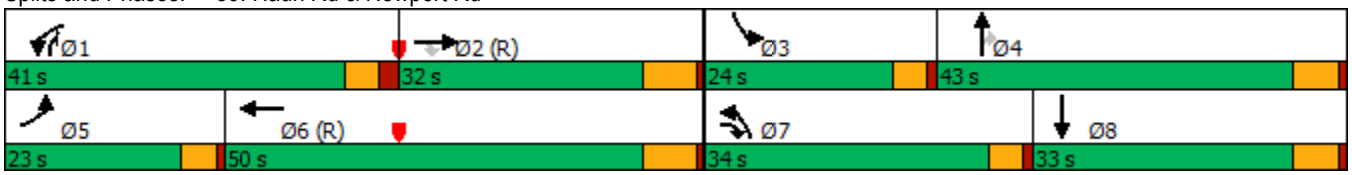
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	63.6		30.0	25.0	44.8		30.0				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	37.8		24.4	20.4	37.8		24.4				
Max Q Clear Time (g_c+I1), s	2.6	25.2		9.6	22.4	36.1		26.4				
Green Ext Time (p_c), s	0.0	9.1		0.3	0.0	1.5		0.0				

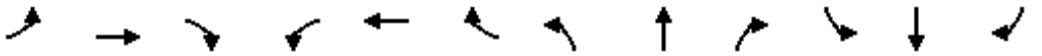
Intersection Summary												
HCM 6th Ctrl Delay			40.8									
HCM 6th LOS			D									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	153	1816	254	929	1797	384	81	923	484	164
Future Volume (vph)	153	1816	254	929	1797	384	81	923	484	164
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	7	1	6	7	4	1	3	8
Permitted Phases			2					4		
Detector Phase	5	2	7	1	6	7	4	1	3	8
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	12.5	8.6	9.6	12.5	8.6	11.8	9.6	8.6	11.8
Total Split (s)	23.0	32.0	34.0	41.0	50.0	34.0	43.0	41.0	24.0	33.0
Total Split (%)	16.4%	22.9%	24.3%	29.3%	35.7%	24.3%	30.7%	29.3%	17.1%	23.6%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)	11.5	47.7	70.4	35.4	72.7	20.8	15.0	50.6	19.4	13.6
Actuated g/C Ratio	0.08	0.34	0.50	0.25	0.52	0.15	0.11	0.36	0.14	0.10
v/c Ratio	0.53	1.03	0.29	1.05	0.79	0.74	0.40	0.87	1.00	0.73
Control Delay	68.3	73.3	8.1	97.4	22.6	65.7	61.8	46.1	100.0	36.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.3	73.3	8.1	97.4	22.6	65.7	61.8	46.1	100.0	36.6
LOS	E	E	A	F	C	E	E	D	F	D
Approach Delay		65.5			45.7		52.4			72.9
Approach LOS		E			D		D			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 40 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 55.9	Intersection LOS: E
Intersection Capacity Utilization 102.7%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 89: Haun Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	1816	254	929	1797	293	384	81	923	484	164	197
Future Volume (veh/h)	153	1816	254	929	1797	293	384	81	923	484	164	197
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	153	1816	254	929	1797	293	384	81	923	484	164	197
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	208	974	508	888	1749	282	452	494	1444	486	487	430
Arrive On Green	0.06	0.19	0.19	0.51	0.78	0.78	0.13	0.26	0.26	0.14	0.27	0.27
Sat Flow, veh/h	3510	5187	1602	3510	4500	726	3510	1900	2795	3510	1805	1592
Grp Volume(v), veh/h	153	1816	254	929	1377	713	384	81	923	484	164	197
Grp Sat Flow(s),veh/h/ln	1755	1729	1602	1755	1729	1769	1755	1900	1398	1755	1805	1592
Q Serve(g_s), s	6.0	26.3	18.0	35.4	54.4	54.4	15.0	4.6	33.6	19.3	10.2	14.4
Cycle Q Clear(g_c), s	6.0	26.3	18.0	35.4	54.4	54.4	15.0	4.6	33.6	19.3	10.2	14.4
Prop In Lane	1.00		1.00	1.00		0.41	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	208	974	508	888	1344	687	452	494	1444	486	487	430
V/C Ratio(X)	0.74	1.86	0.50	1.05	1.02	1.04	0.85	0.16	0.64	0.99	0.34	0.46
Avail Cap(c_a), veh/h	461	974	508	888	1344	687	737	505	1459	486	487	430
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.49	0.49	0.49	0.51	0.51	0.51	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.8	56.9	38.9	34.6	15.6	15.6	59.6	40.0	24.8	60.3	41.0	42.6
Incr Delay (d2), s/veh	2.5	391.1	1.7	34.9	24.1	34.9	5.2	0.2	0.9	39.4	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	46.5	7.2	15.2	10.3	12.6	6.9	2.2	10.8	11.1	4.5	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.3	447.9	40.6	69.5	39.7	50.5	64.8	40.2	25.7	99.7	41.5	43.4
LnGrp LOS	E	F	D	F	F	F	E	D	C	F	D	D
Approach Vol, veh/h		2223			3019			1388			845	
Approach Delay, s/veh		375.2			51.4			37.4			75.2	
Approach LOS		F			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	41.0	32.8	24.0	42.2	12.9	60.9	22.6	43.6
Change Period (Y+Rc), s	5.6	6.5	4.6	5.8	4.6	6.5	4.6	5.8
Max Green Setting (Gmax), s	35.4	25.5	19.4	37.2	18.4	43.5	29.4	27.2
Max Q Clear Time (g_c+I1), s	37.4	28.3	21.3	35.6	8.0	56.4	17.0	16.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.8	0.3	0.0	1.1	1.4

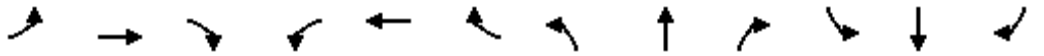
Intersection Summary	
HCM 6th Ctrl Delay	147.8
HCM 6th LOS	F

Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	2656	567	2324	685	786	0	695
Future Volume (vph)	2656	567	2324	685	786	0	695
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		4	4	
Permitted Phases		Free		Free			4
Detector Phase	2		6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	84.0		84.0		56.0	56.0	56.0
Total Split (%)	60.0%		60.0%		40.0%	40.0%	40.0%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	81.4	140.0	81.4	140.0	47.1	47.1	47.1
Actuated g/C Ratio	0.58	1.00	0.58	1.00	0.34	0.34	0.34
v/c Ratio	0.70	0.35	0.77	0.43	0.89	0.91	0.89
Control Delay	14.0	0.2	15.0	0.7	61.6	64.5	61.2
Queue Delay	0.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.6	0.2	15.0	0.7	61.6	64.5	61.2
LOS	B	A	B	A	E	E	E
Approach Delay	12.1		11.8			62.5	
Approach LOS	B		B			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 10 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 21.6	Intersection LOS: C
Intersection Capacity Utilization 83.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 90: I-215 SB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2656	567	0	2324	685	0	0	0	786	0	695
Future Volume (veh/h)	0	2656	567	0	2324	685	0	0	0	786	0	695
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2656	0	0	2324	0				1002	0	463
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	3969		0	3150					1124	0	500
Arrive On Green	0.00	1.00	0.00	0.00	1.00	0.00				0.31	0.00	0.31
Sat Flow, veh/h	0	6802	1610	0	5358	1610				3619	0	1610
Grp Volume(v), veh/h	0	2656	0	0	2324	0				1002	0	463
Grp Sat Flow(s),veh/h/ln	0	1634	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0				37.0	0.0	39.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0				37.0	0.0	39.0
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3969		0	3150					1124	0	500
V/C Ratio(X)	0.00	0.67		0.00	0.74					0.89	0.00	0.93
Avail Cap(c_a), veh/h	0	3969		0	3150					1305	0	581
HCM Platoon Ratio	1.00	2.00	2.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.14	0.00	0.00	0.65	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				46.0	0.0	46.7
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	1.0	0.0				6.6	0.0	18.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.3	0.0				17.5	0.0	17.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.1	0.0	0.0	1.0	0.0				52.6	0.0	64.9
LnGrp LOS	A	A		A	A					D	A	E
Approach Vol, veh/h		2656			2324						1465	
Approach Delay, s/veh		0.1			1.0						56.5	
Approach LOS		A			A						E	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		91.0		49.0		91.0						
Change Period (Y+Rc), s		6.0		5.5		6.0						
Max Green Setting (Gmax), s		78.0		50.5		78.0						
Max Q Clear Time (g_c+I1), s		2.0		41.0		2.0						
Green Ext Time (p_c), s		48.5		2.5		37.4						

Intersection Summary		
HCM 6th Ctrl Delay		13.3
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

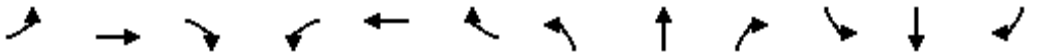
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	2789	653	2347	585	662	0	995
Future Volume (vph)	2789	653	2347	585	662	0	995
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		8	8	
Permitted Phases		Free		Free			8
Detector Phase	2		6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	84.0		84.0		56.0	56.0	56.0
Total Split (%)	60.0%		60.0%		40.0%	40.0%	40.0%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	78.0	140.0	78.0	140.0	50.5	50.5	50.5
Actuated g/C Ratio	0.56	1.00	0.56	1.00	0.36	0.36	0.36
v/c Ratio	0.97	0.40	0.64	0.36	0.93	0.98	0.95
Control Delay	26.9	0.5	22.5	0.6	66.3	76.0	68.2
Queue Delay	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	26.9	0.5	22.8	0.6	66.3	76.0	68.2
LOS	C	A	C	A	E	E	E
Approach Delay	21.9		18.4			70.1	
Approach LOS	C		B			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 30.5	Intersection LOS: C
Intersection Capacity Utilization 104.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 91: I-215 NB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑↑	↱	↰	✣	↱			
Traffic Volume (veh/h)	0	2789	653	0	2347	585	662	0	995	0	0	0
Future Volume (veh/h)	0	2789	653	0	2347	585	662	0	995	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	2789	0	0	2347	0	441	0	1231			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	2890		0	3641		653	0	1162			
Arrive On Green	0.00	1.00	0.00	0.00	0.56	0.00	0.36	0.00	0.36			
Sat Flow, veh/h	0	5358	1610	0	6802	1610	1810	0	3220			
Grp Volume(v), veh/h	0	2789	0	0	2347	0	441	0	1231			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	34.7	0.0	28.8	0.0	50.5			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	34.7	0.0	28.8	0.0	50.5			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2890		0	3641		653	0	1162			
V/C Ratio(X)	0.00	0.97		0.00	0.64		0.68	0.00	1.06			
Avail Cap(c_a), veh/h	0	2890		0	3641		653	0	1162			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.61	0.00	0.00	0.12	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	21.4	0.0	37.8	0.0	44.8			
Incr Delay (d2), s/veh	0.0	7.2	0.0	0.0	0.1	0.0	2.3	0.0	43.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	1.9	0.0	0.0	12.5	0.0	13.1	0.0	26.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.2	0.0	0.0	21.5	0.0	40.1	0.0	88.5			
LnGrp LOS	A	A		A	C		D	A	F			
Approach Vol, veh/h		2789			2347			1672				
Approach Delay, s/veh		7.2			21.5			75.7				
Approach LOS		A			C			E				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		84.0				84.0		56.0				
Change Period (Y+Rc), s		6.0				6.0		5.5				
Max Green Setting (Gmax), s		78.0				78.0		50.5				
Max Q Clear Time (g_c+I1), s		2.0				36.7		52.5				
Green Ext Time (p_c), s		52.8				27.2		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			29.0									
HCM 6th LOS			C									

Notes

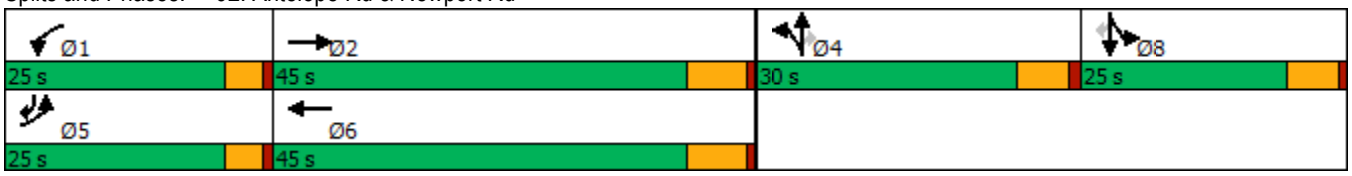
User approved volume balancing among the lanes for turning movement.

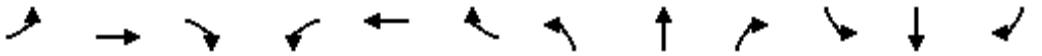
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	647	2119	153	1765	701	164	193	138	141	466
Future Volume (vph)	647	2119	153	1765	701	164	193	138	141	466
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm	Split	NA	pm+ov
Protected Phases	5	2	1	6	4	4		8	8	5
Permitted Phases							4			8
Detector Phase	5	2	1	6	4	4	4	8	8	5
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	4.0	4.0	6.0	6.0	4.0
Minimum Split (s)	8.6	12.5	8.6	12.5	9.8	9.8	9.8	11.8	11.8	8.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	25.0	25.0	25.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	24.0%	24.0%	24.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	20.4	49.4	9.6	38.6	23.2	23.2	23.2	14.0	14.0	40.2
Actuated g/C Ratio	0.17	0.42	0.08	0.32	0.20	0.20	0.20	0.12	0.12	0.34
v/c Ratio	1.08	1.26	0.54	1.14	0.90	0.88	0.42	0.34	0.63	0.46
Control Delay	105.7	152.5	60.3	109.7	65.1	74.2	8.8	50.3	63.2	26.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	105.7	152.5	60.3	109.7	65.1	74.2	8.8	50.3	63.2	26.7
LOS	F	F	E	F	E	E	A	D	E	C
Approach Delay		143.4		106.0		57.3			38.0	
Approach LOS		F		F		E			D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 118.9	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay: 109.0	Intersection LOS: F
Intersection Capacity Utilization 99.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 92: Antelope Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	647	2119	553	153	1765	145	701	164	193	138	141	466
Future Volume (veh/h)	647	2119	553	153	1765	145	701	164	193	138	141	466
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	647	2119	553	153	1765	145	639	251	193	138	141	466
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	576	1717	423	211	1513	124	693	364	307	534	289	896
Arrive On Green	0.16	0.41	0.41	0.06	0.31	0.31	0.19	0.19	0.19	0.15	0.15	0.15
Sat Flow, veh/h	3510	4151	1023	3510	4885	400	3619	1900	1605	3510	1900	2834
Grp Volume(v), veh/h	647	1744	928	153	1248	662	639	251	193	138	141	466
Grp Sat Flow(s),veh/h/ln	1755	1729	1716	1755	1729	1827	1810	1900	1605	1755	1900	1417
Q Serve(g_s), s	20.4	51.4	51.4	5.3	38.5	38.5	21.6	15.3	13.7	4.3	8.4	16.7
Cycle Q Clear(g_c), s	20.4	51.4	51.4	5.3	38.5	38.5	21.6	15.3	13.7	4.3	8.4	16.7
Prop In Lane	1.00		0.60	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	576	1430	710	211	1071	566	693	364	307	534	289	896
V/C Ratio(X)	1.12	1.22	1.31	0.72	1.17	1.17	0.92	0.69	0.63	0.26	0.49	0.52
Avail Cap(c_a), veh/h	576	1430	710	576	1071	566	704	370	312	542	293	903
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.0	36.4	36.4	57.4	42.9	42.9	49.3	46.8	46.2	46.5	48.3	34.8
Incr Delay (d2), s/veh	76.2	105.3	148.2	1.8	84.8	94.1	17.1	4.4	2.9	0.3	1.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.8	41.3	49.4	2.4	28.3	31.4	11.1	7.5	5.6	1.9	4.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	128.1	141.8	184.6	59.2	127.7	137.0	66.5	51.2	49.1	46.8	49.5	35.3
LnGrp LOS	F	F	F	E	F	F	E	D	D	D	D	D
Approach Vol, veh/h		3319			2063			1083			745	
Approach Delay, s/veh		151.1			125.6			59.8			40.1	
Approach LOS		F			F			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	57.9		29.6	25.0	45.0		24.7				
Change Period (Y+Rc), s	4.6	6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	20.4	38.5		24.2	20.4	38.5		19.2				
Max Q Clear Time (g_c+I1), s	7.3	53.4		23.6	22.4	40.5		18.7				
Green Ext Time (p_c), s	0.2	0.0		0.3	0.0	0.0		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		118.6	
HCM 6th LOS		F	

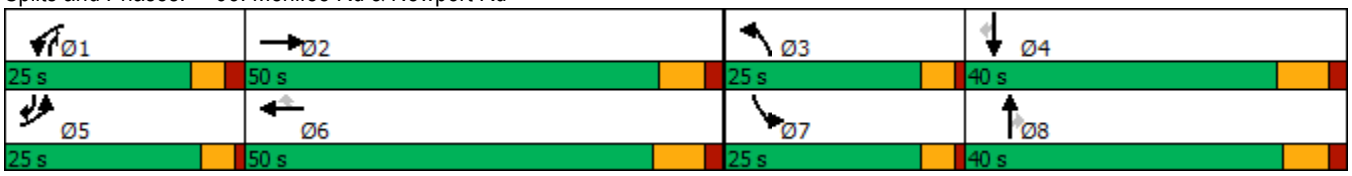
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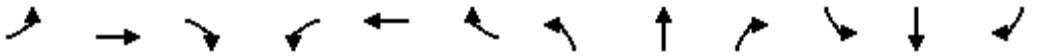
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	483	1953	569	1436	114	292	730	557	176	466	344
Future Volume (vph)	483	1953	569	1436	114	292	730	557	176	466	344
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6		3	8	1	7	4	5
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	9.6	14.8	10.6	15.5	15.5	9.6	12.8	10.6	9.6	13.5	9.6
Total Split (s)	25.0	50.0	25.0	50.0	50.0	25.0	40.0	25.0	25.0	40.0	25.0
Total Split (%)	17.9%	35.7%	17.9%	35.7%	35.7%	17.9%	28.6%	17.9%	17.9%	28.6%	17.9%
Yellow Time (s)	3.6	4.8	3.6	5.5	5.5	3.6	4.8	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	5.6	7.5	7.5	4.6	6.8	5.6	4.6	7.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	20.5	43.4	19.5	42.6	42.6	15.0	30.6	51.3	16.2	31.1	54.4
Actuated g/C Ratio	0.15	0.33	0.15	0.32	0.32	0.11	0.23	0.38	0.12	0.23	0.41
v/c Ratio	1.75	1.31	1.12	0.87	0.19	0.74	0.88	0.85	0.81	0.56	0.49
Control Delay	384.1	181.1	126.7	50.1	6.7	69.6	63.1	43.0	84.2	48.1	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	384.1	181.1	126.7	50.1	6.7	69.6	63.1	43.0	84.2	48.1	23.4
LOS	F	F	F	D	A	E	E	D	F	D	C
Approach Delay		217.9		68.3			57.2			45.9	
Approach LOS		F		E			E			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 133.5	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.75	
Intersection Signal Delay: 117.2	Intersection LOS: F
Intersection Capacity Utilization 108.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 93: Menifee Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	483	1953	230	569	1436	114	292	730	557	176	466	344
Future Volume (veh/h)	483	1953	230	569	1436	114	292	730	557	176	466	344
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	483	1953	230	569	1436	114	292	730	557	176	466	344
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	271	1495	174	500	1647	511	345	881	617	201	926	649
Arrive On Green	0.15	0.32	0.32	0.14	0.32	0.32	0.10	0.24	0.24	0.11	0.26	0.26
Sat Flow, veh/h	1810	4709	549	3510	5187	1610	3510	3610	1586	1810	3610	1588
Grp Volume(v), veh/h	483	1429	754	569	1436	114	292	730	557	176	466	344
Grp Sat Flow(s),veh/h/ln	1810	1729	1801	1755	1729	1610	1755	1805	1586	1810	1805	1588
Q Serve(g_s), s	20.4	43.2	43.2	19.4	35.6	7.1	11.1	26.1	33.2	13.0	15.0	22.3
Cycle Q Clear(g_c), s	20.4	43.2	43.2	19.4	35.6	7.1	11.1	26.1	33.2	13.0	15.0	22.3
Prop In Lane	1.00		0.31	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	271	1098	572	500	1647	511	345	881	617	201	926	649
V/C Ratio(X)	1.78	1.30	1.32	1.14	0.87	0.22	0.85	0.83	0.90	0.88	0.50	0.53
Avail Cap(c_a), veh/h	271	1098	572	500	1647	511	526	881	617	271	926	649
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.8	46.4	46.4	58.3	43.8	34.1	60.4	48.8	39.4	59.6	43.2	30.6
Incr Delay (d2), s/veh	365.8	142.6	155.5	83.7	5.6	0.3	4.9	6.7	16.7	17.3	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	36.7	39.6	43.3	14.2	15.6	2.9	5.2	12.6	20.3	7.0	6.8	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	423.7	189.1	202.0	142.0	49.4	34.4	65.2	55.4	56.2	76.9	43.6	31.4
LnGrp LOS	F	F	F	F	D	C	E	E	E	E	D	C
Approach Vol, veh/h		2666			2119			1579			986	
Approach Delay, s/veh		235.2			73.5			57.5			45.3	
Approach LOS		F			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	50.7	18.0	42.4	25.0	50.7	19.7	40.7
Change Period (Y+Rc), s	5.6	* 7.5	4.6	7.5	4.6	7.5	4.6	* 7.5
Max Green Setting (Gmax), s	19.4	* 43	20.4	32.5	20.4	42.5	20.4	* 33
Max Q Clear Time (g_c+I1), s	21.4	45.2	13.1	24.3	22.4	37.6	15.0	35.2
Green Ext Time (p_c), s	0.0	0.0	0.2	2.8	0.0	4.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	124.9
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	73.7
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	484	58	62	610	546	259
Future Vol, veh/h	484	58	62	610	546	259
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	484	58	62	610	546	259
Number of Lanes	1	1	1	2	2	0

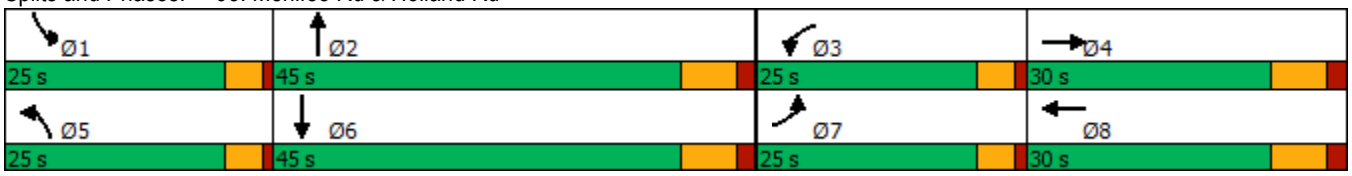
Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	3
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	3	0	2
HCM Control Delay	156.8	26.1	57.6
HCM LOS	F	D	F

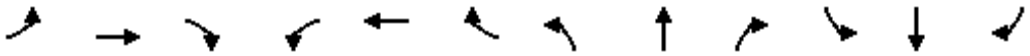
Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	41%
Vol Right, %	0%	0%	0%	0%	100%	0%	59%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	62	305	305	484	58	364	441
LT Vol	62	0	0	484	0	0	0
Through Vol	0	305	305	0	0	364	182
RT Vol	0	0	0	0	58	0	259
Lane Flow Rate	62	305	305	484	58	364	441
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.157	0.732	0.588	1.283	0.134	0.844	0.972
Departure Headway (Hd)	9.937	9.415	7.639	9.546	8.315	9.217	8.785
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	363	387	476	382	429	397	415
Service Time	7.637	7.115	5.339	7.344	6.114	6.917	6.485
HCM Lane V/C Ratio	0.171	0.788	0.641	1.267	0.135	0.917	1.063
HCM Control Delay	14.5	33.9	20.7	174.1	12.4	45.6	67.5
HCM Lane LOS	B	D	C	F	B	E	F
HCM 95th-tile Q	0.6	5.7	3.7	21.5	0.5	7.9	11.5

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	72	202	14	210	26	465	228	249
Future Volume (vph)	72	202	14	210	26	465	228	249
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	17.2	10.6	17.2
Total Split (s)	25.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	8.4	21.3	6.5	13.1	6.8	19.0	15.2	35.2
Actuated g/C Ratio	0.11	0.27	0.08	0.17	0.09	0.25	0.20	0.45
v/c Ratio	0.37	0.25	0.09	0.51	0.16	0.57	0.65	0.22
Control Delay	43.2	23.0	42.7	28.2	42.7	29.9	41.1	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.2	23.0	42.7	28.2	42.7	29.9	41.1	13.6
LOS	D	C	D	C	D	C	D	B
Approach Delay		27.6		28.8		30.5		24.3
Approach LOS		C		C		C		C

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 77.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 27.6	Intersection LOS: C
Intersection Capacity Utilization 60.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 95: Menifee Rd & Holland Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	202	39	14	210	113	26	465	35	228	249	107
Future Volume (veh/h)	72	202	39	14	210	113	26	465	35	228	249	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	202	39	14	210	113	26	465	35	228	249	107
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	125	628	119	38	364	187	63	782	59	281	866	360
Arrive On Green	0.07	0.21	0.21	0.02	0.16	0.16	0.04	0.23	0.23	0.16	0.35	0.35
Sat Flow, veh/h	1810	3026	573	1810	2290	1178	1810	3398	255	1810	2471	1028
Grp Volume(v), veh/h	72	119	122	14	163	160	26	246	254	228	180	176
Grp Sat Flow(s),veh/h/ln	1810	1805	1795	1810	1805	1664	1810	1805	1848	1810	1805	1694
Q Serve(g_s), s	2.4	3.4	3.5	0.5	5.1	5.4	0.9	7.4	7.5	7.4	4.4	4.6
Cycle Q Clear(g_c), s	2.4	3.4	3.5	0.5	5.1	5.4	0.9	7.4	7.5	7.4	4.4	4.6
Prop In Lane	1.00		0.32	1.00		0.71	1.00		0.14	1.00		0.61
Lane Grp Cap(c), veh/h	125	375	372	38	287	265	63	416	425	281	632	594
V/C Ratio(X)	0.57	0.32	0.33	0.37	0.57	0.60	0.41	0.59	0.60	0.81	0.28	0.30
Avail Cap(c_a), veh/h	604	674	670	604	674	621	604	1117	1144	604	1117	1048
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	20.5	20.6	29.5	23.8	23.9	28.9	21.0	21.0	24.9	14.3	14.4
Incr Delay (d2), s/veh	1.5	0.7	0.7	2.3	2.5	3.1	1.6	1.9	1.9	2.2	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.4	1.5	0.2	2.2	2.2	0.4	3.1	3.2	3.2	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.1	21.2	21.3	31.8	26.3	27.0	30.4	22.9	22.9	27.1	14.7	14.8
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	B	B
Approach Vol, veh/h		313			337			526			584	
Approach Delay, s/veh		23.1			26.9			23.3			19.6	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	21.3	5.9	19.9	6.7	28.6	8.8	16.9
Change Period (Y+Rc), s	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.8	20.4	22.8	20.4	37.8	20.4	22.8
Max Q Clear Time (g_c+I1), s	9.4	9.5	2.5	5.5	2.9	6.6	4.4	7.4
Green Ext Time (p_c), s	0.2	4.6	0.0	1.7	0.0	3.3	0.1	2.3

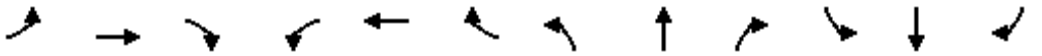
Intersection Summary	
HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	270	1511	3	1206	2	0	129	1	146
Future Volume (vph)	270	1511	3	1206	2	0	129	1	146
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	52.0	19.7	52.0	31.0	31.0	31.0	31.0	31.0
Total Split (%)	19.2%	50.6%	19.2%	50.6%	30.2%	30.2%	30.2%	30.2%	30.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0		5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	15.2	60.4	5.1	42.3		8.1		12.6	12.6
Actuated g/C Ratio	0.17	0.70	0.06	0.49		0.09		0.14	0.14
v/c Ratio	0.86	0.60	0.03	0.83		0.03		0.65	0.41
Control Delay	63.6	9.6	42.7	24.7		0.2		51.4	9.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	63.6	9.6	42.7	24.7		0.2		51.4	9.7
LOS	E	A	D	C		A		D	A
Approach Delay		17.8		24.8		0.2		29.3	
Approach LOS		B		C		A		C	

Intersection Summary	
Cycle Length: 102.7	
Actuated Cycle Length: 86.9	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 21.5	Intersection LOS: C
Intersection Capacity Utilization 83.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 96: Juniper Flats Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	1511	3	3	1206	227	2	0	4	129	1	146
Future Volume (veh/h)	270	1511	3	3	1206	227	2	0	4	129	1	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	270	1511	3	3	1206	227	2	0	4	129	1	146
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	304	2314	5	7	1403	262	68	25	76	244	2	290
Arrive On Green	0.17	0.63	0.63	0.00	0.46	0.46	0.18	0.00	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1810	3696	7	1810	3034	567	74	136	419	901	9	1605
Grp Volume(v), veh/h	270	738	776	3	714	719	6	0	0	130	0	146
Grp Sat Flow(s),veh/h/ln	1810	1805	1899	1810	1805	1796	628	0	0	909	0	1605
Q Serve(g_s), s	12.9	22.8	22.8	0.1	31.0	31.7	0.0	0.0	0.0	0.1	0.0	7.2
Cycle Q Clear(g_c), s	12.9	22.8	22.8	0.1	31.0	31.7	13.6	0.0	0.0	13.6	0.0	7.2
Prop In Lane	1.00		0.00	1.00		0.32	0.33		0.67	0.99		1.00
Lane Grp Cap(c), veh/h	304	1130	1189	7	834	830	168	0	0	246	0	290
V/C Ratio(X)	0.89	0.65	0.65	0.41	0.86	0.87	0.04	0.00	0.00	0.53	0.00	0.50
Avail Cap(c_a), veh/h	308	1130	1189	308	920	916	335	0	0	409	0	473
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.9	10.4	10.4	43.8	21.1	21.3	30.3	0.0	0.0	35.2	0.0	32.6
Incr Delay (d2), s/veh	24.7	1.4	1.3	13.4	7.4	8.2	0.1	0.0	0.0	0.7	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	8.3	8.7	0.1	13.9	14.2	0.1	0.0	0.0	2.7	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.6	11.8	11.7	57.3	28.5	29.5	30.3	0.0	0.0	35.9	0.0	33.1
LnGrp LOS	E	B	B	E	C	C	C	A	A	D	A	C
Approach Vol, veh/h		1784			1436			6			276	
Approach Delay, s/veh		19.1			29.1			30.3			34.4	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	62.3		21.0	19.5	47.8		21.0				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	45.0		26.0	* 15	45.0		26.0				
Max Q Clear Time (g_c+I1), s	2.1	24.8		15.6	14.9	33.7		15.6				
Green Ext Time (p_c), s	0.0	11.2		0.5	0.0	7.2		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		24.4
HCM 6th LOS		C

Notes

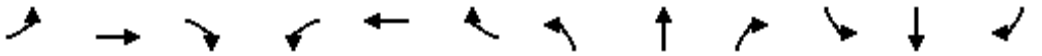
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	41	1333	271	482	1105	407	30	20	40
Future Volume (vph)	41	1333	271	482	1105	407	30	20	40
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.2	11.2	9.7	11.2	11.5	11.5	11.5	11.5
Total Split (s)	15.0	35.0	35.0	30.0	50.0	25.0	25.0	25.0	25.0
Total Split (%)	16.7%	38.9%	38.9%	33.3%	55.6%	27.8%	27.8%	27.8%	27.8%
Yellow Time (s)	3.7	5.2	5.2	3.7	5.2	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.2	6.2	4.7	6.2	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	6.7	29.1	29.1	25.0	51.4	18.5	18.5	18.5	18.5
Actuated g/C Ratio	0.07	0.32	0.32	0.28	0.57	0.21	0.21	0.21	0.21
v/c Ratio	0.31	1.14	0.39	0.96	0.55	1.47	0.79	0.24	0.17
Control Delay	44.9	104.6	4.8	65.7	14.4	259.7	16.3	38.2	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.9	104.6	4.8	65.7	14.4	259.7	16.3	38.2	21.5
LOS	D	F	A	E	B	F	B	D	C
Approach Delay		86.7			29.8		119.6		25.4
Approach LOS		F			C		F		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.47	
Intersection Signal Delay: 71.5	Intersection LOS: E
Intersection Capacity Utilization 111.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 97: Winchester Rd/Vista Pl & SR-74/Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1333	271	482	1105	25	407	30	522	20	40	25
Future Volume (veh/h)	41	1333	271	482	1105	25	407	30	522	20	40	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	1333	271	482	1105	25	407	30	522	20	40	25
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	1155	514	509	2041	46	317	18	313	80	224	140
Arrive On Green	0.04	0.32	0.32	0.28	0.57	0.57	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1810	3610	1607	1810	3609	82	1349	88	1525	870	1090	681
Grp Volume(v), veh/h	41	1333	271	482	553	577	407	0	552	20	0	65
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1805	1885	1349	0	1612	870	0	1771
Q Serve(g_s), s	2.0	28.8	12.4	23.5	17.3	17.3	15.8	0.0	18.5	0.0	0.0	2.7
Cycle Q Clear(g_c), s	2.0	28.8	12.4	23.5	17.3	17.3	18.5	0.0	18.5	18.5	0.0	2.7
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.95	1.00		0.38
Lane Grp Cap(c), veh/h	64	1155	514	509	1021	1066	317	0	331	80	0	364
V/C Ratio(X)	0.64	1.15	0.53	0.95	0.54	0.54	1.29	0.00	1.67	0.25	0.00	0.18
Avail Cap(c_a), veh/h	207	1155	514	509	1021	1066	317	0	331	80	0	364
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.8	30.6	25.0	31.7	12.2	12.2	39.1	0.0	35.8	45.0	0.0	29.5
Incr Delay (d2), s/veh	3.8	79.4	3.8	27.0	2.1	2.0	150.5	0.0	312.5	7.3	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	24.0	4.9	13.1	6.2	6.5	20.2	0.0	35.9	0.6	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	110.0	28.9	58.7	14.3	14.2	189.6	0.0	348.3	52.3	0.0	30.6
LnGrp LOS	D	F	C	E	B	B	F	A	F	D	A	C
Approach Vol, veh/h		1645			1612			959			85	
Approach Delay, s/veh		95.1			27.5			280.9			35.7	
Approach LOS		F			C			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.0	35.0		25.0	7.9	57.1		25.0				
Change Period (Y+Rc), s	* 4.7	6.2		6.5	* 4.7	6.2		6.5				
Max Green Setting (Gmax), s	* 25	28.8		18.5	* 10	43.8		18.5				
Max Q Clear Time (g_c+I1), s	25.5	30.8		20.5	4.0	19.3		20.5				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	4.1		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		110.0
HCM 6th LOS		F

Notes

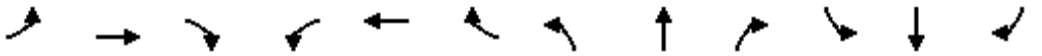
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	340	1011	201	993	197	729	381	138	513	273
Future Volume (vph)	340	1011	201	993	197	729	381	138	513	273
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	9.7	11.0	9.7	11.5	11.5	9.7	11.5	11.5
Total Split (s)	25.0	40.0	25.0	40.0	20.0	25.0	25.0	20.0	25.0	25.0
Total Split (%)	22.7%	36.4%	22.7%	36.4%	18.2%	22.7%	22.7%	18.2%	22.7%	22.7%
Yellow Time (s)	3.7	5.0	3.7	5.0	3.7	5.5	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	4.7	6.0	4.7	6.5	6.5	4.7	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	20.3	38.3	16.0	34.0	14.2	21.6	21.6	12.2	19.6	19.6
Actuated g/C Ratio	0.18	0.35	0.15	0.31	0.13	0.20	0.20	0.11	0.18	0.18
v/c Ratio	1.02	0.94	0.76	0.98	0.85	1.03	0.79	0.69	0.80	0.62
Control Delay	99.9	50.2	63.6	59.6	76.6	85.8	33.5	64.5	54.2	21.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.9	50.2	63.6	59.6	76.6	85.8	33.5	64.5	54.2	21.6
LOS	F	D	E	E	E	F	C	E	D	C
Approach Delay		61.4		60.2		69.2			46.1	
Approach LOS		E		E		E			D	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 60.3	Intersection LOS: E
Intersection Capacity Utilization 95.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 98: Warren Rd & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	1011	153	201	993	88	197	729	381	138	513	273
Future Volume (veh/h)	340	1011	153	201	993	88	197	729	381	138	513	273
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	340	1011	153	201	993	88	197	729	381	138	513	273
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	334	1191	180	232	1083	96	227	725	324	167	607	271
Arrive On Green	0.18	0.38	0.38	0.13	0.32	0.32	0.13	0.20	0.20	0.09	0.17	0.17
Sat Flow, veh/h	1810	3138	474	1810	3354	297	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	340	581	583	201	534	547	197	729	381	138	513	273
Grp Sat Flow(s),veh/h/ln	1810	1805	1807	1810	1805	1847	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	20.3	32.4	32.5	12.0	31.3	31.3	11.8	22.1	22.1	8.2	15.2	18.5
Cycle Q Clear(g_c), s	20.3	32.4	32.5	12.0	31.3	31.3	11.8	22.1	22.1	8.2	15.2	18.5
Prop In Lane	1.00		0.26	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	334	685	686	232	583	596	227	725	324	167	607	271
V/C Ratio(X)	1.02	0.85	0.85	0.87	0.92	0.92	0.87	1.00	1.18	0.83	0.84	1.01
Avail Cap(c_a), veh/h	334	685	686	334	583	596	252	725	324	252	607	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.54	0.54	0.54	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	31.2	31.3	47.0	35.8	35.8	47.2	43.9	43.9	49.0	44.4	45.7
Incr Delay (d2), s/veh	53.9	12.4	12.5	6.6	13.5	13.2	22.9	34.6	107.3	7.8	13.5	56.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.7	15.4	15.5	5.6	15.0	15.3	6.7	13.3	18.4	4.1	7.9	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.8	43.7	43.8	53.6	49.3	49.1	70.1	78.6	151.3	56.9	57.9	102.5
LnGrp LOS	F	D	D	D	D	D	E	F	F	E	E	F
Approach Vol, veh/h		1504			1282			1307			924	
Approach Delay, s/veh		56.2			49.9			98.5			70.9	
Approach LOS		E			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	47.7	18.5	25.0	25.0	41.5	14.9	28.6
Change Period (Y+Rc), s	* 4.7	6.0	* 4.7	6.5	* 4.7	6.0	* 4.7	6.5
Max Green Setting (Gmax), s	* 20	34.0	* 15	18.5	* 20	34.0	* 15	18.5
Max Q Clear Time (g_c+I1), s	14.0	34.5	13.8	20.5	22.3	33.3	10.2	24.1
Green Ext Time (p_c), s	0.1	0.0	0.0	0.0	0.0	0.3	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	68.3
HCM 6th LOS	E

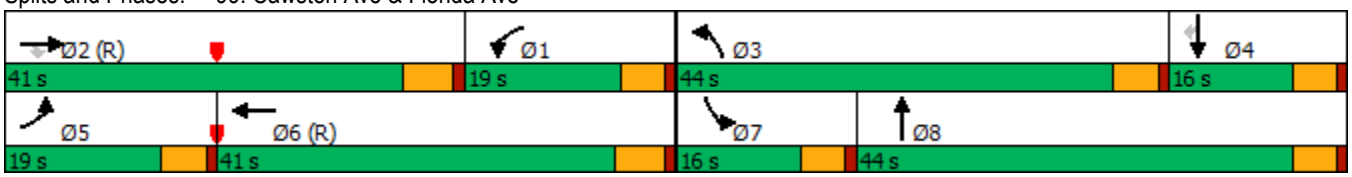
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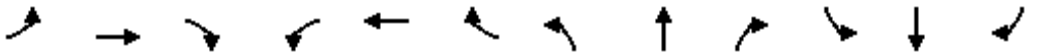
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	247	905	30	49	835	224	95	111	112	202
Future Volume (vph)	247	905	30	49	835	224	95	111	112	202
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.5	10.5	10.0	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	19.0	41.0	41.0	19.0	41.0	44.0	44.0	16.0	16.0	16.0
Total Split (%)	15.8%	34.2%	34.2%	15.8%	34.2%	36.7%	36.7%	13.3%	13.3%	13.3%
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.5	5.5	5.0	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	14.0	39.3	39.3	12.2	35.5	19.5	39.9	10.1	30.5	30.5
Actuated g/C Ratio	0.12	0.33	0.33	0.10	0.30	0.16	0.33	0.08	0.25	0.25
v/c Ratio	1.18	0.77	0.05	0.27	0.87	0.76	0.10	0.74	0.23	0.36
Control Delay	163.9	42.6	0.1	52.3	49.8	64.5	22.3	80.9	39.0	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	163.9	42.6	0.1	52.3	49.8	64.5	22.3	80.9	39.0	6.8
LOS	F	D	A	D	D	E	C	F	D	A
Approach Delay		66.9			49.9		49.7		34.7	
Approach LOS		E			D		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 30 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 54.5	Intersection LOS: D
Intersection Capacity Utilization 74.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 99: Cawston Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	905	30	49	835	85	224	95	26	111	112	202
Future Volume (veh/h)	247	905	30	49	835	85	224	95	26	111	112	202
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	247	905	30	49	835	85	224	95	26	111	112	202
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	211	1068	476	233	1032	105	254	918	243	136	494	418
Arrive On Green	0.12	0.30	0.30	0.13	0.31	0.31	0.14	0.32	0.32	0.08	0.26	0.26
Sat Flow, veh/h	1810	3610	1610	1810	3307	337	1810	2824	746	1810	1900	1610
Grp Volume(v), veh/h	247	905	30	49	456	464	224	59	62	111	112	202
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1839	1810	1805	1766	1810	1900	1610
Q Serve(g_s), s	14.0	28.3	1.1	2.9	27.9	27.9	14.6	2.8	2.9	7.3	5.6	12.7
Cycle Q Clear(g_c), s	14.0	28.3	1.1	2.9	27.9	27.9	14.6	2.8	2.9	7.3	5.6	12.7
Prop In Lane	1.00		1.00	1.00		0.18	1.00		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	211	1068	476	233	563	574	254	587	574	136	494	418
V/C Ratio(X)	1.17	0.85	0.06	0.21	0.81	0.81	0.88	0.10	0.11	0.81	0.23	0.48
Avail Cap(c_a), veh/h	211	1068	476	233	563	574	588	587	574	166	494	418
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.34	0.34	0.34	0.26	0.26	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	39.7	13.9	46.8	38.0	38.0	50.6	28.3	28.3	54.7	34.9	37.6
Incr Delay (d2), s/veh	92.9	3.0	0.1	0.0	3.4	3.3	3.9	0.3	0.4	18.5	1.1	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	12.7	0.6	1.3	12.6	12.8	6.9	1.3	1.3	4.0	2.7	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	145.9	42.8	13.9	46.8	41.4	41.3	54.5	28.6	28.7	73.2	36.0	41.5
LnGrp LOS	F	D	B	D	D	D	D	C	C	E	D	D
Approach Vol, veh/h		1182			969			345			425	
Approach Delay, s/veh		63.6			41.6			45.4			48.3	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	41.0	21.9	36.2	19.0	43.0	14.0	44.0
Change Period (Y+Rc), s	5.5	* 5.5	5.0	5.0	5.0	5.5	5.0	5.0
Max Green Setting (Gmax), s	14.0	* 36	39.0	11.0	14.0	35.5	11.0	39.0
Max Q Clear Time (g_c+I1), s	4.9	30.3	16.6	14.7	16.0	29.9	9.3	4.9
Green Ext Time (p_c), s	0.0	2.1	0.3	0.0	0.0	2.0	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	51.9
HCM 6th LOS	D

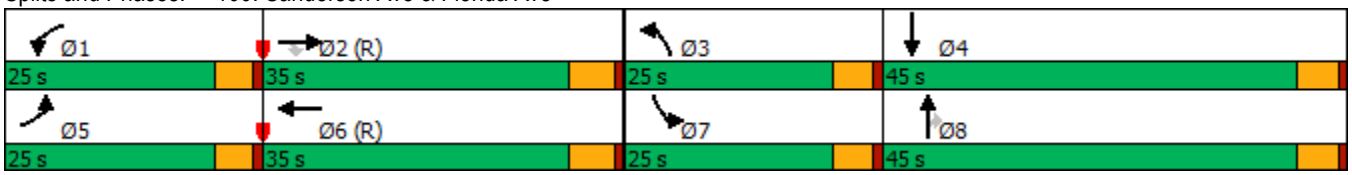
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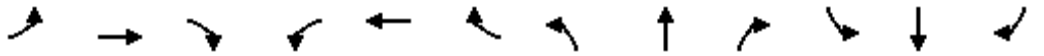
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	357	720	86	311	580	258	870	192	225	944
Future Volume (vph)	357	720	86	311	580	258	870	192	225	944
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	10.5	9.7	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	25.0	35.0	35.0	25.0	35.0	25.0	45.0	45.0	25.0	45.0
Total Split (%)	19.2%	26.9%	26.9%	19.2%	26.9%	19.2%	34.6%	34.6%	19.2%	34.6%
Yellow Time (s)	3.7	4.5	4.5	3.7	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	5.5	4.7	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	20.3	29.5	29.5	20.3	29.5	19.9	41.5	41.5	18.5	40.1
Actuated g/C Ratio	0.16	0.23	0.23	0.16	0.23	0.15	0.32	0.32	0.14	0.31
v/c Ratio	1.27	0.88	0.20	1.11	0.92	0.94	0.76	0.33	0.88	0.97
Control Delay	190.6	61.7	7.1	135.3	64.8	94.6	45.1	17.7	86.2	65.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	190.6	61.7	7.1	135.3	64.8	94.6	45.1	17.7	86.2	65.6
LOS	F	E	A	F	E	F	D	B	F	E
Approach Delay		97.2			85.5		50.8			69.2
Approach LOS		F			F		D			E

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 45 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.27	
Intersection Signal Delay: 74.5	Intersection LOS: E
Intersection Capacity Utilization 102.4%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 100: Sanderson Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	357	720	86	311	580	165	258	870	192	225	944	130
Future Volume (veh/h)	357	720	86	311	580	165	258	870	192	225	944	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	357	720	86	311	580	165	258	870	192	225	944	130
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	283	819	362	283	628	178	278	1167	518	250	981	135
Arrive On Green	0.16	0.23	0.23	0.16	0.23	0.23	0.15	0.32	0.32	0.14	0.31	0.31
Sat Flow, veh/h	1810	3610	1597	1810	2767	785	1810	3610	1601	1810	3187	439
Grp Volume(v), veh/h	357	720	86	311	378	367	258	870	192	225	535	539
Grp Sat Flow(s),veh/h/ln	1810	1805	1597	1810	1805	1747	1810	1805	1601	1810	1805	1821
Q Serve(g_s), s	20.3	25.0	5.7	20.3	26.6	26.8	18.3	27.9	12.0	15.9	37.9	37.9
Cycle Q Clear(g_c), s	20.3	25.0	5.7	20.3	26.6	26.8	18.3	27.9	12.0	15.9	37.9	37.9
Prop In Lane	1.00		1.00	1.00		0.45	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	283	819	362	283	410	396	278	1167	518	250	555	560
V/C Ratio(X)	1.26	0.88	0.24	1.10	0.92	0.93	0.93	0.75	0.37	0.90	0.96	0.96
Avail Cap(c_a), veh/h	283	819	362	283	410	396	278	1167	518	278	555	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	0.68	0.68	0.68	0.23	0.23	0.23	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	48.5	41.1	54.8	49.1	49.2	54.3	39.2	33.8	55.1	44.3	44.3
Incr Delay (d2), s/veh	133.7	7.8	0.9	74.2	21.8	23.0	12.2	1.0	0.5	26.3	30.0	29.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.7	12.0	2.4	15.0	14.3	14.1	9.3	12.5	4.8	9.1	21.4	21.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	188.6	56.3	41.9	129.1	71.0	72.2	66.4	40.3	34.3	81.4	74.2	74.1
LnGrp LOS	F	E	D	F	E	E	E	D	C	F	E	E
Approach Vol, veh/h		1163			1056			1320			1299	
Approach Delay, s/veh		95.9			88.5			44.5			75.4	
Approach LOS		F			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	35.0	25.0	45.0	25.0	35.0	23.0	47.0
Change Period (Y+Rc), s	* 4.7	5.5	5.0	5.0	* 4.7	5.5	5.0	5.0
Max Green Setting (Gmax), s	* 20	29.5	20.0	40.0	* 20	29.5	20.0	40.0
Max Q Clear Time (g_c+I1), s	22.3	27.0	20.3	39.9	22.3	28.8	17.9	29.9
Green Ext Time (p_c), s	0.0	1.2	0.0	0.1	0.0	0.4	0.1	4.7

Intersection Summary	
HCM 6th Ctrl Delay	74.8
HCM 6th LOS	E

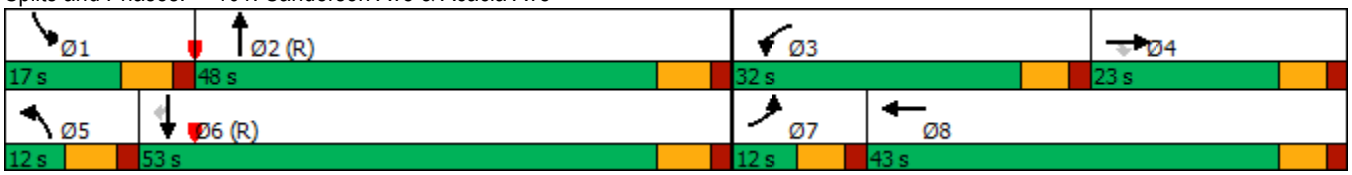
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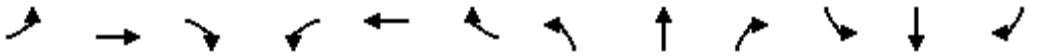
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	41	274	186	167	311	110	1074	223	998	36
Future Volume (vph)	41	274	186	167	311	110	1074	223	998	36
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0	7.0
Minimum Split (s)	10.3	13.3	13.3	10.3	13.3	10.7	13.7	10.7	13.7	13.7
Total Split (s)	12.0	23.0	23.0	32.0	43.0	12.0	48.0	17.0	53.0	53.0
Total Split (%)	10.0%	19.2%	19.2%	26.7%	35.8%	10.0%	40.0%	14.2%	44.2%	44.2%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.7	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	5.3	27.4	27.4	15.0	39.1	5.3	41.3	10.3	46.3	46.3
Actuated g/C Ratio	0.04	0.23	0.23	0.12	0.33	0.04	0.34	0.09	0.39	0.39
v/c Ratio	0.52	0.63	0.35	0.74	1.00	1.39	0.95	1.45	0.72	0.05
Control Delay	78.4	50.6	5.8	69.4	74.2	278.6	55.3	273.1	34.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.4	50.6	5.8	69.4	74.2	278.6	55.3	273.1	34.8	0.1
LOS	E	D	A	E	E	F	E	F	C	A
Approach Delay		36.3			73.2		74.5		76.1	
Approach LOS		D			E		E		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 90 (75%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.45	
Intersection Signal Delay: 69.7	Intersection LOS: E
Intersection Capacity Utilization 104.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 101: Sanderson Ave & Acacia Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	274	186	167	311	287	110	1074	99	223	998	36
Future Volume (veh/h)	41	274	186	167	311	287	110	1074	99	223	998	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	274	186	167	311	287	110	1074	99	223	998	36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	53	432	366	195	278	257	80	1211	112	155	1459	650
Arrive On Green	0.03	0.23	0.23	0.11	0.31	0.31	0.04	0.36	0.36	0.09	0.40	0.40
Sat Flow, veh/h	1810	1900	1610	1810	910	839	1810	3341	308	1810	3610	1608
Grp Volume(v), veh/h	41	274	186	167	0	598	110	580	593	223	998	36
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1749	1810	1805	1844	1810	1805	1608
Q Serve(g_s), s	2.7	15.6	12.1	10.9	0.0	36.7	5.3	36.2	36.3	10.3	27.3	1.6
Cycle Q Clear(g_c), s	2.7	15.6	12.1	10.9	0.0	36.7	5.3	36.2	36.3	10.3	27.3	1.6
Prop In Lane	1.00		1.00	1.00		0.48	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	53	432	366	195	0	535	80	654	668	155	1459	650
V/C Ratio(X)	0.78	0.63	0.51	0.86	0.00	1.12	1.38	0.89	0.89	1.44	0.68	0.06
Avail Cap(c_a), veh/h	86	432	366	388	0	535	80	654	668	155	1459	650
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.19	0.19	0.19
Uniform Delay (d), s/veh	57.9	41.9	40.5	52.6	0.0	41.7	57.3	35.9	36.0	54.8	29.4	21.8
Incr Delay (d2), s/veh	8.7	3.5	1.6	4.1	0.0	75.5	230.0	16.3	16.1	203.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	7.7	5.0	5.2	0.0	26.8	7.5	18.7	19.1	13.4	11.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.6	45.4	42.1	56.7	0.0	117.2	287.4	52.2	52.1	258.0	29.9	21.8
LnGrp LOS	E	D	D	E	A	F	F	D	D	F	C	C
Approach Vol, veh/h		501			765			1283			1257	
Approach Delay, s/veh		45.9			104.0			72.3			70.2	
Approach LOS		D			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	50.2	19.2	33.6	12.0	55.2	9.8	43.0
Change Period (Y+Rc), s	6.7	6.7	6.3	6.3	6.7	6.7	6.3	6.3
Max Green Setting (Gmax), s	10.3	41.3	25.7	16.7	5.3	46.3	5.7	36.7
Max Q Clear Time (g_c+I1), s	12.3	38.3	12.9	17.6	7.3	29.3	4.7	38.7
Green Ext Time (p_c), s	0.0	2.3	0.1	0.0	0.0	8.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	74.5
HCM 6th LOS	E

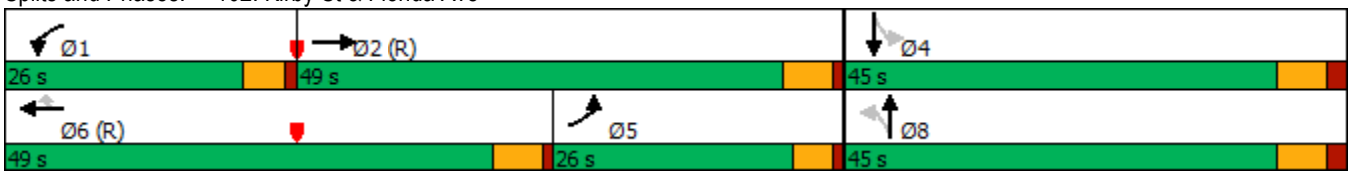
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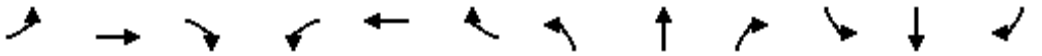
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	246	1062	203	860	111	120	697	174	513
Future Volume (vph)	246	1062	203	860	111	120	697	174	513
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	9.7	10.5	10.5	11.5	11.5	11.5	11.5
Total Split (s)	26.0	49.0	26.0	49.0	49.0	45.0	45.0	45.0	45.0
Total Split (%)	21.7%	40.8%	21.7%	40.8%	40.8%	37.5%	37.5%	37.5%	37.5%
Yellow Time (s)	3.7	4.5	3.7	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	4.7	5.5	5.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	21.3	47.6	17.2	43.5	43.5	38.5	38.5	38.5	38.5
Actuated g/C Ratio	0.18	0.40	0.14	0.36	0.36	0.32	0.32	0.32	0.32
v/c Ratio	0.77	0.83	0.79	0.66	0.17	0.84	0.72	1.67	0.62
Control Delay	63.9	39.1	70.4	34.9	7.0	82.1	39.5	370.1	34.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.9	39.1	70.4	34.9	7.0	82.1	39.5	370.1	34.9
LOS	E	D	E	C	A	F	D	F	C
Approach Delay		43.4		38.4			44.9		101.0
Approach LOS		D		D			D		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 92 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.67	
Intersection Signal Delay: 53.9	Intersection LOS: D
Intersection Capacity Utilization 96.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 102: Kirby St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	1062	113	203	860	111	120	697	125	174	513	195
Future Volume (veh/h)	246	1062	113	203	860	111	120	697	125	174	513	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	246	1062	113	203	860	111	120	697	125	174	513	195
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	1356	144	231	1309	582	172	981	176	141	821	311
Arrive On Green	0.17	0.41	0.41	0.13	0.36	0.36	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	3291	350	1810	3610	1606	752	3056	548	676	2559	968
Grp Volume(v), veh/h	246	582	593	203	860	111	120	411	411	174	361	347
Grp Sat Flow(s),veh/h/ln	1810	1805	1836	1810	1805	1606	752	1805	1799	676	1805	1722
Q Serve(g_s), s	15.7	33.6	33.7	13.2	23.9	5.7	17.9	24.1	24.1	14.4	20.4	20.6
Cycle Q Clear(g_c), s	15.7	33.6	33.7	13.2	23.9	5.7	38.5	24.1	24.1	38.5	20.4	20.6
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.30	1.00		0.56
Lane Grp Cap(c), veh/h	309	744	756	231	1309	582	172	579	577	141	579	552
V/C Ratio(X)	0.80	0.78	0.78	0.88	0.66	0.19	0.70	0.71	0.71	1.23	0.62	0.63
Avail Cap(c_a), veh/h	321	744	756	321	1309	582	172	579	577	141	579	552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.52	0.52	0.52	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	30.6	30.6	51.4	32.0	26.2	51.6	35.8	35.9	55.9	34.6	34.7
Incr Delay (d2), s/veh	6.3	4.3	4.3	14.3	2.6	0.7	20.8	7.2	7.3	151.6	5.0	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	15.1	15.3	6.9	10.7	2.3	4.6	11.7	11.7	10.2	9.7	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.0	34.9	34.9	65.7	34.6	26.9	72.4	43.1	43.1	207.5	39.6	40.0
LnGrp LOS	D	C	C	E	C	C	E	D	D	F	D	D
Approach Vol, veh/h		1421			1174			942			882	
Approach Delay, s/veh		38.2			39.2			46.8			72.9	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.0	55.0		45.0	26.0	49.0		45.0				
Change Period (Y+Rc), s	* 4.7	5.5		6.5	5.5	* 5.5		6.5				
Max Green Setting (Gmax), s	* 21	43.5		38.5	21.3	* 44		38.5				
Max Q Clear Time (g_c+I1), s	15.2	35.7		40.5	17.7	25.9		40.5				
Green Ext Time (p_c), s	0.1	3.2		0.0	0.1	3.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		47.3	
HCM 6th LOS		D	

Notes

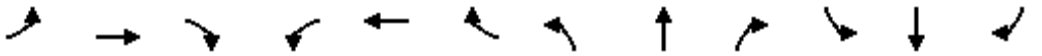
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	126	1159	135	1030	130	209	123	123	259	76
Future Volume (vph)	126	1159	135	1030	130	209	123	123	259	76
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	1	6		8			4	
Permitted Phases					8		8	4		4
Detector Phase	5	2	1	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	9.7	9.7	9.7	9.7	9.7	9.7
Total Split (s)	16.0	51.0	17.0	52.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	15.2%	48.6%	16.2%	49.5%	35.2%	35.2%	35.2%	35.2%	35.2%	35.2%
Yellow Time (s)	3.7	4.1	3.7	4.1	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	4.7	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	10.2	47.3	10.9	48.0	32.3	32.3	32.3	32.3	32.3	32.3
Actuated g/C Ratio	0.10	0.45	0.10	0.46	0.31	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.72	0.77	0.72	0.68	0.49	0.36	0.21	0.40	0.44	0.14
Control Delay	68.8	28.5	87.5	14.4	37.1	30.5	5.9	33.4	32.1	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.8	28.5	87.5	14.4	37.1	30.5	5.9	33.4	32.1	7.5
LOS	E	C	F	B	D	C	A	C	C	A
Approach Delay		32.2		22.3		25.8			28.4	
Approach LOS		C		C		C			C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 58 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 27.4	Intersection LOS: C
Intersection Capacity Utilization 79.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 103: Lyon Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	1159	85	135	1030	87	130	209	123	123	259	76
Future Volume (veh/h)	126	1159	85	135	1030	87	130	209	123	123	259	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	126	1159	85	135	1030	87	130	209	123	123	259	76
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	1574	115	166	1576	133	278	584	492	304	584	492
Arrive On Green	0.09	0.46	0.46	0.03	0.15	0.15	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1810	3403	249	1810	3361	284	1058	1900	1599	1061	1900	1599
Grp Volume(v), veh/h	126	614	630	135	553	564	130	209	123	123	259	76
Grp Sat Flow(s),veh/h/ln	1810	1805	1847	1810	1805	1840	1058	1900	1599	1061	1900	1599
Q Serve(g_s), s	7.2	29.1	29.2	7.8	30.2	30.3	11.8	9.0	6.1	10.7	11.5	3.6
Cycle Q Clear(g_c), s	7.2	29.1	29.2	7.8	30.2	30.3	23.3	9.0	6.1	19.7	11.5	3.6
Prop In Lane	1.00		0.13	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	155	835	854	166	846	862	278	584	492	304	584	492
V/C Ratio(X)	0.81	0.74	0.74	0.81	0.65	0.65	0.47	0.36	0.25	0.40	0.44	0.15
Avail Cap(c_a), veh/h	195	835	854	212	846	862	278	584	492	304	584	492
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.2	23.0	23.0	50.0	36.4	36.4	38.5	28.3	27.3	35.9	29.1	26.4
Incr Delay (d2), s/veh	15.1	5.7	5.6	10.1	2.8	2.8	5.5	1.7	1.2	4.0	2.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	13.0	13.4	4.1	15.2	15.5	3.5	4.3	2.5	3.1	5.6	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.3	28.7	28.7	60.1	39.2	39.2	44.0	30.0	28.5	39.9	31.6	27.1
LnGrp LOS	E	C	C	E	D	D	D	C	C	D	C	C
Approach Vol, veh/h		1370			1252			462			458	
Approach Delay, s/veh		31.8			41.4			33.5			33.1	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.3	53.7		37.0	13.7	54.3		37.0				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		* 4.7				
Max Green Setting (Gmax), s	* 12	45.9		* 32	* 11	46.9		* 32				
Max Q Clear Time (g_c+I1), s	9.8	31.2		21.7	9.2	32.3		25.3				
Green Ext Time (p_c), s	0.0	4.9		1.1	0.0	4.2		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		35.6	
HCM 6th LOS		D	

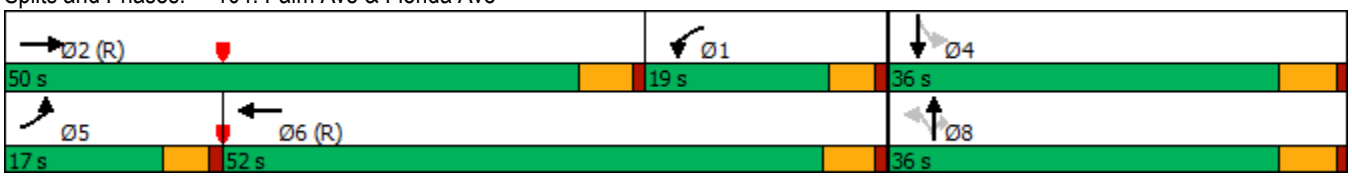
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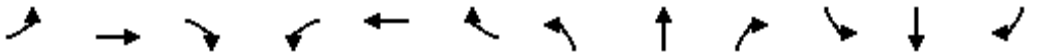
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	117	1141	111	1054	79	244	90	40	258
Future Volume (vph)	117	1141	111	1054	79	244	90	40	258
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.4	10.4	10.4	10.4	10.4
Total Split (s)	17.0	50.0	19.0	52.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	16.2%	47.6%	18.1%	49.5%	34.3%	34.3%	34.3%	34.3%	34.3%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.4	5.4	5.4	5.4	5.4
Lead/Lag	Lead	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	10.3	44.9	14.3	48.9	30.6	30.6	30.6	30.6	30.6
Actuated g/C Ratio	0.10	0.43	0.14	0.47	0.29	0.29	0.29	0.29	0.29
v/c Ratio	0.66	0.79	0.45	0.66	0.43	0.44	0.16	0.15	0.64
Control Delay	76.6	24.2	35.8	12.5	39.2	33.3	2.9	29.5	37.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.6	24.2	35.8	12.5	39.2	33.3	2.9	29.5	37.0
LOS	E	C	D	B	D	C	A	C	D
Approach Delay		28.8		14.6		27.8			36.3
Approach LOS		C		B		C			D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 24.4	Intersection LOS: C
Intersection Capacity Utilization 80.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 104: Palm Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	1141	73	111	1054	48	79	244	90	40	258	89
Future Volume (veh/h)	117	1141	73	111	1054	48	79	244	90	40	258	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	117	1141	73	111	1054	48	79	244	90	40	258	89
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	143	1470	94	240	1701	77	198	554	465	266	393	135
Arrive On Green	0.16	0.86	0.86	0.26	0.97	0.97	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	3439	220	1810	3510	160	1046	1900	1597	1058	1347	465
Grp Volume(v), veh/h	117	599	615	111	542	560	79	244	90	40	0	347
Grp Sat Flow(s),veh/h/ln	1810	1805	1853	1810	1805	1865	1046	1900	1597	1058	0	1812
Q Serve(g_s), s	6.6	15.0	15.0	5.4	2.4	2.4	7.5	11.0	4.4	3.4	0.0	17.6
Cycle Q Clear(g_c), s	6.6	15.0	15.0	5.4	2.4	2.4	25.1	11.0	4.4	14.3	0.0	17.6
Prop In Lane	1.00		0.12	1.00		0.09	1.00		1.00	1.00		0.26
Lane Grp Cap(c), veh/h	143	772	793	240	875	904	198	554	465	266	0	528
V/C Ratio(X)	0.82	0.78	0.78	0.46	0.62	0.62	0.40	0.44	0.19	0.15	0.00	0.66
Avail Cap(c_a), veh/h	212	772	793	246	875	904	198	554	465	266	0	528
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.82	0.82	0.82	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.4	5.4	5.4	35.5	0.9	0.9	43.6	30.2	27.9	36.1	0.0	32.6
Incr Delay (d2), s/veh	6.0	5.1	5.0	0.4	2.7	2.6	5.9	2.5	0.9	1.2	0.0	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.3	3.4	2.2	1.1	1.1	2.3	5.4	1.8	1.0	0.0	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.5	10.5	10.4	35.9	3.6	3.5	49.5	32.8	28.9	37.3	0.0	38.9
LnGrp LOS	D	B	B	D	A	A	D	C	C	D	A	D
Approach Vol, veh/h		1331			1213			413			387	
Approach Delay, s/veh		13.9			6.5			35.1			38.7	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	50.0		36.0	13.0	56.0		36.0				
Change Period (Y+Rc), s	5.1	* 5.1		5.4	* 4.7	5.1		5.4				
Max Green Setting (Gmax), s	14.3	* 45		30.6	* 12	46.9		30.6				
Max Q Clear Time (g_c+I1), s	7.4	17.0		19.6	8.6	4.4		27.1				
Green Ext Time (p_c), s	0.1	5.7		1.2	0.0	5.1		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		16.7	
HCM 6th LOS		B	

Notes

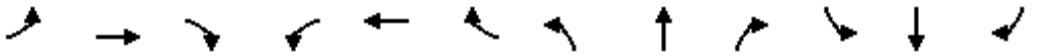
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	105	1060	107	938	72	430	118	491	196
Future Volume (vph)	105	1060	107	938	72	430	118	491	196
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	16.0	57.0	16.0	57.0	32.0	32.0	32.0	32.0	32.0
Total Split (%)	15.2%	54.3%	15.2%	54.3%	30.5%	30.5%	30.5%	30.5%	30.5%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	9.5	53.6	9.6	53.7	26.9	26.9	26.9	26.9	26.9
Actuated g/C Ratio	0.09	0.51	0.09	0.51	0.26	0.26	0.26	0.26	0.26
v/c Ratio	0.64	0.62	0.65	0.56	1.00	0.59	0.83	1.01	0.35
Control Delay	62.8	16.2	64.1	19.1	149.5	35.4	79.2	83.3	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	16.2	64.1	19.1	149.5	35.4	79.2	83.3	6.4
LOS	E	B	E	B	F	D	E	F	A
Approach Delay		20.2		23.4		48.9		64.0	
Approach LOS		C		C		D		E	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 57 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 35.1	Intersection LOS: D
Intersection Capacity Utilization 84.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 105: State St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	1060	68	107	938	78	72	430	105	118	491	196
Future Volume (veh/h)	105	1060	68	107	938	78	72	430	105	118	491	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	105	1060	68	107	938	78	72	430	105	118	491	196
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	130	1817	117	134	1786	148	69	736	178	178	487	411
Arrive On Green	0.14	1.00	1.00	0.07	0.53	0.53	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3443	221	1810	3370	280	767	2871	694	882	1900	1603
Grp Volume(v), veh/h	105	556	572	107	502	514	72	269	266	118	491	196
Grp Sat Flow(s),veh/h/ln	1810	1805	1859	1810	1805	1845	767	1805	1760	882	1900	1603
Q Serve(g_s), s	5.9	0.0	0.0	6.1	19.0	19.0	0.0	13.7	13.9	13.0	26.9	10.9
Cycle Q Clear(g_c), s	5.9	0.0	0.0	6.1	19.0	19.0	26.9	13.7	13.9	26.9	26.9	10.9
Prop In Lane	1.00		0.12	1.00		0.15	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	130	953	981	134	956	978	69	462	451	178	487	411
V/C Ratio(X)	0.81	0.58	0.58	0.80	0.53	0.53	1.05	0.58	0.59	0.66	1.01	0.48
Avail Cap(c_a), veh/h	195	953	981	195	956	978	69	462	451	178	487	411
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	0.78	0.78	0.78	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	0.0	0.0	47.8	16.1	16.1	52.5	34.1	34.2	46.5	39.0	33.1
Incr Delay (d2), s/veh	5.0	1.6	1.6	6.6	1.6	1.6	123.2	5.3	5.6	17.9	43.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.4	0.4	3.0	7.8	8.0	4.1	6.6	6.6	4.0	18.1	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	1.6	1.6	54.4	17.7	17.7	175.7	39.4	39.8	64.4	82.0	37.0
LnGrp LOS	D	A	A	D	B	B	F	D	D	E	F	D
Approach Vol, veh/h		1233			1123			607			805	
Approach Delay, s/veh		5.6			21.2			55.7			68.5	
Approach LOS		A			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	60.5		32.0	12.3	60.7		32.0				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	* 4.7	5.1		5.1				
Max Green Setting (Gmax), s	* 11	51.9		26.9	* 11	51.9		26.9				
Max Q Clear Time (g_c+I1), s	8.1	2.0		28.9	7.9	21.0		28.9				
Green Ext Time (p_c), s	0.0	5.3		0.0	0.0	4.5		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		31.8	
HCM 6th LOS		C	

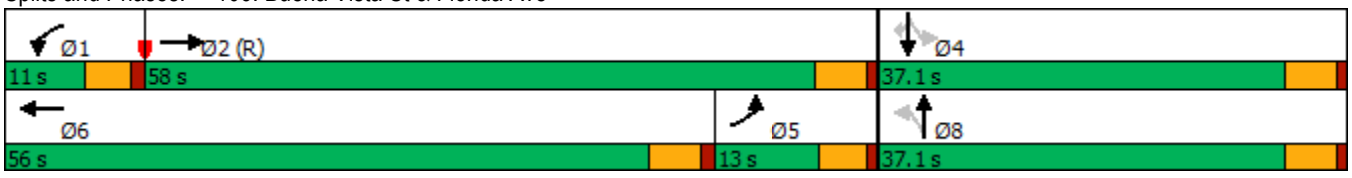
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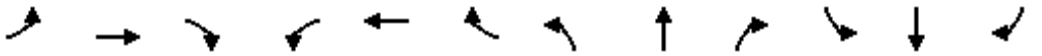
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	40	1169	39	1058	48	168	42	204	35
Future Volume (vph)	40	1169	39	1058	48	168	42	204	35
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	13.0	58.0	11.0	56.0	37.1	37.1	37.1	37.1	37.1
Total Split (%)	12.3%	54.7%	10.4%	52.8%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lag	Lag	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	None	Max	Max	Max
Act Effct Green (s)	11.3	57.3	5.9	51.9	32.0	32.0	32.0	32.0	32.0
Actuated g/C Ratio	0.11	0.54	0.06	0.49	0.30	0.30	0.30	0.30	0.30
v/c Ratio	0.21	0.63	0.39	0.62	0.15	0.39	0.14	0.36	0.06
Control Delay	44.4	19.6	59.7	23.6	28.9	29.7	28.7	31.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	19.6	59.7	23.6	28.9	29.7	28.7	31.2	0.2
LOS	D	B	E	C	C	C	C	C	A
Approach Delay		20.4		24.8		29.6		27.0	
Approach LOS		C		C		C		C	

Intersection Summary	
Cycle Length: 106.1	
Actuated Cycle Length: 106.1	
Offset: 50 (47%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 23.6	Intersection LOS: C
Intersection Capacity Utilization 62.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 106: Buena Vista St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1169	50	39	1058	36	48	168	51	42	204	35
Future Volume (veh/h)	40	1169	50	39	1058	36	48	168	51	42	204	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	1169	50	39	1058	36	48	168	51	42	204	35
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	386	1850	79	58	1211	41	320	422	128	311	574	485
Arrive On Green	0.21	0.53	0.53	0.03	0.34	0.34	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	3522	151	1810	3557	121	1158	1398	424	1179	1900	1607
Grp Volume(v), veh/h	40	599	620	39	537	557	48	0	219	42	204	35
Grp Sat Flow(s),veh/h/ln	1810	1805	1868	1810	1805	1873	1158	0	1823	1179	1900	1607
Q Serve(g_s), s	1.9	25.0	25.0	2.3	29.6	29.6	3.6	0.0	10.1	3.1	8.9	1.6
Cycle Q Clear(g_c), s	1.9	25.0	25.0	2.3	29.6	29.6	12.5	0.0	10.1	13.2	8.9	1.6
Prop In Lane	1.00		0.08	1.00		0.06	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	386	948	981	58	615	638	320	0	550	311	574	485
V/C Ratio(X)	0.10	0.63	0.63	0.67	0.87	0.87	0.15	0.00	0.40	0.13	0.36	0.07
Avail Cap(c_a), veh/h	386	948	981	108	867	899	320	0	550	311	574	485
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.92	0.92	0.92	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	17.9	17.9	50.7	32.8	32.8	33.8	0.0	29.4	34.6	28.9	26.4
Incr Delay (d2), s/veh	0.0	2.3	2.3	4.5	5.1	5.0	0.1	0.0	0.2	0.9	1.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	10.4	10.7	1.1	13.3	13.8	1.0	0.0	4.4	1.0	4.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.6	20.2	20.1	55.2	37.9	37.8	33.9	0.0	29.5	35.5	30.7	26.7
LnGrp LOS	C	C	C	E	D	D	C	A	C	D	C	C
Approach Vol, veh/h		1259			1133			267			281	
Approach Delay, s/veh		20.6			38.4			30.3			30.9	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	60.8		37.1	27.7	41.2		37.1				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	5.1	* 5.1		5.1				
Max Green Setting (Gmax), s	* 6.3	52.9		32.0	8.3	* 51		32.0				
Max Q Clear Time (g_c+I1), s	4.3	27.0		15.2	3.9	31.6		14.5				
Green Ext Time (p_c), s	0.0	5.6		0.8	0.0	4.5		0.8				

Intersection Summary		
HCM 6th Ctrl Delay		29.3
HCM 6th LOS		C

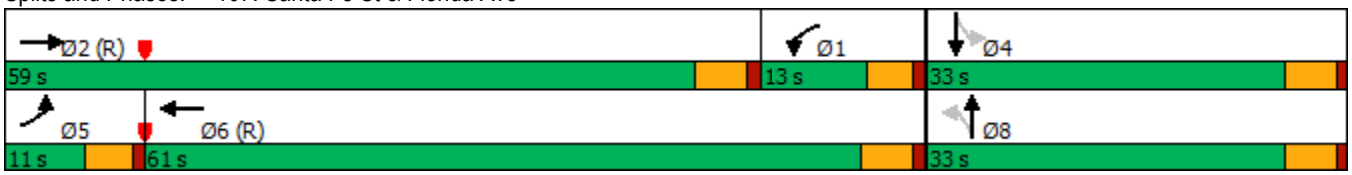
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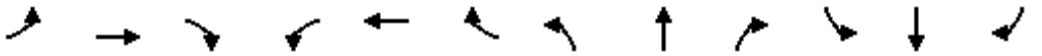
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	23	1160	58	1050	59	65	26	70
Future Volume (vph)	23	1160	58	1050	59	65	26	70
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.0	10.0	10.0	10.0
Total Split (s)	11.0	59.0	13.0	61.0	33.0	33.0	33.0	33.0
Total Split (%)	10.5%	56.2%	12.4%	58.1%	31.4%	31.4%	31.4%	31.4%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	6.0	74.5	7.6	80.2	10.0	10.0	10.0	10.0
Actuated g/C Ratio	0.06	0.71	0.07	0.76	0.10	0.10	0.10	0.10
v/c Ratio	0.22	0.48	0.44	0.39	0.56	0.66	0.32	0.58
Control Delay	51.8	8.6	57.3	5.9	64.0	42.1	52.5	44.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.8	8.6	57.3	5.9	64.0	42.1	52.5	44.7
LOS	D	A	E	A	E	D	D	D
Approach Delay		9.4		8.6		48.5		46.1
Approach LOS		A		A		D		D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 13.8	Intersection LOS: B
Intersection Capacity Utilization 67.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 107: Santa Fe St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1160	67	58	1050	19	59	65	76	26	70	43
Future Volume (veh/h)	23	1160	67	58	1050	19	59	65	76	26	70	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	1160	67	58	1050	19	59	65	76	26	70	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	42	1777	103	387	2566	46	157	102	119	132	140	86
Arrive On Green	0.02	0.51	0.51	0.21	0.71	0.71	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1810	3462	200	1810	3627	66	1288	792	926	1257	1095	673
Grp Volume(v), veh/h	23	604	623	58	523	546	59	0	141	26	0	113
Grp Sat Flow(s),veh/h/ln	1810	1805	1857	1810	1805	1888	1288	0	1718	1257	0	1768
Q Serve(g_s), s	1.3	25.7	25.8	2.7	12.5	12.5	4.7	0.0	8.2	2.1	0.0	6.3
Cycle Q Clear(g_c), s	1.3	25.7	25.8	2.7	12.5	12.5	10.9	0.0	8.2	10.3	0.0	6.3
Prop In Lane	1.00		0.11	1.00		0.03	1.00		0.54	1.00		0.38
Lane Grp Cap(c), veh/h	42	927	953	387	1277	1336	157	0	220	132	0	227
V/C Ratio(X)	0.55	0.65	0.65	0.15	0.41	0.41	0.38	0.00	0.64	0.20	0.00	0.50
Avail Cap(c_a), veh/h	109	927	953	387	1277	1336	335	0	458	306	0	471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	0.56	0.56	0.56	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.7	18.7	18.7	33.5	6.3	6.3	47.7	0.0	43.5	48.4	0.0	42.6
Incr Delay (d2), s/veh	3.1	2.7	2.7	0.0	0.5	0.5	0.6	0.0	1.2	0.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	10.8	11.1	1.2	4.2	4.4	1.5	0.0	3.5	0.7	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.8	21.4	21.4	33.6	6.9	6.8	48.3	0.0	44.6	48.6	0.0	43.3
LnGrp LOS	D	C	C	C	A	A	D	A	D	D	A	D
Approach Vol, veh/h		1250			1127			200			139	
Approach Delay, s/veh		22.0			8.2			45.7			44.3	
Approach LOS		C			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.5	59.0		18.5	7.1	79.4		18.5				
Change Period (Y+Rc), s	5.1	* 5.1		5.0	* 4.7	5.1		5.0				
Max Green Setting (Gmax), s	8.3	* 54		28.0	* 6.3	55.9		28.0				
Max Q Clear Time (g_c+I1), s	4.7	27.8		12.3	3.3	14.5		12.9				
Green Ext Time (p_c), s	0.0	5.7		0.4	0.0	4.8		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		19.2	
HCM 6th LOS		B	

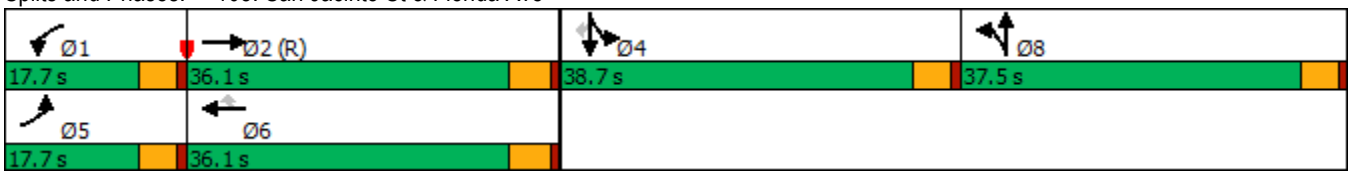
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	210	959	130	794	107	87	275	213	277	191
Future Volume (vph)	210	959	130	794	107	87	275	213	277	191
Turn Type	Prot	NA	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2	1	6		8	8	4	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	9.7	9.7	9.7	9.7	9.7
Total Split (s)	17.7	36.1	17.7	36.1	36.1	37.5	37.5	38.7	38.7	38.7
Total Split (%)	13.6%	27.8%	13.6%	27.8%	27.8%	28.8%	28.8%	29.8%	29.8%	29.8%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	13.0	32.1	11.9	31.0	31.0	32.8	32.8	34.0	34.0	34.0
Actuated g/C Ratio	0.10	0.25	0.09	0.24	0.24	0.25	0.25	0.26	0.26	0.26
v/c Ratio	1.17	1.14	0.79	0.92	0.24	0.19	0.39	0.43	0.63	0.34
Control Delay	169.2	119.8	88.2	65.4	11.7	39.6	38.8	43.5	49.6	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	169.2	119.8	88.2	65.4	11.7	39.6	38.8	43.5	49.6	6.8
LOS	F	F	F	E	B	D	D	D	D	A
Approach Delay		128.3		62.7			38.9		35.9	
Approach LOS		F		E			D		D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 108 (83%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 77.9	Intersection LOS: E
Intersection Capacity Utilization 76.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 108: San Jacinto St & Florida Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	959	47	130	794	107	87	275	73	213	277	191
Future Volume (veh/h)	210	959	47	130	794	107	87	275	73	213	277	191
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	210	959	47	130	794	107	87	275	73	213	277	191
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	883	43	155	861	378	457	712	185	473	497	420
Arrive On Green	0.10	0.25	0.25	0.09	0.24	0.24	0.25	0.25	0.25	0.26	0.26	0.26
Sat Flow, veh/h	1810	3490	171	1810	3610	1586	1810	2822	734	1810	1900	1605
Grp Volume(v), veh/h	210	496	510	130	794	107	87	174	174	213	277	191
Grp Sat Flow(s),veh/h/ln	1810	1805	1856	1810	1805	1586	1810	1805	1751	1810	1900	1605
Q Serve(g_s), s	13.0	32.9	32.9	9.2	27.9	7.2	4.9	10.4	10.7	12.8	16.4	13.0
Cycle Q Clear(g_c), s	13.0	32.9	32.9	9.2	27.9	7.2	4.9	10.4	10.7	12.8	16.4	13.0
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	181	456	469	155	861	378	457	455	442	473	497	420
V/C Ratio(X)	1.16	1.09	1.09	0.84	0.92	0.28	0.19	0.38	0.39	0.45	0.56	0.46
Avail Cap(c_a), veh/h	181	456	469	181	861	378	457	455	442	473	497	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	48.6	48.6	58.6	48.3	40.4	38.2	40.2	40.4	40.2	41.5	40.2
Incr Delay (d2), s/veh	112.4	64.9	64.4	22.4	15.2	0.4	0.9	2.4	2.6	3.1	4.5	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	22.8	23.4	5.2	14.2	2.8	2.3	4.9	5.0	6.1	8.3	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	170.9	113.4	112.9	80.9	63.5	40.8	39.1	42.6	43.0	43.2	46.0	43.8
LnGrp LOS	F	F	F	F	E	D	D	D	D	D	D	D
Approach Vol, veh/h		1216			1031			435			681	
Approach Delay, s/veh		123.1			63.4			42.1			44.5	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.8	38.0		38.7	17.7	36.1		37.5				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		4.7				
Max Green Setting (Gmax), s	* 13	31.0		* 34	* 13	31.0		32.8				
Max Q Clear Time (g_c+I1), s	11.2	34.9		18.4	15.0	29.9		12.7				
Green Ext Time (p_c), s	0.0	0.0		2.7	0.0	0.6		2.2				

Intersection Summary		
HCM 6th Ctrl Delay		78.4
HCM 6th LOS		E

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

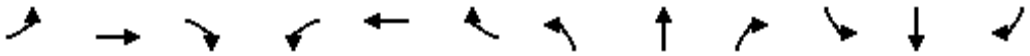
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	142	1274	692	311	1456	588	215	125	79
Future Volume (vph)	142	1274	692	311	1456	588	215	125	79
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	62.5	62.5	18.0	69.0	39.5	39.5	39.5	39.5
Total Split (%)	9.6%	52.1%	52.1%	15.0%	57.5%	32.9%	32.9%	32.9%	32.9%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.5	58.5	58.5	14.0	65.0	35.5	35.5		35.5
Actuated g/C Ratio	0.06	0.49	0.49	0.12	0.54	0.30	0.30		0.30
v/c Ratio	1.27	0.72	0.63	1.48	0.77	2.76	0.91		3.98
Control Delay	218.5	27.4	5.6	277.5	25.1	824.7	58.2		1376.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	218.5	27.4	5.6	277.5	25.1	824.7	58.2		1376.4
LOS	F	C	A	F	C	F	E		F
Approach Delay		33.1			68.3		470.9		1376.4
Approach LOS		C			E		F		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 3.98	
Intersection Signal Delay: 238.6	Intersection LOS: F
Intersection Capacity Utilization 123.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 109: Warren Rd & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	1274	692	311	1456	51	588	215	289	125	79	226
Future Volume (veh/h)	142	1274	692	311	1456	51	588	215	289	125	79	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	142	1274	692	311	1456	51	588	215	289	125	79	226
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	113	1760	785	211	1927	67	229	217	292	40	17	21
Arrive On Green	0.06	0.49	0.49	0.12	0.54	0.54	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	3610	1610	1810	3558	124	1091	735	988	6	57	70
Grp Volume(v), veh/h	142	1274	692	311	737	770	588	0	504	430	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1878	1091	0	1722	133	0	0
Q Serve(g_s), s	7.5	33.5	46.4	14.0	38.0	38.2	0.0	0.0	35.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	7.5	33.5	46.4	14.0	38.0	38.2	35.5	0.0	35.0	35.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.57	0.29		0.53
Lane Grp Cap(c), veh/h	113	1760	785	211	978	1017	229	0	509	78	0	0
V/C Ratio(X)	1.26	0.72	0.88	1.47	0.75	0.76	2.57	0.00	0.99	5.51	0.00	0.00
Avail Cap(c_a), veh/h	113	1760	785	211	978	1017	229	0	509	78	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.3	24.4	27.6	53.0	21.3	21.4	46.9	0.0	42.1	45.3	0.0	0.0
Incr Delay (d2), s/veh	168.4	2.6	13.6	236.8	5.4	5.3	717.5	0.0	37.3	2055.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	14.6	20.2	20.2	16.9	17.6	52.6	0.0	19.9	47.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	224.7	27.0	41.2	289.8	26.7	26.6	764.4	0.0	79.4	2100.7	0.0	0.0
LnGrp LOS	F	C	D	F	C	C	F	A	E	F	A	A
Approach Vol, veh/h		2108			1818			1092			430	
Approach Delay, s/veh		45.0			71.7			448.2			2100.7	
Approach LOS		D			E			F			F	

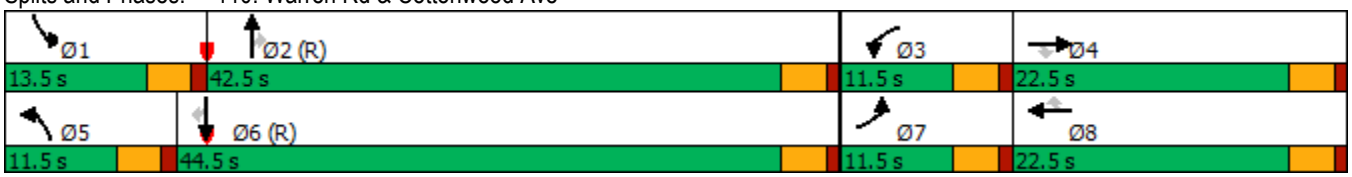
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	62.5		39.5	11.5	69.0		39.5				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	58.5		35.5	7.5	65.0		35.5				
Max Q Clear Time (g_c+I1), s	16.0	48.4		37.5	9.5	40.2		37.5				
Green Ext Time (p_c), s	0.0	7.6		0.0	0.0	12.6		0.0				

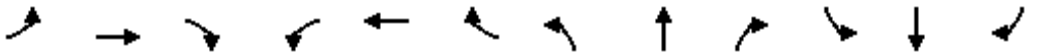
Intersection Summary			
HCM 6th Ctrl Delay		297.0	
HCM 6th LOS		F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	29	30	101	43	118	36	791	150	179	812	6
Future Volume (vph)	2	29	30	101	43	118	36	791	150	179	812	6
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	22.5	22.5	11.5	22.5	22.5	11.5	42.5	42.5	13.5	44.5	44.5
Total Split (%)	12.8%	25.0%	25.0%	12.8%	25.0%	25.0%	12.8%	47.2%	47.2%	15.0%	49.4%	49.4%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.0	7.7	7.7	7.4	12.5	12.5	7.8	47.6	47.6	15.7	59.9	59.9
Actuated g/C Ratio	0.08	0.09	0.09	0.08	0.14	0.14	0.09	0.53	0.53	0.17	0.67	0.67
v/c Ratio	0.01	0.18	0.13	0.68	0.16	0.36	0.23	0.79	0.17	0.57	0.64	0.01
Control Delay	38.5	40.2	1.1	64.3	34.5	10.4	41.7	27.2	5.6	41.3	15.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.5	40.2	1.1	64.3	34.5	10.4	41.7	27.2	5.6	41.3	15.6	0.0
LOS	D	D	A	E	C	B	D	C	A	D	B	A
Approach Delay		20.9			35.1			24.4			20.1	
Approach LOS		C			D			C			C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 23.7	Intersection LOS: C
Intersection Capacity Utilization 73.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 110: Warren Rd & Cottonwood Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	29	30	101	43	118	36	791	150	179	812	6
Future Volume (veh/h)	2	29	30	101	43	118	36	791	150	179	812	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	29	30	101	43	118	36	791	150	179	812	6
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	7	147	125	129	276	234	84	1079	914	191	1191	1010
Arrive On Green	0.00	0.08	0.08	0.07	0.15	0.15	0.05	0.57	0.57	0.11	0.63	0.63
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	2	29	30	101	43	118	36	791	150	179	812	6
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	0.1	1.3	1.6	4.9	1.8	6.1	1.7	27.8	4.0	8.8	25.1	0.1
Cycle Q Clear(g_c), s	0.1	1.3	1.6	4.9	1.8	6.1	1.7	27.8	4.0	8.8	25.1	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	7	147	125	129	276	234	84	1079	914	191	1191	1010
V/C Ratio(X)	0.29	0.20	0.24	0.78	0.16	0.50	0.43	0.73	0.16	0.94	0.68	0.01
Avail Cap(c_a), veh/h	151	391	331	151	391	331	151	1079	914	191	1191	1010
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	38.9	39.0	41.1	33.6	35.5	41.8	14.4	9.3	40.0	10.9	6.3
Incr Delay (d2), s/veh	21.8	0.6	1.0	19.8	0.3	1.7	3.5	4.4	0.4	47.4	3.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.6	0.6	2.9	0.8	0.1	0.9	12.1	1.4	6.4	10.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.5	39.5	40.0	60.9	33.9	37.2	45.3	18.8	9.7	87.3	14.1	6.3
LnGrp LOS	E	D	D	E	C	D	D	B	A	F	B	A
Approach Vol, veh/h		61			262			977			997	
Approach Delay, s/veh		40.7			45.8			18.4			27.2	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	55.1	10.4	11.0	8.2	60.4	4.3	17.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.5	38.5	7.5	18.5	7.5	40.5	7.5	18.5
Max Q Clear Time (g_c+I1), s	10.8	29.8	6.9	3.6	3.7	27.1	2.1	8.1
Green Ext Time (p_c), s	0.0	4.0	0.0	0.1	0.0	5.0	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	25.9
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	543.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	145	4	210	145	101	3	821	307	101	798	91
Future Vol, veh/h	53	145	4	210	145	101	3	821	307	101	798	91
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	53	145	4	210	145	101	3	821	307	101	798	91
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

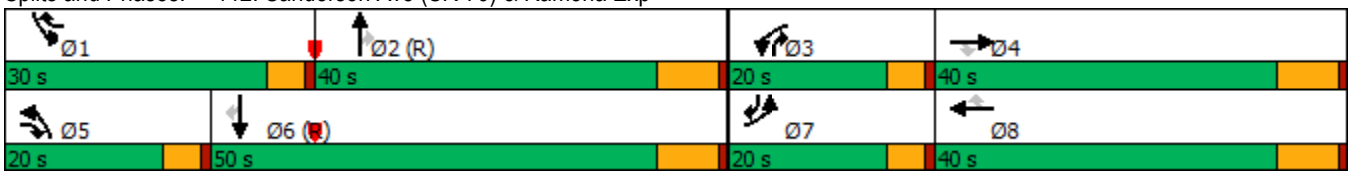
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	41.4	111.8	743.1	617.3
HCM LOS	E	F	F	F

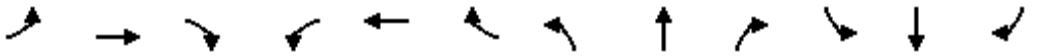
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	26%	46%	10%
Vol Thru, %	73%	72%	32%	81%
Vol Right, %	27%	2%	22%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1131	202	456	990
LT Vol	3	53	210	101
Through Vol	821	145	145	798
RT Vol	307	4	101	91
Lane Flow Rate	1131	202	456	990
Geometry Grp	1	1	1	1
Degree of Util (X)	2.58	0.541	1.055	2.293
Departure Headway (Hd)	11.221	18.491	13.982	11.951
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	339	198	264	317
Service Time	9.221	16.491	11.982	9.951
HCM Lane V/C Ratio	3.336	1.02	1.727	3.123
HCM Control Delay	743.1	41.4	111.8	617.3
HCM Lane LOS	F	E	F	F
HCM 95th-tile Q	67.9	2.8	11	53.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	632	1063	233	31	900	625	232	701	29	864	1280	988
Future Volume (vph)	632	1063	233	31	900	625	232	701	29	864	1280	988
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7
Total Split (s)	20.0	40.0	20.0	20.0	40.0	30.0	20.0	40.0	20.0	30.0	50.0	20.0
Total Split (%)	15.4%	30.8%	15.4%	15.4%	30.8%	23.1%	15.4%	30.8%	15.4%	23.1%	38.5%	15.4%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	15.3	44.5	64.2	5.7	33.0	65.3	12.7	33.0	45.7	25.3	45.6	67.9
Actuated g/C Ratio	0.12	0.34	0.49	0.04	0.25	0.50	0.10	0.25	0.35	0.19	0.35	0.52
v/c Ratio	1.53	0.86	0.26	0.20	0.98	0.74	0.68	0.77	0.05	1.27	1.01	1.13
Control Delay	290.2	48.8	6.8	62.6	74.0	28.7	67.0	51.4	0.1	174.8	69.8	99.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	290.2	48.8	6.8	62.6	74.0	28.7	67.0	51.4	0.1	174.8	69.8	99.3
LOS	F	D	A	E	E	C	E	D	A	F	E	F
Approach Delay		122.9			55.6			53.6			108.1	
Approach LOS		F			E			D			F	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 54.5 (42%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.53	
Intersection Signal Delay: 94.1	Intersection LOS: F
Intersection Capacity Utilization 106.4%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 112: Sanderson Ave (SR-79) & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	632	1063	233	31	900	625	232	701	29	864	1280	988
Future Volume (veh/h)	632	1063	233	31	900	625	232	701	29	864	1280	988
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	632	1063	233	31	900	625	232	701	29	864	1280	988
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	413	1248	688	91	916	722	287	916	450	683	1324	780
Arrive On Green	0.12	0.35	0.35	0.03	0.25	0.25	0.08	0.25	0.25	0.19	0.37	0.37
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	632	1063	233	31	900	625	232	701	29	864	1280	988
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	15.3	35.5	12.6	1.1	32.2	33.0	8.4	23.4	1.7	25.3	45.2	47.7
Cycle Q Clear(g_c), s	15.3	35.5	12.6	1.1	32.2	33.0	8.4	23.4	1.7	25.3	45.2	47.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	413	1248	688	91	916	722	287	916	450	683	1324	780
V/C Ratio(X)	1.53	0.85	0.34	0.34	0.98	0.87	0.81	0.76	0.06	1.26	0.97	1.27
Avail Cap(c_a), veh/h	413	1248	688	413	916	722	413	916	450	683	1324	780
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	39.4	24.9	62.2	48.2	32.3	58.7	44.9	34.3	52.3	40.4	33.5
Incr Delay (d2), s/veh	250.3	5.6	0.1	0.8	25.2	10.3	4.8	6.0	0.3	130.6	18.0	130.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.1	16.6	4.9	0.5	17.6	19.4	4.0	11.2	0.7	23.5	23.1	52.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	307.7	45.0	25.0	63.0	73.4	42.6	63.5	51.0	34.6	182.9	58.4	163.7
LnGrp LOS	F	D	C	E	E	D	E	D	C	F	E	F
Approach Vol, veh/h		1928			1556			962			3132	
Approach Delay, s/veh		128.7			60.9			53.5			126.0	
Approach LOS		F			E			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	40.0	8.1	51.9	15.3	54.7	20.0	40.0
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0
Max Green Setting (Gmax), s	* 25	33.0	* 15	33.0	* 15	43.0	* 15	33.0
Max Q Clear Time (g_c+I1), s	27.3	25.4	3.1	37.5	10.4	49.7	17.3	35.0
Green Ext Time (p_c), s	0.0	2.1	0.0	0.0	0.2	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	104.1
HCM 6th LOS	F

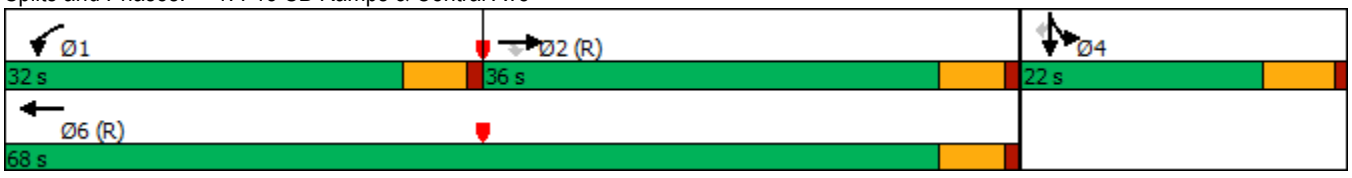
Notes

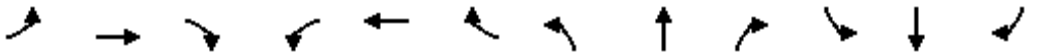
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	784	500	664	1301	441	0	203
Future Volume (vph)	784	500	664	1301	441	0	203
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.4	10.4	10.4	10.4	10.8	10.8	10.8
Total Split (s)	36.0	36.0	32.0	68.0	22.0	22.0	22.0
Total Split (%)	40.0%	40.0%	35.6%	75.6%	24.4%	24.4%	24.4%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.8	5.8	5.8
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	36.2	36.2	22.1	63.7	15.1	15.1	15.1
Actuated g/C Ratio	0.40	0.40	0.25	0.71	0.17	0.17	0.17
v/c Ratio	0.40	0.58	0.81	0.54	0.86	0.68	0.57
Control Delay	20.7	7.2	30.5	2.2	63.9	31.1	24.7
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0	0.0
Total Delay	20.7	7.2	30.5	2.6	63.9	31.1	24.7
LOS	C	A	C	A	E	C	C
Approach Delay	15.5			12.0		41.2	
Approach LOS	B			B		D	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 18.0	Intersection LOS: B
Intersection Capacity Utilization 78.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: I-15 SB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	784	500	664	1301	0	0	0	0	441	0	203
Future Volume (veh/h)	0	784	500	664	1301	0	0	0	0	441	0	203
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	825	526	699	1369	0				531	0	143
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2177	676	799	2553	0				609	0	271
Arrive On Green	0.00	0.42	0.42	0.15	0.47	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	5358	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	825	526	699	1369	0				531	0	143
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	9.9	25.3	17.5	24.1	0.0				12.9	0.0	7.3
Cycle Q Clear(g_c), s	0.0	9.9	25.3	17.5	24.1	0.0				12.9	0.0	7.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2177	676	799	2553	0				609	0	271
V/C Ratio(X)	0.00	0.38	0.78	0.87	0.54	0.00				0.87	0.00	0.53
Avail Cap(c_a), veh/h	0	2177	676	1038	2553	0				651	0	290
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.68	0.68	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	18.0	22.5	36.9	13.3	0.0				36.5	0.0	34.2
Incr Delay (d2), s/veh	0.0	0.5	8.6	4.0	0.6	0.0				11.2	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.8	10.4	8.1	10.2	0.0				6.4	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.5	31.1	40.9	13.8	0.0				47.6	0.0	34.8
LnGrp LOS	A	B	C	D	B	A				D	A	C
Approach Vol, veh/h		1351			2068						674	
Approach Delay, s/veh		23.4			23.0						44.9	
Approach LOS		C			C						D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	25.9	43.2		20.9		69.1						
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4						
Max Green Setting (Gmax), s	26.6	30.6		16.2		62.6						
Max Q Clear Time (g_c+I1), s	19.5	27.3		14.9		26.1						
Green Ext Time (p_c), s	1.0	1.7		0.3		7.8						

Intersection Summary			
HCM 6th Ctrl Delay		26.7	
HCM 6th LOS		C	

Notes

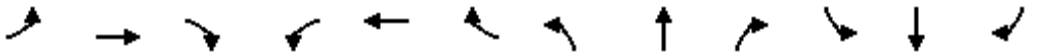
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	82	1144	1511	579	454	3	531
Future Volume (vph)	82	1144	1511	579	454	3	531
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.1	10.8	10.8	10.8	10.8	10.8	10.8
Total Split (s)	16.0	61.0	45.0	45.0	29.0	29.0	29.0
Total Split (%)	17.8%	67.8%	50.0%	50.0%	32.2%	32.2%	32.2%
Yellow Time (s)	4.1	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.8	5.8	5.8	5.8	5.8	5.8
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	8.4	56.6	45.1	45.1	21.8	21.8	21.8
Actuated g/C Ratio	0.09	0.63	0.50	0.50	0.24	0.24	0.24
v/c Ratio	0.52	0.38	0.63	0.57	0.89	0.83	0.76
Control Delay	47.6	17.2	7.2	2.9	58.1	42.7	34.3
Queue Delay	0.0	0.0	1.3	1.4	0.0	0.0	0.0
Total Delay	47.6	17.2	8.6	4.3	58.1	42.7	34.3
LOS	D	B	A	A	E	D	C
Approach Delay		19.2	7.4			45.4	
Approach LOS		B	A			D	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 7 (8%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 19.5	Intersection LOS: B
Intersection Capacity Utilization 78.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: I-15 NB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	1144	0	0	1511	579	454	3	531	0	0	0
Future Volume (veh/h)	82	1144	0	0	1511	579	454	3	531	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	88	1230	0	0	1625	623	680	0	368			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	112	3226	0	0	2610	808	902	0	401			
Arrive On Green	0.12	1.00	0.00	0.00	0.34	0.34	0.25	0.00	0.25			
Sat Flow, veh/h	1810	5358	0	0	5358	1605	3619	0	1610			
Grp Volume(v), veh/h	88	1230	0	0	1625	623	680	0	368			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1605	1810	0	1610			
Q Serve(g_s), s	4.2	0.0	0.0	0.0	23.7	31.3	15.6	0.0	20.0			
Cycle Q Clear(g_c), s	4.2	0.0	0.0	0.0	23.7	31.3	15.6	0.0	20.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	112	3226	0	0	2610	808	902	0	401			
V/C Ratio(X)	0.78	0.38	0.00	0.00	0.62	0.77	0.75	0.00	0.92			
Avail Cap(c_a), veh/h	219	3226	0	0	2610	808	933	0	415			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00			
Upstream Filter(I)	0.86	0.86	0.00	0.00	0.51	0.51	1.00	0.00	1.00			
Uniform Delay (d), s/veh	38.8	0.0	0.0	0.0	22.7	25.2	31.2	0.0	32.9			
Incr Delay (d2), s/veh	3.9	0.3	0.0	0.0	0.6	3.7	3.0	0.0	24.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.9	0.1	0.0	0.0	10.0	12.9	6.9	0.0	10.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	0.3	0.0	0.0	23.2	28.9	34.2	0.0	56.9			
LnGrp LOS	D	A	A	A	C	C	C	A	E			
Approach Vol, veh/h		1318			2248			1048				
Approach Delay, s/veh		3.1			24.8			42.2				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		61.8			10.7	51.1		28.2				
Change Period (Y+Rc), s		5.8			5.1	5.8		5.8				
Max Green Setting (Gmax), s		55.2			10.9	39.2		23.2				
Max Q Clear Time (g_c+I1), s		2.0			6.2	33.3		22.0				
Green Ext Time (p_c), s		6.6			0.0	4.2		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C

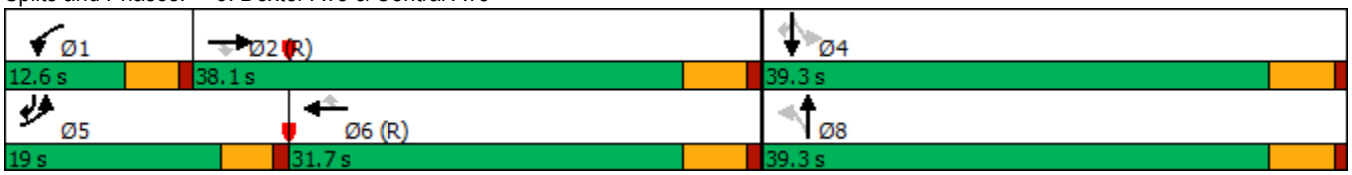
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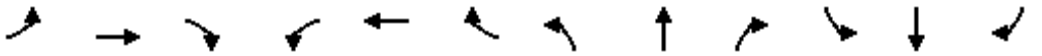
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	332	1206	136	89	1559	177	117	184	63	140	414
Future Volume (vph)	332	1206	136	89	1559	177	117	184	63	140	414
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	7.0	7.0	10.0	10.0	9.0	9.0	5.0
Minimum Split (s)	9.6	11.3	11.3	9.6	12.3	12.3	15.3	15.3	14.3	14.3	9.6
Total Split (s)	19.0	38.1	38.1	12.6	31.7	31.7	39.3	39.3	39.3	39.3	19.0
Total Split (%)	21.1%	42.3%	42.3%	14.0%	35.2%	35.2%	43.7%	43.7%	43.7%	43.7%	21.1%
Yellow Time (s)	3.6	4.3	4.3	3.6	4.3	4.3	4.3	4.3	4.3	4.3	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.3	5.3	4.6	5.3	5.3	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None
Act Effct Green (s)	14.4	35.3	35.3	7.5	26.4	26.4	34.0	34.0	34.0	34.0	53.7
Actuated g/C Ratio	0.16	0.39	0.39	0.08	0.29	0.29	0.38	0.38	0.38	0.38	0.60
v/c Ratio	1.30	0.67	0.21	0.67	0.91	0.33	0.28	0.38	0.19	0.22	0.48
Control Delay	194.1	11.5	1.7	52.1	42.8	11.8	21.5	20.8	20.7	20.1	11.5
Queue Delay	0.0	0.5	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	194.1	12.0	1.7	52.1	49.3	11.8	21.5	20.8	20.7	20.1	11.5
LOS	F	B	A	D	D	B	C	C	C	C	B
Approach Delay		47.2			45.8			21.0		14.4	
Approach LOS		D			D			C		B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.30	
Intersection Signal Delay: 40.0	Intersection LOS: D
Intersection Capacity Utilization 78.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Dexter Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	332	1206	136	89	1559	177	117	184	56	63	140	414
Future Volume (veh/h)	332	1206	136	89	1559	177	117	184	56	63	140	414
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	373	1355	153	100	1752	199	131	207	63	71	157	465
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	290	1986	616	127	1917	471	342	528	161	383	718	865
Arrive On Green	0.21	0.51	0.51	0.07	0.29	0.29	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1810	5187	1608	1810	6536	1607	814	1397	425	1126	1900	1608
Grp Volume(v), veh/h	373	1355	153	100	1752	199	131	0	270	71	157	465
Grp Sat Flow(s),veh/h/ln	1810	1729	1608	1810	1634	1607	814	0	1823	1126	1900	1608
Q Serve(g_s), s	14.4	17.7	4.8	4.9	23.3	9.0	11.7	0.0	9.7	4.4	5.0	16.9
Cycle Q Clear(g_c), s	14.4	17.7	4.8	4.9	23.3	9.0	16.7	0.0	9.7	14.2	5.0	16.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	290	1986	616	127	1917	471	342	0	689	383	718	865
V/C Ratio(X)	1.29	0.68	0.25	0.78	0.91	0.42	0.38	0.00	0.39	0.19	0.22	0.54
Avail Cap(c_a), veh/h	290	1986	616	161	1917	471	342	0	689	383	718	865
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	18.0	14.8	41.2	30.7	25.6	24.7	0.0	20.5	25.6	19.0	13.5
Incr Delay (d2), s/veh	151.0	1.7	0.9	13.7	8.2	2.8	3.2	0.0	1.7	1.1	0.7	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.8	5.8	1.7	2.6	9.7	3.6	2.4	0.0	4.1	1.2	2.2	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	186.4	19.7	15.7	54.9	38.9	28.4	27.9	0.0	22.1	26.7	19.7	15.9
LnGrp LOS	F	B	B	D	D	C	C	A	C	C	B	B
Approach Vol, veh/h		1881			2051			401			693	
Approach Delay, s/veh		52.4			38.7			24.0			17.9	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	39.8		39.3	19.0	31.7		39.3				
Change Period (Y+Rc), s	4.6	5.3		5.3	4.6	5.3		5.3				
Max Green Setting (Gmax), s	8.0	32.8		34.0	14.4	26.4		34.0				
Max Q Clear Time (g_c+I1), s	6.9	19.7		18.9	16.4	25.3		18.7				
Green Ext Time (p_c), s	0.0	5.6		1.3	0.0	0.9		1.3				

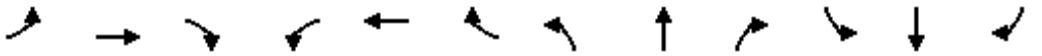
Intersection Summary												
HCM 6th Ctrl Delay			39.8									
HCM 6th LOS			D									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	126	1127	29	74	1551	105	73	29	124	48
Future Volume (vph)	126	1127	29	74	1551	105	73	29	124	48
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	NA
Protected Phases	5	2	3	1	6		3	8		4
Permitted Phases			2			6			4	
Detector Phase	5	2	3	1	6	6	3	8	4	4
Switch Phase										
Minimum Initial (s)	6.0	15.0	6.0	6.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	21.0	10.0	10.6	21.0	21.0	10.0	10.9	10.9	10.9
Total Split (s)	10.6	49.9	10.0	14.1	53.4	53.4	10.0	26.0	16.0	16.0
Total Split (%)	11.8%	55.4%	11.1%	15.7%	59.3%	59.3%	11.1%	28.9%	17.8%	17.8%
Yellow Time (s)	3.6	5.0	3.0	3.6	5.0	5.0	3.0	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.0	4.6	6.0	6.0	4.0	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	Max	Max	Max
Act Effct Green (s)	6.0	47.5	55.5	8.1	47.4	47.4	6.0	21.1	13.1	13.1
Actuated g/C Ratio	0.07	0.53	0.62	0.09	0.53	0.53	0.07	0.23	0.15	0.15
v/c Ratio	0.59	0.65	0.03	0.50	0.90	0.13	0.67	0.09	0.70	0.46
Control Delay	61.8	6.2	0.0	35.9	36.3	6.3	68.5	14.5	59.7	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.8	6.2	0.0	35.9	36.3	6.3	68.5	14.5	59.7	23.1
LOS	E	A	A	D	D	A	E	B	E	C
Approach Delay		11.5			34.5			42.4		40.6
Approach LOS		B			C			D		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 26.7	Intersection LOS: C
Intersection Capacity Utilization 76.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Cambern Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	1127	29	74	1551	105	73	29	39	124	48	86
Future Volume (veh/h)	126	1127	29	74	1551	105	73	29	39	124	48	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	138	1238	32	81	1704	115	80	32	43	136	53	95
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	1933	944	105	1909	839	104	423	376	257	80	144
Arrive On Green	0.06	0.54	0.54	0.08	0.70	0.70	0.06	0.23	0.23	0.13	0.13	0.13
Sat Flow, veh/h	3510	3610	1589	1810	3610	1587	1810	1805	1604	1337	607	1088
Grp Volume(v), veh/h	138	1238	32	81	1704	115	80	32	43	136	0	148
Grp Sat Flow(s),veh/h/ln	1755	1805	1589	1810	1805	1587	1810	1805	1604	1337	0	1695
Q Serve(g_s), s	3.4	21.8	0.8	4.0	33.9	2.1	3.9	1.2	1.9	8.8	0.0	7.5
Cycle Q Clear(g_c), s	3.4	21.8	0.8	4.0	33.9	2.1	3.9	1.2	1.9	8.8	0.0	7.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	227	1933	944	105	1909	839	104	423	376	257	0	224
V/C Ratio(X)	0.61	0.64	0.03	0.77	0.89	0.14	0.77	0.08	0.11	0.53	0.00	0.66
Avail Cap(c_a), veh/h	234	1933	944	191	1909	839	121	423	376	257	0	224
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.20	0.20	0.20	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.0	14.8	7.6	41.0	11.3	6.6	41.8	26.8	27.1	37.7	0.0	37.1
Incr Delay (d2), s/veh	3.0	1.6	0.1	0.9	1.5	0.1	18.4	0.3	0.6	7.6	0.0	14.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	7.6	0.2	1.6	6.3	0.6	2.2	0.6	0.8	3.3	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	16.4	7.7	41.9	12.8	6.7	60.2	27.2	27.7	45.3	0.0	51.3
LnGrp LOS	D	B	A	D	B	A	E	C	C	D	A	D
Approach Vol, veh/h		1408			1900			155			284	
Approach Delay, s/veh		18.9			13.7			44.4			48.5	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	9.8	54.2	9.2	16.8	10.4	53.6		26.0
Change Period (Y+Rc), s	4.6	6.0	4.0	4.9	4.6	6.0		4.9
Max Green Setting (Gmax), s	9.5	43.9	6.0	11.1	6.0	47.4		21.1
Max Q Clear Time (g_c+I1), s	6.0	23.8	5.9	10.8	5.4	35.9		3.9
Green Ext Time (p_c), s	0.0	5.2	0.0	0.0	0.0	6.1		0.2

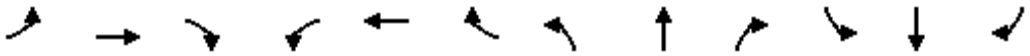
Intersection Summary	
HCM 6th Ctrl Delay	19.6
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	9	1261	11	1669	33	13	104	11
Future Volume (vph)	9	1261	11	1669	33	13	104	11
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	11.8	9.6	11.8	9.6	9.6	9.6	9.6
Total Split (s)	20.0	40.0	20.0	40.0	30.0	30.0	30.0	30.0
Total Split (%)	22.2%	44.4%	22.2%	44.4%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.6	5.8	3.6	5.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.3	51.0	5.4	51.0		25.4		25.4
Actuated g/C Ratio	0.06	0.57	0.06	0.57		0.28		0.28
v/c Ratio	0.09	0.67	0.11	0.95		0.17		0.37
Control Delay	48.6	13.9	42.0	31.3		18.3		26.8
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	48.6	13.9	42.0	31.3		18.3		26.8
LOS	D	B	D	C		B		C
Approach Delay		14.1		31.3		18.3		26.8
Approach LOS		B		C		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 51 (57%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 24.2	Intersection LOS: C
Intersection Capacity Utilization 72.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Conard Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1261	20	11	1669	140	33	13	24	104	11	27
Future Volume (veh/h)	9	1261	20	11	1669	140	33	13	24	104	11	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	1341	21	12	1776	149	35	14	26	111	12	29
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	22	1912	30	26	1778	147	250	106	158	367	44	81
Arrive On Green	0.01	0.35	0.35	0.01	0.53	0.53	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	3638	57	1810	3370	278	676	376	558	1056	157	286
Grp Volume(v), veh/h	10	665	697	12	938	987	75	0	0	152	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1889	1810	1805	1843	1610	0	0	1500	0	0
Q Serve(g_s), s	0.5	28.5	28.6	0.6	46.0	47.5	0.0	0.0	0.0	3.9	0.0	0.0
Cycle Q Clear(g_c), s	0.5	28.5	28.6	0.6	46.0	47.5	2.8	0.0	0.0	6.7	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.15	0.47		0.35	0.73		0.19
Lane Grp Cap(c), veh/h	22	949	993	26	953	973	513	0	0	492	0	0
V/C Ratio(X)	0.45	0.70	0.70	0.46	0.99	1.01	0.15	0.00	0.00	0.31	0.00	0.00
Avail Cap(c_a), veh/h	310	949	993	310	953	973	513	0	0	492	0	0
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.3	23.1	23.1	44.0	20.9	21.3	24.2	0.0	0.0	25.4	0.0	0.0
Incr Delay (d2), s/veh	3.7	3.1	3.0	4.6	25.8	32.5	0.6	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	12.8	13.3	0.3	22.1	24.9	1.3	0.0	0.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.0	26.2	26.0	48.6	46.7	53.7	24.8	0.0	0.0	27.1	0.0	0.0
LnGrp LOS	D	C	C	D	D	F	C	A	A	C	A	A
Approach Vol, veh/h		1372			1937			75			152	
Approach Delay, s/veh		26.3			50.3			24.8			27.1	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	54.1		30.0	5.7	54.3		30.0				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	15.4	33.2		25.4	15.4	33.2		25.4				
Max Q Clear Time (g_c+I1), s	2.6	30.6		8.7	2.5	49.5		4.8				
Green Ext Time (p_c), s	0.0	1.4		0.5	0.0	0.0		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			39.4									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	1189	1616	11	2	25
Future Vol, veh/h	20	1189	1616	11	2	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	22	1292	1757	12	2	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1769	0	-	0	2324	885
Stage 1	-	-	-	-	1763	-
Stage 2	-	-	-	-	561	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	357	-	-	-	45	292
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	508	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	357	-	-	-	42	292
Mov Cap-2 Maneuver	-	-	-	-	97	-
Stage 1	-	-	-	-	116	-
Stage 2	-	-	-	-	508	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	21
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	357	-	-	-	254
HCM Lane V/C Ratio	0.061	-	-	-	0.116
HCM Control Delay (s)	15.7	-	-	-	21
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1015	7	1378	275	6
Future Volume (vph)	1015	7	1378	275	6
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	8	
Permitted Phases					8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.9	10.3	11.9	10.3	10.3
Total Split (s)	48.0	20.0	68.0	32.0	32.0
Total Split (%)	48.0%	20.0%	68.0%	32.0%	32.0%
Yellow Time (s)	5.9	4.3	5.9	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	5.3	6.9	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	38.4	5.2	40.3	27.0	27.0
Actuated g/C Ratio	0.48	0.07	0.51	0.34	0.34
v/c Ratio	0.71	0.06	0.80	0.25	0.01
Control Delay	19.1	40.4	19.9	21.6	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	19.1	40.4	19.9	21.6	13.7
LOS	B	D	B	C	B
Approach Delay	19.1		20.0	21.4	
Approach LOS	B		C	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 79.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 19.8	Intersection LOS: B
Intersection Capacity Utilization 56.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Riverside St & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1015	140	7	1378	275	6
Future Volume (veh/h)	1015	140	7	1378	275	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1080	149	7	1466	293	6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1390	191	16	1847	1177	540
Arrive On Green	0.44	0.44	0.01	0.51	0.34	0.34
Sat Flow, veh/h	3282	439	1810	3705	3510	1610
Grp Volume(v), veh/h	611	618	7	1466	293	6
Grp Sat Flow(s),veh/h/ln	1805	1821	1810	1805	1755	1610
Q Serve(g_s), s	23.0	23.1	0.3	26.6	4.8	0.2
Cycle Q Clear(g_c), s	23.0	23.1	0.3	26.6	4.8	0.2
Prop In Lane		0.24	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	787	794	16	1847	1177	540
V/C Ratio(X)	0.78	0.78	0.43	0.79	0.25	0.01
Avail Cap(c_a), veh/h	931	939	334	2769	1177	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.1	19.2	39.3	16.0	19.2	17.7
Incr Delay (d2), s/veh	3.5	3.6	6.5	1.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	8.7	0.2	8.6	1.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.7	22.7	45.8	17.0	19.7	17.7
LnGrp LOS	C	C	D	B	B	B
Approach Vol, veh/h	1229			1473	299	
Approach Delay, s/veh	22.7			17.1	19.7	
Approach LOS	C			B	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.0	41.6				47.7	32.0
Change Period (Y+Rc), s	5.3	6.9				6.9	5.3
Max Green Setting (Gmax), s	14.7	41.1				61.1	26.7
Max Q Clear Time (g_c+I1), s	2.3	25.1				28.6	6.8
Green Ext Time (p_c), s	0.0	6.5				12.2	0.5

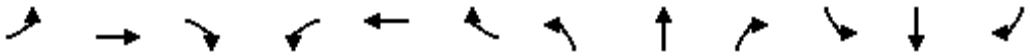
Intersection Summary		
HCM 6th Ctrl Delay	19.6	
HCM 6th LOS	B	

Lane Group	EBT	WBL	WBT	NBL	NBT	Ø4
Lane Configurations						
Traffic Volume (vph)	987	9	1320	15	0	
Future Volume (vph)	987	9	1320	15	0	
Turn Type	NA	Prot	NA	Perm	NA	
Protected Phases	2	1	6		8	4
Permitted Phases				8		
Detector Phase	2	1	6	8	8	
Switch Phase						
Minimum Initial (s)	6.0	4.0	6.0	5.0	5.0	5.0
Minimum Split (s)	13.4	9.4	13.4	11.2	11.2	9.6
Total Split (s)	50.0	25.0	75.0	25.0	25.0	25.0
Total Split (%)	50.0%	25.0%	75.0%	25.0%	25.0%	25%
Yellow Time (s)	5.9	4.4	5.9	5.2	5.2	3.6
All-Red Time (s)	1.5	1.0	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.4	5.4	7.4		6.2	
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	32.4	5.0	34.3		19.1	
Actuated g/C Ratio	0.48	0.07	0.51		0.28	
v/c Ratio	0.61	0.07	0.76		0.10	
Control Delay	14.8	33.8	15.9		0.8	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	14.8	33.8	15.9		0.8	
LOS	B	C	B		A	
Approach Delay	14.8		16.0		0.8	
Approach LOS	B		B		A	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 67.1	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 15.2	Intersection LOS: B
Intersection Capacity Utilization 52.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Wasson Canyon Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	987	7	9	1320	0	15	0	33	0	0	0
Future Volume (veh/h)	0	987	7	9	1320	0	15	0	33	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	1050	7	10	1404	0	16	0	35	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	1570	10	18	1856	0	180	32	316	0	554	0
Arrive On Green	0.00	0.43	0.43	0.01	0.51	0.00	0.29	0.00	0.29	0.00	0.00	0.00
Sat Flow, veh/h	0	3771	25	1810	3705	0	385	111	1085	0	1900	0
Grp Volume(v), veh/h	0	516	541	10	1404	0	51	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1805	1896	1810	1805	0	1582	0	0	0	1900	0
Q Serve(g_s), s	0.0	16.0	16.0	0.4	21.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	16.0	16.0	0.4	21.6	0.0	1.5	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.01	1.00		0.00	0.31		0.69	0.00		0.00
Lane Grp Cap(c), veh/h	0	771	809	18	1856	0	529	0	0	0	554	0
V/C Ratio(X)	0.00	0.67	0.67	0.55	0.76	0.00	0.10	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	1099	1154	507	3487	0	529	0	0	0	554	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	16.1	16.1	34.5	13.5	0.0	18.1	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	1.0	9.1	0.6	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.4	5.6	0.2	6.4	0.0	0.6	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.1	17.1	43.6	14.2	0.0	18.5	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	B	B	D	B	A	B	A	A	A	A	A
Approach Vol, veh/h		1057			1414			51			0	
Approach Delay, s/veh		17.1			14.4			18.5			0.0	
Approach LOS		B			B			B				

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.1	37.3		26.6		43.4		26.6				
Change Period (Y+Rc), s	5.4	7.4		* 6.2		7.4		6.2				
Max Green Setting (Gmax), s	19.6	42.6		* 20		67.6		18.8				
Max Q Clear Time (g_c+I1), s	2.4	18.0		0.0		23.6		3.5				
Green Ext Time (p_c), s	0.0	6.2		0.0		12.3		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		15.6	
HCM 6th LOS		B	

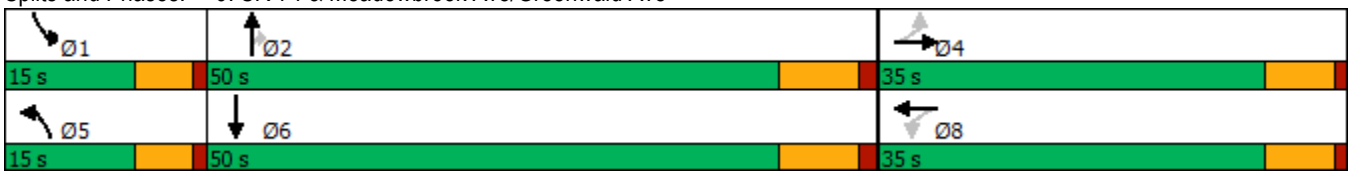
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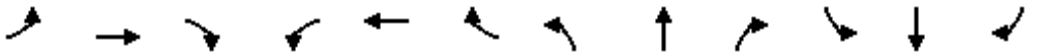
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	67	14	283	12	18	881	111	37	982
Future Volume (vph)	67	14	283	12	18	881	111	37	982
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.2	11.2	11.2	11.2	9.4	13.4	13.4	9.4	13.4
Total Split (s)	35.0	35.0	35.0	35.0	15.0	50.0	50.0	15.0	50.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	15.0%	50.0%	50.0%	15.0%	50.0%
Yellow Time (s)	5.2	5.2	5.2	5.2	4.4	5.9	5.9	4.4	5.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	5.4	7.4	7.4	5.4	7.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	22.5	22.5	22.5	22.5	5.6	43.5	43.5	6.5	46.3
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.06	0.50	0.50	0.07	0.53
v/c Ratio	0.21	0.13	0.84	0.21	0.16	0.51	0.13	0.29	0.55
Control Delay	27.8	11.9	52.3	8.9	46.3	18.2	3.9	47.3	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	11.9	52.3	8.9	46.3	18.2	3.9	47.3	16.8
LOS	C	B	D	A	D	B	A	D	B
Approach Delay		20.5		41.2		17.1			17.9
Approach LOS		C		D		B			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 87	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 21.2	Intersection LOS: C
Intersection Capacity Utilization 64.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: SR-74 & Meadowbrook Ave/Greenwald Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	14	42	283	12	85	18	881	111	37	982	24
Future Volume (veh/h)	67	14	42	283	12	85	18	881	111	37	982	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	70	15	44	295	12	89	19	918	116	39	1023	25
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	370	114	333	410	52	385	31	1761	785	51	1796	44
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.02	0.49	0.49	0.03	0.50	0.50
Sat Flow, veh/h	1314	426	1249	1365	195	1445	1810	3610	1610	1810	3601	88
Grp Volume(v), veh/h	70	0	59	295	0	101	19	918	116	39	513	535
Grp Sat Flow(s),veh/h/ln	1314	0	1675	1365	0	1640	1810	1805	1610	1810	1805	1884
Q Serve(g_s), s	3.8	0.0	2.3	18.3	0.0	4.2	0.9	15.3	3.5	1.9	17.4	17.4
Cycle Q Clear(g_c), s	8.0	0.0	2.3	20.6	0.0	4.2	0.9	15.3	3.5	1.9	17.4	17.4
Prop In Lane	1.00		0.75	1.00		0.88	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	370	0	447	410	0	437	31	1761	785	51	900	940
V/C Ratio(X)	0.19	0.00	0.13	0.72	0.00	0.23	0.62	0.52	0.15	0.77	0.57	0.57
Avail Cap(c_a), veh/h	453	0	552	496	0	541	199	1761	785	199	900	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	0.0	24.3	32.2	0.0	25.0	42.7	15.4	12.4	42.2	15.3	15.3
Incr Delay (d2), s/veh	0.2	0.0	0.1	3.5	0.0	0.2	7.4	1.1	0.4	8.8	2.6	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.9	6.2	0.0	1.6	0.4	5.4	1.1	0.9	6.5	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	0.0	24.4	35.7	0.0	25.2	50.1	16.5	12.7	50.9	17.9	17.8
LnGrp LOS	C	A	C	D	A	C	D	B	B	D	B	B
Approach Vol, veh/h		129			396			1053			1087	
Approach Delay, s/veh		26.6			33.0			16.7			19.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	50.0		29.5	6.9	51.0		29.5				
Change Period (Y+Rc), s	5.4	7.4		6.2	5.4	7.4		6.2				
Max Green Setting (Gmax), s	9.6	42.6		28.8	9.6	42.6		28.8				
Max Q Clear Time (g_c+I1), s	3.9	17.3		10.0	2.9	19.4		22.6				
Green Ext Time (p_c), s	0.0	3.8		0.3	0.0	6.0		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		20.6	
HCM 6th LOS		C	

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	35	1018	6	18	1027
Future Vol, veh/h	9	35	1018	6	18	1027
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	230	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	36	1060	6	19	1070

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1636	533	0	0	1066	0
Stage 1	1063	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	93	496	-	-	661	-
Stage 1	298	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	90	496	-	-	661	-
Mov Cap-2 Maneuver	210	-	-	-	-	-
Stage 1	298	-	-	-	-	-
Stage 2	518	-	-	-	-	-

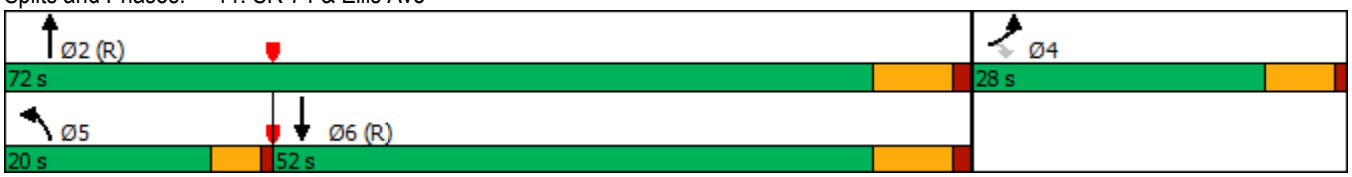
Approach	WB	NB	SB
HCM Control Delay, s	15.5	0	0.2
HCM LOS	C		

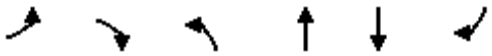
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	388	661	-
HCM Lane V/C Ratio	-	-	0.118	0.028	-
HCM Control Delay (s)	-	-	15.5	10.6	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	241	74	67	842	782
Future Volume (vph)	241	74	67	842	782
Turn Type	Prot	Perm	Prot	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	4.0	6.0	6.0
Minimum Split (s)	11.2	11.2	8.6	13.4	13.4
Total Split (s)	28.0	28.0	20.0	72.0	52.0
Total Split (%)	28.0%	28.0%	20.0%	72.0%	52.0%
Yellow Time (s)	5.2	5.2	3.6	5.9	5.9
All-Red Time (s)	1.0	1.0	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	4.6	7.4	7.4
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	18.5	18.5	8.5	67.9	56.7
Actuated g/C Ratio	0.18	0.18	0.08	0.68	0.57
v/c Ratio	0.80	0.24	0.48	0.38	0.57
Control Delay	57.0	16.1	53.4	7.9	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	16.1	53.4	7.9	16.2
LOS	E	B	D	A	B
Approach Delay	47.4			11.2	16.2
Approach LOS	D			B	B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 18.6	Intersection LOS: B
Intersection Capacity Utilization 61.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 11: SR-74 & Ellis Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	241	74	67	842	782	238
Future Volume (veh/h)	241	74	67	842	782	238
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	268	82	74	936	869	264
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	305	272	96	2510	1627	494
Arrive On Green	0.17	0.17	0.05	0.70	0.60	0.60
Sat Flow, veh/h	1810	1610	1810	3705	2823	828
Grp Volume(v), veh/h	268	82	74	936	574	559
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1751
Q Serve(g_s), s	14.5	4.5	4.0	10.7	18.8	18.9
Cycle Q Clear(g_c), s	14.5	4.5	4.0	10.7	18.8	18.9
Prop In Lane	1.00	1.00	1.00			0.47
Lane Grp Cap(c), veh/h	305	272	96	2510	1076	1044
V/C Ratio(X)	0.88	0.30	0.77	0.37	0.53	0.53
Avail Cap(c_a), veh/h	394	351	279	2510	1076	1044
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.53	0.53
Uniform Delay (d), s/veh	40.6	36.4	46.8	6.3	11.9	12.0
Incr Delay (d2), s/veh	15.3	0.5	4.9	0.4	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	4.2	1.8	3.0	6.4	6.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	55.9	36.9	51.6	6.7	13.0	13.0
LnGrp LOS	E	D	D	A	B	B
Approach Vol, veh/h	350			1010	1133	
Approach Delay, s/veh	51.4			10.0	13.0	
Approach LOS	D			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		76.9		23.1	9.9	67.0
Change Period (Y+Rc), s		7.4		6.2	4.6	7.4
Max Green Setting (Gmax), s		64.6		21.8	15.4	44.6
Max Q Clear Time (g_c+I1), s		12.7		16.5	6.0	20.9
Green Ext Time (p_c), s		6.7		0.4	0.0	7.0

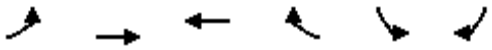
Intersection Summary		
HCM 6th Ctrl Delay		17.2
HCM 6th LOS		B

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	36	1029	991	526	49
Future Volume (vph)	36	1029	991	526	49
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	11.0	11.0	9.0	9.0
Total Split (s)	20.0	60.0	40.0	30.0	30.0
Total Split (%)	22.2%	66.7%	44.4%	33.3%	33.3%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	0.5	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	4.0	4.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	Max	Max
Act Effct Green (s)	6.6	54.0	47.4	26.0	26.0
Actuated g/C Ratio	0.07	0.60	0.53	0.29	0.29
v/c Ratio	0.30	0.52	0.80	0.57	0.11
Control Delay	44.8	11.6	22.4	29.9	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	44.8	11.6	22.4	29.9	7.6
LOS	D	B	C	C	A
Approach Delay		12.7	22.4	28.0	
Approach LOS		B	C	C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 20.0	Intersection LOS: C
Intersection Capacity Utilization 62.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 12: SR-74/4th St & Navajo Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	36	1029	991	365	526	49
Future Volume (veh/h)	36	1029	991	365	526	49
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	1131	1089	401	578	54
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	101	2166	1313	475	1014	465
Arrive On Green	0.06	0.60	0.51	0.51	0.29	0.29
Sat Flow, veh/h	1810	3705	2692	939	3510	1610
Grp Volume(v), veh/h	40	1131	751	739	578	54
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1731	1755	1610
Q Serve(g_s), s	1.9	16.4	31.7	33.1	12.6	2.2
Cycle Q Clear(g_c), s	1.9	16.4	31.7	33.1	12.6	2.2
Prop In Lane	1.00			0.54	1.00	1.00
Lane Grp Cap(c), veh/h	101	2166	913	875	1014	465
V/C Ratio(X)	0.40	0.52	0.82	0.84	0.57	0.12
Avail Cap(c_a), veh/h	332	2166	913	875	1014	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	41.0	10.5	18.8	19.2	27.2	23.5
Incr Delay (d2), s/veh	0.8	0.8	0.8	1.0	2.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.5	11.5	11.6	5.4	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.9	11.3	19.7	20.2	29.6	24.1
LnGrp LOS	D	B	B	C	C	C
Approach Vol, veh/h		1171	1490		632	
Approach Delay, s/veh		12.3	19.9		29.1	
Approach LOS		B	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.0		30.0	8.5	51.5
Change Period (Y+Rc), s		6.0		4.0	3.5	6.0
Max Green Setting (Gmax), s		54.0		26.0	16.5	34.0
Max Q Clear Time (g_c+I1), s		18.4		14.6	3.9	35.1
Green Ext Time (p_c), s		7.2		1.9	0.0	0.0

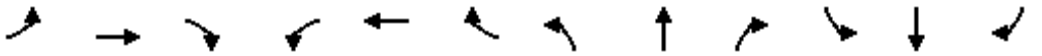
Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	196	1221	76	995	130	179	83	134
Future Volume (vph)	196	1221	76	995	130	179	83	134
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	10.0	9.5	10.0	9.5	10.0	9.5	10.0
Total Split (s)	20.0	40.0	20.0	40.0	20.0	25.0	20.0	25.0
Total Split (%)	19.0%	38.1%	19.0%	38.1%	19.0%	23.8%	19.0%	23.8%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	15.2	42.7	9.8	35.3	12.7	27.3	10.2	22.8
Actuated g/C Ratio	0.14	0.41	0.09	0.34	0.12	0.26	0.10	0.22
v/c Ratio	0.92	1.07	0.56	1.04	0.73	0.32	0.58	0.47
Control Delay	86.7	78.5	58.6	73.4	65.3	29.3	58.9	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.7	78.5	58.6	73.4	65.3	29.3	58.9	16.1
LOS	F	E	E	E	E	C	E	B
Approach Delay		79.6		72.4		41.9		24.3
Approach LOS		E		E		D		C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 14 (13%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 66.0	Intersection LOS: E
Intersection Capacity Utilization 81.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 13: A St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	1221	59	76	995	37	130	179	62	83	134	216
Future Volume (veh/h)	196	1221	59	76	995	37	130	179	62	83	134	216
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	215	1342	65	84	1093	41	143	197	68	91	147	237
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	240	1451	70	105	1202	45	170	537	179	113	309	268
Arrive On Green	0.15	0.46	0.46	0.06	0.38	0.38	0.10	0.23	0.23	0.07	0.19	0.19
Sat Flow, veh/h	1629	3154	153	1629	3191	120	1629	2384	796	1629	1625	1408
Grp Volume(v), veh/h	215	690	717	84	556	578	143	132	133	91	147	237
Grp Sat Flow(s),veh/h/ln	1629	1625	1682	1629	1625	1686	1629	1625	1555	1629	1625	1408
Q Serve(g_s), s	13.6	41.9	42.1	5.3	34.1	34.1	9.1	7.2	7.6	5.8	8.5	17.2
Cycle Q Clear(g_c), s	13.6	41.9	42.1	5.3	34.1	34.1	9.1	7.2	7.6	5.8	8.5	17.2
Prop In Lane	1.00		0.09	1.00		0.07	1.00		0.51	1.00		1.00
Lane Grp Cap(c), veh/h	240	747	774	105	612	635	170	366	351	113	309	268
V/C Ratio(X)	0.89	0.92	0.93	0.80	0.91	0.91	0.84	0.36	0.38	0.81	0.48	0.88
Avail Cap(c_a), veh/h	240	747	774	240	612	635	240	366	351	240	309	268
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.38	0.38	0.38	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	26.6	26.7	48.5	31.0	31.0	46.2	34.3	34.4	48.2	37.8	41.4
Incr Delay (d2), s/veh	27.0	16.4	16.3	2.1	9.2	8.9	12.3	2.7	3.1	5.0	5.2	31.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	18.0	18.8	2.2	14.3	14.8	4.2	3.1	3.2	2.5	3.8	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.0	43.0	43.0	50.5	40.2	39.9	58.4	37.0	37.5	53.2	43.0	73.1
LnGrp LOS	E	D	D	D	D	D	E	D	D	D	D	E
Approach Vol, veh/h		1622			1218			408			475	
Approach Delay, s/veh		46.7			40.8			44.7			60.0	
Approach LOS		D			D			D			E	

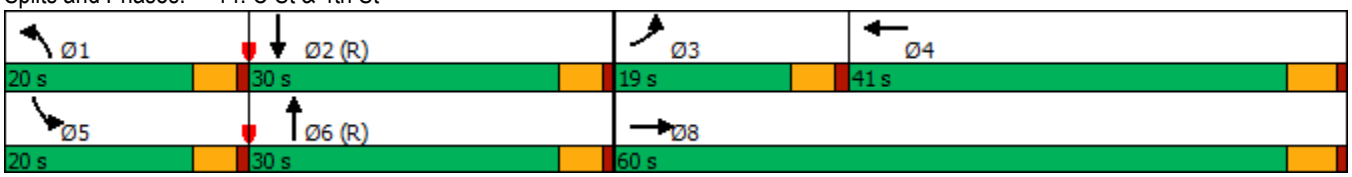
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	53.3	15.5	25.0	20.0	44.5	11.8	28.7
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	15.5	35.0	15.5	20.0	15.5	35.0	15.5	20.0
Max Q Clear Time (g_c+I1), s	7.3	44.1	11.1	19.2	15.6	36.1	7.8	9.6
Green Ext Time (p_c), s	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.7

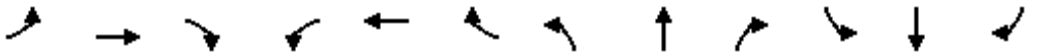
Intersection Summary	
HCM 6th Ctrl Delay	46.2
HCM 6th LOS	D

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	268	1063	793	6	74	42	45
Future Volume (vph)	268	1063	793	6	74	42	45
Turn Type	Prot	NA	NA	Prot	NA	Prot	NA
Protected Phases	3	8	4	1	6	5	2
Permitted Phases							
Detector Phase	3	8	4	1	6	5	2
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	10.1	9.6	9.6	9.6	9.6
Total Split (s)	19.0	60.0	41.0	20.0	30.0	20.0	30.0
Total Split (%)	17.3%	54.5%	37.3%	18.2%	27.3%	18.2%	27.3%
Yellow Time (s)	3.6	4.1	4.1	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	4.6	4.6	4.6	4.6
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	14.4	51.9	32.9	5.3	38.3	7.4	46.3
Actuated g/C Ratio	0.13	0.47	0.30	0.05	0.35	0.07	0.42
v/c Ratio	1.26	0.70	0.87	0.08	0.18	0.39	0.51
Control Delay	187.7	25.1	16.2	51.8	25.0	57.6	9.0
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay	187.7	25.5	16.3	51.8	25.0	57.6	9.0
LOS	F	C	B	D	C	E	A
Approach Delay		58.0	16.3		26.6		13.6
Approach LOS		E	B		C		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay: 36.7	Intersection LOS: D
Intersection Capacity Utilization 75.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 14: C St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	268	1063	5	0	793	50	6	74	28	42	45	355
Future Volume (veh/h)	268	1063	5	0	793	50	6	74	28	42	45	355
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.96	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	298	1181	6	0	881	56	7	82	31	47	50	394
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	237	1654	8	0	950	60	16	507	192	63	76	596
Arrive On Green	0.13	0.45	0.45	0.00	0.55	0.55	0.01	0.39	0.39	0.03	0.41	0.41
Sat Flow, veh/h	1810	3683	19	0	3533	219	1810	1314	497	1810	184	1447
Grp Volume(v), veh/h	298	579	608	0	463	474	7	0	113	47	0	444
Grp Sat Flow(s),veh/h/ln	1810	1805	1896	0	1805	1851	1810	0	1811	1810	0	1631
Q Serve(g_s), s	14.4	28.6	28.6	0.0	25.9	25.9	0.4	0.0	4.5	2.8	0.0	24.2
Cycle Q Clear(g_c), s	14.4	28.6	28.6	0.0	25.9	25.9	0.4	0.0	4.5	2.8	0.0	24.2
Prop In Lane	1.00		0.01	0.00		0.12	1.00		0.27	1.00		0.89
Lane Grp Cap(c), veh/h	237	811	852	0	499	512	16	0	699	63	0	672
V/C Ratio(X)	1.26	0.71	0.71	0.00	0.93	0.93	0.44	0.00	0.16	0.75	0.00	0.66
Avail Cap(c_a), veh/h	237	901	947	0	589	604	253	0	699	253	0	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.00	0.55	0.55	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.8	24.6	24.6	0.0	23.6	23.6	54.3	0.0	22.1	52.6	0.0	26.1
Incr Delay (d2), s/veh	119.3	0.2	0.2	0.0	11.3	11.1	7.0	0.0	0.5	6.5	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.2	11.7	12.3	0.0	8.6	8.8	0.2	0.0	2.0	1.4	0.0	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	167.1	24.7	24.7	0.0	34.9	34.7	61.3	0.0	22.6	59.1	0.0	31.2
LnGrp LOS	F	C	C	A	C	C	E	A	C	E	A	C
Approach Vol, veh/h		1485			937			120			491	
Approach Delay, s/veh		53.3			34.8			24.9			33.8	
Approach LOS		D			C			C			C	

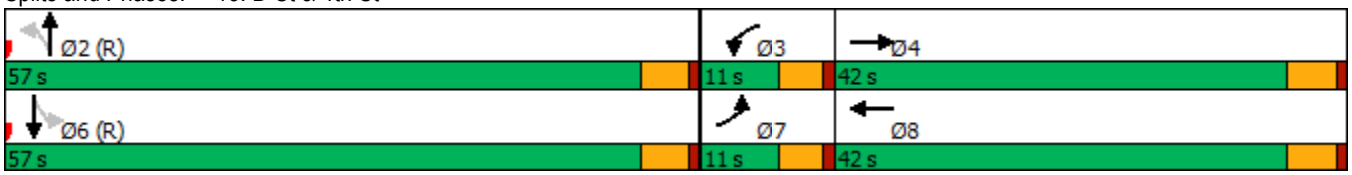
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	49.9	19.0	35.5	8.4	47.1		54.5				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.1	4.6	4.6		5.1				
Max Green Setting (Gmax), s	15.4	25.4	14.4	35.9	15.4	25.4		54.9				
Max Q Clear Time (g_c+I1), s	2.4	26.2	16.4	27.9	4.8	6.5		30.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.5	0.0	0.3		5.3				

Intersection Summary												
HCM 6th Ctrl Delay			43.3									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	132	973	31	746	23	103	11	68
Future Volume (vph)	132	973	31	746	23	103	11	68
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	9.6	10.1	10.0	10.0	10.0	10.0
Total Split (s)	11.0	42.0	11.0	42.0	57.0	57.0	57.0	57.0
Total Split (%)	10.0%	38.2%	10.0%	38.2%	51.8%	51.8%	51.8%	51.8%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	6.4	36.9	5.9	32.5	56.4	56.4	56.4	56.4
Actuated g/C Ratio	0.06	0.34	0.05	0.30	0.51	0.51	0.51	0.51
v/c Ratio	1.38	0.91	0.35	0.79	0.04	0.15	0.02	0.17
Control Delay	264.2	26.6	60.1	41.1	15.7	14.1	15.5	9.7
Queue Delay	0.0	1.4	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	264.2	28.0	60.1	41.2	15.7	14.1	15.5	9.7
LOS	F	C	E	D	B	B	B	A
Approach Delay		55.5		41.9		14.3		10.1
Approach LOS		E		D		B		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 84 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.38	
Intersection Signal Delay: 44.7	Intersection LOS: D
Intersection Capacity Utilization 61.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 15: D St & 4th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	973	29	31	746	16	23	103	30	11	68	73
Future Volume (veh/h)	132	973	29	31	746	16	23	103	30	11	68	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		0.98	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	145	1069	32	34	820	18	25	113	33	12	75	80
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	1150	34	53	1056	23	648	725	212	659	432	461
Arrive On Green	0.06	0.32	0.32	0.03	0.29	0.29	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1810	3578	107	1810	3608	79	1245	1406	411	1255	838	894
Grp Volume(v), veh/h	145	539	562	34	410	428	25	0	146	12	0	155
Grp Sat Flow(s),veh/h/ln	1810	1805	1880	1810	1805	1882	1245	0	1817	1255	0	1732
Q Serve(g_s), s	6.4	31.8	31.8	2.0	22.9	22.9	1.2	0.0	4.7	0.6	0.0	5.2
Cycle Q Clear(g_c), s	6.4	31.8	31.8	2.0	22.9	22.9	6.4	0.0	4.7	5.2	0.0	5.2
Prop In Lane	1.00		0.06	1.00		0.04	1.00		0.23	1.00		0.52
Lane Grp Cap(c), veh/h	105	580	604	53	528	551	648	0	937	659	0	893
V/C Ratio(X)	1.38	0.93	0.93	0.64	0.78	0.78	0.04	0.00	0.16	0.02	0.00	0.17
Avail Cap(c_a), veh/h	105	605	631	105	605	631	648	0	937	659	0	893
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	0.83	0.83	0.83	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.8	36.1	36.1	52.8	35.6	35.6	15.9	0.0	14.0	15.4	0.0	14.2
Incr Delay (d2), s/veh	204.5	14.9	14.4	3.9	3.9	3.7	0.1	0.0	0.4	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	16.1	16.7	1.0	10.4	10.8	0.4	0.0	2.0	0.2	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	256.3	51.0	50.6	56.7	39.5	39.3	16.0	0.0	14.4	15.5	0.0	14.6
LnGrp LOS	F	D	D	E	D	D	B	A	B	B	A	B
Approach Vol, veh/h		1246			872			171			167	
Approach Delay, s/veh		74.7			40.1			14.6			14.7	
Approach LOS		E			D			B			B	

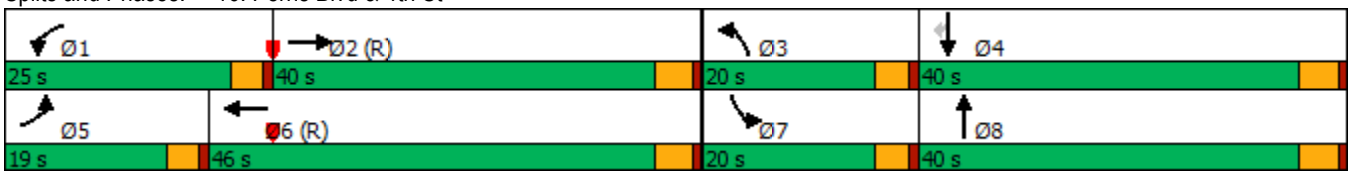
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		61.7	7.8	40.5		61.7	11.0	37.3				
Change Period (Y+Rc), s		5.0	4.6	5.1		5.0	4.6	5.1				
Max Green Setting (Gmax), s		52.0	6.4	36.9		52.0	6.4	36.9				
Max Q Clear Time (g_c+I1), s		8.4	4.0	33.8		7.2	8.4	24.9				
Green Ext Time (p_c), s		0.6	0.0	1.6		0.7	0.0	2.7				

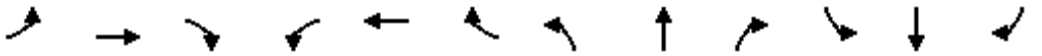
Intersection Summary												
HCM 6th Ctrl Delay			54.1									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	304	646	46	538	46	398	68	254	202
Future Volume (vph)	304	646	46	538	46	398	68	254	202
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.6	9.0	9.6	9.0	9.6	9.0	9.6	9.6
Total Split (s)	19.0	40.0	25.0	46.0	20.0	40.0	20.0	40.0	40.0
Total Split (%)	15.2%	32.0%	20.0%	36.8%	16.0%	32.0%	16.0%	32.0%	32.0%
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	15.0	49.8	8.4	41.4	8.4	43.1	10.2	44.8	44.8
Actuated g/C Ratio	0.12	0.40	0.07	0.33	0.07	0.34	0.08	0.36	0.36
v/c Ratio	1.74	0.60	0.47	0.60	0.47	0.44	0.58	0.46	0.34
Control Delay	387.3	32.9	69.2	37.4	69.4	33.8	71.3	35.2	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	387.3	32.9	69.2	37.4	69.4	33.8	71.3	35.2	5.4
LOS	F	C	E	D	E	C	E	D	A
Approach Delay		141.5		39.8		37.2		28.5	
Approach LOS		F		D		D		C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 30 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.74	
Intersection Signal Delay: 75.4	Intersection LOS: E
Intersection Capacity Utilization 70.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 16: Perris Blvd & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	304	646	42	46	538	42	46	398	45	68	254	202
Future Volume (veh/h)	304	646	42	46	538	42	46	398	45	68	254	202
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	338	718	47	51	598	47	51	442	50	76	282	224
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	195	1491	98	64	1223	96	64	833	94	94	516	431
Arrive On Green	0.12	0.48	0.48	0.04	0.40	0.40	0.04	0.28	0.28	0.06	0.30	0.30
Sat Flow, veh/h	1629	3094	202	1629	3048	239	1629	2943	331	1629	1710	1428
Grp Volume(v), veh/h	338	377	388	51	318	327	51	243	249	76	282	224
Grp Sat Flow(s),veh/h/ln	1629	1625	1672	1629	1625	1663	1629	1625	1650	1629	1710	1428
Q Serve(g_s), s	15.0	19.6	19.6	3.9	18.2	18.3	3.9	15.8	15.9	5.8	17.2	16.2
Cycle Q Clear(g_c), s	15.0	19.6	19.6	3.9	18.2	18.3	3.9	15.8	15.9	5.8	17.2	16.2
Prop In Lane	1.00		0.12	1.00		0.14	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	195	783	806	64	652	667	64	460	467	94	516	431
V/C Ratio(X)	1.73	0.48	0.48	0.80	0.49	0.49	0.80	0.53	0.53	0.80	0.55	0.52
Avail Cap(c_a), veh/h	195	783	806	274	652	667	208	460	467	208	516	431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.31	0.31	0.31	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	21.8	21.8	59.6	27.9	27.9	59.6	37.8	37.8	58.2	36.5	36.1
Incr Delay (d2), s/veh	334.9	0.7	0.6	7.3	2.3	2.3	8.2	4.3	4.3	5.9	4.1	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.3	7.4	7.7	1.7	7.4	7.6	1.7	6.8	6.9	2.5	7.7	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	389.9	22.5	22.5	66.9	30.2	30.2	67.8	42.1	42.1	64.1	40.6	40.5
LnGrp LOS	F	C	C	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		1103			696			543			582	
Approach Delay, s/veh		135.1			32.9			44.5			43.6	
Approach LOS		F			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	64.8	8.9	42.3	19.0	54.8	11.2	40.0
Change Period (Y+Rc), s	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6
Max Green Setting (Gmax), s	21.0	35.4	16.0	35.4	15.0	41.4	16.0	35.4
Max Q Clear Time (g_c+I1), s	5.9	21.6	5.9	19.2	17.0	20.3	7.8	17.9
Green Ext Time (p_c), s	0.0	2.6	0.0	1.3	0.0	2.4	0.0	1.7

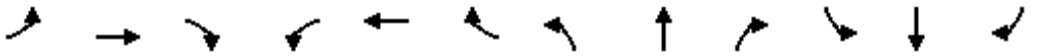
Intersection Summary	
HCM 6th Ctrl Delay	75.7
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	38	639	27	596	10	40	68	18
Future Volume (vph)	38	639	27	596	10	40	68	18
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	10.5	10.5	10.5	10.5
Total Split (s)	20.0	35.0	20.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	22.2%	38.9%	22.2%	38.9%	38.9%	38.9%	38.9%	38.9%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.6	41.5	7.1	41.1	29.5	29.5	29.5	29.5
Actuated g/C Ratio	0.08	0.46	0.08	0.46	0.33	0.33	0.33	0.33
v/c Ratio	0.28	0.45	0.22	0.46	0.02	0.16	0.18	0.06
Control Delay	42.6	18.7	45.3	12.5	20.8	12.4	23.0	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.6	18.7	45.3	12.5	20.8	12.4	23.0	14.2
LOS	D	B	D	B	C	B	C	B
Approach Delay		20.0		13.8		13.3		20.2
Approach LOS		B		B		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 32 (36%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay: 16.9	Intersection LOS: B
Intersection Capacity Utilization 46.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 17: G St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	639	19	27	596	60	10	40	43	68	18	14
Future Volume (veh/h)	38	639	19	27	596	60	10	40	43	68	18	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	726	22	31	677	68	11	45	49	77	20	16
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	66	1661	50	54	1512	152	516	272	296	461	320	256
Arrive On Green	0.04	0.46	0.46	0.02	0.31	0.31	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3576	108	1810	3303	331	1389	830	904	1319	976	781
Grp Volume(v), veh/h	43	366	382	31	370	375	11	0	94	77	0	36
Grp Sat Flow(s),veh/h/ln	1810	1805	1880	1810	1805	1829	1389	0	1733	1319	0	1756
Q Serve(g_s), s	2.1	12.3	12.3	1.5	14.8	14.8	0.5	0.0	3.5	4.0	0.0	1.3
Cycle Q Clear(g_c), s	2.1	12.3	12.3	1.5	14.8	14.8	1.8	0.0	3.5	7.4	0.0	1.3
Prop In Lane	1.00		0.06	1.00		0.18	1.00		0.52	1.00		0.44
Lane Grp Cap(c), veh/h	66	838	873	54	826	837	516	0	568	461	0	576
V/C Ratio(X)	0.65	0.44	0.44	0.57	0.45	0.45	0.02	0.00	0.17	0.17	0.00	0.06
Avail Cap(c_a), veh/h	312	838	873	312	826	837	516	0	568	461	0	576
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	0.84	0.84	0.84	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.8	16.2	16.2	43.5	22.0	22.1	21.4	0.0	21.5	24.1	0.0	20.8
Incr Delay (d2), s/veh	8.0	1.3	1.2	7.7	1.5	1.5	0.1	0.0	0.6	0.8	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	5.0	5.2	0.8	6.9	7.0	0.2	0.0	1.5	1.3	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	17.5	17.4	51.3	23.5	23.5	21.4	0.0	22.1	24.9	0.0	21.0
LnGrp LOS	D	B	B	D	C	C	C	A	C	C	A	C
Approach Vol, veh/h		791			776			105			113	
Approach Delay, s/veh		19.3			24.6			22.1			23.7	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	47.8		35.0	7.8	47.2		35.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	29.0		29.5	15.5	29.0		29.5				
Max Q Clear Time (g_c+I1), s	3.5	14.3		9.4	4.1	16.8		5.5				
Green Ext Time (p_c), s	0.0	3.9		0.4	0.0	3.6		0.5				

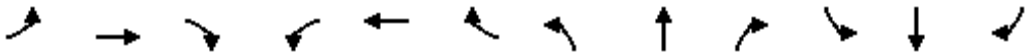
Intersection Summary			
HCM 6th Ctrl Delay		22.0	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	34	657	12	645	34	6	86	9
Future Volume (vph)	34	657	12	645	34	6	86	9
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	15.5	15.5	10.5	10.5
Total Split (s)	20.0	35.0	20.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	22.2%	38.9%	22.2%	38.9%	38.9%	38.9%	38.9%	38.9%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0		5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.4	46.6	6.3	41.2		29.5		29.5
Actuated g/C Ratio	0.08	0.52	0.07	0.46		0.33		0.33
v/c Ratio	0.26	0.42	0.10	0.52		0.13		0.29
Control Delay	29.9	27.8	40.6	19.6		16.8		22.0
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	29.9	27.8	40.6	19.6		16.8		22.0
LOS	C	C	D	B		B		C
Approach Delay		27.9		19.9		16.8		22.0
Approach LOS		C		B		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 23.4	Intersection LOS: C
Intersection Capacity Utilization 46.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 18: Wilkerson Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	657	30	12	645	113	34	6	18	86	9	22
Future Volume (veh/h)	34	657	30	12	645	113	34	6	18	86	9	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	738	34	13	725	127	38	7	20	97	10	25
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	62	1683	78	28	1413	247	345	72	157	419	48	93
Arrive On Green	0.02	0.32	0.32	0.02	0.46	0.46	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3513	162	1810	3069	537	860	218	479	1066	146	283
Grp Volume(v), veh/h	38	379	393	13	426	426	65	0	0	132	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1870	1810	1805	1802	1558	0	0	1495	0	0
Q Serve(g_s), s	1.9	14.9	14.9	0.6	15.0	15.0	0.0	0.0	0.0	3.1	0.0	0.0
Cycle Q Clear(g_c), s	1.9	14.9	14.9	0.6	15.0	15.0	2.2	0.0	0.0	5.4	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.30	0.58		0.31	0.73		0.19
Lane Grp Cap(c), veh/h	62	865	896	28	831	830	574	0	0	559	0	0
V/C Ratio(X)	0.62	0.44	0.44	0.47	0.51	0.51	0.11	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	312	865	896	312	831	830	574	0	0	559	0	0
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.80	0.80	0.80	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.4	21.0	21.0	43.9	17.2	17.2	21.1	0.0	0.0	22.0	0.0	0.0
Incr Delay (d2), s/veh	8.8	1.5	1.4	9.4	1.8	1.8	0.4	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	6.9	7.2	0.4	6.2	6.2	1.0	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	22.5	22.4	53.3	19.0	19.0	21.5	0.0	0.0	23.0	0.0	0.0
LnGrp LOS	D	C	C	D	B	B	C	A	A	C	A	A
Approach Vol, veh/h		810			865			65			132	
Approach Delay, s/veh		23.8			19.5			21.5			23.0	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	49.1		35.0	7.6	47.4		35.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	29.0		29.5	15.5	29.0		29.5				
Max Q Clear Time (g_c+I1), s	2.6	16.9		7.4	3.9	17.0		4.2				
Green Ext Time (p_c), s	0.0	3.7		0.6	0.0	4.2		0.3				

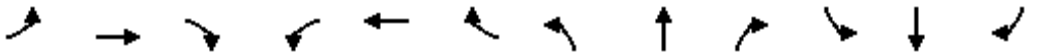
Intersection Summary			
HCM 6th Ctrl Delay		21.7	
HCM 6th LOS		C	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	718	23	31	3	5	31	266	7	31	342	758
Future Volume (vph)	718	23	31	3	5	31	266	7	31	342	758
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	9.5	11.0	9.5	11.0	11.0	9.5	11.0	11.0
Total Split (s)	40.0	55.0	55.0	25.0	40.0	25.0	35.0	35.0	25.0	35.0	35.0
Total Split (%)	28.6%	39.3%	39.3%	17.9%	28.6%	17.9%	25.0%	25.0%	17.9%	25.0%	25.0%
Yellow Time (s)	5.0	5.0	5.0	3.5	5.0	3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	34.0	71.8	71.8	5.9	34.0	8.3	43.2	43.2	8.3	43.2	43.2
Actuated g/C Ratio	0.24	0.51	0.51	0.04	0.24	0.06	0.31	0.31	0.06	0.31	0.31
v/c Ratio	0.98	0.03	0.04	0.04	0.04	0.34	0.28	0.01	0.34	0.36	0.59
Control Delay	79.3	18.5	0.1	65.3	16.9	71.0	38.5	0.0	71.0	39.8	4.2
Queue Delay	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.6	18.5	0.1	65.3	16.9	71.0	38.5	0.0	71.0	39.8	4.2
LOS	F	B	A	E	B	E	D	A	E	D	A
Approach Delay		79.2			20.9		41.0			16.8	
Approach LOS		E			C		D			B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 22.5 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 41.7	Intersection LOS: D
Intersection Capacity Utilization 54.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 19: Redlands Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	718	23	31	3	5	23	31	266	7	31	342	758
Future Volume (veh/h)	718	23	31	3	5	23	31	266	7	31	342	758
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	835	27	36	3	6	27	36	309	8	36	398	881
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	853	1163	985	7	654	583	49	748	333	49	748	587
Arrive On Green	0.24	0.61	0.61	0.00	0.36	0.36	0.03	0.21	0.21	0.03	0.21	0.21
Sat Flow, veh/h	3510	1900	1610	1810	1805	1608	1810	3610	1608	1810	3610	2834
Grp Volume(v), veh/h	835	27	36	3	6	27	36	309	8	36	398	881
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1608	1810	1805	1608	1810	1805	1417
Q Serve(g_s), s	33.1	0.8	1.2	0.2	0.3	1.5	2.8	10.4	0.6	2.8	13.8	29.0
Cycle Q Clear(g_c), s	33.1	0.8	1.2	0.2	0.3	1.5	2.8	10.4	0.6	2.8	13.8	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	853	1163	985	7	654	583	49	748	333	49	748	587
V/C Ratio(X)	0.98	0.02	0.04	0.42	0.01	0.05	0.74	0.41	0.02	0.74	0.53	1.50
Avail Cap(c_a), veh/h	853	1163	985	265	654	583	265	748	333	265	748	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	52.7	10.7	10.8	69.6	28.6	28.9	67.6	48.1	44.2	67.6	49.5	55.5
Incr Delay (d2), s/veh	24.4	0.0	0.1	35.1	0.0	0.2	19.4	1.7	0.1	18.1	2.5	233.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.3	0.3	0.5	0.2	0.1	0.6	1.5	4.9	0.2	1.5	6.5	29.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.0	10.7	10.8	104.7	28.6	29.1	87.1	49.8	44.4	85.7	51.9	289.0
LnGrp LOS	E	B	B	F	C	C	F	D	D	F	D	F
Approach Vol, veh/h		898			36			353			1315	
Approach Delay, s/veh		72.4			35.3			53.5			211.7	
Approach LOS		E			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	91.7	8.3	35.0	40.0	56.7	8.3	35.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	6.0	4.5	6.0
Max Green Setting (Gmax), s	20.5	49.0	20.5	29.0	34.0	34.0	20.5	29.0
Max Q Clear Time (g_c+I1), s	2.2	3.2	4.8	31.0	35.1	3.5	4.8	12.4
Green Ext Time (p_c), s	0.0	0.2	0.0	0.0	0.0	0.1	0.0	1.8

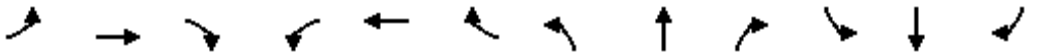
Intersection Summary	
HCM 6th Ctrl Delay	139.7
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	126	0	148	566	441	463	984
Future Volume (vph)	126	0	148	566	441	463	984
Turn Type	Split	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5	10.5	11.0	11.0	9.5	11.0
Total Split (s)	35.0	35.0	35.0	37.0	37.0	23.0	60.0
Total Split (%)	36.8%	36.8%	36.8%	38.9%	38.9%	24.2%	63.2%
Yellow Time (s)	4.5	4.5	4.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	6.0	6.0	4.5	6.0
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	11.4	11.4	11.4	48.5	48.5	19.1	72.1
Actuated g/C Ratio	0.12	0.12	0.12	0.51	0.51	0.20	0.76
v/c Ratio	0.52	0.39	0.39	0.19	0.29	0.74	0.40
Control Delay	47.3	15.6	15.1	13.9	2.1	48.8	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	47.3	15.6	15.1	13.9	2.1	48.8	4.6
LOS	D	B	B	B	A	D	A
Approach Delay		26.4		8.7			18.8
Approach LOS		C		A			B

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 15.8	Intersection LOS: B
Intersection Capacity Utilization 47.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 20: Redlands Ave & I-215 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	0	148	0	0	0	0	566	441	463	984	0
Future Volume (veh/h)	126	0	148	0	0	0	0	566	441	463	984	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	197	0	107				0	636	496	520	1106	0
Peak Hour Factor	0.89	0.89	0.89				0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	347	0	154				0	3712	1610	589	2827	0
Arrive On Green	0.10	0.00	0.10				0.00	0.57	0.57	0.34	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	6802	2834	3510	3705	0
Grp Volume(v), veh/h	197	0	107				0	636	496	520	1106	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1417	1755	1805	0
Q Serve(g_s), s	4.9	0.0	6.1				0.0	4.4	8.7	13.3	0.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	6.1				0.0	4.4	8.7	13.3	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	347	0	154				0	3712	1610	589	2827	0
V/C Ratio(X)	0.57	0.00	0.69				0.00	0.17	0.31	0.88	0.39	0.00
Avail Cap(c_a), veh/h	1124	0	500				0	3712	1610	684	2827	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.51	0.51	0.91	0.91	0.00
Uniform Delay (d), s/veh	41.1	0.0	41.6				0.0	9.8	10.7	30.7	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	5.5				0.0	0.1	0.3	10.8	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	2.6				0.0	1.5	2.6	5.3	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.5	0.0	47.1				0.0	9.9	11.0	41.5	0.4	0.0
LnGrp LOS	D	A	D				A	A	B	D	A	A
Approach Vol, veh/h		304						1132			1626	
Approach Delay, s/veh		44.1						10.4			13.5	
Approach LOS		D						B			B	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	20.4	60.0		14.6		80.4						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	18.5	31.0		29.5		54.0						
Max Q Clear Time (g_c+I1), s	15.3	10.7		8.1		2.0						
Green Ext Time (p_c), s	0.7	6.4		1.0		10.4						

Intersection Summary												
HCM 6th Ctrl Delay			15.4									
HCM 6th LOS			B									

Notes

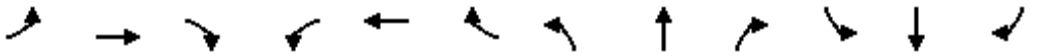
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	473	0	349	132	560	974	151
Future Volume (vph)	473	0	349	132	560	974	151
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.0	9.0	9.5	11.0	11.0	11.0
Total Split (s)	35.0	35.0	35.0	25.0	60.0	35.0	35.0
Total Split (%)	36.8%	36.8%	36.8%	26.3%	63.2%	36.8%	36.8%
Yellow Time (s)	3.0	3.0	3.0	3.5	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.5	6.0	6.0	6.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	25.0	25.0	25.0	9.4	60.0	46.1	46.1
Actuated g/C Ratio	0.26	0.26	0.26	0.10	0.63	0.49	0.49
v/c Ratio	0.71	0.65	0.49	0.43	0.28	0.34	0.20
Control Delay	39.9	28.0	7.7	59.1	7.0	16.7	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	39.9	28.0	7.7	59.1	7.1	16.7	3.6
LOS	D	C	A	E	A	B	A
Approach Delay		25.7			17.0	14.9	
Approach LOS		C			B	B	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 18.8	Intersection LOS: B
Intersection Capacity Utilization 47.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 21: Redlands Ave & I-215 NB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	473	0	349	132	560	0	0	974	151
Future Volume (veh/h)	0	0	0	473	0	349	132	560	0	0	974	151
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				653	0	261	148	629	0	0	1094	170
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				808	0	359	224	2424	0	0	3662	901
Arrive On Green				0.22	0.00	0.22	0.13	1.00	0.00	0.00	0.56	0.56
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	6802	1608
Grp Volume(v), veh/h				653	0	261	148	629	0	0	1094	170
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1634	1608
Q Serve(g_s), s				16.2	0.0	14.3	3.8	0.0	0.0	0.0	8.4	4.9
Cycle Q Clear(g_c), s				16.2	0.0	14.3	3.8	0.0	0.0	0.0	8.4	4.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				808	0	359	224	2424	0	0	3662	901
V/C Ratio(X)				0.81	0.00	0.73	0.66	0.26	0.00	0.00	0.30	0.19
Avail Cap(c_a), veh/h				1181	0	525	758	2424	0	0	3662	901
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.98	0.98	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				35.0	0.0	34.2	40.5	0.0	0.0	0.0	11.0	10.3
Incr Delay (d2), s/veh				2.7	0.0	2.8	3.2	0.3	0.0	0.0	0.2	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.3	0.0	5.8	1.7	0.1	0.0	0.0	2.8	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				37.7	0.0	37.0	43.7	0.3	0.0	0.0	11.2	10.7
LnGrp LOS				D	A	D	D	A	A	A	B	B
Approach Vol, veh/h					914			777			1264	
Approach Delay, s/veh					37.5			8.5			11.2	
Approach LOS					D			A			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.8			10.6	59.2		25.2				
Change Period (Y+Rc), s		6.0			4.5	6.0		4.0				
Max Green Setting (Gmax), s		54.0			20.5	29.0		31.0				
Max Q Clear Time (g_c+I1), s		2.0			5.8	10.4		18.2				
Green Ext Time (p_c), s		5.0			0.4	8.0		3.0				

Intersection Summary		
HCM 6th Ctrl Delay	18.6	
HCM 6th LOS	B	

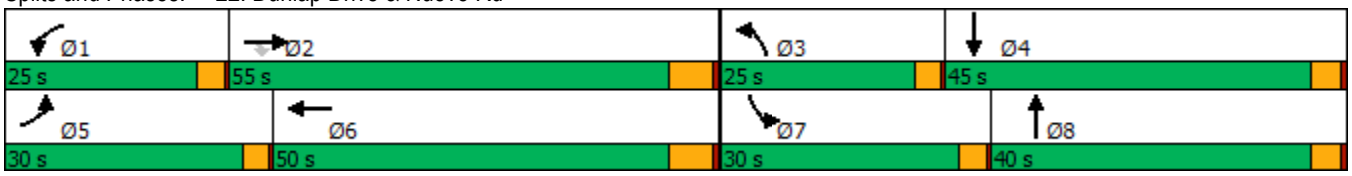
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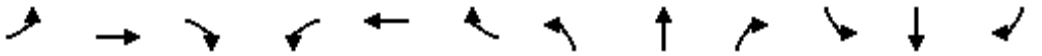
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	19	261	21	63	383	25	101	66	101
Future Volume (vph)	19	261	21	63	383	25	101	66	101
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Minimum Split (s)	8.5	12.0	12.0	8.5	12.0	8.5	10.2	8.5	10.2
Total Split (s)	30.0	55.0	55.0	25.0	50.0	25.0	40.0	30.0	45.0
Total Split (%)	20.0%	36.7%	36.7%	16.7%	33.3%	16.7%	26.7%	20.0%	30.0%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	3.2	3.0	3.2
All-Red Time (s)	0.5	1.0	1.0	0.5	1.0	0.5	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	3.5	4.2	3.5	4.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	5.7	28.0	28.0	7.9	33.9	6.0	38.9	8.5	43.3
Actuated g/C Ratio	0.06	0.29	0.29	0.08	0.35	0.06	0.40	0.09	0.45
v/c Ratio	0.19	0.51	0.04	0.46	0.77	0.24	0.22	0.45	0.20
Control Delay	53.9	33.1	0.1	56.8	36.8	54.4	22.7	55.2	19.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.9	33.1	0.1	56.8	36.8	54.4	22.7	55.2	19.9
LOS	D	C	A	E	D	D	C	E	B
Approach Delay		32.1			39.2		27.2		30.7
Approach LOS		C			D		C		C

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 96.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 34.2	Intersection LOS: C
Intersection Capacity Utilization 57.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 22: Dunlap Drive & Nuevo Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	261	21	63	383	81	25	101	52	66	101	47
Future Volume (veh/h)	19	261	21	63	383	81	25	101	52	66	101	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	281	23	68	412	87	27	109	56	71	109	51
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	39	552	468	88	481	102	49	499	256	93	545	255
Arrive On Green	0.02	0.29	0.29	0.05	0.32	0.32	0.03	0.42	0.42	0.05	0.45	0.45
Sat Flow, veh/h	1810	1900	1610	1810	1514	320	1810	1183	608	1810	1223	572
Grp Volume(v), veh/h	20	281	23	68	0	499	27	0	165	71	0	160
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1833	1810	0	1791	1810	0	1796
Q Serve(g_s), s	1.0	11.3	0.9	3.4	0.0	23.4	1.3	0.0	5.4	3.5	0.0	5.0
Cycle Q Clear(g_c), s	1.0	11.3	0.9	3.4	0.0	23.4	1.3	0.0	5.4	3.5	0.0	5.0
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.34	1.00		0.32
Lane Grp Cap(c), veh/h	39	552	468	88	0	582	49	0	755	93	0	800
V/C Ratio(X)	0.51	0.51	0.05	0.77	0.00	0.86	0.55	0.00	0.22	0.77	0.00	0.20
Avail Cap(c_a), veh/h	524	1017	862	425	0	881	425	0	755	524	0	800
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.3	27.0	23.4	43.0	0.0	29.3	44.0	0.0	16.9	42.9	0.0	15.5
Incr Delay (d2), s/veh	3.7	1.0	0.1	5.2	0.0	6.7	3.5	0.0	0.7	4.9	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	4.8	0.3	1.6	0.0	10.2	0.6	0.0	2.2	1.6	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.0	28.1	23.4	48.2	0.0	36.0	47.5	0.0	17.5	47.8	0.0	16.0
LnGrp LOS	D	C	C	D	A	D	D	A	B	D	A	B
Approach Vol, veh/h		324			567			192			231	
Approach Delay, s/veh		29.0			37.4			21.8			25.8	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	32.6	6.0	45.0	5.5	35.1	8.2	42.8
Change Period (Y+Rc), s	3.5	6.0	3.5	* 4.2	3.5	6.0	3.5	* 4.2
Max Green Setting (Gmax), s	21.5	49.0	21.5	* 41	26.5	44.0	26.5	* 36
Max Q Clear Time (g_c+I1), s	5.4	13.3	3.3	7.0	3.0	25.4	5.5	7.4
Green Ext Time (p_c), s	0.0	2.3	0.0	0.8	0.0	3.7	0.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	65
Intersection LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	280	95	259	324	174	321
Future Vol, veh/h	280	95	259	324	174	321
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	295	100	273	341	183	338
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	25.9	106.6	45.7
HCM LOS	D	F	E

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	35%	0%	44%
Vol Thru, %	0%	75%	56%
Vol Right, %	65%	25%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	495	375	583
LT Vol	174	0	259
Through Vol	0	280	324
RT Vol	321	95	0
Lane Flow Rate	521	395	614
Geometry Grp	1	1	1
Degree of Util (X)	0.912	0.722	1.137
Departure Headway (Hd)	6.642	6.931	6.672
Convergence, Y/N	Yes	Yes	Yes
Cap	552	525	546
Service Time	4.642	4.931	4.672
HCM Lane V/C Ratio	0.944	0.752	1.125
HCM Control Delay	45.7	25.9	106.6
HCM Lane LOS	E	D	F
HCM 95th-tile Q	11	5.9	20.5

HCM 6th Edition methodology does not support more than four approaches.

Intersection	
Intersection Delay, s/veh	16.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	150	12	117	16	18	3	120	369	9	3	285	95
Future Vol, veh/h	150	12	117	16	18	3	120	369	9	3	285	95
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	170	14	133	18	20	3	136	419	10	3	324	108
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	13.6	11.9	17.5	16.8
HCM LOS	B	B	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	39%	0%	93%	0%	43%	1%	0%
Vol Thru, %	61%	95%	7%	0%	49%	99%	0%
Vol Right, %	0%	5%	0%	100%	8%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	305	194	162	117	37	288	95
LT Vol	120	0	150	0	16	3	0
Through Vol	185	185	12	0	18	285	0
RT Vol	0	9	0	117	3	0	95
Lane Flow Rate	346	220	184	133	42	327	108
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.635	0.389	0.391	0.239	0.094	0.601	0.177
Departure Headway (Hd)	6.608	6.375	7.653	6.466	8.076	6.609	5.889
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	543	561	468	552	447	543	603
Service Time	4.393	4.159	5.443	4.254	6.076	4.397	3.677
HCM Lane V/C Ratio	0.637	0.392	0.393	0.241	0.094	0.602	0.179
HCM Control Delay	20.3	13.2	15.3	11.3	11.9	19	10
HCM Lane LOS	C	B	C	B	B	C	A
HCM 95th-tile Q	4.4	1.8	1.8	0.9	0.3	3.9	0.6

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	52	0	0	6	37	507	0	2	489	11
Future Vol, veh/h	3	0	52	0	0	6	37	507	0	2	489	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	0	58	0	0	7	41	563	0	2	543	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1202	1198	549	1227	1204	563	555	0	0	563	0	0
Stage 1	553	553	-	645	645	-	-	-	-	-	-	-
Stage 2	649	645	-	582	559	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	163	187	539	157	186	530	1026	-	-	1019	-	-
Stage 1	521	518	-	464	471	-	-	-	-	-	-	-
Stage 2	462	471	-	502	514	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	154	176	539	134	175	530	1026	-	-	1019	-	-
Mov Cap-2 Maneuver	154	176	-	134	175	-	-	-	-	-	-	-
Stage 1	491	516	-	437	444	-	-	-	-	-	-	-
Stage 2	430	444	-	447	512	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.7	11.9	0.6	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1026	-	-	474	530	1019	-	-
HCM Lane V/C Ratio	0.04	-	-	0.129	0.013	0.002	-	-
HCM Control Delay (s)	8.7	0	-	13.7	11.9	8.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0	0	-	-

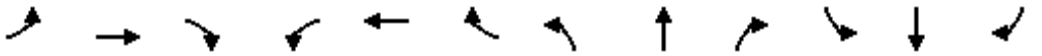
Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	49	35	3	59	110	31	413	14	85	428	45
Future Vol, veh/h	8	49	35	3	59	110	31	413	14	85	428	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	53	38	3	63	118	33	444	15	91	460	48

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1274	1191	484	1230	1208	452	508	0	0	459	0	0
Stage 1	666	666	-	518	518	-	-	-	-	-	-	-
Stage 2	608	525	-	712	690	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	145	189	587	156	185	612	1067	-	-	1113	-	-
Stage 1	452	460	-	544	536	-	-	-	-	-	-	-
Stage 2	486	533	-	427	449	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	76	168	587	102	165	612	1067	-	-	1113	-	-
Mov Cap-2 Maneuver	76	168	-	102	165	-	-	-	-	-	-	-
Stage 1	438	422	-	527	519	-	-	-	-	-	-	-
Stage 2	334	516	-	321	412	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	38.8	33.9	0.6	1.3
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1067	-	-	202	303	1113	-	-
HCM Lane V/C Ratio	0.031	-	-	0.49	0.61	0.082	-	-
HCM Control Delay (s)	8.5	-	-	38.8	33.9	8.5	-	-
HCM Lane LOS	A	-	-	E	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.4	3.7	0.3	-	-



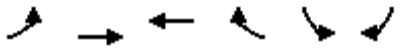
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	0	205	0	0	0	241	392	0	0	1199	27
Future Volume (veh/h)	33	0	205	0	0	0	241	392	0	0	1199	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	0	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	36	0	0	0	0	0	262	426	0	0	1303	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	0		0	3	0	321	1696	0	0	1189	
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.89	0.00	0.00	0.63	0.00
Sat Flow, veh/h		0		0	1900	0	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h		0.0		0	0	0	262	426	0	0	1303	0
Grp Sat Flow(s),veh/h/ln				0	1900	0	1810	1900	0	0	1900	1610
Q Serve(g_s), s				0.0	0.0	0.0	7.8	1.7	0.0	0.0	35.0	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	7.8	1.7	0.0	0.0	35.0	0.0
Prop In Lane				0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				0	3	0	321	1696	0	0	1189	
V/C Ratio(X)				0.00	0.00	0.00	0.82	0.25	0.00	0.00	1.10	
Avail Cap(c_a), veh/h				0	510	0	809	2209	0	0	1189	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	22.1	0.4	0.0	0.0	10.5	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	2.0	0.0	0.0	0.0	56.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.0	2.9	0.0	0.0	0.0	25.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	0.0	24.1	0.4	0.0	0.0	66.7	0.0
LnGrp LOS				A	A	A	C	A	A	A	F	
Approach Vol, veh/h					0			688			1303	
Approach Delay, s/veh					0.0			9.4			66.7	
Approach LOS								A			E	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	14.9	41.0				55.9		0.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		4.0				
Max Green Setting (Gmax), s	25.0	35.0				65.0		15.0				
Max Q Clear Time (g_c+I1), s	9.8	37.0				3.7		0.0				
Green Ext Time (p_c), s	0.3	0.0				1.4		0.0				

Intersection Summary			
HCM 6th Ctrl Delay			46.9
HCM 6th LOS			D

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	19	1386	620	1390	185	13
Future Volume (veh/h)	19	1386	620	1390	185	13
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	1429	639	0	191	13
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	46	2011	1392		251	17
Arrive On Green	0.03	0.56	0.39	0.00	0.15	0.15
Sat Flow, veh/h	1810	3705	3705	1610	1673	114
Grp Volume(v), veh/h	20	1429	639	0	205	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1796	0
Q Serve(g_s), s	0.4	10.5	4.8	0.0	4.0	0.0
Cycle Q Clear(g_c), s	0.4	10.5	4.8	0.0	4.0	0.0
Prop In Lane	1.00			1.00	0.93	0.06
Lane Grp Cap(c), veh/h	46	2011	1392		269	0
V/C Ratio(X)	0.44	0.71	0.46		0.76	0.00
Avail Cap(c_a), veh/h	1250	6512	3490		1741	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	17.4	5.9	8.3	0.0	14.8	0.0
Incr Delay (d2), s/veh	2.5	0.2	0.1	0.0	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	0.9	0.0	1.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.9	6.1	8.4	0.0	16.4	0.0
LnGrp LOS	B	A	A		B	A
Approach Vol, veh/h		1449	639		205	
Approach Delay, s/veh		6.2	8.4		16.4	
Approach LOS		A	A		B	

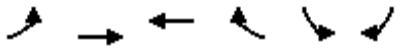
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	25.5		10.7	6.2	19.3
Change Period (Y+Rc), s	5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s	65.3		35.1	25.0	35.0
Max Q Clear Time (g_c+I1), s	12.5		6.0	2.4	6.8
Green Ext Time (p_c), s	7.7		0.3	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	184	1387	1624	35	53	388
Future Volume (veh/h)	184	1387	1624	35	53	388
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	198	1491	1746	38	57	417
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	239	2235	1579	34	452	402
Arrive On Green	0.13	0.62	0.44	0.44	0.25	0.25
Sat Flow, veh/h	1810	3705	3707	78	1810	1610
Grp Volume(v), veh/h	198	1491	870	914	57	417
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1886	1810	1610
Q Serve(g_s), s	8.5	21.5	35.0	35.0	2.0	20.0
Cycle Q Clear(g_c), s	8.5	21.5	35.0	35.0	2.0	20.0
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	239	2235	789	824	452	402
V/C Ratio(X)	0.83	0.67	1.10	1.11	0.13	1.04
Avail Cap(c_a), veh/h	452	2660	789	824	452	402
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	9.9	22.5	22.5	23.3	30.0
Incr Delay (d2), s/veh	2.8	0.5	64.0	65.5	0.0	54.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	6.1	26.3	27.8	0.8	21.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.7	10.4	86.5	88.1	23.3	84.8
LnGrp LOS	D	B	F	F	C	F
Approach Vol, veh/h		1689	1784		474	
Approach Delay, s/veh		13.5	87.3		77.4	
Approach LOS		B	F		E	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	55.6		24.5	14.6	41.0
Change Period (Y+Rc), s	6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s	59.0		20.0	20.0	35.0
Max Q Clear Time (g_c+I1), s	23.5		22.0	10.5	37.0
Green Ext Time (p_c), s	13.3		0.0	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.5
HCM 6th LOS	D

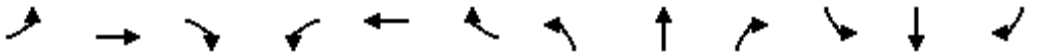
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1475	1530	37	0	123
Future Vol, veh/h	0	1475	1530	37	0	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1553	1611	39	0	129

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	825
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	320
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	320
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	23.7
HCM LOS			C

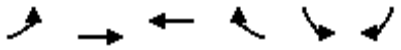
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	320
HCM Lane V/C Ratio	-	-	-	0.405
HCM Control Delay (s)	-	-	-	23.7
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	1438	25	150	1507	8	56	2	165	7	7	3
Future Volume (veh/h)	12	1438	25	150	1507	8	56	2	165	7	7	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	1514	26	158	1586	8	59	2	174	7	7	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	29	1688	29	198	2057	10	239	8	219	15	15	6
Arrive On Green	0.02	0.46	0.46	0.11	0.56	0.56	0.14	0.14	0.14	0.02	0.02	0.02
Sat Flow, veh/h	1810	3630	62	1810	3683	19	1753	59	1610	743	743	319
Grp Volume(v), veh/h	13	752	788	158	777	817	61	0	174	17	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1887	1810	1805	1897	1812	0	1610	1805	0	0
Q Serve(g_s), s	0.5	29.1	29.2	6.5	25.4	25.4	2.3	0.0	8.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	0.5	29.1	29.2	6.5	25.4	25.4	2.3	0.0	8.0	0.7	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.01	0.97		1.00	0.41		0.18
Lane Grp Cap(c), veh/h	29	839	877	198	1008	1059	247	0	219	36	0	0
V/C Ratio(X)	0.46	0.90	0.90	0.80	0.77	0.77	0.25	0.00	0.79	0.47	0.00	0.00
Avail Cap(c_a), veh/h	476	949	993	476	1008	1059	715	0	635	712	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	37.1	18.7	18.7	33.0	13.0	13.0	29.4	0.0	31.8	36.9	0.0	0.0
Incr Delay (d2), s/veh	4.2	9.5	9.3	2.8	3.4	3.2	0.2	0.0	2.5	3.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	11.9	12.4	2.9	9.7	10.2	1.0	0.0	3.1	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	28.2	28.0	35.8	16.4	16.2	29.6	0.0	34.3	40.5	0.0	0.0
LnGrp LOS	D	C	C	D	B	B	C	A	C	D	A	A
Approach Vol, veh/h		1553			1752			235			17	
Approach Delay, s/veh		28.2			18.1			33.0			40.5	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	49.5		14.9	12.8	42.4		6.0				
Change Period (Y+Rc), s	4.5	7.0		4.5	4.5	7.0		4.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	2.5	27.4		10.0	8.5	31.2		2.7				
Green Ext Time (p_c), s	0.0	6.4		0.5	0.2	4.2		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		23.6	
HCM 6th LOS		C	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	69	1412	1545	141	97	44
Future Volume (veh/h)	69	1412	1545	141	97	44
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	76	1552	1698	155	107	48
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	108	2549	1903	172	139	62
Arrive On Green	0.06	0.71	0.57	0.57	0.12	0.12
Sat Flow, veh/h	1810	3705	3444	302	1196	537
Grp Volume(v), veh/h	76	1552	905	948	156	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1846	1744	0
Q Serve(g_s), s	2.5	13.3	26.2	27.4	5.2	0.0
Cycle Q Clear(g_c), s	2.5	13.3	26.2	27.4	5.2	0.0
Prop In Lane	1.00			0.16	0.69	0.31
Lane Grp Cap(c), veh/h	108	2549	1026	1049	203	0
V/C Ratio(X)	0.70	0.61	0.88	0.90	0.77	0.00
Avail Cap(c_a), veh/h	601	3580	1049	1073	579	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.8	4.6	11.3	11.5	25.8	0.0
Incr Delay (d2), s/veh	8.0	0.2	8.9	10.6	6.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.8	10.4	11.5	2.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.8	4.8	20.1	22.1	31.9	0.0
LnGrp LOS	D	A	C	C	C	A
Approach Vol, veh/h		1628	1853		156	
Approach Delay, s/veh		6.2	21.1		31.9	
Approach LOS		A	C		C	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	48.5		11.7	8.3	40.2
Change Period (Y+Rc), s	6.0		* 4.7	* 4.7	6.0
Max Green Setting (Gmax), s	59.7		* 20	* 20	35.0
Max Q Clear Time (g_c+I1), s	15.3		7.2	4.5	29.4
Green Ext Time (p_c), s	18.3		0.3	0.1	4.8

Intersection Summary	
HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	1406	33	111	1603	29	48	33	174	41	37	41
Future Volume (veh/h)	52	1406	33	111	1603	29	48	33	174	41	37	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	1496	35	118	1705	31	51	35	185	44	39	44
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	1828	43	154	1971	36	282	285	242	271	271	242
Arrive On Green	0.05	0.51	0.51	0.09	0.54	0.54	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	3606	84	1810	3627	66	1336	1900	1610	1179	1805	1610
Grp Volume(v), veh/h	55	748	783	118	847	889	51	35	185	44	39	44
Grp Sat Flow(s),veh/h/ln	1810	1805	1885	1810	1805	1888	1336	1900	1610	1179	1805	1610
Q Serve(g_s), s	1.9	22.2	22.3	4.1	25.7	25.9	2.2	1.0	7.0	2.1	1.2	1.5
Cycle Q Clear(g_c), s	1.9	22.2	22.3	4.1	25.7	25.9	3.7	1.0	7.0	3.1	1.2	1.5
Prop In Lane	1.00		0.04	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	88	915	956	154	981	1026	282	285	242	271	271	242
V/C Ratio(X)	0.62	0.82	0.82	0.77	0.86	0.87	0.18	0.12	0.77	0.16	0.14	0.18
Avail Cap(c_a), veh/h	569	993	1037	569	993	1039	501	597	506	465	568	506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	13.2	13.2	28.5	12.5	12.5	25.2	23.4	26.0	24.8	23.5	23.6
Incr Delay (d2), s/veh	2.6	5.2	5.1	3.0	8.0	7.9	0.2	0.1	3.8	0.2	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	8.8	9.2	1.8	10.5	11.0	0.7	0.4	2.8	0.6	0.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.3	18.4	18.3	31.5	20.5	20.5	25.5	23.5	29.7	25.0	23.7	23.9
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		1586			1854			271			127	
Approach Delay, s/veh		18.9			21.2			28.1			24.2	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.1	39.3		14.2	7.8	41.6		14.2
Change Period (Y+Rc), s	* 4.7	7.0		* 4.7	* 4.7	7.0		* 4.7
Max Green Setting (Gmax), s	* 20	35.0		* 20	* 20	35.0		* 20
Max Q Clear Time (g_c+I1), s	6.1	24.3		5.1	3.9	27.9		9.0
Green Ext Time (p_c), s	0.1	8.0		0.4	0.0	6.1		0.5

Intersection Summary	
HCM 6th Ctrl Delay	20.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	135	3	153	44	274	4	254	414	278	100	10
Future Volume (veh/h)	28	135	3	153	44	274	4	254	414	278	100	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	148	3	168	48	301	4	279	455	305	110	11
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	54	526	235	204	791	368	10	612	518	342	1826	814
Arrive On Green	0.03	0.15	0.15	0.11	0.23	0.23	0.01	0.32	0.32	0.19	0.51	0.51
Sat Flow, veh/h	1810	3610	1610	1810	3458	1608	1810	1900	1607	1810	3610	1609
Grp Volume(v), veh/h	31	148	3	168	48	301	4	279	455	305	110	11
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1608	1810	1900	1607	1810	1805	1609
Q Serve(g_s), s	1.5	3.3	0.1	8.2	1.0	16.0	0.2	10.5	24.2	14.8	1.4	0.3
Cycle Q Clear(g_c), s	1.5	3.3	0.1	8.2	1.0	16.0	0.2	10.5	24.2	14.8	1.4	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	54	526	235	204	791	368	10	612	518	342	1826	814
V/C Ratio(X)	0.57	0.28	0.01	0.82	0.06	0.82	0.42	0.46	0.88	0.89	0.06	0.01
Avail Cap(c_a), veh/h	401	1587	708	802	2286	1063	401	831	703	601	1979	882
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.2	34.3	33.0	39.2	27.2	33.0	44.8	24.3	28.9	35.7	11.4	11.1
Incr Delay (d2), s/veh	3.5	0.3	0.0	3.2	0.0	4.5	10.4	0.5	9.6	3.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.5	0.1	3.8	0.4	6.6	0.1	4.7	10.3	6.8	0.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	34.6	33.0	42.3	27.3	37.6	55.2	24.9	38.5	39.5	11.4	11.1
LnGrp LOS	D	C	C	D	C	D	E	C	D	D	B	B
Approach Vol, veh/h		182			517			738			426	
Approach Delay, s/veh		36.7			38.2			33.5			31.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	18.5	5.5	51.2	7.7	25.9	22.1	34.6
Change Period (Y+Rc), s	5.0	5.3	5.0	5.5	5.0	5.3	5.0	5.5
Max Green Setting (Gmax), s	10.0	39.7	20.0	49.5	20.0	59.7	30.0	39.5
Max Q Clear Time (g_c+I1), s	10.2	5.3	2.2	3.4	3.5	18.0	16.8	26.2
Green Ext Time (p_c), s	0.1	1.0	0.0	0.8	0.0	2.6	0.2	2.9

Intersection Summary	
HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	741	71	82	360	37	91	85	194	64	52	7
Future Volume (veh/h)	6	741	71	82	360	37	91	85	194	64	52	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	780	75	86	379	39	96	89	204	67	55	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	14	1063	102	112	1235	126	111	103	235	192	202	171
Arrive On Green	0.01	0.32	0.32	0.06	0.37	0.37	0.26	0.26	0.26	0.11	0.11	0.11
Sat Flow, veh/h	1810	3328	320	1810	3306	338	424	393	900	1810	1900	1610
Grp Volume(v), veh/h	6	423	432	86	206	212	389	0	0	67	55	7
Grp Sat Flow(s),veh/h/ln	1810	1805	1842	1810	1805	1839	1717	0	0	1810	1900	1610
Q Serve(g_s), s	0.3	18.8	18.8	4.2	7.3	7.4	19.6	0.0	0.0	3.1	2.4	0.4
Cycle Q Clear(g_c), s	0.3	18.8	18.8	4.2	7.3	7.4	19.6	0.0	0.0	3.1	2.4	0.4
Prop In Lane	1.00		0.17	1.00		0.18	0.25		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	14	577	589	112	674	687	448	0	0	192	202	171
V/C Ratio(X)	0.43	0.73	0.73	0.77	0.31	0.31	0.87	0.00	0.00	0.35	0.27	0.04
Avail Cap(c_a), veh/h	409	869	887	409	869	886	650	0	0	485	509	431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.6	27.3	27.3	41.7	20.0	20.0	31.9	0.0	0.0	37.4	37.1	36.2
Incr Delay (d2), s/veh	7.5	2.6	2.5	4.2	0.4	0.4	8.5	0.0	0.0	1.1	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	8.3	8.4	2.0	3.0	3.1	8.9	0.0	0.0	1.4	1.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	29.9	29.9	45.9	20.4	20.4	40.4	0.0	0.0	38.5	37.9	36.3
LnGrp LOS	D	C	C	D	C	C	D	A	A	D	D	D
Approach Vol, veh/h		861			504			389			129	
Approach Delay, s/veh		30.0			24.7			40.4			38.1	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	15.4	10.2	35.4	29.4	5.3	40.2
Change Period (Y+Rc), s	5.8	4.6	6.5	5.8	4.6	6.5
Max Green Setting (Gmax), s	24.2	20.4	43.5	34.2	20.4	43.5
Max Q Clear Time (g_c+I1), s	5.1	6.2	20.8	21.6	2.3	9.4
Green Ext Time (p_c), s	0.4	0.1	8.0	2.0	0.0	3.9

Intersection Summary	
HCM 6th Ctrl Delay	31.3
HCM 6th LOS	C



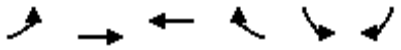
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1092	0	69	541	8	78
Future Volume (veh/h)	1092	0	69	541	8	78
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1162	0	73	576	9	83
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3648	1133	127	2973	12	111
Arrive On Green	0.70	0.00	0.14	1.00	0.08	0.08
Sat Flow, veh/h	5358	1610	1810	3705	158	1455
Grp Volume(v), veh/h	1162	0	73	576	93	0
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1805	1630	0
Q Serve(g_s), s	6.9	0.0	3.0	0.0	4.5	0.0
Cycle Q Clear(g_c), s	6.9	0.0	3.0	0.0	4.5	0.0
Prop In Lane		1.00	1.00		0.10	0.89
Lane Grp Cap(c), veh/h	3648	1133	127	2973	125	0
V/C Ratio(X)	0.32	0.00	0.57	0.19	0.75	0.00
Avail Cap(c_a), veh/h	3648	1133	181	2973	377	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.99	0.99	1.00	0.00
Uniform Delay (d), s/veh	4.5	0.0	33.3	0.0	36.2	0.0
Incr Delay (d2), s/veh	0.2	0.0	4.0	0.1	8.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	1.3	0.1	2.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.8	0.0	37.3	0.1	44.7	0.0
LnGrp LOS	A	A	D	A	D	A
Approach Vol, veh/h	1162			649	93	
Approach Delay, s/veh	4.8			4.3	44.7	
Approach LOS	A			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.6	60.3				69.9	10.1
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	8.6	41.5				53.5	18.5
Max Q Clear Time (g_c+I1), s	5.0	8.9				2.0	6.5
Green Ext Time (p_c), s	0.0	8.4				3.6	0.2

Intersection Summary	
HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	195	975	518	333	367	92
Future Volume (veh/h)	195	975	518	333	367	92
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	203	1016	540	347	382	96
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	238	2731	2981	925	504	407
Arrive On Green	0.26	1.00	0.57	0.57	0.14	0.14
Sat Flow, veh/h	1810	3705	5358	1610	3510	2834
Grp Volume(v), veh/h	203	1016	540	347	382	96
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1755	1417
Q Serve(g_s), s	8.5	0.0	4.0	9.3	8.4	2.4
Cycle Q Clear(g_c), s	8.5	0.0	4.0	9.3	8.4	2.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	238	2731	2981	925	504	407
V/C Ratio(X)	0.85	0.37	0.18	0.37	0.76	0.24
Avail Cap(c_a), veh/h	294	2731	2981	925	812	655
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	28.7	0.0	8.1	9.2	32.9	30.4
Incr Delay (d2), s/veh	17.1	0.4	0.1	1.1	2.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.1	1.1	2.7	3.5	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	45.8	0.4	8.2	10.3	35.3	30.7
LnGrp LOS	D	A	A	B	D	C
Approach Vol, veh/h		1219	887		478	
Approach Delay, s/veh		7.9	9.0		34.4	
Approach LOS		A	A		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		64.5		15.5	14.5	50.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		53.5		18.5	13.0	36.5
Max Q Clear Time (g_c+I1), s		2.0		10.4	10.5	11.3
Green Ext Time (p_c), s		7.6		1.1	0.1	4.5

Intersection Summary		
HCM 6th Ctrl Delay		13.2
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	797	545	119	560	0	0	0	0	105	1	291
Future Volume (veh/h)	0	797	545	119	560	0	0	0	0	105	1	291
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	839	574	125	589	0				111	1	306
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	913	774	163	2290	0				404	4	363
Arrive On Green	0.00	0.48	0.48	0.09	0.63	0.00				0.23	0.23	0.23
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1794	16	1610
Grp Volume(v), veh/h	0	839	574	125	589	0				112	0	306
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	32.2	22.6	5.3	5.6	0.0				4.0	0.0	14.3
Cycle Q Clear(g_c), s	0.0	32.2	22.6	5.3	5.6	0.0				4.0	0.0	14.3
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	913	774	163	2290	0				408	0	363
V/C Ratio(X)	0.00	0.92	0.74	0.77	0.26	0.00				0.27	0.00	0.84
Avail Cap(c_a), veh/h	0	969	821	692	3452	0				692	0	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	19.0	16.4	34.9	6.3	0.0				25.1	0.0	29.1
Incr Delay (d2), s/veh	0.0	13.0	3.4	7.3	0.1	0.0				0.4	0.0	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.3	7.3	2.5	1.4	0.0				1.7	0.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.0	19.9	42.2	6.3	0.0				25.4	0.0	34.4
LnGrp LOS	A	C	B	D	A	A				C	A	C
Approach Vol, veh/h		1413			714						418	
Approach Delay, s/veh		27.1			12.6						32.0	
Approach LOS		C			B						C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	12.1	43.7				55.8		22.7				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	7.3	34.2				7.6		16.3				
Green Ext Time (p_c), s	0.3	3.5				3.7		1.4				

Intersection Summary												
HCM 6th Ctrl Delay			23.8									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	298	604	0	0	383	163	296	1	148	0	0	0
Future Volume (veh/h)	298	604	0	0	383	163	296	1	148	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	317	643	0	0	407	173	315	1	157			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	371	1209	0	0	463	197	396	1	353			
Arrive On Green	0.20	0.64	0.00	0.00	0.37	0.37	0.22	0.22	0.22			
Sat Flow, veh/h	1810	1900	0	0	1265	538	1804	6	1610			
Grp Volume(v), veh/h	317	643	0	0	0	580	316	0	157			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1803	1810	0	1610			
Q Serve(g_s), s	12.8	14.2	0.0	0.0	0.0	22.9	12.6	0.0	6.4			
Cycle Q Clear(g_c), s	12.8	14.2	0.0	0.0	0.0	22.9	12.6	0.0	6.4			
Prop In Lane	1.00		0.00	0.00		0.30	1.00		1.00			
Lane Grp Cap(c), veh/h	371	1209	0	0	0	659	397	0	353			
V/C Ratio(X)	0.86	0.53	0.00	0.00	0.00	0.88	0.80	0.00	0.44			
Avail Cap(c_a), veh/h	714	1873	0	0	0	948	714	0	635			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	29.2	7.6	0.0	0.0	0.0	22.6	28.1	0.0	25.7			
Incr Delay (d2), s/veh	5.7	0.4	0.0	0.0	0.0	6.9	3.7	0.0	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.5	3.7	0.0	0.0	0.0	9.3	5.5	0.0	2.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.8	8.0	0.0	0.0	0.0	29.5	31.8	0.0	26.6			
LnGrp LOS	C	A	A	A	A	C	C	A	C			
Approach Vol, veh/h		960			580			473				
Approach Delay, s/veh		16.8			29.5			30.1				
Approach LOS		B			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		54.4			20.6	33.8		21.7				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		16.2			14.8	24.9		14.6				
Green Ext Time (p_c), s		4.1			0.8	2.9		2.1				
Intersection Summary												
HCM 6th Ctrl Delay			23.6									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	644	108	40	482	64	37
Future Vol, veh/h	644	108	40	482	64	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	657	110	41	492	65	38

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	767	0	1286	712
Stage 1	-	-	-	-	712	-
Stage 2	-	-	-	-	574	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	856	-	183	436
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	567	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	856	-	174	436
Mov Cap-2 Maneuver	-	-	-	-	174	-
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	540	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	34.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	223	-	-	856	-
HCM Lane V/C Ratio	0.462	-	-	0.048	-
HCM Control Delay (s)	34.3	-	-	9.4	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	2.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	144	474	16	8	328	16	4	0	3	9	4	127
Future Vol, veh/h	144	474	16	8	328	16	4	0	3	9	4	127
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	153	504	17	9	349	17	4	0	3	10	4	135

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	366	0	0	521	0	0	1264	1203	513	1196	1203	358
Stage 1	-	-	-	-	-	-	819	819	-	376	376	-
Stage 2	-	-	-	-	-	-	445	384	-	820	827	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1204	-	-	1056	-	-	148	186	565	164	186	691
Stage 1	-	-	-	-	-	-	372	392	-	649	620	-
Stage 2	-	-	-	-	-	-	596	615	-	372	389	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1204	-	-	1056	-	-	100	151	565	140	151	691
Mov Cap-2 Maneuver	-	-	-	-	-	-	100	151	-	140	151	-
Stage 1	-	-	-	-	-	-	305	322	-	533	613	-
Stage 2	-	-	-	-	-	-	471	608	-	304	319	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0.2	29.6	14.9
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	154	1204	-	-	1056	-	-	510
HCM Lane V/C Ratio	0.048	0.127	-	-	0.008	-	-	0.292
HCM Control Delay (s)	29.6	8.4	0	-	8.4	0	-	14.9
HCM Lane LOS	D	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.4	-	-	0	-	-	1.2

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	364	124	0	365	15	0	0	0	13	0	1
Future Vol, veh/h	0	364	124	0	365	15	0	0	0	13	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	260	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	400	136	0	401	16	0	0	0	14	0	1

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	417	0	-	-	-	0			809	809	409
Stage 1	-	-	-	-	-	-			409	409	-
Stage 2	-	-	-	-	-	-			400	400	-
Critical Hdwy	4.1	-	-	-	-	-			6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-			5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-			3.5	4	3.3
Pot Cap-1 Maneuver	1153	-	0	0	-	-			353	317	647
Stage 1	-	-	0	0	-	-			675	600	-
Stage 2	-	-	0	0	-	-			681	605	-
Platoon blocked, %		-			-	-					
Mov Cap-1 Maneuver	1153	-	-	-	-	-			353	0	647
Mov Cap-2 Maneuver	-	-	-	-	-	-			353	0	-
Stage 1	-	-	-	-	-	-			675	0	-
Stage 2	-	-	-	-	-	-			681	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1153	-	-	-	365
HCM Lane V/C Ratio	-	-	-	-	0.042
HCM Control Delay (s)	0	-	-	-	15.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	377	0	4	316	64	6
Future Vol, veh/h	377	0	4	316	64	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	414	0	4	347	70	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	414	0	769	414
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	355	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	1156	-	372	643
Stage 1	-	0	-	-	671	-
Stage 2	-	0	-	-	714	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1156	-	371	643
Mov Cap-2 Maneuver	-	-	-	-	371	-
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	711	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	16.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	385	-	1156	-
HCM Lane V/C Ratio	0.2	-	0.004	-
HCM Control Delay (s)	16.7	-	8.1	0
HCM Lane LOS	C	-	A	A
HCM 95th %tile Q(veh)	0.7	-	0	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	184	172	152	39	50	123
Future Vol, veh/h	184	172	152	39	50	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	207	193	171	44	56	138

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	215	0	-	0	800	193
Stage 1	-	-	-	-	193	-
Stage 2	-	-	-	-	607	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1367	-	-	-	357	854
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	548	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1367	-	-	-	296	854
Mov Cap-2 Maneuver	-	-	-	-	296	-
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	548	-

Approach	EB	WB	SB
HCM Control Delay, s	4.2	0	15
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1367	-	-	-	553
HCM Lane V/C Ratio	0.151	-	-	-	0.352
HCM Control Delay (s)	8.1	0	-	-	15
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.5	-	-	-	1.6

Intersection	
Int Delay, s/veh	50.2

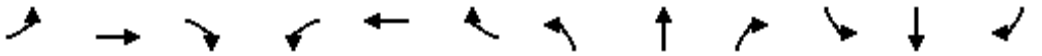
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	72	35	40	80	28	37	411	64	51	419	19
Future Vol, veh/h	12	72	35	40	80	28	37	411	64	51	419	19
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	86	42	48	95	33	44	489	76	61	499	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1312	1286	513	1314	1259	527	522	0	0	565	0	0
Stage 1	633	633	-	615	615	-	-	-	-	-	-	-
Stage 2	679	653	-	699	644	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	137	166	565	136	172	555	1055	-	-	1017	-	-
Stage 1	471	476	-	482	485	-	-	-	-	-	-	-
Stage 2	445	467	-	434	471	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	56	142	564	59	148	555	1055	-	-	1017	-	-
Mov Cap-2 Maneuver	56	142	-	59	148	-	-	-	-	-	-	-
Stage 1	442	436	-	452	455	-	-	-	-	-	-	-
Stage 2	310	438	-	295	431	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	114.2	$ 333.5	0.6	0.9
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1055	-	-	152	117	1017	-	-
HCM Lane V/C Ratio	0.042	-	-	0.932	1.506	0.06	-	-
HCM Control Delay (s)	8.6	0	-	114.2	$ 333.5	8.8	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	6.7	12.6	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1198	397	227	1381	116	292	340	347	166	314	23
Future Volume (veh/h)	49	1198	397	227	1381	116	292	340	347	166	314	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	1331	441	252	1534	129	324	378	386	184	349	26
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	707	226	238	1199	100	225	263	423	120	228	17
Arrive On Green	0.04	0.26	0.26	0.13	0.36	0.36	0.26	0.26	0.26	0.20	0.20	0.20
Sat Flow, veh/h	1810	2691	859	1810	3373	282	857	1000	1610	610	1157	86
Grp Volume(v), veh/h	54	876	896	252	816	847	702	0	386	559	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1745	1810	1805	1849	1857	0	1610	1854	0	0
Q Serve(g_s), s	4.5	40.0	40.0	20.0	54.1	54.1	40.0	0.0	35.4	30.0	0.0	0.0
Cycle Q Clear(g_c), s	4.5	40.0	40.0	20.0	54.1	54.1	40.0	0.0	35.4	30.0	0.0	0.0
Prop In Lane	1.00		0.49	1.00		0.15	0.46		1.00	0.33		0.05
Lane Grp Cap(c), veh/h	70	474	458	238	641	657	488	0	423	365	0	0
V/C Ratio(X)	0.77	1.85	1.95	1.06	1.27	1.29	1.44	0.00	0.91	1.53	0.00	0.00
Avail Cap(c_a), veh/h	238	474	458	238	641	657	488	0	423	365	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	72.6	56.1	56.2	66.1	49.1	49.1	56.2	0.0	54.5	61.2	0.0	0.0
Incr Delay (d2), s/veh	6.6	389.5	437.6	75.3	134.3	141.3	209.1	0.0	23.9	252.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	69.5	73.3	14.2	48.2	50.7	47.0	0.0	17.2	39.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.2	445.7	493.7	141.4	183.3	190.4	265.2	0.0	78.4	313.4	0.0	0.0
LnGrp LOS	E	F	F	F	F	F	F	A	E	F	A	A
Approach Vol, veh/h		1826			1915			1088			559	
Approach Delay, s/veh		458.4			181.0			198.9			313.4	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.7	47.0		45.3	10.6	61.1		35.3				
Change Period (Y+Rc), s	* 4.7	7.0		5.3	* 4.7	7.0		5.3				
Max Green Setting (Gmax), s	* 20	40.0		40.0	* 20	40.0		30.0				
Max Q Clear Time (g_c+I1), s	22.0	42.0		42.0	6.5	56.1		32.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		292.4
HCM 6th LOS		F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	0	52	2	30	2	905	59	77	841	7
Future Volume (veh/h)	3	0	0	52	2	30	2	905	59	77	841	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	0	0	68	3	39	3	1175	77	100	1092	9
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	12	0	0	105	5	60	9	910	60	132	1110	940
Arrive On Green	0.01	0.00	0.00	0.10	0.10	0.10	0.00	0.52	0.52	0.07	0.58	0.58
Sat Flow, veh/h	1809	0	0	1073	47	615	1810	1764	116	1810	1900	1610
Grp Volume(v), veh/h	4	0	0	110	0	0	3	0	1252	100	1092	9
Grp Sat Flow(s),veh/h/ln	1810	0	0	1736	0	0	1810	0	1879	1810	1900	1610
Q Serve(g_s), s	0.2	0.0	0.0	4.4	0.0	0.0	0.1	0.0	37.5	3.9	40.9	0.2
Cycle Q Clear(g_c), s	0.2	0.0	0.0	4.4	0.0	0.0	0.1	0.0	37.5	3.9	40.9	0.2
Prop In Lane	1.00		0.00	0.62		0.35	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	12	0	0	170	0	0	9	0	969	132	1110	940
V/C Ratio(X)	0.35	0.00	0.00	0.65	0.00	0.00	0.34	0.00	1.29	0.76	0.98	0.01
Avail Cap(c_a), veh/h	508	0	0	582	0	0	508	0	969	508	1110	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	0.0	0.0	31.6	0.0	0.0	36.1	0.0	17.6	33.1	14.8	6.3
Incr Delay (d2), s/veh	16.7	0.0	0.0	4.1	0.0	0.0	21.4	0.0	139.1	8.5	23.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	2.0	0.0	0.0	0.1	0.0	51.3	2.0	21.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	0.0	0.0	35.6	0.0	0.0	57.5	0.0	156.7	41.5	38.0	6.3
LnGrp LOS	D	A	A	D	A	A	E	A	F	D	D	A
Approach Vol, veh/h		4			110			1255			1201	
Approach Delay, s/veh		52.7			35.6			156.4			38.0	
Approach LOS		D			D			F			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.0	50.0		5.1	9.9	45.0		12.7
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6
Max Green Setting (Gmax), s	20.4	37.5		20.4	20.4	37.5		24.4
Max Q Clear Time (g_c+I1), s	2.1	42.9		2.2	5.9	39.5		6.4
Green Ext Time (p_c), s	0.0	0.0		0.0	0.2	0.0		0.5

Intersection Summary		
HCM 6th Ctrl Delay	95.8	
HCM 6th LOS	F	

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	3	331	0	201	1	755	685	301	594	2
Future Vol, veh/h	5	0	3	331	0	201	1	755	685	301	594	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	0	3	360	0	218	1	821	745	327	646	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2606	2869	647	2499	2498	1194	648	0	0	1566	0	0
Stage 1	1301	1301	-	1196	1196	-	-	-	-	-	-	-
Stage 2	1305	1568	-	1303	1302	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	17	17	475	~ 20	29	230	947	-	-	427	-	-
Stage 1	200	233	-	~ 229	262	-	-	-	-	-	-	-
Stage 2	199	173	-	~ 199	233	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	475	-	0	230	947	-	-	427	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	196	0	-	~ 224	256	-	-	-	-	-	-	-
Stage 2	10	169	-	-	0	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	12.1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	947	-	-	-	-	427	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	0.766	-	-
HCM Control Delay (s)	8.8	0	-	-	-	36.2	0	-
HCM Lane LOS	A	A	-	-	-	E	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	6.5	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	36

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	39	1408	75	75	857
Future Vol, veh/h	39	39	1408	75	75	857
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	42	42	1530	82	82	857

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2592	1571	0	0	1612	0
Stage 1	1571	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 28	138	-	-	410	-
Stage 1	190	-	-	-	-	-
Stage 2	351	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 17	138	-	-	410	-
Mov Cap-2 Maneuver	~ 17	-	-	-	-	-
Stage 1	190	-	-	-	-	-
Stage 2	217	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, $	1102.8	0	1.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	30	410	-
HCM Lane V/C Ratio	-	-	2.826	0.199	-
HCM Control Delay (s)	-	-	$ 1102.8	15.9	0
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	10	0.7	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	10

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	81	130	91	1404	845	58
Future Vol, veh/h	81	130	91	1404	845	58
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	104	167	117	1800	1083	74

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3155	1121	1158	0	-	0
Stage 1	1121	-	-	-	-	-
Stage 2	2034	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 12	253	611	-	-	-
Stage 1	314	-	-	-	-	-
Stage 2	112	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	0	253	610	-	-	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	112	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	119	0.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	610	-	253	-	-
HCM Lane V/C Ratio	0.191	-	1.069	-	-
HCM Control Delay (s)	12.3	0	119	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.7	-	11.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1633	78	55	1670	53	26
Future Volume (veh/h)	1633	78	55	1670	53	26
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1921	92	65	1965	62	31
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2229	994	96	2684	114	101
Arrive On Green	0.62	0.62	0.05	0.74	0.06	0.06
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	1921	92	65	1965	62	31
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	28.1	1.5	2.3	19.8	2.1	1.2
Cycle Q Clear(g_c), s	28.1	1.5	2.3	19.8	2.1	1.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2229	994	96	2684	114	101
V/C Ratio(X)	0.86	0.09	0.67	0.73	0.55	0.31
Avail Cap(c_a), veh/h	2229	994	701	3619	841	749
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	5.0	30.0	4.7	29.3	28.9
Incr Delay (d2), s/veh	3.7	0.0	3.0	0.5	4.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	0.4	1.0	3.9	1.0	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.8	5.1	33.0	5.2	33.4	30.6
LnGrp LOS	B	A	C	A	C	C
Approach Vol, veh/h	2013			2030	93	
Approach Delay, s/veh	13.4			6.1	32.4	
Approach LOS	B			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	8.1	46.8				55.0	9.6
Change Period (Y+Rc), s	* 4.7	7.0				7.0	5.5
Max Green Setting (Gmax), s	* 25	35.0				64.7	30.0
Max Q Clear Time (g_c+I1), s	4.3	30.1				21.8	4.1
Green Ext Time (p_c), s	0.1	4.4				26.2	0.2

Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	12.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1263	396	266	1519	206	93
Future Vol, veh/h	1263	396	266	1519	206	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1263	396	266	1519	206	93

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1659	0	2753	830
Stage 1	-	-	-	-	1461	-
Stage 2	-	-	-	-	1292	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	394	-	~ 16	317
Stage 1	-	-	-	-	~ 183	-
Stage 2	-	-	-	-	225	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	394	-	0	317
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	~ 183	-
Stage 2	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	14.4	74.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	317	-	-	394	-
HCM Lane V/C Ratio	0.943	-	-	0.675	-
HCM Control Delay (s)	74.2	-	-	31.1	11.5
HCM Lane LOS	F	-	-	D	B
HCM 95th %tile Q(veh)	9.5	-	-	4.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1354	0	0	1787	0	17
Future Vol, veh/h	1354	0	0	1787	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1354	0	0	1787	0	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	677
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	400
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	400
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	400	-	-	-
HCM Lane V/C Ratio	0.043	-	-	-
HCM Control Delay (s)	14.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Intersection Delay, s/veh	12.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	7	145	29	17	0	117	131	15	4	212	50
Future Vol, veh/h	38	7	145	29	17	0	117	131	15	4	212	50
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	49	9	188	38	22	0	152	170	19	5	275	65
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	10.8	10.3	13.9	13.4
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	44%	84%	0%	63%	2%
Vol Thru, %	50%	16%	0%	37%	80%
Vol Right, %	6%	0%	100%	0%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	263	45	145	46	266
LT Vol	117	38	0	29	4
Through Vol	131	7	0	17	212
RT Vol	15	0	145	0	50
Lane Flow Rate	342	58	188	60	345
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.509	0.111	0.298	0.107	0.5
Departure Headway (Hd)	5.366	6.833	5.691	6.449	5.209
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	669	524	631	553	691
Service Time	3.41	4.583	3.44	4.516	3.253
HCM Lane V/C Ratio	0.511	0.111	0.298	0.108	0.499
HCM Control Delay	13.9	10.4	10.9	10.3	13.4
HCM Lane LOS	B	B	B	B	B
HCM 95th-tile Q	2.9	0.4	1.2	0.4	2.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	766	536	376	1138	145	571	206	370	177	207	78
Future Volume (veh/h)	67	766	536	376	1138	145	571	206	370	177	207	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.88	1.00		0.85
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	81	923	646	453	1371	175	688	248	446	213	249	94
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	101	727	314	304	1010	128	486	150	270	392	270	102
Arrive On Green	0.06	0.20	0.20	0.17	0.31	0.31	0.27	0.27	0.27	0.22	0.22	0.22
Sat Flow, veh/h	1810	3610	1558	1810	3223	408	1810	559	1006	1810	1245	470
Grp Volume(v), veh/h	81	923	646	453	763	783	688	0	694	213	0	343
Grp Sat Flow(s),veh/h/ln	1810	1805	1558	1810	1805	1827	1810	0	1565	1810	0	1715
Q Serve(g_s), s	6.6	30.0	30.0	25.0	46.7	46.7	40.0	0.0	40.0	15.6	0.0	29.2
Cycle Q Clear(g_c), s	6.6	30.0	30.0	25.0	46.7	46.7	40.0	0.0	40.0	15.6	0.0	29.2
Prop In Lane	1.00		1.00	1.00		0.22	1.00		0.64	1.00		0.27
Lane Grp Cap(c), veh/h	101	727	314	304	566	572	486	0	420	392	0	371
V/C Ratio(X)	0.80	1.27	2.06	1.49	1.35	1.37	1.42	0.00	1.65	0.54	0.00	0.92
Avail Cap(c_a), veh/h	182	727	314	304	566	572	486	0	420	425	0	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.5	59.5	59.5	62.0	51.1	51.1	54.5	0.0	54.5	51.8	0.0	57.1
Incr Delay (d2), s/veh	5.4	131.9	487.1	237.8	168.6	176.4	198.9	0.0	303.6	1.2	0.0	25.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	27.0	54.3	31.6	47.5	49.3	45.1	0.0	51.2	7.3	0.0	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.9	191.4	546.5	299.8	219.7	227.5	253.4	0.0	358.1	53.0	0.0	82.9
LnGrp LOS	E	F	F	F	F	F	F	A	F	D	A	F
Approach Vol, veh/h		1650			1999			1382			556	
Approach Delay, s/veh		324.7			240.9			306.0			71.4	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.7	37.0		45.0	13.0	53.7		37.2
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0
Max Green Setting (Gmax), s	* 5	30.0		40.0	* 15	40.0		35.0
Max Q Clear Time (g_c+I1), s	7.6	32.0		42.0	8.6	48.7		31.2
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		1.1

Intersection Summary		
HCM 6th Ctrl Delay	264.9	
HCM 6th LOS	F	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	385	169	196	762	597	520
Future Volume (veh/h)	385	169	196	762	597	520
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	481	211	245	952	746	650
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	537	478	284	1063	1261	562
Arrive On Green	0.30	0.30	0.16	0.56	0.35	0.35
Sat Flow, veh/h	1810	1610	1810	1900	3705	1610
Grp Volume(v), veh/h	481	211	245	952	746	650
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1805	1610
Q Serve(g_s), s	22.0	9.2	11.4	38.2	14.7	30.2
Cycle Q Clear(g_c), s	22.0	9.2	11.4	38.2	14.7	30.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	537	478	284	1063	1261	562
V/C Ratio(X)	0.90	0.44	0.86	0.90	0.59	1.16
Avail Cap(c_a), veh/h	678	603	427	1213	1261	562
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	24.6	35.5	16.8	23.1	28.1
Incr Delay (d2), s/veh	12.4	0.6	7.6	8.2	0.7	88.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.0	0.1	5.5	17.1	6.1	24.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.5	25.2	43.1	25.0	23.8	116.9
LnGrp LOS	D	C	D	C	C	F
Approach Vol, veh/h	692			1197	1396	
Approach Delay, s/veh	36.5			28.7	67.1	
Approach LOS	D			C	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		55.2		31.3	18.2	37.0
Change Period (Y+Rc), s		6.8		5.6	4.6	6.8
Max Green Setting (Gmax), s		55.2		32.4	20.4	30.2
Max Q Clear Time (g_c+I1), s		40.2		24.0	13.4	32.2
Green Ext Time (p_c), s		6.6		1.7	0.2	0.0

Intersection Summary		
HCM 6th Ctrl Delay		46.7
HCM 6th LOS		D

Intersection	
Intersection Delay, s/veh	525.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	343	0	8	36	0	188	38	624	154	25	721	23
Future Vol, veh/h	343	0	8	36	0	188	38	624	154	25	721	23
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	476	0	11	50	0	261	53	867	214	35	1001	32
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	182.4	65.6	537.6	802.2
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	0%	98%	16%	3%
Vol Thru, %	94%	0%	0%	0%	94%
Vol Right, %	0%	100%	2%	84%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	662	154	351	224	769
LT Vol	38	0	343	36	25
Through Vol	624	0	0	0	721
RT Vol	0	154	8	188	23
Lane Flow Rate	919	214	488	311	1068
Geometry Grp	7	7	2	2	5
Degree of Util (X)	2.37	0.508	1.249	0.788	2.709
Departure Headway (Hd)	13.808	13.027	15.213	17.755	11.818
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	276	280	244	208	320
Service Time	11.508	10.727	13.213	15.755	9.818
HCM Lane V/C Ratio	3.33	0.764	2	1.495	3.337
HCM Control Delay	656	28.4	182.4	65.6	802.2
HCM Lane LOS	F	D	F	F	F
HCM 95th-tile Q	49.3	2.7	14.8	5.5	69.5

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	97	0	817	641	124
Future Vol, veh/h	0	97	0	817	641	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	97	0	817	641	124

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	703	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	441	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	441	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	441	-	-
HCM Lane V/C Ratio	-	0.22	-	-
HCM Control Delay (s)	-	15.5	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.8	-	-

Intersection	
Int Delay, s/veh	737.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	109	8	155	93	14	26	123	682	51	24	696	18
Future Vol, veh/h	109	8	155	93	14	26	123	682	51	24	696	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	131	10	187	112	17	31	148	822	61	29	839	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1624	2090	850	2159	2071	445	861	0	0	886	0	0
Stage 1	908	908	-	1152	1152	-	-	-	-	-	-	-
Stage 2	716	1182	-	1007	919	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 76	53	363	~ 31	55	566	789	-	-	773	-	-
Stage 1	332	357	-	214	275	-	-	-	-	-	-	-
Stage 2	392	266	-	293	353	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 29	31	363	~ 8	32	564	789	-	-	771	-	-
Mov Cap-2 Maneuver	~ 29	31	-	~ 8	32	-	-	-	-	-	-	-
Stage 1	208	331	-	134	172	-	-	-	-	-	-	-
Stage 2	209	166	-	128	328	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	2101.6	$ 6770.8	2.7	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	789	-	-	61	11	771	-	-
HCM Lane V/C Ratio	0.188	-	-	5.372	14.567	0.038	-	-
HCM Control Delay (s)	10.6	1.5	-	$ 2101.6	$ 6770.8	9.9	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.7	-	-	36.7	21.5	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	99	0	856	907	38
Future Vol, veh/h	0	99	0	856	907	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	99	0	856	907	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	926	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	329	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	329	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	329	-	-
HCM Lane V/C Ratio	-	0.301	-	-
HCM Control Delay (s)	-	20.6	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	1.2	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	68	67	842	979	27
Future Vol, veh/h	14	68	67	842	979	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	68	67	842	979	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1548	993	1006	0	-	0
Stage 1	993	-	-	-	-	-
Stage 2	555	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	116	300	697	-	-	-
Stage 1	362	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	95	300	697	-	-	-
Mov Cap-2 Maneuver	95	-	-	-	-	-
Stage 1	296	-	-	-	-	-
Stage 2	544	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.4	1.5	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	697	-	95	300	-	-
HCM Lane V/C Ratio	0.096	-	0.147	0.227	-	-
HCM Control Delay (s)	10.7	0.8	49.3	20.5	-	-
HCM Lane LOS	B	A	E	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	0.9	-	-

Intersection	
Intersection Delay, s/veh	336.1
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	82	828	44	58	987
Future Vol, veh/h	40	82	828	44	58	987
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	49	100	1010	54	71	1204
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	14.3	279.2	421.2
HCM LOS	B	F	F

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	33%	6%
Vol Thru, %	95%	0%	94%
Vol Right, %	5%	67%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	872	122	1045
LT Vol	0	40	58
Through Vol	828	0	987
RT Vol	44	82	0
Lane Flow Rate	1063	149	1274
Geometry Grp	1	1	1
Degree of Util (X)	1.564	0.273	1.889
Departure Headway (Hd)	6.2	8.268	5.934
Convergence, Y/N	Yes	Yes	Yes
Cap	596	437	624
Service Time	4.2	6.268	3.934
HCM Lane V/C Ratio	1.784	0.341	2.042
HCM Control Delay	279.2	14.3	421.2
HCM Lane LOS	F	B	F
HCM 95th-tile Q	48	1.1	73.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	222	1	98	129	99	1	156	137	66	138	93
Future Volume (veh/h)	81	222	1	98	129	99	1	156	137	66	138	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	261	1	115	152	116	1	184	161	78	162	109
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	249	507	2	269	299	213	4	318	266	144	466	390
Arrive On Green	0.14	0.14	0.14	0.15	0.15	0.15	0.00	0.17	0.17	0.08	0.25	0.25
Sat Flow, veh/h	1810	3688	14	1810	2011	1436	1810	1900	1589	1810	1900	1589
Grp Volume(v), veh/h	95	128	134	115	135	133	1	184	161	78	162	109
Grp Sat Flow(s),veh/h/ln	1810	1805	1897	1810	1805	1642	1810	1900	1589	1810	1900	1589
Q Serve(g_s), s	2.4	3.3	3.3	2.9	3.4	3.7	0.0	4.4	4.7	2.1	3.5	2.8
Cycle Q Clear(g_c), s	2.4	3.3	3.3	2.9	3.4	3.7	0.0	4.4	4.7	2.1	3.5	2.8
Prop In Lane	1.00		0.01	1.00		0.87	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	249	248	261	269	268	244	4	318	266	144	466	390
V/C Ratio(X)	0.38	0.51	0.51	0.43	0.50	0.54	0.27	0.58	0.61	0.54	0.35	0.28
Avail Cap(c_a), veh/h	870	868	913	870	868	790	743	1476	1234	743	1476	1235
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	19.9	19.9	19.2	19.5	19.6	24.8	19.1	19.2	22.0	15.5	15.2
Incr Delay (d2), s/veh	1.0	1.6	1.6	1.1	1.5	1.9	14.4	1.7	2.2	1.2	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.4	1.4	1.1	1.4	1.4	0.0	1.9	1.7	0.8	1.4	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	21.5	21.5	20.3	20.9	21.5	39.1	20.7	21.4	23.2	15.9	15.6
LnGrp LOS	C	C	C	C	C	C	D	C	C	C	B	B
Approach Vol, veh/h		357			383			346			349	
Approach Delay, s/veh		21.2			20.9			21.1			17.4	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	12.9	4.7	18.6	13.5	8.6	14.7
Change Period (Y+Rc), s	6.1	4.6	6.4	6.1	4.6	6.4
Max Green Setting (Gmax), s	23.9	20.4	38.6	23.9	20.4	38.6
Max Q Clear Time (g_c+I1), s	5.3	2.0	5.5	5.7	4.1	6.7
Green Ext Time (p_c), s	1.6	0.0	1.3	1.7	0.1	1.7

Intersection Summary	
HCM 6th Ctrl Delay	20.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	360	55	240	394	61	38	48	89	91	55	10
Future Volume (veh/h)	29	360	55	240	394	61	38	48	89	91	55	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	429	65	286	469	73	45	57	106	108	65	12
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	652	98	340	1099	170	190	267	198	225	193	36
Arrive On Green	0.04	0.21	0.21	0.19	0.35	0.35	0.13	0.13	0.13	0.12	0.12	0.12
Sat Flow, veh/h	1810	3144	473	1810	3126	484	1512	2118	1574	1810	1558	288
Grp Volume(v), veh/h	35	245	249	286	270	272	54	48	106	108	0	77
Grp Sat Flow(s),veh/h/ln	1810	1805	1812	1810	1805	1805	1824	1805	1574	1810	0	1845
Q Serve(g_s), s	1.2	7.7	7.8	9.4	7.0	7.1	1.7	1.5	3.9	3.4	0.0	2.4
Cycle Q Clear(g_c), s	1.2	7.7	7.8	9.4	7.0	7.1	1.7	1.5	3.9	3.4	0.0	2.4
Prop In Lane	1.00		0.26	1.00		0.27	0.83		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	79	374	376	340	635	634	230	227	198	225	0	229
V/C Ratio(X)	0.44	0.65	0.66	0.84	0.42	0.43	0.24	0.21	0.53	0.48	0.00	0.34
Avail Cap(c_a), veh/h	598	1137	1142	598	1137	1137	721	713	622	715	0	729
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	22.5	22.5	24.2	15.3	15.3	24.3	24.2	25.3	25.2	0.0	24.7
Incr Delay (d2), s/veh	1.4	1.9	2.0	2.2	0.5	0.5	0.5	0.5	2.2	1.6	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.2	3.2	3.9	2.6	2.7	0.7	0.6	1.5	1.5	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	24.4	24.5	26.3	15.7	15.8	24.8	24.7	27.5	26.8	0.0	25.6
LnGrp LOS	C	C	C	C	B	B	C	C	C	C	A	C
Approach Vol, veh/h		529			828			208			185	
Approach Delay, s/veh		24.8			19.4			26.2			26.3	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.2	18.9		13.4	7.3	27.8		13.3				
Change Period (Y+Rc), s	4.6	6.1		5.6	4.6	6.1		5.6				
Max Green Setting (Gmax), s	20.4	38.9		24.4	20.4	38.9		24.4				
Max Q Clear Time (g_c+I1), s	11.4	9.8		5.9	3.2	9.1		5.4				
Green Ext Time (p_c), s	0.3	3.0		0.8	0.0	3.4		1.0				

Intersection Summary	
HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	558	60	442	614	87	52	43	377	144	50	15
Future Volume (veh/h)	6	558	60	442	614	87	52	43	377	144	50	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	7	607	65	480	667	95	57	47	410	157	54	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	19	763	82	362	1337	190	398	418	677	198	154	46
Arrive On Green	0.01	0.23	0.23	0.20	0.42	0.42	0.22	0.22	0.22	0.11	0.11	0.11
Sat Flow, veh/h	1810	3290	352	1810	3172	451	1810	1900	1610	1810	1402	415
Grp Volume(v), veh/h	7	333	339	480	379	383	57	47	410	157	0	70
Grp Sat Flow(s),veh/h/ln	1810	1805	1837	1810	1805	1819	1810	1900	1610	1810	0	1817
Q Serve(g_s), s	0.4	17.7	17.8	20.4	15.7	15.7	2.6	2.0	20.2	8.6	0.0	3.6
Cycle Q Clear(g_c), s	0.4	17.7	17.8	20.4	15.7	15.7	2.6	2.0	20.2	8.6	0.0	3.6
Prop In Lane	1.00		0.19	1.00		0.25	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	19	418	426	362	761	766	398	418	677	198	0	199
V/C Ratio(X)	0.37	0.79	0.80	1.33	0.50	0.50	0.14	0.11	0.61	0.79	0.00	0.35
Avail Cap(c_a), veh/h	362	689	701	362	761	766	412	432	689	412	0	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.1	36.9	36.9	40.8	21.6	21.6	32.0	31.8	23.0	44.2	0.0	42.0
Incr Delay (d2), s/veh	4.3	3.5	3.5	164.6	0.5	0.5	0.2	0.1	1.5	6.9	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	8.0	8.2	25.4	6.5	6.5	1.1	0.9	7.4	4.1	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.4	40.3	40.4	205.4	22.1	22.1	32.2	31.9	24.5	51.2	0.0	43.1
LnGrp LOS	D	D	D	F	C	C	C	C	C	D	A	D
Approach Vol, veh/h		679			1242			514			227	
Approach Delay, s/veh		40.5			92.9			26.0			48.7	
Approach LOS		D			F			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	29.7		29.2	5.7	49.1		18.0				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		23.2				
Max Q Clear Time (g_c+I1), s	22.4	19.8		22.2	2.4	17.7		10.6				
Green Ext Time (p_c), s	0.0	3.9		0.2	0.0	4.7		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	62.9
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	720	359	976	844	0	0	0	0	194	3	298
Future Volume (veh/h)	0	720	359	976	844	0	0	0	0	194	3	298
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	742	0	1006	870	0				200	3	307
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1475		452	2522	0				377	6	341
Arrive On Green	0.00	0.41	0.00	0.42	1.00	0.00				0.21	0.21	0.21
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1784	27	1610
Grp Volume(v), veh/h	0	742	0	1006	870	0				203	0	307
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1811	0	1610
Q Serve(g_s), s	0.0	15.3	0.0	25.0	0.0	0.0				10.0	0.0	18.6
Cycle Q Clear(g_c), s	0.0	15.3	0.0	25.0	0.0	0.0				10.0	0.0	18.6
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	1475		452	2522	0				383	0	341
V/C Ratio(X)	0.00	0.50		2.22	0.35	0.00				0.53	0.00	0.90
Avail Cap(c_a), veh/h	0	1475		452	2522	0				444	0	394
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.69	0.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.0	0.0	29.1	0.0	0.0				35.0	0.0	38.4
Incr Delay (d2), s/veh	0.0	0.8	0.0	551.4	0.0	0.0				0.4	0.0	19.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.4	0.0	77.8	0.0	0.0				4.3	0.0	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.9	0.0	580.5	0.0	0.0				35.4	0.0	58.2
LnGrp LOS	A	C		F	A	A				D	A	E
Approach Vol, veh/h		742			1876						510	
Approach Delay, s/veh		22.9			311.3						49.2	
Approach LOS		C			F						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	89.0	45.4		25.6		74.4
Change Period (Y+Rc), s	4.0	4.5		4.5		4.5
Max Green Setting (Gmax), s	25.0	37.5		24.5		66.5
Max Q Clear Time (g_c+I1), s	27.0	17.3		20.6		2.0
Green Ext Time (p_c), s	0.0	3.3		0.6		4.4

Intersection Summary	
HCM 6th Ctrl Delay	200.1
HCM 6th LOS	F

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	683	0	0	1598	448	222	4	837	0	0	0
Future Volume (veh/h)	231	683	0	0	1598	448	222	4	837	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	236	697	0	0	1631	0	227	4	854			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	273	2004	0	0	1332		632	11	572			
Arrive On Green	0.10	0.37	0.00	0.00	0.37	0.00	0.35	0.35	0.35			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1780	31	1610			
Grp Volume(v), veh/h	236	697	0	0	1631	0	231	0	854			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	12.8	13.9	0.0	0.0	36.9	0.0	9.4	0.0	35.5			
Cycle Q Clear(g_c), s	12.8	13.9	0.0	0.0	36.9	0.0	9.4	0.0	35.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	273	2004	0	0	1332		643	0	572			
V/C Ratio(X)	0.86	0.35	0.00	0.00	1.22		0.36	0.00	1.49			
Avail Cap(c_a), veh/h	552	2004	0	0	1332		643	0	572			
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.52	0.52	0.00	0.00	0.09	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	43.9	18.4	0.0	0.0	31.6	0.0	23.8	0.0	32.3			
Incr Delay (d2), s/veh	1.7	0.2	0.0	0.0	101.7	0.0	0.3	0.0	231.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.0	6.2	0.0	0.0	34.1	0.0	4.0	0.0	49.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.6	18.6	0.0	0.0	133.3	0.0	24.2	0.0	263.7			
LnGrp LOS	D	B	A	A	F		C	A	F			
Approach Vol, veh/h		933			1631			1085				
Approach Delay, s/veh		25.4			133.3			212.7				
Approach LOS		C			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.0			18.6	41.4		40.0				
Change Period (Y+Rc), s		4.5			3.5	4.5		4.5				
Max Green Setting (Gmax), s		55.5			30.5	21.5		35.5				
Max Q Clear Time (g_c+I1), s		15.9			14.8	38.9		37.5				
Green Ext Time (p_c), s		3.3			0.3	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	129.3
HCM 6th LOS	F

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	1314	97	57	1722	17	176	20	56	19	16	148
Future Volume (veh/h)	109	1314	97	57	1722	17	176	20	56	19	16	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	112	1355	100	59	1775	18	181	21	58	20	16	153
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	144	1651	121	96	1680	17	292	485	407	413	39	374
Arrive On Green	0.08	0.49	0.49	0.05	0.46	0.46	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3403	250	1810	3661	37	1228	1900	1595	1330	153	1466
Grp Volume(v), veh/h	112	716	739	59	874	919	181	21	58	20	0	169
Grp Sat Flow(s),veh/h/ln	1810	1805	1848	1810	1805	1893	1228	1900	1595	1330	0	1620
Q Serve(g_s), s	5.1	28.7	29.1	2.7	38.9	38.9	12.2	0.7	2.4	1.0	0.0	7.4
Cycle Q Clear(g_c), s	5.1	28.7	29.1	2.7	38.9	38.9	19.5	0.7	2.4	1.7	0.0	7.4
Prop In Lane	1.00		0.14	1.00		0.02	1.00		1.00	1.00		0.91
Lane Grp Cap(c), veh/h	144	876	897	96	828	869	292	485	407	413	0	414
V/C Ratio(X)	0.78	0.82	0.82	0.61	1.06	1.06	0.62	0.04	0.14	0.05	0.00	0.41
Avail Cap(c_a), veh/h	435	876	897	435	828	869	314	520	436	449	0	457
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.3	18.6	18.7	39.3	22.9	22.9	34.4	23.8	24.4	24.4	0.0	26.2
Incr Delay (d2), s/veh	3.4	6.2	6.3	2.4	46.9	47.0	3.3	0.0	0.2	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	12.2	12.7	1.2	24.5	25.7	3.8	0.3	0.8	0.3	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	24.8	25.0	41.6	69.8	70.0	37.7	23.8	24.6	24.4	0.0	26.9
LnGrp LOS	D	C	C	D	F	F	D	C	C	C	A	C
Approach Vol, veh/h		1567			1852			260			189	
Approach Delay, s/veh		26.1			69.0			33.6			26.6	
Approach LOS		C			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.1	47.2		28.5	11.3	45.0		28.5
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		* 6.8
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		* 24
Max Q Clear Time (g_c+I1), s	11.7	31.1		21.5	7.1	40.9		9.4
Green Ext Time (p_c), s	0.0	5.3		0.2	0.1	0.0		0.7

Intersection Summary	
HCM 6th Ctrl Delay	47.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	1342	33	37	1565	47	88	26	32	44	16	56
Future Volume (veh/h)	121	1342	33	37	1565	47	88	26	32	44	16	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.94	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	125	1384	34	38	1613	48	91	27	33	45	16	58
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	159	1866	46	77	1693	50	119	220	176	86	186	152
Arrive On Green	0.09	0.52	0.52	0.04	0.47	0.47	0.07	0.12	0.12	0.05	0.10	0.10
Sat Flow, veh/h	1810	3598	88	1810	3579	106	1810	1900	1519	1810	1900	1552
Grp Volume(v), veh/h	125	694	724	38	811	850	91	27	33	45	16	58
Grp Sat Flow(s),veh/h/ln	1810	1805	1881	1810	1805	1880	1810	1900	1519	1810	1900	1552
Q Serve(g_s), s	5.4	24.1	24.2	1.6	34.5	34.8	4.0	1.0	1.6	1.9	0.6	2.8
Cycle Q Clear(g_c), s	5.4	24.1	24.2	1.6	34.5	34.8	4.0	1.0	1.6	1.9	0.6	2.8
Prop In Lane	1.00		0.05	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	159	936	975	77	854	890	119	220	176	86	186	152
V/C Ratio(X)	0.78	0.74	0.74	0.49	0.95	0.95	0.77	0.12	0.19	0.53	0.09	0.38
Avail Cap(c_a), veh/h	460	936	975	460	859	895	460	566	452	460	566	462
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.8	15.1	15.1	37.6	20.2	20.3	36.9	31.8	32.1	37.3	32.9	33.9
Incr Delay (d2), s/veh	3.2	3.2	3.1	1.8	19.6	19.9	3.9	0.2	0.5	1.8	0.2	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	8.6	9.0	0.7	16.4	17.2	1.8	0.5	0.6	0.9	0.3	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.0	18.3	18.2	39.4	39.8	40.2	40.8	32.1	32.6	39.2	33.1	35.5
LnGrp LOS	D	B	B	D	D	D	D	C	C	D	C	D
Approach Vol, veh/h		1543			1699			151			119	
Approach Delay, s/veh		19.9			40.0			37.4			36.6	
Approach LOS		B			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	48.4	8.4	15.4	11.7	44.8	9.9	14.0
Change Period (Y+Rc), s	4.6	6.8	4.6	6.1	4.6	6.8	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.9	20.4	38.2	20.4	23.9
Max Q Clear Time (g_c+I1), s	3.6	26.2	3.9	3.6	7.4	36.8	6.0	4.8
Green Ext Time (p_c), s	0.0	6.6	0.0	0.2	0.1	1.1	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	1403	14	45	1461	46	45	8	84	21	2	74
Future Volume (veh/h)	42	1403	14	45	1461	46	45	8	84	21	2	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	1493	15	48	1554	49	48	9	89	22	2	79
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	1762	786	92	1751	55	92	19	188	53	200	248
Arrive On Green	0.05	0.49	0.49	0.05	0.49	0.49	0.05	0.13	0.13	0.03	0.11	0.11
Sat Flow, veh/h	1810	3610	1610	1810	3572	112	1810	150	1483	1810	1900	1610
Grp Volume(v), veh/h	45	1493	15	48	783	820	48	0	98	22	2	79
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1880	1810	0	1633	1810	1900	1610
Q Serve(g_s), s	1.8	27.0	0.4	1.9	29.2	29.5	1.9	0.0	4.2	0.9	0.1	3.3
Cycle Q Clear(g_c), s	1.8	27.0	0.4	1.9	29.2	29.5	1.9	0.0	4.2	0.9	0.1	3.3
Prop In Lane	1.00		1.00	1.00		0.06	1.00		0.91	1.00		1.00
Lane Grp Cap(c), veh/h	88	1762	786	92	884	921	92	0	207	53	200	248
V/C Ratio(X)	0.51	0.85	0.02	0.52	0.89	0.89	0.52	0.00	0.47	0.41	0.01	0.32
Avail Cap(c_a), veh/h	494	1846	823	494	923	961	494	0	507	494	590	578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	16.7	9.9	34.6	17.2	17.2	34.6	0.0	30.3	35.6	29.9	28.1
Incr Delay (d2), s/veh	1.7	3.8	0.0	1.7	10.1	10.1	1.7	0.0	1.7	1.9	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	9.6	0.1	0.9	13.2	13.8	0.9	0.0	1.7	0.4	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	20.5	9.9	36.3	27.2	27.3	36.3	0.0	32.0	37.5	29.9	28.8
LnGrp LOS	D	C	A	D	C	C	D	A	C	D	C	C
Approach Vol, veh/h		1553			1651			146			103	
Approach Delay, s/veh		20.8			27.5			33.4			30.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	43.3	8.4	14.7	8.2	43.4	6.8	16.3
Change Period (Y+Rc), s	4.6	6.8	4.6	6.8	4.6	6.8	4.6	6.8
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.2	20.4	38.2	20.4	23.2
Max Q Clear Time (g_c+I1), s	3.9	29.0	3.9	5.3	3.8	31.5	2.9	6.2
Green Ext Time (p_c), s	0.0	6.1	0.0	0.2	0.0	5.2	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	1386	2	2	1451	146	4	4	4	63	1	175
Future Volume (veh/h)	189	1386	2	2	1451	146	4	4	4	63	1	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	217	1593	2	2	1668	168	5	5	5	72	1	201
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	256	1095	1	6	1585	707	112	111	85	348	2	366
Arrive On Green	0.14	0.58	0.58	0.00	0.44	0.44	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	1897	2	1810	3610	1610	259	483	371	1418	8	1595
Grp Volume(v), veh/h	217	0	1595	2	1668	168	15	0	0	72	0	202
Grp Sat Flow(s),veh/h/ln	1810	0	1900	1810	1805	1610	1113	0	0	1418	0	1603
Q Serve(g_s), s	10.7	0.0	52.8	0.1	40.2	6.0	0.1	0.0	0.0	0.0	0.0	10.2
Cycle Q Clear(g_c), s	10.7	0.0	52.8	0.1	40.2	6.0	10.2	0.0	0.0	6.0	0.0	10.2
Prop In Lane	1.00		0.00	1.00		1.00	0.33		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	256	0	1096	6	1585	707	308	0	0	348	0	368
V/C Ratio(X)	0.85	0.00	1.45	0.34	1.05	0.24	0.05	0.00	0.00	0.21	0.00	0.55
Avail Cap(c_a), veh/h	700	0	1096	404	1585	707	529	0	0	556	0	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	19.3	45.5	25.7	16.1	27.6	0.0	0.0	29.5	0.0	31.1
Incr Delay (d2), s/veh	3.0	0.0	209.8	12.2	37.9	0.2	0.1	0.0	0.0	0.3	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	84.3	0.1	24.4	2.2	0.3	0.0	0.0	1.3	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.3	0.0	229.1	57.7	63.5	16.3	27.7	0.0	0.0	29.8	0.0	32.4
LnGrp LOS	D	A	F	E	F	B	C	A	A	C	A	C
Approach Vol, veh/h		1812			1838			15			274	
Approach Delay, s/veh		206.7			59.2			27.7			31.7	
Approach LOS		F			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.9	60.0		26.6	17.5	47.4		26.6
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6
Max Green Setting (Gmax), s	20.4	52.8		34.4	35.4	37.8		34.4
Max Q Clear Time (g_c+I1), s	12.1	54.8		12.2	12.7	42.2		12.2
Green Ext Time (p_c), s	0.0	0.0		1.4	0.3	0.0		0.0

Intersection Summary		
HCM 6th Ctrl Delay		125.0
HCM 6th LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	729	445	279	44	802	206	322	434	46	161	304	475
Future Volume (veh/h)	729	445	279	44	802	206	322	434	46	161	304	475
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	878	536	336	53	966	248	388	523	55	194	366	572
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	579	889	557	143	1058	472	298	818	365	222	333	297
Arrive On Green	0.16	0.42	0.42	0.04	0.29	0.29	0.16	0.23	0.23	0.12	0.18	0.18
Sat Flow, veh/h	3510	2131	1334	3510	3610	1610	1810	3610	1610	1810	1805	1610
Grp Volume(v), veh/h	878	454	418	53	966	248	388	523	55	194	366	572
Grp Sat Flow(s),veh/h/ln	1755	1805	1660	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	20.4	24.2	24.3	1.8	32.0	15.9	20.4	16.2	3.4	13.0	22.8	22.8
Cycle Q Clear(g_c), s	20.4	24.2	24.3	1.8	32.0	15.9	20.4	16.2	3.4	13.0	22.8	22.8
Prop In Lane	1.00		0.80	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	579	753	693	143	1058	472	298	818	365	222	333	297
V/C Ratio(X)	1.52	0.60	0.60	0.37	0.91	0.53	1.30	0.64	0.15	0.88	1.10	1.93
Avail Cap(c_a), veh/h	579	753	693	579	1094	488	298	818	365	298	333	297
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	28.1	28.1	57.8	42.2	36.6	51.7	43.3	38.3	53.4	50.5	50.5
Incr Delay (d2), s/veh	241.6	1.4	1.5	0.6	11.3	1.0	157.8	1.7	0.2	15.9	79.2	430.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.4	10.7	9.9	0.8	15.8	6.4	22.3	7.4	1.4	6.9	17.6	44.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	293.3	29.4	29.6	58.4	53.6	37.5	209.5	45.0	38.5	69.3	129.7	480.5
LnGrp LOS	F	C	C	E	D	D	F	D	D	E	F	F
Approach Vol, veh/h		1750			1267			966			1132	
Approach Delay, s/veh		161.9			50.6			110.7			296.6	
Approach LOS		F			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	59.1	25.0	30.0	25.0	43.8	19.8	35.2
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	22.8	20.4	37.5	20.4	22.8
Max Q Clear Time (g_c+I1), s	3.8	26.3	22.4	24.8	22.4	34.0	15.0	18.2
Green Ext Time (p_c), s	0.1	4.4	0.0	0.0	0.0	2.3	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	154.5
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	427	142	39	740	108	239	171	52	35	103	72
Future Volume (veh/h)	86	427	142	39	740	108	239	171	52	35	103	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		0.94	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	469	156	43	813	119	263	188	57	38	113	79
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	139	1562	465	91	1423	438	316	484	384	84	240	199
Arrive On Green	0.08	0.30	0.30	0.05	0.27	0.27	0.17	0.25	0.25	0.05	0.13	0.13
Sat Flow, veh/h	1810	5187	1545	1810	5187	1596	1810	1900	1507	1810	1900	1577
Grp Volume(v), veh/h	95	469	156	43	813	119	263	188	57	38	113	79
Grp Sat Flow(s),veh/h/ln	1810	1729	1545	1810	1729	1596	1810	1900	1507	1810	1900	1577
Q Serve(g_s), s	3.2	4.4	5.0	1.5	8.5	3.7	8.9	5.2	1.9	1.3	3.5	2.9
Cycle Q Clear(g_c), s	3.2	4.4	5.0	1.5	8.5	3.7	8.9	5.2	1.9	1.3	3.5	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	1562	465	91	1423	438	316	484	384	84	240	199
V/C Ratio(X)	0.68	0.30	0.34	0.47	0.57	0.27	0.83	0.39	0.15	0.45	0.47	0.40
Avail Cap(c_a), veh/h	583	3164	943	583	3164	973	583	709	562	583	709	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	17.0	17.2	29.2	19.8	18.0	25.2	19.5	18.3	29.4	25.7	25.4
Incr Delay (d2), s/veh	2.2	0.1	0.4	1.4	0.4	0.3	2.2	0.5	0.2	1.4	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.6	1.7	0.6	3.2	1.3	3.8	2.2	0.6	0.6	1.6	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	17.1	17.6	30.6	20.1	18.3	27.4	20.0	18.4	30.8	27.1	26.7
LnGrp LOS	C	B	B	C	C	B	C	C	B	C	C	C
Approach Vol, veh/h		720			975			508			230	
Approach Delay, s/veh		19.0			20.4			23.7			27.6	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	25.5	15.6	14.4	9.5	23.8	7.5	22.5
Change Period (Y+Rc), s	4.6	6.4	4.6	6.4	4.6	6.4	4.6	6.4
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.6	20.4	38.6	20.4	23.6
Max Q Clear Time (g_c+I1), s	3.5	7.0	10.9	5.5	5.2	10.5	3.3	7.2
Green Ext Time (p_c), s	0.0	4.1	0.3	0.8	0.1	6.8	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	21.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	344	163	78	562	40	212	112	104	60	116	38
Future Volume (veh/h)	19	344	163	78	562	40	212	112	104	60	116	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	471	223	107	770	55	290	153	142	82	159	52
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	1187	368	151	1436	445	346	476	396	135	254	210
Arrive On Green	0.04	0.23	0.23	0.08	0.28	0.28	0.19	0.25	0.25	0.07	0.13	0.13
Sat Flow, veh/h	1810	5187	1610	1810	5187	1607	1810	1900	1582	1810	1900	1569
Grp Volume(v), veh/h	26	471	223	107	770	55	290	153	142	82	159	52
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1607	1810	1900	1582	1810	1900	1569
Q Serve(g_s), s	0.8	4.6	7.4	3.4	7.5	1.5	9.2	3.9	4.4	2.6	4.7	1.8
Cycle Q Clear(g_c), s	0.8	4.6	7.4	3.4	7.5	1.5	9.2	3.9	4.4	2.6	4.7	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	64	1187	368	151	1436	445	346	476	396	135	254	210
V/C Ratio(X)	0.41	0.40	0.61	0.71	0.54	0.12	0.84	0.32	0.36	0.61	0.63	0.25
Avail Cap(c_a), veh/h	617	3347	1039	617	3347	1037	617	759	632	617	759	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	19.6	20.6	26.7	18.4	16.2	23.3	18.3	18.5	26.8	24.5	23.2
Incr Delay (d2), s/veh	1.6	0.2	1.6	2.3	0.3	0.1	2.1	0.4	0.5	1.6	2.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.7	2.7	1.5	2.8	0.5	3.8	1.6	1.5	1.1	2.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	19.8	22.3	29.0	18.7	16.3	25.4	18.7	19.0	28.5	27.0	23.8
LnGrp LOS	C	B	C	C	B	B	C	B	B	C	C	C
Approach Vol, veh/h		720			932			585			293	
Approach Delay, s/veh		20.9			19.7			22.1			26.9	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	20.1	16.0	14.1	6.7	23.0	9.1	21.1
Change Period (Y+Rc), s	4.6	6.4	4.6	6.1	4.6	6.4	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.9	20.4	38.6	20.4	23.9
Max Q Clear Time (g_c+I1), s	5.4	9.4	11.2	6.7	2.8	9.5	4.6	6.4
Green Ext Time (p_c), s	0.1	4.3	0.3	0.9	0.0	6.2	0.1	1.2

Intersection Summary	
HCM 6th Ctrl Delay	21.4
HCM 6th LOS	C



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	439	68	49	392	416	619
Future Volume (veh/h)	439	68	49	392	416	619
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	593	92	66	530	562	836
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	506	952	197	1071	1635	729
Arrive On Green	0.28	0.28	0.06	0.56	0.45	0.45
Sat Flow, veh/h	1810	2834	3510	1900	3705	1608
Grp Volume(v), veh/h	593	92	66	530	562	836
Grp Sat Flow(s),veh/h/ln	1810	1417	1755	1900	1805	1608
Q Serve(g_s), s	23.6	1.9	1.5	14.2	8.5	38.2
Cycle Q Clear(g_c), s	23.6	1.9	1.5	14.2	8.5	38.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	506	952	197	1071	1635	729
V/C Ratio(X)	1.17	0.10	0.34	0.49	0.34	1.15
Avail Cap(c_a), veh/h	506	952	849	1424	1635	729
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	19.2	38.3	11.1	14.9	23.1
Incr Delay (d2), s/veh	96.3	0.0	0.4	0.4	0.1	81.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.4	0.6	0.7	5.5	3.3	29.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	126.7	19.2	38.7	11.5	15.1	104.9
LnGrp LOS	F	B	D	B	B	F
Approach Vol, veh/h	685			596	1398	
Approach Delay, s/veh	112.3			14.5	68.8	
Approach LOS	F			B	E	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	30.0	9.3	45.0		54.3
Change Period (Y+Rc), s	6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s	23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s	25.6	3.5	40.2		16.2
Green Ext Time (p_c), s	0.0	0.1	0.0		4.0

Intersection Summary	
HCM 6th Ctrl Delay	67.8
HCM 6th LOS	E



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	72	108	706	26	68	561
Future Volume (veh/h)	72	108	706	26	68	561
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	132	861	32	83	684
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	114	171	1329	49	152	2003
Arrive On Green	0.17	0.17	0.37	0.37	0.08	0.55
Sat Flow, veh/h	671	1007	3644	132	1810	3705
Grp Volume(v), veh/h	221	0	438	455	83	684
Grp Sat Flow(s),veh/h/ln	1685	0	1805	1876	1810	1805
Q Serve(g_s), s	6.0	0.0	9.5	9.5	2.1	5.0
Cycle Q Clear(g_c), s	6.0	0.0	9.5	9.5	2.1	5.0
Prop In Lane	0.40	0.60		0.07	1.00	
Lane Grp Cap(c), veh/h	287	0	676	702	152	2003
V/C Ratio(X)	0.77	0.00	0.65	0.65	0.55	0.34
Avail Cap(c_a), veh/h	863	0	1421	1476	775	4736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.9	0.0	12.3	12.3	21.0	5.8
Incr Delay (d2), s/veh	4.4	0.0	1.1	1.0	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	3.3	3.4	0.9	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.3	0.0	13.4	13.3	22.1	5.9
LnGrp LOS	C	A	B	B	C	A
Approach Vol, veh/h	221		893			767
Approach Delay, s/veh	23.3		13.3			7.7
Approach LOS	C		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.6	25.3			33.9	13.7
Change Period (Y+Rc), s	4.6	7.5			7.5	5.6
Max Green Setting (Gmax), s	20.4	37.5			62.5	24.4
Max Q Clear Time (g_c+I1), s	4.1	11.5			7.0	8.0
Green Ext Time (p_c), s	0.1	6.3			5.6	0.6

Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	230	0	201	0	532	141	166	467	0
Future Volume (veh/h)	0	0	0	230	0	201	0	532	141	166	467	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	261	0	228	0	605	160	189	531	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	6	0	0	0	0	6	1569	699	288	2701	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.43	0.16	0.75	0.00
Sat Flow, veh/h	0	1900	0		0		1810	3610	1609	1810	3705	0
Grp Volume(v), veh/h	0	0	0		0.0		0	605	160	189	531	0
Grp Sat Flow(s),veh/h/ln	0	1900	0				1810	1805	1609	1810	1805	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	3.4	1.9	2.9	1.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	3.4	1.9	2.9	1.3	0.0
Prop In Lane	0.00		0.00				1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	6	0				6	1569	699	288	2701	0
V/C Ratio(X)	0.00	0.00	0.00				0.00	0.39	0.23	0.66	0.20	0.00
Avail Cap(c_a), veh/h	0	1556	0				1239	4544	2025	1239	4544	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	5.7	5.3	11.8	1.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	0.2	0.2	0.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0				0.0	0.7	0.4	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0				0.0	5.9	5.5	12.7	1.2	0.0
LnGrp LOS	A	A	A				A	A	A	B	A	A
Approach Vol, veh/h		0						765			720	
Approach Delay, s/veh		0.0						5.9			4.2	
Approach LOS								A			A	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	9.3	20.4		0.0	0.0	29.8
Change Period (Y+Rc), s	4.6	7.5		5.6	4.6	7.5
Max Green Setting (Gmax), s	20.4	37.5		24.4	20.4	37.5
Max Q Clear Time (g_c+I1), s	4.9	5.4		0.0	0.0	3.3
Green Ext Time (p_c), s	0.2	7.6		0.0	0.0	5.6

Intersection Summary		
HCM 6th Ctrl Delay		5.0
HCM 6th LOS		A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	243	32	118	319	43	50	105	170	66	137	57
Future Volume (veh/h)	54	243	32	118	319	43	50	105	170	66	137	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	65	293	39	142	384	52	60	127	205	80	165	69
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	124	408	345	185	896	399	119	344	298	139	384	325
Arrive On Green	0.07	0.21	0.21	0.10	0.25	0.25	0.07	0.19	0.19	0.08	0.20	0.20
Sat Flow, veh/h	1810	1900	1606	1810	3610	1608	1810	1805	1562	1810	1900	1608
Grp Volume(v), veh/h	65	293	39	142	384	52	60	127	205	80	165	69
Grp Sat Flow(s),veh/h/ln	1810	1900	1606	1810	1805	1608	1810	1805	1562	1810	1900	1608
Q Serve(g_s), s	1.9	7.9	1.1	4.2	4.9	1.4	1.8	3.4	6.7	2.3	4.2	2.0
Cycle Q Clear(g_c), s	1.9	7.9	1.1	4.2	4.9	1.4	1.8	3.4	6.7	2.3	4.2	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	124	408	345	185	896	399	119	344	298	139	384	325
V/C Ratio(X)	0.52	0.72	0.11	0.77	0.43	0.13	0.51	0.37	0.69	0.57	0.43	0.21
Avail Cap(c_a), veh/h	672	1308	1106	672	2486	1107	672	776	672	672	817	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	20.0	17.4	24.0	17.4	16.0	24.8	19.3	20.7	24.5	19.1	18.3
Incr Delay (d2), s/veh	1.3	2.4	0.1	2.5	0.3	0.1	1.2	0.7	2.8	1.4	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.4	0.4	1.8	1.9	0.5	0.7	1.4	2.5	1.0	1.8	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.0	22.4	17.5	26.5	17.7	16.2	26.0	20.0	23.5	25.8	19.9	18.6
LnGrp LOS	C	C	B	C	B	B	C	B	C	C	B	B
Approach Vol, veh/h		397			578			392			314	
Approach Delay, s/veh		22.5			19.7			22.8			21.1	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	19.0	8.2	17.5	8.4	20.8	8.8	16.9
Change Period (Y+Rc), s	4.6	7.2	4.6	6.4	4.6	7.2	4.6	6.4
Max Green Setting (Gmax), s	20.4	37.8	20.4	23.6	20.4	37.8	20.4	23.6
Max Q Clear Time (g_c+I1), s	6.2	9.9	3.8	6.2	3.9	6.9	4.3	8.7
Green Ext Time (p_c), s	0.1	1.9	0.0	1.0	0.1	2.9	0.1	1.8

Intersection Summary	
HCM 6th Ctrl Delay	21.3
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	19.4
Intersection LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	226	268	253	56	102	239
Future Vol, veh/h	226	268	253	56	102	239
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	290	344	324	72	131	306
Number of Lanes	1	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	19.3	23.5	15.9
HCM LOS	C	C	C

Lane	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	82%	0%	0%
Vol Right, %	0%	0%	18%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	226	268	309	102	239
LT Vol	226	0	0	102	0
Through Vol	0	268	253	0	0
RT Vol	0	0	56	0	239
Lane Flow Rate	290	344	396	131	306
Geometry Grp	7	7	4	7	7
Degree of Util (X)	0.568	0.625	0.705	0.279	0.55
Departure Headway (Hd)	7.055	6.545	6.405	7.688	6.462
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	510	550	563	466	555
Service Time	4.831	4.32	4.472	5.461	4.233
HCM Lane V/C Ratio	0.569	0.625	0.703	0.281	0.551
HCM Control Delay	18.8	19.7	23.5	13.4	16.9
HCM Lane LOS	C	C	C	B	C
HCM 95th-tile Q	3.5	4.3	5.6	1.1	3.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	3	17	161	5	114	31	469	84	129	571	40
Future Volume (veh/h)	52	3	17	161	5	114	31	469	84	129	571	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.79	1.00		0.96	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	64	4	21	199	6	141	38	579	104	159	705	49
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	83	122	82	226	9	213	64	1607	288	186	2041	142
Arrive On Green	0.05	0.06	0.06	0.12	0.14	0.14	0.04	0.53	0.53	0.10	0.60	0.60
Sat Flow, veh/h	1810	1900	1278	1810	63	1491	1810	3034	543	1810	3417	237
Grp Volume(v), veh/h	64	4	21	199	0	147	38	344	339	159	372	382
Grp Sat Flow(s),veh/h/ln	1810	1900	1278	1810	0	1555	1810	1805	1772	1810	1805	1849
Q Serve(g_s), s	4.4	0.2	2.0	13.5	0.0	11.2	2.6	13.8	13.9	10.8	13.1	13.1
Cycle Q Clear(g_c), s	4.4	0.2	2.0	13.5	0.0	11.2	2.6	13.8	13.9	10.8	13.1	13.1
Prop In Lane	1.00		1.00	1.00		0.96	1.00		0.31	1.00		0.13
Lane Grp Cap(c), veh/h	83	122	82	226	0	223	64	956	939	186	1078	1105
V/C Ratio(X)	0.77	0.03	0.26	0.88	0.00	0.66	0.60	0.36	0.36	0.85	0.35	0.35
Avail Cap(c_a), veh/h	295	371	249	295	0	303	295	956	939	295	1078	1105
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.0	54.9	55.7	53.8	0.0	50.7	59.4	17.1	17.1	55.1	12.8	12.8
Incr Delay (d2), s/veh	5.6	0.1	1.6	17.6	0.0	3.3	3.3	1.1	1.1	7.6	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.1	0.7	7.3	0.0	4.6	1.2	6.0	5.9	5.3	5.5	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.6	55.0	57.3	71.4	0.0	54.0	62.7	18.1	18.2	62.7	13.6	13.6
LnGrp LOS	E	D	E	E	A	D	E	B	B	E	B	B
Approach Vol, veh/h		89			346			721			913	
Approach Delay, s/veh		62.4			64.0			20.5			22.2	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.5	73.7	20.2	13.6	9.0	82.2	10.3	23.5
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	12.8	15.9	15.5	4.0	4.6	15.1	6.4	13.2
Green Ext Time (p_c), s	0.1	4.4	0.1	0.0	0.0	4.9	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	30.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	566	0	15	720	284	11	3	23	473	1	594
Future Volume (veh/h)	254	566	0	15	720	284	11	3	23	473	1	594
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	276	615	0	16	783	309	12	3	25	514	0	647
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	387	1973	613	41	1520	472	32	16	137	642	0	817
Arrive On Green	0.11	0.38	0.00	0.02	0.29	0.29	0.02	0.09	0.09	0.18	0.00	0.25
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	1810	175	1457	3619	0	3220
Grp Volume(v), veh/h	276	615	0	16	783	309	12	0	28	514	0	647
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1810	0	1632	1810	0	1610
Q Serve(g_s), s	5.5	6.0	0.0	0.6	9.1	12.1	0.5	0.0	1.1	9.8	0.0	13.6
Cycle Q Clear(g_c), s	5.5	6.0	0.0	0.6	9.1	12.1	0.5	0.0	1.1	9.8	0.0	13.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.89	1.00		1.00
Lane Grp Cap(c), veh/h	387	1973	613	41	1520	472	32	0	153	642	0	817
V/C Ratio(X)	0.71	0.31	0.00	0.39	0.52	0.65	0.37	0.00	0.18	0.80	0.00	0.79
Avail Cap(c_a), veh/h	1720	3770	1170	511	2693	836	511	0	551	1773	0	1703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.0	15.7	0.0	34.8	21.3	22.3	35.1	0.0	30.2	28.5	0.0	25.2
Incr Delay (d2), s/veh	0.9	0.1	0.0	2.2	0.3	1.5	2.6	0.0	0.6	0.9	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.2	0.0	0.3	3.5	4.5	0.2	0.0	0.5	4.2	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	15.8	0.0	37.0	21.5	23.9	37.7	0.0	30.7	29.4	0.0	27.0
LnGrp LOS	C	B	A	D	C	C	D	A	C	C	A	C
Approach Vol, veh/h		891			1108			40			1161	
Approach Delay, s/veh		20.8			22.4			32.8			28.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	35.0	5.9	25.1	12.6	28.7	17.4	13.6
Change Period (Y+Rc), s	4.6	7.5	4.6	6.8	4.6	7.5	4.6	* 6.8
Max Green Setting (Gmax), s	20.4	52.5	20.4	38.2	35.4	37.5	35.4	* 24
Max Q Clear Time (g_c+I1), s	2.6	8.0	2.5	15.6	7.5	14.1	11.8	3.1
Green Ext Time (p_c), s	0.0	4.9	0.0	2.8	0.5	7.0	1.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	24.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	973	203	4	919	156	140	98	12	194	161	75
Future Volume (veh/h)	45	973	203	4	919	156	140	98	12	194	161	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	50	1081	226	4	1021	173	156	109	13	216	179	83
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	1950	593	12	1706	529	197	250	30	261	228	106
Arrive On Green	0.05	0.38	0.38	0.01	0.33	0.33	0.11	0.15	0.15	0.14	0.19	0.19
Sat Flow, veh/h	1810	5187	1576	1810	5187	1610	1810	1666	199	1810	1227	569
Grp Volume(v), veh/h	50	1081	226	4	1021	173	156	0	122	216	0	262
Grp Sat Flow(s),veh/h/ln	1810	1729	1576	1810	1729	1610	1810	0	1864	1810	0	1796
Q Serve(g_s), s	1.9	11.3	7.2	0.2	11.4	5.6	5.8	0.0	4.1	8.0	0.0	9.6
Cycle Q Clear(g_c), s	1.9	11.3	7.2	0.2	11.4	5.6	5.8	0.0	4.1	8.0	0.0	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.32
Lane Grp Cap(c), veh/h	97	1950	593	12	1706	529	197	0	279	261	0	333
V/C Ratio(X)	0.52	0.55	0.38	0.34	0.60	0.33	0.79	0.00	0.44	0.83	0.00	0.79
Avail Cap(c_a), veh/h	535	3270	994	535	3270	1015	378	0	659	378	0	635
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.8	17.0	15.7	34.1	19.4	17.4	30.0	0.0	26.7	28.7	0.0	26.8
Incr Delay (d2), s/veh	1.6	0.2	0.4	6.4	0.3	0.4	2.7	0.0	1.1	6.4	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.2	2.5	0.1	4.3	2.0	2.6	0.0	1.8	3.8	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	17.2	16.1	40.5	19.7	17.8	32.7	0.0	27.8	35.1	0.0	30.9
LnGrp LOS	C	B	B	D	B	B	C	A	C	D	A	C
Approach Vol, veh/h		1357			1198			278			478	
Approach Delay, s/veh		17.6			19.5			30.5			32.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	33.4	12.1	18.4	8.3	30.2	14.6	15.9
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	43.5	14.4	24.4	20.4	43.5	14.4	24.4
Max Q Clear Time (g_c+I1), s	2.2	13.3	7.8	11.6	3.9	13.4	10.0	6.1
Green Ext Time (p_c), s	0.0	10.3	0.1	1.2	0.0	9.3	0.1	0.5

Intersection Summary	
HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	828	106	147	902	88	194	226	128	116	218	113
Future Volume (veh/h)	142	828	106	147	902	88	194	226	128	116	218	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	148	862	110	153	940	92	202	235	133	121	227	118
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	189	1507	466	194	1524	467	248	631	277	157	449	200
Arrive On Green	0.10	0.29	0.29	0.11	0.29	0.29	0.14	0.17	0.17	0.09	0.12	0.12
Sat Flow, veh/h	1810	5187	1605	1810	5187	1588	1810	3610	1586	1810	3610	1610
Grp Volume(v), veh/h	148	862	110	153	940	92	202	235	133	121	227	118
Grp Sat Flow(s),veh/h/ln	1810	1729	1605	1810	1729	1588	1810	1805	1586	1810	1805	1610
Q Serve(g_s), s	5.6	9.9	3.7	5.8	11.0	3.0	7.6	4.0	5.3	4.6	4.1	4.9
Cycle Q Clear(g_c), s	5.6	9.9	3.7	5.8	11.0	3.0	7.6	4.0	5.3	4.6	4.1	4.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	1507	466	194	1524	467	248	631	277	157	449	200
V/C Ratio(X)	0.78	0.57	0.24	0.79	0.62	0.20	0.81	0.37	0.48	0.77	0.51	0.59
Avail Cap(c_a), veh/h	526	2772	858	526	2795	856	526	1688	742	526	1729	771
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	21.2	19.0	30.5	21.4	18.6	29.4	25.6	26.1	31.4	28.7	29.0
Incr Delay (d2), s/veh	2.7	0.3	0.3	2.7	0.4	0.2	2.5	0.4	1.3	3.0	0.9	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	3.8	1.3	2.6	4.2	1.1	3.3	1.7	2.0	2.1	1.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	21.5	19.2	33.2	21.8	18.8	31.9	25.9	27.4	34.4	29.6	31.8
LnGrp LOS	C	C	B	C	C	B	C	C	C	C	C	C
Approach Vol, veh/h		1120			1185			570			466	
Approach Delay, s/veh		22.9			23.0			28.4			31.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	27.9	14.2	15.9	11.9	28.1	10.7	19.5
Change Period (Y+Rc), s	4.6	7.5	4.6	* 7.2	4.6	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	* 34	20.4	* 38	20.4	32.8
Max Q Clear Time (g_c+I1), s	7.7	11.9	9.6	6.9	7.6	13.0	6.6	7.3
Green Ext Time (p_c), s	0.2	7.1	0.2	1.9	0.1	7.6	0.1	2.0

Intersection Summary	
HCM 6th Ctrl Delay	25.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	1237	33	72	978	25	58	73	108	55	159	20
Future Volume (veh/h)	15	1237	33	72	978	25	58	73	108	55	159	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	1359	36	79	1075	27	64	80	119	60	175	22
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	41	1609	43	116	2546	64	106	269	228	103	231	29
Arrive On Green	0.02	0.45	0.45	0.06	0.49	0.49	0.06	0.14	0.14	0.06	0.14	0.14
Sat Flow, veh/h	1810	3591	95	1810	5203	131	1810	1900	1610	1810	1651	208
Grp Volume(v), veh/h	16	682	713	79	714	388	64	80	119	60	0	197
Grp Sat Flow(s),veh/h/ln	1810	1805	1881	1810	1729	1875	1810	1900	1610	1810	0	1858
Q Serve(g_s), s	0.7	25.5	25.6	3.2	10.1	10.1	2.6	2.9	5.2	2.5	0.0	7.7
Cycle Q Clear(g_c), s	0.7	25.5	25.6	3.2	10.1	10.1	2.6	2.9	5.2	2.5	0.0	7.7
Prop In Lane	1.00		0.05	1.00		0.07	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	41	808	843	116	1692	918	106	269	228	103	0	260
V/C Ratio(X)	0.39	0.84	0.85	0.68	0.42	0.42	0.60	0.30	0.52	0.58	0.00	0.76
Avail Cap(c_a), veh/h	486	898	936	486	1721	933	486	610	517	486	0	597
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.6	18.6	18.6	34.8	12.5	12.5	34.9	29.2	30.2	35.0	0.0	31.4
Incr Delay (d2), s/veh	2.2	6.8	6.7	2.6	0.2	0.3	2.1	0.6	1.8	2.0	0.0	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	11.2	11.6	1.5	3.6	3.9	1.2	1.3	2.1	1.1	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.8	25.5	25.3	37.4	12.7	12.8	37.0	29.8	32.1	36.9	0.0	35.9
LnGrp LOS	D	C	C	D	B	B	D	C	C	D	A	D
Approach Vol, veh/h		1411			1181			263			257	
Approach Delay, s/veh		25.5			14.4			32.6			36.2	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	41.2	9.0	16.2	6.3	44.4	8.9	16.4
Change Period (Y+Rc), s	4.6	7.2	4.6	5.6	4.6	7.2	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.8	20.4	24.4	20.4	37.8	20.4	24.4
Max Q Clear Time (g_c+I1), s	5.2	27.6	4.6	9.7	2.7	12.1	4.5	7.2
Green Ext Time (p_c), s	0.1	6.5	0.1	0.9	0.0	8.3	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	22.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	1160	100	315	854	125	151	179	292	189	281	67
Future Volume (veh/h)	86	1160	100	315	854	125	151	179	292	189	281	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	91	1234	106	335	909	133	161	190	311	201	299	71
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	117	1560	134	412	1940	602	194	383	514	235	649	151
Arrive On Green	0.06	0.32	0.32	0.12	0.37	0.37	0.11	0.20	0.20	0.13	0.22	0.22
Sat Flow, veh/h	1810	4858	417	3510	5187	1610	1810	1900	1610	1810	2891	675
Grp Volume(v), veh/h	91	878	462	335	909	133	161	190	311	201	185	185
Grp Sat Flow(s),veh/h/ln	1810	1729	1817	1755	1729	1610	1810	1900	1610	1810	1805	1761
Q Serve(g_s), s	5.0	23.3	23.3	9.4	13.4	5.7	8.8	9.0	16.5	11.0	8.9	9.2
Cycle Q Clear(g_c), s	5.0	23.3	23.3	9.4	13.4	5.7	8.8	9.0	16.5	11.0	8.9	9.2
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	117	1111	584	412	1940	602	194	383	514	235	405	395
V/C Ratio(X)	0.78	0.79	0.79	0.81	0.47	0.22	0.83	0.50	0.60	0.86	0.46	0.47
Avail Cap(c_a), veh/h	366	1295	680	709	1942	603	366	625	719	366	593	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	31.2	31.2	43.5	24.0	21.6	44.2	35.7	29.0	43.0	33.8	33.9
Incr Delay (d2), s/veh	4.2	2.9	5.5	1.5	0.2	0.2	3.5	1.0	1.2	7.1	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	10.0	10.9	4.1	5.4	2.2	4.1	4.2	6.4	5.3	4.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.7	34.1	36.7	45.0	24.2	21.7	47.6	36.7	30.1	50.1	34.6	34.8
LnGrp LOS	D	C	D	D	C	C	D	D	C	D	C	C
Approach Vol, veh/h		1431			1377			662			571	
Approach Delay, s/veh		36.0			29.0			36.3			40.1	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	45.0	17.7	27.2	16.5	39.6	15.4	29.5
Change Period (Y+Rc), s	4.6	7.2	4.6	6.8	4.6	7.2	4.6	6.8
Max Green Setting (Gmax), s	20.4	37.8	20.4	33.2	20.4	37.8	20.4	33.2
Max Q Clear Time (g_c+I1), s	7.0	15.4	13.0	18.5	11.4	25.3	10.8	11.2
Green Ext Time (p_c), s	0.1	7.2	0.2	1.9	0.5	7.1	0.1	2.2

Intersection Summary	
HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1610	55	123	1242	21	86	8	243	75	17	19
Future Volume (veh/h)	9	1610	55	123	1242	21	86	8	243	75	17	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	1750	60	134	1350	23	93	9	264	82	18	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	27	2373	720	172	2788	865	354	378	321	322	159	186
Arrive On Green	0.02	0.46	0.46	0.10	0.54	0.54	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1810	5187	1573	1810	5187	1610	1390	1900	1610	1124	799	933
Grp Volume(v), veh/h	10	1750	60	134	1350	23	93	9	264	82	0	39
Grp Sat Flow(s),veh/h/ln	1810	1729	1573	1810	1729	1610	1390	1900	1610	1124	0	1732
Q Serve(g_s), s	0.4	19.4	1.5	5.1	11.4	0.5	4.1	0.3	11.0	4.4	0.0	1.3
Cycle Q Clear(g_c), s	0.4	19.4	1.5	5.1	11.4	0.5	5.4	0.3	11.0	4.7	0.0	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.54
Lane Grp Cap(c), veh/h	27	2373	720	172	2788	865	354	378	321	322	0	345
V/C Ratio(X)	0.36	0.74	0.08	0.78	0.48	0.03	0.26	0.02	0.82	0.25	0.00	0.11
Avail Cap(c_a), veh/h	527	2797	848	527	2797	868	561	661	560	490	0	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.2	15.6	10.7	31.0	10.1	7.6	25.2	22.6	26.9	24.5	0.0	23.0
Incr Delay (d2), s/veh	3.0	0.9	0.0	2.9	0.1	0.0	0.4	0.0	5.3	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	6.3	0.4	2.2	3.3	0.1	1.3	0.1	4.5	1.2	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.2	16.4	10.8	33.9	10.3	7.6	25.6	22.6	32.2	24.9	0.0	23.1
LnGrp LOS	D	B	B	C	B	A	C	C	C	C	A	C
Approach Vol, veh/h		1820			1507			366			121	
Approach Delay, s/veh		16.4			12.3			30.3			24.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.7	44.9		19.6	11.3	39.3		19.6
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6
Max Green Setting (Gmax), s	20.4	37.8		24.4	20.4	37.8		24.4
Max Q Clear Time (g_c+I1), s	2.4	13.4		6.7	7.1	21.4		13.0
Green Ext Time (p_c), s	0.0	10.0		0.4	0.1	10.7		1.0

Intersection Summary	
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	1508	94	468	1261	389	105	57	475	150	30	47
Future Volume (veh/h)	182	1508	94	468	1261	389	105	57	475	150	30	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	194	1604	100	498	1341	414	112	61	505	160	32	50
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	247	2478	842	512	2202	677	162	337	914	135	306	272
Arrive On Green	0.07	0.48	0.48	0.10	0.38	0.38	0.05	0.18	0.18	0.04	0.17	0.17
Sat Flow, veh/h	3510	5187	1608	3510	3931	1209	3510	1900	2829	3510	1805	1602
Grp Volume(v), veh/h	194	1604	100	498	1179	576	112	61	505	160	32	50
Grp Sat Flow(s),veh/h/ln	1755	1729	1608	1755	1729	1682	1755	1900	1415	1755	1805	1602
Q Serve(g_s), s	7.6	32.7	4.4	19.8	38.6	38.9	4.4	3.8	20.6	5.4	2.1	3.7
Cycle Q Clear(g_c), s	7.6	32.7	4.4	19.8	38.6	38.9	4.4	3.8	20.6	5.4	2.1	3.7
Prop In Lane	1.00		1.00	1.00		0.72	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	247	2478	842	512	1937	942	162	337	914	135	306	272
V/C Ratio(X)	0.79	0.65	0.12	0.97	0.61	0.61	0.69	0.18	0.55	1.18	0.10	0.18
Avail Cap(c_a), veh/h	361	2478	842	512	1937	942	311	573	1266	135	454	403
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.0	27.6	16.9	62.9	31.3	31.4	65.8	49.0	39.1	67.3	49.1	49.8
Incr Delay (d2), s/veh	4.7	0.9	0.2	29.8	1.2	2.5	5.2	0.3	0.5	134.4	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	13.2	1.6	11.1	17.1	17.0	2.1	1.8	7.1	4.9	0.9	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.7	28.5	17.1	92.7	32.5	33.9	71.0	49.2	39.6	201.7	49.3	50.1
LnGrp LOS	E	C	B	F	C	C	E	D	D	F	D	D
Approach Vol, veh/h		1898			2253			678			242	
Approach Delay, s/veh		32.0			46.2			45.6			150.2	
Approach LOS		C			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	73.4	10.0	30.6	14.4	84.9	11.0	29.6
Change Period (Y+Rc), s	5.6	6.5	4.6	5.8	4.6	6.5	4.6	5.8
Max Green Setting (Gmax), s	10.4	49.5	5.4	42.2	14.4	56.5	12.4	35.2
Max Q Clear Time (g_c+I1), s	11.8	34.7	7.4	22.6	9.6	40.9	6.4	5.7
Green Ext Time (p_c), s	0.0	9.3	0.0	2.2	0.2	10.0	0.1	0.4

Intersection Summary	
HCM 6th Ctrl Delay	45.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1540	594	0	1594	911	0	0	0	308	0	528
Future Volume (veh/h)	0	1540	594	0	1594	911	0	0	0	308	0	528
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1638	0	0	1696	0				219	0	679
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	4479		0	3554					421	0	749
Arrive On Green	0.00	1.00	0.00	0.00	1.00	0.00				0.23	0.00	0.23
Sat Flow, veh/h	0	6802	1610	0	5358	1610				1810	0	3220
Grp Volume(v), veh/h	0	1638	0	0	1696	0				219	0	679
Grp Sat Flow(s),veh/h/ln	0	1634	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0				14.8	0.0	28.7
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0				14.8	0.0	28.7
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	4479		0	3554					421	0	749
V/C Ratio(X)	0.00	0.37		0.00	0.48					0.52	0.00	0.91
Avail Cap(c_a), veh/h	0	4479		0	3554					653	0	1162
HCM Platoon Ratio	1.00	2.00	2.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.76	0.00	0.00	0.82	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				46.9	0.0	52.2
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.4	0.0				0.4	0.0	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.1	0.0				6.7	0.0	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.2	0.0	0.0	0.4	0.0				47.3	0.0	57.1
LnGrp LOS	A	A		A	A					D	A	E
Approach Vol, veh/h		1638			1696						898	
Approach Delay, s/veh		0.2			0.4						54.7	
Approach LOS		A			A						D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	101.9	38.1	101.9
Change Period (Y+Rc), s	6.0	5.5	6.0
Max Green Setting (Gmax), s	78.0	50.5	78.0
Max Q Clear Time (g_c+I1), s	2.0	30.7	2.0
Green Ext Time (p_c), s	18.1	1.9	19.4

Intersection Summary	
HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1330	518	0	2161	480	344	0	579	0	0	0
Future Volume (veh/h)	0	1330	518	0	2161	480	344	0	579	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	1385	0	0	2251	0	239	0	731			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	3471		0	4374		450	0	801			
Arrive On Green	0.00	1.00	0.00	0.00	0.67	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	0	5358	1610	0	6802	1610	1810	0	3220			
Grp Volume(v), veh/h	0	1385	0	0	2251	0	239	0	731			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	24.3	0.0	16.0	0.0	30.9			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	24.3	0.0	16.0	0.0	30.9			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3471		0	4374		450	0	801			
V/C Ratio(X)	0.00	0.40		0.00	0.51		0.53	0.00	0.91			
Avail Cap(c_a), veh/h	0	3471		0	4374		601	0	1070			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.91	0.00	0.00	0.30	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	11.7	0.0	45.5	0.0	51.1			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.1	0.0	0.4	0.0	8.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	8.0	0.0	7.2	0.0	13.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	0.0	0.0	11.8	0.0	45.9	0.0	59.3			
LnGrp LOS	A	A		A	B		D	A	E			
Approach Vol, veh/h		1385			2251			970				
Approach Delay, s/veh		0.3			11.8			56.0				
Approach LOS		A			B			E				

Timer - Assigned Phs	2				6		8					
Phs Duration (G+Y+Rc), s	99.7				99.7		40.3					
Change Period (Y+Rc), s	6.0				6.0		5.5					
Max Green Setting (Gmax), s	82.0				82.0		46.5					
Max Q Clear Time (g_c+I1), s	2.0				26.3		32.9					
Green Ext Time (p_c), s	13.3				30.4		1.9					

Intersection Summary												
HCM 6th Ctrl Delay			17.7									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	1419	237	89	1792	130	563	78	86	88	71	286
Future Volume (veh/h)	191	1419	237	89	1792	130	563	78	86	88	71	286
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	203	1510	252	95	1906	138	527	184	91	94	76	304
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	278	1900	316	156	1923	139	630	331	279	448	242	586
Arrive On Green	0.08	0.42	0.42	0.04	0.39	0.39	0.17	0.17	0.17	0.13	0.13	0.13
Sat Flow, veh/h	3510	4478	746	3510	4937	356	3619	1900	1605	3510	1900	2834
Grp Volume(v), veh/h	203	1165	597	95	1333	711	527	184	91	94	76	304
Grp Sat Flow(s),veh/h/ln	1755	1729	1766	1755	1729	1836	1810	1900	1605	1755	1900	1417
Q Serve(g_s), s	5.6	28.9	29.1	2.6	37.8	38.2	13.9	8.8	4.9	2.4	3.6	9.4
Cycle Q Clear(g_c), s	5.6	28.9	29.1	2.6	37.8	38.2	13.9	8.8	4.9	2.4	3.6	9.4
Prop In Lane	1.00		0.42	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	1467	749	156	1347	715	630	331	279	448	242	586
V/C Ratio(X)	0.73	0.79	0.80	0.61	0.99	0.99	0.84	0.56	0.33	0.21	0.31	0.52
Avail Cap(c_a), veh/h	724	1467	749	724	1347	715	886	465	393	682	369	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	24.7	24.7	46.4	30.0	30.1	39.5	37.3	35.7	38.6	39.2	34.8
Incr Delay (d2), s/veh	1.4	3.3	6.3	1.4	22.0	32.3	3.5	0.5	0.2	0.2	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	11.4	12.4	1.1	18.4	21.8	6.2	3.9	1.9	1.0	1.7	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.9	28.0	31.1	47.8	51.9	62.4	43.0	37.9	36.0	38.9	39.9	35.5
LnGrp LOS	D	C	C	D	D	E	D	D	D	D	D	D
Approach Vol, veh/h		1965			2139			802			474	
Approach Delay, s/veh		30.8			55.2			41.0			36.9	
Approach LOS		C			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	48.4		23.0	12.4	45.0		18.4
Change Period (Y+Rc), s	4.6	6.5		5.8	4.6	6.5		5.8
Max Green Setting (Gmax), s	20.4	38.5		24.2	20.4	38.5		19.2
Max Q Clear Time (g_c+I1), s	4.6	31.1		15.9	7.6	40.2		11.4
Green Ext Time (p_c), s	0.1	6.3		1.3	0.3	0.0		1.2

Intersection Summary	
HCM 6th Ctrl Delay	42.6
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	1180	127	105	1291	58	177	262	93	97	308	450
Future Volume (veh/h)	301	1180	127	105	1291	58	177	262	93	97	308	450
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	320	1255	135	112	1373	62	188	279	99	103	328	479
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	293	2015	217	165	1646	511	245	930	485	127	933	670
Arrive On Green	0.16	0.42	0.42	0.05	0.32	0.32	0.07	0.26	0.26	0.07	0.26	0.26
Sat Flow, veh/h	1810	4748	511	3510	5187	1610	3510	3610	1589	1810	3610	1582
Grp Volume(v), veh/h	320	914	476	112	1373	62	188	279	99	103	328	479
Grp Sat Flow(s),veh/h/ln	1810	1729	1800	1755	1729	1610	1755	1805	1589	1810	1805	1582
Q Serve(g_s), s	20.4	26.0	26.0	4.0	30.9	3.4	6.6	7.8	5.8	7.1	9.3	31.6
Cycle Q Clear(g_c), s	20.4	26.0	26.0	4.0	30.9	3.4	6.6	7.8	5.8	7.1	9.3	31.6
Prop In Lane	1.00		0.28	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	1468	764	165	1646	511	245	930	485	127	933	670
V/C Ratio(X)	1.09	0.62	0.62	0.68	0.83	0.12	0.77	0.30	0.20	0.81	0.35	0.71
Avail Cap(c_a), veh/h	293	1468	764	541	1753	544	569	953	495	293	933	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.7	28.3	28.3	59.0	39.9	30.5	57.5	37.6	32.4	57.6	38.0	30.3
Incr Delay (d2), s/veh	78.8	1.0	1.8	1.8	3.7	0.1	1.9	0.2	0.2	4.5	0.2	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.4	10.5	11.1	1.8	13.2	1.4	3.0	3.5	2.3	3.4	4.2	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	131.5	29.3	30.2	60.8	43.5	30.6	59.4	37.7	32.6	62.1	38.3	33.9
LnGrp LOS	F	C	C	E	D	C	E	D	C	E	D	C
Approach Vol, veh/h		1710			1547			566			910	
Approach Delay, s/veh		48.7			44.3			44.0			38.7	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	60.9	13.4	40.0	25.0	47.4	13.5	39.9
Change Period (Y+Rc), s	5.6	* 7.5	4.6	7.5	4.6	7.5	4.6	* 7.5
Max Green Setting (Gmax), s	19.4	* 43	20.4	32.5	20.4	42.5	20.4	* 33
Max Q Clear Time (g_c+I1), s	6.0	28.0	8.6	33.6	22.4	32.9	9.1	9.8
Green Ext Time (p_c), s	0.1	9.7	0.2	0.0	0.0	7.0	0.1	2.1

Intersection Summary	
HCM 6th Ctrl Delay	44.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	48.1
Intersection LOS	E

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	171	214	221	346	438	256
Future Vol, veh/h	171	214	221	346	438	256
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	211	264	273	427	541	316
Number of Lanes	1	1	1	2	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	3
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	3	0	2
HCM Control Delay	25.3	22.5	81.6
HCM LOS	D	C	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	36%
Vol Right, %	0%	0%	0%	0%	100%	0%	64%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	221	173	173	171	214	292	402
LT Vol	221	0	0	171	0	0	0
Through Vol	0	173	173	0	0	292	146
RT Vol	0	0	0	0	214	0	256
Lane Flow Rate	273	214	214	211	264	360	496
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.686	0.506	0.41	0.572	0.626	0.86	1.121
Departure Headway (Hd)	9.381	8.865	7.11	10.05	8.819	8.593	8.132
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	387	410	510	361	412	422	447
Service Time	7.081	6.565	4.81	7.75	6.519	6.327	5.865
HCM Lane V/C Ratio	0.705	0.522	0.42	0.584	0.641	0.853	1.11
HCM Control Delay	30.2	20.3	14.7	25.4	25.2	45.6	107.8
HCM Lane LOS	D	C	B	D	D	E	F
HCM 95th-tile Q	4.9	2.8	2	3.4	4.1	8.5	17.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	74	6	57	200	123	24	369	60	64	447	95
Future Volume (veh/h)	92	74	6	57	200	123	24	369	60	64	447	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	114	91	7	70	247	152	30	456	74	79	552	117
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	153	691	53	124	407	242	71	826	133	132	886	187
Arrive On Green	0.08	0.20	0.20	0.07	0.19	0.19	0.04	0.27	0.27	0.07	0.30	0.30
Sat Flow, veh/h	1810	3399	259	1810	2175	1290	1810	3103	500	1810	2955	624
Grp Volume(v), veh/h	114	48	50	70	203	196	30	264	266	79	336	333
Grp Sat Flow(s),veh/h/ln	1810	1805	1852	1810	1805	1660	1810	1805	1799	1810	1805	1774
Q Serve(g_s), s	3.7	1.3	1.3	2.3	6.3	6.6	1.0	7.6	7.7	2.6	9.7	9.8
Cycle Q Clear(g_c), s	3.7	1.3	1.3	2.3	6.3	6.6	1.0	7.6	7.7	2.6	9.7	9.8
Prop In Lane	1.00		0.14	1.00		0.78	1.00		0.28	1.00		0.35
Lane Grp Cap(c), veh/h	153	367	376	124	338	311	71	481	479	132	541	532
V/C Ratio(X)	0.75	0.13	0.13	0.56	0.60	0.63	0.42	0.55	0.56	0.60	0.62	0.63
Avail Cap(c_a), veh/h	609	679	696	609	679	624	609	1125	1121	609	1125	1106
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.1	19.8	19.8	27.4	22.6	22.7	28.5	19.1	19.2	27.3	18.3	18.3
Incr Delay (d2), s/veh	2.7	0.2	0.2	1.5	2.4	3.0	1.5	1.4	1.4	1.6	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.5	0.6	1.0	2.7	2.6	0.4	3.1	3.1	1.1	3.9	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	20.0	20.0	28.9	25.0	25.7	29.9	20.5	20.6	28.9	19.9	20.0
LnGrp LOS	C	B	C	C	C	C	C	C	C	C	B	C
Approach Vol, veh/h		212			469			560			748	
Approach Delay, s/veh		25.3			25.9			21.1			20.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	23.3	8.8	19.5	7.0	25.4	9.7	18.6
Change Period (Y+Rc), s	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.8	20.4	22.8	20.4	37.8	20.4	22.8
Max Q Clear Time (g_c+I1), s	4.4	9.7	4.3	3.3	3.0	11.8	5.7	8.6
Green Ext Time (p_c), s	0.1	4.9	0.1	0.6	0.0	6.4	0.1	2.8

Intersection Summary	
HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	1040	0	0	1247	50	0	0	0	89	0	126
Future Volume (veh/h)	92	1040	0	0	1247	50	0	0	0	89	0	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	102	1156	0	0	1386	56	0	0	0	99	0	140
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	2456	0	3	1874	76	0	233	0	295	0	198
Arrive On Green	0.07	0.68	0.00	0.00	0.53	0.53	0.00	0.00	0.00	0.12	0.00	0.12
Sat Flow, veh/h	1810	3705	0	1810	3536	143	0	1900	0	1440	0	1610
Grp Volume(v), veh/h	102	1156	0	0	706	736	0	0	0	99	0	140
Grp Sat Flow(s),veh/h/ln	1810	1805	0	1810	1805	1874	0	1900	0	1440	0	1610
Q Serve(g_s), s	3.4	9.2	0.0	0.0	18.4	18.5	0.0	0.0	0.0	3.9	0.0	5.1
Cycle Q Clear(g_c), s	3.4	9.2	0.0	0.0	18.4	18.5	0.0	0.0	0.0	3.9	0.0	5.1
Prop In Lane	1.00		0.00	1.00		0.08	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	2456	0	3	956	993	0	233	0	295	0	198
V/C Ratio(X)	0.77	0.47	0.00	0.00	0.74	0.74	0.00	0.00	0.00	0.34	0.00	0.71
Avail Cap(c_a), veh/h	445	2664	0	445	1332	1383	0	810	0	732	0	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.7	4.6	0.0	0.0	11.1	11.1	0.0	0.0	0.0	25.2	0.0	25.7
Incr Delay (d2), s/veh	3.5	0.1	0.0	0.0	1.4	1.4	0.0	0.0	0.0	0.2	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.2	0.0	0.0	6.3	6.5	0.0	0.0	0.0	1.3	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.2	4.7	0.0	0.0	12.5	12.5	0.0	0.0	0.0	25.4	0.0	27.4
LnGrp LOS	C	A	A	A	B	B	A	A	A	C	A	C
Approach Vol, veh/h		1258			1442			0			239	
Approach Delay, s/veh		6.9			12.5			0.0			26.6	
Approach LOS		A			B						C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	48.5		12.5	9.2	39.3		12.5
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0
Max Green Setting (Gmax), s	* 15	45.0		26.0	* 15	45.0		26.0
Max Q Clear Time (g_c+I1), s	10.0	11.2		7.1	5.4	20.5		0.0
Green Ext Time (p_c), s	0.0	10.7		0.5	0.1	11.8		0.0

Intersection Summary		
HCM 6th Ctrl Delay	11.2	
HCM 6th LOS	B	

Notes

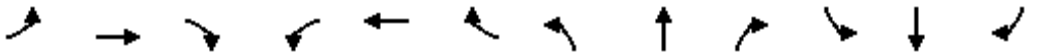
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	11	977	156	512	919	127	10	17	25
Future Volume (vph)	11	977	156	512	919	127	10	17	25
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.2	11.2	9.7	11.2	11.5	11.5	11.5	11.5
Total Split (s)	15.0	37.0	37.0	30.0	52.0	23.0	23.0	23.0	23.0
Total Split (%)	16.7%	41.1%	41.1%	33.3%	57.8%	25.6%	25.6%	25.6%	25.6%
Yellow Time (s)	3.7	5.2	5.2	3.7	5.2	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.2	6.2	4.7	6.2	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.4	30.8	30.8	25.3	58.6	16.5	16.5	16.5	16.5
Actuated g/C Ratio	0.06	0.34	0.34	0.28	0.65	0.18	0.18	0.18	0.18
v/c Ratio	0.11	0.83	0.25	1.06	0.43	0.52	0.79	0.21	0.09
Control Delay	42.0	34.5	4.6	91.1	8.8	41.4	16.7	38.5	28.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	34.5	4.6	91.1	8.8	41.4	16.7	38.5	28.3
LOS	D	C	A	F	A	D	B	D	C
Approach Delay		30.5			37.7		21.7		32.1
Approach LOS		C			D		C		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 32.0	Intersection LOS: C
Intersection Capacity Utilization 100.7%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 97: Winchester Rd/Vista Pl & SR-74/Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	977	156	512	919	28	127	10	490	17	25	4
Future Volume (veh/h)	11	977	156	512	919	28	127	10	490	17	25	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	1028	164	539	967	29	134	11	516	18	26	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	26	1235	551	509	2179	65	318	6	290	80	295	45
Arrive On Green	0.01	0.34	0.34	0.28	0.61	0.61	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1810	3610	1610	1810	3578	107	1401	34	1582	890	1608	247
Grp Volume(v), veh/h	12	1028	164	539	488	508	134	0	527	18	0	30
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1881	1401	0	1615	890	0	1855
Q Serve(g_s), s	0.6	23.6	6.7	25.3	13.0	13.0	7.9	0.0	16.5	0.0	0.0	1.2
Cycle Q Clear(g_c), s	0.6	23.6	6.7	25.3	13.0	13.0	9.1	0.0	16.5	16.5	0.0	1.2
Prop In Lane	1.00		1.00	1.00		0.06	1.00		0.98	1.00		0.13
Lane Grp Cap(c), veh/h	26	1235	551	509	1099	1145	318	0	296	80	0	340
V/C Ratio(X)	0.46	0.83	0.30	1.06	0.44	0.44	0.42	0.00	1.78	0.22	0.00	0.09
Avail Cap(c_a), veh/h	207	1235	551	509	1099	1145	318	0	296	80	0	340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.0	27.2	21.7	32.3	9.4	9.4	34.3	0.0	36.8	45.0	0.0	30.5
Incr Delay (d2), s/veh	4.6	6.6	1.4	56.6	1.3	1.2	4.1	0.0	364.2	6.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	10.2	2.5	18.0	4.4	4.5	3.0	0.0	36.3	0.5	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.6	33.9	23.1	89.0	10.7	10.7	38.3	0.0	400.9	51.4	0.0	31.0
LnGrp LOS	D	C	C	F	B	B	D	A	F	D	A	C
Approach Vol, veh/h		1204			1535			661			48	
Approach Delay, s/veh		32.5			38.2			327.4			38.7	
Approach LOS		C			D			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.0	37.0		23.0	6.0	61.0		23.0				
Change Period (Y+Rc), s	* 4.7	6.2		6.5	* 4.7	6.2		6.5				
Max Green Setting (Gmax), s	* 25	30.8		16.5	* 10	45.8		16.5				
Max Q Clear Time (g_c+I1), s	27.3	25.6		18.5	2.6	15.0		18.5				
Green Ext Time (p_c), s	0.0	2.3		0.0	0.0	3.6		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		91.7
HCM 6th LOS		F

Notes

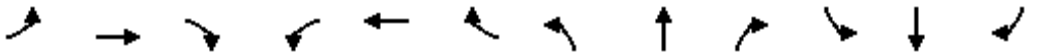
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	236	775	173	635	169	214	142	20	254	196
Future Volume (vph)	236	775	173	635	169	214	142	20	254	196
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	9.7	11.0	9.7	11.5	11.5	9.7	11.5	11.5
Total Split (s)	25.0	40.0	25.0	40.0	20.0	25.0	25.0	20.0	25.0	25.0
Total Split (%)	22.7%	36.4%	22.7%	36.4%	18.2%	22.7%	22.7%	18.2%	22.7%	22.7%
Yellow Time (s)	3.7	5.0	3.7	5.0	3.7	5.5	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	4.7	6.0	4.7	6.5	6.5	4.7	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	17.7	39.3	15.0	36.6	13.5	33.8	33.8	5.9	20.3	20.3
Actuated g/C Ratio	0.16	0.36	0.14	0.33	0.12	0.31	0.31	0.05	0.18	0.18
v/c Ratio	0.83	0.78	0.72	0.54	0.77	0.20	0.24	0.21	0.39	0.43
Control Delay	67.6	36.6	61.7	32.5	69.8	30.2	6.7	54.2	42.1	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.6	36.6	61.7	32.5	69.8	30.2	6.7	54.2	42.1	8.9
LOS	E	D	E	C	E	C	A	D	D	A
Approach Delay		42.6		38.7		36.5			28.7	
Approach LOS		D		D		D			C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 38.4	Intersection LOS: D
Intersection Capacity Utilization 71.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 98: Warren Rd & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	775	197	173	635	5	169	214	142	20	254	196
Future Volume (veh/h)	236	775	197	173	635	5	169	214	142	20	254	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	241	791	201	177	648	5	172	218	145	20	259	200
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	271	1158	294	208	1363	11	202	935	417	38	607	271
Arrive On Green	0.15	0.41	0.41	0.11	0.37	0.37	0.11	0.26	0.26	0.02	0.17	0.17
Sat Flow, veh/h	1810	2850	724	1810	3672	28	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	241	501	491	177	319	334	172	218	145	20	259	200
Grp Sat Flow(s),veh/h/ln	1810	1805	1770	1810	1805	1895	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	14.4	25.1	25.1	10.6	14.8	14.8	10.3	5.2	8.1	1.2	7.1	13.0
Cycle Q Clear(g_c), s	14.4	25.1	25.1	10.6	14.8	14.8	10.3	5.2	8.1	1.2	7.1	13.0
Prop In Lane	1.00		0.41	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	271	734	719	208	670	704	202	935	417	38	607	271
V/C Ratio(X)	0.89	0.68	0.68	0.85	0.48	0.48	0.85	0.23	0.35	0.53	0.43	0.74
Avail Cap(c_a), veh/h	334	734	719	334	670	704	252	935	417	252	607	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.9	26.8	26.8	47.8	26.4	26.4	48.0	32.1	33.2	53.3	41.0	43.5
Incr Delay (d2), s/veh	18.8	5.1	5.2	5.3	2.0	2.0	17.1	0.6	2.3	4.3	2.2	16.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	11.0	10.8	4.9	6.4	6.6	5.6	2.4	3.4	0.6	3.3	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.7	31.9	32.0	53.1	28.4	28.3	65.1	32.7	35.5	57.6	43.2	59.9
LnGrp LOS	E	C	C	D	C	C	E	C	D	E	D	E
Approach Vol, veh/h		1233			830			535			479	
Approach Delay, s/veh		38.4			33.7			43.9			50.8	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	50.7	17.0	25.0	21.2	46.8	7.0	35.0
Change Period (Y+Rc), s	* 4.7	6.0	* 4.7	6.5	* 4.7	6.0	* 4.7	6.5
Max Green Setting (Gmax), s	* 20	34.0	* 15	18.5	* 20	34.0	* 15	18.5
Max Q Clear Time (g_c+I1), s	12.6	27.1	12.3	15.0	16.4	16.8	3.2	10.1
Green Ext Time (p_c), s	0.1	2.2	0.1	0.6	0.1	1.9	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	40.0
HCM 6th LOS	D

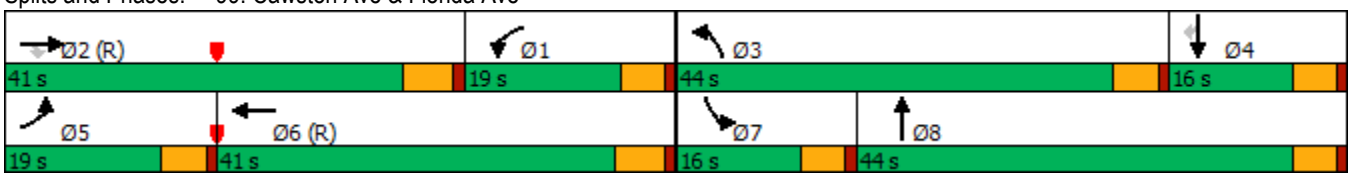
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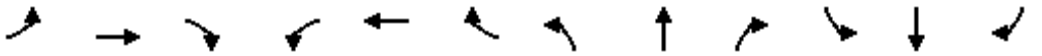
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	107	651	29	8	520	168	76	47	116	128
Future Volume (vph)	107	651	29	8	520	168	76	47	116	128
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.5	10.5	10.0	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	19.0	41.0	41.0	19.0	41.0	44.0	44.0	16.0	16.0	16.0
Total Split (%)	15.8%	34.2%	34.2%	15.8%	34.2%	36.7%	36.7%	13.3%	13.3%	13.3%
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.5	5.5	5.0	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	11.3	50.7	50.7	6.9	38.2	16.3	44.2	7.8	33.7	33.7
Actuated g/C Ratio	0.09	0.42	0.42	0.06	0.32	0.14	0.37	0.06	0.28	0.28
v/c Ratio	0.67	0.45	0.04	0.08	0.51	0.72	0.07	0.42	0.23	0.22
Control Delay	71.1	27.2	0.1	52.5	35.4	65.8	22.5	64.1	36.2	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.1	27.2	0.1	52.5	35.4	65.8	22.5	64.1	36.2	1.3
LOS	E	C	A	D	D	E	C	E	D	A
Approach Delay		32.2			35.6		50.7		25.3	
Approach LOS		C			D		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 30 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 34.6	Intersection LOS: C
Intersection Capacity Utilization 51.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 99: Cawston Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	651	29	8	520	31	168	76	14	47	116	128
Future Volume (veh/h)	107	651	29	8	520	31	168	76	14	47	116	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	113	685	31	8	547	33	177	80	15	49	122	135
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	139	1068	466	306	1357	82	207	990	181	64	467	396
Arrive On Green	0.08	0.30	0.30	0.17	0.39	0.39	0.11	0.32	0.32	0.04	0.25	0.25
Sat Flow, veh/h	1810	3610	1576	1810	3459	208	1810	3047	557	1810	1900	1610
Grp Volume(v), veh/h	113	685	31	8	285	295	177	47	48	49	122	135
Grp Sat Flow(s),veh/h/ln	1810	1805	1576	1810	1805	1862	1810	1805	1799	1810	1900	1610
Q Serve(g_s), s	7.4	19.8	1.2	0.4	13.7	13.7	11.5	2.1	2.2	3.2	6.2	8.3
Cycle Q Clear(g_c), s	7.4	19.8	1.2	0.4	13.7	13.7	11.5	2.1	2.2	3.2	6.2	8.3
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	139	1068	466	306	708	730	207	587	585	64	467	396
V/C Ratio(X)	0.81	0.64	0.07	0.03	0.40	0.40	0.86	0.08	0.08	0.77	0.26	0.34
Avail Cap(c_a), veh/h	211	1068	466	306	708	730	588	587	585	166	467	396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	36.7	15.4	41.6	26.3	26.3	52.2	28.1	28.1	57.4	36.5	37.3
Incr Delay (d2), s/veh	5.0	1.9	0.2	0.0	1.3	1.3	3.9	0.3	0.3	7.1	1.4	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	8.9	0.7	0.2	6.1	6.3	5.4	1.0	1.0	1.6	3.1	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	38.7	15.6	41.6	27.7	27.6	56.1	28.3	28.4	64.6	37.8	39.6
LnGrp LOS	E	D	B	D	C	C	E	C	C	E	D	D
Approach Vol, veh/h		829			588			272			306	
Approach Delay, s/veh		40.6			27.8			46.4			42.9	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.8	41.0	18.7	34.5	14.2	52.6	9.2	44.0
Change Period (Y+Rc), s	5.5	* 5.5	5.0	5.0	5.0	5.5	5.0	5.0
Max Green Setting (Gmax), s	14.0	* 36	39.0	11.0	14.0	35.5	11.0	39.0
Max Q Clear Time (g_c+I1), s	2.4	21.8	13.5	10.3	9.4	15.7	5.2	4.2
Green Ext Time (p_c), s	0.0	2.7	0.2	0.1	0.0	2.1	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	38.0
HCM 6th LOS	D

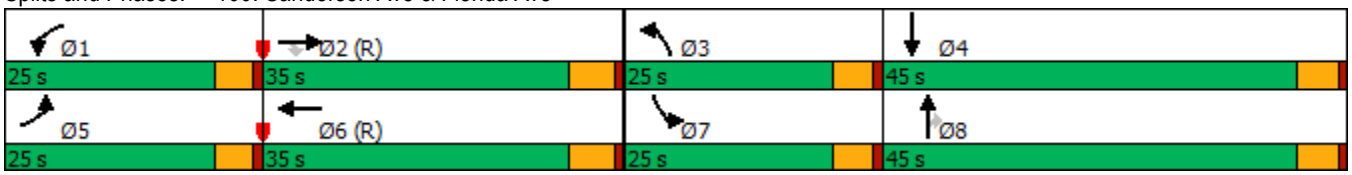
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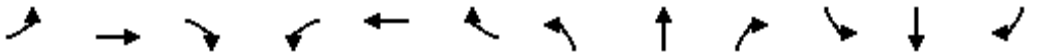
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	184	458	45	149	397	115	652	72	127	680
Future Volume (vph)	184	458	45	149	397	115	652	72	127	680
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	10.5	9.7	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	25.0	35.0	35.0	25.0	35.0	25.0	45.0	45.0	25.0	45.0
Total Split (%)	19.2%	26.9%	26.9%	19.2%	26.9%	19.2%	34.6%	34.6%	19.2%	34.6%
Yellow Time (s)	3.7	4.5	4.5	3.7	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	5.5	4.7	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	17.2	34.5	34.5	15.3	32.6	13.9	46.1	46.1	13.9	46.1
Actuated g/C Ratio	0.13	0.27	0.27	0.12	0.25	0.11	0.35	0.35	0.11	0.35
v/c Ratio	0.81	0.50	0.10	0.73	0.57	0.62	0.53	0.12	0.69	0.66
Control Delay	79.1	43.4	0.4	74.9	44.5	69.1	35.9	3.0	73.4	38.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.1	43.4	0.4	74.9	44.5	69.1	35.9	3.0	73.4	38.3
LOS	E	D	A	E	D	E	D	A	E	D
Approach Delay		50.1			51.6		37.6			43.2
Approach LOS		D			D		D			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 45 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 44.9	Intersection LOS: D
Intersection Capacity Utilization 69.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 100: Sanderson Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	458	45	149	397	90	115	652	72	127	680	115
Future Volume (veh/h)	184	458	45	149	397	90	115	652	72	127	680	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	192	477	47	155	414	94	120	679	75	132	708	120
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	218	1262	550	181	963	217	147	1111	493	158	967	164
Arrive On Green	0.12	0.35	0.35	0.10	0.33	0.33	0.08	0.31	0.31	0.09	0.31	0.31
Sat Flow, veh/h	1810	3610	1575	1810	2925	658	1810	3610	1602	1810	3081	522
Grp Volume(v), veh/h	192	477	47	155	254	254	120	679	75	132	415	413
Grp Sat Flow(s),veh/h/ln	1810	1805	1575	1810	1805	1779	1810	1805	1602	1810	1805	1798
Q Serve(g_s), s	13.6	12.9	2.6	11.0	14.3	14.5	8.5	20.8	4.4	9.3	26.6	26.6
Cycle Q Clear(g_c), s	13.6	12.9	2.6	11.0	14.3	14.5	8.5	20.8	4.4	9.3	26.6	26.6
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	218	1262	550	181	594	585	147	1111	493	158	567	565
V/C Ratio(X)	0.88	0.38	0.09	0.86	0.43	0.43	0.82	0.61	0.15	0.84	0.73	0.73
Avail Cap(c_a), veh/h	283	1262	550	283	594	585	278	1111	493	278	567	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.92	0.92	0.92	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.2	31.7	28.3	57.6	34.0	34.1	58.8	38.4	32.7	58.4	39.7	39.7
Incr Delay (d2), s/veh	16.9	0.8	0.3	8.1	2.1	2.1	8.5	2.0	0.5	4.4	8.1	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	5.7	1.0	5.4	6.6	6.6	4.2	9.5	1.8	4.5	13.0	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.1	32.5	28.6	65.7	36.1	36.3	67.3	40.3	33.2	62.8	47.8	47.9
LnGrp LOS	E	C	C	E	D	D	E	D	C	E	D	D
Approach Vol, veh/h		716			663			874			960	
Approach Delay, s/veh		43.1			43.1			43.4			49.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	50.9	15.5	45.8	20.4	48.3	16.3	45.0
Change Period (Y+Rc), s	* 4.7	5.5	5.0	5.0	* 4.7	5.5	5.0	5.0
Max Green Setting (Gmax), s	* 20	29.5	20.0	40.0	* 20	29.5	20.0	40.0
Max Q Clear Time (g_c+I1), s	13.0	14.9	10.5	28.6	15.6	16.5	11.3	22.8
Green Ext Time (p_c), s	0.1	2.8	0.2	4.1	0.1	2.4	0.1	4.6

Intersection Summary	
HCM 6th Ctrl Delay	45.2
HCM 6th LOS	D

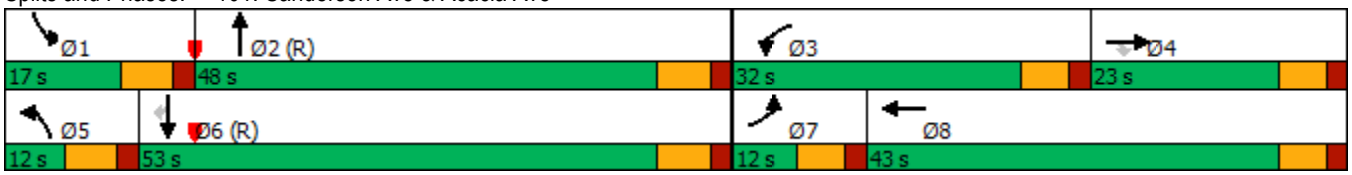
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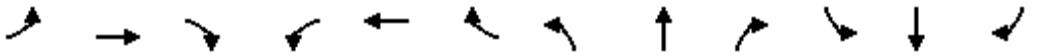
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	8	162	145	144	155	108	782	73	712	3
Future Volume (vph)	8	162	145	144	155	108	782	73	712	3
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0	7.0
Minimum Split (s)	10.3	13.3	13.3	10.3	13.3	10.7	13.7	10.7	13.7	13.7
Total Split (s)	12.0	23.0	23.0	32.0	43.0	12.0	48.0	17.0	53.0	53.0
Total Split (%)	10.0%	19.2%	19.2%	26.7%	35.8%	10.0%	40.0%	14.2%	44.2%	44.2%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.7	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	4.7	17.2	17.2	14.2	35.3	14.0	56.4	8.5	48.6	48.6
Actuated g/C Ratio	0.04	0.14	0.14	0.12	0.29	0.12	0.47	0.07	0.40	0.40
v/c Ratio	0.13	0.64	0.38	0.73	0.55	0.55	0.59	0.61	0.52	0.00
Control Delay	59.2	58.7	4.6	69.7	35.0	62.7	27.7	73.9	29.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.2	58.7	4.6	69.7	35.0	62.7	27.7	73.9	29.0	0.0
LOS	E	E	A	E	C	E	C	E	C	A
Approach Delay		33.8			46.8		31.4		33.0	
Approach LOS		C			D		C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 4 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 34.7	Intersection LOS: C
Intersection Capacity Utilization 70.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 101: Sanderson Ave & Acacia Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	162	145	144	155	124	108	782	131	73	712	3
Future Volume (veh/h)	8	162	145	144	155	124	108	782	131	73	712	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	174	156	155	167	133	116	841	141	78	766	3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	16	222	188	183	205	163	80	1578	265	99	1881	821
Arrive On Green	0.01	0.12	0.12	0.10	0.21	0.21	0.04	0.51	0.51	0.05	0.52	0.52
Sat Flow, veh/h	1810	1900	1606	1810	979	780	1810	3093	518	1810	3610	1575
Grp Volume(v), veh/h	9	174	156	155	0	300	116	491	491	78	766	3
Grp Sat Flow(s),veh/h/ln	1810	1900	1606	1810	0	1758	1810	1805	1806	1810	1805	1575
Q Serve(g_s), s	0.6	10.7	11.4	10.1	0.0	19.5	5.3	22.0	22.0	5.1	15.5	0.1
Cycle Q Clear(g_c), s	0.6	10.7	11.4	10.1	0.0	19.5	5.3	22.0	22.0	5.1	15.5	0.1
Prop In Lane	1.00		1.00	1.00		0.44	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	16	222	188	183	0	368	80	921	922	99	1881	821
V/C Ratio(X)	0.58	0.78	0.83	0.85	0.00	0.81	1.45	0.53	0.53	0.78	0.41	0.00
Avail Cap(c_a), veh/h	86	264	224	388	0	538	80	921	922	155	1881	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.72	0.72	0.72
Uniform Delay (d), s/veh	59.3	51.5	51.8	53.0	0.0	45.2	57.3	19.8	19.8	56.0	17.5	13.8
Incr Delay (d2), s/veh	11.8	13.5	21.3	4.1	0.0	7.6	259.8	2.2	2.2	3.8	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	5.9	5.7	4.8	0.0	9.3	8.2	9.6	9.6	2.4	6.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.0	65.0	73.1	57.1	0.0	52.8	317.1	22.0	22.0	59.8	17.9	13.8
LnGrp LOS	E	E	E	E	A	D	F	C	C	E	B	B
Approach Vol, veh/h		339			455			1098			847	
Approach Delay, s/veh		68.9			54.3			53.2			21.8	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	67.9	18.4	20.3	12.0	69.2	7.3	31.4
Change Period (Y+Rc), s	6.7	6.7	6.3	6.3	6.7	6.7	6.3	6.3
Max Green Setting (Gmax), s	10.3	41.3	25.7	16.7	5.3	46.3	5.7	36.7
Max Q Clear Time (g_c+I1), s	7.1	24.0	12.1	13.4	7.3	17.5	2.6	21.5
Green Ext Time (p_c), s	0.0	8.2	0.1	0.6	0.0	8.4	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	45.6
HCM 6th LOS	D

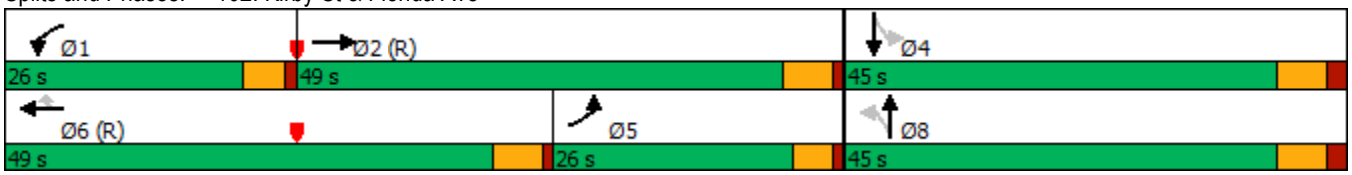
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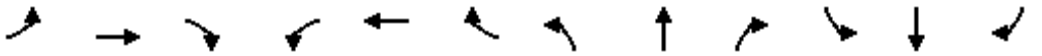
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	61	566	59	583	43	56	241	65	228
Future Volume (vph)	61	566	59	583	43	56	241	65	228
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	9.7	10.5	10.5	11.5	11.5	11.5	11.5
Total Split (s)	26.0	49.0	26.0	49.0	49.0	45.0	45.0	45.0	45.0
Total Split (%)	21.7%	40.8%	21.7%	40.8%	40.8%	37.5%	37.5%	37.5%	37.5%
Yellow Time (s)	3.7	4.5	3.7	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	4.7	5.5	5.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	18.0	58.1	8.6	48.7	48.7	38.5	38.5	38.5	38.5
Actuated g/C Ratio	0.15	0.48	0.07	0.41	0.41	0.32	0.32	0.32	0.32
v/c Ratio	0.24	0.38	0.49	0.42	0.07	0.19	0.28	0.21	0.30
Control Delay	45.1	21.0	65.4	28.3	1.5	31.6	28.6	31.9	26.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.1	21.0	65.4	28.3	1.5	31.6	28.6	31.9	26.7
LOS	D	C	E	C	A	C	C	C	C
Approach Delay		23.2		29.9			29.1		27.6
Approach LOS		C		C			C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 92 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 27.2	Intersection LOS: C
Intersection Capacity Utilization 54.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 102: Kirby St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	566	53	59	583	43	56	241	56	65	228	87
Future Volume (veh/h)	61	566	53	59	583	43	56	241	56	65	228	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	65	602	56	63	620	46	60	256	60	69	243	93
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	1652	153	82	1309	575	322	934	215	334	823	305
Arrive On Green	0.17	0.49	0.49	0.05	0.36	0.36	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	3339	310	1810	3610	1588	1059	2912	670	1079	2564	952
Grp Volume(v), veh/h	65	325	333	63	620	46	60	157	159	69	169	167
Grp Sat Flow(s),veh/h/ln	1810	1805	1844	1810	1805	1588	1059	1805	1777	1079	1805	1711
Q Serve(g_s), s	3.7	13.3	13.4	4.1	15.9	2.3	5.4	7.8	8.0	6.1	8.4	8.8
Cycle Q Clear(g_c), s	3.7	13.3	13.4	4.1	15.9	2.3	14.2	7.8	8.0	14.1	8.4	8.8
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.38	1.00		0.56
Lane Grp Cap(c), veh/h	309	893	912	82	1309	575	322	579	570	334	579	549
V/C Ratio(X)	0.21	0.36	0.37	0.77	0.47	0.08	0.19	0.27	0.28	0.21	0.29	0.30
Avail Cap(c_a), veh/h	321	893	912	321	1309	575	322	579	570	334	579	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	18.7	18.7	56.7	29.4	25.1	36.0	30.3	30.4	35.7	30.5	30.7
Incr Delay (d2), s/veh	0.1	1.0	1.0	5.6	1.2	0.3	1.3	1.2	1.2	1.4	1.3	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.7	5.8	2.0	7.0	0.9	1.5	3.6	3.6	1.8	3.9	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	19.7	19.7	62.3	30.7	25.4	37.3	31.5	31.6	37.1	31.8	32.1
LnGrp LOS	D	B	B	E	C	C	D	C	C	D	C	C
Approach Vol, veh/h		723			729			376			405	
Approach Delay, s/veh		21.8			33.1			32.5			32.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	64.9		45.0	26.0	49.0		45.0				
Change Period (Y+Rc), s	* 4.7	5.5		6.5	5.5	* 5.5		6.5				
Max Green Setting (Gmax), s	* 21	43.5		38.5	21.3	* 44		38.5				
Max Q Clear Time (g_c+I1), s	6.1	15.4		16.1	5.7	17.9		16.2				
Green Ext Time (p_c), s	0.0	2.6		2.3	0.1	2.8		2.1				

Intersection Summary			
HCM 6th Ctrl Delay		29.3	
HCM 6th LOS		C	

Notes

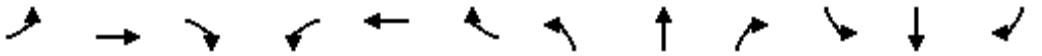
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	57	586	68	644	46	151	67	59	143	65
Future Volume (vph)	57	586	68	644	46	151	67	59	143	65
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	1	6		8			4	
Permitted Phases					8		8	4		4
Detector Phase	5	2	1	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	9.7	9.7	9.7	9.7	9.7	9.7
Total Split (s)	16.0	51.0	17.0	52.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	15.2%	48.6%	16.2%	49.5%	35.2%	35.2%	35.2%	35.2%	35.2%	35.2%
Yellow Time (s)	3.7	4.1	3.7	4.1	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	4.7	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	8.0	51.5	8.6	52.2	32.3	32.3	32.3	32.3	32.3	32.3
Actuated g/C Ratio	0.08	0.49	0.08	0.50	0.31	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.44	0.36	0.49	0.41	0.13	0.27	0.13	0.18	0.26	0.13
Control Delay	55.6	18.1	77.6	5.3	27.6	29.1	7.0	28.3	28.8	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.6	18.1	77.6	5.3	27.6	29.1	7.0	28.3	28.8	6.7
LOS	E	B	E	A	C	C	A	C	C	A
Approach Delay		21.4		11.9		23.2			23.4	
Approach LOS		C		B		C			C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 58 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 18.2	Intersection LOS: B
Intersection Capacity Utilization 51.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 103: Lyon Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	586	24	68	644	43	46	151	67	59	143	65
Future Volume (veh/h)	57	586	24	68	644	43	46	151	67	59	143	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	60	617	25	72	678	45	48	159	71	62	151	68
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	78	1775	72	94	1754	116	361	584	494	354	584	487
Arrive On Green	0.04	0.50	0.50	0.02	0.17	0.17	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1810	3531	143	1810	3430	227	1178	1900	1605	1167	1900	1584
Grp Volume(v), veh/h	60	315	327	72	357	366	48	159	71	62	151	68
Grp Sat Flow(s),veh/h/ln	1810	1805	1869	1810	1805	1852	1178	1900	1605	1167	1900	1584
Q Serve(g_s), s	3.4	11.0	11.1	4.2	18.4	18.5	3.4	6.6	3.4	4.5	6.3	3.3
Cycle Q Clear(g_c), s	3.4	11.0	11.1	4.2	18.4	18.5	9.6	6.6	3.4	11.1	6.3	3.3
Prop In Lane	1.00		0.08	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	78	907	939	94	923	947	361	584	494	354	584	487
V/C Ratio(X)	0.77	0.35	0.35	0.77	0.39	0.39	0.13	0.27	0.14	0.18	0.26	0.14
Avail Cap(c_a), veh/h	195	907	939	212	923	947	361	584	494	354	584	487
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	15.7	15.7	51.0	29.0	29.0	31.0	27.5	26.3	31.7	27.3	26.3
Incr Delay (d2), s/veh	5.9	1.1	1.0	4.4	1.1	1.1	0.8	1.1	0.6	1.1	1.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.6	4.8	2.0	9.1	9.4	1.0	3.2	1.4	1.4	3.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.6	16.8	16.8	55.4	30.1	30.1	31.7	28.6	26.9	32.7	28.4	26.9
LnGrp LOS	E	B	B	E	C	C	C	C	C	C	C	C
Approach Vol, veh/h		702			795			278			281	
Approach Delay, s/veh		20.1			32.4			28.7			29.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	57.9		37.0	9.2	58.8		37.0				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		* 4.7				
Max Green Setting (Gmax), s	* 12	45.9		* 32	* 11	46.9		* 32				
Max Q Clear Time (g_c+I1), s	6.2	13.1		13.1	5.4	20.5		11.6				
Green Ext Time (p_c), s	0.0	2.5		0.7	0.0	2.8		0.7				

Intersection Summary		
HCM 6th Ctrl Delay	27.2	
HCM 6th LOS	C	

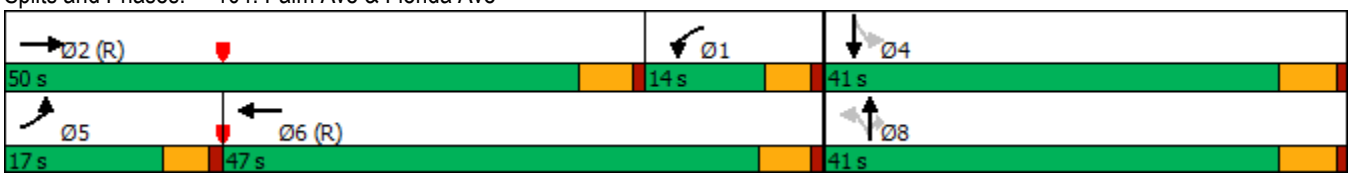
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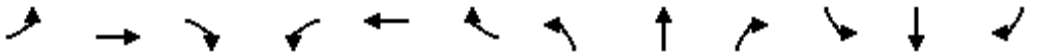
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	43	628	84	693	66	134	65	22	155
Future Volume (vph)	43	628	84	693	66	134	65	22	155
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.4	10.4	10.4	10.4	10.4
Total Split (s)	17.0	50.0	14.0	47.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	16.2%	47.6%	13.3%	44.8%	39.0%	39.0%	39.0%	39.0%	39.0%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.4	5.4	5.4	5.4	5.4
Lead/Lag	Lead	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	7.3	47.7	8.6	48.9	35.6	35.6	35.6	35.6	35.6
Actuated g/C Ratio	0.07	0.45	0.08	0.47	0.34	0.34	0.34	0.34	0.34
v/c Ratio	0.37	0.44	0.62	0.46	0.19	0.22	0.11	0.06	0.32
Control Delay	75.1	13.3	47.1	9.3	26.4	26.0	1.0	24.0	26.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.1	13.3	47.1	9.3	26.4	26.0	1.0	24.0	26.0
LOS	E	B	D	A	C	C	A	C	C
Approach Delay		17.0		13.2		20.0			25.8
Approach LOS		B		B		B			C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 16.8	Intersection LOS: B
Intersection Capacity Utilization 55.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: Palm Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	628	43	84	693	29	66	134	65	22	155	33
Future Volume (veh/h)	43	628	43	84	693	29	66	134	65	22	155	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	675	46	90	745	31	71	144	70	24	167	35
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	1464	100	153	1697	71	376	644	536	405	514	108
Arrive On Green	0.07	0.86	0.86	0.11	0.64	0.64	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1810	3423	233	1810	3527	147	1194	1900	1580	1181	1517	318
Grp Volume(v), veh/h	46	356	365	90	381	395	71	144	70	24	0	202
Grp Sat Flow(s),veh/h/ln	1810	1805	1851	1810	1805	1869	1194	1900	1580	1181	0	1835
Q Serve(g_s), s	2.6	4.9	5.0	5.0	11.1	11.1	4.9	5.7	3.2	1.6	0.0	8.6
Cycle Q Clear(g_c), s	2.6	4.9	5.0	5.0	11.1	11.1	13.5	5.7	3.2	7.2	0.0	8.6
Prop In Lane	1.00		0.13	1.00		0.08	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	64	772	791	153	868	899	376	644	536	405	0	622
V/C Ratio(X)	0.72	0.46	0.46	0.59	0.44	0.44	0.19	0.22	0.13	0.06	0.00	0.32
Avail Cap(c_a), veh/h	212	772	791	160	868	899	376	644	536	405	0	622
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.92	0.92	0.92	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.3	4.7	4.7	44.8	11.8	11.8	30.8	24.8	24.0	27.4	0.0	25.8
Incr Delay (d2), s/veh	5.4	1.9	1.8	2.9	1.5	1.4	1.1	0.8	0.5	0.3	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.7	1.7	2.3	4.1	4.2	1.5	2.7	1.3	0.5	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.7	6.6	6.5	47.8	13.3	13.3	31.9	25.6	24.5	27.7	0.0	27.2
LnGrp LOS	D	A	A	D	B	B	C	C	C	C	A	C
Approach Vol, veh/h		767			866			285			226	
Approach Delay, s/veh		9.4			16.9			26.9			27.2	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	50.0		41.0	8.4	55.6		41.0				
Change Period (Y+Rc), s	5.1	* 5.1		5.4	* 4.7	5.1		5.4				
Max Green Setting (Gmax), s	9.3	* 45		35.6	* 12	41.9		35.6				
Max Q Clear Time (g_c+I1), s	7.0	7.0		10.6	4.6	13.1		15.5				
Green Ext Time (p_c), s	0.0	2.9		0.8	0.0	3.1		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		16.6	
HCM 6th LOS		B	

Notes

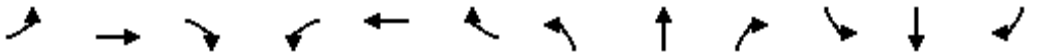
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	77	561	43	694	36	278	96	214	112
Future Volume (vph)	77	561	43	694	36	278	96	214	112
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	16.0	58.0	16.0	58.0	31.0	31.0	31.0	31.0	31.0
Total Split (%)	15.2%	55.2%	15.2%	55.2%	29.5%	29.5%	29.5%	29.5%	29.5%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	8.9	58.9	7.3	57.3	25.9	25.9	25.9	25.9	25.9
Actuated g/C Ratio	0.08	0.56	0.07	0.55	0.25	0.25	0.25	0.25	0.25
v/c Ratio	0.56	0.32	0.38	0.42	0.19	0.40	0.49	0.50	0.25
Control Delay	69.7	8.9	71.8	4.6	34.2	33.1	43.0	38.4	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.7	8.9	71.8	4.6	34.2	33.1	43.0	38.4	7.2
LOS	E	A	E	A	C	C	D	D	A
Approach Delay		16.0		8.2		33.2		31.2	
Approach LOS		B		A		C		C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 57 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 18.8	Intersection LOS: B
Intersection Capacity Utilization 57.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 105: State St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	561	23	43	694	59	36	278	43	96	214	112
Future Volume (veh/h)	77	561	23	43	694	59	36	278	43	96	214	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	85	616	25	47	763	65	40	305	47	105	235	123
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	108	2034	82	64	1855	158	214	774	118	240	469	396
Arrive On Green	0.12	1.00	1.00	0.04	0.55	0.55	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	3532	143	1810	3362	286	1038	3139	478	1044	1900	1606
Grp Volume(v), veh/h	85	314	327	47	410	418	40	174	178	105	235	123
Grp Sat Flow(s),veh/h/ln	1810	1805	1871	1810	1805	1843	1038	1805	1812	1044	1900	1606
Q Serve(g_s), s	4.8	0.0	0.0	2.7	13.8	13.8	3.6	8.4	8.6	9.8	11.2	6.6
Cycle Q Clear(g_c), s	4.8	0.0	0.0	2.7	13.8	13.8	14.8	8.4	8.6	18.4	11.2	6.6
Prop In Lane	1.00		0.08	1.00		0.16	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	108	1039	1077	64	996	1017	214	445	447	240	469	396
V/C Ratio(X)	0.79	0.30	0.30	0.73	0.41	0.41	0.19	0.39	0.40	0.44	0.50	0.31
Avail Cap(c_a), veh/h	195	1039	1077	195	996	1017	214	445	447	240	469	396
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	0.0	0.0	50.1	13.6	13.6	40.4	33.0	33.0	40.7	34.0	32.3
Incr Delay (d2), s/veh	4.4	0.7	0.7	5.5	1.2	1.2	1.9	2.6	2.6	5.7	3.8	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.2	0.2	1.3	5.6	5.7	1.0	4.0	4.1	2.9	5.6	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	0.7	0.7	55.6	14.8	14.8	42.3	35.5	35.7	46.4	37.8	34.3
LnGrp LOS	D	A	A	E	B	B	D	D	D	D	D	C
Approach Vol, veh/h		726			875			392			463	
Approach Delay, s/veh		6.5			17.0			36.3			38.8	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	65.6		31.0	11.0	63.0		31.0				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	* 4.7	5.1		5.1				
Max Green Setting (Gmax), s	* 11	52.9		25.9	* 11	52.9		25.9				
Max Q Clear Time (g_c+I1), s	4.7	2.0		20.4	6.8	15.8		16.8				
Green Ext Time (p_c), s	0.0	2.5		0.7	0.0	3.5		1.0				

Intersection Summary	
HCM 6th Ctrl Delay	21.1
HCM 6th LOS	C

Notes

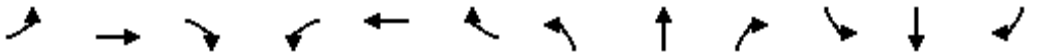
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	19	627	35	729	47	183	25	109	28
Future Volume (vph)	19	627	35	729	47	183	25	109	28
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	13.0	58.0	11.0	56.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	12.4%	55.2%	10.5%	53.3%	34.3%	34.3%	34.3%	34.3%	34.3%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lag	Lag	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	None	Max	Max	Max
Act Effct Green (s)	8.7	57.3	5.9	58.6	30.9	30.9	30.9	30.9	30.9
Actuated g/C Ratio	0.08	0.55	0.06	0.56	0.29	0.29	0.29	0.29	0.29
v/c Ratio	0.13	0.36	0.38	0.40	0.13	0.44	0.10	0.21	0.05
Control Delay	43.2	4.8	50.6	16.3	28.5	31.7	28.3	29.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.2	4.8	50.6	16.3	28.5	31.7	28.3	29.1	0.2
LOS	D	A	D	B	C	C	C	C	A
Approach Delay		5.9		17.8		31.1		24.0	
Approach LOS		A		B		C		C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 50 (48%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 16.0	Intersection LOS: B
Intersection Capacity Utilization 57.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 106: Buena Vista St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	627	26	35	729	14	47	183	43	25	109	28
Future Volume (veh/h)	19	627	26	35	729	14	47	183	43	25	109	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	674	28	38	784	15	51	197	46	27	117	30
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	539	1876	78	58	950	18	381	438	102	284	559	473
Arrive On Green	0.60	1.00	1.00	0.01	0.09	0.09	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	3528	146	1810	3621	69	1259	1489	348	1154	1900	1607
Grp Volume(v), veh/h	20	345	357	38	391	408	51	0	243	27	117	30
Grp Sat Flow(s),veh/h/ln	1810	1805	1869	1810	1805	1885	1259	0	1837	1154	1900	1607
Q Serve(g_s), s	0.5	0.0	0.0	2.2	22.4	22.4	3.3	0.0	11.3	2.0	4.9	1.4
Cycle Q Clear(g_c), s	0.5	0.0	0.0	2.2	22.4	22.4	8.2	0.0	11.3	13.3	4.9	1.4
Prop In Lane	1.00		0.08	1.00		0.04	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	539	960	994	58	473	494	381	0	540	284	559	473
V/C Ratio(X)	0.04	0.36	0.36	0.66	0.83	0.83	0.13	0.00	0.45	0.10	0.21	0.06
Avail Cap(c_a), veh/h	539	960	994	109	875	914	381	0	540	284	559	473
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	0.0	51.4	45.6	45.6	30.9	0.0	30.1	35.6	27.9	26.6
Incr Delay (d2), s/veh	0.0	1.0	1.0	4.5	1.4	1.3	0.1	0.0	0.2	0.7	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.3	1.1	11.0	11.4	1.0	0.0	5.0	0.6	2.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.0	1.0	1.0	55.9	47.0	46.9	31.0	0.0	30.4	36.2	28.7	26.9
LnGrp LOS	B	A	A	E	D	D	C	A	C	D	C	C
Approach Vol, veh/h		722			837			294			174	
Approach Delay, s/veh		1.4			47.3			30.5			29.6	
Approach LOS		A			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	61.0		36.0	36.4	32.6		36.0				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	5.1	* 5.1		5.1				
Max Green Setting (Gmax), s	* 6.3	52.9		30.9	8.3	* 51		30.9				
Max Q Clear Time (g_c+I1), s	4.2	2.0		15.3	2.5	24.4		13.3				
Green Ext Time (p_c), s	0.0	2.8		0.4	0.0	3.2		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		27.0	
HCM 6th LOS		C	

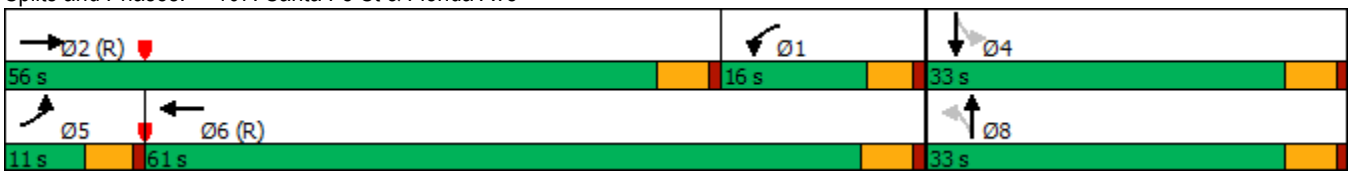
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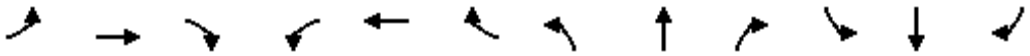
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	25	596	58	711	44	102	20	53
Future Volume (vph)	25	596	58	711	44	102	20	53
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.0	10.0	10.0	10.0
Total Split (s)	11.0	56.0	16.0	61.0	33.0	33.0	33.0	33.0
Total Split (%)	10.5%	53.3%	15.2%	58.1%	31.4%	31.4%	31.4%	31.4%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	6.2	68.5	10.0	74.2	13.6	13.6	13.6	13.6
Actuated g/C Ratio	0.06	0.65	0.10	0.71	0.13	0.13	0.13	0.13
v/c Ratio	0.25	0.30	0.36	0.31	0.27	0.72	0.23	0.34
Control Delay	65.2	3.6	49.8	7.5	43.2	51.0	44.6	32.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.2	3.6	49.8	7.5	43.2	51.0	44.6	32.8
LOS	E	A	D	A	D	D	D	C
Approach Delay		5.9		10.6		49.4		35.3
Approach LOS		A		B		D		D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 4 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 14.9	Intersection LOS: B
Intersection Capacity Utilization 53.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 107: Santa Fe St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	596	57	58	711	20	44	102	69	20	53	26
Future Volume (veh/h)	25	596	57	58	711	20	44	102	69	20	53	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	641	61	62	765	22	47	110	74	22	57	28
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	47	1611	153	419	2486	71	196	147	99	116	166	82
Arrive On Green	0.01	0.16	0.16	0.23	0.69	0.69	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1810	3323	316	1810	3581	103	1331	1058	712	1217	1196	587
Grp Volume(v), veh/h	27	348	354	62	386	401	47	0	184	22	0	85
Grp Sat Flow(s),veh/h/ln	1810	1805	1834	1810	1805	1879	1331	0	1770	1217	0	1783
Q Serve(g_s), s	1.6	18.1	18.2	2.9	8.7	8.7	3.5	0.0	10.5	1.9	0.0	4.5
Cycle Q Clear(g_c), s	1.6	18.1	18.2	2.9	8.7	8.7	8.0	0.0	10.5	12.3	0.0	4.5
Prop In Lane	1.00		0.17	1.00		0.05	1.00		0.40	1.00		0.33
Lane Grp Cap(c), veh/h	47	875	889	419	1253	1304	196	0	246	116	0	248
V/C Ratio(X)	0.57	0.40	0.40	0.15	0.31	0.31	0.24	0.00	0.75	0.19	0.00	0.34
Avail Cap(c_a), veh/h	109	875	889	419	1253	1304	366	0	472	272	0	476
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.75	0.75	0.75	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.5	30.3	30.4	32.1	6.2	6.2	44.5	0.0	43.5	49.4	0.0	40.9
Incr Delay (d2), s/veh	3.9	1.3	1.3	0.0	0.5	0.5	0.2	0.0	1.7	0.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	9.0	9.2	1.2	3.0	3.1	1.2	0.0	4.7	0.6	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.3	31.6	31.6	32.1	6.7	6.7	44.7	0.0	45.2	49.7	0.0	41.2
LnGrp LOS	E	C	C	C	A	A	D	A	D	D	A	D
Approach Vol, veh/h		729			849			231			107	
Approach Delay, s/veh		32.5			8.6			45.1			42.9	
Approach LOS		C			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.4	56.0		19.6	7.4	78.0		19.6				
Change Period (Y+Rc), s	5.1	* 5.1		5.0	* 4.7	5.1		5.0				
Max Green Setting (Gmax), s	11.3	* 51		28.0	* 6.3	55.9		28.0				
Max Q Clear Time (g_c+I1), s	4.9	20.2		14.3	3.6	10.7		12.5				
Green Ext Time (p_c), s	0.0	2.8		0.2	0.0	3.2		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		24.0
HCM 6th LOS		C

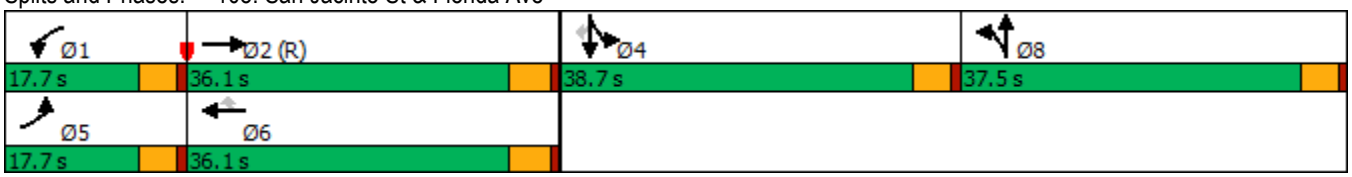
Notes

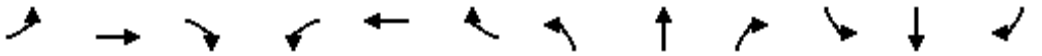
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	129	448	97	596	96	56	255	105	187	125
Future Volume (vph)	129	448	97	596	96	56	255	105	187	125
Turn Type	Prot	NA	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2	1	6		8	8	4	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	9.7	9.7	9.7	9.7	9.7
Total Split (s)	17.7	36.1	17.7	36.1	36.1	37.5	37.5	38.7	38.7	38.7
Total Split (%)	13.6%	27.8%	13.6%	27.8%	27.8%	28.8%	28.8%	29.8%	29.8%	29.8%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	12.3	33.0	11.0	31.7	31.7	32.8	32.8	34.0	34.0	34.0
Actuated g/C Ratio	0.09	0.25	0.08	0.24	0.24	0.25	0.25	0.26	0.26	0.26
v/c Ratio	0.82	0.59	0.69	0.74	0.23	0.13	0.35	0.23	0.46	0.27
Control Delay	92.6	45.5	80.5	51.3	11.0	38.7	39.6	39.4	44.0	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.6	45.5	80.5	51.3	11.0	38.7	39.6	39.4	44.0	7.3
LOS	F	D	F	D	B	D	D	D	D	A
Approach Delay		55.3		50.0			39.5		31.9	
Approach LOS		E		D			D		C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0.4 (0%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 46.4	Intersection LOS: D
Intersection Capacity Utilization 57.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 108: San Jacinto St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	448	44	97	596	96	56	255	37	105	187	125
Future Volume (veh/h)	129	448	44	97	596	96	56	255	37	105	187	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	140	487	48	105	648	104	61	277	40	114	203	136
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	165	886	87	129	893	388	457	797	114	473	497	411
Arrive On Green	0.09	0.27	0.27	0.07	0.25	0.25	0.25	0.25	0.25	0.26	0.26	0.26
Sat Flow, veh/h	1810	3316	326	1810	3610	1571	1810	3161	451	1810	1900	1573
Grp Volume(v), veh/h	140	264	271	105	648	104	61	157	160	114	203	136
Grp Sat Flow(s),veh/h/ln	1810	1805	1837	1810	1805	1571	1810	1805	1806	1810	1900	1573
Q Serve(g_s), s	9.9	16.3	16.5	7.4	21.4	6.9	3.4	9.2	9.5	6.5	11.5	9.1
Cycle Q Clear(g_c), s	9.9	16.3	16.5	7.4	21.4	6.9	3.4	9.2	9.5	6.5	11.5	9.1
Prop In Lane	1.00		0.18	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	165	482	491	129	893	388	457	455	456	473	497	411
V/C Ratio(X)	0.85	0.55	0.55	0.81	0.73	0.27	0.13	0.34	0.35	0.24	0.41	0.33
Avail Cap(c_a), veh/h	181	482	491	181	893	388	457	455	456	473	497	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	40.9	40.9	59.5	44.9	39.4	37.6	39.8	39.9	37.8	39.7	38.8
Incr Delay (d2), s/veh	25.1	4.3	4.2	12.2	3.0	0.4	0.6	2.1	2.1	1.2	2.5	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	7.8	8.0	3.8	9.9	2.7	1.6	4.4	4.5	3.0	5.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.3	45.1	45.2	71.7	47.9	39.8	38.2	41.8	42.0	39.0	42.2	40.9
LnGrp LOS	F	D	D	E	D	D	D	D	D	D	D	D
Approach Vol, veh/h		675			857			378			453	
Approach Delay, s/veh		53.1			49.8			41.3			41.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	39.8		38.7	16.6	37.2		37.5				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		4.7				
Max Green Setting (Gmax), s	* 13	31.0		* 34	* 13	31.0		32.8				
Max Q Clear Time (g_c+I1), s	9.4	18.5		13.5	11.9	23.4		11.5				
Green Ext Time (p_c), s	0.0	2.5		1.9	0.0	2.7		2.0				

Intersection Summary		
HCM 6th Ctrl Delay		47.7
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.

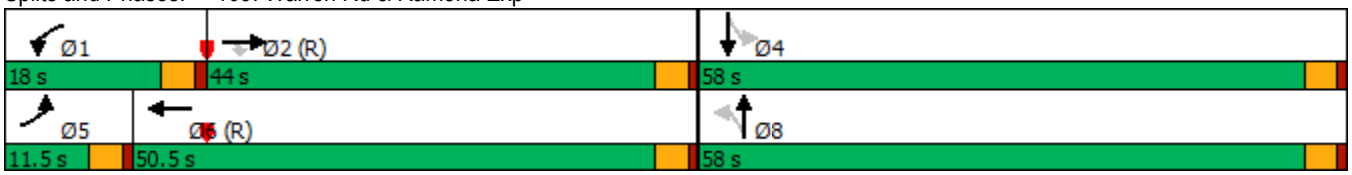
User approved volume balancing among the lanes for turning movement.

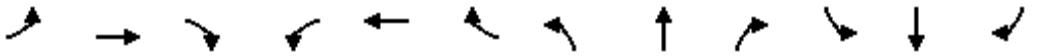
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBT	Ø5
Lane Configurations								
Traffic Volume (vph)	468	190	257	742	394	9	9	
Future Volume (vph)	468	190	257	742	394	9	9	
Turn Type	NA	Perm	Prot	NA	Perm	NA	NA	
Protected Phases	2		1	6		8	4	5
Permitted Phases		2			8			
Detector Phase	2	2	1	6	8	8	4	
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	44.0	44.0	18.0	50.5	58.0	58.0	58.0	11.5
Total Split (%)	36.7%	36.7%	15.0%	42.1%	48.3%	48.3%	48.3%	10%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lag	Lag	Lead	Lag				Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				Yes
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max	Max	None
Act Effct Green (s)	40.0	40.0	14.0	58.0	54.0	54.0	54.0	
Actuated g/C Ratio	0.33	0.33	0.12	0.48	0.45	0.45	0.45	
v/c Ratio	0.42	0.30	1.31	0.46	0.66	0.39	0.01	
Control Delay	32.3	5.1	212.7	21.7	31.9	3.9	18.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	32.3	5.1	212.7	21.7	31.9	3.9	18.3	
LOS	C	A	F	C	C	A	B	
Approach Delay	24.4			70.7		19.2	18.3	
Approach LOS	C			E		B	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.31	
Intersection Signal Delay: 42.2	Intersection LOS: D
Intersection Capacity Utilization 65.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 109: Warren Rd & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	468	190	257	742	2	394	9	320	0	9	0
Future Volume (veh/h)	0	468	190	257	742	2	394	9	320	0	9	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	503	204	276	798	2	424	10	344	0	10	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	1203	537	211	1785	4	698	21	707	0	855	0
Arrive On Green	0.00	0.33	0.33	0.12	0.48	0.48	0.45	0.45	0.45	0.00	0.45	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3694	9	1427	46	1571	0	1900	0
Grp Volume(v), veh/h	0	503	204	276	390	410	424	0	354	0	10	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1898	1427	0	1617	0	1900	0
Q Serve(g_s), s	0.0	13.0	11.6	14.0	17.1	17.1	28.0	0.0	18.5	0.0	0.3	0.0
Cycle Q Clear(g_c), s	0.0	13.0	11.6	14.0	17.1	17.1	28.4	0.0	18.5	0.0	0.3	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.97	0.00		0.00
Lane Grp Cap(c), veh/h	2	1203	537	211	872	918	698	0	728	0	855	0
V/C Ratio(X)	0.00	0.42	0.38	1.31	0.45	0.45	0.61	0.00	0.49	0.00	0.01	0.00
Avail Cap(c_a), veh/h	113	1203	537	211	872	918	698	0	728	0	855	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	31.0	30.5	53.0	20.4	20.4	26.1	0.0	23.2	0.0	18.2	0.0
Incr Delay (d2), s/veh	0.0	1.1	2.0	168.1	1.7	1.6	3.9	0.0	2.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.8	4.8	16.2	7.5	7.9	10.1	0.0	7.5	0.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.1	32.6	221.1	22.1	22.0	30.0	0.0	25.6	0.0	18.3	0.0
LnGrp LOS	A	C	C	F	C	C	C	A	C	A	B	A
Approach Vol, veh/h		707			1076			778			10	
Approach Delay, s/veh		32.2			73.1			28.0			18.3	
Approach LOS		C			E			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	44.0		58.0	0.0	62.0		58.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	40.0		54.0	7.5	46.5		54.0				
Max Q Clear Time (g_c+I1), s	16.0	15.0		2.3	0.0	19.1		30.4				
Green Ext Time (p_c), s	0.0	4.3		0.0	0.0	5.5		3.8				

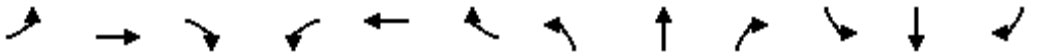
Intersection Summary												
HCM 6th Ctrl Delay			48.0									
HCM 6th LOS			D									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	68	31	102	23	166	18	497	100	51	363	2
Future Volume (vph)	5	68	31	102	23	166	18	497	100	51	363	2
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	22.5	22.5	12.0	23.0	23.0	11.5	44.0	44.0	11.5	44.0	44.0
Total Split (%)	12.8%	25.0%	25.0%	13.3%	25.6%	25.6%	12.8%	48.9%	48.9%	12.8%	48.9%	48.9%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.0	9.1	9.1	7.8	16.5	16.5	7.2	53.0	53.0	8.5	58.7	58.7
Actuated g/C Ratio	0.08	0.10	0.10	0.09	0.18	0.18	0.08	0.59	0.59	0.09	0.65	0.65
v/c Ratio	0.04	0.38	0.13	0.71	0.07	0.40	0.13	0.48	0.11	0.32	0.31	0.00
Control Delay	39.2	43.1	1.0	64.7	30.5	8.4	40.5	15.0	2.9	42.7	10.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.2	43.1	1.0	64.7	30.5	8.4	40.5	15.0	2.9	42.7	10.0	0.0
LOS	D	D	A	E	C	A	D	B	A	D	A	A
Approach Delay		30.4			29.9			13.7			14.0	
Approach LOS		C			C			B			B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 18.3	Intersection LOS: B
Intersection Capacity Utilization 54.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 110: Warren Rd & Cottonwood Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	68	31	102	23	166	18	497	100	51	363	2
Future Volume (veh/h)	5	68	31	102	23	166	18	497	100	51	363	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	5	73	33	110	25	178	19	534	108	55	390	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	17	148	125	139	276	234	53	1158	981	105	1213	1028
Arrive On Green	0.01	0.08	0.08	0.08	0.15	0.15	0.03	0.61	0.61	0.06	0.64	0.64
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	5	73	33	110	25	178	19	534	108	55	390	2
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	0.2	3.3	1.7	5.4	1.0	9.6	0.9	13.7	2.5	2.7	8.4	0.0
Cycle Q Clear(g_c), s	0.2	3.3	1.7	5.4	1.0	9.6	0.9	13.7	2.5	2.7	8.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	148	125	139	276	234	53	1158	981	105	1213	1028
V/C Ratio(X)	0.30	0.49	0.26	0.79	0.09	0.76	0.36	0.46	0.11	0.52	0.32	0.00
Avail Cap(c_a), veh/h	151	391	331	161	401	340	151	1158	981	151	1213	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	39.8	39.1	40.8	33.3	36.9	42.8	9.5	7.4	41.2	7.4	5.9
Incr Delay (d2), s/veh	9.9	2.5	1.1	20.3	0.1	5.8	4.0	1.3	0.2	4.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.6	0.7	3.1	0.5	4.1	0.5	5.5	0.9	1.3	3.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.2	42.3	40.2	61.1	33.4	42.8	46.8	10.9	7.6	45.2	8.1	5.9
LnGrp LOS	D	D	D	E	C	D	D	B	A	D	A	A
Approach Vol, veh/h		111			313			661			447	
Approach Delay, s/veh		42.2			48.5			11.4			12.7	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	58.9	10.9	11.0	6.6	61.4	4.8	17.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	40.0	8.0	18.5	7.5	40.0	7.5	19.0
Max Q Clear Time (g_c+I1), s	4.7	15.7	7.4	5.3	2.9	10.4	2.2	11.6
Green Ext Time (p_c), s	0.0	4.0	0.0	0.3	0.0	2.6	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	94.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	72	2	166	34	71	1	502	141	55	434	16
Future Vol, veh/h	44	72	2	166	34	71	1	502	141	55	434	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	46	76	2	175	36	75	1	528	148	58	457	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

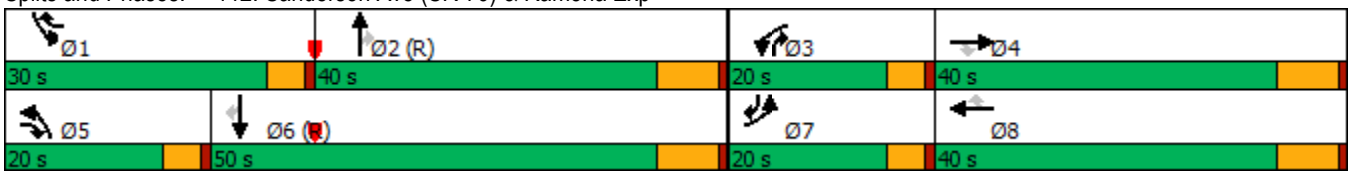
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	16.3	23.6	158.9	69.1
HCM LOS	C	C	F	F

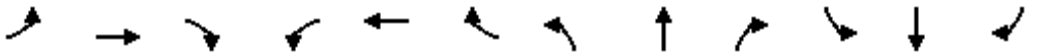
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	37%	61%	11%
Vol Thru, %	78%	61%	13%	86%
Vol Right, %	22%	2%	26%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	644	118	271	505
LT Vol	1	44	166	55
Through Vol	502	72	34	434
RT Vol	141	2	71	16
Lane Flow Rate	678	124	285	532
Geometry Grp	1	1	1	1
Degree of Util (X)	1.273	0.297	0.61	1.005
Departure Headway (Hd)	6.761	9.41	8.352	7.341
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	536	385	436	500
Service Time	4.827	7.41	6.352	5.341
HCM Lane V/C Ratio	1.265	0.322	0.654	1.064
HCM Control Delay	158.9	16.3	23.6	69.1
HCM Lane LOS	F	C	C	F
HCM 95th-tile Q	27.2	1.2	3.9	13.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	434	376	65	37	478	408	132	823	20	594	608	348
Future Volume (vph)	434	376	65	37	478	408	132	823	20	594	608	348
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7
Total Split (s)	20.0	40.0	20.0	20.0	40.0	30.0	20.0	40.0	20.0	30.0	50.0	20.0
Total Split (%)	15.4%	30.8%	15.4%	15.4%	30.8%	23.1%	15.4%	30.8%	15.4%	23.1%	38.5%	15.4%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	15.3	34.1	50.7	6.0	22.9	58.1	9.6	40.2	53.3	28.1	58.8	81.1
Actuated g/C Ratio	0.12	0.26	0.39	0.05	0.18	0.45	0.07	0.31	0.41	0.22	0.45	0.62
v/c Ratio	1.12	0.42	0.10	0.24	0.80	0.57	0.54	0.78	0.03	0.83	0.40	0.35
Control Delay	132.9	41.4	1.1	63.1	61.1	24.2	65.7	47.9	0.1	59.1	25.7	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	132.9	41.4	1.1	63.1	61.1	24.2	65.7	47.9	0.1	59.1	25.7	9.3
LOS	F	D	A	E	E	C	E	D	A	E	C	A
Approach Delay		83.8			44.8			49.4			34.8	
Approach LOS		F			D			D			C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 54.5 (42%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay: 50.2	Intersection LOS: D
Intersection Capacity Utilization 84.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 112: Sanderson Ave (SR-79) & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	434	376	65	37	478	408	132	823	20	594	608	348
Future Volume (veh/h)	434	376	65	37	478	408	132	823	20	594	608	348
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	462	400	69	39	509	434	140	876	21	632	647	370
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	413	1172	612	102	852	691	194	987	487	678	1484	851
Arrive On Green	0.12	0.32	0.32	0.03	0.24	0.24	0.06	0.27	0.27	0.19	0.41	0.41
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	462	400	69	39	509	434	140	876	21	632	647	370
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	15.3	10.9	3.6	1.4	16.3	27.4	5.1	30.3	1.2	23.0	16.7	18.3
Cycle Q Clear(g_c), s	15.3	10.9	3.6	1.4	16.3	27.4	5.1	30.3	1.2	23.0	16.7	18.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	413	1172	612	102	852	691	194	987	487	678	1484	851
V/C Ratio(X)	1.12	0.34	0.11	0.38	0.60	0.63	0.72	0.89	0.04	0.93	0.44	0.43
Avail Cap(c_a), veh/h	413	1172	612	413	916	720	413	987	487	683	1484	851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	33.3	26.1	62.0	44.2	29.0	60.4	45.3	32.0	51.6	27.5	18.7
Incr Delay (d2), s/veh	80.4	0.1	0.0	0.9	0.6	1.2	1.9	11.7	0.2	19.4	0.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	4.8	1.4	0.6	7.4	10.8	2.3	15.1	0.5	11.9	7.4	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	137.8	33.4	26.1	62.8	44.7	30.2	62.3	57.0	32.2	71.0	28.4	20.4
LnGrp LOS	F	C	C	E	D	C	E	E	C	E	C	C
Approach Vol, veh/h		931			982			1037			1649	
Approach Delay, s/veh		84.7			39.0			57.2			42.9	
Approach LOS		F			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.8	42.5	8.5	49.2	11.9	60.4	20.0	37.7
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0
Max Green Setting (Gmax), s	* 25	33.0	* 15	33.0	* 15	43.0	* 15	33.0
Max Q Clear Time (g_c+I1), s	25.0	32.3	3.4	12.9	7.1	20.3	17.3	29.4
Green Ext Time (p_c), s	0.1	0.4	0.0	1.8	0.1	3.7	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	53.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	17.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	94	159	212	4	168	44	131	60	0	21	164	98
Future Vol, veh/h	94	159	212	4	168	44	131	60	0	21	164	98
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	94	159	212	4	168	44	131	60	0	21	164	98
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	22.6	13.1	13.5	15
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	20%	2%	7%
Vol Thru, %	31%	34%	78%	58%
Vol Right, %	0%	46%	20%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	191	465	216	283
LT Vol	131	94	4	21
Through Vol	60	159	168	164
RT Vol	0	212	44	98
Lane Flow Rate	191	465	216	283
Geometry Grp	1	1	1	1
Degree of Util (X)	0.357	0.731	0.375	0.487
Departure Headway (Hd)	6.727	5.663	6.253	6.189
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	533	637	575	580
Service Time	4.788	3.71	4.313	4.244
HCM Lane V/C Ratio	0.358	0.73	0.376	0.488
HCM Control Delay	13.5	22.6	13.1	15
HCM Lane LOS	B	C	B	B
HCM 95th-tile Q	1.6	6.3	1.7	2.7

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	89	59	18	156	327
Future Vol, veh/h	6	89	59	18	156	327
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	6	89	59	18	156	327
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.1	8.9	11.5
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	32%	0%	77%
Vol Thru, %	0%	6%	23%
Vol Right, %	68%	94%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	483	95	77
LT Vol	156	0	59
Through Vol	0	6	18
RT Vol	327	89	0
Lane Flow Rate	483	95	77
Geometry Grp	1	1	1
Degree of Util (X)	0.534	0.118	0.111
Departure Headway (Hd)	3.977	4.464	5.193
Convergence, Y/N	Yes	Yes	Yes
Cap	908	801	689
Service Time	1.995	2.502	3.233
HCM Lane V/C Ratio	0.532	0.119	0.112
HCM Control Delay	11.5	8.1	8.9
HCM Lane LOS	B	A	A
HCM 95th-tile Q	3.2	0.4	0.4

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	100	48	314	24	87	108
Future Vol, veh/h	100	48	314	24	87	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	100	48	314	24	87	108

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	608	326	0	0	338	0
Stage 1	326	-	-	-	-	-
Stage 2	282	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	462	720	-	-	1232	-
Stage 1	736	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	427	720	-	-	1232	-
Mov Cap-2 Maneuver	427	-	-	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	712	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.4	0	3.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	492	1232	-
HCM Lane V/C Ratio	-	-	0.301	0.071	-
HCM Control Delay (s)	-	-	15.4	8.1	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.3	0.2	-

Intersection	
Int Delay, s/veh	4.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	112	166	115	133	42
Future Vol, veh/h	43	112	166	115	133	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	43	112	166	115	133	42

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	532	224	0	0	281	0
Stage 1	224	-	-	-	-	-
Stage 2	308	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	512	820	-	-	1293	-
Stage 1	818	-	-	-	-	-
Stage 2	750	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	458	820	-	-	1293	-
Mov Cap-2 Maneuver	458	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	671	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	6.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	673	1293	-
HCM Lane V/C Ratio	-	-	0.23	0.103	-
HCM Control Delay (s)	-	-	11.9	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.3	-

Intersection	
Int Delay, s/veh	4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	51	61	1	104	68
Future Vol, veh/h	2	51	61	1	104	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	51	61	1	104	68

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	338	62	0	0	62	0
Stage 1	62	-	-	-	-	-
Stage 2	276	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	662	1009	-	-	1554	-
Stage 1	966	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	616	1009	-	-	1554	-
Mov Cap-2 Maneuver	616	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	721	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	4.5
HCM LOS	A		

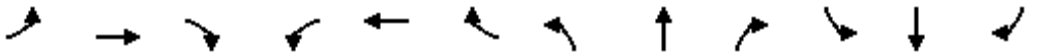
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	985	1554	-
HCM Lane V/C Ratio	-	-	0.054	0.067	-
HCM Control Delay (s)	-	-	8.9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1118	569	568	1290	686	1	180
Future Volume (vph)	1118	569	568	1290	686	1	180
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.4	10.4	10.4	10.4	10.8	10.8	10.8
Total Split (s)	38.0	38.0	30.0	68.0	27.0	27.0	27.0
Total Split (%)	40.0%	40.0%	31.6%	71.6%	28.4%	28.4%	28.4%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.8	5.8	5.8
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	37.4	37.4	19.8	62.6	21.2	21.2	21.2
Actuated g/C Ratio	0.39	0.39	0.21	0.66	0.22	0.22	0.22
v/c Ratio	0.55	0.60	0.79	0.55	0.94	0.96	0.40
Control Delay	24.2	6.0	43.6	9.7	72.0	76.1	18.1
Queue Delay	0.0	0.0	0.0	0.7	0.0	0.0	0.0
Total Delay	24.2	6.0	43.6	10.4	72.0	76.1	18.1
LOS	C	A	D	B	E	E	B
Approach Delay	18.1			20.6		63.5	
Approach LOS	B			C		E	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 45 (47%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 28.1	Intersection LOS: C
Intersection Capacity Utilization 86.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: I-15 SB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1118	569	568	1290	0	0	0	0	686	1	180
Future Volume (veh/h)	0	1118	569	568	1290	0	0	0	0	686	1	180
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1129	575	574	1303	0				750	0	122
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2148	667	660	2379	0				808	0	359
Arrive On Green	0.00	0.41	0.41	0.19	0.66	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	5358	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	1129	575	574	1303	0				750	0	122
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	15.5	30.9	15.1	18.3	0.0				19.3	0.0	6.1
Cycle Q Clear(g_c), s	0.0	15.5	30.9	15.1	18.3	0.0				19.3	0.0	6.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2148	667	660	2379	0				808	0	359
V/C Ratio(X)	0.00	0.53	0.86	0.87	0.55	0.00				0.93	0.00	0.34
Avail Cap(c_a), veh/h	0	2148	667	909	2379	0				808	0	359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.57	0.57	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.8	25.4	37.4	8.6	0.0				36.2	0.0	31.0
Incr Delay (d2), s/veh	0.0	0.9	13.8	3.2	0.5	0.0				16.6	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.0	13.4	6.5	5.9	0.0				10.1	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.8	39.2	40.6	9.2	0.0				52.8	0.0	31.2
LnGrp LOS	A	C	D	D	A	A				D	A	C
Approach Vol, veh/h		1704			1877						872	
Approach Delay, s/veh		27.6			18.8						49.8	
Approach LOS		C			B						D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	23.3	44.7		27.0		68.0						
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4						
Max Green Setting (Gmax), s	24.6	32.6		21.2		62.6						
Max Q Clear Time (g_c+I1), s	17.1	32.9		21.3		20.3						
Green Ext Time (p_c), s	0.8	0.0		0.0		7.3						

Intersection Summary		
HCM 6th Ctrl Delay		28.2
HCM 6th LOS		C

Notes

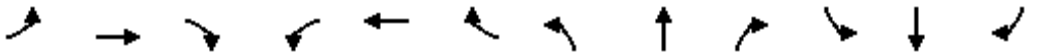
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	150	1653	1413	542	445	6	615
Future Volume (vph)	150	1653	1413	542	445	6	615
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.1	10.8	10.8	10.8	10.8	10.8	10.8
Total Split (s)	16.0	50.0	34.0	34.0	30.0	30.0	30.0
Total Split (%)	20.0%	62.5%	42.5%	42.5%	37.5%	37.5%	37.5%
Yellow Time (s)	4.1	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.8	5.8	5.8	5.8	5.8	5.8
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	9.9	46.3	31.3	31.3	22.1	22.1	22.1
Actuated g/C Ratio	0.12	0.58	0.39	0.39	0.28	0.28	0.28
v/c Ratio	0.72	0.59	0.74	0.60	0.83	0.87	0.73
Control Delay	52.9	12.2	24.5	4.8	43.0	48.5	27.1
Queue Delay	0.0	0.0	1.6	0.2	0.0	0.0	0.0
Total Delay	52.9	12.2	26.1	5.0	43.0	48.5	27.1
LOS	D	B	C	A	D	D	C
Approach Delay		15.6	20.2			39.7	
Approach LOS		B	C			D	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 22.8	Intersection LOS: C
Intersection Capacity Utilization 86.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: I-15 NB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	1653	0	0	1413	542	445	6	615	0	0	0
Future Volume (veh/h)	150	1653	0	0	1413	542	445	6	615	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	160	1759	0	0	1503	577	707	0	408			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	197	2983	0	0	2088	629	1013	0	451			
Arrive On Green	0.11	0.57	0.00	0.00	0.40	0.40	0.28	0.00	0.28			
Sat Flow, veh/h	1810	5358	0	0	5358	1564	3619	0	1610			
Grp Volume(v), veh/h	160	1759	0	0	1503	577	707	0	408			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1564	1810	0	1610			
Q Serve(g_s), s	6.9	17.4	0.0	0.0	19.5	28.0	14.0	0.0	19.5			
Cycle Q Clear(g_c), s	6.9	17.4	0.0	0.0	19.5	28.0	14.0	0.0	19.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	197	2983	0	0	2088	629	1013	0	451			
V/C Ratio(X)	0.81	0.59	0.00	0.00	0.72	0.92	0.70	0.00	0.90			
Avail Cap(c_a), veh/h	247	2983	0	0	2088	629	1095	0	487			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.72	0.72	0.00	0.00	0.79	0.79	1.00	0.00	1.00			
Uniform Delay (d), s/veh	34.9	10.9	0.0	0.0	20.1	22.6	25.8	0.0	27.8			
Incr Delay (d2), s/veh	9.2	0.6	0.0	0.0	1.7	17.1	1.4	0.0	18.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.4	5.6	0.0	0.0	7.3	12.1	5.9	0.0	9.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	11.6	0.0	0.0	21.8	39.7	27.2	0.0	46.4			
LnGrp LOS	D	B	A	A	C	D	C	A	D			
Approach Vol, veh/h		1919			2080			1115				
Approach Delay, s/veh		14.3			26.8			34.2				
Approach LOS		B			C			C				

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		51.8			13.8	38.0		28.2				
Change Period (Y+Rc), s		5.8			5.1	5.8		5.8				
Max Green Setting (Gmax), s		44.2			10.9	28.2		24.2				
Max Q Clear Time (g_c+I1), s		19.4			8.9	30.0		21.5				
Green Ext Time (p_c), s		9.8			0.0	0.0		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			23.7									
HCM 6th LOS			C									

Notes

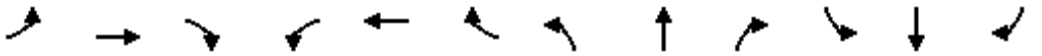
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	333	1701	235	122	1420	67	181	168	40	104	356
Future Volume (vph)	333	1701	235	122	1420	67	181	168	40	104	356
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	7.0	7.0	10.0	10.0	9.0	9.0	5.0
Minimum Split (s)	9.6	11.3	11.3	9.6	12.3	12.3	15.3	15.3	14.3	14.3	9.6
Total Split (s)	33.0	49.2	49.2	17.8	34.0	34.0	28.0	28.0	28.0	28.0	33.0
Total Split (%)	34.7%	51.8%	51.8%	18.7%	35.8%	35.8%	29.5%	29.5%	29.5%	29.5%	34.7%
Yellow Time (s)	3.6	4.3	4.3	3.6	4.3	4.3	4.3	4.3	4.3	4.3	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.3	5.3	4.6	5.3	5.3	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None
Act Effct Green (s)	22.3	46.6	46.6	10.5	34.8	34.8	22.7	22.7	22.7	22.7	50.3
Actuated g/C Ratio	0.23	0.49	0.49	0.11	0.37	0.37	0.24	0.24	0.24	0.24	0.53
v/c Ratio	0.82	0.70	0.27	0.64	0.62	0.11	0.61	0.62	0.24	0.24	0.43
Control Delay	50.0	21.0	2.9	41.7	38.0	6.8	41.7	35.9	33.7	30.9	13.6
Queue Delay	1.3	27.8	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.3	48.8	3.3	41.7	38.0	6.8	41.7	35.9	33.7	30.9	13.6
LOS	D	D	A	D	D	A	D	D	C	C	B
Approach Delay		44.5			36.9			38.2		18.8	
Approach LOS		D			D			D		B	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 38.7	Intersection LOS: D
Intersection Capacity Utilization 79.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Dexter Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	333	1701	235	122	1420	67	181	168	99	40	104	356
Future Volume (veh/h)	333	1701	235	122	1420	67	181	168	99	40	104	356
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	347	1772	245	127	1479	70	189	175	103	42	108	371
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	383	2664	826	158	2544	618	255	265	156	183	454	722
Arrive On Green	0.21	0.51	0.51	0.09	0.39	0.39	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	5187	1607	1810	6536	1586	926	1110	653	1113	1900	1594
Grp Volume(v), veh/h	347	1772	245	127	1479	70	189	0	278	42	108	371
Grp Sat Flow(s),veh/h/ln	1810	1729	1607	1810	1634	1586	926	0	1764	1113	1900	1594
Q Serve(g_s), s	17.8	24.0	8.3	6.5	17.0	2.7	18.3	0.0	13.5	3.4	4.4	15.8
Cycle Q Clear(g_c), s	17.8	24.0	8.3	6.5	17.0	2.7	22.7	0.0	13.5	16.9	4.4	15.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		1.00
Lane Grp Cap(c), veh/h	383	2664	826	158	2544	618	255	0	421	183	454	722
V/C Ratio(X)	0.91	0.67	0.30	0.80	0.58	0.11	0.74	0.00	0.66	0.23	0.24	0.51
Avail Cap(c_a), veh/h	541	2664	826	251	2544	618	255	0	421	183	454	722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	17.1	13.3	42.5	22.9	18.5	38.8	0.0	32.7	40.3	29.2	18.7
Incr Delay (d2), s/veh	9.5	1.0	0.7	4.0	1.0	0.4	17.7	0.0	7.9	2.9	1.2	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	8.8	2.9	3.0	6.3	1.0	5.5	0.0	6.4	1.0	2.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.0	18.1	14.0	46.5	23.9	18.9	56.5	0.0	40.5	43.2	30.4	21.3
LnGrp LOS	D	B	B	D	C	B	E	A	D	D	C	C
Approach Vol, veh/h		2364			1676			467			521	
Approach Delay, s/veh		21.8			25.4			47.0			24.9	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.9	54.1		28.0	24.7	42.3		28.0				
Change Period (Y+Rc), s	4.6	5.3		5.3	4.6	5.3		5.3				
Max Green Setting (Gmax), s	13.2	43.9		22.7	28.4	28.7		22.7				
Max Q Clear Time (g_c+I1), s	8.5	26.0		18.9	19.8	19.0		24.7				
Green Ext Time (p_c), s	0.1	9.1		0.5	0.4	5.0		0.0				

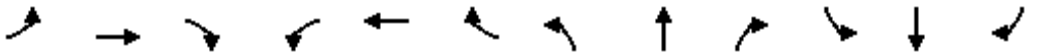
Intersection Summary												
HCM 6th Ctrl Delay			25.6									
HCM 6th LOS			C									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	215	1452	56	114	1117	179	137	70	224	78
Future Volume (vph)	215	1452	56	114	1117	179	137	70	224	78
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	NA
Protected Phases	5	2	3	1	6		3	8		4
Permitted Phases			2			6			4	
Detector Phase	5	2	3	1	6	6	3	8	4	4
Switch Phase										
Minimum Initial (s)	6.0	15.0	6.0	6.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	21.0	10.0	10.6	21.0	21.0	10.0	10.9	10.9	10.9
Total Split (s)	13.0	46.0	12.0	12.0	45.0	45.0	12.0	37.0	25.0	25.0
Total Split (%)	13.7%	48.4%	12.6%	12.6%	47.4%	47.4%	12.6%	38.9%	26.3%	26.3%
Yellow Time (s)	3.6	5.0	3.0	3.6	5.0	5.0	3.0	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.0	4.6	6.0	6.0	4.0	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	Max	Max	Max
Act Effct Green (s)	8.2	40.0	50.0	7.4	39.2	39.2	8.0	32.1	20.1	20.1
Actuated g/C Ratio	0.09	0.42	0.53	0.08	0.41	0.41	0.08	0.34	0.21	0.21
v/c Ratio	0.73	0.97	0.07	0.83	0.77	0.24	0.92	0.19	0.93	0.39
Control Delay	72.7	27.1	0.1	86.4	28.2	3.6	100.1	8.2	81.9	25.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.7	27.1	0.1	86.4	28.2	3.6	100.1	8.2	81.9	25.5
LOS	E	C	A	F	C	A	F	A	F	C
Approach Delay		31.9			29.8			43.7		58.9
Approach LOS		C			C			D		E

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 34.9	Intersection LOS: C
Intersection Capacity Utilization 82.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: Cambern Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	1452	56	114	1117	179	137	70	149	224	78	76
Future Volume (veh/h)	215	1452	56	114	1117	179	137	70	149	224	78	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	219	1482	57	116	1140	183	140	71	152	229	80	78
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	288	1520	813	141	1505	670	152	610	542	324	186	182
Arrive On Green	0.08	0.42	0.42	0.08	0.42	0.42	0.08	0.34	0.34	0.21	0.21	0.21
Sat Flow, veh/h	3510	3610	1608	1810	3610	1607	1810	1805	1604	1171	881	859
Grp Volume(v), veh/h	219	1482	57	116	1140	183	140	71	152	229	0	158
Grp Sat Flow(s),veh/h/ln	1755	1805	1608	1810	1805	1607	1810	1805	1604	1171	0	1740
Q Serve(g_s), s	5.8	38.3	1.7	6.0	25.6	7.1	7.3	2.6	6.6	18.2	0.0	7.5
Cycle Q Clear(g_c), s	5.8	38.3	1.7	6.0	25.6	7.1	7.3	2.6	6.6	18.2	0.0	7.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.49
Lane Grp Cap(c), veh/h	288	1520	813	141	1505	670	152	610	542	324	0	368
V/C Ratio(X)	0.76	0.97	0.07	0.82	0.76	0.27	0.92	0.12	0.28	0.71	0.00	0.43
Avail Cap(c_a), veh/h	310	1520	813	141	1505	670	152	610	542	324	0	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.59	0.59	0.59	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.7	27.0	12.1	43.2	23.6	18.2	43.2	21.7	23.0	36.7	0.0	32.5
Incr Delay (d2), s/veh	8.4	17.9	0.2	19.1	2.2	0.6	48.7	0.4	1.3	12.3	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	17.9	0.6	3.3	9.9	2.5	5.2	1.1	2.6	6.1	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.1	44.9	12.2	62.2	25.8	18.8	91.9	22.1	24.3	49.0	0.0	36.1
LnGrp LOS	D	D	B	E	C	B	F	C	C	D	A	D
Approach Vol, veh/h		1758			1439			363			387	
Approach Delay, s/veh		44.6			27.8			49.9			43.7	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	46.0	12.0	25.0	12.4	45.6		37.0				
Change Period (Y+Rc), s	4.6	6.0	4.0	4.9	4.6	6.0		4.9				
Max Green Setting (Gmax), s	7.4	40.0	8.0	20.1	8.4	39.0		32.1				
Max Q Clear Time (g_c+I1), s	8.0	40.3	9.3	20.2	7.8	27.6		8.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	4.0		0.8				

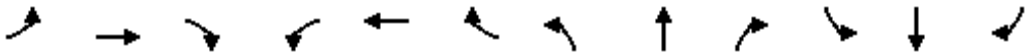
Intersection Summary	
HCM 6th Ctrl Delay	38.9
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	18	1795	9	1369	18	9	79	4
Future Volume (vph)	18	1795	9	1369	18	9	79	4
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	11.8	9.6	11.8	9.6	9.6	9.6	9.6
Total Split (s)	20.0	45.0	20.0	45.0	35.0	35.0	35.0	35.0
Total Split (%)	20.0%	45.0%	20.0%	45.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.6	5.8	3.6	5.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.7	56.0	5.3	53.7		30.4		30.4
Actuated g/C Ratio	0.06	0.56	0.05	0.54		0.30		0.30
v/c Ratio	0.17	0.91	0.09	0.74		0.17		0.25
Control Delay	48.3	28.9	46.9	21.9		11.1		24.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	48.3	28.9	46.9	21.9		11.1		24.7
LOS	D	C	D	C		B		C
Approach Delay		29.1		22.1		11.1		24.7
Approach LOS		C		C		B		C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 51 (51%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 25.6	Intersection LOS: C
Intersection Capacity Utilization 72.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Conard Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	1795	12	9	1369	31	18	9	62	79	4	23
Future Volume (veh/h)	18	1795	12	9	1369	31	18	9	62	79	4	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	1832	12	9	1397	32	18	9	63	81	4	23
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	1930	13	20	1863	43	115	75	343	388	26	95
Arrive On Green	0.02	0.52	0.52	0.01	0.52	0.52	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	3677	24	1810	3607	83	237	247	1128	1069	84	312
Grp Volume(v), veh/h	18	899	945	9	698	731	90	0	0	108	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1896	1810	1805	1885	1612	0	0	1466	0	0
Q Serve(g_s), s	1.0	47.1	47.3	0.5	30.5	30.6	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	1.0	47.1	47.3	0.5	30.5	30.6	3.9	0.0	0.0	4.5	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.04	0.20		0.70	0.75		0.21
Lane Grp Cap(c), veh/h	36	948	995	20	932	973	533	0	0	509	0	0
V/C Ratio(X)	0.51	0.95	0.95	0.45	0.75	0.75	0.17	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	279	948	995	279	932	973	533	0	0	509	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.16	0.16	0.16	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.5	22.5	22.5	49.1	19.1	19.1	25.6	0.0	0.0	25.7	0.0	0.0
Incr Delay (d2), s/veh	0.7	4.6	4.6	5.8	5.5	5.3	0.7	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	17.7	18.7	0.2	12.2	12.7	1.7	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.2	27.1	27.1	54.9	24.6	24.4	26.3	0.0	0.0	26.7	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	C	A	A	C	A	A
Approach Vol, veh/h		1862			1438			90			108	
Approach Delay, s/veh		27.3			24.7			26.3			26.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	59.3		35.0	6.6	58.4		35.0				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	15.4	38.2		30.4	15.4	38.2		30.4				
Max Q Clear Time (g_c+I1), s	2.5	49.3		6.5	3.0	32.6		5.9				
Green Ext Time (p_c), s	0.0	0.0		0.4	0.0	2.7		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		26.2	
HCM 6th LOS		C	

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	1753	1233	5	5	30
Future Vol, veh/h	15	1753	1233	5	5	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	1885	1326	5	5	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1331	0	-	0	2115	666
Stage 1	-	-	-	-	1329	-
Stage 2	-	-	-	-	786	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	525	-	-	-	61	407
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	386	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	525	-	-	-	59	407
Mov Cap-2 Maneuver	-	-	-	-	146	-
Stage 1	-	-	-	-	205	-
Stage 2	-	-	-	-	386	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	17.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	525	-	-	-	324
HCM Lane V/C Ratio	0.031	-	-	-	0.116
HCM Control Delay (s)	12.1	-	-	-	17.6
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1534	11	1112	114	8
Future Volume (vph)	1534	11	1112	114	8
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	8	
Permitted Phases					8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.9	10.3	11.9	10.3	10.3
Total Split (s)	50.0	20.0	70.0	30.0	30.0
Total Split (%)	50.0%	20.0%	70.0%	30.0%	30.0%
Yellow Time (s)	5.9	4.3	5.9	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	5.3	6.9	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	43.2	5.3	45.3	24.8	24.8
Actuated g/C Ratio	0.52	0.06	0.55	0.30	0.30
v/c Ratio	0.98	0.10	0.60	0.12	0.02
Control Delay	37.4	39.8	13.9	22.2	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	39.8	13.9	22.2	13.1
LOS	D	D	B	C	B
Approach Delay	37.4		14.1	21.6	
Approach LOS	D		B	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 82.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 27.9	Intersection LOS: C
Intersection Capacity Utilization 62.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Riverside St & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1534	175	11	1112	114	8
Future Volume (veh/h)	1534	175	11	1112	114	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1649	188	12	1196	123	9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1629	183	26	2071	1002	460
Arrive On Green	0.50	0.50	0.01	0.57	0.29	0.29
Sat Flow, veh/h	3367	367	1810	3705	3510	1610
Grp Volume(v), veh/h	898	939	12	1196	123	9
Grp Sat Flow(s),veh/h/ln	1805	1834	1810	1805	1755	1610
Q Serve(g_s), s	43.1	43.1	0.6	18.3	2.2	0.3
Cycle Q Clear(g_c), s	43.1	43.1	0.6	18.3	2.2	0.3
Prop In Lane		0.20	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	899	913	26	2071	1002	460
V/C Ratio(X)	1.00	1.03	0.46	0.58	0.12	0.02
Avail Cap(c_a), veh/h	899	913	307	2632	1002	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	21.7	42.3	11.8	22.9	22.2
Incr Delay (d2), s/veh	29.9	37.1	4.6	0.3	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.9	24.1	0.3	5.6	0.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.6	58.8	46.9	12.0	23.2	22.3
LnGrp LOS	D	F	D	B	C	C
Approach Vol, veh/h	1837			1208	132	
Approach Delay, s/veh	55.3			12.4	23.1	
Approach LOS	E			B	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.6	50.0				56.6	30.0
Change Period (Y+Rc), s	5.3	6.9				6.9	5.3
Max Green Setting (Gmax), s	14.7	43.1				63.1	24.7
Max Q Clear Time (g_c+I1), s	2.6	45.1				20.3	4.2
Green Ext Time (p_c), s	0.0	0.0				9.5	0.2

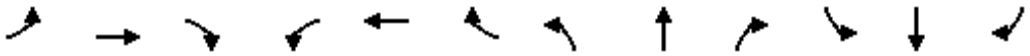
Intersection Summary			
HCM 6th Ctrl Delay		37.6	
HCM 6th LOS		D	

Lane Group	EBT	WBL	WBT	NBL	NBT	Ø4
Lane Configurations						
Traffic Volume (vph)	1550	36	1095	16	0	
Future Volume (vph)	1550	36	1095	16	0	
Turn Type	NA	Prot	NA	Perm	NA	
Protected Phases	2	1	6		8	4
Permitted Phases				8		
Detector Phase	2	1	6	8	8	
Switch Phase						
Minimum Initial (s)	6.0	4.0	6.0	5.0	5.0	5.0
Minimum Split (s)	13.4	9.4	13.4	11.2	11.2	9.6
Total Split (s)	50.0	25.0	75.0	25.0	25.0	25.0
Total Split (%)	50.0%	25.0%	75.0%	25.0%	25.0%	25%
Yellow Time (s)	5.9	4.4	5.9	5.2	5.2	3.6
All-Red Time (s)	1.5	1.0	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.4	5.4	7.4		6.2	
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	42.9	6.3	50.1		18.9	
Actuated g/C Ratio	0.52	0.08	0.61		0.23	
v/c Ratio	0.91	0.28	0.54		0.10	
Control Delay	28.4	42.8	10.5		0.4	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	28.4	42.8	10.5		0.4	
LOS	C	D	B		A	
Approach Delay	28.4		11.5		0.4	
Approach LOS	C		B		A	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 82.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 21.0	Intersection LOS: C
Intersection Capacity Utilization 58.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Wasson Canyon Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1550	11	36	1095	0	16	0	24	0	0	0
Future Volume (veh/h)	0	1550	11	36	1095	0	16	0	24	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	1685	12	39	1190	0	17	0	26	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	1828	13	52	2133	0	187	25	232	0	466	0
Arrive On Green	0.00	0.50	0.50	0.03	0.59	0.00	0.25	0.00	0.25	0.00	0.00	0.00
Sat Flow, veh/h	0	3769	26	1810	3705	0	518	101	946	0	1900	0
Grp Volume(v), veh/h	0	827	870	39	1190	0	43	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1805	1895	1810	1805	0	1564	0	0	0	1900	0
Q Serve(g_s), s	0.0	35.3	35.4	1.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	35.3	35.4	1.8	16.7	0.0	1.6	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.01	1.00		0.00	0.40		0.60	0.00		0.00
Lane Grp Cap(c), veh/h	0	898	943	52	2133	0	444	0	0	0	466	0
V/C Ratio(X)	0.00	0.92	0.92	0.75	0.56	0.00	0.10	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	925	971	427	2936	0	444	0	0	0	466	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	19.4	19.4	40.1	10.4	0.0	24.3	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	14.0	13.7	8.0	0.2	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.1	15.8	0.8	4.9	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	33.4	33.1	48.1	10.6	0.0	24.7	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	C	C	D	B	A	C	A	A	A	A	A
Approach Vol, veh/h		1697			1229			43			0	
Approach Delay, s/veh		33.2			11.8			24.7			0.0	
Approach LOS		C			B			C				

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.8	48.7		26.6		56.5		26.6				
Change Period (Y+Rc), s	5.4	7.4		* 6.2		7.4		6.2				
Max Green Setting (Gmax), s	19.6	42.6		* 20		67.6		18.8				
Max Q Clear Time (g_c+I1), s	3.8	37.4		0.0		18.7		3.6				
Green Ext Time (p_c), s	0.0	3.9		0.0		9.6		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		24.2	
HCM 6th LOS		C	

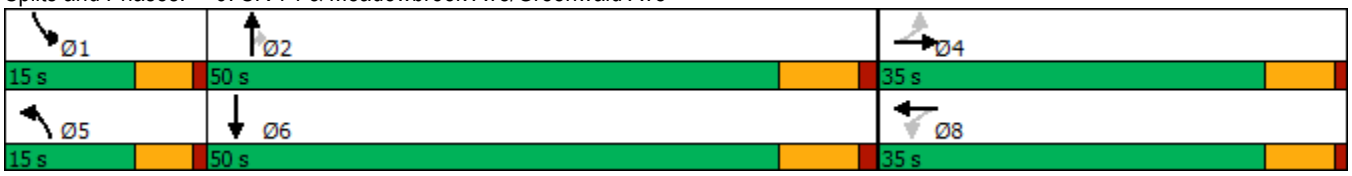
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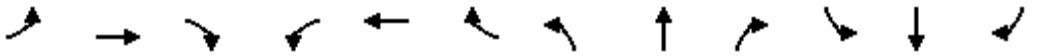
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	35	18	110	18	20	1282	216	69	985
Future Volume (vph)	35	18	110	18	20	1282	216	69	985
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.2	11.2	11.2	11.2	9.4	13.4	13.4	9.4	13.4
Total Split (s)	35.0	35.0	35.0	35.0	15.0	50.0	50.0	15.0	50.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	15.0%	50.0%	50.0%	15.0%	50.0%
Yellow Time (s)	5.2	5.2	5.2	5.2	4.4	5.9	5.9	4.4	5.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	5.4	7.4	7.4	5.4	7.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	11.4	11.4	11.4	11.4	5.5	43.4	43.4	7.4	49.3
Actuated g/C Ratio	0.14	0.14	0.14	0.14	0.07	0.55	0.55	0.09	0.62
v/c Ratio	0.19	0.13	0.58	0.27	0.17	0.68	0.23	0.43	0.48
Control Delay	32.8	20.7	44.2	15.0	40.2	16.8	2.5	44.1	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.8	20.7	44.2	15.0	40.2	16.8	2.5	44.1	10.5
LOS	C	C	D	B	D	B	A	D	B
Approach Delay		26.9		32.6		15.1			12.6
Approach LOS		C		C		B			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 78.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 15.6	Intersection LOS: B
Intersection Capacity Utilization 67.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: SR-74 & Meadowbrook Ave/Greenwald Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	18	16	110	18	55	20	1282	216	69	985	41
Future Volume (veh/h)	35	18	16	110	18	55	20	1282	216	69	985	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	19	17	116	19	58	21	1349	227	73	1037	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	216	122	109	253	54	166	34	2037	909	94	2111	88
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.02	0.56	0.56	0.05	0.60	0.60
Sat Flow, veh/h	1341	923	826	1391	412	1258	1810	3610	1610	1810	3532	146
Grp Volume(v), veh/h	37	0	36	116	0	77	21	1349	227	73	530	550
Grp Sat Flow(s),veh/h/ln	1341	0	1749	1391	0	1670	1810	1805	1610	1810	1805	1873
Q Serve(g_s), s	1.9	0.0	1.4	6.1	0.0	3.2	0.9	19.6	5.4	3.0	12.6	12.6
Cycle Q Clear(g_c), s	5.1	0.0	1.4	7.5	0.0	3.2	0.9	19.6	5.4	3.0	12.6	12.6
Prop In Lane	1.00		0.47	1.00		0.75	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	216	0	231	253	0	220	34	2037	909	94	1079	1120
V/C Ratio(X)	0.17	0.00	0.16	0.46	0.00	0.35	0.61	0.66	0.25	0.77	0.49	0.49
Avail Cap(c_a), veh/h	551	0	667	601	0	637	230	2037	909	230	1079	1120
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	0.0	29.0	32.4	0.0	29.8	36.8	11.4	8.3	35.3	8.7	8.7
Incr Delay (d2), s/veh	0.3	0.0	0.2	1.0	0.0	0.7	6.5	1.7	0.7	5.0	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.6	2.1	0.0	1.3	0.4	6.0	1.5	1.3	3.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.4	0.0	29.3	33.3	0.0	30.5	43.3	13.2	9.0	40.3	10.3	10.2
LnGrp LOS	C	A	C	C	A	C	D	B	A	D	B	B
Approach Vol, veh/h		73			193			1597			1153	
Approach Delay, s/veh		30.9			32.2			13.0			12.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	50.0		16.2	6.8	52.5		16.2				
Change Period (Y+Rc), s	5.4	7.4		6.2	5.4	7.4		6.2				
Max Green Setting (Gmax), s	9.6	42.6		28.8	9.6	42.6		28.8				
Max Q Clear Time (g_c+I1), s	5.0	21.6		7.1	2.9	14.6		9.5				
Green Ext Time (p_c), s	0.0	6.3		0.2	0.0	6.6		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		14.3	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	27	1339	8	33	1109
Future Vol, veh/h	7	27	1339	8	33	1109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	230	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	29	1440	9	35	1192

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2111	725	0	0	1449	0
Stage 1	1445	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	45	372	-	-	474	-
Stage 1	187	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	42	372	-	-	474	-
Mov Cap-2 Maneuver	136	-	-	-	-	-
Stage 1	187	-	-	-	-	-
Stage 2	443	-	-	-	-	-

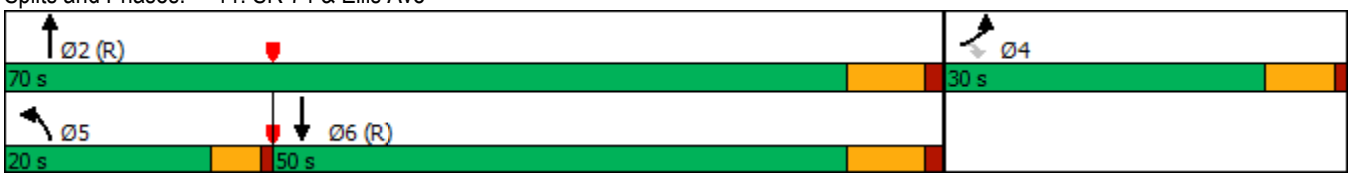
Approach	WB	NB	SB
HCM Control Delay, s	20.2	0	0.4
HCM LOS	C		

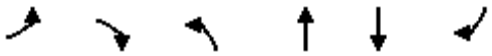
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	274	474	-
HCM Lane V/C Ratio	-	-	0.133	0.075	-
HCM Control Delay (s)	-	-	20.2	13.2	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	213	47	52	1012	972
Future Volume (vph)	213	47	52	1012	972
Turn Type	Prot	Perm	Prot	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	4.0	6.0	6.0
Minimum Split (s)	11.2	11.2	8.6	13.4	13.4
Total Split (s)	30.0	30.0	20.0	70.0	50.0
Total Split (%)	30.0%	30.0%	20.0%	70.0%	50.0%
Yellow Time (s)	5.2	5.2	3.6	5.9	5.9
All-Red Time (s)	1.0	1.0	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	4.6	7.4	7.4
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	17.8	17.8	7.6	68.6	58.2
Actuated g/C Ratio	0.18	0.18	0.08	0.69	0.58
v/c Ratio	0.74	0.16	0.42	0.45	0.60
Control Delay	52.4	15.0	52.7	8.4	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	52.4	15.0	52.7	8.4	16.6
LOS	D	B	D	A	B
Approach Delay	45.7			10.6	16.6
Approach LOS	D			B	B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 17.1	Intersection LOS: B
Intersection Capacity Utilization 61.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 11: SR-74 & Ellis Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	213	47	52	1012	972	138
Future Volume (veh/h)	213	47	52	1012	972	138
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	237	52	58	1124	1080	153
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	275	245	75	2570	1982	280
Arrive On Green	0.15	0.15	0.04	0.71	0.62	0.62
Sat Flow, veh/h	1810	1610	1810	3705	3270	449
Grp Volume(v), veh/h	237	52	58	1124	613	620
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1819
Q Serve(g_s), s	12.8	2.8	3.2	13.0	19.3	19.4
Cycle Q Clear(g_c), s	12.8	2.8	3.2	13.0	19.3	19.4
Prop In Lane	1.00	1.00	1.00			0.25
Lane Grp Cap(c), veh/h	275	245	75	2570	1127	1135
V/C Ratio(X)	0.86	0.21	0.77	0.44	0.54	0.55
Avail Cap(c_a), veh/h	431	383	279	2570	1127	1135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.52	0.52
Uniform Delay (d), s/veh	41.4	37.1	47.4	6.0	10.7	10.7
Incr Delay (d2), s/veh	8.7	0.3	6.1	0.5	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	2.7	1.5	3.5	6.3	6.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.1	37.5	53.5	6.6	11.7	11.7
LnGrp LOS	D	D	D	A	B	B
Approach Vol, veh/h	289			1182	1233	
Approach Delay, s/veh	47.8			8.9	11.7	
Approach LOS	D			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		78.6		21.4	8.8	69.8
Change Period (Y+Rc), s		7.4		6.2	4.6	7.4
Max Green Setting (Gmax), s		62.6		23.8	15.4	42.6
Max Q Clear Time (g_c+I1), s		15.0		14.8	5.2	21.4
Green Ext Time (p_c), s		8.7		0.4	0.0	7.4

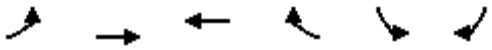
Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	41	1180	1038	418	35
Future Volume (vph)	41	1180	1038	418	35
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	11.0	11.0	9.0	9.0
Total Split (s)	20.0	60.0	40.0	30.0	30.0
Total Split (%)	22.2%	66.7%	44.4%	33.3%	33.3%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	0.5	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	4.0	4.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	Max	Max
Act Effct Green (s)	6.7	54.0	47.3	26.0	26.0
Actuated g/C Ratio	0.07	0.60	0.53	0.29	0.29
v/c Ratio	0.31	0.54	0.80	0.41	0.07
Control Delay	44.9	11.9	22.1	27.4	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	44.9	11.9	22.1	27.4	8.7
LOS	D	B	C	C	A
Approach Delay		13.0	22.1	25.9	
Approach LOS		B	C	C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 19.1	Intersection LOS: B
Intersection Capacity Utilization 63.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 12: SR-74/4th St & Navajo Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	41	1180	1038	450	418	35
Future Volume (veh/h)	41	1180	1038	450	418	35
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	1180	1038	450	418	35
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	101	2166	1248	530	1014	465
Arrive On Green	0.06	0.60	0.51	0.51	0.29	0.29
Sat Flow, veh/h	1810	3705	2563	1048	3510	1610
Grp Volume(v), veh/h	41	1180	753	735	418	35
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1711	1755	1610
Q Serve(g_s), s	2.0	17.5	31.9	33.5	8.7	1.4
Cycle Q Clear(g_c), s	2.0	17.5	31.9	33.5	8.7	1.4
Prop In Lane	1.00			0.61	1.00	1.00
Lane Grp Cap(c), veh/h	101	2166	913	865	1014	465
V/C Ratio(X)	0.41	0.54	0.83	0.85	0.41	0.08
Avail Cap(c_a), veh/h	332	2166	913	865	1014	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	41.1	10.7	18.9	19.3	25.8	23.3
Incr Delay (d2), s/veh	0.8	0.9	0.8	1.0	1.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.9	11.6	11.6	3.7	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.9	11.5	19.7	20.3	27.1	23.6
LnGrp LOS	D	B	B	C	C	C
Approach Vol, veh/h		1221	1488		453	
Approach Delay, s/veh		12.6	20.0		26.8	
Approach LOS		B	C		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.0		30.0	8.5	51.5
Change Period (Y+Rc), s		6.0		4.0	3.5	6.0
Max Green Setting (Gmax), s		54.0		26.0	16.5	34.0
Max Q Clear Time (g_c+I1), s		19.5		10.7	4.0	35.5
Green Ext Time (p_c), s		7.7		1.4	0.0	0.0

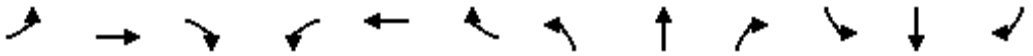
Intersection Summary	
HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	138	1253	37	1171	145	58	40	48
Future Volume (vph)	138	1253	37	1171	145	58	40	48
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	10.0	9.5	10.0	9.5	10.0	9.5	10.0
Total Split (s)	20.0	40.0	20.0	40.0	20.0	25.0	20.0	25.0
Total Split (%)	19.0%	38.1%	19.0%	38.1%	19.0%	23.8%	19.0%	23.8%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	12.8	47.3	7.1	37.7	13.1	32.2	7.3	22.4
Actuated g/C Ratio	0.12	0.45	0.07	0.36	0.12	0.31	0.07	0.21
v/c Ratio	0.74	0.96	0.35	1.08	0.76	0.11	0.38	0.33
Control Delay	65.7	45.1	55.0	85.0	67.0	18.0	55.4	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.7	45.1	55.0	85.0	67.0	18.0	55.4	10.4
LOS	E	D	D	F	E	B	E	B
Approach Delay		47.1		84.1		46.9		16.9
Approach LOS		D		F		D		B

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 58.7	Intersection LOS: E
Intersection Capacity Utilization 78.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 13: A St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	1253	70	37	1171	26	145	58	44	40	48	190
Future Volume (veh/h)	138	1253	70	37	1171	26	145	58	44	40	48	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	145	1319	74	39	1233	27	153	61	46	42	51	200
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	172	1519	85	53	1341	29	180	493	338	55	309	276
Arrive On Green	0.11	0.49	0.49	0.03	0.41	0.41	0.11	0.27	0.27	0.03	0.19	0.19
Sat Flow, veh/h	1629	3128	175	1629	3251	71	1629	1845	1262	1629	1625	1447
Grp Volume(v), veh/h	145	684	709	39	616	644	153	53	54	42	51	200
Grp Sat Flow(s),veh/h/ln	1629	1625	1678	1629	1625	1697	1629	1625	1483	1629	1625	1447
Q Serve(g_s), s	9.2	39.3	39.5	2.5	37.7	37.7	9.7	2.6	2.9	2.7	2.8	13.6
Cycle Q Clear(g_c), s	9.2	39.3	39.5	2.5	37.7	37.7	9.7	2.6	2.9	2.7	2.8	13.6
Prop In Lane	1.00		0.10	1.00		0.04	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	172	789	815	53	670	700	180	435	397	55	309	276
V/C Ratio(X)	0.84	0.87	0.87	0.74	0.92	0.92	0.85	0.12	0.14	0.77	0.16	0.73
Avail Cap(c_a), veh/h	240	789	815	240	670	700	240	435	397	240	309	276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.27	0.27	0.27	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	24.0	24.1	50.4	29.2	29.2	45.8	29.1	29.2	50.3	35.5	39.9
Incr Delay (d2), s/veh	11.2	10.7	10.6	2.1	6.9	6.7	15.2	0.6	0.7	8.1	1.1	15.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	15.9	16.5	1.0	15.2	15.9	4.7	1.1	1.1	1.2	1.2	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.3	34.7	34.7	52.4	36.1	35.9	61.1	29.7	30.0	58.4	36.7	55.3
LnGrp LOS	E	C	C	D	D	D	E	C	C	E	D	E
Approach Vol, veh/h		1538			1299			260			293	
Approach Delay, s/veh		36.8			36.5			48.2			52.5	
Approach LOS		D			D			D			D	

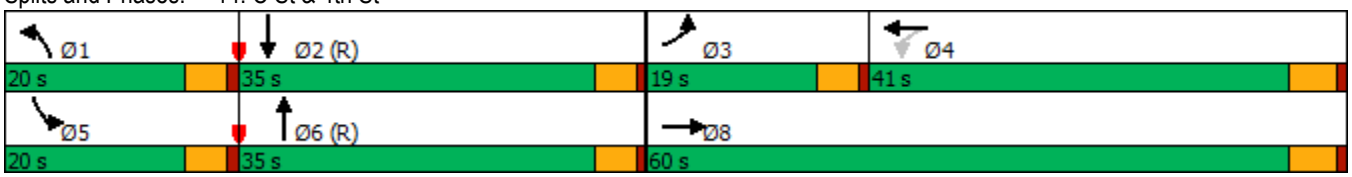
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	56.0	16.1	25.0	15.6	48.3	8.0	33.1
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	15.5	35.0	15.5	20.0	15.5	35.0	15.5	20.0
Max Q Clear Time (g_c+I1), s	4.5	41.5	11.7	15.6	11.2	39.7	4.7	4.9
Green Ext Time (p_c), s	0.0	0.0	0.1	0.4	0.1	0.0	0.0	0.3

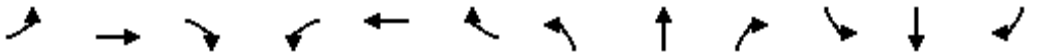
Intersection Summary	
HCM 6th Ctrl Delay	38.9
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	294	1014	1	852	2	29	24	31
Future Volume (vph)	294	1014	1	852	2	29	24	31
Turn Type	Prot	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases	3	8		4	1	6	5	2
Permitted Phases			4					
Detector Phase	3	8	4	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	10.1	10.1	9.6	9.6	9.6	9.6
Total Split (s)	19.0	60.0	41.0	41.0	20.0	35.0	20.0	35.0
Total Split (%)	16.5%	52.2%	35.7%	35.7%	17.4%	30.4%	17.4%	30.4%
Yellow Time (s)	3.6	4.1	4.1	4.1	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1		5.1	4.6	4.6	4.6	4.6
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	14.4	53.5		34.5	5.0	44.7	6.3	49.8
Actuated g/C Ratio	0.13	0.47		0.30	0.04	0.39	0.05	0.43
v/c Ratio	1.40	0.65		0.92	0.03	0.06	0.26	0.52
Control Delay	241.8	25.6		53.6	53.5	21.1	58.1	5.3
Queue Delay	0.0	0.0		16.5	0.0	0.0	0.0	0.0
Total Delay	241.8	25.6		70.2	53.5	21.1	58.1	5.3
LOS	F	C		E	D	C	E	A
Approach Delay		74.0		70.2		22.6		7.9
Approach LOS		E		E		C		A

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.40	
Intersection Signal Delay: 60.0	Intersection LOS: E
Intersection Capacity Utilization 94.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 14: C St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	294	1014	5	1	852	31	2	29	9	24	31	441
Future Volume (veh/h)	294	1014	5	1	852	31	2	29	9	24	31	441
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	316	1090	5	1	916	33	2	31	10	26	33	474
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	1669	8	32	1001	36	5	548	177	44	44	638
Arrive On Green	0.13	0.45	0.45	0.29	0.29	0.29	0.00	0.40	0.40	0.02	0.42	0.42
Sat Flow, veh/h	1810	3685	17	1	3479	125	1810	1376	444	1810	106	1518
Grp Volume(v), veh/h	316	534	561	500	0	450	2	0	41	26	0	507
Grp Sat Flow(s),veh/h/ln	1810	1805	1897	1899	0	1706	1810	0	1819	1810	0	1624
Q Serve(g_s), s	14.4	26.4	26.4	0.6	0.0	29.3	0.1	0.0	1.6	1.6	0.0	30.3
Cycle Q Clear(g_c), s	14.4	26.4	26.4	29.3	0.0	29.3	0.1	0.0	1.6	1.6	0.0	30.3
Prop In Lane	1.00		0.01	0.00		0.07	1.00		0.24	1.00		0.93
Lane Grp Cap(c), veh/h	227	817	859	578	0	491	5	0	725	44	0	682
V/C Ratio(X)	1.39	0.65	0.65	0.87	0.00	0.92	0.41	0.00	0.06	0.59	0.00	0.74
Avail Cap(c_a), veh/h	227	862	906	624	0	532	242	0	725	242	0	682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.23	0.23	0.23	0.54	0.00	0.54	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.3	24.4	24.4	39.6	0.0	39.6	57.3	0.0	21.3	55.5	0.0	28.1
Incr Delay (d2), s/veh	183.8	0.3	0.3	6.3	0.0	11.8	19.3	0.0	0.1	4.5	0.0	7.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.0	11.0	11.5	14.4	0.0	13.6	0.1	0.0	0.7	0.8	0.0	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	234.1	24.7	24.7	45.9	0.0	51.4	76.5	0.0	21.4	60.0	0.0	35.3
LnGrp LOS	F	C	C	D	A	D	E	A	C	E	A	D
Approach Vol, veh/h		1411			950			43			533	
Approach Delay, s/veh		71.6			48.5			24.0			36.5	
Approach LOS		E			D			C			D	

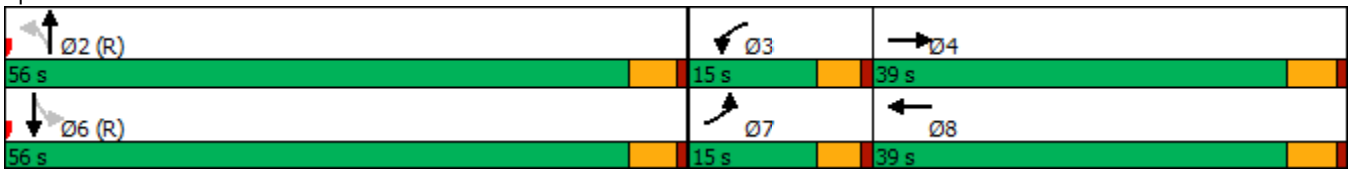
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	52.9	19.0	38.2	7.4	50.4		57.2				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.1	4.6	4.6		5.1				
Max Green Setting (Gmax), s	15.4	30.4	14.4	35.9	15.4	30.4		54.9				
Max Q Clear Time (g_c+I1), s	2.1	32.3	16.4	31.3	3.6	3.6		28.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.8	0.0	0.1		4.8				

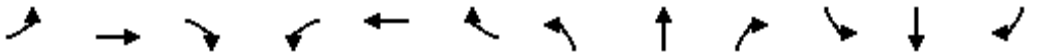
Intersection Summary												
HCM 6th Ctrl Delay			57.1									
HCM 6th LOS			E									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	123	902	49	752	36	90	45	127
Future Volume (vph)	123	902	49	752	36	90	45	127
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	9.6	10.1	10.0	10.0	10.0	10.0
Total Split (s)	15.0	39.0	15.0	39.0	56.0	56.0	56.0	56.0
Total Split (%)	13.6%	35.5%	13.6%	35.5%	50.9%	50.9%	50.9%	50.9%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	9.8	34.0	7.5	29.7	55.7	55.7	55.7	55.7
Actuated g/C Ratio	0.09	0.31	0.07	0.27	0.51	0.51	0.51	0.51
v/c Ratio	0.77	0.84	0.40	0.80	0.06	0.14	0.07	0.25
Control Delay	79.1	43.4	57.9	44.0	16.3	13.4	16.3	13.9
Queue Delay	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.1	48.9	57.9	44.0	16.3	13.4	16.3	13.9
LOS	E	D	E	D	B	B	B	B
Approach Delay		52.4		44.8		14.1		14.3
Approach LOS		D		D		B		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 10 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 42.6	Intersection LOS: D
Intersection Capacity Utilization 63.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 15: D St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	902	21	49	752	23	36	90	35	45	127	96
Future Volume (veh/h)	123	902	21	49	752	23	36	90	35	45	127	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	124	911	21	49	760	23	36	91	35	45	128	97
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	152	1052	24	64	869	26	616	703	271	710	539	409
Arrive On Green	0.08	0.29	0.29	0.04	0.24	0.24	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1810	3607	83	1810	3573	108	1168	1304	501	1277	999	757
Grp Volume(v), veh/h	124	456	476	49	384	399	36	0	126	45	0	225
Grp Sat Flow(s),veh/h/ln	1810	1805	1885	1810	1805	1876	1168	0	1805	1277	0	1757
Q Serve(g_s), s	7.4	26.3	26.3	3.0	22.5	22.5	1.8	0.0	3.8	2.0	0.0	7.4
Cycle Q Clear(g_c), s	7.4	26.3	26.3	3.0	22.5	22.5	9.3	0.0	3.8	5.8	0.0	7.4
Prop In Lane	1.00		0.04	1.00		0.06	1.00		0.28	1.00		0.43
Lane Grp Cap(c), veh/h	152	526	550	64	439	456	616	0	974	710	0	948
V/C Ratio(X)	0.82	0.87	0.87	0.77	0.87	0.88	0.06	0.00	0.13	0.06	0.00	0.24
Avail Cap(c_a), veh/h	171	556	581	171	556	578	616	0	974	710	0	948
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	0.83	0.83	0.83	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.6	36.9	36.9	52.6	40.0	40.0	15.8	0.0	12.5	14.0	0.0	13.4
Incr Delay (d2), s/veh	15.9	9.2	8.9	5.9	8.8	8.6	0.2	0.0	0.3	0.2	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	12.8	13.3	1.4	10.8	11.2	0.5	0.0	1.6	0.6	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	46.2	45.8	58.5	48.8	48.6	16.0	0.0	12.8	14.1	0.0	14.0
LnGrp LOS	E	D	D	E	D	D	B	A	B	B	A	B
Approach Vol, veh/h		1056			832			162			270	
Approach Delay, s/veh		48.3			49.3			13.5			14.0	
Approach LOS		D			D			B			B	

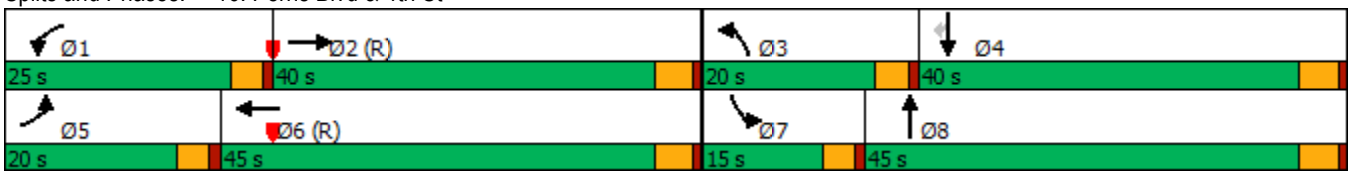
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		64.3	8.5	37.2		64.3	13.8	31.8				
Change Period (Y+Rc), s		5.0	4.6	5.1		5.0	4.6	5.1				
Max Green Setting (Gmax), s		51.0	10.4	33.9		51.0	10.4	33.9				
Max Q Clear Time (g_c+I1), s		11.3	5.0	28.3		9.4	9.4	24.5				
Green Ext Time (p_c), s		0.6	0.0	2.1		1.0	0.0	2.2				

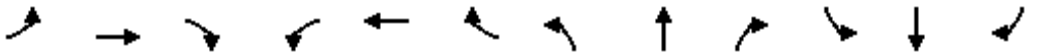
Intersection Summary												
HCM 6th Ctrl Delay			42.2									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	276	650	63	558	41	286	94	298	210
Future Volume (vph)	276	650	63	558	41	286	94	298	210
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.6	9.0	9.6	9.0	9.6	9.0	9.6	9.6
Total Split (s)	20.0	40.0	25.0	45.0	20.0	45.0	15.0	40.0	40.0
Total Split (%)	16.0%	32.0%	20.0%	36.0%	16.0%	36.0%	12.0%	32.0%	32.0%
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?		Yes	Yes			Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	16.0	48.9	9.4	40.4	7.8	41.4	10.0	45.4	45.4
Actuated g/C Ratio	0.13	0.39	0.08	0.32	0.06	0.33	0.08	0.36	0.36
v/c Ratio	1.38	0.57	0.54	0.62	0.42	0.32	0.75	0.49	0.33
Control Delay	237.6	32.9	70.7	38.2	68.0	31.2	88.3	35.6	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	237.6	32.9	70.7	38.2	68.0	31.2	88.3	35.6	5.3
LOS	F	C	E	D	E	C	F	D	A
Approach Delay		91.3		41.2		35.3		33.3	
Approach LOS		F		D		D		C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.38	
Intersection Signal Delay: 57.0	Intersection LOS: E
Intersection Capacity Utilization 72.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 16: Perris Blvd & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	276	650	43	63	558	62	41	286	43	94	298	210
Future Volume (veh/h)	276	650	43	63	558	62	41	286	43	94	298	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	285	670	44	65	575	64	42	295	44	97	307	216
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	208	1288	85	81	999	111	52	918	135	118	621	526
Arrive On Green	0.13	0.42	0.42	0.05	0.34	0.34	0.03	0.32	0.32	0.07	0.36	0.36
Sat Flow, veh/h	1629	3090	203	1629	2947	327	1629	2840	419	1629	1710	1448
Grp Volume(v), veh/h	285	352	362	65	316	323	42	167	172	97	307	216
Grp Sat Flow(s),veh/h/ln	1629	1625	1668	1629	1625	1649	1629	1625	1634	1629	1710	1448
Q Serve(g_s), s	16.0	20.2	20.2	4.9	20.0	20.1	3.2	9.7	9.9	7.3	17.4	14.0
Cycle Q Clear(g_c), s	16.0	20.2	20.2	4.9	20.0	20.1	3.2	9.7	9.9	7.3	17.4	14.0
Prop In Lane	1.00		0.12	1.00		0.20	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	208	677	695	81	551	559	52	525	528	118	621	526
V/C Ratio(X)	1.37	0.52	0.52	0.80	0.57	0.58	0.80	0.32	0.32	0.82	0.49	0.41
Avail Cap(c_a), veh/h	208	677	695	274	551	559	208	525	528	143	621	526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	27.1	27.1	58.7	33.9	34.0	60.1	31.9	32.0	57.2	30.9	29.8
Incr Delay (d2), s/veh	180.0	1.4	1.4	5.9	3.9	3.9	10.2	1.6	1.6	22.6	2.8	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.9	8.0	8.2	2.2	8.4	8.6	1.5	4.0	4.1	3.7	7.6	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	234.5	28.6	28.5	64.7	37.8	37.8	70.3	33.5	33.6	79.8	33.7	32.1
LnGrp LOS	F	C	C	E	D	D	E	C	C	E	C	C
Approach Vol, veh/h		999			704			381			620	
Approach Delay, s/veh		87.3			40.3			37.6			40.3	
Approach LOS		F			D			D			D	

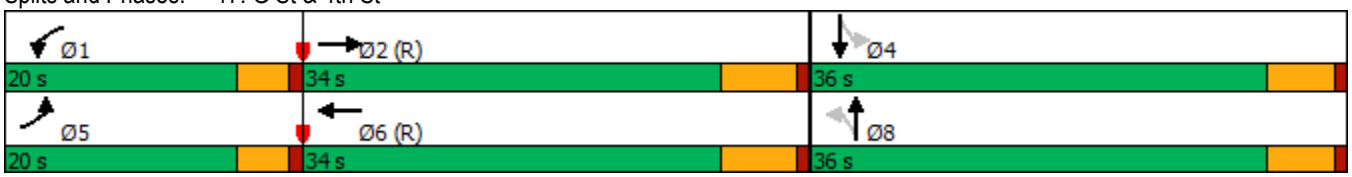
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	56.7	8.0	50.0	20.0	47.0	13.0	45.0
Change Period (Y+Rc), s	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6
Max Green Setting (Gmax), s	21.0	35.4	16.0	35.4	16.0	40.4	11.0	40.4
Max Q Clear Time (g_c+I1), s	6.9	22.2	5.2	19.4	18.0	22.1	9.3	11.9
Green Ext Time (p_c), s	0.0	2.4	0.0	1.3	0.0	2.3	0.0	1.2

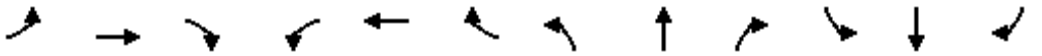
Intersection Summary	
HCM 6th Ctrl Delay	57.3
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	60	704	48	614	23	59	79	60
Future Volume (vph)	60	704	48	614	23	59	79	60
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	10.5	10.5	10.5	10.5
Total Split (s)	20.0	34.0	20.0	34.0	36.0	36.0	36.0	36.0
Total Split (%)	22.2%	37.8%	22.2%	37.8%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	8.5	39.8	7.9	37.0	30.5	30.5	30.5	30.5
Actuated g/C Ratio	0.09	0.44	0.09	0.41	0.34	0.34	0.34	0.34
v/c Ratio	0.36	0.47	0.31	0.46	0.06	0.21	0.19	0.19
Control Delay	43.5	20.1	51.1	13.9	20.7	11.7	22.5	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.5	20.1	51.1	13.9	20.7	11.7	22.5	12.6
LOS	D	C	D	B	C	B	C	B
Approach Delay		21.9		16.5		13.1		16.6
Approach LOS		C		B		B		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 49.4 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay: 18.5	Intersection LOS: B
Intersection Capacity Utilization 53.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 17: G St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	704	16	48	614	40	23	59	68	79	60	56
Future Volume (veh/h)	60	704	16	48	614	40	23	59	68	79	60	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	62	726	16	49	633	41	24	61	70	81	62	58
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	1604	35	71	1507	98	453	273	313	443	305	286
Arrive On Green	0.04	0.44	0.44	0.08	0.88	0.88	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1810	3611	80	1810	3437	222	1286	805	923	1274	901	842
Grp Volume(v), veh/h	62	363	379	49	332	342	24	0	131	81	0	120
Grp Sat Flow(s),veh/h/ln	1810	1805	1885	1810	1805	1854	1286	0	1728	1274	0	1743
Q Serve(g_s), s	3.0	12.6	12.6	2.4	3.2	3.2	1.2	0.0	4.9	4.4	0.0	4.4
Cycle Q Clear(g_c), s	3.0	12.6	12.6	2.4	3.2	3.2	5.6	0.0	4.9	9.3	0.0	4.4
Prop In Lane	1.00		0.04	1.00		0.12	1.00		0.53	1.00		0.48
Lane Grp Cap(c), veh/h	81	802	837	71	792	813	453	0	586	443	0	591
V/C Ratio(X)	0.76	0.45	0.45	0.69	0.42	0.42	0.05	0.00	0.22	0.18	0.00	0.20
Avail Cap(c_a), veh/h	312	802	837	312	792	813	453	0	586	443	0	591
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	0.87	0.87	0.87	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.5	17.4	17.4	40.9	3.3	3.3	23.1	0.0	21.3	24.6	0.0	21.1
Incr Delay (d2), s/veh	11.0	1.4	1.4	9.9	1.4	1.4	0.2	0.0	0.9	0.9	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	5.2	5.4	1.2	1.1	1.2	0.4	0.0	2.1	1.4	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	18.8	18.8	50.8	4.7	4.7	23.3	0.0	22.2	25.5	0.0	21.9
LnGrp LOS	D	B	B	D	A	A	C	A	C	C	A	C
Approach Vol, veh/h		804			723			155			201	
Approach Delay, s/veh		21.5			7.8			22.3			23.3	
Approach LOS		C			A			C			C	

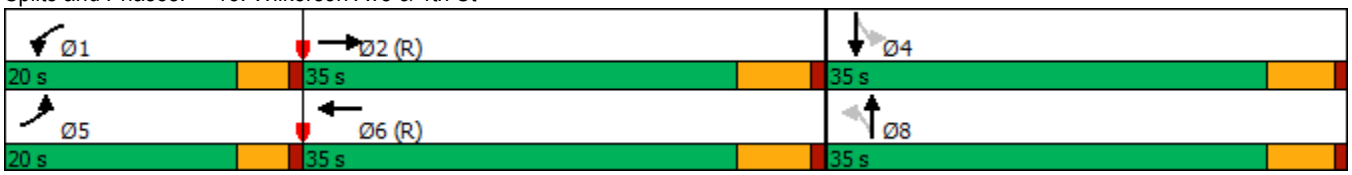
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	46.0		36.0	8.5	45.5		36.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	28.0		30.5	15.5	28.0		30.5				
Max Q Clear Time (g_c+I1), s	4.4	14.6		11.3	5.0	5.2		7.6				
Green Ext Time (p_c), s	0.1	3.7		0.9	0.1	4.1		0.8				

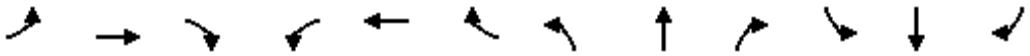
Intersection Summary												
HCM 6th Ctrl Delay			16.5									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	44	740	20	654	29	17	188	12
Future Volume (vph)	44	740	20	654	29	17	188	12
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	15.5	15.5	10.5	10.5
Total Split (s)	20.0	35.0	20.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	22.2%	38.9%	22.2%	38.9%	38.9%	38.9%	38.9%	38.9%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0		5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.7	44.1	6.6	41.0		29.5		29.5
Actuated g/C Ratio	0.09	0.49	0.07	0.46		0.33		0.33
v/c Ratio	0.29	0.46	0.16	0.49		0.10		0.55
Control Delay	50.2	11.6	41.2	19.2		21.9		28.9
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	50.2	11.6	41.2	19.2		21.9		28.9
LOS	D	B	D	B		C		C
Approach Delay		13.6		19.8		21.9		28.9
Approach LOS		B		B		C		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 49.4 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 18.3	Intersection LOS: B
Intersection Capacity Utilization 57.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 18: Wilkerson Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	740	44	20	654	112	29	17	0	188	12	45
Future Volume (veh/h)	44	740	44	20	654	112	29	17	0	188	12	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	763	45	21	674	115	30	18	0	194	12	46
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	68	1634	96	41	1404	239	371	209	0	436	33	89
Arrive On Green	0.08	0.94	0.94	0.02	0.46	0.46	0.33	0.33	0.00	0.33	0.33	0.33
Sat Flow, veh/h	1810	3464	204	1810	3073	524	935	638	0	1114	99	271
Grp Volume(v), veh/h	45	398	410	21	396	393	48	0	0	252	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1863	1810	1805	1792	1573	0	0	1485	0	0
Q Serve(g_s), s	2.2	2.0	2.0	1.0	13.7	13.8	0.0	0.0	0.0	10.4	0.0	0.0
Cycle Q Clear(g_c), s	2.2	2.0	2.0	1.0	13.7	13.8	1.6	0.0	0.0	12.1	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.29	0.62		0.00	0.77		0.18
Lane Grp Cap(c), veh/h	68	852	879	41	825	819	581	0	0	557	0	0
V/C Ratio(X)	0.66	0.47	0.47	0.51	0.48	0.48	0.08	0.00	0.00	0.45	0.00	0.00
Avail Cap(c_a), veh/h	312	852	879	312	825	819	581	0	0	557	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.85	0.85	0.85	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.1	1.4	1.4	43.5	17.0	17.0	20.9	0.0	0.0	24.3	0.0	0.0
Incr Delay (d2), s/veh	9.5	1.7	1.6	8.1	1.7	1.7	0.3	0.0	0.0	2.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.8	0.8	0.5	5.7	5.7	0.7	0.0	0.0	4.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.6	3.1	3.0	51.6	18.7	18.7	21.1	0.0	0.0	26.9	0.0	0.0
LnGrp LOS	D	A	A	D	B	B	C	A	A	C	A	A
Approach Vol, veh/h		853			810			48			252	
Approach Delay, s/veh		5.5			19.6			21.1			26.9	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	48.5		35.0	7.9	47.1		35.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	29.0		29.5	15.5	29.0		29.5				
Max Q Clear Time (g_c+I1), s	3.0	4.0		14.1	4.2	15.8		3.6				
Green Ext Time (p_c), s	0.0	5.2		1.2	0.0	4.0		0.2				

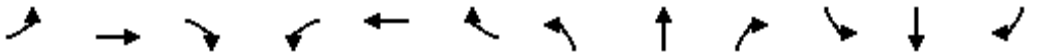
Intersection Summary			
HCM 6th Ctrl Delay		14.4	
HCM 6th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	887	25	64	10	18	51	307	8	28	305	716
Future Volume (vph)	887	25	64	10	18	51	307	8	28	305	716
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	9.5	11.0	9.5	33.0	33.0	9.5	11.0	11.0
Total Split (s)	40.0	55.0	55.0	25.0	40.0	25.0	35.0	35.0	25.0	35.0	35.0
Total Split (%)	28.6%	39.3%	39.3%	17.9%	28.6%	17.9%	25.0%	25.0%	17.9%	25.0%	25.0%
Yellow Time (s)	5.0	5.0	5.0	3.5	5.0	3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	34.0	69.2	69.2	6.5	34.0	9.6	45.9	45.9	7.8	42.0	42.0
Actuated g/C Ratio	0.24	0.49	0.49	0.05	0.24	0.07	0.33	0.33	0.06	0.30	0.30
v/c Ratio	1.12	0.03	0.08	0.13	0.10	0.44	0.28	0.01	0.30	0.30	0.55
Control Delay	118.0	20.6	2.1	67.0	13.9	73.0	37.0	0.0	70.3	40.0	4.3
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	118.1	20.6	2.1	67.0	13.9	73.0	37.0	0.0	70.3	40.0	4.3
LOS	F	C	A	E	B	E	D	A	E	D	A
Approach Delay		108.0			20.0		41.2			16.4	
Approach LOS		F			C		D			B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 40 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay: 56.3	Intersection LOS: E
Intersection Capacity Utilization 58.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 19: Redlands Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	887	25	64	10	18	61	51	307	8	28	305	716
Future Volume (veh/h)	887	25	64	10	18	61	51	307	8	28	305	716
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	954	27	69	11	19	66	55	330	9	30	328	770
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	853	1122	951	22	631	562	72	802	358	45	748	587
Arrive On Green	0.24	0.59	0.59	0.01	0.35	0.35	0.04	0.22	0.22	0.02	0.21	0.21
Sat Flow, veh/h	3510	1900	1610	1810	1805	1608	1810	3610	1610	1810	3610	2834
Grp Volume(v), veh/h	954	27	69	11	19	66	55	330	9	30	328	770
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1608	1810	1805	1610	1810	1805	1417
Q Serve(g_s), s	34.0	0.8	2.6	0.8	1.0	3.9	4.2	11.0	0.6	2.3	11.1	29.0
Cycle Q Clear(g_c), s	34.0	0.8	2.6	0.8	1.0	3.9	4.2	11.0	0.6	2.3	11.1	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	853	1122	951	22	631	562	72	802	358	45	748	587
V/C Ratio(X)	1.12	0.02	0.07	0.49	0.03	0.12	0.77	0.41	0.03	0.67	0.44	1.31
Avail Cap(c_a), veh/h	853	1122	951	265	631	562	265	802	358	265	748	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	53.0	11.9	12.2	68.7	29.9	30.9	66.6	46.6	42.6	67.7	48.4	55.5
Incr Delay (d2), s/veh	67.6	0.0	0.1	15.5	0.1	0.4	15.5	1.6	0.1	15.5	1.8	151.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.8	0.4	1.0	0.5	0.4	1.6	2.3	5.1	0.3	1.3	5.2	22.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	120.6	11.9	12.4	84.2	30.0	31.3	82.1	48.2	42.7	83.3	50.2	207.1
LnGrp LOS	F	B	B	F	C	C	F	D	D	F	D	F
Approach Vol, veh/h		1050			96			394			1128	
Approach Delay, s/veh		110.7			37.1			52.8			158.2	
Approach LOS		F			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	88.7	10.1	35.0	40.0	54.9	7.9	37.1
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	6.0	4.5	6.0
Max Green Setting (Gmax), s	20.5	49.0	20.5	29.0	34.0	34.0	20.5	29.0
Max Q Clear Time (g_c+I1), s	2.8	4.6	6.2	31.0	36.0	5.9	4.3	13.0
Green Ext Time (p_c), s	0.0	0.4	0.1	0.0	0.0	0.4	0.0	1.9

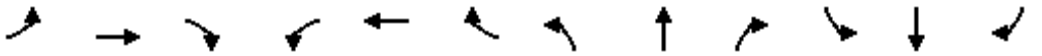
Intersection Summary	
HCM 6th Ctrl Delay	119.6
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	188	5	191	736	519	368	858
Future Volume (vph)	188	5	191	736	519	368	858
Turn Type	Split	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5	10.5	11.0	11.0	9.5	11.0
Total Split (s)	35.0	35.0	35.0	40.0	40.0	20.0	60.0
Total Split (%)	36.8%	36.8%	36.8%	42.1%	42.1%	21.1%	63.2%
Yellow Time (s)	4.5	4.5	4.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	6.0	6.0	4.5	6.0
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	13.5	13.5	13.5	50.1	50.1	15.4	70.0
Actuated g/C Ratio	0.14	0.14	0.14	0.53	0.53	0.16	0.74
v/c Ratio	0.57	0.48	0.39	0.22	0.31	0.67	0.33
Control Delay	46.2	25.1	9.8	13.3	2.0	47.6	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	46.2	25.1	9.8	13.3	2.0	47.6	5.5
LOS	D	C	A	B	A	D	A
Approach Delay		27.6		8.6			18.1
Approach LOS		C		A			B

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 15.2	Intersection LOS: B
Intersection Capacity Utilization 52.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 20: Redlands Ave & I-215 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	5	191	0	0	0	0	736	519	368	858	0
Future Volume (veh/h)	188	5	191	0	0	0	0	736	519	368	858	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	258	0	132				0	759	535	379	885	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	412	0	183				0	3851	1670	452	2763	0
Arrive On Green	0.11	0.00	0.11				0.00	0.59	0.59	0.26	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	6802	2834	3510	3705	0
Grp Volume(v), veh/h	258	0	132				0	759	535	379	885	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1417	1755	1805	0
Q Serve(g_s), s	6.5	0.0	7.5				0.0	5.1	9.1	9.7	0.0	0.0
Cycle Q Clear(g_c), s	6.5	0.0	7.5				0.0	5.1	9.1	9.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	412	0	183				0	3851	1670	452	2763	0
V/C Ratio(X)	0.63	0.00	0.72				0.00	0.20	0.32	0.84	0.32	0.00
Avail Cap(c_a), veh/h	1124	0	500				0	3851	1670	573	2763	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.30	0.30	0.91	0.91	0.00
Uniform Delay (d), s/veh	40.2	0.0	40.6				0.0	9.1	9.9	34.3	0.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	5.3				0.0	0.0	0.2	8.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	3.2				0.0	1.7	2.6	4.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	0.0	45.9				0.0	9.1	10.0	42.3	0.3	0.0
LnGrp LOS	D	A	D				A	A	B	D	A	A
Approach Vol, veh/h		390						1294			1264	
Approach Delay, s/veh		43.2						9.5			12.9	
Approach LOS		D						A			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	16.7	62.0		16.3		78.7
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	15.5	34.0		29.5		54.0
Max Q Clear Time (g_c+I1), s	11.7	11.1		9.5		2.0
Green Ext Time (p_c), s	0.5	7.9		1.3		7.5

Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Notes

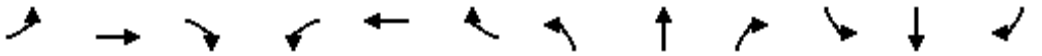
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	478	0	557	173	751	748	112
Future Volume (vph)	478	0	557	173	751	748	112
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.0	9.0	9.5	11.0	11.0	11.0
Total Split (s)	35.0	35.0	35.0	25.0	60.0	35.0	35.0
Total Split (%)	36.8%	36.8%	36.8%	26.3%	63.2%	36.8%	36.8%
Yellow Time (s)	3.0	3.0	3.0	3.5	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.5	6.0	6.0	6.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	27.1	27.1	27.1	10.2	57.9	43.1	43.1
Actuated g/C Ratio	0.29	0.29	0.29	0.11	0.61	0.45	0.45
v/c Ratio	0.76	0.70	0.61	0.48	0.36	0.26	0.15
Control Delay	41.3	28.2	18.0	57.6	8.5	17.4	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	41.3	28.2	18.0	57.6	8.6	17.4	4.2
LOS	D	C	B	E	A	B	A
Approach Delay		29.4			17.8	15.7	
Approach LOS		C			B	B	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 21.4	Intersection LOS: C
Intersection Capacity Utilization 52.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 21: Redlands Ave & I-215 NB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	478	0	557	173	751	0	0	748	112
Future Volume (veh/h)	0	0	0	478	0	557	173	751	0	0	748	112
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				691	0	373	180	782	0	0	779	117
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				978	0	435	260	2254	0	0	3288	808
Arrive On Green				0.27	0.00	0.27	0.15	1.00	0.00	0.00	0.50	0.50
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	6802	1606
Grp Volume(v), veh/h				691	0	373	180	782	0	0	779	117
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1634	1606
Q Serve(g_s), s				16.4	0.0	20.9	4.6	0.0	0.0	0.0	6.4	3.7
Cycle Q Clear(g_c), s				16.4	0.0	20.9	4.6	0.0	0.0	0.0	6.4	3.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				978	0	435	260	2254	0	0	3288	808
V/C Ratio(X)				0.71	0.00	0.86	0.69	0.35	0.00	0.00	0.24	0.14
Avail Cap(c_a), veh/h				1181	0	525	758	2254	0	0	3288	808
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.97	0.97	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				31.3	0.0	32.9	39.5	0.0	0.0	0.0	13.3	12.7
Incr Delay (d2), s/veh				1.5	0.0	11.5	3.2	0.4	0.0	0.0	0.2	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.2	0.0	9.3	2.0	0.1	0.0	0.0	2.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.8	0.0	44.4	42.7	0.4	0.0	0.0	13.5	13.0
LnGrp LOS				C	A	D	D	A	A	A	B	B
Approach Vol, veh/h					1064			962			896	
Approach Delay, s/veh					36.8			8.3			13.4	
Approach LOS					D			A			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		65.3			11.5	53.8		29.7				
Change Period (Y+Rc), s		6.0			4.5	6.0		4.0				
Max Green Setting (Gmax), s		54.0			20.5	29.0		31.0				
Max Q Clear Time (g_c+I1), s		2.0			6.6	8.4		22.9				
Green Ext Time (p_c), s		6.7			0.5	5.7		2.8				

Intersection Summary		
HCM 6th Ctrl Delay	20.3	
HCM 6th LOS	C	

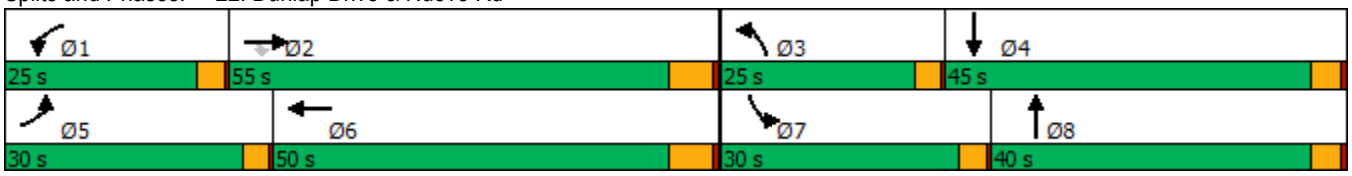
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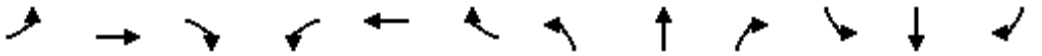
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	24	370	58	32	262	16	116	125	81
Future Volume (vph)	24	370	58	32	262	16	116	125	81
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Minimum Split (s)	8.5	12.0	12.0	8.5	12.0	8.5	10.2	8.5	10.2
Total Split (s)	30.0	55.0	55.0	25.0	50.0	25.0	40.0	30.0	45.0
Total Split (%)	20.0%	36.7%	36.7%	16.7%	33.3%	16.7%	26.7%	20.0%	30.0%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	3.2	3.0	3.2
All-Red Time (s)	0.5	1.0	1.0	0.5	1.0	0.5	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	3.5	4.2	3.5	4.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	6.1	28.3	28.3	6.5	28.7	5.7	37.1	12.7	50.0
Actuated g/C Ratio	0.06	0.29	0.29	0.07	0.29	0.06	0.38	0.13	0.51
v/c Ratio	0.24	0.75	0.12	0.30	0.70	0.17	0.25	0.60	0.13
Control Delay	55.8	41.8	3.8	56.4	38.2	55.5	25.7	54.3	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.8	41.8	3.8	56.4	38.2	55.5	25.7	54.3	16.8
LOS	E	D	A	E	D	E	C	D	B
Approach Delay		37.7			39.8		28.4		36.7
Approach LOS		D			D		C		D

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 98.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 36.8	Intersection LOS: D
Intersection Capacity Utilization 54.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 22: Dunlap Drive & Nuevo Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	370	58	32	262	82	16	116	41	125	81	30
Future Volume (veh/h)	24	370	58	32	262	82	16	116	41	125	81	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	411	64	36	291	91	18	129	46	139	90	33
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	50	507	429	60	378	118	37	545	194	174	642	235
Arrive On Green	0.03	0.27	0.27	0.03	0.27	0.27	0.02	0.41	0.41	0.10	0.48	0.48
Sat Flow, veh/h	1810	1900	1610	1810	1388	434	1810	1337	477	1810	1326	486
Grp Volume(v), veh/h	27	411	64	36	0	382	18	0	175	139	0	123
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1822	1810	0	1814	1810	0	1812
Q Serve(g_s), s	1.3	17.8	2.7	1.7	0.0	16.9	0.9	0.0	5.5	6.6	0.0	3.3
Cycle Q Clear(g_c), s	1.3	17.8	2.7	1.7	0.0	16.9	0.9	0.0	5.5	6.6	0.0	3.3
Prop In Lane	1.00		1.00	1.00		0.24	1.00		0.26	1.00		0.27
Lane Grp Cap(c), veh/h	50	507	429	60	0	496	37	0	740	174	0	877
V/C Ratio(X)	0.54	0.81	0.15	0.60	0.00	0.77	0.49	0.00	0.24	0.80	0.00	0.14
Avail Cap(c_a), veh/h	546	1061	899	443	0	913	443	0	740	546	0	877
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.1	30.1	24.6	41.8	0.0	29.4	42.6	0.0	17.0	38.8	0.0	12.5
Incr Delay (d2), s/veh	3.4	4.5	0.2	3.5	0.0	3.6	3.7	0.0	0.8	3.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	7.9	1.0	0.8	0.0	7.1	0.4	0.0	2.3	2.9	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	34.6	24.8	45.3	0.0	33.0	46.3	0.0	17.8	42.0	0.0	12.9
LnGrp LOS	D	C	C	D	A	C	D	A	B	D	A	B
Approach Vol, veh/h		502			418			193			262	
Approach Delay, s/veh		33.9			34.1			20.4			28.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	29.4	5.3	46.7	5.9	29.9	11.9	40.0
Change Period (Y+Rc), s	3.5	6.0	3.5	* 4.2	3.5	6.0	3.5	* 4.2
Max Green Setting (Gmax), s	21.5	49.0	21.5	* 41	26.5	44.0	26.5	* 36
Max Q Clear Time (g_c+I1), s	3.7	19.8	2.9	5.3	3.3	18.9	8.6	7.5
Green Ext Time (p_c), s	0.0	3.6	0.0	0.6	0.0	3.0	0.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	47.6
Intersection LOS	E

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	324	197	247	241	139	265
Future Vol, veh/h	324	197	247	241	139	265
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	345	210	263	256	148	282
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	54.8	54.2	30.4
HCM LOS	F	F	D

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	34%	0%	51%
Vol Thru, %	0%	62%	49%
Vol Right, %	66%	38%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	404	521	488
LT Vol	139	0	247
Through Vol	0	324	241
RT Vol	265	197	0
Lane Flow Rate	430	554	519
Geometry Grp	1	1	1
Degree of Util (X)	0.791	0.966	0.955
Departure Headway (Hd)	6.623	6.274	6.622
Convergence, Y/N	Yes	Yes	Yes
Cap	546	576	545
Service Time	4.687	4.344	4.694
HCM Lane V/C Ratio	0.788	0.962	0.952
HCM Control Delay	30.4	54.8	54.2
HCM Lane LOS	D	F	F
HCM 95th-tile Q	7.4	13.2	12.4

HCM 6th Edition methodology does not support more than four approaches.

Intersection	
Intersection Delay, s/veh	19.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	194	20	124	9	12	3	96	317	12	6	387	73
Future Vol, veh/h	194	20	124	9	12	3	96	317	12	6	387	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	211	22	135	10	13	3	104	345	13	7	421	79
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	15.3	11.8	15.4	26.3
HCM LOS	C	B	C	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	38%	0%	91%	0%	38%	2%	0%
Vol Thru, %	62%	93%	9%	0%	50%	98%	0%
Vol Right, %	0%	7%	0%	100%	12%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	255	171	214	124	24	393	73
LT Vol	96	0	194	0	9	6	0
Through Vol	159	159	20	0	12	387	0
RT Vol	0	12	0	124	3	0	73
Lane Flow Rate	277	185	233	135	26	427	79
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.526	0.34	0.492	0.241	0.06	0.783	0.129
Departure Headway (Hd)	6.846	6.603	7.619	6.442	8.301	6.596	5.875
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	523	539	470	553	434	547	605
Service Time	4.642	4.399	5.41	4.232	6.301	4.387	3.665
HCM Lane V/C Ratio	0.53	0.343	0.496	0.244	0.06	0.781	0.131
HCM Control Delay	17.1	12.8	17.6	11.3	11.8	29.4	9.5
HCM Lane LOS	C	B	C	B	B	D	A
HCM 95th-tile Q	3	1.5	2.7	0.9	0.2	7.2	0.4

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	0	24	1	2	2	37	417	2	2	547	7
Future Vol, veh/h	11	0	24	1	2	2	37	417	2	2	547	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	0	27	1	2	2	42	474	2	2	622	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1191	1190	626	1203	1193	475	630	0	0	476	0	0
Stage 1	630	630	-	559	559	-	-	-	-	-	-	-
Stage 2	561	560	-	644	634	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	166	189	488	163	188	594	962	-	-	1097	-	-
Stage 1	473	478	-	517	514	-	-	-	-	-	-	-
Stage 2	516	514	-	465	476	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	156	177	488	147	176	594	962	-	-	1097	-	-
Mov Cap-2 Maneuver	156	177	-	147	176	-	-	-	-	-	-	-
Stage 1	445	477	-	486	484	-	-	-	-	-	-	-
Stage 2	481	484	-	438	475	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.3	20.9	0.7	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	962	-	-	292	232	1097	-	-
HCM Lane V/C Ratio	0.044	-	-	0.136	0.024	0.002	-	-
HCM Control Delay (s)	8.9	0	-	19.3	20.9	8.3	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.1	0	-	-

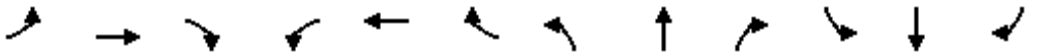
Intersection	
Int Delay, s/veh	8.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	78	24	8	34	64	24	383	8	76	443	43
Future Vol, veh/h	26	78	24	8	34	64	24	383	8	76	443	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	27	81	25	8	35	67	25	399	8	79	461	45

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1146	1099	484	1148	1117	403	506	0	0	407	0	0
Stage 1	642	642	-	453	453	-	-	-	-	-	-	-
Stage 2	504	457	-	695	664	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	178	214	587	177	209	652	1069	-	-	1163	-	-
Stage 1	466	472	-	590	573	-	-	-	-	-	-	-
Stage 2	554	571	-	436	461	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	128	195	587	107	190	652	1069	-	-	1163	-	-
Mov Cap-2 Maneuver	128	195	-	107	190	-	-	-	-	-	-	-
Stage 1	455	440	-	576	560	-	-	-	-	-	-	-
Stage 2	455	558	-	317	430	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	53.6	23.7	0.5	1.1
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1069	-	-	199	301	1163	-	-
HCM Lane V/C Ratio	0.023	-	-	0.67	0.367	0.068	-	-
HCM Control Delay (s)	8.4	-	-	53.6	23.7	8.3	-	-
HCM Lane LOS	A	-	-	F	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	4.1	1.6	0.2	-	-



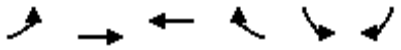
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	0	291	0	0	0	229	305	0	0	1500	31
Future Volume (veh/h)	27	0	291	0	0	0	229	305	0	0	1500	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	0	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	28	0	0	0	0	0	241	321	0	0	1579	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	0		0	3	0	299	1693	0	0	1207	
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.89	0.00	0.00	0.64	0.00
Sat Flow, veh/h		0		0	1900	0	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h		0.0		0	0	0	241	321	0	0	1579	0
Grp Sat Flow(s),veh/h/ln				0	1900	0	1810	1900	0	0	1900	1610
Q Serve(g_s), s				0.0	0.0	0.0	7.1	1.2	0.0	0.0	35.0	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	7.1	1.2	0.0	0.0	35.0	0.0
Prop In Lane				0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				0	3	0	299	1693	0	0	1207	
V/C Ratio(X)				0.00	0.00	0.00	0.81	0.19	0.00	0.00	1.31	
Avail Cap(c_a), veh/h				0	517	0	821	2241	0	0	1207	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	22.2	0.4	0.0	0.0	10.1	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	2.0	0.0	0.0	0.0	144.8	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.0	2.7	0.0	0.0	0.0	54.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	0.0	24.1	0.4	0.0	0.0	154.9	0.0
LnGrp LOS				A	A	A	C	A	A	A	F	
Approach Vol, veh/h					0			562			1579	
Approach Delay, s/veh					0.0			10.6			154.9	
Approach LOS								B			F	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	14.1	41.0				55.1		0.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		4.0				
Max Green Setting (Gmax), s	25.0	35.0				65.0		15.0				
Max Q Clear Time (g_c+I1), s	9.1	37.0				3.2		0.0				
Green Ext Time (p_c), s	0.3	0.0				1.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay			117.0
HCM 6th LOS			F

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	1776	506	1233	263	28
Future Volume (veh/h)	13	1776	506	1233	263	28
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	1869	533	0	277	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	31	2262	1891		327	34
Arrive On Green	0.02	0.63	0.52	0.00	0.20	0.20
Sat Flow, veh/h	1810	3705	3705	1610	1614	169
Grp Volume(v), veh/h	14	1869	533	0	307	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1789	0
Q Serve(g_s), s	0.5	24.9	5.1	0.0	10.3	0.0
Cycle Q Clear(g_c), s	0.5	24.9	5.1	0.0	10.3	0.0
Prop In Lane	1.00			1.00	0.90	0.09
Lane Grp Cap(c), veh/h	31	2262	1891		363	0
V/C Ratio(X)	0.45	0.83	0.28		0.85	0.00
Avail Cap(c_a), veh/h	729	3797	2035		1011	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	30.2	9.0	8.3	0.0	23.8	0.0
Incr Delay (d2), s/veh	3.7	0.3	0.0	0.0	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.3	1.4	0.0	4.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.9	9.3	8.3	0.0	25.9	0.0
LnGrp LOS	C	A	A		C	A
Approach Vol, veh/h		1883	533		307	
Approach Delay, s/veh		9.5	8.3		25.9	
Approach LOS		A	A		C	

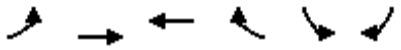
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	44.2		17.9	6.4	37.8
Change Period (Y+Rc), s	5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s	65.3		35.1	25.0	35.0
Max Q Clear Time (g_c+I1), s	26.9		12.3	2.5	7.1
Green Ext Time (p_c), s	12.0		0.4	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	330	1709	1394	35	47	345
Future Volume (veh/h)	330	1709	1394	35	47	345
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	351	1818	1483	37	50	367
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	385	2363	1427	36	410	365
Arrive On Green	0.21	0.65	0.40	0.40	0.23	0.23
Sat Flow, veh/h	1810	3705	3694	90	1810	1610
Grp Volume(v), veh/h	351	1818	743	777	50	367
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1884	1810	1610
Q Serve(g_s), s	16.7	30.9	35.0	35.0	1.9	20.0
Cycle Q Clear(g_c), s	16.7	30.9	35.0	35.0	1.9	20.0
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	385	2363	715	747	410	365
V/C Ratio(X)	0.91	0.77	1.04	1.04	0.12	1.01
Avail Cap(c_a), veh/h	410	2412	715	747	410	365
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	10.6	26.7	26.7	27.2	34.2
Incr Delay (d2), s/veh	22.5	1.5	43.9	44.1	0.0	48.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	9.1	21.8	22.8	0.8	4.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	56.4	12.1	70.6	70.7	27.2	82.9
LnGrp LOS	E	B	F	F	C	F
Approach Vol, veh/h		2169	1520		417	
Approach Delay, s/veh		19.3	70.7		76.2	
Approach LOS		B	E		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		63.8		24.5	22.8	41.0
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		59.0		20.0	20.0	35.0
Max Q Clear Time (g_c+I1), s		32.9		22.0	18.7	37.0
Green Ext Time (p_c), s		15.3		0.0	0.1	0.0

Intersection Summary						
HCM 6th Ctrl Delay			44.1			
HCM 6th LOS			D			

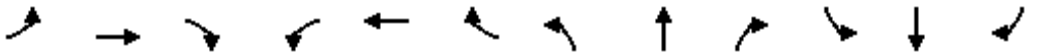
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↱			↱
Traffic Vol, veh/h	0	1698	1468	73	0	99
Future Vol, veh/h	0	1698	1468	73	0	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1866	1613	80	0	109

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	847
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	309
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	309
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	22.8
HCM LOS			C

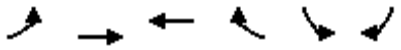
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	309
HCM Lane V/C Ratio	-	-	-	0.352
HCM Control Delay (s)	-	-	-	22.8
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	1642	28	122	1455	21	75	15	157	20	14	11
Future Volume (veh/h)	28	1642	28	122	1455	21	75	15	157	20	14	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	30	1766	30	131	1565	23	81	16	169	22	15	12
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	55	1763	30	166	1991	29	203	40	214	33	22	18
Arrive On Green	0.03	0.49	0.49	0.09	0.55	0.55	0.13	0.13	0.13	0.04	0.04	0.04
Sat Flow, veh/h	1810	3632	62	1810	3640	53	1523	301	1603	800	545	436
Grp Volume(v), veh/h	30	876	920	131	775	813	97	0	169	49	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1889	1810	1805	1889	1824	0	1603	1781	0	0
Q Serve(g_s), s	1.3	40.0	40.0	5.8	28.1	28.2	4.0	0.0	8.4	2.2	0.0	0.0
Cycle Q Clear(g_c), s	1.3	40.0	40.0	5.8	28.1	28.2	4.0	0.0	8.4	2.2	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.03	0.84		1.00	0.45		0.24
Lane Grp Cap(c), veh/h	55	876	917	166	987	1033	243	0	214	73	0	0
V/C Ratio(X)	0.55	1.00	1.00	0.79	0.79	0.79	0.40	0.00	0.79	0.67	0.00	0.00
Avail Cap(c_a), veh/h	439	876	917	439	987	1033	664	0	583	648	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.4	21.2	21.2	36.6	14.8	14.8	32.7	0.0	34.6	39.0	0.0	0.0
Incr Delay (d2), s/veh	3.2	30.3	30.7	3.1	3.9	3.8	0.4	0.0	2.5	4.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	21.0	22.1	2.7	11.2	11.8	1.8	0.0	3.3	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	51.5	51.9	39.8	18.7	18.6	33.1	0.0	37.1	42.9	0.0	0.0
LnGrp LOS	D	D	F	D	B	B	C	A	D	D	A	A
Approach Vol, veh/h		1826			1719			266			49	
Approach Delay, s/veh		51.6			20.3			35.6			42.9	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	52.1		15.5	12.1	47.0		7.9				
Change Period (Y+Rc), s	4.5	7.0		4.5	4.5	7.0		4.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	3.3	30.2		10.4	7.8	42.0		4.2				
Green Ext Time (p_c), s	0.0	5.4		0.6	0.1	0.0		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		36.4	
HCM 6th LOS		D	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	49	1676	1430	36	63	14
Future Volume (veh/h)	49	1676	1430	36	63	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	1783	1521	38	67	15
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	91	2640	2131	53	95	21
Arrive On Green	0.05	0.73	0.59	0.59	0.07	0.07
Sat Flow, veh/h	1810	3705	3694	90	1430	320
Grp Volume(v), veh/h	52	1783	762	797	83	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1884	1771	0
Q Serve(g_s), s	1.5	13.9	15.8	15.9	2.4	0.0
Cycle Q Clear(g_c), s	1.5	13.9	15.8	15.9	2.4	0.0
Prop In Lane	1.00			0.05	0.81	0.18
Lane Grp Cap(c), veh/h	91	2640	1069	1116	118	0
V/C Ratio(X)	0.57	0.68	0.71	0.71	0.70	0.00
Avail Cap(c_a), veh/h	683	4070	1193	1245	669	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.6	3.8	7.6	7.6	24.2	0.0
Incr Delay (d2), s/veh	5.5	0.3	1.8	1.7	7.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.0	4.6	4.8	1.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.1	4.1	9.4	9.4	31.6	0.0
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h		1835	1559		83	
Approach Delay, s/veh		4.8	9.4		31.6	
Approach LOS		A	A		C	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	44.7		8.2	7.4	37.4
Change Period (Y+Rc), s	6.0		* 4.7	* 4.7	6.0
Max Green Setting (Gmax), s	59.7		* 20	* 20	35.0
Max Q Clear Time (g_c+I1), s	15.9		4.4	3.5	17.9
Green Ext Time (p_c), s	22.8		0.2	0.1	10.5

Intersection Summary	
HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1615	4	105	1451	28	12	51	168	20	23	36
Future Volume (veh/h)	50	1615	4	105	1451	28	12	51	168	20	23	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	1682	4	109	1511	29	12	53	175	21	24	38
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	85	1936	5	142	2013	39	278	271	230	250	258	230
Arrive On Green	0.05	0.52	0.52	0.08	0.56	0.56	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1810	3695	9	1810	3623	69	1362	1900	1610	1171	1805	1610
Grp Volume(v), veh/h	52	822	864	109	752	788	12	53	175	21	24	38
Grp Sat Flow(s),veh/h/ln	1810	1805	1898	1810	1805	1887	1362	1900	1610	1171	1805	1610
Q Serve(g_s), s	1.8	25.6	25.7	3.8	20.4	20.5	0.5	1.6	6.7	1.0	0.7	1.3
Cycle Q Clear(g_c), s	1.8	25.6	25.7	3.8	20.4	20.5	1.8	1.6	6.7	2.6	0.7	1.3
Prop In Lane	1.00		0.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	85	946	995	142	1003	1049	278	271	230	250	258	230
V/C Ratio(X)	0.61	0.87	0.87	0.77	0.75	0.75	0.04	0.20	0.76	0.08	0.09	0.17
Avail Cap(c_a), veh/h	561	980	1031	561	1003	1049	506	589	500	446	560	500
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	13.4	13.4	29.1	10.9	10.9	25.1	24.4	26.6	25.5	24.0	24.3
Incr Delay (d2), s/veh	2.6	8.4	8.0	3.2	3.3	3.2	0.0	0.3	3.8	0.1	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	10.7	11.2	1.7	7.5	7.8	0.2	0.7	2.7	0.3	0.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8	21.8	21.4	32.3	14.2	14.1	25.1	24.6	30.4	25.6	24.1	24.5
LnGrp LOS	C	C	C	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1738			1649			240			83	
Approach Delay, s/veh		21.9			15.4			28.9			24.7	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.8	40.8		13.9	7.7	42.8		13.9
Change Period (Y+Rc), s	* 4.7	7.0		* 4.7	* 4.7	7.0		* 4.7
Max Green Setting (Gmax), s	* 20	35.0		* 20	* 20	35.0		* 20
Max Q Clear Time (g_c+I1), s	5.8	27.7		4.6	3.8	22.5		8.7
Green Ext Time (p_c), s	0.1	6.1		0.2	0.0	9.1		0.5

Intersection Summary		
HCM 6th Ctrl Delay		19.5
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	58	0	306	85	258	4	126	192	302	212	27
Future Volume (veh/h)	14	58	0	306	85	258	4	126	192	302	212	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	60	0	319	89	269	4	131	200	315	221	28
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	33	229	102	374	871	406	10	332	282	370	1350	594
Arrive On Green	0.02	0.06	0.00	0.21	0.25	0.25	0.01	0.17	0.17	0.20	0.37	0.37
Sat Flow, veh/h	1810	3610	1610	1810	3458	1610	1810	1900	1610	1810	3610	1587
Grp Volume(v), veh/h	15	60	0	319	89	269	4	131	200	315	221	28
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1610	1810	1900	1610	1810	1805	1587
Q Serve(g_s), s	0.5	0.9	0.0	10.1	1.2	8.9	0.1	3.6	7.0	10.0	2.4	0.7
Cycle Q Clear(g_c), s	0.5	0.9	0.0	10.1	1.2	8.9	0.1	3.6	7.0	10.0	2.4	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	33	229	102	374	871	406	10	332	282	370	1350	594
V/C Ratio(X)	0.45	0.26	0.00	0.85	0.10	0.66	0.41	0.39	0.71	0.85	0.16	0.05
Avail Cap(c_a), veh/h	609	2413	1076	1219	3476	1618	609	1263	1071	914	3008	1323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.9	26.5	0.0	22.7	17.1	20.0	29.4	21.7	23.1	22.8	12.4	11.8
Incr Delay (d2), s/veh	3.5	0.6	0.0	2.1	0.1	1.9	10.0	0.8	3.3	2.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.4	0.0	4.2	0.4	3.3	0.1	1.6	2.7	4.1	0.9	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.3	27.1	0.0	24.8	17.1	21.8	39.4	22.5	26.4	24.9	12.5	11.9
LnGrp LOS	C	C	A	C	B	C	D	C	C	C	B	B
Approach Vol, veh/h		75			677			335			564	
Approach Delay, s/veh		28.1			22.6			25.0			19.4	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	9.1	5.3	27.7	6.1	20.3	17.1	15.9
Change Period (Y+Rc), s	5.0	5.3	5.0	5.5	5.0	5.3	5.0	5.5
Max Green Setting (Gmax), s	4.0	39.7	20.0	49.5	20.0	59.7	30.0	39.5
Max Q Clear Time (g_c+I1), s	2.1	2.9	2.1	4.4	2.5	10.9	12.0	9.0
Green Ext Time (p_c), s	0.3	0.3	0.0	1.6	0.0	2.7	0.3	1.4

Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	447	95	216	535	47	82	86	136	29	89	5
Future Volume (veh/h)	2	447	95	216	535	47	82	86	136	29	89	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	481	102	232	575	51	88	92	146	31	96	5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	5	708	149	273	1300	115	106	110	175	206	216	183
Arrive On Green	0.00	0.24	0.24	0.15	0.39	0.39	0.23	0.23	0.23	0.11	0.11	0.11
Sat Flow, veh/h	1810	2954	622	1810	3355	297	469	490	778	1810	1900	1610
Grp Volume(v), veh/h	2	293	290	232	309	317	326	0	0	31	96	5
Grp Sat Flow(s),veh/h/ln	1810	1805	1772	1810	1805	1847	1737	0	0	1810	1900	1610
Q Serve(g_s), s	0.1	12.3	12.5	10.5	10.6	10.6	15.0	0.0	0.0	1.3	4.0	0.2
Cycle Q Clear(g_c), s	0.1	12.3	12.5	10.5	10.6	10.6	15.0	0.0	0.0	1.3	4.0	0.2
Prop In Lane	1.00		0.35	1.00		0.16	0.27		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	5	433	425	273	700	716	391	0	0	206	216	183
V/C Ratio(X)	0.41	0.68	0.68	0.85	0.44	0.44	0.83	0.00	0.00	0.15	0.44	0.03
Avail Cap(c_a), veh/h	440	937	920	440	937	958	709	0	0	522	549	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	28.9	29.0	34.7	19.0	19.0	31.0	0.0	0.0	33.5	34.7	33.0
Incr Delay (d2), s/veh	18.9	2.6	2.8	4.6	0.6	0.6	4.7	0.0	0.0	0.3	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	5.5	5.5	4.8	4.4	4.5	6.6	0.0	0.0	0.6	1.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.6	31.5	31.7	39.3	19.6	19.6	35.7	0.0	0.0	33.8	36.1	33.1
LnGrp LOS	E	C	C	D	B	B	D	A	A	C	D	C
Approach Vol, veh/h		585			858			326			132	
Approach Delay, s/veh		31.7			24.9			35.7			35.4	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	15.3	17.2	26.6	24.7	4.8	39.0
Change Period (Y+Rc), s	5.8	4.6	6.5	5.8	4.6	6.5
Max Green Setting (Gmax), s	24.2	20.4	43.5	34.2	20.4	43.5
Max Q Clear Time (g_c+I1), s	6.0	12.5	14.5	17.0	2.1	12.6
Green Ext Time (p_c), s	0.5	0.2	5.6	1.9	0.0	6.1

Intersection Summary	
HCM 6th Ctrl Delay	29.6
HCM 6th LOS	C



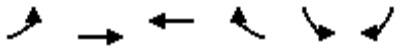
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	660	0	36	755	16	55
Future Volume (veh/h)	660	0	36	755	16	55
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	688	0	38	786	17	57
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3782	1174	90	2993	27	89
Arrive On Green	0.73	0.00	0.03	0.56	0.07	0.07
Sat Flow, veh/h	5358	1610	1810	3705	375	1258
Grp Volume(v), veh/h	688	0	38	786	75	0
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1805	1655	0
Q Serve(g_s), s	3.3	0.0	1.6	9.1	3.5	0.0
Cycle Q Clear(g_c), s	3.3	0.0	1.6	9.1	3.5	0.0
Prop In Lane		1.00	1.00		0.23	0.76
Lane Grp Cap(c), veh/h	3782	1174	90	2993	117	0
V/C Ratio(X)	0.18	0.00	0.42	0.26	0.64	0.00
Avail Cap(c_a), veh/h	3782	1174	317	2993	393	0
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.98	0.98	1.00	0.00
Uniform Delay (d), s/veh	3.4	0.0	37.5	5.1	36.2	0.0
Incr Delay (d2), s/veh	0.1	0.0	3.0	0.2	5.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.8	0.1	1.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.5	0.0	40.6	5.3	41.8	0.0
LnGrp LOS	A	A	D	A	D	A
Approach Vol, veh/h	688			824	75	
Approach Delay, s/veh	3.5			6.9	41.8	
Approach LOS	A			A	D	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.0	62.3			70.3	9.7
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	4.0	35.0			53.0	19.0
Max Q Clear Time (g_c+I1), s	3.6	5.3			11.1	5.5
Green Ext Time (p_c), s	0.0	4.3			5.3	0.1

Intersection Summary		
HCM 6th Ctrl Delay	7.1	
HCM 6th LOS	A	

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	145	570	644	415	431	147
Future Volume (veh/h)	145	570	644	415	431	147
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	146	576	651	419	435	148
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	184	2664	3042	944	569	459
Arrive On Green	0.10	0.74	0.59	0.59	0.16	0.16
Sat Flow, veh/h	1810	3705	5358	1610	3510	2834
Grp Volume(v), veh/h	146	576	651	419	435	148
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1755	1417
Q Serve(g_s), s	6.3	4.0	4.7	11.6	9.5	3.7
Cycle Q Clear(g_c), s	6.3	4.0	4.7	11.6	9.5	3.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	184	2664	3042	944	569	459
V/C Ratio(X)	0.79	0.22	0.21	0.44	0.77	0.32
Avail Cap(c_a), veh/h	317	2664	3042	944	886	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.89	0.89	1.00	1.00
Uniform Delay (d), s/veh	35.1	3.3	7.8	9.2	32.1	29.6
Incr Delay (d2), s/veh	7.5	0.2	0.1	1.3	2.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.7	1.3	3.3	3.9	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.6	3.5	8.0	10.6	34.2	30.0
LnGrp LOS	D	A	A	B	C	C
Approach Vol, veh/h		722	1070		583	
Approach Delay, s/veh		11.4	9.0		33.2	
Approach LOS		B	A		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		63.0		17.0	12.1	50.9
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		51.8		20.2	14.0	33.8
Max Q Clear Time (g_c+I1), s		6.0		11.5	8.3	13.6
Green Ext Time (p_c), s		3.6		1.5	0.2	5.3

Intersection Summary						
HCM 6th Ctrl Delay			15.7			
HCM 6th LOS			B			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	643	358	104	695	0	0	0	0	145	2	364
Future Volume (veh/h)	0	643	358	104	695	0	0	0	0	145	2	364
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	670	373	108	724	0				151	2	379
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	788	668	144	2041	0				495	7	446
Arrive On Green	0.00	0.41	0.41	0.08	0.57	0.00				0.28	0.28	0.28
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1787	24	1610
Grp Volume(v), veh/h	0	670	373	108	724	0				153	0	379
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1811	0	1610
Q Serve(g_s), s	0.0	22.3	12.3	4.1	7.6	0.0				4.7	0.0	15.6
Cycle Q Clear(g_c), s	0.0	22.3	12.3	4.1	7.6	0.0				4.7	0.0	15.6
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	788	668	144	2041	0				502	0	446
V/C Ratio(X)	0.00	0.85	0.56	0.75	0.35	0.00				0.30	0.00	0.85
Avail Cap(c_a), veh/h	0	1087	921	777	3873	0				777	0	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	18.5	15.6	31.5	8.3	0.0				19.9	0.0	23.9
Incr Delay (d2), s/veh	0.0	4.8	0.7	7.7	0.1	0.0				0.3	0.0	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.7	3.7	1.9	2.0	0.0				1.9	0.0	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.3	16.3	39.2	8.4	0.0				20.3	0.0	30.0
LnGrp LOS	A	C	B	D	A	A				C	A	C
Approach Vol, veh/h		1043			832						532	
Approach Delay, s/veh		20.8			12.4						27.2	
Approach LOS		C			B						C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	10.5	35.0				45.5		24.4				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	6.1	24.3				9.6		17.6				
Green Ext Time (p_c), s	0.2	4.7				4.8		1.8				

Intersection Summary												
HCM 6th Ctrl Delay			19.3									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	552	0	0	402	155	397	1	192	0	0	0
Future Volume (veh/h)	236	552	0	0	402	155	397	1	192	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	243	569	0	0	414	160	409	1	198			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	294	1115	0	0	470	182	490	1	437			
Arrive On Green	0.16	0.59	0.00	0.00	0.36	0.36	0.27	0.27	0.27			
Sat Flow, veh/h	1810	1900	0	0	1305	504	1805	4	1610			
Grp Volume(v), veh/h	243	569	0	0	0	574	410	0	198			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1809	1810	0	1610			
Q Serve(g_s), s	10.1	13.7	0.0	0.0	0.0	23.1	16.6	0.0	7.9			
Cycle Q Clear(g_c), s	10.1	13.7	0.0	0.0	0.0	23.1	16.6	0.0	7.9			
Prop In Lane	1.00		0.00	0.00		0.28	1.00		1.00			
Lane Grp Cap(c), veh/h	294	1115	0	0	0	651	491	0	437			
V/C Ratio(X)	0.83	0.51	0.00	0.00	0.00	0.88	0.83	0.00	0.45			
Avail Cap(c_a), veh/h	700	1837	0	0	0	933	700	0	623			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	31.4	9.5	0.0	0.0	0.0	23.3	26.6	0.0	23.5			
Incr Delay (d2), s/veh	5.9	0.4	0.0	0.0	0.0	7.2	6.0	0.0	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.4	4.1	0.0	0.0	0.0	9.5	7.5	0.0	2.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	9.8	0.0	0.0	0.0	30.4	32.6	0.0	24.2			
LnGrp LOS	D	A	A	A	A	C	C	A	C			
Approach Vol, veh/h		812			574			608				
Approach Delay, s/veh		18.1			30.4			29.9				
Approach LOS		B			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		51.5			17.6	33.9		26.1				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		15.7			12.1	25.1		18.6				
Green Ext Time (p_c), s		3.4			0.6	2.9		2.5				
Intersection Summary												
HCM 6th Ctrl Delay			25.2									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	634	110	46	483	74	56
Future Vol, veh/h	634	110	46	483	74	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	654	113	47	498	76	58

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	767	0	1303	711
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	592	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	856	-	179	436
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	557	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	856	-	169	436
Mov Cap-2 Maneuver	-	-	-	-	169	-
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	526	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	40.4
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	230	-	-	856	-
HCM Lane V/C Ratio	0.583	-	-	0.055	-
HCM Control Delay (s)	40.4	-	-	9.5	-
HCM Lane LOS	E	-	-	A	-
HCM 95th %tile Q(veh)	3.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	216	412	3	3	342	10	16	3	7	14	4	134
Future Vol, veh/h	216	412	3	3	342	10	16	3	7	14	4	134
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	227	434	3	3	360	11	17	3	7	15	4	141

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	371	0	0	441	0	0	1338	1271	440	1267	1267	366
Stage 1	-	-	-	-	-	-	894	894	-	372	372	-
Stage 2	-	-	-	-	-	-	444	377	-	895	895	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1199	-	-	1130	-	-	131	169	621	147	170	684
Stage 1	-	-	-	-	-	-	338	362	-	653	622	-
Stage 2	-	-	-	-	-	-	597	619	-	338	362	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1199	-	-	1126	-	-	81	126	619	115	127	684
Mov Cap-2 Maneuver	-	-	-	-	-	-	81	126	-	115	127	-
Stage 1	-	-	-	-	-	-	252	270	-	490	620	-
Stage 2	-	-	-	-	-	-	469	617	-	248	270	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3	0.1	47.2	18
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	112	1199	-	-	1126	-	-	435
HCM Lane V/C Ratio	0.244	0.19	-	-	0.003	-	-	0.368
HCM Control Delay (s)	47.2	8.7	0	-	8.2	0	-	18
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.9	0.7	-	-	0	-	-	1.7

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	356	35	0	272	2	0	0	0	12	0	0
Future Vol, veh/h	2	356	35	0	272	2	0	0	0	12	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	260	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	371	36	0	283	2	0	0	0	13	0	0

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	285	0	-	-	-	0			661	659	284
Stage 1	-	-	-	-	-	-			284	284	-
Stage 2	-	-	-	-	-	-			377	375	-
Critical Hdwy	4.1	-	-	-	-	-			6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-			5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-			3.5	4	3.3
Pot Cap-1 Maneuver	1289	-	0	0	-	-			431	386	760
Stage 1	-	-	0	0	-	-			769	680	-
Stage 2	-	-	0	0	-	-			698	621	-
Platoon blocked, %		-			-	-					
Mov Cap-1 Maneuver	1289	-	-	-	-	-			430	0	760
Mov Cap-2 Maneuver	-	-	-	-	-	-			430	0	-
Stage 1	-	-	-	-	-	-			767	0	-
Stage 2	-	-	-	-	-	-			698	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1289	-	-	-	430
HCM Lane V/C Ratio	0.002	-	-	-	0.029
HCM Control Delay (s)	7.8	0	-	-	13.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	369	0	4	249	25	6
Future Vol, veh/h	369	0	4	249	25	6
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	397	0	4	268	27	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	399	0	675	401
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	276	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	1171	-	422	653
Stage 1	-	0	-	-	682	-
Stage 2	-	0	-	-	775	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1169	-	419	651
Mov Cap-2 Maneuver	-	-	-	-	419	-
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	772	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	450	-	1169	-
HCM Lane V/C Ratio	0.074	-	0.004	-
HCM Control Delay (s)	13.6	-	8.1	0
HCM Lane LOS	B	-	A	A
HCM 95th %tile Q(veh)	0.2	-	0	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	215	175	109	9	13	118
Future Vol, veh/h	215	175	109	9	13	118
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	226	184	115	9	14	124

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	124	0	-	0	757	120
Stage 1	-	-	-	-	120	-
Stage 2	-	-	-	-	637	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1475	-	-	-	378	937
Stage 1	-	-	-	-	910	-
Stage 2	-	-	-	-	531	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1475	-	-	-	313	937
Mov Cap-2 Maneuver	-	-	-	-	313	-
Stage 1	-	-	-	-	754	-
Stage 2	-	-	-	-	531	-

Approach	EB	WB	SB
HCM Control Delay, s	4.3	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1475	-	-	-	782
HCM Lane V/C Ratio	0.153	-	-	-	0.176
HCM Control Delay (s)	7.9	0	-	-	10.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.6

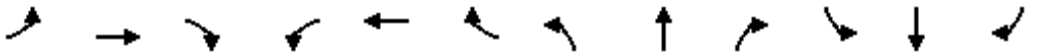
Intersection	
Int Delay, s/veh	10.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	72	36	27	60	9	39	421	63	15	411	11
Future Vol, veh/h	21	72	36	27	60	9	39	421	63	15	411	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	23	80	40	30	67	10	43	468	70	17	457	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1125	1121	463	1146	1092	503	469	0	0	538	0	0
Stage 1	497	497	-	589	589	-	-	-	-	-	-	-
Stage 2	628	624	-	557	503	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	184	208	603	178	216	573	1103	-	-	1040	-	-
Stage 1	559	548	-	498	499	-	-	-	-	-	-	-
Stage 2	474	481	-	518	545	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	126	192	603	106	199	573	1103	-	-	1040	-	-
Mov Cap-2 Maneuver	126	192	-	106	199	-	-	-	-	-	-	-
Stage 1	528	536	-	470	471	-	-	-	-	-	-	-
Stage 2	377	454	-	402	533	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	49.9	57.7	0.6	0.3
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1103	-	-	215	168	1040	-	-
HCM Lane V/C Ratio	0.039	-	-	0.667	0.635	0.016	-	-
HCM Control Delay (s)	8.4	0	-	49.9	57.7	8.5	0	-
HCM Lane LOS	A	A	-	E	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	4.1	3.6	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	1502	300	422	1145	194	335	292	444	196	265	20
Future Volume (veh/h)	47	1502	300	422	1145	194	335	292	444	196	265	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	1615	323	454	1231	209	360	314	477	211	285	22
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	66	792	153	238	1104	186	260	226	423	148	200	15
Arrive On Green	0.04	0.26	0.26	0.13	0.36	0.36	0.26	0.26	0.26	0.20	0.20	0.20
Sat Flow, veh/h	1810	3016	584	1810	3090	521	988	862	1610	753	1017	78
Grp Volume(v), veh/h	51	945	993	454	716	724	674	0	477	518	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1795	1810	1805	1806	1851	0	1610	1848	0	0
Q Serve(g_s), s	4.3	40.0	40.0	20.0	54.4	54.4	40.0	0.0	40.0	30.0	0.0	0.0
Cycle Q Clear(g_c), s	4.3	40.0	40.0	20.0	54.4	54.4	40.0	0.0	40.0	30.0	0.0	0.0
Prop In Lane	1.00		0.33	1.00		0.29	0.53		1.00	0.41		0.04
Lane Grp Cap(c), veh/h	66	474	471	238	645	646	486	0	423	364	0	0
V/C Ratio(X)	0.77	1.99	2.11	1.91	1.11	1.12	1.39	0.00	1.13	1.42	0.00	0.00
Avail Cap(c_a), veh/h	238	474	471	238	645	646	486	0	423	364	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	72.7	56.1	56.2	66.1	48.9	48.9	56.2	0.0	56.1	61.2	0.0	0.0
Incr Delay (d2), s/veh	6.9	454.2	505.4	425.1	69.3	73.9	186.4	0.0	83.5	205.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	78.0	84.3	37.3	36.8	37.7	43.8	0.0	26.0	34.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.7	510.3	561.6	491.2	118.2	122.9	242.6	0.0	139.6	266.8	0.0	0.0
LnGrp LOS	E	F	F	F	F	F	F	A	F	F	A	A
Approach Vol, veh/h		1989			1894			1151			518	
Approach Delay, s/veh		524.9			209.4			199.9			266.8	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.7	47.0		45.3	10.3	61.4		35.3				
Change Period (Y+Rc), s	* 4.7	7.0		5.3	* 4.7	7.0		5.3				
Max Green Setting (Gmax), s	* 20	40.0		40.0	* 20	40.0		30.0				
Max Q Clear Time (g_c+I1), s	22.0	42.0		42.0	6.3	56.4		32.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		325.8
HCM 6th LOS		F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	2	56	1	62	0	955	59	48	930	1
Future Volume (veh/h)	0	2	2	56	1	62	0	955	59	48	930	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	2	2	62	1	68	0	1049	65	53	1022	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	6	6	83	1	91	3	928	57	99	1221	1035
Arrive On Green	0.00	0.01	0.01	0.10	0.10	0.10	0.00	0.52	0.52	0.05	0.64	0.64
Sat Flow, veh/h	0	872	872	805	13	883	1810	1771	110	1810	1900	1610
Grp Volume(v), veh/h	0	0	4	131	0	0	0	0	1114	53	1022	1
Grp Sat Flow(s),veh/h/ln	0	0	1743	1701	0	0	1810	0	1880	1810	1900	1610
Q Serve(g_s), s	0.0	0.0	0.2	5.4	0.0	0.0	0.0	0.0	37.5	2.0	29.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.2	5.4	0.0	0.0	0.0	0.0	37.5	2.0	29.8	0.0
Prop In Lane	0.00		0.50	0.47		0.52	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	0	0	11	176	0	0	3	0	985	99	1221	1035
V/C Ratio(X)	0.00	0.00	0.36	0.74	0.00	0.00	0.00	0.00	1.13	0.54	0.84	0.00
Avail Cap(c_a), veh/h	0	0	497	580	0	0	516	0	985	516	1221	1035
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	35.4	31.2	0.0	0.0	0.0	0.0	17.0	33.0	9.9	4.6
Incr Delay (d2), s/veh	0.0	0.0	18.3	6.1	0.0	0.0	0.0	0.0	71.8	4.5	5.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	2.4	0.0	0.0	0.0	0.0	33.3	1.0	11.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	53.7	37.3	0.0	0.0	0.0	0.0	88.9	37.4	15.1	4.6
LnGrp LOS	A	A	D	D	A	A	A	A	F	D	B	A
Approach Vol, veh/h		4			131			1114			1076	
Approach Delay, s/veh		53.7			37.3			88.9			16.2	
Approach LOS		D			D			F			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	53.5		5.1	8.5	45.0		13.0				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	20.4	37.5		20.4	20.4	37.5		24.4				
Max Q Clear Time (g_c+I1), s	0.0	31.8		2.2	4.0	39.5		7.4				
Green Ext Time (p_c), s	0.0	3.6		0.0	0.1	0.0		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		52.3
HCM 6th LOS		D

Intersection	
Int Delay, s/veh	118434.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	2	608	0	263	17	740	513	269	729	2
Future Vol, veh/h	6	0	2	608	0	263	17	740	513	269	729	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	0	2	654	0	283	18	796	552	289	784	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2613	2747	785	2472	2472	1072	786	0	0	1348	0	0
Stage 1	1363	1363	-	1108	1108	-	-	-	-	-	-	-
Stage 2	1250	1384	-	1364	1364	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	16	20	396	~ 21	30	~ 270	842	-	-	517	-	-
Stage 1	184	218	-	~ 257	288	-	-	-	-	-	-	-
Stage 2	214	213	-	~ 184	218	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	396	~ 1	0	~ 270	842	-	-	517	-	-
Mov Cap-2 Maneuver	-	0	-	~ 1	0	-	-	-	-	-	-	-
Stage 1	163	2	-	~ 228	256	-	-	-	-	-	-	-
Stage 2	-	189	-	~ 1	2	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		$ 428180.1	0.1	5.5
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	842	-	-	-	1	517	-	-
HCM Lane V/C Ratio	0.022	-	-	936.559	0.559	-	-	
HCM Control Delay (s)	9.4	0	-	$ 428180.1	20.4	0	-	
HCM Lane LOS	A	A	-	-	F	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	119.9	3.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	343.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	79	78	1192	71	70	1268
Future Vol, veh/h	79	78	1192	71	70	1268
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	86	85	1296	77	76	1378

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2865	1335	0	0	1373	0
Stage 1	1335	-	-	-	-	-
Stage 2	1530	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 19	190	-	-	506	-
Stage 1	248	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 7	190	-	-	506	-
Mov Cap-2 Maneuver	~ 7	-	-	-	-	-
Stage 1	248	-	-	-	-	-
Stage 2	~ 71	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 6024	0	0.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	13	506	-
HCM Lane V/C Ratio	-	-	13.127	0.15	-
HCM Control Delay (s)	-	-	$ 6024	13.4	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	22.5	0.5	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	89

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	60	103	31	1203	1273	70
Future Vol, veh/h	60	103	31	1203	1273	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	63	108	33	1266	1340	74

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2709	1377	1414	0	-	0
Stage 1	1377	-	-	-	-	-
Stage 2	1332	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 24	179	488	-	-	-
Stage 1	237	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 19	179	488	-	-	-
Mov Cap-2 Maneuver	~ 19	-	-	-	-	-
Stage 1	183	-	-	-	-	-
Stage 2	249	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, $	1493.7	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	488	-	44	-	-
HCM Lane V/C Ratio	0.067	-	3.9	-	-
HCM Control Delay (s)	12.9	$	1493.7	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.2	-	19.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1968	175	91	1592	170	108
Future Volume (veh/h)	1968	175	91	1592	170	108
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2072	184	96	1676	179	114
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1920	856	126	2428	249	221
Arrive On Green	0.53	0.53	0.07	0.67	0.14	0.14
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	2072	184	96	1676	179	114
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	35.0	4.0	3.4	18.7	6.2	4.3
Cycle Q Clear(g_c), s	35.0	4.0	3.4	18.7	6.2	4.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1920	856	126	2428	249	221
V/C Ratio(X)	1.08	0.21	0.76	0.69	0.72	0.52
Avail Cap(c_a), veh/h	1920	856	687	3549	825	734
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	8.1	30.1	6.6	27.2	26.4
Incr Delay (d2), s/veh	45.7	0.1	3.6	0.4	3.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.8	1.2	1.6	5.0	2.8	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	61.1	8.3	33.7	6.9	31.1	28.2
LnGrp LOS	F	A	C	A	C	C
Approach Vol, veh/h	2256			1772	293	
Approach Delay, s/veh	56.8			8.4	30.0	
Approach LOS	E			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.3	42.0				51.3	14.5
Change Period (Y+Rc), s	* 4.7	7.0				7.0	5.5
Max Green Setting (Gmax), s	* 25	35.0				64.7	30.0
Max Q Clear Time (g_c+I1), s	5.4	37.0				20.7	8.2
Green Ext Time (p_c), s	0.1	0.0				20.7	0.9

Intersection Summary	
HCM 6th Ctrl Delay	35.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	371.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1479	595	343	1028	658	343
Future Vol, veh/h	1479	595	343	1028	658	343
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1479	595	343	1028	658	343

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2074	0	2977	1037
Stage 1	-	-	-	-	1777	-
Stage 2	-	-	-	-	1200	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	~ 272	-	~ 11	~ 232
Stage 1	-	-	-	-	~ 123	-
Stage 2	-	-	-	-	~ 252	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	~ 272	-	0	~ 232
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	~ 123	-
Stage 2	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	86.3	$ 1532
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	232	-	-	~ 272	-
HCM Lane V/C Ratio	4.315	-	-	1.261	-
HCM Control Delay (s)	$ 1532	-	-	181.7	54.5
HCM Lane LOS	F	-	-	F	F
HCM 95th %tile Q(veh)	99.9	-	-	16.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1798	19	0	1371	0	94
Future Vol, veh/h	1798	19	0	1371	0	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1798	19	0	1371	0	94

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	909
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	282
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	282
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	24
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	282	-	-	-
HCM Lane V/C Ratio	0.333	-	-	-
HCM Control Delay (s)	24	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	1.4	-	-	-

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	1	71	7	2	0	58	113	8	0	135	24
Future Vol, veh/h	40	1	71	7	2	0	58	113	8	0	135	24
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	45	1	80	8	2	0	65	127	9	0	152	27
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	8.3	8.3	9	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	32%	98%	0%	78%	0%
Vol Thru, %	63%	2%	0%	22%	85%
Vol Right, %	4%	0%	100%	0%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	179	41	71	9	159
LT Vol	58	40	0	7	0
Through Vol	113	1	0	2	135
RT Vol	8	0	71	0	24
Lane Flow Rate	201	46	80	10	179
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.25	0.075	0.103	0.015	0.217
Departure Headway (Hd)	4.471	5.854	4.657	5.185	4.373
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	804	612	769	689	822
Service Time	2.495	3.588	2.39	3.226	2.396
HCM Lane V/C Ratio	0.25	0.075	0.104	0.015	0.218
HCM Control Delay	9	9.1	7.9	8.3	8.6
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	1	0.2	0.3	0	0.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	1409	385	242	1055	63	241	79	176	109	80	73
Future Volume (veh/h)	96	1409	385	242	1055	63	241	79	176	109	80	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	104	1532	418	263	1147	68	262	86	191	118	87	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	131	1208	539	259	1404	83	348	100	222	221	111	101
Arrive On Green	0.07	0.33	0.33	0.14	0.41	0.41	0.19	0.19	0.19	0.12	0.12	0.12
Sat Flow, veh/h	1810	3610	1610	1810	3463	205	1810	520	1155	1810	908	824
Grp Volume(v), veh/h	104	1532	418	263	598	617	262	0	277	118	0	166
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1863	1810	0	1675	1810	0	1732
Q Serve(g_s), s	5.9	35.0	24.4	15.0	30.8	30.8	14.3	0.0	16.7	6.4	0.0	9.7
Cycle Q Clear(g_c), s	5.9	35.0	24.4	15.0	30.8	30.8	14.3	0.0	16.7	6.4	0.0	9.7
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.69	1.00		0.48
Lane Grp Cap(c), veh/h	131	1208	539	259	732	755	348	0	323	221	0	212
V/C Ratio(X)	0.79	1.27	0.78	1.01	0.82	0.82	0.75	0.00	0.86	0.53	0.00	0.78
Avail Cap(c_a), veh/h	259	1208	539	259	732	755	432	0	400	432	0	414
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.7	34.8	31.3	44.8	27.7	27.7	39.9	0.0	40.9	43.1	0.0	44.6
Incr Delay (d2), s/veh	4.0	127.5	6.4	59.4	6.7	6.6	5.7	0.0	14.3	2.0	0.0	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	36.3	10.2	10.9	14.2	14.7	6.9	0.0	8.1	3.0	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	162.4	37.7	104.3	34.4	34.2	45.6	0.0	55.2	45.1	0.0	50.9
LnGrp LOS	D	F	D	F	C	C	D	A	E	D	A	D
Approach Vol, veh/h		2054			1478			539			284	
Approach Delay, s/veh		131.4			46.8			50.5			48.5	
Approach LOS		F			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.7	42.0		25.2	12.3	49.4		17.8
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0
Max Green Setting (Gmax), s	* 5	35.0		25.0	* 15	35.0		25.0
Max Q Clear Time (g_c+I1), s	7.0	37.0		18.7	7.9	32.8		11.7
Green Ext Time (p_c), s	0.0	0.0		1.4	0.1	1.2		1.0

Intersection Summary	
HCM 6th Ctrl Delay	87.3
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	39	26	80	457	598	108
Future Volume (veh/h)	39	26	80	457	598	108
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	35	107	609	797	144
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	227	202	191	1057	1201	536
Arrive On Green	0.13	0.13	0.11	0.56	0.33	0.33
Sat Flow, veh/h	1810	1610	1810	1900	3705	1610
Grp Volume(v), veh/h	52	35	107	609	797	144
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1805	1610
Q Serve(g_s), s	1.0	0.8	2.2	8.2	7.4	2.6
Cycle Q Clear(g_c), s	1.0	0.8	2.2	8.2	7.4	2.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	227	202	191	1057	1201	536
V/C Ratio(X)	0.23	0.17	0.56	0.58	0.66	0.27
Avail Cap(c_a), veh/h	2109	1877	948	2059	1594	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	15.2	16.6	5.6	11.1	9.5
Incr Delay (d2), s/veh	0.5	0.4	2.6	0.5	0.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.9	1.9	2.3	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.9	15.6	19.1	6.1	11.8	9.8
LnGrp LOS	B	B	B	A	B	A
Approach Vol, veh/h	87			716	941	
Approach Delay, s/veh	15.8			8.1	11.5	
Approach LOS	B			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		28.5		10.5	8.7	19.8
Change Period (Y+Rc), s		6.8		5.6	4.6	6.8
Max Green Setting (Gmax), s		42.2		45.4	20.4	17.2
Max Q Clear Time (g_c+I1), s		10.2		3.0	4.2	9.4
Green Ext Time (p_c), s		4.6		0.2	0.2	3.6

Intersection Summary			
HCM 6th Ctrl Delay		10.3	
HCM 6th LOS		B	

Intersection	
Intersection Delay, s/veh	79.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	175	0	7	8	0	21	118	358	5	29	535	77
Future Vol, veh/h	175	0	7	8	0	21	118	358	5	29	535	77
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	199	0	8	9	0	24	134	407	6	33	608	88
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	16.1	11.7	53.1	120.4
HCM LOS	C	B	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	0%	96%	28%	5%
Vol Thru, %	75%	0%	0%	0%	83%
Vol Right, %	0%	100%	4%	72%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	476	5	182	29	641
LT Vol	118	0	175	8	29
Through Vol	358	0	0	0	535
RT Vol	0	5	7	21	77
Lane Flow Rate	541	6	207	33	728
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.955	0.009	0.418	0.069	1.185
Departure Headway (Hd)	6.636	5.794	7.687	8.115	5.858
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	552	621	472	444	619
Service Time	4.336	3.494	5.687	6.115	3.898
HCM Lane V/C Ratio	0.98	0.01	0.439	0.074	1.176
HCM Control Delay	53.6	8.5	16.1	11.7	120.4
HCM Lane LOS	F	A	C	B	F
HCM 95th-tile Q	12.5	0	2	0.2	25

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	64	0	482	407	143
Future Vol, veh/h	0	64	0	482	407	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	64	0	482	407	143

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	479	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	591	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	591	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	591	-	-
HCM Lane V/C Ratio	-	0.108	-	-
HCM Control Delay (s)	-	11.8	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Intersection	
Int Delay, s/veh	17.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	74	3	53	37	2	25	136	383	51	17	395	58
Future Vol, veh/h	74	3	53	37	2	25	136	383	51	17	395	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	93	4	66	46	3	31	170	479	64	21	494	73

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1154	1456	531	1459	1460	272	567	0	0	543	0	0
Stage 1	573	573	-	851	851	-	-	-	-	-	-	-
Stage 2	581	883	-	608	609	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	165	131	552	100	130	732	1015	-	-	1036	-	-
Stage 1	508	507	-	325	379	-	-	-	-	-	-	-
Stage 2	472	367	-	486	488	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	123	96	552	68	96	732	1015	-	-	1036	-	-
Mov Cap-2 Maneuver	123	96	-	68	96	-	-	-	-	-	-	-
Stage 1	385	492	-	246	287	-	-	-	-	-	-	-
Stage 2	340	278	-	412	473	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	98.9	102.5	2.7	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1015	-	-	178	107	1036	-	-
HCM Lane V/C Ratio	0.167	-	-	0.913	0.748	0.021	-	-
HCM Control Delay (s)	9.3	0.7	-	98.9	102.5	8.5	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.6	-	-	6.9	4	0.1	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	67	0	570	362	124
Future Vol, veh/h	0	67	0	570	362	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	67	0	570	362	124

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	424	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	634	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	634	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	634	-	-
HCM Lane V/C Ratio	-	0.106	-	-
HCM Control Delay (s)	-	11.3	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	72	148	539	399	30
Future Vol, veh/h	31	72	148	539	399	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	31	72	148	539	399	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	980	414	429	0	-	0
Stage 1	414	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	265	643	1141	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	537	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	216	643	1141	-	-	-
Mov Cap-2 Maneuver	216	-	-	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	537	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.2	2.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1141	-	216	643	-	-
HCM Lane V/C Ratio	0.13	-	0.144	0.112	-	-
HCM Control Delay (s)	8.6	0.5	24.4	11.3	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.5	0.4	-	-

Intersection	
Intersection Delay, s/veh	48.4
Intersection LOS	E

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	67	621	54	50	421
Future Vol, veh/h	50	67	621	54	50	421
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	56	75	698	61	56	473
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	11.7	72	23.6
HCM LOS	B	F	C

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	43%	11%
Vol Thru, %	92%	0%	89%
Vol Right, %	8%	57%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	675	117	471
LT Vol	0	50	50
Through Vol	621	0	421
RT Vol	54	67	0
Lane Flow Rate	758	131	529
Geometry Grp	1	1	1
Degree of Util (X)	1.059	0.234	0.765
Departure Headway (Hd)	5.026	6.643	5.37
Convergence, Y/N	Yes	Yes	Yes
Cap	728	544	677
Service Time	3.026	4.643	3.37
HCM Lane V/C Ratio	1.041	0.241	0.781
HCM Control Delay	72	11.7	23.6
HCM Lane LOS	F	B	C
HCM 95th-tile Q	19.7	0.9	7.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	131	2	211	165	102	2	189	128	93	170	36
Future Volume (veh/h)	27	131	2	211	165	102	2	189	128	93	170	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	138	2	222	174	107	2	199	135	98	179	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	191	384	6	347	421	246	6	319	270	158	479	406
Arrive On Green	0.11	0.11	0.11	0.19	0.19	0.19	0.00	0.17	0.17	0.09	0.25	0.25
Sat Flow, veh/h	1810	3643	53	1810	2194	1281	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	28	68	72	222	142	139	2	199	135	98	179	38
Grp Sat Flow(s),veh/h/ln	1810	1805	1891	1810	1805	1669	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	0.7	1.8	1.8	5.9	3.6	3.8	0.1	5.0	3.9	2.7	4.0	0.9
Cycle Q Clear(g_c), s	0.7	1.8	1.8	5.9	3.6	3.8	0.1	5.0	3.9	2.7	4.0	0.9
Prop In Lane	1.00		0.03	1.00		0.77	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	191	190	199	347	346	320	6	319	270	158	479	406
V/C Ratio(X)	0.15	0.36	0.36	0.64	0.41	0.44	0.34	0.62	0.50	0.62	0.37	0.09
Avail Cap(c_a), veh/h	834	832	871	834	832	770	712	1415	1199	712	1415	1199
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	21.6	21.6	19.3	18.4	18.5	25.8	20.1	19.6	22.8	16.0	14.9
Incr Delay (d2), s/veh	0.4	1.1	1.1	2.0	0.8	0.9	11.8	2.0	1.4	1.5	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.8	0.8	2.4	1.4	1.4	0.0	2.2	1.4	1.1	1.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.4	22.7	22.7	21.3	19.1	19.4	37.6	22.1	21.0	24.3	16.5	15.0
LnGrp LOS	C	C	C	C	B	B	D	C	C	C	B	B
Approach Vol, veh/h		168			503			336			315	
Approach Delay, s/veh		22.5			20.1			21.7			18.7	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	11.6	4.8	19.5	16.1	9.1	15.1
Change Period (Y+Rc), s	6.1	4.6	6.4	6.1	4.6	6.4
Max Green Setting (Gmax), s	23.9	20.4	38.6	23.9	20.4	38.6
Max Q Clear Time (g_c+I1), s	3.8	2.1	6.0	7.9	4.7	7.0
Green Ext Time (p_c), s	0.7	0.0	1.2	2.1	0.1	1.6

Intersection Summary	
HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	358	52	268	547	108	76	101	147	102	60	19
Future Volume (veh/h)	31	358	52	268	547	108	76	101	147	102	60	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	389	57	291	595	117	83	110	160	111	65	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	77	598	87	344	1013	199	222	323	237	222	168	54
Arrive On Green	0.04	0.19	0.19	0.19	0.34	0.34	0.15	0.15	0.15	0.12	0.12	0.12
Sat Flow, veh/h	1810	3160	460	1810	3008	590	1480	2151	1580	1810	1368	442
Grp Volume(v), veh/h	34	221	225	291	356	356	102	91	160	111	0	86
Grp Sat Flow(s),veh/h/ln	1810	1805	1815	1810	1805	1793	1826	1805	1580	1810	0	1810
Q Serve(g_s), s	1.2	7.1	7.2	9.8	10.3	10.3	3.2	2.8	6.0	3.6	0.0	2.8
Cycle Q Clear(g_c), s	1.2	7.1	7.2	9.8	10.3	10.3	3.2	2.8	6.0	3.6	0.0	2.8
Prop In Lane	1.00		0.25	1.00		0.33	0.81		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	77	341	343	344	608	604	274	271	237	222	0	222
V/C Ratio(X)	0.44	0.65	0.66	0.85	0.59	0.59	0.37	0.33	0.67	0.50	0.00	0.39
Avail Cap(c_a), veh/h	586	1114	1120	586	1114	1107	707	699	612	700	0	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.4	23.6	23.7	24.6	17.3	17.3	24.1	24.0	25.3	25.8	0.0	25.5
Incr Delay (d2), s/veh	1.5	2.1	2.1	2.2	0.9	0.9	0.8	0.7	3.3	1.7	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.0	3.1	4.1	3.9	3.9	1.4	1.2	2.4	1.6	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	25.7	25.8	26.8	18.2	18.2	25.0	24.7	28.6	27.6	0.0	26.6
LnGrp LOS	C	C	C	C	B	B	C	C	C	C	A	C
Approach Vol, veh/h		480			1003			353			197	
Approach Delay, s/veh		26.1			20.7			26.6			27.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.6	18.0		15.1	7.3	27.3		13.3				
Change Period (Y+Rc), s	4.6	6.1		5.6	4.6	6.1		5.6				
Max Green Setting (Gmax), s	20.4	38.9		24.4	20.4	38.9		24.4				
Max Q Clear Time (g_c+I1), s	11.8	9.2		8.0	3.2	12.3		5.6				
Green Ext Time (p_c), s	0.3	2.7		1.5	0.0	4.6		1.0				

Intersection Summary		
HCM 6th Ctrl Delay		23.6
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	607	62	503	853	117	59	61	512	108	49	8
Future Volume (veh/h)	6	607	62	503	853	117	59	61	512	108	49	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	619	63	513	870	119	60	62	522	110	50	8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	17	781	79	370	1376	188	421	442	704	150	133	21
Arrive On Green	0.01	0.24	0.24	0.20	0.43	0.43	0.23	0.23	0.23	0.08	0.08	0.08
Sat Flow, veh/h	1810	3307	336	1810	3190	436	1810	1900	1610	1810	1596	255
Grp Volume(v), veh/h	6	337	345	513	492	497	60	62	522	110	0	58
Grp Sat Flow(s),veh/h/ln	1810	1805	1838	1810	1805	1821	1810	1900	1610	1810	0	1852
Q Serve(g_s), s	0.3	17.5	17.6	20.4	21.3	21.3	2.6	2.6	23.2	5.9	0.0	3.0
Cycle Q Clear(g_c), s	0.3	17.5	17.6	20.4	21.3	21.3	2.6	2.6	23.2	5.9	0.0	3.0
Prop In Lane	1.00		0.18	1.00		0.24	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	17	426	434	370	779	786	421	442	704	150	0	154
V/C Ratio(X)	0.36	0.79	0.79	1.39	0.63	0.63	0.14	0.14	0.74	0.73	0.00	0.38
Avail Cap(c_a), veh/h	370	704	717	370	779	786	421	442	704	421	0	431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.1	35.8	35.8	39.7	22.2	22.2	30.4	30.3	23.4	44.6	0.0	43.3
Incr Delay (d2), s/veh	4.8	3.4	3.3	189.6	1.7	1.6	0.2	0.1	4.2	6.7	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	7.9	8.1	28.3	8.9	9.0	1.2	1.2	10.1	2.8	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.9	39.1	39.2	229.2	23.8	23.8	30.5	30.5	27.6	51.3	0.0	44.8
LnGrp LOS	D	D	D	F	C	C	C	C	C	D	A	D
Approach Vol, veh/h		688			1502			644			168	
Approach Delay, s/veh		39.3			94.0			28.1			49.1	
Approach LOS		D			F			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	29.6		30.0	5.5	49.1		15.1				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		23.2				
Max Q Clear Time (g_c+I1), s	22.4	19.6		25.2	2.3	23.3		7.9				
Green Ext Time (p_c), s	0.0	4.0		0.0	0.0	5.7		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		64.8
HCM 6th LOS		E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	931	296	885	966	0	0	0	0	374	0	507
Future Volume (veh/h)	0	931	296	885	966	0	0	0	0	374	0	507
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	940	0	894	976	0				378	0	512
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1462		380	2365	0				461	0	411
Arrive On Green	0.00	0.41	0.00	0.28	0.87	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1810	0	1610
Grp Volume(v), veh/h	0	940	0	894	976	0				378	0	512
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	20.9	0.0	21.0	5.4	0.0				19.7	0.0	25.5
Cycle Q Clear(g_c), s	0.0	20.9	0.0	21.0	5.4	0.0				19.7	0.0	25.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1462		380	2365	0				461	0	411
V/C Ratio(X)	0.00	0.64		2.35	0.41	0.00				0.82	0.00	1.25
Avail Cap(c_a), veh/h	0	1462		380	2365	0				461	0	411
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.65	0.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.9	0.0	36.0	2.6	0.0				35.1	0.0	37.3
Incr Delay (d2), s/veh	0.0	1.4	0.0	609.4	0.0	0.0				10.5	0.0	130.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.8	0.0	72.7	1.3	0.0				9.7	0.0	24.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.4	0.0	645.5	2.6	0.0				45.5	0.0	167.3
LnGrp LOS	A	C		F	A	A				D	A	F
Approach Vol, veh/h		940			1870						890	
Approach Delay, s/veh		25.4			309.9						115.6	
Approach LOS		C			F						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.0	45.0		30.0		70.0
Change Period (Y+Rc), s	4.0	4.5		4.5		4.5
Max Green Setting (Gmax), s	21.0	40.5		25.5		65.5
Max Q Clear Time (g_c+I2), s	23.0	22.9		27.5		7.4
Green Ext Time (p_c), s	0.0	4.2		0.0		5.2

Intersection Summary		
HCM 6th Ctrl Delay		190.9
HCM 6th LOS		F

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	1004	0	0	1446	205	407	5	1209	0	0	0
Future Volume (veh/h)	301	1004	0	0	1446	205	407	5	1209	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	310	1035	0	0	1491	0	420	5	1246			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	344	2004	0	0	1191		635	8	572			
Arrive On Green	0.19	0.56	0.00	0.00	0.33	0.00	0.35	0.35	0.35			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1789	21	1610			
Grp Volume(v), veh/h	310	1035	0	0	1491	0	425	0	1246			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	16.7	17.9	0.0	0.0	33.0	0.0	19.8	0.0	35.5			
Cycle Q Clear(g_c), s	16.7	17.9	0.0	0.0	33.0	0.0	19.8	0.0	35.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	344	2004	0	0	1191		643	0	572			
V/C Ratio(X)	0.90	0.52	0.00	0.00	1.25		0.66	0.00	2.18			
Avail Cap(c_a), veh/h	461	2004	0	0	1191		643	0	572			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.49	0.49	0.00	0.00	0.40	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.6	13.9	0.0	0.0	33.5	0.0	27.2	0.0	32.3			
Incr Delay (d2), s/veh	7.9	0.5	0.0	0.0	116.4	0.0	2.5	0.0	536.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.0	6.8	0.0	0.0	33.0	0.0	8.7	0.0	98.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.4	14.4	0.0	0.0	149.9	0.0	29.7	0.0	568.9			
LnGrp LOS	D	B	A	A	F		C	A	F			
Approach Vol, veh/h		1345			1491			1671				
Approach Delay, s/veh		22.0			149.9			431.8				
Approach LOS		C			F			F				

Timer - Assigned Phs	2			5	6		8					
Phs Duration (G+Y+Rc), s	60.0			22.5	37.5		40.0					
Change Period (Y+Rc), s	4.5			3.5	4.5		4.5					
Max Green Setting (Gmax), s	55.5			25.5	26.5		35.5					
Max Q Clear Time (g_c+I1), s	19.9			18.7	35.0		37.5					
Green Ext Time (p_c), s	5.5			0.3	0.0		0.0					

Intersection Summary		
HCM 6th Ctrl Delay	216.2	
HCM 6th LOS	F	

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	1831	231	36	1367	20	150	21	27	30	17	133
Future Volume (veh/h)	150	1831	231	36	1367	20	150	21	27	30	17	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	158	1927	243	38	1439	21	158	22	28	32	18	140
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	196	1654	204	77	1622	24	275	439	367	394	43	336
Arrive On Green	0.11	0.51	0.51	0.04	0.45	0.45	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	3234	399	1810	3642	53	1248	1900	1589	1376	187	1452
Grp Volume(v), veh/h	158	1057	1113	38	713	747	158	22	28	32	0	158
Grp Sat Flow(s),veh/h/ln	1810	1805	1828	1810	1805	1890	1248	1900	1589	1376	0	1639
Q Serve(g_s), s	6.9	41.6	41.6	1.7	29.5	29.5	10.0	0.7	1.1	1.5	0.0	6.7
Cycle Q Clear(g_c), s	6.9	41.6	41.6	1.7	29.5	29.5	16.7	0.7	1.1	2.2	0.0	6.7
Prop In Lane	1.00		0.22	1.00		0.03	1.00		1.00	1.00		0.89
Lane Grp Cap(c), veh/h	196	923	935	77	804	842	275	439	367	394	0	379
V/C Ratio(X)	0.80	1.15	1.19	0.49	0.89	0.89	0.58	0.05	0.08	0.08	0.00	0.42
Avail Cap(c_a), veh/h	453	923	935	453	862	903	342	541	453	480	0	481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.5	19.9	19.9	38.1	20.7	20.7	33.8	24.3	24.5	25.2	0.0	26.6
Incr Delay (d2), s/veh	2.9	78.2	96.4	1.8	10.5	10.2	1.9	0.0	0.1	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	35.1	40.2	0.7	12.7	13.2	3.1	0.3	0.4	0.5	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.4	98.1	116.3	40.0	31.2	31.0	35.7	24.4	24.6	25.3	0.0	27.4
LnGrp LOS	D	F	F	D	C	C	D	C	C	C	A	C
Approach Vol, veh/h		2328			1498			208			190	
Approach Delay, s/veh		102.7			31.3			33.0			27.0	
Approach LOS		F			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.1	47.7		25.6	13.4	42.4		25.6
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		* 6.8
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		* 24
Max Q Clear Time (g_c+I1), s	3.7	43.6		18.7	8.9	31.5		8.7
Green Ext Time (p_c), s	0.0	0.0		0.3	0.1	4.7		0.7

Intersection Summary	
HCM 6th Ctrl Delay	70.6
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	1737	75	41	1288	26	76	11	32	25	10	22
Future Volume (veh/h)	83	1737	75	41	1288	26	76	11	32	25	10	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	87	1828	79	43	1356	27	80	12	34	26	11	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	120	1774	76	85	1752	35	117	238	202	60	179	152
Arrive On Green	0.07	0.50	0.50	0.05	0.48	0.48	0.06	0.13	0.13	0.03	0.09	0.09
Sat Flow, veh/h	1810	3526	151	1810	3620	72	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	87	930	977	43	676	707	80	12	34	26	11	23
Grp Sat Flow(s),veh/h/ln	1810	1805	1873	1810	1805	1887	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	3.6	38.2	38.2	1.8	23.4	23.5	3.3	0.4	1.4	1.1	0.4	1.0
Cycle Q Clear(g_c), s	3.6	38.2	38.2	1.8	23.4	23.5	3.3	0.4	1.4	1.1	0.4	1.0
Prop In Lane	1.00		0.08	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	120	908	942	85	873	913	117	238	202	60	179	152
V/C Ratio(X)	0.72	1.02	1.04	0.50	0.77	0.77	0.69	0.05	0.17	0.43	0.06	0.15
Avail Cap(c_a), veh/h	486	908	942	486	908	950	486	598	507	486	598	507
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	18.9	18.9	35.3	16.2	16.2	34.8	29.2	29.7	36.0	31.3	31.6
Incr Delay (d2), s/veh	3.1	35.9	39.4	1.7	4.1	3.9	2.7	0.1	0.4	1.8	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	21.3	23.0	0.8	8.6	9.0	1.5	0.2	0.6	0.5	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	54.8	58.2	37.0	20.2	20.1	37.4	29.3	30.1	37.8	31.5	32.1
LnGrp LOS	D	F	F	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1994			1426			126			60	
Approach Delay, s/veh		55.7			20.7			34.7			34.4	
Approach LOS		E			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	45.0	7.1	15.6	9.6	43.5	9.5	13.2
Change Period (Y+Rc), s	4.6	6.8	4.6	6.1	4.6	6.8	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.9	20.4	38.2	20.4	23.9
Max Q Clear Time (g_c+I1), s	3.8	40.2	3.1	3.4	5.6	25.5	5.3	3.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.1	6.7	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	1589	47	25	1285	12	23	2	33	13	3	41
Future Volume (veh/h)	56	1589	47	25	1285	12	23	2	33	13	3	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	59	1673	49	26	1353	13	24	2	35	14	3	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	1872	835	61	1811	17	58	9	165	37	182	248
Arrive On Green	0.06	0.52	0.52	0.03	0.49	0.49	0.03	0.11	0.11	0.02	0.10	0.10
Sat Flow, veh/h	1810	3610	1610	1810	3663	35	1810	88	1536	1810	1900	1610
Grp Volume(v), veh/h	59	1673	49	26	666	700	24	0	37	14	3	43
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1894	1810	0	1624	1810	1900	1610
Q Serve(g_s), s	2.3	29.6	1.1	1.0	21.1	21.1	0.9	0.0	1.5	0.5	0.1	1.7
Cycle Q Clear(g_c), s	2.3	29.6	1.1	1.0	21.1	21.1	0.9	0.0	1.5	0.5	0.1	1.7
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.95	1.00		1.00
Lane Grp Cap(c), veh/h	105	1872	835	61	893	936	58	0	174	37	182	248
V/C Ratio(X)	0.56	0.89	0.06	0.42	0.75	0.75	0.42	0.00	0.21	0.38	0.02	0.17
Avail Cap(c_a), veh/h	518	1935	863	518	967	1015	518	0	528	518	618	618
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	15.4	8.5	33.7	14.4	14.4	33.9	0.0	29.1	34.5	29.2	26.2
Incr Delay (d2), s/veh	1.8	5.7	0.0	1.7	3.0	2.8	1.8	0.0	0.6	2.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	11.9	0.3	0.5	8.3	8.6	0.4	0.0	0.6	0.3	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.4	21.1	8.5	35.5	17.4	17.3	35.6	0.0	29.7	36.8	29.2	26.5
LnGrp LOS	C	C	A	D	B	B	D	A	C	D	C	C
Approach Vol, veh/h		1781			1392			61			60	
Approach Delay, s/veh		21.2			17.7			32.0			29.1	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	43.8	6.9	13.6	8.7	42.0	6.1	14.4
Change Period (Y+Rc), s	4.6	6.8	4.6	6.8	4.6	6.8	4.6	6.8
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.2	20.4	38.2	20.4	23.2
Max Q Clear Time (g_c+I1), s	3.0	31.6	2.9	3.7	4.3	23.1	2.5	3.5
Green Ext Time (p_c), s	0.0	5.3	0.0	0.1	0.0	8.3	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	20.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	1520	4	0	1271	10	4	0	1	8	0	34
Future Volume (veh/h)	19	1520	4	0	1271	10	4	0	1	8	0	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	1727	5	0	1444	11	5	0	1	9	0	39
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	52	1245	4	2	2062	920	275	8	40	361	0	295
Arrive On Green	0.03	0.66	0.66	0.00	0.57	0.57	0.18	0.00	0.18	0.18	0.00	0.18
Sat Flow, veh/h	1810	1894	5	1810	3610	1610	1054	42	219	1439	0	1610
Grp Volume(v), veh/h	22	0	1732	0	1444	11	6	0	0	9	0	39
Grp Sat Flow(s),veh/h/ln	1810	0	1899	1810	1805	1610	1315	0	0	1439	0	1610
Q Serve(g_s), s	1.0	0.0	52.8	0.0	23.0	0.2	0.0	0.0	0.0	0.0	0.0	1.6
Cycle Q Clear(g_c), s	1.0	0.0	52.8	0.0	23.0	0.2	1.6	0.0	0.0	0.3	0.0	1.6
Prop In Lane	1.00		0.00	1.00		1.00	0.83		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	52	0	1249	2	2062	920	323	0	0	361	0	295
V/C Ratio(X)	0.42	0.00	1.39	0.00	0.70	0.01	0.02	0.00	0.00	0.02	0.00	0.13
Avail Cap(c_a), veh/h	798	0	1249	460	2062	920	672	0	0	714	0	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	13.8	0.0	12.3	7.4	26.9	0.0	0.0	26.9	0.0	27.5
Incr Delay (d2), s/veh	2.0	0.0	179.2	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	79.6	0.0	8.4	0.1	0.1	0.0	0.0	0.1	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.3	0.0	193.0	0.0	13.5	7.4	26.9	0.0	0.0	27.0	0.0	27.7
LnGrp LOS	D	A	F	A	B	A	C	A	A	C	A	C
Approach Vol, veh/h		1754			1455			6			48	
Approach Delay, s/veh		191.1			13.4			26.9			27.5	
Approach LOS		F			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	60.0		20.3	6.9	53.1		20.3
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6
Max Green Setting (Gmax), s	20.4	52.8		34.4	35.4	37.8		34.4
Max Q Clear Time (g_c+I1), s	10.0	54.8		3.6	3.0	25.0		3.6
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	9.8		0.0

Intersection Summary		
HCM 6th Ctrl Delay	109.2	
HCM 6th LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	734	616	179	20	376	82	150	451	39	118	426	755
Future Volume (veh/h)	734	616	179	20	376	82	150	451	39	118	426	755
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	789	662	192	22	404	88	161	485	42	127	458	812
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	780	980	284	99	580	259	197	970	433	160	448	400
Arrive On Green	0.22	0.35	0.35	0.03	0.16	0.16	0.11	0.27	0.27	0.09	0.25	0.25
Sat Flow, veh/h	3510	2761	800	3510	3610	1610	1810	3610	1610	1810	1805	1610
Grp Volume(v), veh/h	789	433	421	22	404	88	161	485	42	127	458	812
Grp Sat Flow(s),veh/h/ln	1755	1805	1756	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	20.4	18.7	18.7	0.6	9.7	4.5	8.0	10.4	1.8	6.3	22.8	22.8
Cycle Q Clear(g_c), s	20.4	18.7	18.7	0.6	9.7	4.5	8.0	10.4	1.8	6.3	22.8	22.8
Prop In Lane	1.00		0.46	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	780	640	623	99	580	259	197	970	433	160	448	400
V/C Ratio(X)	1.01	0.68	0.68	0.22	0.70	0.34	0.82	0.50	0.10	0.80	1.02	2.03
Avail Cap(c_a), veh/h	780	737	717	780	1474	657	402	970	433	402	448	400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	25.1	25.1	43.7	36.4	34.2	40.0	28.4	25.2	41.1	34.5	34.5
Incr Delay (d2), s/veh	35.2	2.0	2.1	0.4	1.5	0.8	3.2	0.4	0.1	3.4	48.3	472.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.3	8.1	7.9	0.2	4.3	1.8	3.7	4.5	0.7	2.9	15.7	61.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.9	27.2	27.3	44.1	37.9	35.0	43.2	28.8	25.3	44.4	82.8	507.4
LnGrp LOS	F	C	C	D	D	C	D	C	C	D	F	F
Approach Vol, veh/h		1643			514			688			1397	
Approach Delay, s/veh		48.2			37.7			32.0			326.1	
Approach LOS		D			D			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	40.1	14.6	30.0	25.0	22.3	12.7	31.9
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	22.8	20.4	37.5	20.4	22.8
Max Q Clear Time (g_c+I1), s	2.6	20.7	10.0	24.8	22.4	11.7	8.3	12.4
Green Ext Time (p_c), s	0.0	5.2	0.1	0.0	0.0	3.1	0.1	2.4

Intersection Summary	
HCM 6th Ctrl Delay	135.8
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	587	146	29	351	10	89	14	28	10	15	38
Future Volume (veh/h)	42	587	146	29	351	10	89	14	28	10	15	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	618	154	31	369	11	94	15	29	11	16	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	101	1343	411	77	1274	395	165	390	330	31	250	209
Arrive On Green	0.06	0.26	0.26	0.04	0.25	0.25	0.09	0.21	0.21	0.02	0.13	0.13
Sat Flow, veh/h	1810	5187	1588	1810	5187	1610	1810	1900	1605	1810	1900	1587
Grp Volume(v), veh/h	44	618	154	31	369	11	94	15	29	11	16	40
Grp Sat Flow(s),veh/h/ln	1810	1729	1588	1810	1729	1610	1810	1900	1605	1810	1900	1587
Q Serve(g_s), s	1.1	4.6	3.7	0.8	2.7	0.2	2.3	0.3	0.7	0.3	0.3	1.0
Cycle Q Clear(g_c), s	1.1	4.6	3.7	0.8	2.7	0.2	2.3	0.3	0.7	0.3	0.3	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	101	1343	411	77	1274	395	165	390	330	31	250	209
V/C Ratio(X)	0.43	0.46	0.37	0.40	0.29	0.03	0.57	0.04	0.09	0.36	0.06	0.19
Avail Cap(c_a), veh/h	799	4331	1326	799	4331	1345	799	970	820	799	970	810
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	14.4	14.1	21.6	14.2	13.2	20.1	14.7	14.9	22.5	17.6	17.9
Incr Delay (d2), s/veh	1.1	0.2	0.6	1.3	0.1	0.0	1.2	0.0	0.1	2.6	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.6	1.2	0.3	0.9	0.1	0.9	0.1	0.2	0.1	0.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	14.7	14.6	22.8	14.3	13.3	21.3	14.8	15.0	25.0	17.7	18.3
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		816			411			138			67	
Approach Delay, s/veh		15.1			14.9			19.3			19.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	18.4	8.8	12.5	7.2	17.8	5.4	15.9
Change Period (Y+Rc), s	4.6	6.4	4.6	6.4	4.6	6.4	4.6	6.4
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.6	20.4	38.6	20.4	23.6
Max Q Clear Time (g_c+I1), s	2.8	6.6	4.3	3.0	3.1	4.7	2.3	2.7
Green Ext Time (p_c), s	0.0	5.3	0.1	0.1	0.0	2.7	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	435	93	38	281	20	64	18	42	22	19	20
Future Volume (veh/h)	34	435	93	38	281	20	64	18	42	22	19	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	463	99	40	299	21	68	19	45	23	20	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	1187	366	96	1209	375	140	357	301	61	274	232
Arrive On Green	0.05	0.23	0.23	0.05	0.23	0.23	0.08	0.19	0.19	0.03	0.14	0.14
Sat Flow, veh/h	1810	5187	1600	1810	5187	1610	1810	1900	1600	1810	1900	1610
Grp Volume(v), veh/h	36	463	99	40	299	21	68	19	45	23	20	21
Grp Sat Flow(s),veh/h/ln	1810	1729	1600	1810	1729	1610	1810	1900	1600	1810	1900	1610
Q Serve(g_s), s	0.8	3.3	2.2	0.9	2.0	0.4	1.6	0.4	1.0	0.5	0.4	0.5
Cycle Q Clear(g_c), s	0.8	3.3	2.2	0.9	2.0	0.4	1.6	0.4	1.0	0.5	0.4	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	88	1187	366	96	1209	375	140	357	301	61	274	232
V/C Ratio(X)	0.41	0.39	0.27	0.42	0.25	0.06	0.49	0.05	0.15	0.38	0.07	0.09
Avail Cap(c_a), veh/h	845	4583	1413	845	4583	1423	845	1039	875	845	1039	881
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	14.3	13.8	20.0	13.6	13.0	19.3	14.5	14.8	20.7	16.2	16.2
Incr Delay (d2), s/veh	1.1	0.2	0.4	1.1	0.1	0.1	1.0	0.1	0.2	1.5	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.1	0.7	0.4	0.7	0.1	0.6	0.1	0.3	0.2	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.3	14.5	14.2	21.1	13.7	13.1	20.3	14.6	15.0	22.1	16.3	16.4
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		598			360			132			64	
Approach Delay, s/veh		14.8			14.5			17.7			18.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	16.4	8.0	12.4	6.7	16.6	6.1	14.3
Change Period (Y+Rc), s	4.6	6.4	4.6	6.1	4.6	6.4	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.9	20.4	38.6	20.4	23.9
Max Q Clear Time (g_c+I1), s	2.9	5.3	3.6	2.5	2.8	4.0	2.5	3.0
Green Ext Time (p_c), s	0.0	3.8	0.1	0.1	0.0	2.2	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	459	42	35	224	155	294
Future Volume (veh/h)	459	42	35	224	155	294
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	488	45	37	238	165	313
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	563	1019	171	781	959	428
Arrive On Green	0.31	0.31	0.05	0.41	0.27	0.27
Sat Flow, veh/h	1810	2834	3510	1900	3705	1610
Grp Volume(v), veh/h	488	45	37	238	165	313
Grp Sat Flow(s),veh/h/ln	1810	1417	1755	1900	1805	1610
Q Serve(g_s), s	12.1	0.5	0.5	4.0	1.7	8.4
Cycle Q Clear(g_c), s	12.1	0.5	0.5	4.0	1.7	8.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	563	1019	171	781	959	428
V/C Ratio(X)	0.87	0.04	0.22	0.30	0.17	0.73
Avail Cap(c_a), veh/h	899	1546	1508	2528	2903	1295
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	9.9	21.7	9.4	13.4	15.9
Incr Delay (d2), s/veh	3.2	0.0	0.2	0.2	0.1	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.1	0.2	1.4	0.6	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.6	9.9	22.0	9.6	13.5	18.3
LnGrp LOS	B	A	C	A	B	B
Approach Vol, veh/h	533			275	478	
Approach Delay, s/veh	17.9			11.3	16.7	
Approach LOS	B			B	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	21.2	6.9	19.4		26.3
Change Period (Y+Rc), s	6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s	23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s	14.1	2.5	10.4		6.0
Green Ext Time (p_c), s	0.7	0.0	2.2		1.5

Intersection Summary	
HCM 6th Ctrl Delay	16.0
HCM 6th LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	48	24	637	74	50	582
Future Volume (veh/h)	48	24	637	74	50	582
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	26	692	80	54	633
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	135	67	1179	136	123	1975
Arrive On Green	0.12	0.12	0.36	0.36	0.07	0.55
Sat Flow, veh/h	1145	573	3356	377	1810	3705
Grp Volume(v), veh/h	79	0	383	389	54	633
Grp Sat Flow(s),veh/h/ln	1740	0	1805	1832	1810	1805
Q Serve(g_s), s	1.6	0.0	6.7	6.7	1.1	3.8
Cycle Q Clear(g_c), s	1.6	0.0	6.7	6.7	1.1	3.8
Prop In Lane	0.66	0.33		0.21	1.00	
Lane Grp Cap(c), veh/h	205	0	652	662	123	1975
V/C Ratio(X)	0.39	0.00	0.59	0.59	0.44	0.32
Avail Cap(c_a), veh/h	1085	0	1731	1757	944	5769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.9	0.0	10.1	10.1	17.5	4.9
Incr Delay (d2), s/veh	1.2	0.0	0.8	0.8	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.1	2.2	0.4	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.1	0.0	11.0	11.0	18.4	5.0
LnGrp LOS	B	A	B	B	B	A
Approach Vol, veh/h	79		772			687
Approach Delay, s/veh	17.1		11.0			6.0
Approach LOS	B		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.3	21.6			28.9	10.2
Change Period (Y+Rc), s	4.6	7.5			7.5	5.6
Max Green Setting (Gmax), s	20.4	37.5			62.5	24.4
Max Q Clear Time (g_c+I1), s	3.1	8.7			5.8	3.6
Green Ext Time (p_c), s	0.0	5.4			5.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	167	0	185	0	526	229	172	458	0
Future Volume (veh/h)	0	0	0	167	0	185	0	526	229	172	458	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	188	0	208	0	591	257	193	515	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	6	0	0	0	0	6	1598	713	287	2718	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.44	0.16	0.75	0.00
Sat Flow, veh/h	0	1900	0		0		1810	3610	1610	1810	3705	0
Grp Volume(v), veh/h	0	0	0		0.0		0	591	257	193	515	0
Grp Sat Flow(s),veh/h/ln	0	1900	0				1810	1805	1610	1810	1805	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	3.3	3.2	3.0	1.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	3.3	3.2	3.0	1.2	0.0
Prop In Lane	0.00		0.00				1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	6	0				6	1598	713	287	2718	0
V/C Ratio(X)	0.00	0.00	0.00				0.00	0.37	0.36	0.67	0.19	0.00
Avail Cap(c_a), veh/h	0	1527	0				1216	4460	1989	1216	4460	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	5.6	5.6	12.0	1.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	0.2	0.4	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0				0.0	0.7	0.6	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0				0.0	5.8	6.1	13.0	1.1	0.0
LnGrp LOS	A	A	A				A	A	A	B	A	A
Approach Vol, veh/h		0						848			708	
Approach Delay, s/veh		0.0						5.9			4.4	
Approach LOS								A			A	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	9.4	20.9		0.0	0.0	30.4
Change Period (Y+Rc), s	4.6	7.5		5.6	4.6	7.5
Max Green Setting (Gmax), s	20.4	37.5		24.4	20.4	37.5
Max Q Clear Time (g_c+I1), s	5.0	5.3		0.0	0.0	3.2
Green Ext Time (p_c), s	0.2	8.1		0.0	0.0	5.4

Intersection Summary		
HCM 6th Ctrl Delay		5.2
HCM 6th LOS		A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	298	49	52	264	35	61	90	91	14	63	38
Future Volume (veh/h)	42	298	49	52	264	35	61	90	91	14	63	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	310	51	54	275	36	64	94	95	15	66	40
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	100	444	376	116	874	390	129	381	332	41	308	260
Arrive On Green	0.06	0.23	0.23	0.06	0.24	0.24	0.07	0.21	0.21	0.02	0.16	0.16
Sat Flow, veh/h	1810	1900	1610	1810	3610	1610	1810	1805	1575	1810	1900	1607
Grp Volume(v), veh/h	44	310	51	54	275	36	64	94	95	15	66	40
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1610	1810	1805	1575	1810	1900	1607
Q Serve(g_s), s	1.1	7.3	1.2	1.4	3.0	0.8	1.7	2.1	2.5	0.4	1.5	1.0
Cycle Q Clear(g_c), s	1.1	7.3	1.2	1.4	3.0	0.8	1.7	2.1	2.5	0.4	1.5	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	100	444	376	116	874	390	129	381	332	41	308	260
V/C Ratio(X)	0.44	0.70	0.14	0.47	0.31	0.09	0.50	0.25	0.29	0.37	0.21	0.15
Avail Cap(c_a), veh/h	759	1477	1252	759	2807	1252	759	876	765	759	922	780
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.2	17.1	14.7	22.0	15.1	14.3	21.7	16.0	16.1	23.4	17.7	17.5
Incr Delay (d2), s/veh	1.1	2.0	0.2	1.1	0.2	0.1	1.1	0.3	0.5	2.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.0	0.4	0.6	1.1	0.3	0.7	0.8	0.8	0.2	0.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	19.1	14.9	23.0	15.3	14.4	22.8	16.3	16.6	25.4	18.0	17.8
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		405			365			253			121	
Approach Delay, s/veh		19.0			16.4			18.1			18.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	18.6	8.1	14.3	7.3	19.0	5.7	16.6
Change Period (Y+Rc), s	4.6	7.2	4.6	6.4	4.6	7.2	4.6	6.4
Max Green Setting (Gmax), s	20.4	37.8	20.4	23.6	20.4	37.8	20.4	23.6
Max Q Clear Time (g_c+I1), s	3.4	9.3	3.7	3.5	3.1	5.0	2.4	4.5
Green Ext Time (p_c), s	0.0	2.1	0.1	0.4	0.0	2.0	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	181	218	247	81	65	124
Future Vol, veh/h	181	218	247	81	65	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	197	237	268	88	71	135
Number of Lanes	1	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	11.5	14.2	10.3
HCM LOS	B	B	B

Lane	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	75%	0%	0%
Vol Right, %	0%	0%	25%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	181	218	328	65	124
LT Vol	181	0	0	65	0
Through Vol	0	218	247	0	0
RT Vol	0	0	81	0	124
Lane Flow Rate	197	237	357	71	135
Geometry Grp	7	7	4	7	7
Degree of Util (X)	0.33	0.365	0.529	0.137	0.216
Departure Headway (Hd)	6.044	5.538	5.346	6.979	5.761
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	596	652	677	514	624
Service Time	3.767	3.261	3.346	4.71	3.492
HCM Lane V/C Ratio	0.331	0.363	0.527	0.138	0.216
HCM Control Delay	11.7	11.4	14.2	10.8	10.1
HCM Lane LOS	B	B	B	B	B
HCM 95th-tile Q	1.4	1.7	3.1	0.5	0.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	0	11	38	0	10	12	721	33	18	562	38
Future Volume (veh/h)	40	0	11	38	0	10	12	721	33	18	562	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	0	12	41	0	11	13	775	35	19	604	41
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	99	187	158	96	0	155	36	1219	55	51	1217	82
Arrive On Green	0.05	0.00	0.10	0.05	0.00	0.10	0.02	0.35	0.35	0.03	0.35	0.35
Sat Flow, veh/h	1810	1900	1610	1810	0	1610	1810	3517	159	1810	3431	233
Grp Volume(v), veh/h	43	0	12	41	0	11	13	398	412	19	317	328
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1610	1810	1805	1871	1810	1805	1858
Q Serve(g_s), s	1.1	0.0	0.3	1.0	0.0	0.3	0.3	8.7	8.7	0.5	6.5	6.5
Cycle Q Clear(g_c), s	1.1	0.0	0.3	1.0	0.0	0.3	0.3	8.7	8.7	0.5	6.5	6.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		0.13
Lane Grp Cap(c), veh/h	99	187	158	96	0	155	36	625	648	51	640	659
V/C Ratio(X)	0.43	0.00	0.08	0.43	0.00	0.07	0.36	0.64	0.64	0.37	0.50	0.50
Avail Cap(c_a), veh/h	785	986	836	785	0	836	785	1439	1492	785	1439	1482
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	0.0	19.3	21.6	0.0	19.3	22.7	12.9	12.9	22.4	11.9	11.9
Incr Delay (d2), s/veh	1.1	0.0	0.2	1.1	0.0	0.2	2.2	1.1	1.0	1.7	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.1	0.4	0.0	0.1	0.2	3.1	3.2	0.2	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.6	0.0	19.5	22.7	0.0	19.5	25.0	14.0	13.9	24.1	12.5	12.5
LnGrp LOS	C	A	B	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		55			52			823			664	
Approach Delay, s/veh		21.9			22.0			14.1			12.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.9	23.8	7.1	10.2	5.5	24.2	7.2	10.1
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	2.5	10.7	3.0	2.3	2.3	8.5	3.1	2.3
Green Ext Time (p_c), s	0.0	5.6	0.0	0.0	0.0	4.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	558	1016	9	21	843	349	7	5	6	279	0	366
Future Volume (veh/h)	558	1016	9	21	843	349	7	5	6	279	0	366
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	594	1081	10	22	897	371	7	5	6	297	0	389
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	708	2568	796	52	1673	519	20	58	70	401	0	561
Arrive On Green	0.20	0.50	0.50	0.03	0.32	0.32	0.01	0.07	0.07	0.11	0.00	0.17
Sat Flow, veh/h	3510	5187	1609	1810	5187	1610	1810	781	937	3619	0	3220
Grp Volume(v), veh/h	594	1081	10	22	897	371	7	0	11	297	0	389
Grp Sat Flow(s),veh/h/ln	1755	1729	1609	1810	1729	1610	1810	0	1718	1810	0	1610
Q Serve(g_s), s	13.1	10.7	0.3	1.0	11.4	16.4	0.3	0.0	0.5	6.4	0.0	9.2
Cycle Q Clear(g_c), s	13.1	10.7	0.3	1.0	11.4	16.4	0.3	0.0	0.5	6.4	0.0	9.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	708	2568	796	52	1673	519	20	0	128	401	0	561
V/C Ratio(X)	0.84	0.42	0.01	0.42	0.54	0.71	0.36	0.00	0.09	0.74	0.00	0.69
Avail Cap(c_a), veh/h	1538	3370	1045	457	2407	747	457	0	519	1585	0	1522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.0	13.0	10.4	38.6	22.4	24.1	39.7	0.0	34.9	34.8	0.0	31.3
Incr Delay (d2), s/veh	1.1	0.1	0.0	2.0	0.3	1.8	4.1	0.0	0.3	1.0	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	3.9	0.1	0.4	4.5	6.2	0.2	0.0	0.2	2.8	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	13.1	10.4	40.6	22.7	25.9	43.8	0.0	35.1	35.8	0.0	32.9
LnGrp LOS	C	B	B	D	C	C	D	A	D	D	A	C
Approach Vol, veh/h		1685			1290			18			686	
Approach Delay, s/veh		19.8			23.9			38.5			34.1	
Approach LOS		B			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	47.5	5.5	20.9	20.9	33.6	13.6	12.8
Change Period (Y+Rc), s	4.6	7.5	4.6	6.8	4.6	7.5	4.6	* 6.8
Max Green Setting (Gmax), s	20.4	52.5	20.4	38.2	35.4	37.5	35.4	* 24
Max Q Clear Time (g_c+I1), s	3.0	12.7	2.3	11.2	15.1	18.4	8.4	2.5
Green Ext Time (p_c), s	0.0	9.9	0.0	1.6	1.1	7.7	0.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1257	66	18	1207	349	76	5	40	203	30	29
Future Volume (veh/h)	41	1257	66	18	1207	349	76	5	40	203	30	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	1296	68	19	1244	360	78	5	41	209	31	30
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	2139	655	48	2025	626	124	15	126	257	142	137
Arrive On Green	0.05	0.41	0.41	0.03	0.39	0.39	0.07	0.09	0.09	0.14	0.16	0.16
Sat Flow, veh/h	1810	5187	1589	1810	5187	1604	1810	178	1459	1810	886	858
Grp Volume(v), veh/h	42	1296	68	19	1244	360	78	0	46	209	0	61
Grp Sat Flow(s),veh/h/ln	1810	1729	1589	1810	1729	1604	1810	0	1637	1810	0	1744
Q Serve(g_s), s	1.5	13.1	1.8	0.7	12.9	11.8	2.8	0.0	1.8	7.5	0.0	2.0
Cycle Q Clear(g_c), s	1.5	13.1	1.8	0.7	12.9	11.8	2.8	0.0	1.8	7.5	0.0	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.89	1.00		0.49
Lane Grp Cap(c), veh/h	88	2139	655	48	2025	626	124	0	142	257	0	279
V/C Ratio(X)	0.48	0.61	0.10	0.39	0.61	0.57	0.63	0.00	0.32	0.81	0.00	0.22
Avail Cap(c_a), veh/h	550	2899	888	550	2899	896	550	0	595	550	0	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.1	15.4	12.1	32.1	16.4	16.1	30.4	0.0	28.8	27.9	0.0	24.5
Incr Delay (d2), s/veh	1.5	0.3	0.1	1.9	0.3	0.8	2.0	0.0	1.3	2.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.7	0.6	0.3	4.7	4.1	1.2	0.0	0.7	3.3	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.6	15.7	12.2	34.1	16.7	16.9	32.4	0.0	30.1	30.3	0.0	24.9
LnGrp LOS	C	B	B	C	B	B	C	A	C	C	A	C
Approach Vol, veh/h		1406			1623			124			270	
Approach Delay, s/veh		16.1			17.0			31.5			29.1	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	35.2	9.2	16.3	7.9	33.7	14.1	11.4
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	2.7	15.1	4.8	4.0	3.5	14.9	9.5	3.8
Green Ext Time (p_c), s	0.0	10.4	0.1	0.2	0.0	11.3	0.2	0.2

Intersection Summary	
HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	1370	223	232	1072	62	294	137	183	94	57	244
Future Volume (veh/h)	190	1370	223	232	1072	62	294	137	183	94	57	244
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	196	1412	230	239	1105	64	303	141	189	97	59	252
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	224	1583	490	267	1704	529	308	1013	452	122	641	286
Arrive On Green	0.12	0.31	0.31	0.15	0.33	0.33	0.17	0.28	0.28	0.07	0.18	0.18
Sat Flow, veh/h	1810	5187	1607	1810	5187	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	196	1412	230	239	1105	64	303	141	189	97	59	252
Grp Sat Flow(s),veh/h/ln	1810	1729	1607	1810	1729	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	12.7	31.1	13.9	15.5	21.8	3.3	20.0	3.5	11.5	6.3	1.6	18.3
Cycle Q Clear(g_c), s	12.7	31.1	13.9	15.5	21.8	3.3	20.0	3.5	11.5	6.3	1.6	18.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	224	1583	490	267	1704	529	308	1013	452	122	641	286
V/C Ratio(X)	0.87	0.89	0.47	0.90	0.65	0.12	0.98	0.14	0.42	0.80	0.09	0.88
Avail Cap(c_a), veh/h	308	1624	503	308	1704	529	308	1013	452	308	1013	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.5	39.7	33.7	50.2	34.3	28.1	49.5	32.3	35.1	55.0	41.2	48.0
Incr Delay (d2), s/veh	14.5	6.6	0.7	23.0	0.9	0.1	46.3	0.1	0.6	4.4	0.1	11.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	14.0	5.5	8.7	9.2	1.3	13.0	1.6	4.6	3.0	0.7	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.0	46.3	34.4	73.2	35.2	28.2	95.8	32.3	35.7	59.4	41.2	59.8
LnGrp LOS	E	D	C	E	D	C	F	C	D	E	D	E
Approach Vol, veh/h		1838			1408			633			408	
Approach Delay, s/veh		46.9			41.3			63.7			57.0	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.2	44.0	25.0	28.5	19.5	46.8	12.7	40.8
Change Period (Y+Rc), s	4.6	7.5	4.6	* 7.2	4.6	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	* 34	20.4	* 38	20.4	32.8
Max Q Clear Time (g_c+I1), s	17.5	33.1	22.0	20.3	14.7	23.8	8.3	13.5
Green Ext Time (p_c), s	0.1	3.4	0.0	1.0	0.1	6.8	0.1	1.4

Intersection Summary	
HCM 6th Ctrl Delay	48.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1456	198	51	1408	58	334	55	54	54	18	20
Future Volume (veh/h)	24	1456	198	51	1408	58	334	55	54	54	18	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	1486	202	52	1437	59	341	56	55	55	18	20
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	55	1366	183	89	2278	94	376	428	362	91	55	62
Arrive On Green	0.03	0.43	0.43	0.05	0.45	0.45	0.21	0.23	0.23	0.05	0.07	0.07
Sat Flow, veh/h	1810	3198	429	1810	5110	210	1810	1900	1610	1810	822	913
Grp Volume(v), veh/h	24	831	857	52	972	524	341	56	55	55	0	38
Grp Sat Flow(s),veh/h/ln	1810	1805	1823	1810	1729	1862	1810	1900	1610	1810	0	1736
Q Serve(g_s), s	1.2	37.8	37.8	2.5	19.2	19.2	16.3	2.1	2.4	2.6	0.0	1.8
Cycle Q Clear(g_c), s	1.2	37.8	37.8	2.5	19.2	19.2	16.3	2.1	2.4	2.6	0.0	1.8
Prop In Lane	1.00		0.24	1.00		0.11	1.00		1.00	1.00		0.53
Lane Grp Cap(c), veh/h	55	771	779	89	1542	830	376	428	362	91	0	117
V/C Ratio(X)	0.44	1.08	1.10	0.59	0.63	0.63	0.91	0.13	0.15	0.60	0.00	0.33
Avail Cap(c_a), veh/h	417	771	779	417	1542	830	417	524	444	417	0	479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.2	25.4	25.4	41.2	18.9	18.9	34.2	27.4	27.5	41.2	0.0	39.4
Incr Delay (d2), s/veh	2.1	55.2	63.7	2.3	0.8	1.5	20.6	0.1	0.2	2.4	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	26.9	29.0	1.2	7.4	8.2	9.1	0.9	0.9	1.2	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.2	80.6	89.0	43.5	19.7	20.5	54.8	27.5	27.7	43.6	0.0	40.9
LnGrp LOS	D	F	F	D	B	C	D	C	C	D	A	D
Approach Vol, veh/h		1712			1548			452			93	
Approach Delay, s/veh		84.3			20.8			48.1			42.5	
Approach LOS		F			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	45.0	23.0	11.6	7.3	46.7	9.0	25.5
Change Period (Y+Rc), s	4.6	7.2	4.6	5.6	4.6	7.2	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.8	20.4	24.4	20.4	37.8	20.4	24.4
Max Q Clear Time (g_c+I1), s	4.5	39.8	18.3	3.8	3.2	21.2	4.6	4.4
Green Ext Time (p_c), s	0.0	0.0	0.1	0.1	0.0	9.5	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	53.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	1173	138	278	1225	367	156	232	198	289	218	114
Future Volume (veh/h)	172	1173	138	278	1225	367	156	232	198	289	218	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	179	1222	144	290	1276	382	162	242	206	301	227	119
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	211	1558	184	364	1650	510	194	305	425	331	545	274
Arrive On Green	0.12	0.33	0.33	0.10	0.32	0.32	0.11	0.16	0.16	0.18	0.24	0.24
Sat Flow, veh/h	1810	4702	554	3510	5187	1605	1810	1900	1610	1810	2307	1160
Grp Volume(v), veh/h	179	899	467	290	1276	382	162	242	206	301	176	170
Grp Sat Flow(s),veh/h/ln	1810	1729	1798	1755	1729	1605	1810	1900	1610	1810	1805	1662
Q Serve(g_s), s	10.1	24.6	24.6	8.4	23.3	22.3	9.2	12.8	11.3	17.1	8.6	9.1
Cycle Q Clear(g_c), s	10.1	24.6	24.6	8.4	23.3	22.3	9.2	12.8	11.3	17.1	8.6	9.1
Prop In Lane	1.00		0.31	1.00		1.00	1.00		1.00	1.00		0.70
Lane Grp Cap(c), veh/h	211	1145	596	364	1650	510	194	305	425	331	426	393
V/C Ratio(X)	0.85	0.78	0.78	0.80	0.77	0.75	0.83	0.79	0.48	0.91	0.41	0.43
Avail Cap(c_a), veh/h	353	1249	650	684	1874	580	353	603	678	353	573	527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.3	31.6	31.6	45.8	32.3	31.9	45.8	42.3	32.5	41.9	33.8	34.0
Incr Delay (d2), s/veh	4.2	3.1	5.8	1.5	1.8	4.7	3.6	4.7	0.9	24.8	0.6	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	10.5	11.4	3.7	9.8	9.1	4.3	6.4	4.5	9.8	3.8	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.4	34.7	37.4	47.4	34.1	36.6	49.4	46.9	33.3	66.7	34.5	34.8
LnGrp LOS	D	C	D	D	C	D	D	D	C	E	C	C
Approach Vol, veh/h		1545			1948			610			647	
Approach Delay, s/veh		37.3			36.6			43.0			49.6	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	40.5	23.7	23.6	15.4	41.9	15.8	31.5
Change Period (Y+Rc), s	4.6	7.2	4.6	6.8	4.6	7.2	4.6	6.8
Max Green Setting (Gmax), s	20.4	37.8	20.4	33.2	20.4	37.8	20.4	33.2
Max Q Clear Time (g_c+I1), s	12.1	25.3	19.1	14.8	10.4	26.6	11.2	11.1
Green Ext Time (p_c), s	0.2	8.0	0.1	2.0	0.4	6.7	0.1	2.0

Intersection Summary	
HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1664	84	193	1742	80	82	21	176	69	13	6
Future Volume (veh/h)	9	1664	84	193	1742	80	82	21	176	69	13	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	1698	86	197	1778	82	84	21	180	70	13	6
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	25	2378	738	244	3005	933	304	284	239	274	183	85
Arrive On Green	0.01	0.46	0.46	0.13	0.58	0.58	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1407	1900	1600	1195	1227	567
Grp Volume(v), veh/h	9	1698	86	197	1778	82	84	21	180	70	0	19
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1407	1900	1600	1195	0	1794
Q Serve(g_s), s	0.3	17.8	2.1	7.1	14.8	1.5	3.7	0.6	7.3	3.6	0.0	0.6
Cycle Q Clear(g_c), s	0.3	17.8	2.1	7.1	14.8	1.5	4.3	0.6	7.3	4.3	0.0	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	25	2378	738	244	3005	933	304	284	239	274	0	268
V/C Ratio(X)	0.36	0.71	0.12	0.81	0.59	0.09	0.28	0.07	0.75	0.26	0.00	0.07
Avail Cap(c_a), veh/h	547	2904	901	547	3005	933	602	687	578	527	0	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.0	14.7	10.5	28.4	9.1	6.3	26.5	24.7	27.5	26.5	0.0	24.7
Incr Delay (d2), s/veh	3.2	0.7	0.1	2.4	0.3	0.0	0.5	0.1	4.8	0.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.7	0.6	3.0	4.0	0.4	1.2	0.3	3.0	1.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.2	15.4	10.5	30.8	9.4	6.3	27.0	24.8	32.3	27.0	0.0	24.8
LnGrp LOS	D	B	B	C	A	A	C	C	C	C	A	C
Approach Vol, veh/h		1793			2057			285			89	
Approach Delay, s/veh		15.3			11.3			30.2			26.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.5	46.3		15.7	13.7	38.1		15.7
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6
Max Green Setting (Gmax), s	20.4	37.8		24.4	20.4	37.8		24.4
Max Q Clear Time (g_c+I1), s	2.3	16.8		6.3	9.1	19.8		9.3
Green Ext Time (p_c), s	0.0	12.9		0.2	0.2	11.2		0.8

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	1438	209	833	1536	262	333	71	849	425	144	173
Future Volume (veh/h)	129	1438	209	833	1536	262	333	71	849	425	144	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	132	1467	213	850	1567	267	340	72	866	434	147	177
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	185	1050	511	879	1817	308	407	475	1408	479	488	431
Arrive On Green	0.05	0.20	0.20	0.50	0.81	0.81	0.12	0.25	0.25	0.14	0.27	0.27
Sat Flow, veh/h	3510	5187	1603	3510	4463	758	3510	1900	2795	3510	1805	1592
Grp Volume(v), veh/h	132	1467	213	850	1213	621	340	72	866	434	147	177
Grp Sat Flow(s),veh/h/ln	1755	1729	1603	1755	1729	1763	1755	1900	1397	1755	1805	1592
Q Serve(g_s), s	5.2	28.3	14.6	32.8	30.6	31.1	13.3	4.1	31.4	17.1	9.1	12.8
Cycle Q Clear(g_c), s	5.2	28.3	14.6	32.8	30.6	31.1	13.3	4.1	31.4	17.1	9.1	12.8
Prop In Lane	1.00		1.00	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	185	1050	511	879	1408	718	407	475	1408	479	488	431
V/C Ratio(X)	0.71	1.40	0.42	0.97	0.86	0.87	0.84	0.15	0.61	0.91	0.30	0.41
Avail Cap(c_a), veh/h	461	1050	511	888	1408	718	737	505	1452	486	488	431
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	0.70	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.3	55.8	37.5	34.4	10.6	10.6	60.6	40.9	25.3	59.5	40.5	41.9
Incr Delay (d2), s/veh	3.4	182.9	1.7	17.8	5.1	9.7	4.6	0.1	0.7	20.2	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	29.8	5.9	12.3	5.2	6.2	6.1	1.9	10.1	8.8	4.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.6	238.8	39.2	52.2	15.7	20.3	65.1	41.1	26.1	79.8	40.9	42.5
LnGrp LOS	E	F	D	D	B	C	E	D	C	E	D	D
Approach Vol, veh/h		1812			2684			1278			758	
Approach Delay, s/veh		202.9			28.3			37.3			63.5	
Approach LOS		F			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	34.8	23.7	40.8	12.0	63.5	20.8	43.7
Change Period (Y+Rc), s	5.6	6.5	4.6	5.8	4.6	6.5	4.6	5.8
Max Green Setting (Gmax), s	5.1	25.5	19.4	37.2	18.4	43.5	29.4	27.2
Max Q Clear Time (g_c+I1), s	34.8	30.3	19.1	33.4	7.2	33.1	15.3	14.8
Green Ext Time (p_c), s	0.2	0.0	0.1	1.6	0.3	7.6	1.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	82.6
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↱		↑↑↑	↱				↰	✣	↱
Traffic Volume (veh/h)	0	2226	489	0	1934	606	0	0	0	534	0	699
Future Volume (veh/h)	0	2226	489	0	1934	606	0	0	0	534	0	699
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2271	0	0	1973	0				793	0	447
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	4044		0	3210					1082	0	482
Arrive On Green	0.00	1.00	0.00	0.00	1.00	0.00				0.30	0.00	0.30
Sat Flow, veh/h	0	6802	1610	0	5358	1610				3619	0	1610
Grp Volume(v), veh/h	0	2271	0	0	1973	0				793	0	447
Grp Sat Flow(s),veh/h/ln	0	1634	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0				27.5	0.0	37.7
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0				27.5	0.0	37.7
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	4044		0	3210					1082	0	482
V/C Ratio(X)	0.00	0.56		0.00	0.61					0.73	0.00	0.93
Avail Cap(c_a), veh/h	0	4044		0	3210					1305	0	581
HCM Platoon Ratio	1.00	2.00	2.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.47	0.00	0.00	0.76	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				44.0	0.0	47.6
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.7	0.0				1.3	0.0	17.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.2	0.0				12.5	0.0	17.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	0.0	0.0	0.7	0.0				45.3	0.0	65.5
LnGrp LOS	A	A		A	A					D	A	E
Approach Vol, veh/h		2271			1973						1240	
Approach Delay, s/veh		0.3			0.7						52.6	
Approach LOS		A			A						D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	92.6	47.4	92.6
Change Period (Y+Rc), s	6.0	5.5	6.0
Max Green Setting (Gmax), s	78.0	50.5	78.0
Max Q Clear Time (g_c+I1), s	2.0	39.7	2.0
Green Ext Time (p_c), s	35.7	2.2	26.5

Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2096	664	0	1957	438	583	0	878	0	0	0
Future Volume (veh/h)	0	2096	664	0	1957	438	583	0	878	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	2161	0	0	2018	0	401	0	1120			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	2927		0	3688		640	0	1139			
Arrive On Green	0.00	1.00	0.00	0.00	0.56	0.00	0.35	0.00	0.35			
Sat Flow, veh/h	0	5358	1610	0	6802	1610	1810	0	3220			
Grp Volume(v), veh/h	0	2161	0	0	2018	0	401	0	1120			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	27.2	0.0	25.8	0.0	48.3			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	27.2	0.0	25.8	0.0	48.3			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2927		0	3688		640	0	1139			
V/C Ratio(X)	0.00	0.74		0.00	0.55		0.63	0.00	0.98			
Avail Cap(c_a), veh/h	0	2927		0	3688		640	0	1139			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.76	0.00	0.00	0.43	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	19.2	0.0	37.6	0.0	44.8			
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.0	0.3	0.0	1.5	0.0	22.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.0	0.0	9.8	0.0	11.6	0.0	22.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.3	0.0	0.0	19.5	0.0	39.0	0.0	67.5			
LnGrp LOS	A	A		A	B		D	A	E			
Approach Vol, veh/h		2161			2018			1521				
Approach Delay, s/veh		1.3			19.5			60.0				
Approach LOS		A			B			E				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		85.0				85.0		55.0				
Change Period (Y+Rc), s		6.0				6.0		5.5				
Max Green Setting (Gmax), s		79.0				79.0		49.5				
Max Q Clear Time (g_c+I1), s		2.0				29.2		50.3				
Green Ext Time (p_c), s		32.2				23.9		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		23.4
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	481	1999	407	130	1476	125	562	141	170	121	115	357
Future Volume (veh/h)	481	1999	407	130	1476	125	562	141	170	121	115	357
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	501	2082	424	135	1538	130	536	215	177	126	120	372
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	561	1908	376	196	1632	138	624	327	276	473	256	835
Arrive On Green	0.16	0.44	0.44	0.06	0.33	0.33	0.17	0.17	0.17	0.13	0.13	0.13
Sat Flow, veh/h	3510	4348	856	3510	4872	412	3619	1900	1605	3510	1900	2834
Grp Volume(v), veh/h	501	1641	865	135	1091	577	536	215	177	126	120	372
Grp Sat Flow(s),veh/h/ln	1755	1729	1746	1755	1729	1825	1810	1900	1605	1755	1900	1417
Q Serve(g_s), s	16.0	50.3	50.3	4.3	35.1	35.2	16.5	12.1	11.8	3.7	6.7	12.2
Cycle Q Clear(g_c), s	16.0	50.3	50.3	4.3	35.1	35.2	16.5	12.1	11.8	3.7	6.7	12.2
Prop In Lane	1.00		0.49	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	561	1518	766	196	1158	611	624	327	276	473	256	835
V/C Ratio(X)	0.89	1.08	1.13	0.69	0.94	0.94	0.86	0.66	0.64	0.27	0.47	0.45
Avail Cap(c_a), veh/h	625	1518	766	625	1162	614	765	401	339	588	318	928
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.1	32.1	32.1	53.1	37.0	37.0	46.1	44.2	44.1	44.5	45.8	32.8
Incr Delay (d2), s/veh	13.3	48.5	73.9	1.6	14.8	23.4	7.1	1.5	1.4	0.3	1.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	29.5	35.2	1.9	16.4	18.8	7.8	5.7	4.6	1.6	3.2	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.4	80.6	106.0	54.7	51.8	60.4	53.2	45.8	45.5	44.8	47.1	33.2
LnGrp LOS	E	F	F	D	D	E	D	D	D	D	D	C
Approach Vol, veh/h		3007			1803			928			618	
Approach Delay, s/veh		84.6			54.8			50.0			38.2	
Approach LOS		F			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.0	56.8		25.5	22.9	44.9		21.2
Change Period (Y+Rc), s	4.6	6.5		5.8	4.6	6.5		5.8
Max Green Setting (Gmax), s	20.4	38.5		24.2	20.4	38.5		19.2
Max Q Clear Time (g_c+I1), s	6.3	52.3		18.5	18.0	37.2		14.2
Green Ext Time (p_c), s	0.2	0.0		1.3	0.3	1.2		1.2

Intersection Summary	
HCM 6th Ctrl Delay	66.6
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	500	1649	146	107	1135	73	162	405	98	83	250	381
Future Volume (veh/h)	500	1649	146	107	1135	73	162	405	98	83	250	381
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	532	1754	155	114	1207	78	172	431	104	88	266	405
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	321	2086	184	171	1608	499	234	868	460	112	851	660
Arrive On Green	0.18	0.43	0.43	0.05	0.31	0.31	0.07	0.24	0.24	0.06	0.24	0.24
Sat Flow, veh/h	1810	4853	428	3510	5187	1610	3510	3610	1586	1810	3610	1588
Grp Volume(v), veh/h	532	1248	661	114	1207	78	172	431	104	88	266	405
Grp Sat Flow(s),veh/h/ln	1810	1729	1823	1755	1729	1610	1755	1805	1586	1810	1805	1588
Q Serve(g_s), s	20.4	37.1	37.3	3.7	24.1	4.0	5.5	11.8	5.7	5.5	7.0	23.1
Cycle Q Clear(g_c), s	20.4	37.1	37.3	3.7	24.1	4.0	5.5	11.8	5.7	5.5	7.0	23.1
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	321	1487	784	171	1608	499	234	868	460	112	851	660
V/C Ratio(X)	1.66	0.84	0.84	0.67	0.75	0.16	0.74	0.50	0.23	0.79	0.31	0.61
Avail Cap(c_a), veh/h	321	1487	784	592	1916	595	623	1042	536	321	1020	734
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.3	29.3	29.3	53.8	35.7	28.8	52.7	37.7	31.1	53.2	36.3	26.6
Incr Delay (d2), s/veh	309.5	4.6	8.6	1.7	1.6	0.2	1.7	0.4	0.2	4.5	0.2	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	36.5	15.3	17.0	1.6	9.9	1.6	2.5	5.3	2.2	2.6	3.1	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	356.8	33.9	37.9	55.5	37.3	29.0	54.4	38.1	31.3	57.8	36.5	27.9
LnGrp LOS	F	C	D	E	D	C	D	D	C	E	D	C
Approach Vol, veh/h		2441			1399			707			759	
Approach Delay, s/veh		105.4			38.3			41.1			34.4	
Approach LOS		F			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	57.0	12.3	34.6	25.0	43.2	11.7	35.2
Change Period (Y+Rc), s	5.6	* 7.5	4.6	7.5	4.6	7.5	4.6	* 7.5
Max Green Setting (Gmax), s	19.4	* 43	20.4	32.5	20.4	42.5	20.4	* 33
Max Q Clear Time (g_c+I1), s	15.7	39.3	7.5	25.1	22.4	26.1	7.5	13.8
Green Ext Time (p_c), s	0.1	3.6	0.2	2.0	0.0	9.6	0.0	3.1

Intersection Summary	
HCM 6th Ctrl Delay	69.0
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	122	43	55	380	327	96
Future Vol, veh/h	122	43	55	380	327	96
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	130	46	59	404	348	102
Number of Lanes	1	1	1	2	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	3
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	3	0	2
HCM Control Delay	12	10.5	12.3
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	53%
Vol Right, %	0%	0%	0%	0%	100%	0%	47%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	190	190	122	43	218	205
LT Vol	55	0	0	122	0	0	0
Through Vol	0	190	190	0	0	218	109
RT Vol	0	0	0	0	43	0	96
Lane Flow Rate	59	202	202	130	46	232	218
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.109	0.349	0.252	0.267	0.079	0.396	0.353
Departure Headway (Hd)	6.72	6.215	4.495	7.408	6.197	6.151	5.82
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	532	578	794	484	576	584	617
Service Time	4.47	3.964	2.244	5.165	3.954	3.897	3.566
HCM Lane V/C Ratio	0.111	0.349	0.254	0.269	0.08	0.397	0.353
HCM Control Delay	10.3	12.3	8.8	12.9	9.5	12.9	11.7
HCM Lane LOS	B	B	A	B	A	B	B
HCM 95th-tile Q	0.4	1.6	1	1.1	0.3	1.9	1.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	140	34	12	122	44	23	377	31	60	247	38
Future Volume (veh/h)	42	140	34	12	122	44	23	377	31	60	247	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	147	36	13	128	46	24	397	33	63	260	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	100	574	137	36	428	147	62	761	63	128	822	125
Arrive On Green	0.06	0.20	0.20	0.02	0.16	0.16	0.03	0.23	0.23	0.07	0.26	0.26
Sat Flow, veh/h	1810	2890	688	1810	2623	901	1810	3370	279	1810	3134	475
Grp Volume(v), veh/h	44	90	93	13	86	88	24	212	218	63	148	152
Grp Sat Flow(s),veh/h/ln	1810	1805	1774	1810	1805	1719	1810	1805	1843	1810	1805	1804
Q Serve(g_s), s	1.1	2.1	2.2	0.3	2.0	2.2	0.6	5.0	5.1	1.6	3.2	3.3
Cycle Q Clear(g_c), s	1.1	2.1	2.2	0.3	2.0	2.2	0.6	5.0	5.1	1.6	3.2	3.3
Prop In Lane	1.00		0.39	1.00		0.52	1.00		0.15	1.00		0.26
Lane Grp Cap(c), veh/h	100	359	352	36	295	281	62	407	416	128	473	473
V/C Ratio(X)	0.44	0.25	0.26	0.36	0.29	0.31	0.39	0.52	0.52	0.49	0.31	0.32
Avail Cap(c_a), veh/h	759	846	831	759	846	806	759	1402	1432	759	1402	1401
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	16.4	16.5	23.5	17.9	17.9	23.0	16.5	16.5	21.8	14.4	14.5
Incr Delay (d2), s/veh	1.1	0.5	0.6	2.3	0.8	0.9	1.5	1.5	1.5	1.1	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.8	0.8	0.2	0.8	0.8	0.3	2.0	2.0	0.7	1.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	17.0	17.0	25.8	18.7	18.8	24.5	18.0	18.0	22.9	15.0	15.0
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		227			187			454			363	
Approach Delay, s/veh		18.2			19.2			18.3			16.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	18.2	5.6	16.9	6.3	20.0	7.3	15.1
Change Period (Y+Rc), s	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.8	20.4	22.8	20.4	37.8	20.4	22.8
Max Q Clear Time (g_c+I1), s	3.3	7.1	2.3	4.2	2.6	5.3	3.1	4.2
Green Ext Time (p_c), s	0.1	3.9	0.0	1.2	0.0	2.7	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	1360	2	3	1200	90	1	0	4	71	1	72
Future Volume (veh/h)	85	1360	2	3	1200	90	1	0	4	71	1	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	90	1447	2	3	1277	96	1	0	4	76	1	77
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	125	2222	3	7	1824	137	93	14	106	267	2	134
Arrive On Green	0.07	0.60	0.60	0.00	0.54	0.54	0.08	0.00	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1810	3699	5	1810	3403	255	153	164	1266	1598	21	1600
Grp Volume(v), veh/h	90	706	743	3	676	697	5	0	0	77	0	77
Grp Sat Flow(s),veh/h/ln	1810	1805	1899	1810	1805	1853	1582	0	0	1619	0	1600
Q Serve(g_s), s	2.6	13.8	13.8	0.1	14.9	15.0	0.0	0.0	0.0	0.0	0.0	2.5
Cycle Q Clear(g_c), s	2.6	13.8	13.8	0.1	14.9	15.0	2.3	0.0	0.0	2.2	0.0	2.5
Prop In Lane	1.00		0.00	1.00		0.14	0.20		0.80	0.99		1.00
Lane Grp Cap(c), veh/h	125	1084	1141	7	968	994	213	0	0	269	0	134
V/C Ratio(X)	0.72	0.65	0.65	0.41	0.70	0.70	0.02	0.00	0.00	0.29	0.00	0.57
Avail Cap(c_a), veh/h	506	1514	1593	506	1514	1555	830	0	0	843	0	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.5	7.0	7.0	26.6	9.2	9.3	22.6	0.0	0.0	23.5	0.0	23.7
Incr Delay (d2), s/veh	3.0	0.7	0.6	12.8	0.9	0.9	0.0	0.0	0.0	0.2	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.8	4.0	0.1	4.6	4.7	0.1	0.0	0.0	0.9	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	7.7	7.7	39.5	10.2	10.2	22.6	0.0	0.0	23.7	0.0	25.1
LnGrp LOS	C	A	A	D	B	B	C	A	A	C	A	C
Approach Vol, veh/h		1539			1376			5			154	
Approach Delay, s/veh		8.8			10.2			22.6			24.4	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.9	39.2		9.5	8.4	35.8		9.5
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0
Max Green Setting (Gmax), s	* 15	45.0		26.0	* 15	45.0		26.0
Max Q Clear Time (g_c+I1), s	2.1	15.8		4.5	4.6	17.0		4.3
Green Ext Time (p_c), s	0.0	12.9		0.3	0.1	11.8		0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Notes

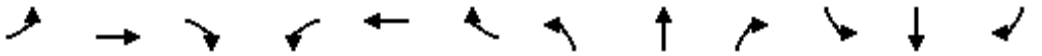
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	18	1300	117	418	1163	180	17	18	18
Future Volume (vph)	18	1300	117	418	1163	180	17	18	18
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.2	11.2	9.7	11.2	11.5	11.5	11.5	11.5
Total Split (s)	15.0	35.0	35.0	30.0	50.0	25.0	25.0	25.0	25.0
Total Split (%)	16.7%	38.9%	38.9%	33.3%	55.6%	27.8%	27.8%	27.8%	27.8%
Yellow Time (s)	3.7	5.2	5.2	3.7	5.2	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.2	6.2	4.7	6.2	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.7	29.9	29.9	24.2	54.3	18.5	18.5	18.5	18.5
Actuated g/C Ratio	0.06	0.33	0.33	0.27	0.60	0.21	0.21	0.21	0.21
v/c Ratio	0.17	1.17	0.20	0.93	0.59	0.68	0.76	0.23	0.08
Control Delay	42.8	114.4	3.0	59.0	13.4	46.5	14.0	37.6	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.8	114.4	3.0	59.0	13.4	46.5	14.0	37.6	21.8
LOS	D	F	A	E	B	D	B	D	C
Approach Delay		104.4			25.2		22.7		27.9
Approach LOS		F			C		C		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 55.1	Intersection LOS: E
Intersection Capacity Utilization 103.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 97: Winchester Rd/Vista Pl & SR-74/Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	1300	117	418	1163	22	180	17	475	18	18	10
Future Volume (veh/h)	18	1300	117	418	1163	22	180	17	475	18	18	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	1398	126	449	1251	24	194	18	511	19	19	11
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	38	1210	539	481	2102	40	347	11	319	80	231	134
Arrive On Green	0.02	0.34	0.34	0.27	0.58	0.58	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1810	3610	1607	1810	3623	69	1392	55	1552	888	1125	652
Grp Volume(v), veh/h	19	1398	126	449	623	652	194	0	529	19	0	30
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1805	1887	1392	0	1607	888	0	1777
Q Serve(g_s), s	0.9	30.2	5.1	21.8	19.9	19.9	11.8	0.0	18.5	0.0	0.0	1.2
Cycle Q Clear(g_c), s	0.9	30.2	5.1	21.8	19.9	19.9	13.0	0.0	18.5	18.5	0.0	1.2
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.97	1.00		0.37
Lane Grp Cap(c), veh/h	38	1210	539	481	1047	1095	347	0	330	80	0	365
V/C Ratio(X)	0.50	1.16	0.23	0.93	0.60	0.60	0.56	0.00	1.60	0.24	0.00	0.08
Avail Cap(c_a), veh/h	207	1210	539	509	1047	1095	347	0	330	80	0	365
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.6	29.9	21.6	32.2	12.1	12.1	34.1	0.0	35.8	45.0	0.0	28.9
Incr Delay (d2), s/veh	3.7	79.7	1.0	23.1	2.5	2.4	6.4	0.0	284.4	6.9	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	25.1	1.9	11.8	7.1	7.4	4.5	0.0	33.2	0.6	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.3	109.7	22.6	55.3	14.6	14.5	40.5	0.0	320.2	51.9	0.0	29.3
LnGrp LOS	D	F	C	E	B	B	D	A	F	D	A	C
Approach Vol, veh/h		1543			1724			723			49	
Approach Delay, s/veh		101.8			25.2			245.1			38.1	
Approach LOS		F			C			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.6	36.4		25.0	6.6	58.4		25.0				
Change Period (Y+Rc), s	* 4.7	6.2		6.5	* 4.7	6.2		6.5				
Max Green Setting (Gmax), s	* 25	28.8		18.5	* 10	43.8		18.5				
Max Q Clear Time (g_c+I1), s	23.8	32.2		20.5	2.9	21.9		20.5				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	4.8		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			94.0									
HCM 6th LOS			F									

Notes

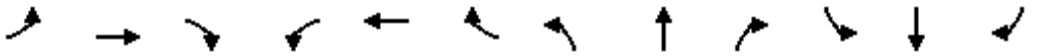
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	229	992	141	887	195	253	266	26	198	199
Future Volume (vph)	229	992	141	887	195	253	266	26	198	199
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	9.7	11.0	9.7	11.5	11.5	9.7	11.5	11.5
Total Split (s)	25.0	40.0	25.0	40.0	20.0	25.0	25.0	20.0	25.0	25.0
Total Split (%)	22.7%	36.4%	22.7%	36.4%	18.2%	22.7%	22.7%	18.2%	22.7%	22.7%
Yellow Time (s)	3.7	5.0	3.7	5.0	3.7	5.5	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	4.7	6.0	4.7	6.5	6.5	4.7	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	17.5	41.1	13.2	36.8	14.4	31.4	31.4	6.3	19.4	19.4
Actuated g/C Ratio	0.16	0.37	0.12	0.33	0.13	0.29	0.29	0.06	0.18	0.18
v/c Ratio	0.82	0.89	0.67	0.77	0.85	0.25	0.42	0.26	0.32	0.45
Control Delay	67.0	42.7	61.1	38.7	77.4	32.6	6.3	55.3	41.6	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.0	42.7	61.1	38.7	77.4	32.6	6.3	55.3	41.6	9.1
LOS	E	D	E	D	E	C	A	E	D	A
Approach Delay		46.8		41.7		35.1			27.1	
Approach LOS		D		D		D			C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 40.6	Intersection LOS: D
Intersection Capacity Utilization 74.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 98: Warren Rd & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	992	161	141	887	15	195	253	266	26	198	199
Future Volume (veh/h)	229	992	161	141	887	15	195	253	266	26	198	199
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	236	1023	166	145	914	15	201	261	274	27	204	205
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	266	1269	206	175	1302	21	230	975	435	46	607	271
Arrive On Green	0.15	0.41	0.41	0.10	0.36	0.36	0.13	0.27	0.27	0.03	0.17	0.17
Sat Flow, veh/h	1810	3104	503	1810	3635	60	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	236	594	595	145	454	475	201	261	274	27	204	205
Grp Sat Flow(s),veh/h/ln	1810	1805	1802	1810	1805	1889	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	14.1	31.9	32.0	8.7	23.7	23.7	12.0	6.3	16.5	1.6	5.5	13.3
Cycle Q Clear(g_c), s	14.1	31.9	32.0	8.7	23.7	23.7	12.0	6.3	16.5	1.6	5.5	13.3
Prop In Lane	1.00		0.28	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	266	738	736	175	647	677	230	975	435	46	607	271
V/C Ratio(X)	0.89	0.81	0.81	0.83	0.70	0.70	0.87	0.27	0.63	0.58	0.34	0.76
Avail Cap(c_a), veh/h	334	738	736	334	647	677	252	975	435	252	607	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	28.7	28.7	48.8	30.3	30.3	47.1	31.6	35.3	53.0	40.3	43.6
Incr Delay (d2), s/veh	18.0	9.2	9.3	2.5	4.1	3.9	23.8	0.7	6.8	4.3	1.5	17.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	14.5	14.6	3.9	10.3	10.8	6.9	2.8	7.2	0.8	2.6	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.0	37.8	38.0	51.3	34.3	34.2	70.9	32.3	42.1	57.3	41.8	61.4
LnGrp LOS	E	D	D	D	C	C	E	C	D	E	D	E
Approach Vol, veh/h		1425			1074			736			436	
Approach Delay, s/veh		42.2			36.5			46.5			52.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.3	51.0	18.7	25.0	20.9	45.4	7.5	36.2
Change Period (Y+Rc), s	* 4.7	6.0	* 4.7	6.5	* 4.7	6.0	* 4.7	6.5
Max Green Setting (Gmax), s	* 20	34.0	* 15	18.5	* 20	34.0	* 15	18.5
Max Q Clear Time (g_c+I1), s	10.7	34.0	14.0	15.3	16.1	25.7	3.6	18.5
Green Ext Time (p_c), s	0.1	0.0	0.0	0.4	0.1	2.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	42.6
HCM 6th LOS	D

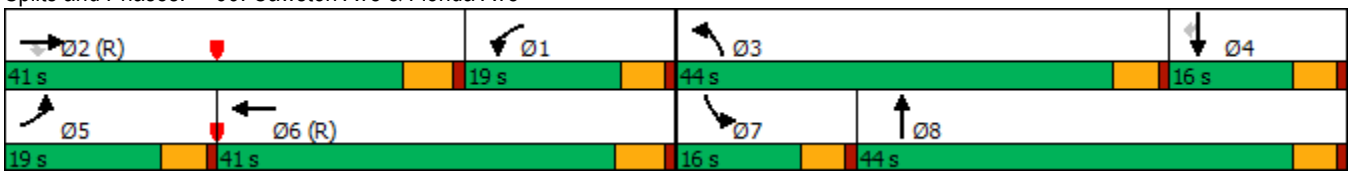
Notes

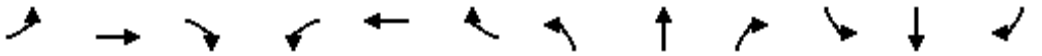
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	148	794	54	43	749	244	65	85	93	154
Future Volume (vph)	148	794	54	43	749	244	65	85	93	154
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.5	10.5	10.0	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	19.0	41.0	41.0	19.0	41.0	44.0	44.0	16.0	16.0	16.0
Total Split (%)	15.8%	34.2%	34.2%	15.8%	34.2%	36.7%	36.7%	13.3%	13.3%	13.3%
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.5	5.5	5.0	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	12.8	39.3	39.3	12.2	36.7	21.5	40.6	9.4	28.5	28.5
Actuated g/C Ratio	0.11	0.33	0.33	0.10	0.31	0.18	0.34	0.08	0.24	0.24
v/c Ratio	0.80	0.70	0.09	0.25	0.76	0.79	0.08	0.64	0.22	0.30
Control Delay	80.9	40.3	0.3	51.8	43.1	63.5	20.7	73.4	40.6	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.9	40.3	0.3	51.8	43.1	63.5	20.7	73.4	40.6	3.5
LOS	F	D	A	D	D	E	C	E	D	A
Approach Delay		44.2			43.6		52.1		31.9	
Approach LOS		D			D		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 30 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 43.4	Intersection LOS: D
Intersection Capacity Utilization 63.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 99: Cawston Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	794	54	43	749	52	244	65	23	85	93	154
Future Volume (veh/h)	148	794	54	43	749	52	244	65	23	85	93	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	154	827	56	45	780	54	254	68	24	89	97	160
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	1068	476	257	1171	81	284	862	290	112	437	370
Arrive On Green	0.10	0.30	0.30	0.14	0.34	0.34	0.16	0.33	0.33	0.06	0.23	0.23
Sat Flow, veh/h	1810	3610	1610	1810	3425	237	1810	2652	892	1810	1900	1610
Grp Volume(v), veh/h	154	827	56	45	411	423	254	45	47	89	97	160
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1857	1810	1805	1739	1810	1900	1610
Q Serve(g_s), s	10.0	25.1	2.0	2.6	23.3	23.3	16.5	2.1	2.2	5.8	5.0	10.2
Cycle Q Clear(g_c), s	10.0	25.1	2.0	2.6	23.3	23.3	16.5	2.1	2.2	5.8	5.0	10.2
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.51	1.00		1.00
Lane Grp Cap(c), veh/h	181	1068	476	257	617	635	284	587	565	112	437	370
V/C Ratio(X)	0.85	0.77	0.12	0.17	0.67	0.67	0.89	0.08	0.08	0.79	0.22	0.43
Avail Cap(c_a), veh/h	211	1068	476	257	617	635	588	587	565	166	437	370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.51	0.42	0.42	0.42	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.1	38.6	13.1	45.3	33.6	33.6	49.6	28.0	28.1	55.5	37.5	39.5
Incr Delay (d2), s/veh	12.2	2.9	0.3	0.1	2.4	2.3	3.9	0.3	0.3	8.3	1.2	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	11.3	1.2	1.2	10.4	10.7	7.8	1.0	1.0	2.9	2.5	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	41.5	13.4	45.3	36.0	36.0	53.5	28.3	28.4	63.8	38.7	43.2
LnGrp LOS	E	D	B	D	D	D	D	C	C	E	D	D
Approach Vol, veh/h		1037			879			346			346	
Approach Delay, s/veh		43.5			36.5			46.8			47.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.6	41.0	23.9	32.6	17.0	46.5	12.4	44.0
Change Period (Y+Rc), s	5.5	* 5.5	5.0	5.0	5.0	5.5	5.0	5.0
Max Green Setting (Gmax), s	14.0	* 36	39.0	11.0	14.0	35.5	11.0	39.0
Max Q Clear Time (g_c+I1), s	4.6	27.1	18.5	12.2	12.0	25.3	7.8	4.2
Green Ext Time (p_c), s	0.0	2.6	0.3	0.0	0.0	2.5	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	42.1
HCM 6th LOS	D

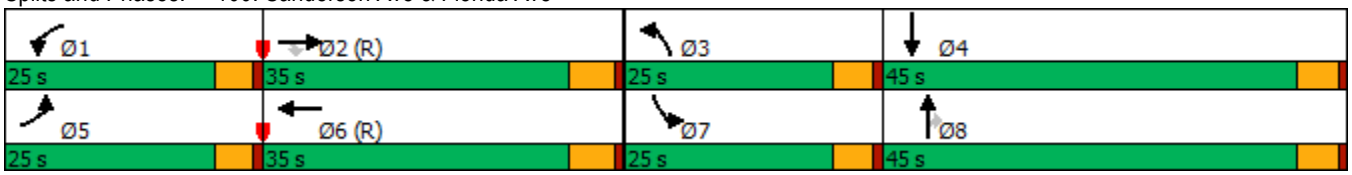
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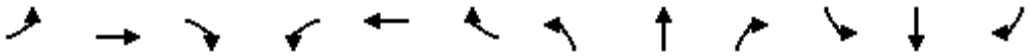
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	290	640	79	274	539	192	660	159	178	799
Future Volume (vph)	290	640	79	274	539	192	660	159	178	799
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	10.5	9.7	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	25.0	35.0	35.0	25.0	35.0	25.0	45.0	45.0	25.0	45.0
Total Split (%)	19.2%	26.9%	26.9%	19.2%	26.9%	19.2%	34.6%	34.6%	19.2%	34.6%
Yellow Time (s)	3.7	4.5	4.5	3.7	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	5.5	4.7	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	20.3	29.5	29.5	20.3	29.5	17.8	43.4	43.4	16.6	42.2
Actuated g/C Ratio	0.16	0.23	0.23	0.16	0.23	0.14	0.33	0.33	0.13	0.32
v/c Ratio	1.05	0.80	0.19	1.00	0.86	0.79	0.56	0.27	0.79	0.81
Control Delay	120.6	55.8	6.1	107.4	58.2	76.6	38.3	14.4	78.2	46.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	120.6	55.8	6.1	107.4	58.2	76.6	38.3	14.4	78.2	46.5
LOS	F	E	A	F	E	E	D	B	E	D
Approach Delay		70.5			72.4		41.8			51.7
Approach LOS		E			E		D			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 45 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 58.8	Intersection LOS: E
Intersection Capacity Utilization 88.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 100: Sanderson Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	640	79	274	539	142	192	660	159	178	799	117
Future Volume (veh/h)	290	640	79	274	539	142	192	660	159	178	799	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	296	653	81	280	550	145	196	673	162	182	815	119
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	283	929	412	283	726	191	223	1141	506	208	972	142
Arrive On Green	0.16	0.26	0.26	0.16	0.26	0.26	0.12	0.32	0.32	0.12	0.31	0.31
Sat Flow, veh/h	1810	3610	1599	1810	2820	740	1810	3610	1601	1810	3160	461
Grp Volume(v), veh/h	296	653	81	280	351	344	196	673	162	182	465	469
Grp Sat Flow(s),veh/h/ln	1810	1805	1599	1810	1805	1755	1810	1805	1601	1810	1805	1817
Q Serve(g_s), s	20.3	21.3	5.2	20.1	23.3	23.5	13.8	20.4	10.0	12.9	31.3	31.3
Cycle Q Clear(g_c), s	20.3	21.3	5.2	20.1	23.3	23.5	13.8	20.4	10.0	12.9	31.3	31.3
Prop In Lane	1.00		1.00	1.00		0.42	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	283	929	412	283	465	452	223	1141	506	208	555	559
V/C Ratio(X)	1.05	0.70	0.20	0.99	0.76	0.76	0.88	0.59	0.32	0.87	0.84	0.84
Avail Cap(c_a), veh/h	283	929	412	283	465	452	278	1141	506	278	555	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.73	0.73	0.73	0.49	0.49	0.49	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	43.8	37.8	54.8	44.5	44.6	56.0	37.4	33.8	56.6	42.0	42.0
Incr Delay (d2), s/veh	56.5	3.0	0.7	43.2	8.1	8.6	12.5	1.1	0.8	16.8	14.1	14.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.6	9.8	2.1	12.4	11.4	11.2	7.1	9.2	4.0	6.9	16.0	16.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	111.3	46.7	38.5	97.9	52.6	53.1	68.5	38.5	34.7	73.4	56.0	56.0
LnGrp LOS	F	D	D	F	D	D	E	D	C	E	E	E
Approach Vol, veh/h		1030			975			1031			1116	
Approach Delay, s/veh		64.6			65.8			43.6			58.8	
Approach LOS		E			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	39.0	21.0	45.0	25.0	39.0	20.0	46.1
Change Period (Y+Rc), s	* 4.7	5.5	5.0	5.0	* 4.7	5.5	5.0	5.0
Max Green Setting (Gmax), s	* 20	29.5	20.0	40.0	* 20	29.5	20.0	40.0
Max Q Clear Time (g_c+I1), s	22.1	23.3	15.8	33.3	22.3	25.5	14.9	22.4
Green Ext Time (p_c), s	0.0	2.3	0.2	3.2	0.0	1.6	0.1	4.9

Intersection Summary	
HCM 6th Ctrl Delay	58.1
HCM 6th LOS	E

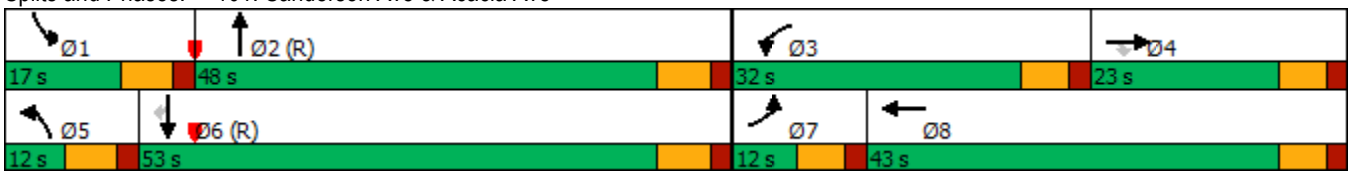
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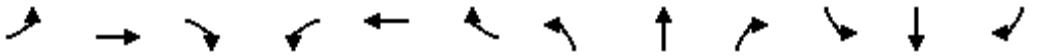
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	11	270	182	147	221	99	893	191	880	9
Future Volume (vph)	11	270	182	147	221	99	893	191	880	9
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0	7.0
Minimum Split (s)	10.3	13.3	13.3	10.3	13.3	10.7	13.7	10.7	13.7	13.7
Total Split (s)	12.0	23.0	23.0	32.0	43.0	12.0	48.0	17.0	53.0	53.0
Total Split (%)	10.0%	19.2%	19.2%	26.7%	35.8%	10.0%	40.0%	14.2%	44.2%	44.2%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.7	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	4.7	26.0	26.0	13.9	43.8	7.8	41.3	12.8	46.3	46.3
Actuated g/C Ratio	0.04	0.22	0.22	0.12	0.36	0.06	0.34	0.11	0.39	0.39
v/c Ratio	0.15	0.67	0.36	0.72	0.62	0.86	0.81	1.02	0.65	0.01
Control Delay	60.1	52.6	5.9	69.6	33.5	109.4	41.9	122.8	32.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.1	52.6	5.9	69.6	33.5	109.4	41.9	122.8	32.8	0.0
LOS	E	D	A	E	C	F	D	F	C	A
Approach Delay		34.4			43.1		48.1		48.4	
Approach LOS		C			D		D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 90 (75%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 45.3	Intersection LOS: D
Intersection Capacity Utilization 85.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: Sanderson Ave & Acacia Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	270	182	147	221	182	99	893	87	191	880	9
Future Volume (veh/h)	11	270	182	147	221	182	99	893	87	191	880	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	276	186	150	226	186	101	911	89	195	898	9
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	19	327	277	178	251	206	80	1418	139	155	1692	754
Arrive On Green	0.01	0.17	0.17	0.10	0.26	0.26	0.04	0.43	0.43	0.09	0.47	0.47
Sat Flow, veh/h	1810	1900	1610	1810	964	793	1810	3321	324	1810	3610	1608
Grp Volume(v), veh/h	11	276	186	150	0	412	101	495	505	195	898	9
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1757	1810	1805	1841	1810	1805	1608
Q Serve(g_s), s	0.7	16.9	13.0	9.8	0.0	27.2	5.3	26.0	26.0	10.3	21.1	0.4
Cycle Q Clear(g_c), s	0.7	16.9	13.0	9.8	0.0	27.2	5.3	26.0	26.0	10.3	21.1	0.4
Prop In Lane	1.00		1.00	1.00		0.45	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	19	327	277	178	0	457	80	771	786	155	1692	754
V/C Ratio(X)	0.59	0.84	0.67	0.84	0.00	0.90	1.26	0.64	0.64	1.26	0.53	0.01
Avail Cap(c_a), veh/h	86	327	277	388	0	537	80	771	786	155	1692	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.48	0.48	0.48
Uniform Delay (d), s/veh	59.1	48.1	46.5	53.2	0.0	42.9	57.3	27.1	27.1	54.8	22.5	17.0
Incr Delay (d2), s/veh	10.8	18.5	6.9	4.1	0.0	17.4	187.1	4.1	4.0	137.8	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	9.7	5.7	4.6	0.0	13.9	6.6	11.9	12.2	10.6	9.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.9	66.6	53.4	57.3	0.0	60.3	244.5	31.2	31.1	192.6	23.1	17.0
LnGrp LOS	E	E	D	E	A	E	F	C	C	F	C	B
Approach Vol, veh/h		473			562			1101			1102	
Approach Delay, s/veh		61.5			59.5			50.8			53.1	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	57.9	18.1	27.0	12.0	62.9	7.5	37.5
Change Period (Y+Rc), s	6.7	6.7	6.3	6.3	6.7	6.7	6.3	6.3
Max Green Setting (Gmax), s	10.3	41.3	25.7	16.7	5.3	46.3	5.7	36.7
Max Q Clear Time (g_c+I1), s	12.3	28.0	11.8	18.9	7.3	23.1	2.7	29.2
Green Ext Time (p_c), s	0.0	7.0	0.1	0.0	0.0	9.2	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	54.6
HCM 6th LOS	D

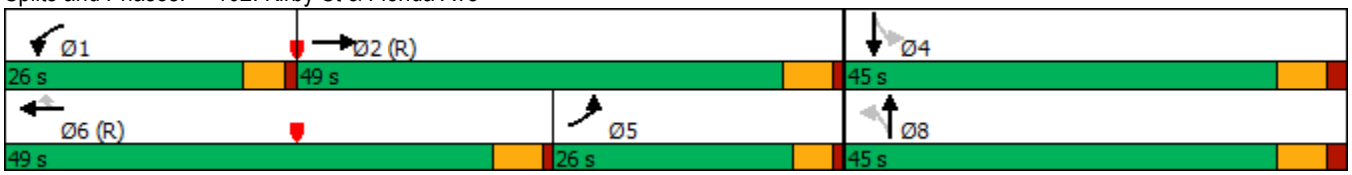
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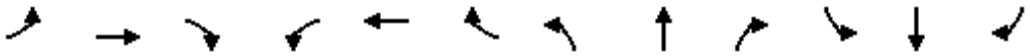
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	220	911	134	819	55	106	366	80	321
Future Volume (vph)	220	911	134	819	55	106	366	80	321
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	9.7	10.5	10.5	11.5	11.5	11.5	11.5
Total Split (s)	26.0	49.0	26.0	49.0	49.0	45.0	45.0	45.0	45.0
Total Split (%)	21.7%	40.8%	21.7%	40.8%	40.8%	37.5%	37.5%	37.5%	37.5%
Yellow Time (s)	3.7	4.5	3.7	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	4.7	5.5	5.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	21.3	51.1	13.7	43.5	43.5	38.5	38.5	38.5	38.5
Actuated g/C Ratio	0.18	0.43	0.11	0.36	0.36	0.32	0.32	0.32	0.32
v/c Ratio	0.72	0.69	0.68	0.65	0.09	0.50	0.39	0.33	0.45
Control Delay	60.1	31.4	67.2	34.8	2.7	42.3	31.6	35.4	27.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.1	31.4	67.2	34.8	2.7	42.3	31.6	35.4	27.6
LOS	E	C	E	C	A	D	C	D	C
Approach Delay		36.5		37.4			33.7		28.7
Approach LOS		D		D			C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 92 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 35.0	Intersection LOS: C
Intersection Capacity Utilization 75.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 102: Kirby St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	911	100	134	819	55	106	366	64	80	321	178
Future Volume (veh/h)	220	911	100	134	819	55	106	366	64	80	321	178
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	229	949	104	140	853	57	110	381	67	83	334	185
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	1466	161	168	1309	582	239	985	172	274	724	393
Arrive On Green	0.17	0.45	0.45	0.09	0.36	0.36	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	3280	359	1810	3610	1606	895	3071	535	955	2256	1224
Grp Volume(v), veh/h	229	522	531	140	853	57	110	223	225	83	266	253
Grp Sat Flow(s),veh/h/ln	1810	1805	1834	1810	1805	1606	895	1805	1801	955	1805	1674
Q Serve(g_s), s	14.4	27.0	27.0	9.1	23.7	2.8	13.5	11.5	11.7	8.9	14.1	14.5
Cycle Q Clear(g_c), s	14.4	27.0	27.0	9.1	23.7	2.8	28.0	11.5	11.7	20.5	14.1	14.5
Prop In Lane	1.00		0.20	1.00		1.00	1.00		0.30	1.00		0.73
Lane Grp Cap(c), veh/h	309	807	820	168	1309	582	239	579	578	274	579	537
V/C Ratio(X)	0.74	0.65	0.65	0.83	0.65	0.10	0.46	0.38	0.39	0.30	0.46	0.47
Avail Cap(c_a), veh/h	321	807	820	321	1309	582	239	579	578	274	579	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.2	25.8	25.8	53.5	31.9	25.3	43.8	31.6	31.6	39.6	32.5	32.6
Incr Delay (d2), s/veh	4.8	2.6	2.5	4.1	2.5	0.3	6.3	1.9	2.0	2.8	2.6	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	11.8	12.0	4.3	10.6	1.1	3.4	5.3	5.4	2.3	6.6	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	28.4	28.3	57.6	34.5	25.6	50.1	33.5	33.6	42.4	35.1	35.6
LnGrp LOS	D	C	C	E	C	C	D	C	C	D	D	D
Approach Vol, veh/h		1282			1050			558			602	
Approach Delay, s/veh		32.6			37.1			36.8			36.3	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.8	59.2		45.0	26.0	49.0		45.0				
Change Period (Y+Rc), s	* 4.7	5.5		6.5	5.5	* 5.5		6.5				
Max Green Setting (Gmax), s	* 21	43.5		38.5	21.3	* 44		38.5				
Max Q Clear Time (g_c+I1), s	11.1	29.0		22.5	16.4	25.7		30.0				
Green Ext Time (p_c), s	0.1	3.9		3.3	0.1	3.8		2.2				

Intersection Summary			
HCM 6th Ctrl Delay		35.2	
HCM 6th LOS		D	

Notes

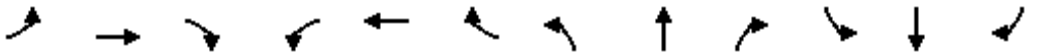
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	111	896	97	897	77	177	94	108	214	75
Future Volume (vph)	111	896	97	897	77	177	94	108	214	75
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	1	6		8			4	
Permitted Phases					8		8	4		4
Detector Phase	5	2	1	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	9.7	9.7	9.7	9.7	9.7	9.7
Total Split (s)	16.0	51.0	17.0	52.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	15.2%	48.6%	16.2%	49.5%	35.2%	35.2%	35.2%	35.2%	35.2%	35.2%
Yellow Time (s)	3.7	4.1	3.7	4.1	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	4.7	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	9.9	48.4	9.8	48.3	32.3	32.3	32.3	32.3	32.3	32.3
Actuated g/C Ratio	0.09	0.46	0.09	0.46	0.31	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.69	0.60	0.61	0.62	0.27	0.32	0.18	0.35	0.39	0.15
Control Delay	66.3	23.2	81.9	14.4	30.6	29.8	6.3	31.9	31.0	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.3	23.2	81.9	14.4	30.6	29.8	6.3	31.9	31.0	6.8
LOS	E	C	F	B	C	C	A	C	C	A
Approach Delay		27.8		20.5		23.6			26.6	
Approach LOS		C		C		C			C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 58 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 24.4	Intersection LOS: C
Intersection Capacity Utilization 65.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Lyon Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	896	42	97	897	77	77	177	94	108	214	75
Future Volume (veh/h)	111	896	42	97	897	77	77	177	94	108	214	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	117	943	44	102	944	81	81	186	99	114	225	79
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	145	1692	79	130	1591	137	302	584	492	326	584	492
Arrive On Green	0.08	0.48	0.48	0.02	0.16	0.16	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1810	3507	164	1810	3356	288	1088	1900	1599	1107	1900	1599
Grp Volume(v), veh/h	117	485	502	102	508	517	81	186	99	114	225	79
Grp Sat Flow(s),veh/h/ln	1810	1805	1865	1810	1805	1839	1088	1900	1599	1107	1900	1599
Q Serve(g_s), s	6.7	20.0	20.0	5.9	27.5	27.5	6.6	7.9	4.8	9.3	9.8	3.8
Cycle Q Clear(g_c), s	6.7	20.0	20.0	5.9	27.5	27.5	16.4	7.9	4.8	17.1	9.8	3.8
Prop In Lane	1.00		0.09	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	145	871	900	130	856	872	302	584	492	326	584	492
V/C Ratio(X)	0.81	0.56	0.56	0.79	0.59	0.59	0.27	0.32	0.20	0.35	0.38	0.16
Avail Cap(c_a), veh/h	195	871	900	212	856	872	302	584	492	326	584	492
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	19.2	19.2	50.5	34.9	34.9	35.0	27.9	26.8	34.5	28.5	26.5
Incr Delay (d2), s/veh	12.0	2.6	2.5	3.3	2.5	2.4	2.2	1.4	0.9	2.9	1.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	8.6	8.8	2.8	13.8	14.1	1.9	3.8	2.0	2.7	4.7	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.5	21.8	21.7	53.7	37.4	37.3	37.2	29.3	27.7	37.4	30.5	27.2
LnGrp LOS	E	C	C	D	D	D	D	C	C	D	C	C
Approach Vol, veh/h		1104			1127			366			418	
Approach Delay, s/veh		25.8			38.8			30.6			31.7	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	55.8		37.0	13.1	54.9		37.0				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		* 4.7				
Max Green Setting (Gmax), s	* 12	45.9		* 32	* 11	46.9		* 32				
Max Q Clear Time (g_c+I1), s	7.9	22.0		19.1	8.7	29.5		18.4				
Green Ext Time (p_c), s	0.0	4.1		1.0	0.0	4.0		0.9				

Intersection Summary		
HCM 6th Ctrl Delay		32.1
HCM 6th LOS		C

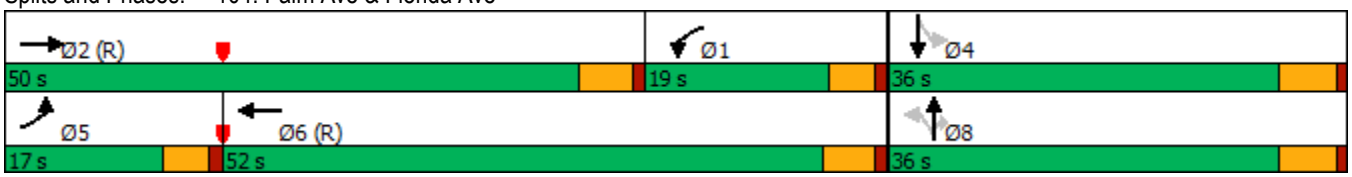
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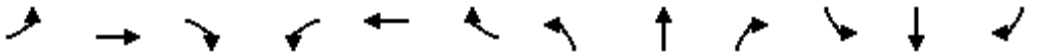
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	63	920	98	920	69	176	80	29	201
Future Volume (vph)	63	920	98	920	69	176	80	29	201
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.4	10.4	10.4	10.4	10.4
Total Split (s)	17.0	50.0	19.0	52.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	16.2%	47.6%	18.1%	49.5%	34.3%	34.3%	34.3%	34.3%	34.3%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.4	5.4	5.4	5.4	5.4
Lead/Lag	Lead	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	8.4	44.9	14.3	52.8	30.6	30.6	30.6	30.6	30.6
Actuated g/C Ratio	0.08	0.43	0.14	0.50	0.29	0.29	0.29	0.29	0.29
v/c Ratio	0.48	0.69	0.43	0.57	0.31	0.34	0.16	0.10	0.51
Control Delay	73.3	18.0	36.8	10.4	33.4	31.4	2.6	28.3	33.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.3	18.0	36.8	10.4	33.4	31.4	2.6	28.3	33.3
LOS	E	B	D	B	C	C	A	C	C
Approach Delay		21.3		12.9		24.8			32.8
Approach LOS		C		B		C			C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 19.7	Intersection LOS: B
Intersection Capacity Utilization 68.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 104: Palm Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	920	60	98	920	32	69	176	80	29	201	57
Future Volume (veh/h)	63	920	60	98	920	32	69	176	80	29	201	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	989	65	105	989	34	74	189	86	31	216	61
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	87	1467	96	240	1833	63	252	554	465	307	414	117
Arrive On Green	0.10	0.86	0.86	0.26	1.00	1.00	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	3432	226	1810	3556	122	1115	1900	1597	1116	1422	402
Grp Volume(v), veh/h	68	520	534	105	502	521	74	189	86	31	0	277
Grp Sat Flow(s),veh/h/ln	1810	1805	1852	1810	1805	1873	1115	1900	1597	1116	0	1824
Q Serve(g_s), s	3.9	10.3	10.3	5.1	0.0	0.0	6.2	8.2	4.2	2.4	0.0	13.3
Cycle Q Clear(g_c), s	3.9	10.3	10.3	5.1	0.0	0.0	19.6	8.2	4.2	10.6	0.0	13.3
Prop In Lane	1.00		0.12	1.00		0.07	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	87	772	792	240	930	966	252	554	465	307	0	531
V/C Ratio(X)	0.78	0.67	0.67	0.44	0.54	0.54	0.29	0.34	0.18	0.10	0.00	0.52
Avail Cap(c_a), veh/h	212	772	792	246	930	966	252	554	465	307	0	531
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.89	0.89	0.89	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.9	5.1	5.1	35.4	0.0	0.0	39.3	29.3	27.9	33.4	0.0	31.1
Incr Delay (d2), s/veh	4.6	3.9	3.8	0.4	2.0	1.9	2.9	1.7	0.9	0.7	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	2.8	2.8	2.1	0.5	0.5	1.9	4.0	1.7	0.7	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	9.0	8.9	35.8	2.0	1.9	42.2	30.9	28.7	34.1	0.0	34.7
LnGrp LOS	D	A	A	D	A	A	D	C	C	C	A	C
Approach Vol, veh/h		1122			1128			349			308	
Approach Delay, s/veh		11.5			5.1			32.8			34.6	
Approach LOS		B			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	50.0		36.0	9.8	59.2		36.0				
Change Period (Y+Rc), s	5.1	* 5.1		5.4	* 4.7	5.1		5.4				
Max Green Setting (Gmax), s	14.3	* 45		30.6	* 12	46.9		30.6				
Max Q Clear Time (g_c+I1), s	7.1	12.3		15.3	5.9	2.0		21.6				
Green Ext Time (p_c), s	0.1	4.7		1.0	0.0	4.6		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		14.0	
HCM 6th LOS		B	

Notes

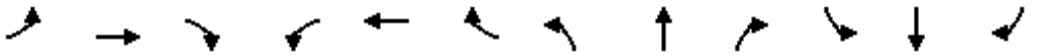
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	93	851	55	831	49	303	99	338	173
Future Volume (vph)	93	851	55	831	49	303	99	338	173
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	16.0	58.0	16.0	58.0	31.0	31.0	31.0	31.0	31.0
Total Split (%)	15.2%	55.2%	15.2%	55.2%	29.5%	29.5%	29.5%	29.5%	29.5%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	9.3	58.3	7.8	57.0	25.9	25.9	25.9	25.9	25.9
Actuated g/C Ratio	0.09	0.56	0.07	0.54	0.25	0.25	0.25	0.25	0.25
v/c Ratio	0.60	0.46	0.43	0.48	0.42	0.42	0.50	0.74	0.33
Control Delay	65.2	10.6	55.4	16.5	46.1	33.2	43.6	47.5	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.2	10.6	55.4	16.5	46.1	33.2	43.6	47.5	6.7
LOS	E	B	E	B	D	C	D	D	A
Approach Delay		15.7		18.7		34.8		35.3	
Approach LOS		B		B		C		D	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 57 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 23.4	Intersection LOS: C
Intersection Capacity Utilization 69.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 105: State St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	851	43	55	831	69	49	303	53	99	338	173
Future Volume (veh/h)	93	851	43	55	831	69	49	303	53	99	338	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	96	877	44	57	857	71	51	312	55	102	348	178
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	120	1995	100	74	1837	152	138	756	132	233	469	395
Arrive On Green	0.13	1.00	1.00	0.04	0.54	0.54	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	3497	175	1810	3371	279	889	3064	533	1029	1900	1602
Grp Volume(v), veh/h	96	453	468	57	459	469	51	182	185	102	348	178
Grp Sat Flow(s),veh/h/ln	1810	1805	1867	1810	1805	1845	889	1805	1793	1029	1900	1602
Q Serve(g_s), s	5.4	0.0	0.0	3.3	16.3	16.3	5.9	8.9	9.1	9.7	17.7	9.9
Cycle Q Clear(g_c), s	5.4	0.0	0.0	3.3	16.3	16.3	23.6	8.9	9.1	18.8	17.7	9.9
Prop In Lane	1.00		0.09	1.00		0.15	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	120	1030	1065	74	984	1006	138	445	442	233	469	395
V/C Ratio(X)	0.80	0.44	0.44	0.77	0.47	0.47	0.37	0.41	0.42	0.44	0.74	0.45
Avail Cap(c_a), veh/h	195	1030	1065	195	984	1006	138	445	442	233	469	395
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	0.0	0.0	49.9	14.6	14.6	47.4	33.1	33.2	41.1	36.5	33.5
Incr Delay (d2), s/veh	3.3	1.0	1.0	5.3	1.4	1.3	7.5	2.8	2.9	5.9	10.2	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.3	0.3	1.6	6.6	6.8	1.6	4.2	4.3	2.8	9.5	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.2	1.0	1.0	55.2	15.9	15.9	54.9	35.9	36.1	47.0	46.7	37.2
LnGrp LOS	D	A	A	E	B	B	D	D	D	D	D	D
Approach Vol, veh/h		1017			985			418			628	
Approach Delay, s/veh		5.4			18.2			38.3			44.0	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	65.0		31.0	11.7	62.3		31.0				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	* 4.7	5.1		5.1				
Max Green Setting (Gmax), s	* 11	52.9		25.9	* 11	52.9		25.9				
Max Q Clear Time (g_c+I1), s	5.3	2.0		20.8	7.4	18.3		25.6				
Green Ext Time (p_c), s	0.0	4.0		1.0	0.0	4.0		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		22.0	
HCM 6th LOS		C	

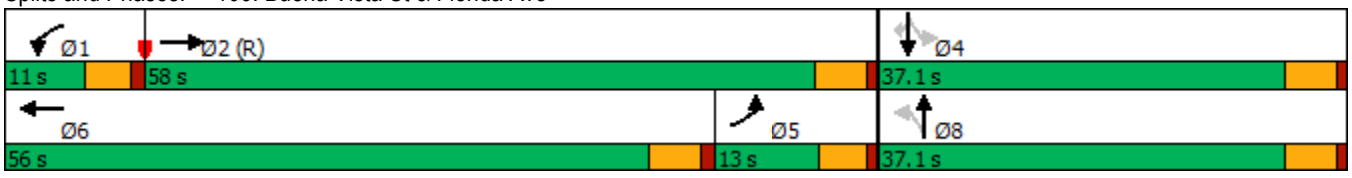
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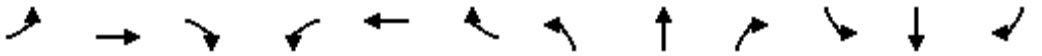
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	27	915	27	888	44	135	37	175	31
Future Volume (vph)	27	915	27	888	44	135	37	175	31
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	13.0	58.0	11.0	56.0	37.1	37.1	37.1	37.1	37.1
Total Split (%)	12.3%	54.7%	10.4%	52.8%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lag	Lag	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	None	Max	Max	Max
Act Effct Green (s)	9.3	57.3	5.8	55.9	32.0	32.0	32.0	32.0	32.0
Actuated g/C Ratio	0.09	0.54	0.05	0.53	0.30	0.30	0.30	0.30	0.30
v/c Ratio	0.20	0.56	0.31	0.55	0.16	0.36	0.14	0.35	0.06
Control Delay	45.5	18.2	56.6	19.8	29.0	29.0	28.5	31.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.5	18.2	56.6	19.8	29.0	29.0	28.5	31.0	0.2
LOS	D	B	E	B	C	C	C	C	A
Approach Delay		18.9		20.9		29.0		26.8	
Approach LOS		B		C		C		C	

Intersection Summary	
Cycle Length: 106.1	
Actuated Cycle Length: 106.1	
Offset: 50 (47%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 21.4	Intersection LOS: C
Intersection Capacity Utilization 53.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 106: Buena Vista St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	915	35	27	888	25	44	135	45	37	175	31
Future Volume (veh/h)	27	915	35	27	888	25	44	135	45	37	175	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	1040	40	31	1009	28	50	153	51	42	199	35
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	416	1874	72	51	1161	32	324	411	137	323	574	485
Arrive On Green	0.23	0.53	0.53	0.03	0.32	0.32	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	3540	136	1810	3583	99	1163	1363	454	1195	1900	1607
Grp Volume(v), veh/h	31	530	550	31	508	529	50	0	204	42	199	35
Grp Sat Flow(s),veh/h/ln	1810	1805	1871	1810	1805	1877	1163	0	1817	1195	1900	1607
Q Serve(g_s), s	1.4	20.8	20.8	1.8	28.1	28.1	3.7	0.0	9.4	3.0	8.7	1.6
Cycle Q Clear(g_c), s	1.4	20.8	20.8	1.8	28.1	28.1	12.4	0.0	9.4	12.4	8.7	1.6
Prop In Lane	1.00		0.07	1.00		0.05	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	416	955	990	51	585	608	324	0	549	323	574	485
V/C Ratio(X)	0.07	0.56	0.56	0.61	0.87	0.87	0.15	0.00	0.37	0.13	0.35	0.07
Avail Cap(c_a), veh/h	416	955	990	108	867	902	324	0	549	323	574	485
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.94	0.94	0.94	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	16.6	16.6	50.9	33.7	33.7	33.7	0.0	29.1	34.0	28.9	26.4
Incr Delay (d2), s/veh	0.0	2.0	2.0	4.0	4.3	4.1	0.1	0.0	0.2	0.8	1.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.6	8.9	0.9	12.6	13.1	1.1	0.0	4.1	1.0	4.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	18.7	18.6	54.9	38.0	37.8	33.8	0.0	29.3	34.8	30.5	26.7
LnGrp LOS	C	B	B	D	D	D	C	A	C	C	C	C
Approach Vol, veh/h		1111			1068			254			276	
Approach Delay, s/veh		19.0			38.4			30.1			30.7	
Approach LOS		B			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	61.2		37.1	29.4	39.5		37.1				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	5.1	* 5.1		5.1				
Max Green Setting (Gmax), s	* 6.3	52.9		32.0	8.3	* 51		32.0				
Max Q Clear Time (g_c+I1), s	3.8	22.8		14.4	3.4	30.1		14.4				
Green Ext Time (p_c), s	0.0	4.8		0.8	0.0	4.3		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			28.9									
HCM 6th LOS			C									

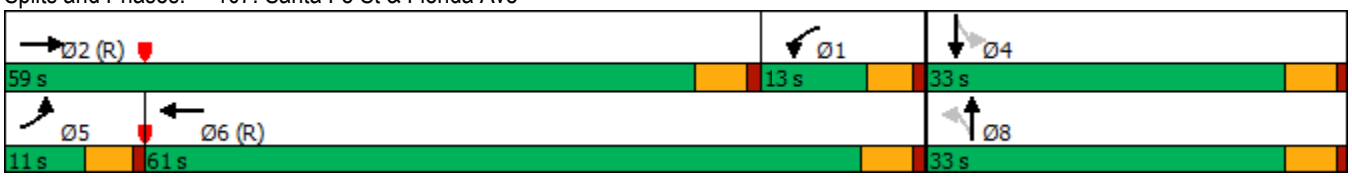
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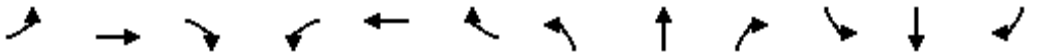
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	19	913	51	855	52	57	23	62
Future Volume (vph)	19	913	51	855	52	57	23	62
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.0	10.0	10.0	10.0
Total Split (s)	11.0	59.0	13.0	61.0	33.0	33.0	33.0	33.0
Total Split (%)	10.5%	56.2%	12.4%	58.1%	31.4%	31.4%	31.4%	31.4%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	6.0	74.5	7.6	80.2	10.0	10.0	10.0	10.0
Actuated g/C Ratio	0.06	0.71	0.07	0.76	0.10	0.10	0.10	0.10
v/c Ratio	0.22	0.44	0.44	0.36	0.56	0.66	0.32	0.58
Control Delay	51.7	8.0	57.3	5.7	64.0	42.1	52.5	44.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.7	8.0	57.3	5.7	64.0	42.1	52.5	44.7
LOS	D	A	E	A	E	D	D	D
Approach Delay		8.9		8.5		48.5		46.1
Approach LOS		A		A		D		D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 13.9	Intersection LOS: B
Intersection Capacity Utilization 59.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 107: Santa Fe St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	913	60	51	855	17	52	57	67	23	62	38
Future Volume (veh/h)	19	913	60	51	855	17	52	57	67	23	62	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	1038	68	58	972	19	59	65	76	26	70	43
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	41	1761	115	387	2565	50	157	102	119	132	140	86
Arrive On Green	0.02	0.51	0.51	0.21	0.71	0.71	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1810	3431	225	1810	3621	71	1288	792	926	1257	1095	673
Grp Volume(v), veh/h	22	546	560	58	485	506	59	0	141	26	0	113
Grp Sat Flow(s),veh/h/ln	1810	1805	1851	1810	1805	1887	1288	0	1718	1257	0	1768
Q Serve(g_s), s	1.3	22.2	22.2	2.7	11.2	11.2	4.7	0.0	8.2	2.1	0.0	6.3
Cycle Q Clear(g_c), s	1.3	22.2	22.2	2.7	11.2	11.2	10.9	0.0	8.2	10.3	0.0	6.3
Prop In Lane	1.00		0.12	1.00		0.04	1.00		0.54	1.00		0.38
Lane Grp Cap(c), veh/h	41	927	950	387	1278	1336	157	0	220	132	0	227
V/C Ratio(X)	0.54	0.59	0.59	0.15	0.38	0.38	0.38	0.00	0.64	0.20	0.00	0.50
Avail Cap(c_a), veh/h	109	927	950	387	1278	1336	335	0	458	306	0	471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.68	0.68	0.68	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.8	17.8	17.8	33.5	6.1	6.1	47.7	0.0	43.5	48.4	0.0	42.6
Incr Delay (d2), s/veh	3.3	2.3	2.2	0.0	0.6	0.6	0.6	0.0	1.2	0.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	9.2	9.5	1.2	3.8	3.9	1.5	0.0	3.5	0.7	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.1	20.1	20.0	33.6	6.7	6.7	48.3	0.0	44.6	48.6	0.0	43.3
LnGrp LOS	D	C	C	C	A	A	D	A	D	D	A	D
Approach Vol, veh/h		1128			1049			200			139	
Approach Delay, s/veh		20.7			8.2			45.7			44.3	
Approach LOS		C			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.5	59.0		18.5	7.1	79.5		18.5				
Change Period (Y+Rc), s	5.1	* 5.1		5.0	* 4.7	5.1		5.0				
Max Green Setting (Gmax), s	8.3	* 54		28.0	* 6.3	55.9		28.0				
Max Q Clear Time (g_c+I1), s	4.7	24.2		12.3	3.3	13.2		12.9				
Green Ext Time (p_c), s	0.0	5.0		0.4	0.0	4.4		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		18.8
HCM 6th LOS		B

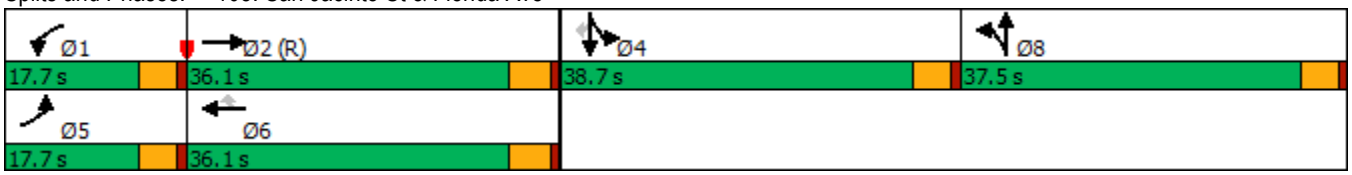
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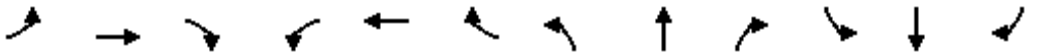
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	192	733	118	642	94	74	243	187	244	163
Future Volume (vph)	192	733	118	642	94	74	243	187	244	163
Turn Type	Prot	NA	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2	1	6		8	8	4	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	9.7	9.7	9.7	9.7	9.7
Total Split (s)	17.7	36.1	17.7	36.1	36.1	37.5	37.5	38.7	38.7	38.7
Total Split (%)	13.6%	27.8%	13.6%	27.8%	27.8%	28.8%	28.8%	29.8%	29.8%	29.8%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	13.0	32.1	11.9	31.0	31.0	32.8	32.8	34.0	34.0	34.0
Actuated g/C Ratio	0.10	0.25	0.09	0.24	0.24	0.25	0.25	0.26	0.26	0.26
v/c Ratio	1.17	0.97	0.79	0.82	0.23	0.18	0.37	0.41	0.61	0.33
Control Delay	171.0	73.0	88.2	55.8	10.8	39.4	38.7	43.1	48.8	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	171.0	73.0	88.2	55.8	10.8	39.4	38.7	43.1	48.8	6.9
LOS	F	E	F	E	B	D	D	D	D	A
Approach Delay		92.3		55.4			38.8		35.7	
Approach LOS		F		E			D		D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 108 (83%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 61.9	Intersection LOS: E
Intersection Capacity Utilization 66.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 108: San Jacinto St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	733	49	118	642	94	74	243	58	187	244	163
Future Volume (veh/h)	192	733	49	118	642	94	74	243	58	187	244	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	211	805	54	130	705	103	81	267	64	205	268	179
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	864	58	155	861	378	457	729	171	473	497	420
Arrive On Green	0.10	0.25	0.25	0.09	0.24	0.24	0.25	0.25	0.25	0.26	0.26	0.26
Sat Flow, veh/h	1810	3417	229	1810	3610	1586	1810	2889	679	1810	1900	1605
Grp Volume(v), veh/h	211	425	434	130	705	103	81	165	166	205	268	179
Grp Sat Flow(s),veh/h/ln	1810	1805	1841	1810	1805	1586	1810	1805	1762	1810	1900	1605
Q Serve(g_s), s	13.0	29.9	29.9	9.2	24.0	6.9	4.6	9.8	10.1	12.3	15.8	12.1
Cycle Q Clear(g_c), s	13.0	29.9	29.9	9.2	24.0	6.9	4.6	9.8	10.1	12.3	15.8	12.1
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	181	456	466	155	861	378	457	455	445	473	497	420
V/C Ratio(X)	1.17	0.93	0.93	0.84	0.82	0.27	0.18	0.36	0.37	0.43	0.54	0.43
Avail Cap(c_a), veh/h	181	456	466	181	861	378	457	455	445	473	497	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	47.5	47.5	58.6	46.8	40.3	38.0	40.0	40.1	40.0	41.3	39.9
Incr Delay (d2), s/veh	115.4	26.1	25.8	22.4	6.3	0.4	0.8	2.2	2.4	2.9	4.2	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	16.6	16.9	5.2	11.4	2.7	2.2	4.7	4.7	5.9	8.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	173.9	73.6	73.3	80.9	53.1	40.7	38.9	42.2	42.5	42.8	45.4	43.0
LnGrp LOS	F	E	E	F	D	D	D	D	D	D	D	D
Approach Vol, veh/h		1070			938			412			652	
Approach Delay, s/veh		93.3			55.6			41.7			44.0	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.8	38.0		38.7	17.7	36.1		37.5				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		4.7				
Max Green Setting (Gmax), s	* 13	31.0		* 34	* 13	31.0		32.8				
Max Q Clear Time (g_c+I1), s	11.2	31.9		17.8	15.0	26.0		12.1				
Green Ext Time (p_c), s	0.0	0.0		2.6	0.0	2.2		2.1				

Intersection Summary		
HCM 6th Ctrl Delay		64.4
HCM 6th LOS		E

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

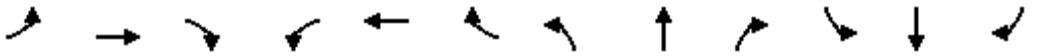
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	Ø5
Lane Configurations									
Traffic Volume (vph)	783	336	312	693	199	3	2	0	
Future Volume (vph)	783	336	312	693	199	3	2	0	
Turn Type	NA	Perm	Prot	NA	Perm	NA	Perm	NA	
Protected Phases	2		1	6		8		4	5
Permitted Phases		2			8		4		
Detector Phase	2	2	1	6	8	8	4	4	
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	62.5	62.5	18.0	69.0	39.5	39.5	39.5	39.5	11.5
Total Split (%)	52.1%	52.1%	15.0%	57.5%	32.9%	32.9%	32.9%	32.9%	10%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	
Lead/Lag	Lag	Lag	Lead	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					Yes
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max	Max	Max	None
Act Effct Green (s)	58.5	58.5	14.0	76.5	35.5	35.5		35.5	
Actuated g/C Ratio	0.49	0.49	0.12	0.64	0.30	0.30		0.30	
v/c Ratio	0.47	0.37	1.56	0.32	0.49	0.46		0.01	
Control Delay	21.5	2.9	310.3	10.3	39.6	9.1		30.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Total Delay	21.5	2.9	310.3	10.3	39.6	9.1		30.0	
LOS	C	A	F	B	D	A		C	
Approach Delay	15.9			103.4		21.5		30.0	
Approach LOS	B			F		C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.56	
Intersection Signal Delay: 50.6	Intersection LOS: D
Intersection Capacity Utilization 66.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 109: Warren Rd & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	783	336	312	693	0	199	3	288	2	0	0
Future Volume (veh/h)	0	783	336	312	693	0	199	3	288	2	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	824	354	328	729	0	209	3	303	2	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	1760	785	211	2301	0	548	5	472	203	0	0
Arrive On Green	0.00	0.49	0.49	0.12	0.64	0.00	0.30	0.30	0.30	0.30	0.00	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3705	0	1440	16	1597	483	0	0
Grp Volume(v), veh/h	0	824	354	328	729	0	209	0	306	2	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	0	1440	0	1613	483	0	0
Q Serve(g_s), s	0.0	18.2	17.3	14.0	11.0	0.0	0.0	0.0	19.8	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	18.2	17.3	14.0	11.0	0.0	11.0	0.0	19.8	20.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.99	1.00		0.00
Lane Grp Cap(c), veh/h	2	1760	785	211	2301	0	548	0	477	203	0	0
V/C Ratio(X)	0.00	0.47	0.45	1.55	0.32	0.00	0.38	0.00	0.64	0.01	0.00	0.00
Avail Cap(c_a), veh/h	113	1760	785	211	2301	0	548	0	477	203	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	20.4	20.2	53.0	9.9	0.0	33.6	0.0	36.7	45.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	1.9	271.1	0.4	0.0	2.0	0.0	6.5	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.8	6.8	22.2	4.3	0.0	5.2	0.0	8.6	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.3	22.1	324.1	10.2	0.0	35.7	0.0	43.2	45.5	0.0	0.0
LnGrp LOS	A	C	C	F	B	A	D	A	D	D	A	A
Approach Vol, veh/h		1178			1057			515			2	
Approach Delay, s/veh		21.5			107.6			40.1			45.5	
Approach LOS		C			F			D			D	

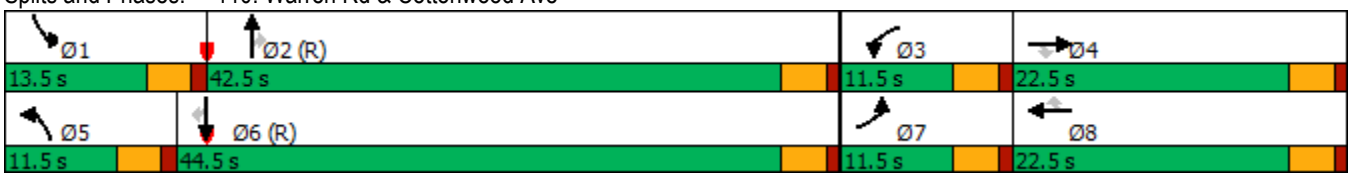
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	62.5		39.5	0.0	80.5		39.5				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	58.5		35.5	7.5	65.0		35.5				
Max Q Clear Time (g_c+I1), s	16.0	20.2		22.0	0.0	13.0		21.8				
Green Ext Time (p_c), s	0.0	8.7		0.0	0.0	6.1		2.2				

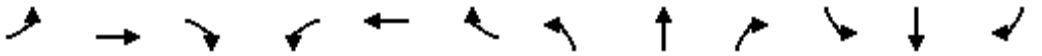
Intersection Summary												
HCM 6th Ctrl Delay			58.1									
HCM 6th LOS			E									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	26	30	75	38	74	37	422	123	157	485	6
Future Volume (vph)	2	26	30	75	38	74	37	422	123	157	485	6
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	22.5	22.5	11.5	22.5	22.5	11.5	42.5	42.5	13.5	44.5	44.5
Total Split (%)	12.8%	25.0%	25.0%	12.8%	25.0%	25.0%	12.8%	47.2%	47.2%	15.0%	49.4%	49.4%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.0	7.5	7.5	7.4	12.3	12.3	7.9	51.1	51.1	14.6	63.0	63.0
Actuated g/C Ratio	0.08	0.08	0.08	0.08	0.14	0.14	0.09	0.57	0.57	0.16	0.70	0.70
v/c Ratio	0.01	0.17	0.14	0.53	0.15	0.25	0.25	0.41	0.13	0.57	0.38	0.01
Control Delay	38.5	40.6	1.2	53.4	34.8	5.8	41.9	15.5	3.2	42.0	10.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.5	40.6	1.2	53.4	34.8	5.8	41.9	15.5	3.2	42.0	10.4	0.0
LOS	D	D	A	D	C	A	D	B	A	D	B	A
Approach Delay		19.9			30.8			14.6			18.0	
Approach LOS		B			C			B			B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 18.3	Intersection LOS: B
Intersection Capacity Utilization 52.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 110: Warren Rd & Cottonwood Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	26	30	75	38	74	37	422	123	157	485	6
Future Volume (veh/h)	2	26	30	75	38	74	37	422	123	157	485	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	27	32	79	40	78	39	444	129	165	511	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	7	146	124	121	266	226	88	1088	922	191	1197	1014
Arrive On Green	0.00	0.08	0.08	0.07	0.14	0.14	0.05	0.57	0.57	0.11	0.63	0.63
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	2	27	32	79	40	78	39	444	129	165	511	6
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	0.1	1.2	1.7	3.8	1.7	3.9	1.9	11.7	3.3	8.1	12.3	0.1
Cycle Q Clear(g_c), s	0.1	1.2	1.7	3.8	1.7	3.9	1.9	11.7	3.3	8.1	12.3	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	7	146	124	121	266	226	88	1088	922	191	1197	1014
V/C Ratio(X)	0.29	0.18	0.26	0.65	0.15	0.35	0.44	0.41	0.14	0.86	0.43	0.01
Avail Cap(c_a), veh/h	151	391	331	151	391	331	151	1088	922	191	1197	1014
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	38.9	39.1	41.0	34.0	35.0	41.6	10.7	8.9	39.6	8.4	6.2
Incr Delay (d2), s/veh	21.8	0.6	1.1	6.8	0.3	0.9	3.5	1.1	0.3	31.2	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.6	0.7	1.9	0.8	1.6	0.9	4.9	1.2	5.2	4.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.5	39.5	40.2	47.7	34.2	35.9	45.2	11.9	9.2	70.8	9.5	6.2
LnGrp LOS	E	D	D	D	C	D	D	B	A	E	A	A
Approach Vol, veh/h		61			197			612			682	
Approach Delay, s/veh		40.8			40.3			13.4			24.3	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	55.6	10.0	10.9	8.4	60.7	4.3	16.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.5	38.5	7.5	18.5	7.5	40.5	7.5	18.5
Max Q Clear Time (g_c+I1), s	10.1	13.7	5.8	3.7	3.9	14.3	2.1	5.9
Green Ext Time (p_c), s	0.0	3.3	0.0	0.1	0.0	3.5	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	75
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	51	1	83	48	57	1	498	153	80	472	52
Future Vol, veh/h	23	51	1	83	48	57	1	498	153	80	472	52
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	24	54	1	87	51	60	1	524	161	84	497	55
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

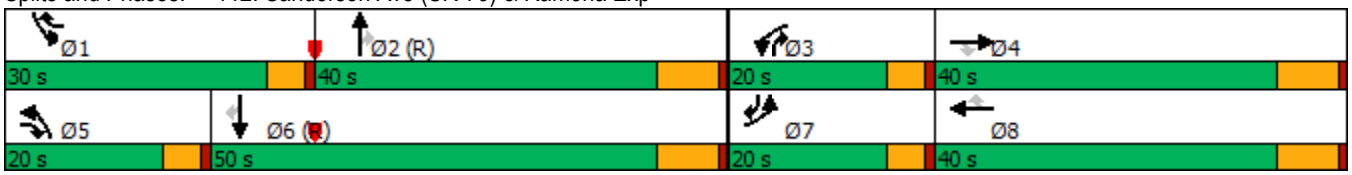
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.4	15.9	96.5	77.8
HCM LOS	B	C	F	F

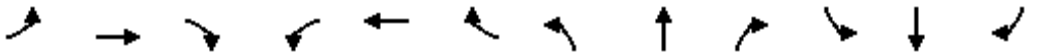
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	31%	44%	13%
Vol Thru, %	76%	68%	26%	78%
Vol Right, %	23%	1%	30%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	652	75	188	604
LT Vol	1	23	83	80
Through Vol	498	51	48	472
RT Vol	153	1	57	52
Lane Flow Rate	686	79	198	636
Geometry Grp	1	1	1	1
Degree of Util (X)	1.117	0.177	0.403	1.056
Departure Headway (Hd)	6.063	8.573	7.763	6.251
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	604	421	467	585
Service Time	4.063	6.573	5.763	4.251
HCM Lane V/C Ratio	1.136	0.188	0.424	1.087
HCM Control Delay	96.5	13.4	15.9	77.8
HCM Lane LOS	F	B	C	F
HCM 95th-tile Q	20.7	0.6	1.9	17.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	393	569	127	27	391	578	92	590	23	762	1129	506
Future Volume (vph)	393	569	127	27	391	578	92	590	23	762	1129	506
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7
Total Split (s)	20.0	40.0	20.0	20.0	40.0	30.0	20.0	40.0	20.0	30.0	50.0	20.0
Total Split (%)	15.4%	30.8%	15.4%	15.4%	30.8%	23.1%	15.4%	30.8%	15.4%	23.1%	38.5%	15.4%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	15.3	30.6	45.6	5.7	19.1	65.3	8.0	33.0	45.7	39.2	64.3	86.6
Actuated g/C Ratio	0.12	0.24	0.35	0.04	0.15	0.50	0.06	0.25	0.35	0.30	0.49	0.67
v/c Ratio	0.99	0.70	0.20	0.18	0.77	0.71	0.45	0.67	0.04	0.75	0.66	0.46
Control Delay	99.6	50.6	5.1	62.4	63.3	27.4	65.1	47.9	0.1	46.9	27.8	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.6	50.6	5.1	62.4	63.3	27.4	65.1	47.9	0.1	46.9	27.8	7.8
LOS	F	D	A	E	E	C	E	D	A	D	C	A
Approach Delay		63.0			42.4			48.6			29.7	
Approach LOS		E			D			D			C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 54.5 (42%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 41.7	Intersection LOS: D
Intersection Capacity Utilization 79.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 112: Sanderson Ave (SR-79) & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	393	569	127	27	391	578	92	590	23	762	1129	506
Future Volume (veh/h)	393	569	127	27	391	578	92	590	23	762	1129	506
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	409	593	132	28	407	602	96	615	24	794	1176	527
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	413	1253	626	86	916	722	146	916	448	683	1469	845
Arrive On Green	0.12	0.35	0.35	0.02	0.25	0.25	0.04	0.25	0.25	0.19	0.41	0.41
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	409	593	132	28	407	602	96	615	24	794	1176	527
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	15.1	16.7	7.1	1.0	12.3	33.0	3.5	19.9	1.4	25.3	37.3	30.1
Cycle Q Clear(g_c), s	15.1	16.7	7.1	1.0	12.3	33.0	3.5	19.9	1.4	25.3	37.3	30.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	413	1253	626	86	916	722	146	916	448	683	1469	845
V/C Ratio(X)	0.99	0.47	0.21	0.33	0.44	0.83	0.66	0.67	0.05	1.16	0.80	0.62
Avail Cap(c_a), veh/h	413	1253	626	413	916	722	413	916	448	683	1469	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	33.2	26.5	62.4	40.8	31.6	61.4	43.6	34.4	52.3	33.9	21.8
Incr Delay (d2), s/veh	41.4	0.1	0.1	0.8	0.1	7.8	1.9	3.9	0.2	88.5	4.7	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	7.4	2.8	0.5	5.5	17.9	1.6	9.4	0.6	19.5	17.1	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.7	33.3	26.5	63.2	40.9	39.4	63.2	47.5	34.6	140.9	38.6	25.3
LnGrp LOS	F	C	C	E	D	D	E	D	C	F	D	C
Approach Vol, veh/h		1134			1037			735			2497	
Approach Delay, s/veh		56.1			40.7			49.2			68.3	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	40.0	7.9	52.1	10.1	59.9	20.0	40.0
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0
Max Green Setting (Gmax), s	* 25	33.0	* 15	33.0	* 15	43.0	* 15	33.0
Max Q Clear Time (g_c+I1), s	27.3	21.9	3.0	18.7	5.5	39.3	17.1	35.0
Green Ext Time (p_c), s	0.0	2.3	0.0	2.6	0.1	2.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	57.8
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	31.5
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	121	180	175	3	149	70	179	155	4	85	117	116
Future Vol, veh/h	121	180	175	3	149	70	179	155	4	85	117	116
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	121	180	175	3	149	70	179	155	4	85	117	116
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	46.1	17.6	27.5	23.6
HCM LOS	E	C	D	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	53%	25%	1%	27%
Vol Thru, %	46%	38%	67%	37%
Vol Right, %	1%	37%	32%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	338	476	222	318
LT Vol	179	121	3	85
Through Vol	155	180	149	117
RT Vol	4	175	70	116
Lane Flow Rate	338	476	222	318
Geometry Grp	1	1	1	1
Degree of Util (X)	0.714	0.905	0.476	0.657
Departure Headway (Hd)	7.607	6.983	7.722	7.439
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	477	524	466	487
Service Time	5.625	4.983	5.772	5.458
HCM Lane V/C Ratio	0.709	0.908	0.476	0.653
HCM Control Delay	27.5	46.1	17.6	23.6
HCM Lane LOS	D	E	C	C
HCM 95th-tile Q	5.6	10.5	2.5	4.7

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	179	173	14	131	171
Future Vol, veh/h	19	179	173	14	131	171
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	19	179	173	14	131	171
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.7	9.9	10.4
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	43%	0%	93%
Vol Thru, %	0%	10%	7%
Vol Right, %	57%	90%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	302	198	187
LT Vol	131	0	173
Through Vol	0	19	14
RT Vol	171	179	0
Lane Flow Rate	302	198	187
Geometry Grp	1	1	1
Degree of Util (X)	0.38	0.237	0.261
Departure Headway (Hd)	4.525	4.307	5.016
Convergence, Y/N	Yes	Yes	Yes
Cap	791	828	712
Service Time	2.575	2.361	3.072
HCM Lane V/C Ratio	0.382	0.239	0.263
HCM Control Delay	10.4	8.7	9.9
HCM Lane LOS	B	A	A
HCM 95th-tile Q	1.8	0.9	1

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	124	187	24	70	182
Future Vol, veh/h	43	124	187	24	70	182
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	43	124	187	24	70	182

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	521	199	0	0	211	0
Stage 1	199	-	-	-	-	-
Stage 2	322	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	519	847	-	-	1372	-
Stage 1	839	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	489	847	-	-	1372	-
Mov Cap-2 Maneuver	489	-	-	-	-	-
Stage 1	839	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	2.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	713	1372	-
HCM Lane V/C Ratio	-	-	0.234	0.051	-
HCM Control Delay (s)	-	-	11.6	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.2	-

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	125	46	125	84	41	121
Future Vol, veh/h	125	46	125	84	41	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	125	46	125	84	41	121

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	370	167	0	0	209	0
Stage 1	167	-	-	-	-	-
Stage 2	203	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	634	882	-	-	1374	-
Stage 1	867	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	614	882	-	-	1374	-
Mov Cap-2 Maneuver	614	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	809	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	669	1374	-
HCM Lane V/C Ratio	-	-	0.256	0.03	-
HCM Control Delay (s)	-	-	12.2	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1	0.1	-

Intersection	
Int Delay, s/veh	4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	135	140	3	81	69
Future Vol, veh/h	3	135	140	3	81	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	135	140	3	81	69

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	373	142	0	0	143	0
Stage 1	142	-	-	-	-	-
Stage 2	231	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	632	911	-	-	1452	-
Stage 1	890	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	595	911	-	-	1452	-
Mov Cap-2 Maneuver	595	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	765	-	-	-	-	-

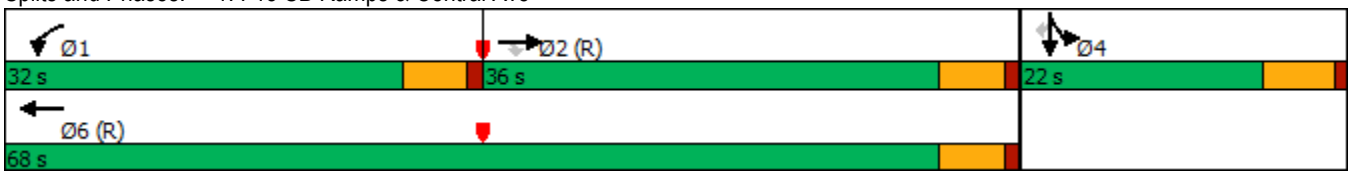
Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	4.1
HCM LOS	A		

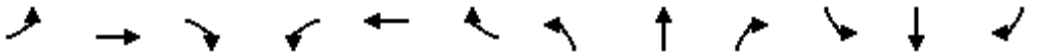
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	901	1452	-
HCM Lane V/C Ratio	-	-	0.153	0.056	-
HCM Control Delay (s)	-	-	9.7	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	863	531	684	1373	450	0	209
Future Volume (vph)	863	531	684	1373	450	0	209
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.4	10.4	10.4	10.4	10.8	10.8	10.8
Total Split (s)	36.0	36.0	32.0	68.0	22.0	22.0	22.0
Total Split (%)	40.0%	40.0%	35.6%	75.6%	24.4%	24.4%	24.4%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.8	5.8	5.8
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	35.7	35.7	22.5	63.5	15.3	15.3	15.3
Actuated g/C Ratio	0.40	0.40	0.25	0.71	0.17	0.17	0.17
v/c Ratio	0.44	0.62	0.82	0.57	0.86	0.69	0.58
Control Delay	21.6	8.8	31.3	2.3	64.6	31.9	25.3
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0	0.0
Total Delay	21.6	8.8	31.3	2.9	64.6	31.9	25.3
LOS	C	A	C	A	E	C	C
Approach Delay	16.7			12.3		41.9	
Approach LOS	B			B		D	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 18.6	Intersection LOS: B
Intersection Capacity Utilization 80.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: I-15 SB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	863	531	684	1373	0	0	0	0	450	0	209
Future Volume (veh/h)	0	863	531	684	1373	0	0	0	0	450	0	209
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	908	559	720	1445	0				542	0	147
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2133	662	820	2544	0				618	0	275
Arrive On Green	0.00	0.41	0.41	0.16	0.47	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	5358	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	908	559	720	1445	0				542	0	147
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	11.2	28.2	18.1	26.0	0.0				13.1	0.0	7.5
Cycle Q Clear(g_c), s	0.0	11.2	28.2	18.1	26.0	0.0				13.1	0.0	7.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2133	662	820	2544	0				618	0	275
V/C Ratio(X)	0.00	0.43	0.84	0.88	0.57	0.00				0.88	0.00	0.53
Avail Cap(c_a), veh/h	0	2133	662	1038	2544	0				651	0	290
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.64	0.64	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	18.9	23.9	36.7	13.9	0.0				36.4	0.0	34.1
Incr Delay (d2), s/veh	0.0	0.6	12.5	4.1	0.6	0.0				11.8	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.3	12.0	8.3	11.0	0.0				6.6	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.5	36.4	40.8	14.5	0.0				48.2	0.0	34.8
LnGrp LOS	A	B	D	D	B	A				D	A	C
Approach Vol, veh/h		1467			2165						689	
Approach Delay, s/veh		25.9			23.2						45.3	
Approach LOS		C			C						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	26.4	42.4		21.2		68.8
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4
Max Green Setting (Gmax), s	26.6	30.6		16.2		62.6
Max Q Clear Time (g_c+I1), s	20.1	30.2		15.1		28.0
Green Ext Time (p_c), s	1.0	0.3		0.2		8.4

Intersection Summary		
HCM 6th Ctrl Delay		27.7
HCM 6th LOS		C

Notes

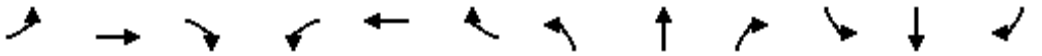
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	86	1227	1596	618	462	3	546
Future Volume (vph)	86	1227	1596	618	462	3	546
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.1	10.8	10.8	10.8	10.8	10.8	10.8
Total Split (s)	16.0	61.0	45.0	45.0	29.0	29.0	29.0
Total Split (%)	17.8%	67.8%	50.0%	50.0%	32.2%	32.2%	32.2%
Yellow Time (s)	4.1	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.8	5.8	5.8	5.8	5.8	5.8
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	8.6	56.3	44.7	44.7	22.1	22.1	22.1
Actuated g/C Ratio	0.10	0.63	0.50	0.50	0.25	0.25	0.25
v/c Ratio	0.54	0.41	0.67	0.59	0.90	0.86	0.77
Control Delay	46.9	18.3	8.4	3.3	58.7	47.9	35.3
Queue Delay	0.0	0.0	2.3	1.6	0.0	0.0	0.0
Total Delay	46.9	18.3	10.7	4.9	58.7	47.9	35.3
LOS	D	B	B	A	E	D	D
Approach Delay		20.1	9.1			47.6	
Approach LOS		C	A			D	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 7 (8%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 20.9	Intersection LOS: C
Intersection Capacity Utilization 80.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: I-15 NB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	1227	0	0	1596	618	462	3	546	0	0	0
Future Volume (veh/h)	86	1227	0	0	1596	618	462	3	546	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	92	1319	0	0	1716	665	695	0	377			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	117	3205	0	0	2576	797	916	0	408			
Arrive On Green	0.13	1.00	0.00	0.00	0.33	0.33	0.25	0.00	0.25			
Sat Flow, veh/h	1810	5358	0	0	5358	1605	3619	0	1610			
Grp Volume(v), veh/h	92	1319	0	0	1716	665	695	0	377			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1605	1810	0	1610			
Q Serve(g_s), s	4.4	0.0	0.0	0.0	25.5	34.4	16.0	0.0	20.5			
Cycle Q Clear(g_c), s	4.4	0.0	0.0	0.0	25.5	34.4	16.0	0.0	20.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	117	3205	0	0	2576	797	916	0	408			
V/C Ratio(X)	0.79	0.41	0.00	0.00	0.67	0.83	0.76	0.00	0.92			
Avail Cap(c_a), veh/h	219	3205	0	0	2576	797	933	0	415			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00			
Upstream Filter(I)	0.83	0.83	0.00	0.00	0.46	0.46	1.00	0.00	1.00			
Uniform Delay (d), s/veh	38.6	0.0	0.0	0.0	23.6	26.6	31.1	0.0	32.8			
Incr Delay (d2), s/veh	3.6	0.3	0.0	0.0	0.6	4.9	3.2	0.0	25.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.9	0.1	0.0	0.0	10.8	14.4	7.1	0.0	10.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	0.3	0.0	0.0	24.3	31.5	34.2	0.0	58.4			
LnGrp LOS	D	A	A	A	C	C	C	A	E			
Approach Vol, veh/h		1411			2381			1072				
Approach Delay, s/veh		3.1			26.3			42.8				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		61.4			10.9	50.5		28.6				
Change Period (Y+Rc), s		5.8			5.1	5.8		5.8				
Max Green Setting (Gmax), s		55.2			10.9	39.2		23.2				
Max Q Clear Time (g_c+I1), s		2.0			6.4	36.4		22.5				
Green Ext Time (p_c), s		7.3			0.0	2.2		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	23.2
HCM 6th LOS	C

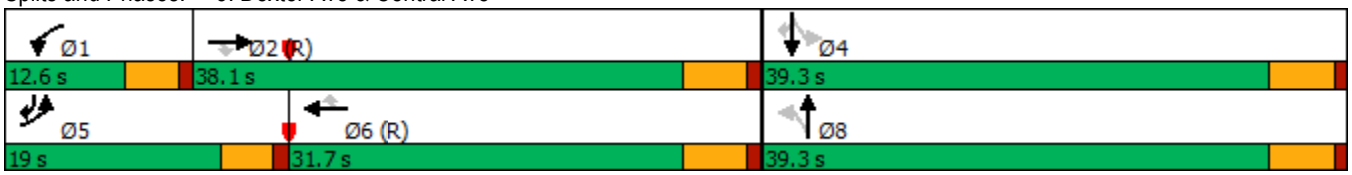
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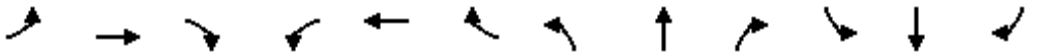
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	358	1253	161	91	1627	180	144	193	64	143	443
Future Volume (vph)	358	1253	161	91	1627	180	144	193	64	143	443
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	7.0	7.0	10.0	10.0	9.0	9.0	5.0
Minimum Split (s)	9.6	11.3	11.3	9.6	12.3	12.3	15.3	15.3	14.3	14.3	9.6
Total Split (s)	19.0	38.1	38.1	12.6	31.7	31.7	39.3	39.3	39.3	39.3	19.0
Total Split (%)	21.1%	42.3%	42.3%	14.0%	35.2%	35.2%	43.7%	43.7%	43.7%	43.7%	21.1%
Yellow Time (s)	3.6	4.3	4.3	3.6	4.3	4.3	4.3	4.3	4.3	4.3	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.3	5.3	4.6	5.3	5.3	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None
Act Effct Green (s)	14.4	35.3	35.3	7.5	26.4	26.4	34.0	34.0	34.0	34.0	53.7
Actuated g/C Ratio	0.16	0.39	0.39	0.08	0.29	0.29	0.38	0.38	0.38	0.38	0.60
v/c Ratio	1.40	0.69	0.25	0.68	0.95	0.33	0.35	0.40	0.20	0.22	0.51
Control Delay	233.3	11.1	1.7	51.5	46.0	11.7	22.7	21.2	20.8	20.1	12.1
Queue Delay	0.0	0.6	0.0	0.0	25.9	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	233.3	11.7	1.7	51.5	71.9	11.7	22.7	21.2	20.8	20.1	12.1
LOS	F	B	A	D	E	B	C	C	C	C	B
Approach Delay		55.5			65.3			21.7		14.7	
Approach LOS		E			E			C		B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.40	
Intersection Signal Delay: 51.0	Intersection LOS: D
Intersection Capacity Utilization 81.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Dexter Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	358	1253	161	91	1627	180	144	193	58	64	143	443
Future Volume (veh/h)	358	1253	161	91	1627	180	144	193	58	64	143	443
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	402	1408	181	102	1828	202	162	217	65	72	161	498
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	290	1979	614	130	1917	471	332	530	159	374	718	865
Arrive On Green	0.21	0.51	0.51	0.07	0.29	0.29	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1810	5187	1608	1810	6536	1607	787	1403	420	1114	1900	1608
Grp Volume(v), veh/h	402	1408	181	102	1828	202	162	0	282	72	161	498
Grp Sat Flow(s),veh/h/ln	1810	1729	1608	1810	1634	1607	787	0	1824	1114	1900	1608
Q Serve(g_s), s	14.4	18.8	5.9	5.0	24.7	9.1	15.9	0.0	10.2	4.6	5.2	18.7
Cycle Q Clear(g_c), s	14.4	18.8	5.9	5.0	24.7	9.1	21.0	0.0	10.2	14.8	5.2	18.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	290	1979	614	130	1917	471	332	0	689	374	718	865
V/C Ratio(X)	1.39	0.71	0.29	0.79	0.95	0.43	0.49	0.00	0.41	0.19	0.22	0.58
Avail Cap(c_a), veh/h	290	1979	614	161	1917	471	332	0	689	374	718	865
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	18.3	15.1	41.1	31.2	25.7	26.2	0.0	20.6	26.1	19.0	13.9
Incr Delay (d2), s/veh	192.4	1.9	1.1	14.5	12.2	2.8	5.1	0.0	1.8	1.1	0.7	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.1	6.1	2.1	2.7	10.7	3.7	3.2	0.0	4.3	1.3	2.3	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	227.8	20.3	16.2	55.6	43.4	28.5	31.2	0.0	22.4	27.2	19.8	16.7
LnGrp LOS	F	C	B	E	D	C	C	A	C	C	B	B
Approach Vol, veh/h		1991			2132			444			731	
Approach Delay, s/veh		61.8			42.5			25.6			18.4	
Approach LOS		E			D			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	39.6		39.3	19.0	31.7		39.3				
Change Period (Y+Rc), s	4.6	5.3		5.3	4.6	5.3		5.3				
Max Green Setting (Gmax), s	8.0	32.8		34.0	14.4	26.4		34.0				
Max Q Clear Time (g_c+I1), s	7.0	20.8		20.7	16.4	26.7		23.0				
Green Ext Time (p_c), s	0.0	5.6		1.4	0.0	0.0		1.3				

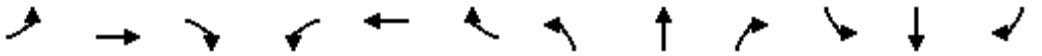
Intersection Summary												
HCM 6th Ctrl Delay			45.0									
HCM 6th LOS			D									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	130	1171	29	76	1615	112	74	29	127	49
Future Volume (vph)	130	1171	29	76	1615	112	74	29	127	49
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	NA
Protected Phases	5	2	3	1	6		3	8		4
Permitted Phases			2			6			4	
Detector Phase	5	2	3	1	6	6	3	8	4	4
Switch Phase										
Minimum Initial (s)	6.0	15.0	6.0	6.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	21.0	10.0	10.6	21.0	21.0	10.0	10.9	10.9	10.9
Total Split (s)	10.6	49.9	10.0	14.1	53.4	53.4	10.0	26.0	16.0	16.0
Total Split (%)	11.8%	55.4%	11.1%	15.7%	59.3%	59.3%	11.1%	28.9%	17.8%	17.8%
Yellow Time (s)	3.6	5.0	3.0	3.6	5.0	5.0	3.0	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.0	4.6	6.0	6.0	4.0	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	Max	Max	Max
Act Effct Green (s)	6.0	47.4	55.4	8.1	47.4	47.4	6.0	21.1	13.1	13.1
Actuated g/C Ratio	0.07	0.53	0.62	0.09	0.53	0.53	0.07	0.23	0.15	0.15
v/c Ratio	0.61	0.68	0.03	0.52	0.93	0.14	0.68	0.10	0.72	0.47
Control Delay	62.0	6.8	0.0	36.1	37.8	6.5	69.4	14.4	61.6	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.0	6.8	0.0	36.1	37.8	6.5	69.4	14.4	61.6	23.6
LOS	E	A	A	D	D	A	E	B	E	C
Approach Delay		12.0			35.8			42.7		41.8
Approach LOS		B			D			D		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 27.6	Intersection LOS: C
Intersection Capacity Utilization 78.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Cambern Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	1171	29	76	1615	112	74	29	40	127	49	88
Future Volume (veh/h)	130	1171	29	76	1615	112	74	29	40	127	49	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	143	1287	32	84	1775	123	81	32	44	140	54	97
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	1926	941	108	1908	839	105	423	376	257	80	144
Arrive On Green	0.06	0.53	0.53	0.08	0.70	0.70	0.06	0.23	0.23	0.13	0.13	0.13
Sat Flow, veh/h	3510	3610	1589	1810	3610	1587	1810	1805	1604	1336	606	1089
Grp Volume(v), veh/h	143	1287	32	84	1775	123	81	32	44	140	0	151
Grp Sat Flow(s),veh/h/ln	1755	1805	1589	1810	1805	1587	1810	1805	1604	1336	0	1695
Q Serve(g_s), s	3.6	23.3	0.8	4.1	38.0	2.3	4.0	1.2	1.9	9.1	0.0	7.6
Cycle Q Clear(g_c), s	3.6	23.3	0.8	4.1	38.0	2.3	4.0	1.2	1.9	9.1	0.0	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	227	1926	941	108	1908	839	105	423	376	257	0	224
V/C Ratio(X)	0.63	0.67	0.03	0.78	0.93	0.15	0.77	0.08	0.12	0.55	0.00	0.67
Avail Cap(c_a), veh/h	234	1926	941	191	1908	839	121	423	376	257	0	224
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.12	0.12	0.12	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.0	15.2	7.7	40.8	11.9	6.6	41.8	26.8	27.1	37.9	0.0	37.2
Incr Delay (d2), s/veh	3.7	1.9	0.1	0.6	1.4	0.0	19.5	0.3	0.6	8.1	0.0	15.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	8.1	0.2	1.7	6.7	0.6	2.3	0.6	0.8	3.4	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	17.1	7.7	41.4	13.4	6.7	61.3	27.2	27.8	46.0	0.0	52.3
LnGrp LOS	D	B	A	D	B	A	E	C	C	D	A	D
Approach Vol, veh/h		1462			1982			157			291	
Approach Delay, s/veh		19.6			14.2			45.0			49.2	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	54.0	9.2	16.8	10.4	53.6		26.0				
Change Period (Y+Rc), s	4.6	6.0	4.0	4.9	4.6	6.0		4.9				
Max Green Setting (Gmax), s	9.5	43.9	6.0	11.1	6.0	47.4		21.1				
Max Q Clear Time (g_c+I1), s	6.1	25.3	6.0	11.1	5.6	40.0		3.9				
Green Ext Time (p_c), s	0.0	5.3	0.0	0.0	0.0	4.7		0.2				

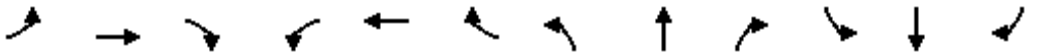
Intersection Summary												
HCM 6th Ctrl Delay			20.1									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	9	1300	22	1738	37	14	106	14
Future Volume (vph)	9	1300	22	1738	37	14	106	14
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	11.8	9.6	11.8	9.6	9.6	9.6	9.6
Total Split (s)	20.0	40.0	20.0	40.0	30.0	30.0	30.0	30.0
Total Split (%)	22.2%	44.4%	22.2%	44.4%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.6	5.8	3.6	5.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.3	48.6	5.9	51.0		25.4		25.4
Actuated g/C Ratio	0.06	0.54	0.07	0.57		0.28		0.28
v/c Ratio	0.09	0.73	0.19	0.99		0.20		0.39
Control Delay	48.7	17.4	43.2	37.9		17.4		27.2
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	48.7	17.4	43.2	37.9		17.4		27.2
LOS	D	B	D	D		B		C
Approach Delay		17.6		37.9		17.4		27.2
Approach LOS		B		D		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 51 (57%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 29.2	Intersection LOS: C
Intersection Capacity Utilization 75.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Conard Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1300	28	22	1738	142	37	14	32	106	14	27
Future Volume (veh/h)	9	1300	28	22	1738	142	37	14	32	106	14	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	1383	30	23	1849	151	39	15	34	113	15	29
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	22	1863	40	44	1783	143	237	99	176	363	52	78
Arrive On Green	0.00	0.17	0.17	0.02	0.53	0.53	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	3612	78	1810	3378	272	636	353	623	1042	184	278
Grp Volume(v), veh/h	10	691	722	23	974	1026	88	0	0	157	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1886	1810	1805	1844	1612	0	0	1505	0	0
Q Serve(g_s), s	0.5	32.7	32.8	1.1	47.5	47.5	0.0	0.0	0.0	3.5	0.0	0.0
Cycle Q Clear(g_c), s	0.5	32.7	32.8	1.1	47.5	47.5	3.3	0.0	0.0	6.8	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.15	0.44		0.39	0.72		0.18
Lane Grp Cap(c), veh/h	22	931	972	44	953	973	513	0	0	493	0	0
V/C Ratio(X)	0.45	0.74	0.74	0.52	1.02	1.05	0.17	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	310	931	972	310	953	973	513	0	0	493	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.5	31.7	31.7	43.4	21.3	21.3	24.4	0.0	0.0	25.5	0.0	0.0
Incr Delay (d2), s/veh	3.5	3.6	3.5	3.5	35.1	44.1	0.7	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	16.3	17.0	0.5	25.1	28.0	1.5	0.0	0.0	2.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.0	35.3	35.2	46.9	56.4	65.3	25.1	0.0	0.0	27.2	0.0	0.0
LnGrp LOS	D	D	D	D	F	F	C	A	A	C	A	A
Approach Vol, veh/h		1423			2023			88			157	
Approach Delay, s/veh		35.3			60.8			25.1			27.2	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	53.2		30.0	5.7	54.3		30.0				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	15.4	33.2		25.4	15.4	33.2		25.4				
Max Q Clear Time (g_c+I1), s	3.1	34.8		8.8	2.5	49.5		5.3				
Green Ext Time (p_c), s	0.0	0.0		0.5	0.0	0.0		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		48.7	
HCM 6th LOS		D	

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	1257	1669	70	24	46
Future Vol, veh/h	29	1257	1669	70	24	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	32	1366	1814	76	26	50

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1890	0	-	0	2462	945
Stage 1	-	-	-	-	1852	-
Stage 2	-	-	-	-	610	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	321	-	-	-	37	267
Stage 1	-	-	-	-	111	-
Stage 2	-	-	-	-	478	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	321	-	-	-	33	267
Mov Cap-2 Maneuver	-	-	-	-	83	-
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	478	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	50.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	321	-	-	-	152
HCM Lane V/C Ratio	0.098	-	-	-	0.501
HCM Control Delay (s)	17.4	-	-	-	50.3
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	-	2.4

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1080	7	1449	328	7
Future Volume (vph)	1080	7	1449	328	7
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	8	
Permitted Phases					8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.9	10.3	11.9	10.3	10.3
Total Split (s)	50.0	20.0	70.0	30.0	30.0
Total Split (%)	50.0%	20.0%	70.0%	30.0%	30.0%
Yellow Time (s)	5.9	4.3	5.9	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	5.3	6.9	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	40.3	5.2	42.2	25.0	25.0
Actuated g/C Ratio	0.51	0.07	0.53	0.31	0.31
v/c Ratio	0.73	0.06	0.81	0.32	0.01
Control Delay	18.2	40.6	18.7	23.7	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.2	40.6	18.7	23.7	14.4
LOS	B	D	B	C	B
Approach Delay	18.2		18.8	23.5	
Approach LOS	B		B	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 79.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 19.1	Intersection LOS: B
Intersection Capacity Utilization 59.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Riverside St & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1080	157	7	1449	328	7
Future Volume (veh/h)	1080	157	7	1449	328	7
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1149	167	7	1541	349	7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1460	211	16	1938	1088	499
Arrive On Green	0.46	0.46	0.01	0.54	0.31	0.31
Sat Flow, veh/h	3259	458	1810	3705	3510	1610
Grp Volume(v), veh/h	654	662	7	1541	349	7
Grp Sat Flow(s),veh/h/ln	1805	1817	1810	1805	1755	1610
Q Serve(g_s), s	24.4	24.6	0.3	27.5	6.1	0.2
Cycle Q Clear(g_c), s	24.4	24.6	0.3	27.5	6.1	0.2
Prop In Lane		0.25	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	833	838	16	1938	1088	499
V/C Ratio(X)	0.79	0.79	0.43	0.80	0.32	0.01
Avail Cap(c_a), veh/h	976	983	334	2859	1088	499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	18.2	39.3	14.9	21.1	19.0
Incr Delay (d2), s/veh	3.7	3.8	6.5	1.0	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	9.1	0.2	8.6	2.4	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.8	22.0	45.8	15.9	21.8	19.1
LnGrp LOS	C	C	D	B	C	B
Approach Vol, veh/h	1316			1548	356	
Approach Delay, s/veh	21.9			16.0	21.8	
Approach LOS	C			B	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.0	43.7				49.7	30.0
Change Period (Y+Rc), s	5.3	6.9				6.9	5.3
Max Green Setting (Gmax), s	14.7	43.1				63.1	24.7
Max Q Clear Time (g_c+I1), s	2.3	26.6				29.5	8.1
Green Ext Time (p_c), s	0.0	7.2				13.3	0.6

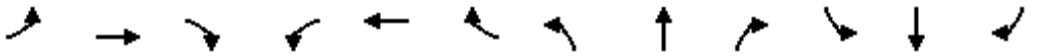
Intersection Summary		
HCM 6th Ctrl Delay	19.1	
HCM 6th LOS	B	

Lane Group	EBT	WBL	WBT	NBL	NBT	Ø4
Lane Configurations						
Traffic Volume (vph)	1044	54	1380	17	0	
Future Volume (vph)	1044	54	1380	17	0	
Turn Type	NA	Prot	NA	Perm	NA	
Protected Phases	2	1	6		8	4
Permitted Phases				8		
Detector Phase	2	1	6	8	8	
Switch Phase						
Minimum Initial (s)	6.0	4.0	6.0	5.0	5.0	5.0
Minimum Split (s)	13.4	9.4	13.4	11.2	11.2	9.6
Total Split (s)	50.0	25.0	75.0	25.0	25.0	25.0
Total Split (%)	50.0%	25.0%	75.0%	25.0%	25.0%	25%
Yellow Time (s)	5.9	4.4	5.9	5.2	5.2	3.6
All-Red Time (s)	1.5	1.0	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.4	5.4	7.4		6.2	
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	33.0	7.0	40.4		19.3	
Actuated g/C Ratio	0.45	0.10	0.55		0.26	
v/c Ratio	0.70	0.33	0.74		0.17	
Control Delay	19.9	39.7	14.6		4.9	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	19.9	39.7	14.6		4.9	
LOS	B	D	B		A	
Approach Delay	19.9		15.5		4.9	
Approach LOS	B		B		A	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 73.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 17.0	Intersection LOS: B
Intersection Capacity Utilization 54.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Wasson Canyon Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1044	18	54	1380	0	17	0	62	0	0	0
Future Volume (veh/h)	0	1044	18	54	1380	0	17	0	62	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	1111	19	57	1468	0	18	0	66	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	1511	26	73	1917	0	124	33	354	0	535	0
Arrive On Green	0.00	0.42	0.42	0.04	0.53	0.00	0.28	0.00	0.28	0.00	0.00	0.00
Sat Flow, veh/h	0	3727	62	1810	3705	0	226	117	1258	0	1900	0
Grp Volume(v), veh/h	0	552	578	57	1468	0	84	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1805	1889	1810	1805	0	1601	0	0	0	1900	0
Q Serve(g_s), s	0.0	18.7	18.7	2.3	23.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	18.7	18.7	2.3	23.3	0.0	2.8	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.03	1.00		0.00	0.21		0.79	0.00		0.00
Lane Grp Cap(c), veh/h	0	751	786	73	1917	0	511	0	0	0	535	0
V/C Ratio(X)	0.00	0.74	0.74	0.78	0.77	0.00	0.16	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	1061	1110	489	3366	0	511	0	0	0	535	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	17.8	17.8	34.5	13.4	0.0	19.7	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	1.6	6.5	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.5	6.8	1.0	6.9	0.0	1.1	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.4	19.4	40.9	14.1	0.0	20.4	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	B	B	D	B	A	C	A	A	A	A	A
Approach Vol, veh/h		1130			1525			84			0	
Approach Delay, s/veh		19.4			15.1			20.4			0.0	
Approach LOS		B			B			C				

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.3	37.6		26.6		45.9		26.6				
Change Period (Y+Rc), s	5.4	7.4		* 6.2		7.4		6.2				
Max Green Setting (Gmax), s	19.6	42.6		* 20		67.6		18.8				
Max Q Clear Time (g_c+I1), s	4.3	20.7		0.0		25.3		4.8				
Green Ext Time (p_c), s	0.0	6.6		0.0		13.2		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			17.0									
HCM 6th LOS			B									

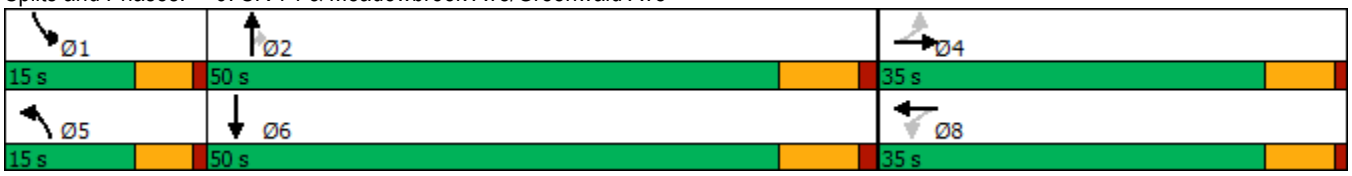
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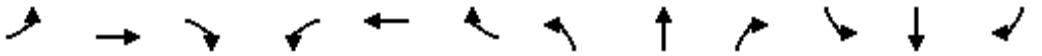
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	69	14	308	12	18	962	118	42	1076
Future Volume (vph)	69	14	308	12	18	962	118	42	1076
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.2	11.2	11.2	11.2	9.4	13.4	13.4	9.4	13.4
Total Split (s)	35.0	35.0	35.0	35.0	15.0	50.0	50.0	15.0	50.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	15.0%	50.0%	50.0%	15.0%	50.0%
Yellow Time (s)	5.2	5.2	5.2	5.2	4.4	5.9	5.9	4.4	5.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	5.4	7.4	7.4	5.4	7.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	24.1	24.1	24.1	24.1	5.6	43.4	43.4	6.7	46.4
Actuated g/C Ratio	0.27	0.27	0.27	0.27	0.06	0.49	0.49	0.08	0.52
v/c Ratio	0.20	0.12	0.87	0.22	0.17	0.57	0.14	0.32	0.61
Control Delay	27.7	11.8	55.5	8.3	46.9	19.8	3.8	48.4	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.7	11.8	55.5	8.3	46.9	19.8	3.8	48.4	18.4
LOS	C	B	E	A	D	B	A	D	B
Approach Delay		20.5		43.0		18.6			19.5
Approach LOS		C		D		B			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 88.7	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 22.7	Intersection LOS: C
Intersection Capacity Utilization 70.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: SR-74 & Meadowbrook Ave/Greenwald Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	14	43	308	12	99	18	962	118	42	1076	25
Future Volume (veh/h)	69	14	43	308	12	99	18	962	118	42	1076	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	15	45	321	12	103	19	1002	123	44	1121	26
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	378	119	356	431	48	416	30	1711	763	56	1761	41
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.02	0.47	0.47	0.03	0.49	0.49
Sat Flow, veh/h	1298	419	1256	1364	171	1465	1810	3610	1610	1810	3606	84
Grp Volume(v), veh/h	72	0	60	321	0	115	19	1002	123	44	561	586
Grp Sat Flow(s),veh/h/ln	1298	0	1674	1364	0	1636	1810	1805	1610	1810	1805	1885
Q Serve(g_s), s	4.1	0.0	2.4	20.6	0.0	4.9	0.9	18.2	3.9	2.2	20.7	20.8
Cycle Q Clear(g_c), s	8.9	0.0	2.4	22.9	0.0	4.9	0.9	18.2	3.9	2.2	20.7	20.8
Prop In Lane	1.00		0.75	1.00		0.90	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	378	0	475	431	0	464	30	1711	763	56	881	920
V/C Ratio(X)	0.19	0.00	0.13	0.75	0.00	0.25	0.62	0.59	0.16	0.78	0.64	0.64
Avail Cap(c_a), veh/h	426	0	536	481	0	524	193	1711	763	193	881	920
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.3	0.0	23.9	32.4	0.0	24.8	43.9	17.2	13.5	43.2	17.1	17.1
Incr Delay (d2), s/veh	0.2	0.0	0.1	5.2	0.0	0.2	7.6	1.5	0.5	8.6	3.5	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.9	7.2	0.0	1.9	0.5	6.7	1.3	1.0	8.0	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.4	0.0	24.0	37.6	0.0	25.0	51.5	18.7	13.9	51.8	20.6	20.4
LnGrp LOS	C	A	C	D	A	C	D	B	B	D	C	C
Approach Vol, veh/h		132			436			1144			1191	
Approach Delay, s/veh		26.4			34.3			18.7			21.7	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	50.0		31.7	6.9	51.3		31.7				
Change Period (Y+Rc), s	5.4	7.4		6.2	5.4	7.4		6.2				
Max Green Setting (Gmax), s	9.6	42.6		28.8	9.6	42.6		28.8				
Max Q Clear Time (g_c+I1), s	4.2	20.2		10.9	2.9	22.8		24.9				
Green Ext Time (p_c), s	0.0	4.2		0.4	0.0	6.5		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			22.6									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	38	1113	6	18	1129
Future Vol, veh/h	10	38	1113	6	18	1129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	230	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	40	1159	6	19	1176

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1788	583	0	0	1165	0
Stage 1	1162	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	74	461	-	-	607	-
Stage 1	264	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	72	461	-	-	607	-
Mov Cap-2 Maneuver	185	-	-	-	-	-
Stage 1	264	-	-	-	-	-
Stage 2	485	-	-	-	-	-

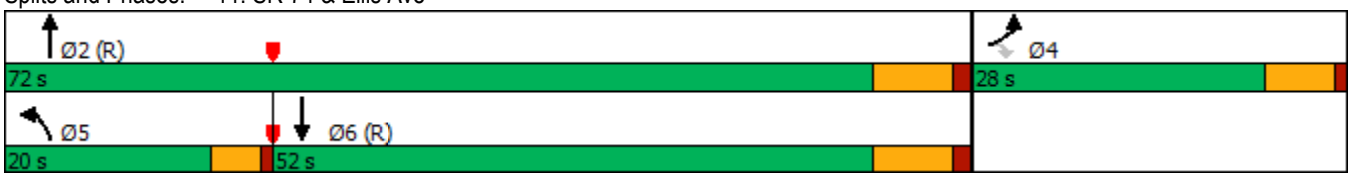
Approach	WB	NB	SB
HCM Control Delay, s	16.9	0	0.2
HCM LOS	C		

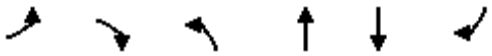
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	352	607	-
HCM Lane V/C Ratio	-	-	0.142	0.031	-
HCM Control Delay (s)	-	-	16.9	11.1	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	265	77	68	861	813
Future Volume (vph)	265	77	68	861	813
Turn Type	Prot	Perm	Prot	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	4.0	6.0	6.0
Minimum Split (s)	11.2	11.2	8.6	13.4	13.4
Total Split (s)	28.0	28.0	20.0	72.0	52.0
Total Split (%)	28.0%	28.0%	20.0%	72.0%	52.0%
Yellow Time (s)	5.2	5.2	3.6	5.9	5.9
All-Red Time (s)	1.0	1.0	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	4.6	7.4	7.4
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	19.5	19.5	8.6	66.9	55.6
Actuated g/C Ratio	0.20	0.20	0.09	0.67	0.56
v/c Ratio	0.84	0.24	0.49	0.40	0.60
Control Delay	59.2	17.5	53.6	8.4	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	59.2	17.5	53.6	8.4	17.3
LOS	E	B	D	A	B
Approach Delay	49.8			11.7	17.3
Approach LOS	D			B	B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 19.8	Intersection LOS: B
Intersection Capacity Utilization 64.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 11: SR-74 & Ellis Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	265	77	68	861	813	248
Future Volume (veh/h)	265	77	68	861	813	248
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	294	86	76	957	903	276
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	330	294	98	2461	1584	483
Arrive On Green	0.18	0.18	0.05	0.68	0.58	0.58
Sat Flow, veh/h	1810	1610	1810	3705	2820	831
Grp Volume(v), veh/h	294	86	76	957	598	581
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1750
Q Serve(g_s), s	15.9	4.6	4.1	11.5	20.7	20.8
Cycle Q Clear(g_c), s	15.9	4.6	4.1	11.5	20.7	20.8
Prop In Lane	1.00	1.00	1.00			0.47
Lane Grp Cap(c), veh/h	330	294	98	2461	1049	1018
V/C Ratio(X)	0.89	0.29	0.77	0.39	0.57	0.57
Avail Cap(c_a), veh/h	394	351	279	2461	1049	1018
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.49	0.49
Uniform Delay (d), s/veh	39.9	35.3	46.7	6.9	13.1	13.1
Incr Delay (d2), s/veh	18.5	0.4	4.8	0.5	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	4.4	1.9	3.3	7.1	6.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	58.5	35.7	51.4	7.4	14.2	14.3
LnGrp LOS	E	D	D	A	B	B
Approach Vol, veh/h	380			1033	1179	
Approach Delay, s/veh	53.3			10.6	14.2	
Approach LOS	D			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		75.6		24.4	10.0	65.5
Change Period (Y+Rc), s		7.4		6.2	4.6	7.4
Max Green Setting (Gmax), s		64.6		21.8	15.4	44.6
Max Q Clear Time (g_c+I1), s		13.5		17.9	6.1	22.8
Green Ext Time (p_c), s		6.9		0.4	0.0	7.2

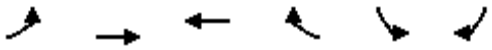
Intersection Summary		
HCM 6th Ctrl Delay		18.5
HCM 6th LOS		B

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	41	1041	1024	532	56
Future Volume (vph)	41	1041	1024	532	56
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	11.0	11.0	9.0	9.0
Total Split (s)	20.0	60.0	40.0	30.0	30.0
Total Split (%)	22.2%	66.7%	44.4%	33.3%	33.3%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	0.5	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	4.0	4.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	Max	Max
Act Effct Green (s)	6.9	54.0	47.2	26.0	26.0
Actuated g/C Ratio	0.08	0.60	0.52	0.29	0.29
v/c Ratio	0.33	0.53	0.83	0.58	0.12
Control Delay	45.2	11.7	23.8	30.1	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.2	11.7	23.8	30.1	7.3
LOS	D	B	C	C	A
Approach Delay		12.9	23.8	27.9	
Approach LOS		B	C	C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 20.7	Intersection LOS: C
Intersection Capacity Utilization 63.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 12: SR-74/4th St & Navajo Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	41	1041	1024	372	532	56
Future Volume (veh/h)	41	1041	1024	372	532	56
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	1144	1125	409	585	62
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	101	2166	1319	470	1014	465
Arrive On Green	0.06	0.60	0.51	0.51	0.29	0.29
Sat Flow, veh/h	1810	3705	2704	929	3510	1610
Grp Volume(v), veh/h	45	1144	771	763	585	62
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1733	1755	1610
Q Serve(g_s), s	2.2	16.7	33.2	35.0	12.8	2.6
Cycle Q Clear(g_c), s	2.2	16.7	33.2	35.0	12.8	2.6
Prop In Lane	1.00			0.54	1.00	1.00
Lane Grp Cap(c), veh/h	101	2166	913	876	1014	465
V/C Ratio(X)	0.45	0.53	0.85	0.87	0.58	0.13
Avail Cap(c_a), veh/h	332	2166	913	876	1014	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	41.2	10.5	19.2	19.7	27.3	23.7
Incr Delay (d2), s/veh	1.0	0.8	1.0	1.2	2.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	5.6	12.1	12.3	5.5	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.2	11.3	20.2	20.9	29.7	24.3
LnGrp LOS	D	B	C	C	C	C
Approach Vol, veh/h		1189	1534		647	
Approach Delay, s/veh		12.5	20.5		29.2	
Approach LOS		B	C		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.0		30.0	8.5	51.5
Change Period (Y+Rc), s		6.0		4.0	3.5	6.0
Max Green Setting (Gmax), s		54.0		26.0	16.5	34.0
Max Q Clear Time (g_c+I1), s		18.7		14.8	4.2	37.0
Green Ext Time (p_c), s		7.4		1.9	0.0	0.0

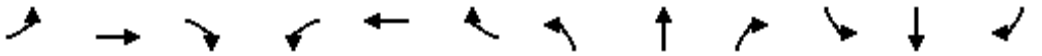
Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	223	1214	77	1007	132	211	95	147
Future Volume (vph)	223	1214	77	1007	132	211	95	147
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	10.0	9.5	10.0	9.5	10.0	9.5	10.0
Total Split (s)	20.0	40.0	20.0	40.0	20.0	25.0	20.0	25.0
Total Split (%)	19.0%	38.1%	19.0%	38.1%	19.0%	23.8%	19.0%	23.8%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	15.5	42.6	9.9	35.0	12.8	24.5	11.0	22.7
Actuated g/C Ratio	0.15	0.41	0.09	0.33	0.12	0.23	0.10	0.22
v/c Ratio	1.03	1.07	0.56	1.07	0.74	0.40	0.62	0.52
Control Delay	110.2	77.0	58.6	81.6	65.7	32.9	59.8	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	110.2	77.0	58.6	81.6	65.7	32.9	59.8	16.1
LOS	F	E	E	F	E	C	E	B
Approach Delay		82.0		80.0		43.6		24.5
Approach LOS		F		F		D		C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 14 (13%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 68.9	Intersection LOS: E
Intersection Capacity Utilization 84.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 13: A St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	223	1214	60	77	1007	39	132	211	64	95	147	249
Future Volume (veh/h)	223	1214	60	77	1007	39	132	211	64	95	147	249
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	245	1334	66	85	1107	43	145	232	70	104	162	274
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	240	1443	71	106	1196	46	172	537	158	128	309	268
Arrive On Green	0.15	0.46	0.46	0.07	0.38	0.38	0.11	0.22	0.22	0.08	0.19	0.19
Sat Flow, veh/h	1629	3151	156	1629	3186	124	1629	2468	725	1629	1625	1408
Grp Volume(v), veh/h	245	687	713	85	564	586	145	151	151	104	162	274
Grp Sat Flow(s),veh/h/ln	1629	1625	1682	1629	1625	1685	1629	1625	1569	1629	1625	1408
Q Serve(g_s), s	15.5	41.7	41.9	5.4	34.9	34.9	9.2	8.4	8.8	6.6	9.4	20.0
Cycle Q Clear(g_c), s	15.5	41.7	41.9	5.4	34.9	34.9	9.2	8.4	8.8	6.6	9.4	20.0
Prop In Lane	1.00		0.09	1.00		0.07	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	240	744	770	106	610	633	172	353	341	128	309	268
V/C Ratio(X)	1.02	0.92	0.93	0.80	0.93	0.93	0.84	0.43	0.44	0.81	0.52	1.02
Avail Cap(c_a), veh/h	240	744	770	240	610	633	240	353	341	240	309	268
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.37	0.37	0.37	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	26.7	26.8	48.4	31.4	31.4	46.1	35.4	35.6	47.6	38.2	42.5
Incr Delay (d2), s/veh	57.5	16.2	16.2	2.0	10.4	10.1	12.9	3.7	4.1	4.7	6.2	60.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.8	17.9	18.7	2.2	14.8	15.3	4.3	3.7	3.7	2.8	4.3	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.3	42.9	43.0	50.4	41.7	41.5	59.0	39.2	39.7	52.3	44.4	103.1
LnGrp LOS	F	D	D	D	D	D	E	D	D	D	D	F
Approach Vol, veh/h		1645			1235			447			540	
Approach Delay, s/veh		51.8			42.2			45.8			75.7	
Approach LOS		D			D			D			E	

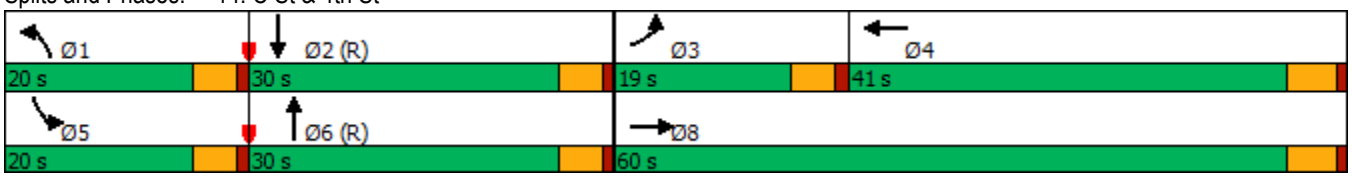
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	53.1	15.6	25.0	20.0	44.4	12.7	27.8
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	15.5	35.0	15.5	20.0	15.5	35.0	15.5	20.0
Max Q Clear Time (g_c+I1), s	7.4	43.9	11.2	22.0	17.5	36.9	8.6	10.8
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.8

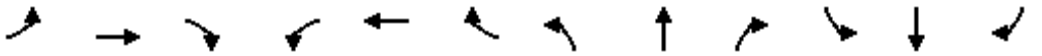
Intersection Summary	
HCM 6th Ctrl Delay	51.4
HCM 6th LOS	D

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	282	1060	802	8	91	43	46
Future Volume (vph)	282	1060	802	8	91	43	46
Turn Type	Prot	NA	NA	Prot	NA	Prot	NA
Protected Phases	3	8	4	1	6	5	2
Permitted Phases							
Detector Phase	3	8	4	1	6	5	2
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	10.1	9.6	9.6	9.6	9.6
Total Split (s)	19.0	60.0	41.0	20.0	30.0	20.0	30.0
Total Split (%)	17.3%	54.5%	37.3%	18.2%	27.3%	18.2%	27.3%
Yellow Time (s)	3.6	4.1	4.1	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	4.6	4.6	4.6	4.6
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	14.4	52.1	33.1	5.4	38.0	7.5	46.0
Actuated g/C Ratio	0.13	0.47	0.30	0.05	0.35	0.07	0.42
v/c Ratio	1.33	0.69	0.88	0.10	0.21	0.39	0.52
Control Delay	211.6	24.9	17.2	52.2	26.3	57.7	9.4
Queue Delay	0.0	0.3	0.1	0.0	0.0	0.0	0.0
Total Delay	211.6	25.3	17.2	52.2	26.3	57.7	9.4
LOS	F	C	B	D	C	E	A
Approach Delay		64.2	17.2		27.9		14.0
Approach LOS		E	B		C		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.33	
Intersection Signal Delay: 40.0	Intersection LOS: D
Intersection Capacity Utilization 84.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 14: C St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	1060	6	0	802	51	8	91	32	43	46	360
Future Volume (veh/h)	282	1060	6	0	802	51	8	91	32	43	46	360
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	313	1178	7	0	891	57	9	101	36	48	51	400
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	237	1662	10	0	959	61	20	513	183	63	75	589
Arrive On Green	0.13	0.45	0.45	0.00	0.56	0.56	0.01	0.38	0.38	0.03	0.41	0.41
Sat Flow, veh/h	1810	3679	22	0	3531	220	1810	1337	477	1810	184	1446
Grp Volume(v), veh/h	313	578	607	0	468	480	9	0	137	48	0	451
Grp Sat Flow(s),veh/h/ln	1810	1805	1896	0	1805	1851	1810	0	1814	1810	0	1631
Q Serve(g_s), s	14.4	28.4	28.4	0.0	26.2	26.2	0.5	0.0	5.5	2.9	0.0	24.9
Cycle Q Clear(g_c), s	14.4	28.4	28.4	0.0	26.2	26.2	0.5	0.0	5.5	2.9	0.0	24.9
Prop In Lane	1.00		0.01	0.00		0.12	1.00		0.26	1.00		0.89
Lane Grp Cap(c), veh/h	237	815	857	0	504	517	20	0	695	63	0	664
V/C Ratio(X)	1.32	0.71	0.71	0.00	0.93	0.93	0.46	0.00	0.20	0.76	0.00	0.68
Avail Cap(c_a), veh/h	237	901	946	0	589	604	253	0	695	253	0	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.00	0.59	0.59	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.8	24.3	24.3	0.0	23.3	23.3	54.1	0.0	22.6	52.6	0.0	26.7
Incr Delay (d2), s/veh	147.4	0.2	0.2	0.0	12.4	12.1	6.0	0.0	0.6	6.8	0.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.1	11.6	12.2	0.0	8.8	9.0	0.3	0.0	2.5	1.4	0.0	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	195.2	24.5	24.5	0.0	35.7	35.5	60.0	0.0	23.3	59.4	0.0	32.2
LnGrp LOS	F	C	C	A	D	D	E	A	C	E	A	C
Approach Vol, veh/h		1498			948			146			499	
Approach Delay, s/veh		60.1			35.6			25.5			34.8	
Approach LOS		E			D			C			C	

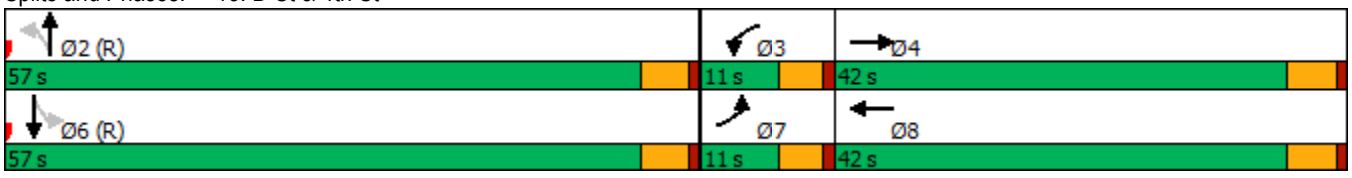
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	49.4	19.0	35.8	8.4	46.8		54.8				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.1	4.6	4.6		5.1				
Max Green Setting (Gmax), s	15.4	25.4	14.4	35.9	15.4	25.4		54.9				
Max Q Clear Time (g_c+I1), s	2.5	26.9	16.4	28.2	4.9	7.5		30.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.5	0.0	0.4		5.3				

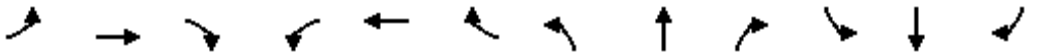
Intersection Summary												
HCM 6th Ctrl Delay			46.9									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	134	973	40	754	23	112	19	69
Future Volume (vph)	134	973	40	754	23	112	19	69
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	9.6	10.1	10.0	10.0	10.0	10.0
Total Split (s)	11.0	42.0	11.0	42.0	57.0	57.0	57.0	57.0
Total Split (%)	10.0%	38.2%	10.0%	38.2%	51.8%	51.8%	51.8%	51.8%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	6.4	36.9	6.0	34.6	54.3	54.3	54.3	54.3
Actuated g/C Ratio	0.06	0.34	0.05	0.31	0.49	0.49	0.49	0.49
v/c Ratio	1.40	0.91	0.44	0.76	0.04	0.20	0.04	0.18
Control Delay	271.1	26.6	64.7	38.6	16.0	14.6	15.9	10.1
Queue Delay	0.0	1.7	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	271.1	28.3	64.7	38.7	16.0	14.6	15.9	10.1
LOS	F	C	E	D	B	B	B	B
Approach Delay		56.9		40.0		14.8		10.8
Approach LOS		E		D		B		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 84 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.40	
Intersection Signal Delay: 44.3	Intersection LOS: D
Intersection Capacity Utilization 61.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 15: D St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	973	29	40	754	29	23	112	49	19	69	74
Future Volume (veh/h)	134	973	29	40	754	29	23	112	49	19	69	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	1069	32	44	829	32	25	123	54	21	76	81
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	1150	34	61	1050	41	640	636	279	624	429	457
Arrive On Green	0.06	0.32	0.32	0.03	0.30	0.30	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1810	3578	107	1810	3538	137	1243	1243	546	1221	839	894
Grp Volume(v), veh/h	147	539	562	44	423	438	25	0	177	21	0	157
Grp Sat Flow(s),veh/h/ln	1810	1805	1880	1810	1805	1869	1243	0	1789	1221	0	1732
Q Serve(g_s), s	6.4	31.8	31.8	2.6	23.7	23.7	1.2	0.0	5.9	1.0	0.0	5.4
Cycle Q Clear(g_c), s	6.4	31.8	31.8	2.6	23.7	23.7	6.6	0.0	5.9	6.9	0.0	5.4
Prop In Lane	1.00		0.06	1.00		0.07	1.00		0.31	1.00		0.52
Lane Grp Cap(c), veh/h	105	580	604	61	536	555	640	0	915	624	0	886
V/C Ratio(X)	1.40	0.93	0.93	0.72	0.79	0.79	0.04	0.00	0.19	0.03	0.00	0.18
Avail Cap(c_a), veh/h	105	605	631	105	605	627	640	0	915	624	0	886
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	0.82	0.82	0.82	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.8	36.1	36.1	52.6	35.5	35.5	16.2	0.0	14.6	16.5	0.0	14.4
Incr Delay (d2), s/veh	212.2	14.9	14.4	4.9	4.4	4.3	0.1	0.0	0.5	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	16.1	16.7	1.3	10.8	11.2	0.4	0.0	2.5	0.3	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	264.0	51.0	50.6	57.6	39.9	39.8	16.3	0.0	15.0	16.6	0.0	14.9
LnGrp LOS	F	D	D	E	D	D	B	A	B	B	A	B
Approach Vol, veh/h		1248			905			202			178	
Approach Delay, s/veh		75.9			40.7			15.2			15.1	
Approach LOS		E			D			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		61.2	8.3	40.5		61.2	11.0	37.8				
Change Period (Y+Rc), s		5.0	4.6	5.1		5.0	4.6	5.1				
Max Green Setting (Gmax), s		52.0	6.4	36.9		52.0	6.4	36.9				
Max Q Clear Time (g_c+I1), s		8.6	4.6	33.8		8.9	8.4	25.7				
Green Ext Time (p_c), s		0.7	0.0	1.6		0.7	0.0	2.7				

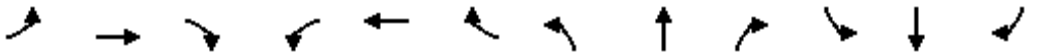
Intersection Summary	
HCM 6th Ctrl Delay	54.2
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	309	659	56	548	71	464	66	313	216
Future Volume (vph)	309	659	56	548	71	464	66	313	216
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.6	9.0	9.6	9.0	9.6	9.0	9.6	9.6
Total Split (s)	19.0	40.0	25.0	46.0	20.0	40.0	20.0	40.0	40.0
Total Split (%)	15.2%	32.0%	20.0%	36.8%	16.0%	32.0%	16.0%	32.0%	32.0%
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	15.0	49.0	9.2	41.4	10.4	43.3	10.0	42.9	42.9
Actuated g/C Ratio	0.12	0.39	0.07	0.33	0.08	0.35	0.08	0.34	0.34
v/c Ratio	1.77	0.63	0.52	0.61	0.59	0.53	0.57	0.59	0.37
Control Delay	398.1	34.3	70.4	37.7	71.6	35.3	71.1	40.6	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	398.1	34.3	70.4	37.7	71.6	35.3	71.1	40.6	5.8
LOS	F	C	E	D	E	D	E	D	A
Approach Delay		143.9		40.5		39.6		31.3	
Approach LOS		F		D		D		C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 30 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.77	
Intersection Signal Delay: 75.4	Intersection LOS: E
Intersection Capacity Utilization 74.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 16: Perris Blvd & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	309	659	57	56	548	41	71	464	62	66	313	216
Future Volume (veh/h)	309	659	57	56	548	41	71	464	62	66	313	216
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	343	732	63	62	609	46	79	516	69	73	348	240
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	195	1426	123	78	1221	92	98	828	110	91	484	404
Arrive On Green	0.12	0.47	0.47	0.05	0.40	0.40	0.06	0.29	0.29	0.06	0.28	0.28
Sat Flow, veh/h	1629	3025	260	1629	3058	231	1629	2881	384	1629	1710	1428
Grp Volume(v), veh/h	343	393	402	62	323	332	79	290	295	73	348	240
Grp Sat Flow(s),veh/h/ln	1629	1625	1661	1629	1625	1665	1629	1625	1640	1629	1710	1428
Q Serve(g_s), s	15.0	21.1	21.1	4.7	18.6	18.7	6.0	19.4	19.5	5.5	22.9	18.1
Cycle Q Clear(g_c), s	15.0	21.1	21.1	4.7	18.6	18.7	6.0	19.4	19.5	5.5	22.9	18.1
Prop In Lane	1.00		0.16	1.00		0.14	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	195	766	783	78	648	664	98	467	472	91	484	404
V/C Ratio(X)	1.76	0.51	0.51	0.80	0.50	0.50	0.81	0.62	0.63	0.80	0.72	0.59
Avail Cap(c_a), veh/h	195	766	783	274	648	664	208	467	472	208	484	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.32	0.32	0.32	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	23.0	23.0	58.9	28.2	28.2	58.0	38.6	38.7	58.3	40.3	38.6
Incr Delay (d2), s/veh	346.5	0.8	0.8	5.6	2.2	2.2	5.8	6.1	6.1	6.1	8.9	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.9	8.1	8.3	2.1	7.6	7.8	2.6	8.4	8.6	2.4	10.7	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	401.5	23.8	23.8	64.5	30.4	30.4	63.8	44.7	44.8	64.4	49.2	44.9
LnGrp LOS	F	C	C	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		1138			717			664			661	
Approach Delay, s/veh		137.7			33.3			47.0			49.3	
Approach LOS		F			C			D			D	

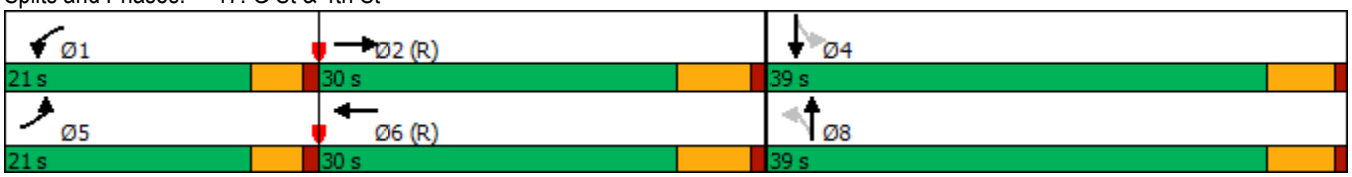
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	63.5	11.5	40.0	19.0	54.5	11.0	40.5
Change Period (Y+Rc), s	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6
Max Green Setting (Gmax), s	21.0	35.4	16.0	35.4	15.0	41.4	16.0	35.4
Max Q Clear Time (g_c+I1), s	6.7	23.1	8.0	24.9	17.0	20.7	7.5	21.5
Green Ext Time (p_c), s	0.0	2.6	0.0	1.4	0.0	2.4	0.0	1.9

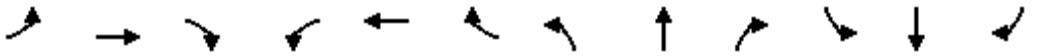
Intersection Summary	
HCM 6th Ctrl Delay	76.8
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	48	645	42	607	12	58	70	33
Future Volume (vph)	48	645	42	607	12	58	70	33
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	10.5	10.5	10.5	10.5
Total Split (s)	21.0	30.0	21.0	30.0	39.0	39.0	39.0	39.0
Total Split (%)	23.3%	33.3%	23.3%	33.3%	43.3%	43.3%	43.3%	43.3%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	8.2	36.9	7.9	34.3	33.5	33.5	33.5	33.5
Actuated g/C Ratio	0.09	0.41	0.09	0.38	0.37	0.37	0.37	0.37
v/c Ratio	0.34	0.52	0.30	0.56	0.03	0.18	0.17	0.08
Control Delay	43.2	22.9	46.1	15.0	18.2	11.7	20.2	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.2	22.9	46.1	15.0	18.2	11.7	20.2	14.0
LOS	D	C	D	B	B	B	C	B
Approach Delay		24.2		16.9		12.3		17.6
Approach LOS		C		B		B		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 32 (36%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 19.8	Intersection LOS: B
Intersection Capacity Utilization 47.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 17: G St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	645	32	42	607	66	12	58	51	70	33	16
Future Volume (veh/h)	48	645	32	42	607	66	12	58	51	70	33	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	733	36	48	690	75	14	66	58	80	38	18
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	75	1440	71	70	1337	145	560	347	305	496	453	215
Arrive On Green	0.04	0.41	0.41	0.03	0.27	0.27	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1810	3501	172	1810	3273	355	1365	931	818	1284	1217	577
Grp Volume(v), veh/h	55	378	391	48	380	385	14	0	124	80	0	56
Grp Sat Flow(s),veh/h/ln	1810	1805	1868	1810	1805	1823	1365	0	1750	1284	0	1794
Q Serve(g_s), s	2.7	14.0	14.0	2.4	16.0	16.1	0.6	0.0	4.3	4.0	0.0	1.8
Cycle Q Clear(g_c), s	2.7	14.0	14.0	2.4	16.0	16.1	2.4	0.0	4.3	8.4	0.0	1.8
Prop In Lane	1.00		0.09	1.00		0.19	1.00		0.47	1.00		0.32
Lane Grp Cap(c), veh/h	75	742	768	70	737	745	560	0	651	496	0	668
V/C Ratio(X)	0.73	0.51	0.51	0.68	0.52	0.52	0.02	0.00	0.19	0.16	0.00	0.08
Avail Cap(c_a), veh/h	332	742	768	332	737	745	560	0	651	496	0	668
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.82	0.82	0.82	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.6	19.7	19.7	43.3	25.2	25.2	19.1	0.0	19.1	21.9	0.0	18.3
Incr Delay (d2), s/veh	9.7	1.8	1.8	9.2	2.1	2.1	0.1	0.0	0.6	0.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	5.9	6.1	1.2	7.6	7.6	0.2	0.0	1.9	1.3	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	21.6	21.5	52.5	27.3	27.3	19.2	0.0	19.7	22.6	0.0	18.6
LnGrp LOS	D	C	C	D	C	C	B	A	B	C	A	B
Approach Vol, veh/h		824			813			138			136	
Approach Delay, s/veh		23.6			28.8			19.7			20.9	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	43.0		39.0	8.2	42.8		39.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	16.5	24.0		33.5	16.5	24.0		33.5				
Max Q Clear Time (g_c+I1), s	4.4	16.0		10.4	4.7	18.1		6.3				
Green Ext Time (p_c), s	0.1	2.9		0.5	0.1	2.3		0.8				

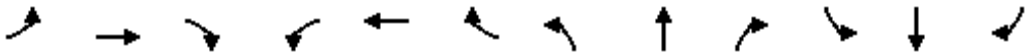
Intersection Summary			
HCM 6th Ctrl Delay		25.3	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	35	670	12	676	35	6	88	9
Future Volume (vph)	35	670	12	676	35	6	88	9
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	15.5	15.5	10.5	10.5
Total Split (s)	20.0	35.0	20.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	22.2%	38.9%	22.2%	38.9%	38.9%	38.9%	38.9%	38.9%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0		5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.5	46.6	6.3	41.2		29.5		29.5
Actuated g/C Ratio	0.08	0.52	0.07	0.46		0.33		0.33
v/c Ratio	0.26	0.42	0.10	0.55		0.13		0.29
Control Delay	30.8	28.1	40.6	20.1		16.9		22.1
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	30.8	28.1	40.6	20.1		16.9		22.1
LOS	C	C	D	C		B		C
Approach Delay		28.2		20.4		16.9		22.1
Approach LOS		C		C		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 23.7	Intersection LOS: C
Intersection Capacity Utilization 47.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 18: Wilkerson Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	670	30	12	676	115	35	6	18	88	9	22
Future Volume (veh/h)	35	670	30	12	676	115	35	6	18	88	9	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	753	34	13	760	129	39	7	20	99	10	25
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	63	1685	76	28	1419	241	349	70	155	421	47	91
Arrive On Green	0.02	0.32	0.32	0.02	0.46	0.46	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3517	159	1810	3086	524	870	215	472	1072	144	279
Grp Volume(v), veh/h	39	386	401	13	444	445	66	0	0	134	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1871	1810	1805	1804	1557	0	0	1495	0	0
Q Serve(g_s), s	1.9	15.3	15.3	0.6	15.9	15.9	0.0	0.0	0.0	3.2	0.0	0.0
Cycle Q Clear(g_c), s	1.9	15.3	15.3	0.6	15.9	15.9	2.3	0.0	0.0	5.5	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.29	0.59		0.30	0.74		0.19
Lane Grp Cap(c), veh/h	63	865	896	28	830	830	574	0	0	559	0	0
V/C Ratio(X)	0.62	0.45	0.45	0.47	0.54	0.54	0.11	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	312	865	896	312	830	830	574	0	0	559	0	0
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.79	0.79	0.79	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.4	21.1	21.1	43.9	17.4	17.4	21.1	0.0	0.0	22.1	0.0	0.0
Incr Delay (d2), s/veh	8.5	1.5	1.4	9.3	2.0	2.0	0.4	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	7.1	7.3	0.4	6.6	6.6	1.0	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	22.6	22.5	53.2	19.4	19.4	21.5	0.0	0.0	23.1	0.0	0.0
LnGrp LOS	D	C	C	D	B	B	C	A	A	C	A	A
Approach Vol, veh/h		826			902			66			134	
Approach Delay, s/veh		23.9			19.9			21.5			23.1	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	49.1		35.0	7.6	47.4		35.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	29.0		29.5	15.5	29.0		29.5				
Max Q Clear Time (g_c+I1), s	2.6	17.3		7.5	3.9	17.9		4.3				
Green Ext Time (p_c), s	0.0	3.7		0.6	0.0	4.2		0.3				

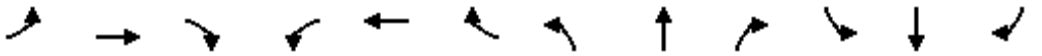
Intersection Summary			
HCM 6th Ctrl Delay		21.9	
HCM 6th LOS		C	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	733	23	32	3	5	38	367	8	31	376	784
Future Volume (vph)	733	23	32	3	5	38	367	8	31	376	784
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	9.5	11.0	9.5	11.0	11.0	9.5	11.0	11.0
Total Split (s)	40.0	55.0	55.0	25.0	40.0	25.0	35.0	35.0	25.0	35.0	35.0
Total Split (%)	28.6%	39.3%	39.3%	17.9%	28.6%	17.9%	25.0%	25.0%	17.9%	25.0%	25.0%
Yellow Time (s)	5.0	5.0	5.0	3.5	5.0	3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	34.0	71.8	71.8	5.9	34.0	8.8	43.2	43.2	8.3	42.7	42.7
Actuated g/C Ratio	0.24	0.51	0.51	0.04	0.24	0.06	0.31	0.31	0.06	0.30	0.30
v/c Ratio	1.00	0.03	0.04	0.04	0.04	0.39	0.38	0.02	0.34	0.40	0.61
Control Delay	83.9	18.5	0.1	65.3	16.9	72.1	40.2	0.0	71.0	40.9	4.3
Queue Delay	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.8	18.5	0.1	65.3	16.9	72.1	40.2	0.0	71.0	40.9	4.3
LOS	F	B	A	E	B	E	D	A	E	D	A
Approach Delay		85.0			20.9		42.4			17.6	
Approach LOS		F			C		D			B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 22.5 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 43.8	Intersection LOS: D
Intersection Capacity Utilization 55.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 19: Redlands Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	733	23	32	3	5	23	38	367	8	31	376	784
Future Volume (veh/h)	733	23	32	3	5	23	38	367	8	31	376	784
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	852	27	37	3	6	27	44	427	9	36	437	912
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	853	1154	978	7	645	575	58	765	341	49	748	587
Arrive On Green	0.24	0.61	0.61	0.00	0.36	0.36	0.03	0.21	0.21	0.03	0.21	0.21
Sat Flow, veh/h	3510	1900	1610	1810	1805	1608	1810	3610	1608	1810	3610	2834
Grp Volume(v), veh/h	852	27	37	3	6	27	44	427	9	36	437	912
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1608	1810	1805	1608	1810	1805	1417
Q Serve(g_s), s	34.0	0.8	1.3	0.2	0.3	1.5	3.4	14.8	0.6	2.8	15.3	29.0
Cycle Q Clear(g_c), s	34.0	0.8	1.3	0.2	0.3	1.5	3.4	14.8	0.6	2.8	15.3	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	853	1154	978	7	645	575	58	765	341	49	748	587
V/C Ratio(X)	1.00	0.02	0.04	0.42	0.01	0.05	0.76	0.56	0.03	0.74	0.58	1.55
Avail Cap(c_a), veh/h	853	1154	978	265	645	575	265	765	341	265	748	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	53.0	11.0	11.1	69.6	29.0	29.4	67.3	49.3	43.7	67.6	50.1	55.5
Incr Delay (d2), s/veh	29.2	0.0	0.1	35.1	0.0	0.2	18.6	2.9	0.1	17.9	3.0	256.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.3	0.3	0.5	0.2	0.1	0.6	1.9	7.0	0.3	1.5	7.2	31.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.2	11.0	11.1	104.7	29.0	29.5	85.9	52.2	43.8	85.5	53.1	312.2
LnGrp LOS	F	B	B	F	C	C	F	D	D	F	D	F
Approach Vol, veh/h		916			36			480			1385	
Approach Delay, s/veh		77.3			35.7			55.1			224.6	
Approach LOS		E			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	91.0	9.0	35.0	40.0	56.0	8.3	35.7
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	6.0	4.5	6.0
Max Green Setting (Gmax), s	20.5	49.0	20.5	29.0	34.0	34.0	20.5	29.0
Max Q Clear Time (g_c+I1), s	2.2	3.3	5.4	31.0	36.0	3.5	4.8	16.8
Green Ext Time (p_c), s	0.0	0.2	0.1	0.0	0.0	0.1	0.0	2.2

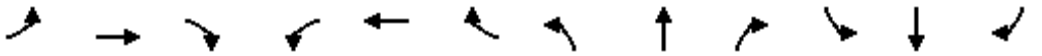
Intersection Summary	
HCM 6th Ctrl Delay	145.4
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	143	0	158	703	421	464	1035
Future Volume (vph)	143	0	158	703	421	464	1035
Turn Type	Split	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5	10.5	11.0	11.0	9.5	11.0
Total Split (s)	35.0	35.0	35.0	37.0	37.0	23.0	60.0
Total Split (%)	36.8%	36.8%	36.8%	38.9%	38.9%	24.2%	63.2%
Yellow Time (s)	4.5	4.5	4.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	6.0	6.0	4.5	6.0
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	12.1	12.1	12.1	47.7	47.7	19.2	71.4
Actuated g/C Ratio	0.13	0.13	0.13	0.50	0.50	0.20	0.75
v/c Ratio	0.54	0.41	0.40	0.24	0.28	0.74	0.43
Control Delay	47.3	16.9	16.4	14.7	2.2	50.1	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	47.3	16.9	16.4	14.7	2.2	50.1	5.0
LOS	D	B	B	B	A	D	A
Approach Delay		27.3		10.0			18.9
Approach LOS		C		A			B

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 16.4	Intersection LOS: B
Intersection Capacity Utilization 48.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 20: Redlands Ave & I-215 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	0	158	0	0	0	0	703	421	464	1035	0
Future Volume (veh/h)	143	0	158	0	0	0	0	703	421	464	1035	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	219	0	116				0	790	473	521	1163	0
Peak Hour Factor	0.89	0.89	0.89				0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	370	0	165				0	3668	1590	590	2804	0
Arrive On Green	0.10	0.00	0.10				0.00	0.56	0.56	0.34	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	6802	2834	3510	3705	0
Grp Volume(v), veh/h	219	0	116				0	790	473	521	1163	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1417	1755	1805	0
Q Serve(g_s), s	5.5	0.0	6.6				0.0	5.7	8.4	13.3	0.0	0.0
Cycle Q Clear(g_c), s	5.5	0.0	6.6				0.0	5.7	8.4	13.3	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	370	0	165				0	3668	1590	590	2804	0
V/C Ratio(X)	0.59	0.00	0.70				0.00	0.22	0.30	0.88	0.41	0.00
Avail Cap(c_a), veh/h	1124	0	500				0	3668	1590	684	2804	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.51	0.51	0.90	0.90	0.00
Uniform Delay (d), s/veh	40.7	0.0	41.3				0.0	10.4	11.0	30.6	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	5.4				0.0	0.1	0.2	10.8	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	2.8				0.0	1.9	2.5	5.3	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	0.0	46.7				0.0	10.5	11.2	41.4	0.4	0.0
LnGrp LOS	D	A	D				A	B	B	D	A	A
Approach Vol, veh/h		335						1263			1684	
Approach Delay, s/veh		43.8						10.8			13.1	
Approach LOS		D						B			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	20.5	59.3		15.2		79.8
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	18.5	31.0		29.5		54.0
Max Q Clear Time (g_c+I1), s	15.3	10.4		8.6		2.0
Green Ext Time (p_c), s	0.7	7.5		1.1		11.2

Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

Notes

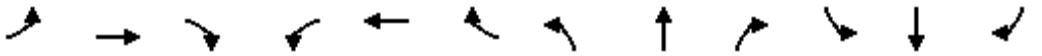
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	455	0	350	166	680	1044	156
Future Volume (vph)	455	0	350	166	680	1044	156
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.0	9.0	9.5	11.0	11.0	11.0
Total Split (s)	35.0	35.0	35.0	25.0	60.0	35.0	35.0
Total Split (%)	36.8%	36.8%	36.8%	26.3%	63.2%	36.8%	36.8%
Yellow Time (s)	3.0	3.0	3.0	3.5	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.5	6.0	6.0	6.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	24.6	24.6	24.6	10.4	60.4	45.5	45.5
Actuated g/C Ratio	0.26	0.26	0.26	0.11	0.64	0.48	0.48
v/c Ratio	0.70	0.64	0.54	0.49	0.33	0.37	0.20
Control Delay	40.1	27.7	13.7	59.3	7.1	17.4	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	40.1	27.7	13.7	59.3	7.2	17.4	3.7
LOS	D	C	B	E	A	B	A
Approach Delay		27.5			17.4	15.6	
Approach LOS		C			B	B	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 19.5	Intersection LOS: B
Intersection Capacity Utilization 48.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 21: Redlands Ave & I-215 NB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	455	0	350	166	680	0	0	1044	156
Future Volume (veh/h)	0	0	0	455	0	350	166	680	0	0	1044	156
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				633	0	262	187	764	0	0	1173	175
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				788	0	351	267	2444	0	0	3618	890
Arrive On Green				0.22	0.00	0.22	0.15	1.00	0.00	0.00	0.55	0.55
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	6802	1608
Grp Volume(v), veh/h				633	0	262	187	764	0	0	1173	175
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1634	1608
Q Serve(g_s), s				15.8	0.0	14.4	4.8	0.0	0.0	0.0	9.3	5.2
Cycle Q Clear(g_c), s				15.8	0.0	14.4	4.8	0.0	0.0	0.0	9.3	5.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				788	0	351	267	2444	0	0	3618	890
V/C Ratio(X)				0.80	0.00	0.75	0.70	0.31	0.00	0.00	0.32	0.20
Avail Cap(c_a), veh/h				1181	0	525	758	2444	0	0	3618	890
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.97	0.97	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				35.2	0.0	34.7	39.2	0.0	0.0	0.0	11.5	10.6
Incr Delay (d2), s/veh				2.5	0.0	3.2	3.2	0.3	0.0	0.0	0.2	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.1	0.0	5.9	2.1	0.1	0.0	0.0	3.2	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				37.7	0.0	37.9	42.5	0.3	0.0	0.0	11.8	11.1
LnGrp LOS				D	A	D	D	A	A	A	B	B
Approach Vol, veh/h					895			951			1348	
Approach Delay, s/veh					37.8			8.6			11.7	
Approach LOS					D			A			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.3			11.7	58.6		24.7				
Change Period (Y+Rc), s		6.0			4.5	6.0		4.0				
Max Green Setting (Gmax), s		54.0			20.5	29.0		31.0				
Max Q Clear Time (g_c+I1), s		2.0			6.8	11.3		17.8				
Green Ext Time (p_c), s		6.5			0.5	8.3		2.9				

Intersection Summary		
HCM 6th Ctrl Delay	18.1	
HCM 6th LOS	B	

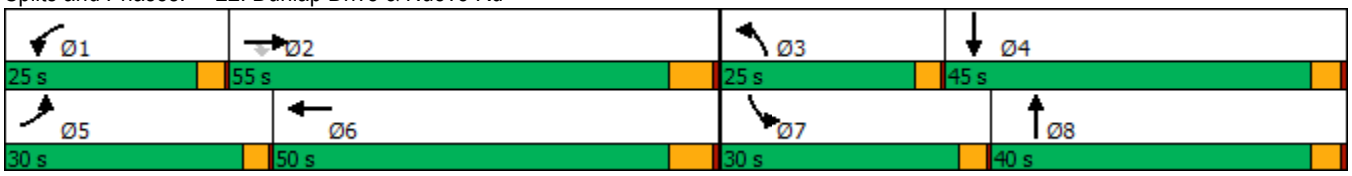
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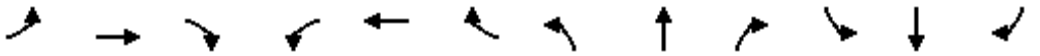
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	26	350	28	92	491	32	147	66	118
Future Volume (vph)	26	350	28	92	491	32	147	66	118
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Minimum Split (s)	8.5	12.0	12.0	8.5	12.0	8.5	10.2	8.5	10.2
Total Split (s)	30.0	55.0	55.0	25.0	50.0	25.0	40.0	30.0	45.0
Total Split (%)	20.0%	36.7%	36.7%	16.7%	33.3%	16.7%	26.7%	20.0%	30.0%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	3.2	3.0	3.2
All-Red Time (s)	0.5	1.0	1.0	0.5	1.0	0.5	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	3.5	4.2	3.5	4.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	6.1	36.9	36.9	10.0	44.6	6.4	38.2	8.8	42.4
Actuated g/C Ratio	0.06	0.34	0.34	0.09	0.41	0.06	0.35	0.08	0.39
v/c Ratio	0.28	0.59	0.05	0.60	0.84	0.32	0.37	0.49	0.26
Control Delay	59.6	35.5	0.1	64.4	42.5	60.4	29.0	61.4	24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.6	35.5	0.1	64.4	42.5	60.4	29.0	61.4	24.4
LOS	E	D	A	E	D	E	C	E	C
Approach Delay		34.6			45.4		32.9		34.8
Approach LOS		C			D		C		C

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 109.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 39.1	Intersection LOS: D
Intersection Capacity Utilization 67.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 22: Dunlap Drive & Nuevo Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	350	28	92	491	102	32	147	74	66	118	51
Future Volume (veh/h)	26	350	28	92	491	102	32	147	74	66	118	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	376	30	99	528	110	34	158	80	71	127	55
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	48	641	543	126	577	120	55	446	226	92	498	216
Arrive On Green	0.03	0.34	0.34	0.07	0.38	0.38	0.03	0.38	0.38	0.05	0.40	0.40
Sat Flow, veh/h	1810	1900	1610	1810	1518	316	1810	1189	602	1810	1256	544
Grp Volume(v), veh/h	28	376	30	99	0	638	34	0	238	71	0	182
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1834	1810	0	1792	1810	0	1801
Q Serve(g_s), s	1.6	16.8	1.3	5.5	0.0	34.1	1.9	0.0	9.9	4.0	0.0	7.0
Cycle Q Clear(g_c), s	1.6	16.8	1.3	5.5	0.0	34.1	1.9	0.0	9.9	4.0	0.0	7.0
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.34	1.00		0.30
Lane Grp Cap(c), veh/h	48	641	543	126	0	697	55	0	672	92	0	713
V/C Ratio(X)	0.58	0.59	0.06	0.79	0.00	0.92	0.62	0.00	0.35	0.77	0.00	0.26
Avail Cap(c_a), veh/h	466	904	766	378	0	784	378	0	672	466	0	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.5	28.2	23.0	47.2	0.0	30.4	49.4	0.0	23.2	48.3	0.0	20.9
Incr Delay (d2), s/veh	4.0	1.2	0.1	4.1	0.0	14.9	4.2	0.0	1.5	4.9	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	7.2	0.5	2.5	0.0	16.3	0.9	0.0	4.2	1.9	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	29.4	23.1	51.3	0.0	45.3	53.6	0.0	24.6	53.2	0.0	21.8
LnGrp LOS	D	C	C	D	A	D	D	A	C	D	A	C
Approach Vol, veh/h		434			737			272			253	
Approach Delay, s/veh		30.5			46.1			28.3			30.6	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	40.7	6.6	45.0	6.3	45.1	8.8	42.8
Change Period (Y+Rc), s	3.5	6.0	3.5	* 4.2	3.5	6.0	3.5	* 4.2
Max Green Setting (Gmax), s	21.5	49.0	21.5	* 41	26.5	44.0	26.5	* 36
Max Q Clear Time (g_c+I1), s	7.5	18.8	3.9	9.0	3.6	36.1	6.0	11.9
Green Ext Time (p_c), s	0.0	3.1	0.0	1.0	0.0	3.1	0.1	1.2

Intersection Summary	
HCM 6th Ctrl Delay	36.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	375.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32	338	121	241	398	37	215	279	314	30	202	89
Future Vol, veh/h	32	338	121	241	398	37	215	279	314	30	202	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	34	356	127	254	419	39	226	294	331	32	213	94
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	208.1	422.9	553.8	83.9
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	7%	36%	9%
Vol Thru, %	35%	69%	59%	63%
Vol Right, %	39%	25%	5%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	808	491	676	321
LT Vol	215	32	241	30
Through Vol	279	338	398	202
RT Vol	314	121	37	89
Lane Flow Rate	851	517	712	338
Geometry Grp	1	1	1	1
Degree of Util (X)	2.148	1.312	1.84	0.887
Departure Headway (Hd)	12.225	15.708	13.793	17.949
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	306	238	270	206
Service Time	10.225	13.708	11.793	15.949
HCM Lane V/C Ratio	2.781	2.172	2.637	1.641
HCM Control Delay	553.8	208.1	422.9	83.9
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	47.3	16	32.9	6.9

24: Porter St & Menifee Rd & Central Ave Performance by approach

Approach	EB	WB	NB	SB	NE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.2	2.5	1.8	0.1	4.6
Total Del/Veh (s)	4.9	5.8	15.8	12.8	4.9	13.0
Stop Delay (hr)	0.0	0.1	0.8	0.5	0.1	1.4
Stop Del/Veh (s)	3.9	3.5	5.0	3.3	3.2	4.1

Intersection	
Intersection Delay, s/veh	20.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	186	13	131	17	20	3	142	407	10	3	295	128
Future Vol, veh/h	186	13	131	17	20	3	142	407	10	3	295	128
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	211	15	149	19	23	3	161	463	11	3	335	145
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	16.3	12.8	24.7	19.8
HCM LOS	C	B	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	41%	0%	93%	0%	42%	1%	0%
Vol Thru, %	59%	95%	7%	0%	50%	99%	0%
Vol Right, %	0%	5%	0%	100%	7%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	346	214	199	131	40	298	128
LT Vol	142	0	186	0	17	3	0
Through Vol	204	204	13	0	20	295	0
RT Vol	0	10	0	131	3	0	128
Lane Flow Rate	393	243	226	149	45	339	145
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.776	0.463	0.508	0.285	0.109	0.672	0.26
Departure Headway (Hd)	7.112	6.868	8.094	6.898	8.663	7.148	6.425
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	510	524	445	521	414	505	559
Service Time	4.848	4.604	5.833	4.636	6.72	4.887	4.164
HCM Lane V/C Ratio	0.771	0.464	0.508	0.286	0.109	0.671	0.259
HCM Control Delay	30.4	15.4	18.9	12.4	12.8	23.4	11.4
HCM Lane LOS	D	C	C	B	B	C	B
HCM 95th-tile Q	7	2.4	2.8	1.2	0.4	5	1

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	45	0	0	6	38	561	0	2	505	14
Future Vol, veh/h	3	0	45	0	0	6	38	561	0	2	505	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	0	50	0	0	7	42	623	0	2	561	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1284	1280	569	1305	1288	623	577	0	0	623	0	0
Stage 1	573	573	-	707	707	-	-	-	-	-	-	-
Stage 2	711	707	-	598	581	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	143	167	525	138	165	490	1006	-	-	968	-	-
Stage 1	508	507	-	429	441	-	-	-	-	-	-	-
Stage 2	427	441	-	492	503	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	134	156	525	119	154	490	1006	-	-	968	-	-
Mov Cap-2 Maneuver	134	156	-	119	154	-	-	-	-	-	-	-
Stage 1	475	505	-	402	413	-	-	-	-	-	-	-
Stage 2	394	413	-	444	501	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.2	12.4	0.6	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1006	-	-	444	490	968	-	-
HCM Lane V/C Ratio	0.042	-	-	0.12	0.014	0.002	-	-
HCM Control Delay (s)	8.7	0	-	14.2	12.4	8.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0	0	-	-

Intersection	
Int Delay, s/veh	13.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	50	27	5	72	144	31	425	18	96	434	48
Future Vol, veh/h	8	50	27	5	72	144	31	425	18	96	434	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	54	29	5	77	155	33	457	19	103	467	52

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1348	1241	493	1274	1258	467	519	0	0	476	0	0
Stage 1	699	699	-	533	533	-	-	-	-	-	-	-
Stage 2	649	542	-	741	725	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	129	176	580	145	172	600	1057	-	-	1097	-	-
Stage 1	434	445	-	534	528	-	-	-	-	-	-	-
Stage 2	462	523	-	411	433	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	52	155	580	92	151	600	1057	-	-	1097	-	-
Mov Cap-2 Maneuver	52	155	-	92	151	-	-	-	-	-	-	-
Stage 1	421	403	-	517	512	-	-	-	-	-	-	-
Stage 2	282	507	-	307	392	-	-	-	-	-	-	-

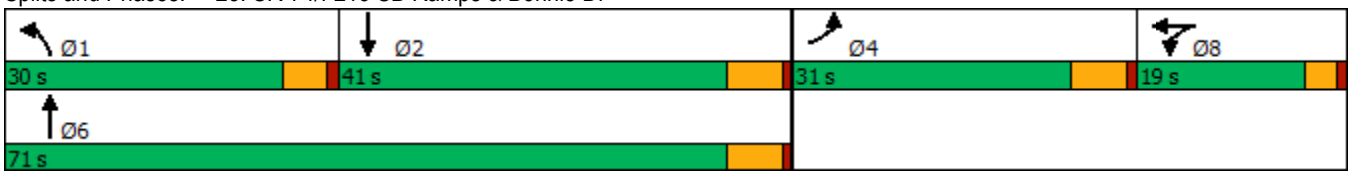
Approach	EB	WB	NB	SB
HCM Control Delay, s	52.1	57.4	0.6	1.4
HCM LOS	F	F		

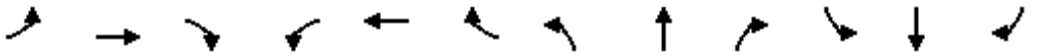
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1057	-	-	163	287	1097	-	-
HCM Lane V/C Ratio	0.032	-	-	0.561	0.828	0.094	-	-
HCM Control Delay (s)	8.5	-	-	52.1	57.4	8.6	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.9	6.8	0.3	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	58	265	254	422	943	32	
Future Volume (vph)	58	265	254	422	943	32	
Turn Type	Prot	Free	Prot	NA	NA	Free	
Protected Phases	4		1	6	2		8
Permitted Phases		Free				Free	
Detector Phase	4		1	6	2		
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0
Minimum Split (s)	11.0		10.0	11.0	11.0		9.0
Total Split (s)	31.0		30.0	71.0	41.0		19.0
Total Split (%)	25.6%		24.8%	58.7%	33.9%		16%
Yellow Time (s)	5.0		4.0	5.0	5.0		3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	6.0		5.0	6.0	6.0		
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	7.3	74.2	15.9	59.0	36.5	74.2	
Actuated g/C Ratio	0.10	1.00	0.21	0.80	0.49	1.00	
v/c Ratio	0.36	0.18	0.71	0.30	1.10	0.02	
Control Delay	39.2	0.2	38.4	3.7	83.7	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	39.2	0.2	38.4	3.7	83.7	0.0	
LOS	D	A	D	A	F	A	
Approach Delay				16.7	80.9		
Approach LOS				B	F		

Intersection Summary	
Cycle Length: 121	
Actuated Cycle Length: 74.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 46.9	Intersection LOS: D
Intersection Capacity Utilization 79.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	0	265	0	0	0	254	422	0	0	943	32
Future Volume (veh/h)	58	0	265	0	0	0	254	422	0	0	943	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	0	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	63	0	0	0	0	0	276	459	0	0	1025	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	0		0	4	0	341	1669	0	0	1118	
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.88	0.00	0.00	0.59	0.00
Sat Flow, veh/h		0		0	1900	0	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h		0.0		0	0	0	276	459	0	0	1025	0
Grp Sat Flow(s),veh/h/ln				0	1900	0	1810	1900	0	0	1900	1610
Q Serve(g_s), s				0.0	0.0	0.0	7.2	1.9	0.0	0.0	23.8	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	7.2	1.9	0.0	0.0	23.8	0.0
Prop In Lane				0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				0	4	0	341	1669	0	0	1118	
V/C Ratio(X)				0.00	0.00	0.00	0.81	0.28	0.00	0.00	0.92	
Avail Cap(c_a), veh/h				0	578	0	917	2504	0	0	1348	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	19.2	0.5	0.0	0.0	9.1	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	1.8	0.0	0.0	0.0	8.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.0	2.6	0.0	0.0	0.0	6.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	0.0	20.9	0.5	0.0	0.0	17.2	0.0
LnGrp LOS				A	A	A	C	A	A	A	B	
Approach Vol, veh/h					0			735			1025	
Approach Delay, s/veh					0.0			8.2			17.2	
Approach LOS								A			B	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	14.3	35.0				49.3		0.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		4.0				
Max Green Setting (Gmax), s	25.0	35.0				65.0		15.0				
Max Q Clear Time (g_c+I1), s	9.2	25.8				3.9		0.0				
Green Ext Time (p_c), s	0.3	3.2				1.5		0.0				

Intersection Summary			
HCM 6th Ctrl Delay			13.4
HCM 6th LOS			B

Notes

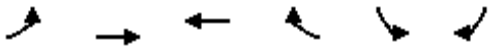
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	20	1188	663	1148	201
Future Volume (vph)	20	1188	663	1148	201
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	30.3	70.6	40.3		40.4
Total Split (%)	27.3%	63.6%	36.3%		36.4%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	5.5	25.1	23.2	47.2	11.3
Actuated g/C Ratio	0.12	0.53	0.49	1.00	0.24
v/c Ratio	0.10	0.64	0.38	0.73	0.51
Control Delay	22.7	10.1	10.0	3.0	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.7	10.1	10.0	3.0	20.2
LOS	C	B	A	A	C
Approach Delay		10.3	5.6		20.2
Approach LOS		B	A		C

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 47.2	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 8.3	Intersection LOS: A
Intersection Capacity Utilization 53.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 29: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	1188	663	1148	201	13
Future Volume (veh/h)	20	1188	663	1148	201	13
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	1225	684	0	207	13
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	48	1823	1127		273	17
Arrive On Green	0.03	0.51	0.31	0.00	0.16	0.16
Sat Flow, veh/h	1810	3705	3705	1610	1683	106
Grp Volume(v), veh/h	21	1225	684	0	221	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1797	0
Q Serve(g_s), s	0.4	8.1	5.1	0.0	3.7	0.0
Cycle Q Clear(g_c), s	0.4	8.1	5.1	0.0	3.7	0.0
Prop In Lane	1.00			1.00	0.94	0.06
Lane Grp Cap(c), veh/h	48	1823	1127		292	0
V/C Ratio(X)	0.44	0.67	0.61		0.76	0.00
Avail Cap(c_a), veh/h	1420	7398	3965		1979	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	15.3	5.9	9.3	0.0	12.7	0.0
Incr Delay (d2), s/veh	2.3	0.2	0.2	0.0	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.6	1.0	0.0	1.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.6	6.1	9.5	0.0	14.3	0.0
LnGrp LOS	B	A	A		B	A
Approach Vol, veh/h		1246	684		221	
Approach Delay, s/veh		6.3	9.5		14.3	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.4		10.5	6.1	15.2
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		65.3		35.1	25.0	35.0
Max Q Clear Time (g_c+I1), s		10.1		5.7	2.4	7.1
Green Ext Time (p_c), s		6.0		0.3	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

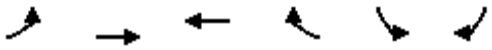
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	226	1164	1394	54	418
Future Volume (vph)	226	1164	1394	54	418
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.0	11.0	9.5	9.5
Total Split (s)	24.0	65.0	41.0	24.5	24.5
Total Split (%)	26.8%	72.6%	45.8%	27.4%	27.4%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	13.8	53.5	35.6	9.6	9.6
Actuated g/C Ratio	0.19	0.73	0.48	0.13	0.13
v/c Ratio	0.72	0.48	0.88	0.25	0.81
Control Delay	41.5	5.7	27.3	31.6	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	41.5	5.7	27.3	31.6	17.9
LOS	D	A	C	C	B
Approach Delay		11.5	27.3	19.4	
Approach LOS		B	C	B	

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 73.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 19.5	Intersection LOS: B
Intersection Capacity Utilization 74.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 30: SR-74 & Trumble Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	226	1164	1394	32	54	418
Future Volume (veh/h)	226	1164	1394	32	54	418
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	243	1252	1499	34	58	449
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	284	2274	1532	35	439	391
Arrive On Green	0.16	0.63	0.42	0.42	0.24	0.24
Sat Flow, veh/h	1810	3705	3703	82	1810	1610
Grp Volume(v), veh/h	243	1252	749	784	58	449
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1885	1810	1610
Q Serve(g_s), s	10.8	16.2	33.6	33.8	2.1	20.0
Cycle Q Clear(g_c), s	10.8	16.2	33.6	33.8	2.1	20.0
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	284	2274	766	801	439	391
V/C Ratio(X)	0.86	0.55	0.98	0.98	0.13	1.15
Avail Cap(c_a), veh/h	439	2584	766	801	439	391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	8.6	23.3	23.4	24.4	31.2
Incr Delay (d2), s/veh	6.2	0.2	26.8	26.7	0.1	92.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	4.5	17.7	18.6	0.8	10.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.0	8.8	50.1	50.1	24.5	124.0
LnGrp LOS	D	A	D	D	C	F
Approach Vol, veh/h		1495	1533		507	
Approach Delay, s/veh		13.9	50.1		112.6	
Approach LOS		B	D		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.9		24.5	16.9	41.0
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		59.0		20.0	20.0	35.0
Max Q Clear Time (g_c+I1), s		18.2		22.0	12.8	35.8
Green Ext Time (p_c), s		10.5		0.0	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.8
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1251	1273	89	0	155
Future Vol, veh/h	0	1251	1273	89	0	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1317	1340	94	0	163

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	717
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	377
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	377
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

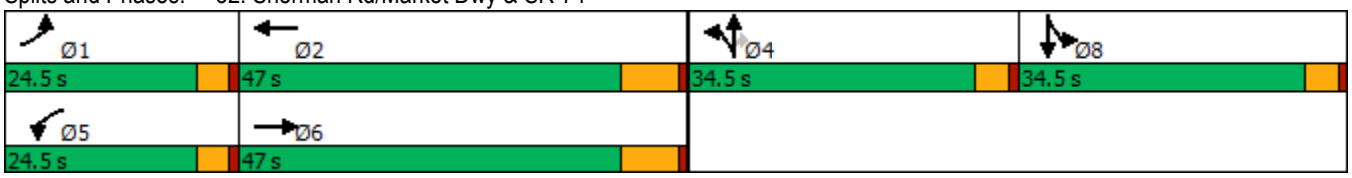
Approach	EB	WB	SB
HCM Control Delay, s	0	0	21.6
HCM LOS			C

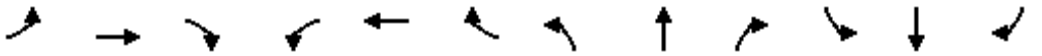
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	377
HCM Lane V/C Ratio	-	-	-	0.433
HCM Control Delay (s)	-	-	-	21.6
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	2.1

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	13	1184	164	1250	2	174	8
Future Volume (vph)	13	1184	164	1250	2	174	8
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases						4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	12.0	9.5	12.0	9.5	9.5	9.5
Total Split (s)	24.5	47.0	24.5	47.0	34.5	34.5	34.5
Total Split (%)	17.4%	33.5%	17.4%	33.5%	24.6%	24.6%	24.6%
Yellow Time (s)	3.5	6.0	3.5	6.0	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	4.5	7.0	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	5.5	40.8	12.6	56.2	10.0	10.0	5.6
Actuated g/C Ratio	0.07	0.49	0.15	0.67	0.12	0.12	0.07
v/c Ratio	0.12	0.75	0.63	0.55	0.54	0.52	0.15
Control Delay	44.4	23.2	45.7	10.4	46.1	11.7	39.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	23.2	45.7	10.4	46.1	11.7	39.8
LOS	D	C	D	B	D	B	D
Approach Delay		23.4		14.5	25.1		39.8
Approach LOS		C		B	C		D

Intersection Summary	
Cycle Length: 140.5	
Actuated Cycle Length: 83.5	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 69.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 32: Sherman Rd/Market Dwy & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1184	55	164	1250	8	109	2	174	7	8	3
Future Volume (veh/h)	13	1184	55	164	1250	8	109	2	174	7	8	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	1246	58	173	1316	8	115	2	183	7	8	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	31	1460	68	217	1909	12	263	5	238	15	17	6
Arrive On Green	0.02	0.42	0.42	0.12	0.52	0.52	0.15	0.15	0.15	0.02	0.02	0.02
Sat Flow, veh/h	1810	3508	163	1810	3679	22	1780	31	1610	704	805	302
Grp Volume(v), veh/h	14	640	664	173	646	678	117	0	183	18	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1867	1810	1805	1896	1811	0	1610	1810	0	0
Q Serve(g_s), s	0.5	22.3	22.4	6.5	18.6	18.6	4.1	0.0	7.6	0.7	0.0	0.0
Cycle Q Clear(g_c), s	0.5	22.3	22.4	6.5	18.6	18.6	4.1	0.0	7.6	0.7	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.01	0.98		1.00	0.39		0.17
Lane Grp Cap(c), veh/h	31	751	777	217	937	984	267	0	238	38	0	0
V/C Ratio(X)	0.45	0.85	0.85	0.80	0.69	0.69	0.44	0.00	0.77	0.47	0.00	0.00
Avail Cap(c_a), veh/h	521	1040	1075	521	1040	1092	782	0	696	782	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.8	18.3	18.4	29.7	12.5	12.5	27.0	0.0	28.5	33.6	0.0	0.0
Incr Delay (d2), s/veh	3.8	3.9	3.8	2.5	1.3	1.2	0.4	0.0	2.0	3.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	8.2	8.5	2.8	6.8	7.1	1.7	0.0	2.9	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	22.2	22.2	32.3	13.8	13.7	27.4	0.0	30.4	36.9	0.0	0.0
LnGrp LOS	D	C	C	C	B	B	C	A	C	D	A	A
Approach Vol, veh/h		1318			1497			300			18	
Approach Delay, s/veh		22.4			15.9			29.3			36.9	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	43.0		14.8	12.8	35.9		6.0				
Change Period (Y+Rc), s	4.5	7.0		4.5	4.5	7.0		4.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	2.5	20.6		9.6	8.5	24.4		2.7				
Green Ext Time (p_c), s	0.0	6.2		0.7	0.2	4.5		0.0				

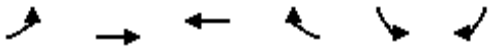
Intersection Summary			
HCM 6th Ctrl Delay		20.0	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	71	1163	1297	83
Future Volume (vph)	71	1163	1297	83
Turn Type	Prot	NA	NA	Prot
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	11.0	9.7
Total Split (s)	24.7	65.7	41.0	24.7
Total Split (%)	27.3%	72.7%	45.4%	27.3%
Yellow Time (s)	3.7	5.0	5.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	6.0	4.7
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Min	Min	None
Act Effct Green (s)	8.4	49.2	38.2	9.9
Actuated g/C Ratio	0.12	0.70	0.55	0.14
v/c Ratio	0.36	0.50	0.81	0.52
Control Delay	33.4	5.9	19.7	29.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	33.4	5.9	19.7	29.0
LOS	C	A	B	C
Approach Delay		7.5	19.7	29.0
Approach LOS		A	B	C

Intersection Summary			
Cycle Length: 90.4			
Actuated Cycle Length: 69.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 14.7		Intersection LOS: B	
Intersection Capacity Utilization 64.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 33: SR-74 & Antelope Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	71	1163	1297	142	83	46
Future Volume (veh/h)	71	1163	1297	142	83	46
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	78	1278	1425	156	91	51
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	114	2521	1807	196	119	67
Arrive On Green	0.06	0.70	0.55	0.55	0.11	0.11
Sat Flow, veh/h	1810	3705	3379	357	1103	618
Grp Volume(v), veh/h	78	1278	779	802	143	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1836	1734	0
Q Serve(g_s), s	2.3	9.1	18.9	19.3	4.4	0.0
Cycle Q Clear(g_c), s	2.3	9.1	18.9	19.3	4.4	0.0
Prop In Lane	1.00			0.19	0.64	0.36
Lane Grp Cap(c), veh/h	114	2521	993	1010	188	0
V/C Ratio(X)	0.68	0.51	0.78	0.79	0.76	0.00
Avail Cap(c_a), veh/h	654	3897	1142	1162	627	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.4	3.9	9.8	9.9	24.0	0.0
Incr Delay (d2), s/veh	7.0	0.2	3.2	3.4	6.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.8	6.4	6.7	2.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.4	4.1	13.0	13.4	30.2	0.0
LnGrp LOS	C	A	B	B	C	A
Approach Vol, veh/h		1356	1581		143	
Approach Delay, s/veh		5.7	13.2		30.2	
Approach LOS		A	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		44.6		10.7	8.2	36.4
Change Period (Y+Rc), s		6.0		* 4.7	* 4.7	6.0
Max Green Setting (Gmax), s		59.7		* 20	* 20	35.0
Max Q Clear Time (g_c+I1), s		11.1		6.4	4.3	21.3
Green Ext Time (p_c), s		13.7		0.3	0.1	9.1

Intersection Summary	
HCM 6th Ctrl Delay	10.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

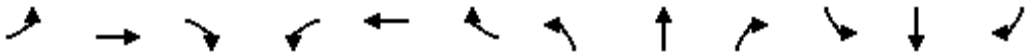
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	59	1120	117	1331	65	42	188	42	51
Future Volume (vph)	59	1120	117	1331	65	42	188	42	51
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	9.7	9.7	9.7	9.7	9.7
Total Split (s)	24.7	42.0	24.7	42.0	24.7	24.7	24.7	24.7	24.7
Total Split (%)	27.0%	46.0%	27.0%	46.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Yellow Time (s)	3.7	6.0	3.7	6.0	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	7.0	36.1	9.2	40.4	8.7	8.7	8.7	8.7	8.7
Actuated g/C Ratio	0.10	0.53	0.13	0.59	0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.34	0.65	0.51	0.68	0.42	0.19	0.53	0.26	0.23
Control Delay	35.4	15.6	36.2	13.8	36.3	29.3	10.3	31.5	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.4	15.6	36.2	13.8	36.3	29.3	10.3	31.5	17.1
LOS	D	B	D	B	D	C	B	C	B
Approach Delay		16.6		15.6		18.7			21.4
Approach LOS		B		B		B			C

Intersection Summary	
Cycle Length: 91.4	
Actuated Cycle Length: 68.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 65.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 34: Palomar Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1120	44	117	1331	28	65	42	188	42	51	50
Future Volume (veh/h)	59	1120	44	117	1331	28	65	42	188	42	51	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	1191	47	124	1416	30	69	45	200	45	54	53
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	98	1675	66	162	1837	39	296	310	262	285	299	259
Arrive On Green	0.05	0.47	0.47	0.09	0.51	0.51	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1810	3540	140	1810	3615	77	1307	1900	1610	1153	1832	1587
Grp Volume(v), veh/h	63	607	631	124	706	740	69	45	200	45	53	54
Grp Sat Flow(s),veh/h/ln	1810	1805	1875	1810	1805	1886	1307	1900	1610	1153	1805	1614
Q Serve(g_s), s	2.0	15.9	16.0	4.0	18.9	18.9	2.9	1.2	7.1	2.1	1.5	1.7
Cycle Q Clear(g_c), s	2.0	15.9	16.0	4.0	18.9	18.9	4.6	1.2	7.1	3.3	1.5	1.7
Prop In Lane	1.00		0.07	1.00		0.04	1.00		1.00	1.00		0.98
Lane Grp Cap(c), veh/h	98	854	887	162	917	959	296	310	262	285	294	263
V/C Ratio(X)	0.64	0.71	0.71	0.77	0.77	0.77	0.23	0.15	0.76	0.16	0.18	0.20
Avail Cap(c_a), veh/h	606	1058	1099	606	1058	1105	520	636	539	483	604	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	12.5	12.5	26.6	11.9	11.9	23.6	21.4	23.9	22.8	21.6	21.6
Incr Delay (d2), s/veh	2.6	1.9	1.8	2.8	3.2	3.1	0.3	0.2	3.4	0.2	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.8	6.0	1.8	6.9	7.2	0.9	0.5	2.8	0.5	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.3	14.4	14.3	29.4	15.1	15.0	23.9	21.6	27.3	23.0	21.8	21.9
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1301			1570			314			152	
Approach Delay, s/veh		15.1			16.2			25.7			22.2	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	35.3		14.4	7.9	37.4		14.4				
Change Period (Y+Rc), s	* 4.7	7.0		* 4.7	* 4.7	7.0		* 4.7				
Max Green Setting (Gmax), s	* 20	35.0		* 20	* 20	35.0		* 20				
Max Q Clear Time (g_c+I1), s	6.0	18.0		5.3	4.0	20.9		9.1				
Green Ext Time (p_c), s	0.1	9.2		0.5	0.1	9.4		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		17.0	
HCM 6th LOS		B	

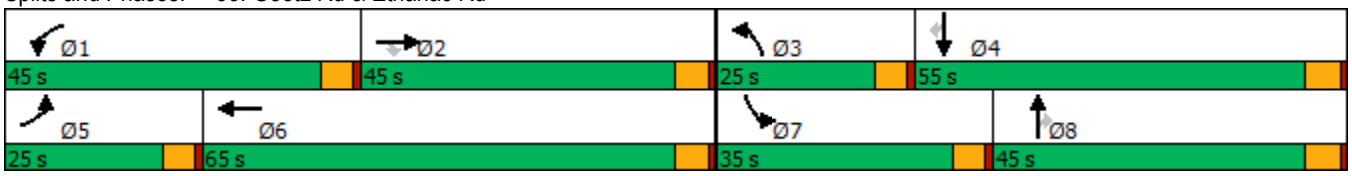
Notes

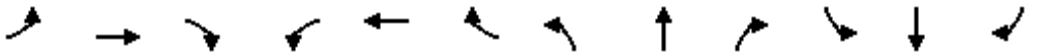
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	65	191	9	170	99	14	308	415	299	160	48
Future Volume (vph)	65	191	9	170	99	14	308	415	299	160	48
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	10.0	11.3	11.3	10.0	11.3	10.0	11.5	11.5	10.0	11.5	11.5
Total Split (s)	25.0	45.0	45.0	45.0	65.0	25.0	45.0	45.0	35.0	55.0	55.0
Total Split (%)	14.7%	26.5%	26.5%	26.5%	38.2%	14.7%	26.5%	26.5%	20.6%	32.4%	32.4%
Yellow Time (s)	4.0	4.3	4.3	4.0	4.3	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.3	5.3	5.0	5.3	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	8.6	12.2	12.2	15.8	22.1	5.5	29.3	29.3	30.6	61.1	61.1
Actuated g/C Ratio	0.08	0.11	0.11	0.14	0.20	0.05	0.27	0.27	0.28	0.56	0.56
v/c Ratio	0.50	0.52	0.03	0.72	0.36	0.17	0.66	0.81	0.65	0.09	0.06
Control Delay	64.6	52.8	0.2	62.1	12.1	60.2	42.9	34.2	45.1	13.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.6	52.8	0.2	62.1	12.1	60.2	42.9	34.2	45.1	13.4	0.1
LOS	E	D	A	E	B	E	D	C	D	B	A
Approach Delay		53.9			27.4		38.3			30.8	
Approach LOS		D			C		D			C	

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 109.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 35.5	Intersection LOS: D
Intersection Capacity Utilization 64.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 35: Goetz Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	191	9	170	99	287	14	308	415	299	160	48
Future Volume (veh/h)	65	191	9	170	99	287	14	308	415	299	160	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	71	210	10	187	109	315	15	338	456	329	176	53
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	92	596	266	219	815	379	31	600	507	361	1798	801
Arrive On Green	0.05	0.17	0.17	0.12	0.24	0.24	0.02	0.32	0.32	0.20	0.50	0.50
Sat Flow, veh/h	1810	3610	1610	1810	3458	1608	1810	1900	1607	1810	3610	1609
Grp Volume(v), veh/h	71	210	10	187	109	315	15	338	456	329	176	53
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1608	1810	1900	1607	1810	1805	1609
Q Serve(g_s), s	4.1	5.4	0.5	10.6	2.6	19.5	0.9	15.5	28.4	18.6	2.7	1.8
Cycle Q Clear(g_c), s	4.1	5.4	0.5	10.6	2.6	19.5	0.9	15.5	28.4	18.6	2.7	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	92	596	266	219	815	379	31	600	507	361	1798	801
V/C Ratio(X)	0.77	0.35	0.04	0.85	0.13	0.83	0.49	0.56	0.90	0.91	0.10	0.07
Avail Cap(c_a), veh/h	346	1369	611	691	1972	917	346	717	606	518	1798	801
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	38.7	36.7	45.1	31.6	38.0	51.0	29.8	34.2	41.0	13.9	13.6
Incr Delay (d2), s/veh	5.1	0.4	0.1	3.6	0.1	4.8	4.5	0.8	14.6	12.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.4	0.2	5.0	1.1	8.1	0.4	7.1	12.9	9.5	1.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.1	39.1	36.8	48.7	31.7	42.8	55.5	30.7	48.8	53.9	13.9	13.7
LnGrp LOS	D	D	D	D	C	D	E	C	D	D	B	B
Approach Vol, veh/h		291			611			809			558	
Approach Delay, s/veh		42.7			42.6			41.3			37.5	
Approach LOS		D			D			D			D	

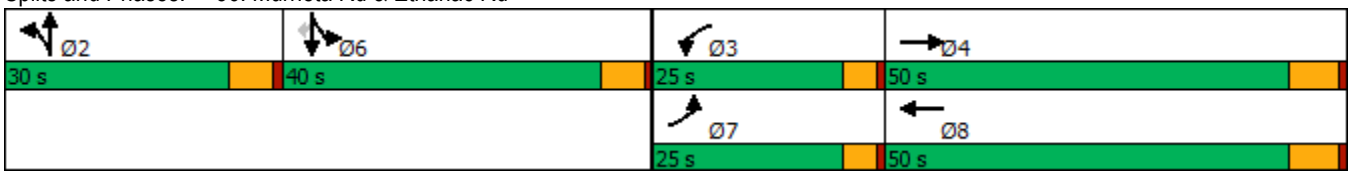
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	22.6	6.8	57.6	10.3	30.0	25.9	38.6
Change Period (Y+Rc), s	5.0	5.3	5.0	5.5	5.0	5.3	5.0	5.5
Max Green Setting (Gmax), s	40.0	39.7	20.0	49.5	20.0	59.7	30.0	39.5
Max Q Clear Time (g_c+I1), s	12.6	7.4	2.9	4.7	6.1	21.5	20.6	30.4
Green Ext Time (p_c), s	0.2	1.4	0.0	1.4	0.0	3.2	0.2	2.7

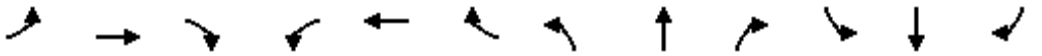
Intersection Summary	
HCM 6th Ctrl Delay	40.9
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	10	800	82	415	137	81	67	11
Future Volume (vph)	10	800	82	415	137	81	67	11
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	Perm
Protected Phases	7	4	3	8	2	6	6	
Permitted Phases								6
Detector Phase	7	4	3	8	2	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	20.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	9.6	26.5	15.8	15.8	15.8	15.8
Total Split (s)	25.0	50.0	25.0	50.0	30.0	40.0	40.0	40.0
Total Split (%)	17.2%	34.5%	17.2%	34.5%	20.7%	27.6%	27.6%	27.6%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	5.5	36.7	9.6	49.0	24.5	11.5	11.5	11.5
Actuated g/C Ratio	0.05	0.35	0.09	0.47	0.23	0.11	0.11	0.11
v/c Ratio	0.12	0.74	0.52	0.30	1.13	0.43	0.34	0.04
Control Delay	55.0	34.2	59.4	18.0	119.5	53.5	50.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.0	34.2	59.4	18.0	119.5	53.5	50.9	0.3
LOS	D	C	E	B	F	D	D	A
Approach Delay		34.4		24.2	119.5		48.6	
Approach LOS		C		C	F		D	

Intersection Summary	
Cycle Length: 145	
Actuated Cycle Length: 105.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.13	
Intersection Signal Delay: 51.7	Intersection LOS: D
Intersection Capacity Utilization 76.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 36: Murrieta Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	800	80	82	415	55	116	137	205	81	67	11
Future Volume (veh/h)	10	800	80	82	415	55	116	137	205	81	67	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	842	84	86	437	58	122	144	216	85	71	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	24	1113	111	111	1232	163	113	133	200	190	199	169
Arrive On Green	0.01	0.34	0.34	0.06	0.38	0.38	0.26	0.26	0.26	0.10	0.10	0.10
Sat Flow, veh/h	1810	3315	331	1810	3206	423	440	519	779	1810	1900	1610
Grp Volume(v), veh/h	11	458	468	86	245	250	482	0	0	85	71	12
Grp Sat Flow(s),veh/h/ln	1810	1805	1840	1810	1805	1824	1738	0	0	1810	1900	1610
Q Serve(g_s), s	0.6	21.3	21.3	4.4	9.1	9.2	24.2	0.0	0.0	4.2	3.3	0.6
Cycle Q Clear(g_c), s	0.6	21.3	21.3	4.4	9.1	9.2	24.2	0.0	0.0	4.2	3.3	0.6
Prop In Lane	1.00		0.18	1.00		0.23	0.25		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	24	606	618	111	693	701	446	0	0	190	199	169
V/C Ratio(X)	0.46	0.76	0.76	0.77	0.35	0.36	1.08	0.00	0.00	0.45	0.36	0.07
Avail Cap(c_a), veh/h	392	833	850	392	833	842	446	0	0	657	690	584
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.2	27.9	27.9	43.6	20.7	20.7	35.0	0.0	0.0	39.6	39.2	38.0
Incr Delay (d2), s/veh	5.0	3.4	3.3	4.2	0.4	0.4	65.8	0.0	0.0	1.7	1.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	9.5	9.6	2.1	3.8	3.9	18.1	0.0	0.0	1.9	1.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.1	31.2	31.2	47.8	21.1	21.1	100.8	0.0	0.0	41.3	40.3	38.2
LnGrp LOS	D	C	C	D	C	C	F	A	A	D	D	D
Approach Vol, veh/h		937			581			482			168	
Approach Delay, s/veh		31.4			25.1			100.8			40.6	
Approach LOS		C			C			F			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	30.0	10.4	38.1	15.7	5.9	42.7
Change Period (Y+Rc), s	5.8	4.6	6.5	5.8	4.6	6.5
Max Green Setting (Gmax), s	24.2	20.4	43.5	34.2	20.4	43.5
Max Q Clear Time (g_c+I1), s	26.2	6.4	23.3	6.2	2.6	11.2
Green Ext Time (p_c), s	0.0	0.1	8.3	0.6	0.0	4.7

Intersection Summary	
HCM 6th Ctrl Delay	45.9
HCM 6th LOS	D

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations					
Traffic Volume (vph)	1162	1	74	607	8
Future Volume (vph)	1162	1	74	607	8
Turn Type	NA	Perm	Prot	NA	Prot
Protected Phases	2		1	6	8
Permitted Phases		2			
Detector Phase	2	2	1	6	8
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0
Total Split (s)	46.5	46.5	11.0	57.5	22.5
Total Split (%)	58.1%	58.1%	13.8%	71.9%	28.1%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	56.4	56.4	9.1	67.3	7.7
Actuated g/C Ratio	0.70	0.70	0.11	0.84	0.10
v/c Ratio	0.34	0.00	0.39	0.21	0.40
Control Delay	6.7	5.0	49.0	2.2	15.1
Queue Delay	0.1	0.0	84.9	0.3	0.3
Total Delay	6.8	5.0	133.9	2.5	15.4
LOS	A	A	F	A	B
Approach Delay	6.8			16.8	15.4
Approach LOS	A			B	B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.40	
Intersection Signal Delay: 10.7	Intersection LOS: B
Intersection Capacity Utilization 44.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 37: Barnett Rd & Ethanac Rd





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1162	1	74	607	8	79
Future Volume (veh/h)	1162	1	74	607	8	79
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1236	1	79	646	9	84
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3636	1129	131	2972	12	112
Arrive On Green	0.70	0.70	0.05	0.55	0.08	0.08
Sat Flow, veh/h	5358	1610	1810	3705	156	1457
Grp Volume(v), veh/h	1236	1	79	646	94	0
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1805	1630	0
Q Serve(g_s), s	7.5	0.0	3.4	7.3	4.5	0.0
Cycle Q Clear(g_c), s	7.5	0.0	3.4	7.3	4.5	0.0
Prop In Lane		1.00	1.00		0.10	0.89
Lane Grp Cap(c), veh/h	3636	1129	131	2972	125	0
V/C Ratio(X)	0.34	0.00	0.60	0.22	0.75	0.00
Avail Cap(c_a), veh/h	3636	1129	158	2972	377	0
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.98	0.98	1.00	0.00
Uniform Delay (d), s/veh	4.7	3.6	36.9	4.8	36.2	0.0
Incr Delay (d2), s/veh	0.3	0.0	4.3	0.2	8.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	1.6	0.1	2.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.0	3.6	41.3	5.0	44.9	0.0
LnGrp LOS	A	A	D	A	D	A
Approach Vol, veh/h	1237			725	94	
Approach Delay, s/veh	4.9			8.9	44.9	
Approach LOS	A			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.8	60.1				69.9	10.1
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	7.0	42.5				53.5	18.5
Max Q Clear Time (g_c+I1), s	5.4	9.5				9.3	6.5
Green Ext Time (p_c), s	0.0	9.2				4.1	0.2

Intersection Summary		
HCM 6th Ctrl Delay		8.2
HCM 6th LOS		A

Notes

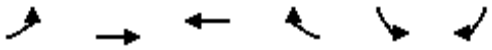
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	208	1033	584	370	382	97
Future Volume (vph)	208	1033	584	370	382	97
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	63.0	38.0	38.0	17.0	17.0
Total Split (%)	31.3%	78.8%	47.5%	47.5%	21.3%	21.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	14.8	57.7	38.9	38.9	14.3	14.3
Actuated g/C Ratio	0.18	0.72	0.49	0.49	0.18	0.18
v/c Ratio	0.65	0.41	0.24	0.39	0.64	0.20
Control Delay	51.8	3.3	13.6	3.3	34.9	27.8
Queue Delay	36.3	0.2	0.0	0.0	0.0	0.1
Total Delay	88.1	3.5	13.6	3.3	34.9	27.9
LOS	F	A	B	A	C	C
Approach Delay		17.7	9.6		33.4	
Approach LOS		B	A		C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 46.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 38: Ethanac Rd & Case Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	208	1033	584	370	382	97
Future Volume (veh/h)	208	1033	584	370	382	97
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	217	1076	608	385	398	101
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	256	2742	2945	914	493	398
Arrive On Green	0.28	1.00	0.57	0.57	0.14	0.14
Sat Flow, veh/h	1810	3705	5358	1610	3510	2834
Grp Volume(v), veh/h	217	1076	608	385	398	101
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1755	1417
Q Serve(g_s), s	9.0	0.0	4.6	10.9	8.8	2.5
Cycle Q Clear(g_c), s	9.0	0.0	4.6	10.9	8.8	2.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	256	2742	2945	914	493	398
V/C Ratio(X)	0.85	0.39	0.21	0.42	0.81	0.25
Avail Cap(c_a), veh/h	475	2742	2945	914	570	461
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.92	0.92	1.00	1.00
Uniform Delay (d), s/veh	27.8	0.0	8.5	9.8	33.3	30.6
Incr Delay (d2), s/veh	7.2	0.4	0.1	1.3	7.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.2	1.3	3.2	4.0	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.0	0.4	8.6	11.1	40.7	31.0
LnGrp LOS	D	A	A	B	D	C
Approach Vol, veh/h		1293	993		499	
Approach Delay, s/veh		6.2	9.6		38.7	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		64.8		15.2	15.3	49.4
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		59.0		13.0	21.0	34.0
Max Q Clear Time (g_c+I1), s		2.0		10.8	11.0	12.9
Green Ext Time (p_c), s		8.3		0.5	0.4	4.9

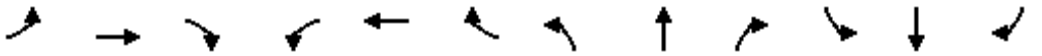
Intersection Summary	
HCM 6th Ctrl Delay	13.2
HCM 6th LOS	B

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	848	567	133	635	1	319
Future Volume (vph)	848	567	133	635	1	319
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	10.0	10.0
Total Split (s)	46.0	46.0	35.0	81.0	35.0	35.0
Total Split (%)	39.7%	39.7%	30.2%	69.8%	30.2%	30.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	40.3	40.3	11.5	56.9	11.6	11.6
Actuated g/C Ratio	0.51	0.51	0.14	0.71	0.15	0.15
v/c Ratio	0.93	0.60	0.54	0.26	0.48	0.70
Control Delay	38.0	9.3	40.2	4.6	37.8	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.0	9.3	40.2	4.6	37.8	15.6
LOS	D	A	D	A	D	B
Approach Delay	26.5			10.8	21.6	
Approach LOS	C			B	C	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 79.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 21.1	Intersection LOS: C
Intersection Capacity Utilization 82.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 39: I-215 SB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	848	567	133	635	0	0	0	0	119	1	319
Future Volume (veh/h)	0	848	567	133	635	0	0	0	0	119	1	319
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	893	597	140	668	0				125	1	336
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	896	759	179	2272	0				433	3	388
Arrive On Green	0.00	0.47	0.47	0.10	0.63	0.00				0.24	0.24	0.24
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1796	14	1610
Grp Volume(v), veh/h	0	893	597	140	668	0				126	0	336
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	39.8	26.4	6.4	7.1	0.0				4.8	0.0	17.0
Cycle Q Clear(g_c), s	0.0	39.8	26.4	6.4	7.1	0.0				4.8	0.0	17.0
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	896	759	179	2272	0				436	0	388
V/C Ratio(X)	0.00	1.00	0.79	0.78	0.29	0.00				0.29	0.00	0.87
Avail Cap(c_a), veh/h	0	896	759	640	3192	0				640	0	569
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.4	18.8	37.3	7.1	0.0				26.3	0.0	30.9
Incr Delay (d2), s/veh	0.0	29.2	5.5	7.2	0.1	0.0				0.4	0.0	9.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.5	9.2	3.0	2.0	0.0				2.0	0.0	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	51.6	24.3	44.5	7.2	0.0				26.6	0.0	40.2
LnGrp LOS	A	D	C	D	A	A				C	A	D
Approach Vol, veh/h		1490			808						462	
Approach Delay, s/veh		40.7			13.7						36.5	
Approach LOS		D			B						D	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	13.4	46.0				59.4		25.4				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	8.4	41.8				9.1		19.0				
Green Ext Time (p_c), s	0.3	0.0				4.3		1.4				

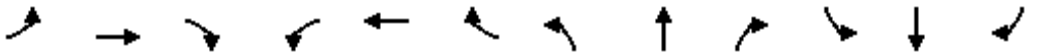
Intersection Summary												
HCM 6th Ctrl Delay			32.1									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	306	661	451	1	159
Future Volume (vph)	306	661	451	1	159
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	23.2	68.8	40.5	23.8	23.8
Actuated g/C Ratio	0.22	0.66	0.39	0.23	0.23
v/c Ratio	0.81	0.56	0.92	0.81	0.34
Control Delay	55.0	12.2	50.9	54.6	7.1
Queue Delay	0.0	0.3	0.0	0.0	0.0
Total Delay	55.0	12.5	50.9	54.6	7.1
LOS	D	B	D	D	A
Approach Delay		25.9	50.9	38.8	
Approach LOS		C	D	D	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 103.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 36.4	Intersection LOS: D
Intersection Capacity Utilization 82.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	306	661	0	0	451	174	317	1	159	0	0	0
Future Volume (veh/h)	306	661	0	0	451	174	317	1	159	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	326	703	0	0	480	185	337	1	169			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	370	1246	0	0	517	199	402	1	359			
Arrive On Green	0.20	0.66	0.00	0.00	0.40	0.40	0.22	0.22	0.22			
Sat Flow, veh/h	1810	1900	0	0	1306	503	1804	5	1610			
Grp Volume(v), veh/h	326	703	0	0	0	665	338	0	169			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1809	1810	0	1610			
Q Serve(g_s), s	15.8	18.3	0.0	0.0	0.0	31.8	16.2	0.0	8.3			
Cycle Q Clear(g_c), s	15.8	18.3	0.0	0.0	0.0	31.8	16.2	0.0	8.3			
Prop In Lane	1.00		0.00	0.00		0.28	1.00		1.00			
Lane Grp Cap(c), veh/h	370	1246	0	0	0	716	404	0	359			
V/C Ratio(X)	0.88	0.56	0.00	0.00	0.00	0.93	0.84	0.00	0.47			
Avail Cap(c_a), veh/h	599	1572	0	0	0	798	599	0	533			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	35.0	8.5	0.0	0.0	0.0	26.2	33.7	0.0	30.6			
Incr Delay (d2), s/veh	8.8	0.4	0.0	0.0	0.0	16.1	6.7	0.0	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.3	5.4	0.0	0.0	0.0	15.0	7.6	0.0	3.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.7	8.9	0.0	0.0	0.0	42.2	40.3	0.0	31.5			
LnGrp LOS	D	A	A	A	A	D	D	A	C			
Approach Vol, veh/h		1029			665			507				
Approach Delay, s/veh		20.0			42.2			37.4				
Approach LOS		B			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		65.5			23.6	41.9		25.2				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		20.3			17.8	33.8		18.2				
Green Ext Time (p_c), s		4.7			0.7	2.1		2.0				
Intersection Summary												
HCM 6th Ctrl Delay			30.7									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	10.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	660	160	44	502	123	47
Future Vol, veh/h	660	160	44	502	123	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	673	163	45	512	126	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	836	0	1357	755
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	602	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	807	-	166	412
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	551	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	807	-	157	412
Mov Cap-2 Maneuver	-	-	-	-	157	-
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	520	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	96.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	189	-	-	807	-
HCM Lane V/C Ratio	0.918	-	-	0.056	-
HCM Control Delay (s)	96.2	-	-	9.7	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	7.2	-	-	0.2	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	174	456	16	10	315	15	12	0	20	2	8	151
Future Vol, veh/h	174	456	16	10	315	15	12	0	20	2	8	151
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	185	485	17	11	335	16	13	0	21	2	9	161

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	351	0	0	502	0	0	1314	1237	494	1239	1237	343
Stage 1	-	-	-	-	-	-	864	864	-	365	365	-
Stage 2	-	-	-	-	-	-	450	373	-	874	872	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1219	-	-	1073	-	-	136	177	579	154	177	704
Stage 1	-	-	-	-	-	-	352	374	-	658	627	-
Stage 2	-	-	-	-	-	-	592	622	-	347	371	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1219	-	-	1073	-	-	83	138	579	123	138	704
Mov Cap-2 Maneuver	-	-	-	-	-	-	83	138	-	123	138	-
Stage 1	-	-	-	-	-	-	278	295	-	519	619	-
Stage 2	-	-	-	-	-	-	445	614	-	264	293	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	0.2	29.8	14.3
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	179	1219	-	-	1073	-	-	558
HCM Lane V/C Ratio	0.19	0.152	-	-	0.01	-	-	0.307
HCM Control Delay (s)	29.8	8.5	0	-	8.4	0	-	14.3
HCM Lane LOS	D	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0.5	-	-	0	-	-	1.3

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	332	135	0	357	41	0	0	0	20	0	1
Future Vol, veh/h	0	332	135	0	357	41	0	0	0	20	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	260	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	365	148	0	392	45	0	0	0	22	0	1

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	437	0	-	-	-	0			780	780	415
Stage 1	-	-	-	-	-	-			415	415	-
Stage 2	-	-	-	-	-	-			365	365	-
Critical Hdwy	4.1	-	-	-	-	-			6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-			5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-			3.5	4	3.3
Pot Cap-1 Maneuver	1134	-	0	0	-	-			367	329	642
Stage 1	-	-	0	0	-	-			671	596	-
Stage 2	-	-	0	0	-	-			707	627	-
Platoon blocked, %		-			-	-					
Mov Cap-1 Maneuver	1134	-	-	-	-	-			367	0	642
Mov Cap-2 Maneuver	-	-	-	-	-	-			367	0	-
Stage 1	-	-	-	-	-	-			671	0	-
Stage 2	-	-	-	-	-	-			707	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1134	-	-	-	375
HCM Lane V/C Ratio	-	-	-	-	0.062
HCM Control Delay (s)	0	-	-	-	15.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	351	0	5	314	84	13
Future Vol, veh/h	351	0	5	314	84	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	386	0	5	345	92	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	386	0	741	386
Stage 1	-	-	-	-	386	-
Stage 2	-	-	-	-	355	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1184	-	387	666
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	714	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1184	-	385	666
Mov Cap-2 Maneuver	-	-	-	-	385	-
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	710	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	408	-	-	1184	-
HCM Lane V/C Ratio	0.261	-	-	0.005	-
HCM Control Delay (s)	16.9	-	-	8.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0	-

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	197	140	152	58	59	133
Future Vol, veh/h	197	140	152	58	59	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	221	157	171	65	66	149

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	236	0	-	0	803	204
Stage 1	-	-	-	-	204	-
Stage 2	-	-	-	-	599	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1343	-	-	-	355	842
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	553	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1343	-	-	-	291	842
Mov Cap-2 Maneuver	-	-	-	-	291	-
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	553	-

Approach	EB	WB	SB
HCM Control Delay, s	4.8	0	16.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1343	-	-	-	532
HCM Lane V/C Ratio	0.165	-	-	-	0.406
HCM Control Delay (s)	8.2	0	-	-	16.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.6	-	-	-	1.9

Intersection	
Int Delay, s/veh	62.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	73	19	31	96	52	25	433	59	65	405	25
Future Vol, veh/h	14	73	19	31	96	52	25	433	59	65	405	25
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	17	87	23	37	114	62	30	515	70	77	482	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1349	1296	499	1318	1276	550	512	0	0	585	0	0
Stage 1	651	651	-	610	610	-	-	-	-	-	-	-
Stage 2	698	645	-	708	666	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	129	164	576	136	168	539	1064	-	-	1000	-	-
Stage 1	461	468	-	485	488	-	-	-	-	-	-	-
Stage 2	434	471	-	429	460	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	35	140	575	59	144	539	1064	-	-	1000	-	-
Mov Cap-2 Maneuver	35	140	-	59	144	-	-	-	-	-	-	-
Stage 1	442	417	-	465	468	-	-	-	-	-	-	-
Stage 2	278	451	-	290	410	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	200.7	$ 330.4	0.4	1.2
HCM LOS	F	F		

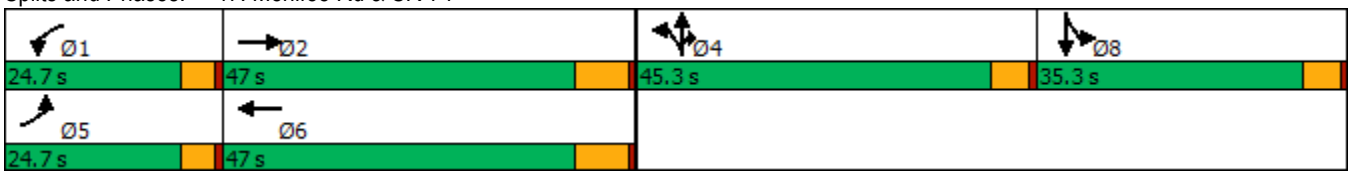
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1064	-	-	111	139	1000	-	-
HCM Lane V/C Ratio	0.028	-	-	1.137	1.533	0.077	-	-
HCM Control Delay (s)	8.5	0	-	200.7	$ 330.4	8.9	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	7.9	14.7	0.3	-	-

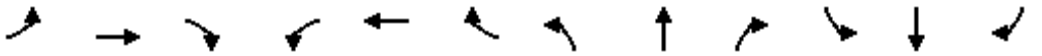
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	55	1053	171	1202	319	271	266
Future Volume (vph)	55	1053	171	1202	319	271	266
Turn Type	Prot	NA	Prot	NA	NA	Prot	NA
Protected Phases	5	2	1	6	4	4	8
Permitted Phases							
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.3	10.3	10.3
Total Split (s)	24.7	47.0	24.7	47.0	45.3	45.3	35.3
Total Split (%)	16.2%	30.9%	16.2%	30.9%	29.7%	29.7%	23.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	9.5	40.0	18.3	50.9	40.0	40.0	30.0
Actuated g/C Ratio	0.06	0.27	0.12	0.34	0.27	0.27	0.20
v/c Ratio	0.54	1.55	0.87	1.20	1.16	0.53	1.33
Control Delay	85.6	288.6	98.9	142.2	141.9	21.7	211.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.6	288.6	98.9	142.2	141.9	21.7	211.7
LOS	F	F	F	F	F	C	F
Approach Delay		280.5		137.2	100.6		211.7
Approach LOS		F		F	F		F

Intersection Summary	
Cycle Length: 152.3	
Actuated Cycle Length: 150.6	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.55	
Intersection Signal Delay: 186.3	Intersection LOS: F
Intersection Capacity Utilization 117.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	1053	264	171	1202	108	200	319	271	152	266	25
Future Volume (veh/h)	55	1053	264	171	1202	108	200	319	271	152	266	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	61	1170	293	190	1336	120	222	354	301	169	296	28
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	78	765	190	212	1142	102	192	306	430	127	222	21
Arrive On Green	0.04	0.27	0.27	0.12	0.34	0.34	0.27	0.27	0.27	0.20	0.20	0.20
Sat Flow, veh/h	1810	2867	710	1810	3351	300	718	1146	1610	634	1110	105
Grp Volume(v), veh/h	61	732	731	190	717	739	576	0	301	493	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1772	1810	1805	1846	1864	0	1610	1849	0	0
Q Serve(g_s), s	5.0	40.0	40.0	15.5	51.1	51.1	40.0	0.0	25.3	30.0	0.0	0.0
Cycle Q Clear(g_c), s	5.0	40.0	40.0	15.5	51.1	51.1	40.0	0.0	25.3	30.0	0.0	0.0
Prop In Lane	1.00		0.40	1.00		0.16	0.39		1.00	0.34		0.06
Lane Grp Cap(c), veh/h	78	482	473	212	615	629	497	0	430	370	0	0
V/C Ratio(X)	0.78	1.52	1.55	0.90	1.17	1.17	1.16	0.00	0.70	1.33	0.00	0.00
Avail Cap(c_a), veh/h	241	482	473	241	615	629	497	0	430	370	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	71.0	54.9	54.9	65.2	49.4	49.4	54.9	0.0	49.5	59.9	0.0	0.0
Incr Delay (d2), s/veh	6.1	244.2	255.9	27.7	91.4	94.3	91.6	0.0	5.0	166.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	50.8	51.5	8.8	38.5	39.9	31.4	0.0	10.8	31.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.1	299.1	310.9	93.0	140.8	143.7	146.5	0.0	54.5	226.7	0.0	0.0
LnGrp LOS	E	F	F	F	F	F	F	A	D	F	A	A
Approach Vol, veh/h		1524			1646			877			493	
Approach Delay, s/veh		295.9			136.6			115.0			226.7	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.3	47.0		45.3	11.2	58.1		35.3				
Change Period (Y+Rc), s	* 4.7	7.0		5.3	* 4.7	7.0		5.3				
Max Green Setting (Gmax), s	* 20	40.0		40.0	* 20	40.0		30.0				
Max Q Clear Time (g_c+I1), s	17.5	42.0		42.0	7.0	53.1		32.0				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	195.7
HCM 6th LOS	F

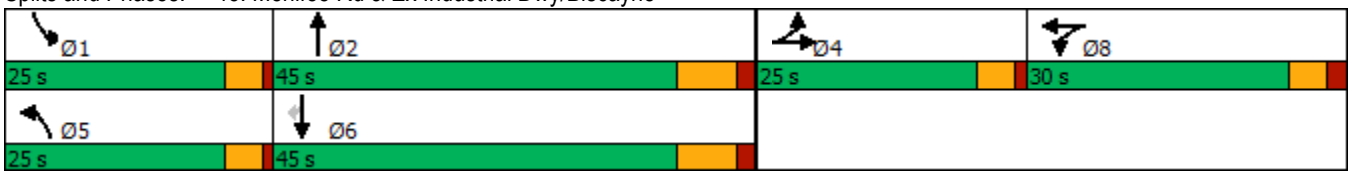
Notes

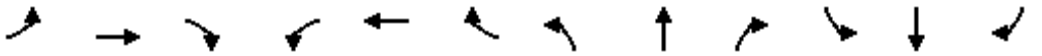
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	2	2	715	77	605	8
Future Volume (vph)	0	2	2	715	77	605	8
Turn Type	NA	NA	Prot	NA	Prot	NA	Perm
Protected Phases	4	8	5	2	1	6	
Permitted Phases							6
Detector Phase	4	8	5	2	1	6	6
Switch Phase							
Minimum Initial (s)	6.0	8.0	6.0	10.0	6.0	10.0	10.0
Minimum Split (s)	10.6	13.6	10.6	17.5	10.6	17.5	17.5
Total Split (s)	25.0	30.0	25.0	45.0	25.0	45.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%	36.0%
Yellow Time (s)	3.6	3.6	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	4.6	7.5	4.6	7.5	7.5
Lead/Lag			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	None	Min	Min
Act Effct Green (s)	6.1	9.9	6.1	41.1	9.8	51.3	51.3
Actuated g/C Ratio	0.08	0.13	0.08	0.53	0.13	0.66	0.66
v/c Ratio	0.03	0.46	0.02	1.02	0.44	0.63	0.01
Control Delay	38.0	33.5	38.0	56.3	39.0	13.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.0	33.5	38.0	56.3	39.0	13.8	0.0
LOS	D	C	D	E	D	B	A
Approach Delay	38.0	33.5		56.3		16.4	
Approach LOS	D	C		E		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 78.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 37.3	Intersection LOS: D
Intersection Capacity Utilization 67.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	0	52	2	30	2	715	59	77	605	8
Future Volume (veh/h)	3	0	0	52	2	30	2	715	59	77	605	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	0	0	68	3	39	3	929	77	100	786	10
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	12	0	0	105	5	60	9	893	74	132	1110	940
Arrive On Green	0.01	0.00	0.00	0.10	0.10	0.10	0.00	0.52	0.52	0.07	0.58	0.58
Sat Flow, veh/h	1809	0	0	1073	47	615	1810	1731	143	1810	1900	1610
Grp Volume(v), veh/h	4	0	0	110	0	0	3	0	1006	100	786	10
Grp Sat Flow(s),veh/h/ln	1810	0	0	1736	0	0	1810	0	1874	1810	1900	1610
Q Serve(g_s), s	0.2	0.0	0.0	4.4	0.0	0.0	0.1	0.0	37.5	3.9	21.3	0.2
Cycle Q Clear(g_c), s	0.2	0.0	0.0	4.4	0.0	0.0	0.1	0.0	37.5	3.9	21.3	0.2
Prop In Lane	1.00		0.00	0.62		0.35	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	12	0	0	170	0	0	9	0	967	132	1110	940
V/C Ratio(X)	0.35	0.00	0.00	0.65	0.00	0.00	0.34	0.00	1.04	0.76	0.71	0.01
Avail Cap(c_a), veh/h	508	0	0	582	0	0	508	0	967	508	1110	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	0.0	0.0	31.6	0.0	0.0	36.1	0.0	17.6	33.1	10.7	6.3
Incr Delay (d2), s/veh	16.7	0.0	0.0	4.1	0.0	0.0	21.4	0.0	40.1	8.5	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	2.0	0.0	0.0	0.1	0.0	24.6	2.0	8.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	0.0	0.0	35.6	0.0	0.0	57.5	0.0	57.7	41.5	12.8	6.3
LnGrp LOS	D	A	A	D	A	A	E	A	F	D	B	A
Approach Vol, veh/h		4			110			1009			896	
Approach Delay, s/veh		52.7			35.6			57.7			16.0	
Approach LOS		D			D			E			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	45.0		5.1	5.0	50.0		12.7				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	20.4	37.5		20.4	20.4	37.5		24.4				
Max Q Clear Time (g_c+I1), s	5.9	39.5		2.2	2.1	23.3		6.4				
Green Ext Time (p_c), s	0.2	0.0		0.0	0.0	5.0		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			38.0									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	167

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	3	151	0	72	1	694	349	126	542	2
Future Vol, veh/h	5	0	3	151	0	72	1	694	349	126	542	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	0	3	164	0	78	1	754	379	137	589	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1849	1999	590	1812	1811	944	591	0	0	1133	0	0
Stage 1	864	864	-	946	946	-	-	-	-	-	-	-
Stage 2	985	1135	-	866	865	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	58	61	511	~ 61	79	321	995	-	-	624	-	-
Stage 1	352	374	-	317	343	-	-	-	-	-	-	-
Stage 2	301	280	-	351	374	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	33	41	511	~ 45	53	321	995	-	-	624	-	-
Mov Cap-2 Maneuver	33	41	-	~ 45	53	-	-	-	-	-	-	-
Stage 1	351	252	-	316	342	-	-	-	-	-	-	-
Stage 2	227	279	-	235	252	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	89.6	$ 1446.2	0	2.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	995	-	-	51	62	624	-	-
HCM Lane V/C Ratio	0.001	-	-	0.171	3.91	0.219	-	-
HCM Control Delay (s)	8.6	0	-	89.5	$ 1446.2	12.4	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	26	0.8	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1053	0	0	700
Future Vol, veh/h	0	0	1053	0	0	700
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	1145	0	0	761

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1906	1145	0	0	1145	0
Stage 1	1145	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	76	245	-	-	618	-
Stage 1	306	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	76	245	-	-	618	-
Mov Cap-2 Maneuver	76	-	-	-	-	-
Stage 1	306	-	-	-	-	-
Stage 2	465	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	618	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	292.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	161	132	1026	670	34
Future Vol, veh/h	27	161	132	1026	670	34
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	35	206	169	1315	859	44

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2535	882	904	0	-	0
Stage 1	882	-	-	-	-	-
Stage 2	1653	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 31	348	761	-	-	-
Stage 1	408	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 5	348	760	-	-	-
Mov Cap-2 Maneuver	~ 5	-	-	-	-	-
Stage 1	71	-	-	-	-	-
Stage 2	173	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, $	3181.4	1.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	760	-	32	-	-
HCM Lane V/C Ratio	0.223	-	7.532	-	-
HCM Control Delay (s)	11.1	$	3181.4	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.8	-	29.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1439	36	43	1456	27	19
Future Volume (vph)	1439	36	43	1456	27	19
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	9.7	12.0	10.5	10.5
Total Split (s)	42.0	42.0	29.7	71.7	35.5	35.5
Total Split (%)	39.2%	39.2%	27.7%	66.9%	33.1%	33.1%
Yellow Time (s)	6.0	6.0	3.7	6.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.7	7.0	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	50.6	50.6	6.9	57.5	7.0	7.0
Actuated g/C Ratio	0.74	0.74	0.10	0.84	0.10	0.10
v/c Ratio	0.64	0.03	0.28	0.57	0.17	0.12
Control Delay	11.2	2.8	35.7	4.6	34.0	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.2	2.8	35.7	4.6	34.0	16.3
LOS	B	A	D	A	C	B
Approach Delay	11.0			5.5	26.8	
Approach LOS	B			A	C	

Intersection Summary	
Cycle Length: 107.2	
Actuated Cycle Length: 68.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 8.5	Intersection LOS: A
Intersection Capacity Utilization 54.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 52: McKinley & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1439	36	43	1456	27	19
Future Volume (veh/h)	1439	36	43	1456	27	19
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1693	42	51	1713	32	22
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2103	938	89	2594	93	83
Arrive On Green	0.58	0.58	0.05	0.72	0.05	0.05
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	1693	42	51	1713	32	22
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	20.0	0.6	1.5	13.8	0.9	0.7
Cycle Q Clear(g_c), s	20.0	0.6	1.5	13.8	0.9	0.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2103	938	89	2594	93	83
V/C Ratio(X)	0.81	0.04	0.57	0.66	0.34	0.27
Avail Cap(c_a), veh/h	2327	1038	833	4301	1000	890
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.9	4.9	25.2	4.1	24.9	24.8
Incr Delay (d2), s/veh	2.0	0.0	2.1	0.3	2.2	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.2	0.7	2.3	0.4	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.9	4.9	27.4	4.4	27.1	26.5
LnGrp LOS	B	A	C	A	C	C
Approach Vol, veh/h	1735			1764	54	
Approach Delay, s/veh	10.7			5.0	26.8	
Approach LOS	B			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	7.4	38.6				46.0	8.3
Change Period (Y+Rc), s	* 4.7	7.0				7.0	5.5
Max Green Setting (Gmax), s	* 25	35.0				64.7	30.0
Max Q Clear Time (g_c+I1), s	3.5	22.0				15.8	2.9
Green Ext Time (p_c), s	0.0	9.6				22.5	0.1

Intersection Summary	
HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	1255	147	99	1397	53	80	0	35	20	0	21
Future Vol, veh/h	56	1255	147	99	1397	53	80	0	35	20	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	56	1255	147	99	1397	53	80	0	35	20	0	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1450	0	0	1402	0	0	2338	3089	701	2362	3136	725
Stage 1	-	-	-	-	-	-	1441	1441	-	1622	1622	-
Stage 2	-	-	-	-	-	-	897	1648	-	740	1514	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	473	-	-	493	-	-	~ 20	12	386	~ 19	11	372
Stage 1	-	-	-	-	-	-	142	200	-	109	163	-
Stage 2	-	-	-	-	-	-	305	158	-	379	184	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	473	-	-	493	-	-	-	0	386	-	0	372
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	~ 60	84	-	46	0	-
Stage 2	-	-	-	-	-	-	-	0	-	145	78	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.6	6.5		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	473	-	-	493	-	-	-
HCM Lane V/C Ratio	-	0.118	-	-	0.201	-	-	-
HCM Control Delay (s)	-	13.6	3.6	-	14.1	6.2	-	-
HCM Lane LOS	-	B	A	-	B	A	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-	0.7	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1308	0	0	1551	0	0
Future Vol, veh/h	1308	0	0	1551	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1308	0	0	1551	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	654
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	414
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	414
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Intersection Delay, s/veh	14.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	12	141	42	45	0	119	154	19	8	201	61
Future Vol, veh/h	53	12	141	42	45	0	119	154	19	8	201	61
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	69	16	183	55	58	0	155	200	25	10	261	79
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

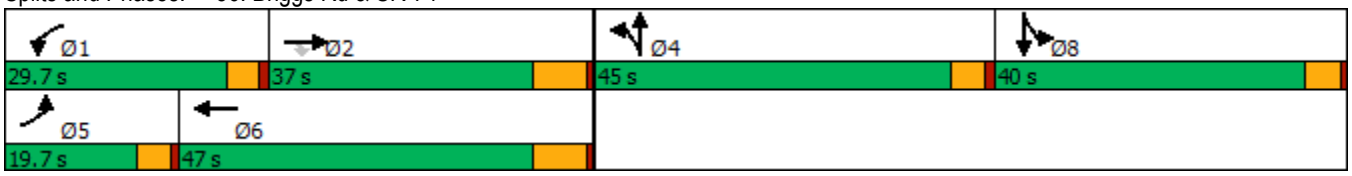
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	11.5	11.7	17	15.2
HCM LOS	B	B	C	C

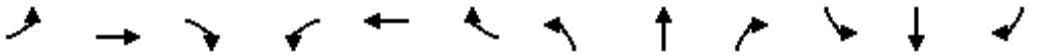
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	41%	82%	0%	48%	3%
Vol Thru, %	53%	18%	0%	52%	74%
Vol Right, %	7%	0%	100%	0%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	292	65	141	87	270
LT Vol	119	53	0	42	8
Through Vol	154	12	0	45	201
RT Vol	19	0	141	0	61
Lane Flow Rate	379	84	183	113	351
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.599	0.168	0.306	0.214	0.543
Departure Headway (Hd)	5.688	7.154	6.023	6.824	5.578
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	630	498	591	529	642
Service Time	3.773	4.948	3.816	4.824	3.666
HCM Lane V/C Ratio	0.602	0.169	0.31	0.214	0.547
HCM Control Delay	17	11.4	11.5	11.7	15.2
HCM Lane LOS	C	B	B	B	C
HCM 95th-tile Q	4	0.6	1.3	0.8	3.3

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	61	755	491	325	1064	423	223	188	203
Future Volume (vph)	61	755	491	325	1064	423	223	188	203
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Split	NA
Protected Phases	5	2		1	6	4	4	8	8
Permitted Phases			2						
Detector Phase	5	2	2	1	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	9.7	12.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	37.0	37.0	29.7	47.0	45.0	45.0	40.0	40.0
Total Split (%)	13.0%	24.4%	24.4%	19.6%	31.0%	29.7%	29.7%	26.4%	26.4%
Yellow Time (s)	3.7	6.0	6.0	3.7	6.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	10.3	30.0	30.0	25.0	44.7	40.1	40.1	30.0	30.0
Actuated g/C Ratio	0.07	0.20	0.20	0.17	0.30	0.27	0.27	0.20	0.20
v/c Ratio	0.58	1.23	0.82	1.28	1.36	1.04	1.25	0.62	0.87
Control Delay	84.4	164.2	20.6	194.5	208.6	102.1	167.1	60.6	78.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.4	164.2	20.6	194.5	208.6	102.1	167.1	60.6	78.3
LOS	F	F	C	F	F	F	F	E	E
Approach Delay		106.5			205.6		138.0		71.0
Approach LOS		F			F		F		E

Intersection Summary	
Cycle Length: 151.7	
Actuated Cycle Length: 146.9	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.36	
Intersection Signal Delay: 145.8	Intersection LOS: F
Intersection Capacity Utilization 97.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	755	491	325	1064	164	423	223	298	188	203	64
Future Volume (veh/h)	61	755	491	325	1064	164	423	223	298	188	203	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.89	1.00		0.84
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	73	910	592	392	1282	198	510	269	359	227	245	77
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	92	737	318	308	1015	156	493	186	249	372	271	85
Arrive On Green	0.05	0.20	0.20	0.17	0.32	0.32	0.27	0.27	0.27	0.21	0.21	0.21
Sat Flow, veh/h	1810	3610	1559	1810	3137	481	1810	684	913	1810	1318	414
Grp Volume(v), veh/h	73	910	592	392	734	746	510	0	628	227	0	322
Grp Sat Flow(s),veh/h/ln	1810	1805	1559	1810	1805	1813	1810	0	1598	1810	0	1732
Q Serve(g_s), s	5.9	30.0	30.0	25.0	47.5	47.5	40.0	0.0	40.0	16.7	0.0	26.6
Cycle Q Clear(g_c), s	5.9	30.0	30.0	25.0	47.5	47.5	40.0	0.0	40.0	16.7	0.0	26.6
Prop In Lane	1.00		1.00	1.00		0.27	1.00		0.57	1.00		0.24
Lane Grp Cap(c), veh/h	92	737	318	308	584	587	493	0	435	372	0	356
V/C Ratio(X)	0.79	1.23	1.86	1.27	1.26	1.27	1.03	0.00	1.44	0.61	0.00	0.91
Avail Cap(c_a), veh/h	185	737	318	308	584	587	493	0	435	431	0	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.9	58.4	58.4	60.9	49.7	49.7	53.4	0.0	53.4	53.0	0.0	57.0
Incr Delay (d2), s/veh	5.6	116.9	398.4	145.6	128.9	135.5	49.8	0.0	212.0	1.9	0.0	21.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	25.7	47.1	24.0	42.2	43.5	25.0	0.0	41.7	7.9	0.0	13.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.5	175.3	456.8	206.5	178.6	185.1	103.2	0.0	265.5	55.0	0.0	78.1
LnGrp LOS	E	F	F	F	F	F	F	A	F	D	A	E
Approach Vol, veh/h		1575			1872			1138			549	
Approach Delay, s/veh		276.4			187.1			192.8			68.6	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.7	37.0		45.0	12.2	54.5		35.2				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 25	30.0		40.0	* 15	40.0		35.0				
Max Q Clear Time (g_c+I1), s	27.0	32.0		42.0	7.9	49.5		28.6				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		1.5				

Intersection Summary		
HCM 6th Ctrl Delay		203.1
HCM 6th LOS		F

Notes

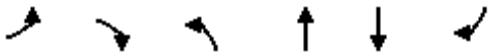
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	392	171	206	551	491	527
Future Volume (vph)	392	171	206	551	491	527
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	10.0	10.0	10.0
Minimum Split (s)	13.6	13.6	10.6	16.8	16.8	16.8
Total Split (s)	27.0	27.0	25.0	73.0	48.0	48.0
Total Split (%)	27.0%	27.0%	25.0%	73.0%	48.0%	48.0%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	4.6	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	21.9	21.9	15.3	45.8	25.8	25.8
Actuated g/C Ratio	0.27	0.27	0.19	0.57	0.32	0.32
v/c Ratio	1.00	0.36	0.75	0.64	0.53	0.68
Control Delay	74.1	6.5	46.8	14.1	23.9	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.1	6.5	46.8	14.1	23.9	5.8
LOS	E	A	D	B	C	A
Approach Delay	53.5			23.0	14.5	
Approach LOS	D			C	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 80.4	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 26.7	Intersection LOS: C
Intersection Capacity Utilization 61.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 57: Briggs Rd & Heritage HS Dwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	392	171	206	551	491	527
Future Volume (veh/h)	392	171	206	551	491	527
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	490	214	258	689	614	659
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	411	366	294	1218	1552	692
Arrive On Green	0.23	0.23	0.16	0.64	0.43	0.43
Sat Flow, veh/h	1810	1610	1810	1900	3705	1610
Grp Volume(v), veh/h	490	214	258	689	614	659
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1805	1610
Q Serve(g_s), s	21.4	11.2	13.1	19.2	11.0	37.2
Cycle Q Clear(g_c), s	21.4	11.2	13.1	19.2	11.0	37.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	411	366	294	1218	1552	692
V/C Ratio(X)	1.19	0.59	0.88	0.57	0.40	0.95
Avail Cap(c_a), veh/h	411	366	392	1335	1579	704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	32.4	38.5	9.5	18.4	25.9
Incr Delay (d2), s/veh	108.2	2.4	13.2	0.5	0.2	22.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.6	0.2	6.8	7.2	4.5	17.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	144.6	34.8	51.8	10.0	18.6	48.5
LnGrp LOS	F	C	D	A	B	D
Approach Vol, veh/h	704			947	1273	
Approach Delay, s/veh	111.2			21.4	34.1	
Approach LOS	F			C	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.2		27.0	19.9	47.3
Change Period (Y+Rc), s		6.8		5.6	4.6	6.8
Max Green Setting (Gmax), s		66.2		21.4	20.4	41.2
Max Q Clear Time (g_c+I1), s		21.2		23.4	15.1	39.2
Green Ext Time (p_c), s		5.7		0.0	0.2	1.3

Intersection Summary	
HCM 6th Ctrl Delay	48.5
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	312.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	0	0	51	0	194	0	708	164	23	648	0
Future Vol, veh/h	51	0	0	51	0	194	0	708	164	23	648	0
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	71	0	0	71	0	269	0	983	228	32	900	0
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	17.5	27.5	368.5	365
HCM LOS	C	D	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%	21%	3%
Vol Thru, %	100%	0%	0%	0%	97%
Vol Right, %	0%	100%	0%	79%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	708	164	51	245	671
LT Vol	0	0	51	51	23
Through Vol	708	0	0	0	648
RT Vol	0	164	0	194	0
Lane Flow Rate	983	228	71	340	932
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1.941	0.405	0.175	0.657	1.75
Departure Headway (Hd)	8.11	7.384	11.969	8.943	7.609
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	462	492	302	408	485
Service Time	5.81	5.084	9.969	6.943	5.609
HCM Lane V/C Ratio	2.128	0.463	0.235	0.833	1.922
HCM Control Delay	450.4	15	17.5	27.5	365
HCM Lane LOS	F	B	C	D	F
HCM 95th-tile Q	57.8	1.9	0.6	4.5	50.5

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	872	699	0
Future Vol, veh/h	0	0	0	872	699	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	872	699	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	699	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	443	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	443	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	78.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	109	0	0	95	0	39	18	724	52	31	650	18
Future Vol, veh/h	109	0	0	95	0	39	18	724	52	31	650	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	131	0	0	114	0	47	22	872	63	37	783	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1348	1850	794	1819	1830	471	805	0	0	938	0	0
Stage 1	868	868	-	951	951	-	-	-	-	-	-	-
Stage 2	480	982	-	868	879	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 120	75	391	~ 55	77	545	828	-	-	739	-	-
Stage 1	350	372	-	283	341	-	-	-	-	-	-	-
Stage 2	541	330	-	350	368	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 98	64	391	~ 49	66	543	828	-	-	737	-	-
Mov Cap-2 Maneuver	~ 98	64	-	~ 49	66	-	-	-	-	-	-	-
Stage 1	330	338	-	266	321	-	-	-	-	-	-	-
Stage 2	467	311	-	318	335	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	285.6	$ 774.5	0.5	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	828	-	-	98	67	737	-	-
HCM Lane V/C Ratio	0.026	-	-	1.34	2.41	0.051	-	-
HCM Control Delay (s)	9.5	0.3	-	285.6	$ 774.5	10.1	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	9.4	15.7	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	99	0	794	706	38
Future Vol, veh/h	0	99	0	794	706	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	99	0	794	706	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	725	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	428	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	428	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	428	-	-
HCM Lane V/C Ratio	-	0.231	-	-
HCM Control Delay (s)	-	15.9	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.9	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	0	68	23	0	7	67	773	8	2	776	27
Future Vol, veh/h	14	0	68	23	0	7	67	773	8	2	776	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	0	68	23	0	7	67	773	8	2	776	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1315	1709	790	1739	1718	391	803	0	0	781	0	0
Stage 1	794	794	-	911	911	-	-	-	-	-	-	-
Stage 2	521	915	-	828	807	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	127	92	393	63	91	614	830	-	-	845	-	-
Stage 1	384	403	-	299	356	-	-	-	-	-	-	-
Stage 2	512	354	-	368	397	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	112	79	393	46	78	614	830	-	-	845	-	-
Mov Cap-2 Maneuver	112	79	-	46	78	-	-	-	-	-	-	-
Stage 1	329	401	-	256	305	-	-	-	-	-	-	-
Stage 2	434	303	-	303	395	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.5	117.3	1.3	0
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	830	-	-	112	393	59	845	-	-
HCM Lane V/C Ratio	0.081	-	-	0.125	0.173	0.508	0.002	-	-
HCM Control Delay (s)	9.7	0.6	-	41.7	16.1	117.3	9.3	0	-
HCM Lane LOS	A	A	-	E	C	F	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.4	0.6	2	0	-	-

Intersection	
Intersection Delay, s/veh	243.7
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	42	109	738	48	69	799
Future Vol, veh/h	42	109	738	48	69	799
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	51	133	900	59	84	974
Number of Lanes	1	0	1	0	0	1

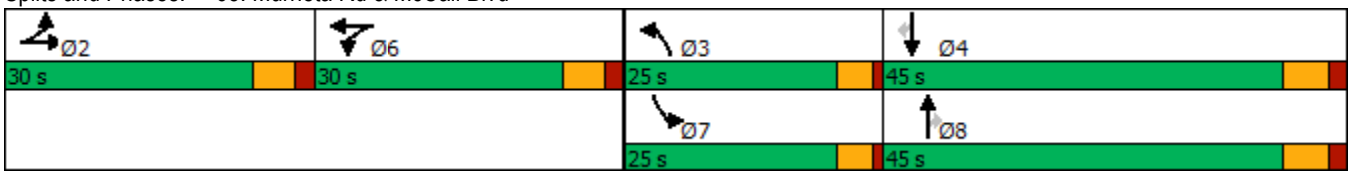
Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	14.9	227.1	298.5
HCM LOS	B	F	F

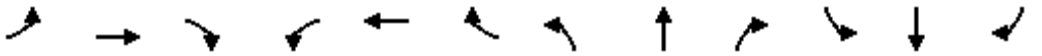
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	28%	8%
Vol Thru, %	94%	0%	92%
Vol Right, %	6%	72%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	786	151	868
LT Vol	0	42	69
Through Vol	738	0	799
RT Vol	48	109	0
Lane Flow Rate	959	184	1059
Geometry Grp	1	1	1
Degree of Util (X)	1.444	0.339	1.61
Departure Headway (Hd)	6.104	7.88	5.996
Convergence, Y/N	Yes	Yes	Yes
Cap	604	460	614
Service Time	4.104	5.88	3.996
HCM Lane V/C Ratio	1.588	0.4	1.725
HCM Control Delay	227.1	14.9	298.5
HCM Lane LOS	F	B	F
HCM 95th-tile Q	40.6	1.5	52.7

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	92	234	109	133	1	202	155	62	148	95
Future Volume (vph)	92	234	109	133	1	202	155	62	148	95
Turn Type	Split	NA	Split	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	2	2	6	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	2	2	6	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	12.1	12.1	12.1	12.1	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	30.0	30.0	30.0	30.0	25.0	45.0	45.0	25.0	45.0	45.0
Total Split (%)	23.1%	23.1%	23.1%	23.1%	19.2%	34.6%	34.6%	19.2%	34.6%	34.6%
Yellow Time (s)	4.1	4.1	4.1	4.1	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	6.1	6.1	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	11.5	11.5	11.2	11.2	6.4	15.1	15.1	8.2	23.2	23.2
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.09	0.22	0.22	0.12	0.34	0.34
v/c Ratio	0.35	0.45	0.43	0.42	0.01	0.56	0.38	0.33	0.27	0.18
Control Delay	32.3	30.5	34.0	18.4	37.0	31.2	9.9	36.7	18.6	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.3	30.5	34.0	18.4	37.0	31.2	9.9	36.7	18.6	5.0
LOS	C	C	C	B	D	C	A	D	B	A
Approach Delay		31.0		23.3		22.0			18.0	
Approach LOS		C		C		C			B	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 67.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 23.7	Intersection LOS: C
Intersection Capacity Utilization 47.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 65: Murrieta Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	234	1	109	133	104	1	202	155	62	148	95
Future Volume (veh/h)	92	234	1	109	133	104	1	202	155	62	148	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	108	275	1	128	156	122	1	238	182	73	174	112
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	253	516	2	271	297	218	3	368	307	136	507	424
Arrive On Green	0.14	0.14	0.14	0.15	0.15	0.15	0.00	0.19	0.19	0.07	0.27	0.27
Sat Flow, veh/h	1810	3689	13	1810	1988	1455	1810	1900	1589	1810	1900	1590
Grp Volume(v), veh/h	108	135	141	128	141	137	1	238	182	73	174	112
Grp Sat Flow(s),veh/h/ln	1810	1805	1898	1810	1805	1638	1810	1900	1589	1810	1900	1590
Q Serve(g_s), s	2.9	3.6	3.6	3.4	3.8	4.1	0.0	6.1	5.5	2.0	3.9	2.9
Cycle Q Clear(g_c), s	2.9	3.6	3.6	3.4	3.8	4.1	0.0	6.1	5.5	2.0	3.9	2.9
Prop In Lane	1.00		0.01	1.00		0.89	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	253	252	265	271	270	245	3	368	307	136	507	424
V/C Ratio(X)	0.43	0.53	0.53	0.47	0.52	0.56	0.29	0.65	0.59	0.54	0.34	0.26
Avail Cap(c_a), veh/h	824	822	864	824	822	746	704	1398	1169	704	1398	1169
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	21.0	21.0	20.4	20.6	20.7	26.2	19.5	19.3	23.4	15.5	15.2
Incr Delay (d2), s/veh	1.1	1.7	1.7	1.3	1.6	2.0	16.3	1.9	1.8	1.2	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.5	1.6	1.4	1.5	1.5	0.0	2.6	2.0	0.9	1.5	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	22.7	22.6	21.7	22.1	22.7	42.4	21.4	21.1	24.6	15.9	15.5
LnGrp LOS	C	C	C	C	C	C	D	C	C	C	B	B
Approach Vol, veh/h		384			406			421			359	
Approach Delay, s/veh		22.4			22.2			21.3			17.6	
Approach LOS		C			C			C			B	

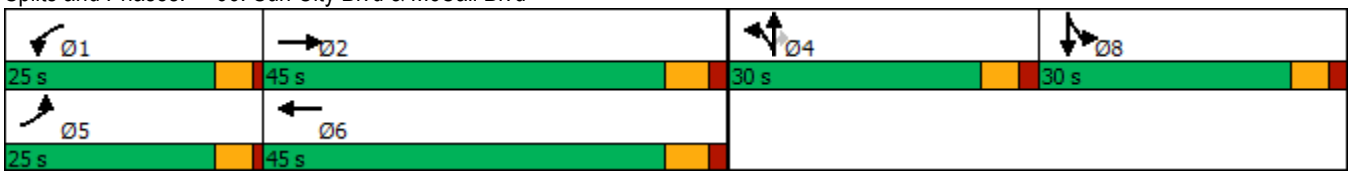
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.4	4.7	20.4		14.0	8.5	16.6				
Change Period (Y+Rc), s		6.1	4.6	6.4		6.1	4.6	6.4				
Max Green Setting (Gmax), s		23.9	20.4	38.6		23.9	20.4	38.6				
Max Q Clear Time (g_c+I1), s		5.6	2.0	5.9		6.1	4.0	8.1				
Green Ext Time (p_c), s		1.7	0.0	1.4		1.8	0.1	2.1				

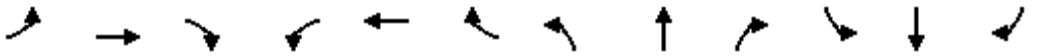
Intersection Summary	
HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	31	378	243	410	49	88	58
Future Volume (vph)	31	378	243	410	49	88	58
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	4		8
Permitted Phases						4	
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	13.6	13.6	13.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	6.7	17.0	20.5	35.5	8.5	8.5	9.9
Actuated g/C Ratio	0.09	0.22	0.26	0.46	0.11	0.11	0.13
v/c Ratio	0.24	0.66	0.61	0.34	0.27	0.38	0.43
Control Delay	39.2	31.7	33.2	15.7	35.4	11.4	34.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.2	31.7	33.2	15.7	35.4	11.4	34.5
LOS	D	C	C	B	D	B	C
Approach Delay		32.2		21.7	23.3		34.5
Approach LOS		C		C	C		C

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 78	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 26.5	Intersection LOS: C
Intersection Capacity Utilization 51.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 66: Sun City Blvd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	378	56	243	410	56	39	49	88	90	58	11
Future Volume (veh/h)	31	378	56	243	410	56	39	49	88	90	58	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	450	67	289	488	67	46	58	105	107	69	13
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	82	675	100	343	1140	156	188	263	196	222	191	36
Arrive On Green	0.05	0.21	0.21	0.19	0.36	0.36	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1810	3152	467	1810	3184	435	1515	2114	1574	1810	1552	292
Grp Volume(v), veh/h	37	257	260	289	276	279	55	49	105	107	0	82
Grp Sat Flow(s),veh/h/ln	1810	1805	1814	1810	1805	1814	1824	1805	1574	1810	0	1844
Q Serve(g_s), s	1.2	8.2	8.3	9.7	7.3	7.3	1.7	1.5	3.9	3.5	0.0	2.6
Cycle Q Clear(g_c), s	1.2	8.2	8.3	9.7	7.3	7.3	1.7	1.5	3.9	3.5	0.0	2.6
Prop In Lane	1.00		0.26	1.00		0.24	0.83		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	82	387	388	343	646	650	227	224	196	222	0	227
V/C Ratio(X)	0.45	0.66	0.67	0.84	0.43	0.43	0.24	0.22	0.54	0.48	0.00	0.36
Avail Cap(c_a), veh/h	589	1120	1125	589	1120	1126	710	703	613	704	0	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.2	22.6	22.6	24.5	15.2	15.3	24.8	24.7	25.8	25.6	0.0	25.2
Incr Delay (d2), s/veh	1.4	2.0	2.0	2.2	0.4	0.5	0.6	0.5	2.3	1.6	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.4	3.4	4.0	2.7	2.7	0.7	0.6	1.5	1.5	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	24.5	24.6	26.7	15.7	15.7	25.3	25.2	28.0	27.2	0.0	26.2
LnGrp LOS	C	C	C	C	B	B	C	C	C	C	A	C
Approach Vol, veh/h		554			844			209			189	
Approach Delay, s/veh		25.0			19.5			26.7			26.8	
Approach LOS		C			B			C			C	

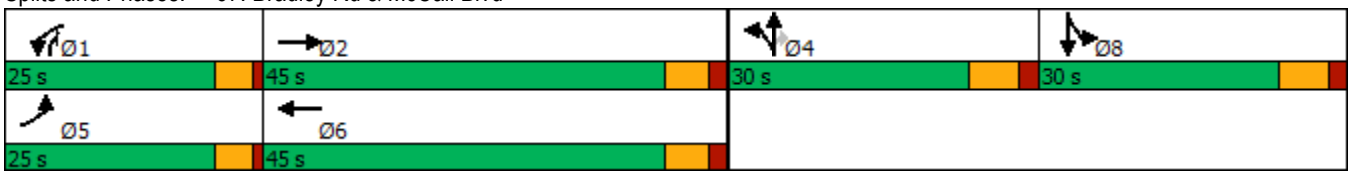
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.5	19.5		13.4	7.4	28.5		13.3				
Change Period (Y+Rc), s	4.6	6.1		5.6	4.6	6.1		5.6				
Max Green Setting (Gmax), s	20.4	38.9		24.4	20.4	38.9		24.4				
Max Q Clear Time (g_c+I1), s	11.7	10.3		5.9	3.2	9.3		5.5				
Green Ext Time (p_c), s	0.3	3.2		0.8	0.0	3.5		1.0				

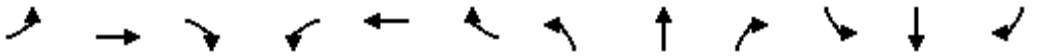
Intersection Summary			
HCM 6th Ctrl Delay		22.8	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	575	472	626	54	44	415	143	51
Future Volume (vph)	6	575	472	626	54	44	415	143	51
Turn Type	Prot	NA	Prot	NA	Split	NA	pm+ov	Split	NA
Protected Phases	5	2	1	6	4	4	1	8	8
Permitted Phases							4		
Detector Phase	5	2	1	6	4	4	1	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	10.6	14.8	14.8
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	19.2%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.3	24.2	21.3	48.6	9.5	9.5	30.1	13.6	13.6
Actuated g/C Ratio	0.07	0.27	0.24	0.54	0.11	0.11	0.34	0.15	0.15
v/c Ratio	0.06	0.72	1.20	0.40	0.31	0.24	0.69	0.57	0.25
Control Delay	48.0	34.7	143.9	14.9	46.8	45.1	15.8	46.7	34.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0	34.7	143.9	14.9	46.8	45.1	15.8	46.7	34.9
LOS	D	C	F	B	D	D	B	D	C
Approach Delay		34.8		66.3		21.6			43.0
Approach LOS		C		E		C			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 89.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.20	
Intersection Signal Delay: 47.5	Intersection LOS: D
Intersection Capacity Utilization 73.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 67: Bradley Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	575	63	472	626	87	54	44	415	143	51	15
Future Volume (veh/h)	6	575	63	472	626	87	54	44	415	143	51	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	7	625	68	513	680	95	59	48	451	155	55	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	19	779	85	356	1346	188	405	425	677	196	152	44
Arrive On Green	0.01	0.24	0.24	0.20	0.42	0.42	0.22	0.22	0.22	0.11	0.11	0.11
Sat Flow, veh/h	1810	3284	357	1810	3181	444	1810	1900	1610	1810	1408	410
Grp Volume(v), veh/h	7	343	350	513	386	389	59	48	451	155	0	71
Grp Sat Flow(s),veh/h/ln	1810	1805	1836	1810	1805	1820	1810	1900	1610	1810	0	1818
Q Serve(g_s), s	0.4	18.6	18.6	20.4	16.2	16.3	2.7	2.1	23.2	8.7	0.0	3.8
Cycle Q Clear(g_c), s	0.4	18.6	18.6	20.4	16.2	16.3	2.7	2.1	23.2	8.7	0.0	3.8
Prop In Lane	1.00		0.19	1.00		0.24	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	19	428	435	356	764	770	405	425	677	196	0	197
V/C Ratio(X)	0.37	0.80	0.80	1.44	0.50	0.51	0.15	0.11	0.67	0.79	0.00	0.36
Avail Cap(c_a), veh/h	356	677	689	356	764	770	405	425	677	405	0	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.0	37.3	37.3	41.7	21.9	21.9	32.3	32.1	24.2	45.1	0.0	42.9
Incr Delay (d2), s/veh	4.3	3.7	3.7	213.9	0.5	0.5	0.2	0.1	2.5	7.0	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	8.4	8.6	30.0	6.7	6.8	1.2	1.0	8.7	4.1	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.3	41.0	41.0	255.6	22.5	22.5	32.5	32.2	26.7	52.1	0.0	44.0
LnGrp LOS	E	D	D	F	C	C	C	C	C	D	A	D
Approach Vol, veh/h		700			1288			558			226	
Approach Delay, s/veh		41.1			115.3			27.8			49.6	
Approach LOS		D			F			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	30.7		30.0	5.7	50.0		18.0				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		23.2				
Max Q Clear Time (g_c+I1), s	22.4	20.6		25.2	2.4	18.3		10.7				
Green Ext Time (p_c), s	0.0	4.0		0.0	0.0	4.7		0.6				

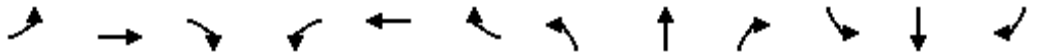
Intersection Summary		
HCM 6th Ctrl Delay		73.6
HCM 6th LOS		E

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	766	367	731	873	3	311
Future Volume (vph)	766	367	731	873	3	311
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		9.0	9.5	9.5	9.5
Total Split (s)	42.0		29.0	71.0	29.0	29.0
Total Split (%)	42.0%		29.0%	71.0%	29.0%	29.0%
Yellow Time (s)	4.0		3.5	4.0	4.0	4.0
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.0	4.5	4.5	4.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	C-Min	None	None
Act Effct Green (s)	27.5	100.0	42.1	73.6	17.4	17.4
Actuated g/C Ratio	0.28	1.00	0.42	0.74	0.17	0.17
v/c Ratio	0.79	0.24	0.99	0.34	0.74	0.74
Control Delay	39.7	0.4	38.8	9.5	52.5	26.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.7	0.4	38.8	9.5	52.5	26.5
LOS	D	A	D	A	D	C
Approach Delay	27.0			22.8	37.3	
Approach LOS	C			C	D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 61 (61%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 26.6	Intersection LOS: C
Intersection Capacity Utilization 84.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 68: I-215 SB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	766	367	731	873	0	0	0	0	221	3	311
Future Volume (veh/h)	0	766	367	731	873	0	0	0	0	221	3	311
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	790	0	754	900	0				228	3	321
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1445		452	2492	0				392	5	354
Arrive On Green	0.00	0.40	0.00	0.50	1.00	0.00				0.22	0.22	0.22
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1787	24	1610
Grp Volume(v), veh/h	0	790	0	754	900	0				231	0	321
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1811	0	1610
Q Serve(g_s), s	0.0	16.8	0.0	25.0	0.0	0.0				11.4	0.0	19.4
Cycle Q Clear(g_c), s	0.0	16.8	0.0	25.0	0.0	0.0				11.4	0.0	19.4
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	1445		452	2492	0				398	0	354
V/C Ratio(X)	0.00	0.55		1.67	0.36	0.00				0.58	0.00	0.91
Avail Cap(c_a), veh/h	0	1445		452	2492	0				444	0	394
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.67	0.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.0	0.0	25.0	0.0	0.0				34.9	0.0	38.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	300.9	0.0	0.0				0.7	0.0	21.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.0	0.0	44.8	0.0	0.0				5.0	0.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.0	0.0	325.9	0.0	0.0				35.6	0.0	59.7
LnGrp LOS	A	C		F	A	A				D	A	E
Approach Vol, veh/h		790			1654						552	
Approach Delay, s/veh		24.0			148.6						49.6	
Approach LOS		C			F						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	29.0	44.5		26.5		73.5
Change Period (Y+Rc), s	4.0	4.5		4.5		4.5
Max Green Setting (Gmax), s	25.0	37.5		24.5		66.5
Max Q Clear Time (g_c+I1), s	27.0	18.8		21.4		2.0
Green Ext Time (p_c), s	0.0	3.5		0.5		4.6

Intersection Summary		
HCM 6th Ctrl Delay		97.5
HCM 6th LOS		F

Notes

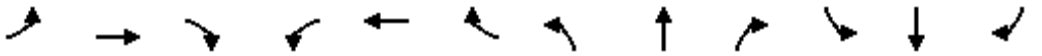
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	238	749	1370	456	4	600
Future Volume (vph)	238	749	1370	456	4	600
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	8.5	9.5	9.5		9.5	9.5
Total Split (s)	34.0	60.0	26.0		40.0	40.0
Total Split (%)	34.0%	60.0%	26.0%		40.0%	40.0%
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min		None	None
Act Effct Green (s)	17.9	57.8	36.3	100.0	33.2	33.2
Actuated g/C Ratio	0.18	0.58	0.36	1.00	0.33	0.33
v/c Ratio	0.75	0.37	1.07	0.29	0.40	0.93
Control Delay	61.8	2.5	77.9	0.5	27.4	45.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.8	2.5	77.9	0.5	27.4	45.4
LOS	E	A	E	A	C	D
Approach Delay		16.8	58.6		40.3	
Approach LOS		B	E		D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 43.1	Intersection LOS: D
Intersection Capacity Utilization 84.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 69: I-215 NB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	749	0	0	1370	456	234	4	600	0	0	0
Future Volume (veh/h)	238	749	0	0	1370	456	234	4	600	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	243	764	0	0	1398	0	239	4	612			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	279	2004	0	0	1321		632	11	572			
Arrive On Green	0.15	0.56	0.00	0.00	0.37	0.00	0.35	0.35	0.35			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1781	30	1610			
Grp Volume(v), veh/h	243	764	0	0	1398	0	243	0	612			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	13.1	11.9	0.0	0.0	36.6	0.0	10.0	0.0	35.5			
Cycle Q Clear(g_c), s	13.1	11.9	0.0	0.0	36.6	0.0	10.0	0.0	35.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	279	2004	0	0	1321		643	0	572			
V/C Ratio(X)	0.87	0.38	0.00	0.00	1.06		0.38	0.00	1.07			
Avail Cap(c_a), veh/h	552	2004	0	0	1321		643	0	572			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.51	0.51	0.00	0.00	0.21	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	41.3	12.6	0.0	0.0	31.7	0.0	24.0	0.0	32.3			
Incr Delay (d2), s/veh	1.8	0.3	0.0	0.0	30.5	0.0	0.4	0.0	58.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.9	4.6	0.0	0.0	20.7	0.0	4.2	0.0	22.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.1	12.8	0.0	0.0	62.2	0.0	24.4	0.0	90.2			
LnGrp LOS	D	B	A	A	F		C	A	F			
Approach Vol, veh/h		1007			1398			855				
Approach Delay, s/veh		20.1			62.2			71.5				
Approach LOS		C			E			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.0			18.9	41.1		40.0				
Change Period (Y+Rc), s		4.5			3.5	4.5		4.5				
Max Green Setting (Gmax), s		55.5			30.5	21.5		35.5				
Max Q Clear Time (g_c+I1), s		13.9			15.1	38.6		37.5				
Green Ext Time (p_c), s		3.7			0.3	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	51.7
HCM 6th LOS	D

Notes

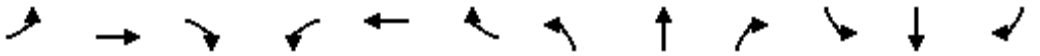
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	154	1094	52	1483	179	22	51	22	17
Future Volume (vph)	154	1094	52	1483	179	22	51	22	17
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases					4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	14.8	14.8	14.8
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	25.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	12.1	48.6	7.5	39.2	19.1	19.1	19.1	19.8	19.8
Actuated g/C Ratio	0.14	0.55	0.09	0.44	0.22	0.22	0.22	0.22	0.22
v/c Ratio	0.64	0.63	0.35	0.97	0.79	0.06	0.13	0.07	0.37
Control Delay	48.8	17.4	46.6	42.2	57.4	28.3	3.5	28.2	8.6
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.8	17.7	46.6	42.2	57.4	28.3	3.5	28.2	8.6
LOS	D	B	D	D	E	C	A	C	A
Approach Delay		21.2		42.4		43.9			10.8
Approach LOS		C		D		D			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 88.1	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 32.1	Intersection LOS: C
Intersection Capacity Utilization 90.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 70: Encanto Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	1094	100	52	1483	22	179	22	51	22	17	164
Future Volume (veh/h)	154	1094	100	52	1483	22	179	22	51	22	17	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	159	1128	103	54	1529	23	185	23	53	23	18	169
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	195	1648	150	90	1586	24	279	495	415	416	41	381
Arrive On Green	0.11	0.49	0.49	0.05	0.44	0.44	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3338	304	1810	3640	55	1208	1900	1595	1333	156	1464
Grp Volume(v), veh/h	159	609	622	54	757	795	185	23	53	23	0	187
Grp Sat Flow(s),veh/h/ln	1810	1805	1837	1810	1805	1890	1208	1900	1595	1333	0	1620
Q Serve(g_s), s	7.7	23.0	23.1	2.6	36.4	36.5	13.5	0.8	2.3	1.2	0.0	8.6
Cycle Q Clear(g_c), s	7.7	23.0	23.1	2.6	36.4	36.5	22.1	0.8	2.3	2.0	0.0	8.6
Prop In Lane	1.00		0.17	1.00		0.03	1.00		1.00	1.00		0.90
Lane Grp Cap(c), veh/h	195	891	907	90	786	823	279	495	415	416	0	422
V/C Ratio(X)	0.81	0.68	0.69	0.60	0.96	0.97	0.66	0.05	0.13	0.06	0.00	0.44
Avail Cap(c_a), veh/h	414	891	907	414	788	825	279	495	415	426	0	434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.9	17.2	17.3	41.5	24.5	24.5	36.8	24.7	25.2	25.4	0.0	27.6
Incr Delay (d2), s/veh	3.1	2.2	2.2	2.4	23.4	23.1	5.8	0.0	0.1	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	9.2	9.4	1.2	18.4	19.3	4.3	0.4	0.8	0.4	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	19.4	19.4	43.9	47.9	47.6	42.6	24.7	25.4	25.5	0.0	28.3
LnGrp LOS	D	B	B	D	D	D	D	C	C	C	A	C
Approach Vol, veh/h		1390			1606			261			210	
Approach Delay, s/veh		22.0			47.6			37.5			28.0	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	50.1		30.0	14.2	44.9		30.0				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		* 6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		* 24				
Max Q Clear Time (g_c+I1), s	4.6	25.1		24.1	9.7	38.5		10.6				
Green Ext Time (p_c), s	0.0	6.8		0.0	0.1	0.3		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		35.4	
HCM 6th LOS		D	

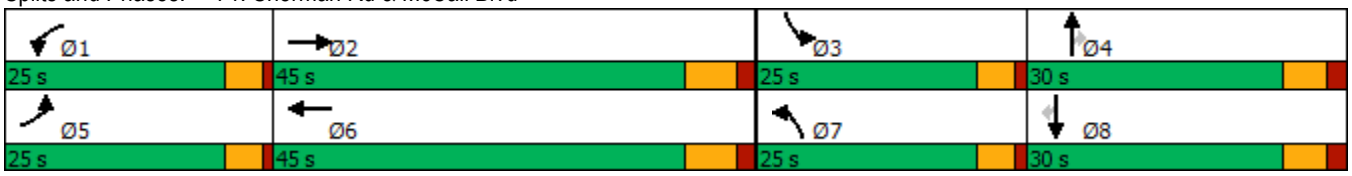
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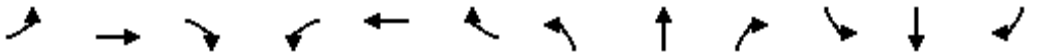
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	126	1120	34	1329	93	29	26	47	16	57
Future Volume (vph)	126	1120	34	1329	93	29	26	47	16	57
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4		3	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.8	10.6	16.8	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	10.8	52.1	6.8	41.6	9.2	12.2	12.2	7.3	8.1	8.1
Actuated g/C Ratio	0.13	0.61	0.08	0.48	0.11	0.14	0.14	0.09	0.09	0.09
v/c Ratio	0.58	0.55	0.25	0.82	0.50	0.11	0.09	0.31	0.09	0.24
Control Delay	47.4	16.3	44.7	28.0	47.3	37.5	0.5	45.4	40.9	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	16.3	44.7	28.0	47.3	37.5	0.5	45.4	40.9	3.0
LOS	D	B	D	C	D	D	A	D	D	A
Approach Delay		19.4		28.4		37.1			24.5	
Approach LOS		B		C		D			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 85.8	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 24.8	Intersection LOS: C
Intersection Capacity Utilization 71.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 71: Sherman Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	1120	34	34	1329	53	93	29	26	47	16	57
Future Volume (veh/h)	126	1120	34	34	1329	53	93	29	26	47	16	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.95	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	130	1155	35	35	1370	55	96	30	27	48	16	59
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	166	1784	54	74	1587	64	125	230	184	91	194	159
Arrive On Green	0.09	0.50	0.50	0.04	0.45	0.45	0.07	0.12	0.12	0.05	0.10	0.10
Sat Flow, veh/h	1810	3574	108	1810	3537	142	1810	1900	1522	1810	1900	1555
Grp Volume(v), veh/h	130	583	607	35	698	727	96	30	27	48	16	59
Grp Sat Flow(s),veh/h/ln	1810	1805	1877	1810	1805	1874	1810	1900	1522	1810	1900	1555
Q Serve(g_s), s	5.4	18.3	18.3	1.4	26.6	26.8	4.0	1.1	1.2	2.0	0.6	2.7
Cycle Q Clear(g_c), s	5.4	18.3	18.3	1.4	26.6	26.8	4.0	1.1	1.2	2.0	0.6	2.7
Prop In Lane	1.00		0.06	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	166	901	937	74	810	841	125	230	184	91	194	159
V/C Ratio(X)	0.78	0.65	0.65	0.47	0.86	0.86	0.77	0.13	0.15	0.53	0.08	0.37
Avail Cap(c_a), veh/h	482	901	937	482	900	934	482	593	475	482	593	485
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	14.2	14.2	35.9	19.0	19.0	35.1	30.1	30.1	35.5	31.1	32.1
Incr Delay (d2), s/veh	3.1	1.6	1.6	1.7	8.0	7.9	3.7	0.3	0.4	1.8	0.2	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	6.3	6.6	0.6	10.9	11.3	1.8	0.5	0.5	0.9	0.3	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	15.8	15.8	37.6	27.0	26.9	38.7	30.3	30.5	37.3	31.3	33.5
LnGrp LOS	D	B	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1320			1460			153			123	
Approach Delay, s/veh		17.9			27.2			35.6			34.7	
Approach LOS		B			C			D			C	

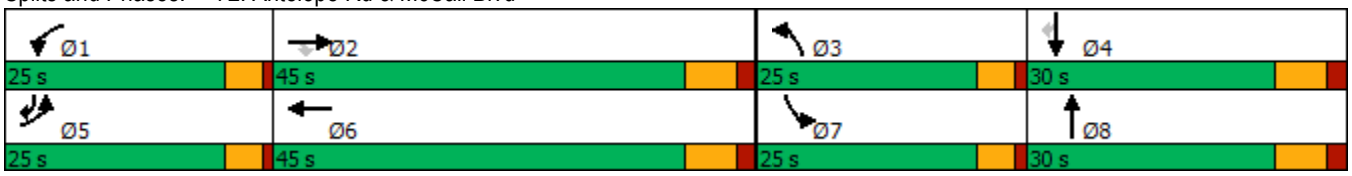
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	45.1	8.4	15.4	11.6	41.2	9.9	13.9
Change Period (Y+Rc), s	4.6	6.8	4.6	6.1	4.6	6.8	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.9	20.4	38.2	20.4	23.9
Max Q Clear Time (g_c+I1), s	3.4	20.3	4.0	3.2	7.4	28.8	6.0	4.7
Green Ext Time (p_c), s	0.0	6.7	0.0	0.2	0.1	5.6	0.1	0.2

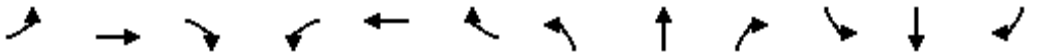
Intersection Summary	
HCM 6th Ctrl Delay	23.9
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	74	1137	16	46	1219	51	15	23	2	85
Future Volume (vph)	74	1137	16	46	1219	51	15	23	2	85
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8	7	4	5
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	5
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	16.8	16.8	10.6	16.8	10.6	14.8	10.6	14.8	10.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0	25.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%	20.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	6.8	4.6	6.8	4.6	6.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	8.2	45.6	45.6	7.1	40.0	10.4	8.5	6.3	8.1	17.1
Actuated g/C Ratio	0.10	0.58	0.58	0.09	0.51	0.13	0.11	0.08	0.10	0.22
v/c Ratio	0.42	0.58	0.02	0.30	0.76	0.23	0.42	0.17	0.01	0.21
Control Delay	41.6	14.9	0.1	40.4	21.1	33.7	16.3	39.3	36.0	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.6	14.9	0.1	40.4	21.1	33.7	16.3	39.3	36.0	7.9
LOS	D	B	A	D	C	C	B	D	D	A
Approach Delay		16.3			21.7		22.1		14.8	
Approach LOS		B			C		C		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 79.1	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 19.1	Intersection LOS: B
Intersection Capacity Utilization 65.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 72: Antelope Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	1137	16	46	1219	71	51	15	87	23	2	85
Future Volume (veh/h)	74	1137	16	46	1219	71	51	15	87	23	2	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	79	1210	17	49	1297	76	54	16	93	24	2	90
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	119	1696	756	94	1580	92	99	32	186	57	207	282
Arrive On Green	0.07	0.47	0.47	0.05	0.46	0.46	0.05	0.13	0.13	0.03	0.11	0.11
Sat Flow, veh/h	1810	3610	1610	1810	3466	203	1810	242	1405	1810	1900	1610
Grp Volume(v), veh/h	79	1210	17	49	674	699	54	0	109	24	2	90
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1864	1810	0	1647	1810	1900	1610
Q Serve(g_s), s	3.1	19.4	0.4	1.9	23.5	23.7	2.1	0.0	4.5	0.9	0.1	3.5
Cycle Q Clear(g_c), s	3.1	19.4	0.4	1.9	23.5	23.7	2.1	0.0	4.5	0.9	0.1	3.5
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	119	1696	756	94	823	849	99	0	218	57	207	282
V/C Ratio(X)	0.66	0.71	0.02	0.52	0.82	0.82	0.54	0.00	0.50	0.42	0.01	0.32
Avail Cap(c_a), veh/h	509	1901	848	509	951	982	509	0	527	509	608	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	15.3	10.3	33.5	17.1	17.2	33.4	0.0	29.2	34.5	28.8	26.1
Incr Delay (d2), s/veh	2.3	1.1	0.0	1.7	5.1	5.1	1.7	0.0	1.8	1.8	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	6.5	0.1	0.9	9.9	10.2	0.9	0.0	1.8	0.4	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	16.5	10.3	35.2	22.2	22.2	35.1	0.0	31.0	36.3	28.8	26.8
LnGrp LOS	D	B	B	D	C	C	D	A	C	D	C	C
Approach Vol, veh/h		1306			1422			163			116	
Approach Delay, s/veh		17.5			22.7			32.4			28.8	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	40.9	8.6	14.7	9.4	39.9	6.9	16.4
Change Period (Y+Rc), s	4.6	6.8	4.6	6.8	4.6	6.8	4.6	6.8
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.2	20.4	38.2	20.4	23.2
Max Q Clear Time (g_c+I1), s	3.9	21.4	4.1	5.5	5.1	25.7	2.9	6.5
Green Ext Time (p_c), s	0.0	7.3	0.0	0.2	0.1	7.4	0.0	0.5

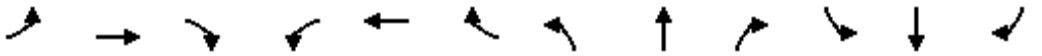
Intersection Summary	
HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	204	1108	2	1201	162	6	6	73	1	194
Future Volume (vph)	204	1108	2	1201	162	6	6	73	1	194
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases					6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	8.0	8.0	21.0	21.0	21.0
Minimum Split (s)	10.6	17.2	10.6	17.2	17.2	13.6	13.6	26.6	26.6	26.6
Total Split (s)	40.0	60.0	25.0	45.0	45.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	32.0%	48.0%	20.0%	36.0%	36.0%	32.0%	32.0%	32.0%	32.0%	32.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2		5.6		5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	16.2	56.7	6.0	37.9	37.9		21.1		21.1	21.1
Actuated g/C Ratio	0.17	0.61	0.06	0.41	0.41		0.23		0.23	0.23
v/c Ratio	0.74	1.10	0.02	0.93	0.26		0.05		0.28	0.42
Control Delay	50.7	77.1	43.0	39.9	10.0		23.7		33.8	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	50.7	77.1	43.0	39.9	10.0		23.7		33.8	7.2
LOS	D	E	D	D	B		C		C	A
Approach Delay		73.0		36.4			23.7		14.5	
Approach LOS		E		D			C		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 92.6	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 50.6	Intersection LOS: D
Intersection Capacity Utilization 95.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	1108	2	2	1201	162	6	6	6	73	1	194
Future Volume (veh/h)	204	1108	2	2	1201	162	6	6	6	73	1	194
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	234	1274	2	2	1380	186	7	7	7	84	1	223
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	273	1094	2	6	1550	691	145	144	118	403	4	368
Arrive On Green	0.15	0.58	0.58	0.00	0.43	0.43	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	1896	3	1810	3610	1610	403	626	514	1414	19	1602
Grp Volume(v), veh/h	234	0	1276	2	1380	186	21	0	0	85	0	223
Grp Sat Flow(s),veh/h/ln	1810	0	1899	1810	1805	1610	1543	0	0	1433	0	1602
Q Serve(g_s), s	11.5	0.0	52.8	0.1	32.3	6.8	0.0	0.0	0.0	3.2	0.0	11.4
Cycle Q Clear(g_c), s	11.5	0.0	52.8	0.1	32.3	6.8	4.0	0.0	0.0	4.2	0.0	11.4
Prop In Lane	1.00		0.00	1.00		1.00	0.33		0.33	0.99		1.00
Lane Grp Cap(c), veh/h	273	0	1096	6	1550	691	407	0	0	407	0	368
V/C Ratio(X)	0.86	0.00	1.16	0.34	0.89	0.27	0.05	0.00	0.00	0.21	0.00	0.61
Avail Cap(c_a), veh/h	700	0	1096	403	1550	691	626	0	0	614	0	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	19.3	45.5	24.1	16.8	27.5	0.0	0.0	28.7	0.0	31.6
Incr Delay (d2), s/veh	3.0	0.0	84.1	12.2	7.0	0.3	0.1	0.0	0.0	0.3	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	46.0	0.1	14.5	2.5	0.4	0.0	0.0	1.5	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	0.0	103.4	57.7	31.1	17.1	27.5	0.0	0.0	29.0	0.0	33.2
LnGrp LOS	D	A	F	E	C	B	C	A	A	C	A	C
Approach Vol, veh/h		1510			1568			21			308	
Approach Delay, s/veh		93.7			29.5			27.5			32.0	
Approach LOS		F			C			C			C	

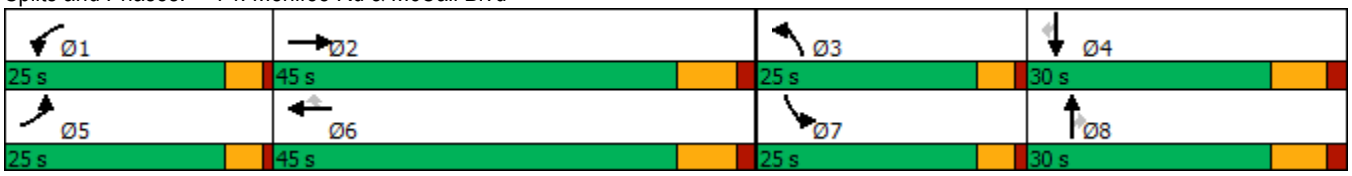
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	60.0		26.6	18.4	46.5		26.6				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	52.8		34.4	35.4	37.8		34.4				
Max Q Clear Time (g_c+I1), s	2.1	54.8		13.4	13.5	34.3		6.0				
Green Ext Time (p_c), s	0.0	0.0		1.2	0.3	3.0		0.1				

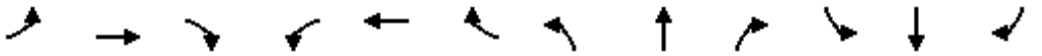
Intersection Summary			
HCM 6th Ctrl Delay		58.2	
HCM 6th LOS		E	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	457	433	48	683	197	350	368	54	181	290	331
Future Volume (vph)	457	433	48	683	197	350	368	54	181	290	331
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.5	10.6	17.5	17.5	10.6	15.2	15.2	10.6	15.2	15.2
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	20.1	49.0	6.8	33.2	33.2	20.6	21.9	21.9	17.3	18.7	18.7
Actuated g/C Ratio	0.17	0.42	0.06	0.28	0.28	0.18	0.19	0.19	0.15	0.16	0.16
v/c Ratio	0.91	0.58	0.29	0.80	0.38	1.33	0.65	0.16	0.82	0.60	0.78
Control Delay	69.0	24.3	59.0	45.7	5.9	206.7	50.3	0.9	72.6	50.7	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.0	24.3	59.0	45.7	5.9	206.7	50.3	0.9	72.6	50.7	23.4
LOS	E	C	E	D	A	F	D	A	E	D	C
Approach Delay		41.5		37.9			117.8			44.3	
Approach LOS		D		D			F			D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 116.6	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.33	
Intersection Signal Delay: 57.2	Intersection LOS: E
Intersection Capacity Utilization 79.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	457	433	297	48	683	197	350	368	54	181	290	331
Future Volume (veh/h)	457	433	297	48	683	197	350	368	54	181	290	331
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	551	522	358	58	823	237	422	443	65	218	349	399
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	598	814	558	150	974	435	308	810	361	246	687	306
Arrive On Green	0.17	0.40	0.40	0.04	0.27	0.27	0.17	0.22	0.22	0.14	0.19	0.19
Sat Flow, veh/h	3510	2049	1404	3510	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	551	460	420	58	823	237	422	443	65	218	349	399
Grp Sat Flow(s),veh/h/ln	1755	1805	1647	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	18.5	24.7	24.7	1.9	25.8	15.1	20.4	13.0	3.9	14.2	10.4	22.8
Cycle Q Clear(g_c), s	18.5	24.7	24.7	1.9	25.8	15.1	20.4	13.0	3.9	14.2	10.4	22.8
Prop In Lane	1.00		0.85	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	598	717	654	150	974	435	308	810	361	246	687	306
V/C Ratio(X)	0.92	0.64	0.64	0.39	0.84	0.55	1.37	0.55	0.18	0.89	0.51	1.30
Avail Cap(c_a), veh/h	598	717	654	598	1130	504	308	810	361	308	687	306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	29.2	29.2	55.8	41.4	37.5	49.7	41.1	37.6	50.9	43.5	48.5
Incr Delay (d2), s/veh	19.6	1.9	2.1	0.6	5.4	1.1	185.9	0.8	0.2	19.1	0.6	157.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	11.0	10.1	0.9	12.1	6.1	25.1	5.9	1.6	7.7	4.7	22.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.5	31.1	31.4	56.4	46.7	38.5	235.6	41.8	37.8	70.0	44.1	206.4
LnGrp LOS	E	C	C	E	D	D	F	D	D	E	D	F
Approach Vol, veh/h		1431			1118			930			966	
Approach Delay, s/veh		45.6			45.5			129.5			117.0	
Approach LOS		D			D			F			F	

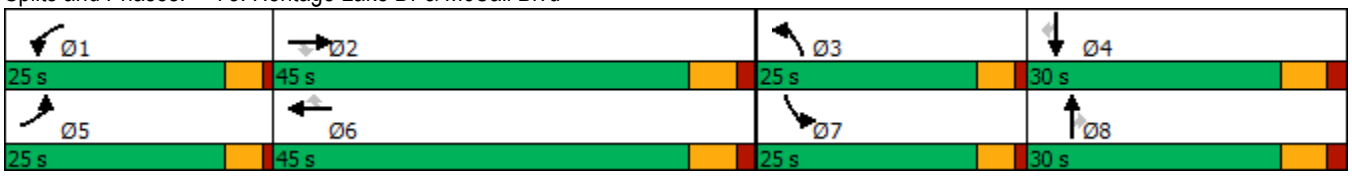
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	55.1	25.0	30.0	25.0	39.8	20.9	34.1
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	22.8	20.4	37.5	20.4	22.8
Max Q Clear Time (g_c+I1), s	3.9	26.7	22.4	24.8	20.5	27.8	16.2	15.0
Green Ext Time (p_c), s	0.1	4.3	0.0	0.0	0.0	4.5	0.1	1.9

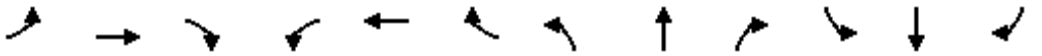
Intersection Summary	
HCM 6th Ctrl Delay	78.6
HCM 6th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	447	137	36	627	112	228	174	53	34	105	73
Future Volume (vph)	88	447	137	36	627	112	228	174	53	34	105	73
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.2	23.3	23.3	7.1	18.9	18.9	16.7	26.3	26.3	7.0	11.0	11.0
Actuated g/C Ratio	0.12	0.31	0.31	0.09	0.25	0.25	0.22	0.35	0.35	0.09	0.15	0.15
v/c Ratio	0.44	0.31	0.26	0.24	0.53	0.26	0.63	0.29	0.10	0.22	0.42	0.25
Control Delay	42.0	22.1	5.7	41.2	27.7	8.9	37.7	24.7	1.0	41.2	38.9	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	22.1	5.7	41.2	27.7	8.9	37.7	24.7	1.0	41.2	38.9	5.5
LOS	D	C	A	D	C	A	D	C	A	D	D	A
Approach Delay		21.4			25.6			28.4			27.8	
Approach LOS		C			C			C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 75.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 25.1	Intersection LOS: C
Intersection Capacity Utilization 54.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 75: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	447	137	36	627	112	228	174	53	34	105	73
Future Volume (veh/h)	88	447	137	36	627	112	228	174	53	34	105	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		0.94	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	97	491	151	40	689	123	251	191	58	37	115	80
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	146	1442	429	88	1277	392	306	489	388	83	255	212
Arrive On Green	0.08	0.28	0.28	0.05	0.25	0.25	0.17	0.26	0.26	0.05	0.13	0.13
Sat Flow, veh/h	1810	5187	1543	1810	5187	1594	1810	1900	1508	1810	1900	1578
Grp Volume(v), veh/h	97	491	151	40	689	123	251	191	58	37	115	80
Grp Sat Flow(s),veh/h/ln	1810	1729	1543	1810	1729	1594	1810	1900	1508	1810	1900	1578
Q Serve(g_s), s	3.1	4.5	4.7	1.3	6.9	3.8	8.0	4.9	1.8	1.2	3.3	2.8
Cycle Q Clear(g_c), s	3.1	4.5	4.7	1.3	6.9	3.8	8.0	4.9	1.8	1.2	3.3	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	146	1442	429	88	1277	392	306	489	388	83	255	212
V/C Ratio(X)	0.67	0.34	0.35	0.45	0.54	0.31	0.82	0.39	0.15	0.44	0.45	0.38
Avail Cap(c_a), veh/h	620	3364	1001	620	3364	1034	620	753	598	620	753	626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.6	17.1	17.2	27.5	19.5	18.3	23.8	18.2	17.1	27.6	23.7	23.5
Incr Delay (d2), s/veh	1.9	0.1	0.5	1.3	0.4	0.5	2.1	0.5	0.2	1.4	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.7	1.6	0.6	2.6	1.3	3.3	2.1	0.6	0.5	1.5	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	17.3	17.7	28.9	19.9	18.8	25.9	18.7	17.2	29.0	25.0	24.6
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	C	C
Approach Vol, veh/h		739			852			500			232	
Approach Delay, s/veh		18.8			20.1			22.2			25.5	
Approach LOS		B			C			C			C	

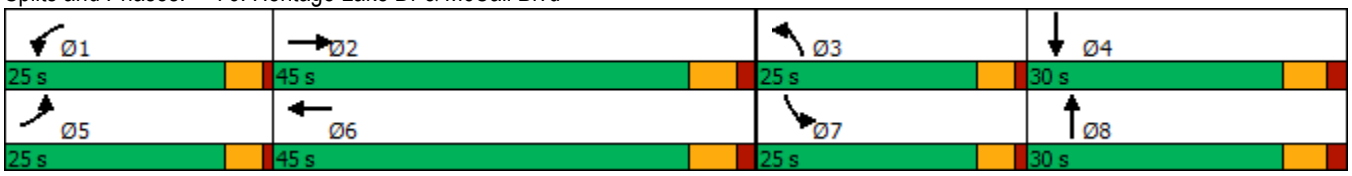
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	22.9	14.7	14.4	9.4	21.1	7.3	21.7
Change Period (Y+Rc), s	4.6	6.4	4.6	6.4	4.6	6.4	4.6	6.4
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.6	20.4	38.6	20.4	23.6
Max Q Clear Time (g_c+I1), s	3.3	6.7	10.0	5.3	5.1	8.9	3.2	6.9
Green Ext Time (p_c), s	0.0	4.2	0.3	0.8	0.1	5.8	0.0	1.1

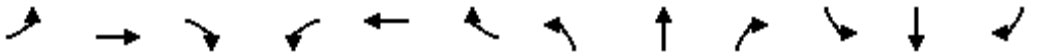
Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	20	340	81	446	218	114	54	118
Future Volume (vph)	20	340	81	446	218	114	54	118
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0
Minimum Split (s)	10.6	16.4	10.6	16.4	10.6	14.1	10.6	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.1	3.6	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	4.6	6.4	4.6	6.1	4.6	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	6.6	18.8	10.0	29.3	20.8	30.3	8.5	15.3
Actuated g/C Ratio	0.08	0.22	0.11	0.34	0.24	0.35	0.10	0.18
v/c Ratio	0.20	0.63	0.54	0.38	0.69	0.46	0.42	0.65
Control Delay	46.1	29.0	48.5	23.7	43.2	25.8	47.9	42.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	29.0	48.5	23.7	43.2	25.8	47.9	42.5
LOS	D	C	D	C	D	C	D	D
Approach Delay		29.6		27.2		34.6		43.9
Approach LOS		C		C		C		D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 87.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 31.8	Intersection LOS: C
Intersection Capacity Utilization 54.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 76: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	340	191	81	446	36	218	114	99	54	118	39
Future Volume (veh/h)	20	340	191	81	446	36	218	114	99	54	118	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	466	262	111	611	49	299	156	136	74	162	53
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	873	407	145	1455	116	349	264	230	120	214	70
Arrive On Green	0.04	0.25	0.25	0.08	0.30	0.30	0.19	0.28	0.28	0.07	0.16	0.16
Sat Flow, veh/h	1810	3458	1610	1810	4897	390	1810	928	809	1810	1362	445
Grp Volume(v), veh/h	27	466	262	111	430	230	299	0	292	74	0	215
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1829	1810	0	1738	1810	0	1807
Q Serve(g_s), s	1.0	8.0	9.9	4.1	6.8	6.9	10.9	0.0	9.9	2.7	0.0	7.8
Cycle Q Clear(g_c), s	1.0	8.0	9.9	4.1	6.8	6.9	10.9	0.0	9.9	2.7	0.0	7.8
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.47	1.00		0.25
Lane Grp Cap(c), veh/h	64	873	407	145	1028	544	349	0	493	120	0	285
V/C Ratio(X)	0.42	0.53	0.64	0.77	0.42	0.42	0.86	0.00	0.59	0.62	0.00	0.76
Avail Cap(c_a), veh/h	540	1953	909	540	1953	1033	540	0	608	540	0	632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.3	22.1	22.8	30.8	19.3	19.3	26.7	0.0	21.1	31.1	0.0	27.5
Incr Delay (d2), s/veh	1.7	0.5	1.7	3.2	0.3	0.5	5.2	0.0	1.1	1.9	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.1	3.7	1.9	2.6	2.8	5.0	0.0	3.9	1.2	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	22.6	24.5	34.0	19.5	19.8	31.8	0.0	22.2	33.0	0.0	31.6
LnGrp LOS	C	C	C	C	B	B	C	A	C	C	A	C
Approach Vol, veh/h		755			771			591			289	
Approach Delay, s/veh		23.7			21.7			27.1			32.0	
Approach LOS		C			C			C			C	

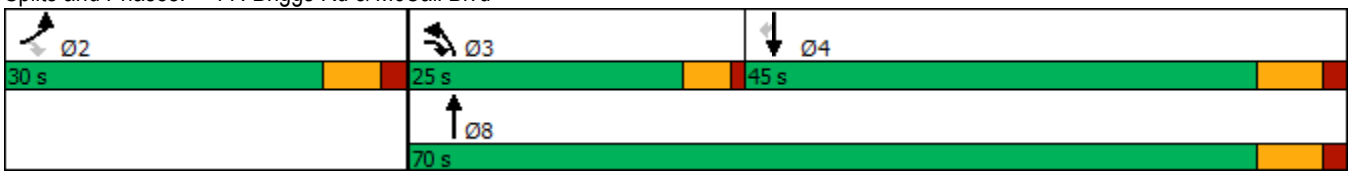
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	23.7	17.8	16.9	7.0	26.7	9.1	25.5
Change Period (Y+Rc), s	4.6	6.4	4.6	6.1	4.6	6.4	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.9	20.4	38.6	20.4	23.9
Max Q Clear Time (g_c+I1), s	6.1	11.9	12.9	9.8	3.0	8.9	4.7	11.9
Green Ext Time (p_c), s	0.1	5.3	0.3	1.0	0.0	4.7	0.1	1.4

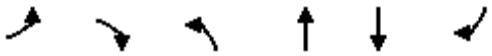
Intersection Summary	
HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	384	109	92	428	394	458
Future Volume (vph)	384	109	92	428	394	458
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	25.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	25.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	23.8	37.5	7.2	32.8	20.9	20.9
Actuated g/C Ratio	0.34	0.54	0.10	0.47	0.30	0.30
v/c Ratio	0.85	0.09	0.34	0.65	0.49	0.68
Control Delay	38.6	2.3	33.5	17.7	21.5	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.6	2.3	33.5	17.7	21.5	6.0
LOS	D	A	C	B	C	A
Approach Delay	30.6			20.5	13.2	
Approach LOS	C			C	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 69.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 19.8	Intersection LOS: B
Intersection Capacity Utilization 54.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	384	109	92	428	394	458
Future Volume (veh/h)	384	109	92	428	394	458
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	519	147	124	578	532	619
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	522	1013	242	1046	1535	684
Arrive On Green	0.29	0.29	0.07	0.55	0.43	0.43
Sat Flow, veh/h	1810	2834	3510	1900	3705	1608
Grp Volume(v), veh/h	519	147	124	578	532	619
Grp Sat Flow(s),veh/h/ln	1810	1417	1755	1900	1805	1608
Q Serve(g_s), s	23.4	2.9	2.8	16.1	8.1	29.4
Cycle Q Clear(g_c), s	23.4	2.9	2.8	16.1	8.1	29.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	522	1013	242	1046	1535	684
V/C Ratio(X)	0.99	0.15	0.51	0.55	0.35	0.91
Avail Cap(c_a), veh/h	522	1013	875	1467	1685	751
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	17.8	36.8	11.9	15.9	22.0
Incr Delay (d2), s/veh	37.9	0.0	0.6	0.5	0.1	13.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.2	0.9	1.2	6.2	3.2	12.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.0	17.9	37.4	12.3	16.0	35.7
LnGrp LOS	E	B	D	B	B	D
Approach Vol, veh/h	666			702	1151	
Approach Delay, s/veh	56.1			16.8	26.6	
Approach LOS	E			B	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		30.0	10.2	41.6		51.8
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s		25.4	4.8	31.4		18.1
Green Ext Time (p_c), s		0.0	0.2	3.4		4.4

Intersection Summary	
HCM 6th Ctrl Delay	31.7
HCM 6th LOS	C

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	73	692	72	563
Future Volume (vph)	73	692	72	563
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	8.0	10.0	6.0	10.0
Minimum Split (s)	13.6	17.5	10.6	17.5
Total Split (s)	30.0	45.0	25.0	70.0
Total Split (%)	30.0%	45.0%	25.0%	70.0%
Yellow Time (s)	3.6	5.5	3.6	5.5
All-Red Time (s)	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	7.5	4.6	7.5
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	12.0	24.4	8.3	34.4
Actuated g/C Ratio	0.20	0.40	0.14	0.57
v/c Ratio	0.54	0.61	0.35	0.33
Control Delay	22.9	17.4	32.0	7.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	22.9	17.4	32.0	7.2
LOS	C	B	C	A
Approach Delay	22.9	17.4		10.0
Approach LOS	C	B		B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 60.3	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 15.0	Intersection LOS: B
Intersection Capacity Utilization 50.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 78: Menifee Rd & Coastline Ave





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	73	102	692	32	72	563
Future Volume (veh/h)	73	102	692	32	72	563
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	124	844	39	88	687
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	116	162	1309	60	158	2012
Arrive On Green	0.17	0.17	0.37	0.37	0.09	0.56
Sat Flow, veh/h	702	979	3608	162	1810	3705
Grp Volume(v), veh/h	214	0	434	449	88	687
Grp Sat Flow(s),veh/h/ln	1689	0	1805	1870	1810	1805
Q Serve(g_s), s	5.7	0.0	9.4	9.4	2.2	4.9
Cycle Q Clear(g_c), s	5.7	0.0	9.4	9.4	2.2	4.9
Prop In Lane	0.42	0.58		0.09	1.00	
Lane Grp Cap(c), veh/h	279	0	673	697	158	2012
V/C Ratio(X)	0.77	0.00	0.64	0.64	0.56	0.34
Avail Cap(c_a), veh/h	873	0	1435	1486	782	4783
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	0.0	12.2	12.2	20.7	5.7
Incr Delay (d2), s/veh	4.4	0.0	1.0	1.0	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	3.2	3.3	0.9	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.3	0.0	13.3	13.2	21.8	5.8
LnGrp LOS	C	A	B	B	C	A
Approach Vol, veh/h	214		883			775
Approach Delay, s/veh	23.3		13.2			7.6
Approach LOS	C		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.7	25.1			33.8	13.4
Change Period (Y+Rc), s	4.6	7.5			7.5	5.6
Max Green Setting (Gmax), s	20.4	37.5			62.5	24.4
Max Q Clear Time (g_c+I1), s	4.2	11.4			6.9	7.7
Green Ext Time (p_c), s	0.1	6.2			5.6	0.6

Intersection Summary	
HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B

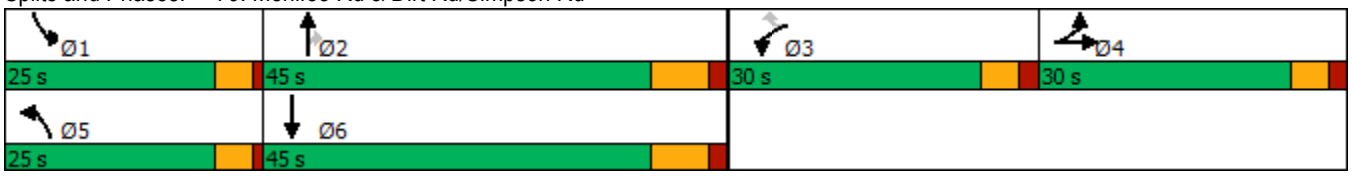
Notes

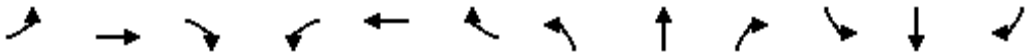
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4	Ø5
Lane Configurations								
Traffic Volume (vph)	220	220	505	134	173	463		
Future Volume (vph)	220	220	505	134	173	463		
Turn Type	Prot	Perm	NA	Perm	Prot	NA		
Protected Phases	3		2		1	6	4	5
Permitted Phases		3		2				
Detector Phase	3	3	2	2	1	6		
Switch Phase								
Minimum Initial (s)	8.0	8.0	10.0	10.0	6.0	10.0	8.0	6.0
Minimum Split (s)	13.6	13.6	17.5	17.5	10.6	17.5	13.6	10.6
Total Split (s)	30.0	30.0	45.0	45.0	25.0	45.0	30.0	25.0
Total Split (%)	23.1%	23.1%	34.6%	34.6%	19.2%	34.6%	23%	19%
Yellow Time (s)	3.6	3.6	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.6	5.6	7.5	7.5	4.6	7.5		
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	Min	None	Min	None	None
Act Effct Green (s)	16.6	16.6	20.9	20.9	13.3	39.1		
Actuated g/C Ratio	0.24	0.24	0.30	0.30	0.19	0.56		
v/c Ratio	0.58	0.43	0.53	0.26	0.57	0.26		
Control Delay	31.0	6.3	23.1	5.4	34.5	8.3		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	31.0	6.3	23.1	5.4	34.5	8.3		
LOS	C	A	C	A	C	A		
Approach Delay			19.4			15.4		
Approach LOS			B			B		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 69.4	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 49.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 79: Menifee Rd & Dirt Rd/Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	220	0	220	0	505	134	173	463	0
Future Volume (veh/h)	0	0	0	220	0	220	0	505	134	173	463	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	250	0	250	0	574	152	197	526	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	7	0	0	0	0	6	1521	678	297	2682	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.42	0.16	0.74	0.00
Sat Flow, veh/h	0	1900	0		0		1810	3610	1609	1810	3705	0
Grp Volume(v), veh/h	0	0	0		0.0		0	574	152	197	526	0
Grp Sat Flow(s),veh/h/ln	0	1900	0				1810	1805	1609	1810	1805	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	3.2	1.8	3.0	1.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	3.2	1.8	3.0	1.3	0.0
Prop In Lane	0.00		0.00				1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	7	0				6	1521	678	297	2682	0
V/C Ratio(X)	0.00	0.00	0.00				0.00	0.38	0.22	0.66	0.20	0.00
Avail Cap(c_a), veh/h	0	1589	0				1265	4639	2068	1265	4639	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	5.8	5.4	11.4	1.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	0.2	0.2	1.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0				0.0	0.7	0.3	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0				0.0	6.0	5.6	12.4	1.2	0.0
LnGrp LOS	A	A	A				A	A	A	B	A	A
Approach Vol, veh/h		0						726			723	
Approach Delay, s/veh		0.0						5.9			4.2	
Approach LOS								A			A	

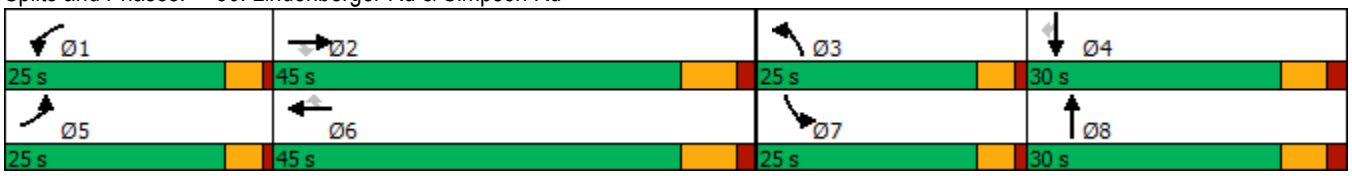
Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	9.4	19.8		0.0	0.0	29.2
Change Period (Y+Rc), s	4.6	7.5		5.6	4.6	7.5
Max Green Setting (Gmax), s	20.4	37.5		24.4	20.4	37.5
Max Q Clear Time (g_c+I1), s	5.0	5.2		0.0	0.0	3.3
Green Ext Time (p_c), s	0.2	7.1		0.0	0.0	5.6

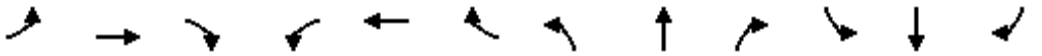
Intersection Summary		
HCM 6th Ctrl Delay		5.1
HCM 6th LOS		A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	55	235	37	112	290	44	73	107	67	139	71
Future Volume (vph)	55	235	37	112	290	44	73	107	67	139	71
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.2	17.2	10.6	17.2	17.2	10.6	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	8.5	17.9	17.9	10.9	20.3	20.3	9.3	13.5	9.1	13.2	13.2
Actuated g/C Ratio	0.12	0.26	0.26	0.16	0.30	0.30	0.14	0.20	0.13	0.19	0.19
v/c Ratio	0.30	0.57	0.09	0.47	0.33	0.10	0.36	0.41	0.34	0.46	0.21
Control Delay	38.6	31.1	0.4	38.0	22.0	0.3	38.3	14.1	38.4	34.7	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.6	31.1	0.4	38.0	22.0	0.3	38.3	14.1	38.4	34.7	4.6
LOS	D	C	A	D	C	A	D	B	D	C	A
Approach Delay		28.8			23.9			19.2		27.9	
Approach LOS		C			C			B		C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 68.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 24.7	Intersection LOS: C
Intersection Capacity Utilization 50.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 80: Lindenberger Rd & Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	235	37	112	290	44	73	107	164	67	139	71
Future Volume (veh/h)	55	235	37	112	290	44	73	107	164	67	139	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	283	45	135	349	53	88	129	198	81	167	86
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	127	400	338	177	859	383	148	339	293	142	351	297
Arrive On Green	0.07	0.21	0.21	0.10	0.24	0.24	0.08	0.19	0.19	0.08	0.18	0.18
Sat Flow, veh/h	1810	1900	1606	1810	3610	1608	1810	1805	1562	1810	1900	1608
Grp Volume(v), veh/h	66	283	45	135	349	53	88	129	198	81	167	86
Grp Sat Flow(s),veh/h/ln	1810	1900	1606	1810	1805	1608	1810	1805	1562	1810	1900	1608
Q Serve(g_s), s	1.9	7.4	1.2	3.9	4.4	1.4	2.5	3.3	6.3	2.3	4.2	2.5
Cycle Q Clear(g_c), s	1.9	7.4	1.2	3.9	4.4	1.4	2.5	3.3	6.3	2.3	4.2	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	127	400	338	177	859	383	148	339	293	142	351	297
V/C Ratio(X)	0.52	0.71	0.13	0.76	0.41	0.14	0.59	0.38	0.67	0.57	0.48	0.29
Avail Cap(c_a), veh/h	689	1341	1133	689	2548	1135	689	795	688	689	837	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	19.6	17.2	23.6	17.2	16.1	23.7	19.0	20.2	23.8	19.5	18.8
Incr Delay (d2), s/veh	1.2	2.3	0.2	2.6	0.3	0.2	1.4	0.7	2.7	1.3	1.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.2	0.4	1.7	1.7	0.5	1.1	1.3	2.3	1.0	1.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	21.9	17.4	26.2	17.5	16.2	25.2	19.7	22.9	25.2	20.5	19.4
LnGrp LOS	C	C	B	C	B	B	C	B	C	C	C	B
Approach Vol, veh/h		394			537			415			334	
Approach Delay, s/veh		22.0			19.6			22.4			21.4	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	18.5	9.0	16.3	8.4	20.0	8.8	16.5
Change Period (Y+Rc), s	4.6	7.2	4.6	6.4	4.6	7.2	4.6	6.4
Max Green Setting (Gmax), s	20.4	37.8	20.4	23.6	20.4	37.8	20.4	23.6
Max Q Clear Time (g_c+I1), s	5.9	9.4	4.5	6.2	3.9	6.4	4.3	8.3
Green Ext Time (p_c), s	0.1	1.9	0.1	1.1	0.1	2.6	0.1	1.7

Intersection Summary	
HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	187.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	203	271	51	93	250	66	55	244	125	102	192	192
Future Vol, veh/h	203	271	51	93	250	66	55	244	125	102	192	192
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	260	347	65	119	321	85	71	313	160	131	246	246
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	0

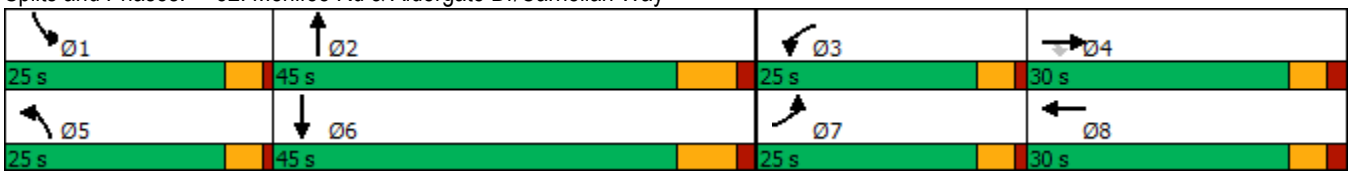
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	90.9	263.3	279.2	147.8
HCM LOS	F	F	F	F

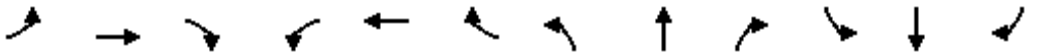
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	13%	100%	0%	23%	100%	0%
Vol Thru, %	58%	0%	84%	61%	0%	50%
Vol Right, %	29%	0%	16%	16%	0%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	424	203	322	409	102	384
LT Vol	55	203	0	93	102	0
Through Vol	244	0	271	250	0	192
RT Vol	125	0	51	66	0	192
Lane Flow Rate	544	260	413	524	131	492
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	1.516	0.737	1.099	1.477	0.37	1.278
Departure Headway (Hd)	12.275	13.225	12.573	12.41	12.839	11.933
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	299	276	293	299	282	310
Service Time	10.275	10.925	10.273	10.41	10.539	9.633
HCM Lane V/C Ratio	1.819	0.942	1.41	1.753	0.465	1.587
HCM Control Delay	279.2	45.6	119.5	263.3	22.9	181
HCM Lane LOS	F	E	F	F	C	F
HCM 95th-tile Q	25.5	5.3	12.8	24	1.6	18.4

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	36	3	17	164	5	31	466	139	563
Future Volume (vph)	36	3	17	164	5	31	466	139	563
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	13.6	13.6	10.6	13.6	10.6	17.5	10.6	17.5
Total Split (s)	25.0	30.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	5.6	4.6	5.6	4.6	7.5	4.6	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.6	8.8	8.8	15.5	12.2	7.4	22.4	12.8	34.1
Actuated g/C Ratio	0.10	0.12	0.12	0.21	0.17	0.10	0.31	0.18	0.47
v/c Ratio	0.24	0.02	0.07	0.53	0.44	0.21	0.63	0.55	0.44
Control Delay	41.4	40.3	0.5	35.4	10.4	41.6	26.0	38.8	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.4	40.3	0.5	35.4	10.4	41.6	26.0	38.8	17.1
LOS	D	D	A	D	B	D	C	D	B
Approach Delay		28.9			23.8		26.8		21.2
Approach LOS		C			C		C		C

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 73.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 23.9	Intersection LOS: C
Intersection Capacity Utilization 58.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 82: Menifee Rd & Aldergate Dr/Carnelian Way





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	3	17	164	5	136	31	466	86	139	563	32
Future Volume (veh/h)	36	3	17	164	5	136	31	466	86	139	563	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.89	1.00		0.97	1.00		0.91	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	4	21	202	6	168	38	575	106	172	695	40
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	92	232	176	251	11	319	83	822	151	218	1207	69
Arrive On Green	0.05	0.12	0.12	0.14	0.21	0.21	0.05	0.27	0.27	0.12	0.35	0.35
Sat Flow, veh/h	1810	1900	1438	1810	54	1519	1810	2996	550	1810	3461	199
Grp Volume(v), veh/h	44	4	21	202	0	174	38	345	336	172	362	373
Grp Sat Flow(s),veh/h/ln	1810	1900	1438	1810	0	1574	1810	1805	1740	1810	1805	1855
Q Serve(g_s), s	1.5	0.1	0.8	7.0	0.0	6.4	1.3	11.1	11.2	6.0	10.6	10.6
Cycle Q Clear(g_c), s	1.5	0.1	0.8	7.0	0.0	6.4	1.3	11.1	11.2	6.0	10.6	10.6
Prop In Lane	1.00		1.00	1.00		0.97	1.00		0.32	1.00		0.11
Lane Grp Cap(c), veh/h	92	232	176	251	0	331	83	495	477	218	630	647
V/C Ratio(X)	0.48	0.02	0.12	0.81	0.00	0.53	0.46	0.70	0.70	0.79	0.58	0.58
Avail Cap(c_a), veh/h	570	716	542	570	0	593	570	1046	1008	570	1046	1075
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	25.0	25.3	27.0	0.0	22.7	30.1	21.1	21.1	27.7	17.2	17.2
Incr Delay (d2), s/veh	1.4	0.0	0.3	2.3	0.0	1.3	1.5	1.8	1.9	2.4	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.1	0.3	3.0	0.0	2.3	0.6	4.6	4.5	2.6	4.1	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.3	25.0	25.6	29.3	0.0	24.0	31.5	22.9	23.0	30.1	18.0	18.0
LnGrp LOS	C	C	C	C	A	C	C	C	C	C	B	B
Approach Vol, veh/h		69			376			719			907	
Approach Delay, s/veh		29.2			26.9			23.4			20.3	
Approach LOS		C			C			C			C	

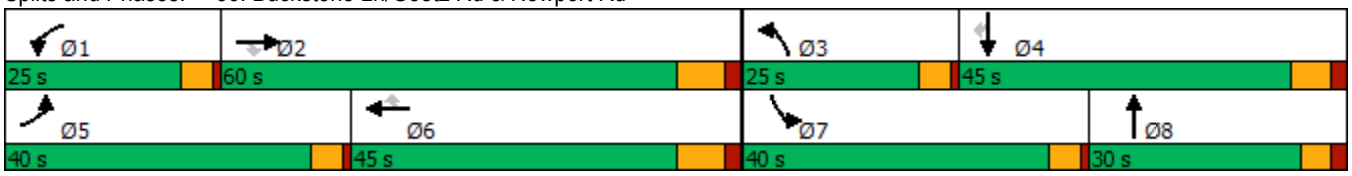
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	25.3	13.6	13.5	7.6	30.1	7.9	19.2
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	8.0	13.2	9.0	2.8	3.3	12.6	3.5	8.4
Green Ext Time (p_c), s	0.2	4.5	0.2	0.0	0.0	4.9	0.0	0.9

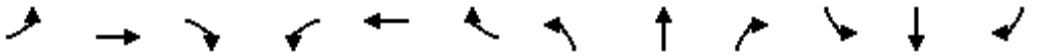
Intersection Summary	
HCM 6th Ctrl Delay	22.9
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	290	622	15	745	288	11	3	477	1	630
Future Volume (vph)	290	622	15	745	288	11	3	477	1	630
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8	7	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	10.6	15.5	15.5	10.6	11.6	10.6	12.8	12.8
Total Split (s)	40.0	60.0	25.0	45.0	45.0	25.0	30.0	40.0	45.0	45.0
Total Split (%)	25.8%	38.7%	16.1%	29.0%	29.0%	16.1%	19.4%	25.8%	29.0%	29.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	3.6	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	5.6	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	13.3	39.7	6.7	24.9	24.9	6.6	6.9	18.2	20.5	20.5
Actuated g/C Ratio	0.16	0.49	0.08	0.31	0.31	0.08	0.09	0.23	0.25	0.25
v/c Ratio	0.55	0.27	0.11	0.51	0.51	0.08	0.17	0.66	0.53	0.53
Control Delay	38.0	14.9	46.5	25.6	16.0	46.4	22.7	35.2	7.0	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.0	14.9	46.5	25.6	16.0	46.4	22.7	35.2	7.0	7.0
LOS	D	B	D	C	B	D	C	D	A	A
Approach Delay		22.2		23.2			29.8		19.1	
Approach LOS		C		C			C		B	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 80.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 21.5	Intersection LOS: C
Intersection Capacity Utilization 61.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 83: Buckstone Ln/Goetz Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	622	0	15	745	288	11	3	23	477	1	630
Future Volume (veh/h)	290	622	0	15	745	288	11	3	23	477	1	630
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	315	676	0	16	810	313	12	3	25	518	0	686
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	422	2017	626	41	1510	469	32	18	153	639	0	849
Arrive On Green	0.12	0.39	0.00	0.02	0.29	0.29	0.02	0.10	0.10	0.18	0.00	0.26
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	1810	175	1458	3619	0	3220
Grp Volume(v), veh/h	315	676	0	16	810	313	12	0	28	518	0	686
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1810	0	1633	1810	0	1610
Q Serve(g_s), s	6.6	7.0	0.0	0.7	10.0	13.1	0.5	0.0	1.2	10.5	0.0	15.2
Cycle Q Clear(g_c), s	6.6	7.0	0.0	0.7	10.0	13.1	0.5	0.0	1.2	10.5	0.0	15.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.89	1.00		1.00
Lane Grp Cap(c), veh/h	422	2017	626	41	1510	469	32	0	171	639	0	849
V/C Ratio(X)	0.75	0.34	0.00	0.39	0.54	0.67	0.38	0.00	0.16	0.81	0.00	0.81
Avail Cap(c_a), veh/h	1624	3560	1105	483	2543	789	483	0	521	1675	0	1608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.5	16.4	0.0	36.9	22.8	23.9	37.2	0.0	31.2	30.3	0.0	26.4
Incr Delay (d2), s/veh	1.0	0.1	0.0	2.2	0.3	1.6	2.7	0.0	0.4	1.0	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	2.6	0.0	0.3	3.9	4.9	0.2	0.0	0.5	4.5	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	16.5	0.0	39.1	23.1	25.5	39.9	0.0	31.6	31.2	0.0	28.2
LnGrp LOS	C	B	A	D	C	C	D	A	C	C	A	C
Approach Vol, veh/h		991			1139			40			1204	
Approach Delay, s/veh		21.9			24.0			34.1			29.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	37.2	6.0	27.0	13.8	29.8	18.1	14.8
Change Period (Y+Rc), s	4.6	7.5	4.6	6.8	4.6	7.5	4.6	* 6.8
Max Green Setting (Gmax), s	20.4	52.5	20.4	38.2	35.4	37.5	35.4	* 24
Max Q Clear Time (g_c+I1), s	2.7	9.0	2.5	17.2	8.6	15.1	12.5	3.2
Green Ext Time (p_c), s	0.0	5.5	0.0	2.9	0.6	7.2	1.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	25.5
HCM 6th LOS	C

Notes

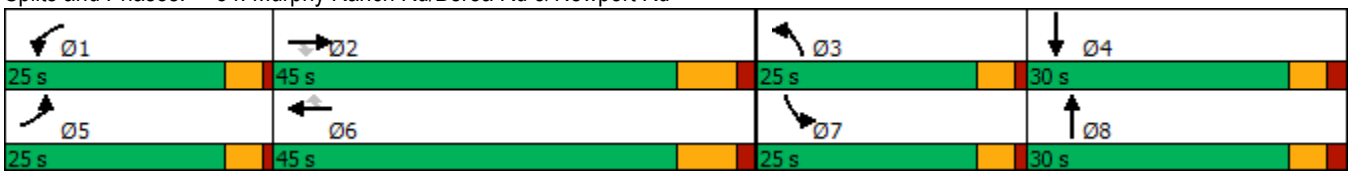
User approved volume balancing among the lanes for turning movement.

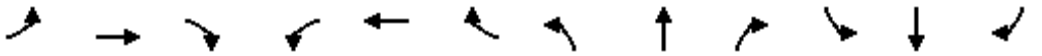
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	48	1034	207	4	943	176	142	102	221	164
Future Volume (vph)	48	1034	207	4	943	176	142	102	221	164
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2		1	6		3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.5	15.5	10.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.5	7.5	4.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None
Act Effct Green (s)	7.9	38.0	38.0	6.4	30.3	30.3	13.0	14.1	17.4	18.5
Actuated g/C Ratio	0.09	0.42	0.42	0.07	0.34	0.34	0.14	0.16	0.19	0.21
v/c Ratio	0.33	0.53	0.31	0.03	0.60	0.32	0.61	0.43	0.71	0.70
Control Delay	51.2	21.3	11.6	50.0	28.1	14.2	50.6	41.2	50.1	44.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.2	21.3	11.6	50.0	28.1	14.2	50.6	41.2	50.1	44.6
LOS	D	C	B	D	C	B	D	D	D	D
Approach Delay		20.8			26.0			46.4		47.3
Approach LOS		C			C			D		D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 90.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 28.7	Intersection LOS: C
Intersection Capacity Utilization 64.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 84: Murphy Ranch Rd/Berea Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	1034	207	4	943	176	142	102	13	221	164	77
Future Volume (veh/h)	48	1034	207	4	943	176	142	102	13	221	164	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	1149	230	4	1048	196	158	113	14	246	182	86
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	100	1948	592	12	1695	526	200	226	28	294	230	109
Arrive On Green	0.06	0.38	0.38	0.01	0.33	0.33	0.11	0.14	0.14	0.16	0.19	0.19
Sat Flow, veh/h	1810	5187	1576	1810	5187	1610	1810	1658	205	1810	1219	576
Grp Volume(v), veh/h	53	1149	230	4	1048	196	158	0	127	246	0	268
Grp Sat Flow(s),veh/h/ln	1810	1729	1576	1810	1729	1610	1810	0	1863	1810	0	1795
Q Serve(g_s), s	2.0	12.4	7.5	0.2	11.9	6.5	5.9	0.0	4.4	9.2	0.0	10.0
Cycle Q Clear(g_c), s	2.0	12.4	7.5	0.2	11.9	6.5	5.9	0.0	4.4	9.2	0.0	10.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.32
Lane Grp Cap(c), veh/h	100	1948	592	12	1695	526	200	0	254	294	0	338
V/C Ratio(X)	0.53	0.59	0.39	0.34	0.62	0.37	0.79	0.00	0.50	0.84	0.00	0.79
Avail Cap(c_a), veh/h	528	2783	846	528	2783	864	528	0	650	528	0	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.1	17.5	16.0	34.6	19.9	18.0	30.3	0.0	28.0	28.4	0.0	27.1
Incr Delay (d2), s/veh	1.6	0.3	0.4	6.4	0.4	0.4	2.6	0.0	1.5	2.4	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.6	2.6	0.1	4.5	2.3	2.6	0.0	2.0	4.0	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	17.8	16.4	41.0	20.2	18.5	32.9	0.0	29.5	30.8	0.0	31.2
LnGrp LOS	C	B	B	D	C	B	C	A	C	C	A	C
Approach Vol, veh/h		1432			1248			285			514	
Approach Delay, s/veh		18.2			20.0			31.4			31.0	
Approach LOS		B			C			C			C	

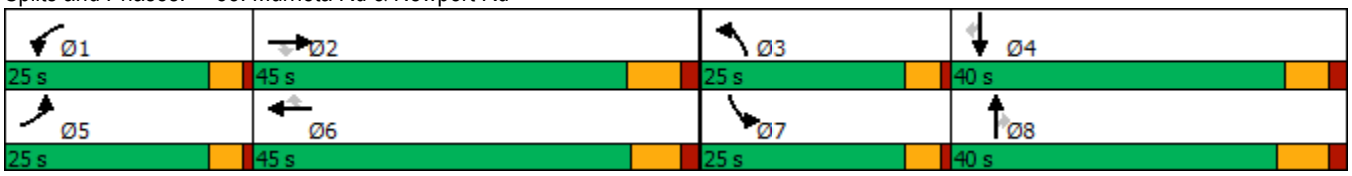
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	33.7	12.3	18.8	8.5	30.3	16.0	15.1
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	2.2	14.4	7.9	12.0	4.0	13.9	11.2	6.4
Green Ext Time (p_c), s	0.0	9.9	0.2	1.2	0.0	8.9	0.2	0.6

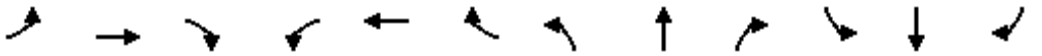
Intersection Summary	
HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	858	130	153	917	94	214	260	125	122	262	129
Future Volume (vph)	174	858	130	153	917	94	214	260	125	122	262	129
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.2	15.2	10.6	15.2	15.2	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	40.0	40.0	25.0	40.0	40.0
Total Split (%)	18.5%	33.3%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	29.6%	18.5%	29.6%	29.6%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	14.4	28.4	28.4	13.5	27.8	27.8	16.8	17.9	17.9	11.7	13.6	13.6
Actuated g/C Ratio	0.15	0.29	0.29	0.14	0.29	0.29	0.17	0.19	0.19	0.12	0.14	0.14
v/c Ratio	0.67	0.58	0.25	0.63	0.64	0.18	0.71	0.40	0.32	0.58	0.54	0.39
Control Delay	54.2	31.5	9.9	53.4	32.8	5.7	53.3	38.9	9.7	54.3	44.9	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.2	31.5	9.9	53.4	32.8	5.7	53.3	38.9	9.7	54.3	44.9	11.3
LOS	D	C	A	D	C	A	D	D	A	D	D	B
Approach Delay		32.5			33.3			38.0			38.7	
Approach LOS		C			C			D			D	

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 96.3	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 34.6	Intersection LOS: C
Intersection Capacity Utilization 65.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 85: Murrieta Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	858	130	153	917	94	214	260	125	122	262	129
Future Volume (veh/h)	174	858	130	153	917	94	214	260	125	122	262	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	181	894	135	159	955	98	223	271	130	127	273	134
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	223	1552	480	199	1484	454	267	689	303	163	482	215
Arrive On Green	0.12	0.30	0.30	0.11	0.29	0.29	0.15	0.19	0.19	0.09	0.13	0.13
Sat Flow, veh/h	1810	5187	1605	1810	5187	1588	1810	3610	1586	1810	3610	1610
Grp Volume(v), veh/h	181	894	135	159	955	98	223	271	130	127	273	134
Grp Sat Flow(s),veh/h/ln	1810	1729	1605	1810	1729	1588	1810	1805	1586	1810	1805	1610
Q Serve(g_s), s	7.5	11.3	5.0	6.6	12.4	3.6	9.2	5.1	5.6	5.3	5.5	6.1
Cycle Q Clear(g_c), s	7.5	11.3	5.0	6.6	12.4	3.6	9.2	5.1	5.6	5.3	5.5	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	223	1552	480	199	1484	454	267	689	303	163	482	215
V/C Ratio(X)	0.81	0.58	0.28	0.80	0.64	0.22	0.84	0.39	0.43	0.78	0.57	0.62
Avail Cap(c_a), veh/h	479	2523	781	479	2543	779	479	1536	675	479	1573	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	22.9	20.7	33.5	24.1	20.9	32.0	27.3	27.5	34.3	31.3	31.6
Incr Delay (d2), s/veh	2.7	0.3	0.3	2.8	0.5	0.2	2.7	0.4	1.0	3.1	1.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	4.4	1.8	3.0	4.9	1.3	4.1	2.2	2.1	2.4	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	23.2	21.0	36.3	24.6	21.2	34.6	27.6	28.4	37.4	32.4	34.5
LnGrp LOS	D	C	C	D	C	C	C	C	C	D	C	C
Approach Vol, veh/h		1210			1212			624			534	
Approach Delay, s/veh		24.8			25.8			30.3			34.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	30.6	16.0	17.5	14.1	29.6	11.5	21.9
Change Period (Y+Rc), s	4.6	7.5	4.6	* 7.2	4.6	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	* 34	20.4	* 38	20.4	32.8
Max Q Clear Time (g_c+I1), s	8.6	13.3	11.2	8.1	9.5	14.4	7.3	7.6
Green Ext Time (p_c), s	0.2	7.3	0.2	2.2	0.2	7.6	0.1	2.2

Intersection Summary	
HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

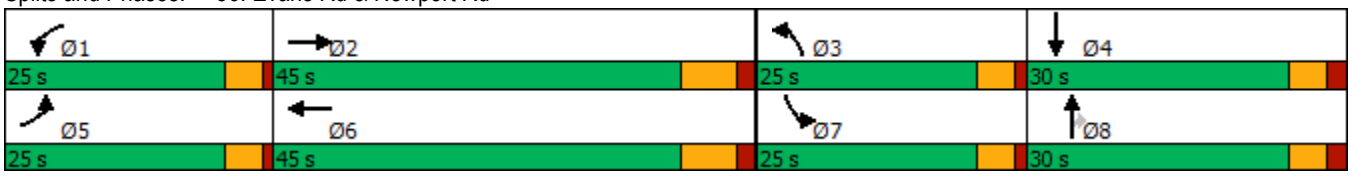
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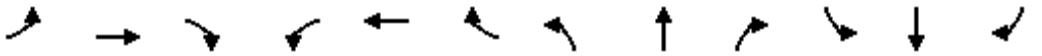
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	16	1268	75	1005	59	76	110	56	162
Future Volume (vph)	16	1268	75	1005	59	76	110	56	162
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	11.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	5.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.5	39.4	8.9	46.0	8.2	14.9	14.9	8.1	14.7
Actuated g/C Ratio	0.07	0.45	0.10	0.52	0.09	0.17	0.17	0.09	0.17
v/c Ratio	0.14	0.89	0.45	0.42	0.39	0.26	0.32	0.38	0.63
Control Delay	46.6	34.6	49.3	16.0	48.7	36.5	9.3	48.7	45.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.6	34.6	49.3	16.0	48.7	36.5	9.3	48.7	45.0
LOS	D	C	D	B	D	D	A	D	D
Approach Delay		34.8		18.2		27.3			45.9
Approach LOS		C		B		C			D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 87.9	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 28.8	Intersection LOS: C
Intersection Capacity Utilization 74.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 86: Evans Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	1268	34	75	1005	24	59	76	110	56	162	20
Future Volume (veh/h)	16	1268	34	75	1005	24	59	76	110	56	162	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	1393	37	82	1104	26	65	84	121	62	178	22
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	45	1620	43	116	2557	60	106	270	229	103	233	29
Arrive On Green	0.02	0.45	0.45	0.06	0.49	0.49	0.06	0.14	0.14	0.06	0.14	0.14
Sat Flow, veh/h	1810	3591	95	1810	5212	123	1810	1900	1610	1810	1655	204
Grp Volume(v), veh/h	18	699	731	82	732	398	65	84	121	62	0	200
Grp Sat Flow(s),veh/h/ln	1810	1805	1881	1810	1729	1877	1810	1900	1610	1810	0	1859
Q Serve(g_s), s	0.8	26.8	26.9	3.4	10.6	10.6	2.7	3.1	5.4	2.6	0.0	8.0
Cycle Q Clear(g_c), s	0.8	26.8	26.9	3.4	10.6	10.6	2.7	3.1	5.4	2.6	0.0	8.0
Prop In Lane	1.00		0.05	1.00		0.07	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	45	814	849	116	1697	921	106	270	229	103	0	262
V/C Ratio(X)	0.40	0.86	0.86	0.70	0.43	0.43	0.61	0.31	0.53	0.60	0.00	0.76
Avail Cap(c_a), veh/h	478	884	921	478	1697	921	478	601	509	478	0	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.1	19.0	19.0	35.4	12.7	12.7	35.5	29.7	30.7	35.5	0.0	31.9
Incr Delay (d2), s/veh	2.1	8.0	7.9	2.9	0.2	0.3	2.2	0.6	1.9	2.1	0.0	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	12.0	12.5	1.6	3.8	4.1	1.2	1.4	2.1	1.2	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	27.0	26.9	38.3	12.9	13.0	37.6	30.4	32.6	37.6	0.0	36.5
LnGrp LOS	D	C	C	D	B	B	D	C	C	D	A	D
Approach Vol, veh/h		1448			1212			270			262	
Approach Delay, s/veh		27.1			14.6			33.1			36.7	
Approach LOS		C			B			C			D	

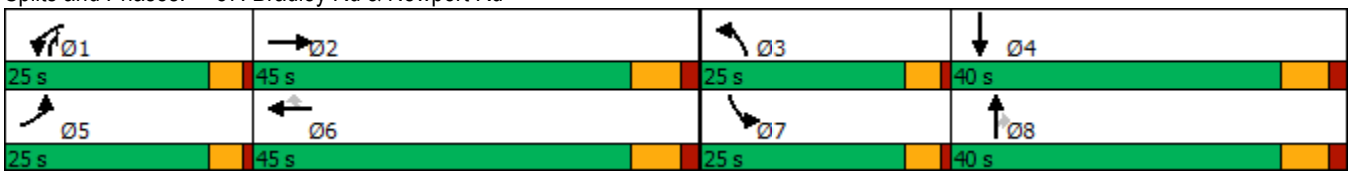
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	42.0	9.1	16.5	6.5	45.1	9.0	16.6
Change Period (Y+Rc), s	4.6	7.2	4.6	5.6	4.6	7.2	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.8	20.4	24.4	20.4	37.8	20.4	24.4
Max Q Clear Time (g_c+I1), s	5.4	28.9	4.7	10.0	2.8	12.6	4.6	7.4
Green Ext Time (p_c), s	0.1	5.9	0.1	0.9	0.0	8.5	0.0	0.7

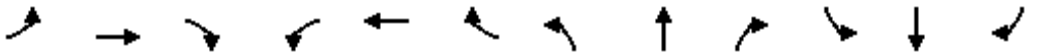
Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	98	1156	328	852	126	176	208	294	189	303
Future Volume (vph)	98	1156	328	852	126	176	208	294	189	303
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	15.2	10.6	12.8	10.6	10.6	12.8
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	40.0	25.0	25.0	40.0
Total Split (%)	18.5%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	18.5%	18.5%	29.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2	4.6	6.8	4.6	4.6	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	11.0	36.7	15.4	41.2	41.2	15.5	18.5	40.9	16.4	19.3
Actuated g/C Ratio	0.10	0.33	0.14	0.37	0.37	0.14	0.17	0.37	0.15	0.17
v/c Ratio	0.58	0.80	0.72	0.47	0.20	0.74	0.70	0.49	0.75	0.63
Control Delay	63.6	39.0	55.7	29.0	6.7	65.4	57.1	23.4	65.2	45.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.6	39.0	55.7	29.0	6.7	65.4	57.1	23.4	65.2	45.9
LOS	E	D	E	C	A	E	E	C	E	D
Approach Delay		40.7		33.6			44.6			52.4
Approach LOS		D		C			D			D

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 110.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 40.7	Intersection LOS: D
Intersection Capacity Utilization 75.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 87: Bradley Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	1156	119	328	852	126	176	208	294	189	303	70
Future Volume (veh/h)	98	1156	119	328	852	126	176	208	294	189	303	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	104	1230	127	349	906	134	187	221	313	201	322	74
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	132	1532	158	425	1916	595	220	385	521	234	613	139
Arrive On Green	0.07	0.32	0.32	0.12	0.37	0.37	0.12	0.20	0.20	0.13	0.21	0.21
Sat Flow, veh/h	1810	4768	492	3510	5187	1610	1810	1900	1610	1810	2910	658
Grp Volume(v), veh/h	104	892	465	349	906	134	187	221	313	201	198	198
Grp Sat Flow(s),veh/h/ln	1810	1729	1802	1755	1729	1610	1810	1900	1610	1810	1805	1764
Q Serve(g_s), s	5.8	24.3	24.3	10.0	13.7	5.9	10.4	10.8	16.8	11.2	10.0	10.3
Cycle Q Clear(g_c), s	5.8	24.3	24.3	10.0	13.7	5.9	10.4	10.8	16.8	11.2	10.0	10.3
Prop In Lane	1.00		0.27	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	132	1111	579	425	1916	595	220	385	521	234	380	372
V/C Ratio(X)	0.79	0.80	0.80	0.82	0.47	0.23	0.85	0.57	0.60	0.86	0.52	0.53
Avail Cap(c_a), veh/h	359	1270	662	696	1916	595	359	613	714	359	582	569
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	31.9	31.9	44.2	24.8	22.3	44.3	37.0	29.2	43.9	36.0	36.1
Incr Delay (d2), s/veh	3.9	3.4	6.3	1.6	0.2	0.2	5.2	1.3	1.1	7.9	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	10.4	11.4	4.4	5.6	2.2	5.0	5.1	6.5	5.5	4.5	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.9	35.3	38.3	45.8	25.0	22.5	49.4	38.4	30.3	51.8	37.1	37.3
LnGrp LOS	D	D	D	D	C	C	D	D	C	D	D	D
Approach Vol, veh/h		1461			1389			721			597	
Approach Delay, s/veh		37.4			30.0			37.7			42.1	
Approach LOS		D			C			D			D	

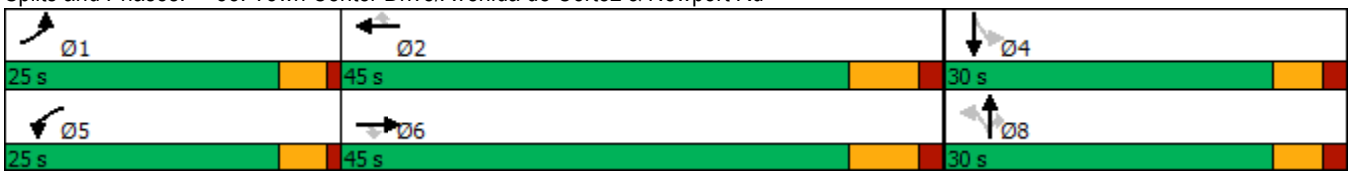
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	40.3	17.1	28.5	12.1	45.2	17.9	27.7
Change Period (Y+Rc), s	4.6	7.2	4.6	6.8	4.6	7.2	4.6	6.8
Max Green Setting (Gmax), s	20.4	37.8	20.4	33.2	20.4	37.8	20.4	33.2
Max Q Clear Time (g_c+I1), s	12.0	26.3	12.4	12.3	7.8	15.7	13.2	18.8
Green Ext Time (p_c), s	0.5	6.8	0.2	2.3	0.1	7.2	0.2	2.1

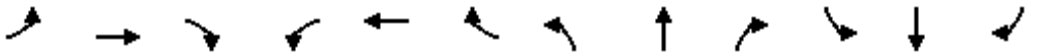
Intersection Summary	
HCM 6th Ctrl Delay	35.6
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	9	1597	60	154	1253	21	87	9	267	73	19
Future Volume (vph)	9	1597	60	154	1253	21	87	9	267	73	19
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	1	6		5	2			8			4
Permitted Phases			6			2	8		8	4	
Detector Phase	1	6	6	5	2	2	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	15.2	10.6	15.2	15.2	11.6	11.6	11.6	11.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	45.0%	25.0%	45.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	6.2	34.8	34.8	11.6	49.3	49.3	11.0	11.0	11.0	11.0	11.0
Actuated g/C Ratio	0.08	0.46	0.46	0.15	0.66	0.66	0.15	0.15	0.15	0.15	0.15
v/c Ratio	0.07	0.72	0.08	0.60	0.40	0.02	0.47	0.04	0.60	0.38	0.15
Control Delay	38.4	19.4	3.2	40.9	7.4	0.0	39.3	29.8	9.9	36.4	20.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.4	19.4	3.2	40.9	7.4	0.0	39.3	29.8	9.9	36.4	20.1
LOS	D	B	A	D	A	A	D	C	A	D	C
Approach Delay		18.9			10.9			17.5			30.7
Approach LOS		B			B			B			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 75.2	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 15.9	Intersection LOS: B
Intersection Capacity Utilization 67.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 88: Town Center Drive/Avenida de Cortez & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1597	60	154	1253	21	87	9	267	73	19	19
Future Volume (veh/h)	9	1597	60	154	1253	21	87	9	267	73	19	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	1736	65	167	1362	23	95	10	290	79	21	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	27	2282	692	208	2800	869	364	404	342	325	185	185
Arrive On Green	0.02	0.44	0.44	0.12	0.54	0.54	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1810	5187	1573	1810	5187	1610	1386	1900	1610	1096	872	872
Grp Volume(v), veh/h	10	1736	65	167	1362	23	95	10	290	79	0	42
Grp Sat Flow(s),veh/h/ln	1810	1729	1573	1810	1729	1610	1386	1900	1610	1096	0	1743
Q Serve(g_s), s	0.4	21.1	1.8	6.7	12.3	0.5	4.4	0.3	12.9	4.6	0.0	1.5
Cycle Q Clear(g_c), s	0.4	21.1	1.8	6.7	12.3	0.5	5.9	0.3	12.9	4.9	0.0	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	27	2282	692	208	2800	869	364	404	342	325	0	370
V/C Ratio(X)	0.37	0.76	0.09	0.80	0.49	0.03	0.26	0.02	0.85	0.24	0.00	0.11
Avail Cap(c_a), veh/h	493	2620	795	493	2800	869	521	620	525	449	0	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.5	17.6	12.2	32.3	10.7	8.0	26.2	23.3	28.3	25.3	0.0	23.8
Incr Delay (d2), s/veh	3.0	1.2	0.1	2.7	0.1	0.0	0.4	0.0	7.8	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	7.3	0.6	2.9	3.7	0.1	1.5	0.1	5.5	1.2	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.5	18.8	12.3	35.0	10.9	8.0	26.5	23.3	36.1	25.7	0.0	23.9
LnGrp LOS	D	B	B	D	B	A	C	C	D	C	A	C
Approach Vol, veh/h		1811			1552			395			121	
Approach Delay, s/veh		18.7			13.4			33.5			25.0	
Approach LOS		B			B			C			C	

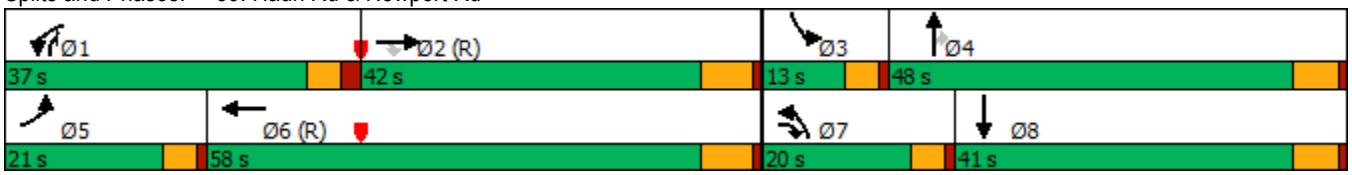
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	47.6		21.5	13.2	40.1		21.5				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	37.8		24.4	20.4	37.8		24.4				
Max Q Clear Time (g_c+I1), s	2.4	14.3		6.9	8.7	23.1		14.9				
Green Ext Time (p_c), s	0.0	10.0		0.4	0.2	9.8		1.0				

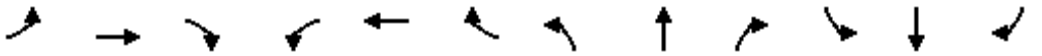
Intersection Summary			
HCM 6th Ctrl Delay		18.3	
HCM 6th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	186	1512	97	478	1302	110	58	478	152	30
Future Volume (vph)	186	1512	97	478	1302	110	58	478	152	30
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	7	1	6	7	4	1	3	8
Permitted Phases			2					4		
Detector Phase	5	2	7	1	6	7	4	1	3	8
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	12.5	8.6	9.6	12.5	8.6	11.8	9.6	8.6	11.8
Total Split (s)	21.0	42.0	20.0	37.0	58.0	20.0	48.0	37.0	13.0	41.0
Total Split (%)	15.0%	30.0%	14.3%	26.4%	41.4%	14.3%	34.3%	26.4%	9.3%	29.3%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)	13.1	73.0	85.0	26.4	87.2	10.0	10.0	35.3	10.5	8.1
Actuated g/C Ratio	0.09	0.52	0.61	0.19	0.62	0.07	0.07	0.25	0.08	0.06
v/c Ratio	0.60	0.59	0.10	0.77	0.58	0.47	0.46	0.67	0.62	0.36
Control Delay	68.5	25.4	2.5	57.1	19.1	68.1	72.4	42.7	74.1	32.2
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Total Delay	68.5	25.4	2.5	57.1	19.5	68.1	72.4	42.7	74.1	32.2
LOS	E	C	A	E	B	E	E	D	E	C
Approach Delay		28.6			27.8		49.7			59.8
Approach LOS		C			C		D			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 75 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 32.5	Intersection LOS: C
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 89: Haun Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	1512	97	478	1302	392	110	58	478	152	30	49
Future Volume (veh/h)	186	1512	97	478	1302	392	110	58	478	152	30	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	198	1609	103	509	1385	417	117	62	509	162	32	52
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	253	2269	781	588	2138	640	168	332	969	210	337	299
Arrive On Green	0.07	0.44	0.44	0.06	0.18	0.18	0.05	0.17	0.17	0.06	0.19	0.19
Sat Flow, veh/h	3510	5187	1608	3510	3958	1185	3510	1900	2829	3510	1805	1602
Grp Volume(v), veh/h	198	1609	103	509	1209	593	117	62	509	162	32	52
Grp Sat Flow(s),veh/h/ln	1755	1729	1608	1755	1729	1686	1755	1900	1415	1755	1805	1602
Q Serve(g_s), s	7.8	35.4	4.9	20.1	45.5	45.8	4.6	3.9	20.2	6.4	2.1	3.8
Cycle Q Clear(g_c), s	7.8	35.4	4.9	20.1	45.5	45.8	4.6	3.9	20.2	6.4	2.1	3.8
Prop In Lane	1.00		1.00	1.00		0.70	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	253	2269	781	588	1867	910	168	332	969	210	337	299
V/C Ratio(X)	0.78	0.71	0.13	0.87	0.65	0.65	0.70	0.19	0.53	0.77	0.10	0.17
Avail Cap(c_a), veh/h	411	2269	781	787	1867	910	386	573	1327	211	454	403
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.9	32.1	19.8	64.6	45.1	45.3	65.6	49.3	36.9	64.9	47.2	47.9
Incr Delay (d2), s/veh	3.5	1.3	0.2	6.6	1.5	3.0	5.1	0.3	0.4	16.1	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	14.5	1.9	10.0	21.4	21.4	2.1	1.9	6.9	3.3	0.9	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.4	33.4	20.0	71.2	46.6	48.3	70.7	49.6	37.4	81.0	47.3	48.2
LnGrp LOS	E	C	C	E	D	D	E	D	D	F	D	D
Approach Vol, veh/h		1910			2311			688			246	
Approach Delay, s/veh		36.2			52.4			44.2			69.7	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.0	67.7	13.0	30.3	14.7	82.1	11.3	31.9
Change Period (Y+Rc), s	5.6	6.5	4.6	5.8	4.6	6.5	4.6	5.8
Max Green Setting (Gmax), s	31.4	35.5	8.4	42.2	16.4	51.5	15.4	35.2
Max Q Clear Time (g_c+I1), s	22.1	37.4	8.4	22.2	9.8	47.8	6.6	5.8
Green Ext Time (p_c), s	1.3	0.0	0.0	2.3	0.3	3.0	0.2	0.4

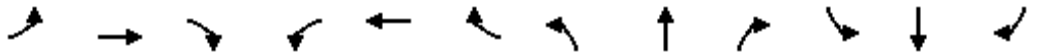
Intersection Summary	
HCM 6th Ctrl Delay	46.1
HCM 6th LOS	D

Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1542	600	1656	927	331	0	518
Future Volume (vph)	1542	600	1656	927	331	0	518
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		4	4	
Permitted Phases		Free		Free			4
Detector Phase	2		6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	84.0		84.0		56.0	56.0	56.0
Total Split (%)	60.0%		60.0%		40.0%	40.0%	40.0%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	96.0	140.0	96.0	140.0	32.5	32.5	32.5
Actuated g/C Ratio	0.69	1.00	0.69	1.00	0.23	0.23	0.23
v/c Ratio	0.37	0.40	0.50	0.61	0.79	0.82	0.78
Control Delay	21.4	0.6	7.6	6.4	63.8	64.0	60.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.4	0.6	7.6	6.4	63.8	64.0	60.1
LOS	C	A	A	A	E	E	E
Approach Delay	15.6		7.2			62.7	
Approach LOS	B		A			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 10 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 18.9	Intersection LOS: B
Intersection Capacity Utilization 63.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 90: I-215 SB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1542	600	0	1656	927	0	0	0	331	0	518
Future Volume (veh/h)	0	1542	600	0	1656	927	0	0	0	331	0	518
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1640	0	0	1762	0				235	0	677
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	4482		0	3557					420	0	748
Arrive On Green	0.00	1.00	0.00	0.00	1.00	0.00				0.23	0.00	0.23
Sat Flow, veh/h	0	6802	1610	0	5358	1610				1810	0	3220
Grp Volume(v), veh/h	0	1640	0	0	1762	0				235	0	677
Grp Sat Flow(s),veh/h/ln	0	1634	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0				16.0	0.0	28.6
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0				16.0	0.0	28.6
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	4482		0	3557					420	0	748
V/C Ratio(X)	0.00	0.37		0.00	0.50					0.56	0.00	0.91
Avail Cap(c_a), veh/h	0	4482		0	3557					653	0	1162
HCM Platoon Ratio	1.00	2.00	2.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.75	0.00	0.00	0.81	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				47.4	0.0	52.3
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.4	0.0				0.4	0.0	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.1	0.0				7.3	0.0	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.2	0.0	0.0	0.4	0.0				47.9	0.0	57.1
LnGrp LOS	A	A		A	A					D	A	E
Approach Vol, veh/h		1640			1762						912	
Approach Delay, s/veh		0.2			0.4						54.7	
Approach LOS		A			A						D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		102.0		38.0		102.0
Change Period (Y+Rc), s		6.0		5.5		6.0
Max Green Setting (Gmax), s		78.0		50.5		78.0
Max Q Clear Time (g_c+I1), s		2.0		30.6		2.0
Green Ext Time (p_c), s		18.1		1.9		20.9

Intersection Summary	
HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

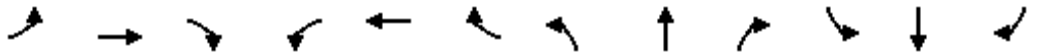
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	1381	492	2231	506	351	0	589
Future Volume (vph)	1381	492	2231	506	351	0	589
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		8	8	
Permitted Phases		Free		Free			8
Detector Phase	2		6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	87.0		87.0		53.0	53.0	53.0
Total Split (%)	62.1%		62.1%		37.9%	37.9%	37.9%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	94.4	140.0	94.4	140.0	34.1	34.1	34.1
Actuated g/C Ratio	0.67	1.00	0.67	1.00	0.24	0.24	0.24
v/c Ratio	0.41	0.32	0.53	0.33	0.79	0.83	0.81
Control Delay	7.1	1.1	13.1	0.5	62.3	61.4	58.5
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay	7.1	1.1	13.3	0.5	62.3	61.4	58.5
LOS	A	A	B	A	E	E	E
Approach Delay	5.5		10.9			60.7	
Approach LOS	A		B			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 17.5	Intersection LOS: B
Intersection Capacity Utilization 60.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 91: I-215 NB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑↑	↱	↰	✣	↱			
Traffic Volume (veh/h)	0	1381	492	0	2231	506	351	0	589	0	0	0
Future Volume (veh/h)	0	1381	492	0	2231	506	351	0	589	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	1439	0	0	2324	0	244	0	745			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	3448		0	4345		458	0	815			
Arrive On Green	0.00	1.00	0.00	0.00	0.66	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	0	5358	1610	0	6802	1610	1810	0	3220			
Grp Volume(v), veh/h	0	1439	0	0	2324	0	244	0	745			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	25.9	0.0	16.3	0.0	31.5			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	25.9	0.0	16.3	0.0	31.5			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3448		0	4345		458	0	815			
V/C Ratio(X)	0.00	0.42		0.00	0.53		0.53	0.00	0.91			
Avail Cap(c_a), veh/h	0	3448		0	4345		614	0	1093			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.90	0.00	0.00	0.23	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	12.2	0.0	45.1	0.0	50.8			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.1	0.0	0.4	0.0	8.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	8.6	0.0	7.4	0.0	13.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	0.0	0.0	12.3	0.0	45.5	0.0	58.8			
LnGrp LOS	A	A		A	B		D	A	E			
Approach Vol, veh/h		1439			2324			989				
Approach Delay, s/veh		0.3			12.3			55.5				
Approach LOS		A			B			E				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		99.1				99.1		40.9				
Change Period (Y+Rc), s		6.0				6.0		5.5				
Max Green Setting (Gmax), s		81.0				81.0		47.5				
Max Q Clear Time (g_c+I1), s		2.0				27.9		33.5				
Green Ext Time (p_c), s		14.2				31.3		2.0				

Intersection Summary		
HCM 6th Ctrl Delay	17.7	
HCM 6th LOS	B	

Notes

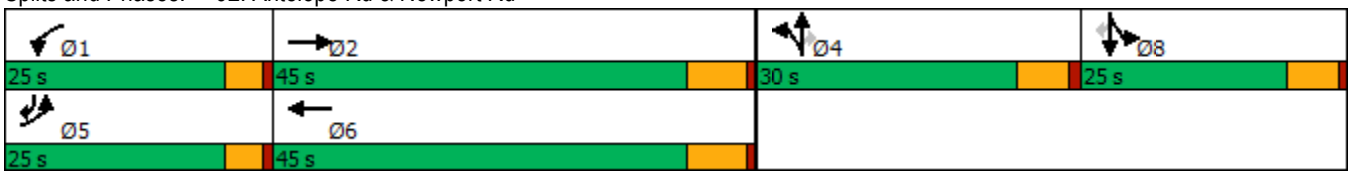
User approved volume balancing among the lanes for turning movement.

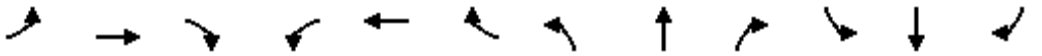
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	205	1425	91	1832	599	83	87	90	75	306
Future Volume (vph)	205	1425	91	1832	599	83	87	90	75	306
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm	Split	NA	pm+ov
Protected Phases	5	2	1	6	4	4		8	8	5
Permitted Phases							4			8
Detector Phase	5	2	1	6	4	4	4	8	8	5
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	4.0	4.0	6.0	6.0	4.0
Minimum Split (s)	8.6	12.5	8.6	12.5	9.8	9.8	9.8	11.8	11.8	8.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	25.0	25.0	25.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	24.0%	24.0%	24.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	10.8	42.3	7.3	38.8	19.5	19.5	19.5	9.7	9.7	26.4
Actuated g/C Ratio	0.11	0.42	0.07	0.38	0.19	0.19	0.19	0.10	0.10	0.26
v/c Ratio	0.59	0.84	0.38	1.07	0.76	0.77	0.23	0.29	0.44	0.41
Control Delay	51.2	32.0	51.6	72.5	47.8	56.3	4.8	46.5	53.0	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.2	32.0	51.6	72.5	47.8	56.3	4.8	46.5	53.0	24.9
LOS	D	C	D	E	D	E	A	D	D	C
Approach Delay		34.1		71.6		45.5			33.5	
Approach LOS		C		E		D			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 101.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 50.6	Intersection LOS: D
Intersection Capacity Utilization 77.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 92: Antelope Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	1425	251	91	1832	134	599	83	87	90	75	306
Future Volume (veh/h)	205	1425	251	91	1832	134	599	83	87	90	75	306
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	218	1516	267	97	1949	143	560	196	93	96	80	326
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	291	1850	325	157	1868	136	658	346	292	467	253	613
Arrive On Green	0.08	0.42	0.42	0.04	0.38	0.38	0.18	0.18	0.18	0.13	0.13	0.13
Sat Flow, veh/h	3510	4438	779	3510	4933	360	3619	1900	1605	3510	1900	2834
Grp Volume(v), veh/h	218	1180	603	97	1364	728	560	196	93	96	80	326
Grp Sat Flow(s),veh/h/ln	1755	1729	1760	1755	1729	1835	1810	1900	1605	1755	1900	1417
Q Serve(g_s), s	6.2	30.7	30.9	2.8	38.5	38.5	15.2	9.6	5.1	2.5	3.9	10.4
Cycle Q Clear(g_c), s	6.2	30.7	30.9	2.8	38.5	38.5	15.2	9.6	5.1	2.5	3.9	10.4
Prop In Lane	1.00		0.44	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	291	1441	733	157	1309	695	658	346	292	467	253	613
V/C Ratio(X)	0.75	0.82	0.82	0.62	1.04	1.05	0.85	0.57	0.32	0.21	0.32	0.53
Avail Cap(c_a), veh/h	704	1441	733	704	1309	695	861	452	382	663	359	770
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	26.3	26.3	47.7	31.6	31.6	40.3	37.9	36.1	39.3	39.9	35.3
Incr Delay (d2), s/veh	1.5	4.0	7.8	1.5	36.4	47.5	5.1	0.5	0.2	0.2	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	12.4	13.4	1.2	21.4	24.8	6.9	4.3	1.9	1.0	1.8	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	30.3	34.1	49.2	68.0	79.1	45.4	38.5	36.3	39.5	40.6	36.0
LnGrp LOS	D	C	C	D	F	F	D	D	D	D	D	D
Approach Vol, veh/h		2001			2189			849			502	
Approach Delay, s/veh		33.2			70.9			42.8			37.4	
Approach LOS		C			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	48.9		24.3	13.0	45.0		19.3				
Change Period (Y+Rc), s	4.6	6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	20.4	38.5		24.2	20.4	38.5		19.2				
Max Q Clear Time (g_c+I1), s	4.8	32.9		17.2	8.2	40.5		12.4				
Green Ext Time (p_c), s	0.1	4.9		1.3	0.3	0.0		1.2				

Intersection Summary			
HCM 6th Ctrl Delay		49.9	
HCM 6th LOS		D	

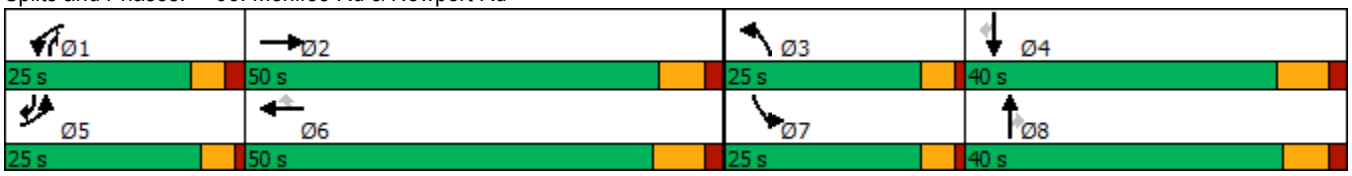
Notes

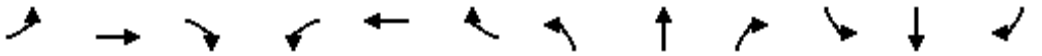
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	275	1228	159	1337	64	197	285	164	108	313	433
Future Volume (vph)	275	1228	159	1337	64	197	285	164	108	313	433
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6		3	8	1	7	4	5
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	9.6	14.8	10.6	15.5	15.5	9.6	12.8	10.6	9.6	13.5	9.6
Total Split (s)	25.0	50.0	25.0	50.0	50.0	25.0	40.0	25.0	25.0	40.0	25.0
Total Split (%)	17.9%	35.7%	17.9%	35.7%	35.7%	17.9%	28.6%	17.9%	17.9%	28.6%	17.9%
Yellow Time (s)	3.6	4.8	3.6	5.5	5.5	3.6	4.8	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	5.6	7.5	7.5	4.6	6.8	5.6	4.6	7.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	20.6	48.5	9.4	37.6	37.6	10.7	16.0	26.6	11.1	15.7	39.2
Actuated g/C Ratio	0.19	0.44	0.09	0.34	0.34	0.10	0.15	0.24	0.10	0.14	0.36
v/c Ratio	0.86	0.64	0.56	0.79	0.11	0.61	0.57	0.36	0.63	0.64	0.74
Control Delay	69.2	25.5	56.9	36.4	1.1	56.6	49.1	11.5	64.1	51.0	32.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.2	25.5	56.9	36.4	1.1	56.6	49.1	11.5	64.1	51.0	32.7
LOS	E	C	E	D	A	E	D	B	E	D	C
Approach Delay		32.9		37.1			41.9			43.3	
Approach LOS		C		D			D			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 109	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 37.4	Intersection LOS: D
Intersection Capacity Utilization 75.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 93: Menifee Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	1228	134	159	1337	64	197	285	164	108	313	433
Future Volume (veh/h)	275	1228	134	159	1337	64	197	285	164	108	313	433
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	293	1306	143	169	1422	68	210	303	174	115	333	461
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	290	1932	211	224	1657	514	267	915	506	140	920	661
Arrive On Green	0.16	0.41	0.41	0.06	0.32	0.32	0.08	0.25	0.25	0.08	0.25	0.25
Sat Flow, veh/h	1810	4738	519	3510	5187	1610	3510	3610	1589	1810	3610	1582
Grp Volume(v), veh/h	293	953	496	169	1422	68	210	303	174	115	333	461
Grp Sat Flow(s),veh/h/ln	1810	1729	1799	1755	1729	1610	1755	1805	1589	1810	1805	1582
Q Serve(g_s), s	20.4	28.7	28.7	6.0	32.8	3.8	7.5	8.7	10.7	8.0	9.7	30.7
Cycle Q Clear(g_c), s	20.4	28.7	28.7	6.0	32.8	3.8	7.5	8.7	10.7	8.0	9.7	30.7
Prop In Lane	1.00		0.29	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	290	1410	733	224	1657	514	267	915	506	140	920	661
V/C Ratio(X)	1.01	0.68	0.68	0.75	0.86	0.13	0.79	0.33	0.34	0.82	0.36	0.70
Avail Cap(c_a), veh/h	290	1410	733	534	1729	537	562	940	517	290	920	661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.6	30.9	30.9	58.7	40.7	30.8	57.9	38.8	33.4	57.9	39.0	30.8
Incr Delay (d2), s/veh	56.0	1.5	2.8	1.9	4.6	0.2	2.0	0.2	0.4	4.5	0.2	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.5	11.7	12.5	2.7	14.1	1.5	3.4	3.9	4.2	3.8	4.3	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	109.6	32.3	33.7	60.6	45.3	31.0	59.9	39.0	33.8	62.4	39.2	34.0
LnGrp LOS	F	C	C	E	D	C	E	D	C	E	D	C
Approach Vol, veh/h		1742			1659			687			909	
Approach Delay, s/veh		45.7			46.3			44.1			39.5	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	59.5	14.3	40.0	25.0	48.2	14.5	39.8
Change Period (Y+Rc), s	5.6	* 7.5	4.6	7.5	4.6	7.5	4.6	* 7.5
Max Green Setting (Gmax), s	19.4	* 43	20.4	32.5	20.4	42.5	20.4	* 33
Max Q Clear Time (g_c+I1), s	8.0	30.7	9.5	32.7	22.4	34.8	10.0	12.7
Green Ext Time (p_c), s	0.1	8.7	0.2	0.0	0.0	6.0	0.1	2.5

Intersection Summary	
HCM 6th Ctrl Delay	44.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	64
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	203	218	225	376	451	280
Future Vol, veh/h	203	218	225	376	451	280
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	251	269	278	464	557	346
Number of Lanes	1	1	1	2	2	0

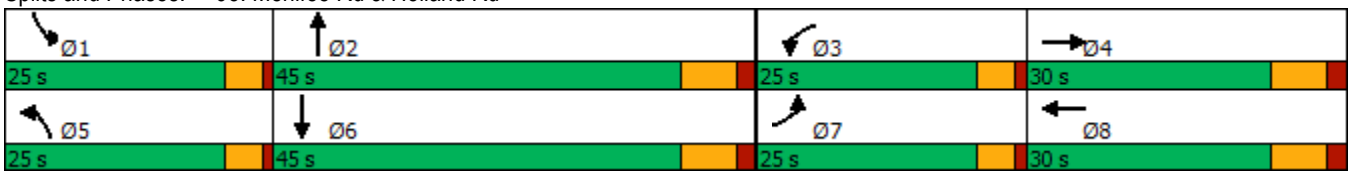
Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	3
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	3	0	2
HCM Control Delay	30.7	25	115.2
HCM LOS	D	C	F

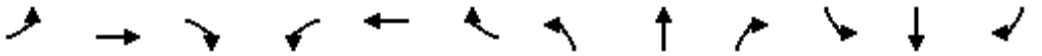
Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	35%
Vol Right, %	0%	0%	0%	0%	100%	0%	65%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	225	188	188	203	218	301	430
LT Vol	225	0	0	203	0	0	0
Through Vol	0	188	188	0	0	301	150
RT Vol	0	0	0	0	218	0	280
Lane Flow Rate	278	232	232	251	269	371	531
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.718	0.567	0.458	0.693	0.655	0.92	1.247
Departure Headway (Hd)	9.722	9.205	7.447	10.482	9.25	8.924	8.452
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	375	395	487	348	393	405	430
Service Time	7.422	6.905	5.147	8.182	6.95	6.714	6.242
HCM Lane V/C Ratio	0.741	0.587	0.476	0.721	0.684	0.916	1.235
HCM Control Delay	33.6	23.3	16.3	33.8	27.9	57.4	155.6
HCM Lane LOS	D	C	C	D	D	F	F
HCM 95th-tile Q	5.4	3.4	2.4	4.9	4.5	9.9	22

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	104	86	59	212	24	364	75	444
Future Volume (vph)	104	86	59	212	24	364	75	444
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	17.2	10.6	17.2
Total Split (s)	25.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	10.8	21.3	8.5	15.7	7.0	20.9	9.3	25.7
Actuated g/C Ratio	0.14	0.27	0.11	0.20	0.09	0.27	0.12	0.33
v/c Ratio	0.52	0.12	0.37	0.58	0.19	0.55	0.43	0.58
Control Delay	43.9	26.4	44.0	25.4	43.8	28.5	44.1	25.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.9	26.4	44.0	25.4	43.8	28.5	44.1	25.1
LOS	D	C	D	C	D	C	D	C
Approach Delay		35.7		28.0		29.4		27.5
Approach LOS		D		C		C		C

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 78.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 29.1	Intersection LOS: C
Intersection Capacity Utilization 56.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 95: Menifee Rd & Holland Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	86	6	59	212	152	24	364	61	75	444	96
Future Volume (veh/h)	104	86	6	59	212	152	24	364	61	75	444	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	128	106	7	73	262	188	30	449	75	93	548	119
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	166	777	51	124	412	285	70	792	131	138	864	187
Arrive On Green	0.09	0.23	0.23	0.07	0.20	0.20	0.04	0.26	0.26	0.08	0.29	0.29
Sat Flow, veh/h	1810	3438	225	1810	2035	1409	1810	3089	512	1810	2940	636
Grp Volume(v), veh/h	128	55	58	73	231	219	30	261	263	93	336	331
Grp Sat Flow(s),veh/h/ln	1810	1805	1858	1810	1805	1639	1810	1805	1796	1810	1805	1771
Q Serve(g_s), s	4.4	1.5	1.6	2.5	7.4	7.8	1.0	8.0	8.1	3.2	10.2	10.3
Cycle Q Clear(g_c), s	4.4	1.5	1.6	2.5	7.4	7.8	1.0	8.0	8.1	3.2	10.2	10.3
Prop In Lane	1.00		0.12	1.00		0.86	1.00		0.29	1.00		0.36
Lane Grp Cap(c), veh/h	166	408	420	124	365	332	70	463	461	138	531	521
V/C Ratio(X)	0.77	0.14	0.14	0.59	0.63	0.66	0.43	0.56	0.57	0.67	0.63	0.64
Avail Cap(c_a), veh/h	583	650	669	583	650	590	583	1078	1073	583	1078	1058
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	19.6	19.6	28.6	23.1	23.2	29.7	20.5	20.5	28.5	19.4	19.4
Incr Delay (d2), s/veh	2.8	0.2	0.2	1.7	2.6	3.2	1.5	1.5	1.6	2.1	1.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.6	0.7	1.1	3.2	3.1	0.5	3.3	3.3	1.4	4.2	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	19.8	19.8	30.3	25.7	26.4	31.3	22.0	22.1	30.6	21.2	21.3
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		241			523			554			760	
Approach Delay, s/veh		25.7			26.6			22.5			22.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	23.4	8.9	21.5	7.1	25.8	10.4	20.0
Change Period (Y+Rc), s	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.8	20.4	22.8	20.4	37.8	20.4	22.8
Max Q Clear Time (g_c+I1), s	5.2	10.1	4.5	3.6	3.0	12.3	6.4	9.8
Green Ext Time (p_c), s	0.1	4.9	0.1	0.7	0.0	6.3	0.1	3.0

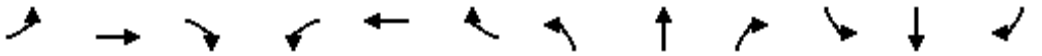
Intersection Summary	
HCM 6th Ctrl Delay	23.9
HCM 6th LOS	C

Lane Group	EBL	EBT	WBT	SBL	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	87	946	1163	110	0	138		
Future Volume (vph)	87	946	1163	110	0	138		
Turn Type	Prot	NA	NA	Perm	NA	Perm		
Protected Phases	5	2	6		4		1	8
Permitted Phases				4		4		
Detector Phase	5	2	6	4	4	4		
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	10.0	10.0	10.0	9.7	10.0
Total Split (s)	19.7	52.0	52.0	31.0	31.0	31.0	19.7	31.0
Total Split (%)	19.2%	50.6%	50.6%	30.2%	30.2%	30.2%	19%	30%
Yellow Time (s)	3.7	6.0	6.0	4.0	4.0	4.0	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		
Total Lost Time (s)	4.7	7.0	7.0		5.0	5.0		
Lead/Lag	Lead	Lag	Lag				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes				Yes	
Recall Mode	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	8.8	50.0	39.2		11.2	11.2		
Actuated g/C Ratio	0.12	0.68	0.53		0.15	0.15		
v/c Ratio	0.45	0.43	0.71		0.45	0.41		
Control Delay	41.2	6.1	17.3		37.0	9.6		
Queue Delay	0.0	0.0	0.0		0.0	0.0		
Total Delay	41.2	6.1	17.3		37.0	9.6		
LOS	D	A	B		D	A		
Approach Delay		9.1	17.3		21.7			
Approach LOS		A	B		C			

Intersection Summary	
Cycle Length: 102.7	
Actuated Cycle Length: 73.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 14.3	Intersection LOS: B
Intersection Capacity Utilization 58.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 96: Juniper Flats Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	946	0	0	1163	58	0	0	0	110	0	138
Future Volume (veh/h)	87	946	0	0	1163	58	0	0	0	110	0	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	97	1051	0	0	1292	64	0	0	0	122	0	153
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	126	2387	0	3	1789	89	0	255	0	316	0	216
Arrive On Green	0.07	0.66	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.13	0.00	0.13
Sat Flow, veh/h	1810	3705	0	1810	3500	173	0	1900	0	1440	0	1610
Grp Volume(v), veh/h	97	1051	0	0	665	691	0	0	0	122	0	153
Grp Sat Flow(s),veh/h/ln	1810	1805	0	1810	1805	1868	0	1900	0	1440	0	1610
Q Serve(g_s), s	3.1	8.2	0.0	0.0	16.7	16.8	0.0	0.0	0.0	4.7	0.0	5.3
Cycle Q Clear(g_c), s	3.1	8.2	0.0	0.0	16.7	16.8	0.0	0.0	0.0	4.7	0.0	5.3
Prop In Lane	1.00		0.00	1.00		0.09	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	126	2387	0	3	923	955	0	255	0	316	0	216
V/C Ratio(X)	0.77	0.44	0.00	0.00	0.72	0.72	0.00	0.00	0.00	0.39	0.00	0.71
Avail Cap(c_a), veh/h	463	2770	0	463	1385	1433	0	842	0	761	0	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.8	4.7	0.0	0.0	11.1	11.1	0.0	0.0	0.0	24.0	0.0	24.3
Incr Delay (d2), s/veh	3.6	0.1	0.0	0.0	1.1	1.1	0.0	0.0	0.0	0.3	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.0	0.0	0.0	5.6	5.8	0.0	0.0	0.0	1.5	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	4.9	0.0	0.0	12.2	12.2	0.0	0.0	0.0	24.3	0.0	25.9
LnGrp LOS	C	A	A	A	B	B	A	A	A	C	A	C
Approach Vol, veh/h		1148			1356			0			275	
Approach Delay, s/veh		7.0			12.2			0.0			25.2	
Approach LOS		A			B						C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	45.8		12.9	8.8	37.0		12.9				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	45.0		26.0	* 15	45.0		26.0				
Max Q Clear Time (g_c+I1), s	0.0	10.2		7.3	5.1	18.8		0.0				
Green Ext Time (p_c), s	0.0	9.4		0.6	0.1	11.2		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		11.3
HCM 6th LOS		B

Notes

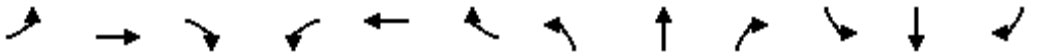
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	14	906	168	522	826	151	12	17	28
Future Volume (vph)	14	906	168	522	826	151	12	17	28
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.2	11.2	9.7	11.2	11.5	11.5	11.5	11.5
Total Split (s)	15.0	36.0	36.0	30.0	51.0	24.0	24.0	24.0	24.0
Total Split (%)	16.7%	40.0%	40.0%	33.3%	56.7%	26.7%	26.7%	26.7%	26.7%
Yellow Time (s)	3.7	5.2	5.2	3.7	5.2	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.2	6.2	4.7	6.2	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.5	29.8	29.8	25.3	57.5	17.5	17.5	17.5	17.5
Actuated g/C Ratio	0.06	0.33	0.33	0.28	0.64	0.19	0.19	0.19	0.19
v/c Ratio	0.14	0.80	0.27	1.08	0.39	0.59	0.79	0.21	0.09
Control Delay	42.4	33.4	4.7	97.2	9.0	42.8	15.7	37.8	27.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.4	33.4	4.7	97.2	9.0	42.8	15.7	37.8	27.3
LOS	D	C	A	F	A	D	B	D	C
Approach Delay		29.1			42.5		21.9		31.0
Approach LOS		C			D		C		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 33.4	Intersection LOS: C
Intersection Capacity Utilization 100.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 97: Winchester Rd/Vista Pl & SR-74/Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	906	168	522	826	28	151	12	499	17	28	5
Future Volume (veh/h)	14	906	168	522	826	28	151	12	499	17	28	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	954	177	549	869	29	159	13	525	18	29	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	31	1195	533	509	2120	71	330	8	307	80	307	53
Arrive On Green	0.02	0.33	0.33	0.28	0.59	0.59	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1810	3610	1610	1810	3565	119	1396	39	1577	881	1579	272
Grp Volume(v), veh/h	15	954	177	549	440	458	159	0	538	18	0	34
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1879	1396	0	1616	881	0	1851
Q Serve(g_s), s	0.7	21.6	7.4	25.3	11.8	11.8	9.5	0.0	17.5	0.0	0.0	1.4
Cycle Q Clear(g_c), s	0.7	21.6	7.4	25.3	11.8	11.8	10.8	0.0	17.5	17.5	0.0	1.4
Prop In Lane	1.00		1.00	1.00		0.06	1.00		0.98	1.00		0.15
Lane Grp Cap(c), veh/h	31	1195	533	509	1074	1117	330	0	314	80	0	360
V/C Ratio(X)	0.48	0.80	0.33	1.08	0.41	0.41	0.48	0.00	1.71	0.22	0.00	0.09
Avail Cap(c_a), veh/h	207	1195	533	509	1074	1117	330	0	314	80	0	360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.8	27.4	22.6	32.3	9.8	9.8	34.2	0.0	36.3	45.0	0.0	29.7
Incr Delay (d2), s/veh	4.1	5.6	1.7	63.0	1.2	1.1	4.9	0.0	333.6	6.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	9.3	2.8	18.9	4.0	4.2	3.6	0.0	35.8	0.5	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	33.0	24.3	95.3	10.9	10.9	39.1	0.0	369.9	51.4	0.0	30.3
LnGrp LOS	D	C	C	F	B	B	D	A	F	D	A	C
Approach Vol, veh/h		1146			1447			697			52	
Approach Delay, s/veh		31.8			42.9			294.4			37.6	
Approach LOS		C			D			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.0	36.0		24.0	6.3	59.7		24.0				
Change Period (Y+Rc), s	* 4.7	6.2		6.5	* 4.7	6.2		6.5				
Max Green Setting (Gmax), s	* 25	29.8		17.5	* 10	44.8		17.5				
Max Q Clear Time (g_c+I1), s	27.3	23.6		19.5	2.7	13.8		19.5				
Green Ext Time (p_c), s	0.0	2.4		0.0	0.0	3.1		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	91.5
HCM 6th LOS	F

Notes

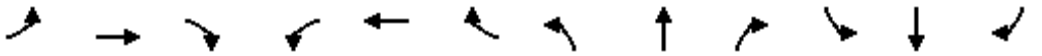
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	235	745	187	592	160	251	148	37	312	181
Future Volume (vph)	235	745	187	592	160	251	148	37	312	181
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	9.7	11.0	9.7	11.5	11.5	9.7	11.5	11.5
Total Split (s)	25.0	40.0	25.0	40.0	20.0	25.0	25.0	20.0	25.0	25.0
Total Split (%)	22.7%	36.4%	22.7%	36.4%	18.2%	22.7%	22.7%	18.2%	22.7%	22.7%
Yellow Time (s)	3.7	5.0	3.7	5.0	3.7	5.5	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	4.7	6.0	4.7	6.5	6.5	4.7	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	17.7	38.7	15.6	36.6	13.1	30.9	30.9	6.9	20.7	20.7
Actuated g/C Ratio	0.16	0.35	0.14	0.33	0.12	0.28	0.28	0.06	0.19	0.19
v/c Ratio	0.82	0.77	0.75	0.51	0.76	0.25	0.27	0.34	0.47	0.41
Control Delay	67.3	36.3	62.9	31.9	68.7	33.1	7.0	56.7	43.1	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.3	36.3	62.9	31.9	68.7	33.1	7.0	56.7	43.1	8.9
LOS	E	D	E	C	E	C	A	E	D	A
Approach Delay		42.5		39.3		36.4			32.3	
Approach LOS		D		D		D			C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 38.8	Intersection LOS: D
Intersection Capacity Utilization 72.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 98: Warren Rd & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	745	196	187	592	9	160	251	148	37	312	181
Future Volume (veh/h)	235	745	196	187	592	9	160	251	148	37	312	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	240	760	200	191	604	9	163	256	151	38	318	185
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	270	1141	300	222	1372	20	193	879	392	56	607	271
Arrive On Green	0.15	0.40	0.40	0.12	0.38	0.38	0.11	0.24	0.24	0.03	0.17	0.17
Sat Flow, veh/h	1810	2827	744	1810	3641	54	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	240	485	475	191	299	314	163	256	151	38	318	185
Grp Sat Flow(s),veh/h/ln	1810	1805	1766	1810	1805	1890	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	14.3	24.1	24.1	11.4	13.6	13.6	9.7	6.4	8.6	2.3	8.8	11.9
Cycle Q Clear(g_c), s	14.3	24.1	24.1	11.4	13.6	13.6	9.7	6.4	8.6	2.3	8.8	11.9
Prop In Lane	1.00		0.42	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	270	729	713	222	680	712	193	879	392	56	607	271
V/C Ratio(X)	0.89	0.67	0.67	0.86	0.44	0.44	0.85	0.29	0.39	0.67	0.52	0.68
Avail Cap(c_a), veh/h	334	729	713	334	680	712	252	879	392	252	607	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.9	26.8	26.8	47.3	25.6	25.6	48.3	33.9	34.7	52.7	41.7	43.0
Incr Delay (d2), s/veh	18.7	4.8	4.9	8.2	1.8	1.7	14.8	0.8	2.8	5.1	3.2	13.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	10.5	10.4	5.4	5.8	6.1	5.2	2.9	3.7	1.1	4.2	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.5	31.5	31.6	55.6	27.4	27.3	63.1	34.7	37.6	57.8	44.9	56.1
LnGrp LOS	E	C	C	E	C	C	E	C	D	E	D	E
Approach Vol, veh/h		1200			804			570			541	
Approach Delay, s/veh		38.2			34.1			43.6			49.7	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.2	50.4	16.4	25.0	21.1	47.5	8.1	33.3
Change Period (Y+Rc), s	* 4.7	6.0	* 4.7	6.5	* 4.7	6.0	* 4.7	6.5
Max Green Setting (Gmax), s	* 20	34.0	* 15	18.5	* 20	34.0	* 15	18.5
Max Q Clear Time (g_c+I1), s	13.4	26.1	11.7	13.9	16.3	15.6	4.3	10.6
Green Ext Time (p_c), s	0.1	2.3	0.1	0.8	0.1	1.8	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D

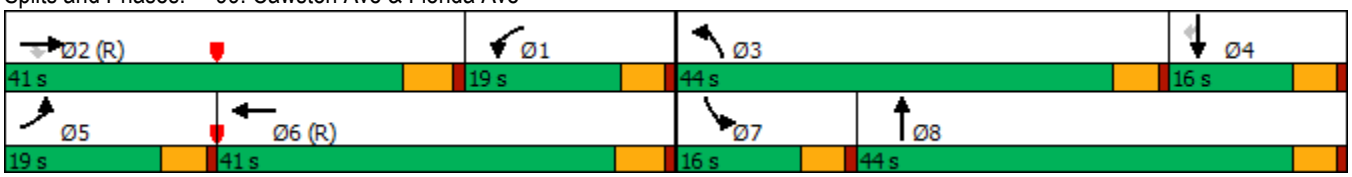
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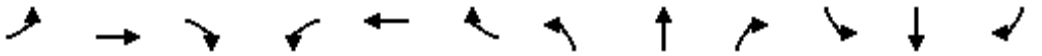
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	113	637	17	8	502	146	77	51	123	140
Future Volume (vph)	113	637	17	8	502	146	77	51	123	140
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.5	10.5	10.0	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	19.0	41.0	41.0	19.0	41.0	44.0	44.0	16.0	16.0	16.0
Total Split (%)	15.8%	34.2%	34.2%	15.8%	34.2%	36.7%	36.7%	13.3%	13.3%	13.3%
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.5	5.5	5.0	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	11.5	50.7	50.7	6.9	38.0	14.8	44.0	8.0	35.2	35.2
Actuated g/C Ratio	0.10	0.42	0.42	0.06	0.32	0.12	0.37	0.07	0.29	0.29
v/c Ratio	0.69	0.44	0.02	0.08	0.50	0.69	0.07	0.45	0.23	0.24
Control Delay	72.3	27.0	0.1	52.5	35.2	66.2	22.7	65.0	35.0	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.3	27.0	0.1	52.5	35.2	66.2	22.7	65.0	35.0	2.0
LOS	E	C	A	D	D	E	C	E	C	A
Approach Delay		33.1			35.5		49.5		25.2	
Approach LOS		C			D		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 30 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 34.5	Intersection LOS: C
Intersection Capacity Utilization 53.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 99: Cawston Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	637	17	8	502	34	146	77	14	51	123	140
Future Volume (veh/h)	113	637	17	8	502	34	146	77	14	51	123	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	119	671	18	8	528	36	154	81	15	54	129	147
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	145	1068	466	299	1321	90	183	993	179	70	499	422
Arrive On Green	0.08	0.30	0.30	0.17	0.39	0.39	0.10	0.33	0.33	0.04	0.26	0.26
Sat Flow, veh/h	1810	3610	1576	1810	3429	233	1810	3054	551	1810	1900	1610
Grp Volume(v), veh/h	119	671	18	8	277	287	154	47	49	54	129	147
Grp Sat Flow(s),veh/h/ln	1810	1805	1576	1810	1805	1858	1810	1805	1800	1810	1900	1610
Q Serve(g_s), s	7.8	19.3	0.7	0.4	13.4	13.5	10.0	2.2	2.3	3.5	6.4	8.9
Cycle Q Clear(g_c), s	7.8	19.3	0.7	0.4	13.4	13.5	10.0	2.2	2.3	3.5	6.4	8.9
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	145	1068	466	299	695	715	183	587	585	70	499	422
V/C Ratio(X)	0.82	0.63	0.04	0.03	0.40	0.40	0.84	0.08	0.08	0.77	0.26	0.35
Avail Cap(c_a), veh/h	211	1068	466	299	695	715	588	587	585	166	499	422
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	0.78	0.78	0.78	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	36.5	16.1	42.0	26.8	26.8	53.0	28.1	28.1	57.1	35.0	35.9
Incr Delay (d2), s/veh	6.9	1.9	0.1	0.0	1.3	1.3	3.9	0.3	0.3	6.5	1.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	8.7	0.4	0.2	6.0	6.2	4.8	1.0	1.0	1.7	3.2	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.2	38.4	16.2	42.0	28.1	28.1	56.9	28.3	28.4	63.7	36.3	38.2
LnGrp LOS	E	D	B	D	C	C	E	C	C	E	D	D
Approach Vol, veh/h		808			572			250			330	
Approach Delay, s/veh		41.3			28.3			45.9			41.6	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.4	41.0	17.2	36.5	14.6	51.7	9.6	44.0
Change Period (Y+Rc), s	5.5	* 5.5	5.0	5.0	5.0	5.5	5.0	5.0
Max Green Setting (Gmax), s	14.0	* 36	39.0	11.0	14.0	35.5	11.0	39.0
Max Q Clear Time (g_c+I1), s	2.4	21.3	12.0	10.9	9.8	15.5	5.5	4.3
Green Ext Time (p_c), s	0.0	2.6	0.2	0.0	0.0	2.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	38.1
HCM 6th LOS	D

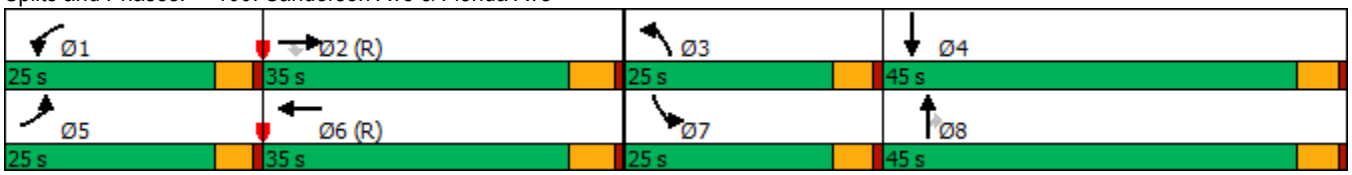
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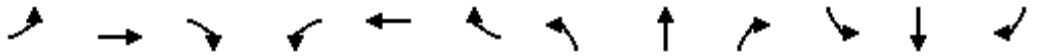
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	185	447	45	162	396	117	663	73	129	717
Future Volume (vph)	185	447	45	162	396	117	663	73	129	717
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	10.5	9.7	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	25.0	35.0	35.0	25.0	35.0	25.0	45.0	45.0	25.0	45.0
Total Split (%)	19.2%	26.9%	26.9%	19.2%	26.9%	19.2%	34.6%	34.6%	19.2%	34.6%
Yellow Time (s)	3.7	4.5	4.5	3.7	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	5.5	4.7	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	17.2	33.8	33.8	16.0	32.6	14.1	46.0	46.0	14.0	45.9
Actuated g/C Ratio	0.13	0.26	0.26	0.12	0.25	0.11	0.35	0.35	0.11	0.35
v/c Ratio	0.81	0.50	0.10	0.76	0.57	0.63	0.54	0.12	0.69	0.68
Control Delay	79.2	43.8	0.4	76.5	44.5	69.0	36.2	3.1	73.6	39.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.2	43.8	0.4	76.5	44.5	69.0	36.2	3.1	73.6	39.2
LOS	E	D	A	E	D	E	D	A	E	D
Approach Delay		50.6			52.4		37.9			43.9
Approach LOS		D			D		D			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 45 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 45.5	Intersection LOS: D
Intersection Capacity Utilization 70.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 100: Sanderson Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	447	45	162	396	95	117	663	73	129	717	104
Future Volume (veh/h)	185	447	45	162	396	95	117	663	73	129	717	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	193	466	47	169	412	99	122	691	76	134	747	108
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	219	1230	536	195	947	225	149	1111	493	160	992	143
Arrive On Green	0.12	0.34	0.34	0.11	0.33	0.33	0.08	0.31	0.31	0.09	0.31	0.31
Sat Flow, veh/h	1810	3610	1575	1810	2890	688	1810	3610	1602	1810	3159	457
Grp Volume(v), veh/h	193	466	47	169	256	255	122	691	76	134	427	428
Grp Sat Flow(s),veh/h/ln	1810	1805	1575	1810	1805	1773	1810	1805	1602	1810	1805	1811
Q Serve(g_s), s	13.6	12.7	2.6	11.9	14.4	14.7	8.6	21.3	4.5	9.5	27.6	27.6
Cycle Q Clear(g_c), s	13.6	12.7	2.6	11.9	14.4	14.7	8.6	21.3	4.5	9.5	27.6	27.6
Prop In Lane	1.00		1.00	1.00		0.39	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	219	1230	536	195	591	581	149	1111	493	160	567	568
V/C Ratio(X)	0.88	0.38	0.09	0.87	0.43	0.44	0.82	0.62	0.15	0.84	0.75	0.75
Avail Cap(c_a), veh/h	283	1230	536	283	591	581	278	1111	493	278	567	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.92	0.92	0.92	0.72	0.72	0.72	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.2	32.4	29.1	57.1	34.3	34.3	58.7	38.5	32.7	58.3	40.1	40.1
Incr Delay (d2), s/veh	17.3	0.8	0.3	11.9	2.1	2.2	7.9	1.9	0.5	4.4	9.0	9.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	5.7	1.1	6.1	6.7	6.7	4.3	9.7	1.8	4.5	13.6	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.5	33.2	29.4	68.9	36.4	36.6	66.6	40.4	33.2	62.7	49.0	49.0
LnGrp LOS	E	C	C	E	D	D	E	D	C	E	D	D
Approach Vol, veh/h		706			680			889			989	
Approach Delay, s/veh		44.0			44.5			43.4			50.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.7	49.8	15.7	45.8	20.4	48.1	16.5	45.0
Change Period (Y+Rc), s	* 4.7	5.5	5.0	5.0	* 4.7	5.5	5.0	5.0
Max Green Setting (Gmax), s	* 20	29.5	20.0	40.0	* 20	29.5	20.0	40.0
Max Q Clear Time (g_c+I1), s	13.9	14.7	10.6	29.6	15.6	16.7	11.5	23.3
Green Ext Time (p_c), s	0.1	2.7	0.2	4.0	0.1	2.4	0.1	4.6

Intersection Summary	
HCM 6th Ctrl Delay	46.0
HCM 6th LOS	D

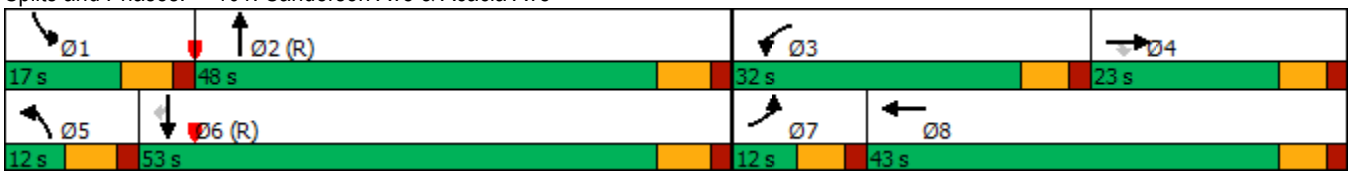
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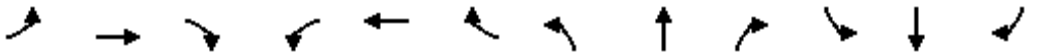
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	11	170	141	147	149	102	796	89	742	5
Future Volume (vph)	11	170	141	147	149	102	796	89	742	5
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0	7.0
Minimum Split (s)	10.3	13.3	13.3	10.3	13.3	10.7	13.7	10.7	13.7	13.7
Total Split (s)	12.0	23.0	23.0	32.0	43.0	12.0	48.0	17.0	53.0	53.0
Total Split (%)	10.0%	19.2%	19.2%	26.7%	35.8%	10.0%	40.0%	14.2%	44.2%	44.2%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.7	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	4.8	17.7	17.7	14.4	33.7	13.0	52.4	9.5	48.8	48.8
Actuated g/C Ratio	0.04	0.15	0.15	0.12	0.28	0.11	0.44	0.08	0.41	0.41
v/c Ratio	0.17	0.65	0.37	0.73	0.57	0.56	0.65	0.68	0.54	0.01
Control Delay	60.5	59.0	4.1	69.5	36.5	64.3	30.5	76.3	29.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.5	59.0	4.1	69.5	36.5	64.3	30.5	76.3	29.3	0.0
LOS	E	E	A	E	D	E	C	E	C	A
Approach Delay		35.0			48.0		33.8		34.1	
Approach LOS		D			D		C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 4 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 36.4	Intersection LOS: D
Intersection Capacity Utilization 71.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 101: Sanderson Ave & Acacia Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	170	141	147	149	127	102	796	133	89	742	5
Future Volume (veh/h)	11	170	141	147	149	127	102	796	133	89	742	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	183	152	158	160	137	110	856	143	96	798	5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	20	221	187	186	197	168	80	1540	257	120	1877	819
Arrive On Green	0.01	0.12	0.12	0.10	0.21	0.21	0.04	0.50	0.50	0.07	0.52	0.52
Sat Flow, veh/h	1810	1900	1606	1810	944	809	1810	3094	517	1810	3610	1575
Grp Volume(v), veh/h	12	183	152	158	0	297	110	499	500	96	798	5
Grp Sat Flow(s),veh/h/ln	1810	1900	1606	1810	0	1753	1810	1805	1806	1810	1805	1575
Q Serve(g_s), s	0.8	11.3	11.1	10.3	0.0	19.4	5.3	23.0	23.0	6.3	16.4	0.2
Cycle Q Clear(g_c), s	0.8	11.3	11.1	10.3	0.0	19.4	5.3	23.0	23.0	6.3	16.4	0.2
Prop In Lane	1.00		1.00	1.00		0.46	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	20	221	187	186	0	365	80	898	899	120	1877	819
V/C Ratio(X)	0.60	0.83	0.81	0.85	0.00	0.81	1.38	0.56	0.56	0.80	0.43	0.01
Avail Cap(c_a), veh/h	86	264	224	388	0	536	80	898	899	155	1877	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.69	0.69	0.69
Uniform Delay (d), s/veh	59.1	51.8	51.7	52.9	0.0	45.3	57.3	20.9	20.9	55.2	17.8	13.9
Incr Delay (d2), s/veh	10.4	18.1	19.0	4.1	0.0	7.5	230.0	2.5	2.5	11.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	6.5	5.4	4.9	0.0	9.2	7.5	10.2	10.2	3.2	6.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.5	69.9	70.7	57.0	0.0	52.8	287.4	23.4	23.4	66.3	18.2	13.9
LnGrp LOS	E	E	E	E	A	D	F	C	C	E	B	B
Approach Vol, veh/h		347			455			1109			899	
Approach Delay, s/veh		70.3			54.3			49.6			23.3	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	66.4	18.6	20.3	12.0	69.1	7.6	31.3
Change Period (Y+Rc), s	6.7	6.7	6.3	6.3	6.7	6.7	6.3	6.3
Max Green Setting (Gmax), s	10.3	41.3	25.7	16.7	5.3	46.3	5.7	36.7
Max Q Clear Time (g_c+I1), s	8.3	25.0	12.3	13.3	7.3	18.4	2.8	21.4
Green Ext Time (p_c), s	0.0	8.0	0.1	0.7	0.0	8.7	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	44.5
HCM 6th LOS	D

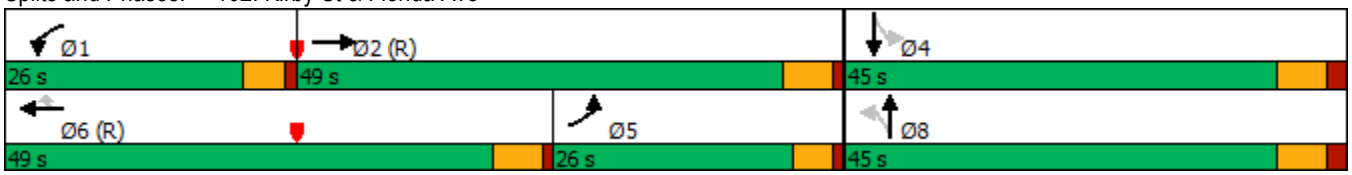
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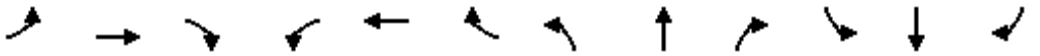
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	63	553	66	594	52	58	273	77	275
Future Volume (vph)	63	553	66	594	52	58	273	77	275
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	9.7	10.5	10.5	11.5	11.5	11.5	11.5
Total Split (s)	26.0	49.0	26.0	49.0	49.0	45.0	45.0	45.0	45.0
Total Split (%)	21.7%	40.8%	21.7%	40.8%	40.8%	37.5%	37.5%	37.5%	37.5%
Yellow Time (s)	3.7	4.5	3.7	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	4.7	5.5	5.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	18.1	57.7	9.0	48.7	48.7	38.5	38.5	38.5	38.5
Actuated g/C Ratio	0.15	0.48	0.08	0.41	0.41	0.32	0.32	0.32	0.32
v/c Ratio	0.25	0.38	0.51	0.43	0.08	0.22	0.31	0.27	0.34
Control Delay	45.3	21.1	66.0	28.5	2.5	32.4	29.5	33.4	28.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.3	21.1	66.0	28.5	2.5	32.4	29.5	33.4	28.7
LOS	D	C	E	C	A	C	C	C	C
Approach Delay		23.4		30.1			30.0		29.5
Approach LOS		C		C			C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 92 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 27.9	Intersection LOS: C
Intersection Capacity Utilization 55.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 102: Kirby St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	553	55	66	594	52	58	273	59	77	275	91
Future Volume (veh/h)	63	553	55	66	594	52	58	273	59	77	275	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	67	588	59	70	632	55	62	290	63	82	293	97
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	1623	163	90	1309	575	297	949	203	316	856	277
Arrive On Green	0.17	0.49	0.49	0.05	0.36	0.36	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	3313	332	1810	3610	1588	1008	2956	633	1043	2669	864
Grp Volume(v), veh/h	67	320	327	70	632	55	62	175	178	82	196	194
Grp Sat Flow(s),veh/h/ln	1810	1805	1840	1810	1805	1588	1008	1805	1784	1043	1805	1728
Q Serve(g_s), s	3.8	13.2	13.2	4.6	16.2	2.7	6.0	8.8	9.0	7.7	9.9	10.3
Cycle Q Clear(g_c), s	3.8	13.2	13.2	4.6	16.2	2.7	16.3	8.8	9.0	16.7	9.9	10.3
Prop In Lane	1.00		0.18	1.00		1.00	1.00		0.35	1.00		0.50
Lane Grp Cap(c), veh/h	309	884	902	90	1309	575	297	579	572	316	579	555
V/C Ratio(X)	0.22	0.36	0.36	0.77	0.48	0.10	0.21	0.30	0.31	0.26	0.34	0.35
Avail Cap(c_a), veh/h	321	884	902	321	1309	575	297	579	572	316	579	555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	19.0	19.0	56.3	29.6	25.3	37.4	30.7	30.7	37.1	31.0	31.2
Incr Delay (d2), s/veh	0.1	1.0	1.0	5.2	1.3	0.3	1.6	1.3	1.4	2.0	1.6	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.6	5.8	2.2	7.2	1.1	1.6	4.0	4.1	2.2	4.6	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	20.0	20.0	61.5	30.8	25.6	39.0	32.0	32.1	39.0	32.6	32.9
LnGrp LOS	D	B	B	E	C	C	D	C	C	D	C	C
Approach Vol, veh/h		714			757			415			472	
Approach Delay, s/veh		22.1			33.3			33.1			33.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	64.3		45.0	26.0	49.0		45.0				
Change Period (Y+Rc), s	* 4.7	5.5		6.5	5.5	* 5.5		6.5				
Max Green Setting (Gmax), s	* 21	43.5		38.5	21.3	* 44		38.5				
Max Q Clear Time (g_c+I1), s	6.6	15.2		18.7	5.8	18.2		18.3				
Green Ext Time (p_c), s	0.1	2.5		2.6	0.1	2.9		2.3				

Intersection Summary			
HCM 6th Ctrl Delay		30.0	
HCM 6th LOS		C	

Notes

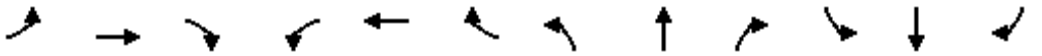
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	53	585	74	669	56	154	69	60	152	63
Future Volume (vph)	53	585	74	669	56	154	69	60	152	63
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	1	6		8			4	
Permitted Phases					8		8	4		4
Detector Phase	5	2	1	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	9.7	9.7	9.7	9.7	9.7	9.7
Total Split (s)	16.0	51.0	17.0	52.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	15.2%	48.6%	16.2%	49.5%	35.2%	35.2%	35.2%	35.2%	35.2%	35.2%
Yellow Time (s)	3.7	4.1	3.7	4.1	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	4.7	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	7.8	51.3	8.8	52.4	32.3	32.3	32.3	32.3	32.3	32.3
Actuated g/C Ratio	0.07	0.49	0.08	0.50	0.31	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.42	0.37	0.52	0.42	0.17	0.28	0.14	0.18	0.27	0.12
Control Delay	55.4	18.3	75.9	8.8	28.2	29.1	7.0	28.4	29.1	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.4	18.3	75.9	8.8	28.2	29.1	7.0	28.4	29.1	6.4
LOS	E	B	E	A	C	C	A	C	C	A
Approach Delay		21.3		15.1		23.4			23.8	
Approach LOS		C		B		C			C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 58 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 19.5	Intersection LOS: B
Intersection Capacity Utilization 52.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 103: Lyon Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	585	30	74	669	44	56	154	69	60	152	63
Future Volume (veh/h)	53	585	30	74	669	44	56	154	69	60	152	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	56	616	32	78	704	46	59	162	73	63	160	66
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	73	1737	90	101	1765	115	354	584	494	351	584	487
Arrive On Green	0.04	0.50	0.50	0.02	0.17	0.17	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1810	3485	181	1810	3434	224	1171	1900	1605	1161	1900	1584
Grp Volume(v), veh/h	56	319	329	78	370	380	59	162	73	63	160	66
Grp Sat Flow(s),veh/h/ln	1810	1805	1861	1810	1805	1853	1171	1900	1605	1161	1900	1584
Q Serve(g_s), s	3.2	11.3	11.3	4.5	19.2	19.2	4.2	6.8	3.5	4.6	6.7	3.2
Cycle Q Clear(g_c), s	3.2	11.3	11.3	4.5	19.2	19.2	10.9	6.8	3.5	11.3	6.7	3.2
Prop In Lane	1.00		0.10	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	900	928	101	928	953	354	584	494	351	584	487
V/C Ratio(X)	0.77	0.35	0.36	0.77	0.40	0.40	0.17	0.28	0.15	0.18	0.27	0.14
Avail Cap(c_a), veh/h	195	900	928	212	928	953	354	584	494	351	584	487
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	16.0	16.0	50.9	29.1	29.1	31.6	27.5	26.4	31.8	27.5	26.3
Incr Delay (d2), s/veh	6.3	1.1	1.1	4.2	1.2	1.1	1.0	1.2	0.6	1.1	1.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.7	4.9	2.2	9.5	9.8	1.3	3.3	1.4	1.4	3.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.2	17.1	17.1	55.1	30.3	30.3	32.6	28.7	27.0	32.9	28.6	26.8
LnGrp LOS	E	B	B	E	C	C	C	C	C	C	C	C
Approach Vol, veh/h		704			828			294			289	
Approach Delay, s/veh		20.2			32.6			29.1			29.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	57.4		37.0	8.9	59.1		37.0				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		* 4.7				
Max Green Setting (Gmax), s	* 12	45.9		* 32	* 11	46.9		* 32				
Max Q Clear Time (g_c+I1), s	6.5	13.3		13.3	5.2	21.2		12.9				
Green Ext Time (p_c), s	0.0	2.5		0.7	0.0	3.0		0.8				

Intersection Summary		
HCM 6th Ctrl Delay		27.5
HCM 6th LOS		C

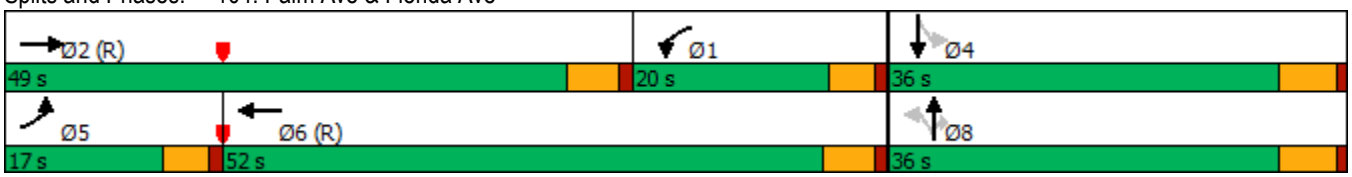
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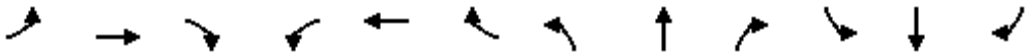
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	45	629	86	711	71	143	67	25	166
Future Volume (vph)	45	629	86	711	71	143	67	25	166
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.4	10.4	10.4	10.4	10.4
Total Split (s)	17.0	49.0	20.0	52.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	16.2%	46.7%	19.0%	49.5%	34.3%	34.3%	34.3%	34.3%	34.3%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.4	5.4	5.4	5.4	5.4
Lead/Lag	Lead	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	7.4	47.9	13.4	53.8	30.6	30.6	30.6	30.6	30.6
Actuated g/C Ratio	0.07	0.46	0.13	0.51	0.29	0.29	0.29	0.29	0.29
v/c Ratio	0.38	0.44	0.40	0.43	0.26	0.28	0.13	0.08	0.40
Control Delay	74.6	13.6	30.6	6.9	31.7	30.4	1.4	27.9	31.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.6	13.6	30.6	6.9	31.7	30.4	1.4	27.9	31.0
LOS	E	B	C	A	C	C	A	C	C
Approach Delay		17.4		9.4		23.8			30.7
Approach LOS		B		A		C			C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 57.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: Palm Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	629	44	86	711	31	71	143	67	25	166	39
Future Volume (veh/h)	45	629	44	86	711	31	71	143	67	25	166	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	48	676	47	92	765	33	76	154	72	27	178	42
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	65	1429	99	257	1859	80	297	554	460	336	431	102
Arrive On Green	0.07	0.84	0.84	0.19	0.70	0.70	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	3417	237	1810	3521	152	1174	1900	1578	1168	1479	349
Grp Volume(v), veh/h	48	357	366	92	392	406	76	154	72	27	0	220
Grp Sat Flow(s),veh/h/ln	1810	1805	1850	1810	1805	1868	1174	1900	1578	1168	0	1829
Q Serve(g_s), s	2.7	5.6	5.6	4.6	9.6	9.6	5.9	6.6	3.6	1.9	0.0	10.2
Cycle Q Clear(g_c), s	2.7	5.6	5.6	4.6	9.6	9.6	16.0	6.6	3.6	8.5	0.0	10.2
Prop In Lane	1.00		0.13	1.00		0.08	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	65	755	773	257	953	986	297	554	460	336	0	533
V/C Ratio(X)	0.74	0.47	0.47	0.36	0.41	0.41	0.26	0.28	0.16	0.08	0.00	0.41
Avail Cap(c_a), veh/h	212	755	773	264	953	986	297	554	460	336	0	533
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.92	0.92	0.92	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.3	5.5	5.5	38.4	8.8	8.8	36.4	28.7	27.6	32.0	0.0	30.0
Incr Delay (d2), s/veh	5.7	2.0	2.0	0.3	1.2	1.2	2.1	1.2	0.7	0.5	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.9	1.9	2.0	3.4	3.5	1.8	3.2	1.4	0.6	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.0	7.5	7.4	38.7	10.0	10.0	38.5	29.9	28.3	32.4	0.0	32.3
LnGrp LOS	D	A	A	D	B	A	D	C	C	C	A	C
Approach Vol, veh/h		771			890			302			247	
Approach Delay, s/veh		10.4			13.0			31.7			32.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.0	49.0		36.0	8.5	60.5		36.0				
Change Period (Y+Rc), s	5.1	* 5.1		5.4	* 4.7	5.1		5.4				
Max Green Setting (Gmax), s	15.3	* 44		30.6	* 12	46.9		30.6				
Max Q Clear Time (g_c+I1), s	6.6	7.6		12.2	4.7	11.6		18.0				
Green Ext Time (p_c), s	0.1	2.9		0.8	0.0	3.3		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		16.8	
HCM 6th LOS		B	

Notes

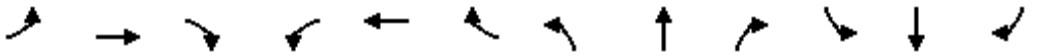
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	78	561	47	708	41	298	99	228	116
Future Volume (vph)	78	561	47	708	41	298	99	228	116
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	16.0	58.0	16.0	58.0	31.0	31.0	31.0	31.0	31.0
Total Split (%)	15.2%	55.2%	15.2%	55.2%	29.5%	29.5%	29.5%	29.5%	29.5%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	9.0	58.6	7.6	57.3	25.9	25.9	25.9	25.9	25.9
Actuated g/C Ratio	0.09	0.56	0.07	0.55	0.25	0.25	0.25	0.25	0.25
v/c Ratio	0.56	0.32	0.40	0.43	0.23	0.43	0.55	0.54	0.26
Control Delay	68.7	9.3	72.2	4.6	35.3	33.6	46.2	39.3	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.7	9.3	72.2	4.6	35.3	33.6	46.2	39.3	7.2
LOS	E	A	E	A	D	C	D	D	A
Approach Delay		16.3		8.6		33.8		32.5	
Approach LOS		B		A		C		C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 57 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 19.6	Intersection LOS: B
Intersection Capacity Utilization 58.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 105: State St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	561	24	47	708	60	41	298	49	99	228	116
Future Volume (veh/h)	78	561	24	47	708	60	41	298	49	99	228	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	86	616	26	52	778	66	45	327	54	109	251	127
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	109	2025	85	67	1854	157	203	766	125	228	469	396
Arrive On Green	0.12	1.00	1.00	0.04	0.55	0.55	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	3526	149	1810	3363	285	1020	3105	507	1017	1900	1606
Grp Volume(v), veh/h	86	315	327	52	417	427	45	189	192	109	251	127
Grp Sat Flow(s),veh/h/ln	1810	1805	1870	1810	1805	1843	1020	1805	1807	1017	1900	1606
Q Serve(g_s), s	4.9	0.0	0.0	3.0	14.2	14.2	4.2	9.2	9.4	10.6	12.0	6.8
Cycle Q Clear(g_c), s	4.9	0.0	0.0	3.0	14.2	14.2	16.2	9.2	9.4	20.1	12.0	6.8
Prop In Lane	1.00		0.08	1.00		0.15	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	109	1036	1073	67	995	1016	203	445	446	228	469	396
V/C Ratio(X)	0.79	0.30	0.30	0.77	0.42	0.42	0.22	0.42	0.43	0.48	0.54	0.32
Avail Cap(c_a), veh/h	195	1036	1073	195	995	1016	203	445	446	228	469	396
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	0.0	0.0	50.1	13.8	13.8	41.4	33.3	33.3	41.8	34.3	32.4
Incr Delay (d2), s/veh	4.4	0.7	0.7	6.3	1.2	1.2	2.5	2.9	3.0	7.0	4.3	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.2	0.2	1.5	5.8	5.9	1.2	4.4	4.5	3.1	6.1	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.9	0.7	0.7	56.4	15.0	14.9	43.9	36.2	36.4	48.8	38.7	34.5
LnGrp LOS	D	A	A	E	B	B	D	D	D	D	D	C
Approach Vol, veh/h		728			896			426			487	
Approach Delay, s/veh		6.5			17.4			37.1			39.8	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	65.4		31.0	11.0	63.0		31.0				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	* 4.7	5.1		5.1				
Max Green Setting (Gmax), s	* 11	52.9		25.9	* 11	52.9		25.9				
Max Q Clear Time (g_c+I1), s	5.0	2.0		22.1	6.9	16.2		18.2				
Green Ext Time (p_c), s	0.0	2.5		0.6	0.0	3.5		1.0				

Intersection Summary	
HCM 6th Ctrl Delay	21.9
HCM 6th LOS	C

Notes

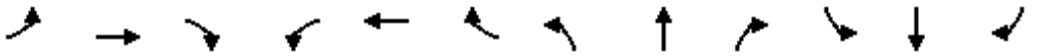
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	19	638	36	746	48	188	26	112	29
Future Volume (vph)	19	638	36	746	48	188	26	112	29
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	13.0	58.0	11.0	56.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	12.4%	55.2%	10.5%	53.3%	34.3%	34.3%	34.3%	34.3%	34.3%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lag	Lag	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	None	Max	Max	Max
Act Effct Green (s)	8.6	57.3	5.9	58.7	30.9	30.9	30.9	30.9	30.9
Actuated g/C Ratio	0.08	0.55	0.06	0.56	0.29	0.29	0.29	0.29	0.29
v/c Ratio	0.14	0.36	0.39	0.41	0.14	0.46	0.11	0.21	0.06
Control Delay	43.4	4.9	50.8	16.2	28.6	31.9	28.5	29.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.4	4.9	50.8	16.2	28.6	31.9	28.5	29.2	0.2
LOS	D	A	D	B	C	C	C	C	A
Approach Delay		6.0		17.8		31.3		24.1	
Approach LOS		A		B		C		C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 50 (48%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay: 16.1	Intersection LOS: B
Intersection Capacity Utilization 58.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 106: Buena Vista St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	638	24	36	746	14	48	188	46	26	112	29
Future Volume (veh/h)	19	638	24	36	746	14	48	188	46	26	112	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	686	26	39	802	15	52	202	49	28	120	31
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	529	1883	71	59	970	18	378	435	105	278	559	473
Arrive On Green	0.58	1.00	1.00	0.01	0.09	0.09	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	3543	134	1810	3623	68	1254	1477	358	1145	1900	1607
Grp Volume(v), veh/h	20	349	363	39	400	417	52	0	251	28	120	31
Grp Sat Flow(s),veh/h/ln	1810	1805	1872	1810	1805	1885	1254	0	1835	1145	1900	1607
Q Serve(g_s), s	0.5	0.0	0.0	2.3	22.9	22.9	3.4	0.0	11.7	2.2	5.0	1.5
Cycle Q Clear(g_c), s	0.5	0.0	0.0	2.3	22.9	22.9	8.4	0.0	11.7	13.9	5.0	1.5
Prop In Lane	1.00		0.07	1.00		0.04	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	529	959	995	59	483	505	378	0	540	278	559	473
V/C Ratio(X)	0.04	0.36	0.36	0.67	0.83	0.83	0.14	0.00	0.46	0.10	0.21	0.07
Avail Cap(c_a), veh/h	529	959	995	109	875	914	378	0	540	278	559	473
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.5	0.0	0.0	51.4	45.5	45.5	31.1	0.0	30.3	36.0	27.9	26.7
Incr Delay (d2), s/veh	0.0	1.0	1.0	4.6	1.3	1.3	0.1	0.0	0.2	0.7	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.3	1.1	11.2	11.7	1.0	0.0	5.2	0.7	2.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	1.0	1.0	56.0	46.8	46.8	31.1	0.0	30.5	36.7	28.8	26.9
LnGrp LOS	B	A	A	E	D	D	C	A	C	D	C	C
Approach Vol, veh/h		732			856			303			179	
Approach Delay, s/veh		1.4			47.2			30.6			29.7	
Approach LOS		A			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	60.9		36.0	35.8	33.2		36.0				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	5.1	* 5.1		5.1				
Max Green Setting (Gmax), s	* 6.3	52.9		30.9	8.3	* 51		30.9				
Max Q Clear Time (g_c+I1), s	4.3	2.0		15.9	2.5	24.9		13.7				
Green Ext Time (p_c), s	0.0	2.9		0.4	0.0	3.3		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		27.1	
HCM 6th LOS		C	

Notes

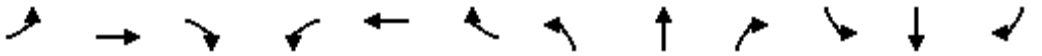
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	25	610	59	728	46	104	20	54
Future Volume (vph)	25	610	59	728	46	104	20	54
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.0	10.0	10.0	10.0
Total Split (s)	11.0	57.0	15.0	61.0	33.0	33.0	33.0	33.0
Total Split (%)	10.5%	54.3%	14.3%	58.1%	31.4%	31.4%	31.4%	31.4%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	6.2	69.1	9.2	74.1	13.8	13.8	13.8	13.8
Actuated g/C Ratio	0.06	0.66	0.09	0.71	0.13	0.13	0.13	0.13
v/c Ratio	0.25	0.31	0.40	0.32	0.28	0.72	0.23	0.34
Control Delay	64.3	3.9	52.3	7.6	43.2	51.2	44.5	33.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.3	3.9	52.3	7.6	43.2	51.2	44.5	33.0
LOS	E	A	D	A	D	D	D	C
Approach Delay		6.0		10.9		49.6		35.3
Approach LOS		A		B		D		D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 4 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 15.1	Intersection LOS: B
Intersection Capacity Utilization 53.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 107: Santa Fe St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	610	58	59	728	20	46	104	70	20	54	27
Future Volume (veh/h)	25	610	58	59	728	20	46	104	70	20	54	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	656	62	63	783	22	49	112	75	22	58	29
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	47	1644	155	399	2482	70	197	149	100	116	167	83
Arrive On Green	0.01	0.16	0.16	0.22	0.69	0.69	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1810	3326	314	1810	3583	101	1329	1060	710	1214	1188	594
Grp Volume(v), veh/h	27	356	362	63	394	411	49	0	187	22	0	87
Grp Sat Flow(s),veh/h/ln	1810	1805	1834	1810	1805	1879	1329	0	1770	1214	0	1782
Q Serve(g_s), s	1.6	18.5	18.6	3.0	9.0	9.0	3.6	0.0	10.7	1.9	0.0	4.6
Cycle Q Clear(g_c), s	1.6	18.5	18.6	3.0	9.0	9.0	8.3	0.0	10.7	12.5	0.0	4.6
Prop In Lane	1.00		0.17	1.00		0.05	1.00		0.40	1.00		0.33
Lane Grp Cap(c), veh/h	47	892	907	399	1250	1301	197	0	249	116	0	250
V/C Ratio(X)	0.57	0.40	0.40	0.16	0.32	0.32	0.25	0.00	0.75	0.19	0.00	0.35
Avail Cap(c_a), veh/h	109	892	907	399	1250	1301	364	0	472	269	0	475
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.73	0.73	0.73	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.5	30.0	30.0	33.1	6.3	6.3	44.5	0.0	43.4	49.4	0.0	40.8
Incr Delay (d2), s/veh	3.8	1.3	1.2	0.0	0.5	0.5	0.2	0.0	1.7	0.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	9.2	9.4	1.3	3.1	3.2	1.2	0.0	4.8	0.6	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.3	31.2	31.2	33.1	6.8	6.8	44.8	0.0	45.1	49.7	0.0	41.1
LnGrp LOS	E	C	C	C	A	A	D	A	D	D	A	D
Approach Vol, veh/h		745			868			236			109	
Approach Delay, s/veh		32.1			8.7			45.0			42.8	
Approach LOS		C			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.2	57.0		19.8	7.4	77.8		19.8				
Change Period (Y+Rc), s	5.1	* 5.1		5.0	* 4.7	5.1		5.0				
Max Green Setting (Gmax), s	10.3	* 52		28.0	* 6.3	55.9		28.0				
Max Q Clear Time (g_c+I1), s	5.0	20.6		14.5	3.6	11.0		12.7				
Green Ext Time (p_c), s	0.0	2.9		0.2	0.0	3.3		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		23.9
HCM 6th LOS		C

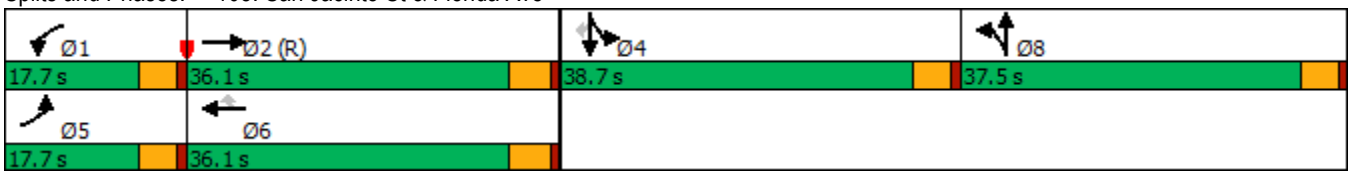
Notes

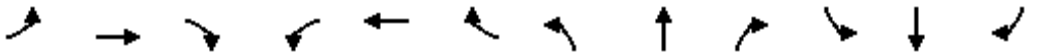
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	135	458	99	612	100	53	259	107	190	128
Future Volume (vph)	135	458	99	612	100	53	259	107	190	128
Turn Type	Prot	NA	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2	1	6		8	8	4	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	9.7	9.7	9.7	9.7	9.7
Total Split (s)	17.7	36.1	17.7	36.1	36.1	37.5	37.5	38.7	38.7	38.7
Total Split (%)	13.6%	27.8%	13.6%	27.8%	27.8%	28.8%	28.8%	29.8%	29.8%	29.8%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	12.4	32.9	11.1	31.6	31.6	32.8	32.8	34.0	34.0	34.0
Actuated g/C Ratio	0.10	0.25	0.09	0.24	0.24	0.25	0.25	0.26	0.26	0.26
v/c Ratio	0.85	0.60	0.71	0.76	0.24	0.13	0.36	0.23	0.47	0.27
Control Delay	96.3	45.9	81.5	52.4	11.9	38.6	39.8	39.5	44.3	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.3	45.9	81.5	52.4	11.9	38.6	39.8	39.5	44.3	7.3
LOS	F	D	F	D	B	D	D	D	D	A
Approach Delay		56.6		50.9			39.6		32.1	
Approach LOS		E		D			D		C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0.4 (0%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 47.2	Intersection LOS: D
Intersection Capacity Utilization 58.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 108: San Jacinto St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	458	44	99	612	100	53	259	38	107	190	128
Future Volume (veh/h)	135	458	44	99	612	100	53	259	38	107	190	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	498	48	108	665	109	58	282	41	116	207	139
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	172	882	85	132	879	382	457	797	114	473	497	411
Arrive On Green	0.10	0.27	0.27	0.07	0.24	0.24	0.25	0.25	0.25	0.26	0.26	0.26
Sat Flow, veh/h	1810	3324	319	1810	3610	1570	1810	3157	453	1810	1900	1573
Grp Volume(v), veh/h	147	270	276	108	665	109	58	160	163	116	207	139
Grp Sat Flow(s),veh/h/ln	1810	1805	1838	1810	1805	1570	1810	1805	1806	1810	1900	1573
Q Serve(g_s), s	10.4	16.8	16.9	7.6	22.2	7.3	3.2	9.4	9.7	6.6	11.7	9.3
Cycle Q Clear(g_c), s	10.4	16.8	16.9	7.6	22.2	7.3	3.2	9.4	9.7	6.6	11.7	9.3
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	172	479	488	132	879	382	457	455	456	473	497	411
V/C Ratio(X)	0.85	0.56	0.57	0.82	0.76	0.29	0.13	0.35	0.36	0.25	0.42	0.34
Avail Cap(c_a), veh/h	181	479	488	181	879	382	457	455	456	473	497	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.9	41.2	41.3	59.4	45.6	40.0	37.5	39.9	40.0	37.9	39.8	38.9
Incr Delay (d2), s/veh	27.3	4.5	4.5	13.6	3.8	0.4	0.6	2.1	2.2	1.2	2.6	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	8.0	8.2	4.0	10.3	2.9	1.5	4.5	4.6	3.1	5.9	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.3	45.8	45.8	73.0	49.4	40.4	38.1	42.0	42.1	39.1	42.3	41.1
LnGrp LOS	F	D	D	E	D	D	D	D	D	D	D	D
Approach Vol, veh/h		693			882			381			462	
Approach Delay, s/veh		54.2			51.2			41.5			41.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.2	39.6		38.7	17.1	36.7		37.5				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		4.7				
Max Green Setting (Gmax), s	* 13	31.0		* 34	* 13	31.0		32.8				
Max Q Clear Time (g_c+I1), s	9.6	18.9		13.7	12.4	24.2		11.7				
Green Ext Time (p_c), s	0.0	2.5		1.9	0.0	2.6		2.0				

Intersection Summary		
HCM 6th Ctrl Delay		48.6
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.

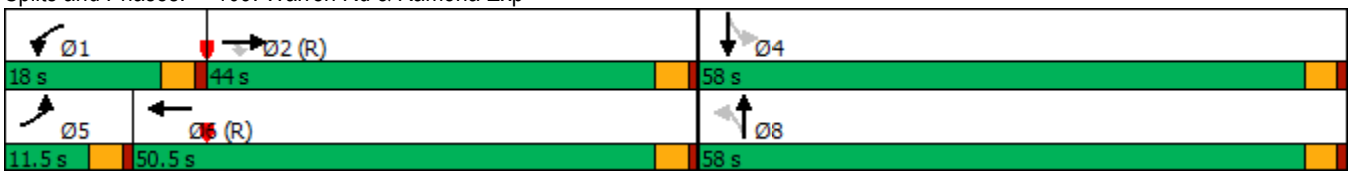
User approved volume balancing among the lanes for turning movement.

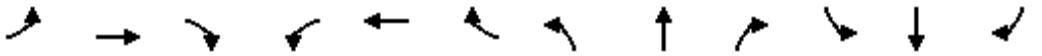
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	19	592	247	249	783	422	44	3	37
Future Volume (vph)	19	592	247	249	783	422	44	3	37
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	44.0	44.0	18.0	50.5	58.0	58.0	58.0	58.0
Total Split (%)	9.6%	36.7%	36.7%	15.0%	42.1%	48.3%	48.3%	48.3%	48.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.2	40.0	40.0	14.0	53.4	54.0	54.0		54.0
Actuated g/C Ratio	0.06	0.33	0.33	0.12	0.44	0.45	0.45		0.45
v/c Ratio	0.19	0.53	0.37	1.28	0.53	0.73	0.42		0.06
Control Delay	57.7	34.3	5.0	198.6	26.6	35.6	7.1		16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	57.7	34.3	5.0	198.6	26.6	35.6	7.1		16.6
LOS	E	C	A	F	C	D	A		B
Approach Delay		26.4			67.8		22.6		16.6
Approach LOS		C			E		C		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.28	
Intersection Signal Delay: 41.0	Intersection LOS: D
Intersection Capacity Utilization 70.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 109: Warren Rd & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	592	247	249	783	9	422	44	312	3	37	7
Future Volume (veh/h)	19	592	247	249	783	9	422	44	312	3	37	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	637	266	268	842	10	454	47	335	3	40	8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	51	1203	537	211	1540	18	687	91	648	56	659	127
Arrive On Green	0.03	0.33	0.33	0.12	0.42	0.42	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1810	3610	1610	1810	3654	43	1379	202	1439	54	1465	283
Grp Volume(v), veh/h	20	637	266	268	416	436	454	0	382	51	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1892	1379	0	1641	1802	0	0
Q Serve(g_s), s	1.3	17.1	15.8	14.0	20.8	20.8	29.7	0.0	20.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.3	17.1	15.8	14.0	20.8	20.8	31.5	0.0	20.0	1.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.88	0.06		0.16
Lane Grp Cap(c), veh/h	51	1203	537	211	761	798	687	0	738	843	0	0
V/C Ratio(X)	0.39	0.53	0.50	1.27	0.55	0.55	0.66	0.00	0.52	0.06	0.00	0.00
Avail Cap(c_a), veh/h	113	1203	537	211	761	798	687	0	738	843	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	57.3	32.4	31.9	53.0	26.1	26.1	26.6	0.0	23.7	18.7	0.0	0.0
Incr Delay (d2), s/veh	4.7	1.7	3.2	153.1	2.8	2.7	4.9	0.0	2.6	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	7.8	6.6	15.3	9.5	9.9	11.3	0.0	8.2	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	34.0	35.2	206.1	28.9	28.8	31.5	0.0	26.2	18.8	0.0	0.0
LnGrp LOS	E	C	D	F	C	C	C	A	C	B	A	A
Approach Vol, veh/h		923			1120			836			51	
Approach Delay, s/veh		35.0			71.2			29.1			18.8	
Approach LOS		C			E			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	44.0		58.0	7.4	54.6		58.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	40.0		54.0	7.5	46.5		54.0				
Max Q Clear Time (g_c+I1), s	16.0	19.1		3.9	3.3	22.8		33.5				
Green Ext Time (p_c), s	0.0	5.4		0.3	0.0	5.8		4.1				

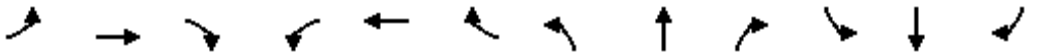
Intersection Summary												
HCM 6th Ctrl Delay			46.9									
HCM 6th LOS			D									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	69	29	98	23	176	16	529	99	55	403	2
Future Volume (vph)	5	69	29	98	23	176	16	529	99	55	403	2
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	22.5	22.5	12.0	23.0	23.0	11.5	44.0	44.0	11.5	44.0	44.0
Total Split (%)	12.8%	25.0%	25.0%	13.3%	25.6%	25.6%	12.8%	48.9%	48.9%	12.8%	48.9%	48.9%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.0	9.1	9.1	7.8	16.5	16.5	7.2	52.8	52.8	8.6	58.7	58.7
Actuated g/C Ratio	0.08	0.10	0.10	0.09	0.18	0.18	0.08	0.59	0.59	0.10	0.65	0.65
v/c Ratio	0.04	0.39	0.12	0.67	0.07	0.42	0.12	0.51	0.11	0.34	0.35	0.00
Control Delay	39.2	43.0	0.9	62.0	30.4	8.3	40.3	15.7	2.8	43.0	10.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.2	43.0	0.9	62.0	30.4	8.3	40.3	15.7	2.8	43.0	10.4	0.0
LOS	D	D	A	E	C	A	D	B	A	D	B	A
Approach Delay		31.0			27.7			14.4			14.2	
Approach LOS		C			C			B			B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 18.1	Intersection LOS: B
Intersection Capacity Utilization 55.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 110: Warren Rd & Cottonwood Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	69	29	98	23	176	16	529	99	55	403	2
Future Volume (veh/h)	5	69	29	98	23	176	16	529	99	55	403	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	5	74	31	105	25	189	17	569	106	59	433	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	17	148	125	133	270	229	49	1160	983	109	1223	1037
Arrive On Green	0.01	0.08	0.08	0.07	0.14	0.14	0.03	0.61	0.61	0.06	0.64	0.64
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	5	74	31	105	25	189	17	569	106	59	433	2
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	0.2	3.4	1.6	5.1	1.0	10.3	0.8	15.0	2.5	2.9	9.5	0.0
Cycle Q Clear(g_c), s	0.2	3.4	1.6	5.1	1.0	10.3	0.8	15.0	2.5	2.9	9.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	148	125	133	270	229	49	1160	983	109	1223	1037
V/C Ratio(X)	0.30	0.50	0.25	0.79	0.09	0.82	0.35	0.49	0.11	0.54	0.35	0.00
Avail Cap(c_a), veh/h	151	391	331	161	401	340	151	1160	983	151	1223	1037
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	39.8	39.0	41.0	33.5	37.5	43.0	9.7	7.3	41.1	7.4	5.7
Incr Delay (d2), s/veh	9.9	2.6	1.0	19.0	0.1	10.0	4.2	1.5	0.2	4.2	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.7	0.7	3.0	0.5	4.6	0.4	6.0	0.8	1.4	3.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.2	42.4	40.0	60.0	33.7	47.5	47.2	11.2	7.5	45.3	8.2	5.7
LnGrp LOS	D	D	D	E	C	D	D	B	A	D	A	A
Approach Vol, veh/h		110			319			692			494	
Approach Delay, s/veh		42.3			50.5			11.5			12.6	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	59.0	10.6	11.0	6.4	61.9	4.8	16.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	40.0	8.0	18.5	7.5	40.0	7.5	19.0
Max Q Clear Time (g_c+I1), s	4.9	17.0	7.1	5.4	2.8	11.5	2.2	12.3
Green Ext Time (p_c), s	0.0	4.3	0.0	0.3	0.0	2.9	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	30.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	82	2	180	52	75	2	523	156	59	459	23
Future Vol, veh/h	47	82	2	180	52	75	2	523	156	59	459	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	49	86	2	189	55	79	2	551	164	62	483	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

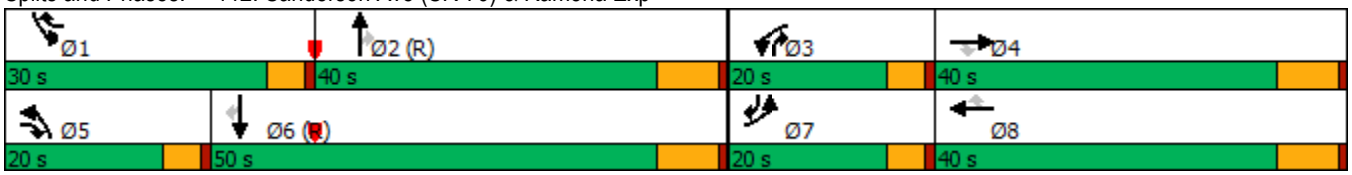
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	18.3	30.1	212.3	110.5
HCM LOS	C	D	F	F

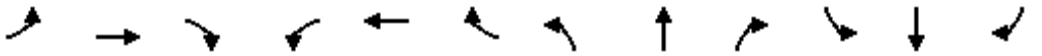
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	36%	59%	11%
Vol Thru, %	77%	63%	17%	85%
Vol Right, %	23%	2%	24%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	681	131	307	541
LT Vol	2	47	180	59
Through Vol	523	82	52	459
RT Vol	156	2	75	23
Lane Flow Rate	717	138	323	569
Geometry Grp	1	1	1	1
Degree of Util (X)	1.398	0.336	0.699	1.132
Departure Headway (Hd)	7.334	10.243	8.895	7.873
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	502	353	410	467
Service Time	5.334	8.243	6.895	5.873
HCM Lane V/C Ratio	1.428	0.391	0.788	1.218
HCM Control Delay	212.3	18.3	30.1	110.5
HCM Lane LOS	F	C	D	F
HCM 95th-tile Q	32.4	1.4	5.2	18.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	491	437	76	39	541	427	140	837	20	604	621	366
Future Volume (vph)	491	437	76	39	541	427	140	837	20	604	621	366
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7
Total Split (s)	20.0	40.0	20.0	20.0	40.0	30.0	20.0	40.0	20.0	30.0	50.0	20.0
Total Split (%)	15.4%	30.8%	15.4%	15.4%	30.8%	23.1%	15.4%	30.8%	15.4%	23.1%	38.5%	15.4%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	15.3	36.6	53.5	6.1	25.4	60.3	9.9	38.0	51.1	27.8	55.9	78.2
Actuated g/C Ratio	0.12	0.28	0.41	0.05	0.20	0.46	0.08	0.29	0.39	0.21	0.43	0.60
v/c Ratio	1.27	0.46	0.11	0.25	0.82	0.58	0.56	0.84	0.03	0.86	0.43	0.38
Control Delay	183.8	40.2	1.8	63.2	59.7	23.6	65.7	52.5	0.1	61.4	28.0	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	183.8	40.2	1.8	63.2	59.7	23.6	65.7	52.5	0.1	61.4	28.0	11.8
LOS	F	D	A	E	E	C	E	D	A	E	C	B
Approach Delay		107.5			44.5			53.3			37.0	
Approach LOS		F			D			D			D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 54.5 (42%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.27	
Intersection Signal Delay: 57.6	Intersection LOS: E
Intersection Capacity Utilization 88.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 112: Sanderson Ave (SR-79) & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	491	437	76	39	541	427	140	837	20	604	621	366
Future Volume (veh/h)	491	437	76	39	541	427	140	837	20	604	621	366
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	522	465	81	41	576	454	149	890	21	643	661	389
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	413	1197	627	104	879	706	204	953	473	683	1447	835
Arrive On Green	0.12	0.33	0.33	0.03	0.24	0.24	0.06	0.26	0.26	0.19	0.40	0.40
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	522	465	81	41	576	454	149	890	21	643	661	389
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	15.3	12.8	4.2	1.5	18.7	28.7	5.4	31.3	1.2	23.5	17.5	19.9
Cycle Q Clear(g_c), s	15.3	12.8	4.2	1.5	18.7	28.7	5.4	31.3	1.2	23.5	17.5	19.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	413	1197	627	104	879	706	204	953	473	683	1447	835
V/C Ratio(X)	1.26	0.39	0.13	0.39	0.66	0.64	0.73	0.93	0.04	0.94	0.46	0.47
Avail Cap(c_a), veh/h	413	1197	627	413	916	722	413	953	473	683	1447	835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	33.3	25.5	61.9	44.3	28.6	60.2	46.7	32.8	51.6	28.6	19.9
Incr Delay (d2), s/veh	136.7	0.1	0.0	0.9	1.2	1.4	1.9	16.9	0.2	21.0	1.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.6	5.7	1.6	0.7	8.5	11.3	2.5	16.2	0.5	12.3	7.8	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	194.0	33.4	25.5	62.8	45.5	30.0	62.1	63.6	33.0	72.6	29.6	21.7
LnGrp LOS	F	C	C	E	D	C	E	E	C	E	C	C
Approach Vol, veh/h		1068			1071			1060			1693	
Approach Delay, s/veh		111.3			39.6			62.8			44.1	
Approach LOS		F			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	41.3	8.6	50.1	12.2	59.1	20.0	38.7
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0
Max Green Setting (Gmax), s	* 25	33.0	* 15	33.0	* 15	43.0	* 15	33.0
Max Q Clear Time (g_c+I1), s	25.5	33.3	3.5	14.8	7.4	21.9	17.3	30.7
Green Ext Time (p_c), s	0.0	0.0	0.0	2.1	0.1	3.8	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	61.9
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	97	0	0	85	5	0	0	0	0	0	34
Future Vol, veh/h	70	97	0	0	85	5	0	0	0	0	0	34
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	70	97	0	0	85	5	0	0	0	0	0	34
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	7.6	0	7
HCM LOS	A	A	-	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	42%	0%	0%
Vol Thru, %	100%	58%	94%	0%
Vol Right, %	0%	0%	6%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	167	90	34
LT Vol	0	70	0	0
Through Vol	0	97	85	0
RT Vol	0	0	5	34
Lane Flow Rate	0	167	90	34
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0.191	0.101	0.036
Departure Headway (Hd)	4.493	4.111	4.051	3.854
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	872	879	935
Service Time	2.494	2.141	2.099	1.854
HCM Lane V/C Ratio	0	0.192	0.102	0.036
HCM Control Delay	7.5	8.1	7.6	7
HCM Lane LOS	N	A	A	A
HCM 95th-tile Q	0	0.7	0.3	0.1

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	14	0	0	43	51
Future Vol, veh/h	0	14	0	0	43	51
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	14	0	0	43	51
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	6.5	0	7.1
HCM LOS	A	-	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	46%	0%	0%
Vol Thru, %	0%	0%	100%
Vol Right, %	54%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	94	14	0
LT Vol	43	0	0
Through Vol	0	0	0
RT Vol	51	14	0
Lane Flow Rate	94	14	0
Geometry Grp	1	1	1
Degree of Util (X)	0.096	0.013	0
Departure Headway (Hd)	3.689	3.464	4.076
Convergence, Y/N	Yes	Yes	Yes
Cap	977	1032	0
Service Time	1.691	1.488	2.101
HCM Lane V/C Ratio	0.096	0.014	0
HCM Control Delay	7.1	6.5	7.1
HCM Lane LOS	A	A	N
HCM 95th-tile Q	0.3	0	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	94	0	0	14
Future Vol, veh/h	0	0	94	0	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	94	0	0	14

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	108	94	0	0	94	0
Stage 1	94	-	-	-	-	-
Stage 2	14	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	894	968	-	-	1513	-
Stage 1	935	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	894	968	-	-	1513	-
Mov Cap-2 Maneuver	894	-	-	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	1014	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1513	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	0	92	109	0	13
Future Vol, veh/h	36	0	92	109	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	36	0	92	109	0	13

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	160	147	0	0	201	0
Stage 1	147	-	-	-	-	-
Stage 2	13	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	836	905	-	-	1383	-
Stage 1	885	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	836	905	-	-	1383	-
Mov Cap-2 Maneuver	836	-	-	-	-	-
Stage 1	885	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	836	1383	-
HCM Lane V/C Ratio	-	-	0.043	-	-
HCM Control Delay (s)	-	-	9.5	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	4.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	40	39	1	100	56
Future Vol, veh/h	2	40	39	1	100	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	40	39	1	100	56

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	296	40	0	0	40	0
Stage 1	40	-	-	-	-	-
Stage 2	256	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	699	1037	-	-	1583	-
Stage 1	988	-	-	-	-	-
Stage 2	791	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	654	1037	-	-	1583	-
Mov Cap-2 Maneuver	654	-	-	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	740	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	4.8
HCM LOS	A		

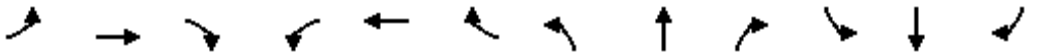
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1009	1583	-
HCM Lane V/C Ratio	-	-	0.042	0.063	-
HCM Control Delay (s)	-	-	8.7	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.2	-

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1163	579	578	1366	691	1	206
Future Volume (vph)	1163	579	578	1366	691	1	206
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.4	10.4	10.4	10.4	10.8	10.8	10.8
Total Split (s)	38.0	38.0	30.0	68.0	27.0	27.0	27.0
Total Split (%)	40.0%	40.0%	31.6%	71.6%	28.4%	28.4%	28.4%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.8	5.8	5.8
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	37.2	37.2	20.0	62.6	21.2	21.2	21.2
Actuated g/C Ratio	0.39	0.39	0.21	0.66	0.22	0.22	0.22
v/c Ratio	0.58	0.61	0.79	0.58	0.95	0.97	0.45
Control Delay	24.8	6.5	43.7	10.2	73.2	78.8	20.6
Queue Delay	0.0	0.0	0.0	0.9	0.0	0.0	0.0
Total Delay	24.8	6.5	43.7	11.1	73.2	78.8	20.6
LOS	C	A	D	B	E	E	C
Approach Delay	18.7			20.7		64.5	
Approach LOS	B			C		E	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 45 (47%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 28.5	Intersection LOS: C
Intersection Capacity Utilization 87.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: I-15 SB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1163	579	578	1366	0	0	0	0	691	1	206
Future Volume (veh/h)	0	1163	579	578	1366	0	0	0	0	691	1	206
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1175	585	584	1380	0				763	0	139
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2133	662	670	2379	0				808	0	359
Arrive On Green	0.00	0.41	0.41	0.19	0.66	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	5358	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	1175	585	584	1380	0				763	0	139
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	16.4	31.9	15.3	20.1	0.0				19.7	0.0	7.0
Cycle Q Clear(g_c), s	0.0	16.4	31.9	15.3	20.1	0.0				19.7	0.0	7.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2133	662	670	2379	0				808	0	359
V/C Ratio(X)	0.00	0.55	0.88	0.87	0.58	0.00				0.94	0.00	0.39
Avail Cap(c_a), veh/h	0	2133	662	909	2379	0				808	0	359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.49	0.49	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.3	25.9	37.3	8.9	0.0				36.3	0.0	31.4
Incr Delay (d2), s/veh	0.0	1.0	15.8	2.9	0.5	0.0				19.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.4	14.1	6.6	6.5	0.0				10.6	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.3	41.7	40.2	9.5	0.0				55.6	0.0	31.6
LnGrp LOS	A	C	D	D	A	A				E	A	C
Approach Vol, veh/h		1760			1964						902	
Approach Delay, s/veh		28.7			18.6						51.9	
Approach LOS		C			B						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	23.5	44.5		27.0		68.0
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4
Max Green Setting (Gmax), s	24.6	32.6		21.2		62.6
Max Q Clear Time (g_c+I1), s	17.3	33.9		21.7		22.1
Green Ext Time (p_c), s	0.8	0.0		0.0		8.0

Intersection Summary	
HCM 6th Ctrl Delay	29.0
HCM 6th LOS	C

Notes

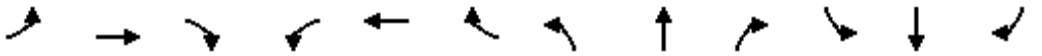
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	152	1701	1476	536	468	6	644
Future Volume (vph)	152	1701	1476	536	468	6	644
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.1	10.8	10.8	10.8	10.8	10.8	10.8
Total Split (s)	16.0	50.0	34.0	34.0	30.0	30.0	30.0
Total Split (%)	20.0%	62.5%	42.5%	42.5%	37.5%	37.5%	37.5%
Yellow Time (s)	4.1	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.8	5.8	5.8	5.8	5.8	5.8
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	9.9	45.5	30.5	30.5	22.9	22.9	22.9
Actuated g/C Ratio	0.12	0.57	0.38	0.38	0.29	0.29	0.29
v/c Ratio	0.73	0.61	0.79	0.60	0.84	0.89	0.75
Control Delay	53.3	12.8	26.5	4.9	43.9	50.3	28.1
Queue Delay	0.0	0.2	3.9	0.2	0.0	0.0	0.0
Total Delay	53.3	13.0	30.4	5.1	43.9	50.3	28.1
LOS	D	B	C	A	D	D	C
Approach Delay		16.3	23.7			40.9	
Approach LOS		B	C			D	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 24.8	Intersection LOS: C
Intersection Capacity Utilization 87.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: I-15 NB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	1701	0	0	1476	536	468	6	644	0	0	0
Future Volume (veh/h)	152	1701	0	0	1476	536	468	6	644	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	162	1810	0	0	1570	570	743	0	428			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	199	2932	0	0	2031	612	1048	0	466			
Arrive On Green	0.11	0.57	0.00	0.00	0.39	0.39	0.29	0.00	0.29			
Sat Flow, veh/h	1810	5358	0	0	5358	1563	3619	0	1610			
Grp Volume(v), veh/h	162	1810	0	0	1570	570	743	0	428			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1563	1810	0	1610			
Q Serve(g_s), s	7.0	18.6	0.0	0.0	21.1	27.9	14.7	0.0	20.6			
Cycle Q Clear(g_c), s	7.0	18.6	0.0	0.0	21.1	27.9	14.7	0.0	20.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	199	2932	0	0	2031	612	1048	0	466			
V/C Ratio(X)	0.81	0.62	0.00	0.00	0.77	0.93	0.71	0.00	0.92			
Avail Cap(c_a), veh/h	247	2932	0	0	2031	612	1095	0	487			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.69	0.69	0.00	0.00	0.77	0.77	1.00	0.00	1.00			
Uniform Delay (d), s/veh	34.8	11.6	0.0	0.0	21.2	23.3	25.4	0.0	27.5			
Incr Delay (d2), s/veh	9.1	0.7	0.0	0.0	2.3	19.0	1.7	0.0	21.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.4	6.0	0.0	0.0	8.1	12.3	6.2	0.0	10.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.9	12.3	0.0	0.0	23.5	42.3	27.1	0.0	48.7			
LnGrp LOS	D	B	A	A	C	D	C	A	D			
Approach Vol, veh/h		1972			2140			1171				
Approach Delay, s/veh		14.9			28.5			35.0				
Approach LOS		B			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		51.0			13.9	37.1		29.0				
Change Period (Y+Rc), s		5.8			5.1	5.8		5.8				
Max Green Setting (Gmax), s		44.2			10.9	28.2		24.2				
Max Q Clear Time (g_c+I1), s		20.6			9.0	29.9		22.6				
Green Ext Time (p_c), s		10.0			0.0	0.0		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C

Notes

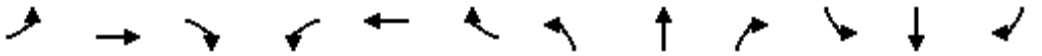
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	340	1743	263	125	1448	68	201	171	41	105	365
Future Volume (vph)	340	1743	263	125	1448	68	201	171	41	105	365
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	7.0	7.0	10.0	10.0	9.0	9.0	5.0
Minimum Split (s)	9.6	11.3	11.3	9.6	12.3	12.3	15.3	15.3	14.3	14.3	9.6
Total Split (s)	33.0	49.2	49.2	17.8	34.0	34.0	28.0	28.0	28.0	28.0	33.0
Total Split (%)	34.7%	51.8%	51.8%	18.7%	35.8%	35.8%	29.5%	29.5%	29.5%	29.5%	34.7%
Yellow Time (s)	3.6	4.3	4.3	3.6	4.3	4.3	4.3	4.3	4.3	4.3	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.3	5.3	4.6	5.3	5.3	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None
Act Effct Green (s)	22.5	46.4	46.4	10.7	34.6	34.6	22.7	22.7	22.7	22.7	50.5
Actuated g/C Ratio	0.24	0.49	0.49	0.11	0.36	0.36	0.24	0.24	0.24	0.24	0.53
v/c Ratio	0.83	0.72	0.30	0.64	0.63	0.11	0.67	0.63	0.25	0.24	0.44
Control Delay	50.4	21.5	2.9	42.2	38.2	6.7	45.0	36.3	34.1	30.9	13.6
Queue Delay	1.5	35.8	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.0	57.3	3.3	42.2	38.2	6.7	45.0	36.3	34.1	30.9	13.6
LOS	D	E	A	D	D	A	D	D	C	C	B
Approach Delay		50.5			37.2			40.0		18.8	
Approach LOS		D			D			D		B	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 41.9	Intersection LOS: D
Intersection Capacity Utilization 80.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Dexter Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	1743	263	125	1448	68	201	171	101	41	105	365
Future Volume (veh/h)	340	1743	263	125	1448	68	201	171	101	41	105	365
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	354	1816	274	130	1508	71	209	178	105	43	109	380
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	390	2655	823	161	2520	611	253	265	156	179	454	728
Arrive On Green	0.22	0.51	0.51	0.09	0.39	0.39	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	5187	1607	1810	6536	1586	917	1109	654	1108	1900	1594
Grp Volume(v), veh/h	354	1816	274	130	1508	71	209	0	283	43	109	380
Grp Sat Flow(s),veh/h/ln	1810	1729	1607	1810	1634	1586	917	0	1764	1108	1900	1594
Q Serve(g_s), s	18.1	25.0	9.5	6.7	17.5	2.7	18.3	0.0	13.8	3.5	4.4	16.2
Cycle Q Clear(g_c), s	18.1	25.0	9.5	6.7	17.5	2.7	22.7	0.0	13.8	17.3	4.4	16.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		1.00
Lane Grp Cap(c), veh/h	390	2655	823	161	2520	611	253	0	421	179	454	728
V/C Ratio(X)	0.91	0.68	0.33	0.81	0.60	0.12	0.83	0.00	0.67	0.24	0.24	0.52
Avail Cap(c_a), veh/h	541	2655	823	251	2520	611	253	0	421	179	454	728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	17.4	13.6	42.5	23.3	18.8	39.8	0.0	32.8	40.6	29.2	18.6
Incr Delay (d2), s/veh	9.8	1.1	0.8	4.9	1.1	0.4	25.7	0.0	8.3	3.1	1.2	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	9.2	3.3	3.1	6.5	1.0	6.6	0.0	6.5	1.1	2.1	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.1	18.5	14.4	47.3	24.4	19.2	65.5	0.0	41.0	43.7	30.4	21.2
LnGrp LOS	D	B	B	D	C	B	E	A	D	D	C	C
Approach Vol, veh/h		2444			1709			492			532	
Approach Delay, s/veh		22.0			25.9			51.4			24.9	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.1	53.9		28.0	25.1	41.9		28.0				
Change Period (Y+Rc), s	4.6	5.3		5.3	4.6	5.3		5.3				
Max Green Setting (Gmax), s	13.2	43.9		22.7	28.4	28.7		22.7				
Max Q Clear Time (g_c+I1), s	8.7	27.0		19.3	20.1	19.5		24.7				
Green Ext Time (p_c), s	0.1	9.1		0.5	0.4	4.9		0.0				

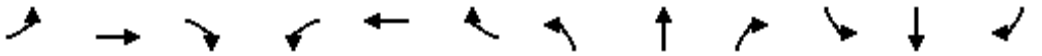
Intersection Summary			
HCM 6th Ctrl Delay		26.4	
HCM 6th LOS		C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	219	1495	57	116	1117	182	139	71	229	79
Future Volume (vph)	219	1495	57	116	1117	182	139	71	229	79
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	NA
Protected Phases	5	2	3	1	6		3	8		4
Permitted Phases			2			6			4	
Detector Phase	5	2	3	1	6	6	3	8	4	4
Switch Phase										
Minimum Initial (s)	6.0	15.0	6.0	6.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	21.0	10.0	10.6	21.0	21.0	10.0	10.9	10.9	10.9
Total Split (s)	13.0	46.0	12.0	12.0	45.0	45.0	12.0	37.0	25.0	25.0
Total Split (%)	13.7%	48.4%	12.6%	12.6%	47.4%	47.4%	12.6%	38.9%	26.3%	26.3%
Yellow Time (s)	3.6	5.0	3.0	3.6	5.0	5.0	3.0	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.0	4.6	6.0	6.0	4.0	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	Max	Max	Max
Act Effct Green (s)	8.2	40.0	50.0	7.4	39.2	39.2	8.0	32.1	20.1	20.1
Actuated g/C Ratio	0.09	0.42	0.53	0.08	0.41	0.41	0.08	0.34	0.21	0.21
v/c Ratio	0.74	1.00	0.07	0.84	0.77	0.24	0.93	0.19	0.96	0.39
Control Delay	72.5	33.7	0.1	88.3	28.2	3.6	103.0	8.2	87.4	25.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.5	33.7	0.1	88.3	28.2	3.6	103.0	8.2	87.4	25.7
LOS	E	C	A	F	C	A	F	A	F	C
Approach Delay		37.4			30.0			44.7		62.3
Approach LOS		D			C			D		E

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 37.9	Intersection LOS: D
Intersection Capacity Utilization 84.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: Cambern Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	219	1495	57	116	1117	182	139	71	152	229	79	77
Future Volume (veh/h)	219	1495	57	116	1117	182	139	71	152	229	79	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	223	1526	58	118	1140	186	142	72	155	234	81	79
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	292	1520	813	141	1501	668	152	610	542	323	186	182
Arrive On Green	0.08	0.42	0.42	0.08	0.42	0.42	0.08	0.34	0.34	0.21	0.21	0.21
Sat Flow, veh/h	3510	3610	1608	1810	3610	1607	1810	1805	1604	1167	881	859
Grp Volume(v), veh/h	223	1526	58	118	1140	186	142	72	155	234	0	160
Grp Sat Flow(s),veh/h/ln	1755	1805	1608	1810	1805	1607	1810	1805	1604	1167	0	1740
Q Serve(g_s), s	5.9	40.0	1.8	6.1	25.6	7.3	7.4	2.6	6.7	18.8	0.0	7.6
Cycle Q Clear(g_c), s	5.9	40.0	1.8	6.1	25.6	7.3	7.4	2.6	6.7	18.8	0.0	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.49
Lane Grp Cap(c), veh/h	292	1520	813	141	1501	668	152	610	542	323	0	368
V/C Ratio(X)	0.76	1.00	0.07	0.84	0.76	0.28	0.93	0.12	0.29	0.73	0.00	0.43
Avail Cap(c_a), veh/h	310	1520	813	141	1501	668	152	610	542	323	0	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.59	0.59	0.59	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.6	27.5	12.1	43.2	23.7	18.3	43.2	21.7	23.1	36.9	0.0	32.5
Incr Delay (d2), s/veh	8.8	24.0	0.2	21.1	2.2	0.6	52.3	0.4	1.3	13.3	0.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	19.9	0.6	3.4	10.0	2.5	5.4	1.1	2.6	6.3	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	51.5	12.2	64.3	25.9	19.0	95.5	22.1	24.4	50.2	0.0	36.2
LnGrp LOS	D	F	B	E	C	B	F	C	C	D	A	D
Approach Vol, veh/h		1807			1444			369			394	
Approach Delay, s/veh		50.3			28.1			51.3			44.5	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	46.0	12.0	25.0	12.5	45.5		37.0				
Change Period (Y+Rc), s	4.6	6.0	4.0	4.9	4.6	6.0		4.9				
Max Green Setting (Gmax), s	7.4	40.0	8.0	20.1	8.4	39.0		32.1				
Max Q Clear Time (g_c+I1), s	8.1	42.0	9.4	20.8	7.9	27.6		8.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	4.0		0.8				

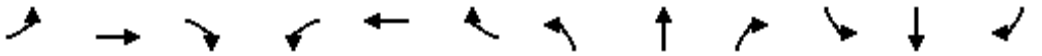
Intersection Summary												
HCM 6th Ctrl Delay			41.8									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	18	1835	28	1372	19	10	80	7
Future Volume (vph)	18	1835	28	1372	19	10	80	7
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	11.8	9.6	11.8	9.6	9.6	9.6	9.6
Total Split (s)	20.0	45.0	20.0	45.0	35.0	35.0	35.0	35.0
Total Split (%)	20.0%	45.0%	20.0%	45.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.6	5.8	3.6	5.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.7	51.2	6.3	53.7		30.4		30.4
Actuated g/C Ratio	0.06	0.51	0.06	0.54		0.30		0.30
v/c Ratio	0.17	1.03	0.26	0.74		0.21		0.26
Control Delay	48.3	54.7	49.6	22.0		10.0		25.0
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	48.3	54.7	49.6	22.0		10.0		25.0
LOS	D	D	D	C		B		C
Approach Delay		54.7		22.5		10.0		25.0
Approach LOS		D		C		B		C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 51 (51%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 39.3	Intersection LOS: D
Intersection Capacity Utilization 73.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Conard Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	1835	23	28	1372	32	19	10	81	80	7	23
Future Volume (veh/h)	18	1835	23	28	1372	32	19	10	81	80	7	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	1872	23	29	1400	33	19	10	83	82	7	23
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	1856	23	50	1861	44	99	70	364	376	37	91
Arrive On Green	0.02	0.51	0.51	0.03	0.52	0.52	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	3652	45	1810	3605	85	188	230	1198	1031	123	298
Grp Volume(v), veh/h	18	923	972	29	700	733	112	0	0	112	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1892	1810	1805	1885	1616	0	0	1452	0	0
Q Serve(g_s), s	1.0	50.8	50.8	1.6	30.7	30.8	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.0	50.8	50.8	1.6	30.7	30.8	5.0	0.0	0.0	4.9	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.05	0.17		0.74	0.73		0.21
Lane Grp Cap(c), veh/h	36	918	962	50	932	973	533	0	0	504	0	0
V/C Ratio(X)	0.51	1.01	1.01	0.58	0.75	0.75	0.21	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	279	918	962	279	932	973	533	0	0	504	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.5	24.6	24.6	48.0	19.1	19.1	26.0	0.0	0.0	25.9	0.0	0.0
Incr Delay (d2), s/veh	0.4	10.5	11.4	3.9	5.6	5.4	0.9	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	20.7	21.9	0.7	12.2	12.7	2.1	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.9	35.1	35.9	51.9	24.7	24.5	26.9	0.0	0.0	26.9	0.0	0.0
LnGrp LOS	D	F	F	D	C	C	C	A	A	C	A	A
Approach Vol, veh/h		1913			1462			112			112	
Approach Delay, s/veh		35.6			25.1			26.9			26.9	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	57.6		35.0	6.6	58.4		35.0				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	15.4	38.2		30.4	15.4	38.2		30.4				
Max Q Clear Time (g_c+I1), s	3.6	52.8		6.9	3.0	32.8		7.0				
Green Ext Time (p_c), s	0.0	0.0		0.4	0.0	2.7		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			30.8									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	1820	1252	44	55	54
Future Vol, veh/h	25	1820	1252	44	55	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	27	1957	1346	47	59	58

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1393	0	-	0	2207	697
Stage 1	-	-	-	-	1370	-
Stage 2	-	-	-	-	837	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	497	-	-	-	~ 54	388
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	363	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	497	-	-	-	~ 51	388
Mov Cap-2 Maneuver	-	-	-	-	134	-
Stage 1	-	-	-	-	190	-
Stage 2	-	-	-	-	363	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	46.6
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	497	-	-	-	198
HCM Lane V/C Ratio	0.054	-	-	-	0.592
HCM Control Delay (s)	12.7	-	-	-	46.6
HCM Lane LOS	B	-	-	-	E
HCM 95th %tile Q(veh)	0.2	-	-	-	3.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1607	13	1179	120	8
Future Volume (vph)	1607	13	1179	120	8
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	8	
Permitted Phases					8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.9	10.3	11.9	10.3	10.3
Total Split (s)	50.0	20.0	70.0	30.0	30.0
Total Split (%)	50.0%	20.0%	70.0%	30.0%	30.0%
Yellow Time (s)	5.9	4.3	5.9	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	5.3	6.9	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	43.2	5.4	45.4	24.8	24.8
Actuated g/C Ratio	0.52	0.07	0.55	0.30	0.30
v/c Ratio	1.04	0.12	0.64	0.12	0.02
Control Delay	53.9	39.9	14.5	22.3	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	53.9	39.9	14.5	22.3	13.1
LOS	D	D	B	C	B
Approach Delay	53.9		14.7	21.7	
Approach LOS	D		B	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 82.4	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 37.7	Intersection LOS: D
Intersection Capacity Utilization 65.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Riverside St & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1607	205	13	1179	120	8
Future Volume (veh/h)	1607	205	13	1179	120	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1728	220	14	1268	129	9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1605	200	30	2074	1000	459
Arrive On Green	0.50	0.50	0.02	0.57	0.28	0.28
Sat Flow, veh/h	3325	402	1810	3705	3510	1610
Grp Volume(v), veh/h	949	999	14	1268	129	9
Grp Sat Flow(s),veh/h/ln	1805	1828	1810	1805	1755	1610
Q Serve(g_s), s	43.1	43.1	0.7	20.0	2.4	0.3
Cycle Q Clear(g_c), s	43.1	43.1	0.7	20.0	2.4	0.3
Prop In Lane		0.22	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	897	908	30	2074	1000	459
V/C Ratio(X)	1.06	1.10	0.47	0.61	0.13	0.02
Avail Cap(c_a), veh/h	897	908	307	2626	1000	459
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	21.8	42.3	12.1	23.0	22.3
Incr Delay (d2), s/veh	46.6	61.1	4.2	0.3	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.1	30.1	0.3	6.2	1.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	68.4	82.9	46.5	12.4	23.3	22.4
LnGrp LOS	F	F	D	B	C	C
Approach Vol, veh/h	1948			1282	138	
Approach Delay, s/veh	75.8			12.8	23.2	
Approach LOS	E			B	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.7	50.0				56.7	30.0
Change Period (Y+Rc), s	5.3	6.9				6.9	5.3
Max Green Setting (Gmax), s	14.7	43.1				63.1	24.7
Max Q Clear Time (g_c+I1), s	2.7	45.1				22.0	4.4
Green Ext Time (p_c), s	0.0	0.0				10.3	0.2

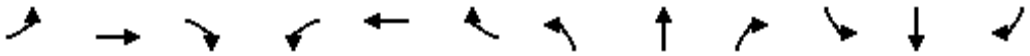
Intersection Summary			
HCM 6th Ctrl Delay		49.7	
HCM 6th LOS		D	

Lane Group	EBT	WBL	WBT	NBL	NBT	Ø4
Lane Configurations						
Traffic Volume (vph)	1624	51	1144	24	0	
Future Volume (vph)	1624	51	1144	24	0	
Turn Type	NA	Prot	NA	Perm	NA	
Protected Phases	2	1	6		8	4
Permitted Phases				8		
Detector Phase	2	1	6	8	8	
Switch Phase						
Minimum Initial (s)	6.0	4.0	6.0	5.0	5.0	5.0
Minimum Split (s)	13.4	9.4	13.4	11.2	11.2	9.6
Total Split (s)	50.0	25.0	75.0	25.0	25.0	25.0
Total Split (%)	50.0%	25.0%	75.0%	25.0%	25.0%	25%
Yellow Time (s)	5.9	4.4	5.9	5.2	5.2	3.6
All-Red Time (s)	1.5	1.0	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.4	5.4	7.4		6.2	
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	42.8	7.0	53.0		18.9	
Actuated g/C Ratio	0.50	0.08	0.62		0.22	
v/c Ratio	0.99	0.37	0.56		0.19	
Control Delay	41.4	45.2	10.4		5.0	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	41.4	45.2	10.4		5.0	
LOS	D	D	B		A	
Approach Delay	41.4		11.9		5.0	
Approach LOS	D		B		A	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 85.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 28.3	Intersection LOS: C
Intersection Capacity Utilization 61.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Wasson Canyon Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1624	12	51	1144	0	24	0	52	0	0	0
Future Volume (veh/h)	0	1624	12	51	1144	0	24	0	52	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	1765	13	55	1243	0	26	0	57	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	1830	13	71	2170	0	147	27	260	0	455	0
Arrive On Green	0.00	0.50	0.50	0.04	0.60	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Sat Flow, veh/h	0	3768	27	1810	3705	0	384	111	1086	0	1900	0
Grp Volume(v), veh/h	0	867	911	55	1243	0	83	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1805	1895	1810	1805	0	1582	0	0	0	1900	0
Q Serve(g_s), s	0.0	39.5	39.6	2.6	17.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	39.5	39.6	2.6	17.9	0.0	3.3	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.01	1.00		0.00	0.31		0.69	0.00		0.00
Lane Grp Cap(c), veh/h	0	899	944	71	2170	0	434	0	0	0	455	0
V/C Ratio(X)	0.00	0.96	0.97	0.77	0.57	0.00	0.19	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	902	947	416	2864	0	434	0	0	0	455	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	20.6	20.7	40.6	10.3	0.0	25.9	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	21.5	21.1	6.5	0.2	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.5	19.4	1.2	5.2	0.0	1.4	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	42.1	41.8	47.1	10.6	0.0	26.9	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	D	D	D	B	A	C	A	A	A	A	A
Approach Vol, veh/h		1778			1298			83			0	
Approach Delay, s/veh		41.9			12.1			26.9			0.0	
Approach LOS		D			B			C				

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.7	49.9		26.6		58.6		26.6				
Change Period (Y+Rc), s	5.4	7.4		* 6.2		7.4		6.2				
Max Green Setting (Gmax), s	19.6	42.6		* 20		67.6		18.8				
Max Q Clear Time (g_c+I1), s	4.6	41.6		0.0		19.9		5.3				
Green Ext Time (p_c), s	0.0	0.8		0.0		10.2		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		29.3	
HCM 6th LOS		C	

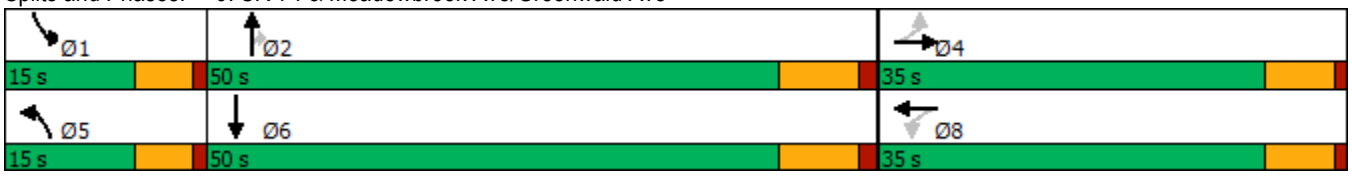
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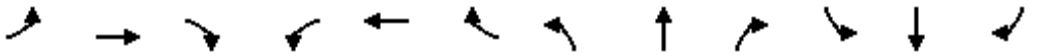
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	36	18	117	18	20	1368	236	79	1050
Future Volume (vph)	36	18	117	18	20	1368	236	79	1050
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.2	11.2	11.2	11.2	9.4	13.4	13.4	9.4	13.4
Total Split (s)	35.0	35.0	35.0	35.0	15.0	50.0	50.0	15.0	50.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	15.0%	50.0%	50.0%	15.0%	50.0%
Yellow Time (s)	5.2	5.2	5.2	5.2	4.4	5.9	5.9	4.4	5.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	5.4	7.4	7.4	5.4	7.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	11.9	11.9	11.9	11.9	5.5	43.3	43.3	7.7	49.5
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.07	0.54	0.54	0.10	0.62
v/c Ratio	0.19	0.13	0.59	0.27	0.17	0.73	0.25	0.48	0.51
Control Delay	32.7	20.6	44.7	14.3	40.8	18.6	2.5	45.7	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.7	20.6	44.7	14.3	40.8	18.6	2.5	45.7	11.1
LOS	C	C	D	B	D	B	A	D	B
Approach Delay		26.8		32.5		16.6			13.5
Approach LOS		C		C		B			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 79.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 16.6	Intersection LOS: B
Intersection Capacity Utilization 71.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: SR-74 & Meadowbrook Ave/Greenwald Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	18	16	117	18	61	20	1368	236	79	1050	42
Future Volume (veh/h)	36	18	16	117	18	61	20	1368	236	79	1050	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	19	17	123	19	64	21	1440	248	83	1105	44
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	216	126	113	259	52	176	34	2007	895	107	2111	84
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.02	0.56	0.56	0.06	0.60	0.60
Sat Flow, veh/h	1334	923	826	1391	381	1284	1810	3610	1610	1810	3539	141
Grp Volume(v), veh/h	38	0	36	123	0	83	21	1440	248	83	564	585
Grp Sat Flow(s),veh/h/ln	1334	0	1749	1391	0	1666	1810	1805	1610	1810	1805	1875
Q Serve(g_s), s	2.0	0.0	1.4	6.6	0.0	3.5	0.9	22.6	6.2	3.5	14.0	14.0
Cycle Q Clear(g_c), s	5.5	0.0	1.4	7.9	0.0	3.5	0.9	22.6	6.2	3.5	14.0	14.0
Prop In Lane	1.00		0.47	1.00		0.77	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	216	0	239	259	0	228	34	2007	895	107	1077	1118
V/C Ratio(X)	0.18	0.00	0.15	0.47	0.00	0.36	0.62	0.72	0.28	0.77	0.52	0.52
Avail Cap(c_a), veh/h	535	0	657	592	0	626	227	2007	895	227	1077	1118
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.6	0.0	29.2	32.7	0.0	30.0	37.3	12.6	8.9	35.5	9.1	9.1
Incr Delay (d2), s/veh	0.3	0.0	0.2	1.0	0.0	0.7	6.6	2.2	0.8	4.4	1.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.6	2.2	0.0	1.4	0.4	7.1	1.8	1.5	4.3	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8	0.0	29.4	33.7	0.0	30.8	43.9	14.8	9.7	39.9	10.9	10.8
LnGrp LOS	C	A	C	C	A	C	D	B	A	D	B	B
Approach Vol, veh/h		74			206			1709			1232	
Approach Delay, s/veh		31.1			32.5			14.4			12.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	50.0		16.7	6.8	53.1		16.7				
Change Period (Y+Rc), s	5.4	7.4		6.2	5.4	7.4		6.2				
Max Green Setting (Gmax), s	9.6	42.6		28.8	9.6	42.6		28.8				
Max Q Clear Time (g_c+I1), s	5.5	24.6		7.5	2.9	16.0		9.9				
Green Ext Time (p_c), s	0.0	6.5		0.2	0.0	7.1		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		15.4	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	28	1432	9	35	1189
Future Vol, veh/h	7	28	1432	9	35	1189
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	230	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	30	1540	10	38	1278

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2260	775	0	0	1550	0
Stage 1	1545	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	36	345	-	-	433	-
Stage 1	165	-	-	-	-	-
Stage 2	451	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	33	345	-	-	433	-
Mov Cap-2 Maneuver	119	-	-	-	-	-
Stage 1	165	-	-	-	-	-
Stage 2	411	-	-	-	-	-

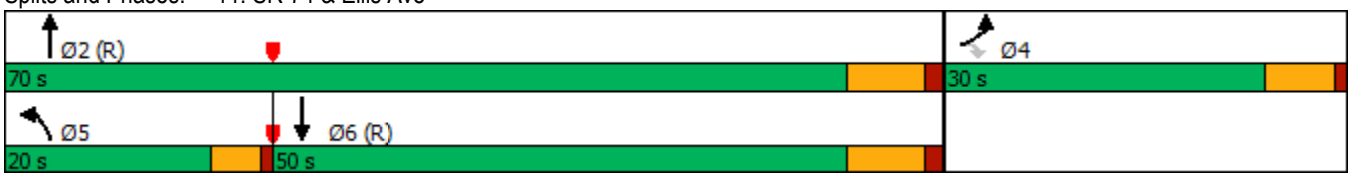
Approach	WB	NB	SB
HCM Control Delay, s	21.9	0	0.4
HCM LOS	C		

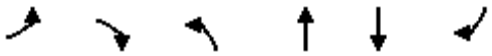
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	250	433	-
HCM Lane V/C Ratio	-	-	0.151	0.087	-
HCM Control Delay (s)	-	-	21.9	14.1	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.5	0.3	-

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	231	48	53	1039	979
Future Volume (vph)	231	48	53	1039	979
Turn Type	Prot	Perm	Prot	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	4.0	6.0	6.0
Minimum Split (s)	11.2	11.2	8.6	13.4	13.4
Total Split (s)	30.0	30.0	20.0	70.0	50.0
Total Split (%)	30.0%	30.0%	20.0%	70.0%	50.0%
Yellow Time (s)	5.2	5.2	3.6	5.9	5.9
All-Red Time (s)	1.0	1.0	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	4.6	7.4	7.4
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	18.6	18.6	7.7	67.8	57.3
Actuated g/C Ratio	0.19	0.19	0.08	0.68	0.57
v/c Ratio	0.77	0.16	0.43	0.47	0.61
Control Delay	53.5	15.8	52.6	8.9	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	53.5	15.8	52.6	8.9	17.3
LOS	D	B	D	A	B
Approach Delay	47.0			11.1	17.3
Approach LOS	D			B	B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 17.9	Intersection LOS: B
Intersection Capacity Utilization 63.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 11: SR-74 & Ellis Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	231	48	53	1039	979	145
Future Volume (veh/h)	231	48	53	1039	979	145
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	257	53	59	1154	1088	161
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	295	262	77	2531	1933	285
Arrive On Green	0.16	0.16	0.04	0.70	0.61	0.61
Sat Flow, veh/h	1810	1610	1810	3705	3250	466
Grp Volume(v), veh/h	257	53	59	1154	622	627
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1816
Q Serve(g_s), s	13.9	2.8	3.2	14.0	20.3	20.5
Cycle Q Clear(g_c), s	13.9	2.8	3.2	14.0	20.3	20.5
Prop In Lane	1.00	1.00	1.00			0.26
Lane Grp Cap(c), veh/h	295	262	77	2531	1106	1112
V/C Ratio(X)	0.87	0.20	0.77	0.46	0.56	0.56
Avail Cap(c_a), veh/h	431	383	279	2531	1106	1112
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.51	0.51
Uniform Delay (d), s/veh	40.8	36.2	47.4	6.6	11.4	11.5
Incr Delay (d2), s/veh	11.2	0.3	6.0	0.6	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	2.7	1.5	3.9	6.7	6.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	52.0	36.5	53.4	7.2	12.5	12.5
LnGrp LOS	D	D	D	A	B	B
Approach Vol, veh/h	310			1213	1249	
Approach Delay, s/veh	49.4			9.4	12.5	
Approach LOS	D			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		77.5		22.5	8.8	68.7
Change Period (Y+Rc), s		7.4		6.2	4.6	7.4
Max Green Setting (Gmax), s		62.6		23.8	15.4	42.6
Max Q Clear Time (g_c+I1), s		16.0		15.9	5.2	22.5
Green Ext Time (p_c), s		9.1		0.4	0.0	7.4

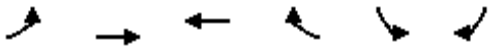
Intersection Summary		
HCM 6th Ctrl Delay		15.3
HCM 6th LOS		B

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	49	1202	1049	415	41
Future Volume (vph)	49	1202	1049	415	41
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	11.0	11.0	9.0	9.0
Total Split (s)	20.0	60.0	40.0	30.0	30.0
Total Split (%)	22.2%	66.7%	44.4%	33.3%	33.3%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	0.5	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	4.0	4.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	Max	Max
Act Effct Green (s)	7.0	54.0	47.0	26.0	26.0
Actuated g/C Ratio	0.08	0.60	0.52	0.29	0.29
v/c Ratio	0.35	0.55	0.81	0.41	0.08
Control Delay	45.5	12.0	22.9	27.3	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.5	12.0	22.9	27.3	8.2
LOS	D	B	C	C	A
Approach Delay		13.3	22.9	25.6	
Approach LOS		B	C	C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 19.5	Intersection LOS: B
Intersection Capacity Utilization 63.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 12: SR-74/4th St & Navajo Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	49	1202	1049	449	415	41
Future Volume (veh/h)	49	1202	1049	449	415	41
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	1202	1049	449	415	41
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	101	2166	1253	525	1014	465
Arrive On Green	0.06	0.60	0.51	0.51	0.29	0.29
Sat Flow, veh/h	1810	3705	2574	1039	3510	1610
Grp Volume(v), veh/h	49	1202	758	740	415	41
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1713	1755	1610
Q Serve(g_s), s	2.4	18.0	32.2	33.9	8.6	1.7
Cycle Q Clear(g_c), s	2.4	18.0	32.2	33.9	8.6	1.7
Prop In Lane	1.00			0.61	1.00	1.00
Lane Grp Cap(c), veh/h	101	2166	913	866	1014	465
V/C Ratio(X)	0.49	0.55	0.83	0.85	0.41	0.09
Avail Cap(c_a), veh/h	332	2166	913	866	1014	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	41.3	10.8	19.0	19.4	25.8	23.4
Incr Delay (d2), s/veh	1.1	0.9	0.9	1.1	1.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	6.0	11.7	11.7	3.6	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.4	11.7	19.8	20.5	27.0	23.7
LnGrp LOS	D	B	B	C	C	C
Approach Vol, veh/h		1251	1498		456	
Approach Delay, s/veh		12.9	20.1		26.7	
Approach LOS		B	C		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.0		30.0	8.5	51.5
Change Period (Y+Rc), s		6.0		4.0	3.5	6.0
Max Green Setting (Gmax), s		54.0		26.0	16.5	34.0
Max Q Clear Time (g_c+I1), s		20.0		10.6	4.4	35.9
Green Ext Time (p_c), s		7.9		1.4	0.0	0.0

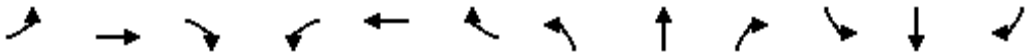
Intersection Summary	
HCM 6th Ctrl Delay	18.2
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	175	1239	38	1157	148	69	39	66
Future Volume (vph)	175	1239	38	1157	148	69	39	66
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	10.0	9.5	10.0	9.5	10.0	9.5	10.0
Total Split (s)	20.0	40.0	20.0	40.0	20.0	25.0	20.0	25.0
Total Split (%)	19.0%	38.1%	19.0%	38.1%	19.0%	23.8%	19.0%	23.8%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	14.2	47.3	7.2	36.3	13.2	32.2	7.3	22.3
Actuated g/C Ratio	0.14	0.45	0.07	0.35	0.13	0.31	0.07	0.21
v/c Ratio	0.84	0.95	0.36	1.11	0.76	0.12	0.37	0.40
Control Delay	75.1	44.0	55.0	94.8	67.6	18.6	55.1	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.1	44.0	55.0	94.8	67.6	18.6	55.1	10.8
LOS	E	D	E	F	E	B	E	B
Approach Delay		47.6		93.6		46.3		15.9
Approach LOS		D		F		D		B

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 61.2	Intersection LOS: E
Intersection Capacity Utilization 82.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 13: A St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	1239	72	38	1157	21	148	69	45	39	66	237
Future Volume (veh/h)	175	1239	72	38	1157	21	148	69	45	39	66	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	184	1304	76	40	1218	22	156	73	47	41	69	249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	211	1508	88	53	1261	23	183	529	314	54	309	276
Arrive On Green	0.13	0.48	0.48	0.03	0.39	0.39	0.11	0.27	0.27	0.03	0.19	0.19
Sat Flow, veh/h	1629	3120	182	1629	3265	59	1629	1961	1164	1629	1625	1447
Grp Volume(v), veh/h	184	678	702	40	606	634	156	59	61	41	69	249
Grp Sat Flow(s),veh/h/ln	1629	1625	1677	1629	1625	1699	1629	1625	1500	1629	1625	1447
Q Serve(g_s), s	11.6	38.8	39.1	2.6	38.3	38.4	9.9	2.9	3.2	2.6	3.8	17.7
Cycle Q Clear(g_c), s	11.6	38.8	39.1	2.6	38.3	38.4	9.9	2.9	3.2	2.6	3.8	17.7
Prop In Lane	1.00		0.11	1.00		0.03	1.00		0.78	1.00		1.00
Lane Grp Cap(c), veh/h	211	785	811	53	628	657	183	438	405	54	309	276
V/C Ratio(X)	0.87	0.86	0.87	0.75	0.97	0.97	0.85	0.14	0.15	0.76	0.22	0.90
Avail Cap(c_a), veh/h	240	785	811	240	628	657	240	438	405	240	309	276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.32	0.32	0.32	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	24.1	24.1	50.4	31.5	31.5	45.7	29.1	29.2	50.3	35.9	41.6
Incr Delay (d2), s/veh	20.3	10.4	10.3	2.5	13.6	13.3	16.1	0.6	0.8	7.8	1.7	34.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	15.7	16.2	1.1	16.7	17.4	4.8	1.2	1.2	1.2	1.6	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.2	34.5	34.4	52.9	45.2	44.8	61.8	29.7	30.0	58.1	37.6	75.8
LnGrp LOS	E	C	C	D	D	D	E	C	C	E	D	E
Approach Vol, veh/h		1564			1280			276			359	
Approach Delay, s/veh		38.1			45.2			47.9			66.4	
Approach LOS		D			D			D			E	

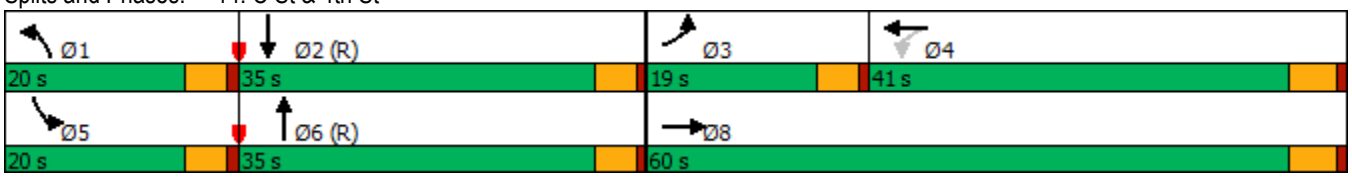
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	55.7	16.3	25.0	18.1	45.6	8.0	33.3
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	15.5	35.0	15.5	20.0	15.5	35.0	15.5	20.0
Max Q Clear Time (g_c+I1), s	4.6	41.1	11.9	19.7	13.6	40.4	4.6	5.2
Green Ext Time (p_c), s	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.3

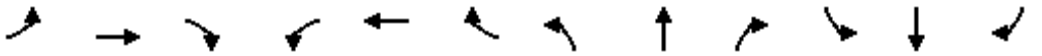
Intersection Summary	
HCM 6th Ctrl Delay	44.4
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	299	1005	1	815	2	29	25	39
Future Volume (vph)	299	1005	1	815	2	29	25	39
Turn Type	Prot	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases	3	8		4	1	6	5	2
Permitted Phases			4					
Detector Phase	3	8	4	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	10.1	10.1	9.6	9.6	9.6	9.6
Total Split (s)	19.0	60.0	41.0	41.0	20.0	35.0	20.0	35.0
Total Split (%)	16.5%	52.2%	35.7%	35.7%	17.4%	30.4%	17.4%	30.4%
Yellow Time (s)	3.6	4.1	4.1	4.1	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1		5.1	4.6	4.6	4.6	4.6
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	14.4	52.9		33.9	5.0	45.3	6.4	50.4
Actuated g/C Ratio	0.13	0.46		0.29	0.04	0.39	0.06	0.44
v/c Ratio	1.42	0.66		0.90	0.03	0.06	0.27	0.54
Control Delay	252.3	26.0		51.3	53.5	21.0	58.3	5.5
Queue Delay	0.0	0.0		8.7	0.0	0.0	0.0	0.0
Total Delay	252.3	26.0		60.0	53.5	21.0	58.3	5.5
LOS	F	C		E	D	C	E	A
Approach Delay		77.6		60.0		22.5		8.1
Approach LOS		E		E		C		A

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.42	
Intersection Signal Delay: 58.2	Intersection LOS: E
Intersection Capacity Utilization 93.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 14: C St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	299	1005	8	1	815	31	2	29	9	25	39	449
Future Volume (veh/h)	299	1005	8	1	815	31	2	29	9	25	39	449
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	322	1081	9	1	876	33	2	31	10	27	42	483
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	1628	14	32	967	36	5	559	180	45	56	643
Arrive On Green	0.13	0.44	0.44	0.28	0.28	0.28	0.00	0.41	0.41	0.03	0.43	0.43
Sat Flow, veh/h	1810	3669	31	1	3472	131	1810	1376	444	1810	130	1498
Grp Volume(v), veh/h	322	532	558	480	0	430	2	0	41	27	0	525
Grp Sat Flow(s),veh/h/ln	1810	1805	1894	1899	0	1705	1810	0	1819	1810	0	1628
Q Serve(g_s), s	14.4	26.7	26.7	0.3	0.0	28.0	0.1	0.0	1.6	1.7	0.0	31.2
Cycle Q Clear(g_c), s	14.4	26.7	26.7	28.0	0.0	28.0	0.1	0.0	1.6	1.7	0.0	31.2
Prop In Lane	1.00		0.02	0.00		0.08	1.00		0.24	1.00		0.92
Lane Grp Cap(c), veh/h	227	801	841	560	0	475	5	0	740	45	0	699
V/C Ratio(X)	1.42	0.66	0.66	0.86	0.00	0.91	0.41	0.00	0.06	0.59	0.00	0.75
Avail Cap(c_a), veh/h	227	862	904	624	0	532	242	0	740	242	0	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.24	0.24	0.24	0.60	0.00	0.60	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.3	25.2	25.2	40.0	0.0	40.0	57.3	0.0	20.7	55.5	0.0	27.7
Incr Delay (d2), s/veh	195.7	0.3	0.3	6.0	0.0	11.3	19.3	0.0	0.1	4.5	0.0	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.7	11.1	11.7	13.7	0.0	13.0	0.1	0.0	0.7	0.8	0.0	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	246.0	25.5	25.5	46.0	0.0	51.3	76.5	0.0	20.8	60.0	0.0	35.0
LnGrp LOS	F	C	C	D	A	D	E	A	C	E	A	C
Approach Vol, veh/h		1412			910			43			552	
Approach Delay, s/veh		75.8			48.5			23.4			36.2	
Approach LOS		E			D			C			D	

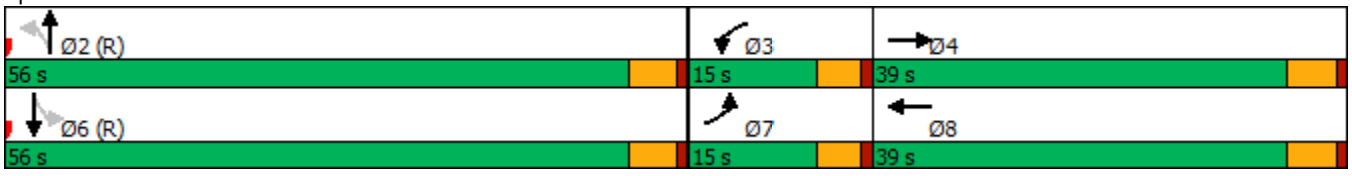
Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	4.9	54.0	19.0	37.1	7.5	51.4		56.1
Change Period (Y+Rc), s	4.6	4.6	4.6	5.1	4.6	4.6		5.1
Max Green Setting (Gmax), s	15.4	30.4	14.4	35.9	15.4	30.4		54.9
Max Q Clear Time (g_c+I1), s	2.1	33.2	16.4	30.0	3.7	3.6		28.7
Green Ext Time (p_c), s	0.0	0.0	0.0	2.0	0.0	0.1		4.8

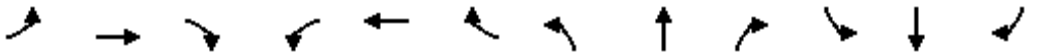
Intersection Summary	
HCM 6th Ctrl Delay	59.0
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	125	892	70	714	37	93	66	129
Future Volume (vph)	125	892	70	714	37	93	66	129
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	9.6	10.1	10.0	10.0	10.0	10.0
Total Split (s)	15.0	39.0	15.0	39.0	56.0	56.0	56.0	56.0
Total Split (%)	13.6%	35.5%	13.6%	35.5%	50.9%	50.9%	50.9%	50.9%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	9.9	33.4	8.3	29.9	55.5	55.5	55.5	55.5
Actuated g/C Ratio	0.09	0.30	0.08	0.27	0.50	0.50	0.50	0.50
v/c Ratio	0.78	0.84	0.52	0.77	0.07	0.17	0.11	0.25
Control Delay	80.1	44.1	62.2	42.2	16.5	12.7	16.7	14.1
Queue Delay	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.1	49.7	62.2	42.2	16.5	12.7	16.7	14.1
LOS	F	D	E	D	B	B	B	B
Approach Delay		53.3		43.9		13.5		14.7
Approach LOS		D		D		B		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 10 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 42.0	Intersection LOS: D
Intersection Capacity Utilization 63.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 15: D St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	892	21	70	714	33	37	93	58	66	129	98
Future Volume (veh/h)	125	892	21	70	714	33	37	93	58	66	129	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	126	901	21	71	721	33	37	94	59	67	130	99
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	154	1000	23	92	852	39	612	586	368	682	537	409
Arrive On Green	0.08	0.28	0.28	0.05	0.24	0.24	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1810	3606	84	1810	3509	161	1164	1088	683	1246	997	759
Grp Volume(v), veh/h	126	451	471	71	371	383	37	0	153	67	0	229
Grp Sat Flow(s),veh/h/ln	1810	1805	1885	1810	1805	1865	1164	0	1771	1246	0	1756
Q Serve(g_s), s	7.5	26.5	26.5	4.3	21.5	21.5	1.9	0.0	4.8	3.2	0.0	7.6
Cycle Q Clear(g_c), s	7.5	26.5	26.5	4.3	21.5	21.5	9.5	0.0	4.8	8.0	0.0	7.6
Prop In Lane	1.00		0.04	1.00		0.09	1.00		0.39	1.00		0.43
Lane Grp Cap(c), veh/h	154	500	522	92	438	453	612	0	954	682	0	946
V/C Ratio(X)	0.82	0.90	0.90	0.78	0.85	0.85	0.06	0.00	0.16	0.10	0.00	0.24
Avail Cap(c_a), veh/h	171	556	581	171	556	575	612	0	954	682	0	946
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	0.85	0.85	0.85	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.5	38.3	38.3	51.6	39.7	39.7	16.0	0.0	12.8	14.8	0.0	13.5
Incr Delay (d2), s/veh	16.4	12.1	11.7	4.4	6.7	6.6	0.2	0.0	0.4	0.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	13.2	13.8	2.0	10.2	10.5	0.5	0.0	2.0	0.9	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.9	50.4	50.0	56.0	46.4	46.3	16.2	0.0	13.2	15.1	0.0	14.1
LnGrp LOS	E	D	D	E	D	D	B	A	B	B	A	B
Approach Vol, veh/h		1048			825			190			296	
Approach Delay, s/veh		52.1			47.2			13.8			14.3	
Approach LOS		D			D			B			B	

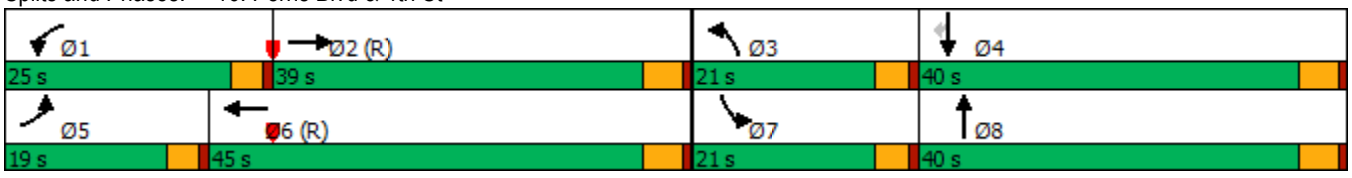
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		64.2	10.2	35.6		64.2	13.9	31.8				
Change Period (Y+Rc), s		5.0	4.6	5.1		5.0	4.6	5.1				
Max Green Setting (Gmax), s		51.0	10.4	33.9		51.0	10.4	33.9				
Max Q Clear Time (g_c+I1), s		11.5	6.3	28.5		10.0	9.5	23.5				
Green Ext Time (p_c), s		0.7	0.0	2.0		1.1	0.0	2.3				

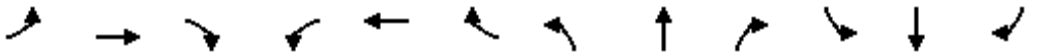
Intersection Summary												
HCM 6th Ctrl Delay			42.5									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	298	630	78	525	61	352	89	374	219
Future Volume (vph)	298	630	78	525	61	352	89	374	219
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.6	9.0	9.6	9.0	9.6	9.0	9.6	9.6
Total Split (s)	19.0	39.0	25.0	45.0	21.0	40.0	21.0	40.0	40.0
Total Split (%)	15.2%	31.2%	20.0%	36.0%	16.8%	32.0%	16.8%	32.0%	32.0%
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?		Yes	Yes			Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	15.0	46.8	10.5	40.4	9.2	41.0	11.4	45.0	45.0
Actuated g/C Ratio	0.12	0.37	0.08	0.32	0.07	0.33	0.09	0.36	0.36
v/c Ratio	1.58	0.60	0.59	0.58	0.53	0.39	0.62	0.63	0.34
Control Delay	321.2	34.9	71.5	37.2	70.5	33.5	71.9	40.1	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	321.2	34.9	71.5	37.2	70.5	33.5	71.9	40.1	5.4
LOS	F	C	E	D	E	C	E	D	A
Approach Delay		120.2		41.3		38.4		33.1	
Approach LOS		F		D		D		C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.58	
Intersection Signal Delay: 66.9	Intersection LOS: E
Intersection Capacity Utilization 76.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 16: Perris Blvd & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	298	630	72	78	525	56	61	352	50	89	374	219
Future Volume (veh/h)	298	630	72	78	525	56	61	352	50	89	374	219
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	307	649	74	80	541	58	63	363	52	92	386	226
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	195	1316	150	99	1154	123	79	809	115	113	520	440
Arrive On Green	0.12	0.45	0.45	0.06	0.39	0.39	0.05	0.28	0.28	0.07	0.30	0.30
Sat Flow, veh/h	1629	2932	334	1629	2960	316	1629	2855	406	1629	1710	1448
Grp Volume(v), veh/h	307	359	364	80	296	303	63	205	210	92	386	226
Grp Sat Flow(s),veh/h/ln	1629	1625	1641	1629	1625	1652	1629	1625	1636	1629	1710	1448
Q Serve(g_s), s	15.0	19.6	19.6	6.1	17.0	17.1	4.8	13.0	13.2	7.0	25.4	16.1
Cycle Q Clear(g_c), s	15.0	19.6	19.6	6.1	17.0	17.1	4.8	13.0	13.2	7.0	25.4	16.1
Prop In Lane	1.00		0.20	1.00		0.19	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	195	729	737	99	634	644	79	460	463	113	520	440
V/C Ratio(X)	1.57	0.49	0.49	0.81	0.47	0.47	0.80	0.45	0.45	0.82	0.74	0.51
Avail Cap(c_a), veh/h	195	729	737	274	634	644	221	460	463	221	520	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.51	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	24.4	24.4	58.0	28.4	28.5	58.9	36.8	36.8	57.4	39.1	35.9
Incr Delay (d2), s/veh	269.2	1.2	1.2	5.2	2.2	2.2	6.7	3.1	3.2	5.3	9.3	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.7	7.6	7.7	2.6	6.9	7.1	2.1	5.5	5.6	3.0	11.8	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	324.2	25.6	25.6	63.1	30.7	30.7	65.6	39.9	40.0	62.7	48.4	40.1
LnGrp LOS	F	C	C	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		1030			679			478			704	
Approach Delay, s/veh		114.6			34.5			43.3			47.6	
Approach LOS		F			C			D			D	

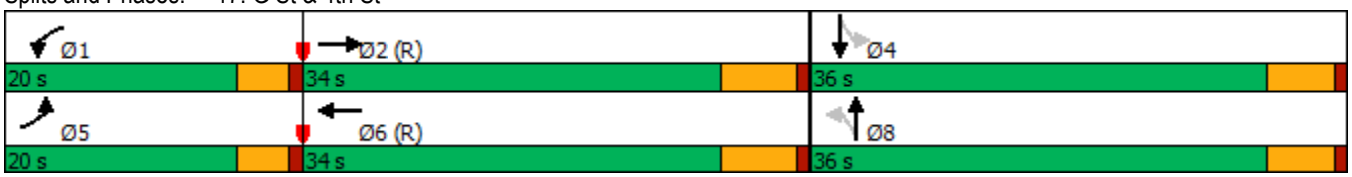
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	60.7	10.1	42.6	19.0	53.3	12.7	40.0
Change Period (Y+Rc), s	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6
Max Green Setting (Gmax), s	21.0	34.4	17.0	35.4	15.0	40.4	17.0	35.4
Max Q Clear Time (g_c+I1), s	8.1	21.6	6.8	27.4	17.0	19.1	9.0	15.2
Green Ext Time (p_c), s	0.1	2.4	0.0	1.3	0.0	2.2	0.1	1.4

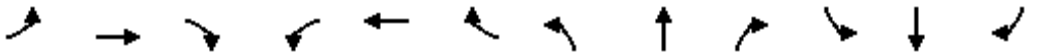
Intersection Summary	
HCM 6th Ctrl Delay	67.7
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	68	671	59	578	25	79	82	79
Future Volume (vph)	68	671	59	578	25	79	82	79
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	10.5	10.5	10.5	10.5
Total Split (s)	20.0	34.0	20.0	34.0	36.0	36.0	36.0	36.0
Total Split (%)	22.2%	37.8%	22.2%	37.8%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	8.8	37.1	8.4	36.7	30.5	30.5	30.5	30.5
Actuated g/C Ratio	0.10	0.41	0.09	0.41	0.34	0.34	0.34	0.34
v/c Ratio	0.40	0.48	0.36	0.44	0.06	0.25	0.20	0.23
Control Delay	43.9	21.8	52.2	13.8	20.7	14.5	22.9	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.9	21.8	52.2	13.8	20.7	14.5	22.9	15.3
LOS	D	C	D	B	C	B	C	B
Approach Delay		23.8		17.2		15.3		18.1
Approach LOS		C		B		B		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 49.4 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay: 19.8	Intersection LOS: B
Intersection Capacity Utilization 54.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 17: G St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	671	18	59	578	39	25	79	79	82	79	61
Future Volume (veh/h)	68	671	18	59	578	39	25	79	79	82	79	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	70	692	19	61	596	40	26	81	81	85	81	63
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	92	1577	43	79	1483	99	432	295	295	416	335	260
Arrive On Green	0.05	0.44	0.44	0.09	0.87	0.87	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1810	3588	98	1810	3428	230	1259	869	869	1239	988	769
Grp Volume(v), veh/h	70	348	363	61	313	323	26	0	162	85	0	144
Grp Sat Flow(s),veh/h/ln	1810	1805	1882	1810	1805	1853	1259	0	1738	1239	0	1757
Q Serve(g_s), s	3.4	12.0	12.1	3.0	3.2	3.2	1.4	0.0	6.1	4.8	0.0	5.3
Cycle Q Clear(g_c), s	3.4	12.0	12.1	3.0	3.2	3.2	6.7	0.0	6.1	11.0	0.0	5.3
Prop In Lane	1.00		0.05	1.00		0.12	1.00		0.50	1.00		0.44
Lane Grp Cap(c), veh/h	92	793	827	79	781	802	432	0	589	416	0	595
V/C Ratio(X)	0.76	0.44	0.44	0.77	0.40	0.40	0.06	0.00	0.28	0.20	0.00	0.24
Avail Cap(c_a), veh/h	312	793	827	312	781	802	432	0	589	416	0	595
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	0.88	0.88	0.88	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.2	17.5	17.5	40.6	3.7	3.7	23.8	0.0	21.7	25.7	0.0	21.4
Incr Delay (d2), s/veh	9.5	1.3	1.3	12.8	1.4	1.3	0.3	0.0	1.2	1.1	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.0	5.2	1.5	1.2	1.2	0.4	0.0	2.7	1.5	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.7	18.9	18.8	53.4	5.0	5.0	24.1	0.0	22.8	26.8	0.0	22.4
LnGrp LOS	D	B	B	D	A	A	C	A	C	C	A	C
Approach Vol, veh/h		781			697			188			229	
Approach Delay, s/veh		21.8			9.2			23.0			24.0	
Approach LOS		C			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	45.6		36.0	9.1	44.9		36.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	28.0		30.5	15.5	28.0		30.5				
Max Q Clear Time (g_c+I1), s	5.0	14.1		13.0	5.4	5.2		8.7				
Green Ext Time (p_c), s	0.1	3.6		1.0	0.1	3.8		1.0				

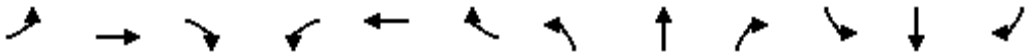
Intersection Summary												
HCM 6th Ctrl Delay			17.6									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	45	719	20	627	30	17	191	12
Future Volume (vph)	45	719	20	627	30	17	191	12
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	15.5	15.5	10.5	10.5
Total Split (s)	20.0	35.0	20.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	22.2%	38.9%	22.2%	38.9%	38.9%	38.9%	38.9%	38.9%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0		5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.8	44.1	6.6	40.9		29.5		29.5
Actuated g/C Ratio	0.09	0.49	0.07	0.45		0.33		0.33
v/c Ratio	0.29	0.45	0.16	0.47		0.10		0.56
Control Delay	48.3	12.0	41.2	19.0		21.9		29.2
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	48.3	12.0	41.2	19.0		21.9		29.2
LOS	D	B	D	B		C		C
Approach Delay		14.0		19.6		21.9		29.2
Approach LOS		B		B		C		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 49.4 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 18.5	Intersection LOS: B
Intersection Capacity Utilization 56.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 18: Wilkerson Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	719	45	20	627	114	30	17	0	191	12	46
Future Volume (veh/h)	45	719	45	20	627	114	30	17	0	191	12	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	741	46	21	646	118	31	18	0	197	12	47
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	69	1628	101	41	1386	253	375	204	0	436	32	89
Arrive On Green	0.08	0.94	0.94	0.02	0.46	0.46	0.33	0.33	0.00	0.33	0.33	0.33
Sat Flow, veh/h	1810	3452	214	1810	3037	554	945	624	0	1114	98	273
Grp Volume(v), veh/h	46	387	400	21	384	380	49	0	0	256	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1861	1810	1805	1786	1569	0	0	1485	0	0
Q Serve(g_s), s	2.2	1.9	1.9	1.0	13.2	13.2	0.0	0.0	0.0	10.6	0.0	0.0
Cycle Q Clear(g_c), s	2.2	1.9	1.9	1.0	13.2	13.2	1.7	0.0	0.0	12.3	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.31	0.63		0.00	0.77		0.18
Lane Grp Cap(c), veh/h	69	852	878	41	824	815	580	0	0	558	0	0
V/C Ratio(X)	0.67	0.45	0.46	0.51	0.47	0.47	0.08	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	312	852	878	312	824	815	580	0	0	558	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.86	0.86	0.86	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.0	1.4	1.4	43.5	16.9	16.9	20.9	0.0	0.0	24.3	0.0	0.0
Incr Delay (d2), s/veh	9.6	1.6	1.5	8.2	1.6	1.7	0.3	0.0	0.0	2.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.8	0.8	0.5	5.5	5.4	0.7	0.0	0.0	4.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.6	3.0	2.9	51.7	18.5	18.5	21.2	0.0	0.0	27.0	0.0	0.0
LnGrp LOS	D	A	A	D	B	B	C	A	A	C	A	A
Approach Vol, veh/h		833			785			49			256	
Approach Delay, s/veh		5.6			19.4			21.2			27.0	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	48.5		35.0	7.9	47.1		35.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	29.0		29.5	15.5	29.0		29.5				
Max Q Clear Time (g_c+I1), s	3.0	3.9		14.3	4.2	15.2		3.7				
Green Ext Time (p_c), s	0.0	5.1		1.2	0.0	4.0		0.2				

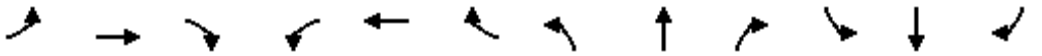
Intersection Summary												
HCM 6th Ctrl Delay			14.5									
HCM 6th LOS			B									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	863	25	70	10	18	52	353	8	29	400	690
Future Volume (vph)	863	25	70	10	18	52	353	8	29	400	690
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	9.5	11.0	9.5	11.0	11.0	9.5	11.0	11.0
Total Split (s)	40.0	55.0	55.0	25.0	40.0	25.0	35.0	35.0	25.0	35.0	35.0
Total Split (%)	28.6%	39.3%	39.3%	17.9%	28.6%	17.9%	25.0%	25.0%	17.9%	25.0%	25.0%
Yellow Time (s)	5.0	5.0	5.0	3.5	5.0	3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	34.0	69.2	69.2	6.5	34.0	9.7	45.8	45.8	7.9	41.9	41.9
Actuated g/C Ratio	0.24	0.49	0.49	0.05	0.24	0.07	0.33	0.33	0.06	0.30	0.30
v/c Ratio	1.09	0.03	0.09	0.13	0.11	0.45	0.32	0.01	0.30	0.40	0.54
Control Delay	107.8	20.6	2.7	67.0	13.8	73.1	37.7	0.0	70.4	41.6	4.3
Queue Delay	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.3	20.6	2.7	67.0	13.8	73.1	37.7	0.0	70.4	41.6	4.3
LOS	F	C	A	E	B	E	D	A	E	D	A
Approach Delay		101.0			19.8		41.4			19.3	
Approach LOS		F			B		D			B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 40 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 53.2	Intersection LOS: D
Intersection Capacity Utilization 60.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 19: Redlands Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	863	25	70	10	18	62	52	353	8	29	400	690
Future Volume (veh/h)	863	25	70	10	18	62	52	353	8	29	400	690
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	928	27	75	11	19	67	56	380	9	31	430	742
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	853	1121	950	22	630	561	73	803	358	45	748	587
Arrive On Green	0.24	0.59	0.59	0.01	0.35	0.35	0.04	0.22	0.22	0.03	0.21	0.21
Sat Flow, veh/h	3510	1900	1610	1810	1805	1608	1810	3610	1610	1810	3610	2834
Grp Volume(v), veh/h	928	27	75	11	19	67	56	380	9	31	430	742
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1608	1810	1805	1610	1810	1805	1417
Q Serve(g_s), s	34.0	0.8	2.8	0.8	1.0	4.0	4.3	12.8	0.6	2.4	15.0	29.0
Cycle Q Clear(g_c), s	34.0	0.8	2.8	0.8	1.0	4.0	4.3	12.8	0.6	2.4	15.0	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	853	1121	950	22	630	561	73	803	358	45	748	587
V/C Ratio(X)	1.09	0.02	0.08	0.49	0.03	0.12	0.77	0.47	0.03	0.68	0.58	1.26
Avail Cap(c_a), veh/h	853	1121	950	265	630	561	265	803	358	265	748	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	53.0	11.9	12.3	68.7	30.0	31.0	66.5	47.3	42.6	67.7	50.0	55.5
Incr Delay (d2), s/veh	56.2	0.0	0.1	15.5	0.1	0.4	15.3	2.0	0.1	15.8	3.0	131.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.5	0.4	1.1	0.5	0.4	1.6	2.3	6.0	0.3	1.3	7.1	21.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	109.2	12.0	12.5	84.2	30.1	31.4	81.8	49.3	42.7	83.5	53.0	186.8
LnGrp LOS	F	B	B	F	C	C	F	D	D	F	D	F
Approach Vol, veh/h		1030			97			445			1203	
Approach Delay, s/veh		99.6			37.1			53.3			136.3	
Approach LOS		F			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	88.6	10.1	35.0	40.0	54.9	8.0	37.1
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	6.0	4.5	6.0
Max Green Setting (Gmax), s	20.5	49.0	20.5	29.0	34.0	34.0	20.5	29.0
Max Q Clear Time (g_c+I1), s	2.8	4.8	6.3	31.0	36.0	6.0	4.4	14.8
Green Ext Time (p_c), s	0.0	0.4	0.1	0.0	0.0	0.4	0.0	2.1

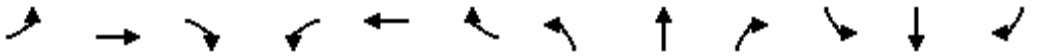
Intersection Summary	
HCM 6th Ctrl Delay	105.9
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	215	5	229	803	475	361	890
Future Volume (vph)	215	5	229	803	475	361	890
Turn Type	Split	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5	10.5	11.0	11.0	9.5	11.0
Total Split (s)	35.0	35.0	35.0	39.0	39.0	21.0	60.0
Total Split (%)	36.8%	36.8%	36.8%	41.1%	41.1%	22.1%	63.2%
Yellow Time (s)	4.5	4.5	4.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	6.0	6.0	4.5	6.0
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	14.8	14.8	14.8	49.0	49.0	15.2	68.7
Actuated g/C Ratio	0.16	0.16	0.16	0.52	0.52	0.16	0.72
v/c Ratio	0.61	0.51	0.42	0.25	0.29	0.66	0.35
Control Delay	46.2	24.2	11.6	14.1	2.1	49.0	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	46.2	24.2	11.6	14.1	2.1	49.0	5.3
LOS	D	C	B	B	A	D	A
Approach Delay		27.9		9.7			17.9
Approach LOS		C		A			B

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 15.9	Intersection LOS: B
Intersection Capacity Utilization 54.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 20: Redlands Ave & I-215 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	5	229	0	0	0	0	803	475	361	890	0
Future Volume (veh/h)	215	5	229	0	0	0	0	803	475	361	890	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	300	0	157				0	828	490	372	918	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	473	0	211				0	3746	1624	448	2701	0
Arrive On Green	0.13	0.00	0.13				0.00	0.57	0.57	0.26	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	6802	2834	3510	3705	0
Grp Volume(v), veh/h	300	0	157				0	828	490	372	918	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1417	1755	1805	0
Q Serve(g_s), s	7.5	0.0	8.9				0.0	5.9	8.5	9.5	0.0	0.0
Cycle Q Clear(g_c), s	7.5	0.0	8.9				0.0	5.9	8.5	9.5	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	473	0	211				0	3746	1624	448	2701	0
V/C Ratio(X)	0.63	0.00	0.75				0.00	0.22	0.30	0.83	0.34	0.00
Avail Cap(c_a), veh/h	1124	0	500				0	3746	1624	610	2701	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.38	0.38	0.91	0.91	0.00
Uniform Delay (d), s/veh	39.1	0.0	39.8				0.0	9.9	10.5	34.4	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	5.2				0.0	0.1	0.2	6.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	3.8				0.0	1.9	2.5	3.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	0.0	44.9				0.0	10.0	10.6	40.8	0.3	0.0
LnGrp LOS	D	A	D				A	A	B	D	A	A
Approach Vol, veh/h		457						1318			1290	
Approach Delay, s/veh		42.0						10.2			12.0	
Approach LOS		D						B			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	16.6	60.4		17.9		77.1
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	16.5	33.0		29.5		54.0
Max Q Clear Time (g_c+I1), s	11.5	10.5		10.9		2.0
Green Ext Time (p_c), s	0.6	8.2		1.5		7.9

Intersection Summary		
HCM 6th Ctrl Delay		15.7
HCM 6th LOS		B

Notes

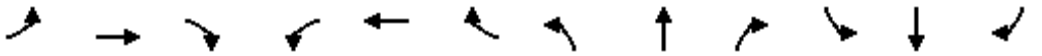
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	418	0	558	185	833	832	127
Future Volume (vph)	418	0	558	185	833	832	127
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.0	9.0	9.5	11.0	31.0	31.0
Total Split (s)	33.0	33.0	33.0	25.0	62.0	37.0	37.0
Total Split (%)	34.7%	34.7%	34.7%	26.3%	65.3%	38.9%	38.9%
Yellow Time (s)	3.0	3.0	3.0	3.5	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.5	6.0	6.0	6.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	25.5	25.5	25.5	10.6	59.5	44.4	44.4
Actuated g/C Ratio	0.27	0.27	0.27	0.11	0.63	0.47	0.47
v/c Ratio	0.77	0.65	0.62	0.50	0.38	0.28	0.16
Control Delay	43.1	21.7	20.0	57.9	8.0	16.8	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	43.1	21.7	20.0	57.9	8.1	16.8	3.9
LOS	D	C	C	E	A	B	A
Approach Delay		28.6			17.2	15.1	
Approach LOS		C			B	B	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 20.3	Intersection LOS: C
Intersection Capacity Utilization 54.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 21: Redlands Ave & I-215 NB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	418	0	558	185	833	0	0	832	127
Future Volume (veh/h)	0	0	0	418	0	558	185	833	0	0	832	127
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				638	0	363	193	868	0	0	867	132
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				942	0	419	274	2290	0	0	3327	818
Arrive On Green				0.26	0.00	0.26	0.16	1.00	0.00	0.00	0.51	0.51
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	6802	1606
Grp Volume(v), veh/h				638	0	363	193	868	0	0	867	132
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1634	1606
Q Serve(g_s), s				15.0	0.0	20.5	5.0	0.0	0.0	0.0	7.1	4.2
Cycle Q Clear(g_c), s				15.0	0.0	20.5	5.0	0.0	0.0	0.0	7.1	4.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				942	0	419	274	2290	0	0	3327	818
V/C Ratio(X)				0.68	0.00	0.87	0.71	0.38	0.00	0.00	0.26	0.16
Avail Cap(c_a), veh/h				1105	0	492	758	2290	0	0	3327	818
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.96	0.96	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				31.5	0.0	33.5	39.1	0.0	0.0	0.0	13.2	12.5
Incr Delay (d2), s/veh				1.3	0.0	13.4	3.2	0.5	0.0	0.0	0.2	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.6	0.0	9.4	2.1	0.1	0.0	0.0	2.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.9	0.0	46.9	42.2	0.5	0.0	0.0	13.4	12.9
LnGrp LOS				C	A	D	D	A	A	A	B	B
Approach Vol, veh/h					1001			1061			999	
Approach Delay, s/veh					38.0			8.1			13.3	
Approach LOS					D			A			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		66.3			11.9	54.4		28.7				
Change Period (Y+Rc), s		6.0			4.5	6.0		4.0				
Max Green Setting (Gmax), s		56.0			20.5	31.0		29.0				
Max Q Clear Time (g_c+I1), s		2.0			7.0	9.1		22.5				
Green Ext Time (p_c), s		7.7			0.5	6.6		2.3				

Intersection Summary												
HCM 6th Ctrl Delay			19.6									
HCM 6th LOS			B									

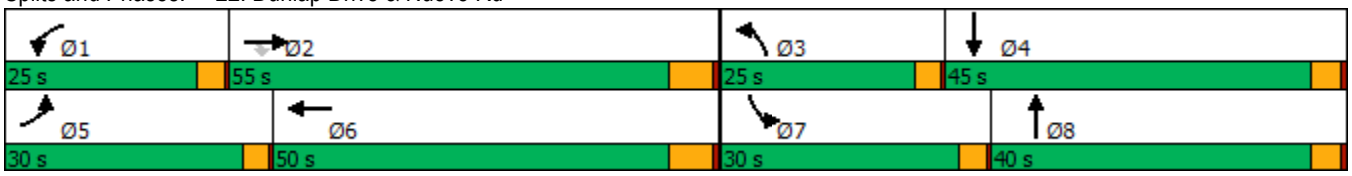
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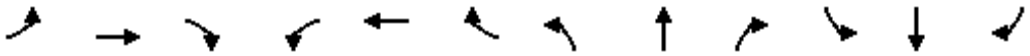
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	27	479	77	51	348	21	137	134	104
Future Volume (vph)	27	479	77	51	348	21	137	134	104
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Minimum Split (s)	8.5	12.0	12.0	8.5	12.0	8.5	10.2	8.5	10.2
Total Split (s)	30.0	55.0	55.0	25.0	50.0	25.0	40.0	30.0	45.0
Total Split (%)	20.0%	36.7%	36.7%	16.7%	33.3%	16.7%	26.7%	20.0%	30.0%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	3.2	3.0	3.2
All-Red Time (s)	0.5	1.0	1.0	0.5	1.0	0.5	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	3.5	4.2	3.5	4.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	6.4	38.3	38.3	7.9	41.7	6.0	37.0	14.2	49.3
Actuated g/C Ratio	0.06	0.34	0.34	0.07	0.37	0.05	0.33	0.13	0.44
v/c Ratio	0.30	0.82	0.14	0.45	0.69	0.24	0.36	0.66	0.19
Control Delay	64.9	46.7	6.5	67.0	36.2	64.0	33.7	64.0	23.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.9	46.7	6.5	67.0	36.2	64.0	33.7	64.0	23.7
LOS	E	D	A	E	D	E	C	E	C
Approach Delay		42.2			39.5		36.6		43.5
Approach LOS		D			D		D		D

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 112.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 40.8	Intersection LOS: D
Intersection Capacity Utilization 62.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 22: Dunlap Drive & Nuevo Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	479	77	51	348	79	21	137	60	134	104	35
Future Volume (veh/h)	27	479	77	51	348	79	21	137	60	134	104	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	30	532	86	57	387	88	23	152	67	149	116	39
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	51	622	527	74	509	116	43	448	198	182	593	199
Arrive On Green	0.03	0.33	0.33	0.04	0.34	0.34	0.02	0.36	0.36	0.10	0.44	0.44
Sat Flow, veh/h	1810	1900	1610	1810	1498	341	1810	1250	551	1810	1360	457
Grp Volume(v), veh/h	30	532	86	57	0	475	23	0	219	149	0	155
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1839	1810	0	1801	1810	0	1818
Q Serve(g_s), s	1.6	26.1	3.8	3.1	0.0	22.9	1.3	0.0	8.9	8.1	0.0	5.3
Cycle Q Clear(g_c), s	1.6	26.1	3.8	3.1	0.0	22.9	1.3	0.0	8.9	8.1	0.0	5.3
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.31	1.00		0.25
Lane Grp Cap(c), veh/h	51	622	527	74	0	625	43	0	646	182	0	792
V/C Ratio(X)	0.59	0.85	0.16	0.77	0.00	0.76	0.54	0.00	0.34	0.82	0.00	0.20
Avail Cap(c_a), veh/h	480	933	790	390	0	811	390	0	646	480	0	792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.9	31.3	23.8	47.4	0.0	29.3	48.2	0.0	23.4	44.0	0.0	17.4
Incr Delay (d2), s/veh	3.9	6.3	0.2	6.2	0.0	3.8	3.9	0.0	1.4	3.4	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	11.9	1.4	1.5	0.0	9.8	0.6	0.0	3.8	3.6	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	37.6	24.0	53.6	0.0	33.1	52.0	0.0	24.8	47.4	0.0	17.9
LnGrp LOS	D	D	C	D	A	C	D	A	C	D	A	B
Approach Vol, veh/h		648			532			242			304	
Approach Delay, s/veh		36.5			35.3			27.4			32.4	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	38.7	5.9	47.7	6.3	39.9	13.5	40.0
Change Period (Y+Rc), s	3.5	6.0	3.5	* 4.2	3.5	6.0	3.5	* 4.2
Max Green Setting (Gmax), s	21.5	49.0	21.5	* 41	26.5	44.0	26.5	* 36
Max Q Clear Time (g_c+I1), s	5.1	28.1	3.3	7.3	3.6	24.9	10.1	10.9
Green Ext Time (p_c), s	0.0	4.6	0.0	0.8	0.0	3.5	0.2	1.1

Intersection Summary	
HCM 6th Ctrl Delay	34.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	310
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	400	240	220	301	20	136	208	233	81	210	58
Future Vol, veh/h	30	400	240	220	301	20	136	208	233	81	210	58
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	32	426	255	234	320	21	145	221	248	86	223	62
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	425.3	294.7	316.4	101.6
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	4%	41%	23%
Vol Thru, %	36%	60%	56%	60%
Vol Right, %	40%	36%	4%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	577	670	541	349
LT Vol	136	30	220	81
Through Vol	208	400	301	210
RT Vol	233	240	20	58
Lane Flow Rate	614	713	576	371
Geometry Grp	1	1	1	1
Degree of Util (X)	1.596	1.851	1.537	0.984
Departure Headway (Hd)	13.318	12.971	14.339	16.545
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	282	285	259	223
Service Time	11.318	10.971	12.339	14.545
HCM Lane V/C Ratio	2.177	2.502	2.224	1.664
HCM Control Delay	316.4	425.3	294.7	101.6
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	26.3	35	23.1	8.7

24: Porter St & Menifee Rd & Central Ave Performance by approach

Approach	EB	WB	NB	SB	NE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.1	2.0	2.2	0.0	4.3
Total Del/Veh (s)	3.2	4.7	13.2	12.6	3.2	12.0
Stop Delay (hr)	0.0	0.1	0.5	0.5	0.0	1.1
Stop Del/Veh (s)	2.9	2.9	3.5	3.0	2.1	3.2

Intersection	
Intersection Delay, s/veh	21.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	232	21	129	10	13	3	106	292	13	7	389	98
Future Vol, veh/h	232	21	129	10	13	3	106	292	13	7	389	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	252	23	140	11	14	3	115	317	14	8	423	107
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	18.2	12.2	16.5	29.7
HCM LOS	C	B	C	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	42%	0%	92%	0%	38%	2%	0%
Vol Thru, %	58%	92%	8%	0%	50%	98%	0%
Vol Right, %	0%	8%	0%	100%	12%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	252	159	253	129	26	396	98
LT Vol	106	0	232	0	10	7	0
Through Vol	146	146	21	0	13	389	0
RT Vol	0	13	0	129	3	0	98
Lane Flow Rate	274	173	275	140	28	430	107
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.551	0.335	0.597	0.258	0.067	0.825	0.183
Departure Headway (Hd)	7.248	6.974	7.811	6.626	8.566	6.904	6.179
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	499	517	462	543	418	525	582
Service Time	4.984	4.71	5.544	4.359	6.624	4.637	3.912
HCM Lane V/C Ratio	0.549	0.335	0.595	0.258	0.067	0.819	0.184
HCM Control Delay	18.6	13.2	21.5	11.7	12.2	34.5	10.3
HCM Lane LOS	C	B	C	B	B	D	B
HCM 95th-tile Q	3.3	1.5	3.8	1	0.2	8.2	0.7

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	0	17	1	2	2	29	389	2	2	541	8
Future Vol, veh/h	15	0	17	1	2	2	29	389	2	2	541	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	17	0	19	1	2	2	33	442	2	2	615	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1135	1134	620	1142	1137	443	624	0	0	444	0	0
Stage 1	624	624	-	509	509	-	-	-	-	-	-	-
Stage 2	511	510	-	633	628	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	181	204	492	179	203	619	967	-	-	1127	-	-
Stage 1	477	481	-	550	541	-	-	-	-	-	-	-
Stage 2	549	541	-	471	479	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	172	194	492	166	193	619	967	-	-	1127	-	-
Mov Cap-2 Maneuver	172	194	-	166	193	-	-	-	-	-	-	-
Stage 1	456	480	-	525	517	-	-	-	-	-	-	-
Stage 2	520	517	-	451	478	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.9	19.4	0.6	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	967	-	-	263	255	1127	-	-
HCM Lane V/C Ratio	0.034	-	-	0.138	0.022	0.002	-	-
HCM Control Delay (s)	8.9	0	-	20.9	19.4	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.1	0	-	-

Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	84	21	9	35	68	20	338	12	97	400	44
Future Vol, veh/h	27	84	21	9	35	68	20	338	12	97	400	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	28	88	22	9	36	71	21	352	13	101	417	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1096	1049	440	1098	1066	359	463	0	0	365	0	0
Stage 1	642	642	-	401	401	-	-	-	-	-	-	-
Stage 2	454	407	-	697	665	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	193	229	621	192	224	690	1109	-	-	1205	-	-
Stage 1	466	472	-	630	604	-	-	-	-	-	-	-
Stage 2	589	601	-	435	461	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	138	206	621	115	201	690	1109	-	-	1205	-	-
Mov Cap-2 Maneuver	138	206	-	115	201	-	-	-	-	-	-	-
Stage 1	457	432	-	618	593	-	-	-	-	-	-	-
Stage 2	487	590	-	307	422	-	-	-	-	-	-	-

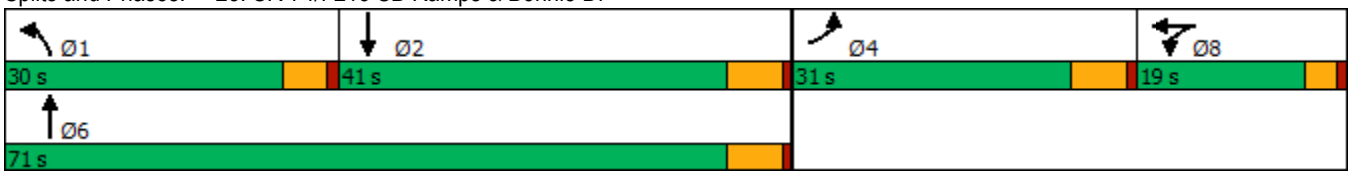
Approach	EB	WB	NB	SB
HCM Control Delay, s	51.3	22.7	0.4	1.5
HCM LOS	F	C		

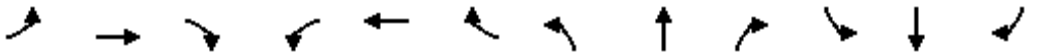
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1109	-	-	207	319	1205	-	-
HCM Lane V/C Ratio	0.019	-	-	0.664	0.366	0.084	-	-
HCM Control Delay (s)	8.3	-	-	51.3	22.7	8.3	-	-
HCM Lane LOS	A	-	-	F	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	4	1.6	0.3	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	37	300	245	336	1182	39	
Future Volume (vph)	37	300	245	336	1182	39	
Turn Type	Prot	Free	Prot	NA	NA	Free	
Protected Phases	4		1	6	2		8
Permitted Phases		Free				Free	
Detector Phase	4		1	6	2		
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0
Minimum Split (s)	11.0		10.0	11.0	11.0		9.0
Total Split (s)	31.0		30.0	71.0	41.0		19.0
Total Split (%)	25.6%		24.8%	58.7%	33.9%		16%
Yellow Time (s)	5.0		4.0	5.0	5.0		3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	6.0		5.0	6.0	6.0		
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	6.3	69.8	14.3	59.3	37.1	69.8	
Actuated g/C Ratio	0.09	1.00	0.20	0.85	0.53	1.00	
v/c Ratio	0.24	0.20	0.70	0.22	1.23	0.03	
Control Delay	36.0	0.3	37.0	2.6	134.4	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	36.0	0.3	37.0	2.6	134.4	0.0	
LOS	D	A	D	A	F	A	
Approach Delay				17.1	130.1		
Approach LOS				B	F		

Intersection Summary	
Cycle Length: 121	
Actuated Cycle Length: 69.8	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.23	
Intersection Signal Delay: 79.6	Intersection LOS: E
Intersection Capacity Utilization 91.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	0	300	0	0	0	245	336	0	0	1182	39
Future Volume (veh/h)	37	0	300	0	0	0	245	336	0	0	1182	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	0	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	39	0	0	0	0	0	258	354	0	0	1244	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	0		0	3	0	317	1696	0	0	1193	
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.89	0.00	0.00	0.63	0.00
Sat Flow, veh/h		0		0	1900	0	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h		0.0		0	0	0	258	354	0	0	1244	0
Grp Sat Flow(s),veh/h/ln				0	1900	0	1810	1900	0	0	1900	1610
Q Serve(g_s), s				0.0	0.0	0.0	7.6	1.4	0.0	0.0	35.0	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	7.6	1.4	0.0	0.0	35.0	0.0
Prop In Lane				0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				0	3	0	317	1696	0	0	1193	
V/C Ratio(X)				0.00	0.00	0.00	0.82	0.21	0.00	0.00	1.04	
Avail Cap(c_a), veh/h				0	511	0	811	2215	0	0	1193	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	22.1	0.4	0.0	0.0	10.4	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	2.0	0.0	0.0	0.0	38.0	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.0	2.9	0.0	0.0	0.0	18.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	0.0	24.1	0.4	0.0	0.0	48.4	0.0
LnGrp LOS				A	A	A	C	A	A	A	F	
Approach Vol, veh/h					0			612			1244	
Approach Delay, s/veh					0.0			10.4			48.4	
Approach LOS								B			D	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	14.8	41.0				55.8		0.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		4.0				
Max Green Setting (Gmax), s	25.0	35.0				65.0		15.0				
Max Q Clear Time (g_c+I1), s	9.6	37.0				3.4		0.0				
Green Ext Time (p_c), s	0.3	0.0				1.1		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		35.8
HCM 6th LOS		D

Notes

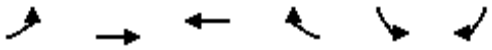
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	14	1467	547	968	292
Future Volume (vph)	14	1467	547	968	292
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	30.3	70.6	40.3		40.4
Total Split (%)	27.3%	63.6%	36.3%		36.4%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	5.8	37.2	35.6	67.4	18.7
Actuated g/C Ratio	0.09	0.55	0.53	1.00	0.28
v/c Ratio	0.10	0.77	0.30	0.63	0.69
Control Delay	38.9	15.4	10.8	1.9	30.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	38.9	15.4	10.8	1.9	30.9
LOS	D	B	B	A	C
Approach Delay		15.6	5.1		30.9
Approach LOS		B	A		C

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 67.4	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 67.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 29: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	1467	547	968	292	35
Future Volume (veh/h)	14	1467	547	968	292	35
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	1544	576	0	307	37
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	34	1994	1537		368	44
Arrive On Green	0.02	0.55	0.43	0.00	0.23	0.23
Sat Flow, veh/h	1810	3705	3705	1610	1589	192
Grp Volume(v), veh/h	15	1544	576	0	345	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1786	0
Q Serve(g_s), s	0.4	16.4	5.4	0.0	9.0	0.0
Cycle Q Clear(g_c), s	0.4	16.4	5.4	0.0	9.0	0.0
Prop In Lane	1.00			1.00	0.89	0.11
Lane Grp Cap(c), veh/h	34	1994	1537		414	0
V/C Ratio(X)	0.44	0.77	0.37		0.83	0.00
Avail Cap(c_a), veh/h	921	4798	2572		1276	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	23.8	8.6	9.6	0.0	18.0	0.0
Incr Delay (d2), s/veh	3.3	0.2	0.1	0.0	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.2	1.4	0.0	3.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.1	8.8	9.7	0.0	19.7	0.0
LnGrp LOS	C	A	A		B	A
Approach Vol, veh/h		1559	576		345	
Approach Delay, s/veh		9.0	9.7		19.7	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		32.4		16.7	6.2	26.2
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		65.3		35.1	25.0	35.0
Max Q Clear Time (g_c+I1), s		18.4		11.0	2.4	7.4
Green Ext Time (p_c), s		8.7		0.5	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	10.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

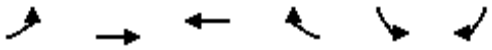
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	362	1397	1140	46	375
Future Volume (vph)	362	1397	1140	46	375
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.0	11.0	9.5	9.5
Total Split (s)	24.0	65.0	41.0	24.5	24.5
Total Split (%)	26.8%	72.6%	45.8%	27.4%	27.4%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	19.5	55.5	31.9	8.0	8.0
Actuated g/C Ratio	0.26	0.75	0.43	0.11	0.11
v/c Ratio	0.81	0.55	0.81	0.25	0.75
Control Delay	42.9	5.3	24.0	34.4	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.9	5.3	24.0	34.4	13.6
LOS	D	A	C	C	B
Approach Delay		13.0	24.0	15.8	
Approach LOS		B	C	B	

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 74.1	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 17.2	Intersection LOS: B
Intersection Capacity Utilization 69.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 30: SR-74 & Trumble Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	362	1397	1140	38	46	375
Future Volume (veh/h)	362	1397	1140	38	46	375
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	385	1486	1213	40	49	399
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	413	2353	1347	44	413	368
Arrive On Green	0.23	0.65	0.38	0.38	0.23	0.23
Sat Flow, veh/h	1810	3705	3661	118	1810	1610
Grp Volume(v), veh/h	385	1486	614	639	49	399
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1879	1810	1610
Q Serve(g_s), s	18.3	21.3	28.1	28.1	1.9	20.0
Cycle Q Clear(g_c), s	18.3	21.3	28.1	28.1	1.9	20.0
Prop In Lane	1.00			0.06	1.00	1.00
Lane Grp Cap(c), veh/h	413	2353	682	710	413	368
V/C Ratio(X)	0.93	0.63	0.90	0.90	0.12	1.09
Avail Cap(c_a), veh/h	413	2432	721	751	413	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	9.0	25.7	25.7	26.8	33.8
Incr Delay (d2), s/veh	27.4	0.5	13.9	13.6	0.0	71.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	6.1	13.2	13.7	0.8	23.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	60.6	9.5	39.6	39.3	26.8	105.5
LnGrp LOS	E	A	D	D	C	F
Approach Vol, veh/h		1871	1253		448	
Approach Delay, s/veh		20.0	39.4		96.9	
Approach LOS		C	D		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		63.1		24.5	24.0	39.1
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		59.0		20.0	20.0	35.0
Max Q Clear Time (g_c+I1), s		23.3		22.0	20.3	30.1
Green Ext Time (p_c), s		13.3		0.0	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	36.5
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1402	1185	100	0	139
Future Vol, veh/h	0	1402	1185	100	0	139
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1541	1302	110	0	153

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	706
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	383
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	383
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

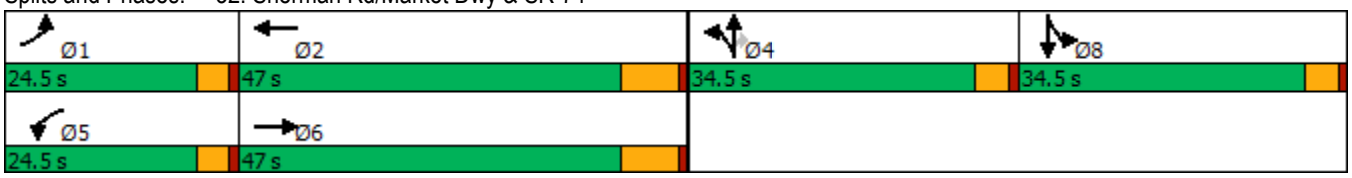
Approach	EB	WB	SB
HCM Control Delay, s	0	0	20.5
HCM LOS			C

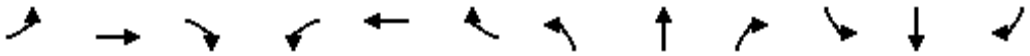
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	383
HCM Lane V/C Ratio	-	-	-	0.399
HCM Control Delay (s)	-	-	-	20.5
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1.9

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	29	1323	131	1163	16	156	15
Future Volume (vph)	29	1323	131	1163	16	156	15
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases						4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	12.0	9.5	12.0	9.5	9.5	9.5
Total Split (s)	24.5	47.0	24.5	47.0	34.5	34.5	34.5
Total Split (%)	17.4%	33.5%	17.4%	33.5%	24.6%	24.6%	24.6%
Yellow Time (s)	3.5	6.0	3.5	6.0	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	4.5	7.0	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	6.3	40.7	11.5	50.4	11.3	11.3	6.8
Actuated g/C Ratio	0.07	0.46	0.13	0.57	0.13	0.13	0.08
v/c Ratio	0.24	0.90	0.60	0.62	0.59	0.48	0.34
Control Delay	47.4	33.2	49.4	17.6	49.1	11.3	42.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	33.2	49.4	17.6	49.1	11.3	42.0
LOS	D	C	D	B	D	B	D
Approach Delay		33.5		20.8	28.2		42.0
Approach LOS		C		C	C		D

Intersection Summary	
Cycle Length: 140.5	
Actuated Cycle Length: 88.8	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 27.7	Intersection LOS: C
Intersection Capacity Utilization 71.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 32: Sherman Rd/Market Dwy & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	1323	50	131	1163	21	111	16	156	20	15	11
Future Volume (veh/h)	29	1323	50	131	1163	21	111	16	156	20	15	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	1423	54	141	1251	23	119	17	168	22	16	12
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	57	1601	61	179	1880	35	218	31	219	34	24	18
Arrive On Green	0.03	0.45	0.45	0.10	0.52	0.52	0.14	0.14	0.14	0.04	0.04	0.04
Sat Flow, veh/h	1810	3546	134	1810	3624	67	1593	228	1603	785	571	428
Grp Volume(v), veh/h	31	723	754	141	623	651	136	0	168	50	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1876	1810	1805	1886	1820	0	1603	1784	0	0
Q Serve(g_s), s	1.3	27.9	28.0	5.8	19.3	19.3	5.3	0.0	7.7	2.1	0.0	0.0
Cycle Q Clear(g_c), s	1.3	27.9	28.0	5.8	19.3	19.3	5.3	0.0	7.7	2.1	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.04	0.87		1.00	0.44		0.24
Lane Grp Cap(c), veh/h	57	815	847	179	936	978	249	0	219	77	0	0
V/C Ratio(X)	0.54	0.89	0.89	0.79	0.67	0.67	0.55	0.00	0.77	0.65	0.00	0.00
Avail Cap(c_a), veh/h	476	950	987	476	950	993	719	0	633	704	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.3	19.1	19.1	33.5	13.4	13.4	30.6	0.0	31.6	35.8	0.0	0.0
Incr Delay (d2), s/veh	2.9	8.4	8.3	2.9	1.4	1.3	0.7	0.0	2.1	3.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	11.3	11.8	2.6	7.3	7.6	2.3	0.0	3.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	27.4	27.4	36.4	14.8	14.8	31.3	0.0	33.7	39.3	0.0	0.0
LnGrp LOS	D	C	C	D	B	B	C	A	C	D	A	A
Approach Vol, veh/h		1508			1415			304			50	
Approach Delay, s/veh		27.7			16.9			32.6			39.3	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	46.4		14.9	12.0	41.3		7.8				
Change Period (Y+Rc), s	4.5	7.0		4.5	4.5	7.0		4.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	3.3	21.3		9.7	7.8	30.0		4.1				
Green Ext Time (p_c), s	0.0	5.8		0.7	0.1	4.3		0.1				

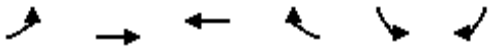
Intersection Summary			
HCM 6th Ctrl Delay		23.7	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	51	1347	1132	53
Future Volume (vph)	51	1347	1132	53
Turn Type	Prot	NA	NA	Prot
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	11.0	9.7
Total Split (s)	24.7	65.7	41.0	24.7
Total Split (%)	27.3%	72.7%	45.4%	27.3%
Yellow Time (s)	3.7	5.0	5.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	6.0	4.7
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Min	Min	None
Act Effct Green (s)	7.6	45.3	38.3	7.8
Actuated g/C Ratio	0.13	0.77	0.65	0.13
v/c Ratio	0.23	0.52	0.53	0.29
Control Delay	29.2	5.0	10.7	25.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	29.2	5.0	10.7	25.1
LOS	C	A	B	C
Approach Delay		5.9	10.7	25.1
Approach LOS		A	B	C

Intersection Summary	
Cycle Length: 90.4	
Actuated Cycle Length: 59.2	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 8.5	Intersection LOS: A
Intersection Capacity Utilization 53.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 33: SR-74 & Antelope Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	51	1347	1132	22	53	16
Future Volume (veh/h)	51	1347	1132	22	53	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	1433	1204	23	56	17
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	101	2442	1844	35	92	28
Arrive On Green	0.06	0.68	0.51	0.51	0.07	0.07
Sat Flow, veh/h	1810	3705	3718	69	1332	404
Grp Volume(v), veh/h	54	1433	600	627	74	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1888	1761	0
Q Serve(g_s), s	1.2	8.9	10.3	10.3	1.7	0.0
Cycle Q Clear(g_c), s	1.2	8.9	10.3	10.3	1.7	0.0
Prop In Lane	1.00			0.04	0.76	0.23
Lane Grp Cap(c), veh/h	101	2442	919	961	121	0
V/C Ratio(X)	0.54	0.59	0.65	0.65	0.61	0.00
Avail Cap(c_a), veh/h	861	5130	1504	1573	838	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.3	3.6	7.6	7.6	19.0	0.0
Incr Delay (d2), s/veh	4.4	0.2	0.8	0.8	4.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.1	2.8	2.9	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.7	3.9	8.4	8.3	23.9	0.0
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h		1487	1227		74	
Approach Delay, s/veh		4.6	8.4		23.9	
Approach LOS		A	A		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		34.4		7.6	7.0	27.4
Change Period (Y+Rc), s		6.0		* 4.7	* 4.7	6.0
Max Green Setting (Gmax), s		59.7		* 20	* 20	35.0
Max Q Clear Time (g_c+I1), s		10.9		3.7	3.2	12.3
Green Ext Time (p_c), s		16.5		0.1	0.1	9.1

Intersection Summary	
HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

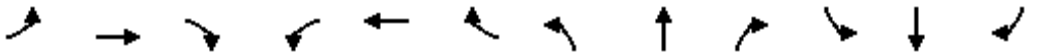
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	58	1247	102	1122	19	66	149	13	38
Future Volume (vph)	58	1247	102	1122	19	66	149	13	38
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	9.7	9.7	9.7	9.7	9.7
Total Split (s)	24.7	42.0	24.7	42.0	24.7	24.7	24.7	24.7	24.7
Total Split (%)	27.0%	46.0%	27.0%	46.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Yellow Time (s)	3.7	6.0	3.7	6.0	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.8	36.0	8.3	39.6	7.3	7.3	7.3	7.3	7.3
Actuated g/C Ratio	0.10	0.55	0.13	0.60	0.11	0.11	0.11	0.11	0.11
v/c Ratio	0.32	0.66	0.46	0.55	0.14	0.33	0.49	0.09	0.20
Control Delay	33.7	14.3	34.7	10.7	29.9	32.6	11.4	29.1	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	14.3	34.7	10.7	29.9	32.6	11.4	29.1	17.5
LOS	C	B	C	B	C	C	B	C	B
Approach Delay		15.2		12.6		18.9			19.2
Approach LOS		B		B		B			B

Intersection Summary	
Cycle Length: 91.4	
Actuated Cycle Length: 65.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 14.5	Intersection LOS: B
Intersection Capacity Utilization 61.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 34: Palomar Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	1247	10	102	1122	21	19	66	149	13	38	40
Future Volume (veh/h)	58	1247	10	102	1122	21	19	66	149	13	38	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	60	1299	10	106	1169	22	20	69	155	14	40	42
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	98	1806	14	139	1864	35	282	261	221	252	248	221
Arrive On Green	0.05	0.49	0.49	0.08	0.51	0.51	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1810	3672	28	1810	3625	68	1337	1900	1610	1175	1805	1610
Grp Volume(v), veh/h	60	638	671	106	582	609	20	69	155	14	40	42
Grp Sat Flow(s),veh/h/ln	1810	1805	1895	1810	1805	1888	1337	1900	1610	1175	1805	1610
Q Serve(g_s), s	1.8	15.5	15.5	3.2	12.9	12.9	0.7	1.8	5.1	0.6	1.1	1.3
Cycle Q Clear(g_c), s	1.8	15.5	15.5	3.2	12.9	12.9	2.0	1.8	5.1	2.4	1.1	1.3
Prop In Lane	1.00		0.01	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	98	888	932	139	928	971	282	261	221	252	248	221
V/C Ratio(X)	0.61	0.72	0.72	0.76	0.63	0.63	0.07	0.26	0.70	0.06	0.16	0.19
Avail Cap(c_a), veh/h	649	1133	1190	649	1133	1185	578	682	578	513	648	578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	11.1	11.1	25.2	9.7	9.7	22.2	21.5	23.0	22.6	21.2	21.3
Incr Delay (d2), s/veh	2.3	1.8	1.7	3.3	0.9	0.9	0.1	0.4	3.0	0.1	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.4	5.6	1.4	4.2	4.4	0.2	0.8	2.0	0.2	0.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.1	12.9	12.9	28.5	10.6	10.6	22.3	21.9	26.0	22.7	21.4	21.6
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1369			1297			244			96	
Approach Delay, s/veh		13.6			12.1			24.5			21.7	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	34.4		12.3	7.7	35.7		12.3				
Change Period (Y+Rc), s	* 4.7	7.0		* 4.7	* 4.7	7.0		* 4.7				
Max Green Setting (Gmax), s	* 20	35.0		* 20	* 20	35.0		* 20				
Max Q Clear Time (g_c+I1), s	5.2	17.5		4.4	3.8	14.9		7.1				
Green Ext Time (p_c), s	0.1	9.9		0.3	0.0	9.7		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		14.1
HCM 6th LOS		B

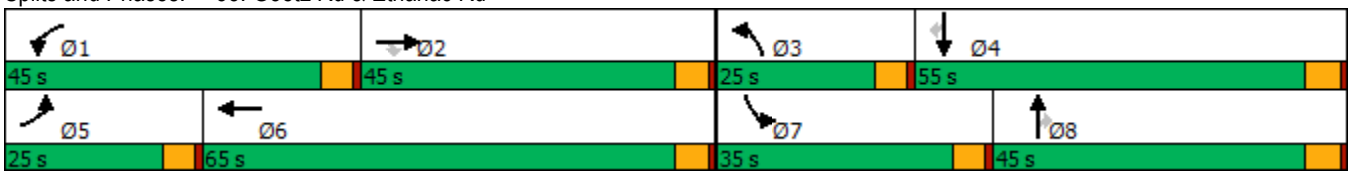
Notes

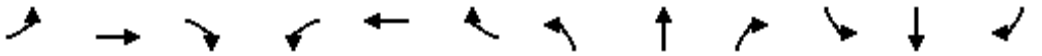
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	53	99	3	318	112	11	193	205	319	285	63
Future Volume (vph)	53	99	3	318	112	11	193	205	319	285	63
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	10.0	11.3	11.3	10.0	11.3	10.0	11.5	11.5	10.0	11.5	11.5
Total Split (s)	25.0	45.0	45.0	45.0	65.0	25.0	45.0	45.0	35.0	55.0	55.0
Total Split (%)	14.7%	26.5%	26.5%	26.5%	38.2%	14.7%	26.5%	26.5%	20.6%	32.4%	32.4%
Yellow Time (s)	4.0	4.3	4.3	4.0	4.3	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.3	5.3	5.0	5.3	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	7.5	8.7	8.7	23.4	27.0	5.3	17.0	17.0	30.5	50.8	50.8
Actuated g/C Ratio	0.07	0.09	0.09	0.23	0.27	0.05	0.17	0.17	0.30	0.50	0.50
v/c Ratio	0.41	0.33	0.01	0.79	0.28	0.12	0.63	0.54	0.61	0.16	0.08
Control Delay	57.2	49.2	0.0	51.3	9.9	54.5	49.3	19.3	38.8	15.9	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.2	49.2	0.0	51.3	9.9	54.5	49.3	19.3	38.8	15.9	1.0
LOS	E	D	A	D	A	D	D	B	D	B	A
Approach Delay		51.0			28.5		34.3			25.4	
Approach LOS		D			C		C			C	

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 100.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 30.5	Intersection LOS: C
Intersection Capacity Utilization 67.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 35: Goetz Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	99	3	318	112	276	11	193	205	319	285	63
Future Volume (veh/h)	53	99	3	318	112	276	11	193	205	319	285	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	103	3	331	117	288	11	201	214	332	297	66
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	87	284	127	381	834	389	25	351	297	382	1379	606
Arrive On Green	0.05	0.08	0.08	0.21	0.24	0.24	0.01	0.18	0.18	0.21	0.38	0.38
Sat Flow, veh/h	1810	3610	1610	1810	3458	1610	1810	1900	1610	1810	3610	1587
Grp Volume(v), veh/h	55	103	3	331	117	288	11	201	214	332	297	66
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1610	1810	1900	1610	1810	1805	1587
Q Serve(g_s), s	2.0	1.8	0.1	11.7	1.8	10.9	0.4	6.4	8.3	11.7	3.7	1.8
Cycle Q Clear(g_c), s	2.0	1.8	0.1	11.7	1.8	10.9	0.4	6.4	8.3	11.7	3.7	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	87	284	127	381	834	389	25	351	297	382	1379	606
V/C Ratio(X)	0.63	0.36	0.02	0.87	0.14	0.74	0.44	0.57	0.72	0.87	0.22	0.11
Avail Cap(c_a), veh/h	548	2169	968	1096	3125	1455	548	1136	963	822	2705	1189
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	28.9	28.1	25.2	19.7	23.2	32.3	24.6	25.3	25.2	13.8	13.2
Incr Delay (d2), s/veh	2.8	0.8	0.1	2.4	0.1	2.8	4.4	1.5	3.3	2.4	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.8	0.0	5.0	0.7	4.2	0.2	2.9	3.2	5.0	1.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.7	29.6	28.2	27.6	19.8	26.0	36.8	26.0	28.6	27.6	13.8	13.2
LnGrp LOS	C	C	C	C	B	C	D	C	C	C	B	B
Approach Vol, veh/h		161			736			426			695	
Approach Delay, s/veh		31.0			25.7			27.6			20.3	
Approach LOS		C			C			C			C	

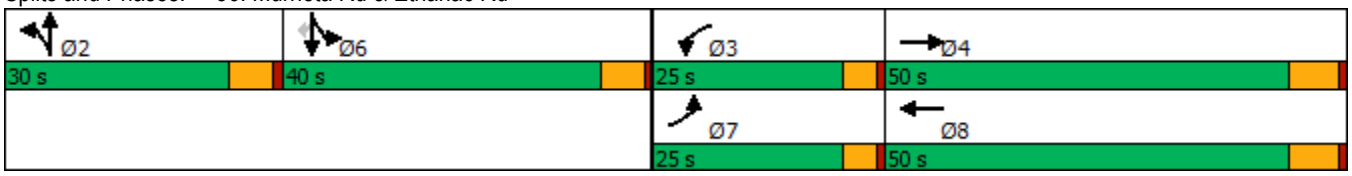
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.9	10.5	5.9	30.7	8.2	21.2	18.9	17.7
Change Period (Y+Rc), s	5.0	5.3	5.0	5.5	5.0	5.3	5.0	5.5
Max Green Setting (Gmax), s	40.0	39.7	20.0	49.5	20.0	59.7	30.0	39.5
Max Q Clear Time (g_c+I1), s	13.7	3.8	2.4	5.7	4.0	12.9	13.7	10.3
Green Ext Time (p_c), s	0.3	0.6	0.0	2.3	0.0	3.0	0.3	1.9

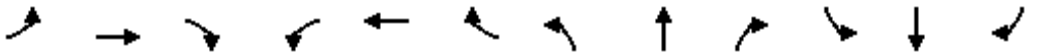
Intersection Summary	
HCM 6th Ctrl Delay	24.7
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	3	490	222	576	108	43	146	9
Future Volume (vph)	3	490	222	576	108	43	146	9
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	Perm
Protected Phases	7	4	3	8	2	6	6	
Permitted Phases								6
Detector Phase	7	4	3	8	2	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	9.6	16.5	15.8	15.8	15.8	15.8
Total Split (s)	25.0	50.0	25.0	50.0	30.0	40.0	40.0	40.0
Total Split (%)	17.2%	34.5%	17.2%	34.5%	20.7%	27.6%	27.6%	27.6%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	5.1	28.3	19.5	50.6	24.5	14.9	14.9	14.9
Actuated g/C Ratio	0.05	0.26	0.18	0.46	0.22	0.14	0.14	0.14
v/c Ratio	0.04	0.72	0.75	0.42	0.87	0.19	0.61	0.03
Control Delay	57.0	41.2	60.3	21.2	62.6	45.9	56.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	41.2	60.3	21.2	62.6	45.9	56.9	0.2
LOS	E	D	E	C	E	D	E	A
Approach Delay		41.3		31.3	62.6		51.9	
Approach LOS		D		C	E		D	

Intersection Summary	
Cycle Length: 145	
Actuated Cycle Length: 110	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 41.5	Intersection LOS: D
Intersection Capacity Utilization 75.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 36: Murrieta Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	490	121	222	576	61	93	108	128	43	146	9
Future Volume (veh/h)	3	490	121	222	576	61	93	108	128	43	146	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	527	130	239	619	66	100	116	138	46	157	10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	7	741	182	276	1342	143	112	130	155	203	213	181
Arrive On Green	0.00	0.26	0.26	0.15	0.41	0.41	0.23	0.23	0.23	0.11	0.11	0.11
Sat Flow, veh/h	1810	2859	702	1810	3292	350	495	574	683	1810	1900	1610
Grp Volume(v), veh/h	3	332	325	239	339	346	354	0	0	46	157	10
Grp Sat Flow(s),veh/h/ln	1810	1805	1756	1810	1805	1837	1752	0	0	1810	1900	1610
Q Serve(g_s), s	0.2	15.2	15.4	11.8	12.5	12.5	17.9	0.0	0.0	2.1	7.3	0.5
Cycle Q Clear(g_c), s	0.2	15.2	15.4	11.8	12.5	12.5	17.9	0.0	0.0	2.1	7.3	0.5
Prop In Lane	1.00		0.40	1.00		0.19	0.28		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	7	468	455	276	736	749	398	0	0	203	213	181
V/C Ratio(X)	0.41	0.71	0.71	0.87	0.46	0.46	0.89	0.00	0.00	0.23	0.74	0.06
Avail Cap(c_a), veh/h	405	861	837	405	861	876	465	0	0	678	712	604
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.3	30.7	30.7	37.7	19.7	19.7	34.2	0.0	0.0	36.9	39.2	36.2
Incr Delay (d2), s/veh	13.3	2.8	3.0	9.0	0.6	0.6	17.1	0.0	0.0	0.6	4.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	6.8	6.7	5.8	5.2	5.3	9.3	0.0	0.0	1.0	3.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.7	33.5	33.7	46.7	20.3	20.3	51.2	0.0	0.0	37.4	44.0	36.3
LnGrp LOS	E	C	C	D	C	C	D	A	A	D	D	D
Approach Vol, veh/h		660			924			354			213	
Approach Delay, s/veh		33.7			27.2			51.2			42.3	
Approach LOS		C			C			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		26.5	18.5	30.1		16.0	5.0	43.7				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		24.2	20.4	43.5		34.2	20.4	43.5				
Max Q Clear Time (g_c+I1), s		19.9	13.8	17.4		9.3	2.2	14.5				
Green Ext Time (p_c), s		0.9	0.2	6.3		1.0	0.0	6.7				

Intersection Summary	
HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations					
Traffic Volume (vph)	701	1	38	802	17
Future Volume (vph)	701	1	38	802	17
Turn Type	NA	Perm	Prot	NA	Prot
Protected Phases	2		1	6	8
Permitted Phases		2			
Detector Phase	2	2	1	6	8
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0
Total Split (s)	51.0	51.0	18.0	69.0	11.0
Total Split (%)	63.8%	63.8%	22.5%	86.3%	13.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	59.9	59.9	7.8	67.3	7.7
Actuated g/C Ratio	0.75	0.75	0.10	0.84	0.10
v/c Ratio	0.19	0.00	0.23	0.28	0.36
Control Delay	4.7	5.0	33.4	2.6	18.1
Queue Delay	0.0	0.0	0.2	0.3	0.5
Total Delay	4.7	5.0	33.6	2.9	18.6
LOS	A	A	C	A	B
Approach Delay	4.7			4.3	18.6
Approach LOS	A			A	B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 5.1	Intersection LOS: A
Intersection Capacity Utilization 35.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 37: Barnett Rd & Ethanac Rd





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	701	1	38	802	17	59
Future Volume (veh/h)	701	1	38	802	17	59
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	730	1	40	835	18	61
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3765	1145	93	2987	27	92
Arrive On Green	0.73	0.73	0.03	0.55	0.07	0.07
Sat Flow, veh/h	5358	1577	1810	3705	372	1261
Grp Volume(v), veh/h	730	1	40	835	80	0
Grp Sat Flow(s),veh/h/ln	1729	1577	1810	1805	1654	0
Q Serve(g_s), s	3.6	0.0	1.7	9.8	3.8	0.0
Cycle Q Clear(g_c), s	3.6	0.0	1.7	9.8	3.8	0.0
Prop In Lane		1.00	1.00		0.22	0.76
Lane Grp Cap(c), veh/h	3765	1145	93	2987	120	0
V/C Ratio(X)	0.19	0.00	0.43	0.28	0.67	0.00
Avail Cap(c_a), veh/h	3765	1145	317	2987	145	0
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.97	0.97	1.00	0.00
Uniform Delay (d), s/veh	3.5	3.0	37.5	5.3	36.1	0.0
Incr Delay (d2), s/veh	0.1	0.0	3.0	0.2	8.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.8	0.1	1.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.6	3.0	40.5	5.5	44.5	0.0
LnGrp LOS	A	A	D	A	D	A
Approach Vol, veh/h	731			875	80	
Approach Delay, s/veh	3.6			7.1	44.5	
Approach LOS	A			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	8.1	62.1				70.2	9.8
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	14.0	47.0				65.0	7.0
Max Q Clear Time (g_c+I1), s	3.7	5.6				11.8	5.8
Green Ext Time (p_c), s	0.0	4.8				5.8	0.0

Intersection Summary	
HCM 6th Ctrl Delay	7.4
HCM 6th LOS	A

Notes

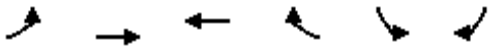
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	149	611	690	445	450	150
Future Volume (vph)	149	611	690	445	450	150
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	19.0	63.0	44.0	44.0	17.0	17.0
Total Split (%)	23.8%	78.8%	55.0%	55.0%	21.3%	21.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	11.9	56.2	40.3	40.3	15.8	15.8
Actuated g/C Ratio	0.15	0.70	0.50	0.50	0.20	0.20
v/c Ratio	0.56	0.24	0.27	0.43	0.66	0.27
Control Delay	34.5	2.4	12.8	3.1	34.0	27.6
Queue Delay	8.5	0.2	0.0	0.0	0.0	0.2
Total Delay	42.9	2.6	12.8	3.1	34.0	27.8
LOS	D	A	B	A	C	C
Approach Delay		10.6	9.0		32.5	
Approach LOS		B	A		C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 15.1	Intersection LOS: B
Intersection Capacity Utilization 44.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 38: Ethanac Rd & Case Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	149	611	690	445	450	150
Future Volume (veh/h)	149	611	690	445	450	150
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	151	617	697	449	455	152
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	189	2692	3068	952	541	437
Arrive On Green	0.14	0.99	0.59	0.59	0.15	0.15
Sat Flow, veh/h	1810	3705	5358	1610	3510	2834
Grp Volume(v), veh/h	151	617	697	449	455	152
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1755	1417
Q Serve(g_s), s	6.5	0.1	5.1	12.6	10.1	3.8
Cycle Q Clear(g_c), s	6.5	0.1	5.1	12.6	10.1	3.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	189	2692	3068	952	541	437
V/C Ratio(X)	0.80	0.23	0.23	0.47	0.84	0.35
Avail Cap(c_a), veh/h	339	2692	3068	952	570	461
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.87	0.87	1.00	1.00
Uniform Delay (d), s/veh	33.6	0.1	7.7	9.3	32.9	30.2
Incr Delay (d2), s/veh	7.5	0.2	0.1	1.5	10.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.1	1.4	3.5	4.8	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.2	0.3	7.9	10.7	43.3	30.7
LnGrp LOS	D	A	A	B	D	C
Approach Vol, veh/h		768	1146		607	
Approach Delay, s/veh		8.3	9.0		40.2	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		63.7		16.3	12.3	51.3
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		59.0		13.0	15.0	40.0
Max Q Clear Time (g_c+I1), s		2.1		12.1	8.5	14.6
Green Ext Time (p_c), s		3.9		0.3	0.2	6.1

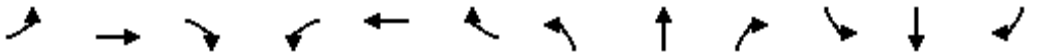
Intersection Summary		
HCM 6th Ctrl Delay		16.3
HCM 6th LOS		B

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	689	372	114	752	2	383
Future Volume (vph)	689	372	114	752	2	383
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	10.0	10.0
Total Split (s)	46.0	46.0	35.0	81.0	35.0	35.0
Total Split (%)	39.7%	39.7%	30.2%	69.8%	30.2%	30.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	40.6	40.6	11.0	56.7	16.8	16.8
Actuated g/C Ratio	0.48	0.48	0.13	0.67	0.20	0.20
v/c Ratio	0.79	0.42	0.51	0.32	0.47	0.80
Control Delay	29.1	6.8	43.8	7.2	34.1	26.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.1	6.8	43.8	7.2	34.1	26.5
LOS	C	A	D	A	C	C
Approach Delay	21.3			12.1	28.7	
Approach LOS	C			B	C	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 84.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 19.7	Intersection LOS: B
Intersection Capacity Utilization 84.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 39: I-215 SB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	689	372	114	752	0	0	0	0	159	2	383
Future Volume (veh/h)	0	689	372	114	752	0	0	0	0	159	2	383
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	718	388	119	783	0				166	2	399
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	811	687	156	2081	0				507	6	456
Arrive On Green	0.00	0.43	0.43	0.09	0.58	0.00				0.28	0.28	0.28
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1789	22	1610
Grp Volume(v), veh/h	0	718	388	119	783	0				168	0	399
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1811	0	1610
Q Serve(g_s), s	0.0	27.4	14.3	5.1	9.2	0.0				5.8	0.0	18.6
Cycle Q Clear(g_c), s	0.0	27.4	14.3	5.1	9.2	0.0				5.8	0.0	18.6
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	811	687	156	2081	0				513	0	456
V/C Ratio(X)	0.00	0.89	0.56	0.76	0.38	0.00				0.33	0.00	0.87
Avail Cap(c_a), veh/h	0	967	819	691	3445	0				691	0	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.8	17.0	35.1	9.0	0.0				22.2	0.0	26.8
Incr Delay (d2), s/veh	0.0	8.7	0.7	7.5	0.1	0.0				0.4	0.0	10.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.8	4.5	2.4	2.6	0.0				2.4	0.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.5	17.7	42.6	9.1	0.0				22.6	0.0	37.2
LnGrp LOS	A	C	B	D	A	A				C	A	D
Approach Vol, veh/h		1106			902						567	
Approach Delay, s/veh		25.4			13.5						32.9	
Approach LOS		C			B						C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	11.8	39.5				51.3		27.3				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	7.1	29.4				11.2		20.6				
Green Ext Time (p_c), s	0.3	4.2				5.3		1.7				

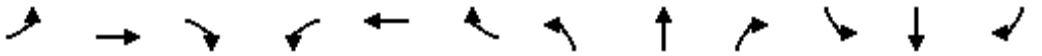
Intersection Summary												
HCM 6th Ctrl Delay			22.9									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	255	594	436	1	202
Future Volume (vph)	255	594	436	1	202
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	20.5	64.2	38.7	28.9	28.9
Actuated g/C Ratio	0.20	0.62	0.37	0.28	0.28
v/c Ratio	0.74	0.52	0.91	0.88	0.35
Control Delay	53.1	13.2	49.8	57.7	6.3
Queue Delay	0.0	0.2	0.0	0.0	0.0
Total Delay	53.1	13.4	49.8	57.7	6.3
LOS	D	B	D	E	A
Approach Delay		25.4	49.8	41.3	
Approach LOS		C	D	D	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 104.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 37.3	Intersection LOS: D
Intersection Capacity Utilization 84.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	594	0	0	436	170	429	1	202	0	0	0
Future Volume (veh/h)	255	594	0	0	436	170	429	1	202	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	263	612	0	0	449	175	442	1	208			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	307	1142	0	0	489	191	502	1	447			
Arrive On Green	0.17	0.60	0.00	0.00	0.38	0.38	0.28	0.28	0.28			
Sat Flow, veh/h	1810	1900	0	0	1301	507	1806	4	1610			
Grp Volume(v), veh/h	263	612	0	0	0	624	443	0	208			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1809	1810	0	1610			
Q Serve(g_s), s	12.8	17.2	0.0	0.0	0.0	29.8	21.2	0.0	9.7			
Cycle Q Clear(g_c), s	12.8	17.2	0.0	0.0	0.0	29.8	21.2	0.0	9.7			
Prop In Lane	1.00		0.00	0.00		0.28	1.00		1.00			
Lane Grp Cap(c), veh/h	307	1142	0	0	0	680	503	0	447			
V/C Ratio(X)	0.86	0.54	0.00	0.00	0.00	0.92	0.88	0.00	0.46			
Avail Cap(c_a), veh/h	598	1571	0	0	0	797	598	0	532			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	36.6	10.7	0.0	0.0	0.0	27.0	31.3	0.0	27.2			
Incr Delay (d2), s/veh	6.8	0.4	0.0	0.0	0.0	14.0	12.7	0.0	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.8	5.6	0.0	0.0	0.0	13.8	10.6	0.0	3.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	11.1	0.0	0.0	0.0	41.0	44.0	0.0	27.9			
LnGrp LOS	D	B	A	A	A	D	D	A	C			
Approach Vol, veh/h		875			624			651				
Approach Delay, s/veh		20.8			41.0			38.9				
Approach LOS		C			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.5			20.4	40.1		30.2				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		19.2			14.8	31.8		23.2				
Green Ext Time (p_c), s		3.8			0.6	2.3		2.0				
Intersection Summary												
HCM 6th Ctrl Delay			32.1									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	11

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	639	156	52	492	114	63
Future Vol, veh/h	639	156	52	492	114	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	659	161	54	507	118	65

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	820	0	1355	740
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	615	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	818	-	166	420
Stage 1	-	-	-	-	475	-
Stage 2	-	-	-	-	543	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	818	-	155	420
Mov Cap-2 Maneuver	-	-	-	-	155	-
Stage 1	-	-	-	-	475	-
Stage 2	-	-	-	-	507	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	91.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	200	-	-	818	-
HCM Lane V/C Ratio	0.912	-	-	0.066	-
HCM Control Delay (s)	91.5	-	-	9.7	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	7.2	-	-	0.2	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	243	389	4	3	318	7	17	4	8	11	12	150
Future Vol, veh/h	243	389	4	3	318	7	17	4	8	11	12	150
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	256	409	4	3	335	7	18	4	8	12	13	158

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	342	0	0	417	0	0	1357	1275	415	1274	1274	339
Stage 1	-	-	-	-	-	-	927	927	-	345	345	-
Stage 2	-	-	-	-	-	-	430	348	-	929	929	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1228	-	-	1153	-	-	127	168	642	145	169	708
Stage 1	-	-	-	-	-	-	324	350	-	675	640	-
Stage 2	-	-	-	-	-	-	607	638	-	324	349	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1228	-	-	1149	-	-	72	122	640	110	122	708
Mov Cap-2 Maneuver	-	-	-	-	-	-	72	122	-	110	122	-
Stage 1	-	-	-	-	-	-	235	254	-	492	638	-
Stage 2	-	-	-	-	-	-	461	636	-	229	253	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.3	0.1	54	19.9
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	103	1228	-	-	1149	-	-	422
HCM Lane V/C Ratio	0.296	0.208	-	-	0.003	-	-	0.432
HCM Control Delay (s)	54	8.7	0	-	8.1	0	-	19.9
HCM Lane LOS	F	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.1	0.8	-	-	0	-	-	2.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	314	48	0	240	0	0	0	0	20	0	0
Future Vol, veh/h	8	314	48	0	240	0	0	0	0	20	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	260	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	327	50	0	250	0	0	0	0	21	0	0

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	250	0	-	-	-	0			595	593	250
Stage 1	-	-	-	-	-	-			250	250	-
Stage 2	-	-	-	-	-	-			345	343	-
Critical Hdwy	4.1	-	-	-	-	-			6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-			5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-			3.5	4	3.3
Pot Cap-1 Maneuver	1327	-	0	0	-	-			470	421	794
Stage 1	-	-	0	0	-	-			796	704	-
Stage 2	-	-	0	0	-	-			722	641	-
Platoon blocked, %		-			-	-					
Mov Cap-1 Maneuver	1327	-	-	-	-	-			467	0	794
Mov Cap-2 Maneuver	-	-	-	-	-	-			467	0	-
Stage 1	-	-	-	-	-	-			790	0	-
Stage 2	-	-	-	-	-	-			722	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1327	-	-	-	467
HCM Lane V/C Ratio	0.006	-	-	-	0.045
HCM Control Delay (s)	7.7	0	-	-	13.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	334	0	7	209	31	11
Future Vol, veh/h	334	0	7	209	31	11
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	359	0	8	225	33	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	361	0	602	363
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	241	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1209	-	466	686
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	804	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1207	-	461	683
Mov Cap-2 Maneuver	-	-	-	-	461	-
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	798	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	504	-	-	1207	-
HCM Lane V/C Ratio	0.09	-	-	0.006	-
HCM Control Delay (s)	12.8	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	204	162	90	23	41	106
Future Vol, veh/h	204	162	90	23	41	106
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	215	171	95	24	43	112

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	119	0	-	0	709	107
Stage 1	-	-	-	-	107	-
Stage 2	-	-	-	-	602	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1482	-	-	-	404	953
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	551	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1482	-	-	-	339	953
Mov Cap-2 Maneuver	-	-	-	-	339	-
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	551	-

Approach	EB	WB	SB
HCM Control Delay, s	4.4	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1482	-	-	-	633
HCM Lane V/C Ratio	0.145	-	-	-	0.244
HCM Control Delay (s)	7.8	0	-	-	12.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	1

Intersection	
Int Delay, s/veh	11.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	29	99	17	17	88	38	19	329	55	38	332	13
Future Vol, veh/h	29	99	17	17	88	38	19	329	55	38	332	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	32	110	19	19	98	42	21	366	61	42	369	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	969	929	376	964	906	397	383	0	0	427	0	0
Stage 1	460	460	-	439	439	-	-	-	-	-	-	-
Stage 2	509	469	-	525	467	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	235	270	675	237	278	657	1187	-	-	1143	-	-
Stage 1	585	569	-	601	582	-	-	-	-	-	-	-
Stage 2	550	564	-	540	565	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	148	251	675	144	259	657	1187	-	-	1143	-	-
Mov Cap-2 Maneuver	148	251	-	144	259	-	-	-	-	-	-	-
Stage 1	572	542	-	587	569	-	-	-	-	-	-	-
Stage 2	416	551	-	399	538	-	-	-	-	-	-	-

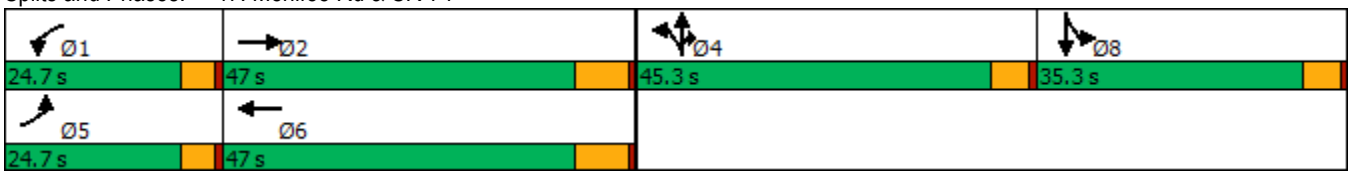
Approach	EB	WB	NB	SB
HCM Control Delay, s	47.8	34.1	0.4	0.8
HCM LOS	E	D		

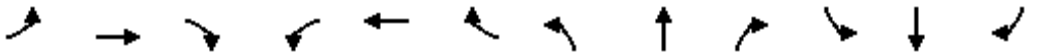
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1187	-	-	236	277	1143	-	-
HCM Lane V/C Ratio	0.018	-	-	0.683	0.574	0.037	-	-
HCM Control Delay (s)	8.1	0	-	47.8	34.1	8.3	0	-
HCM Lane LOS	A	A	-	E	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	4.4	3.3	0.1	-	-

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	51	1228	176	905	250	214	229
Future Volume (vph)	51	1228	176	905	250	214	229
Turn Type	Prot	NA	Prot	NA	NA	Prot	NA
Protected Phases	5	2	1	6	4	4	8
Permitted Phases							
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.3	10.3	10.3
Total Split (s)	24.7	47.0	24.7	47.0	45.3	45.3	35.3
Total Split (%)	16.2%	30.9%	16.2%	30.9%	29.7%	29.7%	23.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	9.0	40.0	18.2	51.3	40.0	40.0	30.0
Actuated g/C Ratio	0.06	0.27	0.12	0.34	0.27	0.27	0.20
v/c Ratio	0.51	1.59	0.86	0.90	1.03	0.42	1.08
Control Delay	85.0	307.5	98.5	57.9	100.9	17.1	124.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.0	307.5	98.5	57.9	100.9	17.1	124.0
LOS	F	F	F	E	F	B	F
Approach Delay		299.7		63.9	74.7		124.0
Approach LOS		F		E	E		F

Intersection Summary	
Cycle Length: 152.3	
Actuated Cycle Length: 150.6	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.59	
Intersection Signal Delay: 164.6	Intersection LOS: F
Intersection Capacity Utilization 113.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	1228	177	176	905	109	220	250	214	120	229	23
Future Volume (veh/h)	51	1228	177	176	905	109	220	250	214	120	229	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	1320	190	189	973	117	237	269	230	129	246	25
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	71	847	121	211	1118	134	232	264	430	119	228	23
Arrive On Green	0.04	0.27	0.27	0.12	0.34	0.34	0.27	0.27	0.27	0.20	0.20	0.20
Sat Flow, veh/h	1810	3171	453	1810	3245	390	870	987	1610	596	1137	116
Grp Volume(v), veh/h	55	747	763	189	541	549	506	0	230	400	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1818	1810	1805	1830	1857	0	1610	1849	0	0
Q Serve(g_s), s	4.5	40.0	40.0	15.4	42.0	42.1	40.0	0.0	18.3	30.0	0.0	0.0
Cycle Q Clear(g_c), s	4.5	40.0	40.0	15.4	42.0	42.1	40.0	0.0	18.3	30.0	0.0	0.0
Prop In Lane	1.00		0.25	1.00		0.21	0.47		1.00	0.32		0.06
Lane Grp Cap(c), veh/h	71	482	486	211	622	630	496	0	430	370	0	0
V/C Ratio(X)	0.77	1.55	1.57	0.89	0.87	0.87	1.02	0.00	0.53	1.08	0.00	0.00
Avail Cap(c_a), veh/h	242	482	486	242	622	630	496	0	430	370	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	71.3	54.9	54.9	65.2	46.0	46.0	54.9	0.0	46.9	59.9	0.0	0.0
Incr Delay (d2), s/veh	6.5	257.7	266.7	27.4	12.7	12.6	45.7	0.0	1.3	69.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	52.7	54.3	8.8	21.0	21.3	25.0	0.0	7.6	21.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.8	312.6	321.6	92.7	58.7	58.6	100.6	0.0	48.2	129.7	0.0	0.0
LnGrp LOS	E	F	F	F	E	E	F	A	D	F	A	A
Approach Vol, veh/h		1565			1279			736			400	
Approach Delay, s/veh		308.7			63.6			84.3			129.7	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.2	47.0		45.3	10.6	58.6		35.3				
Change Period (Y+Rc), s	* 4.7	7.0		5.3	* 4.7	7.0		5.3				
Max Green Setting (Gmax), s	* 20	40.0		40.0	* 20	40.0		30.0				
Max Q Clear Time (g_c+I1), s	17.4	42.0		42.0	6.5	44.1		32.0				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		170.5	
HCM 6th LOS		F	

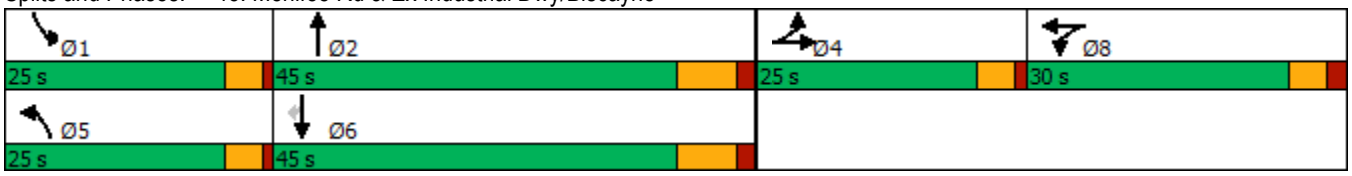
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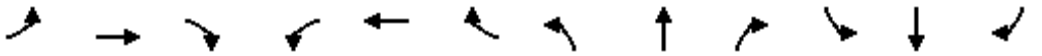
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBT	SBL	SBT	SBR	Ø5
Lane Configurations							
Traffic Volume (vph)	2	1	569	48	525	1	
Future Volume (vph)	2	1	569	48	525	1	
Turn Type	NA	NA	NA	Prot	NA	Perm	
Protected Phases	4	8	2	1	6		5
Permitted Phases						6	
Detector Phase	4	8	2	1	6	6	
Switch Phase							
Minimum Initial (s)	6.0	8.0	10.0	6.0	10.0	10.0	6.0
Minimum Split (s)	10.6	13.6	17.5	10.6	17.5	17.5	10.6
Total Split (s)	25.0	30.0	45.0	25.0	45.0	45.0	25.0
Total Split (%)	20.0%	24.0%	36.0%	20.0%	36.0%	36.0%	20%
Yellow Time (s)	3.6	3.6	5.5	3.6	5.5	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.6	7.5	4.6	7.5	7.5	
Lead/Lag			Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	None	Min	Min	None
Act Effct Green (s)	6.1	10.0	41.8	7.8	49.5	49.5	
Actuated g/C Ratio	0.08	0.13	0.56	0.10	0.66	0.66	
v/c Ratio	0.03	0.49	0.66	0.28	0.46	0.00	
Control Delay	29.2	28.9	19.2	36.6	8.6	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	29.2	28.9	19.2	36.6	8.6	0.0	
LOS	C	C	B	D	A	A	
Approach Delay	29.2	28.9	19.2		10.9		
Approach LOS	C	C	B		B		

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 74.6	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 64.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	3	56	1	62	0	569	59	48	525	1
Future Volume (veh/h)	0	2	3	56	1	62	0	569	59	48	525	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	2	3	62	1	68	0	625	65	53	577	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	5	8	96	2	105	3	741	77	107	1091	925
Arrive On Green	0.00	0.01	0.01	0.12	0.12	0.12	0.00	0.44	0.44	0.06	0.57	0.57
Sat Flow, veh/h	0	686	1029	805	13	883	1810	1692	176	1810	1900	1610
Grp Volume(v), veh/h	0	0	5	131	0	0	0	0	690	53	577	1
Grp Sat Flow(s),veh/h/ln	0	0	1715	1701	0	0	1810	0	1868	1810	1900	1610
Q Serve(g_s), s	0.0	0.0	0.2	4.4	0.0	0.0	0.0	0.0	19.5	1.7	11.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.2	4.4	0.0	0.0	0.0	0.0	19.5	1.7	11.0	0.0
Prop In Lane	0.00		0.60	0.47		0.52	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	0	0	14	203	0	0	3	0	818	107	1091	925
V/C Ratio(X)	0.00	0.00	0.36	0.65	0.00	0.00	0.00	0.00	0.84	0.50	0.53	0.00
Avail Cap(c_a), veh/h	0	0	590	700	0	0	622	0	1181	622	1201	1018
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	29.3	24.9	0.0	0.0	0.0	0.0	14.9	27.1	7.7	5.4
Incr Delay (d2), s/veh	0.0	0.0	15.4	3.4	0.0	0.0	0.0	0.0	3.9	3.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	1.8	0.0	0.0	0.0	0.0	7.9	0.8	3.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	44.7	28.3	0.0	0.0	0.0	0.0	18.8	30.6	8.1	5.4
LnGrp LOS	A	A	D	C	A	A	A	A	B	C	A	A
Approach Vol, veh/h		5			131			690			631	
Approach Delay, s/veh		44.7			28.3			18.8			10.0	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	33.5		5.1	0.0	41.6		12.7				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	20.4	37.5		20.4	20.4	37.5		24.4				
Max Q Clear Time (g_c+I1), s	3.7	21.5		2.2	0.0	13.0		6.4				
Green Ext Time (p_c), s	0.1	4.4		0.0	0.0	4.0		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		15.9	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	378.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	0	2	320	0	115	17	502	258	115	483	2
Future Vol, veh/h	6	0	2	320	0	115	17	502	258	115	483	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	0	2	344	0	124	18	540	277	124	519	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1545	1621	520	1484	1484	679	521	0	0	817	0	0
Stage 1	768	768	-	715	715	-	-	-	-	-	-	-
Stage 2	777	853	-	769	769	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	94	104	560	~ 104	126	455	1056	-	-	820	-	-
Stage 1	397	414	-	425	438	-	-	-	-	-	-	-
Stage 2	393	378	-	397	413	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	56	79	560	~ 85	96	455	1056	-	-	820	-	-
Mov Cap-2 Maneuver	56	79	-	~ 85	96	-	-	-	-	-	-	-
Stage 1	384	326	-	411	424	-	-	-	-	-	-	-
Stage 2	277	366	-	~ 311	325	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	61.7	$ 1579.4	0.2	1.9
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1056	-	-	72	108	820	-	-
HCM Lane V/C Ratio	0.017	-	-	0.119	4.331	0.151	-	-
HCM Control Delay (s)	8.5	0	-	61.3	$ 1579.4	10.2	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	48.6	0.5	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	780	0	0	805
Future Vol, veh/h	0	0	780	0	0	805
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	848	0	0	875

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1723	848	0	0	848	0
Stage 1	848	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	99	364	-	-	798	-
Stage 1	423	-	-	-	-	-
Stage 2	411	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	99	364	-	-	798	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	423	-	-	-	-	-
Stage 2	411	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	798	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	146	53	749	760	42
Future Vol, veh/h	30	146	53	749	760	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	32	154	56	788	800	44

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1722	822	844	0	-	0
Stage 1	822	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	99	377	801	-	-	-
Stage 1	435	-	-	-	-	-
Stage 2	400	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	87	377	801	-	-	-
Mov Cap-2 Maneuver	87	-	-	-	-	-
Stage 1	381	-	-	-	-	-
Stage 2	400	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	57.3	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	801	-	240	-	-
HCM Lane V/C Ratio	0.07	-	0.772	-	-
HCM Control Delay (s)	9.8	0	57.3	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.2	-	5.6	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1523	38	30	1167	23	42
Future Volume (vph)	1523	38	30	1167	23	42
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	9.7	12.0	10.5	10.5
Total Split (s)	42.0	42.0	29.7	71.7	35.5	35.5
Total Split (%)	39.2%	39.2%	27.7%	66.9%	33.1%	33.1%
Yellow Time (s)	6.0	6.0	3.7	6.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.7	7.0	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	47.7	47.7	5.8	52.0	6.4	6.4
Actuated g/C Ratio	0.76	0.76	0.09	0.83	0.10	0.10
v/c Ratio	0.59	0.03	0.19	0.41	0.13	0.22
Control Delay	9.4	3.0	30.5	3.6	28.7	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.4	3.0	30.5	3.6	28.7	12.5
LOS	A	A	C	A	C	B
Approach Delay	9.2			4.3	18.2	
Approach LOS	A			A	B	

Intersection Summary	
Cycle Length: 107.2	
Actuated Cycle Length: 63	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 7.3	Intersection LOS: A
Intersection Capacity Utilization 56.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 52: McKinley & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1523	38	30	1167	23	42
Future Volume (veh/h)	1523	38	30	1167	23	42
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1603	40	32	1228	24	44
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2079	927	64	2531	109	97
Arrive On Green	0.58	0.58	0.04	0.70	0.06	0.06
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	1603	40	32	1228	24	44
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	17.7	0.6	0.9	8.1	0.7	1.4
Cycle Q Clear(g_c), s	17.7	0.6	0.9	8.1	0.7	1.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2079	927	64	2531	109	97
V/C Ratio(X)	0.77	0.04	0.50	0.49	0.22	0.46
Avail Cap(c_a), veh/h	2414	1077	864	4462	1037	923
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.5	4.8	24.8	3.5	23.4	23.8
Incr Delay (d2), s/veh	1.4	0.0	2.2	0.1	1.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.1	0.4	1.4	0.3	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.8	4.8	27.0	3.7	24.5	27.1
LnGrp LOS	A	A	C	A	C	C
Approach Vol, veh/h	1643			1260	68	
Approach Delay, s/veh	9.7			4.3	26.2	
Approach LOS	A			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.6	37.1				43.7	8.6
Change Period (Y+Rc), s	* 4.7	7.0				7.0	5.5
Max Green Setting (Gmax), s	* 25	35.0				64.7	30.0
Max Q Clear Time (g_c+I1), s	2.9	19.7				10.1	3.4
Green Ext Time (p_c), s	0.0	10.4				13.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	386.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	1419	115	68	1020	32	128	0	90	43	0	49
Future Vol, veh/h	32	1419	115	68	1020	32	128	0	90	43	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	32	1419	115	68	1020	32	128	0	90	43	0	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1052	0	0	1534	0	0	2187	2729	767	1946	2770	526
Stage 1	-	-	-	-	-	-	1541	1541	-	1172	1172	-
Stage 2	-	-	-	-	-	-	646	1188	-	774	1598	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	669	-	-	439	-	-	~ 26	21	349	~ 40	20	502
Stage 1	-	-	-	-	-	-	~ 123	179	-	208	269	-
Stage 2	-	-	-	-	-	-	431	264	-	362	167	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	669	-	-	439	-	-	~ 12	8	349	~ 16	8	502
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 12	8	-	~ 16	8	-
Stage 1	-	-	-	-	-	-	~ 79	116	-	134	168	-
Stage 2	-	-	-	-	-	-	243	165	-	174	108	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	3.1	$ 4830.1	$ 1062.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	20	669	-	-	439	-	-	33
HCM Lane V/C Ratio	10.9	0.048	-	-	0.155	-	-	2.788
HCM Control Delay (s)	$ 4830.1	10.7	1.8	-	14.7	2.4	-	$ 1062.9
HCM Lane LOS	F	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	27.7	0.1	-	-	0.5	-	-	10.6

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1551	0	0	1120	0	0
Future Vol, veh/h	1551	0	0	1120	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1551	0	0	1120	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	776
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	345
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	345
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	21	71	9	11	0	50	92	21	0	128	38
Future Vol, veh/h	50	21	71	9	11	0	50	92	21	0	128	38
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	56	24	80	10	12	0	56	103	24	0	144	43
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

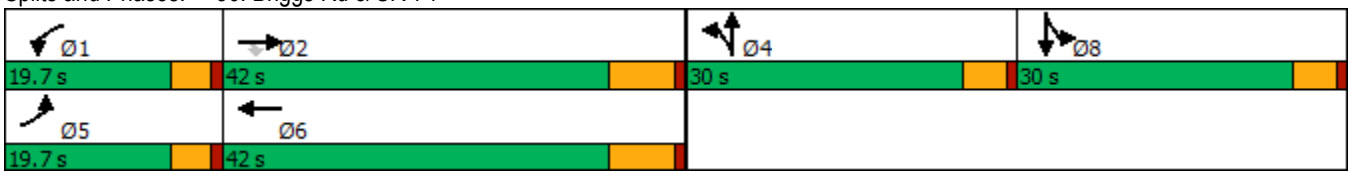
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	8.6	8.4	8.9	8.8
HCM LOS	A	A	A	A

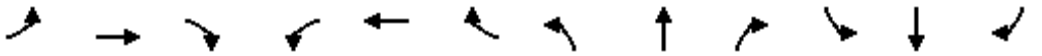
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	31%	70%	0%	45%	0%
Vol Thru, %	56%	30%	0%	55%	77%
Vol Right, %	13%	0%	100%	0%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	163	71	71	20	166
LT Vol	50	50	0	9	0
Through Vol	92	21	0	11	128
RT Vol	21	0	71	0	38
Lane Flow Rate	183	80	80	22	187
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.231	0.127	0.103	0.032	0.229
Departure Headway (Hd)	4.547	5.712	4.652	5.146	4.428
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	789	627	768	693	809
Service Time	2.579	3.453	2.392	3.197	2.459
HCM Lane V/C Ratio	0.232	0.128	0.104	0.032	0.231
HCM Control Delay	8.9	9.3	7.9	8.4	8.8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.9	0.4	0.3	0.1	0.9

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	67	1236	248	186	924	148	87	119	90
Future Volume (vph)	67	1236	248	186	924	148	87	119	90
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Split	NA
Protected Phases	5	2		1	6	4	4	8	8
Permitted Phases			2						
Detector Phase	5	2	2	1	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	9.7	12.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	42.0	42.0	19.7	42.0	30.0	30.0	30.0	30.0
Total Split (%)	16.2%	34.5%	34.5%	16.2%	34.5%	24.7%	24.7%	24.7%	24.7%
Yellow Time (s)	3.7	6.0	6.0	3.7	6.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	8.6	35.4	35.4	14.4	43.6	17.1	17.1	12.9	12.9
Actuated g/C Ratio	0.08	0.35	0.35	0.14	0.43	0.17	0.17	0.13	0.13
v/c Ratio	0.48	1.07	0.37	0.79	0.70	0.53	0.76	0.57	0.61
Control Delay	57.4	80.4	5.1	66.5	30.1	45.8	45.2	52.8	48.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.4	80.4	5.1	66.5	30.1	45.8	45.2	52.8	48.8
LOS	E	F	A	E	C	D	D	D	D
Approach Delay		67.3			35.9		45.4		50.7
Approach LOS		E			D		D		D

Intersection Summary	
Cycle Length: 121.7	
Actuated Cycle Length: 101.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 52.6	Intersection LOS: D
Intersection Capacity Utilization 83.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	1236	248	186	924	64	148	87	151	119	90	47
Future Volume (veh/h)	67	1236	248	186	924	64	148	87	151	119	90	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	73	1343	270	202	1004	70	161	95	164	129	98	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	1284	573	235	1482	103	330	113	195	203	131	68
Arrive On Green	0.05	0.36	0.36	0.13	0.43	0.43	0.18	0.18	0.18	0.11	0.11	0.11
Sat Flow, veh/h	1810	3610	1610	1810	3423	239	1810	620	1070	1810	1167	608
Grp Volume(v), veh/h	73	1343	270	202	529	545	161	0	259	129	0	149
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1857	1810	0	1690	1810	0	1775
Q Serve(g_s), s	3.9	35.0	12.8	10.8	23.2	23.2	7.9	0.0	14.6	6.7	0.0	8.0
Cycle Q Clear(g_c), s	3.9	35.0	12.8	10.8	23.2	23.2	7.9	0.0	14.6	6.7	0.0	8.0
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.63	1.00		0.34
Lane Grp Cap(c), veh/h	95	1284	573	235	782	804	330	0	308	203	0	199
V/C Ratio(X)	0.77	1.05	0.47	0.86	0.68	0.68	0.49	0.00	0.84	0.64	0.00	0.75
Avail Cap(c_a), veh/h	276	1284	573	276	782	804	460	0	429	460	0	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.1	31.7	24.6	42.0	22.4	22.4	36.1	0.0	38.9	41.8	0.0	42.4
Incr Delay (d2), s/veh	4.9	38.1	0.2	18.5	1.9	1.9	1.1	0.0	10.3	3.3	0.0	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	21.5	4.8	6.0	9.9	10.2	3.5	0.0	6.8	3.2	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.9	69.9	24.8	60.4	24.3	24.3	37.3	0.0	49.1	45.1	0.0	47.9
LnGrp LOS	D	F	C	E	C	C	D	A	D	D	A	D
Approach Vol, veh/h		1686			1276			420			278	
Approach Delay, s/veh		61.8			30.0			44.6			46.6	
Approach LOS		E			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.5	42.0		22.9	9.9	49.6		16.0				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	35.0		25.0	* 15	35.0		25.0				
Max Q Clear Time (g_c+I1), s	12.8	37.0		16.6	5.9	25.2		10.0				
Green Ext Time (p_c), s	0.1	0.0		1.4	0.0	3.5		1.0				

Intersection Summary			
HCM 6th Ctrl Delay		47.6	
HCM 6th LOS		D	

Notes

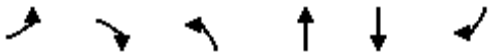
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	45	28	81	340	411	111
Future Volume (vph)	45	28	81	340	411	111
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	10.0	10.0	10.0
Minimum Split (s)	13.6	13.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	30.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	30.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	4.6	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	8.8	8.8	8.7	33.9	21.3	21.3
Actuated g/C Ratio	0.20	0.20	0.20	0.76	0.48	0.48
v/c Ratio	0.17	0.11	0.31	0.31	0.32	0.17
Control Delay	20.7	9.5	20.8	5.0	12.5	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.7	9.5	20.8	5.0	12.5	3.7
LOS	C	A	C	A	B	A
Approach Delay	16.4			8.1	10.6	
Approach LOS	B			A	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 44.5	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 10.0	Intersection LOS: A
Intersection Capacity Utilization 37.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 57: Briggs Rd & Heritage HS Dwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	45	28	81	340	411	111
Future Volume (veh/h)	45	28	81	340	411	111
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	60	37	108	453	548	148
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	246	219	196	1012	1089	486
Arrive On Green	0.14	0.14	0.11	0.53	0.30	0.30
Sat Flow, veh/h	1810	1610	1810	1900	3705	1610
Grp Volume(v), veh/h	60	37	108	453	548	148
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1805	1610
Q Serve(g_s), s	1.1	0.8	2.1	5.5	4.7	2.6
Cycle Q Clear(g_c), s	1.1	0.8	2.1	5.5	4.7	2.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	246	219	196	1012	1089	486
V/C Ratio(X)	0.24	0.17	0.55	0.45	0.50	0.30
Avail Cap(c_a), veh/h	1180	1050	987	3209	3686	1644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.5	14.3	15.8	5.4	10.8	10.0
Incr Delay (d2), s/veh	0.5	0.4	2.4	0.3	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.9	1.3	1.5	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.0	14.7	18.2	5.7	11.1	10.4
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	97			561	696	
Approach Delay, s/veh	14.8			8.1	11.0	
Approach LOS	B			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		26.7		10.7	8.6	18.1
Change Period (Y+Rc), s		6.8		5.6	4.6	6.8
Max Green Setting (Gmax), s		63.2		24.4	20.4	38.2
Max Q Clear Time (g_c+I1), s		7.5		3.1	4.1	6.7
Green Ext Time (p_c), s		3.2		0.2	0.2	4.6

Intersection Summary		
HCM 6th Ctrl Delay		10.1
HCM 6th LOS		B

Intersection	
Intersection Delay, s/veh	16.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	0	0	13	0	15	0	388	10	30	435	0
Future Vol, veh/h	35	0	0	13	0	15	0	388	10	30	435	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	40	0	0	15	0	17	0	441	11	34	494	0
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	10	9.4	16	18.2
HCM LOS	A	A	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%	46%	6%
Vol Thru, %	100%	0%	0%	0%	94%
Vol Right, %	0%	100%	0%	54%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	388	10	35	28	465
LT Vol	0	0	35	13	30
Through Vol	388	0	0	0	435
RT Vol	0	10	0	15	0
Lane Flow Rate	441	11	40	32	528
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.627	0.014	0.072	0.054	0.698
Departure Headway (Hd)	5.122	4.416	6.493	6.086	4.756
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	701	804	555	592	756
Service Time	2.887	2.18	4.494	4.09	2.816
HCM Lane V/C Ratio	0.629	0.014	0.072	0.054	0.698
HCM Control Delay	16.2	7.2	10	9.4	18.2
HCM Lane LOS	C	A	A	A	C
HCM 95th-tile Q	4.4	0	0.2	0.2	5.8

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	399	448	0
Future Vol, veh/h	0	0	0	399	448	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	399	448	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	448	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	615	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	615	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	74	0	0	38	0	28	58	298	52	25	365	58
Future Vol, veh/h	74	0	0	38	0	28	58	298	52	25	365	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	93	0	0	48	0	35	73	373	65	31	456	73

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	888	1139	493	1107	1143	219	529	0	0	438	0	0
Stage 1	555	555	-	552	552	-	-	-	-	-	-	-
Stage 2	333	584	-	555	591	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	254	203	580	178	202	791	1048	-	-	1133	-	-
Stage 1	520	516	-	491	518	-	-	-	-	-	-	-
Stage 2	660	501	-	520	498	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	219	177	580	161	176	791	1048	-	-	1133	-	-
Mov Cap-2 Maneuver	219	177	-	161	176	-	-	-	-	-	-	-
Stage 1	472	496	-	445	470	-	-	-	-	-	-	-
Stage 2	572	454	-	500	479	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.9	27.2	1.5	0.5
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1048	-	-	219	243	1133	-	-
HCM Lane V/C Ratio	0.069	-	-	0.422	0.34	0.028	-	-
HCM Control Delay (s)	8.7	0.3	-	32.9	27.2	8.3	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	2	1.4	0.1	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	67	0	407	279	124
Future Vol, veh/h	0	67	0	407	279	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	67	0	407	279	124

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	341	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	706	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	706	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	706	-	-
HCM Lane V/C Ratio	-	0.095	-	-
HCM Control Delay (s)	-	10.6	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	0	72	13	0	2	148	374	24	6	309	30
Future Vol, veh/h	31	0	72	13	0	2	148	374	24	6	309	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	31	0	72	13	0	2	148	374	24	6	309	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	819	1030	324	1054	1033	199	339	0	0	398	0	0
Stage 1	336	336	-	682	682	-	-	-	-	-	-	-
Stage 2	483	694	-	372	351	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	283	235	722	194	234	815	1231	-	-	1172	-	-
Stage 1	682	645	-	411	453	-	-	-	-	-	-	-
Stage 2	539	447	-	653	636	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	248	197	722	153	197	815	1231	-	-	1172	-	-
Mov Cap-2 Maneuver	248	197	-	153	197	-	-	-	-	-	-	-
Stage 1	576	641	-	347	383	-	-	-	-	-	-	-
Stage 2	454	378	-	584	632	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.8	27.9	2.5	0.1
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1231	-	-	248	722	172	1172	-	-
HCM Lane V/C Ratio	0.12	-	-	0.125	0.1	0.087	0.005	-	-
HCM Control Delay (s)	8.3	0.4	-	21.6	10.5	27.9	8.1	0	-
HCM Lane LOS	A	A	-	C	B	D	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.4	0.3	0.3	0	-	-

Intersection	
Intersection Delay, s/veh	19.6
Intersection LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	51	89	459	56	76	318
Future Vol, veh/h	51	89	459	56	76	318
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	57	100	516	63	85	357
Number of Lanes	1	0	1	0	0	1

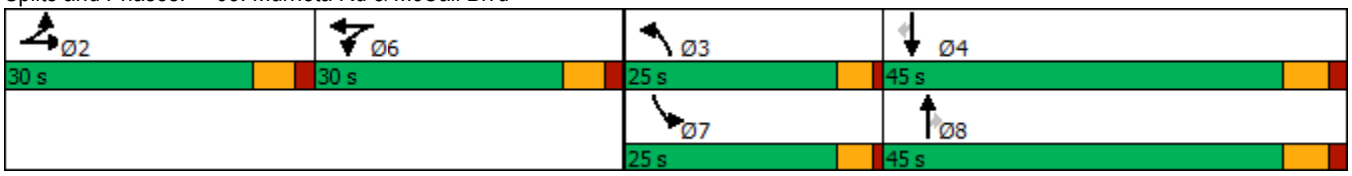
Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	11.1	24	16.8
HCM LOS	B	C	C

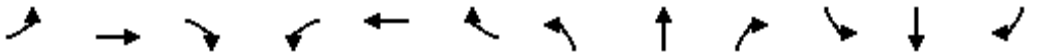
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	36%	19%
Vol Thru, %	89%	0%	81%
Vol Right, %	11%	64%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	515	140	394
LT Vol	0	51	76
Through Vol	459	0	318
RT Vol	56	89	0
Lane Flow Rate	579	157	443
Geometry Grp	1	1	1
Degree of Util (X)	0.791	0.261	0.636
Departure Headway (Hd)	4.922	5.982	5.17
Convergence, Y/N	Yes	Yes	Yes
Cap	735	599	699
Service Time	2.949	4.028	3.2
HCM Lane V/C Ratio	0.788	0.262	0.634
HCM Control Delay	24	11.1	16.8
HCM Lane LOS	C	B	C
HCM 95th-tile Q	8	1	4.6

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	28	136	219	172	3	203	131	91	215	44
Future Volume (vph)	28	136	219	172	3	203	131	91	215	44
Turn Type	Split	NA	Split	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	2	2	6	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	2	2	6	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	12.1	12.1	12.1	12.1	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	30.0	30.0	30.0	30.0	25.0	45.0	45.0	25.0	45.0	45.0
Total Split (%)	23.1%	23.1%	23.1%	23.1%	19.2%	34.6%	34.6%	19.2%	34.6%	34.6%
Yellow Time (s)	4.1	4.1	4.1	4.1	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	6.1	6.1	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	8.9	8.9	15.8	15.8	6.4	14.5	14.5	9.0	23.5	23.5
Actuated g/C Ratio	0.13	0.13	0.23	0.23	0.09	0.21	0.21	0.13	0.34	0.34
v/c Ratio	0.13	0.32	0.56	0.34	0.02	0.54	0.32	0.41	0.35	0.07
Control Delay	34.2	33.9	32.2	19.3	38.0	33.0	9.2	38.1	20.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.2	33.9	32.2	19.3	38.0	33.0	9.2	38.1	20.6	0.2
LOS	C	C	C	B	D	C	A	D	C	A
Approach Delay		34.0		25.1		23.8			22.6	
Approach LOS		C		C		C			C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 69.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 25.2	Intersection LOS: C
Intersection Capacity Utilization 52.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 65: Murrieta Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	136	3	219	172	96	3	203	131	91	215	44
Future Volume (veh/h)	28	136	3	219	172	96	3	203	131	91	215	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	143	3	231	181	101	3	214	138	96	226	46
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	190	379	8	354	445	237	9	334	283	155	487	413
Arrive On Green	0.10	0.10	0.10	0.20	0.20	0.20	0.00	0.18	0.18	0.09	0.26	0.26
Sat Flow, veh/h	1810	3616	76	1810	2275	1211	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	29	71	75	231	142	140	3	214	138	96	226	46
Grp Sat Flow(s),veh/h/ln	1810	1805	1886	1810	1805	1682	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	0.8	1.9	2.0	6.2	3.6	3.9	0.1	5.5	4.1	2.7	5.3	1.2
Cycle Q Clear(g_c), s	0.8	1.9	2.0	6.2	3.6	3.9	0.1	5.5	4.1	2.7	5.3	1.2
Prop In Lane	1.00		0.04	1.00		0.72	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	190	189	198	354	353	329	9	334	283	155	487	413
V/C Ratio(X)	0.15	0.38	0.38	0.65	0.40	0.43	0.34	0.64	0.49	0.62	0.46	0.11
Avail Cap(c_a), veh/h	817	815	852	817	815	760	698	1386	1175	698	1386	1175
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	22.1	22.1	19.6	18.6	18.7	26.2	20.3	19.7	23.3	16.6	15.1
Incr Delay (d2), s/veh	0.4	1.2	1.2	2.0	0.7	0.9	8.1	2.1	1.3	1.5	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.8	0.9	2.6	1.4	1.4	0.1	2.4	1.5	1.1	2.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.9	23.3	23.3	21.7	19.3	19.6	34.4	22.3	21.0	24.8	17.3	15.2
LnGrp LOS	C	C	C	C	B	B	C	C	C	C	B	B
Approach Vol, veh/h		175			513			355			368	
Approach Delay, s/veh		23.1			20.4			21.9			19.0	
Approach LOS		C			C			C			B	

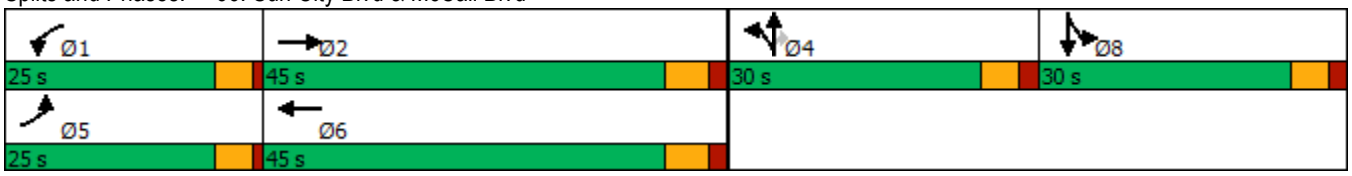
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.6	4.9	20.0		16.4	9.1	15.7				
Change Period (Y+Rc), s		6.1	4.6	6.4		6.1	4.6	6.4				
Max Green Setting (Gmax), s		23.9	20.4	38.6		23.9	20.4	38.6				
Max Q Clear Time (g_c+I1), s		4.0	2.1	7.3		8.2	4.7	7.5				
Green Ext Time (p_c), s		0.8	0.0	1.5		2.1	0.1	1.8				

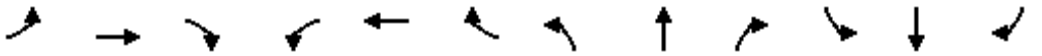
Intersection Summary	
HCM 6th Ctrl Delay	20.8
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	32	359	264	542	102	146	61
Future Volume (vph)	32	359	264	542	102	146	61
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	4		8
Permitted Phases						4	
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	13.6	13.6	13.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	6.7	15.3	20.6	33.9	10.2	10.2	9.9
Actuated g/C Ratio	0.09	0.20	0.26	0.43	0.13	0.13	0.13
v/c Ratio	0.23	0.64	0.60	0.45	0.42	0.46	0.42
Control Delay	39.6	32.7	33.5	18.2	35.1	10.7	34.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.6	32.7	33.5	18.2	35.1	10.7	34.1
LOS	D	C	C	B	D	B	C
Approach Delay		33.2		22.7	24.2		34.1
Approach LOS		C		C	C		C

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 78.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 26.6	Intersection LOS: C
Intersection Capacity Utilization 51.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 66: Sun City Blvd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	359	53	264	542	97	78	102	146	93	61	19
Future Volume (veh/h)	32	359	53	264	542	97	78	102	146	93	61	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	390	58	287	589	105	85	111	159	101	66	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	600	89	341	1025	182	224	321	237	222	168	54
Arrive On Green	0.04	0.19	0.19	0.19	0.33	0.33	0.15	0.15	0.15	0.12	0.12	0.12
Sat Flow, veh/h	1810	3153	465	1810	3062	544	1493	2138	1580	1810	1374	437
Grp Volume(v), veh/h	35	222	226	287	347	347	104	92	159	101	0	87
Grp Sat Flow(s),veh/h/ln	1810	1805	1814	1810	1805	1801	1825	1805	1580	1810	0	1811
Q Serve(g_s), s	1.2	7.1	7.2	9.6	9.9	10.0	3.2	2.9	6.0	3.3	0.0	2.8
Cycle Q Clear(g_c), s	1.2	7.1	7.2	9.6	9.9	10.0	3.2	2.9	6.0	3.3	0.0	2.8
Prop In Lane	1.00		0.26	1.00		0.30	0.82		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	79	343	345	341	604	603	274	271	237	222	0	222
V/C Ratio(X)	0.44	0.65	0.66	0.84	0.57	0.58	0.38	0.34	0.67	0.46	0.00	0.39
Avail Cap(c_a), veh/h	588	1119	1124	588	1119	1117	710	702	614	703	0	704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.3	23.5	23.5	24.6	17.2	17.2	24.0	23.9	25.2	25.6	0.0	25.4
Incr Delay (d2), s/veh	1.4	2.0	2.1	2.2	0.9	0.9	0.9	0.7	3.3	1.5	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.0	3.0	4.0	3.8	3.8	1.4	1.2	0.2	1.4	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	25.5	25.6	26.8	18.1	18.1	24.9	24.6	28.5	27.0	0.0	26.5
LnGrp LOS	C	C	C	C	B	B	C	C	C	C	A	C
Approach Vol, veh/h		483			981			355			188	
Approach Delay, s/veh		25.9			20.6			26.4			26.8	
Approach LOS		C			C			C			C	

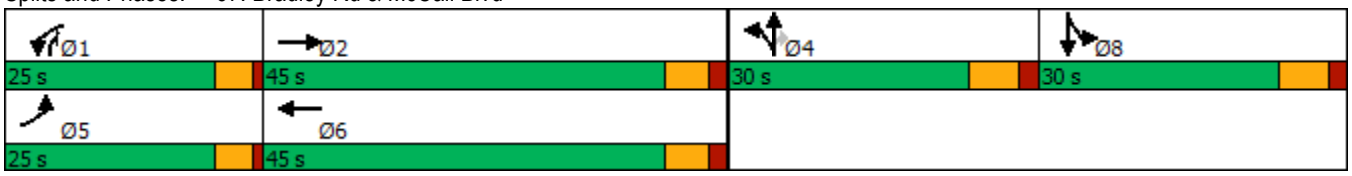
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.4	18.0		15.0	7.3	27.1		13.3				
Change Period (Y+Rc), s	4.6	6.1		5.6	4.6	6.1		5.6				
Max Green Setting (Gmax), s	20.4	38.9		24.4	20.4	38.9		24.4				
Max Q Clear Time (g_c+I1), s	11.6	9.2		8.0	3.2	12.0		5.3				
Green Ext Time (p_c), s	0.3	2.7		1.5	0.0	4.5		1.0				

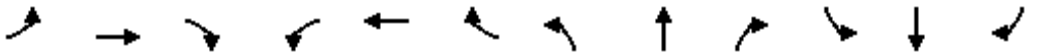
Intersection Summary			
HCM 6th Ctrl Delay		23.5	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	591	533	831	61	62	536	103	50
Future Volume (vph)	6	591	533	831	61	62	536	103	50
Turn Type	Prot	NA	Prot	NA	Split	NA	pm+ov	Split	NA
Protected Phases	5	2	1	6	4	4	1	8	8
Permitted Phases							4		
Detector Phase	5	2	1	6	4	4	1	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	10.6	14.8	14.8
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	19.2%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.2	22.3	21.2	46.5	9.5	9.5	30.0	11.2	11.2
Actuated g/C Ratio	0.07	0.26	0.25	0.55	0.11	0.11	0.35	0.13	0.13
v/c Ratio	0.05	0.72	1.21	0.50	0.31	0.30	0.76	0.44	0.24
Control Delay	44.7	33.6	147.0	15.0	43.8	43.3	16.9	44.1	36.9
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	44.7	33.6	147.0	15.1	43.8	43.3	16.9	44.1	36.9
LOS	D	C	F	B	D	D	B	D	D
Approach Delay		33.7		62.8		21.9			41.6
Approach LOS		C		E		C			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 85.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay: 46.0	Intersection LOS: D
Intersection Capacity Utilization 75.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 67: Bradley Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	591	67	533	831	112	61	62	536	103	50	8
Future Volume (veh/h)	6	591	67	533	831	112	61	62	536	103	50	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	603	68	544	848	114	62	63	547	105	51	8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	17	763	86	373	1376	185	424	445	709	145	129	20
Arrive On Green	0.01	0.23	0.23	0.21	0.43	0.43	0.23	0.23	0.23	0.08	0.08	0.08
Sat Flow, veh/h	1810	3269	368	1810	3198	430	1810	1900	1610	1810	1601	251
Grp Volume(v), veh/h	6	332	339	544	479	483	62	63	547	105	0	59
Grp Sat Flow(s),veh/h/ln	1810	1805	1832	1810	1805	1823	1810	1900	1610	1810	0	1853
Q Serve(g_s), s	0.3	17.1	17.2	20.4	20.3	20.3	2.7	2.6	23.2	5.6	0.0	3.0
Cycle Q Clear(g_c), s	0.3	17.1	17.2	20.4	20.3	20.3	2.7	2.6	23.2	5.6	0.0	3.0
Prop In Lane	1.00		0.20	1.00		0.24	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	17	422	428	373	777	785	424	445	709	145	0	149
V/C Ratio(X)	0.36	0.79	0.79	1.46	0.62	0.62	0.15	0.14	0.77	0.72	0.00	0.40
Avail Cap(c_a), veh/h	373	710	720	373	777	785	424	445	709	424	0	434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.7	35.6	35.7	39.3	21.8	21.8	30.0	30.0	23.5	44.4	0.0	43.2
Incr Delay (d2), s/veh	4.8	3.3	3.3	220.6	1.5	1.5	0.2	0.1	5.2	6.6	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	7.7	7.9	31.7	8.5	8.6	1.2	1.2	10.8	2.7	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	39.0	39.0	259.9	23.3	23.3	30.2	30.1	28.7	51.0	0.0	44.9
LnGrp LOS	D	D	D	F	C	C	C	C	C	D	A	D
Approach Vol, veh/h		677			1506			672			164	
Approach Delay, s/veh		39.1			108.8			28.9			48.8	
Approach LOS		D			F			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	29.2		30.0	5.5	48.7		14.8				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		23.2				
Max Q Clear Time (g_c+I1), s	22.4	19.2		25.2	2.3	22.3		7.6				
Green Ext Time (p_c), s	0.0	3.9		0.0	0.0	5.6		0.4				

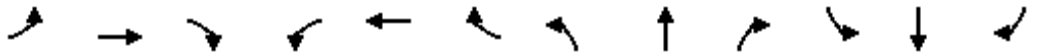
Intersection Summary		
HCM 6th Ctrl Delay		72.1
HCM 6th LOS		E

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	921	309	633	959	0	516
Future Volume (vph)	921	309	633	959	0	516
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		9.0	9.5	9.5	9.5
Total Split (s)	45.0		25.0	70.0	30.0	30.0
Total Split (%)	45.0%		25.0%	70.0%	30.0%	30.0%
Yellow Time (s)	4.0		3.5	4.0	4.0	4.0
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.0	4.5	4.5	4.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	C-Min	None	None
Act Effct Green (s)	32.0	100.0	24.7	60.6	30.4	30.4
Actuated g/C Ratio	0.32	1.00	0.25	0.61	0.30	0.30
v/c Ratio	0.81	0.19	1.44	0.44	0.72	0.87
Control Delay	36.8	0.3	225.7	20.8	40.4	39.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.8	0.3	225.7	20.8	40.4	39.9
LOS	D	A	F	C	D	D
Approach Delay	27.6			102.2	40.1	
Approach LOS	C			F	D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 68 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.44	
Intersection Signal Delay: 62.5	Intersection LOS: E
Intersection Capacity Utilization 93.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 68: I-215 SB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	921	309	633	959	0	0	0	0	393	0	516
Future Volume (veh/h)	0	921	309	633	959	0	0	0	0	393	0	516
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	930	0	639	969	0				397	0	521
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1462		380	2365	0				461	0	411
Arrive On Green	0.00	0.41	0.00	0.42	1.00	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1810	0	1610
Grp Volume(v), veh/h	0	930	0	639	969	0				397	0	521
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	20.6	0.0	21.0	0.0	0.0				20.9	0.0	25.5
Cycle Q Clear(g_c), s	0.0	20.6	0.0	21.0	0.0	0.0				20.9	0.0	25.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1462		380	2365	0				461	0	411
V/C Ratio(X)	0.00	0.64		1.68	0.41	0.00				0.86	0.00	1.27
Avail Cap(c_a), veh/h	0	1462		380	2365	0				461	0	411
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.63	0.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.8	0.0	29.0	0.0	0.0				35.6	0.0	37.3
Incr Delay (d2), s/veh	0.0	1.3	0.0	307.8	0.0	0.0				14.5	0.0	139.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.7	0.0	38.9	0.0	0.0				10.8	0.0	25.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.2	0.0	336.8	0.0	0.0				50.1	0.0	176.3
LnGrp LOS	A	C		F	A	A				D	A	F
Approach Vol, veh/h		930			1608						918	
Approach Delay, s/veh		25.2			133.9						121.7	
Approach LOS		C			F						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.0	45.0		30.0		70.0
Change Period (Y+Rc), s	4.0	4.5		4.5		4.5
Max Green Setting (Gmax), s	21.0	40.5		25.5		65.5
Max Q Clear Time (g_c+I1), s	23.0	22.6		27.5		2.0
Green Ext Time (p_c), s	0.0	4.2		0.0		5.1

Intersection Summary		
HCM 6th Ctrl Delay		101.4
HCM 6th LOS		F

Notes

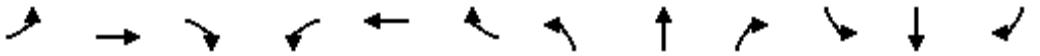
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	309	1005	1178	226	5	923
Future Volume (vph)	309	1005	1178	226	5	923
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	8.5	9.5	9.5		9.5	9.5
Total Split (s)	29.0	60.0	31.0		40.0	40.0
Total Split (%)	29.0%	60.0%	31.0%		40.0%	40.0%
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min		None	None
Act Effct Green (s)	21.1	55.5	30.9	100.0	35.5	35.5
Actuated g/C Ratio	0.21	0.56	0.31	1.00	0.36	0.36
v/c Ratio	0.84	0.52	1.09	0.14	0.67	1.51
Control Delay	61.8	8.2	89.7	0.2	33.6	261.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.8	8.2	89.7	0.2	33.6	261.6
LOS	E	A	F	A	C	F
Approach Delay		20.8	75.3		190.4	
Approach LOS		C	E		F	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.51	
Intersection Signal Delay: 95.7	Intersection LOS: F
Intersection Capacity Utilization 93.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 69: I-215 NB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	309	1005	0	0	1178	226	414	5	923	0	0	0
Future Volume (veh/h)	309	1005	0	0	1178	226	414	5	923	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	319	1036	0	0	1214	0	427	5	952			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	346	2004	0	0	1187		635	7	572			
Arrive On Green	0.38	1.00	0.00	0.00	0.33	0.00	0.35	0.35	0.35			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1790	21	1610			
Grp Volume(v), veh/h	319	1036	0	0	1214	0	432	0	952			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	16.8	0.0	0.0	0.0	32.9	0.0	20.2	0.0	35.5			
Cycle Q Clear(g_c), s	16.8	0.0	0.0	0.0	32.9	0.0	20.2	0.0	35.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	346	2004	0	0	1187		643	0	572			
V/C Ratio(X)	0.92	0.52	0.00	0.00	1.02		0.67	0.00	1.67			
Avail Cap(c_a), veh/h	461	2004	0	0	1187		643	0	572			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.49	0.49	0.00	0.00	0.54	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	30.2	0.0	0.0	0.0	33.6	0.0	27.3	0.0	32.3			
Incr Delay (d2), s/veh	10.2	0.5	0.0	0.0	25.1	0.0	2.7	0.0	307.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.4	0.1	0.0	0.0	17.9	0.0	8.9	0.0	61.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.4	0.5	0.0	0.0	58.6	0.0	30.1	0.0	339.4			
LnGrp LOS	D	A	A	A	F		C	A	F			
Approach Vol, veh/h		1355			1214			1384				
Approach Delay, s/veh		9.9			58.6			242.8				
Approach LOS		A			E			F				

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.0			22.6	37.4		40.0				
Change Period (Y+Rc), s		4.5			3.5	4.5		4.5				
Max Green Setting (Gmax), s		55.5			25.5	26.5		35.5				
Max Q Clear Time (g_c+I1), s		2.0			18.8	34.9		37.5				
Green Ext Time (p_c), s		5.6			0.3	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			106.4									
HCM 6th LOS			F									

Notes

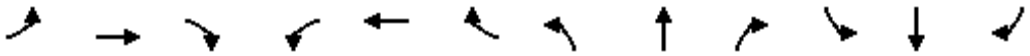
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	168	1524	34	1090	152	22	25	35	18
Future Volume (vph)	168	1524	34	1090	152	22	25	35	18
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases					4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	14.8	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	25.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	12.7	45.0	6.9	33.9	17.1	17.1	17.1	17.9	17.9
Actuated g/C Ratio	0.16	0.55	0.08	0.41	0.21	0.21	0.21	0.22	0.22
v/c Ratio	0.63	0.95	0.24	0.78	0.69	0.06	0.07	0.12	0.38
Control Delay	45.0	32.3	44.1	26.7	48.4	28.6	0.3	29.0	9.1
Queue Delay	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.0	44.1	44.1	26.7	48.4	28.6	0.3	29.0	9.1
LOS	D	D	D	C	D	C	A	C	A
Approach Delay		44.2		27.2		40.2			12.3
Approach LOS		D		C		D			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 81.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 36.4	Intersection LOS: D
Intersection Capacity Utilization 93.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 70: Encanto Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	1524	234	34	1090	23	152	22	25	35	18	161
Future Volume (veh/h)	168	1524	234	34	1090	23	152	22	25	35	18	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	177	1604	246	36	1147	24	160	23	26	37	19	169
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	217	1536	231	75	1480	31	277	477	399	423	41	369
Arrive On Green	0.12	0.49	0.49	0.04	0.41	0.41	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	3147	472	1810	3616	76	1214	1900	1589	1378	165	1470
Grp Volume(v), veh/h	177	905	945	36	573	598	160	23	26	37	0	188
Grp Sat Flow(s),veh/h/ln	1810	1805	1814	1810	1805	1886	1214	1900	1589	1378	0	1635
Q Serve(g_s), s	7.6	38.9	38.9	1.6	21.9	21.9	10.2	0.7	1.0	1.7	0.0	7.8
Cycle Q Clear(g_c), s	7.6	38.9	38.9	1.6	21.9	21.9	18.0	0.7	1.0	2.4	0.0	7.8
Prop In Lane	1.00		0.26	1.00		0.04	1.00		1.00	1.00		0.90
Lane Grp Cap(c), veh/h	217	881	886	75	739	772	277	477	399	423	0	410
V/C Ratio(X)	0.81	1.03	1.07	0.48	0.77	0.78	0.58	0.05	0.07	0.09	0.00	0.46
Avail Cap(c_a), veh/h	463	881	886	463	881	921	326	553	463	491	0	490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.2	20.4	20.4	37.4	20.4	20.4	32.9	22.6	22.7	23.5	0.0	25.3
Incr Delay (d2), s/veh	2.8	37.6	49.7	1.8	3.7	3.5	1.9	0.0	0.1	0.1	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	23.4	26.5	0.7	8.5	8.9	3.1	0.3	0.3	0.5	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.0	58.0	70.1	39.1	24.0	23.9	34.8	22.7	22.8	23.6	0.0	26.1
LnGrp LOS	D	F	F	D	C	C	C	C	C	C	A	C
Approach Vol, veh/h		2027			1207			209			225	
Approach Delay, s/veh		61.8			24.4			32.0			25.7	
Approach LOS		E			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	45.0		26.8	14.2	38.7		26.8				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		* 6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		* 24				
Max Q Clear Time (g_c+I1), s	3.6	40.9		20.0	9.6	23.9		9.8				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.2	6.0		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		45.6	
HCM 6th LOS		D	

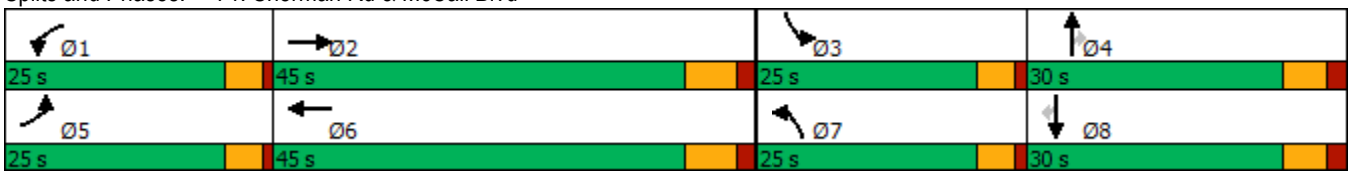
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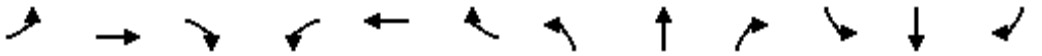
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	85	1440	32	1006	78	12	23	31	12	24
Future Volume (vph)	85	1440	32	1006	78	12	23	31	12	24
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4		3	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.8	10.6	16.8	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	8.7	46.9	6.8	42.3	9.1	9.8	9.8	6.7	8.3	8.3
Actuated g/C Ratio	0.11	0.61	0.09	0.55	0.12	0.13	0.13	0.09	0.11	0.11
v/c Ratio	0.44	0.73	0.22	0.55	0.38	0.05	0.08	0.21	0.06	0.09
Control Delay	42.4	20.3	41.1	18.2	40.7	35.3	0.5	41.1	38.3	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.4	20.3	41.1	18.2	40.7	35.3	0.5	41.1	38.3	0.7
LOS	D	C	D	B	D	D	A	D	D	A
Approach Delay		21.5		18.9		32.0			26.3	
Approach LOS		C		B		C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 76.9	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 21.0	Intersection LOS: C
Intersection Capacity Utilization 72.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 71: Sherman Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	1440	78	32	1006	27	78	12	23	31	12	24
Future Volume (veh/h)	85	1440	78	32	1006	27	78	12	23	31	12	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	1516	82	34	1059	28	82	13	24	33	13	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	124	1715	92	74	1669	44	121	235	199	73	185	157
Arrive On Green	0.07	0.49	0.49	0.04	0.46	0.46	0.07	0.12	0.12	0.04	0.10	0.10
Sat Flow, veh/h	1810	3483	188	1810	3593	95	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	89	783	815	34	532	555	82	13	24	33	13	25
Grp Sat Flow(s),veh/h/ln	1810	1805	1866	1810	1805	1883	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	3.5	28.4	28.8	1.3	16.3	16.3	3.2	0.4	1.0	1.3	0.5	1.0
Cycle Q Clear(g_c), s	3.5	28.4	28.8	1.3	16.3	16.3	3.2	0.4	1.0	1.3	0.5	1.0
Prop In Lane	1.00		0.10	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	124	889	919	74	839	875	121	235	199	73	185	157
V/C Ratio(X)	0.72	0.88	0.89	0.46	0.63	0.63	0.68	0.06	0.12	0.45	0.07	0.16
Avail Cap(c_a), veh/h	506	945	976	506	945	985	506	622	527	506	622	527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	16.6	16.7	34.2	14.8	14.8	33.3	28.2	28.4	34.3	29.9	30.2
Incr Delay (d2), s/veh	2.9	9.3	9.6	1.6	1.2	1.1	2.5	0.1	0.3	1.6	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	11.3	11.9	0.6	5.6	5.8	1.5	0.2	0.4	0.6	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.2	25.9	26.3	35.9	16.0	16.0	35.8	28.3	28.7	35.9	30.1	30.7
LnGrp LOS	D	C	C	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		1687			1121			119			71	
Approach Delay, s/veh		26.7			16.6			33.6			33.0	
Approach LOS		C			B			C			C	

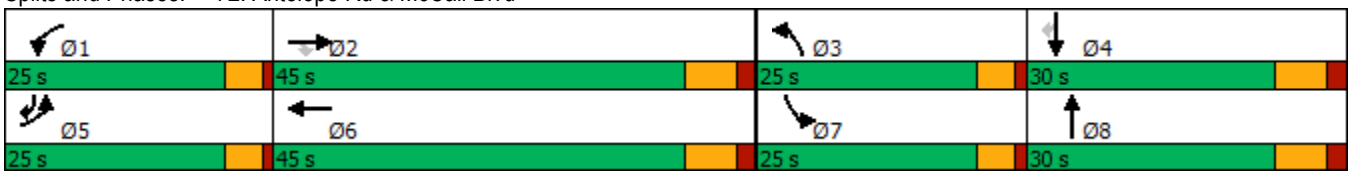
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	42.7	7.5	15.1	9.6	40.7	9.5	13.2
Change Period (Y+Rc), s	4.6	6.8	4.6	6.1	4.6	6.8	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.9	20.4	38.2	20.4	23.9
Max Q Clear Time (g_c+I1), s	3.3	30.8	3.3	3.0	5.5	18.3	5.2	3.0
Green Ext Time (p_c), s	0.0	5.2	0.0	0.1	0.1	6.2	0.1	0.1

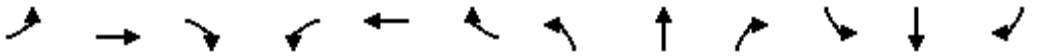
Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	63	1268	55	27	962	26	3	15	7	67
Future Volume (vph)	63	1268	55	27	962	26	3	15	7	67
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8	7	4	5
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	5
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	16.8	16.8	10.6	16.8	10.6	14.8	10.6	14.8	10.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0	25.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%	20.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	6.8	4.6	6.8	4.6	6.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	7.6	47.3	47.3	6.6	39.0	7.3	8.5	6.4	8.4	13.0
Actuated g/C Ratio	0.12	0.73	0.73	0.10	0.60	0.11	0.13	0.10	0.13	0.20
v/c Ratio	0.31	0.51	0.05	0.15	0.47	0.13	0.17	0.09	0.03	0.19
Control Delay	33.9	10.3	0.4	34.3	12.3	32.8	14.8	34.3	32.1	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.9	10.3	0.4	34.3	12.3	32.8	14.8	34.3	32.1	8.0
LOS	C	B	A	C	B	C	B	C	C	A
Approach Delay		10.9			12.9		21.7		14.3	
Approach LOS		B			B		C		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 64.7	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 12.1	Intersection LOS: B
Intersection Capacity Utilization 63.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 72: Antelope Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	1268	55	27	962	12	26	3	38	15	7	67
Future Volume (veh/h)	63	1268	55	27	962	12	26	3	38	15	7	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	1335	58	28	1013	13	27	3	40	16	7	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	1711	763	66	1630	21	64	14	187	42	211	281
Arrive On Green	0.06	0.47	0.47	0.04	0.45	0.45	0.04	0.12	0.12	0.02	0.11	0.11
Sat Flow, veh/h	1810	3610	1610	1810	3650	47	1810	114	1514	1810	1900	1610
Grp Volume(v), veh/h	66	1335	58	28	501	525	27	0	43	16	7	71
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1892	1810	0	1627	1810	1900	1610
Q Serve(g_s), s	2.4	20.5	1.3	1.0	14.1	14.1	1.0	0.0	1.6	0.6	0.2	2.5
Cycle Q Clear(g_c), s	2.4	20.5	1.3	1.0	14.1	14.1	1.0	0.0	1.6	0.6	0.2	2.5
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.93	1.00		1.00
Lane Grp Cap(c), veh/h	115	1711	763	66	806	845	64	0	201	42	211	281
V/C Ratio(X)	0.57	0.78	0.08	0.42	0.62	0.62	0.42	0.00	0.21	0.38	0.03	0.25
Avail Cap(c_a), veh/h	556	2077	926	556	1038	1088	556	0	569	556	664	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	14.6	9.5	31.3	14.1	14.1	31.4	0.0	26.2	32.0	26.3	23.7
Incr Delay (d2), s/veh	1.7	1.6	0.0	1.6	0.8	0.8	1.6	0.0	0.5	2.1	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	7.6	0.4	0.5	5.3	5.5	0.4	0.0	0.6	0.3	0.1	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.9	16.2	9.6	32.9	14.9	14.8	33.0	0.0	26.7	34.1	26.4	24.1
LnGrp LOS	C	B	A	C	B	B	C	A	C	C	C	C
Approach Vol, veh/h		1459			1054			70			94	
Approach Delay, s/veh		16.6			15.3			29.2			26.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	38.3	7.0	14.2	8.8	36.5	6.1	15.0
Change Period (Y+Rc), s	4.6	6.8	4.6	6.8	4.6	6.8	4.6	6.8
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.2	20.4	38.2	20.4	23.2
Max Q Clear Time (g_c+I1), s	3.0	22.5	3.0	4.5	4.4	16.1	2.6	3.6
Green Ext Time (p_c), s	0.0	9.0	0.0	0.2	0.1	7.1	0.0	0.1

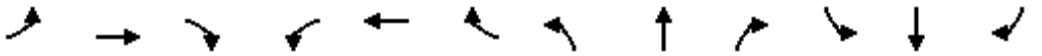
Intersection Summary	
HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR	Ø1
Lane Configurations										
Traffic Volume (vph)	34	1178	925	22	4	0	16	0	55	
Future Volume (vph)	34	1178	925	22	4	0	16	0	55	
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm	NA	Perm	
Protected Phases	5	2	6			8		4		1
Permitted Phases				6	8		4		4	
Detector Phase	5	2	6	6	8	8	4	4	4	
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	10.0	8.0	8.0	21.0	21.0	21.0	6.0
Minimum Split (s)	10.6	17.2	17.2	17.2	13.6	13.6	26.6	26.6	26.6	10.6
Total Split (s)	40.0	60.0	45.0	45.0	40.0	40.0	40.0	40.0	40.0	25.0
Total Split (%)	32.0%	48.0%	36.0%	36.0%	32.0%	32.0%	32.0%	32.0%	32.0%	20%
Yellow Time (s)	3.6	5.2	5.2	5.2	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.6	7.2	7.2	7.2		5.6		5.6	5.6	
Lead/Lag	Lead	Lag	Lag	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	Min	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	6.8	61.0	53.9	53.9		18.2		21.2	21.2	
Actuated g/C Ratio	0.08	0.70	0.62	0.62		0.21		0.24	0.24	
v/c Ratio	0.28	1.01	0.47	0.02		0.01		0.05	0.13	
Control Delay	43.2	48.2	14.2	0.0		0.0		26.1	1.5	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	43.2	48.2	14.2	0.0		0.0		26.1	1.5	
LOS	D	D	B	A		A		C	A	
Approach Delay		48.0	13.9					7.0		
Approach LOS		D	B					A		

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 87.3	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 32.2	Intersection LOS: C
Intersection Capacity Utilization 90.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	1178	4	0	925	22	4	0	1	16	0	55
Future Volume (veh/h)	34	1178	4	0	925	22	4	0	1	16	0	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	1339	5	0	1051	25	5	0	1	18	0	62
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	77	1192	4	2	1923	858	322	7	50	401	0	349
Arrive On Green	0.04	0.63	0.63	0.00	0.53	0.53	0.22	0.00	0.22	0.22	0.00	0.22
Sat Flow, veh/h	1810	1892	7	1810	3610	1610	1122	34	231	1452	0	1610
Grp Volume(v), veh/h	39	0	1344	0	1051	25	6	0	0	18	0	62
Grp Sat Flow(s),veh/h/ln	1810	0	1899	1810	1805	1610	1387	0	0	1452	0	1610
Q Serve(g_s), s	1.8	0.0	52.8	0.0	16.1	0.6	0.0	0.0	0.0	0.0	0.0	2.6
Cycle Q Clear(g_c), s	1.8	0.0	52.8	0.0	16.1	0.6	0.7	0.0	0.0	0.7	0.0	2.6
Prop In Lane	1.00		0.00	1.00		1.00	0.83		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	77	0	1197	2	1923	858	380	0	0	401	0	349
V/C Ratio(X)	0.50	0.00	1.12	0.00	0.55	0.03	0.02	0.00	0.00	0.04	0.00	0.18
Avail Cap(c_a), veh/h	765	0	1197	441	1923	858	651	0	0	680	0	661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.2	0.0	15.5	0.0	12.9	9.3	25.8	0.0	0.0	25.9	0.0	26.7
Incr Delay (d2), s/veh	1.9	0.0	66.7	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	40.7	0.0	6.0	0.2	0.1	0.0	0.0	0.3	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	0.0	82.2	0.0	13.3	9.3	25.8	0.0	0.0	26.0	0.0	27.0
LnGrp LOS	D	A	F	A	B	A	C	A	A	C	A	C
Approach Vol, veh/h		1383			1076			6			80	
Approach Delay, s/veh		81.0			13.2			25.8			26.7	
Approach LOS		F			B			C			C	

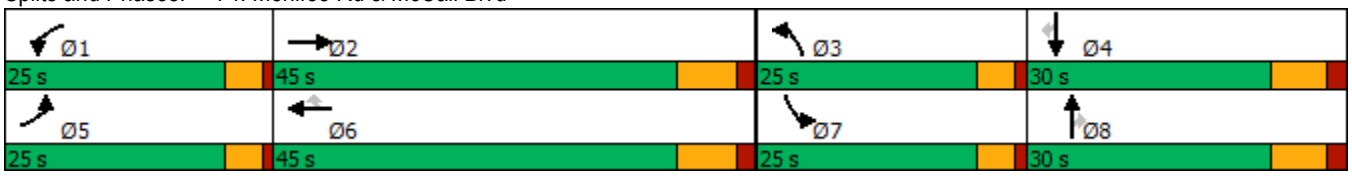
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	60.0		23.8	8.2	51.8		23.8				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	52.8		34.4	35.4	37.8		34.4				
Max Q Clear Time (g_c+I1), s	0.0	54.8		4.6	3.8	18.1		2.7				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	10.1		0.0				

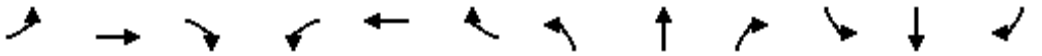
Intersection Summary												
HCM 6th Ctrl Delay			50.5									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	453	555	25	334	47	161	346	53	93	282	452
Future Volume (vph)	453	555	25	334	47	161	346	53	93	282	452
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.5	10.6	17.5	17.5	10.6	15.2	15.2	10.6	15.2	15.2
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	16.9	31.5	6.3	15.4	15.4	13.3	22.3	22.3	9.8	15.9	15.9
Actuated g/C Ratio	0.20	0.36	0.07	0.18	0.18	0.15	0.26	0.26	0.11	0.18	0.18
v/c Ratio	0.71	0.62	0.11	0.56	0.13	0.62	0.40	0.11	0.49	0.46	0.72
Control Delay	40.7	26.1	45.5	37.5	0.7	47.2	30.6	0.5	48.5	35.5	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.7	26.1	45.5	37.5	0.7	47.2	30.6	0.5	48.5	35.5	11.3
LOS	D	C	D	D	A	D	C	A	D	D	B
Approach Delay		31.7		33.7			32.5			23.7	
Approach LOS		C		C			C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 86.4	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 29.9	Intersection LOS: C
Intersection Capacity Utilization 63.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	453	555	188	25	334	47	161	346	53	93	282	452
Future Volume (veh/h)	453	555	188	25	334	47	161	346	53	93	282	452
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	487	597	202	27	359	51	173	372	57	100	303	486
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	583	770	260	117	570	254	212	1149	513	129	985	439
Arrive On Green	0.17	0.29	0.29	0.03	0.16	0.16	0.12	0.32	0.32	0.07	0.27	0.27
Sat Flow, veh/h	3510	2649	895	3510	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	487	406	393	27	359	51	173	372	57	100	303	486
Grp Sat Flow(s),veh/h/ln	1755	1805	1739	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	11.2	17.2	17.3	0.6	7.8	2.3	7.8	6.5	2.1	4.5	5.6	22.8
Cycle Q Clear(g_c), s	11.2	17.2	17.3	0.6	7.8	2.3	7.8	6.5	2.1	4.5	5.6	22.8
Prop In Lane	1.00		0.51	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	583	525	505	117	570	254	212	1149	513	129	985	439
V/C Ratio(X)	0.84	0.77	0.78	0.23	0.63	0.20	0.82	0.32	0.11	0.77	0.31	1.11
Avail Cap(c_a), veh/h	857	810	780	857	1620	723	442	1149	513	442	985	439
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	27.1	27.2	39.3	32.9	30.6	36.0	21.6	20.1	38.1	24.1	30.4
Incr Delay (d2), s/veh	3.1	2.5	2.7	0.4	1.2	0.4	2.9	0.2	0.1	3.7	0.2	75.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	7.5	7.3	0.3	3.4	0.9	3.5	2.7	0.8	2.1	2.3	17.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.8	29.7	29.8	39.7	34.0	31.0	38.9	21.8	20.2	41.8	24.3	105.4
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	F
Approach Vol, veh/h		1286			437			602			889	
Approach Delay, s/veh		32.4			34.0			26.6			70.6	
Approach LOS		C			C			C			E	

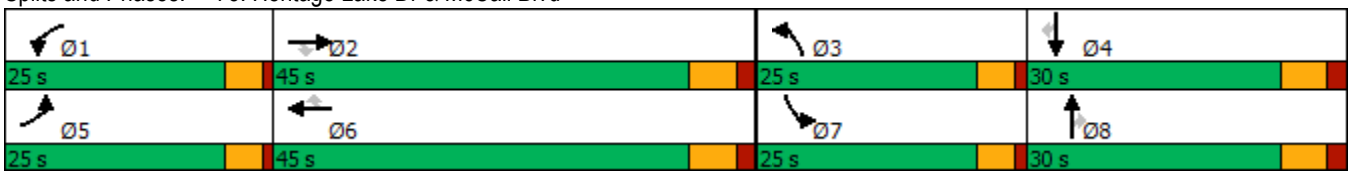
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	31.8	14.4	30.0	18.5	20.7	10.6	33.8
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	22.8	20.4	37.5	20.4	22.8
Max Q Clear Time (g_c+I1), s	2.6	19.3	9.8	24.8	13.2	9.8	6.5	8.5
Green Ext Time (p_c), s	0.0	5.0	0.2	0.0	0.7	2.6	0.1	2.2

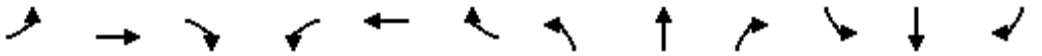
Intersection Summary	
HCM 6th Ctrl Delay	42.1
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	537	123	30	297	11	68	14	28	11	15	39
Future Volume (vph)	43	537	123	30	297	11	68	14	28	11	15	39
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.1	24.7	24.7	8.9	22.8	22.8	9.6	15.6	15.6	8.7	11.6	11.6
Actuated g/C Ratio	0.22	0.59	0.59	0.21	0.54	0.54	0.23	0.37	0.37	0.21	0.28	0.28
v/c Ratio	0.12	0.19	0.13	0.08	0.11	0.01	0.18	0.02	0.04	0.03	0.03	0.08
Control Delay	24.3	12.7	4.8	25.0	14.7	0.0	23.4	17.8	0.1	25.7	23.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.3	12.7	4.8	25.0	14.7	0.0	23.4	17.8	0.1	25.7	23.9	0.3
LOS	C	B	A	C	B	A	C	B	A	C	C	A
Approach Delay		12.0			15.1			16.8			10.2	
Approach LOS		B			B			B			B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 42.1	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.19	
Intersection Signal Delay: 13.2	Intersection LOS: B
Intersection Capacity Utilization 40.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 75: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	537	123	30	297	11	68	14	28	11	15	39
Future Volume (veh/h)	43	537	123	30	297	11	68	14	28	11	15	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	565	129	32	313	12	72	15	29	12	16	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	104	1271	389	80	1201	373	144	373	315	34	257	215
Arrive On Green	0.06	0.24	0.24	0.04	0.23	0.23	0.08	0.20	0.20	0.02	0.14	0.14
Sat Flow, veh/h	1810	5187	1587	1810	5187	1610	1810	1900	1605	1810	1900	1587
Grp Volume(v), veh/h	45	565	129	32	313	12	72	15	29	12	16	41
Grp Sat Flow(s),veh/h/ln	1810	1729	1587	1810	1729	1610	1810	1900	1605	1810	1900	1587
Q Serve(g_s), s	1.1	4.1	3.0	0.8	2.2	0.3	1.7	0.3	0.7	0.3	0.3	1.0
Cycle Q Clear(g_c), s	1.1	4.1	3.0	0.8	2.2	0.3	1.7	0.3	0.7	0.3	0.3	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	104	1271	389	80	1201	373	144	373	315	34	257	215
V/C Ratio(X)	0.43	0.44	0.33	0.40	0.26	0.03	0.50	0.04	0.09	0.36	0.06	0.19
Avail Cap(c_a), veh/h	832	4513	1381	832	4513	1401	832	1011	854	832	1011	844
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	14.2	13.8	20.6	13.9	13.2	19.6	14.4	14.6	21.5	16.7	17.0
Incr Delay (d2), s/veh	1.1	0.2	0.5	1.2	0.1	0.0	1.0	0.0	0.1	2.4	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.4	1.0	0.3	0.7	0.1	0.7	0.1	0.2	0.1	0.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.3	14.4	14.3	21.8	14.1	13.2	20.6	14.5	14.7	23.9	16.8	17.4
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		739			357			116			69	
Approach Delay, s/veh		14.8			14.7			18.3			18.4	
Approach LOS		B			B			B			B	

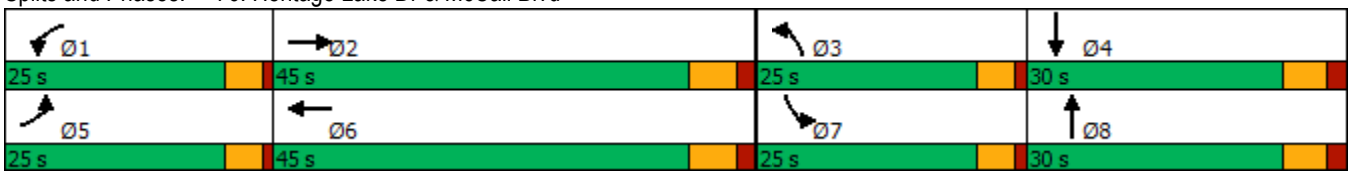
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	17.3	8.1	12.4	7.2	16.7	5.4	15.1
Change Period (Y+Rc), s	4.6	6.4	4.6	6.4	4.6	6.4	4.6	6.4
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.6	20.4	38.6	20.4	23.6
Max Q Clear Time (g_c+I1), s	2.8	6.1	3.7	3.0	3.1	4.2	2.3	2.7
Green Ext Time (p_c), s	0.0	4.8	0.1	0.1	0.0	2.3	0.0	0.1

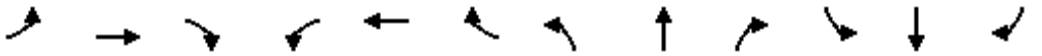
Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	35	366	27	236	68	19	21	20
Future Volume (vph)	35	366	27	236	68	19	21	20
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0
Minimum Split (s)	10.6	16.4	10.6	16.4	10.6	14.1	10.6	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.1	3.6	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	4.6	6.4	4.6	6.1	4.6	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	7.2	22.8	7.1	22.7	8.5	11.4	7.0	9.3
Actuated g/C Ratio	0.18	0.57	0.18	0.56	0.21	0.28	0.17	0.23
v/c Ratio	0.12	0.18	0.09	0.09	0.19	0.11	0.07	0.10
Control Delay	21.7	10.9	22.1	12.3	19.9	10.2	22.5	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.7	10.9	22.1	12.3	19.9	10.2	22.5	14.8
LOS	C	B	C	B	B	B	C	B
Approach Delay		11.6		13.2		15.6		17.5
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 40.3	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.19	
Intersection Signal Delay: 12.9	Intersection LOS: B
Intersection Capacity Utilization 39.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 76: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	366	119	27	236	18	68	19	34	21	20	20
Future Volume (veh/h)	35	366	119	27	236	18	68	19	34	21	20	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	389	127	29	251	19	72	20	36	22	21	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	934	292	74	1133	84	145	114	206	58	123	123
Arrive On Green	0.05	0.24	0.24	0.04	0.23	0.23	0.08	0.19	0.19	0.03	0.14	0.14
Sat Flow, veh/h	1810	3910	1220	1810	4925	367	1810	606	1090	1810	872	872
Grp Volume(v), veh/h	37	342	174	29	175	95	72	0	56	22	0	42
Grp Sat Flow(s),veh/h/ln	1810	1729	1671	1810	1729	1834	1810	0	1696	1810	0	1743
Q Serve(g_s), s	0.9	3.6	3.8	0.7	1.8	1.8	1.7	0.0	1.2	0.5	0.0	0.9
Cycle Q Clear(g_c), s	0.9	3.6	3.8	0.7	1.8	1.8	1.7	0.0	1.2	0.5	0.0	0.9
Prop In Lane	1.00		0.73	1.00		0.20	1.00		0.64	1.00		0.50
Lane Grp Cap(c), veh/h	90	826	399	74	796	422	145	0	320	58	0	245
V/C Ratio(X)	0.41	0.41	0.44	0.39	0.22	0.23	0.50	0.00	0.17	0.38	0.00	0.17
Avail Cap(c_a), veh/h	849	3071	1484	849	3071	1629	849	0	932	849	0	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.0	14.0	14.0	20.3	13.6	13.6	19.2	0.0	14.8	20.6	0.0	16.4
Incr Delay (d2), s/veh	1.1	0.3	0.7	1.3	0.1	0.3	1.0	0.0	0.3	1.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.2	1.3	0.3	0.6	0.7	0.7	0.0	0.4	0.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.2	14.3	14.8	21.6	13.7	13.9	20.1	0.0	15.0	22.1	0.0	16.8
LnGrp LOS	C	B	B	C	B	B	C	A	B	C	A	B
Approach Vol, veh/h		553			299			128			64	
Approach Delay, s/veh		14.9			14.5			17.9			18.6	
Approach LOS		B			B			B			B	

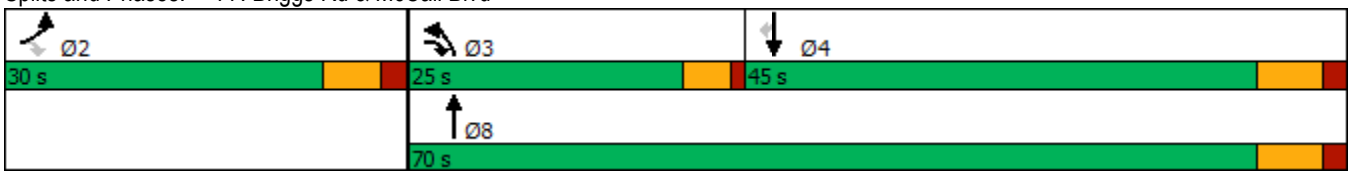
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	16.8	8.1	12.2	6.8	16.4	6.0	14.3
Change Period (Y+Rc), s	4.6	6.4	4.6	6.1	4.6	6.4	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.9	20.4	38.6	20.4	23.9
Max Q Clear Time (g_c+I1), s	2.7	5.8	3.7	2.9	2.9	3.8	2.5	3.2
Green Ext Time (p_c), s	0.0	3.7	0.1	0.1	0.0	1.8	0.0	0.2

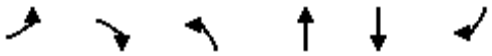
Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	332	88	58	212	168	214
Future Volume (vph)	332	88	58	212	168	214
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	25.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	25.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	14.4	27.3	6.3	18.5	10.5	10.5
Actuated g/C Ratio	0.31	0.59	0.14	0.40	0.23	0.23
v/c Ratio	0.63	0.06	0.13	0.30	0.22	0.42
Control Delay	20.2	1.5	21.3	11.4	17.9	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.2	1.5	21.3	11.4	17.9	6.2
LOS	C	A	C	B	B	A
Approach Delay	16.2			13.5	11.4	
Approach LOS	B			B	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 46.6	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 13.8	Intersection LOS: B
Intersection Capacity Utilization 46.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	332	88	58	212	168	214
Future Volume (veh/h)	332	88	58	212	168	214
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	353	94	62	226	179	228
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	445	908	260	819	883	394
Arrive On Green	0.25	0.25	0.07	0.43	0.24	0.24
Sat Flow, veh/h	1810	2834	3510	1900	3705	1610
Grp Volume(v), veh/h	353	94	62	226	179	228
Grp Sat Flow(s),veh/h/ln	1810	1417	1755	1900	1805	1610
Q Serve(g_s), s	7.5	1.0	0.7	3.1	1.6	5.1
Cycle Q Clear(g_c), s	7.5	1.0	0.7	3.1	1.6	5.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	445	908	260	819	883	394
V/C Ratio(X)	0.79	0.10	0.24	0.28	0.20	0.58
Avail Cap(c_a), veh/h	1044	1845	1751	2936	3372	1504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	9.8	17.8	7.5	12.3	13.6
Incr Delay (d2), s/veh	1.2	0.0	0.2	0.2	0.1	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.2	0.2	1.0	0.5	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.7	9.8	18.0	7.7	12.4	14.9
LnGrp LOS	B	A	B	A	B	B
Approach Vol, veh/h	447			288	407	
Approach Delay, s/veh	14.4			9.9	13.8	
Approach LOS	B			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		16.5	7.6	16.8		24.4
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s		9.5	2.7	7.1		5.1
Green Ext Time (p_c), s		0.7	0.1	2.0		1.4

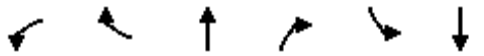
Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	51	567	37	465
Future Volume (vph)	51	567	37	465
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	8.0	10.0	6.0	10.0
Minimum Split (s)	13.6	17.5	10.6	17.5
Total Split (s)	30.0	45.0	25.0	70.0
Total Split (%)	30.0%	45.0%	25.0%	70.0%
Yellow Time (s)	3.6	5.5	3.6	5.5
All-Red Time (s)	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	7.5	4.6	7.5
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	8.7	29.2	6.6	32.9
Actuated g/C Ratio	0.20	0.66	0.15	0.74
v/c Ratio	0.19	0.30	0.15	0.19
Control Delay	17.8	8.7	21.9	4.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	17.8	8.7	21.9	4.3
LOS	B	A	C	A
Approach Delay	17.8	8.7		5.6
Approach LOS	B	A		A

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 44.2	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.30	
Intersection Signal Delay: 7.9	Intersection LOS: A
Intersection Capacity Utilization 44.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 78: Menifee Rd & Coastline Ave





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	51	13	567	78	37	465
Future Volume (veh/h)	51	13	567	78	37	465
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	14	616	85	40	505
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	155	39	1101	152	99	1903
Arrive On Green	0.11	0.11	0.35	0.35	0.05	0.53
Sat Flow, veh/h	1388	353	3282	439	1810	3705
Grp Volume(v), veh/h	70	0	348	353	40	505
Grp Sat Flow(s),veh/h/ln	1767	0	1805	1821	1810	1805
Q Serve(g_s), s	1.3	0.0	5.7	5.7	0.8	2.8
Cycle Q Clear(g_c), s	1.3	0.0	5.7	5.7	0.8	2.8
Prop In Lane	0.79	0.20		0.24	1.00	
Lane Grp Cap(c), veh/h	197	0	624	629	99	1903
V/C Ratio(X)	0.35	0.00	0.56	0.56	0.40	0.27
Avail Cap(c_a), veh/h	1189	0	1866	1883	1018	6220
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	9.6	9.6	16.6	4.7
Incr Delay (d2), s/veh	1.1	0.0	0.8	0.8	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.7	1.8	0.3	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.0	0.0	10.4	10.4	17.5	4.8
LnGrp LOS	B	A	B	B	B	A
Approach Vol, veh/h	70		701			545
Approach Delay, s/veh	16.0		10.4			5.7
Approach LOS	B		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.6	20.0			26.6	9.6
Change Period (Y+Rc), s	4.6	7.5			7.5	5.6
Max Green Setting (Gmax), s	20.4	37.5			62.5	24.4
Max Q Clear Time (g_c+I1), s	2.8	7.7			4.8	3.3
Green Ext Time (p_c), s	0.0	4.8			3.9	0.1

Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

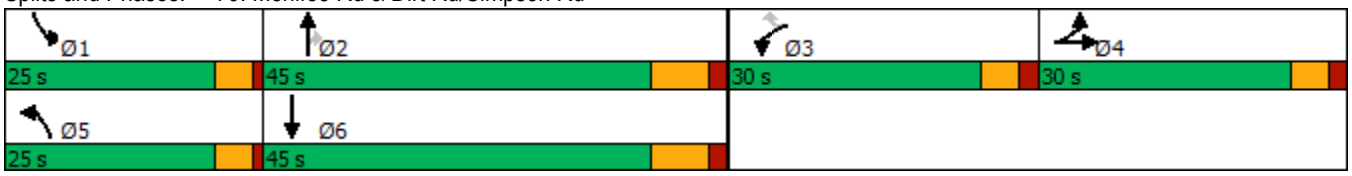
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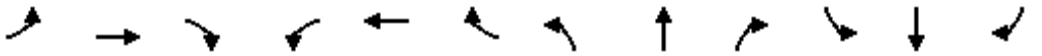
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4	Ø5
Lane Configurations								
Traffic Volume (vph)	163	206	439	204	174	341		
Future Volume (vph)	163	206	439	204	174	341		
Turn Type	Prot	Perm	NA	Perm	Prot	NA		
Protected Phases	3		2		1	6	4	5
Permitted Phases		3		2				
Detector Phase	3	3	2	2	1	6		
Switch Phase								
Minimum Initial (s)	8.0	8.0	10.0	10.0	6.0	10.0	8.0	6.0
Minimum Split (s)	13.6	13.6	17.5	17.5	10.6	17.5	13.6	10.6
Total Split (s)	30.0	30.0	45.0	45.0	25.0	45.0	30.0	25.0
Total Split (%)	23.1%	23.1%	34.6%	34.6%	19.2%	34.6%	23%	19%
Yellow Time (s)	3.6	3.6	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.6	5.6	7.5	7.5	4.6	7.5		
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	Min	None	Min	None	None
Act Effct Green (s)	12.8	12.8	18.6	18.6	12.5	35.9		
Actuated g/C Ratio	0.21	0.21	0.30	0.30	0.20	0.58		
v/c Ratio	0.50	0.45	0.46	0.36	0.54	0.18		
Control Delay	29.2	7.3	20.1	4.8	30.3	6.6		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	29.2	7.3	20.1	4.8	30.3	6.6		
LOS	C	A	C	A	C	A		
Approach Delay			15.2			14.6		
Approach LOS			B			B		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 62.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 15.4	Intersection LOS: B
Intersection Capacity Utilization 44.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 79: Menifee Rd & Dirt Rd/Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	163	0	206	0	439	204	174	341	0
Future Volume (veh/h)	0	0	0	163	0	206	0	439	204	174	341	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	183	0	231	0	493	229	196	383	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	7	0	0	0	0	6	1462	652	302	2652	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.40	0.17	0.73	0.00
Sat Flow, veh/h	0	1900	0		0		1810	3610	1610	1810	3705	0
Grp Volume(v), veh/h	0	0	0		0.0		0	493	229	196	383	0
Grp Sat Flow(s),veh/h/ln	0	1900	0				1810	1805	1610	1810	1805	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	2.7	2.8	2.9	0.9	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	2.7	2.8	2.9	0.9	0.0
Prop In Lane	0.00		0.00				1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	7	0				6	1462	652	302	2652	0
V/C Ratio(X)	0.00	0.00	0.00				0.00	0.34	0.35	0.65	0.14	0.00
Avail Cap(c_a), veh/h	0	1641	0				1307	4792	2137	1307	4792	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	5.8	5.8	11.0	1.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	0.2	0.5	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0				0.0	0.6	0.6	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0				0.0	6.0	6.3	11.9	1.1	0.0
LnGrp LOS	A	A	A				A	A	A	B	A	A
Approach Vol, veh/h		0						722			579	
Approach Delay, s/veh		0.0						6.1			4.8	
Approach LOS								A			A	

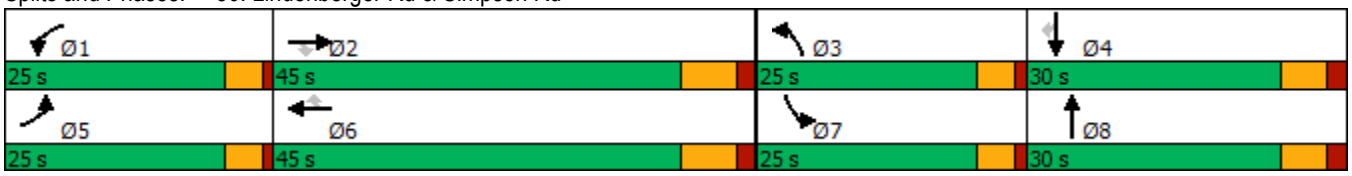
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	9.3	18.9		0.0	0.0	28.3						
Change Period (Y+Rc), s	4.6	7.5		5.6	4.6	7.5						
Max Green Setting (Gmax), s	20.4	37.5		24.4	20.4	37.5						
Max Q Clear Time (g_c+I1), s	4.9	4.8		0.0	0.0	2.9						
Green Ext Time (p_c), s	0.2	6.7		0.0	0.0	3.9						

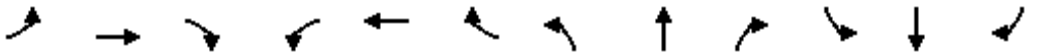
Intersection Summary			
HCM 6th Ctrl Delay			5.5
HCM 6th LOS			A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	45	264	55	48	259	36	72	92	14	64	46
Future Volume (vph)	45	264	55	48	259	36	72	92	14	64	46
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.2	17.2	10.6	17.2	17.2	10.6	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	7.2	15.5	15.5	7.3	15.6	15.6	7.9	17.1	6.6	9.3	9.3
Actuated g/C Ratio	0.13	0.28	0.28	0.13	0.28	0.28	0.14	0.31	0.12	0.17	0.17
v/c Ratio	0.20	0.51	0.11	0.21	0.26	0.07	0.29	0.17	0.07	0.21	0.13
Control Delay	29.5	23.4	1.3	29.4	18.6	0.2	29.2	10.9	29.9	27.3	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.5	23.4	1.3	29.4	18.6	0.2	29.2	10.9	29.9	27.3	0.7
LOS	C	C	A	C	B	A	C	B	C	C	A
Approach Delay		20.9			18.1			16.1		17.8	
Approach LOS		C			B			B		B	

Intersection Summary		
Cycle Length: 125		
Actuated Cycle Length: 55.1		
Natural Cycle: 55		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.51		
Intersection Signal Delay: 18.5	Intersection LOS: B	
Intersection Capacity Utilization 45.7%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 80: Lindenberger Rd & Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	264	55	48	259	36	72	92	88	14	64	46
Future Volume (veh/h)	45	264	55	48	259	36	72	92	88	14	64	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	275	57	50	270	38	75	96	92	15	67	48
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	407	345	110	783	349	144	406	347	41	315	266
Arrive On Green	0.06	0.21	0.21	0.06	0.22	0.22	0.08	0.22	0.22	0.02	0.17	0.17
Sat Flow, veh/h	1810	1900	1610	1810	3610	1610	1810	1825	1559	1810	1900	1607
Grp Volume(v), veh/h	47	275	57	50	270	38	75	95	93	15	67	48
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1610	1810	1805	1579	1810	1900	1607
Q Serve(g_s), s	1.2	6.3	1.4	1.3	3.0	0.9	1.9	2.0	2.3	0.4	1.4	1.2
Cycle Q Clear(g_c), s	1.2	6.3	1.4	1.3	3.0	0.9	1.9	2.0	2.3	0.4	1.4	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Lane Grp Cap(c), veh/h	106	407	345	110	783	349	144	401	351	41	315	266
V/C Ratio(X)	0.45	0.68	0.17	0.45	0.34	0.11	0.52	0.24	0.27	0.37	0.21	0.18
Avail Cap(c_a), veh/h	776	1511	1280	776	2870	1280	776	896	784	776	943	798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.6	17.2	15.2	21.6	15.8	14.9	21.0	15.2	15.3	22.9	17.1	17.1
Incr Delay (d2), s/veh	1.1	2.0	0.2	1.1	0.3	0.1	1.1	0.3	0.4	2.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.6	0.5	0.5	1.1	0.3	0.8	0.8	0.8	0.2	0.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.7	19.1	15.4	22.6	16.0	15.1	22.1	15.5	15.7	24.9	17.5	17.4
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		379			358			263			130	
Approach Delay, s/veh		19.0			16.8			17.4			18.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	17.4	8.4	14.3	7.4	17.5	5.7	17.0
Change Period (Y+Rc), s	4.6	7.2	4.6	6.4	4.6	7.2	4.6	6.4
Max Green Setting (Gmax), s	20.4	37.8	20.4	23.6	20.4	37.8	20.4	23.6
Max Q Clear Time (g_c+I1), s	3.3	8.3	3.9	3.4	3.2	5.0	2.4	4.3
Green Ext Time (p_c), s	0.0	1.9	0.1	0.4	0.0	2.0	0.0	1.0

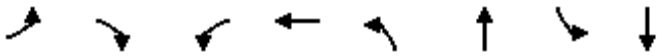
Intersection Summary	
HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	83.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	139	213	53	125	247	83	47	167	115	59	216	98
Future Vol, veh/h	139	213	53	125	247	83	47	167	115	59	216	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	151	232	58	136	268	90	51	182	125	64	235	107
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	30.2	178.1	63.3	43.6
HCM LOS	D	F	F	E

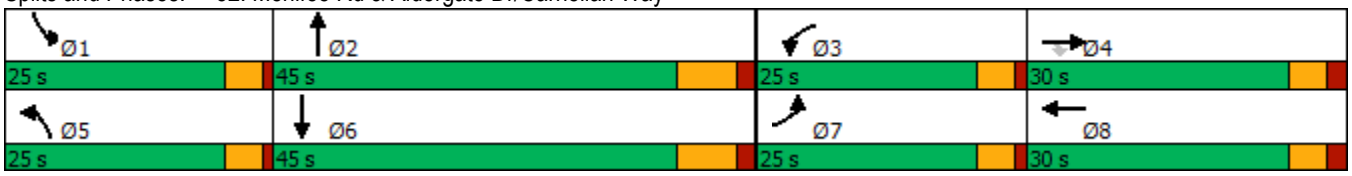
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	14%	100%	0%	27%	100%	0%
Vol Thru, %	51%	0%	80%	54%	0%	69%
Vol Right, %	35%	0%	20%	18%	0%	31%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	329	139	266	455	59	314
LT Vol	47	139	0	125	59	0
Through Vol	167	0	213	247	0	216
RT Vol	115	0	53	83	0	98
Lane Flow Rate	358	151	289	495	64	341
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.922	0.409	0.731	1.294	0.173	0.851
Departure Headway (Hd)	10.275	10.598	9.926	9.417	10.584	9.829
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	354	341	367	386	341	372
Service Time	8.275	8.298	7.626	7.478	8.284	7.529
HCM Lane V/C Ratio	1.011	0.443	0.787	1.282	0.188	0.917
HCM Control Delay	63.3	20.4	35.3	178.1	15.5	48.9
HCM Lane LOS	F	C	E	F	C	E
HCM 95th-tile Q	9.4	1.9	5.6	22.2	0.6	7.9

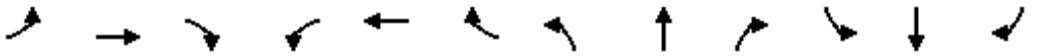


Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	23	11	39	0	12	647	22	464
Future Volume (vph)	23	11	39	0	12	647	22	464
Turn Type	Prot	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7		3	8	5	2	1	6
Permitted Phases		4						
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	13.6	10.6	13.6	10.6	17.5	10.6	17.5
Total Split (s)	25.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	4.6	5.6	4.6	7.5	4.6	7.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.9	8.9	7.0	9.0	6.7	33.9	6.8	35.8
Actuated g/C Ratio	0.15	0.20	0.16	0.20	0.15	0.76	0.15	0.80
v/c Ratio	0.09	0.02	0.15	0.02	0.05	0.27	0.09	0.18
Control Delay	24.2	0.0	23.5	0.1	24.8	8.3	24.4	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.2	0.0	23.5	0.1	24.8	8.3	24.4	6.1
LOS	C	A	C	A	C	A	C	A
Approach Delay				17.1		8.5		6.9
Approach LOS				B		A		A

Intersection Summary			
Cycle Length: 125			
Actuated Cycle Length: 44.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.27			
Intersection Signal Delay: 8.5		Intersection LOS: A	
Intersection Capacity Utilization 39.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 82: Menifee Rd & Aldergate Dr/Carnelian Way





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	0	11	39	0	15	12	647	34	22	464	19
Future Volume (veh/h)	23	0	11	39	0	15	12	647	34	22	464	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	0	12	42	0	16	13	696	37	24	499	20
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	65	164	139	99	0	169	36	1133	60	63	1202	48
Arrive On Green	0.04	0.00	0.09	0.05	0.00	0.11	0.02	0.33	0.33	0.03	0.34	0.34
Sat Flow, veh/h	1810	1900	1610	1810	0	1610	1810	3486	185	1810	3538	142
Grp Volume(v), veh/h	25	0	12	42	0	16	13	360	373	24	254	265
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1610	1810	1805	1866	1810	1805	1875
Q Serve(g_s), s	0.6	0.0	0.3	1.0	0.0	0.4	0.3	7.5	7.5	0.6	4.8	4.8
Cycle Q Clear(g_c), s	0.6	0.0	0.3	1.0	0.0	0.4	0.3	7.5	7.5	0.6	4.8	4.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		0.08
Lane Grp Cap(c), veh/h	65	164	139	99	0	169	36	587	607	63	613	637
V/C Ratio(X)	0.39	0.00	0.09	0.43	0.00	0.09	0.36	0.61	0.61	0.38	0.41	0.42
Avail Cap(c_a), veh/h	827	1038	880	827	0	880	827	1516	1567	827	1516	1574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	0.0	18.8	20.4	0.0	18.1	21.6	12.7	12.7	21.1	11.3	11.3
Incr Delay (d2), s/veh	1.4	0.0	0.3	1.1	0.0	0.2	2.2	1.0	1.0	1.4	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.1	0.4	0.0	0.1	0.1	2.6	2.7	0.2	1.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	0.0	19.0	21.5	0.0	18.3	23.8	13.8	13.7	22.5	11.8	11.8
LnGrp LOS	C	A	B	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		37			58			746			543	
Approach Delay, s/veh		21.3			20.6			13.9			12.2	
Approach LOS		C			C			B			B	

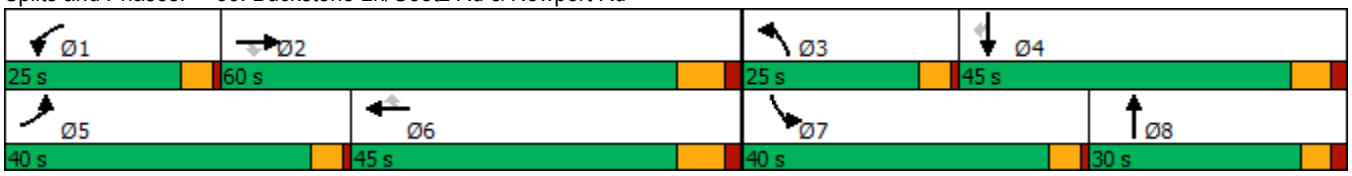
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	22.0	7.0	9.5	5.5	22.7	6.2	10.3
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	2.6	9.5	3.0	2.3	2.3	6.8	2.6	2.4
Green Ext Time (p_c), s	0.0	5.0	0.0	0.0	0.0	3.3	0.0	0.0

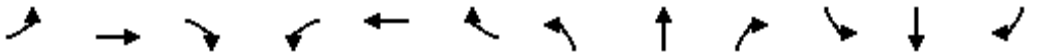
Intersection Summary	
HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	594	1040	9	21	887	351	7	5	280	0	408
Future Volume (vph)	594	1040	9	21	887	351	7	5	280	0	408
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.5	15.5	10.6	11.6	10.6	12.8	12.8
Total Split (s)	40.0	60.0	60.0	25.0	45.0	45.0	25.0	30.0	40.0	45.0	45.0
Total Split (%)	25.8%	38.7%	38.7%	16.1%	29.0%	29.0%	16.1%	19.4%	25.8%	29.0%	29.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	3.6	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.5	7.5	4.6	5.6	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	21.6	52.3	52.3	6.7	29.6	29.6	6.3	6.6	13.2	11.2	11.2
Actuated g/C Ratio	0.26	0.62	0.62	0.08	0.35	0.35	0.08	0.08	0.16	0.13	0.13
v/c Ratio	0.70	0.34	0.01	0.15	0.52	0.55	0.05	0.08	0.54	0.29	0.29
Control Delay	34.5	9.5	0.0	47.0	23.8	16.6	47.3	35.5	39.4	1.0	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	9.5	0.0	47.0	23.8	16.6	47.3	35.5	39.4	1.0	1.0
LOS	C	A	A	D	C	B	D	D	D	A	A
Approach Delay		18.5			22.2			40.1		16.6	
Approach LOS		B			C			D		B	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 83.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 19.5	Intersection LOS: B
Intersection Capacity Utilization 64.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 83: Buckstone Ln/Goetz Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	594	1040	9	21	887	351	7	5	6	280	0	408
Future Volume (veh/h)	594	1040	9	21	887	351	7	5	6	280	0	408
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	632	1106	10	22	944	373	7	5	6	298	0	434
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	743	2622	813	52	1673	519	19	58	70	399	0	560
Arrive On Green	0.21	0.51	0.51	0.03	0.32	0.32	0.01	0.07	0.07	0.11	0.00	0.17
Sat Flow, veh/h	3510	5187	1609	1810	5187	1610	1810	781	937	3619	0	3220
Grp Volume(v), veh/h	632	1106	10	22	944	373	7	0	11	298	0	434
Grp Sat Flow(s),veh/h/ln	1755	1729	1609	1810	1729	1610	1810	0	1718	1810	0	1610
Q Serve(g_s), s	14.5	11.2	0.3	1.0	12.6	17.1	0.3	0.0	0.5	6.7	0.0	10.8
Cycle Q Clear(g_c), s	14.5	11.2	0.3	1.0	12.6	17.1	0.3	0.0	0.5	6.7	0.0	10.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	743	2622	813	52	1673	519	19	0	128	399	0	560
V/C Ratio(X)	0.85	0.42	0.01	0.42	0.56	0.72	0.36	0.00	0.09	0.75	0.00	0.77
Avail Cap(c_a), veh/h	1486	3257	1010	441	2326	722	441	0	501	1532	0	1471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.7	13.0	10.3	39.9	23.5	25.0	41.1	0.0	36.0	36.1	0.0	33.0
Incr Delay (d2), s/veh	1.1	0.1	0.0	2.0	0.3	2.1	4.1	0.0	0.3	1.1	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	4.1	0.1	0.5	5.0	6.5	0.2	0.0	0.2	2.9	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8	13.1	10.3	42.0	23.8	27.1	45.2	0.0	36.3	37.1	0.0	35.3
LnGrp LOS	C	B	B	D	C	C	D	A	D	D	A	D
Approach Vol, veh/h		1748			1339			18			732	
Approach Delay, s/veh		20.2			25.0			39.8			36.1	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	49.8	5.5	21.3	22.3	34.5	13.8	13.0
Change Period (Y+Rc), s	4.6	7.5	4.6	6.8	4.6	7.5	4.6	* 6.8
Max Green Setting (Gmax), s	20.4	52.5	20.4	38.2	35.4	37.5	35.4	* 24
Max Q Clear Time (g_c+I1), s	3.0	13.2	2.3	12.8	16.5	19.1	8.7	2.5
Green Ext Time (p_c), s	0.0	10.2	0.0	1.8	1.2	7.9	0.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	25.0
HCM 6th LOS	C

Notes

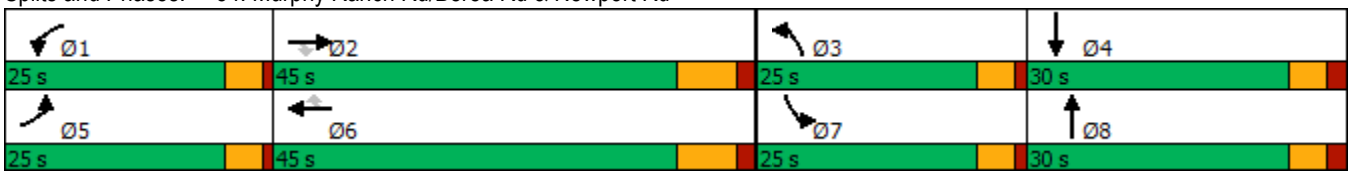
User approved volume balancing among the lanes for turning movement.

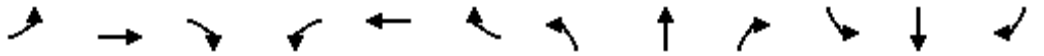
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	42	1283	67	18	1250	375	77	5	226	31
Future Volume (vph)	42	1283	67	18	1250	375	77	5	226	31
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2		1	6		3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.5	15.5	10.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.5	7.5	4.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None
Act Effct Green (s)	7.4	37.2	37.2	6.8	34.7	34.7	8.8	7.1	17.1	12.3
Actuated g/C Ratio	0.10	0.48	0.48	0.09	0.45	0.45	0.11	0.09	0.22	0.16
v/c Ratio	0.25	0.53	0.09	0.12	0.56	0.48	0.39	0.25	0.59	0.21
Control Delay	43.5	17.1	1.9	43.3	19.4	13.1	43.8	19.0	38.2	21.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.5	17.1	1.9	43.3	19.4	13.1	43.8	19.0	38.2	21.6
LOS	D	B	A	D	B	B	D	B	D	C
Approach Delay		17.2			18.2			34.6		34.6
Approach LOS		B			B			C		C

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 77.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 19.8	Intersection LOS: B
Intersection Capacity Utilization 63.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 84: Murphy Ranch Rd/Berea Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	1283	67	18	1250	375	77	5	41	226	31	31
Future Volume (veh/h)	42	1283	67	18	1250	375	77	5	41	226	31	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	1323	69	19	1289	387	79	5	42	233	32	32
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	2156	661	48	2042	631	122	15	122	281	149	149
Arrive On Green	0.05	0.42	0.42	0.03	0.39	0.39	0.07	0.08	0.08	0.16	0.17	0.17
Sat Flow, veh/h	1810	5187	1589	1810	5187	1604	1810	174	1463	1810	871	871
Grp Volume(v), veh/h	43	1323	69	19	1289	387	79	0	47	233	0	64
Grp Sat Flow(s),veh/h/ln	1810	1729	1589	1810	1729	1604	1810	0	1637	1810	0	1741
Q Serve(g_s), s	1.6	14.0	1.9	0.7	14.0	13.5	3.0	0.0	1.9	8.7	0.0	2.2
Cycle Q Clear(g_c), s	1.6	14.0	1.9	0.7	14.0	13.5	3.0	0.0	1.9	8.7	0.0	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.89	1.00		0.50
Lane Grp Cap(c), veh/h	88	2156	661	48	2042	631	122	0	137	281	0	299
V/C Ratio(X)	0.49	0.61	0.10	0.40	0.63	0.61	0.65	0.00	0.34	0.83	0.00	0.21
Avail Cap(c_a), veh/h	528	2782	852	528	2782	860	528	0	571	528	0	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.4	16.0	12.5	33.5	17.1	16.9	31.8	0.0	30.2	28.6	0.0	24.9
Incr Delay (d2), s/veh	1.6	0.3	0.1	2.0	0.3	1.0	2.2	0.0	1.5	2.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.1	0.6	0.3	5.1	4.7	1.3	0.0	0.8	3.8	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.0	16.3	12.5	35.4	17.4	17.9	34.0	0.0	31.7	31.1	0.0	25.3
LnGrp LOS	C	B	B	D	B	B	C	A	C	C	A	C
Approach Vol, veh/h		1435			1695			126			297	
Approach Delay, s/veh		16.7			17.7			33.1			29.8	
Approach LOS		B			B			C			C	

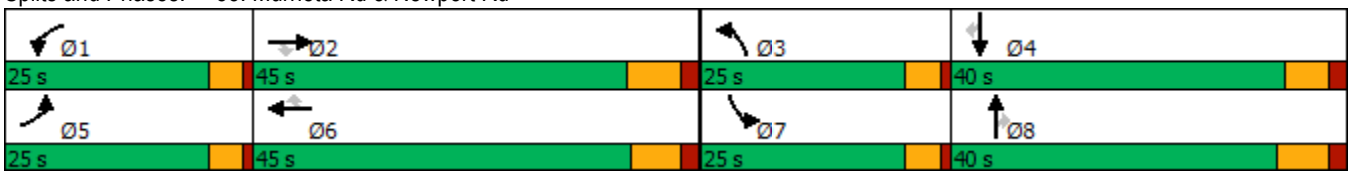
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	36.6	9.3	17.6	8.0	35.0	15.4	11.5
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	2.7	16.0	5.0	4.2	3.6	16.0	10.7	3.9
Green Ext Time (p_c), s	0.0	10.4	0.1	0.2	0.0	11.5	0.2	0.2

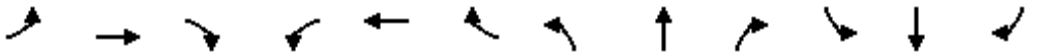
Intersection Summary	
HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	217	1369	248	247	1070	70	322	172	190	109	77	289
Future Volume (vph)	217	1369	248	247	1070	70	322	172	190	109	77	289
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.2	15.2	10.6	15.2	15.2	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	40.0	40.0	25.0	40.0	40.0
Total Split (%)	18.5%	33.3%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	29.6%	18.5%	29.6%	29.6%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	17.6	37.6	37.6	19.7	39.9	39.9	20.4	18.3	18.3	11.1	9.8	9.8
Actuated g/C Ratio	0.16	0.34	0.34	0.18	0.36	0.36	0.18	0.17	0.17	0.10	0.09	0.09
v/c Ratio	0.78	0.80	0.42	0.80	0.59	0.11	1.00	0.30	0.45	0.62	0.25	0.72
Control Delay	63.7	37.8	18.7	63.0	31.1	2.2	95.0	42.9	9.7	62.6	48.7	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.7	37.8	18.7	63.0	31.1	2.2	95.0	42.9	9.7	62.6	48.7	15.9
LOS	E	D	B	E	C	A	F	D	A	E	D	B
Approach Delay		38.3			35.3			58.2			31.9	
Approach LOS		D			D			E			C	

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 110.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 39.8	Intersection LOS: D
Intersection Capacity Utilization 83.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 85: Murrieta Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	1369	248	247	1070	70	322	172	190	109	77	289
Future Volume (veh/h)	217	1369	248	247	1070	70	322	172	190	109	77	289
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	224	1411	256	255	1103	72	332	177	196	112	79	298
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	250	1517	470	280	1602	497	290	1043	465	137	738	329
Arrive On Green	0.14	0.29	0.29	0.15	0.31	0.31	0.16	0.29	0.29	0.08	0.20	0.20
Sat Flow, veh/h	1810	5187	1607	1810	5187	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	224	1411	256	255	1103	72	332	177	196	112	79	298
Grp Sat Flow(s),veh/h/ln	1810	1729	1607	1810	1729	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	15.5	33.6	17.0	17.6	23.7	4.1	20.4	4.7	12.5	7.8	2.3	23.0
Cycle Q Clear(g_c), s	15.5	33.6	17.0	17.6	23.7	4.1	20.4	4.7	12.5	7.8	2.3	23.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	250	1517	470	280	1602	497	290	1043	465	137	738	329
V/C Ratio(X)	0.90	0.93	0.54	0.91	0.69	0.14	1.14	0.17	0.42	0.82	0.11	0.91
Avail Cap(c_a), veh/h	290	1530	474	290	1602	497	290	1043	465	290	954	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.9	43.7	37.8	52.9	38.6	31.8	53.4	33.8	36.6	57.9	41.1	49.4
Incr Delay (d2), s/veh	23.8	10.4	1.3	29.5	1.3	0.1	97.3	0.1	0.6	4.4	0.1	19.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	15.7	6.9	10.3	10.2	1.6	17.1	2.1	5.0	3.7	1.0	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.6	54.1	39.1	82.3	39.8	31.9	150.6	33.9	37.2	62.3	41.2	68.5
LnGrp LOS	E	D	D	F	D	C	F	C	D	E	D	E
Approach Vol, veh/h		1891			1430			705			489	
Approach Delay, s/veh		54.9			47.0			89.8			62.7	
Approach LOS		D			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.3	44.7	25.0	33.2	22.2	46.8	14.3	43.9
Change Period (Y+Rc), s	4.6	7.5	4.6	* 7.2	4.6	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	* 34	20.4	* 38	20.4	32.8
Max Q Clear Time (g_c+I1), s	19.6	35.6	22.4	25.0	17.5	25.7	9.8	14.5
Green Ext Time (p_c), s	0.0	1.6	0.0	1.0	0.1	6.2	0.1	1.6

Intersection Summary	
HCM 6th Ctrl Delay	58.7
HCM 6th LOS	E

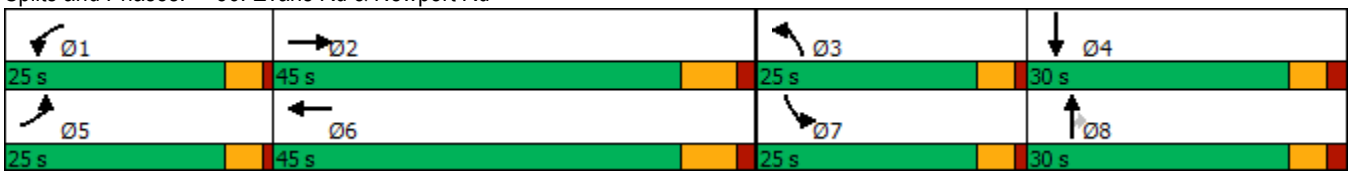
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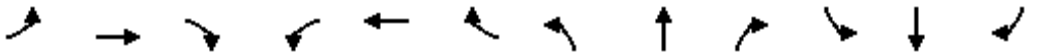
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	24	1472	54	1425	340	56	55	55	19
Future Volume (vph)	24	1472	54	1425	340	56	55	55	19
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	11.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	5.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.5	38.5	7.5	43.8	20.8	17.4	17.4	7.5	7.0
Actuated g/C Ratio	0.07	0.44	0.09	0.50	0.24	0.20	0.20	0.09	0.08
v/c Ratio	0.18	1.10	0.36	0.59	0.82	0.15	0.14	0.36	0.25
Control Delay	45.7	82.1	47.7	18.8	51.6	33.5	0.7	47.8	29.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	82.1	47.7	18.8	51.6	33.5	0.7	47.8	29.5
LOS	D	F	D	B	D	C	A	D	C
Approach Delay		81.5		19.8		43.2			40.2
Approach LOS		F		B		D			D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 88	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 50.9	Intersection LOS: D
Intersection Capacity Utilization 83.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 86: Evans Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1472	203	54	1425	57	340	56	55	55	19	21
Future Volume (veh/h)	24	1472	203	54	1425	57	340	56	55	55	19	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	1502	207	55	1454	58	347	57	56	56	19	21
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	55	1356	184	91	2275	91	382	432	366	91	55	61
Arrive On Green	0.03	0.42	0.42	0.05	0.44	0.44	0.21	0.23	0.23	0.05	0.07	0.07
Sat Flow, veh/h	1810	3193	434	1810	5117	204	1810	1900	1610	1810	825	911
Grp Volume(v), veh/h	24	840	869	55	983	529	347	57	56	56	0	40
Grp Sat Flow(s),veh/h/ln	1810	1805	1822	1810	1729	1863	1810	1900	1610	1810	0	1736
Q Serve(g_s), s	1.2	37.8	37.8	2.7	19.6	19.6	16.7	2.1	2.5	2.7	0.0	2.0
Cycle Q Clear(g_c), s	1.2	37.8	37.8	2.7	19.6	19.6	16.7	2.1	2.5	2.7	0.0	2.0
Prop In Lane	1.00		0.24	1.00		0.11	1.00		1.00	1.00		0.52
Lane Grp Cap(c), veh/h	55	767	774	91	1538	828	382	432	366	91	0	116
V/C Ratio(X)	0.44	1.10	1.12	0.61	0.64	0.64	0.91	0.13	0.15	0.61	0.00	0.34
Avail Cap(c_a), veh/h	415	767	774	415	1538	828	415	521	441	415	0	476
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.4	25.6	25.6	41.4	19.2	19.2	34.3	27.4	27.5	41.4	0.0	39.7
Incr Delay (d2), s/veh	2.1	62.0	71.6	2.4	0.9	1.7	21.6	0.1	0.2	2.5	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	28.3	30.7	1.2	7.6	8.4	9.4	1.0	1.0	1.3	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.5	87.6	97.2	43.8	20.1	20.8	55.8	27.5	27.7	43.9	0.0	41.4
LnGrp LOS	D	F	F	D	C	C	E	C	C	D	A	D
Approach Vol, veh/h		1733			1567			460			96	
Approach Delay, s/veh		91.8			21.2			48.9			42.8	
Approach LOS		F			C			D			D	

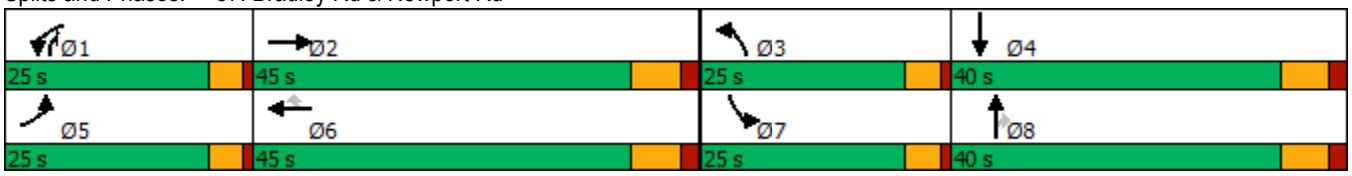
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	45.0	23.4	11.6	7.3	46.8	9.1	25.8
Change Period (Y+Rc), s	4.6	7.2	4.6	5.6	4.6	7.2	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.8	20.4	24.4	20.4	37.8	20.4	24.4
Max Q Clear Time (g_c+I1), s	4.7	39.8	18.7	4.0	3.2	21.6	4.7	4.5
Green Ext Time (p_c), s	0.0	0.0	0.1	0.1	0.0	9.4	0.0	0.4

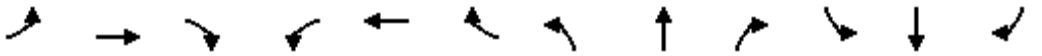
Intersection Summary	
HCM 6th Ctrl Delay	56.8
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	183	1161	272	1213	366	171	246	192	285	232
Future Volume (vph)	183	1161	272	1213	366	171	246	192	285	232
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	15.2	10.6	12.8	10.6	10.6	12.8
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	40.0	25.0	25.0	40.0
Total Split (%)	18.5%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	18.5%	18.5%	29.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2	4.6	6.8	4.6	4.6	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	16.3	39.2	14.0	36.9	36.9	15.5	21.2	42.1	20.6	26.3
Actuated g/C Ratio	0.14	0.33	0.12	0.31	0.31	0.13	0.18	0.36	0.17	0.22
v/c Ratio	0.77	0.80	0.68	0.78	0.57	0.75	0.75	0.32	0.95	0.46
Control Delay	71.1	40.9	60.0	42.2	15.6	71.0	61.0	18.5	89.4	35.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.1	40.9	60.0	42.2	15.6	71.0	61.0	18.5	89.4	35.5
LOS	E	D	E	D	B	E	E	B	F	D
Approach Delay		44.6		39.6			50.4			59.5
Approach LOS		D		D			D			E

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 118.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 45.4	Intersection LOS: D
Intersection Capacity Utilization 81.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 87: Bradley Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	1161	150	272	1213	366	171	246	192	285	232	123
Future Volume (veh/h)	183	1161	150	272	1213	366	171	246	192	285	232	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	191	1209	156	283	1264	381	178	256	200	297	242	128
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	223	1555	201	355	1621	502	210	318	432	326	532	270
Arrive On Green	0.12	0.33	0.33	0.10	0.31	0.31	0.12	0.17	0.17	0.18	0.23	0.23
Sat Flow, veh/h	1810	4648	600	3510	5187	1605	1810	1900	1610	1810	2297	1169
Grp Volume(v), veh/h	191	899	466	283	1264	381	178	256	200	297	188	182
Grp Sat Flow(s),veh/h/ln	1810	1729	1790	1755	1729	1605	1810	1900	1610	1810	1805	1660
Q Serve(g_s), s	11.1	25.0	25.0	8.4	23.7	22.9	10.3	13.9	11.1	17.2	9.6	10.1
Cycle Q Clear(g_c), s	11.1	25.0	25.0	8.4	23.7	22.9	10.3	13.9	11.1	17.2	9.6	10.1
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		0.70
Lane Grp Cap(c), veh/h	223	1157	599	355	1621	502	210	318	432	326	418	384
V/C Ratio(X)	0.86	0.78	0.78	0.80	0.78	0.76	0.85	0.81	0.46	0.91	0.45	0.47
Avail Cap(c_a), veh/h	345	1222	632	669	1832	567	345	590	662	345	560	515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	32.0	32.0	47.0	33.4	33.2	46.4	42.9	32.7	43.0	35.3	35.5
Incr Delay (d2), s/veh	7.7	3.1	5.8	1.6	2.0	5.2	4.9	4.8	0.8	25.6	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	10.8	11.6	3.7	10.1	9.5	4.9	6.9	4.4	9.9	4.3	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.7	35.1	37.8	48.6	35.4	38.4	51.3	47.7	33.5	68.6	36.0	36.4
LnGrp LOS	D	D	D	D	D	D	D	D	C	E	D	D
Approach Vol, veh/h		1556			1928			634			667	
Approach Delay, s/veh		38.2			37.9			44.2			50.6	
Approach LOS		D			D			D			D	

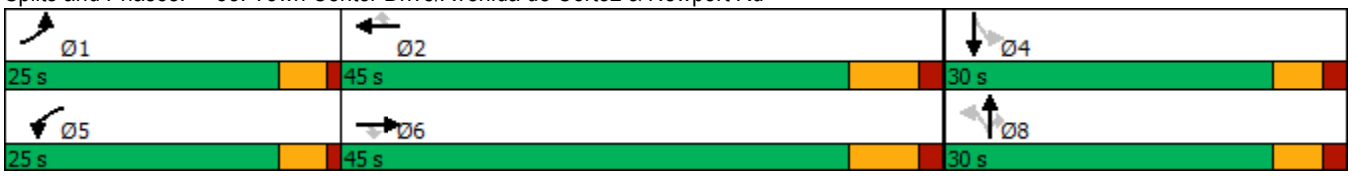
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.4	43.0	17.0	31.6	17.8	40.6	23.9	24.7
Change Period (Y+Rc), s	4.6	7.2	4.6	6.8	4.6	7.2	4.6	6.8
Max Green Setting (Gmax), s	20.4	37.8	20.4	33.2	20.4	37.8	20.4	33.2
Max Q Clear Time (g_c+I1), s	10.4	27.0	12.3	12.1	13.1	25.7	19.2	15.9
Green Ext Time (p_c), s	0.4	6.5	0.1	2.2	0.2	7.7	0.1	2.0

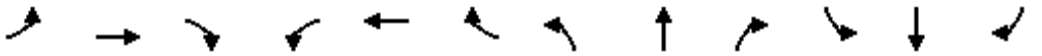
Intersection Summary	
HCM 6th Ctrl Delay	40.6
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	9	1638	88	212	1701	74	86	22	196	64	14
Future Volume (vph)	9	1638	88	212	1701	74	86	22	196	64	14
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	1	6		5	2			8			4
Permitted Phases			6			2	8		8	4	
Detector Phase	1	6	6	5	2	2	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	15.2	10.6	15.2	15.2	11.6	11.6	11.6	11.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	45.0%	25.0%	45.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	6.2	34.0	34.0	13.7	50.7	50.7	10.5	10.5	10.5	10.5	10.5
Actuated g/C Ratio	0.08	0.45	0.45	0.18	0.67	0.67	0.14	0.14	0.14	0.14	0.14
v/c Ratio	0.06	0.72	0.12	0.67	0.50	0.07	0.45	0.08	0.51	0.34	0.08
Control Delay	39.3	20.2	5.3	41.3	7.8	2.0	40.5	31.9	10.3	37.1	26.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.3	20.2	5.3	41.3	7.8	2.0	40.5	31.9	10.3	37.1	26.2
LOS	D	C	A	D	A	A	D	C	B	D	C
Approach Delay		19.5			11.2			20.4			34.5
Approach LOS		B			B			C			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 76.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 15.8	Intersection LOS: B
Intersection Capacity Utilization 69.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 88: Town Center Drive/Avenida de Cortez & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1638	88	212	1701	74	86	22	196	64	14	6
Future Volume (veh/h)	9	1638	88	212	1701	74	86	22	196	64	14	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	1671	90	216	1736	76	88	22	200	65	14	6
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	25	2311	717	263	2992	929	316	305	257	280	202	87
Arrive On Green	0.01	0.45	0.45	0.15	0.58	0.58	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1407	1900	1601	1173	1259	540
Grp Volume(v), veh/h	9	1671	90	216	1736	76	88	22	200	65	0	20
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1407	1900	1601	1173	0	1799
Q Serve(g_s), s	0.3	18.4	2.3	8.1	14.9	1.5	4.0	0.7	8.4	3.5	0.0	0.7
Cycle Q Clear(g_c), s	0.3	18.4	2.3	8.1	14.9	1.5	4.6	0.7	8.4	4.2	0.0	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	25	2311	717	263	2992	929	316	305	257	280	0	289
V/C Ratio(X)	0.36	0.72	0.13	0.82	0.58	0.08	0.28	0.07	0.78	0.23	0.00	0.07
Avail Cap(c_a), veh/h	528	2802	870	528	2992	929	580	663	558	500	0	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.2	15.9	11.4	29.0	9.4	6.6	26.9	24.9	28.2	26.7	0.0	24.9
Incr Delay (d2), s/veh	3.2	0.7	0.1	2.5	0.3	0.0	0.5	0.1	5.0	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	6.1	0.7	3.4	4.1	0.4	1.3	0.3	3.4	1.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.4	16.6	11.5	31.5	9.7	6.6	27.4	25.0	33.2	27.1	0.0	25.0
LnGrp LOS	D	B	B	C	A	A	C	C	C	C	A	C
Approach Vol, veh/h		1770			2028			310			85	
Approach Delay, s/veh		16.5			11.9			30.9			26.6	
Approach LOS		B			B			C			C	

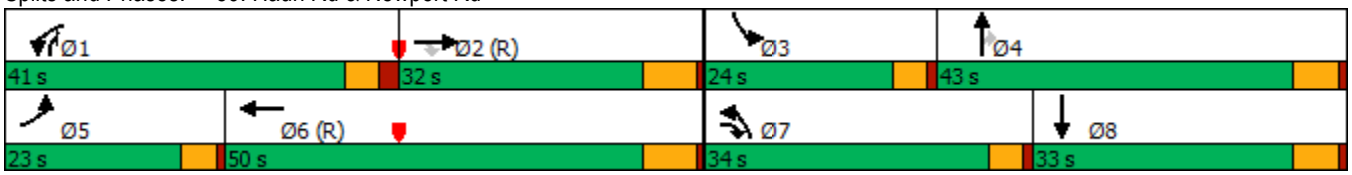
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	47.6		16.8	14.8	38.4		16.8				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	37.8		24.4	20.4	37.8		24.4				
Max Q Clear Time (g_c+I1), s	2.3	16.9		6.2	10.1	20.4		10.4				
Green Ext Time (p_c), s	0.0	12.5		0.2	0.2	10.7		0.9				

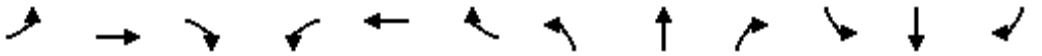
Intersection Summary			
HCM 6th Ctrl Delay		15.5	
HCM 6th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	132	1422	215	841	1503	340	72	854	431	147
Future Volume (vph)	132	1422	215	841	1503	340	72	854	431	147
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	7	1	6	7	4	1	3	8
Permitted Phases			2					4		
Detector Phase	5	2	7	1	6	7	4	1	3	8
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	12.5	8.6	9.6	12.5	8.6	11.8	9.6	8.6	11.8
Total Split (s)	23.0	32.0	34.0	41.0	50.0	34.0	43.0	41.0	24.0	33.0
Total Split (%)	16.4%	22.9%	24.3%	29.3%	35.7%	24.3%	30.7%	29.3%	17.1%	23.6%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)	10.7	50.4	71.6	35.4	76.0	19.3	13.3	47.5	20.9	12.4
Actuated g/C Ratio	0.08	0.36	0.51	0.25	0.54	0.14	0.10	0.34	0.15	0.09
v/c Ratio	0.50	0.78	0.24	0.97	0.65	0.72	0.41	0.87	0.84	0.73
Control Delay	68.2	44.2	5.2	79.9	17.2	66.2	64.2	48.1	73.3	37.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.2	44.2	5.2	79.9	17.2	66.2	64.2	48.1	73.3	37.2
LOS	E	D	A	E	B	E	E	D	E	D
Approach Delay		41.3			37.4		53.8			57.8
Approach LOS		D			D		D			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 40 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 44.1	Intersection LOS: D
Intersection Capacity Utilization 90.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 89: Haun Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	1422	215	841	1503	265	340	72	854	431	147	176
Future Volume (veh/h)	132	1422	215	841	1503	265	340	72	854	431	147	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	135	1451	219	858	1534	270	347	73	871	440	150	180
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	189	1031	509	885	1794	315	414	476	1415	484	488	431
Arrive On Green	0.05	0.20	0.20	0.50	0.81	0.81	0.12	0.25	0.25	0.14	0.27	0.27
Sat Flow, veh/h	3510	5187	1603	3510	4438	779	3510	1900	2795	3510	1805	1592
Grp Volume(v), veh/h	135	1451	219	858	1194	610	347	73	871	440	150	180
Grp Sat Flow(s),veh/h/ln	1755	1729	1603	1755	1729	1759	1755	1900	1397	1755	1805	1592
Q Serve(g_s), s	5.3	27.8	15.1	33.2	30.0	30.4	13.5	4.2	31.5	17.3	9.3	13.0
Cycle Q Clear(g_c), s	5.3	27.8	15.1	33.2	30.0	30.4	13.5	4.2	31.5	17.3	9.3	13.0
Prop In Lane	1.00		1.00	1.00		0.44	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	1031	509	885	1397	711	414	476	1415	484	488	431
V/C Ratio(X)	0.72	1.41	0.43	0.97	0.85	0.86	0.84	0.15	0.62	0.91	0.31	0.42
Avail Cap(c_a), veh/h	461	1031	509	888	1397	711	737	505	1457	486	488	431
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	0.70	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.2	56.1	37.9	34.2	10.9	10.9	60.4	40.9	25.2	59.5	40.6	42.0
Incr Delay (d2), s/veh	3.4	187.6	1.8	18.4	4.9	9.3	4.6	0.1	0.7	20.8	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	29.7	6.1	12.5	5.2	6.2	6.2	2.0	10.1	8.9	4.1	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.6	243.6	39.6	52.6	15.8	20.3	65.0	41.0	25.9	80.3	41.0	42.6
LnGrp LOS	E	F	D	D	B	C	E	D	C	F	D	D
Approach Vol, veh/h		1805			2662			1291			770	
Approach Delay, s/veh		205.8			28.7			37.3			63.8	
Approach LOS		F			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	40.9	34.3	23.9	40.9	12.1	63.1	21.1	43.7
Change Period (Y+Rc), s	5.6	6.5	4.6	5.8	4.6	6.5	4.6	5.8
Max Green Setting (Gmax), s	35.4	25.5	19.4	37.2	18.4	43.5	29.4	27.2
Max Q Clear Time (g_c+I1), s	35.2	29.8	19.3	33.5	7.3	32.4	15.5	15.0
Green Ext Time (p_c), s	0.1	0.0	0.0	1.6	0.3	7.9	1.0	1.4

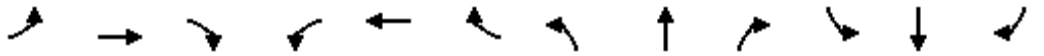
Intersection Summary	
HCM 6th Ctrl Delay	83.5
HCM 6th LOS	F

Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	2209	499	1952	616	567	0	659
Future Volume (vph)	2209	499	1952	616	567	0	659
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		4	4	
Permitted Phases		Free		Free			4
Detector Phase	2		6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	84.0		84.0		56.0	56.0	56.0
Total Split (%)	60.0%		60.0%		40.0%	40.0%	40.0%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	86.0	140.0	86.0	140.0	42.5	42.5	42.5
Actuated g/C Ratio	0.61	1.00	0.61	1.00	0.30	0.30	0.30
v/c Ratio	0.56	0.32	0.63	0.40	0.83	0.86	0.84
Control Delay	11.5	0.3	11.5	0.8	59.4	60.6	58.0
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	0.3	11.5	0.8	59.4	60.6	58.0
LOS	B	A	B	A	E	E	E
Approach Delay	9.6		8.9			59.3	
Approach LOS	A		A			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 10 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 18.7	Intersection LOS: B
Intersection Capacity Utilization 74.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 90: I-215 SB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2209	499	0	1952	616	0	0	0	567	0	659
Future Volume (veh/h)	0	2209	499	0	1952	616	0	0	0	567	0	659
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2254	0	0	1992	0				803	0	432
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	4101		0	3255					1051	0	468
Arrive On Green	0.00	1.00	0.00	0.00	1.00	0.00				0.29	0.00	0.29
Sat Flow, veh/h	0	6802	1610	0	5358	1610				3619	0	1610
Grp Volume(v), veh/h	0	2254	0	0	1992	0				803	0	432
Grp Sat Flow(s),veh/h/ln	0	1634	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0				28.3	0.0	36.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0				28.3	0.0	36.4
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	4101		0	3255					1051	0	468
V/C Ratio(X)	0.00	0.55		0.00	0.61					0.76	0.00	0.92
Avail Cap(c_a), veh/h	0	4101		0	3255					1305	0	581
HCM Platoon Ratio	1.00	2.00	2.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.47	0.00	0.00	0.75	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				45.3	0.0	48.2
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.7	0.0				1.6	0.0	16.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.2	0.0				12.9	0.0	16.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	0.0	0.0	0.7	0.0				46.9	0.0	64.8
LnGrp LOS	A	A		A	A					D	A	E
Approach Vol, veh/h		2254			1992						1235	
Approach Delay, s/veh		0.3			0.7						53.2	
Approach LOS		A			A						D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	93.8	46.2	93.8
Change Period (Y+Rc), s	6.0	5.5	6.0
Max Green Setting (Gmax), s	78.0	50.5	78.0
Max Q Clear Time (g_c+I1), s	2.0	38.4	2.0
Green Ext Time (p_c), s	35.1	2.2	27.0

Intersection Summary	
HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

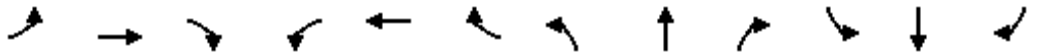
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	2155	622	1975	457	593	0	893
Future Volume (vph)	2155	622	1975	457	593	0	893
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		8	8	
Permitted Phases		Free		Free			8
Detector Phase	2		6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	86.0		86.0		54.0	54.0	54.0
Total Split (%)	61.4%		61.4%		38.6%	38.6%	38.6%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	80.1	140.0	80.1	140.0	48.4	48.4	48.4
Actuated g/C Ratio	0.57	1.00	0.57	1.00	0.35	0.35	0.35
v/c Ratio	0.75	0.40	0.54	0.29	0.90	0.94	0.91
Control Delay	15.7	0.6	19.4	0.5	62.6	69.7	63.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.7	0.6	19.4	0.5	62.6	69.7	63.9
LOS	B	A	B	A	E	E	E
Approach Delay	12.4		15.9			65.3	
Approach LOS	B		B			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 25.4	Intersection LOS: C
Intersection Capacity Utilization 88.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 91: I-215 NB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑↑	↱	↰	✣	↱			
Traffic Volume (veh/h)	0	2155	622	0	1975	457	593	0	893	0	0	0
Future Volume (veh/h)	0	2155	622	0	1975	457	593	0	893	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	2222	0	0	2036	0	407	0	1139			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	2964		0	3735		627	0	1116			
Arrive On Green	0.00	1.00	0.00	0.00	0.57	0.00	0.35	0.00	0.35			
Sat Flow, veh/h	0	5358	1610	0	6802	1610	1810	0	3220			
Grp Volume(v), veh/h	0	2222	0	0	2036	0	407	0	1139			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	27.1	0.0	26.6	0.0	48.5			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	27.1	0.0	26.6	0.0	48.5			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2964		0	3735		627	0	1116			
V/C Ratio(X)	0.00	0.75		0.00	0.55		0.65	0.00	1.02			
Avail Cap(c_a), veh/h	0	2964		0	3735		627	0	1116			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.76	0.00	0.00	0.41	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	18.7	0.0	38.6	0.0	45.7			
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	0.2	0.0	1.9	0.0	32.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.0	0.0	9.7	0.0	12.0	0.0	24.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.4	0.0	0.0	18.9	0.0	40.4	0.0	78.1			
LnGrp LOS	A	A		A	B		D	A	F			
Approach Vol, veh/h		2222			2036			1546				
Approach Delay, s/veh		1.4			18.9			68.2				
Approach LOS		A			B			E				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		86.0				86.0		54.0				
Change Period (Y+Rc), s		6.0				6.0		5.5				
Max Green Setting (Gmax), s		80.0				80.0		48.5				
Max Q Clear Time (g_c+I1), s		2.0				29.1		50.5				
Green Ext Time (p_c), s		34.4				24.5		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			25.3									
HCM 6th LOS			C									

Notes

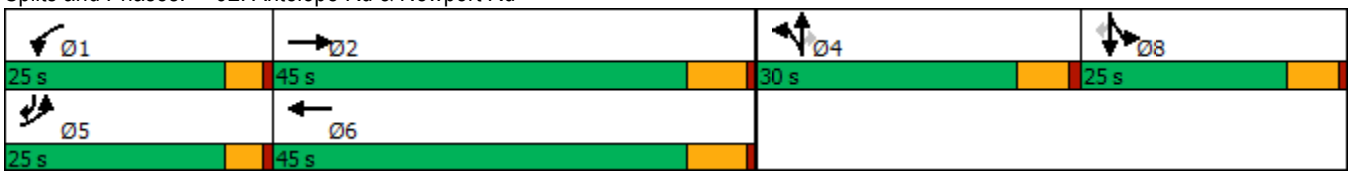
User approved volume balancing among the lanes for turning movement.

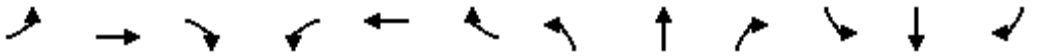
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	503	1983	133	1481	580	144	173	123	118	371
Future Volume (vph)	503	1983	133	1481	580	144	173	123	118	371
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm	Split	NA	pm+ov
Protected Phases	5	2	1	6	4	4		8	8	5
Permitted Phases							4			8
Detector Phase	5	2	1	6	4	4	4	8	8	5
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	4.0	4.0	6.0	6.0	4.0
Minimum Split (s)	8.6	12.5	8.6	12.5	9.8	9.8	9.8	11.8	11.8	8.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	25.0	25.0	25.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	24.0%	24.0%	24.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	19.6	49.3	9.0	38.7	21.4	21.4	21.4	12.8	12.8	38.2
Actuated g/C Ratio	0.17	0.43	0.08	0.34	0.19	0.19	0.19	0.11	0.11	0.33
v/c Ratio	0.88	1.15	0.51	0.97	0.81	0.83	0.41	0.33	0.59	0.39
Control Delay	64.6	104.9	58.9	54.3	57.1	67.8	9.0	50.1	61.0	24.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.6	104.9	58.9	54.3	57.1	67.8	9.0	50.1	61.0	24.3
LOS	E	F	E	D	E	E	A	D	E	C
Approach Delay		97.9		54.6		50.8			36.6	
Approach LOS		F		D		D			D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 115.3	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 72.7	Intersection LOS: E
Intersection Capacity Utilization 90.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 92: Antelope Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	503	1983	426	133	1481	128	580	144	173	123	118	371
Future Volume (veh/h)	503	1983	426	133	1481	128	580	144	173	123	118	371
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	524	2066	444	139	1543	133	553	221	180	128	123	386
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	580	1881	390	199	1598	138	636	334	282	480	260	856
Arrive On Green	0.17	0.44	0.44	0.06	0.33	0.33	0.18	0.18	0.18	0.14	0.14	0.14
Sat Flow, veh/h	3510	4305	893	3510	4863	419	3619	1900	1605	3510	1900	2834
Grp Volume(v), veh/h	524	1645	865	139	1097	579	553	221	180	128	123	386
Grp Sat Flow(s),veh/h/ln	1755	1729	1739	1755	1729	1824	1810	1900	1605	1755	1900	1417
Q Serve(g_s), s	17.2	51.2	51.2	4.6	36.5	36.6	17.4	12.7	12.2	3.8	7.0	12.9
Cycle Q Clear(g_c), s	17.2	51.2	51.2	4.6	36.5	36.6	17.4	12.7	12.2	3.8	7.0	12.9
Prop In Lane	1.00		0.51	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	580	1511	760	199	1137	600	636	334	282	480	260	856
V/C Ratio(X)	0.90	1.09	1.14	0.70	0.97	0.97	0.87	0.66	0.64	0.27	0.47	0.45
Avail Cap(c_a), veh/h	611	1511	760	611	1137	600	748	393	332	575	311	932
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.0	33.0	33.0	54.3	38.7	38.7	47.0	45.0	44.8	45.3	46.7	33.0
Incr Delay (d2), s/veh	15.8	51.2	77.8	1.6	18.9	28.4	8.6	2.0	1.8	0.3	1.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	30.5	36.3	2.0	17.7	20.2	8.3	6.0	4.9	1.6	3.3	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.8	84.2	110.8	55.9	57.6	67.1	55.6	47.1	46.6	45.6	48.0	33.4
LnGrp LOS	E	F	F	E	E	E	E	D	D	D	D	C
Approach Vol, veh/h		3034			1815			954			637	
Approach Delay, s/veh		88.3			60.5			51.9			38.7	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	57.7		26.4	23.9	45.0		21.8				
Change Period (Y+Rc), s	4.6	6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	20.4	38.5		24.2	20.4	38.5		19.2				
Max Q Clear Time (g_c+I1), s	6.6	53.2		19.4	19.2	38.6		14.9				
Green Ext Time (p_c), s	0.2	0.0		1.2	0.2	0.0		1.1				

Intersection Summary			
HCM 6th Ctrl Delay		70.1	
HCM 6th LOS		E	

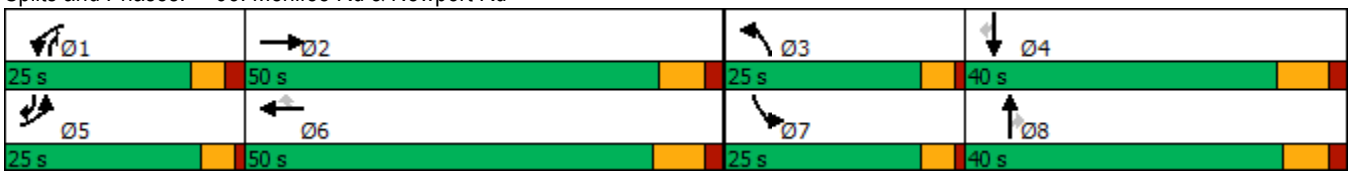
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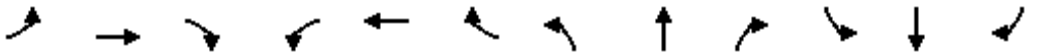
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	457	1689	167	1174	72	179	383	158	89	216	334
Future Volume (vph)	457	1689	167	1174	72	179	383	158	89	216	334
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6		3	8	1	7	4	5
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	9.6	14.8	10.6	15.5	15.5	9.6	12.8	10.6	9.6	13.5	9.6
Total Split (s)	25.0	50.0	25.0	50.0	50.0	25.0	40.0	25.0	25.0	40.0	25.0
Total Split (%)	17.9%	35.7%	17.9%	35.7%	35.7%	17.9%	28.6%	17.9%	17.9%	28.6%	17.9%
Yellow Time (s)	3.6	4.8	3.6	5.5	5.5	3.6	4.8	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	5.6	7.5	7.5	4.6	6.8	5.6	4.6	7.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	20.7	45.8	9.6	35.0	35.0	10.0	17.8	28.6	9.8	16.9	40.5
Actuated g/C Ratio	0.19	0.43	0.09	0.33	0.33	0.09	0.17	0.27	0.09	0.16	0.38
v/c Ratio	1.40	0.90	0.57	0.74	0.13	0.58	0.68	0.31	0.58	0.40	0.55
Control Delay	229.9	36.0	55.7	35.4	2.1	55.5	49.0	7.3	62.7	43.4	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	229.9	36.0	55.7	35.4	2.1	55.5	49.0	7.3	62.7	43.4	22.4
LOS	F	D	E	D	A	E	D	A	E	D	C
Approach Delay		74.5		36.1			41.4			35.1	
Approach LOS		E		D			D			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 107.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.40	
Intersection Signal Delay: 54.1	Intersection LOS: D
Intersection Capacity Utilization 83.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 93: Menifee Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	457	1689	157	167	1174	72	179	383	158	89	216	334
Future Volume (veh/h)	457	1689	157	167	1174	72	179	383	158	89	216	334
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	486	1797	167	178	1249	77	190	407	168	95	230	355
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	328	2048	190	241	1661	516	254	785	455	120	764	627
Arrive On Green	0.18	0.42	0.42	0.07	0.32	0.32	0.07	0.22	0.22	0.07	0.21	0.21
Sat Flow, veh/h	1810	4830	447	3510	5187	1610	3510	3610	1584	1810	3610	1587
Grp Volume(v), veh/h	486	1285	679	178	1249	77	190	407	168	95	230	355
Grp Sat Flow(s),veh/h/ln	1810	1729	1819	1755	1729	1610	1755	1805	1584	1810	1805	1587
Q Serve(g_s), s	20.4	38.4	38.7	5.6	24.3	3.8	6.0	11.2	9.5	5.8	6.0	19.7
Cycle Q Clear(g_c), s	20.4	38.4	38.7	5.6	24.3	3.8	6.0	11.2	9.5	5.8	6.0	19.7
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	328	1466	771	241	1661	516	254	785	455	120	764	627
V/C Ratio(X)	1.48	0.88	0.88	0.74	0.75	0.15	0.75	0.52	0.37	0.79	0.30	0.57
Avail Cap(c_a), veh/h	328	1466	771	605	1957	608	636	1064	577	328	1042	750
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	29.7	29.8	51.5	34.3	27.3	51.3	38.9	32.1	51.8	37.4	26.8
Incr Delay (d2), s/veh	233.0	6.5	11.8	1.7	1.6	0.2	1.7	0.5	0.5	4.3	0.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	30.0	16.1	18.2	2.5	10.0	1.5	2.7	5.0	3.7	2.8	2.7	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	279.2	36.2	41.6	53.2	35.9	27.5	52.9	39.4	32.6	56.2	37.6	27.6
LnGrp LOS	F	D	D	D	D	C	D	D	C	E	D	C
Approach Vol, veh/h		2450			1504			765			680	
Approach Delay, s/veh		85.9			37.5			41.3			35.0	
Approach LOS		F			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	55.3	12.7	31.3	25.0	43.6	12.1	32.0
Change Period (Y+Rc), s	5.6	* 7.5	4.6	7.5	4.6	7.5	4.6	* 7.5
Max Green Setting (Gmax), s	19.4	* 43	20.4	32.5	20.4	42.5	20.4	* 33
Max Q Clear Time (g_c+I1), s	7.6	40.7	8.0	21.7	22.4	26.3	7.8	13.2
Green Ext Time (p_c), s	0.1	2.4	0.2	2.1	0.0	9.8	0.0	3.2

Intersection Summary	
HCM 6th Ctrl Delay	59.7
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	159	45	56	378	323	107
Future Vol, veh/h	159	45	56	378	323	107
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	169	48	60	402	344	114
Number of Lanes	1	1	1	2	2	0

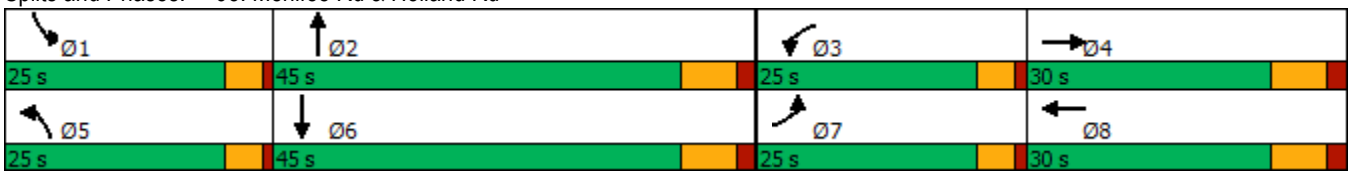
Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	3
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	3	0	2
HCM Control Delay	13.3	10.9	12.9
HCM LOS	B	B	B

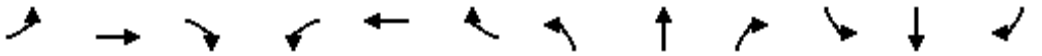
Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	50%
Vol Right, %	0%	0%	0%	0%	100%	0%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	56	189	189	159	45	215	215
LT Vol	56	0	0	159	0	0	0
Through Vol	0	189	189	0	0	215	108
RT Vol	0	0	0	0	45	0	107
Lane Flow Rate	60	201	201	169	48	229	228
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.115	0.359	0.263	0.352	0.083	0.404	0.381
Departure Headway (Hd)	6.936	6.429	4.706	7.481	6.27	6.356	6.003
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	515	557	758	479	569	564	598
Service Time	4.698	4.191	2.467	5.251	4.04	4.117	3.763
HCM Lane V/C Ratio	0.117	0.361	0.265	0.353	0.084	0.406	0.381
HCM Control Delay	10.6	12.8	9.2	14.3	9.6	13.4	12.4
HCM Lane LOS	B	B	A	B	A	B	B
HCM 95th-tile Q	0.4	1.6	1.1	1.6	0.3	1.9	1.8

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	40	148	12	133	23	367	76	228
Future Volume (vph)	40	148	12	133	23	367	76	228
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	17.2	10.6	17.2
Total Split (s)	25.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.1	14.4	6.6	10.2	6.7	14.9	8.1	20.8
Actuated g/C Ratio	0.13	0.26	0.12	0.18	0.12	0.27	0.14	0.37
v/c Ratio	0.19	0.21	0.06	0.29	0.11	0.44	0.31	0.22
Control Delay	30.1	17.9	30.4	21.4	30.5	20.8	29.8	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	17.9	30.4	21.4	30.5	20.8	29.8	14.3
LOS	C	B	C	C	C	C	C	B
Approach Delay		20.0		22.0		21.3		17.7
Approach LOS		C		C		C		B

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 56.1	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 20.1	Intersection LOS: C
Intersection Capacity Utilization 47.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 95: Menifee Rd & Holland Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	148	35	12	133	47	23	367	31	76	228	41
Future Volume (veh/h)	40	148	35	12	133	47	23	367	31	76	228	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	156	37	13	140	49	24	386	33	80	240	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	571	132	36	430	144	62	741	63	147	818	144
Arrive On Green	0.05	0.20	0.20	0.02	0.16	0.16	0.03	0.22	0.22	0.08	0.27	0.27
Sat Flow, veh/h	1810	2909	672	1810	2641	886	1810	3361	286	1810	3058	539
Grp Volume(v), veh/h	42	95	98	13	94	95	24	206	213	80	140	143
Grp Sat Flow(s),veh/h/ln	1810	1805	1777	1810	1805	1722	1810	1805	1842	1810	1805	1791
Q Serve(g_s), s	1.1	2.2	2.3	0.3	2.2	2.4	0.6	4.9	5.0	2.1	3.0	3.1
Cycle Q Clear(g_c), s	1.1	2.2	2.3	0.3	2.2	2.4	0.6	4.9	5.0	2.1	3.0	3.1
Prop In Lane	1.00		0.38	1.00		0.51	1.00		0.16	1.00		0.30
Lane Grp Cap(c), veh/h	97	354	349	36	294	280	62	398	406	147	483	479
V/C Ratio(X)	0.44	0.27	0.28	0.36	0.32	0.34	0.39	0.52	0.52	0.54	0.29	0.30
Avail Cap(c_a), veh/h	754	841	828	754	841	802	754	1394	1423	754	1394	1384
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	16.7	16.7	23.7	18.1	18.2	23.1	16.8	16.8	21.6	14.2	14.3
Incr Delay (d2), s/veh	1.1	0.6	0.6	2.3	0.9	1.0	1.5	1.5	1.5	1.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.9	0.9	0.2	0.9	0.9	0.3	2.0	2.0	0.9	1.1	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	17.3	17.4	25.9	19.0	19.2	24.6	18.3	18.3	22.8	14.7	14.8
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		235			202			443			363	
Approach Delay, s/veh		18.4			19.5			18.6			16.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	18.0	5.6	16.8	6.3	20.3	7.2	15.2
Change Period (Y+Rc), s	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.8	20.4	22.8	20.4	37.8	20.4	22.8
Max Q Clear Time (g_c+I1), s	4.1	7.0	2.3	4.3	2.6	5.1	3.1	4.4
Green Ext Time (p_c), s	0.1	3.8	0.0	1.3	0.0	2.5	0.0	1.3

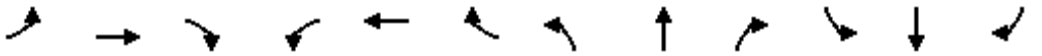
Intersection Summary	
HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	95	1176	3	1003	1	0	79	1	68
Future Volume (vph)	95	1176	3	1003	1	0	79	1	68
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	52.0	19.7	52.0	31.0	31.0	31.0	31.0	31.0
Total Split (%)	19.2%	50.6%	19.2%	50.6%	30.2%	30.2%	30.2%	30.2%	30.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0		5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	8.9	46.8	5.6	37.8		7.4		9.2	9.2
Actuated g/C Ratio	0.14	0.73	0.09	0.59		0.11		0.14	0.14
v/c Ratio	0.41	0.48	0.02	0.57		0.02		0.43	0.24
Control Delay	35.6	7.1	36.7	14.0		0.2		37.3	7.2
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	35.6	7.1	36.7	14.0		0.2		37.3	7.2
LOS	D	A	D	B		A		D	A
Approach Delay		9.2		14.1		0.2		23.5	
Approach LOS		A		B		A		C	

Intersection Summary	
Cycle Length: 102.7	
Actuated Cycle Length: 64.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 12.2	Intersection LOS: B
Intersection Capacity Utilization 61.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 96: Juniper Flats Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	1176	2	3	1003	108	1	0	4	79	1	68
Future Volume (veh/h)	95	1176	2	3	1003	108	1	0	4	79	1	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	101	1251	2	3	1067	115	1	0	4	84	1	72
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	139	2077	3	7	1608	173	103	15	115	292	2	145
Arrive On Green	0.08	0.56	0.56	0.00	0.49	0.49	0.09	0.00	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1810	3698	6	1810	3287	354	155	162	1267	1597	19	1601
Grp Volume(v), veh/h	101	611	642	3	586	596	5	0	0	85	0	72
Grp Sat Flow(s),veh/h/ln	1810	1805	1899	1810	1805	1835	1584	0	0	1616	0	1601
Q Serve(g_s), s	2.7	10.9	10.9	0.1	11.9	11.9	0.0	0.0	0.0	0.0	0.0	2.1
Cycle Q Clear(g_c), s	2.7	10.9	10.9	0.1	11.9	11.9	2.2	0.0	0.0	2.2	0.0	2.1
Prop In Lane	1.00		0.00	1.00		0.19	0.20		0.80	0.99		1.00
Lane Grp Cap(c), veh/h	139	1014	1067	7	883	898	232	0	0	294	0	145
V/C Ratio(X)	0.73	0.60	0.60	0.41	0.66	0.66	0.02	0.00	0.00	0.29	0.00	0.50
Avail Cap(c_a), veh/h	559	1671	1758	559	1671	1700	917	0	0	930	0	856
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.9	7.1	7.1	24.1	9.4	9.4	20.2	0.0	0.0	21.1	0.0	21.0
Incr Delay (d2), s/veh	2.7	0.6	0.6	12.8	0.9	0.9	0.0	0.0	0.0	0.2	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.9	3.1	0.1	3.7	3.8	0.0	0.0	0.0	0.9	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	7.6	7.6	36.9	10.2	10.2	20.2	0.0	0.0	21.3	0.0	22.0
LnGrp LOS	C	A	A	D	B	B	C	A	A	C	A	C
Approach Vol, veh/h		1354			1185			5			157	
Approach Delay, s/veh		8.9			10.3			20.2			21.6	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	34.3		9.4	8.4	30.8		9.4				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	45.0		26.0	* 15	45.0		26.0				
Max Q Clear Time (g_c+I1), s	2.1	12.9		4.2	4.7	13.9		4.2				
Green Ext Time (p_c), s	0.0	10.7		0.4	0.1	9.8		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		10.3
HCM 6th LOS		B

Notes

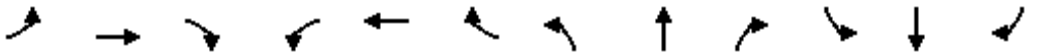
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	21	1140	116	426	1000	183	19	18	21
Future Volume (vph)	21	1140	116	426	1000	183	19	18	21
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.2	11.2	9.7	11.2	11.5	11.5	11.5	11.5
Total Split (s)	15.0	35.0	35.0	30.0	50.0	25.0	25.0	25.0	25.0
Total Split (%)	16.7%	38.9%	38.9%	33.3%	55.6%	27.8%	27.8%	27.8%	27.8%
Yellow Time (s)	3.7	5.2	5.2	3.7	5.2	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.2	6.2	4.7	6.2	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.9	29.7	29.7	24.4	54.1	18.5	18.5	18.5	18.5
Actuated g/C Ratio	0.07	0.33	0.33	0.27	0.60	0.21	0.21	0.21	0.21
v/c Ratio	0.19	1.03	0.20	0.94	0.51	0.69	0.77	0.23	0.10
Control Delay	43.2	65.6	3.0	60.8	12.3	47.6	14.6	37.6	21.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.2	65.6	3.0	60.8	12.3	47.6	14.6	37.6	21.9
LOS	D	E	A	E	B	D	B	D	C
Approach Delay		59.5			26.5		23.5		27.3
Approach LOS		E			C		C		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 38.1	Intersection LOS: D
Intersection Capacity Utilization 100.4%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 97: Winchester Rd/Vista Pl & SR-74/Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	1140	116	426	1000	22	183	19	481	18	21	12
Future Volume (veh/h)	21	1140	116	426	1000	22	183	19	481	18	21	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	1226	125	458	1075	24	197	20	517	19	23	13
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	44	1193	531	490	2082	46	342	12	318	80	234	132
Arrive On Green	0.02	0.33	0.33	0.27	0.58	0.58	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1810	3610	1607	1810	3610	81	1385	60	1548	882	1136	642
Grp Volume(v), veh/h	23	1226	125	458	537	562	197	0	537	19	0	36
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1805	1885	1385	0	1608	882	0	1779
Q Serve(g_s), s	1.1	29.7	5.1	22.2	16.2	16.2	12.1	0.0	18.5	0.0	0.0	1.5
Cycle Q Clear(g_c), s	1.1	29.7	5.1	22.2	16.2	16.2	13.6	0.0	18.5	18.5	0.0	1.5
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.96	1.00		0.36
Lane Grp Cap(c), veh/h	44	1193	531	490	1041	1088	342	0	331	80	0	366
V/C Ratio(X)	0.52	1.03	0.24	0.94	0.52	0.52	0.58	0.00	1.62	0.24	0.00	0.10
Avail Cap(c_a), veh/h	207	1193	531	509	1041	1088	342	0	331	80	0	366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.4	30.1	21.9	32.1	11.5	11.5	34.5	0.0	35.8	45.0	0.0	29.0
Incr Delay (d2), s/veh	3.5	33.3	1.0	23.9	1.8	1.8	6.9	0.0	294.6	6.9	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	17.1	1.9	12.1	5.7	5.9	4.6	0.0	34.1	0.6	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	63.4	22.9	55.9	13.3	13.2	41.4	0.0	330.4	51.9	0.0	29.5
LnGrp LOS	D	F	C	E	B	B	D	A	F	D	A	C
Approach Vol, veh/h		1374			1557			734			55	
Approach Delay, s/veh		59.5			25.8			252.8			37.2	
Approach LOS		E			C			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.1	35.9		25.0	6.9	58.1		25.0				
Change Period (Y+Rc), s	* 4.7	6.2		6.5	* 4.7	6.2		6.5				
Max Green Setting (Gmax), s	* 25	28.8		18.5	* 10	43.8		18.5				
Max Q Clear Time (g_c+I1), s	24.2	31.7		20.5	3.1	18.2		20.5				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	4.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		83.2	
HCM 6th LOS		F	

Notes

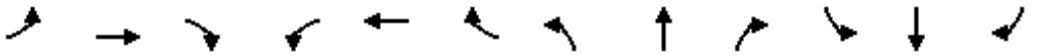
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	209	901	149	813	185	315	281	41	239	174
Future Volume (vph)	209	901	149	813	185	315	281	41	239	174
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	9.7	11.0	9.7	11.5	11.5	9.7	11.5	11.5
Total Split (s)	25.0	40.0	25.0	40.0	20.0	25.0	25.0	20.0	25.0	25.0
Total Split (%)	22.7%	36.4%	22.7%	36.4%	18.2%	22.7%	22.7%	18.2%	22.7%	22.7%
Yellow Time (s)	3.7	5.0	3.7	5.0	3.7	5.5	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	4.7	6.0	4.7	6.5	6.5	4.7	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	16.7	40.6	13.7	37.6	14.1	30.7	30.7	7.2	19.7	19.7
Actuated g/C Ratio	0.15	0.37	0.12	0.34	0.13	0.28	0.28	0.07	0.18	0.18
v/c Ratio	0.79	0.82	0.69	0.70	0.83	0.32	0.44	0.36	0.38	0.41
Control Delay	64.7	38.2	61.1	35.6	74.7	34.1	6.5	57.0	42.2	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.7	38.2	61.1	35.6	74.7	34.1	6.5	57.0	42.2	9.1
LOS	E	D	E	D	E	C	A	E	D	A
Approach Delay		42.6		39.5		33.8			30.8	
Approach LOS		D		D		C			C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 38.2	Intersection LOS: D
Intersection Capacity Utilization 73.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 98: Warren Rd & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	901	148	149	813	25	185	315	281	41	239	174
Future Volume (veh/h)	209	901	148	149	813	25	185	315	281	41	239	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	215	929	153	154	838	26	191	325	290	42	246	179
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	246	1266	208	184	1341	42	221	929	414	59	607	271
Arrive On Green	0.14	0.41	0.41	0.10	0.38	0.38	0.12	0.26	0.26	0.03	0.17	0.17
Sat Flow, veh/h	1810	3096	510	1810	3574	111	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	215	541	541	154	423	441	191	325	290	42	246	179
Grp Sat Flow(s),veh/h/ln	1810	1805	1801	1810	1805	1880	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	12.8	27.9	27.9	9.2	21.1	21.1	11.4	8.1	17.9	2.5	6.7	11.4
Cycle Q Clear(g_c), s	12.8	27.9	27.9	9.2	21.1	21.1	11.4	8.1	17.9	2.5	6.7	11.4
Prop In Lane	1.00		0.28	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	246	738	736	184	677	705	221	929	414	59	607	271
V/C Ratio(X)	0.88	0.73	0.73	0.84	0.63	0.63	0.87	0.35	0.70	0.71	0.41	0.66
Avail Cap(c_a), veh/h	334	738	736	334	677	705	252	929	414	252	607	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.68	0.68	0.68	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.6	27.4	27.5	48.5	28.1	28.1	47.4	33.3	37.0	52.7	40.8	42.8
Incr Delay (d2), s/veh	14.2	6.4	6.4	2.6	3.0	2.8	21.6	1.0	9.5	5.6	2.0	12.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	12.4	12.3	4.1	9.0	9.4	6.4	3.7	8.1	1.2	3.1	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.8	33.8	33.9	51.1	31.0	30.9	69.0	34.4	46.5	58.3	42.8	54.8
LnGrp LOS	E	C	C	D	C	C	E	C	D	E	D	D
Approach Vol, veh/h		1297			1018			806			467	
Approach Delay, s/veh		38.3			34.0			46.9			48.8	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.9	51.0	18.1	25.0	19.6	47.3	8.3	34.8
Change Period (Y+Rc), s	* 4.7	6.0	* 4.7	6.5	* 4.7	6.0	* 4.7	6.5
Max Green Setting (Gmax), s	* 20	34.0	* 15	18.5	* 20	34.0	* 15	18.5
Max Q Clear Time (g_c+I1), s	11.2	29.9	13.4	13.4	14.8	23.1	4.5	19.9
Green Ext Time (p_c), s	0.1	1.7	0.1	0.7	0.1	2.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.4
HCM 6th LOS	D

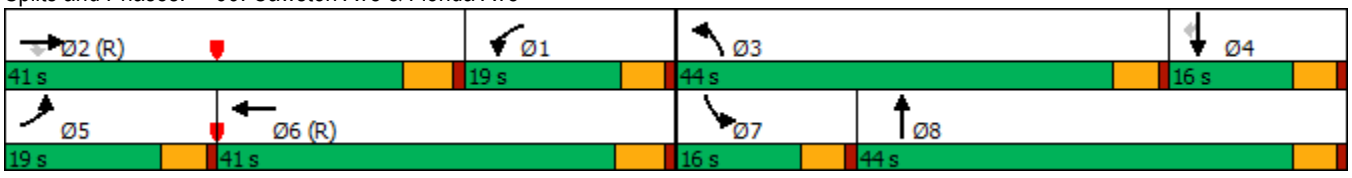
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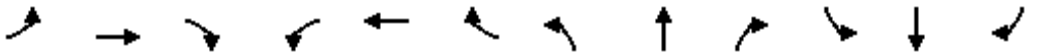
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	155	757	41	44	712	212	69	88	95	154
Future Volume (vph)	155	757	41	44	712	212	69	88	95	154
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.5	10.5	10.0	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	19.0	41.0	41.0	19.0	41.0	44.0	44.0	16.0	16.0	16.0
Total Split (%)	15.8%	34.2%	34.2%	15.8%	34.2%	36.7%	36.7%	13.3%	13.3%	13.3%
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.5	5.5	5.0	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	13.0	39.3	39.3	12.2	36.5	19.3	40.6	9.4	30.7	30.7
Actuated g/C Ratio	0.11	0.33	0.33	0.10	0.30	0.16	0.34	0.08	0.26	0.26
v/c Ratio	0.83	0.67	0.07	0.25	0.73	0.76	0.08	0.65	0.20	0.28
Control Delay	83.5	39.3	0.2	51.9	42.1	64.6	21.0	74.5	38.5	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.5	39.3	0.2	51.9	42.1	64.6	21.0	74.5	38.5	3.2
LOS	F	D	A	D	D	E	C	E	D	A
Approach Delay		44.8			42.7		51.4		31.8	
Approach LOS		D			D		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 30 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 43.1	Intersection LOS: D
Intersection Capacity Utilization 61.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 99: Cawston Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	757	41	44	712	56	212	69	23	88	95	154
Future Volume (veh/h)	155	757	41	44	712	56	212	69	23	88	95	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	161	789	43	46	742	58	221	72	24	92	99	160
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	188	1068	476	254	1141	89	251	875	279	116	475	403
Arrive On Green	0.10	0.30	0.30	0.14	0.34	0.34	0.14	0.32	0.32	0.06	0.25	0.25
Sat Flow, veh/h	1810	3610	1610	1810	3392	265	1810	2693	858	1810	1900	1610
Grp Volume(v), veh/h	161	789	43	46	395	405	221	47	49	92	99	160
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1852	1810	1805	1746	1810	1900	1610
Q Serve(g_s), s	10.5	23.6	1.6	2.7	22.3	22.3	14.4	2.2	2.3	6.0	4.9	9.9
Cycle Q Clear(g_c), s	10.5	23.6	1.6	2.7	22.3	22.3	14.4	2.2	2.3	6.0	4.9	9.9
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.49	1.00		1.00
Lane Grp Cap(c), veh/h	188	1068	476	254	607	623	251	587	567	116	475	403
V/C Ratio(X)	0.86	0.74	0.09	0.18	0.65	0.65	0.88	0.08	0.09	0.80	0.21	0.40
Avail Cap(c_a), veh/h	211	1068	476	254	607	623	588	587	567	166	475	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	0.46	0.46	0.46	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	38.1	14.1	45.5	33.8	33.8	50.7	28.1	28.1	55.4	35.6	37.5
Incr Delay (d2), s/veh	15.7	2.8	0.2	0.1	2.5	2.4	3.9	0.3	0.3	9.9	1.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	10.7	0.9	1.2	10.0	10.3	6.8	1.0	1.0	3.1	2.4	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.6	40.9	14.3	45.6	36.3	36.3	54.6	28.3	28.4	65.3	36.6	40.4
LnGrp LOS	E	D	B	D	D	D	D	C	C	E	D	D
Approach Vol, veh/h		993			846			317			351	
Approach Delay, s/veh		44.2			36.8			46.7			45.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.3	41.0	21.7	35.0	17.5	45.9	12.7	44.0
Change Period (Y+Rc), s	5.5	* 5.5	5.0	5.0	5.0	5.5	5.0	5.0
Max Green Setting (Gmax), s	14.0	* 36	39.0	11.0	14.0	35.5	11.0	39.0
Max Q Clear Time (g_c+I1), s	4.7	25.6	16.4	11.9	12.5	24.3	8.0	4.3
Green Ext Time (p_c), s	0.0	2.7	0.3	0.0	0.0	2.5	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	42.3
HCM 6th LOS	D

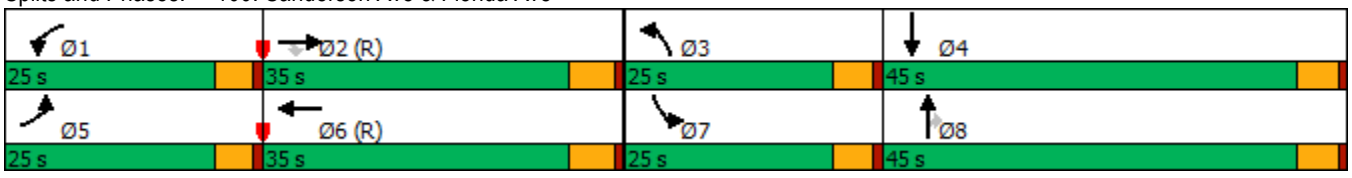
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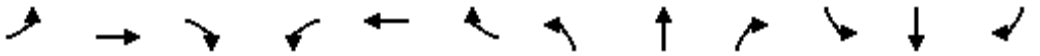
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	283	616	77	279	512	199	687	163	184	818
Future Volume (vph)	283	616	77	279	512	199	687	163	184	818
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	10.5	9.7	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	25.0	35.0	35.0	25.0	35.0	25.0	45.0	45.0	25.0	45.0
Total Split (%)	19.2%	26.9%	26.9%	19.2%	26.9%	19.2%	34.6%	34.6%	19.2%	34.6%
Yellow Time (s)	3.7	4.5	4.5	3.7	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	5.5	4.7	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	20.3	29.5	29.5	20.3	29.5	18.2	43.1	43.1	16.9	41.8
Actuated g/C Ratio	0.16	0.23	0.23	0.16	0.23	0.14	0.33	0.33	0.13	0.32
v/c Ratio	1.03	0.77	0.18	1.01	0.83	0.81	0.59	0.28	0.80	0.82
Control Delay	114.5	54.3	5.7	111.3	55.7	77.6	39.0	14.9	79.3	47.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	114.5	54.3	5.7	111.3	55.7	77.6	39.0	14.9	79.3	47.5
LOS	F	D	A	F	E	E	D	B	E	D
Approach Delay		67.9			72.3		42.6			52.8
Approach LOS		E			E		D			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 45 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 58.3	Intersection LOS: E
Intersection Capacity Utilization 88.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 100: Sanderson Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	283	616	77	279	512	145	199	687	163	184	818	106
Future Volume (veh/h)	283	616	77	279	512	145	199	687	163	184	818	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	289	629	79	285	522	148	203	701	166	188	835	108
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	283	916	406	283	703	198	230	1142	507	214	989	128
Arrive On Green	0.16	0.25	0.25	0.16	0.25	0.25	0.13	0.32	0.32	0.12	0.31	0.31
Sat Flow, veh/h	1810	3610	1599	1810	2771	782	1810	3610	1601	1810	3214	416
Grp Volume(v), veh/h	289	629	79	285	339	331	203	701	166	188	469	474
Grp Sat Flow(s),veh/h/ln	1810	1805	1599	1810	1805	1747	1810	1805	1601	1810	1805	1825
Q Serve(g_s), s	20.3	20.5	5.0	20.3	22.4	22.7	14.3	21.4	10.3	13.3	31.6	31.6
Cycle Q Clear(g_c), s	20.3	20.5	5.0	20.3	22.4	22.7	14.3	21.4	10.3	13.3	31.6	31.6
Prop In Lane	1.00		1.00	1.00		0.45	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	283	916	406	283	458	443	230	1142	507	214	555	562
V/C Ratio(X)	1.02	0.69	0.19	1.01	0.74	0.75	0.88	0.61	0.33	0.88	0.84	0.84
Avail Cap(c_a), veh/h	283	916	406	283	458	443	278	1142	507	278	555	562
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	0.74	0.74	0.74	0.45	0.45	0.45	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	43.8	38.1	54.8	44.6	44.7	55.8	37.7	33.9	56.4	42.1	42.1
Incr Delay (d2), s/veh	50.4	2.9	0.7	48.2	7.8	8.2	12.4	1.1	0.8	18.3	14.5	14.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.1	9.5	2.1	12.9	10.9	10.7	7.3	9.7	4.1	7.2	16.2	16.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	105.2	46.8	38.8	103.1	52.4	52.9	68.2	38.8	34.7	74.7	56.6	56.5
LnGrp LOS	F	D	D	F	D	D	E	D	C	E	E	E
Approach Vol, veh/h		997			955			1070			1131	
Approach Delay, s/veh		63.1			67.7			43.7			59.6	
Approach LOS		E			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	38.5	21.5	45.0	25.0	38.5	20.4	46.1
Change Period (Y+Rc), s	* 4.7	5.5	5.0	5.0	* 4.7	5.5	5.0	5.0
Max Green Setting (Gmax), s	* 20	29.5	20.0	40.0	* 20	29.5	20.0	40.0
Max Q Clear Time (g_c+I1), s	22.3	22.5	16.3	33.6	22.3	24.7	15.3	23.4
Green Ext Time (p_c), s	0.0	2.5	0.2	3.1	0.0	1.7	0.1	5.0

Intersection Summary	
HCM 6th Ctrl Delay	58.2
HCM 6th LOS	E

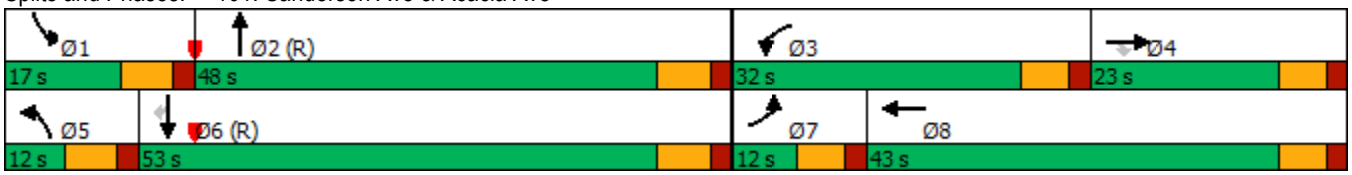
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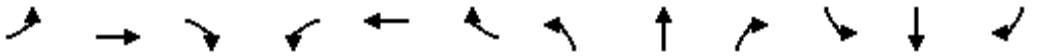
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	15	250	173	150	212	91	917	195	895	13
Future Volume (vph)	15	250	173	150	212	91	917	195	895	13
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0	7.0
Minimum Split (s)	10.3	13.3	13.3	10.3	13.3	10.7	13.7	10.7	13.7	13.7
Total Split (s)	12.0	23.0	23.0	32.0	43.0	12.0	48.0	17.0	53.0	53.0
Total Split (%)	10.0%	19.2%	19.2%	26.7%	35.8%	10.0%	40.0%	14.2%	44.2%	44.2%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.7	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	4.9	23.4	23.4	14.1	39.0	9.0	41.3	15.2	47.4	47.4
Actuated g/C Ratio	0.04	0.20	0.20	0.12	0.32	0.08	0.34	0.13	0.40	0.40
v/c Ratio	0.21	0.69	0.37	0.72	0.69	0.69	0.84	0.88	0.64	0.02
Control Delay	61.8	55.3	5.2	69.5	38.9	80.8	43.1	87.6	32.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.8	55.3	5.2	69.5	38.9	80.8	43.1	87.6	32.2	0.1
LOS	E	E	A	E	D	F	D	F	C	A
Approach Delay		35.7			47.2		46.3		41.6	
Approach LOS		D			D		D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 90 (75%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 43.4	Intersection LOS: D
Intersection Capacity Utilization 87.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: Sanderson Ave & Acacia Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	250	173	150	212	196	91	917	89	195	895	13
Future Volume (veh/h)	15	250	173	150	212	196	91	917	89	195	895	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	255	177	153	216	200	93	936	91	199	913	13
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	24	335	284	181	239	221	80	1400	136	155	1671	745
Arrive On Green	0.01	0.18	0.18	0.10	0.26	0.26	0.04	0.42	0.42	0.09	0.46	0.46
Sat Flow, veh/h	1810	1900	1610	1810	908	841	1810	3323	323	1810	3610	1608
Grp Volume(v), veh/h	15	255	177	153	0	416	93	508	519	199	913	13
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1749	1810	1805	1841	1810	1805	1608
Q Serve(g_s), s	1.0	15.3	12.2	10.0	0.0	27.6	5.3	27.2	27.2	10.3	21.8	0.5
Cycle Q Clear(g_c), s	1.0	15.3	12.2	10.0	0.0	27.6	5.3	27.2	27.2	10.3	21.8	0.5
Prop In Lane	1.00		1.00	1.00		0.48	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	24	335	284	181	0	460	80	760	775	155	1671	745
V/C Ratio(X)	0.63	0.76	0.62	0.85	0.00	0.90	1.16	0.67	0.67	1.28	0.55	0.02
Avail Cap(c_a), veh/h	86	335	284	388	0	535	80	760	775	155	1671	745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.46	0.46	0.46
Uniform Delay (d), s/veh	58.9	47.0	45.7	53.1	0.0	42.7	57.3	28.0	28.0	54.8	23.2	17.4
Incr Delay (d2), s/veh	9.8	10.5	4.9	4.1	0.0	18.0	151.5	4.6	4.5	147.4	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	8.2	5.3	4.7	0.0	14.1	5.8	12.6	12.8	11.0	9.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.8	57.5	50.6	57.2	0.0	60.8	208.8	32.6	32.5	202.3	23.8	17.5
LnGrp LOS	E	E	D	E	A	E	F	C	C	F	C	B
Approach Vol, veh/h		447			569			1120			1125	
Approach Delay, s/veh		55.2			59.8			47.2			55.3	
Approach LOS		E			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	57.2	18.3	27.5	12.0	62.2	7.9	37.9
Change Period (Y+Rc), s	6.7	6.7	6.3	6.3	6.7	6.7	6.3	6.3
Max Green Setting (Gmax), s	10.3	41.3	25.7	16.7	5.3	46.3	5.7	36.7
Max Q Clear Time (g_c+I1), s	12.3	29.2	12.0	17.3	7.3	23.8	3.0	29.6
Green Ext Time (p_c), s	0.0	6.7	0.1	0.0	0.0	9.3	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	53.3
HCM 6th LOS	D

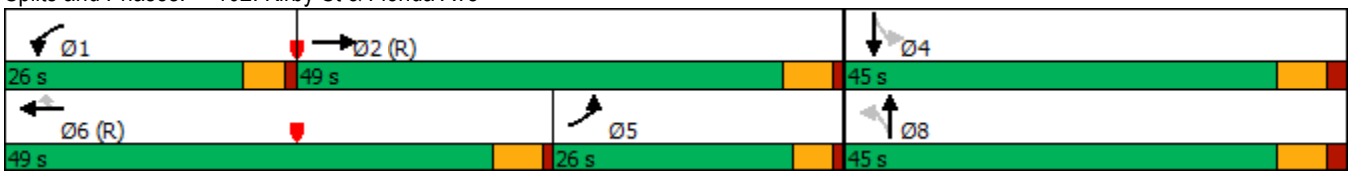
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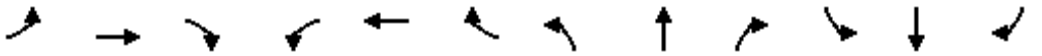
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	215	907	143	800	62	108	409	92	346
Future Volume (vph)	215	907	143	800	62	108	409	92	346
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	9.7	10.5	10.5	11.5	11.5	11.5	11.5
Total Split (s)	26.0	49.0	26.0	49.0	49.0	45.0	45.0	45.0	45.0
Total Split (%)	21.7%	40.8%	21.7%	40.8%	40.8%	37.5%	37.5%	37.5%	37.5%
Yellow Time (s)	3.7	4.5	3.7	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	4.7	5.5	5.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	21.3	50.6	14.2	43.5	43.5	38.5	38.5	38.5	38.5
Actuated g/C Ratio	0.18	0.42	0.12	0.36	0.36	0.32	0.32	0.32	0.32
v/c Ratio	0.70	0.70	0.70	0.64	0.10	0.53	0.44	0.42	0.47
Control Delay	59.1	32.0	67.3	34.4	3.9	44.4	32.4	38.9	29.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.1	32.0	67.3	34.4	3.9	44.4	32.4	38.9	29.3
LOS	E	C	E	C	A	D	C	D	C
Approach Delay		36.8		37.2			34.6		30.8
Approach LOS		D		D			C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 92 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 35.5	Intersection LOS: D
Intersection Capacity Utilization 76.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 102: Kirby St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	907	102	143	800	62	108	409	72	92	346	172
Future Volume (veh/h)	215	907	102	143	800	62	108	409	72	92	346	172
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	224	945	106	149	833	65	112	426	75	96	360	179
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	1446	162	177	1309	582	232	985	172	252	753	368
Arrive On Green	0.17	0.44	0.44	0.10	0.36	0.36	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	3271	367	1810	3610	1606	879	3070	537	910	2347	1147
Grp Volume(v), veh/h	224	521	530	149	833	65	112	249	252	96	275	264
Grp Sat Flow(s),veh/h/ln	1810	1805	1832	1810	1805	1606	879	1805	1801	910	1805	1688
Q Serve(g_s), s	14.1	27.2	27.2	9.7	22.9	3.2	14.1	13.1	13.2	11.2	14.7	15.1
Cycle Q Clear(g_c), s	14.1	27.2	27.2	9.7	22.9	3.2	29.2	13.1	13.2	24.4	14.7	15.1
Prop In Lane	1.00		0.20	1.00		1.00	1.00		0.30	1.00		0.68
Lane Grp Cap(c), veh/h	309	798	810	177	1309	582	232	579	578	252	579	542
V/C Ratio(X)	0.72	0.65	0.65	0.84	0.64	0.11	0.48	0.43	0.44	0.38	0.48	0.49
Avail Cap(c_a), veh/h	321	798	810	321	1309	582	232	579	578	252	579	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.1	26.3	26.3	53.2	31.7	25.4	44.5	32.1	32.2	41.8	32.7	32.8
Incr Delay (d2), s/veh	4.3	2.8	2.7	4.1	2.4	0.4	7.1	2.3	2.4	4.3	2.8	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	12.0	12.1	4.6	10.2	1.3	3.5	6.1	6.2	2.8	6.9	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.4	29.0	29.0	57.3	34.1	25.8	51.6	34.4	34.6	46.2	35.4	35.9
LnGrp LOS	D	C	C	E	C	C	D	C	C	D	D	D
Approach Vol, veh/h		1275			1047			613			635	
Approach Delay, s/veh		32.9			36.9			37.6			37.3	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.5	58.5		45.0	26.0	49.0		45.0				
Change Period (Y+Rc), s	* 4.7	5.5		6.5	5.5	* 5.5		6.5				
Max Green Setting (Gmax), s	* 21	43.5		38.5	21.3	* 44		38.5				
Max Q Clear Time (g_c+I1), s	11.7	29.2		26.4	16.1	24.9		31.2				
Green Ext Time (p_c), s	0.1	3.9		3.1	0.1	3.8		2.2				

Intersection Summary			
HCM 6th Ctrl Delay		35.7	
HCM 6th LOS		D	

Notes

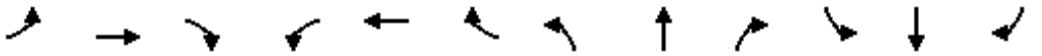
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	106	916	102	900	84	181	98	110	220	68
Future Volume (vph)	106	916	102	900	84	181	98	110	220	68
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	1	6		8			4	
Permitted Phases					8		8	4		4
Detector Phase	5	2	1	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	9.7	9.7	9.7	9.7	9.7	9.7
Total Split (s)	16.0	51.0	17.0	52.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	15.2%	48.6%	16.2%	49.5%	35.2%	35.2%	35.2%	35.2%	35.2%	35.2%
Yellow Time (s)	3.7	4.1	3.7	4.1	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	4.7	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	9.7	48.2	10.0	48.5	32.3	32.3	32.3	32.3	32.3	32.3
Actuated g/C Ratio	0.09	0.46	0.10	0.46	0.31	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.67	0.62	0.63	0.62	0.30	0.33	0.18	0.36	0.40	0.13
Control Delay	65.4	23.7	82.5	14.1	31.4	29.9	6.2	32.1	31.2	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.4	23.7	82.5	14.1	31.4	29.9	6.2	32.1	31.2	7.0
LOS	E	C	F	B	C	C	A	C	C	A
Approach Delay		27.9		20.6		23.9			27.3	
Approach LOS		C		C		C			C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 58 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 24.6	Intersection LOS: C
Intersection Capacity Utilization 65.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Lyon Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	916	48	102	900	78	84	181	98	110	220	68
Future Volume (veh/h)	106	916	48	102	900	78	84	181	98	110	220	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	112	964	51	107	947	82	88	191	103	116	232	72
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	140	1669	88	135	1600	139	299	584	492	321	584	492
Arrive On Green	0.08	0.48	0.48	0.02	0.16	0.16	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1810	3482	184	1810	3353	290	1088	1900	1599	1098	1900	1599
Grp Volume(v), veh/h	112	500	515	107	510	519	88	191	103	116	232	72
Grp Sat Flow(s),veh/h/ln	1810	1805	1861	1810	1805	1839	1088	1900	1599	1098	1900	1599
Q Serve(g_s), s	6.4	20.9	20.9	6.2	27.6	27.6	7.3	8.1	5.0	9.5	10.1	3.4
Cycle Q Clear(g_c), s	6.4	20.9	20.9	6.2	27.6	27.6	17.4	8.1	5.0	17.7	10.1	3.4
Prop In Lane	1.00		0.10	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	140	865	892	135	861	877	299	584	492	321	584	492
V/C Ratio(X)	0.80	0.58	0.58	0.79	0.59	0.59	0.29	0.33	0.21	0.36	0.40	0.15
Avail Cap(c_a), veh/h	195	865	892	212	861	877	299	584	492	321	584	492
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	19.7	19.7	50.4	34.7	34.7	35.5	28.0	26.9	34.8	28.7	26.4
Incr Delay (d2), s/veh	10.2	2.8	2.7	3.5	2.4	2.4	2.5	1.5	1.0	3.1	2.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	9.0	9.3	3.0	13.8	14.1	2.1	3.9	2.0	2.8	4.9	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	22.5	22.4	53.9	37.2	37.1	38.0	29.5	27.9	37.9	30.7	27.0
LnGrp LOS	E	C	C	D	D	D	D	C	C	D	C	C
Approach Vol, veh/h		1127			1136			382			420	
Approach Delay, s/veh		26.0			38.7			31.0			32.0	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	55.4		37.0	12.8	55.2		37.0				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		* 4.7				
Max Green Setting (Gmax), s	* 12	45.9		* 32	* 11	46.9		* 32				
Max Q Clear Time (g_c+I1), s	8.2	22.9		19.7	8.4	29.6		19.4				
Green Ext Time (p_c), s	0.0	4.3		1.1	0.0	4.1		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		32.1	
HCM 6th LOS		C	

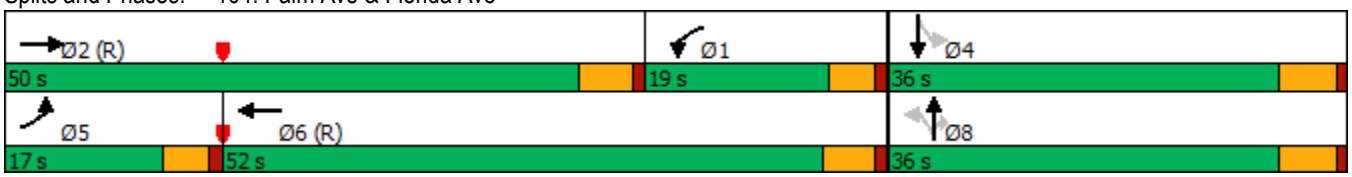
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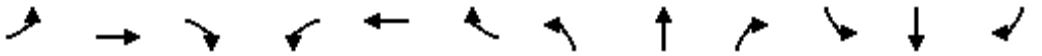
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	70	937	100	928	70	185	81	30	208
Future Volume (vph)	70	937	100	928	70	185	81	30	208
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.4	10.4	10.4	10.4	10.4
Total Split (s)	17.0	50.0	19.0	52.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	16.2%	47.6%	18.1%	49.5%	34.3%	34.3%	34.3%	34.3%	34.3%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.4	5.4	5.4	5.4	5.4
Lead/Lag	Lead	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	8.7	44.9	14.3	52.4	30.6	30.6	30.6	30.6	30.6
Actuated g/C Ratio	0.08	0.43	0.14	0.50	0.29	0.29	0.29	0.29	0.29
v/c Ratio	0.50	0.70	0.44	0.58	0.33	0.36	0.16	0.11	0.53
Control Delay	73.8	18.7	37.2	10.9	34.2	31.8	2.7	28.5	33.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.8	18.7	37.2	10.9	34.2	31.8	2.7	28.5	33.9
LOS	E	B	D	B	C	C	A	C	C
Approach Delay		22.3		13.4		25.2			33.4
Approach LOS		C		B		C			C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 20.4	Intersection LOS: C
Intersection Capacity Utilization 69.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 104: Palm Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	937	62	100	928	34	70	185	81	30	208	61
Future Volume (veh/h)	70	937	62	100	928	34	70	185	81	30	208	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	1008	67	108	998	37	75	199	87	32	224	66
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	1466	97	240	1810	67	242	554	465	299	410	121
Arrive On Green	0.11	0.86	0.86	0.26	1.00	1.00	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	3429	228	1810	3545	131	1102	1900	1597	1105	1407	415
Grp Volume(v), veh/h	75	531	544	108	508	527	75	199	87	32	0	290
Grp Sat Flow(s),veh/h/ln	1810	1805	1852	1810	1805	1871	1102	1900	1597	1105	0	1821
Q Serve(g_s), s	4.2	10.8	10.8	5.2	0.0	0.0	6.5	8.7	4.3	2.5	0.0	14.1
Cycle Q Clear(g_c), s	4.2	10.8	10.8	5.2	0.0	0.0	20.6	8.7	4.3	11.2	0.0	14.1
Prop In Lane	1.00		0.12	1.00		0.07	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	96	772	792	240	922	956	242	554	465	299	0	531
V/C Ratio(X)	0.78	0.69	0.69	0.45	0.55	0.55	0.31	0.36	0.19	0.11	0.00	0.55
Avail Cap(c_a), veh/h	212	772	792	246	922	956	242	554	465	299	0	531
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.89	0.89	0.89	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.3	5.1	5.1	35.4	0.0	0.0	40.0	29.4	27.9	33.9	0.0	31.4
Incr Delay (d2), s/veh	4.2	4.0	3.9	0.4	2.1	2.0	3.3	1.8	0.9	0.7	0.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.8	2.9	2.2	0.5	0.5	2.0	4.2	1.7	0.7	0.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.5	9.2	9.1	35.9	2.1	2.0	43.3	31.3	28.8	34.6	0.0	35.4
LnGrp LOS	D	A	A	D	A	A	D	C	C	C	A	D
Approach Vol, veh/h		1150			1143			361			322	
Approach Delay, s/veh		11.8			5.3			33.2			35.3	
Approach LOS		B			A			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	50.0		36.0	10.3	58.7		36.0				
Change Period (Y+Rc), s	5.1	* 5.1		5.4	* 4.7	5.1		5.4				
Max Green Setting (Gmax), s	14.3	* 45		30.6	* 12	46.9		30.6				
Max Q Clear Time (g_c+I1), s	7.2	12.8		16.1	6.2	2.0		22.6				
Green Ext Time (p_c), s	0.1	4.8		1.0	0.0	4.7		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		14.4	
HCM 6th LOS		B	

Notes

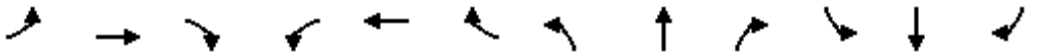
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	95	866	62	835	52	320	101	358	176
Future Volume (vph)	95	866	62	835	52	320	101	358	176
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	16.0	58.0	16.0	58.0	31.0	31.0	31.0	31.0	31.0
Total Split (%)	15.2%	55.2%	15.2%	55.2%	29.5%	29.5%	29.5%	29.5%	29.5%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	9.3	58.0	8.1	57.0	25.9	25.9	25.9	25.9	25.9
Actuated g/C Ratio	0.09	0.55	0.08	0.54	0.25	0.25	0.25	0.25	0.25
v/c Ratio	0.61	0.47	0.46	0.48	0.52	0.44	0.54	0.79	0.34
Control Delay	64.6	11.1	56.2	16.6	54.4	33.6	46.1	50.5	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.6	11.1	56.2	16.6	54.4	33.6	46.1	50.5	6.7
LOS	E	B	E	B	D	C	D	D	A
Approach Delay		16.2		19.1		36.1		37.7	
Approach LOS		B		B		D		D	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 57 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 24.4	Intersection LOS: C
Intersection Capacity Utilization 70.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 105: State St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	866	46	62	835	70	52	320	60	101	358	176
Future Volume (veh/h)	95	866	46	62	835	70	52	320	60	101	358	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	98	893	47	64	861	72	54	330	62	104	369	181
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	123	1972	104	83	1831	153	125	747	139	223	469	395
Arrive On Green	0.14	1.00	1.00	0.05	0.54	0.54	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	3487	184	1810	3368	282	870	3030	562	1005	1900	1602
Grp Volume(v), veh/h	98	462	478	64	461	472	54	195	197	104	369	181
Grp Sat Flow(s),veh/h/ln	1810	1805	1866	1810	1805	1845	870	1805	1787	1005	1900	1602
Q Serve(g_s), s	5.5	0.0	0.0	3.7	16.5	16.5	6.5	9.6	9.8	10.3	19.1	10.1
Cycle Q Clear(g_c), s	5.5	0.0	0.0	3.7	16.5	16.5	25.6	9.6	9.8	20.1	19.1	10.1
Prop In Lane	1.00		0.10	1.00		0.15	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	123	1021	1055	83	981	1003	125	445	441	223	469	395
V/C Ratio(X)	0.80	0.45	0.45	0.77	0.47	0.47	0.43	0.44	0.45	0.47	0.79	0.46
Avail Cap(c_a), veh/h	195	1021	1055	195	981	1003	125	445	441	223	469	395
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	0.0	0.0	49.5	14.7	14.7	48.9	33.4	33.5	42.0	37.0	33.6
Incr Delay (d2), s/veh	3.5	1.0	1.0	4.5	1.3	1.3	10.5	3.1	3.3	6.9	12.6	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.3	0.3	1.7	6.7	6.8	1.8	4.6	4.6	3.0	10.4	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.2	1.0	1.0	54.0	16.0	16.0	59.4	36.5	36.7	48.9	49.5	37.4
LnGrp LOS	D	A	A	D	B	B	E	D	D	D	D	D
Approach Vol, veh/h		1038			997			446			654	
Approach Delay, s/veh		5.5			18.4			39.4			46.1	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	64.5		31.0	11.8	62.2		31.0				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	* 4.7	5.1		5.1				
Max Green Setting (Gmax), s	* 11	52.9		25.9	* 11	52.9		25.9				
Max Q Clear Time (g_c+I1), s	5.7	2.0		22.1	7.5	18.5		27.6				
Green Ext Time (p_c), s	0.0	4.1		0.9	0.0	4.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		22.9
HCM 6th LOS		C

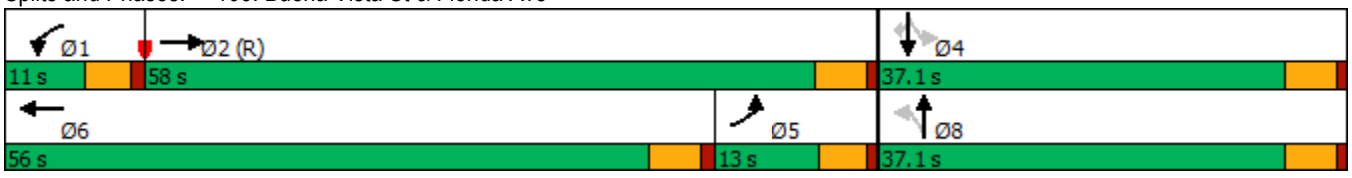
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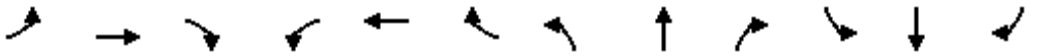
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	29	936	29	900	44	139	38	179	31
Future Volume (vph)	29	936	29	900	44	139	38	179	31
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	13.0	58.0	11.0	56.0	37.1	37.1	37.1	37.1	37.1
Total Split (%)	12.3%	54.7%	10.4%	52.8%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lag	Lag	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	None	Max	Max	Max
Act Effct Green (s)	12.1	57.3	5.8	51.1	32.0	32.0	32.0	32.0	32.0
Actuated g/C Ratio	0.11	0.54	0.05	0.48	0.30	0.30	0.30	0.30	0.30
v/c Ratio	0.16	0.57	0.33	0.61	0.16	0.38	0.14	0.35	0.06
Control Delay	42.3	18.4	57.3	23.9	29.0	29.2	28.7	31.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.3	18.4	57.3	23.9	29.0	29.2	28.7	31.2	0.2
LOS	D	B	E	C	C	C	C	C	A
Approach Delay		19.1		24.9		29.2		26.9	
Approach LOS		B		C		C		C	

Intersection Summary	
Cycle Length: 106.1	
Actuated Cycle Length: 106.1	
Offset: 50 (47%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 23.1	Intersection LOS: C
Intersection Capacity Utilization 54.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 106: Buena Vista St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	936	36	29	900	26	44	139	46	38	179	31
Future Volume (veh/h)	29	936	36	29	900	26	44	139	46	38	179	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	33	1064	41	33	1023	30	50	158	52	43	203	35
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	407	1870	72	53	1176	34	321	413	136	318	574	485
Arrive On Green	0.23	0.53	0.53	0.03	0.33	0.33	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	3539	136	1810	3576	105	1159	1368	450	1189	1900	1607
Grp Volume(v), veh/h	33	543	562	33	516	537	50	0	210	43	203	35
Grp Sat Flow(s),veh/h/ln	1810	1805	1871	1810	1805	1876	1159	0	1818	1189	1900	1607
Q Serve(g_s), s	1.5	21.5	21.5	1.9	28.5	28.5	3.7	0.0	9.7	3.1	8.9	1.6
Cycle Q Clear(g_c), s	1.5	21.5	21.5	1.9	28.5	28.5	12.6	0.0	9.7	12.8	8.9	1.6
Prop In Lane	1.00		0.07	1.00		0.06	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	407	953	988	53	593	617	321	0	549	318	574	485
V/C Ratio(X)	0.08	0.57	0.57	0.62	0.87	0.87	0.16	0.00	0.38	0.14	0.35	0.07
Avail Cap(c_a), veh/h	407	953	988	108	867	901	321	0	549	318	574	485
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.93	0.93	0.93	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	16.9	16.9	50.9	33.5	33.5	33.8	0.0	29.2	34.3	28.9	26.4
Incr Delay (d2), s/veh	0.0	2.1	2.1	4.1	4.5	4.3	0.1	0.0	0.2	0.9	1.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	8.9	9.3	0.9	12.8	13.3	1.1	0.0	4.2	1.0	4.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.4	19.0	18.9	54.9	37.9	37.8	33.9	0.0	29.4	35.1	30.6	26.7
LnGrp LOS	C	B	B	D	D	D	C	A	C	D	C	C
Approach Vol, veh/h		1138			1086			260			281	
Approach Delay, s/veh		19.4			38.4			30.2			30.8	
Approach LOS		B			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	61.1		37.1	29.0	39.9		37.1				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	5.1	* 5.1		5.1				
Max Green Setting (Gmax), s	* 6.3	52.9		32.0	8.3	* 51		32.0				
Max Q Clear Time (g_c+I1), s	3.9	23.5		14.8	3.5	30.5		14.6				
Green Ext Time (p_c), s	0.0	5.0		0.8	0.0	4.3		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		29.0	
HCM 6th LOS		C	

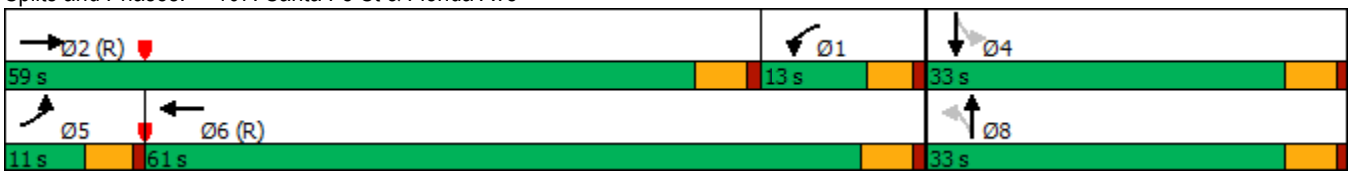
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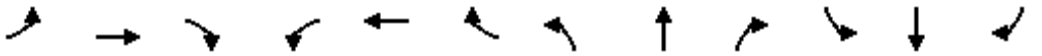
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	20	933	52	871	53	58	23	63
Future Volume (vph)	20	933	52	871	53	58	23	63
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.0	10.0	10.0	10.0
Total Split (s)	11.0	59.0	13.0	61.0	33.0	33.0	33.0	33.0
Total Split (%)	10.5%	56.2%	12.4%	58.1%	31.4%	31.4%	31.4%	31.4%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	6.0	74.4	7.6	80.1	10.1	10.1	10.1	10.1
Actuated g/C Ratio	0.06	0.71	0.07	0.76	0.10	0.10	0.10	0.10
v/c Ratio	0.22	0.45	0.45	0.37	0.57	0.67	0.32	0.59
Control Delay	51.9	8.2	57.6	5.8	65.1	42.3	52.3	45.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.9	8.2	57.6	5.8	65.1	42.3	52.3	45.3
LOS	D	A	E	A	E	D	D	D
Approach Delay		9.1		8.7		49.1		46.6
Approach LOS		A		A		D		D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 14.1	Intersection LOS: B
Intersection Capacity Utilization 60.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 107: Santa Fe St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	933	61	52	871	17	53	58	68	23	63	39
Future Volume (veh/h)	20	933	61	52	871	17	53	58	68	23	63	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	1060	69	59	990	19	60	66	77	26	72	44
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	42	1762	115	382	2554	49	158	104	121	133	143	88
Arrive On Green	0.02	0.51	0.51	0.21	0.71	0.71	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1810	3433	223	1810	3622	70	1285	793	925	1255	1098	671
Grp Volume(v), veh/h	23	557	572	59	493	516	60	0	143	26	0	116
Grp Sat Flow(s),veh/h/ln	1810	1805	1851	1810	1805	1887	1285	0	1718	1255	0	1768
Q Serve(g_s), s	1.3	22.8	22.8	2.8	11.6	11.6	4.8	0.0	8.3	2.1	0.0	6.4
Cycle Q Clear(g_c), s	1.3	22.8	22.8	2.8	11.6	11.6	11.2	0.0	8.3	10.4	0.0	6.4
Prop In Lane	1.00		0.12	1.00		0.04	1.00		0.54	1.00		0.38
Lane Grp Cap(c), veh/h	42	927	950	382	1273	1331	158	0	224	133	0	231
V/C Ratio(X)	0.55	0.60	0.60	0.15	0.39	0.39	0.38	0.00	0.64	0.19	0.00	0.50
Avail Cap(c_a), veh/h	109	927	950	382	1273	1331	333	0	458	304	0	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.67	0.67	0.67	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.7	18.0	18.0	33.8	6.3	6.3	47.7	0.0	43.3	48.2	0.0	42.5
Incr Delay (d2), s/veh	3.3	2.3	2.3	0.0	0.6	0.6	0.6	0.0	1.1	0.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	9.5	9.8	1.2	3.9	4.1	1.5	0.0	3.6	0.7	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.0	20.3	20.3	33.8	6.9	6.9	48.2	0.0	44.4	48.5	0.0	43.1
LnGrp LOS	D	C	C	C	A	A	D	A	D	D	A	D
Approach Vol, veh/h		1152			1068			203			142	
Approach Delay, s/veh		21.0			8.4			45.5			44.1	
Approach LOS		C			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.3	59.0		18.7	7.1	79.1		18.7				
Change Period (Y+Rc), s	5.1	* 5.1		5.0	* 4.7	5.1		5.0				
Max Green Setting (Gmax), s	8.3	* 54		28.0	* 6.3	55.9		28.0				
Max Q Clear Time (g_c+I1), s	4.8	24.8		12.4	3.3	13.6		13.2				
Green Ext Time (p_c), s	0.0	5.1		0.4	0.0	4.5		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		18.9	
HCM 6th LOS		B	

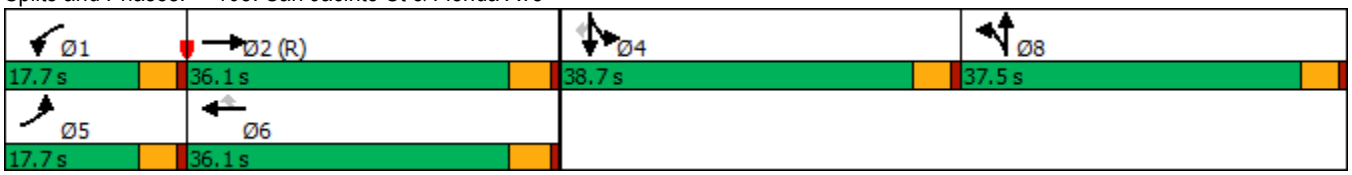
Notes

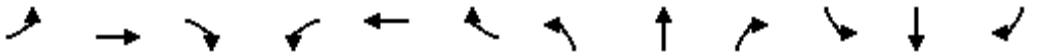
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	194	753	120	653	96	73	247	190	248	167
Future Volume (vph)	194	753	120	653	96	73	247	190	248	167
Turn Type	Prot	NA	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2	1	6		8	8	4	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	9.7	9.7	9.7	9.7	9.7
Total Split (s)	17.7	36.1	17.7	36.1	36.1	37.5	37.5	38.7	38.7	38.7
Total Split (%)	13.6%	27.8%	13.6%	27.8%	27.8%	28.8%	28.8%	29.8%	29.8%	29.8%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	13.0	32.0	12.0	31.0	31.0	32.8	32.8	34.0	34.0	34.0
Actuated g/C Ratio	0.10	0.25	0.09	0.24	0.24	0.25	0.25	0.26	0.26	0.26
v/c Ratio	1.18	1.00	0.80	0.83	0.24	0.18	0.38	0.42	0.63	0.33
Control Delay	174.5	78.2	89.1	56.8	11.2	39.3	38.9	43.3	49.2	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	174.5	78.2	89.1	56.8	11.2	39.3	38.9	43.3	49.2	6.9
LOS	F	E	F	E	B	D	D	D	D	A
Approach Delay		97.0		56.3			38.9		35.9	
Approach LOS		F		E			D		D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 108 (83%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 63.8	Intersection LOS: E
Intersection Capacity Utilization 67.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 108: San Jacinto St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	753	46	120	653	96	73	247	60	190	248	167
Future Volume (veh/h)	194	753	46	120	653	96	73	247	60	190	248	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	213	827	51	132	718	105	80	271	66	209	273	184
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	866	53	157	861	378	457	726	173	473	497	420
Arrive On Green	0.10	0.25	0.25	0.09	0.24	0.24	0.25	0.25	0.25	0.26	0.26	0.26
Sat Flow, veh/h	1810	3438	212	1810	3610	1586	1810	2878	687	1810	1900	1605
Grp Volume(v), veh/h	213	434	444	132	718	105	80	168	169	209	273	184
Grp Sat Flow(s),veh/h/ln	1810	1805	1845	1810	1805	1586	1810	1805	1761	1810	1900	1605
Q Serve(g_s), s	13.0	30.8	30.8	9.3	24.6	7.0	4.5	10.0	10.3	12.5	16.1	12.4
Cycle Q Clear(g_c), s	13.0	30.8	30.8	9.3	24.6	7.0	4.5	10.0	10.3	12.5	16.1	12.4
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	181	454	465	157	861	378	457	455	444	473	497	420
V/C Ratio(X)	1.18	0.96	0.96	0.84	0.83	0.28	0.18	0.37	0.38	0.44	0.55	0.44
Avail Cap(c_a), veh/h	181	454	465	181	861	378	457	455	444	473	497	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	47.9	47.9	58.5	47.1	40.4	38.0	40.1	40.2	40.1	41.4	40.0
Incr Delay (d2), s/veh	119.4	30.4	30.0	23.1	7.1	0.4	0.8	2.3	2.5	3.0	4.3	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.9	17.5	17.8	5.3	11.8	2.8	2.1	4.8	4.8	6.0	8.2	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	177.9	78.3	77.9	81.6	54.2	40.8	38.9	42.4	42.7	43.0	45.7	43.3
LnGrp LOS	F	E	E	F	D	D	D	D	D	D	D	D
Approach Vol, veh/h		1091			955			417			666	
Approach Delay, s/veh		97.6			56.5			41.8			44.2	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	37.8		38.7	17.7	36.1		37.5				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		4.7				
Max Green Setting (Gmax), s	* 13	31.0		* 34	* 13	31.0		32.8				
Max Q Clear Time (g_c+I1), s	11.3	32.8		18.1	15.0	26.6		12.3				
Green Ext Time (p_c), s	0.0	0.0		2.6	0.0	2.0		2.1				

Intersection Summary		
HCM 6th Ctrl Delay		66.2
HCM 6th LOS		E

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

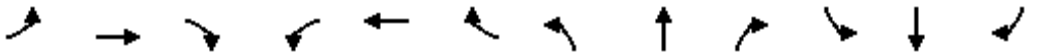
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	19	847	382	299	793	250	31	18	10
Future Volume (vph)	19	847	382	299	793	250	31	18	10
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	62.5	62.5	18.0	69.0	39.5	39.5	39.5	39.5
Total Split (%)	9.6%	52.1%	52.1%	15.0%	57.5%	32.9%	32.9%	32.9%	32.9%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.2	58.5	58.5	14.0	71.9	35.5	35.5		35.5
Actuated g/C Ratio	0.06	0.49	0.49	0.12	0.60	0.30	0.30		0.30
v/c Ratio	0.19	0.51	0.40	1.50	0.39	0.64	0.50		0.13
Control Delay	57.7	22.2	3.0	285.2	13.9	44.9	12.2		18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	57.7	22.2	3.0	285.2	13.9	44.9	12.2		18.4
LOS	E	C	A	F	B	D	B		B
Approach Delay		16.9			87.8		26.8		18.4
Approach LOS		B			F		C		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.50	
Intersection Signal Delay: 45.1	Intersection LOS: D
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 109: Warren Rd & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	847	382	299	793	7	250	31	277	18	10	29
Future Volume (veh/h)	19	847	382	299	793	7	250	31	277	18	10	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	892	402	315	835	7	263	33	292	19	11	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	51	1760	785	211	2112	18	339	49	435	93	63	120
Arrive On Green	0.03	0.49	0.49	0.12	0.58	0.58	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	3610	1610	1810	3669	31	1386	166	1469	182	212	407
Grp Volume(v), veh/h	20	892	402	315	411	431	263	0	325	61	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1894	1386	0	1636	801	0	0
Q Serve(g_s), s	1.3	20.2	20.5	14.0	15.0	15.0	12.1	0.0	21.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	1.3	20.2	20.5	14.0	15.0	15.0	33.8	0.0	21.0	21.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.90	0.31		0.51
Lane Grp Cap(c), veh/h	51	1760	785	211	1039	1091	339	0	484	276	0	0
V/C Ratio(X)	0.39	0.51	0.51	1.49	0.40	0.40	0.78	0.00	0.67	0.22	0.00	0.00
Avail Cap(c_a), veh/h	113	1760	785	211	1039	1091	339	0	484	276	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	57.3	20.9	21.0	53.0	14.0	14.0	44.7	0.0	37.1	32.0	0.0	0.0
Incr Delay (d2), s/veh	4.7	1.0	2.4	244.8	1.1	1.1	15.9	0.0	7.3	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	8.7	8.1	20.7	6.3	6.6	9.2	0.0	9.3	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	22.0	23.4	297.8	15.1	15.1	60.5	0.0	44.4	33.9	0.0	0.0
LnGrp LOS	E	C	C	F	B	B	E	A	D	C	A	A
Approach Vol, veh/h		1314			1157			588			61	
Approach Delay, s/veh		23.0			92.1			51.6			33.9	
Approach LOS		C			F			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	62.5		39.5	7.4	73.1		39.5				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	58.5		35.5	7.5	65.0		35.5				
Max Q Clear Time (g_c+I1), s	16.0	22.5		23.7	3.3	17.0		35.8				
Green Ext Time (p_c), s	0.0	9.8		0.2	0.0	6.4		0.0				

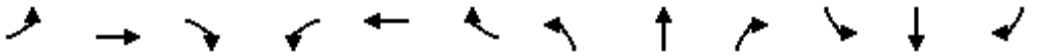
Intersection Summary												
HCM 6th Ctrl Delay			54.2									
HCM 6th LOS			D									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	26	24	72	39	80	31	459	120	160	515	6
Future Volume (vph)	2	26	24	72	39	80	31	459	120	160	515	6
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	22.5	22.5	11.5	22.5	22.5	11.5	42.5	42.5	13.5	44.5	44.5
Total Split (%)	12.8%	25.0%	25.0%	12.8%	25.0%	25.0%	12.8%	47.2%	47.2%	15.0%	49.4%	49.4%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.0	7.5	7.5	7.4	12.3	12.3	7.7	50.8	50.8	14.8	63.2	63.2
Actuated g/C Ratio	0.08	0.08	0.08	0.08	0.14	0.14	0.09	0.56	0.56	0.16	0.70	0.70
v/c Ratio	0.01	0.17	0.11	0.51	0.16	0.27	0.22	0.45	0.13	0.57	0.41	0.01
Control Delay	38.5	40.5	0.9	52.4	34.8	6.7	41.5	16.3	3.3	41.8	10.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.5	40.5	0.9	52.4	34.8	6.7	41.5	16.3	3.3	41.8	10.6	0.0
LOS	D	D	A	D	C	A	D	B	A	D	B	A
Approach Delay		22.1			29.7			15.0			17.8	
Approach LOS		C			C			B			B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 18.3	Intersection LOS: B
Intersection Capacity Utilization 53.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 110: Warren Rd & Cottonwood Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	26	24	72	39	80	31	459	120	160	515	6
Future Volume (veh/h)	2	26	24	72	39	80	31	459	120	160	515	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	27	25	76	41	84	33	483	126	168	542	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	7	146	124	120	265	224	79	1090	924	191	1207	1023
Arrive On Green	0.00	0.08	0.08	0.07	0.14	0.14	0.04	0.57	0.57	0.11	0.64	0.64
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	2	27	25	76	41	84	33	483	126	168	542	6
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	0.1	1.2	1.3	3.7	1.7	4.3	1.6	13.1	3.3	8.2	13.1	0.1
Cycle Q Clear(g_c), s	0.1	1.2	1.3	3.7	1.7	4.3	1.6	13.1	3.3	8.2	13.1	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	7	146	124	120	265	224	79	1090	924	191	1207	1023
V/C Ratio(X)	0.29	0.18	0.20	0.63	0.15	0.37	0.42	0.44	0.14	0.88	0.45	0.01
Avail Cap(c_a), veh/h	151	391	331	151	391	331	151	1090	924	191	1207	1023
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	38.9	39.0	41.0	34.1	35.2	41.9	11.0	8.9	39.7	8.4	6.0
Incr Delay (d2), s/veh	21.8	0.6	0.8	5.6	0.3	1.0	3.5	1.3	0.3	34.2	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.6	0.5	1.8	0.8	1.7	0.8	5.4	1.1	5.4	5.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.5	39.5	39.7	46.6	34.3	36.2	45.4	12.3	9.2	73.9	9.6	6.0
LnGrp LOS	E	D	D	D	C	D	D	B	A	E	A	A
Approach Vol, veh/h		54			201			642			716	
Approach Delay, s/veh		40.6			39.8			13.4			24.6	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	55.6	10.0	10.9	7.9	61.2	4.3	16.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.5	38.5	7.5	18.5	7.5	40.5	7.5	18.5
Max Q Clear Time (g_c+I1), s	10.2	15.1	5.7	3.3	3.6	15.1	2.1	6.3
Green Ext Time (p_c), s	0.0	3.6	0.0	0.1	0.0	3.8	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	105.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	63	1	93	61	63	1	515	166	83	488	57
Future Vol, veh/h	27	63	1	93	61	63	1	515	166	83	488	57
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	28	66	1	98	64	66	1	542	175	87	514	60
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

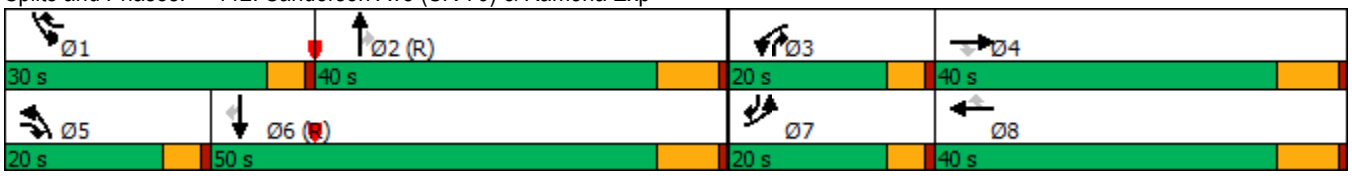
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.7	18.4	139.1	111.6
HCM LOS	B	C	F	F

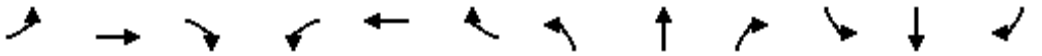
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	30%	43%	13%
Vol Thru, %	76%	69%	28%	78%
Vol Right, %	24%	1%	29%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	682	91	217	628
LT Vol	1	27	93	83
Through Vol	515	63	61	488
RT Vol	166	1	63	57
Lane Flow Rate	718	96	228	661
Geometry Grp	1	1	1	1
Degree of Util (X)	1.227	0.22	0.474	1.151
Departure Headway (Hd)	6.461	9.168	8.203	6.676
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	567	394	443	549
Service Time	4.461	7.168	6.203	4.676
HCM Lane V/C Ratio	1.266	0.244	0.515	1.204
HCM Control Delay	139.1	14.7	18.4	111.6
HCM Lane LOS	F	B	C	F
HCM 95th-tile Q	25.8	0.8	2.5	21.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	413	633	141	28	457	584	110	604	24	775	1149	556
Future Volume (vph)	413	633	141	28	457	584	110	604	24	775	1149	556
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7
Total Split (s)	20.0	40.0	20.0	20.0	40.0	30.0	20.0	40.0	20.0	30.0	50.0	20.0
Total Split (%)	15.4%	30.8%	15.4%	15.4%	30.8%	23.1%	15.4%	30.8%	15.4%	23.1%	38.5%	15.4%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	15.3	33.2	48.9	5.7	21.7	65.3	8.7	33.0	45.7	36.6	60.9	83.2
Actuated g/C Ratio	0.12	0.26	0.38	0.04	0.17	0.50	0.07	0.25	0.35	0.28	0.47	0.64
v/c Ratio	1.04	0.71	0.21	0.19	0.79	0.72	0.49	0.69	0.04	0.82	0.71	0.53
Control Delay	111.0	49.1	4.4	62.5	61.8	27.7	65.4	48.4	0.1	52.0	31.4	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.0	49.1	4.4	62.5	61.8	27.7	65.4	48.4	0.1	52.0	31.4	11.7
LOS	F	D	A	E	E	C	E	D	A	D	C	B
Approach Delay		65.3			43.2			49.3			33.4	
Approach LOS		E			D			D			C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 54.5 (42%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 44.4	Intersection LOS: D
Intersection Capacity Utilization 82.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 112: Sanderson Ave (SR-79) & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	413	633	141	28	457	584	110	604	24	775	1149	556
Future Volume (veh/h)	413	633	141	28	457	584	110	604	24	775	1149	556
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	430	659	147	29	476	608	115	629	25	807	1197	579
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	413	1251	635	88	916	722	168	916	449	683	1447	835
Arrive On Green	0.12	0.35	0.35	0.02	0.25	0.25	0.05	0.25	0.25	0.19	0.40	0.40
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	430	659	147	29	476	608	115	629	25	807	1197	579
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	15.3	19.0	7.9	1.1	14.7	33.0	4.2	20.5	1.5	25.3	38.6	35.2
Cycle Q Clear(g_c), s	15.3	19.0	7.9	1.1	14.7	33.0	4.2	20.5	1.5	25.3	38.6	35.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	413	1251	635	88	916	722	168	916	449	683	1447	835
V/C Ratio(X)	1.04	0.53	0.23	0.33	0.52	0.84	0.69	0.69	0.06	1.18	0.83	0.69
Avail Cap(c_a), veh/h	413	1251	635	413	916	722	413	916	449	683	1447	835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	34.0	26.2	62.3	41.7	31.8	60.9	43.8	34.3	52.3	34.9	23.5
Incr Delay (d2), s/veh	55.3	0.2	0.1	0.8	0.2	8.4	1.9	4.2	0.2	96.1	5.6	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	8.4	3.1	0.5	6.6	18.3	1.9	9.7	0.6	20.2	17.9	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	112.6	34.2	26.3	63.1	41.9	40.2	62.8	48.0	34.6	148.5	40.5	28.3
LnGrp LOS	F	C	C	E	D	D	E	D	C	F	D	C
Approach Vol, veh/h		1236			1113			769			2583	
Approach Delay, s/veh		60.5			41.5			49.8			71.5	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	40.0	7.9	52.1	10.9	59.1	20.0	40.0
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0
Max Green Setting (Gmax), s	* 25	33.0	* 15	33.0	* 15	43.0	* 15	33.0
Max Q Clear Time (g_c+I1), s	27.3	22.5	3.1	21.0	6.2	40.6	17.3	35.0
Green Ext Time (p_c), s	0.0	2.3	0.0	2.7	0.1	1.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	60.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	52	107	0	0	103	5	0	0	0	0	0	63
Future Vol, veh/h	52	107	0	0	103	5	0	0	0	0	0	63
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	52	107	0	0	103	5	0	0	0	0	0	63
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	7.7	0	7.2
HCM LOS	A	A	-	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	33%	0%	0%
Vol Thru, %	100%	67%	95%	0%
Vol Right, %	0%	0%	5%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	159	108	63
LT Vol	0	52	0	0
Through Vol	0	107	103	0
RT Vol	0	0	5	63
Lane Flow Rate	0	159	108	63
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0.184	0.123	0.068
Departure Headway (Hd)	4.551	4.158	4.103	3.881
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	859	866	929
Service Time	2.553	2.206	2.165	1.881
HCM Lane V/C Ratio	0	0.185	0.125	0.068
HCM Control Delay	7.6	8.2	7.7	7.2
HCM Lane LOS	N	A	A	A
HCM 95th-tile Q	0	0.7	0.4	0.2

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	40	0	0	35	35
Future Vol, veh/h	0	40	0	0	35	35
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	40	0	0	35	35
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	6.6	0	7.1
HCM LOS	A	-	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	50%	0%	0%
Vol Thru, %	0%	0%	100%
Vol Right, %	50%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	70	40	0
LT Vol	35	0	0
Through Vol	0	0	0
RT Vol	35	40	0
Lane Flow Rate	70	40	0
Geometry Grp	1	1	1
Degree of Util (X)	0.073	0.038	0
Departure Headway (Hd)	3.771	3.421	4.053
Convergence, Y/N	Yes	Yes	Yes
Cap	955	1046	0
Service Time	1.775	1.443	2.077
HCM Lane V/C Ratio	0.073	0.038	0
HCM Control Delay	7.1	6.6	7.1
HCM Lane LOS	A	A	N
HCM 95th-tile Q	0.2	0.1	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	70	0	0	40
Future Vol, veh/h	0	0	70	0	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	70	0	0	40

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	110	70	0	0	70	0
Stage 1	70	-	-	-	-	-
Stage 2	40	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	892	998	-	-	1544	-
Stage 1	958	-	-	-	-	-
Stage 2	988	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	892	998	-	-	1544	-
Mov Cap-2 Maneuver	892	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	988	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1544	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	117	0	68	74	0	39
Future Vol, veh/h	117	0	68	74	0	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	117	0	68	74	0	39

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	144	105	0	0	142	0
Stage 1	105	-	-	-	-	-
Stage 2	39	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	853	955	-	-	1453	-
Stage 1	924	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	853	955	-	-	1453	-
Mov Cap-2 Maneuver	853	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	989	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	853	1453	-
HCM Lane V/C Ratio	-	-	0.137	-	-
HCM Control Delay (s)	-	-	9.9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Intersection	
Int Delay, s/veh	4.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	126	118	1	68	41
Future Vol, veh/h	2	126	118	1	68	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	126	118	1	68	41

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	296	119	0	0	119	0
Stage 1	119	-	-	-	-	-
Stage 2	177	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	699	938	-	-	1482	-
Stage 1	911	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	666	938	-	-	1482	-
Mov Cap-2 Maneuver	666	-	-	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	819	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	4.7
HCM LOS	A		

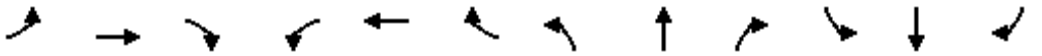
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	932	1482	-
HCM Lane V/C Ratio	-	-	0.137	0.046	-
HCM Control Delay (s)	-	-	9.5	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	901	541	691	1400	467	0	212
Future Volume (vph)	901	541	691	1400	467	0	212
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.4	10.4	10.4	10.4	10.8	10.8	10.8
Total Split (s)	37.0	37.0	31.0	68.0	22.0	22.0	22.0
Total Split (%)	41.1%	41.1%	34.4%	75.6%	24.4%	24.4%	24.4%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.8	5.8	5.8
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	35.6	35.6	22.3	63.3	15.5	15.5	15.5
Actuated g/C Ratio	0.40	0.40	0.25	0.70	0.17	0.17	0.17
v/c Ratio	0.46	0.63	0.84	0.58	0.88	0.70	0.59
Control Delay	21.8	8.9	31.7	3.1	67.6	33.1	25.5
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0	0.0
Total Delay	21.8	8.9	31.7	3.6	67.6	33.1	25.5
LOS	C	A	C	A	E	C	C
Approach Delay	17.0			12.9		43.6	
Approach LOS	B			B		D	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 19.2	Intersection LOS: B
Intersection Capacity Utilization 82.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: I-15 SB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	901	541	691	1400	0	0	0	0	467	0	212
Future Volume (veh/h)	0	901	541	691	1400	0	0	0	0	467	0	212
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	948	569	727	1474	0				561	0	149
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2106	654	823	2529	0				633	0	282
Arrive On Green	0.00	0.41	0.41	0.16	0.47	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	5358	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	948	569	727	1474	0				561	0	149
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	12.0	29.2	18.2	26.8	0.0				13.6	0.0	7.6
Cycle Q Clear(g_c), s	0.0	12.0	29.2	18.2	26.8	0.0				13.6	0.0	7.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2106	654	823	2529	0				633	0	282
V/C Ratio(X)	0.00	0.45	0.87	0.88	0.58	0.00				0.89	0.00	0.53
Avail Cap(c_a), veh/h	0	2106	654	999	2529	0				651	0	290
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.64	0.64	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	19.4	24.6	36.7	14.3	0.0				36.2	0.0	33.7
Incr Delay (d2), s/veh	0.0	0.7	14.8	4.8	0.6	0.0				13.1	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.6	12.8	8.5	11.4	0.0				7.0	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.1	39.3	41.6	14.9	0.0				49.3	0.0	34.5
LnGrp LOS	A	C	D	D	B	A				D	A	C
Approach Vol, veh/h		1517			2201						710	
Approach Delay, s/veh		27.3			23.7						46.2	
Approach LOS		C			C						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	26.5	41.9		21.6		68.4
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4
Max Green Setting (Gmax), s	25.6	31.6		16.2		62.6
Max Q Clear Time (g_c+I1), s	20.2	31.2		15.6		28.8
Green Ext Time (p_c), s	0.9	0.3		0.1		8.7

Intersection Summary		
HCM 6th Ctrl Delay		28.6
HCM 6th LOS		C

Notes

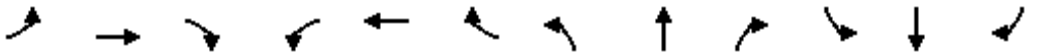
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	87	1282	1627	644	465	3	551
Future Volume (vph)	87	1282	1627	644	465	3	551
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.1	10.8	10.8	10.8	10.8	10.8	10.8
Total Split (s)	14.0	62.0	48.0	48.0	28.0	28.0	28.0
Total Split (%)	15.6%	68.9%	53.3%	53.3%	31.1%	31.1%	31.1%
Yellow Time (s)	4.1	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.8	5.8	5.8	5.8	5.8	5.8
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	7.9	57.0	46.0	46.0	21.4	21.4	21.4
Actuated g/C Ratio	0.09	0.63	0.51	0.51	0.24	0.24	0.24
v/c Ratio	0.59	0.42	0.66	0.60	0.93	0.90	0.80
Control Delay	51.6	19.1	7.5	3.6	65.0	54.4	38.0
Queue Delay	0.0	0.0	3.8	2.3	0.0	0.0	0.0
Total Delay	51.6	19.1	11.3	5.9	65.0	54.4	38.0
LOS	D	B	B	A	E	D	D
Approach Delay		21.2	9.8			52.9	
Approach LOS		C	A			D	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 7 (8%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 22.5	Intersection LOS: C
Intersection Capacity Utilization 82.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: I-15 NB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	1282	0	0	1627	644	465	3	551	0	0	0
Future Volume (veh/h)	87	1282	0	0	1627	644	465	3	551	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	94	1378	0	0	1749	692	700	0	380			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	119	3239	0	0	2604	806	893	0	397			
Arrive On Green	0.13	1.00	0.00	0.00	0.34	0.34	0.25	0.00	0.25			
Sat Flow, veh/h	1810	5358	0	0	5358	1605	3619	0	1610			
Grp Volume(v), veh/h	94	1378	0	0	1749	692	700	0	380			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1605	1810	0	1610			
Q Serve(g_s), s	4.5	0.0	0.0	0.0	26.0	36.2	16.3	0.0	20.9			
Cycle Q Clear(g_c), s	4.5	0.0	0.0	0.0	26.0	36.2	16.3	0.0	20.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	119	3239	0	0	2604	806	893	0	397			
V/C Ratio(X)	0.79	0.43	0.00	0.00	0.67	0.86	0.78	0.00	0.96			
Avail Cap(c_a), veh/h	179	3239	0	0	2604	806	893	0	397			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00			
Upstream Filter(I)	0.81	0.81	0.00	0.00	0.42	0.42	1.00	0.00	1.00			
Uniform Delay (d), s/veh	38.5	0.0	0.0	0.0	23.5	26.9	31.7	0.0	33.4			
Incr Delay (d2), s/veh	5.5	0.3	0.0	0.0	0.6	5.3	4.2	0.0	33.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.0	0.1	0.0	0.0	11.0	15.2	7.3	0.0	11.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	0.3	0.0	0.0	24.1	32.2	35.9	0.0	67.2			
LnGrp LOS	D	A	A	A	C	C	D	A	E			
Approach Vol, veh/h		1472			2441			1080				
Approach Delay, s/veh		3.1			26.4			46.9				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		62.0			11.0	51.0		28.0				
Change Period (Y+Rc), s		5.8			5.1	5.8		5.8				
Max Green Setting (Gmax), s		56.2			8.9	42.2		22.2				
Max Q Clear Time (g_c+I1), s		2.0			6.5	38.2		22.9				
Green Ext Time (p_c), s		7.9			0.0	3.2		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C

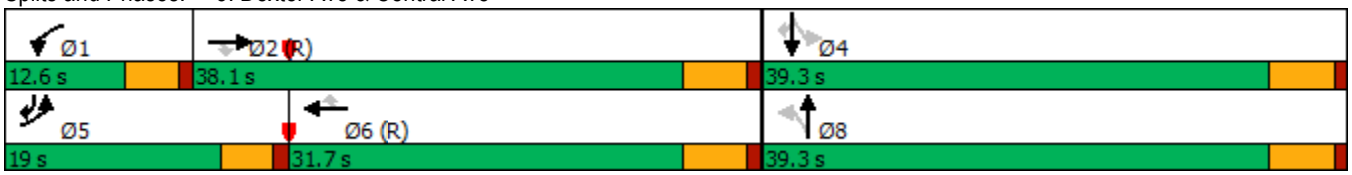
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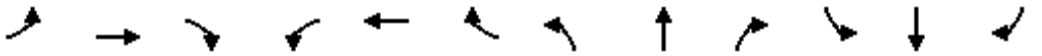
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	367	1296	170	91	1666	181	153	196	64	144	452
Future Volume (vph)	367	1296	170	91	1666	181	153	196	64	144	452
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	7.0	7.0	10.0	10.0	9.0	9.0	5.0
Minimum Split (s)	9.6	11.3	11.3	9.6	12.3	12.3	15.3	15.3	14.3	14.3	9.6
Total Split (s)	19.0	38.1	38.1	12.6	31.7	31.7	39.3	39.3	39.3	39.3	19.0
Total Split (%)	21.1%	42.3%	42.3%	14.0%	35.2%	35.2%	43.7%	43.7%	43.7%	43.7%	21.1%
Yellow Time (s)	3.6	4.3	4.3	3.6	4.3	4.3	4.3	4.3	4.3	4.3	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.3	5.3	4.6	5.3	5.3	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None
Act Effct Green (s)	14.4	35.3	35.3	7.5	26.4	26.4	34.0	34.0	34.0	34.0	53.7
Actuated g/C Ratio	0.16	0.39	0.39	0.08	0.29	0.29	0.38	0.38	0.38	0.38	0.60
v/c Ratio	1.43	0.72	0.26	0.68	0.98	0.33	0.37	0.41	0.20	0.23	0.52
Control Delay	247.0	10.5	1.5	50.5	49.0	11.8	23.1	21.3	20.9	20.1	12.3
Queue Delay	0.0	0.7	0.0	0.0	41.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	247.0	11.2	1.5	50.5	90.3	11.8	23.1	21.3	20.9	20.1	12.3
LOS	F	B	A	D	F	B	C	C	C	C	B
Approach Delay		57.5			81.1			22.0		14.9	
Approach LOS		E			F			C		B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.43	
Intersection Signal Delay: 58.1	Intersection LOS: E
Intersection Capacity Utilization 83.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Dexter Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	367	1296	170	91	1666	181	153	196	58	64	144	452
Future Volume (veh/h)	367	1296	170	91	1666	181	153	196	58	64	144	452
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	412	1456	191	102	1872	203	172	220	65	72	162	508
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	290	1979	614	130	1917	471	329	532	157	372	718	865
Arrive On Green	0.16	0.38	0.38	0.07	0.29	0.29	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1810	5187	1608	1810	6536	1607	779	1408	416	1111	1900	1608
Grp Volume(v), veh/h	412	1456	191	102	1872	203	172	0	285	72	162	508
Grp Sat Flow(s),veh/h/ln	1810	1729	1608	1810	1634	1607	779	0	1824	1111	1900	1608
Q Serve(g_s), s	14.4	21.7	7.5	5.0	25.5	9.2	17.3	0.0	10.4	4.6	5.2	19.2
Cycle Q Clear(g_c), s	14.4	21.7	7.5	5.0	25.5	9.2	22.6	0.0	10.4	15.0	5.2	19.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	290	1979	614	130	1917	471	329	0	689	372	718	865
V/C Ratio(X)	1.42	0.74	0.31	0.79	0.98	0.43	0.52	0.00	0.41	0.19	0.23	0.59
Avail Cap(c_a), veh/h	290	1979	614	161	1917	471	329	0	689	372	718	865
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	23.9	19.5	41.1	31.5	25.7	26.7	0.0	20.6	26.2	19.0	14.1
Incr Delay (d2), s/veh	206.9	2.1	1.1	14.5	15.7	2.9	5.8	0.0	1.8	1.2	0.7	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.7	8.6	2.8	2.7	11.5	3.7	3.5	0.0	4.4	1.3	2.3	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	244.7	26.1	20.7	55.6	47.2	28.6	32.6	0.0	22.5	27.3	19.8	17.0
LnGrp LOS	F	C	C	E	D	C	C	A	C	C	B	B
Approach Vol, veh/h		2059			2177			457			742	
Approach Delay, s/veh		69.3			45.8			26.3			18.6	
Approach LOS		E			D			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	39.6		39.3	19.0	31.7		39.3				
Change Period (Y+Rc), s	4.6	5.3		5.3	4.6	5.3		5.3				
Max Green Setting (Gmax), s	8.0	32.8		34.0	14.4	26.4		34.0				
Max Q Clear Time (g_c+I1), s	7.0	23.7		21.2	16.4	27.5		24.6				
Green Ext Time (p_c), s	0.0	4.9		1.4	0.0	0.0		1.3				

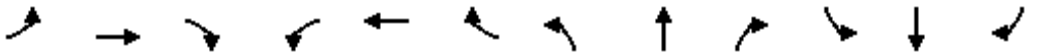
Intersection Summary												
HCM 6th Ctrl Delay			49.4									
HCM 6th LOS			D									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	132	1213	30	77	1653	114	75	30	128	49
Future Volume (vph)	132	1213	30	77	1653	114	75	30	128	49
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	NA
Protected Phases	5	2	3	1	6		3	8		4
Permitted Phases			2			6			4	
Detector Phase	5	2	3	1	6	6	3	8	4	4
Switch Phase										
Minimum Initial (s)	6.0	15.0	6.0	6.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	21.0	10.0	10.6	21.0	21.0	10.0	10.9	10.9	10.9
Total Split (s)	10.6	49.9	10.0	14.1	53.4	53.4	10.0	26.0	16.0	16.0
Total Split (%)	11.8%	55.4%	11.1%	15.7%	59.3%	59.3%	11.1%	28.9%	17.8%	17.8%
Yellow Time (s)	3.6	5.0	3.0	3.6	5.0	5.0	3.0	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.0	4.6	6.0	6.0	4.0	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	Max	Max	Max
Act Effct Green (s)	6.0	47.4	55.4	8.1	47.4	47.4	6.0	21.1	13.1	13.1
Actuated g/C Ratio	0.07	0.53	0.62	0.09	0.53	0.53	0.07	0.23	0.15	0.15
v/c Ratio	0.62	0.70	0.03	0.52	0.96	0.14	0.68	0.10	0.73	0.47
Control Delay	61.6	7.0	0.0	36.0	39.1	6.5	70.2	14.5	62.5	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.6	7.0	0.0	36.0	39.1	6.5	70.2	14.5	62.5	23.6
LOS	E	A	A	D	D	A	E	B	E	C
Approach Delay		12.1			37.0			43.2		42.4
Approach LOS		B			D			D		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 28.2	Intersection LOS: C
Intersection Capacity Utilization 79.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Cambern Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	1213	30	77	1653	114	75	30	40	128	49	88
Future Volume (veh/h)	132	1213	30	77	1653	114	75	30	40	128	49	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	145	1333	33	85	1816	125	82	33	44	141	54	97
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	228	1924	941	109	1908	839	106	423	376	256	80	143
Arrive On Green	0.06	0.53	0.53	0.08	0.70	0.70	0.06	0.23	0.23	0.13	0.13	0.13
Sat Flow, veh/h	3510	3610	1589	1810	3610	1587	1810	1805	1604	1335	606	1089
Grp Volume(v), veh/h	145	1333	33	85	1816	125	82	33	44	141	0	151
Grp Sat Flow(s),veh/h/ln	1755	1805	1589	1810	1805	1587	1810	1805	1604	1335	0	1695
Q Serve(g_s), s	3.6	24.6	0.8	4.1	40.7	2.4	4.0	1.3	1.9	9.2	0.0	7.6
Cycle Q Clear(g_c), s	3.6	24.6	0.8	4.1	40.7	2.4	4.0	1.3	1.9	9.2	0.0	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	228	1924	941	109	1908	839	106	423	376	256	0	223
V/C Ratio(X)	0.64	0.69	0.04	0.78	0.95	0.15	0.78	0.08	0.12	0.55	0.00	0.68
Avail Cap(c_a), veh/h	234	1924	941	191	1908	839	121	423	376	256	0	223
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.0	15.6	7.7	40.8	12.3	6.7	41.8	26.9	27.1	37.9	0.0	37.2
Incr Delay (d2), s/veh	4.1	2.1	0.1	0.4	1.6	0.0	20.3	0.4	0.6	8.3	0.0	15.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	8.7	0.2	1.7	6.9	0.7	2.3	0.6	0.8	3.5	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	17.6	7.7	41.2	13.9	6.7	62.1	27.2	27.8	46.2	0.0	52.5
LnGrp LOS	D	B	A	D	B	A	E	C	C	D	A	D
Approach Vol, veh/h		1511			2026			159			292	
Approach Delay, s/veh		20.1			14.6			45.4			49.5	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	54.0	9.2	16.8	10.4	53.6		26.0				
Change Period (Y+Rc), s	4.6	6.0	4.0	4.9	4.6	6.0		4.9				
Max Green Setting (Gmax), s	9.5	43.9	6.0	11.1	6.0	47.4		21.1				
Max Q Clear Time (g_c+I1), s	6.1	26.6	6.0	11.2	5.6	42.7		3.9				
Green Ext Time (p_c), s	0.0	5.4	0.0	0.0	0.0	3.3		0.2				

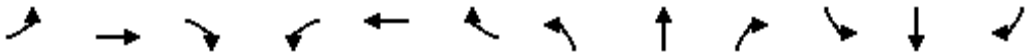
Intersection Summary	
HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	9	1340	25	1777	38	14	106	15
Future Volume (vph)	9	1340	25	1777	38	14	106	15
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	11.8	9.6	11.8	9.6	9.6	9.6	9.6
Total Split (s)	20.0	40.0	20.0	40.0	30.0	30.0	30.0	30.0
Total Split (%)	22.2%	44.4%	22.2%	44.4%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.6	5.8	3.6	5.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.3	48.5	6.0	51.0		25.4		25.4
Actuated g/C Ratio	0.06	0.54	0.07	0.57		0.28		0.28
v/c Ratio	0.09	0.75	0.22	1.01		0.20		0.39
Control Delay	48.3	18.1	43.7	43.0		17.1		27.3
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	48.3	18.1	43.7	43.0		17.1		27.3
LOS	D	B	D	D		B		C
Approach Delay		18.3		43.0		17.1		27.3
Approach LOS		B		D		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 51 (57%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 32.1	Intersection LOS: C
Intersection Capacity Utilization 76.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Conard Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1340	31	25	1777	143	38	14	35	106	15	28
Future Volume (veh/h)	9	1340	31	25	1777	143	38	14	35	106	15	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	1426	33	27	1890	152	40	15	37	113	16	30
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	22	1849	43	49	1785	141	233	96	183	359	55	80
Arrive On Green	0.00	0.17	0.17	0.03	0.53	0.53	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	3606	83	1810	3382	268	622	341	648	1029	194	284
Grp Volume(v), veh/h	10	713	746	27	995	1047	92	0	0	159	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1885	1810	1805	1845	1611	0	0	1507	0	0
Q Serve(g_s), s	0.5	34.0	34.0	1.3	47.5	47.5	0.0	0.0	0.0	3.4	0.0	0.0
Cycle Q Clear(g_c), s	0.5	34.0	34.0	1.3	47.5	47.5	3.5	0.0	0.0	6.9	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.15	0.43		0.40	0.71		0.19
Lane Grp Cap(c), veh/h	22	925	966	49	953	974	512	0	0	494	0	0
V/C Ratio(X)	0.45	0.77	0.77	0.55	1.04	1.08	0.18	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	310	925	966	310	953	974	512	0	0	494	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.5	32.3	32.4	43.2	21.3	21.3	24.5	0.0	0.0	25.5	0.0	0.0
Incr Delay (d2), s/veh	3.4	4.0	3.9	3.5	41.4	51.4	0.8	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	17.0	17.7	0.6	26.7	30.0	1.6	0.0	0.0	2.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	36.3	36.2	46.7	62.7	72.6	25.2	0.0	0.0	27.2	0.0	0.0
LnGrp LOS	D	D	D	D	F	F	C	A	A	C	A	A
Approach Vol, veh/h		1469			2069			92			159	
Approach Delay, s/veh		36.4			67.5			25.2			27.2	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	52.9		30.0	5.7	54.3		30.0				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	15.4	33.2		25.4	15.4	33.2		25.4				
Max Q Clear Time (g_c+I1), s	3.3	36.0		8.9	2.5	49.5		5.5				
Green Ext Time (p_c), s	0.0	0.0		0.5	0.0	0.0		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			52.7									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	32	1306	1702	90	32	53
Future Vol, veh/h	32	1306	1702	90	32	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	35	1420	1850	98	35	58

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1948	0	-	0	2537	974
Stage 1	-	-	-	-	1899	-
Stage 2	-	-	-	-	638	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	304	-	-	-	~ 34	255
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	463	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	304	-	-	-	~ 30	255
Mov Cap-2 Maneuver	-	-	-	-	77	-
Stage 1	-	-	-	-	92	-
Stage 2	-	-	-	-	463	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	74.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	304	-	-	-	136
HCM Lane V/C Ratio	0.114	-	-	-	0.679
HCM Control Delay (s)	18.4	-	-	-	74.6
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	3.8

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1128	8	1489	346	7
Future Volume (vph)	1128	8	1489	346	7
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	8	
Permitted Phases					8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.9	10.3	11.9	10.3	10.3
Total Split (s)	50.0	20.0	70.0	30.0	30.0
Total Split (%)	50.0%	20.0%	70.0%	30.0%	30.0%
Yellow Time (s)	5.9	4.3	5.9	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	5.3	6.9	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	42.0	5.3	43.9	25.1	25.1
Actuated g/C Ratio	0.52	0.07	0.54	0.31	0.31
v/c Ratio	0.75	0.08	0.81	0.34	0.01
Control Delay	18.5	41.9	18.8	24.9	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.5	41.9	18.8	24.9	15.1
LOS	B	D	B	C	B
Approach Delay	18.5		19.0	24.7	
Approach LOS	B		B	C	

Intersection Summary			
Cycle Length: 100			
Actuated Cycle Length: 81.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 19.4		Intersection LOS: B	
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: Riverside St & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1128	162	8	1489	346	7
Future Volume (veh/h)	1128	162	8	1489	346	7
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1200	172	9	1584	368	7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1491	213	20	1973	1065	489
Arrive On Green	0.47	0.47	0.01	0.55	0.30	0.30
Sat Flow, veh/h	3266	453	1810	3705	3510	1610
Grp Volume(v), veh/h	681	691	9	1584	368	7
Grp Sat Flow(s),veh/h/ln	1805	1819	1810	1805	1755	1610
Q Serve(g_s), s	26.1	26.4	0.4	28.8	6.6	0.2
Cycle Q Clear(g_c), s	26.1	26.4	0.4	28.8	6.6	0.2
Prop In Lane		0.25	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	849	855	20	1973	1065	489
V/C Ratio(X)	0.80	0.81	0.44	0.80	0.35	0.01
Avail Cap(c_a), veh/h	956	963	327	2799	1065	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	18.4	40.0	14.9	22.1	19.8
Incr Delay (d2), s/veh	4.5	4.7	5.4	1.2	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.8	10.0	0.2	9.1	2.7	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.8	23.1	45.4	16.1	22.9	19.9
LnGrp LOS	C	C	D	B	C	B
Approach Vol, veh/h	1372			1593	375	
Approach Delay, s/veh	23.0			16.2	22.9	
Approach LOS	C			B	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.2	45.2				51.4	30.0
Change Period (Y+Rc), s	5.3	6.9				6.9	5.3
Max Green Setting (Gmax), s	14.7	43.1				63.1	24.7
Max Q Clear Time (g_c+I1), s	2.4	28.4				30.8	8.6
Green Ext Time (p_c), s	0.0	7.1				13.6	0.6

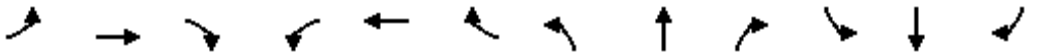
Intersection Summary			
HCM 6th Ctrl Delay		19.8	
HCM 6th LOS		B	

Lane Group	EBT	WBL	WBT	NBL	NBT	Ø4
Lane Configurations						
Traffic Volume (vph)	1090	70	1416	18	0	
Future Volume (vph)	1090	70	1416	18	0	
Turn Type	NA	Prot	NA	Perm	NA	
Protected Phases	2	1	6		8	4
Permitted Phases				8		
Detector Phase	2	1	6	8	8	
Switch Phase						
Minimum Initial (s)	6.0	4.0	6.0	5.0	5.0	5.0
Minimum Split (s)	13.4	9.4	13.4	11.2	11.2	9.6
Total Split (s)	50.0	25.0	75.0	25.0	25.0	25.0
Total Split (%)	50.0%	25.0%	75.0%	25.0%	25.0%	25%
Yellow Time (s)	5.9	4.4	5.9	5.2	5.2	3.6
All-Red Time (s)	1.5	1.0	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.4	5.4	7.4		6.2	
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	33.8	7.8	44.5		19.2	
Actuated g/C Ratio	0.44	0.10	0.57		0.25	
v/c Ratio	0.75	0.41	0.73		0.20	
Control Delay	22.5	42.5	13.9		6.5	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	22.5	42.5	13.9		6.5	
LOS	C	D	B		A	
Approach Delay	22.5		15.3		6.5	
Approach LOS	C		B		A	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 77.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 18.0	Intersection LOS: B
Intersection Capacity Utilization 55.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Wasson Canyon Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1090	22	70	1416	0	18	0	71	0	0	0
Future Volume (veh/h)	0	1090	22	70	1416	0	18	0	71	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	1160	23	74	1506	0	19	0	76	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	1500	30	96	1952	0	115	32	354	0	524	0
Arrive On Green	0.00	0.41	0.41	0.05	0.54	0.00	0.28	0.00	0.28	0.00	0.00	0.00
Sat Flow, veh/h	0	3715	72	1810	3705	0	204	117	1283	0	1900	0
Grp Volume(v), veh/h	0	578	605	74	1506	0	95	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1805	1887	1810	1805	0	1604	0	0	0	1900	0
Q Serve(g_s), s	0.0	20.4	20.4	3.0	24.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	20.4	20.4	3.0	24.3	0.0	3.3	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.04	1.00		0.00	0.20		0.80	0.00		0.00
Lane Grp Cap(c), veh/h	0	748	782	96	1952	0	500	0	0	0	524	0
V/C Ratio(X)	0.00	0.77	0.77	0.77	0.77	0.00	0.19	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	1039	1086	479	3297	0	500	0	0	0	524	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	18.7	18.7	34.6	13.4	0.0	20.6	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.4	2.3	4.8	0.7	0.0	0.8	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.3	7.6	1.3	7.2	0.0	1.3	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.1	21.0	39.3	14.1	0.0	21.4	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	C	C	D	B	A	C	A	A	A	A	A
Approach Vol, veh/h		1183			1580			95			0	
Approach Delay, s/veh		21.1			15.3			21.4			0.0	
Approach LOS		C			B			C				

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.3	38.1		26.6		47.4		26.6				
Change Period (Y+Rc), s	5.4	7.4		* 6.2		7.4		6.2				
Max Green Setting (Gmax), s	19.6	42.6		* 20		67.6		18.8				
Max Q Clear Time (g_c+I1), s	5.0	22.4		0.0		26.3		5.3				
Green Ext Time (p_c), s	0.1	6.8		0.0		13.7		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		17.9	
HCM 6th LOS		B	

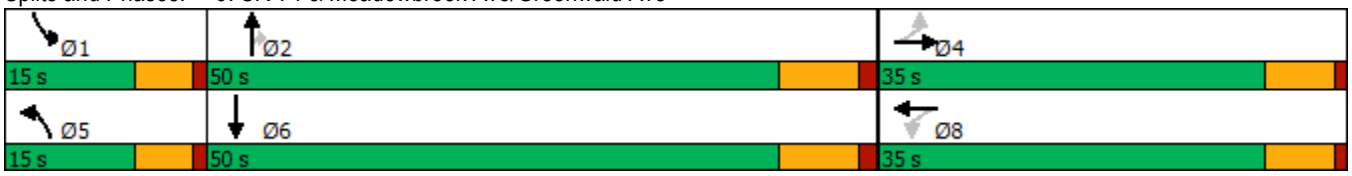
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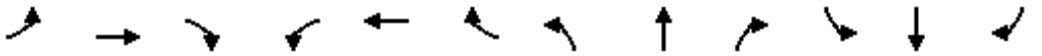
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	69	14	316	12	18	1015	120	45	1123
Future Volume (vph)	69	14	316	12	18	1015	120	45	1123
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.2	11.2	11.2	11.2	9.4	13.4	13.4	9.4	13.4
Total Split (s)	35.0	35.0	35.0	35.0	15.0	50.0	50.0	15.0	50.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	15.0%	50.0%	50.0%	15.0%	50.0%
Yellow Time (s)	5.2	5.2	5.2	5.2	4.4	5.9	5.9	4.4	5.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	5.4	7.4	7.4	5.4	7.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	24.7	24.7	24.7	24.7	5.6	43.4	43.4	6.8	46.4
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.06	0.49	0.49	0.08	0.52
v/c Ratio	0.20	0.12	0.88	0.24	0.17	0.60	0.15	0.34	0.64
Control Delay	27.7	11.8	56.5	8.0	47.0	20.7	3.8	48.9	19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.7	11.8	56.5	8.0	47.0	20.7	3.8	48.9	19.1
LOS	C	B	E	A	D	C	A	D	B
Approach Delay		20.5		43.0		19.3			20.3
Approach LOS		C		D		B			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 89.3	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 23.3	Intersection LOS: C
Intersection Capacity Utilization 72.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: SR-74 & Meadowbrook Ave/Greenwald Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	14	43	316	12	108	18	1015	120	45	1123	25
Future Volume (veh/h)	69	14	43	316	12	108	18	1015	120	45	1123	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	15	45	329	12	112	19	1057	125	47	1170	26
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	375	121	362	437	46	426	30	1693	755	60	1753	39
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.02	0.47	0.47	0.03	0.49	0.49
Sat Flow, veh/h	1287	419	1256	1364	158	1476	1810	3610	1610	1810	3610	80
Grp Volume(v), veh/h	72	0	60	329	0	124	19	1057	125	47	585	611
Grp Sat Flow(s),veh/h/ln	1287	0	1674	1364	0	1634	1810	1805	1610	1810	1805	1886
Q Serve(g_s), s	4.1	0.0	2.4	21.3	0.0	5.3	0.9	20.0	4.1	2.3	22.4	22.4
Cycle Q Clear(g_c), s	9.4	0.0	2.4	23.7	0.0	5.3	0.9	20.0	4.1	2.3	22.4	22.4
Prop In Lane	1.00		0.75	1.00		0.90	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	375	0	483	437	0	471	30	1693	755	60	877	916
V/C Ratio(X)	0.19	0.00	0.12	0.75	0.00	0.26	0.63	0.62	0.17	0.78	0.67	0.67
Avail Cap(c_a), veh/h	412	0	531	476	0	518	191	1693	755	191	877	916
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	0.0	23.8	32.6	0.0	24.9	44.4	18.1	13.9	43.6	17.8	17.8
Incr Delay (d2), s/veh	0.2	0.0	0.1	5.8	0.0	0.2	7.6	1.7	0.5	7.9	4.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.9	7.5	0.0	2.1	0.5	7.4	1.4	1.1	8.7	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.7	0.0	23.9	38.4	0.0	25.1	52.0	19.8	14.3	51.5	21.8	21.6
LnGrp LOS	C	A	C	D	A	C	D	B	B	D	C	C
Approach Vol, veh/h		132			453			1201			1243	
Approach Delay, s/veh		26.5			34.7			19.8			22.8	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	50.0		32.4	6.9	51.5		32.4				
Change Period (Y+Rc), s	5.4	7.4		6.2	5.4	7.4		6.2				
Max Green Setting (Gmax), s	9.6	42.6		28.8	9.6	42.6		28.8				
Max Q Clear Time (g_c+I1), s	4.3	22.0		11.4	2.9	24.4		25.7				
Green Ext Time (p_c), s	0.0	4.4		0.4	0.0	6.6		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		23.6	
HCM 6th LOS		C	

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	39	1177	6	18	1180
Future Vol, veh/h	10	39	1177	6	18	1180
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	230	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	41	1226	6	19	1229

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1882	616	0	0	1232	0
Stage 1	1229	-	-	-	-	-
Stage 2	653	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	64	438	-	-	573	-
Stage 1	243	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	62	438	-	-	573	-
Mov Cap-2 Maneuver	171	-	-	-	-	-
Stage 1	243	-	-	-	-	-
Stage 2	469	-	-	-	-	-

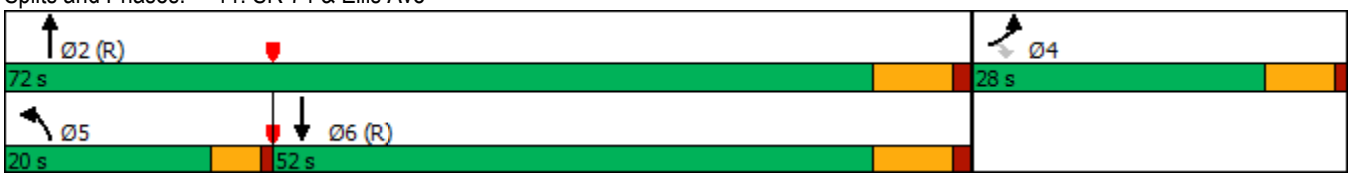
Approach	WB	NB	SB
HCM Control Delay, s	17.8	0	0.2
HCM LOS	C		

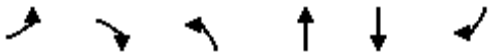
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	332	573	-
HCM Lane V/C Ratio	-	-	0.154	0.033	-
HCM Control Delay (s)	-	-	17.8	11.5	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	273	78	68	899	841
Future Volume (vph)	273	78	68	899	841
Turn Type	Prot	Perm	Prot	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	4.0	6.0	6.0
Minimum Split (s)	11.2	11.2	8.6	13.4	13.4
Total Split (s)	28.0	28.0	20.0	72.0	52.0
Total Split (%)	28.0%	28.0%	20.0%	72.0%	52.0%
Yellow Time (s)	5.2	5.2	3.6	5.9	5.9
All-Red Time (s)	1.0	1.0	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	4.6	7.4	7.4
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	19.8	19.8	8.6	66.6	55.3
Actuated g/C Ratio	0.20	0.20	0.09	0.67	0.55
v/c Ratio	0.85	0.24	0.49	0.42	0.62
Control Delay	60.2	17.9	53.6	8.7	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	60.2	17.9	53.6	8.7	17.9
LOS	E	B	D	A	B
Approach Delay	50.8			11.8	17.9
Approach LOS	D			B	B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 20.2	Intersection LOS: C
Intersection Capacity Utilization 65.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 11: SR-74 & Ellis Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	273	78	68	899	841	251
Future Volume (veh/h)	273	78	68	899	841	251
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	303	87	76	999	934	279
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	338	301	98	2444	1581	471
Arrive On Green	0.19	0.19	0.05	0.68	0.58	0.58
Sat Flow, veh/h	1810	1610	1810	3705	2837	816
Grp Volume(v), veh/h	303	87	76	999	614	599
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1753
Q Serve(g_s), s	16.4	4.6	4.1	12.4	21.8	22.0
Cycle Q Clear(g_c), s	16.4	4.6	4.1	12.4	21.8	22.0
Prop In Lane	1.00	1.00	1.00			0.47
Lane Grp Cap(c), veh/h	338	301	98	2444	1041	1011
V/C Ratio(X)	0.90	0.29	0.77	0.41	0.59	0.59
Avail Cap(c_a), veh/h	394	351	279	2444	1041	1011
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.45	0.45
Uniform Delay (d), s/veh	39.7	34.9	46.7	7.2	13.6	13.6
Incr Delay (d2), s/veh	19.6	0.4	4.8	0.5	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	4.4	1.9	3.6	7.6	7.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	59.3	35.3	51.4	7.7	14.7	14.8
LnGrp LOS	E	D	D	A	B	B
Approach Vol, veh/h	390			1075	1213	
Approach Delay, s/veh	54.0			10.8	14.7	
Approach LOS	D			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		75.1		24.9	10.0	65.1
Change Period (Y+Rc), s		7.4		6.2	4.6	7.4
Max Green Setting (Gmax), s		64.6		21.8	15.4	44.6
Max Q Clear Time (g_c+I1), s		14.4		18.4	6.1	24.0
Green Ext Time (p_c), s		7.4		0.3	0.0	7.3

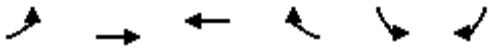
Intersection Summary		
HCM 6th Ctrl Delay		18.9
HCM 6th LOS		B

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	42	1062	1067	538	59
Future Volume (vph)	42	1062	1067	538	59
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	11.0	11.0	9.0	9.0
Total Split (s)	20.0	60.0	40.0	30.0	30.0
Total Split (%)	22.2%	66.7%	44.4%	33.3%	33.3%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	0.5	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	4.0	4.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	Max	Max
Act Effct Green (s)	6.9	54.0	47.1	26.0	26.0
Actuated g/C Ratio	0.08	0.60	0.52	0.29	0.29
v/c Ratio	0.33	0.54	0.86	0.58	0.13
Control Delay	45.2	11.8	25.6	30.2	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.2	11.8	25.6	30.2	7.2
LOS	D	B	C	C	A
Approach Delay		13.1	25.6	27.9	
Approach LOS		B	C	C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 21.6	Intersection LOS: C
Intersection Capacity Utilization 65.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 12: SR-74/4th St & Navajo Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	42	1062	1067	377	538	59
Future Volume (veh/h)	42	1062	1067	377	538	59
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	1167	1173	414	591	65
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	101	2166	1332	459	1014	465
Arrive On Green	0.06	0.60	0.51	0.51	0.29	0.29
Sat Flow, veh/h	1810	3705	2729	908	3510	1610
Grp Volume(v), veh/h	46	1167	795	792	591	65
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1737	1755	1610
Q Serve(g_s), s	2.2	17.2	35.0	37.3	13.0	2.7
Cycle Q Clear(g_c), s	2.2	17.2	35.0	37.3	13.0	2.7
Prop In Lane	1.00			0.52	1.00	1.00
Lane Grp Cap(c), veh/h	101	2166	913	878	1014	465
V/C Ratio(X)	0.46	0.54	0.87	0.90	0.58	0.14
Avail Cap(c_a), veh/h	332	2166	913	878	1014	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	41.2	10.6	19.7	20.2	27.4	23.7
Incr Delay (d2), s/veh	1.0	0.8	1.2	1.6	2.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	5.8	12.8	13.2	5.5	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.2	11.5	20.8	21.9	29.8	24.3
LnGrp LOS	D	B	C	C	C	C
Approach Vol, veh/h		1213	1587		656	
Approach Delay, s/veh		12.6	21.4		29.3	
Approach LOS		B	C		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.0		30.0	8.5	51.5
Change Period (Y+Rc), s		6.0		4.0	3.5	6.0
Max Green Setting (Gmax), s		54.0		26.0	16.5	34.0
Max Q Clear Time (g_c+I1), s		19.2		15.0	4.2	39.3
Green Ext Time (p_c), s		7.5		1.9	0.0	0.0

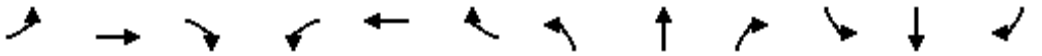
Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	232	1248	78	1030	133	222	104	151
Future Volume (vph)	232	1248	78	1030	133	222	104	151
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	10.0	9.5	10.0	9.5	10.0	9.5	10.0
Total Split (s)	20.0	40.0	20.0	40.0	20.0	25.0	20.0	25.0
Total Split (%)	19.0%	38.1%	19.0%	38.1%	19.0%	23.8%	19.0%	23.8%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	15.5	42.6	9.9	35.0	12.8	24.1	11.4	22.7
Actuated g/C Ratio	0.15	0.41	0.09	0.33	0.12	0.23	0.11	0.22
v/c Ratio	1.07	1.10	0.56	1.10	0.74	0.42	0.65	0.54
Control Delay	120.9	87.7	58.6	91.7	66.0	34.0	61.0	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	120.9	87.7	58.6	91.7	66.0	34.0	61.0	16.1
LOS	F	F	E	F	E	C	E	B
Approach Delay		92.7		89.5		44.1		25.1
Approach LOS		F		F		D		C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 14 (13%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 76.5	Intersection LOS: E
Intersection Capacity Utilization 86.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 13: A St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	1248	60	78	1030	46	133	222	64	104	151	260
Future Volume (veh/h)	232	1248	60	78	1030	46	133	222	64	104	151	260
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	255	1371	66	86	1132	51	146	244	70	114	166	286
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	240	1441	69	107	1185	53	173	528	148	139	309	268
Arrive On Green	0.15	0.46	0.46	0.07	0.37	0.37	0.11	0.21	0.21	0.09	0.19	0.19
Sat Flow, veh/h	1629	3155	152	1629	3163	142	1629	2498	700	1629	1625	1408
Grp Volume(v), veh/h	255	705	732	86	581	602	146	157	157	114	166	286
Grp Sat Flow(s),veh/h/ln	1629	1625	1682	1629	1625	1681	1629	1625	1573	1629	1625	1408
Q Serve(g_s), s	15.5	43.7	44.0	5.5	36.6	36.6	9.2	8.8	9.2	7.2	9.7	20.0
Cycle Q Clear(g_c), s	15.5	43.7	44.0	5.5	36.6	36.6	9.2	8.8	9.2	7.2	9.7	20.0
Prop In Lane	1.00		0.09	1.00		0.08	1.00		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	240	742	768	107	609	630	173	343	333	139	309	268
V/C Ratio(X)	1.06	0.95	0.95	0.80	0.95	0.96	0.84	0.46	0.47	0.82	0.54	1.07
Avail Cap(c_a), veh/h	240	742	768	240	609	630	240	343	333	240	309	268
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.35	0.35	0.35	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	27.4	27.5	48.4	32.0	32.0	46.1	36.1	36.3	47.2	38.3	42.5
Incr Delay (d2), s/veh	69.2	19.8	19.9	1.9	13.2	13.0	13.2	4.3	4.8	4.5	6.5	73.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	19.4	20.2	2.2	15.9	16.5	4.4	3.9	4.0	3.1	4.4	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	113.9	47.2	47.4	50.3	45.2	45.0	59.2	40.5	41.1	51.7	44.8	116.1
LnGrp LOS	F	D	D	D	D	D	E	D	D	D	D	F
Approach Vol, veh/h		1692			1269			460			566	
Approach Delay, s/veh		57.3			45.4			46.6			82.2	
Approach LOS		E			D			D			F	

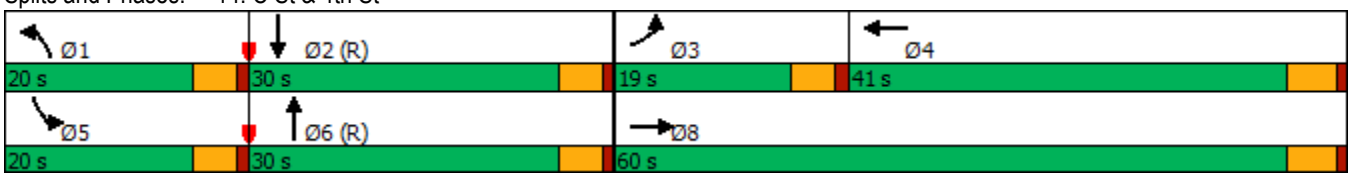
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	52.9	15.7	25.0	20.0	44.3	13.5	27.2
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	15.5	35.0	15.5	20.0	15.5	35.0	15.5	20.0
Max Q Clear Time (g_c+I1), s	7.5	46.0	11.2	22.0	17.5	38.6	9.2	11.2
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.8

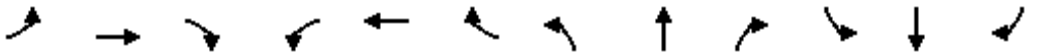
Intersection Summary	
HCM 6th Ctrl Delay	55.8
HCM 6th LOS	E

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	286	1103	834	9	97	44	46
Future Volume (vph)	286	1103	834	9	97	44	46
Turn Type	Prot	NA	NA	Prot	NA	Prot	NA
Protected Phases	3	8	4	1	6	5	2
Permitted Phases							
Detector Phase	3	8	4	1	6	5	2
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	10.1	9.6	9.6	9.6	9.6
Total Split (s)	19.0	60.0	41.0	20.0	30.0	20.0	30.0
Total Split (%)	17.3%	54.5%	37.3%	18.2%	27.3%	18.2%	27.3%
Yellow Time (s)	3.6	4.1	4.1	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	4.6	4.6	4.6	4.6
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	14.4	53.0	34.0	5.4	37.1	7.5	45.1
Actuated g/C Ratio	0.13	0.48	0.31	0.05	0.34	0.07	0.41
v/c Ratio	1.35	0.71	0.89	0.11	0.23	0.40	0.53
Control Delay	219.7	24.9	17.0	52.4	27.1	57.7	9.6
Queue Delay	0.0	0.5	0.1	0.0	0.0	0.0	0.0
Total Delay	219.7	25.4	17.2	52.4	27.1	57.7	9.6
LOS	F	C	B	D	C	E	A
Approach Delay		65.3	17.2		28.7		14.3
Approach LOS		E	B		C		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.35	
Intersection Signal Delay: 40.6	Intersection LOS: D
Intersection Capacity Utilization 85.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 14: C St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	286	1103	6	0	834	52	9	97	34	44	46	361
Future Volume (veh/h)	286	1103	6	0	834	52	9	97	34	44	46	361
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	318	1226	7	0	927	58	10	108	38	49	51	401
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	237	1695	10	0	990	62	22	502	177	64	73	575
Arrive On Green	0.13	0.46	0.46	0.00	0.58	0.58	0.01	0.37	0.37	0.04	0.40	0.40
Sat Flow, veh/h	1810	3680	21	0	3537	215	1810	1343	472	1810	184	1447
Grp Volume(v), veh/h	318	601	632	0	486	499	10	0	146	49	0	452
Grp Sat Flow(s),veh/h/ln	1810	1805	1896	0	1805	1852	1810	0	1815	1810	0	1631
Q Serve(g_s), s	14.4	29.6	29.7	0.0	27.3	27.3	0.6	0.0	6.0	3.0	0.0	25.4
Cycle Q Clear(g_c), s	14.4	29.6	29.7	0.0	27.3	27.3	0.6	0.0	6.0	3.0	0.0	25.4
Prop In Lane	1.00		0.01	0.00		0.12	1.00		0.26	1.00		0.89
Lane Grp Cap(c), veh/h	237	831	873	0	519	533	22	0	679	64	0	648
V/C Ratio(X)	1.34	0.72	0.72	0.00	0.94	0.94	0.46	0.00	0.21	0.77	0.00	0.70
Avail Cap(c_a), veh/h	237	901	946	0	589	604	253	0	679	253	0	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.00	0.54	0.54	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.8	24.0	24.0	0.0	22.4	22.4	54.0	0.0	23.4	52.6	0.0	27.6
Incr Delay (d2), s/veh	156.7	0.2	0.2	0.0	12.9	12.6	5.6	0.0	0.7	7.0	0.0	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.7	12.1	12.7	0.0	9.0	9.2	0.3	0.0	2.7	1.5	0.0	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	204.5	24.2	24.2	0.0	35.3	35.0	59.6	0.0	24.1	59.6	0.0	33.7
LnGrp LOS	F	C	C	A	D	D	E	A	C	E	A	C
Approach Vol, veh/h		1551			985			156			501	
Approach Delay, s/veh		61.2			35.1			26.4			36.3	
Approach LOS		E			D			C			D	

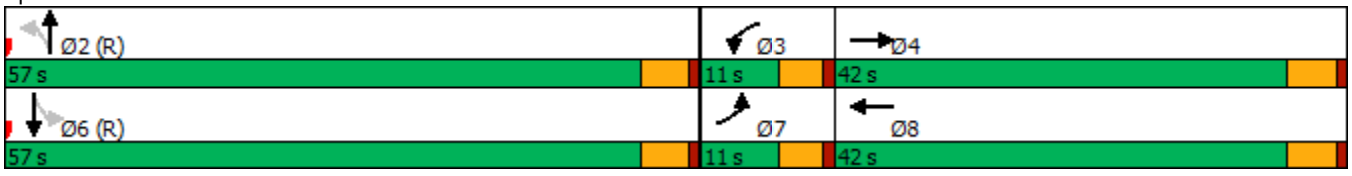
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	48.3	19.0	36.8	8.5	45.8		55.8				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.1	4.6	4.6		5.1				
Max Green Setting (Gmax), s	15.4	25.4	14.4	35.9	15.4	25.4		54.9				
Max Q Clear Time (g_c+I1), s	2.6	27.4	16.4	29.3	5.0	8.0		31.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.4	0.0	0.5		5.5				

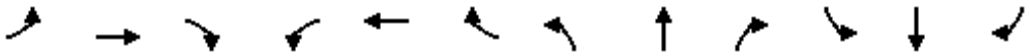
Intersection Summary			
HCM 6th Ctrl Delay		47.5	
HCM 6th LOS		D	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	135	1016	43	787	24	116	22	70
Future Volume (vph)	135	1016	43	787	24	116	22	70
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	9.6	10.1	10.0	10.0	10.0	10.0
Total Split (s)	11.0	42.0	11.0	42.0	57.0	57.0	57.0	57.0
Total Split (%)	10.0%	38.2%	10.0%	38.2%	51.8%	51.8%	51.8%	51.8%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	6.4	37.0	6.0	34.7	54.2	54.2	54.2	54.2
Actuated g/C Ratio	0.06	0.34	0.05	0.32	0.49	0.49	0.49	0.49
v/c Ratio	1.41	0.95	0.47	0.80	0.04	0.21	0.04	0.18
Control Delay	273.2	31.2	66.2	39.9	16.0	14.6	16.0	10.2
Queue Delay	0.0	3.6	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay	273.2	34.7	66.2	40.1	16.0	14.6	16.0	10.2
LOS	F	C	E	D	B	B	B	B
Approach Delay		61.9		41.4		14.8		10.9
Approach LOS		E		D		B		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 84 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.41	
Intersection Signal Delay: 47.2	Intersection LOS: D
Intersection Capacity Utilization 63.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 15: D St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	1016	30	43	787	33	24	116	56	22	70	75
Future Volume (veh/h)	135	1016	30	43	787	33	24	116	56	22	70	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	0.99		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	148	1116	33	47	865	36	26	127	62	24	77	82
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	1180	35	63	1079	45	626	601	293	600	421	449
Arrive On Green	0.06	0.33	0.33	0.03	0.31	0.31	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1810	3580	106	1810	3525	147	1241	1197	584	1207	839	893
Grp Volume(v), veh/h	148	563	586	47	443	458	26	0	189	24	0	159
Grp Sat Flow(s),veh/h/ln	1810	1805	1881	1810	1805	1867	1241	0	1782	1207	0	1732
Q Serve(g_s), s	6.4	33.4	33.4	2.8	24.8	24.8	1.3	0.0	6.5	1.2	0.0	5.5
Cycle Q Clear(g_c), s	6.4	33.4	33.4	2.8	24.8	24.8	6.8	0.0	6.5	7.7	0.0	5.5
Prop In Lane	1.00		0.06	1.00		0.08	1.00		0.33	1.00		0.52
Lane Grp Cap(c), veh/h	105	595	620	63	552	571	626	0	895	600	0	870
V/C Ratio(X)	1.41	0.95	0.95	0.75	0.80	0.80	0.04	0.00	0.21	0.04	0.00	0.18
Avail Cap(c_a), veh/h	105	605	631	105	605	626	626	0	895	600	0	870
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	0.77	0.77	0.77	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.8	35.9	35.9	52.6	35.1	35.1	16.9	0.0	15.3	17.4	0.0	15.0
Incr Delay (d2), s/veh	215.2	17.4	17.0	5.1	4.9	4.7	0.1	0.0	0.5	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	17.3	17.9	1.4	11.4	11.7	0.4	0.0	2.7	0.4	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	267.0	53.3	52.9	57.7	40.0	39.8	17.0	0.0	15.8	17.5	0.0	15.5
LnGrp LOS	F	D	D	E	D	D	B	A	B	B	A	B
Approach Vol, veh/h		1297			948			215			183	
Approach Delay, s/veh		77.5			40.8			15.9			15.7	
Approach LOS		E			D			B			B	

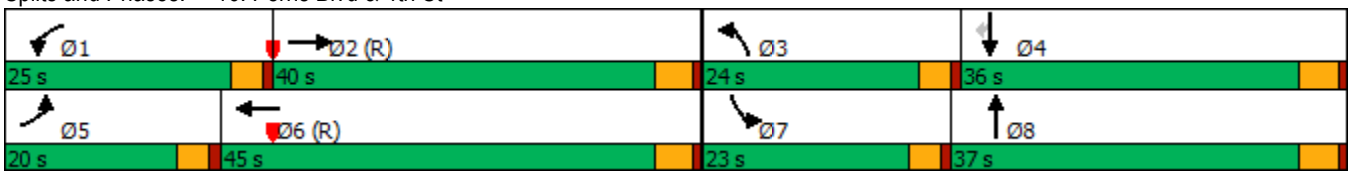
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		60.2	8.4	41.4		60.2	11.0	38.8				
Change Period (Y+Rc), s		5.0	4.6	5.1		5.0	4.6	5.1				
Max Green Setting (Gmax), s		52.0	6.4	36.9		52.0	6.4	36.9				
Max Q Clear Time (g_c+I1), s		8.8	4.8	35.4		9.7	8.4	26.8				
Green Ext Time (p_c), s		0.8	0.0	0.8		0.7	0.0	2.7				

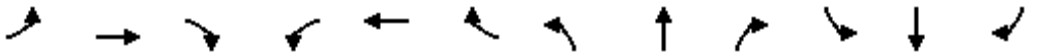
Intersection Summary												
HCM 6th Ctrl Delay			55.0									
HCM 6th LOS			E									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	311	707	59	580	79	486	70	332	221
Future Volume (vph)	311	707	59	580	79	486	70	332	221
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.6	9.0	9.6	9.0	9.6	9.0	9.6	9.6
Total Split (s)	20.0	40.0	25.0	45.0	24.0	37.0	23.0	36.0	36.0
Total Split (%)	16.0%	32.0%	20.0%	36.0%	19.2%	29.6%	18.4%	28.8%	28.8%
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	16.0	48.8	9.5	40.4	11.1	43.0	10.4	40.3	40.3
Actuated g/C Ratio	0.13	0.39	0.08	0.32	0.09	0.34	0.08	0.32	0.32
v/c Ratio	1.67	0.68	0.54	0.66	0.61	0.56	0.58	0.67	0.39
Control Delay	356.4	36.0	70.8	39.8	71.6	36.3	71.3	44.7	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	356.4	36.0	70.8	39.8	71.6	36.3	71.3	44.7	6.1
LOS	F	D	E	D	E	D	E	D	A
Approach Delay		128.3		42.5		40.7		34.0	
Approach LOS		F		D		D		C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 30 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.67	
Intersection Signal Delay: 71.1	Intersection LOS: E
Intersection Capacity Utilization 77.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 16: Perris Blvd & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	311	707	62	59	580	43	79	486	68	70	332	221
Future Volume (veh/h)	311	707	62	59	580	43	79	486	68	70	332	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	346	786	69	66	644	48	88	540	76	78	369	246
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	208	1489	131	83	1273	95	108	741	104	97	431	360
Arrive On Green	0.13	0.49	0.49	0.05	0.42	0.42	0.07	0.26	0.26	0.06	0.25	0.25
Sat Flow, veh/h	1629	3020	265	1629	3062	228	1629	2860	401	1629	1710	1427
Grp Volume(v), veh/h	346	423	432	66	341	351	88	306	310	78	369	246
Grp Sat Flow(s),veh/h/ln	1629	1625	1660	1629	1625	1665	1629	1625	1637	1629	1710	1427
Q Serve(g_s), s	16.0	22.3	22.3	5.0	19.4	19.5	6.7	21.5	21.6	5.9	25.7	19.5
Cycle Q Clear(g_c), s	16.0	22.3	22.3	5.0	19.4	19.5	6.7	21.5	21.6	5.9	25.7	19.5
Prop In Lane	1.00		0.16	1.00		0.14	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	208	801	818	83	675	692	108	421	424	97	431	360
V/C Ratio(X)	1.66	0.53	0.53	0.80	0.51	0.51	0.81	0.73	0.73	0.81	0.86	0.68
Avail Cap(c_a), veh/h	208	801	818	274	675	692	261	421	424	248	431	360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.25	0.25	0.25	0.78	0.78	0.78	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	21.7	21.7	58.7	27.0	27.0	57.6	42.3	42.3	58.1	44.6	42.2
Incr Delay (d2), s/veh	302.3	0.6	0.6	5.1	2.1	2.1	5.4	10.5	10.6	5.8	19.1	10.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.0	8.4	8.6	2.2	7.8	8.0	2.9	9.7	9.9	2.6	13.0	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	356.8	22.3	22.3	63.8	29.1	29.1	63.0	52.7	52.9	63.8	63.7	52.3
LnGrp LOS	F	C	C	E	C	C	E	D	D	E	E	D
Approach Vol, veh/h		1201			758			704			693	
Approach Delay, s/veh		118.7			32.1			54.1			59.7	
Approach LOS		F			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	66.2	12.3	36.1	20.0	56.6	11.4	37.0
Change Period (Y+Rc), s	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6
Max Green Setting (Gmax), s	21.0	35.4	20.0	31.4	16.0	40.4	19.0	32.4
Max Q Clear Time (g_c+I1), s	7.0	24.3	8.7	27.7	18.0	21.5	7.9	23.6
Green Ext Time (p_c), s	0.0	2.7	0.1	0.8	0.0	2.5	0.1	1.7

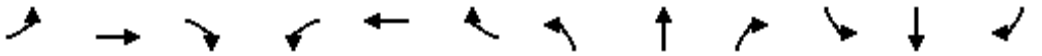
Intersection Summary	
HCM 6th Ctrl Delay	73.4
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	51	695	47	642	13	64	77	39
Future Volume (vph)	51	695	47	642	13	64	77	39
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	10.5	10.5	10.5	10.5
Total Split (s)	20.0	31.0	20.0	31.0	39.0	39.0	39.0	39.0
Total Split (%)	22.2%	34.4%	22.2%	34.4%	43.3%	43.3%	43.3%	43.3%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	8.3	36.7	8.1	34.2	33.5	33.5	33.5	33.5
Actuated g/C Ratio	0.09	0.41	0.09	0.38	0.37	0.37	0.37	0.37
v/c Ratio	0.35	0.57	0.33	0.60	0.03	0.19	0.19	0.09
Control Delay	43.3	23.8	44.9	16.1	18.3	12.7	20.4	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.3	23.8	44.9	16.1	18.3	12.7	20.4	14.3
LOS	D	C	D	B	B	B	C	B
Approach Delay		25.1		17.9		13.2		17.9
Approach LOS		C		B		B		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 32 (36%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 20.6	Intersection LOS: C
Intersection Capacity Utilization 48.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 17: G St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	695	36	47	642	74	13	64	53	77	39	17
Future Volume (veh/h)	51	695	36	47	642	74	13	64	53	77	39	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	58	790	41	53	730	84	15	73	60	88	44	19
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	77	1428	74	74	1325	152	554	358	295	488	468	202
Arrive On Green	0.04	0.41	0.41	0.03	0.27	0.27	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1810	3490	181	1810	3251	374	1356	963	792	1273	1257	543
Grp Volume(v), veh/h	58	409	422	53	405	409	15	0	133	88	0	63
Grp Sat Flow(s),veh/h/ln	1810	1805	1866	1810	1805	1819	1356	0	1755	1273	0	1800
Q Serve(g_s), s	2.9	15.6	15.6	2.6	17.3	17.3	0.7	0.0	4.6	4.5	0.0	2.0
Cycle Q Clear(g_c), s	2.9	15.6	15.6	2.6	17.3	17.3	2.7	0.0	4.6	9.2	0.0	2.0
Prop In Lane	1.00		0.10	1.00		0.21	1.00		0.45	1.00		0.30
Lane Grp Cap(c), veh/h	77	739	764	74	735	741	554	0	653	488	0	670
V/C Ratio(X)	0.75	0.55	0.55	0.72	0.55	0.55	0.03	0.00	0.20	0.18	0.00	0.09
Avail Cap(c_a), veh/h	312	739	764	312	735	741	554	0	653	488	0	670
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	0.79	0.79	0.79	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.6	20.3	20.3	43.3	25.7	25.7	19.3	0.0	19.2	22.3	0.0	18.4
Incr Delay (d2), s/veh	9.7	2.0	2.0	9.8	2.3	2.3	0.1	0.0	0.7	0.8	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	6.6	6.8	1.4	8.2	8.2	0.2	0.0	2.0	1.5	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	22.3	22.3	53.1	28.0	28.0	19.3	0.0	19.9	23.1	0.0	18.7
LnGrp LOS	D	C	C	D	C	C	B	A	B	C	A	B
Approach Vol, veh/h		889			867			148			151	
Approach Delay, s/veh		24.3			29.5			19.8			21.3	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	42.8		39.0	8.3	42.7		39.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	25.0		33.5	15.5	25.0		33.5				
Max Q Clear Time (g_c+I1), s	4.6	17.6		11.2	4.9	19.3		6.6				
Green Ext Time (p_c), s	0.1	3.0		0.6	0.1	2.4		0.8				

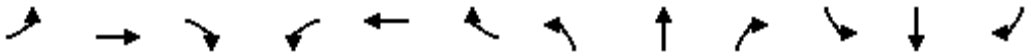
Intersection Summary			
HCM 6th Ctrl Delay		25.9	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	35	732	12	725	35	6	88	9
Future Volume (vph)	35	732	12	725	35	6	88	9
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	15.5	15.5	10.5	10.5
Total Split (s)	20.0	35.0	20.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	22.2%	38.9%	22.2%	38.9%	38.9%	38.9%	38.9%	38.9%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0		5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.5	46.6	6.3	41.2		29.5		29.5
Actuated g/C Ratio	0.08	0.52	0.07	0.46		0.33		0.33
v/c Ratio	0.26	0.46	0.10	0.58		0.13		0.29
Control Delay	29.4	28.4	40.6	20.7		16.9		22.2
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	29.4	28.4	40.6	20.7		16.9		22.2
LOS	C	C	D	C		B		C
Approach Delay		28.5		21.0		16.9		22.2
Approach LOS		C		C		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 24.2	Intersection LOS: C
Intersection Capacity Utilization 47.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 18: Wilkerson Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	732	31	12	725	116	35	6	18	88	9	23
Future Volume (veh/h)	35	732	31	12	725	116	35	6	18	88	9	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	822	35	13	815	130	39	7	20	99	10	26
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	63	1690	72	28	1433	229	349	70	155	418	47	94
Arrive On Green	0.02	0.32	0.32	0.02	0.46	0.46	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3527	150	1810	3117	497	870	215	472	1064	144	288
Grp Volume(v), veh/h	39	421	436	13	472	473	66	0	0	135	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1872	1810	1805	1809	1556	0	0	1496	0	0
Q Serve(g_s), s	1.9	16.9	16.9	0.6	17.2	17.2	0.0	0.0	0.0	3.2	0.0	0.0
Cycle Q Clear(g_c), s	1.9	16.9	16.9	0.6	17.2	17.2	2.3	0.0	0.0	5.5	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.27	0.59		0.30	0.73		0.19
Lane Grp Cap(c), veh/h	63	865	897	28	830	832	574	0	0	560	0	0
V/C Ratio(X)	0.62	0.49	0.49	0.47	0.57	0.57	0.12	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	312	865	897	312	830	832	574	0	0	560	0	0
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.76	0.76	0.76	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.4	21.6	21.7	43.9	17.8	17.8	21.1	0.0	0.0	22.1	0.0	0.0
Incr Delay (d2), s/veh	8.1	1.6	1.6	8.9	2.1	2.1	0.4	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	7.8	8.1	0.4	7.1	7.2	1.0	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	23.3	23.2	52.9	19.9	19.9	21.5	0.0	0.0	23.1	0.0	0.0
LnGrp LOS	D	C	C	D	B	B	C	A	A	C	A	A
Approach Vol, veh/h		896			958			66			135	
Approach Delay, s/veh		24.5			20.4			21.5			23.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	49.1		35.0	7.6	47.4		35.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	29.0		29.5	15.5	29.0		29.5				
Max Q Clear Time (g_c+I1), s	2.6	18.9		7.5	3.9	19.2		4.3				
Green Ext Time (p_c), s	0.0	3.8		0.6	0.0	4.1		0.3				

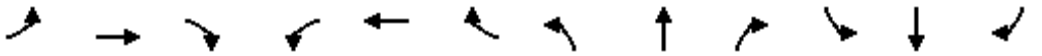
Intersection Summary			
HCM 6th Ctrl Delay		22.4	
HCM 6th LOS		C	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	795	24	33	3	5	40	401	8	32	387	832
Future Volume (vph)	795	24	33	3	5	40	401	8	32	387	832
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	9.5	11.0	9.5	11.0	11.0	9.5	11.0	11.0
Total Split (s)	40.0	55.0	55.0	25.0	40.0	25.0	35.0	35.0	25.0	35.0	35.0
Total Split (%)	28.6%	39.3%	39.3%	17.9%	28.6%	17.9%	25.0%	25.0%	17.9%	25.0%	25.0%
Yellow Time (s)	5.0	5.0	5.0	3.5	5.0	3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	34.0	71.8	71.8	5.9	34.0	9.0	43.2	43.2	8.3	42.5	42.5
Actuated g/C Ratio	0.24	0.51	0.51	0.04	0.24	0.06	0.31	0.31	0.06	0.30	0.30
v/c Ratio	1.09	0.03	0.04	0.04	0.04	0.41	0.42	0.02	0.35	0.41	0.63
Control Delay	106.3	18.4	0.1	65.3	16.9	72.2	40.9	0.0	71.2	41.3	4.8
Queue Delay	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.7	18.4	0.1	65.3	16.9	72.2	40.9	0.0	71.2	41.3	4.8
LOS	F	B	A	E	B	E	D	A	E	D	A
Approach Delay		104.7			20.8		43.0			17.8	
Approach LOS		F			C		D			B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 22.5 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 50.9	Intersection LOS: D
Intersection Capacity Utilization 58.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 19: Redlands Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	795	24	33	3	5	24	40	401	8	32	387	832
Future Volume (veh/h)	795	24	33	3	5	24	40	401	8	32	387	832
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	924	28	38	3	6	28	47	466	9	37	450	967
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	853	1149	974	7	641	571	61	772	344	49	748	587
Arrive On Green	0.24	0.60	0.60	0.00	0.36	0.36	0.03	0.21	0.21	0.03	0.21	0.21
Sat Flow, veh/h	3510	1900	1610	1810	1805	1608	1810	3610	1608	1810	3610	2834
Grp Volume(v), veh/h	924	28	38	3	6	28	47	466	9	37	450	967
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1608	1810	1805	1608	1810	1805	1417
Q Serve(g_s), s	34.0	0.8	1.3	0.2	0.3	1.6	3.6	16.3	0.6	2.8	15.8	29.0
Cycle Q Clear(g_c), s	34.0	0.8	1.3	0.2	0.3	1.6	3.6	16.3	0.6	2.8	15.8	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	853	1149	974	7	641	571	61	772	344	49	748	587
V/C Ratio(X)	1.08	0.02	0.04	0.42	0.01	0.05	0.76	0.60	0.03	0.75	0.60	1.65
Avail Cap(c_a), veh/h	853	1149	974	265	641	571	265	772	344	265	748	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	53.0	11.1	11.2	69.6	29.2	29.6	67.1	49.7	43.5	67.6	50.3	55.5
Incr Delay (d2), s/veh	54.5	0.0	0.1	35.1	0.0	0.2	17.6	3.5	0.1	18.2	3.2	298.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.3	0.4	0.5	0.2	0.1	0.7	2.0	7.8	0.3	1.6	7.5	34.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.5	11.1	11.3	104.7	29.2	29.8	84.7	53.2	43.6	85.8	53.5	353.6
LnGrp LOS	F	B	B	F	C	C	F	D	D	F	D	F
Approach Vol, veh/h		990			37			522			1454	
Approach Delay, s/veh		101.1			35.8			55.8			253.9	
Approach LOS		F			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	90.7	9.3	35.0	40.0	55.7	8.3	35.9
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	6.0	4.5	6.0
Max Green Setting (Gmax), s	20.5	49.0	20.5	29.0	34.0	34.0	20.5	29.0
Max Q Clear Time (g_c+I1), s	2.2	3.3	5.6	31.0	36.0	3.6	4.8	18.3
Green Ext Time (p_c), s	0.0	0.2	0.1	0.0	0.0	0.1	0.0	2.3

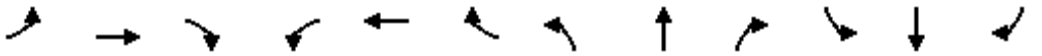
Intersection Summary	
HCM 6th Ctrl Delay	166.4
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	148	0	161	748	471	476	1090
Future Volume (vph)	148	0	161	748	471	476	1090
Turn Type	Split	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5	10.5	11.0	11.0	9.5	11.0
Total Split (s)	35.0	35.0	35.0	38.0	38.0	22.0	60.0
Total Split (%)	36.8%	36.8%	36.8%	40.0%	40.0%	23.2%	63.2%
Yellow Time (s)	4.5	4.5	4.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	6.0	6.0	4.5	6.0
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	12.2	12.2	12.2	47.0	47.0	19.8	71.3
Actuated g/C Ratio	0.13	0.13	0.13	0.49	0.49	0.21	0.75
v/c Ratio	0.55	0.43	0.40	0.26	0.32	0.73	0.45
Control Delay	47.4	17.5	16.4	15.2	2.2	49.9	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	47.4	17.5	16.4	15.2	2.2	49.9	5.2
LOS	D	B	B	B	A	D	A
Approach Delay		27.6		10.2			18.8
Approach LOS		C		B			B

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 16.3	Intersection LOS: B
Intersection Capacity Utilization 49.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 20: Redlands Ave & I-215 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	0	161	0	0	0	0	748	471	476	1090	0
Future Volume (veh/h)	148	0	161	0	0	0	0	748	471	476	1090	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	225	0	118				0	840	529	535	1225	0
Peak Hour Factor	0.89	0.89	0.89				0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	375	0	167				0	3646	1581	597	2799	0
Arrive On Green	0.10	0.00	0.10				0.00	0.56	0.56	0.34	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	6802	2834	3510	3705	0
Grp Volume(v), veh/h	225	0	118				0	840	529	535	1225	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1417	1755	1805	0
Q Serve(g_s), s	5.6	0.0	6.7				0.0	6.2	9.6	13.7	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	6.7				0.0	6.2	9.6	13.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	375	0	167				0	3646	1581	597	2799	0
V/C Ratio(X)	0.60	0.00	0.71				0.00	0.23	0.33	0.90	0.44	0.00
Avail Cap(c_a), veh/h	1124	0	500				0	3646	1581	647	2799	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.39	0.39	0.88	0.88	0.00
Uniform Delay (d), s/veh	40.7	0.0	41.2				0.0	10.7	11.4	30.5	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	5.4				0.0	0.1	0.2	13.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	2.9				0.0	2.1	2.8	5.6	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	0.0	46.6				0.0	10.7	11.6	43.6	0.4	0.0
LnGrp LOS	D	A	D				A	B	B	D	A	A
Approach Vol, veh/h		343						1369			1760	
Approach Delay, s/veh		43.7						11.1			13.6	
Approach LOS		D						B			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	20.7	59.0		15.4		79.6
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	17.5	32.0		29.5		54.0
Max Q Clear Time (g_c+I1), s	15.7	11.6		8.7		2.0
Green Ext Time (p_c), s	0.4	8.2		1.1		12.2

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Notes

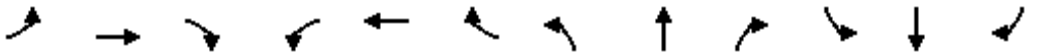
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	487	0	357	177	719	1079	158
Future Volume (vph)	487	0	357	177	719	1079	158
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.0	9.0	9.5	11.0	11.0	11.0
Total Split (s)	35.0	35.0	35.0	25.0	60.0	35.0	35.0
Total Split (%)	36.8%	36.8%	36.8%	26.3%	63.2%	36.8%	36.8%
Yellow Time (s)	3.0	3.0	3.0	3.5	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.5	6.0	6.0	6.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	25.5	25.5	25.5	10.7	59.5	44.3	44.3
Actuated g/C Ratio	0.27	0.27	0.27	0.11	0.63	0.47	0.47
v/c Ratio	0.71	0.66	0.56	0.50	0.36	0.40	0.21
Control Delay	39.7	28.3	15.7	59.1	7.6	18.4	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	39.7	28.3	15.7	59.1	7.6	18.4	3.8
LOS	D	C	B	E	A	B	A
Approach Delay		28.3			17.8	16.5	
Approach LOS		C			B	B	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 20.2	Intersection LOS: C
Intersection Capacity Utilization 49.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 21: Redlands Ave & I-215 NB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	487	0	357	177	719	0	0	1079	158
Future Volume (veh/h)	0	0	0	487	0	357	177	719	0	0	1079	158
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				672	0	267	199	808	0	0	1212	178
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				827	0	368	280	2405	0	0	3523	867
Arrive On Green				0.23	0.00	0.23	0.16	1.00	0.00	0.00	0.54	0.54
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	6802	1608
Grp Volume(v), veh/h				672	0	267	199	808	0	0	1212	178
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1634	1608
Q Serve(g_s), s				16.7	0.0	14.6	5.1	0.0	0.0	0.0	10.0	5.5
Cycle Q Clear(g_c), s				16.7	0.0	14.6	5.1	0.0	0.0	0.0	10.0	5.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				827	0	368	280	2405	0	0	3523	867
V/C Ratio(X)				0.81	0.00	0.73	0.71	0.34	0.00	0.00	0.34	0.21
Avail Cap(c_a), veh/h				1181	0	525	758	2405	0	0	3523	867
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.97	0.97	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				34.7	0.0	33.9	38.9	0.0	0.0	0.0	12.4	11.4
Incr Delay (d2), s/veh				3.0	0.0	2.9	3.2	0.4	0.0	0.0	0.3	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.5	0.0	5.9	2.2	0.1	0.0	0.0	3.4	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				37.7	0.0	36.8	42.1	0.4	0.0	0.0	12.7	11.9
LnGrp LOS				D	A	D	D	A	A	A	B	B
Approach Vol, veh/h					939			1007			1390	
Approach Delay, s/veh					37.4			8.6			12.6	
Approach LOS					D			A			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	69.3		12.1	57.2		25.7						
Change Period (Y+Rc), s	6.0		4.5	6.0		4.0						
Max Green Setting (Gmax), s	54.0		20.5	29.0		31.0						
Max Q Clear Time (g_c+I1), s	2.0		7.1	12.0		18.7						
Green Ext Time (p_c), s	7.0		0.5	8.4		3.0						

Intersection Summary		
HCM 6th Ctrl Delay	18.4	
HCM 6th LOS	B	

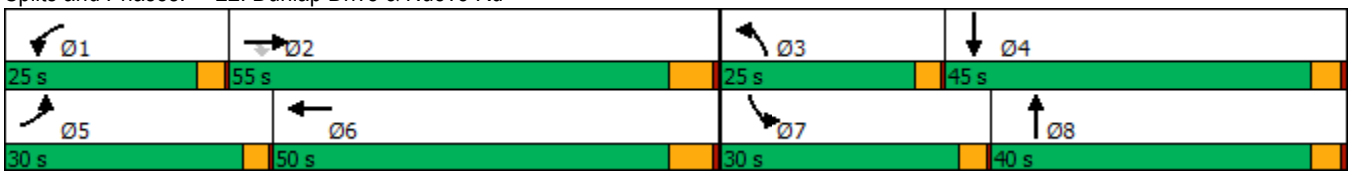
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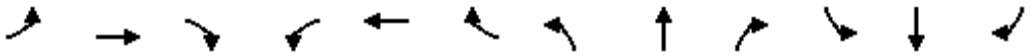
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	29	385	31	102	534	34	162	77	124
Future Volume (vph)	29	385	31	102	534	34	162	77	124
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Minimum Split (s)	8.5	12.0	12.0	8.5	12.0	8.5	10.2	8.5	10.2
Total Split (s)	30.0	55.0	55.0	25.0	50.0	25.0	40.0	30.0	45.0
Total Split (%)	20.0%	36.7%	36.7%	16.7%	33.3%	16.7%	26.7%	20.0%	30.0%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	3.2	3.0	3.2
All-Red Time (s)	0.5	1.0	1.0	0.5	1.0	0.5	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	3.5	4.2	3.5	4.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	6.3	37.2	37.2	10.8	45.6	6.6	37.9	9.7	42.6
Actuated g/C Ratio	0.06	0.34	0.34	0.10	0.41	0.06	0.34	0.09	0.38
v/c Ratio	0.31	0.65	0.06	0.62	0.93	0.35	0.42	0.53	0.27
Control Delay	61.7	38.0	0.2	65.4	51.7	62.3	31.6	62.8	25.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.7	38.0	0.2	65.4	51.7	62.3	31.6	62.8	25.7
LOS	E	D	A	E	D	E	C	E	C
Approach Delay		37.0			53.6		35.4		37.0
Approach LOS		D			D		D		D

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 110.8	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 44.0	Intersection LOS: D
Intersection Capacity Utilization 72.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 22: Dunlap Drive & Nuevo Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	385	31	102	534	122	34	162	82	77	124	53
Future Volume (veh/h)	29	385	31	102	534	122	34	162	82	77	124	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	414	33	110	574	131	37	174	88	83	133	57
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	51	673	570	137	599	137	56	418	211	107	478	205
Arrive On Green	0.03	0.35	0.35	0.08	0.40	0.40	0.03	0.35	0.35	0.06	0.38	0.38
Sat Flow, veh/h	1810	1900	1610	1810	1490	340	1810	1190	602	1810	1261	540
Grp Volume(v), veh/h	31	414	33	110	0	705	37	0	262	83	0	190
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1829	1810	0	1792	1810	0	1801
Q Serve(g_s), s	1.8	19.4	1.5	6.4	0.0	40.4	2.2	0.0	12.0	4.9	0.0	7.9
Cycle Q Clear(g_c), s	1.8	19.4	1.5	6.4	0.0	40.4	2.2	0.0	12.0	4.9	0.0	7.9
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.34	1.00		0.30
Lane Grp Cap(c), veh/h	51	673	570	137	0	735	56	0	629	107	0	683
V/C Ratio(X)	0.61	0.62	0.06	0.80	0.00	0.96	0.66	0.00	0.42	0.78	0.00	0.28
Avail Cap(c_a), veh/h	446	865	733	362	0	748	362	0	629	446	0	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.7	28.7	22.9	48.9	0.0	31.3	51.6	0.0	26.5	49.9	0.0	23.2
Incr Delay (d2), s/veh	4.3	1.3	0.1	4.0	0.0	23.3	4.8	0.0	2.0	4.5	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	8.3	0.5	2.9	0.0	20.7	1.0	0.0	5.2	2.3	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.0	30.0	23.0	52.9	0.0	54.6	56.3	0.0	28.6	54.4	0.0	24.2
LnGrp LOS	E	C	C	D	A	D	E	A	C	D	A	C
Approach Vol, veh/h		478			815			299			273	
Approach Delay, s/veh		31.2			54.4			32.0			33.4	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	44.1	6.8	45.0	6.5	49.2	9.9	42.0
Change Period (Y+Rc), s	3.5	6.0	3.5	* 4.2	3.5	6.0	3.5	* 4.2
Max Green Setting (Gmax), s	21.5	49.0	21.5	* 41	26.5	44.0	26.5	* 36
Max Q Clear Time (g_c+I1), s	8.4	21.4	4.2	9.9	3.8	42.4	6.9	14.0
Green Ext Time (p_c), s	0.1	3.5	0.0	1.0	0.0	0.9	0.1	1.3

Intersection Summary	
HCM 6th Ctrl Delay	41.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	454.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	357	146	264	422	37	249	294	328	31	218	99
Future Vol, veh/h	36	357	146	264	422	37	249	294	328	31	218	99
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	38	376	154	278	444	39	262	309	345	33	229	104
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	279	505.1	658.2	110.5
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	7%	37%	9%
Vol Thru, %	34%	66%	58%	63%
Vol Right, %	38%	27%	5%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	871	539	723	348
LT Vol	249	36	264	31
Through Vol	294	357	422	218
RT Vol	328	146	37	99
Lane Flow Rate	917	567	761	366
Geometry Grp	1	1	1	1
Degree of Util (X)	2.376	1.473	2.017	0.961
Departure Headway (Hd)	13.501	17.72	15.495	20.864
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	284	210	244	179
Service Time	11.501	15.72	13.495	18.864
HCM Lane V/C Ratio	3.229	2.7	3.119	2.045
HCM Control Delay	658.2	279	505.1	110.5
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	50.6	18.2	34.6	7.5

24: Porter St & Menifee Rd & Central Ave Performance by approach

Approach	EB	WB	NB	SB	NE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.2	51.8	2.0	0.2	54.2
Total Del/Veh (s)	6.2	6.1	302.7	13.7	9.1	142.5
Stop Delay (hr)	0.0	0.1	52.8	0.5	0.2	53.7
Stop Del/Veh (s)	5.4	3.8	308.7	3.6	7.6	141.0

Intersection	
Intersection Delay, s/veh	33.2
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	197	13	149	18	21	3	162	466	10	4	363	140
Future Vol, veh/h	197	13	149	18	21	3	162	466	10	4	363	140
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	224	15	169	20	24	3	184	530	11	5	413	159
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	18.7	13.8	41.2	35.1
HCM LOS	C	B	E	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	41%	0%	94%	0%	43%	1%	0%
Vol Thru, %	59%	96%	6%	0%	50%	99%	0%
Vol Right, %	0%	4%	0%	100%	7%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	395	243	210	149	42	367	140
LT Vol	162	0	197	0	18	4	0
Through Vol	233	233	13	0	21	363	0
RT Vol	0	10	0	149	3	0	140
Lane Flow Rate	449	276	239	169	48	417	159
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.939	0.559	0.568	0.346	0.124	0.875	0.302
Departure Headway (Hd)	7.533	7.293	8.566	7.362	9.375	7.552	6.826
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	480	494	422	488	382	480	525
Service Time	5.286	5.046	6.318	5.112	7.451	5.305	4.579
HCM Lane V/C Ratio	0.935	0.559	0.566	0.346	0.126	0.869	0.303
HCM Control Delay	54.8	19	22.1	14	13.8	43.7	12.5
HCM Lane LOS	F	C	C	B	B	E	B
HCM 95th-tile Q	11.2	3.4	3.4	1.5	0.4	9.3	1.3

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	55	0	0	6	46	646	0	2	598	15
Future Vol, veh/h	3	0	55	0	0	6	46	646	0	2	598	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	0	61	0	0	7	51	718	0	2	664	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1501	1497	673	1527	1505	718	681	0	0	718	0	0
Stage 1	677	677	-	820	820	-	-	-	-	-	-	-
Stage 2	824	820	-	707	685	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	101	124	459	97	122	432	921	-	-	892	-	-
Stage 1	446	455	-	372	392	-	-	-	-	-	-	-
Stage 2	370	392	-	429	451	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	92	112	459	78	110	432	921	-	-	892	-	-
Mov Cap-2 Maneuver	92	112	-	78	110	-	-	-	-	-	-	-
Stage 1	405	453	-	338	356	-	-	-	-	-	-	-
Stage 2	331	356	-	370	449	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.4	13.5	0.6	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	921	-	-	380	432	892	-	-
HCM Lane V/C Ratio	0.055	-	-	0.17	0.015	0.002	-	-
HCM Control Delay (s)	9.1	0	-	16.4	13.5	9	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	0	0	-	-

Intersection	
Int Delay, s/veh	36.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	50	36	6	77	156	36	506	19	100	542	48
Future Vol, veh/h	8	50	36	6	77	156	36	506	19	100	542	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	54	39	6	83	168	39	544	20	108	583	52

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1583	1467	609	1504	1483	554	635	0	0	564	0	0
Stage 1	825	825	-	632	632	-	-	-	-	-	-	-
Stage 2	758	642	-	872	851	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	89	129	499	101	126	536	958	-	-	1018	-	-
Stage 1	370	390	-	472	477	-	-	-	-	-	-	-
Stage 2	402	472	-	348	379	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	21	111	499	52	108	536	958	-	-	1018	-	-
Mov Cap-2 Maneuver	21	111	-	52	108	-	-	-	-	-	-	-
Stage 1	355	349	-	453	457	-	-	-	-	-	-	-
Stage 2	217	453	-	243	339	-	-	-	-	-	-	-

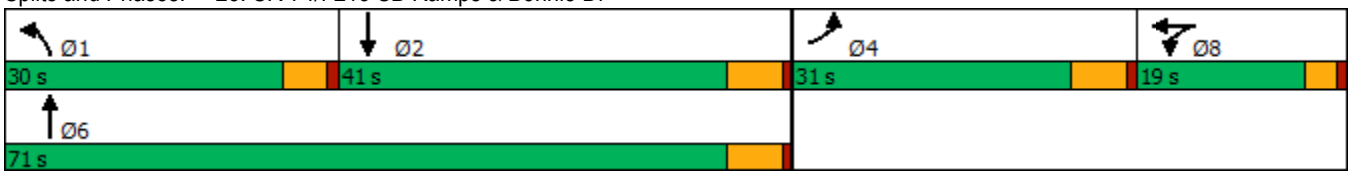
Approach	EB	WB	NB	SB
HCM Control Delay, s	156.5	172.5	0.6	1.3
HCM LOS	F	F		

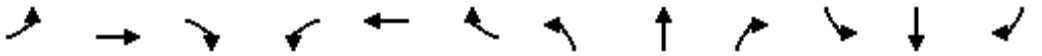
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	958	-	-	104	214	1018	-	-
HCM Lane V/C Ratio	0.04	-	-	0.972	1.201	0.106	-	-
HCM Control Delay (s)	8.9	-	-	156.5	172.5	9	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	6	12.9	0.4	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	66	310	277	432	1235	34	
Future Volume (vph)	66	310	277	432	1235	34	
Turn Type	Prot	Free	Prot	NA	NA	Free	
Protected Phases	4		1	6	2		8
Permitted Phases		Free				Free	
Detector Phase	4		1	6	2		
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0
Minimum Split (s)	11.0		10.0	11.0	11.0		9.0
Total Split (s)	31.0		30.0	71.0	41.0		19.0
Total Split (%)	25.6%		24.8%	58.7%	33.9%		16%
Yellow Time (s)	5.0		4.0	5.0	5.0		3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	6.0		5.0	6.0	6.0		
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	7.7	76.0	17.7	60.5	36.1	76.0	
Actuated g/C Ratio	0.10	1.00	0.23	0.80	0.48	1.00	
v/c Ratio	0.40	0.21	0.71	0.31	1.49	0.02	
Control Delay	41.0	0.3	37.6	3.8	247.6	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	41.0	0.3	37.6	3.8	247.6	0.0	
LOS	D	A	D	A	F	A	
Approach Delay				17.0	241.0		
Approach LOS				B	F		

Intersection Summary	
Cycle Length: 121	
Actuated Cycle Length: 76	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.49	
Intersection Signal Delay: 136.2	Intersection LOS: F
Intersection Capacity Utilization 96.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	0	310	0	0	0	277	432	0	0	1235	34
Future Volume (veh/h)	66	0	310	0	0	0	277	432	0	0	1235	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	0	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	72	0	0	0	0	0	301	470	0	0	1342	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	0		0	3	0	360	1701	0	0	1158	
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.90	0.00	0.00	0.61	0.00
Sat Flow, veh/h		0		0	1900	0	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h		0.0		0	0	0	301	470	0	0	1342	0
Grp Sat Flow(s),veh/h/ln				0	1900	0	1810	1900	0	0	1900	1610
Q Serve(g_s), s				0.0	0.0	0.0	9.2	2.0	0.0	0.0	35.0	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	9.2	2.0	0.0	0.0	35.0	0.0
Prop In Lane				0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				0	3	0	360	1701	0	0	1158	
V/C Ratio(X)				0.00	0.00	0.00	0.84	0.28	0.00	0.00	1.16	
Avail Cap(c_a), veh/h				0	496	0	788	2151	0	0	1158	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	22.1	0.4	0.0	0.0	11.2	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	2.0	0.0	0.0	0.0	81.4	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.0	3.4	0.0	0.0	0.0	33.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	0.0	24.1	0.4	0.0	0.0	92.6	0.0
LnGrp LOS				A	A	A	C	A	A	A	F	
Approach Vol, veh/h					0			771			1342	
Approach Delay, s/veh					0.0			9.7			92.6	
Approach LOS								A			F	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	16.4	41.0				57.4		0.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		4.0				
Max Green Setting (Gmax), s	25.0	35.0				65.0		15.0				
Max Q Clear Time (g_c+I1), s	11.2	37.0				4.0		0.0				
Green Ext Time (p_c), s	0.3	0.0				1.6		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		62.3
HCM 6th LOS		E

Notes

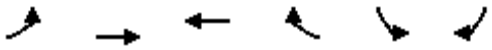
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	20	1526	695	1443	207
Future Volume (vph)	20	1526	695	1443	207
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	30.3	70.6	40.3		40.4
Total Split (%)	27.3%	63.6%	36.3%		36.4%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	5.7	35.1	31.1	59.6	13.6
Actuated g/C Ratio	0.10	0.59	0.52	1.00	0.23
v/c Ratio	0.12	0.74	0.38	0.92	0.55
Control Delay	31.1	12.0	11.2	12.0	26.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	31.1	12.0	11.2	12.0	26.5
LOS	C	B	B	B	C
Approach Delay		12.3	11.8		26.5
Approach LOS		B	B		C

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 59.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 63.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 29: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	1526	695	1443	207	14
Future Volume (veh/h)	20	1526	695	1443	207	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	1573	716	0	213	14
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	47	2108	1560		275	18
Arrive On Green	0.03	0.58	0.43	0.00	0.16	0.16
Sat Flow, veh/h	1810	3705	3705	1610	1678	110
Grp Volume(v), veh/h	21	1573	716	0	228	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1796	0
Q Serve(g_s), s	0.5	13.5	5.9	0.0	5.1	0.0
Cycle Q Clear(g_c), s	0.5	13.5	5.9	0.0	5.1	0.0
Prop In Lane	1.00			1.00	0.93	0.06
Lane Grp Cap(c), veh/h	47	2108	1560		294	0
V/C Ratio(X)	0.45	0.75	0.46		0.78	0.00
Avail Cap(c_a), veh/h	1077	5610	3007		1500	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	20.2	6.4	8.5	0.0	16.8	0.0
Incr Delay (d2), s/veh	2.5	0.2	0.1	0.0	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.5	1.3	0.0	1.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.7	6.6	8.5	0.0	18.5	0.0
LnGrp LOS	C	A	A		B	A
Approach Vol, veh/h		1594	716		228	
Approach Delay, s/veh		6.9	8.5		18.5	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		29.8		12.2	6.4	23.5
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		65.3		35.1	25.0	35.0
Max Q Clear Time (g_c+I1), s		15.5		7.1	2.5	7.9
Green Ext Time (p_c), s		9.0		0.3	0.0	2.8

Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

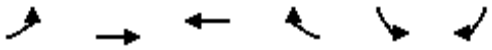
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	240	1493	1712	54	428
Future Volume (vph)	240	1493	1712	54	428
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.0	11.0	9.5	9.5
Total Split (s)	24.0	65.0	41.0	24.5	24.5
Total Split (%)	26.8%	72.6%	45.8%	27.4%	27.4%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	14.4	54.0	35.6	10.0	10.0
Actuated g/C Ratio	0.19	0.72	0.48	0.13	0.13
v/c Ratio	0.74	0.61	1.10	0.24	0.83
Control Delay	42.9	7.2	76.4	31.5	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.9	7.2	76.4	31.5	19.4
LOS	D	A	E	C	B
Approach Delay		12.2	76.4	20.7	
Approach LOS		B	E	C	

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 74.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 41.6	Intersection LOS: D
Intersection Capacity Utilization 84.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 30: SR-74 & Trumble Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	240	1493	1712	38	54	428
Future Volume (veh/h)	240	1493	1712	38	54	428
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	258	1605	1841	41	58	460
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	298	2287	1519	34	435	387
Arrive On Green	0.16	0.63	0.42	0.42	0.24	0.24
Sat Flow, veh/h	1810	3705	3705	80	1810	1610
Grp Volume(v), veh/h	258	1605	917	965	58	460
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1885	1810	1610
Q Serve(g_s), s	11.6	24.4	35.0	35.0	2.1	20.0
Cycle Q Clear(g_c), s	11.6	24.4	35.0	35.0	2.1	20.0
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	298	2287	759	793	435	387
V/C Ratio(X)	0.87	0.70	1.21	1.22	0.13	1.19
Avail Cap(c_a), veh/h	435	2560	759	793	435	387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	10.1	24.1	24.1	24.8	31.6
Incr Delay (d2), s/veh	8.5	0.8	105.9	108.8	0.1	107.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	7.0	34.9	37.1	0.8	11.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.4	10.8	130.0	132.9	24.9	139.5
LnGrp LOS	D	B	F	F	C	F
Approach Vol, veh/h		1863	1882		518	
Approach Delay, s/veh		15.2	131.5		126.7	
Approach LOS		B	F		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		58.7		24.5	17.7	41.0
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		59.0		20.0	20.0	35.0
Max Q Clear Time (g_c+I1), s		26.4		22.0	13.6	37.0
Green Ext Time (p_c), s		14.4		0.0	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	80.1
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1581	1589	113	0	166
Future Vol, veh/h	0	1581	1589	113	0	166
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1664	1673	119	0	175

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	896
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	287
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	287
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

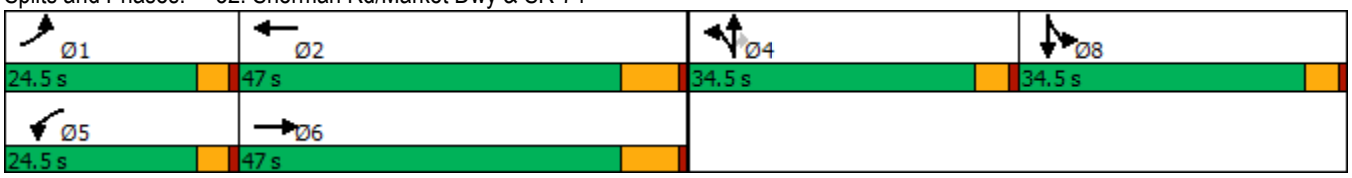
Approach	EB	WB	SB
HCM Control Delay, s	0	0	35.3
HCM LOS			E

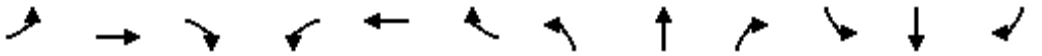
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	287
HCM Lane V/C Ratio	-	-	-	0.609
HCM Control Delay (s)	-	-	-	35.3
HCM Lane LOS	-	-	-	E
HCM 95th %tile Q(veh)	-	-	-	3.7

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	13	1503	171	1571	2	181	8
Future Volume (vph)	13	1503	171	1571	2	181	8
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases						4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	12.0	9.5	12.0	9.5	9.5	9.5
Total Split (s)	24.5	47.0	24.5	47.0	34.5	34.5	34.5
Total Split (%)	17.4%	33.5%	17.4%	33.5%	24.6%	24.6%	24.6%
Yellow Time (s)	3.5	6.0	3.5	6.0	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	4.5	7.0	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	5.5	40.8	13.3	56.9	11.0	11.0	5.6
Actuated g/C Ratio	0.06	0.48	0.16	0.67	0.13	0.13	0.07
v/c Ratio	0.12	0.96	0.64	0.69	0.58	0.51	0.15
Control Delay	45.5	38.8	46.1	13.6	47.1	11.1	40.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.5	38.8	46.1	13.6	47.1	11.1	40.9
LOS	D	D	D	B	D	B	D
Approach Delay		38.9		16.8	26.1		40.9
Approach LOS		D		B	C		D

Intersection Summary	
Cycle Length: 140.5	
Actuated Cycle Length: 85.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 27.2	Intersection LOS: C
Intersection Capacity Utilization 80.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 32: Sherman Rd/Market Dwy & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1503	65	171	1571	8	127	2	181	7	8	3
Future Volume (veh/h)	13	1503	65	171	1571	8	127	2	181	7	8	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	1582	68	180	1654	8	134	2	191	7	8	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	30	1652	71	219	2112	10	263	4	237	14	16	6
Arrive On Green	0.02	0.47	0.47	0.12	0.57	0.57	0.15	0.15	0.15	0.02	0.02	0.02
Sat Flow, veh/h	1810	3523	151	1810	3684	18	1784	27	1610	704	805	302
Grp Volume(v), veh/h	14	807	843	180	810	852	136	0	191	18	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1869	1810	1805	1897	1811	0	1610	1810	0	0
Q Serve(g_s), s	0.6	36.4	36.9	8.2	29.4	29.4	5.9	0.0	9.7	0.8	0.0	0.0
Cycle Q Clear(g_c), s	0.6	36.4	36.9	8.2	29.4	29.4	5.9	0.0	9.7	0.8	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.01	0.99		1.00	0.39		0.17
Lane Grp Cap(c), veh/h	30	847	877	219	1035	1088	267	0	237	37	0	0
V/C Ratio(X)	0.47	0.95	0.96	0.82	0.78	0.78	0.51	0.00	0.80	0.49	0.00	0.00
Avail Cap(c_a), veh/h	428	853	884	428	1035	1088	642	0	571	642	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.2	21.6	21.7	36.3	14.0	14.0	33.2	0.0	34.9	41.0	0.0	0.0
Incr Delay (d2), s/veh	4.1	20.1	21.1	2.9	3.6	3.5	0.6	0.0	2.4	3.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	17.5	18.5	3.7	11.5	12.1	2.6	0.0	3.9	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	41.7	42.8	39.2	17.6	17.5	33.8	0.0	37.3	44.7	0.0	0.0
LnGrp LOS	D	D	D	D	B	B	C	A	D	D	A	A
Approach Vol, veh/h		1664			1842			327			18	
Approach Delay, s/veh		42.3			19.6			35.9			44.7	
Approach LOS		D			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	55.5		17.0	14.7	46.7		6.2				
Change Period (Y+Rc), s	4.5	7.0		4.5	4.5	7.0		4.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	2.6	31.4		11.7	10.2	38.9		2.8				
Green Ext Time (p_c), s	0.0	5.2		0.8	0.2	0.8		0.0				

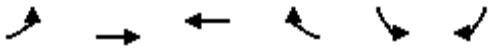
Intersection Summary												
HCM 6th Ctrl Delay			30.9									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	72	1493	1625	108
Future Volume (vph)	72	1493	1625	108
Turn Type	Prot	NA	NA	Prot
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	11.0	9.7
Total Split (s)	24.7	65.7	41.0	24.7
Total Split (%)	27.3%	72.7%	45.4%	27.3%
Yellow Time (s)	3.7	5.0	5.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	6.0	4.7
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Min	Min	None
Act Effct Green (s)	8.7	51.3	40.1	11.7
Actuated g/C Ratio	0.12	0.70	0.54	0.16
v/c Ratio	0.37	0.65	1.01	0.57
Control Delay	36.6	8.3	43.3	33.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	36.6	8.3	43.3	33.3
LOS	D	A	D	C
Approach Delay		9.6	43.3	33.3
Approach LOS		A	D	C

Intersection Summary	
Cycle Length: 90.4	
Actuated Cycle Length: 73.8	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 27.8	Intersection LOS: C
Intersection Capacity Utilization 75.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 33: SR-74 & Antelope Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	72	1493	1625	154	108	47
Future Volume (veh/h)	72	1493	1625	154	108	47
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	79	1641	1786	169	119	52
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	109	2529	1884	175	153	67
Arrive On Green	0.06	0.70	0.56	0.56	0.13	0.13
Sat Flow, veh/h	1810	3705	3433	311	1207	527
Grp Volume(v), veh/h	79	1641	952	1003	172	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1844	1745	0
Q Serve(g_s), s	2.7	15.5	30.1	32.1	5.9	0.0
Cycle Q Clear(g_c), s	2.7	15.5	30.1	32.1	5.9	0.0
Prop In Lane	1.00			0.17	0.69	0.30
Lane Grp Cap(c), veh/h	109	2529	1019	1041	221	0
V/C Ratio(X)	0.73	0.65	0.93	0.96	0.78	0.00
Avail Cap(c_a), veh/h	585	3482	1021	1043	564	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.6	5.1	12.4	12.9	26.2	0.0
Incr Delay (d2), s/veh	8.9	0.3	15.0	19.5	5.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.5	13.5	15.7	2.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.5	5.4	27.4	32.4	32.0	0.0
LnGrp LOS	D	A	C	C	C	A
Approach Vol, veh/h		1720	1955		172	
Approach Delay, s/veh		6.9	30.0		32.0	
Approach LOS		A	C		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		49.4		12.5	8.4	40.9
Change Period (Y+Rc), s		6.0		* 4.7	* 4.7	6.0
Max Green Setting (Gmax), s		59.7		* 20	* 20	35.0
Max Q Clear Time (g_c+I1), s		17.5		7.9	4.7	34.1
Green Ext Time (p_c), s		19.7		0.4	0.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

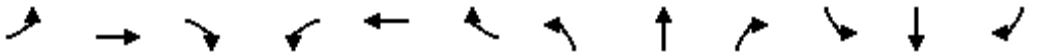
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	61	1473	130	1665	70	45	210	46	56
Future Volume (vph)	61	1473	130	1665	70	45	210	46	56
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	9.7	9.7	9.7	9.7	9.7
Total Split (s)	24.7	42.0	24.7	42.0	24.7	24.7	24.7	24.7	24.7
Total Split (%)	27.0%	46.0%	27.0%	46.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Yellow Time (s)	3.7	6.0	3.7	6.0	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	7.1	36.6	9.8	41.2	9.1	9.1	9.1	9.1	9.1
Actuated g/C Ratio	0.10	0.53	0.14	0.59	0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.35	0.85	0.55	0.84	0.44	0.19	0.55	0.27	0.24
Control Delay	36.5	23.2	37.4	19.9	37.4	29.8	10.2	32.2	17.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.5	23.2	37.4	19.9	37.4	29.8	10.2	32.2	17.6
LOS	D	C	D	B	D	C	B	C	B
Approach Delay		23.7		21.1		18.8			21.9
Approach LOS		C		C		B			C

Intersection Summary	
Cycle Length: 91.4	
Actuated Cycle Length: 69.5	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 22.0	Intersection LOS: C
Intersection Capacity Utilization 75.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 34: Palomar Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	1473	48	130	1665	30	70	45	210	46	56	53
Future Volume (veh/h)	61	1473	48	130	1665	30	70	45	210	46	56	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	65	1567	51	138	1771	32	74	48	223	49	60	56
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	93	1760	57	177	1958	35	286	326	276	273	321	267
Arrive On Green	0.05	0.49	0.49	0.10	0.54	0.54	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1810	3568	116	1810	3628	65	1296	1900	1610	1126	1871	1554
Grp Volume(v), veh/h	65	791	827	138	879	924	74	48	223	49	58	58
Grp Sat Flow(s),veh/h/ln	1810	1805	1879	1810	1805	1888	1296	1900	1610	1126	1805	1620
Q Serve(g_s), s	2.4	27.3	27.6	5.1	30.2	30.5	3.6	1.5	9.2	2.7	1.9	2.1
Cycle Q Clear(g_c), s	2.4	27.3	27.6	5.1	30.2	30.5	5.7	1.5	9.2	4.2	1.9	2.1
Prop In Lane	1.00		0.06	1.00		0.03	1.00		1.00	1.00		0.96
Lane Grp Cap(c), veh/h	93	890	927	177	974	1019	286	326	276	273	310	278
V/C Ratio(X)	0.70	0.89	0.89	0.78	0.90	0.91	0.26	0.15	0.81	0.18	0.19	0.21
Avail Cap(c_a), veh/h	523	914	951	523	974	1019	439	550	466	406	522	469
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	15.8	15.9	30.5	14.3	14.3	27.1	24.3	27.5	26.1	24.5	24.6
Incr Delay (d2), s/veh	3.5	10.6	10.7	2.8	11.6	11.6	0.4	0.2	4.2	0.2	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	12.3	12.9	2.3	13.4	14.1	1.1	0.7	3.7	0.7	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	26.4	26.5	33.2	25.9	25.9	27.4	24.5	31.7	26.3	24.7	24.9
LnGrp LOS	D	C	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		1683			1941			345			165	
Approach Delay, s/veh		26.8			26.4			29.8			25.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	41.1		16.6	8.3	44.3		16.6				
Change Period (Y+Rc), s	* 4.7	7.0		* 4.7	* 4.7	7.0		* 4.7				
Max Green Setting (Gmax), s	* 20	35.0		* 20	* 20	35.0		* 20				
Max Q Clear Time (g_c+I1), s	7.1	29.6		6.2	4.4	32.5		11.2				
Green Ext Time (p_c), s	0.1	4.6		0.5	0.1	2.3		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		26.8
HCM 6th LOS		C

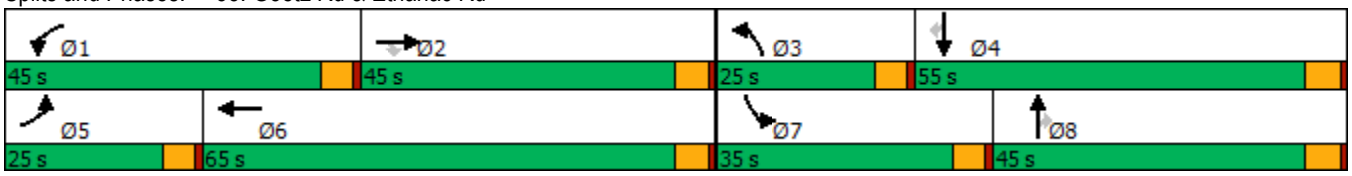
Notes

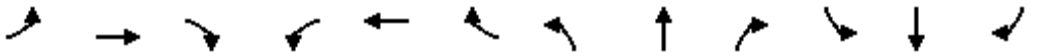
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	77	222	11	185	121	18	327	430	314	179	60
Future Volume (vph)	77	222	11	185	121	18	327	430	314	179	60
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	10.0	11.3	11.3	10.0	11.3	10.0	11.5	11.5	10.0	11.5	11.5
Total Split (s)	25.0	45.0	45.0	45.0	65.0	25.0	45.0	45.0	35.0	55.0	55.0
Total Split (%)	14.7%	26.5%	26.5%	26.5%	38.2%	14.7%	26.5%	26.5%	20.6%	32.4%	32.4%
Yellow Time (s)	4.0	4.3	4.3	4.0	4.3	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.3	5.3	5.0	5.3	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	9.6	13.6	13.6	17.4	21.3	5.8	32.8	32.8	30.5	64.2	64.2
Actuated g/C Ratio	0.08	0.12	0.12	0.15	0.18	0.05	0.28	0.28	0.26	0.56	0.56
v/c Ratio	0.56	0.57	0.04	0.75	0.41	0.22	0.67	0.81	0.72	0.10	0.07
Control Delay	68.5	55.6	0.2	65.7	13.6	63.9	43.9	35.9	51.4	14.5	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.5	55.6	0.2	65.7	13.6	63.9	43.9	35.9	51.4	14.5	0.7
LOS	E	E	A	E	B	E	D	D	D	B	A
Approach Delay		56.9			29.5		39.9			33.9	
Approach LOS		E			C		D			C	

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 115.4	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 38.0	Intersection LOS: D
Intersection Capacity Utilization 68.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 35: Goetz Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	222	11	185	121	299	18	327	430	314	179	60
Future Volume (veh/h)	77	222	11	185	121	299	18	327	430	314	179	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	85	244	12	203	133	329	20	359	473	345	197	66
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	108	624	278	232	835	388	37	600	508	372	1810	807
Arrive On Green	0.06	0.17	0.17	0.13	0.24	0.24	0.02	0.32	0.32	0.21	0.50	0.50
Sat Flow, veh/h	1810	3610	1610	1810	3458	1608	1810	1900	1607	1810	3610	1609
Grp Volume(v), veh/h	85	244	12	203	133	329	20	359	473	345	197	66
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1608	1810	1900	1607	1810	1805	1609
Q Serve(g_s), s	5.4	7.0	0.7	12.9	3.6	22.9	1.3	18.7	33.5	22.0	3.4	2.5
Cycle Q Clear(g_c), s	5.4	7.0	0.7	12.9	3.6	22.9	1.3	18.7	33.5	22.0	3.4	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	108	624	278	232	835	388	37	600	508	372	1810	807
V/C Ratio(X)	0.79	0.39	0.04	0.87	0.16	0.85	0.54	0.60	0.93	0.93	0.11	0.08
Avail Cap(c_a), veh/h	308	1221	544	616	1758	818	308	639	541	462	1810	807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	43.1	40.5	50.2	35.1	42.5	57.0	33.9	38.9	45.8	15.4	15.2
Incr Delay (d2), s/veh	4.7	0.4	0.1	4.0	0.1	5.2	4.5	1.4	22.5	20.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	3.2	0.3	6.1	1.5	9.6	0.6	8.8	16.2	11.9	1.4	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.1	43.5	40.5	54.2	35.2	47.6	61.5	35.3	61.4	65.9	15.5	15.3
LnGrp LOS	E	D	D	D	D	D	E	D	E	E	B	B
Approach Vol, veh/h		341			665			852			608	
Approach Delay, s/veh		47.3			47.2			50.4			44.1	
Approach LOS		D			D			D			D	

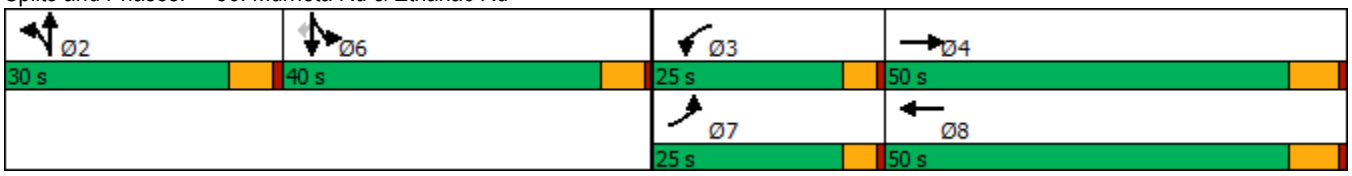
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.1	25.6	7.4	64.4	12.0	33.6	29.2	42.6
Change Period (Y+Rc), s	5.0	5.3	5.0	5.5	5.0	5.3	5.0	5.5
Max Green Setting (Gmax), s	40.0	39.7	20.0	49.5	20.0	59.7	30.0	39.5
Max Q Clear Time (g_c+I1), s	14.9	9.0	3.3	5.4	7.4	24.9	24.0	35.5
Green Ext Time (p_c), s	0.2	1.7	0.0	1.6	0.0	3.4	0.2	1.6

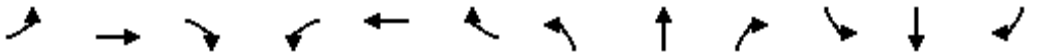
Intersection Summary	
HCM 6th Ctrl Delay	47.5
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	11	857	90	454	154	86	71	12
Future Volume (vph)	11	857	90	454	154	86	71	12
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	Perm
Protected Phases	7	4	3	8	2	6	6	
Permitted Phases								6
Detector Phase	7	4	3	8	2	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	20.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	9.6	26.5	15.8	15.8	15.8	15.8
Total Split (s)	25.0	50.0	25.0	50.0	30.0	40.0	40.0	40.0
Total Split (%)	17.2%	34.5%	17.2%	34.5%	20.7%	27.6%	27.6%	27.6%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	5.5	39.8	10.2	52.6	24.4	11.8	11.8	11.8
Actuated g/C Ratio	0.05	0.36	0.09	0.48	0.22	0.11	0.11	0.11
v/c Ratio	0.13	0.76	0.56	0.32	1.27	0.47	0.37	0.05
Control Delay	56.4	35.0	61.8	18.1	176.1	55.8	52.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.4	35.0	61.8	18.1	176.1	55.8	52.5	0.3
LOS	E	D	E	B	F	E	D	A
Approach Delay		35.3		24.6	176.1		50.4	
Approach LOS		D		C	F		D	

Intersection Summary	
Cycle Length: 145	
Actuated Cycle Length: 109.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.27	
Intersection Signal Delay: 65.1	Intersection LOS: E
Intersection Capacity Utilization 80.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 36: Murrieta Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	857	84	90	454	61	124	154	221	86	71	12
Future Volume (veh/h)	11	857	84	90	454	61	124	154	221	86	71	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	902	88	95	478	64	131	162	233	91	75	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	26	1160	113	122	1289	172	108	133	191	184	193	164
Arrive On Green	0.01	0.35	0.35	0.07	0.40	0.40	0.25	0.25	0.25	0.10	0.10	0.10
Sat Flow, veh/h	1810	3323	324	1810	3201	427	433	536	771	1810	1900	1610
Grp Volume(v), veh/h	12	490	500	95	269	273	526	0	0	91	75	13
Grp Sat Flow(s),veh/h/ln	1810	1805	1842	1810	1805	1823	1740	0	0	1810	1900	1610
Q Serve(g_s), s	0.6	23.6	23.6	5.0	10.2	10.3	24.2	0.0	0.0	4.6	3.6	0.7
Cycle Q Clear(g_c), s	0.6	23.6	23.6	5.0	10.2	10.3	24.2	0.0	0.0	4.6	3.6	0.7
Prop In Lane	1.00		0.18	1.00		0.23	0.25		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	26	630	643	122	727	734	432	0	0	184	193	164
V/C Ratio(X)	0.47	0.78	0.78	0.78	0.37	0.37	1.22	0.00	0.00	0.49	0.39	0.08
Avail Cap(c_a), veh/h	379	806	822	379	806	814	432	0	0	635	667	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.6	28.3	28.3	44.7	20.4	20.5	36.6	0.0	0.0	41.4	40.9	39.6
Incr Delay (d2), s/veh	4.8	4.4	4.3	4.0	0.4	0.4	117.2	0.0	0.0	2.0	1.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	10.7	10.9	2.4	4.3	4.4	24.1	0.0	0.0	2.2	1.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.4	32.7	32.6	48.7	20.9	20.9	153.8	0.0	0.0	43.4	42.2	39.8
LnGrp LOS	D	C	C	D	C	C	F	A	A	D	D	D
Approach Vol, veh/h		1002			637			526			179	
Approach Delay, s/veh		32.9			25.0			153.8			42.6	
Approach LOS		C			C			F			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0	11.2	40.5		15.7	6.0	45.7				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		24.2	20.4	43.5		34.2	20.4	43.5				
Max Q Clear Time (g_c+I1), s		26.2	7.0	25.6		6.6	2.6	12.3				
Green Ext Time (p_c), s		0.0	0.1	8.4		0.7	0.0	5.2				

Intersection Summary												
HCM 6th Ctrl Delay			58.6									
HCM 6th LOS			E									

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations					
Traffic Volume (vph)	1234	1	76	657	8
Future Volume (vph)	1234	1	76	657	8
Turn Type	NA	Perm	Prot	NA	Prot
Protected Phases	2		1	6	8
Permitted Phases		2			
Detector Phase	2	2	1	6	8
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0
Total Split (s)	57.0	57.0	11.0	68.0	12.0
Total Split (%)	71.3%	71.3%	13.8%	85.0%	15.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	56.3	56.3	9.2	67.3	7.7
Actuated g/C Ratio	0.70	0.70	0.12	0.84	0.10
v/c Ratio	0.36	0.00	0.39	0.23	0.40
Control Delay	6.9	5.0	49.5	2.1	15.1
Queue Delay	0.1	0.0	85.4	0.2	2.3
Total Delay	7.0	5.0	134.9	2.3	17.4
LOS	A	A	F	A	B
Approach Delay	7.0			16.1	17.4
Approach LOS	A			B	B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.40	
Intersection Signal Delay: 10.7	Intersection LOS: B
Intersection Capacity Utilization 45.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 37: Barnett Rd & Ethanac Rd





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1234	1	76	657	8	80
Future Volume (veh/h)	1234	1	76	657	8	80
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1313	1	81	699	9	85
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3631	1127	132	2971	12	112
Arrive On Green	0.70	0.70	0.05	0.55	0.08	0.08
Sat Flow, veh/h	5358	1610	1810	3705	154	1458
Grp Volume(v), veh/h	1313	1	81	699	95	0
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1805	1630	0
Q Serve(g_s), s	8.1	0.0	3.5	8.0	4.6	0.0
Cycle Q Clear(g_c), s	8.1	0.0	3.5	8.0	4.6	0.0
Prop In Lane		1.00	1.00		0.09	0.89
Lane Grp Cap(c), veh/h	3631	1127	132	2971	125	0
V/C Ratio(X)	0.36	0.00	0.61	0.24	0.76	0.00
Avail Cap(c_a), veh/h	3631	1127	158	2971	163	0
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.98	0.98	1.00	0.00
Uniform Delay (d), s/veh	4.8	3.6	36.9	5.0	36.2	0.0
Incr Delay (d2), s/veh	0.3	0.0	4.8	0.2	13.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.6	0.1	2.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.1	3.6	41.8	5.1	50.0	0.0
LnGrp LOS	A	A	D	A	D	A
Approach Vol, veh/h	1314			780	95	
Approach Delay, s/veh	5.1			8.9	50.0	
Approach LOS	A			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.8	60.0				69.8	10.2
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	7.0	53.0				64.0	8.0
Max Q Clear Time (g_c+I1), s	5.5	10.1				10.0	6.6
Green Ext Time (p_c), s	0.0	10.5				4.6	0.0

Intersection Summary		
HCM 6th Ctrl Delay	8.4	
HCM 6th LOS	A	

Notes

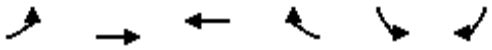
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	212	1102	635	382	386	99
Future Volume (vph)	212	1102	635	382	386	99
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	64.0	39.0	39.0	16.0	16.0
Total Split (%)	31.3%	80.0%	48.8%	48.8%	20.0%	20.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	15.0	57.4	38.4	38.4	14.6	14.6
Actuated g/C Ratio	0.19	0.72	0.48	0.48	0.18	0.18
v/c Ratio	0.65	0.44	0.27	0.41	0.63	0.20
Control Delay	52.5	3.6	14.0	3.4	34.5	27.6
Queue Delay	49.3	0.1	0.0	0.0	0.0	0.1
Total Delay	101.8	3.8	14.0	3.4	34.5	27.7
LOS	F	A	B	A	C	C
Approach Delay		19.6	10.0		33.1	
Approach LOS		B	B		C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 18.5	Intersection LOS: B
Intersection Capacity Utilization 48.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 38: Ethanac Rd & Case Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	212	1102	635	382	386	99
Future Volume (veh/h)	212	1102	635	382	386	99
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	221	1148	661	398	402	103
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	260	2746	2940	913	489	395
Arrive On Green	0.29	1.00	0.57	0.57	0.14	0.14
Sat Flow, veh/h	1810	3705	5358	1610	3510	2834
Grp Volume(v), veh/h	221	1148	661	398	402	103
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1755	1417
Q Serve(g_s), s	9.2	0.0	5.1	11.4	8.9	2.6
Cycle Q Clear(g_c), s	9.2	0.0	5.1	11.4	8.9	2.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	260	2746	2940	913	489	395
V/C Ratio(X)	0.85	0.42	0.22	0.44	0.82	0.26
Avail Cap(c_a), veh/h	475	2746	2940	913	527	425
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.90	0.90	1.00	1.00
Uniform Delay (d), s/veh	27.7	0.0	8.6	10.0	33.5	30.7
Incr Delay (d2), s/veh	7.1	0.4	0.2	1.4	9.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.2	1.5	3.3	4.2	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.8	0.4	8.8	11.3	43.0	31.1
LnGrp LOS	C	A	A	B	D	C
Approach Vol, veh/h		1369	1059		505	
Approach Delay, s/veh		6.0	9.7		40.6	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		64.9		15.1	15.5	49.3
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		60.0		12.0	21.0	35.0
Max Q Clear Time (g_c+I1), s		2.0		10.9	11.2	13.4
Green Ext Time (p_c), s		9.2		0.2	0.4	5.4

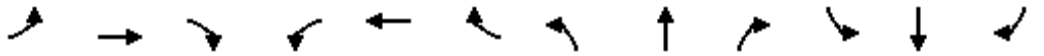
Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	914	574	138	688	1	329
Future Volume (vph)	914	574	138	688	1	329
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	10.0	10.0
Total Split (s)	46.0	46.0	35.0	81.0	35.0	35.0
Total Split (%)	39.7%	39.7%	30.2%	69.8%	30.2%	30.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	40.5	40.5	11.9	57.4	12.7	12.7
Actuated g/C Ratio	0.50	0.50	0.15	0.71	0.16	0.16
v/c Ratio	1.02	0.62	0.55	0.28	0.46	0.74
Control Delay	57.8	11.0	41.4	5.3	36.8	20.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.8	11.0	41.4	5.3	36.8	20.0
LOS	E	B	D	A	D	C
Approach Delay	39.8			11.3	24.7	
Approach LOS	D			B	C	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 81.3	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 28.8	Intersection LOS: C
Intersection Capacity Utilization 85.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 39: I-215 SB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	914	574	138	688	0	0	0	0	124	1	329
Future Volume (veh/h)	0	914	574	138	688	0	0	0	0	124	1	329
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	962	604	145	724	0				131	1	346
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	884	749	185	2258	0				443	3	397
Arrive On Green	0.00	0.47	0.47	0.10	0.63	0.00				0.25	0.25	0.25
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1796	14	1610
Grp Volume(v), veh/h	0	962	604	145	724	0				132	0	346
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	40.0	27.6	6.7	8.1	0.0				5.1	0.0	17.7
Cycle Q Clear(g_c), s	0.0	40.0	27.6	6.7	8.1	0.0				5.1	0.0	17.7
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	884	749	185	2258	0				446	0	397
V/C Ratio(X)	0.00	1.09	0.81	0.79	0.32	0.00				0.30	0.00	0.87
Avail Cap(c_a), veh/h	0	884	749	632	3150	0				632	0	562
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.0	19.7	37.7	7.5	0.0				26.3	0.0	31.1
Incr Delay (d2), s/veh	0.0	57.0	6.5	7.2	0.1	0.0				0.4	0.0	10.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	28.5	9.8	3.1	2.2	0.0				2.2	0.0	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	80.0	26.1	44.9	7.6	0.0				26.7	0.0	41.5
LnGrp LOS	A	F	C	D	A	A				C	A	D
Approach Vol, veh/h		1566			869						478	
Approach Delay, s/veh		59.2			13.8						37.4	
Approach LOS		E			B						D	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	13.8	46.0				59.8		26.2				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	8.7	42.0				10.1		19.7				
Green Ext Time (p_c), s	0.3	0.0				4.8		1.5				

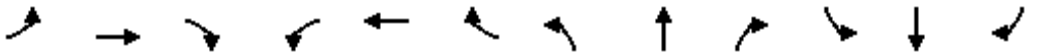
Intersection Summary			
HCM 6th Ctrl Delay		42.1	
HCM 6th LOS		D	

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	308	730	501	1	162
Future Volume (vph)	308	730	501	1	162
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	23.4	68.9	40.5	24.3	24.3
Actuated g/C Ratio	0.22	0.66	0.39	0.23	0.23
v/c Ratio	0.81	0.62	1.00	0.82	0.34
Control Delay	55.4	13.6	67.7	55.3	7.1
Queue Delay	0.0	0.4	0.0	0.0	0.0
Total Delay	55.4	14.0	67.7	55.3	7.1
LOS	E	B	E	E	A
Approach Delay		26.3	67.7	39.3	
Approach LOS		C	E	D	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 104.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 41.9	Intersection LOS: D
Intersection Capacity Utilization 85.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	308	730	0	0	501	178	325	1	162	0	0	0
Future Volume (veh/h)	308	730	0	0	501	178	325	1	162	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	328	777	0	0	533	189	346	1	172			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	369	1261	0	0	547	194	404	1	361			
Arrive On Green	0.20	0.66	0.00	0.00	0.41	0.41	0.22	0.22	0.22			
Sat Flow, veh/h	1810	1900	0	0	1340	475	1805	5	1610			
Grp Volume(v), veh/h	328	777	0	0	0	722	347	0	172			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1815	1810	0	1610			
Q Serve(g_s), s	17.3	22.8	0.0	0.0	0.0	38.2	18.0	0.0	9.1			
Cycle Q Clear(g_c), s	17.3	22.8	0.0	0.0	0.0	38.2	18.0	0.0	9.1			
Prop In Lane	1.00		0.00	0.00		0.26	1.00		1.00			
Lane Grp Cap(c), veh/h	369	1261	0	0	0	742	406	0	361			
V/C Ratio(X)	0.89	0.62	0.00	0.00	0.00	0.97	0.86	0.00	0.48			
Avail Cap(c_a), veh/h	555	1456	0	0	0	742	555	0	494			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	37.9	9.4	0.0	0.0	0.0	28.4	36.4	0.0	33.0			
Incr Delay (d2), s/veh	11.5	0.6	0.0	0.0	0.0	26.5	9.5	0.0	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.2	7.0	0.0	0.0	0.0	19.9	8.8	0.0	3.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.4	10.0	0.0	0.0	0.0	55.0	45.9	0.0	34.0			
LnGrp LOS	D	A	A	A	A	D	D	A	C			
Approach Vol, veh/h		1105			722			519				
Approach Delay, s/veh		21.7			55.0			42.0				
Approach LOS		C			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.9			24.9	46.0		26.9				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		24.8			19.3	40.2		20.0				
Green Ext Time (p_c), s		5.4			0.7	0.0		1.9				
Intersection Summary												
HCM 6th Ctrl Delay			36.4									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	23

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	715	177	45	536	143	50
Future Vol, veh/h	715	177	45	536	143	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	730	181	46	547	146	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	911	0	1460	821
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	639	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	756	-	~ 144	378
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	530	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	756	-	~ 135	378
Mov Cap-2 Maneuver	-	-	-	-	~ 135	-
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	498	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	196.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	162	-	-	756	-
HCM Lane V/C Ratio	1.216	-	-	0.061	-
HCM Control Delay (s)	196.2	-	-	10.1	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	11.1	-	-	0.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	184	502	17	12	340	25	15	0	27	9	9	159
Future Vol, veh/h	184	502	17	12	340	25	15	0	27	9	9	159
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	196	534	18	13	362	27	16	0	29	10	10	169

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	389	0	0	552	0	0	1426	1350	543	1352	1346	376
Stage 1	-	-	-	-	-	-	935	935	-	402	402	-
Stage 2	-	-	-	-	-	-	491	415	-	950	944	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1181	-	-	1028	-	-	114	152	544	128	153	675
Stage 1	-	-	-	-	-	-	321	347	-	629	604	-
Stage 2	-	-	-	-	-	-	563	596	-	315	344	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1181	-	-	1028	-	-	65	114	544	98	114	675
Mov Cap-2 Maneuver	-	-	-	-	-	-	65	114	-	98	114	-
Stage 1	-	-	-	-	-	-	244	264	-	478	594	-
Stage 2	-	-	-	-	-	-	408	586	-	227	261	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	0.3	38.9	19.4
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	150	1181	-	-	1028	-	-	436
HCM Lane V/C Ratio	0.298	0.166	-	-	0.012	-	-	0.432
HCM Control Delay (s)	38.9	8.7	0	-	8.5	0	-	19.4
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.2	0.6	-	-	0	-	-	2.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	392	139	0	396	51	0	0	0	23	0	1
Future Vol, veh/h	0	392	139	0	396	51	0	0	0	23	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	260	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	431	153	0	435	56	0	0	0	25	0	1

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	491	0	-	-	-	0			894	894	463
Stage 1	-	-	-	-	-	-			463	463	-
Stage 2	-	-	-	-	-	-			431	431	-
Critical Hdwy	4.1	-	-	-	-	-			6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-			5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-			3.5	4	3.3
Pot Cap-1 Maneuver	1083	-	0	0	-	-			314	283	603
Stage 1	-	-	0	0	-	-			638	568	-
Stage 2	-	-	0	0	-	-			660	586	-
Platoon blocked, %		-			-	-					
Mov Cap-1 Maneuver	1083	-	-	-	-	-			314	0	603
Mov Cap-2 Maneuver	-	-	-	-	-	-			314	0	-
Stage 1	-	-	-	-	-	-			638	0	-
Stage 2	-	-	-	-	-	-			660	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1083	-	-	-	320
HCM Lane V/C Ratio	-	-	-	-	0.082
HCM Control Delay (s)	0	-	-	-	17.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	415	0	7	356	90	17
Future Vol, veh/h	415	0	7	356	90	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	456	0	8	391	99	19

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	456	0	863	456
Stage 1	-	-	-	-	456	-
Stage 2	-	-	-	-	407	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1115	-	328	609
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	676	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1115	-	325	609
Mov Cap-2 Maneuver	-	-	-	-	325	-
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	670	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	20.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	351	-	-	1115	-
HCM Lane V/C Ratio	0.335	-	-	0.007	-
HCM Control Delay (s)	20.3	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.4	-	-	0	-

Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	219	187	185	76	78	148
Future Vol, veh/h	219	187	185	76	78	148
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	246	210	208	85	88	166

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	293	0	-	0	953	251
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	702	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1280	-	-	-	290	793
Stage 1	-	-	-	-	795	-
Stage 2	-	-	-	-	495	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1280	-	-	-	227	793
Mov Cap-2 Maneuver	-	-	-	-	227	-
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	495	-

Approach	EB	WB	SB
HCM Control Delay, s	4.6	0	25.2
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1280	-	-	-	426
HCM Lane V/C Ratio	0.192	-	-	-	0.596
HCM Control Delay (s)	8.5	0	-	-	25.2
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.7	-	-	-	3.8

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	15	74	35	45	101	59	38	528	65	69	525	27
Future Vol, veh/h	15	74	35	45	101	59	38	528	65	69	525	27
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	88	42	54	120	70	45	629	77	82	625	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1658	1601	643	1630	1579	668	657	0	0	706	0	0
Stage 1	805	805	-	758	758	-	-	-	-	-	-	-
Stage 2	853	796	-	872	821	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	79	107	477	82	~ 110	462	940	-	-	902	-	-
Stage 1	379	398	-	402	418	-	-	-	-	-	-	-
Stage 2	357	402	-	348	391	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 84	476	-	~ 87	462	940	-	-	902	-	-
Mov Cap-2 Maneuver	-	~ 84	-	-	~ 87	-	-	-	-	-	-	-
Stage 1	349	341	-	370	385	-	-	-	-	-	-	-
Stage 2	192	370	-	201	335	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.5	1
HCM LOS	-	-		

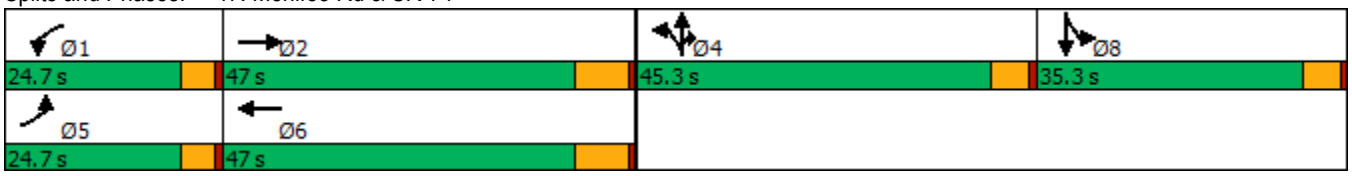
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	940	-	-	-	-	902	-	-
HCM Lane V/C Ratio	0.048	-	-	-	-	0.091	-	-
HCM Control Delay (s)	9	0	-	-	-	9.4	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	-	-	0.3	-	-

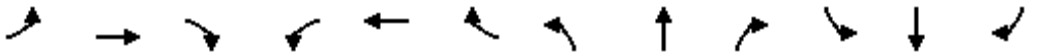
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	57	1289	255	1456	390	384	362
Future Volume (vph)	57	1289	255	1456	390	384	362
Turn Type	Prot	NA	Prot	NA	NA	Prot	NA
Protected Phases	5	2	1	6	4	4	8
Permitted Phases							
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.3	10.3	10.3
Total Split (s)	24.7	47.0	24.7	47.0	45.3	45.3	35.3
Total Split (%)	16.2%	30.9%	16.2%	30.9%	29.7%	29.7%	23.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	9.7	40.0	20.0	52.4	40.0	40.0	30.0
Actuated g/C Ratio	0.06	0.26	0.13	0.34	0.26	0.26	0.20
v/c Ratio	0.55	2.02	1.19	1.44	1.56	0.75	1.78
Control Delay	86.1	490.4	175.1	240.8	299.4	36.1	396.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.1	490.4	175.1	240.8	299.4	36.1	396.5
LOS	F	F	F	F	F	D	F
Approach Delay		477.3		231.8	204.8		396.5
Approach LOS		F		F	F		F

Intersection Summary	
Cycle Length: 152.3	
Actuated Cycle Length: 152.3	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.02	
Intersection Signal Delay: 326.4	Intersection LOS: F
Intersection Capacity Utilization 149.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	1289	406	255	1456	140	296	390	384	199	362	26
Future Volume (veh/h)	57	1289	406	255	1456	140	296	390	384	199	362	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	1432	451	283	1618	156	329	433	427	221	402	29
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	718	216	238	1164	111	211	278	423	124	225	16
Arrive On Green	0.04	0.26	0.26	0.13	0.35	0.35	0.26	0.26	0.26	0.20	0.20	0.20
Sat Flow, veh/h	1810	2734	822	1810	3330	318	803	1057	1610	628	1143	82
Grp Volume(v), veh/h	63	922	961	283	869	905	762	0	427	652	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1752	1810	1805	1843	1860	0	1610	1854	0	0
Q Serve(g_s), s	5.2	40.0	40.0	20.0	53.2	53.2	40.0	0.0	40.0	30.0	0.0	0.0
Cycle Q Clear(g_c), s	5.2	40.0	40.0	20.0	53.2	53.2	40.0	0.0	40.0	30.0	0.0	0.0
Prop In Lane	1.00		0.47	1.00		0.17	0.43		1.00	0.34		0.04
Lane Grp Cap(c), veh/h	81	474	460	238	631	644	488	0	423	365	0	0
V/C Ratio(X)	0.78	1.95	2.09	1.19	1.38	1.41	1.56	0.00	1.01	1.79	0.00	0.00
Avail Cap(c_a), veh/h	238	474	460	238	631	644	488	0	423	365	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	72.0	56.1	56.2	66.1	49.5	49.5	56.2	0.0	56.1	61.2	0.0	0.0
Incr Delay (d2), s/veh	6.0	433.2	496.9	119.8	179.7	191.9	261.9	0.0	46.2	364.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	75.2	81.2	17.2	55.4	58.7	54.3	0.0	21.7	51.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.1	489.3	553.1	186.0	229.2	241.5	318.0	0.0	102.4	425.5	0.0	0.0
LnGrp LOS	E	F	F	F	F	F	F	A	F	F	A	A
Approach Vol, veh/h		1946			2057			1189			652	
Approach Delay, s/veh		507.5			228.7			240.6			425.5	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.7	47.0		45.3	11.5	60.2		35.3				
Change Period (Y+Rc), s	* 4.7	7.0		5.3	* 4.7	7.0		5.3				
Max Green Setting (Gmax), s	* 20	40.0		40.0	* 20	40.0		30.0				
Max Q Clear Time (g_c+I1), s	22.0	42.0		42.0	7.2	55.2		32.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		345.9
HCM 6th LOS		F

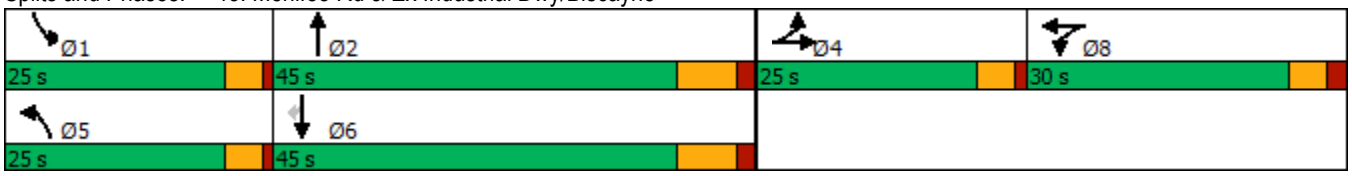
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	2	2	995	77	926	8
Future Volume (vph)	0	2	2	995	77	926	8
Turn Type	NA	NA	Prot	NA	Prot	NA	Perm
Protected Phases	4	8	5	2	1	6	
Permitted Phases							6
Detector Phase	4	8	5	2	1	6	6
Switch Phase							
Minimum Initial (s)	6.0	8.0	6.0	10.0	6.0	10.0	10.0
Minimum Split (s)	10.6	13.6	10.6	17.5	10.6	17.5	17.5
Total Split (s)	25.0	30.0	25.0	45.0	25.0	45.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%	36.0%
Yellow Time (s)	3.6	3.6	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	4.6	7.5	4.6	7.5	7.5
Lead/Lag			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	None	Min	Min
Act Effct Green (s)	6.1	9.9	6.1	41.1	9.8	51.3	51.3
Actuated g/C Ratio	0.08	0.13	0.08	0.53	0.13	0.66	0.66
v/c Ratio	0.03	0.46	0.02	1.38	0.44	0.96	0.01
Control Delay	38.0	33.5	38.0	199.5	39.0	34.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.0	33.5	38.0	199.5	39.0	34.3	0.0
LOS	D	C	D	F	D	C	A
Approach Delay	38.0	33.5		199.2		34.4	
Approach LOS	D	C		F		C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 78.1	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.38	
Intersection Signal Delay: 115.1	Intersection LOS: F
Intersection Capacity Utilization 81.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	0	52	2	30	2	995	59	77	926	8
Future Volume (veh/h)	3	0	0	52	2	30	2	995	59	77	926	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	0	0	68	3	39	3	1292	77	100	1203	10
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	12	0	0	105	5	60	9	916	55	132	1110	940
Arrive On Green	0.01	0.00	0.00	0.10	0.10	0.10	0.00	0.52	0.52	0.07	0.58	0.58
Sat Flow, veh/h	1809	0	0	1073	47	615	1810	1775	106	1810	1900	1610
Grp Volume(v), veh/h	4	0	0	110	0	0	3	0	1369	100	1203	10
Grp Sat Flow(s),veh/h/ln	1810	0	0	1736	0	0	1810	0	1881	1810	1900	1610
Q Serve(g_s), s	0.2	0.0	0.0	4.4	0.0	0.0	0.1	0.0	37.5	3.9	42.5	0.2
Cycle Q Clear(g_c), s	0.2	0.0	0.0	4.4	0.0	0.0	0.1	0.0	37.5	3.9	42.5	0.2
Prop In Lane	1.00		0.00	0.62		0.35	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	12	0	0	170	0	0	9	0	970	132	1110	940
V/C Ratio(X)	0.35	0.00	0.00	0.65	0.00	0.00	0.34	0.00	1.41	0.76	1.08	0.01
Avail Cap(c_a), veh/h	508	0	0	582	0	0	508	0	970	508	1110	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	0.0	0.0	31.6	0.0	0.0	36.1	0.0	17.6	33.1	15.1	6.3
Incr Delay (d2), s/veh	16.7	0.0	0.0	4.1	0.0	0.0	21.4	0.0	191.2	8.5	52.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	2.0	0.0	0.0	0.1	0.0	65.4	2.0	31.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	0.0	0.0	35.6	0.0	0.0	57.5	0.0	208.8	41.5	68.0	6.3
LnGrp LOS	D	A	A	D	A	A	E	A	F	D	F	A
Approach Vol, veh/h		4			110			1372			1313	
Approach Delay, s/veh		52.7			35.6			208.5			65.5	
Approach LOS		D			D			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	45.0		5.1	5.0	50.0		12.7				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	20.4	37.5		20.4	20.4	37.5		24.4				
Max Q Clear Time (g_c+I1), s	5.9	39.5		2.2	2.1	44.5		6.4				
Green Ext Time (p_c), s	0.2	0.0		0.0	0.0	0.0		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		134.4	
HCM 6th LOS		F	

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	3	331	0	201	1	846	685	301	691	2
Future Vol, veh/h	5	0	3	331	0	201	1	846	685	301	691	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	0	3	360	0	218	1	920	745	327	751	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2810	3073	752	2703	2702	1293	753	0	0	1665	0	0
Stage 1	1406	1406	-	1295	1295	-	-	-	-	-	-	-
Stage 2	1404	1667	-	1408	1407	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	12	12	413	~ 14	22	~ 201	866	-	-	391	-	-
Stage 1	174	208	-	~ 202	235	-	-	-	-	-	-	-
Stage 2	175	155	-	~ 174	207	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	413	-	0	~ 201	866	-	-	391	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	174	0	-	~ 202	235	-	-	-	-	-	-	-
Stage 2	-	155	-	-	0	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	14.2
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	866	-	-	-	-	391	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	0.837	-	-
HCM Control Delay (s)	9.2	0	-	-	-	46.9	0	-
HCM Lane LOS	A	A	-	-	-	E	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	7.8	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	55.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	39	1501	75	75	954
Future Vol, veh/h	39	39	1501	75	75	954
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	42	42	1632	82	82	954

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2791	1673	0	0	1714	0
Stage 1	1673	-	-	-	-	-
Stage 2	1118	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 21	120	-	-	375	-
Stage 1	169	-	-	-	-	-
Stage 2	315	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 11	120	-	-	375	-
Mov Cap-2 Maneuver	~ 11	-	-	-	-	-
Stage 1	169	-	-	-	-	-
Stage 2	169	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 1849	0	1.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	20	375	-
HCM Lane V/C Ratio	-	-	4.239	0.217	-
HCM Control Delay (s)	-	-	$ 1849	17.2	0
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	11	0.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	636.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	83	171	146	1495	931	68
Future Vol, veh/h	83	171	146	1495	931	68
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	106	219	187	1917	1194	87

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3530	1239	1282	0	-	0
Stage 1	1239	-	-	-	-	-
Stage 2	2291	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 7	~ 216	548	-	-	-
Stage 1	276	-	-	-	-	-
Stage 2	~ 83	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 7	~ 216	547	-	-	-
Mov Cap-2 Maneuver	~ 7	-	-	-	-	-
Stage 1	276	-	-	-	-	-
Stage 2	~ 83	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, $	7248.6	1.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	547	-	20	-	-
HCM Lane V/C Ratio	0.342	-	16.282	-	-
HCM Control Delay (s)	15	$	7248.6	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	1.5	-	41.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1792	80	56	1798	53	27
Future Volume (vph)	1792	80	56	1798	53	27
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	9.7	12.0	10.5	10.5
Total Split (s)	42.0	42.0	29.7	71.7	35.5	35.5
Total Split (%)	39.2%	39.2%	27.7%	66.9%	33.1%	33.1%
Yellow Time (s)	6.0	6.0	3.7	6.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.7	7.0	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	57.7	57.7	7.6	67.5	8.3	8.3
Actuated g/C Ratio	0.69	0.69	0.09	0.80	0.10	0.10
v/c Ratio	0.85	0.08	0.40	0.73	0.35	0.17
Control Delay	19.8	3.0	44.8	7.7	42.0	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.8	3.0	44.8	7.7	42.0	14.9
LOS	B	A	D	A	D	B
Approach Delay	19.0			8.9	32.7	
Approach LOS	B			A	C	

Intersection Summary	
Cycle Length: 107.2	
Actuated Cycle Length: 83.9	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 14.4	Intersection LOS: B
Intersection Capacity Utilization 64.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 52: McKinley & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1792	80	56	1798	53	27
Future Volume (veh/h)	1792	80	56	1798	53	27
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2108	94	66	2115	62	32
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2313	1032	94	2744	109	97
Arrive On Green	0.64	0.64	0.05	0.76	0.06	0.06
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	2108	94	66	2115	62	32
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	35.1	1.5	2.5	23.6	2.3	1.3
Cycle Q Clear(g_c), s	35.1	1.5	2.5	23.6	2.3	1.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2313	1032	94	2744	109	97
V/C Ratio(X)	0.91	0.09	0.70	0.77	0.57	0.33
Avail Cap(c_a), veh/h	2313	1032	651	3359	781	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.8	4.8	32.4	4.8	31.8	31.3
Incr Delay (d2), s/veh	6.0	0.0	3.6	0.9	4.6	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	0.4	1.2	4.8	1.1	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.8	4.8	36.0	5.8	36.4	33.3
LnGrp LOS	B	A	D	A	D	C
Approach Vol, veh/h	2202			2181	94	
Approach Delay, s/veh	16.3			6.7	35.3	
Approach LOS	B			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	8.3	51.5				59.8	9.7
Change Period (Y+Rc), s	* 4.7	7.0				7.0	5.5
Max Green Setting (Gmax), s	* 25	35.0				64.7	30.0
Max Q Clear Time (g_c+I1), s	4.5	37.1				25.6	4.3
Green Ext Time (p_c), s	0.1	0.0				27.2	0.2

Intersection Summary	
HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	74	1349	396	266	1619	71	206	0	93	26	0	29
Future Vol, veh/h	74	1349	396	266	1619	71	206	0	93	26	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	74	1349	396	266	1619	71	206	0	93	26	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1690	0	0	1745	0	0	3037	3917	873	3010	4080	845
Stage 1	-	-	-	-	-	-	1695	1695	-	2187	2187	-
Stage 2	-	-	-	-	-	-	1342	2222	-	823	1893	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	383	-	-	365	-	-	~ 6	3	297	~ 6	3	310
Stage 1	-	-	-	-	-	-	~ 98	150	-	48	85	-
Stage 2	-	-	-	-	-	-	~ 163	81	-	338	120	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	383	-	-	365	-	-	-	0	297	-	0	310
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	~ 98	150	-	48	0	-
Stage 2	-	-	-	-	-	-	-	0	-	232	120	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	16.7		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	383	-	-	365	-	-	-
HCM Lane V/C Ratio	-	0.193	-	-	0.729	-	-	-
HCM Control Delay (s)	-	16.6	0	-	37.3	14	-	-
HCM Lane LOS	-	C	A	-	E	B	-	-
HCM 95th %tile Q(veh)	-	0.7	-	-	5.6	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1466	0	0	1958	0	17
Future Vol, veh/h	1466	0	0	1958	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1466	0	0	1958	0	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	733
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	368
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	368
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	368	-	-	-
HCM Lane V/C Ratio	0.046	-	-	-
HCM Control Delay (s)	15.3	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Intersection Delay, s/veh	18.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	13	148	50	54	0	130	177	24	9	217	65
Future Vol, veh/h	57	13	148	50	54	0	130	177	24	9	217	65
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	74	17	192	65	70	0	169	230	31	12	282	84
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

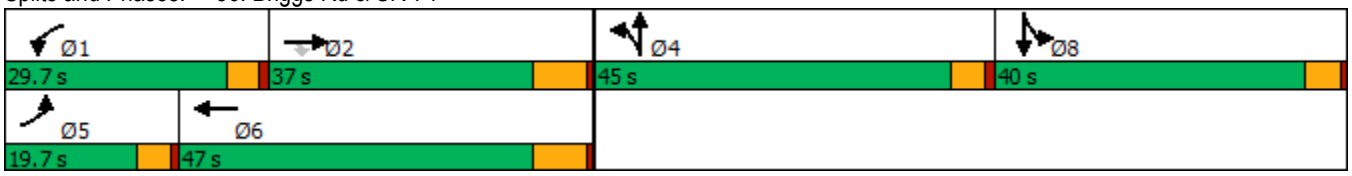
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	12.6	13.1	23.6	18.9
HCM LOS	B	B	C	C

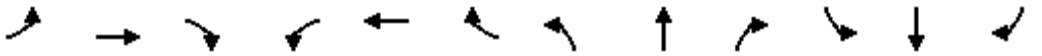
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	39%	81%	0%	48%	3%
Vol Thru, %	53%	19%	0%	52%	75%
Vol Right, %	7%	0%	100%	0%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	331	70	148	104	291
LT Vol	130	57	0	50	9
Through Vol	177	13	0	54	217
RT Vol	24	0	148	0	65
Lane Flow Rate	430	91	192	135	378
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.725	0.193	0.348	0.273	0.632
Departure Headway (Hd)	6.07	7.656	6.52	7.276	6.02
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	593	468	550	492	597
Service Time	4.116	5.415	4.278	5.347	4.07
HCM Lane V/C Ratio	0.725	0.194	0.349	0.274	0.633
HCM Control Delay	23.6	12.3	12.7	13.1	18.9
HCM Lane LOS	C	B	B	B	C
HCM 95th-tile Q	6.1	0.7	1.5	1.1	4.4

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	71	844	566	421	1256	623	244	192	214
Future Volume (vph)	71	844	566	421	1256	623	244	192	214
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Split	NA
Protected Phases	5	2		1	6	4	4	8	8
Permitted Phases			2						
Detector Phase	5	2	2	1	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	9.7	12.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	37.0	37.0	29.7	47.0	45.0	45.0	40.0	40.0
Total Split (%)	13.0%	24.4%	24.4%	19.6%	31.0%	29.7%	29.7%	26.4%	26.4%
Yellow Time (s)	3.7	6.0	6.0	3.7	6.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	11.2	30.0	30.0	25.0	43.8	40.0	40.0	32.3	32.3
Actuated g/C Ratio	0.08	0.20	0.20	0.17	0.29	0.27	0.27	0.22	0.22
v/c Ratio	0.64	1.40	0.96	1.68	1.64	1.55	1.60	0.59	0.91
Control Delay	87.8	231.2	42.3	355.0	325.5	294.9	312.9	59.1	82.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.8	231.2	42.3	355.0	325.5	294.9	312.9	59.1	82.8
LOS	F	F	D	F	F	F	F	E	F
Approach Delay		152.1			332.2		304.2		73.5
Approach LOS		F			F		F		E

Intersection Summary	
Cycle Length: 151.7	
Actuated Cycle Length: 149.1	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.68	
Intersection Signal Delay: 248.3	Intersection LOS: F
Intersection Capacity Utilization 117.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	844	566	421	1256	170	623	244	423	192	214	79
Future Volume (veh/h)	71	844	566	421	1256	170	623	244	423	192	214	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.88	1.00		0.85
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	86	1017	682	507	1513	205	751	294	510	231	258	95
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	107	723	312	302	987	132	483	153	266	399	277	102
Arrive On Green	0.06	0.20	0.20	0.17	0.31	0.31	0.27	0.27	0.27	0.22	0.22	0.22
Sat Flow, veh/h	1810	3610	1558	1810	3200	428	1810	573	994	1810	1257	463
Grp Volume(v), veh/h	86	1017	682	507	844	874	751	0	804	231	0	353
Grp Sat Flow(s),veh/h/ln	1810	1805	1558	1810	1805	1823	1810	0	1568	1810	0	1720
Q Serve(g_s), s	7.0	30.0	30.0	25.0	46.2	46.2	40.0	0.0	40.0	17.1	0.0	30.1
Cycle Q Clear(g_c), s	7.0	30.0	30.0	25.0	46.2	46.2	40.0	0.0	40.0	17.1	0.0	30.1
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.63	1.00		0.27
Lane Grp Cap(c), veh/h	107	723	312	302	557	562	483	0	419	399	0	379
V/C Ratio(X)	0.81	1.41	2.18	1.68	1.52	1.55	1.55	0.00	1.92	0.58	0.00	0.93
Avail Cap(c_a), veh/h	181	723	312	302	557	562	483	0	419	423	0	402
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.6	59.9	59.9	62.4	51.8	51.8	54.9	0.0	54.9	52.1	0.0	57.2
Incr Delay (d2), s/veh	5.3	190.9	543.5	319.1	241.6	257.7	259.1	0.0	422.6	1.8	0.0	27.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	32.9	59.0	38.3	58.2	61.3	53.0	0.0	64.9	8.0	0.0	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.9	250.8	603.4	381.5	293.3	309.5	313.9	0.0	477.5	53.9	0.0	84.6
LnGrp LOS	E	F	F	F	F	F	F	A	F	D	A	F
Approach Vol, veh/h		1785			2225			1555			584	
Approach Delay, s/veh		377.0			319.8			398.5			72.5	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.7	37.0		45.0	13.5	53.2		38.0				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 25	30.0		40.0	* 15	40.0		35.0				
Max Q Clear Time (g_c+I1), s	27.0	32.0		42.0	9.0	48.2		32.1				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.9				

Intersection Summary		
HCM 6th Ctrl Delay		332.8
HCM 6th LOS		F

Notes

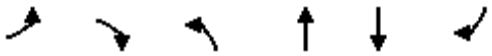
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	395	173	213	895	669	530
Future Volume (vph)	395	173	213	895	669	530
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	10.0	10.0	10.0
Minimum Split (s)	13.6	13.6	10.6	16.8	16.8	16.8
Total Split (s)	32.0	32.0	25.0	68.0	43.0	43.0
Total Split (%)	32.0%	32.0%	25.0%	68.0%	43.0%	43.0%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	4.6	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	26.4	26.4	17.6	59.7	37.5	37.5
Actuated g/C Ratio	0.27	0.27	0.18	0.61	0.38	0.38
v/c Ratio	1.02	0.37	0.83	0.97	0.61	0.65
Control Delay	84.1	6.0	60.1	40.6	27.4	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.1	6.0	60.1	40.6	27.4	5.2
LOS	F	A	E	D	C	A
Approach Delay	60.3			44.3	17.6	
Approach LOS	E			D	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 98.6	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 36.3	Intersection LOS: D
Intersection Capacity Utilization 79.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 57: Briggs Rd & Heritage HS Dwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	395	173	213	895	669	530
Future Volume (veh/h)	395	173	213	895	669	530
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	494	216	266	1119	836	662
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	483	429	300	1155	1430	638
Arrive On Green	0.27	0.27	0.17	0.61	0.40	0.40
Sat Flow, veh/h	1810	1610	1810	1900	3705	1610
Grp Volume(v), veh/h	494	216	266	1119	836	662
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1805	1610
Q Serve(g_s), s	26.4	11.2	14.2	55.6	18.0	39.2
Cycle Q Clear(g_c), s	26.4	11.2	14.2	55.6	18.0	39.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	483	429	300	1155	1430	638
V/C Ratio(X)	1.02	0.50	0.89	0.97	0.58	1.04
Avail Cap(c_a), veh/h	483	429	373	1175	1430	638
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	30.7	40.4	18.5	23.5	29.9
Incr Delay (d2), s/veh	47.1	0.9	16.9	19.0	0.6	45.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.7	10.4	7.7	27.5	7.6	22.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	83.4	31.7	57.3	37.5	24.1	75.8
LnGrp LOS	F	C	E	D	C	F
Approach Vol, veh/h	710			1385	1498	
Approach Delay, s/veh	67.7			41.3	47.0	
Approach LOS	E			D	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.0		32.0	21.0	46.0
Change Period (Y+Rc), s		6.8		5.6	4.6	6.8
Max Green Setting (Gmax), s		61.2		26.4	20.4	36.2
Max Q Clear Time (g_c+I1), s		57.6		28.4	16.2	41.2
Green Ext Time (p_c), s		2.6		0.0	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	48.9
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	689.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	343	0	8	55	0	201	38	761	167	26	806	23
Future Vol, veh/h	343	0	8	55	0	201	38	761	167	26	806	23
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	476	0	11	76	0	279	53	1057	232	36	1119	32
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	206.6	95	759.8	985.4
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	0%	98%	21%	3%
Vol Thru, %	95%	0%	0%	0%	94%
Vol Right, %	0%	100%	2%	79%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	799	167	351	256	855
LT Vol	38	0	343	55	26
Through Vol	761	0	0	0	806
RT Vol	0	167	8	201	23
Lane Flow Rate	1110	232	488	356	1188
Geometry Grp	7	7	2	2	5
Degree of Util (X)	2.935	0.567	1.291	0.905	3.113
Departure Headway (Hd)	15.328	14.547	17.604	20.187	12.9
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	255	251	210	185	297
Service Time	13.028	12.247	15.604	18.187	10.9
HCM Lane V/C Ratio	4.353	0.924	2.324	1.924	4
HCM Control Delay	911.4	34.7	206.6	95	985.4
HCM Lane LOS	F	D	F	F	F
HCM 95th-tile Q	61	3.2	14.3	6.8	77.9

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	97	0	967	745	124
Future Vol, veh/h	0	97	0	967	745	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	97	0	967	745	124

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	807	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	385	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	385	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	385	-	-
HCM Lane V/C Ratio	-	0.252	-	-
HCM Control Delay (s)	-	17.5	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	1	-	-

Intersection	
Int Delay, s/veh	2110.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	109	8	155	95	14	48	123	810	52	36	788	18
Future Vol, veh/h	109	8	155	95	14	48	123	810	52	36	788	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	131	10	187	114	17	58	148	976	63	43	949	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1839	2384	960	2452	2364	523	971	0	0	1042	0	0
Stage 1	1046	1046	-	1307	1307	-	-	-	-	-	-	-
Stage 2	793	1338	-	1145	1057	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 53	35	314	~ 19	36	504	718	-	-	675	-	-
Stage 1	278	308	-	172	232	-	-	-	-	-	-	-
Stage 2	352	224	-	245	304	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	15	314	~ 2	~ 16	503	718	-	-	673	-	-
Mov Cap-2 Maneuver	-	15	-	~ 2	~ 16	-	-	-	-	-	-	-
Stage 1	140	265	-	~ 87	117	-	-	-	-	-	-	-
Stage 2	135	113	-	~ 82	262	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		$ 30298.8	3.1	0.5
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	718	-	-	-	3	673	-	-
HCM Lane V/C Ratio	0.206	-	-	-	63.052	0.064	-	-
HCM Control Delay (s)	11.3	2.1	-	-	$ 30298.8	10.7	0	-
HCM Lane LOS	B	A	-	-	F	B	A	-
HCM 95th %tile Q(veh)	0.8	-	-	-	26	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	99	0	986	1001	38
Future Vol, veh/h	0	99	0	986	1001	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	99	0	986	1001	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1020	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	290	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	290	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	290	-	-
HCM Lane V/C Ratio	-	0.341	-	-
HCM Control Delay (s)	-	23.7	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	1.5	-	-

Intersection	
Int Delay, s/veh	16.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	0	68	31	0	10	67	961	11	3	1070	27
Future Vol, veh/h	14	0	68	31	0	10	67	961	11	3	1070	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	0	68	31	0	10	67	961	11	3	1070	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1705	2196	1084	2225	2204	486	1097	0	0	972	0	0
Stage 1	1090	1090	-	1101	1101	-	-	-	-	-	-	-
Stage 2	615	1106	-	1124	1103	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	66	46	266	~ 28	45	533	644	-	-	717	-	-
Stage 1	263	294	-	230	290	-	-	-	-	-	-	-
Stage 2	450	289	-	252	290	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	53	35	266	~ 17	34	533	644	-	-	717	-	-
Mov Cap-2 Maneuver	53	35	-	~ 17	34	-	-	-	-	-	-	-
Stage 1	203	291	-	178	224	-	-	-	-	-	-	-
Stage 2	341	223	-	186	287	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35.5	$ 781.3	1.7	0
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	644	-	-	53	266	22	717	-	-
HCM Lane V/C Ratio	0.104	-	-	0.264	0.256	1.864	0.004	-	-
HCM Control Delay (s)	11.2	1.1	-	95.7	23.1	$ 781.3	10	0	-
HCM Lane LOS	B	A	-	F	C	F	B	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.9	1	5.3	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	452.1
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	135	905	50	94	1072
Future Vol, veh/h	43	135	905	50	94	1072
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	52	165	1104	61	115	1307
Number of Lanes	1	0	1	0	0	1

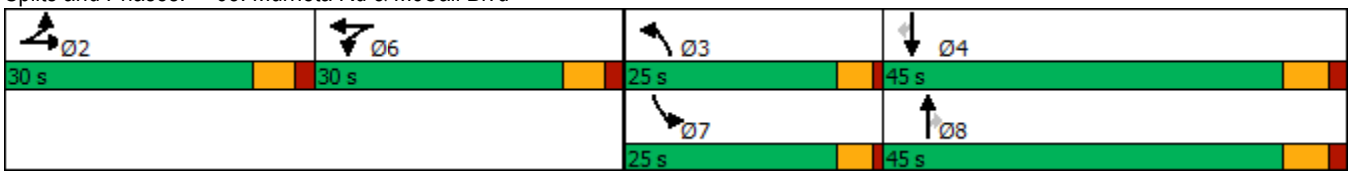
Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	17.1	387.4	571.4
HCM LOS	C	F	F

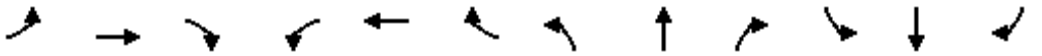
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	24%	8%
Vol Thru, %	95%	0%	92%
Vol Right, %	5%	76%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	955	178	1166
LT Vol	0	43	94
Through Vol	905	0	1072
RT Vol	50	135	0
Lane Flow Rate	1165	217	1422
Geometry Grp	1	1	1
Degree of Util (X)	1.806	0.397	2.223
Departure Headway (Hd)	6.878	8.592	6.509
Convergence, Y/N	Yes	Yes	Yes
Cap	536	423	569
Service Time	4.878	6.592	4.509
HCM Lane V/C Ratio	2.174	0.513	2.499
HCM Control Delay	387.4	17.1	571.4
HCM Lane LOS	F	C	F
HCM 95th-tile Q	58.8	1.9	89.7

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	95	245	121	139	1	218	172	67	152	95
Future Volume (vph)	95	245	121	139	1	218	172	67	152	95
Turn Type	Split	NA	Split	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	2	2	6	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	2	2	6	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	12.1	12.1	12.1	12.1	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	30.0	30.0	30.0	30.0	25.0	45.0	45.0	25.0	45.0	45.0
Total Split (%)	23.1%	23.1%	23.1%	23.1%	19.2%	34.6%	34.6%	19.2%	34.6%	34.6%
Yellow Time (s)	4.1	4.1	4.1	4.1	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	6.1	6.1	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	12.3	12.3	12.2	12.2	6.5	16.4	16.4	8.6	25.0	25.0
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.09	0.23	0.23	0.12	0.35	0.35
v/c Ratio	0.36	0.46	0.46	0.43	0.01	0.58	0.42	0.36	0.27	0.18
Control Delay	34.2	32.2	35.9	18.9	41.0	32.7	11.2	39.4	19.2	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.2	32.2	35.9	18.9	41.0	32.7	11.2	39.4	19.2	4.9
LOS	C	C	D	B	D	C	B	D	B	A
Approach Delay		32.8		24.4		23.3			19.2	
Approach LOS		C		C		C			B	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 71.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 25.0	Intersection LOS: C
Intersection Capacity Utilization 49.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 65: Murrieta Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	245	1	121	139	112	1	218	172	67	152	95
Future Volume (veh/h)	95	245	1	121	139	112	1	218	172	67	152	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	112	288	1	142	164	132	1	256	202	79	179	112
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	257	524	2	279	303	228	3	385	322	139	528	441
Arrive On Green	0.14	0.14	0.14	0.15	0.15	0.15	0.00	0.20	0.20	0.08	0.28	0.28
Sat Flow, veh/h	1810	3690	13	1810	1960	1479	1810	1900	1589	1810	1900	1590
Grp Volume(v), veh/h	112	141	148	142	150	146	1	256	202	79	179	112
Grp Sat Flow(s),veh/h/ln	1810	1805	1898	1810	1805	1634	1810	1900	1589	1810	1900	1590
Q Serve(g_s), s	3.1	4.0	4.0	3.9	4.2	4.5	0.0	6.8	6.3	2.3	4.1	3.0
Cycle Q Clear(g_c), s	3.1	4.0	4.0	3.9	4.2	4.5	0.0	6.8	6.3	2.3	4.1	3.0
Prop In Lane	1.00		0.01	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	257	256	269	279	279	252	3	385	322	139	528	441
V/C Ratio(X)	0.44	0.55	0.55	0.51	0.54	0.58	0.30	0.66	0.63	0.57	0.34	0.25
Avail Cap(c_a), veh/h	791	789	829	791	789	714	675	1341	1122	675	1341	1122
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	21.8	21.8	21.2	21.3	21.5	27.3	20.1	19.9	24.4	15.8	15.3
Incr Delay (d2), s/veh	1.2	1.8	1.7	1.4	1.6	2.1	17.9	2.0	2.0	1.4	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.7	1.8	1.6	1.7	1.7	0.0	2.9	2.3	1.0	1.7	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.6	23.7	23.6	22.6	22.9	23.5	45.1	22.1	21.9	25.7	16.1	15.6
LnGrp LOS	C	C	C	C	C	C	D	C	C	C	B	B
Approach Vol, veh/h		401			438			459			370	
Approach Delay, s/veh		23.3			23.0			22.1			18.0	
Approach LOS		C			C			C			B	

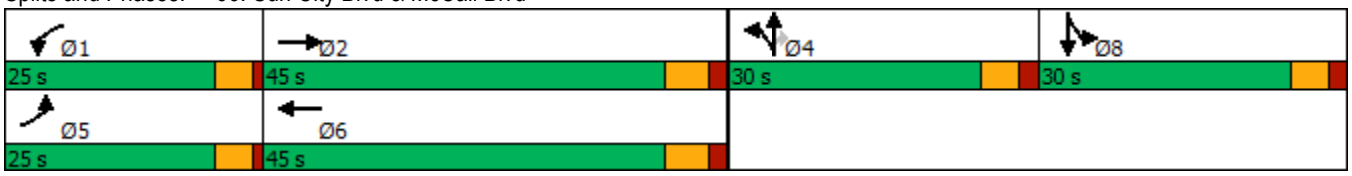
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.9	4.7	21.6		14.5	8.8	17.5				
Change Period (Y+Rc), s		6.1	4.6	6.4		6.1	4.6	6.4				
Max Green Setting (Gmax), s		23.9	20.4	38.6		23.9	20.4	38.6				
Max Q Clear Time (g_c+I1), s		6.0	2.0	6.1		6.5	4.3	8.8				
Green Ext Time (p_c), s		1.8	0.0	1.4		1.9	0.1	2.3				

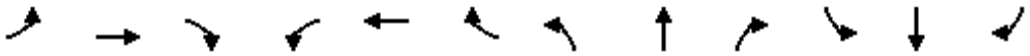
Intersection Summary												
HCM 6th Ctrl Delay			21.7									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	31	415	251	436	49	93	59
Future Volume (vph)	31	415	251	436	49	93	59
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	4		8
Permitted Phases						4	
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	13.6	13.6	13.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	6.8	18.5	20.6	36.9	8.6	8.6	10.6
Actuated g/C Ratio	0.08	0.23	0.26	0.46	0.11	0.11	0.13
v/c Ratio	0.24	0.68	0.65	0.37	0.28	0.41	0.47
Control Delay	40.8	32.2	36.2	16.1	36.9	12.8	35.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.8	32.2	36.2	16.1	36.9	12.8	35.8
LOS	D	C	D	B	D	B	D
Approach Delay		32.8		22.8	24.4		35.8
Approach LOS		C		C	C		D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 80.3	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 27.5	Intersection LOS: C
Intersection Capacity Utilization 53.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 66: Sun City Blvd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	415	56	251	436	67	39	49	93	110	59	12
Future Volume (veh/h)	31	415	56	251	436	67	39	49	93	110	59	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	494	67	299	519	80	46	58	111	131	70	14
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	723	98	351	1175	180	183	255	190	219	185	37
Arrive On Green	0.05	0.23	0.23	0.19	0.38	0.38	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1810	3194	431	1810	3130	480	1516	2113	1574	1810	1534	307
Grp Volume(v), veh/h	37	278	283	299	298	301	55	49	111	131	0	84
Grp Sat Flow(s),veh/h/ln	1810	1805	1820	1810	1805	1805	1824	1805	1574	1810	0	1841
Q Serve(g_s), s	1.3	9.1	9.2	10.3	8.0	8.1	1.8	1.6	4.3	4.4	0.0	2.7
Cycle Q Clear(g_c), s	1.3	9.1	9.2	10.3	8.0	8.1	1.8	1.6	4.3	4.4	0.0	2.7
Prop In Lane	1.00		0.24	1.00		0.27	0.83		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	81	409	412	351	678	678	220	218	190	219	0	223
V/C Ratio(X)	0.45	0.68	0.69	0.85	0.44	0.44	0.25	0.22	0.58	0.60	0.00	0.38
Avail Cap(c_a), veh/h	569	1083	1092	569	1083	1084	687	679	592	681	0	693
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.2	22.9	23.0	25.2	15.1	15.2	25.8	25.7	27.0	27.0	0.0	26.2
Incr Delay (d2), s/veh	1.5	2.0	2.0	3.5	0.5	0.5	0.6	0.5	2.8	2.6	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.8	3.9	4.4	3.0	3.0	0.8	0.7	1.7	2.0	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	24.9	25.0	28.8	15.6	15.6	26.4	26.3	29.8	29.6	0.0	27.3
LnGrp LOS	C	C	C	C	B	B	C	C	C	C	A	C
Approach Vol, veh/h		598			898			215			215	
Approach Delay, s/veh		25.4			20.0			28.1			28.7	
Approach LOS		C			B			C			C	

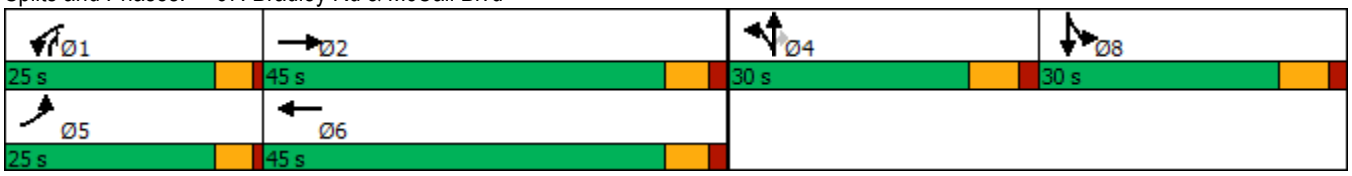
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.2	20.8		13.4	7.5	30.4		13.4				
Change Period (Y+Rc), s	4.6	6.1		5.6	4.6	6.1		5.6				
Max Green Setting (Gmax), s	20.4	38.9		24.4	20.4	38.9		24.4				
Max Q Clear Time (g_c+I1), s	12.3	11.2		6.3	3.3	10.1		6.4				
Green Ext Time (p_c), s	0.3	3.5		0.8	0.0	3.8		1.1				

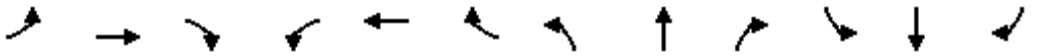
Intersection Summary												
HCM 6th Ctrl Delay			23.5									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	635	485	671	55	44	432	147	51
Future Volume (vph)	6	635	485	671	55	44	432	147	51
Turn Type	Prot	NA	Prot	NA	Split	NA	pm+ov	Split	NA
Protected Phases	5	2	1	6	4	4	1	8	8
Permitted Phases							4		
Detector Phase	5	2	1	6	4	4	1	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	10.6	14.8	14.8
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	19.2%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.3	26.4	21.3	50.9	9.6	9.6	30.2	14.1	14.1
Actuated g/C Ratio	0.07	0.29	0.23	0.55	0.10	0.10	0.33	0.15	0.15
v/c Ratio	0.06	0.74	1.27	0.42	0.32	0.24	0.74	0.58	0.25
Control Delay	50.0	35.4	172.0	15.1	48.8	46.9	20.4	48.5	35.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.0	35.4	172.0	15.1	48.8	46.9	20.4	48.5	35.9
LOS	D	D	F	B	D	D	C	D	D
Approach Delay		35.5		76.3		25.6			44.6
Approach LOS		D		E		C			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 92.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.27	
Intersection Signal Delay: 53.1	Intersection LOS: D
Intersection Capacity Utilization 75.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 67: Bradley Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	635	64	485	671	89	55	44	432	147	51	15
Future Volume (veh/h)	6	635	64	485	671	89	55	44	432	147	51	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	7	690	70	527	729	97	60	48	470	160	55	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	19	842	85	345	1392	185	393	412	657	200	155	45
Arrive On Green	0.01	0.25	0.25	0.19	0.43	0.43	0.22	0.22	0.22	0.11	0.11	0.11
Sat Flow, veh/h	1810	3309	335	1810	3202	426	1810	1900	1610	1810	1408	410
Grp Volume(v), veh/h	7	376	384	527	411	415	60	48	470	160	0	71
Grp Sat Flow(s),veh/h/ln	1810	1805	1840	1810	1805	1823	1810	1900	1610	1810	0	1818
Q Serve(g_s), s	0.4	21.0	21.0	20.4	17.8	17.8	2.9	2.2	23.2	9.2	0.0	3.9
Cycle Q Clear(g_c), s	0.4	21.0	21.0	20.4	17.8	17.8	2.9	2.2	23.2	9.2	0.0	3.9
Prop In Lane	1.00		0.18	1.00		0.23	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	19	459	468	345	785	793	393	412	657	200	0	200
V/C Ratio(X)	0.37	0.82	0.82	1.53	0.52	0.52	0.15	0.12	0.72	0.80	0.00	0.35
Avail Cap(c_a), veh/h	345	657	670	345	785	793	393	412	657	393	0	395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.5	37.5	37.5	43.2	22.1	22.1	33.9	33.6	26.4	46.4	0.0	44.0
Incr Delay (d2), s/veh	4.3	5.5	5.4	250.8	0.6	0.6	0.2	0.1	3.7	7.3	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	9.7	9.9	33.0	7.4	7.5	1.3	1.0	10.0	4.4	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.8	43.0	43.0	294.1	22.7	22.7	34.1	33.7	30.2	53.7	0.0	45.1
LnGrp LOS	E	D	D	F	C	C	C	C	C	D	A	D
Approach Vol, veh/h		767			1353			578			231	
Approach Delay, s/veh		43.1			128.4			30.9			51.1	
Approach LOS		D			F			C			D	

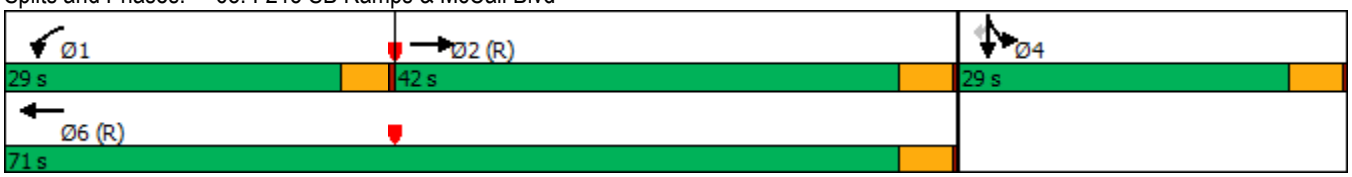
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	33.3		30.0	5.7	52.6		18.6				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		23.2				
Max Q Clear Time (g_c+I1), s	22.4	23.0		25.2	2.4	19.8		11.2				
Green Ext Time (p_c), s	0.0	4.2		0.0	0.0	5.0		0.6				

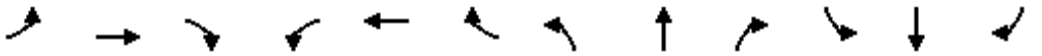
Intersection Summary												
HCM 6th Ctrl Delay			80.7									
HCM 6th LOS			F									

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	844	370	1008	930	3	315
Future Volume (vph)	844	370	1008	930	3	315
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		9.0	9.5	9.5	9.5
Total Split (s)	42.0		29.0	71.0	29.0	29.0
Total Split (%)	42.0%		29.0%	71.0%	29.0%	29.0%
Yellow Time (s)	4.0		3.5	4.0	4.0	4.0
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.0	4.5	4.5	4.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	C-Min	None	None
Act Effct Green (s)	29.9	100.0	39.0	73.0	18.0	18.0
Actuated g/C Ratio	0.30	1.00	0.39	0.73	0.18	0.18
v/c Ratio	0.81	0.24	1.48	0.36	0.74	0.76
Control Delay	38.3	0.4	235.9	11.7	51.7	30.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.3	0.4	235.9	11.7	51.7	30.5
LOS	D	A	F	B	D	C
Approach Delay	26.8			128.3	39.5	
Approach LOS	C			F	D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 61 (61%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.48	
Intersection Signal Delay: 81.8	Intersection LOS: F
Intersection Capacity Utilization 102.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 68: I-215 SB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	844	370	1008	930	0	0	0	0	230	3	315
Future Volume (veh/h)	0	844	370	1008	930	0	0	0	0	230	3	315
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	870	0	1039	959	0				237	3	325
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1437		452	2484	0				397	5	357
Arrive On Green	0.00	0.40	0.00	0.42	1.00	0.00				0.22	0.22	0.22
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1788	23	1610
Grp Volume(v), veh/h	0	870	0	1039	959	0				240	0	325
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1811	0	1610
Q Serve(g_s), s	0.0	19.1	0.0	25.0	0.0	0.0				11.9	0.0	19.7
Cycle Q Clear(g_c), s	0.0	19.1	0.0	25.0	0.0	0.0				11.9	0.0	19.7
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	1437		452	2484	0				402	0	357
V/C Ratio(X)	0.00	0.61		2.30	0.39	0.00				0.60	0.00	0.91
Avail Cap(c_a), veh/h	0	1437		452	2484	0				444	0	394
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.62	0.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.9	0.0	29.1	0.0	0.0				34.9	0.0	37.9
Incr Delay (d2), s/veh	0.0	1.2	0.0	584.2	0.0	0.0				1.0	0.0	22.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.0	0.0	81.9	0.0	0.0				5.2	0.0	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.0	0.0	613.3	0.0	0.0				35.9	0.0	60.1
LnGrp LOS	A	C		F	A	A				D	A	E
Approach Vol, veh/h		870			1998						565	
Approach Delay, s/veh		25.0			318.9						49.8	
Approach LOS		C			F						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	29.0	44.3		26.7		73.3
Change Period (Y+Rc), s	4.0	4.5		4.5		4.5
Max Green Setting (Gmax), s	25.0	37.5		24.5		66.5
Max Q Clear Time (g_c+I1), s	27.0	21.1		21.7		2.0
Green Ext Time (p_c), s	0.0	3.7		0.5		5.1

Intersection Summary		
HCM 6th Ctrl Delay		200.2
HCM 6th LOS		F

Notes

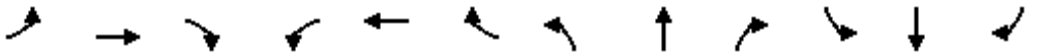
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	241	833	1699	458	4	874
Future Volume (vph)	241	833	1699	458	4	874
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	8.5	9.5	9.5		9.5	9.5
Total Split (s)	34.0	60.0	26.0		40.0	40.0
Total Split (%)	34.0%	60.0%	26.0%		40.0%	40.0%
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min		None	None
Act Effct Green (s)	18.1	55.5	33.9	100.0	35.5	35.5
Actuated g/C Ratio	0.18	0.56	0.34	1.00	0.36	0.36
v/c Ratio	0.75	0.42	1.42	0.30	0.38	1.34
Control Delay	61.4	3.2	221.6	0.5	26.3	188.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.4	3.2	221.6	0.5	26.3	188.1
LOS	E	A	F	A	C	F
Approach Delay		16.3	174.7		153.0	
Approach LOS		B	F		F	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.42	
Intersection Signal Delay: 130.0	Intersection LOS: F
Intersection Capacity Utilization 102.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 69: I-215 NB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	833	0	0	1699	458	238	4	874	0	0	0
Future Volume (veh/h)	241	833	0	0	1699	458	238	4	874	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	246	850	0	0	1734	0	243	4	892			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	282	2004	0	0	1315		632	10	572			
Arrive On Green	0.16	0.56	0.00	0.00	0.36	0.00	0.35	0.35	0.35			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1782	29	1610			
Grp Volume(v), veh/h	246	850	0	0	1734	0	247	0	892			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	13.3	13.7	0.0	0.0	36.4	0.0	10.2	0.0	35.5			
Cycle Q Clear(g_c), s	13.3	13.7	0.0	0.0	36.4	0.0	10.2	0.0	35.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	282	2004	0	0	1315		643	0	572			
V/C Ratio(X)	0.87	0.42	0.00	0.00	1.32		0.38	0.00	1.56			
Avail Cap(c_a), veh/h	552	2004	0	0	1315		643	0	572			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.49	0.49	0.00	0.00	0.09	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	41.3	13.0	0.0	0.0	31.8	0.0	24.1	0.0	32.3			
Incr Delay (d2), s/veh	1.7	0.3	0.0	0.0	143.7	0.0	0.4	0.0	260.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.9	5.2	0.0	0.0	41.3	0.0	4.3	0.0	54.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	13.3	0.0	0.0	175.5	0.0	24.5	0.0	293.0			
LnGrp LOS	D	B	A	A	F		C	A	F			
Approach Vol, veh/h		1096			1734			1139				
Approach Delay, s/veh		19.9			175.5			234.7				
Approach LOS		B			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.0			19.1	40.9		40.0				
Change Period (Y+Rc), s		4.5			3.5	4.5		4.5				
Max Green Setting (Gmax), s		55.5			30.5	21.5		35.5				
Max Q Clear Time (g_c+I1), s		15.7			15.3	38.4		37.5				
Green Ext Time (p_c), s		4.3			0.3	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	149.5
HCM 6th LOS	F

Notes

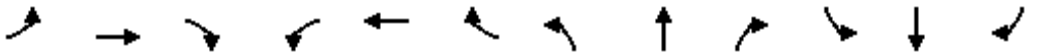
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	169	1437	58	1809	179	23	57	23	17
Future Volume (vph)	169	1437	58	1809	179	23	57	23	17
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases					4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	14.8	14.8	14.8
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	25.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	13.0	46.9	7.8	39.2	19.4	19.4	19.4	20.2	20.2
Actuated g/C Ratio	0.15	0.53	0.09	0.44	0.22	0.22	0.22	0.23	0.23
v/c Ratio	0.67	0.84	0.38	1.19	0.80	0.06	0.14	0.08	0.38
Control Delay	49.5	25.6	47.7	119.8	59.4	28.8	4.2	28.7	8.7
Queue Delay	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.5	28.0	47.7	119.8	59.4	28.8	4.2	28.7	8.7
LOS	D	C	D	F	E	C	A	C	A
Approach Delay		30.1		117.6		44.5			10.9
Approach LOS		C		F		D			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 89.3	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay: 70.7	Intersection LOS: E
Intersection Capacity Utilization 101.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 70: Encanto Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	1437	101	58	1809	24	179	23	57	23	17	170
Future Volume (veh/h)	169	1437	101	58	1809	24	179	23	57	23	17	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	174	1481	104	60	1865	25	185	24	59	24	18	175
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	211	1696	118	94	1575	21	269	489	411	409	39	378
Arrive On Green	0.12	0.50	0.50	0.05	0.43	0.43	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3417	239	1810	3647	49	1202	1900	1595	1325	151	1468
Grp Volume(v), veh/h	174	778	807	60	921	969	185	24	59	24	0	193
Grp Sat Flow(s),veh/h/ln	1810	1805	1851	1810	1805	1891	1202	1900	1595	1325	0	1619
Q Serve(g_s), s	8.5	34.4	35.0	2.9	38.9	38.9	13.8	0.9	2.6	1.2	0.0	9.1
Cycle Q Clear(g_c), s	8.5	34.4	35.0	2.9	38.9	38.9	22.9	0.9	2.6	2.1	0.0	9.1
Prop In Lane	1.00		0.13	1.00		0.03	1.00		1.00	1.00		0.91
Lane Grp Cap(c), veh/h	211	896	919	94	779	817	269	489	411	409	0	417
V/C Ratio(X)	0.83	0.87	0.88	0.64	1.18	1.19	0.69	0.05	0.14	0.06	0.00	0.46
Avail Cap(c_a), veh/h	410	896	919	410	779	817	269	489	411	419	0	430
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.9	20.1	20.2	41.9	25.6	25.6	37.8	25.1	25.8	25.9	0.0	28.2
Incr Delay (d2), s/veh	3.1	9.1	9.7	2.7	94.7	96.2	7.2	0.0	0.2	0.1	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	15.3	16.0	1.3	34.8	36.8	4.5	0.4	0.9	0.4	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	29.2	29.9	44.6	120.3	121.8	45.0	25.2	25.9	26.0	0.0	29.0
LnGrp LOS	D	C	C	D	F	F	D	C	C	C	A	C
Approach Vol, veh/h		1759			1950			268			217	
Approach Delay, s/veh		30.8			118.7			39.1			28.7	
Approach LOS		C			F			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	50.8		30.0	15.1	45.0		30.0				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		* 6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		* 24				
Max Q Clear Time (g_c+I1), s	4.9	37.0		24.9	10.5	40.9		11.1				
Green Ext Time (p_c), s	0.0	1.5		0.0	0.2	0.0		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		72.1	
HCM 6th LOS		E	

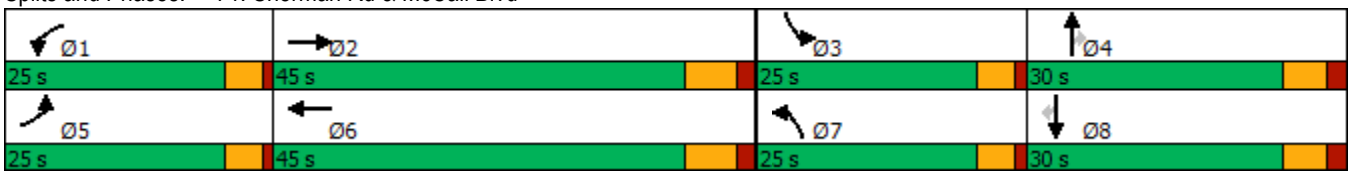
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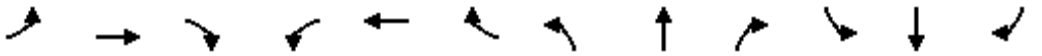
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	128	1468	42	1662	94	30	37	50	16	57
Future Volume (vph)	128	1468	42	1662	94	30	37	50	16	57
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4		3	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.8	10.6	16.8	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	10.9	51.8	7.1	41.4	9.3	10.0	10.0	7.4	8.1	8.1
Actuated g/C Ratio	0.13	0.60	0.08	0.48	0.11	0.12	0.12	0.09	0.09	0.09
v/c Ratio	0.58	0.71	0.29	1.02	0.50	0.14	0.14	0.33	0.09	0.24
Control Delay	47.5	20.7	45.2	54.4	47.4	38.9	1.0	45.7	41.0	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.5	20.7	45.2	54.4	47.4	38.9	1.0	45.7	41.0	3.0
LOS	D	C	D	D	D	D	A	D	D	A
Approach Delay		22.8		54.1		35.2			25.3	
Approach LOS		C		D		D			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 85.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 38.4	Intersection LOS: D
Intersection Capacity Utilization 81.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 71: Sherman Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	1468	35	42	1662	56	94	30	37	50	16	57
Future Volume (veh/h)	128	1468	35	42	1662	56	94	30	37	50	16	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.94	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	132	1513	36	43	1713	58	97	31	38	52	16	59
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	167	1858	44	83	1672	56	126	220	176	92	185	151
Arrive On Green	0.09	0.52	0.52	0.05	0.47	0.47	0.07	0.12	0.12	0.05	0.10	0.10
Sat Flow, veh/h	1810	3601	86	1810	3563	120	1810	1900	1518	1810	1900	1551
Grp Volume(v), veh/h	132	757	792	43	864	907	97	31	38	52	16	59
Grp Sat Flow(s),veh/h/ln	1810	1805	1882	1810	1805	1878	1810	1900	1518	1810	1900	1551
Q Serve(g_s), s	5.8	28.5	28.6	1.9	38.2	38.2	4.3	1.2	1.8	2.3	0.6	2.9
Cycle Q Clear(g_c), s	5.8	28.5	28.6	1.9	38.2	38.2	4.3	1.2	1.8	2.3	0.6	2.9
Prop In Lane	1.00		0.05	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	167	931	971	83	847	881	126	220	176	92	185	151
V/C Ratio(X)	0.79	0.81	0.82	0.52	1.02	1.03	0.77	0.14	0.22	0.56	0.09	0.39
Avail Cap(c_a), veh/h	454	931	971	454	847	881	454	558	446	454	558	455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.2	16.4	16.5	38.0	21.6	21.6	37.2	32.3	32.6	37.7	33.5	34.5
Incr Delay (d2), s/veh	3.1	5.6	5.5	1.9	36.2	37.8	3.7	0.3	0.6	2.0	0.2	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	10.8	11.3	0.8	21.6	22.9	2.0	0.6	0.7	1.0	0.3	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.3	22.0	21.9	39.8	57.8	59.4	40.9	32.6	33.2	39.7	33.7	36.1
LnGrp LOS	D	C	C	D	F	F	D	C	C	D	C	D
Approach Vol, veh/h		1681			1814			166			127	
Approach Delay, s/veh		23.3			58.2			37.6			37.3	
Approach LOS		C			E			D			D	

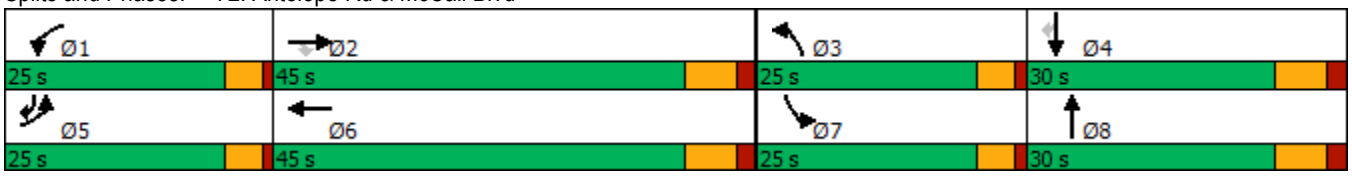
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	48.8	8.7	15.5	12.1	45.0	10.3	14.0
Change Period (Y+Rc), s	4.6	6.8	4.6	6.1	4.6	6.8	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.9	20.4	38.2	20.4	23.9
Max Q Clear Time (g_c+I1), s	3.9	30.6	4.3	3.8	7.8	40.2	6.3	4.9
Green Ext Time (p_c), s	0.0	5.1	0.0	0.2	0.1	0.0	0.1	0.2

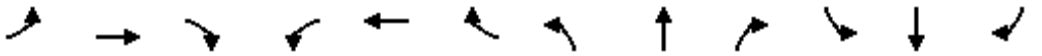
Intersection Summary	
HCM 6th Ctrl Delay	41.1
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	85	1491	16	51	1562	52	17	24	3	88
Future Volume (vph)	85	1491	16	51	1562	52	17	24	3	88
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8	7	4	5
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	5
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	16.8	16.8	10.6	16.8	10.6	14.8	10.6	14.8	10.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0	25.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%	20.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	6.8	4.6	6.8	4.6	6.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	8.6	44.9	44.9	7.3	39.0	10.5	8.6	6.4	8.2	17.8
Actuated g/C Ratio	0.11	0.57	0.57	0.09	0.50	0.13	0.11	0.08	0.10	0.23
v/c Ratio	0.46	0.77	0.02	0.33	0.99	0.23	0.44	0.18	0.02	0.22
Control Delay	42.1	19.9	0.1	41.0	41.1	34.2	16.4	39.8	36.3	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	19.9	0.1	41.0	41.1	34.2	16.4	39.8	36.3	7.6
LOS	D	B	A	D	D	C	B	D	D	A
Approach Delay		20.9			41.1		22.0		15.1	
Approach LOS		C			D		C		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 78.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 30.3	Intersection LOS: C
Intersection Capacity Utilization 75.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 72: Antelope Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	1491	16	51	1562	84	52	17	96	24	3	88
Future Volume (veh/h)	85	1491	16	51	1562	84	52	17	96	24	3	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	90	1586	17	54	1662	89	55	18	102	26	3	94
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	119	1808	806	96	1701	91	97	30	171	60	193	270
Arrive On Green	0.07	0.50	0.50	0.05	0.49	0.49	0.05	0.12	0.12	0.03	0.10	0.10
Sat Flow, veh/h	1810	3610	1610	1810	3486	186	1810	247	1401	1810	1900	1610
Grp Volume(v), veh/h	90	1586	17	54	856	895	55	0	120	26	3	94
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1867	1810	0	1648	1810	1900	1610
Q Serve(g_s), s	3.8	30.6	0.4	2.3	36.2	36.9	2.3	0.0	5.4	1.1	0.1	4.0
Cycle Q Clear(g_c), s	3.8	30.6	0.4	2.3	36.2	36.9	2.3	0.0	5.4	1.1	0.1	4.0
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	119	1808	806	96	881	911	97	0	201	60	193	270
V/C Ratio(X)	0.76	0.88	0.02	0.56	0.97	0.98	0.57	0.00	0.60	0.43	0.02	0.35
Avail Cap(c_a), veh/h	471	1808	806	471	881	911	471	0	488	471	563	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	17.4	9.9	36.2	19.5	19.7	36.2	0.0	32.5	37.1	31.6	28.8
Incr Delay (d2), s/veh	3.6	5.3	0.0	1.9	23.6	25.6	1.9	0.0	2.8	1.8	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	11.3	0.1	1.0	19.2	20.6	1.1	0.0	2.3	0.5	0.1	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	22.7	9.9	38.1	43.1	45.3	38.1	0.0	35.4	39.0	31.7	29.6
LnGrp LOS	D	C	A	D	D	D	D	A	D	D	C	C
Approach Vol, veh/h		1693			1805			175			123	
Approach Delay, s/veh		23.4			44.1			36.2			31.6	
Approach LOS		C			D			D			C	

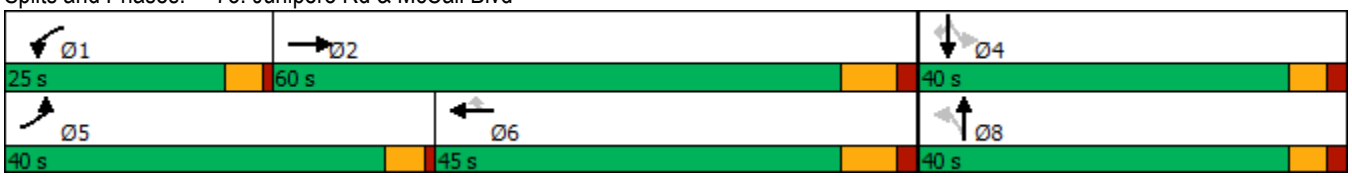
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	46.0	8.8	14.8	9.8	45.0	7.2	16.4
Change Period (Y+Rc), s	4.6	6.8	4.6	6.8	4.6	6.8	4.6	6.8
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.2	20.4	38.2	20.4	23.2
Max Q Clear Time (g_c+I1), s	4.3	32.6	4.3	6.0	5.8	38.9	3.1	7.4
Green Ext Time (p_c), s	0.0	4.2	0.0	0.2	0.1	0.0	0.0	0.5

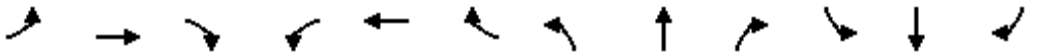
Intersection Summary	
HCM 6th Ctrl Delay	34.1
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	209	1474	2	1554	168	6	6	76	1	201
Future Volume (vph)	209	1474	2	1554	168	6	6	76	1	201
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases					6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	8.0	8.0	21.0	21.0	21.0
Minimum Split (s)	10.6	17.2	10.6	17.2	17.2	13.6	13.6	26.6	26.6	26.6
Total Split (s)	40.0	60.0	25.0	45.0	45.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	32.0%	48.0%	20.0%	36.0%	36.0%	32.0%	32.0%	32.0%	32.0%	32.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2		5.6		5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	16.5	57.0	6.0	37.9	37.9		21.0		21.0	21.0
Actuated g/C Ratio	0.18	0.61	0.06	0.41	0.41		0.23		0.23	0.23
v/c Ratio	0.75	1.45	0.02	1.21	0.27		0.06		0.29	0.43
Control Delay	50.9	230.4	43.5	130.2	10.5		23.4		34.2	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	50.9	230.4	43.5	130.2	10.5		23.4		34.2	7.2
LOS	D	F	D	F	B		C		C	A
Approach Delay		208.2		118.5			23.4		14.7	
Approach LOS		F		F			C		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 92.9	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.45	
Intersection Signal Delay: 151.0	Intersection LOS: F
Intersection Capacity Utilization 114.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	1474	2	2	1554	168	6	6	7	76	1	201
Future Volume (veh/h)	209	1474	2	2	1554	168	6	6	7	76	1	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	240	1694	2	2	1786	193	7	7	8	87	1	231
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	279	1095	1	6	1538	686	139	139	129	408	4	368
Arrive On Green	0.15	0.58	0.58	0.00	0.43	0.43	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	1897	2	1810	3610	1610	380	607	564	1435	19	1602
Grp Volume(v), veh/h	240	0	1696	2	1786	193	22	0	0	88	0	231
Grp Sat Flow(s),veh/h/ln	1810	0	1900	1810	1805	1610	1551	0	0	1453	0	1602
Q Serve(g_s), s	11.8	0.0	52.8	0.1	39.0	7.2	0.0	0.0	0.0	1.9	0.0	11.9
Cycle Q Clear(g_c), s	11.8	0.0	52.8	0.1	39.0	7.2	0.9	0.0	0.0	4.0	0.0	11.9
Prop In Lane	1.00		0.00	1.00		1.00	0.32		0.36	0.99		1.00
Lane Grp Cap(c), veh/h	279	0	1096	6	1538	686	408	0	0	412	0	368
V/C Ratio(X)	0.86	0.00	1.55	0.34	1.16	0.28	0.05	0.00	0.00	0.21	0.00	0.63
Avail Cap(c_a), veh/h	700	0	1096	403	1538	686	627	0	0	619	0	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.7	0.0	19.3	45.5	26.3	17.1	27.5	0.0	0.0	28.6	0.0	31.7
Incr Delay (d2), s/veh	3.0	0.0	250.8	12.2	80.2	0.3	0.1	0.0	0.0	0.3	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	96.7	0.1	32.8	2.6	0.4	0.0	0.0	1.6	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.7	0.0	270.1	57.7	106.5	17.4	27.6	0.0	0.0	28.9	0.0	33.5
LnGrp LOS	D	A	F	E	F	B	C	A	A	C	A	C
Approach Vol, veh/h		1936			1981			22			319	
Approach Delay, s/veh		241.7			97.8			27.6			32.2	
Approach LOS		F			F			C			C	

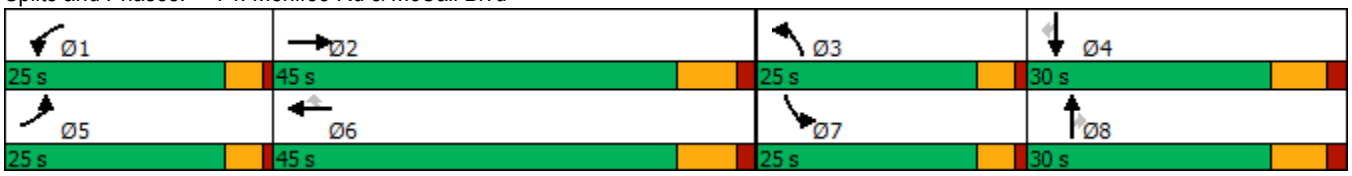
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	60.0		26.6	18.7	46.2		26.6				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	52.8		34.4	35.4	37.8		34.4				
Max Q Clear Time (g_c+I1), s	2.1	54.8		13.9	13.8	41.0		2.9				
Green Ext Time (p_c), s	0.0	0.0		1.2	0.3	0.0		0.1				

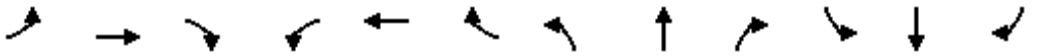
Intersection Summary			
HCM 6th Ctrl Delay		157.9	
HCM 6th LOS		F	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	751	503	50	861	244	360	501	57	210	358	502
Future Volume (vph)	751	503	50	861	244	360	501	57	210	358	502
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.5	10.6	17.5	17.5	10.6	15.2	15.2	10.6	15.2	15.2
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	20.4	53.2	6.9	37.5	37.5	20.4	23.7	23.7	19.5	22.8	22.8
Actuated g/C Ratio	0.16	0.43	0.06	0.30	0.30	0.16	0.19	0.19	0.16	0.18	0.18
v/c Ratio	1.58	0.64	0.31	0.96	0.45	1.48	0.88	0.17	0.90	0.66	1.13
Control Delay	306.3	28.2	60.9	62.1	9.5	268.9	65.2	1.6	85.0	52.8	103.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	306.3	28.2	60.9	62.1	9.5	268.9	65.2	1.6	85.0	52.8	103.5
LOS	F	C	E	E	A	F	E	A	F	D	F
Approach Delay		162.3		50.9			141.1			82.9	
Approach LOS		F		D			F			F	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.58	
Intersection Signal Delay: 112.7	Intersection LOS: F
Intersection Capacity Utilization 95.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	751	503	303	50	861	244	360	501	57	210	358	502
Future Volume (veh/h)	751	503	303	50	861	244	360	501	57	210	358	502
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	905	606	365	60	1037	294	434	604	69	253	431	605
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	573	912	549	148	1082	483	295	692	309	279	659	294
Arrive On Green	0.16	0.42	0.42	0.04	0.30	0.30	0.16	0.19	0.19	0.15	0.18	0.18
Sat Flow, veh/h	3510	2166	1304	3510	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	905	505	466	60	1037	294	434	604	69	253	431	605
Grp Sat Flow(s),veh/h/ln	1755	1805	1665	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	20.4	28.1	28.1	2.1	35.3	19.5	20.4	20.3	4.5	17.2	13.8	22.8
Cycle Q Clear(g_c), s	20.4	28.1	28.1	2.1	35.3	19.5	20.4	20.3	4.5	17.2	13.8	22.8
Prop In Lane	1.00		0.78	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	573	760	701	148	1082	483	295	692	309	279	659	294
V/C Ratio(X)	1.58	0.66	0.66	0.41	0.96	0.61	1.47	0.87	0.22	0.91	0.65	2.06
Avail Cap(c_a), veh/h	573	760	701	573	1083	483	295	692	309	295	659	294
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	29.1	29.1	58.3	43.0	37.5	52.3	49.0	42.6	52.0	47.4	51.1
Incr Delay (d2), s/veh	268.8	2.2	2.4	0.7	18.2	2.2	228.7	11.8	0.4	28.0	2.3	488.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	30.4	12.5	11.6	0.9	18.3	8.0	28.0	10.3	1.8	10.0	6.5	49.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	321.1	31.3	31.5	59.0	61.2	39.7	280.9	60.8	43.0	80.0	49.7	539.3
LnGrp LOS	F	C	C	E	E	D	F	E	D	F	D	F
Approach Vol, veh/h		1876			1391			1107			1289	
Approach Delay, s/veh		171.1			56.5			146.0			285.5	
Approach LOS		F			E			F			F	

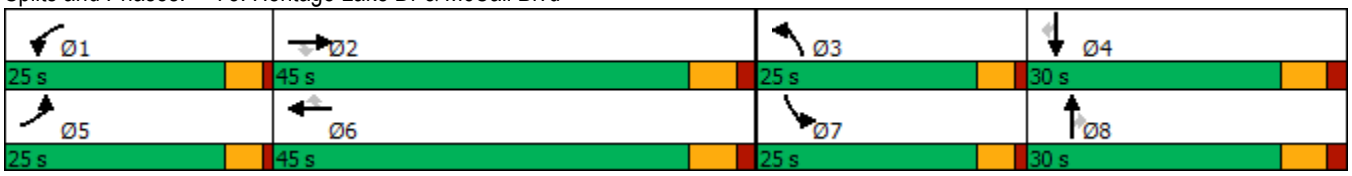
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	60.1	25.0	30.0	25.0	44.9	23.8	31.2
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	22.8	20.4	37.5	20.4	22.8
Max Q Clear Time (g_c+I1), s	4.1	30.1	22.4	24.8	22.4	37.3	19.2	22.3
Green Ext Time (p_c), s	0.1	3.7	0.0	0.0	0.0	0.2	0.1	0.2

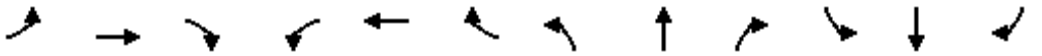
Intersection Summary	
HCM 6th Ctrl Delay	164.1
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	540	145	42	837	118	244	175	61	41	105	74
Future Volume (vph)	88	540	145	42	837	118	244	175	61	41	105	74
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.7	29.8	29.8	7.5	25.4	25.4	18.7	28.3	28.3	7.5	11.5	11.5
Actuated g/C Ratio	0.11	0.35	0.35	0.09	0.30	0.30	0.22	0.33	0.33	0.09	0.14	0.14
v/c Ratio	0.48	0.33	0.25	0.29	0.60	0.24	0.68	0.30	0.12	0.28	0.45	0.26
Control Delay	48.0	21.9	5.5	47.1	28.3	8.5	43.9	28.8	2.1	47.1	44.4	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0	21.9	5.5	47.1	28.3	8.5	43.9	28.8	2.1	47.1	44.4	5.9
LOS	D	C	A	D	C	A	D	C	A	D	D	A
Approach Delay		21.8			26.7			33.1			32.0	
Approach LOS		C			C			C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 85.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 26.9	Intersection LOS: C
Intersection Capacity Utilization 59.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 75: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	540	145	42	837	118	244	175	61	41	105	74
Future Volume (veh/h)	88	540	145	42	837	118	244	175	61	41	105	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	97	593	159	46	920	130	268	192	67	45	115	81
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	1669	498	93	1547	476	319	466	369	92	228	189
Arrive On Green	0.08	0.32	0.32	0.05	0.30	0.30	0.18	0.25	0.25	0.05	0.12	0.12
Sat Flow, veh/h	1810	5187	1547	1810	5187	1597	1810	1900	1504	1810	1900	1576
Grp Volume(v), veh/h	97	593	159	46	920	130	268	192	67	45	115	81
Grp Sat Flow(s),veh/h/ln	1810	1729	1547	1810	1729	1597	1810	1900	1504	1810	1900	1576
Q Serve(g_s), s	3.5	5.8	5.2	1.6	10.1	4.1	9.5	5.6	2.3	1.6	3.8	3.2
Cycle Q Clear(g_c), s	3.5	5.8	5.2	1.6	10.1	4.1	9.5	5.6	2.3	1.6	3.8	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	136	1669	498	93	1547	476	319	466	369	92	228	189
V/C Ratio(X)	0.71	0.36	0.32	0.49	0.59	0.27	0.84	0.41	0.18	0.49	0.50	0.43
Avail Cap(c_a), veh/h	554	3007	897	554	3007	926	554	673	533	554	673	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	17.3	17.1	30.7	19.9	17.8	26.5	21.1	19.8	30.8	27.4	27.2
Incr Delay (d2), s/veh	2.6	0.1	0.4	1.5	0.4	0.3	2.3	0.6	0.2	1.5	1.7	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.2	1.8	0.7	3.8	1.5	4.1	2.4	0.8	0.7	1.7	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.7	17.4	17.4	32.2	20.3	18.2	28.8	21.7	20.1	32.2	29.1	28.7
LnGrp LOS	C	B	B	C	C	B	C	C	C	C	C	C
Approach Vol, veh/h		849			1096			527			241	
Approach Delay, s/veh		19.2			20.5			25.1			29.6	
Approach LOS		B			C			C			C	

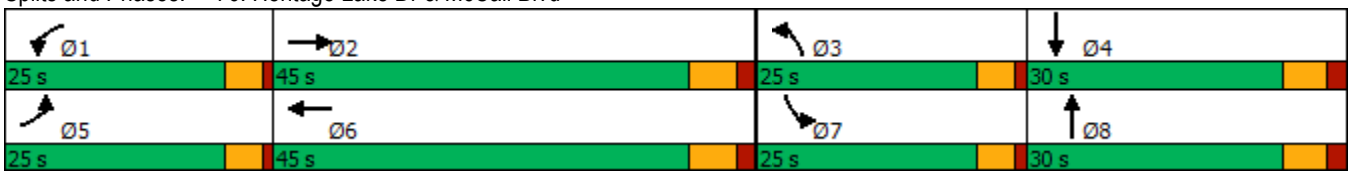
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	27.8	16.3	14.4	9.6	26.3	8.0	22.7
Change Period (Y+Rc), s	4.6	6.4	4.6	6.4	4.6	6.4	4.6	6.4
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.6	20.4	38.6	20.4	23.6
Max Q Clear Time (g_c+I1), s	3.6	7.8	11.5	5.8	5.5	12.1	3.6	7.6
Green Ext Time (p_c), s	0.0	5.1	0.3	0.8	0.1	7.8	0.0	1.1

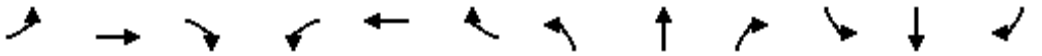
Intersection Summary	
HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	20	432	96	641	241	115	61	119
Future Volume (vph)	20	432	96	641	241	115	61	119
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0
Minimum Split (s)	10.6	16.4	10.6	16.4	10.6	14.1	10.6	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.1	3.6	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	4.6	6.4	4.6	6.1	4.6	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	6.7	23.6	11.6	33.5	20.9	30.4	9.2	16.1
Actuated g/C Ratio	0.07	0.25	0.12	0.36	0.22	0.32	0.10	0.17
v/c Ratio	0.21	0.67	0.60	0.51	0.83	0.56	0.48	0.68
Control Delay	50.8	31.3	53.0	26.0	56.7	31.2	53.0	47.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	31.3	53.0	26.0	56.7	31.2	53.0	47.2
LOS	D	C	D	C	E	C	D	D
Approach Delay		31.8		29.3		44.0		48.8
Approach LOS		C		C		D		D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 94.3	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 35.4	Intersection LOS: D
Intersection Capacity Utilization 58.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 76: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	432	210	96	641	41	241	115	122	61	119	39
Future Volume (veh/h)	20	432	210	96	641	41	241	115	122	61	119	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	592	288	132	878	56	330	158	167	84	163	53
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	62	929	432	168	1632	104	373	246	260	117	209	68
Arrive On Green	0.03	0.27	0.27	0.09	0.33	0.33	0.21	0.29	0.29	0.06	0.15	0.15
Sat Flow, veh/h	1810	3458	1610	1810	4983	317	1810	838	885	1810	1364	443
Grp Volume(v), veh/h	27	592	288	132	609	325	330	0	325	84	0	216
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1842	1810	0	1723	1810	0	1807
Q Serve(g_s), s	1.1	11.7	12.4	5.5	11.1	11.2	13.7	0.0	12.7	3.5	0.0	8.9
Cycle Q Clear(g_c), s	1.1	11.7	12.4	5.5	11.1	11.2	13.7	0.0	12.7	3.5	0.0	8.9
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.51	1.00		0.25
Lane Grp Cap(c), veh/h	62	929	432	168	1132	603	373	0	507	117	0	276
V/C Ratio(X)	0.44	0.64	0.67	0.78	0.54	0.54	0.89	0.00	0.64	0.72	0.00	0.78
Avail Cap(c_a), veh/h	476	1720	801	476	1720	916	476	0	530	476	0	556
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.8	25.1	25.3	34.4	21.3	21.3	29.9	0.0	23.8	35.6	0.0	31.6
Incr Delay (d2), s/veh	1.8	0.7	1.8	3.0	0.4	0.8	13.1	0.0	2.5	3.1	0.0	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	4.7	4.7	2.5	4.3	4.7	7.1	0.0	5.3	1.6	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	25.8	27.1	37.5	21.7	22.1	43.0	0.0	26.3	38.7	0.0	36.4
LnGrp LOS	D	C	C	D	C	C	D	A	C	D	A	D
Approach Vol, veh/h		907			1066			655			300	
Approach Delay, s/veh		26.6			23.8			34.7			37.1	
Approach LOS		C			C			C			D	

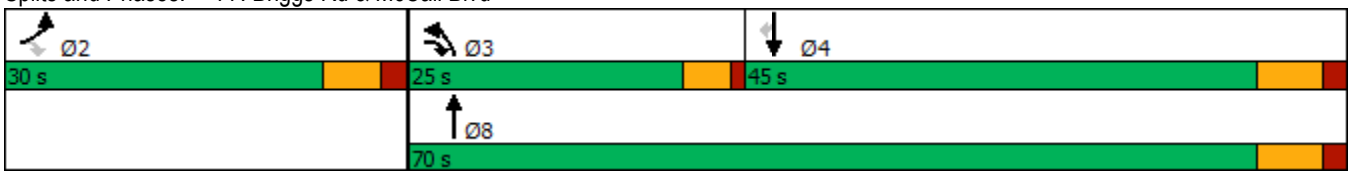
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	27.2	20.6	18.0	7.2	31.8	9.6	28.9
Change Period (Y+Rc), s	4.6	6.4	4.6	6.1	4.6	6.4	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.9	20.4	38.6	20.4	23.9
Max Q Clear Time (g_c+I1), s	7.5	14.4	15.7	10.9	3.1	13.2	5.5	14.7
Green Ext Time (p_c), s	0.1	6.5	0.2	0.9	0.0	6.8	0.1	1.3

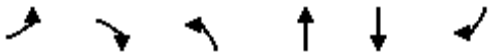
Intersection Summary	
HCM 6th Ctrl Delay	28.4
HCM 6th LOS	C

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	491	122	106	503	464	660
Future Volume (vph)	491	122	106	503	464	660
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	25.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	25.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	23.9	38.3	7.8	41.3	28.8	28.8
Actuated g/C Ratio	0.30	0.49	0.10	0.53	0.37	0.37
v/c Ratio	1.21	0.11	0.41	0.68	0.47	0.82
Control Delay	138.8	2.8	38.8	17.3	20.0	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	138.8	2.8	38.8	17.3	20.0	10.4
LOS	F	A	D	B	B	B
Approach Delay	111.7			21.0	14.4	
Approach LOS	F			C	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 78.6	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay: 41.5	Intersection LOS: D
Intersection Capacity Utilization 64.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	491	122	106	503	464	660
Future Volume (veh/h)	491	122	106	503	464	660
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	664	165	143	680	627	892
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	500	976	238	1081	1615	719
Arrive On Green	0.28	0.28	0.07	0.57	0.45	0.45
Sat Flow, veh/h	1810	2834	3510	1900	3705	1608
Grp Volume(v), veh/h	664	165	143	680	627	892
Grp Sat Flow(s),veh/h/ln	1810	1417	1755	1900	1805	1608
Q Serve(g_s), s	23.6	3.5	3.4	20.5	9.9	38.2
Cycle Q Clear(g_c), s	23.6	3.5	3.4	20.5	9.9	38.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	500	976	238	1081	1615	719
V/C Ratio(X)	1.33	0.17	0.60	0.63	0.39	1.24
Avail Cap(c_a), veh/h	500	976	839	1406	1615	719
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	19.5	38.7	12.3	15.8	23.6
Incr Delay (d2), s/veh	160.9	0.0	0.9	0.6	0.2	119.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.2	1.1	1.5	7.9	3.9	37.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	191.8	19.5	39.6	13.0	15.9	143.2
LnGrp LOS	F	B	D	B	B	F
Approach Vol, veh/h	829			823	1519	
Approach Delay, s/veh	157.5			17.6	90.7	
Approach LOS	F			B	F	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		30.0	10.4	45.0		55.4
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s		25.6	5.4	40.2		22.5
Green Ext Time (p_c), s		0.0	0.2	0.0		5.6

Intersection Summary	
HCM 6th Ctrl Delay	89.2
HCM 6th LOS	F

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	73	832	78	631
Future Volume (vph)	73	832	78	631
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	8.0	10.0	6.0	10.0
Minimum Split (s)	13.6	17.5	10.6	17.5
Total Split (s)	30.0	45.0	25.0	70.0
Total Split (%)	30.0%	45.0%	25.0%	70.0%
Yellow Time (s)	3.6	5.5	3.6	5.5
All-Red Time (s)	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	7.5	4.6	7.5
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	12.6	28.6	8.8	38.8
Actuated g/C Ratio	0.19	0.44	0.13	0.59
v/c Ratio	0.58	0.67	0.39	0.36
Control Delay	25.2	18.5	35.5	7.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	25.2	18.5	35.5	7.2
LOS	C	B	D	A
Approach Delay	25.2	18.5		10.3
Approach LOS	C	B		B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 65.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 15.9	Intersection LOS: B
Intersection Capacity Utilization 54.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 78: Menifee Rd & Coastline Ave





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	73	110	832	33	78	631
Future Volume (veh/h)	73	110	832	33	78	631
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	134	1015	40	95	770
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	114	171	1465	58	154	2112
Arrive On Green	0.17	0.17	0.41	0.41	0.08	0.58
Sat Flow, veh/h	670	1008	3635	139	1810	3705
Grp Volume(v), veh/h	224	0	518	537	95	770
Grp Sat Flow(s),veh/h/ln	1685	0	1805	1874	1810	1805
Q Serve(g_s), s	6.8	0.0	12.6	12.6	2.7	6.0
Cycle Q Clear(g_c), s	6.8	0.0	12.6	12.6	2.7	6.0
Prop In Lane	0.40	0.60		0.07	1.00	
Lane Grp Cap(c), veh/h	286	0	747	776	154	2112
V/C Ratio(X)	0.78	0.00	0.69	0.69	0.62	0.36
Avail Cap(c_a), veh/h	770	0	1268	1317	692	4228
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	0.0	12.9	12.9	23.6	5.8
Incr Delay (d2), s/veh	4.7	0.0	1.2	1.1	1.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	4.5	4.6	1.1	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.9	0.0	14.0	14.0	25.1	5.9
LnGrp LOS	C	A	B	B	C	A
Approach Vol, veh/h	224		1055			865
Approach Delay, s/veh	25.9		14.0			8.1
Approach LOS	C		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.1	29.6			38.7	14.6
Change Period (Y+Rc), s	4.6	7.5			7.5	5.6
Max Green Setting (Gmax), s	20.4	37.5			62.5	24.4
Max Q Clear Time (g_c+I1), s	4.7	14.6			8.0	8.8
Green Ext Time (p_c), s	0.1	7.5			6.5	0.6

Intersection Summary	
HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

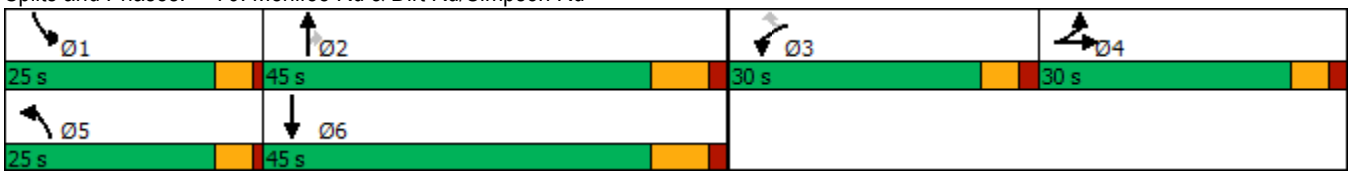
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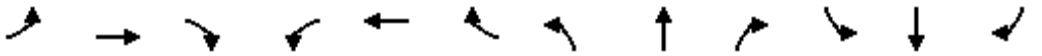
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4	Ø5
Lane Configurations								
Traffic Volume (vph)	271	251	615	159	186	519		
Future Volume (vph)	271	251	615	159	186	519		
Turn Type	Prot	Perm	NA	Perm	Prot	NA		
Protected Phases	3		2		1	6	4	5
Permitted Phases		3		2				
Detector Phase	3	3	2	2	1	6		
Switch Phase								
Minimum Initial (s)	8.0	8.0	10.0	10.0	6.0	10.0	8.0	6.0
Minimum Split (s)	13.6	13.6	17.5	17.5	10.6	17.5	13.6	10.6
Total Split (s)	30.0	30.0	45.0	45.0	25.0	45.0	30.0	25.0
Total Split (%)	23.1%	23.1%	34.6%	34.6%	19.2%	34.6%	23%	19%
Yellow Time (s)	3.6	3.6	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.6	5.6	7.5	7.5	4.6	7.5		
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	Min	None	Min	None	None
Act Effct Green (s)	21.6	21.6	26.8	26.8	15.0	46.6		
Actuated g/C Ratio	0.26	0.26	0.33	0.33	0.18	0.57		
v/c Ratio	0.65	0.45	0.59	0.28	0.64	0.29		
Control Delay	36.0	6.3	25.6	5.3	42.2	9.3		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	36.0	6.3	25.6	5.3	42.2	9.3		
LOS	D	A	C	A	D	A		
Approach Delay			21.4			18.0		
Approach LOS			C			B		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 81.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 20.3	Intersection LOS: C
Intersection Capacity Utilization 55.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 79: Menifee Rd & Dirt Rd/Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	271	0	251	0	615	159	186	519	0
Future Volume (veh/h)	0	0	0	271	0	251	0	615	159	186	519	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	308	0	285	0	699	181	211	590	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	6	0	0	0	0	6	1686	751	286	2771	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.47	0.16	0.77	0.00
Sat Flow, veh/h	0	1900	0		0		1810	3610	1609	1810	3705	0
Grp Volume(v), veh/h	0	0	0		0.0		0	699	181	211	590	0
Grp Sat Flow(s),veh/h/ln	0	1900	0				1810	1805	1609	1810	1805	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	4.1	2.2	3.6	1.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	4.1	2.2	3.6	1.5	0.0
Prop In Lane	0.00		0.00				1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	6	0				6	1686	751	286	2771	0
V/C Ratio(X)	0.00	0.00	0.00				0.00	0.41	0.24	0.74	0.21	0.00
Avail Cap(c_a), veh/h	0	1437	0				1144	4197	1871	1144	4197	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	5.7	5.2	12.9	1.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	0.2	0.2	1.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0				0.0	0.9	0.4	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0				0.0	5.9	5.4	14.4	1.1	0.0
LnGrp LOS	A	A	A				A	A	A	B	A	A
Approach Vol, veh/h		0						880			801	
Approach Delay, s/veh		0.0						5.8			4.6	
Approach LOS								A			A	

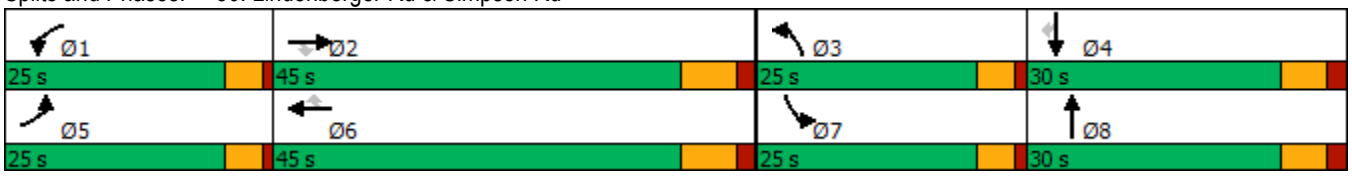
Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	9.7	22.6		0.0	0.0	32.3
Change Period (Y+Rc), s	4.6	7.5		5.6	4.6	7.5
Max Green Setting (Gmax), s	20.4	37.5		24.4	20.4	37.5
Max Q Clear Time (g_c+I1), s	5.6	6.1		0.0	0.0	3.5
Green Ext Time (p_c), s	0.2	8.9		0.0	0.0	6.4

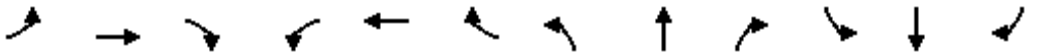
Intersection Summary		
HCM 6th Ctrl Delay		5.2
HCM 6th LOS		A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	55	267	45	120	347	44	94	107	67	140	76
Future Volume (vph)	55	267	45	120	347	44	94	107	67	140	76
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.2	17.2	10.6	17.2	17.2	10.6	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	8.3	20.0	20.0	11.6	26.9	26.9	10.2	14.6	8.9	13.3	13.3
Actuated g/C Ratio	0.11	0.26	0.26	0.15	0.35	0.35	0.13	0.19	0.12	0.17	0.17
v/c Ratio	0.34	0.65	0.11	0.53	0.33	0.08	0.47	0.44	0.38	0.51	0.25
Control Delay	43.3	34.5	0.4	42.4	22.3	0.2	43.1	14.2	43.2	39.1	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.3	34.5	0.4	42.4	22.3	0.2	43.1	14.2	43.2	39.1	5.9
LOS	D	C	A	D	C	A	D	B	D	D	A
Approach Delay		31.7			25.1			21.3		31.1	
Approach LOS		C			C			C		C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 76.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 26.8	Intersection LOS: C
Intersection Capacity Utilization 53.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 80: Lindenberger Rd & Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	267	45	120	347	44	94	107	180	67	140	76
Future Volume (veh/h)	55	267	45	120	347	44	94	107	180	67	140	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	322	54	145	418	53	113	129	217	81	169	92
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	123	436	368	188	959	427	157	353	306	137	350	296
Arrive On Green	0.07	0.23	0.23	0.10	0.27	0.27	0.09	0.20	0.20	0.08	0.18	0.18
Sat Flow, veh/h	1810	1900	1606	1810	3610	1608	1810	1805	1563	1810	1900	1608
Grp Volume(v), veh/h	66	322	54	145	418	53	113	129	217	81	169	92
Grp Sat Flow(s),veh/h/ln	1810	1900	1606	1810	1805	1608	1810	1805	1563	1810	1900	1608
Q Serve(g_s), s	2.0	9.1	1.5	4.5	5.5	1.4	3.5	3.6	7.5	2.5	4.6	2.9
Cycle Q Clear(g_c), s	2.0	9.1	1.5	4.5	5.5	1.4	3.5	3.6	7.5	2.5	4.6	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	436	368	188	959	427	157	353	306	137	350	296
V/C Ratio(X)	0.54	0.74	0.15	0.77	0.44	0.12	0.72	0.37	0.71	0.59	0.48	0.31
Avail Cap(c_a), veh/h	640	1245	1052	640	2366	1054	640	738	639	640	777	658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	20.6	17.7	25.2	17.6	16.1	25.6	20.1	21.7	25.8	21.1	20.4
Incr Delay (d2), s/veh	1.4	2.5	0.2	2.5	0.3	0.1	2.3	0.6	3.0	1.5	1.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.0	0.5	1.9	2.1	0.5	1.5	1.4	2.8	1.1	2.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	23.1	17.9	27.7	17.9	16.2	27.9	20.7	24.7	27.3	22.1	20.9
LnGrp LOS	C	C	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		442			616			459			342	
Approach Delay, s/veh		23.1			20.1			24.4			23.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	20.4	9.6	17.0	8.5	22.5	9.0	17.7
Change Period (Y+Rc), s	4.6	7.2	4.6	6.4	4.6	7.2	4.6	6.4
Max Green Setting (Gmax), s	20.4	37.8	20.4	23.6	20.4	37.8	20.4	23.6
Max Q Clear Time (g_c+I1), s	6.5	11.1	5.5	6.6	4.0	7.5	4.5	9.5
Green Ext Time (p_c), s	0.2	2.2	0.1	1.1	0.1	3.1	0.1	1.8

Intersection Summary	
HCM 6th Ctrl Delay	22.4
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	230.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	241	274	52	100	261	73	56	268	134	104	205	242
Future Vol, veh/h	241	274	52	100	261	73	56	268	134	104	205	242
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	309	351	67	128	335	94	72	344	172	133	263	310
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	0

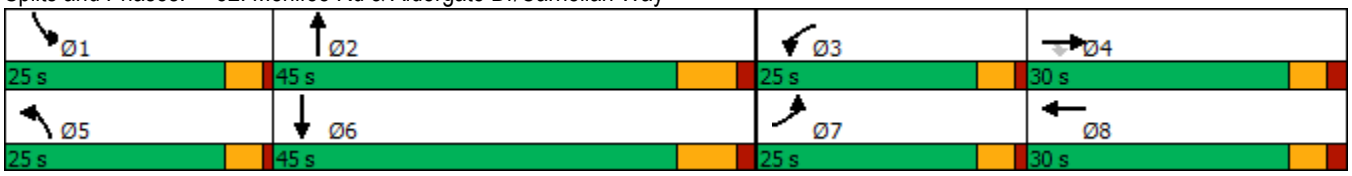
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	102.3	302.9	332.7	220
HCM LOS	F	F	F	F

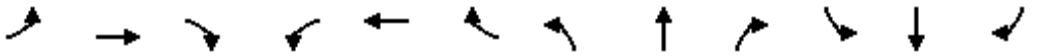
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	12%	100%	0%	23%	100%	0%
Vol Thru, %	59%	0%	84%	60%	0%	46%
Vol Right, %	29%	0%	16%	17%	0%	54%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	458	241	326	434	104	447
LT Vol	56	241	0	100	104	0
Through Vol	268	0	274	261	0	205
RT Vol	134	0	52	73	0	242
Lane Flow Rate	587	309	418	556	133	573
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	1.637	0.875	1.113	1.566	0.378	1.483
Departure Headway (Hd)	12.944	14.086	13.431	13.064	13.36	12.421
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	288	260	276	284	272	298
Service Time	10.944	11.786	11.131	11.064	11.06	10.121
HCM Lane V/C Ratio	2.038	1.188	1.514	1.958	0.489	1.923
HCM Control Delay	332.7	68.3	127.4	302.9	24	265.6
HCM Lane LOS	F	F	F	F	C	F
HCM 95th-tile Q	28.2	7.4	12.6	25.8	1.7	24.2

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	56	3	17	165	5	32	574	142	646
Future Volume (vph)	56	3	17	165	5	32	574	142	646
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	13.6	13.6	10.6	13.6	10.6	17.5	10.6	17.5
Total Split (s)	25.0	30.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	5.6	4.6	5.6	4.6	7.5	4.6	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	8.6	8.7	8.7	18.2	11.4	7.4	26.9	13.3	38.9
Actuated g/C Ratio	0.11	0.11	0.11	0.22	0.14	0.09	0.33	0.16	0.48
v/c Ratio	0.36	0.02	0.08	0.50	0.49	0.24	0.70	0.59	0.50
Control Delay	45.9	44.0	0.6	37.0	12.1	45.7	27.9	44.1	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.9	44.0	0.6	37.0	12.1	45.7	27.9	44.1	17.9
LOS	D	D	A	D	B	D	C	D	B
Approach Delay		35.7			25.2		28.7		22.4
Approach LOS		D			C		C		C

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 80.9	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 25.7	Intersection LOS: C
Intersection Capacity Utilization 61.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 82: Menifee Rd & Aldergate Dr/Carnelian Way





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	3	17	165	5	144	32	574	86	142	646	45
Future Volume (veh/h)	56	3	17	165	5	144	32	574	86	142	646	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	1.00		0.97	1.00		0.92	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	69	4	21	204	6	178	40	709	106	175	798	56
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	114	216	162	250	10	286	84	962	144	219	1310	92
Arrive On Green	0.06	0.11	0.11	0.14	0.19	0.19	0.05	0.31	0.31	0.12	0.38	0.38
Sat Flow, veh/h	1810	1900	1424	1810	51	1517	1810	3112	465	1810	3412	239
Grp Volume(v), veh/h	69	4	21	204	0	184	40	411	404	175	422	432
Grp Sat Flow(s),veh/h/ln	1810	1900	1424	1810	0	1568	1810	1805	1771	1810	1805	1847
Q Serve(g_s), s	2.6	0.1	0.9	7.7	0.0	7.6	1.5	14.3	14.3	6.6	13.2	13.2
Cycle Q Clear(g_c), s	2.6	0.1	0.9	7.7	0.0	7.6	1.5	14.3	14.3	6.6	13.2	13.2
Prop In Lane	1.00		1.00	1.00		0.97	1.00		0.26	1.00		0.13
Lane Grp Cap(c), veh/h	114	216	162	250	0	296	84	558	548	219	693	709
V/C Ratio(X)	0.60	0.02	0.13	0.82	0.00	0.62	0.48	0.74	0.74	0.80	0.61	0.61
Avail Cap(c_a), veh/h	526	661	495	526	0	545	526	965	947	526	965	987
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	27.6	28.0	29.4	0.0	26.2	32.6	21.7	21.7	30.0	17.4	17.4
Incr Delay (d2), s/veh	1.9	0.0	0.4	2.5	0.0	2.1	1.6	1.9	2.0	2.6	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.1	0.3	3.4	0.0	2.9	0.7	5.9	5.8	2.9	5.2	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	27.7	28.3	31.8	0.0	28.3	34.2	23.6	23.6	32.6	18.2	18.2
LnGrp LOS	C	C	C	C	A	C	C	C	C	C	B	B
Approach Vol, veh/h		94			388			855			1029	
Approach Delay, s/veh		32.4			30.2			24.1			20.7	
Approach LOS		C			C			C			C	

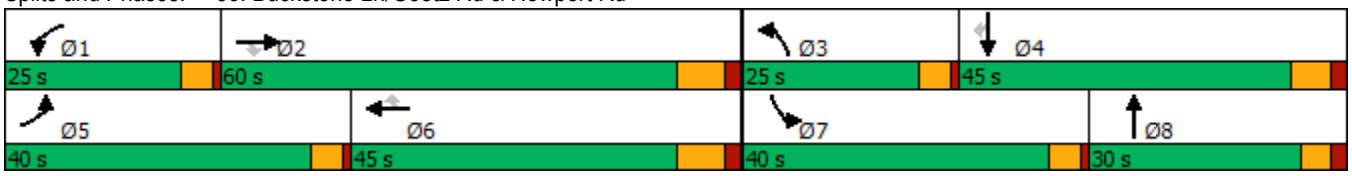
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	29.2	14.3	13.6	7.8	34.4	9.0	18.8
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	8.6	16.3	9.7	2.9	3.5	15.2	4.6	9.6
Green Ext Time (p_c), s	0.2	5.4	0.2	0.0	0.0	5.7	0.1	0.9

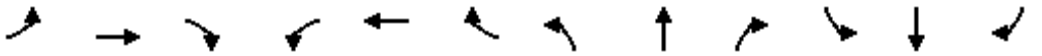
Intersection Summary	
HCM 6th Ctrl Delay	23.9
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	301	655	15	766	290	12	3	484	1	643
Future Volume (vph)	301	655	15	766	290	12	3	484	1	643
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8	7	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	10.6	15.5	15.5	10.6	11.6	10.6	12.8	12.8
Total Split (s)	40.0	60.0	25.0	45.0	45.0	25.0	30.0	40.0	45.0	45.0
Total Split (%)	25.8%	38.7%	16.1%	29.0%	29.0%	16.1%	19.4%	25.8%	29.0%	29.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	3.6	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	5.6	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	13.8	41.0	6.7	25.8	25.8	6.6	6.9	18.6	20.9	20.9
Actuated g/C Ratio	0.17	0.50	0.08	0.31	0.31	0.08	0.08	0.23	0.25	0.25
v/c Ratio	0.56	0.28	0.11	0.51	0.51	0.09	0.18	0.67	0.54	0.54
Control Delay	38.9	14.9	47.8	25.9	16.3	47.8	22.9	36.1	7.1	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.9	14.9	47.8	25.9	16.3	47.8	22.9	36.1	7.1	7.1
LOS	D	B	D	C	B	D	C	D	A	A
Approach Delay		22.5		23.6			30.6		19.6	
Approach LOS		C		C			C		B	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 82.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 21.9	Intersection LOS: C
Intersection Capacity Utilization 62.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 83: Buckstone Ln/Goetz Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	655	0	15	766	290	12	3	24	484	1	643
Future Volume (veh/h)	301	655	0	15	766	290	12	3	24	484	1	643
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	327	712	0	16	833	315	13	3	26	526	0	700
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	432	2034	631	41	1512	469	34	18	158	645	0	860
Arrive On Green	0.12	0.39	0.00	0.02	0.29	0.29	0.02	0.11	0.11	0.18	0.00	0.27
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	1810	169	1463	3619	0	3220
Grp Volume(v), veh/h	327	712	0	16	833	315	13	0	29	526	0	700
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1810	0	1632	1810	0	1610
Q Serve(g_s), s	7.1	7.6	0.0	0.7	10.6	13.5	0.6	0.0	1.3	11.0	0.0	16.0
Cycle Q Clear(g_c), s	7.1	7.6	0.0	0.7	10.6	13.5	0.6	0.0	1.3	11.0	0.0	16.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.90	1.00		1.00
Lane Grp Cap(c), veh/h	432	2034	631	41	1512	469	34	0	176	645	0	860
V/C Ratio(X)	0.76	0.35	0.00	0.39	0.55	0.67	0.38	0.00	0.17	0.82	0.00	0.81
Avail Cap(c_a), veh/h	1584	3471	1078	471	2480	770	471	0	508	1633	0	1568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.3	16.8	0.0	37.8	23.5	24.5	38.0	0.0	31.8	31.0	0.0	26.9
Incr Delay (d2), s/veh	1.0	0.1	0.0	2.3	0.3	1.7	2.6	0.0	0.4	1.0	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	2.9	0.0	0.3	4.2	5.1	0.3	0.0	0.5	4.7	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	16.9	0.0	40.1	23.8	26.2	40.6	0.0	32.2	32.0	0.0	28.9
LnGrp LOS	C	B	A	D	C	C	D	A	C	C	A	C
Approach Vol, veh/h		1039			1164			42			1226	
Approach Delay, s/veh		22.4			24.6			34.8			30.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	38.3	6.1	27.7	14.3	30.4	18.6	15.2
Change Period (Y+Rc), s	4.6	7.5	4.6	6.8	4.6	7.5	4.6	* 6.8
Max Green Setting (Gmax), s	20.4	52.5	20.4	38.2	35.4	37.5	35.4	* 24
Max Q Clear Time (g_c+I1), s	2.7	9.6	2.6	18.0	9.1	15.5	13.0	3.3
Green Ext Time (p_c), s	0.0	5.8	0.0	3.0	0.6	7.3	1.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C

Notes

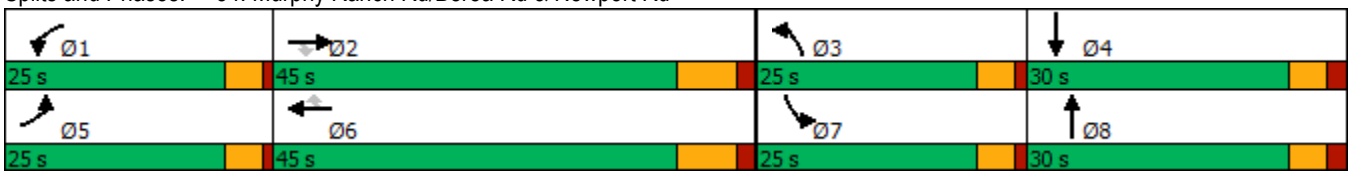
User approved volume balancing among the lanes for turning movement.

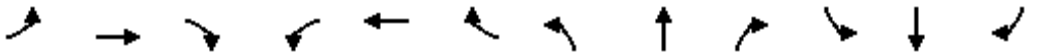
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	49	1074	208	4	966	187	143	103	232	165
Future Volume (vph)	49	1074	208	4	966	187	143	103	232	165
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2		1	6		3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.5	15.5	10.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.5	7.5	4.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None
Act Effct Green (s)	8.0	38.7	38.7	6.4	30.8	30.8	13.1	14.0	18.1	19.0
Actuated g/C Ratio	0.09	0.42	0.42	0.07	0.34	0.34	0.14	0.15	0.20	0.21
v/c Ratio	0.34	0.54	0.32	0.03	0.61	0.34	0.61	0.44	0.72	0.70
Control Delay	51.8	21.7	11.9	50.2	28.5	14.5	51.2	42.0	50.7	44.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.8	21.7	11.9	50.2	28.5	14.5	51.2	42.0	50.7	44.6
LOS	D	C	B	D	C	B	D	D	D	D
Approach Delay		21.2			26.3			47.1		47.6
Approach LOS		C			C			D		D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 91.3	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 29.0	Intersection LOS: C
Intersection Capacity Utilization 65.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 84: Murphy Ranch Rd/Berea Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1074	208	4	966	187	143	103	13	232	165	77
Future Volume (veh/h)	49	1074	208	4	966	187	143	103	13	232	165	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	1193	231	4	1073	208	159	114	14	258	183	86
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	100	1972	599	12	1718	533	201	217	27	306	230	108
Arrive On Green	0.06	0.38	0.38	0.01	0.33	0.33	0.11	0.13	0.13	0.17	0.19	0.19
Sat Flow, veh/h	1810	5187	1576	1810	5187	1610	1810	1660	204	1810	1222	574
Grp Volume(v), veh/h	54	1193	231	4	1073	208	159	0	128	258	0	269
Grp Sat Flow(s),veh/h/ln	1810	1729	1576	1810	1729	1610	1810	0	1863	1810	0	1796
Q Serve(g_s), s	2.1	13.1	7.6	0.2	12.4	7.0	6.1	0.0	4.6	9.8	0.0	10.2
Cycle Q Clear(g_c), s	2.1	13.1	7.6	0.2	12.4	7.0	6.1	0.0	4.6	9.8	0.0	10.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.32
Lane Grp Cap(c), veh/h	100	1972	599	12	1718	533	201	0	243	306	0	338
V/C Ratio(X)	0.54	0.61	0.39	0.34	0.62	0.39	0.79	0.00	0.53	0.84	0.00	0.80
Avail Cap(c_a), veh/h	520	2740	833	520	2740	850	520	0	640	520	0	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.7	17.7	16.0	35.1	20.0	18.2	30.8	0.0	28.8	28.6	0.0	27.5
Incr Delay (d2), s/veh	1.7	0.3	0.4	6.4	0.4	0.5	2.7	0.0	1.8	2.5	0.0	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.9	2.6	0.1	4.7	2.5	2.7	0.0	2.1	4.3	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	18.0	16.4	41.5	20.4	18.7	33.4	0.0	30.6	31.1	0.0	31.8
LnGrp LOS	C	B	B	D	C	B	C	A	C	C	A	C
Approach Vol, veh/h		1478			1285			287			527	
Approach Delay, s/veh		18.4			20.2			32.2			31.4	
Approach LOS		B			C			C			C	

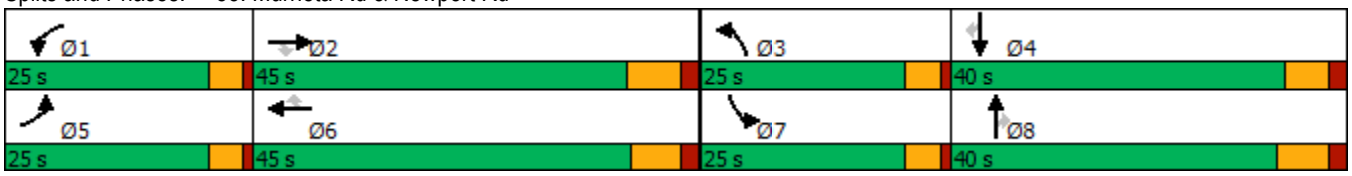
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	34.5	12.5	19.0	8.5	31.0	16.6	14.9
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	2.2	15.1	8.1	12.2	4.1	14.4	11.8	6.6
Green Ext Time (p_c), s	0.0	10.2	0.2	1.2	0.0	9.1	0.3	0.6

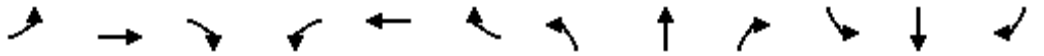
Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	890	137	160	942	96	220	272	131	123	277	135
Future Volume (vph)	185	890	137	160	942	96	220	272	131	123	277	135
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.2	15.2	10.6	15.2	15.2	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	40.0	40.0	25.0	40.0	40.0
Total Split (%)	18.5%	33.3%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	29.6%	18.5%	29.6%	29.6%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	15.4	29.8	29.8	14.0	28.7	28.7	17.4	19.0	19.0	11.9	14.2	14.2
Actuated g/C Ratio	0.16	0.30	0.30	0.14	0.29	0.29	0.18	0.19	0.19	0.12	0.14	0.14
v/c Ratio	0.69	0.60	0.26	0.66	0.65	0.19	0.72	0.41	0.33	0.60	0.56	0.40
Control Delay	55.9	32.2	10.7	55.8	34.0	6.0	55.4	39.6	9.5	56.4	46.2	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.9	32.2	10.7	55.8	34.0	6.0	55.4	39.6	9.5	56.4	46.2	11.1
LOS	E	C	B	E	C	A	E	D	A	E	D	B
Approach Delay		33.4			34.7			38.9			39.7	
Approach LOS		C			C			D			D	

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 99.3	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 35.7	Intersection LOS: D
Intersection Capacity Utilization 67.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 85: Murrieta Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	890	137	160	942	96	220	272	131	123	277	135
Future Volume (veh/h)	185	890	137	160	942	96	220	272	131	123	277	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	193	927	143	167	981	100	229	283	136	128	289	141
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	234	1569	486	207	1490	456	271	710	312	163	494	221
Arrive On Green	0.13	0.30	0.30	0.11	0.29	0.29	0.15	0.20	0.20	0.09	0.14	0.14
Sat Flow, veh/h	1810	5187	1605	1810	5187	1588	1810	3610	1587	1810	3610	1610
Grp Volume(v), veh/h	193	927	143	167	981	100	229	283	136	128	289	141
Grp Sat Flow(s),veh/h/ln	1810	1729	1605	1810	1729	1588	1810	1805	1587	1810	1805	1610
Q Serve(g_s), s	8.4	12.2	5.5	7.3	13.4	3.9	9.9	5.5	6.1	5.6	6.1	6.7
Cycle Q Clear(g_c), s	8.4	12.2	5.5	7.3	13.4	3.9	9.9	5.5	6.1	5.6	6.1	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	234	1569	486	207	1490	456	271	710	312	163	494	221
V/C Ratio(X)	0.82	0.59	0.29	0.81	0.66	0.22	0.84	0.40	0.44	0.78	0.58	0.64
Avail Cap(c_a), veh/h	458	2415	747	458	2434	745	458	1470	646	458	1506	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	23.9	21.5	34.8	25.2	21.8	33.3	28.2	28.4	35.9	32.6	32.9
Incr Delay (d2), s/veh	2.8	0.4	0.3	2.9	0.5	0.2	2.8	0.4	1.0	3.1	1.1	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	4.8	2.0	3.3	5.3	1.4	4.4	2.4	2.3	2.5	2.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.0	24.2	21.8	37.7	25.7	22.1	36.1	28.6	29.4	39.0	33.7	35.9
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	D
Approach Vol, veh/h		1263			1248			648			558	
Approach Delay, s/veh		25.9			27.0			31.4			35.5	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	31.9	16.7	18.2	15.0	30.6	11.9	23.0
Change Period (Y+Rc), s	4.6	7.5	4.6	* 7.2	4.6	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	* 34	20.4	* 38	20.4	32.8
Max Q Clear Time (g_c+I1), s	9.3	14.2	11.9	8.7	10.4	15.4	7.6	8.1
Green Ext Time (p_c), s	0.2	7.6	0.2	2.4	0.2	7.7	0.1	2.3

Intersection Summary	
HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C

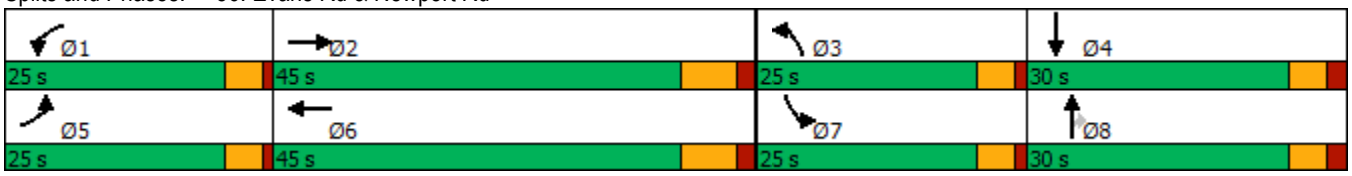
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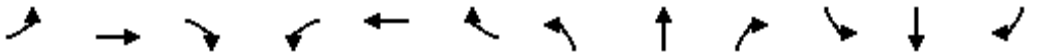
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	17	1309	76	1040	59	76	111	57	163
Future Volume (vph)	17	1309	76	1040	59	76	111	57	163
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	11.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	5.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.5	39.4	9.0	46.1	8.2	14.9	14.9	8.1	14.8
Actuated g/C Ratio	0.07	0.45	0.10	0.52	0.09	0.17	0.17	0.09	0.17
v/c Ratio	0.14	0.92	0.45	0.43	0.39	0.26	0.33	0.38	0.64
Control Delay	46.8	37.4	49.5	16.2	48.9	36.6	9.3	48.9	44.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	37.4	49.5	16.2	48.9	36.6	9.3	48.9	44.9
LOS	D	D	D	B	D	D	A	D	D
Approach Delay		37.6		18.5		27.3			45.9
Approach LOS		D		B		C			D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 88.1	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 30.1	Intersection LOS: C
Intersection Capacity Utilization 75.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 86: Evans Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1309	34	76	1040	28	59	76	111	57	163	21
Future Volume (veh/h)	17	1309	34	76	1040	28	59	76	111	57	163	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	1438	37	84	1143	31	65	84	122	63	179	23
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	47	1637	42	116	2563	69	105	271	229	103	233	30
Arrive On Green	0.03	0.46	0.46	0.06	0.49	0.49	0.06	0.14	0.14	0.06	0.14	0.14
Sat Flow, veh/h	1810	3595	92	1810	5191	141	1810	1900	1610	1810	1646	212
Grp Volume(v), veh/h	19	721	754	84	761	413	65	84	122	63	0	202
Grp Sat Flow(s),veh/h/ln	1810	1805	1882	1810	1729	1873	1810	1900	1610	1810	0	1858
Q Serve(g_s), s	0.8	28.4	28.5	3.6	11.2	11.2	2.8	3.1	5.5	2.7	0.0	8.2
Cycle Q Clear(g_c), s	0.8	28.4	28.5	3.6	11.2	11.2	2.8	3.1	5.5	2.7	0.0	8.2
Prop In Lane	1.00		0.05	1.00		0.08	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	47	822	857	116	1707	925	105	271	229	103	0	263
V/C Ratio(X)	0.40	0.88	0.88	0.72	0.45	0.45	0.62	0.31	0.53	0.61	0.00	0.77
Avail Cap(c_a), veh/h	471	871	908	471	1707	925	471	592	501	471	0	578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.6	19.4	19.4	36.0	12.9	12.9	36.1	30.1	31.2	36.1	0.0	32.4
Incr Delay (d2), s/veh	2.1	9.7	9.6	3.2	0.2	0.3	2.2	0.6	1.9	2.2	0.0	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	13.0	13.5	1.6	4.0	4.4	1.3	1.4	2.2	1.2	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	29.1	29.0	39.1	13.1	13.2	38.3	30.8	33.1	38.2	0.0	37.1
LnGrp LOS	D	C	C	D	B	B	D	C	C	D	A	D
Approach Vol, veh/h		1494			1258			271			265	
Approach Delay, s/veh		29.2			14.9			33.6			37.3	
Approach LOS		C			B			C			D	

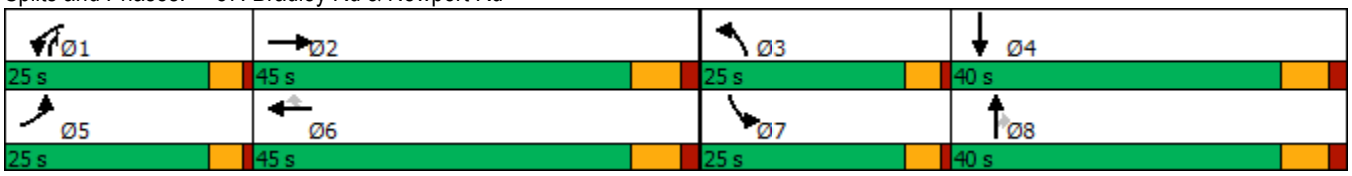
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	42.9	9.1	16.7	6.6	45.9	9.1	16.8
Change Period (Y+Rc), s	4.6	7.2	4.6	5.6	4.6	7.2	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.8	20.4	24.4	20.4	37.8	20.4	24.4
Max Q Clear Time (g_c+I1), s	5.6	30.5	4.8	10.2	2.8	13.2	4.7	7.5
Green Ext Time (p_c), s	0.1	5.2	0.1	0.9	0.0	8.9	0.1	0.7

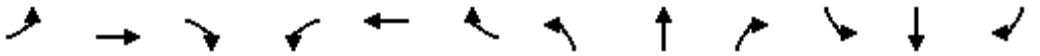
Intersection Summary	
HCM 6th Ctrl Delay	24.7
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	102	1192	337	886	129	185	218	304	193	310
Future Volume (vph)	102	1192	337	886	129	185	218	304	193	310
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	15.2	10.6	12.8	10.6	10.6	12.8
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	40.0	25.0	25.0	40.0
Total Split (%)	18.5%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	18.5%	18.5%	29.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2	4.6	6.8	4.6	4.6	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	11.4	37.5	15.8	41.9	41.9	16.3	19.3	42.0	16.7	19.7
Actuated g/C Ratio	0.10	0.33	0.14	0.37	0.37	0.14	0.17	0.37	0.15	0.17
v/c Ratio	0.60	0.82	0.73	0.49	0.20	0.76	0.72	0.50	0.77	0.65
Control Delay	64.8	40.7	57.1	30.0	7.4	66.8	58.0	23.8	67.3	47.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.8	40.7	57.1	30.0	7.4	66.8	58.0	23.8	67.3	47.0
LOS	E	D	E	C	A	E	E	C	E	D
Approach Delay		42.4		34.6			45.6			53.8
Approach LOS		D		C			D			D

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 112.8	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 42.0	Intersection LOS: D
Intersection Capacity Utilization 76.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 87: Bradley Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	1192	125	337	886	129	185	218	304	193	310	72
Future Volume (veh/h)	102	1192	125	337	886	129	185	218	304	193	310	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	109	1268	133	359	943	137	197	232	323	205	330	77
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	137	1532	161	432	1915	594	229	393	531	237	613	141
Arrive On Green	0.08	0.32	0.32	0.12	0.37	0.37	0.13	0.21	0.21	0.13	0.21	0.21
Sat Flow, veh/h	1810	4760	499	3510	5187	1610	1810	1900	1610	1810	2901	666
Grp Volume(v), veh/h	109	921	480	359	943	137	197	232	323	205	203	204
Grp Sat Flow(s),veh/h/ln	1810	1729	1801	1755	1729	1610	1810	1900	1610	1810	1805	1762
Q Serve(g_s), s	6.3	26.3	26.3	10.7	15.0	6.3	11.4	11.8	17.9	11.8	10.7	11.0
Cycle Q Clear(g_c), s	6.3	26.3	26.3	10.7	15.0	6.3	11.4	11.8	17.9	11.8	10.7	11.0
Prop In Lane	1.00		0.28	1.00		1.00	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	137	1113	580	432	1915	594	229	393	531	237	381	372
V/C Ratio(X)	0.80	0.83	0.83	0.83	0.49	0.23	0.86	0.59	0.61	0.87	0.53	0.55
Avail Cap(c_a), veh/h	346	1225	638	671	1915	594	346	591	699	346	562	548
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	33.4	33.4	45.7	26.0	23.2	45.7	38.2	30.0	45.4	37.4	37.5
Incr Delay (d2), s/veh	3.9	4.5	8.2	2.9	0.2	0.2	8.8	1.4	1.1	10.4	1.2	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	11.5	12.6	4.8	6.1	0.0	5.7	5.6	7.0	6.0	4.8	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.4	37.9	41.7	48.6	26.2	23.4	54.5	39.7	31.1	55.9	38.6	38.8
LnGrp LOS	D	D	D	D	C	C	D	D	C	E	D	D
Approach Vol, veh/h		1510			1439			752			612	
Approach Delay, s/veh		40.2			31.5			39.9			44.4	
Approach LOS		D			C			D			D	

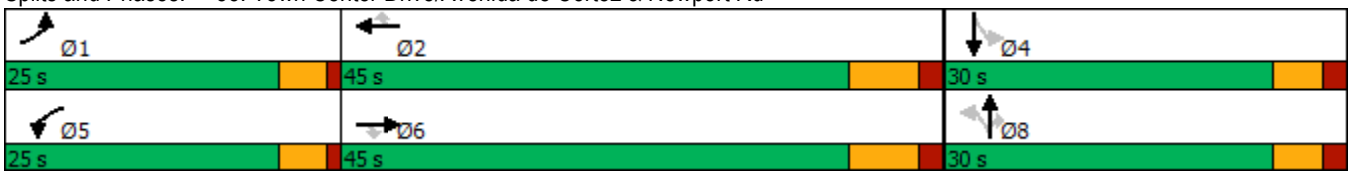
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	41.5	18.1	29.3	12.7	46.6	18.6	28.9
Change Period (Y+Rc), s	4.6	7.2	4.6	6.8	4.6	7.2	4.6	6.8
Max Green Setting (Gmax), s	20.4	37.8	20.4	33.2	20.4	37.8	20.4	33.2
Max Q Clear Time (g_c+I1), s	12.7	28.3	13.4	13.0	8.3	17.0	13.8	19.9
Green Ext Time (p_c), s	0.5	6.1	0.2	2.3	0.1	7.3	0.2	2.1

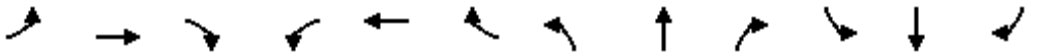
Intersection Summary	
HCM 6th Ctrl Delay	37.8
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	9	1646	61	172	1300	23	88	9	286	77	19
Future Volume (vph)	9	1646	61	172	1300	23	88	9	286	77	19
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	1	6		5	2			8			4
Permitted Phases			6			2	8		8	4	
Detector Phase	1	6	6	5	2	2	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	15.2	10.6	15.2	15.2	11.6	11.6	11.6	11.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	45.0%	25.0%	45.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	6.2	35.5	35.5	12.6	51.0	51.0	11.4	11.4	11.4	11.4	11.4
Actuated g/C Ratio	0.08	0.46	0.46	0.16	0.66	0.66	0.15	0.15	0.15	0.15	0.15
v/c Ratio	0.07	0.75	0.09	0.64	0.41	0.02	0.47	0.04	0.62	0.40	0.16
Control Delay	39.6	20.8	3.5	42.1	7.5	0.0	40.0	30.2	10.0	37.6	20.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.6	20.8	3.5	42.1	7.5	0.0	40.0	30.2	10.0	37.6	20.1
LOS	D	C	A	D	A	A	D	C	A	D	C
Approach Delay		20.3			11.4			17.4			31.6
Approach LOS		C			B			B			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 77.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 16.8	Intersection LOS: B
Intersection Capacity Utilization 69.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 88: Town Center Drive/Avenida de Cortez & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1646	61	172	1300	23	88	9	286	77	19	20
Future Volume (veh/h)	9	1646	61	172	1300	23	88	9	286	77	19	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	1789	66	187	1413	25	96	10	311	84	21	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	27	2244	680	228	2820	875	372	423	359	326	189	198
Arrive On Green	0.01	0.43	0.43	0.13	0.54	0.54	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1810	5187	1573	1810	5187	1610	1385	1900	1610	1075	850	890
Grp Volume(v), veh/h	10	1789	66	187	1413	25	96	10	311	84	0	43
Grp Sat Flow(s),veh/h/ln	1810	1729	1573	1810	1729	1610	1385	1900	1610	1075	0	1740
Q Serve(g_s), s	0.4	23.8	2.0	8.0	13.6	0.6	4.7	0.3	14.8	5.3	0.0	1.6
Cycle Q Clear(g_c), s	0.4	23.8	2.0	8.0	13.6	0.6	6.3	0.3	14.8	5.6	0.0	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.51
Lane Grp Cap(c), veh/h	27	2244	680	228	2820	875	372	423	359	326	0	387
V/C Ratio(X)	0.37	0.80	0.10	0.82	0.50	0.03	0.26	0.02	0.87	0.26	0.00	0.11
Avail Cap(c_a), veh/h	464	2465	748	464	2820	875	488	583	494	416	0	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.8	19.5	13.4	33.9	11.4	8.4	27.1	24.2	29.8	26.3	0.0	24.6
Incr Delay (d2), s/veh	3.1	1.8	0.1	2.8	0.1	0.0	0.4	0.0	11.5	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	8.5	0.6	3.5	4.3	0.2	1.6	0.1	6.7	1.3	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	21.3	13.4	36.7	11.5	8.4	27.5	24.2	41.3	26.8	0.0	24.8
LnGrp LOS	D	C	B	D	B	A	C	C	D	C	A	C
Approach Vol, veh/h		1865			1625			417			127	
Approach Delay, s/veh		21.1			14.4			37.7			26.1	
Approach LOS		C			B			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	50.4		23.3	14.6	41.6		23.3				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	37.8		24.4	20.4	37.8		24.4				
Max Q Clear Time (g_c+I1), s	2.4	15.6		7.6	10.0	25.8		16.8				
Green Ext Time (p_c), s	0.0	10.1		0.4	0.2	8.7		0.9				

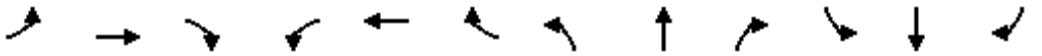
Intersection Summary			
HCM 6th Ctrl Delay		20.3	
HCM 6th LOS		C	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	187	1582	98	487	1367	111	58	485	154	31
Future Volume (vph)	187	1582	98	487	1367	111	58	485	154	31
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	7	1	6	7	4	1	3	8
Permitted Phases			2					4		
Detector Phase	5	2	7	1	6	7	4	1	3	8
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	12.5	8.6	9.6	12.5	8.6	11.8	9.6	8.6	11.8
Total Split (s)	21.0	44.0	16.0	39.0	62.0	16.0	48.0	39.0	9.0	41.0
Total Split (%)	15.0%	31.4%	11.4%	27.9%	44.3%	11.4%	34.3%	27.9%	6.4%	29.3%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)	13.2	73.4	85.1	27.1	88.3	9.8	12.1	38.1	7.3	7.3
Actuated g/C Ratio	0.09	0.52	0.61	0.19	0.63	0.07	0.09	0.27	0.05	0.05
v/c Ratio	0.60	0.62	0.10	0.77	0.59	0.48	0.38	0.63	0.90	0.39
Control Delay	68.6	25.8	2.6	55.3	18.5	69.1	65.7	39.2	106.9	33.8
Queue Delay	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
Total Delay	68.6	25.8	2.6	55.3	19.0	69.1	65.7	39.2	106.9	33.8
LOS	E	C	A	E	B	E	E	D	F	C
Approach Delay		28.9			26.9		46.6			81.9
Approach LOS		C			C		D			F

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 75 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 32.8	Intersection LOS: C
Intersection Capacity Utilization 70.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 89: Haun Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	1582	98	487	1367	398	111	58	485	154	31	49
Future Volume (veh/h)	187	1582	98	487	1367	398	111	58	485	154	31	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	199	1683	104	518	1454	423	118	62	516	164	33	52
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	254	2395	819	596	2263	653	168	335	980	110	289	256
Arrive On Green	0.07	0.46	0.46	0.11	0.38	0.38	0.05	0.18	0.18	0.03	0.16	0.16
Sat Flow, veh/h	3510	5187	1608	3510	3996	1154	3510	1900	2829	3510	1805	1601
Grp Volume(v), veh/h	199	1683	104	518	1257	620	118	62	516	164	33	52
Grp Sat Flow(s),veh/h/ln	1755	1729	1608	1755	1729	1692	1755	1900	1415	1755	1805	1601
Q Serve(g_s), s	7.8	36.2	4.7	20.3	41.7	42.2	4.6	3.9	20.4	4.4	2.2	3.9
Cycle Q Clear(g_c), s	7.8	36.2	4.7	20.3	41.7	42.2	4.6	3.9	20.4	4.4	2.2	3.9
Prop In Lane	1.00		1.00	1.00		0.68	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	254	2395	819	596	1958	958	168	335	980	110	289	256
V/C Ratio(X)	0.78	0.70	0.13	0.87	0.64	0.65	0.70	0.18	0.53	1.49	0.11	0.20
Avail Cap(c_a), veh/h	411	2395	819	837	1958	958	286	573	1334	110	454	403
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.9	30.0	18.0	60.5	31.8	31.9	65.7	49.1	36.6	67.8	50.3	51.0
Incr Delay (d2), s/veh	3.3	1.1	0.2	6.0	1.3	2.7	5.3	0.3	0.4	260.8	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	14.7	1.8	9.7	18.4	18.6	2.2	1.8	7.0	5.9	1.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.2	31.1	18.2	66.5	33.1	34.7	71.0	49.3	37.0	328.6	50.5	51.4
LnGrp LOS	E	C	B	E	C	C	E	D	D	F	D	D
Approach Vol, veh/h		1986			2395			696			249	
Approach Delay, s/veh		34.1			40.7			43.9			233.8	
Approach LOS		C			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.4	71.1	9.0	30.5	14.7	85.8	11.3	28.2
Change Period (Y+Rc), s	5.6	6.5	4.6	5.8	4.6	6.5	4.6	5.8
Max Green Setting (Gmax), s	33.4	37.5	4.4	42.2	16.4	55.5	11.4	35.2
Max Q Clear Time (g_c+I1), s	22.3	38.2	6.4	22.4	9.8	44.2	6.6	5.9
Green Ext Time (p_c), s	1.4	0.0	0.0	2.3	0.3	8.2	0.1	0.4

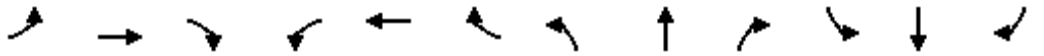
Intersection Summary	
HCM 6th Ctrl Delay	47.7
HCM 6th LOS	D

Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1619	603	1703	932	339	0	553
Future Volume (vph)	1619	603	1703	932	339	0	553
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		4	4	
Permitted Phases		Free		Free			4
Detector Phase	2		6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	84.0		84.0		56.0	56.0	56.0
Total Split (%)	60.0%		60.0%		40.0%	40.0%	40.0%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	94.4	140.0	94.4	140.0	34.1	34.1	34.1
Actuated g/C Ratio	0.67	1.00	0.67	1.00	0.24	0.24	0.24
v/c Ratio	0.39	0.41	0.52	0.61	0.78	0.82	0.80
Control Delay	22.6	0.6	8.0	6.4	61.6	62.9	60.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.6	0.6	8.0	6.4	61.6	62.9	60.3
LOS	C	A	A	A	E	E	E
Approach Delay	16.6		7.5			61.6	
Approach LOS	B		A			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 10 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 65.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 90: I-215 SB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1619	603	0	1703	932	0	0	0	339	0	553
Future Volume (veh/h)	0	1619	603	0	1703	932	0	0	0	339	0	553
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1722	0	0	1812	0				241	0	717
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	4399		0	3491					443	0	788
Arrive On Green	0.00	1.00	0.00	0.00	1.00	0.00				0.24	0.00	0.24
Sat Flow, veh/h	0	6802	1610	0	5358	1610				1810	0	3220
Grp Volume(v), veh/h	0	1722	0	0	1812	0				241	0	717
Grp Sat Flow(s),veh/h/ln	0	1634	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0				16.2	0.0	30.3
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0				16.2	0.0	30.3
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	4399		0	3491					443	0	788
V/C Ratio(X)	0.00	0.39		0.00	0.52					0.54	0.00	0.91
Avail Cap(c_a), veh/h	0	4399		0	3491					653	0	1162
HCM Platoon Ratio	1.00	2.00	2.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.72	0.00	0.00	0.80	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				46.1	0.0	51.4
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.4	0.0				0.4	0.0	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.1	0.0				7.4	0.0	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.2	0.0	0.0	0.4	0.0				46.4	0.0	57.3
LnGrp LOS	A	A		A	A					D	A	E
Approach Vol, veh/h		1722			1812						958	
Approach Delay, s/veh		0.2			0.4						54.6	
Approach LOS		A			A						D	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		100.2		39.8		100.2						
Change Period (Y+Rc), s		6.0		5.5		6.0						
Max Green Setting (Gmax), s		78.0		50.5		78.0						
Max Q Clear Time (g_c+I1), s		2.0		32.3		2.0						
Green Ext Time (p_c), s		20.0		2.0		22.1						

Intersection Summary		
HCM 6th Ctrl Delay		11.9
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

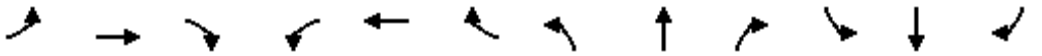
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	1430	528	2281	515	354	0	592
Future Volume (vph)	1430	528	2281	515	354	0	592
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		8	8	
Permitted Phases		Free		Free			8
Detector Phase	2		6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	88.0		88.0		52.0	52.0	52.0
Total Split (%)	62.9%		62.9%		37.1%	37.1%	37.1%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	94.1	140.0	94.1	140.0	34.4	34.4	34.4
Actuated g/C Ratio	0.67	1.00	0.67	1.00	0.25	0.25	0.25
v/c Ratio	0.43	0.34	0.54	0.33	0.79	0.83	0.81
Control Delay	7.5	1.4	13.4	0.6	62.2	62.0	59.3
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay	7.5	1.4	13.6	0.6	62.2	62.0	59.3
LOS	A	A	B	A	E	E	E
Approach Delay	5.8		11.2			61.2	
Approach LOS	A		B			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 61.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 91: I-215 NB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑↑	↱	↰	✣	↱			
Traffic Volume (veh/h)	0	1430	528	0	2281	515	354	0	592	0	0	0
Future Volume (veh/h)	0	1430	528	0	2281	515	354	0	592	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	1490	0	0	2376	0	246	0	749			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	3442		0	4338		460	0	819			
Arrive On Green	0.00	1.00	0.00	0.00	0.66	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	0	5358	1610	0	6802	1610	1810	0	3220			
Grp Volume(v), veh/h	0	1490	0	0	2376	0	246	0	749			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	26.9	0.0	16.4	0.0	31.6			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	26.9	0.0	16.4	0.0	31.6			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3442		0	4338		460	0	819			
V/C Ratio(X)	0.00	0.43		0.00	0.55		0.53	0.00	0.91			
Avail Cap(c_a), veh/h	0	3442		0	4338		601	0	1070			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.89	0.00	0.00	0.18	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	12.4	0.0	45.1	0.0	50.7			
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.1	0.0	0.4	0.0	8.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	8.9	0.0	7.4	0.0	13.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.4	0.0	0.0	12.5	0.0	45.4	0.0	59.4			
LnGrp LOS	A	A		A	B		D	A	E			
Approach Vol, veh/h		1490			2376			995				
Approach Delay, s/veh		0.4			12.5			55.9				
Approach LOS		A			B			E				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		98.9				98.9		41.1				
Change Period (Y+Rc), s		6.0				6.0		5.5				
Max Green Setting (Gmax), s		82.0				82.0		46.5				
Max Q Clear Time (g_c+I1), s		2.0				28.9		33.6				
Green Ext Time (p_c), s		15.2				32.4		1.9				

Intersection Summary		
HCM 6th Ctrl Delay	17.7	
HCM 6th LOS	B	

Notes

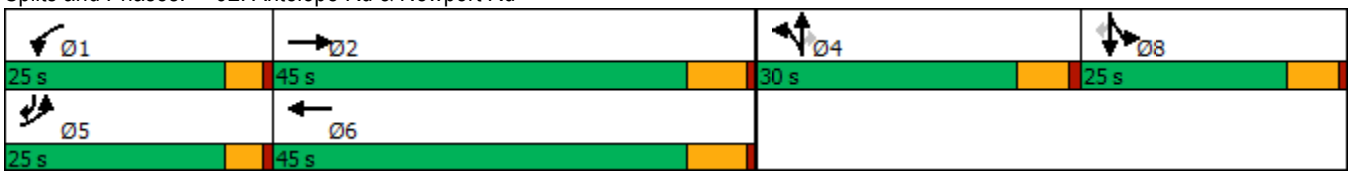
User approved volume balancing among the lanes for turning movement.

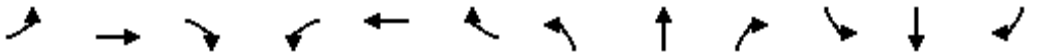
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	210	1458	91	1871	611	84	87	90	76	313
Future Volume (vph)	210	1458	91	1871	611	84	87	90	76	313
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm	Split	NA	pm+ov
Protected Phases	5	2	1	6	4	4		8	8	5
Permitted Phases							4			8
Detector Phase	5	2	1	6	4	4	4	8	8	5
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	4.0	4.0	6.0	6.0	4.0
Minimum Split (s)	8.6	12.5	8.6	12.5	9.8	9.8	9.8	11.8	11.8	8.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	25.0	25.0	25.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	24.0%	24.0%	24.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	11.0	42.5	7.3	38.8	19.8	19.8	19.8	9.8	9.8	26.6
Actuated g/C Ratio	0.11	0.42	0.07	0.38	0.19	0.19	0.19	0.10	0.10	0.26
v/c Ratio	0.59	0.86	0.39	1.09	0.77	0.78	0.23	0.29	0.45	0.42
Control Delay	51.4	33.0	51.8	82.7	48.2	57.1	4.7	46.6	53.4	25.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.4	33.0	51.8	82.7	48.2	57.1	4.7	46.6	53.4	25.2
LOS	D	C	D	F	D	E	A	D	D	C
Approach Delay		35.0		81.4		46.1			33.7	
Approach LOS		D		F		D			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 102.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 55.0	Intersection LOS: D
Intersection Capacity Utilization 78.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 92: Antelope Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	1458	256	91	1871	136	611	84	87	90	76	313
Future Volume (veh/h)	210	1458	256	91	1871	136	611	84	87	90	76	313
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	223	1551	272	97	1990	145	571	199	93	96	81	333
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	296	1842	322	157	1852	134	668	351	296	473	256	621
Arrive On Green	0.08	0.41	0.41	0.04	0.38	0.38	0.18	0.18	0.18	0.13	0.13	0.13
Sat Flow, veh/h	3510	4442	776	3510	4935	358	3619	1900	1605	3510	1900	2834
Grp Volume(v), veh/h	223	1206	617	97	1391	744	571	199	93	96	81	333
Grp Sat Flow(s),veh/h/ln	1755	1729	1760	1755	1729	1835	1810	1900	1605	1755	1900	1417
Q Serve(g_s), s	6.4	32.2	32.4	2.8	38.5	38.5	15.7	9.8	5.1	2.5	4.0	10.7
Cycle Q Clear(g_c), s	6.4	32.2	32.4	2.8	38.5	38.5	15.7	9.8	5.1	2.5	4.0	10.7
Prop In Lane	1.00		0.44	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	296	1434	730	157	1297	689	668	351	296	473	256	621
V/C Ratio(X)	0.75	0.84	0.84	0.62	1.07	1.08	0.86	0.57	0.31	0.20	0.32	0.54
Avail Cap(c_a), veh/h	698	1434	730	698	1297	689	853	448	378	657	355	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.9	27.0	27.1	48.2	32.1	32.1	40.5	38.1	36.2	39.5	40.1	35.5
Incr Delay (d2), s/veh	1.5	4.8	9.3	1.5	46.9	58.0	5.7	0.5	0.2	0.2	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	13.1	14.3	1.2	23.2	26.8	7.2	4.4	2.0	1.1	1.8	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.4	31.8	36.4	49.6	78.9	90.1	46.2	38.7	36.4	39.7	40.8	36.2
LnGrp LOS	D	C	D	D	F	F	D	D	D	D	D	D
Approach Vol, veh/h		2046			2232			863			510	
Approach Delay, s/veh		34.9			81.4			43.4			37.6	
Approach LOS		C			F			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	49.1		24.7	13.3	45.0		19.6				
Change Period (Y+Rc), s	4.6	6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	20.4	38.5		24.2	20.4	38.5		19.2				
Max Q Clear Time (g_c+I1), s	4.8	34.4		17.7	8.4	40.5		12.7				
Green Ext Time (p_c), s	0.1	3.7		1.3	0.3	0.0		1.2				

Intersection Summary			
HCM 6th Ctrl Delay		54.8	
HCM 6th LOS		D	

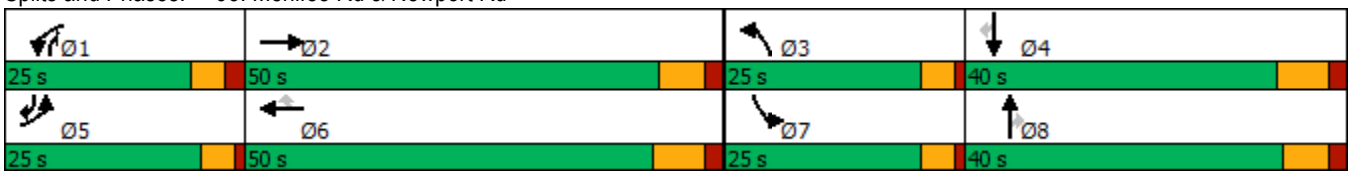
Notes

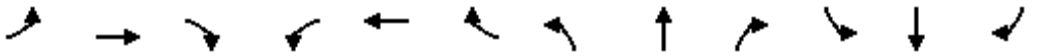
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	307	1244	178	1352	70	204	344	187	115	362	460
Future Volume (vph)	307	1244	178	1352	70	204	344	187	115	362	460
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6		3	8	1	7	4	5
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	9.6	14.8	10.6	15.5	15.5	9.6	12.8	10.6	9.6	13.5	9.6
Total Split (s)	25.0	50.0	25.0	50.0	50.0	25.0	40.0	25.0	25.0	40.0	25.0
Total Split (%)	17.9%	35.7%	17.9%	35.7%	35.7%	17.9%	28.6%	17.9%	17.9%	28.6%	17.9%
Yellow Time (s)	3.6	4.8	3.6	5.5	5.5	3.6	4.8	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	5.6	7.5	7.5	4.6	6.8	5.6	4.6	7.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	20.6	48.6	10.1	38.4	38.4	11.1	17.8	29.1	11.7	17.7	41.2
Actuated g/C Ratio	0.18	0.43	0.09	0.34	0.34	0.10	0.16	0.26	0.10	0.16	0.37
v/c Ratio	0.99	0.66	0.60	0.81	0.12	0.63	0.64	0.39	0.65	0.68	0.77
Control Delay	94.1	27.8	58.7	38.3	1.8	58.4	50.8	14.8	66.2	51.7	34.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.1	27.8	58.7	38.3	1.8	58.4	50.8	14.8	66.2	51.7	34.6
LOS	F	C	E	D	A	E	D	B	E	D	C
Approach Delay		39.9		39.0			43.8			45.1	
Approach LOS		D		D			D			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 112.2	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 41.2	Intersection LOS: D
Intersection Capacity Utilization 79.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 93: Menifee Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	307	1244	136	178	1352	70	204	344	187	115	362	460
Future Volume (veh/h)	307	1244	136	178	1352	70	204	344	187	115	362	460
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	327	1323	145	189	1438	74	217	366	199	122	385	489
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	288	1904	209	244	1660	515	273	903	510	147	916	658
Arrive On Green	0.16	0.40	0.40	0.07	0.32	0.32	0.08	0.25	0.25	0.08	0.25	0.25
Sat Flow, veh/h	1810	4738	519	3510	5187	1610	3510	3610	1589	1810	3610	1582
Grp Volume(v), veh/h	327	966	502	189	1438	74	217	366	199	122	385	489
Grp Sat Flow(s),veh/h/ln	1810	1729	1799	1755	1729	1610	1755	1805	1589	1810	1805	1582
Q Serve(g_s), s	20.4	29.7	29.7	6.8	33.4	4.2	7.8	10.8	12.5	8.5	11.4	32.5
Cycle Q Clear(g_c), s	20.4	29.7	29.7	6.8	33.4	4.2	7.8	10.8	12.5	8.5	11.4	32.5
Prop In Lane	1.00		0.29	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	288	1390	723	244	1660	515	273	903	510	147	916	658
V/C Ratio(X)	1.13	0.69	0.69	0.77	0.87	0.14	0.79	0.41	0.39	0.83	0.42	0.74
Avail Cap(c_a), veh/h	288	1390	723	532	1722	534	559	936	524	288	916	658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.8	31.8	31.8	58.6	41.0	31.0	58.0	40.0	33.9	57.9	39.9	31.9
Incr Delay (d2), s/veh	94.2	1.7	3.2	2.0	5.0	0.2	2.0	0.3	0.5	4.4	0.3	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.6	12.2	13.0	3.0	14.4	1.7	3.5	4.9	4.9	4.1	5.1	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	148.0	33.5	35.0	60.5	46.0	31.2	60.0	40.3	34.3	62.4	40.2	36.5
LnGrp LOS	F	C	C	E	D	C	E	D	C	E	D	D
Approach Vol, veh/h		1795			1701			782			996	
Approach Delay, s/veh		54.8			46.9			44.3			41.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	59.0	14.6	40.0	25.0	48.5	15.0	39.5
Change Period (Y+Rc), s	5.6	* 7.5	4.6	7.5	4.6	7.5	4.6	* 7.5
Max Green Setting (Gmax), s	19.4	* 43	20.4	32.5	20.4	42.5	20.4	* 33
Max Q Clear Time (g_c+I1), s	8.8	31.7	9.8	34.5	22.4	35.4	10.5	14.5
Green Ext Time (p_c), s	0.1	8.2	0.2	0.0	0.0	5.6	0.1	2.9

Intersection Summary	
HCM 6th Ctrl Delay	48.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	85.4
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	225	219	226	408	476	296
Future Vol, veh/h	225	219	226	408	476	296
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	278	270	279	504	588	365
Number of Lanes	1	1	1	2	2	0

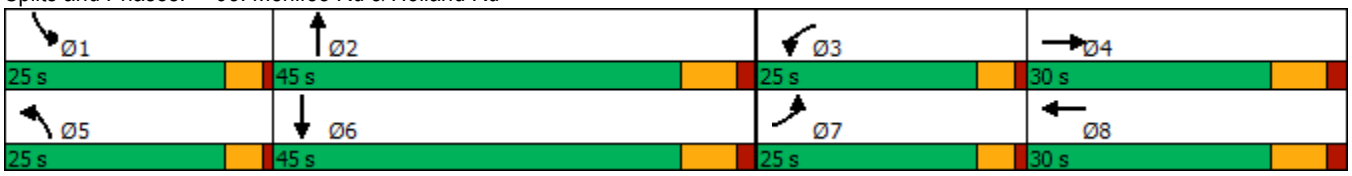
Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	3
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	3	0	2
HCM Control Delay	38.9	27.6	159.6
HCM LOS	E	D	F

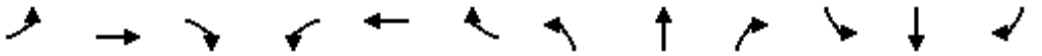
Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	35%
Vol Right, %	0%	0%	0%	0%	100%	0%	65%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	226	204	204	225	219	317	455
LT Vol	226	0	0	225	0	0	0
Through Vol	0	204	204	0	0	317	159
RT Vol	0	0	0	0	219	0	296
Lane Flow Rate	279	252	252	278	270	392	561
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.737	0.63	0.511	0.8	0.689	1.02	1.387
Departure Headway (Hd)	10.068	9.551	7.792	11.008	9.776	9.372	8.898
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	363	380	466	331	373	388	410
Service Time	7.768	7.251	5.492	8.708	7.476	7.097	6.623
HCM Lane V/C Ratio	0.769	0.663	0.541	0.84	0.724	1.01	1.368
HCM Control Delay	36.3	27.2	18.4	46.1	31.5	82.4	213.4
HCM Lane LOS	E	D	C	E	D	F	F
HCM 95th-tile Q	5.7	4.1	2.8	6.6	4.9	12.6	27.2

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	112	90	60	216	25	377	81	457
Future Volume (vph)	112	90	60	216	25	377	81	457
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	17.2	10.6	17.2
Total Split (s)	25.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	11.5	22.8	8.7	16.5	7.0	21.7	9.8	26.8
Actuated g/C Ratio	0.14	0.28	0.11	0.20	0.09	0.27	0.12	0.33
v/c Ratio	0.54	0.12	0.39	0.60	0.20	0.57	0.46	0.59
Control Delay	45.3	27.1	45.8	26.0	45.5	29.7	45.9	25.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.3	27.1	45.8	26.0	45.5	29.7	45.9	25.9
LOS	D	C	D	C	D	C	D	C
Approach Delay		36.9		28.7		30.5		28.5
Approach LOS		D		C		C		C

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 81.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 30.1	Intersection LOS: C
Intersection Capacity Utilization 58.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 95: Menifee Rd & Holland Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	90	6	60	216	165	25	377	61	81	457	100
Future Volume (veh/h)	112	90	6	60	216	165	25	377	61	81	457	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	138	111	7	74	267	204	31	465	75	100	564	123
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	178	819	51	122	408	301	71	807	129	139	872	189
Arrive On Green	0.10	0.24	0.24	0.07	0.21	0.21	0.04	0.26	0.26	0.08	0.30	0.30
Sat Flow, veh/h	1810	3450	216	1810	1977	1458	1810	3106	498	1810	2937	638
Grp Volume(v), veh/h	138	58	60	74	243	228	31	269	271	100	346	341
Grp Sat Flow(s),veh/h/ln	1810	1805	1860	1810	1805	1630	1810	1805	1799	1810	1805	1771
Q Serve(g_s), s	4.9	1.7	1.7	2.6	8.1	8.5	1.1	8.5	8.6	3.6	11.0	11.0
Cycle Q Clear(g_c), s	4.9	1.7	1.7	2.6	8.1	8.5	1.1	8.5	8.6	3.6	11.0	11.0
Prop In Lane	1.00		0.12	1.00		0.89	1.00		0.28	1.00		0.36
Lane Grp Cap(c), veh/h	178	428	442	122	373	337	71	469	467	139	536	525
V/C Ratio(X)	0.78	0.13	0.14	0.60	0.65	0.68	0.43	0.57	0.58	0.72	0.65	0.65
Avail Cap(c_a), veh/h	561	626	645	561	626	565	561	1037	1034	561	1037	1018
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.9	19.8	19.8	29.8	23.9	24.1	30.9	21.2	21.2	29.7	20.1	20.1
Incr Delay (d2), s/veh	2.7	0.2	0.2	1.8	2.7	3.4	1.5	1.6	1.6	2.7	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.7	0.7	1.2	3.5	3.4	0.5	3.6	3.6	1.6	4.5	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.7	20.0	20.0	31.6	26.7	27.4	32.4	22.8	22.8	32.3	22.0	22.1
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		256			545			571			787	
Approach Delay, s/veh		26.3			27.7			23.3			23.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	24.3	9.0	22.8	7.2	26.7	11.1	20.8
Change Period (Y+Rc), s	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.8	20.4	22.8	20.4	37.8	20.4	22.8
Max Q Clear Time (g_c+I1), s	5.6	10.6	4.6	3.7	3.1	13.0	6.9	10.5
Green Ext Time (p_c), s	0.1	5.0	0.1	0.7	0.0	6.5	0.1	3.1

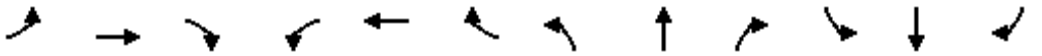
Intersection Summary	
HCM 6th Ctrl Delay	24.8
HCM 6th LOS	C

Lane Group	EBL	EBT	WBT	SBL	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	107	1105	1397	117	0	171		
Future Volume (vph)	107	1105	1397	117	0	171		
Turn Type	Prot	NA	NA	Perm	NA	Perm		
Protected Phases	5	2	6		4		1	8
Permitted Phases				4		4		
Detector Phase	5	2	6	4	4	4		
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	10.0	10.0	10.0	9.7	10.0
Total Split (s)	19.7	52.0	52.0	31.0	31.0	31.0	19.7	31.0
Total Split (%)	19.2%	50.6%	50.6%	30.2%	30.2%	30.2%	19%	30%
Yellow Time (s)	3.7	6.0	6.0	4.0	4.0	4.0	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		
Total Lost Time (s)	4.7	7.0	7.0		5.0	5.0		
Lead/Lag	Lead	Lag	Lag				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes				Yes	
Recall Mode	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	9.9	60.0	45.3		11.9	11.9		
Actuated g/C Ratio	0.12	0.71	0.54		0.14	0.14		
v/c Ratio	0.56	0.48	0.84		0.51	0.48		
Control Delay	46.2	6.4	22.9		40.8	9.7		
Queue Delay	0.0	0.0	0.0		0.0	0.0		
Total Delay	46.2	6.4	22.9		40.8	9.7		
LOS	D	A	C		D	A		
Approach Delay		9.9	22.9		22.3			
Approach LOS		A	C		C			

Intersection Summary	
Cycle Length: 102.7	
Actuated Cycle Length: 84	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 17.5	Intersection LOS: B
Intersection Capacity Utilization 66.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 96: Juniper Flats Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	1105	0	0	1397	61	0	0	0	117	0	171
Future Volume (veh/h)	107	1105	0	0	1397	61	0	0	0	117	0	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	119	1228	0	0	1552	68	0	0	0	130	0	190
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	153	2476	0	2	1892	83	0	285	0	315	0	242
Arrive On Green	0.08	0.69	0.00	0.00	0.54	0.54	0.00	0.00	0.00	0.15	0.00	0.15
Sat Flow, veh/h	1810	3705	0	1810	3523	154	0	1900	0	1440	0	1610
Grp Volume(v), veh/h	119	1228	0	0	793	827	0	0	0	130	0	190
Grp Sat Flow(s),veh/h/ln	1810	1805	0	1810	1805	1872	0	1900	0	1440	0	1610
Q Serve(g_s), s	4.7	11.9	0.0	0.0	26.5	26.9	0.0	0.0	0.0	6.2	0.0	8.3
Cycle Q Clear(g_c), s	4.7	11.9	0.0	0.0	26.5	26.9	0.0	0.0	0.0	6.2	0.0	8.3
Prop In Lane	1.00		0.00	1.00		0.08	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	153	2476	0	2	970	1005	0	285	0	315	0	242
V/C Ratio(X)	0.78	0.50	0.00	0.00	0.82	0.82	0.00	0.00	0.00	0.41	0.00	0.79
Avail Cap(c_a), veh/h	370	2476	0	370	1109	1150	0	674	0	609	0	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.9	5.5	0.0	0.0	14.0	14.1	0.0	0.0	0.0	29.1	0.0	30.0
Incr Delay (d2), s/veh	3.2	0.2	0.0	0.0	4.4	4.4	0.0	0.0	0.0	0.3	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	3.3	0.0	0.0	10.4	10.9	0.0	0.0	0.0	2.1	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	5.6	0.0	0.0	18.4	18.5	0.0	0.0	0.0	29.4	0.0	32.1
LnGrp LOS	D	A	A	A	B	B	A	A	A	C	A	C
Approach Vol, veh/h		1347			1620			0			320	
Approach Delay, s/veh		8.3			18.4			0.0			31.0	
Approach LOS		A			B						C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	57.3		16.0	10.9	46.4		16.0				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	45.0		26.0	* 15	45.0		26.0				
Max Q Clear Time (g_c+I1), s	0.0	13.9		10.3	6.7	28.9		0.0				
Green Ext Time (p_c), s	0.0	11.3		0.7	0.1	10.5		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		15.5
HCM 6th LOS		B

Notes

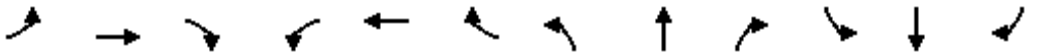
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	15	1026	209	526	1002	186	13	17	30
Future Volume (vph)	15	1026	209	526	1002	186	13	17	30
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.2	11.2	9.7	11.2	11.5	11.5	11.5	11.5
Total Split (s)	15.0	38.0	38.0	28.0	51.0	24.0	24.0	24.0	24.0
Total Split (%)	16.7%	42.2%	42.2%	31.1%	56.7%	26.7%	26.7%	26.7%	26.7%
Yellow Time (s)	3.7	5.2	5.2	3.7	5.2	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.2	6.2	4.7	6.2	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.6	31.8	31.8	23.3	57.5	17.5	17.5	17.5	17.5
Actuated g/C Ratio	0.06	0.35	0.35	0.26	0.64	0.19	0.19	0.19	0.19
v/c Ratio	0.14	0.85	0.31	1.19	0.47	0.73	0.83	0.21	0.10
Control Delay	42.5	34.6	4.2	135.9	9.9	51.2	21.8	37.8	27.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.5	34.6	4.2	135.9	9.9	51.2	21.8	37.8	27.6
LOS	D	C	A	F	A	D	C	D	C
Approach Delay		29.6			52.4		29.6		31.0
Approach LOS		C			D		C		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay: 39.6	Intersection LOS: D
Intersection Capacity Utilization 103.7%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 97: Winchester Rd/Vista Pl & SR-74/Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	1026	209	526	1002	29	186	13	501	17	30	5
Future Volume (veh/h)	15	1026	209	526	1002	29	186	13	501	17	30	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	1080	220	554	1055	31	196	14	527	18	32	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	33	1276	569	468	2127	62	328	8	306	80	312	49
Arrive On Green	0.02	0.35	0.35	0.26	0.59	0.59	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1810	3610	1610	1810	3581	105	1393	42	1575	878	1604	251
Grp Volume(v), veh/h	16	1080	220	554	532	554	196	0	541	18	0	37
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1881	1393	0	1617	878	0	1855
Q Serve(g_s), s	0.8	24.8	9.2	23.3	15.3	15.3	12.1	0.0	17.5	0.0	0.0	1.5
Cycle Q Clear(g_c), s	0.8	24.8	9.2	23.3	15.3	15.3	13.6	0.0	17.5	17.5	0.0	1.5
Prop In Lane	1.00		1.00	1.00		0.06	1.00		0.97	1.00		0.14
Lane Grp Cap(c), veh/h	33	1276	569	468	1072	1117	328	0	314	80	0	361
V/C Ratio(X)	0.48	0.85	0.39	1.18	0.50	0.50	0.60	0.00	1.72	0.22	0.00	0.10
Avail Cap(c_a), veh/h	207	1276	569	468	1072	1117	328	0	314	80	0	361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.8	26.9	21.8	33.3	10.5	10.5	35.4	0.0	36.3	45.0	0.0	29.8
Incr Delay (d2), s/veh	4.0	7.1	2.0	102.2	1.6	1.6	7.8	0.0	337.6	6.4	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	10.8	3.5	22.6	5.3	5.5	4.7	0.0	36.2	0.5	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.8	33.9	23.8	135.5	12.2	12.1	43.2	0.0	373.9	51.4	0.0	30.4
LnGrp LOS	D	C	C	F	B	B	D	A	F	D	A	C
Approach Vol, veh/h		1316			1640			737			55	
Approach Delay, s/veh		32.4			53.8			285.9			37.3	
Approach LOS		C			D			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.0	38.0		24.0	6.3	59.7		24.0				
Change Period (Y+Rc), s	* 4.7	6.2		6.5	* 4.7	6.2		6.5				
Max Green Setting (Gmax), s	* 23	31.8		17.5	* 10	44.8		17.5				
Max Q Clear Time (g_c+I1), s	25.3	26.8		19.5	2.8	17.3		19.5				
Green Ext Time (p_c), s	0.0	2.3		0.0	0.0	4.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		91.7	
HCM 6th LOS		F	

Notes

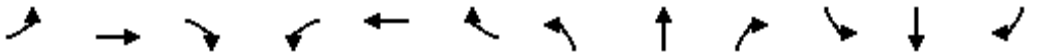
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	277	816	192	697	172	264	151	43	331	233
Future Volume (vph)	277	816	192	697	172	264	151	43	331	233
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	9.7	11.0	9.7	11.5	11.5	9.7	11.5	11.5
Total Split (s)	25.0	40.0	25.0	40.0	20.0	25.0	25.0	20.0	25.0	25.0
Total Split (%)	22.7%	36.4%	22.7%	36.4%	18.2%	22.7%	22.7%	18.2%	22.7%	22.7%
Yellow Time (s)	3.7	5.0	3.7	5.0	3.7	5.5	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	4.7	6.0	4.7	6.5	6.5	4.7	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	19.3	38.5	15.8	35.0	13.7	28.5	28.5	7.3	20.1	20.1
Actuated g/C Ratio	0.18	0.35	0.14	0.32	0.12	0.26	0.26	0.07	0.18	0.18
v/c Ratio	0.90	0.83	0.76	0.63	0.79	0.29	0.29	0.37	0.51	0.49
Control Delay	74.9	39.8	63.4	35.1	70.6	35.0	7.2	57.3	44.2	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.9	39.8	63.4	35.1	70.6	35.0	7.2	57.3	44.2	8.9
LOS	E	D	E	D	E	C	A	E	D	A
Approach Delay		47.4		41.2		38.3			31.6	
Approach LOS		D		D		D			C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 41.3	Intersection LOS: D
Intersection Capacity Utilization 76.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 98: Warren Rd & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	816	201	192	697	11	172	264	151	43	331	233
Future Volume (veh/h)	277	816	201	192	697	11	172	264	151	43	331	233
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	283	833	205	196	711	11	176	269	154	44	338	238
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	312	1130	278	227	1262	20	206	896	400	61	607	271
Arrive On Green	0.17	0.39	0.39	0.13	0.35	0.35	0.11	0.25	0.25	0.03	0.17	0.17
Sat Flow, veh/h	1810	2871	706	1810	3639	56	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	283	524	514	196	353	369	176	269	154	44	338	238
Grp Sat Flow(s),veh/h/ln	1810	1805	1773	1810	1805	1890	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	16.9	27.3	27.3	11.7	17.4	17.5	10.5	6.7	8.7	2.6	9.5	15.9
Cycle Q Clear(g_c), s	16.9	27.3	27.3	11.7	17.4	17.5	10.5	6.7	8.7	2.6	9.5	15.9
Prop In Lane	1.00		0.40	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	312	711	698	227	626	655	206	896	400	61	607	271
V/C Ratio(X)	0.91	0.74	0.74	0.86	0.56	0.56	0.86	0.30	0.39	0.72	0.56	0.88
Avail Cap(c_a), veh/h	334	711	698	334	626	655	252	896	400	252	607	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	28.5	28.5	47.2	29.2	29.2	47.9	33.6	34.4	52.6	42.0	44.7
Incr Delay (d2), s/veh	25.4	6.7	6.8	8.7	3.0	2.9	18.1	0.9	2.8	5.9	3.7	30.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	12.2	12.0	5.6	7.6	7.9	5.7	3.0	3.7	1.3	4.5	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.1	35.2	35.3	55.9	32.2	32.0	65.9	34.4	37.2	58.6	45.6	75.5
LnGrp LOS	E	D	D	E	C	C	E	C	D	E	D	E
Approach Vol, veh/h		1321			918			599			620	
Approach Delay, s/veh		42.7			37.2			44.4			58.0	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.5	49.3	17.2	25.0	23.6	44.1	8.4	33.8
Change Period (Y+Rc), s	* 4.7	6.0	* 4.7	6.5	* 4.7	6.0	* 4.7	6.5
Max Green Setting (Gmax), s	* 20	34.0	* 15	18.5	* 20	34.0	* 15	18.5
Max Q Clear Time (g_c+I1), s	13.7	29.3	12.5	17.9	18.9	19.5	4.6	10.7
Green Ext Time (p_c), s	0.1	1.8	0.1	0.2	0.1	2.1	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	44.3
HCM 6th LOS	D

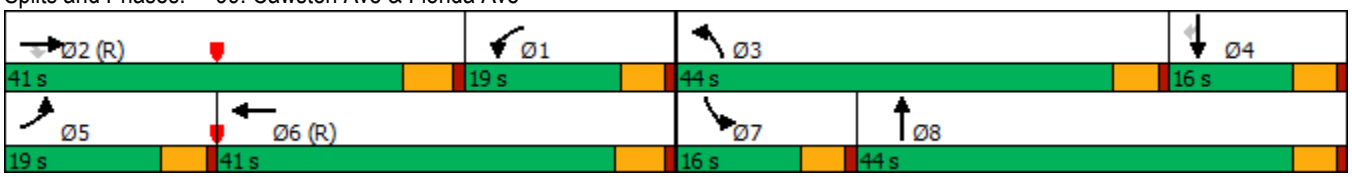
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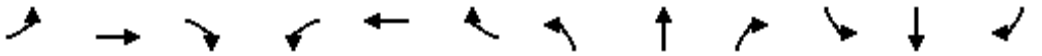
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	118	686	29	9	574	170	77	52	125	149
Future Volume (vph)	118	686	29	9	574	170	77	52	125	149
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.5	10.5	10.0	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	19.0	41.0	41.0	19.0	41.0	44.0	44.0	16.0	16.0	16.0
Total Split (%)	15.8%	34.2%	34.2%	15.8%	34.2%	36.7%	36.7%	13.3%	13.3%	13.3%
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.5	5.5	5.0	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	11.7	50.7	50.7	6.9	37.8	16.4	44.0	8.0	33.6	33.6
Actuated g/C Ratio	0.10	0.42	0.42	0.06	0.32	0.14	0.37	0.07	0.28	0.28
v/c Ratio	0.70	0.47	0.04	0.09	0.57	0.72	0.07	0.46	0.25	0.26
Control Delay	73.4	27.6	0.1	52.8	36.9	65.8	22.7	65.3	36.6	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.4	27.6	0.1	52.8	36.9	65.8	22.7	65.3	36.6	2.7
LOS	E	C	A	D	D	E	C	E	D	A
Approach Delay		33.1			37.1		50.8		25.7	
Approach LOS		C			D		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 30 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 35.4	Intersection LOS: D
Intersection Capacity Utilization 56.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 99: Cawston Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	686	29	9	574	35	170	77	14	52	125	149
Future Volume (veh/h)	118	686	29	9	574	35	170	77	14	52	125	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	124	722	31	9	604	37	179	81	15	55	132	157
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	150	1068	466	298	1318	81	209	993	179	71	473	401
Arrive On Green	0.08	0.30	0.30	0.16	0.38	0.38	0.12	0.32	0.32	0.04	0.25	0.25
Sat Flow, veh/h	1810	3610	1576	1810	3455	211	1810	3054	551	1810	1900	1610
Grp Volume(v), veh/h	124	722	31	9	315	326	179	47	49	55	132	157
Grp Sat Flow(s),veh/h/ln	1810	1805	1576	1810	1805	1862	1810	1805	1800	1810	1900	1610
Q Serve(g_s), s	8.1	21.1	1.2	0.5	15.7	15.7	11.7	2.2	2.3	3.6	6.7	9.7
Cycle Q Clear(g_c), s	8.1	21.1	1.2	0.5	15.7	15.7	11.7	2.2	2.3	3.6	6.7	9.7
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	150	1068	466	298	689	710	209	587	585	71	473	401
V/C Ratio(X)	0.82	0.68	0.07	0.03	0.46	0.46	0.86	0.08	0.08	0.77	0.28	0.39
Avail Cap(c_a), veh/h	211	1068	466	298	689	710	588	587	585	166	473	401
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.58	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	37.2	15.4	42.1	27.8	27.8	52.1	28.1	28.1	57.1	36.4	37.5
Incr Delay (d2), s/veh	7.2	2.0	0.2	0.0	1.6	1.5	3.9	0.3	0.3	6.4	1.5	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	9.5	0.7	0.2	7.0	7.2	5.5	1.0	1.0	1.8	3.3	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.3	39.2	15.5	42.1	29.4	29.4	56.0	28.3	28.4	63.5	37.8	40.4
LnGrp LOS	E	D	B	D	C	C	E	C	C	E	D	D
Approach Vol, veh/h		877			650			275			344	
Approach Delay, s/veh		41.5			29.5			46.4			43.1	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.3	41.0	18.9	34.9	15.0	51.3	9.7	44.0
Change Period (Y+Rc), s	5.5	* 5.5	5.0	5.0	5.0	5.5	5.0	5.0
Max Green Setting (Gmax), s	14.0	* 36	39.0	11.0	14.0	35.5	11.0	39.0
Max Q Clear Time (g_c+I1), s	2.5	23.1	13.7	11.7	10.1	17.7	5.6	4.3
Green Ext Time (p_c), s	0.0	2.7	0.2	0.0	0.0	2.3	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	38.8
HCM 6th LOS	D

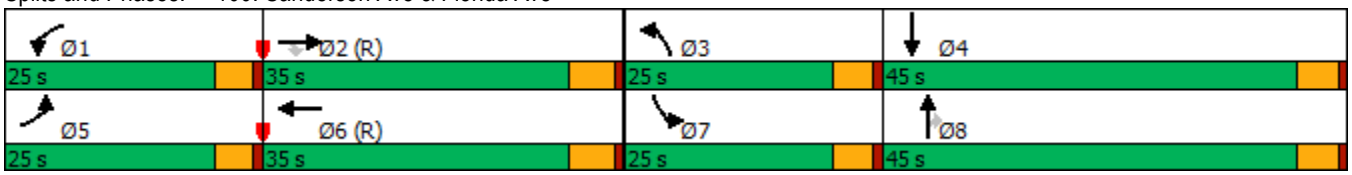
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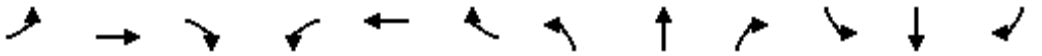
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	195	480	49	167	445	122	667	74	130	729
Future Volume (vph)	195	480	49	167	445	122	667	74	130	729
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	10.5	9.7	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	25.0	35.0	35.0	25.0	35.0	25.0	45.0	45.0	25.0	45.0
Total Split (%)	19.2%	26.9%	26.9%	19.2%	26.9%	19.2%	34.6%	34.6%	19.2%	34.6%
Yellow Time (s)	3.7	4.5	4.5	3.7	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	5.5	4.7	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	17.7	33.5	33.5	16.3	32.1	14.4	45.9	45.9	14.1	45.6
Actuated g/C Ratio	0.14	0.26	0.26	0.13	0.25	0.11	0.35	0.35	0.11	0.35
v/c Ratio	0.83	0.54	0.11	0.77	0.64	0.64	0.55	0.12	0.69	0.71
Control Delay	80.6	44.8	0.6	76.9	46.9	69.2	36.4	3.2	73.5	40.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.6	44.8	0.6	76.9	46.9	69.2	36.4	3.2	73.5	40.4
LOS	F	D	A	E	D	E	D	A	E	D
Approach Delay		51.5			54.0		38.2			44.8
Approach LOS		D			D		D			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 45 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 46.5	Intersection LOS: D
Intersection Capacity Utilization 73.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 100: Sanderson Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	480	49	167	445	97	122	667	74	130	729	123
Future Volume (veh/h)	195	480	49	167	445	97	122	667	74	130	729	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	203	500	51	174	464	101	127	695	77	135	759	128
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	229	1218	531	200	948	205	154	1111	493	161	961	162
Arrive On Green	0.13	0.34	0.34	0.11	0.32	0.32	0.09	0.31	0.31	0.09	0.31	0.31
Sat Flow, veh/h	1810	3610	1574	1810	2950	638	1810	3610	1602	1810	3084	520
Grp Volume(v), veh/h	203	500	51	174	283	282	127	695	77	135	444	443
Grp Sat Flow(s),veh/h/ln	1810	1805	1574	1810	1805	1782	1810	1805	1602	1810	1805	1799
Q Serve(g_s), s	14.3	13.9	2.9	12.3	16.4	16.6	9.0	21.5	4.5	9.5	29.2	29.2
Cycle Q Clear(g_c), s	14.3	13.9	2.9	12.3	16.4	16.6	9.0	21.5	4.5	9.5	29.2	29.2
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	229	1218	531	200	580	573	154	1111	493	161	562	560
V/C Ratio(X)	0.89	0.41	0.10	0.87	0.49	0.49	0.83	0.63	0.16	0.84	0.79	0.79
Avail Cap(c_a), veh/h	283	1218	531	283	580	573	278	1111	493	278	562	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.90	0.90	0.90	0.70	0.70	0.70	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	33.1	29.5	56.9	35.5	35.6	58.5	38.6	32.7	58.3	40.9	40.9
Incr Delay (d2), s/veh	19.0	0.9	0.3	12.9	2.6	2.7	7.6	1.9	0.5	4.4	10.8	10.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	6.2	1.2	6.3	7.6	7.6	4.4	9.8	1.9	4.6	14.6	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.9	34.0	29.8	69.8	38.1	38.3	66.1	40.5	33.2	62.7	51.6	51.7
LnGrp LOS	E	C	C	E	D	D	E	D	C	E	D	D
Approach Vol, veh/h		754			739			899			1022	
Approach Delay, s/veh		44.8			45.6			43.5			53.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.1	49.4	16.1	45.5	21.1	47.3	16.6	45.0
Change Period (Y+Rc), s	* 4.7	5.5	5.0	5.0	* 4.7	5.5	5.0	5.0
Max Green Setting (Gmax), s	* 20	29.5	20.0	40.0	* 20	29.5	20.0	40.0
Max Q Clear Time (g_c+I1), s	14.3	15.9	11.0	31.2	16.3	18.6	11.5	23.5
Green Ext Time (p_c), s	0.1	2.8	0.2	3.7	0.1	2.5	0.1	4.7

Intersection Summary	
HCM 6th Ctrl Delay	47.1
HCM 6th LOS	D

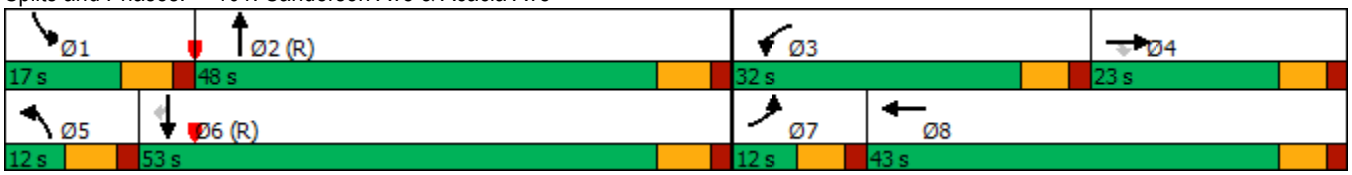
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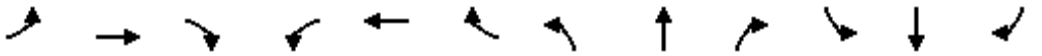
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	11	187	148	147	165	112	800	94	753	5
Future Volume (vph)	11	187	148	147	165	112	800	94	753	5
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0	7.0
Minimum Split (s)	10.3	13.3	13.3	10.3	13.3	10.7	13.7	10.7	13.7	13.7
Total Split (s)	12.0	23.0	23.0	32.0	43.0	12.0	48.0	17.0	53.0	53.0
Total Split (%)	10.0%	19.2%	19.2%	26.7%	35.8%	10.0%	40.0%	14.2%	44.2%	44.2%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.7	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	4.8	18.8	18.8	14.4	34.8	13.6	50.9	9.8	47.2	47.2
Actuated g/C Ratio	0.04	0.16	0.16	0.12	0.29	0.11	0.42	0.08	0.39	0.39
v/c Ratio	0.17	0.68	0.37	0.73	0.59	0.59	0.67	0.69	0.57	0.01
Control Delay	60.5	59.0	4.5	69.5	37.0	65.3	31.9	76.4	30.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.5	59.0	4.5	69.5	37.0	65.3	31.9	76.4	30.6	0.0
LOS	E	E	A	E	D	E	C	E	C	A
Approach Delay		35.8			47.9		35.4		35.5	
Approach LOS		D			D		D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 4 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 37.5	Intersection LOS: D
Intersection Capacity Utilization 73.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 101: Sanderson Ave & Acacia Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	187	148	147	165	128	112	800	134	94	753	5
Future Volume (veh/h)	11	187	148	147	165	128	112	800	134	94	753	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	201	159	158	177	138	120	860	144	101	810	5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	20	237	200	186	214	167	80	1505	252	125	1848	806
Arrive On Green	0.01	0.12	0.12	0.10	0.22	0.22	0.04	0.49	0.49	0.07	0.51	0.51
Sat Flow, veh/h	1810	1900	1606	1810	989	771	1810	3093	518	1810	3610	1575
Grp Volume(v), veh/h	12	201	159	158	0	315	120	502	502	101	810	5
Grp Sat Flow(s),veh/h/ln	1810	1900	1606	1810	0	1760	1810	1805	1806	1810	1805	1575
Q Serve(g_s), s	0.8	12.4	11.5	10.3	0.0	20.5	5.3	23.7	23.7	6.6	16.9	0.2
Cycle Q Clear(g_c), s	0.8	12.4	11.5	10.3	0.0	20.5	5.3	23.7	23.7	6.6	16.9	0.2
Prop In Lane	1.00		1.00	1.00		0.44	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	20	237	200	186	0	381	80	878	879	125	1848	806
V/C Ratio(X)	0.60	0.85	0.79	0.85	0.00	0.83	1.50	0.57	0.57	0.81	0.44	0.01
Avail Cap(c_a), veh/h	86	264	224	388	0	538	80	878	879	155	1848	806
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.66	0.66	0.66
Uniform Delay (d), s/veh	59.1	51.4	51.0	52.9	0.0	44.9	57.3	21.9	21.9	55.0	18.4	14.3
Incr Delay (d2), s/veh	10.4	21.7	17.6	4.1	0.0	8.7	280.0	2.7	2.7	12.3	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	7.3	5.6	4.9	0.0	9.8	8.6	10.6	10.6	3.4	7.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.5	73.1	68.6	57.0	0.0	53.5	337.4	24.6	24.6	67.3	18.9	14.4
LnGrp LOS	E	E	E	E	A	D	F	C	C	E	B	B
Approach Vol, veh/h		372			473			1124			916	
Approach Delay, s/veh		71.1			54.7			58.0			24.2	
Approach LOS		E			D			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	65.1	18.6	21.2	12.0	68.1	7.6	32.3
Change Period (Y+Rc), s	6.7	6.7	6.3	6.3	6.7	6.7	6.3	6.3
Max Green Setting (Gmax), s	10.3	41.3	25.7	16.7	5.3	46.3	5.7	36.7
Max Q Clear Time (g_c+I1), s	8.6	25.7	12.3	14.4	7.3	18.9	2.8	22.5
Green Ext Time (p_c), s	0.0	7.9	0.1	0.5	0.0	8.8	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	48.4
HCM 6th LOS	D

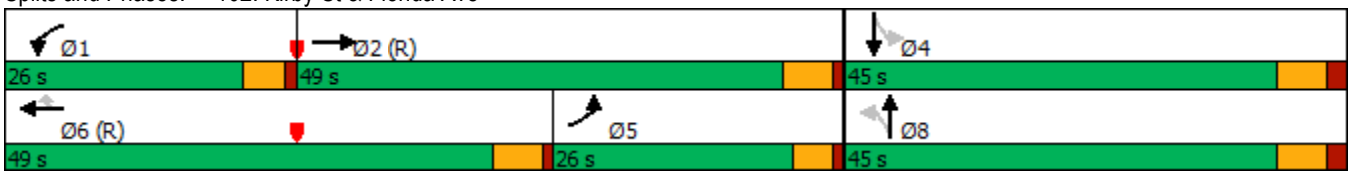
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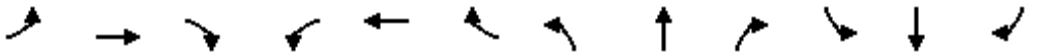
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	68	581	68	638	55	58	283	81	291
Future Volume (vph)	68	581	68	638	55	58	283	81	291
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	9.7	10.5	10.5	11.5	11.5	11.5	11.5
Total Split (s)	26.0	49.0	26.0	49.0	49.0	45.0	45.0	45.0	45.0
Total Split (%)	21.7%	40.8%	21.7%	40.8%	40.8%	37.5%	37.5%	37.5%	37.5%
Yellow Time (s)	3.7	4.5	3.7	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	4.7	5.5	5.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	18.1	57.6	9.2	48.7	48.7	38.5	38.5	38.5	38.5
Actuated g/C Ratio	0.15	0.48	0.08	0.41	0.41	0.32	0.32	0.32	0.32
v/c Ratio	0.26	0.40	0.52	0.46	0.09	0.23	0.32	0.29	0.37
Control Delay	45.7	21.6	66.0	29.0	2.9	32.8	29.8	33.8	29.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	21.6	66.0	29.0	2.9	32.8	29.8	33.8	29.1
LOS	D	C	E	C	A	C	C	C	C
Approach Delay		23.9		30.4			30.2		29.9
Approach LOS		C		C			C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 92 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 28.3	Intersection LOS: C
Intersection Capacity Utilization 56.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 102: Kirby St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	581	55	68	638	55	58	283	59	81	291	102
Future Volume (veh/h)	68	581	55	68	638	55	58	283	59	81	291	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	618	59	72	679	59	62	301	63	86	310	109
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	1627	155	93	1309	575	283	955	197	311	842	290
Arrive On Green	0.17	0.49	0.49	0.05	0.36	0.36	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	3330	317	1810	3610	1588	982	2978	614	1032	2623	903
Grp Volume(v), veh/h	72	335	342	72	679	59	62	181	183	86	211	208
Grp Sat Flow(s),veh/h/ln	1810	1805	1842	1810	1805	1588	982	1805	1787	1032	1805	1721
Q Serve(g_s), s	4.1	14.0	14.0	4.7	17.7	3.0	6.2	9.1	9.3	8.3	10.8	11.2
Cycle Q Clear(g_c), s	4.1	14.0	14.0	4.7	17.7	3.0	17.4	9.1	9.3	17.6	10.8	11.2
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.34	1.00		0.52
Lane Grp Cap(c), veh/h	309	882	900	93	1309	575	283	579	573	311	579	552
V/C Ratio(X)	0.23	0.38	0.38	0.78	0.52	0.10	0.22	0.31	0.32	0.28	0.36	0.38
Avail Cap(c_a), veh/h	321	882	900	321	1309	575	283	579	573	311	579	552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	19.3	19.3	56.2	30.0	25.3	38.2	30.8	30.8	37.5	31.3	31.5
Incr Delay (d2), s/veh	0.1	1.0	1.0	5.1	1.5	0.4	1.8	1.4	1.5	2.2	1.8	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	6.0	6.1	2.3	7.8	1.2	1.7	4.2	4.3	2.3	5.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.1	20.3	20.3	61.3	31.5	25.7	40.0	32.2	32.3	39.7	33.1	33.4
LnGrp LOS	D	C	C	E	C	C	D	C	C	D	C	C
Approach Vol, veh/h		749			810			426			505	
Approach Delay, s/veh		22.5			33.7			33.4			34.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	64.1		45.0	26.0	49.0		45.0				
Change Period (Y+Rc), s	* 4.7	5.5		6.5	5.5	* 5.5		6.5				
Max Green Setting (Gmax), s	* 21	43.5		38.5	21.3	* 44		38.5				
Max Q Clear Time (g_c+I1), s	6.7	16.0		19.6	6.1	19.7		19.4				
Green Ext Time (p_c), s	0.1	2.6		2.8	0.1	3.1		2.3				

Intersection Summary		
HCM 6th Ctrl Delay		30.4
HCM 6th LOS		C

Notes

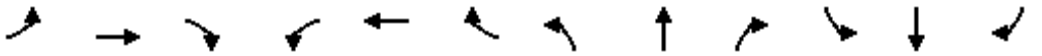
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	58	608	76	707	60	155	70	60	155	69
Future Volume (vph)	58	608	76	707	60	155	70	60	155	69
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	1	6		8			4	
Permitted Phases					8		8	4		4
Detector Phase	5	2	1	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	9.7	9.7	9.7	9.7	9.7	9.7
Total Split (s)	16.0	51.0	17.0	52.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	15.2%	48.6%	16.2%	49.5%	35.2%	35.2%	35.2%	35.2%	35.2%	35.2%
Yellow Time (s)	3.7	4.1	3.7	4.1	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	4.7	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	8.0	51.3	8.9	52.1	32.3	32.3	32.3	32.3	32.3	32.3
Actuated g/C Ratio	0.08	0.49	0.08	0.50	0.31	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.45	0.39	0.52	0.44	0.18	0.28	0.14	0.18	0.28	0.14
Control Delay	55.8	18.6	75.6	8.6	28.4	29.2	6.9	28.4	29.2	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.8	18.6	75.6	8.6	28.4	29.2	6.9	28.4	29.2	7.0
LOS	E	B	E	A	C	C	A	C	C	A
Approach Delay		21.7		14.7		23.5			23.6	
Approach LOS		C		B		C			C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 58 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 53.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 103: Lyon Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	608	32	76	707	44	60	155	70	60	155	69
Future Volume (veh/h)	58	608	32	76	707	44	60	155	70	60	155	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	61	640	34	80	744	46	63	163	74	63	163	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	1730	92	104	1760	109	350	584	494	350	584	487
Arrive On Green	0.04	0.50	0.50	0.02	0.17	0.17	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1810	3481	185	1810	3447	213	1160	1900	1605	1159	1900	1584
Grp Volume(v), veh/h	61	332	342	80	389	401	63	163	74	63	163	73
Grp Sat Flow(s),veh/h/ln	1810	1805	1860	1810	1805	1855	1160	1900	1605	1159	1900	1584
Q Serve(g_s), s	3.5	11.9	11.9	4.6	20.3	20.3	4.6	6.8	3.5	4.6	6.8	3.5
Cycle Q Clear(g_c), s	3.5	11.9	11.9	4.6	20.3	20.3	11.4	6.8	3.5	11.4	6.8	3.5
Prop In Lane	1.00		0.10	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	79	897	925	104	922	947	350	584	494	350	584	487
V/C Ratio(X)	0.77	0.37	0.37	0.77	0.42	0.42	0.18	0.28	0.15	0.18	0.28	0.15
Avail Cap(c_a), veh/h	195	897	925	212	922	947	350	584	494	350	584	487
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	16.3	16.3	50.8	29.8	29.8	31.8	27.5	26.4	31.8	27.5	26.4
Incr Delay (d2), s/veh	5.8	1.2	1.1	4.1	1.3	1.2	1.1	1.2	0.6	1.1	1.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.0	5.2	2.2	10.1	10.3	1.4	3.3	1.4	1.4	3.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.5	17.4	17.4	54.9	31.1	31.1	33.0	28.7	27.0	33.0	28.7	27.0
LnGrp LOS	E	B	B	D	C	C	C	C	C	C	C	C
Approach Vol, veh/h		735			870			300			299	
Approach Delay, s/veh		20.6			33.3			29.2			29.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	57.3		37.0	9.3	58.7		37.0				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		* 4.7				
Max Green Setting (Gmax), s	* 12	45.9		* 32	* 11	46.9		* 32				
Max Q Clear Time (g_c+I1), s	6.6	13.9		13.4	5.5	22.3		13.4				
Green Ext Time (p_c), s	0.0	2.6		0.8	0.0	3.1		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		27.9	
HCM 6th LOS		C	

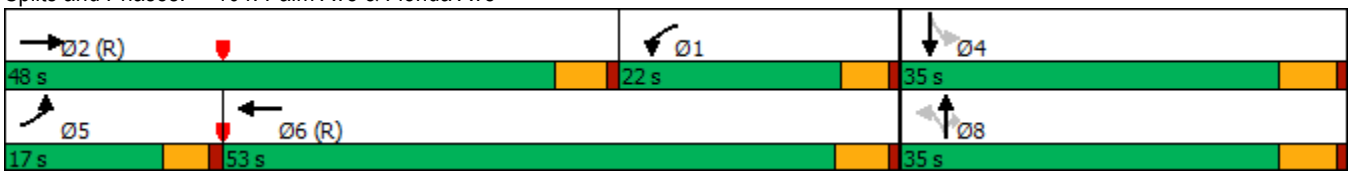
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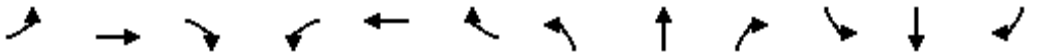
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	46	648	86	745	72	147	68	26	170
Future Volume (vph)	46	648	86	745	72	147	68	26	170
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.4	10.4	10.4	10.4	10.4
Total Split (s)	17.0	48.0	22.0	53.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	16.2%	45.7%	21.0%	50.5%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.4	5.4	5.4	5.4	5.4
Lead/Lag	Lead	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	7.4	47.3	15.0	54.7	29.6	29.6	29.6	29.6	29.6
Actuated g/C Ratio	0.07	0.45	0.14	0.52	0.28	0.28	0.28	0.28	0.28
v/c Ratio	0.39	0.46	0.36	0.45	0.29	0.30	0.14	0.09	0.43
Control Delay	74.7	14.0	26.3	6.1	33.1	31.4	1.5	28.8	32.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.7	14.0	26.3	6.1	33.1	31.4	1.5	28.8	32.2
LOS	E	B	C	A	C	C	A	C	C
Approach Delay		17.8		8.1		24.7			31.9
Approach LOS		B		A		C			C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay: 16.4	Intersection LOS: B
Intersection Capacity Utilization 58.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: Palm Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	648	44	86	745	31	72	147	68	26	170	42
Future Volume (veh/h)	46	648	44	86	745	31	72	147	68	26	170	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	697	47	92	801	33	77	158	73	28	183	45
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	66	1399	94	291	1895	78	278	536	445	320	413	102
Arrive On Green	0.07	0.82	0.82	0.21	0.71	0.71	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	3425	231	1810	3529	145	1166	1900	1578	1162	1466	360
Grp Volume(v), veh/h	49	367	377	92	410	424	77	158	73	28	0	228
Grp Sat Flow(s),veh/h/ln	1810	1805	1851	1810	1805	1869	1166	1900	1578	1162	0	1826
Q Serve(g_s), s	2.8	6.6	6.6	4.5	9.7	9.8	6.1	6.8	3.7	2.0	0.0	10.8
Cycle Q Clear(g_c), s	2.8	6.6	6.6	4.5	9.7	9.8	16.9	6.8	3.7	8.9	0.0	10.8
Prop In Lane	1.00		0.12	1.00		0.08	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	66	737	756	291	970	1004	278	536	445	320	0	515
V/C Ratio(X)	0.75	0.50	0.50	0.32	0.42	0.42	0.28	0.29	0.16	0.09	0.00	0.44
Avail Cap(c_a), veh/h	212	737	756	298	970	1004	278	536	445	320	0	515
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.2	6.3	6.3	36.4	8.3	8.3	37.8	29.5	28.4	33.0	0.0	30.9
Incr Delay (d2), s/veh	5.9	2.3	2.2	0.2	1.2	1.2	2.5	1.4	0.8	0.5	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.2	2.2	1.9	3.4	3.5	1.9	3.3	1.5	0.6	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.1	8.6	8.5	36.6	9.6	9.5	40.3	30.9	29.2	33.5	0.0	33.7
LnGrp LOS	D	A	A	D	A	A	D	C	C	C	A	C
Approach Vol, veh/h		793			926			308			256	
Approach Delay, s/veh		11.3			12.2			32.9			33.7	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.0	48.0		35.0	8.5	61.5		35.0				
Change Period (Y+Rc), s	5.1	* 5.1		5.4	* 4.7	5.1		5.4				
Max Green Setting (Gmax), s	17.3	* 43		29.6	* 12	47.9		29.6				
Max Q Clear Time (g_c+I1), s	6.5	8.6		12.8	4.8	11.8		18.9				
Green Ext Time (p_c), s	0.1	3.0		0.8	0.0	3.5		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Notes

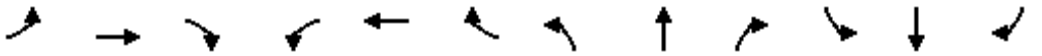
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	79	580	48	740	42	305	100	233	117
Future Volume (vph)	79	580	48	740	42	305	100	233	117
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	16.0	59.0	16.0	59.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	15.2%	56.2%	15.2%	56.2%	28.6%	28.6%	28.6%	28.6%	28.6%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	9.0	59.5	7.6	58.2	24.9	24.9	24.9	24.9	24.9
Actuated g/C Ratio	0.09	0.57	0.07	0.55	0.24	0.24	0.24	0.24	0.24
v/c Ratio	0.56	0.33	0.41	0.44	0.25	0.46	0.60	0.57	0.27
Control Delay	68.4	9.4	73.1	3.6	37.0	34.8	50.8	41.1	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.4	9.4	73.1	3.6	37.0	34.8	50.8	41.1	7.4
LOS	E	A	E	A	D	C	D	D	A
Approach Delay		16.2		7.5		35.0		34.5	
Approach LOS		B		A		D		C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 57 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 19.7	Intersection LOS: B
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 105: State St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	580	25	48	740	60	42	305	51	100	233	117
Future Volume (veh/h)	79	580	25	48	740	60	42	305	51	100	233	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	87	637	27	53	813	66	46	335	56	110	256	129
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	110	2055	87	69	1891	153	188	735	122	213	451	381
Arrive On Green	0.12	1.00	1.00	0.04	0.56	0.56	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	3525	149	1810	3376	274	1013	3099	513	1007	1900	1606
Grp Volume(v), veh/h	87	326	338	53	435	444	46	194	197	110	256	129
Grp Sat Flow(s),veh/h/ln	1810	1805	1869	1810	1805	1845	1013	1805	1806	1007	1900	1606
Q Serve(g_s), s	4.9	0.0	0.0	3.0	14.6	14.7	4.4	9.6	9.8	11.0	12.5	7.0
Cycle Q Clear(g_c), s	4.9	0.0	0.0	3.0	14.6	14.7	16.9	9.6	9.8	20.8	12.5	7.0
Prop In Lane	1.00		0.08	1.00		0.15	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	110	1052	1090	69	1011	1034	188	428	428	213	451	381
V/C Ratio(X)	0.79	0.31	0.31	0.77	0.43	0.43	0.24	0.45	0.46	0.52	0.57	0.34
Avail Cap(c_a), veh/h	195	1052	1090	195	1011	1034	188	428	428	213	451	381
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	0.0	0.0	50.1	13.4	13.4	42.7	34.2	34.3	43.2	35.3	33.2
Incr Delay (d2), s/veh	4.3	0.7	0.7	6.0	1.2	1.2	3.1	3.4	3.5	8.7	5.1	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.2	0.2	1.5	5.9	6.0	1.3	4.6	4.7	3.2	6.4	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	0.7	0.7	56.1	14.6	14.6	45.8	37.7	37.8	51.9	40.4	35.6
LnGrp LOS	D	A	A	E	B	B	D	D	D	D	D	D
Approach Vol, veh/h		751			932			437			495	
Approach Delay, s/veh		6.4			16.9			38.6			41.7	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	66.3		30.0	11.1	63.9		30.0				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	* 4.7	5.1		5.1				
Max Green Setting (Gmax), s	* 11	53.9		24.9	* 11	53.9		24.9				
Max Q Clear Time (g_c+I1), s	5.0	2.0		22.8	6.9	16.7		18.9				
Green Ext Time (p_c), s	0.0	2.6		0.4	0.0	3.7		0.9				

Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

Notes

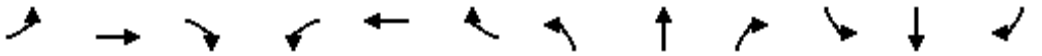
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	20	658	37	776	50	189	27	113	29
Future Volume (vph)	20	658	37	776	50	189	27	113	29
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	13.0	58.0	11.0	56.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	12.4%	55.2%	10.5%	53.3%	34.3%	34.3%	34.3%	34.3%	34.3%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lag	Lag	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	None	Max	Max	Max
Act Effct Green (s)	12.0	57.3	5.9	53.1	30.9	30.9	30.9	30.9	30.9
Actuated g/C Ratio	0.11	0.55	0.06	0.51	0.29	0.29	0.29	0.29	0.29
v/c Ratio	0.11	0.38	0.40	0.47	0.14	0.46	0.11	0.22	0.06
Control Delay	27.9	4.9	51.0	19.5	28.7	32.0	28.6	29.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	4.9	51.0	19.5	28.7	32.0	28.6	29.3	0.2
LOS	C	A	D	B	C	C	C	C	A
Approach Delay		5.6		21.0		31.5		24.2	
Approach LOS		A		C		C		C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 50 (48%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay: 17.3	Intersection LOS: B
Intersection Capacity Utilization 59.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 106: Buena Vista St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	658	27	37	776	14	50	189	47	27	113	29
Future Volume (veh/h)	20	658	27	37	776	14	50	189	47	27	113	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	708	29	40	834	15	54	203	51	29	122	31
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	511	1875	77	59	1006	18	376	431	108	275	559	473
Arrive On Green	0.56	1.00	1.00	0.01	0.09	0.09	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	3530	145	1810	3626	65	1252	1465	368	1142	1900	1607
Grp Volume(v), veh/h	22	362	375	40	415	434	54	0	254	29	122	31
Grp Sat Flow(s),veh/h/ln	1810	1805	1870	1810	1805	1886	1252	0	1833	1142	1900	1607
Q Serve(g_s), s	0.6	0.0	0.0	2.3	23.7	23.7	3.6	0.0	11.9	2.2	5.1	1.5
Cycle Q Clear(g_c), s	0.6	0.0	0.0	2.3	23.7	23.7	8.7	0.0	11.9	14.2	5.1	1.5
Prop In Lane	1.00		0.08	1.00		0.03	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	511	958	993	59	501	523	376	0	539	275	559	473
V/C Ratio(X)	0.04	0.38	0.38	0.67	0.83	0.83	0.14	0.00	0.47	0.11	0.22	0.07
Avail Cap(c_a), veh/h	511	958	993	109	875	914	376	0	539	275	559	473
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.95	0.95	0.95	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	0.0	51.4	45.2	45.2	31.2	0.0	30.4	36.2	27.9	26.7
Incr Delay (d2), s/veh	0.0	1.1	1.0	4.6	1.3	1.2	0.1	0.0	0.2	0.8	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.3	1.1	11.6	12.1	1.1	0.0	5.2	0.7	2.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	1.1	1.0	56.0	46.5	46.5	31.3	0.0	30.6	36.9	28.8	26.9
LnGrp LOS	B	A	A	E	D	D	C	A	C	D	C	C
Approach Vol, veh/h		759			889			308			182	
Approach Delay, s/veh		1.5			46.9			30.7			29.8	
Approach LOS		A			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	60.9		36.0	34.8	34.2		36.0				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	5.1	* 5.1		5.1				
Max Green Setting (Gmax), s	* 6.3	52.9		30.9	8.3	* 51		30.9				
Max Q Clear Time (g_c+I1), s	4.3	2.0		16.2	2.6	25.7		13.9				
Green Ext Time (p_c), s	0.0	3.0		0.4	0.0	3.4		1.0				

Intersection Summary			
HCM 6th Ctrl Delay		27.0	
HCM 6th LOS		C	

Notes

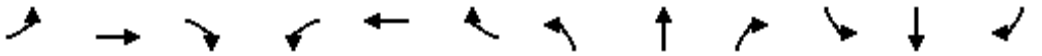
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	26	630	59	757	47	104	21	54
Future Volume (vph)	26	630	59	757	47	104	21	54
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.0	10.0	10.0	10.0
Total Split (s)	11.0	57.0	15.0	61.0	33.0	33.0	33.0	33.0
Total Split (%)	10.5%	54.3%	14.3%	58.1%	31.4%	31.4%	31.4%	31.4%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	6.3	69.1	9.2	74.0	13.8	13.8	13.8	13.8
Actuated g/C Ratio	0.06	0.66	0.09	0.70	0.13	0.13	0.13	0.13
v/c Ratio	0.26	0.32	0.40	0.33	0.29	0.72	0.24	0.34
Control Delay	63.9	3.9	52.3	7.8	43.5	51.0	45.0	32.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.9	3.9	52.3	7.8	43.5	51.0	45.0	32.9
LOS	E	A	D	A	D	D	D	C
Approach Delay		6.1		10.9		49.4		35.5
Approach LOS		A		B		D		D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 4 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 15.0	Intersection LOS: B
Intersection Capacity Utilization 55.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 107: Santa Fe St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	630	59	59	757	21	47	104	71	21	54	27
Future Volume (veh/h)	26	630	59	59	757	21	47	104	71	21	54	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	677	63	63	814	23	51	112	76	23	58	29
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	48	1646	153	397	2474	70	199	150	101	117	168	84
Arrive On Green	0.01	0.16	0.16	0.22	0.69	0.69	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1810	3331	310	1810	3583	101	1329	1054	715	1213	1188	594
Grp Volume(v), veh/h	28	367	373	63	410	427	51	0	188	23	0	87
Grp Sat Flow(s),veh/h/ln	1810	1805	1835	1810	1805	1879	1329	0	1769	1213	0	1782
Q Serve(g_s), s	1.6	19.1	19.2	3.0	9.5	9.6	3.8	0.0	10.7	1.9	0.0	4.6
Cycle Q Clear(g_c), s	1.6	19.1	19.2	3.0	9.5	9.6	8.4	0.0	10.7	12.7	0.0	4.6
Prop In Lane	1.00		0.17	1.00		0.05	1.00		0.40	1.00		0.33
Lane Grp Cap(c), veh/h	48	892	907	397	1247	1298	199	0	251	117	0	253
V/C Ratio(X)	0.58	0.41	0.41	0.16	0.33	0.33	0.26	0.00	0.75	0.20	0.00	0.34
Avail Cap(c_a), veh/h	109	892	907	397	1247	1298	364	0	472	268	0	475
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.70	0.70	0.70	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.5	30.2	30.2	33.2	6.5	6.5	44.4	0.0	43.3	49.3	0.0	40.6
Incr Delay (d2), s/veh	3.9	1.3	1.3	0.0	0.5	0.5	0.3	0.0	1.7	0.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	9.5	9.7	1.3	3.3	3.4	1.3	0.0	4.8	0.6	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.3	31.5	31.5	33.2	7.0	7.0	44.7	0.0	45.0	49.6	0.0	40.9
LnGrp LOS	E	C	C	C	A	A	D	A	D	D	A	D
Approach Vol, veh/h		768			900			239			110	
Approach Delay, s/veh		32.4			8.8			44.9			42.8	
Approach LOS		C			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.1	57.0		19.9	7.5	77.6		19.9				
Change Period (Y+Rc), s	5.1	* 5.1		5.0	* 4.7	5.1		5.0				
Max Green Setting (Gmax), s	10.3	* 52		28.0	* 6.3	55.9		28.0				
Max Q Clear Time (g_c+I1), s	5.0	21.2		14.7	3.6	11.6		12.7				
Green Ext Time (p_c), s	0.0	3.0		0.2	0.0	3.5		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		23.9
HCM 6th LOS		C

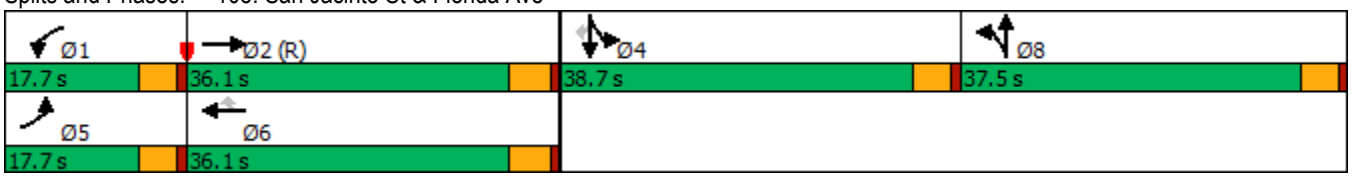
Notes

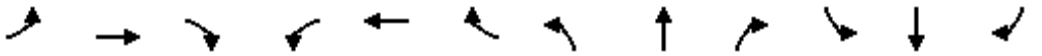
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	137	474	100	636	102	57	261	107	191	129
Future Volume (vph)	137	474	100	636	102	57	261	107	191	129
Turn Type	Prot	NA	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2	1	6		8	8	4	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	9.7	9.7	9.7	9.7	9.7
Total Split (s)	17.7	36.1	17.7	36.1	36.1	37.5	37.5	38.7	38.7	38.7
Total Split (%)	13.6%	27.8%	13.6%	27.8%	27.8%	28.8%	28.8%	29.8%	29.8%	29.8%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	12.5	32.9	11.1	31.5	31.5	32.8	32.8	34.0	34.0	34.0
Actuated g/C Ratio	0.10	0.25	0.09	0.24	0.24	0.25	0.25	0.26	0.26	0.26
v/c Ratio	0.86	0.62	0.71	0.79	0.25	0.14	0.36	0.23	0.47	0.27
Control Delay	97.4	46.5	81.9	53.9	12.3	38.7	39.8	39.5	44.3	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.4	46.5	81.9	53.9	12.3	38.7	39.8	39.5	44.3	7.3
LOS	F	D	F	D	B	D	D	D	D	A
Approach Delay		57.1		52.2			39.6		32.1	
Approach LOS		E		D			D		C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0.4 (0%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 47.9	Intersection LOS: D
Intersection Capacity Utilization 59.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 108: San Jacinto St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	474	45	100	636	102	57	261	38	107	191	129
Future Volume (veh/h)	137	474	45	100	636	102	57	261	38	107	191	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	149	515	49	109	691	111	62	284	41	116	208	140
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	174	882	84	133	875	381	457	797	114	473	497	411
Arrive On Green	0.10	0.26	0.26	0.07	0.24	0.24	0.25	0.25	0.25	0.26	0.26	0.26
Sat Flow, veh/h	1810	3328	316	1810	3610	1570	1810	3161	451	1810	1900	1573
Grp Volume(v), veh/h	149	279	285	109	691	111	62	161	164	116	208	140
Grp Sat Flow(s),veh/h/ln	1810	1805	1839	1810	1805	1570	1810	1805	1806	1810	1900	1573
Q Serve(g_s), s	10.5	17.4	17.6	7.7	23.3	7.5	3.4	9.5	9.7	6.6	11.8	9.4
Cycle Q Clear(g_c), s	10.5	17.4	17.6	7.7	23.3	7.5	3.4	9.5	9.7	6.6	11.8	9.4
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	174	478	487	133	875	381	457	455	456	473	497	411
V/C Ratio(X)	0.86	0.58	0.59	0.82	0.79	0.29	0.14	0.35	0.36	0.25	0.42	0.34
Avail Cap(c_a), veh/h	181	478	487	181	875	381	457	455	456	473	497	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.9	41.5	41.6	59.4	46.1	40.2	37.6	39.9	40.0	37.9	39.8	38.9
Incr Delay (d2), s/veh	28.0	4.9	4.9	14.0	4.9	0.4	0.6	2.1	2.2	1.2	2.6	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	8.4	8.6	4.0	11.0	2.9	1.6	4.5	4.6	3.1	5.9	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.8	46.5	46.5	73.4	51.1	40.6	38.2	42.0	42.2	39.1	42.4	41.1
LnGrp LOS	F	D	D	E	D	D	D	D	D	D	D	D
Approach Vol, veh/h		713			911			387			464	
Approach Delay, s/veh		54.7			52.5			41.5			41.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.3	39.5		38.7	17.2	36.6		37.5				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		4.7				
Max Green Setting (Gmax), s	* 13	31.0		* 34	* 13	31.0		32.8				
Max Q Clear Time (g_c+I1), s	9.7	19.6		13.8	12.5	25.3		11.7				
Green Ext Time (p_c), s	0.0	2.5		1.9	0.0	2.4		2.0				

Intersection Summary		
HCM 6th Ctrl Delay		49.3
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.

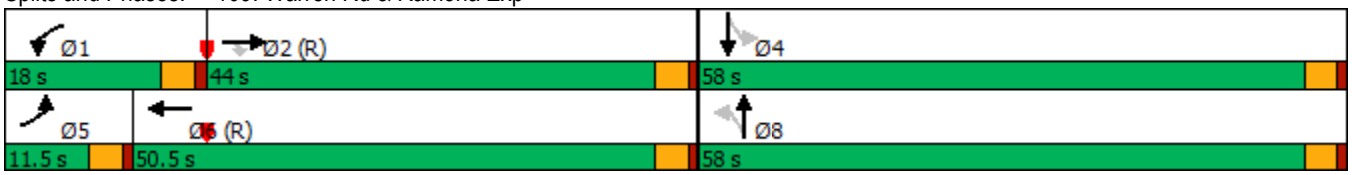
User approved volume balancing among the lanes for turning movement.

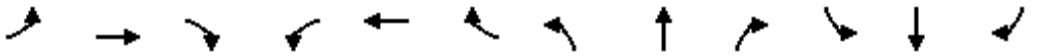
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	26	633	266	262	797	431	55	4	46
Future Volume (vph)	26	633	266	262	797	431	55	4	46
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	44.0	44.0	18.0	50.5	58.0	58.0	58.0	58.0
Total Split (%)	9.6%	36.7%	36.7%	15.0%	42.1%	48.3%	48.3%	48.3%	48.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.3	40.0	40.0	14.0	51.1	54.0	54.0		54.0
Actuated g/C Ratio	0.06	0.33	0.33	0.12	0.43	0.45	0.45		0.45
v/c Ratio	0.26	0.57	0.39	1.34	0.57	0.73	0.46		0.08
Control Delay	59.9	35.1	5.0	223.5	28.7	35.2	8.8		16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	59.9	35.1	5.0	223.5	28.7	35.2	8.8		16.1
LOS	E	D	A	F	C	D	A		B
Approach Delay		27.1			76.4		22.8		16.1
Approach LOS		C			E		C		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay: 44.1	Intersection LOS: D
Intersection Capacity Utilization 72.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 109: Warren Rd & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	633	266	262	797	12	431	55	327	4	46	10
Future Volume (veh/h)	26	633	266	262	797	12	431	55	327	4	46	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	681	286	282	857	13	463	59	352	4	49	11
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	1203	537	211	1509	23	683	106	634	58	641	138
Arrive On Green	0.04	0.33	0.33	0.12	0.41	0.41	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1810	3610	1610	1810	3640	55	1364	236	1410	59	1423	308
Grp Volume(v), veh/h	28	681	286	282	425	445	463	0	411	64	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1890	1364	0	1646	1790	0	0
Q Serve(g_s), s	1.8	18.6	17.3	14.0	21.6	21.6	30.4	0.0	22.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.8	18.6	17.3	14.0	21.6	21.6	32.7	0.0	22.0	2.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.86	0.06		0.17
Lane Grp Cap(c), veh/h	64	1203	537	211	748	784	683	0	741	838	0	0
V/C Ratio(X)	0.44	0.57	0.53	1.34	0.57	0.57	0.68	0.00	0.55	0.08	0.00	0.00
Avail Cap(c_a), veh/h	113	1203	537	211	748	784	683	0	741	838	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.7	32.9	32.4	53.0	26.9	26.9	26.9	0.0	24.2	18.8	0.0	0.0
Incr Delay (d2), s/veh	4.6	1.9	3.8	179.6	3.1	3.0	5.4	0.0	3.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	8.4	7.3	16.9	9.9	10.3	11.7	0.0	9.1	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.3	34.8	36.2	232.6	30.0	29.9	32.2	0.0	27.2	19.0	0.0	0.0
LnGrp LOS	E	C	D	F	C	C	C	A	C	B	A	A
Approach Vol, veh/h		995			1152			874			64	
Approach Delay, s/veh		35.9			79.6			29.8			19.0	
Approach LOS		D			E			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	44.0		58.0	8.2	53.8		58.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	40.0		54.0	7.5	46.5		54.0				
Max Q Clear Time (g_c+I1), s	16.0	20.6		4.4	3.8	23.6		34.7				
Green Ext Time (p_c), s	0.0	5.7		0.4	0.0	5.8		4.3				

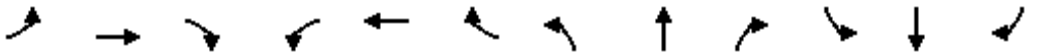
Intersection Summary												
HCM 6th Ctrl Delay			50.2									
HCM 6th LOS			D									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	70	33	110	24	179	18	557	105	56	432	2
Future Volume (vph)	5	70	33	110	24	179	18	557	105	56	432	2
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	22.5	22.5	12.0	23.0	23.0	11.5	44.0	44.0	11.5	44.0	44.0
Total Split (%)	12.8%	25.0%	25.0%	13.3%	25.6%	25.6%	12.8%	48.9%	48.9%	12.8%	48.9%	48.9%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.0	9.2	9.2	7.9	16.7	16.7	7.2	52.6	52.6	8.7	58.5	58.5
Actuated g/C Ratio	0.08	0.10	0.10	0.09	0.19	0.19	0.08	0.58	0.58	0.10	0.65	0.65
v/c Ratio	0.04	0.39	0.13	0.75	0.07	0.42	0.13	0.54	0.11	0.34	0.38	0.00
Control Delay	39.2	43.2	1.1	68.7	30.4	8.3	40.5	16.3	3.2	43.0	10.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.2	43.2	1.1	68.7	30.4	8.3	40.5	16.3	3.2	43.0	10.7	0.0
LOS	D	D	A	E	C	A	D	B	A	D	B	A
Approach Delay		30.2			31.2			14.9			14.4	
Approach LOS		C			C			B			B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 19.0	Intersection LOS: B
Intersection Capacity Utilization 57.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 110: Warren Rd & Cottonwood Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	70	33	110	24	179	18	557	105	56	432	2
Future Volume (veh/h)	5	70	33	110	24	179	18	557	105	56	432	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	5	75	35	118	26	192	19	599	113	60	465	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	17	148	125	148	286	242	53	1144	970	109	1203	1020
Arrive On Green	0.01	0.08	0.08	0.08	0.15	0.15	0.03	0.60	0.60	0.06	0.63	0.63
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	5	75	35	118	26	192	19	599	113	60	465	2
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	0.2	3.4	1.8	5.8	1.1	10.4	0.9	16.5	2.7	2.9	10.7	0.0
Cycle Q Clear(g_c), s	0.2	3.4	1.8	5.8	1.1	10.4	0.9	16.5	2.7	2.9	10.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	148	125	148	286	242	53	1144	970	109	1203	1020
V/C Ratio(X)	0.30	0.51	0.28	0.80	0.09	0.79	0.36	0.52	0.12	0.55	0.39	0.00
Avail Cap(c_a), veh/h	151	391	331	161	401	340	151	1144	970	151	1203	1020
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	39.8	39.1	40.6	32.9	36.9	42.8	10.4	7.7	41.1	8.0	6.1
Incr Delay (d2), s/veh	9.9	2.7	1.2	22.3	0.1	8.3	4.0	1.7	0.2	4.2	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.7	0.8	3.5	0.5	4.6	0.5	6.7	0.9	1.4	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.2	42.5	40.3	62.9	33.1	45.2	46.8	12.1	7.9	45.3	9.0	6.1
LnGrp LOS	D	D	D	E	C	D	D	B	A	D	A	A
Approach Vol, veh/h		115			336			731			527	
Approach Delay, s/veh		42.4			50.5			12.4			13.1	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	58.2	11.4	11.0	6.6	61.0	4.8	17.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	40.0	8.0	18.5	7.5	40.0	7.5	19.0
Max Q Clear Time (g_c+I1), s	4.9	18.5	7.8	5.4	2.9	12.7	2.2	12.4
Green Ext Time (p_c), s	0.0	4.5	0.0	0.3	0.0	3.1	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	175.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	85	3	199	58	77	2	560	167	61	501	26
Future Vol, veh/h	49	85	3	199	58	77	2	560	167	61	501	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	52	89	3	209	61	81	2	589	176	64	527	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

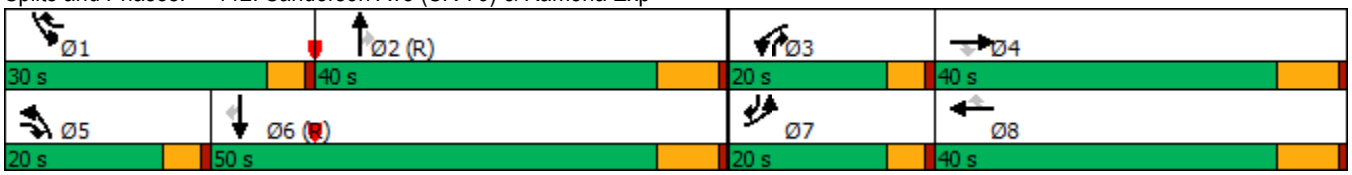
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	20.3	37.7	276.4	163.8
HCM LOS	C	E	F	F

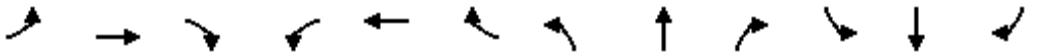
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	36%	60%	10%
Vol Thru, %	77%	62%	17%	85%
Vol Right, %	23%	2%	23%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	729	137	334	588
LT Vol	2	49	199	61
Through Vol	560	85	58	501
RT Vol	167	3	77	26
Lane Flow Rate	767	144	352	619
Geometry Grp	1	1	1	1
Degree of Util (X)	1.545	0.36	0.768	1.269
Departure Headway (Hd)	7.796	11.145	9.459	8.37
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	476	324	387	439
Service Time	5.796	9.145	7.459	6.37
HCM Lane V/C Ratio	1.611	0.444	0.91	1.41
HCM Control Delay	276.4	20.3	37.7	163.8
HCM Lane LOS	F	C	E	F
HCM 95th-tile Q	38.4	1.6	6.3	23.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	527	457	80	39	562	433	142	842	21	607	626	389
Future Volume (vph)	527	457	80	39	562	433	142	842	21	607	626	389
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7
Total Split (s)	20.0	40.0	20.0	20.0	40.0	30.0	20.0	40.0	20.0	30.0	50.0	20.0
Total Split (%)	15.4%	30.8%	15.4%	15.4%	30.8%	23.1%	15.4%	30.8%	15.4%	23.1%	38.5%	15.4%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	15.3	37.5	54.5	6.1	26.4	61.0	10.0	37.3	50.4	27.6	55.0	77.3
Actuated g/C Ratio	0.12	0.29	0.42	0.05	0.20	0.47	0.08	0.29	0.39	0.21	0.42	0.59
v/c Ratio	1.36	0.47	0.11	0.25	0.82	0.58	0.56	0.87	0.03	0.87	0.44	0.41
Control Delay	220.4	39.7	1.9	63.2	58.8	23.4	65.8	54.6	0.1	62.6	28.9	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	220.4	39.7	1.9	63.2	58.8	23.4	65.8	54.6	0.1	62.6	28.9	13.1
LOS	F	D	A	E	E	C	E	D	A	E	C	B
Approach Delay		126.4			44.1			55.1			37.7	
Approach LOS		F			D			E			D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 54.5 (42%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.36	
Intersection Signal Delay: 62.8	Intersection LOS: E
Intersection Capacity Utilization 90.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 112: Sanderson Ave (SR-79) & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	527	457	80	39	562	433	142	842	21	607	626	389
Future Volume (veh/h)	527	457	80	39	562	433	142	842	21	607	626	389
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	561	486	85	41	598	461	151	896	22	646	666	414
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	413	1206	632	104	888	710	206	944	469	683	1435	830
Arrive On Green	0.12	0.33	0.33	0.03	0.25	0.25	0.06	0.26	0.26	0.19	0.40	0.40
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	561	486	85	41	598	461	151	896	22	646	666	414
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	15.3	13.5	4.4	1.5	19.5	29.2	5.5	31.7	1.3	23.6	17.7	21.8
Cycle Q Clear(g_c), s	15.3	13.5	4.4	1.5	19.5	29.2	5.5	31.7	1.3	23.6	17.7	21.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	413	1206	632	104	888	710	206	944	469	683	1435	830
V/C Ratio(X)	1.36	0.40	0.13	0.39	0.67	0.65	0.73	0.95	0.05	0.95	0.46	0.50
Avail Cap(c_a), veh/h	413	1206	632	413	916	722	413	944	469	683	1435	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	33.3	25.3	61.9	44.3	28.5	60.2	47.1	33.1	51.7	28.9	20.6
Incr Delay (d2), s/veh	176.1	0.1	0.0	0.9	1.5	1.6	1.9	19.3	0.2	21.8	1.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.9	6.0	1.7	0.7	8.9	11.5	2.5	16.7	0.5	12.4	7.9	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	233.5	33.4	25.3	62.8	45.8	30.0	62.1	66.4	33.3	73.5	30.0	22.7
LnGrp LOS	F	C	C	E	D	C	E	E	C	E	C	C
Approach Vol, veh/h		1132			1100			1069			1726	
Approach Delay, s/veh		132.0			39.8			65.1			44.5	
Approach LOS		F			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	41.0	8.6	50.4	12.3	58.7	20.0	39.0
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0
Max Green Setting (Gmax), s	* 25	33.0	* 15	33.0	* 15	43.0	* 15	33.0
Max Q Clear Time (g_c+I1), s	25.6	33.7	3.5	15.5	7.5	23.8	17.3	31.2
Green Ext Time (p_c), s	0.0	0.0	0.0	2.2	0.1	3.8	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	67.6
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	17.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	94	159	212	4	168	44	131	60	0	21	164	98
Future Vol, veh/h	94	159	212	4	168	44	131	60	0	21	164	98
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	94	159	212	4	168	44	131	60	0	21	164	98
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	22.6	13.1	13.5	15
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	20%	2%	7%
Vol Thru, %	31%	34%	78%	58%
Vol Right, %	0%	46%	20%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	191	465	216	283
LT Vol	131	94	4	21
Through Vol	60	159	168	164
RT Vol	0	212	44	98
Lane Flow Rate	191	465	216	283
Geometry Grp	1	1	1	1
Degree of Util (X)	0.357	0.731	0.375	0.487
Departure Headway (Hd)	6.727	5.663	6.253	6.189
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	533	637	575	580
Service Time	4.788	3.71	4.313	4.244
HCM Lane V/C Ratio	0.358	0.73	0.376	0.488
HCM Control Delay	13.5	22.6	13.1	15
HCM Lane LOS	B	C	B	B
HCM 95th-tile Q	1.6	6.3	1.7	2.7

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	89	59	18	156	327
Future Vol, veh/h	6	89	59	18	156	327
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	6	89	59	18	156	327
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.1	8.9	11.5
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	32%	0%	77%
Vol Thru, %	0%	6%	23%
Vol Right, %	68%	94%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	483	95	77
LT Vol	156	0	59
Through Vol	0	6	18
RT Vol	327	89	0
Lane Flow Rate	483	95	77
Geometry Grp	1	1	1
Degree of Util (X)	0.534	0.118	0.111
Departure Headway (Hd)	3.977	4.464	5.193
Convergence, Y/N	Yes	Yes	Yes
Cap	908	801	689
Service Time	1.995	2.502	3.233
HCM Lane V/C Ratio	0.532	0.119	0.112
HCM Control Delay	11.5	8.1	8.9
HCM Lane LOS	B	A	A
HCM 95th-tile Q	3.2	0.4	0.4

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	100	48	314	24	87	108
Future Vol, veh/h	100	48	314	24	87	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	100	48	314	24	87	108

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	608	326	0	0	338	0
Stage 1	326	-	-	-	-	-
Stage 2	282	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	462	720	-	-	1232	-
Stage 1	736	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	427	720	-	-	1232	-
Mov Cap-2 Maneuver	427	-	-	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	712	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.4	0	3.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	492	1232	-
HCM Lane V/C Ratio	-	-	0.301	0.071	-
HCM Control Delay (s)	-	-	15.4	8.1	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.3	0.2	-

Intersection	
Int Delay, s/veh	4.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	112	166	115	133	42
Future Vol, veh/h	43	112	166	115	133	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	43	112	166	115	133	42

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	532	224	0	0	281	0
Stage 1	224	-	-	-	-	-
Stage 2	308	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	512	820	-	-	1293	-
Stage 1	818	-	-	-	-	-
Stage 2	750	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	458	820	-	-	1293	-
Mov Cap-2 Maneuver	458	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	671	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	6.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	673	1293	-
HCM Lane V/C Ratio	-	-	0.23	0.103	-
HCM Control Delay (s)	-	-	11.9	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.3	-

Intersection	
Int Delay, s/veh	4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	51	61	1	104	68
Future Vol, veh/h	2	51	61	1	104	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	51	61	1	104	68

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	338	62	0	0	62	0
Stage 1	62	-	-	-	-	-
Stage 2	276	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	662	1009	-	-	1554	-
Stage 1	966	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	616	1009	-	-	1554	-
Mov Cap-2 Maneuver	616	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	721	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	4.5
HCM LOS	A		

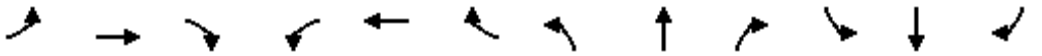
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	985	1554	-
HCM Lane V/C Ratio	-	-	0.054	0.067	-
HCM Control Delay (s)	-	-	8.9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1186	582	581	1403	712	1	215
Future Volume (vph)	1186	582	581	1403	712	1	215
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.4	10.4	10.4	10.4	10.8	10.8	10.8
Total Split (s)	38.0	38.0	30.0	68.0	27.0	27.0	27.0
Total Split (%)	40.0%	40.0%	31.6%	71.6%	28.4%	28.4%	28.4%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.8	5.8	5.8
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	37.1	37.1	20.1	62.6	21.2	21.2	21.2
Actuated g/C Ratio	0.39	0.39	0.21	0.66	0.22	0.22	0.22
v/c Ratio	0.59	0.62	0.79	0.60	0.98	1.00	0.47
Control Delay	25.0	6.6	43.7	10.4	79.6	86.1	21.4
Queue Delay	0.0	0.0	0.0	1.0	0.0	0.0	0.0
Total Delay	25.0	6.6	43.7	11.4	79.6	86.1	21.4
LOS	C	A	D	B	E	F	C
Approach Delay	19.0			20.8		70.0	
Approach LOS	B			C		E	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 45 (47%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 29.9	Intersection LOS: C
Intersection Capacity Utilization 88.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: I-15 SB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1186	582	581	1403	0	0	0	0	712	1	215
Future Volume (veh/h)	0	1186	582	581	1403	0	0	0	0	712	1	215
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1198	588	587	1417	0				787	0	145
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2129	661	673	2379	0				808	0	359
Arrive On Green	0.00	0.41	0.41	0.19	0.66	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	5358	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	1198	588	587	1417	0				787	0	145
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	16.8	32.2	15.4	20.9	0.0				20.5	0.0	7.3
Cycle Q Clear(g_c), s	0.0	16.8	32.2	15.4	20.9	0.0				20.5	0.0	7.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2129	661	673	2379	0				808	0	359
V/C Ratio(X)	0.00	0.56	0.89	0.87	0.60	0.00				0.97	0.00	0.40
Avail Cap(c_a), veh/h	0	2129	661	909	2379	0				808	0	359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.46	0.46	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.5	26.0	37.3	9.1	0.0				36.6	0.0	31.5
Incr Delay (d2), s/veh	0.0	1.1	16.5	2.8	0.5	0.0				25.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.6	14.4	6.6	6.8	0.0				11.6	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.5	42.5	40.1	9.6	0.0				61.9	0.0	31.8
LnGrp LOS	A	C	D	D	A	A				E	A	C
Approach Vol, veh/h		1786			2004						932	
Approach Delay, s/veh		29.1			18.5						57.2	
Approach LOS		C			B						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	23.6	44.4		27.0		68.0
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4
Max Green Setting (Gmax), s	24.6	32.6		21.2		62.6
Max Q Clear Time (g_c+I1), s	17.4	34.2		22.5		22.9
Green Ext Time (p_c), s	0.8	0.0		0.0		8.3

Intersection Summary		
HCM 6th Ctrl Delay		30.2
HCM 6th LOS		C

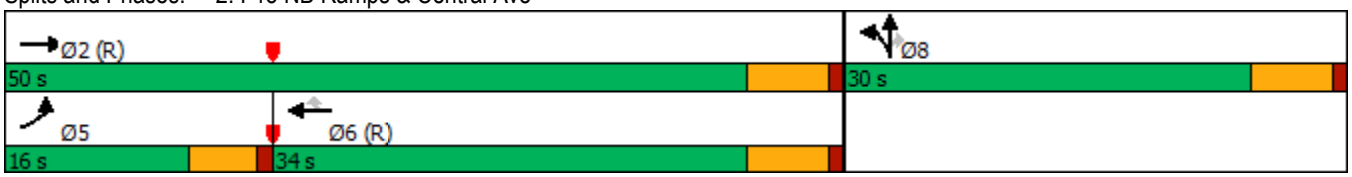
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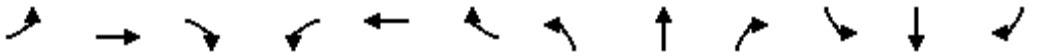
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	153	1744	1508	551	475	6	653
Future Volume (vph)	153	1744	1508	551	475	6	653
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.1	10.8	10.8	10.8	10.8	10.8	10.8
Total Split (s)	16.0	50.0	34.0	34.0	30.0	30.0	30.0
Total Split (%)	20.0%	62.5%	42.5%	42.5%	37.5%	37.5%	37.5%
Yellow Time (s)	4.1	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.8	5.8	5.8	5.8	5.8	5.8
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	9.9	45.3	30.3	30.3	23.1	23.1	23.1
Actuated g/C Ratio	0.12	0.57	0.38	0.38	0.29	0.29	0.29
v/c Ratio	0.73	0.63	0.82	0.61	0.85	0.90	0.75
Control Delay	53.3	13.2	27.5	5.0	44.3	51.3	28.4
Queue Delay	0.0	0.2	6.6	0.2	0.0	0.0	0.0
Total Delay	53.3	13.4	34.1	5.2	44.3	51.3	28.4
LOS	D	B	C	A	D	D	C
Approach Delay		16.6	26.4			41.5	
Approach LOS		B	C			D	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 26.1	Intersection LOS: C
Intersection Capacity Utilization 88.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: I-15 NB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	1744	0	0	1508	551	475	6	653	0	0	0
Future Volume (veh/h)	153	1744	0	0	1508	551	475	6	653	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	163	1855	0	0	1604	586	753	0	434			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	200	2918	0	0	2014	607	1058	0	471			
Arrive On Green	0.11	0.56	0.00	0.00	0.39	0.39	0.29	0.00	0.29			
Sat Flow, veh/h	1810	5358	0	0	5358	1563	3619	0	1610			
Grp Volume(v), veh/h	163	1855	0	0	1604	586	753	0	434			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1563	1810	0	1610			
Q Serve(g_s), s	7.0	19.5	0.0	0.0	21.9	29.3	14.9	0.0	20.9			
Cycle Q Clear(g_c), s	7.0	19.5	0.0	0.0	21.9	29.3	14.9	0.0	20.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	200	2918	0	0	2014	607	1058	0	471			
V/C Ratio(X)	0.82	0.64	0.00	0.00	0.80	0.97	0.71	0.00	0.92			
Avail Cap(c_a), veh/h	247	2918	0	0	2014	607	1095	0	487			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.67	0.67	0.00	0.00	0.75	0.75	1.00	0.00	1.00			
Uniform Delay (d), s/veh	34.8	11.9	0.0	0.0	21.7	23.9	25.3	0.0	27.4			
Incr Delay (d2), s/veh	9.0	0.7	0.0	0.0	2.5	24.2	1.8	0.0	22.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.4	6.3	0.0	0.0	8.4	13.7	6.3	0.0	10.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.8	12.6	0.0	0.0	24.2	48.2	27.1	0.0	49.5			
LnGrp LOS	D	B	A	A	C	D	C	A	D			
Approach Vol, veh/h		2018			2190			1187				
Approach Delay, s/veh		15.2			30.6			35.3				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		50.8			13.9	36.9		29.2				
Change Period (Y+Rc), s		5.8			5.1	5.8		5.8				
Max Green Setting (Gmax), s		44.2			10.9	28.2		24.2				
Max Q Clear Time (g_c+I1), s		21.5			9.0	31.3		22.9				
Green Ext Time (p_c), s		10.2			0.0	0.0		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	25.9
HCM 6th LOS	C

Notes

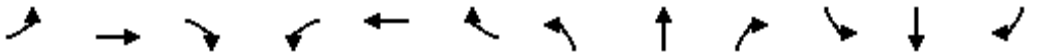
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	342	1783	273	126	1486	68	208	172	41	106	368
Future Volume (vph)	342	1783	273	126	1486	68	208	172	41	106	368
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	7.0	7.0	10.0	10.0	9.0	9.0	5.0
Minimum Split (s)	9.6	11.3	11.3	9.6	12.3	12.3	15.3	15.3	14.3	14.3	9.6
Total Split (s)	33.0	49.2	49.2	17.8	34.0	34.0	28.0	28.0	28.0	28.0	33.0
Total Split (%)	34.7%	51.8%	51.8%	18.7%	35.8%	35.8%	29.5%	29.5%	29.5%	29.5%	34.7%
Yellow Time (s)	3.6	4.3	4.3	3.6	4.3	4.3	4.3	4.3	4.3	4.3	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.3	5.3	4.6	5.3	5.3	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None
Act Effct Green (s)	22.6	46.4	46.4	10.7	34.5	34.5	22.7	22.7	22.7	22.7	50.6
Actuated g/C Ratio	0.24	0.49	0.49	0.11	0.36	0.36	0.24	0.24	0.24	0.24	0.53
v/c Ratio	0.83	0.73	0.31	0.65	0.65	0.11	0.70	0.64	0.26	0.24	0.44
Control Delay	50.6	21.9	2.9	42.0	38.7	6.7	46.5	36.4	34.2	31.0	13.6
Queue Delay	1.6	43.1	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.2	65.0	3.3	42.0	38.7	6.7	46.5	36.4	34.2	31.0	13.6
LOS	D	E	A	D	D	A	D	D	C	C	B
Approach Delay		56.2			37.6			40.8		18.8	
Approach LOS		E			D			D		B	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 44.8	Intersection LOS: D
Intersection Capacity Utilization 81.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Dexter Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	342	1783	273	126	1486	68	208	172	101	41	106	368
Future Volume (veh/h)	342	1783	273	126	1486	68	208	172	101	41	106	368
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	356	1857	284	131	1548	71	217	179	105	43	110	383
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	392	2652	822	162	2512	610	251	266	156	179	454	730
Arrive On Green	0.22	0.51	0.51	0.09	0.38	0.38	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	5187	1607	1810	6536	1586	914	1112	652	1107	1900	1594
Grp Volume(v), veh/h	356	1857	284	131	1548	71	217	0	284	43	110	383
Grp Sat Flow(s),veh/h/ln	1810	1729	1607	1810	1634	1586	914	0	1764	1107	1900	1594
Q Serve(g_s), s	18.2	25.9	10.0	6.7	18.1	2.7	18.3	0.0	13.9	3.5	4.4	16.4
Cycle Q Clear(g_c), s	18.2	25.9	10.0	6.7	18.1	2.7	22.7	0.0	13.9	17.4	4.4	16.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		1.00
Lane Grp Cap(c), veh/h	392	2652	822	162	2512	610	251	0	421	179	454	730
V/C Ratio(X)	0.91	0.70	0.35	0.81	0.62	0.12	0.86	0.00	0.67	0.24	0.24	0.52
Avail Cap(c_a), veh/h	541	2652	822	251	2512	610	251	0	421	179	454	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	17.7	13.8	42.4	23.6	18.8	40.1	0.0	32.8	40.7	29.2	18.5
Incr Delay (d2), s/veh	9.7	1.1	0.8	5.2	1.1	0.4	30.3	0.0	8.3	3.2	1.3	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	9.5	3.5	3.2	6.7	1.0	7.1	0.0	6.6	1.1	2.1	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.0	18.8	14.6	47.6	24.7	19.2	70.4	0.0	41.1	43.8	30.5	21.2
LnGrp LOS	D	B	B	D	C	B	E	A	D	D	C	C
Approach Vol, veh/h		2497			1750			501			536	
Approach Delay, s/veh		22.2			26.2			53.8			24.9	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.1	53.9		28.0	25.2	41.8		28.0				
Change Period (Y+Rc), s	4.6	5.3		5.3	4.6	5.3		5.3				
Max Green Setting (Gmax), s	13.2	43.9		22.7	28.4	28.7		22.7				
Max Q Clear Time (g_c+I1), s	8.7	27.9		19.4	20.2	20.1		24.7				
Green Ext Time (p_c), s	0.1	9.0		0.5	0.4	4.8		0.0				

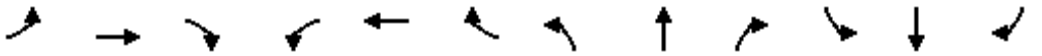
Intersection Summary												
HCM 6th Ctrl Delay			26.8									
HCM 6th LOS			C									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	220	1536	57	116	1147	183	140	72	230	80
Future Volume (vph)	220	1536	57	116	1147	183	140	72	230	80
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	NA
Protected Phases	5	2	3	1	6		3	8		4
Permitted Phases			2			6			4	
Detector Phase	5	2	3	1	6	6	3	8	4	4
Switch Phase										
Minimum Initial (s)	6.0	15.0	6.0	6.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	21.0	10.0	10.6	21.0	21.0	10.0	10.9	10.9	10.9
Total Split (s)	13.0	46.0	12.0	12.0	45.0	45.0	12.0	37.0	25.0	25.0
Total Split (%)	13.7%	48.4%	12.6%	12.6%	47.4%	47.4%	12.6%	38.9%	26.3%	26.3%
Yellow Time (s)	3.6	5.0	3.0	3.6	5.0	5.0	3.0	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.0	4.6	6.0	6.0	4.0	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	Max	Max	Max
Act Effct Green (s)	8.2	40.0	50.0	7.4	39.2	39.2	8.0	32.1	20.1	20.1
Actuated g/C Ratio	0.09	0.42	0.53	0.08	0.41	0.41	0.08	0.34	0.21	0.21
v/c Ratio	0.74	1.03	0.07	0.84	0.79	0.24	0.94	0.19	0.97	0.40
Control Delay	72.2	41.5	0.1	88.3	29.0	3.6	104.5	8.2	89.4	25.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.2	41.5	0.1	88.3	29.0	3.6	104.5	8.2	89.4	25.9
LOS	E	D	A	F	C	A	F	A	F	C
Approach Delay		43.9			30.5			45.2		63.5
Approach LOS		D			C			D		E

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 41.1	Intersection LOS: D
Intersection Capacity Utilization 85.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: Cambern Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	1536	57	116	1147	183	140	72	153	230	80	78
Future Volume (veh/h)	220	1536	57	116	1147	183	140	72	153	230	80	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	224	1567	58	118	1170	187	143	73	156	235	82	80
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	293	1520	813	141	1500	667	152	610	542	322	186	182
Arrive On Green	0.08	0.42	0.42	0.08	0.42	0.42	0.08	0.34	0.34	0.21	0.21	0.21
Sat Flow, veh/h	3510	3610	1608	1810	3610	1607	1810	1805	1604	1165	881	859
Grp Volume(v), veh/h	224	1567	58	118	1170	187	143	73	156	235	0	162
Grp Sat Flow(s),veh/h/ln	1755	1805	1608	1810	1805	1607	1810	1805	1604	1165	0	1740
Q Serve(g_s), s	5.9	40.0	1.8	6.1	26.6	7.3	7.5	2.7	6.8	18.9	0.0	7.7
Cycle Q Clear(g_c), s	5.9	40.0	1.8	6.1	26.6	7.3	7.5	2.7	6.8	18.9	0.0	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.49
Lane Grp Cap(c), veh/h	293	1520	813	141	1500	667	152	610	542	322	0	368
V/C Ratio(X)	0.76	1.03	0.07	0.84	0.78	0.28	0.94	0.12	0.29	0.73	0.00	0.44
Avail Cap(c_a), veh/h	310	1520	813	141	1500	667	152	610	542	322	0	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.57	0.57	0.57	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.6	27.5	12.1	43.2	24.0	18.4	43.3	21.7	23.1	37.0	0.0	32.6
Incr Delay (d2), s/veh	9.0	31.4	0.2	20.5	2.4	0.6	54.1	0.4	1.3	13.5	0.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	21.4	0.6	3.4	10.4	2.5	5.5	1.1	2.6	6.3	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	58.9	12.2	63.7	26.4	19.0	97.3	22.1	24.4	50.5	0.0	36.3
LnGrp LOS	D	F	B	E	C	B	F	C	C	D	A	D
Approach Vol, veh/h		1849			1475			372			397	
Approach Delay, s/veh		56.6			28.4			52.0			44.7	
Approach LOS		E			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	46.0	12.0	25.0	12.5	45.5		37.0
Change Period (Y+Rc), s	4.6	6.0	4.0	4.9	4.6	6.0		4.9
Max Green Setting (Gmax), s	7.4	40.0	8.0	20.1	8.4	39.0		32.1
Max Q Clear Time (g_c+I1), s	8.1	42.0	9.5	20.9	7.9	28.6		8.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	3.9		0.8

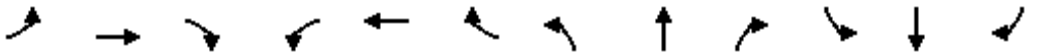
Intersection Summary	
HCM 6th Ctrl Delay	44.9
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	18	1875	34	1403	19	10	80	8
Future Volume (vph)	18	1875	34	1403	19	10	80	8
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	11.8	9.6	11.8	9.6	9.6	9.6	9.6
Total Split (s)	20.0	45.0	20.0	45.0	35.0	35.0	35.0	35.0
Total Split (%)	20.0%	45.0%	20.0%	45.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.6	5.8	3.6	5.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.7	50.9	6.6	53.7		30.4		30.4
Actuated g/C Ratio	0.06	0.51	0.07	0.54		0.30		0.30
v/c Ratio	0.17	1.06	0.29	0.76		0.22		0.26
Control Delay	48.3	64.5	50.3	22.5		9.7		24.9
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	48.3	64.5	50.3	22.5		9.7		24.9
LOS	D	E	D	C		A		C
Approach Delay		64.3		23.2		9.7		24.9
Approach LOS		E		C		A		C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 51 (51%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 44.6	Intersection LOS: D
Intersection Capacity Utilization 75.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Conard Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	1875	26	34	1403	32	19	10	88	80	8	24
Future Volume (veh/h)	18	1875	26	34	1403	32	19	10	88	80	8	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	1913	27	35	1432	33	19	10	90	82	8	24
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	1840	26	56	1862	43	94	67	372	367	41	92
Arrive On Green	0.02	0.50	0.50	0.03	0.52	0.52	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	3644	51	1810	3607	83	172	222	1223	1004	135	304
Grp Volume(v), veh/h	18	945	995	35	716	749	119	0	0	114	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1891	1810	1805	1885	1617	0	0	1443	0	0
Q Serve(g_s), s	1.0	50.5	50.5	1.9	31.8	31.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.0	50.5	50.5	1.9	31.8	31.9	5.3	0.0	0.0	5.2	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.04	0.16		0.76	0.72		0.21
Lane Grp Cap(c), veh/h	36	911	955	56	932	973	533	0	0	501	0	0
V/C Ratio(X)	0.51	1.04	1.04	0.62	0.77	0.77	0.22	0.00	0.00	0.23	0.00	0.00
Avail Cap(c_a), veh/h	279	911	955	279	932	973	533	0	0	501	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.5	24.8	24.8	47.9	19.4	19.4	26.1	0.0	0.0	26.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	20.7	22.5	4.1	6.0	5.9	1.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	23.2	24.8	0.9	12.7	13.3	2.3	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.9	45.4	47.3	52.0	25.4	25.3	27.0	0.0	0.0	27.0	0.0	0.0
LnGrp LOS	D	F	F	D	C	C	C	A	A	C	A	A
Approach Vol, veh/h		1958			1500			119			114	
Approach Delay, s/veh		46.4			26.0			27.0			27.0	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	57.3		35.0	6.6	58.4		35.0				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	15.4	38.2		30.4	15.4	38.2		30.4				
Max Q Clear Time (g_c+I1), s	3.9	52.5		7.2	3.0	33.9		7.3				
Green Ext Time (p_c), s	0.0	0.0		0.4	0.0	2.3		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		36.9	
HCM 6th LOS		D	

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	1870	1288	57	72	61
Future Vol, veh/h	28	1870	1288	57	72	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	30	2011	1385	61	77	66

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1446	0	-	0	2280	723
Stage 1	-	-	-	-	1416	-
Stage 2	-	-	-	-	864	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	475	-	-	-	~ 48	373
Stage 1	-	-	-	-	190	-
Stage 2	-	-	-	-	351	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	475	-	-	-	~ 45	373
Mov Cap-2 Maneuver	-	-	-	-	126	-
Stage 1	-	-	-	-	178	-
Stage 2	-	-	-	-	351	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	74.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	475	-	-	-	181
HCM Lane V/C Ratio	0.063	-	-	-	0.79
HCM Control Delay (s)	13.1	-	-	-	74.1
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	5.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1658	13	1230	122	8
Future Volume (vph)	1658	13	1230	122	8
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	8	
Permitted Phases					8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.9	10.3	11.9	10.3	10.3
Total Split (s)	50.0	20.0	70.0	30.0	30.0
Total Split (%)	50.0%	20.0%	70.0%	30.0%	30.0%
Yellow Time (s)	5.9	4.3	5.9	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	5.3	6.9	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	43.2	5.4	45.4	24.8	24.8
Actuated g/C Ratio	0.52	0.07	0.55	0.30	0.30
v/c Ratio	1.08	0.12	0.67	0.12	0.02
Control Delay	66.2	39.9	15.0	22.3	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	66.2	39.9	15.0	22.3	13.1
LOS	E	D	B	C	B
Approach Delay	66.2		15.3	21.7	
Approach LOS	E		B	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 82.4	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 44.9	Intersection LOS: D
Intersection Capacity Utilization 67.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Riverside St & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1658	215	13	1230	122	8
Future Volume (veh/h)	1658	215	13	1230	122	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1783	231	14	1323	131	9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1602	203	30	2074	1000	459
Arrive On Green	0.50	0.50	0.02	0.57	0.28	0.28
Sat Flow, veh/h	3318	409	1810	3705	3510	1610
Grp Volume(v), veh/h	981	1033	14	1323	131	9
Grp Sat Flow(s),veh/h/ln	1805	1826	1810	1805	1755	1610
Q Serve(g_s), s	43.1	43.1	0.7	21.3	2.4	0.3
Cycle Q Clear(g_c), s	43.1	43.1	0.7	21.3	2.4	0.3
Prop In Lane		0.22	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	897	908	30	2074	1000	459
V/C Ratio(X)	1.09	1.14	0.47	0.64	0.13	0.02
Avail Cap(c_a), veh/h	897	908	307	2626	1000	459
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	21.8	42.3	12.4	23.0	22.3
Incr Delay (d2), s/veh	59.0	75.5	4.2	0.3	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.2	33.7	0.3	6.6	1.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	80.8	97.3	46.5	12.7	23.3	22.4
LnGrp LOS	F	F	D	B	C	C
Approach Vol, veh/h	2014			1337	140	
Approach Delay, s/veh	89.3			13.1	23.3	
Approach LOS	F			B	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.7	50.0				56.7	30.0
Change Period (Y+Rc), s	5.3	6.9				6.9	5.3
Max Green Setting (Gmax), s	14.7	43.1				63.1	24.7
Max Q Clear Time (g_c+I1), s	2.7	45.1				23.3	4.4
Green Ext Time (p_c), s	0.0	0.0				11.0	0.2

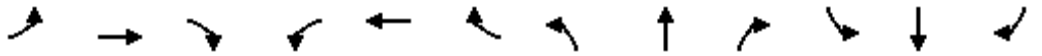
Intersection Summary			
HCM 6th Ctrl Delay		57.4	
HCM 6th LOS		E	

Lane Group	EBT	WBL	WBT	NBL	NBT	Ø4
Lane Configurations						
Traffic Volume (vph)	1675	56	1190	27	0	
Future Volume (vph)	1675	56	1190	27	0	
Turn Type	NA	Prot	NA	Perm	NA	
Protected Phases	2	1	6		8	4
Permitted Phases				8		
Detector Phase	2	1	6	8	8	
Switch Phase						
Minimum Initial (s)	6.0	4.0	6.0	5.0	5.0	5.0
Minimum Split (s)	13.4	9.4	13.4	11.2	11.2	9.6
Total Split (s)	50.0	25.0	75.0	25.0	25.0	25.0
Total Split (%)	50.0%	25.0%	75.0%	25.0%	25.0%	25%
Yellow Time (s)	5.9	4.4	5.9	5.2	5.2	3.6
All-Red Time (s)	1.5	1.0	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.4	5.4	7.4		6.2	
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	42.8	7.3	53.2		18.9	
Actuated g/C Ratio	0.50	0.09	0.62		0.22	
v/c Ratio	1.02	0.40	0.58		0.22	
Control Delay	50.2	45.7	10.7		6.8	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	50.2	45.7	10.7		6.8	
LOS	D	D	B		A	
Approach Delay	50.2		12.3		6.8	
Approach LOS	D		B		A	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 85.8	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 33.3	Intersection LOS: C
Intersection Capacity Utilization 63.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Wasson Canyon Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1675	13	56	1190	0	27	0	62	0	0	0
Future Volume (veh/h)	0	1675	13	56	1190	0	27	0	62	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	1821	14	61	1293	0	29	0	67	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	1824	14	79	2179	0	142	27	263	0	452	0
Arrive On Green	0.00	0.50	0.50	0.04	0.60	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Sat Flow, veh/h	0	3767	28	1810	3705	0	366	113	1106	0	1900	0
Grp Volume(v), veh/h	0	894	941	61	1293	0	96	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1805	1895	1810	1805	0	1584	0	0	0	1900	0
Q Serve(g_s), s	0.0	42.4	42.5	2.9	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	42.4	42.5	2.9	19.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.01	1.00		0.00	0.30		0.70	0.00		0.00
Lane Grp Cap(c), veh/h	0	897	941	79	2179	0	431	0	0	0	452	0
V/C Ratio(X)	0.00	1.00	1.00	0.77	0.59	0.00	0.22	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	897	941	414	2846	0	431	0	0	0	452	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	21.5	21.6	40.6	10.5	0.0	26.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	29.4	29.2	5.8	0.3	0.0	1.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.4	22.5	1.3	5.5	0.0	1.7	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	50.9	50.7	46.3	10.8	0.0	27.6	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	D	D	D	B	A	C	A	A	A	A	A
Approach Vol, veh/h		1835			1354			96			0	
Approach Delay, s/veh		50.8			12.4			27.6			0.0	
Approach LOS		D			B			C				

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.2	50.0		26.6		59.2		26.6				
Change Period (Y+Rc), s	5.4	7.4		* 6.2		7.4		6.2				
Max Green Setting (Gmax), s	19.6	42.6		* 20		67.6		18.8				
Max Q Clear Time (g_c+I1), s	4.9	44.5		0.0		21.0		5.9				
Green Ext Time (p_c), s	0.0	0.0		0.0		10.9		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			34.3									
HCM 6th LOS			C									

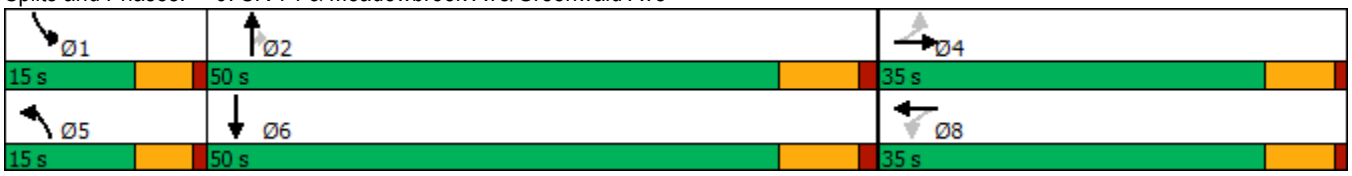
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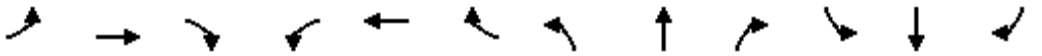
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	36	18	119	18	21	1423	242	88	1101
Future Volume (vph)	36	18	119	18	21	1423	242	88	1101
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.2	11.2	11.2	11.2	9.4	13.4	13.4	9.4	13.4
Total Split (s)	35.0	35.0	35.0	35.0	15.0	50.0	50.0	15.0	50.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	15.0%	50.0%	50.0%	15.0%	50.0%
Yellow Time (s)	5.2	5.2	5.2	5.2	4.4	5.9	5.9	4.4	5.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	5.4	7.4	7.4	5.4	7.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	12.0	12.0	12.0	12.0	5.6	43.3	43.3	7.9	49.6
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.07	0.54	0.54	0.10	0.62
v/c Ratio	0.19	0.13	0.60	0.29	0.17	0.77	0.26	0.52	0.54
Control Delay	32.8	20.5	45.0	13.9	41.0	19.8	2.5	47.2	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.8	20.5	45.0	13.9	41.0	19.8	2.5	47.2	11.5
LOS	C	C	D	B	D	B	A	D	B
Approach Delay		26.8		32.0		17.6			14.1
Approach LOS		C		C		B			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 79.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 73.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: SR-74 & Meadowbrook Ave/Greenwald Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	18	16	119	18	67	21	1423	242	88	1101	42
Future Volume (veh/h)	36	18	16	119	18	67	21	1423	242	88	1101	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	19	17	125	19	71	22	1498	255	93	1159	44
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	211	128	114	260	48	181	35	1985	886	120	2117	80
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.02	0.55	0.55	0.07	0.60	0.60
Sat Flow, veh/h	1325	923	826	1391	351	1310	1810	3610	1610	1810	3546	135
Grp Volume(v), veh/h	38	0	36	125	0	90	22	1498	255	93	590	613
Grp Sat Flow(s),veh/h/ln	1325	0	1749	1391	0	1661	1810	1805	1610	1810	1805	1876
Q Serve(g_s), s	2.1	0.0	1.4	6.7	0.0	3.8	0.9	24.7	6.6	3.9	15.2	15.2
Cycle Q Clear(g_c), s	5.9	0.0	1.4	8.1	0.0	3.8	0.9	24.7	6.6	3.9	15.2	15.2
Prop In Lane	1.00		0.47	1.00		0.79	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	211	0	242	260	0	230	35	1985	886	120	1077	1120
V/C Ratio(X)	0.18	0.00	0.15	0.48	0.00	0.39	0.62	0.75	0.29	0.77	0.55	0.55
Avail Cap(c_a), veh/h	520	0	650	585	0	618	224	1985	886	224	1077	1120
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	0.0	29.4	32.9	0.0	30.4	37.7	13.4	9.3	35.6	9.3	9.4
Incr Delay (d2), s/veh	0.3	0.0	0.2	1.0	0.0	0.8	6.6	2.7	0.8	4.0	2.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.6	2.3	0.0	1.5	0.4	8.0	1.9	1.7	4.7	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	0.0	29.6	34.0	0.0	31.2	44.2	16.1	10.1	39.6	11.3	11.3
LnGrp LOS	C	A	C	C	A	C	D	B	B	D	B	B
Approach Vol, veh/h		74			215			1775			1296	
Approach Delay, s/veh		31.5			32.8			15.6			13.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	50.0		16.9	6.9	53.6		16.9				
Change Period (Y+Rc), s	5.4	7.4		6.2	5.4	7.4		6.2				
Max Green Setting (Gmax), s	9.6	42.6		28.8	9.6	42.6		28.8				
Max Q Clear Time (g_c+I1), s	5.9	26.7		7.9	2.9	17.2		10.1				
Green Ext Time (p_c), s	0.0	6.5		0.2	0.0	7.5		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		16.2	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	29	1493	9	35	1250
Future Vol, veh/h	8	29	1493	9	35	1250
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	230	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	31	1605	10	38	1344

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2358	808	0	0	1615	0
Stage 1	1610	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	31	328	-	-	409	-
Stage 1	152	-	-	-	-	-
Stage 2	434	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	28	328	-	-	409	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	152	-	-	-	-	-
Stage 2	394	-	-	-	-	-

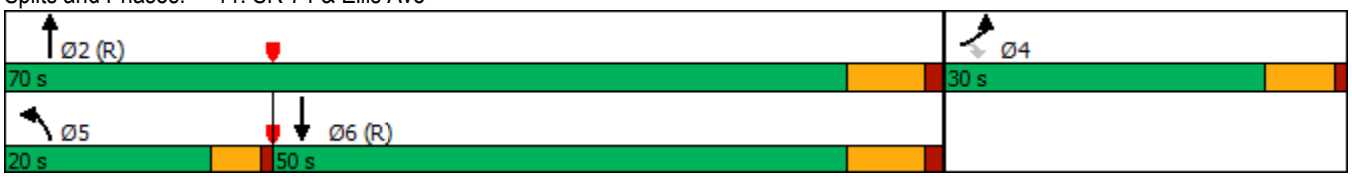
Approach	WB	NB	SB
HCM Control Delay, s	23.9	0	0.4
HCM LOS	C		

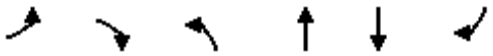
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	230	409	-
HCM Lane V/C Ratio	-	-	0.173	0.092	-
HCM Control Delay (s)	-	-	23.9	14.7	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.6	0.3	-

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	238	49	53	1079	1016
Future Volume (vph)	238	49	53	1079	1016
Turn Type	Prot	Perm	Prot	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	4.0	6.0	6.0
Minimum Split (s)	11.2	11.2	8.6	13.4	13.4
Total Split (s)	30.0	30.0	20.0	70.0	50.0
Total Split (%)	30.0%	30.0%	20.0%	70.0%	50.0%
Yellow Time (s)	5.2	5.2	3.6	5.9	5.9
All-Red Time (s)	1.0	1.0	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	4.6	7.4	7.4
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	18.9	18.9	7.7	67.5	57.0
Actuated g/C Ratio	0.19	0.19	0.08	0.68	0.57
v/c Ratio	0.78	0.16	0.43	0.49	0.64
Control Delay	53.8	15.9	52.6	9.3	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	53.8	15.9	52.6	9.3	18.0
LOS	D	B	D	A	B
Approach Delay	47.4			11.3	18.0
Approach LOS	D			B	B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 18.3	Intersection LOS: B
Intersection Capacity Utilization 64.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 11: SR-74 & Ellis Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	238	49	53	1079	1016	148
Future Volume (veh/h)	238	49	53	1079	1016	148
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	264	54	59	1199	1129	164
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	302	269	77	2517	1926	279
Arrive On Green	0.17	0.17	0.04	0.70	0.61	0.61
Sat Flow, veh/h	1810	1610	1810	3705	3259	458
Grp Volume(v), veh/h	264	54	59	1199	643	650
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1817
Q Serve(g_s), s	14.2	2.9	3.2	15.1	21.6	21.8
Cycle Q Clear(g_c), s	14.2	2.9	3.2	15.1	21.6	21.8
Prop In Lane	1.00	1.00	1.00			0.25
Lane Grp Cap(c), veh/h	302	269	77	2517	1099	1106
V/C Ratio(X)	0.87	0.20	0.77	0.48	0.58	0.59
Avail Cap(c_a), veh/h	431	383	279	2517	1099	1106
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.47	0.47
Uniform Delay (d), s/veh	40.6	35.9	47.4	6.9	11.9	11.9
Incr Delay (d2), s/veh	12.0	0.3	6.0	0.6	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	2.8	1.5	4.2	7.2	7.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	52.7	36.2	53.4	7.5	13.0	13.0
LnGrp LOS	D	D	D	A	B	B
Approach Vol, veh/h	318			1258	1293	
Approach Delay, s/veh	49.9			9.7	13.0	
Approach LOS	D			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		77.1		22.9	8.8	68.3
Change Period (Y+Rc), s		7.4		6.2	4.6	7.4
Max Green Setting (Gmax), s		62.6		23.8	15.4	42.6
Max Q Clear Time (g_c+I1), s		17.1		16.2	5.2	23.8
Green Ext Time (p_c), s		9.6		0.4	0.0	7.5

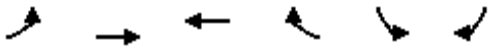
Intersection Summary		
HCM 6th Ctrl Delay		15.6
HCM 6th LOS		B

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	51	1244	1083	424	43
Future Volume (vph)	51	1244	1083	424	43
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	11.0	11.0	9.0	9.0
Total Split (s)	20.0	60.0	40.0	30.0	30.0
Total Split (%)	22.2%	66.7%	44.4%	33.3%	33.3%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	0.5	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	4.0	4.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	Max	Max
Act Effct Green (s)	7.1	54.0	46.9	26.0	26.0
Actuated g/C Ratio	0.08	0.60	0.52	0.29	0.29
v/c Ratio	0.36	0.57	0.84	0.42	0.09
Control Delay	45.6	12.3	24.2	27.4	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.6	12.3	24.2	27.4	8.1
LOS	D	B	C	C	A
Approach Delay		13.6	24.2	25.7	
Approach LOS		B	C	C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 20.3	Intersection LOS: C
Intersection Capacity Utilization 65.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 12: SR-74/4th St & Navajo Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	51	1244	1083	458	424	43
Future Volume (veh/h)	51	1244	1083	458	424	43
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	1244	1083	458	424	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	101	2166	1260	520	1014	465
Arrive On Green	0.06	0.60	0.51	0.51	0.29	0.29
Sat Flow, veh/h	1810	3705	2587	1028	3510	1610
Grp Volume(v), veh/h	51	1244	777	764	424	43
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1715	1755	1610
Q Serve(g_s), s	2.5	18.9	33.7	35.7	8.8	1.8
Cycle Q Clear(g_c), s	2.5	18.9	33.7	35.7	8.8	1.8
Prop In Lane	1.00			0.60	1.00	1.00
Lane Grp Cap(c), veh/h	101	2166	913	867	1014	465
V/C Ratio(X)	0.51	0.57	0.85	0.88	0.42	0.09
Avail Cap(c_a), veh/h	332	2166	913	867	1014	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	41.3	11.0	19.3	19.8	25.9	23.4
Incr Delay (d2), s/veh	1.2	0.9	1.0	1.3	1.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	6.4	12.2	12.4	3.7	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.5	11.9	20.3	21.2	27.2	23.8
LnGrp LOS	D	B	C	C	C	C
Approach Vol, veh/h		1295	1541		467	
Approach Delay, s/veh		13.1	20.8		26.8	
Approach LOS		B	C		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.0		30.0	8.5	51.5
Change Period (Y+Rc), s		6.0		4.0	3.5	6.0
Max Green Setting (Gmax), s		54.0		26.0	16.5	34.0
Max Q Clear Time (g_c+I1), s		20.9		10.8	4.5	37.7
Green Ext Time (p_c), s		8.2		1.5	0.0	0.0

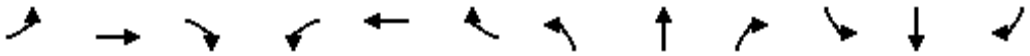
Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	187	1274	39	1197	148	73	52	72
Future Volume (vph)	187	1274	39	1197	148	73	52	72
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	10.0	9.5	10.0	9.5	10.0	9.5	10.0
Total Split (s)	20.0	40.0	20.0	40.0	20.0	25.0	20.0	25.0
Total Split (%)	19.0%	38.1%	19.0%	38.1%	19.0%	23.8%	19.0%	23.8%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	14.7	47.2	7.3	35.8	13.2	29.3	8.1	22.3
Actuated g/C Ratio	0.14	0.45	0.07	0.34	0.13	0.28	0.08	0.21
v/c Ratio	0.87	0.98	0.37	1.17	0.76	0.14	0.44	0.42
Control Delay	78.2	48.8	55.1	120.4	67.6	20.0	56.6	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.2	48.8	55.1	120.4	67.6	20.0	56.6	11.0
LOS	E	D	E	F	E	B	E	B
Approach Delay		52.4		118.4		46.5		17.4
Approach LOS		D		F		D		B

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 72.4	Intersection LOS: E
Intersection Capacity Utilization 85.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 13: A St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	1274	72	39	1197	32	148	73	45	52	72	253
Future Volume (veh/h)	187	1274	72	39	1197	32	148	73	45	52	72	253
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	197	1341	76	41	1260	34	156	77	47	55	76	266
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	224	1509	85	54	1223	33	183	522	295	69	309	276
Arrive On Green	0.14	0.48	0.48	0.03	0.38	0.38	0.11	0.26	0.26	0.04	0.19	0.19
Sat Flow, veh/h	1629	3126	177	1629	3232	87	1629	2000	1131	1629	1625	1447
Grp Volume(v), veh/h	197	696	721	41	633	661	156	61	63	55	76	266
Grp Sat Flow(s),veh/h/ln	1629	1625	1678	1629	1625	1694	1629	1625	1506	1629	1625	1447
Q Serve(g_s), s	12.5	40.7	40.9	2.6	39.7	39.7	9.9	3.0	3.4	3.5	4.2	19.1
Cycle Q Clear(g_c), s	12.5	40.7	40.9	2.6	39.7	39.7	9.9	3.0	3.4	3.5	4.2	19.1
Prop In Lane	1.00		0.11	1.00		0.05	1.00		0.75	1.00		1.00
Lane Grp Cap(c), veh/h	224	784	810	54	615	641	183	424	393	69	309	276
V/C Ratio(X)	0.88	0.89	0.89	0.76	1.03	1.03	0.85	0.14	0.16	0.80	0.25	0.97
Avail Cap(c_a), veh/h	240	784	810	240	615	641	240	424	393	240	309	276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.26	0.26	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	24.6	24.6	50.3	32.6	32.6	45.7	29.8	29.9	49.8	36.1	42.2
Incr Delay (d2), s/veh	22.8	12.1	12.0	2.1	26.6	26.5	16.1	0.7	0.9	7.8	1.9	46.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	16.7	17.3	1.1	19.4	20.2	4.8	1.3	1.3	1.6	1.8	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.3	36.6	36.7	52.5	59.2	59.2	61.8	30.5	30.8	57.6	38.0	88.2
LnGrp LOS	E	D	D	D	F	F	E	C	C	E	D	F
Approach Vol, veh/h		1614			1335			280			397	
Approach Delay, s/veh		40.4			59.0			48.0			74.3	
Approach LOS		D			E			D			E	

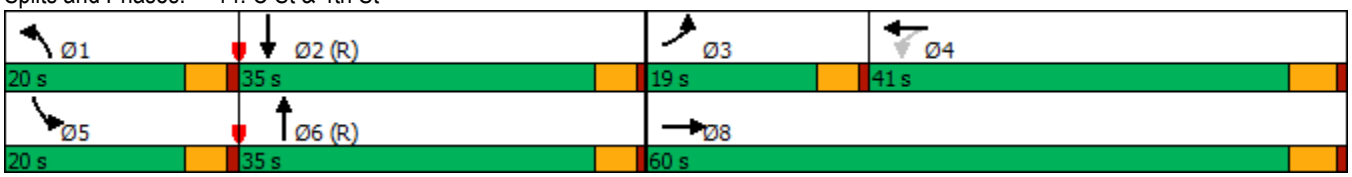
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	55.7	16.3	25.0	18.9	44.7	8.9	32.4
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	15.5	35.0	15.5	20.0	15.5	35.0	15.5	20.0
Max Q Clear Time (g_c+I1), s	4.6	42.9	11.9	21.1	14.5	41.7	5.5	5.4
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.3

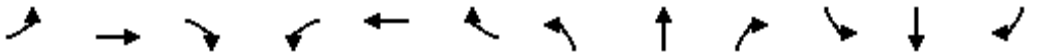
Intersection Summary	
HCM 6th Ctrl Delay	51.5
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	301	1063	1	870	2	30	25	41
Future Volume (vph)	301	1063	1	870	2	30	25	41
Turn Type	Prot	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases	3	8		4	1	6	5	2
Permitted Phases			4					
Detector Phase	3	8	4	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	10.1	10.1	9.6	9.6	9.6	9.6
Total Split (s)	19.0	60.0	41.0	41.0	20.0	35.0	20.0	35.0
Total Split (%)	16.5%	52.2%	35.7%	35.7%	17.4%	30.4%	17.4%	30.4%
Yellow Time (s)	3.6	4.1	4.1	4.1	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1		5.1	4.6	4.6	4.6	4.6
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	14.4	54.0		35.0	5.0	44.2	6.4	49.3
Actuated g/C Ratio	0.13	0.47		0.30	0.04	0.38	0.06	0.43
v/c Ratio	1.43	0.68		0.93	0.03	0.06	0.27	0.55
Control Delay	255.8	26.1		54.2	53.5	20.9	58.3	6.2
Queue Delay	0.0	0.0		22.1	0.0	0.0	0.0	0.0
Total Delay	255.8	26.1		76.3	53.5	20.9	58.3	6.2
LOS	F	C		E	D	C	E	A
Approach Delay		76.5		76.3		22.3		8.8
Approach LOS		E		E		C		A

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.43	
Intersection Signal Delay: 63.3	Intersection LOS: E
Intersection Capacity Utilization 97.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 14: C St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	1063	9	1	870	32	2	30	10	25	41	451
Future Volume (veh/h)	301	1063	9	1	870	32	2	30	10	25	41	451
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	324	1143	10	1	935	34	2	32	11	27	44	485
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	1677	15	32	1015	37	5	531	183	45	56	621
Arrive On Green	0.13	0.46	0.46	0.29	0.29	0.29	0.00	0.39	0.39	0.03	0.42	0.42
Sat Flow, veh/h	1810	3667	32	0	3477	126	1810	1351	464	1810	135	1493
Grp Volume(v), veh/h	324	563	590	511	0	459	2	0	43	27	0	529
Grp Sat Flow(s),veh/h/ln	1810	1805	1894	1899	0	1705	1810	0	1816	1810	0	1629
Q Serve(g_s), s	14.4	28.3	28.3	0.8	0.0	30.0	0.1	0.0	1.7	1.7	0.0	32.3
Cycle Q Clear(g_c), s	14.4	28.3	28.3	30.0	0.0	30.0	0.1	0.0	1.7	1.7	0.0	32.3
Prop In Lane	1.00		0.02	0.00		0.07	1.00		0.26	1.00		0.92
Lane Grp Cap(c), veh/h	227	825	866	586	0	498	5	0	714	45	0	677
V/C Ratio(X)	1.43	0.68	0.68	0.87	0.00	0.92	0.41	0.00	0.06	0.59	0.00	0.78
Avail Cap(c_a), veh/h	227	862	904	624	0	532	242	0	714	242	0	677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.19	0.19	0.19	0.55	0.00	0.55	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.3	24.6	24.6	39.4	0.0	39.4	57.3	0.0	21.7	55.5	0.0	29.1
Incr Delay (d2), s/veh	198.4	0.3	0.3	6.9	0.0	12.8	19.3	0.0	0.2	4.5	0.0	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.9	11.7	12.3	14.8	0.0	14.0	0.1	0.0	0.8	0.8	0.0	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	248.7	24.9	24.9	46.3	0.0	52.2	76.5	0.0	21.8	60.0	0.0	37.8
LnGrp LOS	F	C	C	D	A	D	E	A	C	E	A	D
Approach Vol, veh/h		1477			970			45			556	
Approach Delay, s/veh		74.0			49.1			24.3			38.9	
Approach LOS		E			D			C			D	

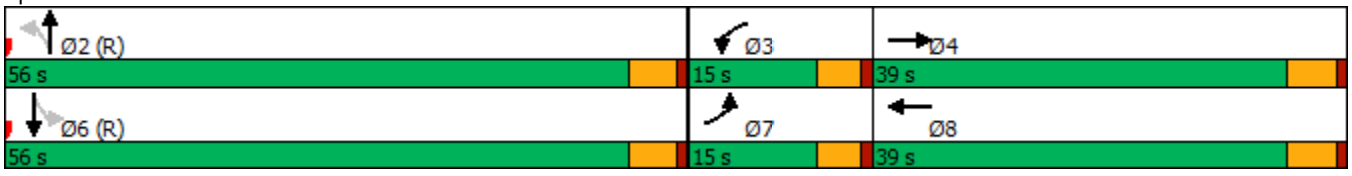
Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	4.9	52.4	19.0	38.7	7.5	49.8		57.7
Change Period (Y+Rc), s	4.6	4.6	4.6	5.1	4.6	4.6		5.1
Max Green Setting (Gmax), s	15.4	30.4	14.4	35.9	15.4	30.4		54.9
Max Q Clear Time (g_c+I1), s	2.1	34.3	16.4	32.0	3.7	3.7		30.3
Green Ext Time (p_c), s	0.0	0.0	0.0	1.6	0.0	0.1		5.1

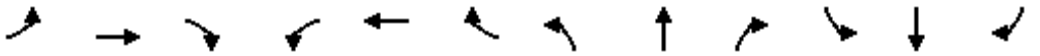
Intersection Summary	
HCM 6th Ctrl Delay	58.9
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	126	950	76	767	37	94	73	130
Future Volume (vph)	126	950	76	767	37	94	73	130
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	9.6	10.1	10.0	10.0	10.0	10.0
Total Split (s)	15.0	39.0	15.0	39.0	56.0	56.0	56.0	56.0
Total Split (%)	13.6%	35.5%	13.6%	35.5%	50.9%	50.9%	50.9%	50.9%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	9.9	34.3	8.5	31.0	54.4	54.4	54.4	54.4
Actuated g/C Ratio	0.09	0.31	0.08	0.28	0.49	0.49	0.49	0.49
v/c Ratio	0.79	0.87	0.55	0.80	0.07	0.18	0.12	0.26
Control Delay	80.9	45.8	63.4	42.8	16.8	12.9	17.2	14.5
Queue Delay	0.0	15.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.9	61.4	63.4	42.8	16.8	12.9	17.2	14.5
LOS	F	E	E	D	B	B	B	B
Approach Delay		63.6		44.6		13.6		15.2
Approach LOS		E		D		B		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 10 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 47.0	Intersection LOS: D
Intersection Capacity Utilization 65.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 15: D St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	950	22	76	767	36	37	94	65	73	130	98
Future Volume (veh/h)	126	950	22	76	767	36	37	94	65	73	130	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	127	960	22	77	775	36	37	95	66	74	131	99
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	1046	24	99	908	42	588	543	377	651	522	395
Arrive On Green	0.09	0.29	0.29	0.05	0.26	0.26	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1810	3607	83	1810	3507	163	1162	1040	723	1237	1001	756
Grp Volume(v), veh/h	127	480	502	77	399	412	37	0	161	74	0	230
Grp Sat Flow(s),veh/h/ln	1810	1805	1885	1810	1805	1865	1162	0	1763	1237	0	1757
Q Serve(g_s), s	7.6	28.3	28.3	4.6	23.1	23.1	2.0	0.0	5.3	3.7	0.0	7.9
Cycle Q Clear(g_c), s	7.6	28.3	28.3	4.6	23.1	23.1	9.9	0.0	5.3	9.0	0.0	7.9
Prop In Lane	1.00		0.04	1.00		0.09	1.00		0.41	1.00		0.43
Lane Grp Cap(c), veh/h	155	523	546	99	468	483	588	0	920	651	0	917
V/C Ratio(X)	0.82	0.92	0.92	0.78	0.85	0.85	0.06	0.00	0.18	0.11	0.00	0.25
Avail Cap(c_a), veh/h	171	556	581	171	556	575	588	0	920	651	0	917
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	0.81	0.81	0.81	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.5	37.8	37.8	51.3	38.8	38.8	17.2	0.0	13.8	16.2	0.0	14.5
Incr Delay (d2), s/veh	16.1	14.3	13.9	4.0	7.8	7.6	0.2	0.0	0.4	0.4	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	14.4	15.0	2.2	11.0	11.4	0.6	0.0	2.2	1.1	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.6	52.1	51.7	55.3	46.5	46.3	17.4	0.0	14.3	16.6	0.0	15.1
LnGrp LOS	E	D	D	E	D	D	B	A	B	B	A	B
Approach Vol, veh/h		1109			888			198			304	
Approach Delay, s/veh		53.5			47.2			14.8			15.5	
Approach LOS		D			D			B			B	

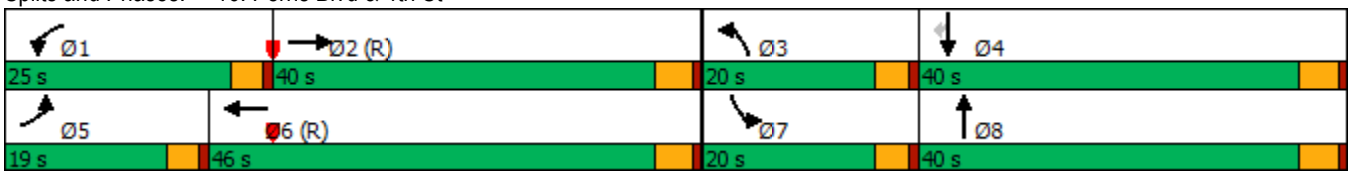
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		62.4	10.6	37.0		62.4	14.0	33.6				
Change Period (Y+Rc), s		5.0	4.6	5.1		5.0	4.6	5.1				
Max Green Setting (Gmax), s		51.0	10.4	33.9		51.0	10.4	33.9				
Max Q Clear Time (g_c+I1), s		11.9	6.6	30.3		11.0	9.6	25.1				
Green Ext Time (p_c), s		0.7	0.0	1.6		1.1	0.0	2.3				

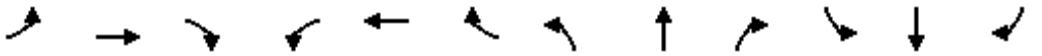
Intersection Summary												
HCM 6th Ctrl Delay			43.6									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	306	685	83	581	68	374	96	399	222
Future Volume (vph)	306	685	83	581	68	374	96	399	222
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.6	9.0	9.6	9.0	9.6	9.0	9.6	9.6
Total Split (s)	19.0	40.0	25.0	46.0	20.0	40.0	20.0	40.0	40.0
Total Split (%)	15.2%	32.0%	20.0%	36.8%	16.0%	32.0%	16.0%	32.0%	32.0%
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?		Yes	Yes			Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	15.0	45.4	11.0	41.4	9.8	39.7	11.7	43.5	43.5
Actuated g/C Ratio	0.12	0.36	0.09	0.33	0.08	0.32	0.09	0.35	0.35
v/c Ratio	1.62	0.68	0.61	0.62	0.55	0.43	0.65	0.69	0.35
Control Delay	338.1	37.5	71.7	37.8	70.9	35.1	73.6	43.8	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	338.1	37.5	71.7	37.8	70.9	35.1	73.6	43.8	5.7
LOS	F	D	E	D	E	D	E	D	A
Approach Delay		123.1		41.7		40.0		36.0	
Approach LOS		F		D		D		D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.62	
Intersection Signal Delay: 69.0	Intersection LOS: E
Intersection Capacity Utilization 80.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 16: Perris Blvd & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	306	685	82	83	581	63	68	374	53	96	399	222
Future Volume (veh/h)	306	685	82	83	581	63	68	374	53	96	399	222
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	315	706	85	86	599	65	70	386	55	99	411	229
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	195	1282	154	106	1139	123	87	809	114	120	519	439
Arrive On Green	0.12	0.44	0.44	0.07	0.39	0.39	0.05	0.28	0.28	0.07	0.30	0.30
Sat Flow, veh/h	1629	2912	350	1629	2955	320	1629	2857	404	1629	1710	1448
Grp Volume(v), veh/h	315	394	397	86	329	335	70	218	223	99	411	229
Grp Sat Flow(s),veh/h/ln	1629	1625	1638	1629	1625	1651	1629	1625	1637	1629	1710	1448
Q Serve(g_s), s	15.0	22.4	22.4	6.5	19.5	19.6	5.3	13.9	14.1	7.5	27.5	16.4
Cycle Q Clear(g_c), s	15.0	22.4	22.4	6.5	19.5	19.6	5.3	13.9	14.1	7.5	27.5	16.4
Prop In Lane	1.00		0.21	1.00		0.19	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	195	715	721	106	626	636	87	460	464	120	519	439
V/C Ratio(X)	1.61	0.55	0.55	0.81	0.53	0.53	0.80	0.47	0.48	0.82	0.79	0.52
Avail Cap(c_a), veh/h	195	715	721	274	626	636	208	460	464	208	519	439
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.46	0.46	0.46	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	25.9	25.9	57.7	29.6	29.6	58.5	37.1	37.2	57.1	39.9	36.0
Incr Delay (d2), s/veh	286.1	1.4	1.4	4.8	2.8	2.7	6.2	3.5	3.5	5.2	11.7	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.6	8.8	8.8	2.8	8.0	8.2	2.3	5.9	6.1	3.2	13.1	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	341.1	27.3	27.3	62.5	32.4	32.4	64.7	40.6	40.7	62.3	51.7	40.4
LnGrp LOS	F	C	C	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		1106			750			511			739	
Approach Delay, s/veh		116.6			35.8			43.9			49.6	
Approach LOS		F			D			D			D	

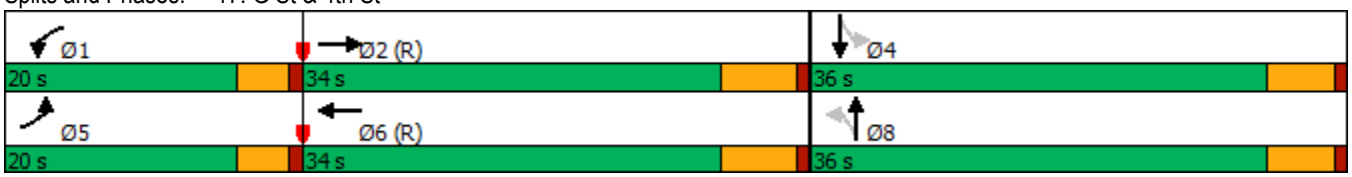
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	59.6	10.7	42.5	19.0	52.8	13.2	40.0
Change Period (Y+Rc), s	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6
Max Green Setting (Gmax), s	21.0	35.4	16.0	35.4	15.0	41.4	16.0	35.4
Max Q Clear Time (g_c+I1), s	8.5	24.4	7.3	29.5	17.0	21.6	9.5	16.1
Green Ext Time (p_c), s	0.1	2.5	0.0	1.1	0.0	2.5	0.1	1.5

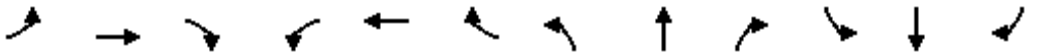
Intersection Summary	
HCM 6th Ctrl Delay	69.2
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	70	731	62	643	26	85	91	85
Future Volume (vph)	70	731	62	643	26	85	91	85
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	10.5	10.5	10.5	10.5
Total Split (s)	20.0	34.0	20.0	34.0	36.0	36.0	36.0	36.0
Total Split (%)	22.2%	37.8%	22.2%	37.8%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	8.9	36.9	8.6	36.6	30.5	30.5	30.5	30.5
Actuated g/C Ratio	0.10	0.41	0.10	0.41	0.34	0.34	0.34	0.34
v/c Ratio	0.40	0.52	0.37	0.49	0.06	0.27	0.23	0.24
Control Delay	43.9	22.6	52.0	15.1	20.8	15.4	23.3	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.9	22.6	52.0	15.1	20.8	15.4	23.3	16.2
LOS	D	C	D	B	C	B	C	B
Approach Delay		24.4		18.2		16.2		18.9
Approach LOS		C		B		B		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 49.4 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 20.6	Intersection LOS: C
Intersection Capacity Utilization 57.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 17: G St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	731	19	62	643	47	26	85	83	91	85	62
Future Volume (veh/h)	70	731	19	62	643	47	26	85	83	91	85	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	754	20	64	663	48	27	88	86	94	88	64
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	94	1571	42	83	1469	106	426	298	291	405	346	251
Arrive On Green	0.05	0.44	0.44	0.09	0.86	0.86	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1810	3592	95	1810	3408	246	1250	880	860	1225	1020	742
Grp Volume(v), veh/h	72	379	395	64	351	360	27	0	174	94	0	152
Grp Sat Flow(s),veh/h/ln	1810	1805	1882	1810	1805	1849	1250	0	1740	1225	0	1762
Q Serve(g_s), s	3.5	13.4	13.5	3.1	3.9	4.0	1.4	0.0	6.6	5.5	0.0	5.6
Cycle Q Clear(g_c), s	3.5	13.4	13.5	3.1	3.9	4.0	7.1	0.0	6.6	12.1	0.0	5.6
Prop In Lane	1.00		0.05	1.00		0.13	1.00		0.49	1.00		0.42
Lane Grp Cap(c), veh/h	94	789	823	83	778	797	426	0	590	405	0	597
V/C Ratio(X)	0.76	0.48	0.48	0.77	0.45	0.45	0.06	0.00	0.30	0.23	0.00	0.25
Avail Cap(c_a), veh/h	312	789	823	312	778	797	426	0	590	405	0	597
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	0.84	0.84	0.84	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.1	18.0	18.0	40.4	3.8	3.8	24.1	0.0	21.9	26.3	0.0	21.5
Incr Delay (d2), s/veh	8.4	1.4	1.4	11.8	1.6	1.6	0.3	0.0	1.3	1.3	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.6	5.8	1.6	1.3	1.4	0.5	0.0	2.9	1.8	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.5	19.5	19.4	52.1	5.4	5.3	24.4	0.0	23.1	27.6	0.0	22.6
LnGrp LOS	D	B	B	D	A	A	C	A	C	C	A	C
Approach Vol, veh/h		846			775			201			246	
Approach Delay, s/veh		22.1			9.2			23.3			24.5	
Approach LOS		C			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	45.4		36.0	9.2	44.8		36.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	28.0		30.5	15.5	28.0		30.5				
Max Q Clear Time (g_c+I1), s	5.1	15.5		14.1	5.5	6.0		9.1				
Green Ext Time (p_c), s	0.1	3.8		1.1	0.1	4.3		1.1				

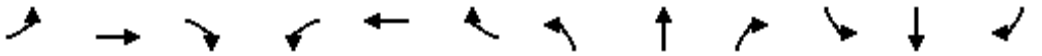
Intersection Summary			
HCM 6th Ctrl Delay		17.7	
HCM 6th LOS		B	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	45	793	21	704	30	17	192	12
Future Volume (vph)	45	793	21	704	30	17	192	12
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	15.5	15.5	10.5	10.5
Total Split (s)	20.0	35.0	20.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	22.2%	38.9%	22.2%	38.9%	38.9%	38.9%	38.9%	38.9%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0		5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.8	44.1	6.7	40.9		29.5		29.5
Actuated g/C Ratio	0.09	0.49	0.07	0.45		0.33		0.33
v/c Ratio	0.29	0.49	0.16	0.52		0.10		0.56
Control Delay	47.6	12.9	41.3	19.8		21.9		29.3
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	47.6	12.9	41.3	19.8		21.9		29.3
LOS	D	B	D	B		C		C
Approach Delay		14.7		20.4		21.9		29.3
Approach LOS		B		C		C		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 49.4 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 19.0	Intersection LOS: B
Intersection Capacity Utilization 58.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 18: Wilkerson Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	793	45	21	704	115	30	17	0	192	12	46
Future Volume (veh/h)	45	793	45	21	704	115	30	17	0	192	12	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	818	46	22	726	119	31	18	0	198	12	47
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	69	1636	92	43	1412	231	375	204	0	436	32	89
Arrive On Green	0.08	0.94	0.94	0.02	0.46	0.46	0.33	0.33	0.00	0.33	0.33	0.33
Sat Flow, veh/h	1810	3474	195	1810	3094	507	946	624	0	1115	98	272
Grp Volume(v), veh/h	46	425	439	22	423	422	49	0	0	257	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1865	1810	1805	1795	1569	0	0	1485	0	0
Q Serve(g_s), s	2.2	2.3	2.3	1.1	15.0	15.0	0.0	0.0	0.0	10.7	0.0	0.0
Cycle Q Clear(g_c), s	2.2	2.3	2.3	1.1	15.0	15.0	1.7	0.0	0.0	12.4	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.28	0.63		0.00	0.77		0.18
Lane Grp Cap(c), veh/h	69	850	878	43	824	820	580	0	0	558	0	0
V/C Ratio(X)	0.67	0.50	0.50	0.52	0.51	0.51	0.08	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	312	850	878	312	824	820	580	0	0	558	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.83	0.83	0.83	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.0	1.5	1.5	43.4	17.4	17.4	20.9	0.0	0.0	24.3	0.0	0.0
Incr Delay (d2), s/veh	9.3	1.8	1.7	7.9	1.9	1.9	0.3	0.0	0.0	2.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.9	0.9	0.6	6.2	6.2	0.7	0.0	0.0	4.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.3	3.3	3.2	51.3	19.3	19.3	21.2	0.0	0.0	27.1	0.0	0.0
LnGrp LOS	D	A	A	D	B	B	C	A	A	C	A	A
Approach Vol, veh/h		910			867			49			257	
Approach Delay, s/veh		5.6			20.1			21.2			27.1	
Approach LOS		A			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	48.4		35.0	7.9	47.1		35.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	29.0		29.5	15.5	29.0		29.5				
Max Q Clear Time (g_c+I1), s	3.1	4.3		14.4	4.2	17.0		3.7				
Green Ext Time (p_c), s	0.0	5.7		1.2	0.0	4.1		0.2				

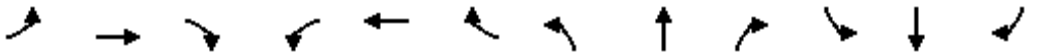
Intersection Summary			
HCM 6th Ctrl Delay		14.7	
HCM 6th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	936	26	72	11	18	53	368	8	29	432	768
Future Volume (vph)	936	26	72	11	18	53	368	8	29	432	768
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	9.5	11.0	9.5	11.0	11.0	9.5	11.0	11.0
Total Split (s)	40.0	55.0	55.0	25.0	40.0	25.0	35.0	35.0	25.0	35.0	35.0
Total Split (%)	28.6%	39.3%	39.3%	17.9%	28.6%	17.9%	25.0%	25.0%	17.9%	25.0%	25.0%
Yellow Time (s)	5.0	5.0	5.0	3.5	5.0	3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	34.0	69.2	69.2	6.5	34.0	9.8	45.8	45.8	7.9	41.8	41.8
Actuated g/C Ratio	0.24	0.49	0.49	0.05	0.24	0.07	0.33	0.33	0.06	0.30	0.30
v/c Ratio	1.18	0.03	0.09	0.14	0.11	0.45	0.34	0.01	0.30	0.43	0.59
Control Delay	140.1	20.6	2.9	67.3	13.8	73.1	37.9	0.0	70.4	42.2	5.7
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	140.2	20.6	2.9	67.3	13.8	73.1	37.9	0.0	70.4	42.2	5.7
LOS	F	C	A	E	B	E	D	A	E	D	A
Approach Delay		127.7			20.3		41.5			20.0	
Approach LOS		F			C		D			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 40 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 63.3	Intersection LOS: E
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 19: Redlands Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	936	26	72	11	18	62	53	368	8	29	432	768
Future Volume (veh/h)	936	26	72	11	18	62	53	368	8	29	432	768
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1006	28	77	12	19	67	57	396	9	31	465	826
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	853	1118	948	24	629	560	74	806	359	45	748	587
Arrive On Green	0.24	0.59	0.59	0.01	0.35	0.35	0.04	0.22	0.22	0.03	0.21	0.21
Sat Flow, veh/h	3510	1900	1610	1810	1805	1608	1810	3610	1610	1810	3610	2834
Grp Volume(v), veh/h	1006	28	77	12	19	67	57	396	9	31	465	826
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1608	1810	1805	1610	1810	1805	1417
Q Serve(g_s), s	34.0	0.9	2.9	0.9	1.0	4.0	4.4	13.4	0.6	2.4	16.4	29.0
Cycle Q Clear(g_c), s	34.0	0.9	2.9	0.9	1.0	4.0	4.4	13.4	0.6	2.4	16.4	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	853	1118	948	24	629	560	74	806	359	45	748	587
V/C Ratio(X)	1.18	0.03	0.08	0.50	0.03	0.12	0.77	0.49	0.03	0.68	0.62	1.41
Avail Cap(c_a), veh/h	853	1118	948	265	629	560	265	806	359	265	748	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	53.0	12.0	12.4	68.6	30.1	31.0	66.5	47.4	42.5	67.7	50.5	55.5
Incr Delay (d2), s/veh	91.5	0.0	0.1	15.0	0.1	0.4	15.1	2.1	0.1	15.5	3.6	192.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.7	0.4	1.1	0.5	0.4	1.6	2.3	6.3	0.3	1.3	7.8	26.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	144.5	12.1	12.6	83.6	30.1	31.5	81.6	49.6	42.6	83.2	54.1	248.0
LnGrp LOS	F	B	B	F	C	C	F	D	D	F	D	F
Approach Vol, veh/h		1111			98			462			1322	
Approach Delay, s/veh		132.0			37.6			53.4			175.9	
Approach LOS		F			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	88.4	10.2	35.0	40.0	54.8	8.0	37.2
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	6.0	4.5	6.0
Max Green Setting (Gmax), s	20.5	49.0	20.5	29.0	34.0	34.0	20.5	29.0
Max Q Clear Time (g_c+I1), s	2.9	4.9	6.4	31.0	36.0	6.0	4.4	15.4
Green Ext Time (p_c), s	0.0	0.4	0.1	0.0	0.0	0.4	0.0	2.2

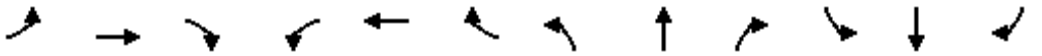
Intersection Summary	
HCM 6th Ctrl Delay	136.2
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	224	6	242	825	542	385	987
Future Volume (vph)	224	6	242	825	542	385	987
Turn Type	Split	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5	10.5	11.0	11.0	9.5	11.0
Total Split (s)	35.0	35.0	35.0	39.0	39.0	21.0	60.0
Total Split (%)	36.8%	36.8%	36.8%	41.1%	41.1%	22.1%	63.2%
Yellow Time (s)	4.5	4.5	4.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	6.0	6.0	4.5	6.0
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	15.5	15.5	15.5	47.6	47.6	15.9	68.0
Actuated g/C Ratio	0.16	0.16	0.16	0.50	0.50	0.17	0.72
v/c Ratio	0.60	0.51	0.46	0.26	0.33	0.68	0.39
Control Delay	45.0	24.1	17.3	15.1	2.2	49.8	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	45.0	24.1	17.3	15.1	2.2	49.8	6.0
LOS	D	C	B	B	A	D	A
Approach Delay		29.2		10.0			18.3
Approach LOS		C		B			B

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 16.4	Intersection LOS: B
Intersection Capacity Utilization 56.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 20: Redlands Ave & I-215 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	224	6	242	0	0	0	0	825	542	385	987	0
Future Volume (veh/h)	224	6	242	0	0	0	0	825	542	385	987	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	314	0	165				0	851	559	397	1018	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	493	0	219				0	3667	1590	471	2681	0
Arrive On Green	0.14	0.00	0.14				0.00	0.56	0.56	0.27	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	6802	2834	3510	3705	0
Grp Volume(v), veh/h	314	0	165				0	851	559	397	1018	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1417	1755	1805	0
Q Serve(g_s), s	7.8	0.0	9.4				0.0	6.2	10.2	10.2	0.0	0.0
Cycle Q Clear(g_c), s	7.8	0.0	9.4				0.0	6.2	10.2	10.2	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	493	0	219				0	3667	1590	471	2681	0
V/C Ratio(X)	0.64	0.00	0.75				0.00	0.23	0.35	0.84	0.38	0.00
Avail Cap(c_a), veh/h	1124	0	500				0	3667	1590	610	2681	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.22	0.22	0.89	0.89	0.00
Uniform Delay (d), s/veh	38.8	0.0	39.5				0.0	10.5	11.4	33.8	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	5.1				0.0	0.0	0.1	7.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	4.0				0.0	2.1	3.0	4.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.2	0.0	44.6				0.0	10.6	11.5	41.2	0.4	0.0
LnGrp LOS	D	A	D				A	B	B	D	A	A
Approach Vol, veh/h		479						1410			1415	
Approach Delay, s/veh		41.7						10.9			11.8	
Approach LOS		D						B			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	17.3	59.3		18.4		76.6
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	16.5	33.0		29.5		54.0
Max Q Clear Time (g_c+I1), s	12.2	12.2		11.4		2.0
Green Ext Time (p_c), s	0.6	8.5		1.6		9.1

Intersection Summary	
HCM 6th Ctrl Delay	15.8
HCM 6th LOS	B

Notes

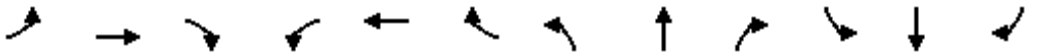
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	485	0	587	188	861	887	132
Future Volume (vph)	485	0	587	188	861	887	132
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.0	9.0	9.5	11.0	11.0	11.0
Total Split (s)	35.0	35.0	35.0	25.0	60.0	35.0	35.0
Total Split (%)	36.8%	36.8%	36.8%	26.3%	63.2%	36.8%	36.8%
Yellow Time (s)	3.0	3.0	3.0	3.5	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.5	6.0	6.0	6.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	27.9	27.9	27.9	10.6	57.1	42.0	42.0
Actuated g/C Ratio	0.29	0.29	0.29	0.11	0.60	0.44	0.44
v/c Ratio	0.77	0.70	0.65	0.50	0.41	0.32	0.18
Control Delay	41.5	26.3	23.0	57.3	9.1	18.6	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	41.5	26.3	23.0	57.3	9.2	18.6	4.1
LOS	D	C	C	E	A	B	A
Approach Delay		30.5			17.8	16.7	
Approach LOS		C			B	B	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 21.8	Intersection LOS: C
Intersection Capacity Utilization 56.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 21: Redlands Ave & I-215 NB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	485	0	587	188	861	0	0	887	132
Future Volume (veh/h)	0	0	0	485	0	587	188	861	0	0	887	132
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				712	0	390	196	897	0	0	924	138
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				1011	0	450	277	2221	0	0	3196	785
Arrive On Green				0.28	0.00	0.28	0.16	1.00	0.00	0.00	0.49	0.49
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	6802	1606
Grp Volume(v), veh/h				712	0	390	196	897	0	0	924	138
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1634	1606
Q Serve(g_s), s				16.8	0.0	21.9	5.0	0.0	0.0	0.0	8.0	4.6
Cycle Q Clear(g_c), s				16.8	0.0	21.9	5.0	0.0	0.0	0.0	8.0	4.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1011	0	450	277	2221	0	0	3196	785
V/C Ratio(X)				0.70	0.00	0.87	0.71	0.40	0.00	0.00	0.29	0.18
Avail Cap(c_a), veh/h				1181	0	525	758	2221	0	0	3196	785
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.96	0.96	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				30.7	0.0	32.5	39.0	0.0	0.0	0.0	14.4	13.6
Incr Delay (d2), s/veh				1.6	0.0	12.8	3.2	0.5	0.0	0.0	0.2	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.4	0.0	9.9	2.1	0.2	0.0	0.0	2.8	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.3	0.0	45.3	42.2	0.5	0.0	0.0	14.7	14.1
LnGrp LOS				C	A	D	D	A	A	A	B	B
Approach Vol, veh/h					1102			1093			1062	
Approach Delay, s/veh					36.9			8.0			14.6	
Approach LOS					D			A			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	64.5		12.0	52.5		30.5						
Change Period (Y+Rc), s	6.0		4.5	6.0		4.0						
Max Green Setting (Gmax), s	54.0		20.5	29.0		31.0						
Max Q Clear Time (g_c+I1), s	2.0		7.0	10.0		23.9						
Green Ext Time (p_c), s	8.0		0.5	6.7		2.7						

Intersection Summary		
HCM 6th Ctrl Delay	19.9	
HCM 6th LOS	B	

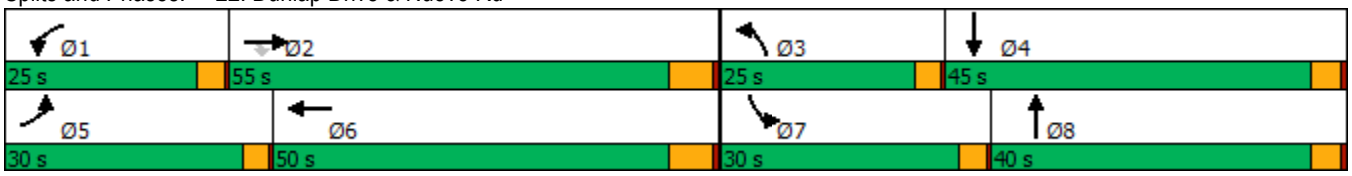
Notes

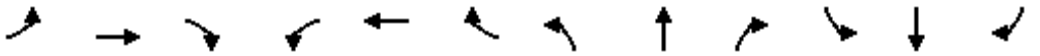
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	27	528	83	57	389	22	144	163	112
Future Volume (vph)	27	528	83	57	389	22	144	163	112
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Minimum Split (s)	8.5	12.0	12.0	8.5	12.0	8.5	10.2	8.5	10.2
Total Split (s)	30.0	55.0	55.0	25.0	50.0	25.0	40.0	30.0	45.0
Total Split (%)	20.0%	36.7%	36.7%	16.7%	33.3%	16.7%	26.7%	20.0%	30.0%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	3.2	3.0	3.2
All-Red Time (s)	0.5	1.0	1.0	0.5	1.0	0.5	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	3.5	4.2	3.5	4.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	6.4	45.7	45.7	8.4	49.5	6.1	36.4	16.8	51.1
Actuated g/C Ratio	0.05	0.37	0.37	0.07	0.40	0.05	0.30	0.14	0.42
v/c Ratio	0.32	0.83	0.14	0.51	0.73	0.27	0.43	0.73	0.21
Control Delay	69.6	47.7	7.6	73.2	38.5	68.5	38.5	69.7	25.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.6	47.7	7.6	73.2	38.5	68.5	38.5	69.7	25.4
LOS	E	D	A	E	D	E	D	E	C
Approach Delay		43.5			42.1		41.3		48.6
Approach LOS		D			D		D		D

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 122.7	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 43.7	Intersection LOS: D
Intersection Capacity Utilization 67.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 22: Dunlap Drive & Nuevo Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	528	83	57	389	100	22	144	67	163	112	37
Future Volume (veh/h)	27	528	83	57	389	100	22	144	67	163	112	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	30	587	92	63	432	111	24	160	74	181	124	41
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	50	666	564	82	537	138	43	404	187	213	578	191
Arrive On Green	0.03	0.35	0.35	0.05	0.37	0.37	0.02	0.33	0.33	0.12	0.42	0.42
Sat Flow, veh/h	1810	1900	1610	1810	1458	375	1810	1229	568	1810	1367	452
Grp Volume(v), veh/h	30	587	92	63	0	543	24	0	234	181	0	165
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1833	1810	0	1798	1810	0	1819
Q Serve(g_s), s	1.8	31.6	4.3	3.7	0.0	29.0	1.4	0.0	10.9	10.7	0.0	6.3
Cycle Q Clear(g_c), s	1.8	31.6	4.3	3.7	0.0	29.0	1.4	0.0	10.9	10.7	0.0	6.3
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.32	1.00		0.25
Lane Grp Cap(c), veh/h	50	666	564	82	0	675	43	0	591	213	0	769
V/C Ratio(X)	0.61	0.88	0.16	0.77	0.00	0.80	0.56	0.00	0.40	0.85	0.00	0.21
Avail Cap(c_a), veh/h	440	855	725	357	0	741	357	0	591	440	0	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.4	33.2	24.4	51.4	0.0	30.9	52.6	0.0	28.2	47.1	0.0	19.9
Incr Delay (d2), s/veh	4.3	9.7	0.2	5.6	0.0	6.5	4.2	0.0	2.0	3.7	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	15.1	1.6	1.7	0.0	12.9	0.7	0.0	4.8	4.9	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.7	42.9	24.6	57.0	0.0	37.3	56.8	0.0	30.2	50.8	0.0	20.6
LnGrp LOS	E	D	C	E	A	D	E	A	C	D	A	C
Approach Vol, veh/h		709			606			258			346	
Approach Delay, s/veh		41.1			39.4			32.6			36.4	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	44.2	6.1	50.2	6.5	46.1	16.3	40.0
Change Period (Y+Rc), s	3.5	6.0	3.5	* 4.2	3.5	6.0	3.5	* 4.2
Max Green Setting (Gmax), s	21.5	49.0	21.5	* 41	26.5	44.0	26.5	* 36
Max Q Clear Time (g_c+I1), s	5.7	33.6	3.4	8.3	3.8	31.0	12.7	12.9
Green Ext Time (p_c), s	0.0	4.5	0.0	0.9	0.0	3.5	0.2	1.2

Intersection Summary	
HCM 6th Ctrl Delay	38.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	400.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	425	293	252	320	21	169	230	270	82	219	64
Future Vol, veh/h	34	425	293	252	320	21	169	230	270	82	219	64
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	36	452	312	268	340	22	180	245	287	87	233	68
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	531.7	367.4	434.2	124.9
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	5%	42%	22%
Vol Thru, %	34%	57%	54%	60%
Vol Right, %	40%	39%	4%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	669	752	593	365
LT Vol	169	34	252	82
Through Vol	230	425	320	219
RT Vol	270	293	21	64
Lane Flow Rate	712	800	631	388
Geometry Grp	1	1	1	1
Degree of Util (X)	1.86	2.083	1.693	1.029
Departure Headway (Hd)	14.681	14.641	16.479	19.679
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	256	256	227	190
Service Time	12.681	12.641	14.479	17.679
HCM Lane V/C Ratio	2.781	3.125	2.78	2.042
HCM Control Delay	434.2	531.7	367.4	124.9
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	31.7	38.3	24.6	8.7

24: Porter St & Menifee Rd & Central Ave Performance by approach

Approach	EB	WB	NB	SB	NE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.2	10.4	2.4	0.1	13.0
Total Del/Veh (s)	5.2	5.5	56.5	13.9	5.4	32.8
Stop Delay (hr)	0.0	0.1	8.8	0.6	0.0	9.6
Stop Del/Veh (s)	3.7	3.4	47.7	3.7	4.2	24.1

Intersection	
Intersection Delay, s/veh	44.8
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	244	22	150	10	13	3	128	392	14	7	492	106
Future Vol, veh/h	244	22	150	10	13	3	128	392	14	7	492	106
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	265	24	163	11	14	3	139	426	15	8	535	115
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	21.3	13.4	23.8	80.9
HCM LOS	C	B	C	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	40%	0%	92%	0%	38%	1%	0%
Vol Thru, %	60%	93%	8%	0%	50%	99%	0%
Vol Right, %	0%	7%	0%	100%	12%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	324	210	266	150	26	499	106
LT Vol	128	0	244	0	10	7	0
Through Vol	196	196	22	0	13	492	0
RT Vol	0	14	0	150	3	0	106
Lane Flow Rate	352	228	289	163	28	542	115
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.729	0.457	0.654	0.316	0.072	1.096	0.21
Departure Headway (Hd)	7.736	7.484	8.452	7.258	9.632	7.272	6.546
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	472	484	431	499	374	499	544
Service Time	5.436	5.184	6.152	4.958	7.632	5.066	4.339
HCM Lane V/C Ratio	0.746	0.471	0.671	0.327	0.075	1.086	0.211
HCM Control Delay	28.6	16.3	25.8	13.3	13.4	95.7	11.1
HCM Lane LOS	D	C	D	B	B	F	B
HCM 95th-tile Q	5.9	2.4	4.5	1.3	0.2	17.4	0.8

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	0	29	1	2	2	43	522	2	2	677	9
Future Vol, veh/h	17	0	29	1	2	2	43	522	2	2	677	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	19	0	33	1	2	2	49	593	2	2	769	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1472	1471	774	1487	1475	594	779	0	0	595	0	0
Stage 1	778	778	-	692	692	-	-	-	-	-	-	-
Stage 2	694	693	-	795	783	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	106	128	402	104	128	509	847	-	-	991	-	-
Stage 1	392	410	-	437	448	-	-	-	-	-	-	-
Stage 2	436	448	-	384	407	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	97	116	402	89	116	509	847	-	-	991	-	-
Mov Cap-2 Maneuver	97	116	-	89	116	-	-	-	-	-	-	-
Stage 1	358	408	-	399	409	-	-	-	-	-	-	-
Stage 2	395	409	-	351	405	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31.8	29.3	0.7	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	847	-	-	186	154	991	-	-
HCM Lane V/C Ratio	0.058	-	-	0.281	0.037	0.002	-	-
HCM Control Delay (s)	9.5	0	-	31.8	29.3	8.6	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	25.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	86	26	9	35	69	25	497	13	104	549	44
Future Vol, veh/h	28	86	26	9	35	69	25	497	13	104	549	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	29	90	27	9	36	72	26	518	14	108	572	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1442	1395	595	1447	1411	525	618	0	0	532	0	0
Stage 1	811	811	-	577	577	-	-	-	-	-	-	-
Stage 2	631	584	-	870	834	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	111	143	508	110	140	556	972	-	-	1046	-	-
Stage 1	376	396	-	506	505	-	-	-	-	-	-	-
Stage 2	472	501	-	349	386	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	67	125	508	40	122	556	972	-	-	1046	-	-
Mov Cap-2 Maneuver	67	125	-	40	122	-	-	-	-	-	-	-
Stage 1	366	355	-	492	491	-	-	-	-	-	-	-
Stage 2	370	487	-	222	346	-	-	-	-	-	-	-

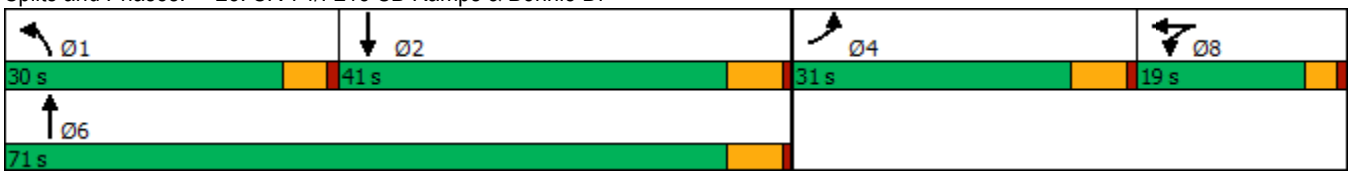
Approach	EB	WB	NB	SB
HCM Control Delay, s	216.1	57.8	0.4	1.3
HCM LOS	F	F		

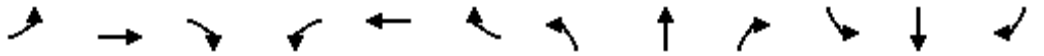
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	972	-	-	121	178	1046	-	-
HCM Lane V/C Ratio	0.027	-	-	1.205	0.661	0.104	-	-
HCM Control Delay (s)	8.8	-	-	216.1	57.8	8.8	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	9.1	3.9	0.3	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	40	350	297	346	1513	41	
Future Volume (vph)	40	350	297	346	1513	41	
Turn Type	Prot	Free	Prot	NA	NA	Free	
Protected Phases	4		1	6	2		8
Permitted Phases		Free				Free	
Detector Phase	4		1	6	2		
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0
Minimum Split (s)	11.0		10.0	11.0	11.0		9.0
Total Split (s)	31.0		30.0	71.0	41.0		19.0
Total Split (%)	25.6%		24.8%	58.7%	33.9%		16%
Yellow Time (s)	5.0		4.0	5.0	5.0		3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	6.0		5.0	6.0	6.0		
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	6.4	72.9	18.0	62.5	36.5	72.9	
Actuated g/C Ratio	0.09	1.00	0.25	0.86	0.50	1.00	
v/c Ratio	0.27	0.23	0.70	0.22	1.68	0.03	
Control Delay	38.6	0.3	34.9	2.6	329.9	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	38.6	0.3	34.9	2.6	329.9	0.0	
LOS	D	A	C	A	F	A	
Approach Delay				17.5	321.3		
Approach LOS				B	F		

Intersection Summary	
Cycle Length: 121	
Actuated Cycle Length: 72.9	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.68	
Intersection Signal Delay: 198.0	Intersection LOS: F
Intersection Capacity Utilization 111.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	0	350	0	0	0	297	346	0	0	1513	41
Future Volume (veh/h)	40	0	350	0	0	0	297	346	0	0	1513	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	0	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	42	0	0	0	0	0	313	364	0	0	1593	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	0		0	3	0	372	1703	0	0	1149	
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.90	0.00	0.00	0.60	0.00
Sat Flow, veh/h		0		0	1900	0	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h		0.0		0	0	0	313	364	0	0	1593	0
Grp Sat Flow(s),veh/h/ln				0	1900	0	1810	1900	0	0	1900	1610
Q Serve(g_s), s				0.0	0.0	0.0	9.6	1.4	0.0	0.0	35.0	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	9.6	1.4	0.0	0.0	35.0	0.0
Prop In Lane				0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				0	3	0	372	1703	0	0	1149	
V/C Ratio(X)				0.00	0.00	0.00	0.84	0.21	0.00	0.00	1.39	
Avail Cap(c_a), veh/h				0	492	0	781	2133	0	0	1149	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	22.1	0.4	0.0	0.0	11.4	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	2.0	0.0	0.0	0.0	179.5	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.0	3.6	0.0	0.0	0.0	64.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	0.0	24.1	0.4	0.0	0.0	190.9	0.0
LnGrp LOS				A	A	A	C	A	A	A	F	
Approach Vol, veh/h					0			677			1593	
Approach Delay, s/veh					0.0			11.4			190.9	
Approach LOS								B			F	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	16.9	41.0				57.9		0.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		4.0				
Max Green Setting (Gmax), s	25.0	35.0				65.0		15.0				
Max Q Clear Time (g_c+I1), s	11.6	37.0				3.4		0.0				
Green Ext Time (p_c), s	0.3	0.0				1.2		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		137.4
HCM 6th LOS		F

Notes

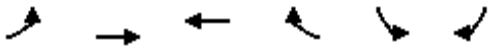
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	14	1847	607	1282	302
Future Volume (vph)	14	1847	607	1282	302
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	30.3	70.6	40.3		40.4
Total Split (%)	27.3%	63.6%	36.3%		36.4%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	5.8	53.4	49.5	87.6	23.0
Actuated g/C Ratio	0.07	0.61	0.57	1.00	0.26
v/c Ratio	0.13	0.88	0.31	0.84	0.75
Control Delay	48.9	21.3	12.3	5.3	41.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	48.9	21.3	12.3	5.3	41.5
LOS	D	C	B	A	D
Approach Delay		21.5	7.6		41.5
Approach LOS		C	A		D

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 87.6	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 16.7	Intersection LOS: B
Intersection Capacity Utilization 78.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 29: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	1847	607	1282	302	37
Future Volume (veh/h)	14	1847	607	1282	302	37
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	1944	639	0	318	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	32	2267	1940		361	44
Arrive On Green	0.02	0.63	0.54	0.00	0.23	0.23
Sat Flow, veh/h	1810	3705	3705	1610	1586	195
Grp Volume(v), veh/h	15	1944	639	0	358	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1786	0
Q Serve(g_s), s	0.6	31.8	7.3	0.0	14.2	0.0
Cycle Q Clear(g_c), s	0.6	31.8	7.3	0.0	14.2	0.0
Prop In Lane	1.00			1.00	0.89	0.11
Lane Grp Cap(c), veh/h	32	2267	1940		406	0
V/C Ratio(X)	0.46	0.86	0.33		0.88	0.00
Avail Cap(c_a), veh/h	618	3221	1940		856	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	35.6	11.0	9.5	0.0	27.3	0.0
Incr Delay (d2), s/veh	3.8	1.3	0.0	0.0	2.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	8.4	2.2	0.0	5.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.3	12.3	9.5	0.0	29.9	0.0
LnGrp LOS	D	B	A		C	A
Approach Vol, veh/h		1959	639		358	
Approach Delay, s/veh		12.5	9.5		29.9	
Approach LOS		B	A		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		51.3		21.9	6.6	44.6
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		65.3		35.1	25.0	35.0
Max Q Clear Time (g_c+I1), s		33.8		16.2	2.6	9.3
Green Ext Time (p_c), s		12.2		0.5	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

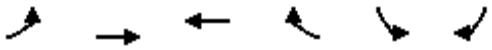
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	373	1776	1503	48	385
Future Volume (vph)	373	1776	1503	48	385
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.0	11.0	9.5	9.5
Total Split (s)	24.0	65.0	41.0	24.5	24.5
Total Split (%)	26.8%	72.6%	45.8%	27.4%	27.4%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	20.1	59.2	35.1	8.4	8.4
Actuated g/C Ratio	0.26	0.76	0.45	0.11	0.11
v/c Ratio	0.86	0.69	1.01	0.26	0.78
Control Delay	48.6	7.2	49.5	34.5	15.0
Queue Delay	0.0	0.1	0.0	0.0	0.0
Total Delay	48.6	7.4	49.5	34.5	15.0
LOS	D	A	D	C	B
Approach Delay		14.5	49.5	17.1	
Approach LOS		B	D	B	

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 78.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 27.9	Intersection LOS: C
Intersection Capacity Utilization 79.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 30: SR-74 & Trumble Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	373	1776	1503	39	48	385
Future Volume (veh/h)	373	1776	1503	39	48	385
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	397	1889	1599	41	51	410
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	404	2380	1406	36	404	360
Arrive On Green	0.22	0.66	0.39	0.39	0.22	0.22
Sat Flow, veh/h	1810	3705	3691	92	1810	1610
Grp Volume(v), veh/h	397	1889	801	839	51	410
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1883	1810	1610
Q Serve(g_s), s	19.5	33.5	35.0	35.0	2.0	20.0
Cycle Q Clear(g_c), s	19.5	33.5	35.0	35.0	2.0	20.0
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	404	2380	706	737	404	360
V/C Ratio(X)	0.98	0.79	1.13	1.14	0.13	1.14
Avail Cap(c_a), veh/h	404	2380	706	737	404	360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	10.9	27.3	27.3	27.8	34.8
Incr Delay (d2), s/veh	39.7	1.9	77.4	78.6	0.1	91.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.3	9.9	28.3	29.8	0.8	25.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	74.3	12.8	104.6	105.9	27.8	125.7
LnGrp LOS	E	B	F	F	C	F
Approach Vol, veh/h		2286	1640		461	
Approach Delay, s/veh		23.5	105.3		114.9	
Approach LOS		C	F		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		65.0		24.5	24.0	41.0
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		59.0		20.0	20.0	35.0
Max Q Clear Time (g_c+I1), s		35.5		22.0	21.5	37.0
Green Ext Time (p_c), s		15.0		0.0	0.0	0.0

Intersection Summary						
HCM 6th Ctrl Delay			63.7			
HCM 6th LOS			E			

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1786	1539	114	0	152
Future Vol, veh/h	0	1786	1539	114	0	152
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1963	1691	125	0	167

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	908
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	282
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	282
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

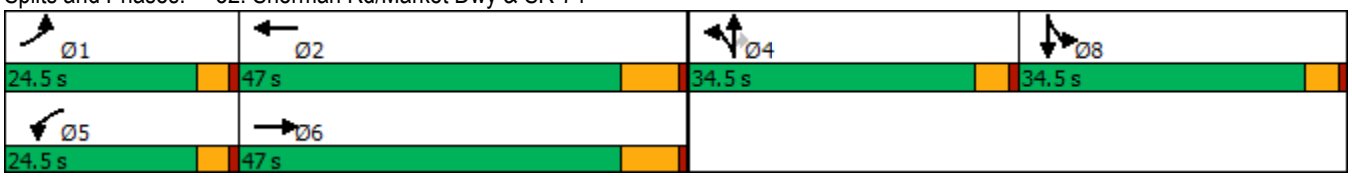
Approach	EB	WB	SB
HCM Control Delay, s	0	0	34.7
HCM LOS			D

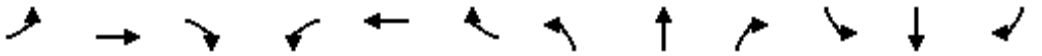
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	282
HCM Lane V/C Ratio	-	-	-	0.592
HCM Control Delay (s)	-	-	-	34.7
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q(veh)	-	-	-	3.5

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	30	1699	144	1518	16	164	16
Future Volume (vph)	30	1699	144	1518	16	164	16
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases						4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	12.0	9.5	12.0	9.5	9.5	9.5
Total Split (s)	24.5	47.0	24.5	47.0	34.5	34.5	34.5
Total Split (%)	17.4%	33.5%	17.4%	33.5%	24.6%	24.6%	24.6%
Yellow Time (s)	3.5	6.0	3.5	6.0	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	4.5	7.0	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	6.4	40.8	12.4	51.3	12.1	12.1	6.9
Actuated g/C Ratio	0.07	0.45	0.14	0.57	0.13	0.13	0.08
v/c Ratio	0.25	1.17	0.63	0.81	0.62	0.48	0.36
Control Delay	48.7	109.1	50.5	23.7	50.3	11.0	43.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.7	109.1	50.5	23.7	50.3	11.0	43.0
LOS	D	F	D	C	D	B	D
Approach Delay		108.1		26.0	29.0		43.0
Approach LOS		F		C	C		D

Intersection Summary	
Cycle Length: 140.5	
Actuated Cycle Length: 90.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 64.8	Intersection LOS: E
Intersection Capacity Utilization 84.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 32: Sherman Rd/Market Dwy & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1699	57	144	1518	22	123	16	164	21	16	12
Future Volume (veh/h)	30	1699	57	144	1518	22	123	16	164	21	16	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	1827	61	155	1632	24	132	17	176	23	17	13
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	56	1680	56	192	1988	29	224	29	223	33	24	18
Arrive On Green	0.03	0.47	0.47	0.11	0.55	0.55	0.14	0.14	0.14	0.04	0.04	0.04
Sat Flow, veh/h	1810	3565	118	1810	3640	53	1612	208	1603	774	572	437
Grp Volume(v), veh/h	32	920	968	155	808	848	149	0	176	53	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1879	1810	1805	1889	1819	0	1603	1783	0	0
Q Serve(g_s), s	1.5	40.0	40.0	7.1	31.2	31.4	6.5	0.0	9.0	2.5	0.0	0.0
Cycle Q Clear(g_c), s	1.5	40.0	40.0	7.1	31.2	31.4	6.5	0.0	9.0	2.5	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.03	0.89		1.00	0.43		0.25
Lane Grp Cap(c), veh/h	56	851	885	192	986	1032	253	0	223	75	0	0
V/C Ratio(X)	0.57	1.08	1.09	0.81	0.82	0.82	0.59	0.00	0.79	0.71	0.00	0.00
Avail Cap(c_a), veh/h	426	851	885	426	986	1032	643	0	567	630	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	40.6	22.4	22.4	37.1	15.8	15.9	34.3	0.0	35.3	40.1	0.0	0.0
Incr Delay (d2), s/veh	3.3	55.5	58.8	3.0	5.2	5.1	0.8	0.0	2.4	4.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	27.1	29.0	3.2	12.9	13.5	2.9	0.0	3.6	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.8	77.9	81.3	40.1	21.0	21.0	35.1	0.0	37.7	44.7	0.0	0.0
LnGrp LOS	D	F	F	D	C	C	D	A	D	D	A	A
Approach Vol, veh/h		1920			1811			325			53	
Approach Delay, s/veh		79.0			22.6			36.5			44.7	
Approach LOS		E			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	53.4		16.3	13.5	47.0		8.1				
Change Period (Y+Rc), s	4.5	7.0		4.5	4.5	7.0		4.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	3.5	33.4		11.0	9.1	42.0		4.5				
Green Ext Time (p_c), s	0.0	4.3		0.8	0.1	0.0		0.1				

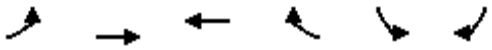
Intersection Summary			
HCM 6th Ctrl Delay		50.4	
HCM 6th LOS		D	

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	52	1742	1507	74
Future Volume (vph)	52	1742	1507	74
Turn Type	Prot	NA	NA	Prot
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	11.0	9.7
Total Split (s)	24.7	65.7	41.0	24.7
Total Split (%)	27.3%	72.7%	45.4%	27.3%
Yellow Time (s)	3.7	5.0	5.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	6.0	4.7
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Min	Min	None
Act Effct Green (s)	7.9	57.5	49.7	9.1
Actuated g/C Ratio	0.11	0.79	0.68	0.12
v/c Ratio	0.28	0.65	0.67	0.42
Control Delay	36.2	6.6	13.3	34.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	36.2	6.6	13.3	34.1
LOS	D	A	B	C
Approach Delay		7.5	13.3	34.1
Approach LOS		A	B	C

Intersection Summary			
Cycle Length: 90.4			
Actuated Cycle Length: 73.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 62.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 33: SR-74 & Antelope Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	52	1742	1507	39	74	16
Future Volume (veh/h)	52	1742	1507	39	74	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	1853	1603	41	79	17
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	93	2660	2164	55	104	22
Arrive On Green	0.05	0.74	0.60	0.60	0.07	0.07
Sat Flow, veh/h	1810	3705	3692	92	1443	311
Grp Volume(v), veh/h	55	1853	803	841	97	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1883	1772	0
Q Serve(g_s), s	1.7	15.6	17.9	18.0	3.0	0.0
Cycle Q Clear(g_c), s	1.7	15.6	17.9	18.0	3.0	0.0
Prop In Lane	1.00			0.05	0.81	0.18
Lane Grp Cap(c), veh/h	93	2660	1086	1133	128	0
V/C Ratio(X)	0.59	0.70	0.74	0.74	0.76	0.00
Avail Cap(c_a), veh/h	646	3844	1127	1176	632	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.0	4.0	8.0	8.0	25.5	0.0
Incr Delay (d2), s/veh	5.9	0.3	2.5	2.5	8.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.4	5.6	5.8	1.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.9	4.3	10.5	10.5	34.3	0.0
LnGrp LOS	C	A	B	B	C	A
Approach Vol, veh/h		1908	1644		97	
Approach Delay, s/veh		5.1	10.5		34.3	
Approach LOS		A	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		47.3		8.7	7.6	39.7
Change Period (Y+Rc), s		6.0		* 4.7	* 4.7	6.0
Max Green Setting (Gmax), s		59.7		* 20	* 20	35.0
Max Q Clear Time (g_c+I1), s		17.6		5.0	3.7	20.0
Green Ext Time (p_c), s		23.8		0.2	0.1	10.1

Intersection Summary	
HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

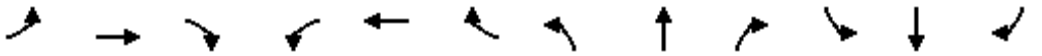
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	61	1661	150	1521	21	71	188	20	43
Future Volume (vph)	61	1661	150	1521	21	71	188	20	43
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	9.7	9.7	9.7	9.7	9.7
Total Split (s)	24.7	42.0	24.7	42.0	24.7	24.7	24.7	24.7	24.7
Total Split (%)	27.0%	46.0%	27.0%	46.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Yellow Time (s)	3.7	6.0	3.7	6.0	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	7.0	35.2	10.3	42.8	7.7	7.7	7.7	7.7	7.7
Actuated g/C Ratio	0.10	0.51	0.15	0.61	0.11	0.11	0.11	0.11	0.11
v/c Ratio	0.35	0.96	0.58	0.73	0.15	0.35	0.56	0.14	0.22
Control Delay	35.8	32.7	37.1	14.3	31.3	34.3	11.7	31.1	18.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.8	32.7	37.1	14.3	31.3	34.3	11.7	31.1	18.6
LOS	D	C	D	B	C	C	B	C	B
Approach Delay		32.8		16.3		18.9			21.0
Approach LOS		C		B		B			C

Intersection Summary	
Cycle Length: 91.4	
Actuated Cycle Length: 69.7	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 24.1	Intersection LOS: C
Intersection Capacity Utilization 76.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 34: Palomar Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	1661	12	150	1521	29	21	71	188	20	43	41
Future Volume (veh/h)	61	1661	12	150	1521	29	21	71	188	20	43	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	64	1730	12	156	1584	30	22	74	196	21	45	43
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	92	1839	13	198	2025	38	277	294	249	239	287	242
Arrive On Green	0.05	0.50	0.50	0.11	0.56	0.56	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	3675	25	1810	3624	69	1330	1900	1610	1127	1859	1565
Grp Volume(v), veh/h	64	849	893	156	788	826	22	74	196	21	44	44
Grp Sat Flow(s),veh/h/ln	1810	1805	1895	1810	1805	1888	1330	1900	1610	1127	1805	1618
Q Serve(g_s), s	2.4	30.9	31.0	5.8	23.8	23.9	1.0	2.4	8.2	1.2	1.5	1.7
Cycle Q Clear(g_c), s	2.4	30.9	31.0	5.8	23.8	23.9	2.7	2.4	8.2	3.5	1.5	1.7
Prop In Lane	1.00		0.01	1.00		0.04	1.00		1.00	1.00		0.97
Lane Grp Cap(c), veh/h	92	903	948	198	1008	1055	277	294	249	239	279	250
V/C Ratio(X)	0.69	0.94	0.94	0.79	0.78	0.78	0.08	0.25	0.79	0.09	0.16	0.18
Avail Cap(c_a), veh/h	520	908	954	520	1008	1055	454	546	463	389	519	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	16.4	16.4	30.2	12.0	12.0	26.7	25.9	28.3	27.4	25.5	25.6
Incr Delay (d2), s/veh	3.5	17.3	16.9	2.6	4.1	4.0	0.1	0.3	4.1	0.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	15.2	15.9	2.6	9.1	9.5	0.3	1.1	3.3	0.3	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.9	33.7	33.3	32.8	16.2	16.1	26.8	26.2	32.4	27.5	25.7	25.8
LnGrp LOS	D	C	C	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1806			1770			292			109	
Approach Delay, s/veh		33.6			17.6			30.4			26.1	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	41.8		15.5	8.2	45.9		15.5				
Change Period (Y+Rc), s	* 4.7	7.0		* 4.7	* 4.7	7.0		* 4.7				
Max Green Setting (Gmax), s	* 20	35.0		* 20	* 20	35.0		* 20				
Max Q Clear Time (g_c+I1), s	7.8	33.0		5.5	4.4	25.9		10.2				
Green Ext Time (p_c), s	0.2	1.8		0.3	0.1	7.2		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		26.0	
HCM 6th LOS		C	

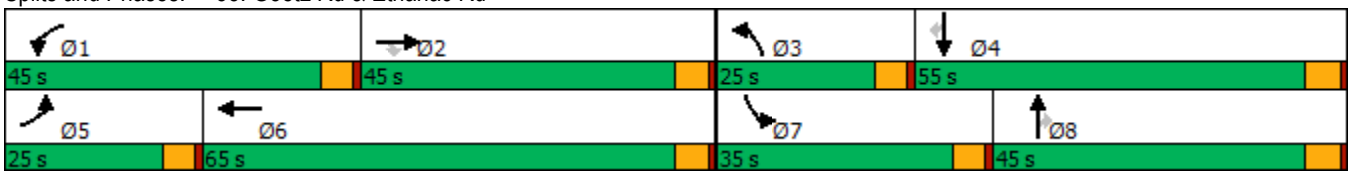
Notes

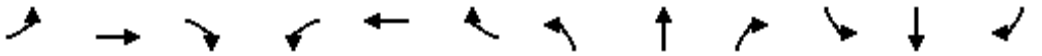
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	66	127	4	344	137	14	216	228	337	310	76
Future Volume (vph)	66	127	4	344	137	14	216	228	337	310	76
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	10.0	11.3	11.3	10.0	11.3	10.0	11.5	11.5	10.0	11.5	11.5
Total Split (s)	25.0	45.0	45.0	45.0	65.0	25.0	45.0	45.0	35.0	55.0	55.0
Total Split (%)	14.7%	26.5%	26.5%	26.5%	38.2%	14.7%	26.5%	26.5%	20.6%	32.4%	32.4%
Yellow Time (s)	4.0	4.3	4.3	4.0	4.3	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.3	5.3	5.0	5.3	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	8.5	9.8	9.8	27.0	30.8	5.5	19.1	19.1	30.6	50.8	50.8
Actuated g/C Ratio	0.08	0.09	0.09	0.25	0.29	0.05	0.18	0.18	0.28	0.47	0.47
v/c Ratio	0.49	0.40	0.01	0.79	0.29	0.16	0.67	0.59	0.69	0.19	0.10
Control Delay	62.7	52.7	0.0	51.7	10.7	59.0	53.0	23.2	45.3	19.5	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.7	52.7	0.0	51.7	10.7	59.0	53.0	23.2	45.3	19.5	2.1
LOS	E	D	A	D	B	E	D	C	D	B	A
Approach Delay		55.0			28.9		38.4			29.7	
Approach LOS		E			C		D			C	

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 107.6	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 33.5	Intersection LOS: C
Intersection Capacity Utilization 71.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 35: Goetz Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	127	4	344	137	295	14	216	228	337	310	76
Future Volume (veh/h)	66	127	4	344	137	295	14	216	228	337	310	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	69	132	4	358	143	307	15	225	238	351	323	79
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	93	284	127	403	865	403	32	373	316	396	1434	631
Arrive On Green	0.05	0.08	0.08	0.22	0.25	0.25	0.02	0.20	0.20	0.22	0.40	0.40
Sat Flow, veh/h	1810	3610	1610	1810	3458	1610	1810	1900	1610	1810	3610	1588
Grp Volume(v), veh/h	69	132	4	358	143	307	15	225	238	351	323	79
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1610	1810	1900	1610	1810	1805	1588
Q Serve(g_s), s	2.8	2.6	0.2	14.1	2.4	13.0	0.6	7.9	10.2	13.8	4.3	2.3
Cycle Q Clear(g_c), s	2.8	2.6	0.2	14.1	2.4	13.0	0.6	7.9	10.2	13.8	4.3	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	93	284	127	403	865	403	32	373	316	396	1434	631
V/C Ratio(X)	0.74	0.46	0.03	0.89	0.17	0.76	0.46	0.60	0.75	0.89	0.23	0.13
Avail Cap(c_a), veh/h	493	1952	871	986	2812	1309	493	1022	866	739	2434	1070
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	32.3	31.2	27.6	21.5	25.5	35.7	26.9	27.8	27.8	14.7	14.0
Incr Delay (d2), s/veh	4.3	1.2	0.1	2.7	0.1	3.0	3.7	1.6	3.6	2.7	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.1	0.1	6.1	0.9	5.0	0.3	3.6	4.1	6.0	1.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	33.5	31.3	30.3	21.6	28.5	39.4	28.5	31.5	30.5	14.7	14.1
LnGrp LOS	D	C	C	C	C	C	D	C	C	C	B	B
Approach Vol, veh/h		205			808			478			753	
Approach Delay, s/veh		35.2			28.1			30.3			22.0	
Approach LOS		D			C			C			C	

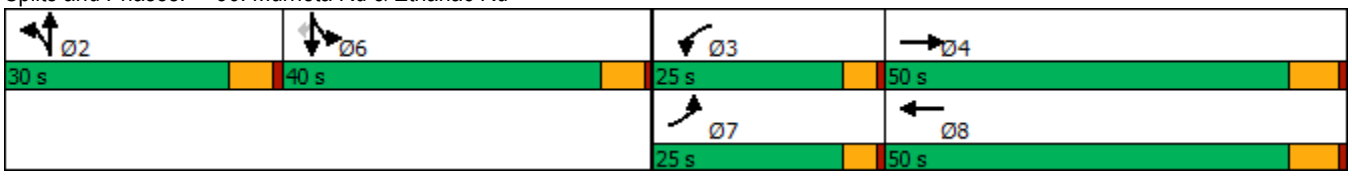
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.4	11.1	6.3	34.7	8.8	23.7	21.1	19.9
Change Period (Y+Rc), s	5.0	5.3	5.0	5.5	5.0	5.3	5.0	5.5
Max Green Setting (Gmax), s	40.0	39.7	20.0	49.5	20.0	59.7	30.0	39.5
Max Q Clear Time (g_c+I1), s	16.1	4.6	2.6	6.3	4.8	15.0	15.8	12.2
Green Ext Time (p_c), s	0.3	0.8	0.0	2.6	0.0	3.4	0.3	2.2

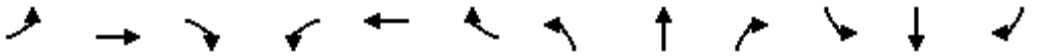
Intersection Summary	
HCM 6th Ctrl Delay	27.2
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	4	548	240	639	116	47	165	11
Future Volume (vph)	4	548	240	639	116	47	165	11
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	Perm
Protected Phases	7	4	3	8	2	6	6	
Permitted Phases								6
Detector Phase	7	4	3	8	2	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	9.6	16.5	15.8	15.8	15.8	15.8
Total Split (s)	25.0	50.0	25.0	50.0	30.0	40.0	40.0	40.0
Total Split (%)	17.2%	34.5%	17.2%	34.5%	20.7%	27.6%	27.6%	27.6%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	5.2	32.2	20.6	55.6	24.4	16.4	16.4	16.4
Actuated g/C Ratio	0.04	0.28	0.18	0.48	0.21	0.14	0.14	0.14
v/c Ratio	0.05	0.74	0.81	0.44	0.98	0.20	0.67	0.04
Control Delay	60.2	42.5	68.1	21.8	85.6	47.6	61.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.2	42.5	68.1	21.8	85.6	47.6	61.0	0.2
LOS	E	D	E	C	F	D	E	A
Approach Delay		42.6		33.6	85.6		55.1	
Approach LOS		D		C	F		E	

Intersection Summary	
Cycle Length: 145	
Actuated Cycle Length: 116.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 46.9	Intersection LOS: D
Intersection Capacity Utilization 80.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 36: Murrieta Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	548	129	240	639	66	96	116	140	47	165	11
Future Volume (veh/h)	4	548	129	240	639	66	96	116	140	47	165	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	589	139	258	687	71	103	125	151	51	177	12
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	9	781	184	290	1405	145	110	134	162	217	228	194
Arrive On Green	0.01	0.27	0.27	0.16	0.43	0.43	0.23	0.23	0.23	0.12	0.12	0.12
Sat Flow, veh/h	1810	2886	679	1810	3303	341	476	577	697	1810	1900	1610
Grp Volume(v), veh/h	4	368	360	258	375	383	379	0	0	51	177	12
Grp Sat Flow(s),veh/h/ln	1810	1805	1760	1810	1805	1839	1751	0	0	1810	1900	1610
Q Serve(g_s), s	0.2	19.5	19.6	14.6	15.7	15.8	22.1	0.0	0.0	2.7	9.4	0.7
Cycle Q Clear(g_c), s	0.2	19.5	19.6	14.6	15.7	15.8	22.1	0.0	0.0	2.7	9.4	0.7
Prop In Lane	1.00		0.39	1.00		0.19	0.27		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	9	488	476	290	768	782	405	0	0	217	228	194
V/C Ratio(X)	0.42	0.75	0.76	0.89	0.49	0.49	0.93	0.00	0.00	0.23	0.78	0.06
Avail Cap(c_a), veh/h	354	753	734	354	768	782	406	0	0	593	623	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	34.9	34.9	42.9	21.7	21.8	39.3	0.0	0.0	41.5	44.5	40.7
Incr Delay (d2), s/veh	10.6	3.4	3.5	18.4	0.7	0.7	28.8	0.0	0.0	0.5	5.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	8.9	8.7	7.9	6.7	6.8	12.6	0.0	0.0	1.2	4.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.4	38.2	38.4	61.3	22.4	22.4	68.1	0.0	0.0	42.1	50.1	40.8
LnGrp LOS	E	D	D	E	C	C	E	A	A	D	D	D
Approach Vol, veh/h		732			1016			379			240	
Approach Delay, s/veh		38.5			32.3			68.1			47.9	
Approach LOS		D			C			E			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0	21.3	34.7		18.3	5.1	50.9				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		24.2	20.4	43.5		34.2	20.4	43.5				
Max Q Clear Time (g_c+I1), s		24.1	16.6	21.6		11.4	2.2	17.8				
Green Ext Time (p_c), s		0.0	0.1	6.6		1.1	0.0	7.3				

Intersection Summary												
HCM 6th Ctrl Delay			41.5									
HCM 6th LOS			D									

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations					
Traffic Volume (vph)	771	1	39	883	17
Future Volume (vph)	771	1	39	883	17
Turn Type	NA	Perm	Prot	NA	Prot
Protected Phases	2		1	6	8
Permitted Phases		2			
Detector Phase	2	2	1	6	8
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0
Total Split (s)	51.0	51.0	18.0	69.0	11.0
Total Split (%)	63.8%	63.8%	22.5%	86.3%	13.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	59.8	59.8	7.8	67.2	7.8
Actuated g/C Ratio	0.75	0.75	0.10	0.84	0.10
v/c Ratio	0.21	0.00	0.23	0.30	0.37
Control Delay	4.8	5.0	32.7	2.7	18.0
Queue Delay	0.0	0.0	0.3	0.3	0.5
Total Delay	4.8	5.0	33.0	3.1	18.5
LOS	A	A	C	A	B
Approach Delay	4.8			4.3	18.5
Approach LOS	A			A	B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.37	
Intersection Signal Delay: 5.2	Intersection LOS: A
Intersection Capacity Utilization 36.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 37: Barnett Rd & Ethanac Rd





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	771	1	39	883	17	60
Future Volume (veh/h)	771	1	39	883	17	60
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	803	1	41	920	18	62
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3759	1143	95	2985	27	92
Arrive On Green	0.72	0.72	0.04	0.55	0.07	0.07
Sat Flow, veh/h	5358	1577	1810	3705	368	1266
Grp Volume(v), veh/h	803	1	41	920	81	0
Grp Sat Flow(s),veh/h/ln	1729	1577	1810	1805	1654	0
Q Serve(g_s), s	4.0	0.0	1.8	11.0	3.8	0.0
Cycle Q Clear(g_c), s	4.0	0.0	1.8	11.0	3.8	0.0
Prop In Lane		1.00	1.00		0.22	0.77
Lane Grp Cap(c), veh/h	3759	1143	95	2985	121	0
V/C Ratio(X)	0.21	0.00	0.43	0.31	0.67	0.00
Avail Cap(c_a), veh/h	3759	1143	317	2985	145	0
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.97	0.97	1.00	0.00
Uniform Delay (d), s/veh	3.6	3.0	37.4	5.5	36.1	0.0
Incr Delay (d2), s/veh	0.1	0.0	3.0	0.3	8.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.8	0.1	1.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.7	3.0	40.4	5.8	45.0	0.0
LnGrp LOS	A	A	D	A	D	A
Approach Vol, veh/h	804			961	81	
Approach Delay, s/veh	3.7			7.3	45.0	
Approach LOS	A			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	8.2	62.0				70.2	9.8
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	14.0	47.0				65.0	7.0
Max Q Clear Time (g_c+I1), s	3.8	6.0				13.0	5.8
Green Ext Time (p_c), s	0.0	5.4				6.6	0.0

Intersection Summary	
HCM 6th Ctrl Delay	7.4
HCM 6th LOS	A

Notes

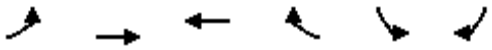
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	150	681	771	455	457	150
Future Volume (vph)	150	681	771	455	457	150
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	19.0	64.0	45.0	45.0	16.0	16.0
Total Split (%)	23.8%	80.0%	56.3%	56.3%	20.0%	20.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	11.9	55.6	39.7	39.7	16.4	16.4
Actuated g/C Ratio	0.15	0.70	0.50	0.50	0.20	0.20
v/c Ratio	0.57	0.27	0.30	0.45	0.64	0.26
Control Delay	34.3	3.0	13.4	3.2	33.2	27.1
Queue Delay	8.7	0.2	0.0	0.0	0.0	0.2
Total Delay	43.1	3.2	13.4	3.2	33.2	27.3
LOS	D	A	B	A	C	C
Approach Delay		10.4	9.6		31.8	
Approach LOS		B	A		C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 14.9	Intersection LOS: B
Intersection Capacity Utilization 46.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 38: Ethanac Rd & Case Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	150	681	771	455	457	150
Future Volume (veh/h)	150	681	771	455	457	150
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	152	688	779	460	462	152
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	190	2708	3087	958	527	425
Arrive On Green	0.14	1.00	0.60	0.60	0.15	0.15
Sat Flow, veh/h	1810	3705	5358	1610	3510	2834
Grp Volume(v), veh/h	152	688	779	460	462	152
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1755	1417
Q Serve(g_s), s	6.5	0.1	5.7	13.0	10.3	3.9
Cycle Q Clear(g_c), s	6.5	0.1	5.7	13.0	10.3	3.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	190	2708	3087	958	527	425
V/C Ratio(X)	0.80	0.25	0.25	0.48	0.88	0.36
Avail Cap(c_a), veh/h	339	2708	3087	958	527	425
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.85	0.85	1.00	1.00
Uniform Delay (d), s/veh	33.6	0.0	7.7	9.2	33.3	30.5
Incr Delay (d2), s/veh	7.5	0.2	0.2	1.5	15.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.1	1.6	3.6	5.2	3.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.1	0.2	7.9	10.6	48.7	31.0
LnGrp LOS	D	A	A	B	D	C
Approach Vol, veh/h		840	1239		614	
Approach Delay, s/veh		7.6	8.9		44.3	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		64.0		16.0	12.4	51.6
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		60.0		12.0	15.0	41.0
Max Q Clear Time (g_c+I1), s		2.1		12.3	8.5	15.0
Green Ext Time (p_c), s		4.5		0.0	0.2	6.8

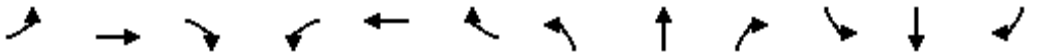
Intersection Summary	
HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	761	377	117	836	2	390
Future Volume (vph)	761	377	117	836	2	390
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	10.0	10.0
Total Split (s)	46.0	46.0	35.0	81.0	35.0	35.0
Total Split (%)	39.7%	39.7%	30.2%	69.8%	30.2%	30.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	40.6	40.6	11.3	57.0	18.6	18.6
Actuated g/C Ratio	0.47	0.47	0.13	0.66	0.21	0.21
v/c Ratio	0.89	0.44	0.52	0.37	0.44	0.82
Control Delay	38.4	8.3	45.1	8.2	33.1	31.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.4	8.3	45.1	8.2	33.1	31.6
LOS	D	A	D	A	C	C
Approach Delay	28.4			12.7	32.1	
Approach LOS	C			B	C	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 86.8	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 23.5	Intersection LOS: C
Intersection Capacity Utilization 89.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 39: I-215 SB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	761	377	117	836	0	0	0	0	164	2	390
Future Volume (veh/h)	0	761	377	117	836	0	0	0	0	164	2	390
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	793	393	122	871	0				171	2	406
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	845	716	158	2130	0				506	6	455
Arrive On Green	0.00	0.44	0.44	0.09	0.59	0.00				0.28	0.28	0.28
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1790	21	1610
Grp Volume(v), veh/h	0	793	393	122	871	0				173	0	406
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1811	0	1610
Q Serve(g_s), s	0.0	34.3	15.5	5.7	11.3	0.0				6.5	0.0	20.9
Cycle Q Clear(g_c), s	0.0	34.3	15.5	5.7	11.3	0.0				6.5	0.0	20.9
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	845	716	158	2130	0				511	0	455
V/C Ratio(X)	0.00	0.94	0.55	0.77	0.41	0.00				0.34	0.00	0.89
Avail Cap(c_a), veh/h	0	880	746	629	3135	0				629	0	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.8	17.6	38.6	9.6	0.0				24.6	0.0	29.7
Incr Delay (d2), s/veh	0.0	16.9	0.8	7.8	0.1	0.0				0.4	0.0	14.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	16.6	5.0	2.7	3.4	0.0				2.8	0.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	39.8	18.4	46.3	9.7	0.0				25.0	0.0	44.2
LnGrp LOS	A	D	B	D	A	A				C	A	D
Approach Vol, veh/h		1186			993						579	
Approach Delay, s/veh		32.7			14.2						38.4	
Approach LOS		C			B						D	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	12.5	44.4				57.0		29.4				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	7.7	36.3				13.3		22.9				
Green Ext Time (p_c), s	0.3	2.1				6.1		1.5				

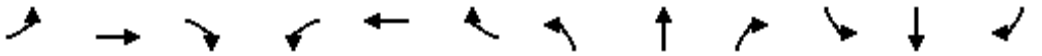
Intersection Summary			
HCM 6th Ctrl Delay		27.2	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	261	664	513	1	205
Future Volume (vph)	261	664	513	1	205
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	21.0	66.1	40.1	29.7	29.7
Actuated g/C Ratio	0.20	0.62	0.38	0.28	0.28
v/c Ratio	0.76	0.58	1.01	0.91	0.35
Control Delay	54.7	14.5	71.8	61.7	6.3
Queue Delay	0.0	0.3	0.0	0.0	0.0
Total Delay	54.7	14.8	71.8	61.7	6.3
LOS	D	B	E	E	A
Approach Delay		26.0	71.8	44.1	
Approach LOS		C	E	D	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 106.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 45.1	Intersection LOS: D
Intersection Capacity Utilization 89.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	261	664	0	0	513	175	440	1	205	0	0	0
Future Volume (veh/h)	261	664	0	0	513	175	440	1	205	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	269	685	0	0	529	180	454	1	211			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	308	1170	0	0	537	183	497	1	443			
Arrive On Green	0.17	0.62	0.00	0.00	0.40	0.40	0.28	0.28	0.28			
Sat Flow, veh/h	1810	1900	0	0	1356	461	1806	4	1610			
Grp Volume(v), veh/h	269	685	0	0	0	709	455	0	211			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1817	1810	0	1610			
Q Serve(g_s), s	14.6	21.9	0.0	0.0	0.0	39.0	24.6	0.0	11.0			
Cycle Q Clear(g_c), s	14.6	21.9	0.0	0.0	0.0	39.0	24.6	0.0	11.0			
Prop In Lane	1.00		0.00	0.00		0.25	1.00		1.00			
Lane Grp Cap(c), veh/h	308	1170	0	0	0	720	498	0	443			
V/C Ratio(X)	0.87	0.59	0.00	0.00	0.00	0.99	0.91	0.00	0.48			
Avail Cap(c_a), veh/h	537	1411	0	0	0	720	538	0	478			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.8	11.6	0.0	0.0	0.0	30.2	35.4	0.0	30.5			
Incr Delay (d2), s/veh	7.6	0.5	0.0	0.0	0.0	29.8	19.4	0.0	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.7	7.4	0.0	0.0	0.0	21.0	13.2	0.0	4.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	12.1	0.0	0.0	0.0	60.0	54.8	0.0	31.3			
LnGrp LOS	D	B	A	A	A	E	D	A	C			
Approach Vol, veh/h		954			709			666				
Approach Delay, s/veh		22.4			60.0			47.4				
Approach LOS		C			E			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.2			22.2	46.0		32.8				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		23.9			16.6	41.0		26.6				
Green Ext Time (p_c), s		4.5			0.6	0.0		1.2				
Intersection Summary												
HCM 6th Ctrl Delay			41.0									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	23.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	697	172	54	561	128	65
Future Vol, veh/h	697	172	54	561	128	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	719	177	56	578	132	67

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	896	0	1498	808
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	690	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	766	-	136	384
Stage 1	-	-	-	-	442	-
Stage 2	-	-	-	-	502	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	766	-	~ 126	384
Mov Cap-2 Maneuver	-	-	-	-	~ 126	-
Stage 1	-	-	-	-	442	-
Stage 2	-	-	-	-	465	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	197.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	163	-	-	766	-
HCM Lane V/C Ratio	1.221	-	-	0.073	-
HCM Control Delay (s)	197.6	-	-	10.1	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	11.2	-	-	0.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	8.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	252	446	5	6	385	12	17	5	10	17	14	156
Future Vol, veh/h	252	446	5	6	385	12	17	5	10	17	14	156
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	265	469	5	6	405	13	18	5	11	18	15	164

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	418	0	0	478	0	0	1519	1436	476	1434	1432	412
Stage 1	-	-	-	-	-	-	1006	1006	-	424	424	-
Stage 2	-	-	-	-	-	-	513	430	-	1010	1008	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1152	-	-	1095	-	-	98	135	593	113	136	644
Stage 1	-	-	-	-	-	-	293	321	-	612	590	-
Stage 2	-	-	-	-	-	-	548	587	-	292	321	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1152	-	-	1091	-	-	48	92	591	80	92	644
Mov Cap-2 Maneuver	-	-	-	-	-	-	48	92	-	80	92	-
Stage 1	-	-	-	-	-	-	200	220	-	420	586	-
Stage 2	-	-	-	-	-	-	395	583	-	192	220	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.2	0.1	87.4	35.3
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	75	1152	-	-	1091	-	-	308
HCM Lane V/C Ratio	0.449	0.23	-	-	0.006	-	-	0.639
HCM Control Delay (s)	87.4	9.1	0	-	8.3	0	-	35.3
HCM Lane LOS	F	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	1.8	0.9	-	-	0	-	-	4.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	383	52	0	320	2	0	0	0	24	0	0
Future Vol, veh/h	9	383	52	0	320	2	0	0	0	24	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	260	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	399	54	0	333	2	0	0	0	25	0	0

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	335	0	-	-	-	0			753	751	334
Stage 1	-	-	-	-	-	-			334	334	-
Stage 2	-	-	-	-	-	-			419	417	-
Critical Hdwy	4.1	-	-	-	-	-			6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-			5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-			3.5	4	3.3
Pot Cap-1 Maneuver	1236	-	0	0	-	-			380	342	712
Stage 1	-	-	0	0	-	-			730	647	-
Stage 2	-	-	0	0	-	-			668	595	-
Platoon blocked, %		-			-	-					
Mov Cap-1 Maneuver	1236	-	-	-	-	-			377	0	712
Mov Cap-2 Maneuver	-	-	-	-	-	-			377	0	-
Stage 1	-	-	-	-	-	-			723	0	-
Stage 2	-	-	-	-	-	-			668	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	15.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1236	-	-	-	377
HCM Lane V/C Ratio	0.008	-	-	-	0.066
HCM Control Delay (s)	7.9	0	-	-	15.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	408	0	11	290	33	14
Future Vol, veh/h	408	0	11	290	33	14
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	439	0	12	312	35	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	441	0	777	443
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	336	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1130	-	368	619
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	728	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1128	-	362	617
Mov Cap-2 Maneuver	-	-	-	-	362	-
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	719	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	14.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	413	-	-	1128	-
HCM Lane V/C Ratio	0.122	-	-	0.01	-
HCM Control Delay (s)	14.9	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	246	199	128	30	53	151
Future Vol, veh/h	246	199	128	30	53	151
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	259	209	135	32	56	159

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	167	0	-	0	879	151
Stage 1	-	-	-	-	151	-
Stage 2	-	-	-	-	728	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1423	-	-	-	321	901
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	482	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1423	-	-	-	255	901
Mov Cap-2 Maneuver	-	-	-	-	255	-
Stage 1	-	-	-	-	700	-
Stage 2	-	-	-	-	482	-

Approach	EB	WB	SB
HCM Control Delay, s	4.5	0	15.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1423	-	-	-	543
HCM Lane V/C Ratio	0.182	-	-	-	0.395
HCM Control Delay (s)	8.1	0	-	-	15.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.7	-	-	-	1.9

Intersection	
Int Delay, s/veh	192.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32	108	36	34	97	47	39	492	75	45	486	14
Future Vol, veh/h	32	108	36	34	97	47	39	492	75	45	486	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	36	120	40	38	108	52	43	547	83	50	540	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1403	1364	548	1403	1331	589	556	0	0	630	0	0
Stage 1	648	648	-	675	675	-	-	-	-	-	-	-
Stage 2	755	716	-	728	656	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	118	149	540	118	156	512	1025	-	-	962	-	-
Stage 1	462	469	-	447	456	-	-	-	-	-	-	-
Stage 2	404	437	-	418	465	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 33	129	540	~ 18	135	512	1025	-	-	962	-	-
Mov Cap-2 Maneuver	~ 33	129	-	~ 18	135	-	-	-	-	-	-	-
Stage 1	432	434	-	418	426	-	-	-	-	-	-	-
Stage 2	253	409	-	259	430	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 594.5	$ 1033.5	0.6	0.7
HCM LOS	F	F		

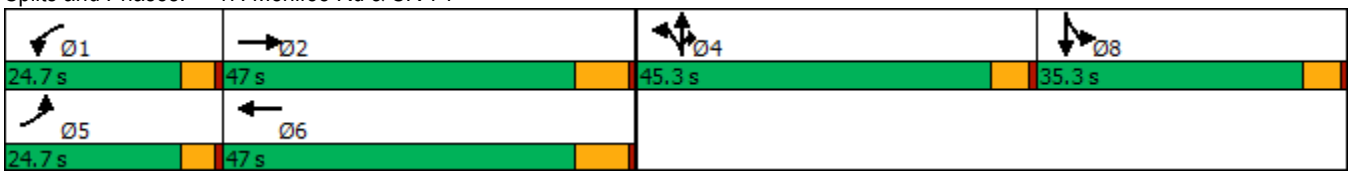
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1025	-	-	94	66	962	-	-
HCM Lane V/C Ratio	0.042	-	-	2.08	2.997	0.052	-	-
HCM Control Delay (s)	8.7	0	-	$ 594.5	$ 1033.5	8.9	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	17	20.2	0.2	-	-

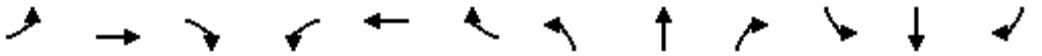
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	52	1560	462	1234	340	482	315
Future Volume (vph)	52	1560	462	1234	340	482	315
Turn Type	Prot	NA	Prot	NA	NA	Prot	NA
Protected Phases	5	2	1	6	4	4	8
Permitted Phases							
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.3	10.3	10.3
Total Split (s)	24.7	47.0	24.7	47.0	45.3	45.3	35.3
Total Split (%)	16.2%	30.9%	16.2%	30.9%	29.7%	29.7%	23.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	9.1	40.0	20.0	52.9	40.0	40.0	30.0
Actuated g/C Ratio	0.06	0.26	0.13	0.35	0.26	0.26	0.20
v/c Ratio	0.52	2.14	2.10	1.27	1.51	0.85	1.66
Control Delay	85.6	545.0	537.8	167.8	278.1	41.6	346.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.6	545.0	537.8	167.8	278.1	41.6	346.7
LOS	F	F	F	F	F	D	F
Approach Delay		532.6		257.1	180.3		346.7
Approach LOS		F		F	F		F

Intersection Summary	
Cycle Length: 152.3	
Actuated Cycle Length: 152.3	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.14	
Intersection Signal Delay: 345.0	Intersection LOS: F
Intersection Capacity Utilization 164.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	1560	304	462	1234	220	342	340	482	225	315	24
Future Volume (veh/h)	52	1560	304	462	1234	220	342	340	482	225	315	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	56	1677	327	497	1327	237	368	366	518	242	339	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	72	796	150	238	1085	192	244	243	423	145	203	16
Arrive On Green	0.04	0.26	0.26	0.13	0.35	0.35	0.26	0.26	0.26	0.20	0.20	0.20
Sat Flow, veh/h	1810	3030	572	1810	3066	541	929	924	1610	737	1033	79
Grp Volume(v), veh/h	56	976	1028	497	775	789	734	0	518	607	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1797	1810	1805	1803	1854	0	1610	1849	0	0
Q Serve(g_s), s	4.7	40.0	40.0	20.0	53.9	53.9	40.0	0.0	40.0	30.0	0.0	0.0
Cycle Q Clear(g_c), s	4.7	40.0	40.0	20.0	53.9	53.9	40.0	0.0	40.0	30.0	0.0	0.0
Prop In Lane	1.00		0.32	1.00		0.30	0.50		1.00	0.40		0.04
Lane Grp Cap(c), veh/h	72	474	472	238	639	638	487	0	423	364	0	0
V/C Ratio(X)	0.78	2.06	2.18	2.09	1.21	1.24	1.51	0.00	1.22	1.67	0.00	0.00
Avail Cap(c_a), veh/h	238	474	472	238	639	638	487	0	423	364	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	72.4	56.1	56.2	66.1	49.2	49.2	56.2	0.0	56.1	61.2	0.0	0.0
Incr Delay (d2), s/veh	6.5	484.0	536.8	505.3	109.8	119.5	239.0	0.0	120.6	311.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	81.9	88.5	42.6	43.7	45.3	51.0	0.0	30.4	45.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.9	540.2	592.9	571.4	159.0	168.6	295.1	0.0	176.8	373.0	0.0	0.0
LnGrp LOS	E	F	F	F	F	F	F	A	F	F	A	A
Approach Vol, veh/h		2060			2061			1252			607	
Approach Delay, s/veh		554.0			262.1			246.2			373.0	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.7	47.0		45.3	10.8	60.9		35.3				
Change Period (Y+Rc), s	* 4.7	7.0		5.3	* 4.7	7.0		5.3				
Max Green Setting (Gmax), s	* 20	40.0		40.0	* 20	40.0		30.0				
Max Q Clear Time (g_c+I1), s	22.0	42.0		42.0	6.7	55.9		32.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		370.6
HCM 6th LOS		F

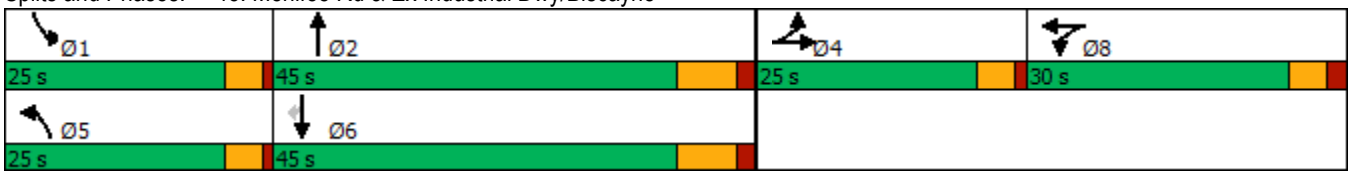
Notes

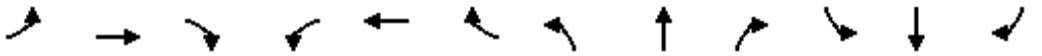
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBT	SBL	SBT	SBR	Ø5
Lane Configurations							
Traffic Volume (vph)	2	1	1047	48	1023	1	
Future Volume (vph)	2	1	1047	48	1023	1	
Turn Type	NA	NA	NA	Prot	NA	Perm	
Protected Phases	4	8	2	1	6		5
Permitted Phases						6	
Detector Phase	4	8	2	1	6	6	
Switch Phase							
Minimum Initial (s)	6.0	8.0	10.0	6.0	10.0	10.0	6.0
Minimum Split (s)	10.6	13.6	17.5	10.6	17.5	17.5	10.6
Total Split (s)	25.0	30.0	45.0	25.0	45.0	45.0	25.0
Total Split (%)	20.0%	24.0%	36.0%	20.0%	36.0%	36.0%	20%
Yellow Time (s)	3.6	3.6	5.5	3.6	5.5	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.6	7.5	4.6	7.5	7.5	
Lead/Lag			Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	None	Min	Min	None
Act Effct Green (s)	6.1	10.0	41.8	7.8	49.5	49.5	
Actuated g/C Ratio	0.08	0.13	0.56	0.10	0.66	0.66	
v/c Ratio	0.03	0.49	1.15	0.28	0.89	0.00	
Control Delay	29.2	28.9	100.3	36.6	23.2	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	29.2	28.9	100.3	36.6	23.2	0.0	
LOS	C	C	F	D	C	A	
Approach Delay	29.2	28.9	100.3		23.8		
Approach LOS	C	C	F		C		

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 74.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 60.8	Intersection LOS: E
Intersection Capacity Utilization 83.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	3	56	1	62	0	1047	59	48	1023	1
Future Volume (veh/h)	0	2	3	56	1	62	0	1047	59	48	1023	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	2	3	62	1	68	0	1151	65	53	1124	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	5	8	83	1	91	3	932	53	99	1219	1033
Arrive On Green	0.00	0.01	0.01	0.10	0.10	0.10	0.00	0.52	0.52	0.05	0.64	0.64
Sat Flow, veh/h	0	686	1029	805	13	883	1810	1781	101	1810	1900	1610
Grp Volume(v), veh/h	0	0	5	131	0	0	0	0	1216	53	1124	1
Grp Sat Flow(s),veh/h/ln	0	0	1715	1701	0	0	1810	0	1882	1810	1900	1610
Q Serve(g_s), s	0.0	0.0	0.2	5.4	0.0	0.0	0.0	0.0	37.5	2.0	37.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.2	5.4	0.0	0.0	0.0	0.0	37.5	2.0	37.2	0.0
Prop In Lane	0.00		0.60	0.47		0.52	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	0	0	14	176	0	0	3	0	984	99	1219	1033
V/C Ratio(X)	0.00	0.00	0.37	0.75	0.00	0.00	0.00	0.00	1.24	0.54	0.92	0.00
Avail Cap(c_a), veh/h	0	0	488	579	0	0	515	0	984	515	1219	1033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	35.4	31.2	0.0	0.0	0.0	0.0	17.1	33.0	11.3	4.6
Incr Delay (d2), s/veh	0.0	0.0	15.7	6.1	0.0	0.0	0.0	0.0	114.7	4.5	11.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	2.4	0.0	0.0	0.0	0.0	45.0	1.0	15.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	51.1	37.4	0.0	0.0	0.0	0.0	131.8	37.5	22.8	4.6
LnGrp LOS	A	A	D	D	A	A	A	A	F	D	C	A
Approach Vol, veh/h		5			131			1216			1178	
Approach Delay, s/veh		51.1			37.4			131.8			23.4	
Approach LOS		D			D			F			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	45.0		5.2	0.0	53.5		13.0				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	20.4	37.5		20.4	20.4	37.5		24.4				
Max Q Clear Time (g_c+I1), s	4.0	39.5		2.2	0.0	39.2		7.4				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	0.0		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		76.3	
HCM 6th LOS		E	

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	2	608	0	263	17	831	513	269	829	2
Future Vol, veh/h	6	0	2	608	0	263	17	831	513	269	829	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	0	2	654	0	283	18	894	552	289	891	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2818	2952	892	2677	2677	1170	893	0	0	1446	0	0
Stage 1	1470	1470	-	1206	1206	-	-	-	-	-	-	-
Stage 2	1348	1482	-	1471	1471	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	12	15	344	~ 15	22	~ 237	768	-	-	475	-	-
Stage 1	160	193	-	~ 226	259	-	-	-	-	-	-	-
Stage 2	188	191	-	~ 160	193	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	344	-	0	~ 237	768	-	-	475	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	132	0	-	~ 187	214	-	-	-	-	-	-	-
Stage 2	-	158	-	-	0	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.1	5.8
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	768	-	-	-	-	475	-	-
HCM Lane V/C Ratio	0.024	-	-	-	-	0.609	-	-
HCM Control Delay (s)	9.8	0	-	-	-	23.7	0	-
HCM Lane LOS	A	A	-	-	-	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	439.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	79	78	1287	71	70	1368
Future Vol, veh/h	79	78	1287	71	70	1368
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	86	85	1399	77	76	1368

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2958	1438	0	0	1476	0
Stage 1	1438	-	-	-	-	-
Stage 2	1520	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 16	165	-	-	462	-
Stage 1	221	-	-	-	-	-
Stage 2	201	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 5	165	-	-	462	-
Mov Cap-2 Maneuver	~ 5	-	-	-	-	-
Stage 1	221	-	-	-	-	-
Stage 2	~ 63	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, $	7958.4	0	0.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	10	462	-
HCM Lane V/C Ratio	-	-	17.065	0.165	-
HCM Control Delay (s)	-	-	$ 7958.4	14.3	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	22.9	0.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	349.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	63	161	61	1295	1364	80
Future Vol, veh/h	63	161	61	1295	1364	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	66	169	64	1363	1436	84

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2969	1478	1520	0	-	0
Stage 1	1478	-	-	-	-	-
Stage 2	1491	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 16	~ 156	445	-	-	-
Stage 1	211	-	-	-	-	-
Stage 2	208	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 7	~ 156	445	-	-	-
Mov Cap-2 Maneuver	~ 7	-	-	-	-	-
Stage 1	86	-	-	-	-	-
Stage 2	208	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, $	4715.2	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	445	-	22	-	-
HCM Lane V/C Ratio	0.144	-	10.718	-	-
HCM Control Delay (s)	14.4	$	4715.2	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.5	-	29.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2093	176	92	1748	170	110
Future Volume (vph)	2093	176	92	1748	170	110
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	9.7	12.0	10.5	10.5
Total Split (s)	42.0	42.0	29.7	71.7	35.5	35.5
Total Split (%)	39.2%	39.2%	27.7%	66.9%	33.1%	33.1%
Yellow Time (s)	6.0	6.0	3.7	6.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.7	7.0	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	43.8	43.8	9.1	55.1	14.0	14.0
Actuated g/C Ratio	0.53	0.53	0.11	0.67	0.17	0.17
v/c Ratio	1.14	0.20	0.48	0.76	0.58	0.31
Control Delay	93.7	4.2	45.4	11.8	41.1	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.7	4.2	45.4	11.8	41.1	9.1
LOS	F	A	D	B	D	A
Approach Delay	86.8			13.5	28.5	
Approach LOS	F			B	C	

Intersection Summary	
Cycle Length: 107.2	
Actuated Cycle Length: 82	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay: 52.3	Intersection LOS: D
Intersection Capacity Utilization 86.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 52: McKinley & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2093	176	92	1748	170	110
Future Volume (veh/h)	2093	176	92	1748	170	110
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2203	185	97	1840	179	116
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1974	881	127	2472	245	218
Arrive On Green	0.55	0.55	0.07	0.68	0.14	0.14
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	2203	185	97	1840	179	116
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	38.0	4.1	3.7	22.8	6.6	4.7
Cycle Q Clear(g_c), s	38.0	4.1	3.7	22.8	6.6	4.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1974	881	127	2472	245	218
V/C Ratio(X)	1.12	0.21	0.76	0.74	0.73	0.53
Avail Cap(c_a), veh/h	1974	881	651	3360	781	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	8.1	31.8	7.0	28.8	28.0
Incr Delay (d2), s/veh	59.8	0.1	3.6	0.6	4.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.2	1.3	1.7	6.2	3.0	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	75.5	8.2	35.3	7.7	33.0	30.0
LnGrp LOS	F	A	D	A	C	C
Approach Vol, veh/h	2388			1937	295	
Approach Delay, s/veh	70.3			9.0	31.8	
Approach LOS	E			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.6	45.0				54.6	14.9
Change Period (Y+Rc), s	* 4.7	7.0				7.0	5.5
Max Green Setting (Gmax), s	* 25	35.0				64.7	30.0
Max Q Clear Time (g_c+I1), s	5.7	40.0				24.8	8.6
Green Ext Time (p_c), s	0.1	0.0				22.8	0.9

Intersection Summary	
HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	32.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	42	1563	595	343	1119	43	658	0	343	58	0	66
Future Vol, veh/h	42	1563	595	343	1119	43	658	0	343	58	0	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	42	1563	595	343	1119	43	658	0	343	58	0	66

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1162	0	0	2158	0	0	3191	3793	1079	2693	4069	581
Stage 1	-	-	-	-	-	-	1945	1945	-	1827	1827	-
Stage 2	-	-	-	-	-	-	1246	1848	-	866	2242	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	608	-	-	~ 252	-	-	~ 4	4	~ 217	~ 11	3	462
Stage 1	-	-	-	-	-	-	~ 68	113	-	81	129	-
Stage 2	-	-	-	-	-	-	~ 187	126	-	319	80	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	608	-	-	~ 252	-	-	-	0	~ 217	-	0	462
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	~ 68	113	-	81	0	-
Stage 2	-	-	-	-	-	-	-	0	-	-	80	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	102.9		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	608	-	-	~ 252	-	-	-
HCM Lane V/C Ratio	-	0.069	-	-	1.361	-	-	-
HCM Control Delay (s)	-	11.4	0	-	224.4	69.6	-	-
HCM Lane LOS	-	B	A	-	F	F	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-	18.4	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1939	19	0	1505	0	94
Future Vol, veh/h	1939	19	0	1505	0	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1939	19	0	1505	0	94

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	979
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	253
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	253
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	27.4
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	253	-	-	-
HCM Lane V/C Ratio	0.372	-	-	-
HCM Control Delay (s)	27.4	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	1.6	-	-	-

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	28	85	14	14	0	61	115	30	0	155	43
Future Vol, veh/h	54	28	85	14	14	0	61	115	30	0	155	43
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	61	31	96	16	16	0	69	129	34	0	174	48
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

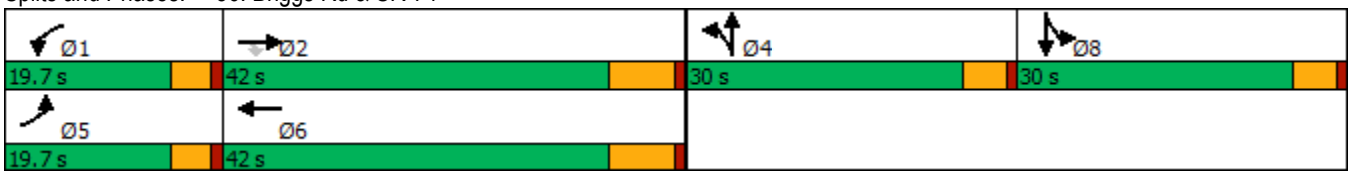
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	9	8.8	9.8	9.5
HCM LOS	A	A	A	A

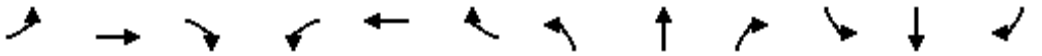
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	30%	66%	0%	50%	0%
Vol Thru, %	56%	34%	0%	50%	78%
Vol Right, %	15%	0%	100%	0%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	206	82	85	28	198
LT Vol	61	54	0	14	0
Through Vol	115	28	0	14	155
RT Vol	30	0	85	0	43
Lane Flow Rate	231	92	96	31	222
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.302	0.151	0.129	0.047	0.285
Departure Headway (Hd)	4.691	5.908	4.868	5.42	4.605
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	764	603	731	654	776
Service Time	2.74	3.676	2.636	3.505	2.653
HCM Lane V/C Ratio	0.302	0.153	0.131	0.047	0.286
HCM Control Delay	9.8	9.7	8.4	8.8	9.5
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	1.3	0.5	0.4	0.1	1.2

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	97	1503	431	292	1154	274	100	122	106
Future Volume (vph)	97	1503	431	292	1154	274	100	122	106
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Split	NA
Protected Phases	5	2		1	6	4	4	8	8
Permitted Phases			2						
Detector Phase	5	2	2	1	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	9.7	12.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	42.0	42.0	19.7	42.0	30.0	30.0	30.0	30.0
Total Split (%)	16.2%	34.5%	34.5%	16.2%	34.5%	24.7%	24.7%	24.7%	24.7%
Yellow Time (s)	3.7	6.0	6.0	3.7	6.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	10.7	35.2	35.2	15.1	39.7	22.4	22.4	16.2	16.2
Actuated g/C Ratio	0.10	0.32	0.32	0.14	0.36	0.20	0.20	0.15	0.15
v/c Ratio	0.61	1.42	0.56	1.29	1.03	0.82	0.87	0.50	0.70
Control Delay	64.2	227.2	5.8	197.9	70.1	61.5	55.1	50.6	52.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.2	227.2	5.8	197.9	70.1	61.5	55.1	50.6	52.5
LOS	E	F	A	F	E	E	E	D	D
Approach Delay		172.5			94.7		58.0		51.7
Approach LOS		F			F		E		D

Intersection Summary	
Cycle Length: 121.7	
Actuated Cycle Length: 110.8	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.42	
Intersection Signal Delay: 122.3	Intersection LOS: F
Intersection Capacity Utilization 102.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	1503	431	292	1154	65	274	100	230	122	106	75
Future Volume (veh/h)	97	1503	431	292	1154	65	274	100	230	122	106	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	105	1634	468	317	1254	71	298	109	250	133	115	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	131	1127	503	242	1297	73	404	113	260	248	140	100
Arrive On Green	0.07	0.31	0.31	0.13	0.37	0.37	0.22	0.22	0.22	0.14	0.14	0.14
Sat Flow, veh/h	1810	3610	1610	1810	3473	196	1810	509	1166	1810	1023	730
Grp Volume(v), veh/h	105	1634	468	317	651	674	298	0	359	133	0	197
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1865	1810	0	1675	1810	0	1753
Q Serve(g_s), s	6.4	35.0	31.6	15.0	39.6	39.8	17.2	0.0	23.8	7.7	0.0	12.2
Cycle Q Clear(g_c), s	6.4	35.0	31.6	15.0	39.6	39.8	17.2	0.0	23.8	7.7	0.0	12.2
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.70	1.00		0.42
Lane Grp Cap(c), veh/h	131	1127	503	242	674	696	404	0	374	248	0	240
V/C Ratio(X)	0.80	1.45	0.93	1.31	0.97	0.97	0.74	0.00	0.96	0.54	0.00	0.82
Avail Cap(c_a), veh/h	242	1127	503	242	674	696	404	0	374	404	0	391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.2	38.5	37.4	48.5	34.4	34.4	40.5	0.0	43.1	45.0	0.0	47.0
Incr Delay (d2), s/veh	4.2	207.2	23.8	165.4	26.1	26.1	7.0	0.0	36.3	1.8	0.0	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	47.6	15.5	17.9	21.8	22.6	8.4	0.0	13.5	3.6	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.3	245.8	61.1	214.0	60.5	60.5	47.5	0.0	79.3	46.8	0.0	53.9
LnGrp LOS	E	F	E	F	E	E	D	A	E	D	A	D
Approach Vol, veh/h		2207			1642			657			330	
Approach Delay, s/veh		197.6			90.1			64.9			51.1	
Approach LOS		F			F			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.7	42.0		30.0	12.8	48.9		20.4				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	35.0		25.0	* 15	35.0		25.0				
Max Q Clear Time (g_c+I1), s	17.0	37.0		25.8	8.4	41.8		14.2				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	0.0		1.1				

Intersection Summary		
HCM 6th Ctrl Delay		133.1
HCM 6th LOS		F

Notes

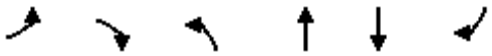
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	47	33	84	557	717	111
Future Volume (vph)	47	33	84	557	717	111
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	10.0	10.0	10.0
Minimum Split (s)	13.6	13.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	30.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	30.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	4.6	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	9.4	9.4	9.9	43.0	32.0	32.0
Actuated g/C Ratio	0.16	0.16	0.17	0.73	0.55	0.55
v/c Ratio	0.22	0.15	0.37	0.53	0.48	0.16
Control Delay	29.3	11.5	29.6	7.0	13.7	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.3	11.5	29.6	7.0	13.7	2.8
LOS	C	B	C	A	B	A
Approach Delay	22.0			9.9	12.2	
Approach LOS	C			A	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 58.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 11.8	Intersection LOS: B
Intersection Capacity Utilization 46.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 57: Briggs Rd & Heritage HS Dwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	47	33	84	557	717	111
Future Volume (veh/h)	47	33	84	557	717	111
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	44	112	743	956	148
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	229	204	175	1169	1525	680
Arrive On Green	0.13	0.13	0.10	0.62	0.42	0.42
Sat Flow, veh/h	1810	1610	1810	1900	3705	1610
Grp Volume(v), veh/h	63	44	112	743	956	148
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1805	1610
Q Serve(g_s), s	1.5	1.2	2.9	11.9	10.0	2.8
Cycle Q Clear(g_c), s	1.5	1.2	2.9	11.9	10.0	2.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	229	204	175	1169	1525	680
V/C Ratio(X)	0.27	0.22	0.64	0.64	0.63	0.22
Avail Cap(c_a), veh/h	920	818	769	2501	2872	1281
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	18.8	20.9	5.8	10.9	8.8
Incr Delay (d2), s/veh	0.6	0.5	3.8	0.6	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	1.3	2.9	3.2	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.6	19.4	24.7	6.4	11.3	9.0
LnGrp LOS	B	B	C	A	B	A
Approach Vol, veh/h	107			855	1104	
Approach Delay, s/veh	19.5			8.8	11.0	
Approach LOS	B			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		36.3		11.7	9.3	27.1
Change Period (Y+Rc), s		6.8		5.6	4.6	6.8
Max Green Setting (Gmax), s		63.2		24.4	20.4	38.2
Max Q Clear Time (g_c+I1), s		13.9		3.5	4.9	12.0
Green Ext Time (p_c), s		6.5		0.3	0.2	8.3

Intersection Summary	
HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	161.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	175	0	7	15	0	22	118	462	12	39	662	77
Future Vol, veh/h	175	0	7	15	0	22	118	462	12	39	662	77
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	199	0	8	17	0	25	134	525	14	44	752	88
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	17.4	13	119	233.9
HCM LOS	C	B	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	0%	96%	41%	5%
Vol Thru, %	80%	0%	0%	0%	85%
Vol Right, %	0%	100%	4%	59%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	580	12	182	37	778
LT Vol	118	0	175	15	39
Through Vol	462	0	0	0	662
RT Vol	0	12	7	22	77
Lane Flow Rate	659	14	207	42	884
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1.175	0.021	0.423	0.091	1.459
Departure Headway (Hd)	6.939	6.117	8.398	9.133	6.214
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	527	589	432	395	592
Service Time	4.639	3.817	6.398	7.133	4.214
HCM Lane V/C Ratio	1.25	0.024	0.479	0.106	1.493
HCM Control Delay	121.3	8.9	17.4	13	233.9
HCM Lane LOS	F	A	C	B	F
HCM 95th-tile Q	21.8	0.1	2.1	0.3	41

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	64	0	593	541	143
Future Vol, veh/h	0	64	0	593	541	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	64	0	593	541	143

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	613	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	496	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	496	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	496	-	-
HCM Lane V/C Ratio	-	0.129	-	-
HCM Control Delay (s)	-	13.3	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Intersection	
Int Delay, s/veh	52.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	74	3	53	38	2	38	136	481	52	37	508	58
Future Vol, veh/h	74	3	53	38	2	38	136	481	52	37	508	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	93	4	66	48	3	48	170	601	65	46	635	73

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1406	1770	672	1773	1774	333	708	0	0	666	0	0
Stage 1	764	764	-	974	974	-	-	-	-	-	-	-
Stage 2	642	1006	-	799	800	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	109	84	459	59	84	669	900	-	-	933	-	-
Stage 1	399	416	-	274	333	-	-	-	-	-	-	-
Stage 2	434	321	-	382	400	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 71	54	459	~ 35	54	669	900	-	-	933	-	-
Mov Cap-2 Maneuver	~ 71	54	-	~ 35	54	-	-	-	-	-	-	-
Stage 1	278	382	-	191	232	-	-	-	-	-	-	-
Stage 2	278	224	-	297	367	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 346.7	$ 385.5	2.7	0.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	900	-	-	107	66	933	-	-
HCM Lane V/C Ratio	0.189	-	-	1.519	1.477	0.05	-	-
HCM Control Delay (s)	9.9	1	-	$ 346.7	$ 385.5	9.1	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.7	-	-	12	8.3	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	67	0	669	476	124
Future Vol, veh/h	0	67	0	669	476	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	67	0	669	476	124

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	538	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	547	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	547	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	547	-	-
HCM Lane V/C Ratio	-	0.122	-	-
HCM Control Delay (s)	-	12.5	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	0	72	17	0	3	148	635	32	9	505	30
Future Vol, veh/h	31	0	72	17	0	3	148	635	32	9	505	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	31	0	72	17	0	3	148	635	32	9	505	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1152	1501	520	1521	1500	334	535	0	0	667	0	0
Stage 1	538	538	-	947	947	-	-	-	-	-	-	-
Stage 2	614	963	-	574	553	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	165	123	560	90	123	668	1043	-	-	932	-	-
Stage 1	531	526	-	285	342	-	-	-	-	-	-	-
Stage 2	451	337	-	507	518	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	134	94	560	64	94	668	1043	-	-	932	-	-
Mov Cap-2 Maneuver	134	94	-	64	94	-	-	-	-	-	-	-
Stage 1	410	519	-	220	264	-	-	-	-	-	-	-
Stage 2	347	261	-	436	511	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.6	70.8	2.2	0.1
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1043	-	-	134	560	74	932	-	-
HCM Lane V/C Ratio	0.142	-	-	0.231	0.129	0.27	0.01	-	-
HCM Control Delay (s)	9	0.7	-	39.8	12.4	70.8	8.9	0	-
HCM Lane LOS	A	A	-	E	B	F	A	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0.8	0.4	1	0	-	-

Intersection	
Intersection Delay, s/veh	104
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	123	694	56	106	487
Future Vol, veh/h	52	123	694	56	106	487
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	58	138	780	63	119	547
Number of Lanes	1	0	1	0	0	1

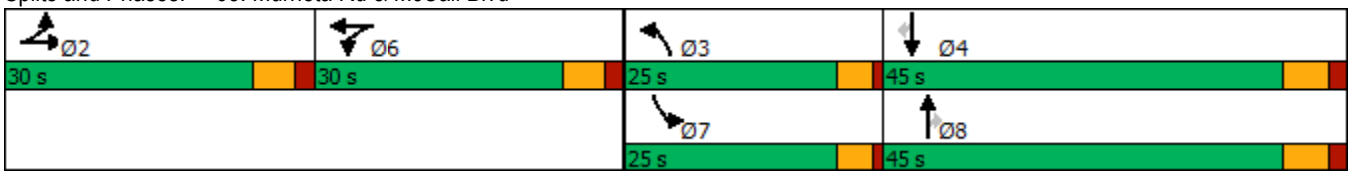
Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	14	157	63.5
HCM LOS	B	F	F

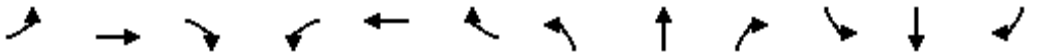
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	30%	18%
Vol Thru, %	93%	0%	82%
Vol Right, %	7%	70%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	750	175	593
LT Vol	0	52	106
Through Vol	694	0	487
RT Vol	56	123	0
Lane Flow Rate	843	197	666
Geometry Grp	1	1	1
Degree of Util (X)	1.282	0.357	1.012
Departure Headway (Hd)	5.476	7.118	5.903
Convergence, Y/N	Yes	Yes	Yes
Cap	657	509	620
Service Time	3.555	5.118	3.903
HCM Lane V/C Ratio	1.283	0.387	1.074
HCM Control Delay	157	14	63.5
HCM Lane LOS	F	B	F
HCM 95th-tile Q	32.4	1.6	15.7

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	29	145	238	183	3	208	147	101	230	47
Future Volume (vph)	29	145	238	183	3	208	147	101	230	47
Turn Type	Split	NA	Split	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	2	2	6	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	2	2	6	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	12.1	12.1	12.1	12.1	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	30.0	30.0	30.0	30.0	25.0	45.0	45.0	25.0	45.0	45.0
Total Split (%)	23.1%	23.1%	23.1%	23.1%	19.2%	34.6%	34.6%	19.2%	34.6%	34.6%
Yellow Time (s)	4.1	4.1	4.1	4.1	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	6.1	6.1	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	9.2	9.2	17.3	17.3	6.4	15.0	15.0	9.5	24.4	24.4
Actuated g/C Ratio	0.13	0.13	0.24	0.24	0.09	0.21	0.21	0.13	0.34	0.34
v/c Ratio	0.13	0.34	0.58	0.35	0.02	0.56	0.35	0.45	0.38	0.08
Control Delay	35.3	35.2	32.9	19.9	39.3	34.5	9.7	40.0	21.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.3	35.2	32.9	19.9	39.3	34.5	9.7	40.0	21.4	0.3
LOS	D	D	C	B	D	C	A	D	C	A
Approach Delay		35.2		25.8		24.3			23.8	
Approach LOS		D		C		C			C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 72.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 26.1	Intersection LOS: C
Intersection Capacity Utilization 54.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 65: Murrieta Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	145	3	238	183	104	3	208	147	101	230	47
Future Volume (veh/h)	29	145	3	238	183	104	3	208	147	101	230	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	153	3	251	193	109	3	219	155	106	242	49
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	187	375	7	372	466	252	9	337	286	159	495	420
Arrive On Green	0.10	0.10	0.10	0.21	0.21	0.21	0.00	0.18	0.18	0.09	0.26	0.26
Sat Flow, veh/h	1810	3621	71	1810	2263	1222	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	31	76	80	251	152	150	3	219	155	106	242	49
Grp Sat Flow(s),veh/h/ln	1810	1805	1887	1810	1805	1680	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	0.9	2.2	2.2	7.0	4.0	4.2	0.1	5.8	4.8	3.1	5.9	1.3
Cycle Q Clear(g_c), s	0.9	2.2	2.2	7.0	4.0	4.2	0.1	5.8	4.8	3.1	5.9	1.3
Prop In Lane	1.00		0.04	1.00		0.73	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	187	187	195	372	372	346	9	337	286	159	495	420
V/C Ratio(X)	0.17	0.41	0.41	0.67	0.41	0.43	0.34	0.65	0.54	0.67	0.49	0.12
Avail Cap(c_a), veh/h	792	791	827	792	791	736	676	1344	1139	676	1344	1139
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	22.9	22.9	20.0	18.8	18.9	27.1	20.9	20.4	24.1	17.1	15.4
Incr Delay (d2), s/veh	0.4	1.4	1.4	2.1	0.7	0.9	8.2	2.1	1.6	1.8	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.9	1.0	2.9	1.6	1.6	0.1	2.6	1.8	1.3	2.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.7	24.3	24.3	22.1	19.5	19.8	35.2	23.0	22.0	25.9	17.8	15.5
LnGrp LOS	C	C	C	C	B	B	D	C	C	C	B	B
Approach Vol, veh/h		187			553			377			397	
Approach Delay, s/veh		24.0			20.8			22.7			19.7	
Approach LOS		C			C			C			B	

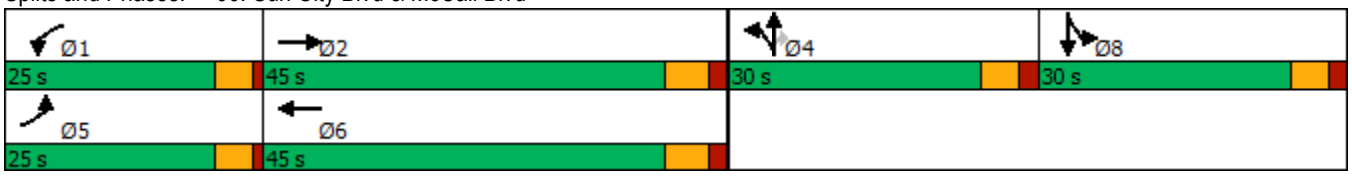
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.7	4.9	20.6		17.3	9.4	16.1				
Change Period (Y+Rc), s		6.1	4.6	6.4		6.1	4.6	6.4				
Max Green Setting (Gmax), s		23.9	20.4	38.6		23.9	20.4	38.6				
Max Q Clear Time (g_c+I1), s		4.2	2.1	7.9		9.0	5.1	7.8				
Green Ext Time (p_c), s		0.8	0.0	1.6		2.3	0.1	1.8				

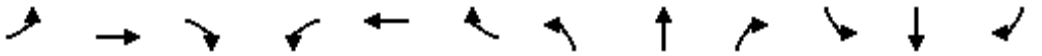
Intersection Summary												
HCM 6th Ctrl Delay			21.4									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	32	399	275	585	103	159	61
Future Volume (vph)	32	399	275	585	103	159	61
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	4		8
Permitted Phases						4	
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	13.6	13.6	13.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	6.7	16.8	20.6	35.4	10.4	10.4	10.4
Actuated g/C Ratio	0.08	0.21	0.26	0.44	0.13	0.13	0.13
v/c Ratio	0.23	0.66	0.65	0.49	0.43	0.49	0.45
Control Delay	41.1	33.3	36.5	18.8	36.4	10.9	35.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.1	33.3	36.5	18.8	36.4	10.9	35.4
LOS	D	C	D	B	D	B	D
Approach Delay		33.8		23.8	24.5		35.4
Approach LOS		C		C	C		D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 80.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 27.5	Intersection LOS: C
Intersection Capacity Utilization 54.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 66: Sun City Blvd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	399	53	275	585	113	78	103	159	109	61	20
Future Volume (veh/h)	32	399	53	275	585	113	78	103	159	109	61	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	434	58	299	636	123	85	112	173	118	66	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	78	645	86	350	1061	205	232	335	247	214	160	53
Arrive On Green	0.04	0.20	0.20	0.19	0.35	0.35	0.16	0.16	0.16	0.12	0.12	0.12
Sat Flow, veh/h	1810	3201	425	1810	3017	583	1486	2145	1580	1810	1356	452
Grp Volume(v), veh/h	35	244	248	299	380	379	104	93	173	118	0	88
Grp Sat Flow(s),veh/h/ln	1810	1805	1821	1810	1805	1795	1826	1805	1580	1810	0	1807
Q Serve(g_s), s	1.2	8.3	8.3	10.6	11.4	11.5	3.4	3.0	6.9	4.1	0.0	3.0
Cycle Q Clear(g_c), s	1.2	8.3	8.3	10.6	11.4	11.5	3.4	3.0	6.9	4.1	0.0	3.0
Prop In Lane	1.00		0.23	1.00		0.32	0.81		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	78	363	367	350	635	631	285	282	247	214	0	213
V/C Ratio(X)	0.45	0.67	0.68	0.85	0.60	0.60	0.37	0.33	0.70	0.55	0.00	0.41
Avail Cap(c_a), veh/h	558	1061	1070	558	1061	1055	673	665	582	667	0	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.9	24.4	24.4	25.8	17.6	17.6	25.0	24.8	26.5	27.5	0.0	27.1
Incr Delay (d2), s/veh	1.5	2.1	2.2	4.2	0.9	0.9	0.8	0.7	3.6	2.2	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.5	3.5	4.6	4.4	4.4	1.5	1.3	2.7	1.8	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.4	26.5	26.6	30.0	18.5	18.6	25.8	25.5	30.0	29.8	0.0	28.3
LnGrp LOS	C	C	C	C	B	B	C	C	C	C	A	C
Approach Vol, veh/h		527			1058			370			206	
Approach Delay, s/veh		27.0			21.8			27.7			29.1	
Approach LOS		C			C			C			C	

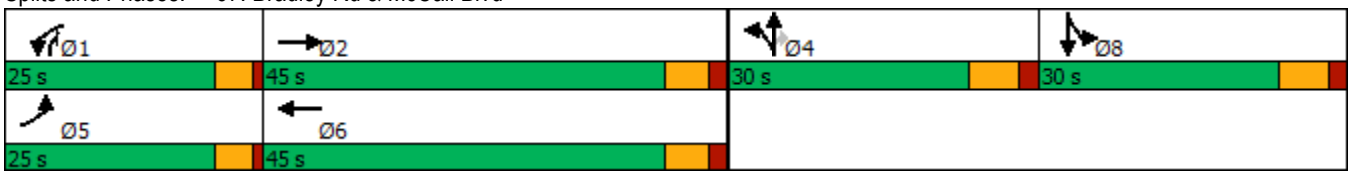
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.4	19.4		15.9	7.4	29.4		13.4				
Change Period (Y+Rc), s	4.6	6.1		5.6	4.6	6.1		5.6				
Max Green Setting (Gmax), s	20.4	38.9		24.4	20.4	38.9		24.4				
Max Q Clear Time (g_c+I1), s	12.6	10.3		8.9	3.2	13.5		6.1				
Green Ext Time (p_c), s	0.3	3.0		1.5	0.0	4.9		1.1				

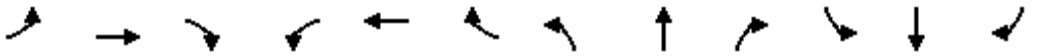
Intersection Summary												
HCM 6th Ctrl Delay			24.8									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	660	553	902	62	62	554	110	50
Future Volume (vph)	6	660	553	902	62	62	554	110	50
Turn Type	Prot	NA	Prot	NA	Split	NA	pm+ov	Split	NA
Protected Phases	5	2	1	6	4	4	1	8	8
Permitted Phases							4		
Detector Phase	5	2	1	6	4	4	1	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	10.6	14.8	14.8
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	19.2%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.2	25.0	21.2	49.2	9.6	9.6	30.2	11.6	11.6
Actuated g/C Ratio	0.07	0.28	0.24	0.56	0.11	0.11	0.34	0.13	0.13
v/c Ratio	0.05	0.73	1.31	0.53	0.32	0.31	0.82	0.47	0.24
Control Delay	46.8	33.9	185.4	15.5	45.9	45.3	22.7	46.2	38.2
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	33.9	185.4	15.7	45.9	45.3	22.7	46.2	38.2
LOS	D	C	F	B	D	D	C	D	D
Approach Delay		34.0		75.3		26.9			43.4
Approach LOS		C		E		C			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 88.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.31	
Intersection Signal Delay: 53.6	Intersection LOS: D
Intersection Capacity Utilization 78.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 67: Bradley Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	660	68	553	902	120	62	62	554	110	50	8
Future Volume (veh/h)	6	660	68	553	902	120	62	62	554	110	50	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	673	69	564	920	122	63	63	565	112	51	8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	17	833	85	361	1418	188	411	431	687	151	134	21
Arrive On Green	0.01	0.25	0.25	0.20	0.44	0.44	0.23	0.23	0.23	0.08	0.08	0.08
Sat Flow, veh/h	1810	3304	338	1810	3204	425	1810	1900	1610	1810	1601	251
Grp Volume(v), veh/h	6	367	375	564	518	524	63	63	565	112	0	59
Grp Sat Flow(s),veh/h/ln	1810	1805	1837	1810	1805	1824	1810	1900	1610	1810	0	1853
Q Serve(g_s), s	0.3	19.5	19.6	20.4	23.0	23.0	2.9	2.7	23.2	6.2	0.0	3.1
Cycle Q Clear(g_c), s	0.3	19.5	19.6	20.4	23.0	23.0	2.9	2.7	23.2	6.2	0.0	3.1
Prop In Lane	1.00		0.18	1.00		0.23	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	17	455	463	361	799	807	411	431	687	151	0	155
V/C Ratio(X)	0.36	0.81	0.81	1.56	0.65	0.65	0.15	0.15	0.82	0.74	0.00	0.38
Avail Cap(c_a), veh/h	361	687	699	361	799	807	411	431	687	411	0	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.4	35.9	35.9	40.9	22.3	22.3	31.7	31.6	25.9	45.8	0.0	44.3
Incr Delay (d2), s/veh	4.8	4.3	4.3	266.2	1.8	1.8	0.2	0.2	8.0	6.9	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	8.9	9.1	35.5	9.7	9.8	1.3	1.3	12.6	3.0	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.2	40.2	40.2	307.1	24.1	24.1	31.8	31.8	33.9	52.6	0.0	45.9
LnGrp LOS	E	D	D	F	C	C	C	C	C	D	A	D
Approach Vol, veh/h		748			1606			691			171	
Approach Delay, s/veh		40.3			123.5			33.5			50.3	
Approach LOS		D			F			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	31.9		30.0	5.5	51.3		15.4				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		23.2				
Max Q Clear Time (g_c+I1), s	22.4	21.6		25.2	2.3	25.0		8.2				
Green Ext Time (p_c), s	0.0	4.2		0.0	0.0	5.7		0.4				

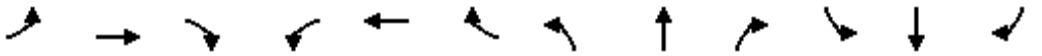
Intersection Summary												
HCM 6th Ctrl Delay			80.9									
HCM 6th LOS			F									

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1012	313	919	1055	0	519
Future Volume (vph)	1012	313	919	1055	0	519
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		9.0	9.5	9.5	9.5
Total Split (s)	45.0		25.0	70.0	30.0	30.0
Total Split (%)	45.0%		25.0%	70.0%	30.0%	30.0%
Yellow Time (s)	4.0		3.5	4.0	4.0	4.0
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.0	4.5	4.5	4.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	C-Min	None	None
Act Effct Green (s)	34.5	100.0	21.6	60.1	30.9	30.9
Actuated g/C Ratio	0.34	1.00	0.22	0.60	0.31	0.31
v/c Ratio	0.82	0.20	2.38	0.49	0.72	0.89
Control Delay	35.7	0.3	639.7	25.1	41.0	45.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.7	0.3	639.7	25.1	41.0	45.7
LOS	D	A	F	C	D	D
Approach Delay	27.4			311.1	43.7	
Approach LOS	C			F	D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 68 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.38	
Intersection Signal Delay: 163.8	Intersection LOS: F
Intersection Capacity Utilization 114.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 68: I-215 SB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1012	313	919	1055	0	0	0	0	399	0	519
Future Volume (veh/h)	0	1012	313	919	1055	0	0	0	0	399	0	519
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1022	0	928	1066	0				403	0	524
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1462		380	2365	0				461	0	411
Arrive On Green	0.00	0.41	0.00	0.42	1.00	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1810	0	1610
Grp Volume(v), veh/h	0	1022	0	928	1066	0				403	0	524
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	23.5	0.0	21.0	0.0	0.0				21.3	0.0	25.5
Cycle Q Clear(g_c), s	0.0	23.5	0.0	21.0	0.0	0.0				21.3	0.0	25.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1462		380	2365	0				461	0	411
V/C Ratio(X)	0.00	0.70		2.44	0.45	0.00				0.87	0.00	1.28
Avail Cap(c_a), veh/h	0	1462		380	2365	0				461	0	411
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.58	0.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.7	0.0	29.0	0.0	0.0				35.7	0.0	37.3
Incr Delay (d2), s/veh	0.0	1.6	0.0	649.7	0.1	0.0				16.1	0.0	142.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.9	0.0	75.0	0.0	0.0				11.2	0.0	25.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	26.3	0.0	678.7	0.1	0.0				51.8	0.0	179.3
LnGrp LOS	A	C		F	A	A				D	A	F
Approach Vol, veh/h		1022			1994						927	
Approach Delay, s/veh		26.3			315.9						123.9	
Approach LOS		C			F						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.0	45.0		30.0		70.0
Change Period (Y+Rc), s	4.0	4.5		4.5		4.5
Max Green Setting (Gmax), s	21.0	40.5		25.5		65.5
Max Q Clear Time (g_c+I1), s	23.0	25.5		27.5		2.0
Green Ext Time (p_c), s	0.0	4.4		0.0		5.9

Intersection Summary	
HCM 6th Ctrl Delay	195.7
HCM 6th LOS	F

Notes

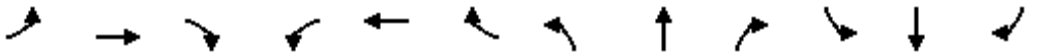
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	312	1099	1559	233	5	1241
Future Volume (vph)	312	1099	1559	233	5	1241
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	8.5	9.5	9.5		9.5	9.5
Total Split (s)	29.0	60.0	31.0		40.0	40.0
Total Split (%)	29.0%	60.0%	31.0%		40.0%	40.0%
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min		None	None
Act Effct Green (s)	21.3	55.5	30.7	100.0	35.5	35.5
Actuated g/C Ratio	0.21	0.56	0.31	1.00	0.36	0.36
v/c Ratio	0.84	0.57	1.45	0.15	0.68	2.07
Control Delay	61.8	8.8	236.2	0.2	33.8	507.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.8	8.8	236.2	0.2	33.8	507.0
LOS	E	A	F	A	C	F
Approach Delay		20.6	205.5		386.9	
Approach LOS		C	F		F	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.07	
Intersection Signal Delay: 213.8	Intersection LOS: F
Intersection Capacity Utilization 114.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 69: I-215 NB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	1099	0	0	1559	233	417	5	1241	0	0	0
Future Volume (veh/h)	312	1099	0	0	1559	233	417	5	1241	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	322	1133	0	0	1607	0	430	5	1279			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	349	2004	0	0	1182		635	7	572			
Arrive On Green	0.39	1.00	0.00	0.00	0.33	0.00	0.35	0.35	0.35			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1790	21	1610			
Grp Volume(v), veh/h	322	1133	0	0	1607	0	435	0	1279			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	17.0	0.0	0.0	0.0	32.7	0.0	20.4	0.0	35.5			
Cycle Q Clear(g_c), s	17.0	0.0	0.0	0.0	32.7	0.0	20.4	0.0	35.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	349	2004	0	0	1182		643	0	572			
V/C Ratio(X)	0.92	0.57	0.00	0.00	1.36		0.68	0.00	2.24			
Avail Cap(c_a), veh/h	461	2004	0	0	1182		643	0	572			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.46	0.46	0.00	0.00	0.19	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	30.0	0.0	0.0	0.0	33.6	0.0	27.4	0.0	32.3			
Incr Delay (d2), s/veh	9.9	0.5	0.0	0.0	163.0	0.0	2.8	0.0	562.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.4	0.1	0.0	0.0	40.4	0.0	9.0	0.0	102.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.9	0.5	0.0	0.0	196.7	0.0	30.2	0.0	594.8			
LnGrp LOS	D	A	A	A	F		C	A	F			
Approach Vol, veh/h		1455			1607			1714				
Approach Delay, s/veh		9.3			196.7			451.5				
Approach LOS		A			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.0			22.8	37.2		40.0				
Change Period (Y+Rc), s		4.5			3.5	4.5		4.5				
Max Green Setting (Gmax), s		55.5			25.5	26.5		35.5				
Max Q Clear Time (g_c+I1), s		2.0			19.0	34.7		37.5				
Green Ext Time (p_c), s		6.4			0.3	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	231.0
HCM 6th LOS	F

Notes

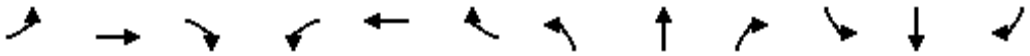
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	175	1929	37	1468	152	22	28	37	18
Future Volume (vph)	175	1929	37	1468	152	22	28	37	18
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases					4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	14.8	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	25.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	13.4	50.5	7.0	39.3	17.9	17.9	17.9	18.6	18.6
Actuated g/C Ratio	0.15	0.57	0.08	0.45	0.20	0.20	0.20	0.21	0.21
v/c Ratio	0.67	1.12	0.27	0.98	0.78	0.06	0.07	0.13	0.41
Control Delay	48.9	83.9	46.1	44.5	59.4	29.3	0.4	29.9	9.0
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.9	84.1	46.1	44.5	59.4	29.3	0.4	29.9	9.0
LOS	D	F	D	D	E	C	A	C	A
Approach Delay		81.4		44.6		48.0			12.5
Approach LOS		F		D		D			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 88.3	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay: 63.1	Intersection LOS: E
Intersection Capacity Utilization 105.4%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 70: Encanto Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	1929	235	37	1468	24	152	22	28	37	18	170
Future Volume (veh/h)	175	1929	235	37	1468	24	152	22	28	37	18	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	184	2031	247	39	1545	25	160	23	29	39	19	179
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	221	1660	198	75	1564	25	262	483	404	416	40	375
Arrive On Green	0.12	0.51	0.51	0.04	0.43	0.43	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	3248	387	1810	3636	59	1203	1900	1589	1374	157	1477
Grp Volume(v), veh/h	184	1110	1168	39	766	804	160	23	29	39	0	198
Grp Sat Flow(s),veh/h/ln	1810	1805	1830	1810	1805	1889	1203	1900	1589	1374	0	1634
Q Serve(g_s), s	9.0	46.2	46.2	1.9	38.0	38.1	11.8	0.8	1.3	2.0	0.0	9.3
Cycle Q Clear(g_c), s	9.0	46.2	46.2	1.9	38.0	38.1	21.1	0.8	1.3	2.8	0.0	9.3
Prop In Lane	1.00		0.21	1.00		0.03	1.00		1.00	1.00		0.90
Lane Grp Cap(c), veh/h	221	922	935	75	777	813	262	483	404	416	0	415
V/C Ratio(X)	0.83	1.20	1.25	0.52	0.99	0.99	0.61	0.05	0.07	0.09	0.00	0.48
Avail Cap(c_a), veh/h	408	922	935	408	777	813	265	488	408	430	0	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.8	22.1	22.1	42.4	25.5	25.5	37.6	25.5	25.6	26.5	0.0	28.6
Incr Delay (d2), s/veh	3.1	101.9	121.2	2.1	28.8	28.6	4.0	0.0	0.1	0.1	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	43.4	49.0	0.9	20.3	21.2	3.7	0.4	0.4	0.6	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	124.0	143.3	44.5	54.3	54.2	41.6	25.5	25.7	26.6	0.0	29.5
LnGrp LOS	D	F	F	D	D	D	D	C	C	C	A	C
Approach Vol, veh/h		2462			1609			212			237	
Approach Delay, s/veh		127.0			54.0			37.7			29.0	
Approach LOS		F			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	52.3		29.8	15.6	45.0		29.8				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		* 6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		* 24				
Max Q Clear Time (g_c+I1), s	3.9	48.2		23.1	11.0	40.1		11.3				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.2	0.0		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		91.7	
HCM 6th LOS		F	

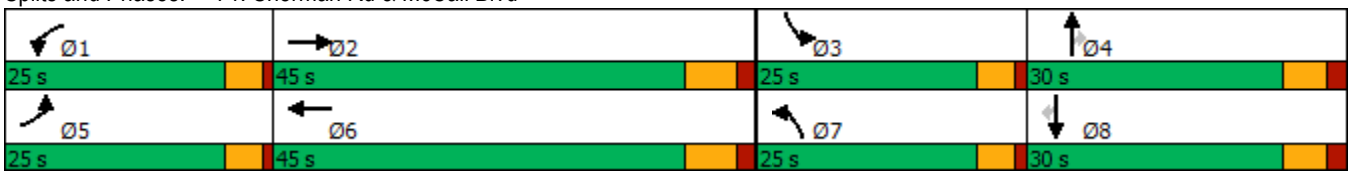
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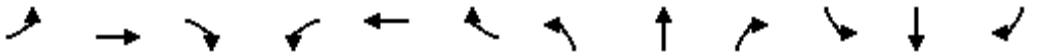
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	85	1852	48	1386	79	12	36	34	13	24
Future Volume (vph)	85	1852	48	1386	79	12	36	34	13	24
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4		3	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.8	10.6	16.8	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	8.7	48.7	7.3	45.0	9.1	9.7	9.7	6.8	8.2	8.2
Actuated g/C Ratio	0.11	0.61	0.09	0.57	0.11	0.12	0.12	0.09	0.10	0.10
v/c Ratio	0.45	0.92	0.31	0.73	0.40	0.06	0.13	0.23	0.07	0.09
Control Delay	43.7	30.9	42.5	22.8	42.1	35.8	0.9	41.8	38.7	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.7	30.9	42.5	22.8	42.1	35.8	0.9	41.8	38.7	0.7
LOS	D	C	D	C	D	D	A	D	D	A
Approach Delay		31.5		23.5		29.8			27.5	
Approach LOS		C		C		C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 79.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 28.1	Intersection LOS: C
Intersection Capacity Utilization 84.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 71: Sherman Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	1852	79	48	1386	31	79	12	36	34	13	24
Future Volume (veh/h)	85	1852	79	48	1386	31	79	12	36	34	13	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	1949	83	51	1459	33	83	13	38	36	14	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	120	1757	74	94	1744	39	117	228	193	76	185	156
Arrive On Green	0.07	0.50	0.50	0.05	0.48	0.48	0.06	0.12	0.12	0.04	0.10	0.10
Sat Flow, veh/h	1810	3529	149	1810	3609	82	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	89	990	1042	51	729	763	83	13	38	36	14	25
Grp Sat Flow(s),veh/h/ln	1810	1805	1873	1810	1805	1885	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	3.7	38.2	38.2	2.1	26.8	26.9	3.4	0.5	1.6	1.5	0.5	1.1
Cycle Q Clear(g_c), s	3.7	38.2	38.2	2.1	26.8	26.9	3.4	0.5	1.6	1.5	0.5	1.1
Prop In Lane	1.00		0.08	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	120	899	933	94	872	911	117	228	193	76	185	156
V/C Ratio(X)	0.74	1.10	1.12	0.54	0.84	0.84	0.71	0.06	0.20	0.47	0.08	0.16
Avail Cap(c_a), veh/h	481	899	933	481	899	939	481	592	502	481	592	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	19.3	19.3	35.5	17.2	17.2	35.2	29.9	30.4	35.9	31.5	31.8
Incr Delay (d2), s/veh	3.3	61.7	67.2	1.8	6.8	6.6	2.9	0.1	0.5	1.7	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	27.8	30.3	0.9	10.5	10.9	1.6	0.2	0.6	0.7	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	80.9	86.4	37.3	23.9	23.8	38.1	30.0	30.9	37.6	31.7	32.2
LnGrp LOS	D	F	F	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		2121			1543			134			75	
Approach Delay, s/veh		81.9			24.3			35.2			34.7	
Approach LOS		F			C			D			C	

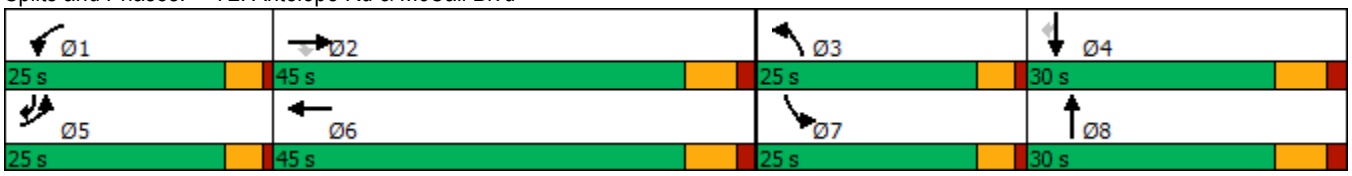
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	45.0	7.8	15.3	9.7	43.9	9.6	13.6
Change Period (Y+Rc), s	4.6	6.8	4.6	6.1	4.6	6.8	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.9	20.4	38.2	20.4	23.9
Max Q Clear Time (g_c+I1), s	4.1	40.2	3.5	3.6	5.7	28.9	5.4	3.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.1	5.8	0.1	0.1

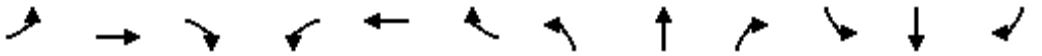
Intersection Summary	
HCM 6th Ctrl Delay	56.4
HCM 6th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	65	1698	57	32	1358	27	3	20	8	75
Future Volume (vph)	65	1698	57	32	1358	27	3	20	8	75
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8	7	4	5
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	5
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	16.8	16.8	10.6	16.8	10.6	14.8	10.6	14.8	10.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0	25.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%	20.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	6.8	4.6	6.8	4.6	6.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	7.6	52.2	52.2	6.6	44.6	9.0	8.3	6.4	8.3	13.0
Actuated g/C Ratio	0.11	0.73	0.73	0.09	0.62	0.13	0.12	0.09	0.12	0.18
v/c Ratio	0.35	0.68	0.05	0.20	0.64	0.12	0.21	0.13	0.04	0.22
Control Delay	38.5	15.8	0.5	37.8	16.5	32.8	15.5	37.6	35.0	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.5	15.8	0.5	37.8	16.5	32.8	15.5	37.6	35.0	8.6
LOS	D	B	A	D	B	C	B	D	C	A
Approach Delay		16.2			17.0		21.9		16.2	
Approach LOS		B			B		C		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 71.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 16.6	Intersection LOS: B
Intersection Capacity Utilization 73.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 72: Antelope Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1698	57	32	1358	14	27	3	42	20	8	75
Future Volume (veh/h)	65	1698	57	32	1358	14	27	3	42	20	8	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	1787	60	34	1429	15	28	3	44	21	8	79
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	110	1854	827	74	1805	19	64	11	168	51	196	264
Arrive On Green	0.06	0.51	0.51	0.04	0.49	0.49	0.04	0.11	0.11	0.03	0.10	0.10
Sat Flow, veh/h	1810	3610	1610	1810	3660	38	1810	104	1522	1810	1900	1610
Grp Volume(v), veh/h	68	1787	60	34	704	740	28	0	47	21	8	79
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1893	1810	0	1626	1810	1900	1610
Q Serve(g_s), s	2.7	35.4	1.4	1.4	24.1	24.1	1.1	0.0	2.0	0.8	0.3	3.2
Cycle Q Clear(g_c), s	2.7	35.4	1.4	1.4	24.1	24.1	1.1	0.0	2.0	0.8	0.3	3.2
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.94	1.00		1.00
Lane Grp Cap(c), veh/h	110	1854	827	74	890	934	64	0	179	51	196	264
V/C Ratio(X)	0.62	0.96	0.07	0.46	0.79	0.79	0.44	0.00	0.26	0.41	0.04	0.30
Avail Cap(c_a), veh/h	497	1857	828	497	928	974	497	0	508	497	594	601
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	17.4	9.1	34.8	15.6	15.6	35.1	0.0	30.3	35.5	30.0	27.3
Incr Delay (d2), s/veh	2.1	13.4	0.0	1.7	4.5	4.4	1.7	0.0	0.8	1.9	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	16.1	0.5	0.6	9.9	10.3	0.5	0.0	0.8	0.4	0.1	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	30.8	9.2	36.5	20.2	20.0	36.8	0.0	31.0	37.4	30.1	27.9
LnGrp LOS	D	C	A	D	C	C	D	A	C	D	C	C
Approach Vol, veh/h		1915			1478			75			108	
Approach Delay, s/veh		30.3			20.5			33.2			29.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	44.9	7.2	14.5	9.1	43.4	6.7	15.0
Change Period (Y+Rc), s	4.6	6.8	4.6	6.8	4.6	6.8	4.6	6.8
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.2	20.4	38.2	20.4	23.2
Max Q Clear Time (g_c+I1), s	3.4	37.4	3.1	5.2	4.7	26.1	2.8	4.0
Green Ext Time (p_c), s	0.0	0.7	0.0	0.2	0.1	7.5	0.0	0.2

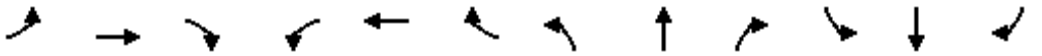
Intersection Summary	
HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR	Ø1
Lane Configurations										
Traffic Volume (vph)	39	1622	1332	26	4	0	19	0	63	
Future Volume (vph)	39	1622	1332	26	4	0	19	0	63	
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm	NA	Perm	
Protected Phases	5	2	6			8		4		1
Permitted Phases				6	8		4		4	
Detector Phase	5	2	6	6	8	8	4	4	4	
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	10.0	8.0	8.0	21.0	21.0	21.0	6.0
Minimum Split (s)	10.6	17.2	17.2	17.2	13.6	13.6	26.6	26.6	26.6	10.6
Total Split (s)	40.0	60.0	45.0	45.0	40.0	40.0	40.0	40.0	40.0	25.0
Total Split (%)	32.0%	48.0%	36.0%	36.0%	32.0%	32.0%	32.0%	32.0%	32.0%	20%
Yellow Time (s)	3.6	5.2	5.2	5.2	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.6	7.2	7.2	7.2		5.6		5.6	5.6	
Lead/Lag	Lead	Lag	Lag	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	Min	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	7.0	61.0	53.7	53.7		18.2		21.2	21.2	
Actuated g/C Ratio	0.08	0.70	0.62	0.62		0.21		0.24	0.24	
v/c Ratio	0.31	1.39	0.68	0.03		0.01		0.06	0.15	
Control Delay	43.7	201.5	18.9	0.0		0.0		26.4	2.4	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	43.7	201.5	18.9	0.0		0.0		26.4	2.4	
LOS	D	F	B	A		A		C	A	
Approach Delay		197.8	18.5					8.0		
Approach LOS		F	B					A		

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 87.3	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.39	
Intersection Signal Delay: 114.2	Intersection LOS: F
Intersection Capacity Utilization 113.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1622	5	0	1332	26	4	0	1	19	0	63
Future Volume (veh/h)	39	1622	5	0	1332	26	4	0	1	19	0	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	1843	6	0	1514	30	5	0	1	22	0	72
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	83	1181	4	2	1892	844	326	7	51	412	0	362
Arrive On Green	0.05	0.62	0.62	0.00	0.52	0.52	0.22	0.00	0.22	0.22	0.00	0.22
Sat Flow, veh/h	1810	1893	6	1810	3610	1610	1106	32	228	1454	0	1610
Grp Volume(v), veh/h	44	0	1849	0	1514	30	6	0	0	22	0	72
Grp Sat Flow(s),veh/h/ln	1810	0	1899	1810	1805	1610	1367	0	0	1454	0	1610
Q Serve(g_s), s	2.0	0.0	52.8	0.0	29.1	0.8	0.0	0.0	0.0	0.0	0.0	3.1
Cycle Q Clear(g_c), s	2.0	0.0	52.8	0.0	29.1	0.8	0.8	0.0	0.0	0.8	0.0	3.1
Prop In Lane	1.00		0.00	1.00		1.00	0.83		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	83	0	1185	2	1892	844	385	0	0	412	0	362
V/C Ratio(X)	0.53	0.00	1.56	0.00	0.80	0.04	0.02	0.00	0.00	0.05	0.00	0.20
Avail Cap(c_a), veh/h	757	0	1185	436	1892	844	637	0	0	674	0	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.5	0.0	15.9	0.0	16.5	9.8	25.5	0.0	0.0	25.7	0.0	26.6
Incr Delay (d2), s/veh	2.0	0.0	256.2	0.0	2.7	0.0	0.0	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	103.1	0.0	11.5	0.3	0.1	0.0	0.0	0.3	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	0.0	272.1	0.0	19.2	9.8	25.5	0.0	0.0	25.8	0.0	26.9
LnGrp LOS	D	A	F	A	B	A	C	A	A	C	A	C
Approach Vol, veh/h		1893			1544			6			94	
Approach Delay, s/veh		266.8			19.0			25.5			26.6	
Approach LOS		F			B			C			C	

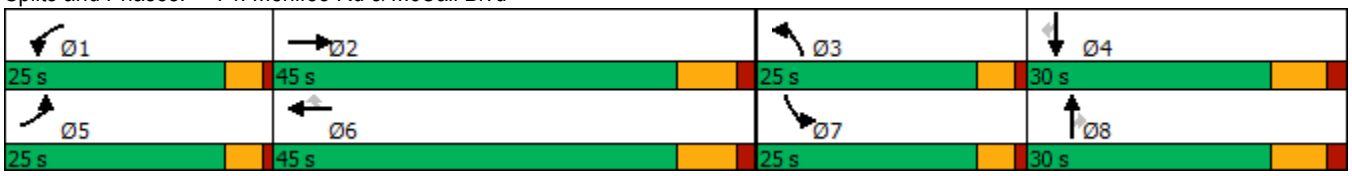
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	60.0		24.6	8.5	51.5		24.6				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	52.8		34.4	35.4	37.8		34.4				
Max Q Clear Time (g_c+I1), s	0.0	54.8		5.1	4.0	31.1		2.8				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	5.7		0.0				

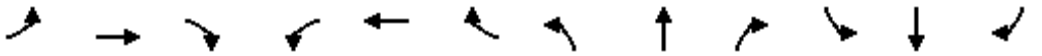
Intersection Summary			
HCM 6th Ctrl Delay		151.8	
HCM 6th LOS		F	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	758	693	26	409	94	165	535	58	153	492	784
Future Volume (vph)	758	693	26	409	94	165	535	58	153	492	784
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.5	10.6	17.5	17.5	10.6	15.2	15.2	10.6	15.2	15.2
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	20.6	38.4	6.1	19.3	19.3	14.2	23.6	23.6	13.6	23.0	23.0
Actuated g/C Ratio	0.20	0.38	0.06	0.19	0.19	0.14	0.23	0.23	0.13	0.23	0.23
v/c Ratio	1.14	0.71	0.13	0.64	0.25	0.70	0.68	0.13	0.68	0.65	1.21
Control Delay	119.2	30.6	49.8	42.5	6.6	57.3	41.6	0.6	56.9	41.0	125.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	119.2	30.6	49.8	42.5	6.6	57.3	41.6	0.6	56.9	41.0	125.6
LOS	F	C	D	D	A	E	D	A	E	D	F
Approach Delay		71.5		36.5			41.9			89.1	
Approach LOS		E		D			D			F	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 101.1	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay: 67.9	Intersection LOS: E
Intersection Capacity Utilization 85.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	758	693	191	26	409	94	165	535	58	153	492	784
Future Volume (veh/h)	758	693	191	26	409	94	165	535	58	153	492	784
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	815	745	205	28	440	101	177	575	62	165	529	843
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	759	992	273	116	620	276	212	897	400	200	872	389
Arrive On Green	0.22	0.35	0.35	0.03	0.17	0.17	0.12	0.25	0.25	0.11	0.24	0.24
Sat Flow, veh/h	3510	2797	770	3510	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	815	481	469	28	440	101	177	575	62	165	529	843
Grp Sat Flow(s),veh/h/ln	1755	1805	1761	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	20.4	22.1	22.1	0.7	10.9	5.2	9.0	13.4	2.8	8.4	12.3	22.8
Cycle Q Clear(g_c), s	20.4	22.1	22.1	0.7	10.9	5.2	9.0	13.4	2.8	8.4	12.3	22.8
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	759	640	625	116	620	276	212	897	400	200	872	389
V/C Ratio(X)	1.07	0.75	0.75	0.24	0.71	0.37	0.83	0.64	0.15	0.82	0.61	2.17
Avail Cap(c_a), veh/h	759	717	700	759	1434	640	391	897	400	391	872	389
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	26.8	26.8	44.5	36.9	34.5	40.7	31.7	27.7	41.1	31.8	35.8
Incr Delay (d2), s/veh	54.4	4.0	4.1	0.4	1.5	0.8	3.2	1.6	0.2	3.3	1.2	533.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.3	9.9	9.7	0.3	4.8	2.1	4.2	5.9	1.1	3.9	5.4	66.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.4	30.7	30.8	44.9	38.4	35.4	44.0	33.3	27.9	44.3	33.0	569.5
LnGrp LOS	F	C	C	D	D	D	D	C	C	D	C	F
Approach Vol, veh/h		1765			569			814			1537	
Approach Delay, s/veh		58.8			38.2			35.2			328.5	
Approach LOS		E			D			D			F	

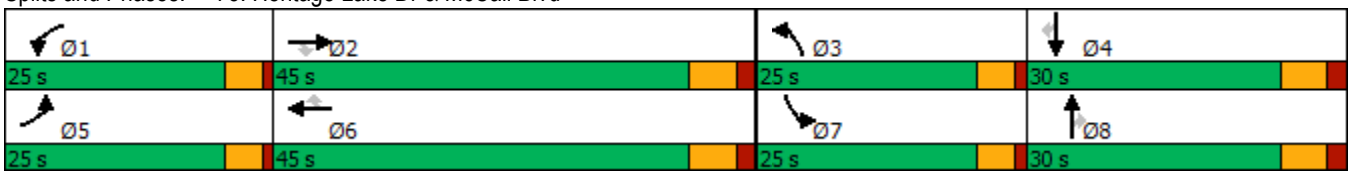
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	41.0	15.7	30.0	25.0	23.7	15.0	30.6
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	22.8	20.4	37.5	20.4	22.8
Max Q Clear Time (g_c+I1), s	2.7	24.1	11.0	24.8	22.4	12.9	10.4	15.4
Green Ext Time (p_c), s	0.0	5.2	0.2	0.0	0.0	3.3	0.2	2.4

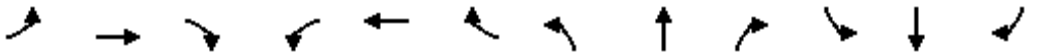
Intersection Summary	
HCM 6th Ctrl Delay	140.7
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	715	149	34	399	12	90	14	33	13	15	39
Future Volume (vph)	43	715	149	34	399	12	90	14	33	13	15	39
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.6	23.9	23.9	8.4	21.8	21.8	10.7	15.8	15.8	8.1	10.7	10.7
Actuated g/C Ratio	0.17	0.48	0.48	0.17	0.44	0.44	0.22	0.32	0.32	0.16	0.22	0.22
v/c Ratio	0.14	0.30	0.19	0.12	0.18	0.02	0.24	0.02	0.06	0.05	0.04	0.10
Control Delay	28.2	14.1	6.8	28.6	15.5	0.0	26.2	20.0	0.2	29.5	27.6	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.2	14.1	6.8	28.6	15.5	0.0	26.2	20.0	0.2	29.5	27.6	0.4
LOS	C	B	A	C	B	A	C	B	A	C	C	A
Approach Delay		13.6			16.1			19.3			12.3	
Approach LOS		B			B			B			B	

Intersection Summary			
Cycle Length: 125			
Actuated Cycle Length: 49.3			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.30			
Intersection Signal Delay: 14.7		Intersection LOS: B	
Intersection Capacity Utilization 45.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 75: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	715	149	34	399	12	90	14	33	13	15	39
Future Volume (veh/h)	43	715	149	34	399	12	90	14	33	13	15	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	753	157	36	420	13	95	15	35	14	16	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	101	1516	465	86	1471	457	159	375	317	38	248	207
Arrive On Green	0.06	0.29	0.29	0.05	0.28	0.28	0.09	0.20	0.20	0.02	0.13	0.13
Sat Flow, veh/h	1810	5187	1591	1810	5187	1610	1810	1900	1605	1810	1900	1586
Grp Volume(v), veh/h	45	753	157	36	420	13	95	15	35	14	16	41
Grp Sat Flow(s),veh/h/ln	1810	1729	1591	1810	1729	1610	1810	1900	1605	1810	1900	1586
Q Serve(g_s), s	1.2	6.0	3.9	1.0	3.1	0.3	2.5	0.3	0.9	0.4	0.4	1.1
Cycle Q Clear(g_c), s	1.2	6.0	3.9	1.0	3.1	0.3	2.5	0.3	0.9	0.4	0.4	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	101	1516	465	86	1471	457	159	375	317	38	248	207
V/C Ratio(X)	0.45	0.50	0.34	0.42	0.29	0.03	0.60	0.04	0.11	0.36	0.06	0.20
Avail Cap(c_a), veh/h	741	4021	1233	741	4021	1248	741	901	761	741	901	752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	14.6	13.8	23.1	13.9	12.9	21.8	16.2	16.4	24.0	19.0	19.3
Incr Delay (d2), s/veh	1.1	0.3	0.4	1.2	0.1	0.0	1.3	0.0	0.2	2.1	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.1	1.3	0.4	1.1	0.1	1.0	0.1	0.3	0.2	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	14.8	14.3	24.3	14.0	12.9	23.2	16.2	16.5	26.2	19.1	19.8
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		955			469			145			71	
Approach Delay, s/veh		15.2			14.8			20.9			20.9	
Approach LOS		B			B			C			C	

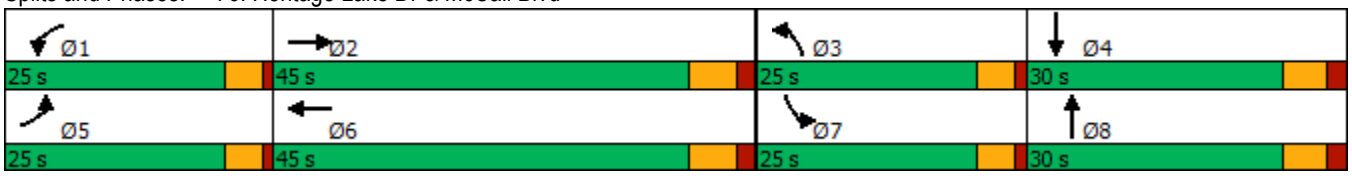
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	21.0	9.0	12.9	7.4	20.5	5.7	16.2
Change Period (Y+Rc), s	4.6	6.4	4.6	6.4	4.6	6.4	4.6	6.4
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.6	20.4	38.6	20.4	23.6
Max Q Clear Time (g_c+I1), s	3.0	8.0	4.5	3.1	3.2	5.1	2.4	2.9
Green Ext Time (p_c), s	0.0	6.6	0.1	0.1	0.0	3.1	0.0	0.1

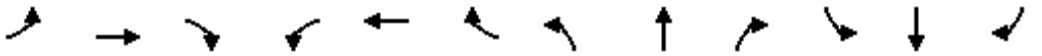
Intersection Summary	
HCM 6th Ctrl Delay	15.8
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	35	512	50	321	89	19	23	21
Future Volume (vph)	35	512	50	321	89	19	23	21
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0
Minimum Split (s)	10.6	16.4	10.6	16.4	10.6	14.1	10.6	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.1	3.6	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	4.6	6.4	4.6	6.1	4.6	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	7.1	22.7	7.5	24.9	9.5	12.4	6.9	9.1
Actuated g/C Ratio	0.14	0.44	0.15	0.48	0.18	0.24	0.13	0.18
v/c Ratio	0.15	0.32	0.20	0.15	0.29	0.18	0.10	0.13
Control Delay	28.2	15.0	27.8	13.4	26.5	11.3	28.8	18.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.2	15.0	27.8	13.4	26.5	11.3	28.8	18.6
LOS	C	B	C	B	C	B	C	B
Approach Delay		15.7		15.2		19.5		22.2
Approach LOS		B		B		B		C

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 51.7	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 16.3	Intersection LOS: B
Intersection Capacity Utilization 44.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 76: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	512	149	50	321	20	89	19	56	23	21	21
Future Volume (veh/h)	35	512	149	50	321	20	89	19	56	23	21	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	545	159	53	341	21	95	20	60	24	22	22
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	1065	303	114	1401	85	161	82	245	62	123	123
Arrive On Green	0.05	0.27	0.27	0.06	0.28	0.28	0.09	0.20	0.20	0.03	0.14	0.14
Sat Flow, veh/h	1810	4007	1139	1810	4999	304	1810	416	1249	1810	872	872
Grp Volume(v), veh/h	37	468	236	53	235	127	95	0	80	24	0	44
Grp Sat Flow(s),veh/h/ln	1810	1729	1687	1810	1729	1845	1810	0	1666	1810	0	1743
Q Serve(g_s), s	1.0	5.7	5.9	1.4	2.6	2.6	2.5	0.0	2.0	0.6	0.0	1.1
Cycle Q Clear(g_c), s	1.0	5.7	5.9	1.4	2.6	2.6	2.5	0.0	2.0	0.6	0.0	1.1
Prop In Lane	1.00		0.67	1.00		0.16	1.00		0.75	1.00		0.50
Lane Grp Cap(c), veh/h	88	919	449	114	969	517	161	0	326	62	0	246
V/C Ratio(X)	0.42	0.51	0.53	0.47	0.24	0.25	0.59	0.00	0.25	0.39	0.00	0.18
Avail Cap(c_a), veh/h	751	2715	1325	751	2715	1449	751	0	810	751	0	848
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.7	15.3	15.4	22.2	13.7	13.7	21.5	0.0	16.7	23.2	0.0	18.6
Incr Delay (d2), s/veh	1.2	0.4	1.0	1.1	0.1	0.2	1.3	0.0	0.4	1.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.0	2.1	0.6	0.9	1.0	1.0	0.0	0.7	0.3	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	15.8	16.4	23.3	13.8	13.9	22.8	0.0	17.1	24.7	0.0	18.9
LnGrp LOS	C	B	B	C	B	B	C	A	B	C	A	B
Approach Vol, veh/h		741			415			175			68	
Approach Delay, s/veh		16.4			15.0			20.2			21.0	
Approach LOS		B			B			C			C	

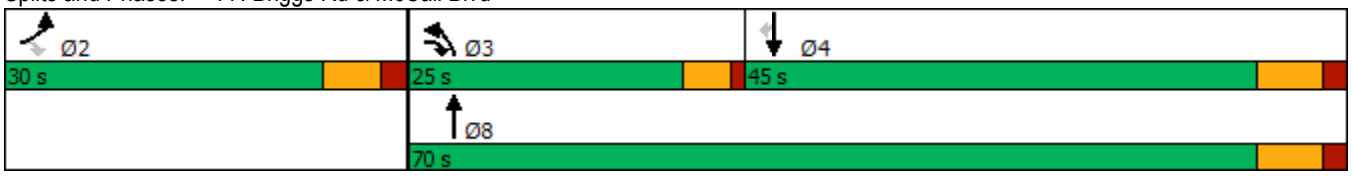
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	19.5	9.0	13.0	7.0	20.2	6.3	15.7
Change Period (Y+Rc), s	4.6	6.4	4.6	6.1	4.6	6.4	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.9	20.4	38.6	20.4	23.9
Max Q Clear Time (g_c+I1), s	3.4	7.9	4.5	3.1	3.0	4.6	2.6	4.0
Green Ext Time (p_c), s	0.0	5.2	0.1	0.1	0.0	2.4	0.0	0.3

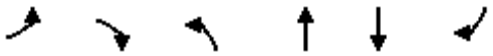
Intersection Summary	
HCM 6th Ctrl Delay	16.7
HCM 6th LOS	B

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	489	104	66	293	237	316
Future Volume (vph)	489	104	66	293	237	316
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	25.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	25.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	23.8	36.5	6.2	19.7	11.4	11.4
Actuated g/C Ratio	0.42	0.64	0.11	0.35	0.20	0.20
v/c Ratio	0.69	0.06	0.18	0.47	0.35	0.57
Control Delay	21.4	1.5	26.0	16.7	21.7	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.4	1.5	26.0	16.7	21.7	7.1
LOS	C	A	C	B	C	A
Approach Delay	17.9			18.4	13.4	
Approach LOS	B			B	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 56.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 16.4	Intersection LOS: B
Intersection Capacity Utilization 55.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	489	104	66	293	237	316
Future Volume (veh/h)	489	104	66	293	237	316
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	520	111	70	312	252	336
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	585	1119	252	827	1009	450
Arrive On Green	0.32	0.32	0.07	0.44	0.28	0.28
Sat Flow, veh/h	1810	2834	3510	1900	3705	1610
Grp Volume(v), veh/h	520	111	70	312	252	336
Grp Sat Flow(s),veh/h/ln	1810	1417	1755	1900	1805	1610
Q Serve(g_s), s	14.9	1.3	1.0	6.1	3.0	10.4
Cycle Q Clear(g_c), s	14.9	1.3	1.0	6.1	3.0	10.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	585	1119	252	827	1009	450
V/C Ratio(X)	0.89	0.10	0.28	0.38	0.25	0.75
Avail Cap(c_a), veh/h	781	1426	1309	2196	2522	1125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	10.4	24.0	10.4	15.3	17.9
Incr Delay (d2), s/veh	8.2	0.0	0.2	0.3	0.1	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	0.4	0.4	2.2	1.1	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.8	10.4	24.3	10.7	15.4	20.4
LnGrp LOS	C	B	C	B	B	C
Approach Vol, veh/h	631			382	588	
Approach Delay, s/veh	23.1			13.2	18.3	
Approach LOS	C			B	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		24.1	8.5	22.1		30.6
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s		16.9	3.0	12.4		8.1
Green Ext Time (p_c), s		0.8	0.1	2.9		2.1

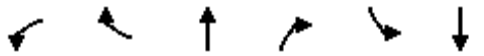
Intersection Summary	
HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	52	753	51	667
Future Volume (vph)	52	753	51	667
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	8.0	10.0	6.0	10.0
Minimum Split (s)	13.6	17.5	10.6	17.5
Total Split (s)	30.0	45.0	25.0	70.0
Total Split (%)	30.0%	45.0%	25.0%	70.0%
Yellow Time (s)	3.6	5.5	3.6	5.5
All-Red Time (s)	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	7.5	4.6	7.5
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	9.1	30.9	7.2	37.4
Actuated g/C Ratio	0.17	0.58	0.13	0.70
v/c Ratio	0.26	0.44	0.23	0.29
Control Delay	20.6	11.4	27.0	5.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	20.6	11.4	27.0	5.1
LOS	C	B	C	A
Approach Delay	20.6	11.4		6.6
Approach LOS	C	B		A

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 53.5	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 9.7	Intersection LOS: A
Intersection Capacity Utilization 49.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 78: Menifee Rd & Coastline Ave





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	52	24	753	79	51	667
Future Volume (veh/h)	52	24	753	79	51	667
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	57	26	818	86	55	725
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	140	64	1314	138	122	2072
Arrive On Green	0.12	0.12	0.40	0.40	0.07	0.57
Sat Flow, veh/h	1183	540	3391	347	1810	3705
Grp Volume(v), veh/h	84	0	448	456	55	725
Grp Sat Flow(s),veh/h/ln	1744	0	1805	1838	1810	1805
Q Serve(g_s), s	1.9	0.0	8.5	8.5	1.2	4.6
Cycle Q Clear(g_c), s	1.9	0.0	8.5	8.5	1.2	4.6
Prop In Lane	0.68	0.31		0.19	1.00	
Lane Grp Cap(c), veh/h	206	0	719	732	122	2072
V/C Ratio(X)	0.41	0.00	0.62	0.62	0.45	0.35
Avail Cap(c_a), veh/h	999	0	1590	1618	867	5299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	0.0	10.2	10.2	19.1	4.8
Incr Delay (d2), s/veh	1.3	0.0	0.9	0.9	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	2.7	2.7	0.5	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.7	0.0	11.1	11.1	20.1	4.9
LnGrp LOS	B	A	B	B	C	A
Approach Vol, veh/h	84		904			780
Approach Delay, s/veh	18.7		11.1			6.0
Approach LOS	B		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.5	24.5			31.9	10.6
Change Period (Y+Rc), s	4.6	7.5			7.5	5.6
Max Green Setting (Gmax), s	20.4	37.5			62.5	24.4
Max Q Clear Time (g_c+I1), s	3.2	10.5			6.6	3.9
Green Ext Time (p_c), s	0.0	6.5			6.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

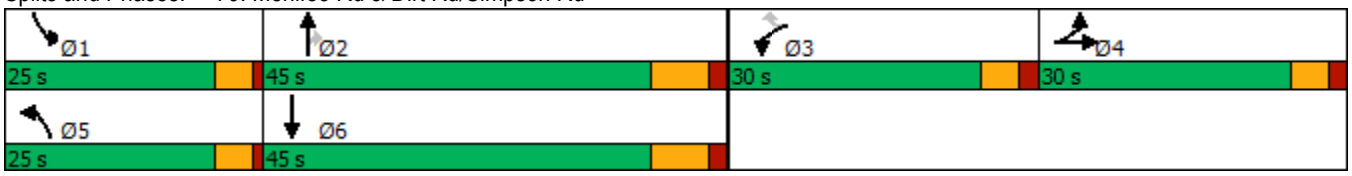
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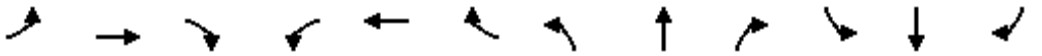
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4	Ø5
Lane Configurations								
Traffic Volume (vph)	193	237	595	249	204	515		
Future Volume (vph)	193	237	595	249	204	515		
Turn Type	Prot	Perm	NA	Perm	Prot	NA		
Protected Phases	3		2		1	6	4	5
Permitted Phases		3		2				
Detector Phase	3	3	2	2	1	6		
Switch Phase								
Minimum Initial (s)	8.0	8.0	10.0	10.0	6.0	10.0	8.0	6.0
Minimum Split (s)	13.6	13.6	17.5	17.5	10.6	17.5	13.6	10.6
Total Split (s)	30.0	30.0	45.0	45.0	25.0	45.0	30.0	25.0
Total Split (%)	23.1%	23.1%	34.6%	34.6%	19.2%	34.6%	23%	19%
Yellow Time (s)	3.6	3.6	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.6	5.6	7.5	7.5	4.6	7.5		
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	Min	None	Min	None	None
Act Effct Green (s)	15.5	15.5	26.5	26.5	15.7	47.0		
Actuated g/C Ratio	0.20	0.20	0.35	0.35	0.21	0.62		
v/c Ratio	0.59	0.50	0.53	0.38	0.62	0.26		
Control Delay	36.9	7.7	22.2	4.3	37.7	7.1		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	36.9	7.7	22.2	4.3	37.7	7.1		
LOS	D	A	C	A	D	A		
Approach Delay			16.9			15.7		
Approach LOS			B			B		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 76.1	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 17.3	Intersection LOS: B
Intersection Capacity Utilization 51.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 79: Menifee Rd & Dirt Rd/Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	193	0	237	0	595	249	204	515	0
Future Volume (veh/h)	0	0	0	193	0	237	0	595	249	204	515	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	217	0	266	0	669	280	229	579	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	6	0	0	0	0	6	1681	750	301	2787	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.47	0.17	0.77	0.00
Sat Flow, veh/h	0	1900	0		0		1810	3610	1610	1810	3705	0
Grp Volume(v), veh/h	0	0	0		0.0		0	669	280	229	579	0
Grp Sat Flow(s),veh/h/ln	0	1900	0				1810	1805	1610	1810	1805	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	4.0	3.7	4.0	1.4	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	4.0	3.7	4.0	1.4	0.0
Prop In Lane	0.00		0.00				1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	6	0				6	1681	750	301	2787	0
V/C Ratio(X)	0.00	0.00	0.00				0.00	0.40	0.37	0.76	0.21	0.00
Avail Cap(c_a), veh/h	0	1409	0				1122	4115	1835	1122	4115	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	5.8	5.7	13.1	1.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	0.2	0.4	1.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0				0.0	0.9	0.8	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0				0.0	6.0	6.1	14.6	1.1	0.0
LnGrp LOS	A	A	A				A	A	A	B	A	A
Approach Vol, veh/h		0						949			808	
Approach Delay, s/veh		0.0						6.0			4.9	
Approach LOS								A			A	

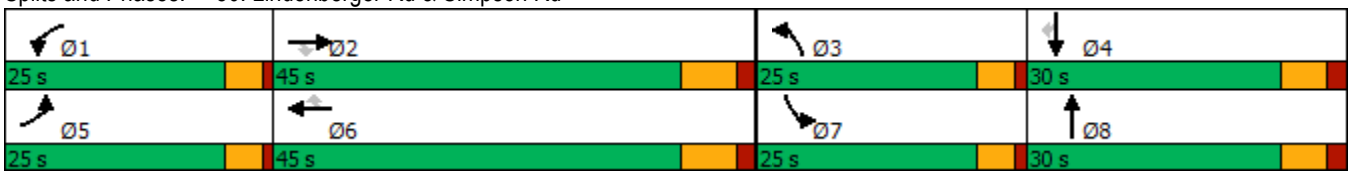
Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	10.1	22.8		0.0	0.0	32.9
Change Period (Y+Rc), s	4.6	7.5		5.6	4.6	7.5
Max Green Setting (Gmax), s	20.4	37.5		24.4	20.4	37.5
Max Q Clear Time (g_c+I1), s	6.0	6.0		0.0	0.0	3.4
Green Ext Time (p_c), s	0.3	9.3		0.0	0.0	6.2

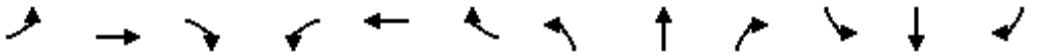
Intersection Summary			
HCM 6th Ctrl Delay			5.5
HCM 6th LOS			A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	45	317	76	53	299	36	93	92	14	64	49
Future Volume (vph)	45	317	76	53	299	36	93	92	14	64	49
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.2	17.2	10.6	17.2	17.2	10.6	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	7.5	17.6	17.6	7.7	17.8	17.8	9.0	18.3	6.8	9.7	9.7
Actuated g/C Ratio	0.13	0.30	0.30	0.13	0.30	0.30	0.15	0.31	0.12	0.16	0.16
v/c Ratio	0.21	0.58	0.14	0.23	0.29	0.07	0.35	0.18	0.07	0.22	0.14
Control Delay	32.5	24.9	2.9	32.4	18.6	0.2	31.7	11.4	33.3	30.2	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.5	24.9	2.9	32.4	18.6	0.2	31.7	11.4	33.3	30.2	0.8
LOS	C	C	A	C	B	A	C	B	C	C	A
Approach Delay		21.9			18.8			18.2		19.3	
Approach LOS		C			B			B		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 59	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 19.8	Intersection LOS: B
Intersection Capacity Utilization 48.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 80: Lindenberger Rd & Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	317	76	53	299	36	93	92	93	14	64	49
Future Volume (veh/h)	45	317	76	53	299	36	93	92	93	14	64	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	330	79	55	311	38	97	96	97	15	67	51
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	104	464	393	115	904	403	159	399	349	41	296	250
Arrive On Green	0.06	0.24	0.24	0.06	0.25	0.25	0.09	0.22	0.22	0.02	0.16	0.16
Sat Flow, veh/h	1810	1900	1610	1810	3610	1610	1810	1805	1575	1810	1900	1607
Grp Volume(v), veh/h	47	330	79	55	311	38	97	96	97	15	67	51
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1610	1810	1805	1575	1810	1900	1607
Q Serve(g_s), s	1.3	8.1	2.0	1.5	3.6	0.9	2.6	2.2	2.6	0.4	1.6	1.4
Cycle Q Clear(g_c), s	1.3	8.1	2.0	1.5	3.6	0.9	2.6	2.2	2.6	0.4	1.6	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	104	464	393	115	904	403	159	399	349	41	296	250
V/C Ratio(X)	0.45	0.71	0.20	0.48	0.34	0.09	0.61	0.24	0.28	0.37	0.23	0.20
Avail Cap(c_a), veh/h	726	1413	1197	726	2684	1197	726	838	731	726	882	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	17.6	15.3	23.0	15.6	14.6	22.3	16.3	16.4	24.5	18.8	18.7
Incr Delay (d2), s/veh	1.2	2.0	0.2	1.1	0.2	0.1	1.4	0.3	0.4	2.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.4	0.7	0.6	1.3	0.3	1.1	0.9	0.9	0.2	0.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.3	19.6	15.5	24.1	15.9	14.7	23.7	16.6	16.9	26.5	19.2	19.1
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		456			404			290			133	
Approach Delay, s/veh		19.4			16.9			19.1			20.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	19.6	9.1	14.3	7.5	19.9	5.7	17.6
Change Period (Y+Rc), s	4.6	7.2	4.6	6.4	4.6	7.2	4.6	6.4
Max Green Setting (Gmax), s	20.4	37.8	20.4	23.6	20.4	37.8	20.4	23.6
Max Q Clear Time (g_c+I1), s	3.5	10.1	4.6	3.6	3.3	5.6	2.4	4.6
Green Ext Time (p_c), s	0.0	2.3	0.1	0.4	0.0	2.3	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	115
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	183	223	54	134	256	93	49	181	124	66	236	127
Future Vol, veh/h	183	223	54	134	256	93	49	181	124	66	236	127
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	199	242	59	146	278	101	53	197	135	72	257	138
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	0

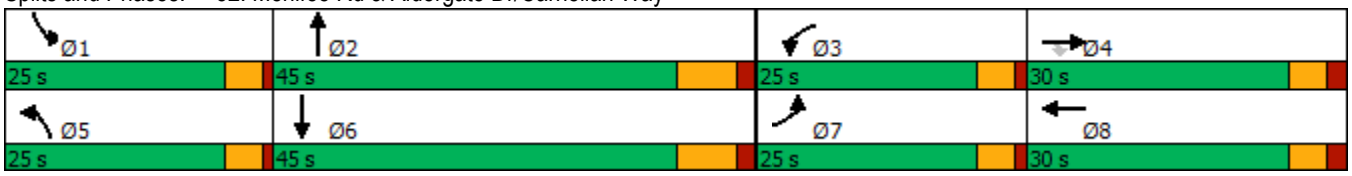
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	38.4	238.1	95.7	74.6
HCM LOS	E	F	F	F

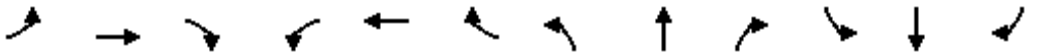
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	14%	100%	0%	28%	100%	0%
Vol Thru, %	51%	0%	81%	53%	0%	65%
Vol Right, %	35%	0%	19%	19%	0%	35%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	354	183	277	483	66	363
LT Vol	49	183	0	134	66	0
Through Vol	181	0	223	256	0	236
RT Vol	124	0	54	93	0	127
Lane Flow Rate	385	199	301	525	72	395
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	1.038	0.562	0.797	1.434	0.199	1.012
Departure Headway (Hd)	11.227	11.517	10.844	10.284	11.293	10.506
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	327	316	337	357	320	347
Service Time	9.227	9.217	8.544	8.284	8.993	8.206
HCM Lane V/C Ratio	1.177	0.63	0.893	1.471	0.225	1.138
HCM Control Delay	95.7	28	45.2	238.1	16.8	85.1
HCM Lane LOS	F	D	E	F	C	F
HCM 95th-tile Q	12	3.2	6.6	26.2	0.7	11.7

Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	43	11	39	0	12	819	23	629
Future Volume (vph)	43	11	39	0	12	819	23	629
Turn Type	Prot	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7		3	8	5	2	1	6
Permitted Phases		4						
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	13.6	10.6	13.6	10.6	17.5	10.6	17.5
Total Split (s)	25.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	4.6	5.6	4.6	7.5	4.6	7.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.3	8.9	7.2	8.9	6.7	35.5	6.9	37.4
Actuated g/C Ratio	0.14	0.18	0.14	0.18	0.13	0.70	0.14	0.74
v/c Ratio	0.18	0.02	0.16	0.03	0.05	0.37	0.10	0.27
Control Delay	27.9	0.0	27.9	0.1	29.2	9.2	28.9	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	0.0	27.9	0.1	29.2	9.2	28.9	6.9
LOS	C	A	C	A	C	A	C	A
Approach Delay				19.5		9.4		7.6
Approach LOS				B		A		A

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 50.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.37	
Intersection Signal Delay: 9.4	Intersection LOS: A
Intersection Capacity Utilization 45.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 82: Menifee Rd & Aldergate Dr/Carnelian Way





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	0	11	39	0	17	12	819	34	23	629	40
Future Volume (veh/h)	43	0	11	39	0	17	12	819	34	23	629	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	0	12	42	0	18	13	881	37	25	676	43
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	102	197	167	95	0	161	36	1317	55	63	1339	85
Arrive On Green	0.06	0.00	0.10	0.05	0.00	0.10	0.02	0.37	0.37	0.04	0.39	0.39
Sat Flow, veh/h	1810	1900	1610	1810	0	1610	1810	3530	148	1810	3447	219
Grp Volume(v), veh/h	46	0	12	42	0	18	13	451	467	25	354	365
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1610	1810	1805	1873	1810	1805	1861
Q Serve(g_s), s	1.3	0.0	0.3	1.2	0.0	0.5	0.4	10.7	10.7	0.7	7.6	7.7
Cycle Q Clear(g_c), s	1.3	0.0	0.3	1.2	0.0	0.5	0.4	10.7	10.7	0.7	7.6	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		0.12
Lane Grp Cap(c), veh/h	102	197	167	95	0	161	36	674	699	63	701	723
V/C Ratio(X)	0.45	0.00	0.07	0.44	0.00	0.11	0.36	0.67	0.67	0.39	0.50	0.51
Avail Cap(c_a), veh/h	721	905	767	721	0	767	721	1321	1371	721	1321	1362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	0.0	20.7	23.5	0.0	21.0	24.8	13.4	13.4	24.2	11.9	11.9
Incr Delay (d2), s/veh	1.2	0.0	0.2	1.2	0.0	0.3	2.3	1.2	1.1	1.5	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.1	0.5	0.0	0.2	0.2	3.8	4.0	0.3	2.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.6	0.0	20.9	24.7	0.0	21.3	27.1	14.6	14.5	25.7	12.5	12.5
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		58			60			931			744	
Approach Delay, s/veh		23.8			23.7			14.7			12.9	
Approach LOS		C			C			B			B	

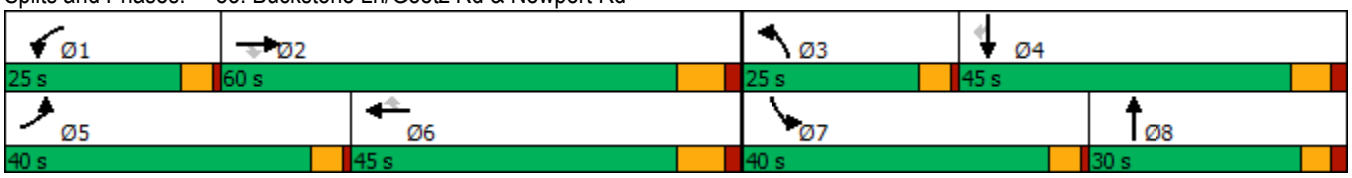
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	26.6	7.3	10.9	5.6	27.4	7.5	10.7
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	2.7	12.7	3.2	2.3	2.4	9.7	3.3	2.5
Green Ext Time (p_c), s	0.0	6.4	0.0	0.0	0.0	4.9	0.0	0.0

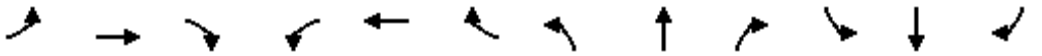
Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	606	1068	9	22	919	357	7	5	284	0	422
Future Volume (vph)	606	1068	9	22	919	357	7	5	284	0	422
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.5	15.5	10.6	11.6	10.6	12.8	12.8
Total Split (s)	40.0	60.0	60.0	25.0	45.0	45.0	25.0	30.0	40.0	45.0	45.0
Total Split (%)	25.8%	38.7%	38.7%	16.1%	29.0%	29.0%	16.1%	19.4%	25.8%	29.0%	29.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	3.6	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.5	7.5	4.6	5.6	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	22.2	53.4	53.4	6.7	30.2	30.2	6.3	6.5	13.3	11.4	11.4
Actuated g/C Ratio	0.26	0.63	0.63	0.08	0.35	0.35	0.07	0.08	0.16	0.13	0.13
v/c Ratio	0.71	0.35	0.01	0.16	0.53	0.56	0.05	0.08	0.55	0.31	0.30
Control Delay	34.9	9.6	0.0	47.5	24.3	17.3	48.0	35.9	40.0	1.1	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.9	9.6	0.0	47.5	24.3	17.3	48.0	35.9	40.0	1.1	1.1
LOS	C	A	A	D	C	B	D	D	D	A	A
Approach Delay		18.7			22.8			40.6		16.7	
Approach LOS		B			C			D		B	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 85.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 19.8	Intersection LOS: B
Intersection Capacity Utilization 65.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 83: Buckstone Ln/Goetz Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	606	1068	9	22	919	357	7	5	6	284	0	422
Future Volume (veh/h)	606	1068	9	22	919	357	7	5	6	284	0	422
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	645	1136	10	23	978	380	7	5	6	302	0	449
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	753	2642	819	53	1682	522	19	61	73	400	0	573
Arrive On Green	0.21	0.51	0.51	0.03	0.32	0.32	0.01	0.08	0.08	0.11	0.00	0.18
Sat Flow, veh/h	3510	5187	1609	1810	5187	1610	1810	781	937	3619	0	3220
Grp Volume(v), veh/h	645	1136	10	23	978	380	7	0	11	302	0	449
Grp Sat Flow(s),veh/h/ln	1755	1729	1609	1810	1729	1610	1810	0	1718	1810	0	1610
Q Serve(g_s), s	15.2	11.9	0.3	1.1	13.5	18.0	0.3	0.0	0.5	7.0	0.0	11.5
Cycle Q Clear(g_c), s	15.2	11.9	0.3	1.1	13.5	18.0	0.3	0.0	0.5	7.0	0.0	11.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	753	2642	819	53	1682	522	19	0	134	400	0	573
V/C Ratio(X)	0.86	0.43	0.01	0.43	0.58	0.73	0.36	0.00	0.08	0.75	0.00	0.78
Avail Cap(c_a), veh/h	1442	3159	980	428	2256	700	428	0	486	1486	0	1427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.6	13.3	10.4	41.1	24.2	25.8	42.3	0.0	36.9	37.2	0.0	33.9
Incr Delay (d2), s/veh	1.1	0.1	0.0	2.0	0.3	2.5	4.1	0.0	0.3	1.1	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	4.3	0.1	0.5	5.4	7.0	0.2	0.0	0.2	3.1	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.7	13.4	10.4	43.2	24.6	28.3	46.5	0.0	37.1	38.3	0.0	36.3
LnGrp LOS	C	B	B	D	C	C	D	A	D	D	A	D
Approach Vol, veh/h		1791			1381			18			751	
Approach Delay, s/veh		20.7			25.9			40.8			37.1	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	51.4	5.5	22.1	23.1	35.5	14.1	13.5
Change Period (Y+Rc), s	4.6	7.5	4.6	6.8	4.6	7.5	4.6	* 6.8
Max Green Setting (Gmax), s	20.4	52.5	20.4	38.2	35.4	37.5	35.4	* 24
Max Q Clear Time (g_c+I1), s	3.1	13.9	2.3	13.5	17.2	20.0	9.0	2.5
Green Ext Time (p_c), s	0.0	10.5	0.0	1.8	1.2	8.0	0.6	0.0

Intersection Summary	
HCM 6th Ctrl Delay	25.7
HCM 6th LOS	C

Notes

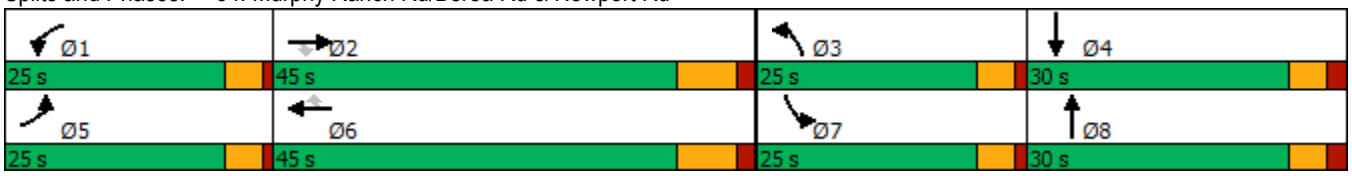
User approved volume balancing among the lanes for turning movement.

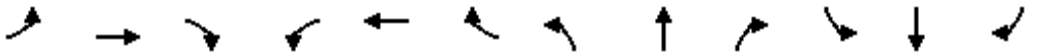
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	42	1314	67	18	1287	386	78	5	238	32
Future Volume (vph)	42	1314	67	18	1287	386	78	5	238	32
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2		1	6		3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.5	15.5	10.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.5	7.5	4.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None
Act Effct Green (s)	7.4	37.9	37.9	6.7	35.4	35.4	8.8	7.1	17.7	12.9
Actuated g/C Ratio	0.09	0.48	0.48	0.08	0.45	0.45	0.11	0.09	0.22	0.16
v/c Ratio	0.25	0.54	0.09	0.12	0.57	0.50	0.40	0.25	0.60	0.21
Control Delay	44.0	17.5	1.9	43.7	19.9	13.6	44.5	19.2	38.6	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.0	17.5	1.9	43.7	19.9	13.6	44.5	19.2	38.6	21.5
LOS	D	B	A	D	B	B	D	B	D	C
Approach Delay		17.6			18.7			35.1		35.0
Approach LOS		B			B			D		C

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 78.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 20.2	Intersection LOS: C
Intersection Capacity Utilization 65.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 84: Murphy Ranch Rd/Berea Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	1314	67	18	1287	386	78	5	41	238	32	32
Future Volume (veh/h)	42	1314	67	18	1287	386	78	5	41	238	32	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	1355	69	19	1327	398	80	5	42	245	33	33
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	87	2173	666	48	2060	637	121	14	120	292	154	154
Arrive On Green	0.05	0.42	0.42	0.03	0.40	0.40	0.07	0.08	0.08	0.16	0.18	0.18
Sat Flow, veh/h	1810	5187	1589	1810	5187	1604	1810	174	1463	1810	871	871
Grp Volume(v), veh/h	43	1355	69	19	1327	398	80	0	47	245	0	66
Grp Sat Flow(s),veh/h/ln	1810	1729	1589	1810	1729	1604	1810	0	1637	1810	0	1742
Q Serve(g_s), s	1.7	14.7	1.9	0.7	14.8	14.2	3.1	0.0	1.9	9.4	0.0	2.3
Cycle Q Clear(g_c), s	1.7	14.7	1.9	0.7	14.8	14.2	3.1	0.0	1.9	9.4	0.0	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.89	1.00		0.50
Lane Grp Cap(c), veh/h	87	2173	666	48	2060	637	121	0	134	292	0	308
V/C Ratio(X)	0.49	0.62	0.10	0.40	0.64	0.62	0.66	0.00	0.35	0.84	0.00	0.21
Avail Cap(c_a), veh/h	515	2716	832	515	2716	840	515	0	558	515	0	593
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.2	16.4	12.6	34.3	17.5	17.3	32.6	0.0	31.1	29.1	0.0	25.2
Incr Delay (d2), s/veh	1.6	0.3	0.1	2.0	0.3	1.0	2.3	0.0	1.6	2.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.4	0.6	0.3	5.5	5.0	1.4	0.0	0.8	4.1	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.8	16.7	12.7	36.3	17.8	18.3	34.9	0.0	32.6	31.6	0.0	25.6
LnGrp LOS	C	B	B	D	B	B	C	A	C	C	A	C
Approach Vol, veh/h		1467			1744			127			311	
Approach Delay, s/veh		17.0			18.1			34.1			30.3	
Approach LOS		B			B			C			C	

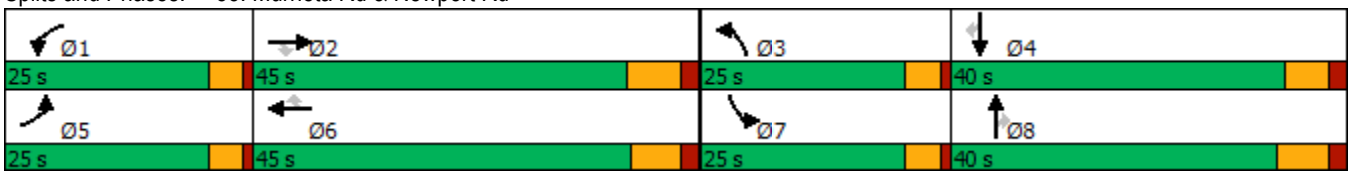
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	37.5	9.4	18.3	8.0	35.9	16.2	11.5
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	2.7	16.7	5.1	4.3	3.7	16.8	11.4	3.9
Green Ext Time (p_c), s	0.0	10.5	0.1	0.3	0.0	11.6	0.2	0.2

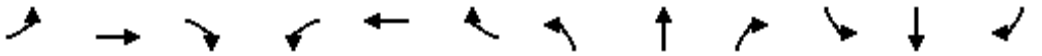
Intersection Summary	
HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	226	1395	256	259	1095	72	331	184	200	114	84	305
Future Volume (vph)	226	1395	256	259	1095	72	331	184	200	114	84	305
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.2	15.2	10.6	15.2	15.2	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	40.0	40.0	25.0	40.0	40.0
Total Split (%)	18.5%	33.3%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	29.6%	18.5%	29.6%	29.6%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	18.3	37.5	37.5	20.4	40.0	40.0	20.4	18.6	18.6	11.6	10.6	10.6
Actuated g/C Ratio	0.16	0.33	0.33	0.18	0.36	0.36	0.18	0.17	0.17	0.10	0.09	0.09
v/c Ratio	0.79	0.83	0.44	0.81	0.61	0.11	1.04	0.32	0.47	0.63	0.26	0.74
Control Delay	65.1	39.7	19.8	64.7	32.2	2.4	105.6	43.4	9.6	63.6	48.4	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.1	39.7	19.8	64.7	32.2	2.4	105.6	43.4	9.6	63.6	48.4	17.8
LOS	E	D	B	E	C	A	F	D	A	E	D	B
Approach Delay		40.0			36.6			62.7			33.4	
Approach LOS		D			D			E			C	

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 112.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 41.8	Intersection LOS: D
Intersection Capacity Utilization 85.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 85: Murrieta Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	1395	256	259	1095	72	331	184	200	114	84	305
Future Volume (veh/h)	226	1395	256	259	1095	72	331	184	200	114	84	305
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	233	1438	264	267	1129	74	341	190	206	118	87	314
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	258	1497	464	284	1572	488	284	1051	469	143	770	343
Arrive On Green	0.14	0.29	0.29	0.16	0.30	0.30	0.16	0.29	0.29	0.08	0.21	0.21
Sat Flow, veh/h	1810	5187	1607	1810	5187	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	233	1438	264	267	1129	74	341	190	206	118	87	314
Grp Sat Flow(s),veh/h/ln	1810	1729	1607	1810	1729	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	16.5	35.4	18.2	19.0	25.2	4.4	20.4	5.1	13.5	8.3	2.5	24.8
Cycle Q Clear(g_c), s	16.5	35.4	18.2	19.0	25.2	4.4	20.4	5.1	13.5	8.3	2.5	24.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	258	1497	464	284	1572	488	284	1051	469	143	770	343
V/C Ratio(X)	0.90	0.96	0.57	0.94	0.72	0.15	1.20	0.18	0.44	0.82	0.11	0.91
Avail Cap(c_a), veh/h	284	1497	464	284	1572	488	284	1051	469	284	934	416
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	45.5	39.3	54.1	40.3	33.1	54.7	34.5	37.4	58.9	41.2	49.9
Incr Delay (d2), s/veh	26.8	14.9	1.6	37.0	1.6	0.1	118.8	0.1	0.6	4.4	0.1	21.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	17.2	7.4	11.5	10.9	1.7	18.7	2.3	5.4	4.0	1.1	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.6	60.4	41.0	91.2	41.9	33.2	173.5	34.5	38.1	63.3	41.3	71.8
LnGrp LOS	F	E	D	F	D	C	F	C	D	E	D	E
Approach Vol, veh/h		1935			1470			737			519	
Approach Delay, s/veh		60.3			50.4			99.8			64.8	
Approach LOS		E			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	45.0	25.0	34.9	23.1	46.9	14.9	45.0
Change Period (Y+Rc), s	4.6	7.5	4.6	* 7.2	4.6	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	* 34	20.4	* 38	20.4	32.8
Max Q Clear Time (g_c+I1), s	21.0	37.4	22.4	26.8	18.5	27.2	10.3	15.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.9	0.1	5.8	0.1	1.7

Intersection Summary	
HCM 6th Ctrl Delay	63.9
HCM 6th LOS	E

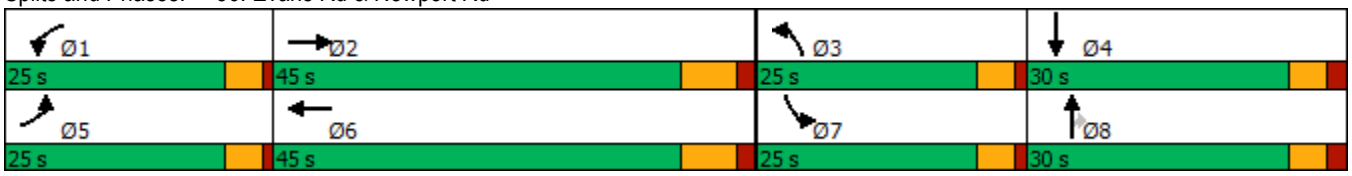
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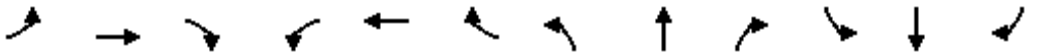
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	25	1515	55	1466	342	56	56	59	20
Future Volume (vph)	25	1515	55	1466	342	56	56	59	20
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	11.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	5.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.5	38.5	7.6	43.8	20.8	17.3	17.3	7.7	7.0
Actuated g/C Ratio	0.07	0.44	0.09	0.50	0.24	0.20	0.20	0.09	0.08
v/c Ratio	0.20	1.13	0.36	0.61	0.82	0.15	0.14	0.38	0.26
Control Delay	45.8	93.5	47.8	19.2	52.2	33.8	0.7	48.1	29.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	93.5	47.8	19.2	52.2	33.8	0.7	48.1	29.8
LOS	D	F	D	B	D	C	A	D	C
Approach Delay		92.8		20.2		43.6			40.6
Approach LOS		F		C		D			D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 88.1	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.13	
Intersection Signal Delay: 56.1	Intersection LOS: E
Intersection Capacity Utilization 84.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 86: Evans Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1515	204	55	1466	59	342	56	56	59	20	21
Future Volume (veh/h)	25	1515	204	55	1466	59	342	56	56	59	20	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	1546	208	56	1496	60	349	57	57	60	20	21
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	58	1358	180	91	2263	91	384	431	365	94	57	60
Arrive On Green	0.03	0.42	0.42	0.05	0.44	0.44	0.21	0.23	0.23	0.05	0.07	0.07
Sat Flow, veh/h	1810	3204	425	1810	5116	205	1810	1900	1610	1810	849	891
Grp Volume(v), veh/h	26	861	893	56	1011	545	349	57	57	60	0	41
Grp Sat Flow(s),veh/h/ln	1810	1805	1824	1810	1729	1863	1810	1900	1610	1810	0	1740
Q Serve(g_s), s	1.3	37.8	37.8	2.7	20.5	20.6	16.8	2.1	2.5	2.9	0.0	2.0
Cycle Q Clear(g_c), s	1.3	37.8	37.8	2.7	20.5	20.6	16.8	2.1	2.5	2.9	0.0	2.0
Prop In Lane	1.00		0.23	1.00		0.11	1.00		1.00	1.00		0.51
Lane Grp Cap(c), veh/h	58	765	773	91	1530	824	384	431	365	94	0	116
V/C Ratio(X)	0.45	1.13	1.16	0.61	0.66	0.66	0.91	0.13	0.16	0.64	0.00	0.35
Avail Cap(c_a), veh/h	414	765	773	414	1530	824	414	520	441	414	0	476
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.4	25.7	25.7	41.5	19.6	19.6	34.3	27.5	27.6	41.4	0.0	39.8
Incr Delay (d2), s/veh	2.0	72.8	84.2	2.5	1.1	2.0	21.9	0.1	0.2	2.6	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	30.6	33.4	1.3	8.0	8.9	9.5	1.0	1.0	1.3	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	98.5	109.9	44.0	20.7	21.6	56.2	27.6	27.8	44.1	0.0	41.6
LnGrp LOS	D	F	F	D	C	C	E	C	C	D	A	D
Approach Vol, veh/h		1780			1612			463			101	
Approach Delay, s/veh		103.4			21.8			49.2			43.1	
Approach LOS		F			C			D			D	

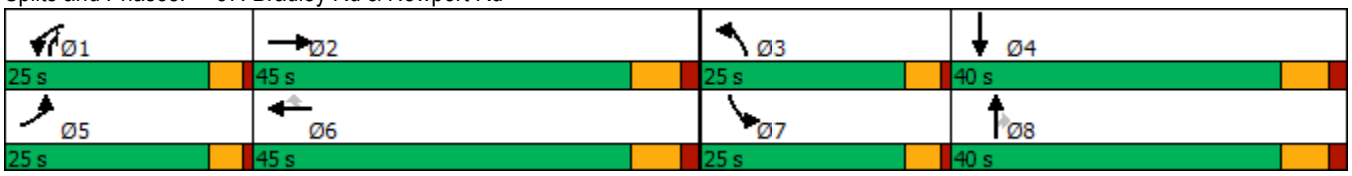
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	45.0	23.5	11.6	7.4	46.7	9.2	25.8
Change Period (Y+Rc), s	4.6	7.2	4.6	5.6	4.6	7.2	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.8	20.4	24.4	20.4	37.8	20.4	24.4
Max Q Clear Time (g_c+I1), s	4.7	39.8	18.8	4.0	3.3	22.6	4.9	4.5
Green Ext Time (p_c), s	0.0	0.0	0.1	0.1	0.0	9.3	0.0	0.4

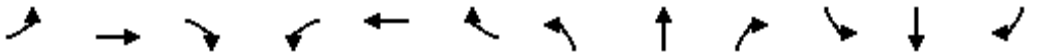
Intersection Summary	
HCM 6th Ctrl Delay	62.3
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	187	1208	284	1257	375	176	250	203	293	237
Future Volume (vph)	187	1208	284	1257	375	176	250	203	293	237
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	15.2	10.6	12.8	10.6	10.6	12.8
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	40.0	25.0	25.0	40.0
Total Split (%)	18.5%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	18.5%	18.5%	29.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2	4.6	6.8	4.6	4.6	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	16.5	39.9	14.5	37.9	37.9	15.8	21.6	42.9	20.5	26.3
Actuated g/C Ratio	0.14	0.33	0.12	0.32	0.32	0.13	0.18	0.36	0.17	0.22
v/c Ratio	0.79	0.83	0.70	0.80	0.58	0.77	0.76	0.34	0.99	0.47
Control Delay	72.7	42.5	60.6	43.1	16.5	72.5	61.8	19.0	99.0	36.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.7	42.5	60.6	43.1	16.5	72.5	61.8	19.0	99.0	36.2
LOS	E	D	E	D	B	E	E	B	F	D
Approach Delay		46.2		40.5			51.0			64.3
Approach LOS		D		D			D			E

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 119.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 47.0	Intersection LOS: D
Intersection Capacity Utilization 83.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 87: Bradley Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	1208	153	284	1257	375	176	250	203	293	237	126
Future Volume (veh/h)	187	1208	153	284	1257	375	176	250	203	293	237	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	195	1258	159	296	1309	391	183	260	211	305	247	131
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	226	1556	197	366	1624	503	214	320	439	332	536	274
Arrive On Green	0.12	0.33	0.33	0.10	0.31	0.31	0.12	0.17	0.17	0.18	0.23	0.23
Sat Flow, veh/h	1810	4661	589	3510	5187	1605	1810	1900	1610	1810	2294	1171
Grp Volume(v), veh/h	195	933	484	296	1309	391	183	260	211	305	192	186
Grp Sat Flow(s),veh/h/ln	1810	1729	1792	1755	1729	1605	1810	1900	1610	1810	1805	1660
Q Serve(g_s), s	11.7	27.2	27.2	9.1	25.6	24.4	11.0	14.6	12.1	18.3	10.1	10.7
Cycle Q Clear(g_c), s	11.7	27.2	27.2	9.1	25.6	24.4	11.0	14.6	12.1	18.3	10.1	10.7
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	226	1154	598	366	1624	503	214	320	439	332	422	388
V/C Ratio(X)	0.86	0.81	0.81	0.81	0.81	0.78	0.86	0.81	0.48	0.92	0.46	0.48
Avail Cap(c_a), veh/h	334	1183	613	648	1774	549	334	571	652	334	542	499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.4	33.6	33.6	48.4	34.9	34.5	47.8	44.3	33.6	44.3	36.3	36.5
Incr Delay (d2), s/veh	10.1	4.2	7.8	1.6	2.6	6.5	7.5	5.0	0.8	28.6	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	11.9	12.9	4.1	11.0	10.3	5.4	7.3	4.8	10.8	4.5	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.5	37.8	41.4	50.1	37.5	40.9	55.3	49.2	34.5	72.9	37.1	37.4
LnGrp LOS	E	D	D	D	D	D	E	D	C	E	D	D
Approach Vol, veh/h		1612			1996			654			683	
Approach Delay, s/veh		41.3			40.0			46.2			53.2	
Approach LOS		D			D			D			D	

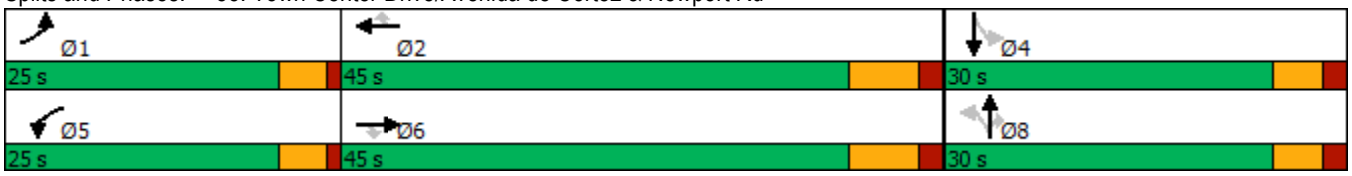
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	44.1	17.7	32.6	18.4	41.8	24.9	25.4
Change Period (Y+Rc), s	4.6	7.2	4.6	6.8	4.6	7.2	4.6	6.8
Max Green Setting (Gmax), s	20.4	37.8	20.4	33.2	20.4	37.8	20.4	33.2
Max Q Clear Time (g_c+I1), s	11.1	29.2	13.0	12.7	13.7	27.6	20.3	16.6
Green Ext Time (p_c), s	0.4	5.7	0.1	2.2	0.1	7.0	0.0	2.0

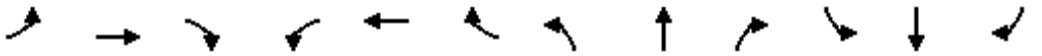
Intersection Summary	
HCM 6th Ctrl Delay	43.1
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	9	1712	89	235	1771	82	87	22	219	71	14
Future Volume (vph)	9	1712	89	235	1771	82	87	22	219	71	14
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	1	6		5	2			8			4
Permitted Phases			6			2	8		8	4	
Detector Phase	1	6	6	5	2	2	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	15.2	10.6	15.2	15.2	11.6	11.6	11.6	11.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	45.0%	25.0%	45.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	6.2	35.4	35.4	14.6	52.9	52.9	10.6	10.6	10.6	10.6	10.6
Actuated g/C Ratio	0.08	0.45	0.45	0.19	0.67	0.67	0.14	0.14	0.14	0.14	0.14
v/c Ratio	0.06	0.75	0.12	0.71	0.52	0.08	0.47	0.09	0.55	0.38	0.08
Control Delay	39.8	21.2	5.4	43.7	8.0	2.3	41.6	32.2	10.5	38.8	26.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.8	21.2	5.4	43.7	8.0	2.3	41.6	32.2	10.5	38.8	26.2
LOS	D	C	A	D	A	A	D	C	B	D	C
Approach Delay		20.5			11.8			20.2			36.1
Approach LOS		C			B			C			D

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 78.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 16.6	Intersection LOS: B
Intersection Capacity Utilization 72.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 88: Town Center Drive/Avenida de Cortez & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1712	89	235	1771	82	87	22	219	71	14	6
Future Volume (veh/h)	9	1712	89	235	1771	82	87	22	219	71	14	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	1747	91	240	1807	84	89	22	223	72	14	6
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	25	2283	709	284	3027	940	325	327	276	282	217	93
Arrive On Green	0.01	0.44	0.44	0.16	0.58	0.58	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1407	1900	1602	1149	1260	540
Grp Volume(v), veh/h	9	1747	91	240	1807	84	89	22	223	72	0	20
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1407	1900	1602	1149	0	1799
Q Serve(g_s), s	0.4	21.5	2.5	9.7	16.8	1.7	4.3	0.7	10.1	4.2	0.0	0.7
Cycle Q Clear(g_c), s	0.4	21.5	2.5	9.7	16.8	1.7	5.0	0.7	10.1	5.0	0.0	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	25	2283	709	284	3027	940	325	327	276	282	0	310
V/C Ratio(X)	0.36	0.77	0.13	0.84	0.60	0.09	0.27	0.07	0.81	0.26	0.00	0.06
Avail Cap(c_a), veh/h	489	2598	806	489	3027	940	537	614	518	456	0	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.9	17.8	12.5	30.9	10.0	6.9	28.2	26.2	30.0	28.2	0.0	26.1
Incr Delay (d2), s/veh	3.3	1.2	0.1	2.6	0.3	0.0	0.5	0.1	5.6	0.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	7.4	0.8	4.1	4.9	0.5	1.4	0.3	4.2	1.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.2	19.1	12.6	33.6	10.4	6.9	28.7	26.2	35.6	28.7	0.0	26.2
LnGrp LOS	D	B	B	C	B	A	C	C	D	C	A	C
Approach Vol, veh/h		1847			2131			334			92	
Approach Delay, s/veh		18.9			12.8			33.2			28.2	
Approach LOS		B			B			C			C	

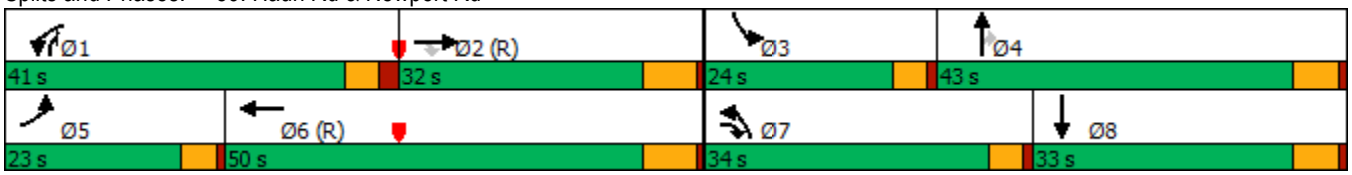
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	51.2		18.6	16.5	40.4		18.6				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	37.8		24.4	20.4	37.8		24.4				
Max Q Clear Time (g_c+I1), s	2.4	18.8		7.0	11.7	23.5		12.1				
Green Ext Time (p_c), s	0.0	12.3		0.3	0.2	9.8		0.9				

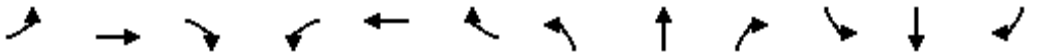
Intersection Summary			
HCM 6th Ctrl Delay		17.2	
HCM 6th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	133	1526	217	852	1604	342	73	864	436	147
Future Volume (vph)	133	1526	217	852	1604	342	73	864	436	147
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	7	1	6	7	4	1	3	8
Permitted Phases			2					4		
Detector Phase	5	2	7	1	6	7	4	1	3	8
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	12.5	8.6	9.6	12.5	8.6	11.8	9.6	8.6	11.8
Total Split (s)	23.0	32.0	34.0	41.0	50.0	34.0	43.0	41.0	24.0	33.0
Total Split (%)	16.4%	22.9%	24.3%	29.3%	35.7%	24.3%	30.7%	29.3%	17.1%	23.6%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)	10.8	50.3	71.6	35.4	75.9	19.4	13.4	47.6	20.9	12.4
Actuated g/C Ratio	0.08	0.36	0.51	0.25	0.54	0.14	0.10	0.34	0.15	0.09
v/c Ratio	0.50	0.84	0.25	0.98	0.69	0.72	0.41	0.88	0.85	0.73
Control Delay	68.2	46.5	5.4	82.4	18.0	66.2	64.3	49.0	74.1	37.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.2	46.5	5.4	82.4	18.0	66.2	64.3	49.0	74.1	37.2
LOS	E	D	A	F	B	E	E	D	E	D
Approach Delay		43.3			38.1		54.4			58.4
Approach LOS		D			D		D			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 40 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 45.1	Intersection LOS: D
Intersection Capacity Utilization 92.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 89: Haun Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	1526	217	852	1604	268	342	73	864	436	147	177
Future Volume (veh/h)	133	1526	217	852	1604	268	342	73	864	436	147	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	136	1557	221	869	1637	273	349	74	882	445	150	181
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	190	1013	504	888	1798	298	416	480	1423	486	492	434
Arrive On Green	0.05	0.20	0.20	0.51	0.80	0.80	0.12	0.25	0.25	0.14	0.27	0.27
Sat Flow, veh/h	3510	5187	1603	3510	4480	743	3510	1900	2795	3510	1805	1592
Grp Volume(v), veh/h	136	1557	221	869	1262	648	349	74	882	445	150	181
Grp Sat Flow(s),veh/h/ln	1755	1729	1603	1755	1729	1766	1755	1900	1397	1755	1805	1592
Q Serve(g_s), s	5.3	27.3	15.4	33.9	37.3	38.3	13.6	4.2	31.9	17.5	9.2	13.1
Cycle Q Clear(g_c), s	5.3	27.3	15.4	33.9	37.3	38.3	13.6	4.2	31.9	17.5	9.2	13.1
Prop In Lane	1.00		1.00	1.00		0.42	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	190	1013	504	888	1387	708	416	480	1423	486	492	434
V/C Ratio(X)	0.72	1.54	0.44	0.98	0.91	0.92	0.84	0.15	0.62	0.91	0.30	0.42
Avail Cap(c_a), veh/h	461	1013	504	888	1387	708	737	505	1459	486	492	434
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.2	56.3	38.2	34.2	12.0	12.1	60.4	40.7	25.0	59.5	40.4	41.8
Incr Delay (d2), s/veh	3.2	244.9	1.7	19.6	7.3	13.4	4.6	0.1	0.8	21.9	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	34.6	6.2	12.8	6.1	7.4	6.2	2.0	10.3	9.1	4.1	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.4	301.3	40.0	53.9	19.2	25.5	64.9	40.8	25.8	81.4	40.7	42.4
LnGrp LOS	E	F	D	D	B	C	E	D	C	F	D	D
Approach Vol, veh/h		1914			2779			1305			776	
Approach Delay, s/veh		254.5			31.5			37.1			64.4	
Approach LOS		F			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	41.0	33.8	24.0	41.2	12.2	62.7	21.2	44.0
Change Period (Y+Rc), s	5.6	6.5	4.6	5.8	4.6	6.5	4.6	5.8
Max Green Setting (Gmax), s	35.4	25.5	19.4	37.2	18.4	43.5	29.4	27.2
Max Q Clear Time (g_c+I1), s	35.9	29.3	19.5	33.9	7.3	40.3	15.6	15.1
Green Ext Time (p_c), s	0.0	0.0	0.0	1.4	0.3	2.7	1.0	1.4

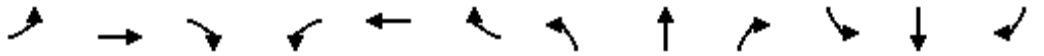
Intersection Summary	
HCM 6th Ctrl Delay	99.4
HCM 6th LOS	F

Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	2327	503	2013	620	578	0	713
Future Volume (vph)	2327	503	2013	620	578	0	713
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		4	4	
Permitted Phases		Free		Free			4
Detector Phase	2		6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	84.0		84.0		56.0	56.0	56.0
Total Split (%)	60.0%		60.0%		40.0%	40.0%	40.0%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	84.3	140.0	84.3	140.0	44.2	44.2	44.2
Actuated g/C Ratio	0.60	1.00	0.60	1.00	0.32	0.32	0.32
v/c Ratio	0.60	0.32	0.66	0.40	0.85	0.88	0.84
Control Delay	12.4	0.3	12.6	0.8	59.6	61.7	57.5
Queue Delay	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.5	0.3	12.6	0.8	59.6	61.7	57.5
LOS	B	A	B	A	E	E	E
Approach Delay	10.4		9.8			59.6	
Approach LOS	B		A			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 10 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 19.6	Intersection LOS: B
Intersection Capacity Utilization 77.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 90: I-215 SB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2327	503	0	2013	620	0	0	0	578	0	713
Future Volume (veh/h)	0	2327	503	0	2013	620	0	0	0	578	0	713
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2374	0	0	2054	0				838	0	462
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	3984		0	3162					1116	0	496
Arrive On Green	0.00	1.00	0.00	0.00	1.00	0.00				0.31	0.00	0.31
Sat Flow, veh/h	0	6802	1610	0	5358	1610				3619	0	1610
Grp Volume(v), veh/h	0	2374	0	0	2054	0				838	0	462
Grp Sat Flow(s),veh/h/ln	0	1634	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0				29.2	0.0	39.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0				29.2	0.0	39.0
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3984		0	3162					1116	0	496
V/C Ratio(X)	0.00	0.60		0.00	0.65					0.75	0.00	0.93
Avail Cap(c_a), veh/h	0	3984		0	3162					1305	0	581
HCM Platoon Ratio	1.00	2.00	2.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.41	0.00	0.00	0.73	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				43.6	0.0	47.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.8	0.0				1.6	0.0	18.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.2	0.0				13.2	0.0	18.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	0.0	0.0	0.8	0.0				45.2	0.0	65.9
LnGrp LOS	A	A		A	A					D	A	E
Approach Vol, veh/h		2374			2054						1300	
Approach Delay, s/veh		0.3			0.8						52.6	
Approach LOS		A			A						D	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		91.3		48.7		91.3						
Change Period (Y+Rc), s		6.0		5.5		6.0						
Max Green Setting (Gmax), s		78.0		50.5		78.0						
Max Q Clear Time (g_c+I1), s		2.0		41.0		2.0						
Green Ext Time (p_c), s		39.1		2.2		28.8						

Intersection Summary		
HCM 6th Ctrl Delay		12.3
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

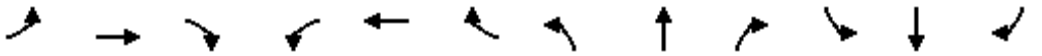
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	2227	677	2036	464	597	0	898
Future Volume (vph)	2227	677	2036	464	597	0	898
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		8	8	
Permitted Phases		Free		Free			8
Detector Phase	2		6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	85.0		85.0		55.0	55.0	55.0
Total Split (%)	60.7%		60.7%		39.3%	39.3%	39.3%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	79.9	140.0	79.9	140.0	48.6	48.6	48.6
Actuated g/C Ratio	0.57	1.00	0.57	1.00	0.35	0.35	0.35
v/c Ratio	0.78	0.43	0.56	0.30	0.90	0.95	0.91
Control Delay	15.3	0.7	19.9	0.5	62.8	70.2	64.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.3	0.7	19.9	0.5	62.8	70.2	64.1
LOS	B	A	B	A	E	E	E
Approach Delay	11.9		16.3			65.7	
Approach LOS	B		B			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 25.1	Intersection LOS: C
Intersection Capacity Utilization 89.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 91: I-215 NB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑↑	↱	↰	✣	↱			
Traffic Volume (veh/h)	0	2227	677	0	2036	464	597	0	898	0	0	0
Future Volume (veh/h)	0	2227	677	0	2036	464	597	0	898	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	2296	0	0	2099	0	410	0	1146			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	2927		0	3688		640	0	1139			
Arrive On Green	0.00	1.00	0.00	0.00	0.56	0.00	0.35	0.00	0.35			
Sat Flow, veh/h	0	5358	1610	0	6802	1610	1810	0	3220			
Grp Volume(v), veh/h	0	2296	0	0	2099	0	410	0	1146			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	28.9	0.0	26.5	0.0	49.5			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	28.9	0.0	26.5	0.0	49.5			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2927		0	3688		640	0	1139			
V/C Ratio(X)	0.00	0.78		0.00	0.57		0.64	0.00	1.01			
Avail Cap(c_a), veh/h	0	2927		0	3688		640	0	1139			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.72	0.00	0.00	0.35	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	19.6	0.0	37.8	0.0	45.3			
Incr Delay (d2), s/veh	0.0	1.6	0.0	0.0	0.2	0.0	1.7	0.0	28.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.0	0.0	10.4	0.0	12.0	0.0	23.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.6	0.0	0.0	19.8	0.0	39.5	0.0	73.5			
LnGrp LOS	A	A		A	B		D	A	F			
Approach Vol, veh/h		2296			2099			1556				
Approach Delay, s/veh		1.6			19.8			64.5				
Approach LOS		A			B			E				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		85.0				85.0		55.0				
Change Period (Y+Rc), s		6.0				6.0		5.5				
Max Green Setting (Gmax), s		79.0				79.0		49.5				
Max Q Clear Time (g_c+I1), s		2.0				30.9		51.5				
Green Ext Time (p_c), s		36.7				25.2		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			24.5									
HCM 6th LOS			C									

Notes

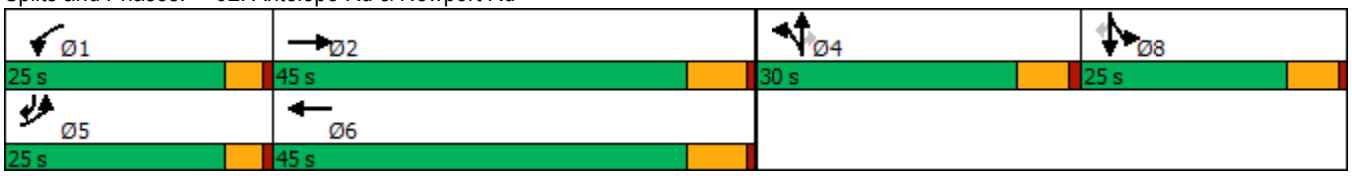
User approved volume balancing among the lanes for turning movement.

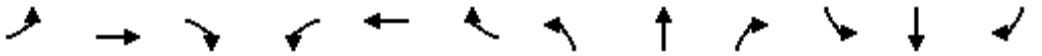
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	510	2031	134	1538	586	145	174	124	120	376
Future Volume (vph)	510	2031	134	1538	586	145	174	124	120	376
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm	Split	NA	pm+ov
Protected Phases	5	2	1	6	4	4		8	8	5
Permitted Phases							4			8
Detector Phase	5	2	1	6	4	4	4	8	8	5
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	4.0	4.0	6.0	6.0	4.0
Minimum Split (s)	8.6	12.5	8.6	12.5	9.8	9.8	9.8	11.8	11.8	8.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	25.0	25.0	25.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	24.0%	24.0%	24.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	19.8	49.4	9.1	38.7	21.5	21.5	21.5	12.9	12.9	38.5
Actuated g/C Ratio	0.17	0.43	0.08	0.33	0.19	0.19	0.19	0.11	0.11	0.33
v/c Ratio	0.89	1.18	0.51	1.01	0.82	0.83	0.41	0.33	0.59	0.39
Control Delay	65.7	116.3	59.0	62.6	57.5	68.2	9.0	50.1	61.2	24.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.7	116.3	59.0	62.6	57.5	68.2	9.0	50.1	61.2	24.5
LOS	E	F	E	E	E	E	A	D	E	C
Approach Delay		107.7		62.3		51.2			36.7	
Approach LOS		F		E		D			D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 115.7	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 79.6	Intersection LOS: E
Intersection Capacity Utilization 91.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 92: Antelope Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	510	2031	432	134	1538	128	586	145	174	124	120	376
Future Volume (veh/h)	510	2031	432	134	1538	128	586	145	174	124	120	376
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	531	2116	450	140	1602	133	559	223	181	129	125	392
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	585	1882	385	200	1592	132	640	336	284	484	262	863
Arrive On Green	0.17	0.44	0.44	0.06	0.33	0.33	0.18	0.18	0.18	0.14	0.14	0.14
Sat Flow, veh/h	3510	4317	883	3510	4880	405	3619	1900	1605	3510	1900	2834
Grp Volume(v), veh/h	531	1678	888	140	1135	600	559	223	181	129	125	392
Grp Sat Flow(s),veh/h/ln	1755	1729	1741	1755	1729	1827	1810	1900	1605	1755	1900	1417
Q Serve(g_s), s	17.5	51.4	51.4	4.6	38.5	38.5	17.7	12.9	12.3	3.9	7.2	13.2
Cycle Q Clear(g_c), s	17.5	51.4	51.4	4.6	38.5	38.5	17.7	12.9	12.3	3.9	7.2	13.2
Prop In Lane	1.00		0.51	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	585	1507	759	200	1128	596	640	336	284	484	262	863
V/C Ratio(X)	0.91	1.11	1.17	0.70	1.01	1.01	0.87	0.66	0.64	0.27	0.48	0.45
Avail Cap(c_a), veh/h	607	1507	759	607	1128	596	742	390	329	571	309	933
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	33.3	33.3	54.6	39.7	39.7	47.3	45.3	45.1	45.5	46.9	33.1
Incr Delay (d2), s/veh	16.7	60.8	90.1	1.7	28.2	38.6	9.1	2.2	1.9	0.3	1.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	32.7	39.1	2.0	19.9	22.8	8.6	6.1	4.9	1.7	3.4	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.9	94.1	123.4	56.3	67.9	78.3	56.4	47.5	47.0	45.8	48.3	33.5
LnGrp LOS	E	F	F	E	F	F	E	D	D	D	D	C
Approach Vol, veh/h		3097			1875			963			646	
Approach Delay, s/veh		97.5			70.4			52.6			38.8	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	57.9		26.7	24.3	45.0		22.1				
Change Period (Y+Rc), s	4.6	6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	20.4	38.5		24.2	20.4	38.5		19.2				
Max Q Clear Time (g_c+I1), s	6.6	53.4		19.7	19.5	40.5		15.2				
Green Ext Time (p_c), s	0.2	0.0		1.1	0.1	0.0		1.1				

Intersection Summary			
HCM 6th Ctrl Delay		77.4	
HCM 6th LOS		E	

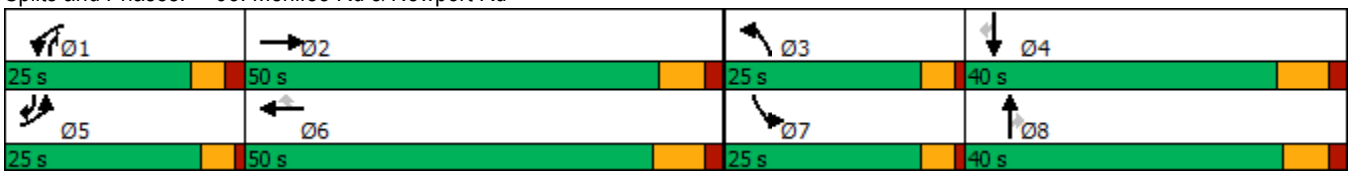
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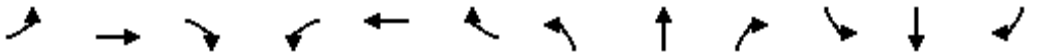
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	510	1702	187	1187	81	185	480	178	100	305	388
Future Volume (vph)	510	1702	187	1187	81	185	480	178	100	305	388
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6		3	8	1	7	4	5
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	9.6	14.8	10.6	15.5	15.5	9.6	12.8	10.6	9.6	13.5	9.6
Total Split (s)	25.0	50.0	25.0	50.0	50.0	25.0	40.0	25.0	25.0	40.0	25.0
Total Split (%)	17.9%	35.7%	17.9%	35.7%	35.7%	17.9%	28.6%	17.9%	17.9%	28.6%	17.9%
Yellow Time (s)	3.6	4.8	3.6	5.5	5.5	3.6	4.8	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	5.6	7.5	7.5	4.6	6.8	5.6	4.6	7.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	20.7	46.0	10.6	36.2	36.2	10.6	21.8	33.7	10.8	21.4	45.0
Actuated g/C Ratio	0.18	0.41	0.09	0.32	0.32	0.09	0.19	0.30	0.10	0.19	0.40
v/c Ratio	1.65	0.95	0.61	0.76	0.14	0.60	0.74	0.33	0.62	0.48	0.61
Control Delay	337.5	45.2	59.3	38.9	3.0	59.3	50.7	9.9	67.0	43.9	24.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	337.5	45.2	59.3	38.9	3.0	59.3	50.7	9.9	67.0	43.9	24.5
LOS	F	D	E	D	A	E	D	A	E	D	C
Approach Delay		108.0		39.5			44.0			37.3	
Approach LOS		F		D			D			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 113.4	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.65	
Intersection Signal Delay: 69.7	Intersection LOS: E
Intersection Capacity Utilization 89.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 93: Menifee Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	510	1702	161	187	1187	81	185	480	178	100	305	388
Future Volume (veh/h)	510	1702	161	187	1187	81	185	480	178	100	305	388
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	543	1811	171	199	1263	86	197	511	189	106	324	413
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	1939	182	259	1624	504	257	868	500	132	866	656
Arrive On Green	0.17	0.40	0.40	0.07	0.31	0.31	0.07	0.24	0.24	0.07	0.24	0.24
Sat Flow, veh/h	1810	4822	454	3510	5187	1610	3510	3610	1586	1810	3610	1588
Grp Volume(v), veh/h	543	1297	685	199	1263	86	197	511	189	106	324	413
Grp Sat Flow(s),veh/h/ln	1810	1729	1818	1755	1729	1610	1755	1805	1586	1810	1805	1588
Q Serve(g_s), s	20.4	42.8	43.2	6.6	26.4	4.6	6.6	14.9	11.1	6.9	8.9	24.7
Cycle Q Clear(g_c), s	20.4	42.8	43.2	6.6	26.4	4.6	6.6	14.9	11.1	6.9	8.9	24.7
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	309	1390	731	259	1624	504	257	868	500	132	866	656
V/C Ratio(X)	1.76	0.93	0.94	0.77	0.78	0.17	0.77	0.59	0.38	0.81	0.37	0.63
Avail Cap(c_a), veh/h	309	1390	731	571	1847	573	600	1004	560	309	983	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	34.1	34.2	54.3	37.2	29.7	54.3	40.1	31.9	54.5	37.9	28.0
Incr Delay (d2), s/veh	352.9	11.7	19.9	1.8	2.1	0.2	1.8	0.7	0.5	4.3	0.3	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	39.2	19.1	21.9	2.9	11.0	1.8	3.0	6.7	4.3	3.3	4.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	402.4	45.8	54.1	56.1	39.3	30.0	56.1	40.8	32.3	58.8	38.1	29.6
LnGrp LOS	F	D	D	E	D	C	E	D	C	E	D	C
Approach Vol, veh/h		2525			1548			897			843	
Approach Delay, s/veh		124.8			41.0			42.4			36.6	
Approach LOS		F			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	55.5	13.3	36.1	25.0	44.9	13.3	36.2
Change Period (Y+Rc), s	5.6	* 7.5	4.6	7.5	4.6	7.5	4.6	* 7.5
Max Green Setting (Gmax), s	19.4	* 43	20.4	32.5	20.4	42.5	20.4	* 33
Max Q Clear Time (g_c+I1), s	8.6	45.2	8.6	26.7	22.4	28.4	8.9	16.9
Green Ext Time (p_c), s	0.2	0.0	0.2	1.9	0.0	9.0	0.1	3.7

Intersection Summary	
HCM 6th Ctrl Delay	76.9
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	14.1
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	188	46	56	429	374	128
Future Vol, veh/h	188	46	56	429	374	128
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	200	49	60	456	398	136
Number of Lanes	1	1	1	2	2	0

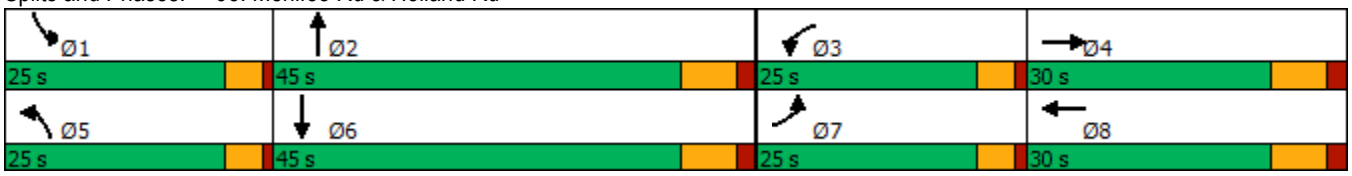
Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	3
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	3	0	2
HCM Control Delay	15.4	12.3	15.3
HCM LOS	C	B	C

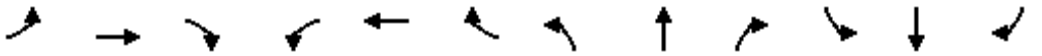
Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	49%
Vol Right, %	0%	0%	0%	0%	100%	0%	51%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	56	215	215	188	46	249	253
LT Vol	56	0	0	188	0	0	0
Through Vol	0	215	215	0	0	249	125
RT Vol	0	0	0	0	46	0	128
Lane Flow Rate	60	228	228	200	49	265	269
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.121	0.431	0.321	0.437	0.091	0.492	0.472
Departure Headway (Hd)	7.309	6.801	5.072	7.873	6.658	6.684	6.324
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	487	525	701	454	534	536	564
Service Time	5.1	4.592	2.861	5.671	4.455	4.472	4.111
HCM Lane V/C Ratio	0.123	0.434	0.325	0.441	0.092	0.494	0.477
HCM Control Delay	11.1	14.7	10.3	16.7	10.1	15.9	14.7
HCM Lane LOS	B	B	B	C	B	C	B
HCM 95th-tile Q	0.4	2.1	1.4	2.2	0.3	2.7	2.5

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	48	151	12	137	24	399	90	253
Future Volume (vph)	48	151	12	137	24	399	90	253
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	17.2	10.6	17.2
Total Split (s)	25.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.5	15.0	6.7	10.5	6.9	15.7	8.7	22.2
Actuated g/C Ratio	0.13	0.26	0.11	0.18	0.12	0.27	0.15	0.38
v/c Ratio	0.22	0.21	0.06	0.31	0.12	0.47	0.35	0.24
Control Delay	31.6	18.6	32.2	21.6	32.1	21.7	31.2	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.6	18.6	32.2	21.6	32.1	21.7	31.2	14.4
LOS	C	B	C	C	C	C	C	B
Approach Delay		21.2		22.2		22.2		18.2
Approach LOS		C		C		C		B

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 58.3	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay: 20.8	Intersection LOS: C
Intersection Capacity Utilization 48.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 95: Menifee Rd & Holland Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	151	35	12	137	57	24	399	32	90	253	51
Future Volume (veh/h)	48	151	35	12	137	57	24	399	32	90	253	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	159	37	13	144	60	25	420	34	95	266	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	110	578	131	36	394	156	64	780	63	158	846	169
Arrive On Green	0.06	0.20	0.20	0.02	0.16	0.16	0.04	0.23	0.23	0.09	0.28	0.28
Sat Flow, veh/h	1810	2921	663	1810	2509	996	1810	3378	272	1810	2989	596
Grp Volume(v), veh/h	51	97	99	13	102	102	25	224	230	95	159	161
Grp Sat Flow(s),veh/h/ln	1810	1805	1778	1810	1805	1700	1810	1805	1845	1810	1805	1780
Q Serve(g_s), s	1.4	2.3	2.4	0.4	2.6	2.7	0.7	5.5	5.6	2.6	3.5	3.6
Cycle Q Clear(g_c), s	1.4	2.3	2.4	0.4	2.6	2.7	0.7	5.5	5.6	2.6	3.5	3.6
Prop In Lane	1.00		0.37	1.00		0.59	1.00		0.15	1.00		0.34
Lane Grp Cap(c), veh/h	110	357	352	36	283	267	64	417	426	158	511	504
V/C Ratio(X)	0.47	0.27	0.28	0.36	0.36	0.38	0.39	0.54	0.54	0.60	0.31	0.32
Avail Cap(c_a), veh/h	726	810	798	726	810	763	726	1342	1372	726	1342	1324
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	17.3	17.3	24.6	19.1	19.2	24.0	17.2	17.2	22.3	14.3	14.4
Incr Delay (d2), s/veh	1.1	0.6	0.6	2.3	1.1	1.3	1.5	1.5	1.5	1.4	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.9	0.9	0.2	1.1	1.1	0.3	2.2	2.3	1.1	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.2	17.9	17.9	26.9	20.2	20.5	25.5	18.7	18.7	23.7	14.8	14.9
LnGrp LOS	C	B	B	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		247			217			479			415	
Approach Delay, s/veh		19.2			20.8			19.0			16.9	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	18.9	5.6	17.3	6.4	21.6	7.7	15.2
Change Period (Y+Rc), s	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.8	20.4	22.8	20.4	37.8	20.4	22.8
Max Q Clear Time (g_c+I1), s	4.6	7.6	2.4	4.4	2.7	5.6	3.4	4.7
Green Ext Time (p_c), s	0.1	4.2	0.0	1.3	0.0	2.9	0.0	1.4

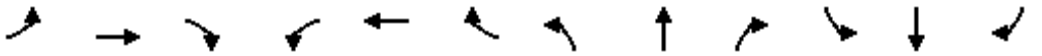
Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	122	1457	3	1270	1	0	81	1	90
Future Volume (vph)	122	1457	3	1270	1	0	81	1	90
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	52.0	19.7	52.0	31.0	31.0	31.0	31.0	31.0
Total Split (%)	19.2%	50.6%	19.2%	50.6%	30.2%	30.2%	30.2%	30.2%	30.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0		5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	10.3	57.7	5.1	44.4		7.2		9.6	9.6
Actuated g/C Ratio	0.13	0.71	0.06	0.55		0.09		0.12	0.12
v/c Ratio	0.57	0.60	0.03	0.75		0.02		0.54	0.35
Control Delay	44.0	8.3	40.0	18.3		0.2		46.9	11.6
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	44.0	8.3	40.0	18.3		0.2		46.9	11.6
LOS	D	A	D	B		A		D	B
Approach Delay		11.1		18.3		0.2		28.4	
Approach LOS		B		B		A		C	

Intersection Summary	
Cycle Length: 102.7	
Actuated Cycle Length: 81.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 15.2	Intersection LOS: B
Intersection Capacity Utilization 70.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 96: Juniper Flats Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	1457	2	3	1270	114	1	0	4	81	1	90
Future Volume (veh/h)	122	1457	2	3	1270	114	1	0	4	81	1	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	130	1550	2	3	1351	121	1	0	4	86	1	96
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	168	2331	3	7	1814	162	82	18	119	250	2	149
Arrive On Green	0.09	0.63	0.63	0.00	0.54	0.54	0.09	0.00	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1810	3699	5	1810	3352	299	126	193	1275	1434	17	1600
Grp Volume(v), veh/h	130	756	796	3	725	747	5	0	0	87	0	96
Grp Sat Flow(s),veh/h/ln	1810	1805	1899	1810	1805	1846	1594	0	0	1451	0	1600
Q Serve(g_s), s	4.3	16.3	16.3	0.1	18.9	19.1	0.0	0.0	0.0	3.2	0.0	3.5
Cycle Q Clear(g_c), s	4.3	16.3	16.3	0.1	18.9	19.1	3.4	0.0	0.0	3.5	0.0	3.5
Prop In Lane	1.00		0.00	1.00		0.16	0.20		0.80	0.99		1.00
Lane Grp Cap(c), veh/h	168	1137	1197	7	977	999	219	0	0	252	0	149
V/C Ratio(X)	0.77	0.66	0.67	0.41	0.74	0.75	0.02	0.00	0.00	0.35	0.00	0.65
Avail Cap(c_a), veh/h	443	1327	1396	443	1327	1357	727	0	0	726	0	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.1	7.2	7.2	30.4	10.8	10.8	25.3	0.0	0.0	26.7	0.0	26.8
Incr Delay (d2), s/veh	2.8	1.0	1.0	12.9	1.5	1.6	0.0	0.0	0.0	0.3	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	4.8	5.0	0.1	6.4	6.6	0.1	0.0	0.0	1.2	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.0	8.2	8.2	43.3	12.3	12.4	25.3	0.0	0.0	27.0	0.0	28.5
LnGrp LOS	C	A	A	D	B	B	C	A	A	C	A	C
Approach Vol, veh/h		1682			1475			5			183	
Approach Delay, s/veh		9.9			12.4			25.3			27.8	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	45.6		10.7	10.4	40.1		10.7				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	45.0		26.0	* 15	45.0		26.0				
Max Q Clear Time (g_c+I1), s	2.1	18.3		5.5	6.3	21.1		5.4				
Green Ext Time (p_c), s	0.0	13.6		0.4	0.1	12.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		12.0	
HCM 6th LOS		B	

Notes

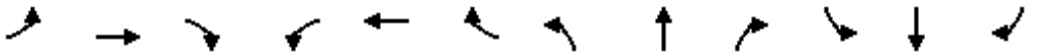
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	22	1364	152	429	1207	230	19	18	22
Future Volume (vph)	22	1364	152	429	1207	230	19	18	22
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.2	11.2	9.7	11.2	11.5	11.5	11.5	11.5
Total Split (s)	15.0	35.0	35.0	30.0	50.0	25.0	25.0	25.0	25.0
Total Split (%)	16.7%	38.9%	38.9%	33.3%	55.6%	27.8%	27.8%	27.8%	27.8%
Yellow Time (s)	3.7	5.2	5.2	3.7	5.2	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.2	6.2	4.7	6.2	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.9	29.6	29.6	24.5	54.1	18.5	18.5	18.5	18.5
Actuated g/C Ratio	0.07	0.33	0.33	0.27	0.60	0.21	0.21	0.21	0.21
v/c Ratio	0.20	1.24	0.26	0.94	0.61	0.87	0.77	0.23	0.10
Control Delay	43.3	142.9	5.0	61.3	13.9	65.7	15.0	37.6	21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.3	142.9	5.0	61.3	13.9	65.7	15.0	37.6	21.7
LOS	D	F	A	E	B	E	B	D	C
Approach Delay		127.8			26.1		31.0		27.0
Approach LOS		F			C		C		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.24	
Intersection Signal Delay: 66.3	Intersection LOS: E
Intersection Capacity Utilization 106.8%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 97: Winchester Rd/Vista Pl & SR-74/Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1364	152	429	1207	23	230	19	483	18	22	13
Future Volume (veh/h)	22	1364	152	429	1207	23	230	19	483	18	22	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	1467	163	461	1298	25	247	20	519	19	24	14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	45	1188	529	492	2087	40	340	12	318	80	231	135
Arrive On Green	0.03	0.33	0.33	0.27	0.58	0.58	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1810	3610	1607	1810	3623	70	1382	60	1548	880	1122	655
Grp Volume(v), veh/h	24	1467	163	461	646	677	247	0	539	19	0	38
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1805	1887	1382	0	1608	880	0	1777
Q Serve(g_s), s	1.2	29.6	6.8	22.4	21.3	21.3	15.9	0.0	18.5	0.0	0.0	1.6
Cycle Q Clear(g_c), s	1.2	29.6	6.8	22.4	21.3	21.3	17.5	0.0	18.5	18.5	0.0	1.6
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.96	1.00		0.37
Lane Grp Cap(c), veh/h	45	1188	529	492	1040	1087	340	0	331	80	0	365
V/C Ratio(X)	0.53	1.24	0.31	0.94	0.62	0.62	0.73	0.00	1.63	0.24	0.00	0.10
Avail Cap(c_a), veh/h	207	1188	529	509	1040	1087	340	0	331	80	0	365
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.3	30.2	22.5	32.0	12.6	12.6	36.1	0.0	35.8	45.0	0.0	29.0
Incr Delay (d2), s/veh	3.5	113.2	1.5	24.1	2.8	2.7	12.7	0.0	297.3	6.9	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	30.2	2.6	12.2	7.7	8.0	6.4	0.0	34.4	0.6	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	143.4	24.1	56.1	15.4	15.3	48.8	0.0	333.1	51.9	0.0	29.6
LnGrp LOS	D	F	C	E	B	B	D	A	F	D	A	C
Approach Vol, veh/h		1654			1784			786			57	
Approach Delay, s/veh		130.3			25.9			243.7			37.0	
Approach LOS		F			C			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.2	35.8		25.0	7.0	58.0		25.0				
Change Period (Y+Rc), s	* 4.7	6.2		6.5	* 4.7	6.2		6.5				
Max Green Setting (Gmax), s	* 25	28.8		18.5	* 10	43.8		18.5				
Max Q Clear Time (g_c+I1), s	24.4	31.6		20.5	3.2	23.3		20.5				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	5.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		106.4
HCM 6th LOS		F

Notes

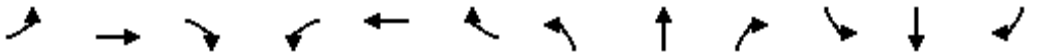
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	265	1027	151	936	199	336	286	45	253	228
Future Volume (vph)	265	1027	151	936	199	336	286	45	253	228
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	9.7	11.0	9.7	11.5	11.5	9.7	11.5	11.5
Total Split (s)	25.0	40.0	25.0	40.0	20.0	25.0	25.0	20.0	25.0	25.0
Total Split (%)	22.7%	36.4%	22.7%	36.4%	18.2%	22.7%	22.7%	18.2%	22.7%	22.7%
Yellow Time (s)	3.7	5.0	3.7	5.0	3.7	5.5	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	4.7	6.0	4.7	6.5	6.5	4.7	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	18.9	40.5	13.8	35.4	14.6	28.4	28.4	7.4	19.2	19.2
Actuated g/C Ratio	0.17	0.37	0.13	0.32	0.13	0.26	0.26	0.07	0.17	0.17
v/c Ratio	0.88	0.94	0.69	0.86	0.86	0.37	0.46	0.38	0.41	0.49
Control Delay	73.1	48.2	61.1	44.0	78.1	36.1	6.8	57.5	43.0	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.1	48.2	61.1	44.0	78.1	36.1	6.8	57.5	43.0	9.1
LOS	E	D	E	D	E	D	A	E	D	A
Approach Delay		52.8		46.3		36.1			29.5	
Approach LOS		D		D		D			C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 44.3	Intersection LOS: D
Intersection Capacity Utilization 78.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 98: Warren Rd & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	1027	164	151	936	28	199	336	286	45	253	228
Future Volume (veh/h)	265	1027	164	151	936	28	199	336	286	45	253	228
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	273	1059	169	156	965	29	205	346	295	46	261	235
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	302	1246	198	186	1203	36	234	951	424	62	607	271
Arrive On Green	0.17	0.40	0.40	0.10	0.34	0.34	0.13	0.26	0.26	0.03	0.17	0.17
Sat Flow, veh/h	1810	3113	496	1810	3578	108	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	273	613	615	156	487	507	205	346	295	46	261	235
Grp Sat Flow(s),veh/h/ln	1810	1805	1803	1810	1805	1881	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	16.3	33.9	34.1	9.3	27.0	27.0	12.2	8.6	18.2	2.8	7.1	15.6
Cycle Q Clear(g_c), s	16.3	33.9	34.1	9.3	27.0	27.0	12.2	8.6	18.2	2.8	7.1	15.6
Prop In Lane	1.00		0.27	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	302	722	722	186	607	632	234	951	424	62	607	271
V/C Ratio(X)	0.90	0.85	0.85	0.84	0.80	0.80	0.88	0.36	0.70	0.74	0.43	0.87
Avail Cap(c_a), veh/h	334	722	722	334	607	632	252	951	424	252	607	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.59	0.59	0.59	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	30.0	30.0	48.4	33.2	33.2	47.0	33.0	36.5	52.6	41.0	44.6
Incr Delay (d2), s/veh	23.9	11.9	12.1	2.3	6.6	6.3	24.6	1.1	9.1	6.3	2.2	29.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	15.9	16.0	4.2	12.1	12.6	7.1	3.9	8.2	1.4	3.4	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.9	41.9	42.1	50.7	39.8	39.5	71.6	34.1	45.6	58.9	43.2	73.8
LnGrp LOS	E	D	D	D	D	D	E	C	D	E	D	E
Approach Vol, veh/h		1501			1150			846			542	
Approach Delay, s/veh		46.9			41.1			47.2			57.8	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	50.0	18.9	25.0	23.1	43.0	8.5	35.5
Change Period (Y+Rc), s	* 4.7	6.0	* 4.7	6.5	* 4.7	6.0	* 4.7	6.5
Max Green Setting (Gmax), s	* 20	34.0	* 15	18.5	* 20	34.0	* 15	18.5
Max Q Clear Time (g_c+I1), s	11.3	36.1	14.2	17.6	18.3	29.0	4.8	20.2
Green Ext Time (p_c), s	0.1	0.0	0.0	0.2	0.1	1.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.8
HCM 6th LOS	D

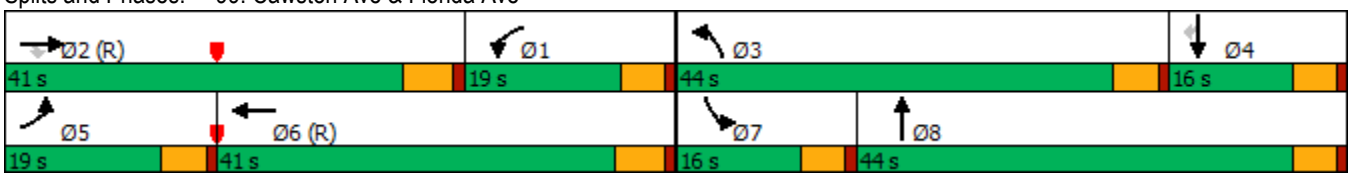
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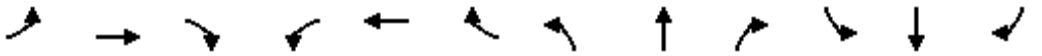
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	166	834	55	44	783	250	70	90	96	164
Future Volume (vph)	166	834	55	44	783	250	70	90	96	164
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.5	10.5	10.0	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	19.0	41.0	41.0	19.0	41.0	44.0	44.0	16.0	16.0	16.0
Total Split (%)	15.8%	34.2%	34.2%	15.8%	34.2%	36.7%	36.7%	13.3%	13.3%	13.3%
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.5	5.5	5.0	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	13.4	39.3	39.3	12.2	36.1	21.9	40.5	9.5	28.1	28.1
Actuated g/C Ratio	0.11	0.33	0.33	0.10	0.30	0.18	0.34	0.08	0.23	0.23
v/c Ratio	0.86	0.74	0.09	0.25	0.81	0.79	0.08	0.66	0.23	0.32
Control Delay	88.1	41.5	0.3	51.9	45.8	63.3	20.9	74.9	41.1	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.1	41.5	0.3	51.9	45.8	63.3	20.9	74.9	41.1	4.3
LOS	F	D	A	D	D	E	C	E	D	A
Approach Delay		46.7			46.1		51.7		32.5	
Approach LOS		D			D		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 30 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 45.3	Intersection LOS: D
Intersection Capacity Utilization 66.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 99: Cawston Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	834	55	44	783	58	250	70	24	90	96	164
Future Volume (veh/h)	166	834	55	44	783	58	250	70	24	90	96	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	173	869	57	46	816	60	260	73	25	94	100	171
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	200	1068	476	252	1120	82	290	869	284	118	436	370
Arrive On Green	0.11	0.30	0.30	0.14	0.33	0.33	0.16	0.32	0.32	0.07	0.23	0.23
Sat Flow, veh/h	1810	3610	1610	1810	3409	251	1810	2673	874	1810	1900	1610
Grp Volume(v), veh/h	173	869	57	46	432	444	260	48	50	94	100	171
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1854	1810	1805	1743	1810	1900	1610
Q Serve(g_s), s	11.3	26.8	2.0	2.7	25.4	25.4	16.9	2.2	2.4	6.1	5.1	11.0
Cycle Q Clear(g_c), s	11.3	26.8	2.0	2.7	25.4	25.4	16.9	2.2	2.4	6.1	5.1	11.0
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	200	1068	476	252	593	609	290	587	566	118	436	370
V/C Ratio(X)	0.87	0.81	0.12	0.18	0.73	0.73	0.90	0.08	0.09	0.80	0.23	0.46
Avail Cap(c_a), veh/h	211	1068	476	252	593	609	588	587	566	166	436	370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.44	0.44	0.44	0.37	0.37	0.37	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	39.2	12.9	45.6	35.6	35.6	49.4	28.1	28.1	55.3	37.6	39.8
Incr Delay (d2), s/veh	13.8	3.1	0.2	0.0	2.9	2.9	3.9	0.3	0.3	10.9	1.2	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	12.1	1.2	1.2	11.4	11.7	7.9	1.0	1.1	3.2	2.6	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.3	42.3	13.2	45.7	38.5	38.4	53.3	28.4	28.4	66.2	38.8	43.9
LnGrp LOS	E	D	B	D	D	D	D	C	C	E	D	D
Approach Vol, veh/h		1099			922			358			365	
Approach Delay, s/veh		44.6			38.8			46.5			48.3	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.2	41.0	24.2	32.6	18.3	44.9	12.8	44.0
Change Period (Y+Rc), s	5.5	* 5.5	5.0	5.0	5.0	5.5	5.0	5.0
Max Green Setting (Gmax), s	14.0	* 36	39.0	11.0	14.0	35.5	11.0	39.0
Max Q Clear Time (g_c+I1), s	4.7	28.8	18.9	13.0	13.3	27.4	8.1	4.4
Green Ext Time (p_c), s	0.0	2.4	0.3	0.0	0.0	2.4	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	43.4
HCM 6th LOS	D

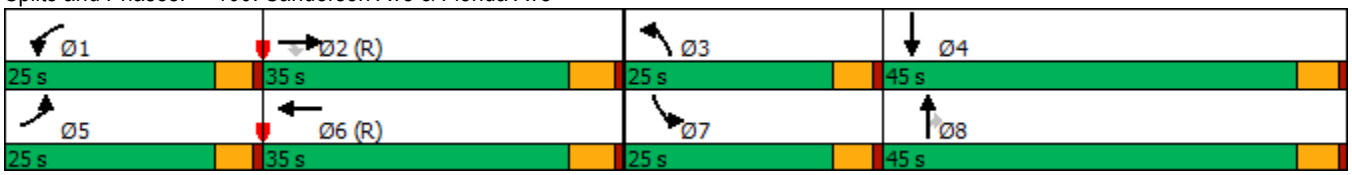
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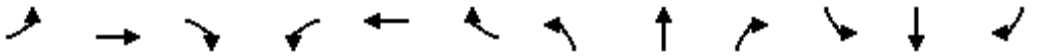
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	308	667	81	280	558	205	697	165	186	824
Future Volume (vph)	308	667	81	280	558	205	697	165	186	824
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	10.5	9.7	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	25.0	35.0	35.0	25.0	35.0	25.0	45.0	45.0	25.0	45.0
Total Split (%)	19.2%	26.9%	26.9%	19.2%	26.9%	19.2%	34.6%	34.6%	19.2%	34.6%
Yellow Time (s)	3.7	4.5	4.5	3.7	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	5.5	4.7	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	20.3	29.5	29.5	20.3	29.5	18.3	43.0	43.0	17.0	41.7
Actuated g/C Ratio	0.16	0.23	0.23	0.16	0.23	0.14	0.33	0.33	0.13	0.32
v/c Ratio	1.12	0.83	0.19	1.02	0.89	0.82	0.60	0.28	0.81	0.85
Control Delay	138.5	57.8	6.4	112.1	61.1	79.2	39.3	15.1	79.5	49.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	138.5	57.8	6.4	112.1	61.1	79.2	39.3	15.1	79.5	49.2
LOS	F	E	A	F	E	E	D	B	E	D
Approach Delay		77.4			75.6		43.3			54.2
Approach LOS		E			E		D			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 45 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay: 62.2	Intersection LOS: E
Intersection Capacity Utilization 92.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 100: Sanderson Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	308	667	81	280	558	146	205	697	165	186	824	124
Future Volume (veh/h)	308	667	81	280	558	146	205	697	165	186	824	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	314	681	83	286	569	149	209	711	168	190	841	127
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	283	904	400	283	707	185	236	1150	510	216	968	146
Arrive On Green	0.16	0.25	0.25	0.16	0.25	0.25	0.13	0.32	0.32	0.12	0.31	0.31
Sat Flow, veh/h	1810	3610	1599	1810	2824	737	1810	3610	1601	1810	3145	475
Grp Volume(v), veh/h	314	681	83	286	363	355	209	711	168	190	483	485
Grp Sat Flow(s),veh/h/ln	1810	1805	1599	1810	1805	1756	1810	1805	1601	1810	1805	1815
Q Serve(g_s), s	20.3	22.7	5.3	20.3	24.5	24.7	14.8	21.7	10.4	13.4	32.9	32.9
Cycle Q Clear(g_c), s	20.3	22.7	5.3	20.3	24.5	24.7	14.8	21.7	10.4	13.4	32.9	32.9
Prop In Lane	1.00		1.00	1.00		0.42	1.00		1.00	1.00		0.26
Lane Grp Cap(c), veh/h	283	904	400	283	452	440	236	1150	510	216	555	558
V/C Ratio(X)	1.11	0.75	0.21	1.01	0.80	0.81	0.89	0.62	0.33	0.88	0.87	0.87
Avail Cap(c_a), veh/h	283	904	400	283	452	440	278	1150	510	278	555	558
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	0.71	0.71	0.71	0.44	0.44	0.44	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	45.0	38.5	54.8	45.7	45.8	55.6	37.6	33.7	56.3	42.5	42.5
Incr Delay (d2), s/veh	75.7	3.6	0.7	48.2	10.3	10.8	12.8	1.1	0.8	18.8	16.8	16.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.1	10.5	2.2	12.9	12.2	12.0	7.6	9.8	4.2	7.3	17.1	17.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	130.6	48.6	39.2	103.1	56.0	56.6	68.4	38.7	34.5	75.1	59.3	59.2
LnGrp LOS	F	D	D	F	E	E	E	D	C	E	E	E
Approach Vol, veh/h		1078			1004			1088			1158	
Approach Delay, s/veh		71.7			69.6			43.8			61.8	
Approach LOS		E			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	38.1	21.9	45.0	25.0	38.1	20.5	46.4
Change Period (Y+Rc), s	* 4.7	5.5	5.0	5.0	* 4.7	5.5	5.0	5.0
Max Green Setting (Gmax), s	* 20	29.5	20.0	40.0	* 20	29.5	20.0	40.0
Max Q Clear Time (g_c+I1), s	22.3	24.7	16.8	34.9	22.3	26.7	15.4	23.7
Green Ext Time (p_c), s	0.0	2.0	0.2	2.7	0.0	1.2	0.1	5.1

Intersection Summary	
HCM 6th Ctrl Delay	61.6
HCM 6th LOS	E

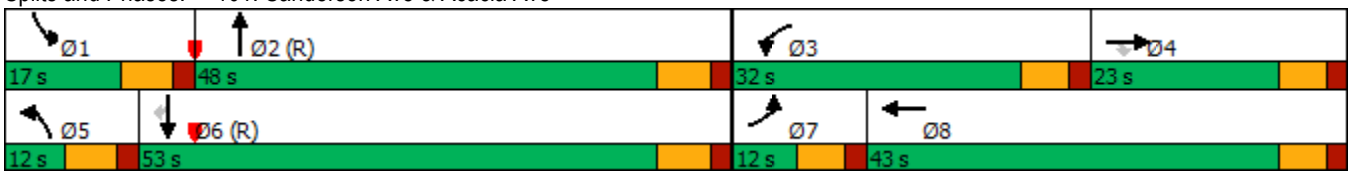
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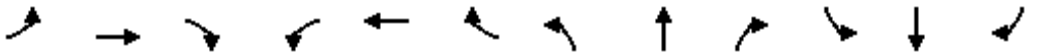
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	16	277	186	150	243	103	924	197	900	14
Future Volume (vph)	16	277	186	150	243	103	924	197	900	14
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0	7.0
Minimum Split (s)	10.3	13.3	13.3	10.3	13.3	10.7	13.7	10.7	13.7	13.7
Total Split (s)	12.0	23.0	23.0	32.0	43.0	12.0	48.0	17.0	53.0	53.0
Total Split (%)	10.0%	19.2%	19.2%	26.7%	35.8%	10.0%	40.0%	14.2%	44.2%	44.2%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.7	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	4.9	26.6	26.6	14.1	42.2	7.0	41.3	12.0	46.3	46.3
Actuated g/C Ratio	0.04	0.22	0.22	0.12	0.35	0.06	0.34	0.10	0.39	0.39
v/c Ratio	0.22	0.67	0.37	0.72	0.70	1.00	0.84	1.12	0.66	0.02
Control Delay	62.2	52.3	6.2	69.5	38.4	146.2	43.5	151.6	33.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.2	52.3	6.2	69.5	38.4	146.2	43.5	151.6	33.2	0.1
LOS	E	D	A	E	D	F	D	F	C	A
Approach Delay		34.7			46.3		53.0		53.8	
Approach LOS		C			D		D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 90 (75%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay: 49.4	Intersection LOS: D
Intersection Capacity Utilization 89.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: Sanderson Ave & Acacia Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	277	186	150	243	200	103	924	89	197	900	14
Future Volume (veh/h)	16	277	186	150	243	200	103	924	89	197	900	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	283	190	153	248	204	105	943	91	201	918	14
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	25	367	311	181	269	222	80	1345	130	155	1610	717
Arrive On Green	0.01	0.19	0.19	0.10	0.28	0.28	0.04	0.40	0.40	0.09	0.45	0.45
Sat Flow, veh/h	1810	1900	1610	1810	964	793	1810	3325	321	1810	3610	1608
Grp Volume(v), veh/h	16	283	190	153	0	452	105	512	522	201	918	14
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1757	1810	1805	1841	1810	1805	1608
Q Serve(g_s), s	1.1	16.9	13.0	10.0	0.0	29.9	5.3	28.3	28.3	10.3	22.7	0.6
Cycle Q Clear(g_c), s	1.1	16.9	13.0	10.0	0.0	29.9	5.3	28.3	28.3	10.3	22.7	0.6
Prop In Lane	1.00		1.00	1.00		0.45	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	25	367	311	181	0	491	80	730	744	155	1610	717
V/C Ratio(X)	0.64	0.77	0.61	0.85	0.00	0.92	1.31	0.70	0.70	1.29	0.57	0.02
Avail Cap(c_a), veh/h	86	367	311	388	0	537	80	730	744	155	1610	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.42	0.42	0.42
Uniform Delay (d), s/veh	58.9	45.9	44.3	53.1	0.0	41.9	57.3	29.7	29.7	54.8	24.7	18.6
Incr Delay (d2), s/veh	9.8	10.3	4.1	4.1	0.0	20.9	205.9	5.6	5.5	151.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	9.0	5.5	4.7	0.0	15.7	7.0	13.2	13.5	11.2	9.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.6	56.2	48.4	57.2	0.0	62.9	263.2	35.3	35.2	206.0	25.3	18.6
LnGrp LOS	E	E	D	E	A	E	F	D	D	F	C	B
Approach Vol, veh/h		489			605			1139			1133	
Approach Delay, s/veh		53.5			61.4			56.2			57.3	
Approach LOS		D			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	55.2	18.3	29.5	12.0	60.2	8.0	39.8
Change Period (Y+Rc), s	6.7	6.7	6.3	6.3	6.7	6.7	6.3	6.3
Max Green Setting (Gmax), s	10.3	41.3	25.7	16.7	5.3	46.3	5.7	36.7
Max Q Clear Time (g_c+I1), s	12.3	30.3	12.0	18.9	7.3	24.7	3.1	31.9
Green Ext Time (p_c), s	0.0	6.4	0.1	0.0	0.0	9.2	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	57.1
HCM 6th LOS	E

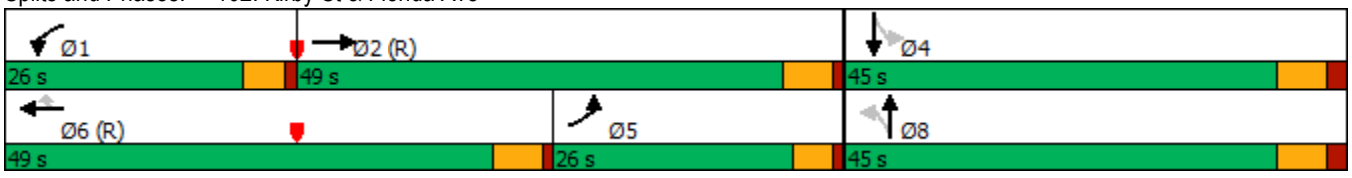
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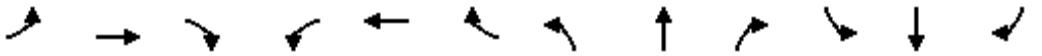
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	227	947	146	836	65	108	424	96	354
Future Volume (vph)	227	947	146	836	65	108	424	96	354
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	9.7	10.5	10.5	11.5	11.5	11.5	11.5
Total Split (s)	26.0	49.0	26.0	49.0	49.0	45.0	45.0	45.0	45.0
Total Split (%)	21.7%	40.8%	21.7%	40.8%	40.8%	37.5%	37.5%	37.5%	37.5%
Yellow Time (s)	3.7	4.5	3.7	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	4.7	5.5	5.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	21.3	50.4	14.4	43.5	43.5	38.5	38.5	38.5	38.5
Actuated g/C Ratio	0.18	0.42	0.12	0.36	0.36	0.32	0.32	0.32	0.32
v/c Ratio	0.74	0.73	0.70	0.67	0.11	0.56	0.46	0.45	0.49
Control Delay	61.6	33.1	67.4	35.2	4.3	46.3	32.8	40.4	29.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.6	33.1	67.4	35.2	4.3	46.3	32.8	40.4	29.4
LOS	E	C	E	D	A	D	C	D	C
Approach Delay		38.1		37.7			35.2		31.1
Approach LOS		D		D			D		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 92 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 36.3	Intersection LOS: D
Intersection Capacity Utilization 78.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 102: Kirby St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	947	102	146	836	65	108	424	75	96	354	183
Future Volume (veh/h)	227	947	102	146	836	65	108	424	75	96	354	183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	236	986	106	152	871	68	112	442	78	100	369	191
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	1447	156	180	1309	582	223	984	173	244	741	378
Arrive On Green	0.17	0.44	0.44	0.10	0.36	0.36	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	3287	353	1810	3610	1606	862	3068	538	894	2311	1177
Grp Volume(v), veh/h	236	541	551	152	871	68	112	259	261	100	287	273
Grp Sat Flow(s),veh/h/ln	1810	1805	1835	1810	1805	1606	862	1805	1801	894	1805	1683
Q Serve(g_s), s	14.9	28.8	28.8	9.9	24.3	3.4	14.5	13.6	13.8	12.0	15.4	15.8
Cycle Q Clear(g_c), s	14.9	28.8	28.8	9.9	24.3	3.4	30.3	13.6	13.8	25.8	15.4	15.8
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.30	1.00		0.70
Lane Grp Cap(c), veh/h	309	795	808	180	1309	582	223	579	578	244	579	540
V/C Ratio(X)	0.76	0.68	0.68	0.84	0.67	0.12	0.50	0.45	0.45	0.41	0.50	0.51
Avail Cap(c_a), veh/h	321	795	808	321	1309	582	223	579	578	244	579	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.60	0.60	0.60	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.4	26.8	26.8	53.1	32.1	25.5	45.3	32.3	32.4	42.6	32.9	33.0
Incr Delay (d2), s/veh	5.5	2.8	2.8	4.1	2.7	0.4	7.9	2.5	2.5	5.0	3.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	12.6	12.9	4.7	10.9	1.4	3.6	6.4	6.4	3.0	7.2	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.9	29.7	29.7	57.2	34.8	25.9	53.2	34.8	34.9	47.7	35.9	36.4
LnGrp LOS	D	C	C	E	C	C	D	C	C	D	D	D
Approach Vol, veh/h		1328			1091			632			660	
Approach Delay, s/veh		33.8			37.4			38.1			37.9	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.7	58.3		45.0	26.0	49.0		45.0				
Change Period (Y+Rc), s	* 4.7	5.5		6.5	5.5	* 5.5		6.5				
Max Green Setting (Gmax), s	* 21	43.5		38.5	21.3	* 44		38.5				
Max Q Clear Time (g_c+I1), s	11.9	30.8		27.8	16.9	26.3		32.3				
Green Ext Time (p_c), s	0.1	3.9		3.0	0.1	3.9		2.0				

Intersection Summary			
HCM 6th Ctrl Delay		36.3	
HCM 6th LOS		D	

Notes

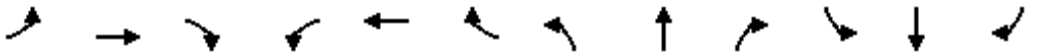
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	115	949	104	927	86	183	99	111	222	76
Future Volume (vph)	115	949	104	927	86	183	99	111	222	76
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	1	6		8			4	
Permitted Phases					8		8	4		4
Detector Phase	5	2	1	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	9.7	9.7	9.7	9.7	9.7	9.7
Total Split (s)	16.0	51.0	17.0	52.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	15.2%	48.6%	16.2%	49.5%	35.2%	35.2%	35.2%	35.2%	35.2%	35.2%
Yellow Time (s)	3.7	4.1	3.7	4.1	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	4.7	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	10.1	48.1	10.1	48.1	32.3	32.3	32.3	32.3	32.3	32.3
Actuated g/C Ratio	0.10	0.46	0.10	0.46	0.31	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.70	0.64	0.63	0.65	0.32	0.33	0.19	0.36	0.40	0.15
Control Delay	67.3	24.3	82.4	14.6	31.7	30.0	6.2	32.3	31.3	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.3	24.3	82.4	14.6	31.7	30.0	6.2	32.3	31.3	6.7
LOS	E	C	F	B	C	C	A	C	C	A
Approach Delay		28.7		21.0		24.0			27.0	
Approach LOS		C		C		C			C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 58 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 25.0	Intersection LOS: C
Intersection Capacity Utilization 67.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Lyon Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	949	49	104	927	79	86	183	99	111	222	76
Future Volume (veh/h)	115	949	49	104	927	79	86	183	99	111	222	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	121	999	52	109	976	83	91	193	104	117	234	80
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	149	1667	87	138	1584	135	295	584	492	320	584	492
Arrive On Green	0.08	0.48	0.48	0.03	0.16	0.16	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1810	3485	181	1810	3359	286	1078	1900	1599	1095	1900	1599
Grp Volume(v), veh/h	121	517	534	109	524	535	91	193	104	117	234	80
Grp Sat Flow(s),veh/h/ln	1810	1805	1861	1810	1805	1840	1078	1900	1599	1095	1900	1599
Q Serve(g_s), s	6.9	22.0	22.0	6.3	28.5	28.5	7.6	8.2	5.1	9.7	10.2	3.8
Cycle Q Clear(g_c), s	6.9	22.0	22.0	6.3	28.5	28.5	17.9	8.2	5.1	17.9	10.2	3.8
Prop In Lane	1.00		0.10	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	149	863	890	138	851	868	295	584	492	320	584	492
V/C Ratio(X)	0.81	0.60	0.60	0.79	0.62	0.62	0.31	0.33	0.21	0.37	0.40	0.16
Avail Cap(c_a), veh/h	195	863	890	212	851	868	295	584	492	320	584	492
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.4	20.0	20.0	50.4	35.4	35.4	35.8	28.0	26.9	34.9	28.7	26.5
Incr Delay (d2), s/veh	13.4	3.1	3.0	4.0	2.6	2.6	2.7	1.5	1.0	3.2	2.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	9.5	9.8	3.1	14.3	14.6	2.2	4.0	2.1	2.9	4.9	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.8	23.1	23.0	54.4	38.1	38.0	38.4	29.5	27.9	38.1	30.7	27.2
LnGrp LOS	E	C	C	D	D	D	D	C	C	D	C	C
Approach Vol, veh/h		1172			1168			388			431	
Approach Delay, s/veh		27.0			39.6			31.2			32.1	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.7	55.3		37.0	13.4	54.6		37.0				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		* 4.7				
Max Green Setting (Gmax), s	* 12	45.9		* 32	* 11	46.9		* 32				
Max Q Clear Time (g_c+I1), s	8.3	24.0		19.9	8.9	30.5		19.9				
Green Ext Time (p_c), s	0.0	4.4		1.1	0.0	4.1		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		32.8	
HCM 6th LOS		C	

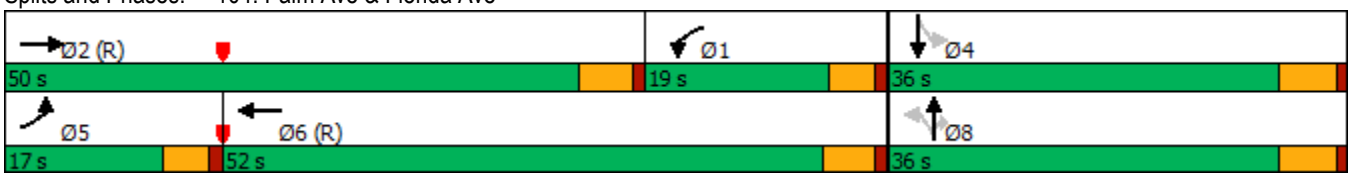
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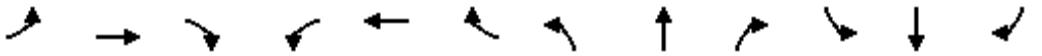
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	72	965	100	949	71	188	82	31	211
Future Volume (vph)	72	965	100	949	71	188	82	31	211
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.4	10.4	10.4	10.4	10.4
Total Split (s)	17.0	50.0	19.0	52.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	16.2%	47.6%	18.1%	49.5%	34.3%	34.3%	34.3%	34.3%	34.3%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.4	5.4	5.4	5.4	5.4
Lead/Lag	Lead	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	8.8	44.9	14.3	52.4	30.6	30.6	30.6	30.6	30.6
Actuated g/C Ratio	0.08	0.43	0.14	0.50	0.29	0.29	0.29	0.29	0.29
v/c Ratio	0.51	0.72	0.44	0.59	0.34	0.37	0.16	0.11	0.54
Control Delay	73.8	19.4	37.0	11.0	34.5	31.9	2.7	28.6	34.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.8	19.4	37.0	11.0	34.5	31.9	2.7	28.6	34.2
LOS	E	B	D	B	C	C	A	C	C
Approach Delay		23.0		13.4		25.4			33.7
Approach LOS		C		B		C			C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 20.8	Intersection LOS: C
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 104: Palm Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	965	62	100	949	35	71	188	82	31	211	63
Future Volume (veh/h)	72	965	62	100	949	35	71	188	82	31	211	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	77	1038	67	108	1020	38	76	202	88	33	227	68
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	98	1469	95	240	1805	67	238	554	465	297	408	122
Arrive On Green	0.11	0.86	0.86	0.26	1.00	1.00	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	3436	222	1810	3544	132	1097	1900	1597	1101	1401	420
Grp Volume(v), veh/h	77	545	560	108	519	539	76	202	88	33	0	295
Grp Sat Flow(s),veh/h/ln	1810	1805	1853	1810	1805	1871	1097	1900	1597	1101	0	1820
Q Serve(g_s), s	4.4	11.6	11.6	5.2	0.0	0.0	6.6	8.9	4.3	2.6	0.0	14.4
Cycle Q Clear(g_c), s	4.4	11.6	11.6	5.2	0.0	0.0	21.0	8.9	4.3	11.4	0.0	14.4
Prop In Lane	1.00		0.12	1.00		0.07	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	98	772	792	240	920	953	238	554	465	297	0	531
V/C Ratio(X)	0.78	0.71	0.71	0.45	0.56	0.57	0.32	0.36	0.19	0.11	0.00	0.56
Avail Cap(c_a), veh/h	212	772	792	246	920	953	238	554	465	297	0	531
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	0.88	0.88	0.88	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.2	5.2	5.2	35.4	0.0	0.0	40.3	29.5	27.9	34.0	0.0	31.5
Incr Delay (d2), s/veh	4.0	4.3	4.2	0.4	2.2	2.1	3.5	1.9	0.9	0.8	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.9	3.0	2.2	0.6	0.6	2.0	4.3	1.8	0.8	0.0	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.2	9.5	9.4	35.8	2.2	2.1	43.8	31.3	28.8	34.8	0.0	35.6
LnGrp LOS	D	A	A	D	A	A	D	C	C	C	A	D
Approach Vol, veh/h		1182			1166			366			328	
Approach Delay, s/veh		12.1			5.3			33.3			35.5	
Approach LOS		B			A			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	50.0		36.0	10.4	58.6		36.0				
Change Period (Y+Rc), s	5.1	* 5.1		5.4	* 4.7	5.1		5.4				
Max Green Setting (Gmax), s	14.3	* 45		30.6	* 12	46.9		30.6				
Max Q Clear Time (g_c+I1), s	7.2	13.6		16.4	6.4	2.0		23.0				
Green Ext Time (p_c), s	0.1	5.0		1.0	0.0	4.8		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		14.6	
HCM 6th LOS		B	

Notes

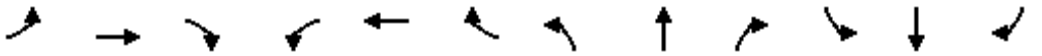
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	95	894	64	855	53	325	102	365	177
Future Volume (vph)	95	894	64	855	53	325	102	365	177
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	16.0	58.0	16.0	58.0	31.0	31.0	31.0	31.0	31.0
Total Split (%)	15.2%	55.2%	15.2%	55.2%	29.5%	29.5%	29.5%	29.5%	29.5%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	9.3	58.0	8.2	57.0	25.9	25.9	25.9	25.9	25.9
Actuated g/C Ratio	0.09	0.55	0.08	0.54	0.25	0.25	0.25	0.25	0.25
v/c Ratio	0.61	0.49	0.47	0.49	0.56	0.45	0.55	0.80	0.34
Control Delay	64.5	11.5	56.6	16.7	59.2	33.7	46.9	51.7	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.5	11.5	56.6	16.7	59.2	33.7	46.9	51.7	6.7
LOS	E	B	E	B	E	C	D	D	A
Approach Delay		16.3		19.3		36.8		38.6	
Approach LOS		B		B		D		D	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 57 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 24.8	Intersection LOS: C
Intersection Capacity Utilization 71.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 105: State St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	894	47	64	855	71	53	325	62	102	365	177
Future Volume (veh/h)	95	894	47	64	855	71	53	325	62	102	365	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	98	922	48	66	881	73	55	335	64	105	376	182
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	123	1969	102	86	1833	152	121	745	141	220	469	395
Arrive On Green	0.14	1.00	1.00	0.05	0.54	0.54	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	3489	182	1810	3371	279	864	3021	570	999	1900	1602
Grp Volume(v), veh/h	98	477	493	66	472	482	55	198	201	105	376	182
Grp Sat Flow(s),veh/h/ln	1810	1805	1866	1810	1805	1845	864	1805	1785	999	1900	1602
Q Serve(g_s), s	5.5	0.0	0.0	3.8	17.0	17.0	6.4	9.8	10.0	10.5	19.5	10.1
Cycle Q Clear(g_c), s	5.5	0.0	0.0	3.8	17.0	17.0	25.9	9.8	10.0	20.5	19.5	10.1
Prop In Lane	1.00		0.10	1.00		0.15	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	123	1018	1053	86	981	1003	121	445	440	220	469	395
V/C Ratio(X)	0.80	0.47	0.47	0.77	0.48	0.48	0.45	0.45	0.46	0.48	0.80	0.46
Avail Cap(c_a), veh/h	195	1018	1053	195	981	1003	121	445	440	220	469	395
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	0.0	0.0	49.5	14.8	14.8	49.5	33.5	33.6	42.3	37.1	33.6
Incr Delay (d2), s/veh	3.4	1.1	1.0	4.3	1.3	1.3	11.8	3.2	3.4	7.3	13.5	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.3	0.3	1.8	6.9	7.0	1.8	4.6	4.7	3.0	10.7	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.1	1.1	1.0	53.8	16.1	16.1	61.3	36.7	36.9	49.5	50.7	37.4
LnGrp LOS	D	A	A	D	B	B	E	D	D	D	D	D
Approach Vol, veh/h		1068			1020			454			663	
Approach Delay, s/veh		5.4			18.6			39.8			46.9	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	64.3		31.0	11.8	62.2		31.0				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	* 4.7	5.1		5.1				
Max Green Setting (Gmax), s	* 11	52.9		25.9	* 11	52.9		25.9				
Max Q Clear Time (g_c+I1), s	5.8	2.0		22.5	7.5	19.0		27.9				
Green Ext Time (p_c), s	0.0	4.3		0.8	0.0	4.1		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

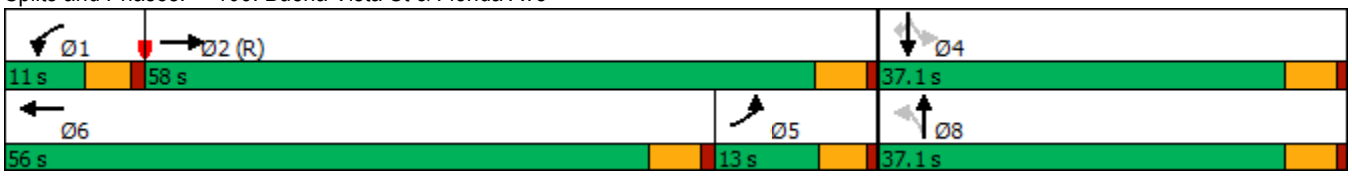
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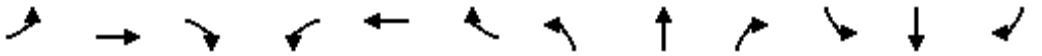
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	29	966	29	923	45	141	38	180	32
Future Volume (vph)	29	966	29	923	45	141	38	180	32
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	13.0	58.0	11.0	56.0	37.1	37.1	37.1	37.1	37.1
Total Split (%)	12.3%	54.7%	10.4%	52.8%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lag	Lag	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	None	Max	Max	Max
Act Effct Green (s)	11.5	57.3	5.8	51.6	32.0	32.0	32.0	32.0	32.0
Actuated g/C Ratio	0.11	0.54	0.05	0.49	0.30	0.30	0.30	0.30	0.30
v/c Ratio	0.17	0.59	0.33	0.62	0.16	0.38	0.14	0.36	0.06
Control Delay	43.2	18.8	57.3	23.6	29.1	29.3	28.7	31.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.2	18.8	57.3	23.6	29.1	29.3	28.7	31.2	0.2
LOS	D	B	E	C	C	C	C	C	A
Approach Delay		19.5		24.6		29.3		26.9	
Approach LOS		B		C		C		C	

Intersection Summary	
Cycle Length: 106.1	
Actuated Cycle Length: 106.1	
Offset: 50 (47%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 23.2	Intersection LOS: C
Intersection Capacity Utilization 55.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 106: Buena Vista St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	966	38	29	923	27	45	141	46	38	180	32
Future Volume (veh/h)	29	966	38	29	923	27	45	141	46	38	180	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	33	1098	43	33	1049	31	51	160	52	43	205	36
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	393	1868	73	53	1203	36	319	414	135	317	574	485
Arrive On Green	0.22	0.53	0.53	0.03	0.34	0.34	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	3537	138	1810	3575	106	1156	1373	446	1187	1900	1607
Grp Volume(v), veh/h	33	560	581	33	530	550	51	0	212	43	205	36
Grp Sat Flow(s),veh/h/ln	1810	1805	1870	1810	1805	1876	1156	0	1819	1187	1900	1607
Q Serve(g_s), s	1.5	22.5	22.5	1.9	29.2	29.2	3.8	0.0	9.8	3.1	8.9	1.7
Cycle Q Clear(g_c), s	1.5	22.5	22.5	1.9	29.2	29.2	12.8	0.0	9.8	12.9	8.9	1.7
Prop In Lane	1.00		0.07	1.00		0.06	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	393	953	988	53	607	631	319	0	549	317	574	485
V/C Ratio(X)	0.08	0.59	0.59	0.62	0.87	0.87	0.16	0.00	0.39	0.14	0.36	0.07
Avail Cap(c_a), veh/h	393	953	988	108	867	901	319	0	549	317	574	485
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.93	0.93	0.93	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	17.1	17.1	50.9	33.0	33.0	34.0	0.0	29.2	34.3	29.0	26.4
Incr Delay (d2), s/veh	0.0	2.3	2.2	4.1	4.9	4.8	0.1	0.0	0.2	0.9	1.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	9.4	9.7	0.9	13.1	13.6	1.1	0.0	4.3	1.0	4.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.1	19.4	19.3	54.9	38.0	37.8	34.0	0.0	29.4	35.2	30.7	26.7
LnGrp LOS	C	B	B	D	D	D	C	A	C	D	C	C
Approach Vol, veh/h		1174			1113			263			284	
Approach Delay, s/veh		19.7			38.4			30.3			30.9	
Approach LOS		B			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	61.1		37.1	28.1	40.8		37.1				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	5.1	* 5.1		5.1				
Max Green Setting (Gmax), s	* 6.3	52.9		32.0	8.3	* 51		32.0				
Max Q Clear Time (g_c+I1), s	3.9	24.5		14.9	3.5	31.2		14.8				
Green Ext Time (p_c), s	0.0	5.2		0.8	0.0	4.4		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		29.2	
HCM 6th LOS		C	

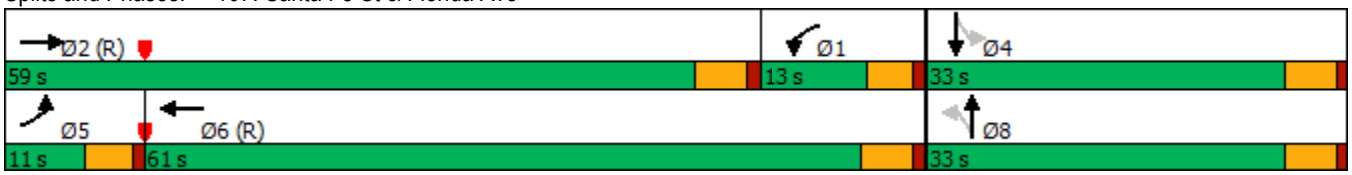
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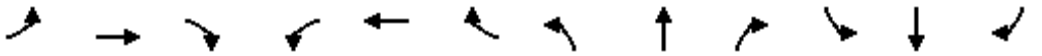
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	20	963	52	894	53	58	24	63
Future Volume (vph)	20	963	52	894	53	58	24	63
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.0	10.0	10.0	10.0
Total Split (s)	11.0	59.0	13.0	61.0	33.0	33.0	33.0	33.0
Total Split (%)	10.5%	56.2%	12.4%	58.1%	31.4%	31.4%	31.4%	31.4%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	6.0	74.4	7.6	80.1	10.1	10.1	10.1	10.1
Actuated g/C Ratio	0.06	0.71	0.07	0.76	0.10	0.10	0.10	0.10
v/c Ratio	0.22	0.46	0.45	0.38	0.57	0.67	0.33	0.59
Control Delay	51.9	8.3	57.6	5.9	65.1	42.3	53.0	45.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.9	8.3	57.6	5.9	65.1	42.3	53.0	45.3
LOS	D	A	E	A	E	D	D	D
Approach Delay		9.2		8.7		49.1		46.8
Approach LOS		A		A		D		D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 14.1	Intersection LOS: B
Intersection Capacity Utilization 60.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 107: Santa Fe St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	963	61	52	894	17	53	58	68	24	63	39
Future Volume (veh/h)	20	963	61	52	894	17	53	58	68	24	63	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	1094	69	59	1016	19	60	66	77	27	72	44
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	42	1766	111	382	2556	48	158	104	121	133	143	88
Arrive On Green	0.02	0.51	0.51	0.21	0.71	0.71	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1810	3441	217	1810	3624	68	1285	793	925	1255	1098	671
Grp Volume(v), veh/h	23	574	589	59	506	529	60	0	143	27	0	116
Grp Sat Flow(s),veh/h/ln	1810	1805	1853	1810	1805	1887	1285	0	1718	1255	0	1768
Q Serve(g_s), s	1.3	23.8	23.8	2.8	12.1	12.1	4.8	0.0	8.3	2.2	0.0	6.4
Cycle Q Clear(g_c), s	1.3	23.8	23.8	2.8	12.1	12.1	11.2	0.0	8.3	10.5	0.0	6.4
Prop In Lane	1.00		0.12	1.00		0.04	1.00		0.54	1.00		0.38
Lane Grp Cap(c), veh/h	42	927	951	382	1273	1331	158	0	224	133	0	231
V/C Ratio(X)	0.55	0.62	0.62	0.15	0.40	0.40	0.38	0.00	0.64	0.20	0.00	0.50
Avail Cap(c_a), veh/h	109	927	951	382	1273	1331	333	0	458	304	0	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.64	0.64	0.64	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.7	18.2	18.2	33.8	6.3	6.3	47.7	0.0	43.3	48.3	0.0	42.5
Incr Delay (d2), s/veh	3.3	2.5	2.4	0.0	0.6	0.6	0.6	0.0	1.1	0.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	9.9	10.2	1.2	4.1	4.3	1.5	0.0	3.6	0.7	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.0	20.7	20.7	33.8	6.9	6.9	48.2	0.0	44.4	48.5	0.0	43.1
LnGrp LOS	D	C	C	C	A	A	D	A	D	D	A	D
Approach Vol, veh/h		1186			1094			203			143	
Approach Delay, s/veh		21.3			8.4			45.5			44.1	
Approach LOS		C			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.3	59.0		18.7	7.1	79.1		18.7				
Change Period (Y+Rc), s	5.1	* 5.1		5.0	* 4.7	5.1		5.0				
Max Green Setting (Gmax), s	8.3	* 54		28.0	* 6.3	55.9		28.0				
Max Q Clear Time (g_c+I1), s	4.8	25.8		12.5	3.3	14.1		13.2				
Green Ext Time (p_c), s	0.0	5.3		0.4	0.0	4.6		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		19.0	
HCM 6th LOS		B	

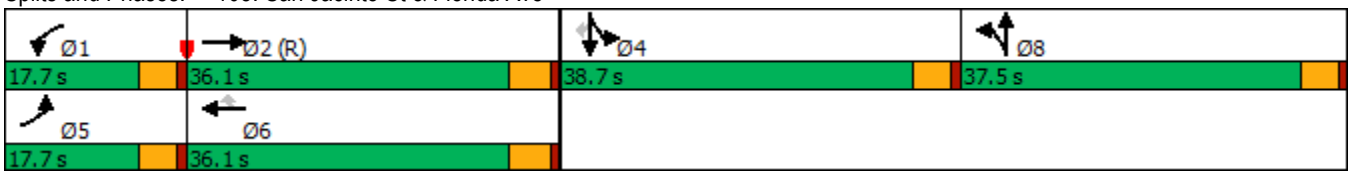
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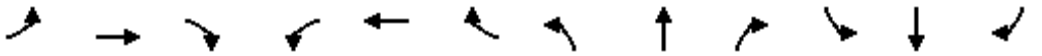
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	195	777	120	673	96	77	249	192	250	168
Future Volume (vph)	195	777	120	673	96	77	249	192	250	168
Turn Type	Prot	NA	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2	1	6		8	8	4	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	9.7	9.7	9.7	9.7	9.7
Total Split (s)	17.7	36.1	17.7	36.1	36.1	37.5	37.5	38.7	38.7	38.7
Total Split (%)	13.6%	27.8%	13.6%	27.8%	27.8%	28.8%	28.8%	29.8%	29.8%	29.8%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	13.0	32.0	12.0	31.0	31.0	32.8	32.8	34.0	34.0	34.0
Actuated g/C Ratio	0.10	0.25	0.09	0.24	0.24	0.25	0.25	0.26	0.26	0.26
v/c Ratio	1.19	1.03	0.80	0.86	0.24	0.19	0.38	0.42	0.63	0.34
Control Delay	176.3	86.3	89.1	58.7	11.2	39.5	39.0	43.4	49.4	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	176.3	86.3	89.1	58.7	11.2	39.5	39.0	43.4	49.4	6.9
LOS	F	F	F	E	B	D	D	D	D	A
Approach Delay		103.4		57.7			39.1		36.0	
Approach LOS		F		E			D		D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 108 (83%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay: 66.7	Intersection LOS: E
Intersection Capacity Utilization 68.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 108: San Jacinto St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	777	50	120	673	96	77	249	61	192	250	168
Future Volume (veh/h)	195	777	50	120	673	96	77	249	61	192	250	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	214	854	55	132	740	105	85	274	67	211	275	185
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	863	56	157	861	378	457	726	174	473	497	420
Arrive On Green	0.10	0.25	0.25	0.09	0.24	0.24	0.25	0.25	0.25	0.26	0.26	0.26
Sat Flow, veh/h	1810	3427	221	1810	3610	1586	1810	2876	689	1810	1900	1605
Grp Volume(v), veh/h	214	450	459	132	740	105	85	170	171	211	275	185
Grp Sat Flow(s),veh/h/ln	1810	1805	1843	1810	1805	1586	1810	1805	1760	1810	1900	1605
Q Serve(g_s), s	13.0	32.3	32.3	9.3	25.5	7.0	4.8	10.1	10.5	12.7	16.2	12.5
Cycle Q Clear(g_c), s	13.0	32.3	32.3	9.3	25.5	7.0	4.8	10.1	10.5	12.7	16.2	12.5
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	181	454	464	157	861	378	457	455	444	473	497	420
V/C Ratio(X)	1.18	0.99	0.99	0.84	0.86	0.28	0.19	0.37	0.39	0.45	0.55	0.44
Avail Cap(c_a), veh/h	181	454	464	181	861	378	457	455	444	473	497	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	48.5	48.5	58.5	47.4	40.4	38.1	40.1	40.2	40.1	41.4	40.1
Incr Delay (d2), s/veh	121.1	37.4	37.0	23.1	8.8	0.4	0.9	2.3	2.5	3.0	4.4	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.0	19.0	19.4	5.3	12.4	2.8	2.3	4.8	4.9	6.1	8.2	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	179.6	85.8	85.5	81.6	56.2	40.8	39.0	42.4	42.8	43.1	45.8	43.4
LnGrp LOS	F	F	F	F	E	D	D	D	D	D	D	D
Approach Vol, veh/h		1123			977			426			671	
Approach Delay, s/veh		103.5			58.0			41.9			44.3	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	37.8		38.7	17.7	36.1		37.5				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		4.7				
Max Green Setting (Gmax), s	* 13	31.0		* 34	* 13	31.0		32.8				
Max Q Clear Time (g_c+I1), s	11.3	34.3		18.2	15.0	27.5		12.5				
Green Ext Time (p_c), s	0.0	0.0		2.6	0.0	1.7		2.2				

Intersection Summary		
HCM 6th Ctrl Delay		69.0
HCM 6th LOS		E

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

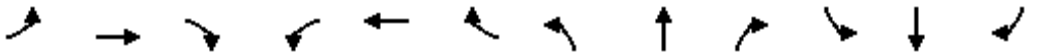
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	25	868	398	318	826	267	40	23	14
Future Volume (vph)	25	868	398	318	826	267	40	23	14
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	62.5	62.5	18.0	69.0	39.5	39.5	39.5	39.5
Total Split (%)	9.6%	52.1%	52.1%	15.0%	57.5%	32.9%	32.9%	32.9%	32.9%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.2	58.5	58.5	14.0	69.7	35.5	35.5		35.5
Actuated g/C Ratio	0.06	0.49	0.49	0.12	0.58	0.30	0.30		0.30
v/c Ratio	0.24	0.52	0.42	1.60	0.42	0.71	0.54		0.18
Control Delay	59.4	22.4	3.0	324.0	15.4	49.1	14.7		18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	59.4	22.4	3.0	324.0	15.4	49.1	14.7		18.2
LOS	E	C	A	F	B	D	B		B
Approach Delay		17.1			100.6		30.0		18.2
Approach LOS		B			F		C		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.60	
Intersection Signal Delay: 50.5	Intersection LOS: D
Intersection Capacity Utilization 76.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 109: Warren Rd & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	868	398	318	826	9	267	40	294	23	14	39
Future Volume (veh/h)	25	868	398	318	826	9	267	40	294	23	14	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	914	419	335	869	9	281	42	309	24	15	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	61	1760	785	211	2088	22	316	58	427	83	61	110
Arrive On Green	0.03	0.49	0.49	0.12	0.57	0.57	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	3610	1610	1810	3660	38	1369	196	1444	150	205	373
Grp Volume(v), veh/h	26	914	419	335	429	449	281	0	351	80	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1893	1369	0	1640	728	0	0
Q Serve(g_s), s	1.7	20.8	21.6	14.0	16.1	16.1	11.4	0.0	23.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	1.7	20.8	21.6	14.0	16.1	16.1	35.5	0.0	23.0	24.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.88	0.30		0.51
Lane Grp Cap(c), veh/h	61	1760	785	211	1029	1080	316	0	485	254	0	0
V/C Ratio(X)	0.42	0.52	0.53	1.59	0.42	0.42	0.89	0.00	0.72	0.31	0.00	0.00
Avail Cap(c_a), veh/h	113	1760	785	211	1029	1080	316	0	485	254	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.8	21.1	21.3	53.0	14.5	14.5	46.8	0.0	37.9	32.7	0.0	0.0
Incr Delay (d2), s/veh	4.6	1.1	2.6	285.4	1.2	1.2	28.9	0.0	9.0	3.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	9.0	8.6	23.1	6.8	7.1	11.1	0.0	10.4	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	22.2	23.9	338.4	15.8	15.7	75.7	0.0	46.9	35.9	0.0	0.0
LnGrp LOS	E	C	C	F	B	B	E	A	D	D	A	A
Approach Vol, veh/h		1359			1213			632			80	
Approach Delay, s/veh		23.5			104.9			59.7			35.9	
Approach LOS		C			F			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	62.5		39.5	8.1	72.4		39.5				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	58.5		35.5	7.5	65.0		35.5				
Max Q Clear Time (g_c+I1), s	16.0	23.6		26.1	3.7	18.1		37.5				
Green Ext Time (p_c), s	0.0	10.1		0.2	0.0	6.8		0.0				

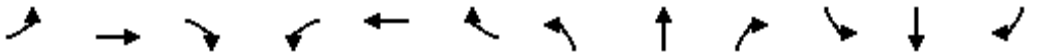
Intersection Summary			
HCM 6th Ctrl Delay		60.8	
HCM 6th LOS		E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	27	31	83	39	82	38	492	132	161	548	6
Future Volume (vph)	2	27	31	83	39	82	38	492	132	161	548	6
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	22.5	22.5	11.5	22.5	22.5	11.5	42.5	42.5	13.5	44.5	44.5
Total Split (%)	12.8%	25.0%	25.0%	12.8%	25.0%	25.0%	12.8%	47.2%	47.2%	15.0%	49.4%	49.4%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.0	7.6	7.6	7.4	12.4	12.4	7.9	50.7	50.7	15.0	62.9	62.9
Actuated g/C Ratio	0.08	0.08	0.08	0.08	0.14	0.14	0.09	0.56	0.56	0.17	0.70	0.70
v/c Ratio	0.01	0.18	0.14	0.59	0.16	0.27	0.25	0.48	0.14	0.57	0.43	0.01
Control Delay	38.5	40.6	1.3	56.9	34.8	7.1	41.9	16.9	3.7	41.6	11.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.5	40.6	1.3	56.9	34.8	7.1	41.9	16.9	3.7	41.6	11.2	0.0
LOS	D	D	A	E	C	A	D	B	A	D	B	A
Approach Delay		19.9			32.7			15.7			17.9	
Approach LOS		B			C			B			B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 18.9	Intersection LOS: B
Intersection Capacity Utilization 56.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 110: Warren Rd & Cottonwood Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	27	31	83	39	82	38	492	132	161	548	6
Future Volume (veh/h)	2	27	31	83	39	82	38	492	132	161	548	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	28	33	87	41	86	40	518	139	169	577	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	7	146	124	125	270	229	89	1084	919	191	1191	1010
Arrive On Green	0.00	0.08	0.08	0.07	0.14	0.14	0.05	0.57	0.57	0.11	0.63	0.63
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	2	28	33	87	41	86	40	518	139	169	577	6
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	0.1	1.2	1.7	4.2	1.7	4.4	1.9	14.5	3.7	8.3	14.6	0.1
Cycle Q Clear(g_c), s	0.1	1.2	1.7	4.2	1.7	4.4	1.9	14.5	3.7	8.3	14.6	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	7	146	124	125	270	229	89	1084	919	191	1191	1010
V/C Ratio(X)	0.29	0.19	0.27	0.70	0.15	0.38	0.45	0.48	0.15	0.88	0.48	0.01
Avail Cap(c_a), veh/h	151	391	331	151	391	331	151	1084	919	191	1191	1010
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	38.9	39.1	41.0	33.8	35.0	41.6	11.4	9.1	39.7	9.0	6.3
Incr Delay (d2), s/veh	21.8	0.6	1.1	10.4	0.3	1.0	3.5	1.5	0.3	35.3	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.6	0.7	2.2	0.8	1.7	0.9	6.1	1.3	5.5	5.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.5	39.5	40.3	51.4	34.1	36.0	45.1	12.9	9.4	75.0	10.4	6.3
LnGrp LOS	E	D	D	D	C	D	D	B	A	E	B	A
Approach Vol, veh/h		63			214			697			752	
Approach Delay, s/veh		40.8			41.9			14.1			24.9	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	55.4	10.2	10.9	8.4	60.4	4.3	16.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.5	38.5	7.5	18.5	7.5	40.5	7.5	18.5
Max Q Clear Time (g_c+I1), s	10.3	16.5	6.2	3.7	3.9	16.6	2.1	6.4
Green Ext Time (p_c), s	0.0	3.9	0.0	0.1	0.0	4.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	23.2
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	154.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	67	2	109	65	65	1	566	184	84	540	59
Future Vol, veh/h	28	67	2	109	65	65	1	566	184	84	540	59
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	29	71	2	115	68	68	1	596	194	88	568	62
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

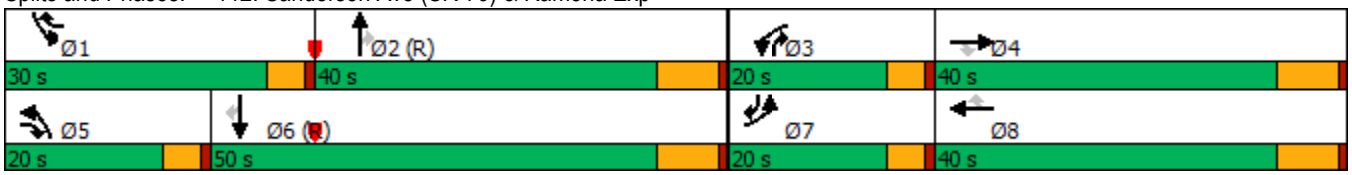
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	16	21	205.7	165.1
HCM LOS	C	C	F	F

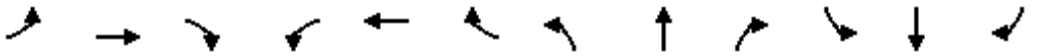
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	29%	46%	12%
Vol Thru, %	75%	69%	27%	79%
Vol Right, %	25%	2%	27%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	751	97	239	683
LT Vol	1	28	109	84
Through Vol	566	67	65	540
RT Vol	184	2	65	59
Lane Flow Rate	791	102	252	719
Geometry Grp	1	1	1	1
Degree of Util (X)	1.387	0.238	0.526	1.286
Departure Headway (Hd)	6.814	9.904	8.715	7.067
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	538	365	418	518
Service Time	4.814	7.904	6.715	5.067
HCM Lane V/C Ratio	1.47	0.279	0.603	1.388
HCM Control Delay	205.7	16	21	165.1
HCM Lane LOS	F	C	C	F
HCM 95th-tile Q	33.7	0.9	3	27.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	440	655	145	28	480	586	116	609	24	780	1155	596
Future Volume (vph)	440	655	145	28	480	586	116	609	24	780	1155	596
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7
Total Split (s)	20.0	40.0	20.0	20.0	40.0	30.0	20.0	40.0	20.0	30.0	50.0	20.0
Total Split (%)	15.4%	30.8%	15.4%	15.4%	30.8%	23.1%	15.4%	30.8%	15.4%	23.1%	38.5%	15.4%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	15.3	34.1	50.0	5.7	22.5	65.3	8.9	33.0	45.7	35.8	59.9	82.2
Actuated g/C Ratio	0.12	0.26	0.38	0.04	0.17	0.50	0.07	0.25	0.35	0.28	0.46	0.63
v/c Ratio	1.11	0.72	0.21	0.19	0.80	0.72	0.51	0.69	0.04	0.84	0.72	0.58
Control Delay	129.9	48.7	4.3	62.5	61.5	27.8	65.5	48.5	0.1	54.2	32.6	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	129.9	48.7	4.3	62.5	61.5	27.8	65.5	48.5	0.1	54.2	32.6	13.7
LOS	F	D	A	E	E	C	E	D	A	D	C	B
Approach Delay		72.3			43.5			49.6			34.8	
Approach LOS		E			D			D			C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 54.5 (42%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 46.7	Intersection LOS: D
Intersection Capacity Utilization 84.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 112: Sanderson Ave (SR-79) & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	440	655	145	28	480	586	116	609	24	780	1155	596
Future Volume (veh/h)	440	655	145	28	480	586	116	609	24	780	1155	596
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	458	682	151	29	500	610	121	634	25	812	1203	621
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	413	1251	638	88	916	722	174	916	449	683	1440	832
Arrive On Green	0.12	0.35	0.35	0.02	0.25	0.25	0.05	0.25	0.25	0.19	0.40	0.40
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	458	682	151	29	500	610	121	634	25	812	1203	621
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	15.3	19.8	8.1	1.1	15.6	33.0	4.4	20.7	1.5	25.3	39.1	39.5
Cycle Q Clear(g_c), s	15.3	19.8	8.1	1.1	15.6	33.0	4.4	20.7	1.5	25.3	39.1	39.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	413	1251	638	88	916	722	174	916	449	683	1440	832
V/C Ratio(X)	1.11	0.55	0.24	0.33	0.55	0.84	0.70	0.69	0.06	1.19	0.84	0.75
Avail Cap(c_a), veh/h	413	1251	638	413	916	722	413	916	449	683	1440	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	34.2	26.2	62.3	42.0	31.8	60.8	43.9	34.3	52.3	35.2	24.7
Incr Delay (d2), s/veh	77.0	0.3	0.1	0.8	0.4	8.6	1.9	4.3	0.2	99.1	5.9	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	8.8	3.2	0.5	7.0	18.4	2.0	9.8	0.6	20.5	18.2	16.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	134.4	34.5	26.2	63.1	42.4	40.5	62.7	48.2	34.6	151.4	41.1	30.8
LnGrp LOS	F	C	C	E	D	D	E	D	C	F	D	C
Approach Vol, veh/h		1291			1139			780			2636	
Approach Delay, s/veh		69.0			41.9			50.0			72.7	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	40.0	7.9	52.1	11.1	58.9	20.0	40.0
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0
Max Green Setting (Gmax), s	* 25	33.0	* 15	33.0	* 15	43.0	* 15	33.0
Max Q Clear Time (g_c+I1), s	27.3	22.7	3.1	21.8	6.4	41.5	17.3	35.0
Green Ext Time (p_c), s	0.0	2.3	0.0	2.8	0.1	1.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	62.8
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	31.5
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	121	180	175	3	149	70	179	155	4	85	117	116
Future Vol, veh/h	121	180	175	3	149	70	179	155	4	85	117	116
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	121	180	175	3	149	70	179	155	4	85	117	116
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	46.1	17.6	27.5	23.6
HCM LOS	E	C	D	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	53%	25%	1%	27%
Vol Thru, %	46%	38%	67%	37%
Vol Right, %	1%	37%	32%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	338	476	222	318
LT Vol	179	121	3	85
Through Vol	155	180	149	117
RT Vol	4	175	70	116
Lane Flow Rate	338	476	222	318
Geometry Grp	1	1	1	1
Degree of Util (X)	0.714	0.905	0.476	0.657
Departure Headway (Hd)	7.607	6.983	7.722	7.439
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	477	524	466	487
Service Time	5.625	4.983	5.772	5.458
HCM Lane V/C Ratio	0.709	0.908	0.476	0.653
HCM Control Delay	27.5	46.1	17.6	23.6
HCM Lane LOS	D	E	C	C
HCM 95th-tile Q	5.6	10.5	2.5	4.7

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	179	173	14	131	171
Future Vol, veh/h	19	179	173	14	131	171
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	19	179	173	14	131	171
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.7	9.9	10.4
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	43%	0%	93%
Vol Thru, %	0%	10%	7%
Vol Right, %	57%	90%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	302	198	187
LT Vol	131	0	173
Through Vol	0	19	14
RT Vol	171	179	0
Lane Flow Rate	302	198	187
Geometry Grp	1	1	1
Degree of Util (X)	0.38	0.237	0.261
Departure Headway (Hd)	4.525	4.307	5.016
Convergence, Y/N	Yes	Yes	Yes
Cap	791	828	712
Service Time	2.575	2.361	3.072
HCM Lane V/C Ratio	0.382	0.239	0.263
HCM Control Delay	10.4	8.7	9.9
HCM Lane LOS	B	A	A
HCM 95th-tile Q	1.8	0.9	1

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	124	187	24	70	182
Future Vol, veh/h	43	124	187	24	70	182
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	43	124	187	24	70	182

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	521	199	0	0	211	0
Stage 1	199	-	-	-	-	-
Stage 2	322	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	519	847	-	-	1372	-
Stage 1	839	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	489	847	-	-	1372	-
Mov Cap-2 Maneuver	489	-	-	-	-	-
Stage 1	839	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	2.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	713	1372	-
HCM Lane V/C Ratio	-	-	0.234	0.051	-
HCM Control Delay (s)	-	-	11.6	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.2	-

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	125	46	125	84	41	121
Future Vol, veh/h	125	46	125	84	41	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	125	46	125	84	41	121

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	370	167	0	0	209	0
Stage 1	167	-	-	-	-	-
Stage 2	203	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	634	882	-	-	1374	-
Stage 1	867	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	614	882	-	-	1374	-
Mov Cap-2 Maneuver	614	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	809	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	669	1374	-
HCM Lane V/C Ratio	-	-	0.256	0.03	-
HCM Control Delay (s)	-	-	12.2	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1	0.1	-

Intersection	
Int Delay, s/veh	4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	135	140	3	81	69
Future Vol, veh/h	3	135	140	3	81	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	135	140	3	81	69

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	373	142	0	0	143	0
Stage 1	142	-	-	-	-	-
Stage 2	231	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	632	911	-	-	1452	-
Stage 1	890	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	595	911	-	-	1452	-
Mov Cap-2 Maneuver	595	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	765	-	-	-	-	-

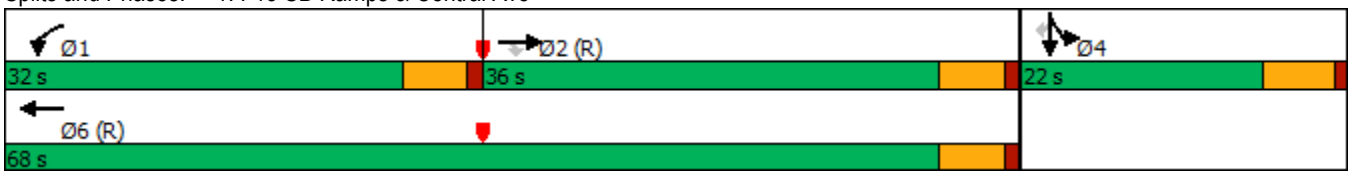
Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	4.1
HCM LOS	A		

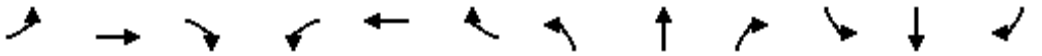
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	901	1452	-
HCM Lane V/C Ratio	-	-	0.153	0.056	-
HCM Control Delay (s)	-	-	9.7	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1456	736	819	1872	591	0	252
Future Volume (vph)	1456	736	819	1872	591	0	252
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.4	10.4	10.4	10.4	10.8	10.8	10.8
Total Split (s)	36.0	36.0	32.0	68.0	22.0	22.0	22.0
Total Split (%)	40.0%	40.0%	35.6%	75.6%	24.4%	24.4%	24.4%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.8	5.8	5.8
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	33.0	33.0	24.2	62.6	16.2	16.2	16.2
Actuated g/C Ratio	0.37	0.37	0.27	0.70	0.18	0.18	0.18
v/c Ratio	0.77	0.85	0.87	0.75	1.00	0.83	0.64
Control Delay	28.9	22.6	33.1	4.0	89.7	45.2	28.9
Queue Delay	0.0	0.0	0.0	8.6	33.9	8.9	0.0
Total Delay	28.9	22.6	33.1	12.6	123.6	54.1	28.9
LOS	C	C	C	B	F	D	C
Approach Delay	26.8			18.8		72.6	
Approach LOS	C			B		E	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 29.8	Intersection LOS: C
Intersection Capacity Utilization 101.7%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 1: I-15 SB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1456	736	819	1872	0	0	0	0	591	0	252
Future Volume (veh/h)	0	1456	736	819	1872	0	0	0	0	591	0	252
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1456	736	819	1872	0				669	0	168
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1960	608	905	2511	0				651	0	290
Arrive On Green	0.00	0.38	0.38	0.26	0.70	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	5358	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	1456	736	819	1872	0				669	0	168
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	21.9	34.0	20.3	29.5	0.0				16.2	0.0	8.6
Cycle Q Clear(g_c), s	0.0	21.9	34.0	20.3	29.5	0.0				16.2	0.0	8.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1960	608	905	2511	0				651	0	290
V/C Ratio(X)	0.00	0.74	1.21	0.91	0.75	0.00				1.03	0.00	0.58
Avail Cap(c_a), veh/h	0	1960	608	1038	2511	0				651	0	290
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.34	0.34	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.2	28.0	32.3	8.7	0.0				36.9	0.0	33.8
Incr Delay (d2), s/veh	0.0	2.6	109.2	3.6	0.7	0.0				42.3	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.7	30.4	8.6	8.6	0.0				10.7	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	26.8	137.2	36.0	9.4	0.0				79.2	0.0	35.7
LnGrp LOS	A	C	F	D	A	A				F	A	D
Approach Vol, veh/h		2192			2691						837	
Approach Delay, s/veh		63.9			17.5						70.5	
Approach LOS		E			B						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	28.6	39.4		22.0		68.0
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4
Max Green Setting (Gmax), s	26.6	30.6		16.2		62.6
Max Q Clear Time (g_c+I1), s	22.3	36.0		18.2		31.5
Green Ext Time (p_c), s	0.9	0.0		0.0		12.6

Intersection Summary		
HCM 6th Ctrl Delay		43.0
HCM 6th LOS		D

Notes

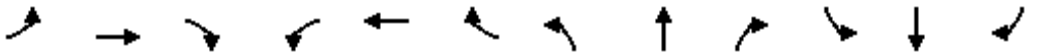
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	112	1936	2177	950	515	3	648
Future Volume (vph)	112	1936	2177	950	515	3	648
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.1	10.8	10.8	10.8	10.8	10.8	10.8
Total Split (s)	16.0	60.0	44.0	44.0	30.0	30.0	30.0
Total Split (%)	17.8%	66.7%	48.9%	48.9%	33.3%	33.3%	33.3%
Yellow Time (s)	4.1	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.8	5.8	5.8	5.8	5.8	5.8
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	9.1	54.7	42.6	42.6	23.7	23.7	23.7
Actuated g/C Ratio	0.10	0.61	0.47	0.47	0.26	0.26	0.26
v/c Ratio	0.62	0.61	0.89	0.80	0.89	0.94	0.79
Control Delay	39.8	24.4	16.6	8.9	55.5	65.5	36.5
Queue Delay	0.0	2.8	46.4	27.5	0.0	0.0	0.1
Total Delay	39.8	27.2	63.0	36.5	55.5	65.5	36.5
LOS	D	C	E	D	E	E	D
Approach Delay		27.9	54.9			52.7	
Approach LOS		C	D			D	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 7 (8%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 45.8	Intersection LOS: D
Intersection Capacity Utilization 101.7%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 2: I-15 NB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	1936	0	0	2177	950	515	3	648	0	0	0
Future Volume (veh/h)	112	1936	0	0	2177	950	515	3	648	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	112	1936	0	0	2177	950	738	0	411			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	142	3124	0	0	2423	750	973	0	433			
Arrive On Green	0.08	0.60	0.00	0.00	0.47	0.47	0.27	0.00	0.27			
Sat Flow, veh/h	1810	5358	0	0	5358	1605	3619	0	1610			
Grp Volume(v), veh/h	112	1936	0	0	2177	950	738	0	411			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1605	1810	0	1610			
Q Serve(g_s), s	5.5	21.3	0.0	0.0	34.7	42.0	16.9	0.0	22.6			
Cycle Q Clear(g_c), s	5.5	21.3	0.0	0.0	34.7	42.0	16.9	0.0	22.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	142	3124	0	0	2423	750	973	0	433			
V/C Ratio(X)	0.79	0.62	0.00	0.00	0.90	1.27	0.76	0.00	0.95			
Avail Cap(c_a), veh/h	219	3124	0	0	2423	750	973	0	433			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.49	0.49	0.00	0.00	0.11	0.11	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.7	11.4	0.0	0.0	22.0	24.0	30.2	0.0	32.3			
Incr Delay (d2), s/veh	2.3	0.5	0.0	0.0	0.7	121.4	3.1	0.0	30.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.4	6.9	0.0	0.0	12.7	39.3	7.4	0.0	12.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.0	11.8	0.0	0.0	22.7	145.3	33.4	0.0	62.6			
LnGrp LOS	D	B	A	A	C	F	C	A	E			
Approach Vol, veh/h		2048			3127			1149				
Approach Delay, s/veh		13.5			60.0			43.8				
Approach LOS		B			E			D				

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.0			12.2	47.8		30.0				
Change Period (Y+Rc), s		5.8			5.1	5.8		5.8				
Max Green Setting (Gmax), s		54.2			10.9	38.2		24.2				
Max Q Clear Time (g_c+I1), s		23.3			7.5	44.0		24.6				
Green Ext Time (p_c), s		12.3			0.0	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			42.0									
HCM 6th LOS			D									

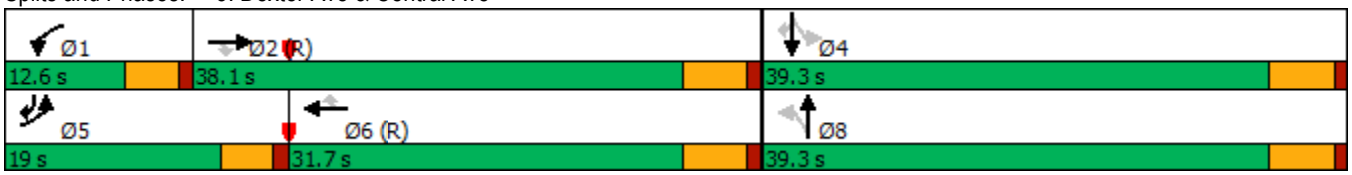
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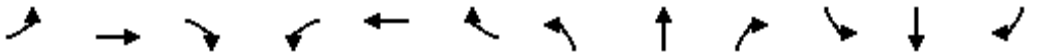
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	532	1721	331	101	2172	201	322	254	71	163	634
Future Volume (vph)	532	1721	331	101	2172	201	322	254	71	163	634
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	7.0	7.0	10.0	10.0	9.0	9.0	5.0
Minimum Split (s)	9.6	11.3	11.3	9.6	12.3	12.3	15.3	15.3	14.3	14.3	9.6
Total Split (s)	19.0	38.1	38.1	12.6	31.7	31.7	39.3	39.3	39.3	39.3	19.0
Total Split (%)	21.1%	42.3%	42.3%	14.0%	35.2%	35.2%	43.7%	43.7%	43.7%	43.7%	21.1%
Yellow Time (s)	3.6	4.3	4.3	3.6	4.3	4.3	4.3	4.3	4.3	4.3	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.3	5.3	4.6	5.3	5.3	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None
Act Effct Green (s)	14.4	35.3	35.3	7.5	26.4	26.4	34.0	34.0	34.0	34.0	53.7
Actuated g/C Ratio	0.16	0.39	0.39	0.08	0.29	0.29	0.38	0.38	0.38	0.38	0.60
v/c Ratio	1.85	0.85	0.40	0.67	1.13	0.34	0.69	0.46	0.22	0.23	0.65
Control Delay	421.2	16.9	1.9	40.6	97.6	13.5	32.9	22.5	21.4	20.1	15.3
Queue Delay	0.0	3.1	0.3	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	421.2	20.0	2.1	40.6	98.8	13.5	32.9	22.5	21.4	20.1	15.3
LOS	F	B	A	D	F	B	C	C	C	C	B
Approach Delay		100.3			89.4			27.7		16.7	
Approach LOS		F			F			C		B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.85	
Intersection Signal Delay: 78.0	Intersection LOS: E
Intersection Capacity Utilization 104.4%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 3: Dexter Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	532	1721	331	101	2172	201	322	254	70	71	163	634
Future Volume (veh/h)	532	1721	331	101	2172	201	322	254	70	71	163	634
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	532	1721	331	101	2172	201	322	254	70	71	163	634
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	290	1983	615	129	1917	471	301	541	149	341	718	865
Arrive On Green	0.16	0.38	0.38	0.07	0.29	0.29	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1810	5187	1608	1810	6536	1607	692	1433	395	1072	1900	1608
Grp Volume(v), veh/h	532	1721	331	101	2172	201	322	0	324	71	163	634
Grp Sat Flow(s),veh/h/ln	1810	1729	1608	1810	1634	1607	692	0	1828	1072	1900	1608
Q Serve(g_s), s	14.4	27.6	14.4	4.9	26.4	9.1	28.7	0.0	12.1	4.8	5.3	27.1
Cycle Q Clear(g_c), s	14.4	27.6	14.4	4.9	26.4	9.1	34.0	0.0	12.1	16.9	5.3	27.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	290	1983	615	129	1917	471	301	0	691	341	718	865
V/C Ratio(X)	1.84	0.87	0.54	0.79	1.13	0.43	1.07	0.00	0.47	0.21	0.23	0.73
Avail Cap(c_a), veh/h	290	1983	615	161	1917	471	301	0	691	341	718	865
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	25.7	21.6	41.1	31.8	25.7	34.4	0.0	21.2	27.6	19.1	15.9
Incr Delay (d2), s/veh	386.5	4.0	2.4	14.1	66.9	2.8	71.6	0.0	2.3	1.4	0.7	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	37.2	11.1	5.5	2.6	18.6	3.7	12.4	0.0	5.2	1.3	2.3	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	424.3	29.7	24.1	55.2	98.7	28.5	106.0	0.0	23.5	28.9	19.8	21.3
LnGrp LOS	F	C	C	E	F	C	F	A	C	C	B	C
Approach Vol, veh/h		2584			2474			646			868	
Approach Delay, s/veh		110.2			91.3			64.6			21.7	
Approach LOS		F			F			E			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	39.7		39.3	19.0	31.7		39.3				
Change Period (Y+Rc), s	4.6	5.3		5.3	4.6	5.3		5.3				
Max Green Setting (Gmax), s	8.0	32.8		34.0	14.4	26.4		34.0				
Max Q Clear Time (g_c+I1), s	6.9	29.6		29.1	16.4	28.4		36.0				
Green Ext Time (p_c), s	0.0	2.4		1.1	0.0	0.0		0.0				

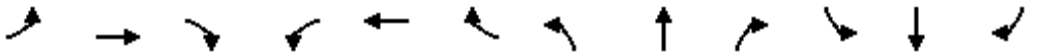
Intersection Summary												
HCM 6th Ctrl Delay			86.9									
HCM 6th LOS			F									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	160	1620	33	89	2137	157	83	33	146	55
Future Volume (vph)	160	1620	33	89	2137	157	83	33	146	55
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	NA
Protected Phases	5	2	3	1	6		3	8		4
Permitted Phases			2			6			4	
Detector Phase	5	2	3	1	6	6	3	8	4	4
Switch Phase										
Minimum Initial (s)	6.0	15.0	6.0	6.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	21.0	10.0	10.6	21.0	21.0	10.0	10.9	10.9	10.9
Total Split (s)	11.0	49.0	10.9	14.1	52.1	52.1	10.9	26.9	16.0	16.0
Total Split (%)	12.2%	54.4%	12.1%	15.7%	57.9%	57.9%	12.1%	29.9%	17.8%	17.8%
Yellow Time (s)	3.6	5.0	3.0	3.6	5.0	5.0	3.0	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.0	4.6	6.0	6.0	4.0	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	Max	Max	Max
Act Effct Green (s)	6.3	46.4	55.1	8.2	46.2	46.2	6.7	22.0	13.3	13.3
Actuated g/C Ratio	0.07	0.52	0.61	0.09	0.51	0.51	0.07	0.24	0.15	0.15
v/c Ratio	0.65	0.87	0.03	0.54	1.15	0.18	0.62	0.09	0.75	0.48
Control Delay	58.8	14.3	0.0	34.2	102.1	6.6	61.1	13.8	63.9	24.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.8	14.3	0.0	34.2	102.1	6.6	61.1	13.8	63.9	24.0
LOS	E	B	A	C	F	A	E	B	E	C
Approach Delay		18.0			93.3			38.0		43.5
Approach LOS		B			F			D		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 58.8	Intersection LOS: E
Intersection Capacity Utilization 94.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 4: Cambern Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1620	33	89	2137	157	83	33	46	146	55	98
Future Volume (veh/h)	160	1620	33	89	2137	157	83	33	46	146	55	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	160	1620	33	89	2137	157	83	33	46	146	55	98
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	231	1880	923	113	1869	822	107	441	392	268	86	153
Arrive On Green	0.07	0.52	0.52	0.13	1.00	1.00	0.06	0.24	0.24	0.14	0.14	0.14
Sat Flow, veh/h	3510	3610	1589	1810	3610	1587	1810	1805	1604	1333	610	1086
Grp Volume(v), veh/h	160	1620	33	89	2137	157	83	33	46	146	0	153
Grp Sat Flow(s),veh/h/ln	1755	1805	1589	1810	1805	1587	1810	1805	1604	1333	0	1696
Q Serve(g_s), s	4.0	35.1	0.8	4.3	46.6	0.0	4.1	1.3	2.0	9.5	0.0	7.7
Cycle Q Clear(g_c), s	4.0	35.1	0.8	4.3	46.6	0.0	4.1	1.3	2.0	9.5	0.0	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	231	1880	923	113	1869	822	107	441	392	268	0	239
V/C Ratio(X)	0.69	0.86	0.04	0.79	1.14	0.19	0.78	0.07	0.12	0.54	0.00	0.64
Avail Cap(c_a), veh/h	250	1880	923	191	1869	822	139	441	392	268	0	239
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.2	18.8	8.1	38.8	0.0	0.0	41.8	26.2	26.4	37.3	0.0	36.5
Incr Delay (d2), s/veh	5.8	5.5	0.1	0.4	65.3	0.0	13.5	0.3	0.6	7.8	0.0	12.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	13.2	0.3	1.7	17.0	0.0	2.2	0.6	0.8	3.5	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	24.2	8.2	39.2	65.3	0.0	55.3	26.5	27.1	45.0	0.0	48.9
LnGrp LOS	D	C	A	D	F	A	E	C	C	D	A	D
Approach Vol, veh/h		1813			2383			162			299	
Approach Delay, s/veh		25.9			60.0			41.4			47.0	
Approach LOS		C			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	52.9	9.3	17.6	10.5	52.6		26.9				
Change Period (Y+Rc), s	4.6	6.0	4.0	4.9	4.6	6.0		4.9				
Max Green Setting (Gmax), s	9.5	43.0	6.9	11.1	6.4	46.1		22.0				
Max Q Clear Time (g_c+I1), s	6.3	37.1	6.1	11.5	6.0	48.6		4.0				
Green Ext Time (p_c), s	0.0	3.6	0.0	0.0	0.0	0.0		0.2				

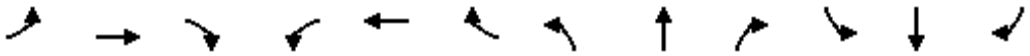
Intersection Summary	
HCM 6th Ctrl Delay	45.3
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	11	1716	94	2291	61	20	118	34
Future Volume (vph)	11	1716	94	2291	61	20	118	34
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	11.8	9.6	11.8	9.6	9.6	9.6	9.6
Total Split (s)	20.0	40.0	20.0	40.0	30.0	30.0	30.0	30.0
Total Split (%)	22.2%	44.4%	22.2%	44.4%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.6	5.8	3.6	5.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.4	41.5	9.1	51.0		25.4		25.4
Actuated g/C Ratio	0.06	0.46	0.10	0.57		0.28		0.28
v/c Ratio	0.10	1.09	0.52	1.21		0.36		0.50
Control Delay	44.2	71.6	47.9	120.6		18.9		30.9
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	44.2	71.6	47.9	120.6		18.9		30.9
LOS	D	E	D	F		B		C
Approach Delay		71.4		117.9		18.9		30.9
Approach LOS		E		F		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 51 (57%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay: 93.1	Intersection LOS: F
Intersection Capacity Utilization 102.7%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 5: Conard Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1716	85	94	2291	159	61	20	89	118	34	30
Future Volume (veh/h)	11	1716	85	94	2291	159	61	20	89	118	34	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	1716	85	94	2291	159	61	20	89	118	34	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	24	1656	82	121	1802	123	193	78	238	319	92	68
Arrive On Green	0.00	0.16	0.16	0.07	0.53	0.53	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	3501	172	1810	3423	234	491	277	844	897	324	241
Grp Volume(v), veh/h	11	880	921	94	1194	1256	170	0	0	182	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1868	1810	1805	1852	1612	0	0	1462	0	0
Q Serve(g_s), s	0.5	42.6	42.6	4.6	47.4	47.4	0.0	0.0	0.0	1.9	0.0	0.0
Cycle Q Clear(g_c), s	0.5	42.6	42.6	4.6	47.4	47.4	6.9	0.0	0.0	8.8	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.13	0.36		0.52	0.65		0.16
Lane Grp Cap(c), veh/h	24	854	884	121	951	975	509	0	0	479	0	0
V/C Ratio(X)	0.46	1.03	1.04	0.78	1.26	1.29	0.33	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	310	854	884	310	951	975	509	0	0	479	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.39	0.39	0.39	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.5	38.0	38.0	41.3	21.3	21.3	25.7	0.0	0.0	26.2	0.0	0.0
Incr Delay (d2), s/veh	1.9	27.4	31.1	4.0	123.7	137.5	1.8	0.0	0.0	2.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	26.5	28.4	2.1	48.4	53.4	3.1	0.0	0.0	3.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.4	65.4	69.1	45.3	145.0	158.8	27.4	0.0	0.0	28.5	0.0	0.0
LnGrp LOS	D	F	F	D	F	F	C	A	A	C	A	A
Approach Vol, veh/h		1812			2544			170			182	
Approach Delay, s/veh		67.2			148.1			27.4			28.5	
Approach LOS		E			F			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	49.4		30.0	5.8	54.2		30.0				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	15.4	33.2		25.4	15.4	33.2		25.4				
Max Q Clear Time (g_c+I1), s	6.6	44.6		10.8	2.5	49.4		8.9				
Green Ext Time (p_c), s	0.1	0.0		0.6	0.0	0.0		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			108.0									
HCM 6th LOS			F									

Intersection	
Int Delay, s/veh	250.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	87	1861	2113	465	174	185
Future Vol, veh/h	87	1861	2113	465	174	185
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	87	1861	2113	465	174	185

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2578	0	-	0	3264	1289
Stage 1	-	-	-	-	2346	-
Stage 2	-	-	-	-	918	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	173	-	-	-	~ 12	~ 157
Stage 1	-	-	-	-	~ 59	-
Stage 2	-	-	-	-	328	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	173	-	-	-	~ 6	~ 157
Mov Cap-2 Maneuver	-	-	-	-	~ 25	-
Stage 1	-	-	-	-	~ 29	-
Stage 2	-	-	-	-	328	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	$ 3399.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	173	-	-	-	44
HCM Lane V/C Ratio	0.503	-	-	-	8.159
HCM Control Delay (s)	45.2	-	-	-	$ 3399.1
HCM Lane LOS	E	-	-	-	F
HCM 95th %tile Q(veh)	2.5	-	-	-	42.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1665	10	2016	684	13
Future Volume (vph)	1665	10	2016	684	13
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	8	
Permitted Phases					8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.9	10.3	11.9	10.3	10.3
Total Split (s)	50.0	20.0	70.0	30.0	30.0
Total Split (%)	50.0%	20.0%	70.0%	30.0%	30.0%
Yellow Time (s)	5.9	4.3	5.9	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	5.3	6.9	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	57.2	5.4	59.5	24.8	24.8
Actuated g/C Ratio	0.59	0.06	0.62	0.26	0.26
v/c Ratio	0.92	0.10	0.91	0.76	0.03
Control Delay	26.5	46.9	23.3	40.4	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	46.9	23.3	40.4	14.3
LOS	C	D	C	D	B
Approach Delay	26.5		23.4	39.9	
Approach LOS	C		C	D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 96.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 27.1	Intersection LOS: C
Intersection Capacity Utilization 85.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: Riverside St & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1665	267	10	2016	684	13
Future Volume (veh/h)	1665	267	10	2016	684	13
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1665	267	10	2016	684	13
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1722	269	22	2230	898	412
Arrive On Green	0.55	0.55	0.01	0.62	0.26	0.26
Sat Flow, veh/h	3223	489	1810	3705	3510	1610
Grp Volume(v), veh/h	942	990	10	2016	684	13
Grp Sat Flow(s),veh/h/ln	1805	1812	1810	1805	1755	1610
Q Serve(g_s), s	47.3	52.3	0.5	46.7	17.4	0.6
Cycle Q Clear(g_c), s	47.3	52.3	0.5	46.7	17.4	0.6
Prop In Lane		0.27	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	994	998	22	2230	898	412
V/C Ratio(X)	0.95	0.99	0.45	0.90	0.76	0.03
Avail Cap(c_a), veh/h	994	998	276	2360	898	412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	21.5	47.3	16.0	33.2	26.9
Incr Delay (d2), s/veh	17.4	26.6	5.3	5.2	6.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.6	24.9	0.3	15.9	7.8	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.8	48.1	52.7	21.2	39.2	27.1
LnGrp LOS	D	D	D	C	D	C
Approach Vol, veh/h	1932			2026	697	
Approach Delay, s/veh	43.0			21.4	39.0	
Approach LOS	D			C	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.5	60.0				66.5	30.0
Change Period (Y+Rc), s	5.3	6.9				6.9	5.3
Max Green Setting (Gmax), s	14.7	43.1				63.1	24.7
Max Q Clear Time (g_c+I1), s	2.5	54.3				48.7	19.4
Green Ext Time (p_c), s	0.0	0.0				10.9	0.8

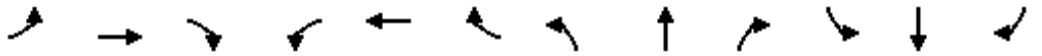
Intersection Summary			
HCM 6th Ctrl Delay		33.0	
HCM 6th LOS		C	

Lane Group	EBT	WBL	WBT	NBL	NBT	Ø4
Lane Configurations						
Traffic Volume (vph)	1579	357	1870	33	0	
Future Volume (vph)	1579	357	1870	33	0	
Turn Type	NA	Prot	NA	Perm	NA	
Protected Phases	2	1	6		8	4
Permitted Phases				8		
Detector Phase	2	1	6	8	8	
Switch Phase						
Minimum Initial (s)	6.0	4.0	6.0	5.0	5.0	5.0
Minimum Split (s)	13.4	9.4	13.4	11.2	11.2	9.6
Total Split (s)	50.0	25.0	75.0	25.0	25.0	25.0
Total Split (%)	50.0%	25.0%	75.0%	25.0%	25.0%	25%
Yellow Time (s)	5.9	4.4	5.9	5.2	5.2	3.6
All-Red Time (s)	1.5	1.0	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.4	5.4	7.4		6.2	
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	42.6	19.6	67.6		18.8	
Actuated g/C Ratio	0.43	0.20	0.68		0.19	
v/c Ratio	1.09	1.01	0.77		0.56	
Control Delay	81.3	92.2	13.6		11.6	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	81.3	92.2	13.6		11.6	
LOS	F	F	B		B	
Approach Delay	81.3		26.2		11.6	
Approach LOS	F		C		B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 47.2	Intersection LOS: D
Intersection Capacity Utilization 99.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 8: Wasson Canyon Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1579	91	357	1870	0	33	0	254	0	0	0
Future Volume (veh/h)	0	1579	91	357	1870	0	33	0	254	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	1579	91	357	1870	0	33	0	254	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	1455	83	349	2402	0	64	13	285	0	381	0
Arrive On Green	0.00	0.42	0.42	0.19	0.67	0.00	0.20	0.00	0.20	0.00	0.00	0.00
Sat Flow, veh/h	0	3565	199	1810	3705	0	120	64	1421	0	1900	0
Grp Volume(v), veh/h	0	817	853	357	1870	0	287	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1805	1864	1810	1805	0	1606	0	0	0	1900	0
Q Serve(g_s), s	0.0	42.6	42.6	19.6	36.5	0.0	10.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	42.6	42.6	19.6	36.5	0.0	17.6	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.11	1.00		0.00	0.11		0.89	0.00		0.00
Lane Grp Cap(c), veh/h	0	757	782	349	2402	0	362	0	0	0	381	0
V/C Ratio(X)	0.00	1.08	1.09	1.02	0.78	0.00	0.79	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	757	782	349	2402	0	362	0	0	0	381	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	29.5	29.5	41.0	11.8	0.0	39.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	56.5	59.7	54.1	1.7	0.0	16.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	28.0	29.6	13.4	11.1	0.0	8.5	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	86.0	89.2	95.1	13.5	0.0	55.7	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	F	F	F	B	A	E	A	A	A	A	A
Approach Vol, veh/h		1670			2227			287			0	
Approach Delay, s/veh		87.7			26.6			55.7			0.0	
Approach LOS		F			C			E				

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	25.0	50.0		26.6		75.0		26.6				
Change Period (Y+Rc), s	5.4	7.4		* 6.2		7.4		6.2				
Max Green Setting (Gmax), s	19.6	42.6		* 20		67.6		18.8				
Max Q Clear Time (g_c+I1), s	21.6	44.6		0.0		38.5		19.6				
Green Ext Time (p_c), s	0.0	0.0		0.0		16.5		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		53.0	
HCM 6th LOS		D	

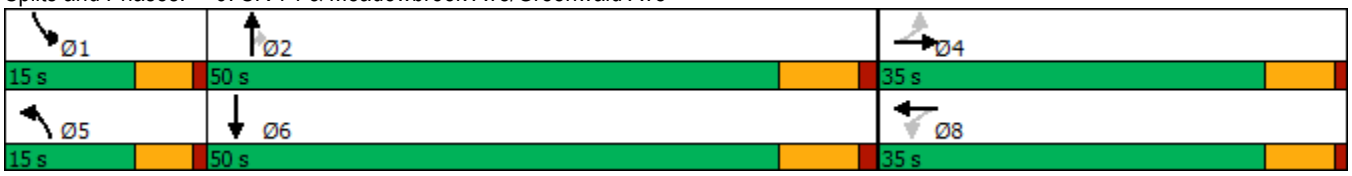
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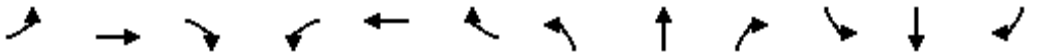
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	81	16	471	14	20	1654	162	83	1792
Future Volume (vph)	81	16	471	14	20	1654	162	83	1792
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.2	11.2	11.2	11.2	9.4	13.4	13.4	9.4	13.4
Total Split (s)	35.0	35.0	35.0	35.0	15.0	50.0	50.0	15.0	50.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	15.0%	50.0%	50.0%	15.0%	50.0%
Yellow Time (s)	5.2	5.2	5.2	5.2	4.4	5.9	5.9	4.4	5.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	5.4	7.4	7.4	5.4	7.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	28.9	28.9	28.9	28.9	5.7	42.8	42.8	8.0	49.1
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.06	0.44	0.44	0.08	0.51
v/c Ratio	0.27	0.12	1.16	0.37	0.19	1.03	0.20	0.56	0.99
Control Delay	30.5	11.7	128.3	7.7	48.4	59.9	3.6	57.8	44.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.5	11.7	128.3	7.7	48.4	59.9	3.6	57.8	44.1
LOS	C	B	F	A	D	E	A	E	D
Approach Delay		22.3		88.3		54.8			44.7
Approach LOS		C		F		D			D

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 96.4	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.16	
Intersection Signal Delay: 54.7	Intersection LOS: D
Intersection Capacity Utilization 105.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 9: SR-74 & Meadowbrook Ave/Greenwald Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	16	47	471	14	220	20	1654	162	83	1792	28
Future Volume (veh/h)	81	16	47	471	14	220	20	1654	162	83	1792	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	81	16	47	471	14	220	20	1654	162	83	1792	28
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	287	128	375	446	29	458	31	1601	714	107	1765	28
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.02	0.44	0.44	0.06	0.49	0.49
Sat Flow, veh/h	1165	425	1250	1360	97	1528	1810	3610	1610	1810	3638	57
Grp Volume(v), veh/h	81	0	63	471	0	234	20	1654	162	83	887	933
Grp Sat Flow(s),veh/h/ln	1165	0	1675	1360	0	1625	1810	1805	1610	1810	1805	1890
Q Serve(g_s), s	5.9	0.0	2.6	26.2	0.0	11.3	1.1	42.6	6.0	4.3	46.6	46.6
Cycle Q Clear(g_c), s	17.2	0.0	2.6	28.8	0.0	11.3	1.1	42.6	6.0	4.3	46.6	46.6
Prop In Lane	1.00		0.75	1.00		0.94	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	287	0	502	446	0	487	31	1601	714	107	876	917
V/C Ratio(X)	0.28	0.00	0.13	1.06	0.00	0.48	0.64	1.03	0.23	0.78	1.01	1.02
Avail Cap(c_a), veh/h	287	0	502	446	0	487	181	1601	714	181	876	917
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	0.0	24.5	37.2	0.0	27.5	46.9	26.7	16.5	44.6	24.7	24.7
Incr Delay (d2), s/veh	0.4	0.0	0.1	58.6	0.0	0.5	7.9	31.5	0.7	4.5	33.7	34.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.0	17.8	0.0	4.4	0.5	22.6	2.1	2.0	24.7	26.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	0.0	24.6	95.7	0.0	28.1	54.8	58.3	17.3	49.1	58.4	58.8
LnGrp LOS	C	A	C	F	A	C	D	F	B	D	F	F
Approach Vol, veh/h		144			705			1836			1903	
Approach Delay, s/veh		30.4			73.3			54.6			58.2	
Approach LOS		C			E			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	50.0		35.0	7.1	54.0		35.0				
Change Period (Y+Rc), s	5.4	7.4		6.2	5.4	7.4		6.2				
Max Green Setting (Gmax), s	9.6	42.6		28.8	9.6	42.6		28.8				
Max Q Clear Time (g_c+I1), s	6.3	44.6		19.2	3.1	48.6		30.8				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		58.2	
HCM 6th LOS		E	

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	57	1931	7	20	1907
Future Vol, veh/h	15	57	1931	7	20	1907
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	230	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	57	1931	7	20	1907

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2929	969	0	0	1938	0
Stage 1	1935	-	-	-	-	-
Stage 2	994	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 12	257	-	-	307	-
Stage 1	101	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 11	257	-	-	307	-
Mov Cap-2 Maneuver	73	-	-	-	-	-
Stage 1	101	-	-	-	-	-
Stage 2	302	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	41.2	0	0.2
HCM LOS	E		

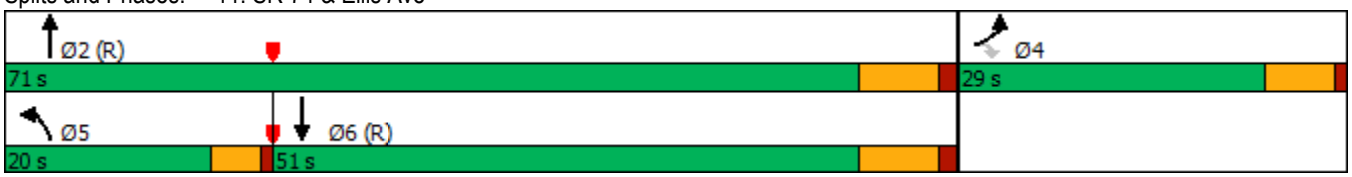
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	169	307	-
HCM Lane V/C Ratio	-	-	0.426	0.065	-
HCM Control Delay (s)	-	-	41.2	17.5	-
HCM Lane LOS	-	-	E	C	-
HCM 95th %tile Q(veh)	-	-	1.9	0.2	-

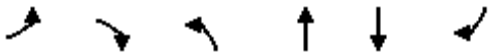
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	423	95	76	1169	1123
Future Volume (vph)	423	95	76	1169	1123
Turn Type	Prot	Perm	Prot	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	4.0	6.0	6.0
Minimum Split (s)	11.2	11.2	8.6	13.4	13.4
Total Split (s)	29.0	29.0	20.0	71.0	51.0
Total Split (%)	29.0%	29.0%	20.0%	71.0%	51.0%
Yellow Time (s)	5.2	5.2	3.6	5.9	5.9
All-Red Time (s)	1.0	1.0	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	4.6	7.4	7.4
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	22.8	22.8	8.6	63.6	52.3
Actuated g/C Ratio	0.23	0.23	0.09	0.64	0.52
v/c Ratio	1.03	0.24	0.49	0.51	0.78
Control Delay	91.4	21.1	53.6	10.8	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	91.4	21.1	53.6	10.8	23.4
LOS	F	C	D	B	C
Approach Delay	78.5			13.4	23.4
Approach LOS	E			B	C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 28.4	Intersection LOS: C
Intersection Capacity Utilization 83.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 11: SR-74 & Ellis Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	423	95	76	1169	1123	312
Future Volume (veh/h)	423	95	76	1169	1123	312
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	423	95	76	1169	1123	312
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	413	367	98	2296	1498	412
Arrive On Green	0.23	0.23	0.05	0.64	0.54	0.54
Sat Flow, veh/h	1810	1610	1810	3705	2893	769
Grp Volume(v), veh/h	423	95	76	1169	720	715
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1762
Q Serve(g_s), s	22.8	4.8	4.1	17.4	30.8	31.7
Cycle Q Clear(g_c), s	22.8	4.8	4.1	17.4	30.8	31.7
Prop In Lane	1.00	1.00	1.00			0.44
Lane Grp Cap(c), veh/h	413	367	98	2296	967	944
V/C Ratio(X)	1.03	0.26	0.77	0.51	0.75	0.76
Avail Cap(c_a), veh/h	413	367	279	2296	967	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.09	0.09
Uniform Delay (d), s/veh	38.6	31.7	46.7	9.8	17.9	18.1
Incr Delay (d2), s/veh	50.9	0.3	4.8	0.8	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.7	4.7	1.9	5.5	10.8	10.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	89.5	31.9	51.4	10.6	18.4	18.7
LnGrp LOS	F	C	D	B	B	B
Approach Vol, veh/h	518			1245	1435	
Approach Delay, s/veh	79.0			13.1	18.6	
Approach LOS	E			B	B	

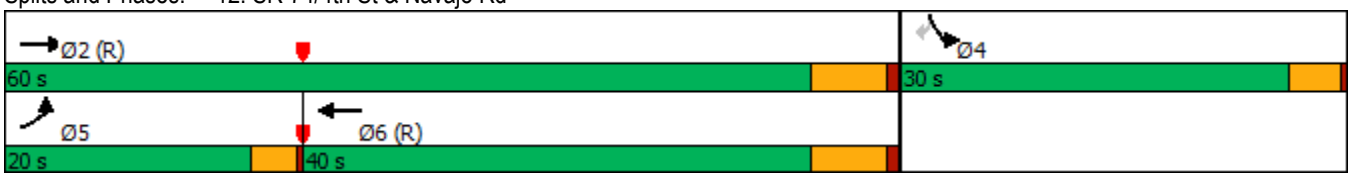
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		71.0		29.0	10.0	61.0
Change Period (Y+Rc), s		7.4		6.2	4.6	7.4
Max Green Setting (Gmax), s		63.6		22.8	15.4	43.6
Max Q Clear Time (g_c+I1), s		19.4		24.8	6.1	33.7
Green Ext Time (p_c), s		9.2		0.0	0.0	5.8

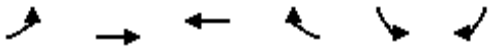
Intersection Summary		
HCM 6th Ctrl Delay		26.2
HCM 6th LOS		C

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	73	1218	1428	596	106
Future Volume (vph)	73	1218	1428	596	106
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	11.0	11.0	9.0	9.0
Total Split (s)	20.0	60.0	40.0	30.0	30.0
Total Split (%)	22.2%	66.7%	44.4%	33.3%	33.3%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	0.5	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	4.0	4.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	Max	Max
Act Effct Green (s)	8.1	54.0	44.1	26.0	26.0
Actuated g/C Ratio	0.09	0.60	0.49	0.29	0.29
v/c Ratio	0.45	0.56	1.08	0.59	0.20
Control Delay	47.0	12.1	69.6	30.3	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	47.0	12.1	69.6	30.3	6.1
LOS	D	B	E	C	A
Approach Delay		14.1	69.6	26.6	
Approach LOS		B	E	C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 43.2	Intersection LOS: D
Intersection Capacity Utilization 86.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 12: SR-74/4th St & Navajo Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	73	1218	1428	435	596	106
Future Volume (veh/h)	73	1218	1428	435	596	106
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	73	1218	1428	435	596	106
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	112	2166	1375	401	1014	465
Arrive On Green	0.06	0.60	0.50	0.50	0.29	0.29
Sat Flow, veh/h	1810	3705	2851	804	3510	1610
Grp Volume(v), veh/h	73	1218	914	949	596	106
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1755	1755	1610
Q Serve(g_s), s	3.5	18.3	44.9	44.9	13.1	4.5
Cycle Q Clear(g_c), s	3.5	18.3	44.9	44.9	13.1	4.5
Prop In Lane	1.00			0.46	1.00	1.00
Lane Grp Cap(c), veh/h	112	2166	901	876	1014	465
V/C Ratio(X)	0.65	0.56	1.01	1.08	0.59	0.23
Avail Cap(c_a), veh/h	332	2166	901	876	1014	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	41.2	10.9	22.5	22.5	27.4	24.4
Incr Delay (d2), s/veh	1.7	0.8	13.0	40.0	2.5	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	6.1	19.3	25.4	5.6	4.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.9	11.6	35.5	62.5	29.9	25.5
LnGrp LOS	D	B	F	F	C	C
Approach Vol, veh/h		1291	1863		702	
Approach Delay, s/veh		13.4	49.3		29.2	
Approach LOS		B	D		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.0		30.0	9.1	50.9
Change Period (Y+Rc), s		6.0		4.0	3.5	6.0
Max Green Setting (Gmax), s		54.0		26.0	16.5	34.0
Max Q Clear Time (g_c+I1), s		20.3		15.1	5.5	46.9
Green Ext Time (p_c), s		8.0		2.0	0.0	0.0

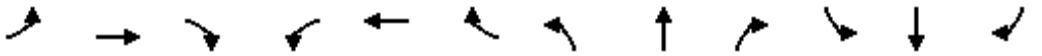
Intersection Summary	
HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	402	1377	86	1199	147	427	203	232
Future Volume (vph)	402	1377	86	1199	147	427	203	232
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	10.0	9.5	10.0	9.5	10.0	9.5	10.0
Total Split (s)	20.0	40.0	20.0	40.0	20.0	25.0	20.0	25.0
Total Split (%)	19.0%	38.1%	19.0%	38.1%	19.0%	23.8%	19.0%	23.8%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	15.5	42.6	9.9	35.0	12.9	20.6	14.9	22.6
Actuated g/C Ratio	0.15	0.41	0.09	0.33	0.12	0.20	0.14	0.22
v/c Ratio	1.68	1.10	0.56	1.20	0.74	0.79	0.89	0.80
Control Delay	354.7	89.7	58.6	131.6	66.1	49.3	81.0	28.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	354.7	89.7	58.6	131.6	66.1	49.3	81.0	28.9
LOS	F	F	E	F	E	D	F	C
Approach Delay		147.4		127.1		53.1		40.6
Approach LOS		F		F		D		D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 14 (13%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.68	
Intersection Signal Delay: 108.6	Intersection LOS: F
Intersection Capacity Utilization 114.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 13: A St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	402	1377	67	86	1199	91	147	427	74	203	232	467
Future Volume (veh/h)	402	1377	67	86	1199	91	147	427	74	203	232	467
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	402	1377	67	86	1199	91	147	427	74	203	232	467
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	240	1330	65	107	1038	79	174	527	91	230	365	318
Arrive On Green	0.15	0.42	0.42	0.07	0.34	0.34	0.11	0.19	0.19	0.14	0.22	0.22
Sat Flow, veh/h	1629	3153	153	1629	3056	232	1629	2765	476	1629	1625	1414
Grp Volume(v), veh/h	402	708	736	86	636	654	147	250	251	203	232	467
Grp Sat Flow(s),veh/h/ln	1629	1625	1682	1629	1625	1663	1629	1625	1616	1629	1625	1414
Q Serve(g_s), s	15.5	44.3	44.3	5.5	35.7	35.7	9.3	15.4	15.7	12.8	13.6	23.6
Cycle Q Clear(g_c), s	15.5	44.3	44.3	5.5	35.7	35.7	9.3	15.4	15.7	12.8	13.6	23.6
Prop In Lane	1.00		0.09	1.00		0.14	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	240	685	709	107	552	565	174	309	308	230	365	318
V/C Ratio(X)	1.67	1.03	1.04	0.80	1.15	1.16	0.84	0.81	0.82	0.88	0.64	1.47
Avail Cap(c_a), veh/h	240	685	709	240	552	565	240	309	308	240	365	318
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.21	0.21	0.21	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	30.4	30.4	48.4	34.7	34.7	46.0	40.6	40.7	44.2	36.8	40.7
Incr Delay (d2), s/veh	316.7	39.8	40.4	1.1	73.7	75.0	13.5	19.7	20.8	27.6	8.2	227.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.2	23.3	24.3	2.2	24.8	25.6	4.4	7.8	7.9	6.9	6.2	28.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	361.5	70.1	70.8	49.5	108.3	109.7	59.5	60.4	61.6	71.9	45.0	268.1
LnGrp LOS	F	F	F	D	F	F	E	E	E	E	D	F
Approach Vol, veh/h		1846			1376			648			902	
Approach Delay, s/veh		133.8			105.3			60.6			166.6	
Approach LOS		F			F			E			F	

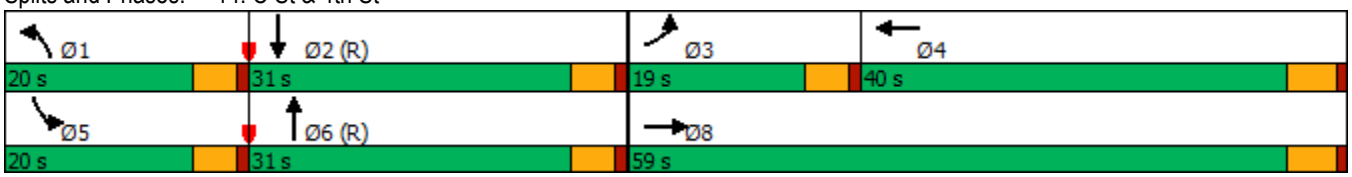
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	49.3	15.7	28.6	20.0	40.7	19.3	25.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	15.5	35.0	15.5	20.0	15.5	35.0	15.5	20.0
Max Q Clear Time (g_c+I1), s	7.5	46.3	11.3	25.6	17.5	37.7	14.8	17.7
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.5

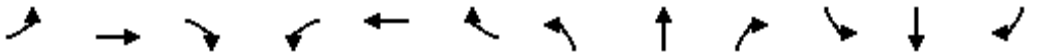
Intersection Summary	
HCM 6th Ctrl Delay	121.9
HCM 6th LOS	F

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	374	1293	1030	25	207	51	51
Future Volume (vph)	374	1293	1030	25	207	51	51
Turn Type	Prot	NA	NA	Prot	NA	Prot	NA
Protected Phases	3	8	4	1	6	5	2
Permitted Phases							
Detector Phase	3	8	4	1	6	5	2
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	10.1	9.6	9.6	9.6	9.6
Total Split (s)	19.0	59.0	40.0	20.0	31.0	20.0	31.0
Total Split (%)	17.3%	53.6%	36.4%	18.2%	28.2%	18.2%	28.2%
Yellow Time (s)	3.6	4.1	4.1	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	4.6	4.6	4.6	4.6
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	14.4	53.7	34.7	6.2	36.3	7.6	39.7
Actuated g/C Ratio	0.13	0.49	0.32	0.06	0.33	0.07	0.36
v/c Ratio	1.58	0.74	0.96	0.25	0.44	0.41	0.56
Control Delay	315.4	25.7	23.9	55.1	31.6	58.1	11.0
Queue Delay	0.0	1.5	2.8	0.0	0.0	0.0	0.0
Total Delay	315.4	27.2	26.8	55.1	31.6	58.1	11.0
LOS	F	C	C	E	C	E	B
Approach Delay		91.5	26.8		33.6		15.8
Approach LOS		F	C		C		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.58	
Intersection Signal Delay: 56.4	Intersection LOS: E
Intersection Capacity Utilization 98.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 14: C St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	374	1293	9	0	1030	59	25	207	62	51	51	392
Future Volume (veh/h)	374	1293	9	0	1030	59	25	207	62	51	51	392
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	374	1293	9	0	1030	59	25	207	62	51	51	392
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	237	1769	12	0	1068	61	44	494	148	66	68	526
Arrive On Green	0.13	0.48	0.48	0.00	0.62	0.62	0.02	0.35	0.35	0.04	0.36	0.36
Sat Flow, veh/h	1810	3675	26	0	3558	198	1810	1404	420	1810	188	1443
Grp Volume(v), veh/h	374	635	667	0	537	552	25	0	269	51	0	443
Grp Sat Flow(s),veh/h/ln	1810	1805	1895	0	1805	1856	1810	0	1824	1810	0	1630
Q Serve(g_s), s	14.4	31.0	31.0	0.0	30.9	30.9	1.5	0.0	12.3	3.1	0.0	26.1
Cycle Q Clear(g_c), s	14.4	31.0	31.0	0.0	30.9	30.9	1.5	0.0	12.3	3.1	0.0	26.1
Prop In Lane	1.00		0.01	0.00		0.11	1.00		0.23	1.00		0.88
Lane Grp Cap(c), veh/h	237	869	912	0	557	573	44	0	642	66	0	594
V/C Ratio(X)	1.58	0.73	0.73	0.00	0.96	0.96	0.57	0.00	0.42	0.77	0.00	0.75
Avail Cap(c_a), veh/h	237	884	929	0	573	589	253	0	642	253	0	594
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.00	0.32	0.32	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.8	22.8	22.8	0.0	20.5	20.5	53.1	0.0	27.1	52.5	0.0	30.5
Incr Delay (d2), s/veh	262.3	0.2	0.2	0.0	13.4	13.2	4.2	0.0	2.0	6.8	0.0	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.7	12.5	13.2	0.0	9.3	9.6	0.7	0.0	5.8	1.5	0.0	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	310.1	23.1	23.1	0.0	33.9	33.7	57.3	0.0	29.1	59.4	0.0	38.8
LnGrp LOS	F	C	C	A	C	C	E	A	C	E	A	D
Approach Vol, veh/h		1676			1089			294			494	
Approach Delay, s/veh		87.1			33.8			31.5			40.9	
Approach LOS		F			C			C			D	

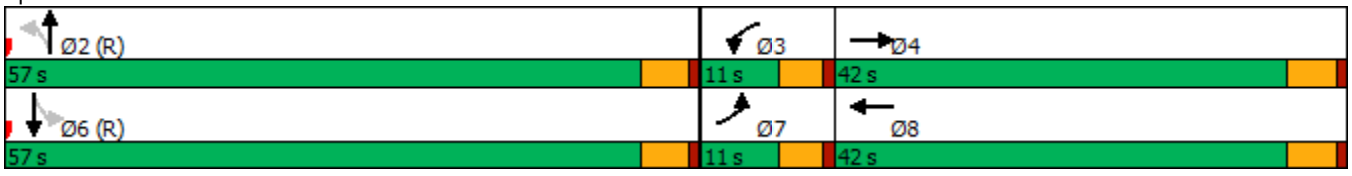
Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	7.3	44.7	19.0	39.0	8.6	43.3		58.0
Change Period (Y+Rc), s	4.6	4.6	4.6	5.1	4.6	4.6		5.1
Max Green Setting (Gmax), s	15.4	26.4	14.4	34.9	15.4	26.4		53.9
Max Q Clear Time (g_c+I1), s	3.5	28.1	16.4	32.9	5.1	14.3		33.0
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0	0.0	0.9		5.8

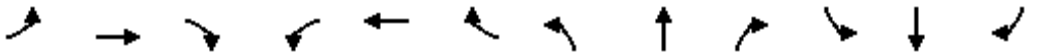
Intersection Summary	
HCM 6th Ctrl Delay	59.7
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	150	1223	101	979	26	175	73	77
Future Volume (vph)	150	1223	101	979	26	175	73	77
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	9.6	10.1	10.0	10.0	10.0	10.0
Total Split (s)	11.0	42.0	11.0	42.0	57.0	57.0	57.0	57.0
Total Split (%)	10.0%	38.2%	10.0%	38.2%	51.8%	51.8%	51.8%	51.8%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	6.4	36.9	6.4	36.9	52.0	52.0	52.0	52.0
Actuated g/C Ratio	0.06	0.34	0.06	0.34	0.47	0.47	0.47	0.47
v/c Ratio	1.43	1.04	0.96	0.92	0.04	0.41	0.18	0.19
Control Delay	276.6	53.4	131.0	47.6	16.0	17.0	18.3	10.2
Queue Delay	0.0	10.4	0.0	5.4	0.0	0.0	0.0	0.0
Total Delay	276.6	63.8	131.0	53.0	16.0	17.0	18.3	10.2
LOS	F	E	F	D	B	B	B	B
Approach Delay		86.5		59.6		17.0		12.7
Approach LOS		F		E		B		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 84 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.43	
Intersection Signal Delay: 62.9	Intersection LOS: E
Intersection Capacity Utilization 81.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 15: D St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	1223	33	101	979	116	26	175	177	73	77	83
Future Volume (veh/h)	150	1223	33	101	979	116	26	175	177	73	77	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	0.99		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	150	1223	33	101	979	116	26	175	177	73	77	83
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	1204	32	105	1086	129	585	405	410	417	394	424
Arrive On Green	0.06	0.34	0.34	0.06	0.34	0.34	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1810	3590	97	1810	3236	383	1239	857	867	1042	833	898
Grp Volume(v), veh/h	150	615	641	101	546	549	26	0	352	73	0	160
Grp Sat Flow(s),veh/h/ln	1810	1805	1882	1810	1805	1815	1239	0	1724	1042	0	1731
Q Serve(g_s), s	6.4	36.9	36.9	6.1	31.7	31.7	1.4	0.0	14.9	5.5	0.0	5.9
Cycle Q Clear(g_c), s	6.4	36.9	36.9	6.1	31.7	31.7	7.3	0.0	14.9	20.4	0.0	5.9
Prop In Lane	1.00		0.05	1.00		0.21	1.00		0.50	1.00		0.52
Lane Grp Cap(c), veh/h	105	605	631	105	605	609	585	0	815	417	0	818
V/C Ratio(X)	1.42	1.02	1.02	0.96	0.90	0.90	0.04	0.00	0.43	0.18	0.00	0.20
Avail Cap(c_a), veh/h	105	605	631	105	605	609	585	0	815	417	0	818
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	0.49	0.49	0.49	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.8	36.5	36.6	51.7	34.8	34.8	19.0	0.0	19.2	26.0	0.0	16.8
Incr Delay (d2), s/veh	221.3	32.4	32.0	49.4	9.1	9.1	0.1	0.0	1.7	0.9	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	21.3	22.1	4.2	15.0	15.1	0.4	0.0	6.2	1.5	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	273.1	68.9	68.5	101.1	43.9	43.9	19.1	0.0	20.9	26.9	0.0	17.4
LnGrp LOS	F	F	F	F	D	D	B	A	C	C	A	B
Approach Vol, veh/h		1406			1196			378			233	
Approach Delay, s/veh		90.5			48.7			20.8			20.4	
Approach LOS		F			D			C			C	

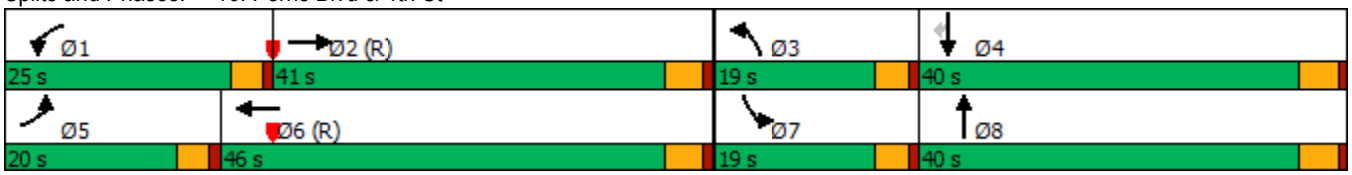
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		57.0	11.0	42.0		57.0	11.0	42.0				
Change Period (Y+Rc), s		5.0	4.6	5.1		5.0	4.6	5.1				
Max Green Setting (Gmax), s		52.0	6.4	36.9		52.0	6.4	36.9				
Max Q Clear Time (g_c+I1), s		16.9	8.1	38.9		22.4	8.4	33.7				
Green Ext Time (p_c), s		1.6	0.0	0.0		0.8	0.0	1.5				

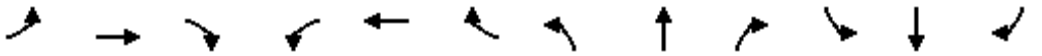
Intersection Summary												
HCM 6th Ctrl Delay			61.7									
HCM 6th LOS			E									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	344	997	123	782	237	904	79	703	312
Future Volume (vph)	344	997	123	782	237	904	79	703	312
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.6	9.0	9.6	9.0	9.6	9.0	9.6	9.6
Total Split (s)	20.0	41.0	25.0	46.0	19.0	40.0	19.0	40.0	40.0
Total Split (%)	16.0%	32.8%	20.0%	36.8%	15.2%	32.0%	15.2%	32.0%	32.0%
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	16.0	43.6	13.8	41.4	15.0	42.0	10.4	35.4	35.4
Actuated g/C Ratio	0.13	0.35	0.11	0.33	0.12	0.34	0.08	0.28	0.28
v/c Ratio	1.66	1.04	0.69	0.78	1.22	1.01	0.59	1.45	0.57
Control Delay	352.4	77.1	72.1	43.4	182.7	70.3	71.8	249.0	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	352.4	77.1	72.1	43.4	182.7	70.3	71.8	249.0	18.4
LOS	F	E	E	D	F	E	E	F	B
Approach Delay		140.2		47.1		90.5		170.4	
Approach LOS		F		D		F		F	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 30 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.66	
Intersection Signal Delay: 115.3	Intersection LOS: F
Intersection Capacity Utilization 116.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 16: Perris Blvd & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	344	997	159	123	782	47	237	904	176	79	703	312
Future Volume (veh/h)	344	997	159	123	782	47	237	904	176	79	703	312
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	344	997	159	123	782	47	237	904	176	79	703	312
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	208	1035	165	146	1030	62	195	930	181	98	484	404
Arrive On Green	0.13	0.37	0.37	0.09	0.33	0.33	0.12	0.34	0.34	0.06	0.28	0.28
Sat Flow, veh/h	1629	2803	447	1629	3111	187	1629	2711	528	1629	1710	1428
Grp Volume(v), veh/h	344	577	579	123	408	421	237	541	539	79	703	312
Grp Sat Flow(s),veh/h/ln	1629	1625	1625	1629	1625	1673	1629	1625	1614	1629	1710	1428
Q Serve(g_s), s	16.0	43.5	43.6	9.3	28.1	28.1	15.0	41.1	41.1	6.0	35.4	25.1
Cycle Q Clear(g_c), s	16.0	43.5	43.6	9.3	28.1	28.1	15.0	41.1	41.1	6.0	35.4	25.1
Prop In Lane	1.00		0.27	1.00		0.11	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	208	600	600	146	538	554	195	557	554	98	484	404
V/C Ratio(X)	1.65	0.96	0.96	0.84	0.76	0.76	1.21	0.97	0.97	0.81	1.45	0.77
Avail Cap(c_a), veh/h	208	600	600	274	538	554	195	557	554	195	484	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.11	0.11	0.11	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	38.6	38.6	56.0	37.3	37.3	55.0	40.5	40.5	58.0	44.8	41.1
Incr Delay (d2), s/veh	295.0	6.2	6.3	3.3	6.6	6.4	133.4	31.7	32.0	5.8	214.6	13.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.6	17.9	17.9	3.9	11.9	12.3	13.3	20.9	20.8	2.6	43.6	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	349.5	44.7	44.9	59.3	43.9	43.7	188.4	72.2	72.4	63.8	259.4	54.4
LnGrp LOS	F	D	D	E	D	D	F	E	E	E	F	D
Approach Vol, veh/h		1500			952			1317			1094	
Approach Delay, s/veh		114.7			45.8			93.2			186.8	
Approach LOS		F			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	50.8	19.0	40.0	20.0	46.0	11.5	47.5
Change Period (Y+Rc), s	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6
Max Green Setting (Gmax), s	21.0	36.4	15.0	35.4	16.0	41.4	15.0	35.4
Max Q Clear Time (g_c+I1), s	11.3	45.6	17.0	37.4	18.0	30.1	8.0	43.1
Green Ext Time (p_c), s	0.1	0.0	0.0	0.0	0.0	2.6	0.0	0.0

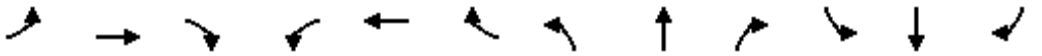
Intersection Summary	
HCM 6th Ctrl Delay	111.6
HCM 6th LOS	F

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	112	960	143	862	26	178	121	136
Future Volume (vph)	112	960	143	862	26	178	121	136
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	10.5	10.5	10.5	10.5
Total Split (s)	20.0	35.0	20.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	22.2%	38.9%	22.2%	38.9%	38.9%	38.9%	38.9%	38.9%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	10.9	32.4	12.1	35.9	29.5	29.5	29.5	29.5
Actuated g/C Ratio	0.12	0.36	0.13	0.40	0.33	0.33	0.33	0.33
v/c Ratio	0.51	0.84	0.59	0.71	0.07	0.46	0.41	0.27
Control Delay	44.8	34.1	41.5	19.0	21.5	23.9	28.7	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.8	34.1	41.5	19.0	21.5	23.9	28.7	22.0
LOS	D	C	D	B	C	C	C	C
Approach Delay		35.1		21.8		23.7		24.8
Approach LOS		D		C		C		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 32 (36%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 27.7	Intersection LOS: C
Intersection Capacity Utilization 78.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 17: G St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	960	116	143	862	139	26	178	102	121	136	30
Future Volume (veh/h)	112	960	116	143	862	139	26	178	102	121	136	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	112	960	116	143	862	139	26	178	102	121	136	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	144	1282	155	179	1286	207	403	371	213	305	494	109
Arrive On Green	0.08	0.40	0.40	0.10	0.42	0.42	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3240	391	1810	3098	500	1236	1132	649	1114	1506	332
Grp Volume(v), veh/h	112	535	541	143	502	499	26	0	280	121	0	166
Grp Sat Flow(s),veh/h/ln	1810	1805	1827	1810	1805	1792	1236	0	1780	1114	0	1839
Q Serve(g_s), s	5.5	22.9	22.9	7.0	20.3	20.3	1.4	0.0	11.3	8.7	0.0	6.0
Cycle Q Clear(g_c), s	5.5	22.9	22.9	7.0	20.3	20.3	7.4	0.0	11.3	20.0	0.0	6.0
Prop In Lane	1.00		0.21	1.00		0.28	1.00		0.36	1.00		0.18
Lane Grp Cap(c), veh/h	144	714	723	179	749	744	403	0	584	305	0	603
V/C Ratio(X)	0.78	0.75	0.75	0.80	0.67	0.67	0.06	0.00	0.48	0.40	0.00	0.28
Avail Cap(c_a), veh/h	312	714	723	312	749	744	403	0	584	305	0	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.57	0.57	0.57	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.7	23.3	23.3	39.7	21.3	21.3	25.1	0.0	24.1	32.1	0.0	22.4
Incr Delay (d2), s/veh	0.9	0.7	0.7	4.7	2.7	2.8	0.3	0.0	2.8	3.8	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	9.2	9.4	3.3	8.6	8.5	0.5	0.0	5.1	2.7	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	24.0	24.0	44.4	24.1	24.1	25.4	0.0	26.9	35.9	0.0	23.5
LnGrp LOS	D	C	C	D	C	C	C	A	C	D	A	C
Approach Vol, veh/h		1188			1144			306			287	
Approach Delay, s/veh		25.7			26.6			26.8			28.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.4	41.6		35.0	11.6	43.4		35.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	29.0		29.5	15.5	29.0		29.5				
Max Q Clear Time (g_c+I1), s	9.0	24.9		22.0	7.5	22.3		13.3				
Green Ext Time (p_c), s	0.2	2.4		0.8	0.1	3.4		1.7				

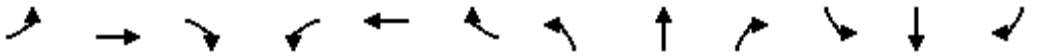
Intersection Summary			
HCM 6th Ctrl Delay		26.5	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	39	1087	14	1103	39	6	98	11
Future Volume (vph)	39	1087	14	1103	39	6	98	11
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	15.5	15.5	10.5	10.5
Total Split (s)	20.0	35.0	20.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	22.2%	38.9%	22.2%	38.9%	38.9%	38.9%	38.9%	38.9%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0		5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.5	46.6	6.3	41.2		29.5		29.5
Actuated g/C Ratio	0.08	0.52	0.07	0.46		0.33		0.33
v/c Ratio	0.26	0.60	0.11	0.76		0.13		0.29
Control Delay	24.4	23.1	40.7	25.4		16.8		22.1
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	24.4	23.1	40.7	25.4		16.8		22.1
LOS	C	C	D	C		B		C
Approach Delay		23.2		25.6		16.8		22.1
Approach LOS		C		C		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 24.1	Intersection LOS: C
Intersection Capacity Utilization 54.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 18: Wilkerson Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1087	34	14	1103	128	39	6	20	98	11	25
Future Volume (veh/h)	39	1087	34	14	1103	128	39	6	20	98	11	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	1087	34	14	1103	128	39	6	20	98	11	25
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	63	1708	53	30	1498	174	353	63	156	417	51	92
Arrive On Green	0.02	0.32	0.32	0.02	0.46	0.46	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3573	112	1810	3258	378	882	192	477	1062	156	279
Grp Volume(v), veh/h	39	549	572	14	610	621	65	0	0	134	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1879	1810	1805	1831	1551	0	0	1498	0	0
Q Serve(g_s), s	1.9	23.4	23.4	0.7	24.8	24.9	0.0	0.0	0.0	3.2	0.0	0.0
Cycle Q Clear(g_c), s	1.9	23.4	23.4	0.7	24.8	24.9	2.3	0.0	0.0	5.5	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.21	0.60		0.31	0.73		0.19
Lane Grp Cap(c), veh/h	63	863	898	30	830	842	572	0	0	560	0	0
V/C Ratio(X)	0.62	0.64	0.64	0.47	0.74	0.74	0.11	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	312	863	898	312	830	842	572	0	0	560	0	0
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.51	0.49	0.49	0.49	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.4	23.9	23.9	43.9	19.8	19.9	21.1	0.0	0.0	22.1	0.0	0.0
Incr Delay (d2), s/veh	5.1	1.8	1.8	5.6	2.9	2.9	0.4	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	10.7	11.2	0.3	10.3	10.4	1.0	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	25.8	25.7	49.5	22.7	22.7	21.5	0.0	0.0	23.1	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	C	A	A	C	A	A
Approach Vol, veh/h		1160			1245			65			134	
Approach Delay, s/veh		26.5			23.0			21.5			23.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	49.0		35.0	7.6	47.4		35.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	29.0		29.5	15.5	29.0		29.5				
Max Q Clear Time (g_c+I1), s	2.7	25.4		7.5	3.9	26.9		4.3				
Green Ext Time (p_c), s	0.0	2.2		0.6	0.0	1.4		0.3				

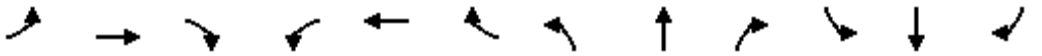
Intersection Summary			
HCM 6th Ctrl Delay		24.5	
HCM 6th LOS		C	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	1162	26	40	3	5	85	1042	12	35	600	1183
Future Volume (vph)	1162	26	40	3	5	85	1042	12	35	600	1183
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	9.5	11.0	9.5	11.0	11.0	9.5	11.0	11.0
Total Split (s)	40.0	55.0	55.0	25.0	40.0	25.0	35.0	35.0	25.0	35.0	35.0
Total Split (%)	28.6%	39.3%	39.3%	17.9%	28.6%	17.9%	25.0%	25.0%	17.9%	25.0%	25.0%
Yellow Time (s)	5.0	5.0	5.0	3.5	5.0	3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	34.0	71.8	71.8	5.9	34.0	11.9	43.3	43.3	8.2	37.6	37.6
Actuated g/C Ratio	0.24	0.51	0.51	0.04	0.24	0.08	0.31	0.31	0.06	0.27	0.27
v/c Ratio	1.37	0.03	0.05	0.04	0.04	0.56	0.93	0.02	0.34	0.62	0.84
Control Delay	212.8	18.5	0.1	65.3	16.8	74.5	62.3	0.1	71.1	48.9	18.9
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	213.0	18.5	0.1	65.3	16.8	74.5	62.3	0.1	71.1	48.9	18.9
LOS	F	B	A	E	B	E	E	A	E	D	B
Approach Delay		201.9			21.1		62.5			29.8	
Approach LOS		F			C		E			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 22.5 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.37	
Intersection Signal Delay: 88.7	Intersection LOS: F
Intersection Capacity Utilization 86.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 19: Redlands Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1162	26	40	3	5	26	85	1042	12	35	600	1183
Future Volume (veh/h)	1162	26	40	3	5	26	85	1042	12	35	600	1183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1162	26	40	3	5	26	85	1042	12	35	600	1183
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	853	1101	933	7	596	531	107	866	386	48	748	587
Arrive On Green	0.24	0.58	0.58	0.00	0.33	0.33	0.06	0.24	0.24	0.03	0.21	0.21
Sat Flow, veh/h	3510	1900	1610	1810	1805	1608	1810	3610	1608	1810	3610	2834
Grp Volume(v), veh/h	1162	26	40	3	5	26	85	1042	12	35	600	1183
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1608	1810	1805	1608	1810	1805	1417
Q Serve(g_s), s	34.0	0.8	1.5	0.2	0.3	1.5	6.5	33.6	0.8	2.7	22.1	29.0
Cycle Q Clear(g_c), s	34.0	0.8	1.5	0.2	0.3	1.5	6.5	33.6	0.8	2.7	22.1	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	853	1101	933	7	596	531	107	866	386	48	748	587
V/C Ratio(X)	1.36	0.02	0.04	0.42	0.01	0.05	0.79	1.20	0.03	0.73	0.80	2.02
Avail Cap(c_a), veh/h	853	1101	933	265	596	531	265	866	386	265	748	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	1.00	1.00	1.00	0.76	0.76	0.76
Uniform Delay (d), s/veh	53.0	12.5	12.7	69.6	31.5	31.9	65.0	53.2	40.7	67.6	52.8	55.5
Incr Delay (d2), s/veh	169.2	0.0	0.1	35.1	0.0	0.2	12.2	102.4	0.1	14.7	6.9	461.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	34.9	0.4	0.6	0.2	0.1	0.6	3.4	27.5	0.3	1.4	10.7	48.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	222.2	12.6	12.8	104.7	31.5	32.1	77.2	155.6	40.9	82.4	59.7	516.9
LnGrp LOS	F	B	B	F	C	C	E	F	D	F	E	F
Approach Vol, veh/h		1228			34			1139			1818	
Approach Delay, s/veh		211.0			38.4			148.6			357.7	
Approach LOS		F			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	87.1	12.8	35.0	40.0	52.2	8.2	39.6
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	6.0	4.5	6.0
Max Green Setting (Gmax), s	20.5	49.0	20.5	29.0	34.0	34.0	20.5	29.0
Max Q Clear Time (g_c+I1), s	2.2	3.5	8.5	31.0	36.0	3.5	4.7	35.6
Green Ext Time (p_c), s	0.0	0.2	0.1	0.0	0.0	0.1	0.0	0.0

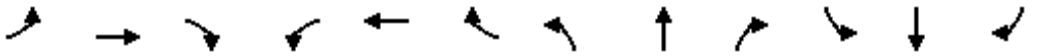
Intersection Summary	
HCM 6th Ctrl Delay	255.9
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	253	0	223	1614	616	535	1595
Future Volume (vph)	253	0	223	1614	616	535	1595
Turn Type	Split	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5	10.5	11.0	11.0	9.5	11.0
Total Split (s)	35.0	35.0	35.0	40.0	40.0	20.0	60.0
Total Split (%)	36.8%	36.8%	36.8%	42.1%	42.1%	21.1%	63.2%
Yellow Time (s)	4.5	4.5	4.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	6.0	6.0	4.5	6.0
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	15.3	15.3	15.3	43.3	43.3	20.4	68.2
Actuated g/C Ratio	0.16	0.16	0.16	0.46	0.46	0.21	0.72
v/c Ratio	0.60	0.49	0.48	0.54	0.38	0.71	0.62
Control Delay	45.0	21.8	20.8	20.7	2.5	45.2	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.9
Total Delay	45.0	21.8	20.8	20.7	2.5	45.2	10.8
LOS	D	C	C	C	A	D	B
Approach Delay		29.5		15.6			19.5
Approach LOS		C		B			B

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 18.7	Intersection LOS: B
Intersection Capacity Utilization 80.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 20: Redlands Ave & I-215 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	0	223	0	0	0	0	1614	616	535	1595	0
Future Volume (veh/h)	253	0	223	0	0	0	0	1614	616	535	1595	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	322	0	149				0	1614	616	535	1595	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	458	0	204				0	3541	1535	573	2716	0
Arrive On Green	0.13	0.00	0.13				0.00	0.54	0.54	0.33	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	6802	2834	3510	3705	0
Grp Volume(v), veh/h	322	0	149				0	1614	616	535	1595	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1417	1755	1805	0
Q Serve(g_s), s	8.1	0.0	8.5				0.0	14.3	12.1	14.0	0.0	0.0
Cycle Q Clear(g_c), s	8.1	0.0	8.5				0.0	14.3	12.1	14.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	458	0	204				0	3541	1535	573	2716	0
V/C Ratio(X)	0.70	0.00	0.73				0.00	0.46	0.40	0.93	0.59	0.00
Avail Cap(c_a), veh/h	1124	0	500				0	3541	1535	573	2716	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.09	0.09	0.79	0.79	0.00
Uniform Delay (d), s/veh	39.8	0.0	39.9				0.0	13.2	12.7	31.5	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	5.0				0.0	0.0	0.1	19.2	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	3.6				0.0	4.8	3.5	6.2	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	0.0	44.9				0.0	13.3	12.8	50.7	0.7	0.0
LnGrp LOS	D	A	D				A	B	B	D	A	A
Approach Vol, veh/h		471						2230			2130	
Approach Delay, s/veh		42.7						13.2			13.3	
Approach LOS		D						B			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	20.0	57.5		17.5		77.5
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	15.5	34.0		29.5		54.0
Max Q Clear Time (g_c+I1), s	16.0	16.3		10.5		2.0
Green Ext Time (p_c), s	0.0	12.9		1.6		19.2

Intersection Summary		
HCM 6th Ctrl Delay		16.1
HCM 6th LOS		B

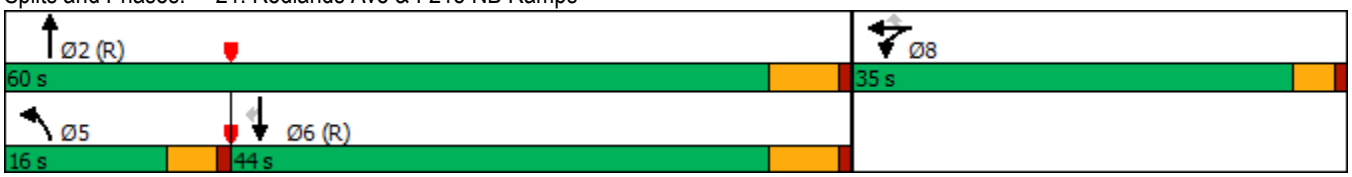
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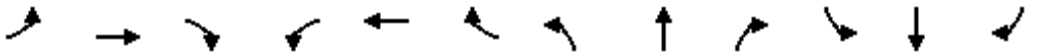
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	555	0	396	390	1477	1575	193
Future Volume (vph)	555	0	396	390	1477	1575	193
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.0	9.0	9.5	11.0	11.0	11.0
Total Split (s)	35.0	35.0	35.0	16.0	60.0	44.0	44.0
Total Split (%)	36.8%	36.8%	36.8%	16.8%	63.2%	46.3%	46.3%
Yellow Time (s)	3.0	3.0	3.0	3.5	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.5	6.0	6.0	6.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	25.7	25.7	25.7	13.5	59.3	41.3	41.3
Actuated g/C Ratio	0.27	0.27	0.27	0.14	0.62	0.43	0.43
v/c Ratio	0.72	0.65	0.62	0.78	0.66	0.55	0.24
Control Delay	39.9	27.8	26.3	70.3	11.3	21.6	3.6
Queue Delay	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	27.9	26.3	70.3	11.3	21.6	3.6
LOS	D	C	C	E	B	C	A
Approach Delay		31.7			23.6	19.6	
Approach LOS		C			C	B	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 23.8	Intersection LOS: C
Intersection Capacity Utilization 78.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 21: Redlands Ave & I-215 NB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	555	0	396	390	1477	0	0	1575	193
Future Volume (veh/h)	0	0	0	555	0	396	390	1477	0	0	1575	193
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				678	0	264	390	1477	0	0	1575	193
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				833	0	371	425	2399	0	0	3243	798
Arrive On Green				0.23	0.00	0.23	0.24	1.00	0.00	0.00	0.50	0.50
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	6802	1608
Grp Volume(v), veh/h				678	0	264	390	1477	0	0	1575	193
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1634	1608
Q Serve(g_s), s				16.9	0.0	14.3	10.3	0.0	0.0	0.0	15.2	6.5
Cycle Q Clear(g_c), s				16.9	0.0	14.3	10.3	0.0	0.0	0.0	15.2	6.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				833	0	371	425	2399	0	0	3243	798
V/C Ratio(X)				0.81	0.00	0.71	0.92	0.62	0.00	0.00	0.49	0.24
Avail Cap(c_a), veh/h				1181	0	525	425	2399	0	0	3243	798
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.82	0.82	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				34.6	0.0	33.7	35.5	0.0	0.0	0.0	15.9	13.7
Incr Delay (d2), s/veh				3.0	0.0	2.6	21.4	1.0	0.0	0.0	0.5	0.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.6	0.0	5.8	5.0	0.3	0.0	0.0	5.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				37.7	0.0	36.3	56.9	1.0	0.0	0.0	16.4	14.4
LnGrp LOS				D	A	D	E	A	A	A	B	B
Approach Vol, veh/h					942			1867			1768	
Approach Delay, s/veh					37.3			12.7			16.2	
Approach LOS					D			B			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	69.1		16.0	53.1		25.9						
Change Period (Y+Rc), s	6.0		4.5	6.0		4.0						
Max Green Setting (Gmax), s	54.0		11.5	38.0		31.0						
Max Q Clear Time (g_c+I1), s	2.0		12.3	17.2		18.9						
Green Ext Time (p_c), s	17.7		0.0	12.4		3.0						

Intersection Summary		
HCM 6th Ctrl Delay	19.1	
HCM 6th LOS	B	

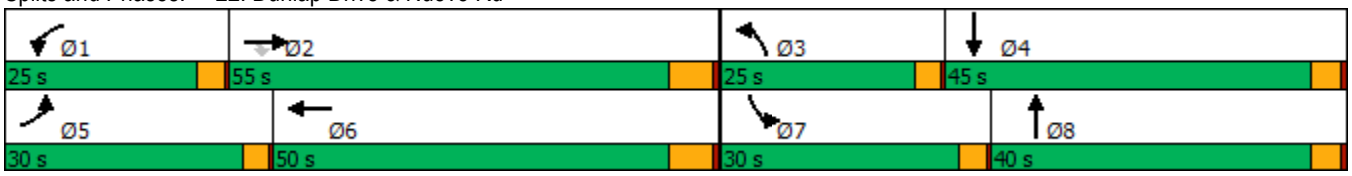
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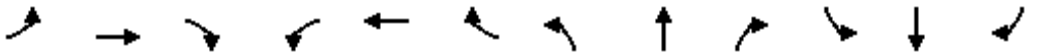
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	75	976	78	287	1252	77	454	132	234
Future Volume (vph)	75	976	78	287	1252	77	454	132	234
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Minimum Split (s)	8.5	12.0	12.0	8.5	12.0	8.5	10.2	8.5	10.2
Total Split (s)	30.0	55.0	55.0	25.0	50.0	25.0	40.0	30.0	45.0
Total Split (%)	20.0%	36.7%	36.7%	16.7%	33.3%	16.7%	26.7%	20.0%	30.0%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	3.2	3.0	3.2
All-Red Time (s)	0.5	1.0	1.0	0.5	1.0	0.5	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	3.5	4.2	3.5	4.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	9.7	49.0	49.0	21.5	60.9	9.8	36.5	14.5	41.1
Actuated g/C Ratio	0.07	0.35	0.35	0.16	0.44	0.07	0.26	0.10	0.30
v/c Ratio	0.60	1.45	0.12	1.02	1.94	0.61	1.40	0.70	0.57
Control Delay	82.1	246.3	5.8	117.5	452.7	82.0	227.7	79.7	45.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.1	246.3	5.8	117.5	452.7	82.0	227.7	79.7	45.2
LOS	F	F	A	F	F	F	F	E	D
Approach Delay		218.8			400.9		212.9		55.4
Approach LOS		F			F		F		E

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 138.7	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.94	
Intersection Signal Delay: 281.2	Intersection LOS: F
Intersection Capacity Utilization 149.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 22: Dunlap Drive & Nuevo Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	976	78	287	1252	319	77	454	224	132	234	79
Future Volume (veh/h)	75	976	78	287	1252	319	77	454	224	132	234	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	976	78	287	1252	319	77	454	224	132	234	79
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	685	581	286	678	173	98	321	158	157	408	138
Arrive On Green	0.05	0.36	0.36	0.16	0.47	0.47	0.05	0.27	0.27	0.09	0.30	0.30
Sat Flow, veh/h	1810	1900	1610	1810	1453	370	1810	1201	592	1810	1358	458
Grp Volume(v), veh/h	75	976	78	287	0	1571	77	0	678	132	0	313
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1823	1810	0	1793	1810	0	1816
Q Serve(g_s), s	5.6	49.0	4.4	21.5	0.0	63.3	5.7	0.0	36.3	9.8	0.0	19.8
Cycle Q Clear(g_c), s	5.6	49.0	4.4	21.5	0.0	63.3	5.7	0.0	36.3	9.8	0.0	19.8
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.33	1.00		0.25
Lane Grp Cap(c), veh/h	95	685	581	286	0	850	98	0	480	157	0	545
V/C Ratio(X)	0.79	1.42	0.13	1.00	0.00	1.85	0.79	0.00	1.41	0.84	0.00	0.57
Avail Cap(c_a), veh/h	353	685	581	286	0	850	286	0	480	353	0	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.6	43.4	29.2	57.2	0.0	36.2	63.5	0.0	49.8	61.1	0.0	40.2
Incr Delay (d2), s/veh	5.3	199.2	0.1	53.7	0.0	385.9	5.2	0.0	198.3	4.5	0.0	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	59.5	1.7	13.7	0.0	116.8	2.7	0.0	42.2	4.6	0.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.9	242.6	29.3	110.8	0.0	422.1	68.7	0.0	248.0	65.6	0.0	44.5
LnGrp LOS	E	F	C	F	A	F	E	A	F	E	A	D
Approach Vol, veh/h		1129			1858			755			445	
Approach Delay, s/veh		216.3			374.0			229.7			50.8	
Approach LOS		F			F			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	55.0	10.8	45.0	10.7	69.3	15.3	40.5
Change Period (Y+Rc), s	3.5	6.0	3.5	* 4.2	3.5	6.0	3.5	* 4.2
Max Green Setting (Gmax), s	21.5	49.0	21.5	* 41	26.5	44.0	26.5	* 36
Max Q Clear Time (g_c+I1), s	23.5	51.0	7.7	21.8	7.6	65.3	11.8	38.3
Green Ext Time (p_c), s	0.0	0.0	0.0	1.6	0.0	0.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	271.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	1162.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	99	725	386	289	890	37	603	577	361	42	528	297
Future Vol, veh/h	99	725	386	289	890	37	603	577	361	42	528	297
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	99	725	386	289	890	37	603	577	361	42	528	297
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	1096.8	1132.1	1480.5	733.9
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	39%	8%	24%	5%
Vol Thru, %	37%	60%	73%	61%
Vol Right, %	23%	32%	3%	34%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1541	1210	1216	867
LT Vol	603	99	289	42
Through Vol	577	725	890	528
RT Vol	361	386	37	297
Lane Flow Rate	1541	1210	1216	867
Geometry Grp	1	1	1	1
Degree of Util (X)	4.082	3.167	3.251	2.264
Departure Headway (Hd)	39.777	50.162	49.323	64.117
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	108	85	97	69
Service Time	37.777	48.162	47.323	62.117
HCM Lane V/C Ratio	14.269	14.235	12.536	12.565
HCM Control Delay	1480.5	1096.8	1132.1	733.9
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	38.5	23.1	24.2	12.6

24: Porter St & Menifee Rd & Central Ave Performance by approach

Approach	EB	WB	NB	SB	NE	All
Denied Delay (hr)	0.0	0.0	31.1	0.0	0.0	31.1
Denied Del/Veh (s)	0.1	0.3	223.2	0.0	0.2	85.5
Total Delay (hr)	0.1	0.6	75.2	2.4	0.3	78.6
Total Del/Veh (s)	8.6	12.0	560.8	17.0	10.3	216.5
Stop Delay (hr)	0.1	0.4	77.4	0.8	0.2	78.9
Stop Del/Veh (s)	7.2	8.9	576.5	5.5	8.5	217.3

Intersection	
Intersection Delay, s/veh	265.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	423	20	302	26	34	5	360	925	15	6	736	351
Future Vol, veh/h	423	20	302	26	34	5	360	925	15	6	736	351
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	423	20	302	26	34	5	360	925	15	6	736	351
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	96	16	357.7	286.8
HCM LOS	F	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	44%	0%	95%	0%	40%	1%	0%
Vol Thru, %	56%	97%	5%	0%	52%	99%	0%
Vol Right, %	0%	3%	0%	100%	8%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	823	478	443	302	65	742	351
LT Vol	360	0	423	0	26	6	0
Through Vol	463	463	20	0	34	736	0
RT Vol	0	15	0	302	5	0	351
Lane Flow Rate	822	478	443	302	65	742	351
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	2.027	1.145	1.159	0.691	0.184	1.821	0.793
Departure Headway (Hd)	10.016	9.765	12.117	10.898	10.655	10.164	9.434
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	370	377	306	335	339	364	386
Service Time	7.716	7.465	9.817	8.598	8.655	7.864	7.134
HCM Lane V/C Ratio	2.222	1.268	1.448	0.901	0.192	2.038	0.909
HCM Control Delay	493.9	123.2	137.8	34.8	16	403.6	40
HCM Lane LOS	F	F	F	D	C	F	E
HCM 95th-tile Q	51.5	16.4	14.7	4.9	0.7	42.1	6.8

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	70	0	0	6	89	1305	0	2	1116	33
Future Vol, veh/h	5	0	70	0	0	6	89	1305	0	2	1116	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	0	70	0	0	6	89	1305	0	2	1116	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2623	2620	1133	2655	2636	1305	1149	0	0	1305	0	0
Stage 1	1137	1137	-	1483	1483	-	-	-	-	-	-	-
Stage 2	1486	1483	-	1172	1153	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	16	24	249	15	24	198	615	-	-	537	-	-
Stage 1	248	279	-	157	191	-	-	-	-	-	-	-
Stage 2	157	191	-	237	274	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	9	11	249	6	11	198	615	-	-	537	-	-
Mov Cap-2 Maneuver	9	11	-	6	11	-	-	-	-	-	-	-
Stage 1	118	276	-	74	91	-	-	-	-	-	-	-
Stage 2	72	91	-	169	271	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	135.6	23.7	0.8	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	615	-	-	90	198	537	-	-
HCM Lane V/C Ratio	0.145	-	-	0.833	0.03	0.004	-	-
HCM Control Delay (s)	11.8	0	-	135.6	23.7	11.7	0	-
HCM Lane LOS	B	A	-	F	C	B	A	-
HCM 95th %tile Q(veh)	0.5	-	-	4.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	56	43	18	161	372	59	947	41	170	1086	65
Future Vol, veh/h	9	56	43	18	161	372	59	947	41	170	1086	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	56	43	18	161	372	59	947	41	170	1086	65

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2811	2565	1119	2594	2577	968	1151	0	0	988	0	0
Stage 1	1459	1459	-	1086	1086	-	-	-	-	-	-	-
Stage 2	1352	1106	-	1508	1491	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	12	~ 27	254	~ 17	~ 26	~ 311	614	-	-	708	-	-
Stage 1	162	196	-	264	295	-	-	-	-	-	-	-
Stage 2	187	289	-	152	189	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 19	254	-	~ 18	~ 311	614	-	-	708	-	-
Mov Cap-2 Maneuver	-	~ 19	-	-	~ 18	-	-	-	-	-	-	-
Stage 1	146	149	-	239	267	-	-	-	-	-	-	-
Stage 2	-	261	-	60	~ 144	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.6	1.5
HCM LOS	-	-		

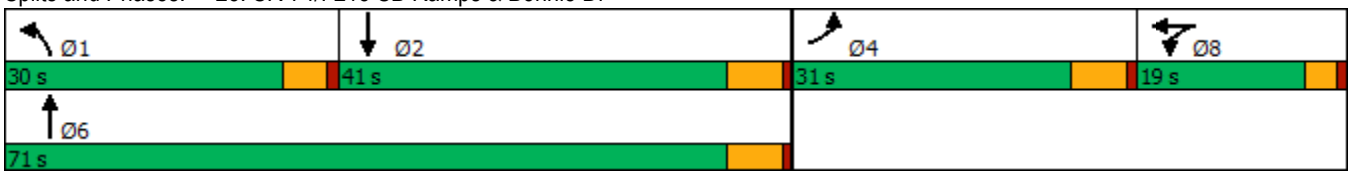
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	614	-	-	-	-	708	-	-
HCM Lane V/C Ratio	0.096	-	-	-	-	0.24	-	-
HCM Control Delay (s)	11.5	-	-	-	-	11.7	-	-
HCM Lane LOS	B	-	-	-	-	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-	-	0.9	-	-

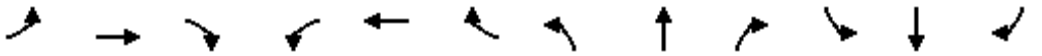
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	225	810	448	622	1405	67	
Future Volume (vph)	225	810	448	622	1405	67	
Turn Type	Prot	Free	Prot	NA	NA	Free	
Protected Phases	4		1	6	2		8
Permitted Phases		Free				Free	
Detector Phase	4		1	6	2		
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0
Minimum Split (s)	11.0		10.0	11.0	11.0		9.0
Total Split (s)	31.0		30.0	71.0	41.0		19.0
Total Split (%)	25.6%		24.8%	58.7%	33.9%		16%
Yellow Time (s)	5.0		4.0	5.0	5.0		3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	6.0		5.0	6.0	6.0		
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	15.8	93.0	25.1	65.2	35.1	93.0	
Actuated g/C Ratio	0.17	1.00	0.27	0.70	0.38	1.00	
v/c Ratio	0.74	0.50	0.92	0.47	1.96	0.04	
Control Delay	51.0	1.1	60.7	8.2	460.3	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	51.0	1.1	60.7	8.2	460.3	0.0	
LOS	D	A	E	A	F	A	
Approach Delay				30.2	439.4		
Approach LOS				C	F		

Intersection Summary	
Cycle Length: 121	
Actuated Cycle Length: 93	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.96	
Intersection Signal Delay: 193.3	Intersection LOS: F
Intersection Capacity Utilization 123.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	0	810	0	0	0	448	622	0	0	1405	67
Future Volume (veh/h)	225	0	810	0	0	0	448	622	0	0	1405	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	0	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	225	0	0	0	0	0	448	622	0	0	1405	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	0		0	3	0	500	1721	0	0	1046	
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.91	0.00	0.00	0.55	0.00
Sat Flow, veh/h		0		0	1900	0	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h		0.0		0	0	0	448	622	0	0	1405	0
Grp Sat Flow(s),veh/h/ln				0	1900	0	1810	1900	0	0	1900	1610
Q Serve(g_s), s				0.0	0.0	0.0	15.1	2.9	0.0	0.0	35.0	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	15.1	2.9	0.0	0.0	35.0	0.0
Prop In Lane				0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				0	3	0	500	1721	0	0	1046	
V/C Ratio(X)				0.00	0.00	0.00	0.90	0.36	0.00	0.00	1.34	
Avail Cap(c_a), veh/h				0	448	0	712	1942	0	0	1046	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	22.1	0.4	0.0	0.0	14.3	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	8.3	0.0	0.0	0.0	160.9	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.0	6.5	0.0	0.0	0.0	56.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	0.0	30.5	0.5	0.0	0.0	175.2	0.0
LnGrp LOS				A	A	A	C	A	A	A	F	
Approach Vol, veh/h					0			1070			1405	
Approach Delay, s/veh					0.0			13.0			175.2	
Approach LOS								B			F	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	22.6	41.0				63.6		0.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		4.0				
Max Green Setting (Gmax), s	25.0	35.0				65.0		15.0				
Max Q Clear Time (g_c+I1), s	17.1	37.0				4.9		0.0				
Green Ext Time (p_c), s	0.4	0.0				2.3		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		105.1
HCM 6th LOS		F

Notes

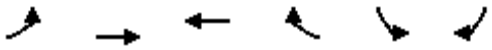
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	23	2193	1054	1693	310
Future Volume (vph)	23	2193	1054	1693	310
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	30.3	70.6	40.3		40.4
Total Split (%)	27.3%	63.6%	36.3%		36.4%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	6.0	65.9	61.2	98.4	21.8
Actuated g/C Ratio	0.06	0.67	0.62	1.00	0.22
v/c Ratio	0.21	0.91	0.47	1.05	0.81
Control Delay	50.3	22.0	13.0	40.8	52.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	22.0	13.0	40.8	52.1
LOS	D	C	B	D	D
Approach Delay		22.3	30.1		52.1
Approach LOS		C	C		D

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 98.4	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 28.2	Intersection LOS: C
Intersection Capacity Utilization 87.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 29: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	23	2193	1054	1693	310	16
Future Volume (veh/h)	23	2193	1054	1693	310	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	2193	1054	0	310	16
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	45	2421	2108		349	18
Arrive On Green	0.02	0.67	0.58	0.00	0.20	0.20
Sat Flow, veh/h	1810	3705	3705	1610	1705	88
Grp Volume(v), veh/h	23	2193	1054	0	327	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1799	0
Q Serve(g_s), s	1.1	43.4	14.6	0.0	15.1	0.0
Cycle Q Clear(g_c), s	1.1	43.4	14.6	0.0	15.1	0.0
Prop In Lane	1.00			1.00	0.95	0.05
Lane Grp Cap(c), veh/h	45	2421	2108		368	0
V/C Ratio(X)	0.52	0.91	0.50		0.89	0.00
Avail Cap(c_a), veh/h	531	2766	2108		741	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	41.1	11.8	10.4	0.0	32.9	0.0
Incr Delay (d2), s/veh	3.4	4.0	0.1	0.0	2.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	12.6	4.5	0.0	6.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.5	15.8	10.5	0.0	35.8	0.0
LnGrp LOS	D	B	B		D	A
Approach Vol, veh/h		2216	1054		327	
Approach Delay, s/veh		16.1	10.5		35.8	
Approach LOS		B	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		62.5		22.8	7.4	55.1
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		65.3		35.1	25.0	35.0
Max Q Clear Time (g_c+I1), s		45.4		17.1	3.1	16.6
Green Ext Time (p_c), s		11.7		0.4	0.0	4.2

Intersection Summary	
HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

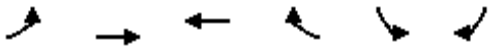
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	504	1999	2131	61	618
Future Volume (vph)	504	1999	2131	61	618
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.0	11.0	9.5	9.5
Total Split (s)	24.0	65.0	41.0	24.5	24.5
Total Split (%)	26.8%	72.6%	45.8%	27.4%	27.4%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	20.0	59.1	35.1	18.2	18.2
Actuated g/C Ratio	0.23	0.67	0.40	0.21	0.21
v/c Ratio	1.22	0.82	1.52	0.16	0.96
Control Delay	153.4	14.8	262.3	29.4	40.7
Queue Delay	0.0	0.4	0.0	0.0	0.0
Total Delay	153.4	15.2	262.3	29.4	40.7
LOS	F	B	F	C	D
Approach Delay		43.0	262.3	39.7	
Approach LOS		D	F	D	

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 87.8	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.52	
Intersection Signal Delay: 131.9	Intersection LOS: F
Intersection Capacity Utilization 107.8%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 30: SR-74 & Trumble Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	504	1999	2131	53	61	618
Future Volume (veh/h)	504	1999	2131	53	61	618
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	504	1999	2131	53	61	618
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	404	2380	1408	35	404	360
Arrive On Green	0.22	0.66	0.39	0.39	0.22	0.22
Sat Flow, veh/h	1810	3705	3695	89	1810	1610
Grp Volume(v), veh/h	504	1999	1064	1120	61	618
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1884	1810	1610
Q Serve(g_s), s	20.0	37.8	35.0	35.0	2.4	20.0
Cycle Q Clear(g_c), s	20.0	37.8	35.0	35.0	2.4	20.0
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	404	2380	706	737	404	360
V/C Ratio(X)	1.25	0.84	1.51	1.52	0.15	1.72
Avail Cap(c_a), veh/h	404	2380	706	737	404	360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	11.6	27.3	27.3	27.9	34.8
Incr Delay (d2), s/veh	130.1	2.9	235.7	241.1	0.1	334.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.7	11.4	59.4	63.1	1.0	49.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	164.8	14.5	262.9	268.3	28.0	369.2
LnGrp LOS	F	B	F	F	C	F
Approach Vol, veh/h		2503	2184		679	
Approach Delay, s/veh		44.8	265.7		338.6	
Approach LOS		D	F		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		65.0		24.5	24.0	41.0
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		59.0		20.0	20.0	35.0
Max Q Clear Time (g_c+I1), s		39.8		22.0	22.0	37.0
Green Ext Time (p_c), s		13.8		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	171.9
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	38.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2083	1868	475	0	371
Future Vol, veh/h	0	2083	1868	475	0	371
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	2083	1868	475	0	371

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1172
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	~ 188
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 188
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	$ 498.1
HCM LOS			F

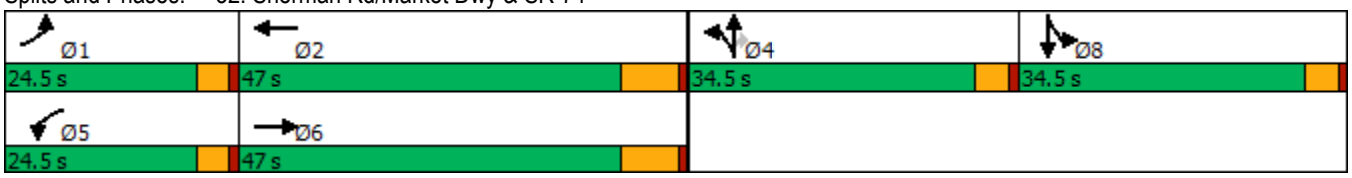
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	188
HCM Lane V/C Ratio	-	-	-	1.973
HCM Control Delay (s)	-	-	-	$ 498.1
HCM Lane LOS	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	27.9

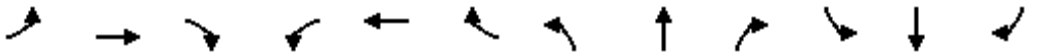
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	17	1813	269	1875	3	255	12
Future Volume (vph)	17	1813	269	1875	3	255	12
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases						4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	12.0	9.5	12.0	9.5	9.5	9.5
Total Split (s)	24.5	47.0	24.5	47.0	34.5	34.5	34.5
Total Split (%)	17.4%	33.5%	17.4%	33.5%	24.6%	24.6%	24.6%
Yellow Time (s)	3.5	6.0	3.5	6.0	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	4.5	7.0	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	5.8	40.1	20.0	60.3	30.1	30.1	6.0
Actuated g/C Ratio	0.05	0.36	0.18	0.54	0.27	0.27	0.05
v/c Ratio	0.18	1.63	0.84	0.98	0.96	0.46	0.24
Control Delay	57.5	316.3	68.8	42.8	75.4	15.3	52.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.5	316.3	68.8	42.8	75.4	15.3	52.0
LOS	E	F	E	D	E	B	D
Approach Delay		314.2		46.1	54.2		52.0
Approach LOS		F		D	D		D

Intersection Summary	
Cycle Length: 140.5	
Actuated Cycle Length: 112.7	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.63	
Intersection Signal Delay: 159.4	Intersection LOS: F
Intersection Capacity Utilization 118.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 32: Sherman Rd/Market Dwy & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1813	253	269	1875	9	463	3	255	8	12	4
Future Volume (veh/h)	17	1813	253	269	1875	9	463	3	255	8	12	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	17	1813	253	269	1875	9	463	3	255	8	12	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	33	1143	155	298	1861	9	484	3	433	14	21	7
Arrive On Green	0.02	0.36	0.36	0.16	0.51	0.51	0.27	0.27	0.27	0.02	0.02	0.02
Sat Flow, veh/h	1810	3184	433	1810	3684	18	1798	12	1610	605	908	303
Grp Volume(v), veh/h	17	1007	1059	269	918	966	466	0	255	24	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1811	1810	1805	1897	1810	0	1610	1815	0	0
Q Serve(g_s), s	1.0	40.0	40.0	16.3	56.3	56.3	28.2	0.0	15.3	1.5	0.0	0.0
Cycle Q Clear(g_c), s	1.0	40.0	40.0	16.3	56.3	56.3	28.2	0.0	15.3	1.5	0.0	0.0
Prop In Lane	1.00		0.24	1.00		0.01	0.99		1.00	0.33		0.17
Lane Grp Cap(c), veh/h	33	648	650	298	912	958	487	0	433	43	0	0
V/C Ratio(X)	0.51	1.55	1.63	0.90	1.01	1.01	0.96	0.00	0.59	0.56	0.00	0.00
Avail Cap(c_a), veh/h	325	648	650	325	912	958	487	0	433	489	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	54.2	35.7	35.7	45.7	27.6	27.6	40.1	0.0	35.4	53.9	0.0	0.0
Incr Delay (d2), s/veh	4.5	256.8	290.5	24.7	31.5	31.2	29.7	0.0	1.4	4.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	62.4	68.7	9.3	30.9	32.4	16.4	0.0	6.1	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.7	292.5	326.2	70.4	59.1	58.7	69.8	0.0	36.8	58.1	0.0	0.0
LnGrp LOS	E	F	F	E	F	F	E	A	D	E	A	A
Approach Vol, veh/h		2083			2153			721			24	
Approach Delay, s/veh		307.8			60.4			58.1			58.1	
Approach LOS		F			E			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	63.3		34.5	22.8	47.0		7.1				
Change Period (Y+Rc), s	4.5	7.0		4.5	4.5	7.0		4.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	3.0	58.3		30.2	18.3	42.0		3.5				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	0.0		0.0				

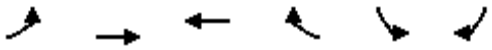
Intersection Summary			
HCM 6th Ctrl Delay		163.5	
HCM 6th LOS		F	

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	84	1879	2003	161
Future Volume (vph)	84	1879	2003	161
Turn Type	Prot	NA	NA	Prot
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	11.0	9.7
Total Split (s)	24.7	65.7	41.0	24.7
Total Split (%)	27.3%	72.7%	45.4%	27.3%
Yellow Time (s)	3.7	5.0	5.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	6.0	4.7
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Min	Min	None
Act Effct Green (s)	9.3	54.8	43.3	14.4
Actuated g/C Ratio	0.12	0.68	0.54	0.18
v/c Ratio	0.40	0.76	1.15	0.66
Control Delay	40.7	11.4	95.9	38.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	40.7	11.4	95.9	38.8
LOS	D	B	F	D
Approach Delay		12.7	95.9	38.8
Approach LOS		B	F	D

Intersection Summary	
Cycle Length: 90.4	
Actuated Cycle Length: 80.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 55.9	Intersection LOS: E
Intersection Capacity Utilization 91.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 33: SR-74 & Antelope Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	1879	2003	215	161	59
Future Volume (veh/h)	84	1879	2003	215	161	59
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	84	1879	2003	215	161	59
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	111	2480	1833	193	198	73
Arrive On Green	0.06	0.69	0.56	0.56	0.16	0.16
Sat Flow, veh/h	1810	3705	3390	347	1276	468
Grp Volume(v), veh/h	84	1879	1081	1137	221	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1837	1752	0
Q Serve(g_s), s	3.1	23.1	37.8	37.8	8.3	0.0
Cycle Q Clear(g_c), s	3.1	23.1	37.8	37.8	8.3	0.0
Prop In Lane	1.00			0.19	0.73	0.27
Lane Grp Cap(c), veh/h	111	2480	1004	1022	272	0
V/C Ratio(X)	0.76	0.76	1.08	1.11	0.81	0.00
Avail Cap(c_a), veh/h	533	3174	1004	1022	516	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.4	6.9	15.1	15.1	27.7	0.0
Incr Delay (d2), s/veh	9.9	0.8	51.2	64.4	5.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	6.2	26.7	31.0	3.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.3	7.7	66.3	79.5	33.5	0.0
LnGrp LOS	D	A	F	F	C	A
Approach Vol, veh/h		1963	2218		221	
Approach Delay, s/veh		9.2	73.0		33.5	
Approach LOS		A	E		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		52.6		15.3	8.9	43.8
Change Period (Y+Rc), s		6.0		* 4.7	* 4.7	6.0
Max Green Setting (Gmax), s		59.7		* 20	* 20	35.0
Max Q Clear Time (g_c+I1), s		25.1		10.3	5.1	39.8
Green Ext Time (p_c), s		21.6		0.4	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	42.6
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

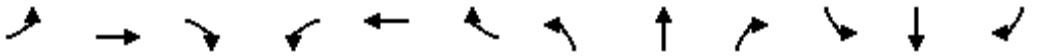
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	104	1789	218	1962	176	103	383	68	148
Future Volume (vph)	104	1789	218	1962	176	103	383	68	148
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	9.7	9.7	9.7	9.7	9.7
Total Split (s)	24.7	42.0	24.7	42.0	24.7	24.7	24.7	24.7	24.7
Total Split (%)	27.0%	46.0%	27.0%	46.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Yellow Time (s)	3.7	6.0	3.7	6.0	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	9.2	35.3	14.1	42.6	17.2	17.2	17.2	17.2	17.2
Actuated g/C Ratio	0.11	0.42	0.17	0.51	0.21	0.21	0.21	0.21	0.21
v/c Ratio	0.52	1.25	0.71	1.08	0.79	0.26	0.60	0.25	0.33
Control Delay	45.6	143.8	46.4	70.6	58.0	30.3	7.8	31.1	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.6	143.8	46.4	70.6	58.0	30.3	7.8	31.1	17.4
LOS	D	F	D	E	E	C	A	C	B
Approach Delay		138.7		68.2		24.6			20.3
Approach LOS		F		E		C			C

Intersection Summary	
Cycle Length: 91.4	
Actuated Cycle Length: 83.2	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.25	
Intersection Signal Delay: 86.9	Intersection LOS: F
Intersection Capacity Utilization 100.2%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 34: Palomar Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	1789	118	218	1962	33	176	103	383	68	148	108
Future Volume (veh/h)	104	1789	118	218	1962	33	176	103	383	68	148	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	104	1789	118	218	1962	33	176	103	383	68	148	108
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	134	1445	94	259	1776	30	288	456	387	268	492	337
Arrive On Green	0.07	0.42	0.42	0.14	0.49	0.49	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	3440	225	1810	3633	61	1141	1900	1610	924	2051	1402
Grp Volume(v), veh/h	104	930	977	218	972	1023	176	103	383	68	129	127
Grp Sat Flow(s),veh/h/ln	1810	1805	1860	1810	1805	1889	1141	1900	1610	924	1805	1648
Q Serve(g_s), s	4.7	35.0	35.0	9.8	40.7	40.7	12.5	3.6	19.8	5.3	4.9	5.3
Cycle Q Clear(g_c), s	4.7	35.0	35.0	9.8	40.7	40.7	17.8	3.6	19.8	8.9	4.9	5.3
Prop In Lane	1.00		0.12	1.00		0.03	1.00		1.00	1.00		0.85
Lane Grp Cap(c), veh/h	134	758	781	259	882	923	288	456	387	268	433	396
V/C Ratio(X)	0.77	1.23	1.25	0.84	1.10	1.11	0.61	0.23	0.99	0.25	0.30	0.32
Avail Cap(c_a), veh/h	434	758	781	434	882	923	288	456	387	268	433	396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	24.2	24.2	34.8	21.3	21.3	33.4	25.4	31.6	29.0	25.9	26.1
Incr Delay (d2), s/veh	3.6	113.3	123.3	3.0	62.0	63.8	3.3	0.2	43.2	0.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	37.7	41.0	4.4	30.6	32.5	3.6	1.6	12.0	1.2	2.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	137.4	147.4	37.8	83.3	85.1	36.7	25.6	74.7	29.4	26.2	26.4
LnGrp LOS	D	F	F	D	F	F	D	C	E	C	C	C
Approach Vol, veh/h		2011			2213			662			324	
Approach Delay, s/veh		137.3			79.7			57.0			26.9	
Approach LOS		F			E			E			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.6	42.0		24.7	10.9	47.7		24.7				
Change Period (Y+Rc), s	* 4.7	7.0		* 4.7	* 4.7	7.0		* 4.7				
Max Green Setting (Gmax), s	* 20	35.0		* 20	* 20	35.0		* 20				
Max Q Clear Time (g_c+I1), s	11.8	37.0		10.9	6.7	42.7		21.8				
Green Ext Time (p_c), s	0.2	0.0		1.0	0.1	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		95.8	
HCM 6th LOS		F	

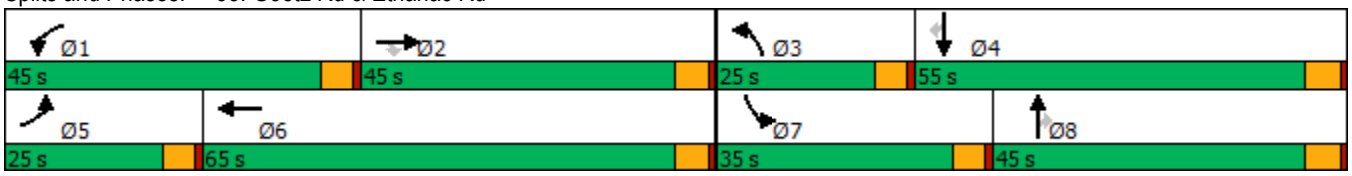
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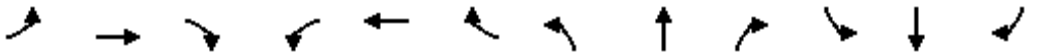
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	310	636	49	335	486	84	671	507	483	557	299
Future Volume (vph)	310	636	49	335	486	84	671	507	483	557	299
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	10.0	11.3	11.3	10.0	11.3	10.0	11.5	11.5	10.0	11.5	11.5
Total Split (s)	25.0	45.0	45.0	45.0	65.0	25.0	45.0	45.0	35.0	55.0	55.0
Total Split (%)	14.7%	26.5%	26.5%	26.5%	38.2%	14.7%	26.5%	26.5%	20.6%	32.4%	32.4%
Yellow Time (s)	4.0	4.3	4.3	4.0	4.3	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.3	5.3	5.0	5.3	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	20.1	32.7	32.7	32.2	44.8	11.2	39.8	39.8	30.2	58.8	58.8
Actuated g/C Ratio	0.13	0.21	0.21	0.21	0.29	0.07	0.26	0.26	0.19	0.38	0.38
v/c Ratio	1.33	0.84	0.11	0.90	0.61	0.65	1.39	0.99	1.38	0.41	0.38
Control Delay	224.2	70.4	0.5	87.7	41.1	94.7	227.8	78.4	233.9	39.6	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	224.2	70.4	0.5	87.7	41.1	94.7	227.8	78.4	233.9	39.6	5.5
LOS	F	E	A	F	D	F	F	E	F	D	A
Approach Delay		114.9			53.7		158.9			102.1	
Approach LOS		F			D		F			F	

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 155.9	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.39	
Intersection Signal Delay: 107.1	Intersection LOS: F
Intersection Capacity Utilization 115.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 35: Goetz Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	636	49	335	486	420	84	671	507	483	557	299
Future Volume (veh/h)	310	636	49	335	486	420	84	671	507	483	557	299
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	310	636	49	335	486	420	84	671	507	483	557	299
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	230	829	370	356	1035	481	104	477	403	345	1387	618
Arrive On Green	0.13	0.23	0.23	0.20	0.30	0.30	0.06	0.25	0.25	0.19	0.38	0.38
Sat Flow, veh/h	1810	3610	1610	1810	3458	1609	1810	1900	1606	1810	3610	1609
Grp Volume(v), veh/h	310	636	49	335	486	420	84	671	507	483	557	299
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1609	1810	1900	1606	1810	1805	1609
Q Serve(g_s), s	20.0	25.9	3.8	28.7	18.0	39.0	7.2	39.5	39.5	30.0	17.7	22.1
Cycle Q Clear(g_c), s	20.0	25.9	3.8	28.7	18.0	39.0	7.2	39.5	39.5	30.0	17.7	22.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	230	829	370	356	1035	481	104	477	403	345	1387	618
V/C Ratio(X)	1.35	0.77	0.13	0.94	0.47	0.87	0.81	1.41	1.26	1.40	0.40	0.48
Avail Cap(c_a), veh/h	230	910	406	460	1311	610	230	477	403	345	1387	618
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.7	56.7	48.2	62.3	45.0	52.3	73.3	59.0	59.0	63.7	35.3	36.7
Incr Delay (d2), s/veh	182.8	3.6	0.2	22.1	0.3	11.0	5.5	195.6	134.8	197.0	0.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.0	12.3	1.6	15.4	7.9	17.3	3.5	44.9	31.2	32.7	8.0	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	251.5	60.3	48.3	84.4	45.3	63.3	78.9	254.5	193.8	260.7	35.5	37.3
LnGrp LOS	F	E	D	F	D	E	E	F	F	F	D	D
Approach Vol, veh/h		995			1241			1262			1339	
Approach Delay, s/veh		119.3			61.9			218.4			117.1	
Approach LOS		F			E			F			F	

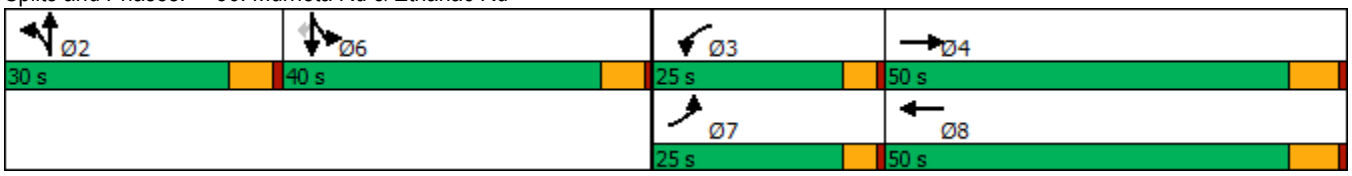
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.0	41.5	14.0	66.0	25.0	52.4	35.0	45.0
Change Period (Y+Rc), s	5.0	5.3	5.0	5.5	5.0	5.3	5.0	5.5
Max Green Setting (Gmax), s	40.0	39.7	20.0	49.5	20.0	59.7	30.0	39.5
Max Q Clear Time (g_c+I1), s	30.7	27.9	9.2	24.1	22.0	41.0	32.0	41.5
Green Ext Time (p_c), s	0.2	3.5	0.0	5.1	0.0	6.1	0.0	0.0

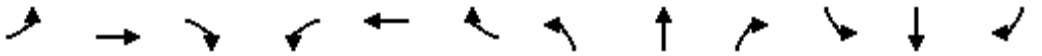
Intersection Summary	
HCM 6th Ctrl Delay	129.8
HCM 6th LOS	F

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	36	1408	127	899	480	193	164	36
Future Volume (vph)	36	1408	127	899	480	193	164	36
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	Perm
Protected Phases	7	4	3	8	2	6	6	
Permitted Phases								6
Detector Phase	7	4	3	8	2	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	20.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	9.6	26.5	15.8	15.8	15.8	15.8
Total Split (s)	25.0	50.0	25.0	50.0	30.0	40.0	40.0	40.0
Total Split (%)	17.2%	34.5%	17.2%	34.5%	20.7%	27.6%	27.6%	27.6%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	7.0	43.7	13.0	54.0	24.3	18.7	18.7	18.7
Actuated g/C Ratio	0.06	0.36	0.11	0.44	0.20	0.15	0.15	0.15
v/c Ratio	0.35	1.22	0.66	0.69	3.02	0.70	0.57	0.11
Control Delay	67.4	140.3	70.6	31.9	934.8	63.8	56.5	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.4	140.3	70.6	31.9	934.8	63.8	56.5	0.6
LOS	E	F	E	C	F	E	E	A
Approach Delay		138.6		36.0	934.8		55.0	
Approach LOS		F		D	F		D	

Intersection Summary	
Cycle Length: 145	
Actuated Cycle Length: 122.6	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 3.02	
Intersection Signal Delay: 308.0	Intersection LOS: F
Intersection Capacity Utilization 142.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 36: Murrieta Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1408	143	127	899	175	282	480	347	193	164	36
Future Volume (veh/h)	36	1408	143	127	899	175	282	480	347	193	164	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	1408	143	127	899	175	282	480	347	193	164	36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	54	1243	125	155	1301	253	94	161	116	242	254	216
Arrive On Green	0.03	0.38	0.38	0.09	0.43	0.43	0.21	0.21	0.21	0.13	0.13	0.13
Sat Flow, veh/h	1810	3311	334	1810	3013	586	452	769	556	1810	1900	1610
Grp Volume(v), veh/h	36	764	787	127	538	536	1109	0	0	193	164	36
Grp Sat Flow(s),veh/h/ln	1810	1805	1840	1810	1805	1794	1777	0	0	1810	1900	1610
Q Serve(g_s), s	2.3	43.5	43.5	8.0	28.0	28.0	24.2	0.0	0.0	12.0	9.5	2.3
Cycle Q Clear(g_c), s	2.3	43.5	43.5	8.0	28.0	28.0	24.2	0.0	0.0	12.0	9.5	2.3
Prop In Lane	1.00		0.18	1.00		0.33	0.25		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	54	678	691	155	779	775	371	0	0	242	254	216
V/C Ratio(X)	0.67	1.13	1.14	0.82	0.69	0.69	2.99	0.00	0.00	0.80	0.64	0.17
Avail Cap(c_a), veh/h	319	678	691	319	779	775	371	0	0	534	561	475
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	36.2	36.2	52.1	26.7	26.7	45.8	0.0	0.0	48.6	47.6	44.4
Incr Delay (d2), s/veh	5.3	75.0	79.6	4.0	2.9	2.9	901.3	0.0	0.0	5.9	2.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	32.8	34.3	3.8	12.4	12.4	103.6	0.0	0.0	5.8	4.7	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.0	111.2	115.7	56.1	29.6	29.6	947.1	0.0	0.0	54.5	50.3	44.8
LnGrp LOS	E	F	F	E	C	C	F	A	A	D	D	D
Approach Vol, veh/h		1587			1201			1109			393	
Approach Delay, s/veh		112.3			32.4			947.1			51.9	
Approach LOS		F			C			F			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0	14.5	50.0		21.3	8.0	56.5				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		24.2	20.4	43.5		34.2	20.4	43.5				
Max Q Clear Time (g_c+I1), s		26.2	10.0	45.5		14.0	4.3	30.0				
Green Ext Time (p_c), s		0.0	0.1	0.0		1.5	0.0	7.7				

Intersection Summary												
HCM 6th Ctrl Delay			300.2									
HCM 6th LOS			F									

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations					
Traffic Volume (vph)	1910	6	104	1214	9
Future Volume (vph)	1910	6	104	1214	9
Turn Type	NA	Perm	Prot	NA	Prot
Protected Phases	2		1	6	8
Permitted Phases		2			
Detector Phase	2	2	1	6	8
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0
Total Split (s)	58.0	58.0	11.0	69.0	11.0
Total Split (%)	72.5%	72.5%	13.8%	86.3%	13.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	56.9	56.9	9.0	67.6	7.4
Actuated g/C Ratio	0.71	0.71	0.11	0.84	0.09
v/c Ratio	0.52	0.01	0.51	0.40	0.42
Control Delay	7.8	3.2	47.0	3.0	15.7
Queue Delay	0.1	0.0	78.4	0.7	2.6
Total Delay	7.8	3.2	125.4	3.7	18.4
LOS	A	A	F	A	B
Approach Delay	7.8			13.3	18.4
Approach LOS	A			B	B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 69 (86%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 10.3	Intersection LOS: B
Intersection Capacity Utilization 58.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 37: Barnett Rd & Ethanac Rd





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1910	6	104	1214	9	88
Future Volume (veh/h)	1910	6	104	1214	9	88
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1910	6	104	1214	9	88
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3598	1117	143	2969	12	114
Arrive On Green	0.69	0.69	0.08	0.82	0.08	0.08
Sat Flow, veh/h	5358	1610	1810	3705	150	1463
Grp Volume(v), veh/h	1910	6	104	1214	98	0
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1805	1629	0
Q Serve(g_s), s	14.3	0.1	4.5	7.2	4.7	0.0
Cycle Q Clear(g_c), s	14.3	0.1	4.5	7.2	4.7	0.0
Prop In Lane		1.00	1.00		0.09	0.90
Lane Grp Cap(c), veh/h	3598	1117	143	2969	126	0
V/C Ratio(X)	0.53	0.01	0.73	0.41	0.78	0.00
Avail Cap(c_a), veh/h	3598	1117	158	2969	143	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.87	0.87	1.00	0.00
Uniform Delay (d), s/veh	5.9	3.8	36.0	1.9	36.2	0.0
Incr Delay (d2), s/veh	0.6	0.0	12.4	0.4	20.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	2.3	0.2	2.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.5	3.8	48.4	2.3	57.0	0.0
LnGrp LOS	A	A	D	A	E	A
Approach Vol, veh/h	1916			1318	98	
Approach Delay, s/veh	6.5			5.9	57.0	
Approach LOS	A			A	E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	10.3	59.5				69.8	10.2
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	7.0	54.0				65.0	7.0
Max Q Clear Time (g_c+I1), s	6.5	16.3				9.2	6.7
Green Ext Time (p_c), s	0.0	18.1				10.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay	7.8	
HCM 6th LOS	A	

Notes

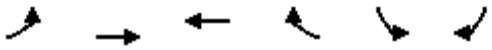
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	294	1704	1188	614	479	130
Future Volume (vph)	294	1704	1188	614	479	130
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	23.0	57.5	34.5	34.5	22.5	22.5
Total Split (%)	28.8%	71.9%	43.1%	43.1%	28.1%	28.1%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	16.9	56.3	35.4	35.4	15.7	15.7
Actuated g/C Ratio	0.21	0.70	0.44	0.44	0.20	0.20
v/c Ratio	0.77	0.67	0.52	0.58	0.70	0.23
Control Delay	55.7	7.1	18.1	4.2	35.4	27.4
Queue Delay	69.3	1.4	0.1	0.0	0.0	0.3
Total Delay	125.0	8.5	18.2	4.2	35.4	27.7
LOS	F	A	B	A	D	C
Approach Delay		25.6	13.4		33.8	
Approach LOS		C	B		C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 21.8	Intersection LOS: C
Intersection Capacity Utilization 67.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 38: Ethanac Rd & Case Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	294	1704	1188	614	479	130
Future Volume (veh/h)	294	1704	1188	614	479	130
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	294	1704	1188	614	479	130
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	330	2630	2575	799	602	486
Arrive On Green	0.36	1.00	0.50	0.50	0.17	0.17
Sat Flow, veh/h	1810	3705	5358	1610	3510	2834
Grp Volume(v), veh/h	294	1704	1188	614	479	130
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1755	1417
Q Serve(g_s), s	12.2	0.0	12.0	24.8	10.5	3.2
Cycle Q Clear(g_c), s	12.2	0.0	12.0	24.8	10.5	3.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	330	2630	2575	799	602	486
V/C Ratio(X)	0.89	0.65	0.46	0.77	0.80	0.27
Avail Cap(c_a), veh/h	430	2630	2575	799	812	655
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.65	0.65	1.00	1.00
Uniform Delay (d), s/veh	24.7	0.0	13.2	16.4	31.8	28.8
Incr Delay (d2), s/veh	14.7	1.1	0.4	4.6	4.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.4	3.8	8.1	4.5	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.3	1.1	13.6	21.0	35.8	29.1
LnGrp LOS	D	A	B	C	D	C
Approach Vol, veh/h		1998	1802		609	
Approach Delay, s/veh		6.7	16.1		34.4	
Approach LOS		A	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		62.3		17.7	18.6	43.7
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		53.5		18.5	19.0	30.5
Max Q Clear Time (g_c+I1), s		2.0		12.5	14.2	26.8
Green Ext Time (p_c), s		18.1		1.2	0.4	2.8

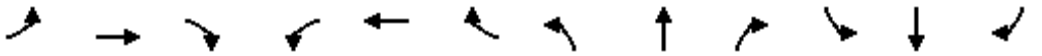
Intersection Summary						
HCM 6th Ctrl Delay			14.4			
HCM 6th LOS			B			

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1471	712	228	1295	1	507
Future Volume (vph)	1471	712	228	1295	1	507
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	10.0	10.0
Total Split (s)	46.0	46.0	35.0	81.0	35.0	35.0
Total Split (%)	39.7%	39.7%	30.2%	69.8%	30.2%	30.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	40.1	40.1	18.3	63.4	30.1	30.1
Actuated g/C Ratio	0.38	0.38	0.18	0.61	0.29	0.29
v/c Ratio	2.02	0.92	0.72	0.59	0.41	0.98
Control Delay	486.5	39.0	54.0	13.8	34.1	67.5
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	486.5	39.0	54.0	13.9	34.1	67.5
LOS	F	D	D	B	C	E
Approach Delay	340.5			19.9	57.5	
Approach LOS	F			B	E	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 104.5	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.02	
Intersection Signal Delay: 184.1	Intersection LOS: F
Intersection Capacity Utilization 129.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 39: I-215 SB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1471	712	228	1295	0	0	0	0	215	1	507
Future Volume (veh/h)	0	1471	712	228	1295	0	0	0	0	215	1	507
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1471	712	228	1295	0				215	1	507
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	753	638	267	2143	0				536	2	479
Arrive On Green	0.00	0.40	0.40	0.15	0.59	0.00				0.30	0.30	0.30
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1802	8	1610
Grp Volume(v), veh/h	0	1471	712	228	1295	0				216	0	507
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	40.0	40.0	12.4	22.9	0.0				9.6	0.0	30.0
Cycle Q Clear(g_c), s	0.0	40.0	40.0	12.4	22.9	0.0				9.6	0.0	30.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	753	638	267	2143	0				538	0	479
V/C Ratio(X)	0.00	1.95	1.12	0.85	0.60	0.00				0.40	0.00	1.06
Avail Cap(c_a), veh/h	0	753	638	538	2684	0				538	0	479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	30.4	30.4	41.9	13.0	0.0				28.3	0.0	35.4
Incr Delay (d2), s/veh	0.0	433.5	71.6	7.6	0.3	0.0				0.5	0.0	57.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	106.8	26.3	5.7	7.5	0.0				4.1	0.0	18.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	464.0	102.1	49.6	13.3	0.0				28.8	0.0	93.0
LnGrp LOS	A	F	F	D	B	A				C	A	F
Approach Vol, veh/h		2183			1523						723	
Approach Delay, s/veh		345.9			18.7						73.8	
Approach LOS		F			B						E	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	19.9	46.0				65.9		35.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	14.4	42.0				24.9		32.0				
Green Ext Time (p_c), s	0.5	0.0				11.0		0.0				

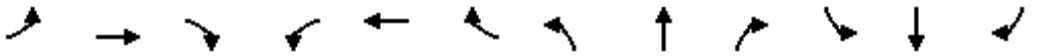
Intersection Summary												
HCM 6th Ctrl Delay			189.0									
HCM 6th LOS			F									

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	358	1328	1063	1	230
Future Volume (vph)	358	1328	1063	1	230
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	26.7	75.0	43.3	30.0	30.0
Actuated g/C Ratio	0.23	0.65	0.37	0.26	0.26
v/c Ratio	0.86	1.08	1.88	0.99	0.49
Control Delay	63.2	72.7	426.0	82.0	28.1
Queue Delay	0.0	8.0	0.0	0.0	0.0
Total Delay	63.2	80.7	426.0	82.0	28.1
LOS	E	F	F	F	C
Approach Delay		77.0	426.0	64.1	
Approach LOS		E	F	E	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 116	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.88	
Intersection Signal Delay: 198.6	Intersection LOS: F
Intersection Capacity Utilization 129.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	358	1328	0	0	1063	247	460	1	230	0	0	0
Future Volume (veh/h)	358	1328	0	0	1063	247	460	1	230	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	358	1328	0	0	1063	247	460	1	230			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	390	1228	0	0	579	134	467	1	416			
Arrive On Green	0.22	0.65	0.00	0.00	0.39	0.39	0.26	0.26	0.26			
Sat Flow, veh/h	1810	1900	0	0	1491	346	1806	4	1610			
Grp Volume(v), veh/h	358	1328	0	0	0	1310	461	0	230			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1838	1810	0	1610			
Q Serve(g_s), s	22.5	75.0	0.0	0.0	0.0	45.0	29.4	0.0	14.3			
Cycle Q Clear(g_c), s	22.5	75.0	0.0	0.0	0.0	45.0	29.4	0.0	14.3			
Prop In Lane	1.00		0.00	0.00		0.19	1.00		1.00			
Lane Grp Cap(c), veh/h	390	1228	0	0	0	713	468	0	416			
V/C Ratio(X)	0.92	1.08	0.00	0.00	0.00	1.84	0.98	0.00	0.55			
Avail Cap(c_a), veh/h	468	1228	0	0	0	713	468	0	416			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	44.5	20.5	0.0	0.0	0.0	35.5	42.8	0.0	37.2			
Incr Delay (d2), s/veh	21.0	50.6	0.0	0.0	0.0	381.9	37.6	0.0	1.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	11.8	42.9	0.0	0.0	0.0	94.0	17.7	0.0	5.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	71.1	0.0	0.0	0.0	417.4	80.3	0.0	38.8			
LnGrp LOS	E	F	A	A	A	F	F	A	D			
Approach Vol, veh/h		1686			1310			691				
Approach Delay, s/veh		69.9			417.4			66.5				
Approach LOS		E			F			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		81.0			30.0	51.0		35.0				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		77.0			24.5	47.0		31.4				
Green Ext Time (p_c), s		0.0			0.5	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			192.7									
HCM 6th LOS			F									

Intersection	
Int Delay, s/veh	1213.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1053	505	71	794	516	114
Future Vol, veh/h	1053	505	71	794	516	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1053	505	71	794	516	114

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1558	0	2242	1306
Stage 1	-	-	-	-	1306	-
Stage 2	-	-	-	-	936	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	430	-	~ 47	197
Stage 1	-	-	-	-	~ 256	-
Stage 2	-	-	-	-	~ 385	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	430	-	~ 39	197
Mov Cap-2 Maneuver	-	-	-	-	~ 39	-
Stage 1	-	-	-	-	~ 256	-
Stage 2	-	-	-	-	~ 321	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	$ 5879.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	46	-	-	430	-
HCM Lane V/C Ratio	13.696	-	-	0.165	-
HCM Control Delay (s)	$ 5879.5	-	-	15	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	76.1	-	-	0.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	90.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	372	636	19	31	398	65	69	0	140	9	34	313
Future Vol, veh/h	372	636	19	31	398	65	69	0	140	9	34	313
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	372	636	19	31	398	65	69	0	140	9	34	313

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	463	0	0	655	0	0	2056	1915	646	1953	1892	431
Stage 1	-	-	-	-	-	-	1390	1390	-	493	493	-
Stage 2	-	-	-	-	-	-	666	525	-	1460	1399	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1109	-	-	942	-	-	~ 41	68	475	49	71	629
Stage 1	-	-	-	-	-	-	178	211	-	562	550	-
Stage 2	-	-	-	-	-	-	452	533	-	162	209	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1109	-	-	942	-	-	-	31	475	20	~ 32	629
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	31	-	20	~ 32	-
Stage 1	-	-	-	-	-	-	84	99	-	265	525	-
Stage 2	-	-	-	-	-	-	203	509	-	54	98	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.6	0.6		$ 517.8
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1109	-	-	942	-	-	177
HCM Lane V/C Ratio	-	0.335	-	-	0.033	-	-	2.011
HCM Control Delay (s)	-	9.9	0	-	9	0	-	$ 517.8
HCM Lane LOS	-	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	-	1.5	-	-	0.1	-	-	27.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	524	208	0	541	222	0	0	0	71	0	3
Future Vol, veh/h	0	524	208	0	541	222	0	0	0	71	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	260	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	524	208	0	541	222	0	0	0	71	0	3

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	763	0	-	-	-	0	1176	1176	652
Stage 1	-	-	-	-	-	-	652	652	-
Stage 2	-	-	-	-	-	-	524	524	-
Critical Hdwy	4.1	-	-	-	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	859	-	0	0	-	-	213	193	471
Stage 1	-	-	0	0	-	-	522	467	-
Stage 2	-	-	0	0	-	-	598	533	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	859	-	-	-	-	-	213	0	471
Mov Cap-2 Maneuver	-	-	-	-	-	-	213	0	-
Stage 1	-	-	-	-	-	-	522	0	-
Stage 2	-	-	-	-	-	-	598	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	29.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	859	-	-	-	218
HCM Lane V/C Ratio	-	-	-	-	0.339
HCM Control Delay (s)	0	-	-	-	29.8
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	1.4

Intersection	
Int Delay, s/veh	32.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	595	0	23	547	216	69
Future Vol, veh/h	595	0	23	547	216	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	595	0	23	547	216	69

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	595	0	1188	595
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	593	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	991	-	~ 210	508
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	556	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	991	-	~ 203	508
Mov Cap-2 Maneuver	-	-	-	-	~ 203	-
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	538	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	165.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	238	-	-	991	-
HCM Lane V/C Ratio	1.197	-	-	0.023	-
HCM Control Delay (s)	165.2	-	-	8.7	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	13.7	-	-	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	303.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	384	259	344	249	212	264
Future Vol, veh/h	384	259	344	249	212	264
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	384	259	344	249	212	264

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	593	0	-	0	1496	469
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	1027	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	993	-	-	-	~ 137	598
Stage 1	-	-	-	-	634	-
Stage 2	-	-	-	-	348	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	993	-	-	-	~ 75	598
Mov Cap-2 Maneuver	-	-	-	-	~ 75	-
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	348	-

Approach	EB	WB	SB
HCM Control Delay, s	6.5	0	$ 1081.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	993	-	-	-	146
HCM Lane V/C Ratio	0.387	-	-	-	3.26
HCM Control Delay (s)	10.9	0	-		$ 1081.2
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	1.8	-	-	-	45.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	27	82	37	70	200	209	40	1081	71	156	1030	63
Future Vol, veh/h	27	82	37	70	200	209	40	1081	71	156	1030	63
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	27	82	37	70	200	209	40	1081	71	156	1030	63

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2775	2606	1064	2632	2602	1117	1093	0	0	1152	0	0
Stage 1	1374	1374	-	1197	1197	-	-	-	-	-	-	-
Stage 2	1401	1232	-	1435	1405	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 12	~ 25	273	~ 16	~ 25	255	646	-	-	614	-	-
Stage 1	182	215	-	229	261	-	-	-	-	-	-	-
Stage 2	175	252	-	168	208	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 7	272	-	~ 7	255	646	-	-	614	-	-
Mov Cap-2 Maneuver	-	~ 7	-	-	~ 7	-	-	-	-	-	-	-
Stage 1	150	~ 73	-	189	215	-	-	-	-	-	-	-
Stage 2	~ 2	208	-	-	~ 71	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.4	1.6
HCM LOS	-	-		

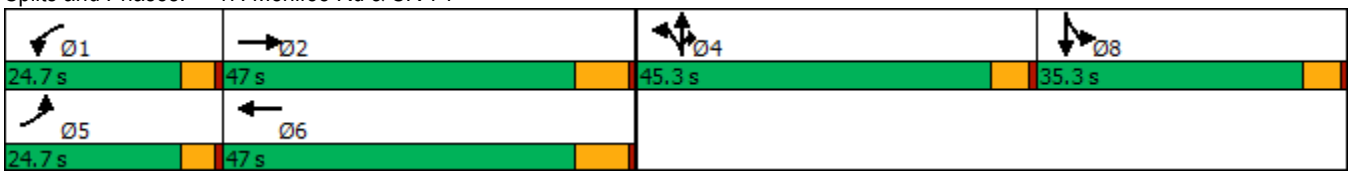
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	646	-	-	-	-	614	-	-
HCM Lane V/C Ratio	0.062	-	-	-	-	0.254	-	-
HCM Control Delay (s)	10.9	0	-	-	-	12.8	0	-
HCM Lane LOS	B	A	-	-	-	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	-	-	1	-	-

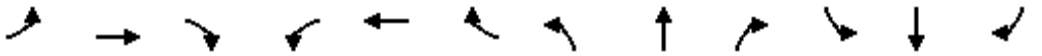
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	94	1722	390	1814	628	559	591
Future Volume (vph)	94	1722	390	1814	628	559	591
Turn Type	Prot	NA	Prot	NA	NA	Prot	NA
Protected Phases	5	2	1	6	4	4	8
Permitted Phases							
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.3	10.3	10.3
Total Split (s)	24.7	47.0	24.7	47.0	45.3	45.3	35.3
Total Split (%)	16.2%	30.9%	16.2%	30.9%	29.7%	29.7%	23.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	12.3	40.0	20.0	47.7	40.0	40.0	30.0
Actuated g/C Ratio	0.08	0.26	0.13	0.31	0.26	0.26	0.20
v/c Ratio	0.65	2.33	1.65	1.86	1.92	0.97	2.69
Control Delay	87.3	624.7	347.4	418.7	450.2	64.4	791.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.3	624.7	347.4	418.7	450.2	64.4	791.2
LOS	F	F	F	F	F	E	F
Approach Delay		602.4		407.4	306.4		791.2
Approach LOS		F		F	F		F

Intersection Summary	
Cycle Length: 152.3	
Actuated Cycle Length: 152.3	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.69	
Intersection Signal Delay: 500.1	Intersection LOS: F
Intersection Capacity Utilization 205.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	1722	450	390	1814	256	313	628	559	354	591	40
Future Volume (veh/h)	94	1722	450	390	1814	256	313	628	559	354	591	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	94	1722	450	390	1814	256	313	628	559	354	591	40
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	751	188	238	1053	145	163	328	423	131	219	15
Arrive On Green	0.06	0.26	0.26	0.13	0.33	0.33	0.26	0.26	0.26	0.20	0.20	0.20
Sat Flow, veh/h	1810	2861	716	1810	3187	439	622	1247	1610	666	1112	75
Grp Volume(v), veh/h	94	1058	1114	390	1008	1062	941	0	559	985	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1771	1810	1805	1821	1869	0	1610	1853	0	0
Q Serve(g_s), s	7.8	40.0	40.0	20.0	50.3	50.3	40.0	0.0	40.0	30.0	0.0	0.0
Cycle Q Clear(g_c), s	7.8	40.0	40.0	20.0	50.3	50.3	40.0	0.0	40.0	30.0	0.0	0.0
Prop In Lane	1.00		0.40	1.00		0.24	0.33		1.00	0.36		0.04
Lane Grp Cap(c), veh/h	115	474	465	238	596	601	491	0	423	365	0	0
V/C Ratio(X)	0.82	2.23	2.39	1.64	1.69	1.77	1.92	0.00	1.32	2.70	0.00	0.00
Avail Cap(c_a), veh/h	238	474	465	238	596	601	491	0	423	365	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	70.4	56.1	56.2	66.1	51.0	51.0	56.2	0.0	56.1	61.2	0.0	0.0
Incr Delay (d2), s/veh	5.2	561.2	634.1	306.8	318.4	351.0	420.2	0.0	160.6	772.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	92.1	99.8	29.5	75.4	81.5	76.1	0.0	35.1	92.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.6	617.4	690.2	372.9	369.4	402.0	476.4	0.0	216.7	833.2	0.0	0.0
LnGrp LOS	E	F	F	F	F	F	F	A	F	F	A	A
Approach Vol, veh/h		2266			2460			1500			985	
Approach Delay, s/veh		630.7			384.0			379.6			833.2	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.7	47.0		45.3	14.4	57.3		35.3				
Change Period (Y+Rc), s	* 4.7	7.0		5.3	* 4.7	7.0		5.3				
Max Green Setting (Gmax), s	* 20	40.0		40.0	* 20	40.0		30.0				
Max Q Clear Time (g_c+I1), s	22.0	42.0		42.0	9.8	52.3		32.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		522.0
HCM 6th LOS		F

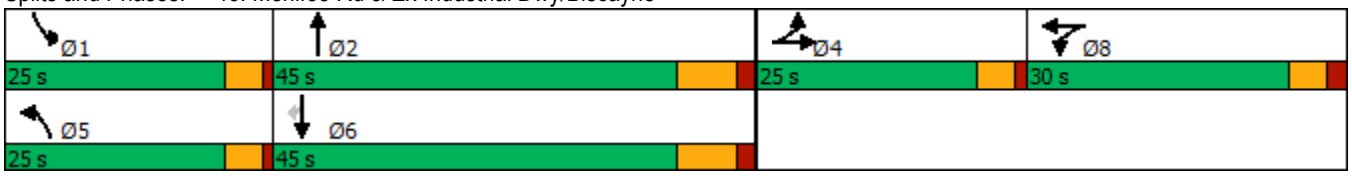
Notes

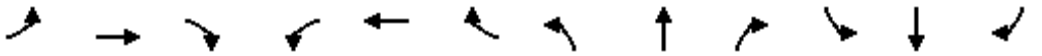
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	2	4	1424	79	1328	13
Future Volume (vph)	0	2	4	1424	79	1328	13
Turn Type	NA	NA	Prot	NA	Prot	NA	Perm
Protected Phases	4	8	5	2	1	6	
Permitted Phases							6
Detector Phase	4	8	5	2	1	6	6
Switch Phase							
Minimum Initial (s)	6.0	8.0	6.0	10.0	6.0	10.0	10.0
Minimum Split (s)	10.6	13.6	10.6	17.5	10.6	17.5	17.5
Total Split (s)	25.0	30.0	25.0	45.0	25.0	45.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%	36.0%
Yellow Time (s)	3.6	3.6	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	4.6	7.5	4.6	7.5	7.5
Lead/Lag			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	None	Min	Min
Act Effct Green (s)	6.2	9.1	6.2	43.7	8.7	52.7	52.7
Actuated g/C Ratio	0.08	0.12	0.08	0.59	0.12	0.72	0.72
v/c Ratio	0.03	0.36	0.03	1.32	0.37	0.98	0.01
Control Delay	36.2	30.4	36.2	173.4	37.2	36.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	30.4	36.2	173.4	37.2	36.0	0.0
LOS	D	C	D	F	D	D	A
Approach Delay	36.3	30.4		173.1		35.8	
Approach LOS	D	C		F		D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 73.5	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.32	
Intersection Signal Delay: 103.8	Intersection LOS: F
Intersection Capacity Utilization 96.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	0	0	52	2	31	4	1424	59	79	1328	13
Future Volume (veh/h)	4	0	0	52	2	31	4	1424	59	79	1328	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	0	0	52	2	31	4	1424	59	79	1328	13
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	12	0	0	97	4	58	12	950	39	120	1110	941
Arrive On Green	0.01	0.00	0.00	0.09	0.09	0.09	0.01	0.52	0.52	0.07	0.58	0.58
Sat Flow, veh/h	1809	0	0	1060	41	632	1810	1811	75	1810	1900	1610
Grp Volume(v), veh/h	4	0	0	85	0	0	4	0	1483	79	1328	13
Grp Sat Flow(s),veh/h/ln	1810	0	0	1733	0	0	1810	0	1886	1810	1900	1610
Q Serve(g_s), s	0.2	0.0	0.0	3.4	0.0	0.0	0.2	0.0	37.5	3.0	41.8	0.2
Cycle Q Clear(g_c), s	0.2	0.0	0.0	3.4	0.0	0.0	0.2	0.0	37.5	3.0	41.8	0.2
Prop In Lane	1.00		0.00	0.61		0.36	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	12	0	0	158	0	0	12	0	989	120	1110	941
V/C Ratio(X)	0.34	0.00	0.00	0.54	0.00	0.00	0.34	0.00	1.50	0.66	1.20	0.01
Avail Cap(c_a), veh/h	516	0	0	591	0	0	516	0	989	516	1110	941
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	0.0	0.0	31.1	0.0	0.0	35.4	0.0	17.0	32.6	14.9	6.2
Incr Delay (d2), s/veh	16.7	0.0	0.0	2.8	0.0	0.0	16.7	0.0	230.1	6.0	97.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	1.5	0.0	0.0	0.1	0.0	76.9	1.5	44.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	0.0	0.0	33.9	0.0	0.0	52.1	0.0	247.1	38.6	112.2	6.2
LnGrp LOS	D	A	A	C	A	A	D	A	F	D	F	A
Approach Vol, veh/h		4			85			1487			1420	
Approach Delay, s/veh		52.1			33.9			246.6			107.1	
Approach LOS		D			C			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	45.0		5.1	5.1	49.3		12.1				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	20.4	37.5		20.4	20.4	37.5		24.4				
Max Q Clear Time (g_c+I1), s	5.0	39.5		2.2	2.2	43.8		5.4				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	0.0		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		174.2	
HCM 6th LOS		F	

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	4	331	0	201	1	1278	685	301	1152	2
Future Vol, veh/h	5	0	4	331	0	201	1	1278	685	301	1152	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	0	4	331	0	201	1	1278	685	301	1152	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3478	3720	1153	3380	3379	1621	1154	0	0	1963	0	0
Stage 1	1755	1755	-	1623	1623	-	-	-	-	-	-	-
Stage 2	1723	1965	-	1757	1756	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 4	5	243	~ 4	8	~ 128	613	-	-	~ 300	-	-
Stage 1	110	140	-	~ 131	163	-	-	-	-	-	-	-
Stage 2	114	110	-	~ 109	140	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	243	-	0	~ 128	613	-	-	~ 300	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	110	0	-	~ 131	163	-	-	-	-	-	-	-
Stage 2	-	110	-	-	0	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	18.9
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	613	-	-	-	-	~ 300	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-	1.003	-	-
HCM Control Delay (s)	10.9	0	-	-	-	91.4	0	-
HCM Lane LOS	B	A	-	-	-	F	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	10.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	4.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	39	1942	75	75	1416
Future Vol, veh/h	39	39	1942	75	75	1416
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	39	39	1942	75	75	1416

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3546	1980	0	0	2017	0
Stage 1	1980	-	-	-	-	-
Stage 2	1566	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 7	78	-	-	286	-
Stage 1	119	-	-	-	-	-
Stage 2	191	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	0	78	-	-	286	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	119	-	-	-	-	-
Stage 2	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	195.3	0	1.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	78	286	-
HCM Lane V/C Ratio	-	-	1	0.262	-
HCM Control Delay (s)	-	-	195.3	22	0
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	5.4	1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1585.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	92	364	408	1927	1339	117
Future Vol, veh/h	92	364	408	1927	1339	117
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	92	364	408	1927	1339	117

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	4142	1399	1457	0	-	0
Stage 1	1399	-	-	-	-	-
Stage 2	2743	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 3	~ 174	470	-	-	-
Stage 1	231	-	-	-	-	-
Stage 2	~ 48	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 3	~ 174	470	-	-	-
Mov Cap-2 Maneuver	~ 3	-	-	-	-	-
Stage 1	231	-	-	-	-	-
Stage 2	~ 48	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 14729.8	7.9	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	470	-	14	-	-
HCM Lane V/C Ratio	0.868	-	32.571	-	-
HCM Control Delay (s)	45.2	$	14729.8	-	-
HCM Lane LOS	E	A	F	-	-
HCM 95th %tile Q(veh)	9.1	-	58.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2548	87	59	2407	53	30
Future Volume (vph)	2548	87	59	2407	53	30
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	9.7	12.0	10.5	10.5
Total Split (s)	42.0	42.0	29.7	71.7	35.5	35.5
Total Split (%)	39.2%	39.2%	27.7%	66.9%	33.1%	33.1%
Yellow Time (s)	6.0	6.0	3.7	6.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.7	7.0	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	61.8	61.8	7.4	71.9	8.0	8.0
Actuated g/C Ratio	0.70	0.70	0.08	0.81	0.09	0.09
v/c Ratio	1.01	0.08	0.39	0.82	0.33	0.17
Control Delay	41.0	3.5	45.3	10.5	42.2	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.0	3.5	45.3	10.5	42.2	15.6
LOS	D	A	D	B	D	B
Approach Delay	39.7			11.3	32.6	
Approach LOS	D			B	C	

Intersection Summary	
Cycle Length: 107.2	
Actuated Cycle Length: 88.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 26.1	Intersection LOS: C
Intersection Capacity Utilization 85.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 52: McKinley & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2548	87	59	2407	53	30
Future Volume (veh/h)	2548	87	59	2407	53	30
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2548	87	59	2407	53	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2438	1087	84	2827	98	87
Arrive On Green	0.68	0.68	0.05	0.78	0.05	0.05
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	2548	87	59	2407	53	30
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	51.8	1.4	2.5	33.3	2.2	1.4
Cycle Q Clear(g_c), s	51.8	1.4	2.5	33.3	2.2	1.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2438	1087	84	2827	98	87
V/C Ratio(X)	1.05	0.08	0.70	0.85	0.54	0.34
Avail Cap(c_a), veh/h	2438	1087	589	3042	707	629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.5	4.3	36.1	5.4	35.4	35.0
Incr Delay (d2), s/veh	31.4	0.0	3.9	2.4	4.6	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.8	0.4	1.2	7.2	1.1	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.9	4.3	39.9	7.8	40.0	37.3
LnGrp LOS	F	A	D	A	D	D
Approach Vol, veh/h	2635			2466	83	
Approach Delay, s/veh	42.6			8.6	39.0	
Approach LOS	D			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	8.3	58.8				67.1	9.6
Change Period (Y+Rc), s	* 4.7	7.0				7.0	5.5
Max Green Setting (Gmax), s	* 25	35.0				64.7	30.0
Max Q Clear Time (g_c+I1), s	4.5	53.8				35.3	4.2
Green Ext Time (p_c), s	0.1	0.0				24.8	0.2

Intersection Summary	
HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	131.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	427	1755	396	266	2096	409	206	1	93	151	1	164
Future Vol, veh/h	427	1755	396	266	2096	409	206	1	93	151	1	164
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	427	1755	396	266	2096	409	206	1	93	151	1	164

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2505	0	0	2151	0	0	4388	5844	1076	4565	5838	1253
Stage 1	-	-	-	-	-	-	2807	2807	-	2833	2833	-
Stage 2	-	-	-	-	-	-	1581	3037	-	1732	3005	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	~ 184	-	-	~ 254	-	-	0	0	218	0	0	166
Stage 1	-	-	-	-	-	-	~ 19	40	-	~ 18	39	-
Stage 2	-	-	-	-	-	-	~ 116	30	-	~ 93	32	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	~ 184	-	-	~ 254	-	-	-	0	218	-	0	166
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	~ 19	0	-	~ 18	0	-
Stage 2	-	-	-	-	-	-	-	0	-	-	0	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	257.1	44.7		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	~ 184	-	-	~ 254	-	-	-
HCM Lane V/C Ratio	-	2.321	-	-	1.047	-	-	-
HCM Control Delay (s)	-	$ 651.5	219.1	-	112.2	44.8	-	-
HCM Lane LOS	-	F	F	-	F	E	-	-
HCM 95th %tile Q(veh)	-	35	-	-	10.8	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1997	0	0	2773	0	17
Future Vol, veh/h	1997	0	0	2773	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1997	0	0	2773	0	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	999
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	245
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	245
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	20.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	245	-	-	-
HCM Lane V/C Ratio	0.069	-	-	-
HCM Control Delay (s)	20.8	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection	
Intersection Delay, s/veh	141
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	150	43	163	150	231	0	190	395	64	32	240	134
Future Vol, veh/h	150	43	163	150	231	0	190	395	64	32	240	134
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	150	43	163	150	231	0	190	395	64	32	240	134
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

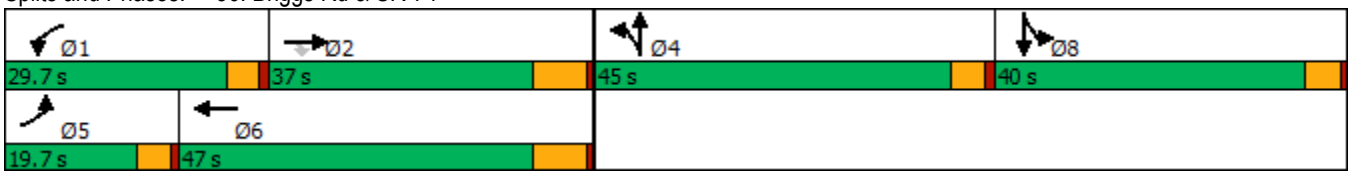
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	23	69.4	292.3	69.8
HCM LOS	C	F	F	F

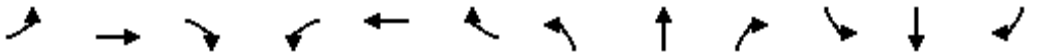
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	29%	78%	0%	39%	8%
Vol Thru, %	61%	22%	0%	61%	59%
Vol Right, %	10%	0%	100%	0%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	649	193	163	381	406
LT Vol	190	150	0	150	32
Through Vol	395	43	0	231	240
RT Vol	64	0	163	0	134
Lane Flow Rate	649	193	163	381	406
Geometry Grp	2	7	7	5	2
Degree of Util (X)	1.574	0.528	0.396	0.947	0.958
Departure Headway (Hd)	8.731	11.355	10.208	10.466	9.987
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	415	320	355	351	365
Service Time	6.809	9.055	7.908	8.466	7.987
HCM Lane V/C Ratio	1.564	0.603	0.459	1.085	1.112
HCM Control Delay	292.3	26.1	19.4	69.4	69.8
HCM Lane LOS	F	D	C	F	F
HCM 95th-tile Q	36	2.9	1.8	10	10.5

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	90	1216	707	634	1819	869	425	261	248
Future Volume (vph)	90	1216	707	634	1819	869	425	261	248
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Split	NA
Protected Phases	5	2		1	6	4	4	8	8
Permitted Phases			2						
Detector Phase	5	2	2	1	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	9.7	12.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	37.0	37.0	29.7	47.0	45.0	45.0	40.0	40.0
Total Split (%)	13.0%	24.4%	24.4%	19.6%	31.0%	29.7%	29.7%	26.4%	26.4%
Yellow Time (s)	3.7	6.0	6.0	3.7	6.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	11.4	30.0	30.0	25.0	43.7	40.0	40.0	31.1	31.1
Actuated g/C Ratio	0.08	0.20	0.20	0.17	0.30	0.27	0.27	0.21	0.21
v/c Ratio	0.65	1.66	1.00	2.08	2.00	1.78	2.18	0.69	0.88
Control Delay	88.0	338.9	51.0	525.7	481.9	391.3	565.0	63.9	78.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.0	338.9	51.0	525.7	481.9	391.3	565.0	63.9	78.9
LOS	F	F	D	F	F	F	F	E	E
Approach Delay		226.6			492.0		488.3		72.3
Approach LOS		F			F		F		E

Intersection Summary	
Cycle Length: 151.7	
Actuated Cycle Length: 147.9	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.18	
Intersection Signal Delay: 383.9	Intersection LOS: F
Intersection Capacity Utilization 165.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	1216	707	634	1819	287	869	425	676	261	248	85
Future Volume (veh/h)	90	1216	707	634	1819	287	869	425	676	261	248	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.89	1.00		0.84
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	90	1216	707	634	1819	287	869	425	676	261	248	85
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	111	732	316	306	973	149	489	165	262	383	272	93
Arrive On Green	0.06	0.20	0.20	0.17	0.31	0.31	0.27	0.27	0.27	0.21	0.21	0.21
Sat Flow, veh/h	1810	3610	1559	1810	3136	482	1810	609	969	1810	1285	440
Grp Volume(v), veh/h	90	1216	707	634	1026	1080	869	0	1101	261	0	333
Grp Sat Flow(s),veh/h/ln	1810	1805	1559	1810	1805	1813	1810	0	1578	1810	0	1725
Q Serve(g_s), s	7.3	30.0	30.0	25.0	45.9	45.9	40.0	0.0	40.0	19.7	0.0	27.9
Cycle Q Clear(g_c), s	7.3	30.0	30.0	25.0	45.9	45.9	40.0	0.0	40.0	19.7	0.0	27.9
Prop In Lane	1.00		1.00	1.00		0.27	1.00		0.61	1.00		0.26
Lane Grp Cap(c), veh/h	111	732	316	306	560	563	489	0	426	383	0	365
V/C Ratio(X)	0.81	1.66	2.24	2.07	1.83	1.92	1.78	0.00	2.58	0.68	0.00	0.91
Avail Cap(c_a), veh/h	183	732	316	306	560	563	489	0	426	428	0	408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.6	59.0	59.0	61.5	51.0	51.0	54.0	0.0	54.0	53.8	0.0	57.0
Incr Delay (d2), s/veh	5.2	303.9	567.2	494.5	381.4	420.5	357.8	0.0	718.6	3.8	0.0	23.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	44.6	61.6	53.5	80.0	86.5	66.8	0.0	101.0	9.4	0.0	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.8	362.9	626.2	556.0	432.5	471.5	411.8	0.0	772.6	57.6	0.0	80.2
LnGrp LOS	E	F	F	F	F	F	F	A	F	E	A	F
Approach Vol, veh/h		2013			2740			1970			594	
Approach Delay, s/veh		442.4			476.5			613.4			70.2	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.7	37.0		45.0	13.8	52.9		36.3				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 25	30.0		40.0	* 15	40.0		35.0				
Max Q Clear Time (g_c+I1), s	27.0	32.0		42.0	9.3	47.9		29.9				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		1.4				

Intersection Summary		
HCM 6th Ctrl Delay		471.0
HCM 6th LOS		F

Notes

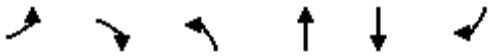
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	442	191	293	1528	1010	577
Future Volume (vph)	442	191	293	1528	1010	577
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	10.0	10.0	10.0
Minimum Split (s)	13.6	13.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	30.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	30.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	4.6	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	24.4	24.4	18.7	63.2	39.9	39.9
Actuated g/C Ratio	0.24	0.24	0.19	0.63	0.40	0.40
v/c Ratio	1.00	0.36	0.87	1.27	0.70	0.58
Control Delay	83.2	6.6	64.8	151.1	28.7	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.2	6.6	64.8	151.1	28.7	4.5
LOS	F	A	E	F	C	A
Approach Delay	60.1			137.2	19.9	
Approach LOS	E			F	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.27	
Intersection Signal Delay: 79.1	Intersection LOS: E
Intersection Capacity Utilization 115.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 57: Briggs Rd & Heritage HS Dwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	442	191	293	1528	1010	577
Future Volume (veh/h)	442	191	293	1528	1010	577
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	442	191	293	1528	1010	577
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	442	393	325	1201	1467	654
Arrive On Green	0.24	0.24	0.18	0.63	0.41	0.41
Sat Flow, veh/h	1810	1610	1810	1900	3705	1610
Grp Volume(v), veh/h	442	191	293	1528	1010	577
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1805	1610
Q Serve(g_s), s	24.4	10.2	15.8	63.2	23.1	33.2
Cycle Q Clear(g_c), s	24.4	10.2	15.8	63.2	23.1	33.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	442	393	325	1201	1467	654
V/C Ratio(X)	1.00	0.49	0.90	1.27	0.69	0.88
Avail Cap(c_a), veh/h	442	393	369	1201	1467	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	32.4	40.1	18.4	24.5	27.5
Incr Delay (d2), s/veh	43.1	0.9	21.2	129.3	1.4	13.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.9	9.4	8.9	67.0	9.8	14.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	80.9	33.4	61.3	147.7	25.8	40.9
LnGrp LOS	F	C	E	F	C	D
Approach Vol, veh/h	633			1821	1587	
Approach Delay, s/veh	66.6			133.8	31.3	
Approach LOS	E			F	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		70.0		30.0	22.6	47.4
Change Period (Y+Rc), s		6.8		5.6	4.6	6.8
Max Green Setting (Gmax), s		63.2		24.4	20.4	38.2
Max Q Clear Time (g_c+I1), s		65.2		26.4	17.8	35.2
Green Ext Time (p_c), s		0.0		0.0	0.1	2.3

Intersection Summary	
HCM 6th Ctrl Delay	83.0
HCM 6th LOS	F

Intersection	
Intersection Delay, s/veh	823.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	354	0	8	148	0	260	39	1411	229	28	1207	35
Future Vol, veh/h	354	0	8	148	0	260	39	1411	229	28	1207	35
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	354	0	8	148	0	260	39	1411	229	28	1207	35
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	116.4	127.4	1153.6	1105.1
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	0%	98%	36%	2%
Vol Thru, %	97%	0%	0%	0%	95%
Vol Right, %	0%	100%	2%	64%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1450	229	362	408	1270
LT Vol	39	0	354	148	28
Through Vol	1411	0	0	0	1207
RT Vol	0	229	8	260	35
Lane Flow Rate	1450	229	362	408	1270
Geometry Grp	7	7	2	2	5
Degree of Util (X)	3.872	0.566	0.983	1.036	3.378
Departure Headway (Hd)	15.173	14.402	20.919	19.83	13.35
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	261	254	177	188	292
Service Time	12.873	12.102	18.919	17.83	11.35
HCM Lane V/C Ratio	5.556	0.902	2.045	2.17	4.349
HCM Control Delay	1330.4	34.4	116.4	127.4	1105.1
HCM Lane LOS	F	D	F	F	F
HCM 95th-tile Q	89	3.2	7.8	8.8	84.2

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	97	0	1679	1239	124
Future Vol, veh/h	0	97	0	1679	1239	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	97	0	1679	1239	124

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1301	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	199	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	199	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	39.2	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	199	-	-
HCM Lane V/C Ratio	-	0.487	-	-
HCM Control Delay (s)	-	39.2	-	-
HCM Lane LOS	-	E	-	-
HCM 95th %tile Q(veh)	-	2.4	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	109	8	155	105	14	150	123	1420	58	95	1223	18
Future Vol, veh/h	109	8	155	105	14	150	123	1420	58	95	1223	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	109	8	155	105	14	150	123	1420	58	95	1223	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2385	3149	1232	3202	3129	742	1241	0	0	1481	0	0
Stage 1	1422	1422	-	1698	1698	-	-	-	-	-	-	-
Stage 2	963	1727	-	1504	1431	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 21	11	218	~ 5	~ 11	363	568	-	-	460	-	-
Stage 1	171	204	-	~ 98	150	-	-	-	-	-	-	-
Stage 2	278	145	-	153	202	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	218	-	0	362	568	-	-	459	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	171	67	-	~ 98	0	-	-	-	-	-	-	-
Stage 2	-	0	-	~ 13	66	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			6	1.1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	568	-	-	-	-	459	-	-
HCM Lane V/C Ratio	0.217	-	-	-	-	0.207	-	-
HCM Control Delay (s)	13.1	5.6	-	-	-	14.9	0	-
HCM Lane LOS	B	A	-	-	-	B	A	-
HCM 95th %tile Q(veh)	0.8	-	-	-	-	0.8	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	99	0	1601	1446	38
Future Vol, veh/h	0	99	0	1601	1446	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	99	0	1601	1446	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1465	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	159	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	159	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	59.2	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	159	-	-
HCM Lane V/C Ratio	-	0.623	-	-
HCM Control Delay (s)	-	59.2	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	3.4	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	0	68	176	0	57	67	1529	61	18	1500	27
Future Vol, veh/h	14	0	68	176	0	57	67	1529	61	18	1500	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	0	68	176	0	57	67	1529	61	18	1500	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2449	3274	1514	3278	3257	795	1527	0	0	1590	0	0
Stage 1	1550	1550	-	1694	1694	-	-	-	-	-	-	-
Stage 2	899	1724	-	1584	1563	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	19	9	149	~ 4	9	335	442	-	-	418	-	-
Stage 1	144	177	-	~ 99	150	-	-	-	-	-	-	-
Stage 2	304	145	-	~ 138	174	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	149	-	0	335	442	-	-	418	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	144	126	-	~ 99	0	-	-	-	-	-	-	-
Stage 2	-	0	-	~ 53	124	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			6.8	0.2
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	442	-	-	-	149	-	418	-	-
HCM Lane V/C Ratio	0.152	-	-	-	0.456	-	0.043	-	-
HCM Control Delay (s)	14.6	6.7	-	-	48	-	14	0	-
HCM Lane LOS	B	A	-	-	E	-	B	A	-
HCM 95th %tile Q(veh)	0.5	-	-	-	2.1	-	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	759.5
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	59	385	1273	77	265	1477
Future Vol, veh/h	59	385	1273	77	265	1477
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	59	385	1273	77	265	1477
Number of Lanes	1	0	1	0	0	1

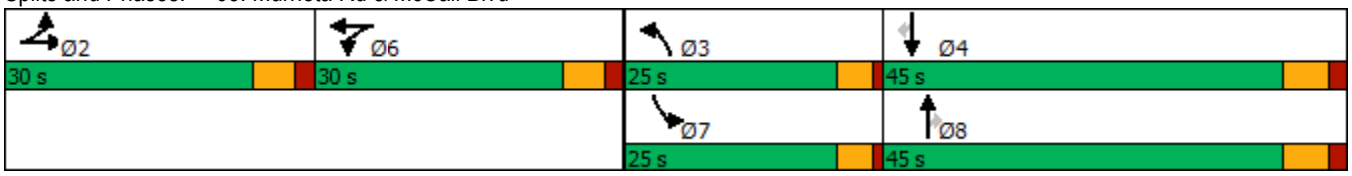
Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	39.9	677.2	1006.7
HCM LOS	E	F	F

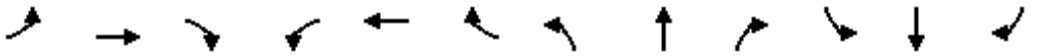
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	13%	15%
Vol Thru, %	94%	0%	85%
Vol Right, %	6%	87%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1350	444	1742
LT Vol	0	59	265
Through Vol	1273	0	1477
RT Vol	77	385	0
Lane Flow Rate	1350	444	1742
Geometry Grp	1	1	1
Degree of Util (X)	2.444	0.802	3.185
Departure Headway (Hd)	9.188	9.035	8.385
Convergence, Y/N	Yes	Yes	Yes
Cap	419	404	453
Service Time	7.188	7.035	6.385
HCM Lane V/C Ratio	3.222	1.099	3.845
HCM Control Delay	677.2	39.9	1006.7
HCM Lane LOS	F	E	F
HCM 95th-tile Q	75.5	7.1	121.5

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	162	354	229	188	3	511	341	74	217	105
Future Volume (vph)	162	354	229	188	3	511	341	74	217	105
Turn Type	Split	NA	Split	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	2	2	6	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	2	2	6	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	12.1	12.1	12.1	12.1	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	30.0	30.0	30.0	30.0	25.0	45.0	45.0	25.0	45.0	45.0
Total Split (%)	23.1%	23.1%	23.1%	23.1%	19.2%	34.6%	34.6%	19.2%	34.6%	34.6%
Yellow Time (s)	4.1	4.1	4.1	4.1	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	6.1	6.1	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	16.5	16.5	18.4	18.4	6.4	33.7	33.7	9.2	42.6	42.6
Actuated g/C Ratio	0.17	0.17	0.19	0.19	0.06	0.34	0.34	0.09	0.43	0.43
v/c Ratio	0.54	0.59	0.68	0.48	0.03	0.79	0.54	0.44	0.27	0.14
Control Delay	48.9	45.1	52.2	23.8	54.0	42.3	21.5	57.3	20.9	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.9	45.1	52.2	23.8	54.0	42.3	21.5	57.3	20.9	4.1
LOS	D	D	D	C	D	D	C	E	C	A
Approach Delay		46.3		34.8		34.0			23.2	
Approach LOS		D		C		C			C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 99.1	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 35.1	Intersection LOS: D
Intersection Capacity Utilization 73.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 65: Murrieta Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	354	3	229	188	173	3	511	341	74	217	105
Future Volume (veh/h)	162	354	3	229	188	173	3	511	341	74	217	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	162	354	3	229	188	173	3	511	341	74	217	105
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	262	531	4	315	319	276	9	622	520	110	728	610
Arrive On Green	0.14	0.14	0.14	0.17	0.17	0.17	0.00	0.33	0.33	0.06	0.38	0.38
Sat Flow, veh/h	1810	3668	31	1810	1832	1587	1810	1900	1590	1810	1900	1590
Grp Volume(v), veh/h	162	174	183	229	185	176	3	511	341	74	217	105
Grp Sat Flow(s),veh/h/ln	1810	1805	1894	1810	1805	1614	1810	1900	1590	1810	1900	1590
Q Serve(g_s), s	6.7	7.2	7.2	9.5	7.5	8.0	0.1	19.6	14.5	3.2	6.3	3.4
Cycle Q Clear(g_c), s	6.7	7.2	7.2	9.5	7.5	8.0	0.1	19.6	14.5	3.2	6.3	3.4
Prop In Lane	1.00		0.02	1.00		0.98	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	262	261	274	315	314	281	9	622	520	110	728	610
V/C Ratio(X)	0.62	0.67	0.67	0.73	0.59	0.63	0.34	0.82	0.66	0.67	0.30	0.17
Avail Cap(c_a), veh/h	547	545	572	547	545	488	467	927	776	467	927	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	32.0	32.0	30.9	30.1	30.3	39.2	24.5	22.8	36.4	17.0	16.1
Incr Delay (d2), s/veh	2.4	2.9	2.8	3.2	1.8	2.3	8.4	3.8	1.4	2.6	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.3	3.4	4.2	3.3	3.2	0.1	9.0	5.4	1.4	2.7	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	35.0	34.8	34.1	31.8	32.6	47.6	28.3	24.2	39.0	17.2	16.2
LnGrp LOS	C	C	C	C	C	C	D	C	C	D	B	B
Approach Vol, veh/h		519			590			855			396	
Approach Delay, s/veh		34.7			33.0			26.7			21.0	
Approach LOS		C			C			C			C	

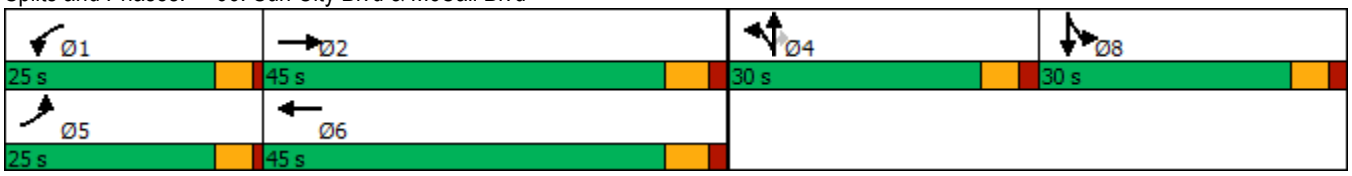
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		17.5	5.0	36.7		19.9	9.4	32.3				
Change Period (Y+Rc), s		6.1	4.6	6.4		6.1	4.6	6.4				
Max Green Setting (Gmax), s		23.9	20.4	38.6		23.9	20.4	38.6				
Max Q Clear Time (g_c+I1), s		9.2	2.1	8.3		11.5	5.2	21.6				
Green Ext Time (p_c), s		2.2	0.0	1.7		2.3	0.1	4.3				

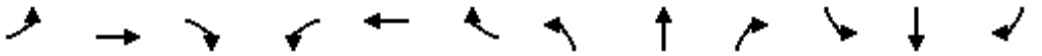
Intersection Summary												
HCM 6th Ctrl Delay			29.1									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	43	678	302	634	55	113	79
Future Volume (vph)	43	678	302	634	55	113	79
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	4		8
Permitted Phases						4	
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	13.6	13.6	13.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	7.2	25.3	20.6	43.5	8.8	8.8	13.4
Actuated g/C Ratio	0.08	0.28	0.23	0.48	0.10	0.10	0.15
v/c Ratio	0.30	0.74	0.73	0.43	0.29	0.44	0.58
Control Delay	47.7	34.2	46.5	17.6	42.6	14.5	40.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.7	34.2	46.5	17.6	42.6	14.5	40.8
LOS	D	C	D	B	D	B	D
Approach Delay		34.9		26.0	27.5		40.8
Approach LOS		C		C	C		D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 90.3	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 31.1	Intersection LOS: C
Intersection Capacity Utilization 68.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 66: Sun City Blvd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	678	60	302	634	95	43	55	113	200	79	19
Future Volume (veh/h)	43	678	60	302	634	95	43	55	113	200	79	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	678	60	302	634	95	43	55	113	200	79	19
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	85	906	80	345	1302	195	157	222	164	273	223	54
Arrive On Green	0.05	0.27	0.27	0.19	0.41	0.41	0.10	0.10	0.10	0.15	0.15	0.15
Sat Flow, veh/h	1810	3354	297	1810	3143	470	1504	2126	1570	1810	1477	355
Grp Volume(v), veh/h	43	365	373	302	364	365	52	46	113	200	0	98
Grp Sat Flow(s),veh/h/ln	1810	1805	1845	1810	1805	1808	1825	1805	1570	1810	0	1833
Q Serve(g_s), s	1.8	14.3	14.3	12.5	11.4	11.4	2.0	1.8	5.4	8.1	0.0	3.7
Cycle Q Clear(g_c), s	1.8	14.3	14.3	12.5	11.4	11.4	2.0	1.8	5.4	8.1	0.0	3.7
Prop In Lane	1.00		0.16	1.00		0.26	0.82		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	85	488	499	345	748	749	190	188	164	273	0	276
V/C Ratio(X)	0.51	0.75	0.75	0.87	0.49	0.49	0.27	0.24	0.69	0.73	0.00	0.35
Avail Cap(c_a), veh/h	479	910	931	479	910	912	577	571	497	572	0	580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.9	25.7	25.8	30.3	16.6	16.6	31.9	31.8	33.3	31.3	0.0	29.4
Incr Delay (d2), s/veh	1.7	2.3	2.3	9.9	0.5	0.5	0.8	0.7	5.1	3.8	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	6.0	6.2	6.1	4.4	4.4	0.9	0.8	2.2	3.8	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	28.1	28.0	40.2	17.1	17.1	32.6	32.4	38.4	35.1	0.0	30.2
LnGrp LOS	D	C	C	D	B	B	C	C	D	D	A	C
Approach Vol, veh/h		781			1031			211			298	
Approach Delay, s/veh		28.6			23.8			35.7			33.5	
Approach LOS		C			C			D			C	

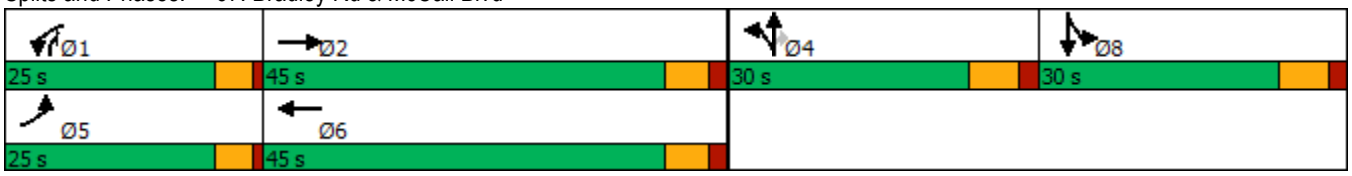
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.3	26.9		13.6	8.2	38.1		17.2				
Change Period (Y+Rc), s	4.6	6.1		5.6	4.6	6.1		5.6				
Max Green Setting (Gmax), s	20.4	38.9		24.4	20.4	38.9		24.4				
Max Q Clear Time (g_c+I1), s	14.5	16.3		7.4	3.8	13.4		10.1				
Green Ext Time (p_c), s	0.2	4.6		0.8	0.0	4.7		1.5				

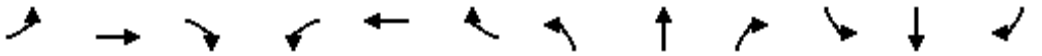
Intersection Summary												
HCM 6th Ctrl Delay			27.7									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	999	689	943	71	48	695	159	57
Future Volume (vph)	6	999	689	943	71	48	695	159	57
Turn Type	Prot	NA	Prot	NA	Split	NA	pm+ov	Split	NA
Protected Phases	5	2	1	6	4	4	1	8	8
Permitted Phases							4		
Detector Phase	5	2	1	6	4	4	1	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	10.6	14.8	14.8
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	19.2%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.1	38.9	20.7	62.4	10.1	10.1	30.4	14.6	14.6
Actuated g/C Ratio	0.06	0.37	0.20	0.59	0.10	0.10	0.29	0.14	0.14
v/c Ratio	0.06	0.82	1.95	0.49	0.41	0.26	1.23	0.64	0.28
Control Delay	53.2	37.6	461.0	15.9	55.2	50.8	143.1	56.1	40.0
Queue Delay	0.0	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay	53.2	37.7	461.0	16.2	55.2	50.8	143.1	56.1	40.0
LOS	D	D	F	B	E	D	F	E	D
Approach Delay		37.8		193.2		130.0			51.0
Approach LOS		D		F		F			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 105.2	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.95	
Intersection Signal Delay: 127.6	Intersection LOS: F
Intersection Capacity Utilization 98.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 67: Bradley Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	999	83	689	943	99	71	48	695	159	57	17
Future Volume (veh/h)	6	999	83	689	943	99	71	48	695	159	57	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	999	83	689	943	99	71	48	695	159	57	17
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	16	1076	89	312	1589	167	355	372	593	195	150	45
Arrive On Green	0.01	0.32	0.32	0.17	0.48	0.48	0.20	0.20	0.20	0.11	0.11	0.11
Sat Flow, veh/h	1810	3374	280	1810	3297	346	1810	1900	1610	1810	1399	417
Grp Volume(v), veh/h	6	534	548	689	516	526	71	48	695	159	0	74
Grp Sat Flow(s),veh/h/ln	1810	1805	1850	1810	1805	1838	1810	1900	1610	1810	0	1817
Q Serve(g_s), s	0.4	33.9	33.9	20.4	24.6	24.6	3.9	2.5	23.2	10.2	0.0	4.5
Cycle Q Clear(g_c), s	0.4	33.9	33.9	20.4	24.6	24.6	3.9	2.5	23.2	10.2	0.0	4.5
Prop In Lane	1.00		0.15	1.00		0.19	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	16	576	590	312	870	886	355	372	593	195	0	195
V/C Ratio(X)	0.37	0.93	0.93	2.21	0.59	0.59	0.20	0.13	1.17	0.82	0.00	0.38
Avail Cap(c_a), veh/h	312	593	608	312	870	886	355	372	593	355	0	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.3	39.0	39.0	49.0	22.2	22.2	39.8	39.3	37.4	51.7	0.0	49.1
Incr Delay (d2), s/veh	5.0	20.8	20.5	554.6	1.1	1.1	0.3	0.2	94.3	8.1	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	18.0	18.4	57.1	10.3	10.5	1.8	1.2	31.7	4.9	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	59.8	59.5	603.6	23.3	23.3	40.1	39.4	131.7	59.8	0.0	50.4
LnGrp LOS	E	E	E	F	C	C	D	D	F	E	A	D
Approach Vol, veh/h		1088			1731			814			233	
Approach Delay, s/veh		59.7			254.3			118.3			56.8	
Approach LOS		E			F			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	43.8		30.0	5.7	63.2		19.5				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		23.2				
Max Q Clear Time (g_c+I1), s	22.4	35.9		25.2	2.4	26.6		12.2				
Green Ext Time (p_c), s	0.0	1.8		0.0	0.0	5.3		0.6				

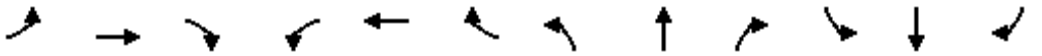
Intersection Summary			
HCM 6th Ctrl Delay		159.0	
HCM 6th LOS		F	

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1433	420	1161	1336	3	396
Future Volume (vph)	1433	420	1161	1336	3	396
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		9.0	9.5	9.5	9.5
Total Split (s)	42.0		29.0	71.0	29.0	29.0
Total Split (%)	42.0%		29.0%	71.0%	29.0%	29.0%
Yellow Time (s)	4.0		3.5	4.0	4.0	4.0
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.0	4.5	4.5	4.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	C-Min	None	None
Act Effct Green (s)	37.5	100.0	25.8	67.3	23.7	23.7
Actuated g/C Ratio	0.38	1.00	0.26	0.67	0.24	0.24
v/c Ratio	1.06	0.26	2.50	0.55	0.94	0.90
Control Delay	73.2	0.4	693.2	25.7	69.0	54.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.2	0.4	693.2	25.7	69.0	54.7
LOS	E	A	F	C	E	D
Approach Delay	56.7			336.0	61.9	
Approach LOS	E			F	E	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 61 (61%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.50	
Intersection Signal Delay: 193.0	Intersection LOS: F
Intersection Capacity Utilization 137.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 68: I-215 SB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑						↲	↱
Traffic Volume (veh/h)	0	1433	420	1161	1336	0	0	0	0	400	3	396
Future Volume (veh/h)	0	1433	420	1161	1336	0	0	0	0	400	3	396
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1433	0	1161	1336	0				400	3	396
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1354		452	2401	0				440	3	394
Arrive On Green	0.00	0.38	0.00	0.33	0.88	0.00				0.25	0.25	0.25
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1797	13	1610
Grp Volume(v), veh/h	0	1433	0	1161	1336	0				403	0	396
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	37.5	0.0	25.0	8.4	0.0				21.6	0.0	24.5
Cycle Q Clear(g_c), s	0.0	37.5	0.0	25.0	8.4	0.0				21.6	0.0	24.5
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	1354		452	2401	0				443	0	394
V/C Ratio(X)	0.00	1.06		2.57	0.56	0.00				0.91	0.00	1.00
Avail Cap(c_a), veh/h	0	1354		452	2401	0				443	0	394
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.20	0.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	31.3	0.0	33.4	2.4	0.0				36.7	0.0	37.8
Incr Delay (d2), s/veh	0.0	30.5	0.0	705.5	0.1	0.0				21.9	0.0	46.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.2	0.0	98.4	1.7	0.0				12.0	0.0	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	61.7	0.0	738.9	2.5	0.0				58.6	0.0	84.0
LnGrp LOS	A	F		F	A	A				E	A	F
Approach Vol, veh/h		1433			2497						799	
Approach Delay, s/veh		61.7			344.9						71.2	
Approach LOS		E			F						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	29.0	42.0		29.0		71.0
Change Period (Y+Rc), s	4.0	4.5		4.5		4.5
Max Green Setting (Gmax), s	25.0	37.5		24.5		66.5
Max Q Clear Time (g_c+I1), s	27.0	39.5		26.5		10.4
Green Ext Time (p_c), s	0.0	0.0		0.0		8.3

Intersection Summary		
HCM 6th Ctrl Delay		212.8
HCM 6th LOS		F

Notes

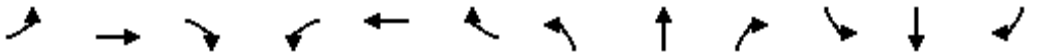
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	287	1546	2181	508	4	1050
Future Volume (vph)	287	1546	2181	508	4	1050
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	8.5	9.5	9.5		9.5	9.5
Total Split (s)	34.0	60.0	26.0		40.0	40.0
Total Split (%)	34.0%	60.0%	26.0%		40.0%	40.0%
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min		None	None
Act Effct Green (s)	20.3	55.5	31.7	100.0	35.5	35.5
Actuated g/C Ratio	0.20	0.56	0.32	1.00	0.36	0.36
v/c Ratio	0.78	0.77	1.91	0.32	0.50	1.73
Control Delay	49.3	7.4	436.5	0.5	28.6	358.5
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay	49.3	7.7	436.5	0.5	28.6	358.5
LOS	D	A	F	A	C	F
Approach Delay		14.2	354.1		281.4	
Approach LOS		B	F		F	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.91	
Intersection Signal Delay: 231.5	Intersection LOS: F
Intersection Capacity Utilization 137.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 69: I-215 NB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	287	1546	0	0	2181	508	316	4	1050	0	0	0
Future Volume (veh/h)	287	1546	0	0	2181	508	316	4	1050	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	287	1546	0	0	2181	0	316	4	1050			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	320	2004	0	0	1238		635	8	572			
Arrive On Green	0.24	0.74	0.00	0.00	0.34	0.00	0.35	0.35	0.35			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1788	23	1610			
Grp Volume(v), veh/h	287	1546	0	0	2181	0	320	0	1050			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	15.4	26.1	0.0	0.0	34.3	0.0	13.8	0.0	35.5			
Cycle Q Clear(g_c), s	15.4	26.1	0.0	0.0	34.3	0.0	13.8	0.0	35.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	320	2004	0	0	1238		643	0	572			
V/C Ratio(X)	0.90	0.77	0.00	0.00	1.76		0.50	0.00	1.84			
Avail Cap(c_a), veh/h	552	2004	0	0	1238		643	0	572			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	0.09	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	37.3	9.2	0.0	0.0	32.9	0.0	25.3	0.0	32.3			
Incr Delay (d2), s/veh	0.5	0.3	0.0	0.0	343.0	0.0	0.6	0.0	383.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.3	5.7	0.0	0.0	73.3	0.0	5.9	0.0	74.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	9.5	0.0	0.0	375.8	0.0	25.9	0.0	415.7			
LnGrp LOS	D	A	A	A	F		C	A	F			
Approach Vol, veh/h		1833			2181			1370				
Approach Delay, s/veh		13.9			375.8			324.6				
Approach LOS		B			F			F				

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.0			21.2	38.8		40.0				
Change Period (Y+Rc), s		4.5			3.5	4.5		4.5				
Max Green Setting (Gmax), s		55.5			30.5	21.5		35.5				
Max Q Clear Time (g_c+I1), s		28.1			17.4	36.3		37.5				
Green Ext Time (p_c), s		9.4			0.3	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			239.6									
HCM 6th LOS			F									

Notes

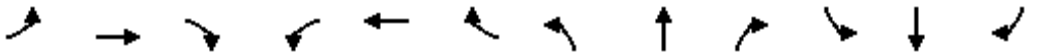
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	456	2019	64	2220	196	35	63	42	21
Future Volume (vph)	456	2019	64	2220	196	35	63	42	21
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases					4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	14.8	14.8	14.8
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	25.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	20.4	53.2	8.2	38.9	23.2	23.2	23.2	23.9	23.9
Actuated g/C Ratio	0.20	0.53	0.08	0.39	0.23	0.23	0.23	0.24	0.24
v/c Ratio	1.24	1.12	0.43	1.63	1.26	0.08	0.15	0.13	0.49
Control Delay	164.4	88.0	52.2	311.2	191.9	30.8	4.9	31.2	8.2
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	164.4	88.3	52.2	311.2	191.9	30.8	4.9	31.2	8.2
LOS	F	F	D	F	F	C	A	C	A
Approach Delay		101.7		304.1		132.7			11.1
Approach LOS		F		F		F			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.63	
Intersection Signal Delay: 183.0	Intersection LOS: F
Intersection Capacity Utilization 137.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 70: Encanto Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	456	2019	121	64	2220	58	196	35	63	42	21	274
Future Volume (veh/h)	456	2019	121	64	2220	58	196	35	63	42	21	274
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	456	2019	121	64	2220	58	196	35	63	42	21	274
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	369	1878	111	90	1398	36	138	441	370	356	27	347
Arrive On Green	0.20	0.54	0.54	0.05	0.39	0.39	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	3458	205	1810	3595	93	1097	1900	1594	1306	115	1497
Grp Volume(v), veh/h	456	1043	1097	64	1110	1168	196	35	63	42	0	295
Grp Sat Flow(s),veh/h/ln	1810	1805	1858	1810	1805	1883	1097	1900	1594	1306	0	1612
Q Serve(g_s), s	20.4	54.3	54.3	3.5	38.9	38.9	6.0	1.4	3.2	2.6	0.0	17.2
Cycle Q Clear(g_c), s	20.4	54.3	54.3	3.5	38.9	38.9	23.2	1.4	3.2	4.0	0.0	17.2
Prop In Lane	1.00		0.11	1.00		0.05	1.00		1.00	1.00		0.93
Lane Grp Cap(c), veh/h	369	980	1009	90	702	733	138	441	370	356	0	374
V/C Ratio(X)	1.24	1.06	1.09	0.71	1.58	1.59	1.42	0.08	0.17	0.12	0.00	0.79
Avail Cap(c_a), veh/h	369	980	1009	369	702	733	138	441	370	365	0	385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.8	22.8	22.8	46.8	30.5	30.6	48.6	30.0	30.7	31.6	0.0	36.1
Incr Delay (d2), s/veh	127.2	47.2	55.2	3.8	268.1	274.1	227.0	0.1	0.2	0.1	0.0	10.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.9	33.4	36.6	1.6	67.4	71.6	12.1	0.7	1.2	0.8	0.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	167.0	70.0	78.1	50.6	298.6	304.6	275.6	30.1	30.9	31.8	0.0	46.4
LnGrp LOS	F	F	F	D	F	F	F	C	C	C	A	D
Approach Vol, veh/h		2596			2342			294			337	
Approach Delay, s/veh		90.5			294.8			193.9			44.5	
Approach LOS		F			F			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	60.4		30.0	25.0	45.0		30.0				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		* 6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		* 24				
Max Q Clear Time (g_c+I1), s	5.5	56.3		25.2	22.4	40.9		19.2				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		179.1
HCM 6th LOS		F

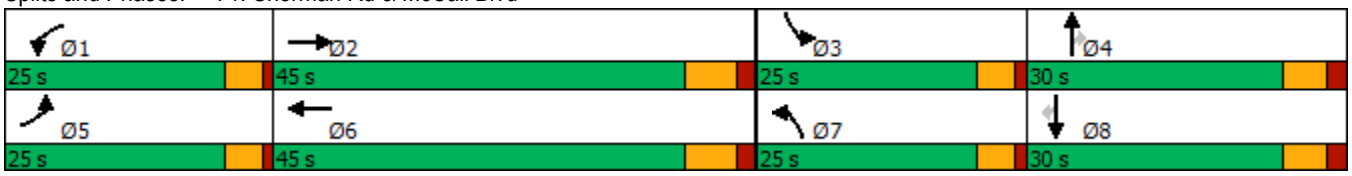
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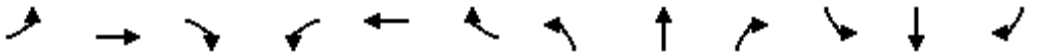
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	159	2069	68	2124	124	50	62	77	18	63
Future Volume (vph)	159	2069	68	2124	124	50	62	77	18	63
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4		3	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.8	10.6	16.8	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	12.4	45.6	8.2	38.8	11.5	10.2	10.2	8.6	8.1	8.1
Actuated g/C Ratio	0.14	0.51	0.09	0.43	0.13	0.11	0.11	0.10	0.09	0.09
v/c Ratio	0.64	1.15	0.41	1.43	0.54	0.23	0.23	0.45	0.10	0.26
Control Delay	49.9	101.7	48.8	223.6	47.8	42.3	3.1	49.3	43.4	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.9	101.7	48.8	223.6	47.8	42.3	3.1	49.3	43.4	4.0
LOS	D	F	D	F	D	D	A	D	D	A
Approach Delay		98.1		218.4		34.9			30.5	
Approach LOS		F		F		C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 89.7	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.43	
Intersection Signal Delay: 148.5	Intersection LOS: F
Intersection Capacity Utilization 98.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 71: Sherman Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	2069	44	68	2124	98	124	50	62	77	18	63
Future Volume (veh/h)	159	2069	44	68	2124	98	124	50	62	77	18	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	159	2069	44	68	2124	98	124	50	62	77	18	63
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	196	1813	38	102	1582	72	158	232	186	107	179	146
Arrive On Green	0.11	0.50	0.50	0.06	0.45	0.45	0.09	0.12	0.12	0.06	0.09	0.09
Sat Flow, veh/h	1810	3612	76	1810	3515	161	1810	1900	1523	1810	1900	1549
Grp Volume(v), veh/h	159	1029	1084	68	1083	1139	124	50	62	77	18	63
Grp Sat Flow(s),veh/h/ln	1810	1805	1884	1810	1805	1870	1810	1900	1523	1810	1900	1549
Q Serve(g_s), s	7.3	42.6	42.6	3.1	38.2	38.2	5.7	2.0	3.2	3.5	0.7	3.3
Cycle Q Clear(g_c), s	7.3	42.6	42.6	3.1	38.2	38.2	5.7	2.0	3.2	3.5	0.7	3.3
Prop In Lane	1.00		0.04	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	906	946	102	812	842	158	232	186	107	179	146
V/C Ratio(X)	0.81	1.14	1.15	0.67	1.33	1.35	0.79	0.22	0.33	0.72	0.10	0.43
Avail Cap(c_a), veh/h	435	906	946	435	812	842	435	535	429	435	535	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	21.1	21.1	39.3	23.3	23.3	38.0	33.6	34.1	39.2	35.2	36.3
Incr Delay (d2), s/veh	3.0	74.8	78.2	2.8	158.1	167.0	3.3	0.5	1.0	3.4	0.2	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	33.3	35.7	1.4	49.2	53.1	2.6	0.9	1.2	1.7	0.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.0	96.0	99.4	42.0	181.5	190.4	41.2	34.1	35.1	42.6	35.4	38.3
LnGrp LOS	D	F	F	D	F	F	D	C	D	D	D	D
Approach Vol, veh/h		2272			2290			236			158	
Approach Delay, s/veh		93.7			181.8			38.1			40.1	
Approach LOS		F			F			D			D	

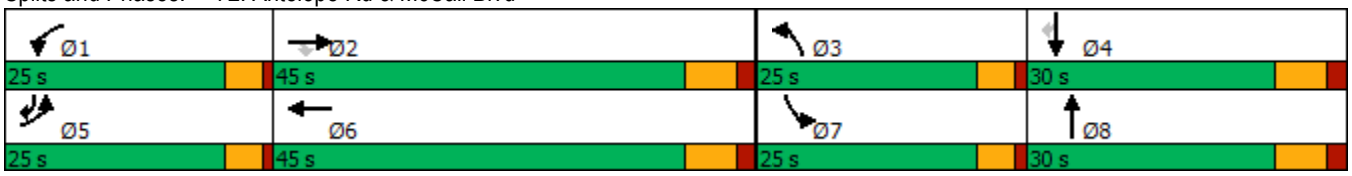
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	49.4	9.6	16.5	13.8	45.0	12.0	14.1
Change Period (Y+Rc), s	4.6	6.8	4.6	6.1	4.6	6.8	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.9	20.4	38.2	20.4	23.9
Max Q Clear Time (g_c+I1), s	5.1	44.6	5.5	5.2	9.3	40.2	7.7	5.3
Green Ext Time (p_c), s	0.0	0.0	0.1	0.4	0.1	0.0	0.1	0.2

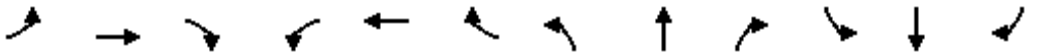
Intersection Summary	
HCM 6th Ctrl Delay	130.0
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	288	1907	28	81	2042	88	60	41	5	156
Future Volume (vph)	288	1907	28	81	2042	88	60	41	5	156
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8	7	4	5
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	5
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	16.8	16.8	10.6	16.8	10.6	14.8	10.6	14.8	10.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0	25.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%	20.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	6.8	4.6	6.8	4.6	6.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	20.2	52.4	52.4	9.0	38.7	17.2	13.0	7.2	9.6	27.7
Actuated g/C Ratio	0.21	0.54	0.54	0.09	0.40	0.18	0.13	0.07	0.10	0.28
v/c Ratio	0.77	0.98	0.03	0.49	1.63	0.28	0.69	0.31	0.03	0.27
Control Delay	53.5	42.9	0.1	54.4	310.9	38.1	36.2	52.3	42.8	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.5	42.9	0.1	54.4	310.9	38.1	36.2	52.3	42.8	5.6
LOS	D	D	A	D	F	D	D	D	D	A
Approach Delay		43.7			302.2		36.8		16.0	
Approach LOS		D			F		D		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 97.4	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.63	
Intersection Signal Delay: 162.9	Intersection LOS: F
Intersection Capacity Utilization 117.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 72: Antelope Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	288	1907	28	81	2042	264	88	60	151	41	5	156
Future Volume (veh/h)	288	1907	28	81	2042	264	88	60	151	41	5	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	288	1907	28	81	2042	264	88	60	151	41	5	156
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	322	1857	828	105	1272	161	114	72	181	75	245	494
Arrive On Green	0.18	0.51	0.51	0.06	0.39	0.39	0.06	0.15	0.15	0.04	0.13	0.13
Sat Flow, veh/h	1810	3610	1610	1810	3224	408	1810	479	1205	1810	1900	1610
Grp Volume(v), veh/h	288	1907	28	81	1123	1183	88	0	211	41	5	156
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1827	1810	0	1683	1810	1900	1610
Q Serve(g_s), s	15.1	49.8	0.8	4.3	38.2	38.2	4.6	0.0	11.8	2.2	0.2	7.2
Cycle Q Clear(g_c), s	15.1	49.8	0.8	4.3	38.2	38.2	4.6	0.0	11.8	2.2	0.2	7.2
Prop In Lane	1.00		1.00	1.00		0.22	1.00		0.72	1.00		1.00
Lane Grp Cap(c), veh/h	322	1857	828	105	712	721	114	0	253	75	245	494
V/C Ratio(X)	0.90	1.03	0.03	0.77	1.58	1.64	0.77	0.00	0.83	0.55	0.02	0.32
Avail Cap(c_a), veh/h	381	1857	828	381	712	721	381	0	403	381	455	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	23.5	11.6	44.9	29.3	29.3	44.7	0.0	39.9	45.5	36.8	25.7
Incr Delay (d2), s/veh	18.8	28.1	0.0	4.4	266.3	294.4	4.2	0.0	8.0	2.3	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	25.0	0.3	2.0	68.5	74.9	2.2	0.0	5.4	1.0	0.1	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	51.6	11.6	49.4	295.6	323.6	48.8	0.0	48.0	47.8	36.8	26.1
LnGrp LOS	E	F	B	D	F	F	D	A	D	D	D	C
Approach Vol, veh/h		2223			2387			299			202	
Approach Delay, s/veh		51.9			301.1			48.2			30.8	
Approach LOS		D			F			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	56.6	10.7	19.3	21.8	45.0	8.6	21.4
Change Period (Y+Rc), s	4.6	6.8	4.6	6.8	4.6	6.8	4.6	6.8
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.2	20.4	38.2	20.4	23.2
Max Q Clear Time (g_c+I1), s	6.3	51.8	6.6	9.2	17.1	40.2	4.2	13.8
Green Ext Time (p_c), s	0.1	0.0	0.1	0.4	0.1	0.0	0.0	0.8

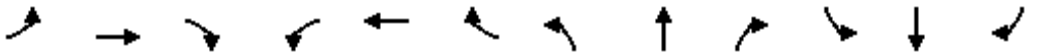
Intersection Summary			
HCM 6th Ctrl Delay		167.3	
HCM 6th LOS		F	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	302	1892	3	2041	271	16	18	138	2	322
Future Volume (vph)	302	1892	3	2041	271	16	18	138	2	322
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases					6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	8.0	8.0	21.0	21.0	21.0
Minimum Split (s)	10.6	17.2	10.6	17.2	17.2	13.6	13.6	26.6	26.6	26.6
Total Split (s)	40.0	60.0	25.0	45.0	45.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	32.0%	48.0%	20.0%	36.0%	36.0%	32.0%	32.0%	32.0%	32.0%	32.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2		5.6		5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	20.6	61.3	6.0	38.0	38.0		22.0		22.0	22.0
Actuated g/C Ratio	0.21	0.63	0.06	0.39	0.39		0.22		0.22	0.22
v/c Ratio	0.80	1.60	0.03	1.46	0.39		0.14		0.48	0.53
Control Delay	52.8	292.7	48.0	237.4	16.2		24.1		40.6	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	52.8	292.7	48.0	237.4	16.2		24.1		40.6	7.5
LOS	D	F	D	F	B		C		D	A
Approach Delay		259.7		211.3			24.1		17.5	
Approach LOS		F		F			C		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 98	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.60	
Intersection Signal Delay: 212.7	Intersection LOS: F
Intersection Capacity Utilization 136.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	302	1892	3	3	2041	271	16	18	19	138	2	322
Future Volume (veh/h)	302	1892	3	3	2041	271	16	18	19	138	2	322
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	302	1892	3	3	2041	271	16	18	19	138	2	322
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	340	1101	2	9	1434	640	68	76	53	262	3	372
Arrive On Green	0.19	0.58	0.58	0.00	0.40	0.40	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	1896	3	1810	3610	1610	82	327	229	805	14	1602
Grp Volume(v), veh/h	302	0	1895	3	2041	271	53	0	0	140	0	322
Grp Sat Flow(s),veh/h/ln	1810	0	1899	1810	1805	1610	638	0	0	819	0	1602
Q Serve(g_s), s	15.5	0.0	55.2	0.2	37.8	11.6	0.5	0.0	0.0	0.2	0.0	18.4
Cycle Q Clear(g_c), s	15.5	0.0	55.2	0.2	37.8	11.6	18.4	0.0	0.0	18.3	0.0	18.4
Prop In Lane	1.00		0.00	1.00		1.00	0.30		0.36	0.99		1.00
Lane Grp Cap(c), veh/h	340	0	1102	9	1434	640	197	0	0	265	0	372
V/C Ratio(X)	0.89	0.00	1.72	0.34	1.42	0.42	0.27	0.00	0.00	0.53	0.00	0.87
Avail Cap(c_a), veh/h	673	0	1102	388	1434	640	386	0	0	445	0	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.7	0.0	20.0	47.2	28.7	20.8	29.9	0.0	0.0	35.2	0.0	35.1
Incr Delay (d2), s/veh	3.2	0.0	327.4	8.5	194.6	0.6	0.7	0.0	0.0	1.6	0.0	8.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	121.8	0.1	54.3	4.4	1.0	0.0	0.0	3.2	0.0	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.8	0.0	347.4	55.7	223.2	21.4	30.6	0.0	0.0	36.8	0.0	43.5
LnGrp LOS	D	A	F	E	F	C	C	A	A	D	A	D
Approach Vol, veh/h		2197			2315			53			462	
Approach Delay, s/veh		305.2			199.4			30.6			41.5	
Approach LOS		F			F			C			D	

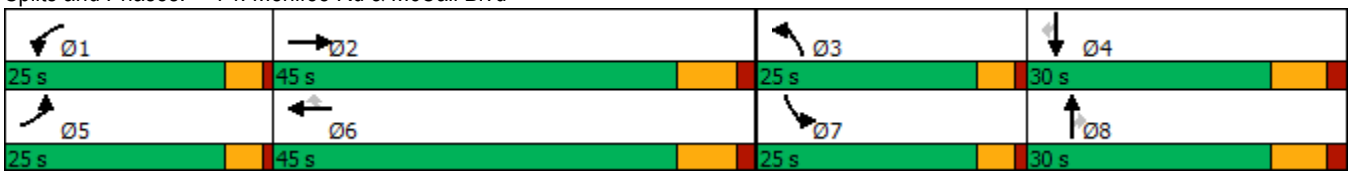
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	62.4		27.7	22.5	45.0		27.7				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	52.8		34.4	35.4	37.8		34.4				
Max Q Clear Time (g_c+I1), s	2.2	57.2		20.4	17.5	39.8		20.4				
Green Ext Time (p_c), s	0.0	0.0		1.7	0.4	0.0		0.2				

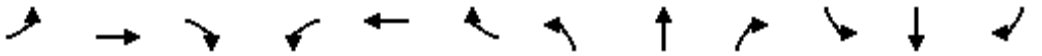
Intersection Summary			
HCM 6th Ctrl Delay		229.4	
HCM 6th LOS		F	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	858	776	78	1143	424	540	818	110	444	612	632
Future Volume (vph)	858	776	78	1143	424	540	818	110	444	612	632
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.5	10.6	17.5	17.5	10.6	15.2	15.2	10.6	15.2	15.2
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	20.4	52.6	7.4	37.5	37.5	20.4	22.8	22.8	20.4	22.8	22.8
Actuated g/C Ratio	0.16	0.42	0.06	0.30	0.30	0.16	0.18	0.18	0.16	0.18	0.18
v/c Ratio	1.50	0.80	0.38	1.06	0.60	1.84	1.24	0.28	1.51	0.93	1.19
Control Delay	271.7	35.2	61.5	85.5	13.2	419.9	164.4	8.2	282.8	72.1	127.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	271.7	35.2	61.5	85.5	13.2	419.9	164.4	8.2	282.8	72.1	127.6
LOS	F	D	E	F	B	F	F	A	F	E	F
Approach Delay		134.2		65.7			246.7			148.3	
Approach LOS		F		E			F			F	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.84	
Intersection Signal Delay: 145.3	Intersection LOS: F
Intersection Capacity Utilization 123.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	858	776	416	78	1143	424	540	818	110	444	612	632
Future Volume (veh/h)	858	776	416	78	1143	424	540	818	110	444	612	632
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	858	776	416	78	1143	424	540	818	110	444	612	632
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	573	951	508	157	1083	483	295	658	294	295	658	294
Arrive On Green	0.16	0.42	0.42	0.04	0.30	0.30	0.16	0.18	0.18	0.16	0.18	0.18
Sat Flow, veh/h	3510	2273	1213	3510	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	858	615	577	78	1143	424	540	818	110	444	612	632
Grp Sat Flow(s),veh/h/ln	1755	1805	1682	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	20.4	37.6	37.9	2.7	37.5	31.3	20.4	22.8	7.5	20.4	20.9	22.8
Cycle Q Clear(g_c), s	20.4	37.6	37.9	2.7	37.5	31.3	20.4	22.8	7.5	20.4	20.9	22.8
Prop In Lane	1.00		0.72	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	573	755	704	157	1083	483	295	658	294	295	658	294
V/C Ratio(X)	1.50	0.81	0.82	0.50	1.06	0.88	1.83	1.24	0.37	1.50	0.93	2.15
Avail Cap(c_a), veh/h	573	755	704	573	1083	483	295	658	294	295	658	294
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	32.1	32.2	58.3	43.7	41.6	52.3	51.1	44.8	52.3	50.3	51.1
Incr Delay (d2), s/veh	233.0	6.9	7.6	0.9	43.2	16.6	385.9	121.6	0.8	243.5	19.7	529.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.5	17.6	16.7	1.2	23.1	14.5	40.9	21.4	3.1	29.2	11.2	52.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	285.3	39.0	39.8	59.2	87.0	58.2	438.2	172.7	45.6	295.8	70.1	580.7
LnGrp LOS	F	D	D	E	F	E	F	F	D	F	E	F
Approach Vol, veh/h		2050			1645			1468			1688	
Approach Delay, s/veh		142.3			78.2			260.8			320.6	
Approach LOS		F			E			F			F	

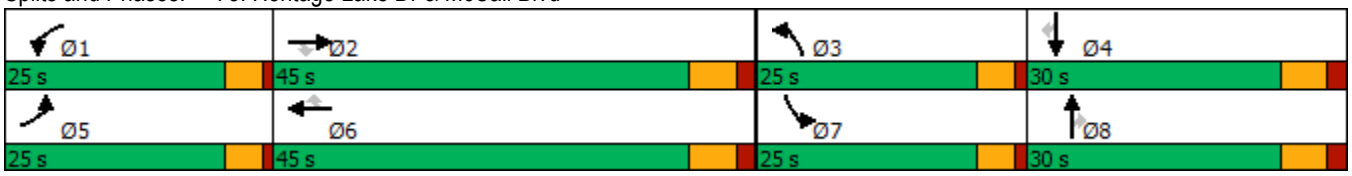
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	59.8	25.0	30.0	25.0	45.0	25.0	30.0
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	22.8	20.4	37.5	20.4	22.8
Max Q Clear Time (g_c+I1), s	4.7	39.9	22.4	24.8	22.4	39.5	22.4	24.8
Green Ext Time (p_c), s	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

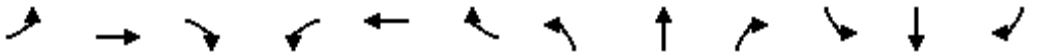
Intersection Summary	
HCM 6th Ctrl Delay	196.2
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	1076	160	59	1295	164	268	194	102	67	117	82
Future Volume (vph)	98	1076	160	59	1295	164	268	194	102	67	117	82
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.9	37.0	37.0	8.2	35.2	35.2	19.1	25.5	25.5	8.5	11.8	11.8
Actuated g/C Ratio	0.10	0.39	0.39	0.09	0.37	0.37	0.20	0.27	0.27	0.09	0.12	0.12
v/c Ratio	0.52	0.54	0.24	0.39	0.68	0.25	0.74	0.38	0.21	0.42	0.50	0.28
Control Delay	54.9	24.9	9.3	53.4	28.9	10.4	52.9	36.4	7.3	53.9	50.5	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.9	24.9	9.3	53.4	28.9	10.4	52.9	36.4	7.3	53.9	50.5	6.5
LOS	D	C	A	D	C	B	D	D	A	D	D	A
Approach Delay		25.2			27.9			39.0			37.8	
Approach LOS		C			C			D			D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 95.8	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 29.3	Intersection LOS: C
Intersection Capacity Utilization 70.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 75: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	1076	160	59	1295	164	268	194	102	67	117	82
Future Volume (veh/h)	98	1076	160	59	1295	164	268	194	102	67	117	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	98	1076	160	59	1295	164	268	194	102	67	117	82
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	1989	595	101	1913	590	312	412	323	107	197	163
Arrive On Green	0.07	0.38	0.38	0.06	0.37	0.37	0.17	0.22	0.22	0.06	0.10	0.10
Sat Flow, veh/h	1810	5187	1552	1810	5187	1599	1810	1900	1492	1810	1900	1574
Grp Volume(v), veh/h	98	1076	160	59	1295	164	268	194	102	67	117	82
Grp Sat Flow(s),veh/h/ln	1810	1729	1552	1810	1729	1599	1810	1900	1492	1810	1900	1574
Q Serve(g_s), s	4.1	12.5	5.5	2.5	16.2	5.6	11.1	6.9	4.4	2.8	4.5	3.8
Cycle Q Clear(g_c), s	4.1	12.5	5.5	2.5	16.2	5.6	11.1	6.9	4.4	2.8	4.5	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	1989	595	101	1913	590	312	412	323	107	197	163
V/C Ratio(X)	0.77	0.54	0.27	0.58	0.68	0.28	0.86	0.47	0.32	0.63	0.59	0.50
Avail Cap(c_a), veh/h	478	2592	776	478	2592	799	478	581	456	478	581	481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	18.5	16.4	35.6	20.5	17.1	31.1	26.4	25.4	35.5	33.1	32.7
Incr Delay (d2), s/veh	3.6	0.2	0.2	2.0	0.4	0.3	6.2	0.8	0.6	2.2	2.9	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	4.7	1.9	1.1	6.2	2.0	5.2	3.1	1.6	1.3	2.2	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.9	18.8	16.6	37.6	20.9	17.4	37.2	27.2	26.0	37.7	35.9	35.1
LnGrp LOS	D	B	B	D	C	B	D	C	C	D	D	D
Approach Vol, veh/h		1334			1518			564			266	
Approach Delay, s/veh		20.0			21.2			31.7			36.1	
Approach LOS		B			C			C			D	

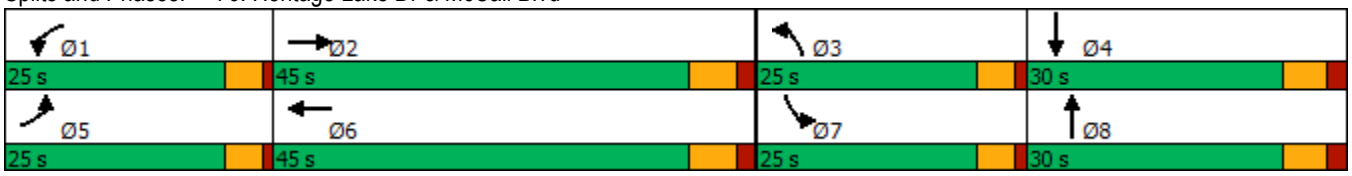
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	36.0	17.9	14.4	10.0	34.9	9.2	23.1
Change Period (Y+Rc), s	4.6	6.4	4.6	6.4	4.6	6.4	4.6	6.4
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.6	20.4	38.6	20.4	23.6
Max Q Clear Time (g_c+I1), s	4.5	14.5	13.1	6.5	6.1	18.2	4.8	8.9
Green Ext Time (p_c), s	0.0	9.1	0.2	0.8	0.1	10.3	0.1	1.2

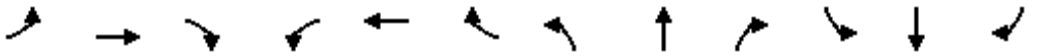
Intersection Summary	
HCM 6th Ctrl Delay	23.5
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	24	848	182	1014	378	127	67	131
Future Volume (vph)	24	848	182	1014	378	127	67	131
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0
Minimum Split (s)	10.6	16.4	10.6	16.4	10.6	14.1	10.6	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.1	3.6	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	4.6	6.4	4.6	6.1	4.6	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	6.7	34.8	14.9	47.9	20.7	29.7	8.8	15.1
Actuated g/C Ratio	0.06	0.32	0.14	0.45	0.19	0.28	0.08	0.14
v/c Ratio	0.21	0.77	0.73	0.46	1.09	0.65	0.46	0.66
Control Delay	57.4	34.3	63.3	22.6	116.9	38.2	60.6	54.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.4	34.3	63.3	22.6	116.9	38.2	60.6	54.2
LOS	E	C	E	C	F	D	E	D
Approach Delay		34.7		28.6		80.1		55.9
Approach LOS		C		C		F		E

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 107.6	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 43.2	Intersection LOS: D
Intersection Capacity Utilization 84.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 76: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	848	435	182	1014	48	378	127	205	67	131	43
Future Volume (veh/h)	24	848	435	182	1014	48	378	127	205	67	131	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	848	435	182	1014	48	378	127	205	67	131	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	53	1159	540	216	2159	102	372	178	288	92	164	54
Arrive On Green	0.03	0.34	0.34	0.12	0.43	0.43	0.21	0.28	0.28	0.05	0.12	0.12
Sat Flow, veh/h	1810	3458	1610	1810	5075	240	1810	647	1044	1810	1359	446
Grp Volume(v), veh/h	24	848	435	182	691	371	378	0	332	67	0	174
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1856	1810	0	1691	1810	0	1805
Q Serve(g_s), s	1.3	21.4	24.4	9.8	14.2	14.3	20.4	0.0	17.6	3.6	0.0	9.3
Cycle Q Clear(g_c), s	1.3	21.4	24.4	9.8	14.2	14.3	20.4	0.0	17.6	3.6	0.0	9.3
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.62	1.00		0.25
Lane Grp Cap(c), veh/h	53	1159	540	216	1471	790	372	0	466	92	0	218
V/C Ratio(X)	0.45	0.73	0.81	0.84	0.47	0.47	1.02	0.00	0.71	0.73	0.00	0.80
Avail Cap(c_a), veh/h	372	1345	626	372	1471	790	372	0	466	372	0	435
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.4	29.0	30.0	42.8	20.5	20.5	39.4	0.0	32.4	46.4	0.0	42.4
Incr Delay (d2), s/veh	2.2	1.8	6.7	3.4	0.2	0.4	50.8	0.0	5.1	4.0	0.0	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	9.0	10.2	4.5	5.6	6.1	14.2	0.0	7.7	1.7	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.6	30.8	36.7	46.2	20.7	20.9	90.2	0.0	37.4	50.4	0.0	48.9
LnGrp LOS	D	C	D	D	C	C	F	A	D	D	A	D
Approach Vol, veh/h		1307			1244			710			241	
Approach Delay, s/veh		33.1			24.5			65.5			49.3	
Approach LOS		C			C			E			D	

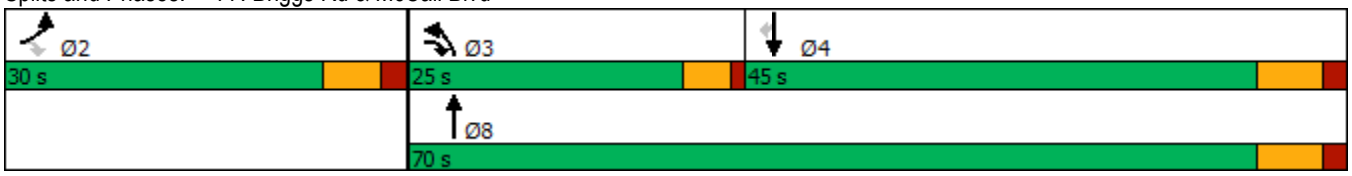
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	39.7	25.0	18.1	7.5	48.6	9.7	33.5
Change Period (Y+Rc), s	4.6	6.4	4.6	6.1	4.6	6.4	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.9	20.4	38.6	20.4	23.9
Max Q Clear Time (g_c+I1), s	11.8	26.4	22.4	11.3	3.3	16.3	5.6	19.6
Green Ext Time (p_c), s	0.2	6.8	0.0	0.7	0.0	7.6	0.1	0.8

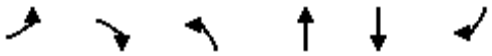
Intersection Summary	
HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	738	381	379	1030	691	855
Future Volume (vph)	738	381	379	1030	691	855
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	25.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	25.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	23.9	44.7	14.3	54.0	35.0	35.0
Actuated g/C Ratio	0.26	0.49	0.16	0.59	0.38	0.38
v/c Ratio	1.56	0.26	0.69	0.92	0.50	0.86
Control Delay	291.4	8.1	43.9	30.1	23.0	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	291.4	8.1	43.9	30.1	23.0	16.9
LOS	F	A	D	C	C	B
Approach Delay	194.9			33.8	19.6	
Approach LOS	F			C	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 91.3	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.56	
Intersection Signal Delay: 72.7	Intersection LOS: E
Intersection Capacity Utilization 106.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	738	381	379	1030	691	855
Future Volume (veh/h)	738	381	379	1030	691	855
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	738	381	379	1030	691	855
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	465	1104	465	1138	1503	669
Arrive On Green	0.26	0.26	0.13	0.60	0.42	0.42
Sat Flow, veh/h	1810	2834	3510	1900	3705	1608
Grp Volume(v), veh/h	738	381	379	1030	691	855
Grp Sat Flow(s),veh/h/ln	1810	1417	1755	1900	1805	1608
Q Serve(g_s), s	23.6	8.7	9.6	43.6	12.7	38.2
Cycle Q Clear(g_c), s	23.6	8.7	9.6	43.6	12.7	38.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	465	1104	465	1138	1503	669
V/C Ratio(X)	1.59	0.34	0.81	0.91	0.46	1.28
Avail Cap(c_a), veh/h	465	1104	780	1309	1503	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	19.7	38.7	16.1	19.3	26.8
Incr Delay (d2), s/veh	273.7	0.1	1.3	8.4	0.2	136.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	45.4	2.8	4.2	19.1	5.2	39.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	307.8	19.8	40.0	24.5	19.6	162.8
LnGrp LOS	F	B	D	C	B	F
Approach Vol, veh/h	1119			1409	1546	
Approach Delay, s/veh	209.7			28.7	98.8	
Approach LOS	F			C	F	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		30.0	16.8	45.0		61.8
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s		25.6	11.6	40.2		45.6
Green Ext Time (p_c), s		0.0	0.5	0.0		8.2

Intersection Summary	
HCM 6th Ctrl Delay	105.0
HCM 6th LOS	F

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	80	1429	126	963
Future Volume (vph)	80	1429	126	963
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	8.0	10.0	6.0	10.0
Minimum Split (s)	13.6	17.5	10.6	17.5
Total Split (s)	30.0	45.0	25.0	70.0
Total Split (%)	30.0%	45.0%	25.0%	70.0%
Yellow Time (s)	3.6	5.5	3.6	5.5
All-Red Time (s)	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	7.5	4.6	7.5
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	11.8	37.8	9.8	52.2
Actuated g/C Ratio	0.15	0.49	0.13	0.68
v/c Ratio	0.62	0.85	0.55	0.39
Control Delay	28.7	25.0	41.8	6.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	28.7	25.0	41.8	6.4
LOS	C	C	D	A
Approach Delay	28.7	25.0		10.5
Approach LOS	C	C		B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 77.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 19.6	Intersection LOS: B
Intersection Capacity Utilization 75.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 78: Menifee Rd & Coastline Ave





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	80	121	1429	69	126	963
Future Volume (veh/h)	80	121	1429	69	126	963
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	80	121	1429	69	126	963
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	100	151	1738	84	163	2364
Arrive On Green	0.15	0.15	0.50	0.50	0.09	0.65
Sat Flow, veh/h	667	1009	3600	169	1810	3705
Grp Volume(v), veh/h	202	0	734	764	126	963
Grp Sat Flow(s),veh/h/ln	1685	0	1805	1869	1810	1805
Q Serve(g_s), s	7.8	0.0	23.2	23.3	4.6	8.4
Cycle Q Clear(g_c), s	7.8	0.0	23.2	23.3	4.6	8.4
Prop In Lane	0.40	0.60		0.09	1.00	
Lane Grp Cap(c), veh/h	252	0	895	927	163	2364
V/C Ratio(X)	0.80	0.00	0.82	0.82	0.77	0.41
Avail Cap(c_a), veh/h	614	0	1010	1046	551	3368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	0.0	14.3	14.4	29.8	5.4
Incr Delay (d2), s/veh	5.8	0.0	4.9	4.9	2.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	9.3	9.7	2.0	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.3	0.0	19.3	19.3	32.7	5.6
LnGrp LOS	C	A	B	B	C	A
Approach Vol, veh/h	202		1498			1089
Approach Delay, s/veh	33.3		19.3			8.7
Approach LOS	C		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.6	40.7			51.4	15.6
Change Period (Y+Rc), s	4.6	7.5			7.5	5.6
Max Green Setting (Gmax), s	20.4	37.5			62.5	24.4
Max Q Clear Time (g_c+I1), s	6.6	25.3			10.4	9.8
Green Ext Time (p_c), s	0.1	7.9			8.9	0.5

Intersection Summary	
HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B

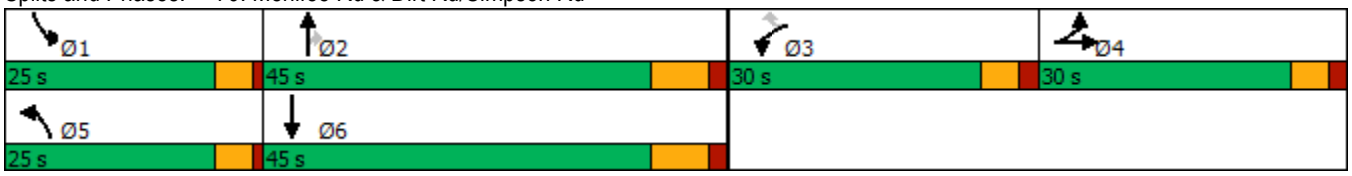
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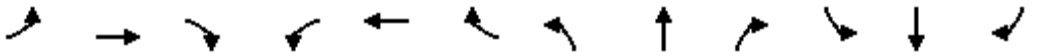
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4	Ø5
Lane Configurations								
Traffic Volume (vph)	465	490	1009	245	279	764		
Future Volume (vph)	465	490	1009	245	279	764		
Turn Type	Prot	Perm	NA	Perm	Prot	NA		
Protected Phases	3		2		1	6	4	5
Permitted Phases		3		2				
Detector Phase	3	3	2	2	1	6		
Switch Phase								
Minimum Initial (s)	8.0	8.0	10.0	10.0	6.0	10.0	8.0	6.0
Minimum Split (s)	13.6	13.6	17.5	17.5	10.6	17.5	13.6	10.6
Total Split (s)	30.0	30.0	45.0	45.0	25.0	45.0	30.0	25.0
Total Split (%)	23.1%	23.1%	34.6%	34.6%	19.2%	34.6%	23%	19%
Yellow Time (s)	3.6	3.6	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.6	5.6	7.5	7.5	4.6	7.5		
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	Min	None	Min	None	None
Act Effct Green (s)	24.4	24.4	37.1	37.1	20.4	62.1		
Actuated g/C Ratio	0.24	0.24	0.37	0.37	0.20	0.62		
v/c Ratio	1.05	0.71	0.75	0.35	0.76	0.34		
Control Delay	95.4	13.7	31.5	9.5	51.8	9.5		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	95.4	13.7	31.5	9.5	51.8	9.5		
LOS	F	B	C	A	D	A		
Approach Delay			27.2			20.8		
Approach LOS			C			C		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 99.6	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 32.8	Intersection LOS: C
Intersection Capacity Utilization 82.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 79: Menifee Rd & Dirt Rd/Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	465	0	490	0	1009	245	279	764	0
Future Volume (veh/h)	0	0	0	465	0	490	0	1009	245	279	764	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	465	0	490	0	1009	245	279	764	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	4	0	0	0	0	4	1911	852	350	2990	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.53	0.53	0.19	0.83	0.00
Sat Flow, veh/h	0	1900	0		0		1810	3610	1609	1810	3705	0
Grp Volume(v), veh/h	0	0	0		0.0		0	1009	245	279	764	0
Grp Sat Flow(s),veh/h/ln	0	1900	0				1810	1805	1609	1810	1805	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	8.0	3.7	6.4	2.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	8.0	3.7	6.4	2.0	0.0
Prop In Lane	0.00		0.00				1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	4	0				4	1911	852	350	2990	0
V/C Ratio(X)	0.00	0.00	0.00				0.00	0.53	0.29	0.80	0.26	0.00
Avail Cap(c_a), veh/h	0	1062	0				845	3100	1382	845	3100	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	6.7	5.7	16.8	0.8	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	0.3	0.3	1.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0				0.0	2.1	0.9	2.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0				0.0	7.0	6.0	18.4	0.9	0.0
LnGrp LOS	A	A	A				A	A	A	B	A	A
Approach Vol, veh/h		0						1254			1043	
Approach Delay, s/veh		0.0						6.8			5.6	
Approach LOS								A			A	

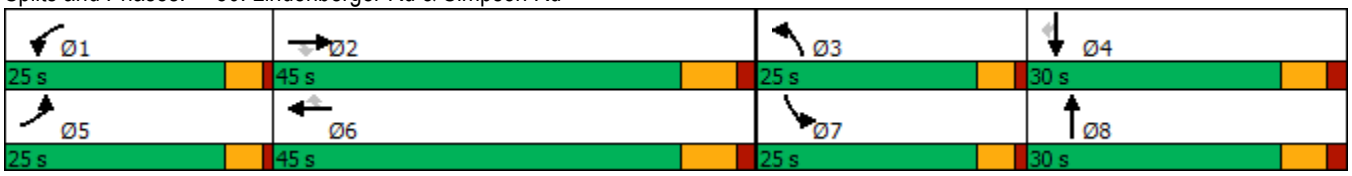
Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	13.1	30.6		0.0	0.0	43.7
Change Period (Y+Rc), s	4.6	7.5		5.6	4.6	7.5
Max Green Setting (Gmax), s	20.4	37.5		24.4	20.4	37.5
Max Q Clear Time (g_c+I1), s	8.4	10.0		0.0	0.0	4.0
Green Ext Time (p_c), s	0.3	13.1		0.0	0.0	8.7

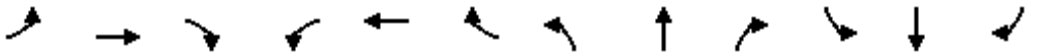
Intersection Summary	
HCM 6th Ctrl Delay	6.3
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	61	380	109	132	482	48	303	119	75	154	165
Future Volume (vph)	61	380	109	132	482	48	303	119	75	154	165
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.2	17.2	10.6	17.2	17.2	10.6	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	8.2	24.7	24.7	11.6	30.9	30.9	21.0	28.4	8.8	13.5	13.5
Actuated g/C Ratio	0.09	0.26	0.26	0.12	0.33	0.33	0.22	0.30	0.09	0.14	0.14
v/c Ratio	0.39	0.76	0.22	0.59	0.41	0.08	0.75	0.31	0.44	0.57	0.45
Control Delay	52.9	43.6	6.7	53.2	26.7	0.3	51.0	12.1	53.2	48.6	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.9	43.6	6.7	53.2	26.7	0.3	51.0	12.1	53.2	48.6	10.7
LOS	D	D	A	D	C	A	D	B	D	D	B
Approach Delay		37.3			30.0			30.3		33.6	
Approach LOS		D			C			C		C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 94.3	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 32.5	Intersection LOS: C
Intersection Capacity Utilization 71.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 80: Lindenberger Rd & Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	380	109	132	482	48	303	119	227	75	154	165
Future Volume (veh/h)	61	380	109	132	482	48	303	119	227	75	154	165
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	61	380	109	132	482	48	303	119	227	75	154	165
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	480	405	170	1037	462	350	489	425	117	271	229
Arrive On Green	0.06	0.25	0.25	0.09	0.29	0.29	0.19	0.27	0.27	0.06	0.14	0.14
Sat Flow, veh/h	1810	1900	1606	1810	3610	1608	1810	1805	1567	1810	1900	1607
Grp Volume(v), veh/h	61	380	109	132	482	48	303	119	227	75	154	165
Grp Sat Flow(s),veh/h/ln	1810	1900	1606	1810	1805	1608	1810	1805	1567	1810	1900	1607
Q Serve(g_s), s	2.4	13.4	3.9	5.1	7.9	1.6	11.6	3.7	8.9	2.9	5.4	7.0
Cycle Q Clear(g_c), s	2.4	13.4	3.9	5.1	7.9	1.6	11.6	3.7	8.9	2.9	5.4	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	106	480	405	170	1037	462	350	489	425	117	271	229
V/C Ratio(X)	0.57	0.79	0.27	0.78	0.46	0.10	0.87	0.24	0.53	0.64	0.57	0.72
Avail Cap(c_a), veh/h	515	1001	846	515	1902	848	515	594	516	515	625	529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	25.1	21.5	31.8	21.0	18.8	28.0	20.4	22.3	32.7	28.7	29.4
Incr Delay (d2), s/veh	1.8	3.0	0.4	2.9	0.3	0.1	7.2	0.3	1.0	2.1	1.9	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	6.1	1.4	2.3	3.2	0.6	5.5	1.5	3.2	1.3	2.5	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	28.1	21.9	34.7	21.4	18.9	35.2	20.7	23.3	34.9	30.6	33.6
LnGrp LOS	C	C	C	C	C	B	D	C	C	C	C	C
Approach Vol, veh/h		550			662			649			394	
Approach Delay, s/veh		27.6			23.8			28.4			32.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	25.3	18.5	16.6	8.8	27.8	9.3	25.9
Change Period (Y+Rc), s	4.6	7.2	4.6	6.4	4.6	7.2	4.6	6.4
Max Green Setting (Gmax), s	20.4	37.8	20.4	23.6	20.4	37.8	20.4	23.6
Max Q Clear Time (g_c+I1), s	7.1	15.4	13.6	9.0	4.4	9.9	4.9	10.9
Green Ext Time (p_c), s	0.1	2.7	0.3	1.2	0.0	3.6	0.1	1.7

Intersection Summary	
HCM 6th Ctrl Delay	27.6
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	551.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	315	303	77	241	298	154	85	737	307	115	452	259
Future Vol, veh/h	315	303	77	241	298	154	85	737	307	115	452	259
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	315	303	77	241	298	154	85	737	307	115	452	259
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	0

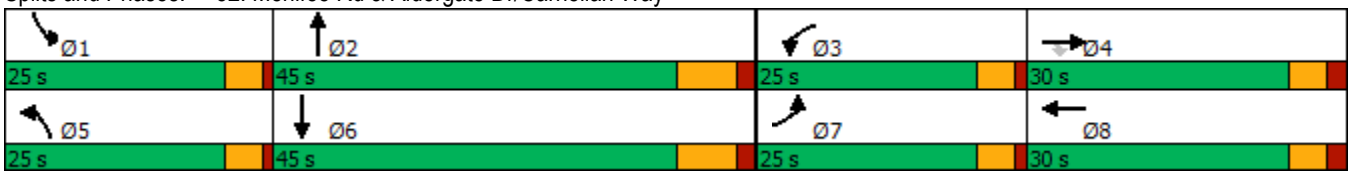
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	106.3	475.1	994.9	383.2
HCM LOS	F	F	F	F

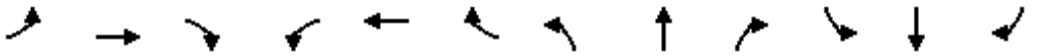
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	8%	100%	0%	35%	100%	0%
Vol Thru, %	65%	0%	80%	43%	0%	64%
Vol Right, %	27%	0%	20%	22%	0%	36%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1129	315	380	693	115	711
LT Vol	85	315	0	241	115	0
Through Vol	737	0	303	298	0	452
RT Vol	307	0	77	154	0	259
Lane Flow Rate	1129	315	380	693	115	711
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	3.122	0.892	1.008	1.932	0.323	1.851
Departure Headway (Hd)	15.162	20.236	19.545	18.07	19.074	18.248
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	260	183	190	208	191	206
Service Time	13.162	17.936	17.245	16.07	16.774	15.948
HCM Lane V/C Ratio	4.342	1.721	2	3.332	0.602	3.451
HCM Control Delay	994.9	92	118.2	475.1	30.6	440.2
HCM Lane LOS	F	F	F	F	D	F
HCM 95th-tile Q	67.1	6.6	8.4	28.3	1.3	26.2

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	75	3	19	183	5	35	1074	205	1005
Future Volume (vph)	75	3	19	183	5	35	1074	205	1005
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	13.6	13.6	10.6	13.6	10.6	17.5	10.6	17.5
Total Split (s)	25.0	30.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	5.6	4.6	5.6	4.6	7.5	4.6	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	8.6	8.2	8.2	17.6	10.8	7.0	38.3	14.7	51.1
Actuated g/C Ratio	0.09	0.09	0.09	0.19	0.12	0.08	0.41	0.16	0.55
v/c Ratio	0.45	0.02	0.08	0.53	0.67	0.26	0.80	0.71	0.55
Control Delay	51.5	45.3	0.6	42.0	13.9	49.5	31.2	52.8	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	45.3	0.6	42.0	13.9	49.5	31.2	52.8	17.5
LOS	D	D	A	D	B	D	C	D	B
Approach Delay		41.4			24.7		31.8		23.2
Approach LOS		D			C		C		C

Intersection Summary		
Cycle Length: 125		
Actuated Cycle Length: 92.5		
Natural Cycle: 90		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.80		
Intersection Signal Delay: 27.4	Intersection LOS: C	
Intersection Capacity Utilization 87.9%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 82: Menifee Rd & Aldergate Dr/Carnelian Way





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	3	19	183	5	286	35	1074	96	205	1005	69
Future Volume (veh/h)	75	3	19	183	5	286	35	1074	96	205	1005	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		0.97	1.00		0.94	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	3	19	183	5	286	35	1074	96	205	1005	69
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	99	273	210	219	6	324	69	1220	109	241	1578	108
Arrive On Green	0.05	0.14	0.14	0.12	0.21	0.21	0.04	0.37	0.37	0.13	0.46	0.46
Sat Flow, veh/h	1810	1900	1462	1810	27	1542	1810	3330	297	1810	3419	235
Grp Volume(v), veh/h	75	3	19	183	0	291	35	582	588	205	531	543
Grp Sat Flow(s),veh/h/ln	1810	1900	1462	1810	0	1569	1810	1805	1822	1810	1805	1849
Q Serve(g_s), s	3.9	0.1	1.1	9.4	0.0	17.0	1.8	28.5	28.6	10.5	21.2	21.2
Cycle Q Clear(g_c), s	3.9	0.1	1.1	9.4	0.0	17.0	1.8	28.5	28.6	10.5	21.2	21.2
Prop In Lane	1.00		1.00	1.00		0.98	1.00		0.16	1.00		0.13
Lane Grp Cap(c), veh/h	99	273	210	219	0	329	69	661	668	241	833	853
V/C Ratio(X)	0.76	0.01	0.09	0.84	0.00	0.88	0.51	0.88	0.88	0.85	0.64	0.64
Avail Cap(c_a), veh/h	390	490	377	390	0	405	390	716	723	390	833	853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.1	34.7	35.1	40.7	0.0	36.2	44.6	28.0	28.0	40.1	19.4	19.4
Incr Delay (d2), s/veh	4.4	0.0	0.2	3.3	0.0	17.4	2.1	11.6	11.6	5.0	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.1	0.4	4.3	0.0	8.0	0.8	13.9	14.1	4.9	8.8	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	34.7	35.3	43.9	0.0	53.6	46.7	39.6	39.6	45.1	21.0	21.0
LnGrp LOS	D	C	D	D	A	D	D	D	D	D	C	C
Approach Vol, veh/h		97			474			1205			1279	
Approach Delay, s/veh		45.5			49.9			39.8			24.9	
Approach LOS		D			D			D			C	

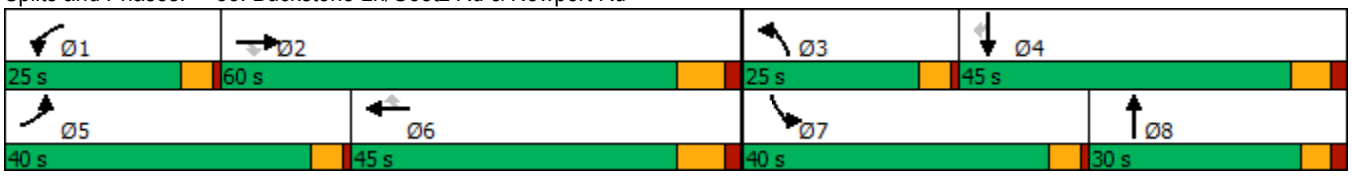
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	42.2	16.0	19.2	8.2	51.1	9.8	25.5
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	12.5	30.6	11.4	3.1	3.8	23.2	5.9	19.0
Green Ext Time (p_c), s	0.2	4.1	0.2	0.0	0.0	6.2	0.1	0.8

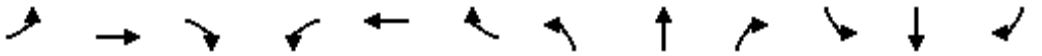
Intersection Summary	
HCM 6th Ctrl Delay	35.3
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	527	1077	17	983	321	14	3	535	1	873
Future Volume (vph)	527	1077	17	983	321	14	3	535	1	873
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8	7	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	10.6	15.5	15.5	10.6	11.6	10.6	12.8	12.8
Total Split (s)	40.0	60.0	25.0	45.0	45.0	25.0	30.0	40.0	45.0	45.0
Total Split (%)	25.8%	38.7%	16.1%	29.0%	29.0%	16.1%	19.4%	25.8%	29.0%	29.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	3.6	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	5.6	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	20.8	53.3	6.7	31.3	31.3	6.6	6.9	21.1	21.5	21.5
Actuated g/C Ratio	0.21	0.55	0.07	0.32	0.32	0.07	0.07	0.22	0.22	0.22
v/c Ratio	0.70	0.38	0.14	0.59	0.51	0.11	0.21	0.71	0.65	0.64
Control Delay	43.4	15.4	55.6	31.2	18.7	55.7	26.0	43.3	8.7	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.4	15.4	55.6	31.2	18.7	55.7	26.0	43.3	8.7	8.7
LOS	D	B	E	C	B	E	C	D	A	A
Approach Delay		24.6		28.5			35.7		21.8	
Approach LOS		C		C			D		C	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 97.4	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 25.0	Intersection LOS: C
Intersection Capacity Utilization 75.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 83: Buckstone Ln/Goetz Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	527	1077	0	17	983	321	14	3	26	535	1	873
Future Volume (veh/h)	527	1077	0	17	983	321	14	3	26	535	1	873
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	527	1077	0	17	983	321	14	3	26	535	0	874
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	613	2209	686	41	1419	440	35	26	223	625	0	984
Arrive On Green	0.17	0.43	0.00	0.02	0.27	0.27	0.02	0.15	0.15	0.17	0.00	0.31
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	1810	169	1464	3619	0	3220
Grp Volume(v), veh/h	527	1077	0	17	983	321	14	0	29	535	0	874
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1810	0	1633	1810	0	1610
Q Serve(g_s), s	15.1	15.6	0.0	1.0	17.6	18.7	0.8	0.0	1.6	14.9	0.0	26.8
Cycle Q Clear(g_c), s	15.1	15.6	0.0	1.0	17.6	18.7	0.8	0.0	1.6	14.9	0.0	26.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.90	1.00		1.00
Lane Grp Cap(c), veh/h	613	2209	686	41	1419	440	35	0	248	625	0	984
V/C Ratio(X)	0.86	0.49	0.00	0.42	0.69	0.73	0.40	0.00	0.12	0.86	0.00	0.89
Avail Cap(c_a), veh/h	1201	2632	817	357	1880	584	357	0	385	1238	0	1189
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.5	21.5	0.0	49.9	33.7	34.1	50.2	0.0	37.9	41.6	0.0	34.3
Incr Delay (d2), s/veh	1.4	0.2	0.0	2.5	0.7	3.2	2.8	0.0	0.2	1.4	0.0	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	6.2	0.0	0.5	7.4	7.6	0.4	0.0	0.6	6.7	0.0	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	21.7	0.0	52.5	34.4	37.3	52.9	0.0	38.1	42.9	0.0	41.7
LnGrp LOS	D	C	A	D	C	D	D	A	D	D	A	D
Approach Vol, veh/h		1604			1321			43			1409	
Approach Delay, s/veh		28.7			35.3			42.9			42.2	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	51.6	6.6	38.4	22.7	35.8	22.5	22.5
Change Period (Y+Rc), s	4.6	7.5	4.6	6.8	4.6	7.5	4.6	* 6.8
Max Green Setting (Gmax), s	20.4	52.5	20.4	38.2	35.4	37.5	35.4	* 24
Max Q Clear Time (g_c+I1), s	3.0	17.6	2.8	28.8	17.1	20.7	16.9	3.6
Green Ext Time (p_c), s	0.0	9.5	0.0	2.8	1.0	7.6	1.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	35.2
HCM 6th LOS	D

Notes

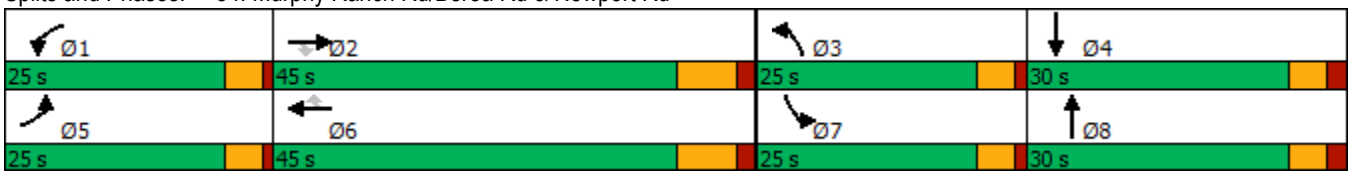
User approved volume balancing among the lanes for turning movement.

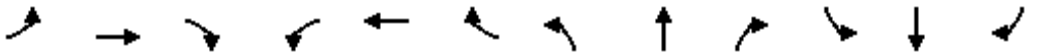
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	68	1553	230	5	1188	336	159	125	410	185
Future Volume (vph)	68	1553	230	5	1188	336	159	125	410	185
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2		1	6		3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.5	15.5	10.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.5	7.5	4.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None
Act Effct Green (s)	8.6	45.8	45.8	6.1	37.0	37.0	13.4	14.8	20.7	22.1
Actuated g/C Ratio	0.09	0.45	0.45	0.06	0.37	0.37	0.13	0.15	0.20	0.22
v/c Ratio	0.44	0.66	0.30	0.05	0.63	0.49	0.67	0.51	1.11	0.67
Control Delay	56.3	24.4	11.8	51.8	29.8	17.0	57.1	45.6	120.0	45.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.3	24.4	11.8	51.8	29.8	17.0	57.1	45.6	120.0	45.2
LOS	E	C	B	D	C	B	E	D	F	D
Approach Delay		24.0			27.1			51.7		90.1
Approach LOS		C			C			D		F

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 101.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 37.3	Intersection LOS: D
Intersection Capacity Utilization 83.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 84: Murphy Ranch Rd/Berea Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	1553	230	5	1188	336	159	125	16	410	185	89
Future Volume (veh/h)	68	1553	230	5	1188	336	159	125	16	410	185	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	1553	230	5	1188	336	159	125	16	410	185	89
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	102	2027	616	14	1777	552	196	171	22	430	282	136
Arrive On Green	0.06	0.39	0.39	0.01	0.34	0.34	0.11	0.10	0.10	0.24	0.23	0.23
Sat Flow, veh/h	1810	5187	1576	1810	5187	1610	1810	1651	211	1810	1211	583
Grp Volume(v), veh/h	68	1553	230	5	1188	336	159	0	141	410	0	274
Grp Sat Flow(s),veh/h/ln	1810	1729	1576	1810	1729	1610	1810	0	1862	1810	0	1794
Q Serve(g_s), s	3.2	22.3	8.9	0.2	16.8	14.9	7.4	0.0	6.3	19.2	0.0	11.9
Cycle Q Clear(g_c), s	3.2	22.3	8.9	0.2	16.8	14.9	7.4	0.0	6.3	19.2	0.0	11.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.32
Lane Grp Cap(c), veh/h	102	2027	616	14	1777	552	196	0	193	430	0	418
V/C Ratio(X)	0.67	0.77	0.37	0.35	0.67	0.61	0.81	0.00	0.73	0.95	0.00	0.66
Avail Cap(c_a), veh/h	430	2267	689	430	2267	704	430	0	529	430	0	510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.7	22.7	18.6	42.3	24.1	23.4	37.4	0.0	37.3	32.2	0.0	29.8
Incr Delay (d2), s/veh	2.8	1.5	0.4	5.4	0.5	1.1	3.0	0.0	5.2	31.3	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	8.9	3.2	0.1	6.7	5.6	3.4	0.0	3.1	11.8	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.5	24.2	19.0	47.8	24.6	24.5	40.4	0.0	42.5	63.5	0.0	32.0
LnGrp LOS	D	C	B	D	C	C	D	A	D	E	A	C
Approach Vol, veh/h		1851			1529			300			684	
Approach Delay, s/veh		24.2			24.6			41.4			50.9	
Approach LOS		C			C			D			D	

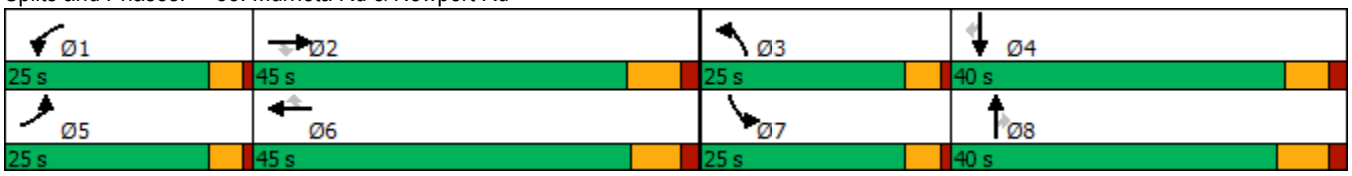
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	41.0	13.9	25.6	9.4	36.9	25.0	14.5
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	2.2	24.3	9.4	13.9	5.2	18.8	21.2	8.3
Green Ext Time (p_c), s	0.0	9.2	0.2	1.1	0.1	9.6	0.0	0.6

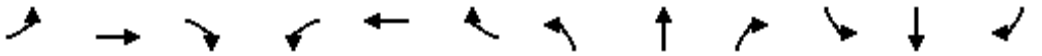
Intersection Summary	
HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	387	1183	287	220	1133	136	345	490	146	159	556	238
Future Volume (vph)	387	1183	287	220	1133	136	345	490	146	159	556	238
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.2	15.2	10.6	15.2	15.2	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	40.0	40.0	25.0	40.0	40.0
Total Split (%)	18.5%	33.3%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	29.6%	18.5%	29.6%	29.6%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	20.5	37.1	37.1	18.2	35.1	35.1	20.5	31.2	31.2	15.1	26.6	26.6
Actuated g/C Ratio	0.16	0.30	0.30	0.14	0.28	0.28	0.16	0.25	0.25	0.12	0.21	0.21
v/c Ratio	1.32	0.77	0.52	0.85	0.78	0.25	1.17	0.55	0.29	0.74	0.73	0.45
Control Delay	205.4	45.3	25.4	80.5	46.5	7.0	153.7	44.6	7.8	74.2	52.3	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	205.4	45.3	25.4	80.5	46.5	7.0	153.7	44.6	7.8	74.2	52.3	7.7
LOS	F	D	C	F	D	A	F	D	A	E	D	A
Approach Delay		75.6			48.0			77.5			44.8	
Approach LOS		E			D			E			D	

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 125.6	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.32	
Intersection Signal Delay: 62.6	Intersection LOS: E
Intersection Capacity Utilization 96.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 85: Murrieta Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	387	1183	287	220	1133	136	345	490	146	159	556	238
Future Volume (veh/h)	387	1183	287	220	1133	136	345	490	146	159	556	238
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	387	1183	287	220	1133	136	345	490	146	159	556	238
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	305	1568	485	248	1405	430	305	940	413	187	705	315
Arrive On Green	0.17	0.30	0.30	0.14	0.27	0.27	0.17	0.26	0.26	0.10	0.20	0.20
Sat Flow, veh/h	1810	5187	1605	1810	5187	1588	1810	3610	1588	1810	3610	1610
Grp Volume(v), veh/h	387	1183	287	220	1133	136	345	490	146	159	556	238
Grp Sat Flow(s),veh/h/ln	1810	1729	1605	1810	1729	1588	1810	1805	1588	1810	1805	1610
Q Serve(g_s), s	20.4	25.0	18.4	14.5	24.7	8.3	20.4	14.1	9.1	10.5	17.8	16.9
Cycle Q Clear(g_c), s	20.4	25.0	18.4	14.5	24.7	8.3	20.4	14.1	9.1	10.5	17.8	16.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	305	1568	485	248	1405	430	305	940	413	187	705	315
V/C Ratio(X)	1.27	0.75	0.59	0.89	0.81	0.32	1.13	0.52	0.35	0.85	0.79	0.76
Avail Cap(c_a), veh/h	305	1605	497	305	1618	495	305	977	430	305	1001	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	38.2	35.9	51.4	41.2	35.2	50.4	38.4	36.5	53.4	46.4	46.0
Incr Delay (d2), s/veh	145.1	2.0	1.8	20.2	2.7	0.4	92.4	0.5	0.5	6.0	2.8	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.5	10.8	7.4	7.9	10.8	3.3	17.0	6.3	3.6	5.1	8.2	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	195.5	40.3	37.7	71.6	44.0	35.7	142.8	38.8	37.0	59.4	49.2	50.6
LnGrp LOS	F	D	D	E	D	D	F	D	D	E	D	D
Approach Vol, veh/h		1857			1489			981			953	
Approach Delay, s/veh		72.2			47.3			75.1			51.3	
Approach LOS		E			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.2	44.1	25.0	30.9	25.0	40.3	17.1	38.7
Change Period (Y+Rc), s	4.6	7.5	4.6	* 7.2	4.6	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	* 34	20.4	* 38	20.4	32.8
Max Q Clear Time (g_c+I1), s	16.5	27.0	22.4	19.8	22.4	26.7	12.5	16.1
Green Ext Time (p_c), s	0.1	6.4	0.0	3.9	0.0	6.1	0.1	3.5

Intersection Summary	
HCM 6th Ctrl Delay	61.9
HCM 6th LOS	E

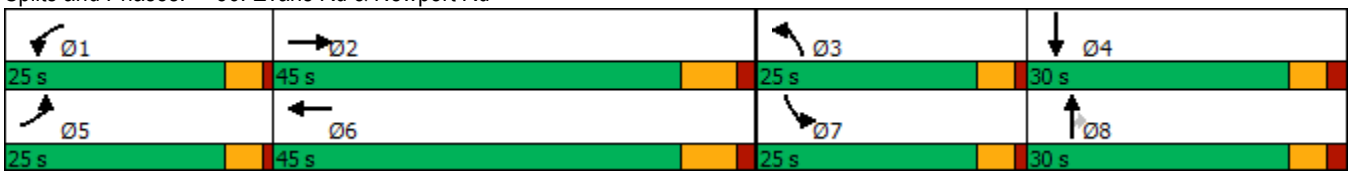
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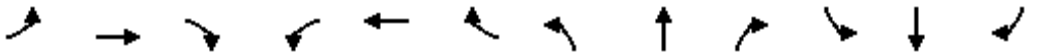
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	26	1649	93	1335	66	93	123	69	181
Future Volume (vph)	26	1649	93	1335	66	93	123	69	181
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	11.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	5.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.7	39.4	9.5	46.4	8.3	15.1	15.1	8.4	15.2
Actuated g/C Ratio	0.08	0.44	0.11	0.52	0.09	0.17	0.17	0.09	0.17
v/c Ratio	0.19	1.06	0.48	0.51	0.39	0.29	0.33	0.41	0.63
Control Delay	47.8	68.6	50.2	17.5	49.5	37.6	9.4	49.7	45.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.8	68.6	50.2	17.5	49.5	37.6	9.4	49.7	45.1
LOS	D	E	D	B	D	D	A	D	D
Approach Delay		68.3		19.6		28.1			46.2
Approach LOS		E		B		C			D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 89	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 44.5	Intersection LOS: D
Intersection Capacity Utilization 86.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 86: Evans Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	1649	38	93	1335	44	66	93	123	69	181	23
Future Volume (veh/h)	26	1649	38	93	1335	44	66	93	123	69	181	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	1649	38	93	1335	44	66	93	123	69	181	23
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	59	1674	38	121	2570	85	103	267	226	105	233	30
Arrive On Green	0.03	0.46	0.46	0.07	0.50	0.50	0.06	0.14	0.14	0.06	0.14	0.14
Sat Flow, veh/h	1810	3606	83	1810	5156	170	1810	1900	1610	1810	1649	209
Grp Volume(v), veh/h	26	824	863	93	895	484	66	93	123	69	0	204
Grp Sat Flow(s),veh/h/ln	1810	1805	1884	1810	1729	1868	1810	1900	1610	1810	0	1858
Q Serve(g_s), s	1.1	36.6	36.9	4.1	14.3	14.3	2.9	3.6	5.8	3.0	0.0	8.6
Cycle Q Clear(g_c), s	1.1	36.6	36.9	4.1	14.3	14.3	2.9	3.6	5.8	3.0	0.0	8.6
Prop In Lane	1.00		0.04	1.00		0.09	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	59	838	875	121	1724	931	103	267	226	105	0	263
V/C Ratio(X)	0.44	0.98	0.99	0.77	0.52	0.52	0.64	0.35	0.54	0.65	0.00	0.78
Avail Cap(c_a), veh/h	453	838	875	453	1724	931	453	569	483	453	0	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.6	21.5	21.6	37.4	13.8	13.8	37.6	31.6	32.6	37.5	0.0	33.7
Incr Delay (d2), s/veh	1.9	26.7	27.2	3.8	0.3	0.5	2.4	0.8	2.0	2.6	0.0	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	20.2	21.3	1.9	5.2	5.7	1.3	1.7	2.3	1.4	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	48.2	48.7	41.2	14.1	14.3	40.0	32.4	34.6	40.1	0.0	38.6
LnGrp LOS	D	D	D	D	B	B	D	C	C	D	A	D
Approach Vol, veh/h		1713			1472			282			273	
Approach Delay, s/veh		48.4			15.9			35.1			39.0	
Approach LOS		D			B			D			D	

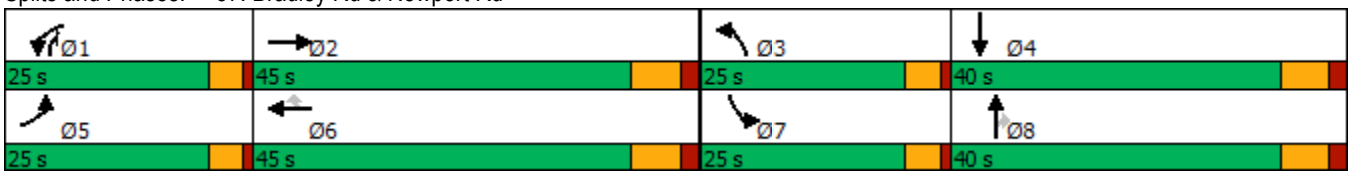
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	45.0	9.3	17.1	7.3	47.8	9.3	17.0
Change Period (Y+Rc), s	4.6	7.2	4.6	5.6	4.6	7.2	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.8	20.4	24.4	20.4	37.8	20.4	24.4
Max Q Clear Time (g_c+I1), s	6.1	38.9	4.9	10.6	3.1	16.3	5.0	7.8
Green Ext Time (p_c), s	0.1	0.0	0.1	0.9	0.0	10.1	0.1	0.8

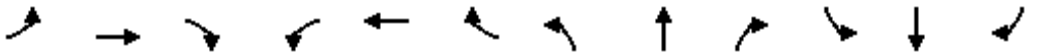
Intersection Summary	
HCM 6th Ctrl Delay	33.9
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	179	1346	441	1040	150	345	401	363	214	446
Future Volume (vph)	179	1346	441	1040	150	345	401	363	214	446
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	15.2	10.6	12.8	10.6	10.6	12.8
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	40.0	25.0	25.0	40.0
Total Split (%)	18.5%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	18.5%	18.5%	29.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2	4.6	6.8	4.6	4.6	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	16.4	38.0	18.8	40.4	40.4	20.5	30.7	56.4	18.1	28.3
Actuated g/C Ratio	0.13	0.29	0.15	0.31	0.31	0.16	0.24	0.44	0.14	0.22
v/c Ratio	0.78	1.05	0.86	0.64	0.25	1.21	0.89	0.49	0.85	0.69
Control Delay	78.0	82.1	71.8	41.6	10.9	166.4	69.8	23.0	83.2	49.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.0	82.1	71.8	41.6	10.9	166.4	69.8	23.0	83.2	49.6
LOS	E	F	E	D	B	F	E	C	F	D
Approach Delay		81.7		46.9			84.5			59.1
Approach LOS		F		D			F			E

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 128.9	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay: 68.3	Intersection LOS: E
Intersection Capacity Utilization 97.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 87: Bradley Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	1346	243	441	1040	150	345	401	363	214	446	93
Future Volume (veh/h)	179	1346	243	441	1040	150	345	401	363	214	446	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	179	1346	243	441	1040	150	345	401	363	214	446	93
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	206	1334	241	498	1716	533	296	449	609	241	610	126
Arrive On Green	0.11	0.30	0.30	0.14	0.33	0.33	0.16	0.24	0.24	0.13	0.21	0.21
Sat Flow, veh/h	1810	4405	795	3510	5187	1610	1810	1900	1610	1810	2965	613
Grp Volume(v), veh/h	179	1056	533	441	1040	150	345	401	363	214	270	269
Grp Sat Flow(s),veh/h/ln	1810	1729	1742	1755	1729	1610	1810	1900	1610	1810	1805	1773
Q Serve(g_s), s	12.1	37.8	37.8	15.4	20.9	8.6	20.4	25.5	22.6	14.5	17.4	17.7
Cycle Q Clear(g_c), s	12.1	37.8	37.8	15.4	20.9	8.6	20.4	25.5	22.6	14.5	17.4	17.7
Prop In Lane	1.00		0.46	1.00		1.00	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	206	1048	528	498	1716	533	296	449	609	241	371	365
V/C Ratio(X)	0.87	1.01	1.01	0.89	0.61	0.28	1.17	0.89	0.60	0.89	0.73	0.74
Avail Cap(c_a), veh/h	296	1048	528	574	1716	533	296	506	657	296	480	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	43.5	43.5	52.5	35.0	30.8	52.2	46.1	31.2	53.2	46.3	46.4
Incr Delay (d2), s/veh	12.8	29.9	41.5	12.8	0.6	0.3	105.2	16.9	1.3	20.7	3.9	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	20.3	22.2	7.7	8.9	3.4	17.9	14.1	9.0	8.0	8.2	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.2	73.4	85.0	65.4	35.6	31.1	157.4	63.0	32.5	73.8	50.2	50.7
LnGrp LOS	E	F	F	E	D	C	F	E	C	E	D	D
Approach Vol, veh/h		1768			1631			1109			753	
Approach Delay, s/veh		76.2			43.2			82.4			57.1	
Approach LOS		E			D			F			E	

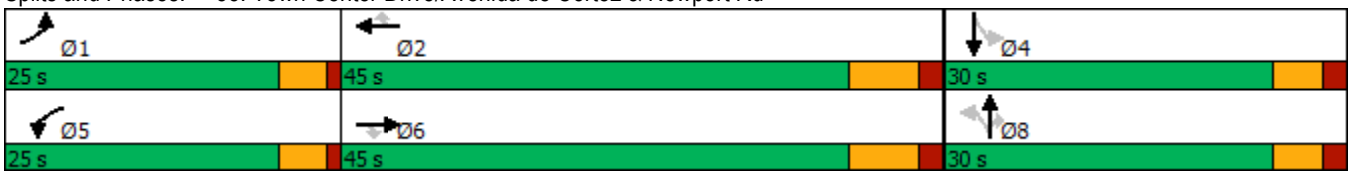
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.3	45.0	25.0	32.5	18.8	48.5	21.2	36.3
Change Period (Y+Rc), s	4.6	7.2	4.6	6.8	4.6	7.2	4.6	6.8
Max Green Setting (Gmax), s	20.4	37.8	20.4	33.2	20.4	37.8	20.4	33.2
Max Q Clear Time (g_c+I1), s	17.4	39.8	22.4	19.7	14.1	22.9	16.5	27.5
Green Ext Time (p_c), s	0.3	0.0	0.0	2.8	0.1	6.9	0.1	2.0

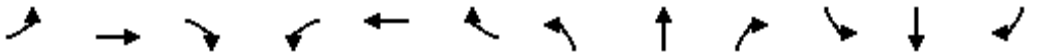
Intersection Summary			
HCM 6th Ctrl Delay		64.6	
HCM 6th LOS		E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	11	1818	91	404	1574	34	95	12	491	86	29
Future Volume (vph)	11	1818	91	404	1574	34	95	12	491	86	29
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	1	6		5	2			8			4
Permitted Phases			6			2	8		8	4	
Detector Phase	1	6	6	5	2	2	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	15.2	10.6	15.2	15.2	11.6	11.6	11.6	11.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	45.0%	25.0%	45.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	6.1	37.2	37.2	20.5	60.4	60.4	14.7	14.7	14.7	14.7	14.7
Actuated g/C Ratio	0.07	0.41	0.41	0.23	0.67	0.67	0.16	0.16	0.16	0.16	0.16
v/c Ratio	0.09	0.85	0.13	0.98	0.45	0.03	0.42	0.04	0.84	0.37	0.17
Control Delay	44.6	29.6	6.5	78.0	9.1	0.1	39.0	30.2	22.5	37.3	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	29.6	6.5	78.0	9.1	0.1	39.0	30.2	22.5	37.3	21.4
LOS	D	C	A	E	A	A	D	C	C	D	C
Approach Delay		28.6			22.8			25.2			31.4
Approach LOS		C			C			C			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 90	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 25.8	Intersection LOS: C
Intersection Capacity Utilization 85.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 88: Town Center Drive/Avenida de Cortez & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1818	91	404	1574	34	95	12	491	86	29	22
Future Volume (veh/h)	11	1818	91	404	1574	34	95	12	491	86	29	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	1818	91	404	1574	34	95	12	491	86	29	22
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	29	1951	591	370	2930	910	378	465	394	291	245	186
Arrive On Green	0.02	0.38	0.38	0.20	0.56	0.56	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	5187	1572	1810	5187	1610	1375	1900	1610	910	1003	761
Grp Volume(v), veh/h	11	1818	91	404	1574	34	95	12	491	86	0	51
Grp Sat Flow(s),veh/h/ln	1810	1729	1572	1810	1729	1610	1375	1900	1610	910	0	1763
Q Serve(g_s), s	0.6	33.6	3.8	20.4	18.9	0.9	5.8	0.5	24.4	7.9	0.0	2.2
Cycle Q Clear(g_c), s	0.6	33.6	3.8	20.4	18.9	0.9	8.0	0.5	24.4	8.4	0.0	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.43
Lane Grp Cap(c), veh/h	29	1951	591	370	2930	910	378	465	394	291	0	431
V/C Ratio(X)	0.38	0.93	0.15	1.09	0.54	0.04	0.25	0.03	1.25	0.30	0.00	0.12
Avail Cap(c_a), veh/h	370	1967	596	370	2930	910	378	465	394	291	0	431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.6	29.9	20.6	39.7	13.5	9.6	32.4	28.6	37.7	31.8	0.0	29.3
Incr Delay (d2), s/veh	3.1	8.7	0.1	73.5	0.2	0.0	0.3	0.0	130.4	0.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	14.3	1.3	16.2	6.4	0.3	1.9	0.2	23.7	1.8	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.7	38.5	20.7	113.2	13.7	9.7	32.7	28.6	168.0	32.4	0.0	29.4
LnGrp LOS	D	D	C	F	B	A	C	C	F	C	A	C
Approach Vol, veh/h		1920			2012			598			137	
Approach Delay, s/veh		37.8			33.6			143.7			31.3	
Approach LOS		D			C			F			C	

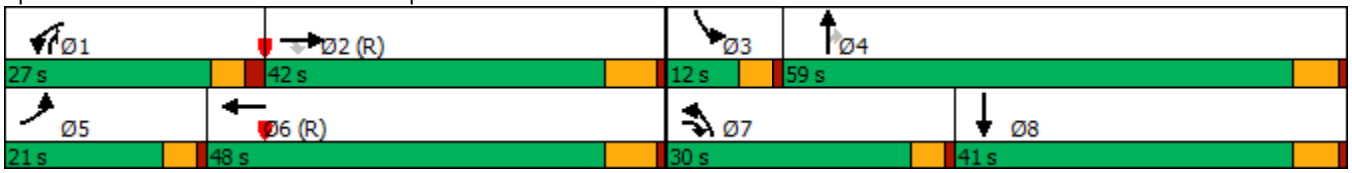
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	63.5		30.0	25.0	44.7		30.0				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	37.8		24.4	20.4	37.8		24.4				
Max Q Clear Time (g_c+I1), s	2.6	20.9		10.4	22.4	35.6		26.4				
Green Ext Time (p_c), s	0.0	9.8		0.5	0.0	1.9		0.0				

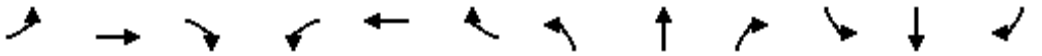
Intersection Summary												
HCM 6th Ctrl Delay			49.4									
HCM 6th LOS			D									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	210	1931	119	579	1872	141	65	535	171	34
Future Volume (vph)	210	1931	119	579	1872	141	65	535	171	34
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	7	1	6	7	4	1	3	8
Permitted Phases			2					4		
Detector Phase	5	2	7	1	6	7	4	1	3	8
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	12.5	8.6	9.6	12.5	8.6	11.8	9.6	8.6	11.8
Total Split (s)	21.0	42.0	30.0	27.0	48.0	30.0	59.0	27.0	12.0	41.0
Total Split (%)	15.0%	30.0%	21.4%	19.3%	34.3%	21.4%	42.1%	19.3%	8.6%	29.3%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)	13.5	77.7	90.6	21.4	86.6	11.0	10.9	31.2	9.9	7.4
Actuated g/C Ratio	0.10	0.56	0.65	0.15	0.62	0.08	0.08	0.22	0.07	0.05
v/c Ratio	0.62	0.67	0.11	1.08	0.74	0.51	0.44	0.79	0.69	0.41
Control Delay	68.9	24.0	2.3	114.7	21.7	68.2	69.6	51.4	78.8	32.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.9	24.0	2.3	114.7	21.7	68.2	69.6	51.4	78.8	32.5
LOS	E	C	A	F	C	E	E	D	E	C
Approach Delay		27.0			40.3		56.2			62.5
Approach LOS		C			D		E			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 75 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 38.3	Intersection LOS: D
Intersection Capacity Utilization 80.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 89: Haun Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	1931	119	579	1872	438	141	65	535	171	34	59
Future Volume (veh/h)	210	1931	119	579	1872	438	141	65	535	171	34	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	210	1931	119	579	1872	438	141	65	535	171	34	59
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	265	2319	809	537	2244	512	197	354	961	186	331	294
Arrive On Green	0.08	0.45	0.45	0.10	0.36	0.36	0.06	0.19	0.19	0.05	0.18	0.18
Sat Flow, veh/h	3510	5187	1608	3510	4222	963	3510	1900	2829	3510	1805	1602
Grp Volume(v), veh/h	210	1931	119	579	1525	785	141	65	535	171	34	59
Grp Sat Flow(s),veh/h/ln	1755	1729	1608	1755	1729	1726	1755	1900	1415	1755	1805	1602
Q Serve(g_s), s	8.2	45.9	5.6	21.4	56.4	59.0	5.5	4.0	21.6	6.8	2.2	4.4
Cycle Q Clear(g_c), s	8.2	45.9	5.6	21.4	56.4	59.0	5.5	4.0	21.6	6.8	2.2	4.4
Prop In Lane	1.00		1.00	1.00		0.56	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	265	2319	809	537	1838	918	197	354	961	186	331	294
V/C Ratio(X)	0.79	0.83	0.15	1.08	0.83	0.86	0.72	0.18	0.56	0.92	0.10	0.20
Avail Cap(c_a), veh/h	411	2319	809	537	1838	918	637	722	1508	186	454	403
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.45	0.45	0.45	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.6	34.1	18.7	62.8	39.3	40.1	65.0	48.0	37.7	66.0	47.6	48.5
Incr Delay (d2), s/veh	2.7	1.7	0.2	55.1	3.0	6.9	4.8	0.2	0.5	44.3	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	18.8	2.1	13.8	25.3	27.4	2.6	1.9	7.4	4.1	1.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.3	35.8	18.8	117.9	42.3	47.0	69.8	48.2	38.2	110.3	47.7	48.8
LnGrp LOS	E	D	B	F	D	D	E	D	D	F	D	D
Approach Vol, veh/h		2260			2889			741			264	
Approach Delay, s/veh		37.7			58.7			45.1			88.5	
Approach LOS		D			E			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	69.1	12.0	31.9	15.2	80.9	12.5	31.5
Change Period (Y+Rc), s	5.6	6.5	4.6	5.8	4.6	6.5	4.6	5.8
Max Green Setting (Gmax), s	21.4	35.5	7.4	53.2	16.4	41.5	25.4	35.2
Max Q Clear Time (g_c+I1), s	23.4	47.9	8.8	23.6	10.2	61.0	7.5	6.4
Green Ext Time (p_c), s	0.0	0.0	0.0	2.5	0.3	0.0	0.4	0.4

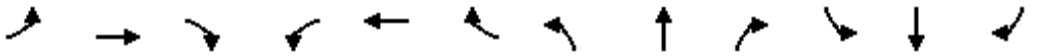
Intersection Summary	
HCM 6th Ctrl Delay	50.7
HCM 6th LOS	D

Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1995	643	2219	1033	484	0	674
Future Volume (vph)	1995	643	2219	1033	484	0	674
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		4	4	
Permitted Phases		Free		Free			4
Detector Phase	2		6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	89.0		89.0		51.0	51.0	51.0
Total Split (%)	63.6%		63.6%		36.4%	36.4%	36.4%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	89.5	140.0	89.5	140.0	39.0	39.0	39.0
Actuated g/C Ratio	0.64	1.00	0.64	1.00	0.28	0.28	0.28
v/c Ratio	0.48	0.41	0.67	0.64	0.85	0.87	0.84
Control Delay	12.2	0.5	8.4	6.7	64.5	65.4	60.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.2	0.5	8.4	6.7	64.5	65.4	60.7
LOS	B	A	A	A	E	E	E
Approach Delay	9.3		7.9			63.6	
Approach LOS	A		A			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 10 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 80.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 90: I-215 SB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1995	643	0	2219	1033	0	0	0	484	0	674
Future Volume (veh/h)	0	1995	643	0	2219	1033	0	0	0	484	0	674
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1995	0	0	2219	0				723	0	418
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	4172		0	3311					1011	0	450
Arrive On Green	0.00	1.00	0.00	0.00	1.00	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	6802	1610	0	5358	1610				3619	0	1610
Grp Volume(v), veh/h	0	1995	0	0	2219	0				723	0	418
Grp Sat Flow(s),veh/h/ln	0	1634	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0				25.2	0.0	35.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0				25.2	0.0	35.4
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	4172		0	3311					1011	0	450
V/C Ratio(X)	0.00	0.48		0.00	0.67					0.71	0.00	0.93
Avail Cap(c_a), veh/h	0	4172		0	3311					1176	0	523
HCM Platoon Ratio	1.00	2.00	2.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.66	0.00	0.00	0.67	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				45.4	0.0	49.1
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.7	0.0				1.3	0.0	20.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.2	0.0				11.4	0.0	16.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	0.0	0.0	0.7	0.0				46.7	0.0	69.3
LnGrp LOS	A	A		A	A					D	A	E
Approach Vol, veh/h		1995			2219						1141	
Approach Delay, s/veh		0.3			0.7						55.0	
Approach LOS		A			A						D	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		95.4		44.6		95.4						
Change Period (Y+Rc), s		6.0		5.5		6.0						
Max Green Setting (Gmax), s		83.0		45.5		83.0						
Max Q Clear Time (g_c+I1), s		2.0		37.4		2.0						
Green Ext Time (p_c), s		27.5		1.8		34.7						

Intersection Summary												
HCM 6th Ctrl Delay			12.1									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

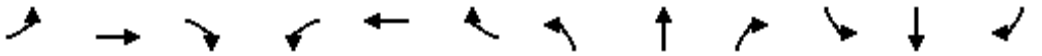
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	1906	574	2852	679	401	0	656
Future Volume (vph)	1906	574	2852	679	401	0	656
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		8	8	
Permitted Phases		Free		Free			8
Detector Phase	2		6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	87.0		87.0		53.0	53.0	53.0
Total Split (%)	62.1%		62.1%		37.9%	37.9%	37.9%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	91.4	140.0	91.4	140.0	37.1	37.1	37.1
Actuated g/C Ratio	0.65	1.00	0.65	1.00	0.26	0.26	0.26
v/c Ratio	0.56	0.36	0.67	0.42	0.80	0.85	0.82
Control Delay	14.4	0.6	17.0	0.8	60.4	63.4	60.5
Queue Delay	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	14.4	0.6	17.5	0.8	60.4	63.4	60.5
LOS	B	A	B	A	E	E	E
Approach Delay	11.2		14.3			61.4	
Approach LOS	B		B			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 20.2	Intersection LOS: C
Intersection Capacity Utilization 73.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 91: I-215 NB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑↑	↱	↰	✣	↱			
Traffic Volume (veh/h)	0	1906	574	0	2852	679	401	0	656	0	0	0
Future Volume (veh/h)	0	1906	574	0	2852	679	401	0	656	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	1906	0	0	2852	0	267	0	799			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	3361		0	4235		488	0	869			
Arrive On Green	0.00	1.00	0.00	0.00	0.65	0.00	0.27	0.00	0.27			
Sat Flow, veh/h	0	5358	1610	0	6802	1610	1810	0	3220			
Grp Volume(v), veh/h	0	1906	0	0	2852	0	267	0	799			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	38.2	0.0	17.7	0.0	33.7			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	38.2	0.0	17.7	0.0	33.7			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3361		0	4235		488	0	869			
V/C Ratio(X)	0.00	0.57		0.00	0.67		0.55	0.00	0.92			
Avail Cap(c_a), veh/h	0	3361		0	4235		614	0	1093			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.82	0.00	0.00	0.09	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	15.4	0.0	43.8	0.0	49.6			
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.1	0.0	0.4	0.0	9.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	12.8	0.0	8.0	0.0	14.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.6	0.0	0.0	15.5	0.0	44.1	0.0	59.1			
LnGrp LOS	A	A		A	B		D	A	E			
Approach Vol, veh/h		1906			2852			1066				
Approach Delay, s/veh		0.6			15.5			55.4				
Approach LOS		A			B			E				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		96.7				96.7		43.3				
Change Period (Y+Rc), s		6.0				6.0		5.5				
Max Green Setting (Gmax), s		81.0				81.0		47.5				
Max Q Clear Time (g_c+I1), s		2.0				40.2		35.7				
Green Ext Time (p_c), s		24.8				33.8		2.1				

Intersection Summary		
HCM 6th Ctrl Delay		17.9
HCM 6th LOS		B

Notes

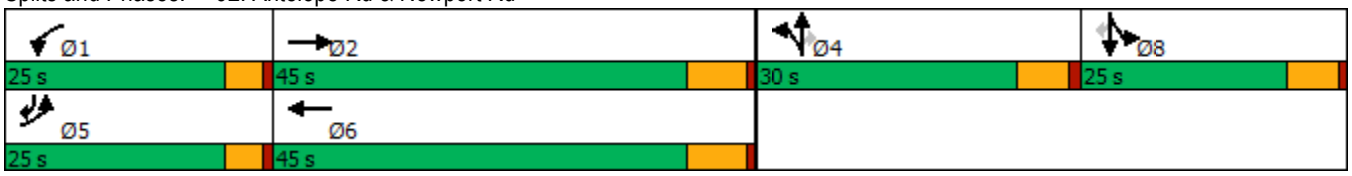
User approved volume balancing among the lanes for turning movement.

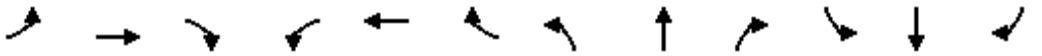
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	299	1646	103	2249	841	115	94	100	101	442
Future Volume (vph)	299	1646	103	2249	841	115	94	100	101	442
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm	Split	NA	pm+ov
Protected Phases	5	2	1	6	4	4		8	8	5
Permitted Phases							4			8
Detector Phase	5	2	1	6	4	4	4	8	8	5
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	4.0	4.0	6.0	6.0	4.0
Minimum Split (s)	8.6	12.5	8.6	12.5	9.8	9.8	9.8	11.8	11.8	8.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	25.0	25.0	25.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	24.0%	24.0%	24.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	13.8	44.7	7.7	38.6	24.3	24.3	24.3	11.2	11.2	30.8
Actuated g/C Ratio	0.12	0.40	0.07	0.35	0.22	0.22	0.22	0.10	0.10	0.28
v/c Ratio	0.69	0.97	0.42	1.34	0.88	0.89	0.21	0.28	0.53	0.52
Control Delay	55.3	45.6	55.7	189.1	57.0	69.0	4.7	48.3	57.8	29.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.3	45.6	55.7	189.1	57.0	69.0	4.7	48.3	57.8	29.1
LOS	E	D	E	F	E	E	A	D	E	C
Approach Delay		46.9		183.6		56.1			36.6	
Approach LOS		D		F		E			D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 110.6	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay: 100.3	Intersection LOS: F
Intersection Capacity Utilization 94.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 92: Antelope Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	299	1646	346	103	2249	162	841	115	94	100	101	442
Future Volume (veh/h)	299	1646	346	103	2249	162	841	115	94	100	101	442
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	299	1646	346	103	2249	162	739	258	94	100	101	442
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	365	1683	351	160	1645	117	757	398	336	553	299	741
Arrive On Green	0.10	0.39	0.39	0.05	0.33	0.33	0.21	0.21	0.21	0.16	0.16	0.16
Sat Flow, veh/h	3510	4301	896	3510	4942	352	3619	1900	1606	3510	1900	2834
Grp Volume(v), veh/h	299	1320	672	103	1567	844	739	258	94	100	101	442
Grp Sat Flow(s),veh/h/ln	1755	1729	1739	1755	1729	1836	1810	1900	1606	1755	1900	1417
Q Serve(g_s), s	9.6	43.5	44.3	3.3	38.5	38.5	23.5	14.4	5.7	2.9	5.5	15.8
Cycle Q Clear(g_c), s	9.6	43.5	44.3	3.3	38.5	38.5	23.5	14.4	5.7	2.9	5.5	15.8
Prop In Lane	1.00		0.52	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	365	1353	680	160	1151	611	757	398	336	553	299	741
V/C Ratio(X)	0.82	0.98	0.99	0.65	1.36	1.38	0.98	0.65	0.28	0.18	0.34	0.60
Avail Cap(c_a), veh/h	619	1353	680	619	1151	611	757	398	336	583	315	765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	34.7	34.9	54.3	38.6	38.6	45.4	41.8	38.4	42.2	43.3	37.4
Incr Delay (d2), s/veh	1.8	18.9	31.1	1.6	168.2	181.4	26.6	2.9	0.2	0.2	0.7	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	20.6	23.4	1.5	42.3	47.2	12.9	6.8	2.2	1.2	2.6	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.5	53.6	66.0	55.9	206.7	220.0	72.0	44.7	38.6	42.4	44.0	38.6
LnGrp LOS	D	D	E	E	F	F	E	D	D	D	D	D
Approach Vol, veh/h		2291			2514			1091			643	
Approach Delay, s/veh		57.1			205.0			62.7			40.0	
Approach LOS		E			F			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	51.8		30.0	16.6	45.0		24.0				
Change Period (Y+Rc), s	4.6	6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	20.4	38.5		24.2	20.4	38.5		19.2				
Max Q Clear Time (g_c+I1), s	5.3	46.3		25.5	11.6	40.5		17.8				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.4	0.0		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		113.2	
HCM 6th LOS		F	

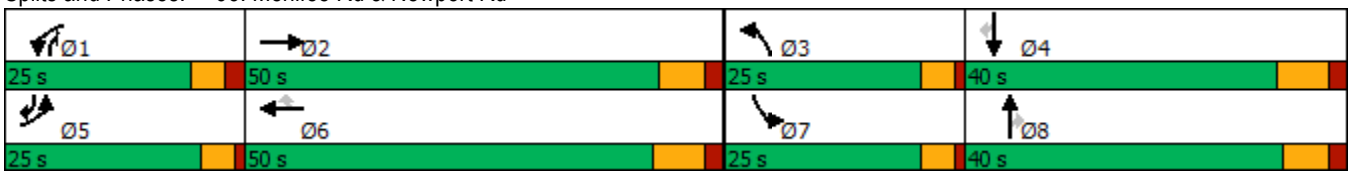
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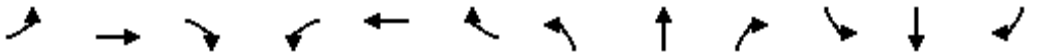
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	334	1548	522	1640	125	333	731	634	198	617	505
Future Volume (vph)	334	1548	522	1640	125	333	731	634	198	617	505
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6		3	8	1	7	4	5
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	9.6	14.8	10.6	15.5	15.5	9.6	12.8	10.6	9.6	13.5	9.6
Total Split (s)	25.0	50.0	25.0	50.0	50.0	25.0	40.0	25.0	25.0	40.0	25.0
Total Split (%)	17.9%	35.7%	17.9%	35.7%	35.7%	17.9%	28.6%	17.9%	17.9%	28.6%	17.9%
Yellow Time (s)	3.6	4.8	3.6	5.5	5.5	3.6	4.8	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	5.6	7.5	7.5	4.6	6.8	5.6	4.6	7.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	20.5	43.3	19.5	42.6	42.6	16.4	30.8	51.5	17.6	31.2	54.6
Actuated g/C Ratio	0.15	0.32	0.14	0.32	0.32	0.12	0.23	0.38	0.13	0.23	0.40
v/c Ratio	1.22	1.05	1.04	1.00	0.21	0.78	0.89	0.97	0.85	0.74	0.73
Control Delay	175.6	80.6	105.3	68.9	8.4	71.3	64.3	61.9	87.3	54.3	33.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	175.6	80.6	105.3	68.9	8.4	71.3	64.3	61.9	87.3	54.3	33.8
LOS	F	F	F	E	A	E	E	E	F	D	C
Approach Delay		96.0		73.9			64.7			51.4	
Approach LOS		F		E			E			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 135	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.22	
Intersection Signal Delay: 74.0	Intersection LOS: E
Intersection Capacity Utilization 101.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 93: Menifee Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	334	1548	180	522	1640	125	333	731	634	198	617	505
Future Volume (veh/h)	334	1548	180	522	1640	125	333	731	634	198	617	505
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	334	1548	180	522	1640	125	333	731	634	198	617	505
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	268	1474	171	494	1625	504	385	869	609	222	916	640
Arrive On Green	0.15	0.31	0.31	0.14	0.31	0.31	0.11	0.24	0.24	0.12	0.25	0.25
Sat Flow, veh/h	1810	4705	546	3510	5187	1610	3510	3610	1589	1810	3610	1582
Grp Volume(v), veh/h	334	1137	591	522	1640	125	333	731	634	198	617	505
Grp Sat Flow(s),veh/h/ln	1810	1729	1793	1755	1729	1610	1755	1805	1589	1810	1805	1582
Q Serve(g_s), s	20.4	43.2	43.2	19.4	43.2	8.0	12.9	26.6	33.2	14.9	21.2	35.0
Cycle Q Clear(g_c), s	20.4	43.2	43.2	19.4	43.2	8.0	12.9	26.6	33.2	14.9	21.2	35.0
Prop In Lane	1.00		0.30	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	268	1083	562	494	1625	504	385	869	609	222	916	640
V/C Ratio(X)	1.25	1.05	1.05	1.06	1.01	0.25	0.87	0.84	1.04	0.89	0.67	0.79
Avail Cap(c_a), veh/h	268	1083	562	494	1625	504	519	869	609	268	916	640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.8	47.4	47.4	59.3	47.4	35.3	60.4	49.8	42.7	59.6	46.3	36.3
Incr Delay (d2), s/veh	138.8	41.4	52.3	56.4	24.7	0.4	8.9	7.5	47.5	23.5	1.9	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.4	24.2	26.8	12.3	21.6	3.2	6.2	12.9	28.5	8.3	9.8	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	197.5	88.8	99.7	115.7	72.0	35.6	69.4	57.3	90.3	83.1	48.3	42.9
LnGrp LOS	F	F	F	F	F	D	E	E	F	F	D	D
Approach Vol, veh/h		2062			2287			1698			1320	
Approach Delay, s/veh		109.5			80.0			72.0			51.4	
Approach LOS		F			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	50.7	19.7	42.5	25.0	50.7	21.5	40.7
Change Period (Y+Rc), s	5.6	* 7.5	4.6	7.5	4.6	7.5	4.6	* 7.5
Max Green Setting (Gmax), s	19.4	* 43	20.4	32.5	20.4	42.5	20.4	* 33
Max Q Clear Time (g_c+I1), s	21.4	45.2	14.9	37.0	22.4	45.2	16.9	35.2
Green Ext Time (p_c), s	0.0	0.0	0.2	0.0	0.0	0.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	81.3
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	195.6
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	479	243	251	705	654	485
Future Vol, veh/h	479	243	251	705	654	485
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	479	243	251	705	654	485
Number of Lanes	1	1	1	2	2	0

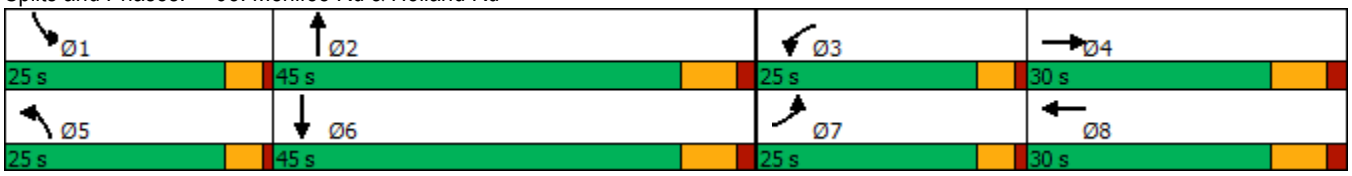
Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	3
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	3	0	2
HCM Control Delay	190.7	44.5	325.5
HCM LOS	F	E	F

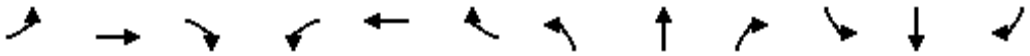
Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	31%
Vol Right, %	0%	0%	0%	0%	100%	0%	69%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	251	353	353	479	243	436	703
LT Vol	251	0	0	479	0	0	0
Through Vol	0	353	353	0	0	436	218
RT Vol	0	0	0	0	243	0	485
Lane Flow Rate	251	352	352	479	243	436	703
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.678	0.903	0.737	1.486	0.673	1.222	1.877
Departure Headway (Hd)	11.446	10.927	9.163	13.137	11.91	11.261	10.753
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	319	335	398	283	306	327	344
Service Time	9.146	8.627	6.863	10.837	9.61	8.961	8.453
HCM Lane V/C Ratio	0.787	1.051	0.884	1.693	0.794	1.333	2.044
HCM Control Delay	35.2	61.9	33.6	269.2	36	157.1	429.9
HCM Lane LOS	E	F	D	F	E	F	F
HCM 95th-tile Q	4.6	8.8	5.8	23.2	4.5	17.3	42.3

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	206	164	74	293	27	416	161	506
Future Volume (vph)	206	164	74	293	27	416	161	506
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	17.2	10.6	17.2
Total Split (s)	25.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	15.1	29.5	8.8	20.3	6.8	20.1	13.1	31.8
Actuated g/C Ratio	0.16	0.32	0.09	0.22	0.07	0.22	0.14	0.34
v/c Ratio	0.71	0.15	0.44	0.74	0.21	0.62	0.64	0.52
Control Delay	53.1	26.5	52.5	29.3	50.7	37.1	52.2	27.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.1	26.5	52.5	29.3	50.7	37.1	52.2	27.1
LOS	D	C	D	C	D	D	D	C
Approach Delay		41.0		31.7		37.8		32.3
Approach LOS		D		C		D		C

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 93	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 34.6	Intersection LOS: C
Intersection Capacity Utilization 74.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 95: Menifee Rd & Holland Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	164	6	74	293	365	27	416	68	161	506	121
Future Volume (veh/h)	206	164	6	74	293	365	27	416	68	161	506	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	206	164	6	74	293	365	27	416	68	161	506	121
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	247	1199	44	108	471	419	61	627	102	200	804	191
Arrive On Green	0.14	0.34	0.34	0.06	0.26	0.26	0.03	0.20	0.20	0.11	0.28	0.28
Sat Flow, veh/h	1810	3552	129	1810	1805	1605	1810	3100	503	1810	2881	685
Grp Volume(v), veh/h	206	83	87	74	293	365	27	241	243	161	316	311
Grp Sat Flow(s),veh/h/ln	1810	1805	1876	1810	1805	1605	1810	1805	1797	1810	1805	1761
Q Serve(g_s), s	9.0	2.6	2.6	3.3	11.7	17.7	1.2	10.0	10.2	7.1	12.5	12.6
Cycle Q Clear(g_c), s	9.0	2.6	2.6	3.3	11.7	17.7	1.2	10.0	10.2	7.1	12.5	12.6
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.28	1.00		0.39
Lane Grp Cap(c), veh/h	247	609	633	108	471	419	61	365	364	200	504	492
V/C Ratio(X)	0.83	0.14	0.14	0.68	0.62	0.87	0.44	0.66	0.67	0.81	0.63	0.63
Avail Cap(c_a), veh/h	453	609	633	453	505	449	453	838	834	453	838	817
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	18.7	18.7	37.5	26.6	28.8	38.6	29.9	30.0	35.4	25.7	25.7
Incr Delay (d2), s/veh	2.8	0.1	0.1	2.8	2.6	16.8	1.9	2.9	3.0	2.9	1.8	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	1.1	1.1	1.5	5.2	8.5	0.6	4.5	4.6	3.2	5.4	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	18.9	18.9	40.4	29.2	45.6	40.5	32.8	33.0	38.3	27.5	27.6
LnGrp LOS	D	B	B	D	C	D	D	C	C	D	C	C
Approach Vol, veh/h		376			732			511			788	
Approach Delay, s/veh		28.9			38.5			33.3			29.7	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	23.7	9.5	34.7	7.3	29.9	15.7	28.5
Change Period (Y+Rc), s	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.8	20.4	22.8	20.4	37.8	20.4	22.8
Max Q Clear Time (g_c+I1), s	9.1	12.2	5.3	4.6	3.2	14.6	11.0	19.7
Green Ext Time (p_c), s	0.2	4.3	0.1	1.1	0.0	5.7	0.2	1.5

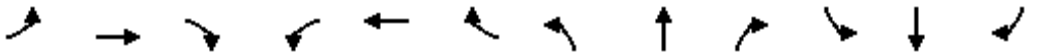
Intersection Summary	
HCM 6th Ctrl Delay	33.0
HCM 6th LOS	C

Lane Group	EBL	EBT	WBT	NBT	SBL	SBT	SBR	Ø1
Lane Configurations								
Traffic Volume (vph)	177	1412	2107	1	247	1	383	
Future Volume (vph)	177	1412	2107	1	247	1	383	
Turn Type	Prot	NA	NA	NA	Perm	NA	Perm	
Protected Phases	5	2	6	8		4		1
Permitted Phases					4		4	
Detector Phase	5	2	6	8	4	4	4	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	10.0	10.0	10.0	10.0	9.7
Total Split (s)	19.7	52.0	52.0	31.0	31.0	31.0	31.0	19.7
Total Split (%)	19.2%	50.6%	50.6%	30.2%	30.2%	30.2%	30.2%	19%
Yellow Time (s)	3.7	6.0	6.0	4.0	4.0	4.0	4.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	7.0	7.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes					Yes
Recall Mode	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	12.6	62.7	45.4	9.4		20.7	20.7	
Actuated g/C Ratio	0.13	0.66	0.48	0.10		0.22	0.22	
v/c Ratio	0.74	0.60	1.30	0.01		0.83	0.68	
Control Delay	60.4	11.2	166.2	35.0		59.0	16.8	
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	60.4	11.2	166.2	35.0		59.0	16.8	
LOS	E	B	F	C		E	B	
Approach Delay		16.7	166.2	35.0		33.4		
Approach LOS		B	F	C		C		

Intersection Summary	
Cycle Length: 102.7	
Actuated Cycle Length: 95.5	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.30	
Intersection Signal Delay: 93.8	Intersection LOS: F
Intersection Capacity Utilization 105.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 96: Juniper Flats Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	1412	0	0	2107	111	0	1	0	247	1	383
Future Volume (veh/h)	177	1412	0	0	2107	111	0	1	0	247	1	383
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	177	1412	0	0	2107	111	0	1	0	247	1	383
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	210	2246	0	2	1599	83	0	486	0	439	1	411
Arrive On Green	0.12	0.62	0.00	0.00	0.46	0.46	0.00	0.26	0.00	0.26	0.26	0.26
Sat Flow, veh/h	1810	3705	0	1810	3489	182	0	1900	0	1432	6	1610
Grp Volume(v), veh/h	177	1412	0	0	1081	1137	0	1	0	248	0	383
Grp Sat Flow(s),veh/h/ln	1810	1805	0	1810	1805	1867	0	1900	0	1438	0	1610
Q Serve(g_s), s	9.4	23.8	0.0	0.0	45.0	45.0	0.0	0.0	0.0	15.2	0.0	22.8
Cycle Q Clear(g_c), s	9.4	23.8	0.0	0.0	45.0	45.0	0.0	0.0	0.0	15.3	0.0	22.8
Prop In Lane	1.00		0.00	1.00		0.10	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	210	2246	0	2	827	855	0	486	0	441	0	411
V/C Ratio(X)	0.84	0.63	0.00	0.00	1.31	1.33	0.00	0.00	0.00	0.56	0.00	0.93
Avail Cap(c_a), veh/h	276	2246	0	276	827	855	0	503	0	454	0	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.5	11.5	0.0	0.0	26.6	26.6	0.0	27.2	0.0	32.9	0.0	35.7
Incr Delay (d2), s/veh	13.1	0.6	0.0	0.0	146.6	156.4	0.0	0.0	0.0	0.9	0.0	26.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	8.8	0.0	0.0	51.8	55.9	0.0	0.0	0.0	5.3	0.0	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.6	12.1	0.0	0.0	173.2	183.0	0.0	27.2	0.0	33.8	0.0	61.7
LnGrp LOS	E	B	A	A	F	F	A	C	A	C	A	E
Approach Vol, veh/h		1589			2218			1			631	
Approach Delay, s/veh		16.9			178.2			27.2			50.8	
Approach LOS		B			F			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	68.1		30.1	16.1	52.0		30.1				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	45.0		26.0	* 15	45.0		26.0				
Max Q Clear Time (g_c+I1), s	0.0	25.8		24.8	11.4	47.0		2.0				
Green Ext Time (p_c), s	0.0	10.6		0.3	0.1	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		102.3
HCM 6th LOS		F

Notes

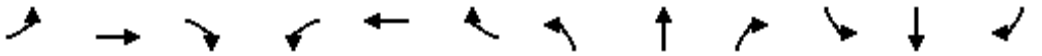
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	35	1261	463	591	1399	464	25	19	51
Future Volume (vph)	35	1261	463	591	1399	464	25	19	51
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.2	11.2	9.7	11.2	11.5	11.5	11.5	11.5
Total Split (s)	15.0	35.0	35.0	30.0	50.0	25.0	25.0	25.0	25.0
Total Split (%)	16.7%	38.9%	38.9%	33.3%	55.6%	27.8%	27.8%	27.8%	27.8%
Yellow Time (s)	3.7	5.2	5.2	3.7	5.2	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.2	6.2	4.7	6.2	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	6.4	28.8	28.8	25.3	51.6	18.5	18.5	18.5	18.5
Actuated g/C Ratio	0.07	0.32	0.32	0.28	0.57	0.21	0.21	0.21	0.21
v/c Ratio	0.27	1.09	0.58	1.17	0.69	1.66	0.83	0.23	0.16
Control Delay	44.4	85.9	7.3	126.0	17.0	341.1	19.8	37.6	26.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	85.9	7.3	126.0	17.0	341.1	19.8	37.6	26.1
LOS	D	F	A	F	B	F	B	D	C
Approach Delay		64.4			48.9		162.6		28.8
Approach LOS		E			D		F		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.66	
Intersection Signal Delay: 78.3	Intersection LOS: E
Intersection Capacity Utilization 117.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 97: Winchester Rd/Vista Pl & SR-74/Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1261	463	591	1399	32	464	25	555	19	51	12
Future Volume (veh/h)	35	1261	463	591	1399	32	464	25	555	19	51	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	1261	463	591	1399	32	464	25	555	19	51	12
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	59	1155	515	509	2052	47	321	14	319	80	306	72
Arrive On Green	0.03	0.32	0.32	0.28	0.57	0.57	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1810	3610	1610	1810	3608	82	1360	70	1551	847	1487	350
Grp Volume(v), veh/h	35	1261	463	591	699	732	464	0	580	19	0	63
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1885	1360	0	1621	847	0	1837
Q Serve(g_s), s	1.7	28.8	24.7	25.3	24.6	24.6	16.0	0.0	18.5	0.0	0.0	2.5
Cycle Q Clear(g_c), s	1.7	28.8	24.7	25.3	24.6	24.6	18.5	0.0	18.5	18.5	0.0	2.5
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.96	1.00		0.19
Lane Grp Cap(c), veh/h	59	1155	515	509	1027	1072	321	0	333	80	0	378
V/C Ratio(X)	0.60	1.09	0.90	1.16	0.68	0.68	1.44	0.00	1.74	0.24	0.00	0.17
Avail Cap(c_a), veh/h	207	1155	515	509	1027	1072	321	0	333	80	0	378
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.0	30.6	29.2	32.3	13.7	13.7	39.0	0.0	35.8	45.0	0.0	29.4
Incr Delay (d2), s/veh	3.6	55.1	21.2	92.8	3.7	3.5	216.8	0.0	345.6	6.9	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	20.1	11.6	23.1	9.1	9.4	26.4	0.0	39.1	0.6	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.5	85.7	50.4	125.1	17.3	17.2	255.8	0.0	381.4	51.9	0.0	30.4
LnGrp LOS	D	F	D	F	B	B	F	A	F	D	A	C
Approach Vol, veh/h		1759			2022			1044			82	
Approach Delay, s/veh		75.6			48.8			325.6			35.3	
Approach LOS		E			D			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.0	35.0		25.0	7.6	57.4		25.0				
Change Period (Y+Rc), s	* 4.7	6.2		6.5	* 4.7	6.2		6.5				
Max Green Setting (Gmax), s	* 25	28.8		18.5	* 10	43.8		18.5				
Max Q Clear Time (g_c+I1), s	27.3	30.8		20.5	3.7	26.6		20.5				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	5.3		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		117.1
HCM 6th LOS		F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	474	1009	281	992	189	500	191	151	695	408
Future Volume (vph)	474	1009	281	992	189	500	191	151	695	408
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	9.7	11.0	9.7	11.5	11.5	9.7	11.5	11.5
Total Split (s)	25.0	40.0	25.0	40.0	20.0	25.0	25.0	20.0	25.0	25.0
Total Split (%)	22.7%	36.4%	22.7%	36.4%	18.2%	22.7%	22.7%	18.2%	22.7%	22.7%
Yellow Time (s)	3.7	5.0	3.7	5.0	3.7	5.5	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	4.7	6.0	4.7	6.5	6.5	4.7	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	20.3	35.1	19.2	34.0	14.0	21.1	21.1	12.7	19.8	19.8
Actuated g/C Ratio	0.18	0.32	0.17	0.31	0.13	0.19	0.19	0.12	0.18	0.18
v/c Ratio	1.42	1.08	0.89	0.93	0.82	0.72	0.44	0.73	1.07	0.90
Control Delay	241.9	87.6	74.4	51.6	74.1	49.3	14.8	66.4	99.5	46.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	241.9	87.6	74.4	51.6	74.1	49.3	14.8	66.4	99.5	46.2
LOS	F	F	E	D	E	D	B	E	F	D
Approach Delay		130.5		56.5		47.1			78.2	
Approach LOS		F		E		D			E	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.42	
Intersection Signal Delay: 84.7	Intersection LOS: F
Intersection Capacity Utilization 102.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 98: Warren Rd & Florida Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	474	1009	222	281	992	39	189	500	191	151	695	408
Future Volume (veh/h)	474	1009	222	281	992	39	189	500	191	151	695	408
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	474	1009	222	281	992	39	189	500	191	151	695	408
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	334	1003	220	310	1159	46	219	683	305	181	607	271
Arrive On Green	0.18	0.34	0.34	0.17	0.33	0.33	0.12	0.19	0.19	0.10	0.17	0.17
Sat Flow, veh/h	1810	2943	646	1810	3541	139	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	474	618	613	281	506	525	189	500	191	151	695	408
Grp Sat Flow(s),veh/h/ln	1810	1805	1784	1810	1805	1875	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	20.3	37.5	37.5	16.8	28.8	28.8	11.3	14.3	12.0	9.0	18.5	18.5
Cycle Q Clear(g_c), s	20.3	37.5	37.5	16.8	28.8	28.8	11.3	14.3	12.0	9.0	18.5	18.5
Prop In Lane	1.00		0.36	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	334	615	608	310	591	614	219	683	305	181	607	271
V/C Ratio(X)	1.42	1.00	1.01	0.91	0.86	0.86	0.86	0.73	0.63	0.84	1.14	1.51
Avail Cap(c_a), veh/h	334	615	608	334	591	614	252	683	305	252	607	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.61	0.61	0.61	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	36.3	36.3	44.7	34.6	34.6	47.5	42.0	41.0	48.6	45.8	45.8
Incr Delay (d2), s/veh	205.5	37.4	38.7	17.3	9.6	9.3	21.1	6.8	9.4	11.6	83.4	246.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.7	21.6	21.6	8.7	13.3	13.8	6.3	7.0	5.5	4.6	15.2	25.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	250.3	73.7	75.0	62.1	44.2	43.9	68.6	48.8	50.4	60.2	129.2	292.0
LnGrp LOS	F	F	F	E	D	D	E	D	D	E	F	F
Approach Vol, veh/h		1705			1312			880			1254	
Approach Delay, s/veh		123.3			47.9			53.4			173.9	
Approach LOS		F			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.5	43.5	18.0	25.0	25.0	42.0	15.7	27.3
Change Period (Y+Rc), s	* 4.7	6.0	* 4.7	6.5	* 4.7	6.0	* 4.7	6.5
Max Green Setting (Gmax), s	* 20	34.0	* 15	18.5	* 20	34.0	* 15	18.5
Max Q Clear Time (g_c+I1), s	18.8	39.5	13.3	20.5	22.3	30.8	11.0	16.3
Green Ext Time (p_c), s	0.1	0.0	0.1	0.0	0.0	1.3	0.1	0.7

Intersection Summary	
HCM 6th Ctrl Delay	104.4
HCM 6th LOS	F

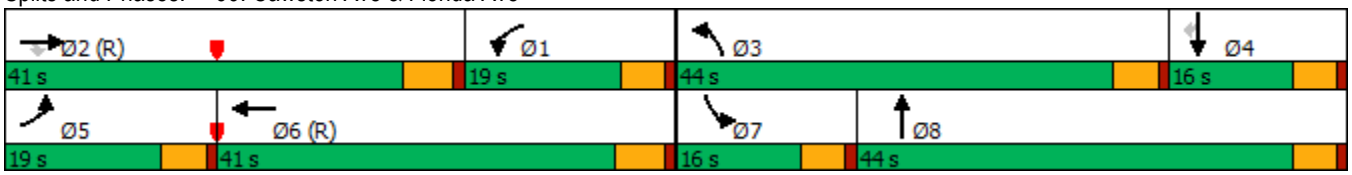
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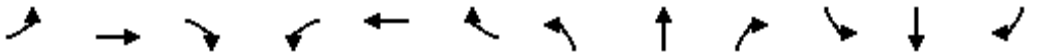
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	170	852	31	11	833	181	83	76	170	246
Future Volume (vph)	170	852	31	11	833	181	83	76	170	246
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.5	10.5	10.0	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	19.0	41.0	41.0	19.0	41.0	44.0	44.0	16.0	16.0	16.0
Total Split (%)	15.8%	34.2%	34.2%	15.8%	34.2%	36.7%	36.7%	13.3%	13.3%	13.3%
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.5	5.5	5.0	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	13.3	50.7	50.7	7.0	36.2	16.6	43.2	8.9	33.4	33.4
Actuated g/C Ratio	0.11	0.42	0.42	0.06	0.30	0.14	0.36	0.07	0.28	0.28
v/c Ratio	0.85	0.56	0.04	0.10	0.82	0.73	0.08	0.57	0.32	0.39
Control Delay	86.7	29.3	0.1	53.4	46.2	65.7	23.1	69.6	37.9	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.7	29.3	0.1	53.4	46.2	65.7	23.1	69.6	37.9	6.6
LOS	F	C	A	D	D	E	C	E	D	A
Approach Delay		37.7			46.3		50.6		27.1	
Approach LOS		D			D		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 30 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 40.0	Intersection LOS: D
Intersection Capacity Utilization 70.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 99: Cawston Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	852	31	11	833	54	181	83	16	76	170	246
Future Volume (veh/h)	170	852	31	11	833	54	181	83	16	76	170	246
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	170	852	31	11	833	54	181	83	16	76	170	246
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	197	1068	466	272	1175	76	211	986	185	97	498	422
Arrive On Green	0.11	0.30	0.30	0.15	0.34	0.34	0.12	0.32	0.32	0.05	0.26	0.26
Sat Flow, veh/h	1810	3610	1576	1810	3441	223	1810	3033	569	1810	1900	1610
Grp Volume(v), veh/h	170	852	31	11	437	450	181	49	50	76	170	246
Grp Sat Flow(s),veh/h/ln	1810	1805	1576	1810	1805	1859	1810	1805	1797	1810	1900	1610
Q Serve(g_s), s	11.1	26.1	1.2	0.6	25.2	25.2	11.8	2.2	2.3	5.0	8.7	16.0
Cycle Q Clear(g_c), s	11.1	26.1	1.2	0.6	25.2	25.2	11.8	2.2	2.3	5.0	8.7	16.0
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	197	1068	466	272	617	635	211	587	584	97	498	422
V/C Ratio(X)	0.86	0.80	0.07	0.04	0.71	0.71	0.86	0.08	0.09	0.78	0.34	0.58
Avail Cap(c_a), veh/h	211	1068	466	272	617	635	588	587	584	166	498	422
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.16	0.16	0.16	0.27	0.27	0.27	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.6	38.9	15.3	43.6	34.3	34.3	52.0	28.1	28.1	56.1	35.9	38.6
Incr Delay (d2), s/veh	5.4	1.1	0.0	0.0	1.9	1.8	3.9	0.3	0.3	5.1	1.9	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	11.5	0.7	0.3	11.2	11.5	5.6	1.0	1.1	2.4	4.3	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.0	40.0	15.4	43.6	36.2	36.2	55.9	28.4	28.4	61.1	37.7	44.3
LnGrp LOS	E	D	B	D	D	D	E	C	C	E	D	D
Approach Vol, veh/h		1053			898			280			492	
Approach Delay, s/veh		42.2			36.3			46.2			44.7	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.6	41.0	19.0	36.5	18.1	46.5	11.4	44.0
Change Period (Y+Rc), s	5.5	* 5.5	5.0	5.0	5.0	5.5	5.0	5.0
Max Green Setting (Gmax), s	14.0	* 36	39.0	11.0	14.0	35.5	11.0	39.0
Max Q Clear Time (g_c+I1), s	2.6	28.1	13.8	18.0	13.1	27.2	7.0	4.3
Green Ext Time (p_c), s	0.0	2.5	0.2	0.0	0.0	2.4	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	41.1
HCM 6th LOS	D

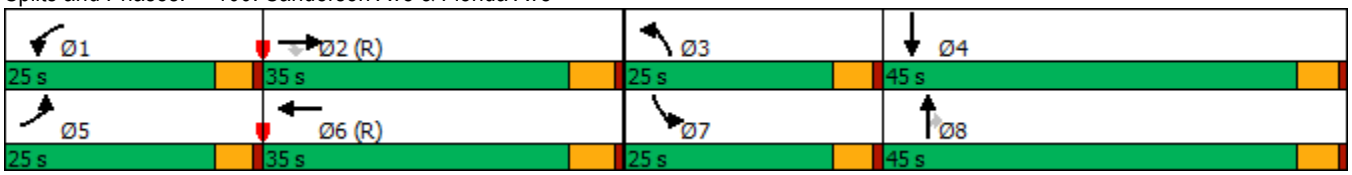
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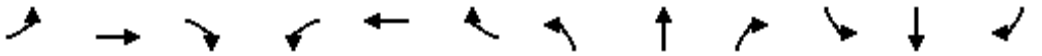
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	247	582	68	250	671	153	739	82	145	960
Future Volume (vph)	247	582	68	250	671	153	739	82	145	960
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	10.5	9.7	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	25.0	35.0	35.0	25.0	35.0	25.0	45.0	45.0	25.0	45.0
Total Split (%)	19.2%	26.9%	26.9%	19.2%	26.9%	19.2%	34.6%	34.6%	19.2%	34.6%
Yellow Time (s)	3.7	4.5	4.5	3.7	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	5.5	4.7	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	19.5	30.2	30.2	19.6	30.3	15.8	45.3	45.3	14.7	44.2
Actuated g/C Ratio	0.15	0.23	0.23	0.15	0.23	0.12	0.35	0.35	0.11	0.34
v/c Ratio	0.91	0.69	0.15	0.92	0.96	0.70	0.59	0.13	0.71	0.93
Control Delay	90.8	51.0	3.8	92.0	72.1	71.2	37.7	4.0	74.2	54.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.8	51.0	3.8	92.0	72.1	71.2	37.7	4.0	74.2	54.8
LOS	F	D	A	F	E	E	D	A	E	D
Approach Delay		58.4			76.8		40.1			57.0
Approach LOS		E			E		D			E

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 45 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 58.3	Intersection LOS: E
Intersection Capacity Utilization 93.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 100: Sanderson Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	582	68	250	671	129	153	739	82	145	960	160
Future Volume (veh/h)	247	582	68	250	671	129	153	739	82	145	960	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	247	582	68	250	671	129	153	739	82	145	960	160
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	271	1031	449	274	867	166	181	1129	501	171	951	158
Arrive On Green	0.15	0.29	0.29	0.15	0.29	0.29	0.10	0.31	0.31	0.09	0.31	0.31
Sat Flow, veh/h	1810	3610	1571	1810	3018	580	1810	3610	1602	1810	3090	515
Grp Volume(v), veh/h	247	582	68	250	401	399	153	739	82	145	561	559
Grp Sat Flow(s),veh/h/ln	1810	1805	1571	1810	1805	1793	1810	1805	1602	1810	1805	1800
Q Serve(g_s), s	17.5	17.9	4.2	17.7	26.5	26.5	10.8	23.0	4.8	10.3	40.0	40.0
Cycle Q Clear(g_c), s	17.5	17.9	4.2	17.7	26.5	26.5	10.8	23.0	4.8	10.3	40.0	40.0
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	271	1031	449	274	518	515	181	1129	501	171	555	554
V/C Ratio(X)	0.91	0.56	0.15	0.91	0.77	0.78	0.85	0.65	0.16	0.85	1.01	1.01
Avail Cap(c_a), veh/h	283	1031	449	283	518	515	278	1129	501	278	555	554
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.68	0.68	0.68	0.44	0.44	0.44	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	39.6	34.7	54.3	42.5	42.5	57.5	38.6	32.3	57.9	45.0	45.0
Incr Delay (d2), s/veh	25.6	1.8	0.6	23.0	7.5	7.6	6.5	1.3	0.3	6.3	40.5	40.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.8	8.1	1.7	9.7	12.7	12.7	5.3	10.4	1.9	5.0	24.0	24.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.0	41.4	35.3	77.2	50.0	50.1	64.1	39.9	32.7	64.3	85.5	85.9
LnGrp LOS	E	D	D	E	D	D	E	D	C	E	F	F
Approach Vol, veh/h		897			1050			974			1265	
Approach Delay, s/veh		51.5			56.5			43.1			83.2	
Approach LOS		D			E			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.4	42.6	18.0	45.0	24.2	42.8	17.3	45.7
Change Period (Y+Rc), s	* 4.7	5.5	5.0	5.0	* 4.7	5.5	5.0	5.0
Max Green Setting (Gmax), s	* 20	29.5	20.0	40.0	* 20	29.5	20.0	40.0
Max Q Clear Time (g_c+I1), s	19.7	19.9	12.8	42.0	19.5	28.5	12.3	25.0
Green Ext Time (p_c), s	0.0	2.8	0.2	0.0	0.0	0.5	0.1	4.8

Intersection Summary	
HCM 6th Ctrl Delay	60.4
HCM 6th LOS	E

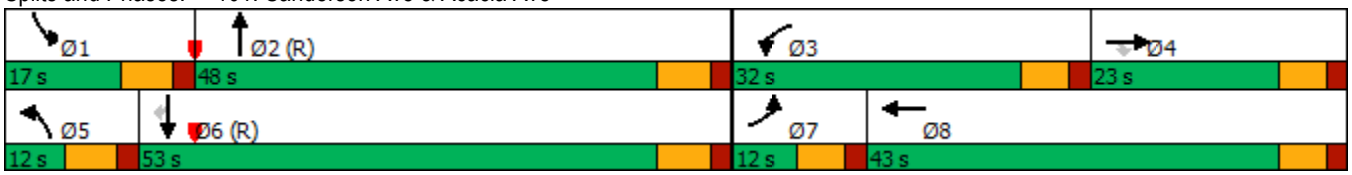
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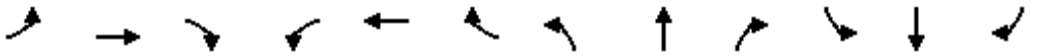
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	28	304	163	164	211	133	887	195	945	17
Future Volume (vph)	28	304	163	164	211	133	887	195	945	17
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0	7.0
Minimum Split (s)	10.3	13.3	13.3	10.3	13.3	10.7	13.7	10.7	13.7	13.7
Total Split (s)	12.0	23.0	23.0	32.0	43.0	12.0	48.0	17.0	53.0	53.0
Total Split (%)	10.0%	19.2%	19.2%	26.7%	35.8%	10.0%	40.0%	14.2%	44.2%	44.2%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.7	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	5.2	27.6	27.6	14.8	41.5	5.3	41.3	10.3	46.3	46.3
Actuated g/C Ratio	0.04	0.23	0.23	0.12	0.35	0.04	0.34	0.09	0.39	0.39
v/c Ratio	0.36	0.70	0.31	0.74	0.56	1.68	0.85	1.27	0.68	0.02
Control Delay	68.6	53.1	3.8	69.4	34.5	390.8	43.6	205.4	33.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.6	53.1	3.8	69.4	34.5	390.8	43.6	205.4	33.7	0.1
LOS	E	D	A	E	C	F	D	F	C	A
Approach Delay		37.7			45.5		83.1		62.1	
Approach LOS		D			D		F		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 4 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.68	
Intersection Signal Delay: 63.3	Intersection LOS: E
Intersection Capacity Utilization 86.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: Sanderson Ave & Acacia Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	304	163	164	211	145	133	887	148	195	945	17
Future Volume (veh/h)	28	304	163	164	211	145	133	887	148	195	945	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	304	163	164	211	145	133	887	148	195	945	17
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	37	273	231	192	241	165	80	1386	231	155	1767	771
Arrive On Green	0.02	0.14	0.14	0.11	0.23	0.23	0.04	0.45	0.45	0.09	0.49	0.49
Sat Flow, veh/h	1810	1900	1607	1810	1049	721	1810	3095	516	1810	3610	1575
Grp Volume(v), veh/h	28	304	163	164	0	356	133	517	518	195	945	17
Grp Sat Flow(s),veh/h/ln	1810	1900	1607	1810	0	1769	1810	1805	1806	1810	1805	1575
Q Serve(g_s), s	1.8	17.2	11.6	10.7	0.0	23.3	5.3	26.6	26.6	10.3	21.7	0.7
Cycle Q Clear(g_c), s	1.8	17.2	11.6	10.7	0.0	23.3	5.3	26.6	26.6	10.3	21.7	0.7
Prop In Lane	1.00		1.00	1.00		0.41	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	37	273	231	192	0	406	80	808	809	155	1767	771
V/C Ratio(X)	0.77	1.11	0.71	0.85	0.00	0.88	1.66	0.64	0.64	1.26	0.53	0.02
Avail Cap(c_a), veh/h	86	273	231	388	0	541	80	808	809	155	1767	771
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Uniform Delay (d), s/veh	58.5	51.4	49.0	52.7	0.0	44.6	57.3	25.7	25.7	54.8	21.2	15.8
Incr Delay (d2), s/veh	11.6	88.6	10.3	4.1	0.0	13.4	347.4	3.9	3.9	131.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	14.9	5.3	5.1	0.0	11.7	10.1	12.1	12.1	10.4	9.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.1	140.0	59.3	56.8	0.0	57.9	404.8	29.5	29.5	186.3	21.6	15.8
LnGrp LOS	E	F	E	E	A	E	F	C	C	F	C	B
Approach Vol, veh/h		495			520			1168			1157	
Approach Delay, s/veh		109.5			57.6			72.3			49.3	
Approach LOS		F			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	60.4	19.0	23.5	12.0	65.4	8.7	33.8
Change Period (Y+Rc), s	6.7	6.7	6.3	6.3	6.7	6.7	6.3	6.3
Max Green Setting (Gmax), s	10.3	41.3	25.7	16.7	5.3	46.3	5.7	36.7
Max Q Clear Time (g_c+I1), s	12.3	28.6	12.7	19.2	7.3	23.7	3.8	25.3
Green Ext Time (p_c), s	0.0	7.1	0.1	0.0	0.0	9.7	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	67.5
HCM 6th LOS	E

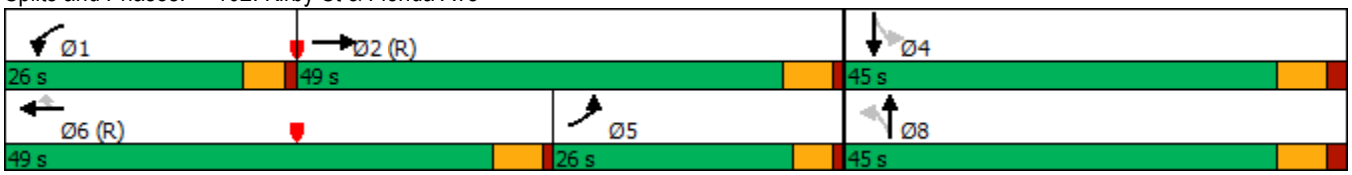
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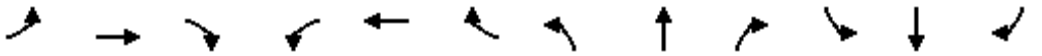
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	102	655	112	897	113	68	485	158	591
Future Volume (vph)	102	655	112	897	113	68	485	158	591
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	9.7	10.5	10.5	11.5	11.5	11.5	11.5
Total Split (s)	26.0	49.0	26.0	49.0	49.0	45.0	45.0	45.0	45.0
Total Split (%)	21.7%	40.8%	21.7%	40.8%	40.8%	37.5%	37.5%	37.5%	37.5%
Yellow Time (s)	3.7	4.5	3.7	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	4.7	5.5	5.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	21.3	53.0	11.8	43.5	43.5	38.5	38.5	38.5	38.5
Actuated g/C Ratio	0.18	0.44	0.10	0.36	0.36	0.32	0.32	0.32	0.32
v/c Ratio	0.32	0.46	0.63	0.69	0.17	0.55	0.49	0.78	0.67
Control Delay	46.2	24.8	67.2	35.7	5.4	53.4	33.7	64.4	37.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.2	24.8	67.2	35.7	5.4	53.4	33.7	64.4	37.2
LOS	D	C	E	D	A	D	C	E	D
Approach Delay		27.5		35.8			35.8		41.8
Approach LOS		C		D			D		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 92 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 35.4	Intersection LOS: D
Intersection Capacity Utilization 75.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 102: Kirby St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	655	66	112	897	113	68	485	76	158	591	175
Future Volume (veh/h)	102	655	66	112	897	113	68	485	76	158	591	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	102	655	66	112	897	113	68	485	76	158	591	175
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	1535	154	138	1309	575	155	1004	156	228	878	259
Arrive On Green	0.17	0.46	0.46	0.08	0.36	0.36	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	3311	333	1810	3610	1588	712	3128	488	861	2736	808
Grp Volume(v), veh/h	102	357	364	112	897	113	68	279	282	158	389	377
Grp Sat Flow(s),veh/h/ln	1810	1805	1840	1810	1805	1588	712	1805	1811	861	1805	1740
Q Serve(g_s), s	5.9	15.9	15.9	7.3	25.3	5.9	11.0	14.9	15.0	21.7	22.4	22.5
Cycle Q Clear(g_c), s	5.9	15.9	15.9	7.3	25.3	5.9	33.5	14.9	15.0	36.7	22.4	22.5
Prop In Lane	1.00		0.18	1.00		1.00	1.00		0.27	1.00		0.46
Lane Grp Cap(c), veh/h	309	837	853	138	1309	575	155	579	581	228	579	558
V/C Ratio(X)	0.33	0.43	0.43	0.81	0.69	0.20	0.44	0.48	0.49	0.69	0.67	0.67
Avail Cap(c_a), veh/h	321	837	853	321	1309	575	155	579	581	228	579	558
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	21.5	21.5	54.5	32.4	26.3	49.8	32.7	32.8	47.6	35.3	35.3
Incr Delay (d2), s/veh	0.2	1.1	1.1	4.2	2.9	0.8	8.8	2.9	2.9	15.9	6.1	6.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	6.8	7.0	3.5	11.3	2.3	2.3	7.0	7.1	5.6	10.8	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.9	22.7	22.7	58.8	35.4	27.0	58.6	35.6	35.7	63.4	41.4	41.7
LnGrp LOS	D	C	C	E	D	C	E	D	D	E	D	D
Approach Vol, veh/h		823			1122			629			924	
Approach Delay, s/veh		25.3			36.9			38.1			45.3	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	61.1		45.0	26.0	49.0		45.0				
Change Period (Y+Rc), s	* 4.7	5.5		6.5	5.5	* 5.5		6.5				
Max Green Setting (Gmax), s	* 21	43.5		38.5	21.3	* 44		38.5				
Max Q Clear Time (g_c+I1), s	9.3	17.9		38.7	7.9	27.3		35.5				
Green Ext Time (p_c), s	0.1	2.8		0.0	0.1	4.0		1.1				

Intersection Summary			
HCM 6th Ctrl Delay		36.6	
HCM 6th LOS		D	

Notes

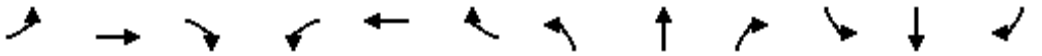
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	64	715	116	1006	126	176	85	67	211	88
Future Volume (vph)	64	715	116	1006	126	176	85	67	211	88
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	1	6		8			4	
Permitted Phases					8		8	4		4
Detector Phase	5	2	1	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	9.7	9.7	9.7	9.7	9.7	9.7
Total Split (s)	16.0	51.0	17.0	52.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	15.2%	48.6%	16.2%	49.5%	35.2%	35.2%	35.2%	35.2%	35.2%	35.2%
Yellow Time (s)	3.7	4.1	3.7	4.1	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	4.7	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	8.1	47.9	10.3	52.0	32.3	32.3	32.3	32.3	32.3	32.3
Actuated g/C Ratio	0.08	0.46	0.10	0.50	0.31	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.46	0.48	0.66	0.59	0.41	0.30	0.16	0.20	0.36	0.16
Control Delay	56.2	21.1	76.4	10.4	33.7	29.5	6.6	28.8	30.5	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.2	21.1	76.4	10.4	33.7	29.5	6.6	28.8	30.5	6.5
LOS	E	C	E	B	C	C	A	C	C	A
Approach Delay		23.8		17.0		25.8			24.4	
Approach LOS		C		B		C			C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 58 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 21.3	Intersection LOS: C
Intersection Capacity Utilization 67.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Lyon Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	715	68	116	1006	48	126	176	85	67	211	88
Future Volume (veh/h)	64	715	68	116	1006	48	126	176	85	67	211	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	64	715	68	116	1006	48	126	176	85	67	211	88
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	83	1574	150	145	1781	85	311	584	494	337	584	487
Arrive On Green	0.05	0.47	0.47	0.03	0.17	0.17	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1810	3322	316	1810	3503	167	1096	1900	1605	1134	1900	1584
Grp Volume(v), veh/h	64	388	395	116	518	536	126	176	85	67	211	88
Grp Sat Flow(s),veh/h/ln	1810	1805	1832	1810	1805	1865	1096	1900	1605	1134	1900	1584
Q Serve(g_s), s	3.7	15.1	15.2	6.7	27.7	27.7	10.6	7.4	4.1	5.0	9.1	4.3
Cycle Q Clear(g_c), s	3.7	15.1	15.2	6.7	27.7	27.7	19.7	7.4	4.1	12.5	9.1	4.3
Prop In Lane	1.00		0.17	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	855	868	145	918	948	311	584	494	337	584	487
V/C Ratio(X)	0.77	0.45	0.45	0.80	0.56	0.56	0.41	0.30	0.17	0.20	0.36	0.18
Avail Cap(c_a), veh/h	195	855	868	212	918	948	311	584	494	337	584	487
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	18.5	18.5	50.3	33.0	33.0	36.0	27.7	26.6	32.5	28.3	26.6
Incr Delay (d2), s/veh	5.6	1.7	1.7	6.3	2.1	2.0	3.9	1.3	0.8	1.3	1.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	6.5	6.6	3.4	13.9	14.3	3.2	3.6	1.7	1.5	4.4	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	20.2	20.2	56.5	35.1	35.0	39.9	29.1	27.3	33.8	30.0	27.5
LnGrp LOS	E	C	C	E	D	D	D	C	C	C	C	C
Approach Vol, veh/h		847			1170			387			366	
Approach Delay, s/veh		22.9			37.2			32.2			30.1	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.1	54.9		37.0	9.5	58.5		37.0				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		* 4.7				
Max Green Setting (Gmax), s	* 12	45.9		* 32	* 11	46.9		* 32				
Max Q Clear Time (g_c+I1), s	8.7	17.2		14.5	5.7	29.7		21.7				
Green Ext Time (p_c), s	0.0	3.2		1.0	0.0	4.1		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

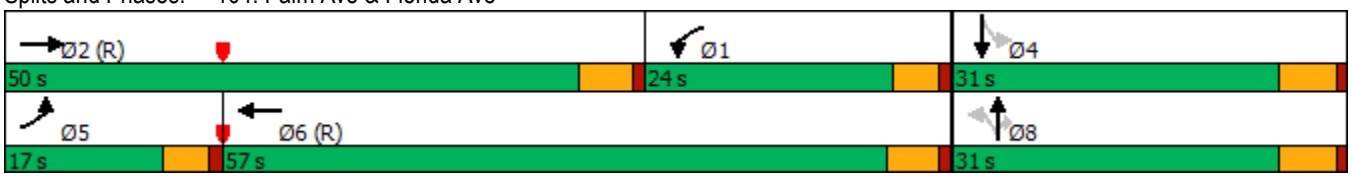
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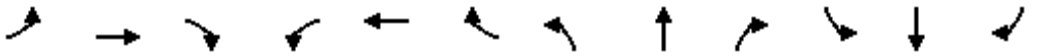
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	61	742	96	993	103	206	84	46	243
Future Volume (vph)	61	742	96	993	103	206	84	46	243
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.4	10.4	10.4	10.4	10.4
Total Split (s)	17.0	50.0	24.0	57.0	31.0	31.0	31.0	31.0	31.0
Total Split (%)	16.2%	47.6%	22.9%	54.3%	29.5%	29.5%	29.5%	29.5%	29.5%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.4	5.4	5.4	5.4	5.4
Lead/Lag	Lead	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	8.0	49.7	16.6	58.1	25.6	25.6	25.6	25.6	25.6
Actuated g/C Ratio	0.08	0.47	0.16	0.55	0.24	0.24	0.24	0.24	0.24
v/c Ratio	0.45	0.47	0.34	0.52	0.75	0.44	0.18	0.20	0.71
Control Delay	75.3	12.8	25.6	5.8	70.6	37.3	2.9	34.3	44.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.3	12.8	25.6	5.8	70.6	37.3	2.9	34.3	44.6
LOS	E	B	C	A	E	D	A	C	D
Approach Delay		17.3		7.5		38.7			43.3
Approach LOS		B		A		D			D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 19.8	Intersection LOS: B
Intersection Capacity Utilization 73.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 104: Palm Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	742	48	96	993	42	103	206	84	46	243	82
Future Volume (veh/h)	61	742	48	96	993	42	103	206	84	46	243	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	61	742	48	96	993	42	103	206	84	46	243	82
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	1469	95	326	2002	85	152	463	384	236	329	111
Arrive On Green	0.09	0.86	0.86	0.36	1.00	1.00	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	3436	222	1810	3525	149	1068	1900	1576	1101	1350	456
Grp Volume(v), veh/h	61	390	400	96	509	526	103	206	84	46	0	325
Grp Sat Flow(s),veh/h/ln	1810	1805	1853	1810	1805	1869	1068	1900	1576	1101	0	1806
Q Serve(g_s), s	3.5	5.8	5.8	4.0	0.0	0.0	8.2	9.7	4.5	3.9	0.0	17.4
Cycle Q Clear(g_c), s	3.5	5.8	5.8	4.0	0.0	0.0	25.6	9.7	4.5	13.5	0.0	17.4
Prop In Lane	1.00		0.12	1.00		0.08	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	79	772	792	326	1025	1061	152	463	384	236	0	440
V/C Ratio(X)	0.78	0.50	0.51	0.29	0.50	0.50	0.68	0.44	0.22	0.20	0.00	0.74
Avail Cap(c_a), veh/h	212	772	792	333	1025	1061	152	463	384	236	0	440
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.86	0.86	0.86	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.4	4.8	4.8	28.8	0.0	0.0	49.2	33.7	31.7	39.4	0.0	36.6
Incr Delay (d2), s/veh	5.4	2.1	2.1	0.2	1.5	1.4	21.8	3.1	1.3	1.8	0.0	10.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.9	1.9	1.6	0.4	0.4	3.6	4.8	1.8	1.2	0.0	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.9	6.9	6.8	29.0	1.5	1.4	71.0	36.7	33.0	41.3	0.0	47.2
LnGrp LOS	D	A	A	C	A	A	E	D	C	D	A	D
Approach Vol, veh/h		851			1131			393			371	
Approach Delay, s/veh		10.2			3.8			44.9			46.5	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.0	50.0		31.0	9.3	64.7		31.0				
Change Period (Y+Rc), s	5.1	* 5.1		5.4	* 4.7	5.1		5.4				
Max Green Setting (Gmax), s	19.3	* 45		25.6	* 12	51.9		25.6				
Max Q Clear Time (g_c+I1), s	6.0	7.8		19.4	5.5	2.0		27.6				
Green Ext Time (p_c), s	0.1	3.2		0.8	0.0	4.7		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		17.4	
HCM 6th LOS		B	

Notes

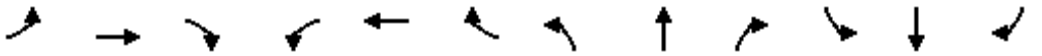
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	87	670	73	959	73	432	121	323	140
Future Volume (vph)	87	670	73	959	73	432	121	323	140
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	16.0	58.0	16.0	58.0	31.0	31.0	31.0	31.0	31.0
Total Split (%)	15.2%	55.2%	15.2%	55.2%	29.5%	29.5%	29.5%	29.5%	29.5%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	9.0	57.7	8.4	57.2	25.9	25.9	25.9	25.9	25.9
Actuated g/C Ratio	0.09	0.55	0.08	0.54	0.25	0.25	0.25	0.25	0.25
v/c Ratio	0.56	0.36	0.51	0.53	0.53	0.59	0.87	0.69	0.28
Control Delay	69.3	11.2	74.1	4.2	49.8	36.5	88.6	44.7	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.3	11.2	74.1	4.2	49.8	36.5	88.6	44.7	7.0
LOS	E	B	E	A	D	D	F	D	A
Approach Delay		17.6		8.9		38.1		44.8	
Approach LOS		B		A		D		D	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 57 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 23.6	Intersection LOS: C
Intersection Capacity Utilization 71.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 105: State St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	670	33	73	959	67	73	432	88	121	323	140
Future Volume (veh/h)	87	670	33	73	959	67	73	432	88	121	323	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	87	670	33	73	959	67	73	432	88	121	323	140
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	110	1956	96	94	1882	131	156	738	149	174	469	396
Arrive On Green	0.12	1.00	1.00	0.05	0.55	0.55	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	3498	172	1810	3419	239	943	2990	604	895	1900	1606
Grp Volume(v), veh/h	87	346	357	73	506	520	73	259	261	121	323	140
Grp Sat Flow(s),veh/h/ln	1810	1805	1865	1810	1805	1852	943	1805	1789	895	1900	1606
Q Serve(g_s), s	4.9	0.0	0.0	4.2	18.4	18.4	8.0	13.3	13.5	12.4	16.2	7.6
Cycle Q Clear(g_c), s	4.9	0.0	0.0	4.2	18.4	18.4	24.2	13.3	13.5	25.9	16.2	7.6
Prop In Lane	1.00		0.09	1.00		0.13	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	110	1010	1043	94	994	1020	156	445	441	174	469	396
V/C Ratio(X)	0.79	0.34	0.34	0.77	0.51	0.51	0.47	0.58	0.59	0.69	0.69	0.35
Avail Cap(c_a), veh/h	195	1010	1043	195	994	1020	156	445	441	174	469	396
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	0.0	0.0	49.2	14.7	14.7	46.9	34.8	34.9	47.1	35.9	32.6
Incr Delay (d2), s/veh	4.3	0.8	0.8	4.3	1.6	1.6	9.8	5.5	5.7	20.4	8.1	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.2	0.2	2.0	7.5	7.7	2.3	6.5	6.5	4.2	8.5	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	0.8	0.8	53.5	16.3	16.3	56.7	40.3	40.6	67.4	43.9	35.1
LnGrp LOS	D	A	A	D	B	B	E	D	D	E	D	D
Approach Vol, veh/h		790			1099			593			584	
Approach Delay, s/veh		6.2			18.8			42.4			46.7	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	63.8		31.0	11.1	62.9		31.0				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	* 4.7	5.1		5.1				
Max Green Setting (Gmax), s	* 11	52.9		25.9	* 11	52.9		25.9				
Max Q Clear Time (g_c+I1), s	6.2	2.0		27.9	6.9	20.4		26.2				
Green Ext Time (p_c), s	0.0	2.8		0.0	0.0	4.5		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		25.4
HCM 6th LOS		C

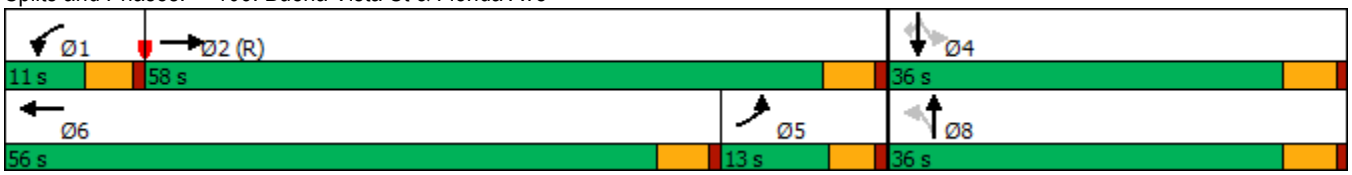
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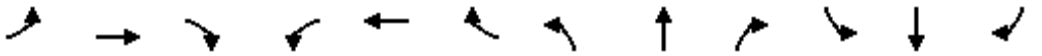
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	22	804	46	1000	67	220	34	132	36
Future Volume (vph)	22	804	46	1000	67	220	34	132	36
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	13.0	58.0	11.0	56.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	12.4%	55.2%	10.5%	53.3%	34.3%	34.3%	34.3%	34.3%	34.3%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lag	Lag	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	None	Max	Max	Max
Act Effct Green (s)	9.6	55.2	6.0	55.6	30.9	30.9	30.9	30.9	30.9
Actuated g/C Ratio	0.09	0.53	0.06	0.53	0.29	0.29	0.29	0.29	0.29
v/c Ratio	0.13	0.44	0.45	0.53	0.18	0.52	0.15	0.24	0.06
Control Delay	34.4	6.7	53.7	18.0	29.4	33.2	29.5	29.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.4	6.7	53.7	18.0	29.4	33.2	29.5	29.5	0.2
LOS	C	A	D	B	C	C	C	C	A
Approach Delay		7.4		19.5		32.5		24.3	
Approach LOS		A		B		C		C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 50 (48%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 106: Buena Vista St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	804	30	46	1000	16	67	220	66	34	132	36
Future Volume (veh/h)	22	804	30	46	1000	16	67	220	66	34	132	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	804	30	46	1000	16	67	220	66	34	132	36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	419	1874	70	64	1193	19	367	413	124	249	559	473
Arrive On Green	0.46	1.00	1.00	0.01	0.11	0.11	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	3545	132	1810	3634	58	1235	1403	421	1109	1900	1607
Grp Volume(v), veh/h	22	409	425	46	497	519	67	0	286	34	132	36
Grp Sat Flow(s),veh/h/ln	1810	1805	1872	1810	1805	1888	1235	0	1823	1109	1900	1607
Q Serve(g_s), s	0.7	0.0	0.0	2.7	28.3	28.3	4.6	0.0	13.8	2.8	5.5	1.7
Cycle Q Clear(g_c), s	0.7	0.0	0.0	2.7	28.3	28.3	10.1	0.0	13.8	16.6	5.5	1.7
Prop In Lane	1.00		0.07	1.00		0.03	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	419	954	990	64	592	620	367	0	537	249	559	473
V/C Ratio(X)	0.05	0.43	0.43	0.72	0.84	0.84	0.18	0.00	0.53	0.14	0.24	0.08
Avail Cap(c_a), veh/h	419	954	990	109	875	915	367	0	537	249	559	473
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.93	0.93	0.93	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	0.0	0.0	51.4	44.1	44.1	31.9	0.0	31.0	37.9	28.1	26.7
Incr Delay (d2), s/veh	0.0	1.3	1.2	5.3	2.9	2.8	0.1	0.0	0.5	1.1	1.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.3	1.3	14.1	14.8	1.4	0.0	6.1	0.8	2.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	1.3	1.2	56.7	47.0	46.8	32.0	0.0	31.5	39.1	29.1	27.1
LnGrp LOS	C	A	A	E	D	D	C	A	C	D	C	C
Approach Vol, veh/h		856			1062			353			202	
Approach Delay, s/veh		1.8			47.3			31.6			30.4	
Approach LOS		A			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	60.6		36.0	29.4	39.6		36.0				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	5.1	* 5.1		5.1				
Max Green Setting (Gmax), s	* 6.3	52.9		30.9	8.3	* 51		30.9				
Max Q Clear Time (g_c+I1), s	4.7	2.0		18.6	2.7	30.3		15.8				
Green Ext Time (p_c), s	0.0	3.5		0.4	0.0	4.1		1.1				

Intersection Summary			
HCM 6th Ctrl Delay		27.9	
HCM 6th LOS		C	

Notes

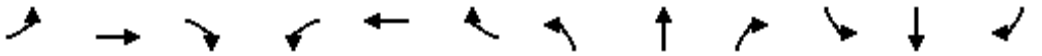
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	28	792	66	977	60	116	23	60
Future Volume (vph)	28	792	66	977	60	116	23	60
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.0	10.0	10.0	10.0
Total Split (s)	11.0	57.0	15.0	61.0	33.0	33.0	33.0	33.0
Total Split (%)	10.5%	54.3%	14.3%	58.1%	31.4%	31.4%	31.4%	31.4%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	6.3	68.6	9.2	73.5	14.3	14.3	14.3	14.3
Actuated g/C Ratio	0.06	0.65	0.09	0.70	0.14	0.14	0.14	0.14
v/c Ratio	0.26	0.37	0.42	0.40	0.33	0.73	0.24	0.34
Control Delay	59.7	4.3	52.9	8.6	44.2	51.3	44.7	32.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.7	4.3	52.9	8.6	44.2	51.3	44.7	32.7
LOS	E	A	D	A	D	D	D	C
Approach Delay		6.0		11.3		49.7		35.2
Approach LOS		A		B		D		D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 4 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 14.7	Intersection LOS: B
Intersection Capacity Utilization 63.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 107: Santa Fe St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	792	67	66	977	23	60	116	80	23	60	30
Future Volume (veh/h)	28	792	67	66	977	23	60	116	80	23	60	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	792	67	66	977	23	60	116	80	23	60	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	48	1661	141	388	2472	58	202	153	106	117	174	87
Arrive On Green	0.01	0.16	0.16	0.21	0.69	0.69	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	3361	284	1810	3603	85	1325	1047	722	1204	1188	594
Grp Volume(v), veh/h	28	425	434	66	490	510	60	0	196	23	0	90
Grp Sat Flow(s),veh/h/ln	1810	1805	1841	1810	1805	1882	1325	0	1768	1204	0	1782
Q Serve(g_s), s	1.6	22.4	22.5	3.1	12.3	12.3	4.5	0.0	11.2	2.0	0.0	4.8
Cycle Q Clear(g_c), s	1.6	22.4	22.5	3.1	12.3	12.3	9.2	0.0	11.2	13.1	0.0	4.8
Prop In Lane	1.00		0.15	1.00		0.05	1.00		0.41	1.00		0.33
Lane Grp Cap(c), veh/h	48	892	910	388	1238	1291	202	0	259	117	0	261
V/C Ratio(X)	0.58	0.48	0.48	0.17	0.40	0.40	0.30	0.00	0.76	0.20	0.00	0.34
Avail Cap(c_a), veh/h	109	892	910	388	1238	1291	362	0	472	262	0	475
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.47	0.47	0.47	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.5	31.6	31.6	33.6	7.1	7.1	44.4	0.0	43.0	49.3	0.0	40.3
Incr Delay (d2), s/veh	3.7	1.7	1.6	0.0	0.4	0.4	0.3	0.0	1.7	0.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	11.2	11.4	1.4	4.2	4.4	1.5	0.0	5.0	0.6	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.2	33.3	33.2	33.7	7.5	7.5	44.7	0.0	44.7	49.6	0.0	40.6
LnGrp LOS	E	C	C	C	A	A	D	A	D	D	A	D
Approach Vol, veh/h		887			1066			256			113	
Approach Delay, s/veh		34.0			9.2			44.7			42.4	
Approach LOS		C			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.6	57.0		20.4	7.5	77.1		20.4				
Change Period (Y+Rc), s	5.1	* 5.1		5.0	* 4.7	5.1		5.0				
Max Green Setting (Gmax), s	10.3	* 52		28.0	* 6.3	55.9		28.0				
Max Q Clear Time (g_c+I1), s	5.1	24.5		15.1	3.6	14.3		13.2				
Green Ext Time (p_c), s	0.0	3.5		0.2	0.0	4.4		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		24.2
HCM 6th LOS		C

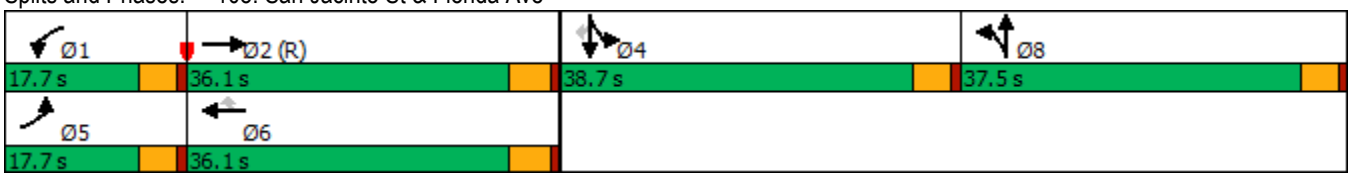
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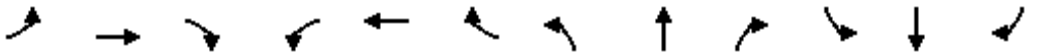
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	176	599	114	827	128	61	289	117	212	148
Future Volume (vph)	176	599	114	827	128	61	289	117	212	148
Turn Type	Prot	NA	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2	1	6		8	8	4	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	9.7	9.7	9.7	9.7	9.7
Total Split (s)	17.7	36.1	17.7	36.1	36.1	37.5	37.5	38.7	38.7	38.7
Total Split (%)	13.6%	27.8%	13.6%	27.8%	27.8%	28.8%	28.8%	29.8%	29.8%	29.8%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	13.0	32.7	11.3	31.0	31.0	32.8	32.8	34.0	34.0	34.0
Actuated g/C Ratio	0.10	0.25	0.09	0.24	0.24	0.25	0.25	0.26	0.26	0.26
v/c Ratio	0.98	0.72	0.73	0.96	0.29	0.13	0.37	0.23	0.48	0.28
Control Delay	119.6	50.0	82.9	71.6	15.1	38.7	39.9	39.5	44.5	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	119.6	50.0	82.9	71.6	15.1	38.7	39.9	39.5	44.5	7.2
LOS	F	D	F	E	B	D	D	D	D	A
Approach Delay		64.8		66.1			39.7		31.8	
Approach LOS		E		E			D		C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0.4 (0%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 56.0	Intersection LOS: E
Intersection Capacity Utilization 69.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 108: San Jacinto St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	599	52	114	827	128	61	289	42	117	212	148
Future Volume (veh/h)	176	599	52	114	827	128	61	289	42	117	212	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	176	599	52	114	827	128	61	289	42	117	212	148
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	880	76	138	861	374	457	797	114	473	497	411
Arrive On Green	0.10	0.26	0.26	0.08	0.24	0.24	0.25	0.25	0.25	0.26	0.26	0.26
Sat Flow, veh/h	1810	3358	291	1810	3610	1570	1810	3157	453	1810	1900	1573
Grp Volume(v), veh/h	176	322	329	114	827	128	61	164	167	117	212	148
Grp Sat Flow(s),veh/h/ln	1810	1805	1844	1810	1805	1570	1810	1805	1806	1810	1900	1573
Q Serve(g_s), s	12.6	20.8	20.9	8.1	29.4	8.8	3.4	9.7	9.9	6.6	12.1	10.0
Cycle Q Clear(g_c), s	12.6	20.8	20.9	8.1	29.4	8.8	3.4	9.7	9.9	6.6	12.1	10.0
Prop In Lane	1.00		0.16	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	181	473	483	138	861	374	457	455	456	473	497	411
V/C Ratio(X)	0.97	0.68	0.68	0.82	0.96	0.34	0.13	0.36	0.37	0.25	0.43	0.36
Avail Cap(c_a), veh/h	181	473	483	181	861	374	457	455	456	473	497	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.3	43.1	43.1	59.2	48.9	41.0	37.6	40.0	40.0	37.9	39.9	39.1
Incr Delay (d2), s/veh	56.5	7.2	7.2	16.1	21.6	0.5	0.6	2.2	2.3	1.2	2.7	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	10.2	10.4	4.3	15.7	3.5	1.6	4.6	4.7	3.1	6.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	114.8	50.3	50.3	75.3	70.5	41.6	38.2	42.2	42.3	39.1	42.6	41.6
LnGrp LOS	F	D	D	E	E	D	D	D	D	D	D	D
Approach Vol, veh/h		827			1069			392			477	
Approach Delay, s/veh		64.0			67.5			41.6			41.4	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.6	39.2		38.7	17.7	36.1		37.5				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		4.7				
Max Green Setting (Gmax), s	* 13	31.0		* 34	* 13	31.0		32.8				
Max Q Clear Time (g_c+I1), s	10.1	22.9		14.1	14.6	31.4		11.9				
Green Ext Time (p_c), s	0.0	2.4		2.0	0.0	0.0		2.0				

Intersection Summary	
HCM 6th Ctrl Delay	58.3
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

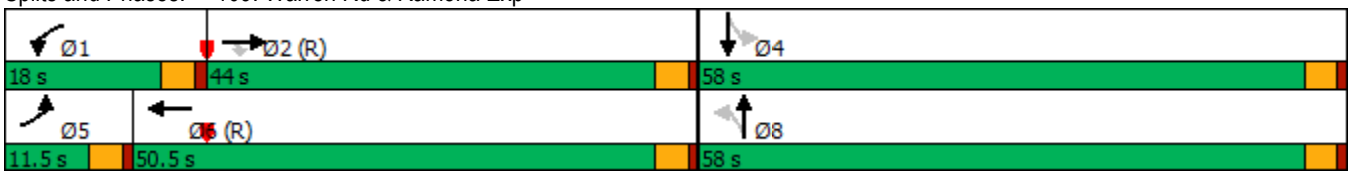
User approved volume balancing among the lanes for turning movement.

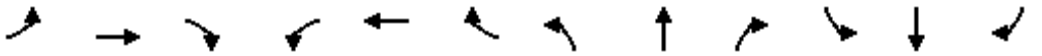
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	147	1415	625	287	1059	607	275	23	221
Future Volume (vph)	147	1415	625	287	1059	607	275	23	221
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	44.0	44.0	18.0	50.5	58.0	58.0	58.0	58.0
Total Split (%)	9.6%	36.7%	36.7%	15.0%	42.1%	48.3%	48.3%	48.3%	48.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.5	40.0	40.0	14.0	46.5	54.0	54.0		54.0
Actuated g/C Ratio	0.06	0.33	0.33	0.12	0.39	0.45	0.45		0.45
v/c Ratio	1.31	1.18	0.74	1.37	0.80	1.41	0.77		0.46
Control Delay	234.1	124.8	14.9	232.6	37.9	227.6	32.2		24.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	234.1	124.8	14.9	232.6	37.9	227.6	32.2		24.7
LOS	F	F	B	F	D	F	C		C
Approach Delay		100.7			77.7		127.7		24.7
Approach LOS		F			E		F		C

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green		
Natural Cycle: 100		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.41		
Intersection Signal Delay: 96.6	Intersection LOS: F	
Intersection Capacity Utilization 121.1%	ICU Level of Service H	
Analysis Period (min) 15		

Splits and Phases: 109: Warren Rd & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	1415	625	287	1059	57	607	275	360	23	221	55
Future Volume (veh/h)	147	1415	625	287	1059	57	607	275	360	23	221	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	1415	625	287	1059	57	607	275	360	23	221	55
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	113	1203	537	211	1350	73	254	336	440	49	425	100
Arrive On Green	0.06	0.33	0.33	0.12	0.39	0.39	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1810	3610	1610	1810	3484	187	1121	747	977	37	945	221
Grp Volume(v), veh/h	147	1415	625	287	549	567	607	0	635	299	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1866	1121	0	1724	1203	0	0
Q Serve(g_s), s	7.5	40.0	40.0	14.0	32.1	32.1	11.8	0.0	38.5	3.8	0.0	0.0
Cycle Q Clear(g_c), s	7.5	40.0	40.0	14.0	32.1	32.1	54.0	0.0	38.5	42.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.57	0.08		0.18
Lane Grp Cap(c), veh/h	113	1203	537	211	699	723	254	0	776	574	0	0
V/C Ratio(X)	1.30	1.18	1.16	1.36	0.78	0.78	2.39	0.00	0.82	0.52	0.00	0.00
Avail Cap(c_a), veh/h	113	1203	537	211	699	723	254	0	776	574	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.3	40.0	40.0	53.0	32.3	32.3	46.5	0.0	28.7	23.2	0.0	0.0
Incr Delay (d2), s/veh	185.2	88.1	92.9	189.3	8.6	8.3	636.2	0.0	9.4	3.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	32.2	29.4	17.4	15.5	16.0	52.7	0.0	17.5	6.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	241.4	128.1	132.9	242.3	40.9	40.7	682.8	0.0	38.1	26.5	0.0	0.0
LnGrp LOS	F	F	F	F	D	D	F	A	D	C	A	A
Approach Vol, veh/h		2187			1403			1242			299	
Approach Delay, s/veh		137.1			82.0			353.2			26.5	
Approach LOS		F			F			F			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	44.0		58.0	11.5	50.5		58.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	40.0		54.0	7.5	46.5		54.0				
Max Q Clear Time (g_c+I1), s	16.0	42.0		44.2	9.5	34.1		56.0				
Green Ext Time (p_c), s	0.0	0.0		1.3	0.0	5.9		0.0				

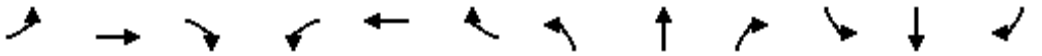
Intersection Summary			
HCM 6th Ctrl Delay		167.9	
HCM 6th LOS		F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	77	40	146	26	241	20	844	128	78	761	3
Future Volume (vph)	6	77	40	146	26	241	20	844	128	78	761	3
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	22.5	22.5	12.0	23.0	23.0	11.5	44.0	44.0	11.5	44.0	44.0
Total Split (%)	12.8%	25.0%	25.0%	13.3%	25.6%	25.6%	12.8%	48.9%	48.9%	12.8%	48.9%	48.9%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.0	9.3	9.3	8.0	16.9	16.9	7.2	51.7	51.7	9.4	58.3	58.3
Actuated g/C Ratio	0.08	0.10	0.10	0.09	0.19	0.19	0.08	0.57	0.57	0.10	0.65	0.65
v/c Ratio	0.04	0.39	0.15	0.91	0.07	0.48	0.14	0.77	0.13	0.41	0.62	0.00
Control Delay	39.2	43.0	1.2	94.5	30.2	8.2	40.6	24.8	4.1	43.7	15.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.2	43.0	1.2	94.5	30.2	8.2	40.6	24.8	4.1	43.7	15.2	0.0
LOS	D	D	A	F	C	A	D	C	A	D	B	A
Approach Delay		29.2			40.1			22.4			17.8	
Approach LOS		C			D			C			B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 24.2	Intersection LOS: C
Intersection Capacity Utilization 75.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 110: Warren Rd & Cottonwood Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	77	40	146	26	241	20	844	128	78	761	3
Future Volume (veh/h)	6	77	40	146	26	241	20	844	128	78	761	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	77	40	146	26	241	20	844	128	78	761	3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	20	178	151	161	326	277	55	1088	922	121	1157	981
Arrive On Green	0.01	0.09	0.09	0.09	0.17	0.17	0.03	0.57	0.57	0.07	0.61	0.61
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	6	77	40	146	26	241	20	844	128	78	761	3
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	0.3	3.4	2.1	7.2	1.0	13.1	1.0	30.7	3.3	3.8	23.5	0.1
Cycle Q Clear(g_c), s	0.3	3.4	2.1	7.2	1.0	13.1	1.0	30.7	3.3	3.8	23.5	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	20	178	151	161	326	277	55	1088	922	121	1157	981
V/C Ratio(X)	0.31	0.43	0.27	0.91	0.08	0.87	0.36	0.78	0.14	0.65	0.66	0.00
Avail Cap(c_a), veh/h	151	391	331	161	401	340	151	1088	922	151	1157	981
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	38.5	37.9	40.6	31.3	36.3	42.8	14.8	8.9	41.0	11.5	6.9
Incr Delay (d2), s/veh	8.5	1.7	0.9	45.1	0.1	18.2	3.9	5.4	0.3	6.4	2.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.7	0.8	5.2	0.5	6.4	0.5	13.5	1.2	1.9	9.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	40.2	38.8	85.8	31.4	54.5	46.7	20.2	9.2	47.3	14.4	6.9
LnGrp LOS	D	D	D	F	C	D	D	C	A	D	B	A
Approach Vol, veh/h		123			413			992			842	
Approach Delay, s/veh		40.3			64.1			19.3			17.4	
Approach LOS		D			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	55.6	12.0	12.4	6.8	58.8	5.0	19.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	40.0	8.0	18.5	7.5	40.0	7.5	19.0
Max Q Clear Time (g_c+I1), s	5.8	32.7	9.2	5.4	3.0	25.5	2.3	15.1
Green Ext Time (p_c), s	0.0	3.7	0.0	0.3	0.0	4.8	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	568.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	145	5	353	171	103	6	835	293	88	822	71
Future Vol, veh/h	70	145	5	353	171	103	6	835	293	88	822	71
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	70	145	5	353	171	103	6	835	293	88	822	71
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

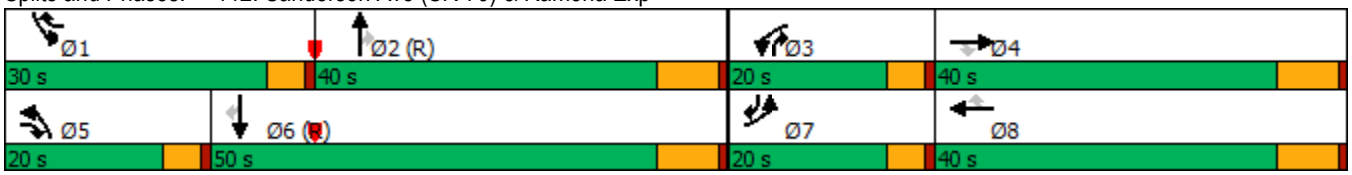
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	53.8	275.2	774.4	634.2
HCM LOS	F	F	F	F

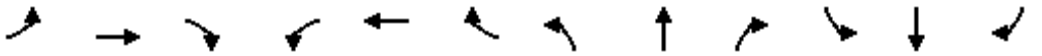
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	32%	56%	9%
Vol Thru, %	74%	66%	27%	84%
Vol Right, %	26%	2%	16%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1134	220	627	981
LT Vol	6	70	353	88
Through Vol	835	145	171	822
RT Vol	293	5	103	71
Lane Flow Rate	1134	220	627	981
Geometry Grp	1	1	1	1
Degree of Util (X)	2.639	0.59	1.488	2.318
Departure Headway (Hd)	13.181	22.593	14.623	14.146
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	295	163	257	265
Service Time	11.181	20.593	12.623	12.146
HCM Lane V/C Ratio	3.844	1.35	2.44	3.702
HCM Control Delay	774.4	53.8	275.2	634.2
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	60.4	3.1	21.4	46.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	969	840	151	50	961	554	192	933	23	669	710	581
Future Volume (vph)	969	840	151	50	961	554	192	933	23	669	710	581
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7
Total Split (s)	20.0	40.0	20.0	20.0	40.0	30.0	20.0	40.0	20.0	30.0	50.0	20.0
Total Split (%)	15.4%	30.8%	15.4%	15.4%	30.8%	23.1%	15.4%	30.8%	15.4%	23.1%	38.5%	15.4%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	15.3	43.9	62.4	6.4	33.0	65.3	11.5	33.0	46.4	25.3	46.8	69.1
Actuated g/C Ratio	0.12	0.34	0.48	0.05	0.25	0.50	0.09	0.25	0.36	0.19	0.36	0.53
v/c Ratio	2.35	0.69	0.18	0.29	1.05	0.65	0.62	1.02	0.04	0.98	0.55	0.65
Control Delay	640.9	41.5	4.6	63.6	90.1	24.9	65.8	82.2	0.1	82.5	35.5	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	640.9	41.5	4.6	63.6	90.1	24.9	65.8	82.2	0.1	82.5	35.5	23.4
LOS	F	D	A	E	F	C	E	F	A	F	D	C
Approach Delay		335.0			66.2			77.8			48.0	
Approach LOS		F			E			E			D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 54.5 (42%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.35	
Intersection Signal Delay: 142.2	Intersection LOS: F
Intersection Capacity Utilization 118.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 112: Sanderson Ave (SR-79) & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	969	840	151	50	961	554	192	933	23	669	710	581
Future Volume (veh/h)	969	840	151	50	961	554	192	933	23	669	710	581
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	969	840	151	50	961	554	192	933	23	669	710	581
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	413	1225	660	113	916	722	247	916	460	683	1365	798
Arrive On Green	0.12	0.34	0.34	0.03	0.25	0.25	0.07	0.25	0.25	0.19	0.38	0.38
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	969	840	151	50	961	554	192	933	23	669	710	581
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	15.3	26.0	7.9	1.8	33.0	33.0	7.0	33.0	1.3	24.7	19.8	37.0
Cycle Q Clear(g_c), s	15.3	26.0	7.9	1.8	33.0	33.0	7.0	33.0	1.3	24.7	19.8	37.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	413	1225	660	113	916	722	247	916	460	683	1365	798
V/C Ratio(X)	2.35	0.69	0.23	0.44	1.05	0.77	0.78	1.02	0.05	0.98	0.52	0.73
Avail Cap(c_a), veh/h	413	1225	660	413	916	722	413	916	460	683	1365	798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	37.0	25.0	61.8	48.5	30.1	59.4	48.5	33.6	52.1	31.3	25.9
Incr Delay (d2), s/veh	612.9	1.3	0.1	1.0	43.3	4.5	2.0	34.4	0.2	29.1	1.4	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	42.0	11.7	3.1	0.8	20.3	15.3	3.2	19.1	0.6	13.6	8.9	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	670.3	38.3	25.0	62.8	91.8	34.6	61.4	82.9	33.8	81.2	32.7	31.6
LnGrp LOS	F	D	C	E	F	C	E	F	C	F	C	C
Approach Vol, veh/h		1960			1565			1148			1960	
Approach Delay, s/veh		349.7			70.6			78.3			48.9	
Approach LOS		F			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	40.0	8.9	51.1	13.9	56.1	20.0	40.0
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0
Max Green Setting (Gmax), s	* 25	33.0	* 15	33.0	* 15	43.0	* 15	33.0
Max Q Clear Time (g_c+I1), s	26.7	35.0	3.8	28.0	9.0	39.0	17.3	35.0
Green Ext Time (p_c), s	0.0	0.0	0.0	2.0	0.2	1.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	148.0
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	17.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	94	159	212	4	168	44	131	60	0	21	164	98
Future Vol, veh/h	94	159	212	4	168	44	131	60	0	21	164	98
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	94	159	212	4	168	44	131	60	0	21	164	98
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	22.6	13.1	13.5	15
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	20%	2%	7%
Vol Thru, %	31%	34%	78%	58%
Vol Right, %	0%	46%	20%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	191	465	216	283
LT Vol	131	94	4	21
Through Vol	60	159	168	164
RT Vol	0	212	44	98
Lane Flow Rate	191	465	216	283
Geometry Grp	1	1	1	1
Degree of Util (X)	0.357	0.731	0.375	0.487
Departure Headway (Hd)	6.727	5.663	6.253	6.189
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	533	637	575	580
Service Time	4.788	3.71	4.313	4.244
HCM Lane V/C Ratio	0.358	0.73	0.376	0.488
HCM Control Delay	13.5	22.6	13.1	15
HCM Lane LOS	B	C	B	B
HCM 95th-tile Q	1.6	6.3	1.7	2.7

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	89	59	18	156	327
Future Vol, veh/h	6	89	59	18	156	327
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	6	89	59	18	156	327
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.1	8.9	11.5
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	32%	0%	77%
Vol Thru, %	0%	6%	23%
Vol Right, %	68%	94%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	483	95	77
LT Vol	156	0	59
Through Vol	0	6	18
RT Vol	327	89	0
Lane Flow Rate	483	95	77
Geometry Grp	1	1	1
Degree of Util (X)	0.534	0.118	0.111
Departure Headway (Hd)	3.977	4.464	5.193
Convergence, Y/N	Yes	Yes	Yes
Cap	908	801	689
Service Time	1.995	2.502	3.233
HCM Lane V/C Ratio	0.532	0.119	0.112
HCM Control Delay	11.5	8.1	8.9
HCM Lane LOS	B	A	A
HCM 95th-tile Q	3.2	0.4	0.4

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	100	48	314	24	87	108
Future Vol, veh/h	100	48	314	24	87	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	100	48	314	24	87	108

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	608	326	0	0	338	0
Stage 1	326	-	-	-	-	-
Stage 2	282	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	462	720	-	-	1232	-
Stage 1	736	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	427	720	-	-	1232	-
Mov Cap-2 Maneuver	427	-	-	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	712	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.4	0	3.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	492	1232	-
HCM Lane V/C Ratio	-	-	0.301	0.071	-
HCM Control Delay (s)	-	-	15.4	8.1	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.3	0.2	-

Intersection	
Int Delay, s/veh	4.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	112	166	115	133	42
Future Vol, veh/h	43	112	166	115	133	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	43	112	166	115	133	42

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	532	224	0	0	281	0
Stage 1	224	-	-	-	-	-
Stage 2	308	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	512	820	-	-	1293	-
Stage 1	818	-	-	-	-	-
Stage 2	750	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	458	820	-	-	1293	-
Mov Cap-2 Maneuver	458	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	671	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	6.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	673	1293	-
HCM Lane V/C Ratio	-	-	0.23	0.103	-
HCM Control Delay (s)	-	-	11.9	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.3	-

Intersection	
Int Delay, s/veh	4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	51	61	1	104	68
Future Vol, veh/h	2	51	61	1	104	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	51	61	1	104	68

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	338	62	0	0	62	0
Stage 1	62	-	-	-	-	-
Stage 2	276	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	662	1009	-	-	1554	-
Stage 1	966	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	616	1009	-	-	1554	-
Mov Cap-2 Maneuver	616	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	721	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	4.5
HCM LOS	A		

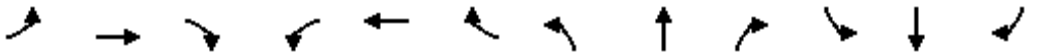
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	985	1554	-
HCM Lane V/C Ratio	-	-	0.054	0.067	-
HCM Control Delay (s)	-	-	8.9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1508	646	644	1937	838	1	381
Future Volume (vph)	1508	646	644	1937	838	1	381
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.4	10.4	10.4	10.4	10.8	10.8	10.8
Total Split (s)	38.0	38.0	30.0	68.0	27.0	27.0	27.0
Total Split (%)	40.0%	40.0%	31.6%	71.6%	28.4%	28.4%	28.4%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.8	5.8	5.8
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	36.0	36.0	21.2	62.6	21.2	21.2	21.2
Actuated g/C Ratio	0.38	0.38	0.22	0.66	0.22	0.22	0.22
v/c Ratio	0.77	0.69	0.82	0.81	1.16	1.18	0.83
Control Delay	29.7	9.7	44.5	15.6	133.3	140.1	44.7
Queue Delay	0.0	0.0	0.0	14.3	0.0	0.0	0.0
Total Delay	29.7	9.7	44.5	29.9	133.3	140.1	44.7
LOS	C	A	D	C	F	F	D
Approach Delay	23.7			33.5		110.8	
Approach LOS	C			C		F	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 45 (47%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 45.8	Intersection LOS: D
Intersection Capacity Utilization 99.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: I-15 SB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1508	646	644	1937	0	0	0	0	838	1	381
Future Volume (veh/h)	0	1508	646	644	1937	0	0	0	0	838	1	381
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1508	646	644	1937	0				957	0	254
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2048	636	728	2379	0				808	0	359
Arrive On Green	0.00	0.39	0.39	0.21	0.66	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	5358	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	1508	646	644	1937	0				957	0	254
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	23.6	37.5	16.9	37.5	0.0				21.2	0.0	13.8
Cycle Q Clear(g_c), s	0.0	23.6	37.5	16.9	37.5	0.0				21.2	0.0	13.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2048	636	728	2379	0				808	0	359
V/C Ratio(X)	0.00	0.74	1.02	0.88	0.81	0.00				1.18	0.00	0.71
Avail Cap(c_a), veh/h	0	2048	636	909	2379	0				808	0	359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.5	28.7	36.6	11.9	0.0				36.9	0.0	34.0
Incr Delay (d2), s/veh	0.0	2.4	39.8	0.8	0.3	0.0				95.7	0.0	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.4	20.3	7.0	11.9	0.0				19.8	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	26.9	68.6	37.3	12.2	0.0				132.6	0.0	39.4
LnGrp LOS	A	C	F	D	B	A				F	A	D
Approach Vol, veh/h		2154			2581						1211	
Approach Delay, s/veh		39.4			18.5						113.0	
Approach LOS		D			B						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.1	42.9		27.0		68.0
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4
Max Green Setting (Gmax), s	24.6	32.6		21.2		62.6
Max Q Clear Time (g_c+I1), s	18.9	39.5		23.2		39.5
Green Ext Time (p_c), s	0.8	0.0		0.0		11.6

Intersection Summary		
HCM 6th Ctrl Delay		45.3
HCM 6th LOS		D

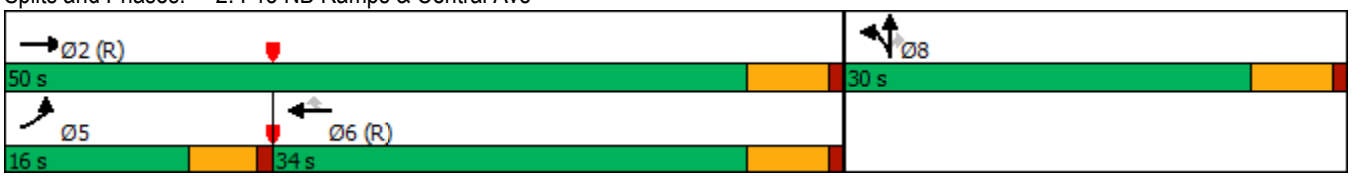
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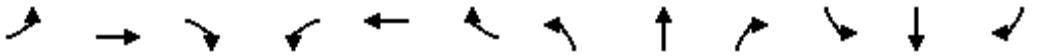
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	169	2176	1961	596	620	7	836
Future Volume (vph)	169	2176	1961	596	620	7	836
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.1	10.8	10.8	10.8	10.8	10.8	10.8
Total Split (s)	16.0	50.0	34.0	34.0	30.0	30.0	30.0
Total Split (%)	20.0%	62.5%	42.5%	42.5%	37.5%	37.5%	37.5%
Yellow Time (s)	4.1	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.8	5.8	5.8	5.8	5.8	5.8
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	10.0	44.2	29.1	29.1	24.2	24.2	24.2
Actuated g/C Ratio	0.12	0.55	0.36	0.36	0.30	0.30	0.30
v/c Ratio	0.75	0.76	1.04	0.63	0.98	1.05	0.87
Control Delay	54.9	16.0	59.4	5.2	65.2	86.7	39.0
Queue Delay	0.0	0.6	24.5	0.3	0.0	0.0	0.0
Total Delay	54.9	16.6	83.9	5.5	65.2	86.7	39.0
LOS	D	B	F	A	E	F	D
Approach Delay		19.4	65.6			64.0	
Approach LOS		B	E			E	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 48.2	Intersection LOS: D
Intersection Capacity Utilization 99.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 2: I-15 NB Ramps & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	2176	0	0	1961	596	620	7	836	0	0	0
Future Volume (veh/h)	169	2176	0	0	1961	596	620	7	836	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	169	2176	0	0	1961	596	917	0	524			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	206	2866	0	0	1944	586	1095	0	487			
Arrive On Green	0.11	0.55	0.00	0.00	0.37	0.37	0.30	0.00	0.30			
Sat Flow, veh/h	1810	5358	0	0	5358	1563	3619	0	1610			
Grp Volume(v), veh/h	169	2176	0	0	1961	596	917	0	524			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1563	1810	0	1610			
Q Serve(g_s), s	7.3	25.9	0.0	0.0	30.0	30.0	18.9	0.0	24.2			
Cycle Q Clear(g_c), s	7.3	25.9	0.0	0.0	30.0	30.0	18.9	0.0	24.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	206	2866	0	0	1944	586	1095	0	487			
V/C Ratio(X)	0.82	0.76	0.00	0.00	1.01	1.02	0.84	0.00	1.08			
Avail Cap(c_a), veh/h	247	2866	0	0	1944	586	1095	0	487			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.40	0.40	0.00	0.00	0.55	0.55	1.00	0.00	1.00			
Uniform Delay (d), s/veh	34.6	13.8	0.0	0.0	25.0	25.0	26.1	0.0	27.9			
Incr Delay (d2), s/veh	6.2	0.8	0.0	0.0	17.3	32.1	5.5	0.0	62.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.4	8.5	0.0	0.0	14.1	15.1	8.4	0.0	17.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.8	14.6	0.0	0.0	42.3	57.1	31.6	0.0	90.6			
LnGrp LOS	D	B	A	A	F	F	C	A	F			
Approach Vol, veh/h		2345			2557			1441				
Approach Delay, s/veh		16.5			45.8			53.0				
Approach LOS		B			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		50.0			14.2	35.8		30.0				
Change Period (Y+Rc), s		5.8			5.1	5.8		5.8				
Max Green Setting (Gmax), s		44.2			10.9	28.2		24.2				
Max Q Clear Time (g_c+I1), s		27.9			9.3	32.0		26.2				
Green Ext Time (p_c), s		10.3			0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	36.6
HCM 6th LOS	D

Notes

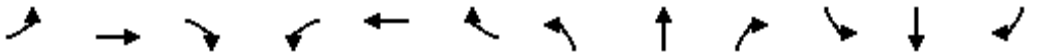
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	384	2175	452	144	1801	76	335	190	45	115	424
Future Volume (vph)	384	2175	452	144	1801	76	335	190	45	115	424
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	7.0	7.0	10.0	10.0	9.0	9.0	5.0
Minimum Split (s)	9.6	11.3	11.3	9.6	12.3	12.3	15.3	15.3	14.3	14.3	9.6
Total Split (s)	33.0	49.2	49.2	17.8	34.0	34.0	28.0	28.0	28.0	28.0	33.0
Total Split (%)	34.7%	51.8%	51.8%	18.7%	35.8%	35.8%	29.5%	29.5%	29.5%	29.5%	34.7%
Yellow Time (s)	3.6	4.3	4.3	3.6	4.3	4.3	4.3	4.3	4.3	4.3	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.3	5.3	4.6	5.3	5.3	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None
Act Effct Green (s)	23.7	46.1	46.1	11.0	33.4	33.4	22.7	22.7	22.7	22.7	51.7
Actuated g/C Ratio	0.25	0.49	0.49	0.12	0.35	0.35	0.24	0.24	0.24	0.24	0.54
v/c Ratio	0.86	0.87	0.46	0.69	0.78	0.12	1.08	0.68	0.29	0.25	0.48
Control Delay	52.0	26.9	3.4	43.3	41.8	7.0	110.8	38.1	35.8	31.1	13.8
Queue Delay	3.6	46.8	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.5	73.7	4.1	43.3	41.8	7.0	110.8	38.1	35.8	31.1	13.8
LOS	E	E	A	D	D	A	F	D	D	C	B
Approach Delay		60.9			40.6			76.3		18.9	
Approach LOS		E			D			E		B	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 52.0	Intersection LOS: D
Intersection Capacity Utilization 93.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 3: Dexter Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	384	2175	452	144	1801	76	335	190	113	45	115	424
Future Volume (veh/h)	384	2175	452	144	1801	76	335	190	113	45	115	424
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	384	2175	452	144	1801	76	335	190	113	45	115	424
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	419	2612	809	176	2414	586	242	264	157	164	454	754
Arrive On Green	0.23	0.50	0.50	0.10	0.37	0.37	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	5187	1607	1810	6536	1586	876	1105	657	1089	1900	1594
Grp Volume(v), veh/h	384	2175	452	144	1801	76	335	0	303	45	115	424
Grp Sat Flow(s),veh/h/ln	1810	1729	1607	1810	1634	1586	876	0	1763	1089	1900	1594
Q Serve(g_s), s	19.7	34.1	18.5	7.4	22.8	3.0	18.0	0.0	15.0	3.8	4.7	18.2
Cycle Q Clear(g_c), s	19.7	34.1	18.5	7.4	22.8	3.0	22.7	0.0	15.0	18.8	4.7	18.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		1.00
Lane Grp Cap(c), veh/h	419	2612	809	176	2414	586	242	0	421	164	454	754
V/C Ratio(X)	0.92	0.83	0.56	0.82	0.75	0.13	1.38	0.00	0.72	0.27	0.25	0.56
Avail Cap(c_a), veh/h	541	2612	809	251	2414	586	242	0	421	164	454	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.53	0.53	0.53	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	20.2	16.3	42.0	26.1	19.8	41.3	0.0	33.2	41.8	29.3	18.1
Incr Delay (d2), s/veh	9.3	1.8	1.5	8.8	2.2	0.5	196.0	0.0	10.1	4.1	1.3	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	12.6	6.5	3.6	8.6	1.1	18.7	0.0	7.2	1.2	2.2	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	21.9	17.8	50.8	28.2	20.3	237.3	0.0	43.4	45.9	30.6	21.2
LnGrp LOS	D	C	B	D	C	C	F	A	D	D	C	C
Approach Vol, veh/h		3011			2021			638			584	
Approach Delay, s/veh		24.2			29.5			145.2			24.9	
Approach LOS		C			C			F			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	53.1		28.0	26.6	40.4		28.0				
Change Period (Y+Rc), s	4.6	5.3		5.3	4.6	5.3		5.3				
Max Green Setting (Gmax), s	13.2	43.9		22.7	28.4	28.7		22.7				
Max Q Clear Time (g_c+I1), s	9.4	36.1		20.8	21.7	24.8		24.7				
Green Ext Time (p_c), s	0.1	6.2		0.3	0.4	2.9		0.0				

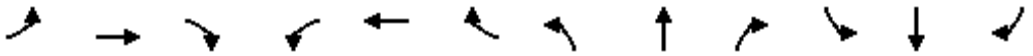
Intersection Summary												
HCM 6th Ctrl Delay			38.4									
HCM 6th LOS			D									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	244	1936	62	128	1288	201	155	80	260	88
Future Volume (vph)	244	1936	62	128	1288	201	155	80	260	88
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	NA
Protected Phases	5	2	3	1	6		3	8		4
Permitted Phases			2			6			4	
Detector Phase	5	2	3	1	6	6	3	8	4	4
Switch Phase										
Minimum Initial (s)	6.0	15.0	6.0	6.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	21.0	10.0	10.6	21.0	21.0	10.0	10.9	10.9	10.9
Total Split (s)	13.0	46.0	12.0	12.0	45.0	45.0	12.0	37.0	25.0	25.0
Total Split (%)	13.7%	48.4%	12.6%	12.6%	47.4%	47.4%	12.6%	38.9%	26.3%	26.3%
Yellow Time (s)	3.6	5.0	3.0	3.6	5.0	5.0	3.0	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.0	4.6	6.0	6.0	4.0	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	Max	Max	Max
Act Effct Green (s)	8.3	40.0	50.0	7.4	39.1	39.1	8.0	32.1	20.1	20.1
Actuated g/C Ratio	0.09	0.42	0.53	0.08	0.41	0.41	0.08	0.34	0.21	0.21
v/c Ratio	0.79	1.27	0.07	0.91	0.87	0.26	1.02	0.21	1.09	0.43
Control Delay	70.3	143.5	0.2	101.9	33.4	3.6	123.7	8.1	122.8	27.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.3	143.5	0.2	101.9	33.4	3.6	123.7	8.1	122.8	27.1
LOS	E	F	A	F	C	A	F	A	F	C
Approach Delay		131.6			35.1			52.0		84.4
Approach LOS		F			D			D		F

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.27	
Intersection Signal Delay: 87.1	Intersection LOS: F
Intersection Capacity Utilization 100.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 4: Cambern Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	1936	62	128	1288	201	155	80	173	260	88	86
Future Volume (veh/h)	244	1936	62	128	1288	201	155	80	173	260	88	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	244	1936	62	128	1288	201	155	80	173	260	88	86
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	310	1520	813	141	1482	660	152	610	542	317	186	182
Arrive On Green	0.09	0.42	0.42	0.08	0.41	0.41	0.08	0.34	0.34	0.21	0.21	0.21
Sat Flow, veh/h	3510	3610	1608	1810	3610	1607	1810	1805	1604	1140	880	860
Grp Volume(v), veh/h	244	1936	62	128	1288	201	155	80	173	260	0	174
Grp Sat Flow(s),veh/h/ln	1755	1805	1608	1810	1805	1607	1810	1805	1604	1140	0	1739
Q Serve(g_s), s	6.5	40.0	1.9	6.7	31.1	8.0	8.0	2.9	7.6	20.1	0.0	8.3
Cycle Q Clear(g_c), s	6.5	40.0	1.9	6.7	31.1	8.0	8.0	2.9	7.6	20.1	0.0	8.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.49
Lane Grp Cap(c), veh/h	310	1520	813	141	1482	660	152	610	542	317	0	368
V/C Ratio(X)	0.79	1.27	0.08	0.91	0.87	0.30	1.02	0.13	0.32	0.82	0.00	0.47
Avail Cap(c_a), veh/h	310	1520	813	141	1482	660	152	610	542	317	0	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.45	0.45	0.45	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.4	27.5	12.1	43.5	25.7	18.9	43.5	21.8	23.3	38.2	0.0	32.8
Incr Delay (d2), s/veh	11.5	128.4	0.2	28.1	3.4	0.5	77.5	0.4	1.5	20.6	0.0	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	41.9	0.7	3.9	12.3	2.7	6.7	1.3	3.0	7.7	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.0	155.9	12.3	71.6	29.1	19.4	121.0	22.2	24.9	58.8	0.0	37.1
LnGrp LOS	D	F	B	E	C	B	F	C	C	E	A	D
Approach Vol, veh/h		2242			1617			408			434	
Approach Delay, s/veh		140.9			31.2			60.9			50.1	
Approach LOS		F			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	46.0	12.0	25.0	13.0	45.0		37.0				
Change Period (Y+Rc), s	4.6	6.0	4.0	4.9	4.6	6.0		4.9				
Max Green Setting (Gmax), s	7.4	40.0	8.0	20.1	8.4	39.0		32.1				
Max Q Clear Time (g_c+I1), s	8.7	42.0	10.0	22.1	8.5	33.1		9.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	3.0		0.9				

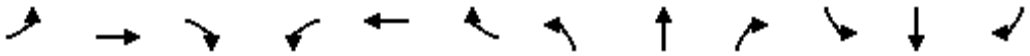
Intersection Summary												
HCM 6th Ctrl Delay			87.8									
HCM 6th LOS			F									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	20	2254	153	1564	26	14	87	28
Future Volume (vph)	20	2254	153	1564	26	14	87	28
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	11.8	9.6	11.8	9.6	9.6	9.6	9.6
Total Split (s)	20.0	45.0	20.0	45.0	35.0	35.0	35.0	35.0
Total Split (%)	20.0%	45.0%	20.0%	45.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.6	5.8	3.6	5.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.8	41.3	12.3	53.6		30.4		30.4
Actuated g/C Ratio	0.06	0.41	0.12	0.54		0.30		0.30
v/c Ratio	0.19	1.58	0.69	0.83		0.40		0.39
Control Delay	48.5	291.3	57.9	25.6		8.0		29.0
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	48.5	291.3	57.9	25.6		8.0		29.0
LOS	D	F	E	C		A		C
Approach Delay		289.3		28.4		8.0		29.0
Approach LOS		F		C		A		C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 51 (51%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.58	
Intersection Signal Delay: 164.1	Intersection LOS: F
Intersection Capacity Utilization 114.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 5: Conard Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	2254	95	153	1564	39	26	14	211	87	28	26
Future Volume (veh/h)	20	2254	95	153	1564	39	26	14	211	87	28	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	2254	95	153	1564	39	26	14	211	87	28	26
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	39	1531	64	185	1852	46	68	50	413	269	86	67
Arrive On Green	0.02	0.43	0.43	0.10	0.51	0.51	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	3530	148	1810	3599	90	94	164	1360	694	284	221
Grp Volume(v), veh/h	20	1144	1205	153	783	820	251	0	0	141	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1873	1810	1805	1884	1617	0	0	1199	0	0
Q Serve(g_s), s	1.1	43.4	43.4	8.3	37.2	37.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	43.4	43.4	8.3	37.2	37.4	12.5	0.0	0.0	11.4	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.05	0.10		0.84	0.62		0.18
Lane Grp Cap(c), veh/h	39	783	813	185	929	970	531	0	0	423	0	0
V/C Ratio(X)	0.52	1.46	1.48	0.83	0.84	0.85	0.47	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	279	783	813	279	929	970	531	0	0	423	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.4	28.3	28.3	44.0	20.8	20.9	28.6	0.0	0.0	27.8	0.0	0.0
Incr Delay (d2), s/veh	0.4	208.3	217.8	7.3	9.2	9.0	3.0	0.0	0.0	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	61.5	66.0	3.9	15.5	16.2	5.4	0.0	0.0	3.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	236.7	246.1	51.3	30.0	29.9	31.6	0.0	0.0	29.9	0.0	0.0
LnGrp LOS	D	F	F	D	C	C	C	A	A	C	A	A
Approach Vol, veh/h		2369			1756			251			141	
Approach Delay, s/veh		239.9			31.8			31.6			29.9	
Approach LOS		F			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.8	50.2		35.0	6.7	58.3		35.0				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	15.4	38.2		30.4	15.4	38.2		30.4				
Max Q Clear Time (g_c+I1), s	10.3	45.4		13.4	3.1	39.4		14.5				
Green Ext Time (p_c), s	0.1	0.0		0.5	0.0	0.0		1.0				

Intersection Summary			
HCM 6th Ctrl Delay		140.8	
HCM 6th LOS		F	

Intersection	
Int Delay, s/veh	311.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	91	2423	1551	304	389	211
Future Vol, veh/h	91	2423	1551	304	389	211
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	91	2423	1551	304	389	211

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1855	0	-	0	2854	928
Stage 1	-	-	-	-	1703	-
Stage 2	-	-	-	-	1151	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	331	-	-	-	~ 21	274
Stage 1	-	-	-	-	~ 133	-
Stage 2	-	-	-	-	~ 245	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	331	-	-	-	~ 15	274
Mov Cap-2 Maneuver	-	-	-	-	~ 68	-
Stage 1	-	-	-	-	~ 96	-
Stage 2	-	-	-	-	~ 245	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	$ 2574.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	331	-	-	-	92
HCM Lane V/C Ratio	0.275	-	-	-	6.522
HCM Control Delay (s)	19.9	-	-	-	$ 2574.3
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	1.1	-	-	-	66.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	2248	23	1791	160	9
Future Volume (vph)	2248	23	1791	160	9
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	8	
Permitted Phases					8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.9	10.3	11.9	10.3	10.3
Total Split (s)	49.0	20.0	69.0	31.0	31.0
Total Split (%)	49.0%	20.0%	69.0%	31.0%	31.0%
Yellow Time (s)	5.9	4.3	5.9	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	5.3	6.9	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	49.0	5.9	53.6	25.9	25.9
Actuated g/C Ratio	0.53	0.06	0.58	0.28	0.28
v/c Ratio	1.40	0.20	0.85	0.16	0.02
Control Delay	206.0	47.3	20.3	27.2	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	206.0	47.3	20.3	27.2	15.2
LOS	F	D	C	C	B
Approach Delay	206.0		20.6	26.6	
Approach LOS	F		C	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 91.8	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.40	
Intersection Signal Delay: 127.0	Intersection LOS: F
Intersection Capacity Utilization 89.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: Riverside St & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2248	405	23	1791	160	9
Future Volume (veh/h)	2248	405	23	1791	160	9
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2248	405	23	1791	160	9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1534	268	44	2101	995	456
Arrive On Green	0.50	0.50	0.02	0.58	0.28	0.28
Sat Flow, veh/h	3167	537	1810	3705	3510	1610
Grp Volume(v), veh/h	1292	1361	23	1791	160	9
Grp Sat Flow(s),veh/h/ln	1805	1803	1810	1805	1755	1610
Q Serve(g_s), s	45.3	45.3	1.1	37.3	3.1	0.4
Cycle Q Clear(g_c), s	45.3	45.3	1.1	37.3	3.1	0.4
Prop In Lane		0.30	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	901	901	44	2101	995	456
V/C Ratio(X)	1.43	1.51	0.52	0.85	0.16	0.02
Avail Cap(c_a), veh/h	901	901	293	2472	995	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	22.7	43.7	15.7	24.4	23.4
Incr Delay (d2), s/veh	201.6	235.5	3.6	2.7	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	66.0	74.4	0.5	12.4	1.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	224.3	258.2	47.3	18.4	24.7	23.5
LnGrp LOS	F	F	D	B	C	C
Approach Vol, veh/h	2653			1814	169	
Approach Delay, s/veh	241.7			18.8	24.7	
Approach LOS	F			B	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	7.5	52.2				59.7	31.0
Change Period (Y+Rc), s	5.3	6.9				6.9	5.3
Max Green Setting (Gmax), s	14.7	42.1				62.1	25.7
Max Q Clear Time (g_c+I1), s	3.1	47.3				39.3	5.1
Green Ext Time (p_c), s	0.0	0.0				13.5	0.3

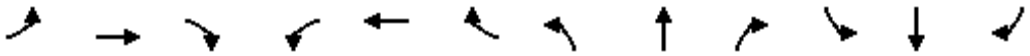
Intersection Summary	
HCM 6th Ctrl Delay	146.6
HCM 6th LOS	F

Lane Group	EBT	WBL	WBT	NBL	NBT	Ø4
Lane Configurations						
Traffic Volume (vph)	2270	152	1643	78	0	
Future Volume (vph)	2270	152	1643	78	0	
Turn Type	NA	Prot	NA	Perm	NA	
Protected Phases	2	1	6		8	4
Permitted Phases				8		
Detector Phase	2	1	6	8	8	
Switch Phase						
Minimum Initial (s)	6.0	4.0	6.0	5.0	5.0	5.0
Minimum Split (s)	13.4	9.4	13.4	11.2	11.2	9.6
Total Split (s)	50.0	25.0	75.0	25.0	25.0	25.0
Total Split (%)	50.0%	25.0%	75.0%	25.0%	25.0%	25%
Yellow Time (s)	5.9	4.4	5.9	5.2	5.2	3.6
All-Red Time (s)	1.5	1.0	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.4	5.4	7.4		6.2	
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	42.6	12.1	60.2		18.8	
Actuated g/C Ratio	0.46	0.13	0.65		0.20	
v/c Ratio	1.38	0.64	0.70		0.75	
Control Delay	199.9	51.0	12.4		32.4	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	199.9	51.0	12.4		32.4	
LOS	F	D	B		C	
Approach Delay	199.9		15.6		32.4	
Approach LOS	F		B		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 92.6	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.38	
Intersection Signal Delay: 112.7	Intersection LOS: F
Intersection Capacity Utilization 106.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 8: Wasson Canyon Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2270	22	152	1643	0	78	0	241	0	0	0
Future Volume (veh/h)	0	2270	22	152	1643	0	78	0	241	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	2270	22	152	1643	0	78	0	241	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	1707	17	187	2268	0	120	15	267	0	424	0
Arrive On Green	0.00	0.47	0.47	0.10	0.63	0.00	0.22	0.00	0.22	0.00	0.00	0.00
Sat Flow, veh/h	0	3758	35	1810	3705	0	318	69	1196	0	1900	0
Grp Volume(v), veh/h	0	1117	1175	152	1643	0	319	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1805	1894	1810	1805	0	1583	0	0	0	1900	0
Q Serve(g_s), s	0.0	42.6	42.6	7.5	28.4	0.0	14.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	42.6	42.6	7.5	28.4	0.0	17.9	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.02	1.00		0.00	0.24		0.76	0.00		0.00
Lane Grp Cap(c), veh/h	0	841	882	187	2268	0	402	0	0	0	424	0
V/C Ratio(X)	0.00	1.33	1.33	0.81	0.72	0.00	0.79	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	841	882	388	2669	0	402	0	0	0	424	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	24.4	24.4	40.1	11.6	0.0	34.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	155.7	157.3	3.3	0.8	0.0	14.8	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	51.4	54.3	3.3	8.4	0.0	8.4	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	180.1	181.7	43.4	12.4	0.0	49.3	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	F	F	D	B	A	D	A	A	A	A	A
Approach Vol, veh/h		2292			1795			319			0	
Approach Delay, s/veh		180.9			15.0			49.3			0.0	
Approach LOS		F			B			D				

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	14.8	50.0		26.6		64.8		26.6				
Change Period (Y+Rc), s	5.4	7.4		* 6.2		7.4		6.2				
Max Green Setting (Gmax), s	19.6	42.6		* 20		67.6		18.8				
Max Q Clear Time (g_c+I1), s	9.5	44.6		0.0		30.4		19.9				
Green Ext Time (p_c), s	0.1	0.0		0.0		15.3		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		103.8	
HCM 6th LOS		F	

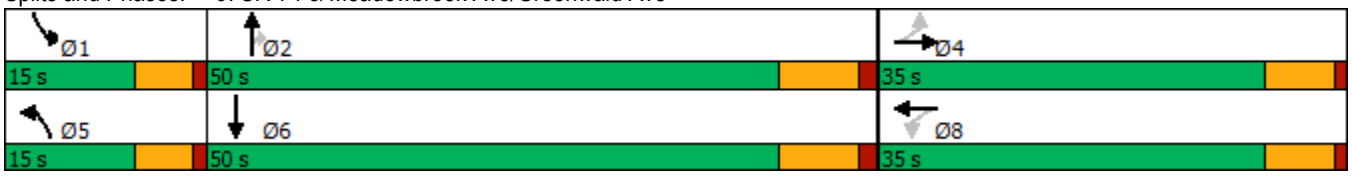
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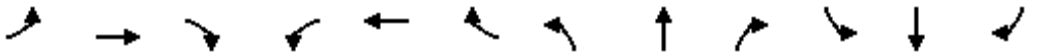
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	40	20	164	20	23	2094	368	180	1653
Future Volume (vph)	40	20	164	20	23	2094	368	180	1653
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.2	11.2	11.2	11.2	9.4	13.4	13.4	9.4	13.4
Total Split (s)	35.0	35.0	35.0	35.0	15.0	50.0	50.0	15.0	50.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	15.0%	50.0%	50.0%	15.0%	50.0%
Yellow Time (s)	5.2	5.2	5.2	5.2	4.4	5.9	5.9	4.4	5.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	5.4	7.4	7.4	5.4	7.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	14.9	14.9	14.9	14.9	5.7	42.7	42.7	9.6	53.1
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.07	0.49	0.49	0.11	0.62
v/c Ratio	0.19	0.12	0.69	0.38	0.19	1.17	0.38	0.90	0.77
Control Delay	31.8	19.4	48.3	10.9	43.3	107.2	3.0	82.5	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.8	19.4	48.3	10.9	43.3	107.2	3.0	82.5	18.2
LOS	C	B	D	B	D	F	A	F	B
Approach Delay		25.8		30.8		91.2			24.3
Approach LOS		C		C		F			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 86.3	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 59.7	Intersection LOS: E
Intersection Capacity Utilization 102.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 9: SR-74 & Meadowbrook Ave/Greenwald Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	20	18	164	20	125	23	2094	368	180	1653	47
Future Volume (veh/h)	40	20	18	164	20	125	23	2094	368	180	1653	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	20	18	164	20	125	23	2094	368	180	1653	47
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	193	153	138	290	38	236	36	1800	803	203	2120	60
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.02	0.50	0.50	0.11	0.59	0.59
Sat Flow, veh/h	1261	921	829	1389	227	1416	1810	3610	1610	1810	3585	102
Grp Volume(v), veh/h	40	0	38	164	0	145	23	2094	368	180	830	870
Grp Sat Flow(s),veh/h/ln	1261	0	1749	1389	0	1642	1810	1805	1610	1810	1805	1882
Q Serve(g_s), s	2.6	0.0	1.6	9.7	0.0	6.9	1.1	42.6	12.7	8.4	29.7	30.0
Cycle Q Clear(g_c), s	9.5	0.0	1.6	11.3	0.0	6.9	1.1	42.6	12.7	8.4	29.7	30.0
Prop In Lane	1.00		0.47	1.00		0.86	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	193	0	292	290	0	274	36	1800	803	203	1067	1112
V/C Ratio(X)	0.21	0.00	0.13	0.57	0.00	0.53	0.65	1.16	0.46	0.89	0.78	0.78
Avail Cap(c_a), veh/h	408	0	590	527	0	554	203	1800	803	203	1067	1112
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.9	0.0	30.3	35.1	0.0	32.5	41.6	21.4	13.9	37.4	13.2	13.3
Incr Delay (d2), s/veh	0.4	0.0	0.1	1.3	0.0	1.2	7.1	80.1	1.9	32.9	5.6	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.7	3.3	0.0	2.8	0.5	34.2	4.2	5.3	10.4	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	0.0	30.5	36.4	0.0	33.7	48.6	101.5	15.8	70.3	18.8	18.8
LnGrp LOS	D	A	C	D	A	C	D	F	B	E	B	B
Approach Vol, veh/h		78			309			2485			1880	
Approach Delay, s/veh		33.9			35.2			88.3			23.7	
Approach LOS		C			D			F			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	50.0		20.4	7.1	57.9		20.4				
Change Period (Y+Rc), s	5.4	7.4		6.2	5.4	7.4		6.2				
Max Green Setting (Gmax), s	9.6	42.6		28.8	9.6	42.6		28.8				
Max Q Clear Time (g_c+I1), s	10.4	44.6		11.5	3.1	32.0		13.3				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	7.1		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		58.4	
HCM 6th LOS		E	

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	37	2225	12	47	1920
Future Vol, veh/h	10	37	2225	12	47	1920
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	230	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	37	2225	12	47	1920

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3285	1119	0	0	2237	0
Stage 1	2231	-	-	-	-	-
Stage 2	1054	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 7	204	-	-	235	-
Stage 1	69	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 6	204	-	-	235	-
Mov Cap-2 Maneuver	51	-	-	-	-	-
Stage 1	69	-	-	-	-	-
Stage 2	241	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	50.2	0	0.6
HCM LOS	F		

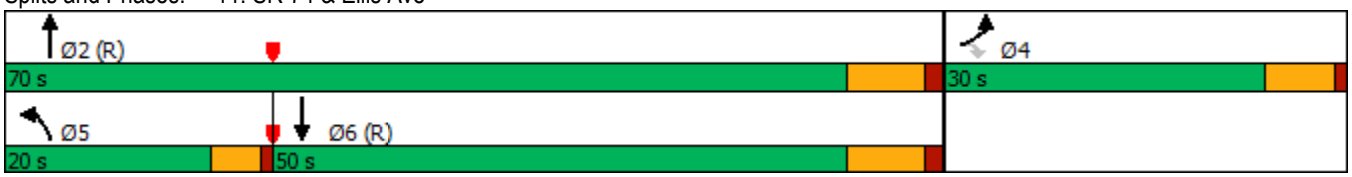
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	125	235	-
HCM Lane V/C Ratio	-	-	0.376	0.2	-
HCM Control Delay (s)	-	-	50.2	24.1	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	1.6	0.7	-

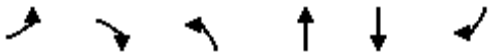
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	354	58	60	1399	1226
Future Volume (vph)	354	58	60	1399	1226
Turn Type	Prot	Perm	Prot	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	4.0	6.0	6.0
Minimum Split (s)	11.2	11.2	8.6	13.4	13.4
Total Split (s)	30.0	30.0	20.0	70.0	50.0
Total Split (%)	30.0%	30.0%	20.0%	70.0%	50.0%
Yellow Time (s)	5.2	5.2	3.6	5.9	5.9
All-Red Time (s)	1.0	1.0	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	4.6	7.4	7.4
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	22.2	22.2	7.7	64.2	53.7
Actuated g/C Ratio	0.22	0.22	0.08	0.64	0.54
v/c Ratio	0.89	0.15	0.43	0.60	0.74
Control Delay	62.1	19.1	52.8	12.1	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	62.1	19.1	52.8	12.1	22.3
LOS	E	B	D	B	C
Approach Delay	56.0			13.8	22.3
Approach LOS	E			B	C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 22.7	Intersection LOS: C
Intersection Capacity Utilization 78.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 11: SR-74 & Ellis Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	354	58	60	1399	1226	193
Future Volume (veh/h)	354	58	60	1399	1226	193
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	354	58	60	1399	1226	193
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	388	345	78	2346	1753	274
Arrive On Green	0.21	0.21	0.04	0.65	0.56	0.56
Sat Flow, veh/h	1810	1610	1810	3705	3222	489
Grp Volume(v), veh/h	354	58	60	1399	705	714
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1811
Q Serve(g_s), s	19.1	2.9	3.3	22.2	28.1	28.6
Cycle Q Clear(g_c), s	19.1	2.9	3.3	22.2	28.1	28.6
Prop In Lane	1.00	1.00	1.00			0.27
Lane Grp Cap(c), veh/h	388	345	78	2346	1012	1016
V/C Ratio(X)	0.91	0.17	0.77	0.60	0.70	0.70
Avail Cap(c_a), veh/h	431	383	279	2346	1012	1016
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.09	0.09
Uniform Delay (d), s/veh	38.4	32.0	47.4	10.0	15.8	15.9
Incr Delay (d2), s/veh	22.0	0.2	5.9	1.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	2.9	1.5	6.9	9.6	9.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	60.4	32.2	53.2	11.1	16.2	16.3
LnGrp LOS	E	C	D	B	B	B
Approach Vol, veh/h	412			1459	1419	
Approach Delay, s/veh	56.4			12.9	16.2	
Approach LOS	E			B	B	

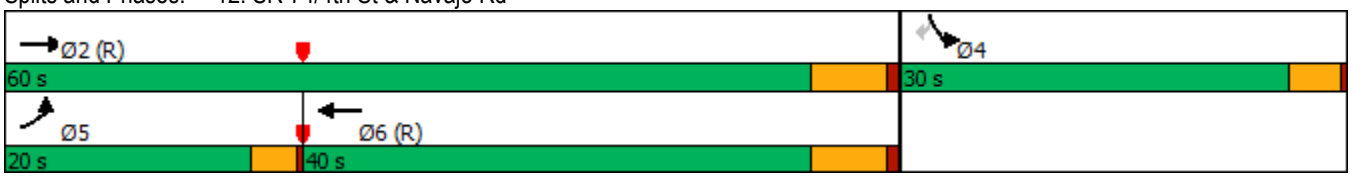
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		72.4		27.6	8.9	63.5
Change Period (Y+Rc), s		7.4		6.2	4.6	7.4
Max Green Setting (Gmax), s		62.6		23.8	15.4	42.6
Max Q Clear Time (g_c+I1), s		24.2		21.1	5.3	30.6
Green Ext Time (p_c), s		11.9		0.3	0.0	6.5

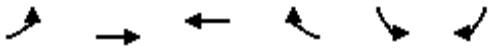
Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	99	1548	1296	452	79
Future Volume (vph)	99	1548	1296	452	79
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	11.0	11.0	9.0	9.0
Total Split (s)	20.0	60.0	40.0	30.0	30.0
Total Split (%)	22.2%	66.7%	44.4%	33.3%	33.3%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	0.5	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	4.0	4.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	Max	Max
Act Effct Green (s)	9.3	54.0	43.0	26.0	26.0
Actuated g/C Ratio	0.10	0.60	0.48	0.29	0.29
v/c Ratio	0.53	0.71	1.06	0.45	0.15
Control Delay	48.0	15.0	64.7	27.8	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0	15.0	64.7	27.8	6.7
LOS	D	B	E	C	A
Approach Delay		17.0	64.7	24.7	
Approach LOS		B	E	C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 39.5	Intersection LOS: D
Intersection Capacity Utilization 81.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 12: SR-74/4th St & Navajo Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	99	1548	1296	494	452	79
Future Volume (veh/h)	99	1548	1296	494	452	79
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	99	1548	1296	494	452	79
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	138	2166	1256	458	1014	465
Arrive On Green	0.08	0.60	0.48	0.48	0.29	0.29
Sat Flow, veh/h	1810	3705	2686	944	3510	1610
Grp Volume(v), veh/h	99	1548	885	905	452	79
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1730	1755	1610
Q Serve(g_s), s	4.8	27.0	43.6	43.6	9.5	3.3
Cycle Q Clear(g_c), s	4.8	27.0	43.6	43.6	9.5	3.3
Prop In Lane	1.00			0.55	1.00	1.00
Lane Grp Cap(c), veh/h	138	2166	875	839	1014	465
V/C Ratio(X)	0.72	0.71	1.01	1.08	0.45	0.17
Avail Cap(c_a), veh/h	332	2166	875	839	1014	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	40.6	12.6	23.2	23.2	26.1	23.9
Incr Delay (d2), s/veh	1.8	1.4	12.1	38.2	1.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	9.1	18.8	24.1	4.0	3.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.4	14.0	35.3	61.4	27.5	24.7
LnGrp LOS	D	B	F	F	C	C
Approach Vol, veh/h		1647	1790		531	
Approach Delay, s/veh		15.8	48.5		27.1	
Approach LOS		B	D		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.0		30.0	10.4	49.6
Change Period (Y+Rc), s		6.0		4.0	3.5	6.0
Max Green Setting (Gmax), s		54.0		26.0	16.5	34.0
Max Q Clear Time (g_c+I1), s		29.0		11.5	6.8	45.6
Green Ext Time (p_c), s		10.4		1.7	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C

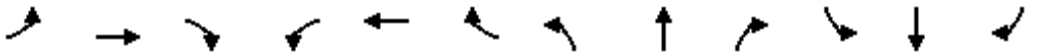
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	422	1373	47	1319	165	142	107	187
Future Volume (vph)	422	1373	47	1319	165	142	107	187
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	10.0	9.5	10.0	9.5	10.0	9.5	10.0
Total Split (s)	20.0	40.0	20.0	40.0	20.0	25.0	20.0	25.0
Total Split (%)	19.0%	38.1%	19.0%	38.1%	19.0%	23.8%	19.0%	23.8%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	15.5	44.8	7.6	35.0	13.7	24.4	11.1	21.8
Actuated g/C Ratio	0.15	0.43	0.07	0.33	0.13	0.23	0.11	0.21
v/c Ratio	1.77	1.06	0.40	1.28	0.78	0.25	0.63	1.00dr
Control Delay	390.2	72.2	55.8	163.0	69.0	27.6	60.1	35.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	390.2	72.2	55.8	163.0	69.0	27.6	60.1	35.6
LOS	F	E	E	F	E	C	E	D
Approach Delay		143.7		159.5		46.7		38.7
Approach LOS		F		F		D		D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.77	
Intersection Signal Delay: 121.3	Intersection LOS: F
Intersection Capacity Utilization 120.1%	ICU Level of Service H
Analysis Period (min) 15	

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 13: A St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	422	1373	84	47	1319	59	165	142	50	107	187	550
Future Volume (veh/h)	422	1373	84	47	1319	59	165	142	50	107	187	550
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	422	1373	84	47	1319	59	165	142	50	107	187	550
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	240	1477	90	58	1149	51	192	543	184	131	309	276
Arrive On Green	0.15	0.47	0.47	0.04	0.36	0.36	0.12	0.23	0.23	0.08	0.19	0.19
Sat Flow, veh/h	1629	3111	190	1629	3168	141	1629	2382	807	1629	1625	1447
Grp Volume(v), veh/h	422	715	742	47	676	702	165	95	97	107	187	550
Grp Sat Flow(s),veh/h/ln	1629	1625	1676	1629	1625	1685	1629	1625	1565	1629	1625	1447
Q Serve(g_s), s	15.5	43.4	43.8	3.0	38.1	38.1	10.4	5.0	5.4	6.8	11.1	20.0
Cycle Q Clear(g_c), s	15.5	43.4	43.8	3.0	38.1	38.1	10.4	5.0	5.4	6.8	11.1	20.0
Prop In Lane	1.00		0.11	1.00		0.08	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	240	771	796	58	589	611	192	370	357	131	309	276
V/C Ratio(X)	1.76	0.93	0.93	0.81	1.15	1.15	0.86	0.26	0.27	0.82	0.60	2.00
Avail Cap(c_a), veh/h	240	771	796	240	589	611	240	370	357	240	309	276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	0.18	0.18	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	25.9	26.0	50.3	33.5	33.5	45.4	33.2	33.4	47.5	38.9	42.5
Incr Delay (d2), s/veh	351.8	14.7	14.9	1.8	69.9	71.0	18.5	1.7	1.9	4.6	8.5	460.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.5	18.2	18.9	1.2	25.8	26.9	5.2	2.2	2.2	2.9	5.1	42.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	396.6	40.5	40.9	52.1	103.3	104.4	64.0	34.9	35.2	52.1	47.4	503.3
LnGrp LOS	F	D	D	D	F	F	E	C	D	D	D	F
Approach Vol, veh/h		1879			1425			357			844	
Approach Delay, s/veh		120.6			102.2			48.4			345.1	
Approach LOS		F			F			D			F	

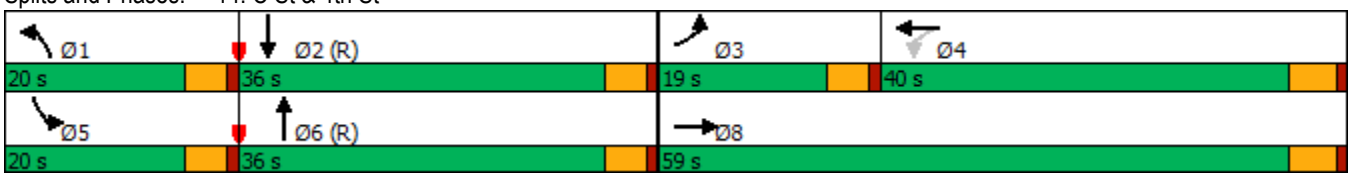
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	54.8	16.9	25.0	20.0	43.1	13.0	28.9
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	15.5	35.0	15.5	20.0	15.5	35.0	15.5	20.0
Max Q Clear Time (g_c+I1), s	5.0	45.8	12.4	22.0	17.5	40.1	8.8	7.4
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.5

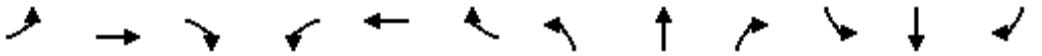
Intersection Summary	
HCM 6th Ctrl Delay	151.1
HCM 6th LOS	F

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	334	1298	3	953	3	33	32	91
Future Volume (vph)	334	1298	3	953	3	33	32	91
Turn Type	Prot	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases	3	8		4	1	6	5	2
Permitted Phases			4					
Detector Phase	3	8	4	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	10.1	10.1	9.6	9.6	9.6	9.6
Total Split (s)	19.0	59.0	40.0	40.0	20.0	36.0	20.0	36.0
Total Split (%)	16.5%	51.3%	34.8%	34.8%	17.4%	31.3%	17.4%	31.3%
Yellow Time (s)	3.6	4.1	4.1	4.1	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1		5.1	4.6	4.6	4.6	4.6
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	14.4	53.6		34.6	5.1	44.3	6.7	49.7
Actuated g/C Ratio	0.13	0.47		0.30	0.04	0.39	0.06	0.43
v/c Ratio	1.48	0.79		0.96	0.04	0.06	0.31	0.70
Control Delay	273.5	30.1		60.2	53.7	20.0	58.9	21.4
Queue Delay	0.0	0.0		30.4	0.0	0.0	0.0	0.0
Total Delay	273.5	30.1		90.6	53.7	20.0	58.9	21.4
LOS	F	C		F	D	C	E	C
Approach Delay		79.1		90.6		22.1		23.3
Approach LOS		E		F		C		C

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.48	
Intersection Signal Delay: 71.2	Intersection LOS: E
Intersection Capacity Utilization 112.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 14: C St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	334	1298	26	3	953	35	3	33	13	32	91	500
Future Volume (veh/h)	334	1298	26	3	953	35	3	33	13	32	91	500
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	334	1298	26	3	953	35	3	33	13	32	91	500
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	1662	33	32	1020	37	7	504	198	50	105	575
Arrive On Green	0.13	0.46	0.46	0.29	0.29	0.29	0.00	0.39	0.39	0.03	0.41	0.41
Sat Flow, veh/h	1810	3619	72	2	3468	127	1810	1296	511	1810	254	1393
Grp Volume(v), veh/h	334	647	677	521	0	470	3	0	46	32	0	591
Grp Sat Flow(s),veh/h/ln	1810	1805	1887	1892	0	1705	1810	0	1807	1810	0	1647
Q Serve(g_s), s	14.4	34.7	34.8	4.1	0.0	30.9	0.2	0.0	1.8	2.0	0.0	37.8
Cycle Q Clear(g_c), s	14.4	34.7	34.8	30.8	0.0	30.9	0.2	0.0	1.8	2.0	0.0	37.8
Prop In Lane	1.00		0.04	0.01		0.07	1.00		0.28	1.00		0.85
Lane Grp Cap(c), veh/h	227	829	866	588	0	501	7	0	702	50	0	679
V/C Ratio(X)	1.47	0.78	0.78	0.89	0.00	0.94	0.42	0.00	0.07	0.64	0.00	0.87
Avail Cap(c_a), veh/h	227	846	884	605	0	518	242	0	702	242	0	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.48	0.00	0.48	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.3	26.2	26.2	39.5	0.0	39.6	57.1	0.0	22.1	55.3	0.0	31.0
Incr Delay (d2), s/veh	215.5	0.4	0.4	7.5	0.0	14.2	13.7	0.0	0.2	4.9	0.0	14.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.0	14.4	15.0	15.2	0.0	14.6	0.1	0.0	0.8	1.0	0.0	17.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	265.8	26.6	26.6	47.0	0.0	53.7	70.8	0.0	22.2	60.2	0.0	45.2
LnGrp LOS	F	C	C	D	A	D	E	A	C	E	A	D
Approach Vol, veh/h		1658			991			49			623	
Approach Delay, s/veh		74.8			50.2			25.2			46.0	
Approach LOS		E			D			C			D	

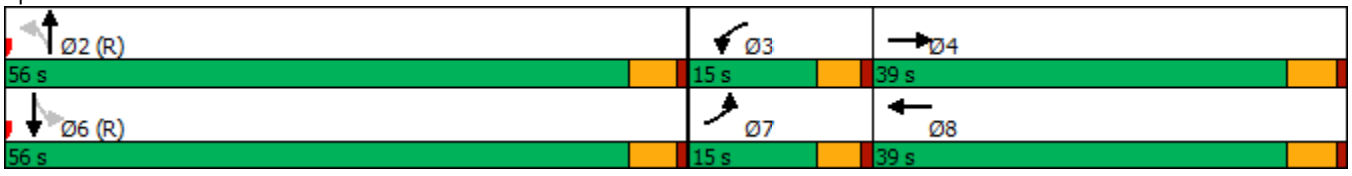
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	52.0	19.0	38.9	7.8	49.3		57.9				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.1	4.6	4.6		5.1				
Max Green Setting (Gmax), s	15.4	31.4	14.4	34.9	15.4	31.4		53.9				
Max Q Clear Time (g_c+I1), s	2.2	39.8	16.4	32.9	4.0	3.8		36.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.9	0.0	0.1		5.6				

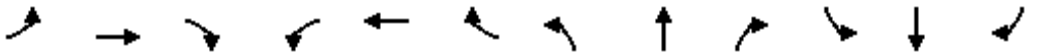
Intersection Summary			
HCM 6th Ctrl Delay		61.3	
HCM 6th LOS		E	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	140	1178	207	841	41	115	204	144
Future Volume (vph)	140	1178	207	841	41	115	204	144
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	9.6	10.1	10.0	10.0	10.0	10.0
Total Split (s)	15.0	39.0	15.0	39.0	56.0	56.0	56.0	56.0
Total Split (%)	13.6%	35.5%	13.6%	35.5%	50.9%	50.9%	50.9%	50.9%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	10.1	33.9	10.4	34.2	51.0	51.0	51.0	51.0
Actuated g/C Ratio	0.09	0.31	0.09	0.31	0.46	0.46	0.46	0.46
v/c Ratio	0.85	1.08	1.22	0.84	0.09	0.38	0.49	0.30
Control Delay	88.8	89.2	182.3	43.5	17.2	13.7	25.4	16.0
Queue Delay	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.8	96.8	182.3	43.5	17.2	13.7	25.4	16.0
LOS	F	F	F	D	B	B	C	B
Approach Delay		95.9		68.6		14.1		20.2
Approach LOS		F		E		B		C

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 10 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.22	
Intersection Signal Delay: 67.0	Intersection LOS: E
Intersection Capacity Utilization 91.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 15: D St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	1178	24	207	841	96	41	115	210	204	144	109
Future Volume (veh/h)	140	1178	24	207	841	96	41	115	210	204	144	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	140	1178	24	207	841	96	41	115	210	204	144	109
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	168	1115	23	171	1008	115	490	277	507	424	463	351
Arrive On Green	0.09	0.31	0.31	0.09	0.31	0.31	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1810	3618	74	1810	3254	371	1138	599	1093	1066	999	756
Grp Volume(v), veh/h	140	588	614	207	467	470	41	0	325	204	0	253
Grp Sat Flow(s),veh/h/ln	1810	1805	1887	1810	1805	1820	1138	0	1691	1066	0	1756
Q Serve(g_s), s	8.4	33.9	33.9	10.4	26.5	26.5	2.6	0.0	14.0	17.3	0.0	9.9
Cycle Q Clear(g_c), s	8.4	33.9	33.9	10.4	26.5	26.5	12.5	0.0	14.0	31.3	0.0	9.9
Prop In Lane	1.00		0.04	1.00		0.20	1.00		0.65	1.00		0.43
Lane Grp Cap(c), veh/h	168	556	581	171	559	564	490	0	784	424	0	814
V/C Ratio(X)	0.83	1.06	1.06	1.21	0.83	0.83	0.08	0.00	0.41	0.48	0.00	0.31
Avail Cap(c_a), veh/h	171	556	581	171	559	564	490	0	784	424	0	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.54	0.54	0.54	0.62	0.62	0.62	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.0	38.1	38.1	49.8	35.3	35.3	22.4	0.0	19.6	30.0	0.0	18.5
Incr Delay (d2), s/veh	15.8	44.2	43.7	123.3	6.4	6.4	0.3	0.0	1.6	3.9	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	21.5	22.4	10.5	12.3	12.4	0.7	0.0	5.8	4.8	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.8	82.2	81.8	173.1	41.8	41.7	22.7	0.0	21.2	33.9	0.0	19.5
LnGrp LOS	E	F	F	F	D	D	C	A	C	C	A	B
Approach Vol, veh/h		1342			1144			366			457	
Approach Delay, s/veh		80.2			65.5			21.4			25.9	
Approach LOS		F			E			C			C	

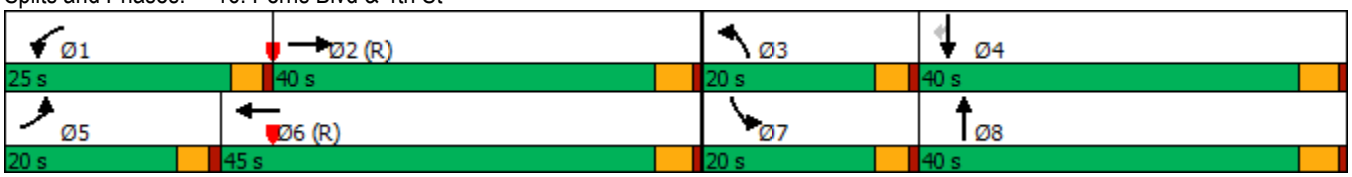
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		56.0	15.0	39.0		56.0	14.8	39.2				
Change Period (Y+Rc), s		5.0	4.6	5.1		5.0	4.6	5.1				
Max Green Setting (Gmax), s		51.0	10.4	33.9		51.0	10.4	33.9				
Max Q Clear Time (g_c+I1), s		16.0	12.4	35.9		33.3	10.4	28.5				
Green Ext Time (p_c), s		1.6	0.0	0.0		1.5	0.0	2.0				

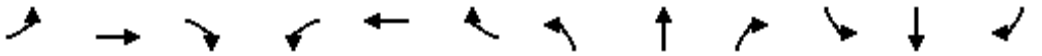
Intersection Summary												
HCM 6th Ctrl Delay			61.1									
HCM 6th LOS			E									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	447	852	179	688	196	791	106	881	280
Future Volume (vph)	447	852	179	688	196	791	106	881	280
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.6	9.0	9.6	9.0	9.6	9.0	9.6	9.6
Total Split (s)	20.0	40.0	25.0	45.0	20.0	40.0	20.0	40.0	40.0
Total Split (%)	16.0%	32.0%	20.0%	36.0%	16.0%	32.0%	16.0%	32.0%	32.0%
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?		Yes	Yes			Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	16.0	39.1	17.3	40.4	16.0	39.3	12.1	35.4	35.4
Actuated g/C Ratio	0.13	0.31	0.14	0.32	0.13	0.31	0.10	0.28	0.28
v/c Ratio	2.16	1.12	0.80	0.73	0.95	0.88	0.68	1.82	0.55
Control Delay	564.1	106.9	76.9	41.8	104.4	52.0	74.9	405.6	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	564.1	106.9	76.9	41.8	104.4	52.0	74.9	405.6	23.1
LOS	F	F	E	D	F	D	E	F	C
Approach Delay		237.3		48.5		61.5		293.4	
Approach LOS		F		D		E		F	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.16	
Intersection Signal Delay: 176.2	Intersection LOS: F
Intersection Capacity Utilization 129.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 16: Perris Blvd & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	447	852	268	179	688	69	196	791	99	106	881	280
Future Volume (veh/h)	447	852	268	179	688	69	196	791	99	106	881	280
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	447	852	268	179	688	69	196	791	99	106	881	280
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	208	789	248	203	963	97	208	966	121	128	484	410
Arrive On Green	0.13	0.33	0.33	0.12	0.32	0.32	0.13	0.33	0.33	0.08	0.28	0.28
Sat Flow, veh/h	1629	2418	759	1629	2980	299	1629	2905	364	1629	1710	1448
Grp Volume(v), veh/h	447	572	548	179	375	382	196	442	448	106	881	280
Grp Sat Flow(s),veh/h/ln	1629	1625	1553	1629	1625	1655	1629	1625	1644	1629	1710	1448
Q Serve(g_s), s	16.0	40.8	40.8	13.5	25.4	25.4	14.9	31.2	31.2	8.0	35.4	21.5
Cycle Q Clear(g_c), s	16.0	40.8	40.8	13.5	25.4	25.4	14.9	31.2	31.2	8.0	35.4	21.5
Prop In Lane	1.00		0.49	1.00		0.18	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	208	530	507	203	525	535	208	540	547	128	484	410
V/C Ratio(X)	2.14	1.08	1.08	0.88	0.71	0.71	0.94	0.82	0.82	0.83	1.82	0.68
Avail Cap(c_a), veh/h	208	530	507	274	525	535	208	540	547	208	484	410
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.10	0.10	0.10	0.69	0.69	0.69	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	42.1	42.1	53.8	37.2	37.2	54.0	38.2	38.3	56.8	44.8	39.8
Incr Delay (d2), s/veh	516.6	39.6	40.7	13.2	5.6	5.6	45.1	13.0	12.8	6.0	376.7	8.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	36.4	21.8	21.0	6.2	10.8	11.0	8.7	14.1	14.3	3.5	65.4	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	571.1	81.7	82.8	67.0	42.9	42.8	99.2	51.2	51.1	62.8	421.5	48.7
LnGrp LOS	F	F	F	E	D	D	F	D	D	E	F	D
Approach Vol, veh/h		1567			936			1086			1267	
Approach Delay, s/veh		221.7			47.5			59.8			309.1	
Approach LOS		F			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.6	45.4	20.0	40.0	20.0	45.0	13.8	46.2
Change Period (Y+Rc), s	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6
Max Green Setting (Gmax), s	21.0	35.4	16.0	35.4	16.0	40.4	16.0	35.4
Max Q Clear Time (g_c+I1), s	15.5	42.8	16.9	37.4	18.0	27.4	10.0	33.2
Green Ext Time (p_c), s	0.1	0.0	0.0	0.0	0.0	2.5	0.1	0.9

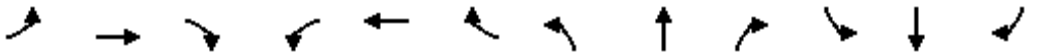
Intersection Summary	
HCM 6th Ctrl Delay	174.7
HCM 6th LOS	F

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	119	858	130	782	42	210	148	205
Future Volume (vph)	119	858	130	782	42	210	148	205
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	10.5	10.5	10.5	10.5
Total Split (s)	20.0	33.0	20.0	33.0	37.0	37.0	37.0	37.0
Total Split (%)	22.2%	36.7%	22.2%	36.7%	41.1%	41.1%	41.1%	41.1%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	11.2	30.9	11.6	31.3	31.5	31.5	31.5	31.5
Actuated g/C Ratio	0.12	0.34	0.13	0.35	0.35	0.35	0.35	0.35
v/c Ratio	0.53	0.72	0.56	0.69	0.14	0.56	0.58	0.46
Control Delay	45.0	30.6	55.0	24.5	21.5	24.4	34.6	23.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.0	30.6	55.0	24.5	21.5	24.4	34.6	23.2
LOS	D	C	D	C	C	C	C	C
Approach Delay		32.3		28.5		24.1		27.0
Approach LOS		C		C		C		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 49.4 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 29.0	Intersection LOS: C
Intersection Capacity Utilization 78.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 17: G St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	858	33	130	782	81	42	210	152	148	205	93
Future Volume (veh/h)	119	858	33	130	782	81	42	210	152	148	205	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	119	858	33	130	782	81	42	210	152	148	205	93
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	152	1357	52	162	1279	132	322	358	259	268	432	196
Arrive On Green	0.08	0.38	0.38	0.18	0.78	0.78	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1810	3544	136	1810	3294	341	1095	1022	740	1033	1235	560
Grp Volume(v), veh/h	119	437	454	130	428	435	42	0	362	148	0	298
Grp Sat Flow(s),veh/h/ln	1810	1805	1875	1810	1805	1830	1095	0	1762	1033	0	1796
Q Serve(g_s), s	5.8	17.7	17.7	6.2	9.1	9.1	2.8	0.0	15.1	12.3	0.0	11.6
Cycle Q Clear(g_c), s	5.8	17.7	17.7	6.2	9.1	9.1	14.4	0.0	15.1	27.4	0.0	11.6
Prop In Lane	1.00		0.07	1.00		0.19	1.00		0.42	1.00		0.31
Lane Grp Cap(c), veh/h	152	691	718	162	701	711	322	0	617	268	0	628
V/C Ratio(X)	0.78	0.63	0.63	0.80	0.61	0.61	0.13	0.00	0.59	0.55	0.00	0.47
Avail Cap(c_a), veh/h	312	691	718	312	701	711	322	0	617	268	0	628
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.70	0.70	0.70	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.4	22.6	22.6	36.2	7.2	7.2	28.4	0.0	23.9	35.1	0.0	22.8
Incr Delay (d2), s/veh	0.8	0.4	0.4	6.4	2.8	2.7	0.8	0.0	4.1	8.0	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	7.2	7.5	2.8	2.6	2.7	0.8	0.0	6.9	3.7	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.3	23.0	23.0	42.6	9.9	9.9	29.3	0.0	28.0	43.1	0.0	25.4
LnGrp LOS	D	C	C	D	A	A	C	A	C	D	A	C
Approach Vol, veh/h		1010			993			404			446	
Approach Delay, s/veh		25.2			14.2			28.1			31.2	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	40.5		37.0	12.0	41.0		37.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	27.0		31.5	15.5	27.0		31.5				
Max Q Clear Time (g_c+I1), s	8.2	19.7		29.4	7.8	11.1		17.1				
Green Ext Time (p_c), s	0.2	3.1		0.5	0.2	4.9		2.2				

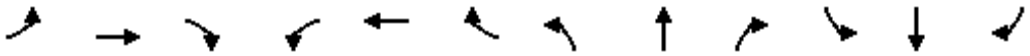
Intersection Summary			
HCM 6th Ctrl Delay		22.7	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	50	1046	23	943	33	19	213	14
Future Volume (vph)	50	1046	23	943	33	19	213	14
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.5	11.0	9.5	11.0	15.5	15.5	10.5	10.5
Total Split (s)	20.0	35.0	20.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	22.2%	38.9%	22.2%	38.9%	38.9%	38.9%	38.9%	38.9%
Yellow Time (s)	3.5	5.0	3.5	5.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	6.0	4.5	6.0		5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	8.0	44.1	6.7	40.8		29.5		29.5
Actuated g/C Ratio	0.09	0.49	0.07	0.45		0.33		0.33
v/c Ratio	0.31	0.62	0.17	0.66		0.11		0.61
Control Delay	40.6	19.7	41.4	22.9		22.0		30.9
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	40.6	19.7	41.4	22.9		22.0		30.9
LOS	D	B	D	C		C		C
Approach Delay		20.6		23.3		22.0		30.9
Approach LOS		C		C		C		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 49.4 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 22.9	Intersection LOS: C
Intersection Capacity Utilization 67.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 18: Wilkerson Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1046	50	23	943	127	33	19	0	213	14	51
Future Volume (veh/h)	50	1046	50	23	943	127	33	19	0	213	14	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	50	1046	50	23	943	127	33	19	0	213	14	51
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	72	1649	79	44	1450	195	375	203	0	436	33	89
Arrive On Green	0.08	0.94	0.94	0.02	0.45	0.45	0.33	0.33	0.00	0.33	0.33	0.33
Sat Flow, veh/h	1810	3507	168	1810	3187	429	946	619	0	1115	99	273
Grp Volume(v), veh/h	50	538	558	23	534	536	52	0	0	278	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1870	1810	1805	1811	1565	0	0	1487	0	0
Q Serve(g_s), s	2.4	4.0	4.0	1.1	20.6	20.6	0.0	0.0	0.0	11.8	0.0	0.0
Cycle Q Clear(g_c), s	2.4	4.0	4.0	1.1	20.6	20.6	1.8	0.0	0.0	13.6	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.24	0.63		0.00	0.77		0.18
Lane Grp Cap(c), veh/h	72	849	879	44	821	824	578	0	0	558	0	0
V/C Ratio(X)	0.70	0.63	0.63	0.52	0.65	0.65	0.09	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	312	849	879	312	821	824	578	0	0	558	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	0.50	0.50	0.50	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	40.9	1.5	1.5	43.4	19.0	19.0	20.9	0.0	0.0	24.8	0.0	0.0
Incr Delay (d2), s/veh	7.7	2.4	2.3	4.7	2.0	2.0	0.3	0.0	0.0	3.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.2	1.2	0.6	8.4	8.5	0.8	0.0	0.0	5.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.6	3.9	3.8	48.1	21.0	21.0	21.2	0.0	0.0	27.9	0.0	0.0
LnGrp LOS	D	A	A	D	C	C	C	A	A	C	A	A
Approach Vol, veh/h		1146			1093			52			278	
Approach Delay, s/veh		5.8			21.6			21.2			27.9	
Approach LOS		A			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	48.3		35.0	8.1	46.9		35.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	29.0		29.5	15.5	29.0		29.5				
Max Q Clear Time (g_c+I1), s	3.1	6.0		15.6	4.4	22.6		3.8				
Green Ext Time (p_c), s	0.0	7.5		1.3	0.1	3.4		0.2				

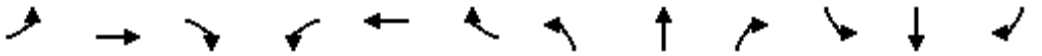
Intersection Summary			
HCM 6th Ctrl Delay		15.2	
HCM 6th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	1170	28	108	13	20	60	660	9	36	1033	1016
Future Volume (vph)	1170	28	108	13	20	60	660	9	36	1033	1016
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	9.5	11.0	9.5	11.0	11.0	9.5	11.0	11.0
Total Split (s)	40.0	55.0	55.0	25.0	40.0	25.0	35.0	35.0	25.0	35.0	35.0
Total Split (%)	28.6%	39.3%	39.3%	17.9%	28.6%	17.9%	25.0%	25.0%	17.9%	25.0%	25.0%
Yellow Time (s)	5.0	5.0	5.0	3.5	5.0	3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	34.0	69.1	69.1	6.6	34.0	10.0	43.2	43.2	8.3	41.6	41.6
Actuated g/C Ratio	0.24	0.49	0.49	0.05	0.24	0.07	0.31	0.31	0.06	0.30	0.30
v/c Ratio	1.38	0.03	0.13	0.15	0.11	0.47	0.59	0.02	0.34	0.96	0.88
Control Delay	216.7	20.6	4.4	67.5	13.7	73.5	44.5	0.0	71.1	68.3	36.9
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	216.8	20.6	4.4	67.5	13.7	73.5	44.5	0.0	71.1	68.3	36.9
LOS	F	C	A	E	B	E	D	A	E	E	D
Approach Delay		195.0			20.5		46.4			53.1	
Approach LOS		F			C		D			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 40 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.38	
Intersection Signal Delay: 95.1	Intersection LOS: F
Intersection Capacity Utilization 86.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 19: Redlands Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1170	28	108	13	20	69	60	660	9	36	1033	1016
Future Volume (veh/h)	1170	28	108	13	20	69	60	660	9	36	1033	1016
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1170	28	108	13	20	69	60	660	9	36	1033	1016
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	853	1113	943	26	625	557	78	806	360	49	748	587
Arrive On Green	0.24	0.59	0.59	0.01	0.35	0.35	0.04	0.22	0.22	0.03	0.21	0.21
Sat Flow, veh/h	3510	1900	1610	1810	1805	1608	1810	3610	1610	1810	3610	2834
Grp Volume(v), veh/h	1170	28	108	13	20	69	60	660	9	36	1033	1016
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1608	1810	1805	1610	1810	1805	1417
Q Serve(g_s), s	34.0	0.9	4.2	1.0	1.0	4.1	4.6	24.3	0.6	2.8	29.0	29.0
Cycle Q Clear(g_c), s	34.0	0.9	4.2	1.0	1.0	4.1	4.6	24.3	0.6	2.8	29.0	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	853	1113	943	26	625	557	78	806	360	49	748	587
V/C Ratio(X)	1.37	0.03	0.11	0.51	0.03	0.12	0.77	0.82	0.03	0.74	1.38	1.73
Avail Cap(c_a), veh/h	853	1113	943	265	625	557	265	806	360	265	748	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00	0.65	0.65	0.65
Uniform Delay (d), s/veh	53.0	12.2	12.9	68.5	30.3	31.3	66.3	51.7	42.5	67.6	55.5	55.5
Incr Delay (d2), s/veh	173.1	0.0	0.2	14.6	0.1	0.5	14.6	9.1	0.1	13.2	177.1	333.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	35.3	0.4	1.6	0.6	0.5	1.7	2.4	12.1	0.3	1.5	31.5	37.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	226.1	12.2	13.1	83.1	30.4	31.7	80.9	60.7	42.6	80.9	232.6	389.0
LnGrp LOS	F	B	B	F	C	C	F	E	D	F	F	F
Approach Vol, veh/h		1306			102			729			2085	
Approach Delay, s/veh		203.9			38.0			62.2			306.2	
Approach LOS		F			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	88.0	10.5	35.0	40.0	54.5	8.3	37.3
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	6.0	4.5	6.0
Max Green Setting (Gmax), s	20.5	49.0	20.5	29.0	34.0	34.0	20.5	29.0
Max Q Clear Time (g_c+I1), s	3.0	6.2	6.6	31.0	36.0	6.1	4.8	26.3
Green Ext Time (p_c), s	0.0	0.5	0.1	0.0	0.0	0.4	0.0	1.1

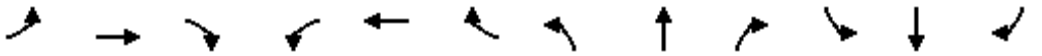
Intersection Summary		
HCM 6th Ctrl Delay		226.0
HCM 6th LOS		F

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	397	8	486	1247	652	466	1599
Future Volume (vph)	397	8	486	1247	652	466	1599
Turn Type	Split	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5	10.5	11.0	11.0	9.5	11.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	25.0	60.0
Total Split (%)	36.8%	36.8%	36.8%	36.8%	36.8%	26.3%	63.2%
Yellow Time (s)	4.5	4.5	4.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	6.0	6.0	4.5	6.0
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	24.1	24.1	24.1	37.5	37.5	17.4	59.4
Actuated g/C Ratio	0.25	0.25	0.25	0.39	0.39	0.18	0.63
v/c Ratio	0.71	0.73	0.63	0.48	0.43	0.73	0.71
Control Delay	41.3	39.8	27.5	23.7	3.0	55.6	13.6
Queue Delay	0.3	0.3	0.0	0.0	0.0	0.0	0.4
Total Delay	41.5	40.1	27.5	23.7	3.0	55.6	14.0
LOS	D	D	C	C	A	E	B
Approach Delay		36.5		16.6			23.4
Approach LOS		D		B			C

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 23.2	Intersection LOS: C
Intersection Capacity Utilization 76.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 20: Redlands Ave & I-215 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	397	8	486	0	0	0	0	1247	652	466	1599	0
Future Volume (veh/h)	397	8	486	0	0	0	0	1247	652	466	1599	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	565	0	312				0	1247	652	466	1599	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	840	0	374				0	2899	1257	547	2335	0
Arrive On Green	0.23	0.00	0.23				0.00	0.44	0.44	0.31	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	6802	2834	3510	3705	0
Grp Volume(v), veh/h	565	0	312				0	1247	652	466	1599	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1417	1755	1805	0
Q Serve(g_s), s	13.5	0.0	17.5				0.0	12.5	15.8	11.8	0.0	0.0
Cycle Q Clear(g_c), s	13.5	0.0	17.5				0.0	12.5	15.8	11.8	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	840	0	374				0	2899	1257	547	2335	0
V/C Ratio(X)	0.67	0.00	0.83				0.00	0.43	0.52	0.85	0.68	0.00
Avail Cap(c_a), veh/h	1124	0	500				0	2899	1257	758	2335	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.09	0.09	0.73	0.73	0.00
Uniform Delay (d), s/veh	33.2	0.0	34.7				0.0	18.2	19.1	31.7	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	8.9				0.0	0.0	0.1	5.1	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.0	7.7				0.0	4.5	4.9	4.5	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	0.0	43.7				0.0	18.2	19.2	36.7	1.2	0.0
LnGrp LOS	C	A	D				A	B	B	D	A	A
Approach Vol, veh/h		877						1899			2065	
Approach Delay, s/veh		37.5						18.6			9.2	
Approach LOS		D						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	19.3	48.1		27.6		67.4
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	20.5	29.0		29.5		54.0
Max Q Clear Time (g_c+I1), s	13.8	17.8		19.5		2.0
Green Ext Time (p_c), s	1.0	7.8		2.5		19.3

Intersection Summary		
HCM 6th Ctrl Delay		18.0
HCM 6th LOS		B

Notes

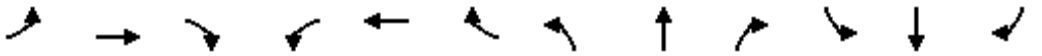
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	520	0	731	262	1382	1545	229
Future Volume (vph)	520	0	731	262	1382	1545	229
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.0	9.0	9.5	11.0	11.0	11.0
Total Split (s)	35.0	35.0	35.0	25.0	60.0	35.0	35.0
Total Split (%)	36.8%	36.8%	36.8%	26.3%	63.2%	36.8%	36.8%
Yellow Time (s)	3.0	3.0	3.0	3.5	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.5	6.0	6.0	6.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	29.1	29.1	29.1	12.4	55.9	39.0	39.0
Actuated g/C Ratio	0.31	0.31	0.31	0.13	0.59	0.41	0.41
v/c Ratio	0.83	0.79	0.76	0.57	0.65	0.58	0.29
Control Delay	45.4	35.6	33.1	53.9	16.4	23.5	4.0
Queue Delay	0.5	0.4	0.0	0.0	0.3	0.0	0.0
Total Delay	45.9	36.0	33.1	53.9	16.8	23.5	4.0
LOS	D	D	C	D	B	C	A
Approach Delay		38.5			22.7	21.0	
Approach LOS		D			C	C	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 26.3	Intersection LOS: C
Intersection Capacity Utilization 76.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 21: Redlands Ave & I-215 NB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	520	0	731	262	1382	0	0	1545	229
Future Volume (veh/h)	0	0	0	520	0	731	262	1382	0	0	1545	229
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				780	0	452	262	1382	0	0	1545	229
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				1118	0	497	346	2115	0	0	2875	706
Arrive On Green				0.31	0.00	0.31	0.20	1.00	0.00	0.00	0.44	0.44
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	6802	1606
Grp Volume(v), veh/h				780	0	452	262	1382	0	0	1545	229
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1634	1606
Q Serve(g_s), s				18.0	0.0	25.6	6.7	0.0	0.0	0.0	16.5	8.8
Cycle Q Clear(g_c), s				18.0	0.0	25.6	6.7	0.0	0.0	0.0	16.5	8.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1118	0	497	346	2115	0	0	2875	706
V/C Ratio(X)				0.70	0.00	0.91	0.76	0.65	0.00	0.00	0.54	0.32
Avail Cap(c_a), veh/h				1181	0	525	758	2115	0	0	2875	706
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.83	0.83	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				28.9	0.0	31.5	37.1	0.0	0.0	0.0	19.5	17.4
Incr Delay (d2), s/veh				1.7	0.0	19.2	2.8	1.3	0.0	0.0	0.7	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.9	0.0	12.3	2.7	0.4	0.0	0.0	6.1	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.6	0.0	50.7	39.9	1.3	0.0	0.0	20.2	18.6
LnGrp LOS				C	A	D	D	A	A	A	C	B
Approach Vol, veh/h					1232			1644			1774	
Approach Delay, s/veh					38.0			7.5			20.0	
Approach LOS					D			A			C	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	61.7		13.9	47.8		33.3						
Change Period (Y+Rc), s	6.0		4.5	6.0		4.0						
Max Green Setting (Gmax), s	54.0		20.5	29.0		31.0						
Max Q Clear Time (g_c+I1), s	2.0		8.7	18.5		27.6						
Green Ext Time (p_c), s	15.8		0.7	7.5		1.7						

Intersection Summary		
HCM 6th Ctrl Delay	20.4	
HCM 6th LOS	C	

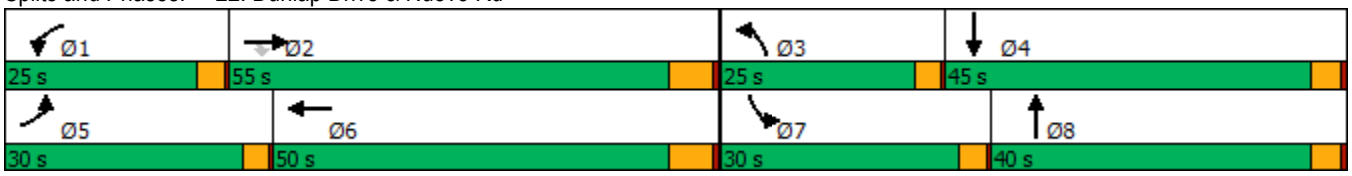
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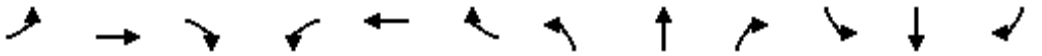
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	44	1281	200	174	990	52	276	342	258
Future Volume (vph)	44	1281	200	174	990	52	276	342	258
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Minimum Split (s)	8.5	12.0	12.0	8.5	12.0	8.5	10.2	8.5	10.2
Total Split (s)	30.0	55.0	55.0	25.0	50.0	25.0	40.0	30.0	45.0
Total Split (%)	20.0%	36.7%	36.7%	16.7%	33.3%	16.7%	26.7%	20.0%	30.0%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	3.2	3.0	3.2
All-Red Time (s)	0.5	1.0	1.0	0.5	1.0	0.5	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	3.5	4.2	3.5	4.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	7.7	49.0	49.0	17.2	60.3	8.2	35.8	26.5	55.9
Actuated g/C Ratio	0.05	0.34	0.34	0.12	0.41	0.06	0.25	0.18	0.38
v/c Ratio	0.46	2.01	0.33	0.82	1.53	0.51	1.03	1.04	0.46
Control Delay	83.2	485.5	22.5	91.6	275.2	84.7	99.6	118.0	37.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.2	485.5	22.5	91.6	275.2	84.7	99.6	118.0	37.1
LOS	F	F	C	F	F	F	F	F	D
Approach Delay		413.2			251.5		98.1		78.5
Approach LOS		F			F		F		E

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 145.8	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.01	
Intersection Signal Delay: 264.2	Intersection LOS: F
Intersection Capacity Utilization 137.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 22: Dunlap Drive & Nuevo Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	1281	200	174	990	185	52	276	190	342	258	68
Future Volume (veh/h)	44	1281	200	174	990	185	52	276	190	342	258	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	1281	200	174	990	185	52	276	190	342	258	68
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	57	646	547	197	649	121	67	260	179	333	572	151
Arrive On Green	0.03	0.34	0.34	0.11	0.42	0.42	0.04	0.25	0.25	0.18	0.39	0.39
Sat Flow, veh/h	1810	1900	1610	1810	1557	291	1810	1048	722	1810	1449	382
Grp Volume(v), veh/h	44	1281	200	174	0	1175	52	0	466	342	0	326
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1848	1810	0	1770	1810	0	1831
Q Serve(g_s), s	3.5	49.0	13.5	13.7	0.0	60.2	4.1	0.0	35.8	26.5	0.0	18.9
Cycle Q Clear(g_c), s	3.5	49.0	13.5	13.7	0.0	60.2	4.1	0.0	35.8	26.5	0.0	18.9
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.41	1.00		0.21
Lane Grp Cap(c), veh/h	57	646	547	197	0	771	67	0	439	333	0	723
V/C Ratio(X)	0.77	1.98	0.37	0.88	0.00	1.52	0.77	0.00	1.06	1.03	0.00	0.45
Avail Cap(c_a), veh/h	333	646	547	270	0	771	270	0	439	333	0	723
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.3	47.6	35.9	63.3	0.0	42.0	68.8	0.0	54.2	58.9	0.0	32.1
Incr Delay (d2), s/veh	7.8	448.5	0.6	17.8	0.0	242.6	6.8	0.0	59.9	56.9	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	102.4	5.3	7.1	0.0	77.5	2.0	0.0	22.8	17.1	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.1	496.1	36.5	81.1	0.0	284.6	75.6	0.0	114.1	115.8	0.0	34.2
LnGrp LOS	E	F	D	F	A	F	E	A	F	F	A	C
Approach Vol, veh/h		1525			1349			518			668	
Approach Delay, s/veh		423.7			258.4			110.2			75.9	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.2	55.0	8.9	61.1	8.1	66.2	30.0	40.0
Change Period (Y+Rc), s	3.5	6.0	3.5	* 4.2	3.5	6.0	3.5	* 4.2
Max Green Setting (Gmax), s	21.5	49.0	21.5	* 41	26.5	44.0	26.5	* 36
Max Q Clear Time (g_c+I1), s	15.7	51.0	6.1	20.9	5.5	62.2	28.5	37.8
Green Ext Time (p_c), s	0.1	0.0	0.0	1.7	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	271.6
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	1204.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	110	906	750	274	698	50	314	647	293	97	396	171
Future Vol, veh/h	110	906	750	274	698	50	314	647	293	97	396	171
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	110	906	750	274	698	50	314	647	293	97	396	171
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	1692.1	902.1	1131.9	511.6
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	6%	27%	15%
Vol Thru, %	52%	51%	68%	60%
Vol Right, %	23%	42%	5%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1254	1766	1022	664
LT Vol	314	110	274	97
Through Vol	647	906	698	396
RT Vol	293	750	50	171
Lane Flow Rate	1254	1766	1022	664
Geometry Grp	1	1	1	1
Degree of Util (X)	3.312	4.589	2.731	1.747
Departure Headway (Hd)	37.431	32.951	49.14	62.416
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	113	141	92	66
Service Time	35.431	30.951	47.14	60.416
HCM Lane V/C Ratio	11.097	12.525	11.109	10.061
HCM Control Delay	1131.9	1692.1	902.1	511.6
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	31.6	52.6	19.7	9.4

24: Porter St & Menifee Rd & Central Ave Performance by approach

Approach	EB	WB	NB	SB	NE	All
Denied Delay (hr)	0.0	0.0	6.9	0.0	0.0	6.9
Denied Del/Veh (s)	0.1	0.1	39.6	0.0	0.1	17.8
Total Delay (hr)	0.1	0.2	60.5	2.7	0.1	63.6
Total Del/Veh (s)	10.4	5.8	352.9	16.5	9.2	164.1
Stop Delay (hr)	0.1	0.1	62.1	0.7	0.1	63.0
Stop Del/Veh (s)	9.3	3.8	362.1	4.2	7.5	162.7

Intersection	
Intersection Delay, s/veh	308.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	482	29	273	13	20	4	281	749	22	11	991	263
Future Vol, veh/h	482	29	273	13	20	4	281	749	22	11	991	263
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	482	29	273	13	20	4	281	749	22	11	991	263
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	125	17.1	201.9	519.1
HCM LOS	F	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	43%	0%	94%	0%	35%	1%	0%
Vol Thru, %	57%	94%	6%	0%	54%	99%	0%
Vol Right, %	0%	6%	0%	100%	11%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	656	397	511	273	37	1002	263
LT Vol	281	0	482	0	13	11	0
Through Vol	375	375	29	0	20	991	0
RT Vol	0	22	0	273	4	0	263
Lane Flow Rate	656	396	511	273	37	1002	263
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	1.552	0.911	1.278	0.594	0.105	2.38	0.573
Departure Headway (Hd)	10.335	10.068	11.123	9.895	12.595	9.582	8.847
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	361	365	332	369	286	391	410
Service Time	8.035	7.768	8.823	7.595	10.595	7.282	6.547
HCM Lane V/C Ratio	1.817	1.085	1.539	0.74	0.129	2.563	0.641
HCM Control Delay	287.7	60	177.9	26.1	17.1	649.4	22.8
HCM Lane LOS	F	F	F	D	C	F	C
HCM 95th-tile Q	30.6	9.2	19.3	3.7	0.3	69.6	3.5

Intersection	
Int Delay, s/veh	47.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	43	0	51	1	2	2	70	1021	2	2	1292	18
Future Vol, veh/h	43	0	51	1	2	2	70	1021	2	2	1292	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	43	0	51	1	2	2	70	1021	2	2	1292	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2469	2468	1301	2493	2476	1022	1310	0	0	1023	0	0
Stage 1	1305	1305	-	1162	1162	-	-	-	-	-	-	-
Stage 2	1164	1163	-	1331	1314	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 21	31	199	20	30	289	535	-	-	686	-	-
Stage 1	199	232	-	240	272	-	-	-	-	-	-	-
Stage 2	239	271	-	192	230	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 15	21	199	11	21	289	535	-	-	686	-	-
Mov Cap-2 Maneuver	~ 15	21	-	11	21	-	-	-	-	-	-	-
Stage 1	139	229	-	167	190	-	-	-	-	-	-	-
Stage 2	164	189	-	141	227	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	1237.1	173.9	0.8	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	535	-	-	30	26	686	-	-
HCM Lane V/C Ratio	0.131	-	-	3.133	0.192	0.003	-	-
HCM Control Delay (s)	12.7	0	-	$ 1237.1	173.9	10.3	0	-
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.4	-	-	11.2	0.6	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑		↰	↑	
Traffic Vol, veh/h	37	123	34	13	39	94	30	1037	36	239	1054	48
Future Vol, veh/h	37	123	34	13	39	94	30	1037	36	239	1054	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	37	123	34	13	39	94	30	1037	36	239	1054	48

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2738	2689	1078	2750	2695	1055	1102	0	0	1073	0	0
Stage 1	1556	1556	-	1115	1115	-	-	-	-	-	-	-
Stage 2	1182	1133	-	1635	1580	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 13	~ 22	268	13	~ 22	277	641	-	-	657	-	-
Stage 1	143	176	-	255	286	-	-	-	-	-	-	-
Stage 2	234	280	-	129	171	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 13	268	-	~ 13	277	641	-	-	657	-	-
Mov Cap-2 Maneuver	-	~ 13	-	-	~ 13	-	-	-	-	-	-	-
Stage 1	136	~ 112	-	243	273	-	-	-	-	-	-	-
Stage 2	126	267	-	-	109	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.3	2.4
HCM LOS	-	-		

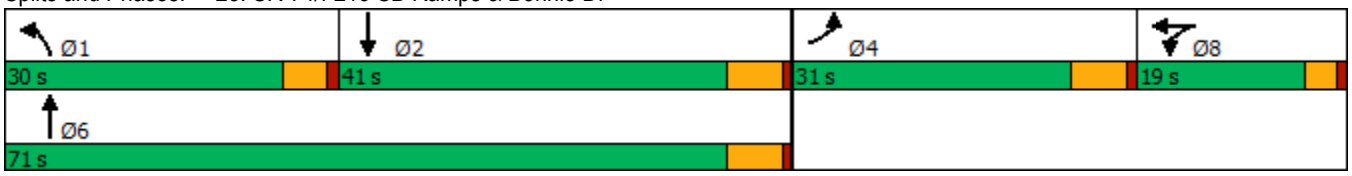
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	641	-	-	-	-	657	-	-
HCM Lane V/C Ratio	0.047	-	-	-	-	0.364	-	-
HCM Control Delay (s)	10.9	-	-	-	-	13.6	-	-
HCM Lane LOS	B	-	-	-	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	1.7	-	-

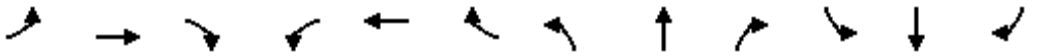
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	100	628	621	543	1575	89	
Future Volume (vph)	100	628	621	543	1575	89	
Turn Type	Prot	Free	Prot	NA	NA	Free	
Protected Phases	4		1	6	2		8
Permitted Phases		Free				Free	
Detector Phase	4		1	6	2		
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0
Minimum Split (s)	11.0		10.0	11.0	11.0		9.0
Total Split (s)	31.0		30.0	71.0	41.0		19.0
Total Split (%)	25.6%		24.8%	58.7%	33.9%		16%
Yellow Time (s)	5.0		4.0	5.0	5.0		3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	6.0		5.0	6.0	6.0		
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	9.1	83.8	25.2	66.9	35.2	83.8	
Actuated g/C Ratio	0.11	1.00	0.30	0.80	0.42	1.00	
v/c Ratio	0.51	0.39	1.15	0.36	1.97	0.06	
Control Delay	45.8	0.7	116.5	4.4	463.2	0.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	45.8	0.7	116.5	4.4	463.2	0.1	
LOS	D	A	F	A	F	A	
Approach Delay				64.2	438.4		
Approach LOS				E	F		

Intersection Summary	
Cycle Length: 121	
Actuated Cycle Length: 83.8	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.97	
Intersection Signal Delay: 227.6	Intersection LOS: F
Intersection Capacity Utilization 135.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	0	628	0	0	0	621	543	0	0	1575	89
Future Volume (veh/h)	100	0	628	0	0	0	621	543	0	0	1575	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	0	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	100	0	0	0	0	0	621	543	0	0	1575	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	0		0	3	0	637	1739	0	0	937	
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.35	0.92	0.00	0.00	0.49	0.00
Sat Flow, veh/h		0		0	1900	0	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h		0.0		0	0	0	621	543	0	0	1575	0
Grp Sat Flow(s),veh/h/ln				0	1900	0	1810	1900	0	0	1900	1610
Q Serve(g_s), s				0.0	0.0	0.0	24.0	2.4	0.0	0.0	35.0	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	24.0	2.4	0.0	0.0	35.0	0.0
Prop In Lane				0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				0	3	0	637	1739	0	0	937	
V/C Ratio(X)				0.00	0.00	0.00	0.97	0.31	0.00	0.00	1.68	
Avail Cap(c_a), veh/h				0	401	0	637	1739	0	0	937	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	22.7	0.4	0.0	0.0	18.0	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	29.1	0.0	0.0	0.0	311.4	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.0	13.7	0.0	0.0	0.0	92.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	0.0	51.8	0.4	0.0	0.0	329.4	0.0
LnGrp LOS				A	A	A	D	A	A	A	F	
Approach Vol, veh/h					0			1164			1575	
Approach Delay, s/veh					0.0			27.8			329.4	
Approach LOS								C			F	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	30.0	41.0				71.0		0.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		4.0				
Max Green Setting (Gmax), s	25.0	35.0				65.0		15.0				
Max Q Clear Time (g_c+I1), s	26.0	37.0				4.4		0.0				
Green Ext Time (p_c), s	0.0	0.0				1.9		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		201.2
HCM 6th LOS		F

Notes

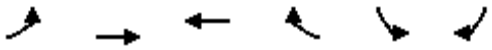
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	17	2184	1085	1512	487
Future Volume (vph)	17	2184	1085	1512	487
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	30.3	70.6	40.3		40.4
Total Split (%)	27.3%	63.6%	36.3%		36.4%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	5.8	65.3	60.5	111.0	35.1
Actuated g/C Ratio	0.05	0.59	0.55	1.00	0.32
v/c Ratio	0.18	1.03	0.55	0.94	0.99
Control Delay	54.3	50.9	18.8	13.2	74.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	54.3	50.9	18.8	13.2	74.2
LOS	D	D	B	B	E
Approach Delay		50.9	15.5		74.2
Approach LOS		D	B		E

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 111	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 36.2	Intersection LOS: D
Intersection Capacity Utilization 101.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 29: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	17	2184	1085	1512	487	79
Future Volume (veh/h)	17	2184	1085	1512	487	79
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	17	2184	1085	0	487	79
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	33	2124	1885		483	78
Arrive On Green	0.02	0.59	0.52	0.00	0.32	0.32
Sat Flow, veh/h	1810	3705	3705	1610	1528	248
Grp Volume(v), veh/h	17	2184	1085	0	567	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1779	0
Q Serve(g_s), s	1.0	65.3	22.8	0.0	35.1	0.0
Cycle Q Clear(g_c), s	1.0	65.3	22.8	0.0	35.1	0.0
Prop In Lane	1.00			1.00	0.86	0.14
Lane Grp Cap(c), veh/h	33	2124	1885		563	0
V/C Ratio(X)	0.51	1.03	0.58		1.01	0.00
Avail Cap(c_a), veh/h	408	2124	1885		563	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	54.0	22.8	18.1	0.0	38.0	0.0
Incr Delay (d2), s/veh	4.5	27.2	0.3	0.0	39.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	31.0	8.6	0.0	20.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	58.4	50.0	18.4	0.0	77.9	0.0
LnGrp LOS	E	F	B		F	A
Approach Vol, veh/h		2201	1085		567	
Approach Delay, s/veh		50.1	18.4		77.9	
Approach LOS		D	B		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		70.6		40.4	7.3	63.3
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		65.3		35.1	25.0	35.0
Max Q Clear Time (g_c+I1), s		67.3		37.1	3.0	24.8
Green Ext Time (p_c), s		0.0		0.0	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	45.3
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

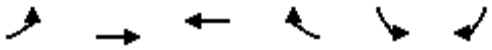
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	575	2096	2022	53	575
Future Volume (vph)	575	2096	2022	53	575
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.0	11.0	9.5	9.5
Total Split (s)	24.0	65.0	41.0	24.5	24.5
Total Split (%)	26.8%	72.6%	45.8%	27.4%	27.4%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	20.1	59.2	35.1	15.5	15.5
Actuated g/C Ratio	0.24	0.69	0.41	0.18	0.18
v/c Ratio	1.35	0.84	1.40	0.16	0.93
Control Delay	204.1	14.8	209.4	29.6	34.1
Queue Delay	0.0	0.5	0.0	0.0	0.0
Total Delay	204.1	15.2	209.4	29.6	34.1
LOS	F	B	F	C	C
Approach Delay		55.9	209.4	33.7	
Approach LOS		E	F	C	

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 85.3	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.40	
Intersection Signal Delay: 112.6	Intersection LOS: F
Intersection Capacity Utilization 105.8%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 30: SR-74 & Trumble Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	575	2096	2022	56	53	575
Future Volume (veh/h)	575	2096	2022	56	53	575
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	575	2096	2022	56	53	575
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	404	2380	1403	39	404	360
Arrive On Green	0.22	0.66	0.39	0.39	0.22	0.22
Sat Flow, veh/h	1810	3705	3683	99	1810	1610
Grp Volume(v), veh/h	575	2096	1012	1066	53	575
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1882	1810	1610
Q Serve(g_s), s	20.0	42.2	35.0	35.0	2.1	20.0
Cycle Q Clear(g_c), s	20.0	42.2	35.0	35.0	2.1	20.0
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	404	2380	706	736	404	360
V/C Ratio(X)	1.42	0.88	1.43	1.45	0.13	1.60
Avail Cap(c_a), veh/h	404	2380	706	736	404	360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	12.4	27.3	27.3	27.8	34.8
Incr Delay (d2), s/veh	203.9	4.2	203.5	209.1	0.1	281.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	31.0	13.1	53.1	56.5	0.9	44.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	238.6	16.6	230.7	236.4	27.9	316.6
LnGrp LOS	F	B	F	F	C	F
Approach Vol, veh/h		2671	2078		628	
Approach Delay, s/veh		64.4	233.6		292.3	
Approach LOS		E	F		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		65.0		24.5	24.0	41.0
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		59.0		20.0	20.0	35.0
Max Q Clear Time (g_c+I1), s		44.2		22.0	22.0	37.0
Green Ext Time (p_c), s		11.7		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	156.4
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	38.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2204	1874	311	0	403
Future Vol, veh/h	0	2204	1874	311	0	403
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	2204	1874	311	0	403

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1093
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	~ 213
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 213
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	$ 456.4
HCM LOS			F

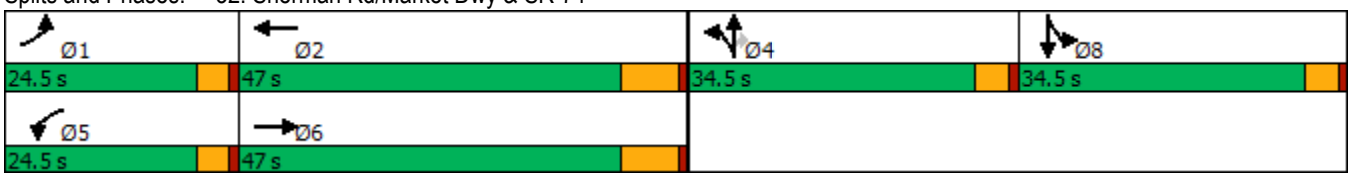
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	213
HCM Lane V/C Ratio	-	-	-	1.892
HCM Control Delay (s)	-	-	-	$ 456.4
HCM Lane LOS	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	29

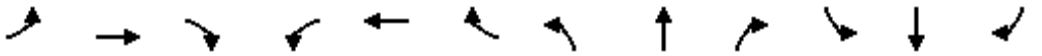
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	37	1970	248	1820	19	200	25
Future Volume (vph)	37	1970	248	1820	19	200	25
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases						4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	12.0	9.5	12.0	9.5	9.5	9.5
Total Split (s)	24.5	47.0	24.5	47.0	34.5	34.5	34.5
Total Split (%)	17.4%	33.5%	17.4%	33.5%	24.6%	24.6%	24.6%
Yellow Time (s)	3.5	6.0	3.5	6.0	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	4.5	7.0	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	6.9	40.3	19.7	57.3	28.3	28.3	7.8
Actuated g/C Ratio	0.06	0.35	0.17	0.50	0.25	0.25	0.07
v/c Ratio	0.34	1.72	0.80	1.02	0.83	0.38	0.47
Control Delay	62.1	356.2	66.8	57.9	58.1	10.8	57.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.1	356.2	66.8	57.9	58.1	10.8	57.5
LOS	E	F	E	E	E	B	E
Approach Delay		351.2		59.0	41.5		57.5
Approach LOS		F		E	D		E

Intersection Summary	
Cycle Length: 140.5	
Actuated Cycle Length: 114.5	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.72	
Intersection Signal Delay: 187.6	Intersection LOS: F
Intersection Capacity Utilization 114.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 32: Sherman Rd/Market Dwy & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1970	197	248	1820	24	351	19	200	23	25	14
Future Volume (veh/h)	37	1970	197	248	1820	24	351	19	200	23	25	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	1970	197	248	1820	24	351	19	200	23	25	14
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	57	1255	123	279	1827	24	392	21	366	30	33	19
Arrive On Green	0.03	0.38	0.38	0.15	0.50	0.50	0.23	0.23	0.23	0.05	0.05	0.05
Sat Flow, veh/h	1810	3320	326	1810	3647	48	1721	93	1606	665	723	405
Grp Volume(v), veh/h	37	1056	1111	248	899	945	370	0	200	62	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1841	1810	1805	1890	1814	0	1606	1794	0	0
Q Serve(g_s), s	2.1	40.0	40.0	14.2	52.4	52.8	20.9	0.0	11.6	3.6	0.0	0.0
Cycle Q Clear(g_c), s	2.1	40.0	40.0	14.2	52.4	52.8	20.9	0.0	11.6	3.6	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.03	0.95		1.00	0.37		0.23
Lane Grp Cap(c), veh/h	57	682	696	279	905	947	414	0	366	82	0	0
V/C Ratio(X)	0.65	1.55	1.60	0.89	0.99	1.00	0.89	0.00	0.55	0.75	0.00	0.00
Avail Cap(c_a), veh/h	342	682	696	342	905	947	514	0	455	509	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.7	32.9	32.9	43.8	26.2	26.3	39.6	0.0	36.0	49.9	0.0	0.0
Incr Delay (d2), s/veh	4.7	253.5	275.2	18.4	28.3	28.7	13.8	0.0	0.5	5.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	63.9	69.4	7.7	28.2	29.8	10.8	0.0	4.6	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.3	286.4	308.1	62.3	54.5	55.1	53.5	0.0	36.5	55.0	0.0	0.0
LnGrp LOS	E	F	F	E	D	E	D	A	D	E	A	A
Approach Vol, veh/h		2204			2092			570			62	
Approach Delay, s/veh		293.5			55.7			47.5			55.0	
Approach LOS		F			E			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	60.0		28.6	20.8	47.0		9.3				
Change Period (Y+Rc), s	4.5	7.0		4.5	4.5	7.0		4.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	4.1	54.8		22.9	16.2	42.0		5.6				
Green Ext Time (p_c), s	0.0	0.0		1.2	0.1	0.0		0.2				

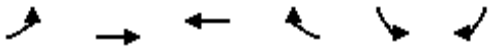
Intersection Summary			
HCM 6th Ctrl Delay		161.1	
HCM 6th LOS		F	

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	66	2053	1870	125
Future Volume (vph)	66	2053	1870	125
Turn Type	Prot	NA	NA	Prot
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	11.0	9.7
Total Split (s)	24.7	65.7	41.0	24.7
Total Split (%)	27.3%	72.7%	45.4%	27.3%
Yellow Time (s)	3.7	5.0	5.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	6.0	4.7
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Min	Min	None
Act Effct Green (s)	8.3	58.2	47.4	11.7
Actuated g/C Ratio	0.10	0.72	0.59	0.14
v/c Ratio	0.35	0.79	0.91	0.56
Control Delay	39.8	10.8	25.6	38.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	39.8	10.8	25.6	38.3
LOS	D	B	C	D
Approach Delay		11.7	25.6	38.3
Approach LOS		B	C	D

Intersection Summary	
Cycle Length: 90.4	
Actuated Cycle Length: 80.7	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 19.0	Intersection LOS: B
Intersection Capacity Utilization 74.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 33: SR-74 & Antelope Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	66	2053	1870	53	125	26
Future Volume (veh/h)	66	2053	1870	53	125	26
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	2053	1870	53	125	26
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	95	2641	2187	62	161	34
Arrive On Green	0.05	0.73	0.61	0.61	0.11	0.11
Sat Flow, veh/h	1810	3705	3681	101	1458	303
Grp Volume(v), veh/h	66	2053	937	986	152	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1882	1773	0
Q Serve(g_s), s	2.4	24.0	28.6	29.1	5.7	0.0
Cycle Q Clear(g_c), s	2.4	24.0	28.6	29.1	5.7	0.0
Prop In Lane	1.00			0.05	0.82	0.17
Lane Grp Cap(c), veh/h	95	2641	1101	1148	196	0
V/C Ratio(X)	0.70	0.78	0.85	0.86	0.77	0.00
Avail Cap(c_a), veh/h	533	3175	1101	1148	522	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.6	5.7	10.7	10.8	29.4	0.0
Incr Delay (d2), s/veh	8.8	1.0	6.5	6.7	6.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.6	10.7	11.4	2.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.4	6.7	17.3	17.6	35.8	0.0
LnGrp LOS	D	A	B	B	D	A
Approach Vol, veh/h		2119	1923		152	
Approach Delay, s/veh		7.8	17.4		35.8	
Approach LOS		A	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		55.7		12.2	8.3	47.4
Change Period (Y+Rc), s		6.0		* 4.7	* 4.7	6.0
Max Green Setting (Gmax), s		59.7		* 20	* 20	35.0
Max Q Clear Time (g_c+I1), s		26.0		7.7	4.4	31.1
Green Ext Time (p_c), s		23.7		0.3	0.1	3.4

Intersection Summary	
HCM 6th Ctrl Delay	13.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

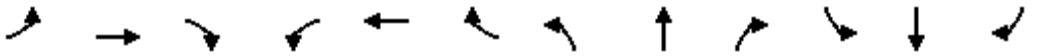
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	113	1877	365	1853	63	167	281	22	140
Future Volume (vph)	113	1877	365	1853	63	167	281	22	140
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	9.7	9.7	9.7	9.7	9.7
Total Split (s)	24.7	42.0	24.7	42.0	24.7	24.7	24.7	24.7	24.7
Total Split (%)	27.0%	46.0%	27.0%	46.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Yellow Time (s)	3.7	6.0	3.7	6.0	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	9.6	35.1	19.2	47.0	12.6	12.6	12.6	12.6	12.6
Actuated g/C Ratio	0.12	0.42	0.23	0.56	0.15	0.15	0.15	0.15	0.15
v/c Ratio	0.55	1.27	0.88	0.93	0.35	0.58	0.58	0.15	0.35
Control Delay	45.3	152.5	55.5	29.5	37.2	41.5	9.4	32.6	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.3	152.5	55.5	29.5	37.2	41.5	9.4	32.6	23.1
LOS	D	F	E	C	D	D	A	C	C
Approach Delay		146.6		33.7		23.3			24.0
Approach LOS		F		C		C			C

Intersection Summary	
Cycle Length: 91.4	
Actuated Cycle Length: 83.4	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.27	
Intersection Signal Delay: 78.0	Intersection LOS: E
Intersection Capacity Utilization 104.2%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 34: Palomar Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	1877	50	365	1853	31	63	167	281	22	140	63
Future Volume (veh/h)	113	1877	50	365	1853	31	63	167	281	22	140	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	113	1877	50	365	1853	31	63	167	281	22	140	63
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	144	1422	38	398	1948	33	258	377	320	198	488	210
Arrive On Green	0.08	0.40	0.40	0.22	0.54	0.54	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1810	3593	95	1810	3633	61	1198	1900	1610	957	2459	1056
Grp Volume(v), veh/h	113	939	988	365	918	966	63	167	281	22	101	102
Grp Sat Flow(s),veh/h/ln	1810	1805	1883	1810	1805	1889	1198	1900	1610	957	1805	1710
Q Serve(g_s), s	5.4	35.0	35.0	17.4	42.5	42.9	4.2	6.8	15.0	1.8	4.2	4.5
Cycle Q Clear(g_c), s	5.4	35.0	35.0	17.4	42.5	42.9	8.7	6.8	15.0	8.7	4.2	4.5
Prop In Lane	1.00		0.05	1.00		0.03	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	144	714	745	398	968	1013	258	377	320	198	358	340
V/C Ratio(X)	0.78	1.31	1.33	0.92	0.95	0.95	0.24	0.44	0.88	0.11	0.28	0.30
Avail Cap(c_a), veh/h	409	714	745	409	968	1013	291	430	364	224	408	387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	26.7	26.7	33.7	19.4	19.5	33.9	31.1	34.4	34.9	30.1	30.2
Incr Delay (d2), s/veh	3.5	151.3	155.9	24.1	17.9	18.2	0.4	0.6	18.7	0.2	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	44.2	47.0	10.1	20.7	22.0	1.2	3.1	7.4	0.4	1.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	178.0	182.6	57.8	37.3	37.6	34.3	31.7	53.1	35.1	30.4	30.6
LnGrp LOS	D	F	F	E	D	D	C	C	D	D	C	C
Approach Vol, veh/h		2040			2249			511			225	
Approach Delay, s/veh		172.8			40.7			43.8			30.9	
Approach LOS		F			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.2	42.0		22.3	11.8	54.4		22.3				
Change Period (Y+Rc), s	* 4.7	7.0		* 4.7	* 4.7	7.0		* 4.7				
Max Green Setting (Gmax), s	* 20	35.0		* 20	* 20	35.0		* 20				
Max Q Clear Time (g_c+I1), s	19.4	37.0		10.7	7.4	44.9		17.0				
Green Ext Time (p_c), s	0.0	0.0		0.7	0.1	0.0		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		94.2	
HCM 6th LOS		F	

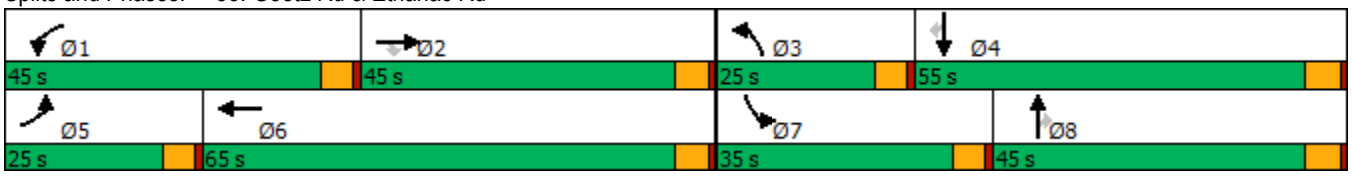
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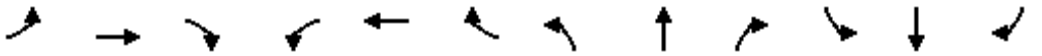
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	312	452	21	522	386	60	641	401	502	774	306
Future Volume (vph)	312	452	21	522	386	60	641	401	502	774	306
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	10.0	11.3	11.3	10.0	11.3	10.0	11.5	11.5	10.0	11.5	11.5
Total Split (s)	25.0	45.0	45.0	45.0	65.0	25.0	45.0	45.0	35.0	55.0	55.0
Total Split (%)	14.7%	26.5%	26.5%	26.5%	38.2%	14.7%	26.5%	26.5%	20.6%	32.4%	32.4%
Yellow Time (s)	4.0	4.3	4.3	4.0	4.3	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.3	5.3	5.0	5.3	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	20.0	24.7	24.7	40.0	44.7	9.1	39.5	39.5	30.0	62.6	62.6
Actuated g/C Ratio	0.13	0.16	0.16	0.26	0.29	0.06	0.25	0.25	0.19	0.40	0.40
v/c Ratio	1.34	0.79	0.06	1.12	0.57	0.57	1.32	0.77	1.44	0.53	0.39
Control Delay	228.2	73.1	0.3	130.2	36.7	92.1	204.0	45.6	255.8	38.4	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	228.2	73.1	0.3	130.2	36.7	92.1	204.0	45.6	255.8	38.4	9.4
LOS	F	E	A	F	D	F	F	D	F	D	A
Approach Delay		132.8			72.1		140.3			101.8	
Approach LOS		F			E		F			F	

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 155.1	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.44	
Intersection Signal Delay: 107.1	Intersection LOS: F
Intersection Capacity Utilization 120.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 35: Goetz Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	452	21	522	386	471	60	641	401	502	774	306
Future Volume (veh/h)	312	452	21	522	386	471	60	641	401	502	774	306
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	312	452	21	522	386	471	60	641	401	502	774	306
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	223	717	320	445	1112	518	77	462	391	334	1391	611
Arrive On Green	0.12	0.20	0.20	0.25	0.32	0.32	0.04	0.24	0.24	0.18	0.39	0.39
Sat Flow, veh/h	1810	3610	1610	1810	3458	1610	1810	1900	1610	1810	3610	1587
Grp Volume(v), veh/h	312	452	21	522	386	471	60	641	401	502	774	306
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1610	1810	1900	1610	1810	1805	1587
Q Serve(g_s), s	20.0	18.6	1.7	40.0	13.9	45.6	5.3	39.5	39.5	30.0	27.3	23.9
Cycle Q Clear(g_c), s	20.0	18.6	1.7	40.0	13.9	45.6	5.3	39.5	39.5	30.0	27.3	23.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	223	717	320	445	1112	518	77	462	391	334	1391	611
V/C Ratio(X)	1.40	0.63	0.07	1.17	0.35	0.91	0.78	1.39	1.03	1.50	0.56	0.50
Avail Cap(c_a), veh/h	223	882	393	445	1270	591	223	462	391	334	1391	611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.3	59.7	52.9	61.3	42.1	52.9	77.1	61.5	61.5	66.3	39.1	38.1
Incr Delay (d2), s/veh	205.5	1.0	0.1	99.1	0.2	16.9	6.4	187.8	52.0	241.6	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.0	8.7	0.7	30.7	6.1	20.9	2.6	43.2	21.8	36.3	12.4	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	276.8	60.7	53.0	160.4	42.3	69.7	83.5	249.4	113.6	307.9	39.6	38.7
LnGrp LOS	F	E	D	F	D	E	F	F	F	F	D	D
Approach Vol, veh/h		785			1379			1102			1582	
Approach Delay, s/veh		146.4			96.4			190.9			124.6	
Approach LOS		F			F			F			F	

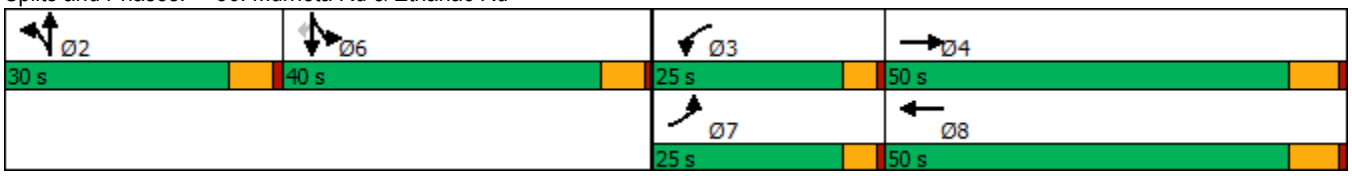
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	45.0	37.6	11.9	68.1	25.0	57.6	35.0	45.0
Change Period (Y+Rc), s	5.0	5.3	5.0	5.5	5.0	5.3	5.0	5.5
Max Green Setting (Gmax), s	40.0	39.7	20.0	49.5	20.0	59.7	30.0	39.5
Max Q Clear Time (g_c+I1), s	42.0	20.6	7.3	29.3	22.0	47.6	32.0	41.5
Green Ext Time (p_c), s	0.0	2.9	0.0	6.6	0.0	4.7	0.0	0.0

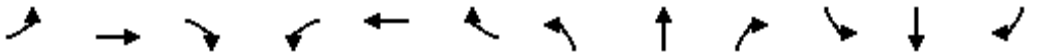
Intersection Summary	
HCM 6th Ctrl Delay	135.2
HCM 6th LOS	F

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	12	1028	353	1133	258	133	526	39
Future Volume (vph)	12	1028	353	1133	258	133	526	39
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	Perm
Protected Phases	7	4	3	8	2	6	6	
Permitted Phases								6
Detector Phase	7	4	3	8	2	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	9.6	16.5	15.8	15.8	15.8	15.8
Total Split (s)	25.0	50.0	25.0	50.0	30.0	40.0	40.0	40.0
Total Split (%)	17.2%	34.5%	17.2%	34.5%	20.7%	27.6%	27.6%	27.6%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	5.7	43.5	20.4	64.0	24.2	34.2	34.2	34.2
Actuated g/C Ratio	0.04	0.30	0.14	0.44	0.17	0.24	0.24	0.24
v/c Ratio	0.17	1.25	1.40	0.82	1.87	0.31	1.17	0.08
Control Delay	72.2	159.8	244.2	41.2	437.0	48.2	147.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.2	159.8	244.2	41.2	437.0	48.2	147.2	0.4
LOS	E	F	F	D	F	D	F	A
Approach Delay		159.0		84.8	437.0		120.1	
Approach LOS		F		F	F		F	

Intersection Summary	
Cycle Length: 145	
Actuated Cycle Length: 145	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.87	
Intersection Signal Delay: 162.0	Intersection LOS: F
Intersection Capacity Utilization 136.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 36: Murrieta Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	1028	292	353	1133	156	163	258	160	133	526	39
Future Volume (veh/h)	12	1028	292	353	1133	156	163	258	160	133	526	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	1028	292	353	1133	156	163	258	160	133	526	39
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	24	829	234	255	1363	187	84	132	82	427	448	380
Arrive On Green	0.01	0.30	0.30	0.14	0.43	0.43	0.17	0.17	0.17	0.24	0.24	0.24
Sat Flow, veh/h	1810	2765	780	1810	3188	438	501	793	492	1810	1900	1610
Grp Volume(v), veh/h	12	669	651	353	640	649	581	0	0	133	526	39
Grp Sat Flow(s),veh/h/ln	1810	1805	1740	1810	1805	1821	1786	0	0	1810	1900	1610
Q Serve(g_s), s	1.0	43.5	43.5	20.4	45.6	45.9	24.2	0.0	0.0	8.8	34.2	2.8
Cycle Q Clear(g_c), s	1.0	43.5	43.5	20.4	45.6	45.9	24.2	0.0	0.0	8.8	34.2	2.8
Prop In Lane	1.00		0.45	1.00		0.24	0.28		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	24	542	522	255	772	779	298	0	0	427	448	380
V/C Ratio(X)	0.50	1.23	1.25	1.39	0.83	0.83	1.95	0.00	0.00	0.31	1.17	0.10
Avail Cap(c_a), veh/h	255	542	522	255	772	779	298	0	0	427	448	380
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.1	50.8	50.8	62.3	36.8	36.9	60.4	0.0	0.0	45.7	55.4	43.4
Incr Delay (d2), s/veh	5.9	120.9	126.9	196.4	7.9	8.0	439.0	0.0	0.0	0.4	99.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	37.8	37.3	23.3	21.7	22.1	47.3	0.0	0.0	4.0	28.7	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.0	171.7	177.7	258.7	44.7	45.0	499.4	0.0	0.0	46.1	154.9	43.5
LnGrp LOS	E	F	F	F	D	D	F	A	A	D	F	D
Approach Vol, veh/h		1332			1642			581			698	
Approach Delay, s/veh		173.7			90.8			499.4			127.9	
Approach LOS		F			F			F			F	

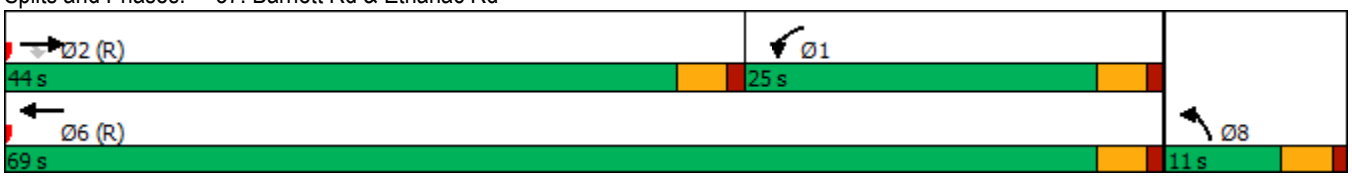
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0	25.0	50.0		40.0	6.5	68.5				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		24.2	20.4	43.5		34.2	20.4	43.5				
Max Q Clear Time (g_c+I1), s		26.2	22.4	45.5		36.2	3.0	47.9				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			178.7									
HCM 6th LOS			F									

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations					
Traffic Volume (vph)	1299	6	47	1495	21
Future Volume (vph)	1299	6	47	1495	21
Turn Type	NA	Perm	Prot	NA	Prot
Protected Phases	2		1	6	8
Permitted Phases		2			
Detector Phase	2	2	1	6	8
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0
Total Split (s)	44.0	44.0	25.0	69.0	11.0
Total Split (%)	55.0%	55.0%	31.3%	86.3%	13.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	59.4	59.4	8.0	67.0	8.0
Actuated g/C Ratio	0.74	0.74	0.10	0.84	0.10
v/c Ratio	0.34	0.01	0.26	0.49	0.43
Control Delay	5.7	4.0	26.5	6.8	17.3
Queue Delay	0.1	0.0	0.1	2.9	0.4
Total Delay	5.8	4.0	26.5	9.7	17.7
LOS	A	A	C	A	B
Approach Delay	5.8			10.3	17.7
Approach LOS	A			B	B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 67 (84%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 8.5	Intersection LOS: A
Intersection Capacity Utilization 54.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 37: Barnett Rd & Ethanac Rd





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1299	6	47	1495	21	83
Future Volume (veh/h)	1299	6	47	1495	21	83
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1299	6	47	1495	21	83
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1799	547	767	2963	26	103
Arrive On Green	0.35	0.35	0.85	1.00	0.08	0.08
Sat Flow, veh/h	5358	1576	1810	3705	330	1303
Grp Volume(v), veh/h	1299	6	47	1495	105	0
Grp Sat Flow(s),veh/h/ln	1729	1576	1810	1805	1649	0
Q Serve(g_s), s	17.5	0.2	0.3	0.0	5.0	0.0
Cycle Q Clear(g_c), s	17.5	0.2	0.3	0.0	5.0	0.0
Prop In Lane		1.00	1.00		0.20	0.79
Lane Grp Cap(c), veh/h	1799	547	767	2963	130	0
V/C Ratio(X)	0.72	0.01	0.06	0.50	0.80	0.00
Avail Cap(c_a), veh/h	2594	788	767	2963	144	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.85	0.85	1.00	0.00
Uniform Delay (d), s/veh	22.8	17.1	3.5	0.0	36.2	0.0
Incr Delay (d2), s/veh	2.5	0.0	0.0	0.5	25.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	0.1	0.1	0.2	2.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.3	17.2	3.6	0.5	61.5	0.0
LnGrp LOS	C	B	A	A	E	A
Approach Vol, veh/h	1305			1542	105	
Approach Delay, s/veh	25.3			0.6	61.5	
Approach LOS	C			A	E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	37.9	31.7				69.7	10.3
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	21.0	40.0				65.0	7.0
Max Q Clear Time (g_c+I1), s	2.3	19.5				2.0	7.0
Green Ext Time (p_c), s	0.1	8.3				14.6	0.0

Intersection Summary		
HCM 6th Ctrl Delay		13.7
HCM 6th LOS		B

Notes

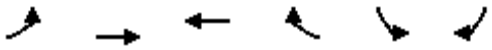
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	172	1210	1375	644	578	167
Future Volume (vph)	172	1210	1375	644	578	167
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.0	61.0	50.0	50.0	19.0	19.0
Total Split (%)	13.8%	76.3%	62.5%	62.5%	23.8%	23.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	11.3	54.9	39.6	39.6	17.1	17.1
Actuated g/C Ratio	0.14	0.69	0.50	0.50	0.21	0.21
v/c Ratio	0.68	0.49	0.54	0.57	0.77	0.28
Control Delay	47.7	14.9	14.5	3.0	38.4	27.6
Queue Delay	61.1	1.9	0.2	0.0	0.0	0.0
Total Delay	108.8	16.8	14.7	3.0	38.4	27.7
LOS	F	B	B	A	D	C
Approach Delay		28.3	11.0		36.0	
Approach LOS		C	B		D	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 21.2	Intersection LOS: C
Intersection Capacity Utilization 62.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 38: Ethanac Rd & Case Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	172	1210	1375	644	578	167
Future Volume (veh/h)	172	1210	1375	644	578	167
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	172	1210	1375	644	578	167
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	158	2577	2989	928	654	528
Arrive On Green	0.17	1.00	0.58	0.58	0.19	0.19
Sat Flow, veh/h	1810	3705	5358	1610	3510	2834
Grp Volume(v), veh/h	172	1210	1375	644	578	167
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1755	1417
Q Serve(g_s), s	7.0	0.0	12.2	22.6	12.8	4.1
Cycle Q Clear(g_c), s	7.0	0.0	12.2	22.6	12.8	4.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	158	2577	2989	928	654	528
V/C Ratio(X)	1.09	0.47	0.46	0.69	0.88	0.32
Avail Cap(c_a), veh/h	158	2577	2989	928	658	531
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.55	0.55	1.00	1.00
Uniform Delay (d), s/veh	33.0	0.0	9.8	12.0	31.7	28.2
Incr Delay (d2), s/veh	94.6	0.6	0.3	2.4	13.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	0.2	3.5	6.4	6.3	3.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	127.6	0.6	10.1	14.3	45.2	28.5
LnGrp LOS	F	A	B	B	D	C
Approach Vol, veh/h		1382	2019		745	
Approach Delay, s/veh		16.4	11.4		41.5	
Approach LOS		B	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		61.1		18.9	11.0	50.1
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		57.0		15.0	7.0	46.0
Max Q Clear Time (g_c+I1), s		2.0		14.8	9.0	24.6
Green Ext Time (p_c), s		10.0		0.1	0.0	11.9

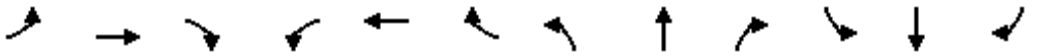
Intersection Summary	
HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1321	467	180	1506	2	513
Future Volume (vph)	1321	467	180	1506	2	513
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	10.0	10.0
Total Split (s)	46.0	46.0	35.0	81.0	35.0	35.0
Total Split (%)	39.7%	39.7%	30.2%	69.8%	30.2%	30.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	40.1	40.1	15.3	60.3	30.0	30.0
Actuated g/C Ratio	0.40	0.40	0.15	0.59	0.30	0.30
v/c Ratio	1.76	0.62	0.66	0.70	0.48	0.97
Control Delay	372.6	19.2	52.6	16.3	33.8	63.3
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	372.6	19.2	52.6	16.4	33.8	63.3
LOS	F	B	D	B	C	E
Approach Delay	280.3			20.3	53.5	
Approach LOS	F			C	D	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 101.4	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.76	
Intersection Signal Delay: 135.8	Intersection LOS: F
Intersection Capacity Utilization 141.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 39: I-215 SB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1321	467	180	1506	0	0	0	0	256	2	513
Future Volume (veh/h)	0	1321	467	180	1506	0	0	0	0	256	2	513
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1321	467	180	1506	0				256	2	513
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	777	658	219	2097	0				551	4	494
Arrive On Green	0.00	0.41	0.41	0.12	0.58	0.00				0.31	0.31	0.31
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1796	14	1610
Grp Volume(v), veh/h	0	1321	467	180	1506	0				258	0	513
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	40.0	23.6	9.5	29.3	0.0				11.3	0.0	30.0
Cycle Q Clear(g_c), s	0.0	40.0	23.6	9.5	29.3	0.0				11.3	0.0	30.0
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	777	658	219	2097	0				555	0	494
V/C Ratio(X)	0.00	1.70	0.71	0.82	0.72	0.00				0.46	0.00	1.04
Avail Cap(c_a), veh/h	0	777	658	555	2768	0				555	0	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.9	24.1	42.0	14.7	0.0				27.4	0.0	33.9
Incr Delay (d2), s/veh	0.0	320.6	3.5	7.6	0.6	0.0				0.6	0.0	50.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	85.0	8.6	4.4	9.7	0.0				4.8	0.0	18.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	349.5	27.6	49.6	15.4	0.0				28.0	0.0	84.8
LnGrp LOS	A	F	C	D	B	A				C	A	F
Approach Vol, veh/h		1788			1686						771	
Approach Delay, s/veh		265.4			19.0						65.8	
Approach LOS		F			B						E	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	16.8	46.0				62.8		35.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	11.5	42.0				31.3		32.0				
Green Ext Time (p_c), s	0.4	0.0				13.9		0.0				

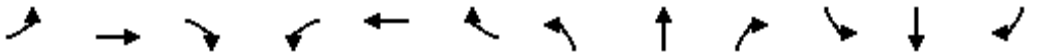
Intersection Summary												
HCM 6th Ctrl Delay			131.3									
HCM 6th LOS			F									

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	381	1196	1042	1	265
Future Volume (vph)	381	1196	1042	1	265
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	27.3	73.2	40.8	30.0	30.0
Actuated g/C Ratio	0.24	0.64	0.36	0.26	0.26
v/c Ratio	0.88	0.98	1.97	1.36	0.54
Control Delay	64.5	42.8	464.5	209.1	27.8
Queue Delay	0.0	33.1	0.0	0.0	0.0
Total Delay	64.5	75.8	464.5	209.1	27.8
LOS	E	E	F	F	C
Approach Delay		73.1	464.5	156.3	
Approach LOS		E	F	F	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 114.2	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.97	
Intersection Signal Delay: 228.2	Intersection LOS: F
Intersection Capacity Utilization 141.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	381	1196	0	0	1042	271	644	1	265	0	0	0
Future Volume (veh/h)	381	1196	0	0	1042	271	644	1	265	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	381	1196	0	0	1042	271	644	1	265			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	412	1223	0	0	542	141	471	1	420			
Arrive On Green	0.23	0.64	0.00	0.00	0.37	0.37	0.26	0.26	0.26			
Sat Flow, veh/h	1810	1900	0	0	1454	378	1807	3	1610			
Grp Volume(v), veh/h	381	1196	0	0	0	1313	645	0	265			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1832	1810	0	1610			
Q Serve(g_s), s	23.7	69.7	0.0	0.0	0.0	42.9	30.0	0.0	16.8			
Cycle Q Clear(g_c), s	23.7	69.7	0.0	0.0	0.0	42.9	30.0	0.0	16.8			
Prop In Lane	1.00		0.00	0.00		0.21	1.00		1.00			
Lane Grp Cap(c), veh/h	412	1223	0	0	0	683	472	0	420			
V/C Ratio(X)	0.93	0.98	0.00	0.00	0.00	1.92	1.37	0.00	0.63			
Avail Cap(c_a), veh/h	472	1239	0	0	0	683	472	0	420			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	43.5	19.7	0.0	0.0	0.0	36.1	42.5	0.0	37.6			
Incr Delay (d2), s/veh	22.6	20.3	0.0	0.0	0.0	421.1	178.2	0.0	3.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	12.6	30.7	0.0	0.0	0.0	97.3	36.5	0.0	6.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.1	40.0	0.0	0.0	0.0	457.2	220.7	0.0	40.7			
LnGrp LOS	E	D	A	A	A	F	F	A	D			
Approach Vol, veh/h		1577			1313			910				
Approach Delay, s/veh		46.3			457.2			168.3				
Approach LOS		D			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		80.0			31.2	48.9		35.0				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		71.7			25.7	44.9		32.0				
Green Ext Time (p_c), s		2.4			0.5	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			217.5									
HCM 6th LOS			F									

Intersection	
Int Delay, s/veh	867.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	997	464	90	929	384	106
Future Vol, veh/h	997	464	90	929	384	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	997	464	90	929	384	106

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1461	0	2338	1229
Stage 1	-	-	-	-	1229	-
Stage 2	-	-	-	-	1109	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	469	-	~ 41	219
Stage 1	-	-	-	-	~ 279	-
Stage 2	-	-	-	-	~ 318	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	469	-	~ 33	219
Mov Cap-2 Maneuver	-	-	-	-	~ 33	-
Stage 1	-	-	-	-	~ 279	-
Stage 2	-	-	-	-	~ 257	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	$ 5253.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	40	-	-	469	-
HCM Lane V/C Ratio	12.25	-	-	0.192	-
HCM Control Delay (s)	$ 5253.7	-	-	14.5	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	59.3	-	-	0.7	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	702.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	424	609	13	18	588	22	21	14	24	33	64	260
Future Vol, veh/h	424	609	13	18	588	22	21	14	24	33	64	260
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	424	609	13	18	588	22	21	14	24	33	64	260

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	610	0	0	626	0	0	2265	2114	620	2118	2109	599
Stage 1	-	-	-	-	-	-	1468	1468	-	635	635	-
Stage 2	-	-	-	-	-	-	797	646	-	1483	1474	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	979	-	-	965	-	-	29	51	492	37	~ 52	505
Stage 1	-	-	-	-	-	-	161	194	-	470	476	-
Stage 2	-	-	-	-	-	-	383	470	-	157	192	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	979	-	-	961	-	-	-	17	490	~ 6	~ 17	505
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	17	-	~ 6	~ 17	-
Stage 1	-	-	-	-	-	-	54	65	-	158	463	-
Stage 2	-	-	-	-	-	-	156	457	-	39	65	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.6	0.3		$ 4099.9
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	979	-	-	961	-	-	37
HCM Lane V/C Ratio	-	0.433	-	-	0.019	-	-	9.649
HCM Control Delay (s)	-	11.5	0	-	8.8	0	-	$ 4099.9
HCM Lane LOS	-	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	-	2.2	-	-	0.1	-	-	43.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	512	135	0	550	2	0	0	0	79	0	0
Future Vol, veh/h	45	512	135	0	550	2	0	0	0	79	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	260	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	45	512	135	0	550	2	0	0	0	79	0	0

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	552	0	-	-	-	0			1155	1153	551
Stage 1	-	-	-	-	-	-			551	551	-
Stage 2	-	-	-	-	-	-			604	602	-
Critical Hdwy	4.1	-	-	-	-	-			6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-			5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-			3.5	4	3.3
Pot Cap-1 Maneuver	1028	-	0	0	-	-			220	199	538
Stage 1	-	-	0	0	-	-			581	519	-
Stage 2	-	-	0	0	-	-			550	492	-
Platoon blocked, %		-			-	-					
Mov Cap-1 Maneuver	1028	-	-	-	-	-			207	0	538
Mov Cap-2 Maneuver	-	-	-	-	-	-			207	0	-
Stage 1	-	-	-	-	-	-			546	0	-
Stage 2	-	-	-	-	-	-			550	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	32.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1028	-	-	-	207
HCM Lane V/C Ratio	0.044	-	-	-	0.382
HCM Control Delay (s)	8.7	0	-	-	32.7
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	1.7

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	592	0	42	482	70	52
Future Vol, veh/h	592	0	42	482	70	52
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	592	0	42	482	70	52

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	594	0	1160	596
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	566	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	992	-	218	507
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	572	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	990	-	205	505
Mov Cap-2 Maneuver	-	-	-	-	205	-
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	539	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	28.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	275	-	-	990	-
HCM Lane V/C Ratio	0.444	-	-	0.042	-
HCM Control Delay (s)	28.1	-	-	8.8	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	2.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	314.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	391	312	221	129	244	310
Future Vol, veh/h	391	312	221	129	244	310
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	391	312	221	129	244	310

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	350	0	-	0	1381	286
Stage 1	-	-	-	-	286	-
Stage 2	-	-	-	-	1095	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1220	-	-	-	~ 160	758
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	323	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1220	-	-	-	~ 98	758
Mov Cap-2 Maneuver	-	-	-	-	~ 98	-
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	323	-

Approach	EB	WB	SB
HCM Control Delay, s	5.2	0	$ 906.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1220	-	-	-	191
HCM Lane V/C Ratio	0.32	-	-	-	2.901
HCM Control Delay (s)	9.3	0	-	-	$ 906.9
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	1.4	-	-	-	49.6

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	85	280	37	69	273	228	41	830	132	188	843	26
Future Vol, veh/h	85	280	37	69	273	228	41	830	132	188	843	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	85	280	37	69	273	228	41	830	132	188	843	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2461	2276	856	2369	2223	896	869	0	0	962	0	0
Stage 1	1232	1232	-	978	978	-	-	-	-	-	-	-
Stage 2	1229	1044	-	1391	1245	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 21	~ 41	360	~ 25	~ 44	342	784	-	-	724	-	-
Stage 1	219	~ 252	-	304	331	-	-	-	-	-	-	-
Stage 2	220	309	-	178	~ 248	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 18	360	-	~ 19	342	784	-	-	724	-	-
Mov Cap-2 Maneuver	-	~ 18	-	-	~ 19	-	-	-	-	-	-	-
Stage 1	194	~ 125	-	269	293	-	-	-	-	-	-	-
Stage 2	~ 4	~ 273	-	-	~ 123	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.4	2.1
HCM LOS	-	-		

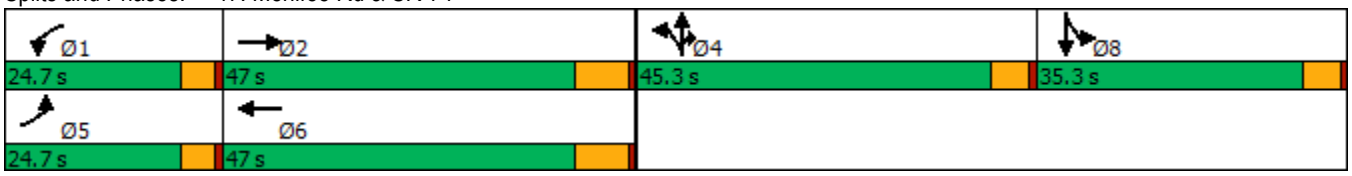
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	784	-	-	-	-	724	-	-
HCM Lane V/C Ratio	0.052	-	-	-	-	0.26	-	-
HCM Control Delay (s)	9.8	0	-	-	-	11.7	0	-
HCM Lane LOS	A	A	-	-	-	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	-	-	1	-	-

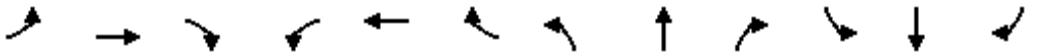
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	78	1836	653	1658	567	660	550
Future Volume (vph)	78	1836	653	1658	567	660	550
Turn Type	Prot	NA	Prot	NA	NA	Prot	NA
Protected Phases	5	2	1	6	4	4	8
Permitted Phases							
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.3	10.3	10.3
Total Split (s)	24.7	47.0	24.7	47.0	45.3	45.3	35.3
Total Split (%)	16.2%	30.9%	16.2%	30.9%	29.7%	29.7%	23.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	11.0	40.0	20.0	49.0	40.0	40.0	30.0
Actuated g/C Ratio	0.07	0.26	0.13	0.32	0.26	0.26	0.20
v/c Ratio	0.60	2.31	2.76	1.75	1.93	1.09	2.62
Control Delay	86.8	616.0	824.2	374.0	456.3	95.4	760.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.8	616.0	824.2	374.0	456.3	95.4	760.8
LOS	F	F	F	F	F	F	F
Approach Delay		597.6		484.7	307.8		760.8
Approach LOS		F		F	F		F

Intersection Summary	
Cycle Length: 152.3	
Actuated Cycle Length: 152.3	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.76	
Intersection Signal Delay: 515.9	Intersection LOS: F
Intersection Capacity Utilization 218.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	1836	322	653	1658	345	377	567	660	365	550	42
Future Volume (veh/h)	78	1836	322	653	1658	345	377	567	660	365	550	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	78	1836	322	653	1658	345	377	567	660	365	550	42
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	98	810	138	238	1018	205	195	294	423	139	209	16
Arrive On Green	0.05	0.26	0.26	0.13	0.34	0.34	0.26	0.26	0.26	0.20	0.20	0.20
Sat Flow, veh/h	1810	3085	525	1810	2995	602	744	1119	1610	706	1063	81
Grp Volume(v), veh/h	78	1051	1107	653	976	1027	944	0	660	957	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1810	1805	1792	1863	0	1610	1850	0	0
Q Serve(g_s), s	6.5	40.0	40.0	20.0	51.8	51.8	40.0	0.0	40.0	30.0	0.0	0.0
Cycle Q Clear(g_c), s	6.5	40.0	40.0	20.0	51.8	51.8	40.0	0.0	40.0	30.0	0.0	0.0
Prop In Lane	1.00		0.29	1.00		0.34	0.40		1.00	0.38		0.04
Lane Grp Cap(c), veh/h	98	474	474	238	614	609	489	0	423	364	0	0
V/C Ratio(X)	0.80	2.22	2.33	2.75	1.59	1.69	1.93	0.00	1.56	2.63	0.00	0.00
Avail Cap(c_a), veh/h	238	474	474	238	614	609	489	0	423	364	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	71.2	56.1	56.2	66.1	50.3	50.3	56.2	0.0	56.1	61.2	0.0	0.0
Incr Delay (d2), s/veh	5.5	554.8	606.8	798.3	273.4	316.1	425.8	0.0	263.6	739.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	91.2	98.1	62.0	69.9	76.6	76.6	0.0	47.2	89.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.7	610.9	663.0	864.5	323.7	366.3	481.9	0.0	319.8	800.7	0.0	0.0
LnGrp LOS	E	F	F	F	F	F	F	A	F	F	A	A
Approach Vol, veh/h		2236			2656			1604			957	
Approach Delay, s/veh		618.0			473.1			415.2			800.7	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.7	47.0		45.3	12.9	58.8		35.3				
Change Period (Y+Rc), s	* 4.7	7.0		5.3	* 4.7	7.0		5.3				
Max Green Setting (Gmax), s	* 20	40.0		40.0	* 20	40.0		30.0				
Max Q Clear Time (g_c+I1), s	22.0	42.0		42.0	8.5	53.8		32.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		546.2
HCM 6th LOS		F

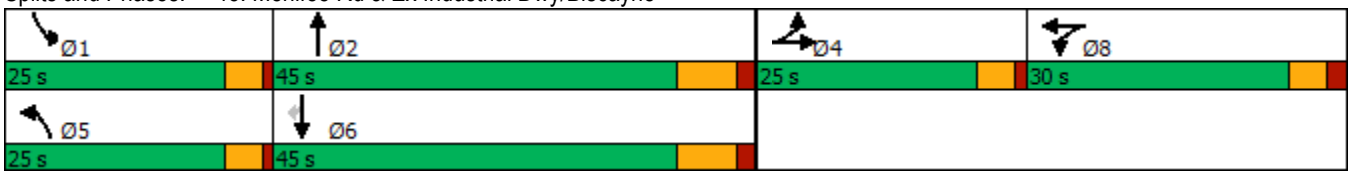
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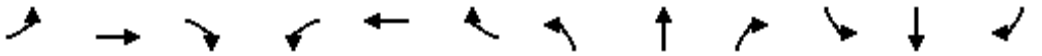
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBT	SBL	SBT	SBR	Ø5
Lane Configurations							
Traffic Volume (vph)	2	1	1483	48	1467	2	
Future Volume (vph)	2	1	1483	48	1467	2	
Turn Type	NA	NA	NA	Prot	NA	Perm	
Protected Phases	4	8	2	1	6		5
Permitted Phases						6	
Detector Phase	4	8	2	1	6	6	
Switch Phase							
Minimum Initial (s)	6.0	8.0	10.0	6.0	10.0	10.0	6.0
Minimum Split (s)	10.6	13.6	17.5	10.6	17.5	17.5	10.6
Total Split (s)	25.0	30.0	45.0	25.0	45.0	45.0	25.0
Total Split (%)	20.0%	24.0%	36.0%	20.0%	36.0%	36.0%	20%
Yellow Time (s)	3.6	3.6	5.5	3.6	5.5	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.6	7.5	4.6	7.5	7.5	
Lead/Lag			Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	None	Min	Min	None
Act Effct Green (s)	6.2	9.7	42.1	7.6	49.6	49.6	
Actuated g/C Ratio	0.08	0.13	0.57	0.10	0.67	0.67	
v/c Ratio	0.06	0.47	1.44	0.26	1.16	0.00	
Control Delay	24.9	28.3	224.9	36.4	97.8	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	24.9	28.3	224.9	36.4	97.8	0.0	
LOS	C	C	F	D	F	A	
Approach Delay	24.9	28.3	224.9		95.7		
Approach LOS	C	C	F		F		

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 74.5	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.44	
Intersection Signal Delay: 155.4	Intersection LOS: F
Intersection Capacity Utilization 106.3%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	7	58	1	62	0	1483	59	48	1467	2
Future Volume (veh/h)	0	2	7	58	1	62	0	1483	59	48	1467	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	2	7	58	1	62	0	1483	59	48	1467	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	5	18	83	1	89	3	948	38	93	1212	1028
Arrive On Green	0.00	0.01	0.01	0.10	0.10	0.10	0.00	0.52	0.52	0.05	0.64	0.64
Sat Flow, veh/h	0	370	1296	816	14	872	1810	1815	72	1810	1900	1610
Grp Volume(v), veh/h	0	0	9	121	0	0	0	0	1542	48	1467	2
Grp Sat Flow(s),veh/h/ln	0	0	1667	1702	0	0	1810	0	1887	1810	1900	1610
Q Serve(g_s), s	0.0	0.0	0.4	4.9	0.0	0.0	0.0	0.0	37.5	1.9	45.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.4	4.9	0.0	0.0	0.0	0.0	37.5	1.9	45.8	0.0
Prop In Lane	0.00		0.78	0.48		0.51	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	0	0	23	173	0	0	3	0	986	93	1212	1028
V/C Ratio(X)	0.00	0.00	0.39	0.70	0.00	0.00	0.00	0.00	1.56	0.52	1.21	0.00
Avail Cap(c_a), veh/h	0	0	474	579	0	0	514	0	986	514	1212	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	35.1	31.2	0.0	0.0	0.0	0.0	17.1	33.2	13.0	4.7
Incr Delay (d2), s/veh	0.0	0.0	10.6	5.1	0.0	0.0	0.0	0.0	258.7	4.3	102.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	2.2	0.0	0.0	0.0	0.0	84.5	0.9	49.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	45.7	36.3	0.0	0.0	0.0	0.0	275.8	37.5	115.3	4.7
LnGrp LOS	A	A	D	D	A	A	A	A	F	D	F	A
Approach Vol, veh/h		9			121			1542			1517	
Approach Delay, s/veh		45.7			36.3			275.8			112.7	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	45.0		5.6	0.0	53.3		12.9				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	20.4	37.5		20.4	20.4	37.5		24.4				
Max Q Clear Time (g_c+I1), s	3.9	39.5		2.4	0.0	47.8		6.9				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	0.0		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		188.5	
HCM 6th LOS		F	

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	3	608	0	263	19	1266	513	269	1303	2
Future Vol, veh/h	6	0	3	608	0	263	19	1266	513	269	1303	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	0	3	608	0	263	19	1266	513	269	1303	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3534	3659	1304	3405	3404	1523	1305	0	0	1779	0	0
Stage 1	1842	1842	-	1561	1561	-	-	-	-	-	-	-
Stage 2	1692	1817	-	1844	1843	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 3	5	198	~ 4	7	~ 147	537	-	-	354	-	-
Stage 1	98	127	-	~ 142	175	-	-	-	-	-	-	-
Stage 2	119	131	-	~ 97	127	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	198	-	0	~ 147	537	-	-	354	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	98	0	-	~ 142	175	-	-	-	-	-	-	-
Stage 2	-	131	-	-	0	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.1	7
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	537	-	-	-	-	354	-	-
HCM Lane V/C Ratio	0.035	-	-	-	-	0.76	-	-
HCM Control Delay (s)	11.9	0	-	-	-	41.1	0	-
HCM Lane LOS	B	A	-	-	-	E	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	332.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	79	78	1741	71	70	1843
Future Vol, veh/h	79	78	1741	71	70	1843
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	79	78	1741	71	70	1843

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3760	1777	0	0	1812	0
Stage 1	1777	-	-	-	-	-
Stage 2	1983	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 5	104	-	-	344	-
Stage 1	150	-	-	-	-	-
Stage 2	119	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 5	104	-	-	344	-
Mov Cap-2 Maneuver	~ 5	-	-	-	-	-
Stage 1	150	-	-	-	-	-
Stage 2	119	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 8207.4	0	0.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	9	344	-
HCM Lane V/C Ratio	-	-	17.444	0.203	-
HCM Control Delay (s)	-	-	$ 8207.4	18.1	0
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	21.3	0.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	250.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	78	435	202	1734	1794	127
Future Vol, veh/h	78	435	202	1734	1794	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	78	435	202	1734	1794	127

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3996	1858	1921	0	-	0
Stage 1	1858	-	-	-	-	-
Stage 2	2138	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 3	~ 93	312	-	-	-
Stage 1	137	-	-	-	-	-
Stage 2	99	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	0	~ 93	312	-	-	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	99	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 2122.2	3.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	312	-	93	-	-
HCM Lane V/C Ratio	0.647	-	5.516	-	-
HCM Control Delay (s)	35.5	$	2122.2	-	-
HCM Lane LOS	E	A	F	-	-
HCM 95th %tile Q(veh)	4.2	-	55.9	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2684	178	94	2488	170	118
Future Volume (vph)	2684	178	94	2488	170	118
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	9.7	12.0	10.5	10.5
Total Split (s)	42.0	42.0	29.7	71.7	35.5	35.5
Total Split (%)	39.2%	39.2%	27.7%	66.9%	33.1%	33.1%
Yellow Time (s)	6.0	6.0	3.7	6.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.7	7.0	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	54.6	54.6	9.2	66.5	13.9	13.9
Actuated g/C Ratio	0.59	0.59	0.10	0.72	0.15	0.15
v/c Ratio	1.27	0.18	0.53	0.96	0.63	0.35
Control Delay	146.1	5.1	50.0	25.0	47.2	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	146.1	5.1	50.0	25.0	47.2	9.4
LOS	F	A	D	C	D	A
Approach Delay	137.3			25.9	31.7	
Approach LOS	F			C	C	

Intersection Summary	
Cycle Length: 107.2	
Actuated Cycle Length: 92.9	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.27	
Intersection Signal Delay: 81.8	Intersection LOS: F
Intersection Capacity Utilization 98.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 52: McKinley & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2684	178	94	2488	170	118
Future Volume (veh/h)	2684	178	94	2488	170	118
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2684	178	94	2488	170	118
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2210	986	122	2648	223	198
Arrive On Green	0.61	0.61	0.07	0.73	0.12	0.12
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	2684	178	94	2488	170	118
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	53.4	4.2	4.5	51.5	7.9	6.0
Cycle Q Clear(g_c), s	53.4	4.2	4.5	51.5	7.9	6.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2210	986	122	2648	223	198
V/C Ratio(X)	1.21	0.18	0.77	0.94	0.76	0.60
Avail Cap(c_a), veh/h	2210	986	519	2678	622	554
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	7.4	40.0	10.0	37.0	36.2
Incr Delay (d2), s/veh	100.9	0.1	3.8	7.4	5.3	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	49.5	1.3	2.1	17.1	3.8	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	117.8	7.5	43.8	17.4	42.3	39.0
LnGrp LOS	F	A	D	B	D	D
Approach Vol, veh/h	2862			2582	288	
Approach Delay, s/veh	111.0			18.3	41.0	
Approach LOS	F			B	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	10.6	60.4				71.0	16.2
Change Period (Y+Rc), s	* 4.7	7.0				7.0	5.5
Max Green Setting (Gmax), s	* 25	35.0				64.7	30.0
Max Q Clear Time (g_c+I1), s	6.5	55.4				53.5	9.9
Green Ext Time (p_c), s	0.1	0.0				10.4	0.8

Intersection Summary	
HCM 6th Ctrl Delay	65.7
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	66.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑			↑↑↑			↑↑↑	
Traffic Vol, veh/h	244	1961	595	343	1550	246	658	1	343	331	1	377
Future Vol, veh/h	244	1961	595	343	1550	246	658	1	343	331	1	377
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	244	1961	595	343	1550	246	658	1	343	331	1	377

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1796	0	0	2556	0	0	4209	5229	1278	3828	5403	898
Stage 1	-	-	-	-	-	-	2747	2747	-	2359	2359	-
Stage 2	-	-	-	-	-	-	1462	2482	-	1469	3044	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	349	-	-	~ 176	-	-	~ 1	0	~ 160	~ 1	0	~ 286
Stage 1	-	-	-	-	-	-	~ 21	43	-	~ 37	69	-
Stage 2	-	-	-	-	-	-	~ 138	60	-	~ 136	30	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	349	-	-	~ 176	-	-	-	0	~ 160	-	0	~ 286
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	~ 21	43	-	~ 37	0	-
Stage 2	-	-	-	-	-	-	-	0	-	-	30	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.1	202.1		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	349	-	-	~ 176	-	-	-
HCM Lane V/C Ratio	-	0.699	-	-	1.949	-	-	-
HCM Control Delay (s)	-	36.1	0	-	$ 491	170.2	-	-
HCM Lane LOS	-	E	A	-	F	F	-	-
HCM 95th %tile Q(veh)	-	5	-	-	25.9	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2611	19	0	2139	0	94
Future Vol, veh/h	2611	19	0	2139	0	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2611	19	0	2139	0	94

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1315
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	151
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	151
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	61.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	151	-	-	-
HCM Lane V/C Ratio	0.623	-	-	-
HCM Control Delay (s)	61.8	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	3.4	-	-	-

Intersection	
Intersection Delay, s/veh	17.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	118	156	153	45	72	0	75	125	133	0	251	134
Future Vol, veh/h	118	156	153	45	72	0	75	125	133	0	251	134
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	118	156	153	45	72	0	75	125	133	0	251	134
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

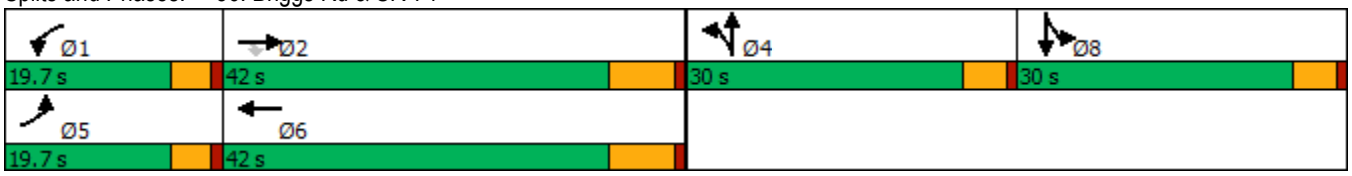
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	15.8	12.7	17.3	19.8
HCM LOS	C	B	C	C

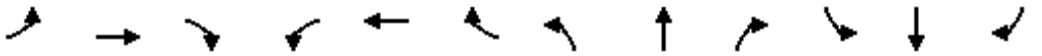
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	23%	43%	0%	38%	0%
Vol Thru, %	38%	57%	0%	62%	65%
Vol Right, %	40%	0%	100%	0%	35%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	333	274	153	117	385
LT Vol	75	118	0	45	0
Through Vol	125	156	0	72	251
RT Vol	133	0	153	0	134
Lane Flow Rate	333	274	153	117	385
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.574	0.546	0.265	0.238	0.651
Departure Headway (Hd)	6.206	7.18	6.243	7.321	6.086
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	579	501	574	489	593
Service Time	4.257	4.933	3.996	5.392	4.135
HCM Lane V/C Ratio	0.575	0.547	0.267	0.239	0.649
HCM Control Delay	17.3	18.3	11.3	12.7	19.8
HCM Lane LOS	C	C	B	B	C
HCM 95th-tile Q	3.6	3.2	1.1	0.9	4.7

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	105	1948	650	532	1625	431	197	185	231
Future Volume (vph)	105	1948	650	532	1625	431	197	185	231
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Split	NA
Protected Phases	5	2		1	6	4	4	8	8
Permitted Phases			2						
Detector Phase	5	2	2	1	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	9.7	12.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	42.0	42.0	19.7	42.0	30.0	30.0	30.0	30.0
Total Split (%)	16.2%	34.5%	34.5%	16.2%	34.5%	24.7%	24.7%	24.7%	24.7%
Yellow Time (s)	3.7	6.0	6.0	3.7	6.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	11.1	35.0	35.0	15.0	38.9	25.0	25.0	22.9	22.9
Actuated g/C Ratio	0.09	0.29	0.29	0.13	0.33	0.21	0.21	0.19	0.19
v/c Ratio	0.63	1.84	0.78	2.35	1.45	1.14	1.60	0.54	0.88
Control Delay	68.8	410.6	16.3	646.9	240.7	134.6	311.1	49.8	70.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.8	410.6	16.3	646.9	240.7	134.6	311.1	49.8	70.1
LOS	E	F	B	F	F	F	F	D	E
Approach Delay		302.5			337.6		242.9		62.6
Approach LOS		F			F		F		E

Intersection Summary	
Cycle Length: 121.7	
Actuated Cycle Length: 119.6	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.35	
Intersection Signal Delay: 286.1	Intersection LOS: F
Intersection Capacity Utilization 152.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	1948	650	532	1625	74	431	197	488	185	231	82
Future Volume (veh/h)	105	1948	650	532	1625	74	431	197	488	185	231	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	105	1948	650	532	1625	74	431	197	488	185	231	82
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	130	1056	471	227	1216	55	378	100	249	347	256	91
Arrive On Green	0.07	0.29	0.29	0.13	0.35	0.35	0.21	0.21	0.21	0.19	0.19	0.19
Sat Flow, veh/h	1810	3610	1610	1810	3517	159	1810	480	1189	1810	1334	474
Grp Volume(v), veh/h	105	1948	650	532	831	868	431	0	685	185	0	313
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1871	1810	0	1670	1810	0	1808
Q Serve(g_s), s	6.8	35.0	35.0	15.0	41.4	41.4	25.0	0.0	25.0	11.0	0.0	20.2
Cycle Q Clear(g_c), s	6.8	35.0	35.0	15.0	41.4	41.4	25.0	0.0	25.0	11.0	0.0	20.2
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.71	1.00		0.26
Lane Grp Cap(c), veh/h	130	1056	471	227	624	647	378	0	349	347	0	347
V/C Ratio(X)	0.81	1.84	1.38	2.35	1.33	1.34	1.14	0.00	1.96	0.53	0.00	0.90
Avail Cap(c_a), veh/h	227	1056	471	227	624	647	378	0	349	378	0	378
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.7	42.3	42.3	52.3	39.1	39.1	47.3	0.0	47.3	43.5	0.0	47.3
Incr Delay (d2), s/veh	4.4	383.8	183.9	618.9	159.6	164.1	90.1	0.0	443.9	1.3	0.0	23.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	71.7	37.8	45.8	45.7	48.1	20.6	0.0	53.3	5.1	0.0	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.0	426.1	226.2	671.2	198.8	203.3	137.4	0.0	491.2	44.8	0.0	70.3
LnGrp LOS	E	F	F	F	F	F	F	A	F	D	A	E
Approach Vol, veh/h		2703			2231			1116			498	
Approach Delay, s/veh		363.8			313.2			354.6			60.8	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.7	42.0		30.0	13.3	48.4		28.0				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	35.0		25.0	* 15	35.0		25.0				
Max Q Clear Time (g_c+I1), s	17.0	37.0		27.0	8.8	43.4		22.2				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	0.0		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		321.9	
HCM 6th LOS		F	

Notes

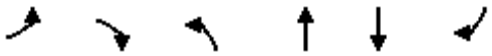
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	84	65	104	1032	1284	128
Future Volume (vph)	84	65	104	1032	1284	128
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	10.0	10.0	10.0
Minimum Split (s)	13.6	13.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	30.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	30.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	4.6	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	10.1	10.1	10.0	52.9	41.7	41.7
Actuated g/C Ratio	0.15	0.15	0.14	0.76	0.60	0.60
v/c Ratio	0.32	0.22	0.40	0.71	0.59	0.13
Control Delay	35.1	11.3	35.8	10.3	14.7	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.1	11.3	35.8	10.3	14.7	3.1
LOS	D	B	D	B	B	A
Approach Delay	24.7			12.7	13.6	
Approach LOS	C			B	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 69.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 13.8	Intersection LOS: B
Intersection Capacity Utilization 71.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 57: Briggs Rd & Heritage HS Dwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	65	104	1032	1284	128
Future Volume (veh/h)	84	65	104	1032	1284	128
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	84	65	104	1032	1284	128
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	229	203	153	1250	1781	794
Arrive On Green	0.13	0.13	0.08	0.66	0.49	0.49
Sat Flow, veh/h	1810	1610	1810	1900	3705	1610
Grp Volume(v), veh/h	84	65	104	1032	1284	128
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1805	1610
Q Serve(g_s), s	2.4	2.1	3.2	23.4	16.1	2.5
Cycle Q Clear(g_c), s	2.4	2.1	3.2	23.4	16.1	2.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	229	203	153	1250	1781	794
V/C Ratio(X)	0.37	0.32	0.68	0.83	0.72	0.16
Avail Cap(c_a), veh/h	768	684	642	2090	2400	1070
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	22.9	25.5	7.4	11.5	8.0
Incr Delay (d2), s/veh	1.0	0.9	5.2	1.4	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.0	1.5	6.3	5.4	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.0	23.7	30.7	8.8	12.2	8.1
LnGrp LOS	C	C	C	A	B	A
Approach Vol, veh/h	149			1136	1412	
Approach Delay, s/veh	23.9			10.8	11.8	
Approach LOS	C			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		44.6		12.9	9.5	35.1
Change Period (Y+Rc), s		6.8		5.6	4.6	6.8
Max Green Setting (Gmax), s		63.2		24.4	20.4	38.2
Max Q Clear Time (g_c+I1), s		25.4		4.4	5.2	18.1
Green Ext Time (p_c), s		11.4		0.4	0.2	10.3

Intersection Summary	
HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	494.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	175	0	7	49	0	27	119	955	47	88	1263	77
Future Vol, veh/h	175	0	7	49	0	27	119	955	47	88	1263	77
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	175	0	7	49	0	27	119	955	47	88	1263	77
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	19.9	17.1	415.6	642.2
HCM LOS	C	C	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	0%	96%	64%	6%
Vol Thru, %	89%	0%	0%	0%	88%
Vol Right, %	0%	100%	4%	36%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1074	47	182	76	1428
LT Vol	119	0	175	49	88
Through Vol	955	0	0	0	1263
RT Vol	0	47	7	27	77
Lane Flow Rate	1074	47	182	76	1428
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1.904	0.073	0.382	0.166	2.378
Departure Headway (Hd)	7.861	7.077	10.562	11.76	7.093
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	473	509	344	307	528
Service Time	5.561	4.777	8.562	9.76	5.093
HCM Lane V/C Ratio	2.271	0.092	0.529	0.248	2.705
HCM Control Delay	433.3	10.3	19.9	17.1	642.2
HCM Lane LOS	F	B	C	C	F
HCM 95th-tile Q	57.4	0.2	1.7	0.6	92.3

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	64	0	1121	1176	143
Future Vol, veh/h	0	64	0	1121	1176	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	64	0	1121	1176	143

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1248	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	213	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	213	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	213	-	-
HCM Lane V/C Ratio	-	0.3	-	-
HCM Control Delay (s)	-	29	-	-
HCM Lane LOS	-	D	-	-
HCM 95th %tile Q(veh)	-	1.2	-	-

Intersection	
Int Delay, s/veh	562.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	74	3	53	42	2	100	136	947	58	134	1047	58
Future Vol, veh/h	74	3	53	42	2	100	136	947	58	134	1047	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	74	3	53	42	2	100	136	947	58	134	1047	58

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2091	2621	1076	2620	2621	503	1105	0	0	1005	0	0
Stage 1	1344	1344	-	1248	1248	-	-	-	-	-	-	-
Stage 2	747	1277	-	1372	1373	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 35	24	269	~ 14	24	519	639	-	-	697	-	-
Stage 1	189	222	-	187	247	-	-	-	-	-	-	-
Stage 2	376	239	-	182	215	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 9	6	269	~ 3	6	519	639	-	-	697	-	-
Mov Cap-2 Maneuver	~ 9	6	-	~ 3	6	-	-	-	-	-	-	-
Stage 1	97	110	-	96	126	-	-	-	-	-	-	-
Stage 2	153	122	-	70	106	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 3947.8	$ 6759.8	3.4	1.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	639	-	-	15	10	697	-	-
HCM Lane V/C Ratio	0.213	-	-	8.667	14.4	0.192	-	-
HCM Control Delay (s)	12.2	2.3	$ 3947.8	$ 6759.8	11.4	0	-	
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.8	-	-	17.2	19.5	0.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	67	0	1141	1019	124
Future Vol, veh/h	0	67	0	1141	1019	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	67	0	1141	1019	124

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1081	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	267	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	267	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	267	-	-
HCM Lane V/C Ratio	-	0.251	-	-
HCM Control Delay (s)	-	22.9	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	1	-	-

Intersection	
Int Delay, s/veh	619.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	0	72	97	0	18	148	1092	185	49	1007	30
Future Vol, veh/h	31	0	72	97	0	18	148	1092	185	49	1007	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	31	0	72	97	0	18	148	1092	185	49	1007	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1962	2693	1022	2637	2616	639	1037	0	0	1277	0	0
Stage 1	1120	1120	-	1481	1481	-	-	-	-	-	-	-
Stage 2	842	1573	-	1156	1135	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	43	22	289	~ 14	25	424	678	-	-	550	-	-
Stage 1	253	284	-	134	191	-	-	-	-	-	-	-
Stage 2	329	172	-	242	280	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 12	3	289	~ 3	4	424	678	-	-	550	-	-
Mov Cap-2 Maneuver	~ 12	3	-	~ 3	4	-	-	-	-	-	-	-
Stage 1	49	224	-	~ 26	37	-	-	-	-	-	-	-
Stage 2	60	33	-	143	221	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 421.6	$ 14264.1	4.1	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	678	-	-	12	289	4	550	-	-
HCM Lane V/C Ratio	0.218	-	-	2.583	0.249	28.75	0.089	-	-
HCM Control Delay (s)	11.8	3.7	$	1350.9	21.5	$ 14264.1	12.2	0	-
HCM Lane LOS	B	A	-	F	C	F	B	A	-
HCM 95th %tile Q(veh)	0.8	-	-	4.8	1	16.5	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	436.5
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	59	387	1039	67	374	802
Future Vol, veh/h	59	387	1039	67	374	802
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	59	387	1039	67	374	802
Number of Lanes	1	0	1	0	0	1

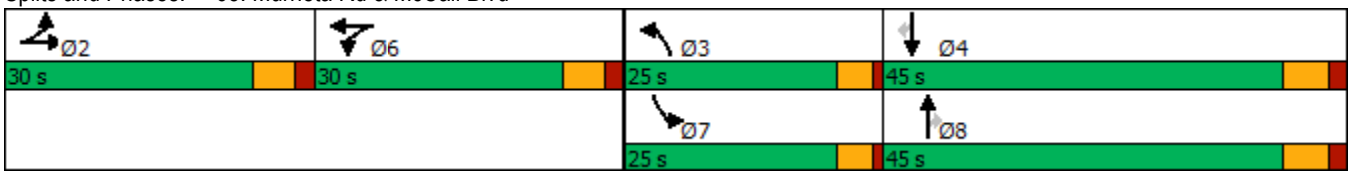
Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	38.4	477.8	548.6
HCM LOS	E	F	F

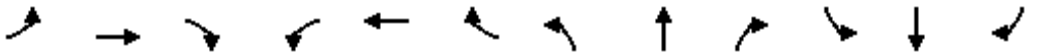
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	13%	32%
Vol Thru, %	94%	0%	68%
Vol Right, %	6%	87%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1106	446	1176
LT Vol	0	59	374
Through Vol	1039	0	802
RT Vol	67	387	0
Lane Flow Rate	1106	446	1176
Geometry Grp	1	1	1
Degree of Util (X)	2.003	0.804	2.163
Departure Headway (Hd)	7.991	8.548	7.907
Convergence, Y/N	Yes	Yes	Yes
Cap	465	428	470
Service Time	5.991	6.548	5.907
HCM Lane V/C Ratio	2.378	1.042	2.502
HCM Control Delay	477.8	38.4	548.6
HCM Lane LOS	F	E	F
HCM 95th-tile Q	61.9	7.2	71.4

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	37	214	365	266	7	298	236	141	515	101
Future Volume (vph)	37	214	365	266	7	298	236	141	515	101
Turn Type	Split	NA	Split	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	2	2	6	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	2	2	6	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	12.1	12.1	12.1	12.1	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	30.0	30.0	30.0	30.0	25.0	45.0	45.0	25.0	45.0	45.0
Total Split (%)	23.1%	23.1%	23.1%	23.1%	19.2%	34.6%	34.6%	19.2%	34.6%	34.6%
Yellow Time (s)	4.1	4.1	4.1	4.1	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	6.1	6.1	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	11.3	11.3	24.4	24.4	6.1	20.5	20.5	11.9	35.4	35.4
Actuated g/C Ratio	0.12	0.12	0.27	0.27	0.07	0.22	0.22	0.13	0.39	0.39
v/c Ratio	0.17	0.50	0.76	0.40	0.06	0.70	0.49	0.61	0.70	0.15
Control Delay	41.2	43.0	45.8	28.1	47.9	42.8	15.2	50.8	30.2	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.2	43.0	45.8	28.1	47.9	42.8	15.2	50.8	30.2	3.6
LOS	D	D	D	C	D	D	B	D	C	A
Approach Delay		42.8		36.8		30.8			30.5	
Approach LOS		D		D		C			C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 91.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 34.0	Intersection LOS: C
Intersection Capacity Utilization 77.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 65: Murrieta Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	214	7	365	266	115	7	298	236	141	515	101
Future Volume (veh/h)	37	214	7	365	266	115	7	298	236	141	515	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	214	7	365	266	115	7	298	236	141	515	101
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	182	358	12	448	614	258	20	451	382	180	619	524
Arrive On Green	0.10	0.10	0.10	0.25	0.25	0.25	0.01	0.24	0.24	0.10	0.33	0.33
Sat Flow, veh/h	1810	3568	116	1810	2476	1042	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	37	108	113	365	192	189	7	298	236	141	515	101
Grp Sat Flow(s),veh/h/ln	1810	1805	1879	1810	1805	1712	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	1.4	4.2	4.2	14.0	6.6	6.9	0.3	10.4	9.6	5.6	18.4	3.3
Cycle Q Clear(g_c), s	1.4	4.2	4.2	14.0	6.6	6.9	0.3	10.4	9.6	5.6	18.4	3.3
Prop In Lane	1.00		0.06	1.00		0.61	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	182	181	188	448	447	424	20	451	382	180	619	524
V/C Ratio(X)	0.20	0.60	0.60	0.81	0.43	0.45	0.36	0.66	0.62	0.78	0.83	0.19
Avail Cap(c_a), veh/h	588	586	611	588	586	556	502	997	845	502	997	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	31.7	31.7	26.1	23.3	23.4	36.1	25.4	25.1	32.4	22.9	17.8
Incr Delay (d2), s/veh	0.5	3.1	3.0	6.6	0.7	0.7	4.0	1.7	1.6	2.8	3.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.9	2.0	6.5	2.8	2.7	0.1	4.7	3.7	2.5	8.3	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	34.8	34.7	32.7	23.9	24.1	40.1	27.0	26.7	35.2	26.3	18.0
LnGrp LOS	C	C	C	C	C	C	D	C	C	D	C	B
Approach Vol, veh/h		258			746			541			757	
Approach Delay, s/veh		34.2			28.3			27.1			26.9	
Approach LOS		C			C			C			C	

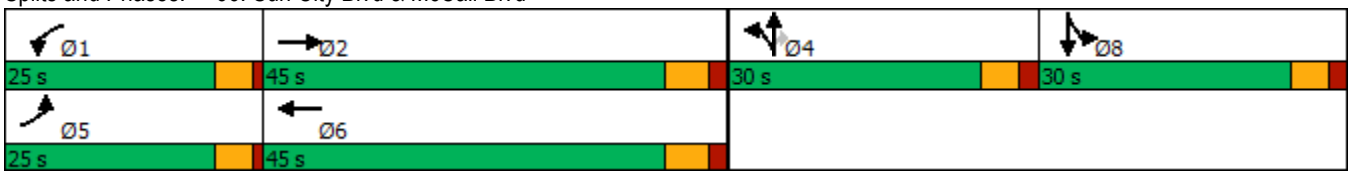
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.5	5.4	30.3		24.3	11.9	23.8				
Change Period (Y+Rc), s		6.1	4.6	6.4		6.1	4.6	6.4				
Max Green Setting (Gmax), s		23.9	20.4	38.6		23.9	20.4	38.6				
Max Q Clear Time (g_c+I1), s		6.2	2.3	20.4		16.0	7.6	12.4				
Green Ext Time (p_c), s		1.2	0.0	3.5		2.2	0.1	2.7				

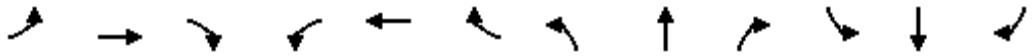
Intersection Summary												
HCM 6th Ctrl Delay			28.2									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	39	592	308	763	111	218	68
Future Volume (vph)	39	592	308	763	111	218	68
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	4		8
Permitted Phases						4	
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	13.6	13.6	13.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	7.0	22.3	20.7	40.8	11.1	11.1	11.5
Actuated g/C Ratio	0.08	0.25	0.24	0.46	0.13	0.13	0.13
v/c Ratio	0.27	0.72	0.72	0.55	0.45	0.56	0.51
Control Delay	46.4	34.7	44.9	20.1	40.3	11.6	39.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.4	34.7	44.9	20.2	40.3	11.6	39.9
LOS	D	C	D	C	D	B	D
Approach Delay		35.4		26.5	25.4		39.9
Approach LOS		D		C	C		D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 87.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 29.9	Intersection LOS: C
Intersection Capacity Utilization 63.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 66: Sun City Blvd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	592	59	308	763	137	90	111	218	144	68	22
Future Volume (veh/h)	39	592	59	308	763	137	90	111	218	144	68	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	592	59	308	763	137	90	111	218	144	68	22
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	797	79	350	1193	214	271	366	278	210	158	51
Arrive On Green	0.04	0.24	0.24	0.19	0.39	0.39	0.18	0.18	0.18	0.12	0.12	0.12
Sat Flow, veh/h	1810	3314	330	1810	3057	549	1542	2086	1581	1810	1367	442
Grp Volume(v), veh/h	39	322	329	308	450	450	106	95	218	144	0	90
Grp Sat Flow(s),veh/h/ln	1810	1805	1839	1810	1805	1801	1823	1805	1581	1810	0	1809
Q Serve(g_s), s	1.7	13.1	13.2	13.2	16.2	16.2	4.1	3.6	10.5	6.1	0.0	3.7
Cycle Q Clear(g_c), s	1.7	13.1	13.2	13.2	16.2	16.2	4.1	3.6	10.5	6.1	0.0	3.7
Prop In Lane	1.00		0.18	1.00		0.30	0.85		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	79	434	442	350	704	703	320	317	278	210	0	210
V/C Ratio(X)	0.50	0.74	0.74	0.88	0.64	0.64	0.33	0.30	0.78	0.69	0.00	0.43
Avail Cap(c_a), veh/h	463	881	897	463	881	878	558	552	484	554	0	554
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.3	28.0	28.0	31.3	19.8	19.8	28.8	28.6	31.4	33.9	0.0	32.8
Incr Delay (d2), s/veh	1.8	2.5	2.5	11.9	1.1	1.1	0.6	0.5	4.9	4.0	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.7	5.8	6.6	6.5	6.4	1.8	1.6	4.3	2.9	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	30.5	30.5	43.2	20.8	20.8	29.4	29.1	36.3	37.8	0.0	34.2
LnGrp LOS	D	C	C	D	C	C	C	C	D	D	A	C
Approach Vol, veh/h		690			1208			419			234	
Approach Delay, s/veh		31.0			26.5			32.9			36.4	
Approach LOS		C			C			C			D	

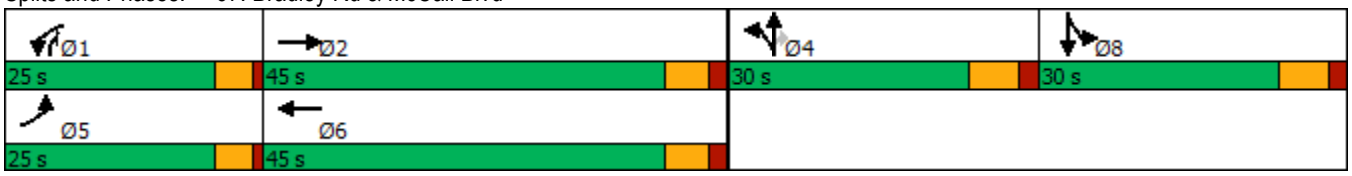
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.0	25.3		19.6	8.1	37.2		14.8				
Change Period (Y+Rc), s	4.6	6.1		5.6	4.6	6.1		5.6				
Max Green Setting (Gmax), s	20.4	38.9		24.4	20.4	38.9		24.4				
Max Q Clear Time (g_c+I1), s	15.2	15.2		12.5	3.7	18.2		8.1				
Green Ext Time (p_c), s	0.2	4.0		1.5	0.0	5.7		1.2				

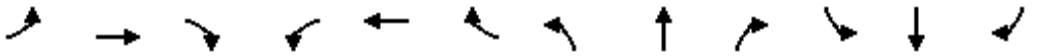
Intersection Summary												
HCM 6th Ctrl Delay			29.7									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	914	788	1133	76	69	753	120	56
Future Volume (vph)	6	914	788	1133	76	69	753	120	56
Turn Type	Prot	NA	Prot	NA	Split	NA	pm+ov	Split	NA
Protected Phases	5	2	1	6	4	4	1	8	8
Permitted Phases							4		
Detector Phase	5	2	1	6	4	4	1	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	10.6	14.8	14.8
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	19.2%	34.6%	19.2%	34.6%	23.1%	23.1%	19.2%	23.1%	23.1%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.0	36.1	20.6	59.3	10.2	10.2	33.0	12.3	12.3
Actuated g/C Ratio	0.06	0.35	0.20	0.57	0.10	0.10	0.32	0.12	0.12
v/c Ratio	0.06	0.81	2.20	0.62	0.43	0.37	1.18	0.56	0.29
Control Delay	51.7	37.2	574.0	17.7	53.7	51.6	118.8	54.6	43.6
Queue Delay	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Total Delay	51.7	37.3	574.0	18.5	53.7	51.6	118.8	54.6	43.6
LOS	D	D	F	B	D	D	F	D	D
Approach Delay		37.4		231.6		108.2			50.7
Approach LOS		D		F		F			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 103.6	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.20	
Intersection Signal Delay: 149.3	Intersection LOS: F
Intersection Capacity Utilization 100.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 67: Bradley Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	914	98	788	1133	133	76	69	753	120	56	9
Future Volume (veh/h)	6	914	98	788	1133	133	76	69	753	120	56	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	914	98	788	1133	133	76	69	753	120	56	9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	16	1029	110	326	1576	185	371	390	621	157	138	22
Arrive On Green	0.01	0.31	0.31	0.18	0.48	0.48	0.21	0.21	0.21	0.09	0.09	0.09
Sat Flow, veh/h	1810	3288	353	1810	3255	381	1810	1900	1610	1810	1595	256
Grp Volume(v), veh/h	6	502	510	788	627	639	76	69	753	120	0	65
Grp Sat Flow(s),veh/h/ln	1810	1805	1835	1810	1805	1831	1810	1900	1610	1810	0	1852
Q Serve(g_s), s	0.4	29.9	29.9	20.4	31.1	31.2	3.9	3.4	23.2	7.3	0.0	3.8
Cycle Q Clear(g_c), s	0.4	29.9	29.9	20.4	31.1	31.2	3.9	3.4	23.2	7.3	0.0	3.8
Prop In Lane	1.00		0.19	1.00		0.21	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	16	565	574	326	874	887	371	390	621	157	0	160
V/C Ratio(X)	0.36	0.89	0.89	2.41	0.72	0.72	0.20	0.18	1.21	0.77	0.00	0.41
Avail Cap(c_a), veh/h	326	621	631	326	874	887	371	390	621	371	0	380
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.7	37.0	37.0	46.3	23.0	23.1	37.3	37.1	34.7	50.5	0.0	48.9
Incr Delay (d2), s/veh	4.9	13.9	13.7	645.5	2.9	2.9	0.3	0.2	110.2	7.6	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	15.0	15.2	67.5	13.3	13.5	1.8	1.6	34.9	3.6	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.6	50.8	50.6	691.8	25.9	25.9	37.6	37.3	144.9	58.1	0.0	50.5
LnGrp LOS	E	D	D	F	C	C	D	D	F	E	A	D
Approach Vol, veh/h		1018			2054			898			185	
Approach Delay, s/veh		50.8			281.4			127.5			55.5	
Approach LOS		D			F			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	41.5		30.0	5.6	60.9		16.6				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		23.2				
Max Q Clear Time (g_c+I1), s	22.4	31.9		25.2	2.4	33.2		9.3				
Green Ext Time (p_c), s	0.0	3.5		0.0	0.0	3.6		0.5				

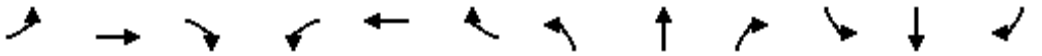
Intersection Summary			
HCM 6th Ctrl Delay		181.6	
HCM 6th LOS		F	

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1394	394	1078	1478	0	577
Future Volume (vph)	1394	394	1078	1478	0	577
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		9.0	9.5	9.5	9.5
Total Split (s)	45.0		25.0	70.0	30.0	30.0
Total Split (%)	45.0%		25.0%	70.0%	30.0%	30.0%
Yellow Time (s)	4.0		3.5	4.0	4.0	4.0
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.0	4.5	4.5	4.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	C-Min	None	None
Act Effct Green (s)	40.3	100.0	21.0	65.3	25.7	25.7
Actuated g/C Ratio	0.40	1.00	0.21	0.65	0.26	0.26
v/c Ratio	0.96	0.24	2.84	0.63	1.12	1.26
Control Delay	45.2	0.4	847.5	31.0	114.3	163.1
Queue Delay	0.8	0.0	0.0	0.0	0.0	0.0
Total Delay	46.0	0.4	847.5	31.0	114.3	163.1
LOS	D	A	F	C	F	F
Approach Delay	35.9			375.4	140.0	
Approach LOS	D			F	F	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 68 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.84	
Intersection Signal Delay: 216.4	Intersection LOS: F
Intersection Capacity Utilization 137.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 68: I-215 SB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1394	394	1078	1478	0	0	0	0	518	0	577
Future Volume (veh/h)	0	1394	394	1078	1478	0	0	0	0	518	0	577
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1394	0	1078	1478	0				518	0	577
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1462		380	2365	0				461	0	411
Arrive On Green	0.00	0.41	0.00	0.28	0.87	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1810	0	1610
Grp Volume(v), veh/h	0	1394	0	1078	1478	0				518	0	577
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	37.4	0.0	21.0	11.6	0.0				25.5	0.0	25.5
Cycle Q Clear(g_c), s	0.0	37.4	0.0	21.0	11.6	0.0				25.5	0.0	25.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1462		380	2365	0				461	0	411
V/C Ratio(X)	0.00	0.95		2.84	0.63	0.00				1.12	0.00	1.41
Avail Cap(c_a), veh/h	0	1462		380	2365	0				461	0	411
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.22	0.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.8	0.0	36.0	3.0	0.0				37.3	0.0	37.3
Incr Delay (d2), s/veh	0.0	4.6	0.0	827.2	0.1	0.0				79.8	0.0	196.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	16.1	0.0	95.7	2.1	0.0				21.1	0.0	32.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	33.4	0.0	863.3	3.1	0.0				117.1	0.0	233.7
LnGrp LOS	A	C		F	A	A				F	A	F
Approach Vol, veh/h		1394			2556						1095	
Approach Delay, s/veh		33.4			365.9						178.6	
Approach LOS		C			F						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.0	45.0		30.0		70.0
Change Period (Y+Rc), s	4.0	4.5		4.5		4.5
Max Green Setting (Gmax), s	21.0	40.5		25.5		65.5
Max Q Clear Time (g_c+I1), s	23.0	39.4		27.5		13.6
Green Ext Time (p_c), s	0.0	0.7		0.0		9.8

Intersection Summary		
HCM 6th Ctrl Delay		233.3
HCM 6th LOS		F

Notes

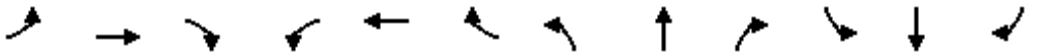
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	364	1548	2096	364	5	1395
Future Volume (vph)	364	1548	2096	364	5	1395
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	8.5	9.5	9.5		9.5	9.5
Total Split (s)	29.0	60.0	31.0		40.0	40.0
Total Split (%)	29.0%	60.0%	31.0%		40.0%	40.0%
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min		None	None
Act Effct Green (s)	23.0	55.5	29.0	100.0	35.5	35.5
Actuated g/C Ratio	0.23	0.56	0.29	1.00	0.36	0.36
v/c Ratio	0.88	0.77	2.00	0.23	0.73	2.29
Control Delay	53.4	11.0	478.1	0.3	35.9	608.0
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	53.4	11.4	478.1	0.3	35.9	608.0
LOS	D	B	F	A	D	F
Approach Delay		19.4	407.4		464.5	
Approach LOS		B	F		F	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.29	
Intersection Signal Delay: 305.5	Intersection LOS: F
Intersection Capacity Utilization 137.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 69: I-215 NB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	364	1548	0	0	2096	364	462	5	1395	0	0	0
Future Volume (veh/h)	364	1548	0	0	2096	364	462	5	1395	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	364	1548	0	0	2096	0	462	5	1395			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	388	2004	0	0	1102		636	7	572			
Arrive On Green	0.43	1.00	0.00	0.00	0.31	0.00	0.35	0.35	0.35			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1791	19	1610			
Grp Volume(v), veh/h	364	1548	0	0	2096	0	467	0	1395			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	19.2	0.0	0.0	0.0	30.5	0.0	22.4	0.0	35.5			
Cycle Q Clear(g_c), s	19.2	0.0	0.0	0.0	30.5	0.0	22.4	0.0	35.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	388	2004	0	0	1102		643	0	572			
V/C Ratio(X)	0.94	0.77	0.00	0.00	1.90		0.73	0.00	2.44			
Avail Cap(c_a), veh/h	461	2004	0	0	1102		643	0	572			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.19	0.19	0.00	0.00	0.09	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	27.9	0.0	0.0	0.0	34.7	0.0	28.0	0.0	32.3			
Incr Delay (d2), s/veh	6.5	0.6	0.0	0.0	406.0	0.0	4.1	0.0	653.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.6	0.2	0.0	0.0	75.0	0.0	10.0	0.0	116.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.4	0.6	0.0	0.0	440.7	0.0	32.1	0.0	685.8			
LnGrp LOS	C	A	A	A	F		C	A	F			
Approach Vol, veh/h		1912			2096			1862				
Approach Delay, s/veh		7.0			440.7			521.8				
Approach LOS		A			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.0			25.0	35.0		40.0				
Change Period (Y+Rc), s		4.5			3.5	4.5		4.5				
Max Green Setting (Gmax), s		55.5			25.5	26.5		35.5				
Max Q Clear Time (g_c+I1), s		2.0			21.2	32.5		37.5				
Green Ext Time (p_c), s		10.7			0.3	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	325.2
HCM 6th LOS	F

Notes

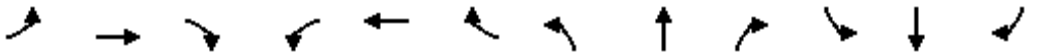
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	291	2396	41	1949	164	27	30	72	23
Future Volume (vph)	291	2396	41	1949	164	27	30	72	23
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases					4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	14.8	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	25.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	18.4	54.5	7.2	38.9	23.2	23.2	23.2	23.9	23.9
Actuated g/C Ratio	0.19	0.56	0.07	0.40	0.24	0.24	0.24	0.24	0.24
v/c Ratio	0.86	1.34	0.31	1.39	1.62	0.06	0.07	0.21	0.56
Control Delay	63.2	179.2	49.8	208.7	350.2	30.4	0.3	32.4	8.3
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	179.4	49.8	208.7	350.2	30.4	0.3	32.4	8.3
LOS	E	F	D	F	F	C	A	C	A
Approach Delay		167.9		205.5		263.6			12.2
Approach LOS		F		F		F			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 98	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.62	
Intersection Signal Delay: 173.0	Intersection LOS: F
Intersection Capacity Utilization 130.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 70: Encanto Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	291	2396	255	41	1949	44	164	27	30	72	23	347
Future Volume (veh/h)	291	2396	255	41	1949	44	164	27	30	72	23	347
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	291	2396	255	41	1949	44	164	27	30	72	23	347
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	324	1768	185	75	1437	32	95	463	387	392	25	371
Arrive On Green	0.18	0.54	0.54	0.04	0.40	0.40	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	3298	345	1810	3609	81	1028	1900	1589	1368	101	1525
Grp Volume(v), veh/h	291	1292	1359	41	971	1022	164	27	30	72	0	370
Grp Sat Flow(s),veh/h/ln	1810	1805	1838	1810	1805	1885	1028	1900	1589	1368	0	1626
Q Serve(g_s), s	15.4	52.4	52.4	2.2	38.9	38.9	2.0	1.1	1.4	4.2	0.0	21.8
Cycle Q Clear(g_c), s	15.4	52.4	52.4	2.2	38.9	38.9	23.8	1.1	1.4	5.2	0.0	21.8
Prop In Lane	1.00		0.19	1.00		0.04	1.00		1.00	1.00		0.94
Lane Grp Cap(c), veh/h	324	968	985	75	719	751	95	463	387	392	0	396
V/C Ratio(X)	0.90	1.33	1.38	0.55	1.35	1.36	1.73	0.06	0.08	0.18	0.00	0.93
Avail Cap(c_a), veh/h	378	968	985	378	719	751	95	463	387	393	0	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.2	22.7	22.7	46.0	29.4	29.4	48.6	28.4	28.5	30.4	0.0	36.2
Incr Delay (d2), s/veh	19.7	157.8	177.5	2.3	167.2	171.4	366.4	0.1	0.1	0.2	0.0	29.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	62.2	68.7	1.0	48.4	51.4	12.0	0.5	0.5	1.3	0.0	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	180.4	200.2	48.3	196.6	200.8	415.1	28.4	28.6	30.6	0.0	65.2
LnGrp LOS	E	F	F	D	F	F	F	C	C	C	A	E
Approach Vol, veh/h		2942			2034			221			442	
Approach Delay, s/veh		177.5			195.7			315.4			59.6	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	58.5		30.6	22.1	45.0		30.6				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		* 6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		* 24				
Max Q Clear Time (g_c+I1), s	4.2	54.4		25.8	17.4	40.9		23.8				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		180.3	
HCM 6th LOS		F	

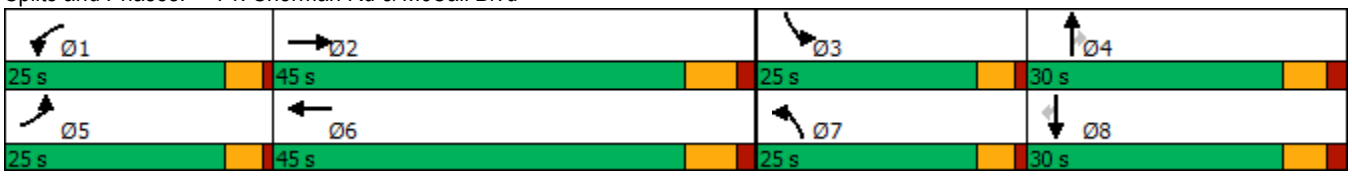
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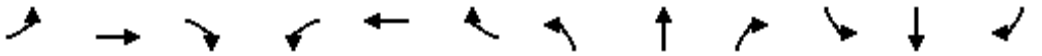
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	95	2400	82	1854	95	15	55	75	25	36
Future Volume (vph)	95	2400	82	1854	95	15	55	75	25	36
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4		3	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.8	10.6	16.8	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	9.1	45.7	8.6	45.2	11.8	8.9	8.9	8.3	8.3	8.3
Actuated g/C Ratio	0.11	0.55	0.10	0.55	0.14	0.11	0.11	0.10	0.10	0.10
v/c Ratio	0.48	1.26	0.44	0.97	0.37	0.07	0.20	0.41	0.13	0.14
Control Delay	45.6	146.5	45.2	41.5	40.0	38.1	1.8	44.9	40.0	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.6	146.5	45.2	41.5	40.0	38.1	1.8	44.9	40.0	1.1
LOS	D	F	D	D	D	D	A	D	D	A
Approach Delay		142.8		41.6		27.1			32.4	
Approach LOS		F		D		C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 82.6	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay: 94.7	Intersection LOS: F
Intersection Capacity Utilization 101.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 71: Sherman Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	2400	100	82	1854	52	95	15	55	75	25	36
Future Volume (veh/h)	95	2400	100	82	1854	52	95	15	55	75	25	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	2400	100	82	1854	52	95	15	55	75	25	36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	123	1725	71	115	1734	48	124	204	173	111	190	161
Arrive On Green	0.07	0.49	0.49	0.06	0.48	0.48	0.07	0.11	0.11	0.06	0.10	0.10
Sat Flow, veh/h	1810	3532	146	1810	3587	100	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	95	1218	1282	82	929	977	95	15	55	75	25	36
Grp Sat Flow(s),veh/h/ln	1810	1805	1874	1810	1805	1882	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	4.1	38.6	38.6	3.5	38.2	38.2	4.1	0.6	2.5	3.2	0.9	1.6
Cycle Q Clear(g_c), s	4.1	38.6	38.6	3.5	38.2	38.2	4.1	0.6	2.5	3.2	0.9	1.6
Prop In Lane	1.00		0.08	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	882	915	115	873	910	124	204	173	111	190	161
V/C Ratio(X)	0.77	1.38	1.40	0.71	1.06	1.07	0.77	0.07	0.32	0.68	0.13	0.22
Avail Cap(c_a), veh/h	467	882	915	467	873	910	467	575	487	467	575	487
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.2	20.2	20.2	36.3	20.4	20.4	36.2	31.7	32.6	36.3	32.4	32.7
Incr Delay (d2), s/veh	3.8	178.8	187.2	3.1	49.1	51.7	3.7	0.2	1.1	2.7	0.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	56.6	60.9	1.5	24.7	26.4	1.9	0.3	1.0	1.5	0.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.0	199.0	207.4	39.4	69.5	72.1	39.9	31.9	33.7	39.0	32.7	33.4
LnGrp LOS	D	F	F	D	F	F	D	C	C	D	C	C
Approach Vol, veh/h		2595			1988			165			136	
Approach Delay, s/veh		197.3			69.5			37.1			36.4	
Approach LOS		F			E			D			D	

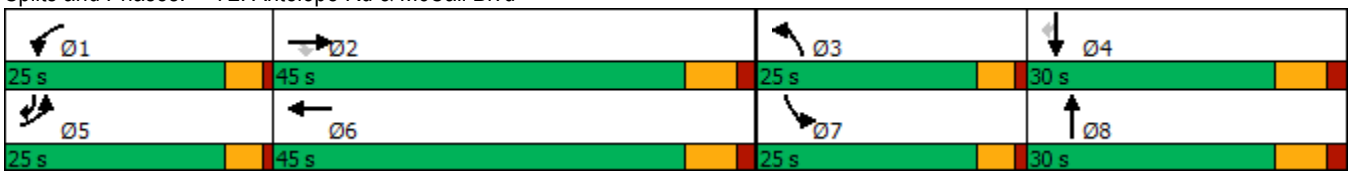
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	45.4	9.4	14.6	10.0	45.0	10.0	14.0
Change Period (Y+Rc), s	4.6	6.8	4.6	6.1	4.6	6.8	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.9	20.4	38.2	20.4	23.9
Max Q Clear Time (g_c+I1), s	5.5	40.6	5.2	4.5	6.1	40.2	6.1	3.6
Green Ext Time (p_c), s	0.1	0.0	0.1	0.2	0.1	0.0	0.1	0.2

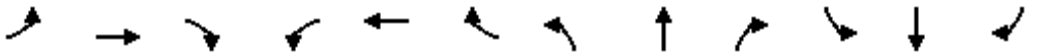
Intersection Summary	
HCM 6th Ctrl Delay	135.4
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	110	2217	105	67	1703	47	6	54	30	237
Future Volume (vph)	110	2217	105	67	1703	47	6	54	30	237
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8	7	4	5
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	5
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	16.8	16.8	10.6	16.8	10.6	14.8	10.6	14.8	10.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0	25.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%	20.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	6.8	4.6	6.8	4.6	6.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	9.6	46.3	46.3	8.0	39.6	10.1	8.6	7.5	10.9	20.4
Actuated g/C Ratio	0.12	0.57	0.57	0.10	0.49	0.12	0.11	0.09	0.13	0.25
v/c Ratio	0.52	1.08	0.11	0.38	0.99	0.21	0.37	0.33	0.12	0.41
Control Delay	45.6	72.1	3.2	44.3	44.6	38.5	15.3	43.9	37.9	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.6	72.1	3.2	44.3	44.6	38.5	15.3	43.9	37.9	5.6
LOS	D	E	A	D	D	D	B	D	D	A
Approach Delay		68.0			44.5		23.2		15.1	
Approach LOS		E			D		C		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 81.5	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 54.0	Intersection LOS: D
Intersection Capacity Utilization 91.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 72: Antelope Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	2217	105	67	1703	25	47	6	85	54	30	237
Future Volume (veh/h)	110	2217	105	67	1703	25	47	6	85	54	30	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	110	2217	105	67	1703	25	47	6	85	54	30	237
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	141	1691	754	101	1625	24	85	17	241	92	308	387
Arrive On Green	0.08	0.47	0.47	0.06	0.45	0.45	0.05	0.16	0.16	0.05	0.16	0.16
Sat Flow, veh/h	1810	3610	1610	1810	3642	53	1810	107	1519	1810	1900	1610
Grp Volume(v), veh/h	110	2217	105	67	843	885	47	0	91	54	30	237
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1890	1810	0	1627	1810	1900	1610
Q Serve(g_s), s	5.1	40.1	3.2	3.1	38.2	38.2	2.2	0.0	4.3	2.5	1.2	11.2
Cycle Q Clear(g_c), s	5.1	40.1	3.2	3.1	38.2	38.2	2.2	0.0	4.3	2.5	1.2	11.2
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.93	1.00		1.00
Lane Grp Cap(c), veh/h	141	1691	754	101	805	844	85	0	258	92	308	387
V/C Ratio(X)	0.78	1.31	0.14	0.66	1.05	1.05	0.55	0.00	0.35	0.59	0.10	0.61
Avail Cap(c_a), veh/h	431	1691	754	431	805	844	431	0	441	431	515	562
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	22.8	12.9	39.6	23.7	23.7	39.9	0.0	32.1	39.8	30.5	29.0
Incr Delay (d2), s/veh	3.5	144.3	0.1	2.8	44.5	44.8	2.1	0.0	0.8	2.2	0.1	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	49.4	1.1	1.4	24.9	26.2	1.0	0.0	1.7	1.2	0.5	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	167.0	13.0	42.4	68.2	68.5	42.0	0.0	32.9	42.0	30.7	30.5
LnGrp LOS	D	F	B	D	F	F	D	A	C	D	C	C
Approach Vol, veh/h		2432			1795			138			321	
Approach Delay, s/veh		154.8			67.4			36.0			32.5	
Approach LOS		F			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	46.9	8.6	20.7	11.3	45.0	8.9	20.4
Change Period (Y+Rc), s	4.6	6.8	4.6	6.8	4.6	6.8	4.6	6.8
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.2	20.4	38.2	20.4	23.2
Max Q Clear Time (g_c+I1), s	5.1	42.1	4.2	13.2	7.1	40.2	4.5	6.3
Green Ext Time (p_c), s	0.1	0.0	0.0	0.7	0.1	0.0	0.0	0.4

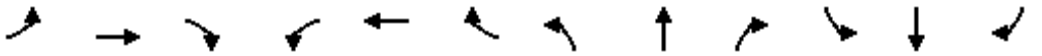
Intersection Summary		
HCM 6th Ctrl Delay		109.4
HCM 6th LOS		F

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR	Ø1
Lane Configurations										
Traffic Volume (vph)	135	2105	1622	100	5	0	71	0	198	
Future Volume (vph)	135	2105	1622	100	5	0	71	0	198	
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm	NA	Perm	
Protected Phases	5	2	6			8		4		1
Permitted Phases				6	8		4		4	
Detector Phase	5	2	6	6	8	8	4	4	4	
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	10.0	8.0	8.0	21.0	21.0	21.0	6.0
Minimum Split (s)	10.6	17.2	17.2	17.2	13.6	13.6	26.6	26.6	26.6	10.6
Total Split (s)	40.0	60.0	45.0	45.0	40.0	40.0	40.0	40.0	40.0	25.0
Total Split (%)	32.0%	48.0%	36.0%	36.0%	32.0%	32.0%	32.0%	32.0%	32.0%	20%
Yellow Time (s)	3.6	5.2	5.2	5.2	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.6	7.2	7.2	7.2		5.6		5.6	5.6	
Lead/Lag	Lead	Lag	Lag	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	Min	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	10.9	54.2	38.7	38.7		21.0		21.0	21.0	
Actuated g/C Ratio	0.12	0.62	0.44	0.44		0.24		0.24	0.24	
v/c Ratio	0.61	1.81	1.02	0.13		0.01		0.21	0.37	
Control Delay	48.1	386.0	54.4	3.8		0.0		29.4	6.6	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	48.1	386.0	54.4	3.8		0.0		29.4	6.6	
LOS	D	F	D	A		A		C	A	
Approach Delay		365.7	51.5					12.6		
Approach LOS		F	D					B		

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 88	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.81	
Intersection Signal Delay: 215.3	Intersection LOS: F
Intersection Capacity Utilization 140.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	2105	7	0	1622	100	5	0	2	71	0	198
Future Volume (veh/h)	135	2105	7	0	1622	100	5	0	2	71	0	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	135	2105	7	0	1622	100	5	0	2	71	0	198
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	171	1154	4	2	1669	745	267	12	83	443	0	390
Arrive On Green	0.09	0.61	0.61	0.00	0.46	0.46	0.24	0.00	0.24	0.24	0.00	0.24
Sat Flow, veh/h	1810	1893	6	1810	3610	1610	808	49	343	1485	0	1610
Grp Volume(v), veh/h	135	0	2112	0	1622	100	7	0	0	71	0	198
Grp Sat Flow(s),veh/h/ln	1810	0	1899	1810	1805	1610	1200	0	0	1485	0	1610
Q Serve(g_s), s	6.3	0.0	52.8	0.0	38.0	3.1	0.0	0.0	0.0	0.0	0.0	9.2
Cycle Q Clear(g_c), s	6.3	0.0	52.8	0.0	38.0	3.1	2.7	0.0	0.0	2.7	0.0	9.2
Prop In Lane	1.00		0.00	1.00		1.00	0.71		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	171	0	1158	2	1669	745	362	0	0	443	0	390
V/C Ratio(X)	0.79	0.00	1.82	0.00	0.97	0.13	0.02	0.00	0.00	0.16	0.00	0.51
Avail Cap(c_a), veh/h	740	0	1158	426	1669	745	563	0	0	666	0	640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.4	0.0	16.9	0.0	22.7	13.3	25.0	0.0	0.0	25.9	0.0	28.3
Incr Delay (d2), s/veh	3.1	0.0	374.1	0.0	15.8	0.1	0.0	0.0	0.0	0.2	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	139.6	0.0	18.5	1.1	0.1	0.0	0.0	1.2	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	0.0	390.9	0.0	38.5	13.5	25.0	0.0	0.0	26.0	0.0	29.4
LnGrp LOS	D	A	F	A	D	B	C	A	A	C	A	C
Approach Vol, veh/h		2247			1722			7			269	
Approach Delay, s/veh		369.9			37.1			25.0			28.5	
Approach LOS		F			D			C			C	

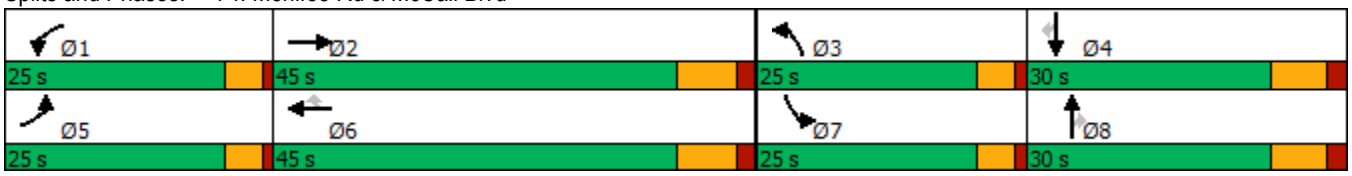
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	60.0		26.6	12.8	47.2		26.6				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	52.8		34.4	35.4	37.8		34.4				
Max Q Clear Time (g_c+I1), s	0.0	54.8		11.2	8.3	40.0		4.7				
Green Ext Time (p_c), s	0.0	0.0		1.0	0.2	0.0		0.0				

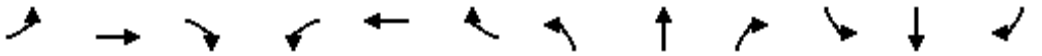
Intersection Summary			
HCM 6th Ctrl Delay		212.7	
HCM 6th LOS		F	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	871	1060	56	565	149	234	936	147	321	804	923
Future Volume (vph)	871	1060	56	565	149	234	936	147	321	804	923
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.5	10.6	17.5	17.5	10.6	15.2	15.2	10.6	15.2	15.2
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	20.4	40.6	6.6	24.5	24.5	17.7	22.8	22.8	20.4	25.5	25.5
Actuated g/C Ratio	0.18	0.36	0.06	0.22	0.22	0.16	0.20	0.20	0.18	0.23	0.23
v/c Ratio	1.37	1.02	0.27	0.72	0.32	0.82	1.28	0.35	0.98	0.98	1.41
Control Delay	211.3	65.1	55.3	45.9	7.4	69.1	171.7	13.4	91.7	71.2	216.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	211.3	65.1	55.3	45.9	7.4	69.1	171.7	13.4	91.7	71.2	216.9
LOS	F	E	E	D	A	E	F	B	F	E	F
Approach Delay		123.6		39.1			135.8			140.1	
Approach LOS		F		D			F			F	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 112.2	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.41	
Intersection Signal Delay: 121.2	Intersection LOS: F
Intersection Capacity Utilization 105.8%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	871	1060	247	56	565	149	234	936	147	321	804	923
Future Volume (veh/h)	871	1060	247	56	565	149	234	936	147	321	804	923
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	871	1060	247	56	565	149	234	936	147	321	804	923
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	651	1004	233	157	737	329	265	749	334	336	891	397
Arrive On Green	0.19	0.35	0.35	0.04	0.20	0.20	0.15	0.21	0.21	0.19	0.25	0.25
Sat Flow, veh/h	3510	2909	675	3510	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	871	656	651	56	565	149	234	936	147	321	804	923
Grp Sat Flow(s),veh/h/ln	1755	1805	1779	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	20.4	37.9	37.9	1.7	16.2	8.9	13.9	22.8	8.8	19.3	23.7	27.1
Cycle Q Clear(g_c), s	20.4	37.9	37.9	1.7	16.2	8.9	13.9	22.8	8.8	19.3	23.7	27.1
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	651	623	614	157	737	329	265	749	334	336	891	397
V/C Ratio(X)	1.34	1.05	1.06	0.36	0.77	0.45	0.88	1.25	0.44	0.96	0.90	2.32
Avail Cap(c_a), veh/h	651	623	614	651	1231	549	336	749	334	336	891	397
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	36.0	36.0	51.0	41.3	38.4	46.0	43.6	38.0	44.3	40.1	41.4
Incr Delay (d2), s/veh	162.1	50.8	53.6	0.5	1.7	1.0	17.3	123.6	0.9	37.2	12.4	603.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.5	25.1	25.2	0.8	7.3	3.6	7.5	22.9	3.5	12.1	11.9	77.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	206.8	86.8	89.6	51.5	43.0	39.3	63.3	167.2	38.9	81.6	52.5	645.0
LnGrp LOS	F	F	F	D	D	D	E	F	D	F	D	F
Approach Vol, veh/h		2178			770			1317			2048	
Approach Delay, s/veh		135.6			42.9			134.4			324.1	
Approach LOS		F			D			F			F	

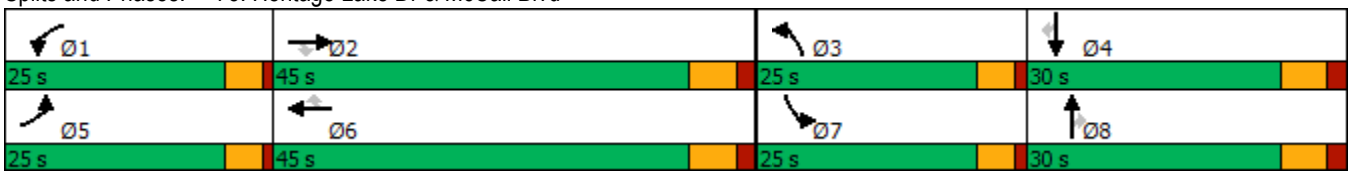
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	45.4	20.7	34.3	25.0	30.0	25.0	30.0
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	22.8	20.4	37.5	20.4	22.8
Max Q Clear Time (g_c+I1), s	3.7	39.9	15.9	29.1	22.4	18.2	21.3	24.8
Green Ext Time (p_c), s	0.1	0.0	0.1	0.0	0.0	4.2	0.0	0.0

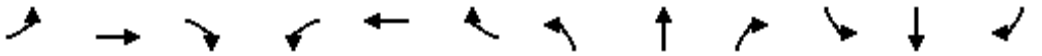
Intersection Summary	
HCM 6th Ctrl Delay	185.2
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	1322	161	60	629	22	97	16	56	25	17	43
Future Volume (vph)	47	1322	161	60	629	22	97	16	56	25	17	43
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.6	38.3	38.3	9.0	41.1	41.1	10.8	14.0	14.0	8.0	10.3	10.3
Actuated g/C Ratio	0.12	0.56	0.56	0.13	0.60	0.60	0.16	0.20	0.20	0.12	0.15	0.15
v/c Ratio	0.21	0.46	0.18	0.26	0.20	0.02	0.35	0.04	0.14	0.12	0.06	0.13
Control Delay	38.9	15.9	6.7	38.9	12.3	0.0	37.9	32.0	1.4	39.3	37.8	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.9	15.9	6.7	38.9	12.3	0.0	37.9	32.0	1.4	39.3	37.8	0.8
LOS	D	B	A	D	B	A	D	C	A	D	D	A
Approach Delay		15.6			14.2			25.3			19.5	
Approach LOS		B			B			C			B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 69	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay: 16.0	Intersection LOS: B
Intersection Capacity Utilization 57.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 75: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	1322	161	60	629	22	97	16	56	25	17	43
Future Volume (veh/h)	47	1322	161	60	629	22	97	16	56	25	17	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	1322	161	60	629	22	97	16	56	25	17	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	2114	651	111	2157	670	138	302	255	61	220	184
Arrive On Green	0.05	0.41	0.41	0.06	0.42	0.42	0.08	0.16	0.16	0.03	0.12	0.12
Sat Flow, veh/h	1810	5187	1596	1810	5187	1610	1810	1900	1604	1810	1900	1585
Grp Volume(v), veh/h	47	1322	161	60	629	22	97	16	56	25	17	43
Grp Sat Flow(s),veh/h/ln	1810	1729	1596	1810	1729	1610	1810	1900	1604	1810	1900	1585
Q Serve(g_s), s	1.6	13.2	4.3	2.1	5.2	0.5	3.4	0.5	2.0	0.9	0.5	1.6
Cycle Q Clear(g_c), s	1.6	13.2	4.3	2.1	5.2	0.5	3.4	0.5	2.0	0.9	0.5	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	96	2114	651	111	2157	670	138	302	255	61	220	184
V/C Ratio(X)	0.49	0.63	0.25	0.54	0.29	0.03	0.70	0.05	0.22	0.41	0.08	0.23
Avail Cap(c_a), veh/h	569	3085	949	569	3085	958	569	691	583	569	691	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	15.3	12.7	29.6	12.6	11.2	29.2	23.2	23.8	30.7	25.6	26.1
Incr Delay (d2), s/veh	1.5	0.3	0.2	1.5	0.1	0.0	2.4	0.1	0.4	1.7	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.7	1.4	0.9	1.8	0.2	1.5	0.2	0.7	0.4	0.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.3	15.6	12.9	31.1	12.7	11.2	31.7	23.2	24.2	32.4	25.7	26.7
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1530			711			169			85	
Approach Delay, s/veh		15.8			14.2			28.4			28.2	
Approach LOS		B			B			C			C	

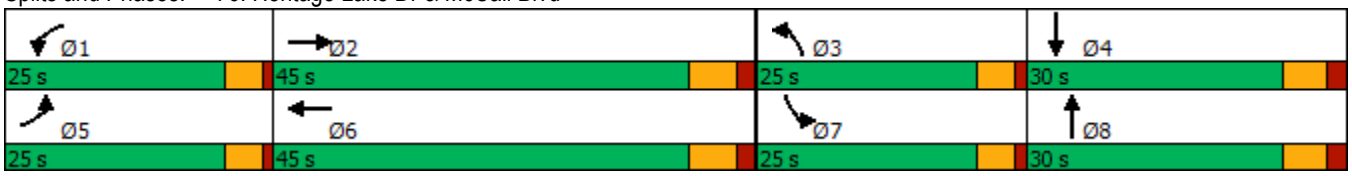
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	32.8	9.6	13.9	8.0	33.4	6.8	16.7
Change Period (Y+Rc), s	4.6	6.4	4.6	6.4	4.6	6.4	4.6	6.4
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.6	20.4	38.6	20.4	23.6
Max Q Clear Time (g_c+I1), s	4.1	15.2	5.4	3.6	3.6	7.2	2.9	4.0
Green Ext Time (p_c), s	0.0	11.3	0.1	0.1	0.0	4.9	0.0	0.2

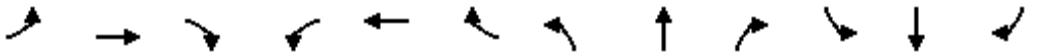
Intersection Summary	
HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	39	877	105	513	205	26	25	29
Future Volume (vph)	39	877	105	513	205	26	25	29
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0
Minimum Split (s)	10.6	16.4	10.6	16.4	10.6	14.1	10.6	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.1	3.6	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	4.6	6.4	4.6	6.1	4.6	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	7.6	32.8	10.3	37.6	15.5	20.5	7.2	9.4
Actuated g/C Ratio	0.09	0.40	0.13	0.46	0.19	0.25	0.09	0.11
v/c Ratio	0.23	0.64	0.47	0.23	0.60	0.30	0.16	0.23
Control Delay	46.1	22.4	46.9	15.8	44.0	11.5	45.8	30.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	22.4	46.9	15.8	44.0	11.5	45.8	30.0
LOS	D	C	D	B	D	B	D	C
Approach Delay		23.1		20.9		30.4		35.1
Approach LOS		C		C		C		D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 82.3	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 23.9	Intersection LOS: C
Intersection Capacity Utilization 67.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 76: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	877	414	105	513	22	205	26	122	25	29	23
Future Volume (veh/h)	39	877	414	105	513	22	205	26	122	25	29	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	877	414	105	513	22	205	26	122	25	29	23
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	82	1303	604	137	2078	89	250	62	292	59	107	85
Arrive On Green	0.05	0.38	0.38	0.08	0.41	0.41	0.14	0.21	0.21	0.03	0.11	0.11
Sat Flow, veh/h	1810	3458	1604	1810	5101	218	1810	289	1357	1810	981	778
Grp Volume(v), veh/h	39	877	414	105	347	188	205	0	148	25	0	52
Grp Sat Flow(s),veh/h/ln	1810	1729	1604	1810	1729	1861	1810	0	1647	1810	0	1760
Q Serve(g_s), s	1.5	15.3	15.7	4.1	4.8	4.8	8.0	0.0	5.6	1.0	0.0	2.0
Cycle Q Clear(g_c), s	1.5	15.3	15.7	4.1	4.8	4.8	8.0	0.0	5.6	1.0	0.0	2.0
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.82	1.00		0.44
Lane Grp Cap(c), veh/h	82	1303	604	137	1408	758	250	0	354	59	0	193
V/C Ratio(X)	0.48	0.67	0.69	0.77	0.25	0.25	0.82	0.00	0.42	0.42	0.00	0.27
Avail Cap(c_a), veh/h	510	1845	856	510	1845	993	510	0	544	510	0	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.7	18.8	18.9	32.8	14.1	14.1	30.3	0.0	24.5	34.3	0.0	29.6
Incr Delay (d2), s/veh	1.6	0.6	1.4	3.4	0.1	0.2	2.5	0.0	0.8	1.8	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.8	5.6	1.9	1.8	1.9	3.5	0.0	2.2	0.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	19.4	20.3	36.2	14.2	14.3	32.8	0.0	25.3	36.1	0.0	30.3
LnGrp LOS	D	B	C	D	B	B	C	A	C	D	A	C
Approach Vol, veh/h		1330			640			353			77	
Approach Delay, s/veh		20.2			17.8			29.7			32.2	
Approach LOS		C			B			C			C	

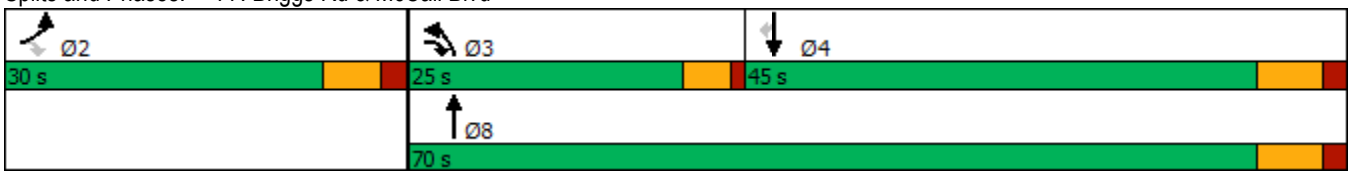
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	33.7	14.6	14.0	7.9	35.9	7.0	21.6
Change Period (Y+Rc), s	4.6	6.4	4.6	6.1	4.6	6.4	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.9	20.4	38.6	20.4	23.9
Max Q Clear Time (g_c+I1), s	6.1	17.7	10.0	4.0	3.5	6.8	3.0	7.6
Green Ext Time (p_c), s	0.1	9.6	0.2	0.2	0.0	3.7	0.0	0.7

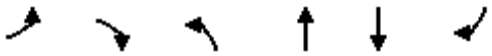
Intersection Summary	
HCM 6th Ctrl Delay	21.3
HCM 6th LOS	C

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	629	397	213	618	629	420
Future Volume (vph)	629	397	213	618	629	420
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	25.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	25.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	23.9	39.3	9.0	35.8	22.2	22.2
Actuated g/C Ratio	0.33	0.54	0.12	0.49	0.30	0.30
v/c Ratio	1.07	0.24	0.50	0.66	0.57	0.54
Control Delay	84.6	5.0	35.3	17.6	23.5	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.6	5.0	35.3	17.6	23.5	4.9
LOS	F	A	D	B	C	A
Approach Delay	53.8			22.1	16.0	
Approach LOS	D			C	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 73.1	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 31.1	Intersection LOS: C
Intersection Capacity Utilization 78.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	629	397	213	618	629	420
Future Volume (veh/h)	629	397	213	618	629	420
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	629	397	213	618	629	420
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	588	1174	314	938	1230	549
Arrive On Green	0.32	0.32	0.09	0.49	0.34	0.34
Sat Flow, veh/h	1810	2834	3510	1900	3705	1610
Grp Volume(v), veh/h	629	397	213	618	629	420
Grp Sat Flow(s),veh/h/ln	1810	1417	1755	1900	1805	1610
Q Serve(g_s), s	23.6	6.9	4.3	17.7	10.1	16.9
Cycle Q Clear(g_c), s	23.6	6.9	4.3	17.7	10.1	16.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	588	1174	314	938	1230	549
V/C Ratio(X)	1.07	0.34	0.68	0.66	0.51	0.77
Avail Cap(c_a), veh/h	588	1174	986	1653	1898	847
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	14.5	32.1	13.8	19.1	21.4
Incr Delay (d2), s/veh	57.3	0.1	1.0	0.8	0.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.7	0.0	1.8	6.9	4.0	6.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	81.8	14.6	33.0	14.6	19.5	23.6
LnGrp LOS	F	B	C	B	B	C
Approach Vol, veh/h	1026			831	1049	
Approach Delay, s/veh	55.8			19.3	21.1	
Approach LOS	E			B	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		30.0	11.1	31.6		42.7
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s		25.6	6.3	18.9		19.7
Green Ext Time (p_c), s		0.0	0.3	5.8		4.9

Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	69	1302	53	1070
Future Volume (vph)	69	1302	53	1070
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	8.0	10.0	6.0	10.0
Minimum Split (s)	13.6	17.5	10.6	17.5
Total Split (s)	30.0	45.0	25.0	70.0
Total Split (%)	30.0%	45.0%	25.0%	70.0%
Yellow Time (s)	3.6	5.5	3.6	5.5
All-Red Time (s)	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	7.5	4.6	7.5
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	9.2	45.4	7.0	52.4
Actuated g/C Ratio	0.13	0.65	0.10	0.75
v/c Ratio	0.38	0.61	0.29	0.40
Control Delay	29.1	12.5	34.9	5.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	29.1	12.5	34.9	5.0
LOS	C	B	C	A
Approach Delay	29.1	12.5		6.4
Approach LOS	C	B		A

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 69.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 10.5	Intersection LOS: B
Intersection Capacity Utilization 61.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 78: Menifee Rd & Coastline Ave





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	69	26	1302	104	53	1070
Future Volume (veh/h)	69	26	1302	104	53	1070
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	69	26	1302	104	53	1070
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	139	52	1741	139	109	2369
Arrive On Green	0.11	0.11	0.51	0.51	0.06	0.66
Sat Flow, veh/h	1259	474	3482	270	1810	3705
Grp Volume(v), veh/h	96	0	692	714	53	1070
Grp Sat Flow(s),veh/h/ln	1752	0	1805	1851	1810	1805
Q Serve(g_s), s	2.9	0.0	17.0	17.1	1.6	8.1
Cycle Q Clear(g_c), s	2.9	0.0	17.0	17.1	1.6	8.1
Prop In Lane	0.72	0.27		0.15	1.00	
Lane Grp Cap(c), veh/h	194	0	928	952	109	2369
V/C Ratio(X)	0.50	0.00	0.75	0.75	0.49	0.45
Avail Cap(c_a), veh/h	761	0	1205	1236	657	4018
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	0.0	10.8	10.8	25.6	4.7
Incr Delay (d2), s/veh	2.0	0.0	1.9	1.9	1.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	5.7	5.9	0.7	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.5	0.0	12.6	12.7	26.8	4.9
LnGrp LOS	C	A	B	B	C	A
Approach Vol, veh/h	96		1406			1123
Approach Delay, s/veh	25.5		12.6			5.9
Approach LOS	C		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.0	36.4			44.3	11.8
Change Period (Y+Rc), s	4.6	7.5			7.5	5.6
Max Green Setting (Gmax), s	20.4	37.5			62.5	24.4
Max Q Clear Time (g_c+I1), s	3.6	19.1			10.1	4.9
Green Ext Time (p_c), s	0.0	9.8			10.4	0.2

Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

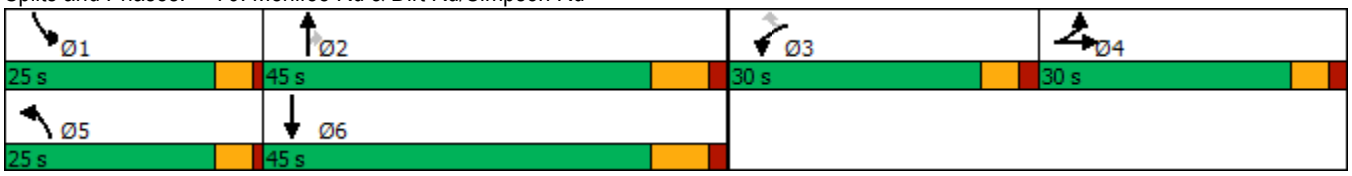
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4	Ø5
Lane Configurations								
Traffic Volume (vph)	318	483	923	344	356	783		
Future Volume (vph)	318	483	923	344	356	783		
Turn Type	Prot	Perm	NA	Perm	Prot	NA		
Protected Phases	3		2		1	6	4	5
Permitted Phases		3		2				
Detector Phase	3	3	2	2	1	6		
Switch Phase								
Minimum Initial (s)	8.0	8.0	10.0	10.0	6.0	10.0	8.0	6.0
Minimum Split (s)	13.6	13.6	17.5	17.5	10.6	17.5	13.6	10.6
Total Split (s)	30.0	30.0	45.0	45.0	25.0	45.0	30.0	25.0
Total Split (%)	23.1%	23.1%	34.6%	34.6%	19.2%	34.6%	23%	19%
Yellow Time (s)	3.6	3.6	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.6	5.6	7.5	7.5	4.6	7.5		
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	Min	None	Min	None	None
Act Effct Green (s)	23.2	23.2	35.5	35.5	20.5	60.6		
Actuated g/C Ratio	0.24	0.24	0.37	0.37	0.21	0.62		
v/c Ratio	0.74	0.65	0.70	0.46	0.93	0.35		
Control Delay	45.9	7.5	29.6	8.9	72.4	9.3		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	45.9	7.5	29.6	8.9	72.4	9.3		
LOS	D	A	C	A	E	A		
Approach Delay			24.0			29.0		
Approach LOS			C			C		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 97	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 25.5	Intersection LOS: C
Intersection Capacity Utilization 76.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 79: Menifee Rd & Dirt Rd/Simpson Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	318	0	483	0	923	344	356	783	0
Future Volume (veh/h)	0	0	0	318	0	483	0	923	344	356	783	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	318	0	483	0	923	344	356	783	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	4	0	0	0	0	4	1795	801	429	3016	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.24	0.84	0.00
Sat Flow, veh/h	0	1900	0		0		1810	3610	1610	1810	3705	0
Grp Volume(v), veh/h	0	0	0		0.0		0	923	344	356	783	0
Grp Sat Flow(s),veh/h/ln	0	1900	0				1810	1805	1610	1810	1805	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	7.9	6.2	8.5	2.1	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	7.9	6.2	8.5	2.1	0.0
Prop In Lane	0.00		0.00				1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	4	0				4	1795	801	429	3016	0
V/C Ratio(X)	0.00	0.00	0.00				0.00	0.51	0.43	0.83	0.26	0.00
Avail Cap(c_a), veh/h	0	1017	0				810	2970	1325	810	3016	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	7.7	7.3	16.5	0.8	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	0.3	0.5	1.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0				0.0	2.2	1.6	3.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0				0.0	8.1	7.8	18.1	0.9	0.0
LnGrp LOS	A	A	A				A	A	A	B	A	A
Approach Vol, veh/h		0						1267			1139	
Approach Delay, s/veh		0.0						8.0			6.2	
Approach LOS								A			A	

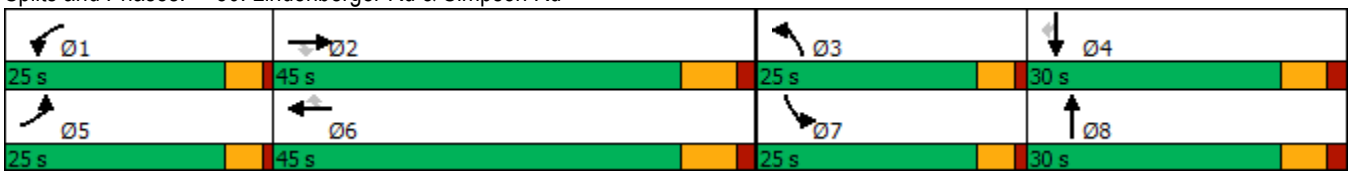
Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	15.4	30.2		0.0	0.0	45.6
Change Period (Y+Rc), s	4.6	7.5		5.6	4.6	7.5
Max Green Setting (Gmax), s	20.4	37.5		24.4	20.4	37.5
Max Q Clear Time (g_c+I1), s	10.5	9.9		0.0	0.0	4.1
Green Ext Time (p_c), s	0.4	12.8		0.0	0.0	9.0

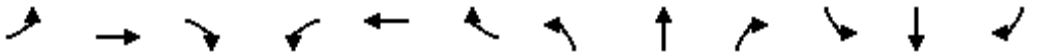
Intersection Summary		
HCM 6th Ctrl Delay		7.2
HCM 6th LOS		A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	62	408	202	58	467	40	246	102	16	71	102
Future Volume (vph)	62	408	202	58	467	40	246	102	16	71	102
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.2	17.2	10.6	17.2	17.2	10.6	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	8.0	23.8	23.8	7.9	23.6	23.6	16.5	27.5	6.6	9.8	9.8
Actuated g/C Ratio	0.10	0.30	0.30	0.10	0.30	0.30	0.21	0.35	0.08	0.12	0.12
v/c Ratio	0.34	0.71	0.32	0.32	0.43	0.07	0.65	0.17	0.11	0.30	0.34
Control Delay	43.9	33.3	5.0	43.9	24.4	0.2	40.9	13.3	43.4	41.0	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.9	33.3	5.0	43.9	24.4	0.2	40.9	13.3	43.4	41.0	9.8
LOS	D	C	A	D	C	A	D	B	D	D	A
Approach Delay		25.8			24.7			28.4		24.4	
Approach LOS		C			C			C		C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 78.8	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 25.9	Intersection LOS: C
Intersection Capacity Utilization 61.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 80: Lindenberger Rd & Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	408	202	58	467	40	246	102	102	16	71	102
Future Volume (veh/h)	62	408	202	58	467	40	246	102	102	16	71	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	62	408	202	58	467	40	246	102	102	16	71	102
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	534	453	110	1007	449	299	487	425	42	243	205
Arrive On Green	0.06	0.28	0.28	0.06	0.28	0.28	0.17	0.27	0.27	0.02	0.13	0.13
Sat Flow, veh/h	1810	1900	1610	1810	3610	1610	1810	1805	1576	1810	1900	1606
Grp Volume(v), veh/h	62	408	202	58	467	40	246	102	102	16	71	102
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1610	1810	1805	1576	1810	1900	1606
Q Serve(g_s), s	2.1	12.3	6.4	1.9	6.7	1.1	8.2	2.7	3.2	0.5	2.1	3.7
Cycle Q Clear(g_c), s	2.1	12.3	6.4	1.9	6.7	1.1	8.2	2.7	3.2	0.5	2.1	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	534	453	110	1007	449	299	487	425	42	243	205
V/C Ratio(X)	0.54	0.76	0.45	0.53	0.46	0.09	0.82	0.21	0.24	0.38	0.29	0.50
Avail Cap(c_a), veh/h	591	1149	974	591	2183	974	591	682	595	591	717	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	20.6	18.5	28.5	18.7	16.7	25.2	17.7	17.8	30.1	24.7	25.4
Incr Delay (d2), s/veh	1.5	2.3	0.7	1.4	0.3	0.1	2.2	0.2	0.3	2.1	0.7	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.3	2.3	0.8	2.6	0.4	3.5	1.1	1.1	0.3	0.9	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.9	22.9	19.1	29.9	19.0	16.7	27.4	17.9	18.1	32.2	25.4	27.2
LnGrp LOS	C	C	B	C	B	B	C	B	B	C	C	C
Approach Vol, veh/h		672			565			450			189	
Approach Delay, s/veh		22.4			20.0			23.1			26.9	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	24.8	14.9	14.4	8.6	24.6	6.1	23.3
Change Period (Y+Rc), s	4.6	7.2	4.6	6.4	4.6	7.2	4.6	6.4
Max Green Setting (Gmax), s	20.4	37.8	20.4	23.6	20.4	37.8	20.4	23.6
Max Q Clear Time (g_c+I1), s	3.9	14.3	10.2	5.7	4.1	8.7	2.5	5.2
Green Ext Time (p_c), s	0.0	3.3	0.3	0.6	0.1	3.5	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	452.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	193	245	71	305	296	148	82	452	301	73	619	144
Future Vol, veh/h	193	245	71	305	296	148	82	452	301	73	619	144
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	193	245	71	305	296	148	82	452	301	73	619	144
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	0

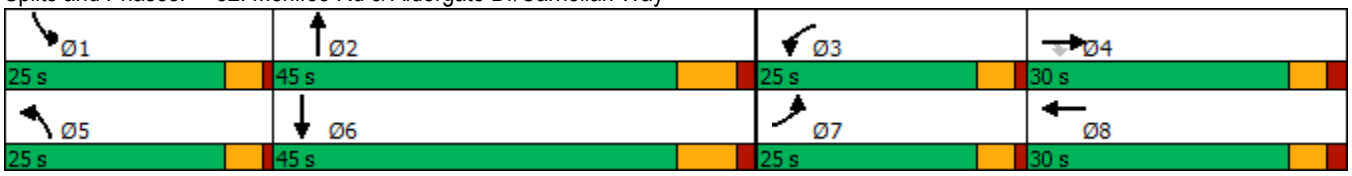
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	62.5	529.6	619	454.3
HCM LOS	F	F	F	F

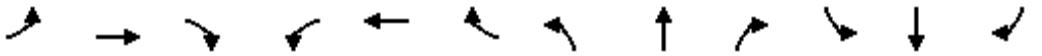
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	10%	100%	0%	41%	100%	0%
Vol Thru, %	54%	0%	78%	40%	0%	81%
Vol Right, %	36%	0%	22%	20%	0%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	835	193	316	749	73	763
LT Vol	82	193	0	305	73	0
Through Vol	452	0	245	296	0	619
RT Vol	301	0	71	148	0	144
Lane Flow Rate	835	193	316	749	73	763
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	2.272	0.547	0.837	2.071	0.204	1.993
Departure Headway (Hd)	16.137	18.906	18.202	15.82	16.626	15.94
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	234	193	202	240	218	237
Service Time	14.137	16.606	15.902	13.82	14.326	13.64
HCM Lane V/C Ratio	3.568	1	1.564	3.121	0.335	3.219
HCM Control Delay	619	42.3	74.8	529.6	23.5	495.5
HCM Lane LOS	F	E	F	F	C	F
HCM 95th-tile Q	40.2	2.9	6.1	35.4	0.7	33.1

Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	55	13	43	0	14	1283	49	946
Future Volume (vph)	55	13	43	0	14	1283	49	946
Turn Type	Prot	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7		3	8	5	2	1	6
Permitted Phases		4						
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	13.6	10.6	13.6	10.6	17.5	10.6	17.5
Total Split (s)	25.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	4.6	5.6	4.6	7.5	4.6	7.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	8.0	8.3	12.1	8.2	6.2	44.9	7.1	49.7
Actuated g/C Ratio	0.11	0.11	0.16	0.11	0.08	0.60	0.10	0.67
v/c Ratio	0.29	0.02	0.15	0.09	0.09	0.61	0.29	0.42
Control Delay	38.5	0.1	30.6	0.3	38.2	17.1	39.4	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.5	0.1	30.6	0.3	38.2	17.1	39.4	10.2
LOS	D	A	C	A	D	B	D	B
Approach Delay				14.0		17.3		11.6
Approach LOS				B		B		B

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 74.7	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 15.2	Intersection LOS: B
Intersection Capacity Utilization 61.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 82: Menifee Rd & Aldergate Dr/Carnelian Way





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	0	13	43	0	52	14	1283	38	49	946	49
Future Volume (veh/h)	55	0	13	43	0	52	14	1283	38	49	946	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	0	13	43	0	52	14	1283	38	49	946	49
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	104	211	179	89	0	166	37	1625	48	97	1700	88
Arrive On Green	0.06	0.00	0.11	0.05	0.00	0.10	0.02	0.45	0.45	0.05	0.49	0.49
Sat Flow, veh/h	1810	1900	1610	1810	0	1610	1810	3580	106	1810	3492	181
Grp Volume(v), veh/h	55	0	13	43	0	52	14	647	674	49	489	506
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1610	1810	1805	1881	1810	1805	1867
Q Serve(g_s), s	2.0	0.0	0.5	1.6	0.0	2.0	0.5	20.5	20.5	1.8	12.8	12.8
Cycle Q Clear(g_c), s	2.0	0.0	0.5	1.6	0.0	2.0	0.5	20.5	20.5	1.8	12.8	12.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.06	1.00		0.10
Lane Grp Cap(c), veh/h	104	211	179	89	0	166	37	819	853	97	879	909
V/C Ratio(X)	0.53	0.00	0.07	0.48	0.00	0.31	0.38	0.79	0.79	0.51	0.56	0.56
Avail Cap(c_a), veh/h	550	690	585	550	0	585	550	1008	1050	550	1008	1043
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	0.0	26.7	31.1	0.0	27.9	32.5	15.6	15.6	30.9	12.1	12.1
Incr Delay (d2), s/veh	1.6	0.0	0.2	1.5	0.0	1.1	2.3	3.5	3.4	1.5	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.2	0.7	0.0	0.8	0.2	8.1	8.5	0.8	4.6	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.3	0.0	26.9	32.6	0.0	29.0	34.8	19.1	19.0	32.4	12.7	12.7
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		68			95			1335			1044	
Approach Delay, s/veh		31.3			30.6			19.2			13.6	
Approach LOS		C			C			B			B	

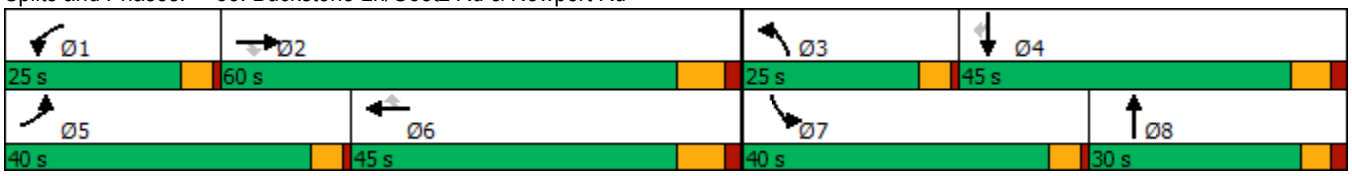
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	38.0	7.9	13.1	6.0	40.2	8.4	12.5
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	3.8	22.5	3.6	2.5	2.5	14.8	4.0	4.0
Green Ext Time (p_c), s	0.0	8.0	0.0	0.0	0.0	6.9	0.0	0.2

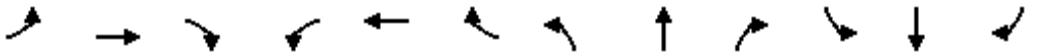
Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	836	1314	11	24	1282	394	9	5	307	0	689
Future Volume (vph)	836	1314	11	24	1282	394	9	5	307	0	689
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.5	15.5	10.6	11.6	10.6	12.8	12.8
Total Split (s)	40.0	60.0	60.0	25.0	45.0	45.0	25.0	30.0	40.0	45.0	45.0
Total Split (%)	25.8%	38.7%	38.7%	16.1%	29.0%	29.0%	16.1%	19.4%	25.8%	29.0%	29.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	3.6	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.5	7.5	4.6	5.6	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	35.0	72.8	72.8	6.6	37.7	37.7	6.1	6.3	13.9	12.0	12.0
Actuated g/C Ratio	0.33	0.69	0.69	0.06	0.36	0.36	0.06	0.06	0.13	0.11	0.11
v/c Ratio	0.72	0.37	0.01	0.21	0.69	0.58	0.09	0.10	0.67	0.48	0.48
Control Delay	36.3	9.0	0.0	54.2	32.3	21.2	52.8	38.5	51.7	2.3	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	9.0	0.0	54.2	32.3	21.2	52.8	38.5	51.7	2.3	2.3
LOS	D	A	A	D	C	C	D	D	D	A	A
Approach Delay		19.5			30.0			44.9		17.5	
Approach LOS		B			C			D		B	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 105.6	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 22.9	Intersection LOS: C
Intersection Capacity Utilization 79.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 83: Buckstone Ln/Goetz Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	836	1314	11	24	1282	394	9	5	6	307	0	689
Future Volume (veh/h)	836	1314	11	24	1282	394	9	5	6	307	0	689
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	836	1314	11	24	1282	394	9	5	6	307	0	689
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	904	2712	841	50	1519	472	23	118	142	377	0	780
Arrive On Green	0.26	0.52	0.52	0.03	0.29	0.29	0.01	0.15	0.15	0.10	0.00	0.24
Sat Flow, veh/h	3510	5187	1609	1810	5187	1610	1810	784	940	3619	0	3220
Grp Volume(v), veh/h	836	1314	11	24	1282	394	9	0	11	307	0	689
Grp Sat Flow(s),veh/h/ln	1755	1729	1609	1810	1729	1610	1810	0	1724	1810	0	1610
Q Serve(g_s), s	28.1	19.6	0.4	1.6	28.1	27.7	0.6	0.0	0.7	10.0	0.0	24.9
Cycle Q Clear(g_c), s	28.1	19.6	0.4	1.6	28.1	27.7	0.6	0.0	0.7	10.0	0.0	24.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	904	2712	841	50	1519	472	23	0	261	377	0	780
V/C Ratio(X)	0.92	0.48	0.01	0.48	0.84	0.84	0.38	0.00	0.04	0.81	0.00	0.88
Avail Cap(c_a), veh/h	1028	2712	841	305	1608	499	305	0	348	1059	0	1017
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.8	18.4	13.9	58.0	40.2	40.0	59.2	0.0	43.9	53.0	0.0	44.2
Incr Delay (d2), s/veh	11.9	0.1	0.0	2.7	4.1	11.3	3.8	0.0	0.1	1.6	0.0	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.6	7.7	0.1	0.8	12.4	12.4	0.3	0.0	0.3	4.6	0.0	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.7	18.6	13.9	60.6	44.3	51.3	63.0	0.0	43.9	54.7	0.0	51.7
LnGrp LOS	E	B	B	E	D	D	E	A	D	D	A	D
Approach Vol, veh/h		2161			1700			20			996	
Approach Delay, s/veh		32.9			46.1			52.5			52.6	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	70.7	6.2	36.1	35.7	42.9	17.2	25.1
Change Period (Y+Rc), s	4.6	7.5	4.6	6.8	4.6	7.5	4.6	* 6.8
Max Green Setting (Gmax), s	20.4	52.5	20.4	38.2	35.4	37.5	35.4	* 24
Max Q Clear Time (g_c+I1), s	3.6	21.6	2.6	26.9	30.1	30.1	12.0	2.7
Green Ext Time (p_c), s	0.0	12.0	0.0	2.4	1.1	5.3	0.6	0.0

Intersection Summary	
HCM 6th Ctrl Delay	41.6
HCM 6th LOS	D

Notes

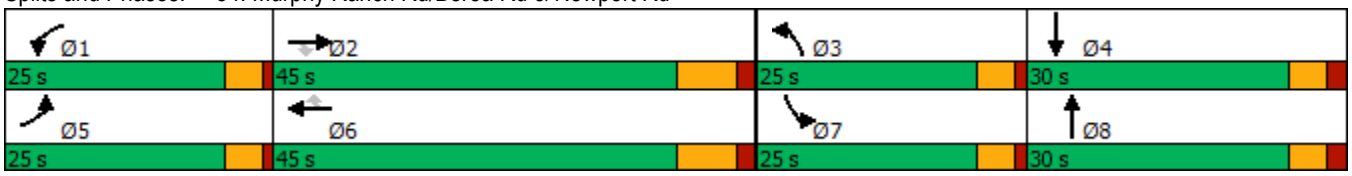
User approved volume balancing among the lanes for turning movement.

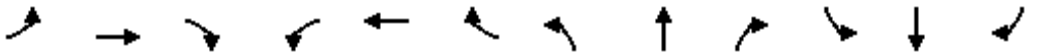
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	49	1587	75	20	1665	562	86	5	405	39
Future Volume (vph)	49	1587	75	20	1665	562	86	5	405	39
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2		1	6		3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.5	15.5	10.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.5	7.5	4.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None
Act Effct Green (s)	7.3	43.2	43.2	6.3	38.1	38.1	8.9	6.8	20.7	18.3
Actuated g/C Ratio	0.08	0.48	0.48	0.07	0.42	0.42	0.10	0.08	0.23	0.20
v/c Ratio	0.34	0.64	0.09	0.16	0.76	0.72	0.49	0.31	0.97	0.22
Control Delay	47.8	20.5	2.1	45.3	26.4	22.1	49.8	19.9	76.2	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.8	20.5	2.1	45.3	26.4	22.1	49.8	19.9	76.2	21.2
LOS	D	C	A	D	C	C	D	B	E	C
Approach Delay		20.4			25.5			38.7		66.5
Approach LOS		C			C			D		E

Intersection Summary		
Cycle Length: 125		
Actuated Cycle Length: 89.8		
Natural Cycle: 90		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.97		
Intersection Signal Delay: 28.4	Intersection LOS: C	
Intersection Capacity Utilization 80.7%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 84: Murphy Ranch Rd/Berea Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1587	75	20	1665	562	86	5	46	405	39	48
Future Volume (veh/h)	49	1587	75	20	1665	562	86	5	46	405	39	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	1587	75	20	1665	562	86	5	46	405	39	48
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	85	2226	682	48	2117	655	112	11	99	413	181	222
Arrive On Green	0.05	0.43	0.43	0.03	0.41	0.41	0.06	0.07	0.07	0.23	0.23	0.23
Sat Flow, veh/h	1810	5187	1590	1810	5187	1604	1810	160	1474	1810	774	953
Grp Volume(v), veh/h	49	1587	75	20	1665	562	86	0	51	405	0	87
Grp Sat Flow(s),veh/h/ln	1810	1729	1590	1810	1729	1604	1810	0	1635	1810	0	1727
Q Serve(g_s), s	2.4	22.5	2.5	1.0	25.0	28.5	4.2	0.0	2.7	19.9	0.0	3.6
Cycle Q Clear(g_c), s	2.4	22.5	2.5	1.0	25.0	28.5	4.2	0.0	2.7	19.9	0.0	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.90	1.00		0.55
Lane Grp Cap(c), veh/h	85	2226	682	48	2117	655	112	0	109	413	0	403
V/C Ratio(X)	0.57	0.71	0.11	0.42	0.79	0.86	0.77	0.00	0.47	0.98	0.00	0.22
Avail Cap(c_a), veh/h	413	2226	682	413	2176	673	413	0	446	413	0	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.7	21.0	15.3	42.8	23.1	24.1	41.3	0.0	40.2	34.3	0.0	27.7
Incr Delay (d2), s/veh	2.2	1.1	0.1	2.2	1.9	10.6	4.2	0.0	3.1	38.9	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	8.8	0.9	0.5	10.0	12.1	2.0	0.0	1.2	12.9	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.9	22.1	15.4	45.0	25.0	34.7	45.5	0.0	43.2	73.2	0.0	27.9
LnGrp LOS	D	C	B	D	C	C	D	A	D	E	A	C
Approach Vol, veh/h		1711			2247			137			492	
Approach Delay, s/veh		22.4			27.6			44.6			65.2	
Approach LOS		C			C			D			E	

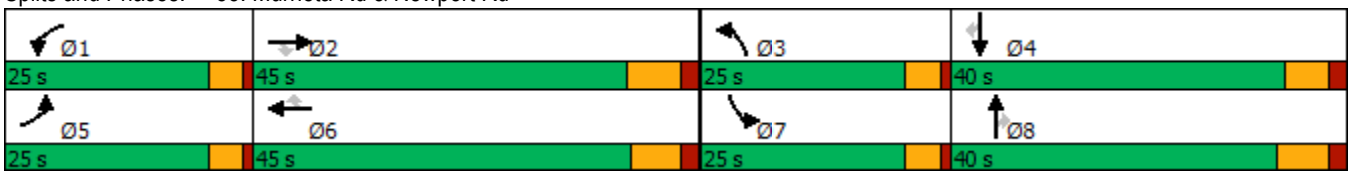
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	45.8	10.1	26.5	8.8	44.0	25.0	11.6
Change Period (Y+Rc), s	4.6	7.5	4.6	5.6	4.6	7.5	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.5	20.4	24.4	20.4	37.5	20.4	24.4
Max Q Clear Time (g_c+I1), s	3.0	24.5	6.2	5.6	4.4	30.5	21.9	4.7
Green Ext Time (p_c), s	0.0	8.9	0.1	0.4	0.0	5.9	0.0	0.2

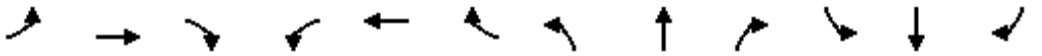
Intersection Summary	
HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	398	1515	415	390	1202	120	507	407	280	208	211	592
Future Volume (vph)	398	1515	415	390	1202	120	507	407	280	208	211	592
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.2	15.2	10.6	15.2	15.2	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	40.0	40.0	25.0	40.0	40.0
Total Split (%)	18.5%	33.3%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	29.6%	18.5%	29.6%	29.6%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	20.4	37.5	37.5	20.4	37.8	37.8	20.4	33.7	33.7	18.3	32.4	32.4
Actuated g/C Ratio	0.15	0.28	0.28	0.15	0.28	0.28	0.15	0.25	0.25	0.14	0.24	0.24
v/c Ratio	1.45	1.04	0.76	1.42	0.82	0.22	1.84	0.45	0.45	0.85	0.24	0.97
Control Delay	261.3	81.9	39.4	249.7	50.5	7.2	426.1	44.5	7.0	84.6	41.5	56.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	261.3	81.9	39.4	249.7	50.5	7.2	426.1	44.5	7.0	84.6	41.5	56.1
LOS	F	F	D	F	D	A	F	D	A	F	D	E
Approach Delay		105.0			92.9			197.8			59.0	
Approach LOS		F			F			F			E	

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 133.8	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.84	
Intersection Signal Delay: 112.0	Intersection LOS: F
Intersection Capacity Utilization 104.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 85: Murrieta Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	398	1515	415	390	1202	120	507	407	280	208	211	592
Future Volume (veh/h)	398	1515	415	390	1202	120	507	407	280	208	211	592
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	398	1515	415	390	1202	120	507	407	280	208	211	592
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	272	1432	444	272	1432	445	272	972	433	233	893	398
Arrive On Green	0.15	0.28	0.28	0.15	0.28	0.28	0.15	0.27	0.27	0.13	0.25	0.25
Sat Flow, veh/h	1810	5187	1607	1810	5187	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	398	1515	415	390	1202	120	507	407	280	208	211	592
Grp Sat Flow(s),veh/h/ln	1810	1729	1607	1810	1729	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	20.4	37.5	34.2	20.4	29.7	7.9	20.4	12.6	20.9	15.4	6.3	33.6
Cycle Q Clear(g_c), s	20.4	37.5	34.2	20.4	29.7	7.9	20.4	12.6	20.9	15.4	6.3	33.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	272	1432	444	272	1432	445	272	972	433	233	893	398
V/C Ratio(X)	1.46	1.06	0.94	1.43	0.84	0.27	1.87	0.42	0.65	0.89	0.24	1.49
Avail Cap(c_a), veh/h	272	1432	444	272	1444	448	272	972	433	272	893	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	49.2	48.0	57.7	46.3	38.4	57.7	40.9	43.9	58.3	40.8	51.1
Incr Delay (d2), s/veh	228.0	40.7	27.2	215.5	4.5	0.3	403.1	0.3	3.3	24.5	0.1	231.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.5	21.5	17.0	25.6	13.3	3.2	39.8	5.7	8.8	8.6	2.9	39.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	285.7	89.8	75.2	273.2	50.9	38.8	460.8	41.2	47.2	82.8	41.0	282.8
LnGrp LOS	F	F	E	F	D	D	F	D	D	F	D	F
Approach Vol, veh/h		2328			1712			1194			1011	
Approach Delay, s/veh		120.7			100.7			220.8			191.2	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	45.0	25.0	40.8	25.0	45.0	22.1	43.7
Change Period (Y+Rc), s	4.6	7.5	4.6	* 7.2	4.6	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	* 34	20.4	* 38	20.4	32.8
Max Q Clear Time (g_c+I1), s	22.4	39.5	22.4	35.6	22.4	31.7	17.4	22.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	4.1	0.1	2.7

Intersection Summary	
HCM 6th Ctrl Delay	145.8
HCM 6th LOS	F

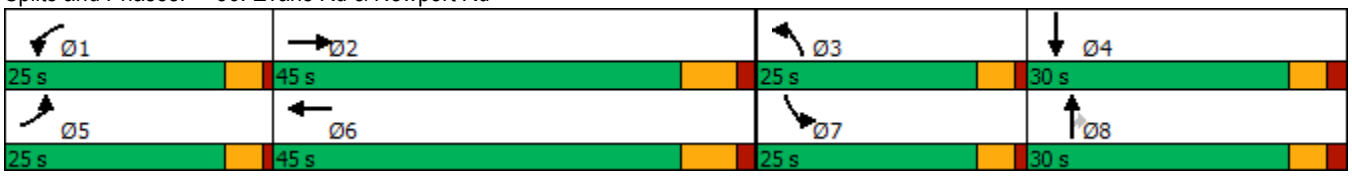
Notes

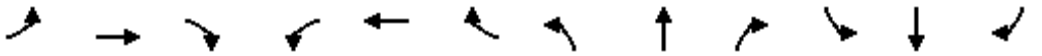
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	27	1797	72	1742	379	62	65	82	27
Future Volume (vph)	27	1797	72	1742	379	62	65	82	27
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	11.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	5.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.6	38.5	8.4	44.4	20.8	19.1	19.1	8.8	7.4
Actuated g/C Ratio	0.07	0.42	0.09	0.48	0.23	0.21	0.21	0.10	0.08
v/c Ratio	0.21	1.36	0.44	0.72	0.93	0.16	0.15	0.47	0.33
Control Delay	47.4	191.3	50.4	22.6	68.2	35.1	1.7	51.0	30.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	191.3	50.4	22.6	68.2	35.1	1.7	51.0	30.9
LOS	D	F	D	C	E	D	A	D	C
Approach Delay		189.4		23.6		55.6			43.0
Approach LOS		F		C		E			D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 91.6	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.36	
Intersection Signal Delay: 102.2	Intersection LOS: F
Intersection Capacity Utilization 98.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 86: Evans Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	1797	234	72	1742	65	379	62	65	82	27	27
Future Volume (veh/h)	27	1797	234	72	1742	65	379	62	65	82	27	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	1797	234	72	1742	65	379	62	65	82	27	27
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	59	1335	170	100	2242	84	405	438	371	107	57	57
Arrive On Green	0.03	0.41	0.41	0.06	0.44	0.44	0.22	0.23	0.23	0.06	0.07	0.07
Sat Flow, veh/h	1810	3221	410	1810	5132	191	1810	1900	1610	1810	872	872
Grp Volume(v), veh/h	27	989	1042	72	1173	634	379	62	65	82	0	54
Grp Sat Flow(s),veh/h/ln	1810	1805	1826	1810	1729	1865	1810	1900	1610	1810	0	1743
Q Serve(g_s), s	1.3	37.8	37.8	3.6	26.4	26.4	18.8	2.4	3.0	4.1	0.0	2.7
Cycle Q Clear(g_c), s	1.3	37.8	37.8	3.6	26.4	26.4	18.8	2.4	3.0	4.1	0.0	2.7
Prop In Lane	1.00		0.22	1.00		0.10	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	59	748	757	100	1511	815	405	438	371	107	0	115
V/C Ratio(X)	0.46	1.32	1.38	0.72	0.78	0.78	0.94	0.14	0.18	0.77	0.00	0.47
Avail Cap(c_a), veh/h	405	748	757	405	1511	815	405	508	431	405	0	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.3	26.7	26.7	42.4	21.9	21.9	34.8	27.9	28.2	42.3	0.0	41.1
Incr Delay (d2), s/veh	2.1	154.6	177.7	3.6	2.6	4.8	28.9	0.1	0.2	4.3	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	47.4	52.8	1.7	10.7	12.0	11.3	1.1	1.1	1.9	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	181.3	204.4	46.0	24.5	26.7	63.6	28.1	28.4	46.6	0.0	44.1
LnGrp LOS	D	F	F	D	C	C	E	C	C	D	A	D
Approach Vol, veh/h		2058			1879			506			136	
Approach Delay, s/veh		191.2			26.1			54.7			45.6	
Approach LOS		F			C			D			D	

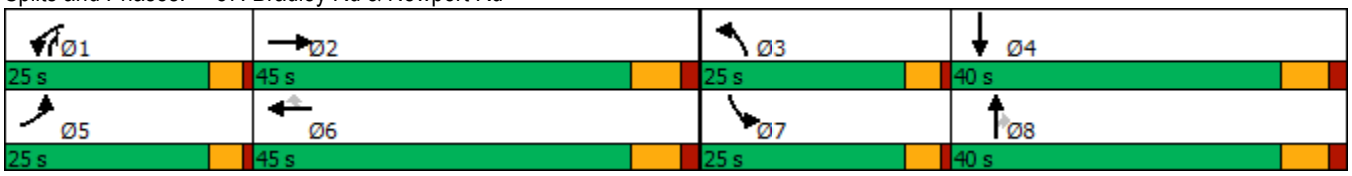
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	45.0	25.0	11.6	7.6	47.1	10.0	26.6
Change Period (Y+Rc), s	4.6	7.2	4.6	5.6	4.6	7.2	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.8	20.4	24.4	20.4	37.8	20.4	24.4
Max Q Clear Time (g_c+I1), s	5.6	39.8	20.8	4.7	3.3	28.4	6.1	5.0
Green Ext Time (p_c), s	0.1	0.0	0.0	0.2	0.0	7.2	0.1	0.4

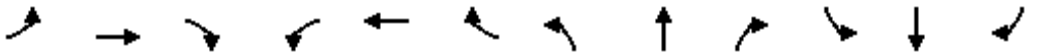
Intersection Summary		
HCM 6th Ctrl Delay		104.0
HCM 6th LOS		F

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	257	1377	313	1407	415	269	338	227	314	329
Future Volume (vph)	257	1377	313	1407	415	269	338	227	314	329
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	15.2	10.6	12.8	10.6	10.6	12.8
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	40.0	25.0	25.0	40.0
Total Split (%)	18.5%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	18.5%	18.5%	29.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2	4.6	6.8	4.6	4.6	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	20.0	42.1	15.7	37.9	37.9	20.5	27.0	49.6	20.5	27.0
Actuated g/C Ratio	0.16	0.33	0.12	0.29	0.29	0.16	0.21	0.39	0.16	0.21
v/c Ratio	0.92	0.96	0.73	0.92	0.65	0.94	0.85	0.34	1.10	0.67
Control Delay	90.9	56.4	65.2	55.1	20.9	93.8	68.4	19.3	131.4	43.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.9	56.4	65.2	55.1	20.9	93.8	68.4	19.3	131.4	43.7
LOS	F	E	E	E	C	F	E	B	F	D
Approach Delay		61.1		49.9			63.2			77.0
Approach LOS		E		D			E			E

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 128.6	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 59.5	Intersection LOS: E
Intersection Capacity Utilization 95.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 87: Bradley Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	1377	227	313	1407	415	269	338	227	314	329	185
Future Volume (veh/h)	257	1377	227	313	1407	415	269	338	227	314	329	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	257	1377	227	313	1407	415	269	338	227	314	329	185
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	282	1547	255	373	1533	474	292	387	499	292	454	249
Arrive On Green	0.16	0.35	0.35	0.11	0.30	0.30	0.16	0.20	0.20	0.16	0.20	0.20
Sat Flow, veh/h	1810	4484	739	3510	5187	1605	1810	1900	1610	1810	2229	1223
Grp Volume(v), veh/h	257	1062	542	313	1407	415	269	338	227	314	265	249
Grp Sat Flow(s),veh/h/ln	1810	1729	1765	1755	1729	1605	1810	1900	1610	1810	1805	1647
Q Serve(g_s), s	17.7	36.7	36.7	11.1	33.2	31.1	18.5	21.8	14.3	20.4	17.3	17.9
Cycle Q Clear(g_c), s	17.7	36.7	36.7	11.1	33.2	31.1	18.5	21.8	14.3	20.4	17.3	17.9
Prop In Lane	1.00		0.42	1.00		1.00	1.00		1.00	1.00		0.74
Lane Grp Cap(c), veh/h	282	1193	609	373	1533	474	292	387	499	292	368	336
V/C Ratio(X)	0.91	0.89	0.89	0.84	0.92	0.88	0.92	0.87	0.45	1.08	0.72	0.74
Avail Cap(c_a), veh/h	292	1193	609	566	1550	480	292	499	594	292	474	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	39.1	39.2	55.4	43.1	42.3	52.2	48.7	35.0	53.0	47.0	47.2
Incr Delay (d2), s/veh	29.5	8.6	15.2	4.2	9.0	16.3	32.3	12.8	0.6	74.3	3.8	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.3	16.8	18.3	5.1	15.3	14.4	11.0	11.7	5.7	15.3	8.2	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.0	47.7	54.4	59.7	52.1	58.6	84.6	61.6	35.7	127.3	50.7	52.2
LnGrp LOS	F	D	D	E	D	E	F	E	D	F	D	D
Approach Vol, veh/h		1861			2135			834			828	
Approach Delay, s/veh		54.4			54.5			62.0			80.2	
Approach LOS		D			D			E			F	

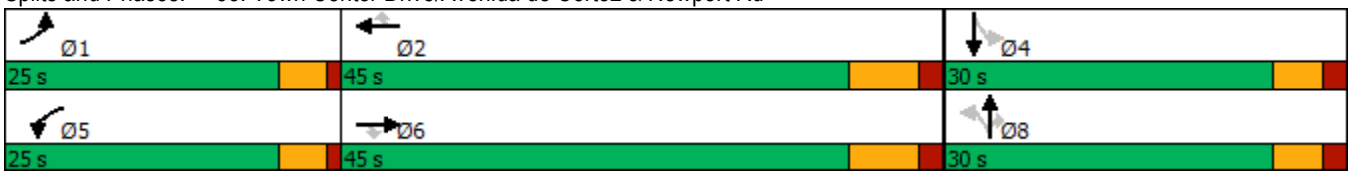
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	50.8	25.0	32.6	24.3	44.6	25.0	32.6
Change Period (Y+Rc), s	4.6	7.2	4.6	6.8	4.6	7.2	4.6	6.8
Max Green Setting (Gmax), s	20.4	37.8	20.4	33.2	20.4	37.8	20.4	33.2
Max Q Clear Time (g_c+I1), s	13.1	38.7	20.5	19.9	19.7	35.2	22.4	23.8
Green Ext Time (p_c), s	0.4	0.0	0.0	2.7	0.0	2.2	0.0	2.0

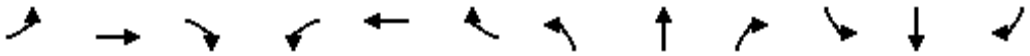
Intersection Summary	
HCM 6th Ctrl Delay	59.3
HCM 6th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	11	1938	111	437	1909	90	109	29	426	82	18
Future Volume (vph)	11	1938	111	437	1909	90	109	29	426	82	18
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	1	6		5	2			8			4
Permitted Phases			6			2	8		8	4	
Detector Phase	1	6	6	5	2	2	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	15.2	10.6	15.2	15.2	11.6	11.6	11.6	11.6	11.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	45.0%	25.0%	45.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	6.1	38.0	38.0	20.5	61.1	61.1	13.8	13.8	13.8	13.8	13.8
Actuated g/C Ratio	0.07	0.42	0.42	0.23	0.68	0.68	0.15	0.15	0.15	0.15	0.15
v/c Ratio	0.09	0.88	0.15	1.06	0.54	0.08	0.50	0.10	0.75	0.38	0.08
Control Delay	43.8	30.8	7.6	97.4	9.6	3.0	42.5	31.9	14.6	38.6	25.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	30.8	7.6	97.4	9.6	3.0	42.5	31.9	14.6	38.6	25.8
LOS	D	C	A	F	A	A	D	C	B	D	C
Approach Delay		29.6			25.1			20.9			35.7
Approach LOS		C			C			C			D

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 89.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 26.7	Intersection LOS: C
Intersection Capacity Utilization 88.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 88: Town Center Drive/Avenida de Cortez & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1938	111	437	1909	90	109	29	426	82	18	6
Future Volume (veh/h)	11	1938	111	437	1909	90	109	29	426	82	18	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	1938	111	437	1909	90	109	29	426	82	18	6
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	29	1961	609	369	2937	912	400	464	391	292	332	111
Arrive On Green	0.02	0.38	0.38	0.20	0.57	0.57	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1404	1900	1604	949	1362	454
Grp Volume(v), veh/h	11	1938	111	437	1909	90	109	29	426	82	0	24
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1404	1900	1604	949	0	1816
Q Serve(g_s), s	0.6	37.1	4.6	20.4	25.3	2.6	6.4	1.2	24.4	7.3	0.0	1.0
Cycle Q Clear(g_c), s	0.6	37.1	4.6	20.4	25.3	2.6	7.5	1.2	24.4	8.4	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	29	1961	609	369	2937	912	400	464	391	292	0	443
V/C Ratio(X)	0.38	0.99	0.18	1.18	0.65	0.10	0.27	0.06	1.09	0.28	0.00	0.05
Avail Cap(c_a), veh/h	369	1961	609	369	2937	912	400	464	391	292	0	443
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.7	30.9	20.8	39.8	14.9	10.0	31.8	29.0	37.8	32.3	0.0	29.0
Incr Delay (d2), s/veh	3.1	17.6	0.1	107.0	0.5	0.0	0.4	0.1	71.3	0.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	17.3	1.7	19.6	8.7	0.8	2.2	0.5	17.1	1.7	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	48.5	20.9	146.8	15.4	10.0	32.2	29.1	109.1	32.8	0.0	29.0
LnGrp LOS	D	D	C	F	B	B	C	C	F	C	A	C
Approach Vol, veh/h		2060			2436			564			106	
Approach Delay, s/veh		47.0			38.8			90.1			31.9	
Approach LOS		D			D			F			C	

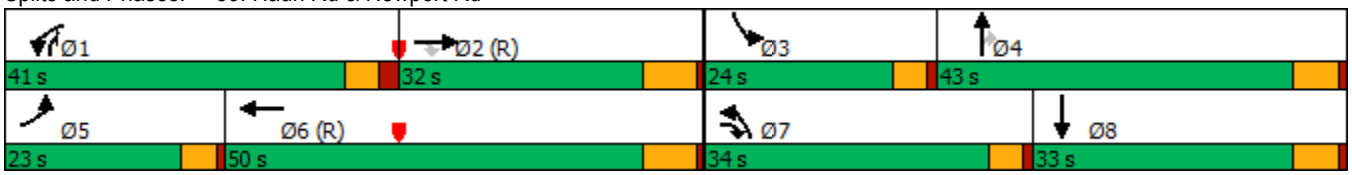
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	63.8		30.0	25.0	45.0		30.0				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	37.8		24.4	20.4	37.8		24.4				
Max Q Clear Time (g_c+I1), s	2.6	27.3		10.4	22.4	39.1		26.4				
Green Ext Time (p_c), s	0.0	8.2		0.3	0.0	0.0		0.0				

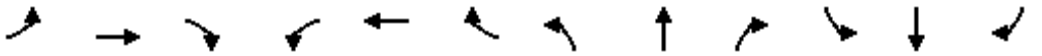
Intersection Summary												
HCM 6th Ctrl Delay			47.5									
HCM 6th LOS			D									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	153	1944	254	943	1928	384	81	936	491	164
Future Volume (vph)	153	1944	254	943	1928	384	81	936	491	164
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	7	1	6	7	4	1	3	8
Permitted Phases			2					4		
Detector Phase	5	2	7	1	6	7	4	1	3	8
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	12.5	8.6	9.6	12.5	8.6	11.8	9.6	8.6	11.8
Total Split (s)	23.0	32.0	34.0	41.0	50.0	34.0	43.0	41.0	24.0	33.0
Total Split (%)	16.4%	22.9%	24.3%	29.3%	35.7%	24.3%	30.7%	29.3%	17.1%	23.6%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)	11.5	47.7	70.4	35.4	72.7	20.8	15.0	50.6	19.4	13.6
Actuated g/C Ratio	0.08	0.34	0.50	0.25	0.52	0.15	0.11	0.36	0.14	0.10
v/c Ratio	0.53	1.10	0.29	1.07	0.84	0.74	0.40	0.88	1.01	0.73
Control Delay	68.3	96.6	8.1	101.5	24.6	65.7	61.8	47.3	102.9	36.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.3	96.6	8.1	101.5	24.6	65.7	61.8	47.3	102.9	36.6
LOS	E	F	A	F	C	E	E	D	F	D
Approach Delay		85.2			47.5		53.2			74.8
Approach LOS		F			D		D			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 40 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 62.9	Intersection LOS: E
Intersection Capacity Utilization 105.6%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 89: Haun Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	1944	254	943	1928	297	384	81	936	491	164	197
Future Volume (veh/h)	153	1944	254	943	1928	297	384	81	936	491	164	197
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	153	1944	254	943	1928	297	384	81	936	491	164	197
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	208	963	505	888	1756	267	452	498	1450	486	491	433
Arrive On Green	0.06	0.19	0.19	0.51	0.77	0.77	0.13	0.26	0.26	0.14	0.27	0.27
Sat Flow, veh/h	3510	5187	1602	3510	4543	690	3510	1900	2795	3510	1805	1592
Grp Volume(v), veh/h	153	1944	254	943	1461	764	384	81	936	491	164	197
Grp Sat Flow(s),veh/h/ln	1755	1729	1602	1755	1729	1775	1755	1900	1398	1755	1805	1592
Q Serve(g_s), s	6.0	26.0	18.1	35.4	54.1	54.1	15.0	4.6	34.2	19.4	10.2	14.4
Cycle Q Clear(g_c), s	6.0	26.0	18.1	35.4	54.1	54.1	15.0	4.6	34.2	19.4	10.2	14.4
Prop In Lane	1.00		1.00	1.00		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	208	963	505	888	1336	686	452	498	1450	486	491	433
V/C Ratio(X)	0.74	2.02	0.50	1.06	1.09	1.11	0.85	0.16	0.65	1.01	0.33	0.45
Avail Cap(c_a), veh/h	461	963	505	888	1336	686	737	505	1459	486	491	433
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.42	0.42	0.42	0.46	0.46	0.46	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.8	57.0	39.1	34.6	15.9	15.9	59.6	39.8	24.7	60.3	40.8	42.3
Incr Delay (d2), s/veh	2.2	460.2	1.5	39.4	48.3	61.0	5.2	0.2	1.0	43.2	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	52.1	7.2	15.7	14.8	17.6	6.9	2.1	11.0	11.4	4.5	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.9	517.2	40.6	74.0	64.2	76.9	64.8	39.9	25.7	103.5	41.2	43.1
LnGrp LOS	E	F	D	F	F	F	E	D	C	F	D	D
Approach Vol, veh/h		2351			3168			1401			852	
Approach Delay, s/veh		436.4			70.2			37.3			77.5	
Approach LOS		F			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	41.0	32.5	24.0	42.5	12.9	60.6	22.6	43.9
Change Period (Y+Rc), s	5.6	6.5	4.6	5.8	4.6	6.5	4.6	5.8
Max Green Setting (Gmax), s	35.4	25.5	19.4	37.2	18.4	43.5	29.4	27.2
Max Q Clear Time (g_c+I1), s	37.4	28.0	21.4	36.2	8.0	56.1	17.0	16.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.3	0.0	1.1	1.4

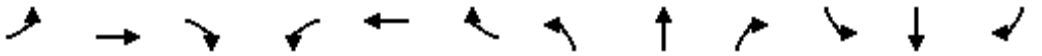
Intersection Summary	
HCM 6th Ctrl Delay	175.8
HCM 6th LOS	F

Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	2807	567	2389	685	786	0	781
Future Volume (vph)	2807	567	2389	685	786	0	781
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		4	4	
Permitted Phases		Free		Free			4
Detector Phase	2		6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	86.0		86.0		54.0	54.0	54.0
Total Split (%)	61.4%		61.4%		38.6%	38.6%	38.6%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	80.8	140.0	80.8	140.0	47.7	47.7	47.7
Actuated g/C Ratio	0.58	1.00	0.58	1.00	0.34	0.34	0.34
v/c Ratio	0.74	0.35	0.80	0.43	0.93	0.96	0.93
Control Delay	13.8	0.1	15.3	0.6	67.6	73.8	67.4
Queue Delay	1.4	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.2	0.1	15.3	0.6	67.6	73.8	67.4
LOS	B	A	B	A	E	E	E
Approach Delay	12.7		12.0			69.6	
Approach LOS	B		B			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 10 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 23.5	Intersection LOS: C
Intersection Capacity Utilization 88.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 90: I-215 SB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2807	567	0	2389	685	0	0	0	786	0	781
Future Volume (veh/h)	0	2807	567	0	2389	685	0	0	0	786	0	781
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2807	0	0	2389	0				1029	0	521
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	3789		0	3007					1224	0	545
Arrive On Green	0.00	1.00	0.00	0.00	1.00	0.00				0.34	0.00	0.34
Sat Flow, veh/h	0	6802	1610	0	5358	1610				3619	0	1610
Grp Volume(v), veh/h	0	2807	0	0	2389	0				1029	0	521
Grp Sat Flow(s),veh/h/ln	0	1634	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0				36.8	0.0	44.3
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0				36.8	0.0	44.3
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3789		0	3007					1224	0	545
V/C Ratio(X)	0.00	0.74		0.00	0.79					0.84	0.00	0.96
Avail Cap(c_a), veh/h	0	3789		0	3007					1254	0	558
HCM Platoon Ratio	1.00	2.00	2.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.00	0.00	0.63	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				42.8	0.0	45.3
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	1.4	0.0				4.9	0.0	26.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.4	0.0				17.1	0.0	21.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.1	0.0	0.0	1.4	0.0				47.7	0.0	72.3
LnGrp LOS	A	A		A	A					D	A	E
Approach Vol, veh/h		2807			2389						1550	
Approach Delay, s/veh		0.1			1.4						56.0	
Approach LOS		A			A						E	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		87.2		52.8		87.2						
Change Period (Y+Rc), s		6.0		5.5		6.0						
Max Green Setting (Gmax), s		80.0		48.5		80.0						
Max Q Clear Time (g_c+I1), s		2.0		46.3		2.0						
Green Ext Time (p_c), s		54.3		1.0		40.1						

Intersection Summary												
HCM 6th Ctrl Delay			13.4									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

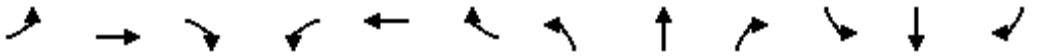
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	2852	741	2412	585	662	0	995
Future Volume (vph)	2852	741	2412	585	662	0	995
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		8	8	
Permitted Phases		Free		Free			8
Detector Phase	2		6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	84.0		84.0		56.0	56.0	56.0
Total Split (%)	60.0%		60.0%		40.0%	40.0%	40.0%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min		C-Min		None	None	None
Act Effct Green (s)	78.0	140.0	78.0	140.0	50.5	50.5	50.5
Actuated g/C Ratio	0.56	1.00	0.56	1.00	0.36	0.36	0.36
v/c Ratio	0.99	0.46	0.66	0.36	0.93	0.98	0.95
Control Delay	29.1	0.6	22.9	0.6	66.3	76.0	68.2
Queue Delay	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	29.1	0.6	23.3	0.6	66.3	76.0	68.2
LOS	C	A	C	A	E	E	E
Approach Delay	23.2		18.8			70.1	
Approach LOS	C		B			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 31.0	Intersection LOS: C
Intersection Capacity Utilization 105.8%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 91: I-215 NB Ramps & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑↑	↱	↰	✣	↱			
Traffic Volume (veh/h)	0	2852	741	0	2412	585	662	0	995	0	0	0
Future Volume (veh/h)	0	2852	741	0	2412	585	662	0	995	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	2852	0	0	2412	0	441	0	1231			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	2890		0	3641		653	0	1162			
Arrive On Green	0.00	1.00	0.00	0.00	0.56	0.00	0.36	0.00	0.36			
Sat Flow, veh/h	0	5358	1610	0	6802	1610	1810	0	3220			
Grp Volume(v), veh/h	0	2852	0	0	2412	0	441	0	1231			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	36.3	0.0	28.8	0.0	50.5			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	36.3	0.0	28.8	0.0	50.5			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2890		0	3641		653	0	1162			
V/C Ratio(X)	0.00	0.99		0.00	0.66		0.68	0.00	1.06			
Avail Cap(c_a), veh/h	0	2890		0	3641		653	0	1162			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.54	0.00	0.00	0.09	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	21.8	0.0	37.8	0.0	44.8			
Incr Delay (d2), s/veh	0.0	9.6	0.0	0.0	0.1	0.0	2.3	0.0	43.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	2.6	0.0	0.0	13.1	0.0	13.1	0.0	26.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.6	0.0	0.0	21.8	0.0	40.1	0.0	88.5			
LnGrp LOS	A	A		A	C		D	A	F			
Approach Vol, veh/h		2852			2412			1672				
Approach Delay, s/veh		9.6			21.8			75.7				
Approach LOS		A			C			E				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		84.0				84.0		56.0				
Change Period (Y+Rc), s		6.0				6.0		5.5				
Max Green Setting (Gmax), s		78.0				78.0		50.5				
Max Q Clear Time (g_c+I1), s		2.0				38.3		52.5				
Green Ext Time (p_c), s		54.7				27.5		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			29.8									
HCM 6th LOS			C									

Notes

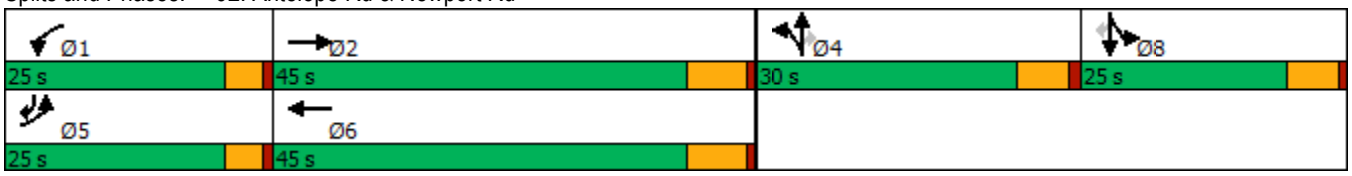
User approved volume balancing among the lanes for turning movement.

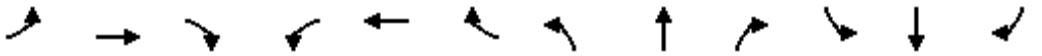
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	647	2182	153	1830	701	164	193	138	141	466
Future Volume (vph)	647	2182	153	1830	701	164	193	138	141	466
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm	Split	NA	pm+ov
Protected Phases	5	2	1	6	4	4		8	8	5
Permitted Phases							4			8
Detector Phase	5	2	1	6	4	4	4	8	8	5
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	4.0	4.0	6.0	6.0	4.0
Minimum Split (s)	8.6	12.5	8.6	12.5	9.8	9.8	9.8	11.8	11.8	8.6
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	25.0	25.0	25.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	24.0%	24.0%	24.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	20.4	49.4	9.6	38.6	23.2	23.2	23.2	14.0	14.0	40.2
Actuated g/C Ratio	0.17	0.42	0.08	0.32	0.20	0.20	0.20	0.12	0.12	0.34
v/c Ratio	1.08	1.29	0.54	1.18	0.90	0.88	0.42	0.34	0.63	0.46
Control Delay	105.7	165.1	60.3	125.5	65.1	74.2	8.8	50.3	63.2	26.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	105.7	165.1	60.3	125.5	65.1	74.2	8.8	50.3	63.2	26.7
LOS	F	F	E	F	E	E	A	D	E	C
Approach Delay		153.8		120.8		57.3			38.0	
Approach LOS		F		F		E			D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 118.9	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.29	
Intersection Signal Delay: 118.4	Intersection LOS: F
Intersection Capacity Utilization 101.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 92: Antelope Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	647	2182	553	153	1830	145	701	164	193	138	141	466
Future Volume (veh/h)	647	2182	553	153	1830	145	701	164	193	138	141	466
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	647	2182	553	153	1830	145	639	251	193	138	141	466
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	576	1730	412	211	1518	120	693	364	307	534	289	896
Arrive On Green	0.16	0.41	0.41	0.06	0.31	0.31	0.19	0.19	0.19	0.15	0.15	0.15
Sat Flow, veh/h	3510	4182	997	3510	4901	387	3619	1900	1605	3510	1900	2834
Grp Volume(v), veh/h	647	1780	955	153	1289	686	639	251	193	138	141	466
Grp Sat Flow(s),veh/h/ln	1755	1729	1721	1755	1729	1830	1810	1900	1605	1755	1900	1417
Q Serve(g_s), s	20.4	51.4	51.4	5.3	38.5	38.5	21.6	15.3	13.7	4.3	8.4	16.7
Cycle Q Clear(g_c), s	20.4	51.4	51.4	5.3	38.5	38.5	21.6	15.3	13.7	4.3	8.4	16.7
Prop In Lane	1.00		0.58	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	576	1430	712	211	1071	567	693	364	307	534	289	896
V/C Ratio(X)	1.12	1.24	1.34	0.72	1.20	1.21	0.92	0.69	0.63	0.26	0.49	0.52
Avail Cap(c_a), veh/h	576	1430	712	576	1071	567	704	370	312	542	293	903
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.0	36.4	36.4	57.4	42.9	42.9	49.3	46.8	46.2	46.5	48.3	34.8
Incr Delay (d2), s/veh	76.2	116.1	163.0	1.8	100.9	110.1	17.1	4.4	2.9	0.3	1.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.8	43.4	52.5	2.4	30.7	34.0	11.1	7.5	5.6	1.9	4.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	128.1	152.6	199.4	59.2	143.8	153.0	66.5	51.2	49.1	46.8	49.5	35.3
LnGrp LOS	F	F	F	E	F	F	E	D	D	D	D	D
Approach Vol, veh/h		3382			2128			1083			745	
Approach Delay, s/veh		161.1			140.7			59.8			40.1	
Approach LOS		F			F			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	57.9		29.6	25.0	45.0		24.7				
Change Period (Y+Rc), s	4.6	6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	20.4	38.5		24.2	20.4	38.5		19.2				
Max Q Clear Time (g_c+I1), s	7.3	53.4		23.6	22.4	40.5		18.7				
Green Ext Time (p_c), s	0.2	0.0		0.3	0.0	0.0		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		127.9	
HCM 6th LOS		F	

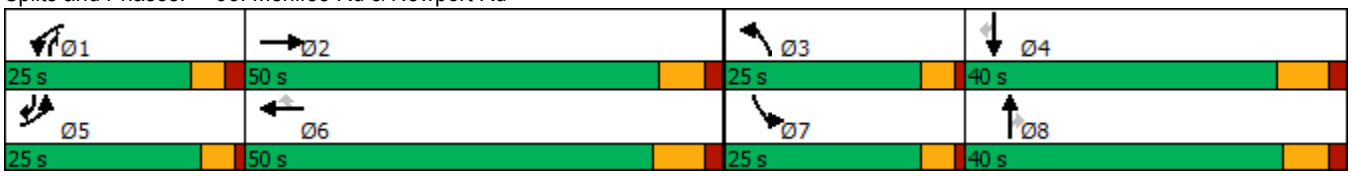
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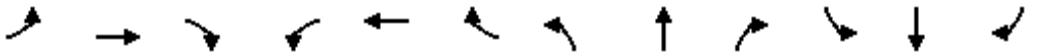
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	557	1953	569	1436	121	292	837	557	183	565	421
Future Volume (vph)	557	1953	569	1436	121	292	837	557	183	565	421
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6		3	8	1	7	4	5
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	9.6	14.8	10.6	15.5	15.5	9.6	12.8	10.6	9.6	13.5	9.6
Total Split (s)	25.0	50.0	25.0	50.0	50.0	25.0	40.0	25.0	25.0	40.0	25.0
Total Split (%)	17.9%	35.7%	17.9%	35.7%	35.7%	17.9%	28.6%	17.9%	17.9%	28.6%	17.9%
Yellow Time (s)	3.6	4.8	3.6	5.5	5.5	3.6	4.8	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	5.6	7.5	7.5	4.6	6.8	5.6	4.6	7.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	20.4	43.2	19.4	42.5	42.5	15.2	33.2	53.8	16.8	34.1	57.4
Actuated g/C Ratio	0.15	0.32	0.14	0.31	0.31	0.11	0.24	0.39	0.12	0.25	0.42
v/c Ratio	2.06	1.34	1.14	0.89	0.21	0.75	0.95	0.83	0.82	0.63	0.59
Control Delay	520.9	196.0	137.2	52.9	7.8	71.2	71.9	41.6	86.7	49.5	26.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	520.9	196.0	137.2	52.9	7.8	71.2	71.9	41.6	86.7	49.5	26.6
LOS	F	F	F	D	A	E	E	D	F	D	C
Approach Delay		262.0		72.9			61.8			47.1	
Approach LOS		F		E			E			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 136.5	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.06	
Intersection Signal Delay: 133.7	Intersection LOS: F
Intersection Capacity Utilization 112.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 93: Menifee Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	557	1953	230	569	1436	121	292	837	557	183	565	421
Future Volume (veh/h)	557	1953	230	569	1436	121	292	837	557	183	565	421
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	557	1953	230	569	1436	121	292	837	557	183	565	421
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	270	1489	174	498	1640	509	345	877	614	207	936	652
Arrive On Green	0.15	0.32	0.32	0.14	0.32	0.32	0.10	0.24	0.24	0.11	0.26	0.26
Sat Flow, veh/h	1810	4709	549	3510	5187	1610	3510	3610	1586	1810	3610	1588
Grp Volume(v), veh/h	557	1429	754	569	1436	121	292	837	557	183	565	421
Grp Sat Flow(s),veh/h/ln	1810	1729	1801	1755	1729	1610	1755	1805	1586	1810	1805	1588
Q Serve(g_s), s	20.4	43.2	43.2	19.4	35.8	7.6	11.2	31.2	33.2	13.6	18.8	29.2
Cycle Q Clear(g_c), s	20.4	43.2	43.2	19.4	35.8	7.6	11.2	31.2	33.2	13.6	18.8	29.2
Prop In Lane	1.00		0.31	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	270	1093	569	498	1640	509	345	877	614	207	936	652
V/C Ratio(X)	2.06	1.31	1.32	1.14	0.88	0.24	0.85	0.95	0.91	0.88	0.60	0.65
Avail Cap(c_a), veh/h	270	1093	569	498	1640	509	524	877	614	270	936	652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.1	46.7	46.7	58.6	44.2	34.6	60.6	51.0	39.8	59.6	44.4	32.5
Incr Delay (d2), s/veh	490.6	145.1	158.0	85.5	5.8	0.3	5.0	20.1	17.3	19.4	1.1	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	45.9	39.9	43.6	14.3	15.7	3.1	5.2	16.5	20.5	7.4	8.6	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	548.7	191.8	204.7	144.2	50.0	34.9	65.6	71.1	57.2	78.9	45.5	34.7
LnGrp LOS	F	F	F	F	D	C	E	E	E	E	D	C
Approach Vol, veh/h		2740			2126			1686			1169	
Approach Delay, s/veh		267.9			74.3			65.6			46.9	
Approach LOS		F			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	50.7	18.0	43.0	25.0	50.7	20.3	40.7
Change Period (Y+Rc), s	5.6	* 7.5	4.6	7.5	4.6	7.5	4.6	* 7.5
Max Green Setting (Gmax), s	19.4	* 43	20.4	32.5	20.4	42.5	20.4	* 33
Max Q Clear Time (g_c+I1), s	21.4	45.2	13.2	31.2	22.4	37.8	15.6	35.2
Green Ext Time (p_c), s	0.0	0.0	0.2	0.8	0.0	3.9	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	137.0
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	92.1
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	504	58	62	660	596	280
Future Vol, veh/h	504	58	62	660	596	280
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	504	58	62	660	596	280
Number of Lanes	1	1	1	2	2	0

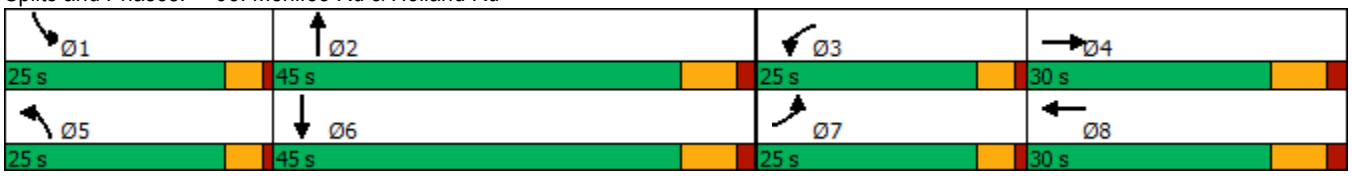
Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	3
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	3	0	2
HCM Control Delay	188.5	31.3	80.4
HCM LOS	F	D	F

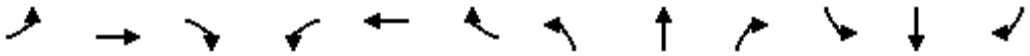
Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	42%
Vol Right, %	0%	0%	0%	0%	100%	0%	58%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	62	330	330	504	58	397	479
LT Vol	62	0	0	504	0	0	0
Through Vol	0	330	330	0	0	397	199
RT Vol	0	0	0	0	58	0	280
Lane Flow Rate	62	330	330	504	58	397	479
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.159	0.8	0.645	1.366	0.138	0.933	1.07
Departure Headway (Hd)	10.22	9.696	7.916	9.98	8.747	9.509	9.077
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	353	376	459	368	412	385	402
Service Time	7.92	7.396	5.616	7.68	6.447	7.209	6.777
HCM Lane V/C Ratio	0.176	0.878	0.719	1.37	0.141	1.031	1.192
HCM Control Delay	14.8	41.7	23.9	208.7	12.8	62.1	95.5
HCM Lane LOS	B	E	C	F	B	F	F
HCM 95th-tile Q	0.6	6.9	4.5	24.2	0.5	10	14.5

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	79	202	14	210	26	502	235	284
Future Volume (vph)	79	202	14	210	26	502	235	284
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	17.2	10.6	17.2
Total Split (s)	25.0	30.0	25.0	30.0	25.0	45.0	25.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	8.8	21.8	6.6	13.3	6.9	20.3	15.8	37.1
Actuated g/C Ratio	0.11	0.27	0.08	0.17	0.09	0.25	0.20	0.46
v/c Ratio	0.40	0.25	0.10	0.52	0.17	0.59	0.66	0.25
Control Delay	44.8	23.7	44.3	28.7	44.1	30.5	42.6	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.8	23.7	44.3	28.7	44.1	30.5	42.6	14.2
LOS	D	C	D	C	D	C	D	B
Approach Delay		28.9		29.4		31.2		24.7
Approach LOS		C		C		C		C

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 80	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 28.3	Intersection LOS: C
Intersection Capacity Utilization 62.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 95: Menifee Rd & Holland Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	202	39	14	210	120	26	502	35	235	284	114
Future Volume (veh/h)	79	202	39	14	210	120	26	502	35	235	284	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	79	202	39	14	210	120	26	502	35	235	284	114
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	634	120	37	356	194	63	821	57	287	918	359
Arrive On Green	0.07	0.21	0.21	0.02	0.16	0.16	0.03	0.24	0.24	0.16	0.36	0.36
Sat Flow, veh/h	1810	3026	573	1810	2239	1221	1810	3419	238	1810	2522	986
Grp Volume(v), veh/h	79	119	122	14	167	163	26	264	273	235	201	197
Grp Sat Flow(s),veh/h/ln	1810	1805	1795	1810	1805	1655	1810	1805	1852	1810	1805	1703
Q Serve(g_s), s	2.7	3.5	3.7	0.5	5.5	5.8	0.9	8.3	8.3	8.0	5.1	5.3
Cycle Q Clear(g_c), s	2.7	3.5	3.7	0.5	5.5	5.8	0.9	8.3	8.3	8.0	5.1	5.3
Prop In Lane	1.00		0.32	1.00		0.74	1.00		0.13	1.00		0.58
Lane Grp Cap(c), veh/h	128	378	376	37	287	263	63	434	445	287	657	620
V/C Ratio(X)	0.61	0.31	0.32	0.37	0.58	0.62	0.41	0.61	0.61	0.82	0.31	0.32
Avail Cap(c_a), veh/h	581	647	644	581	647	594	581	1073	1101	581	1073	1013
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	21.3	21.3	30.7	24.8	24.9	30.0	21.5	21.5	25.9	14.5	14.5
Incr Delay (d2), s/veh	1.8	0.7	0.7	2.3	2.7	3.3	1.6	2.0	2.0	2.2	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.5	1.5	0.2	2.4	2.4	0.4	3.5	3.6	3.4	2.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	21.9	22.0	33.0	27.4	28.3	31.7	23.5	23.5	28.1	14.8	15.0
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	B	B
Approach Vol, veh/h		320			344			563			633	
Approach Delay, s/veh		24.1			28.0			23.8			19.8	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	22.5	5.9	20.5	6.8	30.3	9.1	17.3
Change Period (Y+Rc), s	4.6	7.2	4.6	7.2	4.6	7.2	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.8	20.4	22.8	20.4	37.8	20.4	22.8
Max Q Clear Time (g_c+I1), s	10.0	10.3	2.5	5.7	2.9	7.3	4.7	7.8
Green Ext Time (p_c), s	0.2	4.9	0.0	1.7	0.0	3.7	0.1	2.3

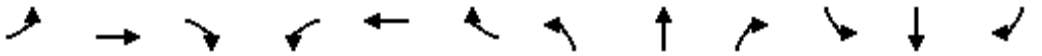
Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	298	1918	3	1603	2	0	129	1	173
Future Volume (vph)	298	1918	3	1603	2	0	129	1	173
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	52.0	19.7	52.0	31.0	31.0	31.0	31.0	31.0
Total Split (%)	19.2%	50.6%	19.2%	50.6%	30.2%	30.2%	30.2%	30.2%	30.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0		5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	15.0	63.0	5.1	45.1		8.1		12.7	12.7
Actuated g/C Ratio	0.17	0.70	0.06	0.50		0.09		0.14	0.14
v/c Ratio	0.99	0.76	0.03	1.02		0.03		0.67	0.46
Control Delay	88.4	13.0	42.7	51.4		0.2		53.0	9.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	88.4	13.0	42.7	51.4		0.2		53.0	9.7
LOS	F	B	D	D		A		D	A
Approach Delay		23.2		51.4		0.2		28.3	
Approach LOS		C		D		A		C	

Intersection Summary	
Cycle Length: 102.7	
Actuated Cycle Length: 89.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 35.4	Intersection LOS: D
Intersection Capacity Utilization 95.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 96: Juniper Flats Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	298	1918	3	3	1603	227	2	0	4	129	1	173
Future Volume (veh/h)	298	1918	3	3	1603	227	2	0	4	129	1	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	298	1918	3	3	1603	227	2	0	4	129	1	173
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	287	2329	4	7	1513	210	63	23	71	237	2	305
Arrive On Green	0.16	0.63	0.63	0.00	0.48	0.48	0.19	0.00	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1810	3698	6	1810	3182	442	66	122	376	852	8	1605
Grp Volume(v), veh/h	298	936	985	3	896	934	6	0	0	130	0	173
Grp Sat Flow(s),veh/h/ln	1810	1805	1899	1810	1805	1819	565	0	0	860	0	1605
Q Serve(g_s), s	15.0	37.7	37.8	0.2	45.0	45.0	0.0	0.0	0.0	0.0	0.0	9.3
Cycle Q Clear(g_c), s	15.0	37.7	37.8	0.2	45.0	45.0	15.6	0.0	0.0	15.6	0.0	9.3
Prop In Lane	1.00		0.00	1.00		0.24	0.33		0.67	0.99		1.00
Lane Grp Cap(c), veh/h	287	1137	1196	7	858	865	158	0	0	239	0	305
V/C Ratio(X)	1.04	0.82	0.82	0.41	1.04	1.08	0.04	0.00	0.00	0.54	0.00	0.57
Avail Cap(c_a), veh/h	287	1137	1196	287	858	865	281	0	0	361	0	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.8	13.5	13.5	47.0	24.8	24.8	31.9	0.0	0.0	37.4	0.0	34.8
Incr Delay (d2), s/veh	63.8	5.0	4.8	13.4	42.9	54.5	0.1	0.0	0.0	0.7	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	14.9	15.6	0.1	28.1	31.1	0.1	0.0	0.0	2.9	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.6	18.5	18.3	60.5	67.8	79.4	32.0	0.0	0.0	38.1	0.0	35.4
LnGrp LOS	F	B	B	E	F	F	C	A	A	D	A	D
Approach Vol, veh/h		2219			1833			6			303	
Approach Delay, s/veh		29.8			73.7			32.0			36.6	
Approach LOS		C			E			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	66.6		23.0	19.7	52.0		23.0				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	45.0		26.0	* 15	45.0		26.0				
Max Q Clear Time (g_c+I1), s	2.2	39.8		17.6	17.0	47.0		17.6				
Green Ext Time (p_c), s	0.0	4.6		0.5	0.0	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		48.7	
HCM 6th LOS		D	

Notes

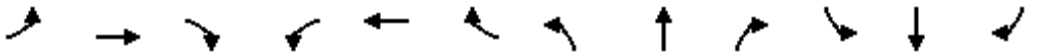
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	41	1669	317	482	1418	468	30	20	40
Future Volume (vph)	41	1669	317	482	1418	468	30	20	40
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.2	11.2	9.7	11.2	11.5	11.5	11.5	11.5
Total Split (s)	15.0	35.0	35.0	30.0	50.0	25.0	25.0	25.0	25.0
Total Split (%)	16.7%	38.9%	38.9%	33.3%	55.6%	27.8%	27.8%	27.8%	27.8%
Yellow Time (s)	3.7	5.2	5.2	3.7	5.2	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.2	6.2	4.7	6.2	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	6.7	29.1	29.1	25.0	51.4	18.5	18.5	18.5	18.5
Actuated g/C Ratio	0.07	0.32	0.32	0.28	0.57	0.21	0.21	0.21	0.21
v/c Ratio	0.31	1.43	0.45	0.96	0.70	1.69	0.79	0.24	0.17
Control Delay	44.9	225.6	6.2	65.7	17.4	352.5	16.6	38.2	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.9	225.6	6.2	65.7	17.4	352.5	16.6	38.2	21.5
LOS	D	F	A	E	B	F	B	D	C
Approach Delay		187.7			29.5		170.7		25.4
Approach LOS		F			C		F		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.69	
Intersection Signal Delay: 121.3	Intersection LOS: F
Intersection Capacity Utilization 121.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 97: Winchester Rd/Vista Pl & SR-74/Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1669	317	482	1418	25	468	30	522	20	40	25
Future Volume (veh/h)	41	1669	317	482	1418	25	468	30	522	20	40	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	1669	317	482	1418	25	468	30	522	20	40	25
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	1155	514	509	2052	36	317	18	313	80	224	140
Arrive On Green	0.04	0.32	0.32	0.28	0.57	0.57	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1810	3610	1607	1810	3630	64	1349	88	1525	870	1090	681
Grp Volume(v), veh/h	41	1669	317	482	705	738	468	0	552	20	0	65
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1805	1888	1349	0	1612	870	0	1771
Q Serve(g_s), s	2.0	28.8	15.0	23.5	25.0	25.1	15.8	0.0	18.5	0.0	0.0	2.7
Cycle Q Clear(g_c), s	2.0	28.8	15.0	23.5	25.0	25.1	18.5	0.0	18.5	18.5	0.0	2.7
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.95	1.00		0.38
Lane Grp Cap(c), veh/h	64	1155	514	509	1021	1068	317	0	331	80	0	364
V/C Ratio(X)	0.64	1.44	0.62	0.95	0.69	0.69	1.48	0.00	1.67	0.25	0.00	0.18
Avail Cap(c_a), veh/h	207	1155	514	509	1021	1068	317	0	331	80	0	364
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.8	30.6	25.9	31.7	13.9	13.9	39.1	0.0	35.8	45.0	0.0	29.5
Incr Delay (d2), s/veh	3.8	205.1	5.5	27.0	3.8	3.7	231.6	0.0	312.5	7.3	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	44.1	6.0	13.1	9.3	9.7	27.4	0.0	35.9	0.6	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	235.7	31.4	58.7	17.8	17.6	270.7	0.0	348.3	52.3	0.0	30.6
LnGrp LOS	D	F	C	E	B	B	F	A	F	D	A	C
Approach Vol, veh/h		2027			1925			1020			85	
Approach Delay, s/veh		199.9			28.0			312.7			35.7	
Approach LOS		F			C			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.0	35.0		25.0	7.9	57.1		25.0				
Change Period (Y+Rc), s	* 4.7	6.2		6.5	* 4.7	6.2		6.5				
Max Green Setting (Gmax), s	* 25	28.8		18.5	* 10	43.8		18.5				
Max Q Clear Time (g_c+I1), s	25.5	30.8		20.5	4.0	27.1		20.5				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	5.3		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		154.4
HCM 6th LOS		F

Notes

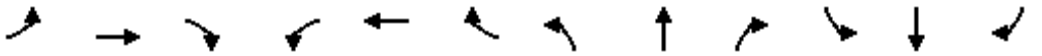
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	434	1196	201	1166	218	729	381	138	513	364
Future Volume (vph)	434	1196	201	1166	218	729	381	138	513	364
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	9.7	11.0	9.7	11.5	11.5	9.7	11.5	11.5
Total Split (s)	25.0	40.0	25.0	40.0	20.0	25.0	25.0	20.0	25.0	25.0
Total Split (%)	22.7%	36.4%	22.7%	36.4%	18.2%	22.7%	22.7%	18.2%	22.7%	22.7%
Yellow Time (s)	3.7	5.0	3.7	5.0	3.7	5.5	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	4.7	6.0	4.7	6.5	6.5	4.7	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	20.3	38.3	16.0	34.0	14.8	21.6	21.6	12.2	19.0	19.0
Actuated g/C Ratio	0.18	0.35	0.15	0.31	0.13	0.20	0.20	0.11	0.17	0.17
v/c Ratio	1.30	1.11	0.76	1.13	0.90	1.03	0.79	0.69	0.82	0.76
Control Delay	193.9	95.9	63.6	106.7	84.0	85.8	33.5	64.5	56.2	25.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	193.9	95.9	63.6	106.7	84.0	85.8	33.5	64.5	56.2	25.8
LOS	F	F	E	F	F	F	C	E	E	C
Approach Delay		119.4		100.7		70.5			46.5	
Approach LOS		F		F		E			D	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.30	
Intersection Signal Delay: 89.8	Intersection LOS: F
Intersection Capacity Utilization 105.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 98: Warren Rd & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	434	1196	179	201	1166	88	218	729	381	138	513	364
Future Volume (veh/h)	434	1196	179	201	1166	88	218	729	381	138	513	364
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	434	1196	179	201	1166	88	218	729	381	138	513	364
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	334	1158	173	232	1061	80	247	766	342	167	607	271
Arrive On Green	0.18	0.37	0.37	0.13	0.31	0.31	0.14	0.21	0.21	0.09	0.17	0.17
Sat Flow, veh/h	1810	3145	468	1810	3402	257	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	434	684	691	201	618	636	218	729	381	138	513	364
Grp Sat Flow(s),veh/h/ln	1810	1805	1809	1810	1805	1854	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	20.3	40.5	40.5	12.0	34.3	34.3	13.0	21.9	23.3	8.2	15.2	18.5
Cycle Q Clear(g_c), s	20.3	40.5	40.5	12.0	34.3	34.3	13.0	21.9	23.3	8.2	15.2	18.5
Prop In Lane	1.00		0.26	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	334	665	666	232	563	578	247	766	342	167	607	271
V/C Ratio(X)	1.30	1.03	1.04	0.87	1.10	1.10	0.88	0.95	1.12	0.83	0.84	1.34
Avail Cap(c_a), veh/h	334	665	666	334	563	578	252	766	342	252	607	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.39	0.39	0.39	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	34.7	34.7	47.0	37.9	37.9	46.6	42.8	43.3	49.0	44.4	45.7
Incr Delay (d2), s/veh	155.2	42.5	45.0	4.9	55.3	55.9	27.4	22.7	83.5	7.8	13.5	177.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.0	24.2	24.7	5.5	22.8	23.5	7.7	12.1	17.1	4.1	7.9	20.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	200.0	77.3	79.7	51.9	93.2	93.8	74.0	65.4	126.8	56.9	57.9	223.3
LnGrp LOS	F	F	F	D	F	F	E	E	F	E	E	F
Approach Vol, veh/h		1809			1455			1328			1015	
Approach Delay, s/veh		107.7			87.7			84.5			117.1	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	46.5	19.7	25.0	25.0	40.3	14.9	29.8
Change Period (Y+Rc), s	* 4.7	6.0	* 4.7	6.5	* 4.7	6.0	* 4.7	6.5
Max Green Setting (Gmax), s	* 20	34.0	* 15	18.5	* 20	34.0	* 15	18.5
Max Q Clear Time (g_c+I1), s	14.0	42.5	15.0	20.5	22.3	36.3	10.2	25.3
Green Ext Time (p_c), s	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	98.7
HCM 6th LOS	F

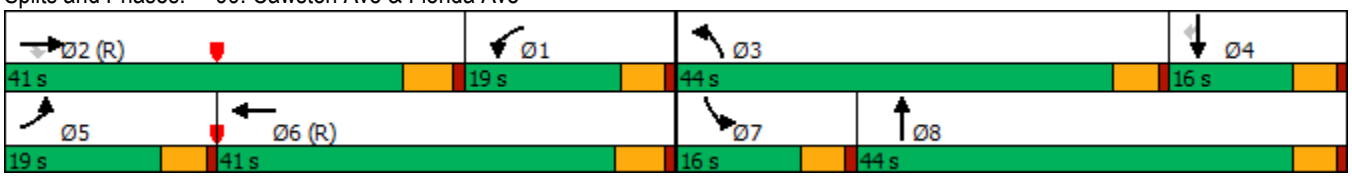
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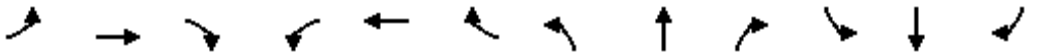
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	254	1023	60	49	944	276	95	111	112	209
Future Volume (vph)	254	1023	60	49	944	276	95	111	112	209
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.5	10.5	10.0	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	19.0	41.0	41.0	19.0	41.0	44.0	44.0	16.0	16.0	16.0
Total Split (%)	15.8%	34.2%	34.2%	15.8%	34.2%	36.7%	36.7%	13.3%	13.3%	13.3%
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.5	5.5	5.0	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	14.0	39.3	39.3	12.2	35.5	23.0	39.9	10.1	27.0	27.0
Actuated g/C Ratio	0.12	0.33	0.33	0.10	0.30	0.19	0.33	0.08	0.22	0.22
v/c Ratio	1.21	0.87	0.09	0.27	0.97	0.80	0.10	0.74	0.26	0.40
Control Delay	175.0	48.1	0.3	52.3	63.3	62.9	22.3	80.9	42.5	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	175.0	48.1	0.3	52.3	63.3	62.9	22.3	80.9	42.5	8.3
LOS	F	D	A	D	E	E	C	F	D	A
Approach Delay		70.1			62.8		50.5		35.8	
Approach LOS		E			E		D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 30 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay: 60.7	Intersection LOS: E
Intersection Capacity Utilization 81.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 99: Cawston Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	1023	60	49	944	85	276	95	26	111	112	209
Future Volume (veh/h)	254	1023	60	49	944	85	276	95	26	111	112	209
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	254	1023	60	49	944	85	276	95	26	111	112	209
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	211	1068	476	233	1045	94	306	918	243	136	439	372
Arrive On Green	0.12	0.30	0.30	0.13	0.31	0.31	0.17	0.33	0.33	0.08	0.23	0.23
Sat Flow, veh/h	1810	3610	1610	1810	3349	301	1810	2824	746	1810	1900	1610
Grp Volume(v), veh/h	254	1023	60	49	509	520	276	59	62	111	112	209
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1845	1810	1805	1766	1810	1900	1610
Q Serve(g_s), s	14.0	33.4	2.1	2.9	32.4	32.4	17.9	2.8	2.9	7.3	5.8	13.8
Cycle Q Clear(g_c), s	14.0	33.4	2.1	2.9	32.4	32.4	17.9	2.8	2.9	7.3	5.8	13.8
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	211	1068	476	233	563	576	306	587	574	136	439	372
V/C Ratio(X)	1.20	0.96	0.13	0.21	0.90	0.90	0.90	0.10	0.11	0.81	0.26	0.56
Avail Cap(c_a), veh/h	211	1068	476	233	563	576	588	587	574	166	439	372
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.10	0.10	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	41.5	12.5	46.8	39.5	39.5	48.9	28.3	28.3	54.7	37.7	40.8
Incr Delay (d2), s/veh	95.8	3.0	0.0	0.0	2.8	2.7	4.0	0.3	0.4	18.5	1.4	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.9	15.0	1.3	1.3	14.5	14.8	8.4	1.3	1.3	4.0	2.9	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	148.8	44.5	12.5	46.8	42.3	42.3	52.8	28.6	28.7	73.2	39.1	46.8
LnGrp LOS	F	D	B	D	D	D	D	C	C	E	D	D
Approach Vol, veh/h		1337			1078			397			432	
Approach Delay, s/veh		62.9			42.5			45.5			51.6	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	41.0	25.3	32.7	19.0	43.0	14.0	44.0
Change Period (Y+Rc), s	5.5	* 5.5	5.0	5.0	5.0	5.5	5.0	5.0
Max Green Setting (Gmax), s	14.0	* 36	39.0	11.0	14.0	35.5	11.0	39.0
Max Q Clear Time (g_c+I1), s	4.9	35.4	19.9	15.8	16.0	34.4	9.3	4.9
Green Ext Time (p_c), s	0.0	0.1	0.4	0.0	0.0	0.6	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	52.5
HCM 6th LOS	D

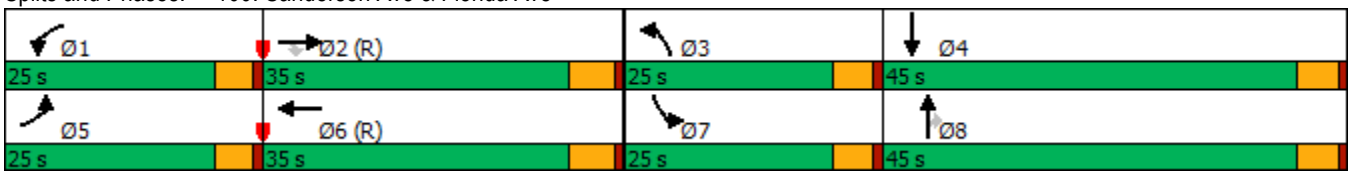
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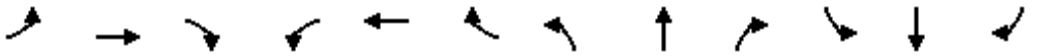
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	391	795	93	311	649	265	870	192	225	944
Future Volume (vph)	391	795	93	311	649	265	870	192	225	944
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	10.5	9.7	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	25.0	35.0	35.0	25.0	35.0	25.0	45.0	45.0	25.0	45.0
Total Split (%)	19.2%	26.9%	26.9%	19.2%	26.9%	19.2%	34.6%	34.6%	19.2%	34.6%
Yellow Time (s)	3.7	4.5	4.5	3.7	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	5.5	4.7	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	20.3	29.5	29.5	20.3	29.5	20.0	41.5	41.5	18.5	40.0
Actuated g/C Ratio	0.16	0.23	0.23	0.16	0.23	0.15	0.32	0.32	0.14	0.31
v/c Ratio	1.39	0.97	0.21	1.11	1.01	0.96	0.76	0.33	0.88	1.01
Control Delay	237.0	74.9	8.2	135.3	81.7	98.6	45.1	17.7	86.2	72.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	237.0	74.9	8.2	135.3	81.7	98.6	45.1	17.7	86.2	72.7
LOS	F	E	A	F	F	F	D	B	F	E
Approach Delay		119.6			96.5		51.8			75.0
Approach LOS		F			F		D			E

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 45 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.39	
Intersection Signal Delay: 85.0	Intersection LOS: F
Intersection Capacity Utilization 107.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 100: Sanderson Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	391	795	93	311	649	165	265	870	192	225	944	158
Future Volume (veh/h)	391	795	93	311	649	165	265	870	192	225	944	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	391	795	93	311	649	165	265	870	192	225	944	158
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	283	819	362	283	645	164	278	1167	518	250	952	159
Arrive On Green	0.16	0.23	0.23	0.16	0.23	0.23	0.15	0.32	0.32	0.14	0.31	0.31
Sat Flow, veh/h	1810	3610	1597	1810	2842	722	1810	3610	1601	1810	3094	518
Grp Volume(v), veh/h	391	795	93	311	412	402	265	870	192	225	550	552
Grp Sat Flow(s),veh/h/ln	1810	1805	1597	1810	1805	1759	1810	1805	1601	1810	1805	1807
Q Serve(g_s), s	20.3	28.4	6.2	20.3	29.5	29.5	18.9	27.9	12.0	15.9	39.5	39.5
Cycle Q Clear(g_c), s	20.3	28.4	6.2	20.3	29.5	29.5	18.9	27.9	12.0	15.9	39.5	39.5
Prop In Lane	1.00		1.00	1.00		0.41	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	283	819	362	283	410	399	278	1167	518	250	555	556
V/C Ratio(X)	1.38	0.97	0.26	1.10	1.01	1.01	0.95	0.75	0.37	0.90	0.99	0.99
Avail Cap(c_a), veh/h	283	819	362	283	410	399	278	1167	518	278	555	556
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.41	0.62	0.62	0.62	0.23	0.23	0.23	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	49.8	41.2	54.8	50.3	50.3	54.5	39.2	33.8	55.1	44.8	44.8
Incr Delay (d2), s/veh	181.6	14.3	0.7	72.3	36.4	37.3	15.8	1.0	0.5	26.3	36.1	36.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.4	14.3	2.5	14.8	17.3	16.9	9.8	12.5	4.8	9.1	23.1	23.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	236.5	64.1	41.9	127.2	86.6	87.6	70.3	40.3	34.3	81.4	80.9	81.1
LnGrp LOS	F	E	D	F	F	F	E	D	C	F	F	F
Approach Vol, veh/h		1279			1125			1327			1327	
Approach Delay, s/veh		115.2			98.2			45.4			81.1	
Approach LOS		F			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	35.0	25.0	45.0	25.0	35.0	23.0	47.0
Change Period (Y+Rc), s	* 4.7	5.5	5.0	5.0	* 4.7	5.5	5.0	5.0
Max Green Setting (Gmax), s	* 20	29.5	20.0	40.0	* 20	29.5	20.0	40.0
Max Q Clear Time (g_c+I1), s	22.3	30.4	20.9	41.5	22.3	31.5	17.9	29.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	4.7

Intersection Summary	
HCM 6th Ctrl Delay	84.1
HCM 6th LOS	F

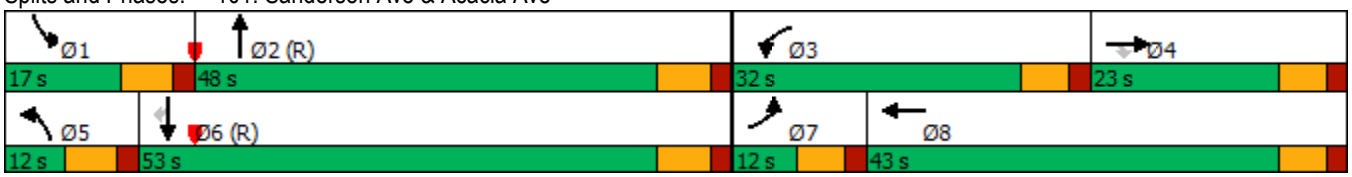
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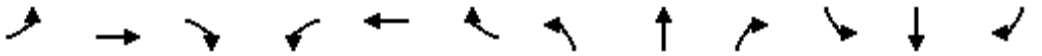
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	41	310	204	167	348	124	1074	223	998	36
Future Volume (vph)	41	310	204	167	348	124	1074	223	998	36
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0	7.0
Minimum Split (s)	10.3	13.3	13.3	10.3	13.3	10.7	13.7	10.7	13.7	13.7
Total Split (s)	12.0	23.0	23.0	32.0	43.0	12.0	48.0	17.0	53.0	53.0
Total Split (%)	10.0%	19.2%	19.2%	26.7%	35.8%	10.0%	40.0%	14.2%	44.2%	44.2%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.7	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	5.3	27.4	27.4	15.0	39.1	5.3	41.3	10.3	46.3	46.3
Actuated g/C Ratio	0.04	0.23	0.23	0.12	0.33	0.04	0.34	0.09	0.39	0.39
v/c Ratio	0.52	0.72	0.39	0.74	1.06	1.57	0.95	1.45	0.72	0.05
Control Delay	78.4	54.3	7.5	69.4	90.2	345.7	55.3	273.1	34.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.4	54.3	7.5	69.4	90.2	345.7	55.3	273.1	34.8	0.1
LOS	E	D	A	E	F	F	E	F	C	A
Approach Delay		38.9			85.9		83.1		76.1	
Approach LOS		D			F		F		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 90 (75%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.57	
Intersection Signal Delay: 75.2	Intersection LOS: E
Intersection Capacity Utilization 106.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 101: Sanderson Ave & Acacia Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	310	204	167	348	287	124	1074	99	223	998	36
Future Volume (veh/h)	41	310	204	167	348	287	124	1074	99	223	998	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	310	204	167	348	287	124	1074	99	223	998	36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	53	432	366	195	294	243	80	1211	112	155	1459	650
Arrive On Green	0.03	0.23	0.23	0.11	0.31	0.31	0.04	0.36	0.36	0.09	0.40	0.40
Sat Flow, veh/h	1810	1900	1610	1810	963	794	1810	3341	308	1810	3610	1608
Grp Volume(v), veh/h	41	310	204	167	0	635	124	580	593	223	998	36
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1757	1810	1805	1844	1810	1805	1608
Q Serve(g_s), s	2.7	18.1	13.5	10.9	0.0	36.7	5.3	36.2	36.3	10.3	27.3	1.6
Cycle Q Clear(g_c), s	2.7	18.1	13.5	10.9	0.0	36.7	5.3	36.2	36.3	10.3	27.3	1.6
Prop In Lane	1.00		1.00	1.00		0.45	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	53	432	366	195	0	537	80	654	668	155	1459	650
V/C Ratio(X)	0.78	0.72	0.56	0.86	0.00	1.18	1.55	0.89	0.89	1.44	0.68	0.06
Avail Cap(c_a), veh/h	86	432	366	388	0	537	80	654	668	155	1459	650
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.14	0.14	0.14
Uniform Delay (d), s/veh	57.9	42.8	41.0	52.6	0.0	41.7	57.3	35.9	36.0	54.8	29.4	21.8
Incr Delay (d2), s/veh	8.7	6.2	2.4	4.1	0.0	99.6	300.5	16.3	16.1	201.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	9.2	5.6	5.2	0.0	30.5	9.1	18.7	19.1	13.4	11.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.6	49.0	43.4	56.7	0.0	141.3	357.9	52.2	52.1	256.2	29.8	21.8
LnGrp LOS	E	D	D	E	A	F	F	D	D	F	C	C
Approach Vol, veh/h		555			802			1297			1257	
Approach Delay, s/veh		48.2			123.7			81.4			69.7	
Approach LOS		D			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	50.2	19.2	33.6	12.0	55.2	9.8	43.0
Change Period (Y+Rc), s	6.7	6.7	6.3	6.3	6.7	6.7	6.3	6.3
Max Green Setting (Gmax), s	10.3	41.3	25.7	16.7	5.3	46.3	5.7	36.7
Max Q Clear Time (g_c+I1), s	12.3	38.3	12.9	20.1	7.3	29.3	4.7	38.7
Green Ext Time (p_c), s	0.0	2.3	0.1	0.0	0.0	8.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	81.6
HCM 6th LOS	F

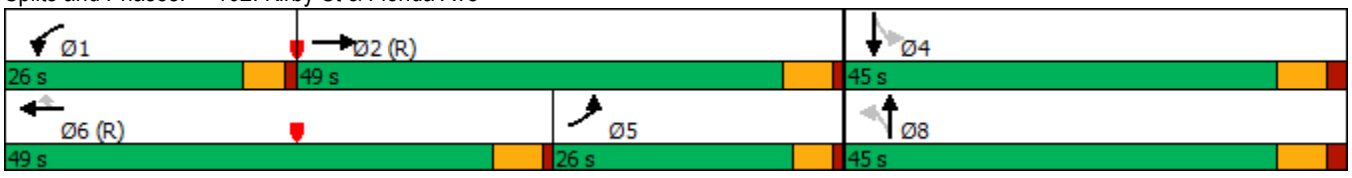
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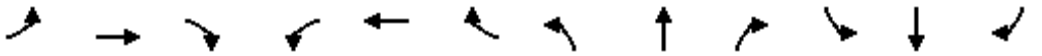
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	263	1118	203	914	111	120	697	174	513
Future Volume (vph)	263	1118	203	914	111	120	697	174	513
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	9.7	10.5	10.5	11.5	11.5	11.5	11.5
Total Split (s)	26.0	49.0	26.0	49.0	49.0	45.0	45.0	45.0	45.0
Total Split (%)	21.7%	40.8%	21.7%	40.8%	40.8%	37.5%	37.5%	37.5%	37.5%
Yellow Time (s)	3.7	4.5	3.7	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	4.7	5.5	5.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	21.3	47.6	17.2	43.5	43.5	38.5	38.5	38.5	38.5
Actuated g/C Ratio	0.18	0.40	0.14	0.36	0.36	0.32	0.32	0.32	0.32
v/c Ratio	0.82	0.87	0.79	0.70	0.17	0.87	0.72	1.67	0.63
Control Delay	68.9	41.6	70.4	36.1	8.0	88.8	39.5	370.1	34.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.9	41.6	70.4	36.1	8.0	88.8	39.5	370.1	34.9
LOS	E	D	E	D	A	F	D	F	C
Approach Delay		46.4		39.3			45.7		100.1
Approach LOS		D		D			D		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 92 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.67	
Intersection Signal Delay: 54.9	Intersection LOS: D
Intersection Capacity Utilization 98.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 102: Kirby St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	263	1118	113	203	914	111	120	697	125	174	513	208
Future Volume (veh/h)	263	1118	113	203	914	111	120	697	125	174	513	208
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	263	1118	113	203	914	111	120	697	125	174	513	208
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	1364	138	231	1309	582	168	981	176	141	804	325
Arrive On Green	0.17	0.41	0.41	0.13	0.36	0.36	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	3309	334	1810	3610	1606	743	3056	548	676	2507	1012
Grp Volume(v), veh/h	263	609	622	203	914	111	120	411	411	174	369	352
Grp Sat Flow(s),veh/h/ln	1810	1805	1838	1810	1805	1606	743	1805	1799	676	1805	1713
Q Serve(g_s), s	16.9	35.9	36.1	13.2	25.9	5.7	17.4	24.1	24.1	14.4	20.9	21.1
Cycle Q Clear(g_c), s	16.9	35.9	36.1	13.2	25.9	5.7	38.5	24.1	24.1	38.5	20.9	21.1
Prop In Lane	1.00		0.18	1.00		1.00	1.00		0.30	1.00		0.59
Lane Grp Cap(c), veh/h	309	744	758	231	1309	582	168	579	577	141	579	550
V/C Ratio(X)	0.85	0.82	0.82	0.88	0.70	0.19	0.72	0.71	0.71	1.23	0.64	0.64
Avail Cap(c_a), veh/h	321	744	758	321	1309	582	168	579	577	141	579	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.41	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	31.3	31.3	51.4	32.7	26.2	52.2	35.8	35.9	55.9	34.8	34.8
Incr Delay (d2), s/veh	8.1	4.3	4.2	14.3	3.1	0.7	22.9	7.2	7.3	151.6	5.3	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	16.0	16.4	6.9	11.7	2.3	4.7	11.7	11.7	10.2	10.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.4	35.6	35.6	65.7	35.8	26.9	75.1	43.1	43.1	207.5	40.1	40.5
LnGrp LOS	E	D	D	E	D	C	E	D	D	F	D	D
Approach Vol, veh/h		1494			1228			942			895	
Approach Delay, s/veh		39.2			39.9			47.2			72.8	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.0	55.0		45.0	26.0	49.0		45.0				
Change Period (Y+Rc), s	* 4.7	5.5		6.5	5.5	* 5.5		6.5				
Max Green Setting (Gmax), s	* 21	43.5		38.5	21.3	* 44		38.5				
Max Q Clear Time (g_c+I1), s	15.2	38.1		40.5	18.9	27.9		40.5				
Green Ext Time (p_c), s	0.1	2.6		0.0	0.1	4.1		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		47.6	
HCM 6th LOS		D	

Notes

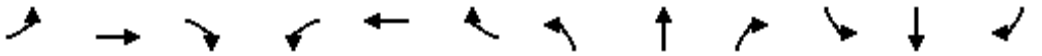
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	134	1203	135	1072	130	209	123	123	259	84
Future Volume (vph)	134	1203	135	1072	130	209	123	123	259	84
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	1	6		8			4	
Permitted Phases					8		8	4		4
Detector Phase	5	2	1	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	9.7	9.7	9.7	9.7	9.7	9.7
Total Split (s)	16.0	51.0	17.0	52.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	15.2%	48.6%	16.2%	49.5%	35.2%	35.2%	35.2%	35.2%	35.2%	35.2%
Yellow Time (s)	3.7	4.1	3.7	4.1	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	4.7	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	10.4	47.3	10.9	47.8	32.3	32.3	32.3	32.3	32.3	32.3
Actuated g/C Ratio	0.10	0.45	0.10	0.46	0.31	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.75	0.80	0.72	0.71	0.49	0.36	0.21	0.40	0.44	0.15
Control Delay	71.9	29.6	87.1	14.9	37.1	30.5	5.9	33.4	32.1	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.9	29.6	87.1	14.9	37.1	30.5	5.9	33.4	32.1	7.4
LOS	E	C	F	B	D	C	A	C	C	A
Approach Delay		33.6		22.5		25.8			28.0	
Approach LOS		C		C		C			C	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 58 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 27.9	Intersection LOS: C
Intersection Capacity Utilization 80.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 103: Lyon Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	1203	85	135	1072	87	130	209	123	123	259	84
Future Volume (veh/h)	134	1203	85	135	1072	87	130	209	123	123	259	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	134	1203	85	135	1072	87	130	209	123	123	259	84
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	163	1579	111	166	1566	127	277	584	492	304	584	492
Arrive On Green	0.09	0.46	0.46	0.03	0.15	0.15	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1810	3413	241	1810	3373	274	1050	1900	1599	1061	1900	1599
Grp Volume(v), veh/h	134	635	653	135	573	586	130	209	123	123	259	84
Grp Sat Flow(s),veh/h/ln	1810	1805	1849	1810	1805	1842	1050	1900	1599	1061	1900	1599
Q Serve(g_s), s	7.6	30.7	30.8	7.8	31.5	31.6	11.9	9.0	6.1	10.7	11.5	4.0
Cycle Q Clear(g_c), s	7.6	30.7	30.8	7.8	31.5	31.6	23.4	9.0	6.1	19.7	11.5	4.0
Prop In Lane	1.00		0.13	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	835	855	166	838	855	277	584	492	304	584	492
V/C Ratio(X)	0.82	0.76	0.76	0.81	0.68	0.69	0.47	0.36	0.25	0.40	0.44	0.17
Avail Cap(c_a), veh/h	195	835	855	212	838	855	277	584	492	304	584	492
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.70	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	23.4	23.4	50.0	37.2	37.2	38.5	28.3	27.3	35.9	29.1	26.6
Incr Delay (d2), s/veh	17.7	6.5	6.4	9.8	3.2	3.1	5.6	1.7	1.2	4.0	2.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	13.8	14.2	4.1	15.9	16.2	3.5	4.3	2.5	3.1	5.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.6	29.9	29.8	59.8	40.4	40.3	44.1	30.0	28.5	39.9	31.6	27.3
LnGrp LOS	E	C	C	E	D	D	D	C	C	D	C	C
Approach Vol, veh/h		1422			1294			462			466	
Approach Delay, s/veh		33.1			42.4			33.6			33.0	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.3	53.7		37.0	14.2	53.8		37.0				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		* 4.7				
Max Green Setting (Gmax), s	* 12	45.9		* 32	* 11	46.9		* 32				
Max Q Clear Time (g_c+I1), s	9.8	32.8		21.7	9.6	33.6		25.4				
Green Ext Time (p_c), s	0.0	4.8		1.1	0.0	4.3		0.8				

Intersection Summary		
HCM 6th Ctrl Delay		36.5
HCM 6th LOS		D

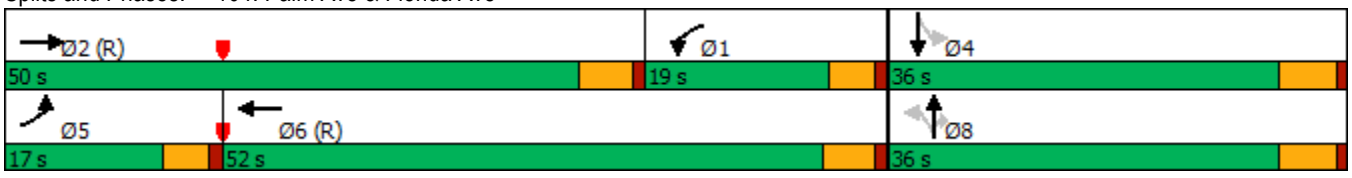
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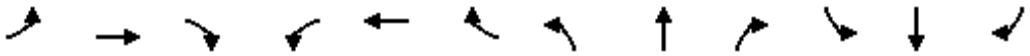
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	117	1179	111	1086	79	244	90	40	258
Future Volume (vph)	117	1179	111	1086	79	244	90	40	258
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.4	10.4	10.4	10.4	10.4
Total Split (s)	17.0	50.0	19.0	52.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	16.2%	47.6%	18.1%	49.5%	34.3%	34.3%	34.3%	34.3%	34.3%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.4	5.4	5.4	5.4	5.4
Lead/Lag	Lead	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	10.3	44.9	14.3	48.9	30.6	30.6	30.6	30.6	30.6
Actuated g/C Ratio	0.10	0.43	0.14	0.47	0.29	0.29	0.29	0.29	0.29
v/c Ratio	0.66	0.82	0.45	0.68	0.43	0.44	0.16	0.15	0.64
Control Delay	75.6	25.7	35.9	13.1	39.2	33.3	2.9	29.5	37.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.6	25.7	35.9	13.1	39.2	33.3	2.9	29.5	37.0
LOS	E	C	D	B	D	C	A	C	D
Approach Delay		30.0		15.1		27.8			36.3
Approach LOS		C		B		C			D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 25.0	Intersection LOS: C
Intersection Capacity Utilization 81.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 104: Palm Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	1179	73	111	1086	48	79	244	90	40	258	89
Future Volume (veh/h)	117	1179	73	111	1086	48	79	244	90	40	258	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	117	1179	73	111	1086	48	79	244	90	40	258	89
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	143	1474	91	240	1703	75	198	554	465	266	393	135
Arrive On Green	0.16	0.86	0.86	0.26	0.97	0.97	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	3447	213	1810	3515	155	1046	1900	1597	1058	1347	465
Grp Volume(v), veh/h	117	617	635	111	557	577	79	244	90	40	0	347
Grp Sat Flow(s),veh/h/ln	1810	1805	1855	1810	1805	1866	1046	1900	1597	1058	0	1812
Q Serve(g_s), s	6.6	16.4	16.5	5.4	2.6	2.6	7.5	11.0	4.4	3.4	0.0	17.6
Cycle Q Clear(g_c), s	6.6	16.4	16.5	5.4	2.6	2.6	25.1	11.0	4.4	14.3	0.0	17.6
Prop In Lane	1.00		0.11	1.00		0.08	1.00		1.00	1.00		0.26
Lane Grp Cap(c), veh/h	143	772	793	240	875	904	198	554	465	266	0	528
V/C Ratio(X)	0.82	0.80	0.80	0.46	0.64	0.64	0.40	0.44	0.19	0.15	0.00	0.66
Avail Cap(c_a), veh/h	212	772	793	246	875	904	198	554	465	266	0	528
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	0.81	0.81	0.81	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.4	5.5	5.5	35.5	0.9	0.9	43.6	30.2	27.9	36.1	0.0	32.6
Incr Delay (d2), s/veh	5.7	5.4	5.3	0.4	2.9	2.8	5.9	2.5	0.9	1.2	0.0	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.5	3.6	2.2	1.1	1.1	2.3	5.4	1.8	1.0	0.0	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	11.0	10.9	35.9	3.8	3.7	49.5	32.8	28.9	37.3	0.0	38.9
LnGrp LOS	D	B	B	D	A	A	D	C	C	D	A	D
Approach Vol, veh/h		1369			1245			413			387	
Approach Delay, s/veh		14.2			6.6			35.1			38.7	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	50.0		36.0	13.0	56.0		36.0				
Change Period (Y+Rc), s	5.1	* 5.1		5.4	* 4.7	5.1		5.4				
Max Green Setting (Gmax), s	14.3	* 45		30.6	* 12	46.9		30.6				
Max Q Clear Time (g_c+I1), s	7.4	18.5		19.6	8.6	4.6		27.1				
Green Ext Time (p_c), s	0.1	5.9		1.2	0.0	5.3		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		16.7	
HCM 6th LOS		B	

Notes

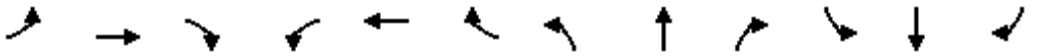
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	105	1098	107	970	72	430	118	491	196
Future Volume (vph)	105	1098	107	970	72	430	118	491	196
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	16.0	58.0	16.0	58.0	31.0	31.0	31.0	31.0	31.0
Total Split (%)	15.2%	55.2%	15.2%	55.2%	29.5%	29.5%	29.5%	29.5%	29.5%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max
Act Effct Green (s)	9.5	54.6	9.6	54.7	25.9	25.9	25.9	25.9	25.9
Actuated g/C Ratio	0.09	0.52	0.09	0.52	0.25	0.25	0.25	0.25	0.25
v/c Ratio	0.64	0.63	0.65	0.56	1.00	0.61	0.89	1.05	0.36
Control Delay	62.5	16.4	64.1	18.6	149.9	36.6	93.5	94.5	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.5	16.4	64.1	18.6	149.9	36.6	93.5	94.5	6.6
LOS	E	B	E	B	F	D	F	F	A
Approach Delay		20.2		22.9		50.0		73.0	
Approach LOS		C		C		D		E	

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 57 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 36.8	Intersection LOS: D
Intersection Capacity Utilization 85.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 105: State St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	1098	68	107	970	78	72	430	105	118	491	196
Future Volume (veh/h)	105	1098	68	107	970	78	72	430	105	118	491	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	105	1098	68	107	970	78	72	430	105	118	491	196
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	130	1854	115	134	1823	147	69	708	171	168	469	395
Arrive On Green	0.14	1.00	1.00	0.07	0.54	0.54	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	3451	214	1810	3380	272	767	2871	694	882	1900	1602
Grp Volume(v), veh/h	105	574	592	107	518	530	72	269	266	118	491	196
Grp Sat Flow(s),veh/h/ln	1810	1805	1860	1810	1805	1847	767	1805	1760	882	1900	1602
Q Serve(g_s), s	5.9	0.0	0.0	6.1	19.5	19.5	0.0	13.8	14.1	11.8	25.9	11.0
Cycle Q Clear(g_c), s	5.9	0.0	0.0	6.1	19.5	19.5	25.9	13.8	14.1	25.9	25.9	11.0
Prop In Lane	1.00		0.11	1.00		0.15	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	130	970	999	134	974	996	69	445	434	168	469	395
V/C Ratio(X)	0.81	0.59	0.59	0.80	0.53	0.53	1.05	0.60	0.61	0.70	1.05	0.50
Avail Cap(c_a), veh/h	195	970	999	195	974	996	69	445	434	168	469	395
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	0.77	0.77	0.77	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	0.0	0.0	47.8	15.6	15.6	52.5	35.0	35.1	47.5	39.5	33.9
Incr Delay (d2), s/veh	4.7	1.5	1.5	6.5	1.6	1.6	123.2	6.0	6.3	21.9	54.6	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.4	0.4	3.0	7.9	8.1	4.1	6.8	6.7	4.1	19.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.9	1.5	1.5	54.3	17.2	17.2	175.7	41.0	41.4	69.4	94.2	38.3
LnGrp LOS	D	A	A	D	B	B	F	D	D	E	F	D
Approach Vol, veh/h		1271			1155			607			805	
Approach Delay, s/veh		5.4			20.6			57.2			76.9	
Approach LOS		A			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	61.5		31.0	12.3	61.7		31.0				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	* 4.7	5.1		5.1				
Max Green Setting (Gmax), s	* 11	52.9		25.9	* 11	52.9		25.9				
Max Q Clear Time (g_c+I1), s	8.1	2.0		27.9	7.9	21.5		27.9				
Green Ext Time (p_c), s	0.0	5.6		0.0	0.0	4.7		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		33.2	
HCM 6th LOS		C	

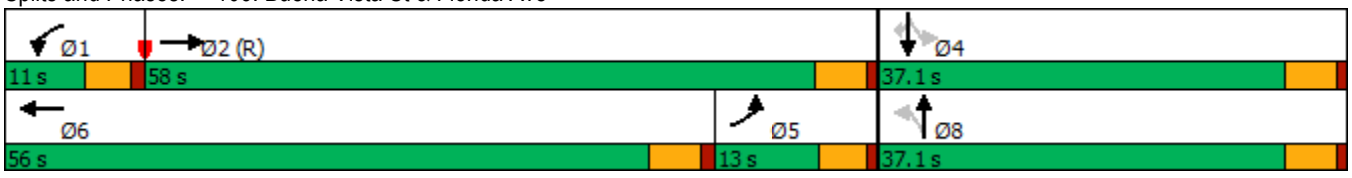
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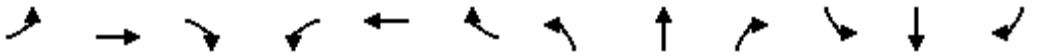
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	40	1207	39	1090	49	168	42	204	35
Future Volume (vph)	40	1207	39	1090	49	168	42	204	35
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	10.1	10.1	10.1	10.1
Total Split (s)	13.0	58.0	11.0	56.0	37.1	37.1	37.1	37.1	37.1
Total Split (%)	12.3%	54.7%	10.4%	52.8%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lag	Lag	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	None	Max	Max	Max
Act Effct Green (s)	10.8	57.3	5.9	52.4	32.0	32.0	32.0	32.0	32.0
Actuated g/C Ratio	0.10	0.54	0.06	0.49	0.30	0.30	0.30	0.30	0.30
v/c Ratio	0.22	0.65	0.39	0.63	0.16	0.39	0.14	0.36	0.06
Control Delay	45.4	20.1	59.7	23.4	28.9	29.7	28.7	31.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.4	20.1	59.7	23.4	28.9	29.7	28.7	31.2	0.2
LOS	D	C	E	C	C	C	C	C	A
Approach Delay		20.8		24.6		29.6		27.0	
Approach LOS		C		C		C		C	

Intersection Summary	
Cycle Length: 106.1	
Actuated Cycle Length: 106.1	
Offset: 50 (47%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 23.6	Intersection LOS: C
Intersection Capacity Utilization 63.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 106: Buena Vista St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1207	51	39	1090	36	49	168	51	42	204	35
Future Volume (veh/h)	40	1207	51	39	1090	36	49	168	51	42	204	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	1207	51	39	1090	36	49	168	51	42	204	35
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	370	1851	78	58	1244	41	320	422	128	311	574	485
Arrive On Green	0.20	0.53	0.53	0.03	0.35	0.35	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	3524	149	1810	3561	118	1158	1398	424	1179	1900	1607
Grp Volume(v), veh/h	40	618	640	39	552	574	49	0	219	42	204	35
Grp Sat Flow(s),veh/h/ln	1810	1805	1868	1810	1805	1874	1158	0	1823	1179	1900	1607
Q Serve(g_s), s	1.9	26.2	26.2	2.3	30.4	30.4	3.7	0.0	10.1	3.1	8.9	1.6
Cycle Q Clear(g_c), s	1.9	26.2	26.2	2.3	30.4	30.4	12.6	0.0	10.1	13.2	8.9	1.6
Prop In Lane	1.00		0.08	1.00		0.06	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	370	948	981	58	631	655	320	0	550	311	574	485
V/C Ratio(X)	0.11	0.65	0.65	0.67	0.88	0.88	0.15	0.00	0.40	0.13	0.36	0.07
Avail Cap(c_a), veh/h	370	948	981	108	867	900	320	0	550	311	574	485
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	0.92	0.92	0.92	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	18.2	18.2	50.7	32.3	32.3	33.9	0.0	29.4	34.6	28.9	26.4
Incr Delay (d2), s/veh	0.0	2.5	2.4	4.5	5.6	5.4	0.1	0.0	0.2	0.9	1.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	10.9	11.3	1.1	13.7	14.3	1.0	0.0	4.4	1.0	4.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	20.6	20.6	55.2	37.9	37.8	33.9	0.0	29.5	35.5	30.7	26.7
LnGrp LOS	C	C	C	E	D	D	C	A	C	D	C	C
Approach Vol, veh/h		1298			1165			268			281	
Approach Delay, s/veh		21.0			38.4			30.3			30.9	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	60.8		37.1	26.8	42.1		37.1				
Change Period (Y+Rc), s	* 4.7	5.1		5.1	5.1	* 5.1		5.1				
Max Green Setting (Gmax), s	* 6.3	52.9		32.0	8.3	* 51		32.0				
Max Q Clear Time (g_c+I1), s	4.3	28.2		15.2	3.9	32.4		14.6				
Green Ext Time (p_c), s	0.0	5.8		0.8	0.0	4.6		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		29.5	
HCM 6th LOS		C	

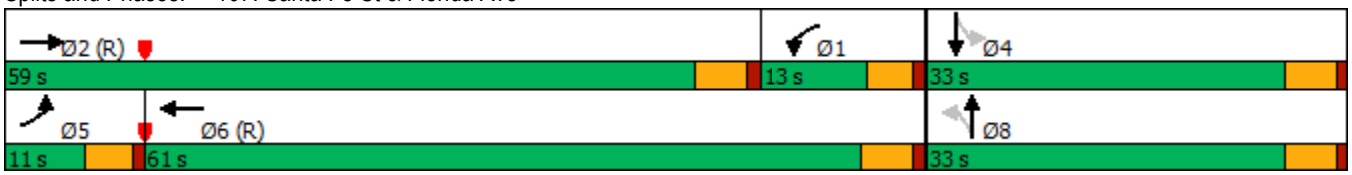
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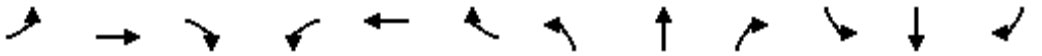
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	23	1198	58	1082	59	65	26	70
Future Volume (vph)	23	1198	58	1082	59	65	26	70
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.0	10.0	10.0	10.0
Total Split (s)	11.0	59.0	13.0	61.0	33.0	33.0	33.0	33.0
Total Split (%)	10.5%	56.2%	12.4%	58.1%	31.4%	31.4%	31.4%	31.4%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	6.0	74.5	7.6	80.2	10.0	10.0	10.0	10.0
Actuated g/C Ratio	0.06	0.71	0.07	0.76	0.10	0.10	0.10	0.10
v/c Ratio	0.22	0.50	0.44	0.40	0.56	0.66	0.32	0.58
Control Delay	51.8	8.7	57.3	6.0	64.0	42.1	52.5	44.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.8	8.7	57.3	6.0	64.0	42.1	52.5	44.7
LOS	D	A	E	A	E	D	D	D
Approach Delay		9.5		8.6		48.5		46.1
Approach LOS		A		A		D		D

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 13.7	Intersection LOS: B
Intersection Capacity Utilization 68.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 107: Santa Fe St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1198	67	58	1082	19	59	65	76	26	70	43
Future Volume (veh/h)	23	1198	67	58	1082	19	59	65	76	26	70	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	1198	67	58	1082	19	59	65	76	26	70	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	42	1781	99	387	2568	45	157	102	119	132	140	86
Arrive On Green	0.02	0.51	0.51	0.21	0.71	0.71	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1810	3469	194	1810	3629	64	1288	792	926	1257	1095	673
Grp Volume(v), veh/h	23	623	642	58	538	563	59	0	141	26	0	113
Grp Sat Flow(s),veh/h/ln	1810	1805	1858	1810	1805	1888	1288	0	1718	1257	0	1768
Q Serve(g_s), s	1.3	26.9	27.0	2.7	13.0	13.0	4.7	0.0	8.2	2.1	0.0	6.3
Cycle Q Clear(g_c), s	1.3	26.9	27.0	2.7	13.0	13.0	10.9	0.0	8.2	10.3	0.0	6.3
Prop In Lane	1.00		0.10	1.00		0.03	1.00		0.54	1.00		0.38
Lane Grp Cap(c), veh/h	42	927	954	387	1277	1336	157	0	220	132	0	227
V/C Ratio(X)	0.55	0.67	0.67	0.15	0.42	0.42	0.38	0.00	0.64	0.20	0.00	0.50
Avail Cap(c_a), veh/h	109	927	954	387	1277	1336	335	0	458	306	0	471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.52	0.52	0.52	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.7	19.0	19.0	33.5	6.4	6.4	47.7	0.0	43.5	48.4	0.0	42.6
Incr Delay (d2), s/veh	3.0	2.9	2.8	0.0	0.5	0.5	0.6	0.0	1.2	0.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	11.3	11.6	1.2	4.4	4.6	1.5	0.0	3.5	0.7	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.7	21.8	21.8	33.6	6.9	6.9	48.3	0.0	44.6	48.6	0.0	43.3
LnGrp LOS	D	C	C	C	A	A	D	A	D	D	A	D
Approach Vol, veh/h		1288			1159			200			139	
Approach Delay, s/veh		22.4			8.3			45.7			44.3	
Approach LOS		C			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.5	59.0		18.5	7.1	79.4		18.5				
Change Period (Y+Rc), s	5.1	* 5.1		5.0	* 4.7	5.1		5.0				
Max Green Setting (Gmax), s	8.3	* 54		28.0	* 6.3	55.9		28.0				
Max Q Clear Time (g_c+I1), s	4.7	29.0		12.3	3.3	15.0		12.9				
Green Ext Time (p_c), s	0.0	5.9		0.4	0.0	5.0		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		19.3
HCM 6th LOS		B

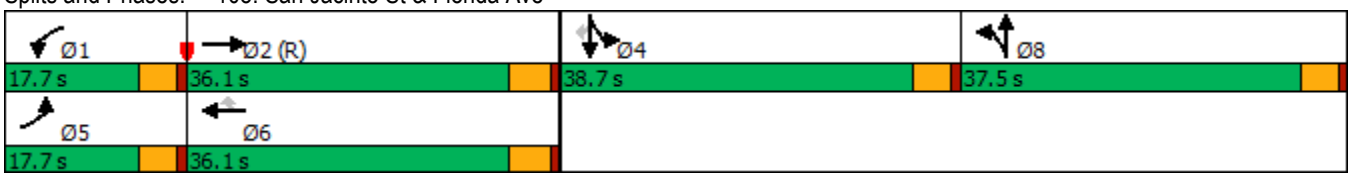
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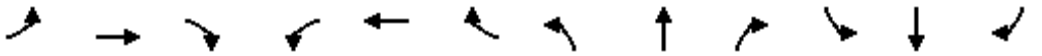
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	210	987	130	821	107	93	275	213	277	191
Future Volume (vph)	210	987	130	821	107	93	275	213	277	191
Turn Type	Prot	NA	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2	1	6		8	8	4	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	9.7	9.7	9.7	9.7	9.7
Total Split (s)	17.7	36.1	17.7	36.1	36.1	37.5	37.5	38.7	38.7	38.7
Total Split (%)	13.6%	27.8%	13.6%	27.8%	27.8%	28.8%	28.8%	29.8%	29.8%	29.8%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	13.0	32.1	11.9	31.0	31.0	32.8	32.8	34.0	34.0	34.0
Actuated g/C Ratio	0.10	0.25	0.09	0.24	0.24	0.25	0.25	0.26	0.26	0.26
v/c Ratio	1.17	1.18	0.79	0.95	0.24	0.20	0.39	0.43	0.63	0.34
Control Delay	169.2	136.2	88.2	70.3	11.7	39.8	38.8	43.5	49.6	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	169.2	136.2	88.2	70.3	11.7	39.8	38.8	43.5	49.6	6.8
LOS	F	F	F	E	B	D	D	D	D	A
Approach Delay		141.8		66.6			39.0		35.9	
Approach LOS		F		E			D		D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 108 (83%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 84.4	Intersection LOS: F
Intersection Capacity Utilization 77.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 108: San Jacinto St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	987	57	130	821	107	93	275	73	213	277	191
Future Volume (veh/h)	210	987	57	130	821	107	93	275	73	213	277	191
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	210	987	57	130	821	107	93	275	73	213	277	191
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	873	50	155	861	378	457	712	185	473	497	420
Arrive On Green	0.10	0.25	0.25	0.09	0.24	0.24	0.25	0.25	0.25	0.26	0.26	0.26
Sat Flow, veh/h	1810	3454	199	1810	3610	1586	1810	2822	734	1810	1900	1605
Grp Volume(v), veh/h	210	516	528	130	821	107	93	174	174	213	277	191
Grp Sat Flow(s),veh/h/ln	1810	1805	1849	1810	1805	1586	1810	1805	1751	1810	1900	1605
Q Serve(g_s), s	13.0	32.9	32.9	9.2	29.1	7.2	5.3	10.4	10.7	12.8	16.4	13.0
Cycle Q Clear(g_c), s	13.0	32.9	32.9	9.2	29.1	7.2	5.3	10.4	10.7	12.8	16.4	13.0
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	181	456	467	155	861	378	457	455	442	473	497	420
V/C Ratio(X)	1.16	1.13	1.13	0.84	0.95	0.28	0.20	0.38	0.39	0.45	0.56	0.46
Avail Cap(c_a), veh/h	181	456	467	181	861	378	457	455	442	473	497	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	48.6	48.6	58.6	48.8	40.4	38.3	40.2	40.4	40.2	41.5	40.2
Incr Delay (d2), s/veh	112.1	80.0	79.7	22.4	20.3	0.4	1.0	2.4	2.6	3.1	4.5	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	24.7	25.3	5.2	15.4	2.8	2.5	4.9	5.0	6.1	8.3	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	170.6	128.6	128.2	80.9	69.0	40.8	39.3	42.6	43.0	43.2	46.0	43.8
LnGrp LOS	F	F	F	F	E	D	D	D	D	D	D	D
Approach Vol, veh/h		1254			1058			441			681	
Approach Delay, s/veh		135.5			67.7			42.1			44.5	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.8	38.0		38.7	17.7	36.1		37.5				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		4.7				
Max Green Setting (Gmax), s	* 13	31.0		* 34	* 13	31.0		32.8				
Max Q Clear Time (g_c+I1), s	11.2	34.9		18.4	15.0	31.1		12.7				
Green Ext Time (p_c), s	0.0	0.0		2.7	0.0	0.0		2.2				

Intersection Summary		
HCM 6th Ctrl Delay		84.5
HCM 6th LOS		F

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

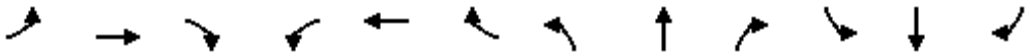
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	142	1274	692	349	1456	588	215	125	79
Future Volume (vph)	142	1274	692	349	1456	588	215	125	79
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	62.5	62.5	18.0	69.0	39.5	39.5	39.5	39.5
Total Split (%)	9.6%	52.1%	52.1%	15.0%	57.5%	32.9%	32.9%	32.9%	32.9%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	7.5	58.5	58.5	14.0	65.0	35.5	35.5		35.5
Actuated g/C Ratio	0.06	0.49	0.49	0.12	0.54	0.30	0.30		0.30
v/c Ratio	1.27	0.72	0.63	1.66	0.77	2.76	0.97		5.81
Control Delay	218.5	27.4	5.8	351.6	25.1	824.7	67.8		2202.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	218.5	27.4	5.8	351.6	25.1	824.7	67.8		2202.9
LOS	F	C	A	F	C	F	E		F
Approach Delay		33.2			86.5		463.4		2202.9
Approach LOS		C			F		F		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 5.81	
Intersection Signal Delay: 307.8	Intersection LOS: F
Intersection Capacity Utilization 125.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 109: Warren Rd & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	1274	692	349	1456	51	588	215	322	125	79	226
Future Volume (veh/h)	142	1274	692	349	1456	51	588	215	322	125	79	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	142	1274	692	349	1456	51	588	215	322	125	79	226
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	113	1760	785	211	1927	67	229	203	304	39	16	18
Arrive On Green	0.06	0.49	0.49	0.12	0.54	0.54	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	3610	1610	1810	3558	124	1091	687	1028	0	53	59
Grp Volume(v), veh/h	142	1274	692	349	737	770	588	0	537	430	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1878	1091	0	1715	113	0	0
Q Serve(g_s), s	7.5	33.5	46.4	14.0	38.0	38.2	0.0	0.0	35.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.5	33.5	46.4	14.0	38.0	38.2	35.5	0.0	35.5	35.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.60	0.29		0.53
Lane Grp Cap(c), veh/h	113	1760	785	211	978	1017	229	0	507	72	0	0
V/C Ratio(X)	1.26	0.72	0.88	1.65	0.75	0.76	2.57	0.00	1.06	5.97	0.00	0.00
Avail Cap(c_a), veh/h	113	1760	785	211	978	1017	229	0	507	72	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.3	24.4	27.6	53.0	21.3	21.4	46.9	0.0	42.3	44.1	0.0	0.0
Incr Delay (d2), s/veh	168.4	2.6	13.6	314.1	5.4	5.3	717.5	0.0	56.3	2266.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	14.6	20.2	24.8	16.9	17.6	52.6	0.0	22.8	47.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	224.7	27.0	41.2	367.1	26.7	26.6	764.4	0.0	98.6	2310.2	0.0	0.0
LnGrp LOS	F	C	D	F	C	C	F	A	F	F	A	A
Approach Vol, veh/h		2108			1856			1125			430	
Approach Delay, s/veh		45.0			90.7			446.6			2310.2	
Approach LOS		D			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	62.5		39.5	11.5	69.0		39.5				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	58.5		35.5	7.5	65.0		35.5				
Max Q Clear Time (g_c+I1), s	16.0	48.4		37.5	9.5	40.2		37.5				
Green Ext Time (p_c), s	0.0	7.6		0.0	0.0	12.6		0.0				

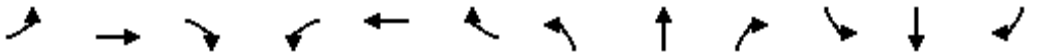
Intersection Summary			
HCM 6th Ctrl Delay		318.7	
HCM 6th LOS		F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	29	37	122	43	118	43	824	173	179	850	6
Future Volume (vph)	2	29	37	122	43	118	43	824	173	179	850	6
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.5	22.5	22.5	11.5	22.5	22.5	11.5	42.5	42.5	13.5	44.5	44.5
Total Split (%)	12.8%	25.0%	25.0%	12.8%	25.0%	25.0%	12.8%	47.2%	47.2%	15.0%	49.4%	49.4%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.0	7.7	7.7	7.5	12.6	12.6	8.0	47.5	47.5	15.7	59.5	59.5
Actuated g/C Ratio	0.08	0.09	0.09	0.08	0.14	0.14	0.09	0.53	0.53	0.17	0.66	0.66
v/c Ratio	0.01	0.18	0.16	0.81	0.16	0.36	0.27	0.82	0.19	0.57	0.68	0.01
Control Delay	38.5	40.2	1.4	79.4	34.5	10.3	42.0	29.3	6.6	41.3	17.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.5	40.2	1.4	79.4	34.5	10.3	42.0	29.3	6.6	41.3	17.0	0.0
LOS	D	D	A	E	C	B	D	C	A	D	B	A
Approach Delay		19.0			43.8			26.1			21.1	
Approach LOS		B			D			C			C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 25.8	Intersection LOS: C
Intersection Capacity Utilization 76.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 110: Warren Rd & Cottonwood Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	29	37	122	43	118	43	824	173	179	850	6
Future Volume (veh/h)	2	29	37	122	43	118	43	824	173	179	850	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	29	37	122	43	118	43	824	173	179	850	6
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	7	147	125	151	298	253	93	1056	895	191	1159	982
Arrive On Green	0.00	0.08	0.08	0.08	0.16	0.16	0.05	0.56	0.56	0.11	0.61	0.61
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	2	29	37	122	43	118	43	824	173	179	850	6
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	0.1	1.3	2.0	6.0	1.8	6.0	2.1	30.6	4.8	8.8	28.4	0.1
Cycle Q Clear(g_c), s	0.1	1.3	2.0	6.0	1.8	6.0	2.1	30.6	4.8	8.8	28.4	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	7	147	125	151	298	253	93	1056	895	191	1159	982
V/C Ratio(X)	0.29	0.20	0.30	0.81	0.14	0.47	0.46	0.78	0.19	0.94	0.73	0.01
Avail Cap(c_a), veh/h	151	391	331	151	391	331	151	1056	895	191	1159	982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	38.9	39.2	40.5	32.7	34.5	41.5	15.7	9.9	40.0	12.4	6.9
Incr Delay (d2), s/veh	21.8	0.6	1.3	27.0	0.2	1.3	3.6	5.7	0.5	47.4	4.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.6	0.8	3.7	0.8	2.4	1.0	13.6	1.7	6.4	11.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.5	39.5	40.5	67.5	32.9	35.8	45.1	21.4	10.4	87.3	16.5	6.9
LnGrp LOS	E	D	D	E	C	D	D	C	B	F	B	A
Approach Vol, veh/h		68			283			1040			1035	
Approach Delay, s/veh		40.9			49.1			20.6			28.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	54.0	11.5	11.0	8.6	58.9	4.3	18.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.5	38.5	7.5	18.5	7.5	40.5	7.5	18.5
Max Q Clear Time (g_c+I1), s	10.8	32.6	8.0	4.0	4.1	30.4	2.1	8.0
Green Ext Time (p_c), s	0.0	3.2	0.0	0.1	0.0	4.5	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	617.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	145	4	231	145	101	3	888	330	101	864	91
Future Vol, veh/h	53	145	4	231	145	101	3	888	330	101	864	91
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	53	145	4	231	145	101	3	888	330	101	864	91
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

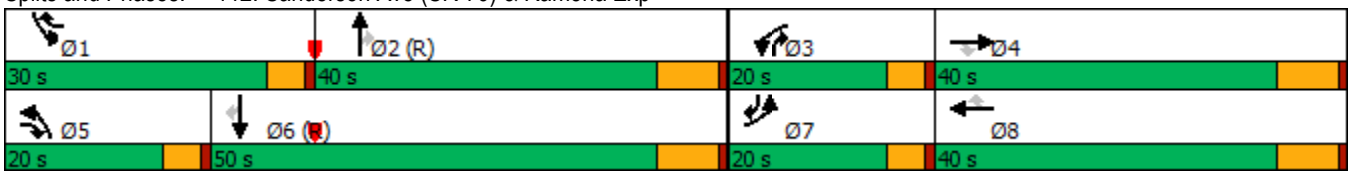
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	44.5	130.7	839	690.1
HCM LOS	E	F	F	F

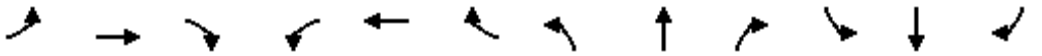
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	26%	48%	10%
Vol Thru, %	73%	72%	30%	82%
Vol Right, %	27%	2%	21%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1221	202	477	1056
LT Vol	3	53	231	101
Through Vol	888	145	145	864
RT Vol	330	4	101	91
Lane Flow Rate	1221	202	477	1056
Geometry Grp	1	1	1	1
Degree of Util (X)	2.792	0.537	1.108	2.453
Departure Headway (Hd)	11.741	20.199	14.61	12.597
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	330	182	253	306
Service Time	9.741	18.199	12.61	10.597
HCM Lane V/C Ratio	3.7	1.11	1.885	3.451
HCM Control Delay	839	44.5	130.7	690.1
HCM Lane LOS	F	E	F	F
HCM 95th-tile Q	73.1	2.7	11.9	56.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	665	1063	233	31	900	625	232	701	29	864	1280	1026
Future Volume (vph)	665	1063	233	31	900	625	232	701	29	864	1280	1026
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7	9.7	12.0	9.7
Total Split (s)	20.0	40.0	20.0	20.0	40.0	30.0	20.0	40.0	20.0	30.0	50.0	20.0
Total Split (%)	15.4%	30.8%	15.4%	15.4%	30.8%	23.1%	15.4%	30.8%	15.4%	23.1%	38.5%	15.4%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7	3.7	6.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7	4.7	7.0	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	15.3	44.5	64.2	5.7	33.0	65.3	12.7	33.0	45.7	25.3	45.6	67.9
Actuated g/C Ratio	0.12	0.34	0.49	0.04	0.25	0.50	0.10	0.25	0.35	0.19	0.35	0.52
v/c Ratio	1.61	0.86	0.26	0.20	0.98	0.74	0.68	0.77	0.05	1.27	1.01	1.17
Control Delay	323.5	48.8	6.8	62.6	74.0	28.7	67.0	51.4	0.1	174.8	69.8	116.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	323.5	48.8	6.8	62.6	74.0	28.7	67.0	51.4	0.1	174.8	69.8	116.1
LOS	F	D	A	E	E	C	E	D	A	F	E	F
Approach Delay		137.0			55.6			53.6			113.4	
Approach LOS		F			E			D			F	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 54.5 (42%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.61	
Intersection Signal Delay: 100.2	Intersection LOS: F
Intersection Capacity Utilization 108.7%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 112: Sanderson Ave (SR-79) & Ramona Exp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	665	1063	233	31	900	625	232	701	29	864	1280	1026
Future Volume (veh/h)	665	1063	233	31	900	625	232	701	29	864	1280	1026
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	665	1063	233	31	900	625	232	701	29	864	1280	1026
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	413	1248	688	91	916	722	287	916	450	683	1324	780
Arrive On Green	0.12	0.35	0.35	0.03	0.25	0.25	0.08	0.25	0.25	0.19	0.37	0.37
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	665	1063	233	31	900	625	232	701	29	864	1280	1026
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	15.3	35.5	12.6	1.1	32.2	33.0	8.4	23.4	1.7	25.3	45.2	47.7
Cycle Q Clear(g_c), s	15.3	35.5	12.6	1.1	32.2	33.0	8.4	23.4	1.7	25.3	45.2	47.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	413	1248	688	91	916	722	287	916	450	683	1324	780
V/C Ratio(X)	1.61	0.85	0.34	0.34	0.98	0.87	0.81	0.76	0.06	1.26	0.97	1.32
Avail Cap(c_a), veh/h	413	1248	688	413	916	722	413	916	450	683	1324	780
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	39.4	24.9	62.2	48.2	32.3	58.7	44.9	34.3	52.3	40.4	33.5
Incr Delay (d2), s/veh	285.4	5.6	0.1	0.8	25.2	10.3	4.8	6.0	0.3	130.6	18.0	151.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.2	16.6	4.9	0.5	17.6	19.4	4.0	11.2	0.7	23.5	23.1	56.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	342.7	45.0	25.0	63.0	73.4	42.6	63.5	51.0	34.6	182.9	58.4	184.6
LnGrp LOS	F	D	C	E	E	D	E	D	C	F	E	F
Approach Vol, veh/h		1961			1556			962			3170	
Approach Delay, s/veh		143.6			60.9			53.5			133.2	
Approach LOS		F			E			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	40.0	8.1	51.9	15.3	54.7	20.0	40.0
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0	* 4.7	7.0
Max Green Setting (Gmax), s	* 25	33.0	* 15	33.0	* 15	43.0	* 15	33.0
Max Q Clear Time (g_c+I1), s	27.3	25.4	3.1	37.5	10.4	49.7	17.3	35.0
Green Ext Time (p_c), s	0.0	2.1	0.0	0.0	0.2	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	111.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	31.5
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	121	180	175	3	149	70	179	155	4	85	117	116
Future Vol, veh/h	121	180	175	3	149	70	179	155	4	85	117	116
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	121	180	175	3	149	70	179	155	4	85	117	116
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	46.1	17.6	27.5	23.6
HCM LOS	E	C	D	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	53%	25%	1%	27%
Vol Thru, %	46%	38%	67%	37%
Vol Right, %	1%	37%	32%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	338	476	222	318
LT Vol	179	121	3	85
Through Vol	155	180	149	117
RT Vol	4	175	70	116
Lane Flow Rate	338	476	222	318
Geometry Grp	1	1	1	1
Degree of Util (X)	0.714	0.905	0.476	0.657
Departure Headway (Hd)	7.607	6.983	7.722	7.439
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	477	524	466	487
Service Time	5.625	4.983	5.772	5.458
HCM Lane V/C Ratio	0.709	0.908	0.476	0.653
HCM Control Delay	27.5	46.1	17.6	23.6
HCM Lane LOS	D	E	C	C
HCM 95th-tile Q	5.6	10.5	2.5	4.7

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	179	173	14	131	171
Future Vol, veh/h	19	179	173	14	131	171
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	19	179	173	14	131	171
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.7	9.9	10.4
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	43%	0%	93%
Vol Thru, %	0%	10%	7%
Vol Right, %	57%	90%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	302	198	187
LT Vol	131	0	173
Through Vol	0	19	14
RT Vol	171	179	0
Lane Flow Rate	302	198	187
Geometry Grp	1	1	1
Degree of Util (X)	0.38	0.237	0.261
Departure Headway (Hd)	4.525	4.307	5.016
Convergence, Y/N	Yes	Yes	Yes
Cap	791	828	712
Service Time	2.575	2.361	3.072
HCM Lane V/C Ratio	0.382	0.239	0.263
HCM Control Delay	10.4	8.7	9.9
HCM Lane LOS	B	A	A
HCM 95th-tile Q	1.8	0.9	1

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	124	187	24	70	182
Future Vol, veh/h	43	124	187	24	70	182
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	43	124	187	24	70	182

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	521	199	0	0	211	0
Stage 1	199	-	-	-	-	-
Stage 2	322	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	519	847	-	-	1372	-
Stage 1	839	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	489	847	-	-	1372	-
Mov Cap-2 Maneuver	489	-	-	-	-	-
Stage 1	839	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	2.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	713	1372	-
HCM Lane V/C Ratio	-	-	0.234	0.051	-
HCM Control Delay (s)	-	-	11.6	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.2	-

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	125	46	125	84	41	121
Future Vol, veh/h	125	46	125	84	41	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	125	46	125	84	41	121

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	370	167	0	0	209	0
Stage 1	167	-	-	-	-	-
Stage 2	203	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	634	882	-	-	1374	-
Stage 1	867	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	614	882	-	-	1374	-
Mov Cap-2 Maneuver	614	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	809	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	669	1374	-
HCM Lane V/C Ratio	-	-	0.256	0.03	-
HCM Control Delay (s)	-	-	12.2	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1	0.1	-

Intersection	
Int Delay, s/veh	4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	135	140	3	81	69
Future Vol, veh/h	3	135	140	3	81	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	135	140	3	81	69

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	373	142	0	0	143	0
Stage 1	142	-	-	-	-	-
Stage 2	231	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	632	911	-	-	1452	-
Stage 1	890	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	595	911	-	-	1452	-
Mov Cap-2 Maneuver	595	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	765	-	-	-	-	-

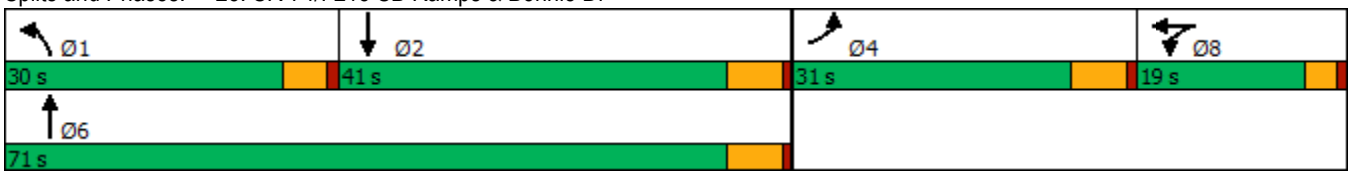
Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	4.1
HCM LOS	A		

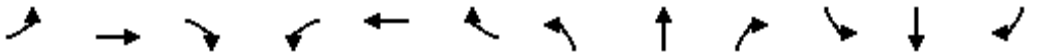
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	901	1452	-
HCM Lane V/C Ratio	-	-	0.153	0.056	-
HCM Control Delay (s)	-	-	9.7	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	33	205	241	392	1199	27	
Future Volume (vph)	33	205	241	392	1199	27	
Turn Type	Prot	Free	Prot	NA	NA	Free	
Protected Phases	4		1	6	2		8
Permitted Phases		Free				Free	
Detector Phase	4		1	6	2		
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0
Minimum Split (s)	11.0		10.0	11.0	11.0		9.0
Total Split (s)	31.0		30.0	71.0	41.0		19.0
Total Split (%)	25.6%		24.8%	58.7%	33.9%		16%
Yellow Time (s)	5.0		4.0	5.0	5.0		3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	6.0		5.0	6.0	6.0		
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	6.2	69.8	14.5	59.5	37.1	69.8	
Actuated g/C Ratio	0.09	1.00	0.21	0.85	0.53	1.00	
v/c Ratio	0.23	0.14	0.70	0.26	1.29	0.02	
Control Delay	36.0	0.2	36.8	2.8	160.3	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	36.0	0.2	36.8	2.8	160.3	0.0	
LOS	D	A	D	A	F	A	
Approach Delay				15.7	156.8		
Approach LOS				B	F		

Intersection Summary	
Cycle Length: 121	
Actuated Cycle Length: 69.8	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.29	
Intersection Signal Delay: 97.0	Intersection LOS: F
Intersection Capacity Utilization 92.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	0	205	0	0	0	241	392	0	0	1199	27
Future Volume (veh/h)	33	0	205	0	0	0	241	392	0	0	1199	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	0	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	36	0	0	0	0	0	262	426	0	0	1303	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	0		0	3	0	321	1696	0	0	1189	
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.89	0.00	0.00	0.63	0.00
Sat Flow, veh/h		0		0	1900	0	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h		0.0		0	0	0	262	426	0	0	1303	0
Grp Sat Flow(s),veh/h/ln				0	1900	0	1810	1900	0	0	1900	1610
Q Serve(g_s), s				0.0	0.0	0.0	7.8	1.7	0.0	0.0	35.0	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	7.8	1.7	0.0	0.0	35.0	0.0
Prop In Lane				0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				0	3	0	321	1696	0	0	1189	
V/C Ratio(X)				0.00	0.00	0.00	0.82	0.25	0.00	0.00	1.10	
Avail Cap(c_a), veh/h				0	510	0	809	2209	0	0	1189	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	22.1	0.4	0.0	0.0	10.5	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	2.0	0.0	0.0	0.0	56.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.0	2.9	0.0	0.0	0.0	25.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	0.0	24.1	0.4	0.0	0.0	66.7	0.0
LnGrp LOS				A	A	A	C	A	A	A	F	
Approach Vol, veh/h					0			688			1303	
Approach Delay, s/veh					0.0			9.4			66.7	
Approach LOS								A			E	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	14.9	41.0				55.9		0.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		4.0				
Max Green Setting (Gmax), s	25.0	35.0				65.0		15.0				
Max Q Clear Time (g_c+I1), s	9.8	37.0				3.7		0.0				
Green Ext Time (p_c), s	0.3	0.0				1.4		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		46.9
HCM 6th LOS		D

Notes

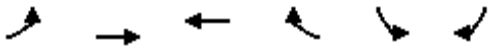
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	19	1386	620	1390	185
Future Volume (vph)	19	1386	620	1390	185
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	30.3	70.6	40.3		40.4
Total Split (%)	27.3%	63.6%	36.3%		36.4%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	5.5	30.7	28.8	53.3	11.7
Actuated g/C Ratio	0.10	0.58	0.54	1.00	0.22
v/c Ratio	0.11	0.69	0.33	0.89	0.51
Control Delay	26.2	10.5	9.0	9.1	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	26.2	10.5	9.0	9.1	23.3
LOS	C	B	A	A	C
Approach Delay		10.7	9.0		23.3
Approach LOS		B	A		C

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 53.3	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 10.5	Intersection LOS: B
Intersection Capacity Utilization 58.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 29: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	19	1386	620	1390	185	13
Future Volume (veh/h)	19	1386	620	1390	185	13
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	1429	639	0	191	13
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	46	2011	1392		251	17
Arrive On Green	0.03	0.56	0.39	0.00	0.15	0.15
Sat Flow, veh/h	1810	3705	3705	1610	1673	114
Grp Volume(v), veh/h	20	1429	639	0	205	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1796	0
Q Serve(g_s), s	0.4	10.5	4.8	0.0	4.0	0.0
Cycle Q Clear(g_c), s	0.4	10.5	4.8	0.0	4.0	0.0
Prop In Lane	1.00			1.00	0.93	0.06
Lane Grp Cap(c), veh/h	46	2011	1392		269	0
V/C Ratio(X)	0.44	0.71	0.46		0.76	0.00
Avail Cap(c_a), veh/h	1250	6512	3490		1741	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	17.4	5.9	8.3	0.0	14.8	0.0
Incr Delay (d2), s/veh	2.5	0.2	0.1	0.0	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	0.9	0.0	1.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.9	6.1	8.4	0.0	16.4	0.0
LnGrp LOS	B	A	A		B	A
Approach Vol, veh/h		1449	639		205	
Approach Delay, s/veh		6.2	8.4		16.4	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		25.5		10.7	6.2	19.3
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		65.3		35.1	25.0	35.0
Max Q Clear Time (g_c+I1), s		12.5		6.0	2.4	6.8
Green Ext Time (p_c), s		7.7		0.3	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

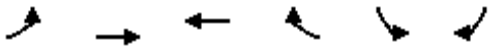
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	184	1387	1624	53	388
Future Volume (vph)	184	1387	1624	53	388
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.0	11.0	9.5	9.5
Total Split (s)	24.0	65.0	41.0	24.5	24.5
Total Split (%)	26.8%	72.6%	45.8%	27.4%	27.4%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	12.1	51.6	35.5	8.5	8.5
Actuated g/C Ratio	0.17	0.73	0.50	0.12	0.12
v/c Ratio	0.64	0.57	0.99	0.26	0.77
Control Delay	38.1	6.0	39.6	31.7	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	38.1	6.0	39.6	31.7	14.8
LOS	D	A	D	C	B
Approach Delay		9.8	39.6	16.8	
Approach LOS		A	D	B	

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 70.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 24.1	Intersection LOS: C
Intersection Capacity Utilization 79.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 30: SR-74 & Trumble Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	184	1387	1624	35	53	388
Future Volume (veh/h)	184	1387	1624	35	53	388
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	198	1491	1746	38	57	417
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	239	2235	1579	34	452	402
Arrive On Green	0.13	0.62	0.44	0.44	0.25	0.25
Sat Flow, veh/h	1810	3705	3707	78	1810	1610
Grp Volume(v), veh/h	198	1491	870	914	57	417
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1886	1810	1610
Q Serve(g_s), s	8.5	21.5	35.0	35.0	2.0	20.0
Cycle Q Clear(g_c), s	8.5	21.5	35.0	35.0	2.0	20.0
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	239	2235	789	824	452	402
V/C Ratio(X)	0.83	0.67	1.10	1.11	0.13	1.04
Avail Cap(c_a), veh/h	452	2660	789	824	452	402
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	9.9	22.5	22.5	23.3	30.0
Incr Delay (d2), s/veh	2.8	0.5	64.0	65.5	0.0	54.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	6.1	26.3	27.8	0.8	21.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.7	10.4	86.5	88.1	23.3	84.8
LnGrp LOS	D	B	F	F	C	F
Approach Vol, veh/h		1689	1784		474	
Approach Delay, s/veh		13.5	87.3		77.4	
Approach LOS		B	F		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		55.6		24.5	14.6	41.0
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		59.0		20.0	20.0	35.0
Max Q Clear Time (g_c+I1), s		23.5		22.0	10.5	37.0
Green Ext Time (p_c), s		13.3		0.0	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.5
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1475	1530	37	0	123
Future Vol, veh/h	0	1475	1530	37	0	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1553	1611	39	0	129

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	825
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	320
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	320
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

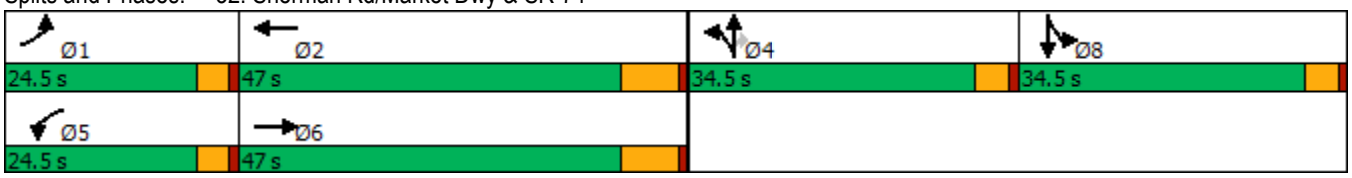
Approach	EB	WB	SB
HCM Control Delay, s	0	0	23.7
HCM LOS			C

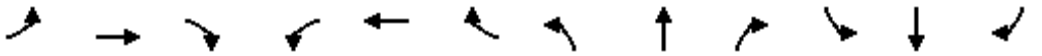
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	320
HCM Lane V/C Ratio	-	-	-	0.405
HCM Control Delay (s)	-	-	-	23.7
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1.9

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	12	1438	150	1507	2	165	7
Future Volume (vph)	12	1438	150	1507	2	165	7
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases						4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	12.0	9.5	12.0	9.5	9.5	9.5
Total Split (s)	24.5	47.0	24.5	47.0	34.5	34.5	34.5
Total Split (%)	17.4%	33.5%	17.4%	33.5%	24.6%	24.6%	24.6%
Yellow Time (s)	3.5	6.0	3.5	6.0	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	4.5	7.0	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	5.4	40.6	11.4	54.8	7.3	7.3	5.5
Actuated g/C Ratio	0.07	0.51	0.14	0.69	0.09	0.09	0.07
v/c Ratio	0.11	0.84	0.61	0.64	0.37	0.57	0.13
Control Delay	41.3	24.3	43.7	10.7	42.8	14.3	37.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.3	24.3	43.7	10.7	42.8	14.3	37.4
LOS	D	C	D	B	D	B	D
Approach Delay		24.5		13.6	21.7		37.4
Approach LOS		C		B	C		D

Intersection Summary	
Cycle Length: 140.5	
Actuated Cycle Length: 79.3	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 19.0	Intersection LOS: B
Intersection Capacity Utilization 69.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 32: Sherman Rd/Market Dwy & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	1438	25	150	1507	8	56	2	165	7	7	3
Future Volume (veh/h)	12	1438	25	150	1507	8	56	2	165	7	7	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	1514	26	158	1586	8	59	2	174	7	7	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	29	1688	29	198	2057	10	239	8	219	15	15	6
Arrive On Green	0.02	0.46	0.46	0.11	0.56	0.56	0.14	0.14	0.14	0.02	0.02	0.02
Sat Flow, veh/h	1810	3630	62	1810	3683	19	1753	59	1610	743	743	319
Grp Volume(v), veh/h	13	752	788	158	777	817	61	0	174	17	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1887	1810	1805	1897	1812	0	1610	1805	0	0
Q Serve(g_s), s	0.5	29.1	29.2	6.5	25.4	25.4	2.3	0.0	8.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	0.5	29.1	29.2	6.5	25.4	25.4	2.3	0.0	8.0	0.7	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.01	0.97		1.00	0.41		0.18
Lane Grp Cap(c), veh/h	29	839	877	198	1008	1059	247	0	219	36	0	0
V/C Ratio(X)	0.46	0.90	0.90	0.80	0.77	0.77	0.25	0.00	0.79	0.47	0.00	0.00
Avail Cap(c_a), veh/h	476	949	993	476	1008	1059	715	0	635	712	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	37.1	18.7	18.7	33.0	13.0	13.0	29.4	0.0	31.8	36.9	0.0	0.0
Incr Delay (d2), s/veh	4.2	9.5	9.3	2.8	3.4	3.2	0.2	0.0	2.5	3.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	11.9	12.4	2.9	9.7	10.2	1.0	0.0	3.1	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	28.2	28.0	35.8	16.4	16.2	29.6	0.0	34.3	40.5	0.0	0.0
LnGrp LOS	D	C	C	D	B	B	C	A	C	D	A	A
Approach Vol, veh/h		1553			1752			235			17	
Approach Delay, s/veh		28.2			18.1			33.0			40.5	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	49.5		14.9	12.8	42.4		6.0				
Change Period (Y+Rc), s	4.5	7.0		4.5	4.5	7.0		4.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	2.5	27.4		10.0	8.5	31.2		2.7				
Green Ext Time (p_c), s	0.0	6.4		0.5	0.2	4.2		0.0				

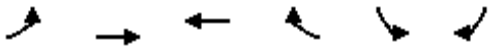
Intersection Summary			
HCM 6th Ctrl Delay		23.6	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	69	1412	1545	97
Future Volume (vph)	69	1412	1545	97
Turn Type	Prot	NA	NA	Prot
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	11.0	9.7
Total Split (s)	24.7	65.7	41.0	24.7
Total Split (%)	27.3%	72.7%	45.4%	27.3%
Yellow Time (s)	3.7	5.0	5.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	6.0	4.7
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Min	Min	None
Act Effct Green (s)	8.5	50.9	39.9	10.8
Actuated g/C Ratio	0.12	0.70	0.55	0.15
v/c Ratio	0.36	0.61	0.94	0.55
Control Delay	35.7	7.3	30.0	32.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	35.7	7.3	30.0	32.3
LOS	D	A	C	C
Approach Delay		8.7	30.0	32.3
Approach LOS		A	C	C

Intersection Summary	
Cycle Length: 90.4	
Actuated Cycle Length: 72.5	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 20.6	Intersection LOS: C
Intersection Capacity Utilization 72.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 33: SR-74 & Antelope Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	69	1412	1545	141	97	44
Future Volume (veh/h)	69	1412	1545	141	97	44
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	76	1552	1698	155	107	48
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	108	2549	1903	172	139	62
Arrive On Green	0.06	0.71	0.57	0.57	0.12	0.12
Sat Flow, veh/h	1810	3705	3444	302	1196	537
Grp Volume(v), veh/h	76	1552	905	948	156	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1846	1744	0
Q Serve(g_s), s	2.5	13.3	26.2	27.4	5.2	0.0
Cycle Q Clear(g_c), s	2.5	13.3	26.2	27.4	5.2	0.0
Prop In Lane	1.00			0.16	0.69	0.31
Lane Grp Cap(c), veh/h	108	2549	1026	1049	203	0
V/C Ratio(X)	0.70	0.61	0.88	0.90	0.77	0.00
Avail Cap(c_a), veh/h	601	3580	1049	1073	579	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.8	4.6	11.3	11.5	25.8	0.0
Incr Delay (d2), s/veh	8.0	0.2	8.9	10.6	6.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.8	10.4	11.5	2.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.8	4.8	20.1	22.1	31.9	0.0
LnGrp LOS	D	A	C	C	C	A
Approach Vol, veh/h		1628	1853		156	
Approach Delay, s/veh		6.2	21.1		31.9	
Approach LOS		A	C		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		48.5		11.7	8.3	40.2
Change Period (Y+Rc), s		6.0		* 4.7	* 4.7	6.0
Max Green Setting (Gmax), s		59.7		* 20	* 20	35.0
Max Q Clear Time (g_c+I1), s		15.3		7.2	4.5	29.4
Green Ext Time (p_c), s		18.3		0.3	0.1	4.8

Intersection Summary	
HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

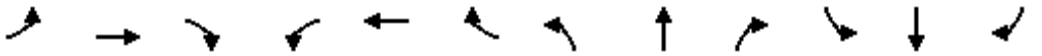
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	52	1406	111	1603	48	33	174	41	37
Future Volume (vph)	52	1406	111	1603	48	33	174	41	37
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	9.7	9.7	9.7	9.7	9.7
Total Split (s)	24.7	42.0	24.7	42.0	24.7	24.7	24.7	24.7	24.7
Total Split (%)	27.0%	46.0%	27.0%	46.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Yellow Time (s)	3.7	6.0	3.7	6.0	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.7	37.7	8.8	41.9	7.6	7.6	7.6	7.6	7.6
Actuated g/C Ratio	0.10	0.55	0.13	0.61	0.11	0.11	0.11	0.11	0.11
v/c Ratio	0.31	0.77	0.51	0.79	0.35	0.17	0.54	0.29	0.20
Control Delay	34.4	17.9	35.9	16.1	35.3	29.8	11.5	33.3	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.4	17.9	35.9	16.1	35.3	29.8	11.5	33.3	17.1
LOS	C	B	D	B	D	C	B	C	B
Approach Delay		18.5		17.3		18.3			22.7
Approach LOS		B		B		B			C

Intersection Summary	
Cycle Length: 91.4	
Actuated Cycle Length: 68.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 18.0	Intersection LOS: B
Intersection Capacity Utilization 72.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 34: Palomar Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	1406	33	111	1603	29	48	33	174	41	37	41
Future Volume (veh/h)	52	1406	33	111	1603	29	48	33	174	41	37	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	1496	35	118	1705	31	51	35	185	44	39	44
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	1828	43	154	1971	36	282	285	242	271	271	242
Arrive On Green	0.05	0.51	0.51	0.09	0.54	0.54	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	3606	84	1810	3627	66	1336	1900	1610	1179	1805	1610
Grp Volume(v), veh/h	55	748	783	118	847	889	51	35	185	44	39	44
Grp Sat Flow(s),veh/h/ln	1810	1805	1885	1810	1805	1888	1336	1900	1610	1179	1805	1610
Q Serve(g_s), s	1.9	22.2	22.3	4.1	25.7	25.9	2.2	1.0	7.0	2.1	1.2	1.5
Cycle Q Clear(g_c), s	1.9	22.2	22.3	4.1	25.7	25.9	3.7	1.0	7.0	3.1	1.2	1.5
Prop In Lane	1.00		0.04	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	88	915	956	154	981	1026	282	285	242	271	271	242
V/C Ratio(X)	0.62	0.82	0.82	0.77	0.86	0.87	0.18	0.12	0.77	0.16	0.14	0.18
Avail Cap(c_a), veh/h	569	993	1037	569	993	1039	501	597	506	465	568	506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	13.2	13.2	28.5	12.5	12.5	25.2	23.4	26.0	24.8	23.5	23.6
Incr Delay (d2), s/veh	2.6	5.2	5.1	3.0	8.0	7.9	0.2	0.1	3.8	0.2	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	8.8	9.2	1.8	10.5	11.0	0.7	0.4	2.8	0.6	0.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.3	18.4	18.3	31.5	20.5	20.5	25.5	23.5	29.7	25.0	23.7	23.9
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		1586			1854			271			127	
Approach Delay, s/veh		18.9			21.2			28.1			24.2	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	39.3		14.2	7.8	41.6		14.2				
Change Period (Y+Rc), s	* 4.7	7.0		* 4.7	* 4.7	7.0		* 4.7				
Max Green Setting (Gmax), s	* 20	35.0		* 20	* 20	35.0		* 20				
Max Q Clear Time (g_c+I1), s	6.1	24.3		5.1	3.9	27.9		9.0				
Green Ext Time (p_c), s	0.1	8.0		0.4	0.0	6.1		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		20.8	
HCM 6th LOS		C	

Notes

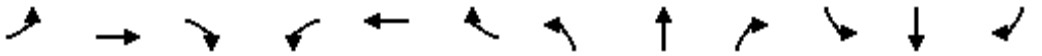
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	797	545	328	560	1	291
Future Volume (vph)	797	545	328	560	1	291
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	10.0	10.0
Total Split (s)	46.0	46.0	35.0	81.0	35.0	35.0
Total Split (%)	39.7%	39.7%	30.2%	69.8%	30.2%	30.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	40.4	40.4	22.0	67.4	11.2	11.2
Actuated g/C Ratio	0.45	0.45	0.25	0.75	0.12	0.12
v/c Ratio	0.98	0.62	0.78	0.22	0.50	0.65
Control Delay	54.1	11.2	45.0	3.8	45.5	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	11.2	45.0	3.8	45.5	11.8
LOS	D	B	D	A	D	B
Approach Delay	36.7			19.0	20.9	
Approach LOS	D			B	C	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 89.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 28.3	Intersection LOS: C
Intersection Capacity Utilization 87.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 39: I-215 SB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	797	545	328	560	0	0	0	0	105	1	291
Future Volume (veh/h)	0	797	545	328	560	0	0	0	0	105	1	291
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	839	574	345	589	0				111	1	306
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	774	656	385	2424	0				389	4	349
Arrive On Green	0.00	0.41	0.41	0.21	0.67	0.00				0.22	0.22	0.22
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1794	16	1610
Grp Volume(v), veh/h	0	839	574	345	589	0				112	0	306
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	40.0	32.2	18.2	6.3	0.0				5.1	0.0	18.0
Cycle Q Clear(g_c), s	0.0	40.0	32.2	18.2	6.3	0.0				5.1	0.0	18.0
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	774	656	385	2424	0				392	0	349
V/C Ratio(X)	0.00	1.08	0.87	0.90	0.24	0.00				0.29	0.00	0.88
Avail Cap(c_a), veh/h	0	774	656	553	2758	0				553	0	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.1	26.8	37.6	6.3	0.0				32.1	0.0	37.2
Incr Delay (d2), s/veh	0.0	57.4	12.6	12.9	0.1	0.0				0.4	0.0	12.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	28.2	13.1	8.8	1.8	0.0				2.2	0.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	86.5	39.4	50.4	6.4	0.0				32.5	0.0	49.5
LnGrp LOS	A	F	D	D	A	A				C	A	D
Approach Vol, veh/h		1413			934						418	
Approach Delay, s/veh		67.3			22.7						44.9	
Approach LOS		E			C						D	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	25.9	46.0				71.9		26.3				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	20.2	42.0				8.3		20.0				
Green Ext Time (p_c), s	0.7	0.0				3.7		1.2				

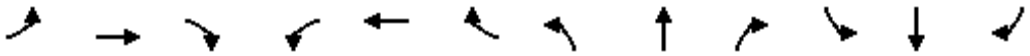
Intersection Summary			
HCM 6th Ctrl Delay		48.9	
HCM 6th LOS		D	

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	298	604	592	1	384
Future Volume (vph)	298	604	592	1	384
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	22.6	68.3	40.6	23.3	23.3
Actuated g/C Ratio	0.22	0.66	0.39	0.23	0.23
v/c Ratio	0.80	0.51	1.09	0.77	0.68
Control Delay	54.1	11.2	92.9	51.0	16.6
Queue Delay	0.0	0.2	0.0	0.0	0.0
Total Delay	54.1	11.5	92.9	51.0	16.6
LOS	D	B	F	D	B
Approach Delay		25.5	92.9	31.6	
Approach LOS		C	F	C	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 102.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 49.0	Intersection LOS: D
Intersection Capacity Utilization 87.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	298	604	0	0	592	163	296	1	384	0	0	0
Future Volume (veh/h)	298	604	0	0	592	163	296	1	384	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	317	643	0	0	630	173	315	1	409			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	354	1183	0	0	544	149	493	2	440			
Arrive On Green	0.20	0.62	0.00	0.00	0.38	0.38	0.27	0.27	0.27			
Sat Flow, veh/h	1810	1900	0	0	1435	394	1804	6	1610			
Grp Volume(v), veh/h	317	643	0	0	0	803	316	0	409			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1829	1810	0	1610			
Q Serve(g_s), s	18.0	20.4	0.0	0.0	0.0	40.0	16.2	0.0	26.1			
Cycle Q Clear(g_c), s	18.0	20.4	0.0	0.0	0.0	40.0	16.2	0.0	26.1			
Prop In Lane	1.00		0.00	0.00		0.22	1.00		1.00			
Lane Grp Cap(c), veh/h	354	1183	0	0	0	694	495	0	440			
V/C Ratio(X)	0.89	0.54	0.00	0.00	0.00	1.16	0.64	0.00	0.93			
Avail Cap(c_a), veh/h	515	1351	0	0	0	694	515	0	458			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	41.4	11.4	0.0	0.0	0.0	32.7	33.7	0.0	37.3			
Incr Delay (d2), s/veh	13.4	0.4	0.0	0.0	0.0	86.5	2.5	0.0	25.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.8	7.0	0.0	0.0	0.0	32.5	7.3	0.0	13.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.7	11.8	0.0	0.0	0.0	119.3	36.2	0.0	62.4			
LnGrp LOS	D	B	A	A	A	F	D	A	E			
Approach Vol, veh/h		960			803			725				
Approach Delay, s/veh		25.9			119.3			51.0				
Approach LOS		C			F			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		71.6			25.6	46.0		33.8				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		22.4			20.0	42.0		28.1				
Green Ext Time (p_c), s		4.1			0.6	0.0		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			63.4									
HCM 6th LOS			E									

Intersection	
Int Delay, s/veh	6.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	880	108	40	691	64	37
Future Vol, veh/h	880	108	40	691	64	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	898	110	41	705	65	38

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1008	0	1740	953
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	787	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	695	-	97	317
Stage 1	-	-	-	-	378	-
Stage 2	-	-	-	-	452	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	695	-	91	317
Mov Cap-2 Maneuver	-	-	-	-	91	-
Stage 1	-	-	-	-	378	-
Stage 2	-	-	-	-	425	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	109
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	123	-	-	695	-
HCM Lane V/C Ratio	0.838	-	-	0.059	-
HCM Control Delay (s)	109	-	-	10.5	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	5.1	-	-	0.2	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	144	710	16	8	537	16	4	0	3	9	4	127
Future Vol, veh/h	144	710	16	8	537	16	4	0	3	9	4	127
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	153	755	17	9	571	17	4	0	3	10	4	135

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	588	0	0	772	0	0	1737	1676	764	1669	1676	580
Stage 1	-	-	-	-	-	-	1070	1070	-	598	598	-
Stage 2	-	-	-	-	-	-	667	606	-	1071	1078	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	997	-	-	852	-	-	69	96	407	77	96	518
Stage 1	-	-	-	-	-	-	270	300	-	492	494	-
Stage 2	-	-	-	-	-	-	451	490	-	270	297	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	997	-	-	852	-	-	38	69	407	60	69	518
Mov Cap-2 Maneuver	-	-	-	-	-	-	38	69	-	60	69	-
Stage 1	-	-	-	-	-	-	197	219	-	359	486	-
Stage 2	-	-	-	-	-	-	325	482	-	196	217	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.1	70.8	27
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	62	997	-	-	852	-	-	309
HCM Lane V/C Ratio	0.12	0.154	-	-	0.01	-	-	0.482
HCM Control Delay (s)	70.8	9.3	0	-	9.3	0	-	27
HCM Lane LOS	F	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.4	0.5	-	-	0	-	-	2.5

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	600	124	0	574	15	0	0	0	13	0	1
Future Vol, veh/h	0	600	124	0	574	15	0	0	0	13	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	260	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	659	136	0	631	16	0	0	0	14	0	1

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	647	0	-	-	-	0			1298	1298	639
Stage 1	-	-	-	-	-	-			639	639	-
Stage 2	-	-	-	-	-	-			659	659	-
Critical Hdwy	4.1	-	-	-	-	-			6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-			5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-			3.5	4	3.3
Pot Cap-1 Maneuver	948	-	0	0	-	-			180	163	480
Stage 1	-	-	0	0	-	-			530	474	-
Stage 2	-	-	0	0	-	-			518	464	-
Platoon blocked, %		-			-	-					
Mov Cap-1 Maneuver	948	-	-	-	-	-			180	0	480
Mov Cap-2 Maneuver	-	-	-	-	-	-			180	0	-
Stage 1	-	-	-	-	-	-			530	0	-
Stage 2	-	-	-	-	-	-			518	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	25.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	948	-	-	-	188
HCM Lane V/C Ratio	-	-	-	-	0.082
HCM Control Delay (s)	0	-	-	-	25.8
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	613	0	4	525	64	6
Future Vol, veh/h	613	0	4	525	64	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	674	0	4	577	70	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	674	0	1259	674
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	585	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	927	-	190	458
Stage 1	-	0	-	-	510	-
Stage 2	-	0	-	-	561	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	927	-	189	458
Mov Cap-2 Maneuver	-	-	-	-	189	-
Stage 1	-	-	-	-	510	-
Stage 2	-	-	-	-	558	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	34.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	199	-	927	-
HCM Lane V/C Ratio	0.387	-	0.005	-
HCM Control Delay (s)	34.1	-	8.9	0
HCM Lane LOS	D	-	A	A
HCM 95th %tile Q(veh)	1.7	-	0	-

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	184	408	361	39	50	123
Future Vol, veh/h	184	408	361	39	50	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	207	458	406	44	56	138

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	450	0	-	0	1300	428
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	872	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1121	-	-	-	180	631
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	412	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1121	-	-	-	135	631
Mov Cap-2 Maneuver	-	-	-	-	135	-
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	412	-

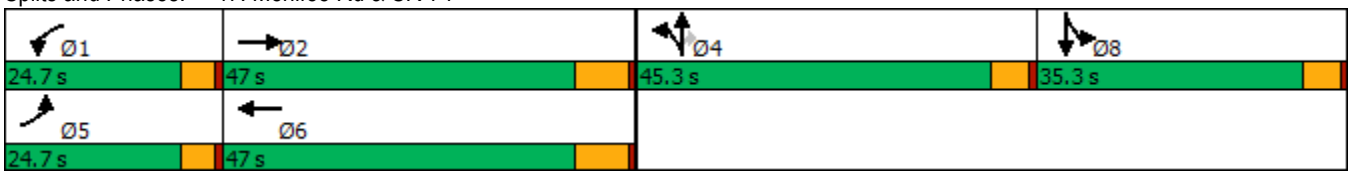
Approach	EB	WB	SB
HCM Control Delay, s	2.8	0	35.2
HCM LOS			E

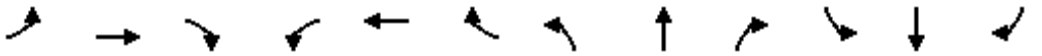
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1121	-	-	-	306
HCM Lane V/C Ratio	0.184	-	-	-	0.635
HCM Control Delay (s)	8.9	0	-	-	35.2
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0.7	-	-	-	4

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	49	1198	227	1381	340	347	314
Future Volume (vph)	49	1198	227	1381	340	347	314
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	4		8
Permitted Phases						4	
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.3	10.3	10.3
Total Split (s)	24.7	47.0	24.7	47.0	45.3	45.3	35.3
Total Split (%)	16.2%	30.9%	16.2%	30.9%	29.7%	29.7%	23.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	9.0	40.0	20.0	53.0	40.0	40.0	30.0
Actuated g/C Ratio	0.06	0.26	0.13	0.35	0.26	0.26	0.20
v/c Ratio	0.51	1.90	1.06	1.34	1.44	0.68	1.53
Control Delay	85.3	437.8	137.0	195.5	249.8	31.1	290.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.3	437.8	137.0	195.5	249.8	31.1	290.5
LOS	F	F	F	F	F	C	F
Approach Delay		427.4		187.8	172.2		290.5
Approach LOS		F		F	F		F

Intersection Summary	
Cycle Length: 152.3	
Actuated Cycle Length: 152.3	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.90	
Intersection Signal Delay: 276.5	Intersection LOS: F
Intersection Capacity Utilization 138.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1198	397	227	1381	116	292	340	347	166	314	23
Future Volume (veh/h)	49	1198	397	227	1381	116	292	340	347	166	314	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	1331	441	252	1534	129	324	378	386	184	349	26
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	707	226	238	1199	100	225	263	423	120	228	17
Arrive On Green	0.04	0.26	0.26	0.13	0.36	0.36	0.26	0.26	0.26	0.20	0.20	0.20
Sat Flow, veh/h	1810	2691	859	1810	3373	282	857	1000	1610	610	1157	86
Grp Volume(v), veh/h	54	876	896	252	816	847	702	0	386	559	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1745	1810	1805	1849	1857	0	1610	1854	0	0
Q Serve(g_s), s	4.5	40.0	40.0	20.0	54.1	54.1	40.0	0.0	35.4	30.0	0.0	0.0
Cycle Q Clear(g_c), s	4.5	40.0	40.0	20.0	54.1	54.1	40.0	0.0	35.4	30.0	0.0	0.0
Prop In Lane	1.00		0.49	1.00		0.15	0.46		1.00	0.33		0.05
Lane Grp Cap(c), veh/h	70	474	458	238	641	657	488	0	423	365	0	0
V/C Ratio(X)	0.77	1.85	1.95	1.06	1.27	1.29	1.44	0.00	0.91	1.53	0.00	0.00
Avail Cap(c_a), veh/h	238	474	458	238	641	657	488	0	423	365	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	72.6	56.1	56.2	66.1	49.1	49.1	56.2	0.0	54.5	61.2	0.0	0.0
Incr Delay (d2), s/veh	6.6	389.5	437.6	75.3	134.3	141.3	209.1	0.0	23.9	252.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	69.5	73.3	14.2	48.2	50.7	47.0	0.0	17.2	39.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.2	445.7	493.7	141.4	183.3	190.4	265.2	0.0	78.4	313.4	0.0	0.0
LnGrp LOS	E	F	F	F	F	F	F	A	E	F	A	A
Approach Vol, veh/h		1826			1915			1088			559	
Approach Delay, s/veh		458.4			181.0			198.9			313.4	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.7	47.0		45.3	10.6	61.1		35.3				
Change Period (Y+Rc), s	* 4.7	7.0		5.3	* 4.7	7.0		5.3				
Max Green Setting (Gmax), s	* 20	40.0		40.0	* 20	40.0		30.0				
Max Q Clear Time (g_c+I1), s	22.0	42.0		42.0	6.5	56.1		32.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	292.4	
HCM 6th LOS	F	

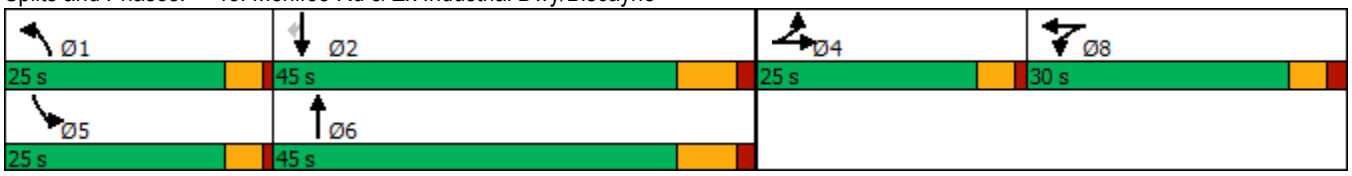
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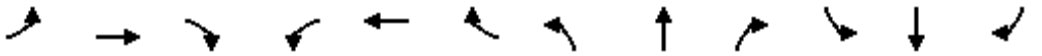
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	2	2	905	77	841	7
Future Volume (vph)	0	2	2	905	77	841	7
Turn Type	NA	NA	Prot	NA	Prot	NA	Perm
Protected Phases	4	8	1	6	5	2	
Permitted Phases							2
Detector Phase	4	8	1	6	5	2	2
Switch Phase							
Minimum Initial (s)	6.0	8.0	6.0	10.0	6.0	10.0	10.0
Minimum Split (s)	10.6	13.6	10.6	17.5	10.6	17.5	17.5
Total Split (s)	25.0	30.0	25.0	45.0	25.0	45.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%	36.0%
Yellow Time (s)	3.6	3.6	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	4.6	7.5	4.6	7.5	7.5
Lead/Lag			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	None	Min	Min
Act Effct Green (s)	6.1	9.9	6.1	41.1	9.8	51.3	51.3
Actuated g/C Ratio	0.08	0.13	0.08	0.53	0.13	0.66	0.66
v/c Ratio	0.03	0.46	0.02	1.26	0.44	0.87	0.01
Control Delay	38.0	33.5	38.0	149.1	39.0	23.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.0	33.5	38.0	149.1	39.0	23.5	0.0
LOS	D	C	D	F	D	C	A
Approach Delay	38.0	33.5		148.9		24.6	
Approach LOS	D	C		F		C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 78.1	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay: 85.7	Intersection LOS: F
Intersection Capacity Utilization 77.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	0	52	2	30	2	905	59	77	841	7
Future Volume (veh/h)	3	0	0	52	2	30	2	905	59	77	841	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	0	0	68	3	39	3	1175	77	100	1092	9
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	12	0	0	105	5	60	9	910	60	132	1110	940
Arrive On Green	0.01	0.00	0.00	0.10	0.10	0.10	0.00	0.52	0.52	0.07	0.58	0.58
Sat Flow, veh/h	1809	0	0	1073	47	615	1810	1764	116	1810	1900	1610
Grp Volume(v), veh/h	4	0	0	110	0	0	3	0	1252	100	1092	9
Grp Sat Flow(s),veh/h/ln	1810	0	0	1736	0	0	1810	0	1879	1810	1900	1610
Q Serve(g_s), s	0.2	0.0	0.0	4.4	0.0	0.0	0.1	0.0	37.5	3.9	40.9	0.2
Cycle Q Clear(g_c), s	0.2	0.0	0.0	4.4	0.0	0.0	0.1	0.0	37.5	3.9	40.9	0.2
Prop In Lane	1.00		0.00	0.62		0.35	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	12	0	0	170	0	0	9	0	969	132	1110	940
V/C Ratio(X)	0.35	0.00	0.00	0.65	0.00	0.00	0.34	0.00	1.29	0.76	0.98	0.01
Avail Cap(c_a), veh/h	508	0	0	582	0	0	508	0	969	508	1110	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	0.0	0.0	31.6	0.0	0.0	36.1	0.0	17.6	33.1	14.8	6.3
Incr Delay (d2), s/veh	16.7	0.0	0.0	4.1	0.0	0.0	21.4	0.0	139.1	8.5	23.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	2.0	0.0	0.0	0.1	0.0	51.3	2.0	21.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	0.0	0.0	35.6	0.0	0.0	57.5	0.0	156.7	41.5	38.0	6.3
LnGrp LOS	D	A	A	D	A	A	E	A	F	D	D	A
Approach Vol, veh/h		4			110			1255			1201	
Approach Delay, s/veh		52.7			35.6			156.4			38.0	
Approach LOS		D			D			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	50.0		5.1	9.9	45.0		12.7				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	20.4	37.5		20.4	20.4	37.5		24.4				
Max Q Clear Time (g_c+I1), s	2.1	42.9		2.2	5.9	39.5		6.4				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.2	0.0		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		95.8	
HCM 6th LOS		F	

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	69	244	142	134	197	201	97	697	442	301	529	67
Future Vol, veh/h	69	244	142	134	197	201	97	697	442	301	529	67
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	75	265	154	146	214	218	105	758	480	327	575	73

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2690	2714	612	2683	2510	998	648	0	0	1238	0	0
Stage 1	1266	1266	-	1208	1208	-	-	-	-	-	-	-
Stage 2	1424	1448	-	1475	1302	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 14	~ 21	497	~ 15	~ 29	299	947	-	-	570	-	-
Stage 1	209	~ 242	-	226	258	-	-	-	-	-	-	-
Stage 2	170	~ 198	-	159	233	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	497	-	~ 2	299	947	-	-	570	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 2	-	-	-	-	-	-	-
Stage 1	120	~ 22	-	~ 129	~ 148	-	-	-	-	-	-	-
Stage 2	-	~ 113	-	-	~ 21	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.7	6.5
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	947	-	-	-	-	570	-	-
HCM Lane V/C Ratio	0.111	-	-	-	-	0.574	-	-
HCM Control Delay (s)	9.3	0	-	-	-	19.5	0	-
HCM Lane LOS	A	A	-	-	-	C	A	-
HCM 95th %tile Q(veh)	0.4	-	-	-	-	3.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	14.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	44	1192	67	83	725
Future Vol, veh/h	35	44	1192	67	83	725
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	38	48	1296	73	90	725

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2238	1333	0	0	1369	0
Stage 1	1333	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	47	190	-	-	508	-
Stage 1	248	-	-	-	-	-
Stage 2	398	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 33	190	-	-	508	-
Mov Cap-2 Maneuver	~ 33	-	-	-	-	-
Stage 1	248	-	-	-	-	-
Stage 2	280	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 369.8	0	1.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	61	508	-
HCM Lane V/C Ratio	-	-	1.408	0.178	-
HCM Control Delay (s)	-	-	$ 369.8	13.6	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	7.4	0.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	1259	766	0
Future Vol, veh/h	0	0	0	1259	766	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	1259	766	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2025	766	-	0	-	0
Stage 1	766	-	-	-	-	-
Stage 2	1259	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	64	406	0	-	-	-
Stage 1	462	-	0	-	-	-
Stage 2	270	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	64	406	-	-	-	-
Mov Cap-2 Maneuver	64	-	-	-	-	-
Stage 1	462	-	-	-	-	-
Stage 2	270	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1633	78	55	1670	53	26
Future Volume (vph)	1633	78	55	1670	53	26
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	9.7	12.0	10.5	10.5
Total Split (s)	42.0	42.0	29.7	71.7	35.5	35.5
Total Split (%)	39.2%	39.2%	27.7%	66.9%	33.1%	33.1%
Yellow Time (s)	6.0	6.0	3.7	6.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.7	7.0	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	53.2	53.2	7.5	62.9	8.3	8.3
Actuated g/C Ratio	0.67	0.67	0.09	0.80	0.11	0.11
v/c Ratio	0.79	0.08	0.38	0.68	0.33	0.16
Control Delay	17.1	2.7	42.5	7.0	40.2	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.1	2.7	42.5	7.0	40.2	15.0
LOS	B	A	D	A	D	B
Approach Delay	16.5			8.1	31.8	
Approach LOS	B			A	C	

Intersection Summary	
Cycle Length: 107.2	
Actuated Cycle Length: 79	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 12.7	Intersection LOS: B
Intersection Capacity Utilization 60.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 52: McKinley & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1633	78	55	1670	53	26
Future Volume (veh/h)	1633	78	55	1670	53	26
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1921	92	65	1965	62	31
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2229	994	96	2684	114	101
Arrive On Green	0.62	0.62	0.05	0.74	0.06	0.06
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	1921	92	65	1965	62	31
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	28.1	1.5	2.3	19.8	2.1	1.2
Cycle Q Clear(g_c), s	28.1	1.5	2.3	19.8	2.1	1.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2229	994	96	2684	114	101
V/C Ratio(X)	0.86	0.09	0.67	0.73	0.55	0.31
Avail Cap(c_a), veh/h	2229	994	701	3619	841	749
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	5.0	30.0	4.7	29.3	28.9
Incr Delay (d2), s/veh	3.7	0.0	3.0	0.5	4.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	0.4	1.0	3.9	1.0	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.8	5.1	33.0	5.2	33.4	30.6
LnGrp LOS	B	A	C	A	C	C
Approach Vol, veh/h	2013			2030	93	
Approach Delay, s/veh	13.4			6.1	32.4	
Approach LOS	B			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	8.1	46.8				55.0	9.6
Change Period (Y+Rc), s	* 4.7	7.0				7.0	5.5
Max Green Setting (Gmax), s	* 25	35.0				64.7	30.0
Max Q Clear Time (g_c+I1), s	4.3	30.1				21.8	4.1
Green Ext Time (p_c), s	0.1	4.4				26.2	0.2

Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	12.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1263	396	266	1519	206	93
Future Vol, veh/h	1263	396	266	1519	206	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1263	396	266	1519	206	93

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1659	0	2753	830
Stage 1	-	-	-	-	1461	-
Stage 2	-	-	-	-	1292	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	394	-	~ 16	317
Stage 1	-	-	-	-	~ 183	-
Stage 2	-	-	-	-	225	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	394	-	0	317
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	~ 183	-
Stage 2	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	14.4	74.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	317	-	-	394	-
HCM Lane V/C Ratio	0.943	-	-	0.675	-
HCM Control Delay (s)	74.2	-	-	31.1	11.5
HCM Lane LOS	F	-	-	D	B
HCM 95th %tile Q(veh)	9.5	-	-	4.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1354	0	0	1787	0	17
Future Vol, veh/h	1354	0	0	1787	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1354	0	0	1787	0	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	677
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	400
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	400
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

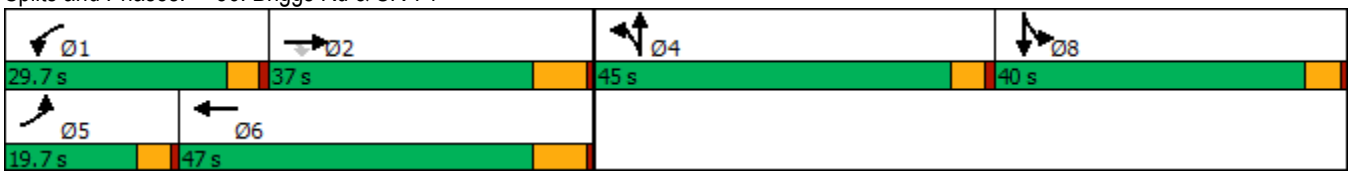
Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.4
HCM LOS			B

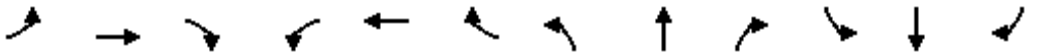
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	400	-	-	-
HCM Lane V/C Ratio	0.043	-	-	-
HCM Control Delay (s)	14.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	67	766	536	376	1138	571	206	177	207
Future Volume (vph)	67	766	536	376	1138	571	206	177	207
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Split	NA
Protected Phases	5	2		1	6	4	4	8	8
Permitted Phases			2						
Detector Phase	5	2	2	1	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	9.7	12.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	37.0	37.0	29.7	47.0	45.0	45.0	40.0	40.0
Total Split (%)	13.0%	24.4%	24.4%	19.6%	31.0%	29.7%	29.7%	26.4%	26.4%
Yellow Time (s)	3.7	6.0	6.0	3.7	6.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	10.9	30.0	30.0	25.0	44.2	40.0	40.0	31.8	31.8
Actuated g/C Ratio	0.07	0.20	0.20	0.17	0.30	0.27	0.27	0.21	0.21
v/c Ratio	0.61	1.27	0.91	1.49	1.46	1.42	1.37	0.55	0.90
Control Delay	86.6	177.3	31.6	279.1	248.1	238.8	218.3	57.8	80.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.6	177.3	31.6	279.1	248.1	238.8	218.3	57.8	80.7
LOS	F	F	C	F	F	F	F	E	F
Approach Delay		115.8			255.1		228.5		71.9
Approach LOS		F			F		F		E

Intersection Summary	
Cycle Length: 151.7	
Actuated Cycle Length: 148.6	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.49	
Intersection Signal Delay: 189.2	Intersection LOS: F
Intersection Capacity Utilization 109.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	766	536	376	1138	145	571	206	370	177	207	78
Future Volume (veh/h)	67	766	536	376	1138	145	571	206	370	177	207	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.88	1.00		0.85
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	81	923	646	453	1371	175	688	248	446	213	249	94
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	101	727	314	304	1010	128	486	150	270	392	270	102
Arrive On Green	0.06	0.20	0.20	0.17	0.31	0.31	0.27	0.27	0.27	0.22	0.22	0.22
Sat Flow, veh/h	1810	3610	1558	1810	3223	408	1810	559	1006	1810	1245	470
Grp Volume(v), veh/h	81	923	646	453	763	783	688	0	694	213	0	343
Grp Sat Flow(s),veh/h/ln	1810	1805	1558	1810	1805	1827	1810	0	1565	1810	0	1715
Q Serve(g_s), s	6.6	30.0	30.0	25.0	46.7	46.7	40.0	0.0	40.0	15.6	0.0	29.2
Cycle Q Clear(g_c), s	6.6	30.0	30.0	25.0	46.7	46.7	40.0	0.0	40.0	15.6	0.0	29.2
Prop In Lane	1.00		1.00	1.00		0.22	1.00		0.64	1.00		0.27
Lane Grp Cap(c), veh/h	101	727	314	304	566	572	486	0	420	392	0	371
V/C Ratio(X)	0.80	1.27	2.06	1.49	1.35	1.37	1.42	0.00	1.65	0.54	0.00	0.92
Avail Cap(c_a), veh/h	182	727	314	304	566	572	486	0	420	425	0	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.5	59.5	59.5	62.0	51.1	51.1	54.5	0.0	54.5	51.8	0.0	57.1
Incr Delay (d2), s/veh	5.4	131.9	487.1	237.8	168.6	176.4	198.9	0.0	303.6	1.2	0.0	25.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	27.0	54.3	31.6	47.5	49.3	45.1	0.0	51.2	7.3	0.0	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.9	191.4	546.5	299.8	219.7	227.5	253.4	0.0	358.1	53.0	0.0	82.9
LnGrp LOS	E	F	F	F	F	F	F	A	F	D	A	F
Approach Vol, veh/h		1650			1999			1382			556	
Approach Delay, s/veh		324.7			240.9			306.0			71.4	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.7	37.0		45.0	13.0	53.7		37.2				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 25	30.0		40.0	* 15	40.0		35.0				
Max Q Clear Time (g_c+I1), s	27.0	32.0		42.0	8.6	48.7		31.2				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		1.1				

Intersection Summary		
HCM 6th Ctrl Delay		264.9
HCM 6th LOS		F

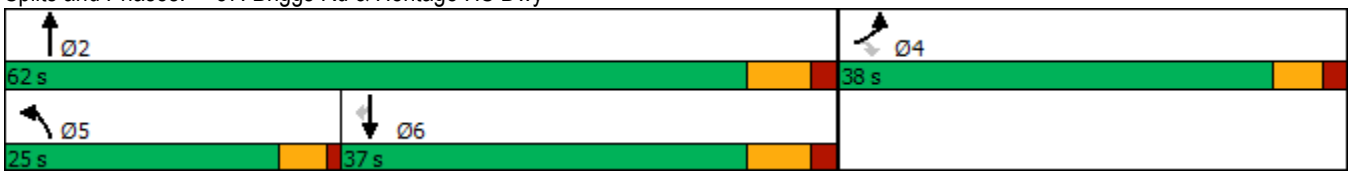
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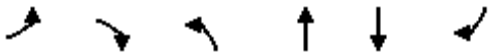
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	385	169	196	762	597	520
Future Volume (vph)	385	169	196	762	597	520
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	10.0	10.0	10.0
Minimum Split (s)	13.6	13.6	10.6	16.8	16.8	16.8
Total Split (s)	38.0	38.0	25.0	62.0	37.0	37.0
Total Split (%)	38.0%	38.0%	25.0%	62.0%	37.0%	37.0%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	4.6	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	28.1	28.1	16.1	49.2	28.3	28.3
Actuated g/C Ratio	0.31	0.31	0.18	0.55	0.31	0.31
v/c Ratio	0.86	0.33	0.76	0.92	0.66	0.68
Control Delay	46.3	5.1	52.3	34.4	31.0	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.3	5.1	52.3	34.4	31.0	6.5
LOS	D	A	D	C	C	A
Approach Delay	33.7			38.1	19.6	
Approach LOS	C			D	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 90	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 29.3	Intersection LOS: C
Intersection Capacity Utilization 71.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 57: Briggs Rd & Heritage HS Dwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	385	169	196	762	597	520
Future Volume (veh/h)	385	169	196	762	597	520
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	481	211	245	952	746	650
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	537	478	284	1063	1261	562
Arrive On Green	0.30	0.30	0.16	0.56	0.35	0.35
Sat Flow, veh/h	1810	1610	1810	1900	3705	1610
Grp Volume(v), veh/h	481	211	245	952	746	650
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1805	1610
Q Serve(g_s), s	22.0	9.2	11.4	38.2	14.7	30.2
Cycle Q Clear(g_c), s	22.0	9.2	11.4	38.2	14.7	30.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	537	478	284	1063	1261	562
V/C Ratio(X)	0.90	0.44	0.86	0.90	0.59	1.16
Avail Cap(c_a), veh/h	678	603	427	1213	1261	562
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	24.6	35.5	16.8	23.1	28.1
Incr Delay (d2), s/veh	12.4	0.6	7.6	8.2	0.7	88.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.0	0.1	5.5	17.1	6.1	24.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.5	25.2	43.1	25.0	23.8	116.9
LnGrp LOS	D	C	D	C	C	F
Approach Vol, veh/h	692			1197	1396	
Approach Delay, s/veh	36.5			28.7	67.1	
Approach LOS	D			C	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		55.2		31.3	18.2	37.0
Change Period (Y+Rc), s		6.8		5.6	4.6	6.8
Max Green Setting (Gmax), s		55.2		32.4	20.4	30.2
Max Q Clear Time (g_c+I1), s		40.2		24.0	13.4	32.2
Green Ext Time (p_c), s		6.6		1.7	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.7
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	525.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	343	0	8	36	0	188	38	624	154	25	721	23
Future Vol, veh/h	343	0	8	36	0	188	38	624	154	25	721	23
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	476	0	11	50	0	261	53	867	214	35	1001	32
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	182.4	65.6	537.6	802.2
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	0%	98%	16%	3%
Vol Thru, %	94%	0%	0%	0%	94%
Vol Right, %	0%	100%	2%	84%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	662	154	351	224	769
LT Vol	38	0	343	36	25
Through Vol	624	0	0	0	721
RT Vol	0	154	8	188	23
Lane Flow Rate	919	214	488	311	1068
Geometry Grp	7	7	2	2	5
Degree of Util (X)	2.37	0.508	1.249	0.788	2.709
Departure Headway (Hd)	13.808	13.027	15.213	17.755	11.818
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	276	280	244	208	320
Service Time	11.508	10.727	13.213	15.755	9.818
HCM Lane V/C Ratio	3.33	0.764	2	1.495	3.337
HCM Control Delay	656	28.4	182.4	65.6	802.2
HCM Lane LOS	F	D	F	F	F
HCM 95th-tile Q	49.3	2.7	14.8	5.5	69.5

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	97	0	817	641	124
Future Vol, veh/h	0	97	0	817	641	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	97	0	817	641	124

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	703	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	441	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	441	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	441	-	-
HCM Lane V/C Ratio	-	0.22	-	-
HCM Control Delay (s)	-	15.5	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.8	-	-

Intersection	
Int Delay, s/veh	737.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	109	8	155	93	14	26	123	682	51	24	696	18
Future Vol, veh/h	109	8	155	93	14	26	123	682	51	24	696	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	131	10	187	112	17	31	148	822	61	29	839	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1624	2090	850	2159	2071	445	861	0	0	886	0	0
Stage 1	908	908	-	1152	1152	-	-	-	-	-	-	-
Stage 2	716	1182	-	1007	919	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 76	53	363	~ 31	55	566	789	-	-	773	-	-
Stage 1	332	357	-	214	275	-	-	-	-	-	-	-
Stage 2	392	266	-	293	353	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 29	31	363	~ 8	32	564	789	-	-	771	-	-
Mov Cap-2 Maneuver	~ 29	31	-	~ 8	32	-	-	-	-	-	-	-
Stage 1	208	331	-	134	172	-	-	-	-	-	-	-
Stage 2	209	166	-	128	328	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	2101.6	$ 6770.8	2.7	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	789	-	-	61	11	771	-	-
HCM Lane V/C Ratio	0.188	-	-	5.372	14.567	0.038	-	-
HCM Control Delay (s)	10.6	1.5	-	$ 2101.6	$ 6770.8	9.9	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.7	-	-	36.7	21.5	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	99	0	856	907	38
Future Vol, veh/h	0	99	0	856	907	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	99	0	856	907	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	926	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	329	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	329	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	329	-	-
HCM Lane V/C Ratio	-	0.301	-	-
HCM Control Delay (s)	-	20.6	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	1.2	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	68	67	842	979	27
Future Vol, veh/h	14	68	67	842	979	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	68	67	842	979	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1548	993	1006	0	-	0
Stage 1	993	-	-	-	-	-
Stage 2	555	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	116	300	697	-	-	-
Stage 1	362	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	95	300	697	-	-	-
Mov Cap-2 Maneuver	95	-	-	-	-	-
Stage 1	296	-	-	-	-	-
Stage 2	544	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.4	1.5	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	697	-	95	300	-	-
HCM Lane V/C Ratio	0.096	-	0.147	0.227	-	-
HCM Control Delay (s)	10.7	0.8	49.3	20.5	-	-
HCM Lane LOS	B	A	E	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	0.9	-	-

Intersection	
Intersection Delay, s/veh	336.1
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	82	828	44	58	987
Future Vol, veh/h	40	82	828	44	58	987
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	49	100	1010	54	71	1204
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	14.3	279.2	421.2
HCM LOS	B	F	F

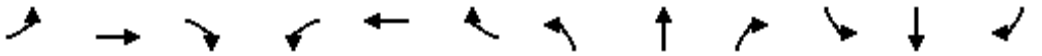
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	33%	6%
Vol Thru, %	95%	0%	94%
Vol Right, %	5%	67%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	872	122	1045
LT Vol	0	40	58
Through Vol	828	0	987
RT Vol	44	82	0
Lane Flow Rate	1063	149	1274
Geometry Grp	1	1	1
Degree of Util (X)	1.564	0.273	1.889
Departure Headway (Hd)	6.2	8.268	5.934
Convergence, Y/N	Yes	Yes	Yes
Cap	596	437	624
Service Time	4.2	6.268	3.934
HCM Lane V/C Ratio	1.784	0.341	2.042
HCM Control Delay	279.2	14.3	421.2
HCM Lane LOS	F	B	F
HCM 95th-tile Q	48	1.1	73.3

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	720	359	767	844	3	298
Future Volume (vph)	720	359	767	844	3	298
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		9.0	9.5	9.5	9.5
Total Split (s)	42.0		29.0	71.0	29.0	29.0
Total Split (%)	42.0%		29.0%	71.0%	29.0%	29.0%
Yellow Time (s)	4.0		3.5	4.0	4.0	4.0
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.0	4.5	4.5	4.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	C-Min	None	None
Act Effct Green (s)	26.1	100.0	45.2	75.3	15.7	15.7
Actuated g/C Ratio	0.26	1.00	0.45	0.75	0.16	0.16
v/c Ratio	0.79	0.23	0.97	0.32	0.71	0.73
Control Delay	40.5	0.3	32.4	6.7	53.5	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.5	0.3	32.4	6.7	53.5	24.9
LOS	D	A	C	A	D	C
Approach Delay	27.1			18.9	36.3	
Approach LOS	C			B	D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 60 (60%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 24.4	Intersection LOS: C
Intersection Capacity Utilization 84.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 68: I-215 SB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	720	359	767	844	0	0	0	0	194	3	298
Future Volume (veh/h)	0	720	359	767	844	0	0	0	0	194	3	298
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	742	0	791	870	0				200	3	307
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1475		452	2522	0				377	6	341
Arrive On Green	0.00	0.41	0.00	0.50	1.00	0.00				0.21	0.21	0.21
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1784	27	1610
Grp Volume(v), veh/h	0	742	0	791	870	0				203	0	307
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1811	0	1610
Q Serve(g_s), s	0.0	15.3	0.0	25.0	0.0	0.0				10.0	0.0	18.6
Cycle Q Clear(g_c), s	0.0	15.3	0.0	25.0	0.0	0.0				10.0	0.0	18.6
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	1475		452	2522	0				383	0	341
V/C Ratio(X)	0.00	0.50		1.75	0.35	0.00				0.53	0.00	0.90
Avail Cap(c_a), veh/h	0	1475		452	2522	0				444	0	394
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.69	0.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.0	0.0	25.0	0.0	0.0				35.0	0.0	38.4
Incr Delay (d2), s/veh	0.0	0.8	0.0	337.7	0.0	0.0				0.4	0.0	19.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.4	0.0	49.4	0.0	0.0				4.3	0.0	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.9	0.0	362.7	0.0	0.0				35.4	0.0	58.2
LnGrp LOS	A	C		F	A	A				D	A	E
Approach Vol, veh/h		742			1661						510	
Approach Delay, s/veh		22.9			172.7						49.2	
Approach LOS		C			F						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	29.0	45.4		25.6		74.4
Change Period (Y+Rc), s	4.0	4.5		4.5		4.5
Max Green Setting (Gmax), s	25.0	37.5		24.5		66.5
Max Q Clear Time (g_c+I1), s	27.0	17.3		20.6		2.0
Green Ext Time (p_c), s	0.0	3.3		0.6		4.4

Intersection Summary		
HCM 6th Ctrl Delay		112.9
HCM 6th LOS		F

Notes

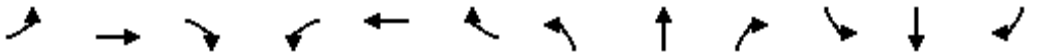
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	231	683	1389	448	4	601
Future Volume (vph)	231	683	1389	448	4	601
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	8.5	9.5	9.5		9.5	9.5
Total Split (s)	34.0	60.0	26.0		40.0	40.0
Total Split (%)	34.0%	60.0%	26.0%		40.0%	40.0%
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min		None	None
Act Effct Green (s)	17.6	58.7	37.7	100.0	32.3	32.3
Actuated g/C Ratio	0.18	0.59	0.38	1.00	0.32	0.32
v/c Ratio	0.75	0.33	1.04	0.29	0.40	0.92
Control Delay	61.1	1.4	69.3	0.5	27.7	42.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.1	1.4	69.3	0.5	27.7	42.1
LOS	E	A	E	A	C	D
Approach Delay		16.5	52.5		38.1	
Approach LOS		B	D		D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 40.0	Intersection LOS: D
Intersection Capacity Utilization 84.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 69: I-215 NB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	683	0	0	1389	448	222	4	601	0	0	0
Future Volume (veh/h)	231	683	0	0	1389	448	222	4	601	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	236	697	0	0	1417	0	227	4	613			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	273	2004	0	0	1332		632	11	572			
Arrive On Green	0.10	0.37	0.00	0.00	0.37	0.00	0.35	0.35	0.35			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1780	31	1610			
Grp Volume(v), veh/h	236	697	0	0	1417	0	231	0	613			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	12.8	13.9	0.0	0.0	36.9	0.0	9.4	0.0	35.5			
Cycle Q Clear(g_c), s	12.8	13.9	0.0	0.0	36.9	0.0	9.4	0.0	35.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	273	2004	0	0	1332		643	0	572			
V/C Ratio(X)	0.86	0.35	0.00	0.00	1.06		0.36	0.00	1.07			
Avail Cap(c_a), veh/h	552	2004	0	0	1332		643	0	572			
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.52	0.52	0.00	0.00	0.34	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	43.9	18.4	0.0	0.0	31.6	0.0	23.8	0.0	32.3			
Incr Delay (d2), s/veh	1.7	0.2	0.0	0.0	35.0	0.0	0.3	0.0	58.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.0	6.2	0.0	0.0	21.7	0.0	4.0	0.0	22.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.6	18.6	0.0	0.0	66.6	0.0	24.2	0.0	90.8			
LnGrp LOS	D	B	A	A	F		C	A	F			
Approach Vol, veh/h		933			1417			844				
Approach Delay, s/veh		25.4			66.6			72.6				
Approach LOS		C			E			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.0			18.6	41.4		40.0				
Change Period (Y+Rc), s		4.5			3.5	4.5		4.5				
Max Green Setting (Gmax), s		55.5			30.5	21.5		35.5				
Max Q Clear Time (g_c+I1), s		15.9			14.8	38.9		37.5				
Green Ext Time (p_c), s		3.3			0.3	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	56.1
HCM 6th LOS	E

Notes

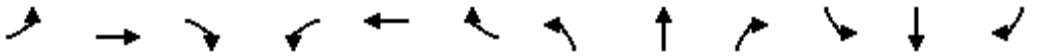
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	109	1078	57	1513	176	20	56	19	16
Future Volume (vph)	109	1078	57	1513	176	20	56	19	16
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases					4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	14.8	14.8	14.8
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	25.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	9.7	41.9	7.6	39.8	17.7	17.7	17.7	18.4	18.4
Actuated g/C Ratio	0.12	0.51	0.09	0.48	0.22	0.22	0.22	0.22	0.22
v/c Ratio	0.53	0.67	0.35	0.91	0.71	0.05	0.14	0.06	0.35
Control Delay	45.6	19.1	44.2	31.7	46.6	26.9	3.9	26.7	8.4
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.6	19.4	44.2	31.7	46.6	26.9	3.9	26.7	8.4
LOS	D	B	D	C	D	C	A	C	A
Approach Delay		21.6		32.2		35.5			10.4
Approach LOS		C		C		D			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 82.3	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 27.1	Intersection LOS: C
Intersection Capacity Utilization 87.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 70: Encanto Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	1078	97	57	1513	17	176	20	56	19	16	148
Future Volume (veh/h)	109	1078	97	57	1513	17	176	20	56	19	16	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	112	1111	100	59	1560	18	181	21	58	20	16	153
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	144	1611	145	97	1667	19	293	486	408	415	39	375
Arrive On Green	0.08	0.48	0.48	0.05	0.46	0.46	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3342	301	1810	3655	42	1228	1900	1595	1330	153	1466
Grp Volume(v), veh/h	112	599	612	59	770	808	181	21	58	20	0	169
Grp Sat Flow(s),veh/h/ln	1810	1805	1838	1810	1805	1892	1228	1900	1595	1330	0	1620
Q Serve(g_s), s	5.1	21.6	21.7	2.7	33.9	34.0	12.0	0.7	2.4	1.0	0.0	7.3
Cycle Q Clear(g_c), s	5.1	21.6	21.7	2.7	33.9	34.0	19.3	0.7	2.4	1.7	0.0	7.3
Prop In Lane	1.00		0.16	1.00		0.02	1.00		1.00	1.00		0.91
Lane Grp Cap(c), veh/h	144	870	886	97	823	863	293	486	408	415	0	414
V/C Ratio(X)	0.78	0.69	0.69	0.61	0.94	0.94	0.62	0.04	0.14	0.05	0.00	0.41
Avail Cap(c_a), veh/h	440	870	886	440	837	878	319	526	441	454	0	462
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.9	16.8	16.9	38.8	21.6	21.6	34.0	23.5	24.1	24.1	0.0	25.9
Incr Delay (d2), s/veh	3.4	2.3	2.3	2.3	17.3	16.9	3.1	0.0	0.2	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	8.6	8.8	1.2	15.9	16.6	3.7	0.3	0.8	0.3	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.3	19.1	19.1	41.1	38.9	38.6	37.1	23.5	24.3	24.2	0.0	26.6
LnGrp LOS	D	B	B	D	D	D	D	C	C	C	A	C
Approach Vol, veh/h		1323			1637			260			189	
Approach Delay, s/veh		21.0			38.8			33.1			26.3	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	46.5		28.2	11.3	44.3		28.2				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		* 6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		* 24				
Max Q Clear Time (g_c+I1), s	4.7	23.7		21.3	7.1	36.0		9.3				
Green Ext Time (p_c), s	0.0	7.1		0.2	0.1	2.2		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		30.8	
HCM 6th LOS		C	

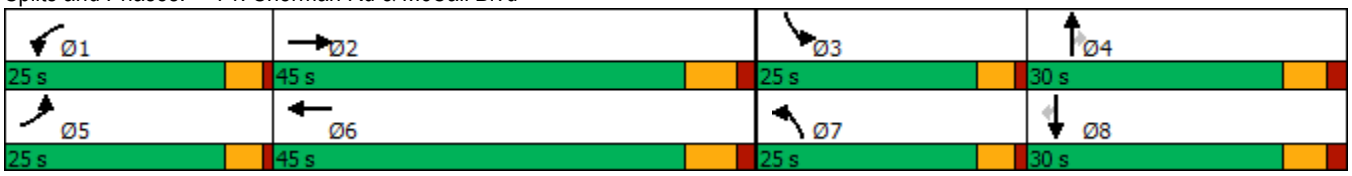
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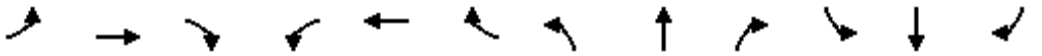
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	121	1106	37	1356	88	26	32	44	16	56
Future Volume (vph)	121	1106	37	1356	88	26	32	44	16	56
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4		3	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.8	10.6	16.8	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	10.5	52.1	6.9	42.0	9.0	12.1	12.1	7.1	8.1	8.1
Actuated g/C Ratio	0.12	0.61	0.08	0.49	0.10	0.14	0.14	0.08	0.09	0.09
v/c Ratio	0.57	0.54	0.26	0.82	0.48	0.10	0.11	0.30	0.09	0.23
Control Delay	47.3	16.2	44.6	27.9	46.9	37.2	0.7	45.0	40.6	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.3	16.2	44.6	27.9	46.9	37.2	0.7	45.0	40.6	2.9
LOS	D	B	D	C	D	D	A	D	D	A
Approach Delay		19.2		28.3		35.1			23.9	
Approach LOS		B		C		D			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 85.9	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 24.6	Intersection LOS: C
Intersection Capacity Utilization 71.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 71: Sherman Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	1106	33	37	1356	47	88	26	32	44	16	56
Future Volume (veh/h)	121	1106	33	37	1356	47	88	26	32	44	16	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.95	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	125	1140	34	38	1398	48	91	27	33	45	16	58
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	160	1781	53	79	1613	55	121	230	184	87	194	159
Arrive On Green	0.09	0.50	0.50	0.04	0.45	0.45	0.07	0.12	0.12	0.05	0.10	0.10
Sat Flow, veh/h	1810	3576	107	1810	3560	122	1810	1900	1522	1810	1900	1555
Grp Volume(v), veh/h	125	575	599	38	708	738	91	27	33	45	16	58
Grp Sat Flow(s),veh/h/ln	1810	1805	1877	1810	1805	1878	1810	1900	1522	1810	1900	1555
Q Serve(g_s), s	5.2	18.0	18.0	1.6	27.0	27.1	3.8	1.0	1.5	1.9	0.6	2.7
Cycle Q Clear(g_c), s	5.2	18.0	18.0	1.6	27.0	27.1	3.8	1.0	1.5	1.9	0.6	2.7
Prop In Lane	1.00		0.06	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	160	899	935	79	818	851	121	230	184	87	194	159
V/C Ratio(X)	0.78	0.64	0.64	0.48	0.87	0.87	0.75	0.12	0.18	0.51	0.08	0.36
Avail Cap(c_a), veh/h	483	902	938	483	902	938	483	594	476	483	594	486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	14.1	14.1	35.7	18.8	18.8	35.0	30.0	30.2	35.5	31.1	32.0
Incr Delay (d2), s/veh	3.1	1.5	1.5	1.7	8.3	8.1	3.4	0.2	0.5	1.7	0.2	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	6.2	6.4	0.7	11.0	11.5	1.7	0.4	0.6	0.8	0.3	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.2	15.7	15.6	37.4	27.1	27.0	38.5	30.2	30.6	37.2	31.2	33.4
LnGrp LOS	D	B	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1299			1484			151			119	
Approach Delay, s/veh		17.7			27.3			35.3			34.6	
Approach LOS		B			C			D			C	

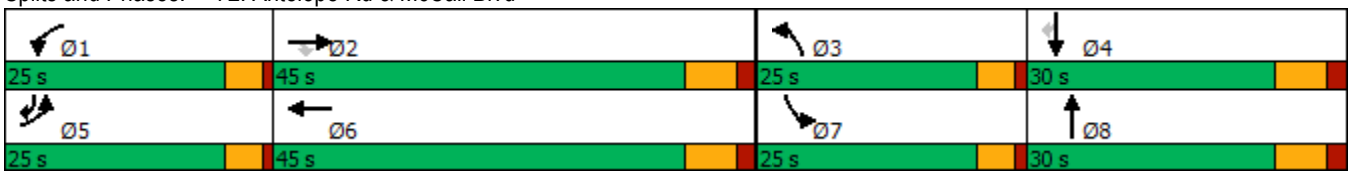
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	44.9	8.3	15.4	11.4	41.4	9.7	13.9
Change Period (Y+Rc), s	4.6	6.8	4.6	6.1	4.6	6.8	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.9	20.4	38.2	20.4	23.9
Max Q Clear Time (g_c+I1), s	3.6	20.0	3.9	3.5	7.2	29.1	5.8	4.7
Green Ext Time (p_c), s	0.0	6.7	0.0	0.2	0.1	5.5	0.1	0.2

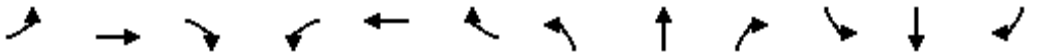
Intersection Summary	
HCM 6th Ctrl Delay	23.9
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	42	1167	14	45	1252	45	8	21	2	74
Future Volume (vph)	42	1167	14	45	1252	45	8	21	2	74
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8	7	4	5
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	5
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	16.8	16.8	10.6	16.8	10.6	14.8	10.6	14.8	10.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0	25.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%	20.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	6.8	4.6	6.8	4.6	6.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.9	46.5	46.5	7.0	44.4	10.2	8.5	6.3	8.1	12.5
Actuated g/C Ratio	0.09	0.63	0.63	0.09	0.60	0.14	0.11	0.08	0.11	0.17
v/c Ratio	0.27	0.55	0.01	0.28	0.64	0.19	0.37	0.14	0.01	0.23
Control Delay	38.7	14.3	0.0	38.8	17.0	32.3	14.6	37.8	35.0	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.7	14.3	0.0	38.8	17.0	32.3	14.6	37.8	35.0	9.0
LOS	D	B	A	D	B	C	B	D	C	A
Approach Delay		15.0			17.7		20.4		15.7	
Approach LOS		B			B		C		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 74.2	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 16.6	Intersection LOS: B
Intersection Capacity Utilization 59.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 72: Antelope Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	1167	14	45	1252	46	45	8	84	21	2	74
Future Volume (veh/h)	42	1167	14	45	1252	46	45	8	84	21	2	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	1241	15	48	1332	49	48	9	89	22	2	79
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	1662	741	94	1642	60	94	20	198	54	212	260
Arrive On Green	0.05	0.46	0.46	0.05	0.46	0.46	0.05	0.13	0.13	0.03	0.11	0.11
Sat Flow, veh/h	1810	3610	1610	1810	3551	130	1810	150	1483	1810	1900	1610
Grp Volume(v), veh/h	45	1241	15	48	676	705	48	0	98	22	2	79
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1877	1810	0	1633	1810	1900	1610
Q Serve(g_s), s	1.7	19.9	0.4	1.8	22.7	22.7	1.8	0.0	3.9	0.8	0.1	3.0
Cycle Q Clear(g_c), s	1.7	19.9	0.4	1.8	22.7	22.7	1.8	0.0	3.9	0.8	0.1	3.0
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.91	1.00		1.00
Lane Grp Cap(c), veh/h	90	1662	741	94	835	868	94	0	218	54	212	260
V/C Ratio(X)	0.50	0.75	0.02	0.51	0.81	0.81	0.51	0.00	0.45	0.41	0.01	0.30
Avail Cap(c_a), veh/h	525	1961	875	525	980	1019	525	0	539	525	627	611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.6	15.6	10.3	32.5	16.2	16.3	32.5	0.0	28.1	33.5	27.8	26.0
Incr Delay (d2), s/veh	1.6	1.3	0.0	1.6	4.5	4.4	1.6	0.0	1.4	1.8	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.7	0.1	0.8	9.3	9.7	0.8	0.0	1.6	0.4	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	16.9	10.3	34.1	20.7	20.7	34.1	0.0	29.5	35.3	27.8	26.7
LnGrp LOS	C	B	B	C	C	C	C	A	C	D	C	C
Approach Vol, veh/h		1301			1429			146			103	
Approach Delay, s/veh		17.5			21.1			31.0			28.5	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	39.2	8.3	14.6	8.1	39.3	6.7	16.2
Change Period (Y+Rc), s	4.6	6.8	4.6	6.8	4.6	6.8	4.6	6.8
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.2	20.4	38.2	20.4	23.2
Max Q Clear Time (g_c+I1), s	3.8	21.9	3.8	5.0	3.7	24.7	2.8	5.9
Green Ext Time (p_c), s	0.0	7.4	0.0	0.2	0.0	7.8	0.0	0.4

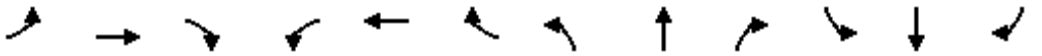
Intersection Summary	
HCM 6th Ctrl Delay	20.3
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	189	1150	2	1242	146	4	4	63	1
Future Volume (vph)	189	1150	2	1242	146	4	4	63	1
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	8.0	8.0	21.0	21.0
Minimum Split (s)	10.6	17.2	10.6	17.2	17.2	13.6	13.6	26.6	26.6
Total Split (s)	40.0	60.0	25.0	45.0	45.0	40.0	40.0	40.0	40.0
Total Split (%)	32.0%	48.0%	20.0%	36.0%	36.0%	32.0%	32.0%	32.0%	32.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2		5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	Min	None	None	None	None
Act Effct Green (s)	15.2	55.8	6.0	38.0	38.0		21.0	21.0	21.0
Actuated g/C Ratio	0.17	0.61	0.07	0.41	0.41		0.23	0.23	0.23
v/c Ratio	0.72	1.14	0.02	0.96	0.23		0.04	0.22	0.39
Control Delay	50.3	96.3	42.5	42.5	8.8		24.2	32.2	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	50.3	96.3	42.5	42.5	8.8		24.2	32.2	7.2
LOS	D	F	D	D	A		C	C	A
Approach Delay		89.8		38.9			24.2		13.8
Approach LOS		F		D			C		B

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 91.7	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay: 59.7	Intersection LOS: E
Intersection Capacity Utilization 97.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	1150	2	2	1242	146	4	4	4	63	1	175
Future Volume (veh/h)	189	1150	2	2	1242	146	4	4	4	63	1	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	217	1322	2	2	1428	168	5	5	5	72	1	201
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	256	1095	2	6	1585	707	112	111	85	348	2	366
Arrive On Green	0.14	0.58	0.58	0.00	0.44	0.44	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	1897	3	1810	3610	1610	259	483	371	1418	8	1595
Grp Volume(v), veh/h	217	0	1324	2	1428	168	15	0	0	72	0	202
Grp Sat Flow(s),veh/h/ln	1810	0	1899	1810	1805	1610	1113	0	0	1418	0	1603
Q Serve(g_s), s	10.7	0.0	52.8	0.1	33.6	6.0	0.1	0.0	0.0	0.0	0.0	10.2
Cycle Q Clear(g_c), s	10.7	0.0	52.8	0.1	33.6	6.0	10.2	0.0	0.0	6.0	0.0	10.2
Prop In Lane	1.00		0.00	1.00		1.00	0.33		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	256	0	1096	6	1585	707	308	0	0	348	0	368
V/C Ratio(X)	0.85	0.00	1.21	0.34	0.90	0.24	0.05	0.00	0.00	0.21	0.00	0.55
Avail Cap(c_a), veh/h	700	0	1096	404	1585	707	529	0	0	556	0	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	19.3	45.5	23.8	16.1	27.6	0.0	0.0	29.5	0.0	31.1
Incr Delay (d2), s/veh	3.0	0.0	102.2	12.2	7.6	0.2	0.1	0.0	0.0	0.3	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	51.5	0.1	15.1	2.2	0.3	0.0	0.0	1.3	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.3	0.0	121.5	57.7	31.4	16.3	27.7	0.0	0.0	29.8	0.0	32.4
LnGrp LOS	D	A	F	E	C	B	C	A	A	C	A	C
Approach Vol, veh/h		1541			1598			15			274	
Approach Delay, s/veh		110.2			29.9			27.7			31.7	
Approach LOS		F			C			C			C	

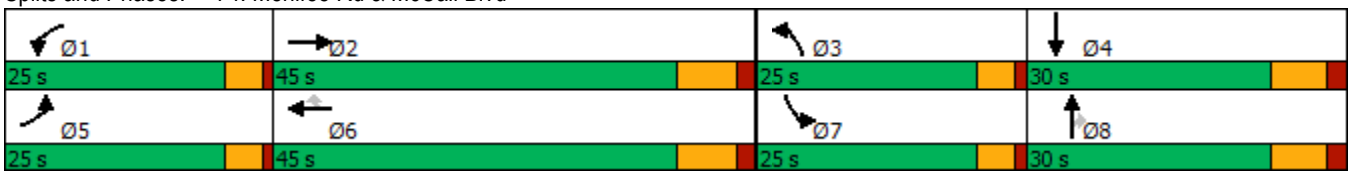
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	60.0		26.6	17.5	47.4		26.6				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	52.8		34.4	35.4	37.8		34.4				
Max Q Clear Time (g_c+I1), s	2.1	54.8		12.2	12.7	35.6		12.2				
Green Ext Time (p_c), s	0.0	0.0		1.4	0.3	2.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			66.1									
HCM 6th LOS			E									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	493	445	44	802	206	322	434	46	161	304
Future Volume (vph)	493	445	44	802	206	322	434	46	161	304
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6		3	8		7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0
Minimum Split (s)	10.6	17.5	10.6	17.5	17.5	10.6	15.2	15.2	10.6	15.2
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	20.4	52.5	6.7	36.6	36.6	20.4	26.0	26.0	16.8	22.4
Actuated g/C Ratio	0.16	0.42	0.05	0.30	0.30	0.16	0.21	0.21	0.14	0.18
v/c Ratio	1.03	0.58	0.28	0.91	0.39	1.31	0.69	0.13	0.79	0.93
Control Delay	95.7	25.9	60.4	54.8	8.1	200.8	51.5	0.6	74.3	59.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.7	25.9	60.4	54.8	8.1	200.8	51.5	0.6	74.3	59.4
LOS	F	C	E	D	A	F	D	A	E	E
Approach Delay		54.2		45.8			108.6			62.7
Approach LOS		D		D			F			E

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 123.7	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.31	
Intersection Signal Delay: 65.0	Intersection LOS: E
Intersection Capacity Utilization 90.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	493	445	279	44	802	206	322	434	46	161	304	266
Future Volume (veh/h)	493	445	279	44	802	206	322	434	46	161	304	266
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	594	536	336	53	966	248	388	523	55	194	366	320
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	579	889	557	143	1058	472	298	818	365	222	338	292
Arrive On Green	0.16	0.42	0.42	0.04	0.29	0.29	0.16	0.23	0.23	0.12	0.18	0.18
Sat Flow, veh/h	3510	2131	1334	3510	3610	1610	1810	3610	1610	1810	1836	1584
Grp Volume(v), veh/h	594	454	418	53	966	248	388	523	55	194	360	326
Grp Sat Flow(s),veh/h/ln	1755	1805	1660	1755	1805	1610	1810	1805	1610	1810	1805	1615
Q Serve(g_s), s	20.4	24.2	24.3	1.8	32.0	15.9	20.4	16.2	3.4	13.0	22.8	22.8
Cycle Q Clear(g_c), s	20.4	24.2	24.3	1.8	32.0	15.9	20.4	16.2	3.4	13.0	22.8	22.8
Prop In Lane	1.00		0.80	1.00		1.00	1.00		1.00	1.00		0.98
Lane Grp Cap(c), veh/h	579	753	693	143	1058	472	298	818	365	222	333	297
V/C Ratio(X)	1.03	0.60	0.60	0.37	0.91	0.53	1.30	0.64	0.15	0.88	1.08	1.10
Avail Cap(c_a), veh/h	579	753	693	579	1094	488	298	818	365	298	333	297
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	28.1	28.1	57.8	42.2	36.6	51.7	43.3	38.3	53.4	50.5	50.5
Incr Delay (d2), s/veh	44.4	1.4	1.5	0.6	11.3	1.0	157.8	1.7	0.2	15.9	73.1	80.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.5	10.7	9.9	0.8	15.8	6.4	22.3	7.4	1.4	6.9	17.0	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.0	29.4	29.6	58.4	53.6	37.5	209.5	45.0	38.5	69.3	123.5	131.0
LnGrp LOS	F	C	C	E	D	D	F	D	D	E	F	F
Approach Vol, veh/h		1466			1267			966			880	
Approach Delay, s/veh		56.5			50.6			110.7			114.3	
Approach LOS		E			D			F			F	

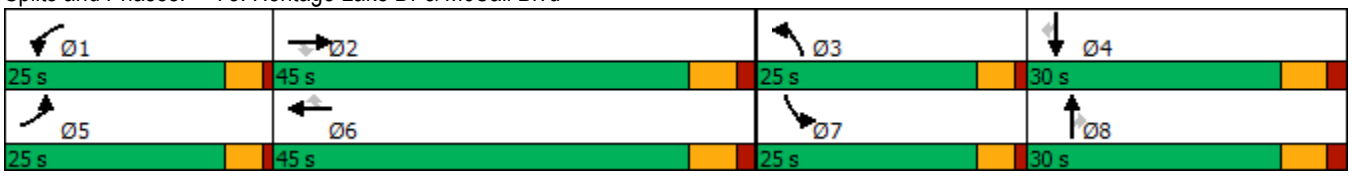
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	59.1	25.0	30.0	25.0	43.8	19.8	35.2
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	22.8	20.4	37.5	20.4	22.8
Max Q Clear Time (g_c+I1), s	3.8	26.3	22.4	24.8	22.4	34.0	15.0	18.2
Green Ext Time (p_c), s	0.1	4.4	0.0	0.0	0.0	2.3	0.1	1.5

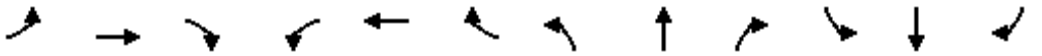
Intersection Summary	
HCM 6th Ctrl Delay	77.4
HCM 6th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	427	142	39	740	108	239	171	52	35	103	72
Future Volume (vph)	86	427	142	39	740	108	239	171	52	35	103	72
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.3	26.6	26.6	7.3	22.3	22.3	17.9	27.4	27.4	7.1	11.1	11.1
Actuated g/C Ratio	0.12	0.33	0.33	0.09	0.28	0.28	0.22	0.34	0.34	0.09	0.14	0.14
v/c Ratio	0.45	0.27	0.25	0.26	0.57	0.23	0.66	0.29	0.10	0.24	0.43	0.25
Control Delay	44.9	21.6	5.3	44.1	27.9	7.8	40.7	26.4	0.7	44.1	41.8	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.9	21.6	5.3	44.1	27.9	7.8	40.7	26.4	0.7	44.1	41.8	5.5
LOS	D	C	A	D	C	A	D	C	A	D	D	A
Approach Delay		21.1			26.2			30.9			29.7	
Approach LOS		C			C			C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 80.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 26.0	Intersection LOS: C
Intersection Capacity Utilization 57.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 75: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	427	142	39	740	108	239	171	52	35	103	72
Future Volume (veh/h)	86	427	142	39	740	108	239	171	52	35	103	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		0.94	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	469	156	43	813	119	263	188	57	38	113	79
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	139	1562	465	91	1423	438	316	484	384	84	240	199
Arrive On Green	0.08	0.30	0.30	0.05	0.27	0.27	0.17	0.25	0.25	0.05	0.13	0.13
Sat Flow, veh/h	1810	5187	1545	1810	5187	1596	1810	1900	1507	1810	1900	1577
Grp Volume(v), veh/h	95	469	156	43	813	119	263	188	57	38	113	79
Grp Sat Flow(s),veh/h/ln	1810	1729	1545	1810	1729	1596	1810	1900	1507	1810	1900	1577
Q Serve(g_s), s	3.2	4.4	5.0	1.5	8.5	3.7	8.9	5.2	1.9	1.3	3.5	2.9
Cycle Q Clear(g_c), s	3.2	4.4	5.0	1.5	8.5	3.7	8.9	5.2	1.9	1.3	3.5	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	1562	465	91	1423	438	316	484	384	84	240	199
V/C Ratio(X)	0.68	0.30	0.34	0.47	0.57	0.27	0.83	0.39	0.15	0.45	0.47	0.40
Avail Cap(c_a), veh/h	583	3164	943	583	3164	973	583	709	562	583	709	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	17.0	17.2	29.2	19.8	18.0	25.2	19.5	18.3	29.4	25.7	25.4
Incr Delay (d2), s/veh	2.2	0.1	0.4	1.4	0.4	0.3	2.2	0.5	0.2	1.4	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.6	1.7	0.6	3.2	1.3	3.8	2.2	0.6	0.6	1.6	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	17.1	17.6	30.6	20.1	18.3	27.4	20.0	18.4	30.8	27.1	26.7
LnGrp LOS	C	B	B	C	C	B	C	C	B	C	C	C
Approach Vol, veh/h		720			975			508			230	
Approach Delay, s/veh		19.0			20.4			23.7			27.6	
Approach LOS		B			C			C			C	

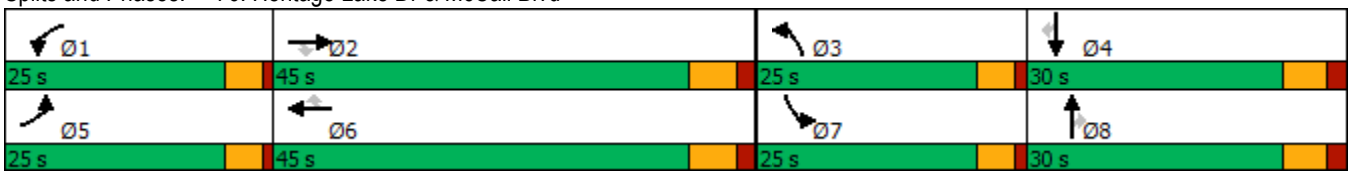
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	25.5	15.6	14.4	9.5	23.8	7.5	22.5
Change Period (Y+Rc), s	4.6	6.4	4.6	6.4	4.6	6.4	4.6	6.4
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.6	20.4	38.6	20.4	23.6
Max Q Clear Time (g_c+I1), s	3.5	7.0	10.9	5.5	5.2	10.5	3.3	7.2
Green Ext Time (p_c), s	0.0	4.1	0.3	0.8	0.1	6.8	0.0	1.1

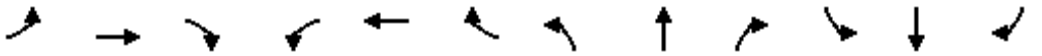
Intersection Summary	
HCM 6th Ctrl Delay	21.3
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	344	163	78	562	40	212	112	104	60	116	38
Future Volume (vph)	19	344	163	78	562	40	212	112	104	60	116	38
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	6.6	15.7	15.7	9.5	23.0	23.0	20.2	27.0	27.0	8.5	12.4	12.4
Actuated g/C Ratio	0.09	0.20	0.20	0.12	0.30	0.30	0.26	0.35	0.35	0.11	0.16	0.16
v/c Ratio	0.17	0.45	0.44	0.48	0.50	0.10	0.61	0.23	0.22	0.41	0.52	0.15
Control Delay	40.7	29.9	7.6	42.4	24.6	1.0	35.2	24.1	5.8	42.1	38.8	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.7	29.9	7.6	42.4	24.6	1.0	35.2	24.1	5.8	42.1	38.8	0.9
LOS	D	C	A	D	C	A	D	C	A	D	D	A
Approach Delay		23.4			25.2			25.2			33.0	
Approach LOS		C			C			C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 77.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 25.6	Intersection LOS: C
Intersection Capacity Utilization 48.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 76: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	344	163	78	562	40	212	112	104	60	116	38
Future Volume (veh/h)	19	344	163	78	562	40	212	112	104	60	116	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	471	223	107	770	55	290	153	142	82	159	52
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	1187	368	151	1436	445	346	476	396	135	254	210
Arrive On Green	0.04	0.23	0.23	0.08	0.28	0.28	0.19	0.25	0.25	0.07	0.13	0.13
Sat Flow, veh/h	1810	5187	1610	1810	5187	1607	1810	1900	1582	1810	1900	1569
Grp Volume(v), veh/h	26	471	223	107	770	55	290	153	142	82	159	52
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1607	1810	1900	1582	1810	1900	1569
Q Serve(g_s), s	0.8	4.6	7.4	3.4	7.5	1.5	9.2	3.9	4.4	2.6	4.7	1.8
Cycle Q Clear(g_c), s	0.8	4.6	7.4	3.4	7.5	1.5	9.2	3.9	4.4	2.6	4.7	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	64	1187	368	151	1436	445	346	476	396	135	254	210
V/C Ratio(X)	0.41	0.40	0.61	0.71	0.54	0.12	0.84	0.32	0.36	0.61	0.63	0.25
Avail Cap(c_a), veh/h	617	3347	1039	617	3347	1037	617	759	632	617	759	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	19.6	20.6	26.7	18.4	16.2	23.3	18.3	18.5	26.8	24.5	23.2
Incr Delay (d2), s/veh	1.6	0.2	1.6	2.3	0.3	0.1	2.1	0.4	0.5	1.6	2.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.7	2.7	1.5	2.8	0.5	3.8	1.6	1.5	1.1	2.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	19.8	22.3	29.0	18.7	16.3	25.4	18.7	19.0	28.5	27.0	23.8
LnGrp LOS	C	B	C	C	B	B	C	B	B	C	C	C
Approach Vol, veh/h		720			932			585			293	
Approach Delay, s/veh		20.9			19.7			22.1			26.9	
Approach LOS		C			B			C			C	

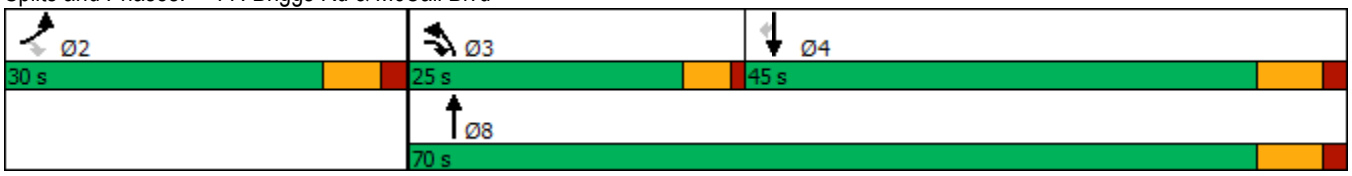
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	20.1	16.0	14.1	6.7	23.0	9.1	21.1
Change Period (Y+Rc), s	4.6	6.4	4.6	6.1	4.6	6.4	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.9	20.4	38.6	20.4	23.9
Max Q Clear Time (g_c+I1), s	5.4	9.4	11.2	6.7	2.8	9.5	4.6	6.4
Green Ext Time (p_c), s	0.1	4.3	0.3	0.9	0.0	6.2	0.1	1.2

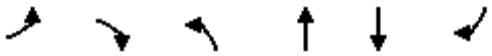
Intersection Summary	
HCM 6th Ctrl Delay	21.4
HCM 6th LOS	C

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	439	68	49	392	416	619
Future Volume (vph)	439	68	49	392	416	619
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	25.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	25.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	24.4	37.5	6.5	33.1	24.7	24.7
Actuated g/C Ratio	0.34	0.53	0.09	0.47	0.35	0.35
v/c Ratio	0.96	0.06	0.20	0.60	0.45	0.76
Control Delay	56.4	3.5	35.5	16.1	18.9	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.4	3.5	35.5	16.1	18.9	6.6
LOS	E	A	D	B	B	A
Approach Delay	49.3			18.3	11.5	
Approach LOS	D			B	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 71.1	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 22.7	Intersection LOS: C
Intersection Capacity Utilization 56.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	439	68	49	392	416	619
Future Volume (veh/h)	439	68	49	392	416	619
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	593	92	66	530	562	836
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	506	952	197	1071	1635	729
Arrive On Green	0.28	0.28	0.06	0.56	0.45	0.45
Sat Flow, veh/h	1810	2834	3510	1900	3705	1608
Grp Volume(v), veh/h	593	92	66	530	562	836
Grp Sat Flow(s),veh/h/ln	1810	1417	1755	1900	1805	1608
Q Serve(g_s), s	23.6	1.9	1.5	14.2	8.5	38.2
Cycle Q Clear(g_c), s	23.6	1.9	1.5	14.2	8.5	38.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	506	952	197	1071	1635	729
V/C Ratio(X)	1.17	0.10	0.34	0.49	0.34	1.15
Avail Cap(c_a), veh/h	506	952	849	1424	1635	729
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	19.2	38.3	11.1	14.9	23.1
Incr Delay (d2), s/veh	96.3	0.0	0.4	0.4	0.1	81.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.4	0.6	0.7	5.5	3.3	29.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	126.7	19.2	38.7	11.5	15.1	104.9
LnGrp LOS	F	B	D	B	B	F
Approach Vol, veh/h	685			596	1398	
Approach Delay, s/veh	112.3			14.5	68.8	
Approach LOS	F			B	E	

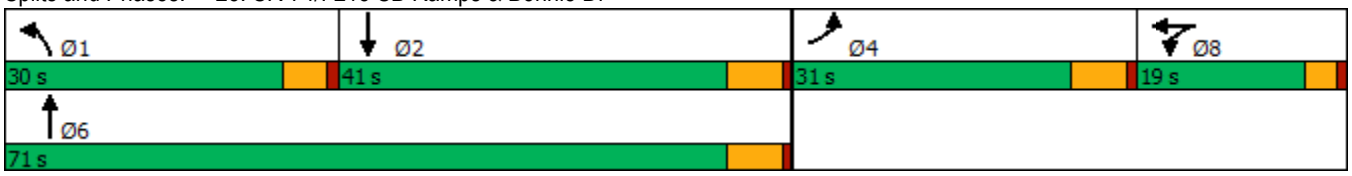
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		30.0	9.3	45.0		54.3
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s		25.6	3.5	40.2		16.2
Green Ext Time (p_c), s		0.0	0.1	0.0		4.0

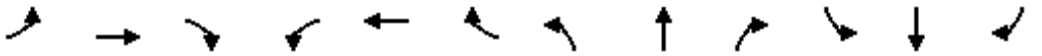
Intersection Summary	
HCM 6th Ctrl Delay	67.8
HCM 6th LOS	E

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	27	291	229	305	1500	31	
Future Volume (vph)	27	291	229	305	1500	31	
Turn Type	Prot	Free	Prot	NA	NA	Free	
Protected Phases	4		1	6	2		8
Permitted Phases		Free				Free	
Detector Phase	4		1	6	2		
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0
Minimum Split (s)	11.0		10.0	11.0	11.0		9.0
Total Split (s)	31.0		30.0	71.0	41.0		19.0
Total Split (%)	25.6%		24.8%	58.7%	33.9%		16%
Yellow Time (s)	5.0		4.0	5.0	5.0		3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	6.0		5.0	6.0	6.0		
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	5.8	66.7	13.6	60.1	37.5	66.7	
Actuated g/C Ratio	0.09	1.00	0.20	0.90	0.56	1.00	
v/c Ratio	0.18	0.19	0.66	0.19	1.48	0.02	
Control Delay	33.7	0.3	34.0	1.9	240.3	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.7	0.3	34.0	1.9	240.3	0.0	
LOS	C	A	C	A	F	A	
Approach Delay				15.7	235.4		
Approach LOS				B	F		

Intersection Summary	
Cycle Length: 121	
Actuated Cycle Length: 66.7	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.48	
Intersection Signal Delay: 155.2	Intersection LOS: F
Intersection Capacity Utilization 107.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	0	291	0	0	0	229	305	0	0	1500	31
Future Volume (veh/h)	27	0	291	0	0	0	229	305	0	0	1500	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	0	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	28	0	0	0	0	0	241	321	0	0	1579	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	0		0	3	0	299	1693	0	0	1207	
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.89	0.00	0.00	0.64	0.00
Sat Flow, veh/h		0		0	1900	0	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h		0.0		0	0	0	241	321	0	0	1579	0
Grp Sat Flow(s),veh/h/ln				0	1900	0	1810	1900	0	0	1900	1610
Q Serve(g_s), s				0.0	0.0	0.0	7.1	1.2	0.0	0.0	35.0	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	7.1	1.2	0.0	0.0	35.0	0.0
Prop In Lane				0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				0	3	0	299	1693	0	0	1207	
V/C Ratio(X)				0.00	0.00	0.00	0.81	0.19	0.00	0.00	1.31	
Avail Cap(c_a), veh/h				0	517	0	821	2241	0	0	1207	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	22.2	0.4	0.0	0.0	10.1	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	2.0	0.0	0.0	0.0	144.8	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.0	2.7	0.0	0.0	0.0	54.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	0.0	24.1	0.4	0.0	0.0	154.9	0.0
LnGrp LOS				A	A	A	C	A	A	A	F	
Approach Vol, veh/h					0			562			1579	
Approach Delay, s/veh					0.0			10.6			154.9	
Approach LOS								B			F	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	14.1	41.0				55.1		0.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		4.0				
Max Green Setting (Gmax), s	25.0	35.0				65.0		15.0				
Max Q Clear Time (g_c+I1), s	9.1	37.0				3.2		0.0				
Green Ext Time (p_c), s	0.3	0.0				1.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay			117.0
HCM 6th LOS			F

Notes

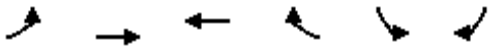
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	13	1776	506	1233	263
Future Volume (vph)	13	1776	506	1233	263
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	30.3	70.6	40.3		40.4
Total Split (%)	27.3%	63.6%	36.3%		36.4%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	5.7	48.0	46.2	78.7	19.5
Actuated g/C Ratio	0.07	0.61	0.59	1.00	0.25
v/c Ratio	0.11	0.85	0.25	0.80	0.68
Control Delay	44.6	17.5	9.5	4.3	36.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	17.5	9.5	4.3	36.8
LOS	D	B	A	A	D
Approach Delay		17.7	5.8		36.8
Approach LOS		B	A		D

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 78.7	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 13.8	Intersection LOS: B
Intersection Capacity Utilization 74.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 29: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	1776	506	1233	263	28
Future Volume (veh/h)	13	1776	506	1233	263	28
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	1869	533	0	277	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	31	2262	1891		327	34
Arrive On Green	0.02	0.63	0.52	0.00	0.20	0.20
Sat Flow, veh/h	1810	3705	3705	1610	1614	169
Grp Volume(v), veh/h	14	1869	533	0	307	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1789	0
Q Serve(g_s), s	0.5	24.9	5.1	0.0	10.3	0.0
Cycle Q Clear(g_c), s	0.5	24.9	5.1	0.0	10.3	0.0
Prop In Lane	1.00			1.00	0.90	0.09
Lane Grp Cap(c), veh/h	31	2262	1891		363	0
V/C Ratio(X)	0.45	0.83	0.28		0.85	0.00
Avail Cap(c_a), veh/h	729	3797	2035		1011	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	30.2	9.0	8.3	0.0	23.8	0.0
Incr Delay (d2), s/veh	3.7	0.3	0.0	0.0	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.3	1.4	0.0	4.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.9	9.3	8.3	0.0	25.9	0.0
LnGrp LOS	C	A	A		C	A
Approach Vol, veh/h		1883	533		307	
Approach Delay, s/veh		9.5	8.3		25.9	
Approach LOS		A	A		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		44.2		17.9	6.4	37.8
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		65.3		35.1	25.0	35.0
Max Q Clear Time (g_c+I1), s		26.9		12.3	2.5	7.1
Green Ext Time (p_c), s		12.0		0.4	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

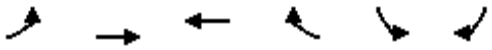
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	330	1709	1394	47	345
Future Volume (vph)	330	1709	1394	47	345
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.0	11.0	9.5	9.5
Total Split (s)	24.0	65.0	41.0	24.5	24.5
Total Split (%)	26.8%	72.6%	45.8%	27.4%	27.4%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	18.2	57.3	35.2	7.8	7.8
Actuated g/C Ratio	0.24	0.76	0.46	0.10	0.10
v/c Ratio	0.81	0.66	0.91	0.27	0.74
Control Delay	44.2	6.5	29.9	35.1	13.8
Queue Delay	0.0	0.1	0.0	0.0	0.0
Total Delay	44.2	6.6	29.9	35.1	13.8
LOS	D	A	C	D	B
Approach Delay		12.7	29.9	16.3	
Approach LOS		B	C	B	

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 75.7	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 74.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 30: SR-74 & Trumble Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	330	1709	1394	35	47	345
Future Volume (veh/h)	330	1709	1394	35	47	345
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	351	1818	1483	37	50	367
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	385	2363	1427	36	410	365
Arrive On Green	0.21	0.65	0.40	0.40	0.23	0.23
Sat Flow, veh/h	1810	3705	3694	90	1810	1610
Grp Volume(v), veh/h	351	1818	743	777	50	367
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1884	1810	1610
Q Serve(g_s), s	16.7	30.9	35.0	35.0	1.9	20.0
Cycle Q Clear(g_c), s	16.7	30.9	35.0	35.0	1.9	20.0
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	385	2363	715	747	410	365
V/C Ratio(X)	0.91	0.77	1.04	1.04	0.12	1.01
Avail Cap(c_a), veh/h	410	2412	715	747	410	365
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	10.6	26.7	26.7	27.2	34.2
Incr Delay (d2), s/veh	22.5	1.5	43.9	44.1	0.0	48.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	9.1	21.8	22.8	0.8	4.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	56.4	12.1	70.6	70.7	27.2	82.9
LnGrp LOS	E	B	F	F	C	F
Approach Vol, veh/h		2169	1520		417	
Approach Delay, s/veh		19.3	70.7		76.2	
Approach LOS		B	E		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		63.8		24.5	22.8	41.0
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		59.0		20.0	20.0	35.0
Max Q Clear Time (g_c+I1), s		32.9		22.0	18.7	37.0
Green Ext Time (p_c), s		15.3		0.0	0.1	0.0

Intersection Summary						
HCM 6th Ctrl Delay			44.1			
HCM 6th LOS			D			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1698	1468	73	0	99
Future Vol, veh/h	0	1698	1468	73	0	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1866	1613	80	0	109

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	847
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	309
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	309
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

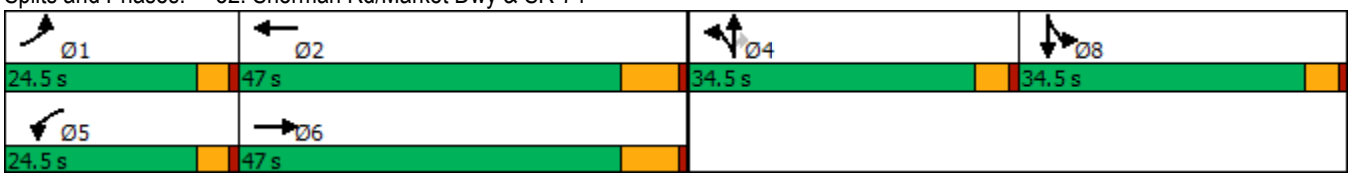
Approach	EB	WB	SB
HCM Control Delay, s	0	0	22.8
HCM LOS			C

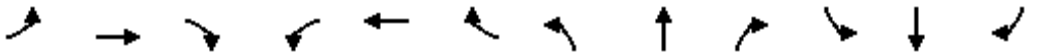
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	309
HCM Lane V/C Ratio	-	-	-	0.352
HCM Control Delay (s)	-	-	-	22.8
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1.5

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	28	1642	122	1455	15	157	14
Future Volume (vph)	28	1642	122	1455	15	157	14
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases						4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	12.0	9.5	12.0	9.5	9.5	9.5
Total Split (s)	24.5	47.0	24.5	47.0	34.5	34.5	34.5
Total Split (%)	17.4%	33.5%	17.4%	33.5%	24.6%	24.6%	24.6%
Yellow Time (s)	3.5	6.0	3.5	6.0	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	4.5	7.0	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	6.2	40.6	10.8	49.6	9.2	9.2	6.6
Actuated g/C Ratio	0.07	0.47	0.13	0.58	0.11	0.11	0.08
v/c Ratio	0.23	1.05	0.58	0.76	0.50	0.53	0.33
Control Delay	45.1	62.6	47.4	20.1	47.1	12.8	39.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.1	62.6	47.4	20.1	47.1	12.8	39.3
LOS	D	E	D	C	D	B	D
Approach Delay		62.3		22.2	25.3		39.3
Approach LOS		E		C	C		D

Intersection Summary	
Cycle Length: 140.5	
Actuated Cycle Length: 85.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 41.6	Intersection LOS: D
Intersection Capacity Utilization 75.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 32: Sherman Rd/Market Dwy & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	1642	28	122	1455	21	75	15	157	20	14	11
Future Volume (veh/h)	28	1642	28	122	1455	21	75	15	157	20	14	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	30	1766	30	131	1565	23	81	16	169	22	15	12
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	55	1763	30	166	1991	29	203	40	214	33	22	18
Arrive On Green	0.03	0.49	0.49	0.09	0.55	0.55	0.13	0.13	0.13	0.04	0.04	0.04
Sat Flow, veh/h	1810	3632	62	1810	3640	53	1523	301	1603	800	545	436
Grp Volume(v), veh/h	30	876	920	131	775	813	97	0	169	49	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1889	1810	1805	1889	1824	0	1603	1781	0	0
Q Serve(g_s), s	1.3	40.0	40.0	5.8	28.1	28.2	4.0	0.0	8.4	2.2	0.0	0.0
Cycle Q Clear(g_c), s	1.3	40.0	40.0	5.8	28.1	28.2	4.0	0.0	8.4	2.2	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.03	0.84		1.00	0.45		0.24
Lane Grp Cap(c), veh/h	55	876	917	166	987	1033	243	0	214	73	0	0
V/C Ratio(X)	0.55	1.00	1.00	0.79	0.79	0.79	0.40	0.00	0.79	0.67	0.00	0.00
Avail Cap(c_a), veh/h	439	876	917	439	987	1033	664	0	583	648	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.4	21.2	21.2	36.6	14.8	14.8	32.7	0.0	34.6	39.0	0.0	0.0
Incr Delay (d2), s/veh	3.2	30.3	30.7	3.1	3.9	3.8	0.4	0.0	2.5	4.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	21.0	22.1	2.7	11.2	11.8	1.8	0.0	3.3	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	51.5	51.9	39.8	18.7	18.6	33.1	0.0	37.1	42.9	0.0	0.0
LnGrp LOS	D	D	F	D	B	B	C	A	D	D	A	A
Approach Vol, veh/h		1826			1719			266			49	
Approach Delay, s/veh		51.6			20.3			35.6			42.9	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	52.1		15.5	12.1	47.0		7.9				
Change Period (Y+Rc), s	4.5	7.0		4.5	4.5	7.0		4.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	3.3	30.2		10.4	7.8	42.0		4.2				
Green Ext Time (p_c), s	0.0	5.4		0.6	0.1	0.0		0.1				

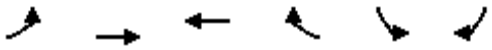
Intersection Summary			
HCM 6th Ctrl Delay		36.4	
HCM 6th LOS		D	

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	49	1676	1430	63
Future Volume (vph)	49	1676	1430	63
Turn Type	Prot	NA	NA	Prot
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	11.0	9.7
Total Split (s)	24.7	65.7	41.0	24.7
Total Split (%)	27.3%	72.7%	45.4%	27.3%
Yellow Time (s)	3.7	5.0	5.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	6.0	4.7
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Min	Min	None
Act Effct Green (s)	7.7	55.2	47.6	8.5
Actuated g/C Ratio	0.11	0.78	0.68	0.12
v/c Ratio	0.27	0.63	0.64	0.37
Control Delay	34.6	6.1	12.2	31.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	34.6	6.1	12.2	31.9
LOS	C	A	B	C
Approach Delay		6.9	12.2	31.9
Approach LOS		A	B	C

Intersection Summary	
Cycle Length: 90.4	
Actuated Cycle Length: 70.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 9.9	Intersection LOS: A
Intersection Capacity Utilization 59.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 33: SR-74 & Antelope Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	49	1676	1430	36	63	14
Future Volume (veh/h)	49	1676	1430	36	63	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	1783	1521	38	67	15
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	91	2640	2131	53	95	21
Arrive On Green	0.05	0.73	0.59	0.59	0.07	0.07
Sat Flow, veh/h	1810	3705	3694	90	1430	320
Grp Volume(v), veh/h	52	1783	762	797	83	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1884	1771	0
Q Serve(g_s), s	1.5	13.9	15.8	15.9	2.4	0.0
Cycle Q Clear(g_c), s	1.5	13.9	15.8	15.9	2.4	0.0
Prop In Lane	1.00			0.05	0.81	0.18
Lane Grp Cap(c), veh/h	91	2640	1069	1116	118	0
V/C Ratio(X)	0.57	0.68	0.71	0.71	0.70	0.00
Avail Cap(c_a), veh/h	683	4070	1193	1245	669	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.6	3.8	7.6	7.6	24.2	0.0
Incr Delay (d2), s/veh	5.5	0.3	1.8	1.7	7.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.0	4.6	4.8	1.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.1	4.1	9.4	9.4	31.6	0.0
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h		1835	1559		83	
Approach Delay, s/veh		4.8	9.4		31.6	
Approach LOS		A	A		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		44.7		8.2	7.4	37.4
Change Period (Y+Rc), s		6.0		* 4.7	* 4.7	6.0
Max Green Setting (Gmax), s		59.7		* 20	* 20	35.0
Max Q Clear Time (g_c+I1), s		15.9		4.4	3.5	17.9
Green Ext Time (p_c), s		22.8		0.2	0.1	10.5

Intersection Summary	
HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

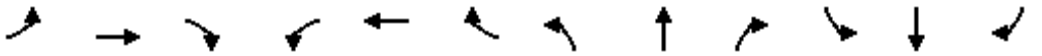
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	50	1615	105	1451	12	51	168	20	23
Future Volume (vph)	50	1615	105	1451	12	51	168	20	23
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	9.7	9.7	9.7	9.7	9.7
Total Split (s)	24.7	42.0	24.7	42.0	24.7	24.7	24.7	24.7	24.7
Total Split (%)	27.0%	46.0%	27.0%	46.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Yellow Time (s)	3.7	6.0	3.7	6.0	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.5	38.1	8.5	42.2	7.1	7.1	7.1	7.1	7.1
Actuated g/C Ratio	0.10	0.56	0.12	0.62	0.10	0.10	0.10	0.10	0.10
v/c Ratio	0.30	0.83	0.49	0.69	0.09	0.27	0.54	0.15	0.17
Control Delay	33.7	19.8	35.2	12.7	29.2	31.8	12.0	30.4	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	19.8	35.2	12.7	29.2	31.8	12.0	30.4	16.1
LOS	C	B	D	B	C	C	B	C	B
Approach Delay		20.2		14.2		17.3			19.7
Approach LOS		C		B		B			B

Intersection Summary	
Cycle Length: 91.4	
Actuated Cycle Length: 68.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 73.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 34: Palomar Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1615	4	105	1451	28	12	51	168	20	23	36
Future Volume (veh/h)	50	1615	4	105	1451	28	12	51	168	20	23	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	1682	4	109	1511	29	12	53	175	21	24	38
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	85	1936	5	142	2013	39	278	271	230	250	258	230
Arrive On Green	0.05	0.52	0.52	0.08	0.56	0.56	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1810	3695	9	1810	3623	69	1362	1900	1610	1171	1805	1610
Grp Volume(v), veh/h	52	822	864	109	752	788	12	53	175	21	24	38
Grp Sat Flow(s),veh/h/ln	1810	1805	1898	1810	1805	1887	1362	1900	1610	1171	1805	1610
Q Serve(g_s), s	1.8	25.6	25.7	3.8	20.4	20.5	0.5	1.6	6.7	1.0	0.7	1.3
Cycle Q Clear(g_c), s	1.8	25.6	25.7	3.8	20.4	20.5	1.8	1.6	6.7	2.6	0.7	1.3
Prop In Lane	1.00		0.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	85	946	995	142	1003	1049	278	271	230	250	258	230
V/C Ratio(X)	0.61	0.87	0.87	0.77	0.75	0.75	0.04	0.20	0.76	0.08	0.09	0.17
Avail Cap(c_a), veh/h	561	980	1031	561	1003	1049	506	589	500	446	560	500
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	13.4	13.4	29.1	10.9	10.9	25.1	24.4	26.6	25.5	24.0	24.3
Incr Delay (d2), s/veh	2.6	8.4	8.0	3.2	3.3	3.2	0.0	0.3	3.8	0.1	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	10.7	11.2	1.7	7.5	7.8	0.2	0.7	2.7	0.3	0.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8	21.8	21.4	32.3	14.2	14.1	25.1	24.6	30.4	25.6	24.1	24.5
LnGrp LOS	C	C	C	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1738			1649			240			83	
Approach Delay, s/veh		21.9			15.4			28.9			24.7	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	40.8		13.9	7.7	42.8		13.9				
Change Period (Y+Rc), s	* 4.7	7.0		* 4.7	* 4.7	7.0		* 4.7				
Max Green Setting (Gmax), s	* 20	35.0		* 20	* 20	35.0		* 20				
Max Q Clear Time (g_c+I1), s	5.8	27.7		4.6	3.8	22.5		8.7				
Green Ext Time (p_c), s	0.1	6.1		0.2	0.0	9.1		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		19.5	
HCM 6th LOS		B	

Notes

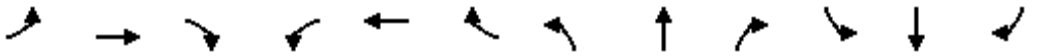
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	643	358	290	695	2	364
Future Volume (vph)	643	358	290	695	2	364
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	10.0	10.0
Total Split (s)	46.0	46.0	35.0	81.0	35.0	35.0
Total Split (%)	39.7%	39.7%	30.2%	69.8%	30.2%	30.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	40.8	40.8	20.5	66.3	15.8	15.8
Actuated g/C Ratio	0.44	0.44	0.22	0.71	0.17	0.17
v/c Ratio	0.81	0.43	0.76	0.28	0.50	0.78
Control Delay	35.0	7.5	48.2	5.9	41.4	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.0	7.5	48.2	5.9	41.4	24.9
LOS	D	A	D	A	D	C
Approach Delay	25.2			18.4	29.7	
Approach LOS	C			B	C	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 93.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 23.4	Intersection LOS: C
Intersection Capacity Utilization 88.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 39: I-215 SB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	643	358	290	695	0	0	0	0	145	2	364
Future Volume (veh/h)	0	643	358	290	695	0	0	0	0	145	2	364
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	670	373	302	724	0				151	2	379
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	728	617	344	2256	0				466	6	420
Arrive On Green	0.00	0.38	0.38	0.19	0.62	0.00				0.26	0.26	0.26
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1787	24	1610
Grp Volume(v), veh/h	0	670	373	302	724	0				153	0	379
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1811	0	1610
Q Serve(g_s), s	0.0	32.4	17.9	15.6	9.1	0.0				6.6	0.0	21.9
Cycle Q Clear(g_c), s	0.0	32.4	17.9	15.6	9.1	0.0				6.6	0.0	21.9
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	728	617	344	2256	0				472	0	420
V/C Ratio(X)	0.00	0.92	0.60	0.88	0.32	0.00				0.32	0.00	0.90
Avail Cap(c_a), veh/h	0	789	668	563	2810	0				564	0	501
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.3	23.9	38.0	8.5	0.0				28.7	0.0	34.4
Incr Delay (d2), s/veh	0.0	15.3	1.4	8.9	0.1	0.0				0.4	0.0	17.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	16.0	6.3	7.3	2.8	0.0				2.8	0.0	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	43.6	25.2	46.9	8.6	0.0				29.1	0.0	51.9
LnGrp LOS	A	D	C	D	A	A				C	A	D
Approach Vol, veh/h		1043			1026						532	
Approach Delay, s/veh		37.0			19.8						45.3	
Approach LOS		D			B						D	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	23.3	42.9				66.2		30.1				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	17.6	34.4				11.1		23.9				
Green Ext Time (p_c), s	0.7	2.5				4.8		1.2				

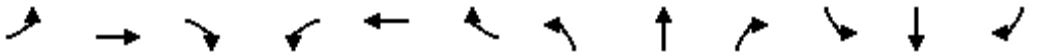
Intersection Summary												
HCM 6th Ctrl Delay			31.9									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	236	552	588	1	425
Future Volume (vph)	236	552	588	1	425
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	19.1	64.4	40.3	27.6	27.6
Actuated g/C Ratio	0.19	0.62	0.39	0.27	0.27
v/c Ratio	0.73	0.48	1.05	0.85	0.64
Control Delay	53.1	12.3	79.9	53.6	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	53.1	12.3	79.9	53.6	12.3
LOS	D	B	E	D	B
Approach Delay		24.5	79.9	32.3	
Approach LOS		C	E	C	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 103.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 44.7	Intersection LOS: D
Intersection Capacity Utilization 88.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	552	0	0	588	155	397	1	425	0	0	0
Future Volume (veh/h)	236	552	0	0	588	155	397	1	425	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	243	569	0	0	606	160	409	1	438			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	282	1142	0	0	573	151	524	1	468			
Arrive On Green	0.16	0.60	0.00	0.00	0.40	0.40	0.29	0.29	0.29			
Sat Flow, veh/h	1810	1900	0	0	1449	382	1805	4	1610			
Grp Volume(v), veh/h	243	569	0	0	0	766	410	0	438			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1831	1810	0	1610			
Q Serve(g_s), s	13.2	17.3	0.0	0.0	0.0	40.0	21.0	0.0	26.8			
Cycle Q Clear(g_c), s	13.2	17.3	0.0	0.0	0.0	40.0	21.0	0.0	26.8			
Prop In Lane	1.00		0.00	0.00		0.21	1.00		1.00			
Lane Grp Cap(c), veh/h	282	1142	0	0	0	724	526	0	468			
V/C Ratio(X)	0.86	0.50	0.00	0.00	0.00	1.06	0.78	0.00	0.94			
Avail Cap(c_a), veh/h	537	1409	0	0	0	724	537	0	478			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	41.6	11.5	0.0	0.0	0.0	30.6	32.9	0.0	35.0			
Incr Delay (d2), s/veh	7.6	0.3	0.0	0.0	0.0	49.7	7.1	0.0	25.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.1	6.0	0.0	0.0	0.0	25.6	10.0	0.0	13.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	11.8	0.0	0.0	0.0	80.3	40.1	0.0	60.9			
LnGrp LOS	D	B	A	A	A	F	D	A	E			
Approach Vol, veh/h		812			766			848				
Approach Delay, s/veh		23.0			80.3			50.8				
Approach LOS		C			F			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		66.8			20.8	46.0		34.4				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		19.3			15.2	42.0		28.8				
Green Ext Time (p_c), s		3.4			0.5	0.0		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			50.8									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	11.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	867	110	46	669	74	56
Future Vol, veh/h	867	110	46	669	74	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	894	113	47	690	76	58

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1007	0	1735	951
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	784	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	696	-	97	318
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	453	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	696	-	90	318
Mov Cap-2 Maneuver	-	-	-	-	90	-
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	422	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	153.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	130	-	-	696	-
HCM Lane V/C Ratio	1.031	-	-	0.068	-
HCM Control Delay (s)	153.2	-	-	10.6	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	7.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	216	645	3	3	528	10	16	3	7	14	4	134
Future Vol, veh/h	216	645	3	3	528	10	16	3	7	14	4	134
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	227	679	3	3	556	11	17	3	7	15	4	141

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	567	0	0	686	0	0	1779	1712	685	1708	1708	562
Stage 1	-	-	-	-	-	-	1139	1139	-	568	568	-
Stage 2	-	-	-	-	-	-	640	573	-	1140	1140	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1015	-	-	917	-	-	65	91	452	73	92	530
Stage 1	-	-	-	-	-	-	247	278	-	511	510	-
Stage 2	-	-	-	-	-	-	467	507	-	247	278	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1015	-	-	914	-	-	32	58	450	50	58	530
Mov Cap-2 Maneuver	-	-	-	-	-	-	32	58	-	50	58	-
Stage 1	-	-	-	-	-	-	158	177	-	327	507	-
Stage 2	-	-	-	-	-	-	338	504	-	153	177	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.4	0	163.2	40.9
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	46	1015	-	-	914	-	-	253
HCM Lane V/C Ratio	0.595	0.224	-	-	0.003	-	-	0.632
HCM Control Delay (s)	163.2	9.6	0	-	9	0	-	40.9
HCM Lane LOS	F	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	2.2	0.9	-	-	0	-	-	3.9

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	589	35	0	458	2	0	0	0	12	0	0
Future Vol, veh/h	2	589	35	0	458	2	0	0	0	12	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	260	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	614	36	0	477	2	0	0	0	13	0	0

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	479	0	-	-	-	0			1098	1096	478
Stage 1	-	-	-	-	-	-			478	478	-
Stage 2	-	-	-	-	-	-			620	618	-
Critical Hdwy	4.1	-	-	-	-	-			6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-			5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-			3.5	4	3.3
Pot Cap-1 Maneuver	1094	-	0	0	-	-			238	215	591
Stage 1	-	-	0	0	-	-			628	559	-
Stage 2	-	-	0	0	-	-			540	484	-
Platoon blocked, %		-			-	-					
Mov Cap-1 Maneuver	1094	-	-	-	-	-			237	0	591
Mov Cap-2 Maneuver	-	-	-	-	-	-			237	0	-
Stage 1	-	-	-	-	-	-			626	0	-
Stage 2	-	-	-	-	-	-			540	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	21
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1094	-	-	-	237
HCM Lane V/C Ratio	0.002	-	-	-	0.053
HCM Control Delay (s)	8.3	0	-	-	21
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	602	0	4	435	25	6
Future Vol, veh/h	602	0	4	435	25	6
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	647	0	4	468	27	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	649	0	1125	651
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	476	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	947	-	229	472
Stage 1	-	0	-	-	524	-
Stage 2	-	0	-	-	629	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	945	-	227	470
Mov Cap-2 Maneuver	-	-	-	-	227	-
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	625	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	21.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	252	-	945	-
HCM Lane V/C Ratio	0.132	-	0.005	-
HCM Control Delay (s)	21.5	-	8.8	0
HCM Lane LOS	C	-	A	A
HCM 95th %tile Q(veh)	0.5	-	0	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	215	408	295	9	13	118
Future Vol, veh/h	215	408	295	9	13	118
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	226	429	311	9	14	124

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	320	0	-	0	1198	316
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	882	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1251	-	-	-	207	729
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	408	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1251	-	-	-	158	729
Mov Cap-2 Maneuver	-	-	-	-	158	-
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	408	-

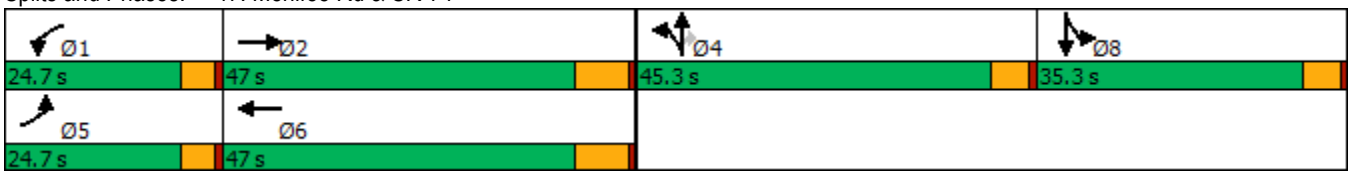
Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	14
HCM LOS			B

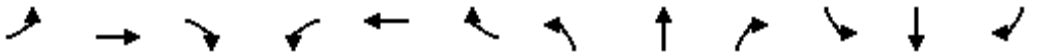
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1251	-	-	-	537
HCM Lane V/C Ratio	0.181	-	-	-	0.257
HCM Control Delay (s)	8.5	0	-	-	14
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.7	-	-	-	1

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	47	1502	422	1145	292	444	265
Future Volume (vph)	47	1502	422	1145	292	444	265
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	4		8
Permitted Phases						4	
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.3	10.3	10.3
Total Split (s)	24.7	47.0	24.7	47.0	45.3	45.3	35.3
Total Split (%)	16.2%	30.9%	16.2%	30.9%	29.7%	29.7%	23.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	8.7	40.0	20.0	53.2	40.0	40.0	30.0
Actuated g/C Ratio	0.06	0.26	0.13	0.35	0.26	0.26	0.20
v/c Ratio	0.50	2.07	1.92	1.16	1.39	0.78	1.42
Control Delay	84.9	514.3	460.3	124.5	227.7	34.3	246.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.9	514.3	460.3	124.5	227.7	34.3	246.8
LOS	F	F	F	F	F	C	F
Approach Delay		503.2		205.0	147.6		246.8
Approach LOS		F		F	F		F

Intersection Summary	
Cycle Length: 152.3	
Actuated Cycle Length: 152.3	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.07	
Intersection Signal Delay: 303.9	Intersection LOS: F
Intersection Capacity Utilization 153.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	1502	300	422	1145	194	335	292	444	196	265	20
Future Volume (veh/h)	47	1502	300	422	1145	194	335	292	444	196	265	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	1615	323	454	1231	209	360	314	477	211	285	22
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	66	792	153	238	1104	186	260	226	423	148	200	15
Arrive On Green	0.04	0.26	0.26	0.13	0.36	0.36	0.26	0.26	0.26	0.20	0.20	0.20
Sat Flow, veh/h	1810	3016	584	1810	3090	521	988	862	1610	753	1017	78
Grp Volume(v), veh/h	51	945	993	454	716	724	674	0	477	518	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1795	1810	1805	1806	1851	0	1610	1848	0	0
Q Serve(g_s), s	4.3	40.0	40.0	20.0	54.4	54.4	40.0	0.0	40.0	30.0	0.0	0.0
Cycle Q Clear(g_c), s	4.3	40.0	40.0	20.0	54.4	54.4	40.0	0.0	40.0	30.0	0.0	0.0
Prop In Lane	1.00		0.33	1.00		0.29	0.53		1.00	0.41		0.04
Lane Grp Cap(c), veh/h	66	474	471	238	645	646	486	0	423	364	0	0
V/C Ratio(X)	0.77	1.99	2.11	1.91	1.11	1.12	1.39	0.00	1.13	1.42	0.00	0.00
Avail Cap(c_a), veh/h	238	474	471	238	645	646	486	0	423	364	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	72.7	56.1	56.2	66.1	48.9	48.9	56.2	0.0	56.1	61.2	0.0	0.0
Incr Delay (d2), s/veh	6.9	454.2	505.4	425.1	69.3	73.9	186.4	0.0	83.5	205.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	78.0	84.3	37.3	36.8	37.7	43.8	0.0	26.0	34.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.7	510.3	561.6	491.2	118.2	122.9	242.6	0.0	139.6	266.8	0.0	0.0
LnGrp LOS	E	F	F	F	F	F	F	A	F	F	A	A
Approach Vol, veh/h		1989			1894			1151			518	
Approach Delay, s/veh		524.9			209.4			199.9			266.8	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.7	47.0		45.3	10.3	61.4		35.3				
Change Period (Y+Rc), s	* 4.7	7.0		5.3	* 4.7	7.0		5.3				
Max Green Setting (Gmax), s	* 20	40.0		40.0	* 20	40.0		30.0				
Max Q Clear Time (g_c+I1), s	22.0	42.0		42.0	6.3	56.4		32.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		325.8	
HCM 6th LOS		F	

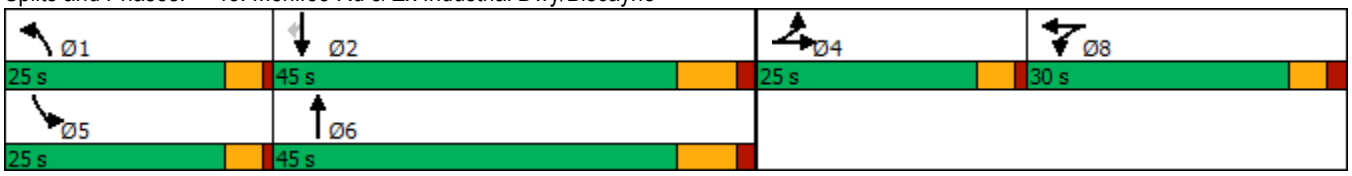
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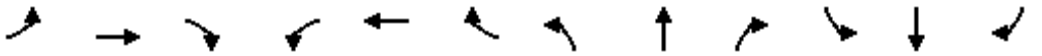
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBT	SBL	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	2	1	955	48	930	1	
Future Volume (vph)	2	1	955	48	930	1	
Turn Type	NA	NA	NA	Prot	NA	Perm	
Protected Phases	4	8	6	5	2		1
Permitted Phases						2	
Detector Phase	4	8	6	5	2	2	
Switch Phase							
Minimum Initial (s)	6.0	8.0	10.0	6.0	10.0	10.0	6.0
Minimum Split (s)	10.6	13.6	17.5	10.6	17.5	17.5	10.6
Total Split (s)	25.0	30.0	45.0	25.0	45.0	45.0	25.0
Total Split (%)	20.0%	24.0%	36.0%	20.0%	36.0%	36.0%	20%
Yellow Time (s)	3.6	3.6	5.5	3.6	5.5	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.6	7.5	4.6	7.5	7.5	
Lead/Lag			Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	None	Min	Min	None
Act Effct Green (s)	6.1	10.0	41.8	7.8	49.4	49.4	
Actuated g/C Ratio	0.08	0.13	0.56	0.10	0.66	0.66	
v/c Ratio	0.03	0.49	1.05	0.28	0.81	0.00	
Control Delay	30.8	28.9	64.9	36.6	17.7	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	30.8	28.9	64.9	36.6	17.7	0.0	
LOS	C	C	E	D	B	A	
Approach Delay	30.8	28.9	64.9		18.6		
Approach LOS	C	C	E		B		

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 74.5	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 41.4	Intersection LOS: D
Intersection Capacity Utilization 78.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	2	56	1	62	0	955	59	48	930	1
Future Volume (veh/h)	0	2	2	56	1	62	0	955	59	48	930	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	2	2	62	1	68	0	1049	65	53	1022	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	6	6	83	1	91	3	928	57	99	1221	1035
Arrive On Green	0.00	0.01	0.01	0.10	0.10	0.10	0.00	0.52	0.52	0.05	0.64	0.64
Sat Flow, veh/h	0	872	872	805	13	883	1810	1771	110	1810	1900	1610
Grp Volume(v), veh/h	0	0	4	131	0	0	0	0	1114	53	1022	1
Grp Sat Flow(s),veh/h/ln	0	0	1743	1701	0	0	1810	0	1880	1810	1900	1610
Q Serve(g_s), s	0.0	0.0	0.2	5.4	0.0	0.0	0.0	0.0	37.5	2.0	29.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.2	5.4	0.0	0.0	0.0	0.0	37.5	2.0	29.8	0.0
Prop In Lane	0.00		0.50	0.47		0.52	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	0	0	11	176	0	0	3	0	985	99	1221	1035
V/C Ratio(X)	0.00	0.00	0.36	0.74	0.00	0.00	0.00	0.00	1.13	0.54	0.84	0.00
Avail Cap(c_a), veh/h	0	0	497	580	0	0	516	0	985	516	1221	1035
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	35.4	31.2	0.0	0.0	0.0	0.0	17.0	33.0	9.9	4.6
Incr Delay (d2), s/veh	0.0	0.0	18.3	6.1	0.0	0.0	0.0	0.0	71.8	4.5	5.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	2.4	0.0	0.0	0.0	0.0	33.3	1.0	11.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	53.7	37.3	0.0	0.0	0.0	0.0	88.9	37.4	15.1	4.6
LnGrp LOS	A	A	D	D	A	A	A	A	F	D	B	A
Approach Vol, veh/h		4			131			1114			1076	
Approach Delay, s/veh		53.7			37.3			88.9			16.2	
Approach LOS		D			D			F			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	53.5		5.1	8.5	45.0		13.0				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	20.4	37.5		20.4	20.4	37.5		24.4				
Max Q Clear Time (g_c+I1), s	0.0	31.8		2.2	4.0	39.5		7.4				
Green Ext Time (p_c), s	0.0	3.6		0.0	0.1	0.0		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		52.3	
HCM 6th LOS		D	

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	71	220	113	418	190	263	57	682	293	269	672	59
Future Vol, veh/h	71	220	113	418	190	263	57	682	293	269	672	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	76	237	122	449	204	283	61	733	315	289	723	63

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2589	2503	755	2525	2377	891	786	0	0	1048	0	0
Stage 1	1333	1333	-	1013	1013	-	-	-	-	-	-	-
Stage 2	1256	1170	-	1512	1364	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 17	~ 29	412	~ 19	~ 35	344	842	-	-	672	-	-
Stage 1	192	~ 225	-	~ 291	319	-	-	-	-	-	-	-
Stage 2	212	269	-	~ 151	218	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 5	412	-	~ 6	344	842	-	-	672	-	-
Mov Cap-2 Maneuver	-	~ 5	-	-	~ 6	-	-	-	-	-	-	-
Stage 1	156	~ 51	-	~ 236	259	-	-	-	-	-	-	-
Stage 2	~ 6	~ 218	-	-	~ 49	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.5	3.9
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	842	-	-	-	-	672	-	-
HCM Lane V/C Ratio	0.073	-	-	-	-	0.43	-	-
HCM Control Delay (s)	9.6	0	-	-	-	14.3	0	-
HCM Lane LOS	A	A	-	-	-	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	-	-	2.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	99.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	69	88	938	63	78	1124
Future Vol, veh/h	69	88	938	63	78	1124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	75	96	1020	68	85	1222

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2446	1054	0	0	1088	0
Stage 1	1054	-	-	-	-	-
Stage 2	1392	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 35	277	-	-	649	-
Stage 1	338	-	-	-	-	-
Stage 2	233	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 21	277	-	-	649	-
Mov Cap-2 Maneuver	~ 21	-	-	-	-	-
Stage 1	338	-	-	-	-	-
Stage 2	138	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, $	1484.3	0	0.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	44	649	-
HCM Lane V/C Ratio	-	-	3.878	0.131	-
HCM Control Delay (s)	-	-	$ 1484.3	11.4	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	19.2	0.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	1001	1190	0
Future Vol, veh/h	0	0	0	1001	1190	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	1001	1190	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2191	1190	-	0	-	0
Stage 1	1190	-	-	-	-	-
Stage 2	1001	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	51	231	0	-	-	-
Stage 1	291	-	0	-	-	-
Stage 2	358	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	51	231	-	-	-	-
Mov Cap-2 Maneuver	51	-	-	-	-	-
Stage 1	291	-	-	-	-	-
Stage 2	358	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1968	175	91	1592	170	108
Future Volume (vph)	1968	175	91	1592	170	108
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	9.7	12.0	10.5	10.5
Total Split (s)	42.0	42.0	29.7	71.7	35.5	35.5
Total Split (%)	39.2%	39.2%	27.7%	66.9%	33.1%	33.1%
Yellow Time (s)	6.0	6.0	3.7	6.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.7	7.0	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	40.7	40.7	9.0	52.0	13.7	13.7
Actuated g/C Ratio	0.52	0.52	0.11	0.66	0.17	0.17
v/c Ratio	1.11	0.20	0.47	0.70	0.57	0.30
Control Delay	79.2	4.0	42.7	10.6	38.6	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.2	4.0	42.7	10.6	38.6	8.9
LOS	E	A	D	B	D	A
Approach Delay	73.1			12.4	27.1	
Approach LOS	E			B	C	

Intersection Summary	
Cycle Length: 107.2	
Actuated Cycle Length: 78.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 45.0	Intersection LOS: D
Intersection Capacity Utilization 83.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 52: McKinley & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1968	175	91	1592	170	108
Future Volume (veh/h)	1968	175	91	1592	170	108
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2072	184	96	1676	179	114
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1920	856	126	2428	249	221
Arrive On Green	0.53	0.53	0.07	0.67	0.14	0.14
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	2072	184	96	1676	179	114
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	35.0	4.0	3.4	18.7	6.2	4.3
Cycle Q Clear(g_c), s	35.0	4.0	3.4	18.7	6.2	4.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1920	856	126	2428	249	221
V/C Ratio(X)	1.08	0.21	0.76	0.69	0.72	0.52
Avail Cap(c_a), veh/h	1920	856	687	3549	825	734
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	8.1	30.1	6.6	27.2	26.4
Incr Delay (d2), s/veh	45.7	0.1	3.6	0.4	3.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.8	1.2	1.6	5.0	2.8	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	61.1	8.3	33.7	6.9	31.1	28.2
LnGrp LOS	F	A	C	A	C	C
Approach Vol, veh/h	2256			1772	293	
Approach Delay, s/veh	56.8			8.4	30.0	
Approach LOS	E			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.3	42.0				51.3	14.5
Change Period (Y+Rc), s	* 4.7	7.0				7.0	5.5
Max Green Setting (Gmax), s	* 25	35.0				64.7	30.0
Max Q Clear Time (g_c+I1), s	5.4	37.0				20.7	8.2
Green Ext Time (p_c), s	0.1	0.0				20.7	0.9

Intersection Summary	
HCM 6th Ctrl Delay	35.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	371.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1479	595	343	1028	658	343
Future Vol, veh/h	1479	595	343	1028	658	343
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1479	595	343	1028	658	343

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2074	0	2977	1037
Stage 1	-	-	-	-	1777	-
Stage 2	-	-	-	-	1200	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	~ 272	-	~ 11	~ 232
Stage 1	-	-	-	-	~ 123	-
Stage 2	-	-	-	-	~ 252	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	~ 272	-	0	~ 232
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	~ 123	-
Stage 2	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	86.3	$ 1532
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	232	-	-	~ 272	-
HCM Lane V/C Ratio	4.315	-	-	1.261	-
HCM Control Delay (s)	$ 1532	-	-	181.7	54.5
HCM Lane LOS	F	-	-	F	F
HCM 95th %tile Q(veh)	99.9	-	-	16.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1798	19	0	1371	0	94
Future Vol, veh/h	1798	19	0	1371	0	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1798	19	0	1371	0	94

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	909
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	282
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	282
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

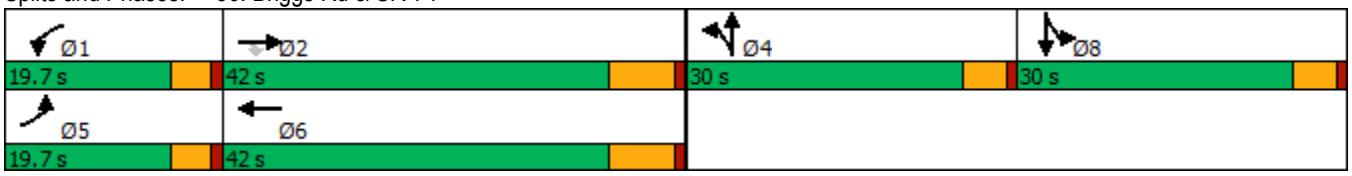
Approach	EB	WB	NB
HCM Control Delay, s	0	0	24
HCM LOS			C

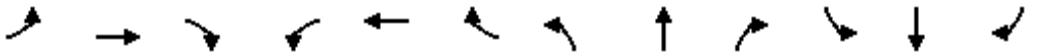
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	282	-	-	-
HCM Lane V/C Ratio	0.333	-	-	-
HCM Control Delay (s)	24	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	1.4	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	96	1409	385	242	1055	241	79	109	80
Future Volume (vph)	96	1409	385	242	1055	241	79	109	80
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Split	NA
Protected Phases	5	2		1	6	4	4	8	8
Permitted Phases			2						
Detector Phase	5	2	2	1	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	9.7	12.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	42.0	42.0	19.7	42.0	30.0	30.0	30.0	30.0
Total Split (%)	16.2%	34.5%	34.5%	16.2%	34.5%	24.7%	24.7%	24.7%	24.7%
Yellow Time (s)	3.7	6.0	6.0	3.7	6.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	10.4	35.3	35.3	15.1	40.0	20.1	20.1	13.5	13.5
Actuated g/C Ratio	0.10	0.33	0.33	0.14	0.38	0.19	0.19	0.13	0.13
v/c Ratio	0.59	1.27	0.51	1.02	0.90	0.77	0.71	0.52	0.66
Control Delay	60.6	161.5	5.4	108.7	42.9	56.4	38.8	51.9	48.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.6	161.5	5.4	108.7	42.9	56.4	38.8	51.9	48.2
LOS	E	F	A	F	D	E	D	D	D
Approach Delay		124.6			54.6		47.4		49.8
Approach LOS		F			D		D		D

Intersection Summary	
Cycle Length: 121.7	
Actuated Cycle Length: 105.8	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.27	
Intersection Signal Delay: 86.4	Intersection LOS: F
Intersection Capacity Utilization 92.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	1409	385	242	1055	63	241	79	176	109	80	73
Future Volume (veh/h)	96	1409	385	242	1055	63	241	79	176	109	80	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	104	1532	418	263	1147	68	262	86	191	118	87	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	131	1208	539	259	1404	83	348	100	222	221	111	101
Arrive On Green	0.07	0.33	0.33	0.14	0.41	0.41	0.19	0.19	0.19	0.12	0.12	0.12
Sat Flow, veh/h	1810	3610	1610	1810	3463	205	1810	520	1155	1810	908	824
Grp Volume(v), veh/h	104	1532	418	263	598	617	262	0	277	118	0	166
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1863	1810	0	1675	1810	0	1732
Q Serve(g_s), s	5.9	35.0	24.4	15.0	30.8	30.8	14.3	0.0	16.7	6.4	0.0	9.7
Cycle Q Clear(g_c), s	5.9	35.0	24.4	15.0	30.8	30.8	14.3	0.0	16.7	6.4	0.0	9.7
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.69	1.00		0.48
Lane Grp Cap(c), veh/h	131	1208	539	259	732	755	348	0	323	221	0	212
V/C Ratio(X)	0.79	1.27	0.78	1.01	0.82	0.82	0.75	0.00	0.86	0.53	0.00	0.78
Avail Cap(c_a), veh/h	259	1208	539	259	732	755	432	0	400	432	0	414
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.7	34.8	31.3	44.8	27.7	27.7	39.9	0.0	40.9	43.1	0.0	44.6
Incr Delay (d2), s/veh	4.0	127.5	6.4	59.4	6.7	6.6	5.7	0.0	14.3	2.0	0.0	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	36.3	10.2	10.9	14.2	14.7	6.9	0.0	8.1	3.0	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	162.4	37.7	104.3	34.4	34.2	45.6	0.0	55.2	45.1	0.0	50.9
LnGrp LOS	D	F	D	F	C	C	D	A	E	D	A	D
Approach Vol, veh/h		2054			1478			539			284	
Approach Delay, s/veh		131.4			46.8			50.5			48.5	
Approach LOS		F			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.7	42.0		25.2	12.3	49.4		17.8				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	35.0		25.0	* 15	35.0		25.0				
Max Q Clear Time (g_c+I1), s	17.0	37.0		18.7	7.9	32.8		11.7				
Green Ext Time (p_c), s	0.0	0.0		1.4	0.1	1.2		1.0				

Intersection Summary			
HCM 6th Ctrl Delay		87.3	
HCM 6th LOS		F	

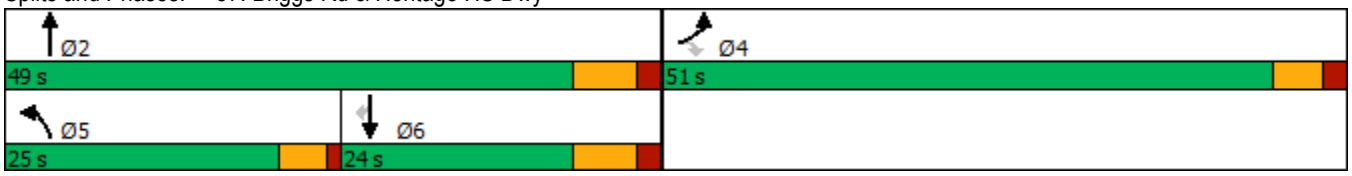
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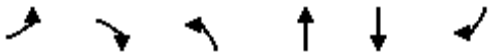
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	39	26	80	457	598	108
Future Volume (vph)	39	26	80	457	598	108
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	10.0	10.0	10.0
Minimum Split (s)	13.6	13.6	10.6	16.8	16.8	16.8
Total Split (s)	51.0	51.0	25.0	49.0	24.0	24.0
Total Split (%)	51.0%	51.0%	25.0%	49.0%	24.0%	24.0%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	4.6	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	8.4	8.4	8.5	35.2	27.5	27.5
Actuated g/C Ratio	0.18	0.18	0.18	0.76	0.60	0.60
v/c Ratio	0.16	0.11	0.32	0.42	0.37	0.14
Control Delay	20.2	9.3	20.8	5.9	12.1	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.2	9.3	20.8	5.9	12.1	3.7
LOS	C	A	C	A	B	A
Approach Delay	15.8			8.1	10.8	
Approach LOS	B			A	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 46.1	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.42	
Intersection Signal Delay: 10.0	Intersection LOS: A
Intersection Capacity Utilization 42.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 57: Briggs Rd & Heritage HS Dwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	39	26	80	457	598	108
Future Volume (veh/h)	39	26	80	457	598	108
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	35	107	609	797	144
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	227	202	191	1057	1201	536
Arrive On Green	0.13	0.13	0.11	0.56	0.33	0.33
Sat Flow, veh/h	1810	1610	1810	1900	3705	1610
Grp Volume(v), veh/h	52	35	107	609	797	144
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1805	1610
Q Serve(g_s), s	1.0	0.8	2.2	8.2	7.4	2.6
Cycle Q Clear(g_c), s	1.0	0.8	2.2	8.2	7.4	2.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	227	202	191	1057	1201	536
V/C Ratio(X)	0.23	0.17	0.56	0.58	0.66	0.27
Avail Cap(c_a), veh/h	2109	1877	948	2059	1594	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	15.2	16.6	5.6	11.1	9.5
Incr Delay (d2), s/veh	0.5	0.4	2.6	0.5	0.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.9	1.9	2.3	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.9	15.6	19.1	6.1	11.8	9.8
LnGrp LOS	B	B	B	A	B	A
Approach Vol, veh/h	87			716	941	
Approach Delay, s/veh	15.8			8.1	11.5	
Approach LOS	B			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		28.5		10.5	8.7	19.8
Change Period (Y+Rc), s		6.8		5.6	4.6	6.8
Max Green Setting (Gmax), s		42.2		45.4	20.4	17.2
Max Q Clear Time (g_c+I1), s		10.2		3.0	4.2	9.4
Green Ext Time (p_c), s		4.6		0.2	0.2	3.6

Intersection Summary		
HCM 6th Ctrl Delay		10.3
HCM 6th LOS		B

Intersection	
Intersection Delay, s/veh	79.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	175	0	7	8	0	21	118	358	5	29	535	77
Future Vol, veh/h	175	0	7	8	0	21	118	358	5	29	535	77
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	199	0	8	9	0	24	134	407	6	33	608	88
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	16.1	11.7	53.1	120.4
HCM LOS	C	B	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	0%	96%	28%	5%
Vol Thru, %	75%	0%	0%	0%	83%
Vol Right, %	0%	100%	4%	72%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	476	5	182	29	641
LT Vol	118	0	175	8	29
Through Vol	358	0	0	0	535
RT Vol	0	5	7	21	77
Lane Flow Rate	541	6	207	33	728
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.955	0.009	0.418	0.069	1.185
Departure Headway (Hd)	6.636	5.794	7.687	8.115	5.858
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	552	621	472	444	619
Service Time	4.336	3.494	5.687	6.115	3.898
HCM Lane V/C Ratio	0.98	0.01	0.439	0.074	1.176
HCM Control Delay	53.6	8.5	16.1	11.7	120.4
HCM Lane LOS	F	A	C	B	F
HCM 95th-tile Q	12.5	0	2	0.2	25

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	64	0	482	407	143
Future Vol, veh/h	0	64	0	482	407	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	64	0	482	407	143

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	479	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	591	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	591	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	591	-	-
HCM Lane V/C Ratio	-	0.108	-	-
HCM Control Delay (s)	-	11.8	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Intersection	
Int Delay, s/veh	17.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	74	3	53	37	2	25	136	383	51	17	395	58
Future Vol, veh/h	74	3	53	37	2	25	136	383	51	17	395	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	93	4	66	46	3	31	170	479	64	21	494	73

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1154	1456	531	1459	1460	272	567	0	0	543	0	0
Stage 1	573	573	-	851	851	-	-	-	-	-	-	-
Stage 2	581	883	-	608	609	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	165	131	552	100	130	732	1015	-	-	1036	-	-
Stage 1	508	507	-	325	379	-	-	-	-	-	-	-
Stage 2	472	367	-	486	488	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	123	96	552	68	96	732	1015	-	-	1036	-	-
Mov Cap-2 Maneuver	123	96	-	68	96	-	-	-	-	-	-	-
Stage 1	385	492	-	246	287	-	-	-	-	-	-	-
Stage 2	340	278	-	412	473	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	98.9	102.5	2.7	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1015	-	-	178	107	1036	-	-
HCM Lane V/C Ratio	0.167	-	-	0.913	0.748	0.021	-	-
HCM Control Delay (s)	9.3	0.7	-	98.9	102.5	8.5	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.6	-	-	6.9	4	0.1	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	67	0	570	362	124
Future Vol, veh/h	0	67	0	570	362	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	67	0	570	362	124

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	424	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	634	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	634	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	634	-	-
HCM Lane V/C Ratio	-	0.106	-	-
HCM Control Delay (s)	-	11.3	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	72	148	539	399	30
Future Vol, veh/h	31	72	148	539	399	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	31	72	148	539	399	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	980	414	429	0	-	0
Stage 1	414	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	265	643	1141	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	537	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	216	643	1141	-	-	-
Mov Cap-2 Maneuver	216	-	-	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	537	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.2	2.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1141	-	216	643	-	-
HCM Lane V/C Ratio	0.13	-	0.144	0.112	-	-
HCM Control Delay (s)	8.6	0.5	24.4	11.3	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.5	0.4	-	-

Intersection	
Intersection Delay, s/veh	48.4
Intersection LOS	E

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	67	621	54	50	421
Future Vol, veh/h	50	67	621	54	50	421
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	56	75	698	61	56	473
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	11.7	72	23.6
HCM LOS	B	F	C

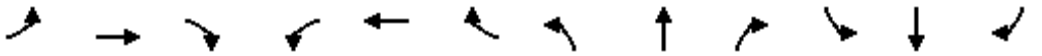
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	43%	11%
Vol Thru, %	92%	0%	89%
Vol Right, %	8%	57%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	675	117	471
LT Vol	0	50	50
Through Vol	621	0	421
RT Vol	54	67	0
Lane Flow Rate	758	131	529
Geometry Grp	1	1	1
Degree of Util (X)	1.059	0.234	0.765
Departure Headway (Hd)	5.026	6.643	5.37
Convergence, Y/N	Yes	Yes	Yes
Cap	728	544	677
Service Time	3.026	4.643	3.37
HCM Lane V/C Ratio	1.041	0.241	0.781
HCM Control Delay	72	11.7	23.6
HCM Lane LOS	F	B	C
HCM 95th-tile Q	19.7	0.9	7.2

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	931	296	699	966	0	507
Future Volume (vph)	931	296	699	966	0	507
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		9.0	9.5	9.5	9.5
Total Split (s)	45.0		25.0	70.0	30.0	30.0
Total Split (%)	45.0%		25.0%	70.0%	30.0%	30.0%
Yellow Time (s)	4.0		3.5	4.0	4.0	4.0
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.0	4.5	4.5	4.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	C-Min	None	None
Act Effct Green (s)	32.2	100.0	25.3	61.5	29.5	29.5
Actuated g/C Ratio	0.32	1.00	0.25	0.62	0.30	0.30
v/c Ratio	0.81	0.19	1.55	0.44	0.71	0.88
Control Delay	36.7	0.3	271.5	13.6	40.2	41.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.7	0.3	271.5	13.6	40.2	41.0
LOS	D	A	F	B	D	D
Approach Delay	27.9			121.9	40.7	
Approach LOS	C			F	D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 60 (60%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.55	
Intersection Signal Delay: 72.4	Intersection LOS: E
Intersection Capacity Utilization 96.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 68: I-215 SB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	931	296	699	966	0	0	0	0	374	0	507
Future Volume (veh/h)	0	931	296	699	966	0	0	0	0	374	0	507
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	940	0	706	976	0				378	0	512
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1462		380	2365	0				461	0	411
Arrive On Green	0.00	0.41	0.00	0.28	0.87	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1810	0	1610
Grp Volume(v), veh/h	0	940	0	706	976	0				378	0	512
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	20.9	0.0	21.0	5.4	0.0				19.7	0.0	25.5
Cycle Q Clear(g_c), s	0.0	20.9	0.0	21.0	5.4	0.0				19.7	0.0	25.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1462		380	2365	0				461	0	411
V/C Ratio(X)	0.00	0.64		1.86	0.41	0.00				0.82	0.00	1.25
Avail Cap(c_a), veh/h	0	1462		380	2365	0				461	0	411
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.65	0.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.9	0.0	36.0	2.6	0.0				35.1	0.0	37.3
Incr Delay (d2), s/veh	0.0	1.4	0.0	387.0	0.0	0.0				10.5	0.0	130.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.8	0.0	49.2	1.3	0.0				9.7	0.0	24.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.4	0.0	423.0	2.6	0.0				45.5	0.0	167.3
LnGrp LOS	A	C		F	A	A				D	A	F
Approach Vol, veh/h		940			1682						890	
Approach Delay, s/veh		25.4			179.1						115.6	
Approach LOS		C			F						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.0	45.0		30.0		70.0
Change Period (Y+Rc), s	4.0	4.5		4.5		4.5
Max Green Setting (Gmax), s	21.0	40.5		25.5		65.5
Max Q Clear Time (g_c+I1), s	23.0	22.9		27.5		7.4
Green Ext Time (p_c), s	0.0	4.2		0.0		5.2

Intersection Summary		
HCM 6th Ctrl Delay		121.8
HCM 6th LOS		F

Notes

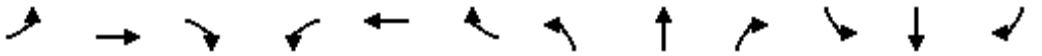
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	301	1004	1260	205	5	976
Future Volume (vph)	301	1004	1260	205	5	976
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	8.5	9.5	9.5		9.5	9.5
Total Split (s)	29.0	60.0	31.0		40.0	40.0
Total Split (%)	29.0%	60.0%	31.0%		40.0%	40.0%
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min		None	None
Act Effct Green (s)	20.8	55.5	31.2	100.0	35.5	35.5
Actuated g/C Ratio	0.21	0.56	0.31	1.00	0.36	0.36
v/c Ratio	0.83	0.52	1.15	0.13	0.66	1.59
Control Delay	49.0	5.1	112.7	0.2	33.2	298.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.0	5.1	112.7	0.2	33.2	298.6
LOS	D	A	F	A	C	F
Approach Delay		15.2	96.9		219.8	
Approach LOS		B	F		F	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.59	
Intersection Signal Delay: 112.3	Intersection LOS: F
Intersection Capacity Utilization 96.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 69: I-215 NB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	1004	0	0	1260	205	407	5	976	0	0	0
Future Volume (veh/h)	301	1004	0	0	1260	205	407	5	976	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	310	1035	0	0	1299	0	420	5	1006			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	344	2004	0	0	1191		635	8	572			
Arrive On Green	0.19	0.56	0.00	0.00	0.33	0.00	0.35	0.35	0.35			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1789	21	1610			
Grp Volume(v), veh/h	310	1035	0	0	1299	0	425	0	1006			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	16.7	17.9	0.0	0.0	33.0	0.0	19.8	0.0	35.5			
Cycle Q Clear(g_c), s	16.7	17.9	0.0	0.0	33.0	0.0	19.8	0.0	35.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	344	2004	0	0	1191		643	0	572			
V/C Ratio(X)	0.90	0.52	0.00	0.00	1.09		0.66	0.00	1.76			
Avail Cap(c_a), veh/h	461	2004	0	0	1191		643	0	572			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.49	0.49	0.00	0.00	0.52	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.6	13.9	0.0	0.0	33.5	0.0	27.2	0.0	32.3			
Incr Delay (d2), s/veh	7.9	0.5	0.0	0.0	48.8	0.0	2.5	0.0	349.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.0	6.8	0.0	0.0	21.9	0.0	8.7	0.0	68.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.4	14.4	0.0	0.0	82.3	0.0	29.7	0.0	381.4			
LnGrp LOS	D	B	A	A	F		C	A	F			
Approach Vol, veh/h		1345			1299			1431				
Approach Delay, s/veh		22.0			82.3			276.9				
Approach LOS		C			F			F				

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.0			22.5	37.5		40.0				
Change Period (Y+Rc), s		4.5			3.5	4.5		4.5				
Max Green Setting (Gmax), s		55.5			25.5	26.5		35.5				
Max Q Clear Time (g_c+I1), s		19.9			18.7	35.0		37.5				
Green Ext Time (p_c), s		5.5			0.3	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			130.7									
HCM 6th LOS			F									

Notes

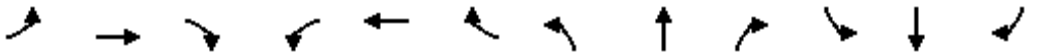
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	150	1598	36	1181	150	21	27	30	17
Future Volume (vph)	150	1598	36	1181	150	21	27	30	17
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases					4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	14.8	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	25.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	11.8	45.5	6.9	35.4	15.9	15.9	15.9	16.6	16.6
Actuated g/C Ratio	0.15	0.56	0.09	0.44	0.20	0.20	0.20	0.20	0.20
v/c Ratio	0.61	0.97	0.25	0.80	0.66	0.06	0.07	0.11	0.35
Control Delay	44.8	34.7	43.4	26.1	45.4	28.7	0.4	29.0	9.6
Queue Delay	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.8	54.7	43.4	26.1	45.4	28.7	0.4	29.0	9.6
LOS	D	D	D	C	D	C	A	C	A
Approach Delay		54.0		26.6		37.6			12.9
Approach LOS		D		C		D			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 81.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 41.6	Intersection LOS: D
Intersection Capacity Utilization 93.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 70: Encanto Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	1598	231	36	1181	20	150	21	27	30	17	133
Future Volume (veh/h)	150	1598	231	36	1181	20	150	21	27	30	17	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	158	1682	243	38	1243	21	158	22	28	32	18	140
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	198	1587	224	78	1576	27	280	441	369	400	43	337
Arrive On Green	0.11	0.50	0.50	0.04	0.43	0.43	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	3176	448	1810	3633	61	1248	1900	1589	1376	187	1452
Grp Volume(v), veh/h	158	939	986	38	617	647	158	22	28	32	0	158
Grp Sat Flow(s),veh/h/ln	1810	1805	1819	1810	1805	1889	1248	1900	1589	1376	0	1639
Q Serve(g_s), s	6.6	38.9	38.9	1.6	22.9	22.9	9.6	0.7	1.1	1.4	0.0	6.4
Cycle Q Clear(g_c), s	6.6	38.9	38.9	1.6	22.9	22.9	16.0	0.7	1.1	2.1	0.0	6.4
Prop In Lane	1.00		0.25	1.00		0.03	1.00		1.00	1.00		0.89
Lane Grp Cap(c), veh/h	198	902	909	78	783	820	280	441	369	400	0	380
V/C Ratio(X)	0.80	1.04	1.08	0.49	0.79	0.79	0.56	0.05	0.08	0.08	0.00	0.42
Avail Cap(c_a), veh/h	474	902	909	474	902	944	362	566	474	503	0	503
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.8	19.5	19.5	36.4	19.0	19.0	32.2	23.2	23.4	24.0	0.0	25.4
Incr Delay (d2), s/veh	2.8	41.0	55.6	1.7	4.1	4.0	1.8	0.0	0.1	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	24.2	28.1	0.7	8.8	9.2	2.9	0.3	0.4	0.4	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	60.5	75.1	38.1	23.1	22.9	34.0	23.3	23.4	24.1	0.0	26.1
LnGrp LOS	D	F	F	D	C	C	C	C	C	C	A	C
Approach Vol, veh/h		2083			1302			208			190	
Approach Delay, s/veh		65.6			23.5			31.4			25.8	
Approach LOS		E			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	45.0		24.9	13.1	39.9		24.9				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		* 6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		* 24				
Max Q Clear Time (g_c+I1), s	3.6	40.9		18.0	8.6	24.9		8.4				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.2	6.4		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		47.2
HCM 6th LOS		D

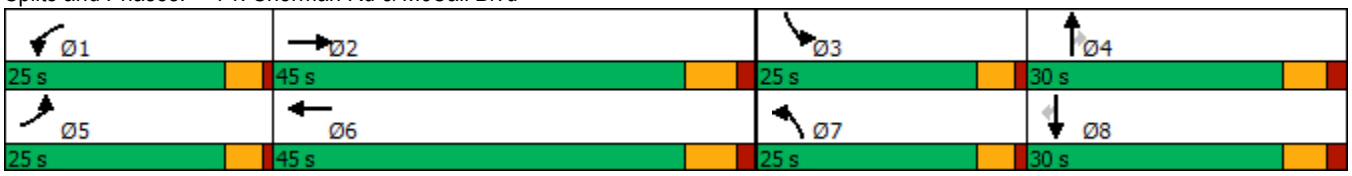
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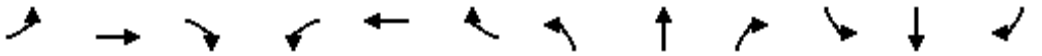
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	83	1504	41	1102	76	11	32	25	10	22
Future Volume (vph)	83	1504	41	1102	76	11	32	25	10	22
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4		3	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.8	10.6	16.8	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	8.6	48.9	7.0	44.9	9.0	11.9	11.9	6.5	8.2	8.2
Actuated g/C Ratio	0.11	0.62	0.09	0.57	0.11	0.15	0.15	0.08	0.10	0.10
v/c Ratio	0.45	0.75	0.27	0.58	0.39	0.04	0.10	0.18	0.06	0.09
Control Delay	43.5	21.3	42.0	18.5	41.8	33.5	0.6	41.3	38.3	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.5	21.3	42.0	18.5	41.8	33.5	0.6	41.3	38.3	0.6
LOS	D	C	D	B	D	C	A	D	D	A
Approach Delay		22.4		19.3		29.9			25.2	
Approach LOS		C		B		C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 79.1	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 21.5	Intersection LOS: C
Intersection Capacity Utilization 74.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 71: Sherman Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	1504	75	41	1102	26	76	11	32	25	10	22
Future Volume (veh/h)	83	1504	75	41	1102	26	76	11	32	25	10	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	87	1583	79	43	1160	27	80	12	34	26	11	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	1737	86	86	1718	40	118	241	204	61	181	153
Arrive On Green	0.07	0.50	0.50	0.05	0.48	0.48	0.07	0.13	0.13	0.03	0.10	0.10
Sat Flow, veh/h	1810	3500	174	1810	3606	84	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	87	813	849	43	581	606	80	12	34	26	11	23
Grp Sat Flow(s),veh/h/ln	1810	1805	1868	1810	1805	1885	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	3.5	30.8	31.3	1.7	18.5	18.5	3.2	0.4	1.4	1.1	0.4	1.0
Cycle Q Clear(g_c), s	3.5	30.8	31.3	1.7	18.5	18.5	3.2	0.4	1.4	1.1	0.4	1.0
Prop In Lane	1.00		0.09	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	121	896	927	86	860	898	118	241	204	61	181	153
V/C Ratio(X)	0.72	0.91	0.92	0.50	0.67	0.68	0.68	0.05	0.17	0.43	0.06	0.15
Avail Cap(c_a), veh/h	494	924	956	494	924	964	494	608	515	494	608	515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	17.2	17.4	34.7	15.1	15.1	34.1	28.6	29.1	35.4	30.7	31.0
Incr Delay (d2), s/veh	2.9	12.4	12.9	1.7	1.8	1.7	2.6	0.1	0.4	1.8	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	13.0	13.7	0.7	6.5	6.7	1.5	0.2	0.5	0.5	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	29.6	30.3	36.4	16.9	16.8	36.7	28.7	29.5	37.2	30.9	31.4
LnGrp LOS	D	C	C	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		1749			1230			126			60	
Approach Delay, s/veh		30.3			17.5			34.0			33.8	
Approach LOS		C			B			C			C	

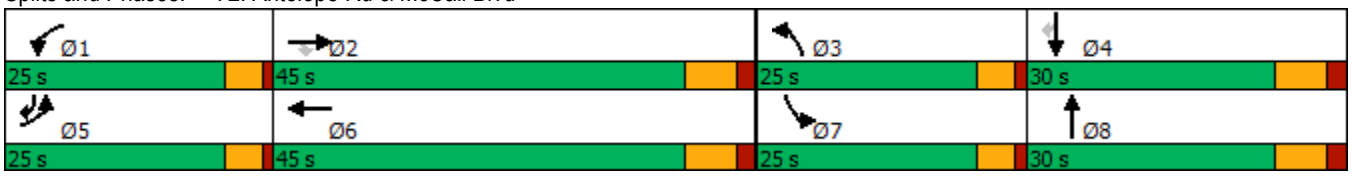
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	43.8	7.1	15.6	9.6	42.4	9.5	13.2
Change Period (Y+Rc), s	4.6	6.8	4.6	6.1	4.6	6.8	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.9	20.4	38.2	20.4	23.9
Max Q Clear Time (g_c+I1), s	3.7	33.3	3.1	3.4	5.5	20.5	5.2	3.0
Green Ext Time (p_c), s	0.0	3.7	0.0	0.1	0.1	6.6	0.1	0.1

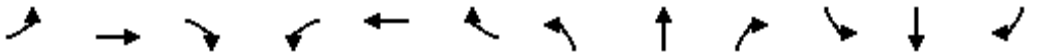
Intersection Summary	
HCM 6th Ctrl Delay	25.6
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	56	1356	47	25	1099	23	2	13	3	41
Future Volume (vph)	56	1356	47	25	1099	23	2	13	3	41
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8	7	4	5
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	5
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	16.8	16.8	10.6	16.8	10.6	14.8	10.6	14.8	10.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0	25.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%	20.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	6.8	4.6	6.8	4.6	6.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	7.3	53.1	53.1	6.4	44.0	6.4	8.4	6.2	8.2	12.3
Actuated g/C Ratio	0.11	0.80	0.80	0.10	0.67	0.10	0.13	0.09	0.12	0.19
v/c Ratio	0.30	0.49	0.04	0.15	0.49	0.14	0.16	0.08	0.01	0.12
Control Delay	34.2	9.2	0.0	34.0	10.7	34.1	14.9	34.1	32.0	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.2	9.2	0.0	34.0	10.7	34.1	14.9	34.1	32.0	3.1
LOS	C	A	A	C	B	C	B	C	C	A
Approach Delay		9.9			11.2		22.5		11.8	
Approach LOS		A			B		C		B	

Intersection Summary		
Cycle Length: 125		
Actuated Cycle Length: 66		
Natural Cycle: 75		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.49		
Intersection Signal Delay: 10.7	Intersection LOS: B	
Intersection Capacity Utilization 65.6%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 72: Antelope Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	1356	47	25	1099	12	23	2	33	13	3	41
Future Volume (veh/h)	56	1356	47	25	1099	12	23	2	33	13	3	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	59	1427	49	26	1157	13	24	2	35	14	3	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	108	1780	794	62	1710	19	58	10	171	37	190	257
Arrive On Green	0.06	0.49	0.49	0.03	0.47	0.47	0.03	0.11	0.11	0.02	0.10	0.10
Sat Flow, veh/h	1810	3610	1610	1810	3657	41	1810	88	1536	1810	1900	1610
Grp Volume(v), veh/h	59	1427	49	26	571	599	24	0	37	14	3	43
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1893	1810	0	1624	1810	1900	1610
Q Serve(g_s), s	2.1	22.2	1.1	0.9	16.5	16.5	0.9	0.0	1.4	0.5	0.1	1.5
Cycle Q Clear(g_c), s	2.1	22.2	1.1	0.9	16.5	16.5	0.9	0.0	1.4	0.5	0.1	1.5
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.95	1.00		1.00
Lane Grp Cap(c), veh/h	108	1780	794	62	844	885	58	0	181	37	190	257
V/C Ratio(X)	0.55	0.80	0.06	0.42	0.68	0.68	0.41	0.00	0.20	0.38	0.02	0.17
Avail Cap(c_a), veh/h	551	2060	919	551	1030	1080	551	0	563	551	658	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	14.2	8.9	31.7	13.9	13.9	31.8	0.0	27.0	32.4	27.2	24.3
Incr Delay (d2), s/veh	1.6	2.1	0.0	1.7	1.3	1.3	1.7	0.0	0.6	2.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	8.2	0.3	0.4	6.2	6.5	0.4	0.0	0.5	0.2	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.2	16.3	8.9	33.3	15.2	15.2	33.5	0.0	27.6	34.7	27.2	24.6
LnGrp LOS	C	B	A	C	B	B	C	A	C	C	C	C
Approach Vol, veh/h		1535			1196			61			60	
Approach Delay, s/veh		16.7			15.6			29.9			27.1	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	39.8	6.8	13.5	8.6	38.1	6.0	14.3
Change Period (Y+Rc), s	4.6	6.8	4.6	6.8	4.6	6.8	4.6	6.8
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.2	20.4	38.2	20.4	23.2
Max Q Clear Time (g_c+I1), s	2.9	24.2	2.9	3.5	4.1	18.5	2.5	3.4
Green Ext Time (p_c), s	0.0	8.8	0.0	0.1	0.0	8.0	0.0	0.1

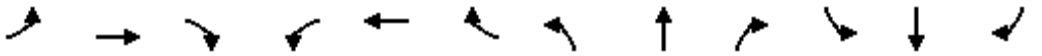
Intersection Summary	
HCM 6th Ctrl Delay	16.7
HCM 6th LOS	B

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	Ø1
Lane Configurations									
Traffic Volume (vph)	19	1287	1085	10	4	0	8	0	
Future Volume (vph)	19	1287	1085	10	4	0	8	0	
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	5	2	6			8		4	1
Permitted Phases				6	8		4		
Detector Phase	5	2	6	6	8	8	4	4	
Switch Phase									
Minimum Initial (s)	6.0	10.0	10.0	10.0	8.0	8.0	21.0	21.0	6.0
Minimum Split (s)	10.6	17.2	17.2	17.2	13.6	13.6	26.6	26.6	10.6
Total Split (s)	40.0	60.0	45.0	45.0	40.0	40.0	40.0	40.0	25.0
Total Split (%)	32.0%	48.0%	36.0%	36.0%	32.0%	32.0%	32.0%	32.0%	20%
Yellow Time (s)	3.6	5.2	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.6	7.2	7.2	7.2		5.6	5.6	5.6	
Lead/Lag	Lead	Lag	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	Min	Min	Min	None	None	None	None	None
Act Effct Green (s)	6.3	66.1	61.7	61.7		15.4	21.3	21.3	
Actuated g/C Ratio	0.07	0.78	0.73	0.73		0.18	0.25	0.25	
v/c Ratio	0.17	1.00	0.47	0.01		0.02	0.03	0.05	
Control Delay	41.7	41.0	11.5	0.0		0.0	26.5	0.1	
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Total Delay	41.7	41.0	11.5	0.0		0.0	26.5	0.1	
LOS	D	D	B	A		A	C	A	
Approach Delay		41.0	11.4					5.1	
Approach LOS		D	B					A	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 85	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 27.1	Intersection LOS: C
Intersection Capacity Utilization 96.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	1287	4	0	1085	10	4	0	1	8	0	34
Future Volume (veh/h)	19	1287	4	0	1085	10	4	0	1	8	0	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	1462	5	0	1233	11	5	0	1	9	0	39
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	52	1244	4	2	2062	920	275	8	40	361	0	295
Arrive On Green	0.03	0.66	0.66	0.00	0.57	0.57	0.18	0.00	0.18	0.18	0.00	0.18
Sat Flow, veh/h	1810	1892	6	1810	3610	1610	1054	42	219	1439	0	1610
Grp Volume(v), veh/h	22	0	1467	0	1233	11	6	0	0	9	0	39
Grp Sat Flow(s),veh/h/ln	1810	0	1899	1810	1805	1610	1315	0	0	1439	0	1610
Q Serve(g_s), s	1.0	0.0	52.8	0.0	17.9	0.2	0.0	0.0	0.0	0.0	0.0	1.6
Cycle Q Clear(g_c), s	1.0	0.0	52.8	0.0	17.9	0.2	1.6	0.0	0.0	0.3	0.0	1.6
Prop In Lane	1.00		0.00	1.00		1.00	0.83		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	52	0	1248	2	2062	920	323	0	0	361	0	295
V/C Ratio(X)	0.42	0.00	1.18	0.00	0.60	0.01	0.02	0.00	0.00	0.02	0.00	0.13
Avail Cap(c_a), veh/h	798	0	1248	460	2062	920	672	0	0	714	0	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	13.8	0.0	11.2	7.4	26.9	0.0	0.0	26.9	0.0	27.5
Incr Delay (d2), s/veh	2.0	0.0	87.5	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	47.7	0.0	6.4	0.1	0.1	0.0	0.0	0.1	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.3	0.0	101.2	0.0	11.8	7.4	26.9	0.0	0.0	27.0	0.0	27.7
LnGrp LOS	D	A	F	A	B	A	C	A	A	C	A	C
Approach Vol, veh/h		1489			1244			6			48	
Approach Delay, s/veh		100.3			11.7			26.9			27.5	
Approach LOS		F			B			C			C	

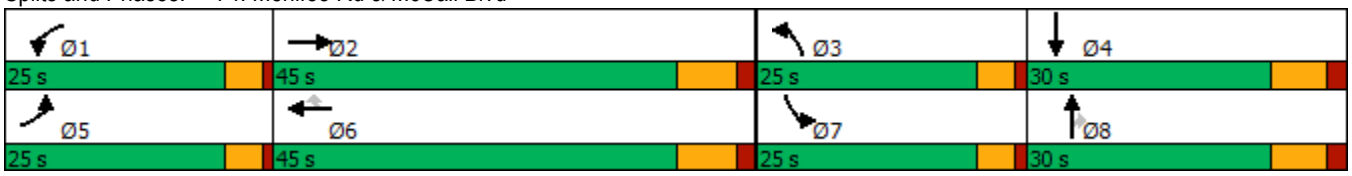
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	60.0		20.3	6.9	53.1		20.3				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	52.8		34.4	35.4	37.8		34.4				
Max Q Clear Time (g_c+I1), s	0.0	54.8		3.6	3.0	19.9		3.6				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	11.1		0.0				

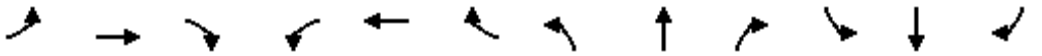
Intersection Summary			
HCM 6th Ctrl Delay		59.4	
HCM 6th LOS		E	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	501	616	20	376	82	150	451	39	118	426
Future Volume (vph)	501	616	20	376	82	150	451	39	118	426
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6		3	8		7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0
Minimum Split (s)	10.6	17.5	10.6	17.5	17.5	10.6	15.2	15.2	10.6	15.2
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	19.2	37.2	6.1	17.2	17.2	13.1	24.8	24.8	11.3	23.0
Actuated g/C Ratio	0.20	0.39	0.06	0.18	0.18	0.14	0.26	0.26	0.12	0.24
v/c Ratio	0.78	0.63	0.10	0.63	0.23	0.66	0.52	0.08	0.60	1.11
Control Delay	46.5	26.9	47.9	41.9	4.7	54.2	34.8	0.3	54.2	91.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.5	26.9	47.9	41.9	4.7	54.2	34.8	0.3	54.2	91.6
LOS	D	C	D	D	A	D	C	A	D	F
Approach Delay		34.5		35.8			37.2			87.7
Approach LOS		C		D			D			F

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 96.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 52.0	Intersection LOS: D
Intersection Capacity Utilization 86.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	501	616	179	20	376	82	150	451	39	118	426	569
Future Volume (veh/h)	501	616	179	20	376	82	150	451	39	118	426	569
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	539	662	192	22	404	88	161	485	42	127	458	612
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	631	872	253	100	594	265	198	1037	463	161	481	429
Arrive On Green	0.18	0.32	0.32	0.03	0.16	0.16	0.11	0.29	0.29	0.09	0.27	0.27
Sat Flow, veh/h	3510	2761	800	3510	3610	1610	1810	3610	1610	1810	1805	1610
Grp Volume(v), veh/h	539	433	421	22	404	88	161	485	42	127	458	612
Grp Sat Flow(s),veh/h/ln	1755	1805	1756	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	12.7	18.4	18.5	0.5	9.0	4.1	7.4	9.5	1.6	5.9	21.3	22.8
Cycle Q Clear(g_c), s	12.7	18.4	18.5	0.5	9.0	4.1	7.4	9.5	1.6	5.9	21.3	22.8
Prop In Lane	1.00		0.46	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	631	570	555	100	594	265	198	1037	463	161	481	429
V/C Ratio(X)	0.85	0.76	0.76	0.22	0.68	0.33	0.81	0.47	0.09	0.79	0.95	1.43
Avail Cap(c_a), veh/h	837	791	770	837	1583	706	432	1037	463	432	481	429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	26.3	26.3	40.6	33.6	31.6	37.2	25.1	22.3	38.2	30.8	31.4
Incr Delay (d2), s/veh	5.3	2.8	2.9	0.4	1.4	0.7	3.0	0.3	0.1	3.2	29.2	204.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	8.1	7.9	0.2	4.0	1.6	3.4	4.0	0.6	2.7	12.8	32.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.3	29.1	29.2	41.0	35.0	32.3	40.2	25.4	22.4	41.4	60.0	236.2
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	E	F
Approach Vol, veh/h		1393			514			688			1197	
Approach Delay, s/veh		33.1			34.8			28.7			148.1	
Approach LOS		C			C			C			F	

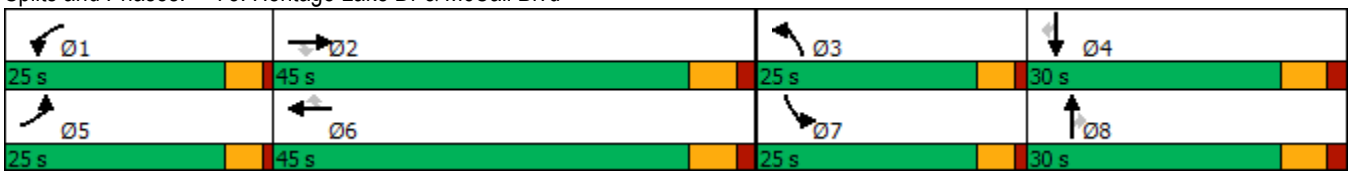
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	34.5	14.0	30.0	20.0	21.6	12.2	31.8
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	22.8	20.4	37.5	20.4	22.8
Max Q Clear Time (g_c+I1), s	2.5	20.5	9.4	24.8	14.7	11.0	7.9	11.5
Green Ext Time (p_c), s	0.0	5.2	0.2	0.0	0.7	3.1	0.1	2.6

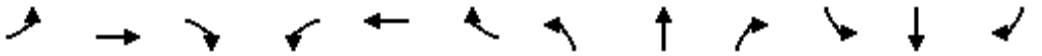
Intersection Summary	
HCM 6th Ctrl Delay	68.8
HCM 6th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	587	146	29	351	10	89	14	28	10	15	38
Future Volume (vph)	42	587	146	29	351	10	89	14	28	10	15	38
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.3	21.5	21.5	8.1	19.5	19.5	10.4	15.4	15.4	7.9	10.5	10.5
Actuated g/C Ratio	0.18	0.46	0.46	0.17	0.42	0.42	0.22	0.33	0.33	0.17	0.23	0.23
v/c Ratio	0.14	0.26	0.19	0.10	0.17	0.01	0.23	0.02	0.05	0.04	0.04	0.09
Control Delay	26.2	14.2	5.5	26.8	16.0	0.0	24.4	18.1	0.1	27.2	25.3	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.2	14.2	5.5	26.8	16.0	0.0	24.4	18.1	0.1	27.2	25.3	0.4
LOS	C	B	A	C	B	A	C	B	A	C	C	A
Approach Delay		13.2			16.4			18.6			10.8	
Approach LOS		B			B			B			B	

Intersection Summary		
Cycle Length: 125		
Actuated Cycle Length: 46.6		
Natural Cycle: 55		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.26		
Intersection Signal Delay: 14.5	Intersection LOS: B	
Intersection Capacity Utilization 42.4%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 75: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	587	146	29	351	10	89	14	28	10	15	38
Future Volume (veh/h)	42	587	146	29	351	10	89	14	28	10	15	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	618	154	31	369	11	94	15	29	11	16	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	101	1343	411	77	1274	395	165	390	330	31	250	209
Arrive On Green	0.06	0.26	0.26	0.04	0.25	0.25	0.09	0.21	0.21	0.02	0.13	0.13
Sat Flow, veh/h	1810	5187	1588	1810	5187	1610	1810	1900	1605	1810	1900	1587
Grp Volume(v), veh/h	44	618	154	31	369	11	94	15	29	11	16	40
Grp Sat Flow(s),veh/h/ln	1810	1729	1588	1810	1729	1610	1810	1900	1605	1810	1900	1587
Q Serve(g_s), s	1.1	4.6	3.7	0.8	2.7	0.2	2.3	0.3	0.7	0.3	0.3	1.0
Cycle Q Clear(g_c), s	1.1	4.6	3.7	0.8	2.7	0.2	2.3	0.3	0.7	0.3	0.3	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	101	1343	411	77	1274	395	165	390	330	31	250	209
V/C Ratio(X)	0.43	0.46	0.37	0.40	0.29	0.03	0.57	0.04	0.09	0.36	0.06	0.19
Avail Cap(c_a), veh/h	799	4331	1326	799	4331	1345	799	970	820	799	970	810
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	14.4	14.1	21.6	14.2	13.2	20.1	14.7	14.9	22.5	17.6	17.9
Incr Delay (d2), s/veh	1.1	0.2	0.6	1.3	0.1	0.0	1.2	0.0	0.1	2.6	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.6	1.2	0.3	0.9	0.1	0.9	0.1	0.2	0.1	0.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	14.7	14.6	22.8	14.3	13.3	21.3	14.8	15.0	25.0	17.7	18.3
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		816			411			138			67	
Approach Delay, s/veh		15.1			14.9			19.3			19.3	
Approach LOS		B			B			B			B	

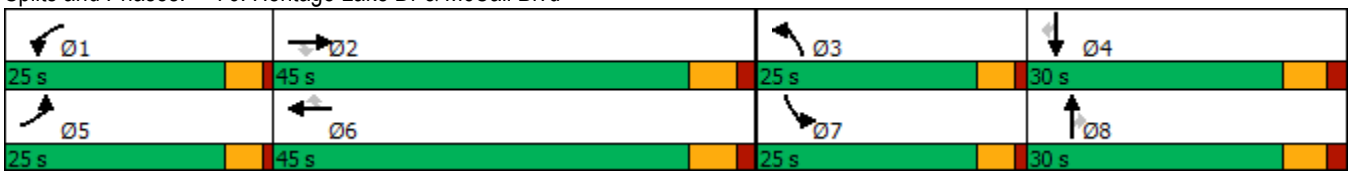
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	18.4	8.8	12.5	7.2	17.8	5.4	15.9
Change Period (Y+Rc), s	4.6	6.4	4.6	6.4	4.6	6.4	4.6	6.4
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.6	20.4	38.6	20.4	23.6
Max Q Clear Time (g_c+I1), s	2.8	6.6	4.3	3.0	3.1	4.7	2.3	2.7
Green Ext Time (p_c), s	0.0	5.3	0.1	0.1	0.0	2.7	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	435	93	38	281	20	64	18	42	22	19	20
Future Volume (vph)	34	435	93	38	281	20	64	18	42	22	19	20
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	7.2	23.2	23.2	7.2	23.3	23.3	8.5	11.3	11.3	7.0	9.2	9.2
Actuated g/C Ratio	0.18	0.57	0.57	0.18	0.57	0.57	0.21	0.28	0.28	0.17	0.22	0.22
v/c Ratio	0.11	0.16	0.11	0.13	0.10	0.02	0.18	0.04	0.09	0.07	0.05	0.05
Control Delay	22.2	12.2	4.8	22.0	12.3	0.1	20.4	16.9	0.3	22.9	21.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.2	12.2	4.8	22.0	12.3	0.1	20.4	16.9	0.3	22.9	21.1	0.2
LOS	C	B	A	C	B	A	C	B	A	C	C	A
Approach Delay		11.6			12.6			13.1			14.9	
Approach LOS		B			B			B			B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 41	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.18	
Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 37.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 76: Heritage Lake Dr & McCall Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	435	93	38	281	20	64	18	42	22	19	20
Future Volume (veh/h)	34	435	93	38	281	20	64	18	42	22	19	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	463	99	40	299	21	68	19	45	23	20	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	1187	366	96	1209	375	140	357	301	61	274	232
Arrive On Green	0.05	0.23	0.23	0.05	0.23	0.23	0.08	0.19	0.19	0.03	0.14	0.14
Sat Flow, veh/h	1810	5187	1600	1810	5187	1610	1810	1900	1600	1810	1900	1610
Grp Volume(v), veh/h	36	463	99	40	299	21	68	19	45	23	20	21
Grp Sat Flow(s),veh/h/ln	1810	1729	1600	1810	1729	1610	1810	1900	1600	1810	1900	1610
Q Serve(g_s), s	0.8	3.3	2.2	0.9	2.0	0.4	1.6	0.4	1.0	0.5	0.4	0.5
Cycle Q Clear(g_c), s	0.8	3.3	2.2	0.9	2.0	0.4	1.6	0.4	1.0	0.5	0.4	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	88	1187	366	96	1209	375	140	357	301	61	274	232
V/C Ratio(X)	0.41	0.39	0.27	0.42	0.25	0.06	0.49	0.05	0.15	0.38	0.07	0.09
Avail Cap(c_a), veh/h	845	4583	1413	845	4583	1423	845	1039	875	845	1039	881
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	14.3	13.8	20.0	13.6	13.0	19.3	14.5	14.8	20.7	16.2	16.2
Incr Delay (d2), s/veh	1.1	0.2	0.4	1.1	0.1	0.1	1.0	0.1	0.2	1.5	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.1	0.7	0.4	0.7	0.1	0.6	0.1	0.3	0.2	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.3	14.5	14.2	21.1	13.7	13.1	20.3	14.6	15.0	22.1	16.3	16.4
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		598			360			132			64	
Approach Delay, s/veh		14.8			14.5			17.7			18.4	
Approach LOS		B			B			B			B	

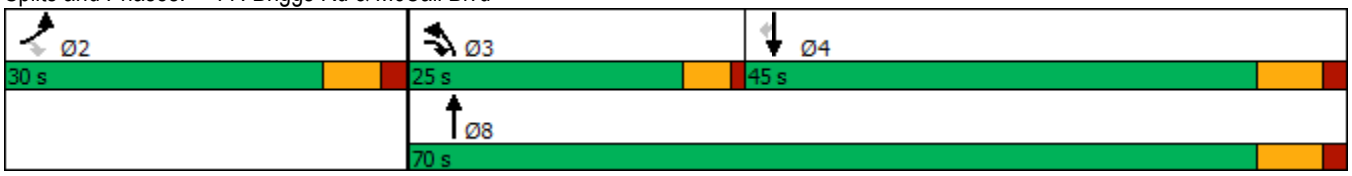
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	16.4	8.0	12.4	6.7	16.6	6.1	14.3
Change Period (Y+Rc), s	4.6	6.4	4.6	6.1	4.6	6.4	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.9	20.4	38.6	20.4	23.9
Max Q Clear Time (g_c+I1), s	2.9	5.3	3.6	2.5	2.8	4.0	2.5	3.0
Green Ext Time (p_c), s	0.0	3.8	0.1	0.1	0.0	2.2	0.0	0.2

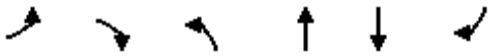
Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	459	42	35	224	155	294
Future Volume (vph)	459	42	35	224	155	294
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	25.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	25.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	23.9	36.4	6.1	16.6	10.7	10.7
Actuated g/C Ratio	0.44	0.68	0.11	0.31	0.20	0.20
v/c Ratio	0.61	0.02	0.09	0.41	0.23	0.55
Control Delay	17.1	1.9	24.5	16.3	20.3	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.1	1.9	24.5	16.3	20.3	7.2
LOS	B	A	C	B	C	A
Approach Delay	15.8			17.4	11.7	
Approach LOS	B			B	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 53.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 14.6	Intersection LOS: B
Intersection Capacity Utilization 51.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	459	42	35	224	155	294
Future Volume (veh/h)	459	42	35	224	155	294
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	488	45	37	238	165	313
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	563	1019	171	781	959	428
Arrive On Green	0.31	0.31	0.05	0.41	0.27	0.27
Sat Flow, veh/h	1810	2834	3510	1900	3705	1610
Grp Volume(v), veh/h	488	45	37	238	165	313
Grp Sat Flow(s),veh/h/ln	1810	1417	1755	1900	1805	1610
Q Serve(g_s), s	12.1	0.5	0.5	4.0	1.7	8.4
Cycle Q Clear(g_c), s	12.1	0.5	0.5	4.0	1.7	8.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	563	1019	171	781	959	428
V/C Ratio(X)	0.87	0.04	0.22	0.30	0.17	0.73
Avail Cap(c_a), veh/h	899	1546	1508	2528	2903	1295
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	9.9	21.7	9.4	13.4	15.9
Incr Delay (d2), s/veh	3.2	0.0	0.2	0.2	0.1	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.1	0.2	1.4	0.6	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.6	9.9	22.0	9.6	13.5	18.3
LnGrp LOS	B	A	C	A	B	B
Approach Vol, veh/h	533			275	478	
Approach Delay, s/veh	17.9			11.3	16.7	
Approach LOS	B			B	B	

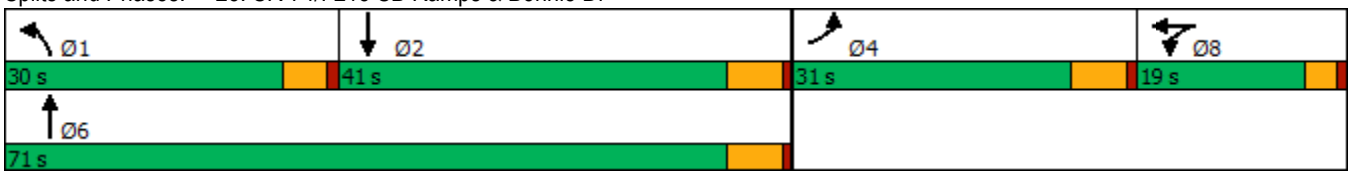
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		21.2	6.9	19.4		26.3
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s		14.1	2.5	10.4		6.0
Green Ext Time (p_c), s		0.7	0.0	2.2		1.5

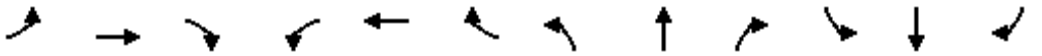
Intersection Summary	
HCM 6th Ctrl Delay	16.0
HCM 6th LOS	B

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	58	265	254	422	943	32	
Future Volume (vph)	58	265	254	422	943	32	
Turn Type	Prot	Free	Prot	NA	NA	Free	
Protected Phases	4		1	6	2		8
Permitted Phases		Free				Free	
Detector Phase	4		1	6	2		
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0
Minimum Split (s)	11.0		10.0	11.0	11.0		9.0
Total Split (s)	31.0		30.0	71.0	41.0		19.0
Total Split (%)	25.6%		24.8%	58.7%	33.9%		16%
Yellow Time (s)	5.0		4.0	5.0	5.0		3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	6.0		5.0	6.0	6.0		
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	7.3	74.2	15.9	59.0	36.5	74.2	
Actuated g/C Ratio	0.10	1.00	0.21	0.80	0.49	1.00	
v/c Ratio	0.36	0.18	0.71	0.30	1.10	0.02	
Control Delay	39.2	0.2	38.4	3.7	83.7	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	39.2	0.2	38.4	3.7	83.7	0.0	
LOS	D	A	D	A	F	A	
Approach Delay				16.7	80.9		
Approach LOS				B	F		

Intersection Summary	
Cycle Length: 121	
Actuated Cycle Length: 74.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 46.9	Intersection LOS: D
Intersection Capacity Utilization 79.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	0	265	0	0	0	254	422	0	0	943	32
Future Volume (veh/h)	58	0	265	0	0	0	254	422	0	0	943	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	0	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	63	0	0	0	0	0	276	459	0	0	1025	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	0		0	4	0	341	1669	0	0	1118	
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.88	0.00	0.00	0.59	0.00
Sat Flow, veh/h		0		0	1900	0	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h		0.0		0	0	0	276	459	0	0	1025	0
Grp Sat Flow(s),veh/h/ln				0	1900	0	1810	1900	0	0	1900	1610
Q Serve(g_s), s				0.0	0.0	0.0	7.2	1.9	0.0	0.0	23.8	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	7.2	1.9	0.0	0.0	23.8	0.0
Prop In Lane				0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				0	4	0	341	1669	0	0	1118	
V/C Ratio(X)				0.00	0.00	0.00	0.81	0.28	0.00	0.00	0.92	
Avail Cap(c_a), veh/h				0	578	0	917	2504	0	0	1348	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	19.2	0.5	0.0	0.0	9.1	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	1.8	0.0	0.0	0.0	8.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.0	2.6	0.0	0.0	0.0	6.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	0.0	20.9	0.5	0.0	0.0	17.2	0.0
LnGrp LOS				A	A	A	C	A	A	A	B	
Approach Vol, veh/h					0			735			1025	
Approach Delay, s/veh					0.0			8.2			17.2	
Approach LOS								A			B	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	14.3	35.0				49.3		0.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		4.0				
Max Green Setting (Gmax), s	25.0	35.0				65.0		15.0				
Max Q Clear Time (g_c+I1), s	9.2	25.8				3.9		0.0				
Green Ext Time (p_c), s	0.3	3.2				1.5		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		13.4	
HCM 6th LOS		B	

Notes

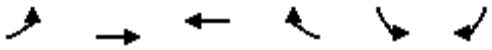
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	20	1188	663	1148	201
Future Volume (vph)	20	1188	663	1148	201
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	30.3	70.6	40.3		40.4
Total Split (%)	27.3%	63.6%	36.3%		36.4%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	5.5	25.1	23.2	47.2	11.3
Actuated g/C Ratio	0.12	0.53	0.49	1.00	0.24
v/c Ratio	0.10	0.64	0.38	0.73	0.51
Control Delay	22.7	10.1	10.0	3.0	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.7	10.1	10.0	3.0	20.2
LOS	C	B	A	A	C
Approach Delay		10.3	5.6		20.2
Approach LOS		B	A		C

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 47.2	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 8.3	Intersection LOS: A
Intersection Capacity Utilization 53.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 29: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	1188	663	1148	201	13
Future Volume (veh/h)	20	1188	663	1148	201	13
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	1225	684	0	207	13
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	48	1823	1127		273	17
Arrive On Green	0.03	0.51	0.31	0.00	0.16	0.16
Sat Flow, veh/h	1810	3705	3705	1610	1683	106
Grp Volume(v), veh/h	21	1225	684	0	221	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1797	0
Q Serve(g_s), s	0.4	8.1	5.1	0.0	3.7	0.0
Cycle Q Clear(g_c), s	0.4	8.1	5.1	0.0	3.7	0.0
Prop In Lane	1.00			1.00	0.94	0.06
Lane Grp Cap(c), veh/h	48	1823	1127		292	0
V/C Ratio(X)	0.44	0.67	0.61		0.76	0.00
Avail Cap(c_a), veh/h	1420	7398	3965		1979	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	15.3	5.9	9.3	0.0	12.7	0.0
Incr Delay (d2), s/veh	2.3	0.2	0.2	0.0	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.6	1.0	0.0	1.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.6	6.1	9.5	0.0	14.3	0.0
LnGrp LOS	B	A	A		B	A
Approach Vol, veh/h		1246	684		221	
Approach Delay, s/veh		6.3	9.5		14.3	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.4		10.5	6.1	15.2
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		65.3		35.1	25.0	35.0
Max Q Clear Time (g_c+I1), s		10.1		5.7	2.4	7.1
Green Ext Time (p_c), s		6.0		0.3	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

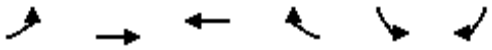
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	226	1164	1394	54	418
Future Volume (vph)	226	1164	1394	54	418
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.0	11.0	9.5	9.5
Total Split (s)	24.0	65.0	41.0	24.5	24.5
Total Split (%)	26.8%	72.6%	45.8%	27.4%	27.4%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	13.8	53.4	35.6	9.6	9.6
Actuated g/C Ratio	0.19	0.72	0.48	0.13	0.13
v/c Ratio	0.72	0.48	0.88	0.25	0.81
Control Delay	41.6	5.7	27.4	31.5	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	41.6	5.7	27.4	31.5	17.9
LOS	D	A	C	C	B
Approach Delay		11.5	27.4	19.4	
Approach LOS		B	C	B	

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 73.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 19.5	Intersection LOS: B
Intersection Capacity Utilization 74.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 30: SR-74 & Trumble Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	226	1164	1394	32	54	418
Future Volume (veh/h)	226	1164	1394	32	54	418
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	243	1252	1499	34	58	449
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	284	2274	1532	35	439	391
Arrive On Green	0.16	0.63	0.42	0.42	0.24	0.24
Sat Flow, veh/h	1810	3705	3703	82	1810	1610
Grp Volume(v), veh/h	243	1252	749	784	58	449
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1885	1810	1610
Q Serve(g_s), s	10.8	16.2	33.6	33.8	2.1	20.0
Cycle Q Clear(g_c), s	10.8	16.2	33.6	33.8	2.1	20.0
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	284	2274	766	801	439	391
V/C Ratio(X)	0.86	0.55	0.98	0.98	0.13	1.15
Avail Cap(c_a), veh/h	439	2584	766	801	439	391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	8.6	23.3	23.4	24.4	31.2
Incr Delay (d2), s/veh	6.2	0.2	26.8	26.7	0.1	92.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	4.5	17.7	18.6	0.8	10.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.0	8.8	50.1	50.1	24.5	124.0
LnGrp LOS	D	A	D	D	C	F
Approach Vol, veh/h		1495	1533		507	
Approach Delay, s/veh		13.9	50.1		112.6	
Approach LOS		B	D		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.9		24.5	16.9	41.0
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		59.0		20.0	20.0	35.0
Max Q Clear Time (g_c+I1), s		18.2		22.0	12.8	35.8
Green Ext Time (p_c), s		10.5		0.0	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.8
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1251	1273	89	0	155
Future Vol, veh/h	0	1251	1273	89	0	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1317	1340	94	0	163

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	717
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	377
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	377
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

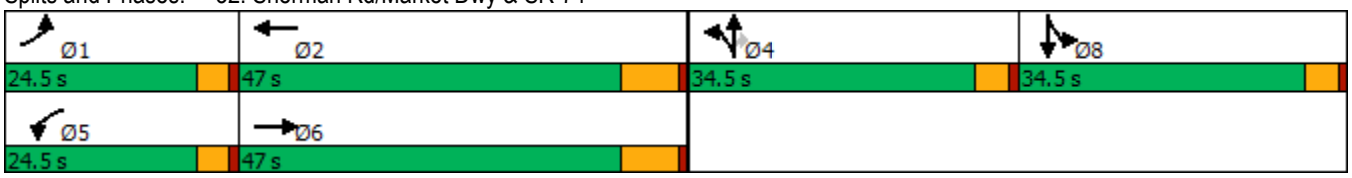
Approach	EB	WB	SB
HCM Control Delay, s	0	0	21.6
HCM LOS			C

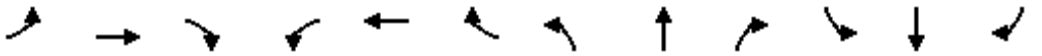
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	377
HCM Lane V/C Ratio	-	-	-	0.433
HCM Control Delay (s)	-	-	-	21.6
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	2.1

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	13	1184	164	1250	2	174	8
Future Volume (vph)	13	1184	164	1250	2	174	8
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases						4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	12.0	9.5	12.0	9.5	9.5	9.5
Total Split (s)	24.5	47.0	24.5	47.0	34.5	34.5	34.5
Total Split (%)	17.4%	33.5%	17.4%	33.5%	24.6%	24.6%	24.6%
Yellow Time (s)	3.5	6.0	3.5	6.0	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	4.5	7.0	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	5.5	40.8	12.6	56.2	10.0	10.0	5.6
Actuated g/C Ratio	0.07	0.49	0.15	0.67	0.12	0.12	0.07
v/c Ratio	0.12	0.75	0.63	0.55	0.54	0.52	0.15
Control Delay	44.4	23.2	45.7	10.4	46.1	11.7	39.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	23.2	45.7	10.4	46.1	11.7	39.8
LOS	D	C	D	B	D	B	D
Approach Delay		23.4		14.5	25.1		39.8
Approach LOS		C		B	C		D

Intersection Summary	
Cycle Length: 140.5	
Actuated Cycle Length: 83.5	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 69.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 32: Sherman Rd/Market Dwy & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1184	55	164	1250	8	109	2	174	7	8	3
Future Volume (veh/h)	13	1184	55	164	1250	8	109	2	174	7	8	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	1246	58	173	1316	8	115	2	183	7	8	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	31	1460	68	217	1909	12	263	5	238	15	17	6
Arrive On Green	0.02	0.42	0.42	0.12	0.52	0.52	0.15	0.15	0.15	0.02	0.02	0.02
Sat Flow, veh/h	1810	3508	163	1810	3679	22	1780	31	1610	704	805	302
Grp Volume(v), veh/h	14	640	664	173	646	678	117	0	183	18	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1867	1810	1805	1896	1811	0	1610	1810	0	0
Q Serve(g_s), s	0.5	22.3	22.4	6.5	18.6	18.6	4.1	0.0	7.6	0.7	0.0	0.0
Cycle Q Clear(g_c), s	0.5	22.3	22.4	6.5	18.6	18.6	4.1	0.0	7.6	0.7	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.01	0.98		1.00	0.39		0.17
Lane Grp Cap(c), veh/h	31	751	777	217	937	984	267	0	238	38	0	0
V/C Ratio(X)	0.45	0.85	0.85	0.80	0.69	0.69	0.44	0.00	0.77	0.47	0.00	0.00
Avail Cap(c_a), veh/h	521	1040	1075	521	1040	1092	782	0	696	782	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.8	18.3	18.4	29.7	12.5	12.5	27.0	0.0	28.5	33.6	0.0	0.0
Incr Delay (d2), s/veh	3.8	3.9	3.8	2.5	1.3	1.2	0.4	0.0	2.0	3.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	8.2	8.5	2.8	6.8	7.1	1.7	0.0	2.9	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	22.2	22.2	32.3	13.8	13.7	27.4	0.0	30.4	36.9	0.0	0.0
LnGrp LOS	D	C	C	C	B	B	C	A	C	D	A	A
Approach Vol, veh/h		1318			1497			300			18	
Approach Delay, s/veh		22.4			15.9			29.3			36.9	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	43.0		14.8	12.8	35.9		6.0				
Change Period (Y+Rc), s	4.5	7.0		4.5	4.5	7.0		4.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	2.5	20.6		9.6	8.5	24.4		2.7				
Green Ext Time (p_c), s	0.0	6.2		0.7	0.2	4.5		0.0				

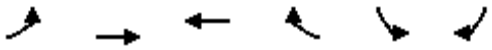
Intersection Summary			
HCM 6th Ctrl Delay		20.0	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	71	1163	1297	83
Future Volume (vph)	71	1163	1297	83
Turn Type	Prot	NA	NA	Prot
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	11.0	9.7
Total Split (s)	24.7	65.7	41.0	24.7
Total Split (%)	27.3%	72.7%	45.4%	27.3%
Yellow Time (s)	3.7	5.0	5.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	6.0	4.7
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Min	Min	None
Act Effct Green (s)	8.4	49.2	38.2	9.9
Actuated g/C Ratio	0.12	0.70	0.55	0.14
v/c Ratio	0.36	0.50	0.81	0.52
Control Delay	33.4	5.9	19.7	29.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	33.4	5.9	19.7	29.0
LOS	C	A	B	C
Approach Delay		7.5	19.7	29.0
Approach LOS		A	B	C

Intersection Summary	
Cycle Length: 90.4	
Actuated Cycle Length: 69.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 14.7	Intersection LOS: B
Intersection Capacity Utilization 64.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 33: SR-74 & Antelope Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	71	1163	1297	142	83	46
Future Volume (veh/h)	71	1163	1297	142	83	46
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	78	1278	1425	156	91	51
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	114	2521	1807	196	119	67
Arrive On Green	0.06	0.70	0.55	0.55	0.11	0.11
Sat Flow, veh/h	1810	3705	3379	357	1103	618
Grp Volume(v), veh/h	78	1278	779	802	143	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1836	1734	0
Q Serve(g_s), s	2.3	9.1	18.9	19.3	4.4	0.0
Cycle Q Clear(g_c), s	2.3	9.1	18.9	19.3	4.4	0.0
Prop In Lane	1.00			0.19	0.64	0.36
Lane Grp Cap(c), veh/h	114	2521	993	1010	188	0
V/C Ratio(X)	0.68	0.51	0.78	0.79	0.76	0.00
Avail Cap(c_a), veh/h	654	3897	1142	1162	627	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.4	3.9	9.8	9.9	24.0	0.0
Incr Delay (d2), s/veh	7.0	0.2	3.2	3.4	6.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.8	6.4	6.7	2.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.4	4.1	13.0	13.4	30.2	0.0
LnGrp LOS	C	A	B	B	C	A
Approach Vol, veh/h		1356	1581		143	
Approach Delay, s/veh		5.7	13.2		30.2	
Approach LOS		A	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		44.6		10.7	8.2	36.4
Change Period (Y+Rc), s		6.0		* 4.7	* 4.7	6.0
Max Green Setting (Gmax), s		59.7		* 20	* 20	35.0
Max Q Clear Time (g_c+I1), s		11.1		6.4	4.3	21.3
Green Ext Time (p_c), s		13.7		0.3	0.1	9.1

Intersection Summary	
HCM 6th Ctrl Delay	10.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

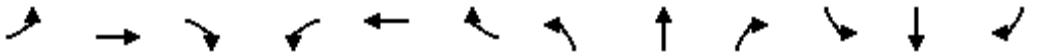
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	59	1120	117	1331	65	42	188	42	51
Future Volume (vph)	59	1120	117	1331	65	42	188	42	51
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	9.7	9.7	9.7	9.7	9.7
Total Split (s)	24.7	42.0	24.7	42.0	24.7	24.7	24.7	24.7	24.7
Total Split (%)	27.0%	46.0%	27.0%	46.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Yellow Time (s)	3.7	6.0	3.7	6.0	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	7.0	36.1	9.2	40.4	8.7	8.7	8.7	8.7	8.7
Actuated g/C Ratio	0.10	0.53	0.13	0.59	0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.34	0.65	0.51	0.68	0.42	0.19	0.53	0.26	0.23
Control Delay	35.4	15.6	36.2	13.8	36.3	29.3	10.3	31.5	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.4	15.6	36.2	13.8	36.3	29.3	10.3	31.5	17.1
LOS	D	B	D	B	D	C	B	C	B
Approach Delay		16.6		15.6		18.7			21.4
Approach LOS		B		B		B			C

Intersection Summary	
Cycle Length: 91.4	
Actuated Cycle Length: 68.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 65.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 34: Palomar Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1120	44	117	1331	28	65	42	188	42	51	50
Future Volume (veh/h)	59	1120	44	117	1331	28	65	42	188	42	51	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	1191	47	124	1416	30	69	45	200	45	54	53
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	98	1675	66	162	1837	39	296	310	262	285	299	259
Arrive On Green	0.05	0.47	0.47	0.09	0.51	0.51	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1810	3540	140	1810	3615	77	1307	1900	1610	1153	1832	1587
Grp Volume(v), veh/h	63	607	631	124	706	740	69	45	200	45	53	54
Grp Sat Flow(s),veh/h/ln	1810	1805	1875	1810	1805	1886	1307	1900	1610	1153	1805	1614
Q Serve(g_s), s	2.0	15.9	16.0	4.0	18.9	18.9	2.9	1.2	7.1	2.1	1.5	1.7
Cycle Q Clear(g_c), s	2.0	15.9	16.0	4.0	18.9	18.9	4.6	1.2	7.1	3.3	1.5	1.7
Prop In Lane	1.00		0.07	1.00		0.04	1.00		1.00	1.00		0.98
Lane Grp Cap(c), veh/h	98	854	887	162	917	959	296	310	262	285	294	263
V/C Ratio(X)	0.64	0.71	0.71	0.77	0.77	0.77	0.23	0.15	0.76	0.16	0.18	0.20
Avail Cap(c_a), veh/h	606	1058	1099	606	1058	1105	520	636	539	483	604	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	12.5	12.5	26.6	11.9	11.9	23.6	21.4	23.9	22.8	21.6	21.6
Incr Delay (d2), s/veh	2.6	1.9	1.8	2.8	3.2	3.1	0.3	0.2	3.4	0.2	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.8	6.0	1.8	6.9	7.2	0.9	0.5	2.8	0.5	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.3	14.4	14.3	29.4	15.1	15.0	23.9	21.6	27.3	23.0	21.8	21.9
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1301			1570			314			152	
Approach Delay, s/veh		15.1			16.2			25.7			22.2	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	35.3		14.4	7.9	37.4		14.4				
Change Period (Y+Rc), s	* 4.7	7.0		* 4.7	* 4.7	7.0		* 4.7				
Max Green Setting (Gmax), s	* 20	35.0		* 20	* 20	35.0		* 20				
Max Q Clear Time (g_c+I1), s	6.0	18.0		5.3	4.0	20.9		9.1				
Green Ext Time (p_c), s	0.1	9.2		0.5	0.1	9.4		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		17.0	
HCM 6th LOS		B	

Notes

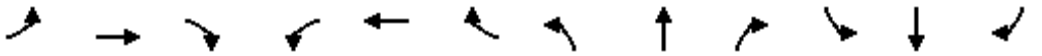
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	848	567	256	635	1	319
Future Volume (vph)	848	567	256	635	1	319
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	10.0	10.0
Total Split (s)	46.0	46.0	35.0	81.0	35.0	35.0
Total Split (%)	39.7%	39.7%	30.2%	69.8%	30.2%	30.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	40.5	40.5	18.1	63.7	12.3	12.3
Actuated g/C Ratio	0.46	0.46	0.21	0.73	0.14	0.14
v/c Ratio	1.01	0.64	0.72	0.25	0.49	0.71
Control Delay	59.7	11.8	43.9	4.5	42.2	16.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.7	11.8	43.9	4.5	42.2	16.7
LOS	E	B	D	A	D	B
Approach Delay	40.5			15.8	23.6	
Approach LOS	D			B	C	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 87.1	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 29.8	Intersection LOS: C
Intersection Capacity Utilization 88.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 39: I-215 SB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	848	567	256	635	0	0	0	0	119	1	319
Future Volume (veh/h)	0	848	567	256	635	0	0	0	0	119	1	319
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	893	597	269	668	0				125	1	336
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	803	681	311	2337	0				424	3	380
Arrive On Green	0.00	0.42	0.42	0.17	0.65	0.00				0.24	0.24	0.24
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1796	14	1610
Grp Volume(v), veh/h	0	893	597	269	668	0				126	0	336
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	40.0	32.2	13.7	7.6	0.0				5.4	0.0	19.1
Cycle Q Clear(g_c), s	0.0	40.0	32.2	13.7	7.6	0.0				5.4	0.0	19.1
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	803	681	311	2337	0				428	0	380
V/C Ratio(X)	0.00	1.11	0.88	0.86	0.29	0.00				0.29	0.00	0.88
Avail Cap(c_a), veh/h	0	803	681	574	2861	0				574	0	510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	27.3	25.1	38.1	7.2	0.0				29.7	0.0	34.9
Incr Delay (d2), s/veh	0.0	67.1	12.4	7.1	0.1	0.0				0.4	0.0	13.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	30.5	12.9	6.2	2.2	0.0				2.3	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	94.4	37.5	45.2	7.3	0.0				30.0	0.0	48.1
LnGrp LOS	A	F	D	D	A	A				C	A	D
Approach Vol, veh/h		1490			937						462	
Approach Delay, s/veh		71.6			18.2						43.2	
Approach LOS		E			B						D	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	21.3	46.0				67.3		27.4				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	15.7	42.0				9.6		21.1				
Green Ext Time (p_c), s	0.6	0.0				4.3		1.3				

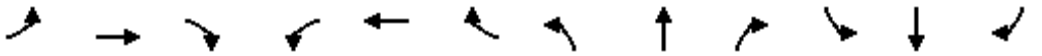
Intersection Summary												
HCM 6th Ctrl Delay			49.7									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	306	661	574	1	295
Future Volume (vph)	306	661	574	1	295
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	23.2	68.8	40.5	24.0	24.0
Actuated g/C Ratio	0.22	0.66	0.39	0.23	0.23
v/c Ratio	0.81	0.56	1.10	0.81	0.54
Control Delay	55.0	12.3	95.4	54.1	11.1
Queue Delay	0.0	0.3	0.0	0.0	0.0
Total Delay	55.0	12.6	95.4	54.1	11.1
LOS	E	B	F	D	B
Approach Delay		26.0	95.4	33.3	
Approach LOS		C	F	C	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 104	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 50.2	Intersection LOS: D
Intersection Capacity Utilization 88.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	306	661	0	0	574	174	317	1	295	0	0	0
Future Volume (veh/h)	306	661	0	0	574	174	317	1	295	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	326	703	0	0	611	185	337	1	314			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	366	1252	0	0	568	172	415	1	370			
Arrive On Green	0.20	0.66	0.00	0.00	0.41	0.41	0.23	0.23	0.23			
Sat Flow, veh/h	1810	1900	0	0	1400	424	1804	5	1610			
Grp Volume(v), veh/h	326	703	0	0	0	796	338	0	314			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1824	1810	0	1610			
Q Serve(g_s), s	17.3	19.8	0.0	0.0	0.0	40.0	17.4	0.0	18.4			
Cycle Q Clear(g_c), s	17.3	19.8	0.0	0.0	0.0	40.0	17.4	0.0	18.4			
Prop In Lane	1.00		0.00	0.00		0.23	1.00		1.00			
Lane Grp Cap(c), veh/h	366	1252	0	0	0	740	416	0	370			
V/C Ratio(X)	0.89	0.56	0.00	0.00	0.00	1.08	0.81	0.00	0.85			
Avail Cap(c_a), veh/h	550	1445	0	0	0	740	550	0	490			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	38.3	9.1	0.0	0.0	0.0	29.3	36.0	0.0	36.3			
Incr Delay (d2), s/veh	11.6	0.4	0.0	0.0	0.0	55.5	6.9	0.0	10.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.3	6.1	0.0	0.0	0.0	26.7	8.3	0.0	8.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.9	9.5	0.0	0.0	0.0	84.8	42.8	0.0	46.7			
LnGrp LOS	D	A	A	A	A	F	D	A	D			
Approach Vol, veh/h		1029			796			652				
Approach Delay, s/veh		22.3			84.8			44.7				
Approach LOS		C			F			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		71.0			25.0	46.0		27.7				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		21.8			19.3	42.0		20.4				
Green Ext Time (p_c), s		4.7			0.7	0.0		2.3				
Intersection Summary												
HCM 6th Ctrl Delay			48.3									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	23.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	796	160	44	625	123	47
Future Vol, veh/h	796	160	44	625	123	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	812	163	45	638	126	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	975	0	1622	894
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	728	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	716	-	~ 114	343
Stage 1	-	-	-	-	403	-
Stage 2	-	-	-	-	482	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	716	-	~ 107	343
Mov Cap-2 Maneuver	-	-	-	-	~ 107	-
Stage 1	-	-	-	-	403	-
Stage 2	-	-	-	-	452	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	248.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	132	-	-	716	-
HCM Lane V/C Ratio	1.314	-	-	0.063	-
HCM Control Delay (s)	248.3	-	-	10.4	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	11.1	-	-	0.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	174	592	16	10	438	15	12	0	20	2	8	151
Future Vol, veh/h	174	592	16	10	438	15	12	0	20	2	8	151
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	185	630	17	11	466	16	13	0	21	2	9	161

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	482	0	0	647	0	0	1590	1513	639	1515	1513	474
Stage 1	-	-	-	-	-	-	1009	1009	-	496	496	-
Stage 2	-	-	-	-	-	-	581	504	-	1019	1017	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1091	-	-	948	-	-	88	121	480	99	121	595
Stage 1	-	-	-	-	-	-	292	320	-	559	549	-
Stage 2	-	-	-	-	-	-	503	544	-	288	318	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1091	-	-	948	-	-	47	87	480	74	87	595
Mov Cap-2 Maneuver	-	-	-	-	-	-	47	87	-	74	87	-
Stage 1	-	-	-	-	-	-	215	235	-	411	540	-
Stage 2	-	-	-	-	-	-	356	535	-	202	234	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2	0.2	53	18.7
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	108	1091	-	-	948	-	-	432
HCM Lane V/C Ratio	0.315	0.17	-	-	0.011	-	-	0.396
HCM Control Delay (s)	53	9	0	-	8.8	0	-	18.7
HCM Lane LOS	F	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.2	0.6	-	-	0	-	-	1.9

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	468	135	0	480	41	0	0	0	20	0	1
Future Vol, veh/h	0	468	135	0	480	41	0	0	0	20	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	260	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	514	148	0	527	45	0	0	0	22	0	1

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	572	0	-	-	-	0	1064	1064	550
Stage 1	-	-	-	-	-	-	550	550	-
Stage 2	-	-	-	-	-	-	514	514	-
Critical Hdwy	4.1	-	-	-	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1011	-	0	0	-	-	249	225	539
Stage 1	-	-	0	0	-	-	582	519	-
Stage 2	-	-	0	0	-	-	605	539	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1011	-	-	-	-	-	249	0	539
Mov Cap-2 Maneuver	-	-	-	-	-	-	249	0	-
Stage 1	-	-	-	-	-	-	582	0	-
Stage 2	-	-	-	-	-	-	605	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	20.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1011	-	-	-	256
HCM Lane V/C Ratio	-	-	-	-	0.09
HCM Control Delay (s)	0	-	-	-	20.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	487	0	5	437	84	13
Future Vol, veh/h	487	0	5	437	84	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	535	0	5	480	92	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	535	0	1025	535
Stage 1	-	-	-	-	535	-
Stage 2	-	-	-	-	490	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1043	-	263	549
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	620	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1043	-	261	549
Mov Cap-2 Maneuver	-	-	-	-	261	-
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	616	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	25.4
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	281	-	-	1043	-
HCM Lane V/C Ratio	0.379	-	-	0.005	-
HCM Control Delay (s)	25.4	-	-	8.5	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	1.7	-	-	0	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	197	276	275	58	59	133
Future Vol, veh/h	197	276	275	58	59	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	221	310	309	65	66	149

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	374	0	-	0	1094	342
Stage 1	-	-	-	-	342	-
Stage 2	-	-	-	-	752	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1196	-	-	-	239	705
Stage 1	-	-	-	-	724	-
Stage 2	-	-	-	-	469	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1196	-	-	-	186	705
Mov Cap-2 Maneuver	-	-	-	-	186	-
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	469	-

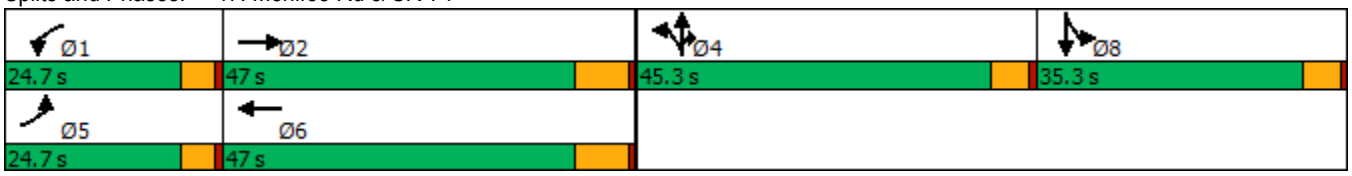
Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	26.2
HCM LOS			D

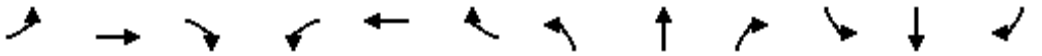
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1196	-	-	-	380
HCM Lane V/C Ratio	0.185	-	-	-	0.568
HCM Control Delay (s)	8.7	0	-	-	26.2
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.7	-	-	-	3.4

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	55	1053	171	1202	319	271	266
Future Volume (vph)	55	1053	171	1202	319	271	266
Turn Type	Prot	NA	Prot	NA	NA	Prot	NA
Protected Phases	5	2	1	6	4	4	8
Permitted Phases							
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.3	10.3	10.3
Total Split (s)	24.7	47.0	24.7	47.0	45.3	45.3	35.3
Total Split (%)	16.2%	30.9%	16.2%	30.9%	29.7%	29.7%	23.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	9.5	40.0	18.3	50.9	40.0	40.0	30.0
Actuated g/C Ratio	0.06	0.27	0.12	0.34	0.27	0.27	0.20
v/c Ratio	0.54	1.55	0.87	1.20	1.16	0.53	1.33
Control Delay	85.6	288.6	98.9	142.2	141.9	21.7	211.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.6	288.6	98.9	142.2	141.9	21.7	211.7
LOS	F	F	F	F	F	C	F
Approach Delay		280.5		137.2	100.6		211.7
Approach LOS		F		F	F		F

Intersection Summary	
Cycle Length: 152.3	
Actuated Cycle Length: 150.6	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.55	
Intersection Signal Delay: 186.3	Intersection LOS: F
Intersection Capacity Utilization 117.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	1053	264	171	1202	108	200	319	271	152	266	25
Future Volume (veh/h)	55	1053	264	171	1202	108	200	319	271	152	266	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	61	1170	293	190	1336	120	222	354	301	169	296	28
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	78	765	190	212	1142	102	192	306	430	127	222	21
Arrive On Green	0.04	0.27	0.27	0.12	0.34	0.34	0.27	0.27	0.27	0.20	0.20	0.20
Sat Flow, veh/h	1810	2867	710	1810	3351	300	718	1146	1610	634	1110	105
Grp Volume(v), veh/h	61	732	731	190	717	739	576	0	301	493	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1772	1810	1805	1846	1864	0	1610	1849	0	0
Q Serve(g_s), s	5.0	40.0	40.0	15.5	51.1	51.1	40.0	0.0	25.3	30.0	0.0	0.0
Cycle Q Clear(g_c), s	5.0	40.0	40.0	15.5	51.1	51.1	40.0	0.0	25.3	30.0	0.0	0.0
Prop In Lane	1.00		0.40	1.00		0.16	0.39		1.00	0.34		0.06
Lane Grp Cap(c), veh/h	78	482	473	212	615	629	497	0	430	370	0	0
V/C Ratio(X)	0.78	1.52	1.55	0.90	1.17	1.17	1.16	0.00	0.70	1.33	0.00	0.00
Avail Cap(c_a), veh/h	241	482	473	241	615	629	497	0	430	370	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	71.0	54.9	54.9	65.2	49.4	49.4	54.9	0.0	49.5	59.9	0.0	0.0
Incr Delay (d2), s/veh	6.1	244.2	255.9	27.7	91.4	94.3	91.6	0.0	5.0	166.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	50.8	51.5	8.8	38.5	39.9	31.4	0.0	10.8	31.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.1	299.1	310.9	93.0	140.8	143.7	146.5	0.0	54.5	226.7	0.0	0.0
LnGrp LOS	E	F	F	F	F	F	F	A	D	F	A	A
Approach Vol, veh/h		1524			1646			877			493	
Approach Delay, s/veh		295.9			136.6			115.0			226.7	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.3	47.0		45.3	11.2	58.1		35.3				
Change Period (Y+Rc), s	* 4.7	7.0		5.3	* 4.7	7.0		5.3				
Max Green Setting (Gmax), s	* 20	40.0		40.0	* 20	40.0		30.0				
Max Q Clear Time (g_c+I1), s	17.5	42.0		42.0	7.0	53.1		32.0				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		195.7
HCM 6th LOS		F

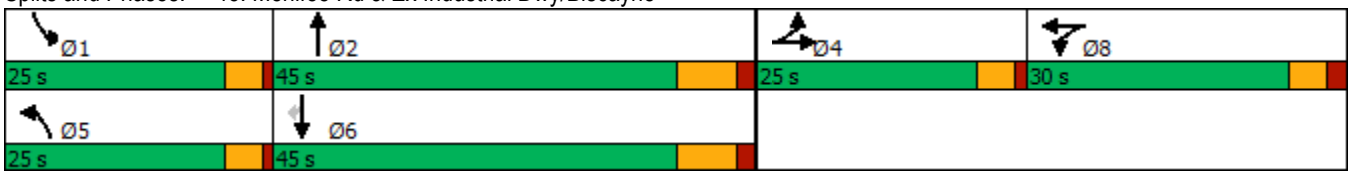
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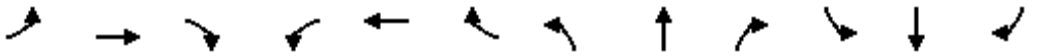
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	2	2	715	77	605	8
Future Volume (vph)	0	2	2	715	77	605	8
Turn Type	NA	NA	Prot	NA	Prot	NA	Perm
Protected Phases	4	8	5	2	1	6	
Permitted Phases							6
Detector Phase	4	8	5	2	1	6	6
Switch Phase							
Minimum Initial (s)	6.0	8.0	6.0	10.0	6.0	10.0	10.0
Minimum Split (s)	10.6	13.6	10.6	17.5	10.6	17.5	17.5
Total Split (s)	25.0	30.0	25.0	45.0	25.0	45.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%	36.0%
Yellow Time (s)	3.6	3.6	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	4.6	7.5	4.6	7.5	7.5
Lead/Lag			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	None	Min	Min
Act Effct Green (s)	6.1	9.9	6.1	41.1	9.8	51.3	51.3
Actuated g/C Ratio	0.08	0.13	0.08	0.53	0.13	0.66	0.66
v/c Ratio	0.03	0.46	0.02	1.02	0.44	0.63	0.01
Control Delay	38.0	33.5	38.0	56.3	39.0	13.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.0	33.5	38.0	56.3	39.0	13.8	0.0
LOS	D	C	D	E	D	B	A
Approach Delay	38.0	33.5		56.3		16.4	
Approach LOS	D	C		E		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 78.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 37.3	Intersection LOS: D
Intersection Capacity Utilization 67.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	0	52	2	30	2	715	59	77	605	8
Future Volume (veh/h)	3	0	0	52	2	30	2	715	59	77	605	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	0	0	68	3	39	3	929	77	100	786	10
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	12	0	0	105	5	60	9	893	74	132	1110	940
Arrive On Green	0.01	0.00	0.00	0.10	0.10	0.10	0.00	0.52	0.52	0.07	0.58	0.58
Sat Flow, veh/h	1809	0	0	1073	47	615	1810	1731	143	1810	1900	1610
Grp Volume(v), veh/h	4	0	0	110	0	0	3	0	1006	100	786	10
Grp Sat Flow(s),veh/h/ln	1810	0	0	1736	0	0	1810	0	1874	1810	1900	1610
Q Serve(g_s), s	0.2	0.0	0.0	4.4	0.0	0.0	0.1	0.0	37.5	3.9	21.3	0.2
Cycle Q Clear(g_c), s	0.2	0.0	0.0	4.4	0.0	0.0	0.1	0.0	37.5	3.9	21.3	0.2
Prop In Lane	1.00		0.00	0.62		0.35	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	12	0	0	170	0	0	9	0	967	132	1110	940
V/C Ratio(X)	0.35	0.00	0.00	0.65	0.00	0.00	0.34	0.00	1.04	0.76	0.71	0.01
Avail Cap(c_a), veh/h	508	0	0	582	0	0	508	0	967	508	1110	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	0.0	0.0	31.6	0.0	0.0	36.1	0.0	17.6	33.1	10.7	6.3
Incr Delay (d2), s/veh	16.7	0.0	0.0	4.1	0.0	0.0	21.4	0.0	40.1	8.5	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	2.0	0.0	0.0	0.1	0.0	24.6	2.0	8.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	0.0	0.0	35.6	0.0	0.0	57.5	0.0	57.7	41.5	12.8	6.3
LnGrp LOS	D	A	A	D	A	A	E	A	F	D	B	A
Approach Vol, veh/h		4			110			1009			896	
Approach Delay, s/veh		52.7			35.6			57.7			16.0	
Approach LOS		D			D			E			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	45.0		5.1	5.0	50.0		12.7				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	20.4	37.5		20.4	20.4	37.5		24.4				
Max Q Clear Time (g_c+I1), s	5.9	39.5		2.2	2.1	23.3		6.4				
Green Ext Time (p_c), s	0.2	0.0		0.0	0.0	5.0		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		38.0	
HCM 6th LOS		D	

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	70	98	164	66	84	72	133	636	252	126	469	75
Future Vol, veh/h	70	98	164	66	84	72	133	636	252	126	469	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	76	107	178	72	91	78	145	691	274	137	510	82

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2028	2080	551	2086	1984	828	592	0	0	965	0	0
Stage 1	825	825	-	1118	1118	-	-	-	-	-	-	-
Stage 2	1203	1255	-	968	866	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 43	~ 54	538	~ 39	~ 62	374	994	-	-	722	-	-
Stage 1	370	390	-	254	285	-	-	-	-	-	-	-
Stage 2	227	245	-	308	373	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 26	538	-	~ 29	374	994	-	-	722	-	-
Mov Cap-2 Maneuver	-	~ 26	-	-	~ 29	-	-	-	-	-	-	-
Stage 1	245	278	-	168	189	-	-	-	-	-	-	-
Stage 2	~ 62	162	-	91	266	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			1.2	2.1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	994	-	-	-	-	722	-	-
HCM Lane V/C Ratio	0.145	-	-	-	-	0.19	-	-
HCM Control Delay (s)	9.2	0	-	-	-	11.2	0	-
HCM Lane LOS	A	A	-	-	-	B	A	-
HCM 95th %tile Q(veh)	0.5	-	-	-	-	0.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1023	0	0	703
Future Vol, veh/h	0	0	1023	0	0	703
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	1112	0	0	764

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1876	1112	0	0	1112	0
Stage 1	1112	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	80	256	-	-	635	-
Stage 1	317	-	-	-	-	-
Stage 2	463	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	80	256	-	-	635	-
Mov Cap-2 Maneuver	80	-	-	-	-	-
Stage 1	317	-	-	-	-	-
Stage 2	463	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	635	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	1022	708	0
Future Vol, veh/h	0	0	0	1022	708	0
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	1310	908	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2219	909	909	0	-	0
Stage 1	909	-	-	-	-	-
Stage 2	1310	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	49	336	757	-	-	-
Stage 1	396	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	49	336	756	-	-	-
Mov Cap-2 Maneuver	49	-	-	-	-	-
Stage 1	396	-	-	-	-	-
Stage 2	255	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	756	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1439	36	43	1456	27	19
Future Volume (vph)	1439	36	43	1456	27	19
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	9.7	12.0	10.5	10.5
Total Split (s)	42.0	42.0	29.7	71.7	35.5	35.5
Total Split (%)	39.2%	39.2%	27.7%	66.9%	33.1%	33.1%
Yellow Time (s)	6.0	6.0	3.7	6.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.7	7.0	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	50.6	50.6	6.9	57.5	7.0	7.0
Actuated g/C Ratio	0.74	0.74	0.10	0.84	0.10	0.10
v/c Ratio	0.64	0.03	0.28	0.57	0.17	0.12
Control Delay	11.2	2.8	35.7	4.6	34.0	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.2	2.8	35.7	4.6	34.0	16.3
LOS	B	A	D	A	C	B
Approach Delay	11.0			5.5	26.8	
Approach LOS	B			A	C	

Intersection Summary	
Cycle Length: 107.2	
Actuated Cycle Length: 68.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 8.5	Intersection LOS: A
Intersection Capacity Utilization 54.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 52: McKinley & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1439	36	43	1456	27	19
Future Volume (veh/h)	1439	36	43	1456	27	19
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1693	42	51	1713	32	22
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2103	938	89	2594	93	83
Arrive On Green	0.58	0.58	0.05	0.72	0.05	0.05
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	1693	42	51	1713	32	22
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	20.0	0.6	1.5	13.8	0.9	0.7
Cycle Q Clear(g_c), s	20.0	0.6	1.5	13.8	0.9	0.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2103	938	89	2594	93	83
V/C Ratio(X)	0.81	0.04	0.57	0.66	0.34	0.27
Avail Cap(c_a), veh/h	2327	1038	833	4301	1000	890
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.9	4.9	25.2	4.1	24.9	24.8
Incr Delay (d2), s/veh	2.0	0.0	2.1	0.3	2.2	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.2	0.7	2.3	0.4	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.9	4.9	27.4	4.4	27.1	26.5
LnGrp LOS	B	A	C	A	C	C
Approach Vol, veh/h	1735			1764	54	
Approach Delay, s/veh	10.7			5.0	26.8	
Approach LOS	B			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	7.4	38.6				46.0	8.3
Change Period (Y+Rc), s	* 4.7	7.0				7.0	5.5
Max Green Setting (Gmax), s	* 25	35.0				64.7	30.0
Max Q Clear Time (g_c+I1), s	3.5	22.0				15.8	2.9
Green Ext Time (p_c), s	0.0	9.6				22.5	0.1

Intersection Summary	
HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	56	1255	147	99	1397	53	80	0	35	20	0	21
Future Vol, veh/h	56	1255	147	99	1397	53	80	0	35	20	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	56	1255	147	99	1397	53	80	0	35	20	0	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1450	0	0	1402	0	0	2338	3089	701	2362	3136	725
Stage 1	-	-	-	-	-	-	1441	1441	-	1622	1622	-
Stage 2	-	-	-	-	-	-	897	1648	-	740	1514	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	473	-	-	493	-	-	~ 20	12	386	~ 19	11	372
Stage 1	-	-	-	-	-	-	142	200	-	109	163	-
Stage 2	-	-	-	-	-	-	305	158	-	379	184	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	473	-	-	493	-	-	-	0	386	-	0	372
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	~ 60	84	-	46	0	-
Stage 2	-	-	-	-	-	-	-	0	-	145	78	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.6	6.5		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	473	-	-	493	-	-	-
HCM Lane V/C Ratio	-	0.118	-	-	0.201	-	-	-
HCM Control Delay (s)	-	13.6	3.6	-	14.1	6.2	-	-
HCM Lane LOS	-	B	A	-	B	A	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-	0.7	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1308	0	0	1551	0	0
Future Vol, veh/h	1308	0	0	1551	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1308	0	0	1551	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	654
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	414
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	414
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

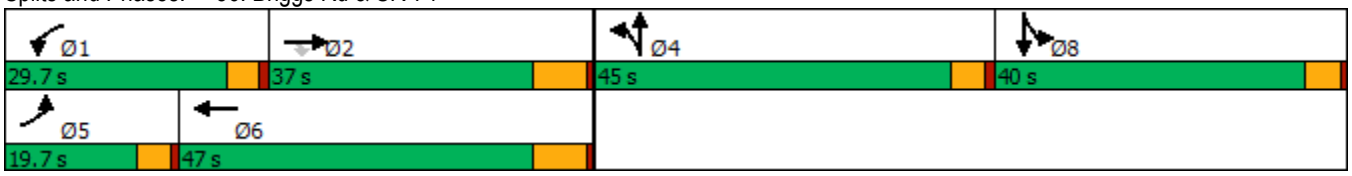
Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

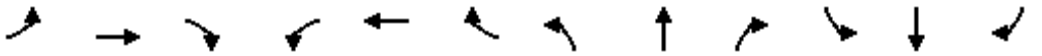
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	61	755	491	325	1064	423	223	188	203
Future Volume (vph)	61	755	491	325	1064	423	223	188	203
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Split	NA
Protected Phases	5	2		1	6	4	4	8	8
Permitted Phases			2						
Detector Phase	5	2	2	1	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	9.7	12.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	37.0	37.0	29.7	47.0	45.0	45.0	40.0	40.0
Total Split (%)	13.0%	24.4%	24.4%	19.6%	31.0%	29.7%	29.7%	26.4%	26.4%
Yellow Time (s)	3.7	6.0	6.0	3.7	6.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	10.3	30.0	30.0	25.0	44.7	40.1	40.1	30.0	30.0
Actuated g/C Ratio	0.07	0.20	0.20	0.17	0.30	0.27	0.27	0.20	0.20
v/c Ratio	0.58	1.23	0.82	1.28	1.36	1.04	1.25	0.62	0.87
Control Delay	84.4	164.2	20.6	194.5	208.6	102.1	167.1	60.6	78.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.4	164.2	20.6	194.5	208.6	102.1	167.1	60.6	78.3
LOS	F	F	C	F	F	F	F	E	E
Approach Delay		106.5			205.6		138.0		71.0
Approach LOS		F			F		F		E

Intersection Summary	
Cycle Length: 151.7	
Actuated Cycle Length: 146.9	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.36	
Intersection Signal Delay: 145.8	Intersection LOS: F
Intersection Capacity Utilization 97.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	755	491	325	1064	164	423	223	298	188	203	64
Future Volume (veh/h)	61	755	491	325	1064	164	423	223	298	188	203	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.89	1.00		0.84
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	73	910	592	392	1282	198	510	269	359	227	245	77
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	92	737	318	308	1015	156	493	186	249	372	271	85
Arrive On Green	0.05	0.20	0.20	0.17	0.32	0.32	0.27	0.27	0.27	0.21	0.21	0.21
Sat Flow, veh/h	1810	3610	1559	1810	3137	481	1810	684	913	1810	1318	414
Grp Volume(v), veh/h	73	910	592	392	734	746	510	0	628	227	0	322
Grp Sat Flow(s),veh/h/ln	1810	1805	1559	1810	1805	1813	1810	0	1598	1810	0	1732
Q Serve(g_s), s	5.9	30.0	30.0	25.0	47.5	47.5	40.0	0.0	40.0	16.7	0.0	26.6
Cycle Q Clear(g_c), s	5.9	30.0	30.0	25.0	47.5	47.5	40.0	0.0	40.0	16.7	0.0	26.6
Prop In Lane	1.00		1.00	1.00		0.27	1.00		0.57	1.00		0.24
Lane Grp Cap(c), veh/h	92	737	318	308	584	587	493	0	435	372	0	356
V/C Ratio(X)	0.79	1.23	1.86	1.27	1.26	1.27	1.03	0.00	1.44	0.61	0.00	0.91
Avail Cap(c_a), veh/h	185	737	318	308	584	587	493	0	435	431	0	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.9	58.4	58.4	60.9	49.7	49.7	53.4	0.0	53.4	53.0	0.0	57.0
Incr Delay (d2), s/veh	5.6	116.9	398.4	145.6	128.9	135.5	49.8	0.0	212.0	1.9	0.0	21.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	25.7	47.1	24.0	42.2	43.5	25.0	0.0	41.7	7.9	0.0	13.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.5	175.3	456.8	206.5	178.6	185.1	103.2	0.0	265.5	55.0	0.0	78.1
LnGrp LOS	E	F	F	F	F	F	F	A	F	D	A	E
Approach Vol, veh/h		1575			1872			1138			549	
Approach Delay, s/veh		276.4			187.1			192.8			68.6	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.7	37.0		45.0	12.2	54.5		35.2				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 25	30.0		40.0	* 15	40.0		35.0				
Max Q Clear Time (g_c+I1), s	27.0	32.0		42.0	7.9	49.5		28.6				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		1.5				

Intersection Summary		
HCM 6th Ctrl Delay		203.1
HCM 6th LOS		F

Notes

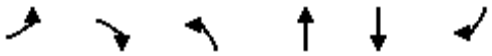
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	392	171	206	551	491	527
Future Volume (vph)	392	171	206	551	491	527
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	10.0	10.0	10.0
Minimum Split (s)	13.6	13.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	30.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	30.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	4.6	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	24.9	24.9	15.7	46.5	26.2	26.2
Actuated g/C Ratio	0.30	0.30	0.19	0.55	0.31	0.31
v/c Ratio	0.92	0.34	0.77	0.66	0.55	0.69
Control Delay	56.2	6.1	49.6	15.9	25.9	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.2	6.1	49.6	15.9	25.9	6.1
LOS	E	A	D	B	C	A
Approach Delay	41.0			25.1	15.6	
Approach LOS	D			C	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 84.1	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 24.8	Intersection LOS: C
Intersection Capacity Utilization 61.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 57: Briggs Rd & Heritage HS Dwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	392	171	206	551	491	527
Future Volume (veh/h)	392	171	206	551	491	527
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	490	214	258	689	614	659
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	465	414	293	1164	1452	647
Arrive On Green	0.26	0.26	0.16	0.61	0.40	0.40
Sat Flow, veh/h	1810	1610	1810	1900	3705	1610
Grp Volume(v), veh/h	490	214	258	689	614	659
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1805	1610
Q Serve(g_s), s	24.4	10.8	13.2	20.9	11.6	38.2
Cycle Q Clear(g_c), s	24.4	10.8	13.2	20.9	11.6	38.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	465	414	293	1164	1452	647
V/C Ratio(X)	1.05	0.52	0.88	0.59	0.42	1.02
Avail Cap(c_a), veh/h	465	414	389	1264	1452	647
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	30.3	38.9	11.2	20.5	28.4
Incr Delay (d2), s/veh	56.8	1.1	13.6	0.6	0.2	39.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.8	0.1	6.9	8.1	4.8	21.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	92.1	31.4	52.5	11.8	20.7	68.3
LnGrp LOS	F	C	D	B	C	F
Approach Vol, veh/h	704			947	1273	
Approach Delay, s/veh	73.7			22.9	45.3	
Approach LOS	E			C	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		65.0		30.0	20.0	45.0
Change Period (Y+Rc), s		6.8		5.6	4.6	6.8
Max Green Setting (Gmax), s		63.2		24.4	20.4	38.2
Max Q Clear Time (g_c+I1), s		22.9		26.4	15.2	40.2
Green Ext Time (p_c), s		5.7		0.0	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	44.9
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	312.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	0	0	51	0	194	0	708	164	23	648	0
Future Vol, veh/h	51	0	0	51	0	194	0	708	164	23	648	0
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	71	0	0	71	0	269	0	983	228	32	900	0
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	17.5	27.5	368.5	365
HCM LOS	C	D	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%	21%	3%
Vol Thru, %	100%	0%	0%	0%	97%
Vol Right, %	0%	100%	0%	79%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	708	164	51	245	671
LT Vol	0	0	51	51	23
Through Vol	708	0	0	0	648
RT Vol	0	164	0	194	0
Lane Flow Rate	983	228	71	340	932
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1.941	0.405	0.175	0.657	1.75
Departure Headway (Hd)	8.11	7.384	11.969	8.943	7.609
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	462	492	302	408	485
Service Time	5.81	5.084	9.969	6.943	5.609
HCM Lane V/C Ratio	2.128	0.463	0.235	0.833	1.922
HCM Control Delay	450.4	15	17.5	27.5	365
HCM Lane LOS	F	B	C	D	F
HCM 95th-tile Q	57.8	1.9	0.6	4.5	50.5

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	872	699	0
Future Vol, veh/h	0	0	0	872	699	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	872	699	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	699	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	443	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	443	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	78.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	109	0	0	95	0	39	18	724	52	31	650	18
Future Vol, veh/h	109	0	0	95	0	39	18	724	52	31	650	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	131	0	0	114	0	47	22	872	63	37	783	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1348	1850	794	1819	1830	471	805	0	0	938	0	0
Stage 1	868	868	-	951	951	-	-	-	-	-	-	-
Stage 2	480	982	-	868	879	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 120	75	391	~ 55	77	545	828	-	-	739	-	-
Stage 1	350	372	-	283	341	-	-	-	-	-	-	-
Stage 2	541	330	-	350	368	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 98	64	391	~ 49	66	543	828	-	-	737	-	-
Mov Cap-2 Maneuver	~ 98	64	-	~ 49	66	-	-	-	-	-	-	-
Stage 1	330	338	-	266	321	-	-	-	-	-	-	-
Stage 2	467	311	-	318	335	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	285.6	$ 774.5	0.5	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	828	-	-	98	67	737	-	-
HCM Lane V/C Ratio	0.026	-	-	1.34	2.41	0.051	-	-
HCM Control Delay (s)	9.5	0.3	-	285.6	$ 774.5	10.1	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	9.4	15.7	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	99	0	794	706	38
Future Vol, veh/h	0	99	0	794	706	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	99	0	794	706	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	725	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	428	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	428	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	428	-	-
HCM Lane V/C Ratio	-	0.231	-	-
HCM Control Delay (s)	-	15.9	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.9	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	0	68	23	0	7	67	773	8	2	776	27
Future Vol, veh/h	14	0	68	23	0	7	67	773	8	2	776	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	0	68	23	0	7	67	773	8	2	776	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1315	1709	790	1739	1718	391	803	0	0	781	0	0
Stage 1	794	794	-	911	911	-	-	-	-	-	-	-
Stage 2	521	915	-	828	807	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	127	92	393	63	91	614	830	-	-	845	-	-
Stage 1	384	403	-	299	356	-	-	-	-	-	-	-
Stage 2	512	354	-	368	397	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	112	79	393	46	78	614	830	-	-	845	-	-
Mov Cap-2 Maneuver	112	79	-	46	78	-	-	-	-	-	-	-
Stage 1	329	401	-	256	305	-	-	-	-	-	-	-
Stage 2	434	303	-	303	395	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.5	117.3	1.3	0
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	830	-	-	112	393	59	845	-	-
HCM Lane V/C Ratio	0.081	-	-	0.125	0.173	0.508	0.002	-	-
HCM Control Delay (s)	9.7	0.6	-	41.7	16.1	117.3	9.3	0	-
HCM Lane LOS	A	A	-	E	C	F	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.4	0.6	2	0	-	-

Intersection	
Intersection Delay, s/veh	243.7
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	42	109	738	48	69	799
Future Vol, veh/h	42	109	738	48	69	799
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	51	133	900	59	84	974
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	14.9	227.1	298.5
HCM LOS	B	F	F

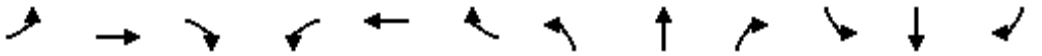
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	28%	8%
Vol Thru, %	94%	0%	92%
Vol Right, %	6%	72%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	786	151	868
LT Vol	0	42	69
Through Vol	738	0	799
RT Vol	48	109	0
Lane Flow Rate	959	184	1059
Geometry Grp	1	1	1
Degree of Util (X)	1.444	0.339	1.61
Departure Headway (Hd)	6.104	7.88	5.996
Convergence, Y/N	Yes	Yes	Yes
Cap	604	460	614
Service Time	4.104	5.88	3.996
HCM Lane V/C Ratio	1.588	0.4	1.725
HCM Control Delay	227.1	14.9	298.5
HCM Lane LOS	F	B	F
HCM 95th-tile Q	40.6	1.5	52.7

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	766	367	608	873	3	311
Future Volume (vph)	766	367	608	873	3	311
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		9.0	9.5	9.5	9.5
Total Split (s)	42.0		29.0	71.0	29.0	29.0
Total Split (%)	42.0%		29.0%	71.0%	29.0%	29.0%
Yellow Time (s)	4.0		3.5	4.0	4.0	4.0
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.0	4.5	4.5	4.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	C-Min	None	None
Act Effct Green (s)	27.5	100.0	42.1	73.6	17.4	17.4
Actuated g/C Ratio	0.28	1.00	0.42	0.74	0.17	0.17
v/c Ratio	0.79	0.24	0.83	0.34	0.74	0.74
Control Delay	39.7	0.4	28.5	12.2	52.5	26.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.7	0.4	28.5	12.2	52.5	26.5
LOS	D	A	C	B	D	C
Approach Delay	27.0			18.9	37.3	
Approach LOS	C			B	D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 61 (61%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 24.9	Intersection LOS: C
Intersection Capacity Utilization 78.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 68: I-215 SB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	766	367	608	873	0	0	0	0	221	3	311
Future Volume (veh/h)	0	766	367	608	873	0	0	0	0	221	3	311
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	790	0	627	900	0				228	3	321
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1445		452	2492	0				392	5	354
Arrive On Green	0.00	0.40	0.00	0.50	1.00	0.00				0.22	0.22	0.22
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1787	24	1610
Grp Volume(v), veh/h	0	790	0	627	900	0				231	0	321
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1811	0	1610
Q Serve(g_s), s	0.0	16.8	0.0	25.0	0.0	0.0				11.4	0.0	19.4
Cycle Q Clear(g_c), s	0.0	16.8	0.0	25.0	0.0	0.0				11.4	0.0	19.4
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	1445		452	2492	0				398	0	354
V/C Ratio(X)	0.00	0.55		1.39	0.36	0.00				0.58	0.00	0.91
Avail Cap(c_a), veh/h	0	1445		452	2492	0				444	0	394
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.67	0.00	0.48	0.48	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.0	0.0	25.0	0.0	0.0				34.9	0.0	38.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	180.3	0.2	0.0				0.7	0.0	21.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.0	0.0	29.6	0.1	0.0				5.0	0.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.0	0.0	205.3	0.2	0.0				35.6	0.0	59.7
LnGrp LOS	A	C		F	A	A				D	A	E
Approach Vol, veh/h		790			1527						552	
Approach Delay, s/veh		24.0			84.4						49.6	
Approach LOS		C			F						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	29.0	44.5		26.5		73.5
Change Period (Y+Rc), s	4.0	4.5		4.5		4.5
Max Green Setting (Gmax), s	25.0	37.5		24.5		66.5
Max Q Clear Time (g_c+I1), s	27.0	18.8		21.4		2.0
Green Ext Time (p_c), s	0.0	3.5		0.5		4.6

Intersection Summary		
HCM 6th Ctrl Delay		61.1
HCM 6th LOS		E

Notes

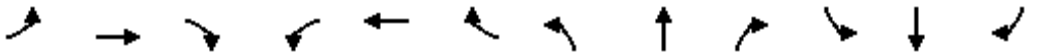
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	238	749	1247	456	4	464
Future Volume (vph)	238	749	1247	456	4	464
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	8.5	9.5	9.5		9.5	9.5
Total Split (s)	34.0	60.0	26.0		40.0	40.0
Total Split (%)	34.0%	60.0%	26.0%		40.0%	40.0%
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min		None	None
Act Effct Green (s)	17.9	64.8	43.3	100.0	26.2	26.2
Actuated g/C Ratio	0.18	0.65	0.43	1.00	0.26	0.26
v/c Ratio	0.75	0.33	0.81	0.29	0.51	0.85
Control Delay	67.1	2.3	33.3	0.5	33.8	35.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.1	2.3	33.3	0.5	33.8	35.7
LOS	E	A	C	A	C	D
Approach Delay		17.9	24.5		35.0	
Approach LOS		B	C		D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 24.8	Intersection LOS: C
Intersection Capacity Utilization 78.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 69: I-215 NB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	749	0	0	1247	456	234	4	464	0	0	0
Future Volume (veh/h)	238	749	0	0	1247	456	234	4	464	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	243	764	0	0	1272	0	239	4	473			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	279	2134	0	0	1451		568	10	514			
Arrive On Green	0.15	0.59	0.00	0.00	0.40	0.00	0.32	0.32	0.32			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1781	30	1610			
Grp Volume(v), veh/h	243	764	0	0	1272	0	243	0	473			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	13.1	11.0	0.0	0.0	32.5	0.0	10.6	0.0	28.3			
Cycle Q Clear(g_c), s	13.1	11.0	0.0	0.0	32.5	0.0	10.6	0.0	28.3			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	279	2134	0	0	1451		578	0	514			
V/C Ratio(X)	0.87	0.36	0.00	0.00	0.88		0.42	0.00	0.92			
Avail Cap(c_a), veh/h	552	2134	0	0	1451		643	0	572			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.51	0.51	0.00	0.00	0.36	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	41.3	10.6	0.0	0.0	27.6	0.0	26.8	0.0	32.8			
Incr Delay (d2), s/veh	1.8	0.2	0.0	0.0	3.0	0.0	0.5	0.0	19.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.9	4.1	0.0	0.0	13.9	0.0	4.5	0.0	13.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.1	10.8	0.0	0.0	30.6	0.0	27.3	0.0	52.1			
LnGrp LOS	D	B	A	A	C		C	A	D			
Approach Vol, veh/h		1007			1272			716				
Approach Delay, s/veh		18.6			30.6			43.7				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		63.6			18.9	44.7		36.4				
Change Period (Y+Rc), s		4.5			3.5	4.5		4.5				
Max Green Setting (Gmax), s		55.5			30.5	21.5		35.5				
Max Q Clear Time (g_c+I1), s		13.0			15.1	34.5		30.3				
Green Ext Time (p_c), s		3.7			0.3	0.0		1.6				

Intersection Summary	
HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C

Notes

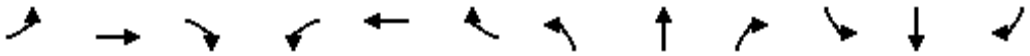
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	154	958	52	1360	179	22	51	22	17
Future Volume (vph)	154	958	52	1360	179	22	51	22	17
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases					4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	14.8	14.8	14.8
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	25.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	12.1	48.6	7.5	39.2	19.1	19.1	19.1	19.8	19.8
Actuated g/C Ratio	0.14	0.55	0.09	0.44	0.22	0.22	0.22	0.22	0.22
v/c Ratio	0.64	0.56	0.35	0.89	0.79	0.06	0.13	0.07	0.37
Control Delay	48.8	16.1	46.6	32.5	57.4	28.3	3.5	28.2	8.6
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.8	16.2	46.6	32.5	57.4	28.3	3.5	28.2	8.6
LOS	D	B	D	C	E	C	A	C	A
Approach Delay		20.4		33.0		43.9			10.8
Approach LOS		C		C		D			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 88.1	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 27.5	Intersection LOS: C
Intersection Capacity Utilization 87.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 70: Encanto Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	958	100	52	1360	22	179	22	51	22	17	164
Future Volume (veh/h)	154	958	100	52	1360	22	179	22	51	22	17	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	159	988	103	54	1402	23	185	23	53	23	18	169
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	196	1591	166	91	1546	25	288	505	424	425	41	389
Arrive On Green	0.11	0.48	0.48	0.05	0.43	0.43	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1810	3291	343	1810	3635	60	1209	1900	1596	1334	156	1465
Grp Volume(v), veh/h	159	542	549	54	696	729	185	23	53	23	0	187
Grp Sat Flow(s),veh/h/ln	1810	1805	1829	1810	1805	1889	1209	1900	1596	1334	0	1621
Q Serve(g_s), s	7.5	19.3	19.3	2.5	31.5	31.5	13.1	0.8	2.2	1.1	0.0	8.4
Cycle Q Clear(g_c), s	7.5	19.3	19.3	2.5	31.5	31.5	21.4	0.8	2.2	1.9	0.0	8.4
Prop In Lane	1.00		0.19	1.00		0.03	1.00		1.00	1.00		0.90
Lane Grp Cap(c), veh/h	196	872	884	91	768	804	288	505	424	425	0	431
V/C Ratio(X)	0.81	0.62	0.62	0.59	0.91	0.91	0.64	0.05	0.12	0.05	0.00	0.43
Avail Cap(c_a), veh/h	423	872	884	423	805	842	288	505	424	436	0	444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.0	16.6	16.6	40.6	23.4	23.5	35.5	23.8	24.3	24.5	0.0	26.6
Incr Delay (d2), s/veh	3.1	1.4	1.3	2.3	13.5	13.2	4.8	0.0	0.1	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	7.6	7.7	1.1	14.4	15.0	4.1	0.4	0.8	0.3	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	18.0	18.0	42.9	37.0	36.6	40.2	23.8	24.4	24.6	0.0	27.3
LnGrp LOS	D	B	B	D	D	D	D	C	C	C	A	C
Approach Vol, veh/h		1250			1479			261			210	
Approach Delay, s/veh		20.9			37.0			35.6			27.0	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	48.3		30.0	14.0	43.2		30.0				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		* 6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		* 24				
Max Q Clear Time (g_c+I1), s	4.5	21.3		23.4	9.5	33.5		10.4				
Green Ext Time (p_c), s	0.0	6.7		0.0	0.1	3.6		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		30.0	
HCM 6th LOS		C	

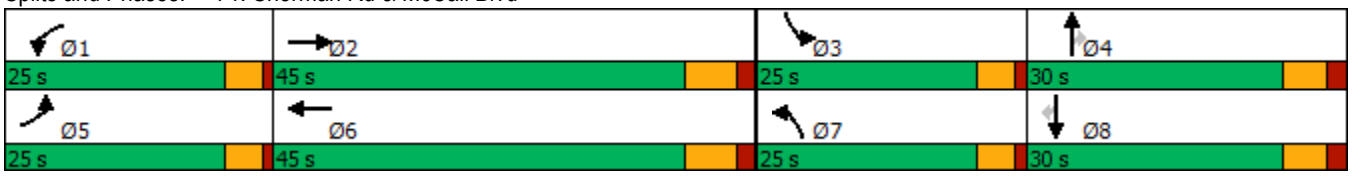
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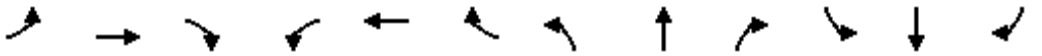
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	126	984	34	1206	93	29	26	47	16	57
Future Volume (vph)	126	984	34	1206	93	29	26	47	16	57
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4		3	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.8	10.6	16.8	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	10.8	52.1	6.8	41.6	9.2	12.2	12.2	7.3	8.1	8.1
Actuated g/C Ratio	0.13	0.61	0.08	0.48	0.11	0.14	0.14	0.09	0.09	0.09
v/c Ratio	0.58	0.48	0.25	0.75	0.50	0.11	0.09	0.31	0.09	0.24
Control Delay	47.4	15.2	44.7	25.1	47.3	37.5	0.5	45.4	40.9	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	15.2	44.7	25.1	47.3	37.5	0.5	45.4	40.9	3.0
LOS	D	B	D	C	D	D	A	D	D	A
Approach Delay		18.8		25.6		37.1			24.5	
Approach LOS		B		C		D			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 85.8	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 23.3	Intersection LOS: C
Intersection Capacity Utilization 68.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 71: Sherman Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	984	34	34	1206	53	93	29	26	47	16	57
Future Volume (veh/h)	126	984	34	34	1206	53	93	29	26	47	16	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.95	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	130	1014	35	35	1243	55	96	30	27	48	16	59
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	167	1700	59	76	1506	67	128	240	192	93	203	166
Arrive On Green	0.09	0.48	0.48	0.04	0.43	0.43	0.07	0.13	0.13	0.05	0.11	0.11
Sat Flow, veh/h	1810	3556	123	1810	3521	156	1810	1900	1526	1810	1900	1557
Grp Volume(v), veh/h	130	515	534	35	637	661	96	30	27	48	16	59
Grp Sat Flow(s),veh/h/ln	1810	1805	1874	1810	1805	1871	1810	1900	1526	1810	1900	1557
Q Serve(g_s), s	5.1	15.2	15.2	1.4	22.8	22.8	3.8	1.0	1.1	1.9	0.6	2.6
Cycle Q Clear(g_c), s	5.1	15.2	15.2	1.4	22.8	22.8	3.8	1.0	1.1	1.9	0.6	2.6
Prop In Lane	1.00		0.07	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	167	863	896	76	772	801	128	240	192	93	203	166
V/C Ratio(X)	0.78	0.60	0.60	0.46	0.82	0.83	0.75	0.13	0.14	0.52	0.08	0.35
Avail Cap(c_a), veh/h	506	945	981	506	945	979	506	622	500	506	622	510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	13.9	13.9	34.2	18.5	18.5	33.3	28.3	28.4	33.8	29.4	30.3
Incr Delay (d2), s/veh	3.0	0.9	0.8	1.6	5.0	4.9	3.3	0.2	0.3	1.7	0.2	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	5.1	5.3	0.6	8.8	9.1	1.7	0.5	0.4	0.8	0.3	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	14.8	14.7	35.8	23.5	23.4	36.6	28.5	28.7	35.4	29.5	31.5
LnGrp LOS	D	B	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1179			1333			153			123	
Approach Delay, s/veh		17.0			23.8			33.7			32.8	
Approach LOS		B			C			C			C	

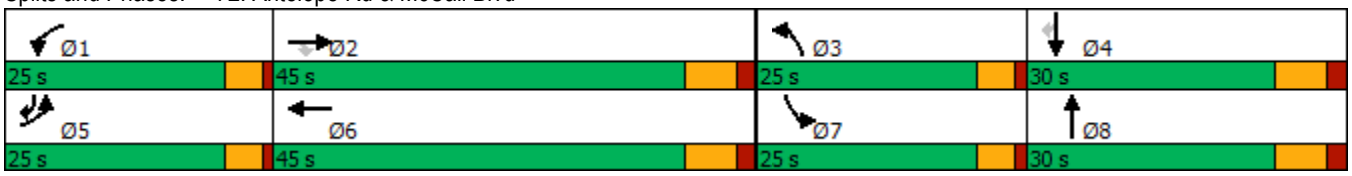
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	41.7	8.3	15.3	11.3	38.0	9.7	13.9
Change Period (Y+Rc), s	4.6	6.8	4.6	6.1	4.6	6.8	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.9	20.4	38.2	20.4	23.9
Max Q Clear Time (g_c+I1), s	3.4	17.2	3.9	3.1	7.1	24.8	5.8	4.6
Green Ext Time (p_c), s	0.0	6.1	0.0	0.2	0.1	6.4	0.1	0.2

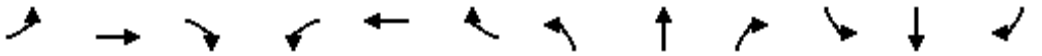
Intersection Summary	
HCM 6th Ctrl Delay	21.9
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	74	1001	16	46	1096	51	15	23	2	85
Future Volume (vph)	74	1001	16	46	1096	51	15	23	2	85
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8	7	4	5
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	5
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	16.8	16.8	10.6	16.8	10.6	14.8	10.6	14.8	10.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0	25.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%	20.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	6.8	4.6	6.8	4.6	6.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	8.2	45.6	45.6	7.1	40.0	10.4	8.5	6.3	8.1	17.1
Actuated g/C Ratio	0.10	0.58	0.58	0.09	0.51	0.13	0.11	0.08	0.10	0.22
v/c Ratio	0.42	0.51	0.02	0.30	0.69	0.23	0.42	0.17	0.01	0.21
Control Delay	41.6	13.8	0.1	40.4	18.9	33.7	16.3	39.3	36.0	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.6	13.8	0.1	40.4	18.9	33.7	16.3	39.3	36.0	7.9
LOS	D	B	A	D	B	C	B	D	D	A
Approach Delay		15.5			19.7		22.1		14.8	
Approach LOS		B			B		C		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 79.1	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 17.8	Intersection LOS: B
Intersection Capacity Utilization 62.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 72: Antelope Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	1001	16	46	1096	71	51	15	87	23	2	85
Future Volume (veh/h)	74	1001	16	46	1096	71	51	15	87	23	2	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	79	1065	17	49	1166	76	54	16	93	24	2	90
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	123	1615	720	96	1488	97	101	33	194	58	217	293
Arrive On Green	0.07	0.45	0.45	0.05	0.43	0.43	0.06	0.14	0.14	0.03	0.11	0.11
Sat Flow, veh/h	1810	3610	1610	1810	3441	224	1810	242	1405	1810	1900	1610
Grp Volume(v), veh/h	79	1065	17	49	611	631	54	0	109	24	2	90
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1860	1810	0	1647	1810	1900	1610
Q Serve(g_s), s	2.9	16.0	0.4	1.8	20.1	20.1	2.0	0.0	4.2	0.9	0.1	3.4
Cycle Q Clear(g_c), s	2.9	16.0	0.4	1.8	20.1	20.1	2.0	0.0	4.2	0.9	0.1	3.4
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	123	1615	720	96	781	804	101	0	227	58	217	293
V/C Ratio(X)	0.64	0.66	0.02	0.51	0.78	0.78	0.53	0.00	0.48	0.41	0.01	0.31
Avail Cap(c_a), veh/h	534	1994	889	534	997	1027	534	0	552	534	637	649
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	15.0	10.7	31.9	16.8	16.9	31.8	0.0	27.5	32.8	27.2	24.5
Incr Delay (d2), s/veh	2.1	0.6	0.0	1.6	3.2	3.1	1.6	0.0	1.6	1.7	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.3	0.1	0.8	8.1	8.4	0.9	0.0	1.7	0.4	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	15.6	10.7	33.5	20.0	20.0	33.4	0.0	29.1	34.6	27.2	25.1
LnGrp LOS	C	B	B	C	C	B	C	A	C	C	C	C
Approach Vol, veh/h		1161			1291			163			116	
Approach Delay, s/veh		16.7			20.5			30.5			27.1	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	37.7	8.5	14.7	9.3	36.7	6.8	16.4
Change Period (Y+Rc), s	4.6	6.8	4.6	6.8	4.6	6.8	4.6	6.8
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.2	20.4	38.2	20.4	23.2
Max Q Clear Time (g_c+I1), s	3.8	18.0	4.0	5.4	4.9	22.1	2.9	6.2
Green Ext Time (p_c), s	0.0	6.9	0.0	0.2	0.1	7.8	0.0	0.5

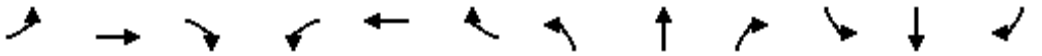
Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	204	972	2	1078	162	6	6	73	1	194
Future Volume (vph)	204	972	2	1078	162	6	6	73	1	194
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases					6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	8.0	8.0	21.0	21.0	21.0
Minimum Split (s)	10.6	17.2	10.6	17.2	17.2	13.6	13.6	26.6	26.6	26.6
Total Split (s)	40.0	60.0	25.0	45.0	45.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	32.0%	48.0%	20.0%	36.0%	36.0%	32.0%	32.0%	32.0%	32.0%	32.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2		5.6		5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	16.2	56.7	6.0	37.9	37.9		21.1		21.1	21.1
Actuated g/C Ratio	0.17	0.61	0.06	0.41	0.41		0.23		0.23	0.23
v/c Ratio	0.74	0.96	0.02	0.84	0.26		0.05		0.28	0.42
Control Delay	50.7	37.4	43.0	31.8	10.0		23.7		33.8	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	50.7	37.4	43.0	31.8	10.0		23.7		33.8	7.2
LOS	D	D	D	C	B		C		C	A
Approach Delay		39.7		29.0			23.7		14.5	
Approach LOS		D		C			C		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 92.6	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 32.2	Intersection LOS: C
Intersection Capacity Utilization 88.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	972	2	2	1078	162	6	6	6	73	1	194
Future Volume (veh/h)	204	972	2	2	1078	162	6	6	6	73	1	194
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	234	1117	2	2	1239	186	7	7	7	84	1	223
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	273	1094	2	6	1550	691	145	144	118	403	4	368
Arrive On Green	0.15	0.58	0.58	0.00	0.43	0.43	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	1896	3	1810	3610	1610	403	626	514	1414	19	1602
Grp Volume(v), veh/h	234	0	1119	2	1239	186	21	0	0	85	0	223
Grp Sat Flow(s),veh/h/ln	1810	0	1899	1810	1805	1610	1543	0	0	1433	0	1602
Q Serve(g_s), s	11.5	0.0	52.8	0.1	27.3	6.8	0.0	0.0	0.0	3.2	0.0	11.4
Cycle Q Clear(g_c), s	11.5	0.0	52.8	0.1	27.3	6.8	4.0	0.0	0.0	4.2	0.0	11.4
Prop In Lane	1.00		0.00	1.00		1.00	0.33		0.33	0.99		1.00
Lane Grp Cap(c), veh/h	273	0	1096	6	1550	691	407	0	0	407	0	368
V/C Ratio(X)	0.86	0.00	1.02	0.34	0.80	0.27	0.05	0.00	0.00	0.21	0.00	0.61
Avail Cap(c_a), veh/h	700	0	1096	403	1550	691	626	0	0	614	0	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	19.3	45.5	22.7	16.8	27.5	0.0	0.0	28.7	0.0	31.6
Incr Delay (d2), s/veh	3.0	0.0	32.6	12.2	3.2	0.3	0.1	0.0	0.0	0.3	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	30.3	0.1	11.7	2.5	0.4	0.0	0.0	1.5	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	0.0	51.9	57.7	25.9	17.1	27.5	0.0	0.0	29.0	0.0	33.2
LnGrp LOS	D	A	F	E	C	B	C	A	A	C	A	C
Approach Vol, veh/h		1353			1427			21			308	
Approach Delay, s/veh		50.0			24.8			27.5			32.0	
Approach LOS		D			C			C			C	

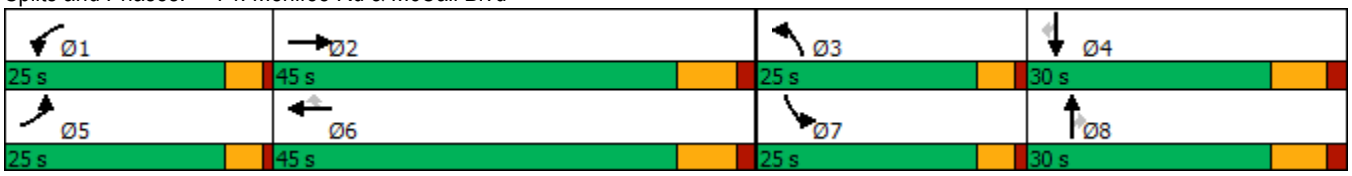
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	60.0		26.6	18.4	46.5		26.6				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	52.8		34.4	35.4	37.8		34.4				
Max Q Clear Time (g_c+I1), s	2.1	54.8		13.4	13.5	29.3		6.0				
Green Ext Time (p_c), s	0.0	0.0		1.2	0.3	6.5		0.1				

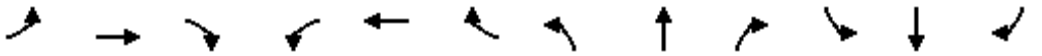
Intersection Summary			
HCM 6th Ctrl Delay		36.5	
HCM 6th LOS		D	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	321	433	48	683	197	350	368	54	181	290	208
Future Volume (vph)	321	433	48	683	197	350	368	54	181	290	208
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.5	10.6	17.5	17.5	10.6	15.2	15.2	10.6	15.2	15.2
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	16.5	44.6	6.8	32.3	32.3	20.8	21.7	21.7	16.9	17.9	17.9
Actuated g/C Ratio	0.15	0.40	0.06	0.29	0.29	0.19	0.19	0.19	0.15	0.16	0.16
v/c Ratio	0.75	0.61	0.27	0.79	0.37	1.26	0.63	0.16	0.80	0.61	0.54
Control Delay	56.7	24.9	57.5	43.3	5.9	177.9	48.0	0.8	68.8	49.2	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	24.9	57.5	43.3	5.9	177.9	48.0	0.8	68.8	49.2	9.9
LOS	E	C	E	D	A	F	D	A	E	D	A
Approach Delay		34.6		36.1			103.6			42.4	
Approach LOS		C		D			F			D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 111.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay: 52.1	Intersection LOS: D
Intersection Capacity Utilization 75.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	321	433	297	48	683	197	350	368	54	181	290	208
Future Volume (veh/h)	321	433	297	48	683	197	350	368	54	181	290	208
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	387	522	358	58	823	237	422	443	65	218	349	251
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	458	747	512	160	1010	450	340	837	373	249	656	292
Arrive On Green	0.13	0.36	0.36	0.05	0.28	0.28	0.19	0.23	0.23	0.14	0.18	0.18
Sat Flow, veh/h	3510	2049	1404	3510	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	387	460	420	58	823	237	422	443	65	218	349	251
Grp Sat Flow(s),veh/h/ln	1755	1805	1647	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	11.7	23.6	23.6	1.7	23.1	13.5	20.4	11.7	3.5	12.8	9.5	16.4
Cycle Q Clear(g_c), s	11.7	23.6	23.6	1.7	23.1	13.5	20.4	11.7	3.5	12.8	9.5	16.4
Prop In Lane	1.00		0.85	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	458	658	600	160	1010	450	340	837	373	249	656	292
V/C Ratio(X)	0.84	0.70	0.70	0.36	0.82	0.53	1.24	0.53	0.17	0.87	0.53	0.86
Avail Cap(c_a), veh/h	660	658	600	660	1247	556	340	837	373	340	758	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	29.4	29.4	50.3	36.5	33.0	44.1	36.5	33.4	45.9	40.2	43.1
Incr Delay (d2), s/veh	4.8	3.3	3.6	0.5	3.5	1.0	130.9	0.6	0.2	13.7	0.7	17.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	10.6	9.8	0.8	10.5	5.3	21.4	5.2	1.4	6.7	4.3	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.9	32.7	33.0	50.8	40.0	34.0	174.9	37.1	33.6	59.6	40.9	60.5
LnGrp LOS	D	C	C	D	D	C	F	D	C	E	D	E
Approach Vol, veh/h		1267			1118			930			818	
Approach Delay, s/veh		38.4			39.3			99.4			51.9	
Approach LOS		D			D			F			D	

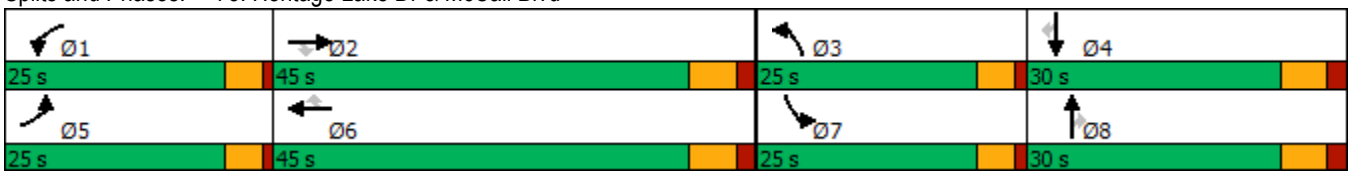
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	47.1	25.0	26.9	18.8	37.9	19.6	32.4
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	22.8	20.4	37.5	20.4	22.8
Max Q Clear Time (g_c+I1), s	3.7	25.6	22.4	18.4	13.7	25.1	14.8	13.7
Green Ext Time (p_c), s	0.1	4.6	0.0	1.3	0.5	5.3	0.2	2.1

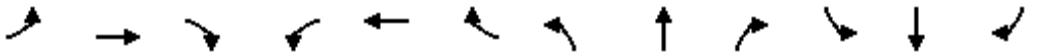
Intersection Summary	
HCM 6th Ctrl Delay	55.0
HCM 6th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	447	137	36	627	112	228	174	53	34	105	73
Future Volume (vph)	88	447	137	36	627	112	228	174	53	34	105	73
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.2	23.3	23.3	7.1	18.9	18.9	16.7	26.3	26.3	7.0	11.0	11.0
Actuated g/C Ratio	0.12	0.31	0.31	0.09	0.25	0.25	0.22	0.35	0.35	0.09	0.15	0.15
v/c Ratio	0.44	0.31	0.26	0.24	0.53	0.26	0.63	0.29	0.10	0.22	0.42	0.25
Control Delay	42.0	22.1	5.7	41.2	27.7	8.9	37.7	24.7	1.0	41.2	38.9	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	22.1	5.7	41.2	27.7	8.9	37.7	24.7	1.0	41.2	38.9	5.5
LOS	D	C	A	D	C	A	D	C	A	D	D	A
Approach Delay		21.4			25.6			28.4			27.8	
Approach LOS		C			C			C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 75.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 25.1	Intersection LOS: C
Intersection Capacity Utilization 54.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 75: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	447	137	36	627	112	228	174	53	34	105	73
Future Volume (veh/h)	88	447	137	36	627	112	228	174	53	34	105	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		0.94	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	97	491	151	40	689	123	251	191	58	37	115	80
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	146	1442	429	88	1277	392	306	489	388	83	255	212
Arrive On Green	0.08	0.28	0.28	0.05	0.25	0.25	0.17	0.26	0.26	0.05	0.13	0.13
Sat Flow, veh/h	1810	5187	1543	1810	5187	1594	1810	1900	1508	1810	1900	1578
Grp Volume(v), veh/h	97	491	151	40	689	123	251	191	58	37	115	80
Grp Sat Flow(s),veh/h/ln	1810	1729	1543	1810	1729	1594	1810	1900	1508	1810	1900	1578
Q Serve(g_s), s	3.1	4.5	4.7	1.3	6.9	3.8	8.0	4.9	1.8	1.2	3.3	2.8
Cycle Q Clear(g_c), s	3.1	4.5	4.7	1.3	6.9	3.8	8.0	4.9	1.8	1.2	3.3	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	146	1442	429	88	1277	392	306	489	388	83	255	212
V/C Ratio(X)	0.67	0.34	0.35	0.45	0.54	0.31	0.82	0.39	0.15	0.44	0.45	0.38
Avail Cap(c_a), veh/h	620	3364	1001	620	3364	1034	620	753	598	620	753	626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.6	17.1	17.2	27.5	19.5	18.3	23.8	18.2	17.1	27.6	23.7	23.5
Incr Delay (d2), s/veh	1.9	0.1	0.5	1.3	0.4	0.5	2.1	0.5	0.2	1.4	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.7	1.6	0.6	2.6	1.3	3.3	2.1	0.6	0.5	1.5	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	17.3	17.7	28.9	19.9	18.8	25.9	18.7	17.2	29.0	25.0	24.6
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	C	C
Approach Vol, veh/h		739			852			500			232	
Approach Delay, s/veh		18.8			20.1			22.2			25.5	
Approach LOS		B			C			C			C	

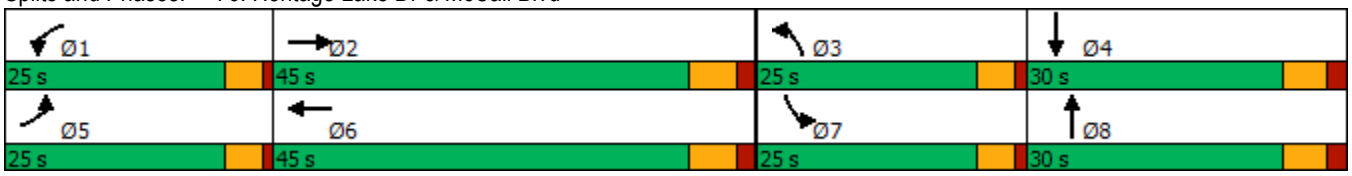
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	22.9	14.7	14.4	9.4	21.1	7.3	21.7
Change Period (Y+Rc), s	4.6	6.4	4.6	6.4	4.6	6.4	4.6	6.4
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.6	20.4	38.6	20.4	23.6
Max Q Clear Time (g_c+I1), s	3.3	6.7	10.0	5.3	5.1	8.9	3.2	6.9
Green Ext Time (p_c), s	0.0	4.2	0.3	0.8	0.1	5.8	0.0	1.1

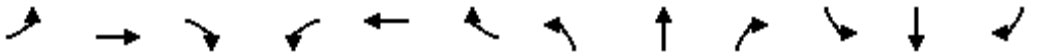
Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	20	340	81	446	218	114	54	118
Future Volume (vph)	20	340	81	446	218	114	54	118
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0
Minimum Split (s)	10.6	16.4	10.6	16.4	10.6	14.1	10.6	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.1	3.6	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	4.6	6.4	4.6	6.1	4.6	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	6.6	18.8	10.0	29.3	20.8	30.3	8.5	15.3
Actuated g/C Ratio	0.08	0.22	0.11	0.34	0.24	0.35	0.10	0.18
v/c Ratio	0.20	0.63	0.54	0.38	0.69	0.46	0.42	0.65
Control Delay	46.1	29.0	48.5	23.7	43.2	25.8	47.9	42.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	29.0	48.5	23.7	43.2	25.8	47.9	42.5
LOS	D	C	D	C	D	C	D	D
Approach Delay		29.6		27.2		34.6		43.9
Approach LOS		C		C		C		D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 87.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 31.8	Intersection LOS: C
Intersection Capacity Utilization 54.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 76: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	340	191	81	446	36	218	114	99	54	118	39
Future Volume (veh/h)	20	340	191	81	446	36	218	114	99	54	118	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	466	262	111	611	49	299	156	136	74	162	53
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	873	407	145	1455	116	349	264	230	120	214	70
Arrive On Green	0.04	0.25	0.25	0.08	0.30	0.30	0.19	0.28	0.28	0.07	0.16	0.16
Sat Flow, veh/h	1810	3458	1610	1810	4897	390	1810	928	809	1810	1362	445
Grp Volume(v), veh/h	27	466	262	111	430	230	299	0	292	74	0	215
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1829	1810	0	1738	1810	0	1807
Q Serve(g_s), s	1.0	8.0	9.9	4.1	6.8	6.9	10.9	0.0	9.9	2.7	0.0	7.8
Cycle Q Clear(g_c), s	1.0	8.0	9.9	4.1	6.8	6.9	10.9	0.0	9.9	2.7	0.0	7.8
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.47	1.00		0.25
Lane Grp Cap(c), veh/h	64	873	407	145	1028	544	349	0	493	120	0	285
V/C Ratio(X)	0.42	0.53	0.64	0.77	0.42	0.42	0.86	0.00	0.59	0.62	0.00	0.76
Avail Cap(c_a), veh/h	540	1953	909	540	1953	1033	540	0	608	540	0	632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.3	22.1	22.8	30.8	19.3	19.3	26.7	0.0	21.1	31.1	0.0	27.5
Incr Delay (d2), s/veh	1.7	0.5	1.7	3.2	0.3	0.5	5.2	0.0	1.1	1.9	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.1	3.7	1.9	2.6	2.8	5.0	0.0	3.9	1.2	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	22.6	24.5	34.0	19.5	19.8	31.8	0.0	22.2	33.0	0.0	31.6
LnGrp LOS	C	C	C	C	B	B	C	A	C	C	A	C
Approach Vol, veh/h		755			771			591			289	
Approach Delay, s/veh		23.7			21.7			27.1			32.0	
Approach LOS		C			C			C			C	

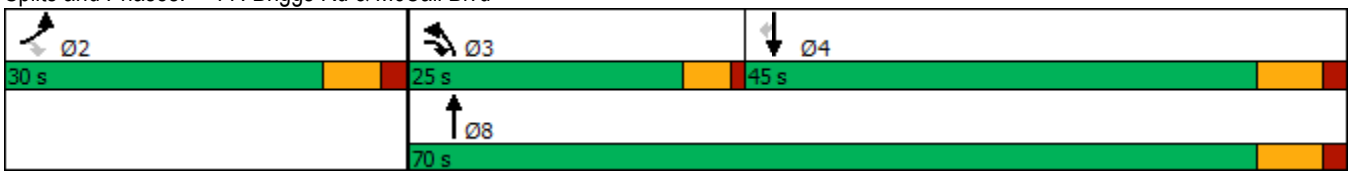
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	23.7	17.8	16.9	7.0	26.7	9.1	25.5
Change Period (Y+Rc), s	4.6	6.4	4.6	6.1	4.6	6.4	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.9	20.4	38.6	20.4	23.9
Max Q Clear Time (g_c+I1), s	6.1	11.9	12.9	9.8	3.0	8.9	4.7	11.9
Green Ext Time (p_c), s	0.1	5.3	0.3	1.0	0.0	4.7	0.1	1.4

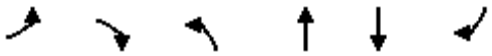
Intersection Summary	
HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	384	109	92	428	394	458
Future Volume (vph)	384	109	92	428	394	458
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	25.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	25.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	23.8	37.5	7.2	32.8	20.9	20.9
Actuated g/C Ratio	0.34	0.54	0.10	0.47	0.30	0.30
v/c Ratio	0.85	0.09	0.34	0.65	0.49	0.68
Control Delay	38.6	2.3	33.5	17.7	21.5	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.6	2.3	33.5	17.7	21.5	6.0
LOS	D	A	C	B	C	A
Approach Delay	30.6			20.5	13.2	
Approach LOS	C			C	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 69.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 19.8	Intersection LOS: B
Intersection Capacity Utilization 54.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	384	109	92	428	394	458
Future Volume (veh/h)	384	109	92	428	394	458
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	519	147	124	578	532	619
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	522	1013	242	1046	1535	684
Arrive On Green	0.29	0.29	0.07	0.55	0.43	0.43
Sat Flow, veh/h	1810	2834	3510	1900	3705	1608
Grp Volume(v), veh/h	519	147	124	578	532	619
Grp Sat Flow(s),veh/h/ln	1810	1417	1755	1900	1805	1608
Q Serve(g_s), s	23.4	2.9	2.8	16.1	8.1	29.4
Cycle Q Clear(g_c), s	23.4	2.9	2.8	16.1	8.1	29.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	522	1013	242	1046	1535	684
V/C Ratio(X)	0.99	0.15	0.51	0.55	0.35	0.91
Avail Cap(c_a), veh/h	522	1013	875	1467	1685	751
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	17.8	36.8	11.9	15.9	22.0
Incr Delay (d2), s/veh	37.9	0.0	0.6	0.5	0.1	13.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.2	0.9	1.2	6.2	3.2	12.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.0	17.9	37.4	12.3	16.0	35.7
LnGrp LOS	E	B	D	B	B	D
Approach Vol, veh/h	666			702	1151	
Approach Delay, s/veh	56.1			16.8	26.6	
Approach LOS	E			B	C	

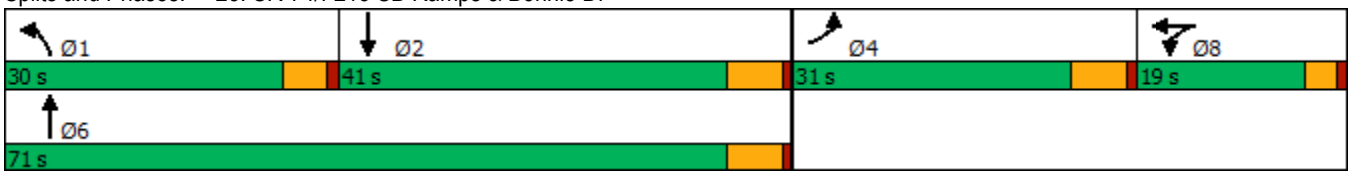
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		30.0	10.2	41.6		51.8
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s		25.4	4.8	31.4		18.1
Green Ext Time (p_c), s		0.0	0.2	3.4		4.4

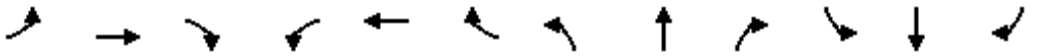
Intersection Summary	
HCM 6th Ctrl Delay	31.7
HCM 6th LOS	C

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	37	300	245	336	1182	39	
Future Volume (vph)	37	300	245	336	1182	39	
Turn Type	Prot	Free	Prot	NA	NA	Free	
Protected Phases	4		1	6	2		8
Permitted Phases		Free				Free	
Detector Phase	4		1	6	2		
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0
Minimum Split (s)	11.0		10.0	11.0	11.0		9.0
Total Split (s)	31.0		30.0	71.0	41.0		19.0
Total Split (%)	25.6%		24.8%	58.7%	33.9%		16%
Yellow Time (s)	5.0		4.0	5.0	5.0		3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	6.0		5.0	6.0	6.0		
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	6.3	69.8	14.3	59.3	37.1	69.8	
Actuated g/C Ratio	0.09	1.00	0.20	0.85	0.53	1.00	
v/c Ratio	0.24	0.20	0.70	0.22	1.23	0.03	
Control Delay	36.0	0.3	37.0	2.6	134.4	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	36.0	0.3	37.0	2.6	134.4	0.0	
LOS	D	A	D	A	F	A	
Approach Delay				17.1	130.1		
Approach LOS				B	F		

Intersection Summary	
Cycle Length: 121	
Actuated Cycle Length: 69.8	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.23	
Intersection Signal Delay: 79.6	Intersection LOS: E
Intersection Capacity Utilization 91.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	0	300	0	0	0	245	336	0	0	1182	39
Future Volume (veh/h)	37	0	300	0	0	0	245	336	0	0	1182	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	0	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	39	0	0	0	0	0	258	354	0	0	1244	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	0		0	3	0	317	1696	0	0	1193	
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.89	0.00	0.00	0.63	0.00
Sat Flow, veh/h		0		0	1900	0	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h		0.0		0	0	0	258	354	0	0	1244	0
Grp Sat Flow(s),veh/h/ln				0	1900	0	1810	1900	0	0	1900	1610
Q Serve(g_s), s				0.0	0.0	0.0	7.6	1.4	0.0	0.0	35.0	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	7.6	1.4	0.0	0.0	35.0	0.0
Prop In Lane				0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				0	3	0	317	1696	0	0	1193	
V/C Ratio(X)				0.00	0.00	0.00	0.82	0.21	0.00	0.00	1.04	
Avail Cap(c_a), veh/h				0	511	0	811	2215	0	0	1193	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	22.1	0.4	0.0	0.0	10.4	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	2.0	0.0	0.0	0.0	38.0	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.0	2.9	0.0	0.0	0.0	18.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	0.0	24.1	0.4	0.0	0.0	48.4	0.0
LnGrp LOS				A	A	A	C	A	A	A	F	
Approach Vol, veh/h					0			612			1244	
Approach Delay, s/veh					0.0			10.4			48.4	
Approach LOS								B			D	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	14.8	41.0				55.8		0.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		4.0				
Max Green Setting (Gmax), s	25.0	35.0				65.0		15.0				
Max Q Clear Time (g_c+I1), s	9.6	37.0				3.4		0.0				
Green Ext Time (p_c), s	0.3	0.0				1.1		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		35.8
HCM 6th LOS		D

Notes

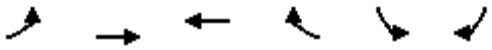
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	14	1467	547	968	292
Future Volume (vph)	14	1467	547	968	292
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	30.3	70.6	40.3		40.4
Total Split (%)	27.3%	63.6%	36.3%		36.4%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	5.8	37.2	35.6	67.4	18.7
Actuated g/C Ratio	0.09	0.55	0.53	1.00	0.28
v/c Ratio	0.10	0.77	0.30	0.63	0.69
Control Delay	38.9	15.4	10.8	1.9	30.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	38.9	15.4	10.8	1.9	30.9
LOS	D	B	B	A	C
Approach Delay		15.6	5.1		30.9
Approach LOS		B	A		C

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 67.4	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 67.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 29: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	1467	547	968	292	35
Future Volume (veh/h)	14	1467	547	968	292	35
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	1544	576	0	307	37
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	34	1994	1537		368	44
Arrive On Green	0.02	0.55	0.43	0.00	0.23	0.23
Sat Flow, veh/h	1810	3705	3705	1610	1589	192
Grp Volume(v), veh/h	15	1544	576	0	345	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1786	0
Q Serve(g_s), s	0.4	16.4	5.4	0.0	9.0	0.0
Cycle Q Clear(g_c), s	0.4	16.4	5.4	0.0	9.0	0.0
Prop In Lane	1.00			1.00	0.89	0.11
Lane Grp Cap(c), veh/h	34	1994	1537		414	0
V/C Ratio(X)	0.44	0.77	0.37		0.83	0.00
Avail Cap(c_a), veh/h	921	4798	2572		1276	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	23.8	8.6	9.6	0.0	18.0	0.0
Incr Delay (d2), s/veh	3.3	0.2	0.1	0.0	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.2	1.4	0.0	3.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.1	8.8	9.7	0.0	19.7	0.0
LnGrp LOS	C	A	A		B	A
Approach Vol, veh/h		1559	576		345	
Approach Delay, s/veh		9.0	9.7		19.7	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		32.4		16.7	6.2	26.2
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		65.3		35.1	25.0	35.0
Max Q Clear Time (g_c+I1), s		18.4		11.0	2.4	7.4
Green Ext Time (p_c), s		8.7		0.5	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	10.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

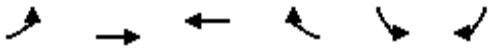
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	362	1397	1140	46	375
Future Volume (vph)	362	1397	1140	46	375
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.0	11.0	9.5	9.5
Total Split (s)	24.0	65.0	41.0	24.5	24.5
Total Split (%)	26.8%	72.6%	45.8%	27.4%	27.4%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	19.5	55.5	31.9	8.0	8.0
Actuated g/C Ratio	0.26	0.75	0.43	0.11	0.11
v/c Ratio	0.81	0.55	0.81	0.25	0.75
Control Delay	42.9	5.3	24.0	34.4	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.9	5.3	24.0	34.4	13.6
LOS	D	A	C	C	B
Approach Delay		13.0	24.0	15.8	
Approach LOS		B	C	B	

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 74.1	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 17.2	Intersection LOS: B
Intersection Capacity Utilization 69.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 30: SR-74 & Trumble Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	362	1397	1140	38	46	375
Future Volume (veh/h)	362	1397	1140	38	46	375
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	385	1486	1213	40	49	399
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	413	2353	1347	44	413	368
Arrive On Green	0.23	0.65	0.38	0.38	0.23	0.23
Sat Flow, veh/h	1810	3705	3661	118	1810	1610
Grp Volume(v), veh/h	385	1486	614	639	49	399
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1879	1810	1610
Q Serve(g_s), s	18.3	21.3	28.1	28.1	1.9	20.0
Cycle Q Clear(g_c), s	18.3	21.3	28.1	28.1	1.9	20.0
Prop In Lane	1.00			0.06	1.00	1.00
Lane Grp Cap(c), veh/h	413	2353	682	710	413	368
V/C Ratio(X)	0.93	0.63	0.90	0.90	0.12	1.09
Avail Cap(c_a), veh/h	413	2432	721	751	413	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	9.0	25.7	25.7	26.8	33.8
Incr Delay (d2), s/veh	27.4	0.5	13.9	13.6	0.0	71.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	6.1	13.2	13.7	0.8	23.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	60.6	9.5	39.6	39.3	26.8	105.5
LnGrp LOS	E	A	D	D	C	F
Approach Vol, veh/h		1871	1253		448	
Approach Delay, s/veh		20.0	39.4		96.9	
Approach LOS		C	D		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		63.1		24.5	24.0	39.1
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		59.0		20.0	20.0	35.0
Max Q Clear Time (g_c+I1), s		23.3		22.0	20.3	30.1
Green Ext Time (p_c), s		13.3		0.0	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	36.5
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1402	1185	100	0	139
Future Vol, veh/h	0	1402	1185	100	0	139
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1541	1302	110	0	153

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	706
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	383
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	383
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

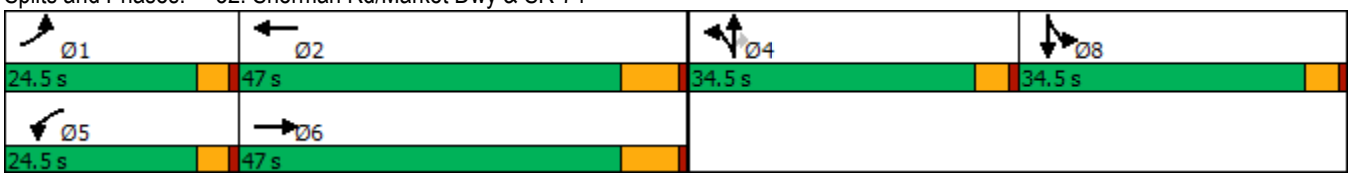
Approach	EB	WB	SB
HCM Control Delay, s	0	0	20.5
HCM LOS			C

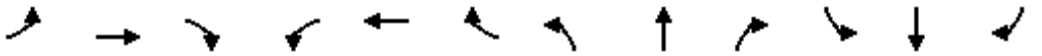
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	383
HCM Lane V/C Ratio	-	-	-	0.399
HCM Control Delay (s)	-	-	-	20.5
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1.9

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	29	1323	131	1163	16	156	15
Future Volume (vph)	29	1323	131	1163	16	156	15
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases						4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	12.0	9.5	12.0	9.5	9.5	9.5
Total Split (s)	24.5	47.0	24.5	47.0	34.5	34.5	34.5
Total Split (%)	17.4%	33.5%	17.4%	33.5%	24.6%	24.6%	24.6%
Yellow Time (s)	3.5	6.0	3.5	6.0	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	4.5	7.0	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	6.3	40.7	11.5	50.4	11.3	11.3	6.8
Actuated g/C Ratio	0.07	0.46	0.13	0.57	0.13	0.13	0.08
v/c Ratio	0.24	0.90	0.60	0.62	0.59	0.48	0.34
Control Delay	47.4	33.2	49.4	17.6	49.1	11.3	42.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	33.2	49.4	17.6	49.1	11.3	42.0
LOS	D	C	D	B	D	B	D
Approach Delay		33.5		20.8	28.2		42.0
Approach LOS		C		C	C		D

Intersection Summary	
Cycle Length: 140.5	
Actuated Cycle Length: 88.8	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 27.7	Intersection LOS: C
Intersection Capacity Utilization 71.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 32: Sherman Rd/Market Dwy & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	1323	50	131	1163	21	111	16	156	20	15	11
Future Volume (veh/h)	29	1323	50	131	1163	21	111	16	156	20	15	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	1423	54	141	1251	23	119	17	168	22	16	12
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	57	1601	61	179	1880	35	218	31	219	34	24	18
Arrive On Green	0.03	0.45	0.45	0.10	0.52	0.52	0.14	0.14	0.14	0.04	0.04	0.04
Sat Flow, veh/h	1810	3546	134	1810	3624	67	1593	228	1603	785	571	428
Grp Volume(v), veh/h	31	723	754	141	623	651	136	0	168	50	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1876	1810	1805	1886	1820	0	1603	1784	0	0
Q Serve(g_s), s	1.3	27.9	28.0	5.8	19.3	19.3	5.3	0.0	7.7	2.1	0.0	0.0
Cycle Q Clear(g_c), s	1.3	27.9	28.0	5.8	19.3	19.3	5.3	0.0	7.7	2.1	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.04	0.87		1.00	0.44		0.24
Lane Grp Cap(c), veh/h	57	815	847	179	936	978	249	0	219	77	0	0
V/C Ratio(X)	0.54	0.89	0.89	0.79	0.67	0.67	0.55	0.00	0.77	0.65	0.00	0.00
Avail Cap(c_a), veh/h	476	950	987	476	950	993	719	0	633	704	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.3	19.1	19.1	33.5	13.4	13.4	30.6	0.0	31.6	35.8	0.0	0.0
Incr Delay (d2), s/veh	2.9	8.4	8.3	2.9	1.4	1.3	0.7	0.0	2.1	3.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	11.3	11.8	2.6	7.3	7.6	2.3	0.0	3.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	27.4	27.4	36.4	14.8	14.8	31.3	0.0	33.7	39.3	0.0	0.0
LnGrp LOS	D	C	C	D	B	B	C	A	C	D	A	A
Approach Vol, veh/h		1508			1415			304			50	
Approach Delay, s/veh		27.7			16.9			32.6			39.3	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	46.4		14.9	12.0	41.3		7.8				
Change Period (Y+Rc), s	4.5	7.0		4.5	4.5	7.0		4.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	3.3	21.3		9.7	7.8	30.0		4.1				
Green Ext Time (p_c), s	0.0	5.8		0.7	0.1	4.3		0.1				

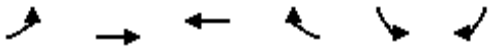
Intersection Summary			
HCM 6th Ctrl Delay		23.7	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	51	1347	1132	53
Future Volume (vph)	51	1347	1132	53
Turn Type	Prot	NA	NA	Prot
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	11.0	9.7
Total Split (s)	24.7	65.7	41.0	24.7
Total Split (%)	27.3%	72.7%	45.4%	27.3%
Yellow Time (s)	3.7	5.0	5.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	6.0	4.7
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Min	Min	None
Act Effct Green (s)	7.6	45.3	38.3	7.8
Actuated g/C Ratio	0.13	0.77	0.65	0.13
v/c Ratio	0.23	0.52	0.53	0.29
Control Delay	29.2	5.0	10.7	25.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	29.2	5.0	10.7	25.1
LOS	C	A	B	C
Approach Delay		5.9	10.7	25.1
Approach LOS		A	B	C

Intersection Summary	
Cycle Length: 90.4	
Actuated Cycle Length: 59.2	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 8.5	Intersection LOS: A
Intersection Capacity Utilization 53.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 33: SR-74 & Antelope Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	51	1347	1132	22	53	16
Future Volume (veh/h)	51	1347	1132	22	53	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	1433	1204	23	56	17
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	101	2442	1844	35	92	28
Arrive On Green	0.06	0.68	0.51	0.51	0.07	0.07
Sat Flow, veh/h	1810	3705	3718	69	1332	404
Grp Volume(v), veh/h	54	1433	600	627	74	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1888	1761	0
Q Serve(g_s), s	1.2	8.9	10.3	10.3	1.7	0.0
Cycle Q Clear(g_c), s	1.2	8.9	10.3	10.3	1.7	0.0
Prop In Lane	1.00			0.04	0.76	0.23
Lane Grp Cap(c), veh/h	101	2442	919	961	121	0
V/C Ratio(X)	0.54	0.59	0.65	0.65	0.61	0.00
Avail Cap(c_a), veh/h	861	5130	1504	1573	838	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.3	3.6	7.6	7.6	19.0	0.0
Incr Delay (d2), s/veh	4.4	0.2	0.8	0.8	4.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.1	2.8	2.9	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.7	3.9	8.4	8.3	23.9	0.0
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h		1487	1227		74	
Approach Delay, s/veh		4.6	8.4		23.9	
Approach LOS		A	A		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		34.4		7.6	7.0	27.4
Change Period (Y+Rc), s		6.0		* 4.7	* 4.7	6.0
Max Green Setting (Gmax), s		59.7		* 20	* 20	35.0
Max Q Clear Time (g_c+I1), s		10.9		3.7	3.2	12.3
Green Ext Time (p_c), s		16.5		0.1	0.1	9.1

Intersection Summary	
HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

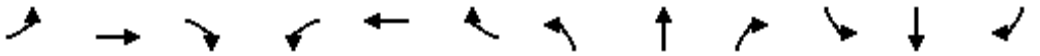
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	58	1247	102	1122	19	66	149	13	38
Future Volume (vph)	58	1247	102	1122	19	66	149	13	38
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	9.7	9.7	9.7	9.7	9.7
Total Split (s)	24.7	42.0	24.7	42.0	24.7	24.7	24.7	24.7	24.7
Total Split (%)	27.0%	46.0%	27.0%	46.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Yellow Time (s)	3.7	6.0	3.7	6.0	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.8	36.0	8.3	39.6	7.3	7.3	7.3	7.3	7.3
Actuated g/C Ratio	0.10	0.55	0.13	0.60	0.11	0.11	0.11	0.11	0.11
v/c Ratio	0.32	0.66	0.46	0.55	0.14	0.33	0.49	0.09	0.20
Control Delay	33.7	14.3	34.7	10.7	29.9	32.6	11.4	29.1	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	14.3	34.7	10.7	29.9	32.6	11.4	29.1	17.5
LOS	C	B	C	B	C	C	B	C	B
Approach Delay		15.2		12.6		18.9			19.2
Approach LOS		B		B		B			B

Intersection Summary	
Cycle Length: 91.4	
Actuated Cycle Length: 65.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 14.5	Intersection LOS: B
Intersection Capacity Utilization 61.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 34: Palomar Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	1247	10	102	1122	21	19	66	149	13	38	40
Future Volume (veh/h)	58	1247	10	102	1122	21	19	66	149	13	38	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	60	1299	10	106	1169	22	20	69	155	14	40	42
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	98	1806	14	139	1864	35	282	261	221	252	248	221
Arrive On Green	0.05	0.49	0.49	0.08	0.51	0.51	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1810	3672	28	1810	3625	68	1337	1900	1610	1175	1805	1610
Grp Volume(v), veh/h	60	638	671	106	582	609	20	69	155	14	40	42
Grp Sat Flow(s),veh/h/ln	1810	1805	1895	1810	1805	1888	1337	1900	1610	1175	1805	1610
Q Serve(g_s), s	1.8	15.5	15.5	3.2	12.9	12.9	0.7	1.8	5.1	0.6	1.1	1.3
Cycle Q Clear(g_c), s	1.8	15.5	15.5	3.2	12.9	12.9	2.0	1.8	5.1	2.4	1.1	1.3
Prop In Lane	1.00		0.01	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	98	888	932	139	928	971	282	261	221	252	248	221
V/C Ratio(X)	0.61	0.72	0.72	0.76	0.63	0.63	0.07	0.26	0.70	0.06	0.16	0.19
Avail Cap(c_a), veh/h	649	1133	1190	649	1133	1185	578	682	578	513	648	578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	11.1	11.1	25.2	9.7	9.7	22.2	21.5	23.0	22.6	21.2	21.3
Incr Delay (d2), s/veh	2.3	1.8	1.7	3.3	0.9	0.9	0.1	0.4	3.0	0.1	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.4	5.6	1.4	4.2	4.4	0.2	0.8	2.0	0.2	0.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.1	12.9	12.9	28.5	10.6	10.6	22.3	21.9	26.0	22.7	21.4	21.6
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1369			1297			244			96	
Approach Delay, s/veh		13.6			12.1			24.5			21.7	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	34.4		12.3	7.7	35.7		12.3				
Change Period (Y+Rc), s	* 4.7	7.0		* 4.7	* 4.7	7.0		* 4.7				
Max Green Setting (Gmax), s	* 20	35.0		* 20	* 20	35.0		* 20				
Max Q Clear Time (g_c+I1), s	5.2	17.5		4.4	3.8	14.9		7.1				
Green Ext Time (p_c), s	0.1	9.9		0.3	0.0	9.7		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		14.1
HCM 6th LOS		B

Notes

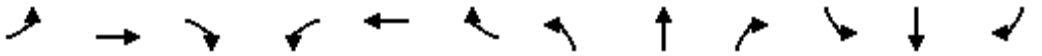
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	689	372	222	752	2	383
Future Volume (vph)	689	372	222	752	2	383
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	10.0	10.0
Total Split (s)	46.0	46.0	35.0	81.0	35.0	35.0
Total Split (%)	39.7%	39.7%	30.2%	69.8%	30.2%	30.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	40.8	40.8	17.1	62.9	17.4	17.4
Actuated g/C Ratio	0.45	0.45	0.19	0.69	0.19	0.19
v/c Ratio	0.85	0.44	0.69	0.32	0.49	0.82
Control Delay	37.1	8.2	47.0	7.0	38.1	29.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.1	8.2	47.0	7.0	38.1	29.5
LOS	D	A	D	A	D	C
Approach Delay	27.0			16.1	32.1	
Approach LOS	C			B	C	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 91.6	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 23.9	Intersection LOS: C
Intersection Capacity Utilization 90.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 39: I-215 SB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	689	372	222	752	0	0	0	0	159	2	383
Future Volume (veh/h)	0	689	372	222	752	0	0	0	0	159	2	383
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	718	388	231	783	0				166	2	399
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	770	652	273	2199	0				490	6	441
Arrive On Green	0.00	0.41	0.41	0.15	0.61	0.00				0.27	0.27	0.27
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1789	22	1610
Grp Volume(v), veh/h	0	718	388	231	783	0				168	0	399
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1811	0	1610
Q Serve(g_s), s	0.0	33.9	17.7	11.7	10.2	0.0				7.0	0.0	22.5
Cycle Q Clear(g_c), s	0.0	33.9	17.7	11.7	10.2	0.0				7.0	0.0	22.5
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	770	652	273	2199	0				496	0	441
V/C Ratio(X)	0.00	0.93	0.59	0.85	0.36	0.00				0.34	0.00	0.91
Avail Cap(c_a), veh/h	0	809	686	578	2883	0				578	0	514
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	26.7	21.9	38.8	9.2	0.0				27.3	0.0	32.9
Incr Delay (d2), s/veh	0.0	17.1	1.3	7.1	0.1	0.0				0.4	0.0	17.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	16.9	6.1	5.3	3.1	0.0				3.0	0.0	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	43.8	23.2	45.9	9.3	0.0				27.7	0.0	50.8
LnGrp LOS	A	D	C	D	A	A				C	A	D
Approach Vol, veh/h		1106			1014						567	
Approach Delay, s/veh		36.6			17.6						43.9	
Approach LOS		D			B						D	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	19.2	44.0				63.2		30.7				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	13.7	35.9				12.2		24.5				
Green Ext Time (p_c), s	0.5	2.1				5.3		1.2				

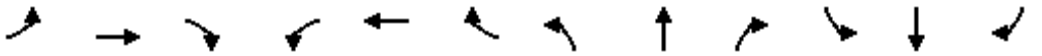
Intersection Summary												
HCM 6th Ctrl Delay			31.0									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	255	594	544	1	338
Future Volume (vph)	255	594	544	1	338
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	20.5	65.7	40.2	29.2	29.2
Actuated g/C Ratio	0.19	0.62	0.38	0.28	0.28
v/c Ratio	0.75	0.52	1.04	0.89	0.52
Control Delay	54.2	13.2	78.8	59.2	8.2
Queue Delay	0.0	0.2	0.0	0.0	0.0
Total Delay	54.2	13.4	78.8	59.2	8.2
LOS	D	B	E	E	A
Approach Delay		25.7	78.8	36.8	
Approach LOS		C	E	D	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 105.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 45.6	Intersection LOS: D
Intersection Capacity Utilization 90.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	594	0	0	544	170	429	1	338	0	0	0
Future Volume (veh/h)	255	594	0	0	544	170	429	1	338	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	263	612	0	0	561	175	442	1	348			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	303	1173	0	0	556	173	492	1	439			
Arrive On Green	0.17	0.62	0.00	0.00	0.40	0.40	0.27	0.27	0.27			
Sat Flow, veh/h	1810	1900	0	0	1389	433	1806	4	1610			
Grp Volume(v), veh/h	263	612	0	0	0	736	443	0	348			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1822	1810	0	1610			
Q Serve(g_s), s	14.2	18.2	0.0	0.0	0.0	40.0	23.6	0.0	20.1			
Cycle Q Clear(g_c), s	14.2	18.2	0.0	0.0	0.0	40.0	23.6	0.0	20.1			
Prop In Lane	1.00		0.00	0.00		0.24	1.00		1.00			
Lane Grp Cap(c), veh/h	303	1173	0	0	0	729	493	0	439			
V/C Ratio(X)	0.87	0.52	0.00	0.00	0.00	1.01	0.90	0.00	0.79			
Avail Cap(c_a), veh/h	543	1425	0	0	0	729	543	0	483			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.6	10.8	0.0	0.0	0.0	30.0	35.0	0.0	33.7			
Incr Delay (d2), s/veh	7.5	0.4	0.0	0.0	0.0	35.8	16.7	0.0	8.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.5	6.1	0.0	0.0	0.0	22.6	12.3	0.0	8.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.1	11.2	0.0	0.0	0.0	65.8	51.7	0.0	41.8			
LnGrp LOS	D	B	A	A	A	F	D	A	D			
Approach Vol, veh/h		875			736			791				
Approach Delay, s/veh		22.3			65.8			47.4				
Approach LOS		C			E			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		67.7			21.7	46.0		32.3				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		20.2			16.2	42.0		25.6				
Green Ext Time (p_c), s		3.8			0.6	0.0		1.7				
Intersection Summary												
HCM 6th Ctrl Delay			43.9									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	23.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	775	156	52	600	114	63
Future Vol, veh/h	775	156	52	600	114	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	799	161	54	619	118	65

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	960	0	1607	880
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	727	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	725	-	~ 117	349
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	482	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	725	-	~ 108	349
Mov Cap-2 Maneuver	-	-	-	-	~ 108	-
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	446	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	227.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	143	-	-	725	-
HCM Lane V/C Ratio	1.276	-	-	0.074	-
HCM Control Delay (s)	227.6	-	-	10.4	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	11.1	-	-	0.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	243	525	4	3	426	7	17	4	8	11	12	150
Future Vol, veh/h	243	525	4	3	426	7	17	4	8	11	12	150
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	256	553	4	3	448	7	18	4	8	12	13	158

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	455	0	0	561	0	0	1614	1532	559	1531	1531	452
Stage 1	-	-	-	-	-	-	1071	1071	-	458	458	-
Stage 2	-	-	-	-	-	-	543	461	-	1073	1073	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1116	-	-	1020	-	-	85	118	532	97	118	612
Stage 1	-	-	-	-	-	-	270	300	-	587	570	-
Stage 2	-	-	-	-	-	-	528	569	-	269	299	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1116	-	-	1016	-	-	41	78	530	68	78	612
Mov Cap-2 Maneuver	-	-	-	-	-	-	41	78	-	68	78	-
Stage 1	-	-	-	-	-	-	180	200	-	392	568	-
Stage 2	-	-	-	-	-	-	382	567	-	173	199	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.9	0.1	115.6	32.1
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	60	1116	-	-	1016	-	-	309
HCM Lane V/C Ratio	0.509	0.229	-	-	0.003	-	-	0.589
HCM Control Delay (s)	115.6	9.2	0	-	8.6	0	-	32.1
HCM Lane LOS	F	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	2	0.9	-	-	0	-	-	3.5

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	450	48	0	348	0	0	0	0	20	0	0
Future Vol, veh/h	8	450	48	0	348	0	0	0	0	20	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	260	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	469	50	0	363	0	0	0	0	21	0	0

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	363	0	-	-	-	0			850	848	363
Stage 1	-	-	-	-	-	-			363	363	-
Stage 2	-	-	-	-	-	-			487	485	-
Critical Hdwy	4.1	-	-	-	-	-			6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-			5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-			3.5	4	3.3
Pot Cap-1 Maneuver	1207	-	0	0	-	-			334	301	686
Stage 1	-	-	0	0	-	-			708	628	-
Stage 2	-	-	0	0	-	-			622	555	-
Platoon blocked, %		-			-	-					
Mov Cap-1 Maneuver	1207	-	-	-	-	-			331	0	686
Mov Cap-2 Maneuver	-	-	-	-	-	-			331	0	-
Stage 1	-	-	-	-	-	-			702	0	-
Stage 2	-	-	-	-	-	-			622	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	16.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1207	-	-	-	331
HCM Lane V/C Ratio	0.007	-	-	-	0.063
HCM Control Delay (s)	8	0	-	-	16.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	470	0	7	317	31	11
Future Vol, veh/h	470	0	7	317	31	11
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	505	0	8	341	33	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	507	0	864	509
Stage 1	-	-	-	-	507	-
Stage 2	-	-	-	-	357	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1068	-	327	568
Stage 1	-	-	-	-	609	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1066	-	323	566
Mov Cap-2 Maneuver	-	-	-	-	323	-
Stage 1	-	-	-	-	608	-
Stage 2	-	-	-	-	707	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	16.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	364	-	-	1066	-
HCM Lane V/C Ratio	0.124	-	-	0.007	-
HCM Control Delay (s)	16.3	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	204	298	198	23	41	106
Future Vol, veh/h	204	298	198	23	41	106
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	215	314	208	24	43	112

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	232	0	-	0	965	220
Stage 1	-	-	-	-	220	-
Stage 2	-	-	-	-	745	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1348	-	-	-	285	825
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	473	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1348	-	-	-	230	825
Mov Cap-2 Maneuver	-	-	-	-	230	-
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	473	-

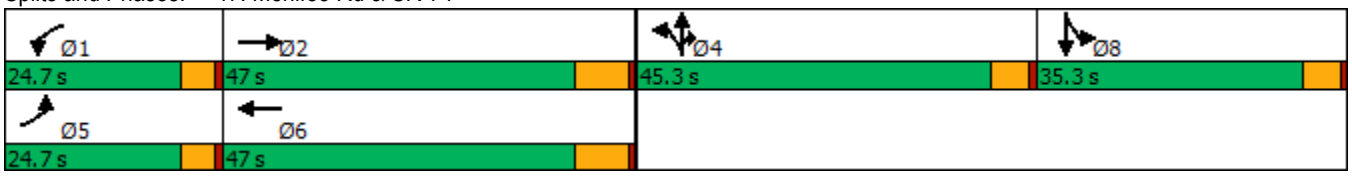
Approach	EB	WB	SB
HCM Control Delay, s	3.3	0	16.1
HCM LOS			C

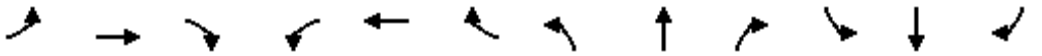
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1348	-	-	-	479
HCM Lane V/C Ratio	0.159	-	-	-	0.323
HCM Control Delay (s)	8.2	0	-	-	16.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.6	-	-	-	1.4

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	51	1228	176	905	250	214	229
Future Volume (vph)	51	1228	176	905	250	214	229
Turn Type	Prot	NA	Prot	NA	NA	Prot	NA
Protected Phases	5	2	1	6	4	4	8
Permitted Phases							
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.3	10.3	10.3
Total Split (s)	24.7	47.0	24.7	47.0	45.3	45.3	35.3
Total Split (%)	16.2%	30.9%	16.2%	30.9%	29.7%	29.7%	23.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	9.0	40.0	18.2	51.3	40.0	40.0	30.0
Actuated g/C Ratio	0.06	0.27	0.12	0.34	0.27	0.27	0.20
v/c Ratio	0.51	1.59	0.86	0.90	1.03	0.42	1.08
Control Delay	85.0	307.5	98.5	57.9	100.9	17.1	124.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.0	307.5	98.5	57.9	100.9	17.1	124.0
LOS	F	F	F	E	F	B	F
Approach Delay		299.7		63.9	74.7		124.0
Approach LOS		F		E	E		F

Intersection Summary	
Cycle Length: 152.3	
Actuated Cycle Length: 150.6	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.59	
Intersection Signal Delay: 164.6	Intersection LOS: F
Intersection Capacity Utilization 113.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	1228	177	176	905	109	220	250	214	120	229	23
Future Volume (veh/h)	51	1228	177	176	905	109	220	250	214	120	229	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	1320	190	189	973	117	237	269	230	129	246	25
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	71	847	121	211	1118	134	232	264	430	119	228	23
Arrive On Green	0.04	0.27	0.27	0.12	0.34	0.34	0.27	0.27	0.27	0.20	0.20	0.20
Sat Flow, veh/h	1810	3171	453	1810	3245	390	870	987	1610	596	1137	116
Grp Volume(v), veh/h	55	747	763	189	541	549	506	0	230	400	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1818	1810	1805	1830	1857	0	1610	1849	0	0
Q Serve(g_s), s	4.5	40.0	40.0	15.4	42.0	42.1	40.0	0.0	18.3	30.0	0.0	0.0
Cycle Q Clear(g_c), s	4.5	40.0	40.0	15.4	42.0	42.1	40.0	0.0	18.3	30.0	0.0	0.0
Prop In Lane	1.00		0.25	1.00		0.21	0.47		1.00	0.32		0.06
Lane Grp Cap(c), veh/h	71	482	486	211	622	630	496	0	430	370	0	0
V/C Ratio(X)	0.77	1.55	1.57	0.89	0.87	0.87	1.02	0.00	0.53	1.08	0.00	0.00
Avail Cap(c_a), veh/h	242	482	486	242	622	630	496	0	430	370	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	71.3	54.9	54.9	65.2	46.0	46.0	54.9	0.0	46.9	59.9	0.0	0.0
Incr Delay (d2), s/veh	6.5	257.7	266.7	27.4	12.7	12.6	45.7	0.0	1.3	69.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	52.7	54.3	8.8	21.0	21.3	25.0	0.0	7.6	21.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.8	312.6	321.6	92.7	58.7	58.6	100.6	0.0	48.2	129.7	0.0	0.0
LnGrp LOS	E	F	F	F	E	E	F	A	D	F	A	A
Approach Vol, veh/h		1565			1279			736			400	
Approach Delay, s/veh		308.7			63.6			84.3			129.7	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.2	47.0		45.3	10.6	58.6		35.3				
Change Period (Y+Rc), s	* 4.7	7.0		5.3	* 4.7	7.0		5.3				
Max Green Setting (Gmax), s	* 20	40.0		40.0	* 20	40.0		30.0				
Max Q Clear Time (g_c+I1), s	17.4	42.0		42.0	6.5	44.1		32.0				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		170.5
HCM 6th LOS		F

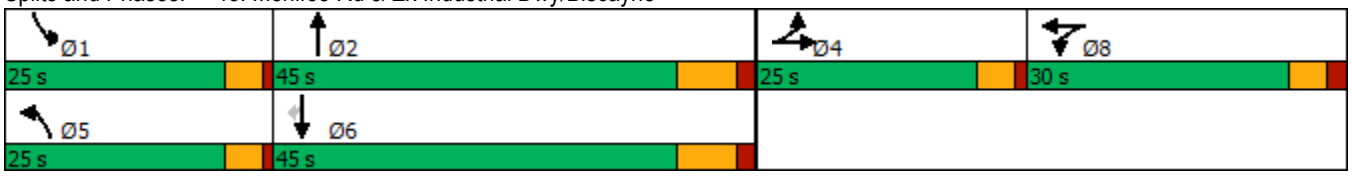
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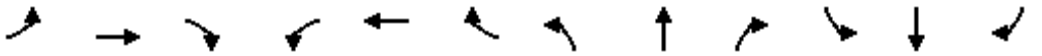
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBT	SBL	SBT	SBR	Ø5
Lane Configurations							
Traffic Volume (vph)	2	1	569	48	525	1	
Future Volume (vph)	2	1	569	48	525	1	
Turn Type	NA	NA	NA	Prot	NA	Perm	
Protected Phases	4	8	2	1	6		5
Permitted Phases						6	
Detector Phase	4	8	2	1	6	6	
Switch Phase							
Minimum Initial (s)	6.0	8.0	10.0	6.0	10.0	10.0	6.0
Minimum Split (s)	10.6	13.6	17.5	10.6	17.5	17.5	10.6
Total Split (s)	25.0	30.0	45.0	25.0	45.0	45.0	25.0
Total Split (%)	20.0%	24.0%	36.0%	20.0%	36.0%	36.0%	20%
Yellow Time (s)	3.6	3.6	5.5	3.6	5.5	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.6	7.5	4.6	7.5	7.5	
Lead/Lag			Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	None	Min	Min	None
Act Effct Green (s)	6.1	10.0	41.8	7.8	49.5	49.5	
Actuated g/C Ratio	0.08	0.13	0.56	0.10	0.66	0.66	
v/c Ratio	0.03	0.49	0.66	0.28	0.46	0.00	
Control Delay	29.2	28.9	19.2	36.6	8.6	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	29.2	28.9	19.2	36.6	8.6	0.0	
LOS	C	C	B	D	A	A	
Approach Delay	29.2	28.9	19.2		10.9		
Approach LOS	C	C	B		B		

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 74.6	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 64.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	3	56	1	62	0	569	59	48	525	1
Future Volume (veh/h)	0	2	3	56	1	62	0	569	59	48	525	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	2	3	62	1	68	0	625	65	53	577	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	5	8	96	2	105	3	741	77	107	1091	925
Arrive On Green	0.00	0.01	0.01	0.12	0.12	0.12	0.00	0.44	0.44	0.06	0.57	0.57
Sat Flow, veh/h	0	686	1029	805	13	883	1810	1692	176	1810	1900	1610
Grp Volume(v), veh/h	0	0	5	131	0	0	0	0	690	53	577	1
Grp Sat Flow(s),veh/h/ln	0	0	1715	1701	0	0	1810	0	1868	1810	1900	1610
Q Serve(g_s), s	0.0	0.0	0.2	4.4	0.0	0.0	0.0	0.0	19.5	1.7	11.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.2	4.4	0.0	0.0	0.0	0.0	19.5	1.7	11.0	0.0
Prop In Lane	0.00		0.60	0.47		0.52	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	0	0	14	203	0	0	3	0	818	107	1091	925
V/C Ratio(X)	0.00	0.00	0.36	0.65	0.00	0.00	0.00	0.00	0.84	0.50	0.53	0.00
Avail Cap(c_a), veh/h	0	0	590	700	0	0	622	0	1181	622	1201	1018
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	29.3	24.9	0.0	0.0	0.0	0.0	14.9	27.1	7.7	5.4
Incr Delay (d2), s/veh	0.0	0.0	15.4	3.4	0.0	0.0	0.0	0.0	3.9	3.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	1.8	0.0	0.0	0.0	0.0	7.9	0.8	3.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	44.7	28.3	0.0	0.0	0.0	0.0	18.8	30.6	8.1	5.4
LnGrp LOS	A	A	D	C	A	A	A	A	B	C	A	A
Approach Vol, veh/h		5			131			690			631	
Approach Delay, s/veh		44.7			28.3			18.8			10.0	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	33.5		5.1	0.0	41.6		12.7				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	20.4	37.5		20.4	20.4	37.5		24.4				
Max Q Clear Time (g_c+I1), s	3.7	21.5		2.2	0.0	13.0		6.4				
Green Ext Time (p_c), s	0.1	4.4		0.0	0.0	4.0		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		15.9	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	73	99	148	234	86	115	70	444	159	115	419	66
Future Vol, veh/h	73	99	148	234	86	115	70	444	159	115	419	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	78	106	159	252	92	124	75	477	171	124	451	71

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1556	1533	487	1580	1483	563	522	0	0	648	0	0
Stage 1	735	735	-	713	713	-	-	-	-	-	-	-
Stage 2	821	798	-	867	770	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	93	118	585	~ 89	126	530	1055	-	-	947	-	-
Stage 1	414	428	-	426	438	-	-	-	-	-	-	-
Stage 2	371	401	-	350	413	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 85	585	-	~ 91	530	1055	-	-	947	-	-
Mov Cap-2 Maneuver	-	~ 85	-	-	~ 91	-	-	-	-	-	-	-
Stage 1	366	348	-	377	388	-	-	-	-	-	-	-
Stage 2	192	355	-	~ 144	336	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.9	1.8
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1055	-	-	-	-	947	-	-
HCM Lane V/C Ratio	0.071	-	-	-	-	0.131	-	-
HCM Control Delay (s)	8.7	0	-	-	-	9.4	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	-	-	0.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	667	0	0	801
Future Vol, veh/h	0	0	667	0	0	801
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	725	0	0	871

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1596	725	0	0	725	0
Stage 1	725	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	119	428	-	-	887	-
Stage 1	483	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	119	428	-	-	887	-
Mov Cap-2 Maneuver	119	-	-	-	-	-
Stage 1	483	-	-	-	-	-
Stage 2	413	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	887	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	666	798	0
Future Vol, veh/h	0	0	0	666	798	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	701	840	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1541	840	840	0	-	0
Stage 1	840	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	128	368	804	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	128	368	804	-	-	-
Mov Cap-2 Maneuver	128	-	-	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	496	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	804	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1523	38	30	1167	23	42
Future Volume (vph)	1523	38	30	1167	23	42
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	9.7	12.0	10.5	10.5
Total Split (s)	42.0	42.0	29.7	71.7	35.5	35.5
Total Split (%)	39.2%	39.2%	27.7%	66.9%	33.1%	33.1%
Yellow Time (s)	6.0	6.0	3.7	6.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.7	7.0	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	47.7	47.7	5.8	52.0	6.4	6.4
Actuated g/C Ratio	0.76	0.76	0.09	0.83	0.10	0.10
v/c Ratio	0.59	0.03	0.19	0.41	0.13	0.22
Control Delay	9.4	3.0	30.5	3.6	28.7	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.4	3.0	30.5	3.6	28.7	12.5
LOS	A	A	C	A	C	B
Approach Delay	9.2			4.3	18.2	
Approach LOS	A			A	B	

Intersection Summary	
Cycle Length: 107.2	
Actuated Cycle Length: 63	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 7.3	Intersection LOS: A
Intersection Capacity Utilization 56.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 52: McKinley & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1523	38	30	1167	23	42
Future Volume (veh/h)	1523	38	30	1167	23	42
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1603	40	32	1228	24	44
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2079	927	64	2531	109	97
Arrive On Green	0.58	0.58	0.04	0.70	0.06	0.06
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	1603	40	32	1228	24	44
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	17.7	0.6	0.9	8.1	0.7	1.4
Cycle Q Clear(g_c), s	17.7	0.6	0.9	8.1	0.7	1.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2079	927	64	2531	109	97
V/C Ratio(X)	0.77	0.04	0.50	0.49	0.22	0.46
Avail Cap(c_a), veh/h	2414	1077	864	4462	1037	923
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.5	4.8	24.8	3.5	23.4	23.8
Incr Delay (d2), s/veh	1.4	0.0	2.2	0.1	1.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.1	0.4	1.4	0.3	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.8	4.8	27.0	3.7	24.5	27.1
LnGrp LOS	A	A	C	A	C	C
Approach Vol, veh/h	1643			1260	68	
Approach Delay, s/veh	9.7			4.3	26.2	
Approach LOS	A			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.6	37.1				43.7	8.6
Change Period (Y+Rc), s	* 4.7	7.0				7.0	5.5
Max Green Setting (Gmax), s	* 25	35.0				64.7	30.0
Max Q Clear Time (g_c+I1), s	2.9	19.7				10.1	3.4
Green Ext Time (p_c), s	0.0	10.4				13.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	386.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	1419	115	68	1020	32	128	0	90	43	0	49
Future Vol, veh/h	32	1419	115	68	1020	32	128	0	90	43	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	32	1419	115	68	1020	32	128	0	90	43	0	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1052	0	0	1534	0	0	2187	2729	767	1946	2770	526
Stage 1	-	-	-	-	-	-	1541	1541	-	1172	1172	-
Stage 2	-	-	-	-	-	-	646	1188	-	774	1598	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	669	-	-	439	-	-	~ 26	21	349	~ 40	20	502
Stage 1	-	-	-	-	-	-	~ 123	179	-	208	269	-
Stage 2	-	-	-	-	-	-	431	264	-	362	167	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	669	-	-	439	-	-	~ 12	8	349	~ 16	8	502
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 12	8	-	~ 16	8	-
Stage 1	-	-	-	-	-	-	~ 79	116	-	134	168	-
Stage 2	-	-	-	-	-	-	243	165	-	174	108	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	3.1	$ 4830.1	$ 1062.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	20	669	-	-	439	-	-	33
HCM Lane V/C Ratio	10.9	0.048	-	-	0.155	-	-	2.788
HCM Control Delay (s)	$ 4830.1	10.7	1.8	-	14.7	2.4	-	$ 1062.9
HCM Lane LOS	F	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	27.7	0.1	-	-	0.5	-	-	10.6

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1551	0	0	1120	0	0
Future Vol, veh/h	1551	0	0	1120	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1551	0	0	1120	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	776
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	345
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	345
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

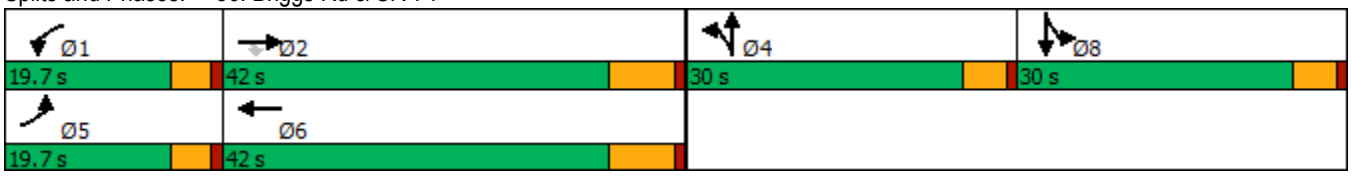
Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

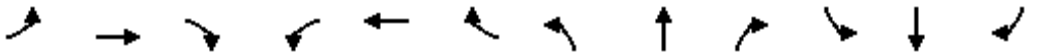
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	67	1236	248	186	924	148	87	119	90
Future Volume (vph)	67	1236	248	186	924	148	87	119	90
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Split	NA
Protected Phases	5	2		1	6	4	4	8	8
Permitted Phases			2						
Detector Phase	5	2	2	1	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	9.7	12.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	42.0	42.0	19.7	42.0	30.0	30.0	30.0	30.0
Total Split (%)	16.2%	34.5%	34.5%	16.2%	34.5%	24.7%	24.7%	24.7%	24.7%
Yellow Time (s)	3.7	6.0	6.0	3.7	6.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	8.6	35.4	35.4	14.4	43.6	17.1	17.1	12.9	12.9
Actuated g/C Ratio	0.08	0.35	0.35	0.14	0.43	0.17	0.17	0.13	0.13
v/c Ratio	0.48	1.07	0.37	0.79	0.70	0.53	0.76	0.57	0.61
Control Delay	57.4	80.4	5.1	66.5	30.1	45.8	45.2	52.8	48.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.4	80.4	5.1	66.5	30.1	45.8	45.2	52.8	48.8
LOS	E	F	A	E	C	D	D	D	D
Approach Delay		67.3			35.9		45.4		50.7
Approach LOS		E			D		D		D

Intersection Summary	
Cycle Length: 121.7	
Actuated Cycle Length: 101.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 52.6	Intersection LOS: D
Intersection Capacity Utilization 83.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	1236	248	186	924	64	148	87	151	119	90	47
Future Volume (veh/h)	67	1236	248	186	924	64	148	87	151	119	90	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	73	1343	270	202	1004	70	161	95	164	129	98	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	1284	573	235	1482	103	330	113	195	203	131	68
Arrive On Green	0.05	0.36	0.36	0.13	0.43	0.43	0.18	0.18	0.18	0.11	0.11	0.11
Sat Flow, veh/h	1810	3610	1610	1810	3423	239	1810	620	1070	1810	1167	608
Grp Volume(v), veh/h	73	1343	270	202	529	545	161	0	259	129	0	149
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1857	1810	0	1690	1810	0	1775
Q Serve(g_s), s	3.9	35.0	12.8	10.8	23.2	23.2	7.9	0.0	14.6	6.7	0.0	8.0
Cycle Q Clear(g_c), s	3.9	35.0	12.8	10.8	23.2	23.2	7.9	0.0	14.6	6.7	0.0	8.0
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.63	1.00		0.34
Lane Grp Cap(c), veh/h	95	1284	573	235	782	804	330	0	308	203	0	199
V/C Ratio(X)	0.77	1.05	0.47	0.86	0.68	0.68	0.49	0.00	0.84	0.64	0.00	0.75
Avail Cap(c_a), veh/h	276	1284	573	276	782	804	460	0	429	460	0	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.1	31.7	24.6	42.0	22.4	22.4	36.1	0.0	38.9	41.8	0.0	42.4
Incr Delay (d2), s/veh	4.9	38.1	0.2	18.5	1.9	1.9	1.1	0.0	10.3	3.3	0.0	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	21.5	4.8	6.0	9.9	10.2	3.5	0.0	6.8	3.2	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.9	69.9	24.8	60.4	24.3	24.3	37.3	0.0	49.1	45.1	0.0	47.9
LnGrp LOS	D	F	C	E	C	C	D	A	D	D	A	D
Approach Vol, veh/h		1686			1276			420			278	
Approach Delay, s/veh		61.8			30.0			44.6			46.6	
Approach LOS		E			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.5	42.0		22.9	9.9	49.6		16.0				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	35.0		25.0	* 15	35.0		25.0				
Max Q Clear Time (g_c+I1), s	12.8	37.0		16.6	5.9	25.2		10.0				
Green Ext Time (p_c), s	0.1	0.0		1.4	0.0	3.5		1.0				

Intersection Summary			
HCM 6th Ctrl Delay		47.6	
HCM 6th LOS		D	

Notes

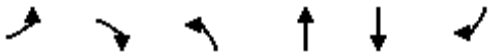
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	45	28	81	340	411	111
Future Volume (vph)	45	28	81	340	411	111
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	10.0	10.0	10.0
Minimum Split (s)	13.6	13.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	30.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	30.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	4.6	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	8.8	8.8	8.7	33.9	21.3	21.3
Actuated g/C Ratio	0.20	0.20	0.20	0.76	0.48	0.48
v/c Ratio	0.17	0.11	0.31	0.31	0.32	0.17
Control Delay	20.7	9.5	20.8	5.0	12.5	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.7	9.5	20.8	5.0	12.5	3.7
LOS	C	A	C	A	B	A
Approach Delay	16.4			8.1	10.6	
Approach LOS	B			A	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 44.5	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 10.0	Intersection LOS: A
Intersection Capacity Utilization 37.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 57: Briggs Rd & Heritage HS Dwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	45	28	81	340	411	111
Future Volume (veh/h)	45	28	81	340	411	111
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	60	37	108	453	548	148
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	246	219	196	1012	1089	486
Arrive On Green	0.14	0.14	0.11	0.53	0.30	0.30
Sat Flow, veh/h	1810	1610	1810	1900	3705	1610
Grp Volume(v), veh/h	60	37	108	453	548	148
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1805	1610
Q Serve(g_s), s	1.1	0.8	2.1	5.5	4.7	2.6
Cycle Q Clear(g_c), s	1.1	0.8	2.1	5.5	4.7	2.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	246	219	196	1012	1089	486
V/C Ratio(X)	0.24	0.17	0.55	0.45	0.50	0.30
Avail Cap(c_a), veh/h	1180	1050	987	3209	3686	1644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.5	14.3	15.8	5.4	10.8	10.0
Incr Delay (d2), s/veh	0.5	0.4	2.4	0.3	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.9	1.3	1.5	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.0	14.7	18.2	5.7	11.1	10.4
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	97			561	696	
Approach Delay, s/veh	14.8			8.1	11.0	
Approach LOS	B			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		26.7		10.7	8.6	18.1
Change Period (Y+Rc), s		6.8		5.6	4.6	6.8
Max Green Setting (Gmax), s		63.2		24.4	20.4	38.2
Max Q Clear Time (g_c+I1), s		7.5		3.1	4.1	6.7
Green Ext Time (p_c), s		3.2		0.2	0.2	4.6

Intersection Summary		
HCM 6th Ctrl Delay		10.1
HCM 6th LOS		B

Intersection	
Intersection Delay, s/veh	16.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	0	0	13	0	15	0	388	10	30	435	0
Future Vol, veh/h	35	0	0	13	0	15	0	388	10	30	435	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	40	0	0	15	0	17	0	441	11	34	494	0
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	10	9.4	16	18.2
HCM LOS	A	A	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%	46%	6%
Vol Thru, %	100%	0%	0%	0%	94%
Vol Right, %	0%	100%	0%	54%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	388	10	35	28	465
LT Vol	0	0	35	13	30
Through Vol	388	0	0	0	435
RT Vol	0	10	0	15	0
Lane Flow Rate	441	11	40	32	528
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.627	0.014	0.072	0.054	0.698
Departure Headway (Hd)	5.122	4.416	6.493	6.086	4.756
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	701	804	555	592	756
Service Time	2.887	2.18	4.494	4.09	2.816
HCM Lane V/C Ratio	0.629	0.014	0.072	0.054	0.698
HCM Control Delay	16.2	7.2	10	9.4	18.2
HCM Lane LOS	C	A	A	A	C
HCM 95th-tile Q	4.4	0	0.2	0.2	5.8

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	399	448	0
Future Vol, veh/h	0	0	0	399	448	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	399	448	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	448	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	615	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	615	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	74	0	0	38	0	28	58	298	52	25	365	58
Future Vol, veh/h	74	0	0	38	0	28	58	298	52	25	365	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	93	0	0	48	0	35	73	373	65	31	456	73

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	888	1139	493	1107	1143	219	529	0	0	438	0	0
Stage 1	555	555	-	552	552	-	-	-	-	-	-	-
Stage 2	333	584	-	555	591	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	254	203	580	178	202	791	1048	-	-	1133	-	-
Stage 1	520	516	-	491	518	-	-	-	-	-	-	-
Stage 2	660	501	-	520	498	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	219	177	580	161	176	791	1048	-	-	1133	-	-
Mov Cap-2 Maneuver	219	177	-	161	176	-	-	-	-	-	-	-
Stage 1	472	496	-	445	470	-	-	-	-	-	-	-
Stage 2	572	454	-	500	479	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.9	27.2	1.5	0.5
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1048	-	-	219	243	1133	-	-
HCM Lane V/C Ratio	0.069	-	-	0.422	0.34	0.028	-	-
HCM Control Delay (s)	8.7	0.3	-	32.9	27.2	8.3	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	2	1.4	0.1	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	67	0	407	279	124
Future Vol, veh/h	0	67	0	407	279	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	67	0	407	279	124

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	341	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	706	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	706	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	706	-	-
HCM Lane V/C Ratio	-	0.095	-	-
HCM Control Delay (s)	-	10.6	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	0	72	13	0	2	148	374	24	6	309	30
Future Vol, veh/h	31	0	72	13	0	2	148	374	24	6	309	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	31	0	72	13	0	2	148	374	24	6	309	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	819	1030	324	1054	1033	199	339	0	0	398	0	0
Stage 1	336	336	-	682	682	-	-	-	-	-	-	-
Stage 2	483	694	-	372	351	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	283	235	722	194	234	815	1231	-	-	1172	-	-
Stage 1	682	645	-	411	453	-	-	-	-	-	-	-
Stage 2	539	447	-	653	636	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	248	197	722	153	197	815	1231	-	-	1172	-	-
Mov Cap-2 Maneuver	248	197	-	153	197	-	-	-	-	-	-	-
Stage 1	576	641	-	347	383	-	-	-	-	-	-	-
Stage 2	454	378	-	584	632	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.8	27.9	2.5	0.1
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1231	-	-	248	722	172	1172	-	-
HCM Lane V/C Ratio	0.12	-	-	0.125	0.1	0.087	0.005	-	-
HCM Control Delay (s)	8.3	0.4	-	21.6	10.5	27.9	8.1	0	-
HCM Lane LOS	A	A	-	C	B	D	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.4	0.3	0.3	0	-	-

Intersection	
Intersection Delay, s/veh	19.6
Intersection LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	51	89	459	56	76	318
Future Vol, veh/h	51	89	459	56	76	318
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	57	100	516	63	85	357
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	11.1	24	16.8
HCM LOS	B	C	C

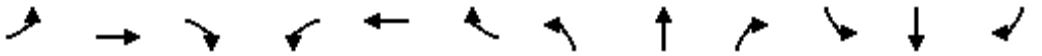
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	36%	19%
Vol Thru, %	89%	0%	81%
Vol Right, %	11%	64%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	515	140	394
LT Vol	0	51	76
Through Vol	459	0	318
RT Vol	56	89	0
Lane Flow Rate	579	157	443
Geometry Grp	1	1	1
Degree of Util (X)	0.791	0.261	0.636
Departure Headway (Hd)	4.922	5.982	5.17
Convergence, Y/N	Yes	Yes	Yes
Cap	735	599	699
Service Time	2.949	4.028	3.2
HCM Lane V/C Ratio	0.788	0.262	0.634
HCM Control Delay	24	11.1	16.8
HCM Lane LOS	C	B	C
HCM 95th-tile Q	8	1	4.6

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	921	309	525	959	0	516
Future Volume (vph)	921	309	525	959	0	516
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		9.0	9.5	9.5	9.5
Total Split (s)	45.0		25.0	70.0	30.0	30.0
Total Split (%)	45.0%		25.0%	70.0%	30.0%	30.0%
Yellow Time (s)	4.0		3.5	4.0	4.0	4.0
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.0	4.5	4.5	4.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	C-Min	None	None
Act Effct Green (s)	32.0	100.0	24.7	60.6	30.4	30.4
Actuated g/C Ratio	0.32	1.00	0.25	0.61	0.30	0.30
v/c Ratio	0.81	0.19	1.19	0.44	0.72	0.87
Control Delay	36.8	0.3	123.9	20.6	40.4	39.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.8	0.3	123.9	20.6	40.4	39.9
LOS	D	A	F	C	D	D
Approach Delay	27.6			57.1	40.1	
Approach LOS	C			E	D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 68 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay: 42.8	Intersection LOS: D
Intersection Capacity Utilization 87.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 68: I-215 SB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	921	309	525	959	0	0	0	0	393	0	516
Future Volume (veh/h)	0	921	309	525	959	0	0	0	0	393	0	516
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	930	0	530	969	0				397	0	521
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1462		380	2365	0				461	0	411
Arrive On Green	0.00	0.41	0.00	0.42	1.00	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1810	0	1610
Grp Volume(v), veh/h	0	930	0	530	969	0				397	0	521
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	20.6	0.0	21.0	0.0	0.0				20.9	0.0	25.5
Cycle Q Clear(g_c), s	0.0	20.6	0.0	21.0	0.0	0.0				20.9	0.0	25.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1462		380	2365	0				461	0	411
V/C Ratio(X)	0.00	0.64		1.39	0.41	0.00				0.86	0.00	1.27
Avail Cap(c_a), veh/h	0	1462		380	2365	0				461	0	411
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.63	0.00	0.11	0.11	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.8	0.0	29.0	0.0	0.0				35.6	0.0	37.3
Incr Delay (d2), s/veh	0.0	1.3	0.0	179.5	0.1	0.0				14.5	0.0	139.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.7	0.0	25.4	0.0	0.0				10.8	0.0	25.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.2	0.0	208.5	0.1	0.0				50.1	0.0	176.3
LnGrp LOS	A	C		F	A	A				D	A	F
Approach Vol, veh/h		930			1499						918	
Approach Delay, s/veh		25.2			73.7						121.7	
Approach LOS		C			E						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.0	45.0		30.0		70.0
Change Period (Y+Rc), s	4.0	4.5		4.5		4.5
Max Green Setting (Gmax), s	21.0	40.5		25.5		65.5
Max Q Clear Time (g_c+I1), s	23.0	22.6		27.5		2.0
Green Ext Time (p_c), s	0.0	4.2		0.0		5.1

Intersection Summary	
HCM 6th Ctrl Delay	73.4
HCM 6th LOS	E

Notes

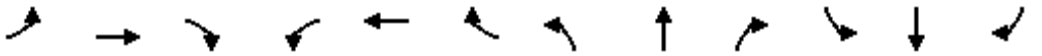
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	309	1005	1070	226	5	787
Future Volume (vph)	309	1005	1070	226	5	787
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	8.5	9.5	9.5		9.5	9.5
Total Split (s)	29.0	60.0	31.0		40.0	40.0
Total Split (%)	29.0%	60.0%	31.0%		40.0%	40.0%
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min		None	None
Act Effct Green (s)	21.1	55.5	30.9	100.0	35.5	35.5
Actuated g/C Ratio	0.21	0.56	0.31	1.00	0.36	0.36
v/c Ratio	0.84	0.52	0.99	0.14	0.67	1.28
Control Delay	61.8	8.2	61.1	0.2	33.6	166.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.8	8.2	61.1	0.2	33.6	166.4
LOS	E	A	E	A	C	F
Approach Delay		20.8	50.5		120.3	
Approach LOS		C	D		F	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.28	
Intersection Signal Delay: 62.3	Intersection LOS: E
Intersection Capacity Utilization 87.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 69: I-215 NB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	309	1005	0	0	1070	226	414	5	787	0	0	0
Future Volume (veh/h)	309	1005	0	0	1070	226	414	5	787	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	319	1036	0	0	1103	0	427	5	811			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	346	2004	0	0	1187		635	7	572			
Arrive On Green	0.38	1.00	0.00	0.00	0.33	0.00	0.35	0.35	0.35			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1790	21	1610			
Grp Volume(v), veh/h	319	1036	0	0	1103	0	432	0	811			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	16.8	0.0	0.0	0.0	29.5	0.0	20.2	0.0	35.5			
Cycle Q Clear(g_c), s	16.8	0.0	0.0	0.0	29.5	0.0	20.2	0.0	35.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	346	2004	0	0	1187		643	0	572			
V/C Ratio(X)	0.92	0.52	0.00	0.00	0.93		0.67	0.00	1.42			
Avail Cap(c_a), veh/h	461	2004	0	0	1187		643	0	572			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.49	0.49	0.00	0.00	0.63	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	30.2	0.0	0.0	0.0	32.4	0.0	27.3	0.0	32.3			
Incr Delay (d2), s/veh	10.2	0.5	0.0	0.0	9.6	0.0	2.7	0.0	198.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.4	0.1	0.0	0.0	13.9	0.0	8.9	0.0	44.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.4	0.5	0.0	0.0	42.0	0.0	30.1	0.0	230.8			
LnGrp LOS	D	A	A	A	D		C	A	F			
Approach Vol, veh/h		1355			1103			1243				
Approach Delay, s/veh		9.9			42.0			161.1				
Approach LOS		A			D			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.0			22.6	37.4		40.0				
Change Period (Y+Rc), s		4.5			3.5	4.5		4.5				
Max Green Setting (Gmax), s		55.5			25.5	26.5		35.5				
Max Q Clear Time (g_c+I1), s		2.0			18.8	31.5		37.5				
Green Ext Time (p_c), s		5.6			0.3	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	70.2
HCM 6th LOS	E

Notes

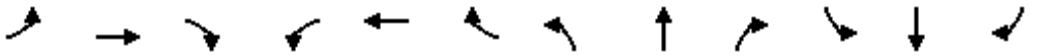
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	168	1388	34	982	152	22	25	35	18
Future Volume (vph)	168	1388	34	982	152	22	25	35	18
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases					4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	14.8	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	25.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	12.5	43.4	6.9	32.5	16.9	16.9	16.9	17.6	17.6
Actuated g/C Ratio	0.16	0.54	0.09	0.41	0.21	0.21	0.21	0.22	0.22
v/c Ratio	0.63	0.89	0.23	0.72	0.68	0.06	0.06	0.12	0.38
Control Delay	43.8	25.9	43.2	24.7	46.6	28.1	0.3	28.4	9.0
Queue Delay	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	27.6	43.2	24.7	46.6	28.1	0.3	28.4	9.0
LOS	D	C	D	C	D	C	A	C	A
Approach Delay		29.1		25.3		38.8			12.2
Approach LOS		C		C		D			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 80	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 27.3	Intersection LOS: C
Intersection Capacity Utilization 89.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 70: Encanto Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	1388	234	34	982	23	152	22	25	35	18	161
Future Volume (veh/h)	168	1388	234	34	982	23	152	22	25	35	18	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	177	1461	246	36	1034	24	160	23	26	37	19	169
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	217	1512	251	75	1476	34	277	477	399	423	41	369
Arrive On Green	0.12	0.49	0.49	0.04	0.41	0.41	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	3099	513	1810	3606	84	1214	1900	1589	1378	165	1470
Grp Volume(v), veh/h	177	841	866	36	518	540	160	23	26	37	0	188
Grp Sat Flow(s),veh/h/ln	1810	1805	1807	1810	1805	1885	1214	1900	1589	1378	0	1635
Q Serve(g_s), s	7.6	35.6	37.6	1.6	18.9	18.9	10.2	0.7	1.0	1.7	0.0	7.8
Cycle Q Clear(g_c), s	7.6	35.6	37.6	1.6	18.9	18.9	18.0	0.7	1.0	2.4	0.0	7.8
Prop In Lane	1.00		0.28	1.00		0.04	1.00		1.00	1.00		0.90
Lane Grp Cap(c), veh/h	217	881	882	75	739	771	277	477	399	423	0	410
V/C Ratio(X)	0.81	0.95	0.98	0.48	0.70	0.70	0.58	0.05	0.07	0.09	0.00	0.46
Avail Cap(c_a), veh/h	463	881	882	463	881	920	326	553	463	491	0	490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.2	19.6	20.1	37.4	19.5	19.5	32.9	22.6	22.7	23.5	0.0	25.3
Incr Delay (d2), s/veh	2.8	20.1	25.8	1.8	2.0	1.9	1.9	0.0	0.1	0.1	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	17.9	20.0	0.7	7.1	7.4	3.1	0.3	0.3	0.5	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.0	39.7	45.9	39.1	21.5	21.4	34.8	22.7	22.8	23.6	0.0	26.1
LnGrp LOS	D	D	D	D	C	C	C	C	C	C	A	C
Approach Vol, veh/h		1884			1094			209			225	
Approach Delay, s/veh		42.3			22.0			32.0			25.7	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	45.0		26.8	14.2	38.7		26.8				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		* 6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		* 24				
Max Q Clear Time (g_c+I1), s	3.6	39.6		20.0	9.6	20.9		9.8				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.2	5.8		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		34.1	
HCM 6th LOS		C	

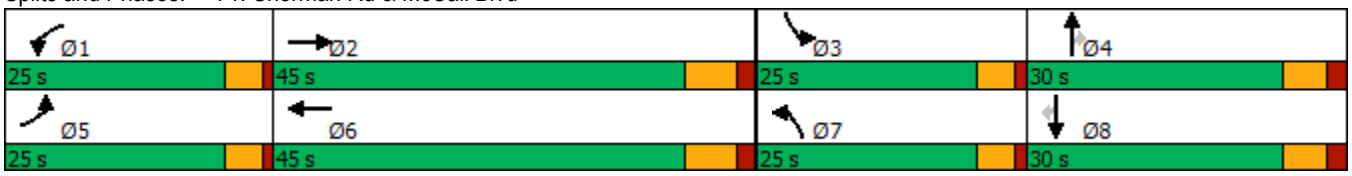
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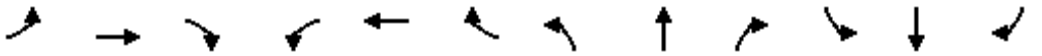
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	85	1304	32	898	78	12	23	31	12	24
Future Volume (vph)	85	1304	32	898	78	12	23	31	12	24
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4		3	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.8	10.6	16.8	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	8.7	45.7	6.8	41.1	9.1	9.8	9.8	6.7	8.3	8.3
Actuated g/C Ratio	0.11	0.60	0.09	0.54	0.12	0.13	0.13	0.09	0.11	0.11
v/c Ratio	0.43	0.67	0.21	0.50	0.38	0.05	0.08	0.21	0.06	0.09
Control Delay	41.5	18.6	40.4	17.5	39.9	34.8	0.5	40.5	37.8	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.5	18.6	40.4	17.5	39.9	34.8	0.5	40.5	37.8	0.6
LOS	D	B	D	B	D	C	A	D	D	A
Approach Delay		19.9		18.3		31.4			25.9	
Approach LOS		B		B		C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 75.8	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 20.0	Intersection LOS: B
Intersection Capacity Utilization 69.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 71: Sherman Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	1304	78	32	898	27	78	12	23	31	12	24
Future Volume (veh/h)	85	1304	78	32	898	27	78	12	23	31	12	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	1373	82	34	945	28	82	13	24	33	13	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	1638	98	75	1590	47	124	244	206	73	191	162
Arrive On Green	0.07	0.47	0.47	0.04	0.44	0.44	0.07	0.13	0.13	0.04	0.10	0.10
Sat Flow, veh/h	1810	3461	206	1810	3580	106	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	89	714	741	34	476	497	82	13	24	33	13	25
Grp Sat Flow(s),veh/h/ln	1810	1805	1863	1810	1805	1881	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	3.4	24.1	24.3	1.3	13.9	13.9	3.1	0.4	0.9	1.2	0.4	1.0
Cycle Q Clear(g_c), s	3.4	24.1	24.3	1.3	13.9	13.9	3.1	0.4	0.9	1.2	0.4	1.0
Prop In Lane	1.00		0.11	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	854	882	75	802	835	124	244	206	73	191	162
V/C Ratio(X)	0.70	0.84	0.84	0.45	0.59	0.59	0.66	0.05	0.12	0.45	0.07	0.15
Avail Cap(c_a), veh/h	528	987	1019	528	987	1029	528	650	551	528	650	551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	16.0	16.1	32.7	14.7	14.7	31.7	26.7	26.9	32.7	28.5	28.7
Incr Delay (d2), s/veh	2.5	5.7	5.7	1.6	0.7	0.7	2.3	0.1	0.2	1.6	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	8.9	9.3	0.5	4.7	4.9	1.4	0.2	0.4	0.6	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	21.7	21.8	34.3	15.4	15.3	34.0	26.8	27.2	34.3	28.6	29.1
LnGrp LOS	C	C	C	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1544			1007			119			71	
Approach Delay, s/veh		22.5			16.0			31.8			31.5	
Approach LOS		C			B			C			C	

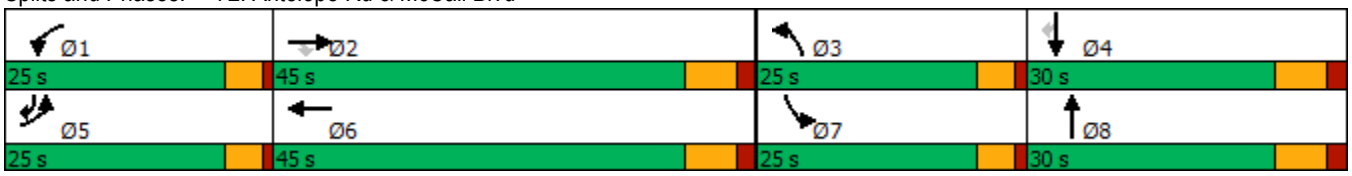
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	39.9	7.4	15.1	9.5	37.8	9.4	13.1
Change Period (Y+Rc), s	4.6	6.8	4.6	6.1	4.6	6.8	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.9	20.4	38.2	20.4	23.9
Max Q Clear Time (g_c+I1), s	3.3	26.3	3.2	2.9	5.4	15.9	5.1	3.0
Green Ext Time (p_c), s	0.0	6.8	0.0	0.1	0.1	5.6	0.1	0.1

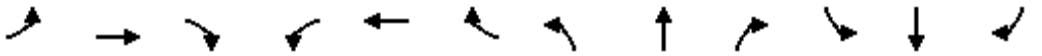
Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	63	1132	55	27	854	26	3	15	7	67
Future Volume (vph)	63	1132	55	27	854	26	3	15	7	67
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8	7	4	5
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	5
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	16.8	16.8	10.6	16.8	10.6	14.8	10.6	14.8	10.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0	25.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%	20.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	6.8	4.6	6.8	4.6	6.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	7.6	46.3	46.3	6.6	38.0	7.3	8.5	6.4	8.4	13.0
Actuated g/C Ratio	0.12	0.73	0.73	0.10	0.60	0.11	0.13	0.10	0.13	0.20
v/c Ratio	0.31	0.45	0.05	0.15	0.42	0.13	0.17	0.09	0.03	0.18
Control Delay	33.2	9.7	0.5	33.5	11.9	32.2	14.5	33.6	31.3	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.2	9.7	0.5	33.5	11.9	32.2	14.5	33.6	31.3	7.8
LOS	C	A	A	C	B	C	B	C	C	A
Approach Delay		10.5			12.6		21.3		13.9	
Approach LOS		B			B		C		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 63.7	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 11.8	Intersection LOS: B
Intersection Capacity Utilization 59.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 72: Antelope Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	1132	55	27	854	12	26	3	38	15	7	67
Future Volume (veh/h)	63	1132	55	27	854	12	26	3	38	15	7	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	1192	58	28	899	13	27	3	40	16	7	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	118	1615	720	67	1526	22	65	15	195	42	220	292
Arrive On Green	0.07	0.45	0.45	0.04	0.42	0.42	0.04	0.13	0.13	0.02	0.12	0.12
Sat Flow, veh/h	1810	3610	1610	1810	3643	53	1810	114	1514	1810	1900	1610
Grp Volume(v), veh/h	66	1192	58	28	445	467	27	0	43	16	7	71
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1891	1810	0	1627	1810	1900	1610
Q Serve(g_s), s	2.2	17.1	1.3	0.9	11.9	11.9	0.9	0.0	1.5	0.5	0.2	2.4
Cycle Q Clear(g_c), s	2.2	17.1	1.3	0.9	11.9	11.9	0.9	0.0	1.5	0.5	0.2	2.4
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.93	1.00		1.00
Lane Grp Cap(c), veh/h	118	1615	720	67	756	792	65	0	209	42	220	292
V/C Ratio(X)	0.56	0.74	0.08	0.42	0.59	0.59	0.42	0.00	0.21	0.38	0.03	0.24
Avail Cap(c_a), veh/h	589	2201	982	589	1101	1153	589	0	603	589	704	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	14.3	9.9	29.5	14.0	14.0	29.6	0.0	24.4	30.2	24.6	22.0
Incr Delay (d2), s/veh	1.5	0.9	0.0	1.5	0.7	0.7	1.6	0.0	0.5	2.1	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	6.2	0.4	0.4	4.4	4.6	0.4	0.0	0.6	0.3	0.1	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.9	15.2	10.0	31.1	14.8	14.7	31.1	0.0	24.9	32.2	24.6	22.4
LnGrp LOS	C	B	A	C	B	B	C	A	C	C	C	C
Approach Vol, veh/h		1316			940			70			94	
Approach Delay, s/veh		15.7			15.2			27.3			24.2	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	34.8	6.8	14.1	8.7	33.0	6.1	14.9
Change Period (Y+Rc), s	4.6	6.8	4.6	6.8	4.6	6.8	4.6	6.8
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.2	20.4	38.2	20.4	23.2
Max Q Clear Time (g_c+I1), s	2.9	19.1	2.9	4.4	4.2	13.9	2.5	3.5
Green Ext Time (p_c), s	0.0	9.0	0.0	0.2	0.1	6.3	0.0	0.1

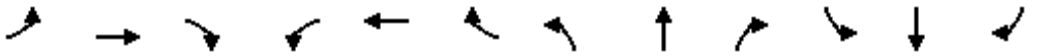
Intersection Summary	
HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR	Ø1
Lane Configurations										
Traffic Volume (vph)	34	1042	817	22	4	0	16	0	55	
Future Volume (vph)	34	1042	817	22	4	0	16	0	55	
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm	NA	Perm	
Protected Phases	5	2	6			8		4		1
Permitted Phases				6	8		4		4	
Detector Phase	5	2	6	6	8	8	4	4	4	
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	10.0	8.0	8.0	21.0	21.0	21.0	6.0
Minimum Split (s)	10.6	17.2	17.2	17.2	13.6	13.6	26.6	26.6	26.6	10.6
Total Split (s)	40.0	60.0	45.0	45.0	40.0	40.0	40.0	40.0	40.0	25.0
Total Split (%)	32.0%	48.0%	36.0%	36.0%	32.0%	32.0%	32.0%	32.0%	32.0%	20%
Yellow Time (s)	3.6	5.2	5.2	5.2	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.6	7.2	7.2	7.2		5.6		5.6	5.6	
Lead/Lag	Lead	Lag	Lag	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	Min	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	6.8	61.0	53.9	53.9		18.2		21.2	21.2	
Actuated g/C Ratio	0.08	0.70	0.62	0.62		0.21		0.24	0.24	
v/c Ratio	0.28	0.90	0.42	0.02		0.01		0.05	0.13	
Control Delay	43.2	27.0	13.5	0.0		0.0		26.1	1.5	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	43.2	27.0	13.5	0.0		0.0		26.1	1.5	
LOS	D	C	B	A		A		C	A	
Approach Delay		27.5	13.1					7.0		
Approach LOS		C	B					A		

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 87.3	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 20.7	Intersection LOS: C
Intersection Capacity Utilization 83.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	1042	4	0	817	22	4	0	1	16	0	55
Future Volume (veh/h)	34	1042	4	0	817	22	4	0	1	16	0	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	1184	5	0	928	25	5	0	1	18	0	62
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	77	1192	5	2	1923	858	322	7	50	401	0	349
Arrive On Green	0.04	0.63	0.63	0.00	0.53	0.53	0.22	0.00	0.22	0.22	0.00	0.22
Sat Flow, veh/h	1810	1891	8	1810	3610	1610	1122	34	231	1452	0	1610
Grp Volume(v), veh/h	39	0	1189	0	928	25	6	0	0	18	0	62
Grp Sat Flow(s),veh/h/ln	1810	0	1899	1810	1805	1610	1387	0	0	1452	0	1610
Q Serve(g_s), s	1.8	0.0	51.9	0.0	13.5	0.6	0.0	0.0	0.0	0.0	0.0	2.6
Cycle Q Clear(g_c), s	1.8	0.0	51.9	0.0	13.5	0.6	0.7	0.0	0.0	0.7	0.0	2.6
Prop In Lane	1.00		0.00	1.00		1.00	0.83		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	77	0	1197	2	1923	858	380	0	0	401	0	349
V/C Ratio(X)	0.50	0.00	0.99	0.00	0.48	0.03	0.02	0.00	0.00	0.04	0.00	0.18
Avail Cap(c_a), veh/h	765	0	1197	441	1923	858	651	0	0	680	0	661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.2	0.0	15.3	0.0	12.3	9.3	25.8	0.0	0.0	25.9	0.0	26.7
Incr Delay (d2), s/veh	1.9	0.0	24.4	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	26.3	0.0	5.1	0.2	0.1	0.0	0.0	0.3	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	0.0	39.7	0.0	12.6	9.3	25.8	0.0	0.0	26.0	0.0	27.0
LnGrp LOS	D	A	D	A	B	A	C	A	A	C	A	C
Approach Vol, veh/h		1228			953			6			80	
Approach Delay, s/veh		39.7			12.5			25.8			26.7	
Approach LOS		D			B			C			C	

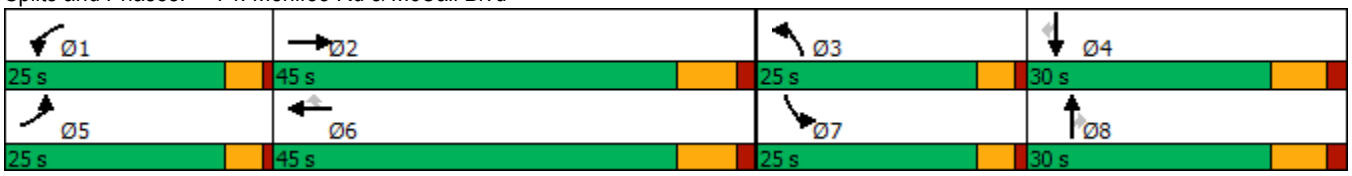
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	60.0		23.8	8.2	51.8		23.8				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	52.8		34.4	35.4	37.8		34.4				
Max Q Clear Time (g_c+I1), s	0.0	53.9		4.6	3.8	15.5		2.7				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	9.5		0.0				

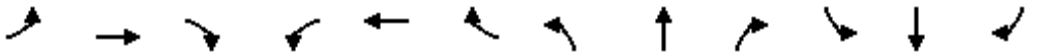
Intersection Summary			
HCM 6th Ctrl Delay		27.8	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	317	555	25	334	47	161	346	53	93	282	344
Future Volume (vph)	317	555	25	334	47	161	346	53	93	282	344
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.5	10.6	17.5	17.5	10.6	15.2	15.2	10.6	15.2	15.2
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	13.2	30.6	6.4	16.0	16.0	13.1	21.0	21.0	9.7	14.7	14.7
Actuated g/C Ratio	0.16	0.37	0.08	0.19	0.19	0.16	0.26	0.26	0.12	0.18	0.18
v/c Ratio	0.61	0.61	0.10	0.51	0.12	0.60	0.40	0.11	0.47	0.47	0.62
Control Delay	39.3	24.2	44.1	33.8	0.6	44.3	29.8	0.5	45.9	34.9	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.3	24.2	44.1	33.8	0.6	44.3	29.8	0.5	45.9	34.9	9.2
LOS	D	C	D	C	A	D	C	A	D	C	A
Approach Delay		28.7		30.6			31.2			24.0	
Approach LOS		C		C			C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 82.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 28.3	Intersection LOS: C
Intersection Capacity Utilization 63.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	317	555	188	25	334	47	161	346	53	93	282	344
Future Volume (veh/h)	317	555	188	25	334	47	161	346	53	93	282	344
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	341	597	202	27	359	51	173	372	57	100	303	370
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	439	778	263	119	730	326	213	1100	490	130	934	416
Arrive On Green	0.13	0.29	0.29	0.03	0.20	0.20	0.12	0.30	0.30	0.07	0.26	0.26
Sat Flow, veh/h	3510	2649	895	3510	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	341	406	393	27	359	51	173	372	57	100	303	370
Grp Sat Flow(s),veh/h/ln	1755	1805	1739	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	7.6	16.6	16.6	0.6	7.1	2.1	7.5	6.4	2.1	4.4	5.5	17.8
Cycle Q Clear(g_c), s	7.6	16.6	16.6	0.6	7.1	2.1	7.5	6.4	2.1	4.4	5.5	17.8
Prop In Lane	1.00		0.51	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	439	530	511	119	730	326	213	1100	490	130	934	416
V/C Ratio(X)	0.78	0.77	0.77	0.23	0.49	0.16	0.81	0.34	0.12	0.77	0.32	0.89
Avail Cap(c_a), veh/h	888	839	808	888	1678	749	458	1100	490	458	1020	455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	26.0	26.0	37.9	28.5	26.5	34.7	21.7	20.2	36.8	24.2	28.8
Incr Delay (d2), s/veh	1.1	2.4	2.5	0.4	0.5	0.2	2.8	0.2	0.1	3.6	0.2	17.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	7.1	6.9	0.3	3.0	0.8	3.4	2.7	0.8	2.0	2.3	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	28.3	28.5	38.3	29.0	26.7	37.6	21.9	20.3	40.4	24.4	46.7
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	D
Approach Vol, veh/h		1140			437			602			773	
Approach Delay, s/veh		30.5			29.3			26.3			37.2	
Approach LOS		C			C			C			D	

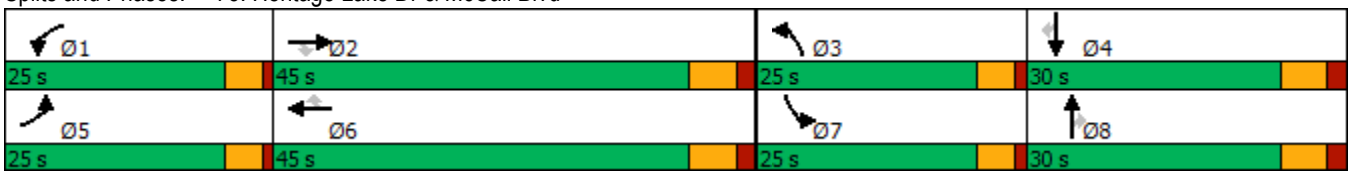
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	31.2	14.1	28.1	14.7	23.8	10.4	31.8
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	22.8	20.4	37.5	20.4	22.8
Max Q Clear Time (g_c+I1), s	2.6	18.6	9.5	19.8	9.6	9.1	6.4	8.4
Green Ext Time (p_c), s	0.0	5.1	0.2	1.0	0.5	2.6	0.1	2.2

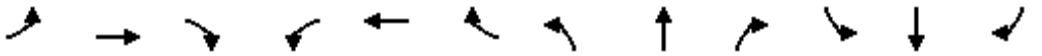
Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	537	123	30	297	11	68	14	28	11	15	39
Future Volume (vph)	43	537	123	30	297	11	68	14	28	11	15	39
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.1	24.7	24.7	8.9	22.8	22.8	9.6	15.6	15.6	8.7	11.6	11.6
Actuated g/C Ratio	0.22	0.59	0.59	0.21	0.54	0.54	0.23	0.37	0.37	0.21	0.28	0.28
v/c Ratio	0.12	0.19	0.13	0.08	0.11	0.01	0.18	0.02	0.04	0.03	0.03	0.08
Control Delay	24.3	12.7	4.8	25.0	14.7	0.0	23.4	17.8	0.1	25.7	23.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.3	12.7	4.8	25.0	14.7	0.0	23.4	17.8	0.1	25.7	23.9	0.3
LOS	C	B	A	C	B	A	C	B	A	C	C	A
Approach Delay		12.0			15.1			16.8			10.2	
Approach LOS		B			B			B			B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 42.1	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.19	
Intersection Signal Delay: 13.2	Intersection LOS: B
Intersection Capacity Utilization 40.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 75: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	537	123	30	297	11	68	14	28	11	15	39
Future Volume (veh/h)	43	537	123	30	297	11	68	14	28	11	15	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	565	129	32	313	12	72	15	29	12	16	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	104	1271	389	80	1201	373	144	373	315	34	257	215
Arrive On Green	0.06	0.24	0.24	0.04	0.23	0.23	0.08	0.20	0.20	0.02	0.14	0.14
Sat Flow, veh/h	1810	5187	1587	1810	5187	1610	1810	1900	1605	1810	1900	1587
Grp Volume(v), veh/h	45	565	129	32	313	12	72	15	29	12	16	41
Grp Sat Flow(s),veh/h/ln	1810	1729	1587	1810	1729	1610	1810	1900	1605	1810	1900	1587
Q Serve(g_s), s	1.1	4.1	3.0	0.8	2.2	0.3	1.7	0.3	0.7	0.3	0.3	1.0
Cycle Q Clear(g_c), s	1.1	4.1	3.0	0.8	2.2	0.3	1.7	0.3	0.7	0.3	0.3	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	104	1271	389	80	1201	373	144	373	315	34	257	215
V/C Ratio(X)	0.43	0.44	0.33	0.40	0.26	0.03	0.50	0.04	0.09	0.36	0.06	0.19
Avail Cap(c_a), veh/h	832	4513	1381	832	4513	1401	832	1011	854	832	1011	844
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	14.2	13.8	20.6	13.9	13.2	19.6	14.4	14.6	21.5	16.7	17.0
Incr Delay (d2), s/veh	1.1	0.2	0.5	1.2	0.1	0.0	1.0	0.0	0.1	2.4	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.4	1.0	0.3	0.7	0.1	0.7	0.1	0.2	0.1	0.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.3	14.4	14.3	21.8	14.1	13.2	20.6	14.5	14.7	23.9	16.8	17.4
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		739			357			116			69	
Approach Delay, s/veh		14.8			14.7			18.3			18.4	
Approach LOS		B			B			B			B	

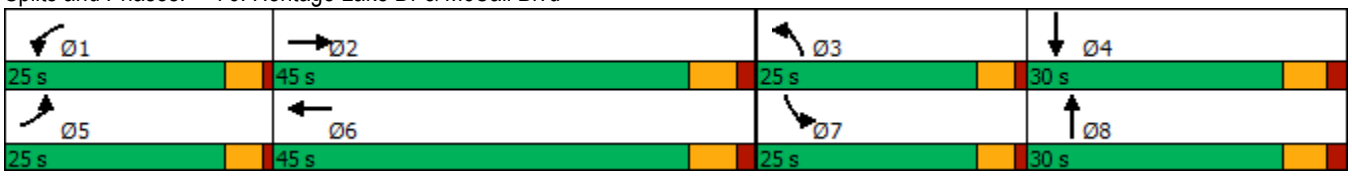
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	17.3	8.1	12.4	7.2	16.7	5.4	15.1
Change Period (Y+Rc), s	4.6	6.4	4.6	6.4	4.6	6.4	4.6	6.4
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.6	20.4	38.6	20.4	23.6
Max Q Clear Time (g_c+I1), s	2.8	6.1	3.7	3.0	3.1	4.2	2.3	2.7
Green Ext Time (p_c), s	0.0	4.8	0.1	0.1	0.0	2.3	0.0	0.1

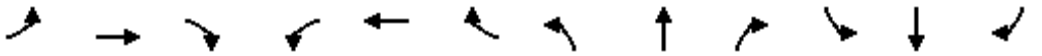
Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	35	366	27	236	68	19	21	20
Future Volume (vph)	35	366	27	236	68	19	21	20
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0
Minimum Split (s)	10.6	16.4	10.6	16.4	10.6	14.1	10.6	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.1	3.6	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	4.6	6.4	4.6	6.1	4.6	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	7.2	22.8	7.1	22.7	8.5	11.4	7.0	9.3
Actuated g/C Ratio	0.18	0.57	0.18	0.56	0.21	0.28	0.17	0.23
v/c Ratio	0.12	0.18	0.09	0.09	0.19	0.11	0.07	0.10
Control Delay	21.7	10.9	22.1	12.3	19.9	10.2	22.5	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.7	10.9	22.1	12.3	19.9	10.2	22.5	14.8
LOS	C	B	C	B	B	B	C	B
Approach Delay		11.6		13.2		15.6		17.5
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 40.3	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.19	
Intersection Signal Delay: 12.9	Intersection LOS: B
Intersection Capacity Utilization 39.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 76: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	366	119	27	236	18	68	19	34	21	20	20
Future Volume (veh/h)	35	366	119	27	236	18	68	19	34	21	20	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	389	127	29	251	19	72	20	36	22	21	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	934	292	74	1133	84	145	114	206	58	123	123
Arrive On Green	0.05	0.24	0.24	0.04	0.23	0.23	0.08	0.19	0.19	0.03	0.14	0.14
Sat Flow, veh/h	1810	3910	1220	1810	4925	367	1810	606	1090	1810	872	872
Grp Volume(v), veh/h	37	342	174	29	175	95	72	0	56	22	0	42
Grp Sat Flow(s),veh/h/ln	1810	1729	1671	1810	1729	1834	1810	0	1696	1810	0	1743
Q Serve(g_s), s	0.9	3.6	3.8	0.7	1.8	1.8	1.7	0.0	1.2	0.5	0.0	0.9
Cycle Q Clear(g_c), s	0.9	3.6	3.8	0.7	1.8	1.8	1.7	0.0	1.2	0.5	0.0	0.9
Prop In Lane	1.00		0.73	1.00		0.20	1.00		0.64	1.00		0.50
Lane Grp Cap(c), veh/h	90	826	399	74	796	422	145	0	320	58	0	245
V/C Ratio(X)	0.41	0.41	0.44	0.39	0.22	0.23	0.50	0.00	0.17	0.38	0.00	0.17
Avail Cap(c_a), veh/h	849	3071	1484	849	3071	1629	849	0	932	849	0	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.0	14.0	14.0	20.3	13.6	13.6	19.2	0.0	14.8	20.6	0.0	16.4
Incr Delay (d2), s/veh	1.1	0.3	0.7	1.3	0.1	0.3	1.0	0.0	0.3	1.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.2	1.3	0.3	0.6	0.7	0.7	0.0	0.4	0.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.2	14.3	14.8	21.6	13.7	13.9	20.1	0.0	15.0	22.1	0.0	16.8
LnGrp LOS	C	B	B	C	B	B	C	A	B	C	A	B
Approach Vol, veh/h		553			299			128			64	
Approach Delay, s/veh		14.9			14.5			17.9			18.6	
Approach LOS		B			B			B			B	

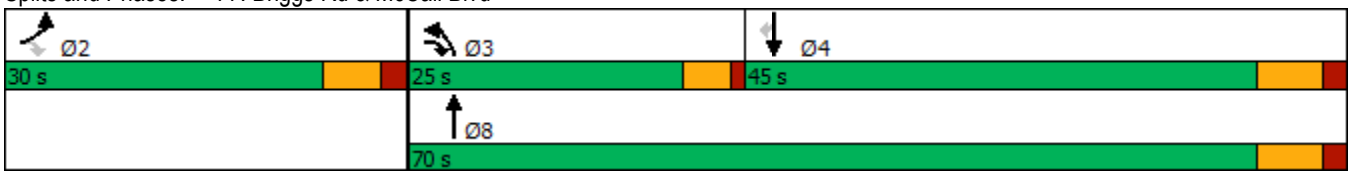
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	16.8	8.1	12.2	6.8	16.4	6.0	14.3
Change Period (Y+Rc), s	4.6	6.4	4.6	6.1	4.6	6.4	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.9	20.4	38.6	20.4	23.9
Max Q Clear Time (g_c+I1), s	2.7	5.8	3.7	2.9	2.9	3.8	2.5	3.2
Green Ext Time (p_c), s	0.0	3.7	0.1	0.1	0.0	1.8	0.0	0.2

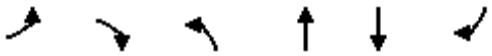
Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	332	88	58	212	168	214
Future Volume (vph)	332	88	58	212	168	214
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	25.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	25.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	14.4	27.3	6.3	18.5	10.5	10.5
Actuated g/C Ratio	0.31	0.59	0.14	0.40	0.23	0.23
v/c Ratio	0.63	0.06	0.13	0.30	0.22	0.42
Control Delay	20.2	1.5	21.3	11.4	17.9	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.2	1.5	21.3	11.4	17.9	6.2
LOS	C	A	C	B	B	A
Approach Delay	16.2			13.5	11.4	
Approach LOS	B			B	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 46.6	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 13.8	Intersection LOS: B
Intersection Capacity Utilization 46.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	332	88	58	212	168	214
Future Volume (veh/h)	332	88	58	212	168	214
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	353	94	62	226	179	228
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	445	908	260	819	883	394
Arrive On Green	0.25	0.25	0.07	0.43	0.24	0.24
Sat Flow, veh/h	1810	2834	3510	1900	3705	1610
Grp Volume(v), veh/h	353	94	62	226	179	228
Grp Sat Flow(s),veh/h/ln	1810	1417	1755	1900	1805	1610
Q Serve(g_s), s	7.5	1.0	0.7	3.1	1.6	5.1
Cycle Q Clear(g_c), s	7.5	1.0	0.7	3.1	1.6	5.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	445	908	260	819	883	394
V/C Ratio(X)	0.79	0.10	0.24	0.28	0.20	0.58
Avail Cap(c_a), veh/h	1044	1845	1751	2936	3372	1504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	9.8	17.8	7.5	12.3	13.6
Incr Delay (d2), s/veh	1.2	0.0	0.2	0.2	0.1	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.2	0.2	1.0	0.5	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.7	9.8	18.0	7.7	12.4	14.9
LnGrp LOS	B	A	B	A	B	B
Approach Vol, veh/h	447			288	407	
Approach Delay, s/veh	14.4			9.9	13.8	
Approach LOS	B			A	B	

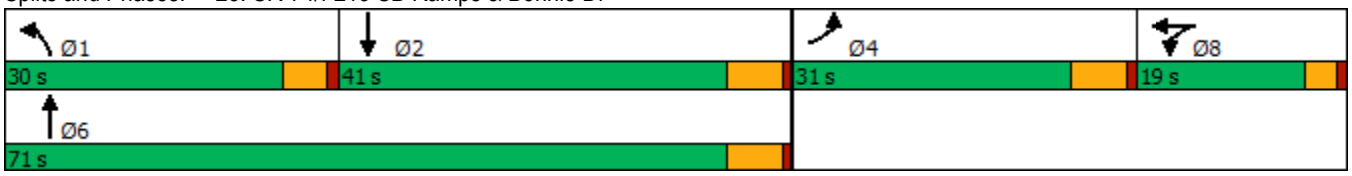
Timer - Assigned Phs		2	3	4			8
Phs Duration (G+Y+Rc), s		16.5	7.6	16.8			24.4
Change Period (Y+Rc), s		6.4	4.6	6.8			6.8
Max Green Setting (Gmax), s		23.6	20.4	38.2			63.2
Max Q Clear Time (g_c+I1), s		9.5	2.7	7.1			5.1
Green Ext Time (p_c), s		0.7	0.1	2.0			1.4

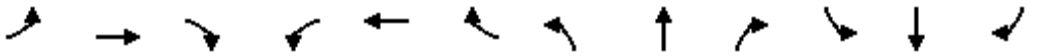
Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	66	310	277	432	1235	34	
Future Volume (vph)	66	310	277	432	1235	34	
Turn Type	Prot	Free	Prot	NA	NA	Free	
Protected Phases	4		1	6	2		8
Permitted Phases		Free				Free	
Detector Phase	4		1	6	2		
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0
Minimum Split (s)	11.0		10.0	11.0	11.0		9.0
Total Split (s)	31.0		30.0	71.0	41.0		19.0
Total Split (%)	25.6%		24.8%	58.7%	33.9%		16%
Yellow Time (s)	5.0		4.0	5.0	5.0		3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	6.0		5.0	6.0	6.0		
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	7.7	76.0	17.7	60.5	36.1	76.0	
Actuated g/C Ratio	0.10	1.00	0.23	0.80	0.48	1.00	
v/c Ratio	0.40	0.21	0.71	0.31	1.49	0.02	
Control Delay	41.0	0.3	37.6	3.8	247.6	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	41.0	0.3	37.6	3.8	247.6	0.0	
LOS	D	A	D	A	F	A	
Approach Delay				17.0	241.0		
Approach LOS				B	F		

Intersection Summary	
Cycle Length: 121	
Actuated Cycle Length: 76	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.49	
Intersection Signal Delay: 136.2	Intersection LOS: F
Intersection Capacity Utilization 96.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	0	310	0	0	0	277	432	0	0	1235	34
Future Volume (veh/h)	66	0	310	0	0	0	277	432	0	0	1235	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	0	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	72	0	0	0	0	0	301	470	0	0	1342	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	0		0	3	0	360	1701	0	0	1158	
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.90	0.00	0.00	0.61	0.00
Sat Flow, veh/h		0		0	1900	0	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h		0.0		0	0	0	301	470	0	0	1342	0
Grp Sat Flow(s),veh/h/ln				0	1900	0	1810	1900	0	0	1900	1610
Q Serve(g_s), s				0.0	0.0	0.0	9.2	2.0	0.0	0.0	35.0	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	9.2	2.0	0.0	0.0	35.0	0.0
Prop In Lane				0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				0	3	0	360	1701	0	0	1158	
V/C Ratio(X)				0.00	0.00	0.00	0.84	0.28	0.00	0.00	1.16	
Avail Cap(c_a), veh/h				0	496	0	788	2151	0	0	1158	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	22.1	0.4	0.0	0.0	11.2	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	2.0	0.0	0.0	0.0	81.4	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.0	3.4	0.0	0.0	0.0	33.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	0.0	24.1	0.4	0.0	0.0	92.6	0.0
LnGrp LOS				A	A	A	C	A	A	A	F	
Approach Vol, veh/h					0			771			1342	
Approach Delay, s/veh					0.0			9.7			92.6	
Approach LOS								A			F	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	16.4	41.0				57.4		0.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		4.0				
Max Green Setting (Gmax), s	25.0	35.0				65.0		15.0				
Max Q Clear Time (g_c+I1), s	11.2	37.0				4.0		0.0				
Green Ext Time (p_c), s	0.3	0.0				1.6		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		62.3
HCM 6th LOS		E

Notes

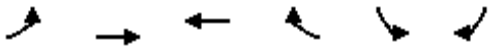
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	20	1526	695	1443	207
Future Volume (vph)	20	1526	695	1443	207
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	30.3	70.6	40.3		40.4
Total Split (%)	27.3%	63.6%	36.3%		36.4%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	5.7	35.1	31.1	59.6	13.6
Actuated g/C Ratio	0.10	0.59	0.52	1.00	0.23
v/c Ratio	0.12	0.74	0.38	0.92	0.55
Control Delay	31.1	12.0	11.2	12.0	26.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	31.1	12.0	11.2	12.0	26.5
LOS	C	B	B	B	C
Approach Delay		12.3	11.8		26.5
Approach LOS		B	B		C

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 59.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 63.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 29: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	1526	695	1443	207	14
Future Volume (veh/h)	20	1526	695	1443	207	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	1573	716	0	213	14
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	47	2108	1560		275	18
Arrive On Green	0.03	0.58	0.43	0.00	0.16	0.16
Sat Flow, veh/h	1810	3705	3705	1610	1678	110
Grp Volume(v), veh/h	21	1573	716	0	228	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1796	0
Q Serve(g_s), s	0.5	13.5	5.9	0.0	5.1	0.0
Cycle Q Clear(g_c), s	0.5	13.5	5.9	0.0	5.1	0.0
Prop In Lane	1.00			1.00	0.93	0.06
Lane Grp Cap(c), veh/h	47	2108	1560		294	0
V/C Ratio(X)	0.45	0.75	0.46		0.78	0.00
Avail Cap(c_a), veh/h	1077	5610	3007		1500	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	20.2	6.4	8.5	0.0	16.8	0.0
Incr Delay (d2), s/veh	2.5	0.2	0.1	0.0	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.5	1.3	0.0	1.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.7	6.6	8.5	0.0	18.5	0.0
LnGrp LOS	C	A	A		B	A
Approach Vol, veh/h		1594	716		228	
Approach Delay, s/veh		6.9	8.5		18.5	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		29.8		12.2	6.4	23.5
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		65.3		35.1	25.0	35.0
Max Q Clear Time (g_c+I1), s		15.5		7.1	2.5	7.9
Green Ext Time (p_c), s		9.0		0.3	0.0	2.8

Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

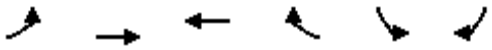
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	240	1493	1712	54	428
Future Volume (vph)	240	1493	1712	54	428
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.0	11.0	9.5	9.5
Total Split (s)	24.0	65.0	41.0	24.5	24.5
Total Split (%)	26.8%	72.6%	45.8%	27.4%	27.4%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	14.4	54.0	35.6	10.0	10.0
Actuated g/C Ratio	0.19	0.72	0.48	0.13	0.13
v/c Ratio	0.74	0.61	1.10	0.24	0.83
Control Delay	42.9	7.2	76.4	31.5	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.9	7.2	76.4	31.5	19.4
LOS	D	A	E	C	B
Approach Delay		12.2	76.4	20.7	
Approach LOS		B	E	C	

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 74.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 41.6	Intersection LOS: D
Intersection Capacity Utilization 84.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 30: SR-74 & Trumble Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	240	1493	1712	38	54	428
Future Volume (veh/h)	240	1493	1712	38	54	428
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	258	1605	1841	41	58	460
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	298	2287	1519	34	435	387
Arrive On Green	0.16	0.63	0.42	0.42	0.24	0.24
Sat Flow, veh/h	1810	3705	3705	80	1810	1610
Grp Volume(v), veh/h	258	1605	917	965	58	460
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1885	1810	1610
Q Serve(g_s), s	11.6	24.4	35.0	35.0	2.1	20.0
Cycle Q Clear(g_c), s	11.6	24.4	35.0	35.0	2.1	20.0
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	298	2287	759	793	435	387
V/C Ratio(X)	0.87	0.70	1.21	1.22	0.13	1.19
Avail Cap(c_a), veh/h	435	2560	759	793	435	387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	10.1	24.1	24.1	24.8	31.6
Incr Delay (d2), s/veh	8.5	0.8	105.9	108.8	0.1	107.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	7.0	34.9	37.1	0.8	11.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.4	10.8	130.0	132.9	24.9	139.5
LnGrp LOS	D	B	F	F	C	F
Approach Vol, veh/h		1863	1882		518	
Approach Delay, s/veh		15.2	131.5		126.7	
Approach LOS		B	F		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		58.7		24.5	17.7	41.0
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		59.0		20.0	20.0	35.0
Max Q Clear Time (g_c+I1), s		26.4		22.0	13.6	37.0
Green Ext Time (p_c), s		14.4		0.0	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	80.1
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1581	1589	113	0	166
Future Vol, veh/h	0	1581	1589	113	0	166
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1664	1673	119	0	175

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	896
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	287
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	287
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

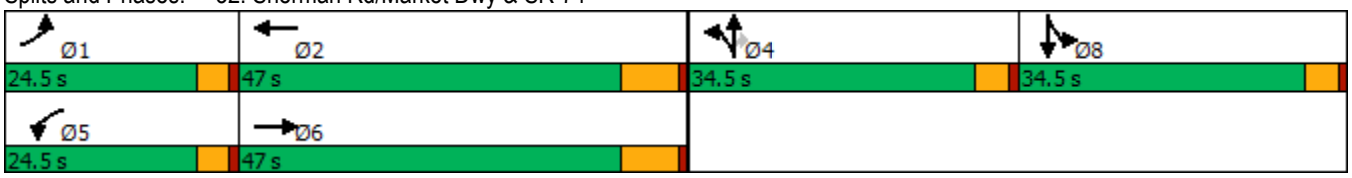
Approach	EB	WB	SB
HCM Control Delay, s	0	0	35.3
HCM LOS			E

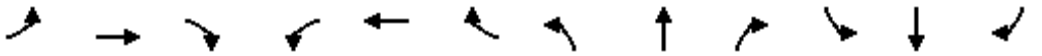
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	287
HCM Lane V/C Ratio	-	-	-	0.609
HCM Control Delay (s)	-	-	-	35.3
HCM Lane LOS	-	-	-	E
HCM 95th %tile Q(veh)	-	-	-	3.7

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	13	1503	171	1571	2	181	8
Future Volume (vph)	13	1503	171	1571	2	181	8
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases						4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	12.0	9.5	12.0	9.5	9.5	9.5
Total Split (s)	24.5	47.0	24.5	47.0	34.5	34.5	34.5
Total Split (%)	17.4%	33.5%	17.4%	33.5%	24.6%	24.6%	24.6%
Yellow Time (s)	3.5	6.0	3.5	6.0	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	4.5	7.0	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	5.5	40.8	13.3	56.9	11.0	11.0	5.6
Actuated g/C Ratio	0.06	0.48	0.16	0.67	0.13	0.13	0.07
v/c Ratio	0.12	0.96	0.64	0.69	0.58	0.51	0.15
Control Delay	45.5	38.8	46.1	13.6	47.1	11.1	40.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.5	38.8	46.1	13.6	47.1	11.1	40.9
LOS	D	D	D	B	D	B	D
Approach Delay		38.9		16.8	26.1		40.9
Approach LOS		D		B	C		D

Intersection Summary	
Cycle Length: 140.5	
Actuated Cycle Length: 85.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 27.2	Intersection LOS: C
Intersection Capacity Utilization 80.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 32: Sherman Rd/Market Dwy & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1503	65	171	1571	8	127	2	181	7	8	3
Future Volume (veh/h)	13	1503	65	171	1571	8	127	2	181	7	8	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	1582	68	180	1654	8	134	2	191	7	8	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	30	1652	71	219	2112	10	263	4	237	14	16	6
Arrive On Green	0.02	0.47	0.47	0.12	0.57	0.57	0.15	0.15	0.15	0.02	0.02	0.02
Sat Flow, veh/h	1810	3523	151	1810	3684	18	1784	27	1610	704	805	302
Grp Volume(v), veh/h	14	807	843	180	810	852	136	0	191	18	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1869	1810	1805	1897	1811	0	1610	1810	0	0
Q Serve(g_s), s	0.6	36.4	36.9	8.2	29.4	29.4	5.9	0.0	9.7	0.8	0.0	0.0
Cycle Q Clear(g_c), s	0.6	36.4	36.9	8.2	29.4	29.4	5.9	0.0	9.7	0.8	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.01	0.99		1.00	0.39		0.17
Lane Grp Cap(c), veh/h	30	847	877	219	1035	1088	267	0	237	37	0	0
V/C Ratio(X)	0.47	0.95	0.96	0.82	0.78	0.78	0.51	0.00	0.80	0.49	0.00	0.00
Avail Cap(c_a), veh/h	428	853	884	428	1035	1088	642	0	571	642	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.2	21.6	21.7	36.3	14.0	14.0	33.2	0.0	34.9	41.0	0.0	0.0
Incr Delay (d2), s/veh	4.1	20.1	21.1	2.9	3.6	3.5	0.6	0.0	2.4	3.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	17.5	18.5	3.7	11.5	12.1	2.6	0.0	3.9	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	41.7	42.8	39.2	17.6	17.5	33.8	0.0	37.3	44.7	0.0	0.0
LnGrp LOS	D	D	D	D	B	B	C	A	D	D	A	A
Approach Vol, veh/h		1664			1842			327			18	
Approach Delay, s/veh		42.3			19.6			35.9			44.7	
Approach LOS		D			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	55.5		17.0	14.7	46.7		6.2				
Change Period (Y+Rc), s	4.5	7.0		4.5	4.5	7.0		4.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	2.6	31.4		11.7	10.2	38.9		2.8				
Green Ext Time (p_c), s	0.0	5.2		0.8	0.2	0.8		0.0				

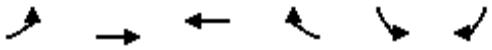
Intersection Summary												
HCM 6th Ctrl Delay			30.9									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	72	1493	1625	108
Future Volume (vph)	72	1493	1625	108
Turn Type	Prot	NA	NA	Prot
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	11.0	9.7
Total Split (s)	24.7	65.7	41.0	24.7
Total Split (%)	27.3%	72.7%	45.4%	27.3%
Yellow Time (s)	3.7	5.0	5.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	6.0	4.7
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Min	Min	None
Act Effct Green (s)	8.7	51.3	40.1	11.7
Actuated g/C Ratio	0.12	0.70	0.54	0.16
v/c Ratio	0.37	0.65	1.01	0.57
Control Delay	36.6	8.3	43.3	33.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	36.6	8.3	43.3	33.3
LOS	D	A	D	C
Approach Delay		9.6	43.3	33.3
Approach LOS		A	D	C

Intersection Summary	
Cycle Length: 90.4	
Actuated Cycle Length: 73.8	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 27.8	Intersection LOS: C
Intersection Capacity Utilization 75.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 33: SR-74 & Antelope Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	72	1493	1625	154	108	47
Future Volume (veh/h)	72	1493	1625	154	108	47
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	79	1641	1786	169	119	52
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	109	2529	1884	175	153	67
Arrive On Green	0.06	0.70	0.56	0.56	0.13	0.13
Sat Flow, veh/h	1810	3705	3433	311	1207	527
Grp Volume(v), veh/h	79	1641	952	1003	172	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1844	1745	0
Q Serve(g_s), s	2.7	15.5	30.1	32.1	5.9	0.0
Cycle Q Clear(g_c), s	2.7	15.5	30.1	32.1	5.9	0.0
Prop In Lane	1.00			0.17	0.69	0.30
Lane Grp Cap(c), veh/h	109	2529	1019	1041	221	0
V/C Ratio(X)	0.73	0.65	0.93	0.96	0.78	0.00
Avail Cap(c_a), veh/h	585	3482	1021	1043	564	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.6	5.1	12.4	12.9	26.2	0.0
Incr Delay (d2), s/veh	8.9	0.3	15.0	19.5	5.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.5	13.5	15.7	2.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.5	5.4	27.4	32.4	32.0	0.0
LnGrp LOS	D	A	C	C	C	A
Approach Vol, veh/h		1720	1955		172	
Approach Delay, s/veh		6.9	30.0		32.0	
Approach LOS		A	C		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		49.4		12.5	8.4	40.9
Change Period (Y+Rc), s		6.0		* 4.7	* 4.7	6.0
Max Green Setting (Gmax), s		59.7		* 20	* 20	35.0
Max Q Clear Time (g_c+I1), s		17.5		7.9	4.7	34.1
Green Ext Time (p_c), s		19.7		0.4	0.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

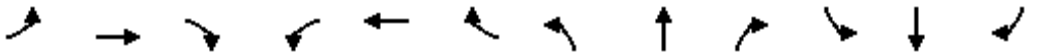
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	61	1473	130	1665	70	45	210	46	56
Future Volume (vph)	61	1473	130	1665	70	45	210	46	56
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	9.7	9.7	9.7	9.7	9.7
Total Split (s)	24.7	42.0	24.7	42.0	24.7	24.7	24.7	24.7	24.7
Total Split (%)	27.0%	46.0%	27.0%	46.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Yellow Time (s)	3.7	6.0	3.7	6.0	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	7.1	36.6	9.8	41.2	9.1	9.1	9.1	9.1	9.1
Actuated g/C Ratio	0.10	0.53	0.14	0.59	0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.35	0.85	0.55	0.84	0.44	0.19	0.55	0.27	0.24
Control Delay	36.5	23.2	37.4	19.9	37.4	29.8	10.2	32.2	17.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.5	23.2	37.4	19.9	37.4	29.8	10.2	32.2	17.6
LOS	D	C	D	B	D	C	B	C	B
Approach Delay		23.7		21.1		18.8			21.9
Approach LOS		C		C		B			C

Intersection Summary	
Cycle Length: 91.4	
Actuated Cycle Length: 69.5	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 22.0	Intersection LOS: C
Intersection Capacity Utilization 75.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 34: Palomar Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	1473	48	130	1665	30	70	45	210	46	56	53
Future Volume (veh/h)	61	1473	48	130	1665	30	70	45	210	46	56	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	65	1567	51	138	1771	32	74	48	223	49	60	56
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	93	1760	57	177	1958	35	286	326	276	273	321	267
Arrive On Green	0.05	0.49	0.49	0.10	0.54	0.54	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1810	3568	116	1810	3628	65	1296	1900	1610	1126	1871	1554
Grp Volume(v), veh/h	65	791	827	138	879	924	74	48	223	49	58	58
Grp Sat Flow(s),veh/h/ln	1810	1805	1879	1810	1805	1888	1296	1900	1610	1126	1805	1620
Q Serve(g_s), s	2.4	27.3	27.6	5.1	30.2	30.5	3.6	1.5	9.2	2.7	1.9	2.1
Cycle Q Clear(g_c), s	2.4	27.3	27.6	5.1	30.2	30.5	5.7	1.5	9.2	4.2	1.9	2.1
Prop In Lane	1.00		0.06	1.00		0.03	1.00		1.00	1.00		0.96
Lane Grp Cap(c), veh/h	93	890	927	177	974	1019	286	326	276	273	310	278
V/C Ratio(X)	0.70	0.89	0.89	0.78	0.90	0.91	0.26	0.15	0.81	0.18	0.19	0.21
Avail Cap(c_a), veh/h	523	914	951	523	974	1019	439	550	466	406	522	469
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	15.8	15.9	30.5	14.3	14.3	27.1	24.3	27.5	26.1	24.5	24.6
Incr Delay (d2), s/veh	3.5	10.6	10.7	2.8	11.6	11.6	0.4	0.2	4.2	0.2	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	12.3	12.9	2.3	13.4	14.1	1.1	0.7	3.7	0.7	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	26.4	26.5	33.2	25.9	25.9	27.4	24.5	31.7	26.3	24.7	24.9
LnGrp LOS	D	C	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		1683			1941			345			165	
Approach Delay, s/veh		26.8			26.4			29.8			25.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	41.1		16.6	8.3	44.3		16.6				
Change Period (Y+Rc), s	* 4.7	7.0		* 4.7	* 4.7	7.0		* 4.7				
Max Green Setting (Gmax), s	* 20	35.0		* 20	* 20	35.0		* 20				
Max Q Clear Time (g_c+I1), s	7.1	29.6		6.2	4.4	32.5		11.2				
Green Ext Time (p_c), s	0.1	4.6		0.5	0.1	2.3		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		26.8	
HCM 6th LOS		C	

Notes

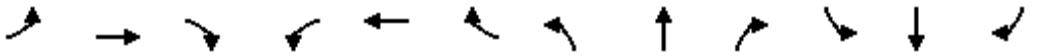
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	914	574	347	688	1	329
Future Volume (vph)	914	574	347	688	1	329
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	10.0	10.0
Total Split (s)	46.0	46.0	35.0	81.0	35.0	35.0
Total Split (%)	39.7%	39.7%	30.2%	69.8%	30.2%	30.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	40.6	40.6	23.6	69.3	14.0	14.0
Actuated g/C Ratio	0.43	0.43	0.25	0.73	0.15	0.15
v/c Ratio	1.18	0.69	0.81	0.27	0.49	0.76
Control Delay	121.0	15.8	48.8	5.0	43.9	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	121.0	15.8	48.8	5.0	43.9	22.8
LOS	F	B	D	A	D	C
Approach Delay	80.4			19.7	28.6	
Approach LOS	F			B	C	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 94.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 51.4	Intersection LOS: D
Intersection Capacity Utilization 96.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 39: I-215 SB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	914	574	347	688	0	0	0	0	124	1	329
Future Volume (veh/h)	0	914	574	347	688	0	0	0	0	124	1	329
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	962	604	365	724	0				131	1	346
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	732	620	402	2367	0				428	3	384
Arrive On Green	0.00	0.39	0.39	0.22	0.66	0.00				0.24	0.24	0.24
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1796	14	1610
Grp Volume(v), veh/h	0	962	604	365	724	0				132	0	346
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	40.0	38.3	20.4	9.0	0.0				6.2	0.0	21.6
Cycle Q Clear(g_c), s	0.0	40.0	38.3	20.4	9.0	0.0				6.2	0.0	21.6
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	732	620	402	2367	0				431	0	384
V/C Ratio(X)	0.00	1.31	0.97	0.91	0.31	0.00				0.31	0.00	0.90
Avail Cap(c_a), veh/h	0	732	620	523	2608	0				523	0	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	31.9	31.4	39.3	7.7	0.0				32.5	0.0	38.3
Incr Delay (d2), s/veh	0.0	150.9	29.4	16.6	0.1	0.0				0.4	0.0	18.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	47.0	18.3	10.3	2.7	0.0				2.7	0.0	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	182.8	60.8	55.9	7.8	0.0				32.9	0.0	56.6
LnGrp LOS	A	F	E	E	A	A				C	A	E
Approach Vol, veh/h		1566			1089						478	
Approach Delay, s/veh		135.7			23.9						50.0	
Approach LOS		F			C						D	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	28.1	46.0				74.1		29.7				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	22.4	42.0				11.0		23.6				
Green Ext Time (p_c), s	0.7	0.0				4.8		1.1				

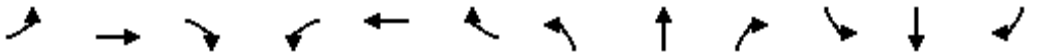
Intersection Summary			
HCM 6th Ctrl Delay		83.8	
HCM 6th LOS		F	

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	308	730	710	1	398
Future Volume (vph)	308	730	710	1	398
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	23.5	69.0	40.5	24.7	24.7
Actuated g/C Ratio	0.22	0.66	0.39	0.24	0.24
v/c Ratio	0.81	0.62	1.31	0.81	0.76
Control Delay	55.8	13.8	178.7	54.3	27.0
Queue Delay	0.0	0.4	0.0	0.0	0.0
Total Delay	55.8	14.2	178.7	54.3	27.0
LOS	E	B	F	D	C
Approach Delay		26.5	178.7	39.3	
Approach LOS		C	F	D	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 104.9	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.31	
Intersection Signal Delay: 81.0	Intersection LOS: F
Intersection Capacity Utilization 96.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	308	730	0	0	710	178	325	1	398	0	0	0
Future Volume (veh/h)	308	730	0	0	710	178	325	1	398	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	328	777	0	0	755	189	346	1	423			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	364	1178	0	0	546	137	501	1	447			
Arrive On Green	0.20	0.62	0.00	0.00	0.37	0.37	0.28	0.28	0.28			
Sat Flow, veh/h	1810	1900	0	0	1467	367	1805	5	1610			
Grp Volume(v), veh/h	328	777	0	0	0	944	347	0	423			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1834	1810	0	1610			
Q Serve(g_s), s	19.0	28.2	0.0	0.0	0.0	40.0	18.4	0.0	27.7			
Cycle Q Clear(g_c), s	19.0	28.2	0.0	0.0	0.0	40.0	18.4	0.0	27.7			
Prop In Lane	1.00		0.00	0.00		0.20	1.00		1.00			
Lane Grp Cap(c), veh/h	364	1178	0	0	0	683	502	0	447			
V/C Ratio(X)	0.90	0.66	0.00	0.00	0.00	1.38	0.69	0.00	0.95			
Avail Cap(c_a), veh/h	505	1326	0	0	0	683	505	0	450			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	41.9	13.1	0.0	0.0	0.0	33.7	34.7	0.0	38.0			
Incr Delay (d2), s/veh	15.1	1.0	0.0	0.0	0.0	181.2	4.0	0.0	29.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.5	10.0	0.0	0.0	0.0	50.4	8.5	0.0	14.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.9	14.1	0.0	0.0	0.0	214.9	38.7	0.0	67.3			
LnGrp LOS	E	B	A	A	A	F	D	A	E			
Approach Vol, veh/h		1105			944			770				
Approach Delay, s/veh		26.8			214.9			54.4				
Approach LOS		C			F			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		72.6			26.6	46.0		34.8				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		30.2			21.0	42.0		29.7				
Green Ext Time (p_c), s		5.4			0.6	0.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			97.3									
HCM 6th LOS			F									

Intersection	
Int Delay, s/veh	62.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	951	177	45	745	143	50
Future Vol, veh/h	951	177	45	745	143	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	970	181	46	760	146	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1151	0	1913	1061
Stage 1	-	-	-	-	1061	-
Stage 2	-	-	-	-	852	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	614	-	~ 76	274
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	421	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	614	-	~ 70	274
Mov Cap-2 Maneuver	-	-	-	-	~ 70	-
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	389	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	$ 681.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	87	-	-	614	-
HCM Lane V/C Ratio	2.264	-	-	0.075	-
HCM Control Delay (s)	$ 681.4	-	-	11.3	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	17.9	-	-	0.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	11.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	184	738	17	12	549	25	15	0	27	9	9	159
Future Vol, veh/h	184	738	17	12	549	25	15	0	27	9	9	159
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	196	785	18	13	584	27	16	0	29	10	10	169

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	611	0	0	803	0	0	1899	1823	794	1825	1819	598
Stage 1	-	-	-	-	-	-	1186	1186	-	624	624	-
Stage 2	-	-	-	-	-	-	713	637	-	1201	1195	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	978	-	-	830	-	-	53	78	391	60	79	506
Stage 1	-	-	-	-	-	-	232	265	-	477	481	-
Stage 2	-	-	-	-	-	-	426	475	-	228	262	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	978	-	-	830	-	-	21	49	391	39	49	506
Mov Cap-2 Maneuver	-	-	-	-	-	-	21	49	-	39	49	-
Stage 1	-	-	-	-	-	-	148	169	-	304	469	-
Stage 2	-	-	-	-	-	-	271	464	-	135	167	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0.2	195.1	57.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	54	978	-	-	830	-	-	243
HCM Lane V/C Ratio	0.827	0.2	-	-	0.015	-	-	0.775
HCM Control Delay (s)	195.1	9.6	0	-	9.4	0	-	57.1
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	3.6	0.7	-	-	0	-	-	5.7

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	628	139	0	605	51	0	0	0	23	0	1
Future Vol, veh/h	0	628	139	0	605	51	0	0	0	23	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	260	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	690	153	0	665	56	0	0	0	25	0	1

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	721	0	-	-	-	0			1383	1383	693
Stage 1	-	-	-	-	-	-			693	693	-
Stage 2	-	-	-	-	-	-			690	690	-
Critical Hdwy	4.1	-	-	-	-	-			6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-			5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-			3.5	4	3.3
Pot Cap-1 Maneuver	890	-	0	0	-	-			160	145	447
Stage 1	-	-	0	0	-	-			500	448	-
Stage 2	-	-	0	0	-	-			502	449	-
Platoon blocked, %		-			-	-					
Mov Cap-1 Maneuver	890	-	-	-	-	-			160	0	447
Mov Cap-2 Maneuver	-	-	-	-	-	-			160	0	-
Stage 1	-	-	-	-	-	-			500	0	-
Stage 2	-	-	-	-	-	-			502	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	31.1
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	890	-	-	-	164
HCM Lane V/C Ratio	-	-	-	-	0.161
HCM Control Delay (s)	0	-	-	-	31.1
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	651	0	7	565	90	17
Future Vol, veh/h	651	0	7	565	90	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	715	0	8	621	99	19

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	715	0	1352	715
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	637	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	895	-	167	434
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	531	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	895	-	165	434
Mov Cap-2 Maneuver	-	-	-	-	165	-
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	524	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	54.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	183	-	-	895	-
HCM Lane V/C Ratio	0.643	-	-	0.009	-
HCM Control Delay (s)	54.5	-	-	9.1	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	3.7	-	-	0	-

Intersection	
Int Delay, s/veh	28.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	219	423	394	76	78	148
Future Vol, veh/h	219	423	394	76	78	148
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	246	475	443	85	88	166

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	528	0	-	0	1453	486
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	967	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1049	-	-	-	145	585
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	372	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1049	-	-	-	99	585
Mov Cap-2 Maneuver	-	-	-	-	99	-
Stage 1	-	-	-	-	424	-
Stage 2	-	-	-	-	372	-

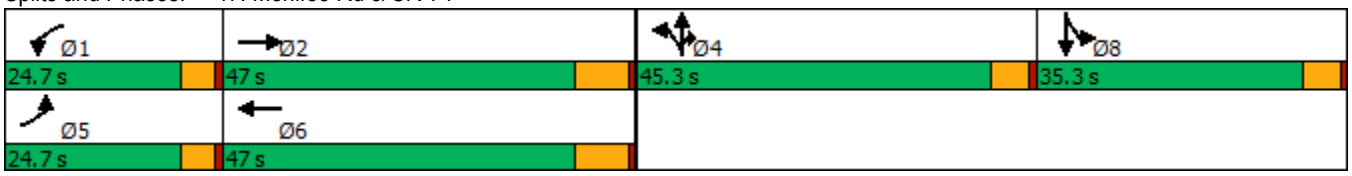
Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	160.9
HCM LOS			F

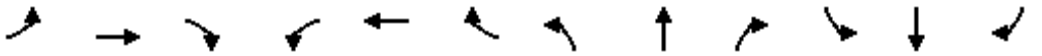
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1049	-	-	-	217
HCM Lane V/C Ratio	0.235	-	-	-	1.17
HCM Control Delay (s)	9.5	0	-	-	160.9
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.9	-	-	-	12.3

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	57	1289	255	1456	390	384	362
Future Volume (vph)	57	1289	255	1456	390	384	362
Turn Type	Prot	NA	Prot	NA	NA	Prot	NA
Protected Phases	5	2	1	6	4	4	8
Permitted Phases							
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.3	10.3	10.3
Total Split (s)	24.7	47.0	24.7	47.0	45.3	45.3	35.3
Total Split (%)	16.2%	30.9%	16.2%	30.9%	29.7%	29.7%	23.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	9.7	40.0	20.0	52.4	40.0	40.0	30.0
Actuated g/C Ratio	0.06	0.26	0.13	0.34	0.26	0.26	0.20
v/c Ratio	0.55	2.02	1.19	1.44	1.56	0.75	1.78
Control Delay	86.1	490.4	175.1	240.8	299.4	36.1	396.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.1	490.4	175.1	240.8	299.4	36.1	396.5
LOS	F	F	F	F	F	D	F
Approach Delay		477.3		231.8	204.8		396.5
Approach LOS		F		F	F		F

Intersection Summary	
Cycle Length: 152.3	
Actuated Cycle Length: 152.3	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.02	
Intersection Signal Delay: 326.4	Intersection LOS: F
Intersection Capacity Utilization 149.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	1289	406	255	1456	140	296	390	384	199	362	26
Future Volume (veh/h)	57	1289	406	255	1456	140	296	390	384	199	362	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	1432	451	283	1618	156	329	433	427	221	402	29
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	718	216	238	1164	111	211	278	423	124	225	16
Arrive On Green	0.04	0.26	0.26	0.13	0.35	0.35	0.26	0.26	0.26	0.20	0.20	0.20
Sat Flow, veh/h	1810	2734	822	1810	3330	318	803	1057	1610	628	1143	82
Grp Volume(v), veh/h	63	922	961	283	869	905	762	0	427	652	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1752	1810	1805	1843	1860	0	1610	1854	0	0
Q Serve(g_s), s	5.2	40.0	40.0	20.0	53.2	53.2	40.0	0.0	40.0	30.0	0.0	0.0
Cycle Q Clear(g_c), s	5.2	40.0	40.0	20.0	53.2	53.2	40.0	0.0	40.0	30.0	0.0	0.0
Prop In Lane	1.00		0.47	1.00		0.17	0.43		1.00	0.34		0.04
Lane Grp Cap(c), veh/h	81	474	460	238	631	644	488	0	423	365	0	0
V/C Ratio(X)	0.78	1.95	2.09	1.19	1.38	1.41	1.56	0.00	1.01	1.79	0.00	0.00
Avail Cap(c_a), veh/h	238	474	460	238	631	644	488	0	423	365	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	72.0	56.1	56.2	66.1	49.5	49.5	56.2	0.0	56.1	61.2	0.0	0.0
Incr Delay (d2), s/veh	6.0	433.2	496.9	119.8	179.7	191.9	261.9	0.0	46.2	364.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	75.2	81.2	17.2	55.4	58.7	54.3	0.0	21.7	51.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.1	489.3	553.1	186.0	229.2	241.5	318.0	0.0	102.4	425.5	0.0	0.0
LnGrp LOS	E	F	F	F	F	F	F	A	F	F	A	A
Approach Vol, veh/h		1946			2057			1189			652	
Approach Delay, s/veh		507.5			228.7			240.6			425.5	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.7	47.0		45.3	11.5	60.2		35.3				
Change Period (Y+Rc), s	* 4.7	7.0		5.3	* 4.7	7.0		5.3				
Max Green Setting (Gmax), s	* 20	40.0		40.0	* 20	40.0		30.0				
Max Q Clear Time (g_c+I1), s	22.0	42.0		42.0	7.2	55.2		32.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	345.9	
HCM 6th LOS	F	

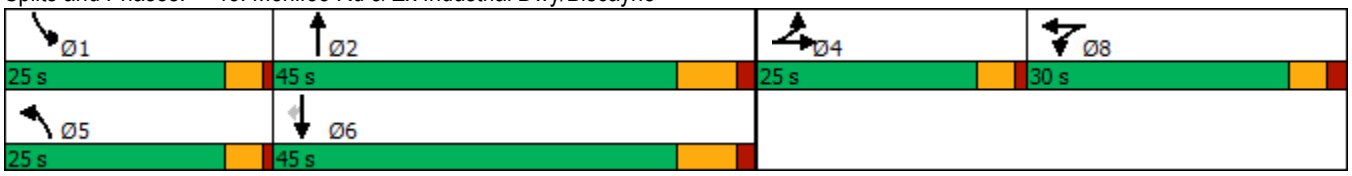
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	2	2	995	77	926	8
Future Volume (vph)	0	2	2	995	77	926	8
Turn Type	NA	NA	Prot	NA	Prot	NA	Perm
Protected Phases	4	8	5	2	1	6	
Permitted Phases							6
Detector Phase	4	8	5	2	1	6	6
Switch Phase							
Minimum Initial (s)	6.0	8.0	6.0	10.0	6.0	10.0	10.0
Minimum Split (s)	10.6	13.6	10.6	17.5	10.6	17.5	17.5
Total Split (s)	25.0	30.0	25.0	45.0	25.0	45.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%	36.0%
Yellow Time (s)	3.6	3.6	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	4.6	7.5	4.6	7.5	7.5
Lead/Lag			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	None	Min	Min
Act Effct Green (s)	6.1	9.9	6.1	41.1	9.8	51.3	51.3
Actuated g/C Ratio	0.08	0.13	0.08	0.53	0.13	0.66	0.66
v/c Ratio	0.03	0.46	0.02	1.38	0.44	0.96	0.01
Control Delay	38.0	33.5	38.0	199.5	39.0	34.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.0	33.5	38.0	199.5	39.0	34.3	0.0
LOS	D	C	D	F	D	C	A
Approach Delay	38.0	33.5		199.2		34.4	
Approach LOS	D	C		F		C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 78.1	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.38	
Intersection Signal Delay: 115.1	Intersection LOS: F
Intersection Capacity Utilization 81.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	0	52	2	30	2	995	59	77	926	8
Future Volume (veh/h)	3	0	0	52	2	30	2	995	59	77	926	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	0	0	68	3	39	3	1292	77	100	1203	10
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	12	0	0	105	5	60	9	916	55	132	1110	940
Arrive On Green	0.01	0.00	0.00	0.10	0.10	0.10	0.00	0.52	0.52	0.07	0.58	0.58
Sat Flow, veh/h	1809	0	0	1073	47	615	1810	1775	106	1810	1900	1610
Grp Volume(v), veh/h	4	0	0	110	0	0	3	0	1369	100	1203	10
Grp Sat Flow(s),veh/h/ln	1810	0	0	1736	0	0	1810	0	1881	1810	1900	1610
Q Serve(g_s), s	0.2	0.0	0.0	4.4	0.0	0.0	0.1	0.0	37.5	3.9	42.5	0.2
Cycle Q Clear(g_c), s	0.2	0.0	0.0	4.4	0.0	0.0	0.1	0.0	37.5	3.9	42.5	0.2
Prop In Lane	1.00		0.00	0.62		0.35	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	12	0	0	170	0	0	9	0	970	132	1110	940
V/C Ratio(X)	0.35	0.00	0.00	0.65	0.00	0.00	0.34	0.00	1.41	0.76	1.08	0.01
Avail Cap(c_a), veh/h	508	0	0	582	0	0	508	0	970	508	1110	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	0.0	0.0	31.6	0.0	0.0	36.1	0.0	17.6	33.1	15.1	6.3
Incr Delay (d2), s/veh	16.7	0.0	0.0	4.1	0.0	0.0	21.4	0.0	191.2	8.5	52.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	2.0	0.0	0.0	0.1	0.0	65.4	2.0	31.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	0.0	0.0	35.6	0.0	0.0	57.5	0.0	208.8	41.5	68.0	6.3
LnGrp LOS	D	A	A	D	A	A	E	A	F	D	F	A
Approach Vol, veh/h		4			110			1372			1313	
Approach Delay, s/veh		52.7			35.6			208.5			65.5	
Approach LOS		D			D			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	45.0		5.1	5.0	50.0		12.7				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	20.4	37.5		20.4	20.4	37.5		24.4				
Max Q Clear Time (g_c+I1), s	5.9	39.5		2.2	2.1	44.5		6.4				
Green Ext Time (p_c), s	0.2	0.0		0.0	0.0	0.0		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		134.4	
HCM 6th LOS		F	

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	71	244	183	134	197	201	152	788	442	301	616	77
Future Vol, veh/h	71	244	183	134	197	201	152	788	442	301	616	77
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	77	265	199	146	214	218	165	857	480	327	670	84

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3009	3033	712	3025	2835	1097	754	0	0	1337	0	0
Stage 1	1366	1366	-	1427	1427	-	-	-	-	-	-	-
Stage 2	1643	1667	-	1598	1408	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 8	~ 13	436	~ 8	~ 18	262	865	-	-	522	-	-
Stage 1	184	~ 217	-	169	~ 203	-	-	-	-	-	-	-
Stage 2	127	~ 155	-	~ 135	~ 207	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	436	-	0	262	865	-	-	522	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	~ 12	0	-	~ 11	~ 13	-	-	-	-	-	-	-
Stage 2	-	~ 10	-	-	0	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			1.1	6.9
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	865	-	-	-	-	522	-	-
HCM Lane V/C Ratio	0.191	-	-	-	-	0.627	-	-
HCM Control Delay (s)	10.1	0	-	-	-	22.8	0	-
HCM Lane LOS	B	A	-	-	-	C	A	-
HCM 95th %tile Q(veh)	0.7	-	-	-	-	4.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	28.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	44	1338	67	83	853
Future Vol, veh/h	35	44	1338	67	83	853
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	38	48	1454	73	90	853

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2524	1491	0	0	1527	0
Stage 1	1491	-	-	-	-	-
Stage 2	1033	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 31	153	-	-	442	-
Stage 1	208	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 19	153	-	-	442	-
Mov Cap-2 Maneuver	~ 19	-	-	-	-	-
Stage 1	208	-	-	-	-	-
Stage 2	212	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 835.3	0	1.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	37	442	-
HCM Lane V/C Ratio	-	-	2.321	0.204	-
HCM Control Delay (s)	-	-	$ 835.3	15.2	0
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	9.5	0.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	1405	893	0
Future Vol, veh/h	0	0	0	1405	893	0
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	1801	1145	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2947	1146	1146	0	-	0
Stage 1	1146	-	-	-	-	-
Stage 2	1801	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	17	245	617	-	-	-
Stage 1	306	-	-	-	-	-
Stage 2	146	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	17	245	616	-	-	-
Mov Cap-2 Maneuver	17	-	-	-	-	-
Stage 1	306	-	-	-	-	-
Stage 2	146	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	616	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1792	80	56	1798	53	27
Future Volume (vph)	1792	80	56	1798	53	27
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	9.7	12.0	10.5	10.5
Total Split (s)	42.0	42.0	29.7	71.7	35.5	35.5
Total Split (%)	39.2%	39.2%	27.7%	66.9%	33.1%	33.1%
Yellow Time (s)	6.0	6.0	3.7	6.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.7	7.0	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	57.7	57.7	7.6	67.5	8.3	8.3
Actuated g/C Ratio	0.69	0.69	0.09	0.80	0.10	0.10
v/c Ratio	0.85	0.08	0.40	0.73	0.35	0.17
Control Delay	19.8	3.0	44.8	7.7	42.0	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.8	3.0	44.8	7.7	42.0	14.9
LOS	B	A	D	A	D	B
Approach Delay	19.0			8.9	32.7	
Approach LOS	B			A	C	

Intersection Summary	
Cycle Length: 107.2	
Actuated Cycle Length: 83.9	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 14.4	Intersection LOS: B
Intersection Capacity Utilization 64.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 52: McKinley & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1792	80	56	1798	53	27
Future Volume (veh/h)	1792	80	56	1798	53	27
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2108	94	66	2115	62	32
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2313	1032	94	2744	109	97
Arrive On Green	0.64	0.64	0.05	0.76	0.06	0.06
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	2108	94	66	2115	62	32
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	35.1	1.5	2.5	23.6	2.3	1.3
Cycle Q Clear(g_c), s	35.1	1.5	2.5	23.6	2.3	1.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2313	1032	94	2744	109	97
V/C Ratio(X)	0.91	0.09	0.70	0.77	0.57	0.33
Avail Cap(c_a), veh/h	2313	1032	651	3359	781	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.8	4.8	32.4	4.8	31.8	31.3
Incr Delay (d2), s/veh	6.0	0.0	3.6	0.9	4.6	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	0.4	1.2	4.8	1.1	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.8	4.8	36.0	5.8	36.4	33.3
LnGrp LOS	B	A	D	A	D	C
Approach Vol, veh/h	2202			2181	94	
Approach Delay, s/veh	16.3			6.7	35.3	
Approach LOS	B			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	8.3	51.5				59.8	9.7
Change Period (Y+Rc), s	* 4.7	7.0				7.0	5.5
Max Green Setting (Gmax), s	* 25	35.0				64.7	30.0
Max Q Clear Time (g_c+I1), s	4.5	37.1				25.6	4.3
Green Ext Time (p_c), s	0.1	0.0				27.2	0.2

Intersection Summary		
HCM 6th Ctrl Delay		12.0
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	74	1349	396	266	1619	71	206	0	93	26	0	29
Future Vol, veh/h	74	1349	396	266	1619	71	206	0	93	26	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	74	1349	396	266	1619	71	206	0	93	26	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1690	0	0	1745	0	0	3037	3917	873	3010	4080	845
Stage 1	-	-	-	-	-	-	1695	1695	-	2187	2187	-
Stage 2	-	-	-	-	-	-	1342	2222	-	823	1893	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	383	-	-	365	-	-	~ 6	3	297	~ 6	3	310
Stage 1	-	-	-	-	-	-	~ 98	150	-	48	85	-
Stage 2	-	-	-	-	-	-	~ 163	81	-	338	120	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	383	-	-	365	-	-	-	0	297	-	0	310
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	~ 98	150	-	48	0	-
Stage 2	-	-	-	-	-	-	-	0	-	232	120	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	16.7		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	383	-	-	365	-	-	-
HCM Lane V/C Ratio	-	0.193	-	-	0.729	-	-	-
HCM Control Delay (s)	-	16.6	0	-	37.3	14	-	-
HCM Lane LOS	-	C	A	-	E	B	-	-
HCM 95th %tile Q(veh)	-	0.7	-	-	5.6	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1466	0	0	1958	0	17
Future Vol, veh/h	1466	0	0	1958	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1466	0	0	1958	0	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	733
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	368
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	368
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

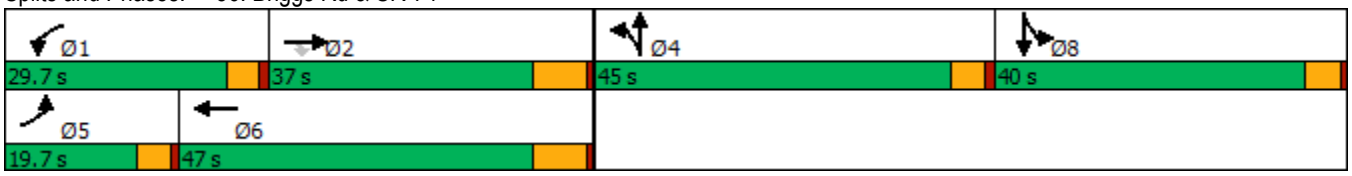
Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.3
HCM LOS			C

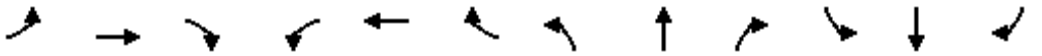
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	368	-	-	-
HCM Lane V/C Ratio	0.046	-	-	-
HCM Control Delay (s)	15.3	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	71	844	566	421	1256	623	244	192	214
Future Volume (vph)	71	844	566	421	1256	623	244	192	214
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Split	NA
Protected Phases	5	2		1	6	4	4	8	8
Permitted Phases			2						
Detector Phase	5	2	2	1	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	9.7	12.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	37.0	37.0	29.7	47.0	45.0	45.0	40.0	40.0
Total Split (%)	13.0%	24.4%	24.4%	19.6%	31.0%	29.7%	29.7%	26.4%	26.4%
Yellow Time (s)	3.7	6.0	6.0	3.7	6.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	11.2	30.0	30.0	25.0	43.8	40.0	40.0	32.3	32.3
Actuated g/C Ratio	0.08	0.20	0.20	0.17	0.29	0.27	0.27	0.22	0.22
v/c Ratio	0.64	1.40	0.96	1.68	1.64	1.55	1.60	0.59	0.91
Control Delay	87.8	231.2	42.3	355.0	325.5	294.9	312.9	59.1	82.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.8	231.2	42.3	355.0	325.5	294.9	312.9	59.1	82.8
LOS	F	F	D	F	F	F	F	E	F
Approach Delay		152.1			332.2		304.2		73.5
Approach LOS		F			F		F		E

Intersection Summary	
Cycle Length: 151.7	
Actuated Cycle Length: 149.1	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.68	
Intersection Signal Delay: 248.3	Intersection LOS: F
Intersection Capacity Utilization 117.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	844	566	421	1256	170	623	244	423	192	214	79
Future Volume (veh/h)	71	844	566	421	1256	170	623	244	423	192	214	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.88	1.00		0.85
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	86	1017	682	507	1513	205	751	294	510	231	258	95
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	107	723	312	302	987	132	483	153	266	399	277	102
Arrive On Green	0.06	0.20	0.20	0.17	0.31	0.31	0.27	0.27	0.27	0.22	0.22	0.22
Sat Flow, veh/h	1810	3610	1558	1810	3200	428	1810	573	994	1810	1257	463
Grp Volume(v), veh/h	86	1017	682	507	844	874	751	0	804	231	0	353
Grp Sat Flow(s),veh/h/ln	1810	1805	1558	1810	1805	1823	1810	0	1568	1810	0	1720
Q Serve(g_s), s	7.0	30.0	30.0	25.0	46.2	46.2	40.0	0.0	40.0	17.1	0.0	30.1
Cycle Q Clear(g_c), s	7.0	30.0	30.0	25.0	46.2	46.2	40.0	0.0	40.0	17.1	0.0	30.1
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.63	1.00		0.27
Lane Grp Cap(c), veh/h	107	723	312	302	557	562	483	0	419	399	0	379
V/C Ratio(X)	0.81	1.41	2.18	1.68	1.52	1.55	1.55	0.00	1.92	0.58	0.00	0.93
Avail Cap(c_a), veh/h	181	723	312	302	557	562	483	0	419	423	0	402
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.6	59.9	59.9	62.4	51.8	51.8	54.9	0.0	54.9	52.1	0.0	57.2
Incr Delay (d2), s/veh	5.3	190.9	543.5	319.1	241.6	257.7	259.1	0.0	422.6	1.8	0.0	27.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	32.9	59.0	38.3	58.2	61.3	53.0	0.0	64.9	8.0	0.0	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.9	250.8	603.4	381.5	293.3	309.5	313.9	0.0	477.5	53.9	0.0	84.6
LnGrp LOS	E	F	F	F	F	F	F	A	F	D	A	F
Approach Vol, veh/h		1785			2225			1555			584	
Approach Delay, s/veh		377.0			319.8			398.5			72.5	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.7	37.0		45.0	13.5	53.2		38.0				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 25	30.0		40.0	* 15	40.0		35.0				
Max Q Clear Time (g_c+I1), s	27.0	32.0		42.0	9.0	48.2		32.1				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.9				

Intersection Summary		
HCM 6th Ctrl Delay		332.8
HCM 6th LOS		F

Notes

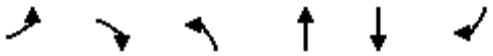
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	395	173	213	895	669	530
Future Volume (vph)	395	173	213	895	669	530
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	10.0	10.0	10.0
Minimum Split (s)	13.6	13.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	30.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	30.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	4.6	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	24.5	24.5	17.4	59.8	37.8	37.8
Actuated g/C Ratio	0.25	0.25	0.18	0.62	0.39	0.39
v/c Ratio	1.08	0.38	0.82	0.95	0.59	0.64
Control Delay	102.7	6.5	59.1	35.4	25.8	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	102.7	6.5	59.1	35.4	25.8	5.0
LOS	F	A	E	D	C	A
Approach Delay	73.5			40.0	16.6	
Approach LOS	E			D	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 96.8	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 36.8	Intersection LOS: D
Intersection Capacity Utilization 79.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 57: Briggs Rd & Heritage HS Dwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	395	173	213	895	669	530
Future Volume (veh/h)	395	173	213	895	669	530
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	494	216	266	1119	836	662
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	455	405	300	1179	1470	656
Arrive On Green	0.25	0.25	0.17	0.62	0.41	0.41
Sat Flow, veh/h	1810	1610	1810	1900	3705	1610
Grp Volume(v), veh/h	494	216	266	1119	836	662
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1805	1610
Q Serve(g_s), s	24.4	11.2	13.9	52.7	17.3	39.5
Cycle Q Clear(g_c), s	24.4	11.2	13.9	52.7	17.3	39.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	455	405	300	1179	1470	656
V/C Ratio(X)	1.09	0.53	0.89	0.95	0.57	1.01
Avail Cap(c_a), veh/h	455	405	381	1238	1470	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	31.4	39.5	17.0	22.2	28.8
Incr Delay (d2), s/veh	67.1	1.4	15.8	14.7	0.5	37.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.0	10.3	7.4	24.8	7.2	21.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	103.4	32.7	55.4	31.7	22.7	66.4
LnGrp LOS	F	C	E	C	C	F
Approach Vol, veh/h	710			1385	1498	
Approach Delay, s/veh	81.9			36.2	42.0	
Approach LOS	F			D	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.0		30.0	20.7	46.3
Change Period (Y+Rc), s		6.8		5.6	4.6	6.8
Max Green Setting (Gmax), s		63.2		24.4	20.4	38.2
Max Q Clear Time (g_c+I1), s		54.7		26.4	15.9	41.5
Green Ext Time (p_c), s		5.5		0.0	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	47.7
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	689.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	343	0	8	55	0	201	38	761	167	26	806	23
Future Vol, veh/h	343	0	8	55	0	201	38	761	167	26	806	23
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	476	0	11	76	0	279	53	1057	232	36	1119	32
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	206.6	95	759.8	985.4
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	0%	98%	21%	3%
Vol Thru, %	95%	0%	0%	0%	94%
Vol Right, %	0%	100%	2%	79%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	799	167	351	256	855
LT Vol	38	0	343	55	26
Through Vol	761	0	0	0	806
RT Vol	0	167	8	201	23
Lane Flow Rate	1110	232	488	356	1188
Geometry Grp	7	7	2	2	5
Degree of Util (X)	2.935	0.567	1.291	0.905	3.113
Departure Headway (Hd)	15.328	14.547	17.604	20.187	12.9
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	255	251	210	185	297
Service Time	13.028	12.247	15.604	18.187	10.9
HCM Lane V/C Ratio	4.353	0.924	2.324	1.924	4
HCM Control Delay	911.4	34.7	206.6	95	985.4
HCM Lane LOS	F	D	F	F	F
HCM 95th-tile Q	61	3.2	14.3	6.8	77.9

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	97	0	967	745	124
Future Vol, veh/h	0	97	0	967	745	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	97	0	967	745	124

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	807	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	385	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	385	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	385	-	-
HCM Lane V/C Ratio	-	0.252	-	-
HCM Control Delay (s)	-	17.5	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	1	-	-

Intersection	
Int Delay, s/veh	2110.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	109	8	155	95	14	48	123	810	52	36	788	18
Future Vol, veh/h	109	8	155	95	14	48	123	810	52	36	788	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	131	10	187	114	17	58	148	976	63	43	949	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1839	2384	960	2452	2364	523	971	0	0	1042	0	0
Stage 1	1046	1046	-	1307	1307	-	-	-	-	-	-	-
Stage 2	793	1338	-	1145	1057	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 53	35	314	~ 19	36	504	718	-	-	675	-	-
Stage 1	278	308	-	172	232	-	-	-	-	-	-	-
Stage 2	352	224	-	245	304	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	15	314	~ 2	~ 16	503	718	-	-	673	-	-
Mov Cap-2 Maneuver	-	15	-	~ 2	~ 16	-	-	-	-	-	-	-
Stage 1	140	265	-	~ 87	117	-	-	-	-	-	-	-
Stage 2	135	113	-	~ 82	262	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		$ 30298.8	3.1	0.5
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	718	-	-	-	3	673	-	-
HCM Lane V/C Ratio	0.206	-	-	-	63.052	0.064	-	-
HCM Control Delay (s)	11.3	2.1	-	-	$ 30298.8	10.7	0	-
HCM Lane LOS	B	A	-	-	F	B	A	-
HCM 95th %tile Q(veh)	0.8	-	-	-	26	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	99	0	986	1001	38
Future Vol, veh/h	0	99	0	986	1001	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	99	0	986	1001	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1020	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	290	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	290	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	290	-	-
HCM Lane V/C Ratio	-	0.341	-	-
HCM Control Delay (s)	-	23.7	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	1.5	-	-

Intersection	
Int Delay, s/veh	16.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	0	68	31	0	10	67	961	11	3	1070	27
Future Vol, veh/h	14	0	68	31	0	10	67	961	11	3	1070	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	0	68	31	0	10	67	961	11	3	1070	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1705	2196	1084	2225	2204	486	1097	0	0	972	0	0
Stage 1	1090	1090	-	1101	1101	-	-	-	-	-	-	-
Stage 2	615	1106	-	1124	1103	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	66	46	266	~ 28	45	533	644	-	-	717	-	-
Stage 1	263	294	-	230	290	-	-	-	-	-	-	-
Stage 2	450	289	-	252	290	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	53	35	266	~ 17	34	533	644	-	-	717	-	-
Mov Cap-2 Maneuver	53	35	-	~ 17	34	-	-	-	-	-	-	-
Stage 1	203	291	-	178	224	-	-	-	-	-	-	-
Stage 2	341	223	-	186	287	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35.5	$ 781.3	1.7	0
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	644	-	-	53	266	22	717	-	-
HCM Lane V/C Ratio	0.104	-	-	0.264	0.256	1.864	0.004	-	-
HCM Control Delay (s)	11.2	1.1	-	95.7	23.1	$ 781.3	10	0	-
HCM Lane LOS	B	A	-	F	C	F	B	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.9	1	5.3	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	452.1
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	135	905	50	94	1072
Future Vol, veh/h	43	135	905	50	94	1072
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	52	165	1104	61	115	1307
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	17.1	387.4	571.4
HCM LOS	C	F	F

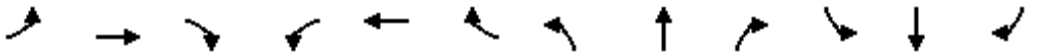
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	24%	8%
Vol Thru, %	95%	0%	92%
Vol Right, %	5%	76%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	955	178	1166
LT Vol	0	43	94
Through Vol	905	0	1072
RT Vol	50	135	0
Lane Flow Rate	1165	217	1422
Geometry Grp	1	1	1
Degree of Util (X)	1.806	0.397	2.223
Departure Headway (Hd)	6.878	8.592	6.509
Convergence, Y/N	Yes	Yes	Yes
Cap	536	423	569
Service Time	4.878	6.592	4.509
HCM Lane V/C Ratio	2.174	0.513	2.499
HCM Control Delay	387.4	17.1	571.4
HCM Lane LOS	F	C	F
HCM 95th-tile Q	58.8	1.9	89.7

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	844	370	799	930	3	315
Future Volume (vph)	844	370	799	930	3	315
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		9.0	9.5	9.5	9.5
Total Split (s)	42.0		29.0	71.0	29.0	29.0
Total Split (%)	42.0%		29.0%	71.0%	29.0%	29.0%
Yellow Time (s)	4.0		3.5	4.0	4.0	4.0
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.0	4.5	4.5	4.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	C-Min	None	None
Act Effct Green (s)	29.9	100.0	39.0	73.0	18.0	18.0
Actuated g/C Ratio	0.30	1.00	0.39	0.73	0.18	0.18
v/c Ratio	0.81	0.24	1.17	0.36	0.74	0.76
Control Delay	38.3	0.4	100.4	11.4	51.7	30.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.3	0.4	100.4	11.4	51.7	30.5
LOS	D	A	F	B	D	C
Approach Delay	26.8			52.6	39.5	
Approach LOS	C			D	D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 61 (61%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 41.5	Intersection LOS: D
Intersection Capacity Utilization 91.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 68: I-215 SB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	844	370	799	930	0	0	0	0	230	3	315
Future Volume (veh/h)	0	844	370	799	930	0	0	0	0	230	3	315
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	870	0	824	959	0				237	3	325
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1437		452	2484	0				397	5	357
Arrive On Green	0.00	0.40	0.00	0.50	1.00	0.00				0.22	0.22	0.22
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1788	23	1610
Grp Volume(v), veh/h	0	870	0	824	959	0				240	0	325
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1811	0	1610
Q Serve(g_s), s	0.0	19.1	0.0	25.0	0.0	0.0				11.9	0.0	19.7
Cycle Q Clear(g_c), s	0.0	19.1	0.0	25.0	0.0	0.0				11.9	0.0	19.7
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	1437		452	2484	0				402	0	357
V/C Ratio(X)	0.00	0.61		1.82	0.39	0.00				0.60	0.00	0.91
Avail Cap(c_a), veh/h	0	1437		452	2484	0				444	0	394
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.62	0.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.9	0.0	25.0	0.0	0.0				34.9	0.0	37.9
Incr Delay (d2), s/veh	0.0	1.2	0.0	370.5	0.0	0.0				1.0	0.0	22.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.0	0.0	53.5	0.0	0.0				5.2	0.0	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.0	0.0	395.5	0.0	0.0				35.9	0.0	60.1
LnGrp LOS	A	C		F	A	A				D	A	E
Approach Vol, veh/h		870			1783						565	
Approach Delay, s/veh		25.0			182.8						49.8	
Approach LOS		C			F						D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	29.0	44.3		26.7		73.3						
Change Period (Y+Rc), s	4.0	4.5		4.5		4.5						
Max Green Setting (Gmax), s	25.0	37.5		24.5		66.5						
Max Q Clear Time (g_c+I1), s	27.0	21.1		21.7		2.0						
Green Ext Time (p_c), s	0.0	3.7		0.5		5.1						

Intersection Summary		
HCM 6th Ctrl Delay		116.8
HCM 6th LOS		F

Notes

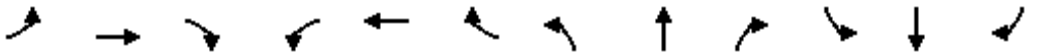
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	241	833	1490	458	4	638
Future Volume (vph)	241	833	1490	458	4	638
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	8.5	9.5	9.5		9.5	9.5
Total Split (s)	34.0	60.0	26.0		40.0	40.0
Total Split (%)	34.0%	60.0%	26.0%		40.0%	40.0%
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min		None	None
Act Effct Green (s)	18.1	55.5	33.9	100.0	35.5	35.5
Actuated g/C Ratio	0.18	0.56	0.34	1.00	0.36	0.36
v/c Ratio	0.75	0.42	1.24	0.30	0.38	0.98
Control Delay	61.4	3.2	147.3	0.5	26.3	55.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.4	3.2	147.3	0.5	26.3	55.9
LOS	E	A	F	A	C	E
Approach Delay		16.3	112.8		47.8	
Approach LOS		B	F		D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.24	
Intersection Signal Delay: 71.5	Intersection LOS: E
Intersection Capacity Utilization 91.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 69: I-215 NB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	833	0	0	1490	458	238	4	638	0	0	0
Future Volume (veh/h)	241	833	0	0	1490	458	238	4	638	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	246	850	0	0	1520	0	243	4	651			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	282	2004	0	0	1315		632	10	572			
Arrive On Green	0.16	0.56	0.00	0.00	0.36	0.00	0.35	0.35	0.35			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1782	29	1610			
Grp Volume(v), veh/h	246	850	0	0	1520	0	247	0	651			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	13.3	13.7	0.0	0.0	36.4	0.0	10.2	0.0	35.5			
Cycle Q Clear(g_c), s	13.3	13.7	0.0	0.0	36.4	0.0	10.2	0.0	35.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	282	2004	0	0	1315		643	0	572			
V/C Ratio(X)	0.87	0.42	0.00	0.00	1.16		0.38	0.00	1.14			
Avail Cap(c_a), veh/h	552	2004	0	0	1315		643	0	572			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.49	0.49	0.00	0.00	0.09	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	41.3	13.0	0.0	0.0	31.8	0.0	24.1	0.0	32.3			
Incr Delay (d2), s/veh	1.7	0.3	0.0	0.0	70.9	0.0	0.4	0.0	82.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.9	5.2	0.0	0.0	28.0	0.0	4.3	0.0	26.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	13.3	0.0	0.0	102.7	0.0	24.5	0.0	114.4			
LnGrp LOS	D	B	A	A	F		C	A	F			
Approach Vol, veh/h		1096			1520			898				
Approach Delay, s/veh		19.9			102.7			89.7				
Approach LOS		B			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.0			19.1	40.9		40.0				
Change Period (Y+Rc), s		4.5			3.5	4.5		4.5				
Max Green Setting (Gmax), s		55.5			30.5	21.5		35.5				
Max Q Clear Time (g_c+I1), s		15.7			15.3	38.4		37.5				
Green Ext Time (p_c), s		4.3			0.3	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	73.5
HCM 6th LOS	E

Notes

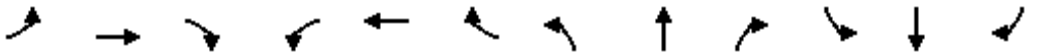
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	169	1201	58	1600	179	23	57	23	17
Future Volume (vph)	169	1201	58	1600	179	23	57	23	17
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases					4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	14.8	14.8	14.8
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	25.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	13.0	46.9	7.8	39.2	19.4	19.4	19.4	20.2	20.2
Actuated g/C Ratio	0.15	0.53	0.09	0.44	0.22	0.22	0.22	0.23	0.23
v/c Ratio	0.67	0.72	0.38	1.06	0.80	0.06	0.14	0.08	0.38
Control Delay	49.5	20.6	47.7	66.6	59.4	28.8	4.2	28.7	8.7
Queue Delay	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.5	21.2	47.7	66.6	59.4	28.8	4.2	28.7	8.7
LOS	D	C	D	E	E	C	A	C	A
Approach Delay		24.4		65.9		44.5			10.9
Approach LOS		C		E		D			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 89.3	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 44.3	Intersection LOS: D
Intersection Capacity Utilization 95.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 70: Encanto Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	1201	101	58	1600	24	179	23	57	23	17	170
Future Volume (veh/h)	169	1201	101	58	1600	24	179	23	57	23	17	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	174	1238	104	60	1649	25	185	24	59	24	18	175
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	211	1671	140	94	1572	24	269	489	411	409	39	378
Arrive On Green	0.12	0.50	0.50	0.05	0.43	0.43	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3365	282	1810	3640	55	1202	1900	1595	1325	151	1468
Grp Volume(v), veh/h	174	663	679	60	817	857	185	24	59	24	0	193
Grp Sat Flow(s),veh/h/ln	1810	1805	1842	1810	1805	1890	1202	1900	1595	1325	0	1619
Q Serve(g_s), s	8.5	26.3	26.5	2.9	38.9	38.9	13.8	0.9	2.6	1.2	0.0	9.1
Cycle Q Clear(g_c), s	8.5	26.3	26.5	2.9	38.9	38.9	22.9	0.9	2.6	2.1	0.0	9.1
Prop In Lane	1.00		0.15	1.00		0.03	1.00		1.00	1.00		0.91
Lane Grp Cap(c), veh/h	211	896	914	94	779	816	269	489	411	409	0	417
V/C Ratio(X)	0.83	0.74	0.74	0.64	1.05	1.05	0.69	0.05	0.14	0.06	0.00	0.46
Avail Cap(c_a), veh/h	410	896	914	410	779	816	269	489	411	419	0	430
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.9	18.0	18.1	41.9	25.6	25.6	37.8	25.1	25.8	25.9	0.0	28.2
Incr Delay (d2), s/veh	3.1	3.3	3.3	2.7	45.4	45.6	7.2	0.0	0.2	0.1	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	10.8	11.0	1.3	24.1	25.3	4.5	0.4	0.9	0.4	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	21.3	21.4	44.6	71.0	71.2	45.0	25.2	25.9	26.0	0.0	29.0
LnGrp LOS	D	C	C	D	F	F	D	C	C	C	A	C
Approach Vol, veh/h		1516			1734			268			217	
Approach Delay, s/veh		23.7			70.2			39.1			28.7	
Approach LOS		C			E			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	50.8		30.0	15.1	45.0		30.0				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		* 6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		* 24				
Max Q Clear Time (g_c+I1), s	4.9	28.5		24.9	10.5	40.9		11.1				
Green Ext Time (p_c), s	0.0	6.1		0.0	0.2	0.0		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		46.7	
HCM 6th LOS		D	

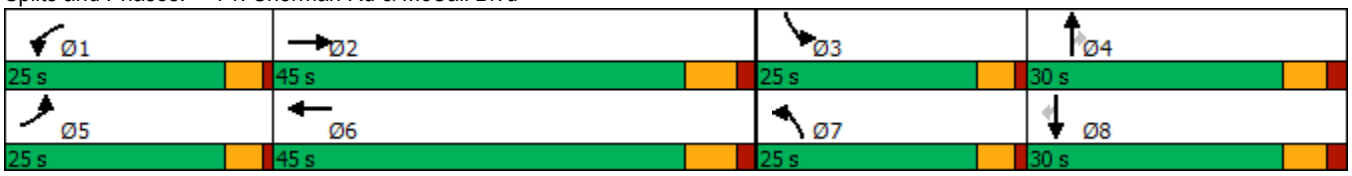
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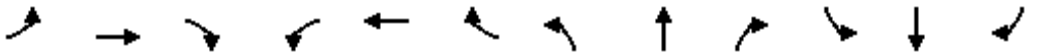
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	128	1232	42	1453	94	30	37	50	16	57
Future Volume (vph)	128	1232	42	1453	94	30	37	50	16	57
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4		3	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.8	10.6	16.8	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	10.9	51.8	7.1	41.4	9.3	10.0	10.0	7.4	8.1	8.1
Actuated g/C Ratio	0.13	0.60	0.08	0.48	0.11	0.12	0.12	0.09	0.09	0.09
v/c Ratio	0.58	0.60	0.29	0.90	0.50	0.14	0.14	0.33	0.09	0.24
Control Delay	47.5	17.7	45.2	33.1	47.4	38.9	1.0	45.7	41.0	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.5	17.7	45.2	33.1	47.4	38.9	1.0	45.7	41.0	3.0
LOS	D	B	D	C	D	D	A	D	D	A
Approach Delay		20.4		33.4		35.2			25.3	
Approach LOS		C		C		D			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 85.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 27.6	Intersection LOS: C
Intersection Capacity Utilization 75.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 71: Sherman Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	1232	35	42	1453	56	94	30	37	50	16	57
Future Volume (veh/h)	128	1232	35	42	1453	56	94	30	37	50	16	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.94	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	132	1270	36	43	1498	58	97	31	38	52	16	59
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	168	1823	52	84	1639	63	126	222	178	93	188	153
Arrive On Green	0.09	0.51	0.51	0.05	0.46	0.46	0.07	0.12	0.12	0.05	0.10	0.10
Sat Flow, veh/h	1810	3582	101	1810	3543	137	1810	1900	1519	1810	1900	1552
Grp Volume(v), veh/h	132	640	666	43	761	795	97	31	38	52	16	59
Grp Sat Flow(s),veh/h/ln	1810	1805	1878	1810	1805	1875	1810	1900	1519	1810	1900	1552
Q Serve(g_s), s	5.7	21.5	21.6	1.9	31.3	31.6	4.2	1.2	1.8	2.2	0.6	2.8
Cycle Q Clear(g_c), s	5.7	21.5	21.6	1.9	31.3	31.6	4.2	1.2	1.8	2.2	0.6	2.8
Prop In Lane	1.00		0.05	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	168	919	956	84	835	867	126	222	178	93	188	153
V/C Ratio(X)	0.79	0.70	0.70	0.51	0.91	0.92	0.77	0.14	0.21	0.56	0.09	0.38
Avail Cap(c_a), veh/h	462	919	956	462	863	896	462	568	454	462	568	464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	14.9	14.9	37.3	20.0	20.0	36.6	31.7	32.0	37.0	32.7	33.7
Incr Delay (d2), s/veh	3.1	2.3	2.2	1.8	13.6	13.7	3.7	0.3	0.6	1.9	0.2	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	7.6	7.9	0.8	13.9	14.5	2.0	0.5	0.7	1.0	0.3	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	17.2	17.2	39.1	33.6	33.8	40.2	32.0	32.6	39.0	32.9	35.3
LnGrp LOS	D	B	B	D	C	C	D	C	C	D	C	D
Approach Vol, veh/h		1438			1599			166			127	
Approach Delay, s/veh		19.2			33.8			36.9			36.5	
Approach LOS		B			C			D			D	

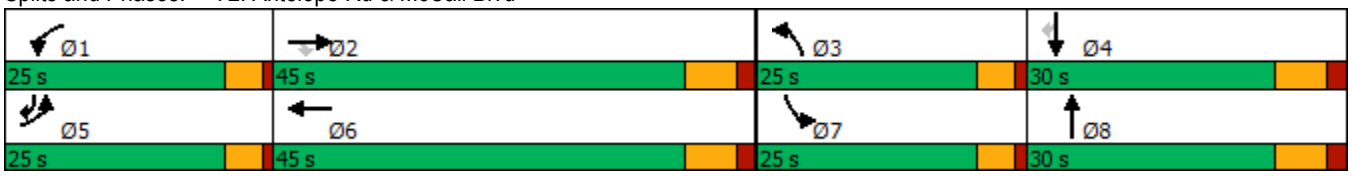
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	47.5	8.7	15.5	12.0	43.8	10.2	14.0
Change Period (Y+Rc), s	4.6	6.8	4.6	6.1	4.6	6.8	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.9	20.4	38.2	20.4	23.9
Max Q Clear Time (g_c+I1), s	3.9	23.6	4.2	3.8	7.7	33.6	6.2	4.8
Green Ext Time (p_c), s	0.0	6.8	0.0	0.2	0.1	3.4	0.1	0.2

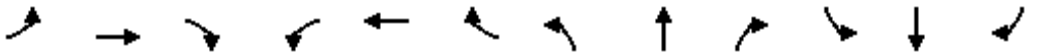
Intersection Summary	
HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	85	1255	16	51	1353	52	17	24	3	88
Future Volume (vph)	85	1255	16	51	1353	52	17	24	3	88
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8	7	4	5
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	5
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	16.8	16.8	10.6	16.8	10.6	14.8	10.6	14.8	10.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0	25.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%	20.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	6.8	4.6	6.8	4.6	6.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	8.6	44.9	44.9	7.3	39.0	10.5	8.6	6.4	8.2	17.8
Actuated g/C Ratio	0.11	0.57	0.57	0.09	0.50	0.13	0.11	0.08	0.10	0.23
v/c Ratio	0.46	0.65	0.02	0.33	0.86	0.23	0.44	0.18	0.02	0.22
Control Delay	42.1	16.4	0.1	41.0	26.0	34.2	16.4	39.8	36.3	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	16.4	0.1	41.0	26.0	34.2	16.4	39.8	36.3	7.6
LOS	D	B	A	D	C	C	B	D	D	A
Approach Delay		17.8			26.5		22.0		15.1	
Approach LOS		B			C		C		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 78.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 22.1	Intersection LOS: C
Intersection Capacity Utilization 69.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 72: Antelope Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	1255	16	51	1353	84	52	17	96	24	3	88
Future Volume (veh/h)	85	1255	16	51	1353	84	52	17	96	24	3	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	90	1335	17	54	1439	89	55	18	102	26	3	94
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	1763	786	97	1640	101	98	31	175	60	198	276
Arrive On Green	0.07	0.49	0.49	0.05	0.47	0.47	0.05	0.13	0.13	0.03	0.10	0.10
Sat Flow, veh/h	1810	3610	1610	1810	3454	213	1810	247	1401	1810	1900	1610
Grp Volume(v), veh/h	90	1335	17	54	750	778	55	0	120	26	3	94
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1862	1810	0	1648	1810	1900	1610
Q Serve(g_s), s	3.7	22.9	0.4	2.2	28.4	28.7	2.3	0.0	5.2	1.1	0.1	3.9
Cycle Q Clear(g_c), s	3.7	22.9	0.4	2.2	28.4	28.7	2.3	0.0	5.2	1.1	0.1	3.9
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	121	1763	786	97	857	884	98	0	206	60	198	276
V/C Ratio(X)	0.74	0.76	0.02	0.56	0.87	0.88	0.56	0.00	0.58	0.43	0.02	0.34
Avail Cap(c_a), veh/h	485	1811	808	485	905	934	485	0	502	485	579	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.9	15.8	10.1	35.1	18.0	18.0	35.1	0.0	31.4	36.1	30.6	27.8
Incr Delay (d2), s/veh	3.3	1.8	0.0	1.8	9.2	9.4	1.9	0.0	2.6	1.8	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	7.9	0.1	1.0	12.7	13.3	1.0	0.0	2.2	0.5	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.2	17.7	10.1	37.0	27.1	27.5	37.0	0.0	34.0	37.9	30.6	28.5
LnGrp LOS	D	B	B	D	C	C	D	A	C	D	C	C
Approach Vol, veh/h		1442			1582			175			123	
Approach Delay, s/veh		18.9			27.6			34.9			30.5	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	44.0	8.7	14.8	9.7	43.0	7.1	16.3
Change Period (Y+Rc), s	4.6	6.8	4.6	6.8	4.6	6.8	4.6	6.8
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.2	20.4	38.2	20.4	23.2
Max Q Clear Time (g_c+I1), s	4.2	24.9	4.3	5.9	5.7	30.7	3.1	7.2
Green Ext Time (p_c), s	0.0	7.1	0.0	0.2	0.1	5.4	0.0	0.5

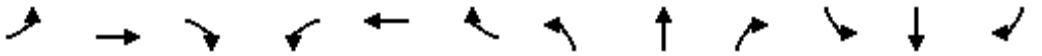
Intersection Summary	
HCM 6th Ctrl Delay	24.3
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	209	1238	2	1345	168	6	6	76	1	201
Future Volume (vph)	209	1238	2	1345	168	6	6	76	1	201
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases					6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	8.0	8.0	21.0	21.0	21.0
Minimum Split (s)	10.6	17.2	10.6	17.2	17.2	13.6	13.6	26.6	26.6	26.6
Total Split (s)	40.0	60.0	25.0	45.0	45.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	32.0%	48.0%	20.0%	36.0%	36.0%	32.0%	32.0%	32.0%	32.0%	32.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2		5.6		5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	16.5	57.0	6.0	37.9	37.9		21.0		21.0	21.0
Actuated g/C Ratio	0.18	0.61	0.06	0.41	0.41		0.23		0.23	0.23
v/c Ratio	0.75	1.22	0.02	1.05	0.27		0.06		0.29	0.43
Control Delay	50.9	128.5	43.5	66.7	10.5		23.4		34.2	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	50.9	128.5	43.5	66.7	10.5		23.4		34.2	7.2
LOS	D	F	D	E	B		C		C	A
Approach Delay		117.3		60.5			23.4		14.7	
Approach LOS		F		E			C		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 92.9	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.22	
Intersection Signal Delay: 81.6	Intersection LOS: F
Intersection Capacity Utilization 102.3%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	1238	2	2	1345	168	6	6	7	76	1	201
Future Volume (veh/h)	209	1238	2	2	1345	168	6	6	7	76	1	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	240	1423	2	2	1546	193	7	7	8	87	1	231
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	279	1095	2	6	1538	686	139	139	129	408	4	368
Arrive On Green	0.15	0.58	0.58	0.00	0.43	0.43	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	1897	3	1810	3610	1610	380	607	564	1435	19	1602
Grp Volume(v), veh/h	240	0	1425	2	1546	193	22	0	0	88	0	231
Grp Sat Flow(s),veh/h/ln	1810	0	1900	1810	1805	1610	1551	0	0	1453	0	1602
Q Serve(g_s), s	11.8	0.0	52.8	0.1	39.0	7.2	0.0	0.0	0.0	1.9	0.0	11.9
Cycle Q Clear(g_c), s	11.8	0.0	52.8	0.1	39.0	7.2	0.9	0.0	0.0	4.0	0.0	11.9
Prop In Lane	1.00		0.00	1.00		1.00	0.32		0.36	0.99		1.00
Lane Grp Cap(c), veh/h	279	0	1096	6	1538	686	408	0	0	412	0	368
V/C Ratio(X)	0.86	0.00	1.30	0.34	1.01	0.28	0.05	0.00	0.00	0.21	0.00	0.63
Avail Cap(c_a), veh/h	700	0	1096	403	1538	686	627	0	0	619	0	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.7	0.0	19.3	45.5	26.3	17.1	27.5	0.0	0.0	28.6	0.0	31.7
Incr Delay (d2), s/veh	3.0	0.0	141.8	12.2	24.2	0.3	0.1	0.0	0.0	0.3	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	63.5	0.1	20.9	2.6	0.4	0.0	0.0	1.6	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.7	0.0	161.1	57.7	50.5	17.4	27.6	0.0	0.0	28.9	0.0	33.5
LnGrp LOS	D	A	F	E	F	B	C	A	A	C	A	C
Approach Vol, veh/h		1665			1741			22			319	
Approach Delay, s/veh		143.8			46.8			27.6			32.2	
Approach LOS		F			D			C			C	

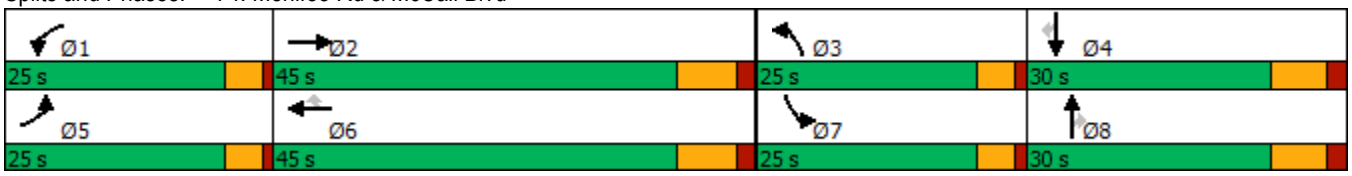
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	60.0		26.6	18.7	46.2		26.6				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	52.8		34.4	35.4	37.8		34.4				
Max Q Clear Time (g_c+I1), s	2.1	54.8		13.9	13.8	41.0		2.9				
Green Ext Time (p_c), s	0.0	0.0		1.2	0.3	0.0		0.1				

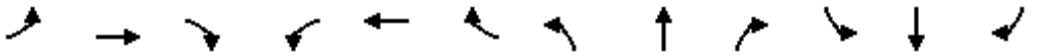
Intersection Summary												
HCM 6th Ctrl Delay			88.5									
HCM 6th LOS			F									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	515	503	50	861	244	360	501	57	210	358	293
Future Volume (vph)	515	503	50	861	244	360	501	57	210	358	293
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.5	10.6	17.5	17.5	10.6	15.2	15.2	10.6	15.2	15.2
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	20.4	53.3	6.9	37.5	37.5	20.4	22.4	22.4	19.3	21.3	21.3
Actuated g/C Ratio	0.17	0.43	0.06	0.30	0.30	0.17	0.18	0.18	0.16	0.17	0.17
v/c Ratio	1.07	0.64	0.31	0.95	0.45	1.46	0.92	0.18	0.90	0.69	0.67
Control Delay	107.3	27.7	60.7	59.5	9.5	261.1	70.9	1.7	84.2	54.4	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	107.3	27.7	60.7	59.5	9.5	261.1	70.9	1.7	84.2	54.4	16.3
LOS	F	C	E	E	A	F	E	A	F	D	B
Approach Delay		58.7		49.0			141.2			48.7	
Approach LOS		E		D			F			D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 123.6	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.46	
Intersection Signal Delay: 71.9	Intersection LOS: E
Intersection Capacity Utilization 88.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	515	503	303	50	861	244	360	501	57	210	358	293
Future Volume (veh/h)	515	503	303	50	861	244	360	501	57	210	358	293
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	620	606	365	60	1037	294	434	604	69	253	431	353
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	573	912	549	148	1082	483	295	692	309	279	659	294
Arrive On Green	0.16	0.42	0.42	0.04	0.30	0.30	0.16	0.19	0.19	0.15	0.18	0.18
Sat Flow, veh/h	3510	2166	1304	3510	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	620	505	466	60	1037	294	434	604	69	253	431	353
Grp Sat Flow(s),veh/h/ln	1755	1805	1665	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	20.4	28.1	28.1	2.1	35.3	19.5	20.4	20.3	4.5	17.2	13.8	22.8
Cycle Q Clear(g_c), s	20.4	28.1	28.1	2.1	35.3	19.5	20.4	20.3	4.5	17.2	13.8	22.8
Prop In Lane	1.00		0.78	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	573	760	701	148	1082	483	295	692	309	279	659	294
V/C Ratio(X)	1.08	0.66	0.66	0.41	0.96	0.61	1.47	0.87	0.22	0.91	0.65	1.20
Avail Cap(c_a), veh/h	573	760	701	573	1083	483	295	692	309	295	659	294
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	29.1	29.1	58.3	43.0	37.5	52.3	49.0	42.6	52.0	47.4	51.1
Incr Delay (d2), s/veh	61.6	2.2	2.4	0.7	18.2	2.2	228.7	11.8	0.4	28.0	2.3	118.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.9	12.5	11.6	0.9	18.3	8.0	28.0	10.3	1.8	10.0	6.5	18.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	113.9	31.3	31.5	59.0	61.2	39.7	280.9	60.8	43.0	80.0	49.7	169.6
LnGrp LOS	F	C	C	E	E	D	F	E	D	F	D	F
Approach Vol, veh/h		1591			1391			1107			1037	
Approach Delay, s/veh		63.5			56.5			146.0			97.9	
Approach LOS		E			E			F			F	

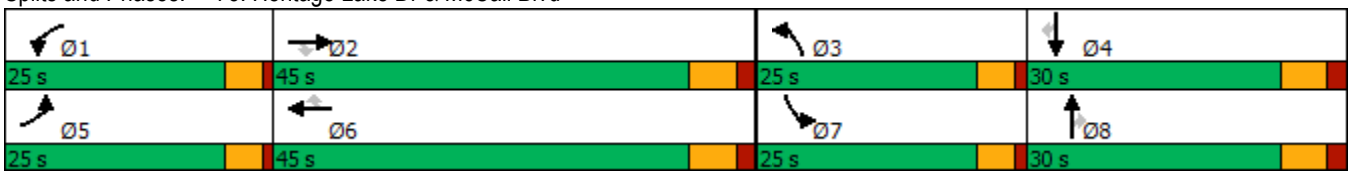
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	60.1	25.0	30.0	25.0	44.9	23.8	31.2
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	22.8	20.4	37.5	20.4	22.8
Max Q Clear Time (g_c+I1), s	4.1	30.1	22.4	24.8	22.4	37.3	19.2	22.3
Green Ext Time (p_c), s	0.1	3.7	0.0	0.0	0.0	0.2	0.1	0.2

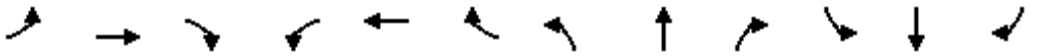
Intersection Summary	
HCM 6th Ctrl Delay	86.4
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	540	145	42	837	118	244	175	61	41	105	74
Future Volume (vph)	88	540	145	42	837	118	244	175	61	41	105	74
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.7	29.8	29.8	7.5	25.4	25.4	18.7	28.3	28.3	7.5	11.5	11.5
Actuated g/C Ratio	0.11	0.35	0.35	0.09	0.30	0.30	0.22	0.33	0.33	0.09	0.14	0.14
v/c Ratio	0.48	0.33	0.25	0.29	0.60	0.24	0.68	0.30	0.12	0.28	0.45	0.26
Control Delay	48.0	21.9	5.5	47.1	28.3	8.5	43.9	28.8	2.1	47.1	44.4	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0	21.9	5.5	47.1	28.3	8.5	43.9	28.8	2.1	47.1	44.4	5.9
LOS	D	C	A	D	C	A	D	C	A	D	D	A
Approach Delay		21.8			26.7			33.1			32.0	
Approach LOS		C			C			C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 85.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 26.9	Intersection LOS: C
Intersection Capacity Utilization 59.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 75: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	540	145	42	837	118	244	175	61	41	105	74
Future Volume (veh/h)	88	540	145	42	837	118	244	175	61	41	105	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	97	593	159	46	920	130	268	192	67	45	115	81
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	1669	498	93	1547	476	319	466	369	92	228	189
Arrive On Green	0.08	0.32	0.32	0.05	0.30	0.30	0.18	0.25	0.25	0.05	0.12	0.12
Sat Flow, veh/h	1810	5187	1547	1810	5187	1597	1810	1900	1504	1810	1900	1576
Grp Volume(v), veh/h	97	593	159	46	920	130	268	192	67	45	115	81
Grp Sat Flow(s),veh/h/ln	1810	1729	1547	1810	1729	1597	1810	1900	1504	1810	1900	1576
Q Serve(g_s), s	3.5	5.8	5.2	1.6	10.1	4.1	9.5	5.6	2.3	1.6	3.8	3.2
Cycle Q Clear(g_c), s	3.5	5.8	5.2	1.6	10.1	4.1	9.5	5.6	2.3	1.6	3.8	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	136	1669	498	93	1547	476	319	466	369	92	228	189
V/C Ratio(X)	0.71	0.36	0.32	0.49	0.59	0.27	0.84	0.41	0.18	0.49	0.50	0.43
Avail Cap(c_a), veh/h	554	3007	897	554	3007	926	554	673	533	554	673	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	17.3	17.1	30.7	19.9	17.8	26.5	21.1	19.8	30.8	27.4	27.2
Incr Delay (d2), s/veh	2.6	0.1	0.4	1.5	0.4	0.3	2.3	0.6	0.2	1.5	1.7	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.2	1.8	0.7	3.8	1.5	4.1	2.4	0.8	0.7	1.7	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.7	17.4	17.4	32.2	20.3	18.2	28.8	21.7	20.1	32.2	29.1	28.7
LnGrp LOS	C	B	B	C	C	B	C	C	C	C	C	C
Approach Vol, veh/h		849			1096			527			241	
Approach Delay, s/veh		19.2			20.5			25.1			29.6	
Approach LOS		B			C			C			C	

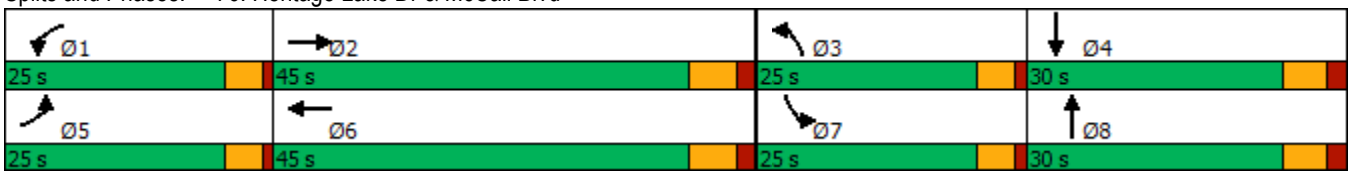
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	27.8	16.3	14.4	9.6	26.3	8.0	22.7
Change Period (Y+Rc), s	4.6	6.4	4.6	6.4	4.6	6.4	4.6	6.4
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.6	20.4	38.6	20.4	23.6
Max Q Clear Time (g_c+I1), s	3.6	7.8	11.5	5.8	5.5	12.1	3.6	7.6
Green Ext Time (p_c), s	0.0	5.1	0.3	0.8	0.1	7.8	0.0	1.1

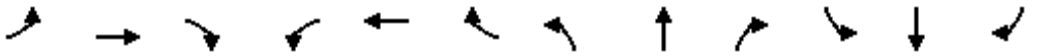
Intersection Summary	
HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	20	432	96	641	241	115	61	119
Future Volume (vph)	20	432	96	641	241	115	61	119
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0
Minimum Split (s)	10.6	16.4	10.6	16.4	10.6	14.1	10.6	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.1	3.6	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	4.6	6.4	4.6	6.1	4.6	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	6.7	23.6	11.6	33.5	20.9	30.4	9.2	16.1
Actuated g/C Ratio	0.07	0.25	0.12	0.36	0.22	0.32	0.10	0.17
v/c Ratio	0.21	0.67	0.60	0.51	0.83	0.56	0.48	0.68
Control Delay	50.8	31.3	53.0	26.0	56.7	31.2	53.0	47.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	31.3	53.0	26.0	56.7	31.2	53.0	47.2
LOS	D	C	D	C	E	C	D	D
Approach Delay		31.8		29.3		44.0		48.8
Approach LOS		C		C		D		D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 94.3	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 35.4	Intersection LOS: D
Intersection Capacity Utilization 58.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 76: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	432	210	96	641	41	241	115	122	61	119	39
Future Volume (veh/h)	20	432	210	96	641	41	241	115	122	61	119	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	592	288	132	878	56	330	158	167	84	163	53
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	62	929	432	168	1632	104	373	246	260	117	209	68
Arrive On Green	0.03	0.27	0.27	0.09	0.33	0.33	0.21	0.29	0.29	0.06	0.15	0.15
Sat Flow, veh/h	1810	3458	1610	1810	4983	317	1810	838	885	1810	1364	443
Grp Volume(v), veh/h	27	592	288	132	609	325	330	0	325	84	0	216
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1842	1810	0	1723	1810	0	1807
Q Serve(g_s), s	1.1	11.7	12.4	5.5	11.1	11.2	13.7	0.0	12.7	3.5	0.0	8.9
Cycle Q Clear(g_c), s	1.1	11.7	12.4	5.5	11.1	11.2	13.7	0.0	12.7	3.5	0.0	8.9
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.51	1.00		0.25
Lane Grp Cap(c), veh/h	62	929	432	168	1132	603	373	0	507	117	0	276
V/C Ratio(X)	0.44	0.64	0.67	0.78	0.54	0.54	0.89	0.00	0.64	0.72	0.00	0.78
Avail Cap(c_a), veh/h	476	1720	801	476	1720	916	476	0	530	476	0	556
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.8	25.1	25.3	34.4	21.3	21.3	29.9	0.0	23.8	35.6	0.0	31.6
Incr Delay (d2), s/veh	1.8	0.7	1.8	3.0	0.4	0.8	13.1	0.0	2.5	3.1	0.0	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	4.7	4.7	2.5	4.3	4.7	7.1	0.0	5.3	1.6	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	25.8	27.1	37.5	21.7	22.1	43.0	0.0	26.3	38.7	0.0	36.4
LnGrp LOS	D	C	C	D	C	C	D	A	C	D	A	D
Approach Vol, veh/h		907			1066			655			300	
Approach Delay, s/veh		26.6			23.8			34.7			37.1	
Approach LOS		C			C			C			D	

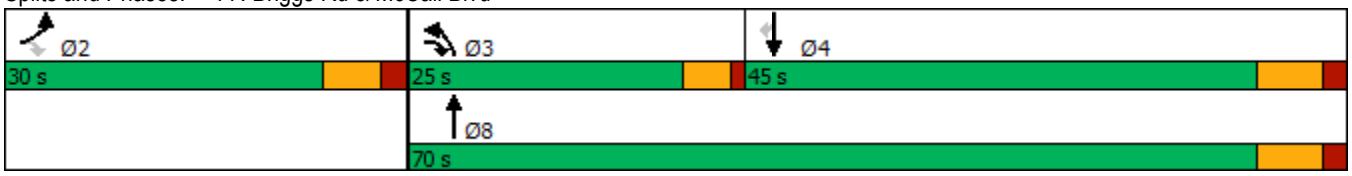
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	27.2	20.6	18.0	7.2	31.8	9.6	28.9
Change Period (Y+Rc), s	4.6	6.4	4.6	6.1	4.6	6.4	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.9	20.4	38.6	20.4	23.9
Max Q Clear Time (g_c+I1), s	7.5	14.4	15.7	10.9	3.1	13.2	5.5	14.7
Green Ext Time (p_c), s	0.1	6.5	0.2	0.9	0.0	6.8	0.1	1.3

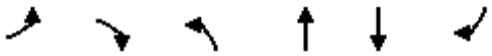
Intersection Summary	
HCM 6th Ctrl Delay	28.4
HCM 6th LOS	C

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	491	122	106	503	464	660
Future Volume (vph)	491	122	106	503	464	660
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	25.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	25.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	23.9	38.3	7.8	41.3	28.8	28.8
Actuated g/C Ratio	0.30	0.49	0.10	0.53	0.37	0.37
v/c Ratio	1.21	0.11	0.41	0.68	0.47	0.82
Control Delay	138.8	2.8	38.8	17.3	20.0	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	138.8	2.8	38.8	17.3	20.0	10.4
LOS	F	A	D	B	B	B
Approach Delay	111.7			21.0	14.4	
Approach LOS	F			C	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 78.6	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay: 41.5	Intersection LOS: D
Intersection Capacity Utilization 64.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	491	122	106	503	464	660
Future Volume (veh/h)	491	122	106	503	464	660
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	664	165	143	680	627	892
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	500	976	238	1081	1615	719
Arrive On Green	0.28	0.28	0.07	0.57	0.45	0.45
Sat Flow, veh/h	1810	2834	3510	1900	3705	1608
Grp Volume(v), veh/h	664	165	143	680	627	892
Grp Sat Flow(s),veh/h/ln	1810	1417	1755	1900	1805	1608
Q Serve(g_s), s	23.6	3.5	3.4	20.5	9.9	38.2
Cycle Q Clear(g_c), s	23.6	3.5	3.4	20.5	9.9	38.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	500	976	238	1081	1615	719
V/C Ratio(X)	1.33	0.17	0.60	0.63	0.39	1.24
Avail Cap(c_a), veh/h	500	976	839	1406	1615	719
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	19.5	38.7	12.3	15.8	23.6
Incr Delay (d2), s/veh	160.9	0.0	0.9	0.6	0.2	119.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.2	1.1	1.5	7.9	3.9	37.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	191.8	19.5	39.6	13.0	15.9	143.2
LnGrp LOS	F	B	D	B	B	F
Approach Vol, veh/h	829			823	1519	
Approach Delay, s/veh	157.5			17.6	90.7	
Approach LOS	F			B	F	

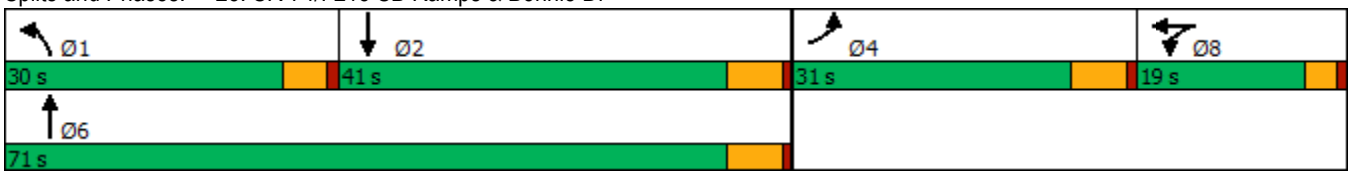
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		30.0	10.4	45.0		55.4
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s		25.6	5.4	40.2		22.5
Green Ext Time (p_c), s		0.0	0.2	0.0		5.6

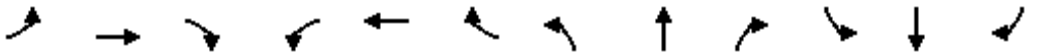
Intersection Summary	
HCM 6th Ctrl Delay	89.2
HCM 6th LOS	F

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	40	350	297	346	1513	41	
Future Volume (vph)	40	350	297	346	1513	41	
Turn Type	Prot	Free	Prot	NA	NA	Free	
Protected Phases	4		1	6	2		8
Permitted Phases		Free				Free	
Detector Phase	4		1	6	2		
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0
Minimum Split (s)	11.0		10.0	11.0	11.0		9.0
Total Split (s)	31.0		30.0	71.0	41.0		19.0
Total Split (%)	25.6%		24.8%	58.7%	33.9%		16%
Yellow Time (s)	5.0		4.0	5.0	5.0		3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	6.0		5.0	6.0	6.0		
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	6.4	72.9	18.0	62.5	36.5	72.9	
Actuated g/C Ratio	0.09	1.00	0.25	0.86	0.50	1.00	
v/c Ratio	0.27	0.23	0.70	0.22	1.68	0.03	
Control Delay	38.6	0.3	34.9	2.6	329.9	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	38.6	0.3	34.9	2.6	329.9	0.0	
LOS	D	A	C	A	F	A	
Approach Delay				17.5	321.3		
Approach LOS				B	F		

Intersection Summary	
Cycle Length: 121	
Actuated Cycle Length: 72.9	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.68	
Intersection Signal Delay: 198.0	Intersection LOS: F
Intersection Capacity Utilization 111.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	0	350	0	0	0	297	346	0	0	1513	41
Future Volume (veh/h)	40	0	350	0	0	0	297	346	0	0	1513	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	0	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	42	0	0	0	0	0	313	364	0	0	1593	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	0		0	3	0	372	1703	0	0	1149	
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.90	0.00	0.00	0.60	0.00
Sat Flow, veh/h		0		0	1900	0	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h		0.0		0	0	0	313	364	0	0	1593	0
Grp Sat Flow(s),veh/h/ln				0	1900	0	1810	1900	0	0	1900	1610
Q Serve(g_s), s				0.0	0.0	0.0	9.6	1.4	0.0	0.0	35.0	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	9.6	1.4	0.0	0.0	35.0	0.0
Prop In Lane				0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				0	3	0	372	1703	0	0	1149	
V/C Ratio(X)				0.00	0.00	0.00	0.84	0.21	0.00	0.00	1.39	
Avail Cap(c_a), veh/h				0	492	0	781	2133	0	0	1149	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	22.1	0.4	0.0	0.0	11.4	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	2.0	0.0	0.0	0.0	179.5	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.0	3.6	0.0	0.0	0.0	64.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	0.0	24.1	0.4	0.0	0.0	190.9	0.0
LnGrp LOS				A	A	A	C	A	A	A	F	
Approach Vol, veh/h					0			677			1593	
Approach Delay, s/veh					0.0			11.4			190.9	
Approach LOS								B			F	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	16.9	41.0				57.9		0.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		4.0				
Max Green Setting (Gmax), s	25.0	35.0				65.0		15.0				
Max Q Clear Time (g_c+I1), s	11.6	37.0				3.4		0.0				
Green Ext Time (p_c), s	0.3	0.0				1.2		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		137.4
HCM 6th LOS		F

Notes

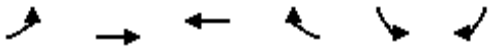
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	14	1847	607	1282	302
Future Volume (vph)	14	1847	607	1282	302
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	30.3	70.6	40.3		40.4
Total Split (%)	27.3%	63.6%	36.3%		36.4%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	5.8	53.4	49.5	87.6	23.0
Actuated g/C Ratio	0.07	0.61	0.57	1.00	0.26
v/c Ratio	0.13	0.88	0.31	0.84	0.75
Control Delay	48.9	21.3	12.3	5.3	41.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	48.9	21.3	12.3	5.3	41.5
LOS	D	C	B	A	D
Approach Delay		21.5	7.6		41.5
Approach LOS		C	A		D

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 87.6	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 16.7	Intersection LOS: B
Intersection Capacity Utilization 78.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 29: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	1847	607	1282	302	37
Future Volume (veh/h)	14	1847	607	1282	302	37
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	1944	639	0	318	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	32	2267	1940		361	44
Arrive On Green	0.02	0.63	0.54	0.00	0.23	0.23
Sat Flow, veh/h	1810	3705	3705	1610	1586	195
Grp Volume(v), veh/h	15	1944	639	0	358	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1786	0
Q Serve(g_s), s	0.6	31.8	7.3	0.0	14.2	0.0
Cycle Q Clear(g_c), s	0.6	31.8	7.3	0.0	14.2	0.0
Prop In Lane	1.00			1.00	0.89	0.11
Lane Grp Cap(c), veh/h	32	2267	1940		406	0
V/C Ratio(X)	0.46	0.86	0.33		0.88	0.00
Avail Cap(c_a), veh/h	618	3221	1940		856	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	35.6	11.0	9.5	0.0	27.3	0.0
Incr Delay (d2), s/veh	3.8	1.3	0.0	0.0	2.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	8.4	2.2	0.0	5.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.3	12.3	9.5	0.0	29.9	0.0
LnGrp LOS	D	B	A		C	A
Approach Vol, veh/h		1959	639		358	
Approach Delay, s/veh		12.5	9.5		29.9	
Approach LOS		B	A		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		51.3		21.9	6.6	44.6
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		65.3		35.1	25.0	35.0
Max Q Clear Time (g_c+I1), s		33.8		16.2	2.6	9.3
Green Ext Time (p_c), s		12.2		0.5	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

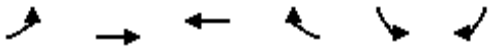
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	373	1776	1503	48	385
Future Volume (vph)	373	1776	1503	48	385
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.0	11.0	9.5	9.5
Total Split (s)	24.0	65.0	41.0	24.5	24.5
Total Split (%)	26.8%	72.6%	45.8%	27.4%	27.4%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	20.1	59.2	35.1	8.4	8.4
Actuated g/C Ratio	0.26	0.76	0.45	0.11	0.11
v/c Ratio	0.86	0.69	1.01	0.26	0.78
Control Delay	48.6	7.2	49.5	34.5	15.0
Queue Delay	0.0	0.1	0.0	0.0	0.0
Total Delay	48.6	7.4	49.5	34.5	15.0
LOS	D	A	D	C	B
Approach Delay		14.5	49.5	17.1	
Approach LOS		B	D	B	

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 78.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 27.9	Intersection LOS: C
Intersection Capacity Utilization 79.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 30: SR-74 & Trumble Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	373	1776	1503	39	48	385
Future Volume (veh/h)	373	1776	1503	39	48	385
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	397	1889	1599	41	51	410
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	404	2380	1406	36	404	360
Arrive On Green	0.22	0.66	0.39	0.39	0.22	0.22
Sat Flow, veh/h	1810	3705	3691	92	1810	1610
Grp Volume(v), veh/h	397	1889	801	839	51	410
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1883	1810	1610
Q Serve(g_s), s	19.5	33.5	35.0	35.0	2.0	20.0
Cycle Q Clear(g_c), s	19.5	33.5	35.0	35.0	2.0	20.0
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	404	2380	706	737	404	360
V/C Ratio(X)	0.98	0.79	1.13	1.14	0.13	1.14
Avail Cap(c_a), veh/h	404	2380	706	737	404	360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	10.9	27.3	27.3	27.8	34.8
Incr Delay (d2), s/veh	39.7	1.9	77.4	78.6	0.1	91.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.3	9.9	28.3	29.8	0.8	25.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	74.3	12.8	104.6	105.9	27.8	125.7
LnGrp LOS	E	B	F	F	C	F
Approach Vol, veh/h		2286	1640		461	
Approach Delay, s/veh		23.5	105.3		114.9	
Approach LOS		C	F		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		65.0		24.5	24.0	41.0
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		59.0		20.0	20.0	35.0
Max Q Clear Time (g_c+I1), s		35.5		22.0	21.5	37.0
Green Ext Time (p_c), s		15.0		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	63.7
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1786	1539	114	0	152
Future Vol, veh/h	0	1786	1539	114	0	152
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1963	1691	125	0	167

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	908
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	282
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	282
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

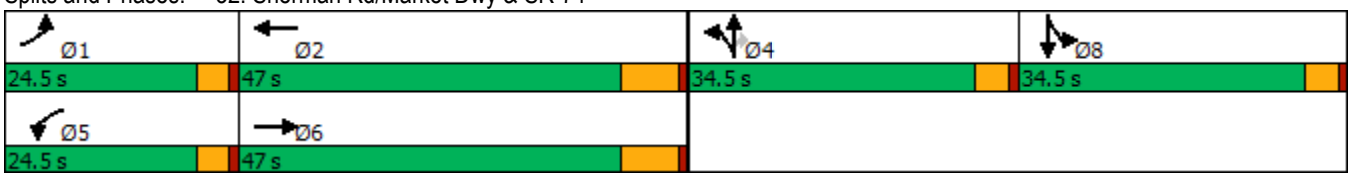
Approach	EB	WB	SB
HCM Control Delay, s	0	0	34.7
HCM LOS			D

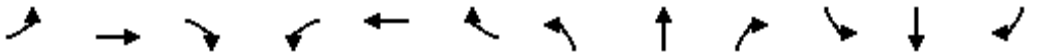
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	282
HCM Lane V/C Ratio	-	-	-	0.592
HCM Control Delay (s)	-	-	-	34.7
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q(veh)	-	-	-	3.5

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	30	1699	144	1518	16	164	16
Future Volume (vph)	30	1699	144	1518	16	164	16
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases						4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	12.0	9.5	12.0	9.5	9.5	9.5
Total Split (s)	24.5	47.0	24.5	47.0	34.5	34.5	34.5
Total Split (%)	17.4%	33.5%	17.4%	33.5%	24.6%	24.6%	24.6%
Yellow Time (s)	3.5	6.0	3.5	6.0	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	4.5	7.0	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	6.4	40.8	12.4	51.3	12.1	12.1	6.9
Actuated g/C Ratio	0.07	0.45	0.14	0.57	0.13	0.13	0.08
v/c Ratio	0.25	1.17	0.63	0.81	0.62	0.48	0.36
Control Delay	48.7	109.1	50.5	23.7	50.3	11.0	43.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.7	109.1	50.5	23.7	50.3	11.0	43.0
LOS	D	F	D	C	D	B	D
Approach Delay		108.1		26.0	29.0		43.0
Approach LOS		F		C	C		D

Intersection Summary	
Cycle Length: 140.5	
Actuated Cycle Length: 90.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 64.8	Intersection LOS: E
Intersection Capacity Utilization 84.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 32: Sherman Rd/Market Dwy & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1699	57	144	1518	22	123	16	164	21	16	12
Future Volume (veh/h)	30	1699	57	144	1518	22	123	16	164	21	16	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	1827	61	155	1632	24	132	17	176	23	17	13
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	56	1680	56	192	1988	29	224	29	223	33	24	18
Arrive On Green	0.03	0.47	0.47	0.11	0.55	0.55	0.14	0.14	0.14	0.04	0.04	0.04
Sat Flow, veh/h	1810	3565	118	1810	3640	53	1612	208	1603	774	572	437
Grp Volume(v), veh/h	32	920	968	155	808	848	149	0	176	53	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1879	1810	1805	1889	1819	0	1603	1783	0	0
Q Serve(g_s), s	1.5	40.0	40.0	7.1	31.2	31.4	6.5	0.0	9.0	2.5	0.0	0.0
Cycle Q Clear(g_c), s	1.5	40.0	40.0	7.1	31.2	31.4	6.5	0.0	9.0	2.5	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.03	0.89		1.00	0.43		0.25
Lane Grp Cap(c), veh/h	56	851	885	192	986	1032	253	0	223	75	0	0
V/C Ratio(X)	0.57	1.08	1.09	0.81	0.82	0.82	0.59	0.00	0.79	0.71	0.00	0.00
Avail Cap(c_a), veh/h	426	851	885	426	986	1032	643	0	567	630	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	40.6	22.4	22.4	37.1	15.8	15.9	34.3	0.0	35.3	40.1	0.0	0.0
Incr Delay (d2), s/veh	3.3	55.5	58.8	3.0	5.2	5.1	0.8	0.0	2.4	4.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	27.1	29.0	3.2	12.9	13.5	2.9	0.0	3.6	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.8	77.9	81.3	40.1	21.0	21.0	35.1	0.0	37.7	44.7	0.0	0.0
LnGrp LOS	D	F	F	D	C	C	D	A	D	D	A	A
Approach Vol, veh/h		1920			1811			325			53	
Approach Delay, s/veh		79.0			22.6			36.5			44.7	
Approach LOS		E			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	53.4		16.3	13.5	47.0		8.1				
Change Period (Y+Rc), s	4.5	7.0		4.5	4.5	7.0		4.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	3.5	33.4		11.0	9.1	42.0		4.5				
Green Ext Time (p_c), s	0.0	4.3		0.8	0.1	0.0		0.1				

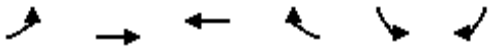
Intersection Summary			
HCM 6th Ctrl Delay		50.4	
HCM 6th LOS		D	

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	52	1742	1507	74
Future Volume (vph)	52	1742	1507	74
Turn Type	Prot	NA	NA	Prot
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	11.0	9.7
Total Split (s)	24.7	65.7	41.0	24.7
Total Split (%)	27.3%	72.7%	45.4%	27.3%
Yellow Time (s)	3.7	5.0	5.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	6.0	4.7
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Min	Min	None
Act Effct Green (s)	7.9	57.5	49.7	9.1
Actuated g/C Ratio	0.11	0.79	0.68	0.12
v/c Ratio	0.28	0.65	0.67	0.42
Control Delay	36.2	6.6	13.3	34.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	36.2	6.6	13.3	34.1
LOS	D	A	B	C
Approach Delay		7.5	13.3	34.1
Approach LOS		A	B	C

Intersection Summary	
Cycle Length: 90.4	
Actuated Cycle Length: 73.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 10.8	Intersection LOS: B
Intersection Capacity Utilization 62.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 33: SR-74 & Antelope Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	52	1742	1507	39	74	16
Future Volume (veh/h)	52	1742	1507	39	74	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	1853	1603	41	79	17
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	93	2660	2164	55	104	22
Arrive On Green	0.05	0.74	0.60	0.60	0.07	0.07
Sat Flow, veh/h	1810	3705	3692	92	1443	311
Grp Volume(v), veh/h	55	1853	803	841	97	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1883	1772	0
Q Serve(g_s), s	1.7	15.6	17.9	18.0	3.0	0.0
Cycle Q Clear(g_c), s	1.7	15.6	17.9	18.0	3.0	0.0
Prop In Lane	1.00			0.05	0.81	0.18
Lane Grp Cap(c), veh/h	93	2660	1086	1133	128	0
V/C Ratio(X)	0.59	0.70	0.74	0.74	0.76	0.00
Avail Cap(c_a), veh/h	646	3844	1127	1176	632	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.0	4.0	8.0	8.0	25.5	0.0
Incr Delay (d2), s/veh	5.9	0.3	2.5	2.5	8.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.4	5.6	5.8	1.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.9	4.3	10.5	10.5	34.3	0.0
LnGrp LOS	C	A	B	B	C	A
Approach Vol, veh/h		1908	1644		97	
Approach Delay, s/veh		5.1	10.5		34.3	
Approach LOS		A	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		47.3		8.7	7.6	39.7
Change Period (Y+Rc), s		6.0		* 4.7	* 4.7	6.0
Max Green Setting (Gmax), s		59.7		* 20	* 20	35.0
Max Q Clear Time (g_c+I1), s		17.6		5.0	3.7	20.0
Green Ext Time (p_c), s		23.8		0.2	0.1	10.1

Intersection Summary	
HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

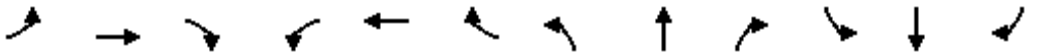
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	61	1661	150	1521	21	71	188	20	43
Future Volume (vph)	61	1661	150	1521	21	71	188	20	43
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	9.7	9.7	9.7	9.7	9.7
Total Split (s)	24.7	42.0	24.7	42.0	24.7	24.7	24.7	24.7	24.7
Total Split (%)	27.0%	46.0%	27.0%	46.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Yellow Time (s)	3.7	6.0	3.7	6.0	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	7.0	35.2	10.3	42.8	7.7	7.7	7.7	7.7	7.7
Actuated g/C Ratio	0.10	0.51	0.15	0.61	0.11	0.11	0.11	0.11	0.11
v/c Ratio	0.35	0.96	0.58	0.73	0.15	0.35	0.56	0.14	0.22
Control Delay	35.8	32.7	37.1	14.3	31.3	34.3	11.7	31.1	18.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.8	32.7	37.1	14.3	31.3	34.3	11.7	31.1	18.6
LOS	D	C	D	B	C	C	B	C	B
Approach Delay		32.8		16.3		18.9			21.0
Approach LOS		C		B		B			C

Intersection Summary	
Cycle Length: 91.4	
Actuated Cycle Length: 69.7	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 24.1	Intersection LOS: C
Intersection Capacity Utilization 76.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 34: Palomar Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	1661	12	150	1521	29	21	71	188	20	43	41
Future Volume (veh/h)	61	1661	12	150	1521	29	21	71	188	20	43	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	64	1730	12	156	1584	30	22	74	196	21	45	43
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	92	1839	13	198	2025	38	277	294	249	239	287	242
Arrive On Green	0.05	0.50	0.50	0.11	0.56	0.56	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	3675	25	1810	3624	69	1330	1900	1610	1127	1859	1565
Grp Volume(v), veh/h	64	849	893	156	788	826	22	74	196	21	44	44
Grp Sat Flow(s),veh/h/ln	1810	1805	1895	1810	1805	1888	1330	1900	1610	1127	1805	1618
Q Serve(g_s), s	2.4	30.9	31.0	5.8	23.8	23.9	1.0	2.4	8.2	1.2	1.5	1.7
Cycle Q Clear(g_c), s	2.4	30.9	31.0	5.8	23.8	23.9	2.7	2.4	8.2	3.5	1.5	1.7
Prop In Lane	1.00		0.01	1.00		0.04	1.00		1.00	1.00		0.97
Lane Grp Cap(c), veh/h	92	903	948	198	1008	1055	277	294	249	239	279	250
V/C Ratio(X)	0.69	0.94	0.94	0.79	0.78	0.78	0.08	0.25	0.79	0.09	0.16	0.18
Avail Cap(c_a), veh/h	520	908	954	520	1008	1055	454	546	463	389	519	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	16.4	16.4	30.2	12.0	12.0	26.7	25.9	28.3	27.4	25.5	25.6
Incr Delay (d2), s/veh	3.5	17.3	16.9	2.6	4.1	4.0	0.1	0.3	4.1	0.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	15.2	15.9	2.6	9.1	9.5	0.3	1.1	3.3	0.3	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.9	33.7	33.3	32.8	16.2	16.1	26.8	26.2	32.4	27.5	25.7	25.8
LnGrp LOS	D	C	C	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1806			1770			292			109	
Approach Delay, s/veh		33.6			17.6			30.4			26.1	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	41.8		15.5	8.2	45.9		15.5				
Change Period (Y+Rc), s	* 4.7	7.0		* 4.7	* 4.7	7.0		* 4.7				
Max Green Setting (Gmax), s	* 20	35.0		* 20	* 20	35.0		* 20				
Max Q Clear Time (g_c+I1), s	7.8	33.0		5.5	4.4	25.9		10.2				
Green Ext Time (p_c), s	0.2	1.8		0.3	0.1	7.2		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		26.0	
HCM 6th LOS		C	

Notes

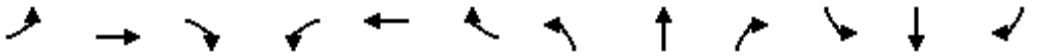
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	761	377	303	836	2	390
Future Volume (vph)	761	377	303	836	2	390
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	10.0	10.0
Total Split (s)	46.0	46.0	35.0	81.0	35.0	35.0
Total Split (%)	39.7%	39.7%	30.2%	69.8%	30.2%	30.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	40.8	40.8	22.0	67.9	20.1	20.1
Actuated g/C Ratio	0.41	0.41	0.22	0.68	0.20	0.20
v/c Ratio	1.02	0.48	0.79	0.35	0.47	0.85
Control Delay	68.4	11.1	52.3	7.8	39.5	38.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.4	11.1	52.3	7.8	39.5	38.0
LOS	E	B	D	A	D	D
Approach Delay	49.4			19.6	38.5	
Approach LOS	D			B	D	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 99.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 35.3	Intersection LOS: D
Intersection Capacity Utilization 99.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 39: I-215 SB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	761	377	303	836	0	0	0	0	164	2	390
Future Volume (veh/h)	0	761	377	303	836	0	0	0	0	164	2	390
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	793	393	316	871	0				171	2	406
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	725	614	354	2254	0				485	6	436
Arrive On Green	0.00	0.38	0.38	0.20	0.62	0.00				0.27	0.27	0.27
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1790	21	1610
Grp Volume(v), veh/h	0	793	393	316	871	0				173	0	406
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1811	0	1610
Q Serve(g_s), s	0.0	40.0	21.0	17.9	12.5	0.0				8.1	0.0	25.8
Cycle Q Clear(g_c), s	0.0	40.0	21.0	17.9	12.5	0.0				8.1	0.0	25.8
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	725	614	354	2254	0				490	0	436
V/C Ratio(X)	0.00	1.09	0.64	0.89	0.39	0.00				0.35	0.00	0.93
Avail Cap(c_a), veh/h	0	725	614	518	2581	0				518	0	461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	32.4	26.6	41.1	9.8	0.0				30.8	0.0	37.3
Incr Delay (d2), s/veh	0.0	62.2	2.2	13.1	0.1	0.0				0.4	0.0	25.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	28.9	7.7	8.7	4.0	0.0				3.5	0.0	12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	94.6	28.8	54.2	9.9	0.0				31.3	0.0	62.4
LnGrp LOS	A	F	C	D	A	A				C	A	E
Approach Vol, veh/h		1186			1187						579	
Approach Delay, s/veh		72.8			21.7						53.1	
Approach LOS		E			C						D	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	25.5	46.0				71.5		33.4				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	19.9	42.0				14.5		27.8				
Green Ext Time (p_c), s	0.6	0.0				6.1		0.6				

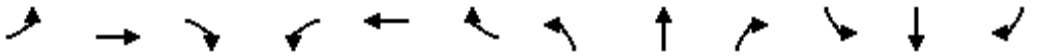
Intersection Summary												
HCM 6th Ctrl Delay			48.4									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	261	664	699	1	438
Future Volume (vph)	261	664	699	1	438
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	21.0	66.1	40.1	29.9	29.9
Actuated g/C Ratio	0.20	0.62	0.37	0.28	0.28
v/c Ratio	0.76	0.58	1.29	0.90	0.70
Control Delay	54.9	14.5	170.0	60.9	20.1
Queue Delay	0.0	0.3	0.0	0.0	0.0
Total Delay	54.9	14.8	170.0	60.9	20.1
LOS	D	B	F	E	C
Approach Delay		26.1	170.0	40.6	
Approach LOS		C	F	D	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 107	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.29	
Intersection Signal Delay: 77.8	Intersection LOS: E
Intersection Capacity Utilization 99.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	261	664	0	0	699	175	440	1	438	0	0	0
Future Volume (veh/h)	261	664	0	0	699	175	440	1	438	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	269	685	0	0	721	180	454	1	452			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	307	1148	0	0	567	141	523	1	466			
Arrive On Green	0.17	0.60	0.00	0.00	0.39	0.39	0.29	0.29	0.29			
Sat Flow, veh/h	1810	1900	0	0	1468	366	1806	4	1610			
Grp Volume(v), veh/h	269	685	0	0	0	901	455	0	452			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1834	1810	0	1610			
Q Serve(g_s), s	15.0	23.1	0.0	0.0	0.0	40.0	24.7	0.0	28.7			
Cycle Q Clear(g_c), s	15.0	23.1	0.0	0.0	0.0	40.0	24.7	0.0	28.7			
Prop In Lane	1.00		0.00	0.00		0.20	1.00		1.00			
Lane Grp Cap(c), veh/h	307	1148	0	0	0	708	524	0	466			
V/C Ratio(X)	0.88	0.60	0.00	0.00	0.00	1.27	0.87	0.00	0.97			
Avail Cap(c_a), veh/h	524	1376	0	0	0	708	524	0	466			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	41.9	12.7	0.0	0.0	0.0	31.8	34.9	0.0	36.3			
Incr Delay (d2), s/veh	8.5	0.5	0.0	0.0	0.0	133.4	14.4	0.0	33.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.0	8.1	0.0	0.0	0.0	42.0	12.6	0.0	15.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.4	13.2	0.0	0.0	0.0	165.2	49.4	0.0	70.1			
LnGrp LOS	D	B	A	A	A	F	D	A	E			
Approach Vol, veh/h		954			901			907				
Approach Delay, s/veh		23.7			165.2			59.7				
Approach LOS		C			F			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.6			22.6	46.0		35.0				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		25.1			17.0	42.0		30.7				
Green Ext Time (p_c), s		4.5			0.6	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			81.7									
HCM 6th LOS			F									

Intersection	
Int Delay, s/veh	60.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	930	172	54	747	128	65
Future Vol, veh/h	930	172	54	747	128	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	959	177	56	770	132	67

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1136	0	1930	1048
Stage 1	-	-	-	-	1048	-
Stage 2	-	-	-	-	882	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	622	-	~ 74	279
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	408	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	622	-	~ 67	279
Mov Cap-2 Maneuver	-	-	-	-	~ 67	-
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	371	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	$ 655.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	90	-	-	622	-
HCM Lane V/C Ratio	2.211	-	-	0.09	-
HCM Control Delay (s)	$ 655.1	-	-	11.4	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	17.8	-	-	0.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	35.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	252	679	5	6	571	12	17	5	10	17	14	156
Future Vol, veh/h	252	679	5	6	571	12	17	5	10	17	14	156
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	265	715	5	6	601	13	18	5	11	18	15	164

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	614	0	0	724	0	0	1961	1878	722	1876	1874	608
Stage 1	-	-	-	-	-	-	1252	1252	-	620	620	-
Stage 2	-	-	-	-	-	-	709	626	-	1256	1254	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	975	-	-	888	-	-	48	72	430	55	73	499
Stage 1	-	-	-	-	-	-	213	246	-	479	483	-
Stage 2	-	-	-	-	-	-	428	480	-	212	246	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	975	-	-	885	-	-	~ 15	39	428	31	39	499
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 15	39	-	31	39	-
Stage 1	-	-	-	-	-	-	116	134	-	262	478	-
Stage 2	-	-	-	-	-	-	276	475	-	109	134	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.7	0.1	$ 532.8	226.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	25	975	-	-	885	-	-	153
HCM Lane V/C Ratio	1.347	0.272	-	-	0.007	-	-	1.287
HCM Control Delay (s)	$ 532.8	10.1	0	-	9.1	0	-	226.3
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	4.1	1.1	-	-	0	-	-	11.8

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	616	52	0	506	2	0	0	0	24	0	0
Future Vol, veh/h	9	616	52	0	506	2	0	0	0	24	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	260	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	642	54	0	527	2	0	0	0	25	0	0

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	529	0	-	-	-	0			1190	1188	528
Stage 1	-	-	-	-	-	-			528	528	-
Stage 2	-	-	-	-	-	-			662	660	-
Critical Hdwy	4.1	-	-	-	-	-			6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-			5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-			3.5	4	3.3
Pot Cap-1 Maneuver	1048	-	0	0	-	-			209	190	554
Stage 1	-	-	0	0	-	-			596	531	-
Stage 2	-	-	0	0	-	-			517	463	-
Platoon blocked, %		-			-	-					
Mov Cap-1 Maneuver	1048	-	-	-	-	-			206	0	554
Mov Cap-2 Maneuver	-	-	-	-	-	-			206	0	-
Stage 1	-	-	-	-	-	-			588	0	-
Stage 2	-	-	-	-	-	-			517	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	24.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1048	-	-	-	206
HCM Lane V/C Ratio	0.009	-	-	-	0.121
HCM Control Delay (s)	8.5	0	-	-	24.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	641	0	11	476	33	14
Future Vol, veh/h	641	0	11	476	33	14
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	689	0	12	512	35	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	691	0	1227	693
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	536	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	913	-	199	447
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	591	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	911	-	195	445
Mov Cap-2 Maneuver	-	-	-	-	195	-
Stage 1	-	-	-	-	500	-
Stage 2	-	-	-	-	580	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	24.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	234	-	-	911	-
HCM Lane V/C Ratio	0.216	-	-	0.013	-
HCM Control Delay (s)	24.6	-	-	9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	246	432	314	30	53	151
Future Vol, veh/h	246	432	314	30	53	151
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	259	455	331	32	56	159

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	363	0	-	0	1321	347
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	974	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1207	-	-	-	174	701
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	369	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1207	-	-	-	124	701
Mov Cap-2 Maneuver	-	-	-	-	124	-
Stage 1	-	-	-	-	513	-
Stage 2	-	-	-	-	369	-

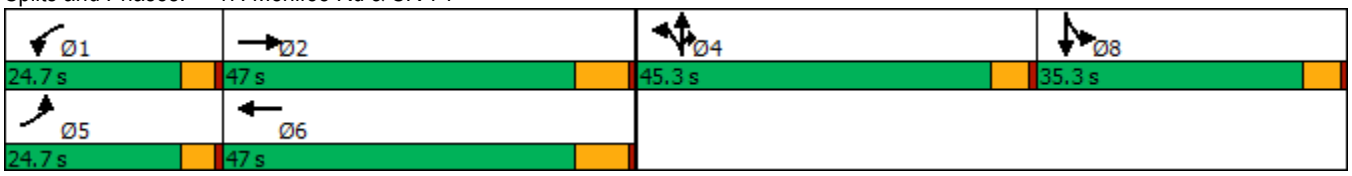
Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	37.2
HCM LOS			E

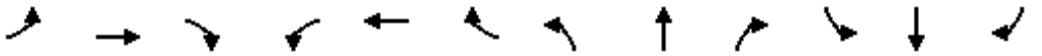
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1207	-	-	-	317
HCM Lane V/C Ratio	0.215	-	-	-	0.677
HCM Control Delay (s)	8.8	0	-	-	37.2
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0.8	-	-	-	4.6

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	52	1560	462	1234	340	482	315
Future Volume (vph)	52	1560	462	1234	340	482	315
Turn Type	Prot	NA	Prot	NA	NA	Prot	NA
Protected Phases	5	2	1	6	4	4	8
Permitted Phases							
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.3	10.3	10.3
Total Split (s)	24.7	47.0	24.7	47.0	45.3	45.3	35.3
Total Split (%)	16.2%	30.9%	16.2%	30.9%	29.7%	29.7%	23.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	9.1	40.0	20.0	52.9	40.0	40.0	30.0
Actuated g/C Ratio	0.06	0.26	0.13	0.35	0.26	0.26	0.20
v/c Ratio	0.52	2.14	2.10	1.27	1.51	0.85	1.66
Control Delay	85.6	545.0	537.8	167.8	278.1	41.6	346.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.6	545.0	537.8	167.8	278.1	41.6	346.7
LOS	F	F	F	F	F	D	F
Approach Delay		532.6		257.1	180.3		346.7
Approach LOS		F		F	F		F

Intersection Summary		
Cycle Length: 152.3		
Actuated Cycle Length: 152.3		
Natural Cycle: 150		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 2.14		
Intersection Signal Delay: 345.0	Intersection LOS: F	
Intersection Capacity Utilization 164.3%	ICU Level of Service H	
Analysis Period (min) 15		

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	1560	304	462	1234	220	342	340	482	225	315	24
Future Volume (veh/h)	52	1560	304	462	1234	220	342	340	482	225	315	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	56	1677	327	497	1327	237	368	366	518	242	339	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	72	796	150	238	1085	192	244	243	423	145	203	16
Arrive On Green	0.04	0.26	0.26	0.13	0.35	0.35	0.26	0.26	0.26	0.20	0.20	0.20
Sat Flow, veh/h	1810	3030	572	1810	3066	541	929	924	1610	737	1033	79
Grp Volume(v), veh/h	56	976	1028	497	775	789	734	0	518	607	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1797	1810	1805	1803	1854	0	1610	1849	0	0
Q Serve(g_s), s	4.7	40.0	40.0	20.0	53.9	53.9	40.0	0.0	40.0	30.0	0.0	0.0
Cycle Q Clear(g_c), s	4.7	40.0	40.0	20.0	53.9	53.9	40.0	0.0	40.0	30.0	0.0	0.0
Prop In Lane	1.00		0.32	1.00		0.30	0.50		1.00	0.40		0.04
Lane Grp Cap(c), veh/h	72	474	472	238	639	638	487	0	423	364	0	0
V/C Ratio(X)	0.78	2.06	2.18	2.09	1.21	1.24	1.51	0.00	1.22	1.67	0.00	0.00
Avail Cap(c_a), veh/h	238	474	472	238	639	638	487	0	423	364	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	72.4	56.1	56.2	66.1	49.2	49.2	56.2	0.0	56.1	61.2	0.0	0.0
Incr Delay (d2), s/veh	6.5	484.0	536.8	505.3	109.8	119.5	239.0	0.0	120.6	311.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	81.9	88.5	42.6	43.7	45.3	51.0	0.0	30.4	45.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.9	540.2	592.9	571.4	159.0	168.6	295.1	0.0	176.8	373.0	0.0	0.0
LnGrp LOS	E	F	F	F	F	F	F	A	F	F	A	A
Approach Vol, veh/h		2060			2061			1252			607	
Approach Delay, s/veh		554.0			262.1			246.2			373.0	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.7	47.0		45.3	10.8	60.9		35.3				
Change Period (Y+Rc), s	* 4.7	7.0		5.3	* 4.7	7.0		5.3				
Max Green Setting (Gmax), s	* 20	40.0		40.0	* 20	40.0		30.0				
Max Q Clear Time (g_c+I1), s	22.0	42.0		42.0	6.7	55.9		32.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		370.6
HCM 6th LOS		F

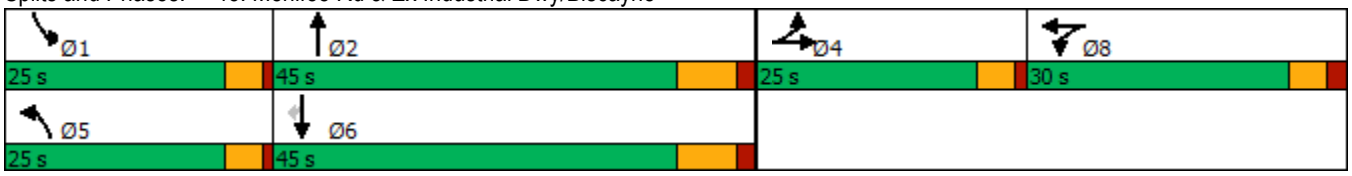
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBT	SBL	SBT	SBR	Ø5
Lane Configurations							
Traffic Volume (vph)	2	1	1047	48	1023	1	
Future Volume (vph)	2	1	1047	48	1023	1	
Turn Type	NA	NA	NA	Prot	NA	Perm	
Protected Phases	4	8	2	1	6		5
Permitted Phases						6	
Detector Phase	4	8	2	1	6	6	
Switch Phase							
Minimum Initial (s)	6.0	8.0	10.0	6.0	10.0	10.0	6.0
Minimum Split (s)	10.6	13.6	17.5	10.6	17.5	17.5	10.6
Total Split (s)	25.0	30.0	45.0	25.0	45.0	45.0	25.0
Total Split (%)	20.0%	24.0%	36.0%	20.0%	36.0%	36.0%	20%
Yellow Time (s)	3.6	3.6	5.5	3.6	5.5	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.6	7.5	4.6	7.5	7.5	
Lead/Lag			Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	None	Min	Min	None
Act Effct Green (s)	6.1	10.0	41.8	7.8	49.5	49.5	
Actuated g/C Ratio	0.08	0.13	0.56	0.10	0.66	0.66	
v/c Ratio	0.03	0.49	1.15	0.28	0.89	0.00	
Control Delay	29.2	28.9	100.3	36.6	23.2	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	29.2	28.9	100.3	36.6	23.2	0.0	
LOS	C	C	F	D	C	A	
Approach Delay	29.2	28.9	100.3		23.8		
Approach LOS	C	C	F		C		

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 74.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 60.8	Intersection LOS: E
Intersection Capacity Utilization 83.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	3	56	1	62	0	1047	59	48	1023	1
Future Volume (veh/h)	0	2	3	56	1	62	0	1047	59	48	1023	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	2	3	62	1	68	0	1151	65	53	1124	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	5	8	83	1	91	3	932	53	99	1219	1033
Arrive On Green	0.00	0.01	0.01	0.10	0.10	0.10	0.00	0.52	0.52	0.05	0.64	0.64
Sat Flow, veh/h	0	686	1029	805	13	883	1810	1781	101	1810	1900	1610
Grp Volume(v), veh/h	0	0	5	131	0	0	0	0	1216	53	1124	1
Grp Sat Flow(s),veh/h/ln	0	0	1715	1701	0	0	1810	0	1882	1810	1900	1610
Q Serve(g_s), s	0.0	0.0	0.2	5.4	0.0	0.0	0.0	0.0	37.5	2.0	37.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.2	5.4	0.0	0.0	0.0	0.0	37.5	2.0	37.2	0.0
Prop In Lane	0.00		0.60	0.47		0.52	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	0	0	14	176	0	0	3	0	984	99	1219	1033
V/C Ratio(X)	0.00	0.00	0.37	0.75	0.00	0.00	0.00	0.00	1.24	0.54	0.92	0.00
Avail Cap(c_a), veh/h	0	0	488	579	0	0	515	0	984	515	1219	1033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	35.4	31.2	0.0	0.0	0.0	0.0	17.1	33.0	11.3	4.6
Incr Delay (d2), s/veh	0.0	0.0	15.7	6.1	0.0	0.0	0.0	0.0	114.7	4.5	11.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	2.4	0.0	0.0	0.0	0.0	45.0	1.0	15.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	51.1	37.4	0.0	0.0	0.0	0.0	131.8	37.5	22.8	4.6
LnGrp LOS	A	A	D	D	A	A	A	A	F	D	C	A
Approach Vol, veh/h		5			131			1216			1178	
Approach Delay, s/veh		51.1			37.4			131.8			23.4	
Approach LOS		D			D			F			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	45.0		5.2	0.0	53.5		13.0				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	20.4	37.5		20.4	20.4	37.5		24.4				
Max Q Clear Time (g_c+I1), s	4.0	39.5		2.2	0.0	39.2		7.4				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	0.0		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		76.3	
HCM 6th LOS		E	

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	74	220	171	418	190	263	87	773	293	269	762	69
Future Vol, veh/h	74	220	171	418	190	263	87	773	293	269	762	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	80	237	184	449	204	283	94	831	315	289	819	74

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2854	2768	856	2822	2648	989	893	0	0	1146	0	0
Stage 1	1434	1434	-	1177	1177	-	-	-	-	-	-	-
Stage 2	1420	1334	-	1645	1471	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 11	~ 20	360	~ 12	~ 23	302	768	-	-	617	-	-
Stage 1	168	~ 201	-	~ 235	267	-	-	-	-	-	-	-
Stage 2	171	~ 225	-	~ 127	~ 193	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	360	-	~ 1	302	768	-	-	617	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	105	~ 11	-	~ 147	~ 167	-	-	-	-	-	-	-
Stage 2	-	~ 141	-	-	~ 10	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.8	3.9
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	768	-	-	-	-	617	-	-
HCM Lane V/C Ratio	0.122	-	-	-	-	0.469	-	-
HCM Control Delay (s)	10.3	0	-	-	-	15.9	0	-
HCM Lane LOS	B	A	-	-	-	C	A	-
HCM 95th %tile Q(veh)	0.4	-	-	-	-	2.5	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	147.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	69	88	1060	63	78	1272
Future Vol, veh/h	69	88	1060	63	78	1272
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	75	96	1152	68	85	1272

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2628	1186	0	0	1220	0
Stage 1	1186	-	-	-	-	-
Stage 2	1442	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 27	232	-	-	579	-
Stage 1	293	-	-	-	-	-
Stage 2	220	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 14	232	-	-	579	-
Mov Cap-2 Maneuver	~ 14	-	-	-	-	-
Stage 1	293	-	-	-	-	-
Stage 2	110	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 2371.5	0	0.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	30	579	-
HCM Lane V/C Ratio	-	-	5.688	0.146	-
HCM Control Delay (s)	-	-	$ 2371.5	12.3	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	20.7	0.5	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	1123	1339	0
Future Vol, veh/h	0	0	0	1123	1339	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	1182	1409	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2591	1409	1409	0	-	0
Stage 1	1409	-	-	-	-	-
Stage 2	1182	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	28	172	490	-	-	-
Stage 1	228	-	-	-	-	-
Stage 2	294	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	28	172	490	-	-	-
Mov Cap-2 Maneuver	28	-	-	-	-	-
Stage 1	228	-	-	-	-	-
Stage 2	294	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	490	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2093	176	92	1748	170	110
Future Volume (vph)	2093	176	92	1748	170	110
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	9.7	12.0	10.5	10.5
Total Split (s)	42.0	42.0	29.7	71.7	35.5	35.5
Total Split (%)	39.2%	39.2%	27.7%	66.9%	33.1%	33.1%
Yellow Time (s)	6.0	6.0	3.7	6.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.7	7.0	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	43.8	43.8	9.1	55.1	14.0	14.0
Actuated g/C Ratio	0.53	0.53	0.11	0.67	0.17	0.17
v/c Ratio	1.14	0.20	0.48	0.76	0.58	0.31
Control Delay	93.7	4.2	45.4	11.8	41.1	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.7	4.2	45.4	11.8	41.1	9.1
LOS	F	A	D	B	D	A
Approach Delay	86.8			13.5	28.5	
Approach LOS	F			B	C	

Intersection Summary	
Cycle Length: 107.2	
Actuated Cycle Length: 82	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay: 52.3	Intersection LOS: D
Intersection Capacity Utilization 86.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 52: McKinley & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2093	176	92	1748	170	110
Future Volume (veh/h)	2093	176	92	1748	170	110
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2203	185	97	1840	179	116
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1974	881	127	2472	245	218
Arrive On Green	0.55	0.55	0.07	0.68	0.14	0.14
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	2203	185	97	1840	179	116
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	38.0	4.1	3.7	22.8	6.6	4.7
Cycle Q Clear(g_c), s	38.0	4.1	3.7	22.8	6.6	4.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1974	881	127	2472	245	218
V/C Ratio(X)	1.12	0.21	0.76	0.74	0.73	0.53
Avail Cap(c_a), veh/h	1974	881	651	3360	781	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	8.1	31.8	7.0	28.8	28.0
Incr Delay (d2), s/veh	59.8	0.1	3.6	0.6	4.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.2	1.3	1.7	6.2	3.0	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	75.5	8.2	35.3	7.7	33.0	30.0
LnGrp LOS	F	A	D	A	C	C
Approach Vol, veh/h	2388			1937	295	
Approach Delay, s/veh	70.3			9.0	31.8	
Approach LOS	E			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.6	45.0				54.6	14.9
Change Period (Y+Rc), s	* 4.7	7.0				7.0	5.5
Max Green Setting (Gmax), s	* 25	35.0				64.7	30.0
Max Q Clear Time (g_c+I1), s	5.7	40.0				24.8	8.6
Green Ext Time (p_c), s	0.1	0.0				22.8	0.9

Intersection Summary	
HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	32.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	42	1563	595	343	1119	43	658	0	343	58	0	66
Future Vol, veh/h	42	1563	595	343	1119	43	658	0	343	58	0	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	42	1563	595	343	1119	43	658	0	343	58	0	66

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1162	0	0	2158	0	0	3191	3793	1079	2693	4069	581
Stage 1	-	-	-	-	-	-	1945	1945	-	1827	1827	-
Stage 2	-	-	-	-	-	-	1246	1848	-	866	2242	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	608	-	-	~ 252	-	-	~ 4	4	~ 217	~ 11	3	462
Stage 1	-	-	-	-	-	-	~ 68	113	-	81	129	-
Stage 2	-	-	-	-	-	-	~ 187	126	-	319	80	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	608	-	-	~ 252	-	-	-	0	~ 217	-	0	462
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	~ 68	113	-	81	0	-
Stage 2	-	-	-	-	-	-	-	0	-	-	80	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	102.9		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	608	-	-	~ 252	-	-	-
HCM Lane V/C Ratio	-	0.069	-	-	1.361	-	-	-
HCM Control Delay (s)	-	11.4	0	-	224.4	69.6	-	-
HCM Lane LOS	-	B	A	-	F	F	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-	18.4	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1939	19	0	1505	0	94
Future Vol, veh/h	1939	19	0	1505	0	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1939	19	0	1505	0	94

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	979
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	253
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	253
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

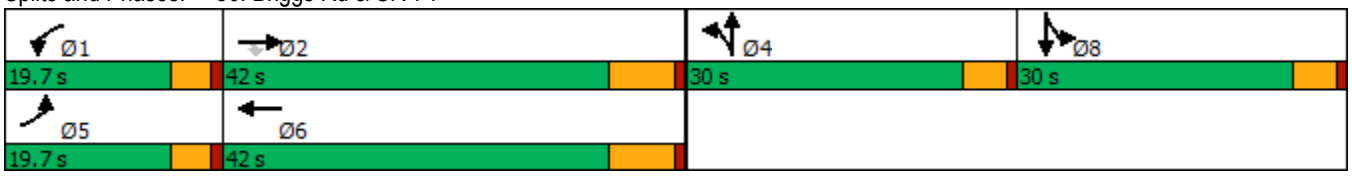
Approach	EB	WB	NB
HCM Control Delay, s	0	0	27.4
HCM LOS			D

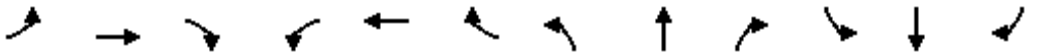
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	253	-	-	-
HCM Lane V/C Ratio	0.372	-	-	-
HCM Control Delay (s)	27.4	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	1.6	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	97	1503	431	292	1154	274	100	122	106
Future Volume (vph)	97	1503	431	292	1154	274	100	122	106
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Split	NA
Protected Phases	5	2		1	6	4	4	8	8
Permitted Phases			2						
Detector Phase	5	2	2	1	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	9.7	12.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	42.0	42.0	19.7	42.0	30.0	30.0	30.0	30.0
Total Split (%)	16.2%	34.5%	34.5%	16.2%	34.5%	24.7%	24.7%	24.7%	24.7%
Yellow Time (s)	3.7	6.0	6.0	3.7	6.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	10.7	35.2	35.2	15.1	39.7	22.4	22.4	16.2	16.2
Actuated g/C Ratio	0.10	0.32	0.32	0.14	0.36	0.20	0.20	0.15	0.15
v/c Ratio	0.61	1.42	0.56	1.29	1.03	0.82	0.87	0.50	0.70
Control Delay	64.2	227.2	5.8	197.9	70.1	61.5	55.1	50.6	52.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.2	227.2	5.8	197.9	70.1	61.5	55.1	50.6	52.5
LOS	E	F	A	F	E	E	E	D	D
Approach Delay		172.5			94.7		58.0		51.7
Approach LOS		F			F		E		D

Intersection Summary	
Cycle Length: 121.7	
Actuated Cycle Length: 110.8	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.42	
Intersection Signal Delay: 122.3	Intersection LOS: F
Intersection Capacity Utilization 102.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	1503	431	292	1154	65	274	100	230	122	106	75
Future Volume (veh/h)	97	1503	431	292	1154	65	274	100	230	122	106	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	105	1634	468	317	1254	71	298	109	250	133	115	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	131	1127	503	242	1297	73	404	113	260	248	140	100
Arrive On Green	0.07	0.31	0.31	0.13	0.37	0.37	0.22	0.22	0.22	0.14	0.14	0.14
Sat Flow, veh/h	1810	3610	1610	1810	3473	196	1810	509	1166	1810	1023	730
Grp Volume(v), veh/h	105	1634	468	317	651	674	298	0	359	133	0	197
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1865	1810	0	1675	1810	0	1753
Q Serve(g_s), s	6.4	35.0	31.6	15.0	39.6	39.8	17.2	0.0	23.8	7.7	0.0	12.2
Cycle Q Clear(g_c), s	6.4	35.0	31.6	15.0	39.6	39.8	17.2	0.0	23.8	7.7	0.0	12.2
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.70	1.00		0.42
Lane Grp Cap(c), veh/h	131	1127	503	242	674	696	404	0	374	248	0	240
V/C Ratio(X)	0.80	1.45	0.93	1.31	0.97	0.97	0.74	0.00	0.96	0.54	0.00	0.82
Avail Cap(c_a), veh/h	242	1127	503	242	674	696	404	0	374	404	0	391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.2	38.5	37.4	48.5	34.4	34.4	40.5	0.0	43.1	45.0	0.0	47.0
Incr Delay (d2), s/veh	4.2	207.2	23.8	165.4	26.1	26.1	7.0	0.0	36.3	1.8	0.0	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	47.6	15.5	17.9	21.8	22.6	8.4	0.0	13.5	3.6	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.3	245.8	61.1	214.0	60.5	60.5	47.5	0.0	79.3	46.8	0.0	53.9
LnGrp LOS	E	F	E	F	E	E	D	A	E	D	A	D
Approach Vol, veh/h		2207			1642			657			330	
Approach Delay, s/veh		197.6			90.1			64.9			51.1	
Approach LOS		F			F			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.7	42.0		30.0	12.8	48.9		20.4				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	35.0		25.0	* 15	35.0		25.0				
Max Q Clear Time (g_c+I1), s	17.0	37.0		25.8	8.4	41.8		14.2				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	0.0		1.1				

Intersection Summary		
HCM 6th Ctrl Delay		133.1
HCM 6th LOS		F

Notes

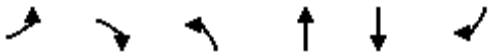
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	47	33	84	557	717	111
Future Volume (vph)	47	33	84	557	717	111
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	10.0	10.0	10.0
Minimum Split (s)	13.6	13.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	30.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	30.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	4.6	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	9.4	9.4	9.9	43.0	32.0	32.0
Actuated g/C Ratio	0.16	0.16	0.17	0.73	0.55	0.55
v/c Ratio	0.22	0.15	0.37	0.53	0.48	0.16
Control Delay	29.3	11.5	29.6	7.0	13.7	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.3	11.5	29.6	7.0	13.7	2.8
LOS	C	B	C	A	B	A
Approach Delay	22.0			9.9	12.2	
Approach LOS	C			A	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 58.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 11.8	Intersection LOS: B
Intersection Capacity Utilization 46.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 57: Briggs Rd & Heritage HS Dwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	47	33	84	557	717	111
Future Volume (veh/h)	47	33	84	557	717	111
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	44	112	743	956	148
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	229	204	175	1169	1525	680
Arrive On Green	0.13	0.13	0.10	0.62	0.42	0.42
Sat Flow, veh/h	1810	1610	1810	1900	3705	1610
Grp Volume(v), veh/h	63	44	112	743	956	148
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1805	1610
Q Serve(g_s), s	1.5	1.2	2.9	11.9	10.0	2.8
Cycle Q Clear(g_c), s	1.5	1.2	2.9	11.9	10.0	2.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	229	204	175	1169	1525	680
V/C Ratio(X)	0.27	0.22	0.64	0.64	0.63	0.22
Avail Cap(c_a), veh/h	920	818	769	2501	2872	1281
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	18.8	20.9	5.8	10.9	8.8
Incr Delay (d2), s/veh	0.6	0.5	3.8	0.6	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	1.3	2.9	3.2	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.6	19.4	24.7	6.4	11.3	9.0
LnGrp LOS	B	B	C	A	B	A
Approach Vol, veh/h	107			855	1104	
Approach Delay, s/veh	19.5			8.8	11.0	
Approach LOS	B			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		36.3		11.7	9.3	27.1
Change Period (Y+Rc), s		6.8		5.6	4.6	6.8
Max Green Setting (Gmax), s		63.2		24.4	20.4	38.2
Max Q Clear Time (g_c+I1), s		13.9		3.5	4.9	12.0
Green Ext Time (p_c), s		6.5		0.3	0.2	8.3

Intersection Summary	
HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	161.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	175	0	7	15	0	22	118	462	12	39	662	77
Future Vol, veh/h	175	0	7	15	0	22	118	462	12	39	662	77
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	199	0	8	17	0	25	134	525	14	44	752	88
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	17.4	13	119	233.9
HCM LOS	C	B	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	0%	96%	41%	5%
Vol Thru, %	80%	0%	0%	0%	85%
Vol Right, %	0%	100%	4%	59%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	580	12	182	37	778
LT Vol	118	0	175	15	39
Through Vol	462	0	0	0	662
RT Vol	0	12	7	22	77
Lane Flow Rate	659	14	207	42	884
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1.175	0.021	0.423	0.091	1.459
Departure Headway (Hd)	6.939	6.117	8.398	9.133	6.214
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	527	589	432	395	592
Service Time	4.639	3.817	6.398	7.133	4.214
HCM Lane V/C Ratio	1.25	0.024	0.479	0.106	1.493
HCM Control Delay	121.3	8.9	17.4	13	233.9
HCM Lane LOS	F	A	C	B	F
HCM 95th-tile Q	21.8	0.1	2.1	0.3	41

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	64	0	593	541	143
Future Vol, veh/h	0	64	0	593	541	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	64	0	593	541	143

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	613	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	496	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	496	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	496	-	-
HCM Lane V/C Ratio	-	0.129	-	-
HCM Control Delay (s)	-	13.3	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Intersection	
Int Delay, s/veh	52.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	3	53	38	2	38	136	481	52	37	508	58
Future Vol, veh/h	74	3	53	38	2	38	136	481	52	37	508	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	93	4	66	48	3	48	170	601	65	46	635	73

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1406	1770	672	1773	1774	333	708	0	0	666	0	0
Stage 1	764	764	-	974	974	-	-	-	-	-	-	-
Stage 2	642	1006	-	799	800	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	109	84	459	59	84	669	900	-	-	933	-	-
Stage 1	399	416	-	274	333	-	-	-	-	-	-	-
Stage 2	434	321	-	382	400	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 71	54	459	~ 35	54	669	900	-	-	933	-	-
Mov Cap-2 Maneuver	~ 71	54	-	~ 35	54	-	-	-	-	-	-	-
Stage 1	278	382	-	191	232	-	-	-	-	-	-	-
Stage 2	278	224	-	297	367	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 346.7	$ 385.5	2.7	0.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	900	-	-	107	66	933	-	-
HCM Lane V/C Ratio	0.189	-	-	1.519	1.477	0.05	-	-
HCM Control Delay (s)	9.9	1	-	$ 346.7	$ 385.5	9.1	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.7	-	-	12	8.3	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	67	0	669	476	124
Future Vol, veh/h	0	67	0	669	476	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	67	0	669	476	124

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	538	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	547	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	547	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	547	-	-
HCM Lane V/C Ratio	-	0.122	-	-
HCM Control Delay (s)	-	12.5	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	0	72	17	0	3	148	635	32	9	505	30
Future Vol, veh/h	31	0	72	17	0	3	148	635	32	9	505	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	31	0	72	17	0	3	148	635	32	9	505	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1152	1501	520	1521	1500	334	535	0	0	667	0	0
Stage 1	538	538	-	947	947	-	-	-	-	-	-	-
Stage 2	614	963	-	574	553	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	165	123	560	90	123	668	1043	-	-	932	-	-
Stage 1	531	526	-	285	342	-	-	-	-	-	-	-
Stage 2	451	337	-	507	518	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	134	94	560	64	94	668	1043	-	-	932	-	-
Mov Cap-2 Maneuver	134	94	-	64	94	-	-	-	-	-	-	-
Stage 1	410	519	-	220	264	-	-	-	-	-	-	-
Stage 2	347	261	-	436	511	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.6	70.8	2.2	0.1
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1043	-	-	134	560	74	932	-	-
HCM Lane V/C Ratio	0.142	-	-	0.231	0.129	0.27	0.01	-	-
HCM Control Delay (s)	9	0.7	-	39.8	12.4	70.8	8.9	0	-
HCM Lane LOS	A	A	-	E	B	F	A	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0.8	0.4	1	0	-	-

Intersection	
Intersection Delay, s/veh	104
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	123	694	56	106	487
Future Vol, veh/h	52	123	694	56	106	487
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	58	138	780	63	119	547
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	14	157	63.5
HCM LOS	B	F	F

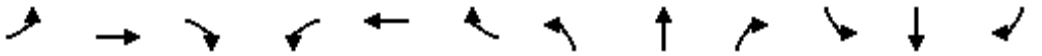
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	30%	18%
Vol Thru, %	93%	0%	82%
Vol Right, %	7%	70%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	750	175	593
LT Vol	0	52	106
Through Vol	694	0	487
RT Vol	56	123	0
Lane Flow Rate	843	197	666
Geometry Grp	1	1	1
Degree of Util (X)	1.282	0.357	1.012
Departure Headway (Hd)	5.476	7.118	5.903
Convergence, Y/N	Yes	Yes	Yes
Cap	657	509	620
Service Time	3.555	5.118	3.903
HCM Lane V/C Ratio	1.283	0.387	1.074
HCM Control Delay	157	14	63.5
HCM Lane LOS	F	B	F
HCM 95th-tile Q	32.4	1.6	15.7

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1012	313	733	1055	0	519
Future Volume (vph)	1012	313	733	1055	0	519
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		9.0	9.5	9.5	9.5
Total Split (s)	45.0		25.0	70.0	30.0	30.0
Total Split (%)	45.0%		25.0%	70.0%	30.0%	30.0%
Yellow Time (s)	4.0		3.5	4.0	4.0	4.0
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.0	4.5	4.5	4.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	C-Min	None	None
Act Effct Green (s)	34.5	100.0	21.6	60.1	30.9	30.9
Actuated g/C Ratio	0.34	1.00	0.22	0.60	0.31	0.31
v/c Ratio	0.82	0.20	1.90	0.49	0.72	0.89
Control Delay	35.7	0.3	426.2	24.6	41.0	45.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.7	0.3	426.2	24.6	41.0	45.7
LOS	D	A	F	C	D	D
Approach Delay	27.4			189.1	43.7	
Approach LOS	C			F	D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 68 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.90	
Intersection Signal Delay: 102.8	Intersection LOS: F
Intersection Capacity Utilization 101.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 68: I-215 SB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1012	313	733	1055	0	0	0	0	399	0	519
Future Volume (veh/h)	0	1012	313	733	1055	0	0	0	0	399	0	519
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1022	0	740	1066	0				403	0	524
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1462		380	2365	0				461	0	411
Arrive On Green	0.00	0.41	0.00	0.42	1.00	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1810	0	1610
Grp Volume(v), veh/h	0	1022	0	740	1066	0				403	0	524
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	23.5	0.0	21.0	0.0	0.0				21.3	0.0	25.5
Cycle Q Clear(g_c), s	0.0	23.5	0.0	21.0	0.0	0.0				21.3	0.0	25.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1462		380	2365	0				461	0	411
V/C Ratio(X)	0.00	0.70		1.95	0.45	0.00				0.87	0.00	1.28
Avail Cap(c_a), veh/h	0	1462		380	2365	0				461	0	411
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.58	0.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.7	0.0	29.0	0.0	0.0				35.7	0.0	37.3
Incr Delay (d2), s/veh	0.0	1.6	0.0	427.2	0.1	0.0				16.1	0.0	142.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.9	0.0	51.6	0.0	0.0				11.2	0.0	25.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	26.3	0.0	456.2	0.1	0.0				51.8	0.0	179.3
LnGrp LOS	A	C		F	A	A				D	A	F
Approach Vol, veh/h		1022			1806						927	
Approach Delay, s/veh		26.3			187.0						123.9	
Approach LOS		C			F						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.0	45.0		30.0		70.0
Change Period (Y+Rc), s	4.0	4.5		4.5		4.5
Max Green Setting (Gmax), s	21.0	40.5		25.5		65.5
Max Q Clear Time (g_c+I1), s	23.0	25.5		27.5		2.0
Green Ext Time (p_c), s	0.0	4.4		0.0		5.9

Intersection Summary	
HCM 6th Ctrl Delay	127.7
HCM 6th LOS	F

Notes

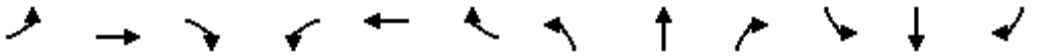
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	312	1099	1373	233	5	1008
Future Volume (vph)	312	1099	1373	233	5	1008
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	8.5	9.5	9.5		9.5	9.5
Total Split (s)	29.0	60.0	31.0		40.0	40.0
Total Split (%)	29.0%	60.0%	31.0%		40.0%	40.0%
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min		None	None
Act Effct Green (s)	21.3	55.5	30.7	100.0	35.5	35.5
Actuated g/C Ratio	0.21	0.56	0.31	1.00	0.36	0.36
v/c Ratio	0.84	0.57	1.28	0.15	0.68	1.68
Control Delay	61.8	8.8	162.7	0.2	33.8	336.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.8	8.8	162.7	0.2	33.8	336.9
LOS	E	A	F	A	C	F
Approach Delay		20.6	139.1		247.5	
Approach LOS		C	F		F	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.68	
Intersection Signal Delay: 136.3	Intersection LOS: F
Intersection Capacity Utilization 101.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 69: I-215 NB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	1099	0	0	1373	233	417	5	1008	0	0	0
Future Volume (veh/h)	312	1099	0	0	1373	233	417	5	1008	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	322	1133	0	0	1415	0	430	5	1039			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	349	2004	0	0	1182		635	7	572			
Arrive On Green	0.39	1.00	0.00	0.00	0.33	0.00	0.35	0.35	0.35			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1790	21	1610			
Grp Volume(v), veh/h	322	1133	0	0	1415	0	435	0	1039			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	17.0	0.0	0.0	0.0	32.7	0.0	20.4	0.0	35.5			
Cycle Q Clear(g_c), s	17.0	0.0	0.0	0.0	32.7	0.0	20.4	0.0	35.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	349	2004	0	0	1182		643	0	572			
V/C Ratio(X)	0.92	0.57	0.00	0.00	1.20		0.68	0.00	1.82			
Avail Cap(c_a), veh/h	461	2004	0	0	1182		643	0	572			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.46	0.46	0.00	0.00	0.39	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	30.0	0.0	0.0	0.0	33.6	0.0	27.4	0.0	32.3			
Incr Delay (d2), s/veh	9.9	0.5	0.0	0.0	92.3	0.0	2.8	0.0	374.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.4	0.1	0.0	0.0	28.8	0.0	9.0	0.0	72.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.9	0.5	0.0	0.0	125.9	0.0	30.2	0.0	407.1			
LnGrp LOS	D	A	A	A	F		C	A	F			
Approach Vol, veh/h		1455			1415			1474				
Approach Delay, s/veh		9.3			125.9			295.9				
Approach LOS		A			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.0			22.8	37.2		40.0				
Change Period (Y+Rc), s		4.5			3.5	4.5		4.5				
Max Green Setting (Gmax), s		55.5			25.5	26.5		35.5				
Max Q Clear Time (g_c+I1), s		2.0			19.0	34.7		37.5				
Green Ext Time (p_c), s		6.4			0.3	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	144.5
HCM 6th LOS	F

Notes

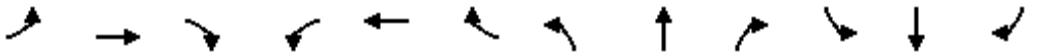
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	175	1696	37	1282	152	22	28	37	18
Future Volume (vph)	175	1696	37	1282	152	22	28	37	18
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases					4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	14.8	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	25.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	13.3	49.2	7.0	38.0	17.9	17.9	17.9	18.6	18.6
Actuated g/C Ratio	0.15	0.57	0.08	0.44	0.21	0.21	0.21	0.21	0.21
v/c Ratio	0.67	1.01	0.27	0.87	0.76	0.06	0.07	0.13	0.40
Control Delay	48.1	45.3	45.9	31.7	56.9	29.3	0.4	29.9	9.0
Queue Delay	0.0	32.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.1	77.7	45.9	31.7	56.9	29.3	0.4	29.9	9.0
LOS	D	E	D	C	E	C	A	C	A
Approach Delay		75.3		32.1		46.2			12.5
Approach LOS		E		C		D			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 87	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 55.1	Intersection LOS: E
Intersection Capacity Utilization 98.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 70: Encanto Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	1696	235	37	1282	24	152	22	28	37	18	170
Future Volume (veh/h)	175	1696	235	37	1282	24	152	22	28	37	18	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	184	1785	247	39	1349	25	160	23	29	39	19	179
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	222	1596	216	76	1519	28	267	485	406	422	40	377
Arrive On Green	0.12	0.50	0.50	0.04	0.42	0.42	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3195	432	1810	3626	67	1203	1900	1589	1374	157	1477
Grp Volume(v), veh/h	184	990	1042	39	671	703	160	23	29	39	0	198
Grp Sat Flow(s),veh/h/ln	1810	1805	1822	1810	1805	1888	1203	1900	1589	1374	0	1634
Q Serve(g_s), s	8.6	43.1	43.1	1.8	29.7	29.7	11.2	0.8	1.2	1.9	0.0	8.9
Cycle Q Clear(g_c), s	8.6	43.1	43.1	1.8	29.7	29.7	20.1	0.8	1.2	2.7	0.0	8.9
Prop In Lane	1.00		0.24	1.00		0.04	1.00		1.00	1.00		0.90
Lane Grp Cap(c), veh/h	222	902	910	76	756	791	267	485	406	422	0	417
V/C Ratio(X)	0.83	1.10	1.15	0.51	0.89	0.89	0.60	0.05	0.07	0.09	0.00	0.47
Avail Cap(c_a), veh/h	428	902	910	428	814	852	284	511	428	452	0	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.9	21.6	21.6	40.4	23.2	23.2	35.7	24.2	24.4	25.2	0.0	27.2
Incr Delay (d2), s/veh	3.0	60.4	78.3	2.0	11.2	10.8	3.1	0.0	0.1	0.1	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	31.1	35.9	0.8	13.2	13.7	3.4	0.4	0.4	0.6	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.9	82.0	99.9	42.4	34.3	34.0	38.8	24.2	24.4	25.3	0.0	28.0
LnGrp LOS	D	F	F	D	C	C	D	C	C	C	A	C
Approach Vol, veh/h		2216			1413			212			237	
Approach Delay, s/veh		86.9			34.4			35.3			27.6	
Approach LOS		F			C			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	49.2		28.8	15.2	42.2		28.8				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		* 6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		* 24				
Max Q Clear Time (g_c+I1), s	3.8	45.1		22.1	10.6	31.7		10.9				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.2	4.4		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		62.6	
HCM 6th LOS		E	

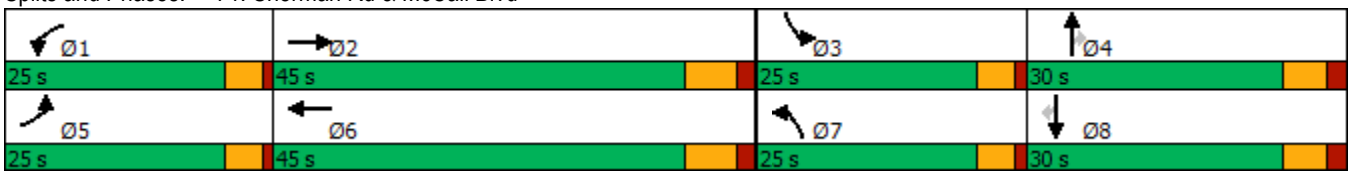
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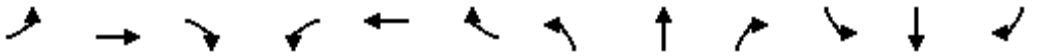
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	85	1619	48	1200	79	12	36	34	13	24
Future Volume (vph)	85	1619	48	1200	79	12	36	34	13	24
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4		3	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.8	10.6	16.8	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	8.7	48.7	7.3	45.0	9.1	9.7	9.7	6.8	8.2	8.2
Actuated g/C Ratio	0.11	0.61	0.09	0.57	0.11	0.12	0.12	0.09	0.10	0.10
v/c Ratio	0.45	0.81	0.31	0.64	0.40	0.06	0.13	0.23	0.07	0.09
Control Delay	43.7	24.1	42.5	20.0	42.1	35.8	0.9	41.8	38.7	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.7	24.1	42.5	20.0	42.1	35.8	0.9	41.8	38.7	0.7
LOS	D	C	D	B	D	D	A	D	D	A
Approach Delay		25.0		20.8		29.8			27.5	
Approach LOS		C		C		C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 79.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 23.6	Intersection LOS: C
Intersection Capacity Utilization 77.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 71: Sherman Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	1619	79	48	1200	31	79	12	36	34	13	24
Future Volume (veh/h)	85	1619	79	48	1200	31	79	12	36	34	13	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	1704	83	51	1263	33	83	13	38	36	14	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	120	1745	85	94	1737	45	117	228	193	76	185	156
Arrive On Green	0.07	0.50	0.50	0.05	0.48	0.48	0.06	0.12	0.12	0.04	0.10	0.10
Sat Flow, veh/h	1810	3505	170	1810	3594	94	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	89	873	914	51	634	662	83	13	38	36	14	25
Grp Sat Flow(s),veh/h/ln	1810	1805	1869	1810	1805	1883	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	3.7	36.1	36.9	2.1	21.5	21.5	3.4	0.5	1.6	1.5	0.5	1.1
Cycle Q Clear(g_c), s	3.7	36.1	36.9	2.1	21.5	21.5	3.4	0.5	1.6	1.5	0.5	1.1
Prop In Lane	1.00		0.09	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	120	899	931	94	872	910	117	228	193	76	185	156
V/C Ratio(X)	0.74	0.97	0.98	0.54	0.73	0.73	0.71	0.06	0.20	0.47	0.08	0.16
Avail Cap(c_a), veh/h	481	899	931	481	899	938	481	592	502	481	592	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	18.7	18.9	35.5	15.8	15.8	35.2	29.9	30.4	35.9	31.5	31.8
Incr Delay (d2), s/veh	3.3	23.1	25.1	1.8	2.9	2.8	2.9	0.1	0.5	1.7	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	17.5	18.9	0.9	7.8	8.1	1.6	0.2	0.6	0.7	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	41.8	44.0	37.3	18.7	18.6	38.1	30.0	30.9	37.6	31.7	32.2
LnGrp LOS	D	D	D	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		1876			1347			134			75	
Approach Delay, s/veh		42.7			19.3			35.2			34.7	
Approach LOS		D			B			D			C	

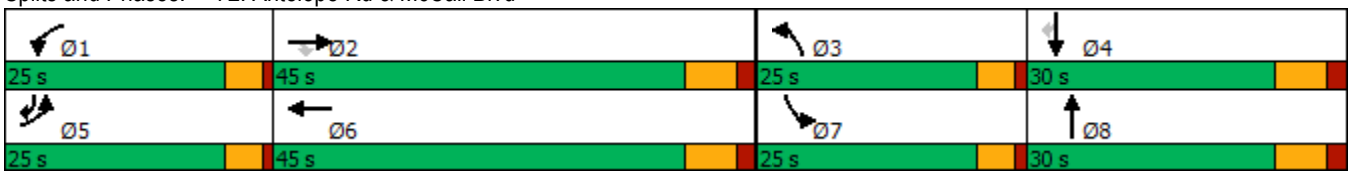
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	45.0	7.8	15.3	9.7	43.9	9.6	13.6
Change Period (Y+Rc), s	4.6	6.8	4.6	6.1	4.6	6.8	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.9	20.4	38.2	20.4	23.9
Max Q Clear Time (g_c+I1), s	4.1	38.9	3.5	3.6	5.7	23.5	5.4	3.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.1	6.7	0.1	0.1

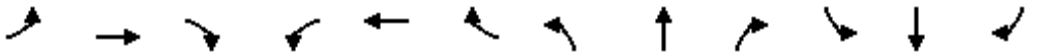
Intersection Summary	
HCM 6th Ctrl Delay	33.1
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	65	1465	57	32	1172	27	3	20	8	75
Future Volume (vph)	65	1465	57	32	1172	27	3	20	8	75
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8	7	4	5
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	5
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	16.8	16.8	10.6	16.8	10.6	14.8	10.6	14.8	10.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0	25.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%	20.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	6.8	4.6	6.8	4.6	6.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	7.6	52.2	52.2	6.6	44.6	9.0	8.3	6.4	8.3	13.0
Actuated g/C Ratio	0.11	0.73	0.73	0.09	0.62	0.13	0.12	0.09	0.12	0.18
v/c Ratio	0.35	0.59	0.05	0.20	0.56	0.12	0.21	0.13	0.04	0.22
Control Delay	38.5	13.3	0.5	37.8	14.5	32.8	15.5	37.6	35.0	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.5	13.3	0.5	37.8	14.5	32.8	15.5	37.6	35.0	8.6
LOS	D	B	A	D	B	C	B	D	C	A
Approach Delay		13.9			15.1		21.9		16.2	
Approach LOS		B			B		C		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 71.6	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 14.7	Intersection LOS: B
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 72: Antelope Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1465	57	32	1172	14	27	3	42	20	8	75
Future Volume (veh/h)	65	1465	57	32	1172	14	27	3	42	20	8	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	1542	60	34	1234	15	28	3	44	21	8	79
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	112	1799	802	75	1744	21	65	12	173	52	202	272
Arrive On Green	0.06	0.50	0.50	0.04	0.48	0.48	0.04	0.11	0.11	0.03	0.11	0.11
Sat Flow, veh/h	1810	3610	1610	1810	3653	44	1810	104	1522	1810	1900	1610
Grp Volume(v), veh/h	68	1542	60	34	610	639	28	0	47	21	8	79
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1892	1810	0	1626	1810	1900	1610
Q Serve(g_s), s	2.6	26.8	1.4	1.3	19.1	19.1	1.1	0.0	1.9	0.8	0.3	3.1
Cycle Q Clear(g_c), s	2.6	26.8	1.4	1.3	19.1	19.1	1.1	0.0	1.9	0.8	0.3	3.1
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.94	1.00		1.00
Lane Grp Cap(c), veh/h	112	1799	802	75	862	903	65	0	185	52	202	272
V/C Ratio(X)	0.61	0.86	0.07	0.46	0.71	0.71	0.43	0.00	0.25	0.41	0.04	0.29
Avail Cap(c_a), veh/h	515	1924	858	515	962	1009	515	0	526	515	615	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	15.7	9.4	33.6	14.8	14.8	33.8	0.0	29.0	34.2	28.7	26.0
Incr Delay (d2), s/veh	1.9	3.9	0.0	1.6	2.1	2.0	1.7	0.0	0.7	1.9	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	10.5	0.4	0.6	7.4	7.8	0.5	0.0	0.8	0.4	0.1	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	19.6	9.4	35.2	16.9	16.8	35.5	0.0	29.7	36.1	28.8	26.6
LnGrp LOS	C	B	A	D	B	B	D	A	C	D	C	C
Approach Vol, veh/h		1670			1283			75			108	
Approach Delay, s/veh		19.9			17.3			31.9			28.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	42.5	7.2	14.4	9.1	41.0	6.6	14.9
Change Period (Y+Rc), s	4.6	6.8	4.6	6.8	4.6	6.8	4.6	6.8
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.2	20.4	38.2	20.4	23.2
Max Q Clear Time (g_c+I1), s	3.3	28.8	3.1	5.1	4.6	21.1	2.8	3.9
Green Ext Time (p_c), s	0.0	6.9	0.0	0.2	0.1	8.1	0.0	0.2

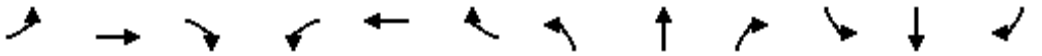
Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR	Ø1
Lane Configurations										
Traffic Volume (vph)	39	1389	1146	26	4	0	19	0	63	
Future Volume (vph)	39	1389	1146	26	4	0	19	0	63	
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm	NA	Perm	
Protected Phases	5	2	6			8		4		1
Permitted Phases				6	8		4		4	
Detector Phase	5	2	6	6	8	8	4	4	4	
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	10.0	8.0	8.0	21.0	21.0	21.0	6.0
Minimum Split (s)	10.6	17.2	17.2	17.2	13.6	13.6	26.6	26.6	26.6	10.6
Total Split (s)	40.0	60.0	45.0	45.0	40.0	40.0	40.0	40.0	40.0	25.0
Total Split (%)	32.0%	48.0%	36.0%	36.0%	32.0%	32.0%	32.0%	32.0%	32.0%	20%
Yellow Time (s)	3.6	5.2	5.2	5.2	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.6	7.2	7.2	7.2		5.6		5.6	5.6	
Lead/Lag	Lead	Lag	Lag	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	Min	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	7.0	61.0	53.7	53.7		18.2		21.2	21.2	
Actuated g/C Ratio	0.08	0.70	0.62	0.62		0.21		0.24	0.24	
v/c Ratio	0.31	1.19	0.59	0.03		0.01		0.06	0.15	
Control Delay	43.7	115.6	16.3	0.0		0.0		26.4	2.4	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	43.7	115.6	16.3	0.0		0.0		26.4	2.4	
LOS	D	F	B	A		A		C	A	
Approach Delay		113.7	16.0					8.0		
Approach LOS		F	B					A		

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 87.3	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay: 67.7	Intersection LOS: E
Intersection Capacity Utilization 101.6%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1389	5	0	1146	26	4	0	1	19	0	63
Future Volume (veh/h)	39	1389	5	0	1146	26	4	0	1	19	0	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	1578	6	0	1302	30	5	0	1	22	0	72
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	83	1181	4	2	1892	844	326	7	51	412	0	362
Arrive On Green	0.05	0.62	0.62	0.00	0.52	0.52	0.22	0.00	0.22	0.22	0.00	0.22
Sat Flow, veh/h	1810	1892	7	1810	3610	1610	1106	32	228	1454	0	1610
Grp Volume(v), veh/h	44	0	1584	0	1302	30	6	0	0	22	0	72
Grp Sat Flow(s),veh/h/ln	1810	0	1899	1810	1805	1610	1367	0	0	1454	0	1610
Q Serve(g_s), s	2.0	0.0	52.8	0.0	22.7	0.8	0.0	0.0	0.0	0.0	0.0	3.1
Cycle Q Clear(g_c), s	2.0	0.0	52.8	0.0	22.7	0.8	0.8	0.0	0.0	0.8	0.0	3.1
Prop In Lane	1.00		0.00	1.00		1.00	0.83		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	83	0	1185	2	1892	844	385	0	0	412	0	362
V/C Ratio(X)	0.53	0.00	1.34	0.00	0.69	0.04	0.02	0.00	0.00	0.05	0.00	0.20
Avail Cap(c_a), veh/h	757	0	1185	436	1892	844	637	0	0	674	0	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.5	0.0	15.9	0.0	15.0	9.8	25.5	0.0	0.0	25.7	0.0	26.6
Incr Delay (d2), s/veh	2.0	0.0	157.3	0.0	1.2	0.0	0.0	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	70.5	0.0	8.8	0.3	0.1	0.0	0.0	0.3	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	0.0	173.2	0.0	16.2	9.8	25.5	0.0	0.0	25.8	0.0	26.9
LnGrp LOS	D	A	F	A	B	A	C	A	A	C	A	C
Approach Vol, veh/h		1628			1332			6			94	
Approach Delay, s/veh		169.6			16.0			25.5			26.6	
Approach LOS		F			B			C			C	

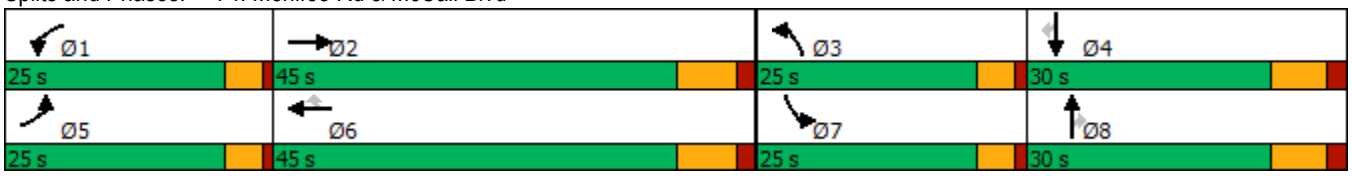
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	60.0		24.6	8.5	51.5		24.6				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	52.8		34.4	35.4	37.8		34.4				
Max Q Clear Time (g_c+I1), s	0.0	54.8		5.1	4.0	24.7		2.8				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	9.2		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		98.1	
HCM 6th LOS		F	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	525	693	26	409	94	165	535	58	153	492	598
Future Volume (vph)	525	693	26	409	94	165	535	58	153	492	598
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.5	10.6	17.5	17.5	10.6	15.2	15.2	10.6	15.2	15.2
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	20.4	38.2	6.1	19.3	19.3	14.2	23.6	23.6	13.6	23.0	23.0
Actuated g/C Ratio	0.20	0.38	0.06	0.19	0.19	0.14	0.23	0.23	0.13	0.23	0.23
v/c Ratio	0.80	0.71	0.13	0.64	0.25	0.70	0.68	0.13	0.68	0.64	0.92
Control Delay	49.4	30.7	49.8	42.4	6.6	57.2	41.5	0.6	56.8	40.9	33.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.4	30.7	49.8	42.4	6.6	57.2	41.5	0.6	56.8	40.9	33.6
LOS	D	C	D	D	A	E	D	A	E	D	C
Approach Delay		37.7		36.4			41.8			39.4	
Approach LOS		D		D			D			D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 100.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 38.8	Intersection LOS: D
Intersection Capacity Utilization 73.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	525	693	191	26	409	94	165	535	58	153	492	598
Future Volume (veh/h)	525	693	191	26	409	94	165	535	58	153	492	598
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	565	745	205	28	440	101	177	575	62	165	529	643
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	650	912	251	118	630	281	214	945	421	202	920	410
Arrive On Green	0.19	0.33	0.33	0.03	0.17	0.17	0.12	0.26	0.26	0.11	0.25	0.25
Sat Flow, veh/h	3510	2797	770	3510	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	565	481	469	28	440	101	177	575	62	165	529	643
Grp Sat Flow(s),veh/h/ln	1755	1805	1761	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	14.0	21.9	21.9	0.7	10.3	4.9	8.6	12.5	2.6	8.0	11.4	22.8
Cycle Q Clear(g_c), s	14.0	21.9	21.9	0.7	10.3	4.9	8.6	12.5	2.6	8.0	11.4	22.8
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	650	589	575	118	630	281	214	945	421	202	920	410
V/C Ratio(X)	0.87	0.82	0.82	0.24	0.70	0.36	0.83	0.61	0.15	0.82	0.58	1.57
Avail Cap(c_a), veh/h	800	756	738	800	1513	675	413	945	421	413	920	410
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	27.7	27.7	42.1	34.7	32.5	38.5	29.0	25.4	38.9	29.1	33.3
Incr Delay (d2), s/veh	7.5	5.5	5.6	0.4	1.4	0.8	3.1	1.1	0.2	3.1	0.9	266.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	10.0	9.8	0.3	4.5	2.0	3.9	5.4	1.0	3.7	5.0	39.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	33.2	33.3	42.5	36.1	33.3	41.6	30.1	25.5	42.0	30.0	300.2
LnGrp LOS	D	C	C	D	D	C	D	C	C	D	C	F
Approach Vol, veh/h		1515			569			814			1337	
Approach Delay, s/veh		36.8			35.9			32.3			161.4	
Approach LOS		D			D			C			F	

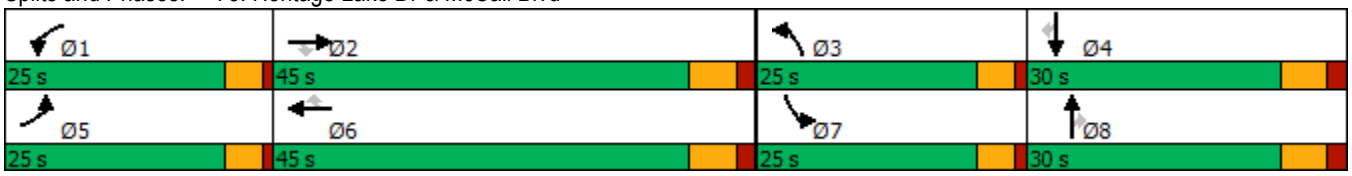
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	36.7	15.2	30.0	21.2	23.1	14.6	30.6
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	22.8	20.4	37.5	20.4	22.8
Max Q Clear Time (g_c+I1), s	2.7	23.9	10.6	24.8	16.0	12.3	10.0	14.5
Green Ext Time (p_c), s	0.0	5.3	0.2	0.0	0.6	3.4	0.2	2.6

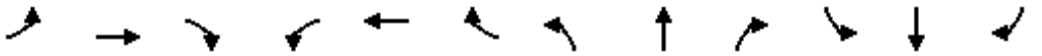
Intersection Summary	
HCM 6th Ctrl Delay	75.2
HCM 6th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	715	149	34	399	12	90	14	33	13	15	39
Future Volume (vph)	43	715	149	34	399	12	90	14	33	13	15	39
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.6	23.9	23.9	8.4	21.8	21.8	10.7	15.8	15.8	8.1	10.7	10.7
Actuated g/C Ratio	0.17	0.48	0.48	0.17	0.44	0.44	0.22	0.32	0.32	0.16	0.22	0.22
v/c Ratio	0.14	0.30	0.19	0.12	0.18	0.02	0.24	0.02	0.06	0.05	0.04	0.10
Control Delay	28.2	14.1	6.8	28.6	15.5	0.0	26.2	20.0	0.2	29.5	27.6	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.2	14.1	6.8	28.6	15.5	0.0	26.2	20.0	0.2	29.5	27.6	0.4
LOS	C	B	A	C	B	A	C	B	A	C	C	A
Approach Delay		13.6			16.1			19.3			12.3	
Approach LOS		B			B			B			B	

Intersection Summary			
Cycle Length: 125			
Actuated Cycle Length: 49.3			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.30			
Intersection Signal Delay: 14.7		Intersection LOS: B	
Intersection Capacity Utilization 45.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 75: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	715	149	34	399	12	90	14	33	13	15	39
Future Volume (veh/h)	43	715	149	34	399	12	90	14	33	13	15	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	753	157	36	420	13	95	15	35	14	16	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	101	1516	465	86	1471	457	159	375	317	38	248	207
Arrive On Green	0.06	0.29	0.29	0.05	0.28	0.28	0.09	0.20	0.20	0.02	0.13	0.13
Sat Flow, veh/h	1810	5187	1591	1810	5187	1610	1810	1900	1605	1810	1900	1586
Grp Volume(v), veh/h	45	753	157	36	420	13	95	15	35	14	16	41
Grp Sat Flow(s),veh/h/ln	1810	1729	1591	1810	1729	1610	1810	1900	1605	1810	1900	1586
Q Serve(g_s), s	1.2	6.0	3.9	1.0	3.1	0.3	2.5	0.3	0.9	0.4	0.4	1.1
Cycle Q Clear(g_c), s	1.2	6.0	3.9	1.0	3.1	0.3	2.5	0.3	0.9	0.4	0.4	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	101	1516	465	86	1471	457	159	375	317	38	248	207
V/C Ratio(X)	0.45	0.50	0.34	0.42	0.29	0.03	0.60	0.04	0.11	0.36	0.06	0.20
Avail Cap(c_a), veh/h	741	4021	1233	741	4021	1248	741	901	761	741	901	752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	14.6	13.8	23.1	13.9	12.9	21.8	16.2	16.4	24.0	19.0	19.3
Incr Delay (d2), s/veh	1.1	0.3	0.4	1.2	0.1	0.0	1.3	0.0	0.2	2.1	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.1	1.3	0.4	1.1	0.1	1.0	0.1	0.3	0.2	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	14.8	14.3	24.3	14.0	12.9	23.2	16.2	16.5	26.2	19.1	19.8
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		955			469			145			71	
Approach Delay, s/veh		15.2			14.8			20.9			20.9	
Approach LOS		B			B			C			C	

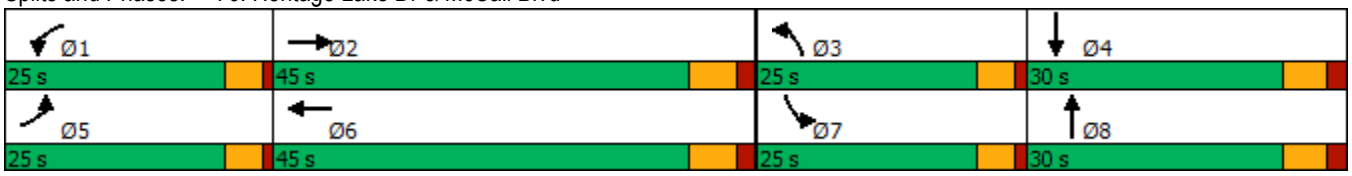
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	21.0	9.0	12.9	7.4	20.5	5.7	16.2
Change Period (Y+Rc), s	4.6	6.4	4.6	6.4	4.6	6.4	4.6	6.4
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.6	20.4	38.6	20.4	23.6
Max Q Clear Time (g_c+I1), s	3.0	8.0	4.5	3.1	3.2	5.1	2.4	2.9
Green Ext Time (p_c), s	0.0	6.6	0.1	0.1	0.0	3.1	0.0	0.1

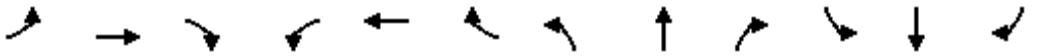
Intersection Summary	
HCM 6th Ctrl Delay	15.8
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	35	512	50	321	89	19	23	21
Future Volume (vph)	35	512	50	321	89	19	23	21
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0
Minimum Split (s)	10.6	16.4	10.6	16.4	10.6	14.1	10.6	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.1	3.6	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	4.6	6.4	4.6	6.1	4.6	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	7.1	22.7	7.5	24.9	9.5	12.4	6.9	9.1
Actuated g/C Ratio	0.14	0.44	0.15	0.48	0.18	0.24	0.13	0.18
v/c Ratio	0.15	0.32	0.20	0.15	0.29	0.18	0.10	0.13
Control Delay	28.2	15.0	27.8	13.4	26.5	11.3	28.8	18.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.2	15.0	27.8	13.4	26.5	11.3	28.8	18.6
LOS	C	B	C	B	C	B	C	B
Approach Delay		15.7		15.2		19.5		22.2
Approach LOS		B		B		B		C

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 51.7	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 16.3	Intersection LOS: B
Intersection Capacity Utilization 44.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 76: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	512	149	50	321	20	89	19	56	23	21	21
Future Volume (veh/h)	35	512	149	50	321	20	89	19	56	23	21	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	545	159	53	341	21	95	20	60	24	22	22
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	1065	303	114	1401	85	161	82	245	62	123	123
Arrive On Green	0.05	0.27	0.27	0.06	0.28	0.28	0.09	0.20	0.20	0.03	0.14	0.14
Sat Flow, veh/h	1810	4007	1139	1810	4999	304	1810	416	1249	1810	872	872
Grp Volume(v), veh/h	37	468	236	53	235	127	95	0	80	24	0	44
Grp Sat Flow(s),veh/h/ln	1810	1729	1687	1810	1729	1845	1810	0	1666	1810	0	1743
Q Serve(g_s), s	1.0	5.7	5.9	1.4	2.6	2.6	2.5	0.0	2.0	0.6	0.0	1.1
Cycle Q Clear(g_c), s	1.0	5.7	5.9	1.4	2.6	2.6	2.5	0.0	2.0	0.6	0.0	1.1
Prop In Lane	1.00		0.67	1.00		0.16	1.00		0.75	1.00		0.50
Lane Grp Cap(c), veh/h	88	919	449	114	969	517	161	0	326	62	0	246
V/C Ratio(X)	0.42	0.51	0.53	0.47	0.24	0.25	0.59	0.00	0.25	0.39	0.00	0.18
Avail Cap(c_a), veh/h	751	2715	1325	751	2715	1449	751	0	810	751	0	848
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.7	15.3	15.4	22.2	13.7	13.7	21.5	0.0	16.7	23.2	0.0	18.6
Incr Delay (d2), s/veh	1.2	0.4	1.0	1.1	0.1	0.2	1.3	0.0	0.4	1.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.0	2.1	0.6	0.9	1.0	1.0	0.0	0.7	0.3	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	15.8	16.4	23.3	13.8	13.9	22.8	0.0	17.1	24.7	0.0	18.9
LnGrp LOS	C	B	B	C	B	B	C	A	B	C	A	B
Approach Vol, veh/h		741			415			175			68	
Approach Delay, s/veh		16.4			15.0			20.2			21.0	
Approach LOS		B			B			C			C	

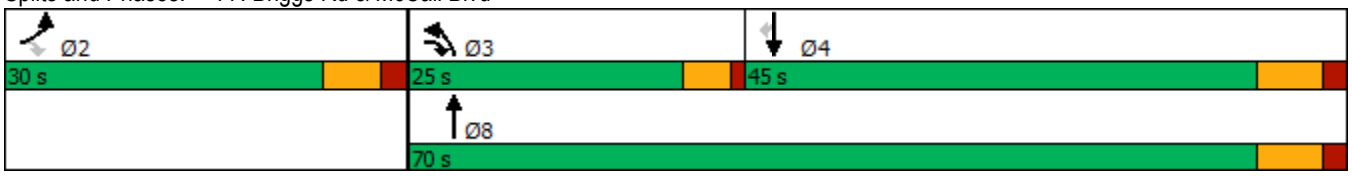
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	19.5	9.0	13.0	7.0	20.2	6.3	15.7
Change Period (Y+Rc), s	4.6	6.4	4.6	6.1	4.6	6.4	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.9	20.4	38.6	20.4	23.9
Max Q Clear Time (g_c+I1), s	3.4	7.9	4.5	3.1	3.0	4.6	2.6	4.0
Green Ext Time (p_c), s	0.0	5.2	0.1	0.1	0.0	2.4	0.0	0.3

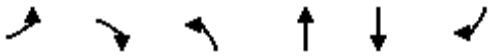
Intersection Summary	
HCM 6th Ctrl Delay	16.7
HCM 6th LOS	B

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	489	104	66	293	237	316
Future Volume (vph)	489	104	66	293	237	316
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	25.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	25.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	23.8	36.5	6.2	19.7	11.4	11.4
Actuated g/C Ratio	0.42	0.64	0.11	0.35	0.20	0.20
v/c Ratio	0.69	0.06	0.18	0.47	0.35	0.57
Control Delay	21.4	1.5	26.0	16.7	21.7	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.4	1.5	26.0	16.7	21.7	7.1
LOS	C	A	C	B	C	A
Approach Delay	17.9			18.4	13.4	
Approach LOS	B			B	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 56.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 16.4	Intersection LOS: B
Intersection Capacity Utilization 55.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	489	104	66	293	237	316
Future Volume (veh/h)	489	104	66	293	237	316
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	520	111	70	312	252	336
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	585	1119	252	827	1009	450
Arrive On Green	0.32	0.32	0.07	0.44	0.28	0.28
Sat Flow, veh/h	1810	2834	3510	1900	3705	1610
Grp Volume(v), veh/h	520	111	70	312	252	336
Grp Sat Flow(s),veh/h/ln	1810	1417	1755	1900	1805	1610
Q Serve(g_s), s	14.9	1.3	1.0	6.1	3.0	10.4
Cycle Q Clear(g_c), s	14.9	1.3	1.0	6.1	3.0	10.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	585	1119	252	827	1009	450
V/C Ratio(X)	0.89	0.10	0.28	0.38	0.25	0.75
Avail Cap(c_a), veh/h	781	1426	1309	2196	2522	1125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	10.4	24.0	10.4	15.3	17.9
Incr Delay (d2), s/veh	8.2	0.0	0.2	0.3	0.1	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	0.4	0.4	2.2	1.1	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.8	10.4	24.3	10.7	15.4	20.4
LnGrp LOS	C	B	C	B	B	C
Approach Vol, veh/h	631			382	588	
Approach Delay, s/veh	23.1			13.2	18.3	
Approach LOS	C			B	B	

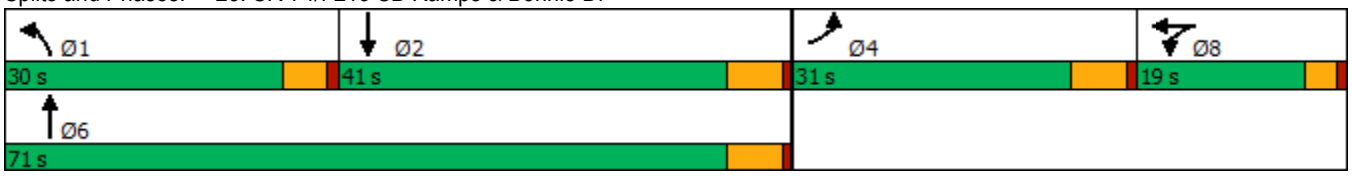
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		24.1	8.5	22.1		30.6
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s		16.9	3.0	12.4		8.1
Green Ext Time (p_c), s		0.8	0.1	2.9		2.1

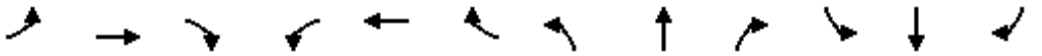
Intersection Summary	
HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	225	810	448	622	1405	67	
Future Volume (vph)	225	810	448	622	1405	67	
Turn Type	Prot	Free	Prot	NA	NA	Free	
Protected Phases	4		1	6	2		8
Permitted Phases		Free				Free	
Detector Phase	4		1	6	2		
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0
Minimum Split (s)	11.0		10.0	11.0	11.0		9.0
Total Split (s)	31.0		30.0	71.0	41.0		19.0
Total Split (%)	25.6%		24.8%	58.7%	33.9%		16%
Yellow Time (s)	5.0		4.0	5.0	5.0		3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	6.0		5.0	6.0	6.0		
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	15.8	93.0	25.1	65.2	35.1	93.0	
Actuated g/C Ratio	0.17	1.00	0.27	0.70	0.38	1.00	
v/c Ratio	0.74	0.50	0.92	0.47	1.96	0.04	
Control Delay	51.0	1.1	60.7	8.2	460.3	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	51.0	1.1	60.7	8.2	460.3	0.0	
LOS	D	A	E	A	F	A	
Approach Delay				30.2	439.4		
Approach LOS				C	F		

Intersection Summary	
Cycle Length: 121	
Actuated Cycle Length: 93	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.96	
Intersection Signal Delay: 193.3	Intersection LOS: F
Intersection Capacity Utilization 123.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	0	810	0	0	0	448	622	0	0	1405	67
Future Volume (veh/h)	225	0	810	0	0	0	448	622	0	0	1405	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	0	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	225	0	0	0	0	0	448	622	0	0	1405	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	0		0	3	0	500	1721	0	0	1046	
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.91	0.00	0.00	0.55	0.00
Sat Flow, veh/h		0		0	1900	0	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h		0.0		0	0	0	448	622	0	0	1405	0
Grp Sat Flow(s),veh/h/ln				0	1900	0	1810	1900	0	0	1900	1610
Q Serve(g_s), s				0.0	0.0	0.0	15.1	2.9	0.0	0.0	35.0	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	15.1	2.9	0.0	0.0	35.0	0.0
Prop In Lane				0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				0	3	0	500	1721	0	0	1046	
V/C Ratio(X)				0.00	0.00	0.00	0.90	0.36	0.00	0.00	1.34	
Avail Cap(c_a), veh/h				0	448	0	712	1942	0	0	1046	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	22.1	0.4	0.0	0.0	14.3	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	8.3	0.0	0.0	0.0	160.9	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.0	6.5	0.0	0.0	0.0	56.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	0.0	30.5	0.5	0.0	0.0	175.2	0.0
LnGrp LOS				A	A	A	C	A	A	A	F	
Approach Vol, veh/h					0			1070			1405	
Approach Delay, s/veh					0.0			13.0			175.2	
Approach LOS								B			F	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	22.6	41.0				63.6		0.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		4.0				
Max Green Setting (Gmax), s	25.0	35.0				65.0		15.0				
Max Q Clear Time (g_c+I1), s	17.1	37.0				4.9		0.0				
Green Ext Time (p_c), s	0.4	0.0				2.3		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		105.1
HCM 6th LOS		F

Notes

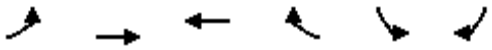
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	23	2193	1054	1693	310
Future Volume (vph)	23	2193	1054	1693	310
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	30.3	70.6	40.3		40.4
Total Split (%)	27.3%	63.6%	36.3%		36.4%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	6.0	65.9	61.2	98.4	21.8
Actuated g/C Ratio	0.06	0.67	0.62	1.00	0.22
v/c Ratio	0.21	0.91	0.47	1.05	0.81
Control Delay	50.3	22.0	13.0	40.8	52.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	22.0	13.0	40.8	52.1
LOS	D	C	B	D	D
Approach Delay		22.3	30.1		52.1
Approach LOS		C	C		D

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 98.4	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 28.2	Intersection LOS: C
Intersection Capacity Utilization 87.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 29: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	23	2193	1054	1693	310	16
Future Volume (veh/h)	23	2193	1054	1693	310	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	2193	1054	0	310	16
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	45	2421	2108		349	18
Arrive On Green	0.02	0.67	0.58	0.00	0.20	0.20
Sat Flow, veh/h	1810	3705	3705	1610	1705	88
Grp Volume(v), veh/h	23	2193	1054	0	327	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1799	0
Q Serve(g_s), s	1.1	43.4	14.6	0.0	15.1	0.0
Cycle Q Clear(g_c), s	1.1	43.4	14.6	0.0	15.1	0.0
Prop In Lane	1.00			1.00	0.95	0.05
Lane Grp Cap(c), veh/h	45	2421	2108		368	0
V/C Ratio(X)	0.52	0.91	0.50		0.89	0.00
Avail Cap(c_a), veh/h	531	2766	2108		741	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	41.1	11.8	10.4	0.0	32.9	0.0
Incr Delay (d2), s/veh	3.4	4.0	0.1	0.0	2.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	12.6	4.5	0.0	6.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.5	15.8	10.5	0.0	35.8	0.0
LnGrp LOS	D	B	B		D	A
Approach Vol, veh/h		2216	1054		327	
Approach Delay, s/veh		16.1	10.5		35.8	
Approach LOS		B	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		62.5		22.8	7.4	55.1
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		65.3		35.1	25.0	35.0
Max Q Clear Time (g_c+I1), s		45.4		17.1	3.1	16.6
Green Ext Time (p_c), s		11.7		0.4	0.0	4.2

Intersection Summary	
HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

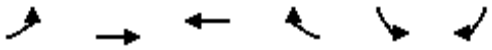
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	504	1999	2131	61	618
Future Volume (vph)	504	1999	2131	61	618
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.0	11.0	9.5	9.5
Total Split (s)	24.0	65.0	41.0	24.5	24.5
Total Split (%)	26.8%	72.6%	45.8%	27.4%	27.4%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	20.0	59.1	35.1	18.2	18.2
Actuated g/C Ratio	0.23	0.67	0.40	0.21	0.21
v/c Ratio	1.22	0.82	1.52	0.16	0.96
Control Delay	153.4	14.8	262.3	29.4	40.7
Queue Delay	0.0	0.4	0.0	0.0	0.0
Total Delay	153.4	15.2	262.3	29.4	40.7
LOS	F	B	F	C	D
Approach Delay		43.0	262.3	39.7	
Approach LOS		D	F	D	

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 87.8	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.52	
Intersection Signal Delay: 131.9	Intersection LOS: F
Intersection Capacity Utilization 107.8%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 30: SR-74 & Trumble Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	504	1999	2131	53	61	618
Future Volume (veh/h)	504	1999	2131	53	61	618
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	504	1999	2131	53	61	618
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	404	2380	1408	35	404	360
Arrive On Green	0.22	0.66	0.39	0.39	0.22	0.22
Sat Flow, veh/h	1810	3705	3695	89	1810	1610
Grp Volume(v), veh/h	504	1999	1064	1120	61	618
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1884	1810	1610
Q Serve(g_s), s	20.0	37.8	35.0	35.0	2.4	20.0
Cycle Q Clear(g_c), s	20.0	37.8	35.0	35.0	2.4	20.0
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	404	2380	706	737	404	360
V/C Ratio(X)	1.25	0.84	1.51	1.52	0.15	1.72
Avail Cap(c_a), veh/h	404	2380	706	737	404	360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	11.6	27.3	27.3	27.9	34.8
Incr Delay (d2), s/veh	130.1	2.9	235.7	241.1	0.1	334.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.7	11.4	59.4	63.1	1.0	49.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	164.8	14.5	262.9	268.3	28.0	369.2
LnGrp LOS	F	B	F	F	C	F
Approach Vol, veh/h		2503	2184		679	
Approach Delay, s/veh		44.8	265.7		338.6	
Approach LOS		D	F		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		65.0		24.5	24.0	41.0
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		59.0		20.0	20.0	35.0
Max Q Clear Time (g_c+I1), s		39.8		22.0	22.0	37.0
Green Ext Time (p_c), s		13.8		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	171.9
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	38.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2083	1868	475	0	371
Future Vol, veh/h	0	2083	1868	475	0	371
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	2083	1868	475	0	371

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1172
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	~ 188
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 188
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	$ 498.1
HCM LOS			F

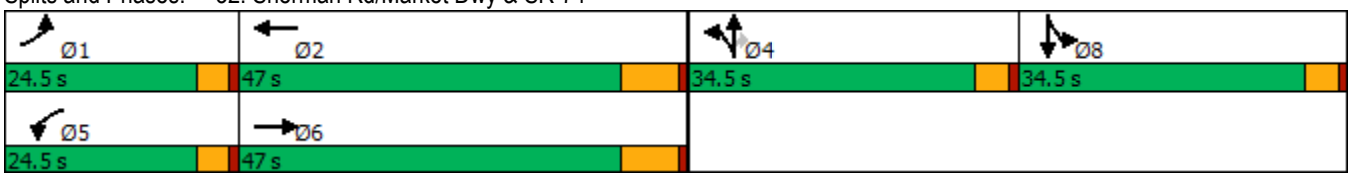
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	188
HCM Lane V/C Ratio	-	-	-	1.973
HCM Control Delay (s)	-	-	-	$ 498.1
HCM Lane LOS	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	27.9

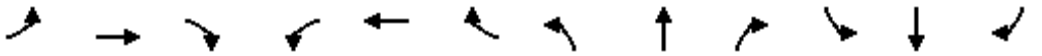
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	17	1813	269	1875	3	255	12
Future Volume (vph)	17	1813	269	1875	3	255	12
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases						4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	12.0	9.5	12.0	9.5	9.5	9.5
Total Split (s)	24.5	47.0	24.5	47.0	34.5	34.5	34.5
Total Split (%)	17.4%	33.5%	17.4%	33.5%	24.6%	24.6%	24.6%
Yellow Time (s)	3.5	6.0	3.5	6.0	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	4.5	7.0	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	5.8	40.1	20.0	60.3	30.1	30.1	6.0
Actuated g/C Ratio	0.05	0.36	0.18	0.54	0.27	0.27	0.05
v/c Ratio	0.18	1.63	0.84	0.98	0.96	0.46	0.24
Control Delay	57.5	316.3	68.8	42.8	75.4	15.3	52.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.5	316.3	68.8	42.8	75.4	15.3	52.0
LOS	E	F	E	D	E	B	D
Approach Delay		314.2		46.1	54.2		52.0
Approach LOS		F		D	D		D

Intersection Summary	
Cycle Length: 140.5	
Actuated Cycle Length: 112.7	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.63	
Intersection Signal Delay: 159.4	Intersection LOS: F
Intersection Capacity Utilization 118.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 32: Sherman Rd/Market Dwy & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1813	253	269	1875	9	463	3	255	8	12	4
Future Volume (veh/h)	17	1813	253	269	1875	9	463	3	255	8	12	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	17	1813	253	269	1875	9	463	3	255	8	12	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	33	1143	155	298	1861	9	484	3	433	14	21	7
Arrive On Green	0.02	0.36	0.36	0.16	0.51	0.51	0.27	0.27	0.27	0.02	0.02	0.02
Sat Flow, veh/h	1810	3184	433	1810	3684	18	1798	12	1610	605	908	303
Grp Volume(v), veh/h	17	1007	1059	269	918	966	466	0	255	24	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1811	1810	1805	1897	1810	0	1610	1815	0	0
Q Serve(g_s), s	1.0	40.0	40.0	16.3	56.3	56.3	28.2	0.0	15.3	1.5	0.0	0.0
Cycle Q Clear(g_c), s	1.0	40.0	40.0	16.3	56.3	56.3	28.2	0.0	15.3	1.5	0.0	0.0
Prop In Lane	1.00		0.24	1.00		0.01	0.99		1.00	0.33		0.17
Lane Grp Cap(c), veh/h	33	648	650	298	912	958	487	0	433	43	0	0
V/C Ratio(X)	0.51	1.55	1.63	0.90	1.01	1.01	0.96	0.00	0.59	0.56	0.00	0.00
Avail Cap(c_a), veh/h	325	648	650	325	912	958	487	0	433	489	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	54.2	35.7	35.7	45.7	27.6	27.6	40.1	0.0	35.4	53.9	0.0	0.0
Incr Delay (d2), s/veh	4.5	256.8	290.5	24.7	31.5	31.2	29.7	0.0	1.4	4.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	62.4	68.7	9.3	30.9	32.4	16.4	0.0	6.1	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.7	292.5	326.2	70.4	59.1	58.7	69.8	0.0	36.8	58.1	0.0	0.0
LnGrp LOS	E	F	F	E	F	F	E	A	D	E	A	A
Approach Vol, veh/h		2083			2153			721			24	
Approach Delay, s/veh		307.8			60.4			58.1			58.1	
Approach LOS		F			E			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	63.3		34.5	22.8	47.0		7.1				
Change Period (Y+Rc), s	4.5	7.0		4.5	4.5	7.0		4.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	3.0	58.3		30.2	18.3	42.0		3.5				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	0.0		0.0				

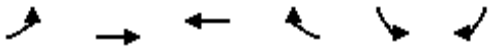
Intersection Summary			
HCM 6th Ctrl Delay		163.5	
HCM 6th LOS		F	

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	84	1879	2003	161
Future Volume (vph)	84	1879	2003	161
Turn Type	Prot	NA	NA	Prot
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	11.0	9.7
Total Split (s)	24.7	65.7	41.0	24.7
Total Split (%)	27.3%	72.7%	45.4%	27.3%
Yellow Time (s)	3.7	5.0	5.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	6.0	4.7
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Min	Min	None
Act Effct Green (s)	9.3	54.8	43.3	14.4
Actuated g/C Ratio	0.12	0.68	0.54	0.18
v/c Ratio	0.40	0.76	1.15	0.66
Control Delay	40.7	11.4	95.9	38.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	40.7	11.4	95.9	38.8
LOS	D	B	F	D
Approach Delay		12.7	95.9	38.8
Approach LOS		B	F	D

Intersection Summary	
Cycle Length: 90.4	
Actuated Cycle Length: 80.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 55.9	Intersection LOS: E
Intersection Capacity Utilization 91.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 33: SR-74 & Antelope Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	1879	2003	215	161	59
Future Volume (veh/h)	84	1879	2003	215	161	59
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	84	1879	2003	215	161	59
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	111	2480	1833	193	198	73
Arrive On Green	0.06	0.69	0.56	0.56	0.16	0.16
Sat Flow, veh/h	1810	3705	3390	347	1276	468
Grp Volume(v), veh/h	84	1879	1081	1137	221	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1837	1752	0
Q Serve(g_s), s	3.1	23.1	37.8	37.8	8.3	0.0
Cycle Q Clear(g_c), s	3.1	23.1	37.8	37.8	8.3	0.0
Prop In Lane	1.00			0.19	0.73	0.27
Lane Grp Cap(c), veh/h	111	2480	1004	1022	272	0
V/C Ratio(X)	0.76	0.76	1.08	1.11	0.81	0.00
Avail Cap(c_a), veh/h	533	3174	1004	1022	516	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.4	6.9	15.1	15.1	27.7	0.0
Incr Delay (d2), s/veh	9.9	0.8	51.2	64.4	5.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	6.2	26.7	31.0	3.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.3	7.7	66.3	79.5	33.5	0.0
LnGrp LOS	D	A	F	F	C	A
Approach Vol, veh/h		1963	2218		221	
Approach Delay, s/veh		9.2	73.0		33.5	
Approach LOS		A	E		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		52.6		15.3	8.9	43.8
Change Period (Y+Rc), s		6.0		* 4.7	* 4.7	6.0
Max Green Setting (Gmax), s		59.7		* 20	* 20	35.0
Max Q Clear Time (g_c+I1), s		25.1		10.3	5.1	39.8
Green Ext Time (p_c), s		21.6		0.4	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	42.6
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

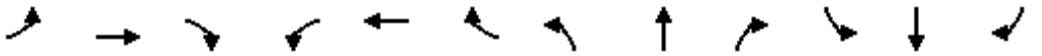
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	104	1789	218	1962	176	103	383	68	148
Future Volume (vph)	104	1789	218	1962	176	103	383	68	148
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	9.7	9.7	9.7	9.7	9.7
Total Split (s)	24.7	42.0	24.7	42.0	24.7	24.7	24.7	24.7	24.7
Total Split (%)	27.0%	46.0%	27.0%	46.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Yellow Time (s)	3.7	6.0	3.7	6.0	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	9.2	35.3	14.1	42.6	17.2	17.2	17.2	17.2	17.2
Actuated g/C Ratio	0.11	0.42	0.17	0.51	0.21	0.21	0.21	0.21	0.21
v/c Ratio	0.52	1.25	0.71	1.08	0.79	0.26	0.60	0.25	0.33
Control Delay	45.6	143.8	46.4	70.6	58.0	30.3	7.8	31.1	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.6	143.8	46.4	70.6	58.0	30.3	7.8	31.1	17.4
LOS	D	F	D	E	E	C	A	C	B
Approach Delay		138.7		68.2		24.6			20.3
Approach LOS		F		E		C			C

Intersection Summary	
Cycle Length: 91.4	
Actuated Cycle Length: 83.2	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.25	
Intersection Signal Delay: 86.9	Intersection LOS: F
Intersection Capacity Utilization 100.2%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 34: Palomar Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	1789	118	218	1962	33	176	103	383	68	148	108
Future Volume (veh/h)	104	1789	118	218	1962	33	176	103	383	68	148	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	104	1789	118	218	1962	33	176	103	383	68	148	108
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	134	1445	94	259	1776	30	288	456	387	268	492	337
Arrive On Green	0.07	0.42	0.42	0.14	0.49	0.49	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	3440	225	1810	3633	61	1141	1900	1610	924	2051	1402
Grp Volume(v), veh/h	104	930	977	218	972	1023	176	103	383	68	129	127
Grp Sat Flow(s),veh/h/ln	1810	1805	1860	1810	1805	1889	1141	1900	1610	924	1805	1648
Q Serve(g_s), s	4.7	35.0	35.0	9.8	40.7	40.7	12.5	3.6	19.8	5.3	4.9	5.3
Cycle Q Clear(g_c), s	4.7	35.0	35.0	9.8	40.7	40.7	17.8	3.6	19.8	8.9	4.9	5.3
Prop In Lane	1.00		0.12	1.00		0.03	1.00		1.00	1.00		0.85
Lane Grp Cap(c), veh/h	134	758	781	259	882	923	288	456	387	268	433	396
V/C Ratio(X)	0.77	1.23	1.25	0.84	1.10	1.11	0.61	0.23	0.99	0.25	0.30	0.32
Avail Cap(c_a), veh/h	434	758	781	434	882	923	288	456	387	268	433	396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	24.2	24.2	34.8	21.3	21.3	33.4	25.4	31.6	29.0	25.9	26.1
Incr Delay (d2), s/veh	3.6	113.3	123.3	3.0	62.0	63.8	3.3	0.2	43.2	0.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	37.7	41.0	4.4	30.6	32.5	3.6	1.6	12.0	1.2	2.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	137.4	147.4	37.8	83.3	85.1	36.7	25.6	74.7	29.4	26.2	26.4
LnGrp LOS	D	F	F	D	F	F	D	C	E	C	C	C
Approach Vol, veh/h		2011			2213			662			324	
Approach Delay, s/veh		137.3			79.7			57.0			26.9	
Approach LOS		F			E			E			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.6	42.0		24.7	10.9	47.7		24.7				
Change Period (Y+Rc), s	* 4.7	7.0		* 4.7	* 4.7	7.0		* 4.7				
Max Green Setting (Gmax), s	* 20	35.0		* 20	* 20	35.0		* 20				
Max Q Clear Time (g_c+I1), s	11.8	37.0		10.9	6.7	42.7		21.8				
Green Ext Time (p_c), s	0.2	0.0		1.0	0.1	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		95.8	
HCM 6th LOS		F	

Notes

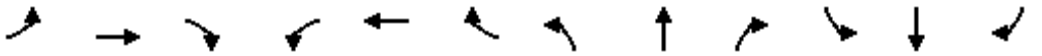
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1471	712	437	1295	1	507
Future Volume (vph)	1471	712	437	1295	1	507
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	10.0	10.0
Total Split (s)	46.0	46.0	35.0	81.0	35.0	35.0
Total Split (%)	39.7%	39.7%	30.2%	69.8%	30.2%	30.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	40.0	40.0	29.4	74.4	30.0	30.0
Actuated g/C Ratio	0.35	0.35	0.25	0.64	0.26	0.26
v/c Ratio	2.24	0.98	0.95	0.56	0.46	1.07
Control Delay	582.7	54.5	74.6	12.5	39.9	95.3
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay	582.7	54.5	74.6	12.8	39.9	95.3
LOS	F	D	E	B	D	F
Approach Delay	410.4			28.4	78.7	
Approach LOS	F			C	E	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 115.4	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.24	
Intersection Signal Delay: 216.0	Intersection LOS: F
Intersection Capacity Utilization 140.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 39: I-215 SB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1471	712	437	1295	0	0	0	0	215	1	507
Future Volume (veh/h)	0	1471	712	437	1295	0	0	0	0	215	1	507
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1471	712	437	1295	0				215	1	507
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	658	558	462	2328	0				468	2	418
Arrive On Green	0.00	0.35	0.35	0.26	0.64	0.00				0.26	0.26	0.26
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1802	8	1610
Grp Volume(v), veh/h	0	1471	712	437	1295	0				216	0	507
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	40.0	40.0	27.4	22.9	0.0				11.6	0.0	30.0
Cycle Q Clear(g_c), s	0.0	40.0	40.0	27.4	22.9	0.0				11.6	0.0	30.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	658	558	462	2328	0				470	0	418
V/C Ratio(X)	0.00	2.24	1.28	0.95	0.56	0.00				0.46	0.00	1.21
Avail Cap(c_a), veh/h	0	658	558	470	2344	0				470	0	418
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	37.7	37.7	42.2	11.3	0.0				35.9	0.0	42.7
Incr Delay (d2), s/veh	0.0	560.8	137.9	28.1	0.3	0.0				0.7	0.0	115.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	119.6	35.8	15.0	7.5	0.0				5.1	0.0	25.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	598.5	175.7	70.3	11.6	0.0				36.6	0.0	158.5
LnGrp LOS	A	F	F	E	B	A				D	A	F
Approach Vol, veh/h		2183			1732						723	
Approach Delay, s/veh		460.6			26.4						122.1	
Approach LOS		F			C						F	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	34.5	46.0				80.5		35.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	29.4	42.0				24.9		32.0				
Green Ext Time (p_c), s	0.1	0.0				11.0		0.0				

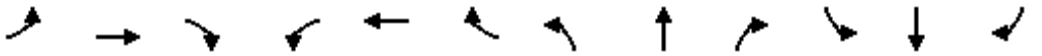
Intersection Summary			
HCM 6th Ctrl Delay		245.7	
HCM 6th LOS		F	

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	358	1328	1272	1	466
Future Volume (vph)	358	1328	1272	1	466
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	26.7	75.0	43.3	30.0	30.0
Actuated g/C Ratio	0.23	0.65	0.37	0.26	0.26
v/c Ratio	0.86	1.08	2.18	0.99	0.99
Control Delay	63.2	72.7	555.9	82.0	74.5
Queue Delay	0.0	8.0	0.0	0.0	0.0
Total Delay	63.2	80.7	555.9	82.0	74.5
LOS	E	F	F	F	E
Approach Delay		77.0	555.9	78.2	
Approach LOS		E	F	E	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 116	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.18	
Intersection Signal Delay: 253.3	Intersection LOS: F
Intersection Capacity Utilization 140.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	358	1328	0	0	1272	247	460	1	466	0	0	0
Future Volume (veh/h)	358	1328	0	0	1272	247	460	1	466	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	358	1328	0	0	1272	247	460	1	466			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	390	1228	0	0	600	117	467	1	416			
Arrive On Green	0.22	0.65	0.00	0.00	0.39	0.39	0.26	0.26	0.26			
Sat Flow, veh/h	1810	1900	0	0	1546	300	1806	4	1610			
Grp Volume(v), veh/h	358	1328	0	0	0	1519	461	0	466			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1846	1810	0	1610			
Q Serve(g_s), s	22.5	75.0	0.0	0.0	0.0	45.0	29.4	0.0	30.0			
Cycle Q Clear(g_c), s	22.5	75.0	0.0	0.0	0.0	45.0	29.4	0.0	30.0			
Prop In Lane	1.00		0.00	0.00		0.16	1.00		1.00			
Lane Grp Cap(c), veh/h	390	1228	0	0	0	717	468	0	416			
V/C Ratio(X)	0.92	1.08	0.00	0.00	0.00	2.12	0.98	0.00	1.12			
Avail Cap(c_a), veh/h	468	1228	0	0	0	717	468	0	416			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	44.5	20.5	0.0	0.0	0.0	35.5	42.8	0.0	43.0			
Incr Delay (d2), s/veh	21.0	50.6	0.0	0.0	0.0	508.7	37.6	0.0	80.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	11.8	42.9	0.0	0.0	0.0	119.7	17.7	0.0	21.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	71.1	0.0	0.0	0.0	544.2	80.3	0.0	123.6			
LnGrp LOS	E	F	A	A	A	F	F	A	F			
Approach Vol, veh/h		1686			1519			927				
Approach Delay, s/veh		69.9			544.2			102.1				
Approach LOS		E			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		81.0			30.0	51.0		35.0				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		77.0			24.5	47.0		32.0				
Green Ext Time (p_c), s		0.0			0.5	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			251.5									
HCM 6th LOS			F									

Intersection	
Int Delay, s/veh	2197.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1289	505	71	1003	516	114
Future Vol, veh/h	1289	505	71	1003	516	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1289	505	71	1003	516	114

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1794	0	2687	1542
Stage 1	-	-	-	-	1542	-
Stage 2	-	-	-	-	1145	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	349	-	~ 24	143
Stage 1	-	-	-	-	~ 196	-
Stage 2	-	-	-	-	~ 306	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	349	-	~ 19	143
Mov Cap-2 Maneuver	-	-	-	-	~ 19	-
Stage 1	-	-	-	-	~ 196	-
Stage 2	-	-	-	-	~ 244	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	$ 12197.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	23	-	-	349	-
HCM Lane V/C Ratio	27.391	-	-	0.203	-
HCM Control Delay (s)	$ 12197.9	-	-	17.9	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	78.9	-	-	0.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	452.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	372	872	19	31	607	65	69	0	140	9	34	313
Future Vol, veh/h	372	872	19	31	607	65	69	0	140	9	34	313
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	372	872	19	31	607	65	69	0	140	9	34	313

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	672	0	0	891	0	0	2501	2360	882	2398	2337	640
Stage 1	-	-	-	-	-	-	1626	1626	-	702	702	-
Stage 2	-	-	-	-	-	-	875	734	-	1696	1635	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	928	-	-	769	-	-	~ 20	36	348	23	37	479
Stage 1	-	-	-	-	-	-	130	162	-	432	443	-
Stage 2	-	-	-	-	-	-	347	429	-	119	161	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	928	-	-	769	-	-	-	7	348	~ 4	~ 7	479
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	7	-	~ 4	~ 7	-
Stage 1	-	-	-	-	-	-	~ 26	33	-	88	414	-
Stage 2	-	-	-	-	-	-	103	401	-	14	~ 33	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.4	0.4		$ 3203.2
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	928	-	-	769	-	-	46
HCM Lane V/C Ratio	-	0.401	-	-	0.04	-	-	7.739
HCM Control Delay (s)	-	11.4	0	-	9.9	0	-	$ 3203.2
HCM Lane LOS	-	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	-	2	-	-	0.1	-	-	41.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	760	208	0	750	222	0	0	0	71	0	3
Future Vol, veh/h	0	760	208	0	750	222	0	0	0	71	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	260	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	760	208	0	750	222	0	0	0	71	0	3

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	972	0	-	-	-	0			1621	1621	861
Stage 1	-	-	-	-	-	-			861	861	-
Stage 2	-	-	-	-	-	-			760	760	-
Critical Hdwy	4.1	-	-	-	-	-			6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-			5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-			3.5	4	3.3
Pot Cap-1 Maneuver	717	-	0	0	-	-			115	104	358
Stage 1	-	-	0	0	-	-			417	375	-
Stage 2	-	-	0	0	-	-			465	417	-
Platoon blocked, %		-			-	-					
Mov Cap-1 Maneuver	717	-	-	-	-	-			115	0	358
Mov Cap-2 Maneuver	-	-	-	-	-	-			115	0	-
Stage 1	-	-	-	-	-	-			417	0	-
Stage 2	-	-	-	-	-	-			465	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	76.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	717	-	-	-	118
HCM Lane V/C Ratio	-	-	-	-	0.627
HCM Control Delay (s)	0	-	-	-	76.7
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	3.2

Intersection	
Int Delay, s/veh	94

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	831	0	23	756	216	69
Future Vol, veh/h	831	0	23	756	216	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	831	0	23	756	216	69

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	831	0	1633	831
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	802	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	810	-	~ 113	373
Stage 1	-	-	-	-	431	-
Stage 2	-	-	-	-	445	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	810	-	~ 107	373
Mov Cap-2 Maneuver	-	-	-	-	~ 107	-
Stage 1	-	-	-	-	431	-
Stage 2	-	-	-	-	423	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	$ 624
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	129	-	-	810	-
HCM Lane V/C Ratio	2.209	-	-	0.028	-
HCM Control Delay (s)	$ 624	-	-	9.6	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	24	-	-	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	794

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	384	495	553	249	212	264
Future Vol, veh/h	384	495	553	249	212	264
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	384	495	553	249	212	264

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	802	0	-	0	1941	678
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	1263	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	830	-	-	-	~ 73	456
Stage 1	-	-	-	-	508	-
Stage 2	-	-	-	-	269	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	830	-	-	-	~ 26	456
Mov Cap-2 Maneuver	-	-	-	-	~ 26	-
Stage 1	-	-	-	-	~ 184	-
Stage 2	-	-	-	-	269	-

Approach	EB	WB	SB
HCM Control Delay, s	5.7	0	$ 3587.5
HCM LOS			F

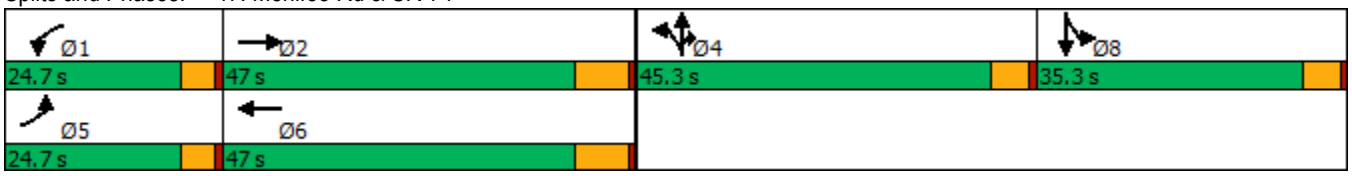
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	830	-	-	-	55
HCM Lane V/C Ratio	0.463	-	-	-	8.655
HCM Control Delay (s)	13	0	-		$ 3587.5
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	2.5	-	-	-	55.8

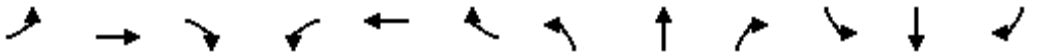
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	94	1722	390	1814	628	559	591
Future Volume (vph)	94	1722	390	1814	628	559	591
Turn Type	Prot	NA	Prot	NA	NA	Prot	NA
Protected Phases	5	2	1	6	4	4	8
Permitted Phases							
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.3	10.3	10.3
Total Split (s)	24.7	47.0	24.7	47.0	45.3	45.3	35.3
Total Split (%)	16.2%	30.9%	16.2%	30.9%	29.7%	29.7%	23.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	12.3	40.0	20.0	47.7	40.0	40.0	30.0
Actuated g/C Ratio	0.08	0.26	0.13	0.31	0.26	0.26	0.20
v/c Ratio	0.65	2.33	1.65	1.86	1.92	0.97	2.69
Control Delay	87.3	624.7	347.4	418.7	450.2	64.4	791.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.3	624.7	347.4	418.7	450.2	64.4	791.2
LOS	F	F	F	F	F	E	F
Approach Delay		602.4		407.4	306.4		791.2
Approach LOS		F		F	F		F

Intersection Summary	
Cycle Length: 152.3	
Actuated Cycle Length: 152.3	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.69	
Intersection Signal Delay: 500.1	Intersection LOS: F
Intersection Capacity Utilization 205.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	1722	450	390	1814	256	313	628	559	354	591	40
Future Volume (veh/h)	94	1722	450	390	1814	256	313	628	559	354	591	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	94	1722	450	390	1814	256	313	628	559	354	591	40
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	751	188	238	1053	145	163	328	423	131	219	15
Arrive On Green	0.06	0.26	0.26	0.13	0.33	0.33	0.26	0.26	0.26	0.20	0.20	0.20
Sat Flow, veh/h	1810	2861	716	1810	3187	439	622	1247	1610	666	1112	75
Grp Volume(v), veh/h	94	1058	1114	390	1008	1062	941	0	559	985	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1771	1810	1805	1821	1869	0	1610	1853	0	0
Q Serve(g_s), s	7.8	40.0	40.0	20.0	50.3	50.3	40.0	0.0	40.0	30.0	0.0	0.0
Cycle Q Clear(g_c), s	7.8	40.0	40.0	20.0	50.3	50.3	40.0	0.0	40.0	30.0	0.0	0.0
Prop In Lane	1.00		0.40	1.00		0.24	0.33		1.00	0.36		0.04
Lane Grp Cap(c), veh/h	115	474	465	238	596	601	491	0	423	365	0	0
V/C Ratio(X)	0.82	2.23	2.39	1.64	1.69	1.77	1.92	0.00	1.32	2.70	0.00	0.00
Avail Cap(c_a), veh/h	238	474	465	238	596	601	491	0	423	365	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	70.4	56.1	56.2	66.1	51.0	51.0	56.2	0.0	56.1	61.2	0.0	0.0
Incr Delay (d2), s/veh	5.2	561.2	634.1	306.8	318.4	351.0	420.2	0.0	160.6	772.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	92.1	99.8	29.5	75.4	81.5	76.1	0.0	35.1	92.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.6	617.4	690.2	372.9	369.4	402.0	476.4	0.0	216.7	833.2	0.0	0.0
LnGrp LOS	E	F	F	F	F	F	F	A	F	F	A	A
Approach Vol, veh/h		2266			2460			1500			985	
Approach Delay, s/veh		630.7			384.0			379.6			833.2	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.7	47.0		45.3	14.4	57.3		35.3				
Change Period (Y+Rc), s	* 4.7	7.0		5.3	* 4.7	7.0		5.3				
Max Green Setting (Gmax), s	* 20	40.0		40.0	* 20	40.0		30.0				
Max Q Clear Time (g_c+I1), s	22.0	42.0		42.0	9.8	52.3		32.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		522.0	
HCM 6th LOS		F	

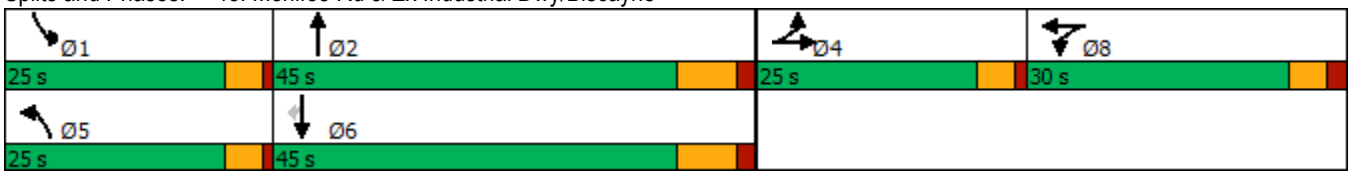
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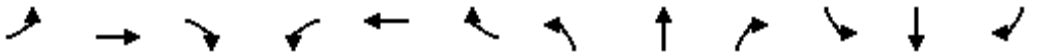
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	2	4	1424	79	1328	13
Future Volume (vph)	0	2	4	1424	79	1328	13
Turn Type	NA	NA	Prot	NA	Prot	NA	Perm
Protected Phases	4	8	5	2	1	6	
Permitted Phases							6
Detector Phase	4	8	5	2	1	6	6
Switch Phase							
Minimum Initial (s)	6.0	8.0	6.0	10.0	6.0	10.0	10.0
Minimum Split (s)	10.6	13.6	10.6	17.5	10.6	17.5	17.5
Total Split (s)	25.0	30.0	25.0	45.0	25.0	45.0	45.0
Total Split (%)	20.0%	24.0%	20.0%	36.0%	20.0%	36.0%	36.0%
Yellow Time (s)	3.6	3.6	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	4.6	7.5	4.6	7.5	7.5
Lead/Lag			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	None	Min	Min
Act Effct Green (s)	6.2	9.1	6.2	43.7	8.7	52.7	52.7
Actuated g/C Ratio	0.08	0.12	0.08	0.59	0.12	0.72	0.72
v/c Ratio	0.03	0.36	0.03	1.32	0.37	0.98	0.01
Control Delay	36.2	30.4	36.2	173.4	37.2	36.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	30.4	36.2	173.4	37.2	36.0	0.0
LOS	D	C	D	F	D	D	A
Approach Delay	36.3	30.4		173.1		35.8	
Approach LOS	D	C		F		D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 73.5	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.32	
Intersection Signal Delay: 103.8	Intersection LOS: F
Intersection Capacity Utilization 96.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	0	0	52	2	31	4	1424	59	79	1328	13
Future Volume (veh/h)	4	0	0	52	2	31	4	1424	59	79	1328	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	0	0	52	2	31	4	1424	59	79	1328	13
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	12	0	0	97	4	58	12	950	39	120	1110	941
Arrive On Green	0.01	0.00	0.00	0.09	0.09	0.09	0.01	0.52	0.52	0.07	0.58	0.58
Sat Flow, veh/h	1809	0	0	1060	41	632	1810	1811	75	1810	1900	1610
Grp Volume(v), veh/h	4	0	0	85	0	0	4	0	1483	79	1328	13
Grp Sat Flow(s),veh/h/ln	1810	0	0	1733	0	0	1810	0	1886	1810	1900	1610
Q Serve(g_s), s	0.2	0.0	0.0	3.4	0.0	0.0	0.2	0.0	37.5	3.0	41.8	0.2
Cycle Q Clear(g_c), s	0.2	0.0	0.0	3.4	0.0	0.0	0.2	0.0	37.5	3.0	41.8	0.2
Prop In Lane	1.00		0.00	0.61		0.36	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	12	0	0	158	0	0	12	0	989	120	1110	941
V/C Ratio(X)	0.34	0.00	0.00	0.54	0.00	0.00	0.34	0.00	1.50	0.66	1.20	0.01
Avail Cap(c_a), veh/h	516	0	0	591	0	0	516	0	989	516	1110	941
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	0.0	0.0	31.1	0.0	0.0	35.4	0.0	17.0	32.6	14.9	6.2
Incr Delay (d2), s/veh	16.7	0.0	0.0	2.8	0.0	0.0	16.7	0.0	230.1	6.0	97.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	1.5	0.0	0.0	0.1	0.0	76.9	1.5	44.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	0.0	0.0	33.9	0.0	0.0	52.1	0.0	247.1	38.6	112.2	6.2
LnGrp LOS	D	A	A	C	A	A	D	A	F	D	F	A
Approach Vol, veh/h		4			85			1487			1420	
Approach Delay, s/veh		52.1			33.9			246.6			107.1	
Approach LOS		D			C			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	45.0		5.1	5.1	49.3		12.1				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	20.4	37.5		20.4	20.4	37.5		24.4				
Max Q Clear Time (g_c+I1), s	5.0	39.5		2.2	2.2	43.8		5.4				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	0.0		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		174.2	
HCM 6th LOS		F	

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	80	244	377	134	197	201	414	1220	442	301	1028	126
Future Vol, veh/h	80	244	377	134	197	201	414	1220	442	301	1028	126
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	80	244	377	134	197	201	414	1220	442	301	1028	126

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	4161	4183	1091	4273	4025	1441	1154	0	0	1662	0	0
Stage 1	1693	1693	-	2269	2269	-	-	-	-	-	-	-
Stage 2	2468	2490	-	2004	1756	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 1	~ 2	~ 264	~ 1	~ 3	~ 164	613	-	-	393	-	-
Stage 1	119	~ 150	-	~ 55	~ 77	-	-	-	-	-	-	-
Stage 2	~ 41	~ 59	-	~ 78	~ 140	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	~ 264	-	0	~ 164	613	-	-	393	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	119	0	-	~ 55	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	0	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			4.4	8
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	613	-	-	-	-	393	-	-
HCM Lane V/C Ratio	0.675	-	-	-	-	0.766	-	-
HCM Control Delay (s)	22.2	0	-	-	-	38.5	0	-
HCM Lane LOS	C	A	-	-	-	E	A	-
HCM 95th %tile Q(veh)	5.2	-	-	-	-	6.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	44	2032	67	83	1459
Future Vol, veh/h	35	44	2032	67	83	1459
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	35	44	2032	67	83	1459

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3691	2066	0	0	2099	0
Stage 1	2066	-	-	-	-	-
Stage 2	1625	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 5	69	-	-	266	-
Stage 1	108	-	-	-	-	-
Stage 2	179	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	0	69	-	-	266	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	108	-	-	-	-	-
Stage 2	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	256.9	0	1.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	69	266	-
HCM Lane V/C Ratio	-	-	1.145	0.312	-
HCM Control Delay (s)	-	-	256.9	24.6	0
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	6.1	1.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	2099	1494	0
Future Vol, veh/h	0	0	0	2099	1494	0
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	2099	1494	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3594	1495	1495	0	-	0
Stage 1	1495	-	-	-	-	-
Stage 2	2099	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	6	153	455	-	-	-
Stage 1	207	-	-	-	-	-
Stage 2	104	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	6	153	455	-	-	-
Mov Cap-2 Maneuver	6	-	-	-	-	-
Stage 1	207	-	-	-	-	-
Stage 2	104	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	455	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2548	87	59	2407	53	30
Future Volume (vph)	2548	87	59	2407	53	30
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	9.7	12.0	10.5	10.5
Total Split (s)	42.0	42.0	29.7	71.7	35.5	35.5
Total Split (%)	39.2%	39.2%	27.7%	66.9%	33.1%	33.1%
Yellow Time (s)	6.0	6.0	3.7	6.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.7	7.0	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	61.8	61.8	7.4	71.9	8.0	8.0
Actuated g/C Ratio	0.70	0.70	0.08	0.81	0.09	0.09
v/c Ratio	1.01	0.08	0.39	0.82	0.33	0.17
Control Delay	41.0	3.5	45.3	10.5	42.2	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.0	3.5	45.3	10.5	42.2	15.6
LOS	D	A	D	B	D	B
Approach Delay	39.7			11.3	32.6	
Approach LOS	D			B	C	

Intersection Summary	
Cycle Length: 107.2	
Actuated Cycle Length: 88.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 26.1	Intersection LOS: C
Intersection Capacity Utilization 85.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 52: McKinley & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2548	87	59	2407	53	30
Future Volume (veh/h)	2548	87	59	2407	53	30
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2548	87	59	2407	53	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2438	1087	84	2827	98	87
Arrive On Green	0.68	0.68	0.05	0.78	0.05	0.05
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	2548	87	59	2407	53	30
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	51.8	1.4	2.5	33.3	2.2	1.4
Cycle Q Clear(g_c), s	51.8	1.4	2.5	33.3	2.2	1.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2438	1087	84	2827	98	87
V/C Ratio(X)	1.05	0.08	0.70	0.85	0.54	0.34
Avail Cap(c_a), veh/h	2438	1087	589	3042	707	629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.5	4.3	36.1	5.4	35.4	35.0
Incr Delay (d2), s/veh	31.4	0.0	3.9	2.4	4.6	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.8	0.4	1.2	7.2	1.1	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.9	4.3	39.9	7.8	40.0	37.3
LnGrp LOS	F	A	D	A	D	D
Approach Vol, veh/h	2635			2466	83	
Approach Delay, s/veh	42.6			8.6	39.0	
Approach LOS	D			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	8.3	58.8				67.1	9.6
Change Period (Y+Rc), s	* 4.7	7.0				7.0	5.5
Max Green Setting (Gmax), s	* 25	35.0				64.7	30.0
Max Q Clear Time (g_c+I1), s	4.5	53.8				35.3	4.2
Green Ext Time (p_c), s	0.1	0.0				24.8	0.2

Intersection Summary	
HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	131.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	427	1755	396	266	2096	409	206	1	93	151	1	164
Future Vol, veh/h	427	1755	396	266	2096	409	206	1	93	151	1	164
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	427	1755	396	266	2096	409	206	1	93	151	1	164

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2505	0	0	2151	0	0	4388	5844	1076	4565	5838	1253
Stage 1	-	-	-	-	-	-	2807	2807	-	2833	2833	-
Stage 2	-	-	-	-	-	-	1581	3037	-	1732	3005	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	~ 184	-	-	~ 254	-	-	0	0	218	0	0	166
Stage 1	-	-	-	-	-	-	~ 19	40	-	~ 18	39	-
Stage 2	-	-	-	-	-	-	~ 116	30	-	~ 93	32	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	~ 184	-	-	~ 254	-	-	-	0	218	-	0	166
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	~ 19	0	-	~ 18	0	-
Stage 2	-	-	-	-	-	-	-	0	-	-	0	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	257.1	44.7		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	~ 184	-	-	~ 254	-	-	-
HCM Lane V/C Ratio	-	2.321	-	-	1.047	-	-	-
HCM Control Delay (s)	-	$ 651.5	219.1	-	112.2	44.8	-	-
HCM Lane LOS	-	F	F	-	F	E	-	-
HCM 95th %tile Q(veh)	-	35	-	-	10.8	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1997	0	0	2773	0	17
Future Vol, veh/h	1997	0	0	2773	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1997	0	0	2773	0	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	999
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	245
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	245
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

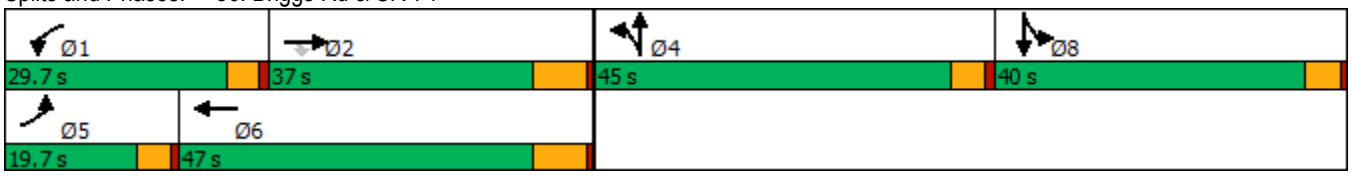
Approach	EB	WB	NB
HCM Control Delay, s	0	0	20.8
HCM LOS			C

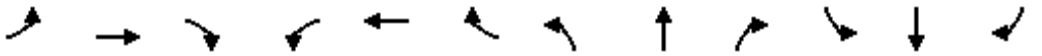
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	245	-	-	-
HCM Lane V/C Ratio	0.069	-	-	-
HCM Control Delay (s)	20.8	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	90	1216	707	634	1819	869	425	261	248
Future Volume (vph)	90	1216	707	634	1819	869	425	261	248
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Split	NA
Protected Phases	5	2		1	6	4	4	8	8
Permitted Phases			2						
Detector Phase	5	2	2	1	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	9.7	12.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	37.0	37.0	29.7	47.0	45.0	45.0	40.0	40.0
Total Split (%)	13.0%	24.4%	24.4%	19.6%	31.0%	29.7%	29.7%	26.4%	26.4%
Yellow Time (s)	3.7	6.0	6.0	3.7	6.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	11.4	30.0	30.0	25.0	43.7	40.0	40.0	31.1	31.1
Actuated g/C Ratio	0.08	0.20	0.20	0.17	0.30	0.27	0.27	0.21	0.21
v/c Ratio	0.65	1.66	1.00	2.08	2.00	1.78	2.18	0.69	0.88
Control Delay	88.0	338.9	51.0	525.7	481.9	391.3	565.0	63.9	78.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.0	338.9	51.0	525.7	481.9	391.3	565.0	63.9	78.9
LOS	F	F	D	F	F	F	F	E	E
Approach Delay		226.6			492.0		488.3		72.3
Approach LOS		F			F		F		E

Intersection Summary	
Cycle Length: 151.7	
Actuated Cycle Length: 147.9	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.18	
Intersection Signal Delay: 383.9	Intersection LOS: F
Intersection Capacity Utilization 165.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	1216	707	634	1819	287	869	425	676	261	248	85
Future Volume (veh/h)	90	1216	707	634	1819	287	869	425	676	261	248	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.89	1.00		0.84
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	90	1216	707	634	1819	287	869	425	676	261	248	85
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	111	732	316	306	973	149	489	165	262	383	272	93
Arrive On Green	0.06	0.20	0.20	0.17	0.31	0.31	0.27	0.27	0.27	0.21	0.21	0.21
Sat Flow, veh/h	1810	3610	1559	1810	3136	482	1810	609	969	1810	1285	440
Grp Volume(v), veh/h	90	1216	707	634	1026	1080	869	0	1101	261	0	333
Grp Sat Flow(s),veh/h/ln	1810	1805	1559	1810	1805	1813	1810	0	1578	1810	0	1725
Q Serve(g_s), s	7.3	30.0	30.0	25.0	45.9	45.9	40.0	0.0	40.0	19.7	0.0	27.9
Cycle Q Clear(g_c), s	7.3	30.0	30.0	25.0	45.9	45.9	40.0	0.0	40.0	19.7	0.0	27.9
Prop In Lane	1.00		1.00	1.00		0.27	1.00		0.61	1.00		0.26
Lane Grp Cap(c), veh/h	111	732	316	306	560	563	489	0	426	383	0	365
V/C Ratio(X)	0.81	1.66	2.24	2.07	1.83	1.92	1.78	0.00	2.58	0.68	0.00	0.91
Avail Cap(c_a), veh/h	183	732	316	306	560	563	489	0	426	428	0	408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.6	59.0	59.0	61.5	51.0	51.0	54.0	0.0	54.0	53.8	0.0	57.0
Incr Delay (d2), s/veh	5.2	303.9	567.2	494.5	381.4	420.5	357.8	0.0	718.6	3.8	0.0	23.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	44.6	61.6	53.5	80.0	86.5	66.8	0.0	101.0	9.4	0.0	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.8	362.9	626.2	556.0	432.5	471.5	411.8	0.0	772.6	57.6	0.0	80.2
LnGrp LOS	E	F	F	F	F	F	F	A	F	E	A	F
Approach Vol, veh/h		2013			2740			1970			594	
Approach Delay, s/veh		442.4			476.5			613.4			70.2	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.7	37.0		45.0	13.8	52.9		36.3				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 25	30.0		40.0	* 15	40.0		35.0				
Max Q Clear Time (g_c+I1), s	27.0	32.0		42.0	9.3	47.9		29.9				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		1.4				

Intersection Summary		
HCM 6th Ctrl Delay		471.0
HCM 6th LOS		F

Notes

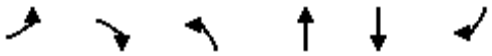
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	442	191	293	1528	1010	577
Future Volume (vph)	442	191	293	1528	1010	577
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	10.0	10.0	10.0
Minimum Split (s)	13.6	13.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	30.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	30.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	4.6	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	24.4	24.4	18.7	63.2	39.9	39.9
Actuated g/C Ratio	0.24	0.24	0.19	0.63	0.40	0.40
v/c Ratio	1.00	0.36	0.87	1.27	0.70	0.58
Control Delay	83.2	6.6	64.8	151.1	28.7	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.2	6.6	64.8	151.1	28.7	4.5
LOS	F	A	E	F	C	A
Approach Delay	60.1			137.2	19.9	
Approach LOS	E			F	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.27	
Intersection Signal Delay: 79.1	Intersection LOS: E
Intersection Capacity Utilization 115.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 57: Briggs Rd & Heritage HS Dwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	442	191	293	1528	1010	577
Future Volume (veh/h)	442	191	293	1528	1010	577
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	442	191	293	1528	1010	577
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	442	393	325	1201	1467	654
Arrive On Green	0.24	0.24	0.18	0.63	0.41	0.41
Sat Flow, veh/h	1810	1610	1810	1900	3705	1610
Grp Volume(v), veh/h	442	191	293	1528	1010	577
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1805	1610
Q Serve(g_s), s	24.4	10.2	15.8	63.2	23.1	33.2
Cycle Q Clear(g_c), s	24.4	10.2	15.8	63.2	23.1	33.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	442	393	325	1201	1467	654
V/C Ratio(X)	1.00	0.49	0.90	1.27	0.69	0.88
Avail Cap(c_a), veh/h	442	393	369	1201	1467	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	32.4	40.1	18.4	24.5	27.5
Incr Delay (d2), s/veh	43.1	0.9	21.2	129.3	1.4	13.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.9	9.4	8.9	67.0	9.8	14.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	80.9	33.4	61.3	147.7	25.8	40.9
LnGrp LOS	F	C	E	F	C	D
Approach Vol, veh/h	633			1821	1587	
Approach Delay, s/veh	66.6			133.8	31.3	
Approach LOS	E			F	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		70.0		30.0	22.6	47.4
Change Period (Y+Rc), s		6.8		5.6	4.6	6.8
Max Green Setting (Gmax), s		63.2		24.4	20.4	38.2
Max Q Clear Time (g_c+I1), s		65.2		26.4	17.8	35.2
Green Ext Time (p_c), s		0.0		0.0	0.1	2.3

Intersection Summary		
HCM 6th Ctrl Delay		83.0
HCM 6th LOS		F

Intersection	
Intersection Delay, s/veh	823.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	354	0	8	148	0	260	39	1411	229	28	1207	35
Future Vol, veh/h	354	0	8	148	0	260	39	1411	229	28	1207	35
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	354	0	8	148	0	260	39	1411	229	28	1207	35
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	116.4	127.4	1153.6	1105.1
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	0%	98%	36%	2%
Vol Thru, %	97%	0%	0%	0%	95%
Vol Right, %	0%	100%	2%	64%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1450	229	362	408	1270
LT Vol	39	0	354	148	28
Through Vol	1411	0	0	0	1207
RT Vol	0	229	8	260	35
Lane Flow Rate	1450	229	362	408	1270
Geometry Grp	7	7	2	2	5
Degree of Util (X)	3.872	0.566	0.983	1.036	3.378
Departure Headway (Hd)	15.173	14.402	20.919	19.83	13.35
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	261	254	177	188	292
Service Time	12.873	12.102	18.919	17.83	11.35
HCM Lane V/C Ratio	5.556	0.902	2.045	2.17	4.349
HCM Control Delay	1330.4	34.4	116.4	127.4	1105.1
HCM Lane LOS	F	D	F	F	F
HCM 95th-tile Q	89	3.2	7.8	8.8	84.2

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	97	0	1679	1239	124
Future Vol, veh/h	0	97	0	1679	1239	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	97	0	1679	1239	124

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1301	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	199	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	199	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	39.2	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	199	-	-
HCM Lane V/C Ratio	-	0.487	-	-
HCM Control Delay (s)	-	39.2	-	-
HCM Lane LOS	-	E	-	-
HCM 95th %tile Q(veh)	-	2.4	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	109	8	155	105	14	150	123	1420	58	95	1223	18
Future Vol, veh/h	109	8	155	105	14	150	123	1420	58	95	1223	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	109	8	155	105	14	150	123	1420	58	95	1223	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2385	3149	1232	3202	3129	742	1241	0	0	1481	0	0
Stage 1	1422	1422	-	1698	1698	-	-	-	-	-	-	-
Stage 2	963	1727	-	1504	1431	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 21	11	218	~ 5	~ 11	363	568	-	-	460	-	-
Stage 1	171	204	-	~ 98	150	-	-	-	-	-	-	-
Stage 2	278	145	-	153	202	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	218	-	0	362	568	-	-	459	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	171	67	-	~ 98	0	-	-	-	-	-	-	-
Stage 2	-	0	-	~ 13	66	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			6	1.1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	568	-	-	-	-	459	-	-
HCM Lane V/C Ratio	0.217	-	-	-	-	0.207	-	-
HCM Control Delay (s)	13.1	5.6	-	-	-	14.9	0	-
HCM Lane LOS	B	A	-	-	-	B	A	-
HCM 95th %tile Q(veh)	0.8	-	-	-	-	0.8	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	99	0	1601	1446	38
Future Vol, veh/h	0	99	0	1601	1446	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	99	0	1601	1446	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1465	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	159	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	159	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	59.2	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	159	-	-
HCM Lane V/C Ratio	-	0.623	-	-
HCM Control Delay (s)	-	59.2	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	3.4	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	0	68	176	0	57	67	1529	61	18	1500	27
Future Vol, veh/h	14	0	68	176	0	57	67	1529	61	18	1500	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	0	68	176	0	57	67	1529	61	18	1500	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2449	3274	1514	3278	3257	795	1527	0	0	1590	0	0
Stage 1	1550	1550	-	1694	1694	-	-	-	-	-	-	-
Stage 2	899	1724	-	1584	1563	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	19	9	149	~ 4	9	335	442	-	-	418	-	-
Stage 1	144	177	-	~ 99	150	-	-	-	-	-	-	-
Stage 2	304	145	-	~ 138	174	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	149	-	0	335	442	-	-	418	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	144	126	-	~ 99	0	-	-	-	-	-	-	-
Stage 2	-	0	-	~ 53	124	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			6.8	0.2
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	442	-	-	-	149	-	418	-	-
HCM Lane V/C Ratio	0.152	-	-	-	0.456	-	0.043	-	-
HCM Control Delay (s)	14.6	6.7	-	-	48	-	14	0	-
HCM Lane LOS	B	A	-	-	E	-	B	A	-
HCM 95th %tile Q(veh)	0.5	-	-	-	2.1	-	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	759.5
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	59	385	1273	77	265	1477
Future Vol, veh/h	59	385	1273	77	265	1477
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	59	385	1273	77	265	1477
Number of Lanes	1	0	1	0	0	1

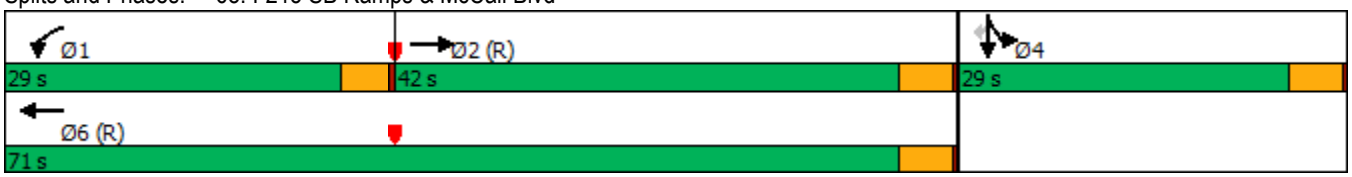
Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	39.9	677.2	1006.7
HCM LOS	E	F	F

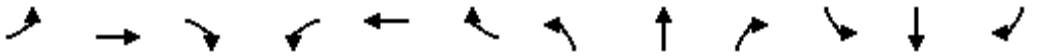
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	13%	15%
Vol Thru, %	94%	0%	85%
Vol Right, %	6%	87%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1350	444	1742
LT Vol	0	59	265
Through Vol	1273	0	1477
RT Vol	77	385	0
Lane Flow Rate	1350	444	1742
Geometry Grp	1	1	1
Degree of Util (X)	2.444	0.802	3.185
Departure Headway (Hd)	9.188	9.035	8.385
Convergence, Y/N	Yes	Yes	Yes
Cap	419	404	453
Service Time	7.188	7.035	6.385
HCM Lane V/C Ratio	3.222	1.099	3.845
HCM Control Delay	677.2	39.9	1006.7
HCM Lane LOS	F	E	F
HCM 95th-tile Q	75.5	7.1	121.5

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1433	420	952	1336	3	396
Future Volume (vph)	1433	420	952	1336	3	396
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		9.0	9.5	9.5	9.5
Total Split (s)	42.0		29.0	71.0	29.0	29.0
Total Split (%)	42.0%		29.0%	71.0%	29.0%	29.0%
Yellow Time (s)	4.0		3.5	4.0	4.0	4.0
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.0	4.5	4.5	4.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	C-Min	None	None
Act Effct Green (s)	37.5	100.0	25.8	67.3	23.7	23.7
Actuated g/C Ratio	0.38	1.00	0.26	0.67	0.24	0.24
v/c Ratio	1.06	0.26	2.05	0.55	0.94	0.90
Control Delay	73.2	0.4	493.2	25.4	69.0	54.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.2	0.4	493.2	25.4	69.0	54.7
LOS	E	A	F	C	E	D
Approach Delay	56.7			220.0	61.9	
Approach LOS	E			F	E	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 61 (61%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.05	
Intersection Signal Delay: 133.2	Intersection LOS: F
Intersection Capacity Utilization 125.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 68: I-215 SB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1433	420	952	1336	0	0	0	0	400	3	396
Future Volume (veh/h)	0	1433	420	952	1336	0	0	0	0	400	3	396
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1433	0	952	1336	0				400	3	396
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1354		452	2401	0				440	3	394
Arrive On Green	0.00	0.38	0.00	0.33	0.88	0.00				0.25	0.25	0.25
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1797	13	1610
Grp Volume(v), veh/h	0	1433	0	952	1336	0				403	0	396
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	37.5	0.0	25.0	8.4	0.0				21.6	0.0	24.5
Cycle Q Clear(g_c), s	0.0	37.5	0.0	25.0	8.4	0.0				21.6	0.0	24.5
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	1354		452	2401	0				443	0	394
V/C Ratio(X)	0.00	1.06		2.10	0.56	0.00				0.91	0.00	1.00
Avail Cap(c_a), veh/h	0	1354		452	2401	0				443	0	394
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.20	0.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	31.3	0.0	33.4	2.4	0.0				36.7	0.0	37.8
Incr Delay (d2), s/veh	0.0	30.5	0.0	497.7	0.1	0.0				21.9	0.0	46.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.2	0.0	72.3	1.7	0.0				12.0	0.0	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	61.7	0.0	531.0	2.5	0.0				58.6	0.0	84.0
LnGrp LOS	A	F		F	A	A				E	A	F
Approach Vol, veh/h		1433			2288						799	
Approach Delay, s/veh		61.7			222.4						71.2	
Approach LOS		E			F						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	29.0	42.0		29.0		71.0
Change Period (Y+Rc), s	4.0	4.5		4.5		4.5
Max Green Setting (Gmax), s	25.0	37.5		24.5		66.5
Max Q Clear Time (g_c+I1), s	27.0	39.5		26.5		10.4
Green Ext Time (p_c), s	0.0	0.0		0.0		8.3

Intersection Summary		
HCM 6th Ctrl Delay		144.7
HCM 6th LOS		F

Notes

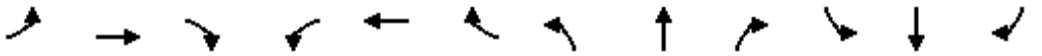
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	287	1546	1972	508	4	814
Future Volume (vph)	287	1546	1972	508	4	814
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	8.5	9.5	9.5		9.5	9.5
Total Split (s)	34.0	60.0	26.0		40.0	40.0
Total Split (%)	34.0%	60.0%	26.0%		40.0%	40.0%
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min		None	None
Act Effct Green (s)	20.3	55.5	31.7	100.0	35.5	35.5
Actuated g/C Ratio	0.20	0.56	0.32	1.00	0.36	0.36
v/c Ratio	0.78	0.77	1.73	0.32	0.50	1.34
Control Delay	49.3	7.4	356.3	0.5	28.6	191.1
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay	49.3	7.7	356.3	0.5	28.6	191.1
LOS	D	A	F	A	C	F
Approach Delay		14.2	283.4		145.2	
Approach LOS		B	F		F	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.73	
Intersection Signal Delay: 164.1	Intersection LOS: F
Intersection Capacity Utilization 125.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 69: I-215 NB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	287	1546	0	0	1972	508	316	4	814	0	0	0
Future Volume (veh/h)	287	1546	0	0	1972	508	316	4	814	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	287	1546	0	0	1972	0	316	4	814			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	320	2004	0	0	1238		635	8	572			
Arrive On Green	0.24	0.74	0.00	0.00	0.34	0.00	0.35	0.35	0.35			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1788	23	1610			
Grp Volume(v), veh/h	287	1546	0	0	1972	0	320	0	814			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	15.4	26.1	0.0	0.0	34.3	0.0	13.8	0.0	35.5			
Cycle Q Clear(g_c), s	15.4	26.1	0.0	0.0	34.3	0.0	13.8	0.0	35.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	320	2004	0	0	1238		643	0	572			
V/C Ratio(X)	0.90	0.77	0.00	0.00	1.59		0.50	0.00	1.42			
Avail Cap(c_a), veh/h	552	2004	0	0	1238		643	0	572			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	0.09	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	37.3	9.2	0.0	0.0	32.9	0.0	25.3	0.0	32.3			
Incr Delay (d2), s/veh	0.5	0.3	0.0	0.0	267.0	0.0	0.6	0.0	200.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.3	5.7	0.0	0.0	60.2	0.0	5.9	0.0	45.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	9.5	0.0	0.0	299.9	0.0	25.9	0.0	233.1			
LnGrp LOS	D	A	A	A	F		C	A	F			
Approach Vol, veh/h		1833			1972			1134				
Approach Delay, s/veh		13.9			299.9			174.6				
Approach LOS		B			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.0			21.2	38.8		40.0				
Change Period (Y+Rc), s		4.5			3.5	4.5		4.5				
Max Green Setting (Gmax), s		55.5			30.5	21.5		35.5				
Max Q Clear Time (g_c+I1), s		28.1			17.4	36.3		37.5				
Green Ext Time (p_c), s		9.4			0.3	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	165.0
HCM 6th LOS	F

Notes

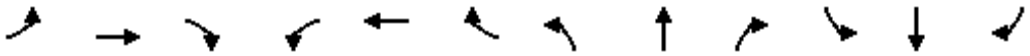
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	456	1783	64	2011	196	35	63	42	21
Future Volume (vph)	456	1783	64	2011	196	35	63	42	21
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases					4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	14.8	14.8	14.8
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	25.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	20.4	53.2	8.2	38.9	23.2	23.2	23.2	23.9	23.9
Actuated g/C Ratio	0.20	0.53	0.08	0.39	0.23	0.23	0.23	0.24	0.24
v/c Ratio	1.24	1.00	0.43	1.48	1.26	0.08	0.15	0.13	0.49
Control Delay	164.4	46.1	52.2	246.0	191.9	30.8	4.9	31.2	8.2
Queue Delay	0.0	36.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	164.4	82.9	52.2	246.0	191.9	30.8	4.9	31.2	8.2
LOS	F	F	D	F	F	C	A	C	A
Approach Delay		98.6		240.2		132.7			11.1
Approach LOS		F		F		F			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.48	
Intersection Signal Delay: 153.8	Intersection LOS: F
Intersection Capacity Utilization 131.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 70: Encanto Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	456	1783	121	64	2011	58	196	35	63	42	21	274
Future Volume (veh/h)	456	1783	121	64	2011	58	196	35	63	42	21	274
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	456	1783	121	64	2011	58	196	35	63	42	21	274
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	369	1862	125	90	1394	40	138	441	370	356	27	347
Arrive On Green	0.20	0.54	0.54	0.05	0.39	0.39	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	3428	230	1810	3584	103	1097	1900	1594	1306	115	1497
Grp Volume(v), veh/h	456	929	975	64	1008	1061	196	35	63	42	0	295
Grp Sat Flow(s),veh/h/ln	1810	1805	1853	1810	1805	1881	1097	1900	1594	1306	0	1612
Q Serve(g_s), s	20.4	48.4	50.8	3.5	38.9	38.9	6.0	1.4	3.2	2.6	0.0	17.2
Cycle Q Clear(g_c), s	20.4	48.4	50.8	3.5	38.9	38.9	23.2	1.4	3.2	4.0	0.0	17.2
Prop In Lane	1.00		0.12	1.00		0.05	1.00		1.00	1.00		0.93
Lane Grp Cap(c), veh/h	369	980	1006	90	702	732	138	441	370	356	0	374
V/C Ratio(X)	1.24	0.95	0.97	0.71	1.44	1.45	1.42	0.08	0.17	0.12	0.00	0.79
Avail Cap(c_a), veh/h	369	980	1006	369	702	732	138	441	370	365	0	385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.8	21.5	22.0	46.8	30.5	30.6	48.6	30.0	30.7	31.6	0.0	36.1
Incr Delay (d2), s/veh	127.2	17.4	21.2	3.8	204.1	210.0	227.0	0.1	0.2	0.1	0.0	10.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.9	23.1	25.7	1.6	54.9	58.5	12.1	0.7	1.2	0.8	0.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	167.0	38.9	43.3	50.6	234.7	240.6	275.6	30.1	30.9	31.8	0.0	46.4
LnGrp LOS	F	D	D	D	F	F	F	C	C	C	A	D
Approach Vol, veh/h		2360			2133			294			337	
Approach Delay, s/veh		65.5			232.1			193.9			44.5	
Approach LOS		E			F			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	60.4		30.0	25.0	45.0		30.0				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		* 6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		* 24				
Max Q Clear Time (g_c+I1), s	5.5	52.8		25.2	22.4	40.9		19.2				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		140.8
HCM 6th LOS		F

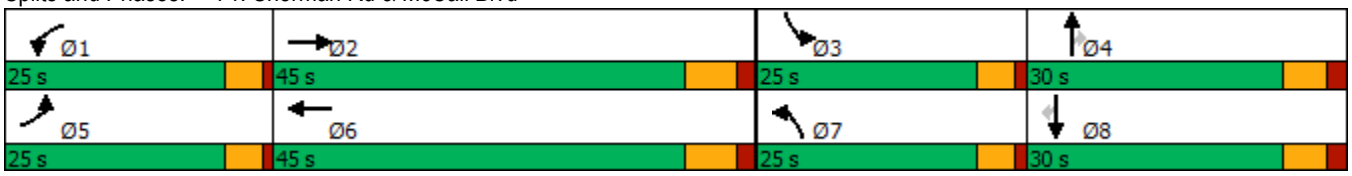
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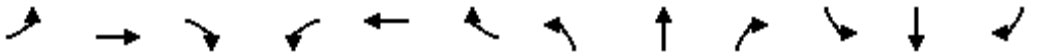
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	159	1833	68	1915	124	50	62	77	18	63
Future Volume (vph)	159	1833	68	1915	124	50	62	77	18	63
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4		3	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.8	10.6	16.8	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	12.4	45.6	8.2	38.8	11.5	10.2	10.2	8.6	8.1	8.1
Actuated g/C Ratio	0.14	0.51	0.09	0.43	0.13	0.11	0.11	0.10	0.09	0.09
v/c Ratio	0.64	1.03	0.41	1.30	0.54	0.23	0.23	0.45	0.10	0.26
Control Delay	49.9	54.2	48.8	165.4	47.8	42.3	3.1	49.3	43.4	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.9	54.2	48.8	165.4	47.8	42.3	3.1	49.3	43.4	4.0
LOS	D	D	D	F	D	D	A	D	D	A
Approach Delay		53.9		161.6		34.9			30.5	
Approach LOS		D		F		C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 89.7	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.30	
Intersection Signal Delay: 101.8	Intersection LOS: F
Intersection Capacity Utilization 93.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 71: Sherman Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	1833	44	68	1915	98	124	50	62	77	18	63
Future Volume (veh/h)	159	1833	44	68	1915	98	124	50	62	77	18	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	159	1833	44	68	1915	98	124	50	62	77	18	63
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	196	1807	43	102	1573	80	158	232	186	107	179	146
Arrive On Green	0.11	0.50	0.50	0.06	0.45	0.45	0.09	0.12	0.12	0.06	0.09	0.09
Sat Flow, veh/h	1810	3601	86	1810	3495	177	1810	1900	1523	1810	1900	1549
Grp Volume(v), veh/h	159	915	962	68	981	1032	124	50	62	77	18	63
Grp Sat Flow(s),veh/h/ln	1810	1805	1882	1810	1805	1867	1810	1900	1523	1810	1900	1549
Q Serve(g_s), s	7.3	42.6	42.6	3.1	38.2	38.2	5.7	2.0	3.2	3.5	0.7	3.3
Cycle Q Clear(g_c), s	7.3	42.6	42.6	3.1	38.2	38.2	5.7	2.0	3.2	3.5	0.7	3.3
Prop In Lane	1.00		0.05	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	906	945	102	812	840	158	232	186	107	179	146
V/C Ratio(X)	0.81	1.01	1.02	0.67	1.21	1.23	0.79	0.22	0.33	0.72	0.10	0.43
Avail Cap(c_a), veh/h	435	906	945	435	812	840	435	535	429	435	535	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	21.1	21.1	39.3	23.3	23.3	38.0	33.6	34.1	39.2	35.2	36.3
Incr Delay (d2), s/veh	3.0	32.4	34.0	2.8	104.8	113.3	3.3	0.5	1.0	3.4	0.2	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	22.6	24.0	1.4	37.2	40.5	2.6	0.9	1.2	1.7	0.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.0	53.5	55.1	42.0	128.1	136.6	41.2	34.1	35.1	42.6	35.4	38.3
LnGrp LOS	D	F	F	D	F	F	D	C	D	D	D	D
Approach Vol, veh/h		2036			2081			236			158	
Approach Delay, s/veh		53.2			129.5			38.1			40.1	
Approach LOS		D			F			D			D	

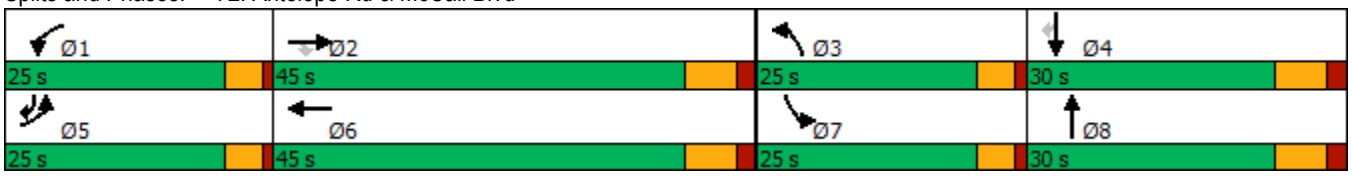
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	49.4	9.6	16.5	13.8	45.0	12.0	14.1
Change Period (Y+Rc), s	4.6	6.8	4.6	6.1	4.6	6.8	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.9	20.4	38.2	20.4	23.9
Max Q Clear Time (g_c+I1), s	5.1	44.6	5.5	5.2	9.3	40.2	7.7	5.3
Green Ext Time (p_c), s	0.0	0.0	0.1	0.4	0.1	0.0	0.1	0.2

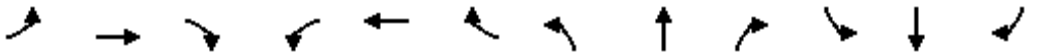
Intersection Summary	
HCM 6th Ctrl Delay	87.2
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	288	1671	28	81	1833	88	60	41	5	156
Future Volume (vph)	288	1671	28	81	1833	88	60	41	5	156
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8	7	4	5
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	5
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	16.8	16.8	10.6	16.8	10.6	14.8	10.6	14.8	10.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0	25.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%	20.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	6.8	4.6	6.8	4.6	6.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	20.2	52.4	52.4	9.0	38.7	17.2	13.0	7.2	9.6	27.7
Actuated g/C Ratio	0.21	0.54	0.54	0.09	0.40	0.18	0.13	0.07	0.10	0.28
v/c Ratio	0.77	0.86	0.03	0.49	1.48	0.28	0.69	0.31	0.03	0.27
Control Delay	53.5	29.3	0.1	54.4	247.3	38.1	36.2	52.3	42.8	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.5	29.3	0.1	54.4	247.3	38.1	36.2	52.3	42.8	5.6
LOS	D	C	A	D	F	D	D	D	D	A
Approach Delay		32.4			240.2		36.8		16.0	
Approach LOS		C			F		D		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 97.4	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.48	
Intersection Signal Delay: 129.0	Intersection LOS: F
Intersection Capacity Utilization 111.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 72: Antelope Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	288	1671	28	81	1833	264	88	60	151	41	5	156
Future Volume (veh/h)	288	1671	28	81	1833	264	88	60	151	41	5	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	288	1671	28	81	1833	264	88	60	151	41	5	156
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	322	1857	828	105	1254	176	114	72	181	75	245	494
Arrive On Green	0.18	0.51	0.51	0.06	0.39	0.39	0.06	0.15	0.15	0.04	0.13	0.13
Sat Flow, veh/h	1810	3610	1610	1810	3178	447	1810	479	1205	1810	1900	1610
Grp Volume(v), veh/h	288	1671	28	81	1022	1075	88	0	211	41	5	156
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1820	1810	0	1683	1810	1900	1610
Q Serve(g_s), s	15.1	40.5	0.8	4.3	38.2	38.2	4.6	0.0	11.8	2.2	0.2	7.2
Cycle Q Clear(g_c), s	15.1	40.5	0.8	4.3	38.2	38.2	4.6	0.0	11.8	2.2	0.2	7.2
Prop In Lane	1.00		1.00	1.00		0.25	1.00		0.72	1.00		1.00
Lane Grp Cap(c), veh/h	322	1857	828	105	712	718	114	0	253	75	245	494
V/C Ratio(X)	0.90	0.90	0.03	0.77	1.43	1.50	0.77	0.00	0.83	0.55	0.02	0.32
Avail Cap(c_a), veh/h	381	1857	828	381	712	718	381	0	403	381	455	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	21.3	11.6	44.9	29.3	29.3	44.7	0.0	39.9	45.5	36.8	25.7
Incr Delay (d2), s/veh	18.8	6.4	0.0	4.4	203.3	231.1	4.2	0.0	8.0	2.3	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	16.1	0.3	2.0	56.0	62.0	2.2	0.0	5.4	1.0	0.1	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	27.7	11.6	49.4	232.6	260.4	48.8	0.0	48.0	47.8	36.8	26.1
LnGrp LOS	E	C	B	D	F	F	D	A	D	D	D	C
Approach Vol, veh/h		1987			2178			299			202	
Approach Delay, s/veh		31.8			239.5			48.2			30.8	
Approach LOS		C			F			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	56.6	10.7	19.3	21.8	45.0	8.6	21.4
Change Period (Y+Rc), s	4.6	6.8	4.6	6.8	4.6	6.8	4.6	6.8
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.2	20.4	38.2	20.4	23.2
Max Q Clear Time (g_c+I1), s	6.3	42.5	6.6	9.2	17.1	40.2	4.2	13.8
Green Ext Time (p_c), s	0.1	0.0	0.1	0.4	0.1	0.0	0.0	0.8

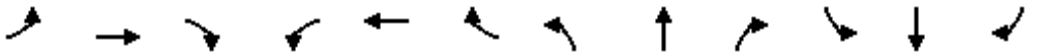
Intersection Summary	
HCM 6th Ctrl Delay	129.8
HCM 6th LOS	F

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	302	1656	3	1832	271	16	18	138	2	322
Future Volume (vph)	302	1656	3	1832	271	16	18	138	2	322
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases					6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	8.0	8.0	21.0	21.0	21.0
Minimum Split (s)	10.6	17.2	10.6	17.2	17.2	13.6	13.6	26.6	26.6	26.6
Total Split (s)	40.0	60.0	25.0	45.0	45.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	32.0%	48.0%	20.0%	36.0%	36.0%	32.0%	32.0%	32.0%	32.0%	32.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2		5.6		5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	20.6	61.3	6.0	38.0	38.0		22.0		22.0	22.0
Actuated g/C Ratio	0.21	0.63	0.06	0.39	0.39		0.22		0.22	0.22
v/c Ratio	0.80	1.40	0.03	1.31	0.39		0.14		0.48	0.53
Control Delay	52.8	204.8	48.0	172.7	16.2		24.1		40.6	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	52.8	204.8	48.0	172.7	16.2		24.1		40.6	7.5
LOS	D	F	D	F	B		C		D	A
Approach Delay		181.4		152.4			24.1		17.5	
Approach LOS		F		F			C		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 98	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.40	
Intersection Signal Delay: 149.7	Intersection LOS: F
Intersection Capacity Utilization 124.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	302	1656	3	3	1832	271	16	18	19	138	2	322
Future Volume (veh/h)	302	1656	3	3	1832	271	16	18	19	138	2	322
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	302	1656	3	3	1832	271	16	18	19	138	2	322
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	340	1100	2	9	1434	640	68	76	53	262	3	372
Arrive On Green	0.19	0.58	0.58	0.00	0.40	0.40	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	1896	3	1810	3610	1610	82	327	229	805	14	1602
Grp Volume(v), veh/h	302	0	1659	3	1832	271	53	0	0	140	0	322
Grp Sat Flow(s),veh/h/ln	1810	0	1899	1810	1805	1610	638	0	0	819	0	1602
Q Serve(g_s), s	15.5	0.0	55.2	0.2	37.8	11.6	0.5	0.0	0.0	0.2	0.0	18.4
Cycle Q Clear(g_c), s	15.5	0.0	55.2	0.2	37.8	11.6	18.4	0.0	0.0	18.3	0.0	18.4
Prop In Lane	1.00		0.00	1.00		1.00	0.30		0.36	0.99		1.00
Lane Grp Cap(c), veh/h	340	0	1102	9	1434	640	197	0	0	265	0	372
V/C Ratio(X)	0.89	0.00	1.50	0.34	1.28	0.42	0.27	0.00	0.00	0.53	0.00	0.87
Avail Cap(c_a), veh/h	673	0	1102	388	1434	640	386	0	0	445	0	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.7	0.0	20.0	47.2	28.7	20.8	29.9	0.0	0.0	35.2	0.0	35.1
Incr Delay (d2), s/veh	3.2	0.0	232.0	8.5	130.4	0.6	0.7	0.0	0.0	1.6	0.0	8.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	92.6	0.1	41.5	4.4	1.0	0.0	0.0	3.2	0.0	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.8	0.0	252.0	55.7	159.1	21.4	30.6	0.0	0.0	36.8	0.0	43.5
LnGrp LOS	D	A	F	E	F	C	C	A	A	D	A	D
Approach Vol, veh/h		1961			2106			53			462	
Approach Delay, s/veh		219.5			141.2			30.6			41.5	
Approach LOS		F			F			C			D	

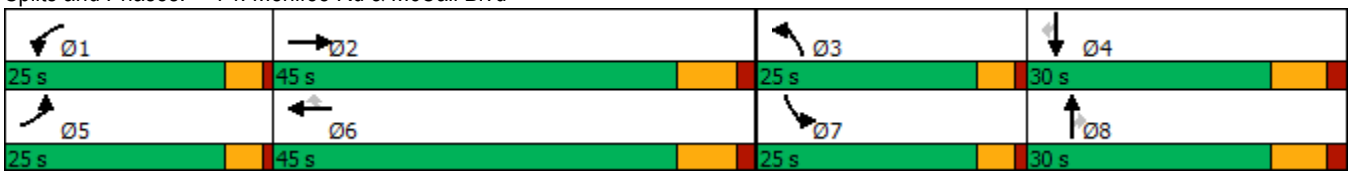
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	62.4		27.7	22.5	45.0		27.7				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	52.8		34.4	35.4	37.8		34.4				
Max Q Clear Time (g_c+I1), s	2.2	57.2		20.4	17.5	39.8		20.4				
Green Ext Time (p_c), s	0.0	0.0		1.7	0.4	0.0		0.2				

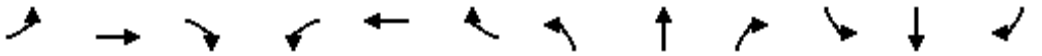
Intersection Summary												
HCM 6th Ctrl Delay			163.4									
HCM 6th LOS			F									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	622	776	78	1143	424	540	818	110	444	612	423
Future Volume (vph)	622	776	78	1143	424	540	818	110	444	612	423
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.5	10.6	17.5	17.5	10.6	15.2	15.2	10.6	15.2	15.2
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	20.4	52.6	7.4	37.5	37.5	20.4	22.8	22.8	20.4	22.8	22.8
Actuated g/C Ratio	0.16	0.42	0.06	0.30	0.30	0.16	0.18	0.18	0.16	0.18	0.18
v/c Ratio	1.09	0.80	0.38	1.06	0.60	1.84	1.24	0.28	1.51	0.93	0.80
Control Delay	112.8	35.2	61.5	85.5	13.2	419.9	164.4	8.2	282.8	72.1	27.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	112.8	35.2	61.5	85.5	13.2	419.9	164.4	8.2	282.8	72.1	27.4
LOS	F	D	E	F	B	F	F	A	F	E	C
Approach Delay		61.8		65.7			246.7			122.6	
Approach LOS		E		E			F			F	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.84	
Intersection Signal Delay: 119.2	Intersection LOS: F
Intersection Capacity Utilization 116.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	622	776	416	78	1143	424	540	818	110	444	612	423
Future Volume (veh/h)	622	776	416	78	1143	424	540	818	110	444	612	423
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	622	776	416	78	1143	424	540	818	110	444	612	423
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	573	951	508	157	1083	483	295	658	294	295	658	294
Arrive On Green	0.16	0.42	0.42	0.04	0.30	0.30	0.16	0.18	0.18	0.16	0.18	0.18
Sat Flow, veh/h	3510	2273	1213	3510	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	622	615	577	78	1143	424	540	818	110	444	612	423
Grp Sat Flow(s),veh/h/ln	1755	1805	1682	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	20.4	37.6	37.9	2.7	37.5	31.3	20.4	22.8	7.5	20.4	20.9	22.8
Cycle Q Clear(g_c), s	20.4	37.6	37.9	2.7	37.5	31.3	20.4	22.8	7.5	20.4	20.9	22.8
Prop In Lane	1.00		0.72	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	573	755	704	157	1083	483	295	658	294	295	658	294
V/C Ratio(X)	1.09	0.81	0.82	0.50	1.06	0.88	1.83	1.24	0.37	1.50	0.93	1.44
Avail Cap(c_a), veh/h	573	755	704	573	1083	483	295	658	294	295	658	294
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	32.1	32.2	58.3	43.7	41.6	52.3	51.1	44.8	52.3	50.3	51.1
Incr Delay (d2), s/veh	62.9	6.9	7.6	0.9	43.2	16.6	385.9	121.6	0.8	243.5	19.7	216.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.0	17.6	16.7	1.2	23.1	14.5	40.9	21.4	3.1	29.2	11.2	26.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	115.2	39.0	39.8	59.2	87.0	58.2	438.2	172.7	45.6	295.8	70.1	267.6
LnGrp LOS	F	D	D	E	F	E	F	F	D	F	E	F
Approach Vol, veh/h		1814			1645			1468			1479	
Approach Delay, s/veh		65.4			78.2			260.8			194.3	
Approach LOS		E			E			F			F	

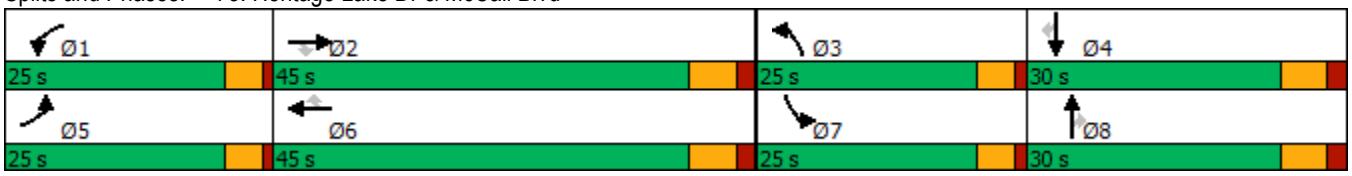
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	59.8	25.0	30.0	25.0	45.0	25.0	30.0
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	22.8	20.4	37.5	20.4	22.8
Max Q Clear Time (g_c+I1), s	4.7	39.9	22.4	24.8	22.4	39.5	22.4	24.8
Green Ext Time (p_c), s	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

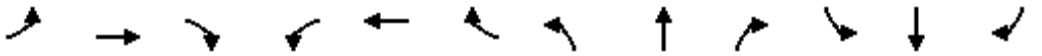
Intersection Summary	
HCM 6th Ctrl Delay	143.2
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	1076	160	59	1295	164	268	194	102	67	117	82
Future Volume (vph)	98	1076	160	59	1295	164	268	194	102	67	117	82
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.9	37.0	37.0	8.2	35.2	35.2	19.1	25.5	25.5	8.5	11.8	11.8
Actuated g/C Ratio	0.10	0.39	0.39	0.09	0.37	0.37	0.20	0.27	0.27	0.09	0.12	0.12
v/c Ratio	0.52	0.54	0.24	0.39	0.68	0.25	0.74	0.38	0.21	0.42	0.50	0.28
Control Delay	54.9	24.9	9.3	53.4	28.9	10.4	52.9	36.4	7.3	53.9	50.5	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.9	24.9	9.3	53.4	28.9	10.4	52.9	36.4	7.3	53.9	50.5	6.5
LOS	D	C	A	D	C	B	D	D	A	D	D	A
Approach Delay		25.2			27.9			39.0			37.8	
Approach LOS		C			C			D			D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 95.8	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 29.3	Intersection LOS: C
Intersection Capacity Utilization 70.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 75: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	1076	160	59	1295	164	268	194	102	67	117	82
Future Volume (veh/h)	98	1076	160	59	1295	164	268	194	102	67	117	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	98	1076	160	59	1295	164	268	194	102	67	117	82
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	1989	595	101	1913	590	312	412	323	107	197	163
Arrive On Green	0.07	0.38	0.38	0.06	0.37	0.37	0.17	0.22	0.22	0.06	0.10	0.10
Sat Flow, veh/h	1810	5187	1552	1810	5187	1599	1810	1900	1492	1810	1900	1574
Grp Volume(v), veh/h	98	1076	160	59	1295	164	268	194	102	67	117	82
Grp Sat Flow(s),veh/h/ln	1810	1729	1552	1810	1729	1599	1810	1900	1492	1810	1900	1574
Q Serve(g_s), s	4.1	12.5	5.5	2.5	16.2	5.6	11.1	6.9	4.4	2.8	4.5	3.8
Cycle Q Clear(g_c), s	4.1	12.5	5.5	2.5	16.2	5.6	11.1	6.9	4.4	2.8	4.5	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	1989	595	101	1913	590	312	412	323	107	197	163
V/C Ratio(X)	0.77	0.54	0.27	0.58	0.68	0.28	0.86	0.47	0.32	0.63	0.59	0.50
Avail Cap(c_a), veh/h	478	2592	776	478	2592	799	478	581	456	478	581	481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	18.5	16.4	35.6	20.5	17.1	31.1	26.4	25.4	35.5	33.1	32.7
Incr Delay (d2), s/veh	3.6	0.2	0.2	2.0	0.4	0.3	6.2	0.8	0.6	2.2	2.9	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	4.7	1.9	1.1	6.2	2.0	5.2	3.1	1.6	1.3	2.2	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.9	18.8	16.6	37.6	20.9	17.4	37.2	27.2	26.0	37.7	35.9	35.1
LnGrp LOS	D	B	B	D	C	B	D	C	C	D	D	D
Approach Vol, veh/h		1334			1518			564			266	
Approach Delay, s/veh		20.0			21.2			31.7			36.1	
Approach LOS		B			C			C			D	

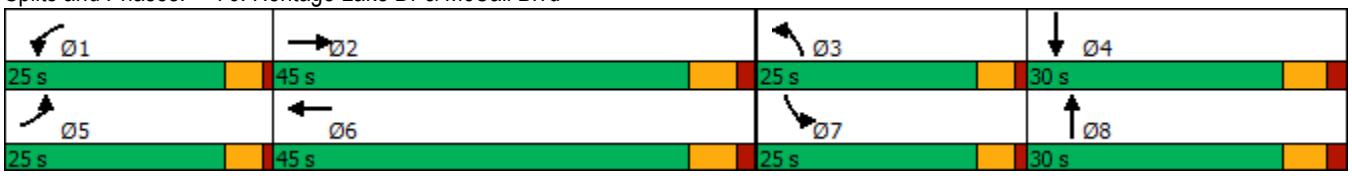
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	36.0	17.9	14.4	10.0	34.9	9.2	23.1
Change Period (Y+Rc), s	4.6	6.4	4.6	6.4	4.6	6.4	4.6	6.4
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.6	20.4	38.6	20.4	23.6
Max Q Clear Time (g_c+I1), s	4.5	14.5	13.1	6.5	6.1	18.2	4.8	8.9
Green Ext Time (p_c), s	0.0	9.1	0.2	0.8	0.1	10.3	0.1	1.2

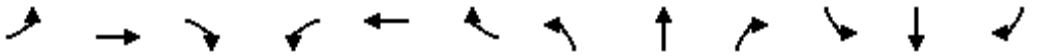
Intersection Summary	
HCM 6th Ctrl Delay	23.5
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	24	848	182	1014	378	127	67	131
Future Volume (vph)	24	848	182	1014	378	127	67	131
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0
Minimum Split (s)	10.6	16.4	10.6	16.4	10.6	14.1	10.6	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.1	3.6	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	4.6	6.4	4.6	6.1	4.6	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	6.7	34.8	14.9	47.9	20.7	29.7	8.8	15.1
Actuated g/C Ratio	0.06	0.32	0.14	0.45	0.19	0.28	0.08	0.14
v/c Ratio	0.21	0.77	0.73	0.46	1.09	0.65	0.46	0.66
Control Delay	57.4	34.3	63.3	22.6	116.9	38.2	60.6	54.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.4	34.3	63.3	22.6	116.9	38.2	60.6	54.2
LOS	E	C	E	C	F	D	E	D
Approach Delay		34.7		28.6		80.1		55.9
Approach LOS		C		C		F		E

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 107.6	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 43.2	Intersection LOS: D
Intersection Capacity Utilization 84.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 76: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	848	435	182	1014	48	378	127	205	67	131	43
Future Volume (veh/h)	24	848	435	182	1014	48	378	127	205	67	131	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	848	435	182	1014	48	378	127	205	67	131	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	53	1159	540	216	2159	102	372	178	288	92	164	54
Arrive On Green	0.03	0.34	0.34	0.12	0.43	0.43	0.21	0.28	0.28	0.05	0.12	0.12
Sat Flow, veh/h	1810	3458	1610	1810	5075	240	1810	647	1044	1810	1359	446
Grp Volume(v), veh/h	24	848	435	182	691	371	378	0	332	67	0	174
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1856	1810	0	1691	1810	0	1805
Q Serve(g_s), s	1.3	21.4	24.4	9.8	14.2	14.3	20.4	0.0	17.6	3.6	0.0	9.3
Cycle Q Clear(g_c), s	1.3	21.4	24.4	9.8	14.2	14.3	20.4	0.0	17.6	3.6	0.0	9.3
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.62	1.00		0.25
Lane Grp Cap(c), veh/h	53	1159	540	216	1471	790	372	0	466	92	0	218
V/C Ratio(X)	0.45	0.73	0.81	0.84	0.47	0.47	1.02	0.00	0.71	0.73	0.00	0.80
Avail Cap(c_a), veh/h	372	1345	626	372	1471	790	372	0	466	372	0	435
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.4	29.0	30.0	42.8	20.5	20.5	39.4	0.0	32.4	46.4	0.0	42.4
Incr Delay (d2), s/veh	2.2	1.8	6.7	3.4	0.2	0.4	50.8	0.0	5.1	4.0	0.0	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	9.0	10.2	4.5	5.6	6.1	14.2	0.0	7.7	1.7	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.6	30.8	36.7	46.2	20.7	20.9	90.2	0.0	37.4	50.4	0.0	48.9
LnGrp LOS	D	C	D	D	C	C	F	A	D	D	A	D
Approach Vol, veh/h		1307			1244			710			241	
Approach Delay, s/veh		33.1			24.5			65.5			49.3	
Approach LOS		C			C			E			D	

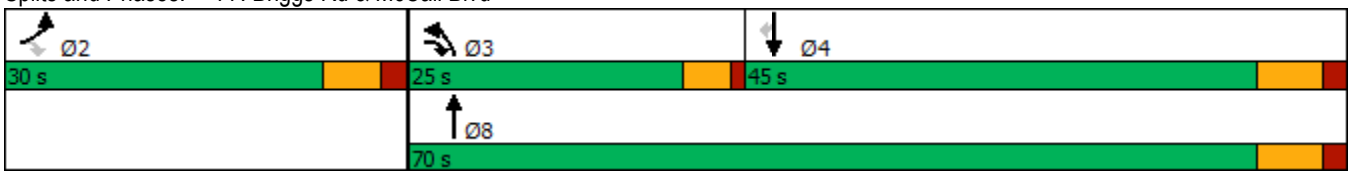
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	39.7	25.0	18.1	7.5	48.6	9.7	33.5
Change Period (Y+Rc), s	4.6	6.4	4.6	6.1	4.6	6.4	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.9	20.4	38.6	20.4	23.9
Max Q Clear Time (g_c+I1), s	11.8	26.4	22.4	11.3	3.3	16.3	5.6	19.6
Green Ext Time (p_c), s	0.2	6.8	0.0	0.7	0.0	7.6	0.1	0.8

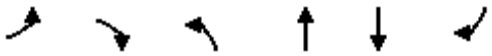
Intersection Summary	
HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	738	381	379	1030	691	855
Future Volume (vph)	738	381	379	1030	691	855
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	25.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	25.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	23.9	44.7	14.3	54.0	35.0	35.0
Actuated g/C Ratio	0.26	0.49	0.16	0.59	0.38	0.38
v/c Ratio	1.56	0.26	0.69	0.92	0.50	0.86
Control Delay	291.4	8.1	43.9	30.1	23.0	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	291.4	8.1	43.9	30.1	23.0	16.9
LOS	F	A	D	C	C	B
Approach Delay	194.9			33.8	19.6	
Approach LOS	F			C	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 91.3	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.56	
Intersection Signal Delay: 72.7	Intersection LOS: E
Intersection Capacity Utilization 106.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	738	381	379	1030	691	855
Future Volume (veh/h)	738	381	379	1030	691	855
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	738	381	379	1030	691	855
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	465	1104	465	1138	1503	669
Arrive On Green	0.26	0.26	0.13	0.60	0.42	0.42
Sat Flow, veh/h	1810	2834	3510	1900	3705	1608
Grp Volume(v), veh/h	738	381	379	1030	691	855
Grp Sat Flow(s),veh/h/ln	1810	1417	1755	1900	1805	1608
Q Serve(g_s), s	23.6	8.7	9.6	43.6	12.7	38.2
Cycle Q Clear(g_c), s	23.6	8.7	9.6	43.6	12.7	38.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	465	1104	465	1138	1503	669
V/C Ratio(X)	1.59	0.34	0.81	0.91	0.46	1.28
Avail Cap(c_a), veh/h	465	1104	780	1309	1503	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	19.7	38.7	16.1	19.3	26.8
Incr Delay (d2), s/veh	273.7	0.1	1.3	8.4	0.2	136.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	45.4	2.8	4.2	19.1	5.2	39.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	307.8	19.8	40.0	24.5	19.6	162.8
LnGrp LOS	F	B	D	C	B	F
Approach Vol, veh/h	1119			1409	1546	
Approach Delay, s/veh	209.7			28.7	98.8	
Approach LOS	F			C	F	

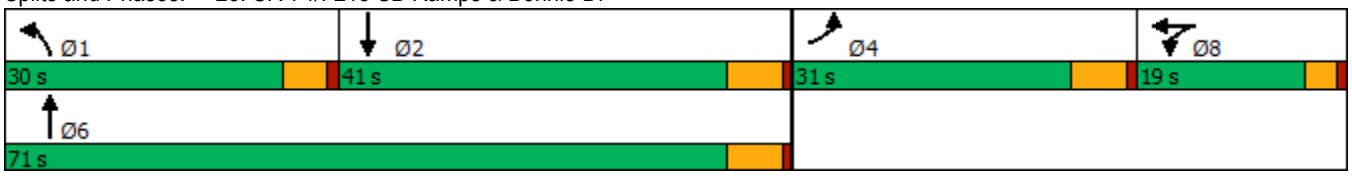
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		30.0	16.8	45.0		61.8
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s		25.6	11.6	40.2		45.6
Green Ext Time (p_c), s		0.0	0.5	0.0		8.2

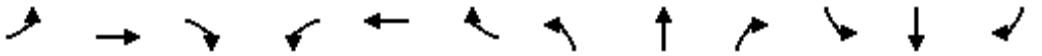
Intersection Summary	
HCM 6th Ctrl Delay	105.0
HCM 6th LOS	F

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	100	628	621	543	1575	89	
Future Volume (vph)	100	628	621	543	1575	89	
Turn Type	Prot	Free	Prot	NA	NA	Free	
Protected Phases	4		1	6	2		8
Permitted Phases		Free				Free	
Detector Phase	4		1	6	2		
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0
Minimum Split (s)	11.0		10.0	11.0	11.0		9.0
Total Split (s)	31.0		30.0	71.0	41.0		19.0
Total Split (%)	25.6%		24.8%	58.7%	33.9%		16%
Yellow Time (s)	5.0		4.0	5.0	5.0		3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	6.0		5.0	6.0	6.0		
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	9.1	83.8	25.2	66.9	35.2	83.8	
Actuated g/C Ratio	0.11	1.00	0.30	0.80	0.42	1.00	
v/c Ratio	0.51	0.39	1.15	0.36	1.97	0.06	
Control Delay	45.8	0.7	116.5	4.4	463.2	0.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	45.8	0.7	116.5	4.4	463.2	0.1	
LOS	D	A	F	A	F	A	
Approach Delay				64.2	438.4		
Approach LOS				E	F		

Intersection Summary	
Cycle Length: 121	
Actuated Cycle Length: 83.8	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.97	
Intersection Signal Delay: 227.6	Intersection LOS: F
Intersection Capacity Utilization 135.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	0	628	0	0	0	621	543	0	0	1575	89
Future Volume (veh/h)	100	0	628	0	0	0	621	543	0	0	1575	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	0	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	100	0	0	0	0	0	621	543	0	0	1575	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	0		0	3	0	637	1739	0	0	937	
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.35	0.92	0.00	0.00	0.49	0.00
Sat Flow, veh/h		0		0	1900	0	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h		0.0		0	0	0	621	543	0	0	1575	0
Grp Sat Flow(s),veh/h/ln				0	1900	0	1810	1900	0	0	1900	1610
Q Serve(g_s), s				0.0	0.0	0.0	24.0	2.4	0.0	0.0	35.0	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	24.0	2.4	0.0	0.0	35.0	0.0
Prop In Lane				0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				0	3	0	637	1739	0	0	937	
V/C Ratio(X)				0.00	0.00	0.00	0.97	0.31	0.00	0.00	1.68	
Avail Cap(c_a), veh/h				0	401	0	637	1739	0	0	937	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	22.7	0.4	0.0	0.0	18.0	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	29.1	0.0	0.0	0.0	311.4	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.0	13.7	0.0	0.0	0.0	92.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	0.0	51.8	0.4	0.0	0.0	329.4	0.0
LnGrp LOS				A	A	A	D	A	A	A	F	
Approach Vol, veh/h					0			1164			1575	
Approach Delay, s/veh					0.0			27.8			329.4	
Approach LOS								C			F	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	30.0	41.0				71.0		0.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		4.0				
Max Green Setting (Gmax), s	25.0	35.0				65.0		15.0				
Max Q Clear Time (g_c+I1), s	26.0	37.0				4.4		0.0				
Green Ext Time (p_c), s	0.0	0.0				1.9		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		201.2
HCM 6th LOS		F

Notes

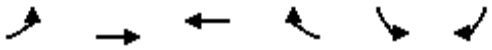
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	17	2184	1085	1512	487
Future Volume (vph)	17	2184	1085	1512	487
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	30.3	70.6	40.3		40.4
Total Split (%)	27.3%	63.6%	36.3%		36.4%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	5.8	65.3	60.5	111.0	35.1
Actuated g/C Ratio	0.05	0.59	0.55	1.00	0.32
v/c Ratio	0.18	1.03	0.55	0.94	0.99
Control Delay	54.3	50.9	18.8	13.2	74.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	54.3	50.9	18.8	13.2	74.2
LOS	D	D	B	B	E
Approach Delay		50.9	15.5		74.2
Approach LOS		D	B		E

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 111	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 36.2	Intersection LOS: D
Intersection Capacity Utilization 101.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 29: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	17	2184	1085	1512	487	79
Future Volume (veh/h)	17	2184	1085	1512	487	79
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	17	2184	1085	0	487	79
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	33	2124	1885		483	78
Arrive On Green	0.02	0.59	0.52	0.00	0.32	0.32
Sat Flow, veh/h	1810	3705	3705	1610	1528	248
Grp Volume(v), veh/h	17	2184	1085	0	567	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1779	0
Q Serve(g_s), s	1.0	65.3	22.8	0.0	35.1	0.0
Cycle Q Clear(g_c), s	1.0	65.3	22.8	0.0	35.1	0.0
Prop In Lane	1.00			1.00	0.86	0.14
Lane Grp Cap(c), veh/h	33	2124	1885		563	0
V/C Ratio(X)	0.51	1.03	0.58		1.01	0.00
Avail Cap(c_a), veh/h	408	2124	1885		563	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	54.0	22.8	18.1	0.0	38.0	0.0
Incr Delay (d2), s/veh	4.5	27.2	0.3	0.0	39.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	31.0	8.6	0.0	20.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	58.4	50.0	18.4	0.0	77.9	0.0
LnGrp LOS	E	F	B		F	A
Approach Vol, veh/h		2201	1085		567	
Approach Delay, s/veh		50.1	18.4		77.9	
Approach LOS		D	B		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		70.6		40.4	7.3	63.3
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		65.3		35.1	25.0	35.0
Max Q Clear Time (g_c+I1), s		67.3		37.1	3.0	24.8
Green Ext Time (p_c), s		0.0		0.0	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	45.3
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

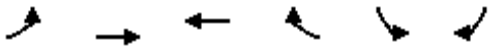
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	575	2096	2022	53	575
Future Volume (vph)	575	2096	2022	53	575
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.0	11.0	9.5	9.5
Total Split (s)	24.0	65.0	41.0	24.5	24.5
Total Split (%)	26.8%	72.6%	45.8%	27.4%	27.4%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	20.1	59.2	35.1	15.5	15.5
Actuated g/C Ratio	0.24	0.69	0.41	0.18	0.18
v/c Ratio	1.35	0.84	1.40	0.16	0.93
Control Delay	204.1	14.8	209.4	29.6	34.1
Queue Delay	0.0	0.5	0.0	0.0	0.0
Total Delay	204.1	15.2	209.4	29.6	34.1
LOS	F	B	F	C	C
Approach Delay		55.9	209.4	33.7	
Approach LOS		E	F	C	

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 85.3	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.40	
Intersection Signal Delay: 112.6	Intersection LOS: F
Intersection Capacity Utilization 105.8%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 30: SR-74 & Trumble Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	575	2096	2022	56	53	575
Future Volume (veh/h)	575	2096	2022	56	53	575
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	575	2096	2022	56	53	575
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	404	2380	1403	39	404	360
Arrive On Green	0.22	0.66	0.39	0.39	0.22	0.22
Sat Flow, veh/h	1810	3705	3683	99	1810	1610
Grp Volume(v), veh/h	575	2096	1012	1066	53	575
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1882	1810	1610
Q Serve(g_s), s	20.0	42.2	35.0	35.0	2.1	20.0
Cycle Q Clear(g_c), s	20.0	42.2	35.0	35.0	2.1	20.0
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	404	2380	706	736	404	360
V/C Ratio(X)	1.42	0.88	1.43	1.45	0.13	1.60
Avail Cap(c_a), veh/h	404	2380	706	736	404	360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	12.4	27.3	27.3	27.8	34.8
Incr Delay (d2), s/veh	203.9	4.2	203.5	209.1	0.1	281.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	31.0	13.1	53.1	56.5	0.9	44.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	238.6	16.6	230.7	236.4	27.9	316.6
LnGrp LOS	F	B	F	F	C	F
Approach Vol, veh/h		2671	2078		628	
Approach Delay, s/veh		64.4	233.6		292.3	
Approach LOS		E	F		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		65.0		24.5	24.0	41.0
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		59.0		20.0	20.0	35.0
Max Q Clear Time (g_c+I1), s		44.2		22.0	22.0	37.0
Green Ext Time (p_c), s		11.7		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	156.4
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	38.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2204	1874	311	0	403
Future Vol, veh/h	0	2204	1874	311	0	403
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	2204	1874	311	0	403

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1093
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	~ 213
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 213
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	$ 456.4
HCM LOS			F

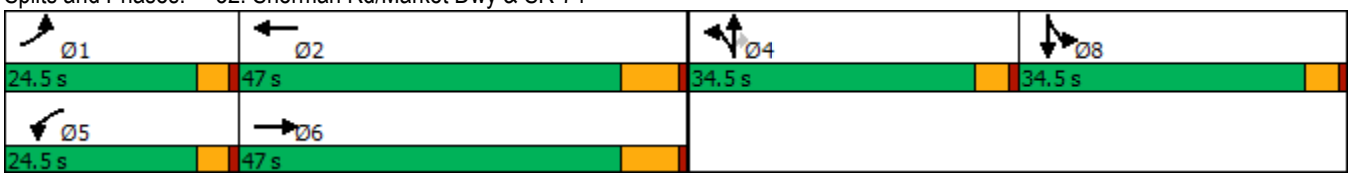
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	213
HCM Lane V/C Ratio	-	-	-	1.892
HCM Control Delay (s)	-	-	-	$ 456.4
HCM Lane LOS	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	29

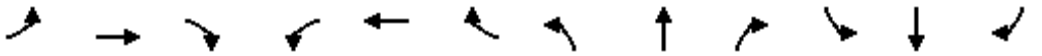
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	37	1970	248	1820	19	200	25
Future Volume (vph)	37	1970	248	1820	19	200	25
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases						4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	12.0	9.5	12.0	9.5	9.5	9.5
Total Split (s)	24.5	47.0	24.5	47.0	34.5	34.5	34.5
Total Split (%)	17.4%	33.5%	17.4%	33.5%	24.6%	24.6%	24.6%
Yellow Time (s)	3.5	6.0	3.5	6.0	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	4.5	7.0	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	6.9	40.3	19.7	57.3	28.3	28.3	7.8
Actuated g/C Ratio	0.06	0.35	0.17	0.50	0.25	0.25	0.07
v/c Ratio	0.34	1.72	0.80	1.02	0.83	0.38	0.47
Control Delay	62.1	356.2	66.8	57.9	58.1	10.8	57.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.1	356.2	66.8	57.9	58.1	10.8	57.5
LOS	E	F	E	E	E	B	E
Approach Delay		351.2		59.0	41.5		57.5
Approach LOS		F		E	D		E

Intersection Summary	
Cycle Length: 140.5	
Actuated Cycle Length: 114.5	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.72	
Intersection Signal Delay: 187.6	Intersection LOS: F
Intersection Capacity Utilization 114.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 32: Sherman Rd/Market Dwy & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1970	197	248	1820	24	351	19	200	23	25	14
Future Volume (veh/h)	37	1970	197	248	1820	24	351	19	200	23	25	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	1970	197	248	1820	24	351	19	200	23	25	14
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	57	1255	123	279	1827	24	392	21	366	30	33	19
Arrive On Green	0.03	0.38	0.38	0.15	0.50	0.50	0.23	0.23	0.23	0.05	0.05	0.05
Sat Flow, veh/h	1810	3320	326	1810	3647	48	1721	93	1606	665	723	405
Grp Volume(v), veh/h	37	1056	1111	248	899	945	370	0	200	62	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1841	1810	1805	1890	1814	0	1606	1794	0	0
Q Serve(g_s), s	2.1	40.0	40.0	14.2	52.4	52.8	20.9	0.0	11.6	3.6	0.0	0.0
Cycle Q Clear(g_c), s	2.1	40.0	40.0	14.2	52.4	52.8	20.9	0.0	11.6	3.6	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.03	0.95		1.00	0.37		0.23
Lane Grp Cap(c), veh/h	57	682	696	279	905	947	414	0	366	82	0	0
V/C Ratio(X)	0.65	1.55	1.60	0.89	0.99	1.00	0.89	0.00	0.55	0.75	0.00	0.00
Avail Cap(c_a), veh/h	342	682	696	342	905	947	514	0	455	509	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.7	32.9	32.9	43.8	26.2	26.3	39.6	0.0	36.0	49.9	0.0	0.0
Incr Delay (d2), s/veh	4.7	253.5	275.2	18.4	28.3	28.7	13.8	0.0	0.5	5.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	63.9	69.4	7.7	28.2	29.8	10.8	0.0	4.6	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.3	286.4	308.1	62.3	54.5	55.1	53.5	0.0	36.5	55.0	0.0	0.0
LnGrp LOS	E	F	F	E	D	E	D	A	D	E	A	A
Approach Vol, veh/h		2204			2092			570			62	
Approach Delay, s/veh		293.5			55.7			47.5			55.0	
Approach LOS		F			E			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	60.0		28.6	20.8	47.0		9.3				
Change Period (Y+Rc), s	4.5	7.0		4.5	4.5	7.0		4.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	4.1	54.8		22.9	16.2	42.0		5.6				
Green Ext Time (p_c), s	0.0	0.0		1.2	0.1	0.0		0.2				

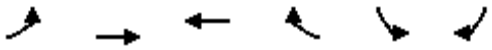
Intersection Summary			
HCM 6th Ctrl Delay		161.1	
HCM 6th LOS		F	

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	66	2053	1870	125
Future Volume (vph)	66	2053	1870	125
Turn Type	Prot	NA	NA	Prot
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	11.0	9.7
Total Split (s)	24.7	65.7	41.0	24.7
Total Split (%)	27.3%	72.7%	45.4%	27.3%
Yellow Time (s)	3.7	5.0	5.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	6.0	4.7
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Min	Min	None
Act Effct Green (s)	8.3	58.2	47.4	11.7
Actuated g/C Ratio	0.10	0.72	0.59	0.14
v/c Ratio	0.35	0.79	0.91	0.56
Control Delay	39.8	10.8	25.6	38.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	39.8	10.8	25.6	38.3
LOS	D	B	C	D
Approach Delay		11.7	25.6	38.3
Approach LOS		B	C	D

Intersection Summary			
Cycle Length: 90.4			
Actuated Cycle Length: 80.7			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 19.0		Intersection LOS: B	
Intersection Capacity Utilization 74.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 33: SR-74 & Antelope Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	66	2053	1870	53	125	26
Future Volume (veh/h)	66	2053	1870	53	125	26
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	2053	1870	53	125	26
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	95	2641	2187	62	161	34
Arrive On Green	0.05	0.73	0.61	0.61	0.11	0.11
Sat Flow, veh/h	1810	3705	3681	101	1458	303
Grp Volume(v), veh/h	66	2053	937	986	152	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1882	1773	0
Q Serve(g_s), s	2.4	24.0	28.6	29.1	5.7	0.0
Cycle Q Clear(g_c), s	2.4	24.0	28.6	29.1	5.7	0.0
Prop In Lane	1.00			0.05	0.82	0.17
Lane Grp Cap(c), veh/h	95	2641	1101	1148	196	0
V/C Ratio(X)	0.70	0.78	0.85	0.86	0.77	0.00
Avail Cap(c_a), veh/h	533	3175	1101	1148	522	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.6	5.7	10.7	10.8	29.4	0.0
Incr Delay (d2), s/veh	8.8	1.0	6.5	6.7	6.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.6	10.7	11.4	2.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.4	6.7	17.3	17.6	35.8	0.0
LnGrp LOS	D	A	B	B	D	A
Approach Vol, veh/h		2119	1923		152	
Approach Delay, s/veh		7.8	17.4		35.8	
Approach LOS		A	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		55.7		12.2	8.3	47.4
Change Period (Y+Rc), s		6.0		* 4.7	* 4.7	6.0
Max Green Setting (Gmax), s		59.7		* 20	* 20	35.0
Max Q Clear Time (g_c+I1), s		26.0		7.7	4.4	31.1
Green Ext Time (p_c), s		23.7		0.3	0.1	3.4

Intersection Summary	
HCM 6th Ctrl Delay	13.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

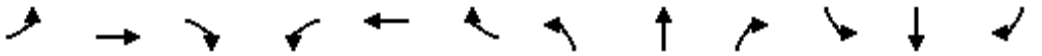
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	113	1877	365	1853	63	167	281	22	140
Future Volume (vph)	113	1877	365	1853	63	167	281	22	140
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	9.7	9.7	9.7	9.7	9.7
Total Split (s)	24.7	42.0	24.7	42.0	24.7	24.7	24.7	24.7	24.7
Total Split (%)	27.0%	46.0%	27.0%	46.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Yellow Time (s)	3.7	6.0	3.7	6.0	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	9.6	35.1	19.2	47.0	12.6	12.6	12.6	12.6	12.6
Actuated g/C Ratio	0.12	0.42	0.23	0.56	0.15	0.15	0.15	0.15	0.15
v/c Ratio	0.55	1.27	0.88	0.93	0.35	0.58	0.58	0.15	0.35
Control Delay	45.3	152.5	55.5	29.5	37.2	41.5	9.4	32.6	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.3	152.5	55.5	29.5	37.2	41.5	9.4	32.6	23.1
LOS	D	F	E	C	D	D	A	C	C
Approach Delay		146.6		33.7		23.3			24.0
Approach LOS		F		C		C			C

Intersection Summary	
Cycle Length: 91.4	
Actuated Cycle Length: 83.4	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.27	
Intersection Signal Delay: 78.0	Intersection LOS: E
Intersection Capacity Utilization 104.2%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 34: Palomar Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	1877	50	365	1853	31	63	167	281	22	140	63
Future Volume (veh/h)	113	1877	50	365	1853	31	63	167	281	22	140	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	113	1877	50	365	1853	31	63	167	281	22	140	63
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	144	1422	38	398	1948	33	258	377	320	198	488	210
Arrive On Green	0.08	0.40	0.40	0.22	0.54	0.54	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1810	3593	95	1810	3633	61	1198	1900	1610	957	2459	1056
Grp Volume(v), veh/h	113	939	988	365	918	966	63	167	281	22	101	102
Grp Sat Flow(s),veh/h/ln	1810	1805	1883	1810	1805	1889	1198	1900	1610	957	1805	1710
Q Serve(g_s), s	5.4	35.0	35.0	17.4	42.5	42.9	4.2	6.8	15.0	1.8	4.2	4.5
Cycle Q Clear(g_c), s	5.4	35.0	35.0	17.4	42.5	42.9	8.7	6.8	15.0	8.7	4.2	4.5
Prop In Lane	1.00		0.05	1.00		0.03	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	144	714	745	398	968	1013	258	377	320	198	358	340
V/C Ratio(X)	0.78	1.31	1.33	0.92	0.95	0.95	0.24	0.44	0.88	0.11	0.28	0.30
Avail Cap(c_a), veh/h	409	714	745	409	968	1013	291	430	364	224	408	387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	26.7	26.7	33.7	19.4	19.5	33.9	31.1	34.4	34.9	30.1	30.2
Incr Delay (d2), s/veh	3.5	151.3	155.9	24.1	17.9	18.2	0.4	0.6	18.7	0.2	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	44.2	47.0	10.1	20.7	22.0	1.2	3.1	7.4	0.4	1.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	178.0	182.6	57.8	37.3	37.6	34.3	31.7	53.1	35.1	30.4	30.6
LnGrp LOS	D	F	F	E	D	D	C	C	D	D	C	C
Approach Vol, veh/h		2040			2249			511			225	
Approach Delay, s/veh		172.8			40.7			43.8			30.9	
Approach LOS		F			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.2	42.0		22.3	11.8	54.4		22.3				
Change Period (Y+Rc), s	* 4.7	7.0		* 4.7	* 4.7	7.0		* 4.7				
Max Green Setting (Gmax), s	* 20	35.0		* 20	* 20	35.0		* 20				
Max Q Clear Time (g_c+I1), s	19.4	37.0		10.7	7.4	44.9		17.0				
Green Ext Time (p_c), s	0.0	0.0		0.7	0.1	0.0		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		94.2	
HCM 6th LOS		F	

Notes

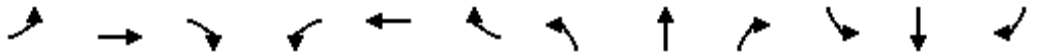
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1321	467	366	1506	2	513
Future Volume (vph)	1321	467	366	1506	2	513
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	10.0	10.0
Total Split (s)	46.0	46.0	35.0	81.0	35.0	35.0
Total Split (%)	39.7%	39.7%	30.2%	69.8%	30.2%	30.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	40.0	40.0	26.3	71.4	30.0	30.0
Actuated g/C Ratio	0.36	0.36	0.23	0.64	0.27	0.27
v/c Ratio	1.95	0.67	0.87	0.66	0.53	1.06
Control Delay	458.7	24.1	62.4	14.5	40.8	91.3
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0
Total Delay	458.7	24.1	62.4	14.9	40.8	91.3
LOS	F	C	E	B	D	F
Approach Delay	345.2			24.2	74.4	
Approach LOS	F			C	E	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 112.4	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.95	
Intersection Signal Delay: 162.4	Intersection LOS: F
Intersection Capacity Utilization 151.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 39: I-215 SB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1321	467	366	1506	0	0	0	0	256	2	513
Future Volume (veh/h)	0	1321	467	366	1506	0	0	0	0	256	2	513
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1321	467	366	1506	0				256	2	513
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	688	583	400	2269	0				488	4	438
Arrive On Green	0.00	0.36	0.36	0.22	0.63	0.00				0.27	0.27	0.27
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1796	14	1610
Grp Volume(v), veh/h	0	1321	467	366	1506	0				258	0	513
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	40.0	28.8	21.8	29.3	0.0				13.4	0.0	30.0
Cycle Q Clear(g_c), s	0.0	40.0	28.8	21.8	29.3	0.0				13.4	0.0	30.0
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	688	583	400	2269	0				492	0	438
V/C Ratio(X)	0.00	1.92	0.80	0.92	0.66	0.00				0.52	0.00	1.17
Avail Cap(c_a), veh/h	0	688	583	492	2453	0				492	0	438
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	35.2	31.6	42.0	13.1	0.0				34.1	0.0	40.2
Incr Delay (d2), s/veh	0.0	418.8	7.8	19.4	0.6	0.0				1.0	0.0	99.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	96.9	11.5	11.3	9.7	0.0				5.9	0.0	23.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	454.0	39.4	61.4	13.7	0.0				35.2	0.0	139.6
LnGrp LOS	A	F	D	E	B	A				D	A	F
Approach Vol, veh/h		1788			1872						771	
Approach Delay, s/veh		345.7			23.0						104.6	
Approach LOS		F			C						F	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	29.4	46.0				75.4		35.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	23.8	42.0				31.3		32.0				
Green Ext Time (p_c), s	0.6	0.0				13.9		0.0				

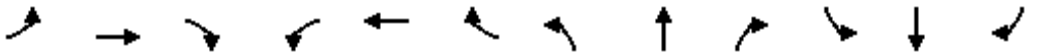
Intersection Summary												
HCM 6th Ctrl Delay			167.4									
HCM 6th LOS			F									

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	381	1196	1228	1	498
Future Volume (vph)	381	1196	1228	1	498
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	27.3	73.2	40.8	30.0	30.0
Actuated g/C Ratio	0.24	0.64	0.36	0.26	0.26
v/c Ratio	0.88	0.98	2.24	1.36	1.01
Control Delay	64.5	42.8	585.4	209.1	77.9
Queue Delay	0.0	33.1	0.0	0.0	0.0
Total Delay	64.5	75.8	585.4	209.1	77.9
LOS	E	E	F	F	E
Approach Delay		73.1	585.4	151.9	
Approach LOS		E	F	F	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 114.2	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.24	
Intersection Signal Delay: 276.5	Intersection LOS: F
Intersection Capacity Utilization 151.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	381	1196	0	0	1228	271	644	1	498	0	0	0
Future Volume (veh/h)	381	1196	0	0	1228	271	644	1	498	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	381	1196	0	0	1228	271	644	1	498			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	412	1223	0	0	562	124	471	1	420			
Arrive On Green	0.23	0.64	0.00	0.00	0.37	0.37	0.26	0.26	0.26			
Sat Flow, veh/h	1810	1900	0	0	1507	333	1807	3	1610			
Grp Volume(v), veh/h	381	1196	0	0	0	1499	645	0	498			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1840	1810	0	1610			
Q Serve(g_s), s	23.7	69.7	0.0	0.0	0.0	42.9	30.0	0.0	30.0			
Cycle Q Clear(g_c), s	23.7	69.7	0.0	0.0	0.0	42.9	30.0	0.0	30.0			
Prop In Lane	1.00		0.00	0.00		0.18	1.00		1.00			
Lane Grp Cap(c), veh/h	412	1223	0	0	0	686	472	0	420			
V/C Ratio(X)	0.93	0.98	0.00	0.00	0.00	2.19	1.37	0.00	1.19			
Avail Cap(c_a), veh/h	472	1239	0	0	0	686	472	0	420			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	43.5	19.7	0.0	0.0	0.0	36.1	42.5	0.0	42.5			
Incr Delay (d2), s/veh	22.6	20.3	0.0	0.0	0.0	538.7	178.2	0.0	105.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	12.6	30.7	0.0	0.0	0.0	120.1	36.5	0.0	23.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.1	40.0	0.0	0.0	0.0	574.8	220.7	0.0	147.9			
LnGrp LOS	E	D	A	A	A	F	F	A	F			
Approach Vol, veh/h		1577			1499			1143				
Approach Delay, s/veh		46.3			574.8			189.0				
Approach LOS		D			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		80.0			31.2	48.9		35.0				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		71.7			25.7	44.9		32.0				
Green Ext Time (p_c), s		2.4			0.5	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			272.7									
HCM 6th LOS			F									

Intersection	
Int Delay, s/veh	1504.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1230	464	90	1115	384	106
Future Vol, veh/h	1230	464	90	1115	384	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1230	464	90	1115	384	106

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1694	0	2757	1462
Stage 1	-	-	-	-	1462	-
Stage 2	-	-	-	-	1295	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	382	-	~ 22	160
Stage 1	-	-	-	-	~ 215	-
Stage 2	-	-	-	-	~ 259	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	382	-	~ 17	160
Mov Cap-2 Maneuver	-	-	-	-	~ 17	-
Stage 1	-	-	-	-	~ 215	-
Stage 2	-	-	-	-	~ 198	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	$ 10402.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	21	-	-	382	-
HCM Lane V/C Ratio	23.333	-	-	0.236	-
HCM Control Delay (s)	$ 10402.5	-	-	17.3	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	61.6	-	-	0.9	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	424	842	13	18	774	22	21	14	24	33	64	260
Future Vol, veh/h	424	842	13	18	774	22	21	14	24	33	64	260
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	424	842	13	18	774	22	21	14	24	33	64	260

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	796	0	0	859	0	0	2684	2533	853	2537	2528	785
Stage 1	-	-	-	-	-	-	1701	1701	-	821	821	-
Stage 2	-	-	-	-	-	-	983	832	-	1716	1707	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	835	-	-	791	-	-	~ 15	28	362	~ 19	~ 28	396
Stage 1	-	-	-	-	-	-	118	149	-	371	391	-
Stage 2	-	-	-	-	-	-	302	387	-	115	148	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	835	-	-	788	-	-	-	~ 1	361	-	~ 1	396
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 1	-	-	~ 1	-
Stage 1	-	-	-	-	-	-	~ 4	~ 4	-	~ 11	375	-
Stage 2	-	-	-	-	-	-	82	371	-	-	~ 4	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.5	0.2		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	835	-	-	788	-	-	-
HCM Lane V/C Ratio	-	0.508	-	-	0.023	-	-	-
HCM Control Delay (s)	-	13.7	0	-	9.7	0	-	-
HCM Lane LOS	-	B	A	-	A	A	-	-
HCM 95th %tile Q(veh)	-	2.9	-	-	0.1	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	745	135	0	736	2	0	0	0	79	0	0
Future Vol, veh/h	45	745	135	0	736	2	0	0	0	79	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	260	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	45	745	135	0	736	2	0	0	0	79	0	0

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	738	0	-	-	-	0			1574	1572	737
Stage 1	-	-	-	-	-	-			737	737	-
Stage 2	-	-	-	-	-	-			837	835	-
Critical Hdwy	4.1	-	-	-	-	-			6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-			5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-			3.5	4	3.3
Pot Cap-1 Maneuver	877	-	0	0	-	-			122	111	422
Stage 1	-	-	0	0	-	-			477	428	-
Stage 2	-	-	0	0	-	-			428	386	-
Platoon blocked, %		-			-	-					
Mov Cap-1 Maneuver	877	-	-	-	-	-			111	0	422
Mov Cap-2 Maneuver	-	-	-	-	-	-			111	0	-
Stage 1	-	-	-	-	-	-			435	0	-
Stage 2	-	-	-	-	-	-			428	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	93.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	877	-	-	-	111
HCM Lane V/C Ratio	0.051	-	-	-	0.712
HCM Control Delay (s)	9.3	0	-	-	93.4
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	3.8

Intersection	
Int Delay, s/veh	5.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	825	0	42	668	70	52
Future Vol, veh/h	825	0	42	668	70	52
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	825	0	42	668	70	52

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	827	0	1579	829
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	752	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	813	-	122	374
Stage 1	-	-	-	-	433	-
Stage 2	-	-	-	-	469	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	811	-	112	373
Mov Cap-2 Maneuver	-	-	-	-	112	-
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	431	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	76.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	160	-	-	811	-
HCM Lane V/C Ratio	0.763	-	-	0.052	-
HCM Control Delay (s)	76.9	-	-	9.7	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	4.8	-	-	0.2	-

Intersection	
Int Delay, s/veh	697.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	391	545	407	129	244	310
Future Vol, veh/h	391	545	407	129	244	310
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	391	545	407	129	244	310

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	536	0	-	0	1800	472
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	1328	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1042	-	-	-	~ 89	596
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	250	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1042	-	-	-	~ 41	596
Mov Cap-2 Maneuver	-	-	-	-	~ 41	-
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	250	-

Approach	EB	WB	SB
HCM Control Delay, s	4.4	0	$ 2544.3
HCM LOS			F

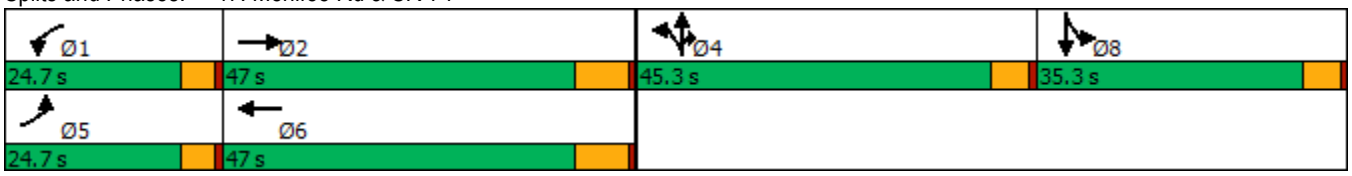
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1042	-	-	-	86
HCM Lane V/C Ratio	0.375	-	-	-	6.442
HCM Control Delay (s)	10.5	0	-		$ 2544.3
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	1.8	-	-	-	61.9

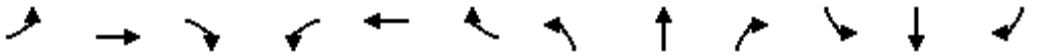
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	78	1836	653	1658	567	660	550
Future Volume (vph)	78	1836	653	1658	567	660	550
Turn Type	Prot	NA	Prot	NA	NA	Prot	NA
Protected Phases	5	2	1	6	4	4	8
Permitted Phases							
Detector Phase	5	2	1	6	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.3	10.3	10.3
Total Split (s)	24.7	47.0	24.7	47.0	45.3	45.3	35.3
Total Split (%)	16.2%	30.9%	16.2%	30.9%	29.7%	29.7%	23.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	11.0	40.0	20.0	49.0	40.0	40.0	30.0
Actuated g/C Ratio	0.07	0.26	0.13	0.32	0.26	0.26	0.20
v/c Ratio	0.60	2.31	2.76	1.75	1.93	1.09	2.62
Control Delay	86.8	616.0	824.2	374.0	456.3	95.4	760.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.8	616.0	824.2	374.0	456.3	95.4	760.8
LOS	F	F	F	F	F	F	F
Approach Delay		597.6		484.7	307.8		760.8
Approach LOS		F		F	F		F

Intersection Summary	
Cycle Length: 152.3	
Actuated Cycle Length: 152.3	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.76	
Intersection Signal Delay: 515.9	Intersection LOS: F
Intersection Capacity Utilization 218.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	1836	322	653	1658	345	377	567	660	365	550	42
Future Volume (veh/h)	78	1836	322	653	1658	345	377	567	660	365	550	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	78	1836	322	653	1658	345	377	567	660	365	550	42
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	98	810	138	238	1018	205	195	294	423	139	209	16
Arrive On Green	0.05	0.26	0.26	0.13	0.34	0.34	0.26	0.26	0.26	0.20	0.20	0.20
Sat Flow, veh/h	1810	3085	525	1810	2995	602	744	1119	1610	706	1063	81
Grp Volume(v), veh/h	78	1051	1107	653	976	1027	944	0	660	957	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1810	1805	1792	1863	0	1610	1850	0	0
Q Serve(g_s), s	6.5	40.0	40.0	20.0	51.8	51.8	40.0	0.0	40.0	30.0	0.0	0.0
Cycle Q Clear(g_c), s	6.5	40.0	40.0	20.0	51.8	51.8	40.0	0.0	40.0	30.0	0.0	0.0
Prop In Lane	1.00		0.29	1.00		0.34	0.40		1.00	0.38		0.04
Lane Grp Cap(c), veh/h	98	474	474	238	614	609	489	0	423	364	0	0
V/C Ratio(X)	0.80	2.22	2.33	2.75	1.59	1.69	1.93	0.00	1.56	2.63	0.00	0.00
Avail Cap(c_a), veh/h	238	474	474	238	614	609	489	0	423	364	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	71.2	56.1	56.2	66.1	50.3	50.3	56.2	0.0	56.1	61.2	0.0	0.0
Incr Delay (d2), s/veh	5.5	554.8	606.8	798.3	273.4	316.1	425.8	0.0	263.6	739.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	91.2	98.1	62.0	69.9	76.6	76.6	0.0	47.2	89.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.7	610.9	663.0	864.5	323.7	366.3	481.9	0.0	319.8	800.7	0.0	0.0
LnGrp LOS	E	F	F	F	F	F	F	A	F	F	A	A
Approach Vol, veh/h		2236			2656			1604			957	
Approach Delay, s/veh		618.0			473.1			415.2			800.7	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.7	47.0		45.3	12.9	58.8		35.3				
Change Period (Y+Rc), s	* 4.7	7.0		5.3	* 4.7	7.0		5.3				
Max Green Setting (Gmax), s	* 20	40.0		40.0	* 20	40.0		30.0				
Max Q Clear Time (g_c+I1), s	22.0	42.0		42.0	8.5	53.8		32.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		546.2
HCM 6th LOS		F

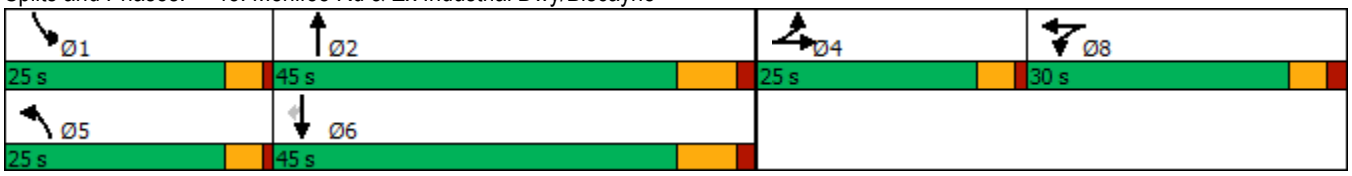
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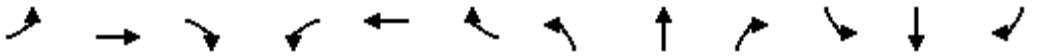
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBT	SBL	SBT	SBR	Ø5
Lane Configurations							
Traffic Volume (vph)	2	1	1483	48	1467	2	
Future Volume (vph)	2	1	1483	48	1467	2	
Turn Type	NA	NA	NA	Prot	NA	Perm	
Protected Phases	4	8	2	1	6		5
Permitted Phases						6	
Detector Phase	4	8	2	1	6	6	
Switch Phase							
Minimum Initial (s)	6.0	8.0	10.0	6.0	10.0	10.0	6.0
Minimum Split (s)	10.6	13.6	17.5	10.6	17.5	17.5	10.6
Total Split (s)	25.0	30.0	45.0	25.0	45.0	45.0	25.0
Total Split (%)	20.0%	24.0%	36.0%	20.0%	36.0%	36.0%	20%
Yellow Time (s)	3.6	3.6	5.5	3.6	5.5	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.6	7.5	4.6	7.5	7.5	
Lead/Lag			Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	None	Min	Min	None
Act Effct Green (s)	6.2	9.7	42.1	7.6	49.6	49.6	
Actuated g/C Ratio	0.08	0.13	0.57	0.10	0.67	0.67	
v/c Ratio	0.06	0.47	1.44	0.26	1.16	0.00	
Control Delay	24.9	28.3	224.9	36.4	97.8	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	24.9	28.3	224.9	36.4	97.8	0.0	
LOS	C	C	F	D	F	A	
Approach Delay	24.9	28.3	224.9		95.7		
Approach LOS	C	C	F		F		

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 74.5	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.44	
Intersection Signal Delay: 155.4	Intersection LOS: F
Intersection Capacity Utilization 106.3%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	7	58	1	62	0	1483	59	48	1467	2
Future Volume (veh/h)	0	2	7	58	1	62	0	1483	59	48	1467	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	2	7	58	1	62	0	1483	59	48	1467	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	5	18	83	1	89	3	948	38	93	1212	1028
Arrive On Green	0.00	0.01	0.01	0.10	0.10	0.10	0.00	0.52	0.52	0.05	0.64	0.64
Sat Flow, veh/h	0	370	1296	816	14	872	1810	1815	72	1810	1900	1610
Grp Volume(v), veh/h	0	0	9	121	0	0	0	0	1542	48	1467	2
Grp Sat Flow(s),veh/h/ln	0	0	1667	1702	0	0	1810	0	1887	1810	1900	1610
Q Serve(g_s), s	0.0	0.0	0.4	4.9	0.0	0.0	0.0	0.0	37.5	1.9	45.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.4	4.9	0.0	0.0	0.0	0.0	37.5	1.9	45.8	0.0
Prop In Lane	0.00		0.78	0.48		0.51	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	0	0	23	173	0	0	3	0	986	93	1212	1028
V/C Ratio(X)	0.00	0.00	0.39	0.70	0.00	0.00	0.00	0.00	1.56	0.52	1.21	0.00
Avail Cap(c_a), veh/h	0	0	474	579	0	0	514	0	986	514	1212	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	35.1	31.2	0.0	0.0	0.0	0.0	17.1	33.2	13.0	4.7
Incr Delay (d2), s/veh	0.0	0.0	10.6	5.1	0.0	0.0	0.0	0.0	258.7	4.3	102.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	2.2	0.0	0.0	0.0	0.0	84.5	0.9	49.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	45.7	36.3	0.0	0.0	0.0	0.0	275.8	37.5	115.3	4.7
LnGrp LOS	A	A	D	D	A	A	A	A	F	D	F	A
Approach Vol, veh/h		9			121			1542			1517	
Approach Delay, s/veh		45.7			36.3			275.8			112.7	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	45.0		5.6	0.0	53.3		12.9				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	20.4	37.5		20.4	20.4	37.5		24.4				
Max Q Clear Time (g_c+I1), s	3.9	39.5		2.4	0.0	47.8		6.9				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	0.0		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		188.5	
HCM 6th LOS		F	

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	89	220	446	418	190	263	230	1208	293	269	1189	116
Future Vol, veh/h	89	220	446	418	190	263	230	1208	293	269	1189	116
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	89	220	446	418	190	263	230	1208	293	269	1189	116

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3826	3746	1247	3933	3658	1355	1305	0	0	1501	0	0
Stage 1	1785	1785	-	1815	1815	-	-	-	-	-	-	-
Stage 2	2041	1961	-	2118	1843	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 2	~ 4	~ 214	~ 2	~ 5	~ 185	537	-	-	452	-	-
Stage 1	105	~ 135	-	~ 101	~ 131	-	-	-	-	-	-	-
Stage 2	~ 74	~ 111	-	~ 67	~ 127	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	~ 214	-	0	~ 185	537	-	-	452	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	105	0	-	~ 101	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	0	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			2.2	4.1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	537	-	-	-	-	452	-	-
HCM Lane V/C Ratio	0.428	-	-	-	-	0.595	-	-
HCM Control Delay (s)	16.6	0	-	-	-	24	0	-
HCM Lane LOS	C	A	-	-	-	C	A	-
HCM 95th %tile Q(veh)	2.1	-	-	-	-	3.8	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	266.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	69	88	1640	63	78	1974
Future Vol, veh/h	69	88	1640	63	78	1974
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	69	88	1640	63	78	1974

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3802	1672	0	0	1703	0
Stage 1	1672	-	-	-	-	-
Stage 2	2130	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 5	120	-	-	379	-
Stage 1	170	-	-	-	-	-
Stage 2	100	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 5	120	-	-	379	-
Mov Cap-2 Maneuver	~ 5	-	-	-	-	-
Stage 1	170	-	-	-	-	-
Stage 2	100	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 6638.3	0	0.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	11	379	-
HCM Lane V/C Ratio	-	-	14.273	0.206	-
HCM Control Delay (s)	-	-	$ 6638.3	16.9	0
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	21	0.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	1703	2043	0
Future Vol, veh/h	0	0	0	1703	2043	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	1703	2043	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3746	2043	2043	0	-	0
Stage 1	2043	-	-	-	-	-
Stage 2	1703	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	5	72	280	-	-	-
Stage 1	111	-	-	-	-	-
Stage 2	164	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	5	72	280	-	-	-
Mov Cap-2 Maneuver	5	-	-	-	-	-
Stage 1	111	-	-	-	-	-
Stage 2	164	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	280	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2684	178	94	2488	170	118
Future Volume (vph)	2684	178	94	2488	170	118
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	9.7	12.0	10.5	10.5
Total Split (s)	42.0	42.0	29.7	71.7	35.5	35.5
Total Split (%)	39.2%	39.2%	27.7%	66.9%	33.1%	33.1%
Yellow Time (s)	6.0	6.0	3.7	6.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.7	7.0	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	54.6	54.6	9.2	66.5	13.9	13.9
Actuated g/C Ratio	0.59	0.59	0.10	0.72	0.15	0.15
v/c Ratio	1.27	0.18	0.53	0.96	0.63	0.35
Control Delay	146.1	5.1	50.0	25.0	47.2	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	146.1	5.1	50.0	25.0	47.2	9.4
LOS	F	A	D	C	D	A
Approach Delay	137.3			25.9	31.7	
Approach LOS	F			C	C	

Intersection Summary	
Cycle Length: 107.2	
Actuated Cycle Length: 92.9	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.27	
Intersection Signal Delay: 81.8	Intersection LOS: F
Intersection Capacity Utilization 98.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 52: McKinley & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2684	178	94	2488	170	118
Future Volume (veh/h)	2684	178	94	2488	170	118
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2684	178	94	2488	170	118
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2210	986	122	2648	223	198
Arrive On Green	0.61	0.61	0.07	0.73	0.12	0.12
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	2684	178	94	2488	170	118
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	53.4	4.2	4.5	51.5	7.9	6.0
Cycle Q Clear(g_c), s	53.4	4.2	4.5	51.5	7.9	6.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2210	986	122	2648	223	198
V/C Ratio(X)	1.21	0.18	0.77	0.94	0.76	0.60
Avail Cap(c_a), veh/h	2210	986	519	2678	622	554
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	7.4	40.0	10.0	37.0	36.2
Incr Delay (d2), s/veh	100.9	0.1	3.8	7.4	5.3	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	49.5	1.3	2.1	17.1	3.8	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	117.8	7.5	43.8	17.4	42.3	39.0
LnGrp LOS	F	A	D	B	D	D
Approach Vol, veh/h	2862			2582	288	
Approach Delay, s/veh	111.0			18.3	41.0	
Approach LOS	F			B	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	10.6	60.4				71.0	16.2
Change Period (Y+Rc), s	* 4.7	7.0				7.0	5.5
Max Green Setting (Gmax), s	* 25	35.0				64.7	30.0
Max Q Clear Time (g_c+I1), s	6.5	55.4				53.5	9.9
Green Ext Time (p_c), s	0.1	0.0				10.4	0.8

Intersection Summary	
HCM 6th Ctrl Delay	65.7
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	66.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	244	1961	595	343	1550	246	658	1	343	331	1	377
Future Vol, veh/h	244	1961	595	343	1550	246	658	1	343	331	1	377
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	244	1961	595	343	1550	246	658	1	343	331	1	377

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1796	0	0	2556	0	0	4209	5229	1278	3828	5403	898
Stage 1	-	-	-	-	-	-	2747	2747	-	2359	2359	-
Stage 2	-	-	-	-	-	-	1462	2482	-	1469	3044	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	349	-	-	~ 176	-	-	~ 1	0	~ 160	~ 1	0	~ 286
Stage 1	-	-	-	-	-	-	~ 21	43	-	~ 37	69	-
Stage 2	-	-	-	-	-	-	~ 138	60	-	~ 136	30	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	349	-	-	~ 176	-	-	-	0	~ 160	-	0	~ 286
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	~ 21	43	-	~ 37	0	-
Stage 2	-	-	-	-	-	-	-	0	-	-	30	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.1	202.1		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	349	-	-	~ 176	-	-	-
HCM Lane V/C Ratio	-	0.699	-	-	1.949	-	-	-
HCM Control Delay (s)	-	36.1	0	-	$ 491	170.2	-	-
HCM Lane LOS	-	E	A	-	F	F	-	-
HCM 95th %tile Q(veh)	-	5	-	-	25.9	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2611	19	0	2139	0	94
Future Vol, veh/h	2611	19	0	2139	0	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2611	19	0	2139	0	94

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1315
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	151
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	151
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

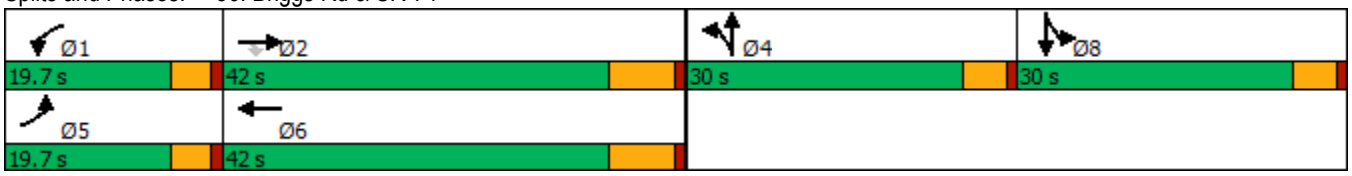
Approach	EB	WB	NB
HCM Control Delay, s	0	0	61.8
HCM LOS			F

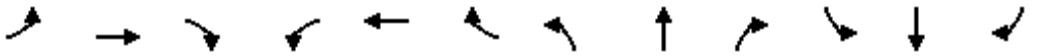
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	151	-	-	-
HCM Lane V/C Ratio	0.623	-	-	-
HCM Control Delay (s)	61.8	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	3.4	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	105	1948	650	532	1625	431	197	185	231
Future Volume (vph)	105	1948	650	532	1625	431	197	185	231
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Split	NA
Protected Phases	5	2		1	6	4	4	8	8
Permitted Phases			2						
Detector Phase	5	2	2	1	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	9.7	12.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	42.0	42.0	19.7	42.0	30.0	30.0	30.0	30.0
Total Split (%)	16.2%	34.5%	34.5%	16.2%	34.5%	24.7%	24.7%	24.7%	24.7%
Yellow Time (s)	3.7	6.0	6.0	3.7	6.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	11.1	35.0	35.0	15.0	38.9	25.0	25.0	22.9	22.9
Actuated g/C Ratio	0.09	0.29	0.29	0.13	0.33	0.21	0.21	0.19	0.19
v/c Ratio	0.63	1.84	0.78	2.35	1.45	1.14	1.60	0.54	0.88
Control Delay	68.8	410.6	16.3	646.9	240.7	134.6	311.1	49.8	70.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.8	410.6	16.3	646.9	240.7	134.6	311.1	49.8	70.1
LOS	E	F	B	F	F	F	F	D	E
Approach Delay		302.5			337.6		242.9		62.6
Approach LOS		F			F		F		E

Intersection Summary	
Cycle Length: 121.7	
Actuated Cycle Length: 119.6	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.35	
Intersection Signal Delay: 286.1	Intersection LOS: F
Intersection Capacity Utilization 152.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	1948	650	532	1625	74	431	197	488	185	231	82
Future Volume (veh/h)	105	1948	650	532	1625	74	431	197	488	185	231	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	105	1948	650	532	1625	74	431	197	488	185	231	82
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	130	1056	471	227	1216	55	378	100	249	347	256	91
Arrive On Green	0.07	0.29	0.29	0.13	0.35	0.35	0.21	0.21	0.21	0.19	0.19	0.19
Sat Flow, veh/h	1810	3610	1610	1810	3517	159	1810	480	1189	1810	1334	474
Grp Volume(v), veh/h	105	1948	650	532	831	868	431	0	685	185	0	313
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1871	1810	0	1670	1810	0	1808
Q Serve(g_s), s	6.8	35.0	35.0	15.0	41.4	41.4	25.0	0.0	25.0	11.0	0.0	20.2
Cycle Q Clear(g_c), s	6.8	35.0	35.0	15.0	41.4	41.4	25.0	0.0	25.0	11.0	0.0	20.2
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.71	1.00		0.26
Lane Grp Cap(c), veh/h	130	1056	471	227	624	647	378	0	349	347	0	347
V/C Ratio(X)	0.81	1.84	1.38	2.35	1.33	1.34	1.14	0.00	1.96	0.53	0.00	0.90
Avail Cap(c_a), veh/h	227	1056	471	227	624	647	378	0	349	378	0	378
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.7	42.3	42.3	52.3	39.1	39.1	47.3	0.0	47.3	43.5	0.0	47.3
Incr Delay (d2), s/veh	4.4	383.8	183.9	618.9	159.6	164.1	90.1	0.0	443.9	1.3	0.0	23.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	71.7	37.8	45.8	45.7	48.1	20.6	0.0	53.3	5.1	0.0	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.0	426.1	226.2	671.2	198.8	203.3	137.4	0.0	491.2	44.8	0.0	70.3
LnGrp LOS	E	F	F	F	F	F	F	A	F	D	A	E
Approach Vol, veh/h		2703			2231			1116			498	
Approach Delay, s/veh		363.8			313.2			354.6			60.8	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.7	42.0		30.0	13.3	48.4		28.0				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	35.0		25.0	* 15	35.0		25.0				
Max Q Clear Time (g_c+I1), s	17.0	37.0		27.0	8.8	43.4		22.2				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	0.0		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		321.9	
HCM 6th LOS		F	

Notes

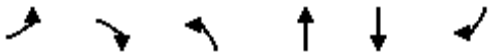
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	84	65	104	1032	1284	128
Future Volume (vph)	84	65	104	1032	1284	128
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	10.0	10.0	10.0
Minimum Split (s)	13.6	13.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	30.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	30.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	4.6	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	10.1	10.1	10.0	52.9	41.7	41.7
Actuated g/C Ratio	0.15	0.15	0.14	0.76	0.60	0.60
v/c Ratio	0.32	0.22	0.40	0.71	0.59	0.13
Control Delay	35.1	11.3	35.8	10.3	14.7	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.1	11.3	35.8	10.3	14.7	3.1
LOS	D	B	D	B	B	A
Approach Delay	24.7			12.7	13.6	
Approach LOS	C			B	B	

Intersection Summary			
Cycle Length: 100			
Actuated Cycle Length: 69.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 13.8		Intersection LOS: B	
Intersection Capacity Utilization 71.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 57: Briggs Rd & Heritage HS Dwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	65	104	1032	1284	128
Future Volume (veh/h)	84	65	104	1032	1284	128
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	84	65	104	1032	1284	128
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	229	203	153	1250	1781	794
Arrive On Green	0.13	0.13	0.08	0.66	0.49	0.49
Sat Flow, veh/h	1810	1610	1810	1900	3705	1610
Grp Volume(v), veh/h	84	65	104	1032	1284	128
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1805	1610
Q Serve(g_s), s	2.4	2.1	3.2	23.4	16.1	2.5
Cycle Q Clear(g_c), s	2.4	2.1	3.2	23.4	16.1	2.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	229	203	153	1250	1781	794
V/C Ratio(X)	0.37	0.32	0.68	0.83	0.72	0.16
Avail Cap(c_a), veh/h	768	684	642	2090	2400	1070
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	22.9	25.5	7.4	11.5	8.0
Incr Delay (d2), s/veh	1.0	0.9	5.2	1.4	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.0	1.5	6.3	5.4	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.0	23.7	30.7	8.8	12.2	8.1
LnGrp LOS	C	C	C	A	B	A
Approach Vol, veh/h	149			1136	1412	
Approach Delay, s/veh	23.9			10.8	11.8	
Approach LOS	C			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		44.6		12.9	9.5	35.1
Change Period (Y+Rc), s		6.8		5.6	4.6	6.8
Max Green Setting (Gmax), s		63.2		24.4	20.4	38.2
Max Q Clear Time (g_c+I1), s		25.4		4.4	5.2	18.1
Green Ext Time (p_c), s		11.4		0.4	0.2	10.3

Intersection Summary	
HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	494.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	175	0	7	49	0	27	119	955	47	88	1263	77
Future Vol, veh/h	175	0	7	49	0	27	119	955	47	88	1263	77
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	175	0	7	49	0	27	119	955	47	88	1263	77
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	19.9	17.1	415.6	642.2
HCM LOS	C	C	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	0%	96%	64%	6%
Vol Thru, %	89%	0%	0%	0%	88%
Vol Right, %	0%	100%	4%	36%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1074	47	182	76	1428
LT Vol	119	0	175	49	88
Through Vol	955	0	0	0	1263
RT Vol	0	47	7	27	77
Lane Flow Rate	1074	47	182	76	1428
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1.904	0.073	0.382	0.166	2.378
Departure Headway (Hd)	7.861	7.077	10.562	11.76	7.093
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	473	509	344	307	528
Service Time	5.561	4.777	8.562	9.76	5.093
HCM Lane V/C Ratio	2.271	0.092	0.529	0.248	2.705
HCM Control Delay	433.3	10.3	19.9	17.1	642.2
HCM Lane LOS	F	B	C	C	F
HCM 95th-tile Q	57.4	0.2	1.7	0.6	92.3

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	64	0	1121	1176	143
Future Vol, veh/h	0	64	0	1121	1176	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	64	0	1121	1176	143

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1248	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	213	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	213	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	213	-	-
HCM Lane V/C Ratio	-	0.3	-	-
HCM Control Delay (s)	-	29	-	-
HCM Lane LOS	-	D	-	-
HCM 95th %tile Q(veh)	-	1.2	-	-

Intersection	
Int Delay, s/veh	562.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	74	3	53	42	2	100	136	947	58	134	1047	58
Future Vol, veh/h	74	3	53	42	2	100	136	947	58	134	1047	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	74	3	53	42	2	100	136	947	58	134	1047	58

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2091	2621	1076	2620	2621	503	1105	0	0	1005	0	0
Stage 1	1344	1344	-	1248	1248	-	-	-	-	-	-	-
Stage 2	747	1277	-	1372	1373	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 35	24	269	~ 14	24	519	639	-	-	697	-	-
Stage 1	189	222	-	187	247	-	-	-	-	-	-	-
Stage 2	376	239	-	182	215	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 9	6	269	~ 3	6	519	639	-	-	697	-	-
Mov Cap-2 Maneuver	~ 9	6	-	~ 3	6	-	-	-	-	-	-	-
Stage 1	97	110	-	96	126	-	-	-	-	-	-	-
Stage 2	153	122	-	70	106	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	3947.8	$ 6759.8	3.4	1.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	639	-	-	15	10	697	-	-
HCM Lane V/C Ratio	0.213	-	-	8.667	14.4	0.192	-	-
HCM Control Delay (s)	12.2	2.3	$ 3947.8	$ 6759.8	11.4	0	-	
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.8	-	-	17.2	19.5	0.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	67	0	1141	1019	124
Future Vol, veh/h	0	67	0	1141	1019	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	67	0	1141	1019	124

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1081	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	267	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	267	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	267	-	-
HCM Lane V/C Ratio	-	0.251	-	-
HCM Control Delay (s)	-	22.9	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	1	-	-

Intersection	
Int Delay, s/veh	619.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	0	72	97	0	18	148	1092	185	49	1007	30
Future Vol, veh/h	31	0	72	97	0	18	148	1092	185	49	1007	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	31	0	72	97	0	18	148	1092	185	49	1007	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1962	2693	1022	2637	2616	639	1037	0	0	1277	0	0
Stage 1	1120	1120	-	1481	1481	-	-	-	-	-	-	-
Stage 2	842	1573	-	1156	1135	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	43	22	289	~ 14	25	424	678	-	-	550	-	-
Stage 1	253	284	-	134	191	-	-	-	-	-	-	-
Stage 2	329	172	-	242	280	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 12	3	289	~ 3	4	424	678	-	-	550	-	-
Mov Cap-2 Maneuver	~ 12	3	-	~ 3	4	-	-	-	-	-	-	-
Stage 1	49	224	-	~ 26	37	-	-	-	-	-	-	-
Stage 2	60	33	-	143	221	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 421.6	$ 14264.1	4.1	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	678	-	-	12	289	4	550	-	-
HCM Lane V/C Ratio	0.218	-	-	2.583	0.249	28.75	0.089	-	-
HCM Control Delay (s)	11.8	3.7	$	1350.9	21.5	$ 14264.1	12.2	0	-
HCM Lane LOS	B	A	-	F	C	F	B	A	-
HCM 95th %tile Q(veh)	0.8	-	-	4.8	1	16.5	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	436.5
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	59	387	1039	67	374	802
Future Vol, veh/h	59	387	1039	67	374	802
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	59	387	1039	67	374	802
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	38.4	477.8	548.6
HCM LOS	E	F	F

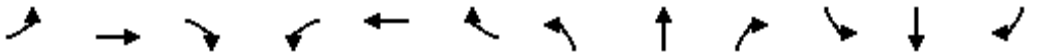
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	13%	32%
Vol Thru, %	94%	0%	68%
Vol Right, %	6%	87%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1106	446	1176
LT Vol	0	59	374
Through Vol	1039	0	802
RT Vol	67	387	0
Lane Flow Rate	1106	446	1176
Geometry Grp	1	1	1
Degree of Util (X)	2.003	0.804	2.163
Departure Headway (Hd)	7.991	8.548	7.907
Convergence, Y/N	Yes	Yes	Yes
Cap	465	428	470
Service Time	5.991	6.548	5.907
HCM Lane V/C Ratio	2.378	1.042	2.502
HCM Control Delay	477.8	38.4	548.6
HCM Lane LOS	F	E	F
HCM 95th-tile Q	61.9	7.2	71.4

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1394	394	892	1478	0	577
Future Volume (vph)	1394	394	892	1478	0	577
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		9.0	9.5	9.5	9.5
Total Split (s)	45.0		25.0	70.0	30.0	30.0
Total Split (%)	45.0%		25.0%	70.0%	30.0%	30.0%
Yellow Time (s)	4.0		3.5	4.0	4.0	4.0
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.0	4.5	4.5	4.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	C-Min	None	None
Act Effct Green (s)	40.3	100.0	21.0	65.3	25.7	25.7
Actuated g/C Ratio	0.40	1.00	0.21	0.65	0.26	0.26
v/c Ratio	0.96	0.24	2.35	0.63	1.12	1.26
Control Delay	45.2	0.4	629.3	30.5	114.3	163.1
Queue Delay	0.8	0.0	0.0	0.0	0.0	0.0
Total Delay	46.0	0.4	629.3	30.5	114.3	163.1
LOS	D	A	F	C	F	F
Approach Delay	35.9			255.9	140.0	
Approach LOS	D			F	F	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 68 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.35	
Intersection Signal Delay: 156.9	Intersection LOS: F
Intersection Capacity Utilization 127.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 68: I-215 SB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1394	394	892	1478	0	0	0	0	518	0	577
Future Volume (veh/h)	0	1394	394	892	1478	0	0	0	0	518	0	577
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1394	0	892	1478	0				518	0	577
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1462		380	2365	0				461	0	411
Arrive On Green	0.00	0.41	0.00	0.28	0.87	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1810	0	1610
Grp Volume(v), veh/h	0	1394	0	892	1478	0				518	0	577
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	37.4	0.0	21.0	11.6	0.0				25.5	0.0	25.5
Cycle Q Clear(g_c), s	0.0	37.4	0.0	21.0	11.6	0.0				25.5	0.0	25.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1462		380	2365	0				461	0	411
V/C Ratio(X)	0.00	0.95		2.35	0.63	0.00				1.12	0.00	1.41
Avail Cap(c_a), veh/h	0	1462		380	2365	0				461	0	411
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.22	0.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.8	0.0	36.0	3.0	0.0				37.3	0.0	37.3
Incr Delay (d2), s/veh	0.0	4.6	0.0	607.1	0.1	0.0				79.8	0.0	196.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	16.1	0.0	72.4	2.1	0.0				21.1	0.0	32.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	33.4	0.0	643.1	3.1	0.0				117.1	0.0	233.7
LnGrp LOS	A	C		F	A	A				F	A	F
Approach Vol, veh/h		1394			2370						1095	
Approach Delay, s/veh		33.4			244.0						178.6	
Approach LOS		C			F						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.0	45.0		30.0		70.0
Change Period (Y+Rc), s	4.0	4.5		4.5		4.5
Max Green Setting (Gmax), s	21.0	40.5		25.5		65.5
Max Q Clear Time (g_c+I1), s	23.0	39.4		27.5		13.6
Green Ext Time (p_c), s	0.0	0.7		0.0		9.8

Intersection Summary		
HCM 6th Ctrl Delay		168.8
HCM 6th LOS		F

Notes

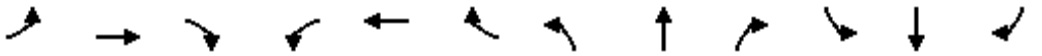
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	364	1548	1910	364	5	1162
Future Volume (vph)	364	1548	1910	364	5	1162
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	8.5	9.5	9.5		9.5	9.5
Total Split (s)	29.0	60.0	31.0		40.0	40.0
Total Split (%)	29.0%	60.0%	31.0%		40.0%	40.0%
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min		None	None
Act Effct Green (s)	23.0	55.5	29.0	100.0	35.5	35.5
Actuated g/C Ratio	0.23	0.56	0.29	1.00	0.36	0.36
v/c Ratio	0.88	0.77	1.82	0.23	0.73	1.91
Control Delay	53.4	11.0	400.1	0.3	35.9	439.1
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	53.4	11.4	400.1	0.3	35.9	439.1
LOS	D	B	F	A	D	F
Approach Delay		19.4	336.1		323.5	
Approach LOS		B	F		F	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.91	
Intersection Signal Delay: 228.5	Intersection LOS: F
Intersection Capacity Utilization 127.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 69: I-215 NB Ramps & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	364	1548	0	0	1910	364	462	5	1162	0	0	0
Future Volume (veh/h)	364	1548	0	0	1910	364	462	5	1162	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	364	1548	0	0	1910	0	462	5	1162			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	388	2004	0	0	1102		636	7	572			
Arrive On Green	0.43	1.00	0.00	0.00	0.31	0.00	0.35	0.35	0.35			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1791	19	1610			
Grp Volume(v), veh/h	364	1548	0	0	1910	0	467	0	1162			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	19.2	0.0	0.0	0.0	30.5	0.0	22.4	0.0	35.5			
Cycle Q Clear(g_c), s	19.2	0.0	0.0	0.0	30.5	0.0	22.4	0.0	35.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	388	2004	0	0	1102		643	0	572			
V/C Ratio(X)	0.94	0.77	0.00	0.00	1.73		0.73	0.00	2.03			
Avail Cap(c_a), veh/h	461	2004	0	0	1102		643	0	572			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.19	0.19	0.00	0.00	0.09	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	27.9	0.0	0.0	0.0	34.7	0.0	28.0	0.0	32.3			
Incr Delay (d2), s/veh	6.5	0.6	0.0	0.0	330.1	0.0	4.1	0.0	470.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.6	0.2	0.0	0.0	63.4	0.0	10.0	0.0	87.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.4	0.6	0.0	0.0	364.8	0.0	32.1	0.0	503.2			
LnGrp LOS	C	A	A	A	F		C	A	F			
Approach Vol, veh/h		1912			1910			1629				
Approach Delay, s/veh		7.0			364.8			368.1				
Approach LOS		A			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.0			25.0	35.0		40.0				
Change Period (Y+Rc), s		4.5			3.5	4.5		4.5				
Max Green Setting (Gmax), s		55.5			25.5	26.5		35.5				
Max Q Clear Time (g_c+I1), s		2.0			21.2	32.5		37.5				
Green Ext Time (p_c), s		10.7			0.3	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	240.3
HCM 6th LOS	F

Notes

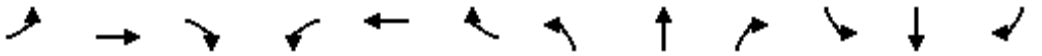
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	291	2163	41	1763	164	27	30	72	23
Future Volume (vph)	291	2163	41	1763	164	27	30	72	23
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases					4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	14.8	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	25.0%	45.0%	25.0%	45.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	18.4	54.5	7.2	38.9	23.2	23.2	23.2	23.9	23.9
Actuated g/C Ratio	0.19	0.56	0.07	0.40	0.24	0.24	0.24	0.24	0.24
v/c Ratio	0.86	1.22	0.31	1.26	1.62	0.06	0.07	0.21	0.56
Control Delay	63.2	128.6	49.8	153.1	350.2	30.4	0.3	32.4	8.3
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	128.8	49.8	153.1	350.2	30.4	0.3	32.4	8.3
LOS	E	F	D	F	F	C	A	C	A
Approach Delay		121.7		150.8		263.6			12.2
Approach LOS		F		F		F			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 98	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.62	
Intersection Signal Delay: 128.7	Intersection LOS: F
Intersection Capacity Utilization 124.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 70: Encanto Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	291	2163	255	41	1763	44	164	27	30	72	23	347
Future Volume (veh/h)	291	2163	255	41	1763	44	164	27	30	72	23	347
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	291	2163	255	41	1763	44	164	27	30	72	23	347
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	324	1747	202	75	1433	36	95	463	387	392	25	371
Arrive On Green	0.18	0.54	0.54	0.04	0.40	0.40	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	3260	377	1810	3599	90	1028	1900	1589	1368	101	1525
Grp Volume(v), veh/h	291	1178	1240	41	881	926	164	27	30	72	0	370
Grp Sat Flow(s),veh/h/ln	1810	1805	1832	1810	1805	1884	1028	1900	1589	1368	0	1626
Q Serve(g_s), s	15.4	52.4	52.4	2.2	38.9	38.9	2.0	1.1	1.4	4.2	0.0	21.8
Cycle Q Clear(g_c), s	15.4	52.4	52.4	2.2	38.9	38.9	23.8	1.1	1.4	5.2	0.0	21.8
Prop In Lane	1.00		0.21	1.00		0.05	1.00		1.00	1.00		0.94
Lane Grp Cap(c), veh/h	324	968	982	75	719	750	95	463	387	392	0	396
V/C Ratio(X)	0.90	1.22	1.26	0.55	1.23	1.23	1.73	0.06	0.08	0.18	0.00	0.93
Avail Cap(c_a), veh/h	378	968	982	378	719	750	95	463	387	393	0	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.2	22.7	22.7	46.0	29.4	29.4	48.6	28.4	28.5	30.4	0.0	36.2
Incr Delay (d2), s/veh	19.7	107.4	126.5	2.3	114.1	116.9	366.4	0.1	0.1	0.2	0.0	29.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	48.7	54.6	1.0	37.8	40.0	12.0	0.5	0.5	1.3	0.0	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	130.1	149.2	48.3	143.5	146.3	415.1	28.4	28.6	30.6	0.0	65.2
LnGrp LOS	E	F	F	D	F	F	F	C	C	C	A	E
Approach Vol, veh/h		2709			1848			221			442	
Approach Delay, s/veh		131.2			142.8			315.4			59.6	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	58.5		30.6	22.1	45.0		30.6				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		* 6.8				
Max Green Setting (Gmax), s	20.4	38.9		23.2	20.4	38.9		* 24				
Max Q Clear Time (g_c+I1), s	4.2	54.4		25.8	17.4	40.9		23.8				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		137.0	
HCM 6th LOS		F	

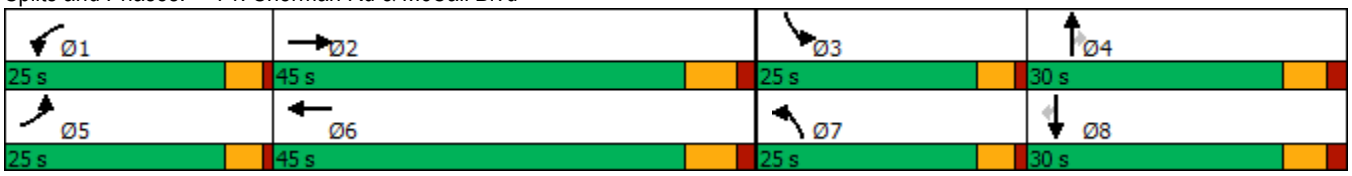
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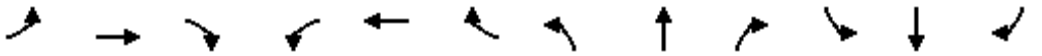
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	95	2167	82	1668	95	15	55	75	25	36
Future Volume (vph)	95	2167	82	1668	95	15	55	75	25	36
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4		3	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.8	10.6	16.8	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	9.1	45.7	8.6	45.2	11.8	8.9	8.9	8.3	8.3	8.3
Actuated g/C Ratio	0.11	0.55	0.10	0.55	0.14	0.11	0.11	0.10	0.10	0.10
v/c Ratio	0.48	1.14	0.44	0.87	0.37	0.07	0.20	0.41	0.13	0.14
Control Delay	45.6	97.5	45.2	31.0	40.0	38.1	1.8	44.9	40.0	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.6	97.5	45.2	31.0	40.0	38.1	1.8	44.9	40.0	1.1
LOS	D	F	D	C	D	D	A	D	D	A
Approach Delay		95.4		31.7		27.1			32.4	
Approach LOS		F		C		C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 82.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay: 65.2	Intersection LOS: E
Intersection Capacity Utilization 94.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 71: Sherman Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	2167	100	82	1668	52	95	15	55	75	25	36
Future Volume (veh/h)	95	2167	100	82	1668	52	95	15	55	75	25	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	2167	100	82	1668	52	95	15	55	75	25	36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	123	1716	79	115	1727	54	124	204	173	111	190	161
Arrive On Green	0.07	0.49	0.49	0.06	0.48	0.48	0.07	0.11	0.11	0.06	0.10	0.10
Sat Flow, veh/h	1810	3515	161	1810	3574	111	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	95	1104	1163	82	840	880	95	15	55	75	25	36
Grp Sat Flow(s),veh/h/ln	1810	1805	1871	1810	1805	1880	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	4.1	38.5	38.5	3.5	35.5	35.9	4.1	0.6	2.5	3.2	0.9	1.6
Cycle Q Clear(g_c), s	4.1	38.5	38.5	3.5	35.5	35.9	4.1	0.6	2.5	3.2	0.9	1.6
Prop In Lane	1.00		0.09	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	881	913	115	872	909	124	204	173	111	190	161
V/C Ratio(X)	0.77	1.25	1.27	0.71	0.96	0.97	0.77	0.07	0.32	0.68	0.13	0.22
Avail Cap(c_a), veh/h	468	881	913	468	873	910	468	575	487	468	575	487
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.2	20.2	20.2	36.3	19.7	19.8	36.2	31.7	32.6	36.3	32.4	32.7
Incr Delay (d2), s/veh	3.8	123.4	131.5	3.1	21.8	22.4	3.7	0.2	1.0	2.7	0.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	43.0	46.6	1.5	17.1	18.1	1.9	0.3	1.0	1.5	0.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.9	143.6	151.7	39.4	41.5	42.3	39.9	31.9	33.6	39.0	32.7	33.4
LnGrp LOS	D	F	F	D	D	D	D	C	C	D	C	C
Approach Vol, veh/h		2362			1802			165			136	
Approach Delay, s/veh		143.4			41.8			37.1			36.3	
Approach LOS		F			D			D			D	

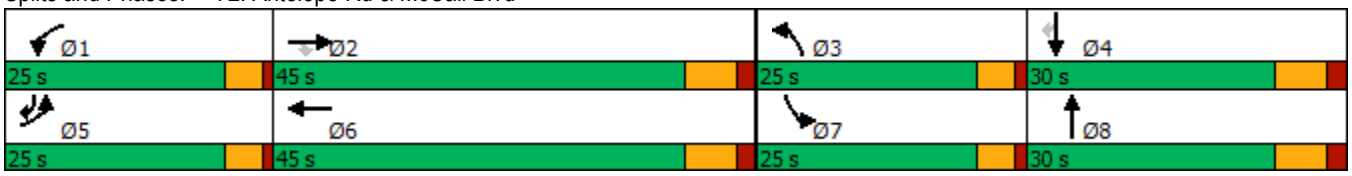
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	45.3	9.4	14.6	10.0	45.0	10.0	14.0
Change Period (Y+Rc), s	4.6	6.8	4.6	6.1	4.6	6.8	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.9	20.4	38.2	20.4	23.9
Max Q Clear Time (g_c+I1), s	5.5	40.5	5.2	4.5	6.1	37.9	6.1	3.6
Green Ext Time (p_c), s	0.1	0.0	0.1	0.2	0.1	0.2	0.1	0.2

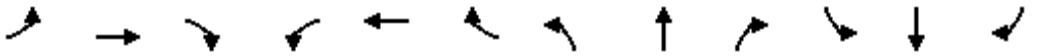
Intersection Summary			
HCM 6th Ctrl Delay		95.2	
HCM 6th LOS		F	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	110	1984	105	67	1517	47	6	54	30	237
Future Volume (vph)	110	1984	105	67	1517	47	6	54	30	237
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8	7	4	5
Permitted Phases			2							4
Detector Phase	5	2	2	1	6	3	8	7	4	5
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	16.8	16.8	10.6	16.8	10.6	14.8	10.6	14.8	10.6
Total Split (s)	25.0	45.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0	25.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%	20.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	6.8	4.6	6.8	4.6	6.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	9.6	46.3	46.3	8.0	39.6	10.1	8.6	7.5	10.9	20.4
Actuated g/C Ratio	0.12	0.57	0.57	0.10	0.49	0.12	0.11	0.09	0.13	0.25
v/c Ratio	0.52	0.97	0.11	0.38	0.88	0.21	0.37	0.33	0.12	0.41
Control Delay	45.6	39.6	3.2	44.3	30.3	38.5	15.3	43.9	37.9	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.6	39.6	3.2	44.3	30.3	38.5	15.3	43.9	37.9	5.6
LOS	D	D	A	D	C	D	B	D	D	A
Approach Delay		38.2			30.9		23.2		15.1	
Approach LOS		D			C		C		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 81.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 33.2	Intersection LOS: C
Intersection Capacity Utilization 84.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 72: Antelope Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	1984	105	67	1517	25	47	6	85	54	30	237
Future Volume (veh/h)	110	1984	105	67	1517	25	47	6	85	54	30	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	110	1984	105	67	1517	25	47	6	85	54	30	237
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	141	1683	751	101	1614	27	86	17	241	92	309	387
Arrive On Green	0.08	0.47	0.47	0.06	0.44	0.44	0.05	0.16	0.16	0.05	0.16	0.16
Sat Flow, veh/h	1810	3610	1610	1810	3634	60	1810	107	1519	1810	1900	1610
Grp Volume(v), veh/h	110	1984	105	67	753	789	47	0	91	54	30	237
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1889	1810	0	1627	1810	1900	1610
Q Serve(g_s), s	5.1	39.7	3.2	3.1	33.8	33.9	2.2	0.0	4.2	2.5	1.1	11.2
Cycle Q Clear(g_c), s	5.1	39.7	3.2	3.1	33.8	33.9	2.2	0.0	4.2	2.5	1.1	11.2
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.93	1.00		1.00
Lane Grp Cap(c), veh/h	141	1683	751	101	802	839	86	0	258	92	309	387
V/C Ratio(X)	0.78	1.18	0.14	0.66	0.94	0.94	0.55	0.00	0.35	0.59	0.10	0.61
Avail Cap(c_a), veh/h	434	1683	751	434	811	848	434	0	444	434	518	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	22.7	13.0	39.4	22.5	22.6	39.6	0.0	31.9	39.5	30.3	28.8
Incr Delay (d2), s/veh	3.5	87.0	0.1	2.7	18.4	18.1	2.0	0.0	0.8	2.2	0.1	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	35.7	1.1	1.4	17.3	18.1	1.0	0.0	1.7	1.1	0.5	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	109.7	13.0	42.1	40.9	40.6	41.7	0.0	32.7	41.7	30.5	30.3
LnGrp LOS	D	F	B	D	D	D	D	A	C	D	C	C
Approach Vol, veh/h		2199			1609			138			321	
Approach Delay, s/veh		101.7			40.8			35.7			32.3	
Approach LOS		F			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	46.5	8.6	20.6	11.2	44.6	8.9	20.3
Change Period (Y+Rc), s	4.6	6.8	4.6	6.8	4.6	6.8	4.6	6.8
Max Green Setting (Gmax), s	20.4	38.2	20.4	23.2	20.4	38.2	20.4	23.2
Max Q Clear Time (g_c+I1), s	5.1	41.7	4.2	13.2	7.1	35.9	4.5	6.2
Green Ext Time (p_c), s	0.1	0.0	0.0	0.7	0.1	1.9	0.0	0.4

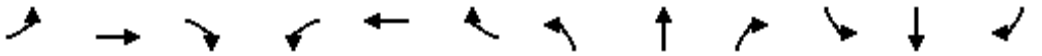
Intersection Summary	
HCM 6th Ctrl Delay	71.4
HCM 6th LOS	E

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR	Ø1
Lane Configurations										
Traffic Volume (vph)	135	1872	1436	100	5	0	71	0	198	
Future Volume (vph)	135	1872	1436	100	5	0	71	0	198	
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm	NA	Perm	
Protected Phases	5	2	6			8		4		1
Permitted Phases				6	8		4		4	
Detector Phase	5	2	6	6	8	8	4	4	4	
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	10.0	8.0	8.0	21.0	21.0	21.0	6.0
Minimum Split (s)	10.6	17.2	17.2	17.2	13.6	13.6	26.6	26.6	26.6	10.6
Total Split (s)	40.0	60.0	45.0	45.0	40.0	40.0	40.0	40.0	40.0	25.0
Total Split (%)	32.0%	48.0%	36.0%	36.0%	32.0%	32.0%	32.0%	32.0%	32.0%	20%
Yellow Time (s)	3.6	5.2	5.2	5.2	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.6	7.2	7.2	7.2		5.6		5.6	5.6	
Lead/Lag	Lead	Lag	Lag	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	Min	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	10.9	54.2	38.7	38.7		21.0		21.0	21.0	
Actuated g/C Ratio	0.12	0.62	0.44	0.44		0.24		0.24	0.24	
v/c Ratio	0.61	1.61	0.90	0.13		0.01		0.21	0.37	
Control Delay	48.1	298.2	33.2	3.8		0.0		29.4	6.6	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	48.1	298.2	33.2	3.8		0.0		29.4	6.6	
LOS	D	F	C	A		A		C	A	
Approach Delay		281.4	31.3					12.6		
Approach LOS		F	C					B		

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 88	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.61	
Intersection Signal Delay: 161.6	Intersection LOS: F
Intersection Capacity Utilization 136.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	1872	7	0	1436	100	5	0	2	71	0	198
Future Volume (veh/h)	135	1872	7	0	1436	100	5	0	2	71	0	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	135	1872	7	0	1436	100	5	0	2	71	0	198
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	171	1154	4	2	1669	745	267	12	83	443	0	390
Arrive On Green	0.09	0.61	0.61	0.00	0.46	0.46	0.24	0.00	0.24	0.24	0.00	0.24
Sat Flow, veh/h	1810	1892	7	1810	3610	1610	808	49	343	1485	0	1610
Grp Volume(v), veh/h	135	0	1879	0	1436	100	7	0	0	71	0	198
Grp Sat Flow(s),veh/h/ln	1810	0	1899	1810	1805	1610	1200	0	0	1485	0	1610
Q Serve(g_s), s	6.3	0.0	52.8	0.0	30.7	3.1	0.0	0.0	0.0	0.0	0.0	9.2
Cycle Q Clear(g_c), s	6.3	0.0	52.8	0.0	30.7	3.1	2.7	0.0	0.0	2.7	0.0	9.2
Prop In Lane	1.00		0.00	1.00		1.00	0.71		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	171	0	1158	2	1669	745	362	0	0	443	0	390
V/C Ratio(X)	0.79	0.00	1.62	0.00	0.86	0.13	0.02	0.00	0.00	0.16	0.00	0.51
Avail Cap(c_a), veh/h	740	0	1158	426	1669	745	563	0	0	666	0	640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.4	0.0	16.9	0.0	20.8	13.3	25.0	0.0	0.0	25.9	0.0	28.3
Incr Delay (d2), s/veh	3.1	0.0	284.2	0.0	5.0	0.1	0.0	0.0	0.0	0.2	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	110.7	0.0	13.1	1.1	0.1	0.0	0.0	1.2	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	0.0	301.0	0.0	25.7	13.5	25.0	0.0	0.0	26.0	0.0	29.4
LnGrp LOS	D	A	F	A	C	B	C	A	A	C	A	C
Approach Vol, veh/h		2014			1536			7			269	
Approach Delay, s/veh		283.6			24.9			25.0			28.5	
Approach LOS		F			C			C			C	

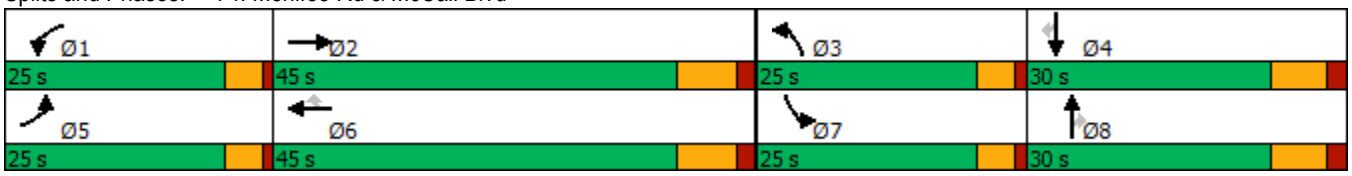
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	60.0		26.6	12.8	47.2		26.6				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	52.8		34.4	35.4	37.8		34.4				
Max Q Clear Time (g_c+I1), s	0.0	54.8		11.2	8.3	32.7		4.7				
Green Ext Time (p_c), s	0.0	0.0		1.0	0.2	4.3		0.0				

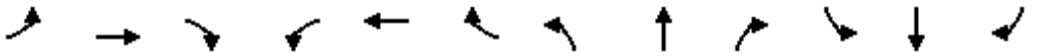
Intersection Summary			
HCM 6th Ctrl Delay		161.4	
HCM 6th LOS		F	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	638	1060	56	565	149	234	936	147	321	804	737
Future Volume (vph)	638	1060	56	565	149	234	936	147	321	804	737
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.5	10.6	17.5	17.5	10.6	15.2	15.2	10.6	15.2	15.2
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	20.4	40.6	6.6	24.5	24.5	17.7	22.8	22.8	20.4	25.5	25.5
Actuated g/C Ratio	0.18	0.36	0.06	0.22	0.22	0.16	0.20	0.20	0.18	0.23	0.23
v/c Ratio	1.00	1.02	0.27	0.72	0.32	0.82	1.28	0.35	0.98	0.98	1.13
Control Delay	82.7	65.1	55.3	45.9	7.4	69.1	171.7	13.4	91.7	71.2	97.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.7	65.1	55.3	45.9	7.4	69.1	171.7	13.4	91.7	71.2	97.7
LOS	F	E	E	D	A	E	F	B	F	E	F
Approach Delay		70.9		39.1			135.8			85.2	
Approach LOS		E		D			F			F	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 112.2	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.28	
Intersection Signal Delay: 85.8	Intersection LOS: F
Intersection Capacity Utilization 105.8%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	638	1060	247	56	565	149	234	936	147	321	804	737
Future Volume (veh/h)	638	1060	247	56	565	149	234	936	147	321	804	737
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	638	1060	247	56	565	149	234	936	147	321	804	737
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	651	1004	233	157	737	329	265	749	334	336	891	397
Arrive On Green	0.19	0.35	0.35	0.04	0.20	0.20	0.15	0.21	0.21	0.19	0.25	0.25
Sat Flow, veh/h	3510	2909	675	3510	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	638	656	651	56	565	149	234	936	147	321	804	737
Grp Sat Flow(s),veh/h/ln	1755	1805	1779	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	19.9	37.9	37.9	1.7	16.2	8.9	13.9	22.8	8.8	19.3	23.7	27.1
Cycle Q Clear(g_c), s	19.9	37.9	37.9	1.7	16.2	8.9	13.9	22.8	8.8	19.3	23.7	27.1
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	651	623	614	157	737	329	265	749	334	336	891	397
V/C Ratio(X)	0.98	1.05	1.06	0.36	0.77	0.45	0.88	1.25	0.44	0.96	0.90	1.86
Avail Cap(c_a), veh/h	651	623	614	651	1231	549	336	749	334	336	891	397
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.6	36.0	36.0	51.0	41.3	38.4	46.0	43.6	38.0	44.3	40.1	41.4
Incr Delay (d2), s/veh	30.0	50.8	53.6	0.5	1.7	1.0	17.3	123.6	0.9	37.2	12.4	394.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.3	25.1	25.2	0.8	7.3	3.6	7.5	22.9	3.5	12.1	11.9	54.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.5	86.8	89.6	51.5	43.0	39.3	63.3	167.2	38.9	81.6	52.5	436.0
LnGrp LOS	E	F	F	D	D	D	E	F	D	F	D	F
Approach Vol, veh/h		1945			770			1317			1862	
Approach Delay, s/veh		83.7			42.9			134.4			209.3	
Approach LOS		F			D			F			F	

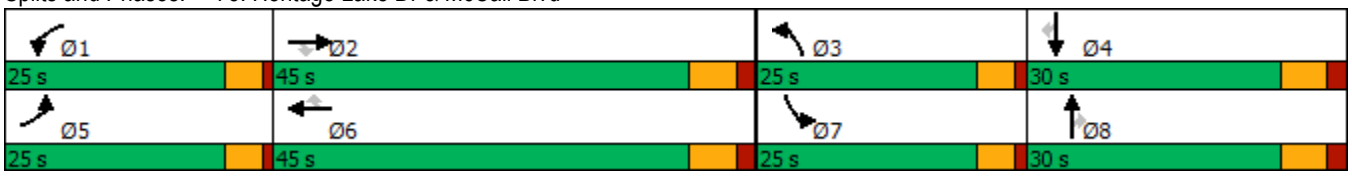
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	45.4	20.7	34.3	25.0	30.0	25.0	30.0
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	22.8	20.4	37.5	20.4	22.8
Max Q Clear Time (g_c+I1), s	3.7	39.9	15.9	29.1	21.9	18.2	21.3	24.8
Green Ext Time (p_c), s	0.1	0.0	0.1	0.0	0.0	4.2	0.0	0.0

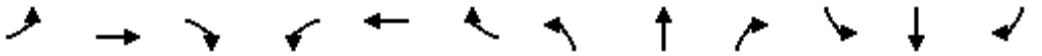
Intersection Summary	
HCM 6th Ctrl Delay	129.4
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	1322	161	60	629	22	97	16	56	25	17	43
Future Volume (vph)	47	1322	161	60	629	22	97	16	56	25	17	43
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.4	16.4	10.6	16.4	16.4	10.6	14.4	14.4	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.6	38.3	38.3	9.0	41.1	41.1	10.8	14.0	14.0	8.0	10.3	10.3
Actuated g/C Ratio	0.12	0.56	0.56	0.13	0.60	0.60	0.16	0.20	0.20	0.12	0.15	0.15
v/c Ratio	0.21	0.46	0.18	0.26	0.20	0.02	0.35	0.04	0.14	0.12	0.06	0.13
Control Delay	38.9	15.9	6.7	38.9	12.3	0.0	37.9	32.0	1.4	39.3	37.8	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.9	15.9	6.7	38.9	12.3	0.0	37.9	32.0	1.4	39.3	37.8	0.8
LOS	D	B	A	D	B	A	D	C	A	D	D	A
Approach Delay		15.6			14.2			25.3			19.5	
Approach LOS		B			B			C			B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 69	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay: 16.0	Intersection LOS: B
Intersection Capacity Utilization 57.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 75: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	1322	161	60	629	22	97	16	56	25	17	43
Future Volume (veh/h)	47	1322	161	60	629	22	97	16	56	25	17	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	1322	161	60	629	22	97	16	56	25	17	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	2114	651	111	2157	670	138	302	255	61	220	184
Arrive On Green	0.05	0.41	0.41	0.06	0.42	0.42	0.08	0.16	0.16	0.03	0.12	0.12
Sat Flow, veh/h	1810	5187	1596	1810	5187	1610	1810	1900	1604	1810	1900	1585
Grp Volume(v), veh/h	47	1322	161	60	629	22	97	16	56	25	17	43
Grp Sat Flow(s),veh/h/ln	1810	1729	1596	1810	1729	1610	1810	1900	1604	1810	1900	1585
Q Serve(g_s), s	1.6	13.2	4.3	2.1	5.2	0.5	3.4	0.5	2.0	0.9	0.5	1.6
Cycle Q Clear(g_c), s	1.6	13.2	4.3	2.1	5.2	0.5	3.4	0.5	2.0	0.9	0.5	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	96	2114	651	111	2157	670	138	302	255	61	220	184
V/C Ratio(X)	0.49	0.63	0.25	0.54	0.29	0.03	0.70	0.05	0.22	0.41	0.08	0.23
Avail Cap(c_a), veh/h	569	3085	949	569	3085	958	569	691	583	569	691	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	15.3	12.7	29.6	12.6	11.2	29.2	23.2	23.8	30.7	25.6	26.1
Incr Delay (d2), s/veh	1.5	0.3	0.2	1.5	0.1	0.0	2.4	0.1	0.4	1.7	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.7	1.4	0.9	1.8	0.2	1.5	0.2	0.7	0.4	0.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.3	15.6	12.9	31.1	12.7	11.2	31.7	23.2	24.2	32.4	25.7	26.7
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1530			711			169			85	
Approach Delay, s/veh		15.8			14.2			28.4			28.2	
Approach LOS		B			B			C			C	

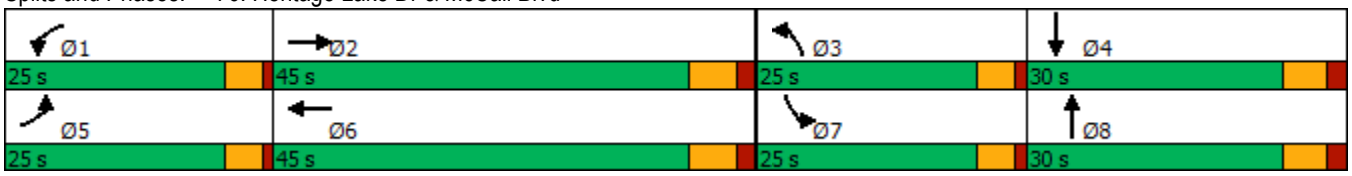
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	32.8	9.6	13.9	8.0	33.4	6.8	16.7
Change Period (Y+Rc), s	4.6	6.4	4.6	6.4	4.6	6.4	4.6	6.4
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.6	20.4	38.6	20.4	23.6
Max Q Clear Time (g_c+I1), s	4.1	15.2	5.4	3.6	3.6	7.2	2.9	4.0
Green Ext Time (p_c), s	0.0	11.3	0.1	0.1	0.0	4.9	0.0	0.2

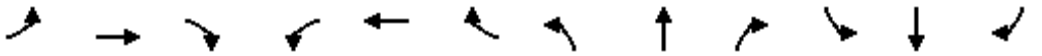
Intersection Summary	
HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	39	877	105	513	205	26	25	29
Future Volume (vph)	39	877	105	513	205	26	25	29
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0
Minimum Split (s)	10.6	16.4	10.6	16.4	10.6	14.1	10.6	14.1
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.1	3.6	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.4	4.6	6.4	4.6	6.1	4.6	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	7.6	32.8	10.3	37.6	15.5	20.5	7.2	9.4
Actuated g/C Ratio	0.09	0.40	0.13	0.46	0.19	0.25	0.09	0.11
v/c Ratio	0.23	0.64	0.47	0.23	0.60	0.30	0.16	0.23
Control Delay	46.1	22.4	46.9	15.8	44.0	11.5	45.8	30.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	22.4	46.9	15.8	44.0	11.5	45.8	30.0
LOS	D	C	D	B	D	B	D	C
Approach Delay		23.1		20.9		30.4		35.1
Approach LOS		C		C		C		D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 82.3	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 23.9	Intersection LOS: C
Intersection Capacity Utilization 67.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 76: Heritage Lake Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	877	414	105	513	22	205	26	122	25	29	23
Future Volume (veh/h)	39	877	414	105	513	22	205	26	122	25	29	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	877	414	105	513	22	205	26	122	25	29	23
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	82	1303	604	137	2078	89	250	62	292	59	107	85
Arrive On Green	0.05	0.38	0.38	0.08	0.41	0.41	0.14	0.21	0.21	0.03	0.11	0.11
Sat Flow, veh/h	1810	3458	1604	1810	5101	218	1810	289	1357	1810	981	778
Grp Volume(v), veh/h	39	877	414	105	347	188	205	0	148	25	0	52
Grp Sat Flow(s),veh/h/ln	1810	1729	1604	1810	1729	1861	1810	0	1647	1810	0	1760
Q Serve(g_s), s	1.5	15.3	15.7	4.1	4.8	4.8	8.0	0.0	5.6	1.0	0.0	2.0
Cycle Q Clear(g_c), s	1.5	15.3	15.7	4.1	4.8	4.8	8.0	0.0	5.6	1.0	0.0	2.0
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.82	1.00		0.44
Lane Grp Cap(c), veh/h	82	1303	604	137	1408	758	250	0	354	59	0	193
V/C Ratio(X)	0.48	0.67	0.69	0.77	0.25	0.25	0.82	0.00	0.42	0.42	0.00	0.27
Avail Cap(c_a), veh/h	510	1845	856	510	1845	993	510	0	544	510	0	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.7	18.8	18.9	32.8	14.1	14.1	30.3	0.0	24.5	34.3	0.0	29.6
Incr Delay (d2), s/veh	1.6	0.6	1.4	3.4	0.1	0.2	2.5	0.0	0.8	1.8	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.8	5.6	1.9	1.8	1.9	3.5	0.0	2.2	0.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	19.4	20.3	36.2	14.2	14.3	32.8	0.0	25.3	36.1	0.0	30.3
LnGrp LOS	D	B	C	D	B	B	C	A	C	D	A	C
Approach Vol, veh/h		1330			640			353			77	
Approach Delay, s/veh		20.2			17.8			29.7			32.2	
Approach LOS		C			B			C			C	

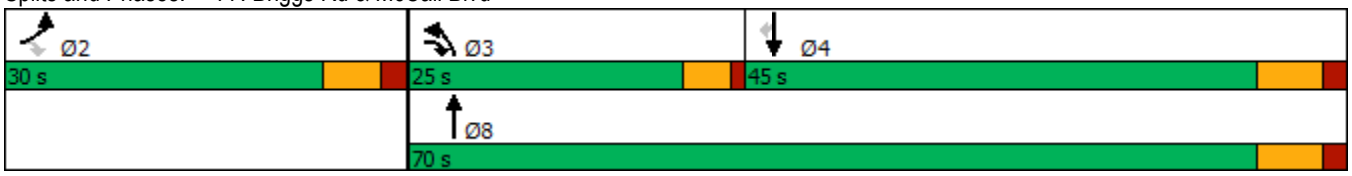
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	33.7	14.6	14.0	7.9	35.9	7.0	21.6
Change Period (Y+Rc), s	4.6	6.4	4.6	6.1	4.6	6.4	4.6	6.1
Max Green Setting (Gmax), s	20.4	38.6	20.4	23.9	20.4	38.6	20.4	23.9
Max Q Clear Time (g_c+I1), s	6.1	17.7	10.0	4.0	3.5	6.8	3.0	7.6
Green Ext Time (p_c), s	0.1	9.6	0.2	0.2	0.0	3.7	0.0	0.7

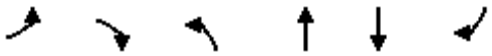
Intersection Summary	
HCM 6th Ctrl Delay	21.3
HCM 6th LOS	C

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	629	397	213	618	629	420
Future Volume (vph)	629	397	213	618	629	420
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	25.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	25.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	23.9	39.3	9.0	35.8	22.2	22.2
Actuated g/C Ratio	0.33	0.54	0.12	0.49	0.30	0.30
v/c Ratio	1.07	0.24	0.50	0.66	0.57	0.54
Control Delay	84.6	5.0	35.3	17.6	23.5	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.6	5.0	35.3	17.6	23.5	4.9
LOS	F	A	D	B	C	A
Approach Delay	53.8			22.1	16.0	
Approach LOS	D			C	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 73.1	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 31.1	Intersection LOS: C
Intersection Capacity Utilization 78.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	629	397	213	618	629	420
Future Volume (veh/h)	629	397	213	618	629	420
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	629	397	213	618	629	420
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	588	1174	314	938	1230	549
Arrive On Green	0.32	0.32	0.09	0.49	0.34	0.34
Sat Flow, veh/h	1810	2834	3510	1900	3705	1610
Grp Volume(v), veh/h	629	397	213	618	629	420
Grp Sat Flow(s),veh/h/ln	1810	1417	1755	1900	1805	1610
Q Serve(g_s), s	23.6	6.9	4.3	17.7	10.1	16.9
Cycle Q Clear(g_c), s	23.6	6.9	4.3	17.7	10.1	16.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	588	1174	314	938	1230	549
V/C Ratio(X)	1.07	0.34	0.68	0.66	0.51	0.77
Avail Cap(c_a), veh/h	588	1174	986	1653	1898	847
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	14.5	32.1	13.8	19.1	21.4
Incr Delay (d2), s/veh	57.3	0.1	1.0	0.8	0.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.7	0.0	1.8	6.9	4.0	6.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	81.8	14.6	33.0	14.6	19.5	23.6
LnGrp LOS	F	B	C	B	B	C
Approach Vol, veh/h	1026			831	1049	
Approach Delay, s/veh	55.8			19.3	21.1	
Approach LOS	E			B	C	

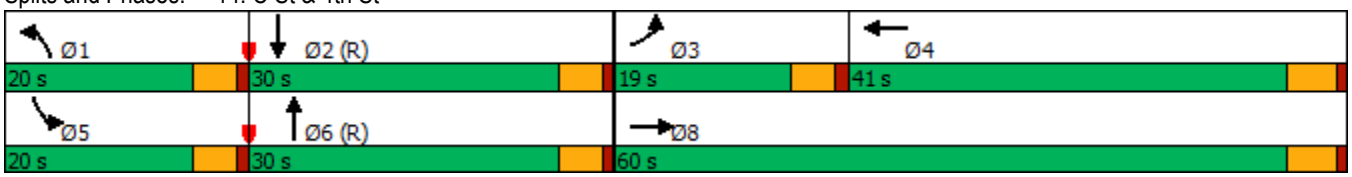
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		30.0	11.1	31.6		42.7
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s		25.6	6.3	18.9		19.7
Green Ext Time (p_c), s		0.0	0.3	5.8		4.9

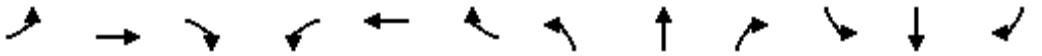
Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	268	1063	793	6	74	42	45
Future Volume (vph)	268	1063	793	6	74	42	45
Turn Type	Prot	NA	NA	Prot	NA	Prot	NA
Protected Phases	3	8	4	1	6	5	2
Permitted Phases							
Detector Phase	3	8	4	1	6	5	2
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	10.1	9.6	9.6	9.6	9.6
Total Split (s)	19.0	60.0	41.0	20.0	30.0	20.0	30.0
Total Split (%)	17.3%	54.5%	37.3%	18.2%	27.3%	18.2%	27.3%
Yellow Time (s)	3.6	4.1	4.1	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	4.6	4.6	4.6	4.6
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	14.4	51.9	32.9	5.3	38.3	7.4	46.3
Actuated g/C Ratio	0.13	0.47	0.30	0.05	0.35	0.07	0.42
v/c Ratio	1.26	0.70	0.87	0.08	0.18	0.39	0.51
Control Delay	187.7	25.1	16.2	51.8	25.0	57.6	9.0
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay	187.7	25.5	16.3	51.8	25.0	57.6	9.0
LOS	F	C	B	D	C	E	A
Approach Delay		58.0	16.3		26.6		13.6
Approach LOS		E	B		C		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay: 36.7	Intersection LOS: D
Intersection Capacity Utilization 75.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 14: C St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	268	1063	5	0	793	50	6	74	28	42	45	355
Future Volume (veh/h)	268	1063	5	0	793	50	6	74	28	42	45	355
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.96	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	298	1181	6	0	881	56	7	82	31	47	50	394
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	237	1654	8	0	950	60	16	507	192	63	76	596
Arrive On Green	0.13	0.45	0.45	0.00	0.55	0.55	0.01	0.39	0.39	0.03	0.41	0.41
Sat Flow, veh/h	1810	3683	19	0	3533	219	1810	1314	497	1810	184	1447
Grp Volume(v), veh/h	298	579	608	0	463	474	7	0	113	47	0	444
Grp Sat Flow(s),veh/h/ln	1810	1805	1896	0	1805	1851	1810	0	1811	1810	0	1631
Q Serve(g_s), s	14.4	28.6	28.6	0.0	25.9	25.9	0.4	0.0	4.5	2.8	0.0	24.2
Cycle Q Clear(g_c), s	14.4	28.6	28.6	0.0	25.9	25.9	0.4	0.0	4.5	2.8	0.0	24.2
Prop In Lane	1.00		0.01	0.00		0.12	1.00		0.27	1.00		0.89
Lane Grp Cap(c), veh/h	237	811	852	0	499	512	16	0	699	63	0	672
V/C Ratio(X)	1.26	0.71	0.71	0.00	0.93	0.93	0.44	0.00	0.16	0.75	0.00	0.66
Avail Cap(c_a), veh/h	237	901	947	0	589	604	253	0	699	253	0	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.00	0.55	0.55	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.8	24.6	24.6	0.0	23.6	23.6	54.3	0.0	22.1	52.6	0.0	26.1
Incr Delay (d2), s/veh	119.3	0.2	0.2	0.0	11.3	11.1	7.0	0.0	0.5	6.5	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.2	11.7	12.3	0.0	8.6	8.8	0.2	0.0	2.0	1.4	0.0	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	167.1	24.7	24.7	0.0	34.9	34.7	61.3	0.0	22.6	59.1	0.0	31.2
LnGrp LOS	F	C	C	A	C	C	E	A	C	E	A	C
Approach Vol, veh/h		1485			937			120			491	
Approach Delay, s/veh		53.3			34.8			24.9			33.8	
Approach LOS		D			C			C			C	

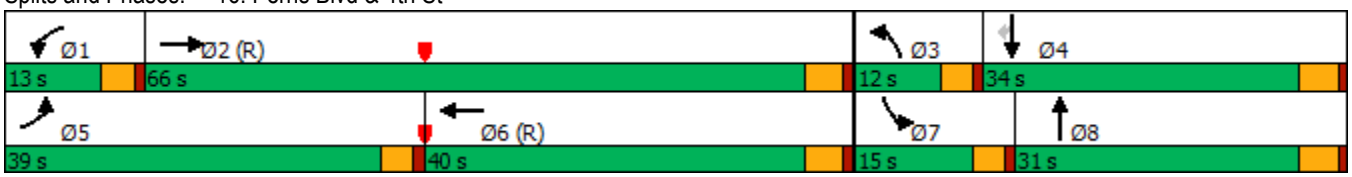
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	49.9	19.0	35.5	8.4	47.1		54.5				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.1	4.6	4.6		5.1				
Max Green Setting (Gmax), s	15.4	25.4	14.4	35.9	15.4	25.4		54.9				
Max Q Clear Time (g_c+I1), s	2.4	26.2	16.4	27.9	4.8	6.5		30.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.5	0.0	0.3		5.3				

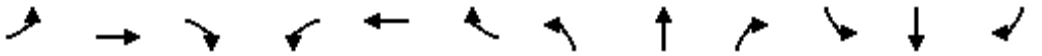
Intersection Summary												
HCM 6th Ctrl Delay			43.3									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	304	646	46	538	46	398	68	254	202
Future Volume (vph)	304	646	46	538	46	398	68	254	202
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.6	9.0	9.6	9.0	9.6	9.0	9.6	9.6
Total Split (s)	39.0	66.0	13.0	40.0	12.0	31.0	15.0	34.0	34.0
Total Split (%)	31.2%	52.8%	10.4%	32.0%	9.6%	24.8%	12.0%	27.2%	27.2%
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	29.5	64.6	7.6	40.9	7.2	30.1	9.2	32.0	32.0
Actuated g/C Ratio	0.24	0.52	0.06	0.33	0.06	0.24	0.07	0.26	0.26
v/c Ratio	0.88	0.46	0.52	0.61	0.55	0.63	0.64	0.64	0.42
Control Delay	69.9	20.7	75.0	39.1	79.3	47.1	79.2	50.4	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.9	20.7	75.0	39.1	79.3	47.1	79.2	50.4	7.5
LOS	E	C	E	D	E	D	E	D	A
Approach Delay		35.8		41.8		50.2		37.7	
Approach LOS		D		D		D		D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 30 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 40.3	Intersection LOS: D
Intersection Capacity Utilization 70.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 16: Perris Blvd & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	304	646	42	46	538	42	46	398	45	68	254	202
Future Volume (veh/h)	304	646	42	46	538	42	46	398	45	68	254	202
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	338	718	47	51	598	47	51	442	50	76	282	224
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	362	1699	111	64	1115	87	64	637	72	94	402	336
Arrive On Green	0.22	0.55	0.55	0.04	0.37	0.37	0.04	0.22	0.22	0.06	0.24	0.24
Sat Flow, veh/h	1629	3094	202	1629	3048	239	1629	2943	331	1629	1710	1427
Grp Volume(v), veh/h	338	377	388	51	318	327	51	243	249	76	282	224
Grp Sat Flow(s),veh/h/ln	1629	1625	1672	1629	1625	1663	1629	1625	1650	1629	1710	1427
Q Serve(g_s), s	25.5	17.0	17.0	3.9	19.3	19.4	3.9	17.2	17.4	5.8	18.9	17.8
Cycle Q Clear(g_c), s	25.5	17.0	17.0	3.9	19.3	19.4	3.9	17.2	17.4	5.8	18.9	17.8
Prop In Lane	1.00		0.12	1.00		0.14	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	362	892	918	64	594	608	64	352	357	94	402	336
V/C Ratio(X)	0.93	0.42	0.42	0.80	0.54	0.54	0.80	0.69	0.70	0.81	0.70	0.67
Avail Cap(c_a), veh/h	456	892	918	117	594	608	104	352	357	143	402	336
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.31	0.31	0.31	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	16.6	16.6	59.6	31.3	31.3	59.6	45.1	45.2	58.2	43.8	43.4
Incr Delay (d2), s/veh	8.8	0.5	0.4	7.5	3.1	3.0	8.3	10.6	10.8	9.8	9.8	10.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	6.3	6.5	1.7	8.0	8.2	1.7	7.9	8.1	2.6	9.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.5	17.0	17.0	67.0	34.3	34.3	67.9	55.8	55.9	68.0	53.6	53.5
LnGrp LOS	E	B	B	E	C	C	E	E	E	E	D	D
Approach Vol, veh/h		1103			696			543			582	
Approach Delay, s/veh		29.1			36.7			57.0			55.4	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	73.2	8.9	34.0	31.8	50.3	11.2	31.7
Change Period (Y+Rc), s	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6
Max Green Setting (Gmax), s	9.0	61.4	8.0	29.4	35.0	35.4	11.0	26.4
Max Q Clear Time (g_c+I1), s	5.9	19.0	5.9	20.9	27.5	21.4	7.8	19.4
Green Ext Time (p_c), s	0.0	3.1	0.0	1.0	0.3	2.1	0.0	1.1

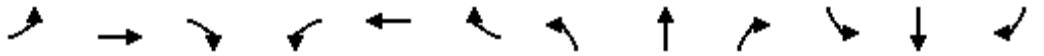
Intersection Summary	
HCM 6th Ctrl Delay	41.3
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	718	23	31	3	5	31	266	7	31	342	758
Future Volume (vph)	718	23	31	3	5	31	266	7	31	342	758
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8		7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	9.5	11.0	9.5	11.0	11.0	9.5	11.0	11.0
Total Split (s)	40.0	55.0	55.0	25.0	40.0	25.0	35.0	35.0	25.0	35.0	40.0
Total Split (%)	28.6%	39.3%	39.3%	17.9%	28.6%	17.9%	25.0%	25.0%	17.9%	25.0%	28.6%
Yellow Time (s)	5.0	5.0	5.0	3.5	5.0	3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max	None
Act Effct Green (s)	34.0	71.8	71.8	5.9	34.0	8.3	43.2	43.2	8.3	43.2	78.4
Actuated g/C Ratio	0.24	0.51	0.51	0.04	0.24	0.06	0.31	0.31	0.06	0.31	0.56
v/c Ratio	0.98	0.03	0.04	0.04	0.04	0.34	0.28	0.01	0.34	0.36	0.45
Control Delay	79.3	18.5	0.1	65.3	16.9	71.0	38.5	0.0	71.0	39.8	1.3
Queue Delay	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.6	18.5	0.1	65.3	16.9	71.0	38.5	0.0	71.0	39.8	1.3
LOS	F	B	A	E	B	E	D	A	E	D	A
Approach Delay		79.2			20.9		41.0			14.9	
Approach LOS		E			C		D			B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 22.5 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 40.7	Intersection LOS: D
Intersection Capacity Utilization 54.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 19: Redlands Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	718	23	31	3	5	23	31	266	7	31	342	758
Future Volume (veh/h)	718	23	31	3	5	23	31	266	7	31	342	758
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	835	27	36	3	6	27	36	309	8	36	398	881
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1272	1163	985	7	438	390	49	748	333	49	748	1614
Arrive On Green	0.36	0.61	0.61	0.00	0.24	0.24	0.03	0.21	0.21	0.03	0.21	0.21
Sat Flow, veh/h	3510	1900	1610	1810	1805	1607	1810	3610	1608	1810	3610	2834
Grp Volume(v), veh/h	835	27	36	3	6	27	36	309	8	36	398	881
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1607	1810	1805	1608	1810	1805	1417
Q Serve(g_s), s	27.9	0.8	1.2	0.2	0.4	1.8	2.8	10.4	0.6	2.8	13.8	3.7
Cycle Q Clear(g_c), s	27.9	0.8	1.2	0.2	0.4	1.8	2.8	10.4	0.6	2.8	13.8	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1272	1163	985	7	438	390	49	748	333	49	748	1614
V/C Ratio(X)	0.66	0.02	0.04	0.42	0.01	0.07	0.74	0.41	0.02	0.74	0.53	0.55
Avail Cap(c_a), veh/h	1272	1163	985	265	438	390	265	748	333	265	748	1614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	37.3	10.7	10.8	69.6	40.3	40.8	67.6	48.1	44.2	67.6	49.5	8.6
Incr Delay (d2), s/veh	1.1	0.0	0.1	35.1	0.1	0.3	19.4	1.7	0.1	18.1	2.5	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.1	0.3	0.5	0.2	0.2	0.8	1.5	4.9	0.2	1.5	6.5	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	10.7	10.8	104.7	40.3	41.2	87.1	49.8	44.4	85.7	51.9	9.9
LnGrp LOS	D	B	B	F	D	D	F	D	D	F	D	A
Approach Vol, veh/h		898			36			353			1315	
Approach Delay, s/veh		36.5			46.3			53.5			24.7	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	91.7	8.3	35.0	56.7	40.0	8.3	35.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	6.0	4.5	6.0
Max Green Setting (Gmax), s	20.5	49.0	20.5	29.0	34.0	34.0	20.5	29.0
Max Q Clear Time (g_c+I1), s	2.2	3.2	4.8	15.8	29.9	3.8	4.8	12.4
Green Ext Time (p_c), s	0.0	0.2	0.0	5.5	1.4	0.1	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	33.0
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	29.9
Intersection LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	280	95	259	324	174	321
Future Vol, veh/h	280	95	259	324	174	321
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	295	100	273	341	183	338
Number of Lanes	1	0	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	25.6	22	42.5
HCM LOS	D	C	E

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	35%	0%	100%	0%
Vol Thru, %	0%	75%	0%	100%
Vol Right, %	65%	25%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	495	375	259	324
LT Vol	174	0	259	0
Through Vol	0	280	0	324
RT Vol	321	95	0	0
Lane Flow Rate	521	395	273	341
Geometry Grp	2	5	7	7
Degree of Util (X)	0.904	0.728	0.577	0.673
Departure Headway (Hd)	6.243	6.64	7.615	7.101
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	584	545	472	508
Service Time	4.243	4.696	5.378	4.865
HCM Lane V/C Ratio	0.892	0.725	0.578	0.671
HCM Control Delay	42.5	25.6	20.3	23.4
HCM Lane LOS	E	D	C	C
HCM 95th-tile Q	10.9	6	3.6	5

Intersection	
Intersection Delay, s/veh	29
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	49	35	3	59	110	31	413	14	85	428	45
Future Vol, veh/h	8	49	35	3	59	110	31	413	14	85	428	45
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	53	38	3	63	118	33	444	15	91	460	48
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

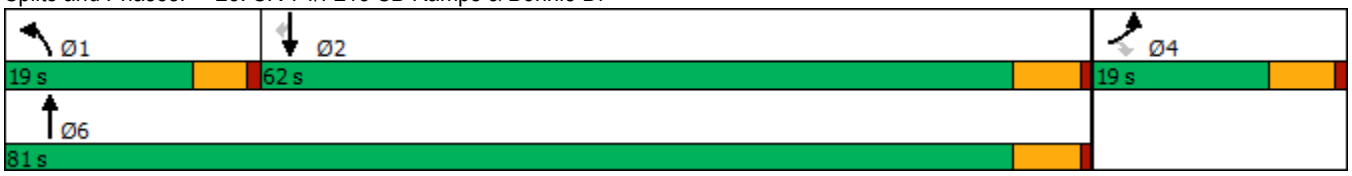
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	12.2	13.5	30.9	35.1
HCM LOS	B	B	D	E

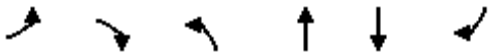
Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	9%	2%	100%	0%
Vol Thru, %	0%	97%	53%	34%	0%	90%
Vol Right, %	0%	3%	38%	64%	0%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	427	92	172	85	473
LT Vol	31	0	8	3	85	0
Through Vol	0	413	49	59	0	428
RT Vol	0	14	35	110	0	45
Lane Flow Rate	33	459	99	185	91	509
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.065	0.822	0.201	0.349	0.174	0.884
Departure Headway (Hd)	6.975	6.442	7.297	6.788	6.838	6.26
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	513	560	491	529	525	580
Service Time	4.722	4.188	5.362	4.841	4.583	4.005
HCM Lane V/C Ratio	0.064	0.82	0.202	0.35	0.173	0.878
HCM Control Delay	10.2	32.4	12.2	13.5	11	39.4
HCM Lane LOS	B	D	B	B	B	E
HCM 95th-tile Q	0.2	8.3	0.7	1.6	0.6	10.2

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	33	205	241	392	1199	27
Future Volume (vph)	33	205	241	392	1199	27
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		1	6	2	
Permitted Phases		4				2
Detector Phase	4	4	1	6	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	11.0	11.0
Total Split (s)	19.0	19.0	19.0	81.0	62.0	62.0
Total Split (%)	19.0%	19.0%	19.0%	81.0%	62.0%	62.0%
Yellow Time (s)	5.0	5.0	4.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	6.8	6.8	14.3	50.5	31.1	31.1
Actuated g/C Ratio	0.10	0.10	0.21	0.73	0.45	0.45
v/c Ratio	0.53	0.48	0.71	0.31	0.81	0.04
Control Delay	20.6	13.6	41.3	4.1	21.0	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.6	13.6	41.3	4.1	21.0	6.1
LOS	C	B	D	A	C	A
Approach Delay	17.2			18.3	20.7	
Approach LOS	B			B	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 69.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 19.6	Intersection LOS: B
Intersection Capacity Utilization 66.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	33	205	241	392	1199	27
Future Volume (veh/h)	33	205	241	392	1199	27
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	262	262	426	1303	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	205	366	311	1324	1611	719
Arrive On Green	0.00	0.11	0.17	0.70	0.45	0.45
Sat Flow, veh/h	1810	3220	1810	1900	3705	1610
Grp Volume(v), veh/h	0	262	262	426	1303	29
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1805	1610
Q Serve(g_s), s	0.0	5.0	8.9	5.5	19.8	0.6
Cycle Q Clear(g_c), s	0.0	5.0	8.9	5.5	19.8	0.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	205	366	311	1324	1611	719
V/C Ratio(X)	0.00	0.72	0.84	0.32	0.81	0.04
Avail Cap(c_a), veh/h	371	661	400	2249	3191	1423
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	27.1	25.4	3.7	15.2	9.9
Incr Delay (d2), s/veh	0.0	1.0	9.9	0.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.8	4.2	0.9	6.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	28.1	35.3	3.8	15.6	9.9
LnGrp LOS	A	C	D	A	B	A
Approach Vol, veh/h	262			688	1332	
Approach Delay, s/veh	28.1			15.8	15.5	
Approach LOS	C			B	B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	15.9	34.3		13.2		50.2
Change Period (Y+Rc), s	5.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	14.0	56.0		13.0		75.0
Max Q Clear Time (g_c+I1), s	10.9	21.8		7.0		7.5
Green Ext Time (p_c), s	0.1	6.5		0.3		1.4

Intersection Summary	
HCM 6th Ctrl Delay	17.0
HCM 6th LOS	B

Notes

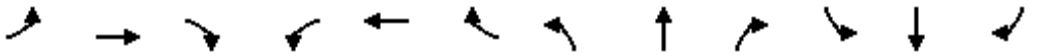
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	298	604	592	1	384
Future Volume (vph)	298	604	592	1	384
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	20.9	53.0	26.8	21.6	21.6
Actuated g/C Ratio	0.24	0.61	0.31	0.25	0.25
v/c Ratio	0.73	0.29	0.73	0.70	0.65
Control Delay	42.9	8.4	30.9	40.7	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.9	8.4	30.9	40.7	14.7
LOS	D	A	C	D	B
Approach Delay		19.8	30.9	26.0	
Approach LOS		B	C	C	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 86.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 25.2	Intersection LOS: C
Intersection Capacity Utilization 71.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	298	604	0	0	592	163	296	1	384	0	0	0
Future Volume (veh/h)	298	604	0	0	592	163	296	1	384	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	317	643	0	0	630	173	315	1	409			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	370	2019	0	0	811	222	536	2	479			
Arrive On Green	0.20	0.56	0.00	0.00	0.29	0.29	0.30	0.30	0.30			
Sat Flow, veh/h	1810	3705	0	0	2894	768	1804	6	1610			
Grp Volume(v), veh/h	317	643	0	0	406	397	316	0	409			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1762	1810	0	1610			
Q Serve(g_s), s	13.0	7.3	0.0	0.0	15.8	15.9	11.4	0.0	18.4			
Cycle Q Clear(g_c), s	13.0	7.3	0.0	0.0	15.8	15.9	11.4	0.0	18.4			
Prop In Lane	1.00		0.00	0.00		0.44	1.00		1.00			
Lane Grp Cap(c), veh/h	370	2019	0	0	523	510	538	0	479			
V/C Ratio(X)	0.86	0.32	0.00	0.00	0.78	0.78	0.59	0.00	0.85			
Avail Cap(c_a), veh/h	707	3527	0	0	941	918	707	0	629			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	29.4	9.1	0.0	0.0	25.0	25.0	23.0	0.0	25.4			
Incr Delay (d2), s/veh	5.7	0.1	0.0	0.0	2.5	2.6	1.0	0.0	8.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.6	2.1	0.0	0.0	6.2	6.1	4.7	0.0	7.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	9.2	0.0	0.0	27.5	27.6	24.0	0.0	34.2			
LnGrp LOS	D	A	A	A	C	C	C	A	C			
Approach Vol, veh/h		960			803			725				
Approach Delay, s/veh		17.8			27.6			29.7				
Approach LOS		B			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		48.9			20.7	28.2		27.8				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		9.3			15.0	17.9		20.4				
Green Ext Time (p_c), s		4.1			0.8	4.4		2.5				
Intersection Summary												
HCM 6th Ctrl Delay			24.4									
HCM 6th LOS			C									

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	880	40	691	64
Future Volume (vph)	880	40	691	64
Turn Type	NA	Prot	NA	Prot
Protected Phases	4	3	8	2
Permitted Phases				
Detector Phase	4	3	8	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5
Total Split (s)	70.0	15.0	85.0	25.0
Total Split (%)	63.6%	13.6%	77.3%	22.7%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	None	None	None	Min
Act Effct Green (s)	21.1	7.3	24.8	8.3
Actuated g/C Ratio	0.49	0.17	0.58	0.19
v/c Ratio	0.58	0.14	0.65	0.29
Control Delay	10.2	22.3	8.7	18.2
Queue Delay	0.1	0.0	0.0	0.0
Total Delay	10.3	22.3	8.7	18.2
LOS	B	C	A	B
Approach Delay	10.3		9.4	18.2
Approach LOS	B		A	B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 43.1	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 10.4	Intersection LOS: B
Intersection Capacity Utilization 49.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 41: Encanto Dr & Ethanac Rd





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	880	108	40	691	64	37
Future Volume (veh/h)	880	108	40	691	64	37
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	898	110	41	705	65	38
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1446	177	84	1171	148	87
Arrive On Green	0.45	0.45	0.05	0.62	0.14	0.14
Sat Flow, veh/h	3332	397	1810	1900	1082	633
Grp Volume(v), veh/h	501	507	41	705	104	0
Grp Sat Flow(s),veh/h/ln	1805	1829	1810	1900	1732	0
Q Serve(g_s), s	7.8	7.8	0.8	8.3	2.0	0.0
Cycle Q Clear(g_c), s	7.8	7.8	0.8	8.3	2.0	0.0
Prop In Lane		0.22	1.00		0.62	0.37
Lane Grp Cap(c), veh/h	806	817	84	1171	237	0
V/C Ratio(X)	0.62	0.62	0.49	0.60	0.44	0.00
Avail Cap(c_a), veh/h	3239	3281	521	4190	973	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.7	7.7	17.0	4.3	14.5	0.0
Incr Delay (d2), s/veh	0.8	0.8	4.3	0.5	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.3	0.3	0.2	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.5	8.5	21.3	4.8	15.7	0.0
LnGrp LOS	A	A	C	A	B	A
Approach Vol, veh/h	1008			746	104	
Approach Delay, s/veh	8.5			5.7	15.7	
Approach LOS	A			A	B	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	9.5	6.2	20.8	27.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.5	10.5	65.5	80.5
Max Q Clear Time (g_c+I1), s	4.0	2.8	9.8	10.3
Green Ext Time (p_c), s	0.2	0.0	6.5	4.7

Intersection Summary	
HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

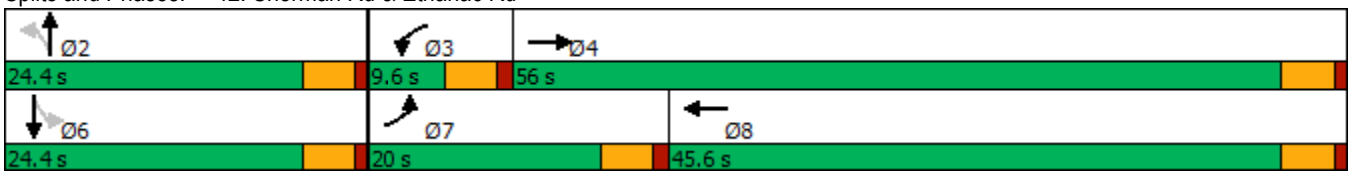
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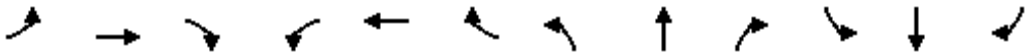
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	144	710	8	537	4	0	9	4
Future Volume (vph)	144	710	8	537	4	0	9	4
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	20.0	56.0	9.6	45.6	24.4	24.4	24.4	24.4
Total Split (%)	22.2%	62.2%	10.7%	50.7%	27.1%	27.1%	27.1%	27.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	10.9	34.4	5.8	24.0		7.5		7.5
Actuated g/C Ratio	0.20	0.64	0.11	0.45		0.14		0.14
v/c Ratio	0.41	0.63	0.05	0.69		0.02		0.43
Control Delay	26.7	8.7	31.0	17.9		0.1		12.0
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	26.7	8.7	31.0	17.9		0.1		12.0
LOS	C	A	C	B		A		B
Approach Delay		11.7		18.0		0.1		12.0
Approach LOS		B		B		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 53.4	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 13.9	Intersection LOS: B
Intersection Capacity Utilization 62.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 42: Sherman Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	710	16	8	537	16	4	0	3	9	4	127
Future Volume (veh/h)	144	710	16	8	537	16	4	0	3	9	4	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	153	755	17	9	571	17	4	0	3	10	4	135
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	204	976	22	21	783	23	237	33	104	97	14	216
Arrive On Green	0.11	0.53	0.53	0.01	0.43	0.43	0.15	0.00	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	1851	42	1810	1836	55	716	222	703	56	96	1466
Grp Volume(v), veh/h	153	0	772	9	0	588	7	0	0	149	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1892	1810	0	1890	1640	0	0	1618	0	0
Q Serve(g_s), s	3.5	0.0	14.0	0.2	0.0	11.2	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	14.0	0.2	0.0	11.2	0.1	0.0	0.0	3.7	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.03	0.57		0.43	0.07		0.91
Lane Grp Cap(c), veh/h	204	0	998	21	0	806	373	0	0	328	0	0
V/C Ratio(X)	0.75	0.00	0.77	0.42	0.00	0.73	0.02	0.00	0.00	0.45	0.00	0.00
Avail Cap(c_a), veh/h	651	0	2261	214	0	1802	812	0	0	832	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.5	0.0	8.1	21.2	0.0	10.3	15.7	0.0	0.0	17.2	0.0	0.0
Incr Delay (d2), s/veh	5.4	0.0	1.3	12.5	0.0	1.3	0.0	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	4.0	0.2	0.0	3.7	0.1	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	0.0	9.4	33.7	0.0	11.6	15.7	0.0	0.0	18.2	0.0	0.0
LnGrp LOS	C	A	A	C	A	B	B	A	A	B	A	A
Approach Vol, veh/h		925			597			7			149	
Approach Delay, s/veh		11.8			11.9			15.7			18.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		10.9	5.0	27.2		10.9	9.4	22.9				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.9	5.1	51.5		19.9	15.5	41.1				
Max Q Clear Time (g_c+I1), s		2.1	2.2	16.0		5.7	5.5	13.2				
Green Ext Time (p_c), s		0.0	0.0	6.7		0.7	0.3	4.3				

Intersection Summary												
HCM 6th Ctrl Delay			12.5									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	184	408	361	39	50	123
Future Vol, veh/h	184	408	361	39	50	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	207	458	406	44	56	138

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	450	0	-	0	1300	428
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	872	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1121	-	-	-	180	631
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	412	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1121	-	-	-	147	631
Mov Cap-2 Maneuver	-	-	-	-	279	-
Stage 1	-	-	-	-	540	-
Stage 2	-	-	-	-	412	-

Approach	EB	WB	SB
HCM Control Delay, s	2.8	0	18.3
HCM LOS			C

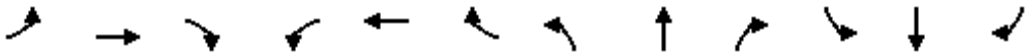
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1121	-	-	-	462
HCM Lane V/C Ratio	0.184	-	-	-	0.421
HCM Control Delay (s)	8.9	-	-	-	18.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.7	-	-	-	2.1

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	12	72	40	80	37	411	51	419
Future Volume (vph)	12	72	40	80	37	411	51	419
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	30.0	30.0	30.0	30.0	9.5	60.0	9.5	60.0
Total Split (%)	30.2%	30.2%	30.2%	30.2%	9.5%	60.3%	9.5%	60.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		11.1		11.1	5.3	23.8	5.3	26.0
Actuated g/C Ratio		0.21		0.21	0.10	0.46	0.10	0.50
v/c Ratio		0.37		0.48	0.24	0.65	0.33	0.55
Control Delay		20.2		23.5	30.1	15.9	32.3	13.1
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		20.2		23.5	30.1	15.9	32.3	13.1
LOS		C		C	C	B	C	B
Approach Delay		20.2		23.5		16.9		15.1
Approach LOS		C		C		B		B

Intersection Summary	
Cycle Length: 99.5	
Actuated Cycle Length: 51.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 17.3	Intersection LOS: B
Intersection Capacity Utilization 55.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 46: Menifee Rd & Watson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	72	35	40	80	28	37	411	64	51	419	19
Future Volume (veh/h)	12	72	35	40	80	28	37	411	64	51	419	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	86	42	48	95	33	44	489	76	61	499	23
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	119	187	85	177	170	52	88	676	105	113	784	36
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.05	0.42	0.42	0.06	0.43	0.43
Sat Flow, veh/h	96	1155	525	348	1055	324	1810	1606	250	1810	1802	83
Grp Volume(v), veh/h	142	0	0	176	0	0	44	0	565	61	0	522
Grp Sat Flow(s),veh/h/ln	1776	0	0	1727	0	0	1810	0	1855	1810	0	1885
Q Serve(g_s), s	0.0	0.0	0.0	0.7	0.0	0.0	0.9	0.0	9.6	1.2	0.0	8.2
Cycle Q Clear(g_c), s	2.7	0.0	0.0	3.4	0.0	0.0	0.9	0.0	9.6	1.2	0.0	8.2
Prop In Lane	0.10		0.30	0.27		0.19	1.00		0.13	1.00		0.04
Lane Grp Cap(c), veh/h	391	0	0	399	0	0	88	0	782	113	0	820
V/C Ratio(X)	0.36	0.00	0.00	0.44	0.00	0.00	0.50	0.00	0.72	0.54	0.00	0.64
Avail Cap(c_a), veh/h	1266	0	0	1226	0	0	238	0	2705	238	0	2749
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.5	0.0	0.0	14.8	0.0	0.0	17.6	0.0	9.2	17.3	0.0	8.4
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.8	0.0	0.0	4.3	0.0	1.3	4.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	1.2	0.0	0.0	0.4	0.0	2.9	0.6	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.1	0.0	0.0	15.6	0.0	0.0	21.9	0.0	10.5	21.3	0.0	9.2
LnGrp LOS	B	A	A	B	A	A	C	A	B	C	A	A
Approach Vol, veh/h		142			176			609			583	
Approach Delay, s/veh		15.1			15.6			11.3			10.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	20.5		10.7	6.4	21.1		10.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	55.5		25.5	5.0	55.5		25.5				
Max Q Clear Time (g_c+I1), s	3.2	11.6		4.7	2.9	10.2		5.4				
Green Ext Time (p_c), s	0.0	4.4		0.7	0.0	3.9		0.9				

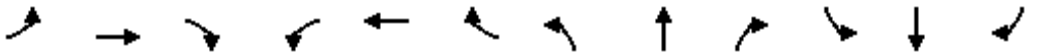
Intersection Summary			
HCM 6th Ctrl Delay		11.8	
HCM 6th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	49	1198	397	227	1381	292	340	347	166	314
Future Volume (vph)	49	1198	397	227	1381	292	340	347	166	314
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	3	1	6	3	8	1	7	4
Permitted Phases			2					8		
Detector Phase	5	2	3	1	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	9.7	10.3	9.7	9.7	10.3
Total Split (s)	11.2	64.0	19.4	16.0	68.8	19.4	26.4	16.0	13.6	20.6
Total Split (%)	9.3%	53.3%	16.2%	13.3%	57.3%	16.2%	22.0%	13.3%	11.3%	17.2%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	3.7	4.3	3.7	3.7	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	4.7	5.3	4.7	4.7	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	None	None	None	None	None
Act Effct Green (s)	6.2	52.2	68.1	10.8	59.3	13.5	19.6	35.8	8.6	14.7
Actuated g/C Ratio	0.05	0.46	0.60	0.10	0.52	0.12	0.17	0.32	0.08	0.13
v/c Ratio	0.55	0.80	0.43	0.76	0.89	0.78	0.60	0.41	0.70	0.80
Control Delay	76.2	30.4	5.1	66.9	31.9	63.2	48.9	26.1	67.6	62.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.2	30.4	5.1	66.9	31.9	63.2	48.9	26.1	67.6	62.6
LOS	E	C	A	E	C	E	D	C	E	E
Approach Delay		25.6			36.5		45.1			64.2
Approach LOS		C			D		D			E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 113.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 37.4	Intersection LOS: D
Intersection Capacity Utilization 81.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1198	397	227	1381	116	292	340	347	166	314	23
Future Volume (veh/h)	49	1198	397	227	1381	116	292	340	347	166	314	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	1331	441	252	1534	129	324	378	386	184	349	26
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	1699	936	315	1759	147	389	613	735	246	421	31
Arrive On Green	0.04	0.47	0.47	0.09	0.52	0.52	0.11	0.17	0.17	0.07	0.12	0.12
Sat Flow, veh/h	1810	3610	1610	3510	3373	282	3510	3610	2834	3510	3407	253
Grp Volume(v), veh/h	54	1331	441	252	816	847	324	378	386	184	184	191
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1849	1755	1805	1417	1755	1805	1855
Q Serve(g_s), s	3.2	33.6	5.4	7.6	42.8	43.9	9.8	10.5	12.7	5.6	10.8	10.9
Cycle Q Clear(g_c), s	3.2	33.6	5.4	7.6	42.8	43.9	9.8	10.5	12.7	5.6	10.8	10.9
Prop In Lane	1.00		1.00	1.00		0.15	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	70	1699	936	315	941	964	389	613	735	246	223	229
V/C Ratio(X)	0.77	0.78	0.47	0.80	0.87	0.88	0.83	0.62	0.52	0.75	0.82	0.83
Avail Cap(c_a), veh/h	108	1896	1024	366	1028	1053	476	702	805	288	254	261
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	24.1	3.5	48.5	22.7	22.9	47.3	41.8	34.4	49.5	46.4	46.5
Incr Delay (d2), s/veh	6.6	2.0	0.4	9.0	7.5	8.1	8.6	1.3	0.6	6.9	17.6	18.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	14.3	2.3	3.7	19.2	20.2	4.7	4.8	4.4	2.7	5.9	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.3	26.1	3.9	57.4	30.1	31.1	55.9	43.1	35.0	56.4	64.0	64.6
LnGrp LOS	E	C	A	E	C	C	E	D	D	E	E	E
Approach Vol, veh/h		1826			1915			1088			559	
Approach Delay, s/veh		21.7			34.1			44.0			61.7	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	58.1	17.3	18.7	8.9	63.6	12.3	23.7
Change Period (Y+Rc), s	* 4.7	7.0	5.3	* 5.3	* 4.7	7.0	* 4.7	5.3
Max Green Setting (Gmax), s	* 11	57.0	14.7	* 15	* 6.5	61.8	* 8.9	21.1
Max Q Clear Time (g_c+I1), s	9.6	35.6	11.8	12.9	5.2	45.9	7.6	14.7
Green Ext Time (p_c), s	0.1	12.4	0.2	0.5	0.0	10.7	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C

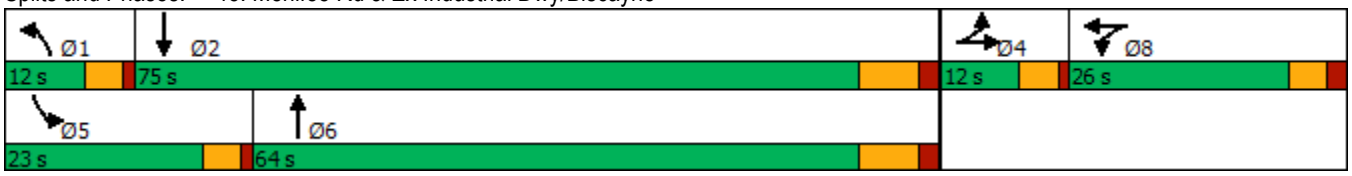
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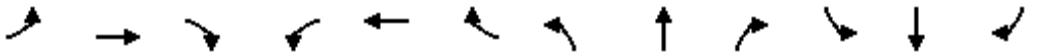
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	2	2	905	77	841
Future Volume (vph)	0	2	2	905	77	841
Turn Type	NA	NA	Prot	NA	Prot	NA
Protected Phases	4	8	1	6	5	2
Permitted Phases						
Detector Phase	4	8	1	6	5	2
Switch Phase						
Minimum Initial (s)	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	13.6	10.6	17.5	10.6	17.5
Total Split (s)	12.0	26.0	12.0	64.0	23.0	75.0
Total Split (%)	9.6%	20.8%	9.6%	51.2%	18.4%	60.0%
Yellow Time (s)	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	4.6	7.5	4.6	7.5
Lead/Lag			Lead	Lag	Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	None	Min
Act Effct Green (s)	6.4	10.3	6.4	32.4	9.9	42.9
Actuated g/C Ratio	0.09	0.15	0.09	0.46	0.14	0.61
v/c Ratio	0.02	0.40	0.02	0.52	0.39	0.50
Control Delay	38.7	31.2	39.0	15.9	35.7	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.7	31.2	39.0	15.9	35.7	9.9
LOS	D	C	D	B	D	A
Approach Delay	38.7	31.2		15.9		12.1
Approach LOS	D	C		B		B

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 69.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 14.8	Intersection LOS: B
Intersection Capacity Utilization 49.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	0	52	2	30	2	905	59	77	841	7
Future Volume (veh/h)	3	0	0	52	2	30	2	905	59	77	841	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	0	0	68	3	39	3	1175	77	100	1092	9
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	12	0	0	123	5	70	9	2058	135	149	1803	15
Arrive On Green	0.01	0.00	0.00	0.11	0.11	0.11	0.00	0.41	0.41	0.08	0.49	0.49
Sat Flow, veh/h	1809	0	0	1073	47	615	1810	4974	326	1810	3669	30
Grp Volume(v), veh/h	4	0	0	110	0	0	3	817	435	100	537	564
Grp Sat Flow(s),veh/h/ln	1810	0	0	1736	0	0	1810	1729	1841	1810	1805	1895
Q Serve(g_s), s	0.1	0.0	0.0	3.5	0.0	0.0	0.1	10.6	10.6	3.1	12.5	12.5
Cycle Q Clear(g_c), s	0.1	0.0	0.0	3.5	0.0	0.0	0.1	10.6	10.6	3.1	12.5	12.5
Prop In Lane	1.00		0.00	0.62		0.35	1.00		0.18	1.00		0.02
Lane Grp Cap(c), veh/h	12	0	0	198	0	0	9	1431	762	149	887	931
V/C Ratio(X)	0.34	0.00	0.00	0.55	0.00	0.00	0.34	0.57	0.57	0.67	0.61	0.61
Avail Cap(c_a), veh/h	230	0	0	608	0	0	230	3356	1787	572	2093	2197
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.8	0.0	0.0	24.4	0.0	0.0	28.9	13.1	13.1	25.9	10.7	10.7
Incr Delay (d2), s/veh	16.4	0.0	0.0	2.4	0.0	0.0	21.1	0.4	0.7	5.1	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	1.5	0.0	0.0	0.1	3.6	3.9	1.5	4.3	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	0.0	0.0	26.8	0.0	0.0	50.0	13.5	13.8	31.0	11.4	11.4
LnGrp LOS	D	A	A	C	A	A	D	B	B	C	B	B
Approach Vol, veh/h		4			110			1255			1201	
Approach Delay, s/veh		45.2			26.8			13.7			13.0	
Approach LOS		D			C			B			B	

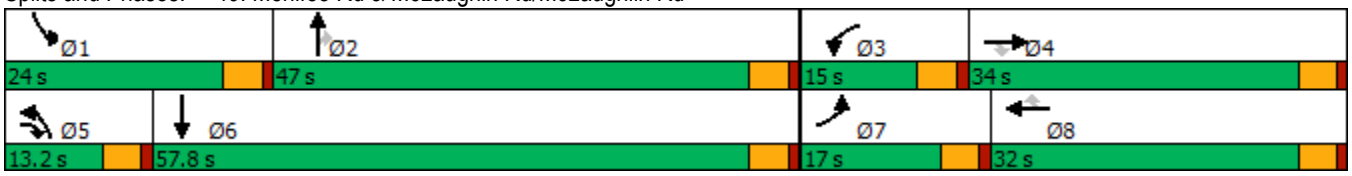
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	36.1		5.0	9.4	31.6		12.2				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	7.4	67.5		7.4	18.4	56.5		20.4				
Max Q Clear Time (g_c+I1), s	2.1	14.5		2.1	5.1	12.6		5.5				
Green Ext Time (p_c), s	0.0	9.6		0.0	0.2	11.5		0.4				

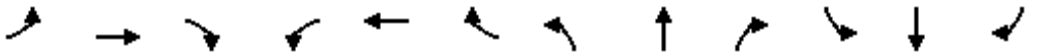
Intersection Summary												
HCM 6th Ctrl Delay			14.0									
HCM 6th LOS			B									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	69	244	142	134	197	201	97	697	442	301	529
Future Volume (vph)	69	244	142	134	197	201	97	697	442	301	529
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	5	3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	5	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5
Total Split (s)	17.0	34.0	13.2	15.0	32.0	32.0	13.2	47.0	47.0	24.0	57.8
Total Split (%)	14.2%	28.3%	11.0%	12.5%	26.7%	26.7%	11.0%	39.2%	39.2%	20.0%	48.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	9.2	17.8	30.5	9.1	20.7	20.7	8.0	25.3	25.3	13.8	31.1
Actuated g/C Ratio	0.11	0.21	0.36	0.11	0.24	0.24	0.09	0.30	0.30	0.16	0.37
v/c Ratio	0.39	0.67	0.23	0.39	0.46	0.40	0.32	0.49	0.65	0.58	0.50
Control Delay	46.9	41.8	5.0	43.4	35.7	9.3	44.6	26.2	11.0	39.8	21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.9	41.8	5.0	43.4	35.7	9.3	44.6	26.2	11.0	39.8	21.7
LOS	D	D	A	D	D	A	D	C	B	D	C
Approach Delay		31.1			27.7			22.2			27.8
Approach LOS		C			C			C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 84.9	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 26.0	Intersection LOS: C
Intersection Capacity Utilization 60.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 49: Menifee Rd & McLaughin Rd/McLaughlin Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	244	142	134	197	201	97	697	442	301	529	67
Future Volume (veh/h)	69	244	142	134	197	201	97	697	442	301	529	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	265	154	146	214	218	105	758	480	327	575	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	98	349	390	242	377	319	205	1993	619	446	1459	185
Arrive On Green	0.05	0.18	0.18	0.07	0.20	0.20	0.06	0.38	0.38	0.13	0.45	0.45
Sat Flow, veh/h	1810	1900	1610	3510	1900	1610	3510	5187	1610	3510	3223	408
Grp Volume(v), veh/h	75	265	154	146	214	218	105	758	480	327	321	327
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1755	1900	1610	1755	1729	1610	1755	1805	1827
Q Serve(g_s), s	3.1	10.1	6.1	3.1	7.8	9.6	2.2	8.0	19.9	6.8	9.0	9.1
Cycle Q Clear(g_c), s	3.1	10.1	6.1	3.1	7.8	9.6	2.2	8.0	19.9	6.8	9.0	9.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	98	349	390	242	377	319	205	1993	619	446	817	827
V/C Ratio(X)	0.76	0.76	0.40	0.60	0.57	0.68	0.51	0.38	0.78	0.73	0.39	0.40
Avail Cap(c_a), veh/h	297	735	717	484	686	581	401	2893	898	898	1262	1277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	29.5	24.2	34.5	27.6	28.3	34.8	16.9	20.6	32.0	13.9	13.9
Incr Delay (d2), s/veh	11.6	3.4	0.7	2.4	1.3	2.6	2.0	0.1	2.7	2.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.8	2.3	1.4	3.5	3.8	1.0	3.0	7.4	3.0	3.5	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.2	32.9	24.9	36.8	28.9	30.9	36.8	17.0	23.2	34.4	14.2	14.2
LnGrp LOS	D	C	C	D	C	C	D	B	C	C	B	B
Approach Vol, veh/h		494			578			1343			975	
Approach Delay, s/veh		32.6			31.7			20.8			21.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	33.8	9.8	18.5	9.0	39.0	8.6	19.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	19.5	42.5	10.5	29.5	8.7	53.3	12.5	27.5
Max Q Clear Time (g_c+I1), s	8.8	21.9	5.1	12.1	4.2	11.1	5.1	11.6
Green Ext Time (p_c), s	0.9	7.3	0.2	1.9	0.1	4.6	0.1	1.8

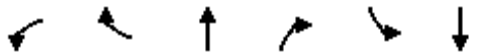
Intersection Summary	
HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	35	1192	83	725
Future Volume (vph)	35	1192	83	725
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5
Total Split (s)	13.0	32.0	15.0	47.0
Total Split (%)	21.7%	53.3%	25.0%	78.3%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	7.0	30.9	8.2	40.5
Actuated g/C Ratio	0.13	0.59	0.16	0.77
v/c Ratio	0.32	0.45	0.32	0.26
Control Delay	16.1	9.8	25.1	2.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	16.1	9.8	25.1	2.9
LOS	B	A	C	A
Approach Delay	16.1	9.8		5.4
Approach LOS	B	A		A

Intersection Summary			
Cycle Length: 60			
Actuated Cycle Length: 52.3			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 8.4		Intersection LOS: A	
Intersection Capacity Utilization 45.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 50: Menifee Rd & Project Dwy 1





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	35	44	1192	67	83	725
Future Volume (veh/h)	35	44	1192	67	83	725
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	48	1296	73	90	725
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	59	74	2418	136	147	2461
Arrive On Green	0.08	0.08	0.48	0.48	0.08	0.68
Sat Flow, veh/h	740	935	5195	283	1810	3705
Grp Volume(v), veh/h	87	0	892	477	90	725
Grp Sat Flow(s),veh/h/ln	1695	0	1729	1849	1810	1805
Q Serve(g_s), s	1.9	0.0	6.8	6.8	1.8	3.0
Cycle Q Clear(g_c), s	1.9	0.0	6.8	6.8	1.8	3.0
Prop In Lane	0.44	0.55		0.15	1.00	
Lane Grp Cap(c), veh/h	134	0	1664	890	147	2461
V/C Ratio(X)	0.65	0.00	0.54	0.54	0.61	0.29
Avail Cap(c_a), veh/h	382	0	2525	1350	505	4074
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.8	0.0	6.8	6.8	16.7	2.4
Incr Delay (d2), s/veh	5.1	0.0	0.3	0.5	4.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.6	1.8	0.8	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.0	0.0	7.1	7.3	20.9	2.5
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h	87		1369			815
Approach Delay, s/veh	22.0		7.2			4.5
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.5	22.6			30.2	7.5
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	27.5			42.5	8.5
Max Q Clear Time (g_c+I1), s	3.8	8.8			5.0	3.9
Green Ext Time (p_c), s	0.1	9.3			5.9	0.1

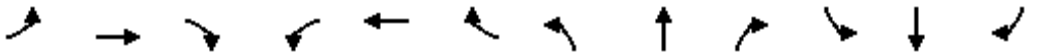
Intersection Summary	
HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1263	396	266	1519	206	93
Future Volume (vph)	1263	396	266	1519	206	93
Turn Type	NA	pm+ov	Prot	NA	Split	pm+ov
Protected Phases	4	2	3	8	2	3
Permitted Phases		4				2
Detector Phase	4	2	3	8	2	3
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	9.5
Total Split (s)	50.0	31.0	39.0	89.0	31.0	39.0
Total Split (%)	41.7%	25.8%	32.5%	74.2%	25.8%	32.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag			Lag
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	None	Min	None	None	Min	None
Act Effct Green (s)	29.4	44.7	17.1	51.2	10.5	32.4
Actuated g/C Ratio	0.41	0.63	0.24	0.72	0.15	0.46
v/c Ratio	0.59	0.35	0.61	0.59	0.40	0.13
Control Delay	18.0	2.4	32.6	5.8	32.8	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.0	2.4	32.6	5.8	32.8	11.5
LOS	B	A	C	A	C	B
Approach Delay	14.2			9.8		
Approach LOS	B			A		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 71.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 13.1	Intersection LOS: B
Intersection Capacity Utilization 56.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 53: Project Dwy 2 & SR-74



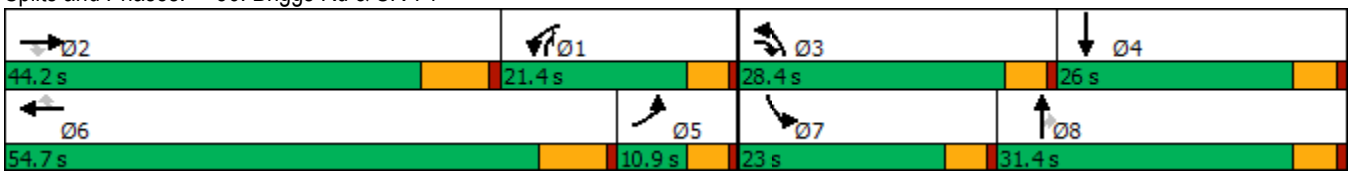


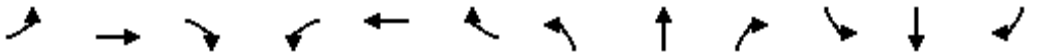
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1263	396	266	1519	0	206	0	93	0	0	0
Future Volume (veh/h)	0	1263	396	266	1519	0	206	0	93	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0	1900	1900	1900			
Adj Flow Rate, veh/h	0	1263	396	266	1519	0	206	0	93			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	2396	919	338	2633	0	382	207	476			
Arrive On Green	0.00	0.46	0.46	0.19	0.73	0.00	0.11	0.00	0.11			
Sat Flow, veh/h	0	5358	1610	1810	3705	0	3510	1900	1610			
Grp Volume(v), veh/h	0	1263	396	266	1519	0	206	0	93			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1810	1805	0	1755	1900	1610			
Q Serve(g_s), s	0.0	9.6	7.8	7.8	10.9	0.0	3.1	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	9.6	7.8	7.8	10.9	0.0	3.1	0.0	0.0			
Prop In Lane	0.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2396	919	338	2633	0	382	207	476			
V/C Ratio(X)	0.00	0.53	0.43	0.79	0.58	0.00	0.54	0.00	0.20			
Avail Cap(c_a), veh/h	0	4239	1491	1121	5479	0	1671	904	1067			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	10.7	6.8	21.6	3.5	0.0	23.5	0.0	14.7			
Incr Delay (d2), s/veh	0.0	0.2	0.3	4.1	0.2	0.0	1.2	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	3.1	2.9	3.4	1.8	0.0	1.3	0.0	0.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.8	7.1	25.7	3.7	0.0	24.7	0.0	14.9			
LnGrp LOS	A	B	A	C	A	A	C	A	B			
Approach Vol, veh/h		1659			1785			299				
Approach Delay, s/veh		9.9			7.0			21.6				
Approach LOS		A			A			C				
Timer - Assigned Phs		2	3	4				8				
Phs Duration (G+Y+Rc), s		10.6	14.9	30.2				45.1				
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5				
Max Green Setting (Gmax), s		26.5	34.5	45.5				84.5				
Max Q Clear Time (g_c+I1), s		5.1	9.8	11.6				12.9				
Green Ext Time (p_c), s		1.0	0.8	14.1				20.0				
Intersection Summary												
HCM 6th Ctrl Delay			9.5									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	67	766	536	376	1138	145	571	206	370	177	207
Future Volume (vph)	67	766	536	376	1138	145	571	206	370	177	207
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	3	1	6		3	8	1	7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	3	1	6	6	3	8	1	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	12.0	9.7	10.0	9.7	9.7	10.0
Total Split (s)	10.9	44.2	28.4	21.4	54.7	54.7	28.4	31.4	21.4	23.0	26.0
Total Split (%)	9.1%	36.8%	23.7%	17.8%	45.6%	45.6%	23.7%	26.2%	17.8%	19.2%	21.7%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	6.0	3.7	4.0	3.7	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	7.0	4.7	5.0	4.7	4.7	5.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	6.2	26.7	52.7	26.0	46.5	46.5	23.8	23.3	49.6	16.3	15.9
Actuated g/C Ratio	0.05	0.23	0.46	0.23	0.41	0.41	0.21	0.20	0.44	0.14	0.14
v/c Ratio	0.83	0.76	0.80	0.57	0.93	0.23	0.94	0.64	0.60	0.82	0.70
Control Delay	107.4	44.9	19.2	43.8	44.6	6.4	67.0	50.5	15.2	72.9	49.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	107.4	44.9	19.2	43.8	44.6	6.4	67.0	50.5	15.2	72.9	49.3
LOS	F	D	B	D	D	A	E	D	B	E	D
Approach Delay		37.9			41.1			47.3			58.3
Approach LOS		D			D			D			E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 113.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 43.4	Intersection LOS: D
Intersection Capacity Utilization 79.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	766	536	376	1138	145	571	206	370	177	207	78
Future Volume (veh/h)	67	766	536	376	1138	145	571	206	370	177	207	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.85	1.00		0.77
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	81	923	646	453	1371	175	688	248	446	213	249	94
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	100	1216	710	803	1473	657	738	404	661	243	329	115
Arrive On Green	0.06	0.23	0.23	0.23	0.41	0.41	0.21	0.21	0.21	0.13	0.14	0.14
Sat Flow, veh/h	1810	5187	1583	3510	3610	1610	3510	1900	1376	1810	2409	841
Grp Volume(v), veh/h	81	923	646	453	1371	175	688	248	446	213	182	161
Grp Sat Flow(s),veh/h/ln	1810	1729	1583	1755	1805	1610	1755	1900	1376	1810	1805	1444
Q Serve(g_s), s	5.0	18.7	14.0	12.9	40.8	4.9	21.7	13.3	9.5	13.0	10.9	12.2
Cycle Q Clear(g_c), s	5.0	18.7	14.0	12.9	40.8	4.9	21.7	13.3	9.5	13.0	10.9	12.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	100	1216	710	803	1473	657	738	404	661	243	247	197
V/C Ratio(X)	0.81	0.76	0.91	0.56	0.93	0.27	0.93	0.61	0.67	0.88	0.74	0.82
Avail Cap(c_a), veh/h	100	1714	862	803	1529	682	739	446	691	294	337	269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.6	40.1	10.0	38.5	31.8	7.9	43.7	40.1	9.4	47.8	46.7	47.2
Incr Delay (d2), s/veh	36.0	0.7	10.9	0.6	10.1	0.1	18.3	2.1	2.5	19.5	5.4	13.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	8.0	8.2	5.6	19.3	2.9	11.2	6.4	4.4	7.2	5.2	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.7	40.8	20.9	39.0	41.9	8.0	61.9	42.2	11.9	67.3	52.1	60.4
LnGrp LOS	F	D	C	D	D	A	E	D	B	E	D	E
Approach Vol, veh/h		1650			1999			1382			556	
Approach Delay, s/veh		35.4			38.3			42.2			60.3	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.4	33.4	28.4	20.4	10.9	52.9	19.8	29.0
Change Period (Y+Rc), s	4.7	* 7	* 4.7	5.0	4.7	* 7	* 4.7	5.0
Max Green Setting (Gmax), s	16.7	* 37	* 24	21.0	6.2	* 48	* 18	26.4
Max Q Clear Time (g_c+I1), s	14.9	20.7	23.7	14.2	7.0	42.8	15.0	15.3
Green Ext Time (p_c), s	0.2	5.7	0.0	1.1	0.0	3.1	0.1	2.7

Intersection Summary	
HCM 6th Ctrl Delay	40.6
HCM 6th LOS	D

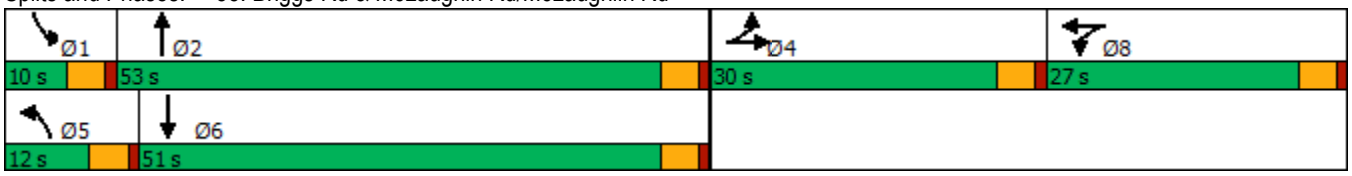
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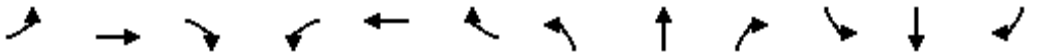
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	343	0	36	0	38	624	25	721
Future Volume (vph)	343	0	36	0	38	624	25	721
Turn Type	Split	NA	Split	NA	Prot	NA	Prot	NA
Protected Phases	4	4	8	8	5	2	1	6
Permitted Phases								
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5
Total Split (s)	30.0	30.0	27.0	27.0	12.0	53.0	10.0	51.0
Total Split (%)	25.0%	25.0%	22.5%	22.5%	10.0%	44.2%	8.3%	42.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	19.2	19.2	14.2	14.2	7.5	39.5	6.1	35.9
Actuated g/C Ratio	0.21	0.21	0.15	0.15	0.08	0.43	0.07	0.39
v/c Ratio	0.69	0.57	0.18	0.75	0.37	0.72	0.30	0.74
Control Delay	49.1	28.9	41.1	36.0	57.1	26.8	58.4	30.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.1	28.9	41.1	36.0	57.1	26.8	58.4	30.1
LOS	D	C	D	D	E	C	E	C
Approach Delay		39.0		36.8		28.2		31.1
Approach LOS		D		D		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 92.9	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 31.9	Intersection LOS: C
Intersection Capacity Utilization 64.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 58: Briggs Rd & McLaughin Rd/McLaughlin Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	343	0	8	36	0	188	38	624	154	25	721	23
Future Volume (veh/h)	343	0	8	36	0	188	38	624	154	25	721	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	486	0	0	50	0	261	53	867	214	35	1001	32
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	615	323	0	355	0	307	76	1104	272	60	1350	43
Arrive On Green	0.17	0.00	0.00	0.20	0.00	0.20	0.04	0.39	0.39	0.03	0.38	0.38
Sat Flow, veh/h	3619	1900	0	1810	0	1566	1810	2848	703	1810	3566	114
Grp Volume(v), veh/h	486	0	0	50	0	261	53	549	532	35	507	526
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1810	0	1566	1810	1805	1746	1810	1805	1875
Q Serve(g_s), s	10.9	0.0	0.0	1.9	0.0	13.6	2.4	22.6	22.7	1.6	20.5	20.5
Cycle Q Clear(g_c), s	10.9	0.0	0.0	1.9	0.0	13.6	2.4	22.6	22.7	1.6	20.5	20.5
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.40	1.00		0.06
Lane Grp Cap(c), veh/h	615	323	0	355	0	307	76	700	677	60	683	710
V/C Ratio(X)	0.79	0.00	0.00	0.14	0.00	0.85	0.70	0.79	0.79	0.58	0.74	0.74
Avail Cap(c_a), veh/h	1093	574	0	482	0	417	161	1037	1003	118	994	1032
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	0.0	0.0	28.1	0.0	32.7	39.9	22.8	22.8	40.3	22.7	22.7
Incr Delay (d2), s/veh	2.3	0.0	0.0	0.2	0.0	11.7	10.8	2.4	2.5	8.7	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	0.0	0.8	0.0	6.0	1.3	9.5	9.3	0.9	8.6	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.9	0.0	0.0	28.2	0.0	44.4	50.7	25.2	25.3	48.9	24.4	24.3
LnGrp LOS	D	A	A	C	A	D	D	C	C	D	C	C
Approach Vol, veh/h		486			311			1134			1068	
Approach Delay, s/veh		35.9			41.8			26.4			25.2	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	37.2		18.9	8.1	36.5		21.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	48.5		25.5	7.5	46.5		22.5				
Max Q Clear Time (g_c+I1), s	3.6	24.7		12.9	4.4	22.5		15.6				
Green Ext Time (p_c), s	0.0	8.1		1.5	0.0	7.4		1.0				

Intersection Summary			
HCM 6th Ctrl Delay		29.1	
HCM 6th LOS		C	

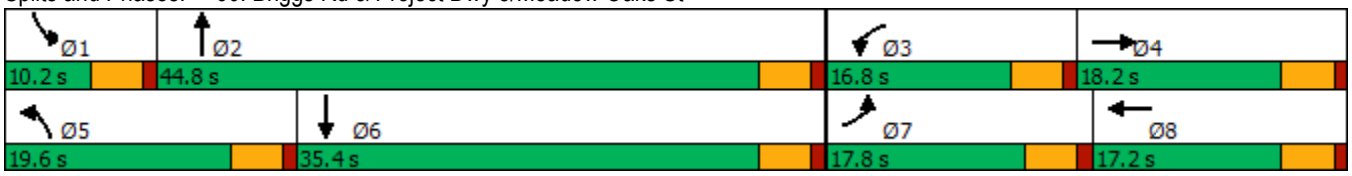
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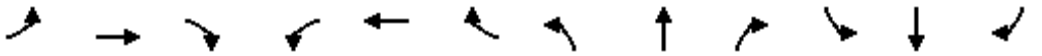
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	109	8	93	14	123	682	24	696
Future Volume (vph)	109	8	93	14	123	682	24	696
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5
Total Split (s)	17.8	18.2	16.8	17.2	19.6	44.8	10.2	35.4
Total Split (%)	19.8%	20.2%	18.7%	19.1%	21.8%	49.8%	11.3%	39.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	13.0	8.4	10.2	7.9	11.7	33.5	6.6	24.8
Actuated g/C Ratio	0.20	0.13	0.15	0.12	0.18	0.51	0.10	0.37
v/c Ratio	0.37	0.53	0.40	0.21	0.47	0.49	0.16	0.64
Control Delay	33.5	12.8	36.5	20.4	35.7	13.4	38.8	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.5	12.8	36.5	20.4	35.7	13.4	38.8	22.5
LOS	C	B	D	C	D	B	D	C
Approach Delay		21.1		31.6		16.6		23.1
Approach LOS		C		C		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 66.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 20.6	Intersection LOS: C
Intersection Capacity Utilization 56.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 60: Briggs Rd & Project Dwy 5/Meadow Oaks St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	8	155	93	14	26	123	682	51	24	696	18
Future Volume (veh/h)	109	8	155	93	14	26	123	682	51	24	696	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	131	10	187	112	17	31	148	822	61	29	839	22
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	172	13	246	147	88	160	194	1383	103	59	1192	31
Arrive On Green	0.10	0.16	0.16	0.08	0.15	0.15	0.11	0.41	0.41	0.03	0.33	0.33
Sat Flow, veh/h	1810	82	1540	1810	603	1099	1810	3399	252	1810	3593	94
Grp Volume(v), veh/h	131	0	197	112	0	48	148	436	447	29	421	440
Grp Sat Flow(s),veh/h/ln	1810	0	1623	1810	0	1702	1810	1805	1846	1810	1805	1883
Q Serve(g_s), s	4.0	0.0	6.5	3.4	0.0	1.4	4.5	10.6	10.7	0.9	11.5	11.5
Cycle Q Clear(g_c), s	4.0	0.0	6.5	3.4	0.0	1.4	4.5	10.6	10.7	0.9	11.5	11.5
Prop In Lane	1.00		0.95	1.00		0.65	1.00		0.14	1.00		0.05
Lane Grp Cap(c), veh/h	172	0	259	147	0	248	194	734	751	59	599	625
V/C Ratio(X)	0.76	0.00	0.76	0.76	0.00	0.19	0.76	0.59	0.59	0.49	0.70	0.70
Avail Cap(c_a), veh/h	428	0	395	395	0	384	486	1293	1322	183	991	1034
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	0.0	22.6	25.3	0.0	21.1	24.4	13.1	13.1	26.8	16.4	16.4
Incr Delay (d2), s/veh	6.8	0.0	4.6	7.8	0.0	0.4	6.1	0.8	0.8	6.3	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	2.6	1.7	0.0	0.5	2.1	3.8	3.9	0.5	4.4	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	0.0	27.2	33.1	0.0	21.5	30.5	13.8	13.8	33.1	17.9	17.9
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		328			160			1031			890	
Approach Delay, s/veh		29.0			29.7			16.2			18.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	27.4	9.1	13.5	10.5	23.2	9.9	12.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.7	40.3	12.3	13.7	15.1	30.9	13.3	12.7
Max Q Clear Time (g_c+I1), s	2.9	12.7	5.4	8.5	6.5	13.5	6.0	3.4
Green Ext Time (p_c), s	0.0	6.3	0.1	0.5	0.2	5.2	0.2	0.1

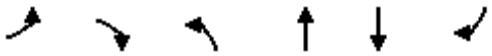
Intersection Summary	
HCM 6th Ctrl Delay	19.6
HCM 6th LOS	B

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	14	68	67	842	979
Future Volume (vph)	14	68	67	842	979
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	4			2	6
Permitted Phases		4	2		
Detector Phase	4	4	2	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5
Total Split (s)	15.0	15.0	45.0	45.0	45.0
Total Split (%)	25.0%	25.0%	75.0%	75.0%	75.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	Min	Min	Min
Act Effct Green (s)	6.3	6.3	30.9	30.9	30.9
Actuated g/C Ratio	0.16	0.16	0.79	0.79	0.79
v/c Ratio	0.05	0.21	0.16	0.29	0.35
Control Delay	16.6	7.6	4.3	3.0	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.6	7.6	4.3	3.0	3.3
LOS	B	A	A	A	A
Approach Delay	9.1			3.1	3.3
Approach LOS	A			A	A

Intersection Summary			
Cycle Length: 60			
Actuated Cycle Length: 39			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.35			
Intersection Signal Delay: 3.4		Intersection LOS: A	
Intersection Capacity Utilization 47.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 62: Briggs Rd & Project Dwy 7





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	68	67	842	979	27
Future Volume (veh/h)	14	68	67	842	979	27
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	68	67	842	979	27
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	153	136	509	2125	2112	58
Arrive On Green	0.08	0.08	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1810	1610	569	3705	3683	99
Grp Volume(v), veh/h	14	68	67	842	492	514
Grp Sat Flow(s),veh/h/ln	1810	1610	569	1805	1805	1882
Q Serve(g_s), s	0.2	1.1	2.1	3.4	4.3	4.3
Cycle Q Clear(g_c), s	0.2	1.1	6.3	3.4	4.3	4.3
Prop In Lane	1.00	1.00	1.00			0.05
Lane Grp Cap(c), veh/h	153	136	509	2125	1062	1108
V/C Ratio(X)	0.09	0.50	0.13	0.40	0.46	0.46
Avail Cap(c_a), veh/h	690	614	1010	5308	2654	2768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.6	12.0	5.0	3.0	3.2	3.2
Incr Delay (d2), s/veh	0.3	2.8	0.1	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.4	0.1	0.2	0.3	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.9	14.9	5.1	3.2	3.5	3.5
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	82			909	1006	
Approach Delay, s/veh	14.4			3.3	3.5	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		20.7		6.8		20.7
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		40.5		10.5		40.5
Max Q Clear Time (g_c+I1), s		8.3		3.1		6.3
Green Ext Time (p_c), s		7.9		0.1		7.9

Intersection Summary	
HCM 6th Ctrl Delay	3.9
HCM 6th LOS	A

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	40	828	58	987
Future Volume (vph)	40	828	58	987
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5
Total Split (s)	12.0	57.6	10.4	68.0
Total Split (%)	15.0%	72.0%	13.0%	85.0%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	6.8	46.8	6.0	54.7
Actuated g/C Ratio	0.10	0.66	0.08	0.77
v/c Ratio	0.59	0.85	0.46	0.43
Control Delay	24.5	18.7	45.7	3.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	24.5	18.7	45.7	3.2
LOS	C	B	D	A
Approach Delay	24.5	18.7		5.5
Approach LOS	C	B		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 70.7	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 63.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 63: Briggs Rd & Matthews Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	40	82	828	44	58	987
Future Volume (veh/h)	40	82	828	44	58	987
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	100	1010	54	71	1204
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	60	123	1136	61	98	2733
Arrive On Green	0.11	0.11	0.64	0.64	0.05	0.76
Sat Flow, veh/h	546	1115	1785	95	1810	3705
Grp Volume(v), veh/h	150	0	0	1064	71	1204
Grp Sat Flow(s),veh/h/ln	1672	0	0	1880	1810	1805
Q Serve(g_s), s	5.9	0.0	0.0	32.1	2.6	8.2
Cycle Q Clear(g_c), s	5.9	0.0	0.0	32.1	2.6	8.2
Prop In Lane	0.33	0.67		0.05	1.00	
Lane Grp Cap(c), veh/h	184	0	0	1197	98	2733
V/C Ratio(X)	0.81	0.00	0.00	0.89	0.72	0.44
Avail Cap(c_a), veh/h	185	0	0	1472	157	3379
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	0.0	0.0	10.3	31.6	3.0
Incr Delay (d2), s/veh	23.5	0.0	0.0	6.1	9.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	0.0	11.7	1.4	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	53.0	0.0	0.0	16.4	41.1	3.1
LnGrp LOS	D	A	A	B	D	A
Approach Vol, veh/h	150		1064			1275
Approach Delay, s/veh	53.0		16.4			5.2
Approach LOS	D		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.2	47.7			55.9	12.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.9	53.1			63.5	7.5
Max Q Clear Time (g_c+I1), s	4.6	34.1			10.2	7.9
Green Ext Time (p_c), s	0.0	9.0			12.6	0.0

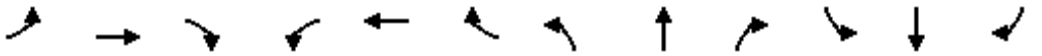
Intersection Summary	
HCM 6th Ctrl Delay	12.9
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	189	1150	2	1242	146	4	4	63	1	175
Future Volume (vph)	189	1150	2	1242	146	4	4	63	1	175
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases					6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	8.0	8.0	21.0	21.0	21.0
Minimum Split (s)	10.6	17.2	10.6	17.2	17.2	13.6	13.6	26.6	26.6	26.6
Total Split (s)	34.0	84.0	11.0	61.0	61.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	27.2%	67.2%	8.8%	48.8%	48.8%	24.0%	24.0%	24.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2		5.6		5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	17.0	67.0	6.1	47.2	47.2		21.3		21.3	21.3
Actuated g/C Ratio	0.16	0.65	0.06	0.46	0.46		0.21		0.21	0.21
v/c Ratio	0.73	0.39	0.02	0.60	0.21		0.04		0.26	0.41
Control Delay	57.0	9.0	52.0	22.3	4.5		31.1		41.8	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	57.0	9.0	52.0	22.3	4.5		31.1		41.8	8.6
LOS	E	A	D	C	A		C		D	A
Approach Delay		15.8		20.5			31.1		17.4	
Approach LOS		B		C			C		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 103.2	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 18.2	Intersection LOS: B
Intersection Capacity Utilization 66.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	1150	2	2	1242	146	4	4	4	63	1	175
Future Volume (veh/h)	189	1150	2	2	1242	146	4	4	4	63	1	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	217	1322	2	2	1428	168	5	5	5	72	1	201
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	255	3105	5	6	2296	713	145	144	118	399	5	364
Arrive On Green	0.14	0.58	0.58	0.00	0.44	0.44	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	5348	8	1810	5187	1610	409	633	521	1413	22	1602
Grp Volume(v), veh/h	217	855	469	2	1428	168	15	0	0	73	0	201
Grp Sat Flow(s),veh/h/ln	1810	1729	1899	1810	1729	1610	1562	0	0	1436	0	1602
Q Serve(g_s), s	10.8	12.7	12.7	0.1	19.5	6.0	0.0	0.0	0.0	3.1	0.0	10.2
Cycle Q Clear(g_c), s	10.8	12.7	12.7	0.1	19.5	6.0	0.6	0.0	0.0	3.7	0.0	10.2
Prop In Lane	1.00		0.00	1.00		1.00	0.33		0.33	0.99		1.00
Lane Grp Cap(c), veh/h	255	2008	1102	6	2296	713	407	0	0	404	0	364
V/C Ratio(X)	0.85	0.43	0.43	0.34	0.62	0.24	0.04	0.00	0.00	0.18	0.00	0.55
Avail Cap(c_a), veh/h	577	2879	1581	126	3026	939	463	0	0	457	0	424
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.7	10.8	10.8	45.9	19.8	16.0	27.7	0.0	0.0	28.9	0.0	31.5
Incr Delay (d2), s/veh	3.1	0.2	0.4	12.2	0.4	0.2	0.0	0.0	0.0	0.2	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	4.5	5.0	0.1	7.6	2.2	0.3	0.0	0.0	1.3	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	11.0	11.2	58.0	20.2	16.2	27.8	0.0	0.0	29.1	0.0	32.8
LnGrp LOS	D	B	B	E	C	B	C	A	A	C	A	C
Approach Vol, veh/h		1541			1598			15			274	
Approach Delay, s/veh		15.4			19.8			27.8			31.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	60.7		26.6	17.6	48.0		26.6				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	6.4	76.8		24.4	29.4	53.8		24.4				
Max Q Clear Time (g_c+I1), s	2.1	14.7		12.2	12.8	21.5		2.6				
Green Ext Time (p_c), s	0.0	20.3		0.8	0.3	19.3		0.0				

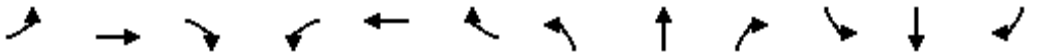
Intersection Summary												
HCM 6th Ctrl Delay			18.8									
HCM 6th LOS			B									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	493	445	279	44	802	206	322	434	161	304	266
Future Volume (vph)	493	445	279	44	802	206	322	434	161	304	266
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	7	4	5
Permitted Phases			2			6					4
Detector Phase	5	2	3	1	6	7	3	8	7	4	5
Switch Phase											
Minimum Initial (s)	6.0	10.0	6.0	6.0	10.0	6.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	17.5	10.6	10.6	17.5	10.6	10.6	15.2	10.6	15.2	10.6
Total Split (s)	30.0	69.4	22.0	10.6	50.0	17.2	22.0	27.8	17.2	23.0	30.0
Total Split (%)	24.0%	55.5%	17.6%	8.5%	40.0%	13.8%	17.6%	22.2%	13.8%	18.4%	24.0%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.2	3.6	5.2	3.6
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	4.6	7.5	4.6	4.6	7.2	4.6	7.2	4.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None
Act Effct Green (s)	22.7	56.4	79.8	6.1	37.1	52.8	15.8	18.1	12.7	15.0	45.1
Actuated g/C Ratio	0.20	0.49	0.69	0.05	0.32	0.46	0.14	0.16	0.11	0.13	0.39
v/c Ratio	0.86	0.21	0.29	0.29	0.83	0.31	0.81	0.71	0.50	0.78	0.28
Control Delay	58.7	17.4	5.3	60.7	43.5	7.2	63.2	51.2	55.4	62.1	19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.7	17.4	5.3	60.7	43.5	7.2	63.2	51.2	55.4	62.1	19.1
LOS	E	B	A	E	D	A	E	D	E	E	B
Approach Delay		31.4			37.1			56.0		45.0	
Approach LOS		C			D			E		D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 114.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 40.8	Intersection LOS: D
Intersection Capacity Utilization 73.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	493	445	279	44	802	206	322	434	46	161	304	266
Future Volume (veh/h)	493	445	279	44	802	206	322	434	46	161	304	266
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	594	536	336	53	966	248	388	523	55	194	366	320
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	669	2454	971	156	1180	669	456	694	72	311	464	904
Arrive On Green	0.19	0.47	0.47	0.04	0.33	0.33	0.13	0.15	0.15	0.09	0.13	0.13
Sat Flow, veh/h	3510	5187	1610	3510	3610	1610	3510	4773	496	3510	3610	2834
Grp Volume(v), veh/h	594	536	336	53	966	248	388	377	201	194	366	320
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1805	1610	1755	1729	1811	1755	1805	1417
Q Serve(g_s), s	17.6	6.5	11.2	1.6	26.2	4.5	11.5	11.2	11.4	5.7	10.5	9.2
Cycle Q Clear(g_c), s	17.6	6.5	11.2	1.6	26.2	4.5	11.5	11.2	11.4	5.7	10.5	9.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	669	2454	971	156	1180	669	456	503	263	311	464	904
V/C Ratio(X)	0.89	0.22	0.35	0.34	0.82	0.37	0.85	0.75	0.76	0.62	0.79	0.35
Avail Cap(c_a), veh/h	836	3009	1143	197	1438	784	573	668	350	415	535	960
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.1	16.5	10.6	49.4	33.0	6.3	45.4	43.7	43.8	46.9	45.1	27.9
Incr Delay (d2), s/veh	8.5	0.0	0.2	0.5	3.2	0.3	8.2	3.3	6.9	0.8	6.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	2.5	3.8	0.7	11.8	2.3	5.5	5.0	5.6	2.5	5.1	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.6	16.6	10.8	49.9	36.2	6.6	53.6	47.1	50.7	47.7	51.9	28.1
LnGrp LOS	D	B	B	D	D	A	D	D	D	D	D	C
Approach Vol, veh/h		1466			1267			966			880	
Approach Delay, s/veh		29.0			31.0			50.4			42.3	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	58.0	18.5	20.9	24.9	42.4	16.7	22.7
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	7.2	* 7.2
Max Green Setting (Gmax), s	6.0	61.9	17.4	15.8	25.4	42.5	12.6	* 21
Max Q Clear Time (g_c+I1), s	3.6	13.2	13.5	12.5	19.6	28.2	7.7	13.4
Green Ext Time (p_c), s	0.0	5.6	0.3	1.2	0.7	6.7	0.2	2.1

Intersection Summary	
HCM 6th Ctrl Delay	36.6
HCM 6th LOS	D

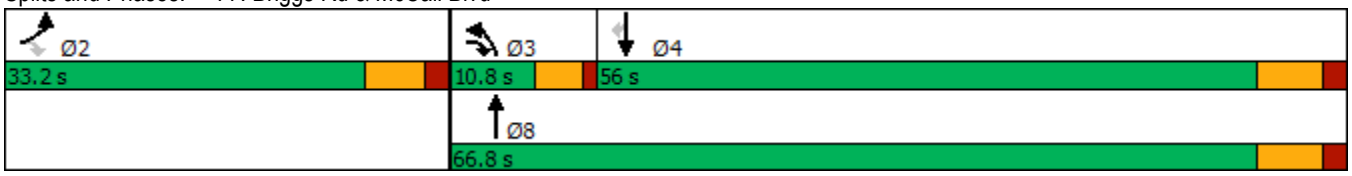
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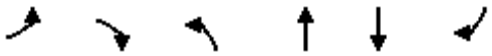
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	439	68	49	392	416	619
Future Volume (vph)	439	68	49	392	416	619
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	33.2	10.8	10.8	66.8	56.0	56.0
Total Split (%)	33.2%	10.8%	10.8%	66.8%	56.0%	56.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	15.8	29.7	6.8	33.7	25.7	25.7
Actuated g/C Ratio	0.25	0.46	0.11	0.52	0.40	0.40
v/c Ratio	0.69	0.12	0.18	0.53	0.39	0.73
Control Delay	28.7	4.4	35.2	11.9	14.9	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.7	4.4	35.2	11.9	14.9	5.6
LOS	C	A	D	B	B	A
Approach Delay	25.4			14.5	9.4	
Approach LOS	C			B	A	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 64.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 14.6	Intersection LOS: B
Intersection Capacity Utilization 52.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	439	68	49	392	416	619
Future Volume (veh/h)	439	68	49	392	416	619
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	593	92	66	530	562	836
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	697	408	192	1238	1965	876
Arrive On Green	0.20	0.20	0.05	0.65	0.54	0.54
Sat Flow, veh/h	3510	1610	3510	1900	3705	1609
Grp Volume(v), veh/h	593	92	66	530	562	836
Grp Sat Flow(s),veh/h/ln	1755	1610	1755	1900	1805	1609
Q Serve(g_s), s	14.3	4.0	1.6	11.9	7.4	43.3
Cycle Q Clear(g_c), s	14.3	4.0	1.6	11.9	7.4	43.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	697	408	192	1238	1965	876
V/C Ratio(X)	0.85	0.23	0.34	0.43	0.29	0.95
Avail Cap(c_a), veh/h	1070	579	248	1297	2020	900
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	26.0	40.0	7.4	10.8	19.0
Incr Delay (d2), s/veh	2.6	0.1	0.4	0.2	0.1	19.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	1.5	0.7	4.2	2.8	19.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.5	26.1	40.4	7.6	10.9	38.6
LnGrp LOS	D	C	D	A	B	D
Approach Vol, veh/h	685			596	1398	
Approach Delay, s/veh	35.1			11.3	27.5	
Approach LOS	D			B	C	

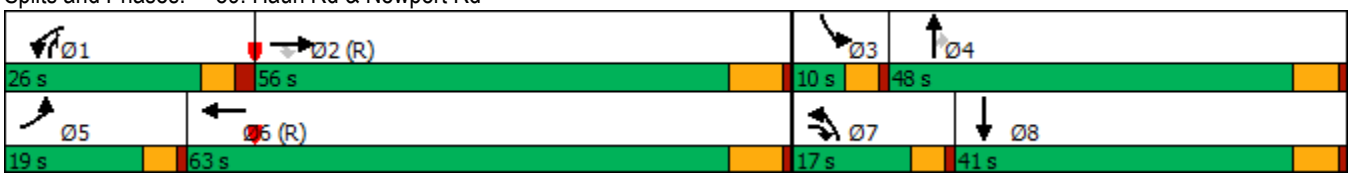
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		23.9	9.4	54.7		64.1
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		26.8	6.2	49.2		60.0
Max Q Clear Time (g_c+I1), s		16.3	3.6	45.3		13.9
Green Ext Time (p_c), s		1.1	0.0	2.5		4.0

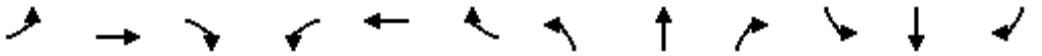
Intersection Summary	
HCM 6th Ctrl Delay	25.8
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	182	1508	94	468	1261	105	57	475	150	30
Future Volume (vph)	182	1508	94	468	1261	105	57	475	150	30
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	7	1	6	7	4	1	3	8
Permitted Phases			2					4		
Detector Phase	5	2	7	1	6	7	4	1	3	8
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	12.5	8.6	9.6	12.5	8.6	11.8	9.6	8.6	11.8
Total Split (s)	19.0	56.0	17.0	26.0	63.0	17.0	48.0	26.0	10.0	41.0
Total Split (%)	13.6%	40.0%	12.1%	18.6%	45.0%	12.1%	34.3%	18.6%	7.1%	29.3%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)	12.6	80.1	91.8	20.4	88.9	9.8	11.3	30.6	8.1	7.2
Actuated g/C Ratio	0.09	0.57	0.66	0.15	0.64	0.07	0.08	0.22	0.06	0.05
v/c Ratio	0.62	0.54	0.09	0.98	0.55	0.46	0.40	0.76	0.79	0.38
Control Delay	70.0	19.8	1.6	85.9	19.3	68.3	67.5	49.6	90.4	33.9
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Total Delay	70.0	19.8	1.6	85.9	19.7	68.3	67.5	49.6	90.4	33.9
LOS	E	B	A	F	B	E	E	D	F	C
Approach Delay		23.9			34.3		54.3			71.3
Approach LOS		C			C		D			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 60 (43%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 34.9	Intersection LOS: C
Intersection Capacity Utilization 68.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 89: Haun Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	1508	94	468	1261	389	105	57	475	150	30	47
Future Volume (veh/h)	182	1508	94	468	1261	389	105	57	475	150	30	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	194	1604	100	498	1341	414	112	61	505	160	32	50
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	247	2478	842	512	2202	677	162	337	914	135	306	272
Arrive On Green	0.07	0.48	0.48	0.10	0.38	0.38	0.05	0.18	0.18	0.04	0.17	0.17
Sat Flow, veh/h	3510	5187	1608	3510	3931	1209	3510	1900	2829	3510	1805	1602
Grp Volume(v), veh/h	194	1604	100	498	1179	576	112	61	505	160	32	50
Grp Sat Flow(s),veh/h/ln	1755	1729	1608	1755	1729	1682	1755	1900	1415	1755	1805	1602
Q Serve(g_s), s	7.6	32.7	4.4	19.8	38.6	38.9	4.4	3.8	20.6	5.4	2.1	3.7
Cycle Q Clear(g_c), s	7.6	32.7	4.4	19.8	38.6	38.9	4.4	3.8	20.6	5.4	2.1	3.7
Prop In Lane	1.00		1.00	1.00		0.72	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	247	2478	842	512	1937	942	162	337	914	135	306	272
V/C Ratio(X)	0.79	0.65	0.12	0.97	0.61	0.61	0.69	0.18	0.55	1.18	0.10	0.18
Avail Cap(c_a), veh/h	361	2478	842	512	1937	942	311	573	1266	135	454	403
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.0	27.6	16.9	62.9	31.3	31.4	65.8	49.0	39.1	67.3	49.1	49.8
Incr Delay (d2), s/veh	4.7	0.9	0.2	29.8	1.2	2.5	5.2	0.3	0.5	134.4	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	13.2	1.6	11.1	17.1	17.0	2.1	1.8	7.1	4.9	0.9	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.7	28.5	17.1	92.7	32.5	33.9	71.0	49.2	39.6	201.7	49.3	50.1
LnGrp LOS	E	C	B	F	C	C	E	D	D	F	D	D
Approach Vol, veh/h		1898			2253			678			242	
Approach Delay, s/veh		32.0			46.2			45.6			150.2	
Approach LOS		C			D			D			F	

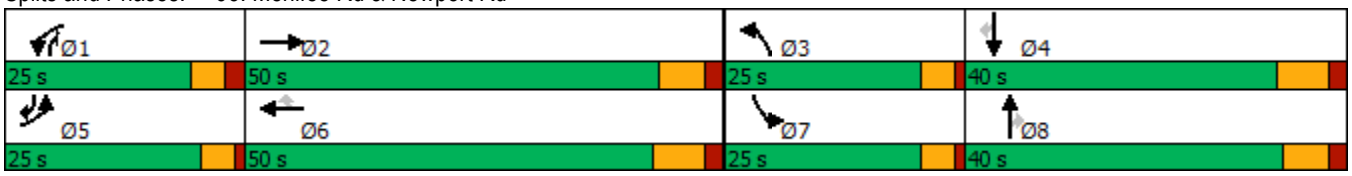
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	73.4	10.0	30.6	14.4	84.9	11.0	29.6
Change Period (Y+Rc), s	5.6	6.5	4.6	5.8	4.6	6.5	4.6	5.8
Max Green Setting (Gmax), s	20.4	49.5	5.4	42.2	14.4	56.5	12.4	35.2
Max Q Clear Time (g_c+I1), s	21.8	34.7	7.4	22.6	9.6	40.9	6.4	5.7
Green Ext Time (p_c), s	0.0	9.3	0.0	2.2	0.2	10.0	0.1	0.4

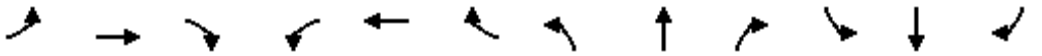
Intersection Summary	
HCM 6th Ctrl Delay	45.8
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	301	1180	105	1291	58	177	262	93	97	308	450
Future Volume (vph)	301	1180	105	1291	58	177	262	93	97	308	450
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6		3	8	1	7	4	5
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	9.6	14.8	10.6	15.5	15.5	9.6	12.8	10.6	9.6	13.5	9.6
Total Split (s)	25.0	50.0	25.0	50.0	50.0	25.0	40.0	25.0	25.0	40.0	25.0
Total Split (%)	17.9%	35.7%	17.9%	35.7%	35.7%	17.9%	28.6%	17.9%	17.9%	28.6%	17.9%
Yellow Time (s)	3.6	4.8	3.6	5.5	5.5	3.6	4.8	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	5.6	7.5	7.5	4.6	6.8	5.6	4.6	7.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	20.6	49.0	7.5	36.2	36.2	9.9	15.8	24.5	10.2	15.4	39.0
Actuated g/C Ratio	0.19	0.46	0.07	0.34	0.34	0.09	0.15	0.23	0.10	0.14	0.37
v/c Ratio	0.92	0.59	0.45	0.78	0.10	0.58	0.52	0.22	0.60	0.63	0.76
Control Delay	76.0	23.0	55.7	35.4	0.5	55.3	47.0	7.5	62.6	49.7	33.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.0	23.0	55.7	35.4	0.5	55.3	47.0	7.5	62.6	49.7	33.0
LOS	E	C	E	D	A	E	D	A	E	D	C
Approach Delay		33.0		35.5			42.9			42.4	
Approach LOS		C		D			D			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 106.6	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 36.8	Intersection LOS: D
Intersection Capacity Utilization 75.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 93: Menifee Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	1180	127	105	1291	58	177	262	93	97	308	450
Future Volume (veh/h)	301	1180	127	105	1291	58	177	262	93	97	308	450
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	320	1255	135	112	1373	62	188	279	99	103	328	479
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	293	2015	217	165	1646	511	245	930	485	127	933	670
Arrive On Green	0.16	0.42	0.42	0.05	0.32	0.32	0.07	0.26	0.26	0.07	0.26	0.26
Sat Flow, veh/h	1810	4748	511	3510	5187	1610	3510	3610	1589	1810	3610	1582
Grp Volume(v), veh/h	320	914	476	112	1373	62	188	279	99	103	328	479
Grp Sat Flow(s),veh/h/ln	1810	1729	1800	1755	1729	1610	1755	1805	1589	1810	1805	1582
Q Serve(g_s), s	20.4	26.0	26.0	4.0	30.9	3.4	6.6	7.8	5.8	7.1	9.3	31.6
Cycle Q Clear(g_c), s	20.4	26.0	26.0	4.0	30.9	3.4	6.6	7.8	5.8	7.1	9.3	31.6
Prop In Lane	1.00		0.28	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	1468	764	165	1646	511	245	930	485	127	933	670
V/C Ratio(X)	1.09	0.62	0.62	0.68	0.83	0.12	0.77	0.30	0.20	0.81	0.35	0.71
Avail Cap(c_a), veh/h	293	1468	764	541	1753	544	569	953	495	293	933	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.7	28.3	28.3	59.0	39.9	30.5	57.5	37.6	32.4	57.6	38.0	30.3
Incr Delay (d2), s/veh	78.8	1.0	1.8	1.8	3.7	0.1	1.9	0.2	0.2	4.5	0.2	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.4	10.5	11.1	1.8	13.2	1.4	3.0	3.5	2.3	3.4	4.2	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	131.5	29.3	30.2	60.8	43.5	30.6	59.4	37.7	32.6	62.1	38.3	33.9
LnGrp LOS	F	C	C	E	D	C	E	D	C	E	D	C
Approach Vol, veh/h		1710			1547			566			910	
Approach Delay, s/veh		48.7			44.3			44.0			38.7	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	60.9	13.4	40.0	25.0	47.4	13.5	39.9
Change Period (Y+Rc), s	5.6	* 7.5	4.6	7.5	4.6	7.5	4.6	* 7.5
Max Green Setting (Gmax), s	19.4	* 43	20.4	32.5	20.4	42.5	20.4	* 33
Max Q Clear Time (g_c+I1), s	6.0	28.0	8.6	33.6	22.4	32.9	9.1	9.8
Green Ext Time (p_c), s	0.1	9.7	0.2	0.0	0.0	7.0	0.1	2.1

Intersection Summary	
HCM 6th Ctrl Delay	44.8
HCM 6th LOS	D

Notes

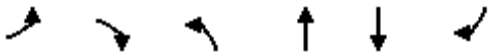
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	171	214	221	346	438
Future Volume (vph)	171	214	221	346	438
Turn Type	Prot	Perm	Prot	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5
Total Split (s)	24.0	24.0	29.0	66.0	37.0
Total Split (%)	26.7%	26.7%	32.2%	73.3%	41.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effct Green (s)	13.3	13.3	15.8	42.8	22.1
Actuated g/C Ratio	0.20	0.20	0.24	0.65	0.34
v/c Ratio	0.58	0.50	0.63	0.18	0.69
Control Delay	33.4	7.8	31.5	4.8	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	33.4	7.8	31.5	4.8	19.5
LOS	C	A	C	A	B
Approach Delay	19.2			15.2	19.5
Approach LOS	B			B	B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 65.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 17.9	Intersection LOS: B
Intersection Capacity Utilization 53.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 94: Menifee Rd & La Piedra Rd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	171	214	221	346	438	256
Future Volume (veh/h)	171	214	221	346	438	256
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	211	264	273	427	541	316
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	382	340	343	2256	768	448
Arrive On Green	0.21	0.21	0.19	0.62	0.35	0.35
Sat Flow, veh/h	1810	1610	1810	3705	2269	1268
Grp Volume(v), veh/h	211	264	273	427	449	408
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1637
Q Serve(g_s), s	5.7	8.5	7.9	2.8	11.8	11.8
Cycle Q Clear(g_c), s	5.7	8.5	7.9	2.8	11.8	11.8
Prop In Lane	1.00	1.00	1.00			0.77
Lane Grp Cap(c), veh/h	382	340	343	2256	638	578
V/C Ratio(X)	0.55	0.78	0.79	0.19	0.70	0.71
Avail Cap(c_a), veh/h	642	572	807	4041	1068	969
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	20.4	21.2	4.4	15.3	15.3
Incr Delay (d2), s/veh	1.2	3.8	4.2	0.0	1.4	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.4	3.4	0.7	4.4	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.6	24.3	25.4	4.4	16.7	16.9
LnGrp LOS	C	C	C	A	B	B
Approach Vol, veh/h	475			700	857	
Approach Delay, s/veh	22.6			12.6	16.8	
Approach LOS	C			B	B	

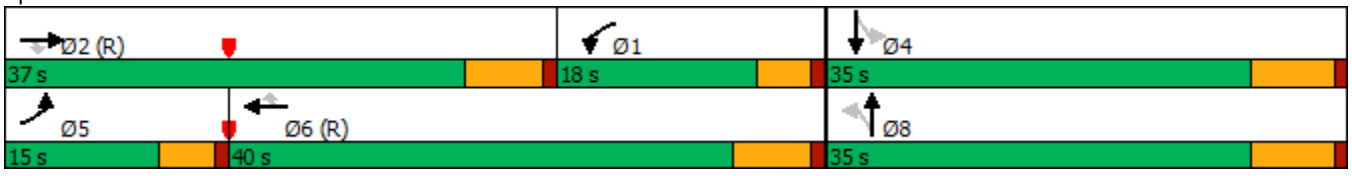
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		38.8		16.1	14.9	23.9
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		61.5		19.5	24.5	32.5
Max Q Clear Time (g_c+I1), s		4.8		10.5	9.9	13.8
Green Ext Time (p_c), s		3.2		1.1	0.7	5.6

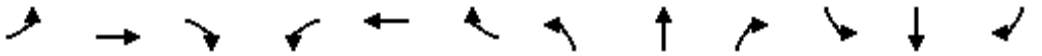
Intersection Summary		
HCM 6th Ctrl Delay		16.7
HCM 6th LOS		B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	11	977	156	512	919	28	127	10	17	25
Future Volume (vph)	11	977	156	512	919	28	127	10	17	25
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2		1	6			8		4
Permitted Phases			2			6	8		4	
Detector Phase	5	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.2	11.2	9.7	11.2	11.2	11.5	11.5	11.5	11.5
Total Split (s)	15.0	37.0	37.0	18.0	40.0	40.0	35.0	35.0	35.0	35.0
Total Split (%)	16.7%	41.1%	41.1%	20.0%	44.4%	44.4%	38.9%	38.9%	38.9%	38.9%
Yellow Time (s)	3.7	5.2	5.2	3.7	5.2	5.2	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.2	6.2	4.7	6.2	6.2	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.4	30.8	30.8	13.3	46.6	46.6	28.5	28.5	28.5	28.5
Actuated g/C Ratio	0.06	0.34	0.34	0.15	0.52	0.52	0.32	0.32	0.32	0.32
v/c Ratio	0.11	0.83	0.25	2.03	0.52	0.03	0.30	0.70	0.19	0.05
Control Delay	42.0	34.5	4.6	499.2	16.3	0.1	25.6	14.3	28.6	19.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	34.5	4.6	499.2	16.3	0.1	25.6	14.3	28.6	19.6
LOS	D	C	A	F	B	A	C	B	C	B
Approach Delay		30.5			185.5			16.6		23.0
Approach LOS		C			F			B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 75 (83%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.03	
Intersection Signal Delay: 96.7	Intersection LOS: F
Intersection Capacity Utilization 100.7%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 97: Winchester Rd/Vista Pl & SR-74/Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	977	156	512	919	28	127	10	490	17	25	4
Future Volume (veh/h)	11	977	156	512	919	28	127	10	490	17	25	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	1028	164	539	967	29	134	11	516	18	26	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	26	1235	551	1263	3763	1678	508	11	501	80	509	78
Arrive On Green	0.01	0.34	0.34	0.70	1.00	1.00	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1401	34	1582	890	1608	247
Grp Volume(v), veh/h	12	1028	164	539	967	29	134	0	527	18	0	30
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1401	0	1615	890	0	1855
Q Serve(g_s), s	0.6	23.6	6.7	11.5	0.0	0.0	6.6	0.0	28.5	0.0	0.0	1.0
Cycle Q Clear(g_c), s	0.6	23.6	6.7	11.5	0.0	0.0	7.6	0.0	28.5	28.5	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.13
Lane Grp Cap(c), veh/h	26	1235	551	1263	3763	1678	508	0	512	80	0	588
V/C Ratio(X)	0.46	0.83	0.30	0.43	0.26	0.02	0.26	0.00	1.03	0.22	0.00	0.05
Avail Cap(c_a), veh/h	207	1235	551	1263	3763	1678	508	0	512	80	0	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.0	27.2	21.7	5.9	0.0	0.0	24.0	0.0	30.8	45.0	0.0	21.4
Incr Delay (d2), s/veh	4.6	6.6	1.4	0.1	0.2	0.0	1.3	0.0	47.8	6.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	10.2	2.5	2.9	0.1	0.0	2.3	0.0	17.4	0.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.6	33.9	23.1	5.9	0.2	0.0	25.3	0.0	78.5	51.4	0.0	21.5
LnGrp LOS	D	C	C	A	A	A	C	A	F	D	A	C
Approach Vol, veh/h		1204			1535			661			48	
Approach Delay, s/veh		32.5			2.2			67.7			32.7	
Approach LOS		C			A			E			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	70.5	37.0		35.0	6.0	101.5		35.0				
Change Period (Y+Rc), s	6.2	* 6.2		6.5	* 4.7	6.2		6.5				
Max Green Setting (Gmax), s	13.3	* 31		28.5	* 10	33.8		28.5				
Max Q Clear Time (g_c+I1), s	13.5	25.6		30.5	2.6	2.0		30.5				
Green Ext Time (p_c), s	0.0	2.3		0.0	0.0	4.2		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		25.8	
HCM 6th LOS		C	

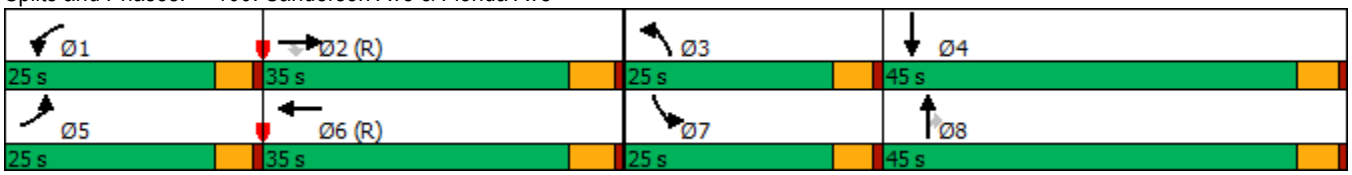
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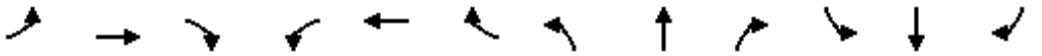
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	184	458	45	149	397	115	652	72	127	680
Future Volume (vph)	184	458	45	149	397	115	652	72	127	680
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	10.5	9.7	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	25.0	35.0	35.0	25.0	35.0	25.0	45.0	45.0	25.0	45.0
Total Split (%)	19.2%	26.9%	26.9%	19.2%	26.9%	19.2%	34.6%	34.6%	19.2%	34.6%
Yellow Time (s)	3.7	4.5	4.5	3.7	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	5.5	4.7	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	17.2	34.5	34.5	15.3	32.6	13.9	46.1	46.1	13.9	46.1
Actuated g/C Ratio	0.13	0.27	0.27	0.12	0.25	0.11	0.35	0.35	0.11	0.35
v/c Ratio	0.81	0.50	0.10	0.73	0.57	0.62	0.53	0.12	0.69	0.66
Control Delay	79.1	43.4	0.4	74.9	44.5	69.1	35.9	3.0	73.4	38.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.1	43.4	0.4	74.9	44.5	69.1	35.9	3.0	73.4	38.3
LOS	E	D	A	E	D	E	D	A	E	D
Approach Delay		50.1			51.6		37.6			43.2
Approach LOS		D			D		D			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 45 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 44.9	Intersection LOS: D
Intersection Capacity Utilization 69.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 100: Sanderson Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	458	45	149	397	90	115	652	72	127	680	115
Future Volume (veh/h)	184	458	45	149	397	90	115	652	72	127	680	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	192	477	47	155	414	94	120	679	75	132	708	120
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	218	1262	550	181	963	217	147	1111	493	158	967	164
Arrive On Green	0.12	0.35	0.35	0.10	0.33	0.33	0.08	0.31	0.31	0.09	0.31	0.31
Sat Flow, veh/h	1810	3610	1575	1810	2925	658	1810	3610	1602	1810	3081	522
Grp Volume(v), veh/h	192	477	47	155	254	254	120	679	75	132	415	413
Grp Sat Flow(s),veh/h/ln	1810	1805	1575	1810	1805	1779	1810	1805	1602	1810	1805	1798
Q Serve(g_s), s	13.6	12.9	2.6	11.0	14.3	14.5	8.5	20.8	4.4	9.3	26.6	26.6
Cycle Q Clear(g_c), s	13.6	12.9	2.6	11.0	14.3	14.5	8.5	20.8	4.4	9.3	26.6	26.6
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	218	1262	550	181	594	585	147	1111	493	158	567	565
V/C Ratio(X)	0.88	0.38	0.09	0.86	0.43	0.43	0.82	0.61	0.15	0.84	0.73	0.73
Avail Cap(c_a), veh/h	283	1262	550	283	594	585	278	1111	493	278	567	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.92	0.92	0.92	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.2	31.7	28.3	57.6	34.0	34.1	58.8	38.4	32.7	58.4	39.7	39.7
Incr Delay (d2), s/veh	16.9	0.8	0.3	8.1	2.1	2.1	8.5	2.0	0.5	4.4	8.1	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	5.7	1.0	5.4	6.6	6.6	4.2	9.5	1.8	4.5	13.0	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.1	32.5	28.6	65.7	36.1	36.3	67.3	40.3	33.2	62.8	47.8	47.9
LnGrp LOS	E	C	C	E	D	D	E	D	C	E	D	D
Approach Vol, veh/h		716			663			874			960	
Approach Delay, s/veh		43.1			43.1			43.4			49.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	50.9	15.5	45.8	20.4	48.3	16.3	45.0
Change Period (Y+Rc), s	* 4.7	5.5	5.0	5.0	* 4.7	5.5	5.0	5.0
Max Green Setting (Gmax), s	* 20	29.5	20.0	40.0	* 20	29.5	20.0	40.0
Max Q Clear Time (g_c+I1), s	13.0	14.9	10.5	28.6	15.6	16.5	11.3	22.8
Green Ext Time (p_c), s	0.1	2.8	0.2	4.1	0.1	2.4	0.1	4.6

Intersection Summary	
HCM 6th Ctrl Delay	45.2
HCM 6th LOS	D

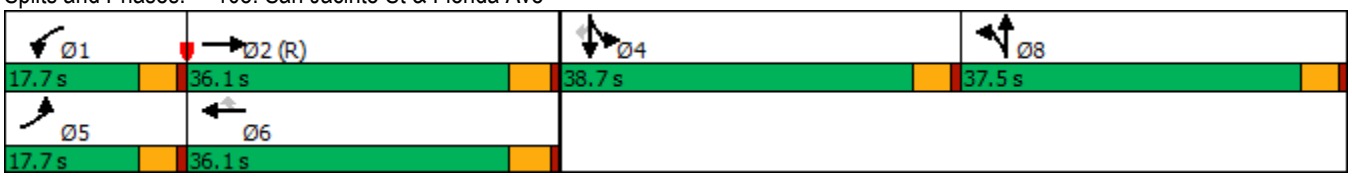
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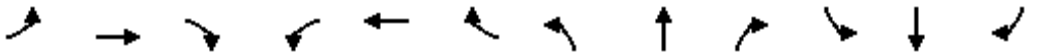
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	129	448	97	596	96	56	255	105	187	125
Future Volume (vph)	129	448	97	596	96	56	255	105	187	125
Turn Type	Prot	NA	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2	1	6		8	8	4	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	9.7	9.7	9.7	9.7	9.7
Total Split (s)	17.7	36.1	17.7	36.1	36.1	37.5	37.5	38.7	38.7	38.7
Total Split (%)	13.6%	27.8%	13.6%	27.8%	27.8%	28.8%	28.8%	29.8%	29.8%	29.8%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	12.3	33.0	11.0	31.7	31.7	32.8	32.8	34.0	34.0	34.0
Actuated g/C Ratio	0.09	0.25	0.08	0.24	0.24	0.25	0.25	0.26	0.26	0.26
v/c Ratio	0.82	0.59	0.69	0.74	0.23	0.13	0.35	0.23	0.46	0.27
Control Delay	92.6	45.5	80.5	51.3	11.0	38.7	39.6	39.4	44.0	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.6	45.5	80.5	51.3	11.0	38.7	39.6	39.4	44.0	7.3
LOS	F	D	F	D	B	D	D	D	D	A
Approach Delay		55.3		50.0			39.5		31.9	
Approach LOS		E		D			D		C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0.4 (0%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 46.4	Intersection LOS: D
Intersection Capacity Utilization 57.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 108: San Jacinto St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	448	44	97	596	96	56	255	37	105	187	125
Future Volume (veh/h)	129	448	44	97	596	96	56	255	37	105	187	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	140	487	48	105	648	104	61	277	40	114	203	136
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	165	886	87	129	893	388	457	797	114	473	497	411
Arrive On Green	0.09	0.27	0.27	0.07	0.25	0.25	0.25	0.25	0.25	0.26	0.26	0.26
Sat Flow, veh/h	1810	3316	326	1810	3610	1571	1810	3161	451	1810	1900	1573
Grp Volume(v), veh/h	140	264	271	105	648	104	61	157	160	114	203	136
Grp Sat Flow(s),veh/h/ln	1810	1805	1837	1810	1805	1571	1810	1805	1806	1810	1900	1573
Q Serve(g_s), s	9.9	16.3	16.5	7.4	21.4	6.9	3.4	9.2	9.5	6.5	11.5	9.1
Cycle Q Clear(g_c), s	9.9	16.3	16.5	7.4	21.4	6.9	3.4	9.2	9.5	6.5	11.5	9.1
Prop In Lane	1.00		0.18	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	165	482	491	129	893	388	457	455	456	473	497	411
V/C Ratio(X)	0.85	0.55	0.55	0.81	0.73	0.27	0.13	0.34	0.35	0.24	0.41	0.33
Avail Cap(c_a), veh/h	181	482	491	181	893	388	457	455	456	473	497	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	40.9	40.9	59.5	44.9	39.4	37.6	39.8	39.9	37.8	39.7	38.8
Incr Delay (d2), s/veh	25.1	4.3	4.2	12.2	3.0	0.4	0.6	2.1	2.1	1.2	2.5	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	7.8	8.0	3.8	9.9	2.7	1.6	4.4	4.5	3.0	5.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.3	45.1	45.2	71.7	47.9	39.8	38.2	41.8	42.0	39.0	42.2	40.9
LnGrp LOS	F	D	D	E	D	D	D	D	D	D	D	D
Approach Vol, veh/h		675			857			378			453	
Approach Delay, s/veh		53.1			49.8			41.3			41.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	39.8		38.7	16.6	37.2		37.5				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		4.7				
Max Green Setting (Gmax), s	* 13	31.0		* 34	* 13	31.0		32.8				
Max Q Clear Time (g_c+I1), s	9.4	18.5		13.5	11.9	23.4		11.5				
Green Ext Time (p_c), s	0.0	2.5		1.9	0.0	2.7		2.0				

Intersection Summary		
HCM 6th Ctrl Delay		47.7
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.

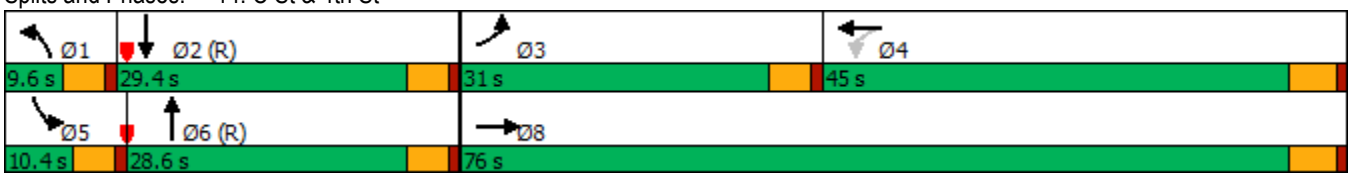
User approved volume balancing among the lanes for turning movement.

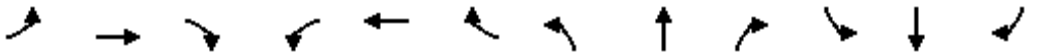
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	294	1014	1	852	2	29	24	31
Future Volume (vph)	294	1014	1	852	2	29	24	31
Turn Type	Prot	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases	3	8		4	1	6	5	2
Permitted Phases			4					
Detector Phase	3	8	4	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	10.1	10.1	9.6	9.6	9.6	9.6
Total Split (s)	31.0	76.0	45.0	45.0	9.6	28.6	10.4	29.4
Total Split (%)	27.0%	66.1%	39.1%	39.1%	8.3%	24.9%	9.0%	25.6%
Yellow Time (s)	3.6	4.1	4.1	4.1	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1		5.1	4.6	4.6	4.6	4.6
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	23.2	64.1		36.3	5.0	34.9	5.6	39.3
Actuated g/C Ratio	0.20	0.56		0.32	0.04	0.30	0.05	0.34
v/c Ratio	0.87	0.54		0.88	0.03	0.07	0.30	0.59
Control Delay	67.7	16.8		47.0	53.5	29.1	61.8	7.8
Queue Delay	0.0	0.0		5.6	0.0	0.0	0.0	0.0
Total Delay	67.7	16.8		52.6	53.5	29.1	61.8	7.8
LOS	E	B		D	D	C	E	A
Approach Delay		28.2		52.6		30.2		10.4
Approach LOS		C		D		C		B

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 32.9	Intersection LOS: C
Intersection Capacity Utilization 94.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 14: C St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	294	1014	5	1	852	31	2	29	9	24	31	441
Future Volume (veh/h)	294	1014	5	1	852	31	2	29	9	24	31	441
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	316	1090	5	1	916	33	2	31	10	26	33	474
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	345	1932	9	32	1022	37	5	449	145	44	37	529
Arrive On Green	0.19	0.52	0.52	0.29	0.29	0.29	0.00	0.33	0.33	0.02	0.35	0.35
Sat Flow, veh/h	1810	3685	17	0	3479	125	1810	1375	444	1810	106	1518
Grp Volume(v), veh/h	316	534	561	500	0	450	2	0	41	26	0	507
Grp Sat Flow(s),veh/h/ln	1810	1805	1897	1899	0	1706	1810	0	1819	1810	0	1624
Q Serve(g_s), s	19.7	23.0	23.0	0.0	0.0	29.1	0.1	0.0	1.8	1.6	0.0	34.0
Cycle Q Clear(g_c), s	19.7	23.0	23.0	29.0	0.0	29.1	0.1	0.0	1.8	1.6	0.0	34.0
Prop In Lane	1.00		0.01	0.00		0.07	1.00		0.24	1.00		0.93
Lane Grp Cap(c), veh/h	345	947	995	589	0	501	5	0	594	44	0	566
V/C Ratio(X)	0.92	0.56	0.56	0.85	0.00	0.90	0.41	0.00	0.07	0.59	0.00	0.90
Avail Cap(c_a), veh/h	415	1113	1170	690	0	592	79	0	594	91	0	566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.23	0.23	0.23	0.54	0.00	0.54	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.6	18.5	18.5	38.9	0.0	38.9	57.3	0.0	26.7	55.5	0.0	35.5
Incr Delay (d2), s/veh	6.3	0.0	0.0	4.3	0.0	8.0	19.3	0.0	0.2	4.5	0.0	19.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	9.2	9.6	13.9	0.0	13.0	0.1	0.0	0.8	0.8	0.0	16.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	18.5	18.5	43.3	0.0	47.0	76.5	0.0	26.9	60.0	0.0	54.8
LnGrp LOS	D	B	B	D	A	D	E	A	C	E	A	D
Approach Vol, veh/h		1411			950			43			533	
Approach Delay, s/veh		26.0			45.0			29.2			55.1	
Approach LOS		C			D			C			E	

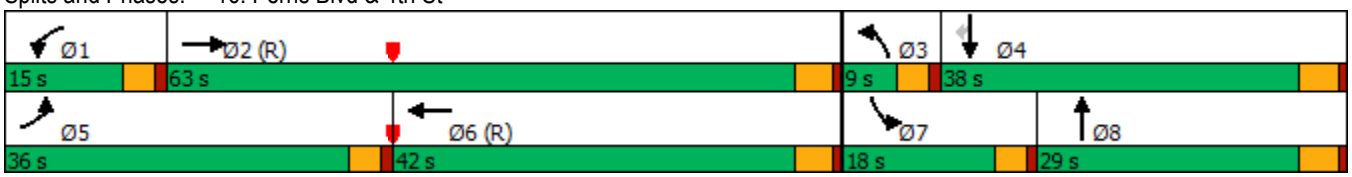
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	44.7	26.5	38.9	7.4	42.2		65.4				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.1	4.6	4.6		5.1				
Max Green Setting (Gmax), s	5.0	24.8	26.4	39.9	5.8	24.0		70.9				
Max Q Clear Time (g_c+I1), s	2.1	36.0	21.7	31.1	3.6	3.8		25.0				
Green Ext Time (p_c), s	0.0	0.0	0.2	2.7	0.0	0.1		5.0				

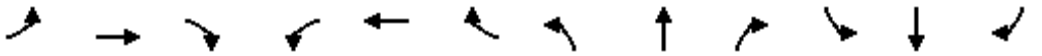
Intersection Summary												
HCM 6th Ctrl Delay			37.5									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	276	650	63	558	41	286	94	298	210
Future Volume (vph)	276	650	63	558	41	286	94	298	210
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.6	9.0	9.6	9.0	9.6	9.0	9.6	9.6
Total Split (s)	36.0	63.0	15.0	42.0	9.0	29.0	18.0	38.0	38.0
Total Split (%)	28.8%	50.4%	12.0%	33.6%	7.2%	23.2%	14.4%	30.4%	30.4%
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?		Yes	Yes			Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	25.7	62.4	8.8	43.7	5.0	27.2	11.2	35.2	35.2
Actuated g/C Ratio	0.21	0.50	0.07	0.35	0.04	0.22	0.09	0.28	0.28
v/c Ratio	0.86	0.44	0.57	0.57	0.66	0.48	0.67	0.64	0.39
Control Delay	70.9	21.8	74.8	35.9	101.8	44.6	76.3	47.2	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.9	21.8	74.8	35.9	101.8	44.6	76.3	47.2	6.8
LOS	E	C	E	D	F	D	E	D	A
Approach Delay		35.8		39.5		50.9		37.7	
Approach LOS		D		D		D		D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 39.3	Intersection LOS: D
Intersection Capacity Utilization 72.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 16: Perris Blvd & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	276	650	43	63	558	62	41	286	43	94	298	210
Future Volume (veh/h)	276	650	43	63	558	62	41	286	43	94	298	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	285	670	44	65	575	64	42	295	44	97	307	216
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	1586	104	81	1100	122	52	644	95	118	457	387
Arrive On Green	0.19	0.51	0.51	0.05	0.37	0.37	0.03	0.23	0.23	0.07	0.27	0.27
Sat Flow, veh/h	1629	3090	203	1629	2947	327	1629	2839	419	1629	1710	1448
Grp Volume(v), veh/h	285	352	362	65	316	323	42	167	172	97	307	216
Grp Sat Flow(s),veh/h/ln	1629	1625	1668	1629	1625	1650	1629	1625	1634	1629	1710	1448
Q Serve(g_s), s	21.5	16.8	16.9	4.9	18.9	19.0	3.2	11.1	11.3	7.3	20.0	16.1
Cycle Q Clear(g_c), s	21.5	16.8	16.9	4.9	18.9	19.0	3.2	11.1	11.3	7.3	20.0	16.1
Prop In Lane	1.00		0.12	1.00		0.20	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	309	834	857	81	606	616	52	368	370	118	457	387
V/C Ratio(X)	0.92	0.42	0.42	0.80	0.52	0.52	0.81	0.45	0.46	0.82	0.67	0.56
Avail Cap(c_a), veh/h	417	834	857	143	606	616	65	368	370	182	457	387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	18.9	18.9	58.8	30.5	30.5	60.1	41.7	41.8	57.2	40.9	39.4
Incr Delay (d2), s/veh	10.8	0.8	0.8	6.0	2.9	2.9	35.6	4.0	4.1	8.8	7.7	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	6.4	6.6	2.2	7.8	8.0	1.8	4.8	5.0	3.3	9.3	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.5	19.7	19.7	64.8	33.4	33.4	95.7	45.7	45.9	66.0	48.6	45.2
LnGrp LOS	E	B	B	E	C	C	F	D	D	E	D	D
Approach Vol, veh/h		999			704			381			620	
Approach Delay, s/veh		31.3			36.3			51.3			50.1	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	68.8	8.0	38.0	27.8	51.3	13.1	32.9
Change Period (Y+Rc), s	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6
Max Green Setting (Gmax), s	11.0	58.4	5.0	33.4	32.0	37.4	14.0	24.4
Max Q Clear Time (g_c+I1), s	6.9	18.9	5.2	22.0	23.5	21.0	9.3	13.3
Green Ext Time (p_c), s	0.0	2.9	0.0	1.2	0.3	2.2	0.0	0.9

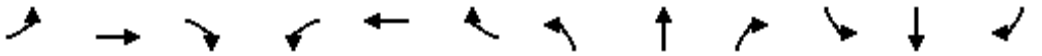
Intersection Summary	
HCM 6th Ctrl Delay	39.7
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	887	25	64	10	18	51	307	8	28	305	716
Future Volume (vph)	887	25	64	10	18	51	307	8	28	305	716
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8		7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	9.5	11.0	9.5	33.0	33.0	9.5	11.0	11.0
Total Split (s)	40.0	55.0	55.0	25.0	40.0	25.0	35.0	35.0	25.0	35.0	40.0
Total Split (%)	28.6%	39.3%	39.3%	17.9%	28.6%	17.9%	25.0%	25.0%	17.9%	25.0%	28.6%
Yellow Time (s)	5.0	5.0	5.0	3.5	5.0	3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max	None
Act Effct Green (s)	34.0	69.2	69.2	6.5	34.0	9.6	45.9	45.9	7.8	42.0	77.2
Actuated g/C Ratio	0.24	0.49	0.49	0.05	0.24	0.07	0.33	0.33	0.06	0.30	0.55
v/c Ratio	1.12	0.03	0.08	0.13	0.10	0.44	0.28	0.01	0.30	0.30	0.40
Control Delay	118.0	20.6	2.1	67.0	13.9	73.0	37.0	0.0	70.3	40.0	1.3
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	118.1	20.6	2.1	67.0	13.9	73.0	37.0	0.0	70.3	40.0	1.3
LOS	F	C	A	E	B	E	D	A	E	D	A
Approach Delay		108.0			20.0		41.2			14.4	
Approach LOS		F			C		D			B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 40 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay: 55.4	Intersection LOS: E
Intersection Capacity Utilization 58.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 19: Redlands Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	887	25	64	10	18	61	51	307	8	28	305	716
Future Volume (veh/h)	887	25	64	10	18	61	51	307	8	28	305	716
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	954	27	69	11	19	66	55	330	9	30	328	770
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1227	1122	951	22	438	390	72	802	358	45	748	1578
Arrive On Green	0.35	0.59	0.59	0.01	0.24	0.24	0.04	0.22	0.22	0.02	0.21	0.21
Sat Flow, veh/h	3510	1900	1610	1810	1805	1607	1810	3610	1610	1810	3610	2834
Grp Volume(v), veh/h	954	27	69	11	19	66	55	330	9	30	328	770
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1607	1810	1805	1610	1810	1805	1417
Q Serve(g_s), s	34.0	0.8	2.6	0.8	1.1	4.5	4.2	11.0	0.6	2.3	11.1	3.7
Cycle Q Clear(g_c), s	34.0	0.8	2.6	0.8	1.1	4.5	4.2	11.0	0.6	2.3	11.1	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1227	1122	951	22	438	390	72	802	358	45	748	1578
V/C Ratio(X)	0.78	0.02	0.07	0.49	0.04	0.17	0.77	0.41	0.03	0.67	0.44	0.49
Avail Cap(c_a), veh/h	1227	1122	951	265	438	390	265	802	358	265	748	1578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	40.7	11.9	12.2	68.7	40.6	41.8	66.6	46.6	42.6	67.7	48.4	8.3
Incr Delay (d2), s/veh	2.9	0.0	0.1	15.5	0.2	0.9	15.5	1.6	0.1	15.5	1.8	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	0.4	1.0	0.5	0.5	1.9	2.3	5.1	0.3	1.3	5.2	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.5	11.9	12.4	84.2	40.7	42.8	82.1	48.2	42.7	83.3	50.2	9.4
LnGrp LOS	D	B	B	F	D	D	F	D	D	F	D	A
Approach Vol, veh/h		1050			96			394			1128	
Approach Delay, s/veh		40.7			47.1			52.8			23.2	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	88.7	10.1	35.0	54.9	40.0	7.9	37.1
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	6.0	4.5	6.0
Max Green Setting (Gmax), s	20.5	49.0	20.5	29.0	34.0	34.0	20.5	29.0
Max Q Clear Time (g_c+I1), s	2.8	4.6	6.2	13.1	36.0	6.5	4.3	13.0
Green Ext Time (p_c), s	0.0	0.4	0.1	5.0	0.0	0.4	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	35.3
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	32.1
Intersection LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	324	197	247	241	139	265
Future Vol, veh/h	324	197	247	241	139	265
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	345	210	263	256	148	282
Number of Lanes	1	0	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	49.5	17.8	27.1
HCM LOS	E	C	D

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	34%	0%	100%	0%
Vol Thru, %	0%	62%	0%	100%
Vol Right, %	66%	38%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	404	521	247	241
LT Vol	139	0	247	0
Through Vol	0	324	0	241
RT Vol	265	197	0	0
Lane Flow Rate	430	554	263	256
Geometry Grp	2	5	7	7
Degree of Util (X)	0.762	0.945	0.548	0.498
Departure Headway (Hd)	6.383	6.141	7.509	6.995
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	567	593	481	515
Service Time	4.418	4.18	5.258	4.745
HCM Lane V/C Ratio	0.758	0.934	0.547	0.497
HCM Control Delay	27.1	49.5	19	16.5
HCM Lane LOS	D	E	C	C
HCM 95th-tile Q	6.8	12.5	3.2	2.7

Intersection	
Intersection Delay, s/veh	22.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	78	24	8	34	64	24	383	8	76	443	43
Future Vol, veh/h	26	78	24	8	34	64	24	383	8	76	443	43
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	27	81	25	8	35	67	25	399	8	79	461	45
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

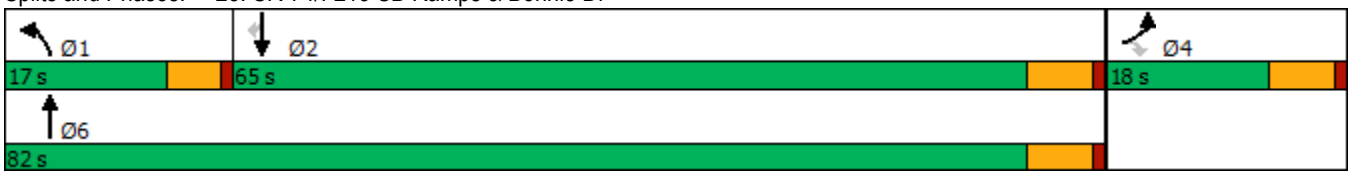
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	12.2	11.4	20.8	27.9
HCM LOS	B	B	C	D

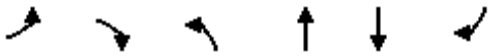
Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	20%	8%	100%	0%
Vol Thru, %	0%	98%	61%	32%	0%	91%
Vol Right, %	0%	2%	19%	60%	0%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	24	391	128	106	76	486
LT Vol	24	0	26	8	76	0
Through Vol	0	383	78	34	0	443
RT Vol	0	8	24	64	0	43
Lane Flow Rate	25	407	133	110	79	506
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.046	0.69	0.254	0.205	0.142	0.825
Departure Headway (Hd)	6.625	6.102	6.856	6.677	6.436	5.866
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	536	587	527	540	553	613
Service Time	4.422	3.899	4.865	4.686	4.227	3.656
HCM Lane V/C Ratio	0.047	0.693	0.252	0.204	0.143	0.825
HCM Control Delay	9.7	21.5	12.2	11.4	10.3	30.6
HCM Lane LOS	A	C	B	B	B	D
HCM 95th-tile Q	0.1	5.4	1	0.8	0.5	8.6

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	27	291	229	305	1500	31
Future Volume (vph)	27	291	229	305	1500	31
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		1	6	2	
Permitted Phases		4				2
Detector Phase	4	4	1	6	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	11.0	11.0
Total Split (s)	18.0	18.0	17.0	82.0	65.0	65.0
Total Split (%)	18.0%	18.0%	17.0%	82.0%	65.0%	65.0%
Yellow Time (s)	5.0	5.0	4.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	7.0	7.0	12.4	57.4	39.9	39.9
Actuated g/C Ratio	0.09	0.09	0.16	0.75	0.52	0.52
v/c Ratio	0.61	0.57	0.83	0.23	0.84	0.04
Control Delay	20.4	15.0	60.1	3.4	20.3	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.4	15.0	60.1	3.4	20.3	5.2
LOS	C	B	E	A	C	A
Approach Delay	17.8			27.7	20.0	
Approach LOS	B			C	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 76.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 21.4	Intersection LOS: C
Intersection Capacity Utilization 75.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	27	291	229	305	1500	31
Future Volume (veh/h)	27	291	229	305	1500	31
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	336	241	321	1579	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	232	414	271	1371	1839	820
Arrive On Green	0.00	0.13	0.15	0.72	0.51	0.51
Sat Flow, veh/h	1810	3220	1810	1900	3705	1610
Grp Volume(v), veh/h	0	336	241	321	1579	33
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1805	1610
Q Serve(g_s), s	0.0	8.1	10.5	4.5	30.5	0.8
Cycle Q Clear(g_c), s	0.0	8.1	10.5	4.5	30.5	0.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	232	414	271	1371	1839	820
V/C Ratio(X)	0.00	0.81	0.89	0.23	0.86	0.04
Avail Cap(c_a), veh/h	271	482	271	1803	2659	1186
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	34.0	33.4	3.7	17.1	9.8
Incr Delay (d2), s/veh	0.0	7.6	27.3	0.0	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.4	6.3	0.9	10.4	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	41.6	60.7	3.8	18.6	9.8
LnGrp LOS	A	D	E	A	B	A
Approach Vol, veh/h	336			562	1612	
Approach Delay, s/veh	41.6			28.2	18.4	
Approach LOS	D			C	B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	17.0	46.8		16.3		63.8
Change Period (Y+Rc), s	5.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	12.0	59.0		12.0		76.0
Max Q Clear Time (g_c+I1), s	12.5	32.5		10.1		6.5
Green Ext Time (p_c), s	0.0	8.3		0.2		1.0

Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

Notes

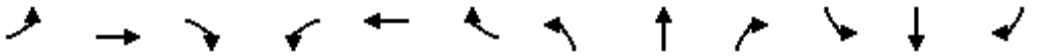
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	236	552	588	1	425
Future Volume (vph)	236	552	588	1	425
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	17.4	47.5	24.9	26.3	26.3
Actuated g/C Ratio	0.20	0.56	0.29	0.31	0.31
v/c Ratio	0.66	0.28	0.74	0.73	0.59
Control Delay	42.4	10.3	31.7	37.6	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.4	10.3	31.7	37.6	10.3
LOS	D	B	C	D	B
Approach Delay		19.9	31.7	23.5	
Approach LOS		B	C	C	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 85.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 24.9	Intersection LOS: C
Intersection Capacity Utilization 69.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd



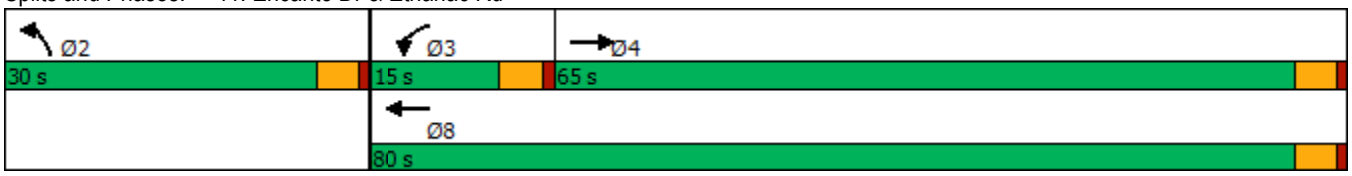


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	552	0	0	588	155	397	1	425	0	0	0
Future Volume (veh/h)	236	552	0	0	588	155	397	1	425	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	243	569	0	0	606	160	409	1	438			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	298	1875	0	0	802	211	586	1	523			
Arrive On Green	0.16	0.52	0.00	0.00	0.28	0.28	0.32	0.32	0.32			
Sat Flow, veh/h	1810	3705	0	0	2921	745	1805	4	1610			
Grp Volume(v), veh/h	243	569	0	0	387	379	410	0	438			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1766	1810	0	1610			
Q Serve(g_s), s	9.1	6.3	0.0	0.0	13.8	13.8	14.0	0.0	17.8			
Cycle Q Clear(g_c), s	9.1	6.3	0.0	0.0	13.8	13.8	14.0	0.0	17.8			
Prop In Lane	1.00		0.00	0.00		0.42	1.00		1.00			
Lane Grp Cap(c), veh/h	298	1875	0	0	512	501	588	0	523			
V/C Ratio(X)	0.81	0.30	0.00	0.00	0.75	0.76	0.70	0.00	0.84			
Avail Cap(c_a), veh/h	769	3837	0	0	1023	1001	769	0	685			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	28.4	9.7	0.0	0.0	23.0	23.1	20.8	0.0	22.1			
Incr Delay (d2), s/veh	5.4	0.1	0.0	0.0	2.3	2.4	1.9	0.0	7.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.9	1.8	0.0	0.0	5.3	5.2	5.7	0.0	7.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	9.8	0.0	0.0	25.3	25.4	22.7	0.0	29.2			
LnGrp LOS	C	A	A	A	C	C	C	A	C			
Approach Vol, veh/h		812			766			848				
Approach Delay, s/veh		17.0			25.4			26.0				
Approach LOS		B			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		42.7			16.6	26.0		27.9				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		8.3			11.1	15.8		19.8				
Green Ext Time (p_c), s		3.6			0.6	4.2		3.1				
Intersection Summary												
HCM 6th Ctrl Delay			22.8									
HCM 6th LOS			C									

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	867	46	669	74
Future Volume (vph)	867	46	669	74
Turn Type	NA	Prot	NA	Prot
Protected Phases	4	3	8	2
Permitted Phases				
Detector Phase	4	3	8	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5
Total Split (s)	65.0	15.0	80.0	30.0
Total Split (%)	59.1%	13.6%	72.7%	27.3%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	None	None	None	Min
Act Effct Green (s)	22.0	7.6	28.1	9.3
Actuated g/C Ratio	0.46	0.16	0.59	0.20
v/c Ratio	0.61	0.16	0.61	0.37
Control Delay	12.3	24.5	8.3	19.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	12.3	24.5	8.3	19.7
LOS	B	C	A	B
Approach Delay	12.3		9.4	19.7
Approach LOS	B		A	B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 47.5	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 11.7	Intersection LOS: B
Intersection Capacity Utilization 50.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 41: Encanto Dr & Ethanac Rd





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	867	110	46	669	74	56
Future Volume (veh/h)	867	110	46	669	74	56
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	894	113	47	690	76	58
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1433	181	94	1175	133	101
Arrive On Green	0.44	0.44	0.05	0.62	0.14	0.14
Sat Flow, veh/h	3319	408	1810	1900	968	738
Grp Volume(v), veh/h	500	507	47	690	135	0
Grp Sat Flow(s),veh/h/ln	1805	1827	1810	1900	1719	0
Q Serve(g_s), s	7.8	7.8	0.9	8.0	2.7	0.0
Cycle Q Clear(g_c), s	7.8	7.8	0.9	8.0	2.7	0.0
Prop In Lane		0.22	1.00		0.56	0.43
Lane Grp Cap(c), veh/h	802	812	94	1175	236	0
V/C Ratio(X)	0.62	0.62	0.50	0.59	0.57	0.00
Avail Cap(c_a), veh/h	2966	3001	516	3896	1190	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.9	7.9	17.0	4.2	14.9	0.0
Incr Delay (d2), s/veh	0.8	0.8	4.1	0.5	2.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.3	0.4	0.2	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.7	8.7	21.1	4.7	17.1	0.0
LnGrp LOS	A	A	C	A	B	A
Approach Vol, veh/h	1007			737	135	
Approach Delay, s/veh	8.7			5.7	17.1	
Approach LOS	A			A	B	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	9.5	6.4	20.9	27.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	10.5	60.5	75.5
Max Q Clear Time (g_c+I1), s	4.7	2.9	9.8	10.0
Green Ext Time (p_c), s	0.3	0.0	6.5	4.5

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

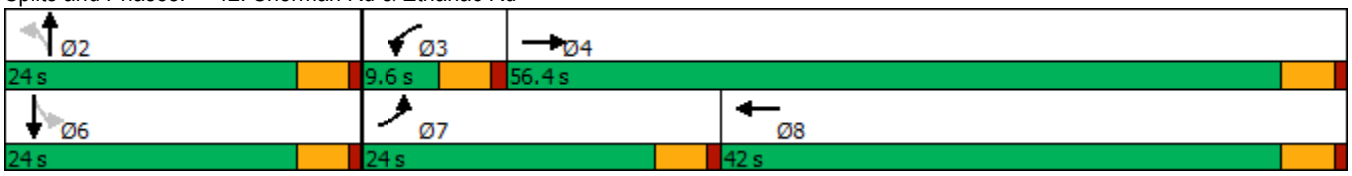
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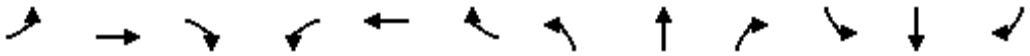
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	216	645	3	528	16	3	14	4
Future Volume (vph)	216	645	3	528	16	3	14	4
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	24.0	56.4	9.6	42.0	24.0	24.0	24.0	24.0
Total Split (%)	26.7%	62.7%	10.7%	46.7%	26.7%	26.7%	26.7%	26.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	13.3	40.5	5.4	23.8		7.5		7.5
Actuated g/C Ratio	0.23	0.69	0.09	0.40		0.13		0.13
v/c Ratio	0.56	0.52	0.02	0.74		0.17		0.49
Control Delay	28.4	6.9	33.0	22.1		26.2		13.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	28.4	6.9	33.0	22.1		26.2		13.7
LOS	C	A	C	C		C		B
Approach Delay		12.3		22.2		26.2		13.7
Approach LOS		B		C		C		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 58.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 16.0	Intersection LOS: B
Intersection Capacity Utilization 60.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 42: Sherman Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	645	3	3	528	10	16	3	7	14	4	134
Future Volume (veh/h)	216	645	3	3	528	10	16	3	7	14	4	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	227	679	3	3	556	11	17	3	7	15	4	141
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	298	1040	5	7	724	14	258	56	65	98	17	215
Arrive On Green	0.16	0.55	0.55	0.00	0.39	0.39	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	1890	8	1810	1856	37	859	372	431	82	110	1424
Grp Volume(v), veh/h	227	0	682	3	0	567	27	0	0	160	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1898	1810	0	1893	1663	0	0	1616	0	0
Q Serve(g_s), s	5.5	0.0	11.6	0.1	0.0	12.0	0.0	0.0	0.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	5.5	0.0	11.6	0.1	0.0	12.0	0.6	0.0	0.0	4.2	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.02	0.63		0.26	0.09		0.88
Lane Grp Cap(c), veh/h	298	0	1045	7	0	738	379	0	0	330	0	0
V/C Ratio(X)	0.76	0.00	0.65	0.41	0.00	0.77	0.07	0.00	0.00	0.48	0.00	0.00
Avail Cap(c_a), veh/h	769	0	2148	201	0	1548	761	0	0	768	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.3	0.0	7.2	22.8	0.0	12.2	16.8	0.0	0.0	18.3	0.0	0.0
Incr Delay (d2), s/veh	4.0	0.0	0.7	32.0	0.0	1.7	0.1	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	3.2	0.1	0.0	4.3	0.2	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	0.0	7.9	54.8	0.0	13.9	16.8	0.0	0.0	19.4	0.0	0.0
LnGrp LOS	C	A	A	D	A	B	B	A	A	B	A	A
Approach Vol, veh/h		909			570			27			160	
Approach Delay, s/veh		11.5			14.1			16.8			19.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.4	4.7	29.7		11.4	12.0	22.4				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.5	5.1	51.9		19.5	19.5	37.5				
Max Q Clear Time (g_c+I1), s		2.6	2.1	13.6		6.2	7.5	14.0				
Green Ext Time (p_c), s		0.1	0.0	5.6		0.7	0.5	3.9				

Intersection Summary												
HCM 6th Ctrl Delay			13.3									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	215	408	295	9	13	118
Future Vol, veh/h	215	408	295	9	13	118
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	226	429	311	9	14	124

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	320	0	-	0	1198	316
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	882	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1251	-	-	-	207	729
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	408	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1251	-	-	-	170	729
Mov Cap-2 Maneuver	-	-	-	-	296	-
Stage 1	-	-	-	-	609	-
Stage 2	-	-	-	-	408	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	12.2
HCM LOS			B

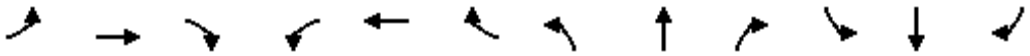
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1251	-	-	-	637
HCM Lane V/C Ratio	0.181	-	-	-	0.216
HCM Control Delay (s)	8.5	-	-	-	12.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.8

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	21	72	27	60	39	421	15	411
Future Volume (vph)	21	72	27	60	39	421	15	411
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	26.0	26.0	26.0	26.0	13.0	53.0	11.0	51.0
Total Split (%)	28.9%	28.9%	28.9%	28.9%	14.4%	58.9%	12.2%	56.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		9.5		9.4	7.2	26.0	6.5	23.8
Actuated g/C Ratio		0.22		0.22	0.17	0.61	0.15	0.56
v/c Ratio		0.36		0.28	0.14	0.47	0.06	0.44
Control Delay		18.5		18.9	22.0	9.0	23.4	11.2
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		18.5		18.9	22.0	9.0	23.4	11.2
LOS		B		B	C	A	C	B
Approach Delay		18.5		18.9		10.0		11.7
Approach LOS		B		B		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 42.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 48.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 46: Menifee Rd & Watson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	72	36	27	60	9	39	421	63	15	411	11
Future Volume (veh/h)	21	72	36	27	60	9	39	421	63	15	411	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	80	40	30	67	10	43	468	70	17	457	12
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	156	149	68	193	173	23	90	682	102	40	727	19
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.05	0.42	0.42	0.02	0.39	0.39
Sat Flow, veh/h	198	1061	489	368	1237	165	1810	1615	242	1810	1843	48
Grp Volume(v), veh/h	143	0	0	107	0	0	43	0	538	17	0	469
Grp Sat Flow(s),veh/h/ln	1748	0	0	1770	0	0	1810	0	1857	1810	0	1891
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	0.0	0.8	0.0	7.7	0.3	0.0	6.5
Cycle Q Clear(g_c), s	2.4	0.0	0.0	1.7	0.0	0.0	0.8	0.0	7.7	0.3	0.0	6.5
Prop In Lane	0.16		0.28	0.28		0.09	1.00		0.13	1.00		0.03
Lane Grp Cap(c), veh/h	373	0	0	390	0	0	90	0	784	40	0	747
V/C Ratio(X)	0.38	0.00	0.00	0.27	0.00	0.00	0.48	0.00	0.69	0.43	0.00	0.63
Avail Cap(c_a), veh/h	1262	0	0	1253	0	0	474	0	2773	362	0	2709
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.0	0.0	0.0	12.7	0.0	0.0	15.0	0.0	7.6	15.7	0.0	7.9
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.4	0.0	0.0	3.9	0.0	1.1	7.2	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.6	0.0	0.0	0.3	0.0	2.0	0.2	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.7	0.0	0.0	13.1	0.0	0.0	19.0	0.0	8.7	22.9	0.0	8.8
LnGrp LOS	B	A	A	B	A	A	B	A	A	C	A	A
Approach Vol, veh/h		143			107			581			486	
Approach Delay, s/veh		13.7			13.1			9.5			9.3	
Approach LOS		B			B			A			A	

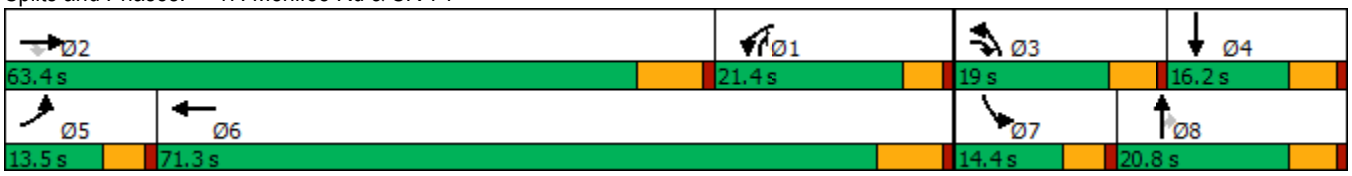
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	18.2		9.0	6.1	17.3		9.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.5	48.5		21.5	8.5	46.5		21.5				
Max Q Clear Time (g_c+I1), s	2.3	9.7		4.4	2.8	8.5		3.7				
Green Ext Time (p_c), s	0.0	4.1		0.7	0.0	3.3		0.5				

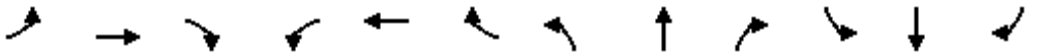
Intersection Summary		
HCM 6th Ctrl Delay		10.1
HCM 6th LOS		B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	47	1502	300	422	1145	335	292	444	196	265
Future Volume (vph)	47	1502	300	422	1145	335	292	444	196	265
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	3	1	6	3	8	1	7	4
Permitted Phases			2					8		
Detector Phase	5	2	3	1	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	10.3	9.7	12.0	10.3	10.3	9.7	9.7	10.3
Total Split (s)	13.5	63.4	19.0	21.4	71.3	19.0	20.8	21.4	14.4	16.2
Total Split (%)	11.3%	52.8%	15.8%	17.8%	59.4%	15.8%	17.3%	17.8%	12.0%	13.5%
Yellow Time (s)	3.7	6.0	4.3	3.7	6.0	4.3	4.3	3.7	3.7	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	5.3	4.7	7.0	5.3	5.3	4.7	4.7	5.3
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	None	None	None	None	None
Act Effct Green (s)	7.4	56.4	71.8	16.7	67.7	13.7	15.8	33.0	9.4	10.9
Actuated g/C Ratio	0.06	0.47	0.60	0.14	0.56	0.11	0.13	0.28	0.08	0.09
v/c Ratio	0.46	0.95	0.32	0.93	0.72	0.90	0.66	0.55	0.77	0.94
Control Delay	67.4	44.0	5.2	78.6	22.2	78.8	57.2	20.6	72.7	89.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.4	44.0	5.2	78.6	22.2	78.8	57.2	20.6	72.7	89.2
LOS	E	D	A	E	C	E	E	C	E	F
Approach Delay		38.3			35.7		48.8			82.5
Approach LOS		D			D		D			F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 43.7	Intersection LOS: D
Intersection Capacity Utilization 89.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	1502	300	422	1145	194	335	292	444	196	265	20
Future Volume (veh/h)	47	1502	300	422	1145	194	335	292	444	196	265	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	1615	323	454	1231	209	360	314	477	211	285	22
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	66	1663	922	480	1791	302	394	472	757	265	303	23
Arrive On Green	0.04	0.46	0.46	0.14	0.58	0.58	0.11	0.13	0.13	0.08	0.09	0.09
Sat Flow, veh/h	1810	3610	1610	3510	3090	521	3510	3610	2834	3510	3397	261
Grp Volume(v), veh/h	51	1615	323	454	716	724	360	314	477	211	151	156
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1806	1755	1805	1417	1755	1805	1853
Q Serve(g_s), s	3.4	53.3	4.1	15.7	33.7	34.4	12.4	10.1	2.8	7.2	10.1	10.3
Cycle Q Clear(g_c), s	3.4	53.3	4.1	15.7	33.7	34.4	12.4	10.1	2.8	7.2	10.1	10.3
Prop In Lane	1.00		1.00	1.00		0.29	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	66	1663	922	480	1046	1047	394	472	757	265	161	165
V/C Ratio(X)	0.77	0.97	0.35	0.95	0.68	0.69	0.91	0.67	0.63	0.80	0.94	0.95
Avail Cap(c_a), veh/h	130	1666	924	480	1046	1047	394	472	757	279	161	165
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.4	32.2	4.2	52.3	17.9	18.0	53.7	50.6	20.7	55.5	55.3	55.4
Incr Delay (d2), s/veh	6.9	15.7	0.2	27.7	1.9	2.0	25.5	3.5	1.7	12.8	52.1	54.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	26.1	1.8	8.7	14.0	14.3	6.9	4.8	4.4	3.7	6.9	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	47.8	4.4	80.0	19.7	20.0	79.2	54.1	22.3	68.3	107.4	109.5
LnGrp LOS	E	D	A	F	B	B	E	D	C	E	F	F
Approach Vol, veh/h		1989			1894			1151			518	
Approach Delay, s/veh		41.2			34.3			48.8			92.1	
Approach LOS		D			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.7	63.3	19.0	16.2	9.2	77.8	13.9	21.3
Change Period (Y+Rc), s	7.0	* 7	5.3	5.3	* 4.7	7.0	* 4.7	5.3
Max Green Setting (Gmax), s	16.7	* 56	13.7	10.9	* 8.8	64.3	* 9.7	15.5
Max Q Clear Time (g_c+I1), s	17.7	55.3	14.4	12.3	5.4	36.4	9.2	12.1
Green Ext Time (p_c), s	0.0	0.9	0.0	0.0	0.0	12.7	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	45.2
HCM 6th LOS	D

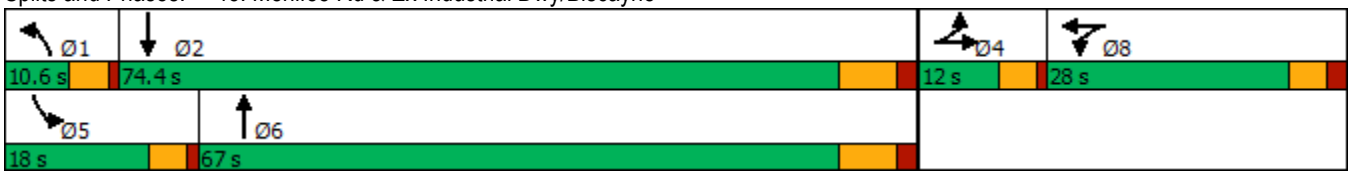
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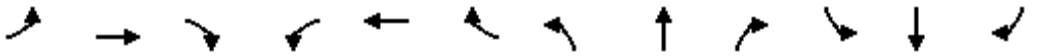
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBT	SBL	SBT	Ø1
Lane Configurations						
Traffic Volume (vph)	2	1	955	48	930	
Future Volume (vph)	2	1	955	48	930	
Turn Type	NA	NA	NA	Prot	NA	
Protected Phases	4	8	6	5	2	1
Permitted Phases						
Detector Phase	4	8	6	5	2	
Switch Phase						
Minimum Initial (s)	6.0	8.0	10.0	6.0	10.0	6.0
Minimum Split (s)	10.6	13.6	17.5	10.6	17.5	10.6
Total Split (s)	12.0	28.0	67.0	18.0	74.4	10.6
Total Split (%)	9.6%	22.4%	53.6%	14.4%	59.5%	8%
Yellow Time (s)	3.6	3.6	5.5	3.6	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.6	7.5	4.6	7.5	
Lead/Lag			Lag	Lead	Lag	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	None	Min	None
Act Effct Green (s)	6.4	10.1	28.1	7.9	35.3	
Actuated g/C Ratio	0.11	0.17	0.46	0.13	0.58	
v/c Ratio	0.02	0.41	0.47	0.23	0.49	
Control Delay	28.2	24.0	13.8	31.1	8.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	28.2	24.0	13.8	31.1	8.7	
LOS	C	C	B	C	A	
Approach Delay	28.3	24.0	13.8		9.8	
Approach LOS	C	C	B		A	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 60.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 12.6	Intersection LOS: B
Intersection Capacity Utilization 59.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	2	56	1	62	0	955	59	48	930	1
Future Volume (veh/h)	0	2	2	56	1	62	0	955	59	48	930	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	2	2	62	1	68	0	1049	65	53	1022	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	6	6	103	2	113	3	1926	119	111	1973	2
Arrive On Green	0.00	0.01	0.01	0.13	0.13	0.13	0.00	0.39	0.39	0.06	0.53	0.53
Sat Flow, veh/h	0	872	872	805	13	883	1810	4993	309	1810	3701	4
Grp Volume(v), veh/h	0	0	4	131	0	0	0	726	388	53	498	525
Grp Sat Flow(s),veh/h/ln	0	0	1743	1701	0	0	1810	1729	1844	1810	1805	1899
Q Serve(g_s), s	0.0	0.0	0.1	3.9	0.0	0.0	0.0	8.7	8.7	1.5	9.5	9.5
Cycle Q Clear(g_c), s	0.0	0.0	0.1	3.9	0.0	0.0	0.0	8.7	8.7	1.5	9.5	9.5
Prop In Lane	0.00		0.50	0.47		0.52	1.00		0.17	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	11	219	0	0	3	1334	711	111	962	1013
V/C Ratio(X)	0.00	0.00	0.35	0.60	0.00	0.00	0.00	0.54	0.55	0.48	0.52	0.52
Avail Cap(c_a), veh/h	0	0	242	714	0	0	204	3858	2058	455	2264	2383
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	26.4	21.9	0.0	0.0	0.0	12.7	12.7	24.2	8.0	8.0
Incr Delay (d2), s/veh	0.0	0.0	17.8	2.6	0.0	0.0	0.0	0.3	0.7	3.2	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	1.6	0.0	0.0	0.0	2.9	3.2	0.7	2.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	44.2	24.6	0.0	0.0	0.0	13.1	13.4	27.4	8.5	8.4
LnGrp LOS	A	A	D	C	A	A	A	B	B	C	A	A
Approach Vol, veh/h		4			131			1114			1076	
Approach Delay, s/veh		44.2			24.6			13.2			9.4	
Approach LOS		D			C			B			A	

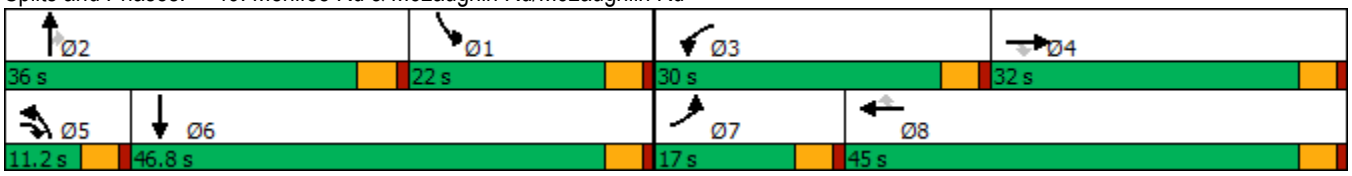
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	35.9		4.9	7.9	28.1		12.5				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	6.0	66.9		7.4	13.4	59.5		22.4				
Max Q Clear Time (g_c+I1), s	0.0	11.5		2.1	3.5	10.7		5.9				
Green Ext Time (p_c), s	0.0	8.6		0.0	0.1	9.8		0.6				

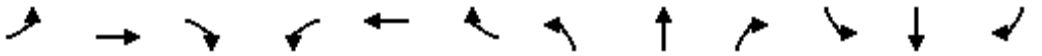
Intersection Summary												
HCM 6th Ctrl Delay			12.1									
HCM 6th LOS			B									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	71	220	113	418	190	263	57	682	293	269	672
Future Volume (vph)	71	220	113	418	190	263	57	682	293	269	672
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	5	3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	5	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5
Total Split (s)	17.0	32.0	11.2	30.0	45.0	45.0	11.2	36.0	36.0	22.0	46.8
Total Split (%)	14.2%	26.7%	9.3%	25.0%	37.5%	37.5%	9.3%	30.0%	30.0%	18.3%	39.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	None	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	9.3	17.2	28.6	17.5	25.4	25.4	6.7	22.8	22.8	13.2	29.3
Actuated g/C Ratio	0.10	0.19	0.32	0.20	0.28	0.28	0.07	0.25	0.25	0.15	0.33
v/c Ratio	0.40	0.65	0.20	0.66	0.38	0.43	0.23	0.56	0.49	0.56	0.67
Control Delay	49.8	44.7	4.8	40.2	29.5	5.6	48.3	32.0	6.6	43.0	29.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.8	44.7	4.8	40.2	29.5	5.6	48.3	32.0	6.6	43.0	29.5
LOS	D	D	A	D	C	A	D	C	A	D	C
Approach Delay		34.4			27.4			25.6			33.1
Approach LOS		C			C			C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 89.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 29.4	Intersection LOS: C
Intersection Capacity Utilization 63.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 49: Menifee Rd & McLaughin Rd/McLaughlin Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	220	113	418	190	263	57	682	293	269	672	59
Future Volume (veh/h)	71	220	113	418	190	263	57	682	293	269	672	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	76	237	122	449	204	283	61	733	315	289	723	63
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	140	330	363	613	515	436	181	1315	408	422	1083	94
Arrive On Green	0.08	0.17	0.17	0.17	0.27	0.27	0.05	0.25	0.25	0.12	0.32	0.32
Sat Flow, veh/h	1810	1900	1610	3510	1900	1610	3510	5187	1610	3510	3360	293
Grp Volume(v), veh/h	76	237	122	449	204	283	61	733	315	289	388	398
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1755	1900	1610	1755	1729	1610	1755	1805	1847
Q Serve(g_s), s	2.6	7.6	4.1	7.8	5.7	6.5	1.1	8.0	6.8	5.1	12.0	12.0
Cycle Q Clear(g_c), s	2.6	7.6	4.1	7.8	5.7	6.5	1.1	8.0	6.8	5.1	12.0	12.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	140	330	363	613	515	436	181	1315	408	422	582	595
V/C Ratio(X)	0.54	0.72	0.34	0.73	0.40	0.65	0.34	0.56	0.77	0.68	0.67	0.67
Avail Cap(c_a), veh/h	349	807	767	1382	1188	1007	363	2523	783	949	1179	1207
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.8	25.3	21.0	25.3	19.3	8.7	29.6	21.0	7.5	27.3	18.9	19.0
Incr Delay (d2), s/veh	3.3	2.9	0.5	1.7	0.5	1.6	1.1	0.4	3.1	2.0	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.5	1.5	3.2	2.4	3.4	0.5	3.0	4.0	2.2	4.8	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	28.2	21.6	27.0	19.8	10.3	30.7	21.4	10.7	29.3	20.3	20.3
LnGrp LOS	C	C	C	C	B	B	C	C	B	C	C	C
Approach Vol, veh/h		435			936			1109			1075	
Approach Delay, s/veh		27.0			20.4			18.9			22.7	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	20.9	15.8	15.8	7.8	25.4	9.5	22.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	17.5	31.5	25.5	27.5	6.7	42.3	12.5	40.5
Max Q Clear Time (g_c+I1), s	7.1	10.0	9.8	9.6	3.1	14.0	4.6	8.5
Green Ext Time (p_c), s	0.7	6.5	1.5	1.6	0.0	5.5	0.1	2.3

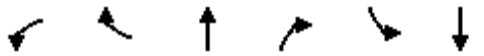
Intersection Summary	
HCM 6th Ctrl Delay	21.4
HCM 6th LOS	C

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	69	938	78	1124
Future Volume (vph)	69	938	78	1124
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5
Total Split (s)	17.0	29.0	14.0	43.0
Total Split (%)	28.3%	48.3%	23.3%	71.7%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	8.2	26.5	7.7	33.3
Actuated g/C Ratio	0.18	0.57	0.17	0.71
v/c Ratio	0.45	0.37	0.29	0.47
Control Delay	14.3	9.7	23.1	5.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	14.3	9.7	23.1	5.2
LOS	B	A	C	A
Approach Delay	14.3	9.7		6.3
Approach LOS	B	A		A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 46.6	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay: 8.3	Intersection LOS: A
Intersection Capacity Utilization 47.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 50: Menifee Rd & Project Dwy 1





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	69	88	938	63	78	1124
Future Volume (veh/h)	69	88	938	63	78	1124
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	96	1020	68	85	1222
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	98	125	2016	134	145	2214
Arrive On Green	0.13	0.13	0.41	0.41	0.08	0.61
Sat Flow, veh/h	738	945	5139	331	1810	3705
Grp Volume(v), veh/h	172	0	710	378	85	1222
Grp Sat Flow(s),veh/h/ln	1693	0	1729	1840	1810	1805
Q Serve(g_s), s	3.5	0.0	5.4	5.4	1.6	7.0
Cycle Q Clear(g_c), s	3.5	0.0	5.4	5.4	1.6	7.0
Prop In Lane	0.44	0.56		0.18	1.00	
Lane Grp Cap(c), veh/h	224	0	1403	747	145	2214
V/C Ratio(X)	0.77	0.00	0.51	0.51	0.59	0.55
Avail Cap(c_a), veh/h	599	0	2397	1276	486	3932
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	0.0	7.9	7.9	15.7	4.0
Incr Delay (d2), s/veh	5.5	0.0	0.3	0.5	3.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	1.4	1.5	0.7	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.3	0.0	8.1	8.4	19.4	4.2
LnGrp LOS	C	A	A	A	B	A
Approach Vol, veh/h	172		1088			1307
Approach Delay, s/veh	20.3		8.2			5.2
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.3	18.8			26.2	9.2
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	9.5	24.5			38.5	12.5
Max Q Clear Time (g_c+I1), s	3.6	7.4			9.0	5.5
Green Ext Time (p_c), s	0.1	6.9			11.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

Notes

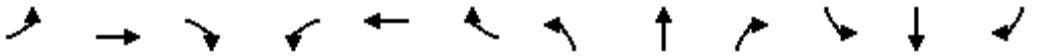
User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1479	595	343	1028	658	343
Future Volume (vph)	1479	595	343	1028	658	343
Turn Type	NA	pm+ov	Prot	NA	Split	pm+ov
Protected Phases	4	2	3	8	2	3
Permitted Phases		4				2
Detector Phase	4	2	3	8	2	3
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	9.5
Total Split (s)	46.0	38.0	36.0	82.0	38.0	36.0
Total Split (%)	38.3%	31.7%	30.0%	68.3%	31.7%	30.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	None	Min	None	None	Min	None
Act Effct Green (s)	38.4	69.7	24.7	67.7	26.6	55.9
Actuated g/C Ratio	0.37	0.67	0.24	0.65	0.26	0.54
v/c Ratio	0.77	0.52	0.80	0.44	0.73	0.39
Control Delay	33.3	7.5	53.2	9.7	41.5	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.3	7.5	53.2	9.7	41.5	14.7
LOS	C	A	D	A	D	B
Approach Delay	25.9			20.6		
Approach LOS	C			C		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 103.6	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 25.7	Intersection LOS: C
Intersection Capacity Utilization 77.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 53: Project Dwy 2 & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1479	595	343	1028	0	658	0	343	0	0	0
Future Volume (veh/h)	0	1479	595	343	1028	0	658	0	343	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0	1900	1900	1900			
Adj Flow Rate, veh/h	0	1479	595	343	1028	0	658	0	343			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	2065	1023	389	2394	0	832	451	728			
Arrive On Green	0.00	0.40	0.40	0.22	0.66	0.00	0.24	0.00	0.24			
Sat Flow, veh/h	0	5358	1610	1810	3705	0	3510	1900	1610			
Grp Volume(v), veh/h	0	1479	595	343	1028	0	658	0	343			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1810	1805	0	1755	1900	1610			
Q Serve(g_s), s	0.0	21.7	19.3	16.6	12.1	0.0	15.9	0.0	13.4			
Cycle Q Clear(g_c), s	0.0	21.7	19.3	16.6	12.1	0.0	15.9	0.0	13.4			
Prop In Lane	0.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2065	1023	389	2394	0	832	451	728			
V/C Ratio(X)	0.00	0.72	0.58	0.88	0.43	0.00	0.79	0.00	0.47			
Avail Cap(c_a), veh/h	0	2383	1122	631	3097	0	1302	705	944			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	22.9	9.5	34.3	7.2	0.0	32.3	0.0	17.2			
Incr Delay (d2), s/veh	0.0	0.9	0.6	8.4	0.1	0.0	1.8	0.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	8.6	11.7	8.0	4.1	0.0	6.8	0.0	4.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.8	10.2	42.7	7.3	0.0	34.1	0.0	17.7			
LnGrp LOS	A	C	B	D	A	A	C	A	B			
Approach Vol, veh/h		2074			1371			1001				
Approach Delay, s/veh		19.9			16.1			28.5				
Approach LOS		B			B			C				

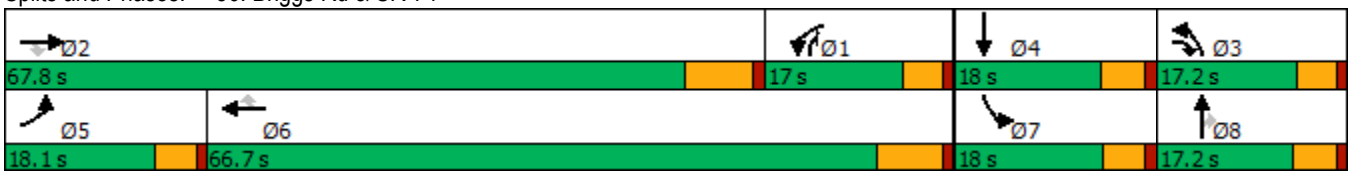
Timer - Assigned Phs		2	3	4				8				
Phs Duration (G+Y+Rc), s		25.9	23.9	40.5				64.4				
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5				
Max Green Setting (Gmax), s		33.5	31.5	41.5				77.5				
Max Q Clear Time (g_c+I1), s		17.9	18.6	23.7				14.1				
Green Ext Time (p_c), s		3.5	0.9	12.3				9.9				

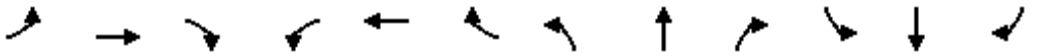
Intersection Summary												
HCM 6th Ctrl Delay			20.7									
HCM 6th LOS			C									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	96	1409	385	242	1055	63	241	79	176	109	80
Future Volume (vph)	96	1409	385	242	1055	63	241	79	176	109	80
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	3	1	6		3	8	1	7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	3	1	6	6	3	8	1	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	12.0	9.7	10.0	9.7	9.7	10.0
Total Split (s)	18.1	67.8	17.2	17.0	66.7	66.7	17.2	17.2	17.0	18.0	18.0
Total Split (%)	15.1%	56.5%	14.3%	14.2%	55.6%	55.6%	14.3%	14.3%	14.2%	15.0%	15.0%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	6.0	3.7	4.0	3.7	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	7.0	4.7	5.0	4.7	4.7	5.0
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	9.5	36.6	55.3	10.9	40.7	40.7	11.5	9.3	18.8	9.9	8.1
Actuated g/C Ratio	0.11	0.41	0.62	0.12	0.46	0.46	0.13	0.10	0.21	0.11	0.09
v/c Ratio	0.54	0.72	0.39	0.61	0.69	0.09	0.58	0.43	0.44	0.59	0.45
Control Delay	52.1	24.3	5.4	46.2	23.5	1.3	44.4	48.6	10.7	53.5	27.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.1	24.3	5.4	46.2	23.5	1.3	44.4	48.6	10.7	53.5	27.4
LOS	D	C	A	D	C	A	D	D	B	D	C
Approach Delay		21.9			26.5			33.1			38.2
Approach LOS		C			C			C			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 89.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 25.9	Intersection LOS: C
Intersection Capacity Utilization 64.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	1409	385	242	1055	63	241	79	176	109	80	73
Future Volume (veh/h)	96	1409	385	242	1055	63	241	79	176	109	80	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	104	1532	418	263	1147	68	262	86	191	118	87	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	134	2166	834	353	1707	761	352	191	319	151	149	120
Arrive On Green	0.07	0.42	0.42	0.10	0.47	0.47	0.10	0.10	0.10	0.08	0.08	0.08
Sat Flow, veh/h	1810	5187	1610	3510	3610	1610	3510	1900	1572	1810	1872	1506
Grp Volume(v), veh/h	104	1532	418	263	1147	68	262	86	191	118	83	83
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1805	1610	1755	1900	1572	1810	1805	1574
Q Serve(g_s), s	4.5	19.4	5.5	5.8	19.5	1.8	5.8	3.4	1.6	5.1	3.5	4.0
Cycle Q Clear(g_c), s	4.5	19.4	5.5	5.8	19.5	1.8	5.8	3.4	1.6	5.1	3.5	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.96
Lane Grp Cap(c), veh/h	134	2166	834	353	1707	761	352	191	319	151	144	125
V/C Ratio(X)	0.78	0.71	0.50	0.75	0.67	0.09	0.74	0.45	0.60	0.78	0.58	0.66
Avail Cap(c_a), veh/h	305	3971	1394	544	2714	1210	553	292	403	303	295	258
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	19.1	12.5	34.7	16.2	11.5	34.7	33.7	12.4	35.7	35.3	35.5
Incr Delay (d2), s/veh	3.6	0.2	0.2	1.2	0.2	0.0	1.2	1.7	1.8	3.3	3.7	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	7.3	4.4	2.5	7.4	0.6	2.5	1.6	2.0	2.3	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.7	19.3	12.6	35.9	16.3	11.5	35.9	35.3	14.2	39.0	38.9	41.3
LnGrp LOS	D	B	B	D	B	B	D	D	B	D	D	D
Approach Vol, veh/h		2054			1478			539			284	
Approach Delay, s/veh		19.0			19.6			28.1			39.7	
Approach LOS		B			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	40.2	13.0	11.3	10.6	44.6	11.3	13.0
Change Period (Y+Rc), s	7.0	* 7	5.0	* 5	* 4.7	7.0	* 4.7	5.0
Max Green Setting (Gmax), s	12.3	* 61	12.5	* 13	* 13	59.7	* 13	12.2
Max Q Clear Time (g_c+I1), s	7.8	21.4	7.8	6.0	6.5	21.5	7.1	5.4
Green Ext Time (p_c), s	0.2	11.8	0.2	0.4	0.1	7.0	0.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

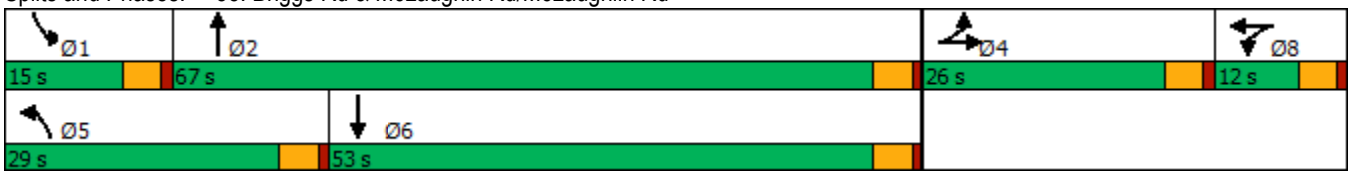
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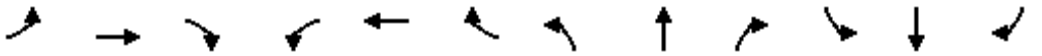
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	175	0	8	0	118	358	29	535
Future Volume (vph)	175	0	8	0	118	358	29	535
Turn Type	Split	NA	Split	NA	Prot	NA	Prot	NA
Protected Phases	4	4	8	8	5	2	1	6
Permitted Phases								
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5
Total Split (s)	26.0	26.0	12.0	12.0	29.0	67.0	15.0	53.0
Total Split (%)	21.7%	21.7%	10.0%	10.0%	24.2%	55.8%	12.5%	44.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	9.9	9.9	6.3	6.3	10.8	31.6	7.2	23.1
Actuated g/C Ratio	0.17	0.17	0.11	0.11	0.18	0.54	0.12	0.40
v/c Ratio	0.36	0.26	0.05	0.04	0.40	0.21	0.15	0.49
Control Delay	29.7	5.1	32.5	0.1	28.9	10.5	31.3	17.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.7	5.1	32.5	0.1	28.9	10.5	31.3	17.6
LOS	C	A	C	A	C	B	C	B
Approach Delay		17.3		9.0		15.0		18.2
Approach LOS		B		A		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 58.4	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 16.7	Intersection LOS: B
Intersection Capacity Utilization 46.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 58: Briggs Rd & McLaughin Rd/McLaughlin Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	0	7	8	0	21	118	358	5	29	535	77
Future Volume (veh/h)	175	0	7	8	0	21	118	358	5	29	535	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	206	0	0	9	0	24	134	407	6	33	608	88
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	391	205	0	69	0	61	182	1417	21	69	1032	149
Arrive On Green	0.11	0.00	0.00	0.04	0.00	0.04	0.10	0.39	0.39	0.04	0.33	0.33
Sat Flow, veh/h	3619	1900	0	1810	0	1606	1810	3640	54	1810	3155	456
Grp Volume(v), veh/h	206	0	0	9	0	24	134	202	211	33	347	349
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1810	0	1606	1810	1805	1889	1810	1805	1806
Q Serve(g_s), s	2.3	0.0	0.0	0.2	0.0	0.6	3.0	3.2	3.2	0.8	6.8	6.8
Cycle Q Clear(g_c), s	2.3	0.0	0.0	0.2	0.0	0.6	3.0	3.2	3.2	0.8	6.8	6.8
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.03	1.00		0.25
Lane Grp Cap(c), veh/h	391	205	0	69	0	61	182	703	735	69	590	590
V/C Ratio(X)	0.53	0.00	0.00	0.13	0.00	0.39	0.74	0.29	0.29	0.48	0.59	0.59
Avail Cap(c_a), veh/h	1844	968	0	322	0	286	1051	2674	2799	450	2075	2076
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.8	0.0	0.0	19.6	0.0	19.8	18.4	8.9	8.9	19.9	11.8	11.8
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.8	0.0	4.1	5.7	0.2	0.2	5.1	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.1	0.0	0.3	1.4	1.0	1.1	0.4	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.9	0.0	0.0	20.5	0.0	23.9	24.2	9.1	9.1	25.0	12.8	12.8
LnGrp LOS	B	A	A	C	A	C	C	A	A	C	B	B
Approach Vol, veh/h		206			33			547			729	
Approach Delay, s/veh		18.9			23.0			12.8			13.3	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	20.9		9.1	8.7	18.3		6.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	62.5		21.5	24.5	48.5		7.5				
Max Q Clear Time (g_c+I1), s	2.8	5.2		4.3	5.0	8.8		2.6				
Green Ext Time (p_c), s	0.0	2.7		0.6	0.3	5.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	14.1	
HCM 6th LOS	B	

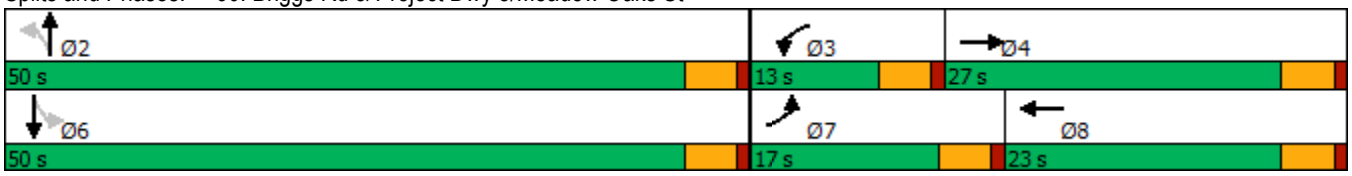
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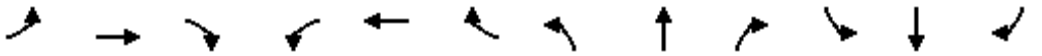
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	74	3	37	2	136	383	17	395
Future Volume (vph)	74	3	37	2	136	383	17	395
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	17.0	27.0	13.0	23.0	50.0	50.0	50.0	50.0
Total Split (%)	18.9%	30.0%	14.4%	25.6%	55.6%	55.6%	55.6%	55.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	8.6	7.9	7.3	6.6	27.4	27.4	27.4	27.4
Actuated g/C Ratio	0.21	0.20	0.18	0.16	0.68	0.68	0.68	0.68
v/c Ratio	0.24	0.19	0.14	0.11	0.30	0.22	0.04	0.23
Control Delay	19.3	8.9	21.0	12.1	10.4	6.5	8.3	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.3	8.9	21.0	12.1	10.4	6.5	8.3	6.6
LOS	B	A	C	B	B	A	A	A
Approach Delay		14.9		17.2		7.5		6.6
Approach LOS		B		B		A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 40.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.30	
Intersection Signal Delay: 8.4	Intersection LOS: A
Intersection Capacity Utilization 42.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 60: Briggs Rd & Project Dwy 5/Meadow Oaks St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	3	53	37	2	25	136	383	51	17	395	58
Future Volume (veh/h)	74	3	53	37	2	25	136	383	51	17	395	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	92	4	66	46	2	31	170	479	64	21	494	72
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	149	13	210	92	10	161	491	1438	191	502	1421	206
Arrive On Green	0.08	0.14	0.14	0.05	0.11	0.11	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1810	93	1532	1810	98	1527	858	3202	426	877	3163	459
Grp Volume(v), veh/h	92	0	70	46	0	33	170	269	274	21	281	285
Grp Sat Flow(s),veh/h/ln	1810	0	1624	1810	0	1625	858	1805	1823	877	1805	1817
Q Serve(g_s), s	1.8	0.0	1.4	0.9	0.0	0.7	6.0	3.6	3.6	0.6	3.8	3.8
Cycle Q Clear(g_c), s	1.8	0.0	1.4	0.9	0.0	0.7	9.8	3.6	3.6	4.2	3.8	3.8
Prop In Lane	1.00		0.94	1.00		0.94	1.00		0.23	1.00		0.25
Lane Grp Cap(c), veh/h	149	0	223	92	0	172	491	811	819	502	811	816
V/C Ratio(X)	0.62	0.00	0.31	0.50	0.00	0.19	0.35	0.33	0.33	0.04	0.35	0.35
Avail Cap(c_a), veh/h	608	0	982	413	0	808	1155	2207	2229	1180	2207	2222
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	14.5	17.2	0.0	15.2	9.9	6.6	6.6	8.0	6.7	6.7
Incr Delay (d2), s/veh	4.1	0.0	0.8	4.1	0.0	0.5	0.4	0.2	0.2	0.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.5	0.4	0.0	0.2	0.9	0.9	1.0	0.1	1.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.6	0.0	15.3	21.3	0.0	15.7	10.3	6.9	6.9	8.0	6.9	7.0
LnGrp LOS	C	A	B	C	A	B	B	A	A	A	A	A
Approach Vol, veh/h		162			79			713			587	
Approach Delay, s/veh		18.3			19.0			7.7			7.0	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		21.2	6.4	9.6		21.2	7.6	8.4				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		45.5	8.5	22.5		45.5	12.5	18.5				
Max Q Clear Time (g_c+I1), s		11.8	2.9	3.4		6.2	3.8	2.7				
Green Ext Time (p_c), s		4.9	0.0	0.3		4.0	0.1	0.1				

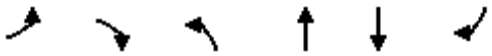
Intersection Summary												
HCM 6th Ctrl Delay			9.1									
HCM 6th LOS			A									

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	31	72	148	539	399
Future Volume (vph)	31	72	148	539	399
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	4			2	6
Permitted Phases		4	2		
Detector Phase	4	4	2	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5
Total Split (s)	19.0	19.0	41.0	41.0	41.0
Total Split (%)	31.7%	31.7%	68.3%	68.3%	68.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	Min	Min	Min
Act Effct Green (s)	6.3	6.3	23.9	23.9	23.9
Actuated g/C Ratio	0.20	0.20	0.74	0.74	0.74
v/c Ratio	0.09	0.19	0.21	0.20	0.16
Control Delay	12.4	5.4	4.8	3.4	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	12.4	5.4	4.8	3.4	3.1
LOS	B	A	A	A	A
Approach Delay	7.5			3.7	3.1
Approach LOS	A			A	A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 32.3	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.21	
Intersection Signal Delay: 3.8	Intersection LOS: A
Intersection Capacity Utilization 35.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 62: Briggs Rd & Project Dwy 7





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	31	72	148	539	399	30
Future Volume (veh/h)	31	72	148	539	399	30
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	72	148	539	399	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	192	171	733	1751	1651	124
Arrive On Green	0.11	0.11	0.49	0.49	0.49	0.49
Sat Flow, veh/h	1810	1610	974	3705	3499	255
Grp Volume(v), veh/h	31	72	148	539	211	218
Grp Sat Flow(s),veh/h/ln	1810	1610	974	1805	1805	1854
Q Serve(g_s), s	0.3	0.9	2.3	2.0	1.5	1.5
Cycle Q Clear(g_c), s	0.3	0.9	3.8	2.0	1.5	1.5
Prop In Lane	1.00	1.00	1.00			0.14
Lane Grp Cap(c), veh/h	192	171	733	1751	875	899
V/C Ratio(X)	0.16	0.42	0.20	0.31	0.24	0.24
Avail Cap(c_a), veh/h	1192	1061	1875	5986	2993	3074
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.9	9.2	4.4	3.4	3.3	3.3
Incr Delay (d2), s/veh	0.4	1.6	0.1	0.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.3	0.1	0.1	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.3	10.9	4.6	3.5	3.4	3.4
LnGrp LOS	A	B	A	A	A	A
Approach Vol, veh/h	103			687	429	
Approach Delay, s/veh	10.4			3.8	3.4	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		15.2		6.8		15.2
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		36.5		14.5		36.5
Max Q Clear Time (g_c+I1), s		5.8		2.9		3.5
Green Ext Time (p_c), s		4.9		0.2		2.7

Intersection Summary	
HCM 6th Ctrl Delay	4.2
HCM 6th LOS	A

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	50	621	50	421
Future Volume (vph)	50	621	50	421
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5
Total Split (s)	15.2	53.2	11.6	64.8
Total Split (%)	19.0%	66.5%	14.5%	81.0%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	8.1	36.1	7.2	41.9
Actuated g/C Ratio	0.15	0.66	0.13	0.77
v/c Ratio	0.42	0.61	0.24	0.17
Control Delay	19.3	11.7	31.1	2.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	19.3	11.7	31.1	2.8
LOS	B	B	C	A
Approach Delay	19.3	11.7		5.8
Approach LOS	B	B		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 54.7	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 10.2	Intersection LOS: B
Intersection Capacity Utilization 55.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 63: Briggs Rd & Matthews Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	50	67	621	54	50	421
Future Volume (veh/h)	50	67	621	54	50	421
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	56	75	698	61	56	473
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	72	96	903	79	103	2482
Arrive On Green	0.10	0.10	0.52	0.52	0.06	0.69
Sat Flow, veh/h	717	961	1722	151	1810	3705
Grp Volume(v), veh/h	132	0	0	759	56	473
Grp Sat Flow(s),veh/h/ln	1691	0	0	1873	1810	1805
Q Serve(g_s), s	3.2	0.0	0.0	13.7	1.3	2.0
Cycle Q Clear(g_c), s	3.2	0.0	0.0	13.7	1.3	2.0
Prop In Lane	0.42	0.57		0.08	1.00	
Lane Grp Cap(c), veh/h	169	0	0	982	103	2482
V/C Ratio(X)	0.78	0.00	0.00	0.77	0.54	0.19
Avail Cap(c_a), veh/h	427	0	0	2153	303	5138
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.6	0.0	0.0	8.1	19.4	2.4
Incr Delay (d2), s/veh	7.6	0.0	0.0	1.3	4.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	3.8	0.6	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.2	0.0	0.0	9.4	23.8	2.4
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h	132		759			529
Approach Delay, s/veh	26.2		9.4			4.7
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.9	26.7			33.6	8.7
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	7.1	48.7			60.3	10.7
Max Q Clear Time (g_c+I1), s	3.3	15.7			4.0	5.2
Green Ext Time (p_c), s	0.0	6.5			3.6	0.1

Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

Notes

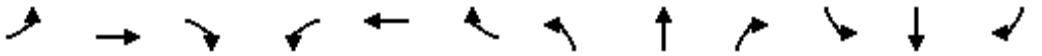
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR	Ø1
Lane Configurations										
Traffic Volume (vph)	19	1287	1085	10	4	0	8	0	34	
Future Volume (vph)	19	1287	1085	10	4	0	8	0	34	
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm	NA	Perm	
Protected Phases	5	2	6			8		4		1
Permitted Phases				6	8		4		4	
Detector Phase	5	2	6	6	8	8	4	4	4	
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	10.0	8.0	8.0	21.0	21.0	21.0	6.0
Minimum Split (s)	10.6	17.2	17.2	17.2	13.6	13.6	26.6	26.6	26.6	10.6
Total Split (s)	16.0	83.4	78.0	78.0	31.0	31.0	31.0	31.0	31.0	10.6
Total Split (%)	12.8%	66.7%	62.4%	62.4%	24.8%	24.8%	24.8%	24.8%	24.8%	8%
Yellow Time (s)	3.6	5.2	5.2	5.2	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.6	7.2	7.2	7.2		5.6		5.6	5.6	
Lead/Lag	Lead	Lag	Lag	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	Min	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	6.9	54.2	50.5	50.5		15.2		23.3	23.3	
Actuated g/C Ratio	0.10	0.77	0.72	0.72		0.22		0.33	0.33	
v/c Ratio	0.12	0.37	0.33	0.01		0.01		0.02	0.06	
Control Delay	39.9	6.7	9.7	0.0		0.0		26.1	0.2	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	39.9	6.7	9.7	0.0		0.0		26.1	0.2	
LOS	D	A	A	A		A		C	A	
Approach Delay		7.2	9.6					5.1		
Approach LOS		A	A					A		

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 70.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.37	
Intersection Signal Delay: 8.2	Intersection LOS: A
Intersection Capacity Utilization 60.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	1287	4	0	1085	10	4	0	1	8	0	34
Future Volume (veh/h)	19	1287	4	0	1085	10	4	0	1	8	0	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	1462	5	0	1233	11	5	0	1	9	0	39
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	55	3172	11	3	2548	791	338	10	49	407	0	328
Arrive On Green	0.03	0.59	0.59	0.00	0.49	0.49	0.20	0.00	0.20	0.20	0.00	0.20
Sat Flow, veh/h	1810	5336	18	1810	5187	1610	1149	48	239	1443	0	1610
Grp Volume(v), veh/h	22	947	520	0	1233	11	6	0	0	9	0	39
Grp Sat Flow(s),veh/h/ln	1810	1729	1897	1810	1729	1610	1436	0	0	1443	0	1610
Q Serve(g_s), s	0.8	9.7	9.7	0.0	10.0	0.2	0.0	0.0	0.0	0.1	0.0	1.3
Cycle Q Clear(g_c), s	0.8	9.7	9.7	0.0	10.0	0.2	0.2	0.0	0.0	0.3	0.0	1.3
Prop In Lane	1.00		0.01	1.00		1.00	0.83		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	55	2055	1127	3	2548	791	396	0	0	407	0	328
V/C Ratio(X)	0.40	0.46	0.46	0.00	0.48	0.01	0.02	0.00	0.00	0.02	0.00	0.12
Avail Cap(c_a), veh/h	326	4163	2284	172	5802	1801	678	0	0	692	0	646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.1	7.2	7.2	0.0	10.7	8.2	20.1	0.0	0.0	20.2	0.0	20.6
Incr Delay (d2), s/veh	1.7	0.2	0.4	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.8	3.2	0.0	3.3	0.1	0.1	0.0	0.0	0.1	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.9	7.4	7.6	0.0	10.9	8.3	20.2	0.0	0.0	20.2	0.0	20.7
LnGrp LOS	C	A	A	A	B	A	C	A	A	C	A	C
Approach Vol, veh/h		1489			1244			6			48	
Approach Delay, s/veh		7.8			10.9			20.2			20.6	
Approach LOS		A			B			C			C	

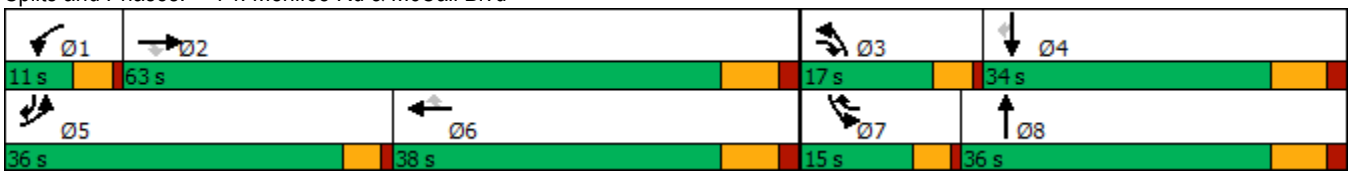
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	44.8		18.5	6.5	38.3		18.5				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	6.0	76.2		25.4	11.4	70.8		25.4				
Max Q Clear Time (g_c+I1), s	0.0	11.7		3.3	2.8	12.0		2.2				
Green Ext Time (p_c), s	0.0	24.4		0.1	0.0	19.1		0.0				

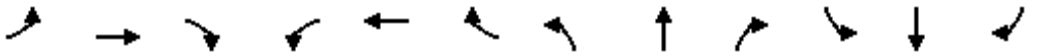
Intersection Summary			
HCM 6th Ctrl Delay		9.5	
HCM 6th LOS		A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	501	616	179	20	376	82	150	451	118	426	569
Future Volume (vph)	501	616	179	20	376	82	150	451	118	426	569
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	7	4	5
Permitted Phases			2			6					4
Detector Phase	5	2	3	1	6	7	3	8	7	4	5
Switch Phase											
Minimum Initial (s)	6.0	10.0	6.0	6.0	10.0	6.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	17.5	10.6	10.6	17.5	10.6	10.6	15.2	10.6	15.2	10.6
Total Split (s)	36.0	63.0	17.0	11.0	38.0	15.0	17.0	36.0	15.0	34.0	36.0
Total Split (%)	28.8%	50.4%	13.6%	8.8%	30.4%	12.0%	13.6%	28.8%	12.0%	27.2%	28.8%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.2	3.6	5.2	3.6
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	4.6	7.5	4.6	4.6	7.2	4.6	7.2	4.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None
Act Effct Green (s)	19.2	36.4	53.0	6.3	15.9	31.7	8.8	18.1	8.0	17.3	44.0
Actuated g/C Ratio	0.22	0.42	0.62	0.07	0.18	0.37	0.10	0.21	0.09	0.20	0.51
v/c Ratio	0.69	0.30	0.18	0.09	0.60	0.13	0.45	0.49	0.39	0.63	0.39
Control Delay	36.8	18.3	2.6	45.6	38.0	2.7	43.9	31.9	44.6	37.2	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.8	18.3	2.6	45.6	38.0	2.7	43.9	31.9	44.6	37.2	8.9
LOS	D	B	A	D	D	A	D	C	D	D	A
Approach Delay		23.3			32.2			34.7		23.5	
Approach LOS		C			C			C		C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 86.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 26.7	Intersection LOS: C
Intersection Capacity Utilization 61.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	501	616	179	20	376	82	150	451	39	118	426	569
Future Volume (veh/h)	501	616	179	20	376	82	150	451	39	118	426	569
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	539	662	192	22	404	88	161	485	42	127	458	612
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	658	1701	652	103	613	393	271	1214	104	261	890	1230
Arrive On Green	0.19	0.33	0.33	0.03	0.17	0.17	0.08	0.25	0.25	0.07	0.25	0.25
Sat Flow, veh/h	3510	5187	1610	3510	3610	1610	3510	4866	417	3510	3610	2834
Grp Volume(v), veh/h	539	662	192	22	404	88	161	343	184	127	458	612
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1805	1610	1755	1729	1825	1755	1805	1417
Q Serve(g_s), s	11.0	7.4	6.0	0.5	7.8	3.3	3.3	6.2	6.3	2.6	8.2	11.7
Cycle Q Clear(g_c), s	11.0	7.4	6.0	0.5	7.8	3.3	3.3	6.2	6.3	2.6	8.2	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	658	1701	652	103	613	393	271	863	455	261	890	1230
V/C Ratio(X)	0.82	0.39	0.29	0.21	0.66	0.22	0.59	0.40	0.40	0.49	0.51	0.50
Avail Cap(c_a), veh/h	1471	3841	1317	300	1469	775	581	1329	701	487	1291	1545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	19.4	15.1	35.5	29.1	22.6	33.4	23.4	23.5	33.3	24.4	15.3
Incr Delay (d2), s/veh	1.0	0.1	0.2	0.4	1.2	0.3	0.8	0.3	0.6	0.5	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	2.8	2.1	0.2	3.4	1.2	1.4	2.5	2.7	1.1	3.4	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	19.6	15.3	35.9	30.3	22.9	34.2	23.7	24.1	33.8	24.8	15.6
LnGrp LOS	C	B	B	D	C	C	C	C	C	C	C	B
Approach Vol, veh/h		1393			514			688			1197	
Approach Delay, s/veh		23.1			29.3			26.3			21.1	
Approach LOS		C			C			C			C	

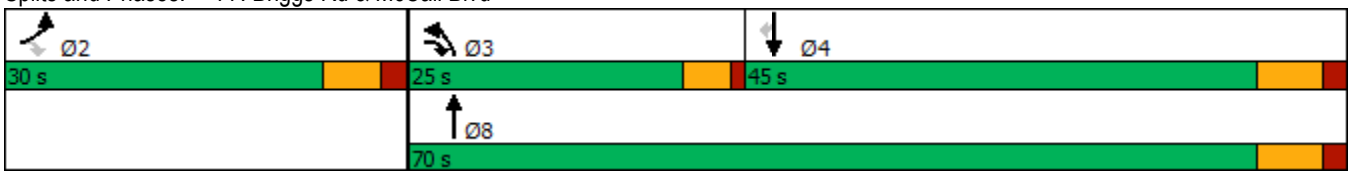
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	32.1	10.4	25.7	18.7	20.2	10.2	25.9
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	6.4	55.5	12.4	26.8	31.4	30.5	10.4	28.8
Max Q Clear Time (g_c+I1), s	2.5	9.4	5.3	13.7	13.0	9.8	4.6	8.3
Green Ext Time (p_c), s	0.0	6.2	0.1	4.8	1.0	2.9	0.1	3.3

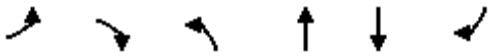
Intersection Summary	
HCM 6th Ctrl Delay	23.9
HCM 6th LOS	C

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	459	42	35	224	155	294
Future Volume (vph)	459	42	35	224	155	294
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	25.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	25.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	10.7	23.5	6.2	16.4	10.9	10.9
Actuated g/C Ratio	0.26	0.58	0.15	0.40	0.27	0.27
v/c Ratio	0.53	0.05	0.07	0.31	0.17	0.47
Control Delay	16.4	2.5	18.8	9.4	14.2	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.4	2.5	18.8	9.4	14.2	5.3
LOS	B	A	B	A	B	A
Approach Delay	15.2			10.6	8.3	
Approach LOS	B			B	A	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 40.8	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 11.7	Intersection LOS: B
Intersection Capacity Utilization 39.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	459	42	35	224	155	294
Future Volume (veh/h)	459	42	35	224	155	294
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	488	45	37	238	165	313
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	724	414	179	859	1019	454
Arrive On Green	0.21	0.21	0.05	0.45	0.28	0.28
Sat Flow, veh/h	3510	1610	3510	1900	3705	1610
Grp Volume(v), veh/h	488	45	37	238	165	313
Grp Sat Flow(s),veh/h/ln	1755	1610	1755	1900	1805	1610
Q Serve(g_s), s	5.0	0.8	0.4	3.0	1.3	6.7
Cycle Q Clear(g_c), s	5.0	0.8	0.4	3.0	1.3	6.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	724	414	179	859	1019	454
V/C Ratio(X)	0.67	0.11	0.21	0.28	0.16	0.69
Avail Cap(c_a), veh/h	2144	1065	1853	3107	3568	1592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.1	11.0	17.6	6.6	10.4	12.4
Incr Delay (d2), s/veh	0.4	0.0	0.2	0.2	0.1	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.2	0.1	0.9	0.4	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.5	11.0	17.8	6.8	10.5	14.2
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	533			275	478	
Approach Delay, s/veh	14.3			8.3	12.9	
Approach LOS	B			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		14.4	6.6	17.7		24.3
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s		7.0	2.4	8.7		5.0
Green Ext Time (p_c), s		1.0	0.0	2.2		1.5

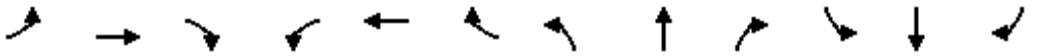
Intersection Summary	
HCM 6th Ctrl Delay	12.5
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	129	1438	209	833	1536	333	71	849	425	144
Future Volume (vph)	129	1438	209	833	1536	333	71	849	425	144
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	7	1	6	7	4	1	3	8
Permitted Phases			2					4		
Detector Phase	5	2	7	1	6	7	4	1	3	8
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	12.5	8.6	9.6	12.5	8.6	11.8	9.6	8.6	11.8
Total Split (s)	14.5	54.0	22.0	45.0	84.5	22.0	15.0	45.0	26.0	19.0
Total Split (%)	10.4%	38.6%	15.7%	32.1%	60.4%	15.7%	10.7%	32.1%	18.6%	13.6%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)	9.4	49.4	68.0	39.2	80.2	16.7	8.7	46.7	22.8	12.2
Actuated g/C Ratio	0.07	0.35	0.49	0.28	0.57	0.12	0.06	0.33	0.16	0.09
v/c Ratio	0.56	0.80	0.26	0.87	0.63	0.81	0.62	0.88	0.76	0.81
Control Delay	73.0	45.4	10.6	55.6	17.0	76.0	86.2	50.6	66.0	53.2
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay	73.0	45.4	10.6	55.6	17.3	76.0	86.2	50.6	66.0	53.2
LOS	E	D	B	E	B	E	F	D	E	D
Approach Delay		43.3			29.4		59.4			60.5
Approach LOS		D			C		E			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 40 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 42.7	Intersection LOS: D
Intersection Capacity Utilization 89.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 89: Haun Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	1438	209	833	1536	262	333	71	849	425	144	173
Future Volume (veh/h)	129	1438	209	833	1536	262	333	71	849	425	144	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	132	1467	213	850	1567	267	340	72	866	434	147	177
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	1960	787	897	2629	446	391	127	911	487	170	147
Arrive On Green	0.05	0.38	0.38	0.51	1.00	1.00	0.11	0.07	0.07	0.14	0.09	0.09
Sat Flow, veh/h	3510	5187	1606	3510	4463	758	3510	1900	2781	3510	1805	1559
Grp Volume(v), veh/h	132	1467	213	850	1213	621	340	72	866	434	147	177
Grp Sat Flow(s),veh/h/ln	1755	1729	1606	1755	1729	1763	1755	1900	1391	1755	1805	1559
Q Serve(g_s), s	5.2	34.3	10.9	32.1	0.0	0.0	13.3	5.1	9.4	17.0	11.2	13.2
Cycle Q Clear(g_c), s	5.2	34.3	10.9	32.1	0.0	0.0	13.3	5.1	9.4	17.0	11.2	13.2
Prop In Lane	1.00		1.00	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	181	1960	787	897	2037	1039	391	127	911	487	170	147
V/C Ratio(X)	0.73	0.75	0.27	0.95	0.60	0.60	0.87	0.57	0.95	0.89	0.86	1.20
Avail Cap(c_a), veh/h	248	1960	787	988	2037	1039	436	127	911	537	170	147
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	0.70	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.4	37.8	21.0	33.3	0.0	0.0	61.2	63.3	46.4	59.3	62.5	63.4
Incr Delay (d2), s/veh	4.6	1.8	0.6	12.8	0.9	1.8	15.8	5.7	19.0	16.0	33.9	139.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	14.4	4.1	11.4	0.3	0.5	6.7	2.7	16.6	8.5	6.7	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.0	39.6	21.6	46.1	0.9	1.8	77.0	69.0	65.4	75.3	96.5	202.9
LnGrp LOS	E	D	C	D	A	A	E	E	E	E	F	F
Approach Vol, veh/h		1812			2684			1278			758	
Approach Delay, s/veh		39.7			15.4			68.7			109.2	
Approach LOS		D			B			E			F	

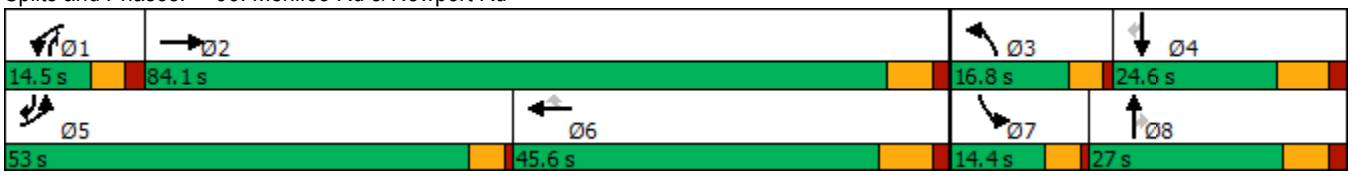
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	41.4	59.4	24.0	15.2	11.8	89.0	20.2	19.0
Change Period (Y+Rc), s	5.6	6.5	4.6	5.8	4.6	6.5	4.6	5.8
Max Green Setting (Gmax), s	39.4	47.5	21.4	9.2	9.9	78.0	17.4	13.2
Max Q Clear Time (g_c+I1), s	34.1	36.3	19.0	11.4	7.2	2.0	15.3	15.2
Green Ext Time (p_c), s	1.7	7.3	0.4	0.0	0.1	21.1	0.3	0.0

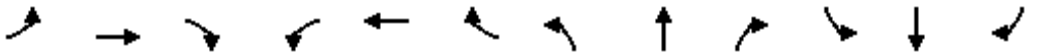
Intersection Summary	
HCM 6th Ctrl Delay	43.4
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	500	1649	107	1135	73	162	405	98	83	250	381
Future Volume (vph)	500	1649	107	1135	73	162	405	98	83	250	381
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6		3	8	1	7	4	5
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	9.6	14.8	10.6	15.5	15.5	9.6	12.8	10.6	9.6	13.5	9.6
Total Split (s)	53.0	84.1	14.5	45.6	45.6	16.8	27.0	14.5	14.4	24.6	53.0
Total Split (%)	37.9%	60.1%	10.4%	32.6%	32.6%	12.0%	19.3%	10.4%	10.3%	17.6%	37.9%
Yellow Time (s)	3.6	4.8	3.6	5.5	5.5	3.6	4.8	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	5.6	7.5	7.5	4.6	6.8	5.6	4.6	7.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	41.1	68.3	7.6	35.2	35.2	10.0	18.8	27.7	8.8	16.9	60.9
Actuated g/C Ratio	0.32	0.53	0.06	0.28	0.28	0.08	0.15	0.22	0.07	0.13	0.48
v/c Ratio	0.92	0.70	0.55	0.84	0.14	0.63	0.81	0.24	0.71	0.56	0.50
Control Delay	64.2	23.4	71.5	51.1	0.5	70.2	67.2	8.3	91.2	59.0	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.2	23.4	71.5	51.1	0.5	70.2	67.2	8.3	91.2	59.0	19.3
LOS	E	C	E	D	A	E	E	A	F	E	B
Approach Delay		32.3		50.0			59.3			41.6	
Approach LOS		C		D			E			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 127.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 41.9	Intersection LOS: D
Intersection Capacity Utilization 85.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 93: Menifee Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	500	1649	146	107	1135	73	162	405	98	83	250	381
Future Volume (veh/h)	500	1649	146	107	1135	73	162	405	98	83	250	381
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	532	1754	155	114	1207	78	172	431	104	88	266	405
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	557	2615	230	167	1488	462	229	522	304	111	508	719
Arrive On Green	0.31	0.54	0.54	0.05	0.29	0.29	0.07	0.14	0.14	0.06	0.14	0.14
Sat Flow, veh/h	1810	4853	428	3510	5187	1610	3510	3610	1570	1810	3610	1586
Grp Volume(v), veh/h	532	1248	661	114	1207	78	172	431	104	88	266	405
Grp Sat Flow(s),veh/h/ln	1810	1729	1823	1755	1729	1610	1755	1805	1570	1810	1805	1586
Q Serve(g_s), s	35.0	31.6	31.8	3.9	26.3	4.4	5.8	14.1	7.0	5.8	8.3	17.1
Cycle Q Clear(g_c), s	35.0	31.6	31.8	3.9	26.3	4.4	5.8	14.1	7.0	5.8	8.3	17.1
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	557	1863	982	167	1488	462	229	522	304	111	508	719
V/C Ratio(X)	0.95	0.67	0.67	0.68	0.81	0.17	0.75	0.82	0.34	0.79	0.52	0.56
Avail Cap(c_a), veh/h	721	2202	1161	257	1628	505	353	601	338	146	508	719
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	20.2	20.2	56.9	40.2	32.4	55.8	50.4	42.4	56.2	48.4	24.8
Incr Delay (d2), s/veh	18.5	0.8	1.5	1.8	3.2	0.2	1.9	8.2	0.7	14.6	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.8	11.9	12.8	1.7	11.2	1.8	2.7	6.9	2.8	3.1	3.8	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.7	21.0	21.8	58.7	43.5	32.7	57.7	58.6	43.1	70.8	49.3	25.8
LnGrp LOS	E	C	C	E	D	C	E	E	D	E	D	C
Approach Vol, veh/h		2441			1399			707			759	
Approach Delay, s/veh		29.6			44.1			56.1			39.3	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	72.9	12.5	24.6	42.0	42.3	12.0	25.1
Change Period (Y+Rc), s	5.6	* 7.5	4.6	7.5	4.6	7.5	4.6	* 7.5
Max Green Setting (Gmax), s	8.9	* 77	12.2	17.1	48.4	38.1	9.8	* 20
Max Q Clear Time (g_c+I1), s	5.9	33.8	7.8	19.1	37.0	28.3	7.8	16.1
Green Ext Time (p_c), s	0.0	27.3	0.1	0.0	0.4	6.6	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	38.3
HCM 6th LOS	D

Notes

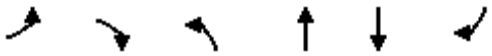
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	122	43	55	380	327
Future Volume (vph)	122	43	55	380	327
Turn Type	Prot	Perm	Prot	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5
Total Split (s)	33.0	33.0	19.0	57.0	38.0
Total Split (%)	36.7%	36.7%	21.1%	63.3%	42.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effct Green (s)	8.7	8.7	7.1	21.9	17.9
Actuated g/C Ratio	0.24	0.24	0.20	0.61	0.50
v/c Ratio	0.30	0.11	0.16	0.18	0.26
Control Delay	15.2	6.5	16.0	4.9	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	15.2	6.5	16.0	4.9	9.1
LOS	B	A	B	A	A
Approach Delay	12.9			6.3	9.1
Approach LOS	B			A	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 35.9	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.30	
Intersection Signal Delay: 8.5	Intersection LOS: A
Intersection Capacity Utilization 34.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 94: Menifee Rd & La Piedra Rd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	122	43	55	380	327	96
Future Volume (veh/h)	122	43	55	380	327	96
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	130	46	59	404	348	102
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	248	220	120	1893	796	230
Arrive On Green	0.14	0.14	0.07	0.52	0.29	0.29
Sat Flow, veh/h	1810	1610	1810	3705	2854	796
Grp Volume(v), veh/h	130	46	59	404	226	224
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1750
Q Serve(g_s), s	1.8	0.7	0.8	1.6	2.7	2.8
Cycle Q Clear(g_c), s	1.8	0.7	0.8	1.6	2.7	2.8
Prop In Lane	1.00	1.00	1.00			0.46
Lane Grp Cap(c), veh/h	248	220	120	1893	521	505
V/C Ratio(X)	0.52	0.21	0.49	0.21	0.43	0.44
Avail Cap(c_a), veh/h	1942	1728	988	7136	2277	2207
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.7	10.2	12.0	3.4	7.7	7.7
Incr Delay (d2), s/veh	1.7	0.5	3.1	0.1	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.7	0.3	0.2	0.7	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.4	10.6	15.0	3.4	8.3	8.3
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	176			463	450	
Approach Delay, s/veh	11.9			4.9	8.3	
Approach LOS	B			A	A	

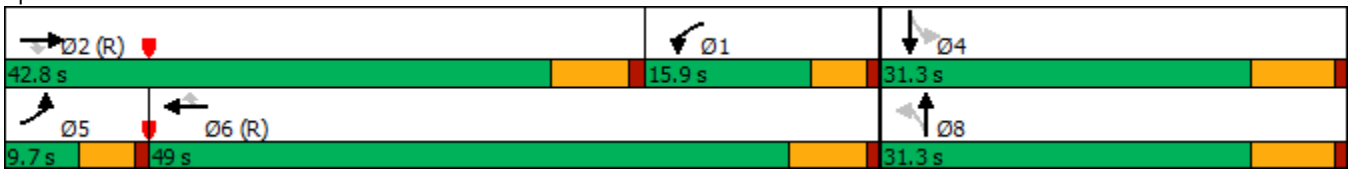
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		18.4		8.1	6.3	12.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		52.5		28.5	14.5	33.5
Max Q Clear Time (g_c+I1), s		3.6		3.8	2.8	4.8
Green Ext Time (p_c), s		3.0		0.5	0.1	2.9

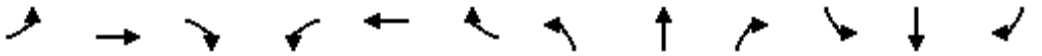
Intersection Summary	
HCM 6th Ctrl Delay	7.4
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	18	1300	117	418	1163	22	180	17	18	18
Future Volume (vph)	18	1300	117	418	1163	22	180	17	18	18
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2		1	6			8		4
Permitted Phases			2			6	8		4	
Detector Phase	5	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.2	11.2	9.7	11.2	11.2	11.5	11.5	11.5	11.5
Total Split (s)	9.7	42.8	42.8	15.9	49.0	49.0	31.3	31.3	31.3	31.3
Total Split (%)	10.8%	47.6%	47.6%	17.7%	54.4%	54.4%	34.8%	34.8%	34.8%	34.8%
Yellow Time (s)	3.7	5.2	5.2	3.7	5.2	5.2	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.2	6.2	4.7	6.2	6.2	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.0	36.6	36.6	11.2	48.6	48.6	24.8	24.8	24.8	24.8
Actuated g/C Ratio	0.06	0.41	0.41	0.12	0.54	0.54	0.28	0.28	0.28	0.28
v/c Ratio	0.19	0.95	0.17	2.00	0.64	0.03	0.51	0.83	0.23	0.06
Control Delay	45.2	41.4	3.9	492.3	17.4	0.0	32.9	28.2	33.3	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.2	41.4	3.9	492.3	17.4	0.0	32.9	28.2	33.3	18.0
LOS	D	D	A	F	B	A	C	C	C	B
Approach Delay		38.4			140.8			29.4		23.9
Approach LOS		D			F			C		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72.7 (81%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.00	
Intersection Signal Delay: 80.3	Intersection LOS: F
Intersection Capacity Utilization 103.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 97: Winchester Rd/Vista Pl & SR-74/Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	1300	117	418	1163	22	180	17	475	18	18	10
Future Volume (veh/h)	18	1300	117	418	1163	22	180	17	475	18	18	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	1398	126	449	1251	24	194	18	511	19	19	11
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	38	1468	654	1220	3887	1734	447	15	429	80	310	180
Arrive On Green	0.02	0.41	0.41	0.67	1.00	1.00	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	3610	1608	1810	3610	1610	1394	55	1555	888	1126	652
Grp Volume(v), veh/h	19	1398	126	449	1251	24	194	0	529	19	0	30
Grp Sat Flow(s),veh/h/ln	1810	1805	1608	1810	1805	1610	1394	0	1610	888	0	1778
Q Serve(g_s), s	0.9	33.7	4.5	9.7	0.0	0.0	10.7	0.0	24.8	0.0	0.0	1.1
Cycle Q Clear(g_c), s	0.9	33.7	4.5	9.7	0.0	0.0	11.8	0.0	24.8	24.8	0.0	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.37
Lane Grp Cap(c), veh/h	38	1468	654	1220	3887	1734	447	0	444	80	0	490
V/C Ratio(X)	0.50	0.95	0.19	0.37	0.32	0.01	0.43	0.00	1.19	0.24	0.00	0.06
Avail Cap(c_a), veh/h	101	1468	654	1220	3887	1734	447	0	444	80	0	490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.6	25.9	17.2	6.3	0.0	0.0	28.4	0.0	32.6	45.0	0.0	24.0
Incr Delay (d2), s/veh	3.7	14.6	0.7	0.1	0.2	0.0	3.1	0.0	106.9	6.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	15.6	1.6	2.6	0.1	0.0	3.9	0.0	22.5	0.6	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.3	40.4	17.8	6.4	0.2	0.0	31.4	0.0	139.5	51.9	0.0	24.3
LnGrp LOS	D	D	B	A	A	A	C	A	F	D	A	C
Approach Vol, veh/h		1543			1724			723			49	
Approach Delay, s/veh		38.7			1.8			110.5			35.0	
Approach LOS		D			A			F			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	68.4	42.8		31.3	6.6	104.6		31.3				
Change Period (Y+Rc), s	6.2	* 6.2		6.5	* 4.7	6.2		6.5				
Max Green Setting (Gmax), s	11.2	* 37		24.8	* 5	42.8		24.8				
Max Q Clear Time (g_c+I1), s	11.7	35.7		26.8	2.9	2.0		26.8				
Green Ext Time (p_c), s	0.0	0.6		0.0	0.0	6.2		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		35.8
HCM 6th LOS		D

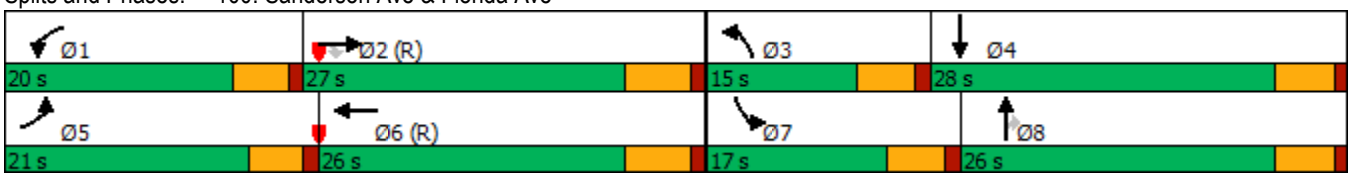
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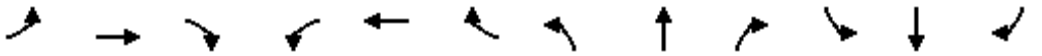
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	290	640	79	274	539	192	660	159	178	799
Future Volume (vph)	290	640	79	274	539	192	660	159	178	799
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	10.5	9.7	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	21.0	27.0	27.0	20.0	26.0	15.0	26.0	26.0	17.0	28.0
Total Split (%)	23.3%	30.0%	30.0%	22.2%	28.9%	16.7%	28.9%	28.9%	18.9%	31.1%
Yellow Time (s)	3.7	4.5	4.5	3.7	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	5.5	4.7	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	16.0	21.7	21.7	15.1	20.8	10.0	21.7	21.7	11.3	23.0
Actuated g/C Ratio	0.18	0.24	0.24	0.17	0.23	0.11	0.24	0.24	0.13	0.26
v/c Ratio	0.93	0.75	0.17	0.93	0.84	0.98	0.77	0.33	0.81	1.02
Control Delay	72.6	38.0	1.5	75.0	41.9	101.3	39.3	8.3	64.9	68.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.6	38.0	1.5	75.0	41.9	101.3	39.3	8.3	64.9	68.4
LOS	E	D	A	E	D	F	D	A	E	E
Approach Delay		45.1			51.4		46.2			67.8
Approach LOS		D			D		D			E

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 53.0	Intersection LOS: D
Intersection Capacity Utilization 88.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 100: Sanderson Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	640	79	274	539	142	192	660	159	178	799	117
Future Volume (veh/h)	290	640	79	274	539	142	192	660	159	178	799	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	296	653	81	280	550	145	196	673	162	182	815	119
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	328	862	382	308	642	169	201	891	395	217	808	118
Arrive On Green	0.18	0.24	0.24	0.17	0.23	0.23	0.11	0.25	0.25	0.12	0.26	0.26
Sat Flow, veh/h	1810	3610	1598	1810	2820	740	1810	3610	1598	1810	3160	461
Grp Volume(v), veh/h	296	653	81	280	351	344	196	673	162	182	465	469
Grp Sat Flow(s),veh/h/ln	1810	1805	1598	1810	1805	1755	1810	1805	1598	1810	1805	1817
Q Serve(g_s), s	14.4	15.1	3.7	13.7	16.8	16.9	9.7	15.5	7.6	8.9	23.0	23.0
Cycle Q Clear(g_c), s	14.4	15.1	3.7	13.7	16.8	16.9	9.7	15.5	7.6	8.9	23.0	23.0
Prop In Lane	1.00		1.00	1.00		0.42	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	328	862	382	308	411	400	201	891	395	217	461	464
V/C Ratio(X)	0.90	0.76	0.21	0.91	0.85	0.86	0.97	0.75	0.41	0.84	1.01	1.01
Avail Cap(c_a), veh/h	328	862	382	308	411	400	201	891	395	241	461	464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.73	0.73	0.73	0.49	0.49	0.49	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	31.8	27.5	36.7	33.3	33.4	39.9	31.4	28.4	38.8	33.5	33.5
Incr Delay (d2), s/veh	19.3	4.1	0.8	23.0	15.2	16.1	37.7	3.0	1.5	18.9	44.2	44.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	6.8	1.5	7.8	8.8	8.7	6.4	7.0	3.0	5.0	15.4	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.4	36.0	28.3	59.7	48.5	49.4	77.6	34.3	29.9	57.7	77.7	77.6
LnGrp LOS	E	D	C	E	D	D	E	C	C	E	F	F
Approach Vol, veh/h		1030			975			1031			1116	
Approach Delay, s/veh		40.9			52.1			41.9			74.4	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	27.0	15.0	28.0	21.0	26.0	15.8	27.2
Change Period (Y+Rc), s	* 4.7	5.5	5.0	5.0	* 4.7	5.5	5.0	5.0
Max Green Setting (Gmax), s	* 15	21.5	10.0	23.0	* 16	20.5	12.0	21.0
Max Q Clear Time (g_c+I1), s	15.7	17.1	11.7	25.0	16.4	18.9	10.9	17.5
Green Ext Time (p_c), s	0.0	1.8	0.0	0.0	0.0	0.7	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	52.8
HCM 6th LOS	D

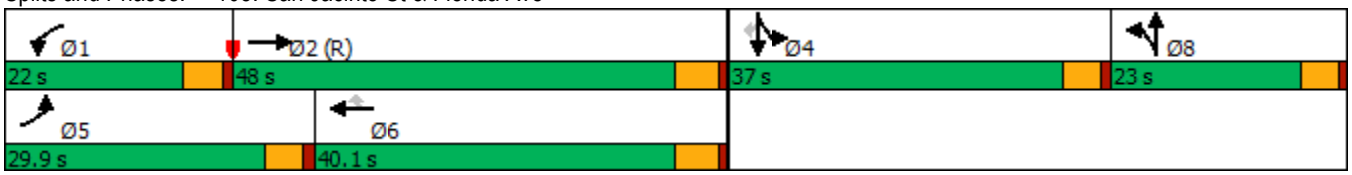
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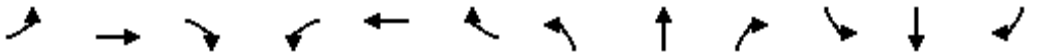
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	192	733	118	642	94	74	243	187	244	163
Future Volume (vph)	192	733	118	642	94	74	243	187	244	163
Turn Type	Prot	NA	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2	1	6		8	8	4	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	9.7	9.7	9.7	9.7	9.7
Total Split (s)	29.9	48.0	22.0	40.1	40.1	23.0	23.0	37.0	37.0	37.0
Total Split (%)	23.0%	36.9%	16.9%	30.8%	30.8%	17.7%	17.7%	28.5%	28.5%	28.5%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	19.2	46.9	13.3	41.0	41.0	18.3	18.3	32.3	32.3	32.3
Actuated g/C Ratio	0.15	0.36	0.10	0.32	0.32	0.14	0.14	0.25	0.25	0.25
v/c Ratio	0.79	0.67	0.71	0.62	0.18	0.32	0.66	0.43	0.65	0.34
Control Delay	73.8	38.4	76.1	41.7	3.3	54.2	56.6	44.9	51.6	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.8	38.4	76.1	41.7	3.3	54.2	56.6	44.9	51.6	7.2
LOS	E	D	E	D	A	D	E	D	D	A
Approach Delay		45.4		42.2			56.1		37.5	
Approach LOS		D		D			E		D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 108 (83%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 44.2	Intersection LOS: D
Intersection Capacity Utilization 66.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 108: San Jacinto St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	733	49	118	642	94	74	243	58	187	244	163
Future Volume (veh/h)	192	733	49	118	642	94	74	243	58	187	244	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.99	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	211	805	54	130	705	103	81	267	64	205	268	179
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	238	1290	87	155	1197	528	255	405	95	450	472	399
Arrive On Green	0.13	0.38	0.38	0.09	0.33	0.33	0.14	0.14	0.14	0.25	0.25	0.25
Sat Flow, veh/h	1810	3421	229	1810	3610	1593	1810	2880	675	1810	1900	1604
Grp Volume(v), veh/h	211	425	434	130	705	103	81	165	166	205	268	179
Grp Sat Flow(s),veh/h/ln	1810	1805	1845	1810	1805	1593	1810	1805	1750	1810	1900	1604
Q Serve(g_s), s	14.9	24.9	24.9	9.2	21.1	6.0	5.2	11.3	11.7	12.5	16.0	12.3
Cycle Q Clear(g_c), s	14.9	24.9	24.9	9.2	21.1	6.0	5.2	11.3	11.7	12.5	16.0	12.3
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	238	681	696	155	1197	528	255	254	246	450	472	399
V/C Ratio(X)	0.89	0.62	0.62	0.84	0.59	0.19	0.32	0.65	0.67	0.46	0.57	0.45
Avail Cap(c_a), veh/h	351	681	696	241	1197	528	255	254	246	450	472	399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	33.0	33.0	58.5	36.1	31.0	50.2	52.8	53.0	41.4	42.7	41.3
Incr Delay (d2), s/veh	11.7	3.9	3.8	8.2	0.8	0.2	3.3	12.2	13.8	3.3	4.9	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	11.5	11.7	4.5	9.3	2.3	2.6	6.0	6.1	6.0	8.2	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.2	36.8	36.8	66.7	36.8	31.2	53.5	65.0	66.8	44.7	47.6	45.0
LnGrp LOS	E	D	D	E	D	C	D	E	E	D	D	D
Approach Vol, veh/h		1070			938			412			652	
Approach Delay, s/veh		42.8			40.4			63.5			46.0	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.9	54.1		37.0	21.8	48.2		23.0				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		4.7				
Max Green Setting (Gmax), s	* 17	42.9		* 32	* 25	35.0		18.3				
Max Q Clear Time (g_c+I1), s	11.2	26.9		18.0	16.9	23.1		13.7				
Green Ext Time (p_c), s	0.1	4.8		2.5	0.2	3.9		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			45.5									
HCM 6th LOS			D									

Notes

User approved pedestrian interval to be less than phase max green.

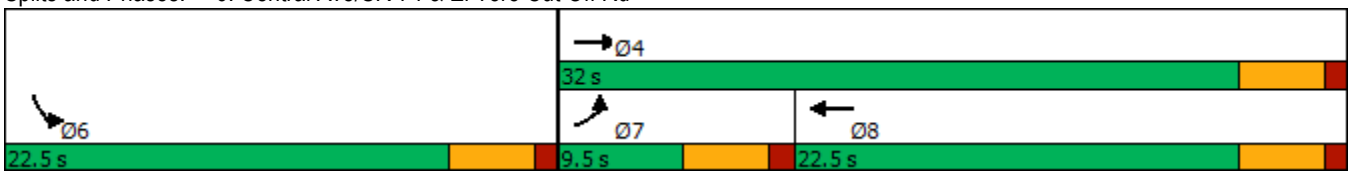
User approved volume balancing among the lanes for turning movement.

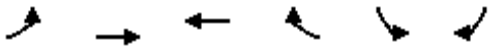
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	29	1257	1669	24
Future Volume (vph)	29	1257	1669	24
Turn Type	Prot	NA	NA	Prot
Protected Phases	7	4	8	6
Permitted Phases				
Detector Phase	7	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5
Total Split (s)	9.5	32.0	22.5	22.5
Total Split (%)	17.4%	58.7%	41.3%	41.3%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	None	None	Min
Act Effct Green (s)	5.1	20.2	18.7	6.5
Actuated g/C Ratio	0.14	0.56	0.52	0.18
v/c Ratio	0.12	0.47	0.70	0.22
Control Delay	17.0	5.2	10.4	9.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	17.0	5.2	10.4	9.3
LOS	B	A	B	A
Approach Delay		5.5	10.4	9.3
Approach LOS		A	B	A

Intersection Summary	
Cycle Length: 54.5	
Actuated Cycle Length: 35.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 8.3	Intersection LOS: A
Intersection Capacity Utilization 45.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Central Ave/SR-74 & El Toro Cut Off Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	29	1257	1669	70	24	46
Future Volume (veh/h)	29	1257	1669	70	24	46
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	1366	1814	76	26	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	69	3218	2351	98	77	148
Arrive On Green	0.04	0.62	0.46	0.46	0.14	0.14
Sat Flow, veh/h	1810	5358	5277	214	566	1088
Grp Volume(v), veh/h	32	1366	1228	662	77	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1862	1676	0
Q Serve(g_s), s	0.6	5.0	11.0	11.0	1.5	0.0
Cycle Q Clear(g_c), s	0.6	5.0	11.0	11.0	1.5	0.0
Prop In Lane	1.00			0.11	0.34	0.65
Lane Grp Cap(c), veh/h	69	3218	1592	857	227	0
V/C Ratio(X)	0.47	0.42	0.77	0.77	0.34	0.00
Avail Cap(c_a), veh/h	245	3868	1688	909	818	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.4	3.6	8.3	8.3	14.4	0.0
Incr Delay (d2), s/veh	4.9	0.1	2.1	3.9	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.9	2.5	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.2	3.7	10.5	12.3	15.3	0.0
LnGrp LOS	C	A	B	B	B	A
Approach Vol, veh/h		1398	1890		77	
Approach Delay, s/veh		4.1	11.1		15.3	
Approach LOS		A	B		B	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	27.4	9.5	5.9	21.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	27.5	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	7.0	3.5	2.6	13.0
Green Ext Time (p_c), s	8.8	0.1	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A

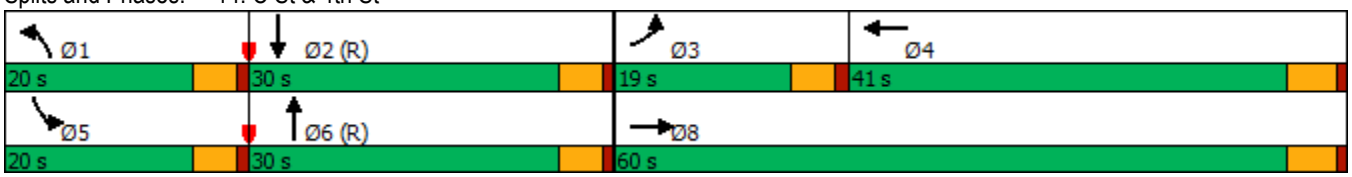
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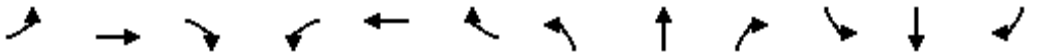
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	282	1060	802	8	91	43	46
Future Volume (vph)	282	1060	802	8	91	43	46
Turn Type	Prot	NA	NA	Prot	NA	Prot	NA
Protected Phases	3	8	4	1	6	5	2
Permitted Phases							
Detector Phase	3	8	4	1	6	5	2
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	10.1	9.6	9.6	9.6	9.6
Total Split (s)	19.0	60.0	41.0	20.0	30.0	20.0	30.0
Total Split (%)	17.3%	54.5%	37.3%	18.2%	27.3%	18.2%	27.3%
Yellow Time (s)	3.6	4.1	4.1	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	4.6	4.6	4.6	4.6
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	14.4	52.1	33.1	5.4	38.0	7.5	46.0
Actuated g/C Ratio	0.13	0.47	0.30	0.05	0.35	0.07	0.42
v/c Ratio	1.33	0.69	0.88	0.10	0.21	0.39	0.52
Control Delay	211.6	24.9	17.2	52.2	26.3	57.7	9.4
Queue Delay	0.0	0.3	0.1	0.0	0.0	0.0	0.0
Total Delay	211.6	25.3	17.2	52.2	26.3	57.7	9.4
LOS	F	C	B	D	C	E	A
Approach Delay		64.2	17.2		27.9		14.0
Approach LOS		E	B		C		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.33	
Intersection Signal Delay: 40.0	Intersection LOS: D
Intersection Capacity Utilization 84.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 14: C St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	1060	6	0	802	51	8	91	32	43	46	360
Future Volume (veh/h)	282	1060	6	0	802	51	8	91	32	43	46	360
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	313	1178	7	0	891	57	9	101	36	48	51	400
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	237	1662	10	0	959	61	20	513	183	63	75	589
Arrive On Green	0.13	0.45	0.45	0.00	0.56	0.56	0.01	0.38	0.38	0.03	0.41	0.41
Sat Flow, veh/h	1810	3679	22	0	3531	220	1810	1337	477	1810	184	1446
Grp Volume(v), veh/h	313	578	607	0	468	480	9	0	137	48	0	451
Grp Sat Flow(s),veh/h/ln	1810	1805	1896	0	1805	1851	1810	0	1814	1810	0	1631
Q Serve(g_s), s	14.4	28.4	28.4	0.0	26.2	26.2	0.5	0.0	5.5	2.9	0.0	24.9
Cycle Q Clear(g_c), s	14.4	28.4	28.4	0.0	26.2	26.2	0.5	0.0	5.5	2.9	0.0	24.9
Prop In Lane	1.00		0.01	0.00		0.12	1.00		0.26	1.00		0.89
Lane Grp Cap(c), veh/h	237	815	857	0	504	517	20	0	695	63	0	664
V/C Ratio(X)	1.32	0.71	0.71	0.00	0.93	0.93	0.46	0.00	0.20	0.76	0.00	0.68
Avail Cap(c_a), veh/h	237	901	946	0	589	604	253	0	695	253	0	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.00	0.59	0.59	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.8	24.3	24.3	0.0	23.3	23.3	54.1	0.0	22.6	52.6	0.0	26.7
Incr Delay (d2), s/veh	147.4	0.2	0.2	0.0	12.4	12.1	6.0	0.0	0.6	6.8	0.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.1	11.6	12.2	0.0	8.8	9.0	0.3	0.0	2.5	1.4	0.0	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	195.2	24.5	24.5	0.0	35.7	35.5	60.0	0.0	23.3	59.4	0.0	32.2
LnGrp LOS	F	C	C	A	D	D	E	A	C	E	A	C
Approach Vol, veh/h		1498			948			146			499	
Approach Delay, s/veh		60.1			35.6			25.5			34.8	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	49.4	19.0	35.8	8.4	46.8		54.8				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.1	4.6	4.6		5.1				
Max Green Setting (Gmax), s	15.4	25.4	14.4	35.9	15.4	25.4		54.9				
Max Q Clear Time (g_c+I1), s	2.5	26.9	16.4	28.2	4.9	7.5		30.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.5	0.0	0.4		5.3				

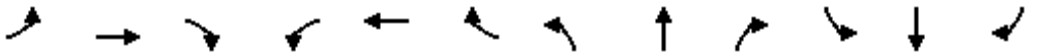
Intersection Summary			
HCM 6th Ctrl Delay		46.9	
HCM 6th LOS		D	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	309	659	56	548	71	464	66	313	216
Future Volume (vph)	309	659	56	548	71	464	66	313	216
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.6	9.0	9.6	9.0	9.6	9.0	9.6	9.6
Total Split (s)	37.0	61.0	14.0	38.0	13.0	37.0	13.0	37.0	37.0
Total Split (%)	29.6%	48.8%	11.2%	30.4%	10.4%	29.6%	10.4%	29.6%	29.6%
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	29.4	59.9	8.3	37.0	8.5	35.1	8.3	32.9	32.9
Actuated g/C Ratio	0.24	0.48	0.07	0.30	0.07	0.28	0.07	0.26	0.26
v/c Ratio	0.90	0.52	0.57	0.69	0.72	0.65	0.68	0.77	0.43
Control Delay	72.9	24.5	76.8	43.7	91.4	43.6	87.5	55.7	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.9	24.5	76.8	43.7	91.4	43.6	87.5	55.7	7.1
LOS	E	C	E	D	F	D	F	E	A
Approach Delay		39.1		46.6		49.3		41.6	
Approach LOS		D		D		D		D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 30 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 43.4	Intersection LOS: D
Intersection Capacity Utilization 74.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 16: Perris Blvd & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	309	659	57	56	548	41	71	464	62	66	313	216
Future Volume (veh/h)	309	659	57	56	548	41	71	464	62	66	313	216
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	343	732	63	62	609	46	79	516	69	73	348	240
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	366	1500	129	77	974	73	97	759	101	91	443	370
Arrive On Green	0.22	0.50	0.50	0.05	0.32	0.32	0.06	0.26	0.26	0.06	0.26	0.26
Sat Flow, veh/h	1629	3026	260	1629	3058	231	1629	2881	384	1629	1710	1427
Grp Volume(v), veh/h	343	393	402	62	323	332	79	290	295	73	348	240
Grp Sat Flow(s),veh/h/ln	1629	1625	1661	1629	1625	1665	1629	1625	1640	1629	1710	1427
Q Serve(g_s), s	25.8	20.1	20.1	4.7	21.1	21.2	6.0	20.0	20.2	5.5	23.7	18.7
Cycle Q Clear(g_c), s	25.8	20.1	20.1	4.7	21.1	21.2	6.0	20.0	20.2	5.5	23.7	18.7
Prop In Lane	1.00		0.16	1.00		0.14	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	366	805	824	77	517	530	97	428	432	91	443	370
V/C Ratio(X)	0.94	0.49	0.49	0.80	0.62	0.63	0.81	0.68	0.68	0.81	0.79	0.65
Avail Cap(c_a), veh/h	430	805	824	130	517	530	117	428	432	117	443	370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.32	0.32	0.32	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.6	21.0	21.0	58.9	36.2	36.3	58.1	41.3	41.3	58.4	43.1	41.2
Incr Delay (d2), s/veh	10.6	0.7	0.7	5.7	4.6	4.5	24.5	8.4	8.4	20.5	13.1	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	7.6	7.8	2.1	8.9	9.2	3.1	8.9	9.1	2.8	11.5	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.2	21.6	21.6	64.6	40.8	40.8	82.6	49.6	49.8	78.8	56.1	49.8
LnGrp LOS	E	C	C	E	D	D	F	D	D	E	E	D
Approach Vol, veh/h		1138			717			664			661	
Approach Delay, s/veh		32.6			42.8			53.6			56.3	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	66.6	11.5	37.0	32.1	44.4	10.9	37.5
Change Period (Y+Rc), s	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6
Max Green Setting (Gmax), s	10.0	56.4	9.0	32.4	33.0	33.4	9.0	32.4
Max Q Clear Time (g_c+I1), s	6.7	22.1	8.0	25.7	27.8	23.2	7.5	22.2
Green Ext Time (p_c), s	0.0	3.3	0.0	1.1	0.3	1.9	0.0	1.7

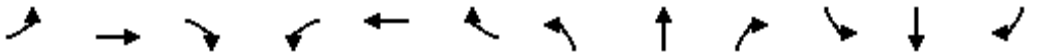
Intersection Summary	
HCM 6th Ctrl Delay	44.2
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	733	23	32	3	5	38	367	8	31	376	784
Future Volume (vph)	733	23	32	3	5	38	367	8	31	376	784
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8		7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	9.5	11.0	9.5	11.0	11.0	9.5	11.0	11.0
Total Split (s)	40.0	55.0	55.0	25.0	40.0	25.0	35.0	35.0	25.0	35.0	40.0
Total Split (%)	28.6%	39.3%	39.3%	17.9%	28.6%	17.9%	25.0%	25.0%	17.9%	25.0%	28.6%
Yellow Time (s)	5.0	5.0	5.0	3.5	5.0	3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max	None
Act Effct Green (s)	34.0	71.8	71.8	5.9	34.0	8.8	43.2	43.2	8.3	42.7	77.9
Actuated g/C Ratio	0.24	0.51	0.51	0.04	0.24	0.06	0.31	0.31	0.06	0.30	0.56
v/c Ratio	1.00	0.03	0.04	0.04	0.04	0.39	0.38	0.02	0.34	0.40	0.46
Control Delay	83.9	18.5	0.1	65.3	16.9	72.1	40.2	0.0	71.0	40.9	1.4
Queue Delay	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.8	18.5	0.1	65.3	16.9	72.1	40.2	0.0	71.0	40.9	1.4
LOS	F	B	A	E	B	E	D	A	E	D	A
Approach Delay		85.0			20.9		42.4			15.7	
Approach LOS		F			C		D			B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 22.5 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 42.8	Intersection LOS: D
Intersection Capacity Utilization 55.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 19: Redlands Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	733	23	32	3	5	23	38	367	8	31	376	784
Future Volume (veh/h)	733	23	32	3	5	23	38	367	8	31	376	784
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	852	27	37	3	6	27	44	427	9	36	437	912
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1255	1154	978	7	438	390	58	765	341	49	748	1600
Arrive On Green	0.36	0.61	0.61	0.00	0.24	0.24	0.03	0.21	0.21	0.03	0.21	0.21
Sat Flow, veh/h	3510	1900	1610	1810	1805	1607	1810	3610	1608	1810	3610	2834
Grp Volume(v), veh/h	852	27	37	3	6	27	44	427	9	36	437	912
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1607	1810	1805	1608	1810	1805	1417
Q Serve(g_s), s	28.8	0.8	1.3	0.2	0.4	1.8	3.4	14.8	0.6	2.8	15.3	4.2
Cycle Q Clear(g_c), s	28.8	0.8	1.3	0.2	0.4	1.8	3.4	14.8	0.6	2.8	15.3	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1255	1154	978	7	438	390	58	765	341	49	748	1600
V/C Ratio(X)	0.68	0.02	0.04	0.42	0.01	0.07	0.76	0.56	0.03	0.74	0.58	0.57
Avail Cap(c_a), veh/h	1255	1154	978	265	438	390	265	765	341	265	748	1600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	38.2	11.0	11.1	69.6	40.3	40.8	67.3	49.3	43.7	67.6	50.1	8.8
Incr Delay (d2), s/veh	1.4	0.0	0.1	35.1	0.1	0.3	18.6	2.9	0.1	17.9	3.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.5	0.3	0.5	0.2	0.2	0.8	1.9	7.0	0.3	1.5	7.2	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.5	11.0	11.1	104.7	40.3	41.2	85.9	52.2	43.8	85.5	53.1	10.2
LnGrp LOS	D	B	B	F	D	D	F	D	D	F	D	B
Approach Vol, veh/h		916			36			480			1385	
Approach Delay, s/veh		37.5			46.3			55.1			25.7	
Approach LOS		D			D			E			C	

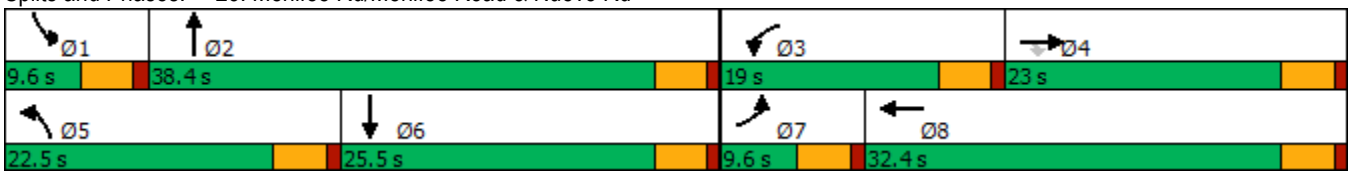
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	91.0	9.0	35.0	56.0	40.0	8.3	35.7
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	6.0	4.5	6.0
Max Green Setting (Gmax), s	20.5	49.0	20.5	29.0	34.0	34.0	20.5	29.0
Max Q Clear Time (g_c+I1), s	2.2	3.3	5.4	17.3	30.8	3.8	4.8	16.8
Green Ext Time (p_c), s	0.0	0.2	0.1	5.4	1.2	0.1	0.0	2.2

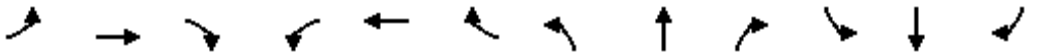
Intersection Summary	
HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	32	338	121	241	398	215	279	30	202
Future Volume (vph)	32	338	121	241	398	215	279	30	202
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	9.6	23.0	23.0	19.0	32.4	22.5	38.4	9.6	25.5
Total Split (%)	10.7%	25.6%	25.6%	21.1%	36.0%	25.0%	42.7%	10.7%	28.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	5.2	17.9	17.9	14.1	31.3	14.7	31.8	5.2	17.9
Actuated g/C Ratio	0.06	0.22	0.22	0.17	0.38	0.18	0.38	0.06	0.22
v/c Ratio	0.30	0.87	0.24	0.83	0.65	0.71	0.87	0.28	0.75
Control Delay	47.8	55.9	1.0	59.3	29.7	45.8	36.9	47.2	41.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.8	55.9	1.0	59.3	29.7	45.8	36.9	47.2	41.3
LOS	D	E	A	E	C	D	D	D	D
Approach Delay		41.9			40.3		39.3		41.9
Approach LOS		D			D		D		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 82.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 40.5	Intersection LOS: D
Intersection Capacity Utilization 84.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 23: Menifee Rd/Menifee Road & Nuevo Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	338	121	241	398	37	215	279	314	30	202	89
Future Volume (veh/h)	32	338	121	241	398	37	215	279	314	30	202	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	356	127	254	419	39	226	294	331	32	213	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	59	399	338	292	579	54	269	313	353	57	333	147
Arrive On Green	0.03	0.21	0.21	0.16	0.34	0.34	0.15	0.38	0.38	0.03	0.27	0.27
Sat Flow, veh/h	1810	1900	1610	1810	1712	159	1810	816	919	1810	1249	551
Grp Volume(v), veh/h	34	356	127	254	0	458	226	0	625	32	0	307
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1871	1810	0	1735	1810	0	1801
Q Serve(g_s), s	1.6	15.3	5.7	11.5	0.0	18.1	10.2	0.0	29.2	1.5	0.0	12.7
Cycle Q Clear(g_c), s	1.6	15.3	5.7	11.5	0.0	18.1	10.2	0.0	29.2	1.5	0.0	12.7
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.53	1.00		0.31
Lane Grp Cap(c), veh/h	59	399	338	292	0	633	269	0	666	57	0	480
V/C Ratio(X)	0.58	0.89	0.38	0.87	0.00	0.72	0.84	0.00	0.94	0.57	0.00	0.64
Avail Cap(c_a), veh/h	110	417	354	311	0	633	387	0	698	110	0	480
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.2	32.4	28.6	34.5	0.0	24.4	34.9	0.0	25.0	40.2	0.0	27.3
Incr Delay (d2), s/veh	8.6	20.4	0.7	21.6	0.0	4.1	10.6	0.0	20.0	8.6	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	9.1	2.2	6.7	0.0	8.4	5.2	0.0	14.9	0.8	0.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	52.8	29.2	56.0	0.0	28.5	45.4	0.0	44.9	48.8	0.0	30.2
LnGrp LOS	D	D	C	E	A	C	D	A	D	D	A	C
Approach Vol, veh/h		517			712			851			339	
Approach Delay, s/veh		46.7			38.3			45.1			31.9	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	36.9	18.1	22.2	17.0	26.9	7.2	33.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	33.9	14.5	18.5	18.0	21.0	5.1	27.9
Max Q Clear Time (g_c+I1), s	3.5	31.2	13.5	17.3	12.2	14.7	3.6	20.1
Green Ext Time (p_c), s	0.0	1.1	0.1	0.3	0.3	0.9	0.0	1.8

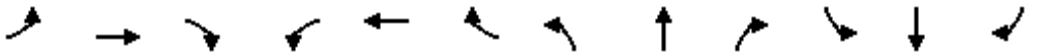
Intersection Summary	
HCM 6th Ctrl Delay	41.6
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	8	50	5	72	31	425	96	434
Future Volume (vph)	8	50	5	72	31	425	96	434
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	26.0	26.0	26.0	26.0	11.0	46.0	18.0	53.0
Total Split (%)	28.9%	28.9%	28.9%	28.9%	12.2%	51.1%	20.0%	58.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		10.6		10.6	6.7	21.4	9.1	28.5
Actuated g/C Ratio		0.20		0.20	0.13	0.41	0.17	0.54
v/c Ratio		0.25		0.56	0.14	0.62	0.33	0.51
Control Delay		18.3		18.8	29.3	18.3	26.6	11.2
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		18.3		18.8	29.3	18.3	26.6	11.2
LOS		B		B	C	B	C	B
Approach Delay		18.3		18.8		19.0		13.7
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 52.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 16.7	Intersection LOS: B
Intersection Capacity Utilization 55.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 27: Menifee Rd & Mapes Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	50	27	5	72	144	31	425	18	96	434	48
Future Volume (veh/h)	8	50	27	5	72	144	31	425	18	96	434	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	54	29	5	77	155	33	457	19	103	467	52
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	118	234	114	99	118	228	70	645	27	157	679	76
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.04	0.36	0.36	0.09	0.40	0.40
Sat Flow, veh/h	73	1137	557	14	573	1108	1810	1811	75	1810	1679	187
Grp Volume(v), veh/h	92	0	0	237	0	0	33	0	476	103	0	519
Grp Sat Flow(s),veh/h/ln	1767	0	0	1695	0	0	1810	0	1886	1810	0	1866
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	0.0	0.7	0.0	8.3	2.1	0.0	8.8
Cycle Q Clear(g_c), s	1.6	0.0	0.0	4.9	0.0	0.0	0.7	0.0	8.3	2.1	0.0	8.8
Prop In Lane	0.10		0.32	0.02		0.65	1.00		0.04	1.00		0.10
Lane Grp Cap(c), veh/h	466	0	0	444	0	0	70	0	671	157	0	754
V/C Ratio(X)	0.20	0.00	0.00	0.53	0.00	0.00	0.47	0.00	0.71	0.66	0.00	0.69
Avail Cap(c_a), veh/h	1069	0	0	1042	0	0	307	0	2040	637	0	2359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.8	0.0	0.0	14.1	0.0	0.0	18.1	0.0	10.6	17.0	0.0	9.4
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.0	0.0	0.0	4.9	0.0	1.4	4.6	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.7	0.0	0.0	0.3	0.0	2.8	0.9	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	0.0	0.0	15.1	0.0	0.0	22.9	0.0	12.0	21.5	0.0	10.6
LnGrp LOS	B	A	A	B	A	A	C	A	B	C	A	B
Approach Vol, veh/h		92			237			509			622	
Approach Delay, s/veh		13.0			15.1			12.7			12.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	18.2		12.4	6.0	20.0		12.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	13.5	41.5		21.5	6.5	48.5		21.5				
Max Q Clear Time (g_c+I1), s	4.1	10.3		3.6	2.7	10.8		6.9				
Green Ext Time (p_c), s	0.1	3.3		0.4	0.0	3.8		1.2				

Intersection Summary												
HCM 6th Ctrl Delay			13.0									
HCM 6th LOS			B									

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	796	44	625	123
Future Volume (vph)	796	44	625	123
Turn Type	NA	Prot	NA	Prot
Protected Phases	2	1	6	8
Permitted Phases				
Detector Phase	2	1	6	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5
Total Split (s)	69.0	18.0	87.0	33.0
Total Split (%)	57.5%	15.0%	72.5%	27.5%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	None	None	None	Min
Act Effct Green (s)	22.7	7.6	28.9	11.4
Actuated g/C Ratio	0.45	0.15	0.57	0.23
v/c Ratio	0.61	0.16	0.59	0.42
Control Delay	13.2	26.5	8.9	22.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	13.2	26.5	8.9	22.5
LOS	B	C	A	C
Approach Delay	13.2		10.0	22.5
Approach LOS	B		B	C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 50.4	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 12.9	Intersection LOS: B
Intersection Capacity Utilization 52.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 41: Encanto Dr & Ethanac Rd





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	796	160	44	625	123	47
Future Volume (veh/h)	796	160	44	625	123	47
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	812	163	45	638	126	48
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1294	260	90	1143	201	76
Arrive On Green	0.43	0.43	0.05	0.60	0.16	0.16
Sat Flow, veh/h	3090	601	1810	1900	1260	480
Grp Volume(v), veh/h	489	486	45	638	175	0
Grp Sat Flow(s),veh/h/ln	1805	1792	1810	1900	1751	0
Q Serve(g_s), s	7.9	7.9	0.9	7.6	3.5	0.0
Cycle Q Clear(g_c), s	7.9	7.9	0.9	7.6	3.5	0.0
Prop In Lane		0.34	1.00		0.72	0.27
Lane Grp Cap(c), veh/h	780	774	90	1143	278	0
V/C Ratio(X)	0.63	0.63	0.50	0.56	0.63	0.00
Avail Cap(c_a), veh/h	3097	3074	650	4170	1327	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.3	8.3	17.4	4.5	14.8	0.0
Incr Delay (d2), s/veh	0.8	0.8	4.2	0.4	2.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.5	0.4	0.3	1.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.2	9.2	21.6	4.9	17.1	0.0
LnGrp LOS	A	A	C	A	B	A
Approach Vol, veh/h	975			683	175	
Approach Delay, s/veh	9.2			6.0	17.1	
Approach LOS	A			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.4	20.7				27.1	10.5
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	13.5	64.5				82.5	28.5
Max Q Clear Time (g_c+I1), s	2.9	9.9				9.6	5.5
Green Ext Time (p_c), s	0.0	6.3				4.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

Notes

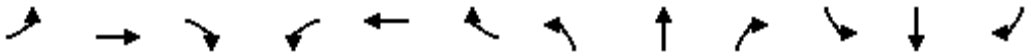
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	174	592	10	438	12	0	2	8
Future Volume (vph)	174	592	10	438	12	0	2	8
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5
Total Split (s)	21.0	52.0	10.0	41.0	18.0	18.0	18.0	18.0
Total Split (%)	26.3%	65.0%	12.5%	51.3%	22.5%	22.5%	22.5%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	11.1	36.2	6.1	25.4		7.3		7.3
Actuated g/C Ratio	0.22	0.73	0.12	0.51		0.15		0.15
v/c Ratio	0.46	0.47	0.05	0.50		0.11		0.45
Control Delay	24.0	6.7	27.8	15.1		0.8		10.5
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	24.0	6.7	27.8	15.1		0.8		10.5
LOS	C	A	C	B		A		B
Approach Delay		10.5		15.4		0.8		10.5
Approach LOS		B		B		A		B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 49.7	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 11.9	Intersection LOS: B
Intersection Capacity Utilization 58.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 42: Sherman Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	592	16	10	438	15	12	0	20	2	8	151
Future Volume (veh/h)	174	592	16	10	438	15	12	0	20	2	8	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	185	630	17	11	466	16	13	0	21	2	9	161
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	249	886	24	26	654	22	184	41	152	97	14	226
Arrive On Green	0.14	0.48	0.48	0.01	0.36	0.36	0.15	0.00	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	1841	50	1810	1826	63	357	278	1027	8	96	1520
Grp Volume(v), veh/h	185	0	647	11	0	482	34	0	0	172	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1891	1810	0	1889	1663	0	0	1624	0	0
Q Serve(g_s), s	3.7	0.0	10.2	0.2	0.0	8.3	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	3.7	0.0	10.2	0.2	0.0	8.3	0.7	0.0	0.0	3.8	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.03	0.38		0.62	0.01		0.94
Lane Grp Cap(c), veh/h	249	0	910	26	0	677	378	0	0	337	0	0
V/C Ratio(X)	0.74	0.00	0.71	0.42	0.00	0.71	0.09	0.00	0.00	0.51	0.00	0.00
Avail Cap(c_a), veh/h	787	0	2367	262	0	1816	677	0	0	673	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.7	0.0	7.8	18.5	0.0	10.5	14.0	0.0	0.0	15.4	0.0	0.0
Incr Delay (d2), s/veh	4.4	0.0	1.0	10.4	0.0	1.4	0.1	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	2.8	0.2	0.0	2.8	0.2	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	0.0	8.8	29.0	0.0	11.9	14.1	0.0	0.0	16.6	0.0	0.0
LnGrp LOS	C	A	A	C	A	B	B	A	A	B	A	A
Approach Vol, veh/h		832			493			34			172	
Approach Delay, s/veh		11.3			12.3			14.1			16.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	22.8		10.1	9.7	18.1		10.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	47.5		13.5	16.5	36.5		13.5				
Max Q Clear Time (g_c+I1), s	2.2	12.2		5.8	5.7	10.3		2.7				
Green Ext Time (p_c), s	0.0	5.1		0.5	0.4	3.3		0.1				

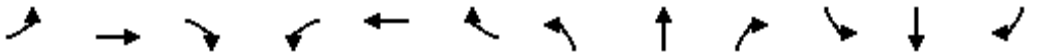
Intersection Summary												
HCM 6th Ctrl Delay			12.3									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	14	73	31	96	25	433	65	405
Future Volume (vph)	14	73	31	96	25	433	65	405
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	25.0	25.0	25.0	25.0	11.0	50.6	14.4	54.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	12.2%	56.2%	16.0%	60.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		13.0		13.0	6.8	27.0	8.4	30.5
Actuated g/C Ratio		0.23		0.23	0.12	0.47	0.15	0.54
v/c Ratio		0.31		0.53	0.14	0.66	0.29	0.51
Control Delay		23.1		26.2	33.4	17.4	31.4	11.8
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		23.1		26.2	33.4	17.4	31.4	11.8
LOS		C		C	C	B	C	B
Approach Delay		23.1		26.2		18.2		14.3
Approach LOS		C		C		B		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 56.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 18.2	Intersection LOS: B
Intersection Capacity Utilization 56.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 46: Menifee Rd & Watson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	73	19	31	96	52	25	433	59	65	405	25
Future Volume (veh/h)	14	73	19	31	96	52	25	433	59	65	405	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	17	87	23	37	114	62	30	515	70	77	482	30
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	245	59	137	187	91	64	690	94	128	809	50
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.04	0.42	0.42	0.07	0.46	0.46
Sat Flow, veh/h	125	1348	326	192	1026	500	1810	1637	223	1810	1770	110
Grp Volume(v), veh/h	127	0	0	213	0	0	30	0	585	77	0	512
Grp Sat Flow(s),veh/h/ln	1800	0	0	1718	0	0	1810	0	1860	1810	0	1880
Q Serve(g_s), s	0.0	0.0	0.0	2.2	0.0	0.0	0.7	0.0	11.0	1.7	0.0	8.4
Cycle Q Clear(g_c), s	2.5	0.0	0.0	4.7	0.0	0.0	0.7	0.0	11.0	1.7	0.0	8.4
Prop In Lane	0.13		0.18	0.17		0.29	1.00		0.12	1.00		0.06
Lane Grp Cap(c), veh/h	426	0	0	415	0	0	64	0	784	128	0	859
V/C Ratio(X)	0.30	0.00	0.00	0.51	0.00	0.00	0.47	0.00	0.75	0.60	0.00	0.60
Avail Cap(c_a), veh/h	962	0	0	938	0	0	284	0	2069	432	0	2246
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	0.0	15.8	0.0	0.0	19.6	0.0	10.1	18.7	0.0	8.4
Incr Delay (d2), s/veh	0.4	0.0	0.0	1.0	0.0	0.0	5.3	0.0	1.4	4.4	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	1.7	0.0	0.0	0.3	0.0	3.5	0.8	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.3	0.0	0.0	16.7	0.0	0.0	24.9	0.0	11.6	23.1	0.0	9.1
LnGrp LOS	B	A	A	B	A	A	C	A	B	C	A	A
Approach Vol, veh/h		127			213			615			589	
Approach Delay, s/veh		15.3			16.7			12.2			10.9	
Approach LOS		B			B			B			B	

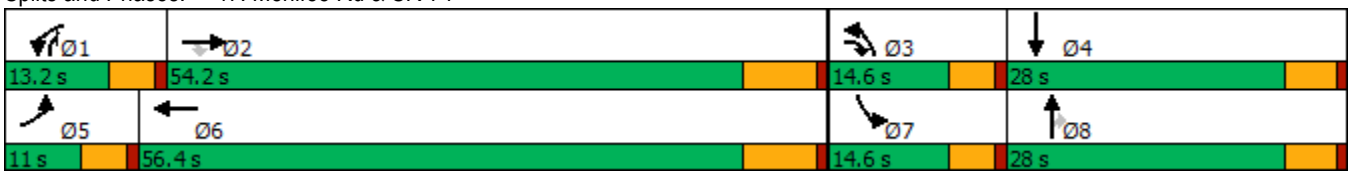
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	22.0		12.0	6.0	23.4		12.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	9.9	46.1		20.5	6.5	49.5		20.5				
Max Q Clear Time (g_c+I1), s	3.7	13.0		4.5	2.7	10.4		6.7				
Green Ext Time (p_c), s	0.1	4.5		0.5	0.0	3.8		1.0				

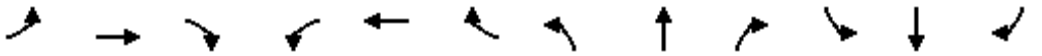
Intersection Summary												
HCM 6th Ctrl Delay			12.6									
HCM 6th LOS			B									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	55	1053	264	171	1202	200	319	271	152	266
Future Volume (vph)	55	1053	264	171	1202	200	319	271	152	266
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	3	1	6	3	8	1	7	4
Permitted Phases			2					8		
Detector Phase	5	2	3	1	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	9.7	10.3	9.7	9.7	10.3
Total Split (s)	11.0	54.2	14.6	13.2	56.4	14.6	28.0	13.2	14.6	28.0
Total Split (%)	10.0%	49.3%	13.3%	12.0%	51.3%	13.3%	25.5%	12.0%	13.3%	25.5%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	3.7	4.3	3.7	3.7	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	4.7	5.3	4.7	4.7	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	None	None	None	None	None
Act Effct Green (s)	6.1	43.2	59.7	8.2	47.8	9.4	21.4	35.0	8.8	20.8
Actuated g/C Ratio	0.06	0.42	0.58	0.08	0.46	0.09	0.21	0.34	0.08	0.20
v/c Ratio	0.58	0.78	0.30	0.69	0.88	0.70	0.48	0.30	0.57	0.85
Control Delay	72.6	30.4	6.5	62.0	33.9	60.0	39.6	19.5	55.3	62.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.6	30.4	6.5	62.0	33.9	60.0	39.6	19.5	55.3	62.3
LOS	E	C	A	E	C	E	D	B	E	E
Approach Delay		27.5			37.1		37.9			59.9
Approach LOS		C			D		D			E

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 103.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 36.5	Intersection LOS: D
Intersection Capacity Utilization 80.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	1053	264	171	1202	108	200	319	271	152	266	25
Future Volume (veh/h)	55	1053	264	171	1202	108	200	319	271	152	266	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	61	1170	293	190	1336	120	222	354	301	169	296	28
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	1545	823	258	1534	137	291	761	806	238	335	32
Arrive On Green	0.04	0.43	0.43	0.07	0.46	0.46	0.08	0.21	0.21	0.07	0.20	0.20
Sat Flow, veh/h	1810	3610	1610	3510	3351	300	3510	3610	2834	3510	1709	162
Grp Volume(v), veh/h	61	1170	293	190	717	739	222	354	301	169	0	324
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1846	1755	1805	1417	1755	0	1871
Q Serve(g_s), s	3.3	27.0	10.7	5.2	35.3	35.7	6.1	8.5	8.4	4.7	0.0	16.6
Cycle Q Clear(g_c), s	3.3	27.0	10.7	5.2	35.3	35.7	6.1	8.5	8.4	4.7	0.0	16.6
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	79	1545	823	258	826	845	291	761	806	238	0	366
V/C Ratio(X)	0.77	0.76	0.36	0.74	0.87	0.87	0.76	0.46	0.37	0.71	0.00	0.88
Avail Cap(c_a), veh/h	116	1728	904	303	904	925	352	831	860	352	0	431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.7	23.9	14.4	44.8	24.1	24.2	44.3	34.0	28.3	45.0	0.0	38.6
Incr Delay (d2), s/veh	9.4	1.8	0.3	5.9	8.5	8.8	6.0	0.4	0.3	1.5	0.0	17.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	11.5	3.8	2.5	16.2	16.8	2.9	3.7	2.8	2.1	0.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.0	25.6	14.7	50.7	32.5	32.9	50.3	34.5	28.6	46.5	0.0	55.9
LnGrp LOS	E	C	B	D	C	C	D	C	C	D	A	E
Approach Vol, veh/h		1524			1646			877			493	
Approach Delay, s/veh		24.7			34.8			36.5			52.7	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	49.2	12.9	24.6	9.0	52.2	11.4	26.1
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	5.3	* 4.7	7.0	* 4.7	5.3
Max Green Setting (Gmax), s	* 8.5	47.2	* 9.9	22.7	* 6.3	49.4	* 9.9	22.7
Max Q Clear Time (g_c+I1), s	7.2	29.0	8.1	18.6	5.3	37.7	6.7	10.5
Green Ext Time (p_c), s	0.0	9.4	0.1	0.7	0.0	7.5	0.1	2.9

Intersection Summary	
HCM 6th Ctrl Delay	33.7
HCM 6th LOS	C

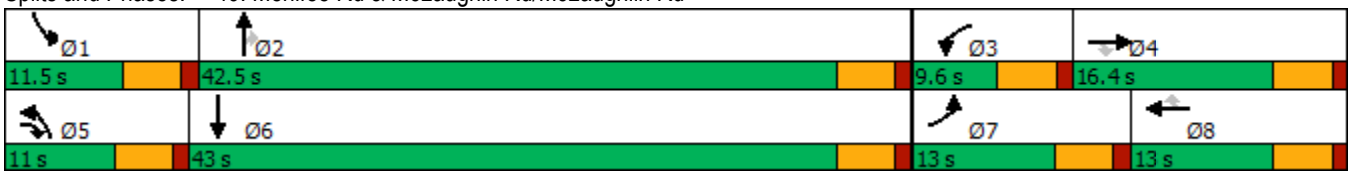
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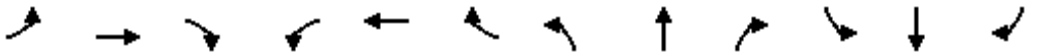
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	70	98	164	66	84	72	133	636	252	126	469
Future Volume (vph)	70	98	164	66	84	72	133	636	252	126	469
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	5	3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	5	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5
Total Split (s)	13.0	16.4	11.0	9.6	13.0	13.0	11.0	42.5	42.5	11.5	43.0
Total Split (%)	16.3%	20.5%	13.8%	12.0%	16.3%	16.3%	13.8%	53.1%	53.1%	14.4%	53.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	8.2	10.1	18.2	6.0	8.5	8.5	7.3	32.4	32.4	7.7	26.1
Actuated g/C Ratio	0.14	0.17	0.31	0.10	0.14	0.14	0.12	0.54	0.54	0.13	0.44
v/c Ratio	0.31	0.33	0.29	0.20	0.34	0.22	0.34	0.24	0.27	0.30	0.72
Control Delay	33.6	30.5	5.3	33.8	33.7	2.4	33.4	11.8	2.6	32.5	20.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	30.5	5.3	33.8	33.7	2.4	33.4	11.8	2.6	32.5	20.7
LOS	C	C	A	C	C	A	C	B	A	C	C
Approach Delay		18.8			23.6			12.4			22.9
Approach LOS		B			C			B			C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 59.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 55.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 49: Menifee Rd & McLaughin Rd/McLaughlin Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	98	164	66	84	72	133	636	252	126	469	75
Future Volume (veh/h)	70	98	164	66	84	72	133	636	252	126	469	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	76	107	178	72	91	78	145	691	274	137	510	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	110	265	349	299	311	264	272	2024	628	268	622	100
Arrive On Green	0.06	0.14	0.14	0.09	0.16	0.16	0.08	0.39	0.39	0.08	0.39	0.39
Sat Flow, veh/h	1810	1900	1610	3510	1900	1610	3510	5187	1610	3510	1597	257
Grp Volume(v), veh/h	76	107	178	72	91	78	145	691	274	137	0	592
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1755	1900	1610	1755	1729	1610	1755	0	1854
Q Serve(g_s), s	2.4	3.0	5.7	1.1	2.5	2.5	2.3	5.5	7.3	2.2	0.0	16.7
Cycle Q Clear(g_c), s	2.4	3.0	5.7	1.1	2.5	2.5	2.3	5.5	7.3	2.2	0.0	16.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	110	265	349	299	311	264	272	2024	628	268	0	721
V/C Ratio(X)	0.69	0.40	0.51	0.24	0.29	0.30	0.53	0.34	0.44	0.51	0.00	0.82
Avail Cap(c_a), veh/h	264	388	454	307	311	264	391	3381	1049	421	0	1224
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.8	22.9	20.1	24.9	21.4	21.4	25.9	12.5	13.1	25.9	0.0	16.0
Incr Delay (d2), s/veh	7.5	1.0	1.2	0.4	0.5	0.6	1.6	0.1	0.5	1.5	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.3	2.1	0.5	1.1	0.9	1.0	1.9	2.4	0.9	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.4	23.9	21.3	25.3	21.9	22.0	27.5	12.6	13.5	27.4	0.0	18.4
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	A	B
Approach Vol, veh/h		361			241			1110			729	
Approach Delay, s/veh		24.8			23.0			14.8			20.1	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	27.3	9.5	12.6	9.0	27.2	8.0	14.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.0	38.0	5.1	11.9	6.5	38.5	8.5	8.5
Max Q Clear Time (g_c+I1), s	4.2	9.3	3.1	7.7	4.3	18.7	4.4	4.5
Green Ext Time (p_c), s	0.1	6.4	0.0	0.4	0.1	4.0	0.0	0.2

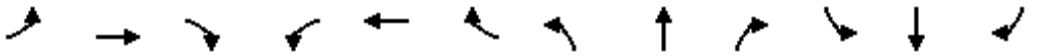
Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	Ø8
Lane Configurations										
Traffic Volume (vph)	56	1255	147	99	1397	80	35	20	0	
Future Volume (vph)	56	1255	147	99	1397	80	35	20	0	
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	pm+ov	Prot	NA	
Protected Phases	5	2	3	1	6	3	1	7	4	8
Permitted Phases			2				8			
Detector Phase	5	2	3	1	6	3	1	7	4	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5
Total Split (s)	16.0	76.0	13.0	21.0	81.0	13.0	21.0	10.0	10.0	13.0
Total Split (%)	13.3%	63.3%	10.8%	17.5%	67.5%	10.8%	17.5%	8.3%	8.3%	11%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	Min	Min
Act Effct Green (s)	8.3	40.5	52.9	10.3	45.1	7.5	30.3	5.9	5.9	
Actuated g/C Ratio	0.10	0.50	0.66	0.13	0.56	0.09	0.38	0.07	0.07	
v/c Ratio	0.30	0.48	0.13	0.43	0.72	0.24	0.05	0.08	0.07	
Control Delay	44.1	13.7	1.3	43.7	15.6	42.3	0.1	45.0	0.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	44.1	13.7	1.3	43.7	15.6	42.3	0.1	45.0	0.4	
LOS	D	B	A	D	B	D	A	D	A	
Approach Delay		13.6			17.4				22.1	
Approach LOS		B			B				C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 80.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 16.2	Intersection LOS: B
Intersection Capacity Utilization 64.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 53: Project Dwy 2/Malaga Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	1255	147	99	1397	53	80	0	35	20	0	21
Future Volume (veh/h)	56	1255	147	99	1397	53	80	0	35	20	0	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	56	1255	147	99	1397	53	80	0	35	20	0	21
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	87	2750	946	131	1965	74	202	206	291	81	0	119
Arrive On Green	0.05	0.53	0.53	0.07	0.55	0.55	0.06	0.00	0.11	0.02	0.00	0.07
Sat Flow, veh/h	1810	5187	1610	1810	3546	134	3510	1900	1610	3510	0	1610
Grp Volume(v), veh/h	56	1255	147	99	710	740	80	0	35	20	0	21
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1805	1876	1755	1900	1610	1755	0	1610
Q Serve(g_s), s	2.1	10.1	2.8	3.6	19.5	19.6	1.5	0.0	1.2	0.4	0.0	0.8
Cycle Q Clear(g_c), s	2.1	10.1	2.8	3.6	19.5	19.6	1.5	0.0	1.2	0.4	0.0	0.8
Prop In Lane	1.00		1.00	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	87	2750	946	131	1000	1039	202	206	291	81	0	119
V/C Ratio(X)	0.64	0.46	0.16	0.76	0.71	0.71	0.40	0.00	0.12	0.25	0.00	0.18
Avail Cap(c_a), veh/h	308	5486	1796	442	2043	2123	441	239	319	286	0	131
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.6	9.8	6.3	30.8	11.1	11.1	30.7	0.0	23.2	32.4	0.0	29.4
Incr Delay (d2), s/veh	7.7	0.1	0.1	8.6	0.9	0.9	1.3	0.0	0.2	1.6	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.3	0.8	1.8	6.7	7.0	0.6	0.0	0.5	0.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.3	10.0	6.4	39.4	12.0	12.0	32.0	0.0	23.4	34.0	0.0	30.1
LnGrp LOS	D	A	A	D	B	B	C	A	C	C	A	C
Approach Vol, veh/h		1458			1549			115			41	
Approach Delay, s/veh		10.7			13.8			29.4			32.0	
Approach LOS		B			B			C			C	

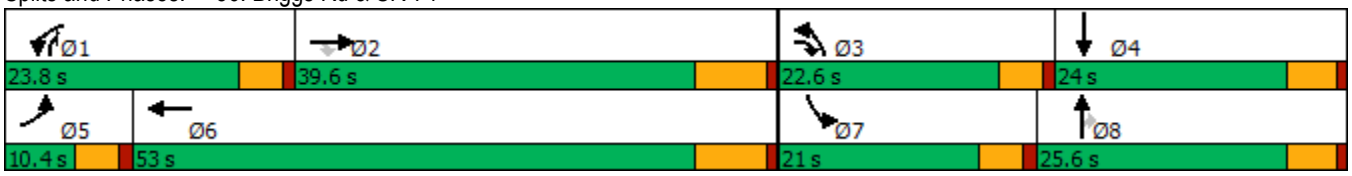
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	40.3	8.4	9.5	7.8	42.0	6.1	11.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	16.5	71.5	8.5	5.5	11.5	76.5	5.5	8.5
Max Q Clear Time (g_c+I1), s	5.6	12.1	3.5	2.8	4.1	21.6	2.4	3.2
Green Ext Time (p_c), s	0.2	14.0	0.1	0.0	0.0	15.8	0.0	0.0

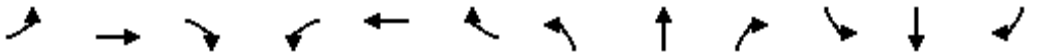
Intersection Summary	
HCM 6th Ctrl Delay	13.2
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	61	755	491	325	1064	423	223	298	188	203
Future Volume (vph)	61	755	491	325	1064	423	223	298	188	203
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	3	1	6	3	8	1	7	4
Permitted Phases			2					8		
Detector Phase	5	2	3	1	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	9.7	10.0	9.7	9.7	10.0
Total Split (s)	10.4	39.6	22.6	23.8	53.0	22.6	25.6	23.8	21.0	24.0
Total Split (%)	9.5%	36.0%	20.5%	21.6%	48.2%	20.5%	23.3%	21.6%	19.1%	21.8%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	3.7	4.0	3.7	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	4.7	5.0	4.7	4.7	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	None	None	None	None	None
Act Effct Green (s)	5.7	35.5	55.4	16.2	46.0	17.5	20.9	42.1	15.6	19.0
Actuated g/C Ratio	0.05	0.32	0.51	0.15	0.42	0.16	0.19	0.38	0.14	0.17
v/c Ratio	0.78	0.54	0.69	0.76	0.99	0.91	0.74	0.53	0.88	1.03
Control Delay	99.5	32.4	19.3	54.8	52.8	67.3	55.9	22.5	79.8	102.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.5	32.4	19.3	54.8	52.8	67.3	55.9	22.5	79.8	102.2
LOS	F	C	B	D	D	E	E	C	E	F
Approach Delay		30.5			53.2		50.5			92.9
Approach LOS		C			D		D			F

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 109.6	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 49.9	Intersection LOS: D
Intersection Capacity Utilization 84.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	755	491	325	1064	164	423	223	298	188	203	64
Future Volume (veh/h)	61	755	491	325	1064	164	423	223	298	188	203	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.84	1.00		0.81
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	73	910	592	392	1282	198	510	269	359	227	245	77
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	94	1762	800	460	1315	202	566	366	472	256	226	71
Arrive On Green	0.05	0.34	0.34	0.13	0.42	0.42	0.16	0.19	0.19	0.14	0.17	0.17
Sat Flow, veh/h	1810	5187	1592	3510	3137	481	3510	1900	1352	1810	1304	410
Grp Volume(v), veh/h	73	910	592	392	734	746	510	269	359	227	0	322
Grp Sat Flow(s),veh/h/ln	1810	1729	1592	1755	1805	1813	1755	1900	1352	1810	0	1714
Q Serve(g_s), s	4.4	15.4	32.4	12.0	43.7	44.6	15.7	14.6	21.2	13.5	0.0	19.0
Cycle Q Clear(g_c), s	4.4	15.4	32.4	12.0	43.7	44.6	15.7	14.6	21.2	13.5	0.0	19.0
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	94	1762	800	460	756	760	566	366	472	256	0	297
V/C Ratio(X)	0.78	0.52	0.74	0.85	0.97	0.98	0.90	0.73	0.76	0.89	0.00	1.09
Avail Cap(c_a), veh/h	94	1762	800	611	756	760	572	366	472	269	0	297
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.4	29.0	21.8	46.6	31.2	31.5	45.2	41.7	34.1	46.3	0.0	45.4
Incr Delay (d2), s/veh	30.5	0.1	3.2	6.9	25.3	28.1	16.9	7.5	7.1	26.0	0.0	76.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	6.4	12.3	5.6	23.6	24.7	8.1	7.6	9.6	7.9	0.0	14.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.9	29.1	25.0	53.6	56.5	59.6	62.0	49.1	41.2	72.3	0.0	122.3
LnGrp LOS	F	C	C	D	E	E	E	D	D	E	A	F
Approach Vol, veh/h		1575			1872			1138			549	
Approach Delay, s/veh		30.0			57.1			52.4			101.6	
Approach LOS		C			E			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.1	44.3	22.4	24.0	10.4	53.0	20.2	26.2
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	5.0	* 4.7	7.0	* 4.7	5.0
Max Green Setting (Gmax), s	* 19	32.6	* 18	19.0	* 5.7	46.0	* 16	20.6
Max Q Clear Time (g_c+I1), s	14.0	34.4	17.7	21.0	6.4	46.6	15.5	23.2
Green Ext Time (p_c), s	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.5
HCM 6th LOS	D

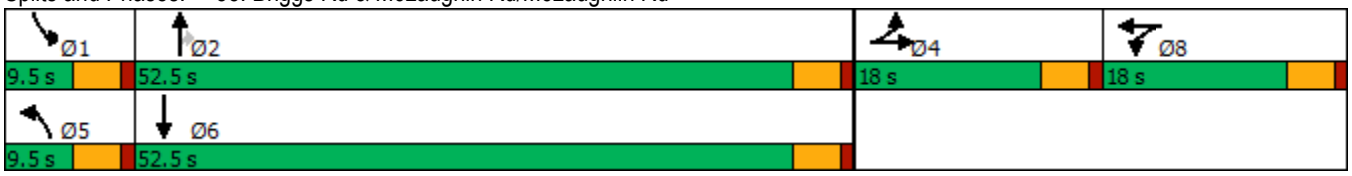
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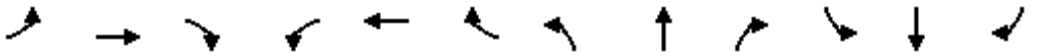
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT	Ø5
Lane Configurations									
Traffic Volume (vph)	51	0	51	0	708	164	23	648	
Future Volume (vph)	51	0	51	0	708	164	23	648	
Turn Type	Split	NA	Split	NA	NA	Perm	Prot	NA	
Protected Phases	4	4	8	8	2		1	6	5
Permitted Phases						2			
Detector Phase	4	4	8	8	2	2	1	6	
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5
Total Split (s)	18.0	18.0	18.0	18.0	52.5	52.5	9.5	52.5	9.5
Total Split (%)	18.4%	18.4%	18.4%	18.4%	53.6%	53.6%	9.7%	53.6%	10%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag					Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	7.4	7.4	9.0	9.0	50.4	50.4	5.1	55.5	
Actuated g/C Ratio	0.09	0.09	0.11	0.11	0.63	0.63	0.06	0.69	
v/c Ratio	0.22	0.23	0.35	0.70	0.83	0.22	0.28	0.36	
Control Delay	41.2	41.4	40.7	17.2	24.5	3.6	47.4	7.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	41.2	41.4	40.7	17.2	24.5	3.6	47.4	7.0	
LOS	D	D	D	B	C	A	D	A	
Approach Delay		41.3		22.1	20.6			8.4	
Approach LOS		D		C	C			A	

Intersection Summary			
Cycle Length: 98			
Actuated Cycle Length: 80.6			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 16.9		Intersection LOS: B	
Intersection Capacity Utilization 66.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 58: Briggs Rd & McLaughin Rd/McLaughlin Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	0	0	51	0	194	0	708	164	23	648	0
Future Volume (veh/h)	51	0	0	51	0	194	0	708	164	23	648	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.94	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	71	0	0	71	0	269	0	983	228	32	900	0
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	174	91	0	289	0	243	2	1041	857	57	2283	0
Arrive On Green	0.05	0.00	0.00	0.16	0.00	0.16	0.00	0.55	0.55	0.03	0.63	0.00
Sat Flow, veh/h	3619	1900	0	1810	0	1519	1810	1900	1564	1810	3705	0
Grp Volume(v), veh/h	71	0	0	71	0	269	0	983	228	32	900	0
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1810	0	1519	1810	1900	1564	1810	1805	0
Q Serve(g_s), s	1.6	0.0	0.0	2.9	0.0	13.5	0.0	40.9	6.5	1.5	10.3	0.0
Cycle Q Clear(g_c), s	1.6	0.0	0.0	2.9	0.0	13.5	0.0	40.9	6.5	1.5	10.3	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	174	91	0	289	0	243	2	1041	857	57	2283	0
V/C Ratio(X)	0.41	0.00	0.00	0.25	0.00	1.11	0.00	0.94	0.27	0.57	0.39	0.00
Avail Cap(c_a), veh/h	578	304	0	289	0	243	107	1079	889	107	2283	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.1	0.0	0.0	31.0	0.0	35.5	0.0	17.9	10.1	40.4	7.6	0.0
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.4	0.0	89.8	0.0	15.5	0.2	8.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	1.3	0.0	10.9	0.0	20.2	2.1	0.8	3.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.6	0.0	0.0	31.5	0.0	125.3	0.0	33.4	10.3	48.9	7.7	0.0
LnGrp LOS	D	A	A	C	A	F	A	C	B	D	A	A
Approach Vol, veh/h		71			340			1211			932	
Approach Delay, s/veh		40.6			105.7			29.1			9.1	
Approach LOS		D			F			C			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	50.8		8.6	0.0	57.9		18.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	48.0		13.5	5.0	48.0		13.5				
Max Q Clear Time (g_c+I1), s	3.5	42.9		3.6	0.0	12.3		15.5				
Green Ext Time (p_c), s	0.0	3.4		0.1	0.0	7.7		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		32.3	
HCM 6th LOS		C	

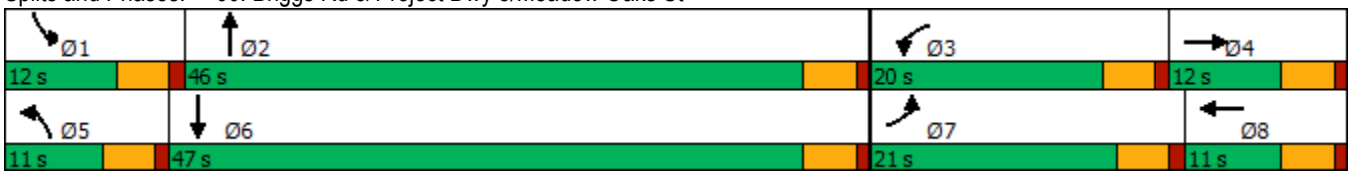
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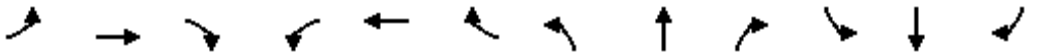
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	WBL	WBT	NBL	NBT	SBL	SBT	Ø4
Lane Configurations								
Traffic Volume (vph)	109	95	0	18	724	31	650	
Future Volume (vph)	109	95	0	18	724	31	650	
Turn Type	Prot	Prot	NA	Prot	NA	Prot	NA	
Protected Phases	7	3	8	5	2	1	6	4
Permitted Phases								
Detector Phase	7	3	8	5	2	1	6	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5
Total Split (s)	21.0	20.0	11.0	11.0	46.0	12.0	47.0	12.0
Total Split (%)	23.3%	22.2%	12.2%	12.2%	51.1%	13.3%	52.2%	13%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Min	None	Min	None
Act Effct Green (s)	10.7	15.5	6.4	6.9	31.0	7.3	31.3	
Actuated g/C Ratio	0.19	0.28	0.12	0.13	0.56	0.13	0.57	
v/c Ratio	0.37	0.22	0.11	0.10	0.46	0.15	0.39	
Control Delay	28.3	18.8	0.5	32.9	13.0	31.9	12.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	28.3	18.8	0.5	32.9	13.0	31.9	12.0	
LOS	C	B	A	C	B	C	B	
Approach Delay			13.5		13.5		12.9	
Approach LOS			B		B		B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 55	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay: 14.2	Intersection LOS: B
Intersection Capacity Utilization 46.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 60: Briggs Rd & Project Dwy 5/Meadow Oaks St

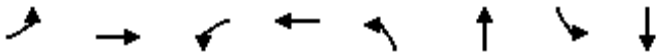




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	0	0	95	0	39	18	724	52	31	650	18
Future Volume (veh/h)	109	0	0	95	0	39	18	724	52	31	650	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	131	0	0	114	0	47	22	872	63	37	783	22
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	175	200	0	151	0	148	48	1346	97	73	1467	41
Arrive On Green	0.10	0.00	0.00	0.08	0.00	0.09	0.03	0.40	0.40	0.04	0.41	0.41
Sat Flow, veh/h	1810	1900	0	1810	0	1610	1810	3406	246	1810	3586	101
Grp Volume(v), veh/h	131	0	0	114	0	47	22	462	473	37	394	411
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1810	0	1610	1810	1805	1847	1810	1805	1881
Q Serve(g_s), s	3.4	0.0	0.0	3.0	0.0	1.3	0.6	10.0	10.0	1.0	7.9	7.9
Cycle Q Clear(g_c), s	3.4	0.0	0.0	3.0	0.0	1.3	0.6	10.0	10.0	1.0	7.9	7.9
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.13	1.00		0.05
Lane Grp Cap(c), veh/h	175	200	0	151	0	148	48	713	730	73	739	770
V/C Ratio(X)	0.75	0.00	0.00	0.75	0.00	0.32	0.46	0.65	0.65	0.50	0.53	0.53
Avail Cap(c_a), veh/h	623	297	0	585	0	218	246	1564	1600	283	1601	1669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	0.0	0.0	21.5	0.0	20.3	23.0	11.8	11.8	22.5	10.7	10.7
Incr Delay (d2), s/veh	6.3	0.0	0.0	7.4	0.0	1.2	6.7	1.0	1.0	5.3	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	1.4	0.0	0.5	0.3	3.4	3.5	0.5	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	0.0	0.0	28.8	0.0	21.6	29.7	12.8	12.8	27.8	11.3	11.3
LnGrp LOS	C	A	A	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		131			161			957			842	
Approach Delay, s/veh		27.4			26.7			13.2			12.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	23.4	8.5	9.5	5.8	24.1	9.1	8.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	41.5	15.5	7.5	6.5	42.5	16.5	6.5
Max Q Clear Time (g_c+I1), s	3.0	12.0	5.0	0.0	2.6	9.9	5.4	3.3
Green Ext Time (p_c), s	0.0	7.0	0.2	0.0	0.0	5.8	0.2	0.0

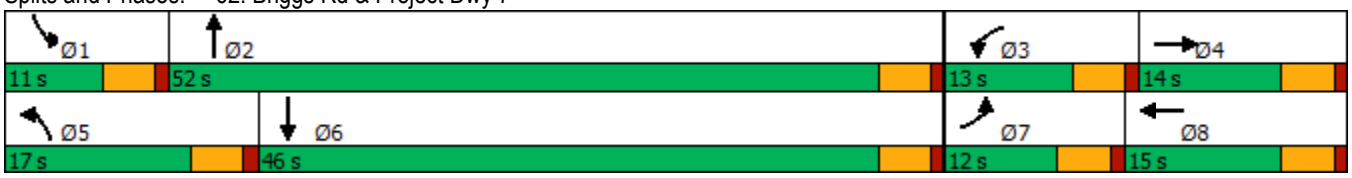
Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

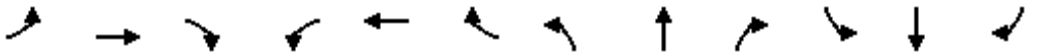


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	14	0	23	0	67	773	2	776
Future Volume (vph)	14	0	23	0	67	773	2	776
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5
Total Split (s)	12.0	14.0	13.0	15.0	17.0	52.0	11.0	46.0
Total Split (%)	13.3%	15.6%	14.4%	16.7%	18.9%	57.8%	12.2%	51.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.6	6.1	6.8	6.2	8.0	35.0	6.2	29.6
Actuated g/C Ratio	0.15	0.13	0.15	0.14	0.18	0.77	0.14	0.65
v/c Ratio	0.05	0.13	0.08	0.01	0.21	0.28	0.01	0.34
Control Delay	24.8	0.5	24.4	0.0	22.9	5.3	26.0	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.8	0.5	24.4	0.0	22.9	5.3	26.0	9.6
LOS	C	A	C	A	C	A	C	A
Approach Delay		4.7		18.7		6.7		9.6
Approach LOS		A		B		A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 45.4	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.34	
Intersection Signal Delay: 8.1	Intersection LOS: A
Intersection Capacity Utilization 45.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 62: Briggs Rd & Project Dwy 7





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	0	68	23	0	7	67	773	8	2	776	27
Future Volume (veh/h)	14	0	68	23	0	7	67	773	8	2	776	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	0	68	23	0	7	67	773	8	2	776	27
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	33	0	127	51	0	143	119	1591	16	5	1322	46
Arrive On Green	0.02	0.00	0.08	0.03	0.00	0.09	0.07	0.43	0.43	0.00	0.37	0.37
Sat Flow, veh/h	1810	0	1610	1810	0	1610	1810	3660	38	1810	3559	124
Grp Volume(v), veh/h	14	0	68	23	0	7	67	381	400	2	394	409
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1610	1810	1805	1893	1810	1805	1878
Q Serve(g_s), s	0.3	0.0	1.6	0.5	0.0	0.2	1.4	6.0	6.0	0.0	6.9	6.9
Cycle Q Clear(g_c), s	0.3	0.0	1.6	0.5	0.0	0.2	1.4	6.0	6.0	0.0	6.9	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		0.07
Lane Grp Cap(c), veh/h	33	0	127	51	0	143	119	785	823	5	671	698
V/C Ratio(X)	0.43	0.00	0.54	0.45	0.00	0.05	0.56	0.49	0.49	0.40	0.59	0.59
Avail Cap(c_a), veh/h	343	0	387	389	0	428	572	2169	2275	298	1895	1972
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	0.0	17.5	18.9	0.0	16.5	17.9	8.0	8.0	19.7	10.0	10.0
Incr Delay (d2), s/veh	8.7	0.0	3.5	6.1	0.0	0.1	4.1	0.5	0.4	45.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.6	0.3	0.0	0.1	0.6	1.7	1.8	0.1	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.9	0.0	21.0	25.0	0.0	16.6	22.0	8.5	8.5	64.8	10.8	10.8
LnGrp LOS	C	A	C	C	A	B	C	A	A	E	B	B
Approach Vol, veh/h		82			30			848			805	
Approach Delay, s/veh		22.2			23.0			9.5			10.9	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	21.7	5.6	7.6	7.1	19.2	5.2	8.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	47.5	8.5	9.5	12.5	41.5	7.5	10.5
Max Q Clear Time (g_c+I1), s	2.0	8.0	2.5	3.6	3.4	8.9	2.3	2.2
Green Ext Time (p_c), s	0.0	5.7	0.0	0.1	0.1	5.8	0.0	0.0

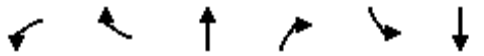
Intersection Summary	
HCM 6th Ctrl Delay	11.0
HCM 6th LOS	B

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	42	738	69	799
Future Volume (vph)	42	738	69	799
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5
Total Split (s)	14.0	54.6	11.4	66.0
Total Split (%)	17.5%	68.3%	14.3%	82.5%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	7.5	41.8	6.8	50.4
Actuated g/C Ratio	0.11	0.62	0.10	0.75
v/c Ratio	0.60	0.82	0.46	0.36
Control Delay	20.5	18.2	42.0	3.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	20.5	18.2	42.0	3.2
LOS	C	B	D	A
Approach Delay	20.5	18.2		6.3
Approach LOS	C	B		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 67.3	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 12.7	Intersection LOS: B
Intersection Capacity Utilization 66.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 63: Briggs Rd & Matthews Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	42	109	738	48	69	799
Future Volume (veh/h)	42	109	738	48	69	799
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	133	900	59	84	974
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	62	161	1038	68	111	2607
Arrive On Green	0.14	0.14	0.59	0.59	0.06	0.72
Sat Flow, veh/h	458	1195	1761	115	1810	3705
Grp Volume(v), veh/h	185	0	0	959	84	974
Grp Sat Flow(s),veh/h/ln	1662	0	0	1876	1810	1805
Q Serve(g_s), s	6.8	0.0	0.0	27.0	2.9	6.5
Cycle Q Clear(g_c), s	6.8	0.0	0.0	27.0	2.9	6.5
Prop In Lane	0.28	0.72		0.06	1.00	
Lane Grp Cap(c), veh/h	225	0	0	1106	111	2607
V/C Ratio(X)	0.82	0.00	0.00	0.87	0.76	0.37
Avail Cap(c_a), veh/h	251	0	0	1492	198	3523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	0.0	0.0	10.9	29.1	3.3
Incr Delay (d2), s/veh	18.0	0.0	0.0	4.4	10.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	0.0	9.8	1.5	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.5	0.0	0.0	15.2	39.3	3.4
LnGrp LOS	D	A	A	B	D	A
Approach Vol, veh/h	185		959			1058
Approach Delay, s/veh	44.5		15.2			6.3
Approach LOS	D		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.4	41.6			50.0	13.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	6.9	50.1			61.5	9.5
Max Q Clear Time (g_c+I1), s	4.9	29.0			8.5	8.8
Green Ext Time (p_c), s	0.0	8.1			9.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

Notes

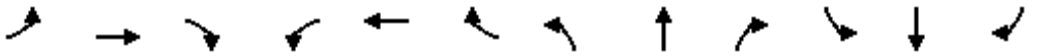
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	204	972	2	1078	162	6	6	73	1	194
Future Volume (vph)	204	972	2	1078	162	6	6	73	1	194
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases					6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	8.0	8.0	21.0	21.0	21.0
Minimum Split (s)	10.6	17.2	10.6	17.2	17.2	13.6	13.6	26.6	26.6	26.6
Total Split (s)	40.0	60.0	25.0	45.0	45.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	32.0%	48.0%	20.0%	36.0%	36.0%	32.0%	32.0%	32.0%	32.0%	32.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2		5.6		5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	16.2	56.7	6.0	37.9	37.9		21.1		21.1	21.1
Actuated g/C Ratio	0.17	0.61	0.06	0.41	0.41		0.23		0.23	0.23
v/c Ratio	0.74	0.96	0.02	0.84	0.26		0.05		0.28	0.42
Control Delay	50.7	37.4	43.0	31.8	10.0		23.7		33.8	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	50.7	37.4	43.0	31.8	10.0		23.7		33.8	7.2
LOS	D	D	D	C	B		C		C	A
Approach Delay		39.7		29.0			23.7		14.5	
Approach LOS		D		C			C		B	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 92.6	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 32.2	Intersection LOS: C
Intersection Capacity Utilization 88.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	972	2	2	1078	162	6	6	6	73	1	194
Future Volume (veh/h)	204	972	2	2	1078	162	6	6	6	73	1	194
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	234	1117	2	2	1239	186	7	7	7	84	1	223
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	273	1094	2	6	1550	691	145	144	118	403	4	368
Arrive On Green	0.15	0.58	0.58	0.00	0.43	0.43	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	1896	3	1810	3610	1610	403	626	514	1414	19	1602
Grp Volume(v), veh/h	234	0	1119	2	1239	186	21	0	0	85	0	223
Grp Sat Flow(s),veh/h/ln	1810	0	1899	1810	1805	1610	1543	0	0	1433	0	1602
Q Serve(g_s), s	11.5	0.0	52.8	0.1	27.3	6.8	0.0	0.0	0.0	3.2	0.0	11.4
Cycle Q Clear(g_c), s	11.5	0.0	52.8	0.1	27.3	6.8	4.0	0.0	0.0	4.2	0.0	11.4
Prop In Lane	1.00		0.00	1.00		1.00	0.33		0.33	0.99		1.00
Lane Grp Cap(c), veh/h	273	0	1096	6	1550	691	407	0	0	407	0	368
V/C Ratio(X)	0.86	0.00	1.02	0.34	0.80	0.27	0.05	0.00	0.00	0.21	0.00	0.61
Avail Cap(c_a), veh/h	700	0	1096	403	1550	691	626	0	0	614	0	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	19.3	45.5	22.7	16.8	27.5	0.0	0.0	28.7	0.0	31.6
Incr Delay (d2), s/veh	3.0	0.0	32.6	12.2	3.2	0.3	0.1	0.0	0.0	0.3	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	30.3	0.1	11.7	2.5	0.4	0.0	0.0	1.5	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	0.0	51.9	57.7	25.9	17.1	27.5	0.0	0.0	29.0	0.0	33.2
LnGrp LOS	D	A	F	E	C	B	C	A	A	C	A	C
Approach Vol, veh/h		1353			1427			21			308	
Approach Delay, s/veh		50.0			24.8			27.5			32.0	
Approach LOS		D			C			C			C	

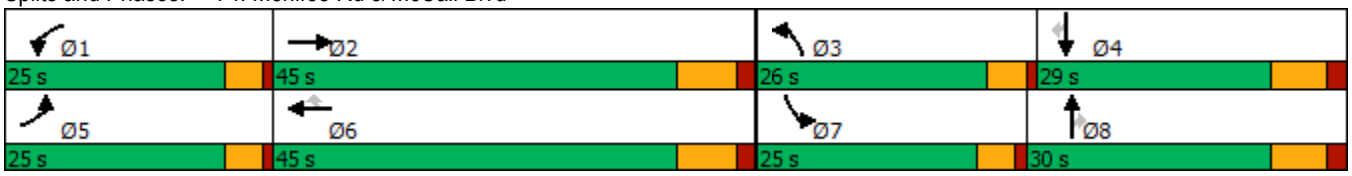
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	60.0		26.6	18.4	46.5		26.6				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	52.8		34.4	35.4	37.8		34.4				
Max Q Clear Time (g_c+I1), s	2.1	54.8		13.4	13.5	29.3		6.0				
Green Ext Time (p_c), s	0.0	0.0		1.2	0.3	6.5		0.1				

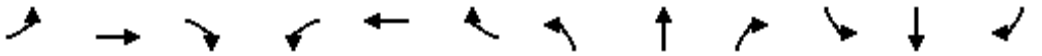
Intersection Summary			
HCM 6th Ctrl Delay		36.5	
HCM 6th LOS		D	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	321	433	48	683	197	350	368	54	181	290	208
Future Volume (vph)	321	433	48	683	197	350	368	54	181	290	208
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.5	10.6	17.5	17.5	10.6	15.2	15.2	10.6	15.2	15.2
Total Split (s)	25.0	45.0	25.0	45.0	45.0	26.0	30.0	30.0	25.0	29.0	29.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	36.0%	20.8%	24.0%	24.0%	20.0%	23.2%	23.2%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	16.5	44.7	6.8	32.4	32.4	21.7	22.1	22.1	17.0	17.3	17.3
Actuated g/C Ratio	0.15	0.40	0.06	0.29	0.29	0.19	0.20	0.20	0.15	0.15	0.15
v/c Ratio	0.75	0.61	0.27	0.79	0.37	1.21	0.62	0.16	0.80	0.63	0.54
Control Delay	57.0	25.1	57.6	43.5	5.9	157.9	47.7	0.8	69.1	50.7	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	25.1	57.6	43.5	5.9	157.9	47.7	0.8	69.1	50.7	10.3
LOS	E	C	E	D	A	F	D	A	E	D	B
Approach Delay		34.8		36.3			94.5			43.2	
Approach LOS		C		D			F			D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 112.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay: 50.3	Intersection LOS: D
Intersection Capacity Utilization 75.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	321	433	297	48	683	197	350	368	54	181	290	208
Future Volume (veh/h)	321	433	297	48	683	197	350	368	54	181	290	208
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	387	522	358	58	823	237	422	443	65	218	349	251
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	457	744	510	159	1005	448	353	853	380	249	646	288
Arrive On Green	0.13	0.36	0.36	0.05	0.28	0.28	0.19	0.24	0.24	0.14	0.18	0.18
Sat Flow, veh/h	3510	2049	1404	3510	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	387	460	420	58	823	237	422	443	65	218	349	251
Grp Sat Flow(s),veh/h/ln	1755	1805	1647	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	11.8	23.9	23.9	1.8	23.4	13.7	21.4	11.7	3.5	13.0	9.7	16.7
Cycle Q Clear(g_c), s	11.8	23.9	23.9	1.8	23.4	13.7	21.4	11.7	3.5	13.0	9.7	16.7
Prop In Lane	1.00		0.85	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	457	656	599	159	1005	448	353	853	380	249	646	288
V/C Ratio(X)	0.85	0.70	0.70	0.36	0.82	0.53	1.20	0.52	0.17	0.88	0.54	0.87
Avail Cap(c_a), veh/h	652	656	599	652	1232	550	353	853	380	336	716	320
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	29.9	29.9	50.9	37.0	33.5	44.2	36.5	33.4	46.5	41.0	43.9
Incr Delay (d2), s/veh	5.1	3.3	3.7	0.5	3.7	1.0	113.0	0.6	0.2	14.4	0.7	20.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	10.8	9.9	0.8	10.7	5.4	20.6	5.2	1.4	6.8	4.3	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	33.2	33.6	51.4	40.7	34.5	157.3	37.1	33.6	60.8	41.7	64.6
LnGrp LOS	D	C	C	D	D	C	F	D	C	E	D	E
Approach Vol, veh/h		1267			1118			930			818	
Approach Delay, s/veh		39.0			40.0			91.4			53.8	
Approach LOS		D			D			F			D	

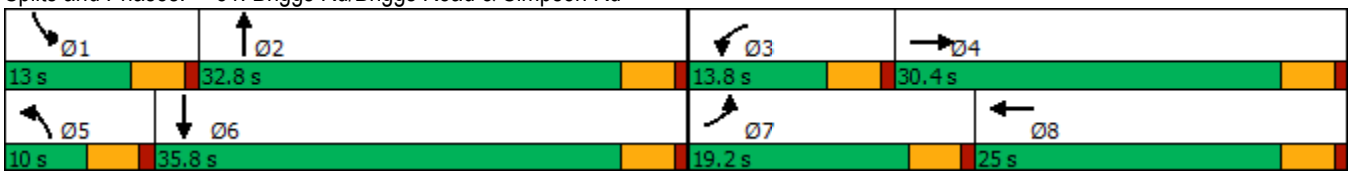
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	47.4	26.0	26.9	18.9	38.1	19.7	33.1
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	21.4	21.8	20.4	37.5	20.4	22.8
Max Q Clear Time (g_c+I1), s	3.8	25.9	23.4	18.7	13.8	25.4	15.0	13.7
Green Ext Time (p_c), s	0.1	4.5	0.0	1.0	0.5	5.2	0.2	2.1

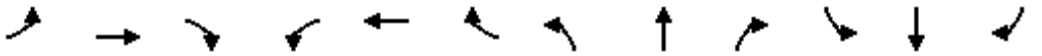
Intersection Summary	
HCM 6th Ctrl Delay	54.0
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	203	271	93	250	55	244	102	192
Future Volume (vph)	203	271	93	250	55	244	102	192
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	19.2	30.4	13.8	25.0	10.0	32.8	13.0	35.8
Total Split (%)	21.3%	33.8%	15.3%	27.8%	11.1%	36.4%	14.4%	39.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	14.3	25.7	8.8	20.2	5.5	25.0	8.4	30.2
Actuated g/C Ratio	0.17	0.30	0.10	0.23	0.06	0.29	0.10	0.35
v/c Ratio	0.87	0.73	0.64	0.92	0.61	0.87	0.74	0.75
Control Delay	64.5	36.6	55.5	60.4	64.9	44.9	65.6	30.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.5	36.6	55.5	60.4	64.9	44.9	65.6	30.7
LOS	E	D	E	E	E	D	E	C
Approach Delay		47.4		59.2		47.5		38.0
Approach LOS		D		E		D		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 86	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 47.6	Intersection LOS: D
Intersection Capacity Utilization 69.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 81: Briggs Rd/Briggs Road & Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	271	51	93	250	66	55	244	125	102	192	192
Future Volume (veh/h)	203	271	51	93	250	66	55	244	125	102	192	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	260	347	65	119	321	85	71	313	160	131	246	246
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	297	500	94	151	348	92	92	347	177	164	290	290
Arrive On Green	0.16	0.32	0.32	0.08	0.24	0.24	0.05	0.29	0.29	0.09	0.33	0.33
Sat Flow, veh/h	1810	1556	291	1810	1448	383	1810	1185	606	1810	872	872
Grp Volume(v), veh/h	260	0	412	119	0	406	71	0	473	131	0	492
Grp Sat Flow(s),veh/h/ln	1810	0	1848	1810	0	1831	1810	0	1791	1810	0	1743
Q Serve(g_s), s	11.9	0.0	16.5	5.5	0.0	18.4	3.3	0.0	21.5	6.0	0.0	22.3
Cycle Q Clear(g_c), s	11.9	0.0	16.5	5.5	0.0	18.4	3.3	0.0	21.5	6.0	0.0	22.3
Prop In Lane	1.00		0.16	1.00		0.21	1.00		0.34	1.00		0.50
Lane Grp Cap(c), veh/h	297	0	594	151	0	440	92	0	524	164	0	580
V/C Ratio(X)	0.87	0.00	0.69	0.79	0.00	0.92	0.77	0.00	0.90	0.80	0.00	0.85
Avail Cap(c_a), veh/h	314	0	594	198	0	442	117	0	597	181	0	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.6	0.0	25.1	38.2	0.0	31.4	39.8	0.0	28.8	37.8	0.0	26.3
Incr Delay (d2), s/veh	22.2	0.0	3.5	14.5	0.0	24.7	21.2	0.0	15.7	20.4	0.0	9.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	7.5	3.0	0.0	10.9	2.0	0.0	11.2	3.5	0.0	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.8	0.0	28.6	52.7	0.0	56.2	61.0	0.0	44.6	58.2	0.0	36.0
LnGrp LOS	E	A	C	D	A	E	E	A	D	E	A	D
Approach Vol, veh/h		672			525			544			623	
Approach Delay, s/veh		39.5			55.4			46.7			40.7	
Approach LOS		D			E			D			D	

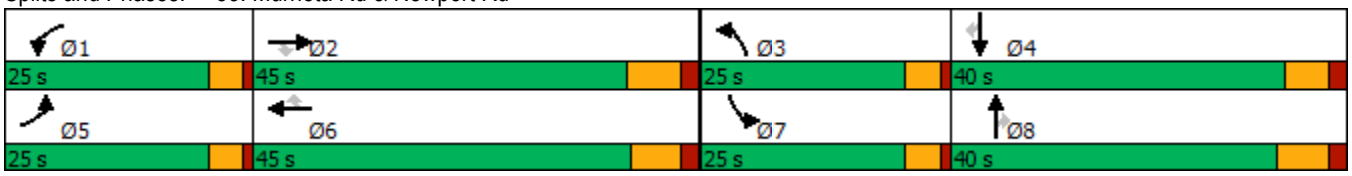
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	29.3	11.6	31.8	8.8	32.7	18.4	24.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.5	28.3	9.3	25.9	5.5	31.3	14.7	20.5
Max Q Clear Time (g_c+I1), s	8.0	23.5	7.5	18.5	5.3	24.3	13.9	20.4
Green Ext Time (p_c), s	0.0	1.3	0.0	1.5	0.0	1.9	0.1	0.0

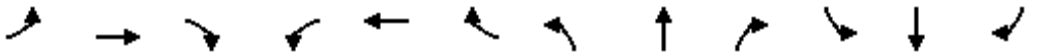
Intersection Summary	
HCM 6th Ctrl Delay	45.0
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	858	130	153	917	94	214	260	125	122	262	129
Future Volume (vph)	174	858	130	153	917	94	214	260	125	122	262	129
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.2	15.2	10.6	15.2	15.2	10.6	14.4	14.4
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	40.0	40.0	25.0	40.0	40.0
Total Split (%)	18.5%	33.3%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	29.6%	18.5%	29.6%	29.6%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	14.4	28.4	28.4	13.5	27.8	27.8	16.8	17.9	17.9	11.7	13.6	13.6
Actuated g/C Ratio	0.15	0.29	0.29	0.14	0.29	0.29	0.17	0.19	0.19	0.12	0.14	0.14
v/c Ratio	0.67	0.58	0.25	0.63	0.64	0.18	0.71	0.40	0.32	0.58	0.54	0.39
Control Delay	54.2	31.5	9.9	53.4	32.8	5.7	53.3	38.9	9.7	54.3	44.9	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.2	31.5	9.9	53.4	32.8	5.7	53.3	38.9	9.7	54.3	44.9	11.3
LOS	D	C	A	D	C	A	D	D	A	D	D	B
Approach Delay		32.5			33.3			38.0			38.7	
Approach LOS		C			C			D			D	

Intersection Summary	
Cycle Length: 135	
Actuated Cycle Length: 96.3	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 34.6	Intersection LOS: C
Intersection Capacity Utilization 65.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 85: Murrieta Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	858	130	153	917	94	214	260	125	122	262	129
Future Volume (veh/h)	174	858	130	153	917	94	214	260	125	122	262	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	181	894	135	159	955	98	223	271	130	127	273	134
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	223	1552	480	199	1484	454	267	689	303	163	482	215
Arrive On Green	0.12	0.30	0.30	0.11	0.29	0.29	0.15	0.19	0.19	0.09	0.13	0.13
Sat Flow, veh/h	1810	5187	1605	1810	5187	1588	1810	3610	1586	1810	3610	1610
Grp Volume(v), veh/h	181	894	135	159	955	98	223	271	130	127	273	134
Grp Sat Flow(s),veh/h/ln	1810	1729	1605	1810	1729	1588	1810	1805	1586	1810	1805	1610
Q Serve(g_s), s	7.5	11.3	5.0	6.6	12.4	3.6	9.2	5.1	5.6	5.3	5.5	6.1
Cycle Q Clear(g_c), s	7.5	11.3	5.0	6.6	12.4	3.6	9.2	5.1	5.6	5.3	5.5	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	223	1552	480	199	1484	454	267	689	303	163	482	215
V/C Ratio(X)	0.81	0.58	0.28	0.80	0.64	0.22	0.84	0.39	0.43	0.78	0.57	0.62
Avail Cap(c_a), veh/h	479	2523	781	479	2543	779	479	1536	675	479	1573	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	22.9	20.7	33.5	24.1	20.9	32.0	27.3	27.5	34.3	31.3	31.6
Incr Delay (d2), s/veh	2.7	0.3	0.3	2.8	0.5	0.2	2.7	0.4	1.0	3.1	1.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	4.4	1.8	3.0	4.9	1.3	4.1	2.2	2.1	2.4	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	23.2	21.0	36.3	24.6	21.2	34.6	27.6	28.4	37.4	32.4	34.5
LnGrp LOS	D	C	C	D	C	C	C	C	C	D	C	C
Approach Vol, veh/h		1210			1212			624			534	
Approach Delay, s/veh		24.8			25.8			30.3			34.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	30.6	16.0	17.5	14.1	29.6	11.5	21.9
Change Period (Y+Rc), s	4.6	7.5	4.6	* 7.2	4.6	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	* 34	20.4	* 38	20.4	32.8
Max Q Clear Time (g_c+I1), s	8.6	13.3	11.2	8.1	9.5	14.4	7.3	7.6
Green Ext Time (p_c), s	0.2	7.3	0.2	2.2	0.2	7.6	0.1	2.2

Intersection Summary	
HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

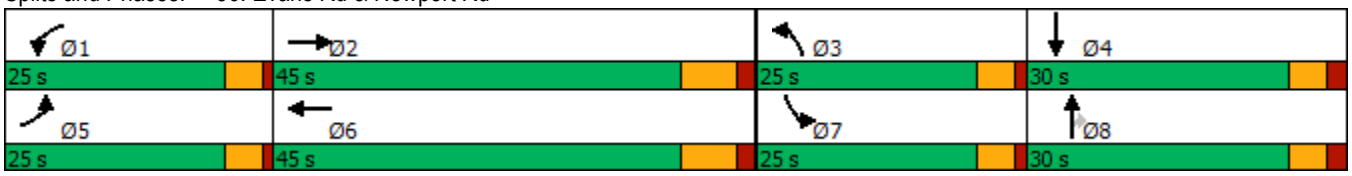
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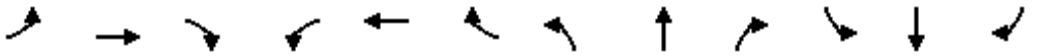
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	16	1268	75	1005	59	76	110	56	162
Future Volume (vph)	16	1268	75	1005	59	76	110	56	162
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	11.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	5.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.9	34.8	9.2	41.2	8.6	15.2	15.2	8.4	15.1
Actuated g/C Ratio	0.08	0.42	0.11	0.49	0.10	0.18	0.18	0.10	0.18
v/c Ratio	0.12	0.67	0.41	0.44	0.35	0.24	0.31	0.34	0.59
Control Delay	46.2	24.3	47.5	16.5	47.2	36.0	9.2	47.2	42.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.2	24.3	47.5	16.5	47.2	36.0	9.2	47.2	42.8
LOS	D	C	D	B	D	D	A	D	D
Approach Delay		24.6		18.6		26.7			43.9
Approach LOS		C		B		C			D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 83.8	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 24.1	Intersection LOS: C
Intersection Capacity Utilization 63.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 86: Evans Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	1268	34	75	1005	24	59	76	110	56	162	20
Future Volume (veh/h)	16	1268	34	75	1005	24	59	76	110	56	162	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	1393	37	82	1104	26	65	84	121	62	178	22
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	46	2081	55	125	2317	55	113	280	237	110	241	30
Arrive On Green	0.03	0.40	0.40	0.07	0.44	0.44	0.06	0.15	0.15	0.06	0.15	0.15
Sat Flow, veh/h	1810	5193	138	1810	5212	123	1810	1900	1610	1810	1655	205
Grp Volume(v), veh/h	18	928	502	82	732	398	65	84	121	62	0	200
Grp Sat Flow(s),veh/h/ln	1810	1729	1873	1810	1729	1877	1810	1900	1610	1810	0	1859
Q Serve(g_s), s	0.7	15.0	15.0	3.0	10.2	10.2	2.4	2.7	4.7	2.3	0.0	7.0
Cycle Q Clear(g_c), s	0.7	15.0	15.0	3.0	10.2	10.2	2.4	2.7	4.7	2.3	0.0	7.0
Prop In Lane	1.00		0.07	1.00		0.07	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	46	1386	750	125	1537	834	113	280	237	110	0	271
V/C Ratio(X)	0.39	0.67	0.67	0.65	0.48	0.48	0.58	0.30	0.51	0.56	0.00	0.74
Avail Cap(c_a), veh/h	540	1914	1036	540	1914	1039	540	679	575	540	0	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.8	16.8	16.8	31.0	13.4	13.4	31.2	26.0	26.9	31.2	0.0	27.9
Incr Delay (d2), s/veh	2.0	0.6	1.0	2.1	0.2	0.4	1.7	0.6	1.7	1.7	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	5.5	6.1	1.3	3.6	4.0	1.1	1.2	1.8	1.0	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.8	17.3	17.8	33.1	13.6	13.8	32.9	26.6	28.6	32.9	0.0	31.9
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	A	C
Approach Vol, veh/h		1448			1212			270			262	
Approach Delay, s/veh		17.7			15.0			29.0			32.1	
Approach LOS		B			B			C			C	

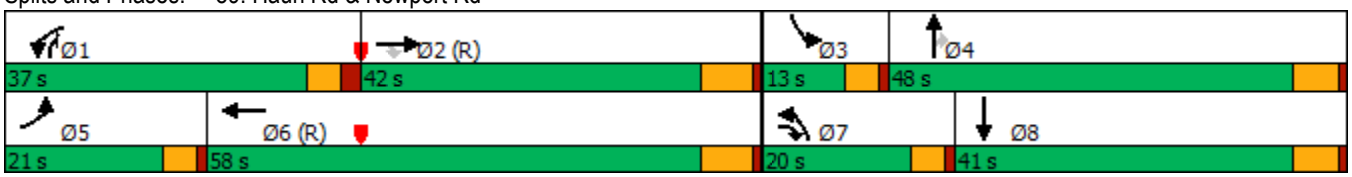
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	34.6	8.9	15.6	6.3	37.6	8.7	15.7
Change Period (Y+Rc), s	4.6	7.2	4.6	5.6	4.6	7.2	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.8	20.4	24.4	20.4	37.8	20.4	24.4
Max Q Clear Time (g_c+I1), s	5.0	17.0	4.4	9.0	2.7	12.2	4.3	6.7
Green Ext Time (p_c), s	0.1	10.4	0.1	0.9	0.0	8.6	0.1	0.7

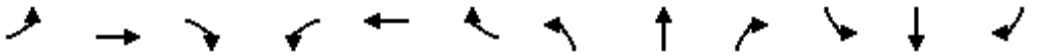
Intersection Summary	
HCM 6th Ctrl Delay	18.8
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	186	1512	97	478	1302	110	58	478	152	30
Future Volume (vph)	186	1512	97	478	1302	110	58	478	152	30
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	7	1	6	7	4	1	3	8
Permitted Phases			2					4		
Detector Phase	5	2	7	1	6	7	4	1	3	8
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	12.5	8.6	9.6	12.5	8.6	11.8	9.6	8.6	11.8
Total Split (s)	21.0	42.0	20.0	37.0	58.0	20.0	48.0	37.0	13.0	41.0
Total Split (%)	15.0%	30.0%	14.3%	26.4%	41.4%	14.3%	34.3%	26.4%	9.3%	29.3%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)	13.1	73.0	85.0	26.4	87.2	10.0	10.0	35.3	10.5	8.1
Actuated g/C Ratio	0.09	0.52	0.61	0.19	0.62	0.07	0.07	0.25	0.08	0.06
v/c Ratio	0.60	0.59	0.10	0.77	0.58	0.47	0.46	0.67	0.62	0.36
Control Delay	68.5	25.4	2.5	57.1	19.1	68.1	72.4	42.7	74.1	32.2
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Total Delay	68.5	25.4	2.5	57.1	19.5	68.1	72.4	42.7	74.1	32.2
LOS	E	C	A	E	B	E	E	D	E	C
Approach Delay		28.6			27.8		49.7			59.8
Approach LOS		C			C		D			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 75 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 32.5	Intersection LOS: C
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 89: Haun Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	1512	97	478	1302	392	110	58	478	152	30	49
Future Volume (veh/h)	186	1512	97	478	1302	392	110	58	478	152	30	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	198	1609	103	509	1385	417	117	62	509	162	32	52
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	253	2269	781	588	2138	640	168	332	969	210	337	299
Arrive On Green	0.07	0.44	0.44	0.06	0.18	0.18	0.05	0.17	0.17	0.06	0.19	0.19
Sat Flow, veh/h	3510	5187	1608	3510	3958	1185	3510	1900	2829	3510	1805	1602
Grp Volume(v), veh/h	198	1609	103	509	1209	593	117	62	509	162	32	52
Grp Sat Flow(s),veh/h/ln	1755	1729	1608	1755	1729	1686	1755	1900	1415	1755	1805	1602
Q Serve(g_s), s	7.8	35.4	4.9	20.1	45.5	45.8	4.6	3.9	20.2	6.4	2.1	3.8
Cycle Q Clear(g_c), s	7.8	35.4	4.9	20.1	45.5	45.8	4.6	3.9	20.2	6.4	2.1	3.8
Prop In Lane	1.00		1.00	1.00		0.70	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	253	2269	781	588	1867	910	168	332	969	210	337	299
V/C Ratio(X)	0.78	0.71	0.13	0.87	0.65	0.65	0.70	0.19	0.53	0.77	0.10	0.17
Avail Cap(c_a), veh/h	411	2269	781	787	1867	910	386	573	1327	211	454	403
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.9	32.1	19.8	64.6	45.1	45.3	65.6	49.3	36.9	64.9	47.2	47.9
Incr Delay (d2), s/veh	3.5	1.3	0.2	6.6	1.5	3.0	5.1	0.3	0.4	16.1	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	14.5	1.9	10.0	21.4	21.4	2.1	1.9	6.9	3.3	0.9	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.4	33.4	20.0	71.2	46.6	48.3	70.7	49.6	37.4	81.0	47.3	48.2
LnGrp LOS	E	C	C	E	D	D	E	D	D	F	D	D
Approach Vol, veh/h		1910			2311			688			246	
Approach Delay, s/veh		36.2			52.4			44.2			69.7	
Approach LOS		D			D			D			E	

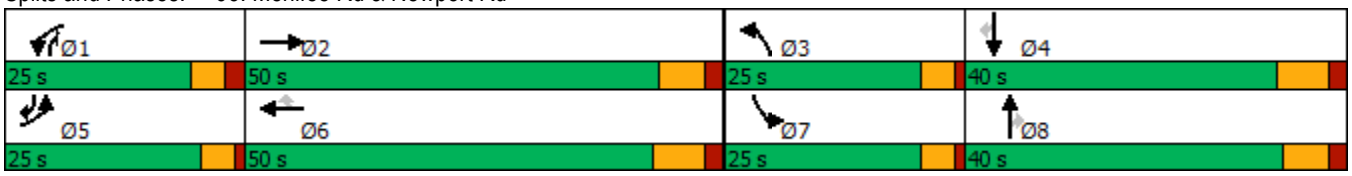
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.0	67.7	13.0	30.3	14.7	82.1	11.3	31.9
Change Period (Y+Rc), s	5.6	6.5	4.6	5.8	4.6	6.5	4.6	5.8
Max Green Setting (Gmax), s	31.4	35.5	8.4	42.2	16.4	51.5	15.4	35.2
Max Q Clear Time (g_c+I1), s	22.1	37.4	8.4	22.2	9.8	47.8	6.6	5.8
Green Ext Time (p_c), s	1.3	0.0	0.0	2.3	0.3	3.0	0.2	0.4

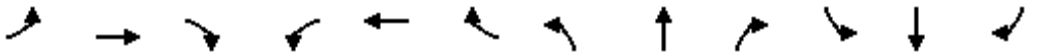
Intersection Summary	
HCM 6th Ctrl Delay	46.1
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	275	1228	159	1337	64	197	285	164	108	313	433
Future Volume (vph)	275	1228	159	1337	64	197	285	164	108	313	433
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6		3	8	1	7	4	5
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	9.6	14.8	10.6	15.5	15.5	9.6	12.8	10.6	9.6	13.5	9.6
Total Split (s)	25.0	50.0	25.0	50.0	50.0	25.0	40.0	25.0	25.0	40.0	25.0
Total Split (%)	17.9%	35.7%	17.9%	35.7%	35.7%	17.9%	28.6%	17.9%	17.9%	28.6%	17.9%
Yellow Time (s)	3.6	4.8	3.6	5.5	5.5	3.6	4.8	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	5.6	7.5	7.5	4.6	6.8	5.6	4.6	7.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	20.6	48.5	9.4	37.6	37.6	10.7	16.0	26.6	11.1	15.7	39.2
Actuated g/C Ratio	0.19	0.44	0.09	0.34	0.34	0.10	0.15	0.24	0.10	0.14	0.36
v/c Ratio	0.86	0.64	0.56	0.79	0.11	0.61	0.57	0.36	0.63	0.64	0.74
Control Delay	69.2	25.5	56.9	36.4	1.1	56.6	49.1	11.5	64.1	51.0	32.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.2	25.5	56.9	36.4	1.1	56.6	49.1	11.5	64.1	51.0	32.7
LOS	E	C	E	D	A	E	D	B	E	D	C
Approach Delay		32.9		37.1			41.9			43.3	
Approach LOS		C		D			D			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 109	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 37.4	Intersection LOS: D
Intersection Capacity Utilization 75.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 93: Menifee Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	1228	134	159	1337	64	197	285	164	108	313	433
Future Volume (veh/h)	275	1228	134	159	1337	64	197	285	164	108	313	433
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	293	1306	143	169	1422	68	210	303	174	115	333	461
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	290	1932	211	224	1657	514	267	915	506	140	920	661
Arrive On Green	0.16	0.41	0.41	0.06	0.32	0.32	0.08	0.25	0.25	0.08	0.25	0.25
Sat Flow, veh/h	1810	4738	519	3510	5187	1610	3510	3610	1589	1810	3610	1582
Grp Volume(v), veh/h	293	953	496	169	1422	68	210	303	174	115	333	461
Grp Sat Flow(s),veh/h/ln	1810	1729	1799	1755	1729	1610	1755	1805	1589	1810	1805	1582
Q Serve(g_s), s	20.4	28.7	28.7	6.0	32.8	3.8	7.5	8.7	10.7	8.0	9.7	30.7
Cycle Q Clear(g_c), s	20.4	28.7	28.7	6.0	32.8	3.8	7.5	8.7	10.7	8.0	9.7	30.7
Prop In Lane	1.00		0.29	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	290	1410	733	224	1657	514	267	915	506	140	920	661
V/C Ratio(X)	1.01	0.68	0.68	0.75	0.86	0.13	0.79	0.33	0.34	0.82	0.36	0.70
Avail Cap(c_a), veh/h	290	1410	733	534	1729	537	562	940	517	290	920	661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.6	30.9	30.9	58.7	40.7	30.8	57.9	38.8	33.4	57.9	39.0	30.8
Incr Delay (d2), s/veh	56.0	1.5	2.8	1.9	4.6	0.2	2.0	0.2	0.4	4.5	0.2	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.5	11.7	12.5	2.7	14.1	1.5	3.4	3.9	4.2	3.8	4.3	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	109.6	32.3	33.7	60.6	45.3	31.0	59.9	39.0	33.8	62.4	39.2	34.0
LnGrp LOS	F	C	C	E	D	C	E	D	C	E	D	C
Approach Vol, veh/h		1742			1659			687			909	
Approach Delay, s/veh		45.7			46.3			44.1			39.5	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	59.5	14.3	40.0	25.0	48.2	14.5	39.8
Change Period (Y+Rc), s	5.6	* 7.5	4.6	7.5	4.6	7.5	4.6	* 7.5
Max Green Setting (Gmax), s	19.4	* 43	20.4	32.5	20.4	42.5	20.4	* 33
Max Q Clear Time (g_c+I1), s	8.0	30.7	9.5	32.7	22.4	34.8	10.0	12.7
Green Ext Time (p_c), s	0.1	8.7	0.2	0.0	0.0	6.0	0.1	2.5

Intersection Summary	
HCM 6th Ctrl Delay	44.5
HCM 6th LOS	D

Notes

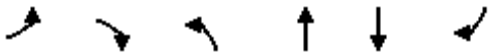
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	203	218	225	376	451
Future Volume (vph)	203	218	225	376	451
Turn Type	Prot	Perm	Prot	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5
Total Split (s)	24.0	24.0	24.0	56.0	32.0
Total Split (%)	30.0%	30.0%	30.0%	70.0%	40.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effct Green (s)	14.3	14.3	15.0	41.7	22.0
Actuated g/C Ratio	0.22	0.22	0.23	0.64	0.34
v/c Ratio	0.64	0.49	0.67	0.20	0.72
Control Delay	33.1	7.0	33.8	5.4	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	33.1	7.0	33.8	5.4	19.5
LOS	C	A	C	A	B
Approach Delay	19.6			16.0	19.5
Approach LOS	B			B	B

Intersection Summary			
Cycle Length: 80			
Actuated Cycle Length: 65.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 18.3		Intersection LOS: B	
Intersection Capacity Utilization 57.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 94: Menifee Rd & La Piedra Rd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	203	218	225	376	451	280
Future Volume (veh/h)	203	218	225	376	451	280
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	251	269	278	464	557	346
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	389	346	344	2254	749	465
Arrive On Green	0.21	0.21	0.19	0.62	0.35	0.35
Sat Flow, veh/h	1810	1610	1810	3705	2213	1315
Grp Volume(v), veh/h	251	269	278	464	475	428
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1627
Q Serve(g_s), s	7.1	8.8	8.2	3.1	12.9	12.9
Cycle Q Clear(g_c), s	7.1	8.8	8.2	3.1	12.9	12.9
Prop In Lane	1.00	1.00	1.00			0.81
Lane Grp Cap(c), veh/h	389	346	344	2254	639	576
V/C Ratio(X)	0.65	0.78	0.81	0.21	0.74	0.74
Avail Cap(c_a), veh/h	630	561	630	3320	887	799
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	20.7	21.7	4.5	15.9	15.9
Incr Delay (d2), s/veh	1.8	3.8	4.5	0.0	2.2	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	7.8	3.6	0.8	5.0	4.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.8	24.5	26.2	4.6	18.0	18.3
LnGrp LOS	C	C	C	A	B	B
Approach Vol, veh/h	520			742	903	
Approach Delay, s/veh	23.2			12.7	18.2	
Approach LOS	C			B	B	

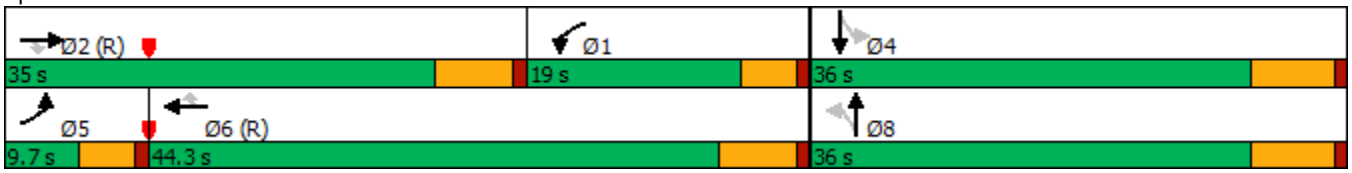
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		39.5		16.5	15.2	24.3
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		51.5		19.5	19.5	27.5
Max Q Clear Time (g_c+I1), s		5.1		10.8	10.2	14.9
Green Ext Time (p_c), s		3.5		1.2	0.6	4.9

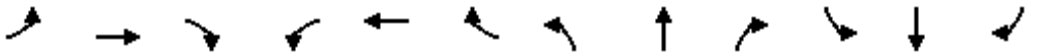
Intersection Summary		
HCM 6th Ctrl Delay		17.5
HCM 6th LOS		B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	14	906	168	522	826	28	151	12	17	28
Future Volume (vph)	14	906	168	522	826	28	151	12	17	28
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2		1	6			8		4
Permitted Phases			2			6	8		4	
Detector Phase	5	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.2	11.2	9.7	11.2	11.2	11.5	11.5	11.5	11.5
Total Split (s)	9.7	35.0	35.0	19.0	44.3	44.3	36.0	36.0	36.0	36.0
Total Split (%)	10.8%	38.9%	38.9%	21.1%	49.2%	49.2%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.7	5.2	5.2	3.7	5.2	5.2	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.2	6.2	4.7	6.2	6.2	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.0	28.8	28.8	14.3	45.9	45.9	29.5	29.5	29.5	29.5
Actuated g/C Ratio	0.06	0.32	0.32	0.16	0.51	0.51	0.33	0.33	0.33	0.33
v/c Ratio	0.15	0.83	0.28	1.92	0.47	0.03	0.35	0.68	0.18	0.06
Control Delay	44.1	35.7	4.9	451.8	15.9	0.1	25.7	12.0	27.3	18.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.1	35.7	4.9	451.8	15.9	0.1	25.7	12.0	27.3	18.8
LOS	D	D	A	F	B	A	C	B	C	B
Approach Delay		31.0			181.0			15.1		21.7
Approach LOS		C			F			B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 64.7 (72%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.92	
Intersection Signal Delay: 92.5	Intersection LOS: F
Intersection Capacity Utilization 100.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 97: Winchester Rd/Vista Pl & SR-74/Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	906	168	522	826	28	151	12	499	17	28	5
Future Volume (veh/h)	14	906	168	522	826	28	151	12	499	17	28	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	954	177	549	869	29	159	13	525	18	29	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	31	1155	515	1279	3704	1652	520	13	517	80	517	89
Arrive On Green	0.02	0.32	0.32	0.71	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1396	39	1577	881	1579	272
Grp Volume(v), veh/h	15	954	177	549	869	29	159	0	538	18	0	34
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1396	0	1616	881	0	1851
Q Serve(g_s), s	0.7	22.0	7.6	11.5	0.0	0.0	7.9	0.0	29.5	0.0	0.0	1.1
Cycle Q Clear(g_c), s	0.7	22.0	7.6	11.5	0.0	0.0	9.1	0.0	29.5	29.5	0.0	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.15
Lane Grp Cap(c), veh/h	31	1155	515	1279	3704	1652	520	0	530	80	0	607
V/C Ratio(X)	0.48	0.83	0.34	0.43	0.23	0.02	0.31	0.00	1.02	0.22	0.00	0.06
Avail Cap(c_a), veh/h	101	1155	515	1279	3704	1652	520	0	530	80	0	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.8	28.3	23.4	5.6	0.0	0.0	23.8	0.0	30.3	45.0	0.0	20.7
Incr Delay (d2), s/veh	4.1	6.8	1.8	0.1	0.1	0.0	1.5	0.0	43.1	6.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	9.7	2.9	2.9	0.1	0.0	2.8	0.0	17.3	0.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	35.1	25.2	5.6	0.1	0.0	25.3	0.0	73.3	51.4	0.0	20.9
LnGrp LOS	D	D	C	A	A	A	C	A	F	D	A	C
Approach Vol, veh/h		1146			1447			697			52	
Approach Delay, s/veh		33.7			2.2			62.4			31.5	
Approach LOS		C			A			E			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	70.6	35.0		36.0	6.3	99.3		36.0				
Change Period (Y+Rc), s	6.2	* 6.2		6.5	* 4.7	6.2		6.5				
Max Green Setting (Gmax), s	14.3	* 29		29.5	* 5	38.1		29.5				
Max Q Clear Time (g_c+I1), s	13.5	24.0		31.5	2.7	2.0		31.5				
Green Ext Time (p_c), s	0.1	2.0		0.0	0.0	3.7		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		26.0	
HCM 6th LOS		C	

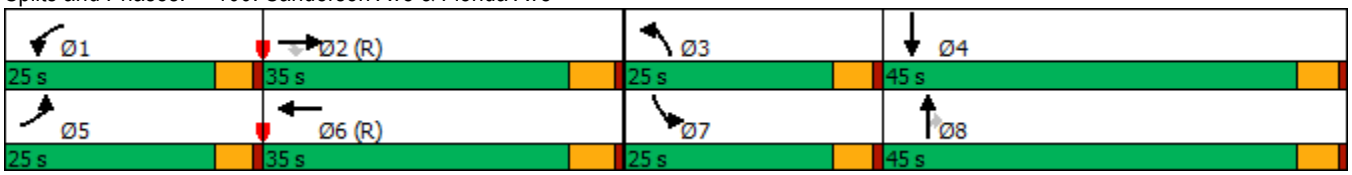
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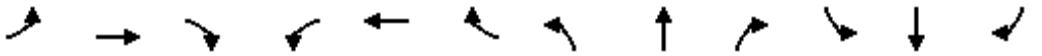
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	185	447	45	162	396	117	663	73	129	717
Future Volume (vph)	185	447	45	162	396	117	663	73	129	717
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	10.5	9.7	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	25.0	35.0	35.0	25.0	35.0	25.0	45.0	45.0	25.0	45.0
Total Split (%)	19.2%	26.9%	26.9%	19.2%	26.9%	19.2%	34.6%	34.6%	19.2%	34.6%
Yellow Time (s)	3.7	4.5	4.5	3.7	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	5.5	4.7	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	17.2	33.8	33.8	16.0	32.6	14.1	46.0	46.0	14.0	45.9
Actuated g/C Ratio	0.13	0.26	0.26	0.12	0.25	0.11	0.35	0.35	0.11	0.35
v/c Ratio	0.81	0.50	0.10	0.76	0.57	0.63	0.54	0.12	0.69	0.68
Control Delay	79.2	43.8	0.4	76.5	44.5	69.0	36.2	3.1	73.6	39.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.2	43.8	0.4	76.5	44.5	69.0	36.2	3.1	73.6	39.2
LOS	E	D	A	E	D	E	D	A	E	D
Approach Delay		50.6			52.4		37.9			43.9
Approach LOS		D			D		D			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 45 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 45.5	Intersection LOS: D
Intersection Capacity Utilization 70.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 100: Sanderson Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	447	45	162	396	95	117	663	73	129	717	104
Future Volume (veh/h)	185	447	45	162	396	95	117	663	73	129	717	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	193	466	47	169	412	99	122	691	76	134	747	108
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	219	1230	536	195	947	225	149	1111	493	160	992	143
Arrive On Green	0.12	0.34	0.34	0.11	0.33	0.33	0.08	0.31	0.31	0.09	0.31	0.31
Sat Flow, veh/h	1810	3610	1575	1810	2890	688	1810	3610	1602	1810	3159	457
Grp Volume(v), veh/h	193	466	47	169	256	255	122	691	76	134	427	428
Grp Sat Flow(s),veh/h/ln	1810	1805	1575	1810	1805	1773	1810	1805	1602	1810	1805	1811
Q Serve(g_s), s	13.6	12.7	2.6	11.9	14.4	14.7	8.6	21.3	4.5	9.5	27.6	27.6
Cycle Q Clear(g_c), s	13.6	12.7	2.6	11.9	14.4	14.7	8.6	21.3	4.5	9.5	27.6	27.6
Prop In Lane	1.00		1.00	1.00		0.39	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	219	1230	536	195	591	581	149	1111	493	160	567	568
V/C Ratio(X)	0.88	0.38	0.09	0.87	0.43	0.44	0.82	0.62	0.15	0.84	0.75	0.75
Avail Cap(c_a), veh/h	283	1230	536	283	591	581	278	1111	493	278	567	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.92	0.92	0.92	0.72	0.72	0.72	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.2	32.4	29.1	57.1	34.3	34.3	58.7	38.5	32.7	58.3	40.1	40.1
Incr Delay (d2), s/veh	17.3	0.8	0.3	11.9	2.1	2.2	7.9	1.9	0.5	4.4	9.0	9.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	5.7	1.1	6.1	6.7	6.7	4.3	9.7	1.8	4.5	13.6	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.5	33.2	29.4	68.9	36.4	36.6	66.6	40.4	33.2	62.7	49.0	49.0
LnGrp LOS	E	C	C	E	D	D	E	D	C	E	D	D
Approach Vol, veh/h		706			680			889			989	
Approach Delay, s/veh		44.0			44.5			43.4			50.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.7	49.8	15.7	45.8	20.4	48.1	16.5	45.0
Change Period (Y+Rc), s	* 4.7	5.5	5.0	5.0	* 4.7	5.5	5.0	5.0
Max Green Setting (Gmax), s	* 20	29.5	20.0	40.0	* 20	29.5	20.0	40.0
Max Q Clear Time (g_c+I1), s	13.9	14.7	10.6	29.6	15.6	16.7	11.5	23.3
Green Ext Time (p_c), s	0.1	2.7	0.2	4.0	0.1	2.4	0.1	4.6

Intersection Summary	
HCM 6th Ctrl Delay	46.0
HCM 6th LOS	D

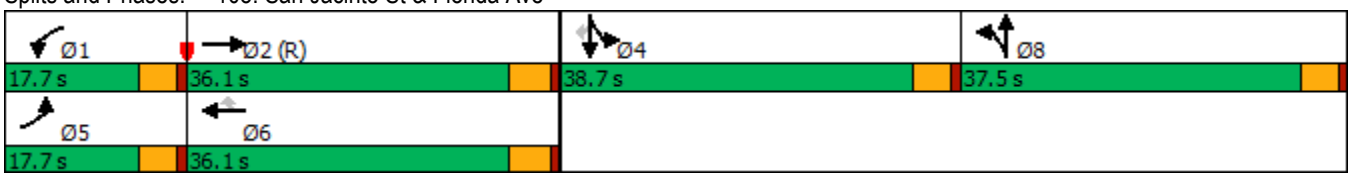
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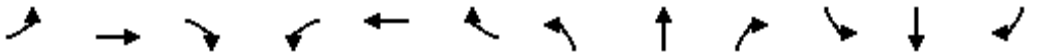
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	135	458	99	612	100	53	259	107	190	128
Future Volume (vph)	135	458	99	612	100	53	259	107	190	128
Turn Type	Prot	NA	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2	1	6		8	8	4	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	9.7	9.7	9.7	9.7	9.7
Total Split (s)	17.7	36.1	17.7	36.1	36.1	37.5	37.5	38.7	38.7	38.7
Total Split (%)	13.6%	27.8%	13.6%	27.8%	27.8%	28.8%	28.8%	29.8%	29.8%	29.8%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	12.4	32.9	11.1	31.6	31.6	32.8	32.8	34.0	34.0	34.0
Actuated g/C Ratio	0.10	0.25	0.09	0.24	0.24	0.25	0.25	0.26	0.26	0.26
v/c Ratio	0.85	0.60	0.71	0.76	0.24	0.13	0.36	0.23	0.47	0.27
Control Delay	96.3	45.9	81.5	52.4	11.9	38.6	39.8	39.5	44.3	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.3	45.9	81.5	52.4	11.9	38.6	39.8	39.5	44.3	7.3
LOS	F	D	F	D	B	D	D	D	D	A
Approach Delay		56.6		50.9			39.6		32.1	
Approach LOS		E		D			D		C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0.4 (0%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 47.2	Intersection LOS: D
Intersection Capacity Utilization 58.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 108: San Jacinto St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	458	44	99	612	100	53	259	38	107	190	128
Future Volume (veh/h)	135	458	44	99	612	100	53	259	38	107	190	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	498	48	108	665	109	58	282	41	116	207	139
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	172	882	85	132	879	382	457	797	114	473	497	411
Arrive On Green	0.10	0.27	0.27	0.07	0.24	0.24	0.25	0.25	0.25	0.26	0.26	0.26
Sat Flow, veh/h	1810	3324	319	1810	3610	1570	1810	3157	453	1810	1900	1573
Grp Volume(v), veh/h	147	270	276	108	665	109	58	160	163	116	207	139
Grp Sat Flow(s),veh/h/ln	1810	1805	1838	1810	1805	1570	1810	1805	1806	1810	1900	1573
Q Serve(g_s), s	10.4	16.8	16.9	7.6	22.2	7.3	3.2	9.4	9.7	6.6	11.7	9.3
Cycle Q Clear(g_c), s	10.4	16.8	16.9	7.6	22.2	7.3	3.2	9.4	9.7	6.6	11.7	9.3
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	172	479	488	132	879	382	457	455	456	473	497	411
V/C Ratio(X)	0.85	0.56	0.57	0.82	0.76	0.29	0.13	0.35	0.36	0.25	0.42	0.34
Avail Cap(c_a), veh/h	181	479	488	181	879	382	457	455	456	473	497	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.9	41.2	41.3	59.4	45.6	40.0	37.5	39.9	40.0	37.9	39.8	38.9
Incr Delay (d2), s/veh	27.3	4.5	4.5	13.6	3.8	0.4	0.6	2.1	2.2	1.2	2.6	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	8.0	8.2	4.0	10.3	2.9	1.5	4.5	4.6	3.1	5.9	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.3	45.8	45.8	73.0	49.4	40.4	38.1	42.0	42.1	39.1	42.3	41.1
LnGrp LOS	F	D	D	E	D	D	D	D	D	D	D	D
Approach Vol, veh/h		693			882			381			462	
Approach Delay, s/veh		54.2			51.2			41.5			41.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.2	39.6		38.7	17.1	36.7		37.5				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		4.7				
Max Green Setting (Gmax), s	* 13	31.0		* 34	* 13	31.0		32.8				
Max Q Clear Time (g_c+I1), s	9.6	18.9		13.7	12.4	24.2		11.7				
Green Ext Time (p_c), s	0.0	2.5		1.9	0.0	2.6		2.0				

Intersection Summary		
HCM 6th Ctrl Delay		48.6
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.

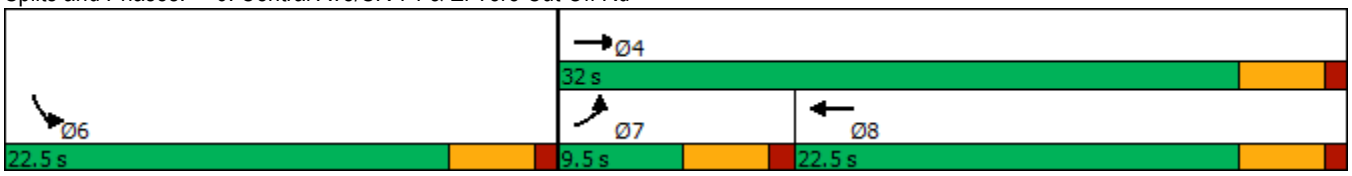
User approved volume balancing among the lanes for turning movement.

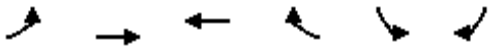
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	25	1820	1252	55
Future Volume (vph)	25	1820	1252	55
Turn Type	Prot	NA	NA	Prot
Protected Phases	7	4	8	6
Permitted Phases				
Detector Phase	7	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5
Total Split (s)	9.5	32.0	22.5	22.5
Total Split (%)	17.4%	58.7%	41.3%	41.3%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	None	None	Min
Act Effct Green (s)	5.1	25.0	23.3	7.2
Actuated g/C Ratio	0.12	0.61	0.56	0.17
v/c Ratio	0.12	0.62	0.48	0.34
Control Delay	19.7	6.4	7.1	12.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	19.7	6.4	7.1	12.3
LOS	B	A	A	B
Approach Delay		6.6	7.1	12.3
Approach LOS		A	A	B

Intersection Summary	
Cycle Length: 54.5	
Actuated Cycle Length: 41.3	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 6.9	Intersection LOS: A
Intersection Capacity Utilization 49.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Central Ave/SR-74 & El Toro Cut Off Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	25	1820	1252	44	55	54
Future Volume (veh/h)	25	1820	1252	44	55	54
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	1957	1346	47	59	58
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	59	3171	2335	82	118	116
Arrive On Green	0.03	0.61	0.45	0.45	0.14	0.14
Sat Flow, veh/h	1810	5358	5317	180	853	839
Grp Volume(v), veh/h	27	1957	904	489	118	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1868	1706	0
Q Serve(g_s), s	0.5	8.5	7.0	7.0	2.3	0.0
Cycle Q Clear(g_c), s	0.5	8.5	7.0	7.0	2.3	0.0
Prop In Lane	1.00			0.10	0.50	0.49
Lane Grp Cap(c), veh/h	59	3171	1569	847	237	0
V/C Ratio(X)	0.45	0.62	0.58	0.58	0.50	0.00
Avail Cap(c_a), veh/h	251	3959	1728	933	853	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.1	4.4	7.3	7.3	14.4	0.0
Incr Delay (d2), s/veh	5.3	0.2	0.4	0.7	1.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	1.0	1.1	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.4	4.6	7.7	8.0	16.0	0.0
LnGrp LOS	C	A	A	A	B	A
Approach Vol, veh/h		1984	1393		118	
Approach Delay, s/veh		4.8	7.8		16.0	
Approach LOS		A	A		B	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	26.5	9.5	5.7	20.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	27.5	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	10.5	4.3	2.5	9.0
Green Ext Time (p_c), s	11.5	0.2	0.0	5.1

Intersection Summary	
HCM 6th Ctrl Delay	6.4
HCM 6th LOS	A

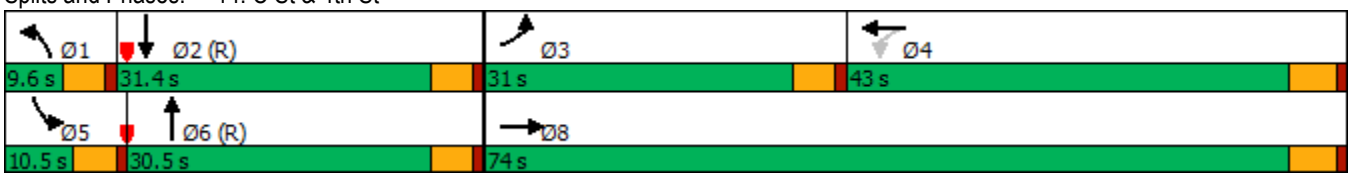
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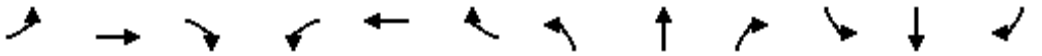
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	299	1005	1	815	2	29	25	39
Future Volume (vph)	299	1005	1	815	2	29	25	39
Turn Type	Prot	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases	3	8		4	1	6	5	2
Permitted Phases			4					
Detector Phase	3	8	4	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	10.1	10.1	9.6	9.6	9.6	9.6
Total Split (s)	31.0	74.0	43.0	43.0	9.6	30.5	10.5	31.4
Total Split (%)	27.0%	64.3%	37.4%	37.4%	8.3%	26.5%	9.1%	27.3%
Yellow Time (s)	3.6	4.1	4.1	4.1	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1		5.1	4.6	4.6	4.6	4.6
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	23.5	62.8		34.7	5.0	36.2	5.6	40.6
Actuated g/C Ratio	0.20	0.55		0.30	0.04	0.31	0.05	0.35
v/c Ratio	0.88	0.55		0.88	0.03	0.07	0.31	0.60
Control Delay	68.2	17.7		48.6	53.5	27.9	62.0	8.5
Queue Delay	0.0	0.0		4.4	0.0	0.0	0.0	0.0
Total Delay	68.2	17.7		53.0	53.5	27.9	62.0	8.5
LOS	E	B		D	D	C	E	A
Approach Delay		29.2		53.0		29.1		11.1
Approach LOS		C		D		C		B

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 33.2	Intersection LOS: C
Intersection Capacity Utilization 93.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 14: C St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	299	1005	8	1	815	31	2	29	9	25	39	449
Future Volume (veh/h)	299	1005	8	1	815	31	2	29	9	25	39	449
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	322	1081	9	1	876	33	2	31	10	27	42	483
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	351	1890	16	32	977	37	5	461	149	45	47	536
Arrive On Green	0.19	0.52	0.52	0.28	0.28	0.28	0.00	0.34	0.34	0.03	0.36	0.36
Sat Flow, veh/h	1810	3669	31	1	3472	131	1810	1375	444	1810	130	1497
Grp Volume(v), veh/h	322	532	558	480	0	430	2	0	41	27	0	525
Grp Sat Flow(s),veh/h/ln	1810	1805	1894	1899	0	1705	1810	0	1819	1810	0	1628
Q Serve(g_s), s	20.1	23.3	23.3	0.0	0.0	27.9	0.1	0.0	1.8	1.7	0.0	35.2
Cycle Q Clear(g_c), s	20.1	23.3	23.3	27.9	0.0	27.9	0.1	0.0	1.8	1.7	0.0	35.2
Prop In Lane	1.00		0.02	0.00		0.08	1.00		0.24	1.00		0.92
Lane Grp Cap(c), veh/h	351	930	976	566	0	480	5	0	610	45	0	582
V/C Ratio(X)	0.92	0.57	0.57	0.85	0.00	0.90	0.41	0.00	0.07	0.59	0.00	0.90
Avail Cap(c_a), veh/h	415	1081	1135	657	0	562	79	0	610	93	0	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.24	0.24	0.24	0.60	0.00	0.60	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.5	19.2	19.2	39.7	0.0	39.7	57.3	0.0	26.0	55.5	0.0	35.0
Incr Delay (d2), s/veh	6.8	0.0	0.0	5.0	0.0	9.3	19.3	0.0	0.2	4.5	0.0	19.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	9.3	9.8	13.5	0.0	12.7	0.1	0.0	0.8	0.8	0.0	17.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	19.2	19.2	44.7	0.0	49.1	76.5	0.0	26.2	60.0	0.0	54.7
LnGrp LOS	D	B	B	D	A	D	E	A	C	E	A	D
Approach Vol, veh/h		1412			910			43			552	
Approach Delay, s/veh		26.8			46.8			28.5			54.9	
Approach LOS		C			D			C			D	

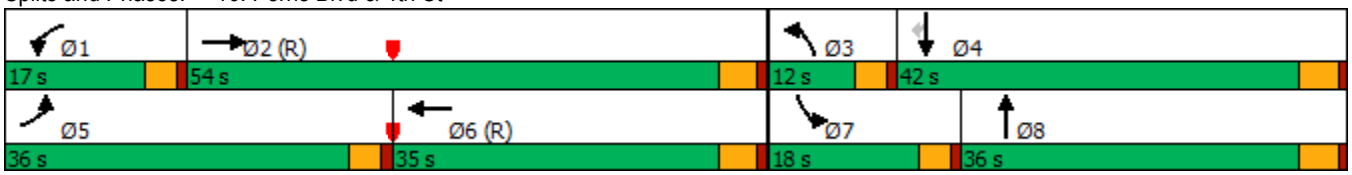
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	45.7	26.9	37.5	7.5	43.2		64.4				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.1	4.6	4.6		5.1				
Max Green Setting (Gmax), s	5.0	26.8	26.4	37.9	5.9	25.9		68.9				
Max Q Clear Time (g_c+I1), s	2.1	37.2	22.1	29.9	3.7	3.8		25.3				
Green Ext Time (p_c), s	0.0	0.0	0.2	2.4	0.0	0.1		5.0				

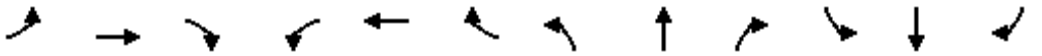
Intersection Summary	
HCM 6th Ctrl Delay	38.4
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	298	630	78	525	61	352	89	374	219
Future Volume (vph)	298	630	78	525	61	352	89	374	219
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.6	9.0	9.6	9.0	9.6	9.0	9.6	9.6
Total Split (s)	36.0	54.0	17.0	35.0	12.0	36.0	18.0	42.0	42.0
Total Split (%)	28.8%	43.2%	13.6%	28.0%	9.6%	28.8%	14.4%	33.6%	33.6%
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?		Yes	Yes			Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	27.1	54.3	10.1	35.3	7.4	34.5	10.9	39.8	39.8
Actuated g/C Ratio	0.22	0.43	0.08	0.28	0.06	0.28	0.09	0.32	0.32
v/c Ratio	0.87	0.52	0.62	0.66	0.66	0.47	0.65	0.71	0.37
Control Delay	71.6	28.1	74.8	44.1	88.1	39.2	75.4	46.9	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.6	28.1	74.8	44.1	88.1	39.2	75.4	46.9	6.0
LOS	E	C	E	D	F	D	E	D	A
Approach Delay		41.0		47.7		45.7		37.5	
Approach LOS		D		D		D		D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 42.5	Intersection LOS: D
Intersection Capacity Utilization 76.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 16: Perris Blvd & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	298	630	72	78	525	56	61	352	50	89	374	219
Future Volume (veh/h)	298	630	72	78	525	56	61	352	50	89	374	219
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	307	649	74	80	541	58	63	363	52	92	386	226
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	331	1332	152	99	922	99	79	795	113	113	512	433
Arrive On Green	0.20	0.45	0.45	0.06	0.31	0.31	0.05	0.28	0.28	0.07	0.30	0.30
Sat Flow, veh/h	1629	2932	334	1629	2959	316	1629	2855	406	1629	1710	1448
Grp Volume(v), veh/h	307	359	364	80	296	303	63	205	210	92	386	226
Grp Sat Flow(s),veh/h/ln	1629	1625	1641	1629	1625	1651	1629	1625	1636	1629	1710	1448
Q Serve(g_s), s	23.1	19.4	19.4	6.1	19.2	19.3	4.8	13.0	13.3	7.0	25.5	16.2
Cycle Q Clear(g_c), s	23.1	19.4	19.4	6.1	19.2	19.3	4.8	13.0	13.3	7.0	25.5	16.2
Prop In Lane	1.00		0.20	1.00		0.19	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	331	738	745	99	506	515	79	452	456	113	512	433
V/C Ratio(X)	0.93	0.49	0.49	0.81	0.59	0.59	0.80	0.45	0.46	0.82	0.75	0.52
Avail Cap(c_a), veh/h	417	738	745	169	506	515	104	452	456	182	512	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.51	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	23.9	23.9	58.0	36.2	36.3	58.9	37.3	37.3	57.4	39.6	36.4
Incr Delay (d2), s/veh	13.0	1.2	1.2	5.3	4.5	4.4	20.5	3.3	3.3	5.9	9.9	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	7.6	7.6	2.6	8.2	8.3	2.4	5.6	5.7	3.0	12.0	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.9	25.1	25.1	63.3	40.7	40.7	79.4	40.5	40.7	63.3	49.6	40.8
LnGrp LOS	E	C	C	E	D	D	E	D	D	E	D	D
Approach Vol, veh/h		1030			679			478			704	
Approach Delay, s/veh		36.1			43.3			45.7			48.6	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	61.4	10.0	42.0	29.4	43.6	12.6	39.4
Change Period (Y+Rc), s	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6
Max Green Setting (Gmax), s	13.0	49.4	8.0	37.4	32.0	30.4	14.0	31.4
Max Q Clear Time (g_c+I1), s	8.1	21.4	6.8	27.5	25.1	21.3	9.0	15.3
Green Ext Time (p_c), s	0.0	2.9	0.0	1.4	0.3	1.6	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	42.4
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	863	25	70	10	18	52	353	8	29	400	690
Future Volume (vph)	863	25	70	10	18	52	353	8	29	400	690
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8		7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	9.5	11.0	9.5	11.0	11.0	9.5	11.0	11.0
Total Split (s)	40.0	55.0	55.0	25.0	40.0	25.0	35.0	35.0	25.0	35.0	40.0
Total Split (%)	28.6%	39.3%	39.3%	17.9%	28.6%	17.9%	25.0%	25.0%	17.9%	25.0%	28.6%
Yellow Time (s)	5.0	5.0	5.0	3.5	5.0	3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max	None
Act Effct Green (s)	34.0	69.2	69.2	6.5	34.0	9.7	45.8	45.8	7.9	41.9	77.1
Actuated g/C Ratio	0.24	0.49	0.49	0.05	0.24	0.07	0.33	0.33	0.06	0.30	0.55
v/c Ratio	1.09	0.03	0.09	0.13	0.11	0.45	0.32	0.01	0.30	0.40	0.39
Control Delay	107.8	20.6	2.7	67.0	13.8	73.1	37.7	0.0	70.4	41.6	1.3
Queue Delay	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.3	20.6	2.7	67.0	13.8	73.1	37.7	0.0	70.4	41.6	1.3
LOS	F	C	A	E	B	E	D	A	E	D	A
Approach Delay		101.0			19.8		41.4			17.5	
Approach LOS		F			B		D			B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 40 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 52.4	Intersection LOS: D
Intersection Capacity Utilization 60.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 19: Redlands Ave & 4th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	863	25	70	10	18	62	52	353	8	29	400	690
Future Volume (veh/h)	863	25	70	10	18	62	52	353	8	29	400	690
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	928	27	75	11	19	67	56	380	9	31	430	742
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1225	1121	950	22	438	390	73	803	358	45	748	1576
Arrive On Green	0.35	0.59	0.59	0.01	0.24	0.24	0.04	0.22	0.22	0.03	0.21	0.21
Sat Flow, veh/h	3510	1900	1610	1810	1805	1607	1810	3610	1610	1810	3610	2834
Grp Volume(v), veh/h	928	27	75	11	19	67	56	380	9	31	430	742
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1607	1810	1805	1610	1810	1805	1417
Q Serve(g_s), s	32.8	0.8	2.8	0.8	1.1	4.6	4.3	12.8	0.6	2.4	15.0	3.6
Cycle Q Clear(g_c), s	32.8	0.8	2.8	0.8	1.1	4.6	4.3	12.8	0.6	2.4	15.0	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1225	1121	950	22	438	390	73	803	358	45	748	1576
V/C Ratio(X)	0.76	0.02	0.08	0.49	0.04	0.17	0.77	0.47	0.03	0.68	0.58	0.47
Avail Cap(c_a), veh/h	1225	1121	950	265	438	390	265	803	358	265	748	1576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	40.3	11.9	12.3	68.7	40.6	41.9	66.5	47.3	42.6	67.7	50.0	8.2
Incr Delay (d2), s/veh	2.5	0.0	0.1	15.5	0.2	1.0	15.3	2.0	0.1	15.8	3.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.4	0.4	1.1	0.5	0.5	1.9	2.3	6.0	0.3	1.3	7.1	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	12.0	12.5	84.2	40.7	42.8	81.8	49.3	42.7	83.5	53.0	9.2
LnGrp LOS	D	B	B	F	D	D	F	D	D	F	D	A
Approach Vol, veh/h		1030			97			445			1203	
Approach Delay, s/veh		39.8			47.1			53.3			26.8	
Approach LOS		D			D			D			C	

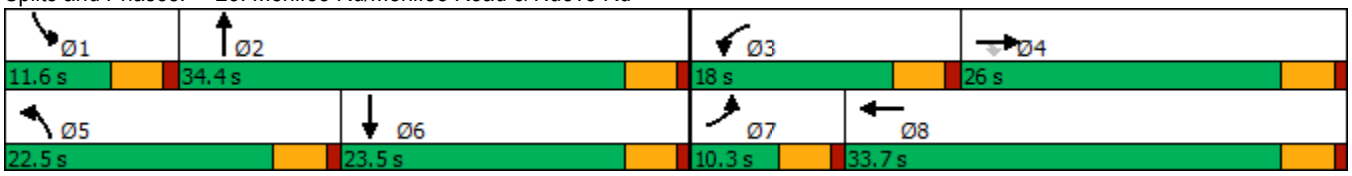
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	88.6	10.1	35.0	54.9	40.0	8.0	37.1
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	6.0	4.5	6.0
Max Green Setting (Gmax), s	20.5	49.0	20.5	29.0	34.0	34.0	20.5	29.0
Max Q Clear Time (g_c+I1), s	2.8	4.8	6.3	17.0	34.8	6.6	4.4	14.8
Green Ext Time (p_c), s	0.0	0.4	0.1	4.8	0.0	0.4	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	36.6
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	30	400	240	220	301	136	208	81	210
Future Volume (vph)	30	400	240	220	301	136	208	81	210
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	10.3	26.0	26.0	18.0	33.7	22.5	34.4	11.6	23.5
Total Split (%)	11.4%	28.9%	28.9%	20.0%	37.4%	25.0%	38.2%	12.9%	26.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	5.8	20.9	20.9	13.1	32.9	12.0	25.9	7.0	18.2
Actuated g/C Ratio	0.07	0.25	0.25	0.16	0.40	0.15	0.31	0.08	0.22
v/c Ratio	0.25	0.89	0.43	0.82	0.45	0.55	0.79	0.57	0.69
Control Delay	44.8	53.7	6.4	59.5	23.7	42.2	33.6	55.0	38.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.8	53.7	6.4	59.5	23.7	42.2	33.6	55.0	38.1
LOS	D	D	A	E	C	D	C	D	D
Approach Delay		36.4			38.2		35.6		42.0
Approach LOS		D			D		D		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 82.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 37.6	Intersection LOS: D
Intersection Capacity Utilization 77.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 23: Menifee Rd/Menifee Road & Nuevo Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	400	240	220	301	20	136	208	233	81	210	58
Future Volume (veh/h)	30	400	240	220	301	20	136	208	233	81	210	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	426	255	234	320	21	145	221	248	86	223	62
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	58	480	398	275	657	43	192	250	281	111	374	104
Arrive On Green	0.03	0.25	0.25	0.15	0.37	0.37	0.11	0.31	0.31	0.06	0.26	0.26
Sat Flow, veh/h	1810	1900	1576	1810	1763	116	1810	817	917	1810	1431	398
Grp Volume(v), veh/h	32	426	255	234	0	341	145	0	469	86	0	285
Grp Sat Flow(s),veh/h/ln	1810	1900	1576	1810	0	1879	1810	0	1735	1810	0	1828
Q Serve(g_s), s	1.4	17.1	11.4	9.9	0.0	11.0	6.1	0.0	20.3	3.7	0.0	10.8
Cycle Q Clear(g_c), s	1.4	17.1	11.4	9.9	0.0	11.0	6.1	0.0	20.3	3.7	0.0	10.8
Prop In Lane	1.00		1.00	1.00		0.06	1.00		0.53	1.00		0.22
Lane Grp Cap(c), veh/h	58	480	398	275	0	700	192	0	531	111	0	478
V/C Ratio(X)	0.55	0.89	0.64	0.85	0.00	0.49	0.75	0.00	0.88	0.77	0.00	0.60
Avail Cap(c_a), veh/h	133	517	429	309	0	700	412	0	657	163	0	478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.7	28.4	26.3	32.6	0.0	19.0	34.3	0.0	26.1	36.5	0.0	25.5
Incr Delay (d2), s/veh	8.0	16.1	2.9	18.3	0.0	0.5	5.9	0.0	11.6	12.8	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	9.6	4.4	5.6	0.0	4.6	2.9	0.0	9.6	2.0	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	44.5	29.2	50.9	0.0	19.5	40.2	0.0	37.7	49.3	0.0	27.6
LnGrp LOS	D	D	C	D	A	B	D	A	D	D	A	C
Approach Vol, veh/h		713			575			614			371	
Approach Delay, s/veh		39.1			32.3			38.3			32.6	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	28.7	16.5	24.5	12.9	25.1	7.0	33.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.1	29.9	13.5	21.5	18.0	19.0	5.8	29.2
Max Q Clear Time (g_c+I1), s	5.7	22.3	11.9	19.1	8.1	12.8	3.4	13.0
Green Ext Time (p_c), s	0.0	1.9	0.1	0.9	0.2	0.8	0.0	1.8

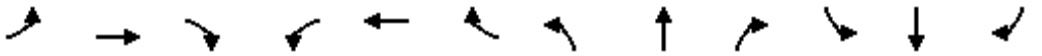
Intersection Summary	
HCM 6th Ctrl Delay	36.1
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	27	84	9	35	20	338	97	400
Future Volume (vph)	27	84	9	35	20	338	97	400
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	27.0	27.0	27.0	27.0	12.0	43.0	20.0	51.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	13.3%	47.8%	22.2%	56.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		9.5		9.2	6.5	21.2	8.6	29.5
Actuated g/C Ratio		0.21		0.20	0.14	0.47	0.19	0.65
v/c Ratio		0.38		0.29	0.08	0.41	0.30	0.38
Control Delay		20.4		11.4	22.9	14.8	21.6	8.2
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		20.4		11.4	22.9	14.8	21.6	8.2
LOS		C		B	C	B	C	A
Approach Delay		20.4		11.4		15.3		10.6
Approach LOS		C		B		B		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 45.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.41	
Intersection Signal Delay: 13.3	Intersection LOS: B
Intersection Capacity Utilization 52.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 27: Menifee Rd & Mapes Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	84	21	9	35	68	20	338	12	97	400	44
Future Volume (veh/h)	27	84	21	9	35	68	20	338	12	97	400	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	88	22	9	36	71	21	352	12	101	417	46
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	182	178	41	140	84	152	48	571	19	171	640	71
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.03	0.31	0.31	0.09	0.38	0.38
Sat Flow, veh/h	263	1221	281	80	579	1040	1810	1827	62	1810	1681	185
Grp Volume(v), veh/h	138	0	0	116	0	0	21	0	364	101	0	463
Grp Sat Flow(s),veh/h/ln	1765	0	0	1699	0	0	1810	0	1889	1810	0	1867
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	0.0	0.3	0.0	5.0	1.6	0.0	6.2
Cycle Q Clear(g_c), s	2.1	0.0	0.0	1.9	0.0	0.0	0.3	0.0	5.0	1.6	0.0	6.2
Prop In Lane	0.20		0.16	0.08		0.61	1.00		0.03	1.00		0.10
Lane Grp Cap(c), veh/h	401	0	0	376	0	0	48	0	590	171	0	710
V/C Ratio(X)	0.34	0.00	0.00	0.31	0.00	0.00	0.43	0.00	0.62	0.59	0.00	0.65
Avail Cap(c_a), veh/h	1416	0	0	1370	0	0	449	0	2408	929	0	2874
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.9	0.0	0.0	11.8	0.0	0.0	14.5	0.0	8.8	13.1	0.0	7.7
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.0	0.0	6.0	0.0	1.1	3.2	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.6	0.0	0.0	0.2	0.0	1.5	0.7	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.4	0.0	0.0	12.3	0.0	0.0	20.5	0.0	9.9	16.3	0.0	8.7
LnGrp LOS	B	A	A	B	A	A	C	A	A	B	A	A
Approach Vol, veh/h		138			116			385			564	
Approach Delay, s/veh		12.4			12.3			10.5			10.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	13.9		8.9	5.3	16.0		8.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	15.5	38.5		22.5	7.5	46.5		22.5				
Max Q Clear Time (g_c+I1), s	3.6	7.0		4.1	2.3	8.2		3.9				
Green Ext Time (p_c), s	0.2	2.4		0.6	0.0	3.3		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		10.7	
HCM 6th LOS		B	

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	775	52	600	114
Future Volume (vph)	775	52	600	114
Turn Type	NA	Prot	NA	Prot
Protected Phases	2	1	6	8
Permitted Phases				
Detector Phase	2	1	6	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5
Total Split (s)	68.0	18.0	86.0	34.0
Total Split (%)	56.7%	15.0%	71.7%	28.3%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	None	None	None	Min
Act Effct Green (s)	22.7	8.0	29.0	11.6
Actuated g/C Ratio	0.45	0.16	0.57	0.23
v/c Ratio	0.61	0.19	0.57	0.44
Control Delay	13.5	26.7	8.7	22.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	13.5	26.7	8.7	22.2
LOS	B	C	A	C
Approach Delay	13.5		10.2	22.2
Approach LOS	B		B	C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 50.9	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 13.1	Intersection LOS: B
Intersection Capacity Utilization 52.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 41: Encanto Dr & Ethanac Rd





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	775	156	52	600	114	63
Future Volume (veh/h)	775	156	52	600	114	63
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	799	161	54	619	118	65
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1268	256	103	1138	183	101
Arrive On Green	0.42	0.42	0.06	0.60	0.16	0.16
Sat Flow, veh/h	3088	603	1810	1900	1112	613
Grp Volume(v), veh/h	482	478	54	619	184	0
Grp Sat Flow(s),veh/h/ln	1805	1791	1810	1900	1734	0
Q Serve(g_s), s	8.0	8.0	1.1	7.4	3.8	0.0
Cycle Q Clear(g_c), s	8.0	8.0	1.1	7.4	3.8	0.0
Prop In Lane		0.34	1.00		0.64	0.35
Lane Grp Cap(c), veh/h	765	759	103	1138	286	0
V/C Ratio(X)	0.63	0.63	0.52	0.54	0.64	0.00
Avail Cap(c_a), veh/h	3008	2985	641	4063	1342	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.6	8.6	17.5	4.5	14.9	0.0
Incr Delay (d2), s/veh	0.9	0.9	4.0	0.4	2.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.5	0.4	0.3	1.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.5	9.5	21.5	5.0	17.3	0.0
LnGrp LOS	A	A	C	A	B	A
Approach Vol, veh/h	960			673	184	
Approach Delay, s/veh	9.5			6.3	17.3	
Approach LOS	A			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.7	20.6				27.3	10.8
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	13.5	63.5				81.5	29.5
Max Q Clear Time (g_c+I1), s	3.1	10.0				9.4	5.8
Green Ext Time (p_c), s	0.1	6.2				3.9	0.5

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Notes

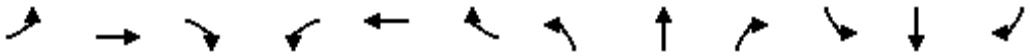
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	243	525	3	426	17	4	11	12
Future Volume (vph)	243	525	3	426	17	4	11	12
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5
Total Split (s)	25.0	52.4	9.6	37.0	18.0	18.0	18.0	18.0
Total Split (%)	31.3%	65.5%	12.0%	46.3%	22.5%	22.5%	22.5%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
Act Effct Green (s)	16.2	61.0	5.7	42.3		7.9		7.9
Actuated g/C Ratio	0.20	0.76	0.07	0.53		0.10		0.10
v/c Ratio	0.70	0.39	0.02	0.45		0.35		0.60
Control Delay	39.6	5.4	35.0	15.3		37.0		16.9
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	39.6	5.4	35.0	15.3		37.0		16.9
LOS	D	A	C	B		D		B
Approach Delay		16.1		15.4		37.0		16.9
Approach LOS		B		B		D		B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 16.4	Intersection LOS: B
Intersection Capacity Utilization 58.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 42: Sherman Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	243	525	4	3	426	7	17	4	8	11	12	150
Future Volume (veh/h)	243	525	4	3	426	7	17	4	8	11	12	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	256	553	4	3	448	7	18	4	8	12	13	158
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	303	1302	9	7	985	15	161	42	47	55	23	191
Arrive On Green	0.17	0.69	0.69	0.00	0.53	0.53	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1810	1884	14	1810	1865	29	652	307	349	53	170	1407
Grp Volume(v), veh/h	256	0	557	3	0	455	30	0	0	183	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1898	1810	0	1895	1307	0	0	1629	0	0
Q Serve(g_s), s	11.0	0.0	10.3	0.1	0.0	11.9	0.0	0.0	0.0	3.2	0.0	0.0
Cycle Q Clear(g_c), s	11.0	0.0	10.3	0.1	0.0	11.9	1.2	0.0	0.0	8.7	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.02	0.60		0.27	0.07		0.86
Lane Grp Cap(c), veh/h	303	0	1312	7	0	1001	250	0	0	269	0	0
V/C Ratio(X)	0.85	0.00	0.42	0.41	0.00	0.45	0.12	0.00	0.00	0.68	0.00	0.00
Avail Cap(c_a), veh/h	464	0	1312	115	0	1001	295	0	0	322	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.83	0.00	0.00
Uniform Delay (d), s/veh	32.3	0.0	5.4	39.7	0.0	11.7	30.4	0.0	0.0	33.6	0.0	0.0
Incr Delay (d2), s/veh	8.7	0.0	1.0	33.1	0.0	1.5	0.2	0.0	0.0	3.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	3.5	0.1	0.0	5.0	0.5	0.0	0.0	3.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	0.0	6.4	72.9	0.0	13.2	30.6	0.0	0.0	37.3	0.0	0.0
LnGrp LOS	D	A	A	E	A	B	C	A	A	D	A	A
Approach Vol, veh/h		813			458			30			183	
Approach Delay, s/veh		17.3			13.6			30.6			37.3	
Approach LOS		B			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	59.8		15.4	17.9	46.7		15.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	47.9		13.5	20.5	32.5		13.5				
Max Q Clear Time (g_c+I1), s	2.1	12.3		10.7	13.0	13.9		3.2				
Green Ext Time (p_c), s	0.0	4.1		0.2	0.4	2.7		0.1				

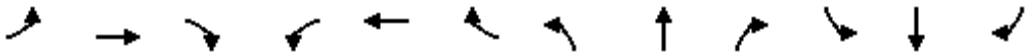
Intersection Summary												
HCM 6th Ctrl Delay			18.9									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	29	99	17	88	19	329	38	332
Future Volume (vph)	29	99	17	88	19	329	38	332
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	28.0	28.0	28.0	28.0	12.0	48.0	14.0	50.0
Total Split (%)	31.1%	31.1%	31.1%	31.1%	13.3%	53.3%	15.6%	55.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		10.3		10.2	6.8	21.7	7.3	23.7
Actuated g/C Ratio		0.25		0.25	0.17	0.53	0.18	0.58
v/c Ratio		0.37		0.35	0.07	0.43	0.13	0.35
Control Delay		18.2		16.9	22.3	11.8	21.2	8.9
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		18.2		16.9	22.3	11.8	21.2	8.9
LOS		B		B	C	B	C	A
Approach Delay		18.2		16.9		12.3		10.1
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 41	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.43	
Intersection Signal Delay: 12.9	Intersection LOS: B
Intersection Capacity Utilization 48.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 46: Menifee Rd & Watson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	99	17	17	88	38	19	329	55	38	332	13
Future Volume (veh/h)	29	99	17	17	88	38	19	329	55	38	332	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	110	19	19	98	42	21	366	61	42	369	14
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	180	210	33	152	186	75	48	563	94	89	686	26
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.03	0.35	0.35	0.05	0.38	0.38
Sat Flow, veh/h	252	1320	210	136	1172	469	1810	1588	265	1810	1819	69
Grp Volume(v), veh/h	161	0	0	159	0	0	21	0	427	42	0	383
Grp Sat Flow(s),veh/h/ln	1783	0	0	1777	0	0	1810	0	1852	1810	0	1888
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	6.0	0.7	0.0	4.9
Cycle Q Clear(g_c), s	2.4	0.0	0.0	2.5	0.0	0.0	0.4	0.0	6.0	0.7	0.0	4.9
Prop In Lane	0.20		0.12	0.12		0.26	1.00		0.14	1.00		0.04
Lane Grp Cap(c), veh/h	423	0	0	413	0	0	48	0	657	89	0	712
V/C Ratio(X)	0.38	0.00	0.00	0.38	0.00	0.00	0.43	0.00	0.65	0.47	0.00	0.54
Avail Cap(c_a), veh/h	1444	0	0	1448	0	0	439	0	2609	557	0	2781
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.0	0.0	0.0	12.0	0.0	0.0	14.8	0.0	8.4	14.3	0.0	7.5
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.6	0.0	0.0	6.1	0.0	1.1	3.9	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.8	0.0	0.0	0.2	0.0	1.7	0.3	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.5	0.0	0.0	12.6	0.0	0.0	20.9	0.0	9.4	18.2	0.0	8.2
LnGrp LOS	B	A	A	B	A	A	C	A	A	B	A	A
Approach Vol, veh/h		161			159			448			425	
Approach Delay, s/veh		12.5			12.6			10.0			9.1	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	15.5		9.4	5.3	16.1		9.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	9.5	43.5		23.5	7.5	45.5		23.5				
Max Q Clear Time (g_c+I1), s	2.7	8.0		4.4	2.4	6.9		4.5				
Green Ext Time (p_c), s	0.0	3.0		0.8	0.0	2.6		0.8				

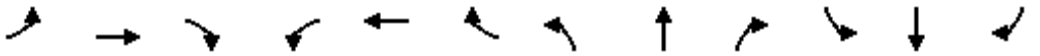
Intersection Summary												
HCM 6th Ctrl Delay			10.4									
HCM 6th LOS			B									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	51	1228	177	176	905	220	250	214	120	229
Future Volume (vph)	51	1228	177	176	905	220	250	214	120	229
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	3	1	6	3	8	1	7	4
Permitted Phases			2					8		
Detector Phase	5	2	3	1	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	9.7	10.3	9.7	9.7	10.3
Total Split (s)	13.5	55.0	15.0	14.0	55.5	15.0	27.9	14.0	13.1	26.0
Total Split (%)	12.3%	50.0%	13.6%	12.7%	50.5%	13.6%	25.4%	12.7%	11.9%	23.6%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	3.7	4.3	3.7	3.7	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	4.7	5.3	4.7	4.7	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	None	None	None	None	None
Act Effct Green (s)	7.3	43.9	60.8	8.6	47.8	9.8	20.6	34.6	7.6	18.4
Actuated g/C Ratio	0.07	0.43	0.59	0.08	0.47	0.10	0.20	0.34	0.07	0.18
v/c Ratio	0.43	0.86	0.19	0.64	0.66	0.71	0.37	0.23	0.50	0.80
Control Delay	59.1	33.4	3.0	57.9	24.5	59.5	38.1	16.3	54.9	59.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.1	33.4	3.0	57.9	24.5	59.5	38.1	16.3	54.9	59.6
LOS	E	C	A	E	C	E	D	B	D	E
Approach Delay		30.6			29.4		38.2			58.0
Approach LOS		C			C		D			E

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 102.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 34.4	Intersection LOS: C
Intersection Capacity Utilization 76.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	1228	177	176	905	109	220	250	214	120	229	23
Future Volume (veh/h)	51	1228	177	176	905	109	220	250	214	120	229	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	1320	190	189	973	117	237	269	230	129	246	25
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	73	1589	850	260	1537	185	309	727	780	196	287	29
Arrive On Green	0.04	0.44	0.44	0.07	0.47	0.47	0.09	0.20	0.20	0.06	0.17	0.17
Sat Flow, veh/h	1810	3610	1610	3510	3245	390	3510	3610	2834	3510	1697	172
Grp Volume(v), veh/h	55	1320	190	189	541	549	237	269	230	129	0	271
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1830	1755	1805	1417	1755	0	1869
Q Serve(g_s), s	2.9	30.6	6.0	5.0	21.4	21.4	6.3	6.1	6.1	3.4	0.0	13.4
Cycle Q Clear(g_c), s	2.9	30.6	6.0	5.0	21.4	21.4	6.3	6.1	6.1	3.4	0.0	13.4
Prop In Lane	1.00		1.00	1.00		0.21	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	73	1589	850	260	855	867	309	727	780	196	0	316
V/C Ratio(X)	0.75	0.83	0.22	0.73	0.63	0.63	0.77	0.37	0.29	0.66	0.00	0.86
Avail Cap(c_a), veh/h	168	1827	957	344	923	936	381	860	885	311	0	408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.0	23.4	12.0	43.0	18.8	18.8	42.3	32.7	27.1	43.9	0.0	38.3
Incr Delay (d2), s/veh	5.7	3.0	0.1	3.1	1.3	1.3	5.5	0.3	0.2	1.4	0.0	13.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	13.0	2.1	2.3	8.8	8.9	2.9	2.7	2.0	1.5	0.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	26.5	12.1	46.0	20.0	20.0	47.8	33.0	27.3	45.3	0.0	51.7
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	A	D
Approach Vol, veh/h		1565			1279			736			400	
Approach Delay, s/veh		25.6			23.9			36.0			49.7	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	48.7	13.0	21.3	8.5	51.9	10.0	24.4
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	5.3	* 4.7	7.0	* 4.7	5.3
Max Green Setting (Gmax), s	* 9.3	48.0	* 10	20.7	* 8.8	48.5	* 8.4	22.6
Max Q Clear Time (g_c+I1), s	7.0	32.6	8.3	15.4	4.9	23.4	5.4	8.1
Green Ext Time (p_c), s	0.1	9.1	0.1	0.7	0.0	8.2	0.1	2.3

Intersection Summary	
HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C

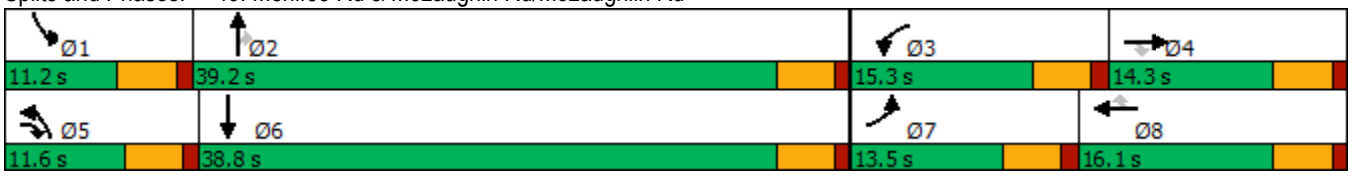
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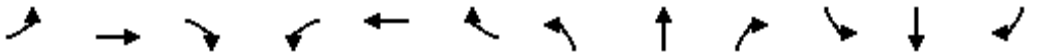
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	73	99	148	234	86	115	70	444	159	115	419
Future Volume (vph)	73	99	148	234	86	115	70	444	159	115	419
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	5	3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	5	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5
Total Split (s)	13.5	14.3	11.6	15.3	16.1	16.1	11.6	39.2	39.2	11.2	38.8
Total Split (%)	16.9%	17.9%	14.5%	19.1%	20.1%	20.1%	14.5%	49.0%	49.0%	14.0%	48.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	8.3	9.0	16.9	10.1	10.7	10.7	7.2	24.3	24.3	7.3	24.3
Actuated g/C Ratio	0.13	0.14	0.27	0.16	0.17	0.17	0.12	0.39	0.39	0.12	0.39
v/c Ratio	0.33	0.39	0.29	0.44	0.28	0.31	0.18	0.24	0.23	0.30	0.71
Control Delay	34.5	34.6	5.9	30.9	30.7	7.1	32.4	14.5	3.5	33.8	24.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	34.6	5.9	30.9	30.7	7.1	32.4	14.5	3.5	33.8	24.0
LOS	C	C	A	C	C	A	C	B	A	C	C
Approach Delay		21.3			24.6			13.7			25.9
Approach LOS		C			C			B			C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 62.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 20.8	Intersection LOS: C
Intersection Capacity Utilization 54.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 49: Menifee Rd & McLaughin Rd/McLaughlin Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	99	148	234	86	115	70	444	159	115	419	66
Future Volume (veh/h)	73	99	148	234	86	115	70	444	159	115	419	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	78	106	159	252	92	124	75	477	171	124	451	71
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	116	250	314	398	344	291	221	1750	543	277	566	89
Arrive On Green	0.06	0.13	0.13	0.11	0.18	0.18	0.06	0.34	0.34	0.08	0.35	0.35
Sat Flow, veh/h	1810	1900	1610	3510	1900	1610	3510	5187	1610	3510	1602	252
Grp Volume(v), veh/h	78	106	159	252	92	124	75	477	171	124	0	522
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1755	1900	1610	1755	1729	1610	1755	0	1855
Q Serve(g_s), s	2.2	2.7	4.7	3.6	2.2	3.6	1.1	3.6	4.2	1.8	0.0	13.5
Cycle Q Clear(g_c), s	2.2	2.7	4.7	3.6	2.2	3.6	1.1	3.6	4.2	1.8	0.0	13.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	116	250	314	398	344	291	221	1750	543	277	0	655
V/C Ratio(X)	0.67	0.42	0.51	0.63	0.27	0.43	0.34	0.27	0.31	0.45	0.00	0.80
Avail Cap(c_a), veh/h	306	350	398	713	415	351	469	3385	1051	442	0	1196
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.3	21.2	19.1	22.5	18.7	19.3	23.9	12.9	13.1	23.4	0.0	15.5
Incr Delay (d2), s/veh	6.5	1.1	1.3	1.7	0.4	1.0	0.9	0.1	0.3	1.1	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.2	1.7	1.5	0.9	1.3	0.4	1.2	1.4	0.7	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	22.4	20.4	24.2	19.2	20.3	24.8	12.9	13.4	24.5	0.0	17.7
LnGrp LOS	C	C	C	C	B	C	C	B	B	C	A	B
Approach Vol, veh/h		343			468			723			646	
Approach Delay, s/veh		23.4			22.2			14.3			19.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	22.4	10.5	11.5	7.8	23.3	7.9	14.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.7	34.7	10.8	9.8	7.1	34.3	9.0	11.6
Max Q Clear Time (g_c+I1), s	3.8	6.2	5.6	6.7	3.1	15.5	4.2	5.6
Green Ext Time (p_c), s	0.1	4.1	0.4	0.3	0.1	3.3	0.1	0.4

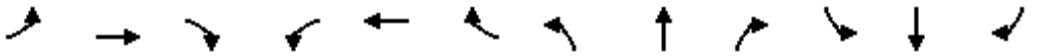
Intersection Summary	
HCM 6th Ctrl Delay	18.8
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	Ø8
Lane Configurations										
Traffic Volume (vph)	32	1419	115	68	1020	128	90	43	0	
Future Volume (vph)	32	1419	115	68	1020	128	90	43	0	
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	pm+ov	Prot	NA	
Protected Phases	5	2	3	1	6	3	1	7	4	8
Permitted Phases			2				8			
Detector Phase	5	2	3	1	6	3	1	7	4	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5
Total Split (s)	15.0	68.0	18.0	20.0	73.0	18.0	20.0	12.0	14.0	20.0
Total Split (%)	12.5%	56.7%	15.0%	16.7%	60.8%	15.0%	16.7%	10.0%	11.7%	17%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	Min	Min
Act Effct Green (s)	7.2	33.6	46.9	8.6	39.5	8.5	26.2	6.6	5.8	
Actuated g/C Ratio	0.10	0.46	0.65	0.12	0.55	0.12	0.36	0.09	0.08	
v/c Ratio	0.18	0.59	0.11	0.32	0.54	0.31	0.14	0.13	0.14	
Control Delay	37.6	15.8	1.4	37.6	12.4	35.4	9.4	36.6	0.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	37.6	15.8	1.4	37.6	12.4	35.4	9.4	36.6	0.8	
LOS	D	B	A	D	B	D	A	D	A	
Approach Delay		15.2			13.9				17.5	
Approach LOS		B			B				B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 72.3	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 15.5	Intersection LOS: B
Intersection Capacity Utilization 54.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 53: Project Dwy 2/Malaga Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1419	115	68	1020	32	128	0	90	43	0	49
Future Volume (veh/h)	32	1419	115	68	1020	32	128	0	90	43	0	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	1419	115	68	1020	32	128	0	90	43	0	49
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	62	2550	909	102	1835	58	256	214	272	149	0	133
Arrive On Green	0.03	0.49	0.49	0.06	0.51	0.51	0.07	0.00	0.11	0.04	0.00	0.08
Sat Flow, veh/h	1810	5187	1610	1810	3573	112	3510	1900	1610	3510	0	1610
Grp Volume(v), veh/h	32	1419	115	68	515	537	128	0	90	43	0	49
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1805	1880	1755	1900	1610	1755	0	1610
Q Serve(g_s), s	1.1	11.6	2.0	2.2	11.8	11.8	2.1	0.0	3.0	0.7	0.0	1.7
Cycle Q Clear(g_c), s	1.1	11.6	2.0	2.2	11.8	11.8	2.1	0.0	3.0	0.7	0.0	1.7
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	62	2550	909	102	927	965	256	214	272	149	0	133
V/C Ratio(X)	0.51	0.56	0.13	0.67	0.56	0.56	0.50	0.00	0.33	0.29	0.00	0.37
Avail Cap(c_a), veh/h	313	5430	1803	462	2038	2123	781	486	502	434	0	252
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	10.8	6.2	28.1	10.0	10.0	27.1	0.0	22.2	28.1	0.0	26.3
Incr Delay (d2), s/veh	6.4	0.2	0.1	7.3	0.5	0.5	1.5	0.0	0.7	1.1	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.8	0.6	1.1	4.0	4.1	0.9	0.0	1.1	0.3	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	11.0	6.3	35.4	10.6	10.5	28.6	0.0	22.9	29.2	0.0	28.0
LnGrp LOS	D	B	A	D	B	B	C	A	C	C	A	C
Approach Vol, veh/h		1566			1120			218			92	
Approach Delay, s/veh		11.1			12.1			26.2			28.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	34.3	8.9	9.5	6.6	35.6	7.1	11.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	15.5	63.5	13.5	9.5	10.5	68.5	7.5	15.5
Max Q Clear Time (g_c+I1), s	4.2	13.6	4.1	3.7	3.1	13.8	2.7	5.0
Green Ext Time (p_c), s	0.1	16.2	0.2	0.1	0.0	9.0	0.0	0.1

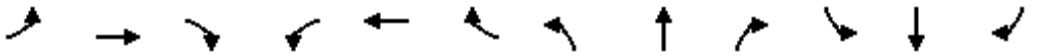
Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	67	1236	248	186	924	148	87	151	119	90
Future Volume (vph)	67	1236	248	186	924	148	87	151	119	90
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	3	1	6	3	8	1	7	4
Permitted Phases			2					8		
Detector Phase	5	2	3	1	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	9.7	10.0	9.7	9.7	10.0
Total Split (s)	15.0	56.0	15.2	17.0	58.0	15.2	16.0	17.0	21.0	21.8
Total Split (%)	13.6%	50.9%	13.8%	15.5%	52.7%	13.8%	14.5%	15.5%	19.1%	19.8%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	3.7	4.0	3.7	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	4.7	5.0	4.7	4.7	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	None	None	None	None	None
Act Effct Green (s)	7.7	30.1	45.6	9.2	34.2	8.2	9.2	20.5	10.4	11.5
Actuated g/C Ratio	0.09	0.37	0.56	0.11	0.42	0.10	0.11	0.25	0.13	0.14
v/c Ratio	0.43	0.70	0.26	0.51	0.71	0.45	0.44	0.32	0.56	0.55
Control Delay	47.2	24.1	1.9	41.6	23.8	42.2	45.2	9.7	45.9	38.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.2	24.1	1.9	41.6	23.8	42.2	45.2	9.7	45.9	38.9
LOS	D	C	A	D	C	D	D	A	D	D
Approach Delay		21.6			26.6		30.2			42.2
Approach LOS		C			C		C			D

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 81.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 25.9	Intersection LOS: C
Intersection Capacity Utilization 61.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	1236	248	186	924	64	148	87	151	119	90	47
Future Volume (veh/h)	67	1236	248	186	924	64	148	87	151	119	90	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	73	1343	270	202	1004	70	161	95	164	129	98	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	100	1964	726	303	1403	98	254	236	336	166	168	88
Arrive On Green	0.06	0.38	0.38	0.09	0.41	0.41	0.07	0.12	0.12	0.09	0.14	0.14
Sat Flow, veh/h	1810	5187	1610	3510	3423	239	3510	1900	1579	1810	1170	609
Grp Volume(v), veh/h	73	1343	270	202	529	545	161	95	164	129	0	149
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1805	1857	1755	1900	1579	1810	0	1778
Q Serve(g_s), s	2.7	14.6	7.4	3.7	16.5	16.5	3.0	3.1	6.1	4.7	0.0	5.3
Cycle Q Clear(g_c), s	2.7	14.6	7.4	3.7	16.5	16.5	3.0	3.1	6.1	4.7	0.0	5.3
Prop In Lane	1.00		1.00	1.00		0.13	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	100	1964	726	303	740	761	254	236	336	166	0	256
V/C Ratio(X)	0.73	0.68	0.37	0.67	0.72	0.72	0.63	0.40	0.49	0.78	0.00	0.58
Avail Cap(c_a), veh/h	277	3782	1291	643	1370	1409	549	311	398	439	0	445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.2	17.5	12.2	29.8	16.6	16.6	30.3	27.1	23.3	29.8	0.0	26.9
Incr Delay (d2), s/veh	3.8	0.2	0.1	0.9	0.5	0.5	1.0	1.1	1.1	2.9	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.3	2.4	1.6	6.2	6.4	1.3	1.4	2.3	2.1	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	17.7	12.3	30.7	17.1	17.0	31.3	28.2	24.4	32.7	0.0	29.0
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	A	C
Approach Vol, veh/h		1686			1276			420			278	
Approach Delay, s/veh		17.5			19.2			27.9			30.7	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	32.4	9.6	14.7	8.4	34.5	10.9	13.4
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	5.0	* 4.7	7.0	* 4.7	5.0
Max Green Setting (Gmax), s	* 12	49.0	* 11	16.8	* 10	51.0	* 16	11.0
Max Q Clear Time (g_c+I1), s	5.7	16.6	5.0	7.3	4.7	18.5	6.7	8.1
Green Ext Time (p_c), s	0.2	8.9	0.1	0.5	0.0	5.2	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	20.3
HCM 6th LOS	C

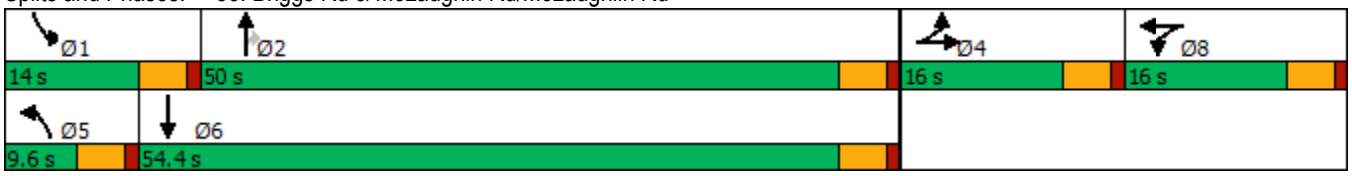
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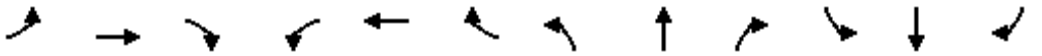
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT	Ø5
Lane Configurations									
Traffic Volume (vph)	35	0	13	0	388	10	30	435	
Future Volume (vph)	35	0	13	0	388	10	30	435	
Turn Type	Split	NA	Split	NA	NA	Perm	Prot	NA	
Protected Phases	4	4	8	8	2		1	6	5
Permitted Phases						2			
Detector Phase	4	4	8	8	2	2	1	6	
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5
Total Split (s)	16.0	16.0	16.0	16.0	50.0	50.0	14.0	54.4	9.6
Total Split (%)	16.7%	16.7%	16.7%	16.7%	52.1%	52.1%	14.6%	56.7%	10%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag					Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	7.1	7.1	6.9	6.9	33.4	33.4	7.4	36.8	
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.75	0.75	0.17	0.83	
v/c Ratio	0.07	0.07	0.05	0.03	0.31	0.01	0.11	0.16	
Control Delay	25.4	25.4	25.6	0.1	10.2	0.0	24.5	3.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	25.4	25.4	25.6	0.1	10.2	0.0	24.5	3.9	
LOS	C	C	C	A	B	A	C	A	
Approach Delay		25.4		12.0	10.0			5.2	
Approach LOS		C		B	A			A	

Intersection Summary	
Cycle Length: 96	
Actuated Cycle Length: 44.3	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.31	
Intersection Signal Delay: 8.3	Intersection LOS: A
Intersection Capacity Utilization 40.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 58: Briggs Rd & McLaughin Rd/McLaughlin Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	0	0	13	0	15	0	388	10	30	435	0
Future Volume (veh/h)	35	0	0	13	0	15	0	388	10	30	435	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	0	0	15	0	17	0	441	11	34	494	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	167	88	0	69	0	62	5	659	546	73	1875	0
Arrive On Green	0.05	0.00	0.00	0.04	0.00	0.04	0.00	0.35	0.35	0.04	0.52	0.00
Sat Flow, veh/h	3619	1900	0	1810	0	1605	1810	1900	1574	1810	3705	0
Grp Volume(v), veh/h	40	0	0	15	0	17	0	441	11	34	494	0
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1810	0	1605	1810	1900	1574	1810	1805	0
Q Serve(g_s), s	0.4	0.0	0.0	0.3	0.0	0.4	0.0	6.7	0.2	0.6	2.6	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.3	0.0	0.4	0.0	6.7	0.2	0.6	2.6	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	167	88	0	69	0	62	5	659	546	73	1875	0
V/C Ratio(X)	0.24	0.00	0.00	0.22	0.00	0.28	0.00	0.67	0.02	0.47	0.26	0.00
Avail Cap(c_a), veh/h	1221	641	0	611	0	541	271	2536	2101	504	5285	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.7	0.0	0.0	15.9	0.0	15.9	0.0	9.5	7.3	16.0	4.6	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.5	0.0	2.4	0.0	1.2	0.0	4.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.1	0.0	2.1	0.0	0.3	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	0.0	17.4	0.0	18.3	0.0	10.6	7.3	20.5	4.6	0.0
LnGrp LOS	B	A	A	B	A	B	A	B	A	C	A	A
Approach Vol, veh/h		40			32			452			528	
Approach Delay, s/veh		16.4			17.9			10.6			5.7	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	16.3		6.1	0.0	22.2		5.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	9.5	45.5		11.5	5.1	49.9		11.5				
Max Q Clear Time (g_c+I1), s	2.6	8.7		2.4	0.0	4.6		2.4				
Green Ext Time (p_c), s	0.0	3.1		0.0	0.0	3.8		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	8.5	
HCM 6th LOS	A	

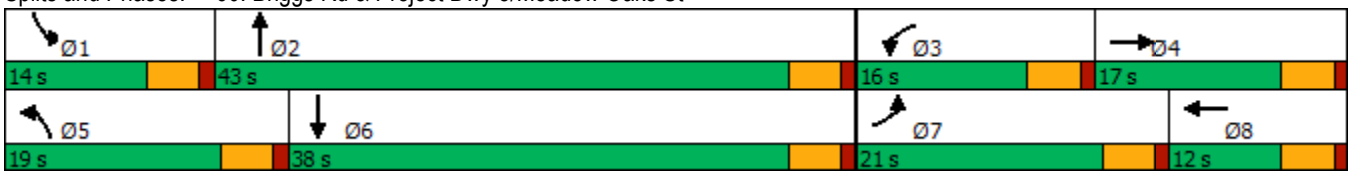
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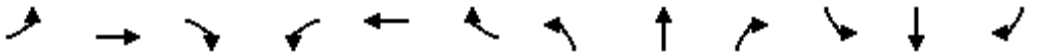
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	WBL	WBT	NBL	NBT	SBL	SBT	Ø4
Lane Configurations								
Traffic Volume (vph)	74	38	0	58	298	25	365	
Future Volume (vph)	74	38	0	58	298	25	365	
Turn Type	Prot	Prot	NA	Prot	NA	Prot	NA	
Protected Phases	7	3	8	5	2	1	6	4
Permitted Phases								
Detector Phase	7	3	8	5	2	1	6	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5
Total Split (s)	21.0	16.0	12.0	19.0	43.0	14.0	38.0	17.0
Total Split (%)	23.3%	17.8%	13.3%	21.1%	47.8%	15.6%	42.2%	19%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Min	None	Min	None
Act Effct Green (s)	8.9	11.1	6.5	8.4	28.1	7.3	25.1	
Actuated g/C Ratio	0.21	0.26	0.15	0.19	0.65	0.17	0.58	
v/c Ratio	0.25	0.10	0.05	0.21	0.19	0.10	0.26	
Control Delay	21.7	15.0	0.1	22.2	9.8	23.7	12.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	21.7	15.0	0.1	22.2	9.8	23.7	12.5	
LOS	C	B	A	C	A	C	B	
Approach Delay			8.7		11.5		13.2	
Approach LOS			A		B		B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 43.3	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.26	
Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 38.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 60: Briggs Rd & Project Dwy 5/Meadow Oaks St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	0	0	38	0	28	58	298	52	25	365	58
Future Volume (veh/h)	74	0	0	38	0	28	58	298	52	25	365	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	92	0	0	48	0	35	72	372	65	31	456	72
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	206	0	96	0	126	129	944	164	67	853	134
Arrive On Green	0.08	0.00	0.00	0.05	0.00	0.08	0.07	0.31	0.31	0.04	0.27	0.27
Sat Flow, veh/h	1810	1900	0	1810	0	1610	1810	3076	533	1810	3126	491
Grp Volume(v), veh/h	92	0	0	48	0	35	72	217	220	31	262	266
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1810	0	1610	1810	1805	1804	1810	1805	1812
Q Serve(g_s), s	1.8	0.0	0.0	0.9	0.0	0.7	1.4	3.4	3.5	0.6	4.5	4.5
Cycle Q Clear(g_c), s	1.8	0.0	0.0	0.9	0.0	0.7	1.4	3.4	3.5	0.6	4.5	4.5
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.30	1.00		0.27
Lane Grp Cap(c), veh/h	151	206	0	96	0	126	129	554	554	67	493	494
V/C Ratio(X)	0.61	0.00	0.00	0.50	0.00	0.28	0.56	0.39	0.40	0.46	0.53	0.54
Avail Cap(c_a), veh/h	821	653	0	572	0	332	721	1910	1909	473	1662	1668
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	0.0	16.8	0.0	15.8	16.3	9.9	9.9	17.2	11.2	11.3
Incr Delay (d2), s/veh	4.0	0.0	0.0	4.0	0.0	1.2	3.8	0.5	0.5	4.9	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.4	0.0	0.3	0.6	1.1	1.1	0.3	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	0.0	0.0	20.8	0.0	17.0	20.1	10.4	10.4	22.1	12.1	12.2
LnGrp LOS	C	A	A	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		92			83			509			559	
Approach Delay, s/veh		20.1			19.2			11.8			12.7	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.8	15.7	6.4	8.4	7.1	14.4	7.5	7.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	38.5	11.5	12.5	14.5	33.5	16.5	7.5
Max Q Clear Time (g_c+I1), s	2.6	5.5	2.9	0.0	3.4	6.5	3.8	2.7
Green Ext Time (p_c), s	0.0	2.8	0.0	0.0	0.1	3.4	0.2	0.0

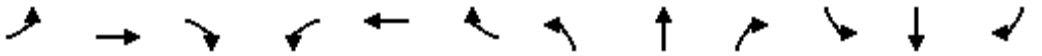
Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	31	0	13	0	148	374	6	309
Future Volume (vph)	31	0	13	0	148	374	6	309
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5
Total Split (s)	16.0	16.0	13.0	13.0	30.0	48.0	13.0	31.0
Total Split (%)	17.8%	17.8%	14.4%	14.4%	33.3%	53.3%	14.4%	34.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.7	6.2	6.4	6.0	9.3	26.9	6.2	15.8
Actuated g/C Ratio	0.18	0.17	0.17	0.16	0.25	0.72	0.17	0.42
v/c Ratio	0.10	0.09	0.04	0.00	0.33	0.15	0.02	0.22
Control Delay	18.7	0.2	19.3	0.0	16.6	5.9	19.7	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.7	0.2	19.3	0.0	16.6	5.9	19.7	12.6
LOS	B	A	B	A	B	A	B	B
Approach Delay		5.8		16.7		8.8		12.8
Approach LOS		A		B		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 37.4	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.33	
Intersection Signal Delay: 10.0	Intersection LOS: A
Intersection Capacity Utilization 37.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 62: Briggs Rd & Project Dwy 7





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	0	72	13	0	2	148	374	24	6	309	30
Future Volume (veh/h)	31	0	72	13	0	2	148	374	24	6	309	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	0	72	13	0	2	148	374	24	6	309	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	68	0	168	31	0	135	206	1068	68	15	679	65
Arrive On Green	0.04	0.00	0.10	0.02	0.00	0.08	0.11	0.31	0.31	0.01	0.20	0.20
Sat Flow, veh/h	1810	0	1610	1810	0	1610	1810	3445	220	1810	3327	321
Grp Volume(v), veh/h	31	0	72	13	0	2	148	195	203	6	167	172
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1610	1810	1805	1860	1810	1805	1842
Q Serve(g_s), s	0.5	0.0	1.3	0.2	0.0	0.0	2.5	2.7	2.7	0.1	2.6	2.6
Cycle Q Clear(g_c), s	0.5	0.0	1.3	0.2	0.0	0.0	2.5	2.7	2.7	0.1	2.6	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		0.17
Lane Grp Cap(c), veh/h	68	0	168	31	0	135	206	560	577	15	368	376
V/C Ratio(X)	0.46	0.00	0.43	0.42	0.00	0.01	0.72	0.35	0.35	0.41	0.45	0.46
Avail Cap(c_a), veh/h	648	0	576	479	0	426	1436	2444	2519	479	1489	1519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	0.0	13.5	15.6	0.0	13.5	13.7	8.6	8.6	15.9	11.2	11.2
Incr Delay (d2), s/veh	4.7	0.0	1.7	8.9	0.0	0.0	4.6	0.4	0.4	17.2	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.5	0.2	0.0	0.0	1.1	0.8	0.8	0.1	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.8	0.0	15.2	24.5	0.0	13.5	18.3	8.9	8.9	33.1	12.1	12.1
LnGrp LOS	B	A	B	C	A	B	B	A	A	C	B	B
Approach Vol, veh/h		103			15			546			345	
Approach Delay, s/veh		16.6			23.1			11.5			12.5	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	14.5	5.0	7.9	8.2	11.1	5.7	7.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.5	43.5	8.5	11.5	25.5	26.5	11.5	8.5
Max Q Clear Time (g_c+I1), s	2.1	4.7	2.2	3.3	4.5	4.6	2.5	2.0
Green Ext Time (p_c), s	0.0	2.5	0.0	0.2	0.4	1.9	0.0	0.0

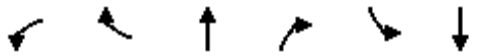
Intersection Summary	
HCM 6th Ctrl Delay	12.5
HCM 6th LOS	B

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	51	459	76	318
Future Volume (vph)	51	459	76	318
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5
Total Split (s)	18.0	47.0	15.0	62.0
Total Split (%)	22.5%	58.8%	18.8%	77.5%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	8.3	30.0	8.3	36.8
Actuated g/C Ratio	0.17	0.60	0.17	0.73
v/c Ratio	0.44	0.51	0.29	0.13
Control Delay	15.5	12.4	26.3	3.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	15.5	12.4	26.3	3.2
LOS	B	B	C	A
Approach Delay	15.5	12.4		7.6
Approach LOS	B	B		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 50.1	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 11.0	Intersection LOS: B
Intersection Capacity Utilization 51.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 63: Briggs Rd & Matthews Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	51	89	459	56	76	318
Future Volume (veh/h)	51	89	459	56	76	318
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	57	100	516	63	85	357
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	74	130	714	87	143	2281
Arrive On Green	0.12	0.12	0.43	0.43	0.08	0.63
Sat Flow, veh/h	606	1062	1661	203	1810	3705
Grp Volume(v), veh/h	158	0	0	579	85	357
Grp Sat Flow(s),veh/h/ln	1679	0	0	1864	1810	1805
Q Serve(g_s), s	3.3	0.0	0.0	9.4	1.7	1.5
Cycle Q Clear(g_c), s	3.3	0.0	0.0	9.4	1.7	1.5
Prop In Lane	0.36	0.63		0.11	1.00	
Lane Grp Cap(c), veh/h	205	0	0	801	143	2281
V/C Ratio(X)	0.77	0.00	0.00	0.72	0.59	0.16
Avail Cap(c_a), veh/h	619	0	0	2163	519	5669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	0.0	0.0	8.6	16.3	2.8
Incr Delay (d2), s/veh	6.0	0.0	0.0	1.3	3.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	2.7	0.7	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.6	0.0	0.0	9.9	20.2	2.8
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h	158		579			442
Approach Delay, s/veh	21.6		9.9			6.1
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.4	20.2			27.6	9.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	42.5			57.5	13.5
Max Q Clear Time (g_c+I1), s	3.7	11.4			3.5	5.3
Green Ext Time (p_c), s	0.1	4.3			2.6	0.3

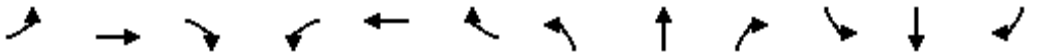
Intersection Summary	
HCM 6th Ctrl Delay	10.0
HCM 6th LOS	B

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR	Ø1
Lane Configurations										
Traffic Volume (vph)	34	1042	817	22	4	0	16	0	55	
Future Volume (vph)	34	1042	817	22	4	0	16	0	55	
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm	NA	Perm	
Protected Phases	5	2	6			8		4		1
Permitted Phases				6	8		4		4	
Detector Phase	5	2	6	6	8	8	4	4	4	
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	10.0	8.0	8.0	21.0	21.0	21.0	6.0
Minimum Split (s)	10.6	17.2	17.2	17.2	13.6	13.6	26.6	26.6	26.6	10.6
Total Split (s)	40.0	60.0	45.0	45.0	40.0	40.0	40.0	40.0	40.0	25.0
Total Split (%)	32.0%	48.0%	36.0%	36.0%	32.0%	32.0%	32.0%	32.0%	32.0%	20%
Yellow Time (s)	3.6	5.2	5.2	5.2	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.6	7.2	7.2	7.2		5.6		5.6	5.6	
Lead/Lag	Lead	Lag	Lag	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	Min	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	6.8	61.0	53.9	53.9		18.2		21.2	21.2	
Actuated g/C Ratio	0.08	0.70	0.62	0.62		0.21		0.24	0.24	
v/c Ratio	0.28	0.90	0.42	0.02		0.01		0.05	0.13	
Control Delay	43.2	27.0	13.5	0.0		0.0		26.1	1.5	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	43.2	27.0	13.5	0.0		0.0		26.1	1.5	
LOS	D	C	B	A		A		C	A	
Approach Delay		27.5	13.1					7.0		
Approach LOS		C	B					A		

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 87.3	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 20.7	Intersection LOS: C
Intersection Capacity Utilization 83.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	1042	4	0	817	22	4	0	1	16	0	55
Future Volume (veh/h)	34	1042	4	0	817	22	4	0	1	16	0	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	1184	5	0	928	25	5	0	1	18	0	62
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	77	1192	5	2	1923	858	322	7	50	401	0	349
Arrive On Green	0.04	0.63	0.63	0.00	0.53	0.53	0.22	0.00	0.22	0.22	0.00	0.22
Sat Flow, veh/h	1810	1891	8	1810	3610	1610	1122	34	231	1452	0	1610
Grp Volume(v), veh/h	39	0	1189	0	928	25	6	0	0	18	0	62
Grp Sat Flow(s),veh/h/ln	1810	0	1899	1810	1805	1610	1387	0	0	1452	0	1610
Q Serve(g_s), s	1.8	0.0	51.9	0.0	13.5	0.6	0.0	0.0	0.0	0.0	0.0	2.6
Cycle Q Clear(g_c), s	1.8	0.0	51.9	0.0	13.5	0.6	0.7	0.0	0.0	0.7	0.0	2.6
Prop In Lane	1.00		0.00	1.00		1.00	0.83		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	77	0	1197	2	1923	858	380	0	0	401	0	349
V/C Ratio(X)	0.50	0.00	0.99	0.00	0.48	0.03	0.02	0.00	0.00	0.04	0.00	0.18
Avail Cap(c_a), veh/h	765	0	1197	441	1923	858	651	0	0	680	0	661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.2	0.0	15.3	0.0	12.3	9.3	25.8	0.0	0.0	25.9	0.0	26.7
Incr Delay (d2), s/veh	1.9	0.0	24.4	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	26.3	0.0	5.1	0.2	0.1	0.0	0.0	0.3	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	0.0	39.7	0.0	12.6	9.3	25.8	0.0	0.0	26.0	0.0	27.0
LnGrp LOS	D	A	D	A	B	A	C	A	A	C	A	C
Approach Vol, veh/h		1228			953			6			80	
Approach Delay, s/veh		39.7			12.5			25.8			26.7	
Approach LOS		D			B			C			C	

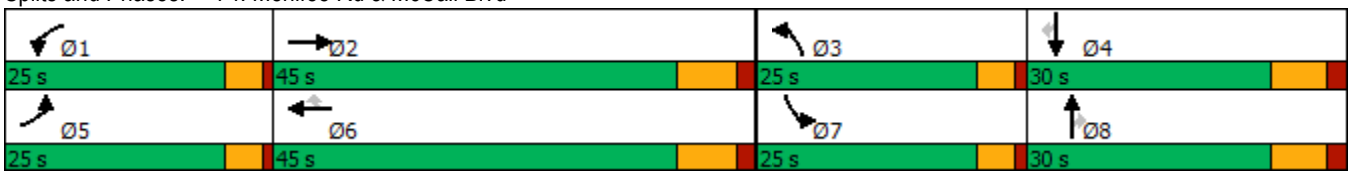
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	60.0		23.8	8.2	51.8		23.8				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	20.4	52.8		34.4	35.4	37.8		34.4				
Max Q Clear Time (g_c+I1), s	0.0	53.9		4.6	3.8	15.5		2.7				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	9.5		0.0				

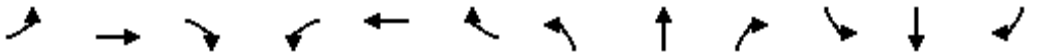
Intersection Summary			
HCM 6th Ctrl Delay		27.8	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	317	555	25	334	47	161	346	53	93	282	344
Future Volume (vph)	317	555	25	334	47	161	346	53	93	282	344
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	17.5	10.6	17.5	17.5	10.6	15.2	15.2	10.6	15.2	15.2
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%	24.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	13.2	30.6	6.4	16.0	16.0	13.1	21.0	21.0	9.7	14.7	14.7
Actuated g/C Ratio	0.16	0.37	0.08	0.19	0.19	0.16	0.26	0.26	0.12	0.18	0.18
v/c Ratio	0.61	0.61	0.10	0.51	0.12	0.60	0.40	0.11	0.47	0.47	0.62
Control Delay	39.3	24.2	44.1	33.8	0.6	44.3	29.8	0.5	45.9	34.9	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.3	24.2	44.1	33.8	0.6	44.3	29.8	0.5	45.9	34.9	9.2
LOS	D	C	D	C	A	D	C	A	D	C	A
Approach Delay		28.7		30.6			31.2			24.0	
Approach LOS		C		C			C			C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 82.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 28.3	Intersection LOS: C
Intersection Capacity Utilization 63.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	317	555	188	25	334	47	161	346	53	93	282	344
Future Volume (veh/h)	317	555	188	25	334	47	161	346	53	93	282	344
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	341	597	202	27	359	51	173	372	57	100	303	370
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	439	778	263	119	730	326	213	1100	490	130	934	416
Arrive On Green	0.13	0.29	0.29	0.03	0.20	0.20	0.12	0.30	0.30	0.07	0.26	0.26
Sat Flow, veh/h	3510	2649	895	3510	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	341	406	393	27	359	51	173	372	57	100	303	370
Grp Sat Flow(s),veh/h/ln	1755	1805	1739	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	7.6	16.6	16.6	0.6	7.1	2.1	7.5	6.4	2.1	4.4	5.5	17.8
Cycle Q Clear(g_c), s	7.6	16.6	16.6	0.6	7.1	2.1	7.5	6.4	2.1	4.4	5.5	17.8
Prop In Lane	1.00		0.51	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	439	530	511	119	730	326	213	1100	490	130	934	416
V/C Ratio(X)	0.78	0.77	0.77	0.23	0.49	0.16	0.81	0.34	0.12	0.77	0.32	0.89
Avail Cap(c_a), veh/h	888	839	808	888	1678	749	458	1100	490	458	1020	455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	26.0	26.0	37.9	28.5	26.5	34.7	21.7	20.2	36.8	24.2	28.8
Incr Delay (d2), s/veh	1.1	2.4	2.5	0.4	0.5	0.2	2.8	0.2	0.1	3.6	0.2	17.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	7.1	6.9	0.3	3.0	0.8	3.4	2.7	0.8	2.0	2.3	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	28.3	28.5	38.3	29.0	26.7	37.6	21.9	20.3	40.4	24.4	46.7
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	D
Approach Vol, veh/h		1140			437			602			773	
Approach Delay, s/veh		30.5			29.3			26.3			37.2	
Approach LOS		C			C			C			D	

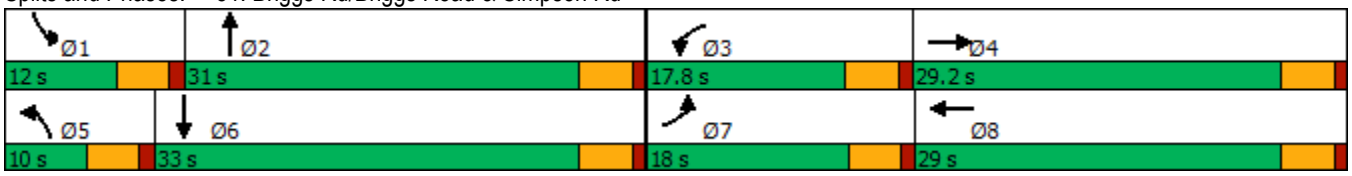
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	31.2	14.1	28.1	14.7	23.8	10.4	31.8
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	20.4	37.5	20.4	22.8	20.4	37.5	20.4	22.8
Max Q Clear Time (g_c+I1), s	2.6	18.6	9.5	19.8	9.6	9.1	6.4	8.4
Green Ext Time (p_c), s	0.0	5.1	0.2	1.0	0.5	2.6	0.1	2.2

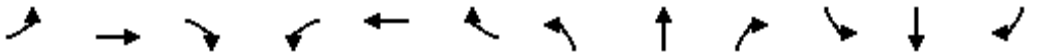
Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	139	213	125	247	47	167	59	216
Future Volume (vph)	139	213	125	247	47	167	59	216
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	18.0	29.2	17.8	29.0	10.0	31.0	12.0	33.0
Total Split (%)	20.0%	32.4%	19.8%	32.2%	11.1%	34.4%	13.3%	36.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	11.6	19.1	11.2	18.8	6.6	17.6	7.9	18.6
Actuated g/C Ratio	0.18	0.29	0.17	0.29	0.10	0.27	0.12	0.29
v/c Ratio	0.47	0.52	0.44	0.66	0.28	0.60	0.29	0.63
Control Delay	36.1	26.2	35.9	29.8	40.9	26.9	38.6	27.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.1	26.2	35.9	29.8	40.9	26.9	38.6	27.7
LOS	D	C	D	C	D	C	D	C
Approach Delay		29.6		31.5		28.9		29.4
Approach LOS		C		C		C		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 64.8	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 30.0	Intersection LOS: C
Intersection Capacity Utilization 62.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 81: Briggs Rd/Briggs Road & Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	213	53	125	247	83	47	167	115	59	216	98
Future Volume (veh/h)	139	213	53	125	247	83	47	167	115	59	216	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	151	232	58	136	268	90	51	182	125	64	235	107
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	198	387	97	179	345	116	90	254	174	104	309	141
Arrive On Green	0.11	0.26	0.26	0.10	0.25	0.25	0.05	0.24	0.24	0.06	0.25	0.25
Sat Flow, veh/h	1810	1467	367	1810	1361	457	1810	1049	721	1810	1236	563
Grp Volume(v), veh/h	151	0	290	136	0	358	51	0	307	64	0	342
Grp Sat Flow(s),veh/h/ln	1810	0	1834	1810	0	1818	1810	0	1770	1810	0	1799
Q Serve(g_s), s	4.3	0.0	7.4	3.9	0.0	9.8	1.5	0.0	8.5	1.8	0.0	9.4
Cycle Q Clear(g_c), s	4.3	0.0	7.4	3.9	0.0	9.8	1.5	0.0	8.5	1.8	0.0	9.4
Prop In Lane	1.00		0.20	1.00		0.25	1.00		0.41	1.00		0.31
Lane Grp Cap(c), veh/h	198	0	484	179	0	461	90	0	429	104	0	449
V/C Ratio(X)	0.76	0.00	0.60	0.76	0.00	0.78	0.57	0.00	0.72	0.62	0.00	0.76
Avail Cap(c_a), veh/h	458	0	849	451	0	835	187	0	880	254	0	961
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.1	0.0	17.2	23.4	0.0	18.5	24.8	0.0	18.5	24.6	0.0	18.5
Incr Delay (d2), s/veh	6.0	0.0	1.2	6.5	0.0	2.8	5.5	0.0	2.3	5.8	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	2.9	1.9	0.0	4.0	0.7	0.0	3.4	0.9	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.1	0.0	18.3	29.9	0.0	21.3	30.3	0.0	20.8	30.4	0.0	21.2
LnGrp LOS	C	A	B	C	A	C	C	A	C	C	A	C
Approach Vol, veh/h		441			494			358			406	
Approach Delay, s/veh		22.0			23.7			22.1			22.7	
Approach LOS		C			C			C			C	

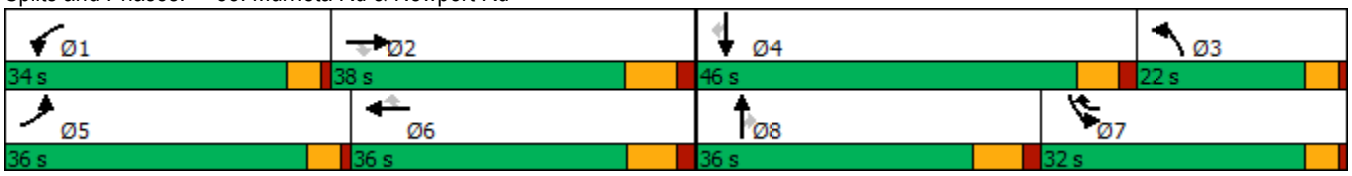
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	17.4	9.8	18.6	7.2	17.8	10.3	18.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	26.5	13.3	24.7	5.5	28.5	13.5	24.5
Max Q Clear Time (g_c+I1), s	3.8	10.5	5.9	9.4	3.5	11.4	6.3	11.8
Green Ext Time (p_c), s	0.0	1.7	0.2	1.5	0.0	1.9	0.2	1.8

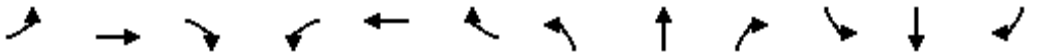
Intersection Summary	
HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	217	1369	248	247	1070	70	322	172	190	109	77	289
Future Volume (vph)	217	1369	248	247	1070	70	322	172	190	109	77	289
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	7	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.2	10.6	10.6	15.2	15.2	10.6	14.4	14.4
Total Split (s)	36.0	38.0	38.0	34.0	36.0	32.0	22.0	36.0	36.0	32.0	46.0	46.0
Total Split (%)	25.7%	27.1%	27.1%	24.3%	25.7%	22.9%	15.7%	25.7%	25.7%	22.9%	32.9%	32.9%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	3.6	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	4.6	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	16.7	30.7	30.7	18.3	32.6	51.0	17.5	10.6	10.6	15.7	9.7	9.7
Actuated g/C Ratio	0.17	0.31	0.31	0.18	0.33	0.51	0.18	0.11	0.11	0.16	0.10	0.10
v/c Ratio	0.74	0.88	0.43	0.77	0.65	0.08	1.04	0.46	0.56	0.39	0.23	0.70
Control Delay	54.9	41.3	14.6	54.5	31.5	2.1	104.6	46.5	13.2	44.2	44.0	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.9	41.3	14.6	54.5	31.5	2.1	104.6	46.5	13.2	44.2	44.0	14.8
LOS	D	D	B	D	C	A	F	D	B	D	D	B
Approach Delay		39.3			34.1			64.6			26.2	
Approach LOS		D			C			E			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 99.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 40.2	Intersection LOS: D
Intersection Capacity Utilization 83.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 85: Murrieta Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	1369	248	247	1070	70	322	172	190	109	77	289
Future Volume (veh/h)	217	1369	248	247	1070	70	322	172	190	109	77	289
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	224	1411	256	255	1103	72	332	177	196	112	79	298
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	260	1577	489	291	1666	800	320	422	188	318	448	200
Arrive On Green	0.14	0.30	0.30	0.16	0.32	0.32	0.18	0.12	0.12	0.18	0.12	0.12
Sat Flow, veh/h	1810	5187	1607	1810	5187	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	224	1411	256	255	1103	72	332	177	196	112	79	298
Grp Sat Flow(s),veh/h/ln	1810	1729	1607	1810	1729	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	11.9	25.6	7.4	13.6	18.1	0.9	17.4	4.5	7.9	5.4	1.9	8.7
Cycle Q Clear(g_c), s	11.9	25.6	7.4	13.6	18.1	0.9	17.4	4.5	7.9	5.4	1.9	8.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	260	1577	489	291	1666	800	320	422	188	318	448	200
V/C Ratio(X)	0.86	0.89	0.52	0.88	0.66	0.09	1.04	0.42	1.04	0.35	0.18	1.49
Avail Cap(c_a), veh/h	577	1606	497	540	1666	800	320	1055	471	503	1451	647
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	32.8	9.2	40.4	28.8	3.7	40.6	40.4	20.3	35.7	38.7	21.7
Incr Delay (d2), s/veh	3.3	6.9	1.0	3.3	1.0	0.0	60.8	0.7	42.1	0.2	0.2	227.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	11.4	2.6	6.2	7.5	0.4	13.0	2.0	5.1	2.4	0.9	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.5	39.6	10.2	43.7	29.8	3.8	101.4	41.1	62.3	35.9	38.8	249.0
LnGrp LOS	D	D	B	D	C	A	F	D	F	D	D	F
Approach Vol, veh/h		1891			1430			705			489	
Approach Delay, s/veh		36.2			31.0			75.4			166.3	
Approach LOS		D			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	37.5	22.0	18.6	18.8	39.1	21.9	18.7
Change Period (Y+Rc), s	4.6	7.5	4.6	6.4	4.6	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	29.4	30.5	17.4	39.6	31.4	* 29	27.4	28.8
Max Q Clear Time (g_c+I1), s	15.6	27.6	19.4	10.7	13.9	20.1	7.4	9.9
Green Ext Time (p_c), s	0.3	2.3	0.0	1.6	0.3	4.9	0.1	1.7

Intersection Summary	
HCM 6th Ctrl Delay	54.8
HCM 6th LOS	D

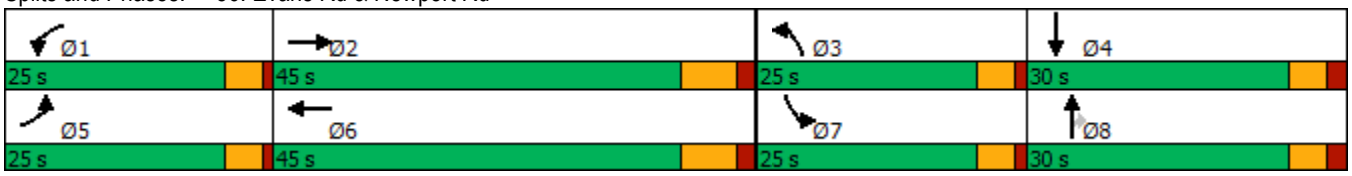
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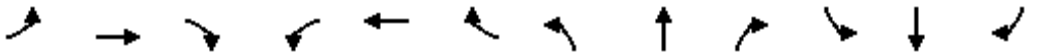
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	24	1472	54	1425	340	56	55	55	19
Future Volume (vph)	24	1472	54	1425	340	56	55	55	19
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	11.6	11.6	10.6	11.6
Total Split (s)	25.0	45.0	25.0	45.0	25.0	30.0	30.0	25.0	30.0
Total Split (%)	20.0%	36.0%	20.0%	36.0%	20.0%	24.0%	24.0%	20.0%	24.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	5.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.5	38.5	7.5	43.8	20.8	17.4	17.4	7.5	7.0
Actuated g/C Ratio	0.07	0.44	0.09	0.50	0.24	0.20	0.20	0.09	0.08
v/c Ratio	0.18	0.76	0.36	0.59	0.82	0.15	0.14	0.36	0.25
Control Delay	45.7	25.6	47.7	18.8	51.6	33.5	0.7	47.8	29.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	25.6	47.7	18.8	51.6	33.5	0.7	47.8	29.5
LOS	D	C	D	B	D	C	A	D	C
Approach Delay		25.9		19.8		43.2			40.2
Approach LOS		C		B		D			D

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 88	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 25.8	Intersection LOS: C
Intersection Capacity Utilization 78.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 86: Evans Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1472	203	54	1425	57	340	56	55	55	19	21
Future Volume (veh/h)	24	1472	203	54	1425	57	340	56	55	55	19	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	1502	207	55	1454	58	347	57	56	56	19	21
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	55	1877	258	93	2190	87	384	438	371	94	58	64
Arrive On Green	0.03	0.41	0.41	0.05	0.43	0.43	0.21	0.23	0.23	0.05	0.07	0.07
Sat Flow, veh/h	1810	4609	634	1810	5117	204	1810	1900	1610	1810	825	911
Grp Volume(v), veh/h	24	1126	583	55	983	529	347	57	56	56	0	40
Grp Sat Flow(s),veh/h/ln	1810	1729	1786	1810	1729	1863	1810	1900	1610	1810	0	1736
Q Serve(g_s), s	1.1	24.3	24.4	2.5	19.3	19.3	15.9	2.0	2.4	2.6	0.0	1.9
Cycle Q Clear(g_c), s	1.1	24.3	24.4	2.5	19.3	19.3	15.9	2.0	2.4	2.6	0.0	1.9
Prop In Lane	1.00		0.36	1.00		0.11	1.00		1.00	1.00		0.52
Lane Grp Cap(c), veh/h	55	1408	727	93	1480	797	384	438	371	94	0	122
V/C Ratio(X)	0.43	0.80	0.80	0.59	0.66	0.66	0.90	0.13	0.15	0.60	0.00	0.33
Avail Cap(c_a), veh/h	435	1539	795	435	1539	829	435	546	463	435	0	499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.4	22.1	22.2	39.4	19.4	19.4	32.6	25.9	26.0	39.4	0.0	37.6
Incr Delay (d2), s/veh	2.0	2.9	5.5	2.2	1.0	1.9	19.1	0.1	0.2	2.3	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	9.8	10.7	1.2	7.5	8.3	8.8	0.9	0.9	1.2	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	25.0	27.6	41.6	20.4	21.3	51.7	26.0	26.2	41.7	0.0	39.1
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	A	D
Approach Vol, veh/h		1733			1567			460			96	
Approach Delay, s/veh		26.1			21.5			45.4			40.6	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	41.8	22.6	11.6	7.2	43.5	9.0	25.2
Change Period (Y+Rc), s	4.6	7.2	4.6	5.6	4.6	7.2	4.6	5.6
Max Green Setting (Gmax), s	20.4	37.8	20.4	24.4	20.4	37.8	20.4	24.4
Max Q Clear Time (g_c+I1), s	4.5	26.4	17.9	3.9	3.1	21.3	4.6	4.4
Green Ext Time (p_c), s	0.0	8.2	0.2	0.1	0.0	9.6	0.0	0.4

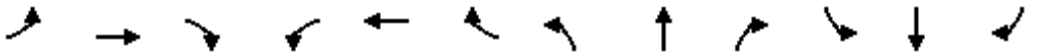
Intersection Summary	
HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	132	1422	215	841	1503	340	72	854	431	147
Future Volume (vph)	132	1422	215	841	1503	340	72	854	431	147
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	7	1	6	7	4	1	3	8
Permitted Phases			2					4		
Detector Phase	5	2	7	1	6	7	4	1	3	8
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	12.5	8.6	9.6	12.5	8.6	11.8	9.6	8.6	11.8
Total Split (s)	14.6	52.0	22.0	46.0	83.4	22.0	16.0	46.0	26.0	20.0
Total Split (%)	10.4%	37.1%	15.7%	32.9%	59.6%	15.7%	11.4%	32.9%	18.6%	14.3%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)	9.5	47.9	66.6	40.0	79.4	16.8	9.3	48.1	22.9	12.8
Actuated g/C Ratio	0.07	0.34	0.48	0.29	0.57	0.12	0.07	0.34	0.16	0.09
v/c Ratio	0.57	0.82	0.27	0.86	0.63	0.82	0.58	0.86	0.77	0.79
Control Delay	73.1	47.2	11.4	56.3	16.0	76.7	81.8	47.9	66.3	50.9
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay	73.1	47.2	11.4	56.3	16.3	76.7	81.8	47.9	66.3	50.9
LOS	E	D	B	E	B	E	F	D	E	D
Approach Delay		44.8			29.2		57.6			59.7
Approach LOS		D			C		E			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 40 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 42.7	Intersection LOS: D
Intersection Capacity Utilization 90.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 89: Haun Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	1422	215	841	1503	265	340	72	854	431	147	176
Future Volume (veh/h)	132	1422	215	841	1503	265	340	72	854	431	147	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	135	1451	219	858	1534	270	347	73	871	440	150	180
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	184	1899	770	907	2571	451	397	141	940	492	183	158
Arrive On Green	0.05	0.37	0.37	0.52	1.00	1.00	0.11	0.07	0.07	0.14	0.10	0.10
Sat Flow, veh/h	3510	5187	1606	3510	4439	779	3510	1900	2783	3510	1805	1563
Grp Volume(v), veh/h	135	1451	219	858	1194	610	347	73	871	440	150	180
Grp Sat Flow(s),veh/h/ln	1755	1729	1606	1755	1729	1759	1755	1900	1391	1755	1805	1563
Q Serve(g_s), s	5.3	34.5	11.5	32.3	0.0	0.0	13.6	5.2	10.4	17.2	11.4	14.2
Cycle Q Clear(g_c), s	5.3	34.5	11.5	32.3	0.0	0.0	13.6	5.2	10.4	17.2	11.4	14.2
Prop In Lane	1.00		1.00	1.00		0.44	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	184	1899	770	907	2003	1019	397	141	940	492	183	158
V/C Ratio(X)	0.73	0.76	0.28	0.95	0.60	0.60	0.87	0.52	0.93	0.89	0.82	1.14
Avail Cap(c_a), veh/h	251	1899	770	1013	2003	1019	436	141	940	537	183	158
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	0.70	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.4	39.0	22.0	32.9	0.0	0.0	61.1	62.4	45.1	59.2	61.6	62.9
Incr Delay (d2), s/veh	4.8	2.0	0.6	12.2	0.9	1.8	16.4	3.2	14.8	16.5	24.5	112.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	14.5	4.4	11.3	0.3	0.5	6.9	2.6	16.0	8.6	6.4	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.1	41.1	22.6	45.1	0.9	1.8	77.5	65.6	59.9	75.6	86.2	175.5
LnGrp LOS	E	D	C	D	A	A	E	E	E	E	F	F
Approach Vol, veh/h		1805			2662			1291			770	
Approach Delay, s/veh		41.0			15.4			65.0			101.0	
Approach LOS		D			B			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	41.8	57.8	24.2	16.2	12.0	87.6	20.5	20.0
Change Period (Y+Rc), s	5.6	6.5	4.6	5.8	4.6	6.5	4.6	5.8
Max Green Setting (Gmax), s	40.4	45.5	21.4	10.2	10.0	76.9	17.4	14.2
Max Q Clear Time (g_c+I1), s	34.3	36.5	19.2	12.4	7.3	2.0	15.6	16.2
Green Ext Time (p_c), s	1.8	6.1	0.4	0.0	0.1	20.4	0.2	0.0

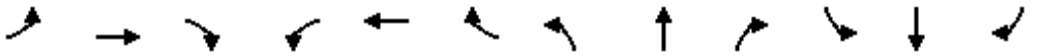
Intersection Summary	
HCM 6th Ctrl Delay	42.4
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	457	1689	167	1174	72	179	383	158	89	216	334
Future Volume (vph)	457	1689	167	1174	72	179	383	158	89	216	334
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6		3	8	1	7	4	5
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	9.6	14.8	10.6	15.5	15.5	9.6	12.8	10.6	9.6	13.5	9.6
Total Split (s)	50.0	79.9	18.1	48.0	48.0	17.5	26.0	18.1	16.0	24.5	50.0
Total Split (%)	35.7%	57.1%	12.9%	34.3%	34.3%	12.5%	18.6%	12.9%	11.4%	17.5%	35.7%
Yellow Time (s)	3.6	4.8	3.6	5.5	5.5	3.6	4.8	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	5.6	7.5	7.5	4.6	6.8	5.6	4.6	7.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	37.5	63.6	10.1	36.5	36.5	10.5	17.8	29.2	9.7	16.3	56.7
Actuated g/C Ratio	0.30	0.51	0.08	0.29	0.29	0.08	0.14	0.23	0.08	0.13	0.45
v/c Ratio	0.90	0.76	0.63	0.83	0.13	0.65	0.79	0.37	0.68	0.49	0.46
Control Delay	64.2	26.9	68.9	48.1	0.5	68.9	66.2	17.9	84.6	57.3	19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.2	26.9	68.9	48.1	0.5	68.9	66.2	17.9	84.6	57.3	19.1
LOS	E	C	E	D	A	E	E	B	F	E	B
Approach Delay		34.3		48.1			56.3			41.2	
Approach LOS		C		D			E			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 125.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 42.1	Intersection LOS: D
Intersection Capacity Utilization 83.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 93: Menifee Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	457	1689	157	167	1174	72	179	383	158	89	216	334
Future Volume (veh/h)	457	1689	157	167	1174	72	179	383	158	89	216	334
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	486	1797	167	178	1249	77	190	407	168	95	230	355
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	512	2480	230	235	1586	492	247	525	336	119	508	679
Arrive On Green	0.28	0.51	0.51	0.07	0.31	0.31	0.07	0.15	0.15	0.07	0.14	0.14
Sat Flow, veh/h	1810	4830	447	3510	5187	1610	3510	3610	1570	1810	3610	1586
Grp Volume(v), veh/h	486	1285	679	178	1249	77	190	407	168	95	230	355
Grp Sat Flow(s),veh/h/ln	1810	1729	1819	1755	1729	1610	1755	1805	1570	1810	1805	1586
Q Serve(g_s), s	31.8	34.7	35.0	6.0	26.6	4.2	6.4	13.1	11.4	6.3	7.1	17.0
Cycle Q Clear(g_c), s	31.8	34.7	35.0	6.0	26.6	4.2	6.4	13.1	11.4	6.3	7.1	17.0
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	512	1775	934	235	1586	492	247	525	336	119	508	679
V/C Ratio(X)	0.95	0.72	0.73	0.76	0.79	0.16	0.77	0.77	0.50	0.80	0.45	0.52
Avail Cap(c_a), veh/h	680	2093	1101	363	1739	540	375	574	357	171	508	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	22.8	22.8	55.4	38.3	30.6	55.2	49.7	42.0	55.7	47.6	25.9
Incr Delay (d2), s/veh	17.7	1.2	2.4	1.9	2.5	0.2	2.2	6.1	1.2	10.0	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.2	13.3	14.5	2.7	11.2	1.7	2.9	6.4	4.5	3.2	3.2	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	24.0	25.2	57.3	40.8	30.8	57.4	55.8	43.1	65.7	48.3	26.6
LnGrp LOS	E	C	C	E	D	C	E	E	D	E	D	C
Approach Vol, veh/h		2450			1504			765			680	
Approach Delay, s/veh		31.5			42.3			53.4			39.4	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	69.5	13.1	24.5	38.8	44.4	12.5	25.1
Change Period (Y+Rc), s	5.6	* 7.5	4.6	7.5	4.6	7.5	4.6	* 7.5
Max Green Setting (Gmax), s	12.5	* 73	12.9	17.0	45.4	40.5	11.4	* 19
Max Q Clear Time (g_c+I1), s	8.0	37.0	8.4	19.0	33.8	28.6	8.3	15.1
Green Ext Time (p_c), s	0.1	25.0	0.1	0.0	0.3	7.8	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	38.6
HCM 6th LOS	D

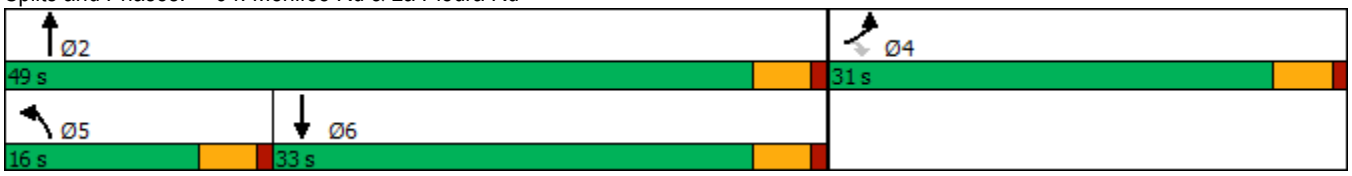
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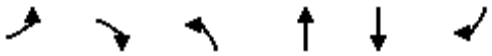
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	159	45	56	378	323
Future Volume (vph)	159	45	56	378	323
Turn Type	Prot	Perm	Prot	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5
Total Split (s)	31.0	31.0	16.0	49.0	33.0
Total Split (%)	38.8%	38.8%	20.0%	61.3%	41.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effct Green (s)	9.7	9.7	7.3	21.0	17.1
Actuated g/C Ratio	0.27	0.27	0.20	0.58	0.47
v/c Ratio	0.35	0.10	0.17	0.19	0.27
Control Delay	15.2	6.3	16.7	5.5	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	15.2	6.3	16.7	5.5	9.5
LOS	B	A	B	A	A
Approach Delay	13.2			6.9	9.5
Approach LOS	B			A	A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 36.1	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.35	
Intersection Signal Delay: 9.1	Intersection LOS: A
Intersection Capacity Utilization 36.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 94: Menifee Rd & La Piedra Rd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	159	45	56	378	323	107
Future Volume (veh/h)	159	45	56	378	323	107
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	169	48	60	402	344	114
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	269	239	121	1874	764	249
Arrive On Green	0.15	0.15	0.07	0.52	0.29	0.29
Sat Flow, veh/h	1810	1610	1810	3705	2766	871
Grp Volume(v), veh/h	169	48	60	402	231	227
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1736
Q Serve(g_s), s	2.4	0.7	0.9	1.6	2.8	2.9
Cycle Q Clear(g_c), s	2.4	0.7	0.9	1.6	2.8	2.9
Prop In Lane	1.00	1.00	1.00			0.50
Lane Grp Cap(c), veh/h	269	239	121	1874	516	496
V/C Ratio(X)	0.63	0.20	0.49	0.21	0.45	0.46
Avail Cap(c_a), veh/h	1771	1576	768	5932	1900	1827
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.8	10.1	12.2	3.5	7.9	7.9
Incr Delay (d2), s/veh	2.4	0.4	3.1	0.1	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.7	0.4	0.2	0.7	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.2	10.5	15.3	3.6	8.5	8.6
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	217			462	458	
Approach Delay, s/veh	12.6			5.1	8.6	
Approach LOS	B			A	A	

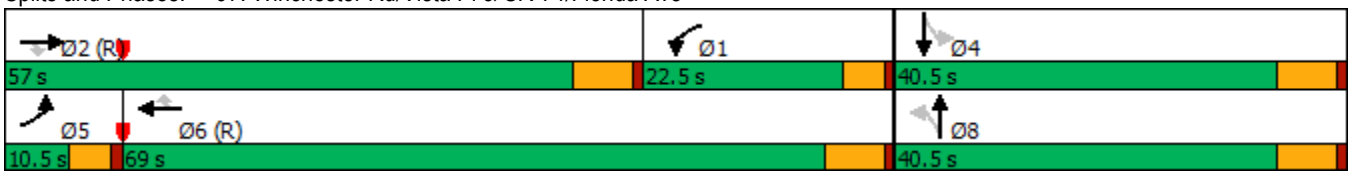
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		18.6		8.5	6.3	12.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		44.5		26.5	11.5	28.5
Max Q Clear Time (g_c+I1), s		3.6		4.4	2.9	4.9
Green Ext Time (p_c), s		2.9		0.6	0.1	2.8

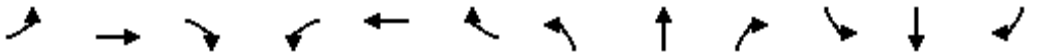
Intersection Summary	
HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	21	1140	116	426	1000	22	183	19	18	21
Future Volume (vph)	21	1140	116	426	1000	22	183	19	18	21
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2		1	6			8		4
Permitted Phases			2			6	8		4	
Detector Phase	5	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.2	11.2	9.7	11.2	11.2	11.5	11.5	11.5	11.5
Total Split (s)	10.5	57.0	57.0	22.5	69.0	69.0	40.5	40.5	40.5	40.5
Total Split (%)	8.8%	47.5%	47.5%	18.8%	57.5%	57.5%	33.8%	33.8%	33.8%	33.8%
Yellow Time (s)	3.7	5.2	5.2	3.7	5.2	5.2	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.2	6.2	4.7	6.2	6.2	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.5	50.8	50.8	17.8	67.0	67.0	34.0	34.0	34.0	34.0
Actuated g/C Ratio	0.05	0.42	0.42	0.15	0.56	0.56	0.28	0.28	0.28	0.28
v/c Ratio	0.28	0.80	0.17	1.72	0.53	0.03	0.50	0.80	0.30	0.07
Control Delay	64.0	35.2	4.2	369.3	18.6	0.0	41.2	26.9	48.9	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.0	35.2	4.2	369.3	18.6	0.0	41.2	26.9	48.9	23.1
LOS	E	D	A	F	B	A	D	C	D	C
Approach Delay		32.9			121.5			30.8		32.0
Approach LOS		C			F			C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.72	
Intersection Signal Delay: 69.5	Intersection LOS: E
Intersection Capacity Utilization 100.4%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 97: Winchester Rd/Vista Pl & SR-74/Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	1140	116	426	1000	22	183	19	481	18	21	12
Future Volume (veh/h)	21	1140	116	426	1000	22	183	19	481	18	21	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	1226	125	458	1075	24	197	20	517	19	23	13
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	40	1528	681	1015	3517	1569	432	17	439	60	322	182
Arrive On Green	0.02	0.42	0.42	0.56	0.97	0.97	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	3610	1608	1810	3610	1610	1387	60	1551	882	1137	643
Grp Volume(v), veh/h	23	1226	125	458	1075	24	197	0	537	19	0	36
Grp Sat Flow(s),veh/h/ln	1810	1805	1608	1810	1805	1610	1387	0	1611	882	0	1780
Q Serve(g_s), s	1.5	35.6	5.8	17.9	1.3	0.0	14.5	0.0	34.0	0.0	0.0	1.8
Cycle Q Clear(g_c), s	1.5	35.6	5.8	17.9	1.3	0.0	16.3	0.0	34.0	34.0	0.0	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.96	1.00		0.36
Lane Grp Cap(c), veh/h	40	1528	681	1015	3517	1569	432	0	456	60	0	504
V/C Ratio(X)	0.57	0.80	0.18	0.45	0.31	0.02	0.46	0.00	1.18	0.32	0.00	0.07
Avail Cap(c_a), veh/h	87	1528	681	1015	3517	1569	432	0	456	60	0	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.1	30.2	21.6	15.5	0.1	0.0	37.4	0.0	43.0	60.0	0.0	31.5
Incr Delay (d2), s/veh	4.6	4.5	0.6	0.1	0.2	0.0	3.4	0.0	100.2	13.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	15.3	2.2	6.7	0.1	0.0	5.3	0.0	26.1	0.8	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.7	34.8	22.2	15.6	0.3	0.1	40.8	0.0	143.2	73.3	0.0	31.7
LnGrp LOS	E	C	C	B	A	A	D	A	F	E	A	C
Approach Vol, veh/h		1374			1557			734			55	
Approach Delay, s/veh		34.1			4.8			115.7			46.1	
Approach LOS		C			A			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	75.0	57.0		40.5	7.4	124.6		40.5				
Change Period (Y+Rc), s	6.2	* 6.2		6.5	* 4.7	6.2		6.5				
Max Green Setting (Gmax), s	17.8	* 51		34.0	* 5.8	62.8		34.0				
Max Q Clear Time (g_c+I1), s	19.9	37.6		36.0	3.5	3.3		36.0				
Green Ext Time (p_c), s	0.0	4.7		0.0	0.0	5.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		38.1
HCM 6th LOS		D

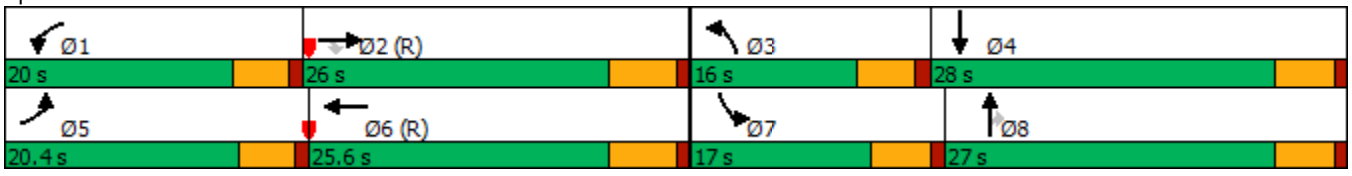
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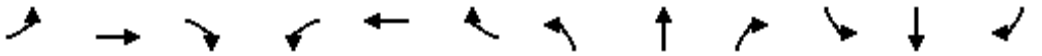
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	283	616	77	279	512	199	687	163	184	818
Future Volume (vph)	283	616	77	279	512	199	687	163	184	818
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	10.5	9.7	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	20.4	26.0	26.0	20.0	25.6	16.0	27.0	27.0	17.0	28.0
Total Split (%)	22.7%	28.9%	28.9%	22.2%	28.4%	17.8%	30.0%	30.0%	18.9%	31.1%
Yellow Time (s)	3.7	4.5	4.5	3.7	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	5.5	4.7	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	15.5	20.6	20.6	15.2	20.3	11.0	22.6	22.6	11.4	23.0
Actuated g/C Ratio	0.17	0.23	0.23	0.17	0.23	0.12	0.25	0.25	0.13	0.26
v/c Ratio	0.93	0.76	0.17	0.94	0.82	0.92	0.77	0.33	0.82	1.03
Control Delay	74.8	39.5	1.4	76.6	41.3	84.9	38.5	8.4	66.9	70.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.8	39.5	1.4	76.6	41.3	84.9	38.5	8.4	66.9	70.7
LOS	E	D	A	E	D	F	D	A	E	E
Approach Delay		46.7			51.9		42.6			70.1
Approach LOS		D			D		D			E

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 53.2	Intersection LOS: D
Intersection Capacity Utilization 88.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 100: Sanderson Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	283	616	77	279	512	145	199	687	163	184	818	106
Future Volume (veh/h)	283	616	77	279	512	145	199	687	163	184	818	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	289	629	79	285	522	148	203	701	166	188	835	108
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	316	822	364	308	619	175	221	920	407	223	821	106
Arrive On Green	0.17	0.23	0.23	0.17	0.22	0.22	0.12	0.25	0.25	0.12	0.26	0.26
Sat Flow, veh/h	1810	3610	1597	1810	2771	782	1810	3610	1599	1810	3214	416
Grp Volume(v), veh/h	289	629	79	285	339	331	203	701	166	188	469	474
Grp Sat Flow(s),veh/h/ln	1810	1805	1597	1810	1805	1747	1810	1805	1599	1810	1805	1825
Q Serve(g_s), s	14.1	14.7	3.6	14.0	16.2	16.3	10.0	16.2	7.8	9.2	23.0	23.0
Cycle Q Clear(g_c), s	14.1	14.7	3.6	14.0	16.2	16.3	10.0	16.2	7.8	9.2	23.0	23.0
Prop In Lane	1.00		1.00	1.00		0.45	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	316	822	364	308	403	390	221	920	407	223	461	466
V/C Ratio(X)	0.92	0.76	0.22	0.93	0.84	0.85	0.92	0.76	0.41	0.84	1.02	1.02
Avail Cap(c_a), veh/h	316	822	364	308	403	390	221	920	407	241	461	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	0.74	0.74	0.74	0.45	0.45	0.45	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	32.5	28.2	36.8	33.4	33.5	39.1	31.0	27.9	38.6	33.5	33.5
Incr Delay (d2), s/veh	22.6	4.7	0.9	26.3	14.6	15.5	22.3	2.8	1.4	20.2	46.1	45.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	6.7	1.5	8.2	8.4	8.3	5.7	7.2	3.1	5.2	15.6	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.1	37.2	29.2	63.1	48.0	49.0	61.3	33.8	29.3	58.8	79.6	79.4
LnGrp LOS	E	D	C	E	D	D	E	C	C	E	F	F
Approach Vol, veh/h		997			955			1070			1131	
Approach Delay, s/veh		42.9			52.8			38.3			76.1	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	26.0	16.0	28.0	20.4	25.6	16.1	27.9
Change Period (Y+Rc), s	* 4.7	5.5	5.0	5.0	* 4.7	5.5	5.0	5.0
Max Green Setting (Gmax), s	* 15	20.5	11.0	23.0	* 16	20.1	12.0	22.0
Max Q Clear Time (g_c+I1), s	16.0	16.7	12.0	25.0	16.1	18.3	11.2	18.2
Green Ext Time (p_c), s	0.0	1.6	0.0	0.0	0.0	0.7	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	53.0
HCM 6th LOS	D

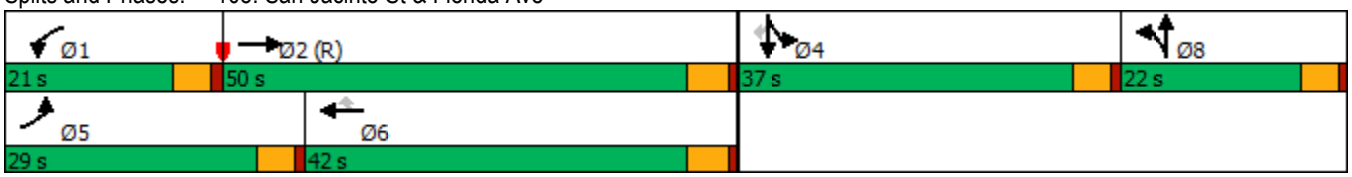
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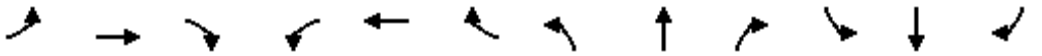
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	194	753	120	653	96	73	247	190	248	167
Future Volume (vph)	194	753	120	653	96	73	247	190	248	167
Turn Type	Prot	NA	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2	1	6		8	8	4	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	9.7	9.7	9.7	9.7	9.7
Total Split (s)	29.0	50.0	21.0	42.0	42.0	22.0	22.0	37.0	37.0	37.0
Total Split (%)	22.3%	38.5%	16.2%	32.3%	32.3%	16.9%	16.9%	28.5%	28.5%	28.5%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	19.2	48.0	13.2	42.0	42.0	17.3	17.3	32.3	32.3	32.3
Actuated g/C Ratio	0.15	0.37	0.10	0.32	0.32	0.13	0.13	0.25	0.25	0.25
v/c Ratio	0.80	0.67	0.72	0.62	0.18	0.33	0.71	0.44	0.66	0.35
Control Delay	75.0	37.6	77.8	40.7	3.3	55.5	59.6	45.2	52.1	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.0	37.6	77.8	40.7	3.3	55.5	59.6	45.2	52.1	7.2
LOS	E	D	E	D	A	E	E	D	D	A
Approach Delay		44.9		41.7			58.8		37.7	
Approach LOS		D		D			E		D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 108 (83%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 44.3	Intersection LOS: D
Intersection Capacity Utilization 67.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 108: San Jacinto St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	753	46	120	653	96	73	247	60	190	248	167
Future Volume (veh/h)	194	753	46	120	653	96	73	247	60	190	248	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.99	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	213	827	51	132	718	105	80	271	66	209	273	184
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	240	1321	81	157	1222	539	241	382	91	450	472	399
Arrive On Green	0.13	0.38	0.38	0.09	0.34	0.34	0.13	0.13	0.13	0.25	0.25	0.25
Sat Flow, veh/h	1810	3442	212	1810	3610	1593	1810	2868	683	1810	1900	1604
Grp Volume(v), veh/h	213	434	444	132	718	105	80	168	169	209	273	184
Grp Sat Flow(s),veh/h/ln	1810	1805	1849	1810	1805	1593	1810	1805	1747	1810	1900	1604
Q Serve(g_s), s	15.0	25.3	25.3	9.3	21.4	6.1	5.2	11.6	12.0	12.8	16.4	12.7
Cycle Q Clear(g_c), s	15.0	25.3	25.3	9.3	21.4	6.1	5.2	11.6	12.0	12.8	16.4	12.7
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	240	693	710	157	1222	539	241	240	232	450	472	399
V/C Ratio(X)	0.89	0.63	0.63	0.84	0.59	0.19	0.33	0.70	0.73	0.46	0.58	0.46
Avail Cap(c_a), veh/h	338	693	710	227	1222	539	241	240	232	450	472	399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	32.5	32.5	58.4	35.5	30.5	51.1	53.9	54.1	41.5	42.9	41.5
Incr Delay (d2), s/veh	13.6	3.8	3.7	11.8	0.7	0.2	3.7	15.7	17.9	3.4	5.1	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	11.7	11.9	4.8	9.4	2.4	2.6	6.3	6.5	6.2	8.4	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.0	36.3	36.2	70.2	36.3	30.6	54.8	69.6	72.0	44.9	48.0	45.3
LnGrp LOS	E	D	D	E	D	C	D	E	E	D	D	D
Approach Vol, veh/h		1091			955			417			666	
Approach Delay, s/veh		42.7			40.3			67.7			46.3	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	55.0		37.0	21.9	49.1		22.0				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		4.7				
Max Green Setting (Gmax), s	* 16	44.9		* 32	* 24	36.9		17.3				
Max Q Clear Time (g_c+I1), s	11.3	27.3		18.4	17.0	23.4		14.0				
Green Ext Time (p_c), s	0.1	5.2		2.5	0.2	4.3		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		46.1
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.

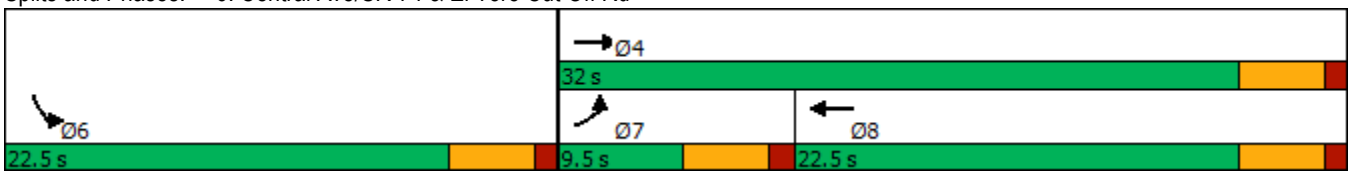
User approved volume balancing among the lanes for turning movement.

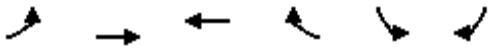
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	32	1306	1702	32
Future Volume (vph)	32	1306	1702	32
Turn Type	Prot	NA	NA	Prot
Protected Phases	7	4	8	6
Permitted Phases				
Detector Phase	7	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5
Total Split (s)	9.5	32.0	22.5	22.5
Total Split (%)	17.4%	58.7%	41.3%	41.3%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	None	None	Min
Act Effct Green (s)	5.1	20.4	18.9	6.6
Actuated g/C Ratio	0.14	0.56	0.52	0.18
v/c Ratio	0.14	0.49	0.72	0.26
Control Delay	17.4	5.4	11.0	9.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	17.4	5.4	11.0	9.5
LOS	B	A	B	A
Approach Delay		5.7	11.0	9.5
Approach LOS		A	B	A

Intersection Summary	
Cycle Length: 54.5	
Actuated Cycle Length: 36.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 8.8	Intersection LOS: A
Intersection Capacity Utilization 47.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Central Ave/SR-74 & El Toro Cut Off Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	32	1306	1702	90	32	53
Future Volume (veh/h)	32	1306	1702	90	32	53
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	1420	1850	98	35	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	74	3237	2332	123	84	139
Arrive On Green	0.04	0.62	0.46	0.46	0.13	0.13
Sat Flow, veh/h	1810	5358	5214	267	626	1038
Grp Volume(v), veh/h	35	1420	1267	681	94	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1852	1682	0
Q Serve(g_s), s	0.7	5.3	11.6	11.6	1.9	0.0
Cycle Q Clear(g_c), s	0.7	5.3	11.6	11.6	1.9	0.0
Prop In Lane	1.00			0.14	0.37	0.62
Lane Grp Cap(c), veh/h	74	3237	1599	856	226	0
V/C Ratio(X)	0.47	0.44	0.79	0.79	0.42	0.00
Avail Cap(c_a), veh/h	243	3831	1672	895	813	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.5	3.6	8.5	8.5	14.8	0.0
Incr Delay (d2), s/veh	4.7	0.1	2.6	4.8	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.1	2.8	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.1	3.7	11.1	13.3	16.0	0.0
LnGrp LOS	C	A	B	B	B	A
Approach Vol, veh/h		1455	1948		94	
Approach Delay, s/veh		4.2	11.9		16.0	
Approach LOS		A	B		B	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	27.7	9.5	6.0	21.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	27.5	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	7.3	3.9	2.7	13.6
Green Ext Time (p_c), s	9.1	0.2	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1128	8	1489	346	7
Future Volume (vph)	1128	8	1489	346	7
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	8	
Permitted Phases					8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.9	10.3	11.9	10.3	10.3
Total Split (s)	50.0	20.0	70.0	30.0	30.0
Total Split (%)	50.0%	20.0%	70.0%	30.0%	30.0%
Yellow Time (s)	5.9	4.3	5.9	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	5.3	6.9	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	29.9	5.3	31.7	25.1	25.1
Actuated g/C Ratio	0.43	0.08	0.46	0.36	0.36
v/c Ratio	0.62	0.07	0.67	0.29	0.01
Control Delay	16.4	35.1	15.7	18.4	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.4	35.1	15.7	18.4	12.0
LOS	B	D	B	B	B
Approach Delay	16.4		15.8	18.2	
Approach LOS	B		B	B	

Intersection Summary			
Cycle Length: 100			
Actuated Cycle Length: 69.2			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 16.3		Intersection LOS: B	
Intersection Capacity Utilization 48.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Riverside St & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1128	162	8	1489	346	7
Future Volume (veh/h)	1128	162	8	1489	346	7
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1200	172	9	1584	368	7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1745	250	21	2431	1249	573
Arrive On Green	0.38	0.38	0.01	0.47	0.36	0.36
Sat Flow, veh/h	4754	657	1810	5358	3510	1610
Grp Volume(v), veh/h	905	467	9	1584	368	7
Grp Sat Flow(s),veh/h/ln	1729	1782	1810	1729	1755	1610
Q Serve(g_s), s	15.3	15.3	0.3	16.2	5.2	0.2
Cycle Q Clear(g_c), s	15.3	15.3	0.3	16.2	5.2	0.2
Prop In Lane		0.37	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1317	679	21	2431	1249	573
V/C Ratio(X)	0.69	0.69	0.43	0.65	0.29	0.01
Avail Cap(c_a), veh/h	2146	1106	383	4713	1249	573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	18.0	34.1	14.1	16.1	14.5
Incr Delay (d2), s/veh	0.6	1.3	5.2	0.3	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	5.2	0.2	4.8	2.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.7	19.3	39.3	14.4	16.7	14.5
LnGrp LOS	B	B	D	B	B	B
Approach Vol, veh/h	1372			1593	375	
Approach Delay, s/veh	18.9			14.6	16.7	
Approach LOS	B			B	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.1	33.3				39.4	30.0
Change Period (Y+Rc), s	5.3	6.9				6.9	5.3
Max Green Setting (Gmax), s	14.7	43.1				63.1	24.7
Max Q Clear Time (g_c+I1), s	2.3	17.3				18.2	7.2
Green Ext Time (p_c), s	0.0	9.2				14.2	0.6

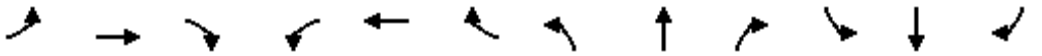
Intersection Summary			
HCM 6th Ctrl Delay		16.6	
HCM 6th LOS		B	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	232	1248	78	1030	133	222	104	151
Future Volume (vph)	232	1248	78	1030	133	222	104	151
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	10.0	9.5	10.0	9.5	10.0	9.5	10.0
Total Split (s)	20.0	40.0	20.0	40.0	21.0	25.0	20.0	24.0
Total Split (%)	19.0%	38.1%	19.0%	38.1%	20.0%	23.8%	19.0%	22.9%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	15.5	42.6	9.9	35.0	13.1	24.1	11.4	22.4
Actuated g/C Ratio	0.15	0.41	0.09	0.33	0.12	0.23	0.11	0.21
v/c Ratio	1.07	1.10	0.56	1.10	0.72	0.42	0.65	0.54
Control Delay	120.9	87.7	58.6	91.7	63.4	34.0	61.0	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	120.9	87.7	58.6	91.7	63.4	34.0	61.0	16.4
LOS	F	F	E	F	E	C	E	B
Approach Delay		92.7		89.5		43.3		25.4
Approach LOS		F		F		D		C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 14 (13%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 76.4	Intersection LOS: E
Intersection Capacity Utilization 86.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 13: A St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	1248	60	78	1030	46	133	222	64	104	151	260
Future Volume (veh/h)	232	1248	60	78	1030	46	133	222	64	104	151	260
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	255	1371	66	86	1132	51	146	244	70	114	166	286
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	240	1470	71	107	1215	55	173	504	141	139	294	254
Arrive On Green	0.15	0.47	0.47	0.07	0.38	0.38	0.11	0.20	0.20	0.09	0.18	0.18
Sat Flow, veh/h	1629	3155	152	1629	3163	142	1629	2498	699	1629	1625	1406
Grp Volume(v), veh/h	255	705	732	86	581	602	146	157	157	114	166	286
Grp Sat Flow(s),veh/h/ln	1629	1625	1682	1629	1625	1681	1629	1625	1573	1629	1625	1406
Q Serve(g_s), s	15.5	42.9	43.2	5.5	36.0	36.1	9.2	8.9	9.3	7.2	9.8	19.0
Cycle Q Clear(g_c), s	15.5	42.9	43.2	5.5	36.0	36.1	9.2	8.9	9.3	7.2	9.8	19.0
Prop In Lane	1.00		0.09	1.00		0.08	1.00		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	240	757	784	107	624	646	173	328	318	139	294	254
V/C Ratio(X)	1.06	0.93	0.93	0.80	0.93	0.93	0.84	0.48	0.50	0.82	0.56	1.12
Avail Cap(c_a), veh/h	240	757	784	240	624	646	256	328	318	240	294	254
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.35	0.35	0.35	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	26.4	26.5	48.4	31.0	31.0	46.1	37.0	37.2	47.2	39.2	43.0
Incr Delay (d2), s/veh	69.2	16.8	16.8	1.9	10.3	10.0	10.2	4.9	5.4	4.5	7.6	94.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	18.5	19.2	2.2	15.2	15.7	4.2	4.0	4.0	3.1	4.5	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	113.9	43.3	43.3	50.3	41.3	41.1	56.3	41.9	42.6	51.7	46.9	137.0
LnGrp LOS	F	D	D	D	D	D	E	D	D	D	D	F
Approach Vol, veh/h		1692			1269			460			566	
Approach Delay, s/veh		53.9			41.8			46.7			93.4	
Approach LOS		D			D			D			F	

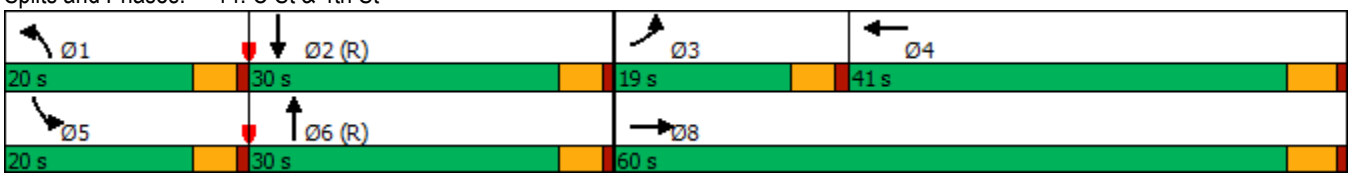
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	53.9	15.7	24.0	20.0	45.3	13.5	26.2
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	15.5	35.0	16.5	19.0	15.5	35.0	15.5	20.0
Max Q Clear Time (g_c+I1), s	7.5	45.2	11.2	21.0	17.5	38.1	9.2	11.3
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.8

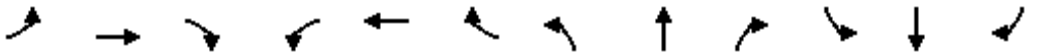
Intersection Summary	
HCM 6th Ctrl Delay	54.8
HCM 6th LOS	D

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	286	1103	834	9	97	44	46
Future Volume (vph)	286	1103	834	9	97	44	46
Turn Type	Prot	NA	NA	Prot	NA	Prot	NA
Protected Phases	3	8	4	1	6	5	2
Permitted Phases							
Detector Phase	3	8	4	1	6	5	2
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	10.1	9.6	9.6	9.6	9.6
Total Split (s)	19.0	60.0	41.0	20.0	30.0	20.0	30.0
Total Split (%)	17.3%	54.5%	37.3%	18.2%	27.3%	18.2%	27.3%
Yellow Time (s)	3.6	4.1	4.1	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	4.6	4.6	4.6	4.6
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	14.4	53.0	34.0	5.4	37.1	7.5	45.1
Actuated g/C Ratio	0.13	0.48	0.31	0.05	0.34	0.07	0.41
v/c Ratio	1.35	0.71	0.89	0.11	0.23	0.40	0.53
Control Delay	219.7	24.9	17.0	52.4	27.1	57.7	9.6
Queue Delay	0.0	0.5	0.1	0.0	0.0	0.0	0.0
Total Delay	219.7	25.4	17.2	52.4	27.1	57.7	9.6
LOS	F	C	B	D	C	E	A
Approach Delay		65.3	17.2		28.7		14.3
Approach LOS		E	B		C		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.35	
Intersection Signal Delay: 40.6	Intersection LOS: D
Intersection Capacity Utilization 85.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 14: C St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	286	1103	6	0	834	52	9	97	34	44	46	361
Future Volume (veh/h)	286	1103	6	0	834	52	9	97	34	44	46	361
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	318	1226	7	0	927	58	10	108	38	49	51	401
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	237	1695	10	0	990	62	22	502	177	64	73	575
Arrive On Green	0.13	0.46	0.46	0.00	0.58	0.58	0.01	0.37	0.37	0.04	0.40	0.40
Sat Flow, veh/h	1810	3680	21	0	3537	215	1810	1343	472	1810	184	1447
Grp Volume(v), veh/h	318	601	632	0	486	499	10	0	146	49	0	452
Grp Sat Flow(s),veh/h/ln	1810	1805	1896	0	1805	1852	1810	0	1815	1810	0	1631
Q Serve(g_s), s	14.4	29.6	29.7	0.0	27.3	27.3	0.6	0.0	6.0	3.0	0.0	25.4
Cycle Q Clear(g_c), s	14.4	29.6	29.7	0.0	27.3	27.3	0.6	0.0	6.0	3.0	0.0	25.4
Prop In Lane	1.00		0.01	0.00		0.12	1.00		0.26	1.00		0.89
Lane Grp Cap(c), veh/h	237	831	873	0	519	533	22	0	679	64	0	648
V/C Ratio(X)	1.34	0.72	0.72	0.00	0.94	0.94	0.46	0.00	0.21	0.77	0.00	0.70
Avail Cap(c_a), veh/h	237	901	946	0	589	604	253	0	679	253	0	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.00	0.54	0.54	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.8	24.0	24.0	0.0	22.4	22.4	54.0	0.0	23.4	52.6	0.0	27.6
Incr Delay (d2), s/veh	156.7	0.2	0.2	0.0	12.9	12.6	5.6	0.0	0.7	7.0	0.0	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.7	12.1	12.7	0.0	9.0	9.2	0.3	0.0	2.7	1.5	0.0	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	204.5	24.2	24.2	0.0	35.3	35.0	59.6	0.0	24.1	59.6	0.0	33.7
LnGrp LOS	F	C	C	A	D	D	E	A	C	E	A	C
Approach Vol, veh/h		1551			985			156			501	
Approach Delay, s/veh		61.2			35.1			26.4			36.3	
Approach LOS		E			D			C			D	

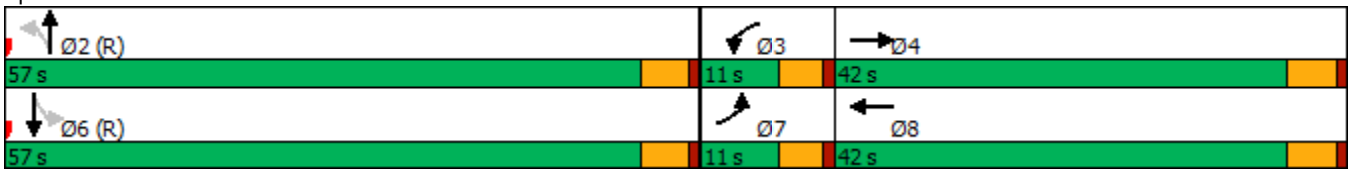
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	48.3	19.0	36.8	8.5	45.8		55.8				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.1	4.6	4.6		5.1				
Max Green Setting (Gmax), s	15.4	25.4	14.4	35.9	15.4	25.4		54.9				
Max Q Clear Time (g_c+I1), s	2.6	27.4	16.4	29.3	5.0	8.0		31.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.4	0.0	0.5		5.5				

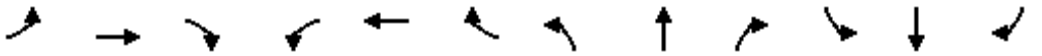
Intersection Summary			
HCM 6th Ctrl Delay		47.5	
HCM 6th LOS		D	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	135	1016	43	787	24	116	22	70
Future Volume (vph)	135	1016	43	787	24	116	22	70
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	9.6	10.1	10.0	10.0	10.0	10.0
Total Split (s)	11.0	42.0	11.0	42.0	57.0	57.0	57.0	57.0
Total Split (%)	10.0%	38.2%	10.0%	38.2%	51.8%	51.8%	51.8%	51.8%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	6.4	37.0	6.0	34.7	54.2	54.2	54.2	54.2
Actuated g/C Ratio	0.06	0.34	0.05	0.32	0.49	0.49	0.49	0.49
v/c Ratio	1.41	0.95	0.47	0.80	0.04	0.21	0.04	0.18
Control Delay	273.2	31.2	66.2	39.9	16.0	14.6	16.0	10.2
Queue Delay	0.0	3.6	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay	273.2	34.7	66.2	40.1	16.0	14.6	16.0	10.2
LOS	F	C	E	D	B	B	B	B
Approach Delay		61.9		41.4		14.8		10.9
Approach LOS		E		D		B		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 84 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.41	
Intersection Signal Delay: 47.2	Intersection LOS: D
Intersection Capacity Utilization 63.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 15: D St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	1016	30	43	787	33	24	116	56	22	70	75
Future Volume (veh/h)	135	1016	30	43	787	33	24	116	56	22	70	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	0.99		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	148	1116	33	47	865	36	26	127	62	24	77	82
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	1180	35	63	1079	45	626	601	293	600	421	449
Arrive On Green	0.06	0.33	0.33	0.03	0.31	0.31	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1810	3580	106	1810	3525	147	1241	1197	584	1207	839	893
Grp Volume(v), veh/h	148	563	586	47	443	458	26	0	189	24	0	159
Grp Sat Flow(s),veh/h/ln	1810	1805	1881	1810	1805	1867	1241	0	1782	1207	0	1732
Q Serve(g_s), s	6.4	33.4	33.4	2.8	24.8	24.8	1.3	0.0	6.5	1.2	0.0	5.5
Cycle Q Clear(g_c), s	6.4	33.4	33.4	2.8	24.8	24.8	6.8	0.0	6.5	7.7	0.0	5.5
Prop In Lane	1.00		0.06	1.00		0.08	1.00		0.33	1.00		0.52
Lane Grp Cap(c), veh/h	105	595	620	63	552	571	626	0	895	600	0	870
V/C Ratio(X)	1.41	0.95	0.95	0.75	0.80	0.80	0.04	0.00	0.21	0.04	0.00	0.18
Avail Cap(c_a), veh/h	105	605	631	105	605	626	626	0	895	600	0	870
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	0.68	0.68	0.68	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.8	35.9	35.9	52.6	35.1	35.1	16.9	0.0	15.3	17.4	0.0	15.0
Incr Delay (d2), s/veh	215.2	17.4	17.0	4.5	4.3	4.2	0.1	0.0	0.5	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	17.3	17.9	1.4	11.3	11.7	0.4	0.0	2.7	0.4	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	267.0	53.3	52.9	57.1	39.4	39.3	17.0	0.0	15.8	17.5	0.0	15.5
LnGrp LOS	F	D	D	E	D	D	B	A	B	B	A	B
Approach Vol, veh/h		1297			948			215			183	
Approach Delay, s/veh		77.5			40.2			15.9			15.7	
Approach LOS		E			D			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		60.2	8.4	41.4		60.2	11.0	38.8				
Change Period (Y+Rc), s		5.0	4.6	5.1		5.0	4.6	5.1				
Max Green Setting (Gmax), s		52.0	6.4	36.9		52.0	6.4	36.9				
Max Q Clear Time (g_c+I1), s		8.8	4.8	35.4		9.7	8.4	26.8				
Green Ext Time (p_c), s		0.8	0.0	0.8		0.7	0.0	2.7				

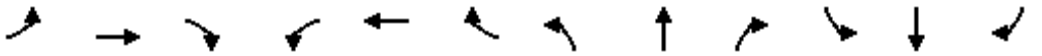
Intersection Summary												
HCM 6th Ctrl Delay			54.8									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	311	707	59	580	79	486	70	332	221
Future Volume (vph)	311	707	59	580	79	486	70	332	221
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.6	9.0	9.6	9.0	9.6	9.0	9.6	9.6
Total Split (s)	36.0	58.4	15.0	37.4	14.0	38.6	13.0	37.6	37.6
Total Split (%)	28.8%	46.7%	12.0%	29.9%	11.2%	30.9%	10.4%	30.1%	30.1%
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	29.2	57.8	8.9	35.6	9.3	34.6	8.4	33.7	33.7
Actuated g/C Ratio	0.23	0.46	0.07	0.28	0.07	0.28	0.07	0.27	0.27
v/c Ratio	0.91	0.58	0.57	0.75	0.73	0.69	0.72	0.80	0.43
Control Delay	75.0	27.2	75.1	47.2	89.6	44.6	90.7	57.1	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.0	27.2	75.1	47.2	89.6	44.6	90.7	57.1	7.0
LOS	E	C	E	D	F	D	F	E	A
Approach Delay		41.0		49.6		50.3		43.1	
Approach LOS		D		D		D		D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 30 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 45.3	Intersection LOS: D
Intersection Capacity Utilization 77.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 16: Perris Blvd & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	311	707	62	59	580	43	79	486	68	70	332	221
Future Volume (veh/h)	311	707	62	59	580	43	79	486	68	70	332	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	346	786	69	66	644	48	88	540	76	78	369	246
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	369	1452	127	82	933	69	108	778	109	96	453	378
Arrive On Green	0.23	0.48	0.48	0.05	0.30	0.30	0.07	0.27	0.27	0.06	0.27	0.27
Sat Flow, veh/h	1629	3020	265	1629	3062	228	1629	2860	401	1629	1710	1427
Grp Volume(v), veh/h	346	423	432	66	341	351	88	306	310	78	369	246
Grp Sat Flow(s),veh/h/ln	1629	1625	1660	1629	1625	1665	1629	1625	1637	1629	1710	1427
Q Serve(g_s), s	26.1	22.8	22.8	5.0	23.1	23.2	6.7	21.1	21.3	5.9	25.3	19.1
Cycle Q Clear(g_c), s	26.1	22.8	22.8	5.0	23.1	23.2	6.7	21.1	21.3	5.9	25.3	19.1
Prop In Lane	1.00		0.16	1.00		0.14	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	369	781	798	82	495	507	108	442	445	96	453	378
V/C Ratio(X)	0.94	0.54	0.54	0.80	0.69	0.69	0.82	0.69	0.70	0.81	0.81	0.65
Avail Cap(c_a), veh/h	417	781	798	143	495	507	130	442	445	117	453	378
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.25	0.25	0.25	0.78	0.78	0.78	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	22.8	22.8	58.7	38.2	38.3	57.6	40.8	40.9	58.1	43.1	40.8
Incr Delay (d2), s/veh	9.5	0.7	0.7	5.2	6.0	5.9	23.4	8.6	8.7	23.9	14.8	8.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	8.7	8.9	2.2	9.9	10.2	3.4	9.4	9.6	3.1	12.4	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.0	23.5	23.5	63.9	44.3	44.2	81.0	49.4	49.6	82.0	57.9	49.2
LnGrp LOS	E	C	C	E	D	D	F	D	D	F	E	D
Approach Vol, veh/h		1201			758			704			693	
Approach Delay, s/veh		33.1			46.0			53.4			57.5	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	64.7	12.3	37.7	32.3	42.7	11.4	38.6
Change Period (Y+Rc), s	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6
Max Green Setting (Gmax), s	11.0	53.8	10.0	33.0	32.0	32.8	9.0	34.0
Max Q Clear Time (g_c+I1), s	7.0	24.8	8.7	27.3	28.1	25.2	7.9	23.3
Green Ext Time (p_c), s	0.0	3.5	0.0	1.0	0.2	1.7	0.0	1.8

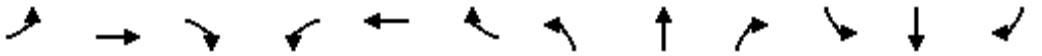
Intersection Summary	
HCM 6th Ctrl Delay	45.3
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	795	24	33	3	5	40	401	8	32	387	832
Future Volume (vph)	795	24	33	3	5	40	401	8	32	387	832
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8		7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	9.5	11.0	9.5	11.0	11.0	9.5	11.0	11.0
Total Split (s)	40.0	55.0	55.0	25.0	40.0	25.0	35.0	35.0	25.0	35.0	40.0
Total Split (%)	28.6%	39.3%	39.3%	17.9%	28.6%	17.9%	25.0%	25.0%	17.9%	25.0%	28.6%
Yellow Time (s)	5.0	5.0	5.0	3.5	5.0	3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max	None
Act Effct Green (s)	34.0	71.8	71.8	5.9	34.0	9.0	43.2	43.2	8.3	42.5	77.7
Actuated g/C Ratio	0.24	0.51	0.51	0.04	0.24	0.06	0.31	0.31	0.06	0.30	0.56
v/c Ratio	1.09	0.03	0.04	0.04	0.04	0.41	0.42	0.02	0.35	0.41	0.48
Control Delay	106.3	18.4	0.1	65.3	16.9	72.2	40.9	0.0	71.2	41.3	1.4
Queue Delay	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.7	18.4	0.1	65.3	16.9	72.2	40.9	0.0	71.2	41.3	1.4
LOS	F	B	A	E	B	E	D	A	E	D	A
Approach Delay		104.7			20.8		43.0			15.6	
Approach LOS		F			C		D			B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 22.5 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 49.8	Intersection LOS: D
Intersection Capacity Utilization 58.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 19: Redlands Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	795	24	33	3	5	24	40	401	8	32	387	832
Future Volume (veh/h)	795	24	33	3	5	24	40	401	8	32	387	832
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	924	28	38	3	6	28	47	466	9	37	450	967
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1247	1149	974	7	438	390	61	772	344	49	748	1594
Arrive On Green	0.36	0.60	0.60	0.00	0.24	0.24	0.03	0.21	0.21	0.03	0.21	0.21
Sat Flow, veh/h	3510	1900	1610	1810	1805	1607	1810	3610	1608	1810	3610	2834
Grp Volume(v), veh/h	924	28	38	3	6	28	47	466	9	37	450	967
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1607	1810	1805	1608	1810	1805	1417
Q Serve(g_s), s	32.2	0.8	1.3	0.2	0.4	1.9	3.6	16.3	0.6	2.8	15.8	4.8
Cycle Q Clear(g_c), s	32.2	0.8	1.3	0.2	0.4	1.9	3.6	16.3	0.6	2.8	15.8	4.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1247	1149	974	7	438	390	61	772	344	49	748	1594
V/C Ratio(X)	0.74	0.02	0.04	0.42	0.01	0.07	0.76	0.60	0.03	0.75	0.60	0.61
Avail Cap(c_a), veh/h	1247	1149	974	265	438	390	265	772	344	265	748	1594
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	39.5	11.1	11.2	69.6	40.3	40.8	67.1	49.7	43.5	67.6	50.3	9.1
Incr Delay (d2), s/veh	2.1	0.0	0.1	35.1	0.1	0.4	17.6	3.5	0.1	18.2	3.2	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.1	0.4	0.5	0.2	0.2	0.8	2.0	7.8	0.3	1.6	7.5	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	11.1	11.3	104.7	40.3	41.2	84.7	53.2	43.6	85.8	53.5	10.7
LnGrp LOS	D	B	B	F	D	D	F	D	D	F	D	B
Approach Vol, veh/h		990			37			522			1454	
Approach Delay, s/veh		39.6			46.2			55.8			25.8	
Approach LOS		D			D			E			C	

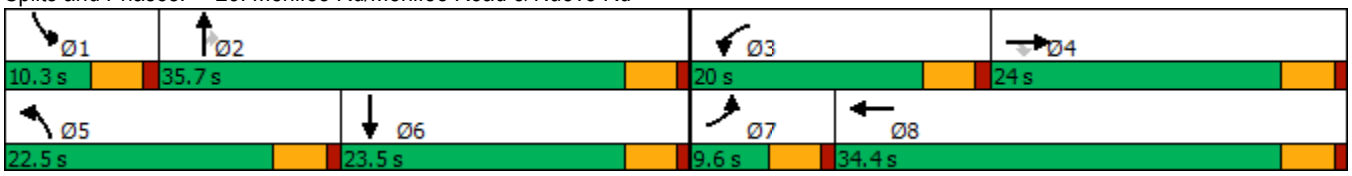
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	90.7	9.3	35.0	55.7	40.0	8.3	35.9
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	6.0	4.5	6.0
Max Green Setting (Gmax), s	20.5	49.0	20.5	29.0	34.0	34.0	20.5	29.0
Max Q Clear Time (g_c+I1), s	2.2	3.3	5.6	17.8	34.2	3.9	4.8	18.3
Green Ext Time (p_c), s	0.0	0.2	0.1	5.5	0.0	0.1	0.0	2.3

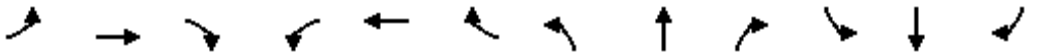
Intersection Summary	
HCM 6th Ctrl Delay	35.8
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	36	357	146	264	422	249	294	328	31	218
Future Volume (vph)	36	357	146	264	422	249	294	328	31	218
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8	5	2		1	6
Permitted Phases			4					2		
Detector Phase	7	4	4	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	9.6	24.0	24.0	20.0	34.4	22.5	35.7	35.7	10.3	23.5
Total Split (%)	10.7%	26.7%	26.7%	22.2%	38.2%	25.0%	39.7%	39.7%	11.4%	26.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	Min	None	Min
Act Effct Green (s)	5.1	18.9	18.9	15.1	33.1	16.0	32.3	32.3	5.8	17.7
Actuated g/C Ratio	0.06	0.22	0.22	0.18	0.39	0.19	0.38	0.38	0.07	0.21
v/c Ratio	0.36	0.90	0.29	0.88	0.67	0.78	0.43	0.42	0.27	0.85
Control Delay	50.3	60.1	2.0	64.5	29.5	50.8	23.6	4.2	46.1	52.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	60.1	2.0	64.5	29.5	50.8	23.6	4.2	46.1	52.9
LOS	D	E	A	E	C	D	C	A	D	D
Approach Delay		43.7			42.3		24.1			52.3
Approach LOS		D			D		C			D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 85.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 37.6	Intersection LOS: D
Intersection Capacity Utilization 79.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 23: Menifee Rd/Menifee Road & Nuevo Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	357	146	264	422	37	249	294	328	31	218	99
Future Volume (veh/h)	36	357	146	264	422	37	249	294	328	31	218	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	376	154	278	444	39	262	309	345	33	229	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	425	360	318	626	55	306	659	559	59	260	118
Arrive On Green	0.04	0.22	0.22	0.18	0.36	0.36	0.17	0.35	0.35	0.03	0.21	0.21
Sat Flow, veh/h	1810	1900	1610	1810	1722	151	1810	1900	1610	1810	1237	562
Grp Volume(v), veh/h	38	376	154	278	0	483	262	309	345	33	0	333
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1873	1810	1900	1610	1810	0	1799
Q Serve(g_s), s	1.7	15.5	6.7	12.1	0.0	17.9	11.4	10.3	14.5	1.5	0.0	14.6
Cycle Q Clear(g_c), s	1.7	15.5	6.7	12.1	0.0	17.9	11.4	10.3	14.5	1.5	0.0	14.6
Prop In Lane	1.00		1.00	1.00		0.08	1.00		1.00	1.00		0.31
Lane Grp Cap(c), veh/h	64	425	360	318	0	681	306	659	559	59	0	378
V/C Ratio(X)	0.59	0.89	0.43	0.88	0.00	0.71	0.86	0.47	0.62	0.56	0.00	0.88
Avail Cap(c_a), veh/h	114	457	387	346	0	690	401	731	619	129	0	421
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.6	30.5	27.1	32.6	0.0	22.2	32.7	20.7	22.0	38.7	0.0	31.1
Incr Delay (d2), s/veh	8.4	17.7	0.8	20.3	0.0	3.3	13.2	0.5	1.6	8.3	0.0	17.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	8.9	2.6	6.9	0.0	8.1	6.0	4.5	5.4	0.8	0.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	48.2	27.9	52.9	0.0	25.5	45.9	21.2	23.6	47.0	0.0	48.9
LnGrp LOS	D	D	C	D	A	C	D	C	C	D	A	D
Approach Vol, veh/h		568			761			916			366	
Approach Delay, s/veh		42.6			35.5			29.2			48.8	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	32.6	18.7	22.6	18.2	21.5	7.4	34.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.8	31.2	15.5	19.5	18.0	19.0	5.1	29.9
Max Q Clear Time (g_c+I1), s	3.5	16.5	14.1	17.5	13.4	16.6	3.7	19.9
Green Ext Time (p_c), s	0.0	2.8	0.1	0.6	0.3	0.5	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	36.7
HCM 6th LOS	D

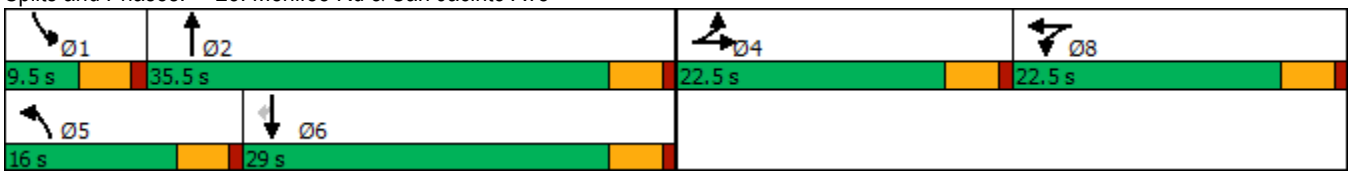
24: Porter St & Menifee Rd & Central Ave Performance by approach

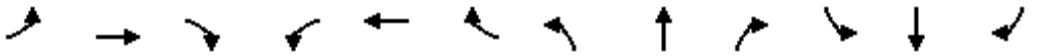
Approach	EB	WB	NB	SB	NE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.2	0.0	0.0	0.2	0.0
Total Delay (hr)	0.2	1.1	2.5	2.3	0.5	6.6
Total Del/Veh (s)	24.5	26.6	14.0	12.6	24.1	15.3
Stop Delay (hr)	0.2	0.9	0.8	0.7	0.4	3.1
Stop Del/Veh (s)	22.8	22.5	4.7	4.1	21.8	7.3

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	197	13	21	162	466	4	363	140
Future Volume (vph)	197	13	21	162	466	4	363	140
Turn Type	Split	NA	NA	Prot	NA	Prot	NA	Perm
Protected Phases	4	4	8	5	2	1	6	
Permitted Phases								6
Detector Phase	4	4	8	5	2	1	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	16.0	35.5	9.5	29.0	29.0
Total Split (%)	25.0%	25.0%	25.0%	17.8%	39.4%	10.6%	32.2%	32.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Min	None	Min	Min
Act Effct Green (s)	13.7	13.7	7.5	11.2	34.2	5.4	19.7	19.7
Actuated g/C Ratio	0.21	0.21	0.11	0.17	0.52	0.08	0.30	0.30
v/c Ratio	0.59	0.39	0.22	0.60	0.29	0.03	0.73	0.26
Control Delay	33.4	8.7	32.9	39.9	12.0	36.0	31.1	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.4	8.7	32.9	39.9	12.0	36.0	31.1	4.0
LOS	C	A	C	D	B	D	C	A
Approach Delay		22.3	32.9		19.0		23.7	
Approach LOS		C	C		B		C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 65.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 21.7	Intersection LOS: C
Intersection Capacity Utilization 56.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 25: Menifee Rd & San Jacinto Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	13	149	18	21	3	162	466	10	4	363	140
Future Volume (veh/h)	197	13	149	18	21	3	162	466	10	4	363	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	224	15	169	20	24	3	184	530	11	5	412	159
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	327	24	270	37	45	6	237	1486	31	12	544	461
Arrive On Green	0.18	0.18	0.18	0.05	0.05	0.05	0.13	0.41	0.41	0.01	0.29	0.29
Sat Flow, veh/h	1810	133	1498	783	939	117	1810	3616	75	1810	1900	1610
Grp Volume(v), veh/h	224	0	184	47	0	0	184	264	277	5	412	159
Grp Sat Flow(s),veh/h/ln	1810	0	1630	1840	0	0	1810	1805	1886	1810	1900	1610
Q Serve(g_s), s	5.9	0.0	5.3	1.3	0.0	0.0	5.0	5.1	5.1	0.1	10.0	4.0
Cycle Q Clear(g_c), s	5.9	0.0	5.3	1.3	0.0	0.0	5.0	5.1	5.1	0.1	10.0	4.0
Prop In Lane	1.00		0.92	0.43		0.06	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	327	0	294	88	0	0	237	741	775	12	544	461
V/C Ratio(X)	0.69	0.00	0.63	0.54	0.00	0.00	0.78	0.36	0.36	0.41	0.76	0.34
Avail Cap(c_a), veh/h	641	0	578	652	0	0	410	1101	1151	178	916	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	0.0	19.2	23.6	0.0	0.0	21.4	10.3	10.3	25.1	16.5	14.3
Incr Delay (d2), s/veh	2.6	0.0	2.2	5.0	0.0	0.0	5.4	0.3	0.3	20.8	2.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	2.0	0.6	0.0	0.0	2.3	1.7	1.8	0.1	4.1	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.0	0.0	21.4	28.6	0.0	0.0	26.8	10.6	10.6	46.0	18.7	14.8
LnGrp LOS	C	A	C	C	A	A	C	B	B	D	B	B
Approach Vol, veh/h		408			47			725			576	
Approach Delay, s/veh		21.7			28.6			14.7			17.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	25.4		13.7	11.2	19.1		6.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	31.0		18.0	11.5	24.5		18.0				
Max Q Clear Time (g_c+I1), s	2.1	7.1		7.9	7.0	12.0		3.3				
Green Ext Time (p_c), s	0.0	3.3		1.3	0.2	2.5		0.1				

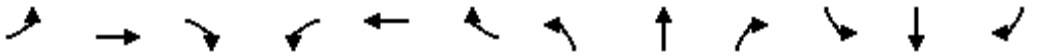
Intersection Summary			
HCM 6th Ctrl Delay		17.8	
HCM 6th LOS		B	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	8	50	6	77	36	506	100	542
Future Volume (vph)	8	50	6	77	36	506	100	542
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	25.0	25.0	25.0	25.0	11.0	48.0	17.0	54.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	12.2%	53.3%	18.9%	60.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		12.0		12.0	6.9	25.4	9.5	32.6
Actuated g/C Ratio		0.21		0.21	0.12	0.44	0.16	0.56
v/c Ratio		0.26		0.59	0.18	0.68	0.37	0.60
Control Delay		19.2		21.8	33.7	19.8	31.4	12.9
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		19.2		21.8	33.7	19.8	31.4	12.9
LOS		B		C	C	B	C	B
Approach Delay		19.2		21.8		20.7		15.6
Approach LOS		B		C		C		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 58.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 18.5	Intersection LOS: B
Intersection Capacity Utilization 62.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 27: Menifee Rd & Mapes Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	50	36	6	77	156	36	506	19	100	542	48
Future Volume (veh/h)	8	50	36	6	77	156	36	506	19	100	542	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	54	39	6	83	168	39	544	20	108	583	52
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	101	215	141	86	120	233	78	735	27	150	762	68
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.04	0.40	0.40	0.08	0.44	0.44
Sat Flow, veh/h	62	1023	672	14	572	1108	1810	1821	67	1810	1719	153
Grp Volume(v), veh/h	102	0	0	257	0	0	39	0	564	108	0	635
Grp Sat Flow(s),veh/h/ln	1756	0	0	1694	0	0	1810	0	1888	1810	0	1872
Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	0.0	0.9	0.0	11.3	2.6	0.0	12.7
Cycle Q Clear(g_c), s	2.1	0.0	0.0	6.3	0.0	0.0	0.9	0.0	11.3	2.6	0.0	12.7
Prop In Lane	0.09		0.38	0.02		0.65	1.00		0.04	1.00		0.08
Lane Grp Cap(c), veh/h	457	0	0	439	0	0	78	0	762	150	0	830
V/C Ratio(X)	0.22	0.00	0.00	0.59	0.00	0.00	0.50	0.00	0.74	0.72	0.00	0.77
Avail Cap(c_a), veh/h	880	0	0	862	0	0	265	0	1847	509	0	2084
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	0.0	16.3	0.0	0.0	20.8	0.0	11.3	19.9	0.0	10.4
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.2	0.0	0.0	4.9	0.0	1.4	6.4	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	2.2	0.0	0.0	0.5	0.0	3.9	1.2	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.0	0.0	0.0	17.6	0.0	0.0	25.7	0.0	12.7	26.3	0.0	11.9
LnGrp LOS	B	A	A	B	A	A	C	A	B	C	A	B
Approach Vol, veh/h		102			257			603			743	
Approach Delay, s/veh		15.0			17.6			13.6			14.0	
Approach LOS		B			B			B			B	

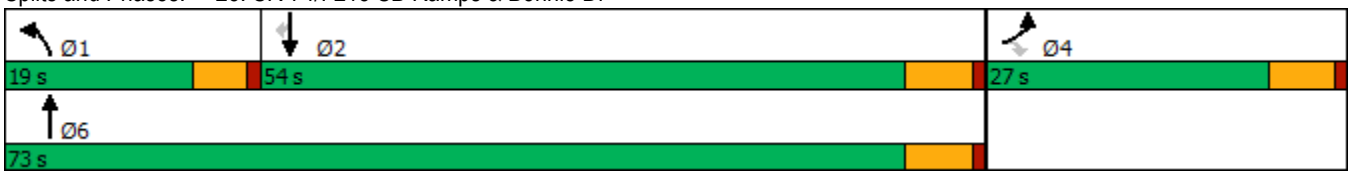
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	22.4		13.8	6.4	24.2		13.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	12.5	43.5		20.5	6.5	49.5		20.5				
Max Q Clear Time (g_c+I1), s	4.6	13.3		4.1	2.9	14.7		8.3				
Green Ext Time (p_c), s	0.1	4.1		0.4	0.0	5.0		1.2				

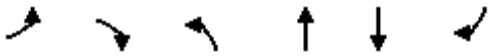
Intersection Summary			
HCM 6th Ctrl Delay		14.4	
HCM 6th LOS		B	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	66	310	277	432	1235	34
Future Volume (vph)	66	310	277	432	1235	34
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		1	6	2	
Permitted Phases		4				2
Detector Phase	4	4	1	6	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	11.0	11.0
Total Split (s)	27.0	27.0	19.0	73.0	54.0	54.0
Total Split (%)	27.0%	27.0%	19.0%	73.0%	54.0%	54.0%
Yellow Time (s)	5.0	5.0	4.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	9.8	9.8	10.9	49.0	32.7	32.7
Actuated g/C Ratio	0.14	0.14	0.15	0.69	0.46	0.46
v/c Ratio	0.29	0.75	0.56	0.36	0.81	0.05
Control Delay	33.8	19.9	35.5	6.0	21.8	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	19.9	35.5	6.0	21.8	7.6
LOS	C	B	D	A	C	A
Approach Delay	22.4			17.5	21.4	
Approach LOS	C			B	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 71.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 20.4	Intersection LOS: C
Intersection Capacity Utilization 63.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	66	310	277	432	1235	34
Future Volume (veh/h)	66	310	277	432	1235	34
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	337	301	470	1342	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	420	374	394	1165	1576	703
Arrive On Green	0.23	0.23	0.11	0.61	0.44	0.44
Sat Flow, veh/h	1810	1610	3510	1900	3705	1610
Grp Volume(v), veh/h	72	337	301	470	1342	37
Grp Sat Flow(s),veh/h/ln	1810	1610	1755	1900	1805	1610
Q Serve(g_s), s	2.5	15.8	6.5	9.9	25.9	1.0
Cycle Q Clear(g_c), s	2.5	15.8	6.5	9.9	25.9	1.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	420	374	394	1165	1576	703
V/C Ratio(X)	0.17	0.90	0.76	0.40	0.85	0.05
Avail Cap(c_a), veh/h	489	435	632	1638	2229	994
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	29.0	33.5	7.7	19.6	12.6
Incr Delay (d2), s/veh	0.1	18.2	1.2	0.1	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	7.4	2.6	2.9	9.3	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.9	47.2	34.7	7.8	21.3	12.6
LnGrp LOS	C	D	C	A	C	B
Approach Vol, veh/h	409			771	1379	
Approach Delay, s/veh	43.1			18.3	21.1	
Approach LOS	D			B	C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.7	39.9		24.1		53.7
Change Period (Y+Rc), s	5.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	14.0	48.0		21.0		67.0
Max Q Clear Time (g_c+I1), s	8.5	27.9		17.8		11.9
Green Ext Time (p_c), s	0.3	6.0		0.3		1.6

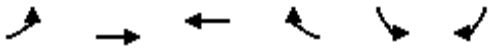
Intersection Summary		
HCM 6th Ctrl Delay		23.8
HCM 6th LOS		C

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	240	1493	1712	54	428
Future Volume (vph)	240	1493	1712	54	428
Turn Type	Prot	NA	NA	Prot	pm+ov
Protected Phases	5	2	6	4	5
Permitted Phases					4
Detector Phase	5	2	6	4	5
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.0	11.0	9.5	9.0
Total Split (s)	24.0	79.7	55.7	9.8	24.0
Total Split (%)	26.8%	89.1%	62.2%	10.9%	26.8%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.5	4.0
Lead/Lag	Lead		Lag		Lead
Lead-Lag Optimize?	Yes		Yes		Yes
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	20.2	73.7	48.0	5.3	24.6
Actuated g/C Ratio	0.24	0.86	0.56	0.06	0.29
v/c Ratio	0.61	0.52	0.93	0.53	0.98
Control Delay	37.8	2.9	28.3	59.2	68.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	37.8	2.9	28.3	59.2	68.7
LOS	D	A	C	E	E
Approach Delay		7.7	28.3	67.6	
Approach LOS		A	C	E	

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 85.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 24.1	Intersection LOS: C
Intersection Capacity Utilization 83.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 30: SR-74 & Trumble Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	240	1493	1712	38	54	428
Future Volume (veh/h)	240	1493	1712	38	54	428
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	258	1605	1841	41	58	460
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	300	2887	2105	47	122	375
Arrive On Green	0.17	0.80	0.58	0.58	0.07	0.07
Sat Flow, veh/h	1810	3705	3705	80	1810	1610
Grp Volume(v), veh/h	258	1605	917	965	58	460
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1885	1810	1610
Q Serve(g_s), s	10.9	12.6	34.0	34.5	2.4	5.3
Cycle Q Clear(g_c), s	10.9	12.6	34.0	34.5	2.4	5.3
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	300	2887	1052	1099	122	375
V/C Ratio(X)	0.86	0.56	0.87	0.88	0.48	1.23
Avail Cap(c_a), veh/h	459	3372	1137	1188	122	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	2.8	13.9	14.0	35.5	30.3
Incr Delay (d2), s/veh	6.5	0.2	7.2	7.3	1.1	122.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	1.0	12.1	12.8	1.0	12.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.5	3.0	21.1	21.4	36.5	153.0
LnGrp LOS	D	A	C	C	D	F
Approach Vol, veh/h		1863	1882		518	
Approach Delay, s/veh		7.9	21.3		140.0	
Approach LOS		A	C		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		69.1		9.8	17.1	52.0
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		73.7		5.3	20.0	49.7
Max Q Clear Time (g_c+I1), s		14.6		7.3	12.9	36.5
Green Ext Time (p_c), s		17.4		0.0	0.2	9.5

Intersection Summary	
HCM 6th Ctrl Delay	29.9
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1581	1589	113	0	166
Future Vol, veh/h	0	1581	1589	113	0	166
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1664	1673	119	0	175

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	896
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	287
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	287
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

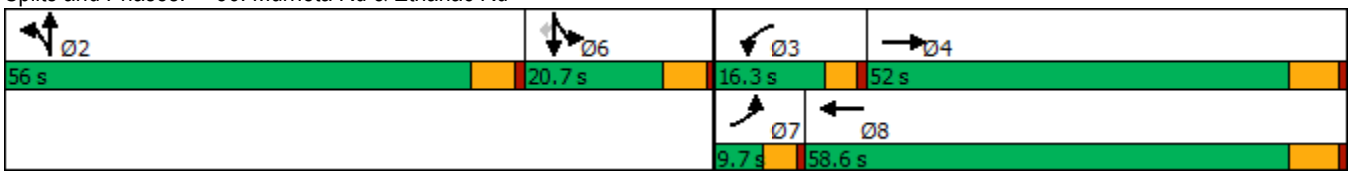
Approach	EB	WB	SB
HCM Control Delay, s	0	0	35.3
HCM LOS			E

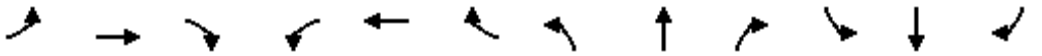
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	287
HCM Lane V/C Ratio	-	-	-	0.609
HCM Control Delay (s)	-	-	-	35.3
HCM Lane LOS	-	-	-	E
HCM 95th %tile Q(veh)	-	-	-	3.7

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	11	857	90	454	154	86	71	12
Future Volume (vph)	11	857	90	454	154	86	71	12
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	Perm
Protected Phases	7	4	3	8	2	6	6	
Permitted Phases								6
Detector Phase	7	4	3	8	2	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	20.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	9.6	26.5	15.8	15.8	15.8	15.8
Total Split (s)	9.7	52.0	16.3	58.6	56.0	20.7	20.7	20.7
Total Split (%)	6.7%	35.9%	11.2%	40.4%	38.6%	14.3%	14.3%	14.3%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	5.2	42.3	10.2	53.7	41.7	12.4	12.4	12.4
Actuated g/C Ratio	0.04	0.33	0.08	0.41	0.32	0.10	0.10	0.10
v/c Ratio	0.17	0.85	0.67	0.37	0.90	0.53	0.42	0.05
Control Delay	72.5	49.7	84.7	28.6	59.2	71.5	66.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.5	49.7	84.7	28.6	59.2	71.5	66.8	0.3
LOS	E	D	F	C	E	E	E	A
Approach Delay		50.0		37.0	59.2		64.4	
Approach LOS		D		D	E		E	

Intersection Summary	
Cycle Length: 145	
Actuated Cycle Length: 129.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 49.6	Intersection LOS: D
Intersection Capacity Utilization 80.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 36: Murrieta Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	857	84	90	454	61	124	154	221	86	71	12
Future Volume (veh/h)	11	857	84	90	454	61	124	154	221	86	71	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	902	88	95	478	64	131	162	233	91	75	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	25	1087	106	119	1215	162	144	178	256	152	159	135
Arrive On Green	0.01	0.33	0.33	0.07	0.38	0.38	0.33	0.33	0.33	0.08	0.08	0.08
Sat Flow, veh/h	1810	3323	324	1810	3201	427	433	536	771	1810	1900	1610
Grp Volume(v), veh/h	12	490	500	95	269	273	526	0	0	91	75	13
Grp Sat Flow(s),veh/h/ln	1810	1805	1842	1810	1805	1823	1740	0	0	1810	1900	1610
Q Serve(g_s), s	0.8	29.8	29.8	6.2	12.9	13.0	34.4	0.0	0.0	5.8	4.5	0.9
Cycle Q Clear(g_c), s	0.8	29.8	29.8	6.2	12.9	13.0	34.4	0.0	0.0	5.8	4.5	0.9
Prop In Lane	1.00		0.18	1.00		0.23	0.25		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	25	591	603	119	685	692	578	0	0	152	159	135
V/C Ratio(X)	0.48	0.83	0.83	0.80	0.39	0.40	0.91	0.00	0.00	0.60	0.47	0.10
Avail Cap(c_a), veh/h	78	691	705	178	791	799	735	0	0	227	238	202
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	36.9	36.9	54.7	26.9	26.9	38.0	0.0	0.0	52.5	51.9	50.3
Incr Delay (d2), s/veh	5.3	8.0	7.9	7.8	0.5	0.5	13.2	0.0	0.0	3.8	2.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	14.3	14.6	3.1	5.6	5.8	16.6	0.0	0.0	2.8	2.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.5	44.9	44.8	62.5	27.4	27.5	51.3	0.0	0.0	56.3	54.1	50.6
LnGrp LOS	E	D	D	E	C	C	D	A	A	E	D	D
Approach Vol, veh/h		1002			637			526			179	
Approach Delay, s/veh		45.1			32.7			51.3			55.0	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	45.3	12.4	45.4	15.8	6.2	51.6
Change Period (Y+Rc), s	5.8	4.6	6.5	5.8	4.6	6.5
Max Green Setting (Gmax), s	50.2	11.7	45.5	14.9	5.1	52.1
Max Q Clear Time (g_c+I1), s	36.4	8.2	31.8	7.8	2.8	15.0
Green Ext Time (p_c), s	3.1	0.0	7.1	0.3	0.0	5.4

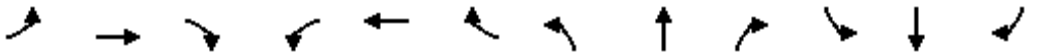
Intersection Summary	
HCM 6th Ctrl Delay	43.9
HCM 6th LOS	D

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	914	574	347	688	1	329
Future Volume (vph)	914	574	347	688	1	329
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	10.0	10.0
Total Split (s)	46.0	46.0	35.0	81.0	35.0	35.0
Total Split (%)	39.7%	39.7%	30.2%	69.8%	30.2%	30.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	32.7	32.7	23.2	61.2	13.8	13.8
Actuated g/C Ratio	0.38	0.38	0.27	0.71	0.16	0.16
v/c Ratio	0.71	0.61	0.75	0.28	0.46	0.74
Control Delay	27.4	5.1	42.1	5.3	41.0	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.4	5.1	42.1	5.3	41.0	21.2
LOS	C	A	D	A	D	C
Approach Delay	18.8			17.6	26.7	
Approach LOS	B			B	C	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 86.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 19.6	Intersection LOS: B
Intersection Capacity Utilization 75.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 39: I-215 SB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	914	574	347	688	0	0	0	0	124	1	329
Future Volume (veh/h)	0	914	574	347	688	0	0	0	0	124	1	329
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	962	604	365	724	0				131	1	346
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1391	620	402	2367	0				428	3	384
Arrive On Green	0.00	0.39	0.39	0.22	0.66	0.00				0.24	0.24	0.24
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1796	14	1610
Grp Volume(v), veh/h	0	962	604	365	724	0				132	0	346
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	23.2	38.3	20.4	9.0	0.0				6.2	0.0	21.6
Cycle Q Clear(g_c), s	0.0	23.2	38.3	20.4	9.0	0.0				6.2	0.0	21.6
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	1391	620	402	2367	0				431	0	384
V/C Ratio(X)	0.00	0.69	0.97	0.91	0.31	0.00				0.31	0.00	0.90
Avail Cap(c_a), veh/h	0	1391	620	523	2608	0				523	0	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	26.7	31.4	39.3	7.7	0.0				32.5	0.0	38.3
Incr Delay (d2), s/veh	0.0	1.5	29.4	16.6	0.1	0.0				0.4	0.0	18.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.3	18.3	10.3	2.7	0.0				2.7	0.0	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.2	60.8	55.9	7.8	0.0				32.9	0.0	56.6
LnGrp LOS	A	C	E	E	A	A				C	A	E
Approach Vol, veh/h		1566			1089						478	
Approach Delay, s/veh		40.8			23.9						50.0	
Approach LOS		D			C						D	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	28.1	46.0				74.1		29.7				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	22.4	40.3				11.0		23.6				
Green Ext Time (p_c), s	0.7	0.0				4.8		1.1				

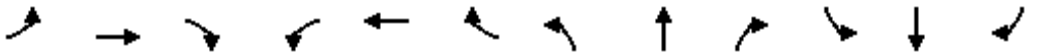
Intersection Summary			
HCM 6th Ctrl Delay		36.3	
HCM 6th LOS		D	

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	308	730	710	1	398
Future Volume (vph)	308	730	710	1	398
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	22.6	59.7	31.8	23.8	23.8
Actuated g/C Ratio	0.24	0.63	0.33	0.25	0.25
v/c Ratio	0.77	0.34	0.79	0.76	0.74
Control Delay	48.6	9.0	34.6	47.3	24.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	48.6	9.0	34.6	47.3	24.6
LOS	D	A	C	D	C
Approach Delay		20.8	34.6	34.9	
Approach LOS		C	C	C	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 95.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 29.2	Intersection LOS: C
Intersection Capacity Utilization 75.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	308	730	0	0	710	178	325	1	398	0	0	0
Future Volume (veh/h)	308	730	0	0	710	178	325	1	398	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	328	777	0	0	755	189	346	1	423			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	373	2102	0	0	915	229	532	2	474			
Arrive On Green	0.21	0.58	0.00	0.00	0.32	0.32	0.29	0.29	0.29			
Sat Flow, veh/h	1810	3705	0	0	2955	716	1805	5	1610			
Grp Volume(v), veh/h	328	777	0	0	476	468	347	0	423			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1771	1810	0	1610			
Q Serve(g_s), s	15.7	10.2	0.0	0.0	21.8	21.8	14.9	0.0	22.4			
Cycle Q Clear(g_c), s	15.7	10.2	0.0	0.0	21.8	21.8	14.9	0.0	22.4			
Prop In Lane	1.00		0.00	0.00		0.40	1.00		1.00			
Lane Grp Cap(c), veh/h	373	2102	0	0	577	567	533	0	474			
V/C Ratio(X)	0.88	0.37	0.00	0.00	0.83	0.83	0.65	0.00	0.89			
Avail Cap(c_a), veh/h	608	3033	0	0	809	794	608	0	541			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	34.3	9.9	0.0	0.0	28.1	28.1	27.5	0.0	30.1			
Incr Delay (d2), s/veh	8.4	0.1	0.0	0.0	4.9	5.0	2.0	0.0	15.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.1	3.2	0.0	0.0	9.1	9.0	6.5	0.0	10.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	10.0	0.0	0.0	33.0	33.1	29.5	0.0	45.7			
LnGrp LOS	D	B	A	A	C	C	C	A	D			
Approach Vol, veh/h		1105			944			770				
Approach Delay, s/veh		19.8			33.0			38.4				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		58.0			23.4	34.6		31.3				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		12.2			17.7	23.8		24.4				
Green Ext Time (p_c), s		5.3			0.7	4.8		1.9				
Intersection Summary												
HCM 6th Ctrl Delay			29.3									
HCM 6th LOS			C									

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	951	45	745	143
Future Volume (vph)	951	45	745	143
Turn Type	NA	Prot	NA	Prot
Protected Phases	2	1	6	8
Permitted Phases				
Detector Phase	2	1	6	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	10.8	9.5	10.8	9.5
Total Split (s)	48.0	12.0	60.0	20.0
Total Split (%)	60.0%	15.0%	75.0%	25.0%
Yellow Time (s)	4.8	3.5	4.8	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	4.5	5.8	4.5
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	Min	None	Min	None
Act Effct Green (s)	30.3	6.9	36.4	11.2
Actuated g/C Ratio	0.52	0.12	0.62	0.19
v/c Ratio	0.62	0.22	0.34	0.56
Control Delay	13.0	31.1	5.7	27.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	13.0	31.1	5.7	27.9
LOS	B	C	A	C
Approach Delay	13.0		7.2	27.9
Approach LOS	B		A	C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 58.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 12.2	Intersection LOS: B
Intersection Capacity Utilization 57.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 41: Encanto Dr & Ethanac Rd





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	951	177	45	745	143	50
Future Volume (veh/h)	951	177	45	745	143	50
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	970	181	46	760	146	51
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1417	264	88	2231	191	67
Arrive On Green	0.47	0.47	0.05	0.62	0.15	0.15
Sat Flow, veh/h	3132	566	1810	3705	1293	452
Grp Volume(v), veh/h	576	575	46	760	198	0
Grp Sat Flow(s),veh/h/ln	1805	1798	1810	1805	1754	0
Q Serve(g_s), s	11.0	11.0	1.1	4.5	4.8	0.0
Cycle Q Clear(g_c), s	11.0	11.0	1.1	4.5	4.8	0.0
Prop In Lane		0.31	1.00		0.74	0.26
Lane Grp Cap(c), veh/h	842	839	88	2231	259	0
V/C Ratio(X)	0.68	0.69	0.52	0.34	0.77	0.00
Avail Cap(c_a), veh/h	1735	1728	309	4457	619	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	9.2	9.2	20.4	4.1	18.0	0.0
Incr Delay (d2), s/veh	1.0	1.0	4.7	0.1	4.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.3	0.5	0.3	2.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.2	10.2	25.0	4.1	22.7	0.0
LnGrp LOS	B	B	C	A	C	A
Approach Vol, veh/h	1151			806	198	
Approach Delay, s/veh	10.2			5.3	22.7	
Approach LOS	B			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.6	26.3				32.9	11.0
Change Period (Y+Rc), s	4.5	5.8				5.8	4.5
Max Green Setting (Gmax), s	7.5	42.2				54.2	15.5
Max Q Clear Time (g_c+I1), s	3.1	13.0				6.5	6.8
Green Ext Time (p_c), s	0.0	7.5				5.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A

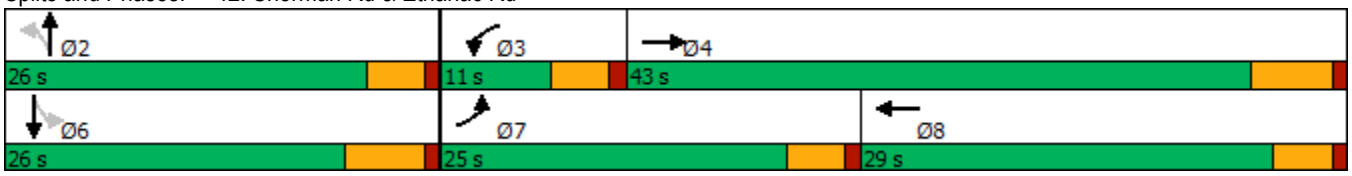
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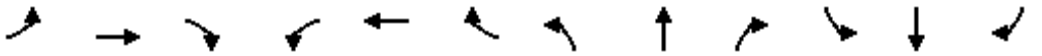
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	184	738	12	549	15	0	9	9
Future Volume (vph)	184	738	12	549	15	0	9	9
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	10.8	9.5	9.5	9.5	9.5	10.8	10.8
Total Split (s)	25.0	43.0	11.0	29.0	26.0	26.0	26.0	26.0
Total Split (%)	31.3%	53.8%	13.8%	36.3%	32.5%	32.5%	32.5%	32.5%
Yellow Time (s)	3.5	4.8	3.5	3.5	3.5	3.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	5.8	4.5	4.5		4.5		5.8
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	11.0	27.5	6.1	14.8		7.5		7.2
Actuated g/C Ratio	0.23	0.57	0.13	0.31		0.15		0.15
v/c Ratio	0.48	0.39	0.06	0.56		0.12		0.49
Control Delay	22.0	7.3	24.3	16.6		0.6		10.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	22.0	7.3	24.3	16.6		0.6		10.7
LOS	C	A	C	B		A		B
Approach Delay		10.2		16.8		0.6		10.7
Approach LOS		B		B		A		B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 48.4	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 12.2	Intersection LOS: B
Intersection Capacity Utilization 49.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 42: Sherman Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	738	17	12	549	25	15	0	27	9	9	159
Future Volume (veh/h)	184	738	17	12	549	25	15	0	27	9	9	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	196	785	18	13	584	27	16	0	29	10	10	169
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	265	1486	34	30	992	46	178	42	172	104	21	233
Arrive On Green	0.15	0.41	0.41	0.02	0.28	0.28	0.16	0.00	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1810	3607	83	1810	3514	162	331	261	1073	43	128	1452
Grp Volume(v), veh/h	196	393	410	13	300	311	45	0	0	189	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1885	1810	1805	1871	1665	0	0	1623	0	0
Q Serve(g_s), s	4.1	6.4	6.4	0.3	5.6	5.6	0.0	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	4.1	6.4	6.4	0.3	5.6	5.6	0.9	0.0	0.0	4.3	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.09	0.36		0.64	0.05		0.89
Lane Grp Cap(c), veh/h	265	744	777	30	510	528	392	0	0	357	0	0
V/C Ratio(X)	0.74	0.53	0.53	0.43	0.59	0.59	0.11	0.00	0.00	0.53	0.00	0.00
Avail Cap(c_a), veh/h	946	1713	1789	300	1128	1169	954	0	0	929	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.0	8.7	8.7	19.1	12.1	12.1	14.2	0.0	0.0	15.6	0.0	0.0
Incr Delay (d2), s/veh	4.0	0.6	0.6	9.2	1.1	1.1	0.1	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.9	2.0	0.2	1.9	2.0	0.3	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.0	9.2	9.2	28.3	13.2	13.2	14.3	0.0	0.0	16.8	0.0	0.0
LnGrp LOS	C	A	A	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		999			624			45			189	
Approach Delay, s/veh		11.4			13.5			14.3			16.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.1	5.2	21.9		12.1	10.2	16.9				
Change Period (Y+Rc), s		* 5.8	4.5	5.8		5.8	4.5	* 5.8				
Max Green Setting (Gmax), s		* 22	6.5	37.2		20.2	20.5	* 25				
Max Q Clear Time (g_c+I1), s		2.9	2.3	8.4		6.3	6.1	7.6				
Green Ext Time (p_c), s		0.2	0.0	5.6		0.9	0.4	3.5				

Intersection Summary		
HCM 6th Ctrl Delay		12.7
HCM 6th LOS		B

Notes

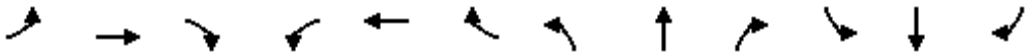
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBT	SBT	Ø1	Ø3	Ø5	Ø6
Lane Configurations								
Traffic Volume (vph)	628	139	605	0				
Future Volume (vph)	628	139	605	0				
Turn Type	NA	Perm	NA	NA				
Protected Phases	2		3 6	4	1	3	5	6
Permitted Phases		2						
Detector Phase	2	2	3 6	4				
Switch Phase								
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.8	10.8		9.5	9.5	9.5	9.5	10.8
Total Split (s)	46.0	46.0		9.5	9.5	15.0	9.5	46.0
Total Split (%)	57.5%	57.5%		11.9%	12%	19%	12%	58%
Yellow Time (s)	4.8	4.8		3.5	3.5	3.5	3.5	4.8
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0				
Total Lost Time (s)	5.8	5.8		4.5				
Lead/Lag	Lag	Lag		Lag	Lead	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min		None	None	None	None	Min
Act Effct Green (s)	32.7	32.7	50.1	5.2				
Actuated g/C Ratio	0.51	0.51	0.78	0.08				
v/c Ratio	0.72	0.17	0.26	0.09				
Control Delay	17.6	2.4	0.3	0.6				
Queue Delay	0.0	0.0	0.0	0.0				
Total Delay	17.6	2.4	0.3	0.6				
LOS	B	A	A	A				
Approach Delay	14.8		0.3	0.6				
Approach LOS	B		A	A				

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 64.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 8.0	Intersection LOS: A
Intersection Capacity Utilization 45.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 43: Ethanac Rd & Jackson Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	628	139	0	605	51	0	0	0	23	0	1
Future Volume (vph)	0	628	139	0	605	51	0	0	0	23	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.8	5.8		4.5						4.5	
Lane Util. Factor		1.00	1.00		0.95						1.00	
Frt		1.00	0.85		0.99						0.99	
Flt Protected		1.00	1.00		1.00						0.95	
Satd. Flow (prot)		1900	1615		3568						1803	
Flt Permitted		1.00	1.00		1.00						0.95	
Satd. Flow (perm)		1900	1615		3568						1803	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	690	153	0	665	56	0	0	0	25	0	1
RTOR Reduction (vph)	0	0	79	0	8	0	0	0	0	0	24	0
Lane Group Flow (vph)	0	690	74	0	713	0	0	0	0	0	2	0
Turn Type	Prot	NA	Perm		NA					Split	NA	
Protected Phases	5	2			3 6					4	4	
Permitted Phases			2									
Actuated Green, G (s)		32.7	32.7		53.6						5.2	
Effective Green, g (s)		32.7	32.7		47.8						5.2	
Actuated g/C Ratio		0.48	0.48		0.71						0.08	
Clearance Time (s)		5.8	5.8								4.5	
Vehicle Extension (s)		3.0	3.0								3.0	
Lane Grp Cap (vph)		916	778		2515						138	
v/s Ratio Prot		c0.36			c0.20						c0.00	
v/s Ratio Perm			0.05									
v/c Ratio		0.75	0.09		0.28						0.01	
Uniform Delay, d1		14.3	9.5		3.7						28.9	
Progression Factor		1.00	1.00		0.04						1.00	
Incremental Delay, d2		3.5	0.1		0.1						0.0	
Delay (s)		17.8	9.6		0.2						29.0	
Level of Service		B	A		A						C	
Approach Delay (s)		16.3			0.2			0.0			29.0	
Approach LOS		B			A			A			C	

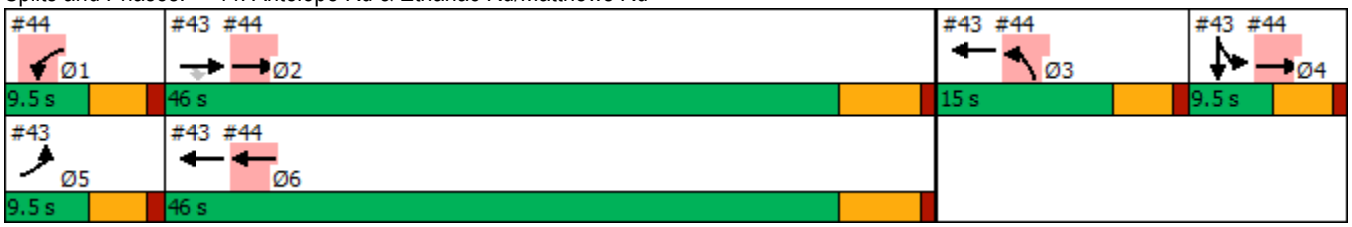
Intersection Summary			
HCM 2000 Control Delay	9.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	67.8	Sum of lost time (s)	19.3
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	Ø2	Ø4	Ø5
Lane Configurations							
Traffic Volume (vph)	651	7	565	90			
Future Volume (vph)	651	7	565	90			
Turn Type	NA	Prot	NA	Prot			
Protected Phases	2 4	1	6	3	2	4	5
Permitted Phases							
Detector Phase	2 4	1	6	3			
Switch Phase							
Minimum Initial (s)		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)		9.5	10.8	9.5	10.8	9.5	9.5
Total Split (s)		9.5	46.0	15.0	46.0	9.5	9.5
Total Split (%)		11.9%	57.5%	18.8%	58%	12%	12%
Yellow Time (s)		3.5	4.8	3.5	4.8	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0			
Total Lost Time (s)		4.5	5.8	4.5			
Lead/Lag		Lead	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode		None	Min	None	Min	None	None
Act Effct Green (s)	41.7	5.2	34.3	9.8			
Actuated g/C Ratio	0.65	0.08	0.53	0.15			
v/c Ratio	0.58	0.06	0.62	0.42			
Control Delay	2.7	34.0	13.0	31.6			
Queue Delay	0.0	0.0	0.0	0.0			
Total Delay	2.7	34.0	13.0	31.6			
LOS	A	C	B	C			
Approach Delay	2.7		13.3	31.6			
Approach LOS	A		B	C			

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 64.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 9.6	Intersection LOS: A
Intersection Capacity Utilization 48.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 44: Antelope Rd & Ethanac Rd/Matthews Rd





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	651	0	7	565	90	17
Future Volume (vph)	651	0	7	565	90	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.8		4.5	5.8	4.5	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frt	1.00		1.00	1.00	0.98	
Flt Protected	1.00		0.95	1.00	0.96	
Satd. Flow (prot)	1900		1805	1900	1784	
Flt Permitted	1.00		0.95	1.00	0.96	
Satd. Flow (perm)	1900		1805	1900	1784	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	715	0	8	621	99	19
RTOR Reduction (vph)	0	0	0	0	9	0
Lane Group Flow (vph)	715	0	8	621	109	0
Turn Type	NA		Prot	NA	Prot	
Protected Phases	2 4		1	6	3	
Permitted Phases						
Actuated Green, G (s)	37.9		0.8	38.0	9.8	
Effective Green, g (s)	37.9		0.8	38.0	9.8	
Actuated g/C Ratio	0.56		0.01	0.56	0.14	
Clearance Time (s)			4.5	5.8	4.5	
Vehicle Extension (s)			3.0	3.0	3.0	
Lane Grp Cap (vph)	1062		21	1064	257	
v/s Ratio Prot	c0.38		0.00	c0.33	c0.06	
v/s Ratio Perm						
v/c Ratio	0.67		0.38	0.58	0.43	
Uniform Delay, d1	10.6		33.3	9.7	26.4	
Progression Factor	0.13		1.00	1.00	1.00	
Incremental Delay, d2	1.4		11.2	0.8	1.1	
Delay (s)	2.8		44.4	10.6	27.6	
Level of Service	A		D	B	C	
Approach Delay (s)	2.8			11.0	27.6	
Approach LOS	A			B	C	

Intersection Summary			
HCM 2000 Control Delay	8.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	67.8	Sum of lost time (s)	19.3
Intersection Capacity Utilization	48.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	219	423	394	76	78	148
Future Vol, veh/h	219	423	394	76	78	148
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	200
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	246	475	443	85	88	166

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	528	0	-	0	1453	486
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	967	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1049	-	-	-	145	585
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	372	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1049	-	-	-	111	585
Mov Cap-2 Maneuver	-	-	-	-	240	-
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	372	-

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	18.7
HCM LOS			C

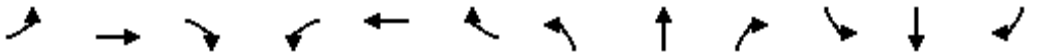
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1049	-	-	-	240	585
HCM Lane V/C Ratio	0.235	-	-	-	0.365	0.284
HCM Control Delay (s)	9.5	-	-	-	28.4	13.6
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.9	-	-	-	1.6	1.2

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	15	74	45	101	38	528	69	525
Future Volume (vph)	15	74	45	101	38	528	69	525
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	23.0	23.0	23.0	23.0	10.0	45.0	12.0	47.0
Total Split (%)	28.8%	28.8%	28.8%	28.8%	12.5%	56.3%	15.0%	58.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		13.8		13.8	6.1	30.3	7.4	33.9
Actuated g/C Ratio		0.22		0.22	0.10	0.48	0.12	0.54
v/c Ratio		0.37		0.64	0.26	0.78	0.38	0.64
Control Delay		24.0		31.0	37.3	21.5	37.3	15.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		24.0		31.0	37.3	21.5	37.3	15.0
LOS		C		C	D	C	D	B
Approach Delay		24.0		31.0		22.4		17.5
Approach LOS		C		C		C		B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 62.7	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 21.7	Intersection LOS: C
Intersection Capacity Utilization 65.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 46: Menifee Rd & Watson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	74	35	45	101	59	38	528	65	69	525	27
Future Volume (veh/h)	15	74	35	45	101	59	38	528	65	69	525	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	88	42	54	120	70	45	629	77	82	625	32
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	102	223	97	139	181	93	84	780	95	123	880	45
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.05	0.47	0.47	0.07	0.49	0.49
Sat Flow, veh/h	110	1170	507	267	950	490	1810	1660	203	1810	1792	92
Grp Volume(v), veh/h	148	0	0	244	0	0	45	0	706	82	0	657
Grp Sat Flow(s),veh/h/ln	1787	0	0	1707	0	0	1810	0	1863	1810	0	1883
Q Serve(g_s), s	0.0	0.0	0.0	3.0	0.0	0.0	1.2	0.0	16.1	2.2	0.0	13.6
Cycle Q Clear(g_c), s	3.6	0.0	0.0	6.6	0.0	0.0	1.2	0.0	16.1	2.2	0.0	13.6
Prop In Lane	0.12		0.28	0.22		0.29	1.00		0.11	1.00		0.05
Lane Grp Cap(c), veh/h	422	0	0	414	0	0	84	0	875	123	0	925
V/C Ratio(X)	0.35	0.00	0.00	0.59	0.00	0.00	0.53	0.00	0.81	0.67	0.00	0.71
Avail Cap(c_a), veh/h	729	0	0	710	0	0	200	0	1517	273	0	1609
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.7	0.0	0.0	18.9	0.0	0.0	23.2	0.0	11.3	22.6	0.0	9.9
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.3	0.0	0.0	5.2	0.0	1.8	6.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	2.5	0.0	0.0	0.6	0.0	5.5	1.1	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.2	0.0	0.0	20.2	0.0	0.0	28.4	0.0	13.1	28.7	0.0	10.9
LnGrp LOS	B	A	A	C	A	A	C	A	B	C	A	B
Approach Vol, veh/h		148			244			751			739	
Approach Delay, s/veh		18.2			20.2			14.0			12.9	
Approach LOS		B			C			B			B	

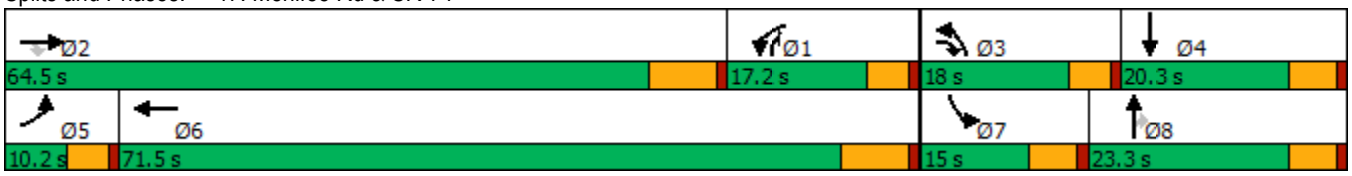
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	27.9		14.0	6.8	28.9		14.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	7.5	40.5		18.5	5.5	42.5		18.5				
Max Q Clear Time (g_c+I1), s	4.2	18.1		5.6	3.2	15.6		8.6				
Green Ext Time (p_c), s	0.0	5.3		0.6	0.0	5.0		1.0				

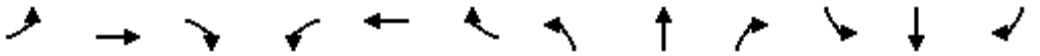
Intersection Summary												
HCM 6th Ctrl Delay			14.7									
HCM 6th LOS			B									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	57	1289	406	255	1456	296	390	384	199	362
Future Volume (vph)	57	1289	406	255	1456	296	390	384	199	362
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	3	1	6	3	8	1	7	4
Permitted Phases			2					8		
Detector Phase	5	2	3	1	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	9.7	10.3	9.7	10.3	10.3
Total Split (s)	10.2	64.5	18.0	17.2	71.5	18.0	23.3	17.2	15.0	20.3
Total Split (%)	8.5%	53.8%	15.0%	14.3%	59.6%	15.0%	19.4%	14.3%	12.5%	16.9%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	3.7	4.3	3.7	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	4.7	5.3	4.7	5.3	5.3
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	None	None	None	None	None
Act Effct Green (s)	5.5	52.6	67.7	12.7	62.2	12.8	17.7	31.0	9.6	15.1
Actuated g/C Ratio	0.05	0.46	0.59	0.11	0.54	0.11	0.15	0.27	0.08	0.13
v/c Ratio	0.73	0.87	0.46	0.74	0.92	0.85	0.78	0.50	0.76	0.91
Control Delay	99.3	34.7	6.8	62.8	33.4	71.3	58.7	18.8	69.9	74.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.3	34.7	6.8	62.8	33.4	71.3	58.7	18.8	69.9	74.2
LOS	F	C	A	E	C	E	E	B	E	E
Approach Delay		30.3			37.4		47.8			72.8
Approach LOS		C			D		D			E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 115.1	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 41.1	Intersection LOS: D
Intersection Capacity Utilization 86.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	1289	406	255	1456	140	296	390	384	199	362	26
Future Volume (veh/h)	57	1289	406	255	1456	140	296	390	384	199	362	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	1432	451	283	1618	156	329	433	427	221	402	29
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	1639	907	358	1768	169	385	555	725	278	439	32
Arrive On Green	0.04	0.45	0.45	0.10	0.53	0.53	0.11	0.15	0.15	0.08	0.13	0.13
Sat Flow, veh/h	1810	3610	1610	3510	3330	318	3510	3610	2834	3510	3415	245
Grp Volume(v), veh/h	63	1432	451	283	869	905	329	433	427	221	212	219
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1843	1755	1805	1417	1755	1805	1856
Q Serve(g_s), s	4.0	41.9	7.9	9.2	50.8	52.8	10.7	13.4	2.6	7.2	13.5	13.6
Cycle Q Clear(g_c), s	4.0	41.9	7.9	9.2	50.8	52.8	10.7	13.4	2.6	7.2	13.5	13.6
Prop In Lane	1.00		1.00	1.00		0.17	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	81	1639	907	358	958	978	385	555	725	278	232	239
V/C Ratio(X)	0.78	0.87	0.50	0.79	0.91	0.93	0.85	0.78	0.59	0.79	0.91	0.92
Avail Cap(c_a), veh/h	85	1780	970	376	998	1019	400	557	727	292	232	239
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.1	28.8	4.6	51.1	24.7	25.2	51.0	47.4	19.2	52.7	50.2	50.2
Incr Delay (d2), s/veh	30.5	4.9	0.4	9.4	11.4	13.5	15.0	7.0	1.2	13.5	36.2	36.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	17.9	3.3	4.4	22.2	24.0	5.5	6.6	3.6	3.7	8.4	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.6	33.7	5.0	60.5	36.2	38.7	66.0	54.4	20.4	66.2	86.3	87.1
LnGrp LOS	F	C	A	E	D	D	E	D	C	E	F	F
Approach Vol, veh/h		1946			2057			1189			652	
Approach Delay, s/veh		28.7			40.6			45.4			79.8	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.9	59.9	17.5	20.3	9.9	68.9	14.5	23.2
Change Period (Y+Rc), s	7.0	* 7	* 4.7	5.3	* 4.7	7.0	5.3	5.3
Max Green Setting (Gmax), s	12.5	* 58	* 13	15.0	* 5.5	64.5	9.7	18.0
Max Q Clear Time (g_c+I1), s	11.2	43.9	12.7	15.6	6.0	54.8	9.2	15.4
Green Ext Time (p_c), s	0.1	9.1	0.0	0.0	0.0	7.0	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D

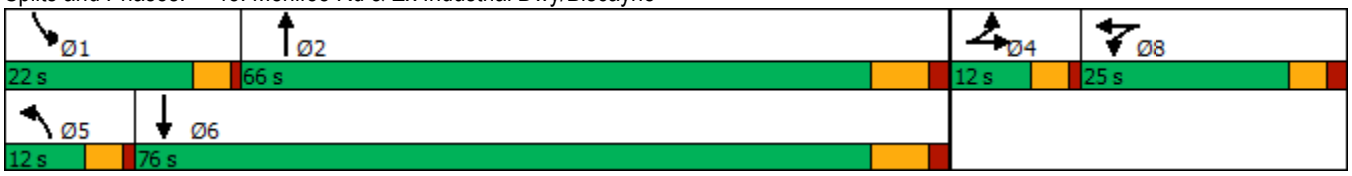
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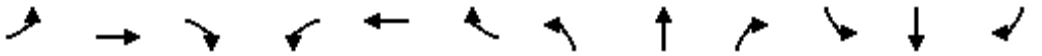
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	2	2	995	77	926
Future Volume (vph)	0	2	2	995	77	926
Turn Type	NA	NA	Prot	NA	Prot	NA
Protected Phases	4	8	5	2	1	6
Permitted Phases						
Detector Phase	4	8	5	2	1	6
Switch Phase						
Minimum Initial (s)	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	13.6	10.6	17.5	10.6	17.5
Total Split (s)	12.0	25.0	12.0	66.0	22.0	76.0
Total Split (%)	9.6%	20.0%	9.6%	52.8%	17.6%	60.8%
Yellow Time (s)	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	4.6	7.5	4.6	7.5
Lead/Lag			Lead	Lag	Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	None	Min
Act Effct Green (s)	6.4	10.5	6.4	36.4	10.2	47.1
Actuated g/C Ratio	0.09	0.14	0.09	0.49	0.14	0.63
v/c Ratio	0.03	0.42	0.02	0.54	0.40	0.53
Control Delay	41.7	33.8	42.0	15.8	38.6	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.7	33.8	42.0	15.8	38.6	10.0
LOS	D	C	D	B	D	B
Approach Delay	41.7	33.8		15.8		12.2
Approach LOS	D	C		B		B

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 74.4	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 14.9	Intersection LOS: B
Intersection Capacity Utilization 52.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	0	52	2	30	2	995	59	77	926	8
Future Volume (veh/h)	3	0	0	52	2	30	2	995	59	77	926	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	0	0	68	3	39	3	1292	77	100	1203	10
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	12	0	0	118	5	68	9	2210	132	144	1895	16
Arrive On Green	0.01	0.00	0.00	0.11	0.11	0.11	0.00	0.44	0.44	0.08	0.52	0.52
Sat Flow, veh/h	1809	0	0	1073	47	615	1810	5006	298	1810	3669	30
Grp Volume(v), veh/h	4	0	0	110	0	0	3	892	477	100	592	621
Grp Sat Flow(s),veh/h/ln	1810	0	0	1736	0	0	1810	1729	1846	1810	1805	1895
Q Serve(g_s), s	0.1	0.0	0.0	3.7	0.0	0.0	0.1	12.0	12.0	3.3	14.5	14.5
Cycle Q Clear(g_c), s	0.1	0.0	0.0	3.7	0.0	0.0	0.1	12.0	12.0	3.3	14.5	14.5
Prop In Lane	1.00		0.00	0.62		0.35	1.00		0.16	1.00		0.02
Lane Grp Cap(c), veh/h	12	0	0	191	0	0	9	1527	815	144	932	978
V/C Ratio(X)	0.34	0.00	0.00	0.58	0.00	0.00	0.34	0.58	0.58	0.69	0.63	0.63
Avail Cap(c_a), veh/h	217	0	0	547	0	0	217	3285	1754	511	2008	2107
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	0.0	0.0	26.0	0.0	0.0	30.5	12.9	12.9	27.6	10.7	10.7
Incr Delay (d2), s/veh	16.5	0.0	0.0	2.7	0.0	0.0	21.2	0.4	0.7	5.8	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	1.6	0.0	0.0	0.1	4.1	4.4	1.6	4.9	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	0.0	0.0	28.8	0.0	0.0	51.8	13.3	13.6	33.4	11.4	11.4
LnGrp LOS	D	A	A	C	A	A	D	B	B	C	B	B
Approach Vol, veh/h		4			110			1372			1313	
Approach Delay, s/veh		47.0			28.8			13.5			13.1	
Approach LOS		D			C			B			B	

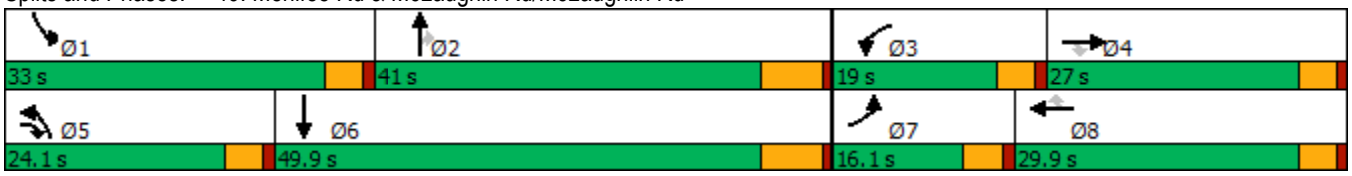
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	34.7		5.0	4.9	39.3		12.4				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	17.4	58.5		7.4	7.4	68.5		19.4				
Max Q Clear Time (g_c+I1), s	5.3	14.0		2.1	2.1	16.5		5.7				
Green Ext Time (p_c), s	0.2	13.2		0.0	0.0	11.3		0.4				

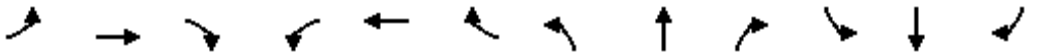
Intersection Summary			
HCM 6th Ctrl Delay		14.0	
HCM 6th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	71	244	183	134	197	201	152	788	442	301	616
Future Volume (vph)	71	244	183	134	197	201	152	788	442	301	616
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	5	3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	5	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	9.5	9.5	11.5	11.5	9.5	11.5
Total Split (s)	16.1	27.0	24.1	19.0	29.9	29.9	24.1	41.0	41.0	33.0	49.9
Total Split (%)	13.4%	22.5%	20.1%	15.8%	24.9%	24.9%	20.1%	34.2%	34.2%	27.5%	41.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	5.5	5.5	3.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	6.5	6.5	4.5	6.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	9.2	18.1	32.8	9.5	21.4	21.4	10.0	27.2	27.2	14.2	31.5
Actuated g/C Ratio	0.10	0.20	0.37	0.11	0.24	0.24	0.11	0.30	0.30	0.16	0.35
v/c Ratio	0.42	0.69	0.30	0.40	0.47	0.41	0.42	0.55	0.65	0.59	0.60
Control Delay	49.7	45.4	10.3	44.3	37.4	9.8	44.0	28.3	12.3	41.7	26.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.7	45.4	10.3	44.3	37.4	9.8	44.0	28.3	12.3	41.7	26.4
LOS	D	D	B	D	D	A	D	C	B	D	C
Approach Delay		33.1			28.8			24.9			31.0
Approach LOS		C			C			C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 89.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 28.5	Intersection LOS: C
Intersection Capacity Utilization 61.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 49: Menifee Rd & McLaughin Rd/McLaughlin Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	244	183	134	197	201	152	788	442	301	616	77
Future Volume (veh/h)	71	244	183	134	197	201	152	788	442	301	616	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	77	265	199	146	214	218	165	857	480	327	670	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	101	340	408	243	366	311	261	1912	593	451	1365	171
Arrive On Green	0.06	0.18	0.18	0.07	0.19	0.19	0.07	0.37	0.37	0.13	0.42	0.42
Sat Flow, veh/h	1810	1900	1610	3510	1900	1610	3510	5187	1610	3510	3228	404
Grp Volume(v), veh/h	77	265	199	146	214	218	165	857	480	327	374	380
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1755	1900	1610	1755	1729	1610	1755	1805	1827
Q Serve(g_s), s	3.3	10.5	8.3	3.2	8.1	9.9	3.6	9.8	21.1	7.0	11.9	11.9
Cycle Q Clear(g_c), s	3.3	10.5	8.3	3.2	8.1	9.9	3.6	9.8	21.1	7.0	11.9	11.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	101	340	408	243	366	311	261	1912	593	451	763	773
V/C Ratio(X)	0.77	0.78	0.49	0.60	0.58	0.70	0.63	0.45	0.81	0.72	0.49	0.49
Avail Cap(c_a), veh/h	267	544	580	648	614	520	875	2276	707	1273	997	1009
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	30.8	25.0	35.5	28.9	29.6	35.3	18.8	22.3	32.9	16.5	16.5
Incr Delay (d2), s/veh	11.4	3.9	0.9	2.4	1.5	2.9	2.5	0.2	6.0	2.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.0	3.1	1.4	3.7	4.0	1.6	3.8	8.4	3.1	4.7	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.0	34.6	25.9	37.9	30.3	32.5	37.9	18.9	28.3	35.1	17.0	17.0
LnGrp LOS	D	C	C	D	C	C	D	B	C	D	B	B
Approach Vol, veh/h		541			578			1502			1081	
Approach Delay, s/veh		33.3			33.1			24.0			22.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	35.5	10.0	18.6	10.3	39.7	8.9	19.7
Change Period (Y+Rc), s	4.5	6.5	4.5	4.5	4.5	6.5	4.5	4.5
Max Green Setting (Gmax), s	28.5	34.5	14.5	22.5	19.6	43.4	11.6	25.4
Max Q Clear Time (g_c+I1), s	9.0	23.1	5.2	12.5	5.6	13.9	5.3	11.9
Green Ext Time (p_c), s	1.1	5.9	0.3	1.6	0.4	5.3	0.1	1.7

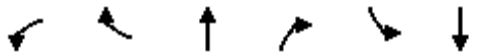
Intersection Summary	
HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	35	1338	83	853
Future Volume (vph)	35	1338	83	853
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.5	9.5	11.5
Total Split (s)	10.0	39.0	11.0	50.0
Total Split (%)	16.7%	65.0%	18.3%	83.3%
Yellow Time (s)	3.5	5.5	3.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.5	4.5	6.5
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	5.7	35.1	6.5	43.2
Actuated g/C Ratio	0.10	0.63	0.12	0.78
v/c Ratio	0.39	0.47	0.43	0.30
Control Delay	19.7	8.3	31.9	3.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	19.7	8.3	31.9	3.0
LOS	B	A	C	A
Approach Delay	19.7	8.3		5.8
Approach LOS	B	A		A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 55.3	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay: 7.8	Intersection LOS: A
Intersection Capacity Utilization 49.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 50: Menifee Rd & Project Dwy 1





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	35	44	1338	67	83	853
Future Volume (veh/h)	35	44	1338	67	83	853
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	48	1454	73	90	853
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	55	69	2541	128	136	2450
Arrive On Green	0.07	0.07	0.50	0.50	0.08	0.68
Sat Flow, veh/h	740	935	5229	254	1810	3705
Grp Volume(v), veh/h	87	0	994	533	90	853
Grp Sat Flow(s),veh/h/ln	1695	0	1729	1854	1810	1805
Q Serve(g_s), s	2.2	0.0	8.9	8.9	2.2	4.4
Cycle Q Clear(g_c), s	2.2	0.0	8.9	8.9	2.2	4.4
Prop In Lane	0.44	0.55		0.14	1.00	
Lane Grp Cap(c), veh/h	125	0	1737	931	136	2450
V/C Ratio(X)	0.69	0.00	0.57	0.57	0.66	0.35
Avail Cap(c_a), veh/h	209	0	2525	1354	264	3529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	0.0	7.7	7.7	20.0	3.0
Incr Delay (d2), s/veh	6.7	0.0	0.3	0.6	5.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	2.4	2.6	1.0	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.8	0.0	8.0	8.3	25.3	3.1
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h	87		1527			943
Approach Delay, s/veh	26.8		8.1			5.2
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.9	28.9			36.7	7.8
Change Period (Y+Rc), s	4.5	6.5			6.5	4.5
Max Green Setting (Gmax), s	6.5	32.5			43.5	5.5
Max Q Clear Time (g_c+I1), s	4.2	10.9			6.4	4.2
Green Ext Time (p_c), s	0.0	11.4			7.2	0.0

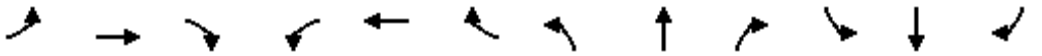
Intersection Summary			
HCM 6th Ctrl Delay		7.7	
HCM 6th LOS		A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	Ø4	Ø8
Lane Configurations												
Traffic Volume (vph)	74	1349	396	266	1619	71	206	93	26	29		
Future Volume (vph)	74	1349	396	266	1619	71	206	93	26	29		
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	pm+ov	Prot	pm+ov		
Protected Phases	5	2	3	1	6	7	3	1	7	5	4	8
Permitted Phases			2			6		8		4		
Detector Phase	5	2	3	1	6	7	3	1	7	5		
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.2	9.5	9.5	11.2	9.5	9.5	9.5	9.5	9.5	9.7	9.7
Total Split (s)	15.0	59.3	18.0	33.0	77.3	9.6	18.0	33.0	9.6	15.0	9.7	18.1
Total Split (%)	12.5%	49.4%	15.0%	27.5%	64.4%	8.0%	15.0%	27.5%	8.0%	12.5%	8%	15%
Yellow Time (s)	3.5	5.2	3.5	3.5	5.2	3.5	3.5	3.5	3.5	3.5	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	6.2	4.5	4.5	6.2	4.5	4.5	4.5	4.5	4.5		
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None
Act Effct Green (s)	8.8	35.2	52.4	18.3	47.9	64.4	10.7	18.3	10.0	8.8		
Actuated g/C Ratio	0.11	0.44	0.65	0.23	0.60	0.80	0.13	0.23	0.12	0.11		
v/c Ratio	0.38	0.59	0.33	0.65	0.75	0.05	0.44	0.20	0.06	0.09		
Control Delay	44.5	18.5	1.7	38.0	15.3	0.2	38.9	3.6	36.5	0.6		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	44.5	18.5	1.7	38.0	15.3	0.2	38.9	3.6	36.5	0.6		
LOS	D	B	A	D	B	A	D	A	D	A		
Approach Delay		15.9			17.9							
Approach LOS		B			B							

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 80.2		
Natural Cycle: 75		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.75		
Intersection Signal Delay: 17.7	Intersection LOS: B	
Intersection Capacity Utilization 74.3%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 53: Project Dwy 2/Malaga Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	1349	396	266	1619	71	206	0	93	26	0	29
Future Volume (veh/h)	74	1349	396	266	1619	71	206	0	93	26	0	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	74	1349	396	266	1619	71	206	0	93	26	0	29
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	2444	895	314	2061	963	298	165	420	95	56	133
Arrive On Green	0.05	0.47	0.47	0.17	0.57	0.57	0.08	0.00	0.09	0.03	0.00	0.03
Sat Flow, veh/h	1810	5187	1610	1810	3610	1610	3510	1900	1610	3510	1900	1610
Grp Volume(v), veh/h	74	1349	396	266	1619	71	206	0	93	26	0	29
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1805	1610	1755	1900	1610	1755	1900	1610
Q Serve(g_s), s	3.3	15.4	12.0	11.8	28.8	0.5	4.7	0.0	3.7	0.6	0.0	0.2
Cycle Q Clear(g_c), s	3.3	15.4	12.0	11.8	28.8	0.5	4.7	0.0	3.7	0.6	0.0	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	96	2444	895	314	2061	963	298	165	420	95	56	133
V/C Ratio(X)	0.77	0.55	0.44	0.85	0.79	0.07	0.69	0.00	0.22	0.27	0.00	0.22
Avail Cap(c_a), veh/h	230	3335	1172	624	3108	1430	574	308	541	217	115	183
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.6	15.6	10.8	33.1	13.8	1.6	36.7	0.0	24.0	39.4	0.0	18.4
Incr Delay (d2), s/veh	12.0	0.2	0.3	6.3	0.8	0.0	2.9	0.0	0.3	1.5	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.1	3.9	5.3	9.2	0.2	2.1	0.0	1.4	0.3	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.6	15.8	11.1	39.3	14.6	1.6	39.6	0.0	24.2	40.9	0.0	19.2
LnGrp LOS	D	B	B	D	B	A	D	A	C	D	A	B
Approach Vol, veh/h		1819			1956			299			55	
Approach Delay, s/veh		16.2			17.5			34.8			29.4	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	45.1	11.5	7.1	10.6	53.4	6.7	11.9
Change Period (Y+Rc), s	4.5	6.2	4.5	* 4.7	6.2	* 6.2	4.5	* 4.7
Max Green Setting (Gmax), s	28.5	53.1	13.5	* 5	10.5	* 71	5.1	* 13
Max Q Clear Time (g_c+I1), s	13.8	17.4	6.7	2.2	5.3	30.8	2.6	5.7
Green Ext Time (p_c), s	0.6	13.3	0.4	0.0	0.1	16.3	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

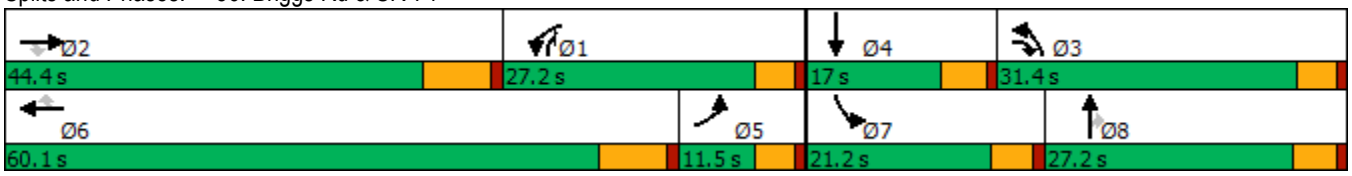
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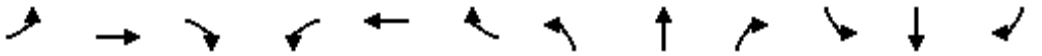
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	71	844	566	421	1256	170	623	244	423	192	214
Future Volume (vph)	71	844	566	421	1256	170	623	244	423	192	214
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	3	1	6		3	8	1	7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	3	1	6	6	3	8	1	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	12.0	9.7	10.0	9.7	9.7	10.0
Total Split (s)	11.5	44.4	31.4	27.2	60.1	60.1	31.4	27.2	27.2	21.2	17.0
Total Split (%)	9.6%	37.0%	26.2%	22.7%	50.1%	50.1%	26.2%	22.7%	22.7%	17.7%	14.2%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	6.0	3.7	4.0	3.7	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	7.0	4.7	5.0	4.7	4.7	5.0
Lead/Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	6.8	29.0	58.0	29.7	51.9	51.9	26.6	22.4	52.3	16.3	12.0
Actuated g/C Ratio	0.06	0.24	0.49	0.25	0.44	0.44	0.22	0.19	0.44	0.14	0.10
v/c Ratio	0.83	0.80	0.81	0.58	0.96	0.26	0.96	0.82	0.67	0.94	1.00
Control Delay	108.5	47.4	26.6	43.0	47.5	9.3	69.1	66.4	17.6	93.8	97.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	108.5	47.4	26.6	43.0	47.5	9.3	69.1	66.4	17.6	93.8	97.0
LOS	F	D	C	D	D	A	E	E	B	F	F
Approach Delay		42.4			43.0			51.7			95.7
Approach LOS		D			D			D			F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 118.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 50.0	Intersection LOS: D
Intersection Capacity Utilization 84.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	844	566	421	1256	170	623	244	423	192	214	79
Future Volume (veh/h)	71	844	566	421	1256	170	623	244	423	192	214	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.84	1.00		0.69
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	86	1017	682	507	1513	205	751	294	510	231	258	95
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	103	1260	745	883	1580	705	784	358	659	250	237	79
Arrive On Green	0.06	0.24	0.24	0.25	0.44	0.44	0.22	0.19	0.19	0.14	0.10	0.10
Sat Flow, veh/h	1810	5187	1584	3510	3610	1610	3510	1900	1346	1810	2358	789
Grp Volume(v), veh/h	86	1017	682	507	1513	205	751	294	510	231	191	162
Grp Sat Flow(s),veh/h/ln	1810	1729	1584	1755	1805	1610	1755	1900	1346	1810	1805	1342
Q Serve(g_s), s	5.6	22.1	20.7	15.1	48.5	5.7	25.3	17.8	12.9	15.1	12.0	12.0
Cycle Q Clear(g_c), s	5.6	22.1	20.7	15.1	48.5	5.7	25.3	17.8	12.9	15.1	12.0	12.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.59
Lane Grp Cap(c), veh/h	103	1260	745	883	1580	705	784	358	659	250	181	135
V/C Ratio(X)	0.84	0.81	0.92	0.57	0.96	0.29	0.96	0.82	0.77	0.92	1.06	1.20
Avail Cap(c_a), veh/h	103	1624	856	883	1604	716	784	358	659	250	181	135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	42.6	29.6	39.1	32.5	7.3	45.8	46.6	11.0	50.9	53.7	53.7
Incr Delay (d2), s/veh	40.1	1.8	12.4	0.6	13.5	0.1	22.1	14.2	5.7	36.6	82.4	140.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	9.2	8.2	6.3	22.3	3.5	13.3	9.8	6.4	9.3	9.6	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.8	44.4	42.0	39.7	46.1	7.4	67.9	60.8	16.7	87.4	136.1	194.4
LnGrp LOS	F	D	D	D	D	A	E	E	B	F	F	F
Approach Vol, veh/h		1785			2225			1555			584	
Approach Delay, s/veh		46.0			41.0			49.8			133.0	
Approach LOS		D			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.8	36.0	31.7	17.0	11.5	59.3	21.2	27.5
Change Period (Y+Rc), s	4.7	* 7	5.0	* 5	4.7	* 7	* 4.7	5.0
Max Green Setting (Gmax), s	22.5	* 37	26.7	* 12	6.8	* 53	* 17	22.2
Max Q Clear Time (g_c+I1), s	17.1	24.1	27.3	14.0	7.6	50.5	17.1	19.8
Green Ext Time (p_c), s	0.5	5.0	0.0	0.0	0.0	1.8	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	53.4
HCM 6th LOS	D

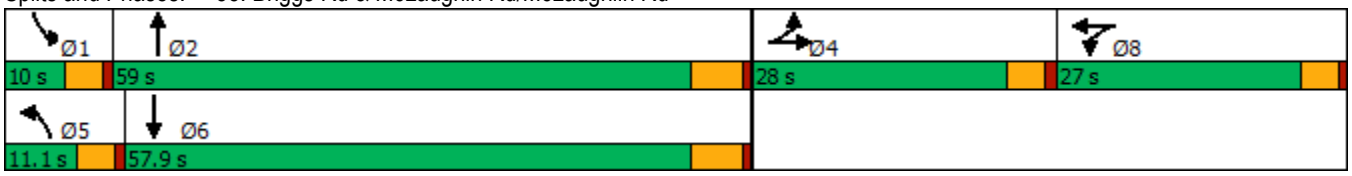
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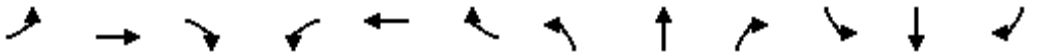
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	343	0	55	0	38	761	26	806
Future Volume (vph)	343	0	55	0	38	761	26	806
Turn Type	Split	NA	Split	NA	Prot	NA	Prot	NA
Protected Phases	4	4	8	8	5	2	1	6
Permitted Phases								
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	10.8	9.5	10.8
Total Split (s)	28.0	28.0	27.0	27.0	11.1	59.0	10.0	57.9
Total Split (%)	22.6%	22.6%	21.8%	21.8%	9.0%	47.6%	8.1%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.8	3.5	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.8	4.5	5.8
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	19.8	19.8	17.3	17.3	6.8	47.4	5.9	44.4
Actuated g/C Ratio	0.19	0.19	0.16	0.16	0.06	0.45	0.06	0.42
v/c Ratio	0.75	0.60	0.26	0.81	0.46	0.81	0.36	0.76
Control Delay	59.7	31.6	45.3	46.6	68.6	31.5	66.5	31.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.7	31.6	45.3	46.6	68.6	31.5	66.5	31.3
LOS	E	C	D	D	E	C	E	C
Approach Delay		45.6		46.3		32.9		32.4
Approach LOS		D		D		C		C

Intersection Summary	
Cycle Length: 124	
Actuated Cycle Length: 105.5	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 36.0	Intersection LOS: D
Intersection Capacity Utilization 67.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 58: Briggs Rd & McLaughin Rd/McLaughlin Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	343	0	8	55	0	201	38	761	167	26	806	23
Future Volume (veh/h)	343	0	8	55	0	201	38	761	167	26	806	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	486	0	0	76	0	279	53	1057	232	36	1119	32
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	581	305	0	357	0	309	69	1249	273	56	1504	43
Arrive On Green	0.16	0.00	0.00	0.20	0.00	0.20	0.04	0.43	0.43	0.03	0.42	0.42
Sat Flow, veh/h	3619	1900	0	1810	0	1566	1810	2927	639	1810	3580	102
Grp Volume(v), veh/h	486	0	0	76	0	279	53	650	639	36	564	587
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1810	0	1566	1810	1805	1761	1810	1805	1878
Q Serve(g_s), s	13.6	0.0	0.0	3.7	0.0	18.2	3.0	33.8	34.2	2.1	27.6	27.6
Cycle Q Clear(g_c), s	13.6	0.0	0.0	3.7	0.0	18.2	3.0	33.8	34.2	2.1	27.6	27.6
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.36	1.00		0.05
Lane Grp Cap(c), veh/h	581	305	0	357	0	309	69	770	752	56	758	789
V/C Ratio(X)	0.84	0.00	0.00	0.21	0.00	0.90	0.77	0.84	0.85	0.64	0.74	0.74
Avail Cap(c_a), veh/h	812	426	0	389	0	336	114	917	894	95	898	934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	0.0	0.0	35.2	0.0	41.1	49.9	26.9	27.0	50.2	25.6	25.6
Incr Delay (d2), s/veh	5.5	0.0	0.0	0.3	0.0	25.1	16.6	6.3	6.8	11.6	2.8	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	0.0	0.0	1.7	0.0	9.1	1.7	15.4	15.3	1.1	12.1	12.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.1	0.0	0.0	35.5	0.0	66.1	66.5	33.2	33.8	61.8	28.4	28.4
LnGrp LOS	D	A	A	D	A	E	E	C	C	E	C	C
Approach Vol, veh/h		486			355			1342			1187	
Approach Delay, s/veh		48.1			59.6			34.8			29.4	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	50.5		21.3	8.5	49.8		25.2				
Change Period (Y+Rc), s	4.5	5.8		4.5	4.5	5.8		4.5				
Max Green Setting (Gmax), s	5.5	53.2		23.5	6.6	52.1		22.5				
Max Q Clear Time (g_c+I1), s	4.1	36.2		15.6	5.0	29.6		20.2				
Green Ext Time (p_c), s	0.0	8.5		1.2	0.0	8.3		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		37.4	
HCM 6th LOS		D	

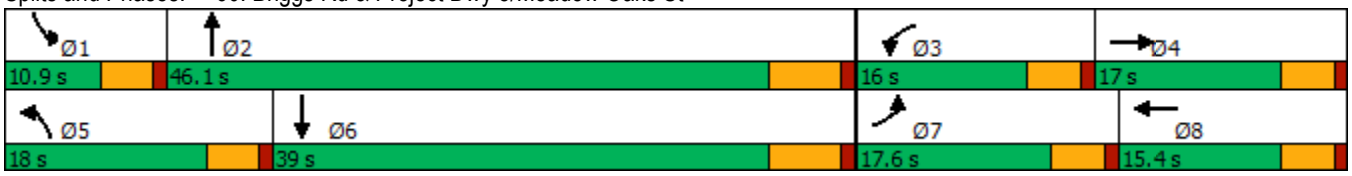
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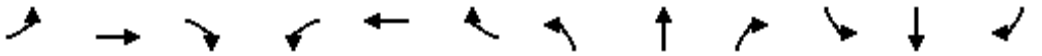
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	109	8	95	14	123	810	36	788
Future Volume (vph)	109	8	95	14	123	810	36	788
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	10.8	9.5	10.8
Total Split (s)	17.6	17.0	16.0	15.4	18.0	46.1	10.9	39.0
Total Split (%)	19.6%	18.9%	17.8%	17.1%	20.0%	51.2%	12.1%	43.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.8	3.5	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.8	4.5	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	11.0	8.5	10.1	7.7	11.5	34.1	7.0	27.9
Actuated g/C Ratio	0.16	0.12	0.14	0.11	0.16	0.48	0.10	0.40
v/c Ratio	0.47	0.55	0.44	0.32	0.51	0.60	0.24	0.68
Control Delay	39.1	13.4	39.9	18.5	39.6	16.8	40.9	23.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.1	13.4	39.9	18.5	39.6	16.8	40.9	23.2
LOS	D	B	D	B	D	B	D	C
Approach Delay		23.6		31.4		19.6		24.0
Approach LOS		C		C		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 70.5	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 22.5	Intersection LOS: C
Intersection Capacity Utilization 60.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 60: Briggs Rd & Project Dwy 5/Meadow Oaks St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	8	155	95	14	48	123	810	52	36	788	18
Future Volume (veh/h)	109	8	155	95	14	48	123	810	52	36	788	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	131	10	187	114	17	58	148	976	63	43	949	22
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	171	12	230	149	52	177	191	1442	93	76	1283	30
Arrive On Green	0.09	0.15	0.15	0.08	0.14	0.14	0.11	0.42	0.42	0.04	0.36	0.36
Sat Flow, veh/h	1810	82	1540	1810	378	1290	1810	3436	222	1810	3606	84
Grp Volume(v), veh/h	131	0	197	114	0	75	148	513	526	43	475	496
Grp Sat Flow(s),veh/h/ln	1810	0	1623	1810	0	1668	1810	1805	1853	1810	1805	1885
Q Serve(g_s), s	4.4	0.0	7.4	3.9	0.0	2.6	5.0	14.5	14.5	1.5	14.5	14.5
Cycle Q Clear(g_c), s	4.4	0.0	7.4	3.9	0.0	2.6	5.0	14.5	14.5	1.5	14.5	14.5
Prop In Lane	1.00		0.95	1.00		0.77	1.00		0.12	1.00		0.04
Lane Grp Cap(c), veh/h	171	0	242	149	0	229	191	757	777	76	642	671
V/C Ratio(X)	0.77	0.00	0.81	0.77	0.00	0.33	0.77	0.68	0.68	0.57	0.74	0.74
Avail Cap(c_a), veh/h	377	0	322	331	0	289	388	1156	1187	184	953	995
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	0.0	25.9	28.3	0.0	24.5	27.4	14.8	14.8	29.6	17.7	17.7
Incr Delay (d2), s/veh	7.0	0.0	11.1	7.9	0.0	0.8	6.5	1.1	1.0	6.5	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	3.4	1.9	0.0	1.0	2.4	5.4	5.6	0.7	5.7	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.8	0.0	37.0	36.2	0.0	25.3	33.9	15.9	15.8	36.0	19.4	19.3
LnGrp LOS	C	A	D	D	A	C	C	B	B	D	B	B
Approach Vol, veh/h		328			189			1187			1014	
Approach Delay, s/veh		36.2			31.9			18.1			20.1	
Approach LOS		D			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	32.2	9.7	13.9	11.2	28.2	10.4	13.1
Change Period (Y+Rc), s	4.5	5.8	4.5	4.5	4.5	5.8	4.5	4.5
Max Green Setting (Gmax), s	6.4	40.3	11.5	12.5	13.5	33.2	13.1	10.9
Max Q Clear Time (g_c+I1), s	3.5	16.5	5.9	9.4	7.0	16.5	6.4	4.6
Green Ext Time (p_c), s	0.0	7.5	0.1	0.3	0.2	5.9	0.2	0.1

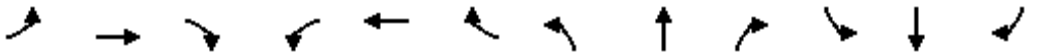
Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	14	0	31	0	67	961	3	1070
Future Volume (vph)	14	0	31	0	67	961	3	1070
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	10.8	9.5	10.8
Total Split (s)	10.0	12.0	11.0	13.0	15.0	57.0	10.0	52.0
Total Split (%)	11.1%	13.3%	12.2%	14.4%	16.7%	63.3%	11.1%	57.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.8	3.5	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.8	4.5	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.2	6.2	6.9	6.4	8.4	45.7	6.2	40.3
Actuated g/C Ratio	0.11	0.11	0.12	0.11	0.14	0.79	0.11	0.69
v/c Ratio	0.07	0.18	0.15	0.02	0.26	0.34	0.02	0.44
Control Delay	34.4	1.1	33.8	0.1	31.6	5.7	34.3	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.4	1.1	33.8	0.1	31.6	5.7	34.3	10.7
LOS	C	A	C	A	C	A	C	B
Approach Delay		6.8		25.6		7.4		10.8
Approach LOS		A		C		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 58.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 9.4	Intersection LOS: A
Intersection Capacity Utilization 55.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 62: Briggs Rd & Project Dwy 7





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	0	68	31	0	10	67	961	11	3	1070	27
Future Volume (veh/h)	14	0	68	31	0	10	67	961	11	3	1070	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	0	68	31	0	10	67	961	11	3	1070	27
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	32	0	99	63	0	127	110	1859	21	7	1625	41
Arrive On Green	0.02	0.00	0.06	0.04	0.00	0.08	0.06	0.51	0.51	0.00	0.45	0.45
Sat Flow, veh/h	1810	0	1610	1810	0	1610	1810	3656	42	1810	3598	91
Grp Volume(v), veh/h	14	0	68	31	0	10	67	475	497	3	537	560
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1610	1810	1805	1892	1810	1805	1884
Q Serve(g_s), s	0.4	0.0	2.0	0.8	0.0	0.3	1.8	8.7	8.7	0.1	11.5	11.5
Cycle Q Clear(g_c), s	0.4	0.0	2.0	0.8	0.0	0.3	1.8	8.7	8.7	0.1	11.5	11.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		0.05
Lane Grp Cap(c), veh/h	32	0	99	63	0	127	110	918	962	7	815	851
V/C Ratio(X)	0.44	0.00	0.69	0.49	0.00	0.08	0.61	0.52	0.52	0.41	0.66	0.66
Avail Cap(c_a), veh/h	202	0	245	238	0	277	385	1872	1962	202	1689	1762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	0.0	22.7	23.4	0.0	21.1	22.6	8.1	8.1	24.5	10.6	10.6
Incr Delay (d2), s/veh	9.1	0.0	8.2	5.7	0.0	0.3	5.3	0.5	0.4	32.1	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.9	0.4	0.0	0.1	0.9	2.6	2.7	0.1	3.7	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.1	0.0	30.9	29.1	0.0	21.3	27.9	8.5	8.5	56.7	11.5	11.4
LnGrp LOS	C	A	C	C	A	C	C	A	A	E	B	B
Approach Vol, veh/h		82			41			1039			1100	
Approach Delay, s/veh		31.3			27.2			9.8			11.6	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.7	30.9	6.2	7.5	7.5	28.1	5.4	8.4
Change Period (Y+Rc), s	4.5	5.8	4.5	4.5	4.5	5.8	4.5	4.5
Max Green Setting (Gmax), s	5.5	51.2	6.5	7.5	10.5	46.2	5.5	8.5
Max Q Clear Time (g_c+I1), s	2.1	10.7	2.8	4.0	3.8	13.5	2.4	2.3
Green Ext Time (p_c), s	0.0	7.7	0.0	0.1	0.1	8.8	0.0	0.0

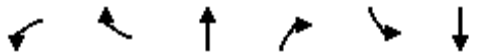
Intersection Summary	
HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	43	135	905	94	1072
Future Volume (vph)	43	135	905	94	1072
Turn Type	Prot	Perm	NA	Prot	NA
Protected Phases	8		2	1	6
Permitted Phases		8			
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	10.8	9.5	10.8
Total Split (s)	13.0	13.0	34.0	13.0	47.0
Total Split (%)	21.7%	21.7%	56.7%	21.7%	78.3%
Yellow Time (s)	3.5	3.5	4.8	3.5	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	5.8	4.5	5.8
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	Min	None	Min
Act Effct Green (s)	7.1	7.1	29.9	7.8	39.3
Actuated g/C Ratio	0.14	0.14	0.57	0.15	0.75
v/c Ratio	0.21	0.46	0.57	0.43	0.48
Control Delay	25.1	9.5	12.1	28.5	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	25.1	9.5	12.1	28.5	4.6
LOS	C	A	B	C	A
Approach Delay	13.3		12.1		6.5
Approach LOS	B		B		A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 52.3	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 9.4	Intersection LOS: A
Intersection Capacity Utilization 48.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 63: Briggs Rd & Matthews Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	43	135	905	50	94	1072
Future Volume (veh/h)	43	135	905	50	94	1072
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	165	1104	61	115	1307
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	247	219	1568	87	153	2295
Arrive On Green	0.14	0.14	0.45	0.45	0.08	0.64
Sat Flow, veh/h	1810	1610	3569	192	1810	3705
Grp Volume(v), veh/h	52	165	573	592	115	1307
Grp Sat Flow(s),veh/h/ln	1810	1610	1805	1861	1810	1805
Q Serve(g_s), s	1.2	4.5	11.5	11.5	2.8	9.3
Cycle Q Clear(g_c), s	1.2	4.5	11.5	11.5	2.8	9.3
Prop In Lane	1.00	1.00		0.10	1.00	
Lane Grp Cap(c), veh/h	247	219	815	840	153	2295
V/C Ratio(X)	0.21	0.75	0.70	0.70	0.75	0.57
Avail Cap(c_a), veh/h	341	303	1127	1162	341	3294
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	18.8	10.0	10.0	20.2	4.7
Incr Delay (d2), s/veh	0.4	6.7	1.2	1.2	7.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.9	3.6	3.7	1.4	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.8	25.5	11.2	11.1	27.4	4.9
LnGrp LOS	B	C	B	B	C	A
Approach Vol, veh/h	217		1165			1422
Approach Delay, s/veh	23.6		11.1			6.7
Approach LOS	C		B			A

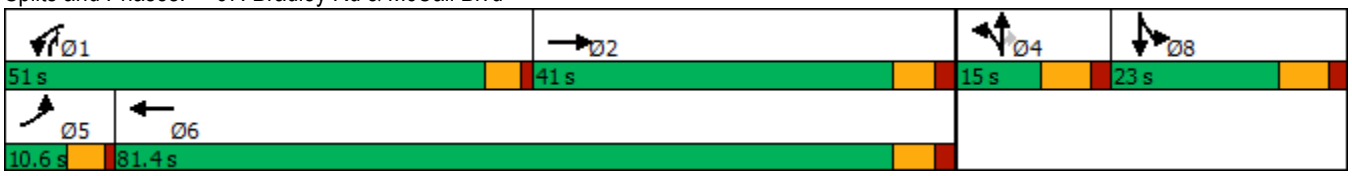
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.3	26.2			34.5	10.7
Change Period (Y+Rc), s	4.5	5.8			5.8	4.5
Max Green Setting (Gmax), s	8.5	28.2			41.2	8.5
Max Q Clear Time (g_c+I1), s	4.8	13.5			11.3	6.5
Green Ext Time (p_c), s	0.1	6.8			12.2	0.1

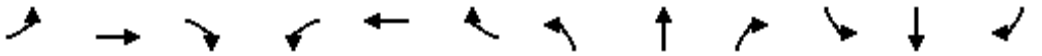
Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	635	485	671	55	44	432	147	51
Future Volume (vph)	6	635	485	671	55	44	432	147	51
Turn Type	Prot	NA	Prot	NA	Split	NA	pm+ov	Split	NA
Protected Phases	5	2	1	6	4	4	1	8	8
Permitted Phases							4		
Detector Phase	5	2	1	6	4	4	1	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	10.6	14.8	14.8
Total Split (s)	10.6	41.0	51.0	81.4	15.0	15.0	51.0	23.0	23.0
Total Split (%)	8.2%	31.5%	39.2%	62.6%	11.5%	11.5%	39.2%	17.7%	17.7%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.4	29.3	36.9	69.3	8.7	8.7	44.4	14.3	14.3
Actuated g/C Ratio	0.06	0.27	0.33	0.63	0.08	0.08	0.40	0.13	0.13
v/c Ratio	0.07	0.80	0.87	0.37	0.42	0.32	0.67	0.68	0.29
Control Delay	60.3	46.5	52.5	11.1	66.5	62.6	21.0	66.6	48.0
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.3	46.5	52.6	11.1	66.5	62.6	21.0	66.6	48.0
LOS	E	D	D	B	E	E	C	E	D
Approach Delay		46.7		27.3		29.2			60.8
Approach LOS		D		C		C			E

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 110.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 35.4	Intersection LOS: D
Intersection Capacity Utilization 75.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 67: Bradley Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	635	64	485	671	89	55	44	432	147	51	15
Future Volume (veh/h)	6	635	64	485	671	89	55	44	432	147	51	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	7	690	70	527	729	97	60	48	470	160	55	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	19	843	85	562	1777	236	148	156	632	198	154	45
Arrive On Green	0.01	0.25	0.25	0.31	0.55	0.55	0.08	0.08	0.08	0.11	0.11	0.11
Sat Flow, veh/h	1810	3309	335	1810	3202	426	1810	1900	1610	1810	1408	410
Grp Volume(v), veh/h	7	376	384	527	411	415	60	48	470	160	0	71
Grp Sat Flow(s),veh/h/ln	1810	1805	1840	1810	1805	1823	1810	1900	1610	1810	0	1818
Q Serve(g_s), s	0.4	19.6	19.7	28.3	13.1	13.1	3.2	2.4	8.2	8.6	0.0	3.6
Cycle Q Clear(g_c), s	0.4	19.6	19.7	28.3	13.1	13.1	3.2	2.4	8.2	8.6	0.0	3.6
Prop In Lane	1.00		0.18	1.00		0.23	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	19	460	469	562	1002	1012	148	156	632	198	0	199
V/C Ratio(X)	0.36	0.82	0.82	0.94	0.41	0.41	0.40	0.31	0.74	0.81	0.00	0.36
Avail Cap(c_a), veh/h	109	630	642	839	1358	1372	148	156	632	293	0	294
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.2	35.1	35.1	33.5	12.8	12.8	43.6	43.3	26.1	43.5	0.0	41.3
Incr Delay (d2), s/veh	4.3	6.0	6.0	10.9	0.3	0.3	1.8	1.1	4.7	9.8	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	9.1	9.3	13.6	5.0	5.1	1.5	1.2	9.7	4.3	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	41.1	41.1	44.4	13.1	13.1	45.4	44.4	30.8	53.3	0.0	42.3
LnGrp LOS	D	D	D	D	B	B	D	D	C	D	A	D
Approach Vol, veh/h		767			1353			578			231	
Approach Delay, s/veh		41.2			25.3			33.4			49.9	
Approach LOS		D			C			C			D	

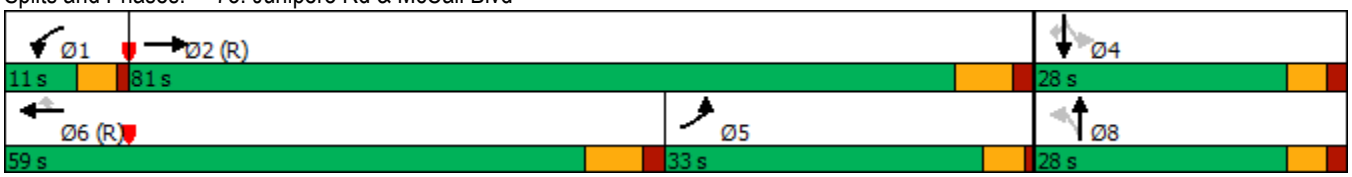
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	35.7	31.6		15.0	5.7	61.6		17.8				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		6.8				
Max Green Setting (Gmax), s	46.4	34.9		8.2	6.0	75.3		16.2				
Max Q Clear Time (g_c+I1), s	30.3	21.7		10.2	2.4	15.1		10.6				
Green Ext Time (p_c), s	0.8	3.8		0.0	0.0	6.0		0.4				

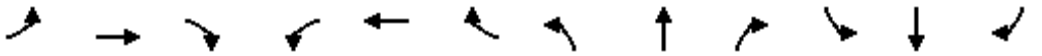
Intersection Summary			
HCM 6th Ctrl Delay		33.0	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	209	1238	2	1345	168	6	6	76	1	201
Future Volume (vph)	209	1238	2	1345	168	6	6	76	1	201
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases					6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	8.0	8.0	21.0	21.0	21.0
Minimum Split (s)	10.6	17.2	10.6	17.2	17.2	13.6	13.6	26.6	26.6	26.6
Total Split (s)	33.0	81.0	11.0	59.0	59.0	28.0	28.0	28.0	28.0	28.0
Total Split (%)	27.5%	67.5%	9.2%	49.2%	49.2%	23.3%	23.3%	23.3%	23.3%	23.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2		5.6		5.6	5.6
Lead/Lag	Lag	Lag	Lead	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	20.3	84.1	6.0	61.3	61.3		21.0		21.0	21.0
Actuated g/C Ratio	0.17	0.70	0.05	0.51	0.51		0.18		0.18	0.18
v/c Ratio	0.79	0.39	0.02	0.58	0.21		0.07		0.37	0.49
Control Delay	65.4	8.1	55.0	22.3	4.6		31.2		48.9	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	65.4	8.1	55.0	22.3	4.6		31.2		48.9	9.4
LOS	E	A	D	C	A		C		D	A
Approach Delay		16.4		20.4			31.2		20.3	
Approach LOS		B		C			C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 48 (40%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 18.7	Intersection LOS: B
Intersection Capacity Utilization 69.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	1238	2	2	1345	168	6	6	7	76	1	201
Future Volume (veh/h)	209	1238	2	2	1345	168	6	6	7	76	1	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	240	1423	2	2	1546	193	7	7	8	87	1	231
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	480	3620	5	6	2038	633	81	81	70	260	3	280
Arrive On Green	0.27	0.68	0.68	0.00	0.39	0.39	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1810	5349	8	1810	5187	1610	238	465	401	1146	15	1599
Grp Volume(v), veh/h	240	920	505	2	1546	193	22	0	0	88	0	231
Grp Sat Flow(s),veh/h/ln	1810	1729	1899	1810	1729	1610	1104	0	0	1161	0	1599
Q Serve(g_s), s	13.5	14.1	14.1	0.1	30.9	9.9	0.1	0.0	0.0	0.1	0.0	16.7
Cycle Q Clear(g_c), s	13.5	14.1	14.1	0.1	30.9	9.9	10.6	0.0	0.0	10.6	0.0	16.7
Prop In Lane	1.00		0.00	1.00		1.00	0.32		0.36	0.99		1.00
Lane Grp Cap(c), veh/h	480	2340	1285	6	2038	633	233	0	0	263	0	280
V/C Ratio(X)	0.50	0.39	0.39	0.34	0.76	0.31	0.09	0.00	0.00	0.33	0.00	0.83
Avail Cap(c_a), veh/h	480	2340	1285	97	2239	695	250	0	0	279	0	299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.53	0.53	0.53	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.3	8.5	8.5	59.7	31.5	25.1	41.5	0.0	0.0	45.2	0.0	47.7
Incr Delay (d2), s/veh	0.3	0.5	0.9	6.7	1.5	0.7	0.2	0.0	0.0	0.7	0.0	16.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	5.1	5.7	0.1	13.0	3.9	0.6	0.0	0.0	2.5	0.0	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	9.0	9.4	66.4	33.0	25.8	41.7	0.0	0.0	46.0	0.0	64.0
LnGrp LOS	D	A	A	E	C	C	D	A	A	D	A	E
Approach Vol, veh/h		1665			1741			22			319	
Approach Delay, s/veh		13.3			32.2			41.7			59.0	
Approach LOS		B			C			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	88.4		26.6	39.1	54.3		26.6				
Change Period (Y+Rc), s	4.6	7.2		5.6	7.2	* 7.2		5.6				
Max Green Setting (Gmax), s	6.4	73.8		22.4	28.4	* 52		22.4				
Max Q Clear Time (g_c+I1), s	2.1	16.1		18.7	15.5	32.9		12.6				
Green Ext Time (p_c), s	0.0	22.4		0.4	0.3	14.2		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		26.1
HCM 6th LOS		C

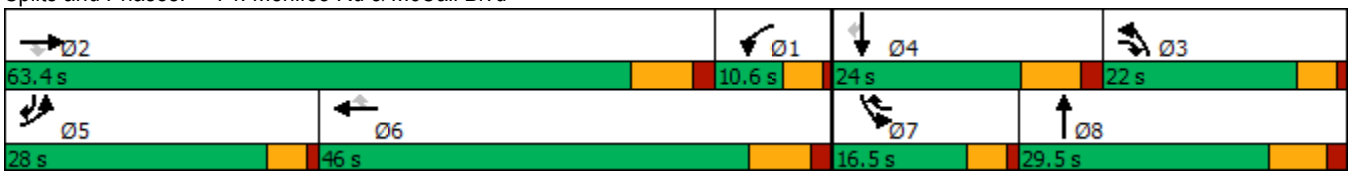
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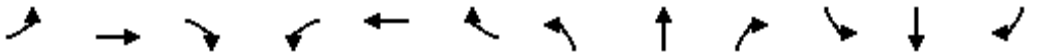
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	515	503	303	50	861	244	360	501	210	358	293
Future Volume (vph)	515	503	303	50	861	244	360	501	210	358	293
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	7	4	5
Permitted Phases			2			6					4
Detector Phase	5	2	3	1	6	7	3	8	7	4	5
Switch Phase											
Minimum Initial (s)	6.0	10.0	6.0	6.0	10.0	6.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	17.5	10.6	10.6	17.5	10.6	10.6	15.2	10.6	15.2	10.6
Total Split (s)	28.0	63.4	22.0	10.6	46.0	16.5	22.0	29.5	16.5	24.0	28.0
Total Split (%)	23.3%	52.8%	18.3%	8.8%	38.3%	13.8%	18.3%	24.6%	13.8%	20.0%	23.3%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.2	3.6	5.2	3.6
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	4.6	7.5	4.6	4.6	7.2	4.6	7.2	4.6
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None
Act Effct Green (s)	22.5	29.9	54.1	32.1	37.1	55.9	16.7	21.7	11.2	16.3	41.4
Actuated g/C Ratio	0.19	0.26	0.46	0.28	0.32	0.48	0.14	0.19	0.10	0.14	0.36
v/c Ratio	0.92	0.46	0.44	0.06	0.90	0.35	0.87	0.70	0.75	0.86	0.31
Control Delay	66.2	41.7	16.5	28.6	50.1	10.5	68.0	48.3	66.7	66.6	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.2	41.7	16.5	28.6	50.1	10.5	68.0	48.3	66.7	66.6	8.2
LOS	E	D	B	C	D	B	E	D	E	E	A
Approach Delay		45.5			40.8			56.0		46.7	
Approach LOS		D			D			E		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 116.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 46.7	Intersection LOS: D
Intersection Capacity Utilization 78.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	515	503	303	50	861	244	360	501	57	210	358	293
Future Volume (veh/h)	515	503	303	50	861	244	360	501	57	210	358	293
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	620	606	365	60	1037	294	434	604	69	253	431	353
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	671	927	512	1056	1128	645	488	989	112	309	493	929
Arrive On Green	0.19	0.18	0.18	0.30	0.31	0.31	0.14	0.21	0.21	0.09	0.14	0.14
Sat Flow, veh/h	3510	5187	1610	3510	3610	1610	3510	4728	534	3510	3610	2834
Grp Volume(v), veh/h	620	606	365	60	1037	294	434	440	233	253	431	353
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1805	1610	1755	1729	1804	1755	1805	1417
Q Serve(g_s), s	20.8	13.0	7.3	1.5	33.3	16.1	14.6	13.8	14.1	8.5	14.1	6.4
Cycle Q Clear(g_c), s	20.8	13.0	7.3	1.5	33.3	16.1	14.6	13.8	14.1	8.5	14.1	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	671	927	512	1056	1128	645	488	723	377	309	493	929
V/C Ratio(X)	0.92	0.65	0.71	0.06	0.92	0.46	0.89	0.61	0.62	0.82	0.87	0.38
Avail Cap(c_a), veh/h	684	2415	973	1056	1158	658	509	723	377	348	505	938
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	45.8	36.1	29.9	39.8	26.4	50.8	43.0	43.1	53.8	50.8	12.4
Incr Delay (d2), s/veh	17.8	0.8	1.9	0.0	11.5	0.5	16.3	1.5	3.0	11.4	15.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	5.7	9.6	0.6	16.4	6.2	7.5	6.1	6.6	4.2	7.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	46.6	38.0	29.9	51.3	26.9	67.1	44.5	46.1	65.2	66.1	12.6
LnGrp LOS	E	D	D	C	D	C	E	D	D	E	E	B
Approach Vol, veh/h		1591			1391			1107			1037	
Approach Delay, s/veh		52.0			45.2			53.7			47.7	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	43.6	29.0	23.9	23.6	27.5	45.0	15.2	32.3
Change Period (Y+Rc), s	7.5	* 7.5	7.2	* 7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	6.0	* 56	17.4	* 17	23.4	38.5	11.9	22.3
Max Q Clear Time (g_c+I1), s	3.5	15.0	16.6	16.1	22.8	35.3	10.5	16.1
Green Ext Time (p_c), s	0.0	6.4	0.1	0.4	0.1	2.3	0.1	2.2

Intersection Summary	
HCM 6th Ctrl Delay	49.7
HCM 6th LOS	D

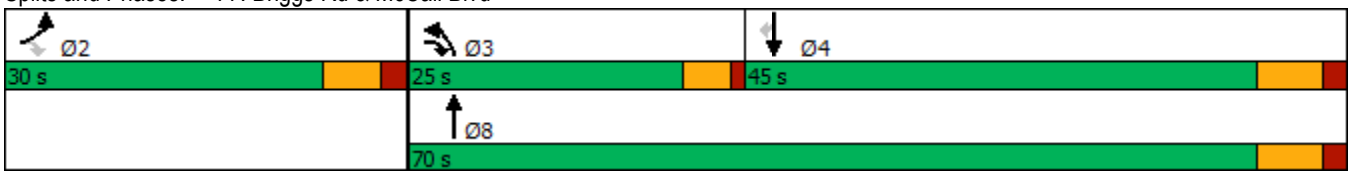
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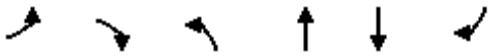
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	491	122	106	503	464	660
Future Volume (vph)	491	122	106	503	464	660
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	25.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	25.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	18.3	32.9	7.9	41.1	28.5	28.5
Actuated g/C Ratio	0.25	0.45	0.11	0.56	0.39	0.39
v/c Ratio	0.76	0.21	0.38	0.64	0.45	0.81
Control Delay	32.8	5.6	36.9	14.4	17.8	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.8	5.6	36.9	14.4	17.8	9.7
LOS	C	A	D	B	B	A
Approach Delay	27.4			18.3	13.0	
Approach LOS	C			B	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 73.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 18.2	Intersection LOS: B
Intersection Capacity Utilization 55.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	491	122	106	503	464	660
Future Volume (veh/h)	491	122	106	503	464	660
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	664	165	143	680	627	892
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	779	474	254	1162	1738	774
Arrive On Green	0.22	0.22	0.07	0.61	0.48	0.48
Sat Flow, veh/h	3510	1610	3510	1900	3705	1608
Grp Volume(v), veh/h	664	165	143	680	627	892
Grp Sat Flow(s),veh/h/ln	1755	1610	1755	1900	1805	1608
Q Serve(g_s), s	14.4	6.4	3.1	17.2	8.6	38.2
Cycle Q Clear(g_c), s	14.4	6.4	3.1	17.2	8.6	38.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	779	474	254	1162	1738	774
V/C Ratio(X)	0.85	0.35	0.56	0.59	0.36	1.15
Avail Cap(c_a), veh/h	1044	595	903	1513	1738	774
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	22.0	35.6	9.3	12.9	20.6
Incr Delay (d2), s/veh	4.2	0.2	0.7	0.5	0.1	82.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.0	1.3	6.2	3.3	30.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.8	22.2	36.3	9.8	13.0	103.5
LnGrp LOS	C	C	D	A	B	F
Approach Vol, veh/h	829			823	1519	
Approach Delay, s/veh	31.5			14.4	66.1	
Approach LOS	C			B	E	

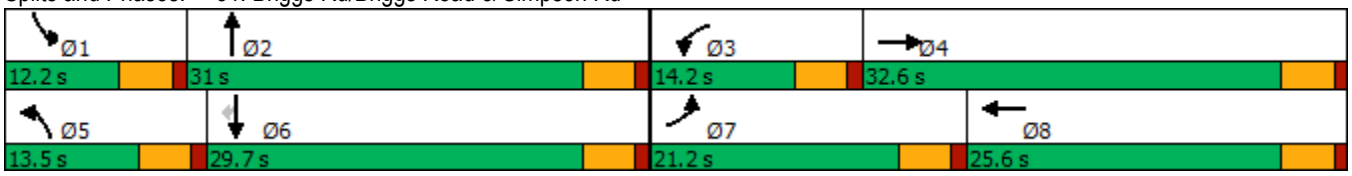
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		24.0	10.3	45.0		55.3
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s		16.4	5.1	40.2		19.2
Green Ext Time (p_c), s		1.2	0.2	0.0		5.6

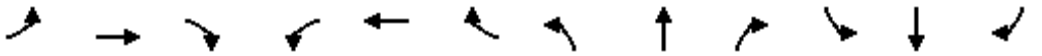
Intersection Summary	
HCM 6th Ctrl Delay	43.6
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	241	274	100	261	56	268	104	205	242
Future Volume (vph)	241	274	100	261	56	268	104	205	242
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	21.2	32.6	14.2	25.6	13.5	31.0	12.2	29.7	29.7
Total Split (%)	23.6%	36.2%	15.8%	28.4%	15.0%	34.4%	13.6%	33.0%	33.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min	Min
Act Effct Green (s)	16.6	28.5	9.3	21.1	8.0	26.0	7.7	27.7	27.7
Actuated g/C Ratio	0.19	0.32	0.10	0.24	0.09	0.29	0.09	0.31	0.31
v/c Ratio	0.92	0.70	0.69	0.96	0.45	0.95	0.86	0.45	0.43
Control Delay	70.9	33.7	58.7	69.3	47.5	58.9	85.4	29.0	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.9	33.7	58.7	69.3	47.5	58.9	85.4	29.0	5.3
LOS	E	C	E	E	D	E	F	C	A
Approach Delay		49.5		66.9		57.5		29.2	
Approach LOS		D		E		E		C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 89.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 49.5	Intersection LOS: D
Intersection Capacity Utilization 74.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 81: Briggs Rd/Briggs Road & Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	274	52	100	261	73	56	268	134	104	205	242
Future Volume (veh/h)	241	274	52	100	261	73	56	268	134	104	205	242
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	309	351	67	128	335	94	72	344	172	133	263	310
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	336	514	98	160	335	94	94	352	176	155	624	529
Arrive On Green	0.19	0.33	0.33	0.09	0.23	0.23	0.05	0.29	0.29	0.09	0.33	0.33
Sat Flow, veh/h	1810	1551	296	1810	1427	401	1810	1195	597	1810	1900	1610
Grp Volume(v), veh/h	309	0	418	128	0	429	72	0	516	133	263	310
Grp Sat Flow(s),veh/h/ln	1810	0	1847	1810	0	1828	1810	0	1792	1810	1900	1610
Q Serve(g_s), s	15.1	0.0	17.6	6.2	0.0	21.1	3.5	0.0	25.7	6.5	9.7	14.4
Cycle Q Clear(g_c), s	15.1	0.0	17.6	6.2	0.0	21.1	3.5	0.0	25.7	6.5	9.7	14.4
Prop In Lane	1.00		0.16	1.00		0.22	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	336	0	613	160	0	429	94	0	528	155	624	529
V/C Ratio(X)	0.92	0.00	0.68	0.80	0.00	1.00	0.77	0.00	0.98	0.86	0.42	0.59
Avail Cap(c_a), veh/h	336	0	613	195	0	429	181	0	528	155	624	529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	0.0	26.0	40.2	0.0	34.5	42.1	0.0	31.5	40.6	23.6	25.1
Incr Delay (d2), s/veh	29.6	0.0	3.1	17.5	0.0	43.7	12.4	0.0	33.4	35.4	0.5	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	0.0	8.0	3.5	0.0	14.3	1.9	0.0	15.6	4.4	4.3	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.6	0.0	29.1	57.7	0.0	78.2	54.6	0.0	64.8	76.0	24.0	26.8
LnGrp LOS	E	A	C	E	A	F	D	A	E	E	C	C
Approach Vol, veh/h		727			557			588			706	
Approach Delay, s/veh		44.6			73.5			63.6			35.1	
Approach LOS		D			E			E			D	

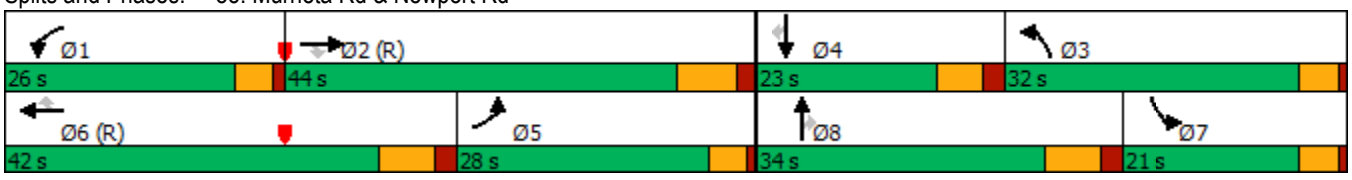
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	31.0	12.4	34.4	9.2	34.0	21.2	25.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.7	26.5	9.7	28.1	9.0	25.2	16.7	21.1
Max Q Clear Time (g_c+I1), s	8.5	27.7	8.2	19.6	5.5	16.4	17.1	23.1
Green Ext Time (p_c), s	0.0	0.0	0.0	1.7	0.0	1.8	0.0	0.0

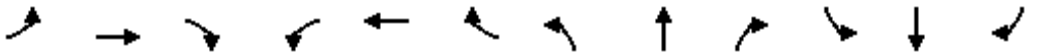
Intersection Summary	
HCM 6th Ctrl Delay	52.6
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	890	137	160	942	96	220	272	131	123	277	135
Future Volume (vph)	185	890	137	160	942	96	220	272	131	123	277	135
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.2	15.2	10.6	15.2	15.2	10.6	14.4	14.4
Total Split (s)	28.0	44.0	44.0	26.0	42.0	42.0	32.0	34.0	34.0	21.0	23.0	23.0
Total Split (%)	22.4%	35.2%	35.2%	20.8%	33.6%	33.6%	25.6%	27.2%	27.2%	16.8%	18.4%	18.4%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Min	Min	None	Min	Min
Act Effct Green (s)	23.4	51.3	51.3	15.8	44.0	44.0	20.2	15.4	15.4	18.6	14.7	14.7
Actuated g/C Ratio	0.19	0.41	0.41	0.13	0.35	0.35	0.16	0.12	0.12	0.15	0.12	0.12
v/c Ratio	0.57	0.44	0.19	0.73	0.54	0.15	0.79	0.64	0.38	0.48	0.68	0.35
Control Delay	53.8	29.3	3.1	73.5	17.3	0.7	68.7	58.4	5.4	54.0	61.4	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.8	29.3	3.1	73.5	17.3	0.7	68.7	58.4	5.4	54.0	61.4	2.4
LOS	D	C	A	E	B	A	E	E	A	D	E	A
Approach Delay		30.1			23.5			50.9			44.8	
Approach LOS		C			C			D			D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 12 (10%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 33.7	Intersection LOS: C
Intersection Capacity Utilization 67.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 85: Murrieta Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	890	137	160	942	96	220	272	131	123	277	135
Future Volume (veh/h)	185	890	137	160	942	96	220	272	131	123	277	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	193	927	143	167	981	100	229	283	136	128	289	141
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	480	2372	735	195	1444	442	257	389	171	247	391	174
Arrive On Green	0.27	0.46	0.46	0.11	0.28	0.28	0.14	0.11	0.11	0.14	0.11	0.11
Sat Flow, veh/h	1810	5187	1607	1810	5187	1588	1810	3610	1583	1810	3610	1610
Grp Volume(v), veh/h	193	927	143	167	981	100	229	283	136	128	289	141
Grp Sat Flow(s),veh/h/ln	1810	1729	1607	1810	1729	1588	1810	1805	1583	1810	1805	1610
Q Serve(g_s), s	11.0	14.8	3.7	11.3	21.0	6.1	15.5	9.5	8.1	8.2	9.7	10.7
Cycle Q Clear(g_c), s	11.0	14.8	3.7	11.3	21.0	6.1	15.5	9.5	8.1	8.2	9.7	10.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	480	2372	735	195	1444	442	257	389	171	247	391	174
V/C Ratio(X)	0.40	0.39	0.19	0.86	0.68	0.23	0.89	0.73	0.80	0.52	0.74	0.81
Avail Cap(c_a), veh/h	480	2372	735	310	1444	442	397	774	339	247	479	214
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	22.4	6.3	54.8	40.1	34.7	52.7	54.0	32.6	50.2	54.0	54.5
Incr Delay (d2), s/veh	0.2	0.4	0.5	7.6	2.6	1.2	10.5	2.6	8.2	0.9	4.7	16.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	6.1	2.5	5.6	9.3	2.5	7.8	4.5	3.5	3.8	4.7	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	22.8	6.8	62.5	42.7	35.9	63.1	56.6	40.8	51.1	58.7	71.4
LnGrp LOS	D	C	A	E	D	D	E	E	D	D	E	E
Approach Vol, veh/h		1263			1248			648			558	
Approach Delay, s/veh		23.3			44.8			55.6			60.2	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	64.7	22.4	19.9	40.7	42.0	21.6	20.7
Change Period (Y+Rc), s	4.6	7.5	4.6	6.4	7.5	* 7.2	4.6	7.2
Max Green Setting (Gmax), s	21.4	36.5	27.4	16.6	23.4	* 35	16.4	26.8
Max Q Clear Time (g_c+I1), s	13.3	16.8	17.5	12.7	13.0	23.0	10.2	11.5
Green Ext Time (p_c), s	0.1	7.1	0.2	0.8	0.2	5.5	0.1	2.0

Intersection Summary	
HCM 6th Ctrl Delay	41.7
HCM 6th LOS	D

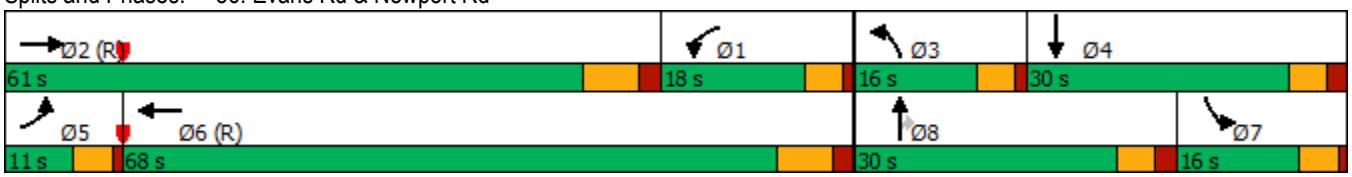
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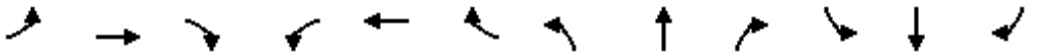
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	17	1309	76	1040	59	76	111	57	163
Future Volume (vph)	17	1309	76	1040	59	76	111	57	163
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	11.6	11.6	10.6	11.6
Total Split (s)	11.0	61.0	18.0	68.0	16.0	30.0	30.0	16.0	30.0
Total Split (%)	8.8%	48.8%	14.4%	54.4%	12.8%	24.0%	24.0%	12.8%	24.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	5.6	5.6	4.6	5.6
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None
Act Effct Green (s)	6.2	67.9	10.0	78.1	8.8	11.9	11.9	15.2	18.4
Actuated g/C Ratio	0.05	0.54	0.08	0.62	0.07	0.10	0.10	0.12	0.15
v/c Ratio	0.21	0.53	0.58	0.36	0.51	0.46	0.38	0.29	0.73
Control Delay	75.9	12.1	59.0	5.8	69.6	61.8	4.0	51.2	64.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.9	12.1	59.0	5.8	69.6	61.8	4.0	51.2	64.4
LOS	E	B	E	A	E	E	A	D	E
Approach Delay		12.9		9.3		37.7			61.2
Approach LOS		B		A		D			E

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 56 (45%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 17.5	Intersection LOS: B
Intersection Capacity Utilization 64.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 86: Evans Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1309	34	76	1040	28	59	76	111	57	163	21
Future Volume (veh/h)	17	1309	34	76	1040	28	59	76	111	57	163	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	1438	37	84	1143	31	65	84	122	63	179	23
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	42	1820	47	505	3253	88	84	181	153	128	210	27
Arrive On Green	0.02	0.35	0.35	0.28	0.63	0.63	0.05	0.10	0.10	0.07	0.13	0.13
Sat Flow, veh/h	1810	5198	134	1810	5191	141	1810	1900	1610	1810	1646	212
Grp Volume(v), veh/h	19	957	518	84	761	413	65	84	122	63	0	202
Grp Sat Flow(s),veh/h/ln	1810	1729	1874	1810	1729	1874	1810	1900	1610	1810	0	1858
Q Serve(g_s), s	1.3	31.1	31.1	4.4	13.2	13.2	4.4	5.2	9.3	4.2	0.0	13.3
Cycle Q Clear(g_c), s	1.3	31.1	31.1	4.4	13.2	13.2	4.4	5.2	9.3	4.2	0.0	13.3
Prop In Lane	1.00		0.07	1.00		0.08	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	42	1211	656	505	2167	1174	84	181	153	128	0	238
V/C Ratio(X)	0.45	0.79	0.79	0.17	0.35	0.35	0.78	0.46	0.80	0.49	0.00	0.85
Avail Cap(c_a), veh/h	93	1488	806	505	2167	1174	165	371	314	165	0	363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	60.3	36.5	36.5	34.1	11.2	11.2	59.0	53.5	55.4	55.9	0.0	53.3
Incr Delay (d2), s/veh	2.8	5.3	9.4	0.1	0.4	0.8	5.6	1.8	9.0	1.1	0.0	11.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	13.9	15.8	2.0	5.1	5.6	2.2	2.6	4.1	2.0	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.1	41.8	45.9	34.1	11.6	12.0	64.6	55.4	64.3	57.0	0.0	64.6
LnGrp LOS	E	D	D	C	B	B	E	E	E	E	A	E
Approach Vol, veh/h		1494			1258			271			265	
Approach Delay, s/veh		43.5			13.2			61.6			62.8	
Approach LOS		D			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	42.1	51.0	10.4	21.6	7.5	85.5	14.5	17.5
Change Period (Y+Rc), s	7.2	* 7.2	4.6	5.6	4.6	7.2	5.6	* 5.6
Max Green Setting (Gmax), s	13.4	* 54	11.4	24.4	6.4	60.8	11.4	* 24
Max Q Clear Time (g_c+I1), s	6.4	33.1	6.4	15.3	3.3	15.2	6.2	11.3
Green Ext Time (p_c), s	0.0	10.7	0.0	0.7	0.0	10.5	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	35.0
HCM 6th LOS	C

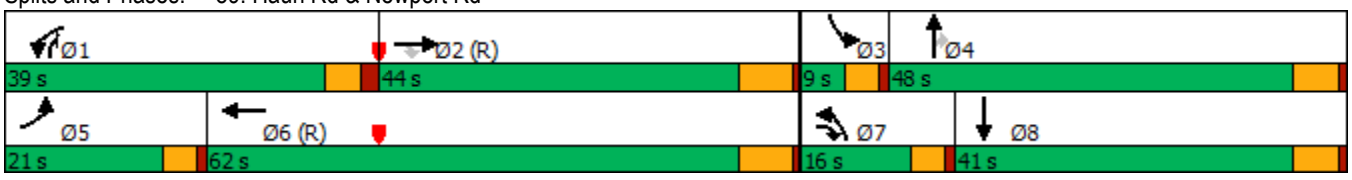
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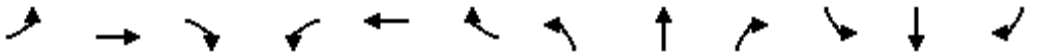
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	187	1582	98	487	1367	111	58	485	154	31
Future Volume (vph)	187	1582	98	487	1367	111	58	485	154	31
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	7	1	6	7	4	1	3	8
Permitted Phases			2					4		
Detector Phase	5	2	7	1	6	7	4	1	3	8
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	12.5	8.6	9.6	12.5	8.6	11.8	9.6	8.6	11.8
Total Split (s)	21.0	44.0	16.0	39.0	62.0	16.0	48.0	39.0	9.0	41.0
Total Split (%)	15.0%	31.4%	11.4%	27.9%	44.3%	11.4%	34.3%	27.9%	6.4%	29.3%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)	13.2	73.4	85.1	27.1	88.3	9.8	12.1	38.1	7.3	7.3
Actuated g/C Ratio	0.09	0.52	0.61	0.19	0.63	0.07	0.09	0.27	0.05	0.05
v/c Ratio	0.60	0.62	0.10	0.77	0.59	0.48	0.38	0.63	0.90	0.39
Control Delay	68.6	25.8	2.6	55.3	18.5	69.1	65.7	39.2	106.9	33.8
Queue Delay	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
Total Delay	68.6	25.8	2.6	55.3	19.0	69.1	65.7	39.2	106.9	33.8
LOS	E	C	A	E	B	E	E	D	F	C
Approach Delay		28.9			26.9		46.6			81.9
Approach LOS		C			C		D			F

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 75 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 32.8	Intersection LOS: C
Intersection Capacity Utilization 70.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 89: Haun Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	1582	98	487	1367	398	111	58	485	154	31	49
Future Volume (veh/h)	187	1582	98	487	1367	398	111	58	485	154	31	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	199	1683	104	518	1454	423	118	62	516	164	33	52
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	254	2395	819	596	2263	653	168	335	980	110	289	256
Arrive On Green	0.07	0.46	0.46	0.11	0.38	0.38	0.05	0.18	0.18	0.03	0.16	0.16
Sat Flow, veh/h	3510	5187	1608	3510	3996	1154	3510	1900	2829	3510	1805	1601
Grp Volume(v), veh/h	199	1683	104	518	1257	620	118	62	516	164	33	52
Grp Sat Flow(s),veh/h/ln	1755	1729	1608	1755	1729	1692	1755	1900	1415	1755	1805	1601
Q Serve(g_s), s	7.8	36.2	4.7	20.3	41.7	42.2	4.6	3.9	20.4	4.4	2.2	3.9
Cycle Q Clear(g_c), s	7.8	36.2	4.7	20.3	41.7	42.2	4.6	3.9	20.4	4.4	2.2	3.9
Prop In Lane	1.00		1.00	1.00		0.68	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	254	2395	819	596	1958	958	168	335	980	110	289	256
V/C Ratio(X)	0.78	0.70	0.13	0.87	0.64	0.65	0.70	0.18	0.53	1.49	0.11	0.20
Avail Cap(c_a), veh/h	411	2395	819	837	1958	958	286	573	1334	110	454	403
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.9	30.0	18.0	60.5	31.8	31.9	65.7	49.1	36.6	67.8	50.3	51.0
Incr Delay (d2), s/veh	3.3	1.1	0.2	6.0	1.3	2.7	5.3	0.3	0.4	260.8	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	14.7	1.8	9.7	18.4	18.6	2.2	1.8	7.0	5.9	1.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.2	31.1	18.2	66.5	33.1	34.7	71.0	49.3	37.0	328.6	50.5	51.4
LnGrp LOS	E	C	B	E	C	C	E	D	D	F	D	D
Approach Vol, veh/h		1986			2395			696			249	
Approach Delay, s/veh		34.1			40.7			43.9			233.8	
Approach LOS		C			D			D			F	

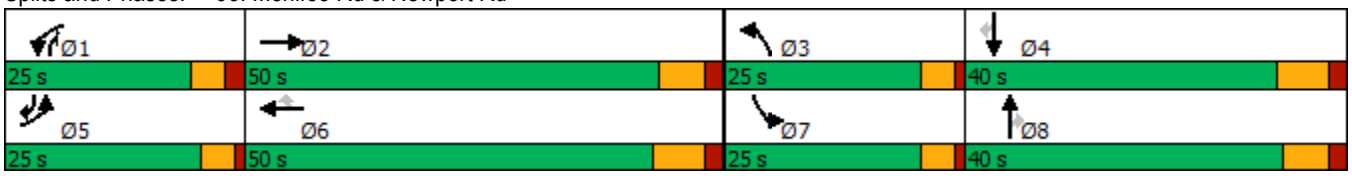
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.4	71.1	9.0	30.5	14.7	85.8	11.3	28.2
Change Period (Y+Rc), s	5.6	6.5	4.6	5.8	4.6	6.5	4.6	5.8
Max Green Setting (Gmax), s	33.4	37.5	4.4	42.2	16.4	55.5	11.4	35.2
Max Q Clear Time (g_c+I1), s	22.3	38.2	6.4	22.4	9.8	44.2	6.6	5.9
Green Ext Time (p_c), s	1.4	0.0	0.0	2.3	0.3	8.2	0.1	0.4

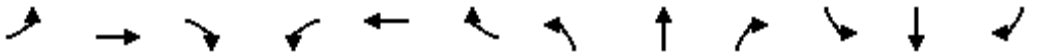
Intersection Summary	
HCM 6th Ctrl Delay	47.7
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	307	1244	178	1352	70	204	344	187	115	362	460
Future Volume (vph)	307	1244	178	1352	70	204	344	187	115	362	460
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6		3	8	1	7	4	5
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	9.6	14.8	10.6	15.5	15.5	9.6	12.8	10.6	9.6	13.5	9.6
Total Split (s)	25.0	50.0	25.0	50.0	50.0	25.0	40.0	25.0	25.0	40.0	25.0
Total Split (%)	17.9%	35.7%	17.9%	35.7%	35.7%	17.9%	28.6%	17.9%	17.9%	28.6%	17.9%
Yellow Time (s)	3.6	4.8	3.6	5.5	5.5	3.6	4.8	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	5.6	7.5	7.5	4.6	6.8	5.6	4.6	7.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	20.6	48.6	10.1	38.4	38.4	11.1	17.8	29.1	11.7	17.7	41.2
Actuated g/C Ratio	0.18	0.43	0.09	0.34	0.34	0.10	0.16	0.26	0.10	0.16	0.37
v/c Ratio	0.99	0.66	0.60	0.81	0.12	0.63	0.64	0.39	0.65	0.68	0.77
Control Delay	94.1	27.8	58.7	38.3	1.8	58.4	50.8	14.8	66.2	51.7	34.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.1	27.8	58.7	38.3	1.8	58.4	50.8	14.8	66.2	51.7	34.6
LOS	F	C	E	D	A	E	D	B	E	D	C
Approach Delay		39.9		39.0			43.8			45.1	
Approach LOS		D		D			D			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 112.2	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 41.2	Intersection LOS: D
Intersection Capacity Utilization 79.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 93: Menifee Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	307	1244	136	178	1352	70	204	344	187	115	362	460
Future Volume (veh/h)	307	1244	136	178	1352	70	204	344	187	115	362	460
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	327	1323	145	189	1438	74	217	366	199	122	385	489
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	288	1904	209	244	1660	515	273	903	510	147	916	658
Arrive On Green	0.16	0.40	0.40	0.07	0.32	0.32	0.08	0.25	0.25	0.08	0.25	0.25
Sat Flow, veh/h	1810	4738	519	3510	5187	1610	3510	3610	1589	1810	3610	1582
Grp Volume(v), veh/h	327	966	502	189	1438	74	217	366	199	122	385	489
Grp Sat Flow(s),veh/h/ln	1810	1729	1799	1755	1729	1610	1755	1805	1589	1810	1805	1582
Q Serve(g_s), s	20.4	29.7	29.7	6.8	33.4	4.2	7.8	10.8	12.5	8.5	11.4	32.5
Cycle Q Clear(g_c), s	20.4	29.7	29.7	6.8	33.4	4.2	7.8	10.8	12.5	8.5	11.4	32.5
Prop In Lane	1.00		0.29	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	288	1390	723	244	1660	515	273	903	510	147	916	658
V/C Ratio(X)	1.13	0.69	0.69	0.77	0.87	0.14	0.79	0.41	0.39	0.83	0.42	0.74
Avail Cap(c_a), veh/h	288	1390	723	532	1722	534	559	936	524	288	916	658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.8	31.8	31.8	58.6	41.0	31.0	58.0	40.0	33.9	57.9	39.9	31.9
Incr Delay (d2), s/veh	94.2	1.7	3.2	2.0	5.0	0.2	2.0	0.3	0.5	4.4	0.3	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.6	12.2	13.0	3.0	14.4	1.7	3.5	4.9	4.9	4.1	5.1	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	148.0	33.5	35.0	60.5	46.0	31.2	60.0	40.3	34.3	62.4	40.2	36.5
LnGrp LOS	F	C	C	E	D	C	E	D	C	E	D	D
Approach Vol, veh/h		1795			1701			782			996	
Approach Delay, s/veh		54.8			46.9			44.3			41.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	59.0	14.6	40.0	25.0	48.5	15.0	39.5
Change Period (Y+Rc), s	5.6	* 7.5	4.6	7.5	4.6	7.5	4.6	* 7.5
Max Green Setting (Gmax), s	19.4	* 43	20.4	32.5	20.4	42.5	20.4	* 33
Max Q Clear Time (g_c+I1), s	8.8	31.7	9.8	34.5	22.4	35.4	10.5	14.5
Green Ext Time (p_c), s	0.1	8.2	0.2	0.0	0.0	5.6	0.1	2.9

Intersection Summary	
HCM 6th Ctrl Delay	48.1
HCM 6th LOS	D

Notes

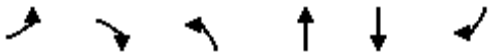
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	225	219	226	408	476
Future Volume (vph)	225	219	226	408	476
Turn Type	Prot	Perm	Prot	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5
Total Split (s)	26.0	26.0	27.0	64.0	37.0
Total Split (%)	28.9%	28.9%	30.0%	71.1%	41.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effct Green (s)	16.2	16.2	16.4	46.5	25.3
Actuated g/C Ratio	0.22	0.22	0.23	0.64	0.35
v/c Ratio	0.69	0.48	0.68	0.22	0.74
Control Delay	37.4	7.1	36.8	5.7	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	7.1	36.8	5.7	21.5
LOS	D	A	D	A	C
Approach Delay	22.5			16.8	21.5
Approach LOS	C			B	C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 72.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 20.1	Intersection LOS: C
Intersection Capacity Utilization 59.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 94: Menifee Rd & La Piedra Rd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	225	219	226	408	476	296
Future Volume (veh/h)	225	219	226	408	476	296
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	278	270	279	504	588	365
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	388	345	343	2298	789	490
Arrive On Green	0.21	0.21	0.19	0.64	0.37	0.37
Sat Flow, veh/h	1810	1610	1810	3705	2214	1315
Grp Volume(v), veh/h	278	270	279	504	501	452
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1629
Q Serve(g_s), s	8.6	9.5	8.9	3.6	14.5	14.5
Cycle Q Clear(g_c), s	8.6	9.5	8.9	3.6	14.5	14.5
Prop In Lane	1.00	1.00	1.00			0.81
Lane Grp Cap(c), veh/h	388	345	343	2298	672	607
V/C Ratio(X)	0.72	0.78	0.81	0.22	0.75	0.75
Avail Cap(c_a), veh/h	645	574	675	3561	972	878
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	22.4	23.4	4.6	16.4	16.4
Incr Delay (d2), s/veh	2.5	3.9	4.7	0.0	1.8	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.4	4.0	1.0	5.6	5.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.5	26.3	28.1	4.7	18.3	18.5
LnGrp LOS	C	C	C	A	B	B
Approach Vol, veh/h	548			783	953	
Approach Delay, s/veh	25.4			13.0	18.4	
Approach LOS	C			B	B	

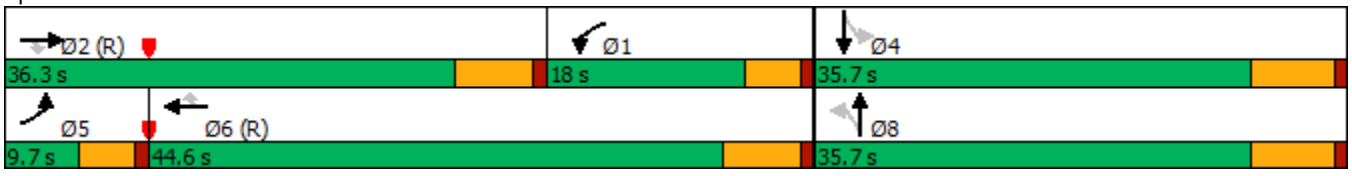
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		42.9		17.4	15.9	27.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		59.5		21.5	22.5	32.5
Max Q Clear Time (g_c+I1), s		5.6		11.5	10.9	16.5
Green Ext Time (p_c), s		3.9		1.4	0.6	5.9

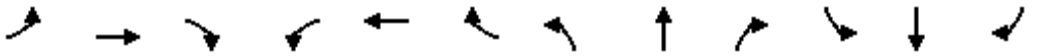
Intersection Summary		
HCM 6th Ctrl Delay		18.2
HCM 6th LOS		B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	15	1026	209	526	1002	29	186	13	17	30
Future Volume (vph)	15	1026	209	526	1002	29	186	13	17	30
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2		1	6			8		4
Permitted Phases			2			6	8		4	
Detector Phase	5	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.2	11.2	9.7	11.2	11.2	11.5	11.5	11.5	11.5
Total Split (s)	9.7	36.3	36.3	18.0	44.6	44.6	35.7	35.7	35.7	35.7
Total Split (%)	10.8%	40.3%	40.3%	20.0%	49.6%	49.6%	39.7%	39.7%	39.7%	39.7%
Yellow Time (s)	3.7	5.2	5.2	3.7	5.2	5.2	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.2	6.2	4.7	6.2	6.2	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.0	30.1	30.1	13.3	46.2	46.2	29.2	29.2	29.2	29.2
Actuated g/C Ratio	0.06	0.33	0.33	0.15	0.51	0.51	0.32	0.32	0.32	0.32
v/c Ratio	0.16	0.89	0.32	2.08	0.57	0.04	0.43	0.71	0.19	0.06
Control Delay	44.3	39.6	4.5	523.7	17.3	0.1	27.6	14.5	28.4	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	39.6	4.5	523.7	17.3	0.1	27.6	14.5	28.4	19.2
LOS	D	D	A	F	B	A	C	B	C	B
Approach Delay		33.8			188.0			18.0		22.2
Approach LOS		C			F			B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 66.4 (74%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.08	
Intersection Signal Delay: 98.0	Intersection LOS: F
Intersection Capacity Utilization 103.7%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 97: Winchester Rd/Vista Pl & SR-74/Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	1026	209	526	1002	29	186	13	501	17	30	5
Future Volume (veh/h)	15	1026	209	526	1002	29	186	13	501	17	30	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	1080	220	554	1055	31	196	14	527	18	32	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	33	1207	539	1263	3720	1659	513	14	511	80	520	81
Arrive On Green	0.02	0.33	0.33	0.70	1.00	1.00	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1393	42	1575	878	1604	251
Grp Volume(v), veh/h	16	1080	220	554	1055	31	196	0	541	18	0	37
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1393	0	1617	878	0	1855
Q Serve(g_s), s	0.8	25.6	9.5	12.0	0.0	0.0	10.2	0.0	29.2	0.0	0.0	1.2
Cycle Q Clear(g_c), s	0.8	25.6	9.5	12.0	0.0	0.0	11.4	0.0	29.2	29.2	0.0	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.14
Lane Grp Cap(c), veh/h	33	1207	539	1263	3720	1659	513	0	524	80	0	602
V/C Ratio(X)	0.48	0.89	0.41	0.44	0.28	0.02	0.38	0.00	1.03	0.22	0.00	0.06
Avail Cap(c_a), veh/h	101	1207	539	1263	3720	1659	513	0	524	80	0	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.8	28.4	23.1	5.9	0.0	0.0	24.9	0.0	30.4	45.0	0.0	21.0
Incr Delay (d2), s/veh	4.0	10.4	2.3	0.1	0.2	0.0	2.2	0.0	47.6	6.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	11.6	3.6	3.0	0.1	0.0	3.6	0.0	17.8	0.5	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.8	38.8	25.4	6.0	0.2	0.0	27.0	0.0	78.0	51.4	0.0	21.2
LnGrp LOS	D	D	C	A	A	A	C	A	F	D	A	C
Approach Vol, veh/h		1316			1640			737			55	
Approach Delay, s/veh		36.7			2.2			64.5			31.1	
Approach LOS		D			A			E			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	70.5	36.3		35.7	6.3	100.5		35.7				
Change Period (Y+Rc), s	6.2	* 6.2		6.5	* 4.7	6.2		6.5				
Max Green Setting (Gmax), s	13.3	* 30		29.2	* 5	38.4		29.2				
Max Q Clear Time (g_c+I1), s	14.0	27.6		31.2	2.8	2.0		31.2				
Green Ext Time (p_c), s	0.0	1.4		0.0	0.0	4.8		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		27.0	
HCM 6th LOS		C	

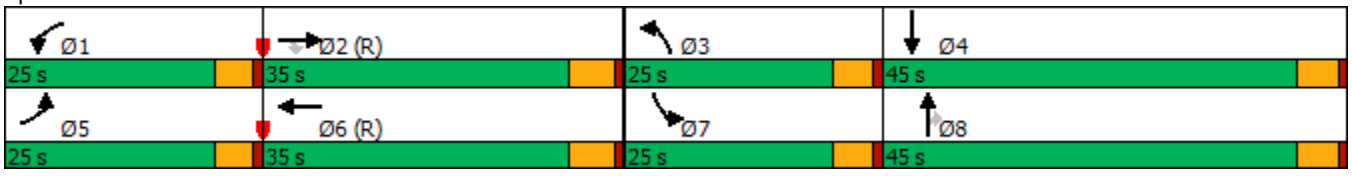
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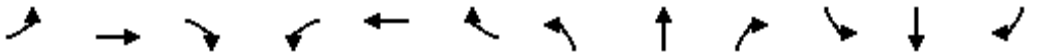
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	195	480	49	167	445	122	667	74	130	729
Future Volume (vph)	195	480	49	167	445	122	667	74	130	729
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	10.5	9.7	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	25.0	35.0	35.0	25.0	35.0	25.0	45.0	45.0	25.0	45.0
Total Split (%)	19.2%	26.9%	26.9%	19.2%	26.9%	19.2%	34.6%	34.6%	19.2%	34.6%
Yellow Time (s)	3.7	4.5	4.5	3.7	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	5.5	4.7	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	17.7	33.5	33.5	16.3	32.1	14.4	45.9	45.9	14.1	45.6
Actuated g/C Ratio	0.14	0.26	0.26	0.13	0.25	0.11	0.35	0.35	0.11	0.35
v/c Ratio	0.83	0.54	0.11	0.77	0.64	0.64	0.55	0.12	0.69	0.71
Control Delay	80.6	44.8	0.6	76.9	46.9	69.2	36.4	3.2	73.5	40.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.6	44.8	0.6	76.9	46.9	69.2	36.4	3.2	73.5	40.4
LOS	F	D	A	E	D	E	D	A	E	D
Approach Delay		51.5			54.0		38.2			44.8
Approach LOS		D			D		D			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 45 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 46.5	Intersection LOS: D
Intersection Capacity Utilization 73.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 100: Sanderson Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	480	49	167	445	97	122	667	74	130	729	123
Future Volume (veh/h)	195	480	49	167	445	97	122	667	74	130	729	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	203	500	51	174	464	101	127	695	77	135	759	128
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	229	1218	531	200	948	205	154	1111	493	161	961	162
Arrive On Green	0.13	0.34	0.34	0.11	0.32	0.32	0.09	0.31	0.31	0.09	0.31	0.31
Sat Flow, veh/h	1810	3610	1574	1810	2950	638	1810	3610	1602	1810	3084	520
Grp Volume(v), veh/h	203	500	51	174	283	282	127	695	77	135	444	443
Grp Sat Flow(s),veh/h/ln	1810	1805	1574	1810	1805	1782	1810	1805	1602	1810	1805	1799
Q Serve(g_s), s	14.3	13.9	2.9	12.3	16.4	16.6	9.0	21.5	4.5	9.5	29.2	29.2
Cycle Q Clear(g_c), s	14.3	13.9	2.9	12.3	16.4	16.6	9.0	21.5	4.5	9.5	29.2	29.2
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	229	1218	531	200	580	573	154	1111	493	161	562	560
V/C Ratio(X)	0.89	0.41	0.10	0.87	0.49	0.49	0.83	0.63	0.16	0.84	0.79	0.79
Avail Cap(c_a), veh/h	283	1218	531	283	580	573	278	1111	493	278	562	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.90	0.90	0.90	0.70	0.70	0.70	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	33.1	29.5	56.9	35.5	35.6	58.5	38.6	32.7	58.3	40.9	40.9
Incr Delay (d2), s/veh	20.2	1.0	0.3	12.9	2.6	2.7	7.6	1.9	0.5	4.4	10.8	10.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	6.2	1.2	6.3	7.6	7.6	4.4	9.8	1.9	4.6	14.6	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.1	34.1	29.8	69.8	38.1	38.3	66.1	40.5	33.2	62.7	51.6	51.7
LnGrp LOS	E	C	C	E	D	D	E	D	C	E	D	D
Approach Vol, veh/h		754			739			899			1022	
Approach Delay, s/veh		45.1			45.6			43.5			53.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.1	49.4	16.1	45.5	21.1	47.3	16.6	45.0
Change Period (Y+Rc), s	* 4.7	5.5	5.0	5.0	* 4.7	5.5	5.0	5.0
Max Green Setting (Gmax), s	* 20	29.5	20.0	40.0	* 20	29.5	20.0	40.0
Max Q Clear Time (g_c+I1), s	14.3	15.9	11.0	31.2	16.3	18.6	11.5	23.5
Green Ext Time (p_c), s	0.1	2.8	0.2	3.7	0.1	2.5	0.1	4.7

Intersection Summary	
HCM 6th Ctrl Delay	47.2
HCM 6th LOS	D

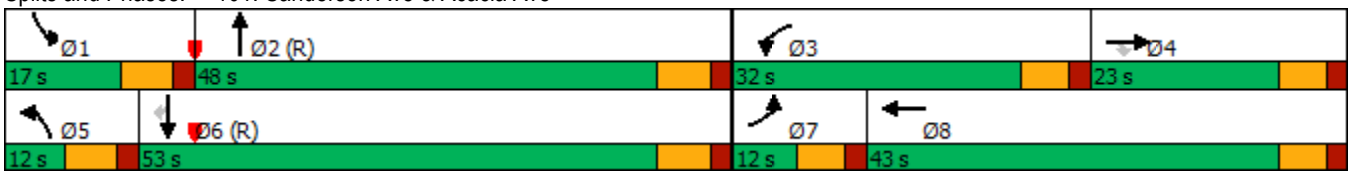
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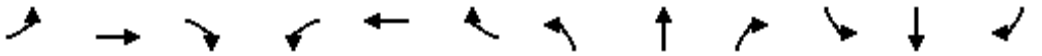
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	11	187	148	147	165	112	800	94	753	5
Future Volume (vph)	11	187	148	147	165	112	800	94	753	5
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0	7.0
Minimum Split (s)	10.3	13.3	13.3	10.3	13.3	10.7	13.7	10.7	13.7	13.7
Total Split (s)	12.0	23.0	23.0	32.0	43.0	12.0	48.0	17.0	53.0	53.0
Total Split (%)	10.0%	19.2%	19.2%	26.7%	35.8%	10.0%	40.0%	14.2%	44.2%	44.2%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.7	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	4.8	18.8	18.8	14.4	34.8	13.6	50.9	9.8	47.2	47.2
Actuated g/C Ratio	0.04	0.16	0.16	0.12	0.29	0.11	0.42	0.08	0.39	0.39
v/c Ratio	0.17	0.68	0.37	0.73	0.59	0.59	0.67	0.69	0.57	0.01
Control Delay	60.5	59.0	4.5	69.5	37.0	65.3	31.9	76.4	30.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.5	59.0	4.5	69.5	37.0	65.3	31.9	76.4	30.6	0.0
LOS	E	E	A	E	D	E	C	E	C	A
Approach Delay		35.8			47.9		35.4		35.5	
Approach LOS		D			D		D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 4 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 37.5	Intersection LOS: D
Intersection Capacity Utilization 73.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 101: Sanderson Ave & Acacia Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	187	148	147	165	128	112	800	134	94	753	5
Future Volume (veh/h)	11	187	148	147	165	128	112	800	134	94	753	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	201	159	158	177	138	120	860	144	101	810	5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	20	237	200	186	214	167	80	1505	252	125	1848	806
Arrive On Green	0.01	0.12	0.12	0.10	0.22	0.22	0.04	0.49	0.49	0.07	0.51	0.51
Sat Flow, veh/h	1810	1900	1606	1810	989	771	1810	3093	518	1810	3610	1575
Grp Volume(v), veh/h	12	201	159	158	0	315	120	502	502	101	810	5
Grp Sat Flow(s),veh/h/ln	1810	1900	1606	1810	0	1760	1810	1805	1806	1810	1805	1575
Q Serve(g_s), s	0.8	12.4	11.5	10.3	0.0	20.5	5.3	23.7	23.7	6.6	16.9	0.2
Cycle Q Clear(g_c), s	0.8	12.4	11.5	10.3	0.0	20.5	5.3	23.7	23.7	6.6	16.9	0.2
Prop In Lane	1.00		1.00	1.00		0.44	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	20	237	200	186	0	381	80	878	879	125	1848	806
V/C Ratio(X)	0.60	0.85	0.79	0.85	0.00	0.83	1.50	0.57	0.57	0.81	0.44	0.01
Avail Cap(c_a), veh/h	86	264	224	388	0	538	80	878	879	155	1848	806
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.66	0.66	0.66
Uniform Delay (d), s/veh	59.1	51.4	51.0	52.9	0.0	44.9	57.3	21.9	21.9	55.0	18.4	14.3
Incr Delay (d2), s/veh	10.4	21.7	17.6	4.1	0.0	8.7	280.0	2.7	2.7	12.3	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	7.3	5.6	4.9	0.0	9.8	8.6	10.6	10.6	3.4	7.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.5	73.1	68.6	57.0	0.0	53.5	337.4	24.6	24.6	67.3	18.9	14.4
LnGrp LOS	E	E	E	E	A	D	F	C	C	E	B	B
Approach Vol, veh/h		372			473			1124			916	
Approach Delay, s/veh		71.1			54.7			58.0			24.2	
Approach LOS		E			D			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	65.1	18.6	21.2	12.0	68.1	7.6	32.3
Change Period (Y+Rc), s	6.7	6.7	6.3	6.3	6.7	6.7	6.3	6.3
Max Green Setting (Gmax), s	10.3	41.3	25.7	16.7	5.3	46.3	5.7	36.7
Max Q Clear Time (g_c+I1), s	8.6	25.7	12.3	14.4	7.3	18.9	2.8	22.5
Green Ext Time (p_c), s	0.0	7.9	0.1	0.5	0.0	8.8	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	48.4
HCM 6th LOS	D

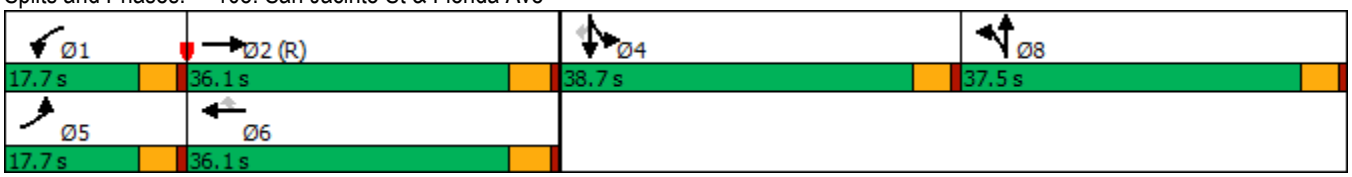
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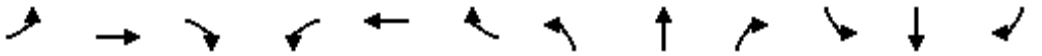
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	137	474	100	636	102	57	261	107	191	129
Future Volume (vph)	137	474	100	636	102	57	261	107	191	129
Turn Type	Prot	NA	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2	1	6		8	8	4	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	9.7	9.7	9.7	9.7	9.7
Total Split (s)	17.7	36.1	17.7	36.1	36.1	37.5	37.5	38.7	38.7	38.7
Total Split (%)	13.6%	27.8%	13.6%	27.8%	27.8%	28.8%	28.8%	29.8%	29.8%	29.8%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	12.5	32.9	11.1	31.5	31.5	32.8	32.8	34.0	34.0	34.0
Actuated g/C Ratio	0.10	0.25	0.09	0.24	0.24	0.25	0.25	0.26	0.26	0.26
v/c Ratio	0.86	0.62	0.71	0.79	0.25	0.14	0.36	0.23	0.47	0.27
Control Delay	97.4	46.5	81.9	53.9	12.3	38.7	39.8	39.5	44.3	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.4	46.5	81.9	53.9	12.3	38.7	39.8	39.5	44.3	7.3
LOS	F	D	F	D	B	D	D	D	D	A
Approach Delay		57.1		52.2			39.6		32.1	
Approach LOS		E		D			D		C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0.4 (0%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 47.9	Intersection LOS: D
Intersection Capacity Utilization 59.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 108: San Jacinto St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	474	45	100	636	102	57	261	38	107	191	129
Future Volume (veh/h)	137	474	45	100	636	102	57	261	38	107	191	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	149	515	49	109	691	111	62	284	41	116	208	140
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	174	882	84	133	875	381	457	797	114	473	497	411
Arrive On Green	0.10	0.26	0.26	0.07	0.24	0.24	0.25	0.25	0.25	0.26	0.26	0.26
Sat Flow, veh/h	1810	3328	316	1810	3610	1570	1810	3161	451	1810	1900	1573
Grp Volume(v), veh/h	149	279	285	109	691	111	62	161	164	116	208	140
Grp Sat Flow(s),veh/h/ln	1810	1805	1839	1810	1805	1570	1810	1805	1806	1810	1900	1573
Q Serve(g_s), s	10.5	17.4	17.6	7.7	23.3	7.5	3.4	9.5	9.7	6.6	11.8	9.4
Cycle Q Clear(g_c), s	10.5	17.4	17.6	7.7	23.3	7.5	3.4	9.5	9.7	6.6	11.8	9.4
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	174	478	487	133	875	381	457	455	456	473	497	411
V/C Ratio(X)	0.86	0.58	0.59	0.82	0.79	0.29	0.14	0.35	0.36	0.25	0.42	0.34
Avail Cap(c_a), veh/h	181	478	487	181	875	381	457	455	456	473	497	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.9	41.5	41.6	59.4	46.1	40.2	37.6	39.9	40.0	37.9	39.8	38.9
Incr Delay (d2), s/veh	28.0	4.9	4.9	14.0	4.9	0.4	0.6	2.1	2.2	1.2	2.6	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	8.4	8.6	4.0	11.0	2.9	1.6	4.5	4.6	3.1	5.9	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.8	46.5	46.5	73.4	51.1	40.6	38.2	42.0	42.2	39.1	42.4	41.1
LnGrp LOS	F	D	D	E	D	D	D	D	D	D	D	D
Approach Vol, veh/h		713			911			387			464	
Approach Delay, s/veh		54.7			52.5			41.5			41.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.3	39.5		38.7	17.2	36.6		37.5				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		4.7				
Max Green Setting (Gmax), s	* 13	31.0		* 34	* 13	31.0		32.8				
Max Q Clear Time (g_c+I1), s	9.7	19.6		13.8	12.5	25.3		11.7				
Green Ext Time (p_c), s	0.0	2.5		1.9	0.0	2.4		2.0				

Intersection Summary		
HCM 6th Ctrl Delay	49.3	
HCM 6th LOS	D	

Notes

User approved pedestrian interval to be less than phase max green.

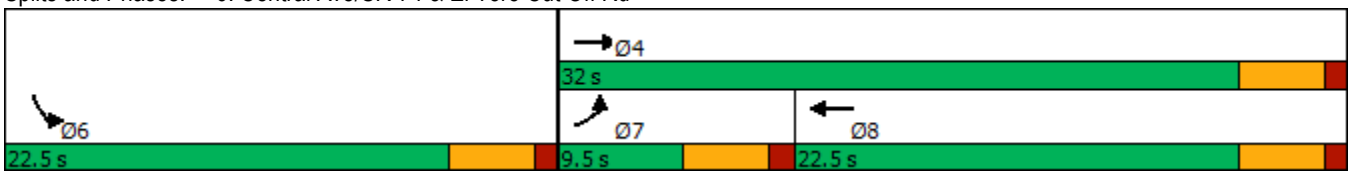
User approved volume balancing among the lanes for turning movement.

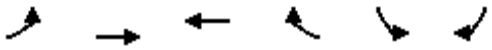
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	28	1870	1288	72
Future Volume (vph)	28	1870	1288	72
Turn Type	Prot	NA	NA	Prot
Protected Phases	7	4	8	6
Permitted Phases				
Detector Phase	7	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5
Total Split (s)	9.5	32.0	22.5	22.5
Total Split (%)	17.4%	58.7%	41.3%	41.3%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	None	None	Min
Act Effct Green (s)	5.1	25.4	23.7	7.6
Actuated g/C Ratio	0.12	0.60	0.56	0.18
v/c Ratio	0.14	0.64	0.50	0.39
Control Delay	20.3	6.8	7.4	13.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	20.3	6.8	7.4	13.1
LOS	C	A	A	B
Approach Delay		7.0	7.4	13.1
Approach LOS		A	A	B

Intersection Summary	
Cycle Length: 54.5	
Actuated Cycle Length: 42.1	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 7.4	Intersection LOS: A
Intersection Capacity Utilization 51.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Central Ave/SR-74 & El Toro Cut Off Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	28	1870	1288	57	72	61
Future Volume (veh/h)	28	1870	1288	57	72	61
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	30	2011	1385	61	77	66
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	65	3184	2320	102	130	111
Arrive On Green	0.04	0.61	0.46	0.46	0.14	0.14
Sat Flow, veh/h	1810	5358	5264	224	916	785
Grp Volume(v), veh/h	30	2011	940	506	144	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1860	1713	0
Q Serve(g_s), s	0.6	9.0	7.5	7.5	2.9	0.0
Cycle Q Clear(g_c), s	0.6	9.0	7.5	7.5	2.9	0.0
Prop In Lane	1.00			0.12	0.53	0.46
Lane Grp Cap(c), veh/h	65	3184	1575	847	242	0
V/C Ratio(X)	0.46	0.63	0.60	0.60	0.59	0.00
Avail Cap(c_a), veh/h	246	3880	1693	910	839	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.4	4.5	7.5	7.5	14.8	0.0
Incr Delay (d2), s/veh	5.0	0.2	0.5	0.9	2.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	1.1	1.3	1.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.4	4.7	8.0	8.4	17.1	0.0
LnGrp LOS	C	A	A	A	B	A
Approach Vol, veh/h		2041	1446		144	
Approach Delay, s/veh		5.0	8.1		17.1	
Approach LOS		A	A		B	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	27.1	9.7	5.8	21.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	27.5	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	11.0	4.9	2.6	9.5
Green Ext Time (p_c), s	11.6	0.3	0.0	5.1

Intersection Summary	
HCM 6th Ctrl Delay	6.7
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1658	13	1230	122	8
Future Volume (vph)	1658	13	1230	122	8
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	8	
Permitted Phases					8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.9	10.3	11.9	10.3	10.3
Total Split (s)	50.0	20.0	70.0	30.0	30.0
Total Split (%)	50.0%	20.0%	70.0%	30.0%	30.0%
Yellow Time (s)	5.9	4.3	5.9	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	5.3	6.9	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	40.6	5.5	42.6	24.9	24.9
Actuated g/C Ratio	0.51	0.07	0.53	0.31	0.31
v/c Ratio	0.77	0.11	0.48	0.12	0.02
Control Delay	18.6	39.8	12.0	21.9	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.6	39.8	12.0	21.9	13.1
LOS	B	D	B	C	B
Approach Delay	18.6		12.3	21.4	
Approach LOS	B		B	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 79.8	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 16.3	Intersection LOS: B
Intersection Capacity Utilization 51.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Riverside St & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1658	215	13	1230	122	8
Future Volume (veh/h)	1658	215	13	1230	122	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1783	231	14	1323	131	9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2201	283	30	2873	1048	481
Arrive On Green	0.47	0.47	0.02	0.55	0.30	0.30
Sat Flow, veh/h	4822	599	1810	5358	3510	1610
Grp Volume(v), veh/h	1323	691	14	1323	131	9
Grp Sat Flow(s),veh/h/ln	1729	1792	1810	1729	1755	1610
Q Serve(g_s), s	27.0	27.4	0.6	12.6	2.2	0.3
Cycle Q Clear(g_c), s	27.0	27.4	0.6	12.6	2.2	0.3
Prop In Lane		0.33	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1636	848	30	2873	1048	481
V/C Ratio(X)	0.81	0.82	0.47	0.46	0.12	0.02
Avail Cap(c_a), veh/h	1802	934	322	3957	1048	481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.6	18.7	40.3	11.0	21.1	20.5
Incr Delay (d2), s/veh	2.6	5.2	4.1	0.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	10.3	0.3	3.7	0.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.2	23.9	44.4	11.2	21.4	20.5
LnGrp LOS	C	C	D	B	C	C
Approach Vol, veh/h	2014			1337	140	
Approach Delay, s/veh	22.1			11.5	21.3	
Approach LOS	C			B	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.7	46.0				52.7	30.0
Change Period (Y+Rc), s	5.3	6.9				6.9	5.3
Max Green Setting (Gmax), s	14.7	43.1				63.1	24.7
Max Q Clear Time (g_c+I1), s	2.6	29.4				14.6	4.2
Green Ext Time (p_c), s	0.0	9.8				10.8	0.2

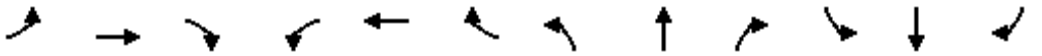
Intersection Summary			
HCM 6th Ctrl Delay		18.0	
HCM 6th LOS		B	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	187	1274	39	1197	148	73	52	72
Future Volume (vph)	187	1274	39	1197	148	73	52	72
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	10.0	9.5	10.0	9.5	10.0	9.5	10.0
Total Split (s)	20.0	40.0	20.0	40.0	20.0	25.0	20.0	25.0
Total Split (%)	19.0%	38.1%	19.0%	38.1%	19.0%	23.8%	19.0%	23.8%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	14.7	47.2	7.3	35.8	13.2	29.3	8.1	22.3
Actuated g/C Ratio	0.14	0.45	0.07	0.34	0.13	0.28	0.08	0.21
v/c Ratio	0.87	0.98	0.37	1.17	0.76	0.14	0.44	0.42
Control Delay	78.2	48.8	55.1	120.4	67.6	20.0	56.6	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.2	48.8	55.1	120.4	67.6	20.0	56.6	11.0
LOS	E	D	E	F	E	B	E	B
Approach Delay		52.4		118.4		46.5		17.4
Approach LOS		D		F		D		B

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 72.4	Intersection LOS: E
Intersection Capacity Utilization 85.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 13: A St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	1274	72	39	1197	32	148	73	45	52	72	253
Future Volume (veh/h)	187	1274	72	39	1197	32	148	73	45	52	72	253
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	197	1341	76	41	1260	34	156	77	47	55	76	266
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	224	1509	85	54	1223	33	183	522	295	69	309	276
Arrive On Green	0.14	0.48	0.48	0.03	0.38	0.38	0.11	0.26	0.26	0.04	0.19	0.19
Sat Flow, veh/h	1629	3126	177	1629	3232	87	1629	2000	1131	1629	1625	1447
Grp Volume(v), veh/h	197	696	721	41	633	661	156	61	63	55	76	266
Grp Sat Flow(s),veh/h/ln	1629	1625	1678	1629	1625	1694	1629	1625	1506	1629	1625	1447
Q Serve(g_s), s	12.5	40.7	40.9	2.6	39.7	39.7	9.9	3.0	3.4	3.5	4.2	19.1
Cycle Q Clear(g_c), s	12.5	40.7	40.9	2.6	39.7	39.7	9.9	3.0	3.4	3.5	4.2	19.1
Prop In Lane	1.00		0.11	1.00		0.05	1.00		0.75	1.00		1.00
Lane Grp Cap(c), veh/h	224	784	810	54	615	641	183	424	393	69	309	276
V/C Ratio(X)	0.88	0.89	0.89	0.76	1.03	1.03	0.85	0.14	0.16	0.80	0.25	0.97
Avail Cap(c_a), veh/h	240	784	810	240	615	641	240	424	393	240	309	276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.35	0.35	0.35	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	24.6	24.6	50.3	32.6	32.6	45.7	29.8	29.9	49.8	36.1	42.2
Incr Delay (d2), s/veh	22.8	12.1	12.0	2.9	29.4	29.3	16.1	0.7	0.9	7.8	1.9	46.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	16.7	17.3	1.1	19.9	20.7	4.8	1.3	1.3	1.6	1.8	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.3	36.6	36.7	53.2	62.1	62.0	61.8	30.5	30.8	57.6	38.0	88.2
LnGrp LOS	E	D	D	D	F	F	E	C	C	E	D	F
Approach Vol, veh/h		1614			1335			280			397	
Approach Delay, s/veh		40.4			61.7			48.0			74.3	
Approach LOS		D			E			D			E	

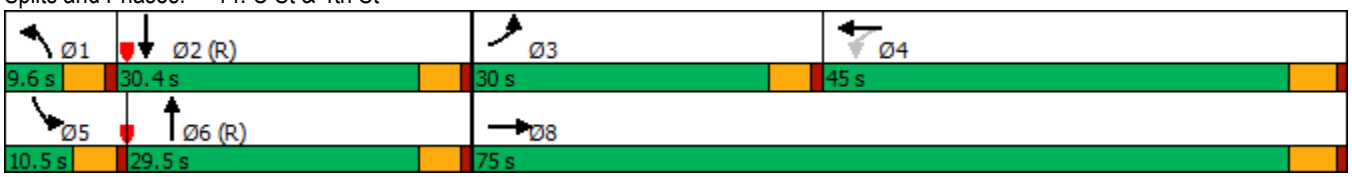
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	55.7	16.3	25.0	18.9	44.7	8.9	32.4
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	15.5	35.0	15.5	20.0	15.5	35.0	15.5	20.0
Max Q Clear Time (g_c+I1), s	4.6	42.9	11.9	21.1	14.5	41.7	5.5	5.4
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.3

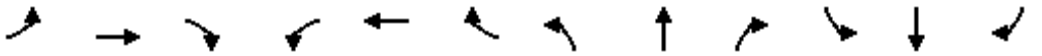
Intersection Summary	
HCM 6th Ctrl Delay	52.5
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	301	1063	1	870	2	30	25	41
Future Volume (vph)	301	1063	1	870	2	30	25	41
Turn Type	Prot	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases	3	8		4	1	6	5	2
Permitted Phases			4					
Detector Phase	3	8	4	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	10.1	10.1	9.6	9.6	9.6	9.6
Total Split (s)	30.0	75.0	45.0	45.0	9.6	29.5	10.5	30.4
Total Split (%)	26.1%	65.2%	39.1%	39.1%	8.3%	25.7%	9.1%	26.4%
Yellow Time (s)	3.6	4.1	4.1	4.1	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1		5.1	4.6	4.6	4.6	4.6
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	23.3	64.7		36.8	5.0	34.3	5.6	38.7
Actuated g/C Ratio	0.20	0.56		0.32	0.04	0.30	0.05	0.34
v/c Ratio	0.89	0.57		0.88	0.03	0.08	0.31	0.63
Control Delay	70.7	17.0		47.2	53.5	28.4	62.0	10.6
Queue Delay	0.0	0.0		8.7	0.0	0.0	0.0	0.0
Total Delay	70.7	17.0		55.9	53.5	28.4	62.0	10.6
LOS	E	B		E	D	C	E	B
Approach Delay		28.8		55.9		29.6		13.1
Approach LOS		C		E		C		B

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 34.6	Intersection LOS: C
Intersection Capacity Utilization 97.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 14: C St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	1063	9	1	870	32	2	30	10	25	41	451
Future Volume (veh/h)	301	1063	9	1	870	32	2	30	10	25	41	451
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	324	1143	10	1	935	34	2	32	11	27	44	485
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	352	1956	17	32	1039	38	5	428	147	45	46	507
Arrive On Green	0.19	0.53	0.53	0.30	0.30	0.30	0.00	0.32	0.32	0.03	0.34	0.34
Sat Flow, veh/h	1810	3667	32	0	3477	126	1810	1351	464	1810	135	1493
Grp Volume(v), veh/h	324	563	590	511	0	459	2	0	43	27	0	529
Grp Sat Flow(s),veh/h/ln	1810	1805	1894	1899	0	1706	1810	0	1815	1810	0	1628
Q Serve(g_s), s	20.2	24.3	24.3	0.0	0.0	29.7	0.1	0.0	1.9	1.7	0.0	36.6
Cycle Q Clear(g_c), s	20.2	24.3	24.3	29.7	0.0	29.7	0.1	0.0	1.9	1.7	0.0	36.6
Prop In Lane	1.00		0.02	0.00		0.07	1.00		0.26	1.00		0.92
Lane Grp Cap(c), veh/h	352	963	1010	599	0	510	5	0	576	45	0	553
V/C Ratio(X)	0.92	0.58	0.58	0.85	0.00	0.90	0.41	0.00	0.07	0.59	0.00	0.96
Avail Cap(c_a), veh/h	400	1097	1151	690	0	592	79	0	576	93	0	553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.19	0.19	0.19	0.55	0.00	0.55	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.4	18.2	18.2	38.7	0.0	38.7	57.3	0.0	27.5	55.5	0.0	37.2
Incr Delay (d2), s/veh	6.2	0.1	0.0	4.7	0.0	8.7	19.3	0.0	0.3	4.5	0.0	29.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	9.7	10.1	14.3	0.0	13.3	0.1	0.0	0.9	0.8	0.0	18.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.7	18.2	18.2	43.4	0.0	47.3	76.5	0.0	27.7	60.0	0.0	66.1
LnGrp LOS	D	B	B	D	A	D	E	A	C	E	A	E
Approach Vol, veh/h		1477			970			45			556	
Approach Delay, s/veh		25.6			45.3			29.9			65.8	
Approach LOS		C			D			C			E	

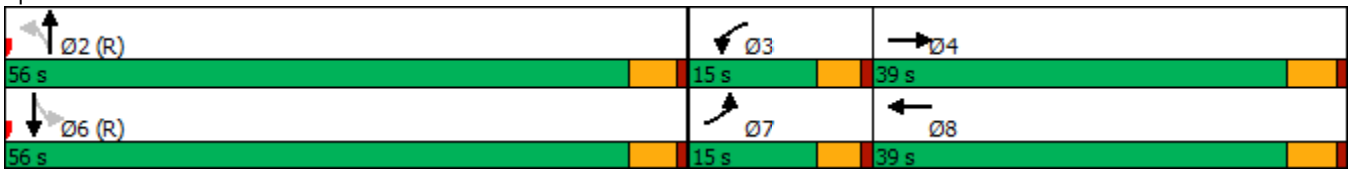
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	43.6	27.0	39.5	7.5	41.1		66.4				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.1	4.6	4.6		5.1				
Max Green Setting (Gmax), s	5.0	25.8	25.4	39.9	5.9	24.9		69.9				
Max Q Clear Time (g_c+I1), s	2.1	38.6	22.2	31.7	3.7	3.9		26.3				
Green Ext Time (p_c), s	0.0	0.0	0.2	2.7	0.0	0.1		5.4				

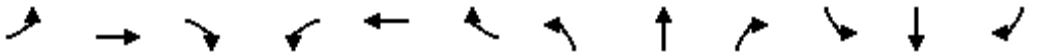
Intersection Summary			
HCM 6th Ctrl Delay		39.2	
HCM 6th LOS		D	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	126	950	76	767	37	94	73	130
Future Volume (vph)	126	950	76	767	37	94	73	130
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	9.6	10.1	10.0	10.0	10.0	10.0
Total Split (s)	15.0	39.0	15.0	39.0	56.0	56.0	56.0	56.0
Total Split (%)	13.6%	35.5%	13.6%	35.5%	50.9%	50.9%	50.9%	50.9%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	9.9	34.3	8.5	31.0	54.4	54.4	54.4	54.4
Actuated g/C Ratio	0.09	0.31	0.08	0.28	0.49	0.49	0.49	0.49
v/c Ratio	0.79	0.87	0.55	0.80	0.07	0.18	0.12	0.26
Control Delay	80.9	45.8	63.4	42.8	16.8	12.9	17.2	14.5
Queue Delay	0.0	15.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.9	61.4	63.4	42.8	16.8	12.9	17.2	14.5
LOS	F	E	E	D	B	B	B	B
Approach Delay		63.6		44.6		13.6		15.2
Approach LOS		E		D		B		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 10 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 47.0	Intersection LOS: D
Intersection Capacity Utilization 65.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 15: D St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	950	22	76	767	36	37	94	65	73	130	98
Future Volume (veh/h)	126	950	22	76	767	36	37	94	65	73	130	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	127	960	22	77	775	36	37	95	66	74	131	99
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	1046	24	99	908	42	588	543	377	651	522	395
Arrive On Green	0.09	0.29	0.29	0.05	0.26	0.26	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1810	3607	83	1810	3507	163	1162	1040	723	1237	1001	756
Grp Volume(v), veh/h	127	480	502	77	399	412	37	0	161	74	0	230
Grp Sat Flow(s),veh/h/ln	1810	1805	1885	1810	1805	1865	1162	0	1763	1237	0	1757
Q Serve(g_s), s	7.6	28.3	28.3	4.6	23.1	23.1	2.0	0.0	5.3	3.7	0.0	7.9
Cycle Q Clear(g_c), s	7.6	28.3	28.3	4.6	23.1	23.1	9.9	0.0	5.3	9.0	0.0	7.9
Prop In Lane	1.00		0.04	1.00		0.09	1.00		0.41	1.00		0.43
Lane Grp Cap(c), veh/h	155	523	546	99	468	483	588	0	920	651	0	917
V/C Ratio(X)	0.82	0.92	0.92	0.78	0.85	0.85	0.06	0.00	0.18	0.11	0.00	0.25
Avail Cap(c_a), veh/h	171	556	581	171	556	575	588	0	920	651	0	917
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.72	0.72	0.72	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.5	37.8	37.8	51.3	38.8	38.8	17.2	0.0	13.8	16.2	0.0	14.5
Incr Delay (d2), s/veh	18.5	16.2	15.7	3.6	7.0	6.8	0.2	0.0	0.4	0.4	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	14.7	15.2	2.2	10.9	11.3	0.6	0.0	2.2	1.1	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.9	54.0	53.5	54.9	45.7	45.6	17.4	0.0	14.3	16.6	0.0	15.1
LnGrp LOS	E	D	D	D	D	D	B	A	B	B	A	B
Approach Vol, veh/h		1109			888			198			304	
Approach Delay, s/veh		55.4			46.5			14.8			15.5	
Approach LOS		E			D			B			B	

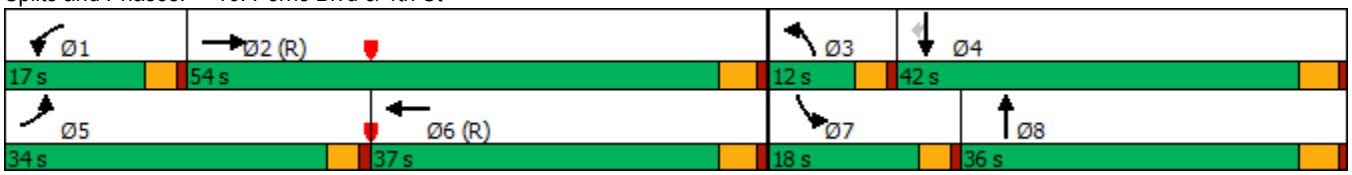
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		62.4	10.6	37.0		62.4	14.0	33.6				
Change Period (Y+Rc), s		5.0	4.6	5.1		5.0	4.6	5.1				
Max Green Setting (Gmax), s		51.0	10.4	33.9		51.0	10.4	33.9				
Max Q Clear Time (g_c+I1), s		11.9	6.6	30.3		11.0	9.6	25.1				
Green Ext Time (p_c), s		0.7	0.0	1.6		1.1	0.0	2.3				

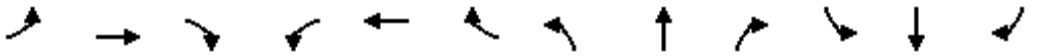
Intersection Summary												
HCM 6th Ctrl Delay			44.1									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	306	685	83	581	68	374	96	399	222
Future Volume (vph)	306	685	83	581	68	374	96	399	222
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.6	9.0	9.6	9.0	9.6	9.0	9.6	9.6
Total Split (s)	34.0	54.0	17.0	37.0	12.0	36.0	18.0	42.0	42.0
Total Split (%)	27.2%	43.2%	13.6%	29.6%	9.6%	28.8%	14.4%	33.6%	33.6%
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?		Yes	Yes			Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	27.0	52.0	10.4	35.4	7.6	34.1	11.3	39.8	39.8
Actuated g/C Ratio	0.22	0.42	0.08	0.28	0.06	0.27	0.09	0.32	0.32
v/c Ratio	0.90	0.59	0.64	0.73	0.72	0.50	0.68	0.76	0.37
Control Delay	75.7	30.6	76.1	46.2	94.5	40.2	76.9	49.4	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.7	30.6	76.1	46.2	94.5	40.2	76.9	49.4	6.0
LOS	E	C	E	D	F	D	E	D	A
Approach Delay		43.4		49.6		47.6		39.6	
Approach LOS		D		D		D		D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 44.7	Intersection LOS: D
Intersection Capacity Utilization 80.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 16: Perris Blvd & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	306	685	82	83	581	63	68	374	53	96	399	222
Future Volume (veh/h)	306	685	82	83	581	63	68	374	53	96	399	222
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	315	706	85	86	599	65	70	386	55	99	411	229
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	338	1295	156	106	893	97	87	797	113	120	512	433
Arrive On Green	0.21	0.44	0.44	0.06	0.30	0.30	0.05	0.28	0.28	0.07	0.30	0.30
Sat Flow, veh/h	1629	2912	350	1629	2955	320	1629	2857	404	1629	1710	1448
Grp Volume(v), veh/h	315	394	397	86	329	335	70	218	223	99	411	229
Grp Sat Flow(s),veh/h/ln	1629	1625	1638	1629	1625	1651	1629	1625	1637	1629	1710	1448
Q Serve(g_s), s	23.8	22.2	22.2	6.5	22.1	22.2	5.3	14.0	14.2	7.5	27.7	16.5
Cycle Q Clear(g_c), s	23.8	22.2	22.2	6.5	22.1	22.2	5.3	14.0	14.2	7.5	27.7	16.5
Prop In Lane	1.00		0.21	1.00		0.19	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	338	723	729	106	491	499	87	453	456	120	512	433
V/C Ratio(X)	0.93	0.54	0.55	0.81	0.67	0.67	0.81	0.48	0.49	0.82	0.80	0.53
Avail Cap(c_a), veh/h	391	723	729	169	491	499	104	453	456	182	512	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.46	0.46	0.46	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.6	25.4	25.4	57.7	38.2	38.2	58.5	37.6	37.6	57.1	40.4	36.5
Incr Delay (d2), s/veh	14.5	1.4	1.4	5.8	6.3	6.2	26.1	3.6	3.7	9.9	12.6	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.9	8.7	8.8	2.8	9.6	9.7	2.8	6.0	6.1	3.4	13.3	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	26.8	26.8	63.5	44.4	44.4	84.6	41.2	41.3	67.0	53.0	41.0
LnGrp LOS	E	C	C	E	D	D	F	D	D	E	D	D
Approach Vol, veh/h		1106			750			511			739	
Approach Delay, s/veh		37.1			46.6			47.2			51.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	60.2	10.7	42.0	30.0	42.4	13.2	39.4
Change Period (Y+Rc), s	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6
Max Green Setting (Gmax), s	13.0	49.4	8.0	37.4	30.0	32.4	14.0	31.4
Max Q Clear Time (g_c+I1), s	8.5	24.2	7.3	29.7	25.8	24.2	9.5	16.2
Green Ext Time (p_c), s	0.0	3.2	0.0	1.3	0.2	1.7	0.0	1.4

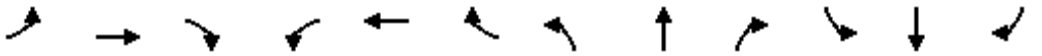
Intersection Summary	
HCM 6th Ctrl Delay	44.4
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	936	26	72	11	18	53	368	8	29	432	768
Future Volume (vph)	936	26	72	11	18	53	368	8	29	432	768
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8		7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	9.5	11.0	9.5	11.0	11.0	9.5	11.0	11.0
Total Split (s)	40.0	55.0	55.0	25.0	40.0	25.0	35.0	35.0	25.0	35.0	40.0
Total Split (%)	28.6%	39.3%	39.3%	17.9%	28.6%	17.9%	25.0%	25.0%	17.9%	25.0%	28.6%
Yellow Time (s)	5.0	5.0	5.0	3.5	5.0	3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max	None
Act Effct Green (s)	34.0	69.2	69.2	6.5	34.0	9.8	45.8	45.8	7.9	41.8	77.0
Actuated g/C Ratio	0.24	0.49	0.49	0.05	0.24	0.07	0.33	0.33	0.06	0.30	0.55
v/c Ratio	1.18	0.03	0.09	0.14	0.11	0.45	0.34	0.01	0.30	0.43	0.43
Control Delay	140.1	20.6	2.9	67.3	13.8	73.1	37.9	0.0	70.4	42.2	1.4
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	140.2	20.6	2.9	67.3	13.8	73.1	37.9	0.0	70.4	42.2	1.4
LOS	F	C	A	E	B	E	D	A	E	D	A
Approach Delay		127.7			20.3		41.5			17.4	
Approach LOS		F			C		D			B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 40 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 62.1	Intersection LOS: E
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 19: Redlands Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	936	26	72	11	18	62	53	368	8	29	432	768
Future Volume (veh/h)	936	26	72	11	18	62	53	368	8	29	432	768
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1006	28	77	12	19	67	57	396	9	31	465	826
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1223	1118	948	24	438	390	74	806	359	45	748	1574
Arrive On Green	0.35	0.59	0.59	0.01	0.24	0.24	0.04	0.22	0.22	0.03	0.21	0.21
Sat Flow, veh/h	3510	1900	1610	1810	1805	1607	1810	3610	1610	1810	3610	2834
Grp Volume(v), veh/h	1006	28	77	12	19	67	57	396	9	31	465	826
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1607	1810	1805	1610	1810	1805	1417
Q Serve(g_s), s	36.7	0.9	2.9	0.9	1.1	4.6	4.4	13.4	0.6	2.4	16.4	4.2
Cycle Q Clear(g_c), s	36.7	0.9	2.9	0.9	1.1	4.6	4.4	13.4	0.6	2.4	16.4	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1223	1118	948	24	438	390	74	806	359	45	748	1574
V/C Ratio(X)	0.82	0.03	0.08	0.50	0.04	0.17	0.77	0.49	0.03	0.68	0.62	0.52
Avail Cap(c_a), veh/h	1223	1118	948	265	438	390	265	806	359	265	748	1574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	41.7	12.0	12.4	68.6	40.6	41.9	66.5	47.4	42.5	67.7	50.5	8.6
Incr Delay (d2), s/veh	4.0	0.0	0.1	15.0	0.2	1.0	15.1	2.1	0.1	15.5	3.6	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.4	0.4	1.1	0.5	0.5	1.9	2.3	6.3	0.3	1.3	7.8	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	12.1	12.6	83.6	40.7	42.8	81.6	49.6	42.6	83.2	54.1	9.7
LnGrp LOS	D	B	B	F	D	D	F	D	D	F	D	A
Approach Vol, veh/h		1111			98			462			1322	
Approach Delay, s/veh		42.6			47.4			53.4			27.1	
Approach LOS		D			D			D			C	

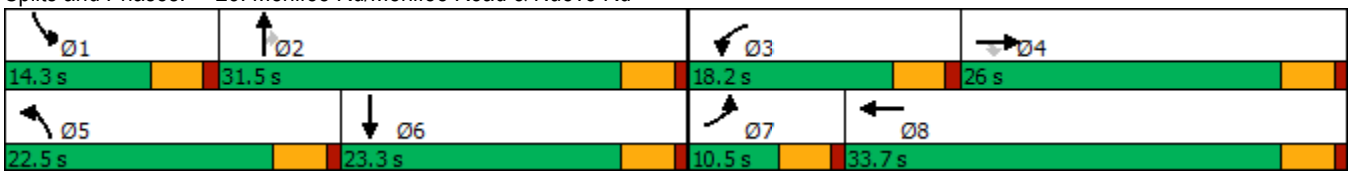
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	88.4	10.2	35.0	54.8	40.0	8.0	37.2
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	6.0	4.5	6.0
Max Green Setting (Gmax), s	20.5	49.0	20.5	29.0	34.0	34.0	20.5	29.0
Max Q Clear Time (g_c+I1), s	2.9	4.9	6.4	18.4	38.7	6.6	4.4	15.4
Green Ext Time (p_c), s	0.0	0.4	0.1	4.9	0.0	0.4	0.0	2.2

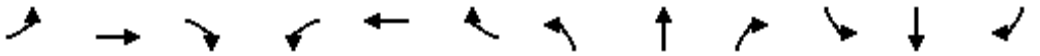
Intersection Summary	
HCM 6th Ctrl Delay	37.6
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	34	425	293	252	320	169	230	270	82	219
Future Volume (vph)	34	425	293	252	320	169	230	270	82	219
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8	5	2		1	6
Permitted Phases			4					2		
Detector Phase	7	4	4	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	10.5	26.0	26.0	18.2	33.7	22.5	31.5	31.5	14.3	23.3
Total Split (%)	11.7%	28.9%	28.9%	20.2%	37.4%	25.0%	35.0%	35.0%	15.9%	25.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	Min	None	Min
Act Effct Green (s)	5.9	21.6	21.6	13.8	34.0	13.3	23.8	23.8	8.5	16.6
Actuated g/C Ratio	0.07	0.26	0.26	0.17	0.41	0.16	0.29	0.29	0.10	0.20
v/c Ratio	0.28	0.92	0.49	0.90	0.47	0.63	0.45	0.43	0.48	0.80
Control Delay	45.0	58.0	6.4	69.9	23.6	43.3	28.6	5.4	45.8	47.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.0	58.0	6.4	69.9	23.6	43.3	28.6	5.4	45.8	47.6
LOS	D	E	A	E	C	D	C	A	D	D
Approach Delay		37.3			43.3		22.9			47.2
Approach LOS		D			D		C			D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 83.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 36.3	Intersection LOS: D
Intersection Capacity Utilization 76.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 23: Menifee Rd/Menifee Road & Nuevo Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	425	293	252	320	21	169	230	270	82	219	64
Future Volume (veh/h)	34	425	293	252	320	21	169	230	270	82	219	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	452	312	268	340	22	180	245	287	87	233	68
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	509	422	309	713	46	230	493	418	113	276	81
Arrive On Green	0.04	0.27	0.27	0.17	0.40	0.40	0.13	0.26	0.26	0.06	0.20	0.20
Sat Flow, veh/h	1810	1900	1576	1810	1765	114	1810	1900	1610	1810	1413	412
Grp Volume(v), veh/h	36	452	312	268	0	362	180	245	287	87	0	301
Grp Sat Flow(s),veh/h/ln	1810	1900	1576	1810	0	1879	1810	1900	1610	1810	0	1826
Q Serve(g_s), s	1.5	17.2	13.6	10.9	0.0	10.7	7.3	8.3	12.1	3.6	0.0	12.0
Cycle Q Clear(g_c), s	1.5	17.2	13.6	10.9	0.0	10.7	7.3	8.3	12.1	3.6	0.0	12.0
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	64	509	422	309	0	759	230	493	418	113	0	356
V/C Ratio(X)	0.57	0.89	0.74	0.87	0.00	0.48	0.78	0.50	0.69	0.77	0.00	0.84
Avail Cap(c_a), veh/h	144	542	450	329	0	759	432	681	577	235	0	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.8	26.5	25.2	30.4	0.0	16.6	31.9	23.7	25.1	34.8	0.0	29.2
Incr Delay (d2), s/veh	7.7	15.8	6.0	20.0	0.0	0.5	5.8	0.8	2.0	10.4	0.0	11.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	9.6	5.5	6.3	0.0	4.4	3.4	3.7	4.6	1.9	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.5	42.3	31.2	50.4	0.0	17.1	37.7	24.5	27.1	45.1	0.0	40.3
LnGrp LOS	D	D	C	D	A	B	D	C	C	D	A	D
Approach Vol, veh/h		800			630			712			388	
Approach Delay, s/veh		38.0			31.2			28.9			41.4	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	24.1	17.4	24.7	14.1	19.2	7.1	34.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.8	27.0	13.7	21.5	18.0	18.8	6.0	29.2
Max Q Clear Time (g_c+I1), s	5.6	14.1	12.9	19.2	9.3	14.0	3.5	12.7
Green Ext Time (p_c), s	0.1	2.0	0.1	1.0	0.3	0.7	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	34.3
HCM 6th LOS	C

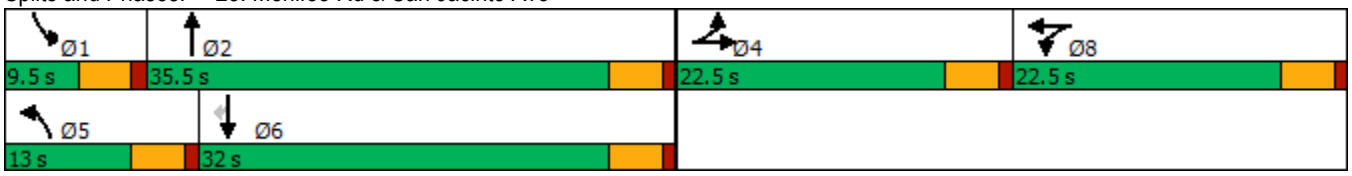
24: Porter St & Menifee Rd & Central Ave Performance by approach

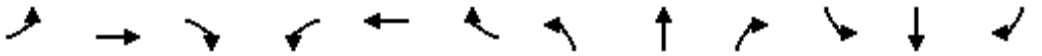
Approach	EB	WB	NB	SB	NE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.7	2.1	2.3	0.2	5.4
Total Del/Veh (s)	11.3	28.5	11.4	10.3	18.7	12.0
Stop Delay (hr)	0.0	0.6	0.6	0.6	0.2	2.0
Stop Del/Veh (s)	10.0	25.1	3.1	2.5	17.1	4.5

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	244	22	13	128	392	7	492	106
Future Volume (vph)	244	22	13	128	392	7	492	106
Turn Type	Split	NA	NA	Prot	NA	Prot	NA	Perm
Protected Phases	4	4	8	5	2	1	6	
Permitted Phases								6
Detector Phase	4	4	8	5	2	1	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	13.0	35.5	9.5	32.0	32.0
Total Split (%)	25.0%	25.0%	25.0%	14.4%	39.4%	10.6%	35.6%	35.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Min	None	Min	Min
Act Effct Green (s)	14.6	14.6	6.7	8.7	36.6	5.2	24.8	24.8
Actuated g/C Ratio	0.22	0.22	0.10	0.13	0.55	0.08	0.38	0.38
v/c Ratio	0.67	0.38	0.15	0.59	0.22	0.06	0.75	0.17
Control Delay	34.5	9.0	31.3	43.6	10.3	35.3	28.2	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	9.0	31.3	43.6	10.3	35.3	28.2	4.0
LOS	C	A	C	D	B	D	C	A
Approach Delay		23.9	31.3		18.3		24.1	
Approach LOS		C	C		B		C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 66.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 22.2	Intersection LOS: C
Intersection Capacity Utilization 64.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 25: Menifee Rd & San Jacinto Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	22	150	10	13	3	128	392	14	7	492	106
Future Volume (veh/h)	244	22	150	10	13	3	128	392	14	7	492	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	265	24	163	11	14	3	139	426	15	8	535	115
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	357	42	282	23	29	6	179	1548	54	19	658	558
Arrive On Green	0.20	0.20	0.20	0.03	0.03	0.03	0.10	0.44	0.44	0.01	0.35	0.35
Sat Flow, veh/h	1810	211	1432	718	914	196	1810	3557	125	1810	1900	1610
Grp Volume(v), veh/h	265	0	187	28	0	0	139	216	225	8	535	115
Grp Sat Flow(s),veh/h/ln	1810	0	1642	1829	0	0	1810	1805	1877	1810	1900	1610
Q Serve(g_s), s	7.6	0.0	5.7	0.8	0.0	0.0	4.1	4.2	4.3	0.2	14.2	2.8
Cycle Q Clear(g_c), s	7.6	0.0	5.7	0.8	0.0	0.0	4.1	4.2	4.3	0.2	14.2	2.8
Prop In Lane	1.00		0.87	0.39		0.11	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	357	0	324	58	0	0	179	785	817	19	658	558
V/C Ratio(X)	0.74	0.00	0.58	0.48	0.00	0.00	0.77	0.27	0.28	0.42	0.81	0.21
Avail Cap(c_a), veh/h	589	0	535	595	0	0	278	1012	1053	164	945	801
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.9	0.0	20.1	26.3	0.0	0.0	24.3	10.0	10.0	27.2	16.4	12.7
Incr Delay (d2), s/veh	3.1	0.0	1.6	6.2	0.0	0.0	7.0	0.2	0.2	14.3	3.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	2.1	0.4	0.0	0.0	2.0	1.5	1.5	0.2	6.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	0.0	21.7	32.5	0.0	0.0	31.3	10.2	10.2	41.5	20.1	12.9
LnGrp LOS	C	A	C	C	A	A	C	B	B	D	C	B
Approach Vol, veh/h		452			28			580			658	
Approach Delay, s/veh		23.0			32.5			15.3			19.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	28.6		15.4	10.0	23.7		6.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	31.0		18.0	8.5	27.5		18.0				
Max Q Clear Time (g_c+I1), s	2.2	6.3		9.6	6.1	16.2		2.8				
Green Ext Time (p_c), s	0.0	2.7		1.3	0.1	3.0		0.1				

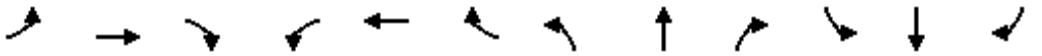
Intersection Summary			
HCM 6th Ctrl Delay		19.0	
HCM 6th LOS		B	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	28	86	9	35	25	497	104	549
Future Volume (vph)	28	86	9	35	25	497	104	549
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	23.0	23.0	23.0	23.0	10.0	41.9	15.1	47.0
Total Split (%)	28.8%	28.8%	28.8%	28.8%	12.5%	52.4%	18.9%	58.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		10.2		9.9	6.0	27.5	8.8	34.4
Actuated g/C Ratio		0.20		0.19	0.11	0.53	0.17	0.66
v/c Ratio		0.42		0.31	0.12	0.53	0.36	0.50
Control Delay		24.6		13.3	29.6	15.5	27.5	10.2
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		24.6		13.3	29.6	15.5	27.5	10.2
LOS		C		B	C	B	C	B
Approach Delay		24.6		13.3		16.2		12.7
Approach LOS		C		B		B		B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 52.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 15.1	Intersection LOS: B
Intersection Capacity Utilization 61.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 27: Menifee Rd & Mapes Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	86	26	9	35	69	25	497	13	104	549	44
Future Volume (veh/h)	28	86	26	9	35	69	25	497	13	104	549	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	90	27	9	36	72	26	518	14	108	572	46
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	162	45	118	79	144	58	729	20	166	791	64
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.03	0.40	0.40	0.09	0.46	0.46
Sat Flow, veh/h	254	1187	327	76	581	1052	1810	1841	50	1810	1735	140
Grp Volume(v), veh/h	146	0	0	117	0	0	26	0	532	108	0	618
Grp Sat Flow(s),veh/h/ln	1767	0	0	1710	0	0	1810	0	1891	1810	0	1875
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	0.0	0.5	0.0	8.5	2.1	0.0	9.6
Cycle Q Clear(g_c), s	2.7	0.0	0.0	2.3	0.0	0.0	0.5	0.0	8.5	2.1	0.0	9.6
Prop In Lane	0.20		0.18	0.08		0.62	1.00		0.03	1.00		0.07
Lane Grp Cap(c), veh/h	361	0	0	341	0	0	58	0	748	166	0	855
V/C Ratio(X)	0.40	0.00	0.00	0.34	0.00	0.00	0.45	0.00	0.71	0.65	0.00	0.72
Avail Cap(c_a), veh/h	1002	0	0	969	0	0	277	0	1970	534	0	2219
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.5	0.0	0.0	14.4	0.0	0.0	17.1	0.0	9.1	15.7	0.0	7.9
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.6	0.0	0.0	5.4	0.0	1.3	4.2	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.8	0.0	0.0	0.3	0.0	2.6	0.9	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.3	0.0	0.0	15.0	0.0	0.0	22.5	0.0	10.4	20.0	0.0	9.1
LnGrp LOS	B	A	A	B	A	A	C	A	B	B	A	A
Approach Vol, veh/h		146			117			558			726	
Approach Delay, s/veh		15.3			15.0			10.9			10.7	
Approach LOS		B			B			B			B	

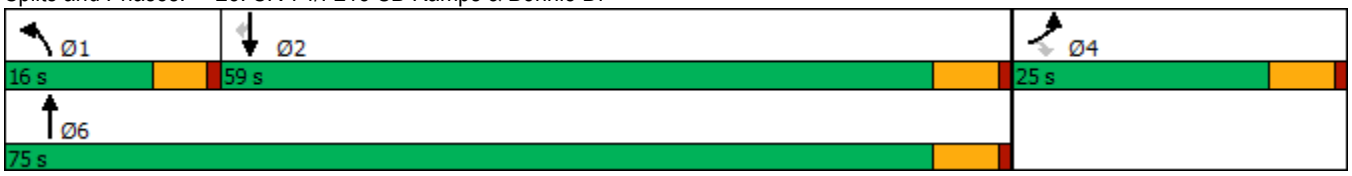
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	18.7		9.4	5.6	20.9		9.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.6	37.4		18.5	5.5	42.5		18.5				
Max Q Clear Time (g_c+I1), s	4.1	10.5		4.7	2.5	11.6		4.3				
Green Ext Time (p_c), s	0.1	3.7		0.6	0.0	4.7		0.5				

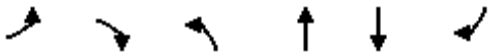
Intersection Summary												
HCM 6th Ctrl Delay			11.6									
HCM 6th LOS			B									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	40	350	297	346	1513	41
Future Volume (vph)	40	350	297	346	1513	41
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		1	6	2	
Permitted Phases		4				2
Detector Phase	4	4	1	6	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	11.0	11.0
Total Split (s)	25.0	25.0	16.0	75.0	59.0	59.0
Total Split (%)	25.0%	25.0%	16.0%	75.0%	59.0%	59.0%
Yellow Time (s)	5.0	5.0	4.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	13.7	13.7	10.6	58.8	43.0	43.0
Actuated g/C Ratio	0.16	0.16	0.12	0.69	0.51	0.51
v/c Ratio	0.14	0.86	0.72	0.28	0.87	0.05
Control Delay	34.2	36.5	49.2	6.0	25.1	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.2	36.5	49.2	6.0	25.1	6.9
LOS	C	D	D	A	C	A
Approach Delay	36.3			26.0	24.7	
Approach LOS	D			C	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 85	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 26.7	Intersection LOS: C
Intersection Capacity Utilization 73.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	40	350	297	346	1513	41
Future Volume (veh/h)	40	350	297	346	1513	41
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	368	313	364	1593	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	378	336	386	1252	1784	796
Arrive On Green	0.21	0.21	0.11	0.66	0.49	0.49
Sat Flow, veh/h	1810	1610	3510	1900	3705	1610
Grp Volume(v), veh/h	42	368	313	364	1593	43
Grp Sat Flow(s),veh/h/ln	1810	1610	1755	1900	1805	1610
Q Serve(g_s), s	1.7	19.0	7.9	7.3	36.3	1.3
Cycle Q Clear(g_c), s	1.7	19.0	7.9	7.3	36.3	1.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	378	336	386	1252	1784	796
V/C Ratio(X)	0.11	1.09	0.81	0.29	0.89	0.05
Avail Cap(c_a), veh/h	378	336	425	1442	2104	939
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	36.0	39.5	6.5	20.8	12.0
Incr Delay (d2), s/veh	0.0	76.5	9.3	0.0	4.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	14.1	3.7	2.2	13.8	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.2	112.5	48.9	6.6	25.1	12.0
LnGrp LOS	C	F	D	A	C	B
Approach Vol, veh/h	410			677	1636	
Approach Delay, s/veh	104.0			26.1	24.8	
Approach LOS	F			C	C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	15.0	50.9		25.0		65.9
Change Period (Y+Rc), s	5.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	11.0	53.0		19.0		69.0
Max Q Clear Time (g_c+I1), s	9.9	38.3		21.0		9.3
Green Ext Time (p_c), s	0.1	6.6		0.0		1.2

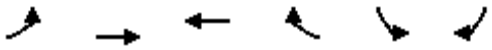
Intersection Summary		
HCM 6th Ctrl Delay		37.0
HCM 6th LOS		D

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	373	1776	1503	48	385
Future Volume (vph)	373	1776	1503	48	385
Turn Type	Prot	NA	NA	Prot	pm+ov
Protected Phases	5	2	6	4	5
Permitted Phases					4
Detector Phase	5	2	6	4	5
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.0	11.0	9.5	9.0
Total Split (s)	24.0	65.0	41.0	24.5	24.0
Total Split (%)	26.8%	72.6%	45.8%	27.4%	26.8%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.5	4.0
Lead/Lag	Lead		Lag		Lead
Lead-Lag Optimize?	Yes		Yes		Yes
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	20.0	62.0	35.3	6.7	26.9
Actuated g/C Ratio	0.28	0.86	0.49	0.09	0.37
v/c Ratio	0.79	0.61	0.93	0.31	0.68
Control Delay	39.6	4.4	30.8	37.0	24.9
Queue Delay	0.0	0.1	0.0	0.0	0.0
Total Delay	39.6	4.4	30.8	37.0	24.9
LOS	D	A	C	D	C
Approach Delay		10.5	30.8	26.2	
Approach LOS		B	C	C	

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 72.2	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 19.8	Intersection LOS: B
Intersection Capacity Utilization 79.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 30: SR-74 & Trumble Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	373	1776	1503	39	48	385
Future Volume (veh/h)	373	1776	1503	39	48	385
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	397	1889	1599	41	51	410
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	409	2406	1422	36	389	710
Arrive On Green	0.23	0.67	0.40	0.40	0.22	0.22
Sat Flow, veh/h	1810	3705	3691	92	1810	1610
Grp Volume(v), veh/h	397	1889	801	839	51	410
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1883	1810	1610
Q Serve(g_s), s	19.3	32.4	35.0	35.0	2.0	16.9
Cycle Q Clear(g_c), s	19.3	32.4	35.0	35.0	2.0	16.9
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	409	2406	714	745	389	710
V/C Ratio(X)	0.97	0.79	1.12	1.13	0.13	0.58
Avail Cap(c_a), veh/h	409	2406	714	745	409	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	10.3	26.8	26.8	28.1	18.6
Incr Delay (d2), s/veh	36.7	1.8	72.6	73.8	0.1	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.9	9.4	27.5	28.9	0.8	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	70.7	12.1	99.4	100.5	28.1	19.2
LnGrp LOS	E	B	F	F	C	B
Approach Vol, veh/h		2286	1640		461	
Approach Delay, s/veh		22.3	100.0		20.2	
Approach LOS		C	F		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		65.0		23.5	24.0	41.0
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		59.0		20.0	20.0	35.0
Max Q Clear Time (g_c+I1), s		34.4		18.9	21.3	37.0
Green Ext Time (p_c), s		15.5		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.1
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1786	1539	114	0	152
Future Vol, veh/h	0	1786	1539	114	0	152
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1963	1691	125	0	167

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	908
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	282
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	282
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

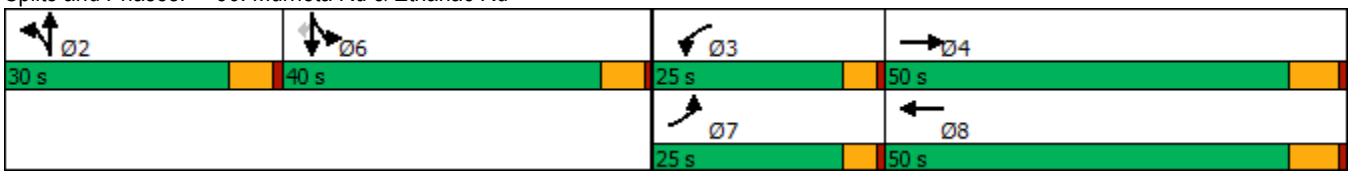
Approach	EB	WB	SB
HCM Control Delay, s	0	0	34.7
HCM LOS			D

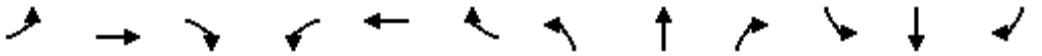
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	282
HCM Lane V/C Ratio	-	-	-	0.592
HCM Control Delay (s)	-	-	-	34.7
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q(veh)	-	-	-	3.5

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	4	548	240	639	116	47	165	11
Future Volume (vph)	4	548	240	639	116	47	165	11
Turn Type	Prot	NA	Prot	NA	NA	Split	NA	Perm
Protected Phases	7	4	3	8	2	6	6	
Permitted Phases								6
Detector Phase	7	4	3	8	2	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	9.6	16.5	15.8	15.8	15.8	15.8
Total Split (s)	25.0	50.0	25.0	50.0	30.0	40.0	40.0	40.0
Total Split (%)	17.2%	34.5%	17.2%	34.5%	20.7%	27.6%	27.6%	27.6%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	5.2	32.2	20.6	55.6	24.4	16.4	16.4	16.4
Actuated g/C Ratio	0.04	0.28	0.18	0.48	0.21	0.14	0.14	0.14
v/c Ratio	0.05	0.74	0.81	0.44	0.98	0.20	0.67	0.04
Control Delay	60.2	42.5	68.1	21.8	85.6	47.6	61.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.2	42.5	68.1	21.8	85.6	47.6	61.0	0.2
LOS	E	D	E	C	F	D	E	A
Approach Delay		42.6		33.6	85.6		55.1	
Approach LOS		D		C	F		E	

Intersection Summary	
Cycle Length: 145	
Actuated Cycle Length: 116.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 46.9	Intersection LOS: D
Intersection Capacity Utilization 80.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 36: Murrieta Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	548	129	240	639	66	96	116	140	47	165	11
Future Volume (veh/h)	4	548	129	240	639	66	96	116	140	47	165	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	589	139	258	687	71	103	125	151	51	177	12
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	9	781	184	290	1405	145	110	134	162	217	228	194
Arrive On Green	0.01	0.27	0.27	0.16	0.43	0.43	0.23	0.23	0.23	0.12	0.12	0.12
Sat Flow, veh/h	1810	2886	679	1810	3303	341	476	577	697	1810	1900	1610
Grp Volume(v), veh/h	4	368	360	258	375	383	379	0	0	51	177	12
Grp Sat Flow(s),veh/h/ln	1810	1805	1760	1810	1805	1839	1751	0	0	1810	1900	1610
Q Serve(g_s), s	0.2	19.5	19.6	14.6	15.7	15.8	22.1	0.0	0.0	2.7	9.4	0.7
Cycle Q Clear(g_c), s	0.2	19.5	19.6	14.6	15.7	15.8	22.1	0.0	0.0	2.7	9.4	0.7
Prop In Lane	1.00		0.39	1.00		0.19	0.27		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	9	488	476	290	768	782	405	0	0	217	228	194
V/C Ratio(X)	0.42	0.75	0.76	0.89	0.49	0.49	0.93	0.00	0.00	0.23	0.78	0.06
Avail Cap(c_a), veh/h	354	753	734	354	768	782	406	0	0	593	623	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	34.9	34.9	42.9	21.7	21.8	39.3	0.0	0.0	41.5	44.5	40.7
Incr Delay (d2), s/veh	10.6	3.4	3.5	18.4	0.7	0.7	28.8	0.0	0.0	0.5	5.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	8.9	8.7	7.9	6.7	6.8	12.6	0.0	0.0	1.2	4.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.4	38.2	38.4	61.3	22.4	22.4	68.1	0.0	0.0	42.1	50.1	40.8
LnGrp LOS	E	D	D	E	C	C	E	A	A	D	D	D
Approach Vol, veh/h		732			1016			379			240	
Approach Delay, s/veh		38.5			32.3			68.1			47.9	
Approach LOS		D			C			E			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0	21.3	34.7		18.3	5.1	50.9				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		24.2	20.4	43.5		34.2	20.4	43.5				
Max Q Clear Time (g_c+I1), s		24.1	16.6	21.6		11.4	2.2	17.8				
Green Ext Time (p_c), s		0.0	0.1	6.6		1.1	0.0	7.3				

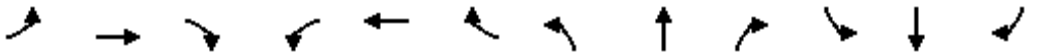
Intersection Summary												
HCM 6th Ctrl Delay			41.5									
HCM 6th LOS			D									

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	761	377	303	836	2	390
Future Volume (vph)	761	377	303	836	2	390
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	10.0	10.0
Total Split (s)	46.0	46.0	35.0	81.0	35.0	35.0
Total Split (%)	39.7%	39.7%	30.2%	69.8%	30.2%	30.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	27.8	27.8	20.7	53.9	19.0	19.0
Actuated g/C Ratio	0.33	0.33	0.24	0.64	0.22	0.22
v/c Ratio	0.67	0.50	0.72	0.38	0.43	0.80
Control Delay	29.1	5.1	42.4	8.3	34.3	30.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.1	5.1	42.4	8.3	34.3	30.9
LOS	C	A	D	A	C	C
Approach Delay	21.2			17.4	31.9	
Approach LOS	C			B	C	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 84.8	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 21.8	Intersection LOS: C
Intersection Capacity Utilization 77.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 39: I-215 SB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	761	377	303	836	0	0	0	0	164	2	390
Future Volume (veh/h)	0	761	377	303	836	0	0	0	0	164	2	390
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	793	393	316	871	0				171	2	406
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1149	513	365	2098	0				510	6	459
Arrive On Green	0.00	0.32	0.32	0.20	0.58	0.00				0.29	0.29	0.29
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1790	21	1610
Grp Volume(v), veh/h	0	793	393	316	871	0				173	0	406
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1811	0	1610
Q Serve(g_s), s	0.0	15.8	18.1	13.9	11.0	0.0				6.2	0.0	19.8
Cycle Q Clear(g_c), s	0.0	15.8	18.1	13.9	11.0	0.0				6.2	0.0	19.8
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	1149	513	365	2098	0				516	0	459
V/C Ratio(X)	0.00	0.69	0.77	0.86	0.42	0.00				0.34	0.00	0.88
Avail Cap(c_a), veh/h	0	1755	783	660	3291	0				660	0	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.5	25.3	31.7	9.5	0.0				23.2	0.0	28.1
Incr Delay (d2), s/veh	0.0	0.7	2.5	6.2	0.1	0.0				0.4	0.0	12.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.0	6.4	6.1	3.2	0.0				2.6	0.0	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.2	27.8	37.9	9.6	0.0				23.6	0.0	40.6
LnGrp LOS	A	C	C	D	A	A				C	A	D
Approach Vol, veh/h		1186			1187						579	
Approach Delay, s/veh		26.1			17.2						35.5	
Approach LOS		C			B						D	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	21.6	32.2				53.8		28.5				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	15.9	20.1				13.0		21.8				
Green Ext Time (p_c), s	0.7	6.1				6.1		1.6				

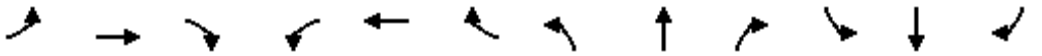
Intersection Summary			
HCM 6th Ctrl Delay		24.3	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	261	664	699	1	438
Future Volume (vph)	261	664	699	1	438
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	19.9	55.5	30.4	29.6	29.6
Actuated g/C Ratio	0.21	0.58	0.32	0.31	0.31
v/c Ratio	0.72	0.33	0.80	0.82	0.66
Control Delay	48.2	10.8	35.7	47.0	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	48.2	10.8	35.7	47.0	17.8
LOS	D	B	D	D	B
Approach Delay		21.3	35.7	32.4	
Approach LOS		C	D	C	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 96.3	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 29.7	Intersection LOS: C
Intersection Capacity Utilization 77.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	261	664	0	0	699	175	440	1	438	0	0	0
Future Volume (veh/h)	261	664	0	0	699	175	440	1	438	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	269	685	0	0	721	180	454	1	452			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	317	1981	0	0	896	224	576	1	513			
Arrive On Green	0.18	0.55	0.00	0.00	0.31	0.31	0.32	0.32	0.32			
Sat Flow, veh/h	1810	3705	0	0	2957	714	1806	4	1610			
Grp Volume(v), veh/h	269	685	0	0	455	446	455	0	452			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1771	1810	0	1610			
Q Serve(g_s), s	11.9	8.8	0.0	0.0	19.2	19.2	19.0	0.0	22.1			
Cycle Q Clear(g_c), s	11.9	8.8	0.0	0.0	19.2	19.2	19.0	0.0	22.1			
Prop In Lane	1.00		0.00	0.00		0.40	1.00		1.00			
Lane Grp Cap(c), veh/h	317	1981	0	0	565	555	577	0	513			
V/C Ratio(X)	0.85	0.35	0.00	0.00	0.80	0.80	0.79	0.00	0.88			
Avail Cap(c_a), veh/h	654	3264	0	0	870	854	654	0	582			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	33.1	10.4	0.0	0.0	26.2	26.2	25.7	0.0	26.8			
Incr Delay (d2), s/veh	6.3	0.1	0.0	0.0	3.2	3.2	5.7	0.0	13.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.3	2.7	0.0	0.0	7.7	7.5	8.6	0.0	9.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.4	10.5	0.0	0.0	29.3	29.4	31.5	0.0	40.2			
LnGrp LOS	D	B	A	A	C	C	C	A	D			
Approach Vol, veh/h		954			901			907				
Approach Delay, s/veh		18.7			29.4			35.8				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		51.5			19.5	32.0		31.4				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		10.8			13.9	21.2		24.1				
Green Ext Time (p_c), s		4.5			0.6	4.8		2.4				
Intersection Summary												
HCM 6th Ctrl Delay			27.8									
HCM 6th LOS			C									

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	930	54	747	128
Future Volume (vph)	930	54	747	128
Turn Type	NA	Prot	NA	Prot
Protected Phases	2	1	6	8
Permitted Phases				
Detector Phase	2	1	6	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	10.8	9.5	10.8	9.5
Total Split (s)	48.0	13.0	61.0	19.0
Total Split (%)	60.0%	16.3%	76.3%	23.8%
Yellow Time (s)	4.8	3.5	4.8	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	4.5	5.8	4.5
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	Min	None	Min	None
Act Effct Green (s)	29.7	7.3	36.2	10.9
Actuated g/C Ratio	0.51	0.13	0.62	0.19
v/c Ratio	0.62	0.25	0.34	0.56
Control Delay	13.2	30.4	5.6	27.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	13.2	30.4	5.6	27.2
LOS	B	C	A	C
Approach Delay	13.2		7.3	27.2
Approach LOS	B		A	C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 58	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 12.2	Intersection LOS: B
Intersection Capacity Utilization 58.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 41: Encanto Dr & Ethanac Rd





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	930	172	54	747	128	65
Future Volume (veh/h)	930	172	54	747	128	65
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	959	177	56	770	132	67
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1399	258	102	2230	171	87
Arrive On Green	0.46	0.46	0.06	0.62	0.15	0.15
Sat Flow, veh/h	3138	561	1810	3705	1147	582
Grp Volume(v), veh/h	569	567	56	770	200	0
Grp Sat Flow(s),veh/h/ln	1805	1799	1810	1805	1738	0
Q Serve(g_s), s	11.0	11.0	1.3	4.6	4.9	0.0
Cycle Q Clear(g_c), s	11.0	11.0	1.3	4.6	4.9	0.0
Prop In Lane		0.31	1.00		0.66	0.33
Lane Grp Cap(c), veh/h	830	827	102	2230	259	0
V/C Ratio(X)	0.68	0.69	0.55	0.35	0.77	0.00
Avail Cap(c_a), veh/h	1722	1717	348	4506	570	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	9.4	9.4	20.3	4.1	18.1	0.0
Incr Delay (d2), s/veh	1.0	1.0	4.6	0.1	4.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.4	0.6	0.4	2.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.4	10.4	24.9	4.2	22.9	0.0
LnGrp LOS	B	B	C	A	C	A
Approach Vol, veh/h	1136			826	200	
Approach Delay, s/veh	10.4			5.6	22.9	
Approach LOS	B			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	7.0	26.1				33.1	11.1
Change Period (Y+Rc), s	4.5	5.8				5.8	4.5
Max Green Setting (Gmax), s	8.5	42.2				55.2	14.5
Max Q Clear Time (g_c+I1), s	3.3	13.0				6.6	6.9
Green Ext Time (p_c), s	0.0	7.3				5.2	0.3

Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A

Notes

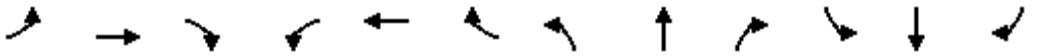
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	252	679	6	571	17	5	17	14
Future Volume (vph)	252	679	6	571	17	5	17	14
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	10.8	9.5	9.5	10.8	10.8
Total Split (s)	28.0	48.0	10.0	30.0	22.0	22.0	22.0	22.0
Total Split (%)	35.0%	60.0%	12.5%	37.5%	27.5%	27.5%	27.5%	27.5%
Yellow Time (s)	3.5	3.5	3.5	4.8	3.5	3.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	5.8		4.5		5.8
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	13.6	34.0	5.8	15.7		8.1		7.7
Actuated g/C Ratio	0.25	0.63	0.11	0.29		0.15		0.14
v/c Ratio	0.58	0.32	0.03	0.58		0.15		0.53
Control Delay	24.8	5.8	29.0	19.5		19.7		13.1
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	24.8	5.8	29.0	19.5		19.7		13.1
LOS	C	A	C	B		B		B
Approach Delay		10.9		19.6		19.7		13.1
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 54	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 14.2	Intersection LOS: B
Intersection Capacity Utilization 54.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 42: Sherman Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	252	679	5	6	571	12	17	5	10	17	14	156
Future Volume (veh/h)	252	679	5	6	571	12	17	5	10	17	14	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	265	715	5	6	601	13	18	5	11	18	15	164
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	348	1673	12	15	979	21	238	77	89	105	31	219
Arrive On Green	0.19	0.46	0.46	0.01	0.27	0.27	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1810	3675	26	1810	3612	78	679	478	553	83	189	1355
Grp Volume(v), veh/h	265	351	369	6	300	314	34	0	0	197	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1895	1810	1805	1885	1710	0	0	1628	0	0
Q Serve(g_s), s	5.9	5.6	5.6	0.1	6.2	6.2	0.0	0.0	0.0	1.9	0.0	0.0
Cycle Q Clear(g_c), s	5.9	5.6	5.6	0.1	6.2	6.2	0.7	0.0	0.0	4.9	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.04	0.53		0.32	0.09		0.83
Lane Grp Cap(c), veh/h	348	822	863	15	489	511	404	0	0	354	0	0
V/C Ratio(X)	0.76	0.43	0.43	0.41	0.61	0.61	0.08	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	991	1830	1922	232	1018	1063	751	0	0	702	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.4	7.9	7.9	21.2	13.7	13.7	15.4	0.0	0.0	17.1	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.4	0.3	17.6	1.3	1.2	0.1	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	1.7	1.7	0.1	2.3	2.4	0.3	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.8	8.3	8.2	38.8	14.9	14.9	15.5	0.0	0.0	18.5	0.0	0.0
LnGrp LOS	B	A	A	D	B	B	B	A	A	B	A	A
Approach Vol, veh/h		985			620			34			197	
Approach Delay, s/veh		11.4			15.1			15.5			18.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	25.3		12.7	12.8	17.4		12.7				
Change Period (Y+Rc), s	4.5	* 5.8		5.8	4.5	5.8		* 5.8				
Max Green Setting (Gmax), s	5.5	* 44		16.2	23.5	24.2		* 18				
Max Q Clear Time (g_c+I1), s	2.1	7.6		6.9	7.9	8.2		2.7				
Green Ext Time (p_c), s	0.0	5.1		0.7	0.7	3.4		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		13.5
HCM 6th LOS		B

Notes

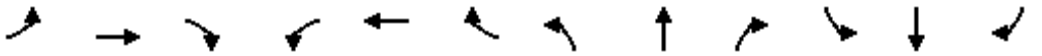
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBT	SBT	Ø1	Ø4	Ø6
Lane Configurations								
Traffic Volume (vph)	9	616	52	506	0			
Future Volume (vph)	9	616	52	506	0			
Turn Type	Prot	NA	Perm	NA	NA			
Protected Phases	5	2		4 6	3	1	4	6
Permitted Phases			2					
Detector Phase	5	2	2	4 6	3			
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	10.8	10.8		9.5	9.5	9.5	10.8
Total Split (s)	9.5	49.3	49.3		10.0	9.5	11.2	49.3
Total Split (%)	11.9%	61.6%	61.6%		12.5%	12%	14%	62%
Yellow Time (s)	3.5	4.8	4.8		3.5	3.5	3.5	4.8
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			
Total Lost Time (s)	4.5	5.8	5.8		4.5			
Lead/Lag	Lead	Lag	Lag		Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min		None	None	None	Min
Act Effct Green (s)	5.2	29.9	29.9	42.3	5.7			
Actuated g/C Ratio	0.09	0.50	0.50	0.71	0.10			
v/c Ratio	0.06	0.67	0.06	0.21	0.14			
Control Delay	32.3	14.9	0.1	0.5	32.7			
Queue Delay	0.0	0.0	0.0	0.0	0.0			
Total Delay	32.3	14.9	0.1	0.5	32.7			
LOS	C	B	A	A	C			
Approach Delay		14.0		0.5	32.7			
Approach LOS		B		A	C			

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 59.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 8.7	Intersection LOS: A
Intersection Capacity Utilization 45.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 43: Ethanac Rd & Jackson Ave





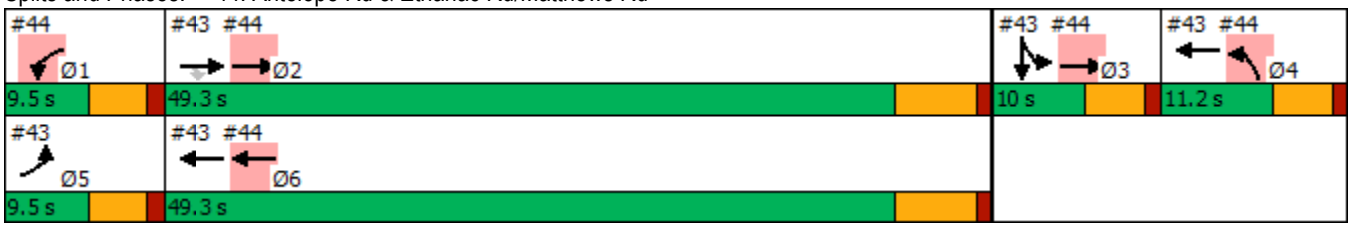
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	616	52	0	506	2	0	0	0	24	0	0
Future Volume (vph)	9	616	52	0	506	2	0	0	0	24	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	5.8	5.8		4.5						4.5	
Lane Util. Factor	1.00	1.00	1.00		0.95						1.00	
Frpb, ped/bikes	1.00	1.00	1.00		1.00						1.00	
Flpb, ped/bikes	1.00	1.00	1.00		1.00						1.00	
Frt	1.00	1.00	0.85		1.00						1.00	
Flt Protected	0.95	1.00	1.00		1.00						0.95	
Satd. Flow (prot)	1805	1900	1615		3608						1805	
Flt Permitted	0.95	1.00	1.00		1.00						0.95	
Satd. Flow (perm)	1805	1900	1615		3608						1805	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	9	642	54	0	527	2	0	0	0	25	0	0
RTOR Reduction (vph)	0	0	28	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	9	642	26	0	529	0	0	0	0	0	25	0
Confl. Peds. (#/hr)										2		
Turn Type	Prot	NA	Perm		NA					Split	NA	
Protected Phases	5	2			4 6					3	3	
Permitted Phases			2									
Actuated Green, G (s)	0.7	29.9	29.9		36.9						5.7	
Effective Green, g (s)	0.7	29.9	29.9		36.9						5.7	
Actuated g/C Ratio	0.01	0.48	0.48		0.59						0.09	
Clearance Time (s)	4.5	5.8	5.8								4.5	
Vehicle Extension (s)	3.0	3.0	3.0								3.0	
Lane Grp Cap (vph)	20	907	771		2126						164	
v/s Ratio Prot	c0.00	c0.34			c0.15						c0.01	
v/s Ratio Perm			0.02									
v/c Ratio	0.45	0.71	0.03		0.25						0.15	
Uniform Delay, d1	30.8	12.9	8.7		6.2						26.2	
Progression Factor	1.00	1.00	1.00		0.12						1.00	
Incremental Delay, d2	15.3	2.5	0.0		0.1						0.4	
Delay (s)	46.0	15.4	8.7		0.8						26.7	
Level of Service	D	B	A		A						C	
Approach Delay (s)		15.3			0.8			0.0			26.7	
Approach LOS		B			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	9.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	62.6	Sum of lost time (s)	19.3
Intersection Capacity Utilization	45.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	NBL	Ø2	Ø3	Ø5
Lane Configurations							
Traffic Volume (vph)	641	11	476	33			
Future Volume (vph)	641	11	476	33			
Turn Type	NA	Prot	NA	Prot			
Protected Phases	2 3	1	6	4	2	3	5
Permitted Phases							
Detector Phase	2 3	1	6	4			
Switch Phase							
Minimum Initial (s)		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)		9.5	10.8	9.5	10.8	9.5	9.5
Total Split (s)		9.5	49.3	11.2	49.3	10.0	9.5
Total Split (%)		11.9%	61.6%	14.0%	62%	13%	12%
Yellow Time (s)		3.5	4.8	3.5	4.8	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0			
Total Lost Time (s)		4.5	5.8	4.5			
Lead/Lag		Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode		None	Min	None	Min	None	None
Act Effct Green (s)	40.4	5.2	29.9	7.0			
Actuated g/C Ratio	0.68	0.09	0.50	0.12			
v/c Ratio	0.53	0.08	0.54	0.23			
Control Delay	1.8	32.5	12.2	25.7			
Queue Delay	0.0	0.0	0.0	0.0			
Total Delay	1.8	32.5	12.2	25.7			
LOS	A	C	B	C			
Approach Delay	1.8		12.6	25.7			
Approach LOS	A		B	C			

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 59.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 7.2	Intersection LOS: A
Intersection Capacity Utilization 46.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 44: Antelope Rd & Ethanac Rd/Matthews Rd





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	641	0	11	476	33	14
Future Volume (vph)	641	0	11	476	33	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.8		4.5	5.8	4.5	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	1.00		1.00	1.00	0.99	
Flpb, ped/bikes	1.00		0.98	1.00	1.00	
Frt	1.00		1.00	1.00	0.96	
Flt Protected	1.00		0.95	1.00	0.97	
Satd. Flow (prot)	1900		1764	1900	1746	
Flt Permitted	1.00		0.95	1.00	0.97	
Satd. Flow (perm)	1900		1764	1900	1746	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	689	0	12	512	35	15
RTOR Reduction (vph)	0	0	0	0	13	0
Lane Group Flow (vph)	689	0	12	512	37	0
Confl. Peds. (#/hr)			2			2
Turn Type	NA		Prot	NA	Prot	
Protected Phases	2 3		1	6	4	
Permitted Phases						
Actuated Green, G (s)	41.4		0.7	29.9	7.0	
Effective Green, g (s)	41.4		0.7	29.9	7.0	
Actuated g/C Ratio	0.66		0.01	0.48	0.11	
Clearance Time (s)			4.5	5.8	4.5	
Vehicle Extension (s)			3.0	3.0	3.0	
Lane Grp Cap (vph)	1256		19	907	195	
v/s Ratio Prot	c0.36		c0.01	0.27	c0.02	
v/s Ratio Perm						
v/c Ratio	0.55		0.63	0.56	0.19	
Uniform Delay, d1	5.6		30.8	11.7	25.2	
Progression Factor	0.07		1.00	1.00	1.00	
Incremental Delay, d2	0.5		52.7	0.8	0.5	
Delay (s)	0.8		83.6	12.5	25.7	
Level of Service	A		F	B	C	
Approach Delay (s)	0.8			14.1	25.7	
Approach LOS	A			B	C	

Intersection Summary			
HCM 2000 Control Delay	7.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	62.6	Sum of lost time (s)	19.3
Intersection Capacity Utilization	46.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	246	432	314	30	53	151
Future Vol, veh/h	246	432	314	30	53	151
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	200
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	259	455	331	32	56	159

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	363	0	-	0	1321	347
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	974	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1207	-	-	-	174	701
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	369	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1207	-	-	-	137	701
Mov Cap-2 Maneuver	-	-	-	-	262	-
Stage 1	-	-	-	-	565	-
Stage 2	-	-	-	-	369	-

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	14.4
HCM LOS			B

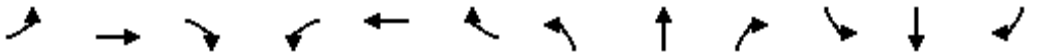
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1207	-	-	-	262	701
HCM Lane V/C Ratio	0.215	-	-	-	0.213	0.227
HCM Control Delay (s)	8.8	-	-	-	22.4	11.6
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.8	-	-	-	0.8	0.9

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	32	108	34	97	39	492	45	486
Future Volume (vph)	32	108	34	97	39	492	45	486
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	23.0	23.0	23.0	23.0	11.0	46.0	11.0	46.0
Total Split (%)	28.8%	28.8%	28.8%	28.8%	13.8%	57.5%	13.8%	57.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		11.9		11.9	6.9	25.3	7.0	27.4
Actuated g/C Ratio		0.22		0.22	0.13	0.48	0.13	0.52
v/c Ratio		0.49		0.50	0.18	0.70	0.21	0.57
Control Delay		25.0		24.5	31.1	16.8	31.2	12.6
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		25.0		24.5	31.1	16.8	31.2	12.6
LOS		C		C	C	B	C	B
Approach Delay		25.0		24.5		17.7		14.1
Approach LOS		C		C		B		B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 52.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 18.1	Intersection LOS: B
Intersection Capacity Utilization 58.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 46: Menifee Rd & Watson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	108	36	34	97	47	39	492	75	45	486	14
Future Volume (veh/h)	32	108	36	34	97	47	39	492	75	45	486	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	120	40	38	108	52	43	547	83	50	540	16
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	141	201	61	144	180	78	85	724	110	96	835	25
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.05	0.45	0.45	0.05	0.45	0.45
Sat Flow, veh/h	219	1200	364	231	1072	464	1810	1611	245	1810	1836	54
Grp Volume(v), veh/h	196	0	0	198	0	0	43	0	630	50	0	556
Grp Sat Flow(s),veh/h/ln	1784	0	0	1767	0	0	1810	0	1856	1810	0	1890
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	0.0	0.9	0.0	11.6	1.1	0.0	9.3
Cycle Q Clear(g_c), s	4.0	0.0	0.0	4.1	0.0	0.0	0.9	0.0	11.6	1.1	0.0	9.3
Prop In Lane	0.18		0.20	0.19		0.26	1.00		0.13	1.00		0.03
Lane Grp Cap(c), veh/h	404	0	0	401	0	0	85	0	833	96	0	860
V/C Ratio(X)	0.49	0.00	0.00	0.49	0.00	0.00	0.50	0.00	0.76	0.52	0.00	0.65
Avail Cap(c_a), veh/h	881	0	0	872	0	0	288	0	1884	288	0	1918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.8	0.0	0.0	15.9	0.0	0.0	19.0	0.0	9.4	18.9	0.0	8.6
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.9	0.0	0.0	4.5	0.0	1.4	4.3	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	1.6	0.0	0.0	0.5	0.0	3.6	0.5	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	0.0	0.0	16.8	0.0	0.0	23.5	0.0	10.8	23.2	0.0	9.4
LnGrp LOS	B	A	A	B	A	A	C	A	B	C	A	A
Approach Vol, veh/h		196			198			673			606	
Approach Delay, s/veh		16.8			16.8			11.6			10.6	
Approach LOS		B			B			B			B	

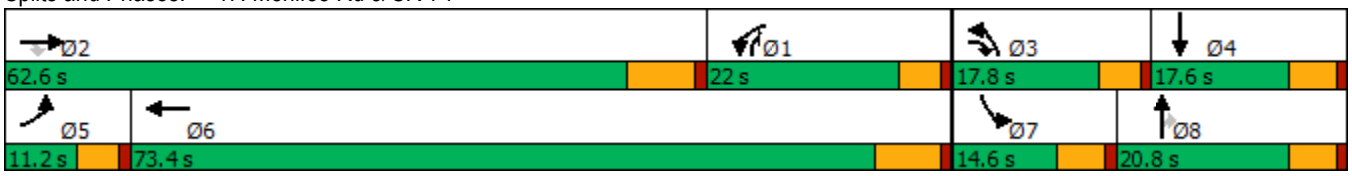
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	22.9		11.4	6.4	23.1		11.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.5	41.5		18.5	6.5	41.5		18.5				
Max Q Clear Time (g_c+I1), s	3.1	13.6		6.0	2.9	11.3		6.1				
Green Ext Time (p_c), s	0.0	4.8		0.8	0.0	4.0		0.8				

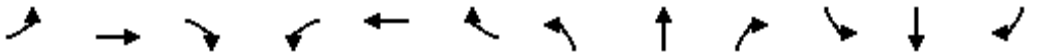
Intersection Summary			
HCM 6th Ctrl Delay		12.5	
HCM 6th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	52	1560	304	462	1234	342	340	482	225	315
Future Volume (vph)	52	1560	304	462	1234	342	340	482	225	315
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	3	1	6	3	8	1	7	4
Permitted Phases			2					8		
Detector Phase	5	2	3	1	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	9.7	10.3	9.7	10.3	10.3
Total Split (s)	11.2	62.6	17.8	22.0	73.4	17.8	20.8	22.0	14.6	17.6
Total Split (%)	9.3%	52.2%	14.8%	18.3%	61.2%	14.8%	17.3%	18.3%	12.2%	14.7%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	3.7	4.3	3.7	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	4.7	5.3	4.7	5.3	5.3
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	None	None	None	None	None
Act Effct Green (s)	6.2	55.6	71.0	17.3	68.6	13.1	15.5	33.4	9.3	12.3
Actuated g/C Ratio	0.05	0.46	0.59	0.14	0.57	0.11	0.13	0.28	0.08	0.10
v/c Ratio	0.60	1.00	0.33	0.99	0.77	0.96	0.79	0.59	0.89	0.99
Control Delay	82.1	55.2	5.4	88.2	23.2	91.1	63.5	21.1	88.1	96.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.1	55.2	5.4	88.2	23.2	91.1	63.5	21.1	88.1	96.7
LOS	F	E	A	F	C	F	E	C	F	F
Approach Delay		48.0			38.9		54.1			93.3
Approach LOS		D			D		D			F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 50.7	Intersection LOS: D
Intersection Capacity Utilization 93.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	1560	304	462	1234	220	342	340	482	225	315	24
Future Volume (veh/h)	52	1560	304	462	1234	220	342	340	482	225	315	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	56	1677	327	497	1327	237	368	366	518	242	339	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	72	1641	904	497	1763	311	376	458	760	267	342	26
Arrive On Green	0.04	0.45	0.45	0.14	0.57	0.57	0.11	0.13	0.13	0.08	0.10	0.10
Sat Flow, veh/h	1810	3610	1610	3510	3066	541	3510	3610	2834	3510	3399	259
Grp Volume(v), veh/h	56	1677	327	497	775	789	368	366	518	242	179	186
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1803	1755	1805	1417	1755	1805	1853
Q Serve(g_s), s	3.7	55.6	4.5	17.3	39.1	40.5	12.8	12.0	3.3	8.4	12.1	12.3
Cycle Q Clear(g_c), s	3.7	55.6	4.5	17.3	39.1	40.5	12.8	12.0	3.3	8.4	12.1	12.3
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	72	1641	904	497	1038	1036	376	458	760	267	182	186
V/C Ratio(X)	0.77	1.02	0.36	1.00	0.75	0.76	0.98	0.80	0.68	0.91	0.99	1.00
Avail Cap(c_a), veh/h	96	1641	904	497	1038	1036	376	458	760	267	182	186
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	33.3	4.6	52.5	19.4	19.7	54.5	51.9	20.7	56.1	54.9	55.0
Incr Delay (d2), s/veh	16.9	27.9	0.2	40.6	3.0	3.4	40.5	9.7	2.5	31.8	62.9	64.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	28.9	1.9	10.1	15.3	15.9	7.8	6.1	4.9	4.9	8.7	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.0	61.2	4.9	93.1	22.4	23.0	94.9	61.6	23.2	87.9	117.8	119.9
LnGrp LOS	E	F	A	F	C	C	F	E	C	F	F	F
Approach Vol, veh/h		2060			2061			1252			607	
Approach Delay, s/veh		52.7			39.7			55.5			106.5	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.3	62.6	17.8	17.6	9.6	77.3	14.6	20.8
Change Period (Y+Rc), s	7.0	* 7	* 4.7	5.3	* 4.7	7.0	5.3	5.3
Max Green Setting (Gmax), s	17.3	* 56	* 13	12.3	* 6.5	66.4	9.3	15.5
Max Q Clear Time (g_c+I1), s	19.3	57.6	14.8	14.3	5.7	42.5	10.4	14.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	11.3	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	54.3
HCM 6th LOS	D

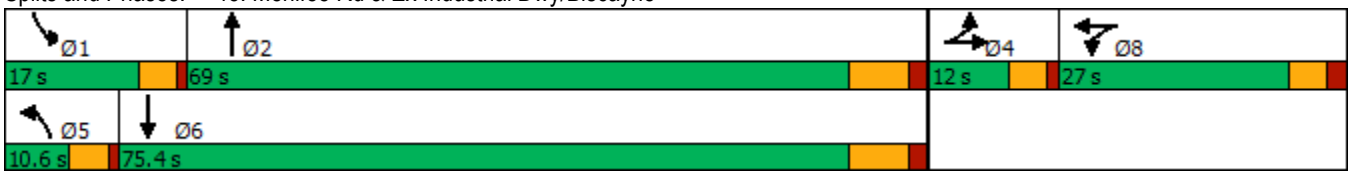
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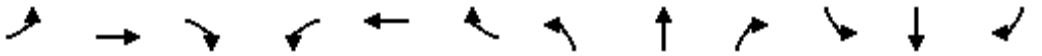
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBT	SBL	SBT	Ø5
Lane Configurations						
Traffic Volume (vph)	2	1	1047	48	1023	
Future Volume (vph)	2	1	1047	48	1023	
Turn Type	NA	NA	NA	Prot	NA	
Protected Phases	4	8	2	1	6	5
Permitted Phases						
Detector Phase	4	8	2	1	6	
Switch Phase						
Minimum Initial (s)	6.0	8.0	10.0	6.0	10.0	6.0
Minimum Split (s)	10.6	13.6	17.5	10.6	17.5	10.6
Total Split (s)	12.0	27.0	69.0	17.0	75.4	10.6
Total Split (%)	9.6%	21.6%	55.2%	13.6%	60.3%	8%
Yellow Time (s)	3.6	3.6	5.5	3.6	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.6	7.5	4.6	7.5	
Lead/Lag			Lag	Lead	Lag	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	None	Min	None
Act Effct Green (s)	6.4	10.3	31.1	8.0	38.3	
Actuated g/C Ratio	0.10	0.16	0.49	0.12	0.60	
v/c Ratio	0.03	0.43	0.49	0.24	0.52	
Control Delay	28.6	25.6	13.7	33.1	8.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	28.6	25.6	13.7	33.1	8.9	
LOS	C	C	B	C	A	
Approach Delay	28.6	25.6	13.7		10.0	
Approach LOS	C	C	B		A	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 64	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 12.6	Intersection LOS: B
Intersection Capacity Utilization 61.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	3	56	1	62	0	1047	59	48	1023	1
Future Volume (veh/h)	0	2	3	56	1	62	0	1047	59	48	1023	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	2	3	62	1	68	0	1151	65	53	1124	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	5	8	100	2	109	3	2064	116	109	2046	2
Arrive On Green	0.00	0.01	0.01	0.12	0.12	0.12	0.00	0.41	0.41	0.06	0.55	0.55
Sat Flow, veh/h	0	686	1029	805	13	883	1810	5023	284	1810	3701	3
Grp Volume(v), veh/h	0	0	5	131	0	0	0	792	424	53	548	577
Grp Sat Flow(s),veh/h/ln	0	0	1715	1701	0	0	1810	1729	1849	1810	1805	1899
Q Serve(g_s), s	0.0	0.0	0.2	4.1	0.0	0.0	0.0	9.8	9.8	1.6	11.0	11.0
Cycle Q Clear(g_c), s	0.0	0.0	0.2	4.1	0.0	0.0	0.0	9.8	9.8	1.6	11.0	11.0
Prop In Lane	0.00		0.60	0.47		0.52	1.00		0.15	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	14	211	0	0	3	1421	760	109	998	1050
V/C Ratio(X)	0.00	0.00	0.36	0.62	0.00	0.00	0.00	0.56	0.56	0.49	0.55	0.55
Avail Cap(c_a), veh/h	0	0	226	648	0	0	193	3787	2025	400	2182	2296
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	27.7	23.3	0.0	0.0	0.0	12.6	12.6	25.6	8.1	8.1
Incr Delay (d2), s/veh	0.0	0.0	15.3	3.0	0.0	0.0	0.0	0.3	0.6	3.4	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	1.7	0.0	0.0	0.0	3.3	3.6	0.7	3.4	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	43.1	26.3	0.0	0.0	0.0	13.0	13.3	28.9	8.5	8.5
LnGrp LOS	A	A	D	C	A	A	A	B	B	C	A	A
Approach Vol, veh/h		5			131			1216			1178	
Approach Delay, s/veh		43.1			26.3			13.1			9.4	
Approach LOS		D			C			B			A	

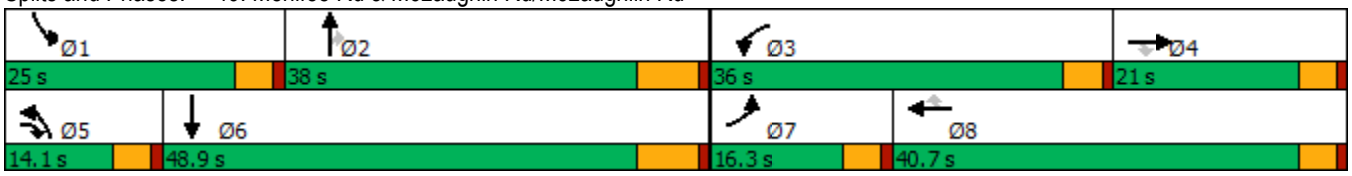
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	30.6		5.1	0.0	38.5		12.6				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	12.4	61.5		7.4	6.0	67.9		21.4				
Max Q Clear Time (g_c+I1), s	3.6	11.8		2.2	0.0	13.0		6.1				
Green Ext Time (p_c), s	0.1	11.2		0.0	0.0	10.0		0.6				

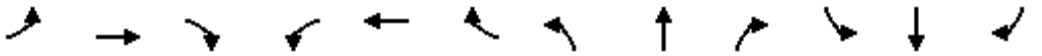
Intersection Summary			
HCM 6th Ctrl Delay		12.1	
HCM 6th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	74	220	171	418	190	263	87	773	293	269	762
Future Volume (vph)	74	220	171	418	190	263	87	773	293	269	762
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	5	3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	5	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	9.5	9.5	11.5	11.5	9.5	11.5
Total Split (s)	16.3	21.0	14.1	36.0	40.7	40.7	14.1	38.0	38.0	25.0	48.9
Total Split (%)	13.6%	17.5%	11.8%	30.0%	33.9%	33.9%	11.8%	31.7%	31.7%	20.8%	40.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	5.5	5.5	3.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	6.5	6.5	4.5	6.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	9.3	16.0	28.6	17.7	27.1	27.1	7.9	25.6	25.6	13.3	31.0
Actuated g/C Ratio	0.10	0.17	0.31	0.19	0.29	0.29	0.08	0.27	0.27	0.14	0.33
v/c Ratio	0.44	0.72	0.31	0.68	0.37	0.42	0.32	0.58	0.47	0.58	0.75
Control Delay	51.1	53.3	8.8	41.7	32.3	6.1	46.7	31.5	5.9	43.8	32.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.1	53.3	8.8	41.7	32.3	6.1	46.7	31.5	5.9	43.8	32.0
LOS	D	D	A	D	C	A	D	C	A	D	C
Approach Delay		36.6			28.9			26.1			34.9
Approach LOS		D			C			C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 93.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 30.8	Intersection LOS: C
Intersection Capacity Utilization 67.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 49: Menifee Rd & McLaughin Rd/McLaughlin Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	220	171	418	190	263	87	773	293	269	762	69
Future Volume (veh/h)	74	220	171	418	190	263	87	773	293	269	762	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	80	237	184	449	204	283	94	831	315	289	819	74
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	303	349	595	516	437	202	1488	462	409	1158	105
Arrive On Green	0.06	0.16	0.16	0.17	0.27	0.27	0.06	0.29	0.29	0.12	0.35	0.35
Sat Flow, veh/h	1810	1900	1610	3510	1900	1610	3510	5187	1610	3510	3348	302
Grp Volume(v), veh/h	80	237	184	449	204	283	94	831	315	289	441	452
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1755	1900	1610	1755	1729	1610	1755	1805	1846
Q Serve(g_s), s	3.3	8.9	7.5	9.1	6.5	11.6	1.9	10.2	13.0	5.9	15.8	15.8
Cycle Q Clear(g_c), s	3.3	8.9	7.5	9.1	6.5	11.6	1.9	10.2	13.0	5.9	15.8	15.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	105	303	349	595	516	437	202	1488	462	409	624	638
V/C Ratio(X)	0.77	0.78	0.53	0.75	0.40	0.65	0.47	0.56	0.68	0.71	0.71	0.71
Avail Cap(c_a), veh/h	286	420	448	1480	920	780	451	2186	679	963	1024	1047
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	30.1	25.9	29.5	22.2	24.1	34.1	22.6	23.6	31.8	21.2	21.2
Incr Delay (d2), s/veh	11.0	6.3	1.2	2.0	0.5	1.6	1.7	0.3	1.8	2.3	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.5	2.9	3.9	2.9	4.4	0.9	4.0	4.9	2.6	6.5	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	36.5	27.1	31.5	22.7	25.7	35.8	23.0	25.4	34.1	22.7	22.6
LnGrp LOS	D	D	C	C	C	C	D	C	C	C	C	C
Approach Vol, veh/h		501			936			1240			1182	
Approach Delay, s/veh		34.5			27.8			24.6			25.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	27.9	17.2	16.4	8.8	32.3	8.8	24.8
Change Period (Y+Rc), s	4.5	6.5	4.5	4.5	4.5	6.5	4.5	4.5
Max Green Setting (Gmax), s	20.5	31.5	31.5	16.5	9.6	42.4	11.8	36.2
Max Q Clear Time (g_c+I1), s	7.9	15.0	11.1	10.9	3.9	17.8	5.3	13.6
Green Ext Time (p_c), s	0.8	6.5	1.6	1.0	0.1	6.2	0.1	2.1

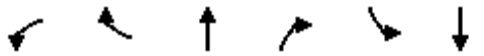
Intersection Summary	
HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	69	1060	78	1272
Future Volume (vph)	69	1060	78	1272
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5
Total Split (s)	15.0	33.2	11.8	45.0
Total Split (%)	25.0%	55.3%	19.7%	75.0%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	7.9	28.9	7.0	35.0
Actuated g/C Ratio	0.16	0.60	0.15	0.73
v/c Ratio	0.47	0.39	0.32	0.48
Control Delay	15.9	8.6	25.9	4.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	15.9	8.6	25.9	4.9
LOS	B	A	C	A
Approach Delay	15.9	8.6		6.2
Approach LOS	B	A		A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 48	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay: 7.9	Intersection LOS: A
Intersection Capacity Utilization 51.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 50: Menifee Rd & Project Dwy 1





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	69	88	1060	63	78	1272
Future Volume (veh/h)	69	88	1060	63	78	1272
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	96	1152	68	85	1272
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	96	123	2210	130	140	2295
Arrive On Green	0.13	0.13	0.44	0.44	0.08	0.64
Sat Flow, veh/h	738	945	5180	296	1810	3705
Grp Volume(v), veh/h	172	0	795	425	85	1272
Grp Sat Flow(s),veh/h/ln	1693	0	1729	1847	1810	1805
Q Serve(g_s), s	3.8	0.0	6.4	6.4	1.8	7.6
Cycle Q Clear(g_c), s	3.8	0.0	6.4	6.4	1.8	7.6
Prop In Lane	0.44	0.56		0.16	1.00	
Lane Grp Cap(c), veh/h	221	0	1526	815	140	2295
V/C Ratio(X)	0.78	0.00	0.52	0.52	0.61	0.55
Avail Cap(c_a), veh/h	462	0	2578	1377	343	3797
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	7.8	7.8	17.2	3.9
Incr Delay (d2), s/veh	5.8	0.0	0.3	0.5	4.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	1.7	1.8	0.8	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.0	0.0	8.1	8.3	21.3	4.2
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h	172		1220			1357
Approach Delay, s/veh	22.0		8.2			5.2
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.5	21.5			29.0	9.5
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	7.3	28.7			40.5	10.5
Max Q Clear Time (g_c+I1), s	3.8	8.4			9.6	5.8
Green Ext Time (p_c), s	0.0	8.6			11.9	0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A

Notes

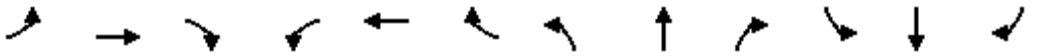
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	Ø4	Ø8
Lane Configurations												
Traffic Volume (vph)	42	1563	595	343	1119	43	658	343	58	66		
Future Volume (vph)	42	1563	595	343	1119	43	658	343	58	66		
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	pm+ov	Prot	pm+ov		
Protected Phases	5	2	3	1	6	7	3	1	7	5	4	8
Permitted Phases			2			6		8		4		
Detector Phase	5	2	3	1	6	7	3	1	7	5		
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.2	9.5	9.5	11.2	9.5	9.5	9.5	9.5	9.5	9.7	9.7
Total Split (s)	11.5	47.1	31.0	32.2	67.8	9.8	31.0	32.2	9.8	11.5	9.7	30.9
Total Split (%)	9.6%	39.3%	25.8%	26.8%	56.5%	8.2%	25.8%	26.8%	8.2%	9.6%	8%	26%
Yellow Time (s)	3.5	5.2	3.5	3.5	5.2	3.5	3.5	3.5	3.5	3.5	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	6.2	4.5	4.5	6.2	4.5	4.5	4.5	4.5	4.5		
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None
Act Effct Green (s)	6.7	38.6	69.5	24.2	58.6	86.1	24.6	24.2	21.2	6.7		
Actuated g/C Ratio	0.07	0.38	0.68	0.24	0.57	0.84	0.24	0.24	0.21	0.07		
v/c Ratio	0.36	0.80	0.50	0.81	0.54	0.03	0.79	0.79	0.08	0.31		
Control Delay	58.1	33.1	5.1	53.7	15.8	0.3	45.1	43.8	32.4	5.8		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	58.1	33.1	5.1	53.7	15.8	0.3	45.1	43.8	32.4	5.8		
LOS	E	C	A	D	B	A	D	D	C	A		
Approach Delay		26.0			24.0							
Approach LOS		C			C							

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 102.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 29.0	Intersection LOS: C
Intersection Capacity Utilization 87.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 53: Project Dwy 2/Malaga Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	1563	595	343	1119	43	658	0	343	58	0	66
Future Volume (veh/h)	42	1563	595	343	1119	43	658	0	343	58	0	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	1563	595	343	1119	43	658	0	343	58	0	66
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	59	1842	911	376	1914	1041	740	263	557	408	86	126
Arrive On Green	0.03	0.36	0.36	0.21	0.53	0.53	0.21	0.00	0.14	0.12	0.00	0.05
Sat Flow, veh/h	1810	5187	1610	1810	3610	1610	3510	1900	1610	3510	1900	1610
Grp Volume(v), veh/h	42	1563	595	343	1119	43	658	0	343	58	0	66
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1805	1610	1755	1900	1610	1755	1900	1610
Q Serve(g_s), s	2.5	30.6	28.0	20.4	23.2	0.2	20.0	0.0	12.3	1.6	0.0	4.3
Cycle Q Clear(g_c), s	2.5	30.6	28.0	20.4	23.2	0.2	20.0	0.0	12.3	1.6	0.0	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	59	1842	911	376	1914	1041	740	263	557	408	86	126
V/C Ratio(X)	0.71	0.85	0.65	0.91	0.58	0.04	0.89	0.00	0.62	0.14	0.00	0.52
Avail Cap(c_a), veh/h	115	1928	938	456	2021	1089	846	452	718	408	86	126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.7	32.7	16.4	42.6	17.6	2.2	42.2	0.0	13.6	43.7	0.0	48.7
Incr Delay (d2), s/veh	14.2	3.7	1.6	20.1	0.4	0.0	10.5	0.0	1.1	0.2	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	12.5	10.2	10.7	8.7	0.1	9.7	0.0	4.4	0.7	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.9	36.4	18.0	62.7	18.0	2.2	52.7	0.0	14.7	43.9	0.0	52.6
LnGrp LOS	E	D	B	E	B	A	D	A	B	D	A	D
Approach Vol, veh/h		2200			1505			1001			124	
Approach Delay, s/veh		32.0			27.7			39.7			48.5	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.4	45.3	27.7	9.7	8.1	64.5	17.5	19.9
Change Period (Y+Rc), s	4.5	6.2	4.5	* 4.7	4.5	6.2	* 4.7	* 4.7
Max Green Setting (Gmax), s	27.7	40.9	26.5	* 5	7.0	61.6	* 5.3	* 26
Max Q Clear Time (g_c+I1), s	22.4	32.6	22.0	6.3	4.5	25.2	3.6	14.3
Green Ext Time (p_c), s	0.5	6.5	1.2	0.0	0.0	8.9	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C

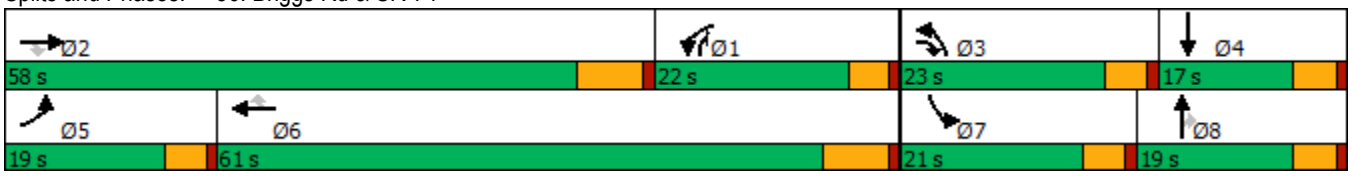
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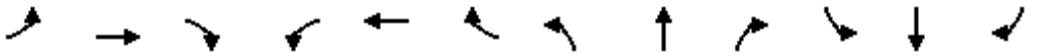
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	97	1503	431	292	1154	65	274	100	230	122	106
Future Volume (vph)	97	1503	431	292	1154	65	274	100	230	122	106
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	3	1	6		3	8	1	7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	3	1	6	6	3	8	1	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	12.0	9.7	10.0	9.7	9.7	10.0
Total Split (s)	19.0	58.0	23.0	22.0	61.0	61.0	23.0	19.0	22.0	21.0	17.0
Total Split (%)	15.8%	48.3%	19.2%	18.3%	50.8%	50.8%	19.2%	15.8%	18.3%	17.5%	14.2%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	6.0	3.7	4.0	3.7	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	7.0	4.7	5.0	4.7	4.7	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	10.1	38.1	53.5	13.3	44.2	44.2	13.0	11.0	24.5	11.5	9.5
Actuated g/C Ratio	0.11	0.40	0.56	0.14	0.46	0.46	0.14	0.11	0.25	0.12	0.10
v/c Ratio	0.56	0.79	0.49	0.66	0.76	0.09	0.63	0.50	0.50	0.62	0.49
Control Delay	56.6	29.3	6.6	48.6	26.9	1.6	47.9	52.9	13.5	56.5	30.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.6	29.3	6.6	48.6	26.9	1.6	47.9	52.9	13.5	56.5	30.8
LOS	E	C	A	D	C	A	D	D	B	E	C
Approach Delay		25.8			30.0			35.6			41.2
Approach LOS		C			C			D			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 96.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 29.6	Intersection LOS: C
Intersection Capacity Utilization 68.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	1503	431	292	1154	65	274	100	230	122	106	75
Future Volume (veh/h)	97	1503	431	292	1154	65	274	100	230	122	106	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	105	1634	468	317	1254	71	298	109	250	133	115	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	135	2113	834	406	1717	766	389	200	351	167	179	117
Arrive On Green	0.07	0.41	0.41	0.12	0.48	0.48	0.11	0.11	0.11	0.09	0.09	0.09
Sat Flow, veh/h	1810	5187	1610	3510	3610	1610	3510	1900	1573	1810	2067	1350
Grp Volume(v), veh/h	105	1634	468	317	1254	71	298	109	250	133	99	98
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1805	1610	1755	1900	1573	1810	1805	1612
Q Serve(g_s), s	4.8	23.1	5.1	7.4	23.7	2.1	7.0	4.6	2.4	6.1	4.5	5.0
Cycle Q Clear(g_c), s	4.8	23.1	5.1	7.4	23.7	2.1	7.0	4.6	2.4	6.1	4.5	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.84
Lane Grp Cap(c), veh/h	135	2113	834	406	1717	766	389	200	351	167	157	140
V/C Ratio(X)	0.78	0.77	0.56	0.78	0.73	0.09	0.77	0.55	0.71	0.79	0.63	0.70
Avail Cap(c_a), veh/h	305	3119	1146	716	2298	1025	757	314	446	348	255	228
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	21.7	3.6	36.5	17.9	12.2	36.7	36.0	13.2	37.7	37.4	37.7
Incr Delay (d2), s/veh	3.7	0.4	0.2	1.3	0.5	0.0	1.2	2.3	3.8	3.2	4.2	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	8.1	1.9	3.0	8.3	0.7	3.0	2.2	2.9	2.8	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	22.1	3.8	37.7	18.3	12.2	37.9	38.4	17.0	40.9	41.6	43.8
LnGrp LOS	D	C	A	D	B	B	D	D	B	D	D	D
Approach Vol, veh/h		2207			1642			657			330	
Approach Delay, s/veh		19.2			21.8			30.0			42.0	
Approach LOS		B			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	41.6	14.1	12.4	11.0	47.4	12.5	13.9
Change Period (Y+Rc), s	7.0	* 7	* 4.7	5.0	* 4.7	7.0	* 4.7	5.0
Max Green Setting (Gmax), s	17.3	* 51	* 18	12.0	* 14	54.0	* 16	14.0
Max Q Clear Time (g_c+I1), s	9.4	25.1	9.0	7.0	6.8	25.7	8.1	6.6
Green Ext Time (p_c), s	0.4	9.4	0.4	0.4	0.1	6.0	0.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

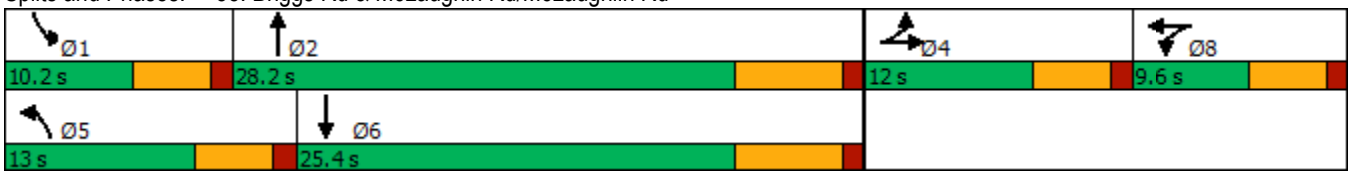
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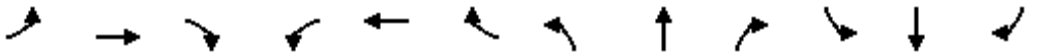
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	175	0	15	0	118	462	39	662
Future Volume (vph)	175	0	15	0	118	462	39	662
Turn Type	Split	NA	Split	NA	Prot	NA	Prot	NA
Protected Phases	4	4	8	8	5	2	1	6
Permitted Phases								
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	10.8	9.5	10.8
Total Split (s)	12.0	12.0	9.6	9.6	13.0	28.2	10.2	25.4
Total Split (%)	20.0%	20.0%	16.0%	16.0%	21.7%	47.0%	17.0%	42.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.8	3.5	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.8	4.5	5.8
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.3	7.3	5.5	5.5	8.0	29.2	6.1	23.1
Actuated g/C Ratio	0.15	0.15	0.11	0.11	0.16	0.60	0.13	0.47
v/c Ratio	0.40	0.24	0.08	0.05	0.45	0.25	0.20	0.50
Control Delay	27.9	1.3	25.7	0.2	27.5	9.4	26.3	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	1.3	25.7	0.2	27.5	9.4	26.3	15.0
LOS	C	A	C	A	C	A	C	B
Approach Delay		14.5		10.6		13.0		15.6
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 48.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 14.4	Intersection LOS: B
Intersection Capacity Utilization 51.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 58: Briggs Rd & McLaughin Rd/McLaughlin Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	0	7	15	0	22	118	462	12	39	662	77
Future Volume (veh/h)	175	0	7	15	0	22	118	462	12	39	662	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	206	0	0	17	0	25	134	525	14	44	752	88
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	373	196	0	82	0	73	175	1343	36	85	1054	123
Arrive On Green	0.10	0.00	0.00	0.05	0.00	0.05	0.10	0.37	0.37	0.05	0.32	0.32
Sat Flow, veh/h	3619	1900	0	1810	0	1606	1810	3590	96	1810	3247	380
Grp Volume(v), veh/h	206	0	0	17	0	25	134	264	275	44	418	422
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1810	0	1606	1810	1805	1880	1810	1805	1821
Q Serve(g_s), s	2.4	0.0	0.0	0.4	0.0	0.7	3.2	4.8	4.8	1.1	9.1	9.1
Cycle Q Clear(g_c), s	2.4	0.0	0.0	0.4	0.0	0.7	3.2	4.8	4.8	1.1	9.1	9.1
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.05	1.00		0.21
Lane Grp Cap(c), veh/h	373	196	0	82	0	73	175	675	703	85	586	591
V/C Ratio(X)	0.55	0.00	0.00	0.21	0.00	0.34	0.77	0.39	0.39	0.52	0.71	0.71
Avail Cap(c_a), veh/h	605	318	0	206	0	183	343	902	939	230	789	796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.1	0.0	0.0	20.6	0.0	20.7	19.8	10.3	10.3	20.9	13.3	13.3
Incr Delay (d2), s/veh	1.3	0.0	0.0	1.2	0.0	2.8	6.9	0.4	0.4	4.8	2.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.2	0.0	0.3	1.5	1.6	1.7	0.5	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.4	0.0	0.0	21.8	0.0	23.5	26.7	10.7	10.6	25.6	15.3	15.3
LnGrp LOS	C	A	A	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		206			42			673			884	
Approach Delay, s/veh		20.4			22.8			13.8			15.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	22.6		9.1	8.8	20.4		6.5				
Change Period (Y+Rc), s	4.5	5.8		4.5	4.5	5.8		4.5				
Max Green Setting (Gmax), s	5.7	22.4		7.5	8.5	19.6		5.1				
Max Q Clear Time (g_c+I1), s	3.1	6.8		4.4	5.2	11.1		2.7				
Green Ext Time (p_c), s	0.0	2.9		0.2	0.1	3.4		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		15.8	
HCM 6th LOS		B	

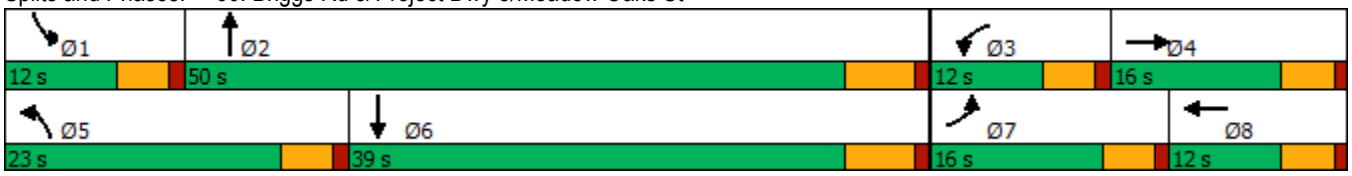
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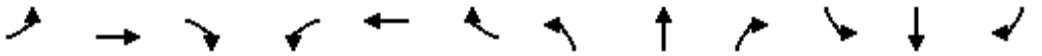
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	74	3	38	2	136	481	37	508
Future Volume (vph)	74	3	38	2	136	481	37	508
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	10.8	9.5	10.8
Total Split (s)	16.0	16.0	12.0	12.0	23.0	50.0	12.0	39.0
Total Split (%)	17.8%	17.8%	13.3%	13.3%	25.6%	55.6%	13.3%	43.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.8	3.5	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.8	4.5	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	8.8	7.9	7.1	6.5	11.8	35.9	7.1	23.5
Actuated g/C Ratio	0.14	0.13	0.11	0.10	0.19	0.57	0.11	0.38
v/c Ratio	0.36	0.27	0.24	0.24	0.50	0.33	0.23	0.53
Control Delay	33.8	13.0	35.2	15.7	31.7	12.3	35.1	19.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	13.0	35.2	15.7	31.7	12.3	35.1	19.8
LOS	C	B	D	B	C	B	D	B
Approach Delay		24.9		25.2		16.3		20.7
Approach LOS		C		C		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 62.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 19.3	Intersection LOS: B
Intersection Capacity Utilization 46.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 60: Briggs Rd & Project Dwy 5/Meadow Oaks St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	3	53	38	2	38	136	481	52	37	508	58
Future Volume (veh/h)	74	3	53	38	2	38	136	481	52	37	508	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	92	4	66	48	2	48	170	601	65	46	635	72
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	138	7	119	91	3	80	228	1286	139	88	1027	116
Arrive On Green	0.08	0.08	0.08	0.05	0.05	0.05	0.13	0.39	0.39	0.05	0.31	0.31
Sat Flow, veh/h	1810	93	1532	1810	65	1555	1810	3286	355	1810	3268	370
Grp Volume(v), veh/h	92	0	70	48	0	50	170	330	336	46	350	357
Grp Sat Flow(s),veh/h/ln	1810	0	1624	1810	0	1620	1810	1805	1836	1810	1805	1833
Q Serve(g_s), s	2.2	0.0	1.9	1.2	0.0	1.3	4.0	6.1	6.1	1.1	7.4	7.4
Cycle Q Clear(g_c), s	2.2	0.0	1.9	1.2	0.0	1.3	4.0	6.1	6.1	1.1	7.4	7.4
Prop In Lane	1.00		0.94	1.00		0.96	1.00		0.19	1.00		0.20
Lane Grp Cap(c), veh/h	138	0	126	91	0	84	228	706	718	88	567	576
V/C Ratio(X)	0.67	0.00	0.55	0.53	0.00	0.60	0.75	0.47	0.47	0.52	0.62	0.62
Avail Cap(c_a), veh/h	466	0	418	304	0	272	750	1786	1817	304	1342	1363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	0.0	19.9	20.7	0.0	20.7	18.8	10.1	10.1	20.7	13.0	13.0
Incr Delay (d2), s/veh	5.5	0.0	3.8	4.7	0.0	6.6	4.8	0.5	0.5	4.7	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.8	0.6	0.0	0.6	1.8	2.0	2.0	0.5	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	0.0	23.6	25.4	0.0	27.3	23.7	10.6	10.6	25.5	14.1	14.1
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		162			98			836			753	
Approach Delay, s/veh		24.7			26.4			13.3			14.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	23.3	6.7	8.0	10.1	19.8	7.9	6.8
Change Period (Y+Rc), s	4.5	5.8	4.5	4.5	4.5	5.8	4.5	4.5
Max Green Setting (Gmax), s	7.5	44.2	7.5	11.5	18.5	33.2	11.5	7.5
Max Q Clear Time (g_c+I1), s	3.1	8.1	3.2	3.9	6.0	9.4	4.2	3.3
Green Ext Time (p_c), s	0.0	4.6	0.0	0.1	0.3	4.6	0.1	0.1

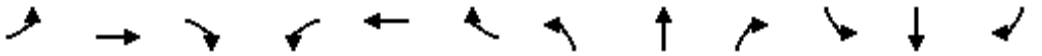
Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	31	0	17	0	148	635	9	505
Future Volume (vph)	31	0	17	0	148	635	9	505
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	10.8	9.5	10.8
Total Split (s)	14.0	14.0	12.0	12.0	27.0	52.0	12.0	37.0
Total Split (%)	15.6%	15.6%	13.3%	13.3%	30.0%	57.8%	13.3%	41.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.8	3.5	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.8	4.5	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.9	6.2	6.6	6.1	10.1	32.2	6.4	20.2
Actuated g/C Ratio	0.16	0.14	0.15	0.14	0.23	0.74	0.15	0.47
v/c Ratio	0.11	0.10	0.06	0.01	0.35	0.25	0.03	0.32
Control Delay	22.9	0.3	23.4	0.0	20.1	6.0	23.8	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	0.3	23.4	0.0	20.1	6.0	23.8	13.1
LOS	C	A	C	A	C	A	C	B
Approach Delay		7.1		19.9		8.6		13.3
Approach LOS		A		B		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 43.4	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.35	
Intersection Signal Delay: 10.4	Intersection LOS: B
Intersection Capacity Utilization 43.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 62: Briggs Rd & Project Dwy 7





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	0	72	17	0	3	148	635	32	9	505	30
Future Volume (veh/h)	31	0	72	17	0	3	148	635	32	9	505	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	0	72	17	0	3	148	635	32	9	505	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	67	0	114	39	0	90	201	1292	65	22	936	55
Arrive On Green	0.04	0.00	0.07	0.02	0.00	0.06	0.11	0.37	0.37	0.01	0.27	0.27
Sat Flow, veh/h	1810	0	1610	1810	0	1610	1810	3497	176	1810	3463	205
Grp Volume(v), veh/h	31	0	72	17	0	3	148	327	340	9	263	272
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1610	1810	1805	1868	1810	1805	1863
Q Serve(g_s), s	0.6	0.0	1.6	0.3	0.0	0.1	2.9	5.1	5.1	0.2	4.6	4.6
Cycle Q Clear(g_c), s	0.6	0.0	1.6	0.3	0.0	0.1	2.9	5.1	5.1	0.2	4.6	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		0.11
Lane Grp Cap(c), veh/h	67	0	114	39	0	90	201	667	690	22	488	503
V/C Ratio(X)	0.46	0.00	0.63	0.43	0.00	0.03	0.73	0.49	0.49	0.42	0.54	0.54
Avail Cap(c_a), veh/h	468	0	417	370	0	329	1110	2273	2352	370	1535	1584
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	16.6	17.7	0.0	16.4	15.8	8.9	8.9	18.0	11.4	11.4
Incr Delay (d2), s/veh	4.9	0.0	5.6	7.4	0.0	0.2	5.1	0.6	0.5	12.3	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.7	0.2	0.0	0.0	1.3	1.5	1.6	0.1	1.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	0.0	22.2	25.1	0.0	16.5	20.9	9.5	9.5	30.3	12.4	12.4
LnGrp LOS	C	A	C	C	A	B	C	A	A	C	B	B
Approach Vol, veh/h		103			20			815			544	
Approach Delay, s/veh		22.2			23.8			11.5			12.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	19.4	5.3	7.1	8.6	15.7	5.9	6.5
Change Period (Y+Rc), s	4.5	5.8	4.5	4.5	4.5	5.8	4.5	4.5
Max Green Setting (Gmax), s	7.5	46.2	7.5	9.5	22.5	31.2	9.5	7.5
Max Q Clear Time (g_c+I1), s	2.2	7.1	2.3	3.6	4.9	6.6	2.6	2.1
Green Ext Time (p_c), s	0.0	4.7	0.0	0.1	0.3	3.3	0.0	0.0

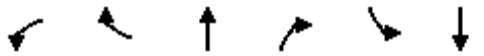
Intersection Summary	
HCM 6th Ctrl Delay	12.9
HCM 6th LOS	B

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	52	123	694	106	487
Future Volume (vph)	52	123	694	106	487
Turn Type	Prot	Perm	NA	Prot	NA
Protected Phases	8		2	1	6
Permitted Phases		8			
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	10.8	9.5	10.8
Total Split (s)	15.0	15.0	30.0	15.0	45.0
Total Split (%)	25.0%	25.0%	50.0%	25.0%	75.0%
Yellow Time (s)	3.5	3.5	4.8	3.5	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	5.8	4.5	5.8
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	Min	None	Min
Act Effct Green (s)	7.4	7.4	24.0	8.5	34.0
Actuated g/C Ratio	0.16	0.16	0.51	0.18	0.72
v/c Ratio	0.20	0.37	0.46	0.37	0.21
Control Delay	22.5	8.4	12.4	23.5	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	8.4	12.4	23.5	3.7
LOS	C	A	B	C	A
Approach Delay	12.6		12.4		7.2
Approach LOS	B		B		A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 47.2	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay: 10.4	Intersection LOS: B
Intersection Capacity Utilization 43.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 63: Briggs Rd & Matthews Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	52	123	694	56	106	487
Future Volume (veh/h)	52	123	694	56	106	487
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	58	138	780	63	119	547
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	225	200	1267	102	174	2143
Arrive On Green	0.12	0.12	0.37	0.37	0.10	0.59
Sat Flow, veh/h	1810	1610	3478	273	1810	3705
Grp Volume(v), veh/h	58	138	416	427	119	547
Grp Sat Flow(s),veh/h/ln	1810	1610	1805	1851	1810	1805
Q Serve(g_s), s	1.1	3.0	6.8	6.8	2.3	2.7
Cycle Q Clear(g_c), s	1.1	3.0	6.8	6.8	2.3	2.7
Prop In Lane	1.00	1.00		0.15	1.00	
Lane Grp Cap(c), veh/h	225	200	676	693	174	2143
V/C Ratio(X)	0.26	0.69	0.62	0.62	0.69	0.26
Avail Cap(c_a), veh/h	520	463	1196	1226	520	3874
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.5	15.3	9.3	9.3	16.0	3.6
Incr Delay (d2), s/veh	0.6	4.2	0.9	0.9	4.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.1	2.0	2.1	1.0	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.1	19.5	10.2	10.2	20.7	3.6
LnGrp LOS	B	B	B	B	C	A
Approach Vol, veh/h	196		843			666
Approach Delay, s/veh	18.2		10.2			6.7
Approach LOS	B		B			A

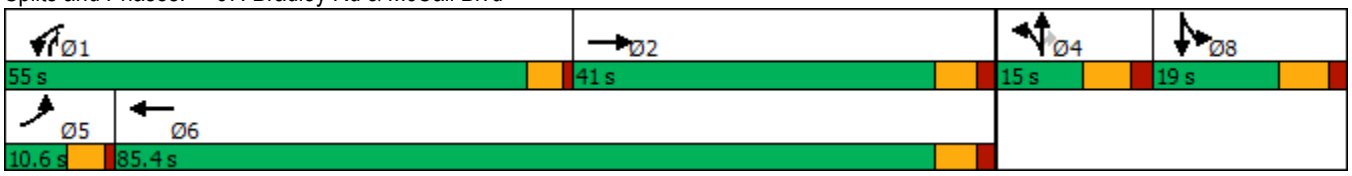
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.0	19.5			27.5	9.0
Change Period (Y+Rc), s	4.5	5.8			5.8	4.5
Max Green Setting (Gmax), s	10.5	24.2			39.2	10.5
Max Q Clear Time (g_c+I1), s	4.3	8.8			4.7	5.0
Green Ext Time (p_c), s	0.1	4.8			4.1	0.3

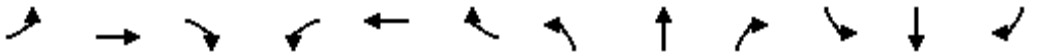
Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	660	553	902	62	62	554	110	50
Future Volume (vph)	6	660	553	902	62	62	554	110	50
Turn Type	Prot	NA	Prot	NA	Split	NA	pm+ov	Split	NA
Protected Phases	5	2	1	6	4	4	1	8	8
Permitted Phases							4		
Detector Phase	5	2	1	6	4	4	1	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	10.6	14.8	14.8
Total Split (s)	10.6	41.0	55.0	85.4	15.0	15.0	55.0	19.0	19.0
Total Split (%)	8.2%	31.5%	42.3%	65.7%	11.5%	11.5%	42.3%	14.6%	14.6%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.5	28.7	39.0	70.9	8.7	8.7	46.6	11.3	11.3
Actuated g/C Ratio	0.06	0.26	0.36	0.65	0.08	0.08	0.43	0.10	0.10
v/c Ratio	0.06	0.79	0.87	0.45	0.44	0.41	0.76	0.60	0.30
Control Delay	59.8	45.7	49.3	10.6	66.2	65.0	25.4	67.1	53.2
Queue Delay	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay	59.8	45.7	49.5	10.8	66.2	65.0	25.4	67.1	53.2
LOS	E	D	D	B	E	E	C	E	D
Approach Delay		45.8		24.4		32.7			62.3
Approach LOS		D		C		C			E

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 108.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 33.2	Intersection LOS: C
Intersection Capacity Utilization 78.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 67: Bradley Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	660	68	553	902	120	62	62	554	110	50	8
Future Volume (veh/h)	6	660	68	553	902	120	62	62	554	110	50	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	673	69	564	920	122	63	63	565	112	51	8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	17	832	85	600	1840	244	153	160	670	149	132	21
Arrive On Green	0.01	0.25	0.25	0.33	0.57	0.57	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1810	3304	338	1810	3204	425	1810	1900	1610	1810	1601	251
Grp Volume(v), veh/h	6	367	375	564	518	524	63	63	565	112	0	59
Grp Sat Flow(s),veh/h/ln	1810	1805	1837	1810	1805	1824	1810	1900	1610	1810	0	1853
Q Serve(g_s), s	0.3	18.6	18.6	29.4	16.7	16.7	3.2	3.1	8.2	5.9	0.0	2.9
Cycle Q Clear(g_c), s	0.3	18.6	18.6	29.4	16.7	16.7	3.2	3.1	8.2	5.9	0.0	2.9
Prop In Lane	1.00		0.18	1.00		0.23	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	17	455	463	600	1037	1047	153	160	670	149	0	152
V/C Ratio(X)	0.36	0.81	0.81	0.94	0.50	0.50	0.41	0.39	0.84	0.75	0.00	0.39
Avail Cap(c_a), veh/h	112	648	659	937	1471	1486	153	160	670	227	0	232
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.9	34.2	34.2	31.6	12.4	12.4	42.3	42.2	25.6	43.7	0.0	42.3
Incr Delay (d2), s/veh	4.8	5.1	5.0	9.3	0.4	0.4	1.8	1.6	9.6	7.4	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	8.5	8.7	13.8	6.2	6.3	1.5	1.5	12.4	2.8	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	39.2	39.2	40.8	12.7	12.7	44.0	43.8	35.2	51.1	0.0	43.9
LnGrp LOS	D	D	D	D	B	B	D	D	D	D	A	D
Approach Vol, veh/h		748			1606			691			171	
Approach Delay, s/veh		39.3			22.6			36.8			48.6	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	36.9	30.6		15.0	5.5	62.0		14.8				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		6.8				
Max Green Setting (Gmax), s	50.4	34.9		8.2	6.0	79.3		12.2				
Max Q Clear Time (g_c+I1), s	31.4	20.6		10.2	2.3	18.7		7.9				
Green Ext Time (p_c), s	0.8	3.9		0.0	0.0	8.5		0.2				

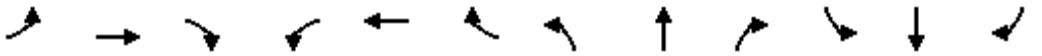
Intersection Summary			
HCM 6th Ctrl Delay		30.9	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR	Ø1
Lane Configurations										
Traffic Volume (vph)	39	1389	1146	26	4	0	19	0	63	
Future Volume (vph)	39	1389	1146	26	4	0	19	0	63	
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm	NA	Perm	
Protected Phases	5	2	6			8		4		1
Permitted Phases				6	8		4		4	
Detector Phase	5	2	6	6	8	8	4	4	4	
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	10.0	8.0	8.0	21.0	21.0	21.0	6.0
Minimum Split (s)	10.6	17.2	17.2	17.2	13.6	13.6	26.6	26.6	26.6	10.6
Total Split (s)	22.0	105.4	94.0	94.0	34.0	34.0	34.0	34.0	34.0	10.6
Total Split (%)	14.7%	70.3%	62.7%	62.7%	22.7%	22.7%	22.7%	22.7%	22.7%	7%
Yellow Time (s)	3.6	5.2	5.2	5.2	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.6	7.2	7.2	7.2		5.6		5.6	5.6	
Lead/Lag	Lead	Lag	Lag	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	Min	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	7.4	56.3	49.7	49.7		18.0		22.6	22.6	
Actuated g/C Ratio	0.09	0.70	0.61	0.61		0.22		0.28	0.28	
v/c Ratio	0.27	0.44	0.41	0.03		0.01		0.06	0.14	
Control Delay	43.9	8.4	13.0	0.0		0.0		28.9	4.4	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	43.9	8.4	13.0	0.0		0.0		28.9	4.4	
LOS	D	A	B	A		A		C	A	
Approach Delay		9.4	12.7					10.1		
Approach LOS		A	B					B		

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 80.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 10.8	Intersection LOS: B
Intersection Capacity Utilization 61.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1389	5	0	1146	26	4	0	1	19	0	63
Future Volume (veh/h)	39	1389	5	0	1146	26	4	0	1	19	0	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	1578	6	0	1302	30	5	0	1	22	0	72
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	86	3161	12	2	2517	781	353	8	55	444	0	388
Arrive On Green	0.05	0.59	0.59	0.00	0.49	0.49	0.24	0.00	0.24	0.24	0.00	0.24
Sat Flow, veh/h	1810	5334	20	1810	5187	1610	1111	33	229	1453	0	1610
Grp Volume(v), veh/h	44	1023	561	0	1302	30	6	0	0	22	0	72
Grp Sat Flow(s),veh/h/ln	1810	1729	1896	1810	1729	1610	1373	0	0	1453	0	1610
Q Serve(g_s), s	1.8	13.2	13.2	0.0	13.3	0.8	0.0	0.0	0.0	0.0	0.0	2.7
Cycle Q Clear(g_c), s	1.8	13.2	13.2	0.0	13.3	0.8	0.7	0.0	0.0	0.7	0.0	2.7
Prop In Lane	1.00		0.01	1.00		1.00	0.83		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	86	2049	1124	2	2517	781	417	0	0	444	0	388
V/C Ratio(X)	0.51	0.50	0.50	0.00	0.52	0.04	0.01	0.00	0.00	0.05	0.00	0.19
Avail Cap(c_a), veh/h	410	4418	2423	141	5857	1818	595	0	0	629	0	595
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.7	9.1	9.1	0.0	13.6	10.4	22.2	0.0	0.0	22.4	0.0	23.2
Incr Delay (d2), s/veh	1.7	0.3	0.5	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.3	4.8	0.0	4.7	0.3	0.1	0.0	0.0	0.3	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.5	9.3	9.6	0.0	13.8	10.4	22.2	0.0	0.0	22.5	0.0	23.4
LnGrp LOS	D	A	A	A	B	B	C	A	A	C	A	C
Approach Vol, veh/h		1628			1332			6			94	
Approach Delay, s/veh		10.2			13.8			22.2			23.2	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	52.8		24.1	8.3	44.5		24.1				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	6.0	98.2		28.4	17.4	86.8		28.4				
Max Q Clear Time (g_c+I1), s	0.0	15.2		4.7	3.8	15.3		2.7				
Green Ext Time (p_c), s	0.0	30.1		0.3	0.0	22.0		0.0				

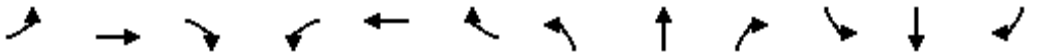
Intersection Summary			
HCM 6th Ctrl Delay		12.2	
HCM 6th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	525	693	191	26	409	94	165	535	153	492	598
Future Volume (vph)	525	693	191	26	409	94	165	535	153	492	598
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	7	4	5
Permitted Phases			2			6					4
Detector Phase	5	2	3	1	6	7	3	8	7	4	5
Switch Phase											
Minimum Initial (s)	6.0	10.0	6.0	6.0	10.0	6.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	17.5	10.6	10.6	17.5	10.6	10.6	15.2	10.6	15.2	10.6
Total Split (s)	35.0	62.0	17.0	11.0	38.0	16.0	17.0	36.0	16.0	35.0	35.0
Total Split (%)	28.0%	49.6%	13.6%	8.8%	30.4%	12.8%	13.6%	28.8%	12.8%	28.0%	28.0%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.2	3.6	5.2	3.6
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	4.6	7.5	4.6	4.6	7.2	4.6	7.2	4.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None
Act Effct Green (s)	20.8	37.5	54.7	6.3	17.7	34.4	9.4	20.3	8.9	19.9	48.2
Actuated g/C Ratio	0.22	0.40	0.59	0.07	0.19	0.37	0.10	0.22	0.10	0.21	0.52
v/c Ratio	0.72	0.35	0.20	0.12	0.64	0.15	0.50	0.56	0.49	0.68	0.41
Control Delay	40.1	21.0	4.6	49.3	40.8	4.0	48.0	34.6	48.5	39.8	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	21.0	4.6	49.3	40.8	4.0	48.0	34.6	48.5	39.8	10.5
LOS	D	C	A	D	D	A	D	C	D	D	B
Approach Delay		25.9			34.7			37.5		26.8	
Approach LOS		C			C			D		C	

Intersection Summary		
Cycle Length: 125		
Actuated Cycle Length: 92.6		
Natural Cycle: 65		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.72		
Intersection Signal Delay: 29.6	Intersection LOS: C	
Intersection Capacity Utilization 64.8%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	525	693	191	26	409	94	165	535	58	153	492	598
Future Volume (veh/h)	525	693	191	26	409	94	165	535	58	153	492	598
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	565	745	205	28	440	101	177	575	62	165	529	643
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	678	1747	663	122	644	406	262	1214	129	258	916	1266
Arrive On Green	0.19	0.34	0.34	0.03	0.18	0.18	0.07	0.26	0.26	0.07	0.25	0.25
Sat Flow, veh/h	3510	5187	1610	3510	3610	1610	3510	4759	507	3510	3610	2834
Grp Volume(v), veh/h	565	745	205	28	440	101	177	416	221	165	529	643
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1805	1610	1755	1729	1809	1755	1805	1417
Q Serve(g_s), s	12.3	8.9	6.8	0.6	9.1	4.0	3.9	8.1	8.3	3.6	10.2	12.9
Cycle Q Clear(g_c), s	12.3	8.9	6.8	0.6	9.1	4.0	3.9	8.1	8.3	3.6	10.2	12.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	678	1747	663	122	644	406	262	882	461	258	916	1266
V/C Ratio(X)	0.83	0.43	0.31	0.23	0.68	0.25	0.67	0.47	0.48	0.64	0.58	0.51
Avail Cap(c_a), veh/h	1340	3549	1222	282	1382	735	547	1250	654	502	1260	1536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	20.5	15.8	37.4	30.6	23.8	35.9	25.1	25.2	35.9	26.0	15.8
Incr Delay (d2), s/veh	1.1	0.2	0.3	0.4	1.3	0.3	1.1	0.4	0.8	1.0	0.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	3.4	2.4	0.3	3.9	1.5	1.7	3.3	3.5	1.6	4.3	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	20.6	16.1	37.8	31.9	24.1	37.0	25.5	25.9	36.9	26.6	16.1
LnGrp LOS	C	C	B	D	C	C	D	C	C	D	C	B
Approach Vol, veh/h		1515			569			814			1337	
Approach Delay, s/veh		24.2			30.8			28.1			22.8	
Approach LOS		C			C			C			C	

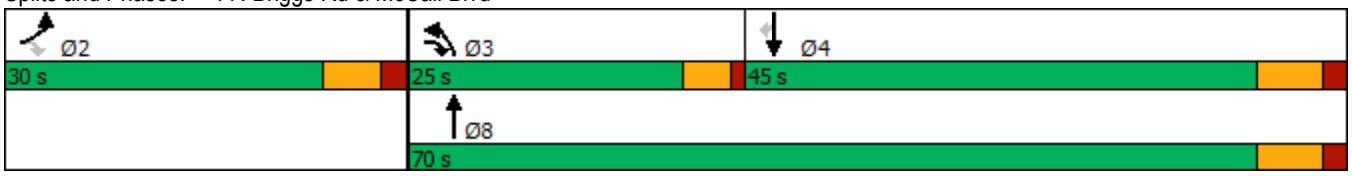
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	34.3	10.6	27.4	20.0	21.7	10.4	27.5
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	4.6	7.5	4.6	7.2
Max Green Setting (Gmax), s	6.4	54.5	12.4	27.8	30.4	30.5	11.4	28.8
Max Q Clear Time (g_c+I1), s	2.6	10.9	5.9	14.9	14.3	11.1	5.6	10.3
Green Ext Time (p_c), s	0.0	7.1	0.2	5.3	1.0	3.1	0.1	4.0

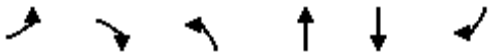
Intersection Summary	
HCM 6th Ctrl Delay	25.4
HCM 6th LOS	C

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	489	104	66	293	237	316
Future Volume (vph)	489	104	66	293	237	316
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	25.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	25.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	11.4	24.4	6.3	19.5	11.4	11.4
Actuated g/C Ratio	0.26	0.55	0.14	0.44	0.26	0.26
v/c Ratio	0.58	0.12	0.14	0.38	0.27	0.51
Control Delay	18.3	2.1	20.3	9.9	15.6	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.3	2.1	20.3	9.9	15.6	5.5
LOS	B	A	C	A	B	A
Approach Delay	15.4			11.8	9.8	
Approach LOS	B			B	A	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 44.6	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 12.5	Intersection LOS: B
Intersection Capacity Utilization 42.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	489	104	66	293	237	316
Future Volume (veh/h)	489	104	66	293	237	316
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	520	111	70	312	252	336
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	737	465	277	921	1080	482
Arrive On Green	0.21	0.21	0.08	0.48	0.30	0.30
Sat Flow, veh/h	3510	1610	3510	1900	3705	1610
Grp Volume(v), veh/h	520	111	70	312	252	336
Grp Sat Flow(s),veh/h/ln	1755	1610	1755	1900	1805	1610
Q Serve(g_s), s	5.9	2.3	0.8	4.4	2.3	8.0
Cycle Q Clear(g_c), s	5.9	2.3	0.8	4.4	2.3	8.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	737	465	277	921	1080	482
V/C Ratio(X)	0.71	0.24	0.25	0.34	0.23	0.70
Avail Cap(c_a), veh/h	1918	1007	1658	2780	3192	1424
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	11.7	18.7	6.9	11.4	13.4
Incr Delay (d2), s/veh	0.5	0.1	0.2	0.2	0.1	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.7	0.3	1.3	0.8	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.3	11.8	18.9	7.1	11.5	15.2
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	631			382	588	
Approach Delay, s/veh	15.5			9.2	13.7	
Approach LOS	B			A	B	

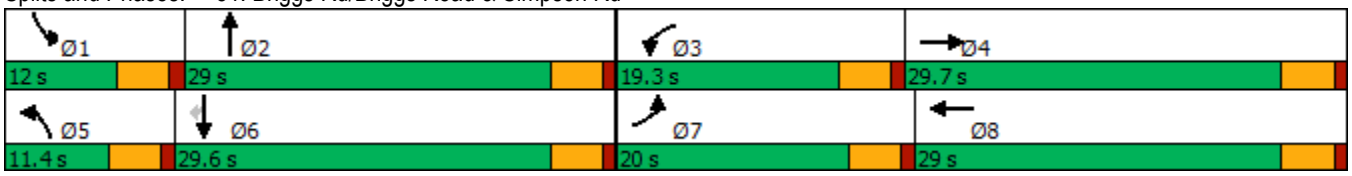
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		15.5	8.0	19.7		27.7
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s		7.9	2.8	10.0		6.4
Green Ext Time (p_c), s		1.1	0.1	2.9		2.1

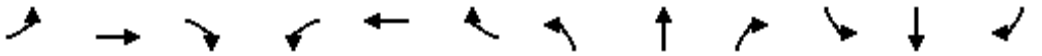
Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	183	223	134	256	49	181	66	236	127
Future Volume (vph)	183	223	134	256	49	181	66	236	127
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	20.0	29.7	19.3	29.0	11.4	29.0	12.0	29.6	29.6
Total Split (%)	22.2%	33.0%	21.4%	32.2%	12.7%	32.2%	13.3%	32.9%	32.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min	Min
Act Effct Green (s)	12.9	24.9	11.4	19.4	6.9	17.7	7.4	20.5	20.5
Actuated g/C Ratio	0.18	0.34	0.16	0.26	0.09	0.24	0.10	0.28	0.28
v/c Ratio	0.63	0.47	0.52	0.76	0.31	0.72	0.40	0.48	0.25
Control Delay	41.7	26.3	40.2	37.2	42.6	34.6	43.9	28.4	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.7	26.3	40.2	37.2	42.6	34.6	43.9	28.4	6.3
LOS	D	C	D	D	D	C	D	C	A
Approach Delay		32.4		38.0		35.7		24.2	
Approach LOS		C		D		D		C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 73.3	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 32.6	Intersection LOS: C
Intersection Capacity Utilization 65.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 81: Briggs Rd/Briggs Road & Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	223	54	134	256	93	49	181	124	66	236	127
Future Volume (veh/h)	183	223	54	134	256	93	49	181	124	66	236	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	199	242	59	146	278	101	53	197	135	72	257	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	253	433	106	191	345	125	89	249	171	106	468	397
Arrive On Green	0.14	0.29	0.29	0.11	0.26	0.26	0.05	0.24	0.24	0.06	0.25	0.25
Sat Flow, veh/h	1810	1476	360	1810	1330	483	1810	1051	720	1810	1900	1610
Grp Volume(v), veh/h	199	0	301	146	0	379	53	0	332	72	257	138
Grp Sat Flow(s),veh/h/ln	1810	0	1835	1810	0	1813	1810	0	1770	1810	1900	1610
Q Serve(g_s), s	6.3	0.0	8.2	4.6	0.0	11.5	1.7	0.0	10.4	2.3	7.0	4.2
Cycle Q Clear(g_c), s	6.3	0.0	8.2	4.6	0.0	11.5	1.7	0.0	10.4	2.3	7.0	4.2
Prop In Lane	1.00		0.20	1.00		0.27	1.00		0.41	1.00		1.00
Lane Grp Cap(c), veh/h	253	0	539	191	0	470	89	0	420	106	468	397
V/C Ratio(X)	0.79	0.00	0.56	0.77	0.00	0.81	0.60	0.00	0.79	0.68	0.55	0.35
Avail Cap(c_a), veh/h	475	0	784	454	0	753	212	0	735	230	808	685
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	0.0	17.6	25.7	0.0	20.5	27.5	0.0	21.1	27.2	19.4	18.3
Incr Delay (d2), s/veh	5.4	0.0	0.9	6.3	0.0	3.4	6.2	0.0	3.4	7.3	1.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	3.3	2.2	0.0	4.9	0.8	0.0	4.3	1.2	2.9	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.9	0.0	18.5	31.9	0.0	23.8	33.7	0.0	24.5	34.5	20.4	18.8
LnGrp LOS	C	A	B	C	A	C	C	A	C	C	C	B
Approach Vol, veh/h		500			525			385			467	
Approach Delay, s/veh		23.0			26.1			25.8			22.1	
Approach LOS		C			C			C			C	

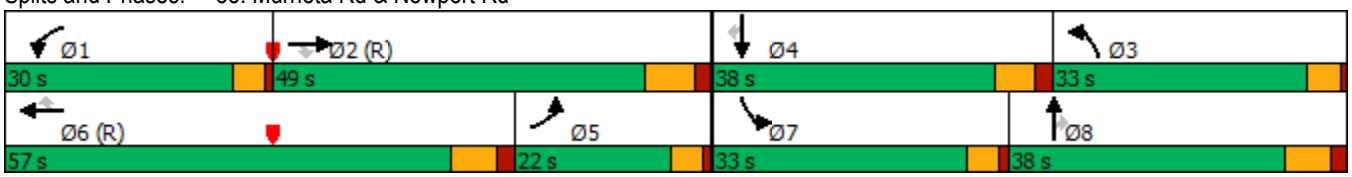
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	18.5	10.7	21.8	7.4	19.0	12.7	19.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	24.5	14.8	25.2	6.9	25.1	15.5	24.5
Max Q Clear Time (g_c+I1), s	4.3	12.4	6.6	10.2	3.7	9.0	8.3	13.5
Green Ext Time (p_c), s	0.0	1.6	0.2	1.5	0.0	1.7	0.3	1.7

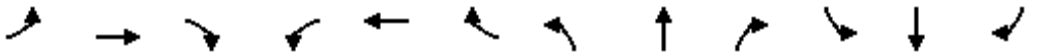
Intersection Summary	
HCM 6th Ctrl Delay	24.2
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	226	1395	256	259	1095	72	331	184	200	114	84	305
Future Volume (vph)	226	1395	256	259	1095	72	331	184	200	114	84	305
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.2	15.2	10.6	15.2	15.2	10.6	14.4	14.4
Total Split (s)	22.0	49.0	49.0	30.0	57.0	57.0	33.0	38.0	38.0	33.0	38.0	38.0
Total Split (%)	14.7%	32.7%	32.7%	20.0%	38.0%	38.0%	22.0%	25.3%	25.3%	22.0%	25.3%	25.3%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Max	C-Min	C-Min	Max	C-Min	C-Min	None	Min	Min	None	Min	Min
Act Effct Green (s)	25.8	41.5	41.5	33.9	49.9	49.9	34.9	36.5	36.5	14.2	16.6	16.6
Actuated g/C Ratio	0.17	0.28	0.28	0.23	0.33	0.33	0.23	0.24	0.24	0.09	0.11	0.11
v/c Ratio	0.75	1.00	0.52	0.66	0.65	0.12	0.81	0.22	0.38	0.69	0.22	0.84
Control Delay	74.8	77.9	32.4	48.5	28.1	0.4	70.2	45.2	7.2	85.7	59.4	38.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.8	77.9	32.4	48.5	28.1	0.4	70.2	45.2	7.2	85.7	59.4	38.7
LOS	E	E	C	D	C	A	E	D	A	F	E	D
Approach Delay		71.3			30.4			46.2			52.9	
Approach LOS		E			C			D			D	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 118 (79%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 52.4	Intersection LOS: D
Intersection Capacity Utilization 85.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 85: Murrieta Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	1395	256	259	1095	72	331	184	200	114	84	305
Future Volume (veh/h)	226	1395	256	259	1095	72	331	184	200	114	84	305
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	233	1438	264	267	1129	74	341	190	206	118	87	314
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	593	2307	715	306	1396	433	343	1191	531	141	746	333
Arrive On Green	0.33	0.44	0.44	0.17	0.27	0.27	0.19	0.33	0.33	0.08	0.21	0.21
Sat Flow, veh/h	1810	5187	1608	1810	5187	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	233	1438	264	267	1129	74	341	190	206	118	87	314
Grp Sat Flow(s),veh/h/ln	1810	1729	1608	1810	1729	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	14.9	32.0	13.2	21.6	30.5	5.5	28.2	5.6	14.7	9.6	2.9	28.8
Cycle Q Clear(g_c), s	14.9	32.0	13.2	21.6	30.5	5.5	28.2	5.6	14.7	9.6	2.9	28.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	593	2307	715	306	1396	433	343	1191	531	141	746	333
V/C Ratio(X)	0.39	0.62	0.37	0.87	0.81	0.17	1.00	0.16	0.39	0.84	0.12	0.94
Avail Cap(c_a), veh/h	593	2307	715	306	1722	535	343	1191	531	343	761	339
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	32.0	18.1	60.7	51.2	44.9	60.7	35.5	38.6	68.2	48.4	58.7
Incr Delay (d2), s/veh	1.6	1.0	1.2	27.1	5.2	0.9	47.3	0.1	0.5	4.9	0.1	34.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	13.6	5.2	12.2	13.9	2.2	17.5	2.5	6.0	4.7	1.4	14.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	33.0	19.3	87.8	56.4	45.7	108.0	35.6	39.1	73.1	48.5	92.9
LnGrp LOS	D	C	B	F	E	D	F	D	D	E	D	F
Approach Vol, veh/h		1935			1470			737			519	
Approach Delay, s/veh		32.1			61.5			70.1			81.0	
Approach LOS		C			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	74.2	35.6	37.4	56.7	47.6	16.3	56.7
Change Period (Y+Rc), s	4.6	7.5	7.2	* 6.4	7.5	* 7.2	4.6	7.2
Max Green Setting (Gmax), s	25.4	41.5	28.4	* 32	17.4	* 50	28.4	30.8
Max Q Clear Time (g_c+I1), s	23.6	34.0	30.2	30.8	16.9	32.5	11.6	16.7
Green Ext Time (p_c), s	0.1	5.6	0.0	0.1	0.0	7.9	0.1	1.6

Intersection Summary	
HCM 6th Ctrl Delay	52.8
HCM 6th LOS	D

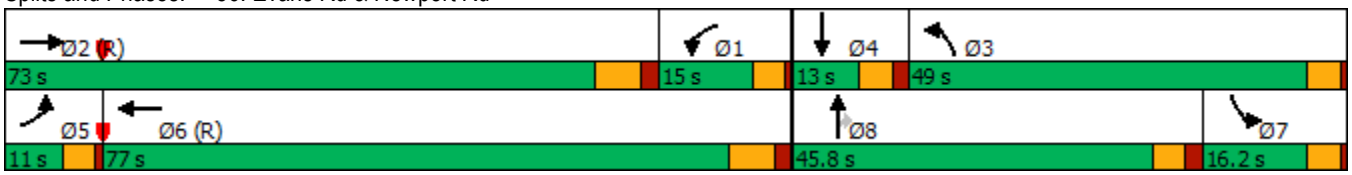
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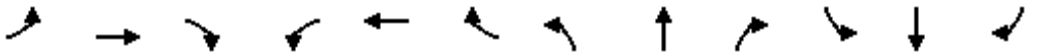
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	25	1515	55	1466	342	56	56	59	20
Future Volume (vph)	25	1515	55	1466	342	56	56	59	20
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	11.6	11.6	10.6	11.6
Total Split (s)	11.0	73.0	15.0	77.0	49.0	45.8	45.8	16.2	13.0
Total Split (%)	7.3%	48.7%	10.0%	51.3%	32.7%	30.5%	30.5%	10.8%	8.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	5.6	5.6	4.6	5.6
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None
Act Effct Green (s)	6.8	83.4	8.7	87.4	33.6	13.2	13.2	26.9	6.8
Actuated g/C Ratio	0.05	0.56	0.06	0.58	0.22	0.09	0.09	0.18	0.05
v/c Ratio	0.32	0.62	0.54	0.52	0.87	0.34	0.20	0.19	0.41
Control Delay	108.1	10.7	64.8	7.0	76.5	71.6	1.6	49.6	53.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	108.1	10.7	64.8	7.0	76.5	71.6	1.6	49.6	53.0
LOS	F	B	E	A	E	E	A	D	D
Approach Delay		12.1		9.0		66.7			51.0
Approach LOS		B		A		E			D

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 26 (17%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 18.2	Intersection LOS: B
Intersection Capacity Utilization 78.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 86: Evans Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1515	204	55	1466	59	342	56	56	59	20	21
Future Volume (veh/h)	25	1515	204	55	1466	59	342	56	56	59	20	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	1546	208	56	1496	60	349	57	57	60	20	21
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	48	1834	246	350	2971	119	373	97	83	353	34	36
Arrive On Green	0.03	0.40	0.40	0.19	0.58	0.58	0.21	0.05	0.05	0.19	0.04	0.04
Sat Flow, veh/h	1810	4625	621	1810	5116	205	1810	1900	1610	1810	849	891
Grp Volume(v), veh/h	26	1155	599	56	1011	545	349	57	57	60	0	41
Grp Sat Flow(s),veh/h/ln	1810	1729	1788	1810	1729	1863	1810	1900	1610	1810	0	1740
Q Serve(g_s), s	2.1	45.4	45.6	3.9	26.0	26.0	28.5	4.4	5.2	4.1	0.0	3.5
Cycle Q Clear(g_c), s	2.1	45.4	45.6	3.9	26.0	26.0	28.5	4.4	5.2	4.1	0.0	3.5
Prop In Lane	1.00		0.35	1.00		0.11	1.00		1.00	1.00		0.51
Lane Grp Cap(c), veh/h	48	1371	709	350	2008	1082	373	97	83	353	0	70
V/C Ratio(X)	0.54	0.84	0.84	0.16	0.50	0.50	0.94	0.59	0.69	0.17	0.00	0.59
Avail Cap(c_a), veh/h	77	1517	784	350	2008	1082	536	509	432	353	0	86
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.1	41.0	41.1	50.4	18.6	18.6	58.6	69.6	70.0	50.3	0.0	70.8
Incr Delay (d2), s/veh	3.5	6.4	11.8	0.1	0.9	1.7	16.2	5.5	9.8	0.1	0.0	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	20.5	22.4	1.8	10.7	11.7	14.7	2.3	2.4	1.9	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.6	47.4	52.8	50.4	19.5	20.3	74.8	75.1	79.8	50.4	0.0	78.5
LnGrp LOS	E	D	D	D	B	C	E	E	E	D	A	E
Approach Vol, veh/h		1780			1612			463			101	
Approach Delay, s/veh		49.7			20.9			75.4			61.8	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.2	66.7	35.5	11.6	8.6	94.3	33.8	13.3
Change Period (Y+Rc), s	7.2	* 7.2	4.6	5.6	4.6	7.2	4.6	5.6
Max Green Setting (Gmax), s	10.4	* 66	44.4	7.4	6.4	69.8	11.6	40.2
Max Q Clear Time (g_c+I1), s	5.9	47.6	30.5	5.5	4.1	28.0	6.1	7.2
Green Ext Time (p_c), s	0.0	11.9	0.5	0.0	0.0	15.8	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	41.3
HCM 6th LOS	D

Notes

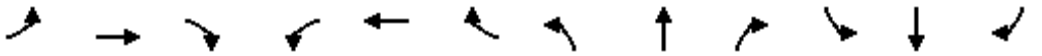
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	133	1526	217	852	1604	342	73	864	436	147
Future Volume (vph)	133	1526	217	852	1604	342	73	864	436	147
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	7	1	6	7	4	1	3	8
Permitted Phases			2					4		
Detector Phase	5	2	7	1	6	7	4	1	3	8
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	12.5	8.6	9.6	12.5	8.6	11.8	9.6	8.6	11.8
Total Split (s)	14.7	54.0	22.0	45.0	84.3	22.0	15.0	45.0	26.0	19.0
Total Split (%)	10.5%	38.6%	15.7%	32.1%	60.2%	15.7%	10.7%	32.1%	18.6%	13.6%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)	9.5	49.5	68.3	38.6	79.6	16.9	8.7	47.5	20.7	12.5
Actuated g/C Ratio	0.07	0.35	0.49	0.28	0.57	0.12	0.06	0.34	0.15	0.09
v/c Ratio	0.57	0.85	0.27	0.90	0.66	0.83	0.63	0.88	0.86	0.81
Control Delay	72.9	47.7	11.0	61.4	15.9	77.0	87.0	50.2	75.3	54.1
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay	72.9	47.7	11.0	61.4	16.1	77.0	87.0	50.2	75.3	54.1
LOS	E	D	B	E	B	E	F	D	E	D
Approach Delay		45.2			30.3		59.4			66.2
Approach LOS		D			C		E			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 40 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 44.2	Intersection LOS: D
Intersection Capacity Utilization 92.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 89: Haun Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	1526	217	852	1604	268	342	73	864	436	147	177
Future Volume (veh/h)	133	1526	217	852	1604	268	342	73	864	436	147	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	136	1557	221	869	1637	273	349	74	882	445	150	181
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	185	1925	779	914	2624	435	399	127	923	496	170	147
Arrive On Green	0.05	0.37	0.37	0.52	1.00	1.00	0.11	0.07	0.07	0.14	0.09	0.09
Sat Flow, veh/h	3510	5187	1606	3510	4480	743	3510	1900	2781	3510	1805	1559
Grp Volume(v), veh/h	136	1557	221	869	1261	649	349	74	882	445	150	181
Grp Sat Flow(s),veh/h/ln	1755	1729	1606	1755	1729	1766	1755	1900	1390	1755	1805	1559
Q Serve(g_s), s	5.3	37.8	11.5	32.9	0.0	0.0	13.7	5.3	9.3	17.4	11.5	13.2
Cycle Q Clear(g_c), s	5.3	37.8	11.5	32.9	0.0	0.0	13.7	5.3	9.3	17.4	11.5	13.2
Prop In Lane	1.00		1.00	1.00		0.42	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	185	1925	779	914	2025	1034	399	127	923	496	170	147
V/C Ratio(X)	0.73	0.81	0.28	0.95	0.62	0.63	0.87	0.58	0.96	0.90	0.88	1.23
Avail Cap(c_a), veh/h	253	1925	779	988	2025	1034	436	127	923	537	170	147
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.3	39.6	21.5	32.7	0.0	0.0	61.1	63.5	46.2	59.1	62.6	63.4
Incr Delay (d2), s/veh	4.4	2.4	0.6	12.9	1.0	1.9	16.6	6.8	19.7	16.9	37.6	149.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	15.9	4.3	11.6	0.3	0.5	6.9	2.8	17.0	8.8	7.0	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.8	42.0	22.1	45.7	1.0	1.9	77.7	70.2	65.9	76.0	100.2	212.9
LnGrp LOS	E	D	C	D	A	A	E	E	E	E	F	F
Approach Vol, veh/h		1914			2779			1305			776	
Approach Delay, s/veh		41.7			15.2			69.3			112.6	
Approach LOS		D			B			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	42.0	58.4	24.4	15.1	12.0	88.5	20.5	19.0
Change Period (Y+Rc), s	5.6	6.5	4.6	5.8	4.6	6.5	4.6	5.8
Max Green Setting (Gmax), s	39.4	47.5	21.4	9.2	10.1	77.8	17.4	13.2
Max Q Clear Time (g_c+I1), s	34.9	39.8	19.4	11.3	7.3	2.0	15.7	15.2
Green Ext Time (p_c), s	1.5	5.7	0.3	0.0	0.1	23.0	0.2	0.0

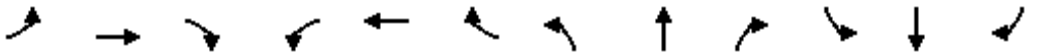
Intersection Summary	
HCM 6th Ctrl Delay	44.2
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	510	1702	187	1187	81	185	480	178	100	305	388
Future Volume (vph)	510	1702	187	1187	81	185	480	178	100	305	388
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6		3	8	1	7	4	5
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	9.6	14.8	10.6	15.5	15.5	9.6	12.8	10.6	9.6	13.5	9.6
Total Split (s)	51.0	76.6	19.4	45.0	45.0	15.2	29.0	19.4	15.0	28.8	51.0
Total Split (%)	36.4%	54.7%	13.9%	32.1%	32.1%	10.9%	20.7%	13.9%	10.7%	20.6%	36.4%
Yellow Time (s)	3.6	4.8	3.6	5.5	5.5	3.6	4.8	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	5.6	7.5	7.5	4.6	6.8	5.6	4.6	7.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	42.6	67.4	11.2	36.3	36.3	10.0	21.4	33.9	9.8	20.6	66.1
Actuated g/C Ratio	0.32	0.50	0.08	0.27	0.27	0.07	0.16	0.25	0.07	0.15	0.49
v/c Ratio	0.95	0.77	0.68	0.90	0.16	0.76	0.88	0.39	0.80	0.58	0.50
Control Delay	71.1	29.4	72.6	57.0	0.6	80.5	73.5	19.2	101.6	58.4	18.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.1	29.4	72.6	57.0	0.6	80.5	73.5	19.2	101.6	58.4	18.6
LOS	E	C	E	E	A	F	E	B	F	E	B
Approach Delay		38.3		55.9			63.6			44.4	
Approach LOS		D		E			E			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 133.8	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 47.8	Intersection LOS: D
Intersection Capacity Utilization 89.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 93: Menifee Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	510	1702	161	187	1187	81	185	480	178	100	305	388
Future Volume (veh/h)	510	1702	161	187	1187	81	185	480	178	100	305	388
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	543	1811	171	199	1263	86	197	511	189	106	324	413
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	565	2449	230	251	1424	442	248	576	366	129	579	757
Arrive On Green	0.31	0.51	0.51	0.07	0.27	0.27	0.07	0.16	0.16	0.07	0.16	0.16
Sat Flow, veh/h	1810	4822	454	3510	5187	1610	3510	3610	1574	1810	3610	1586
Grp Volume(v), veh/h	543	1297	685	199	1263	86	197	511	189	106	324	413
Grp Sat Flow(s),veh/h/ln	1810	1729	1818	1755	1729	1610	1755	1805	1574	1810	1805	1586
Q Serve(g_s), s	39.2	39.2	39.6	7.4	31.0	5.4	7.3	18.4	13.9	7.7	11.0	21.3
Cycle Q Clear(g_c), s	39.2	39.2	39.6	7.4	31.0	5.4	7.3	18.4	13.9	7.7	11.0	21.3
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	565	1756	923	251	1424	442	248	576	366	129	579	757
V/C Ratio(X)	0.96	0.74	0.74	0.79	0.89	0.19	0.80	0.89	0.52	0.82	0.56	0.55
Avail Cap(c_a), veh/h	632	1818	956	365	1465	455	280	604	378	142	579	757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	25.7	25.8	60.7	46.2	36.9	60.8	54.6	44.6	60.8	51.4	25.0
Incr Delay (d2), s/veh	24.4	1.7	3.3	4.3	7.0	0.3	11.4	14.5	1.1	25.8	1.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.7	15.6	16.9	3.4	13.8	2.2	3.7	9.5	5.6	4.5	5.1	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.2	27.5	29.1	65.0	53.2	37.2	72.2	69.2	45.7	86.6	52.6	25.8
LnGrp LOS	E	C	C	E	D	D	E	E	D	F	D	C
Approach Vol, veh/h		2525			1548			897			843	
Approach Delay, s/veh		36.9			53.8			64.9			43.7	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	74.9	14.0	28.8	46.1	44.0	14.1	28.7
Change Period (Y+Rc), s	5.6	* 7.5	4.6	7.5	4.6	7.5	4.6	* 7.5
Max Green Setting (Gmax), s	13.8	* 70	10.6	21.3	46.4	37.5	10.4	* 22
Max Q Clear Time (g_c+I1), s	9.4	41.6	9.3	23.3	41.2	33.0	9.7	20.4
Green Ext Time (p_c), s	0.1	21.1	0.0	0.0	0.3	3.5	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	46.7
HCM 6th LOS	D

Notes

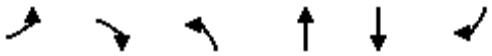
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	188	46	56	429	374
Future Volume (vph)	188	46	56	429	374
Turn Type	Prot	Perm	Prot	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5
Total Split (s)	33.0	33.0	19.0	57.0	38.0
Total Split (%)	36.7%	36.7%	21.1%	63.3%	42.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effct Green (s)	10.9	10.9	7.3	23.2	16.5
Actuated g/C Ratio	0.25	0.25	0.17	0.53	0.38
v/c Ratio	0.44	0.11	0.20	0.24	0.40
Control Delay	18.4	6.4	20.0	5.9	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	6.4	20.0	5.9	11.9
LOS	B	A	B	A	B
Approach Delay	16.1			7.5	11.9
Approach LOS	B			A	B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 43.5	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 11.0	Intersection LOS: B
Intersection Capacity Utilization 40.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 94: Menifee Rd & La Piedra Rd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	188	46	56	429	374	128
Future Volume (veh/h)	188	46	56	429	374	128
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	200	49	60	456	398	136
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	307	273	119	1903	819	277
Arrive On Green	0.17	0.17	0.07	0.53	0.31	0.31
Sat Flow, veh/h	1810	1610	1810	3705	2740	893
Grp Volume(v), veh/h	200	49	60	456	270	264
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1732
Q Serve(g_s), s	3.1	0.8	1.0	2.0	3.6	3.7
Cycle Q Clear(g_c), s	3.1	0.8	1.0	2.0	3.6	3.7
Prop In Lane	1.00	1.00	1.00			0.52
Lane Grp Cap(c), veh/h	307	273	119	1903	559	537
V/C Ratio(X)	0.65	0.18	0.50	0.24	0.48	0.49
Avail Cap(c_a), veh/h	1738	1547	884	6388	2038	1956
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	10.6	13.4	3.8	8.3	8.3
Incr Delay (d2), s/veh	2.3	0.3	3.3	0.1	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.8	0.4	0.3	1.0	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.8	10.9	16.7	3.9	9.0	9.0
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	249			516	534	
Approach Delay, s/veh	13.3			5.4	9.0	
Approach LOS	B			A	A	

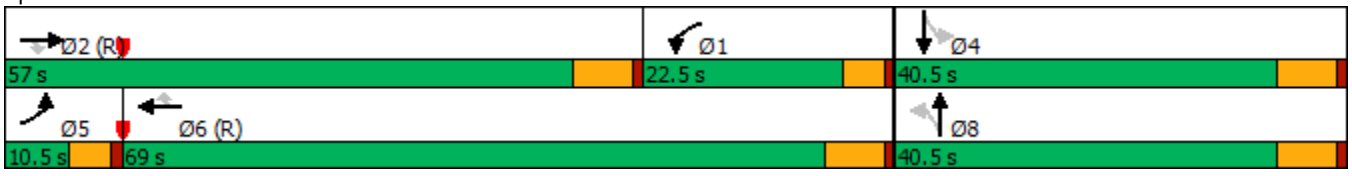
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		20.1		9.5	6.5	13.7
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		52.5		28.5	14.5	33.5
Max Q Clear Time (g_c+I1), s		4.0		5.1	3.0	5.7
Green Ext Time (p_c), s		3.4		0.7	0.1	3.5

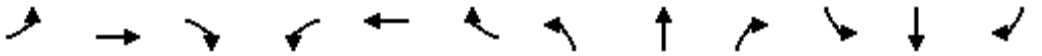
Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	22	1364	152	429	1207	23	230	19	18	22
Future Volume (vph)	22	1364	152	429	1207	23	230	19	18	22
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2		1	6			8		4
Permitted Phases			2			6	8		4	
Detector Phase	5	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.2	11.2	9.7	11.2	11.2	11.5	11.5	11.5	11.5
Total Split (s)	10.5	57.0	57.0	22.5	69.0	69.0	40.5	40.5	40.5	40.5
Total Split (%)	8.8%	47.5%	47.5%	18.8%	57.5%	57.5%	33.8%	33.8%	33.8%	33.8%
Yellow Time (s)	3.7	5.2	5.2	3.7	5.2	5.2	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.2	6.2	4.7	6.2	6.2	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.5	50.8	50.8	17.8	67.0	67.0	34.0	34.0	34.0	34.0
Actuated g/C Ratio	0.05	0.42	0.42	0.15	0.56	0.56	0.28	0.28	0.28	0.28
v/c Ratio	0.29	0.96	0.21	1.73	0.64	0.03	0.63	0.81	0.30	0.07
Control Delay	64.4	49.3	5.0	374.0	20.9	0.0	45.9	28.3	48.9	22.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.4	49.3	5.0	374.0	20.9	0.0	45.9	28.3	48.9	22.9
LOS	E	D	A	F	C	A	D	C	D	C
Approach Delay		45.2			111.9			33.8		31.5
Approach LOS		D			F			C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 95.5 (80%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.73	
Intersection Signal Delay: 70.7	Intersection LOS: E
Intersection Capacity Utilization 106.8%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 97: Winchester Rd/Vista Pl & SR-74/Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1364	152	429	1207	23	230	19	483	18	22	13
Future Volume (veh/h)	22	1364	152	429	1207	23	230	19	483	18	22	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	1467	163	461	1298	25	247	20	519	19	24	14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	42	1528	681	1015	3515	1568	431	17	440	60	318	186
Arrive On Green	0.02	0.42	0.42	0.56	0.97	0.97	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	3610	1608	1810	3610	1610	1385	60	1551	880	1123	655
Grp Volume(v), veh/h	24	1467	163	461	1298	25	247	0	539	19	0	38
Grp Sat Flow(s),veh/h/ln	1810	1805	1608	1810	1805	1610	1385	0	1611	880	0	1778
Q Serve(g_s), s	1.6	47.4	7.8	18.0	1.8	0.0	19.1	0.0	34.0	0.0	0.0	1.9
Cycle Q Clear(g_c), s	1.6	47.4	7.8	18.0	1.8	0.0	21.0	0.0	34.0	34.0	0.0	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.96	1.00		0.37
Lane Grp Cap(c), veh/h	42	1528	681	1015	3515	1568	431	0	456	60	0	504
V/C Ratio(X)	0.58	0.96	0.24	0.45	0.37	0.02	0.57	0.00	1.18	0.32	0.00	0.08
Avail Cap(c_a), veh/h	87	1528	681	1015	3515	1568	431	0	456	60	0	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.0	33.6	22.2	15.5	0.1	0.0	39.2	0.0	43.0	60.0	0.0	31.5
Incr Delay (d2), s/veh	4.7	15.3	0.8	0.1	0.3	0.0	5.5	0.0	101.9	13.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	22.3	3.0	6.7	0.1	0.0	7.1	0.0	26.3	0.8	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.7	48.9	23.0	15.6	0.4	0.1	44.6	0.0	144.9	73.3	0.0	31.8
LnGrp LOS	E	D	C	B	A	A	D	A	F	E	A	C
Approach Vol, veh/h		1654			1784			786			57	
Approach Delay, s/veh		46.5			4.3			113.4			45.6	
Approach LOS		D			A			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	75.0	57.0		40.5	7.5	124.5		40.5				
Change Period (Y+Rc), s	6.2	* 6.2		6.5	* 4.7	6.2		6.5				
Max Green Setting (Gmax), s	17.8	* 51		34.0	* 5.8	62.8		34.0				
Max Q Clear Time (g_c+I1), s	20.0	49.4		36.0	3.6	3.8		36.0				
Green Ext Time (p_c), s	0.0	1.0		0.0	0.0	6.6		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		41.2
HCM 6th LOS		D

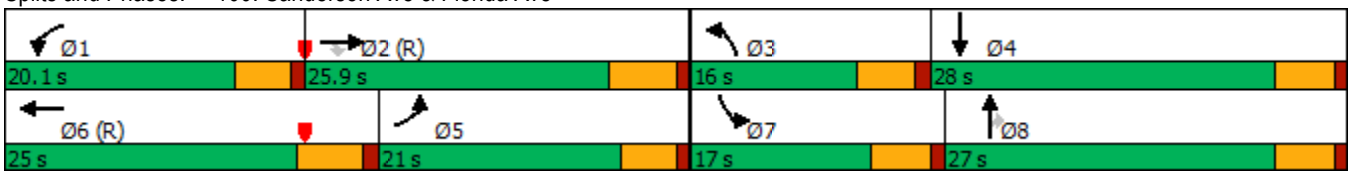
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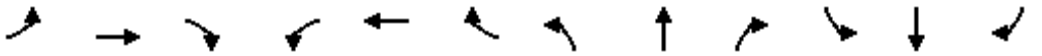
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	308	667	81	280	558	205	697	165	186	824
Future Volume (vph)	308	667	81	280	558	205	697	165	186	824
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	10.5	9.7	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	21.0	25.9	25.9	20.1	25.0	16.0	27.0	27.0	17.0	28.0
Total Split (%)	23.3%	28.8%	28.8%	22.3%	27.8%	17.8%	30.0%	30.0%	18.9%	31.1%
Yellow Time (s)	3.7	4.5	4.5	3.7	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	5.5	4.7	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	16.3	20.5	20.5	15.3	19.5	11.0	22.6	22.6	11.4	23.0
Actuated g/C Ratio	0.18	0.23	0.23	0.17	0.22	0.12	0.25	0.25	0.13	0.26
v/c Ratio	0.96	0.83	0.18	0.93	0.92	0.95	0.79	0.33	0.83	1.06
Control Delay	80.1	43.3	1.8	76.1	51.6	90.7	39.1	8.6	67.8	78.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.1	43.3	1.8	76.1	51.6	90.7	39.1	8.6	67.8	78.8
LOS	F	D	A	E	D	F	D	A	E	E
Approach Delay		50.8			58.6		44.3			77.0
Approach LOS		D			E		D			E

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 58.0	Intersection LOS: E
Intersection Capacity Utilization 92.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 100: Sanderson Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	308	667	81	280	558	146	205	697	165	186	824	124
Future Volume (veh/h)	308	667	81	280	558	146	205	697	165	186	824	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	314	681	83	286	569	149	209	711	168	190	841	127
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	521	1236	548	310	612	160	221	916	406	225	804	121
Arrive On Green	0.29	0.34	0.34	0.17	0.22	0.22	0.12	0.25	0.25	0.12	0.26	0.26
Sat Flow, veh/h	1810	3610	1602	1810	2824	737	1810	3610	1599	1810	3145	475
Grp Volume(v), veh/h	314	681	83	286	363	355	209	711	168	190	483	485
Grp Sat Flow(s),veh/h/ln	1810	1805	1602	1810	1805	1756	1810	1805	1599	1810	1805	1815
Q Serve(g_s), s	13.5	13.8	3.2	14.0	17.7	17.9	10.3	16.5	7.9	9.2	23.0	23.0
Cycle Q Clear(g_c), s	13.5	13.8	3.2	14.0	17.7	17.9	10.3	16.5	7.9	9.2	23.0	23.0
Prop In Lane	1.00		1.00	1.00		0.42	1.00		1.00	1.00		0.26
Lane Grp Cap(c), veh/h	521	1236	548	310	391	380	221	916	406	225	461	464
V/C Ratio(X)	0.60	0.55	0.15	0.92	0.93	0.93	0.94	0.78	0.41	0.85	1.05	1.05
Avail Cap(c_a), veh/h	521	1236	548	310	391	380	221	916	406	241	461	464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.71	0.71	0.71	0.54	0.54	0.54	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	24.0	20.5	36.7	34.6	34.6	39.2	31.2	28.0	38.6	33.5	33.5
Incr Delay (d2), s/veh	1.2	1.5	0.5	24.9	24.2	25.4	30.8	3.6	1.7	20.6	54.6	54.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	5.8	1.3	8.1	10.1	10.0	6.4	7.4	3.1	5.3	16.7	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.8	25.5	21.0	61.6	58.7	60.0	70.0	34.8	29.7	59.2	88.1	88.0
LnGrp LOS	C	C	C	E	E	E	E	C	C	E	F	F
Approach Vol, veh/h		1078			1004			1088			1158	
Approach Delay, s/veh		26.1			60.0			40.8			83.3	
Approach LOS		C			E			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.1	36.3	16.0	28.0	31.4	25.0	16.2	27.8
Change Period (Y+Rc), s	* 4.7	5.5	5.0	5.0	5.5	* 5.5	5.0	5.0
Max Green Setting (Gmax), s	* 15	20.4	11.0	23.0	16.3	* 20	12.0	22.0
Max Q Clear Time (g_c+I1), s	16.0	15.8	12.3	25.0	15.5	19.9	11.2	18.5
Green Ext Time (p_c), s	0.0	2.0	0.0	0.0	0.1	0.0	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	53.0
HCM 6th LOS	D

Notes

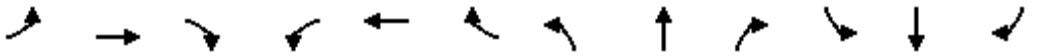
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	16	277	186	150	243	103	924	197	900	14
Future Volume (vph)	16	277	186	150	243	103	924	197	900	14
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0	7.0
Minimum Split (s)	10.3	13.3	13.3	10.3	13.3	10.7	13.7	10.7	13.7	13.7
Total Split (s)	10.4	30.2	30.2	20.2	40.0	17.2	46.6	23.0	52.4	52.4
Total Split (%)	8.7%	25.2%	25.2%	16.8%	33.3%	14.3%	38.8%	19.2%	43.7%	43.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.7	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	4.1	22.0	22.0	12.5	36.7	9.5	44.2	15.3	50.0	50.0
Actuated g/C Ratio	0.03	0.18	0.18	0.10	0.31	0.08	0.37	0.13	0.42	0.42
v/c Ratio	0.26	0.81	0.41	0.81	0.80	0.74	0.79	0.88	0.61	0.02
Control Delay	67.2	65.6	6.8	83.0	47.6	83.5	39.7	86.1	30.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.2	65.6	6.8	83.0	47.6	83.5	39.7	86.1	30.6	0.1
LOS	E	E	A	F	D	F	D	F	C	A
Approach Delay		42.8			56.6		43.8		40.0	
Approach LOS		D			E		D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 90 (75%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 44.7	Intersection LOS: D
Intersection Capacity Utilization 89.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: Sanderson Ave & Acacia Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	277	186	150	243	200	103	924	89	197	900	14
Future Volume (veh/h)	16	277	186	150	243	200	103	924	89	197	900	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	283	190	153	248	204	105	943	91	201	918	14
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	25	356	302	180	263	217	130	1232	119	228	1533	683
Arrive On Green	0.01	0.19	0.19	0.10	0.27	0.27	0.07	0.37	0.37	0.13	0.42	0.42
Sat Flow, veh/h	1810	1900	1610	1810	964	793	1810	3325	321	1810	3610	1608
Grp Volume(v), veh/h	16	283	190	153	0	452	105	512	522	201	918	14
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1757	1810	1805	1841	1810	1805	1608
Q Serve(g_s), s	1.1	17.1	13.0	10.0	0.0	30.2	6.9	29.9	29.9	13.1	23.5	0.6
Cycle Q Clear(g_c), s	1.1	17.1	13.0	10.0	0.0	30.2	6.9	29.9	29.9	13.1	23.5	0.6
Prop In Lane	1.00		1.00	1.00		0.45	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	25	356	302	180	0	480	130	669	682	228	1533	683
V/C Ratio(X)	0.64	0.79	0.63	0.85	0.00	0.94	0.81	0.77	0.77	0.88	0.60	0.02
Avail Cap(c_a), veh/h	62	378	321	210	0	493	158	669	682	246	1533	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.15	0.15	0.15
Uniform Delay (d), s/veh	58.9	46.6	44.9	53.2	0.0	42.7	54.9	33.2	33.2	51.6	26.6	20.0
Incr Delay (d2), s/veh	9.8	11.4	4.3	21.6	0.0	26.6	18.4	8.1	8.0	5.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	9.2	5.6	5.6	0.0	16.5	3.8	14.5	14.7	6.3	10.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.6	57.9	49.2	74.8	0.0	69.3	73.3	41.3	41.2	56.9	26.9	20.0
LnGrp LOS	E	E	D	E	A	E	E	D	D	E	C	C
Approach Vol, veh/h		489			605			1139			1133	
Approach Delay, s/veh		54.9			70.7			44.2			32.1	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.8	51.2	18.2	28.8	15.3	57.7	8.0	39.1
Change Period (Y+Rc), s	6.7	6.7	6.3	6.3	6.7	6.7	6.3	6.3
Max Green Setting (Gmax), s	16.3	39.9	13.9	23.9	10.5	45.7	4.1	33.7
Max Q Clear Time (g_c+I1), s	15.1	31.9	12.0	19.1	8.9	25.5	3.1	32.2
Green Ext Time (p_c), s	0.0	5.0	0.0	1.4	0.0	8.8	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	46.5
HCM 6th LOS	D

Notes

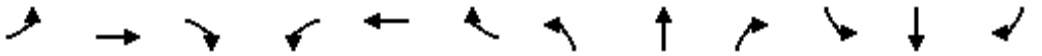
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	195	777	120	673	96	77	249	192	250	168
Future Volume (vph)	195	777	120	673	96	77	249	192	250	168
Turn Type	Prot	NA	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2	1	6		8	8	4	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	9.7	9.7	9.7	9.7	9.7
Total Split (s)	29.0	51.0	21.0	43.0	43.0	22.0	22.0	36.0	36.0	36.0
Total Split (%)	22.3%	39.2%	16.2%	33.1%	33.1%	16.9%	16.9%	27.7%	27.7%	27.7%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	19.2	49.0	13.2	43.0	43.0	17.3	17.3	31.3	31.3	31.3
Actuated g/C Ratio	0.15	0.38	0.10	0.33	0.33	0.13	0.13	0.24	0.24	0.24
v/c Ratio	0.80	0.67	0.72	0.62	0.17	0.35	0.71	0.46	0.69	0.35
Control Delay	75.1	37.2	77.8	40.2	3.2	56.0	60.0	46.5	54.1	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.1	37.2	77.8	40.2	3.2	56.0	60.0	46.5	54.1	7.4
LOS	E	D	E	D	A	E	E	D	D	A
Approach Delay		44.4		41.3			59.2		39.1	
Approach LOS		D		D			E		D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 108 (83%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 44.3	Intersection LOS: D
Intersection Capacity Utilization 68.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 108: San Jacinto St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	777	50	120	673	96	77	249	61	192	250	168
Future Volume (veh/h)	195	777	50	120	673	96	77	249	61	192	250	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.99	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	214	854	55	132	740	105	85	274	67	211	275	185
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	241	1343	87	157	1247	551	241	381	91	436	457	386
Arrive On Green	0.13	0.39	0.39	0.09	0.35	0.35	0.13	0.13	0.13	0.24	0.24	0.24
Sat Flow, veh/h	1810	3431	221	1810	3610	1593	1810	2866	686	1810	1900	1604
Grp Volume(v), veh/h	214	449	460	132	740	105	85	170	171	211	275	185
Grp Sat Flow(s),veh/h/ln	1810	1805	1847	1810	1805	1593	1810	1805	1746	1810	1900	1604
Q Serve(g_s), s	15.1	26.2	26.2	9.3	21.9	6.0	5.6	11.7	12.2	13.0	16.7	12.9
Cycle Q Clear(g_c), s	15.1	26.2	26.2	9.3	21.9	6.0	5.6	11.7	12.2	13.0	16.7	12.9
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	241	707	723	157	1247	551	241	240	232	436	457	386
V/C Ratio(X)	0.89	0.64	0.64	0.84	0.59	0.19	0.35	0.71	0.73	0.48	0.60	0.48
Avail Cap(c_a), veh/h	338	707	723	227	1247	551	241	240	232	436	457	386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.4	32.0	32.0	58.4	35.0	29.8	51.3	53.9	54.1	42.4	43.8	42.4
Incr Delay (d2), s/veh	13.6	3.9	3.8	11.8	0.8	0.2	4.0	16.3	18.5	3.8	5.7	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	12.1	12.3	4.8	9.7	2.3	2.8	6.4	6.6	6.3	8.6	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.1	35.9	35.8	70.2	35.8	30.0	55.3	70.2	72.7	46.2	49.6	46.6
LnGrp LOS	E	D	D	E	D	C	E	E	E	D	D	D
Approach Vol, veh/h		1123			977			426			671	
Approach Delay, s/veh		42.2			39.8			68.2			47.7	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	56.0		36.0	22.0	50.0		22.0				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		4.7				
Max Green Setting (Gmax), s	* 16	45.9		* 31	* 24	37.9		17.3				
Max Q Clear Time (g_c+I1), s	11.3	28.2		18.7	17.1	23.9		14.2				
Green Ext Time (p_c), s	0.1	5.4		2.4	0.2	4.5		0.7				

Intersection Summary		
HCM 6th Ctrl Delay	46.1	
HCM 6th LOS	D	

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

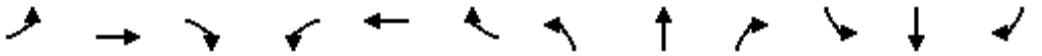
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	160	1620	33	89	2137	157	83	33	146	55
Future Volume (vph)	160	1620	33	89	2137	157	83	33	146	55
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	NA
Protected Phases	5	2	3	1	6		3	8		4
Permitted Phases			2			6			4	
Detector Phase	5	2	3	1	6	6	3	8	4	4
Switch Phase										
Minimum Initial (s)	6.0	15.0	6.0	6.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	21.0	10.0	10.6	21.0	21.0	10.0	10.9	10.9	10.9
Total Split (s)	11.0	49.0	10.9	14.1	52.1	52.1	10.9	26.9	16.0	16.0
Total Split (%)	12.2%	54.4%	12.1%	15.7%	57.9%	57.9%	12.1%	29.9%	17.8%	17.8%
Yellow Time (s)	3.6	5.0	3.0	3.6	5.0	5.0	3.0	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.0	4.6	6.0	6.0	4.0	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	Max	Max	Max
Act Effct Green (s)	6.3	46.4	55.1	8.2	46.2	46.2	6.7	22.0	13.3	13.3
Actuated g/C Ratio	0.07	0.52	0.61	0.09	0.51	0.51	0.07	0.24	0.15	0.15
v/c Ratio	0.65	0.87	0.03	0.54	0.80	0.18	0.62	0.09	0.75	0.48
Control Delay	58.8	14.3	0.0	35.4	33.7	8.7	61.1	13.8	63.9	24.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.8	14.3	0.0	35.4	33.7	8.7	61.1	13.8	63.9	24.0
LOS	E	B	A	D	C	A	E	B	E	C
Approach Delay		18.0			32.1			38.0		43.5
Approach LOS		B			C			D		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 27.6	Intersection LOS: C
Intersection Capacity Utilization 79.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Cambern Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1620	33	89	2137	157	83	33	46	146	55	98
Future Volume (veh/h)	160	1620	33	89	2137	157	83	33	46	146	55	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	160	1620	33	89	2137	157	83	33	46	146	55	98
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	231	1878	922	114	2685	822	107	441	392	268	86	153
Arrive On Green	0.07	0.52	0.52	0.08	0.69	0.69	0.06	0.24	0.24	0.14	0.14	0.14
Sat Flow, veh/h	3510	3610	1589	1810	5187	1587	1810	1805	1604	1333	610	1086
Grp Volume(v), veh/h	160	1620	33	89	2137	157	83	33	46	146	0	153
Grp Sat Flow(s),veh/h/ln	1755	1805	1589	1810	1729	1587	1810	1805	1604	1333	0	1696
Q Serve(g_s), s	4.0	35.1	0.8	4.3	25.6	3.2	4.1	1.3	2.0	9.5	0.0	7.7
Cycle Q Clear(g_c), s	4.0	35.1	0.8	4.3	25.6	3.2	4.1	1.3	2.0	9.5	0.0	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	231	1878	922	114	2685	822	107	441	392	268	0	239
V/C Ratio(X)	0.69	0.86	0.04	0.78	0.80	0.19	0.78	0.07	0.12	0.54	0.00	0.64
Avail Cap(c_a), veh/h	250	1878	922	191	2685	822	139	441	392	268	0	239
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.43	0.43	0.43	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.2	18.8	8.1	40.6	10.7	7.3	41.8	26.2	26.4	37.3	0.0	36.5
Incr Delay (d2), s/veh	5.8	5.5	0.1	1.9	1.1	0.2	13.5	0.3	0.6	7.8	0.0	12.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	13.2	0.3	1.8	5.3	0.9	2.2	0.6	0.8	3.5	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	24.3	8.2	42.5	11.9	7.5	55.3	26.5	27.1	45.0	0.0	48.9
LnGrp LOS	D	C	A	D	B	A	E	C	C	D	A	D
Approach Vol, veh/h		1813			2383			162			299	
Approach Delay, s/veh		26.0			12.7			41.4			47.0	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.3	52.8	9.3	17.6	10.5	52.6		26.9				
Change Period (Y+Rc), s	4.6	6.0	4.0	4.9	4.6	6.0		4.9				
Max Green Setting (Gmax), s	9.5	43.0	6.9	11.1	6.4	46.1		22.0				
Max Q Clear Time (g_c+I1), s	6.3	37.1	6.1	11.5	6.0	27.6		4.0				
Green Ext Time (p_c), s	0.0	3.5	0.0	0.0	0.0	10.2		0.2				

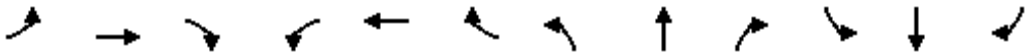
Intersection Summary	
HCM 6th Ctrl Delay	21.1
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	11	1716	94	2291	61	20	118	34
Future Volume (vph)	11	1716	94	2291	61	20	118	34
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	11.8	9.6	11.8	9.6	9.6	9.6	9.6
Total Split (s)	20.0	40.0	20.0	40.0	30.0	30.0	30.0	30.0
Total Split (%)	22.2%	44.4%	22.2%	44.4%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.6	5.8	3.6	5.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.4	41.5	9.1	51.0		25.4		25.4
Actuated g/C Ratio	0.06	0.46	0.10	0.57		0.28		0.28
v/c Ratio	0.10	0.76	0.52	0.84		0.36		0.50
Control Delay	44.2	21.1	47.9	20.6		18.9		30.9
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	44.2	21.1	47.9	20.6		18.9		30.9
LOS	D	C	D	C		B		C
Approach Delay		21.3		21.6		18.9		30.9
Approach LOS		C		C		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 51 (57%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 21.7	Intersection LOS: C
Intersection Capacity Utilization 82.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Conard Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1716	85	94	2291	159	61	20	89	118	34	30
Future Volume (veh/h)	11	1716	85	94	2291	159	61	20	89	118	34	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	1716	85	94	2291	159	61	20	89	118	34	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	24	2394	118	121	2606	179	193	78	238	319	92	68
Arrive On Green	0.00	0.16	0.16	0.07	0.53	0.53	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	5061	250	1810	4949	339	491	277	844	897	324	241
Grp Volume(v), veh/h	11	1172	629	94	1593	857	170	0	0	182	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1854	1810	1729	1830	1612	0	0	1462	0	0
Q Serve(g_s), s	0.5	29.0	29.0	4.6	36.4	37.5	0.0	0.0	0.0	1.9	0.0	0.0
Cycle Q Clear(g_c), s	0.5	29.0	29.0	4.6	36.4	37.5	6.9	0.0	0.0	8.8	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.19	0.36		0.52	0.65		0.16
Lane Grp Cap(c), veh/h	24	1636	877	121	1821	964	509	0	0	479	0	0
V/C Ratio(X)	0.46	0.72	0.72	0.78	0.87	0.89	0.33	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	310	1636	877	310	1821	964	509	0	0	479	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.39	0.39	0.39	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.5	32.2	32.3	41.3	18.7	19.0	25.7	0.0	0.0	26.2	0.0	0.0
Incr Delay (d2), s/veh	1.9	1.1	2.0	4.0	6.2	12.1	1.8	0.0	0.0	2.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	13.3	14.5	2.1	13.2	15.9	3.1	0.0	0.0	3.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.4	33.3	34.3	45.3	24.9	31.1	27.4	0.0	0.0	28.5	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	C	A	A	C	A	A
Approach Vol, veh/h		1812			2544			170			182	
Approach Delay, s/veh		33.7			27.7			27.4			28.5	
Approach LOS		C			C			C			C	

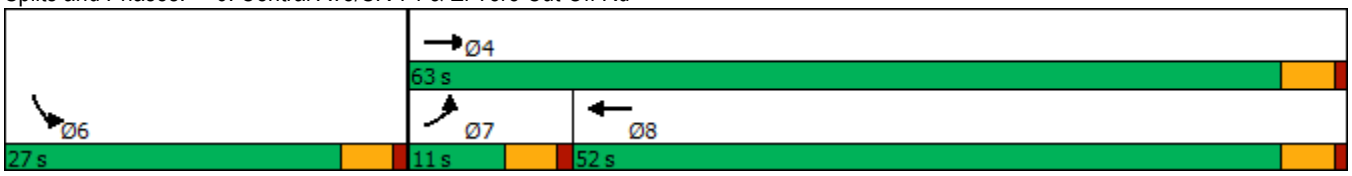
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	49.4		30.0	5.8	54.2		30.0				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	15.4	33.2		25.4	15.4	33.2		25.4				
Max Q Clear Time (g_c+I1), s	6.6	31.0		10.8	2.5	39.5		8.9				
Green Ext Time (p_c), s	0.1	1.5		0.6	0.0	0.0		0.6				

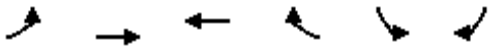
Intersection Summary												
HCM 6th Ctrl Delay			30.1									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	87	1861	2113	174
Future Volume (vph)	87	1861	2113	174
Turn Type	Prot	NA	NA	Prot
Protected Phases	7	4	8	6
Permitted Phases				
Detector Phase	7	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5
Total Split (s)	11.0	63.0	52.0	27.0
Total Split (%)	12.2%	70.0%	57.8%	30.0%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	None	None	Min
Act Effct Green (s)	6.6	55.6	47.2	19.0
Actuated g/C Ratio	0.08	0.66	0.56	0.23
v/c Ratio	0.62	0.54	0.89	0.83
Control Delay	60.8	8.4	22.6	43.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	60.8	8.4	22.6	43.2
LOS	E	A	C	D
Approach Delay		10.7	22.6	43.2
Approach LOS		B	C	D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 83.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 88.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: Central Ave/SR-74 & El Toro Cut Off Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	87	1861	2113	465	174	185
Future Volume (veh/h)	87	1861	2113	465	174	185
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	87	1861	2113	465	174	185
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	112	3435	2351	496	192	204
Arrive On Green	0.06	0.66	0.55	0.55	0.23	0.23
Sat Flow, veh/h	1810	5358	4460	906	822	874
Grp Volume(v), veh/h	87	1861	1686	892	360	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1737	1701	0
Q Serve(g_s), s	4.1	16.3	37.0	41.0	17.7	0.0
Cycle Q Clear(g_c), s	4.1	16.3	37.0	41.0	17.7	0.0
Prop In Lane	1.00			0.52	0.48	0.51
Lane Grp Cap(c), veh/h	112	3435	1895	952	397	0
V/C Ratio(X)	0.78	0.54	0.89	0.94	0.91	0.00
Avail Cap(c_a), veh/h	137	3526	1908	959	445	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.8	7.7	17.2	18.1	32.1	0.0
Incr Delay (d2), s/veh	20.1	0.2	5.6	16.0	20.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	4.0	12.6	16.7	9.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	59.9	7.8	22.8	34.0	52.9	0.0
LnGrp LOS	E	A	C	C	D	A
Approach Vol, veh/h		1948	2578		360	
Approach Delay, s/veh		10.1	26.7		52.9	
Approach LOS		B	C		D	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	61.5	24.6	9.8	51.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	58.5	22.5	6.5	47.5
Max Q Clear Time (g_c+I1), s	18.3	19.7	6.1	43.0
Green Ext Time (p_c), s	17.8	0.4	0.0	4.1

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1665	10	2016	684	13
Future Volume (vph)	1665	10	2016	684	13
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	8	
Permitted Phases					8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.9	10.3	11.9	10.3	10.3
Total Split (s)	50.0	20.0	70.0	30.0	30.0
Total Split (%)	50.0%	20.0%	70.0%	30.0%	30.0%
Yellow Time (s)	5.9	4.3	5.9	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	5.3	6.9	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	42.5	5.3	44.4	25.0	25.0
Actuated g/C Ratio	0.52	0.06	0.54	0.31	0.31
v/c Ratio	0.73	0.09	0.72	0.64	0.03
Control Delay	17.0	41.9	15.2	29.5	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.0	41.9	15.2	29.5	13.1
LOS	B	D	B	C	B
Approach Delay	17.0		15.3	29.2	
Approach LOS	B		B	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 81.8	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 18.1	Intersection LOS: B
Intersection Capacity Utilization 68.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Riverside St & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1665	267	10	2016	684	13
Future Volume (veh/h)	1665	267	10	2016	684	13
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1665	267	10	2016	684	13
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2131	340	22	2851	1058	485
Arrive On Green	0.47	0.47	0.01	0.55	0.30	0.30
Sat Flow, veh/h	4680	719	1810	5358	3510	1610
Grp Volume(v), veh/h	1275	657	10	2016	684	13
Grp Sat Flow(s),veh/h/ln	1729	1771	1810	1729	1755	1610
Q Serve(g_s), s	25.2	25.5	0.4	23.5	13.9	0.5
Cycle Q Clear(g_c), s	25.2	25.5	0.4	23.5	13.9	0.5
Prop In Lane		0.41	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1634	837	22	2851	1058	485
V/C Ratio(X)	0.78	0.79	0.44	0.71	0.65	0.03
Avail Cap(c_a), veh/h	1819	931	325	3994	1058	485
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	18.1	40.2	13.6	24.8	20.2
Incr Delay (d2), s/veh	2.0	4.1	5.0	0.3	3.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	9.3	0.2	6.9	5.8	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.1	22.2	45.2	13.9	27.9	20.3
LnGrp LOS	C	C	D	B	C	C
Approach Vol, veh/h	1932			2026	697	
Approach Delay, s/veh	20.8			14.1	27.7	
Approach LOS	C			B	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.3	45.6				51.9	30.0
Change Period (Y+Rc), s	5.3	6.9				6.9	5.3
Max Green Setting (Gmax), s	14.7	43.1				63.1	24.7
Max Q Clear Time (g_c+I1), s	2.4	27.5				25.5	15.9
Green Ext Time (p_c), s	0.0	10.4				19.6	1.1

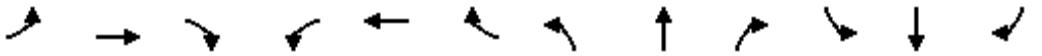
Intersection Summary			
HCM 6th Ctrl Delay		18.9	
HCM 6th LOS		B	

Lane Group	EBT	WBL	WBT	NBL	NBT	Ø4
Lane Configurations						
Traffic Volume (vph)	1579	357	1870	33	0	
Future Volume (vph)	1579	357	1870	33	0	
Turn Type	NA	Prot	NA	Perm	NA	
Protected Phases	2	1	6		8	4
Permitted Phases				8		
Detector Phase	2	1	6	8	8	
Switch Phase						
Minimum Initial (s)	6.0	4.0	6.0	5.0	5.0	5.0
Minimum Split (s)	13.4	9.4	13.4	11.2	11.2	9.6
Total Split (s)	50.0	25.0	75.0	25.0	25.0	25.0
Total Split (%)	50.0%	25.0%	75.0%	25.0%	25.0%	25%
Yellow Time (s)	5.9	4.4	5.9	5.2	5.2	3.6
All-Red Time (s)	1.5	1.0	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.4	5.4	7.4		6.2	
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	39.3	19.6	64.3		18.8	
Actuated g/C Ratio	0.41	0.20	0.66		0.19	
v/c Ratio	0.80	0.98	0.54		0.55	
Control Delay	28.4	82.1	9.2		11.4	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	28.4	82.1	9.2		11.4	
LOS	C	F	A		B	
Approach Delay	28.4		20.8		11.4	
Approach LOS	C		C		B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 96.8	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 23.2	Intersection LOS: C
Intersection Capacity Utilization 85.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 8: Wasson Canyon Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1579	91	357	1870	0	33	0	254	0	0	0
Future Volume (veh/h)	0	1579	91	357	1870	0	33	0	254	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	1579	91	357	1870	0	33	0	254	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	1940	112	369	3354	0	67	14	301	0	403	0
Arrive On Green	0.00	0.39	0.39	0.20	0.65	0.00	0.21	0.00	0.21	0.00	0.00	0.00
Sat Flow, veh/h	0	5188	289	1810	5358	0	118	67	1422	0	1900	0
Grp Volume(v), veh/h	0	1088	582	357	1870	0	287	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1729	1848	1810	1729	0	1606	0	0	0	1900	0
Q Serve(g_s), s	0.0	27.1	27.1	18.8	19.2	0.0	9.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	27.1	27.1	18.8	19.2	0.0	16.4	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.16	1.00		0.00	0.11		0.89	0.00		0.00
Lane Grp Cap(c), veh/h	0	1337	715	369	3354	0	382	0	0	0	403	0
V/C Ratio(X)	0.00	0.81	0.81	0.97	0.56	0.00	0.75	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	1531	818	369	3645	0	382	0	0	0	403	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	26.4	26.4	38.0	9.4	0.0	36.3	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.1	5.7	38.2	0.2	0.0	12.7	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.4	11.6	11.6	5.3	0.0	7.7	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.5	32.1	76.2	9.6	0.0	49.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	C	C	E	A	A	D	A	A	A	A	A
Approach Vol, veh/h		1670			2227			287			0	
Approach Delay, s/veh		30.4			20.2			49.0			0.0	
Approach LOS		C			C			D				

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	25.0	44.6		26.6		69.6		26.6				
Change Period (Y+Rc), s	5.4	7.4		* 6.2		7.4		6.2				
Max Green Setting (Gmax), s	19.6	42.6		* 20		67.6		18.8				
Max Q Clear Time (g_c+I1), s	20.8	29.1		0.0		21.2		18.4				
Green Ext Time (p_c), s	0.0	8.1		0.0		19.0		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		26.3
HCM 6th LOS		C

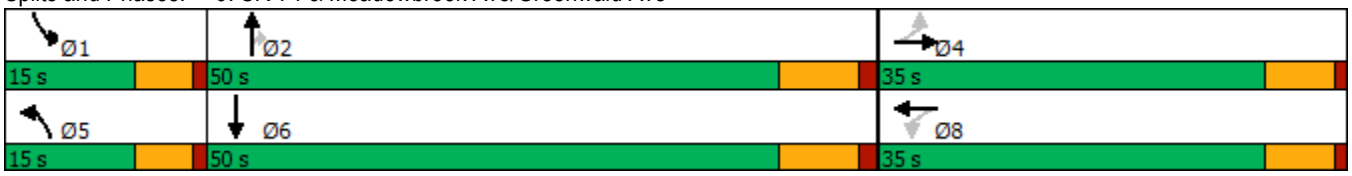
Notes

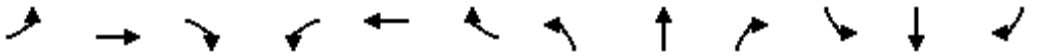
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	81	16	471	14	20	1654	162	83	1792
Future Volume (vph)	81	16	471	14	20	1654	162	83	1792
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.2	11.2	11.2	11.2	9.4	13.4	13.4	9.4	13.4
Total Split (s)	35.0	35.0	35.0	35.0	15.0	50.0	50.0	15.0	50.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	15.0%	50.0%	50.0%	15.0%	50.0%
Yellow Time (s)	5.2	5.2	5.2	5.2	4.4	5.9	5.9	4.4	5.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	5.4	7.4	7.4	5.4	7.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	28.9	28.9	28.9	28.9	5.7	42.8	42.8	8.0	49.1
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.06	0.44	0.44	0.08	0.51
v/c Ratio	0.27	0.12	1.16	0.37	0.19	0.72	0.20	0.56	0.69
Control Delay	30.5	11.7	128.3	7.7	48.4	24.8	3.6	57.8	20.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.5	11.7	128.3	7.7	48.4	24.8	3.6	57.8	20.4
LOS	C	B	F	A	D	C	A	E	C
Approach Delay		22.3		88.3		23.2			22.0
Approach LOS		C		F		C			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 96.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.16	
Intersection Signal Delay: 32.7	Intersection LOS: C
Intersection Capacity Utilization 89.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: SR-74 & Meadowbrook Ave/Greenwald Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	16	47	471	14	220	20	1654	162	83	1792	28
Future Volume (veh/h)	81	16	47	471	14	220	20	1654	162	83	1792	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	81	16	47	471	14	220	20	1654	162	83	1792	28
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	287	128	375	446	29	458	31	2300	714	107	2553	40
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.02	0.44	0.44	0.06	0.49	0.49
Sat Flow, veh/h	1165	425	1250	1360	97	1528	1810	5187	1610	1810	5261	82
Grp Volume(v), veh/h	81	0	63	471	0	234	20	1654	162	83	1178	642
Grp Sat Flow(s),veh/h/ln	1165	0	1675	1360	0	1625	1810	1729	1610	1810	1729	1885
Q Serve(g_s), s	5.9	0.0	2.6	26.2	0.0	11.3	1.1	25.0	6.0	4.3	25.5	25.6
Cycle Q Clear(g_c), s	17.2	0.0	2.6	28.8	0.0	11.3	1.1	25.0	6.0	4.3	25.5	25.6
Prop In Lane	1.00		0.75	1.00		0.94	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	287	0	502	446	0	487	31	2300	714	107	1678	915
V/C Ratio(X)	0.28	0.00	0.13	1.06	0.00	0.48	0.64	0.72	0.23	0.78	0.70	0.70
Avail Cap(c_a), veh/h	287	0	502	446	0	487	181	2300	714	181	1678	915
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	0.0	24.5	37.2	0.0	27.5	46.9	21.8	16.5	44.6	19.3	19.3
Incr Delay (d2), s/veh	0.4	0.0	0.1	58.6	0.0	0.5	7.9	2.0	0.7	4.5	2.5	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.0	17.8	0.0	4.4	0.5	9.2	2.1	2.0	9.3	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	0.0	24.6	95.7	0.0	28.1	54.8	23.8	17.3	49.1	21.8	23.8
LnGrp LOS	C	A	C	F	A	C	D	C	B	D	C	C
Approach Vol, veh/h		144			705			1836			1903	
Approach Delay, s/veh		30.4			73.3			23.6			23.7	
Approach LOS		C			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	50.0		35.0	7.1	54.0		35.0				
Change Period (Y+Rc), s	5.4	7.4		6.2	5.4	7.4		6.2				
Max Green Setting (Gmax), s	9.6	42.6		28.8	9.6	42.6		28.8				
Max Q Clear Time (g_c+I1), s	6.3	27.0		19.2	3.1	27.6		30.8				
Green Ext Time (p_c), s	0.0	6.8		0.3	0.0	9.4		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			31.5									
HCM 6th LOS			C									

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	15	1931	20	1907
Future Volume (vph)	15	1931	20	1907
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5
Total Split (s)	22.5	33.0	9.5	42.5
Total Split (%)	34.6%	50.8%	14.6%	65.4%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	Min	Min	None	Min
Act Effct Green (s)	6.5	32.5	5.1	34.2
Actuated g/C Ratio	0.13	0.65	0.10	0.69
v/c Ratio	0.27	0.57	0.11	0.77
Control Delay	12.0	6.5	24.4	7.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	12.0	6.5	24.4	7.9
LOS	B	A	C	A
Approach Delay	12.0	6.5		8.1
Approach LOS	B	A		A

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 49.8	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 7.4	Intersection LOS: A
Intersection Capacity Utilization 64.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 10: SR-74 & River Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	15	57	1931	7	20	1907
Future Volume (veh/h)	15	57	1931	7	20	1907
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	57	1931	7	20	1907
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	38	143	3016	11	44	2490
Arrive On Green	0.11	0.11	0.57	0.57	0.02	0.69
Sat Flow, veh/h	339	1289	5506	19	1810	3705
Grp Volume(v), veh/h	73	0	1251	687	20	1907
Grp Sat Flow(s),veh/h/ln	1651	0	1729	1897	1810	1805
Q Serve(g_s), s	1.9	0.0	11.1	11.1	0.5	15.7
Cycle Q Clear(g_c), s	1.9	0.0	11.1	11.1	0.5	15.7
Prop In Lane	0.21	0.78		0.01	1.00	
Lane Grp Cap(c), veh/h	183	0	1955	1072	44	2490
V/C Ratio(X)	0.40	0.00	0.64	0.64	0.45	0.77
Avail Cap(c_a), veh/h	659	0	2185	1198	201	3041
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	6.7	6.7	21.7	4.6
Incr Delay (d2), s/veh	1.4	0.0	0.5	1.0	7.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	1.6	1.9	0.3	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.1	0.0	7.2	7.7	28.7	5.6
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h	73		1938			1927
Approach Delay, s/veh	20.1		7.4			5.8
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.6	30.0			35.6	9.5
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.0	28.5			38.0	18.0
Max Q Clear Time (g_c+I1), s	2.5	13.1			17.7	3.9
Green Ext Time (p_c), s	0.0	10.2			13.4	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Notes

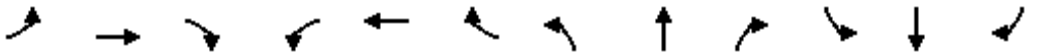
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	402	1377	86	1199	147	427	203	232	467
Future Volume (vph)	402	1377	86	1199	147	427	203	232	467
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2	1	6	3	8	7	4	5
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	5
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	10.0	9.5	10.0	9.5	10.0	9.5	10.0	9.5
Total Split (s)	31.0	66.0	13.0	48.0	19.0	23.0	18.0	22.0	31.0
Total Split (%)	25.8%	55.0%	10.8%	40.0%	15.8%	19.2%	15.0%	18.3%	25.8%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max	None
Act Effct Green (s)	26.5	61.3	8.2	43.0	13.3	18.0	13.5	18.2	45.2
Actuated g/C Ratio	0.22	0.51	0.07	0.36	0.11	0.15	0.11	0.15	0.38
v/c Ratio	1.12	0.88	0.78	1.12	0.82	1.03	1.12	0.90	0.80
Control Delay	128.2	33.3	96.3	101.4	85.0	97.5	149.6	85.2	39.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	128.2	33.3	96.3	101.4	85.0	97.5	149.6	85.2	39.4
LOS	F	C	F	F	F	F	F	F	D
Approach Delay		54.0		101.1		94.6		76.0	
Approach LOS		D		F		F		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay: 77.2	Intersection LOS: E
Intersection Capacity Utilization 109.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 13: A St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	402	1377	67	86	1199	91	147	427	74	203	232	467
Future Volume (veh/h)	402	1377	67	86	1199	91	147	427	74	203	232	467
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	402	1377	67	86	1199	91	147	427	74	203	232	467
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	360	2055	100	106	1516	115	171	415	71	183	277	547
Arrive On Green	0.22	0.65	0.65	0.06	0.50	0.50	0.10	0.15	0.15	0.11	0.16	0.16
Sat Flow, veh/h	1629	3153	153	1629	3057	232	1629	2763	475	1629	1710	1401
Grp Volume(v), veh/h	402	708	736	86	636	654	147	250	251	203	232	467
Grp Sat Flow(s),veh/h/ln	1629	1625	1682	1629	1625	1664	1629	1625	1614	1629	1710	1401
Q Serve(g_s), s	26.5	32.3	32.5	6.3	39.0	39.1	10.7	18.0	18.0	13.5	15.8	19.4
Cycle Q Clear(g_c), s	26.5	32.3	32.5	6.3	39.0	39.1	10.7	18.0	18.0	13.5	15.8	19.4
Prop In Lane	1.00		0.09	1.00		0.14	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	360	1059	1096	106	805	825	171	244	242	183	277	547
V/C Ratio(X)	1.12	0.67	0.67	0.81	0.79	0.79	0.86	1.02	1.04	1.11	0.84	0.85
Avail Cap(c_a), veh/h	360	1059	1096	115	805	825	197	244	242	183	277	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.26	0.26	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	12.9	12.9	55.4	25.1	25.1	52.8	51.0	51.0	53.3	48.8	34.2
Incr Delay (d2), s/veh	78.6	2.7	2.6	9.3	2.1	2.1	24.8	64.1	68.1	98.4	25.2	15.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.2	10.9	11.3	2.8	14.8	15.2	5.5	11.6	11.8	10.5	8.7	14.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	125.4	15.6	15.6	64.6	27.2	27.2	77.6	115.1	119.1	151.6	74.0	49.8
LnGrp LOS	F	B	B	E	C	C	E	F	F	F	E	D
Approach Vol, veh/h		1846			1376			648			902	
Approach Delay, s/veh		39.5			29.6			108.2			78.9	
Approach LOS		D			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	83.7	17.1	24.4	31.0	65.0	18.5	23.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	5.0	* 5
Max Green Setting (Gmax), s	8.5	61.0	14.5	17.0	26.5	43.0	13.5	* 18
Max Q Clear Time (g_c+I1), s	8.3	34.5	12.7	21.4	28.5	41.1	15.5	20.0
Green Ext Time (p_c), s	0.0	6.4	0.0	0.0	0.0	1.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.4
HCM 6th LOS	D

Notes

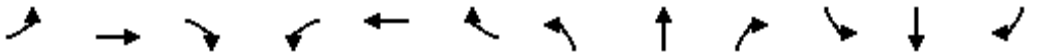
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	374	1293	1030	25	207	51	51
Future Volume (vph)	374	1293	1030	25	207	51	51
Turn Type	Prot	NA	NA	Prot	NA	Prot	NA
Protected Phases	3	8	4	1	6	5	2
Permitted Phases							
Detector Phase	3	8	4	1	6	5	2
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	10.1	9.6	9.6	9.6	9.6
Total Split (s)	31.0	72.0	41.0	9.6	27.7	10.3	28.4
Total Split (%)	28.2%	65.5%	37.3%	8.7%	25.2%	9.4%	25.8%
Yellow Time (s)	3.6	4.1	4.1	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	4.6	4.6	4.6	4.6
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	24.9	65.0	35.5	5.0	27.0	5.6	29.5
Actuated g/C Ratio	0.23	0.59	0.32	0.05	0.25	0.05	0.27
v/c Ratio	0.92	0.61	0.94	0.30	0.59	0.56	0.66
Control Delay	69.9	15.7	32.1	60.7	42.8	74.5	16.6
Queue Delay	0.0	0.0	45.6	0.0	0.0	0.0	0.0
Total Delay	69.9	15.7	77.7	60.7	42.8	74.5	16.6
LOS	E	B	E	E	D	E	B
Approach Delay		27.8	77.7		44.3		22.5
Approach LOS		C	E		D		C

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 43.7	Intersection LOS: D
Intersection Capacity Utilization 98.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 14: C St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	374	1293	9	0	1030	59	25	207	62	51	51	392
Future Volume (veh/h)	374	1293	9	0	1030	59	25	207	62	51	51	392
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	374	1293	9	0	1030	59	25	207	62	51	51	392
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	402	2135	15	0	1098	63	44	354	106	66	50	381
Arrive On Green	0.22	0.58	0.58	0.00	0.32	0.32	0.02	0.25	0.25	0.04	0.26	0.26
Sat Flow, veh/h	1810	3675	26	0	3558	198	1810	1404	420	1810	187	1440
Grp Volume(v), veh/h	374	635	667	0	537	552	25	0	269	51	0	443
Grp Sat Flow(s),veh/h/ln	1810	1805	1895	0	1805	1856	1810	0	1824	1810	0	1627
Q Serve(g_s), s	22.3	25.0	25.0	0.0	31.8	31.8	1.5	0.0	14.2	3.1	0.0	29.1
Cycle Q Clear(g_c), s	22.3	25.0	25.0	0.0	31.8	31.8	1.5	0.0	14.2	3.1	0.0	29.1
Prop In Lane	1.00		0.01	0.00		0.11	1.00		0.23	1.00		0.88
Lane Grp Cap(c), veh/h	402	1049	1101	0	572	588	44	0	461	66	0	431
V/C Ratio(X)	0.93	0.61	0.61	0.00	0.94	0.94	0.57	0.00	0.58	0.77	0.00	1.03
Avail Cap(c_a), veh/h	434	1098	1153	0	589	606	82	0	461	94	0	431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.30	0.30	0.30	0.00	0.52	0.52	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.9	14.9	14.9	0.0	36.5	36.5	53.1	0.0	36.0	52.5	0.0	40.4
Incr Delay (d2), s/veh	10.1	0.2	0.2	0.0	13.8	13.6	4.2	0.0	5.3	13.3	0.0	50.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.9	9.5	10.0	0.0	15.8	16.2	0.7	0.0	7.0	1.6	0.0	17.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.0	15.1	15.1	0.0	50.4	50.1	57.3	0.0	41.4	65.8	0.0	91.4
LnGrp LOS	D	B	B	A	D	D	E	A	D	E	A	F
Approach Vol, veh/h		1676			1089			294			494	
Approach Delay, s/veh		23.3			50.2			42.7			88.7	
Approach LOS		C			D			D			F	

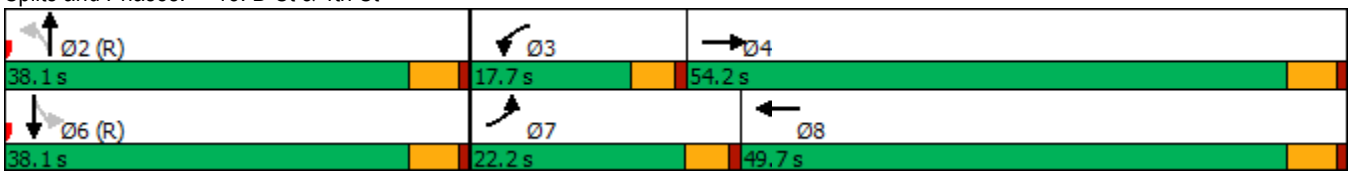
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	33.7	29.0	40.0	8.6	32.4		69.0				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.1	4.6	4.6		5.1				
Max Green Setting (Gmax), s	5.0	23.8	26.4	35.9	5.7	23.1		66.9				
Max Q Clear Time (g_c+I1), s	3.5	31.1	24.3	33.8	5.1	16.2		27.0				
Green Ext Time (p_c), s	0.0	0.0	0.2	1.1	0.0	0.6		6.5				

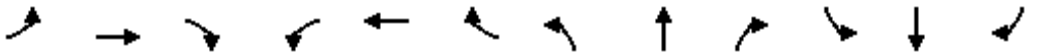
Intersection Summary												
HCM 6th Ctrl Delay			42.3									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	150	1223	101	979	26	175	73	77
Future Volume (vph)	150	1223	101	979	26	175	73	77
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	9.6	10.1	10.0	10.0	10.0	10.0
Total Split (s)	22.2	54.2	17.7	49.7	38.1	38.1	38.1	38.1
Total Split (%)	20.2%	49.3%	16.1%	45.2%	34.6%	34.6%	34.6%	34.6%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	13.2	45.2	10.1	42.1	40.0	40.0	40.0	40.0
Actuated g/C Ratio	0.12	0.41	0.09	0.38	0.36	0.36	0.36	0.36
v/c Ratio	0.69	0.85	0.61	0.80	0.06	0.53	0.28	0.24
Control Delay	74.3	22.3	63.1	34.9	26.8	29.0	31.5	19.6
Queue Delay	0.0	0.3	0.0	44.9	0.0	0.0	0.0	0.0
Total Delay	74.3	22.6	63.1	79.8	26.8	29.0	31.5	19.6
LOS	E	C	E	E	C	C	C	B
Approach Delay		28.2		78.3		28.8		23.3
Approach LOS		C		E		C		C

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 84 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 46.6	Intersection LOS: D
Intersection Capacity Utilization 81.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 15: D St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	1223	33	101	979	116	26	175	177	73	77	83
Future Volume (veh/h)	150	1223	33	101	979	116	26	175	177	73	77	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	0.99		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	150	1223	33	101	979	116	26	175	177	73	77	83
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	180	1367	37	127	1137	135	506	356	360	342	346	373
Arrive On Green	0.10	0.38	0.38	0.07	0.35	0.35	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1810	3590	97	1810	3237	383	1238	857	866	1041	833	897
Grp Volume(v), veh/h	150	615	641	101	546	549	26	0	352	73	0	160
Grp Sat Flow(s),veh/h/ln	1810	1805	1882	1810	1805	1815	1238	0	1723	1041	0	1730
Q Serve(g_s), s	9.0	35.2	35.2	6.0	30.9	31.0	1.5	0.0	16.5	6.1	0.0	6.6
Cycle Q Clear(g_c), s	9.0	35.2	35.2	6.0	30.9	31.0	8.1	0.0	16.5	22.6	0.0	6.6
Prop In Lane	1.00		0.05	1.00		0.21	1.00		0.50	1.00		0.52
Lane Grp Cap(c), veh/h	180	687	717	127	634	638	506	0	716	342	0	719
V/C Ratio(X)	0.83	0.89	0.90	0.80	0.86	0.86	0.05	0.00	0.49	0.21	0.00	0.22
Avail Cap(c_a), veh/h	290	806	840	215	732	736	506	0	716	342	0	719
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	0.23	0.23	0.23	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.6	32.0	32.0	50.4	33.2	33.2	23.3	0.0	23.6	31.9	0.0	20.7
Incr Delay (d2), s/veh	4.1	8.1	7.9	1.0	2.1	2.1	0.2	0.0	2.4	1.4	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	16.5	17.2	2.7	13.4	13.5	0.5	0.0	7.1	1.7	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	40.1	39.9	51.4	35.2	35.3	23.5	0.0	26.0	33.3	0.0	21.4
LnGrp LOS	D	D	D	D	D	D	C	A	C	C	A	C
Approach Vol, veh/h		1406			1196			378			233	
Approach Delay, s/veh		41.4			36.6			25.8			25.2	
Approach LOS		D			D			C			C	

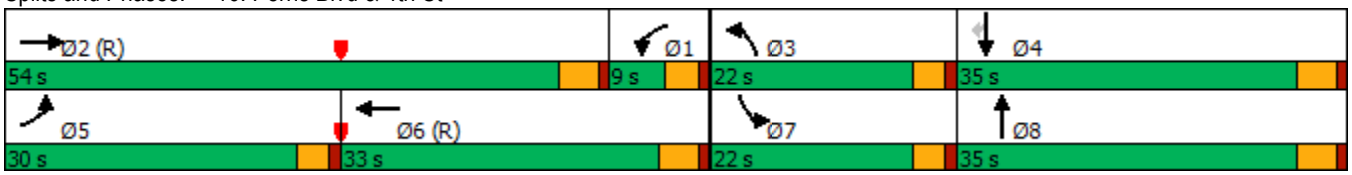
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		50.7	12.3	47.0		50.7	15.5	43.8				
Change Period (Y+Rc), s		5.0	4.6	5.1		5.0	4.6	5.1				
Max Green Setting (Gmax), s		33.1	13.1	49.1		33.1	17.6	44.6				
Max Q Clear Time (g_c+I1), s		18.5	8.0	37.2		24.6	11.0	33.0				
Green Ext Time (p_c), s		1.3	0.0	4.7		0.5	0.1	3.8				

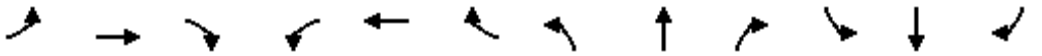
Intersection Summary												
HCM 6th Ctrl Delay			36.6									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	344	997	123	782	237	904	79	703	312
Future Volume (vph)	344	997	123	782	237	904	79	703	312
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.6	9.0	9.6	9.0	9.6	9.0	9.6	9.6
Total Split (s)	30.0	54.0	9.0	33.0	22.0	35.0	22.0	35.0	35.0
Total Split (%)	25.0%	45.0%	7.5%	27.5%	18.3%	29.2%	18.3%	29.2%	29.2%
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6	4.6
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	26.0	49.4	5.0	28.4	18.0	40.1	10.2	30.4	30.4
Actuated g/C Ratio	0.22	0.41	0.04	0.24	0.15	0.33	0.08	0.25	0.25
v/c Ratio	0.98	0.88	1.84	1.08	0.98	1.01	0.57	0.85	0.52
Control Delay	90.5	41.0	459.9	100.7	103.0	69.9	68.2	54.1	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.5	41.0	459.9	100.7	103.0	69.9	68.2	54.1	7.4
LOS	F	D	F	F	F	E	E	D	A
Approach Delay		52.4		147.1		75.8		41.8	
Approach LOS		D		F		E		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.84	
Intersection Signal Delay: 74.9	Intersection LOS: E
Intersection Capacity Utilization 100.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 16: Perris Blvd & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	344	997	159	123	782	47	237	904	176	79	703	312
Future Volume (veh/h)	344	997	159	123	782	47	237	904	176	79	703	312
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	344	997	159	123	782	47	237	904	176	79	703	312
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	353	1155	184	337	1265	76	244	930	181	98	823	362
Arrive On Green	0.22	0.41	0.41	0.21	0.41	0.41	0.15	0.34	0.34	0.06	0.25	0.25
Sat Flow, veh/h	1629	2805	447	1629	3111	187	1629	2711	528	1629	3249	1427
Grp Volume(v), veh/h	344	577	579	123	408	421	237	541	539	79	703	312
Grp Sat Flow(s),veh/h/ln	1629	1625	1627	1629	1625	1673	1629	1625	1614	1629	1625	1427
Q Serve(g_s), s	25.2	38.9	39.0	7.8	23.9	23.9	17.4	39.4	39.5	5.7	24.7	25.1
Cycle Q Clear(g_c), s	25.2	38.9	39.0	7.8	23.9	23.9	17.4	39.4	39.5	5.7	24.7	25.1
Prop In Lane	1.00		0.27	1.00		0.11	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	353	669	670	337	661	680	244	557	554	98	823	362
V/C Ratio(X)	0.97	0.86	0.86	0.37	0.62	0.62	0.97	0.97	0.97	0.80	0.85	0.86
Avail Cap(c_a), veh/h	353	669	670	337	661	680	244	557	554	244	823	362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	32.2	32.2	40.8	28.2	28.2	50.7	38.8	38.9	55.7	42.7	42.8
Incr Delay (d2), s/veh	26.5	7.1	7.2	0.2	2.9	2.8	48.8	31.8	32.0	5.7	11.0	22.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.6	16.1	16.2	3.1	9.6	9.9	10.3	20.2	20.1	2.5	11.0	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.2	39.3	39.4	41.0	31.1	31.0	99.6	70.6	70.9	61.3	53.7	65.7
LnGrp LOS	E	D	D	D	C	C	F	E	E	E	D	E
Approach Vol, veh/h		1500			952			1317			1094	
Approach Delay, s/veh		47.1			32.3			75.9			57.6	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	54.0	22.0	35.0	30.0	54.0	11.2	45.8
Change Period (Y+Rc), s	4.6	* 4.6	4.0	4.6	4.0	4.6	4.0	4.6
Max Green Setting (Gmax), s	5.0	* 49	18.0	30.4	26.0	28.4	18.0	30.4
Max Q Clear Time (g_c+I1), s	9.8	41.0	19.4	27.1	27.2	25.9	7.7	41.5
Green Ext Time (p_c), s	0.0	3.3	0.0	1.4	0.0	0.9	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.4
HCM 6th LOS	D

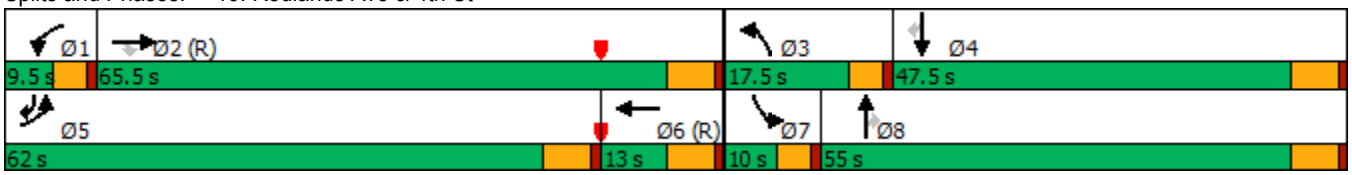
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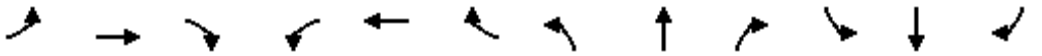
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	1162	26	40	3	5	85	1042	12	35	600	1183
Future Volume (vph)	1162	26	40	3	5	85	1042	12	35	600	1183
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8		7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	9.5	11.0	9.5	11.0	11.0	9.5	11.0	11.0
Total Split (s)	62.0	65.5	65.5	9.5	13.0	17.5	55.0	55.0	10.0	47.5	62.0
Total Split (%)	44.3%	46.8%	46.8%	6.8%	9.3%	12.5%	39.3%	39.3%	7.1%	33.9%	44.3%
Yellow Time (s)	5.0	5.0	5.0	3.5	5.0	3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max	None
Act Effct Green (s)	54.0	67.1	67.1	5.0	9.0	11.0	51.0	51.0	5.5	43.5	103.5
Actuated g/C Ratio	0.39	0.48	0.48	0.04	0.06	0.08	0.36	0.36	0.04	0.31	0.74
v/c Ratio	0.86	0.03	0.05	0.05	0.14	0.60	0.79	0.02	0.50	0.54	0.50
Control Delay	47.0	20.7	0.1	67.0	27.6	79.4	45.7	0.1	89.7	42.4	1.5
Queue Delay	48.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay	95.3	20.7	0.1	67.0	27.6	79.4	45.7	0.1	89.7	42.4	2.0
LOS	F	C	A	E	C	E	D	A	F	D	A
Approach Delay		90.6			31.1		47.7			17.0	
Approach LOS		F			C		D			B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 22.5 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 46.9	Intersection LOS: D
Intersection Capacity Utilization 86.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 19: Redlands Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1162	26	40	3	5	26	85	1042	12	35	600	1183
Future Volume (veh/h)	1162	26	40	3	5	26	85	1042	12	35	600	1183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1162	26	40	3	5	26	85	1042	12	35	600	1183
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1254	892	756	7	190	169	107	1264	563	48	1147	1913
Arrive On Green	0.36	0.47	0.47	0.00	0.11	0.11	0.06	0.35	0.35	0.03	0.32	0.32
Sat Flow, veh/h	3510	1900	1610	1810	1805	1603	1810	3610	1609	1810	3610	2834
Grp Volume(v), veh/h	1162	26	40	3	5	26	85	1042	12	35	600	1183
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1603	1810	1805	1609	1810	1805	1417
Q Serve(g_s), s	44.5	1.0	1.9	0.2	0.3	2.1	6.5	36.9	0.7	2.7	19.0	32.6
Cycle Q Clear(g_c), s	44.5	1.0	1.9	0.2	0.3	2.1	6.5	36.9	0.7	2.7	19.0	32.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1254	892	756	7	190	169	107	1264	563	48	1147	1913
V/C Ratio(X)	0.93	0.03	0.05	0.42	0.03	0.15	0.80	0.82	0.02	0.73	0.52	0.62
Avail Cap(c_a), veh/h	1404	892	756	65	190	169	168	1264	563	71	1147	1913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	1.00	1.00	1.00	0.76	0.76	0.76
Uniform Delay (d), s/veh	43.2	20.0	20.2	69.6	56.2	56.9	65.1	41.6	29.8	67.6	39.1	12.7
Incr Delay (d2), s/veh	8.1	0.0	0.1	35.1	0.3	1.9	13.1	6.2	0.1	14.7	1.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.4	0.5	0.7	0.2	0.2	0.9	3.4	17.5	0.3	1.4	8.6	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.4	20.0	20.3	104.7	56.4	58.9	78.2	47.8	29.9	82.4	40.4	13.8
LnGrp LOS	D	C	C	F	E	E	E	D	C	F	D	B
Approach Vol, veh/h		1228			34			1139			1818	
Approach Delay, s/veh		49.7			62.6			49.9			23.9	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	71.7	12.7	50.5	56.0	20.8	8.2	55.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	6.0	4.5	6.0
Max Green Setting (Gmax), s	5.0	59.5	13.0	41.5	56.0	7.0	5.5	49.0
Max Q Clear Time (g_c+I1), s	2.2	3.9	8.5	34.6	46.5	4.1	4.7	38.9
Green Ext Time (p_c), s	0.0	0.3	0.1	4.8	3.5	0.0	0.0	5.1

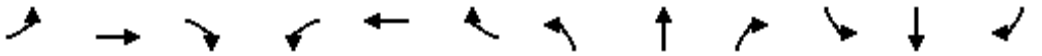
Intersection Summary	
HCM 6th Ctrl Delay	38.7
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	75	976	78	287	1252	77	454	224	132	234
Future Volume (vph)	75	976	78	287	1252	77	454	224	132	234
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	8.5	12.0	12.0	8.5	12.0	8.5	10.2	10.2	8.5	10.2
Total Split (s)	10.0	46.4	46.4	25.2	61.6	12.0	35.0	35.0	13.4	36.4
Total Split (%)	8.3%	38.7%	38.7%	21.0%	51.3%	10.0%	29.2%	29.2%	11.2%	30.3%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	3.2	3.2	3.0	3.2
All-Red Time (s)	0.5	1.0	1.0	0.5	1.0	0.5	1.0	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	3.5	4.2	4.2	3.5	4.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	6.4	41.2	41.2	20.7	55.6	7.6	30.8	30.8	9.9	34.8
Actuated g/C Ratio	0.05	0.34	0.34	0.17	0.46	0.06	0.26	0.26	0.08	0.29
v/c Ratio	0.79	0.79	0.12	0.92	0.96	0.68	0.93	0.44	0.89	0.58
Control Delay	104.0	41.1	2.8	83.2	45.5	82.4	70.9	19.6	104.4	40.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	104.0	41.1	2.8	83.2	45.5	82.4	70.9	19.6	104.4	40.8
LOS	F	D	A	F	D	F	E	B	F	D
Approach Delay		42.6			51.4		56.8			59.7
Approach LOS		D			D		E			E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 119.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 50.9	Intersection LOS: D
Intersection Capacity Utilization 95.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 22: Dunlap Drive & Nuevo Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	976	78	287	1252	319	77	454	224	132	234	79
Future Volume (veh/h)	75	976	78	287	1252	319	77	454	224	132	234	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	976	78	287	1252	319	77	454	224	132	234	79
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	1239	553	313	1318	330	98	489	414	150	388	131
Arrive On Green	0.05	0.34	0.34	0.17	0.46	0.46	0.05	0.26	0.26	0.08	0.29	0.29
Sat Flow, veh/h	1810	3610	1610	1810	2846	712	1810	1900	1610	1810	1357	458
Grp Volume(v), veh/h	75	976	78	287	785	786	77	454	224	132	0	313
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1753	1810	1900	1610	1810	0	1816
Q Serve(g_s), s	4.9	29.1	4.0	18.7	49.5	52.2	5.0	27.9	14.4	8.6	0.0	17.8
Cycle Q Clear(g_c), s	4.9	29.1	4.0	18.7	49.5	52.2	5.0	27.9	14.4	8.6	0.0	17.8
Prop In Lane	1.00		1.00	1.00		0.41	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	96	1239	553	313	836	812	98	489	414	150	0	519
V/C Ratio(X)	0.78	0.79	0.14	0.92	0.94	0.97	0.78	0.93	0.54	0.88	0.00	0.60
Avail Cap(c_a), veh/h	98	1239	553	328	839	814	129	489	414	150	0	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.0	35.4	27.1	48.6	30.5	31.2	55.9	43.4	38.3	54.3	0.0	36.9
Incr Delay (d2), s/veh	29.5	3.7	0.2	28.0	18.2	23.9	15.1	26.3	5.0	40.0	0.0	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	12.5	1.5	10.4	23.5	25.1	2.7	16.2	6.1	5.5	0.0	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.5	39.0	27.3	76.7	48.7	55.1	71.0	69.6	43.3	94.3	0.0	42.0
LnGrp LOS	F	D	C	E	D	E	E	E	D	F	A	D
Approach Vol, veh/h		1129			1858			755			445	
Approach Delay, s/veh		41.3			55.8			62.0			57.5	
Approach LOS		D			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.2	47.1	10.0	38.4	9.8	61.4	13.4	35.0
Change Period (Y+Rc), s	3.5	6.0	3.5	* 4.2	3.5	6.0	3.5	* 4.2
Max Green Setting (Gmax), s	21.7	40.4	8.5	* 32	6.5	55.6	9.9	* 31
Max Q Clear Time (g_c+I1), s	20.7	31.1	7.0	19.8	6.9	54.2	10.6	29.9
Green Ext Time (p_c), s	0.0	5.2	0.0	1.3	0.0	1.2	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	53.2
HCM 6th LOS	D

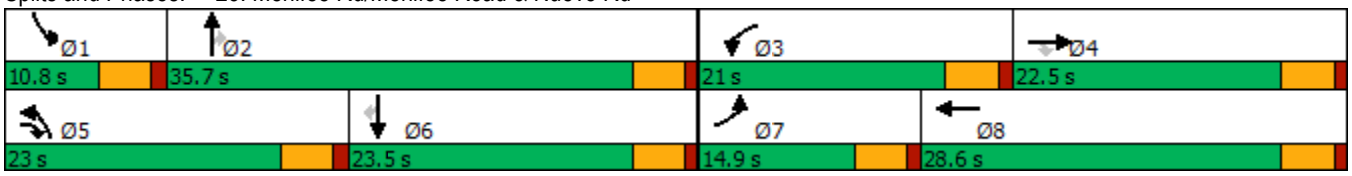
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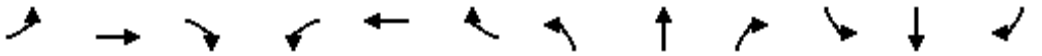
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	99	725	386	289	890	603	577	361	42	528	297
Future Volume (vph)	99	725	386	289	890	603	577	361	42	528	297
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	5	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	14.9	22.5	23.0	21.0	28.6	23.0	35.7	35.7	10.8	23.5	23.5
Total Split (%)	16.6%	25.0%	25.6%	23.3%	31.8%	25.6%	39.7%	39.7%	12.0%	26.1%	26.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	None	None	Min	Min	Min	None	Min	Min
Act Effct Green (s)	9.1	17.0	39.2	15.9	26.3	17.6	33.5	33.5	6.2	17.6	17.6
Actuated g/C Ratio	0.11	0.20	0.45	0.18	0.31	0.20	0.39	0.39	0.07	0.20	0.20
v/c Ratio	0.52	0.71	0.48	0.87	0.59	0.84	0.41	0.43	0.33	0.72	0.55
Control Delay	47.9	37.1	13.2	62.4	28.6	45.8	21.6	4.2	47.1	38.6	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.9	37.1	13.2	62.4	28.6	45.8	21.6	4.2	47.1	38.6	9.9
LOS	D	D	B	E	C	D	C	A	D	D	A
Approach Delay		30.4			36.6		27.0			29.2	
Approach LOS		C			D		C			C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 86.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 30.7	Intersection LOS: C
Intersection Capacity Utilization 76.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 23: Menifee Rd/Menifee Road & Nuevo Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	725	386	289	890	37	603	577	361	42	528	297
Future Volume (veh/h)	99	725	386	289	890	37	603	577	361	42	528	297
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	99	725	386	289	890	37	603	577	361	42	528	297
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	127	1074	649	325	1617	67	688	1333	595	66	758	338
Arrive On Green	0.07	0.21	0.21	0.18	0.32	0.32	0.20	0.37	0.37	0.04	0.21	0.21
Sat Flow, veh/h	1810	5187	1610	1810	5108	212	3510	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	99	725	386	289	602	325	603	577	361	42	528	297
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1862	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	4.7	11.2	16.4	13.5	12.5	12.6	14.5	10.4	15.8	2.0	11.8	15.5
Cycle Q Clear(g_c), s	4.7	11.2	16.4	13.5	12.5	12.6	14.5	10.4	15.8	2.0	11.8	15.5
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	127	1074	649	325	1094	589	688	1333	595	66	758	338
V/C Ratio(X)	0.78	0.67	0.59	0.89	0.55	0.55	0.88	0.43	0.61	0.63	0.70	0.88
Avail Cap(c_a), veh/h	217	1074	649	344	1094	589	747	1333	595	131	789	352
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	31.8	20.4	34.8	24.6	24.6	33.9	20.6	22.3	41.3	31.8	33.3
Incr Delay (d2), s/veh	9.7	1.7	1.5	22.7	0.6	1.1	10.8	0.2	1.8	9.6	2.6	21.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.7	6.1	7.9	5.1	5.5	7.0	4.3	6.0	1.1	5.3	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.4	33.4	21.8	57.5	25.2	25.7	44.7	20.8	24.1	50.8	34.3	54.3
LnGrp LOS	D	C	C	E	C	C	D	C	C	D	C	D
Approach Vol, veh/h		1210			1216			1541			867	
Approach Delay, s/veh		31.0			33.0			30.9			42.0	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	36.6	20.1	22.5	21.5	22.7	10.6	32.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.3	31.2	16.5	18.0	18.5	19.0	10.4	24.1
Max Q Clear Time (g_c+I1), s	4.0	17.8	15.5	18.4	16.5	17.5	6.7	14.6
Green Ext Time (p_c), s	0.0	4.4	0.1	0.0	0.5	0.7	0.1	4.1

Intersection Summary	
HCM 6th Ctrl Delay	33.5
HCM 6th LOS	C

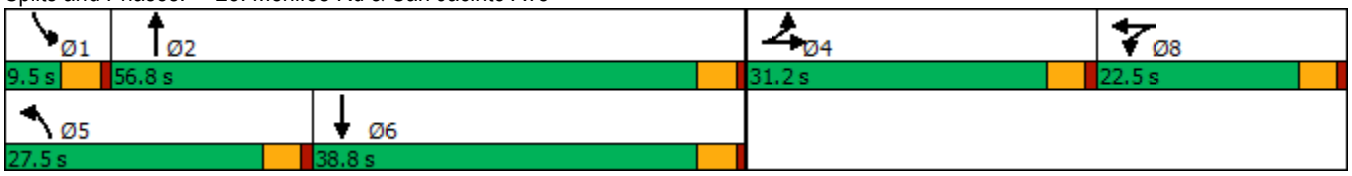
24: Porter St & Menifee Rd & Central Ave Performance by approach

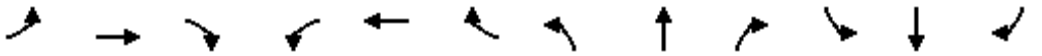
Approach	EB	WB	NB	SB	NE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.2	0.0
Total Delay (hr)	0.4	1.6	5.8	5.2	0.7	13.7
Total Del/Veh (s)	32.4	35.1	14.4	15.2	29.3	16.5
Stop Delay (hr)	0.4	1.4	1.9	1.6	0.6	5.9
Stop Del/Veh (s)	30.8	30.6	4.7	4.5	27.1	7.1

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	423	20	34	360	925	6	736
Future Volume (vph)	423	20	34	360	925	6	736
Turn Type	Split	NA	NA	Prot	NA	Prot	NA
Protected Phases	4	4	8	5	2	1	6
Permitted Phases							
Detector Phase	4	4	8	5	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	31.2	31.2	22.5	27.5	56.8	9.5	38.8
Total Split (%)	26.0%	26.0%	18.8%	22.9%	47.3%	7.9%	32.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lead	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Min	None	Min
Act Effct Green (s)	26.8	26.8	9.0	23.1	60.2	5.0	34.4
Actuated g/C Ratio	0.25	0.25	0.08	0.21	0.55	0.05	0.32
v/c Ratio	0.95	0.51	0.42	0.94	0.47	0.07	0.96
Control Delay	75.3	8.5	54.5	78.2	17.1	54.0	54.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.3	8.5	54.5	78.2	17.1	54.0	54.8
LOS	E	A	D	E	B	D	D
Approach Delay		46.4	54.5		34.0		54.8
Approach LOS		D	D		C		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 109.1	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 44.4	Intersection LOS: D
Intersection Capacity Utilization 92.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 25: Menifee Rd & San Jacinto Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	423	20	302	26	34	5	360	925	15	6	736	351
Future Volume (veh/h)	423	20	302	26	34	5	360	925	15	6	736	351
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	423	20	302	26	34	5	360	925	15	6	736	351
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	450	25	379	35	45	7	387	1918	31	14	762	363
Arrive On Green	0.25	0.25	0.25	0.05	0.05	0.05	0.21	0.53	0.53	0.01	0.32	0.32
Sat Flow, veh/h	1810	101	1525	735	961	141	1810	3635	59	1810	2372	1130
Grp Volume(v), veh/h	423	0	322	65	0	0	360	459	481	6	560	527
Grp Sat Flow(s),veh/h/ln	1810	0	1626	1838	0	0	1810	1805	1889	1810	1805	1697
Q Serve(g_s), s	24.5	0.0	19.8	3.7	0.0	0.0	20.8	17.2	17.2	0.4	32.6	32.7
Cycle Q Clear(g_c), s	24.5	0.0	19.8	3.7	0.0	0.0	20.8	17.2	17.2	0.4	32.6	32.7
Prop In Lane	1.00		0.94	0.40		0.08	1.00		0.03	1.00		0.67
Lane Grp Cap(c), veh/h	450	0	404	87	0	0	387	953	997	14	580	545
V/C Ratio(X)	0.94	0.00	0.80	0.75	0.00	0.00	0.93	0.48	0.48	0.43	0.97	0.97
Avail Cap(c_a), veh/h	452	0	406	310	0	0	390	953	997	85	580	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	0.0	37.6	50.2	0.0	0.0	41.2	16.0	16.0	52.8	35.7	35.7
Incr Delay (d2), s/veh	27.6	0.0	10.5	12.1	0.0	0.0	28.4	0.4	0.4	20.0	28.8	30.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.2	0.0	9.0	2.0	0.0	0.0	12.2	7.0	7.3	0.2	18.6	17.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.0	0.0	48.1	62.3	0.0	0.0	69.5	16.4	16.3	72.8	64.5	65.9
LnGrp LOS	E	A	D	E	A	A	E	B	B	E	E	E
Approach Vol, veh/h		745			65			1300			1093	
Approach Delay, s/veh		58.8			62.3			31.1			65.2	
Approach LOS		E			E			C			E	

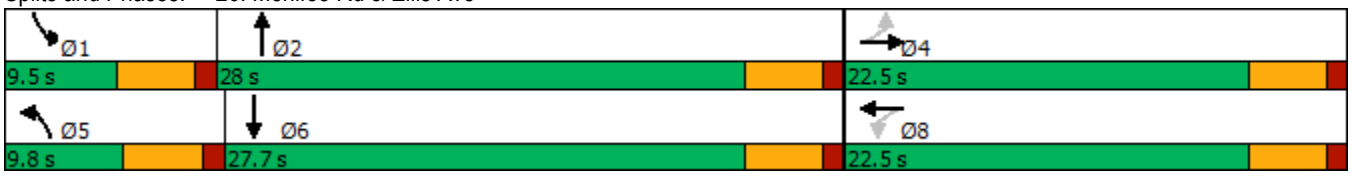
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	60.8		31.1	27.4	38.8		9.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	52.3		26.7	23.0	34.3		18.0				
Max Q Clear Time (g_c+I1), s	2.4	19.2		26.5	22.8	34.7		5.7				
Green Ext Time (p_c), s	0.0	7.1		0.1	0.0	0.0		0.2				

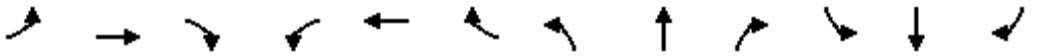
Intersection Summary			
HCM 6th Ctrl Delay		49.8	
HCM 6th LOS		D	

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	5	0	0	89	1305	2	1116
Future Volume (vph)	5	0	0	89	1305	2	1116
Turn Type	Perm	NA	NA	Prot	NA	Prot	NA
Protected Phases		4	8	5	2	1	6
Permitted Phases	4						
Detector Phase	4	4	8	5	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	9.8	28.0	9.5	27.7
Total Split (%)	37.5%	37.5%	37.5%	16.3%	46.7%	15.8%	46.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lead	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Min	None	Min
Act Effct Green (s)		5.9	5.9	5.4	34.7	5.1	28.1
Actuated g/C Ratio		0.13	0.13	0.12	0.77	0.11	0.63
v/c Ratio		0.25	0.02	0.41	0.47	0.01	0.51
Control Delay		5.1	0.0	26.2	5.4	19.5	8.5
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		5.1	0.0	26.2	5.4	19.5	8.5
LOS		A	A	C	A	B	A
Approach Delay		5.1			6.7		8.5
Approach LOS		A			A		A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 44.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 7.5	Intersection LOS: A
Intersection Capacity Utilization 60.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 26: Menifee Rd & Ellis Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	70	0	0	6	89	1305	0	2	1116	33
Future Volume (veh/h)	5	0	70	0	0	6	89	1305	0	2	1116	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	5	0	70	0	0	6	89	1305	0	2	1116	33
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	114	1	115	0	0	124	148	1969	0	5	1669	49
Arrive On Green	0.08	0.00	0.08	0.00	0.00	0.08	0.08	0.55	0.00	0.00	0.47	0.47
Sat Flow, veh/h	90	17	1495	0	0	1610	1810	3705	0	1810	3580	106
Grp Volume(v), veh/h	75	0	0	0	0	6	89	1305	0	2	563	586
Grp Sat Flow(s),veh/h/ln	1602	0	0	0	0	1610	1810	1805	0	1810	1805	1881
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	0.1	1.7	9.3	0.0	0.0	8.7	8.7
Cycle Q Clear(g_c), s	1.6	0.0	0.0	0.0	0.0	0.1	1.7	9.3	0.0	0.0	8.7	8.7
Prop In Lane	0.07		0.93	0.00		1.00	1.00		0.00	1.00		0.06
Lane Grp Cap(c), veh/h	230	0	0	0	0	124	148	1969	0	5	842	877
V/C Ratio(X)	0.33	0.00	0.00	0.00	0.00	0.05	0.60	0.66	0.00	0.40	0.67	0.67
Avail Cap(c_a), veh/h	905	0	0	0	0	805	266	2355	0	251	1163	1211
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	0.0	0.0	0.0	15.4	16.0	5.8	0.0	17.9	7.5	7.5
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	0.2	3.9	0.5	0.0	44.0	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.0	0.0	0.0	0.7	1.8	0.0	0.1	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	0.0	0.0	0.0	0.0	15.6	19.8	6.4	0.0	62.0	8.4	8.3
LnGrp LOS	B	A	A	A	A	B	B	A	A	E	A	A
Approach Vol, veh/h		75			6			1394			1151	
Approach Delay, s/veh		16.9			15.6			7.2			8.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	24.1		7.3	7.4	21.3		7.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.3	23.2		18.0				
Max Q Clear Time (g_c+I1), s	2.0	11.3		3.6	3.7	10.7		2.1				
Green Ext Time (p_c), s	0.0	7.3		0.3	0.0	6.1		0.0				

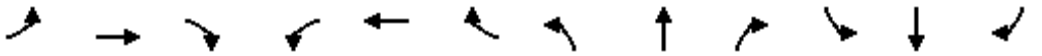
Intersection Summary		
HCM 6th Ctrl Delay		8.1
HCM 6th LOS		A

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	9	56	18	161	59	947	170	1086
Future Volume (vph)	9	56	18	161	59	947	170	1086
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	25.0	25.0	25.0	25.0	9.6	27.0	13.0	30.4
Total Split (%)	38.5%	38.5%	38.5%	38.5%	14.8%	41.5%	20.0%	46.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		18.2		18.2	5.2	21.1	8.3	28.6
Actuated g/C Ratio		0.30		0.30	0.08	0.34	0.14	0.47
v/c Ratio		0.20		0.88	0.39	0.80	0.70	0.69
Control Delay		12.0		32.4	36.4	24.3	44.7	17.4
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		12.0		32.4	36.4	24.3	44.7	17.4
LOS		B		C	D	C	D	B
Approach Delay		12.0		32.4		25.0		20.9
Approach LOS		B		C		C		C

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 61.3	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 24.1	Intersection LOS: C
Intersection Capacity Utilization 84.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 27: Menifee Rd & Mapes Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	56	43	18	161	372	59	947	41	170	1086	65
Future Volume (veh/h)	9	56	43	18	161	372	59	947	41	170	1086	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	56	43	18	161	372	59	947	41	170	1086	65
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	82	338	236	69	175	381	94	1151	50	213	1359	81
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.05	0.33	0.33	0.12	0.39	0.39
Sat Flow, veh/h	54	1010	704	24	524	1137	1810	3525	153	1810	3461	207
Grp Volume(v), veh/h	108	0	0	551	0	0	59	485	503	170	566	585
Grp Sat Flow(s),veh/h/ln	1768	0	0	1685	0	0	1810	1805	1873	1810	1805	1863
Q Serve(g_s), s	0.0	0.0	0.0	8.1	0.0	0.0	2.0	15.1	15.1	5.6	17.0	17.0
Cycle Q Clear(g_c), s	2.6	0.0	0.0	19.8	0.0	0.0	2.0	15.1	15.1	5.6	17.0	17.0
Prop In Lane	0.08		0.40	0.03		0.68	1.00		0.08	1.00		0.11
Lane Grp Cap(c), veh/h	656	0	0	625	0	0	94	589	611	213	709	731
V/C Ratio(X)	0.16	0.00	0.00	0.88	0.00	0.00	0.63	0.82	0.82	0.80	0.80	0.80
Avail Cap(c_a), veh/h	656	0	0	625	0	0	151	664	689	251	764	788
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	0.0	0.0	20.1	0.0	0.0	28.4	19.0	19.0	26.3	16.4	16.5
Incr Delay (d2), s/veh	0.1	0.0	0.0	13.8	0.0	0.0	6.8	7.5	7.2	14.1	5.6	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	9.3	0.0	0.0	1.0	6.9	7.1	3.1	7.2	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.5	0.0	0.0	33.9	0.0	0.0	35.2	26.5	26.2	40.4	22.1	22.0
LnGrp LOS	B	A	A	C	A	A	D	C	C	D	C	C
Approach Vol, veh/h		108			551			1047			1321	
Approach Delay, s/veh		14.5			33.9			26.8			24.4	
Approach LOS		B			C			C			C	

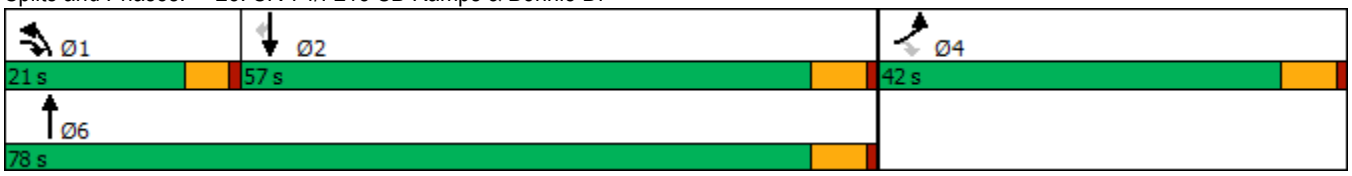
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	24.5		25.0	7.7	28.5		25.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	8.5	22.5		20.5	5.1	25.9		20.5				
Max Q Clear Time (g_c+I1), s	7.6	17.1		4.6	4.0	19.0		21.8				
Green Ext Time (p_c), s	0.0	2.8		0.5	0.0	4.0		0.0				

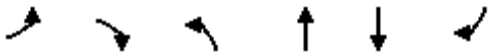
Intersection Summary			
HCM 6th Ctrl Delay		26.6	
HCM 6th LOS		C	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	225	810	448	622	1405	67
Future Volume (vph)	225	810	448	622	1405	67
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	4	1	1	6	2	
Permitted Phases		4				2
Detector Phase	4	1	1	6	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	10.0	10.0	11.0	11.0	11.0
Total Split (s)	42.0	21.0	21.0	78.0	57.0	57.0
Total Split (%)	35.0%	17.5%	17.5%	65.0%	47.5%	47.5%
Yellow Time (s)	5.0	4.0	4.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	35.0	57.1	16.0	69.5	48.4	48.4
Actuated g/C Ratio	0.30	0.49	0.14	0.60	0.42	0.42
v/c Ratio	0.97	0.66	0.93	0.55	0.94	0.10
Control Delay	68.0	27.7	77.5	16.5	45.3	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.0	27.7	77.5	16.5	45.3	13.9
LOS	E	C	E	B	D	B
Approach Delay	48.4			42.0	43.9	
Approach LOS	D			D	D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 116.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 44.7	Intersection LOS: D
Intersection Capacity Utilization 94.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	225	810	448	622	1405	67
Future Volume (veh/h)	225	810	448	622	1405	67
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	498	518	448	622	1405	67
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	531	697	491	1144	1511	674
Arrive On Green	0.29	0.29	0.14	0.60	0.42	0.42
Sat Flow, veh/h	1810	1610	3510	1900	3705	1610
Grp Volume(v), veh/h	498	518	448	622	1405	67
Grp Sat Flow(s),veh/h/ln	1810	1610	1755	1900	1805	1610
Q Serve(g_s), s	30.7	30.8	14.4	22.2	42.4	2.9
Cycle Q Clear(g_c), s	30.7	30.8	14.4	22.2	42.4	2.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	531	697	491	1144	1511	674
V/C Ratio(X)	0.94	0.74	0.91	0.54	0.93	0.10
Avail Cap(c_a), veh/h	569	731	491	1195	1608	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	27.1	48.6	13.5	31.7	20.2
Incr Delay (d2), s/veh	22.1	3.4	21.1	0.2	9.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.3	26.5	7.5	8.3	18.9	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	61.6	30.5	69.6	13.7	41.1	20.2
LnGrp LOS	E	C	E	B	D	C
Approach Vol, veh/h	1016			1070	1472	
Approach Delay, s/veh	45.7			37.1	40.1	
Approach LOS	D			D	D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	21.0	53.9		39.6		74.9
Change Period (Y+Rc), s	5.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	16.0	51.0		36.0		72.0
Max Q Clear Time (g_c+I1), s	16.4	44.4		32.8		24.2
Green Ext Time (p_c), s	0.0	3.5		0.8		2.3

Intersection Summary	
HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D

Notes

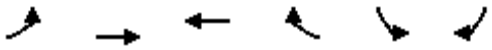
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	23	2193	1054	1693	310
Future Volume (vph)	23	2193	1054	1693	310
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	30.3	70.6	40.3		40.4
Total Split (%)	27.3%	63.6%	36.3%		36.4%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	6.0	65.9	61.2	98.4	21.8
Actuated g/C Ratio	0.06	0.67	0.62	1.00	0.22
v/c Ratio	0.21	0.91	0.47	1.05	0.81
Control Delay	50.3	22.0	13.0	40.8	52.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	22.0	13.0	40.8	52.1
LOS	D	C	B	D	D
Approach Delay		22.3	30.1		52.1
Approach LOS		C	C		D

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 98.4	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 28.2	Intersection LOS: C
Intersection Capacity Utilization 87.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 29: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	23	2193	1054	1693	310	16
Future Volume (veh/h)	23	2193	1054	1693	310	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	2193	1054	0	310	16
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	45	2421	2108		349	18
Arrive On Green	0.02	0.67	0.58	0.00	0.20	0.20
Sat Flow, veh/h	1810	3705	3705	1610	1705	88
Grp Volume(v), veh/h	23	2193	1054	0	327	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1799	0
Q Serve(g_s), s	1.1	43.4	14.6	0.0	15.1	0.0
Cycle Q Clear(g_c), s	1.1	43.4	14.6	0.0	15.1	0.0
Prop In Lane	1.00			1.00	0.95	0.05
Lane Grp Cap(c), veh/h	45	2421	2108		368	0
V/C Ratio(X)	0.52	0.91	0.50		0.89	0.00
Avail Cap(c_a), veh/h	531	2766	2108		741	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	41.1	11.8	10.4	0.0	32.9	0.0
Incr Delay (d2), s/veh	3.4	4.0	0.1	0.0	2.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	12.6	4.5	0.0	6.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.5	15.8	10.5	0.0	35.8	0.0
LnGrp LOS	D	B	B		D	A
Approach Vol, veh/h		2216	1054		327	
Approach Delay, s/veh		16.1	10.5		35.8	
Approach LOS		B	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		62.5		22.8	7.4	55.1
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		65.3		35.1	25.0	35.0
Max Q Clear Time (g_c+I1), s		45.4		17.1	3.1	16.6
Green Ext Time (p_c), s		11.7		0.4	0.0	4.2

Intersection Summary	
HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

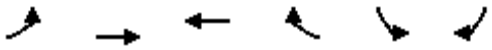
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	504	1999	2131	61	618
Future Volume (vph)	504	1999	2131	61	618
Turn Type	Prot	NA	NA	Prot	pm+ov
Protected Phases	5	2	6	4	5
Permitted Phases					4
Detector Phase	5	2	6	4	5
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.0	11.0	9.5	9.0
Total Split (s)	54.0	139.0	85.0	11.0	54.0
Total Split (%)	36.0%	92.7%	56.7%	7.3%	36.0%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.5	4.0
Lead/Lag	Lead		Lag		Lead
Lead-Lag Optimize?	Yes		Yes		Yes
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	50.0	133.0	79.0	6.5	57.0
Actuated g/C Ratio	0.33	0.89	0.53	0.04	0.38
v/c Ratio	0.84	0.62	1.15	0.78	1.00
Control Delay	60.0	3.1	109.1	123.9	82.7
Queue Delay	0.0	0.9	0.0	0.0	0.0
Total Delay	60.0	4.0	109.1	123.9	82.7
LOS	E	A	F	F	F
Approach Delay		15.3	109.1	86.4	
Approach LOS		B	F	F	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 62.5	Intersection LOS: E
Intersection Capacity Utilization 107.4%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 30: SR-74 & Trumble Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	504	1999	2131	53	61	618
Future Volume (veh/h)	504	1999	2131	53	61	618
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	504	1999	2131	53	61	618
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	528	3175	2014	50	83	544
Arrive On Green	0.29	0.88	0.56	0.56	0.05	0.05
Sat Flow, veh/h	1810	3705	3695	89	1810	1610
Grp Volume(v), veh/h	504	1999	1064	1120	61	618
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1884	1810	1610
Q Serve(g_s), s	38.6	21.1	79.0	79.0	4.7	6.5
Cycle Q Clear(g_c), s	38.6	21.1	79.0	79.0	4.7	6.5
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	528	3175	1010	1054	83	544
V/C Ratio(X)	0.96	0.63	1.05	1.06	0.73	1.14
Avail Cap(c_a), veh/h	641	3401	1010	1054	83	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	2.3	31.1	31.1	66.5	46.8
Incr Delay (d2), s/veh	21.4	0.3	43.5	45.9	24.8	82.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.9	2.2	43.1	45.7	2.7	47.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	70.5	2.6	74.5	77.0	91.3	128.9
LnGrp LOS	E	A	F	F	F	F
Approach Vol, veh/h		2503	2184		679	
Approach Delay, s/veh		16.3	75.8		125.5	
Approach LOS		B	E		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		130.2		11.0	45.2	85.0
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		133.0		6.5	50.0	79.0
Max Q Clear Time (g_c+I1), s		23.1		8.5	40.6	81.0
Green Ext Time (p_c), s		31.8		0.0	0.6	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.3
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	38.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2083	1868	475	0	371
Future Vol, veh/h	0	2083	1868	475	0	371
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	2083	1868	475	0	371

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1172
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	~ 188
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 188
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	$ 498.1
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	188
HCM Lane V/C Ratio	-	-	-	1.973
HCM Control Delay (s)	-	-	-	$ 498.1
HCM Lane LOS	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	27.9

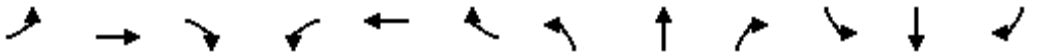
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	17	1813	269	1875	3	255	12
Future Volume (vph)	17	1813	269	1875	3	255	12
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases						4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	12.0	9.5	12.0	9.5	9.5	9.5
Total Split (s)	9.5	78.5	19.0	88.0	30.0	30.0	13.0
Total Split (%)	6.8%	55.9%	13.5%	62.6%	21.4%	21.4%	9.3%
Yellow Time (s)	3.5	6.0	3.5	6.0	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	4.5	7.0	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	5.0	71.6	14.5	87.0	25.5	25.5	6.2
Actuated g/C Ratio	0.04	0.53	0.11	0.65	0.19	0.19	0.05
v/c Ratio	0.25	1.09	1.38	0.81	1.35	0.58	0.27
Control Delay	74.7	81.6	244.0	23.0	219.3	24.3	63.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.7	81.6	244.0	23.0	219.3	24.3	63.2
LOS	E	F	F	C	F	C	E
Approach Delay		81.5		50.6	150.4		63.2
Approach LOS		F		D	F		E

Intersection Summary	
Cycle Length: 140.5	
Actuated Cycle Length: 134.4	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.38	
Intersection Signal Delay: 78.0	Intersection LOS: E
Intersection Capacity Utilization 118.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 32: Sherman Rd/Market Dwy & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1813	253	269	1875	9	463	3	255	8	12	4
Future Volume (veh/h)	17	1813	253	269	1875	9	463	3	255	8	12	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	17	1813	253	269	1875	9	463	3	255	8	12	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	32	1687	229	194	2283	11	340	2	304	13	20	7
Arrive On Green	0.02	0.53	0.53	0.11	0.62	0.62	0.19	0.19	0.19	0.02	0.02	0.02
Sat Flow, veh/h	1810	3184	433	1810	3684	18	1798	12	1610	605	908	303
Grp Volume(v), veh/h	17	1007	1059	269	918	966	466	0	255	24	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1811	1810	1805	1897	1810	0	1610	1815	0	0
Q Serve(g_s), s	1.3	71.5	71.5	14.5	53.1	53.3	25.5	0.0	20.6	1.8	0.0	0.0
Cycle Q Clear(g_c), s	1.3	71.5	71.5	14.5	53.1	53.3	25.5	0.0	20.6	1.8	0.0	0.0
Prop In Lane	1.00		0.24	1.00		0.01	0.99		1.00	0.33		0.17
Lane Grp Cap(c), veh/h	32	956	960	194	1119	1176	342	0	304	40	0	0
V/C Ratio(X)	0.54	1.05	1.10	1.38	0.82	0.82	1.36	0.00	0.84	0.60	0.00	0.00
Avail Cap(c_a), veh/h	67	956	960	194	1119	1176	342	0	304	114	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	65.8	31.7	31.7	60.2	19.9	19.9	54.7	0.0	52.7	65.4	0.0	0.0
Incr Delay (d2), s/veh	5.2	44.0	61.9	201.3	4.7	4.5	181.0	0.0	17.4	5.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	39.8	44.8	17.5	22.7	23.9	28.8	0.0	9.8	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.0	75.7	93.6	261.5	24.5	24.4	235.7	0.0	70.1	70.7	0.0	0.0
LnGrp LOS	E	F	F	F	C	C	F	A	E	E	A	A
Approach Vol, veh/h		2083			2153			721			24	
Approach Delay, s/veh		84.8			54.1			177.2			70.7	
Approach LOS		F			D			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	90.6		30.0	19.0	78.5		7.5				
Change Period (Y+Rc), s	4.5	7.0		4.5	4.5	7.0		4.5				
Max Green Setting (Gmax), s	5.0	81.0		25.5	14.5	71.5		8.5				
Max Q Clear Time (g_c+I1), s	3.3	55.3		27.5	16.5	73.5		3.8				
Green Ext Time (p_c), s	0.0	12.0		0.0	0.0	0.0		0.0				

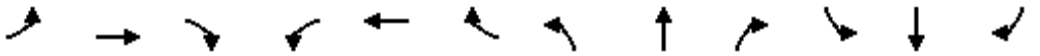
Intersection Summary												
HCM 6th Ctrl Delay			84.8									
HCM 6th LOS			F									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	104	1789	218	1962	33	176	103	383	68	148
Future Volume (vph)	104	1789	218	1962	33	176	103	383	68	148
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	12.0	9.5	9.7	9.7	9.5	9.7
Total Split (s)	12.6	71.3	20.5	79.2	79.2	15.0	16.5	20.5	11.7	13.2
Total Split (%)	10.5%	59.4%	17.1%	66.0%	66.0%	12.5%	13.8%	17.1%	9.8%	11.0%
Yellow Time (s)	3.7	6.0	3.7	6.0	6.0	3.5	3.7	3.7	3.5	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	7.0	4.5	4.7	4.7	4.5	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	7.9	64.3	15.6	72.0	72.0	10.5	13.2	29.8	7.6	8.1
Actuated g/C Ratio	0.07	0.54	0.13	0.60	0.60	0.09	0.11	0.25	0.06	0.07
v/c Ratio	0.87	0.99	0.93	0.90	0.03	1.11	0.49	0.83	0.60	0.78
Control Delay	110.5	45.3	94.7	27.9	0.1	155.1	60.1	46.0	76.2	48.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	110.5	45.3	94.7	27.9	0.1	155.1	60.1	46.0	76.2	48.2
LOS	F	D	F	C	A	F	E	D	E	D
Approach Delay		48.6		34.0			77.2			54.0
Approach LOS		D		C			E			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 119.4	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 46.4	Intersection LOS: D
Intersection Capacity Utilization 100.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 34: Palomar Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	1789	118	218	1962	33	176	103	383	68	148	108
Future Volume (veh/h)	104	1789	118	218	1962	33	176	103	383	68	148	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	104	1789	118	218	1962	33	176	103	383	68	148	108
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	119	1843	120	238	2172	969	158	187	370	106	145	99
Arrive On Green	0.07	0.54	0.54	0.13	0.60	0.60	0.09	0.10	0.10	0.06	0.07	0.07
Sat Flow, veh/h	1810	3440	225	1810	3610	1610	1810	1900	1610	1810	2051	1402
Grp Volume(v), veh/h	104	930	977	218	1962	33	176	103	383	68	129	127
Grp Sat Flow(s),veh/h/ln	1810	1805	1860	1810	1805	1610	1810	1900	1610	1810	1805	1648
Q Serve(g_s), s	6.8	59.2	61.7	14.3	56.9	0.6	10.5	6.2	11.8	4.4	8.5	8.5
Cycle Q Clear(g_c), s	6.8	59.2	61.7	14.3	56.9	0.6	10.5	6.2	11.8	4.4	8.5	8.5
Prop In Lane	1.00		0.12	1.00		1.00	1.00		1.00	1.00		0.85
Lane Grp Cap(c), veh/h	119	967	996	238	2172	969	158	187	370	106	128	117
V/C Ratio(X)	0.87	0.96	0.98	0.91	0.90	0.03	1.11	0.55	1.03	0.64	1.01	1.09
Avail Cap(c_a), veh/h	119	967	997	238	2173	969	158	187	370	109	128	117
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	26.7	27.2	51.4	20.9	3.6	54.7	51.6	32.3	55.3	55.7	55.7
Incr Delay (d2), s/veh	44.6	20.2	23.9	35.5	5.9	0.0	104.5	2.9	55.8	11.9	82.0	108.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	29.6	32.6	8.8	24.1	0.4	9.4	3.1	15.4	2.4	6.8	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.1	46.9	51.1	86.9	26.7	3.6	159.2	54.4	88.0	67.1	137.7	164.5
LnGrp LOS	F	D	D	F	C	A	F	D	F	E	F	F
Approach Vol, veh/h		2011			2213			662			324	
Approach Delay, s/veh		51.7			32.3			101.7			133.4	
Approach LOS		D			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	71.3	15.0	13.2	12.6	79.2	11.7	16.5
Change Period (Y+Rc), s	* 4.7	7.0	4.5	* 4.7	* 4.7	7.0	* 4.7	* 4.7
Max Green Setting (Gmax), s	* 16	64.3	10.5	* 8.5	* 7.9	72.2	* 7.2	* 12
Max Q Clear Time (g_c+I1), s	16.3	63.7	12.5	10.5	8.8	58.9	6.4	13.8
Green Ext Time (p_c), s	0.0	0.6	0.0	0.0	0.0	11.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.9
HCM 6th LOS	D

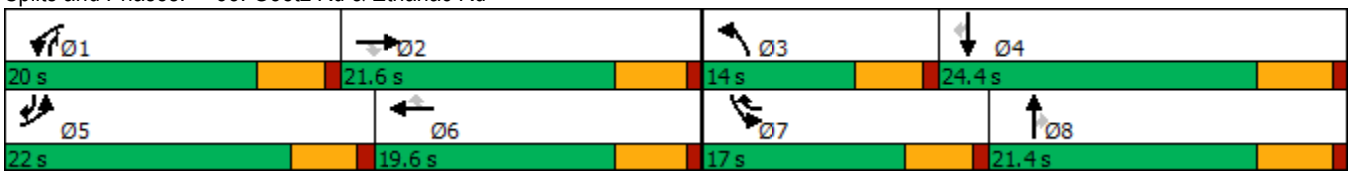
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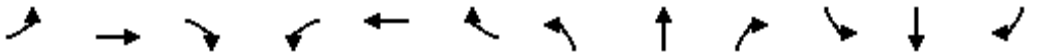
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	310	636	49	335	486	420	84	671	507	483	557	299
Future Volume (vph)	310	636	49	335	486	420	84	671	507	483	557	299
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8	1	7	4	5
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	10.0	11.3	11.3	10.0	11.3	10.0	10.0	11.5	10.0	10.0	11.5	10.0
Total Split (s)	22.0	21.6	21.6	20.0	19.6	17.0	14.0	21.4	20.0	17.0	24.4	22.0
Total Split (%)	27.5%	27.0%	27.0%	25.0%	24.5%	21.3%	17.5%	26.8%	25.0%	21.3%	30.5%	27.5%
Yellow Time (s)	4.0	4.3	4.3	4.0	4.3	4.0	4.0	4.5	4.0	4.0	4.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.3	5.3	5.0	5.3	5.0	5.0	5.5	5.0	5.0	5.5	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	15.7	16.0	16.0	15.0	15.3	27.6	7.3	15.9	31.4	12.0	22.6	38.8
Actuated g/C Ratio	0.20	0.20	0.20	0.19	0.19	0.35	0.09	0.20	0.39	0.15	0.28	0.49
v/c Ratio	0.87	0.88	0.11	0.99	0.70	0.68	0.51	0.93	0.73	0.92	0.55	0.34
Control Delay	56.7	46.0	0.5	81.2	36.9	21.0	44.9	53.7	21.4	58.5	28.0	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	46.0	0.5	81.2	36.9	21.0	44.9	53.7	21.4	58.5	28.0	5.7
LOS	E	D	A	F	D	C	D	D	C	E	C	A
Approach Delay		47.1			43.5			40.2			34.0	
Approach LOS		D			D			D			C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 79.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 40.7	Intersection LOS: D
Intersection Capacity Utilization 85.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 35: Goetz Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	636	49	335	486	420	84	671	507	483	557	299
Future Volume (veh/h)	310	636	49	335	486	420	84	671	507	483	557	299
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	310	636	49	335	486	420	84	671	507	483	557	299
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	349	723	322	341	707	557	109	721	624	529	1048	777
Arrive On Green	0.19	0.20	0.20	0.19	0.20	0.20	0.06	0.20	0.20	0.15	0.29	0.29
Sat Flow, veh/h	1810	3610	1610	1810	3610	1608	1810	3610	1605	3510	3610	1609
Grp Volume(v), veh/h	310	636	49	335	486	420	84	671	507	483	557	299
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1608	1810	1805	1605	1755	1805	1609
Q Serve(g_s), s	13.3	13.6	2.0	14.7	10.0	15.6	3.6	14.6	15.9	10.8	10.3	9.4
Cycle Q Clear(g_c), s	13.3	13.6	2.0	14.7	10.0	15.6	3.6	14.6	15.9	10.8	10.3	9.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	349	723	322	341	707	557	109	721	624	529	1048	777
V/C Ratio(X)	0.89	0.88	0.15	0.98	0.69	0.75	0.77	0.93	0.81	0.91	0.53	0.38
Avail Cap(c_a), veh/h	386	739	330	341	707	557	204	721	624	529	1048	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	30.9	26.3	32.2	29.8	23.0	36.9	31.3	21.8	33.3	23.7	13.1
Incr Delay (d2), s/veh	19.1	11.7	0.2	43.9	2.8	5.8	4.4	18.7	8.1	19.9	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	6.9	0.8	10.4	4.5	7.5	1.7	8.0	9.3	5.9	4.3	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.4	42.7	26.5	76.1	32.6	28.8	41.3	50.1	29.9	53.2	24.2	13.4
LnGrp LOS	D	D	C	E	C	C	D	D	C	D	C	B
Approach Vol, veh/h		995			1241			1262			1339	
Approach Delay, s/veh		44.3			43.0			41.4			32.3	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	21.2	9.8	28.6	20.3	20.9	17.0	21.4
Change Period (Y+Rc), s	5.0	5.3	5.0	5.5	5.0	5.3	5.0	5.5
Max Green Setting (Gmax), s	15.0	16.3	9.0	18.9	17.0	14.3	12.0	15.9
Max Q Clear Time (g_c+I1), s	16.7	15.6	5.6	12.3	15.3	17.6	12.8	17.9
Green Ext Time (p_c), s	0.0	0.3	0.0	2.6	0.1	0.0	0.0	0.0

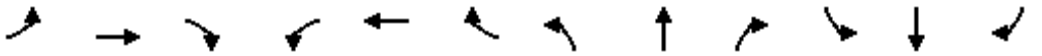
Intersection Summary	
HCM 6th Ctrl Delay	39.9
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	36	1408	127	899	282	480	347	193	164	36
Future Volume (vph)	36	1408	127	899	282	480	347	193	164	36
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	1	7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	1	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	20.0	5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	9.6	16.5	9.6	26.5	9.6	15.8	9.6	9.6	15.8	15.8
Total Split (s)	11.6	72.0	19.0	79.4	31.1	27.0	19.0	22.0	17.9	17.9
Total Split (%)	8.3%	51.4%	13.6%	56.7%	22.2%	19.3%	13.6%	15.7%	12.8%	12.8%
Yellow Time (s)	3.6	5.5	3.6	5.5	3.6	4.8	3.6	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	4.6	5.8	4.6	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	6.4	64.3	12.6	72.7	25.8	20.5	34.4	16.5	11.2	11.2
Actuated g/C Ratio	0.05	0.47	0.09	0.54	0.19	0.15	0.25	0.12	0.08	0.08
v/c Ratio	0.43	0.92	0.76	0.57	0.82	0.88	0.76	0.88	0.55	0.12
Control Delay	80.1	43.1	87.8	22.6	73.0	74.8	36.2	94.9	68.1	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.1	43.1	87.8	22.6	73.0	74.8	36.2	94.9	68.1	0.8
LOS	F	D	F	C	E	E	D	F	E	A
Approach Delay		43.9		29.5		62.3			75.1	
Approach LOS		D		C		E			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 135.6	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 47.5	Intersection LOS: D
Intersection Capacity Utilization 92.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 36: Murrieta Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1408	143	127	899	175	282	480	347	193	164	36
Future Volume (veh/h)	36	1408	143	127	899	175	282	480	347	193	164	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	1408	143	127	899	175	282	480	347	193	164	36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	50	1573	159	152	1601	312	370	575	391	218	271	121
Arrive On Green	0.03	0.48	0.48	0.08	0.53	0.53	0.20	0.16	0.16	0.12	0.08	0.08
Sat Flow, veh/h	1810	3311	334	1810	3013	586	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	36	764	787	127	538	536	282	480	347	193	164	36
Grp Sat Flow(s),veh/h/ln	1810	1805	1840	1810	1805	1794	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	2.6	51.2	52.2	9.2	26.5	26.5	19.5	17.2	19.2	14.0	5.9	2.5
Cycle Q Clear(g_c), s	2.6	51.2	52.2	9.2	26.5	26.5	19.5	17.2	19.2	14.0	5.9	2.5
Prop In Lane	1.00		0.18	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	50	858	874	152	959	954	370	575	391	218	271	121
V/C Ratio(X)	0.72	0.89	0.90	0.84	0.56	0.56	0.76	0.84	0.89	0.89	0.60	0.30
Avail Cap(c_a), veh/h	95	888	905	196	989	983	370	575	391	237	328	146
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.2	31.8	32.0	60.1	20.8	20.8	49.9	54.3	25.3	57.6	59.6	45.7
Incr Delay (d2), s/veh	7.0	11.2	12.0	17.5	0.9	0.9	8.2	10.3	21.0	27.7	2.2	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	24.5	25.7	5.0	11.3	11.3	9.7	8.6	9.6	8.1	2.8	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.2	42.9	44.0	77.6	21.7	21.7	58.1	64.6	46.4	85.4	61.8	47.0
LnGrp LOS	E	D	D	E	C	C	E	E	D	F	E	D
Approach Vol, veh/h		1587			1201			1109			393	
Approach Delay, s/veh		44.1			27.6			57.2			72.0	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	69.8	31.8	15.8	8.3	77.2	20.6	27.0
Change Period (Y+Rc), s	4.6	6.5	4.6	5.8	4.6	6.5	4.6	5.8
Max Green Setting (Gmax), s	14.4	65.5	26.5	12.1	7.0	72.9	17.4	21.2
Max Q Clear Time (g_c+I1), s	11.2	54.2	21.5	7.9	4.6	28.5	16.0	21.2
Green Ext Time (p_c), s	0.0	9.0	0.2	0.4	0.0	14.0	0.0	0.0

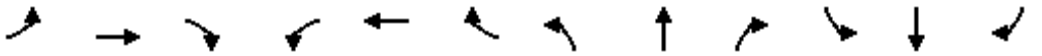
Intersection Summary	
HCM 6th Ctrl Delay	45.5
HCM 6th LOS	D

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1471	712	437	1295	1	507
Future Volume (vph)	1471	712	437	1295	1	507
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	10.0	10.0
Total Split (s)	46.0	46.0	35.0	81.0	35.0	35.0
Total Split (%)	39.7%	39.7%	30.2%	69.8%	30.2%	30.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	40.3	40.3	17.7	63.1	25.9	25.9
Actuated g/C Ratio	0.40	0.40	0.18	0.63	0.26	0.26
v/c Ratio	1.01	0.76	0.70	0.57	0.83	0.77
Control Delay	58.3	15.1	45.8	12.4	49.6	39.5
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	58.3	15.1	45.8	12.4	49.6	39.5
LOS	E	B	D	B	D	D
Approach Delay	44.2			20.9	44.7	
Approach LOS	D			C	D	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 100.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 35.6	Intersection LOS: D
Intersection Capacity Utilization 92.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 39: I-215 SB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1471	712	437	1295	0	0	0	0	215	1	507
Future Volume (veh/h)	0	1471	712	437	1295	0	0	0	0	215	1	507
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1471	712	437	1295	0				215	219	362
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1491	665	542	2235	0				245	250	430
Arrive On Green	0.00	0.41	0.41	0.15	0.62	0.00				0.27	0.27	0.27
Sat Flow, veh/h	0	3705	1610	3510	3705	0				918	936	1610
Grp Volume(v), veh/h	0	1471	712	437	1295	0				434	0	362
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1755	1805	0				1854	0	1610
Q Serve(g_s), s	0.0	39.1	40.0	11.6	20.6	0.0				21.7	0.0	20.6
Cycle Q Clear(g_c), s	0.0	39.1	40.0	11.6	20.6	0.0				21.7	0.0	20.6
Prop In Lane	0.00		1.00	1.00		0.00				0.50		1.00
Lane Grp Cap(c), veh/h	0	1491	665	542	2235	0				495	0	430
V/C Ratio(X)	0.00	0.99	1.07	0.81	0.58	0.00				0.88	0.00	0.84
Avail Cap(c_a), veh/h	0	1491	665	1088	2796	0				574	0	499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.1	28.4	39.5	10.9	0.0				33.9	0.0	33.5
Incr Delay (d2), s/veh	0.0	20.0	55.3	2.9	0.2	0.0				12.9	0.0	11.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.8	23.6	4.9	6.4	0.0				11.2	0.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	48.2	83.7	42.4	11.2	0.0				46.8	0.0	44.5
LnGrp LOS	A	D	F	D	B	A				D	A	D
Approach Vol, veh/h		2183			1732						796	
Approach Delay, s/veh		59.8			19.1						45.8	
Approach LOS		E			B						D	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	20.0	46.0				66.0		30.9				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	13.6	42.0				22.6		23.7				
Green Ext Time (p_c), s	1.3	0.0				11.1		2.2				

Intersection Summary			
HCM 6th Ctrl Delay		42.4	
HCM 6th LOS		D	

Notes

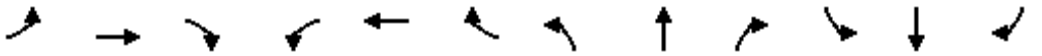
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	358	1328	1272	247	1	466
Future Volume (vph)	358	1328	1272	247	1	466
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	11.0	10.0	10.0
Total Split (s)	35.0	81.0	46.0	46.0	35.0	35.0
Total Split (%)	30.2%	69.8%	39.7%	39.7%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	Min	Min	Min	None	None
Act Effct Green (s)	15.5	60.6	40.0	40.0	30.0	30.0
Actuated g/C Ratio	0.15	0.60	0.39	0.39	0.30	0.30
v/c Ratio	0.67	0.62	0.89	0.34	0.86	0.88
Control Delay	47.1	14.6	38.9	9.8	52.2	48.7
Queue Delay	0.0	0.1	1.2	0.0	0.0	0.0
Total Delay	47.1	14.6	40.1	9.8	52.2	48.7
LOS	D	B	D	A	D	D
Approach Delay		21.5	35.1		50.4	
Approach LOS		C	D		D	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 101.6	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 33.0	Intersection LOS: C
Intersection Capacity Utilization 92.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	358	1328	0	0	1272	247	460	1	466	0	0	0
Future Volume (veh/h)	358	1328	0	0	1272	247	460	1	466	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	358	1328	0	0	1272	247	460	1	466			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	459	2084	0	0	1424	635	556	1	496			
Arrive On Green	0.13	0.58	0.00	0.00	0.39	0.39	0.31	0.31	0.31			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	1806	4	1610			
Grp Volume(v), veh/h	358	1328	0	0	1272	247	461	0	466			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	9.5	23.6	0.0	0.0	31.6	10.5	22.7	0.0	27.0			
Cycle Q Clear(g_c), s	9.5	23.6	0.0	0.0	31.6	10.5	22.7	0.0	27.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	459	2084	0	0	1424	635	557	0	496			
V/C Ratio(X)	0.78	0.64	0.00	0.00	0.89	0.39	0.83	0.00	0.94			
Avail Cap(c_a), veh/h	1098	2823	0	0	1506	672	566	0	504			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.3	13.6	0.0	0.0	27.2	20.8	30.8	0.0	32.3			
Incr Delay (d2), s/veh	2.9	0.3	0.0	0.0	7.0	0.4	9.7	0.0	25.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.0	7.7	0.0	0.0	13.3	3.6	11.0	0.0	13.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	13.9	0.0	0.0	34.2	21.2	40.6	0.0	58.0			
LnGrp LOS	D	B	A	A	C	C	D	A	E			
Approach Vol, veh/h		1686			1519			927				
Approach Delay, s/veh		20.1			32.1			49.3				
Approach LOS		C			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		61.4			17.6	43.8		34.5				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s		25.6			11.5	33.6		29.0				
Green Ext Time (p_c), s		11.5			1.1	4.2		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	31.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1289	71	1003	516	114
Future Volume (vph)	1289	71	1003	516	114
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	8	
Permitted Phases					8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	9.5	10.3	9.5	9.5
Total Split (s)	56.2	9.8	66.0	34.0	34.0
Total Split (%)	56.2%	9.8%	66.0%	34.0%	34.0%
Yellow Time (s)	4.3	3.5	4.3	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	4.5	5.3	4.5	4.5
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	Min	None	None	None	None
Act Effct Green (s)	51.0	5.3	58.7	29.2	29.2
Actuated g/C Ratio	0.52	0.05	0.60	0.30	0.30
v/c Ratio	0.97	0.72	0.46	0.96	0.22
Control Delay	38.4	86.2	11.6	65.2	15.7
Queue Delay	30.7	0.0	0.0	0.0	0.0
Total Delay	69.1	86.2	11.6	65.2	15.7
LOS	E	F	B	E	B
Approach Delay	69.1		16.5	56.2	
Approach LOS	E		B	E	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 97.7	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 50.6	Intersection LOS: D
Intersection Capacity Utilization 95.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 41: Encanto Dr & Ethanac Rd





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1289	505	71	1003	516	114
Future Volume (veh/h)	1289	505	71	1003	516	114
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1289	505	71	1003	516	114
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1312	491	92	2188	535	476
Arrive On Green	0.51	0.51	0.05	0.61	0.30	0.30
Sat Flow, veh/h	2666	961	1810	3705	1810	1610
Grp Volume(v), veh/h	887	907	71	1003	516	114
Grp Sat Flow(s),veh/h/ln	1805	1727	1810	1805	1810	1610
Q Serve(g_s), s	47.2	50.9	3.9	15.1	28.0	5.4
Cycle Q Clear(g_c), s	47.2	50.9	3.9	15.1	28.0	5.4
Prop In Lane		0.56	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	921	881	92	2188	535	476
V/C Ratio(X)	0.96	1.03	0.78	0.46	0.96	0.24
Avail Cap(c_a), veh/h	921	881	96	2197	535	476
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	24.4	46.8	10.7	34.6	26.6
Incr Delay (d2), s/veh	21.1	38.1	30.7	0.2	29.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.1	26.5	2.4	4.8	16.3	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.6	62.5	77.5	10.9	64.5	26.9
LnGrp LOS	D	F	E	B	E	C
Approach Vol, veh/h	1794			1074	630	
Approach Delay, s/veh	53.7			15.3	57.7	
Approach LOS	D			B	E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.5	56.2				65.7	34.0
Change Period (Y+Rc), s	4.5	5.3				5.3	4.5
Max Green Setting (Gmax), s	5.3	50.9				60.7	29.5
Max Q Clear Time (g_c+I1), s	5.9	52.9				17.1	30.0
Green Ext Time (p_c), s	0.0	0.0				7.3	0.0

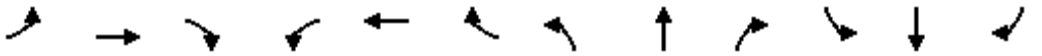
Intersection Summary			
HCM 6th Ctrl Delay		42.6	
HCM 6th LOS		D	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	372	872	31	607	69	0	9	34
Future Volume (vph)	372	872	31	607	69	0	9	34
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	10.3	9.5	10.3	9.9	9.9	9.9	9.9
Total Split (s)	28.0	45.8	10.2	28.0	24.0	24.0	24.0	24.0
Total Split (%)	35.0%	57.3%	12.8%	35.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.5	4.3	3.5	4.3	3.9	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	5.3	4.5	5.3		4.9		4.9
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	17.6	36.7	6.0	17.5		10.4		10.4
Actuated g/C Ratio	0.29	0.60	0.10	0.29		0.17		0.17
v/c Ratio	0.72	0.41	0.18	0.65		0.82		0.66
Control Delay	30.3	8.9	34.7	23.5		35.6		11.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	30.3	8.9	34.7	23.5		35.6		11.7
LOS	C	A	C	C		D		B
Approach Delay		15.2		24.0		35.6		11.7
Approach LOS		B		C		D		B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 61.2	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 18.8	Intersection LOS: B
Intersection Capacity Utilization 89.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 42: Sherman Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	372	872	19	31	607	65	69	0	140	9	34	313
Future Volume (veh/h)	372	872	19	31	607	65	69	0	140	9	34	313
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	372	872	19	31	607	65	69	0	140	9	34	313
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	440	1675	37	61	837	89	165	36	245	66	47	368
Arrive On Green	0.24	0.46	0.46	0.03	0.25	0.25	0.26	0.00	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3612	79	1810	3290	352	330	142	957	15	183	1437
Grp Volume(v), veh/h	372	436	455	31	333	339	209	0	0	356	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1886	1810	1805	1837	1428	0	0	1634	0	0
Q Serve(g_s), s	11.7	10.2	10.2	1.0	10.0	10.1	0.0	0.0	0.0	2.6	0.0	0.0
Cycle Q Clear(g_c), s	11.7	10.2	10.2	1.0	10.0	10.1	7.0	0.0	0.0	12.3	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.19	0.33		0.67	0.03		0.88
Lane Grp Cap(c), veh/h	440	837	875	61	459	467	446	0	0	480	0	0
V/C Ratio(X)	0.85	0.52	0.52	0.51	0.72	0.73	0.47	0.00	0.00	0.74	0.00	0.00
Avail Cap(c_a), veh/h	713	1226	1281	173	687	699	534	0	0	585	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.5	11.3	11.3	28.3	20.3	20.3	18.9	0.0	0.0	21.1	0.0	0.0
Incr Delay (d2), s/veh	5.2	0.5	0.5	6.4	2.2	2.2	0.8	0.0	0.0	4.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	3.6	3.7	0.5	4.1	4.2	2.4	0.0	0.0	4.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	11.8	11.8	34.7	22.5	22.5	19.7	0.0	0.0	25.1	0.0	0.0
LnGrp LOS	C	B	B	C	C	C	B	A	A	C	A	A
Approach Vol, veh/h		1263			703			209			356	
Approach Delay, s/veh		16.2			23.0			19.7			25.1	
Approach LOS		B			C			B			C	

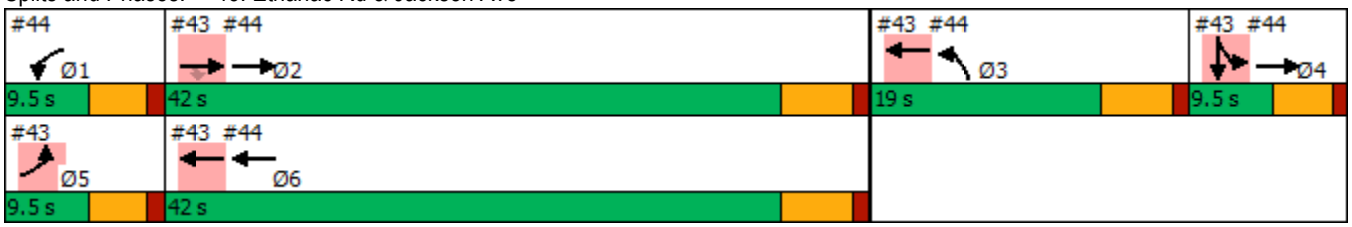
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	32.9		20.2	19.0	20.5		20.2				
Change Period (Y+Rc), s	4.5	5.3		4.9	4.5	5.3		4.9				
Max Green Setting (Gmax), s	5.7	40.5		19.1	23.5	22.7		19.1				
Max Q Clear Time (g_c+I1), s	3.0	12.2		14.3	13.7	12.1		9.0				
Green Ext Time (p_c), s	0.0	6.4		1.0	0.8	3.1		0.9				

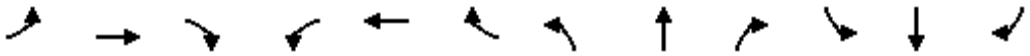
Intersection Summary												
HCM 6th Ctrl Delay			19.6									
HCM 6th LOS			B									

Lane Group	EBT	EBR	WBT	SBT	Ø1	Ø3	Ø5	Ø6
Lane Configurations								
Traffic Volume (vph)	760	208	750	0				
Future Volume (vph)	760	208	750	0				
Turn Type	NA	Perm	NA	NA				
Protected Phases	2		3 6	4	1	3	5	6
Permitted Phases		2						
Detector Phase	2	2	3 6	4				
Switch Phase								
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3		9.5	9.5	10.3	9.5	10.3
Total Split (s)	42.0	42.0		9.5	9.5	19.0	9.5	42.0
Total Split (%)	52.5%	52.5%		11.9%	12%	24%	12%	53%
Yellow Time (s)	4.3	4.3		3.5	3.5	4.3	3.5	4.3
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0				
Total Lost Time (s)	5.3	5.3		4.5				
Lead/Lag	Lag	Lag		Lag	Lead	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	Min	None	Min
Act Effct Green (s)	35.1	35.1	57.7	5.0				
Actuated g/C Ratio	0.48	0.48	0.79	0.07				
v/c Ratio	0.83	0.23	0.35	0.27				
Control Delay	26.9	2.8	0.4	2.3				
Queue Delay	0.7	0.0	0.0	0.2				
Total Delay	27.6	2.8	0.4	2.5				
LOS	C	A	A	A				
Approach Delay	22.3		0.4	2.5				
Approach LOS	C		A	A				

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 72.6	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 11.0	Intersection LOS: B
Intersection Capacity Utilization 52.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 43: Ethanac Rd & Jackson Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	760	208	0	750	222	0	0	0	71	0	3
Future Volume (vph)	0	760	208	0	750	222	0	0	0	71	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.3	5.3		5.3						4.5	
Lane Util. Factor		1.00	1.00		0.95						1.00	
Frt		1.00	0.85		0.97						0.99	
Flt Protected		1.00	1.00		1.00						0.95	
Satd. Flow (prot)		1900	1615		3486						1803	
Flt Permitted		1.00	1.00		1.00						0.95	
Satd. Flow (perm)		1900	1615		3486						1803	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	760	208	0	750	222	0	0	0	71	0	3
RTOR Reduction (vph)	0	0	111	0	22	0	0	0	0	0	69	0
Lane Group Flow (vph)	0	760	97	0	950	0	0	0	0	0	5	0
Turn Type	Prot	NA	Perm		NA					Split	NA	
Protected Phases	5	2			3 6					4	4	
Permitted Phases			2									
Actuated Green, G (s)		35.1	35.1		60.5						5.0	
Effective Green, g (s)		35.1	35.1		60.5						5.0	
Actuated g/C Ratio		0.47	0.47		0.80						0.07	
Clearance Time (s)		5.3	5.3								4.5	
Vehicle Extension (s)		3.0	3.0								3.0	
Lane Grp Cap (vph)		885	752		2800						119	
v/s Ratio Prot		c0.40			c0.27						c0.00	
v/s Ratio Perm			0.06									
v/c Ratio		0.86	0.13		0.34						0.04	
Uniform Delay, d1		17.9	11.4		2.0						32.9	
Progression Factor		1.00	1.00		0.10						1.00	
Incremental Delay, d2		8.3	0.1		0.0						0.1	
Delay (s)		26.2	11.5		0.3						33.0	
Level of Service		C	B		A						C	
Approach Delay (s)		23.0			0.3			0.0			33.0	
Approach LOS		C			A			A			C	

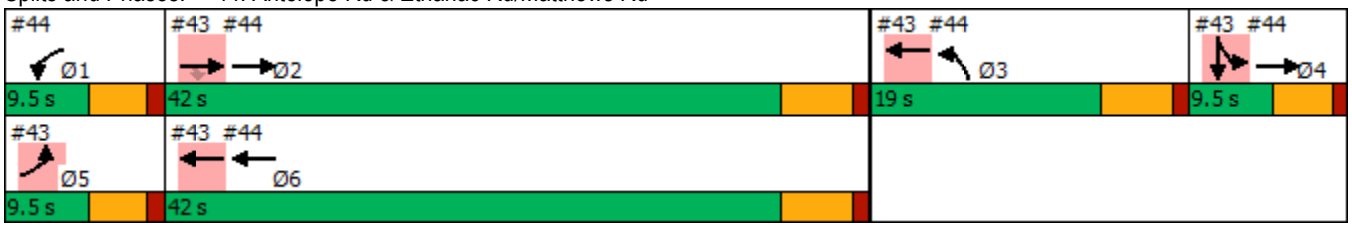
Intersection Summary			
HCM 2000 Control Delay	12.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	75.3	Sum of lost time (s)	19.6
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	Ø2	Ø4	Ø5
Lane Configurations							
Traffic Volume (vph)	831	23	756	216			
Future Volume (vph)	831	23	756	216			
Turn Type	NA	Prot	NA	Prot			
Protected Phases	2 4	1	6	3	2	4	5
Permitted Phases							
Detector Phase	2 4	1	6	3			
Switch Phase							
Minimum Initial (s)		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)		9.5	10.3	10.3	10.3	9.5	9.5
Total Split (s)		9.5	42.0	19.0	42.0	9.5	9.5
Total Split (%)		11.9%	52.5%	23.8%	53%	12%	12%
Yellow Time (s)		3.5	4.3	4.3	4.3	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0			
Total Lost Time (s)		4.5	5.3	5.3			
Lead/Lag		Lead	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode		None	Min	Min	None	None	None
Act Effct Green (s)	42.7	5.0	38.5	13.8			
Actuated g/C Ratio	0.59	0.07	0.53	0.19			
v/c Ratio	0.74	0.18	0.75	0.81			
Control Delay	7.2	38.3	18.5	49.1			
Queue Delay	0.0	0.0	0.0	0.0			
Total Delay	7.2	38.3	18.5	49.1			
LOS	A	D	B	D			
Approach Delay	7.2		19.1	49.1			
Approach LOS	A		B	D			

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 72.6	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 18.4	Intersection LOS: B
Intersection Capacity Utilization 68.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 44: Antelope Rd & Ethanac Rd/Matthews Rd





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	831	0	23	756	216	69
Future Volume (vph)	831	0	23	756	216	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3		4.5	5.3	5.3	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frt	1.00		1.00	1.00	0.97	
Flt Protected	1.00		0.95	1.00	0.96	
Satd. Flow (prot)	1900		1805	1900	1771	
Flt Permitted	1.00		0.95	1.00	0.96	
Satd. Flow (perm)	1900		1805	1900	1771	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	831	0	23	756	216	69
RTOR Reduction (vph)	0	0	0	0	14	0
Lane Group Flow (vph)	831	0	23	756	271	0
Turn Type	NA		Prot	NA	Prot	
Protected Phases	2 4		1	6	3	
Permitted Phases						
Actuated Green, G (s)	40.1		1.8	41.4	13.8	
Effective Green, g (s)	40.1		1.8	41.4	13.8	
Actuated g/C Ratio	0.53		0.02	0.55	0.18	
Clearance Time (s)			4.5	5.3	5.3	
Vehicle Extension (s)			3.0	3.0	3.0	
Lane Grp Cap (vph)	1011		43	1044	324	
v/s Ratio Prot	c0.44		0.01	c0.40	c0.15	
v/s Ratio Perm						
v/c Ratio	0.82		0.53	0.72	0.84	
Uniform Delay, d1	14.6		36.3	12.7	29.7	
Progression Factor	0.23		1.00	1.00	1.00	
Incremental Delay, d2	3.6		12.2	2.5	16.9	
Delay (s)	6.9		48.5	15.2	46.5	
Level of Service	A		D	B	D	
Approach Delay (s)	6.9			16.2	46.5	
Approach LOS	A			B	D	

Intersection Summary			
HCM 2000 Control Delay	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	75.3	Sum of lost time (s)	19.6
Intersection Capacity Utilization	68.7%	ICU Level of Service	C
Analysis Period (min)	15		

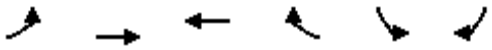
c Critical Lane Group

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	384	495	553	212	264
Future Volume (vph)	384	495	553	212	264
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.2	11.2	9.5	9.5
Total Split (s)	29.4	87.0	57.6	33.0	33.0
Total Split (%)	24.5%	72.5%	48.0%	27.5%	27.5%
Yellow Time (s)	3.5	5.2	5.2	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.2	6.2	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	25.0	81.0	51.5	18.0	18.0
Actuated g/C Ratio	0.23	0.74	0.47	0.16	0.16
v/c Ratio	0.94	0.35	0.93	0.72	0.54
Control Delay	74.1	6.5	45.1	57.2	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	74.1	6.5	45.1	57.2	9.2
LOS	E	A	D	E	A
Approach Delay		36.0	45.1	30.6	
Approach LOS		D	D	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 109.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 38.2	Intersection LOS: D
Intersection Capacity Utilization 90.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 45: Matthews Rd & Palomar Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	384	495	553	249	212	264
Future Volume (veh/h)	384	495	553	249	212	264
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	384	495	553	249	212	264
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	401	1364	566	255	338	301
Arrive On Green	0.22	0.72	0.46	0.46	0.19	0.19
Sat Flow, veh/h	1810	1900	1241	559	1810	1610
Grp Volume(v), veh/h	384	495	0	802	212	264
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1799	1810	1610
Q Serve(g_s), s	23.6	11.2	0.0	49.1	12.1	17.9
Cycle Q Clear(g_c), s	23.6	11.2	0.0	49.1	12.1	17.9
Prop In Lane	1.00			0.31	1.00	1.00
Lane Grp Cap(c), veh/h	401	1364	0	821	338	301
V/C Ratio(X)	0.96	0.36	0.00	0.98	0.63	0.88
Avail Cap(c_a), veh/h	401	1366	0	823	459	408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.2	6.0	0.0	30.0	42.1	44.4
Incr Delay (d2), s/veh	34.1	0.2	0.0	25.6	1.9	15.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.2	4.0	0.0	26.3	5.6	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	77.3	6.2	0.0	55.6	44.0	59.4
LnGrp LOS	E	A	A	E	D	E
Approach Vol, veh/h		879	802		476	
Approach Delay, s/veh		37.3	55.6		52.5	
Approach LOS		D	E		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		86.9		25.5	29.4	57.5
Change Period (Y+Rc), s		6.2		4.5	4.5	6.2
Max Green Setting (Gmax), s		80.8		28.5	24.9	51.4
Max Q Clear Time (g_c+I1), s		13.2		19.9	25.6	51.1
Green Ext Time (p_c), s		3.7		1.1	0.0	0.2

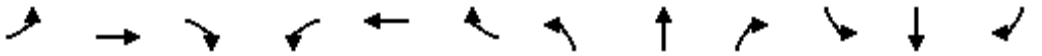
Intersection Summary	
HCM 6th Ctrl Delay	47.5
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	27	82	70	200	40	1081	156	1030
Future Volume (vph)	27	82	70	200	40	1081	156	1030
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	34.2	34.2	34.2	34.2	10.8	39.6	16.2	45.0
Total Split (%)	38.0%	38.0%	38.0%	38.0%	12.0%	44.0%	18.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		25.7		25.7	6.2	31.8	10.7	41.2
Actuated g/C Ratio		0.31		0.31	0.08	0.39	0.13	0.50
v/c Ratio		0.29		0.86	0.29	0.83	0.66	0.61
Control Delay		20.8		42.0	45.3	29.3	51.3	18.1
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		20.8		42.0	45.3	29.3	51.3	18.1
LOS		C		D	D	C	D	B
Approach Delay		20.8		42.0		29.8		22.2
Approach LOS		C		D		C		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 82.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 28.2	Intersection LOS: C
Intersection Capacity Utilization 85.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 46: Menifee Rd & Watson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	82	37	70	200	209	40	1081	71	156	1030	63
Future Volume (veh/h)	27	82	37	70	200	209	40	1081	71	156	1030	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	82	37	70	200	209	40	1081	71	156	1030	63
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	322	129	113	247	236	68	1336	88	196	1586	97
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.04	0.39	0.39	0.11	0.46	0.46
Sat Flow, veh/h	179	1000	400	180	767	734	1810	3439	226	1810	3456	211
Grp Volume(v), veh/h	146	0	0	479	0	0	40	567	585	156	538	555
Grp Sat Flow(s),veh/h/ln	1580	0	0	1681	0	0	1810	1805	1859	1810	1805	1862
Q Serve(g_s), s	0.0	0.0	0.0	13.9	0.0	0.0	1.6	20.8	20.9	6.3	17.1	17.1
Cycle Q Clear(g_c), s	4.4	0.0	0.0	20.0	0.0	0.0	1.6	20.8	20.9	6.3	17.1	17.1
Prop In Lane	0.18		0.25	0.15		0.44	1.00		0.12	1.00		0.11
Lane Grp Cap(c), veh/h	566	0	0	597	0	0	68	701	723	196	828	855
V/C Ratio(X)	0.26	0.00	0.00	0.80	0.00	0.00	0.58	0.81	0.81	0.80	0.65	0.65
Avail Cap(c_a), veh/h	687	0	0	725	0	0	153	852	877	285	983	1014
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.6	0.0	0.0	23.8	0.0	0.0	35.2	20.3	20.3	32.4	15.5	15.5
Incr Delay (d2), s/veh	0.2	0.0	0.0	5.4	0.0	0.0	7.7	4.9	4.8	9.5	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	8.3	0.0	0.0	0.8	9.0	9.3	3.2	6.6	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.8	0.0	0.0	29.2	0.0	0.0	42.9	25.2	25.1	41.9	16.7	16.6
LnGrp LOS	B	A	A	C	A	A	D	C	C	D	B	B
Approach Vol, veh/h		146			479			1192			1249	
Approach Delay, s/veh		18.8			29.2			25.7			19.8	
Approach LOS		B			C			C			B	

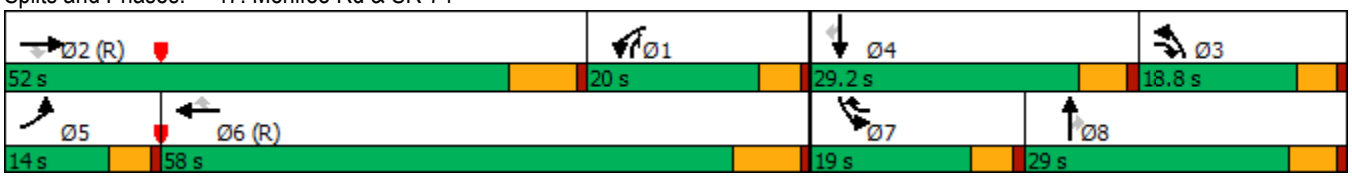
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	33.4		28.4	7.3	38.6		28.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.7	35.1		29.7	6.3	40.5		29.7				
Max Q Clear Time (g_c+I1), s	8.3	22.9		6.4	3.6	19.1		22.0				
Green Ext Time (p_c), s	0.1	6.0		0.8	0.0	7.7		1.9				

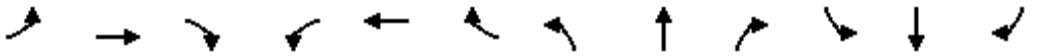
Intersection Summary												
HCM 6th Ctrl Delay			23.5									
HCM 6th LOS			C									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	1722	450	390	1814	256	313	628	559	354	591	40
Future Volume (vph)	94	1722	450	390	1814	256	313	628	559	354	591	40
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	9.7	9.7	10.3	9.7	9.7	10.3	10.3
Total Split (s)	14.0	52.0	18.8	20.0	58.0	19.0	18.8	29.0	20.0	19.0	29.2	29.2
Total Split (%)	11.7%	43.3%	15.7%	16.7%	48.3%	15.8%	15.7%	24.2%	16.7%	15.8%	24.3%	24.3%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	3.7	3.7	4.3	3.7	3.7	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	4.7	4.7	5.3	4.7	4.7	5.3	5.3
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	8.7	46.2	67.3	15.0	52.5	73.4	14.2	23.2	38.8	14.0	23.0	23.0
Actuated g/C Ratio	0.07	0.38	0.56	0.12	0.44	0.61	0.12	0.19	0.32	0.12	0.19	0.19
v/c Ratio	0.72	0.86	0.47	0.89	0.80	0.25	0.76	0.90	0.56	0.87	0.86	0.09
Control Delay	83.7	39.8	12.9	62.2	25.5	1.5	40.6	42.0	9.4	73.9	60.0	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.7	39.8	12.9	62.2	25.5	1.5	40.6	42.0	9.4	73.9	60.0	0.4
LOS	F	D	B	E	C	A	D	D	A	E	E	A
Approach Delay		36.3			28.8			29.6			62.6	
Approach LOS		D			C			C			E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 42 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 35.9	Intersection LOS: D
Intersection Capacity Utilization 89.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	1722	450	390	1814	256	313	628	559	354	591	40
Future Volume (veh/h)	94	1722	450	390	1814	256	313	628	559	354	591	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	94	1722	450	390	1814	256	313	628	559	354	591	40
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	118	1914	785	463	2361	920	415	694	919	408	669	298
Arrive On Green	0.07	0.37	0.37	0.26	0.91	0.91	0.20	0.32	0.32	0.12	0.19	0.19
Sat Flow, veh/h	1810	5187	1610	3510	5187	1610	3510	3610	2834	3510	3610	1610
Grp Volume(v), veh/h	94	1722	450	390	1814	256	313	628	559	354	591	40
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1610	1755	1805	1417	1755	1805	1610
Q Serve(g_s), s	6.1	37.6	9.7	12.6	12.5	2.0	10.1	20.0	4.6	11.9	19.1	2.1
Cycle Q Clear(g_c), s	6.1	37.6	9.7	12.6	12.5	2.0	10.1	20.0	4.6	11.9	19.1	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	1914	785	463	2361	920	415	694	919	408	669	298
V/C Ratio(X)	0.80	0.90	0.57	0.84	0.77	0.28	0.75	0.90	0.61	0.87	0.88	0.13
Avail Cap(c_a), veh/h	140	1945	794	463	2361	920	415	713	934	418	719	321
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.83	0.83	0.83	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.3	35.8	21.9	43.0	3.5	1.9	46.5	39.7	12.6	52.1	47.6	28.1
Incr Delay (d2), s/veh	19.6	7.2	3.0	10.6	2.1	0.6	6.3	13.9	1.0	16.4	12.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	16.9	3.2	5.4	2.1	0.7	4.5	9.2	3.3	6.2	9.7	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.0	43.0	24.9	53.6	5.6	2.5	52.9	53.5	13.6	68.5	59.6	28.3
LnGrp LOS	E	D	C	D	A	A	D	D	B	E	E	C
Approach Vol, veh/h		2266			2460			1500			985	
Approach Delay, s/veh		40.7			12.9			38.5			61.5	
Approach LOS		D			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.8	51.3	19.5	27.5	12.5	61.6	18.6	28.4
Change Period (Y+Rc), s	7.0	* 7	5.3	* 5.3	* 4.7	7.0	* 4.7	5.3
Max Green Setting (Gmax), s	15.3	* 45	14.1	* 24	* 9.3	51.0	* 14	23.7
Max Q Clear Time (g_c+I1), s	14.6	39.6	12.1	21.1	8.1	14.5	13.9	22.0
Green Ext Time (p_c), s	0.1	4.7	0.1	1.1	0.0	21.4	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

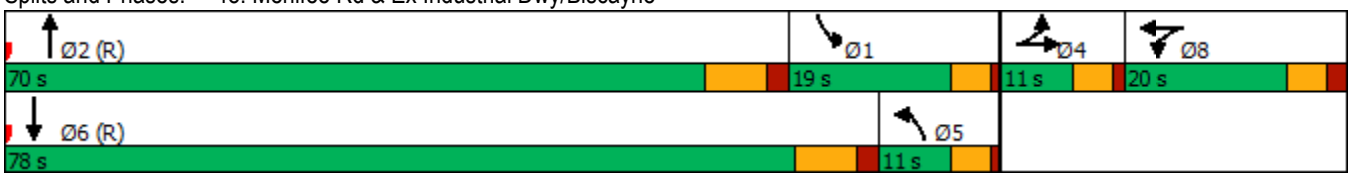
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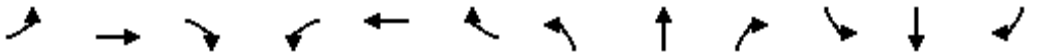
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	2	4	1424	79	1328
Future Volume (vph)	0	2	4	1424	79	1328
Turn Type	NA	NA	Prot	NA	Prot	NA
Protected Phases	4	8	5	2	1	6
Permitted Phases						
Detector Phase	4	8	5	2	1	6
Switch Phase						
Minimum Initial (s)	6.0	8.0	6.0	10.0	6.0	10.0
Minimum Split (s)	10.6	13.6	10.6	17.5	10.6	17.5
Total Split (s)	11.0	20.0	11.0	70.0	19.0	78.0
Total Split (%)	9.2%	16.7%	9.2%	58.3%	15.8%	65.0%
Yellow Time (s)	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.6	4.6	7.5	4.6	7.5
Lead/Lag			Lag	Lead	Lag	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	None	C-Min
Act Effct Green (s)	6.1	10.3	6.2	85.6	10.6	96.3
Actuated g/C Ratio	0.05	0.09	0.05	0.71	0.09	0.80
v/c Ratio	0.04	0.50	0.04	0.40	0.50	0.46
Control Delay	55.0	49.7	50.2	2.5	45.7	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.0	49.7	50.2	2.5	45.7	3.9
LOS	D	D	D	A	D	A
Approach Delay	55.0	49.7		2.7		6.2
Approach LOS	D	D		A		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 94 (78%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 5.8	Intersection LOS: A
Intersection Capacity Utilization 63.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	0	0	52	2	31	4	1424	59	79	1328	13
Future Volume (veh/h)	4	0	0	52	2	31	4	1424	59	79	1328	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	0	0	52	2	31	4	1424	59	79	1328	13
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	11	0	0	67	3	40	562	1992	83	643	1592	16
Arrive On Green	0.01	0.00	0.00	0.06	0.06	0.06	0.10	0.13	0.13	0.36	0.43	0.43
Sat Flow, veh/h	1809	0	0	1060	41	632	1810	5108	212	1810	3663	36
Grp Volume(v), veh/h	4	0	0	85	0	0	4	964	519	79	654	687
Grp Sat Flow(s),veh/h/ln	1810	0	0	1733	0	0	1810	1729	1862	1810	1805	1894
Q Serve(g_s), s	0.3	0.0	0.0	5.8	0.0	0.0	0.2	32.1	32.1	3.5	38.6	38.6
Cycle Q Clear(g_c), s	0.3	0.0	0.0	5.8	0.0	0.0	0.2	32.1	32.1	3.5	38.6	38.6
Prop In Lane	1.00		0.00	0.61		0.36	1.00		0.11	1.00		0.02
Lane Grp Cap(c), veh/h	11	0	0	109	0	0	562	1348	726	643	785	823
V/C Ratio(X)	0.35	0.00	0.00	0.78	0.00	0.00	0.01	0.71	0.71	0.12	0.83	0.83
Avail Cap(c_a), veh/h	97	0	0	208	0	0	562	1801	970	643	1060	1112
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.80	0.80	0.80	0.58	0.58	0.58
Uniform Delay (d), s/veh	59.4	0.0	0.0	55.4	0.0	0.0	37.2	45.9	45.9	26.1	30.1	30.1
Incr Delay (d2), s/veh	17.8	0.0	0.0	11.5	0.0	0.0	0.0	2.6	4.8	0.0	6.2	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	2.9	0.0	0.0	0.1	15.4	17.0	1.5	17.7	18.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.2	0.0	0.0	66.9	0.0	0.0	37.2	48.5	50.7	26.1	36.2	36.0
LnGrp LOS	E	A	A	E	A	A	D	D	D	C	D	D
Approach Vol, veh/h		4			85			1487			1420	
Approach Delay, s/veh		77.2			66.9			49.2			35.6	
Approach LOS		E			E			D			D	

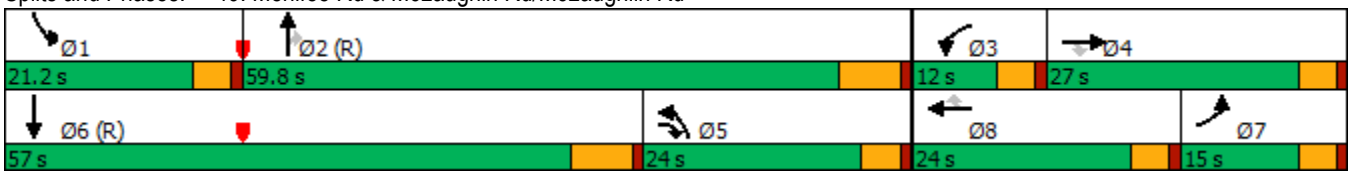
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	47.2	54.3		5.3	41.9	59.7		13.1				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	14.4	62.5		6.4	6.4	70.5		14.4				
Max Q Clear Time (g_c+I1), s	5.5	34.1		2.3	2.2	40.6		7.8				
Green Ext Time (p_c), s	0.1	12.7		0.0	0.0	11.6		0.2				

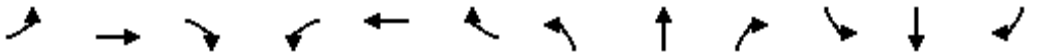
Intersection Summary			
HCM 6th Ctrl Delay		43.3	
HCM 6th LOS		D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	80	244	377	134	197	201	414	1220	442	301	1028
Future Volume (vph)	80	244	377	134	197	201	414	1220	442	301	1028
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	5	3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	5	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	9.5	9.5	11.5	11.5	9.5	11.5
Total Split (s)	15.0	27.0	24.0	12.0	24.0	24.0	24.0	59.8	59.8	21.2	57.0
Total Split (%)	12.5%	22.5%	20.0%	10.0%	20.0%	20.0%	20.0%	49.8%	49.8%	17.7%	47.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	5.5	5.5	3.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	6.5	6.5	4.5	6.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	10.4	19.4	37.6	8.2	19.5	19.5	18.2	57.5	57.5	14.9	54.2
Actuated g/C Ratio	0.09	0.16	0.31	0.07	0.16	0.16	0.15	0.48	0.48	0.12	0.45
v/c Ratio	0.52	0.79	0.65	0.56	0.64	0.48	0.78	0.49	0.47	0.70	0.72
Control Delay	64.3	67.0	21.4	63.9	58.0	12.8	64.0	24.9	15.3	59.6	24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.3	67.0	21.4	63.9	58.0	12.8	64.0	24.9	15.3	59.6	24.4
LOS	E	E	C	E	E	B	E	C	B	E	C
Approach Delay		42.2			42.4			30.6			31.7
Approach LOS		D			D			C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 53 (44%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 34.0	Intersection LOS: C
Intersection Capacity Utilization 77.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 49: Menifee Rd & McLaughin Rd/McLaughlin Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	244	377	134	197	201	414	1220	442	301	1028	126
Future Volume (veh/h)	80	244	377	134	197	201	414	1220	442	301	1028	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	80	244	377	134	197	201	414	1220	442	301	1028	126
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	149	292	624	189	238	201	821	2700	838	370	1215	149
Arrive On Green	0.08	0.15	0.15	0.05	0.13	0.13	0.08	0.17	0.17	0.03	0.12	0.12
Sat Flow, veh/h	1810	1900	1610	3510	1900	1610	3510	5187	1610	3510	3237	396
Grp Volume(v), veh/h	80	244	377	134	197	201	414	1220	442	301	573	581
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1755	1900	1610	1755	1729	1610	1755	1805	1829
Q Serve(g_s), s	5.1	15.0	3.4	4.5	12.1	11.9	13.6	25.3	30.0	10.2	37.3	37.3
Cycle Q Clear(g_c), s	5.1	15.0	3.4	4.5	12.1	11.9	13.6	25.3	30.0	10.2	37.3	37.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	149	292	624	189	238	201	821	2700	838	370	678	687
V/C Ratio(X)	0.54	0.84	0.60	0.71	0.83	1.00	0.50	0.45	0.53	0.81	0.85	0.85
Avail Cap(c_a), veh/h	158	356	679	219	309	262	821	2700	838	489	760	770
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83	0.88	0.88	0.88
Uniform Delay (d), s/veh	52.9	49.3	15.1	55.8	51.2	33.1	48.7	34.3	36.2	56.7	49.2	49.2
Incr Delay (d2), s/veh	3.1	13.5	1.3	8.5	13.5	50.1	0.4	0.5	2.0	6.8	11.0	11.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	8.2	5.8	2.2	6.7	7.5	6.5	11.9	13.4	5.2	20.2	20.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.0	62.9	16.4	64.3	64.7	83.1	49.1	34.8	38.2	63.6	60.2	60.2
LnGrp LOS	E	E	B	E	E	F	D	C	D	E	E	E
Approach Vol, veh/h		701			532			2076			1455	
Approach Delay, s/veh		37.1			71.6			38.4			60.9	
Approach LOS		D			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	69.0	11.0	22.9	34.6	51.6	14.4	19.5
Change Period (Y+Rc), s	4.5	6.5	4.5	4.5	6.5	* 6.5	4.5	4.5
Max Green Setting (Gmax), s	16.7	53.3	7.5	22.5	19.5	* 51	10.5	19.5
Max Q Clear Time (g_c+I1), s	12.2	32.0	6.5	17.0	15.6	39.3	7.1	14.1
Green Ext Time (p_c), s	0.4	11.1	0.0	1.4	0.6	5.7	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	48.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	35	2032	83	1459
Future Volume (vph)	35	2032	83	1459
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.5	9.5	11.5
Total Split (s)	14.0	90.0	16.0	106.0
Total Split (%)	11.7%	75.0%	13.3%	88.3%
Yellow Time (s)	3.5	5.5	3.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.5	4.5	6.5
Lead/Lag		Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Min	None	C-Min
Act Effct Green (s)	7.9	92.1	10.1	104.4
Actuated g/C Ratio	0.07	0.77	0.08	0.87
v/c Ratio	0.53	0.53	0.55	0.46
Control Delay	41.5	8.0	48.3	1.4
Queue Delay	0.0	0.0	0.0	0.1
Total Delay	41.5	8.0	48.3	1.5
LOS	D	A	D	A
Approach Delay	41.5	8.0		4.0
Approach LOS	D	A		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 7.0	Intersection LOS: A
Intersection Capacity Utilization 62.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 50: Menifee Rd & Project Dwy 1





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	35	44	2032	67	83	1459
Future Volume (veh/h)	35	44	2032	67	83	1459
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	44	2032	67	83	1459
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	44	55	2763	91	469	3066
Arrive On Green	0.06	0.06	0.54	0.54	0.52	1.00
Sat Flow, veh/h	742	932	5329	170	1810	3705
Grp Volume(v), veh/h	80	0	1361	738	83	1459
Grp Sat Flow(s),veh/h/ln	1695	0	1729	1869	1810	1805
Q Serve(g_s), s	5.6	0.0	36.2	36.3	2.9	0.0
Cycle Q Clear(g_c), s	5.6	0.0	36.2	36.3	2.9	0.0
Prop In Lane	0.44	0.55		0.09	1.00	
Lane Grp Cap(c), veh/h	100	0	1853	1002	469	3066
V/C Ratio(X)	0.80	0.00	0.73	0.74	0.18	0.48
Avail Cap(c_a), veh/h	134	0	2406	1301	469	3066
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.48	0.48
Uniform Delay (d), s/veh	55.8	0.0	21.3	21.4	22.1	0.0
Incr Delay (d2), s/veh	21.2	0.0	2.6	4.8	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	14.8	16.7	1.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	77.0	0.0	24.0	26.2	22.2	0.3
LnGrp LOS	E	A	C	C	C	A
Approach Vol, veh/h	80		2099			1542
Approach Delay, s/veh	77.0		24.7			1.4
Approach LOS	E		C			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	37.6	70.8			108.4	11.6
Change Period (Y+Rc), s	6.5	* 6.5			6.5	4.5
Max Green Setting (Gmax), s	11.5	* 84			99.5	9.5
Max Q Clear Time (g_c+I1), s	4.9	38.3			2.0	7.6
Green Ext Time (p_c), s	0.1	25.9			19.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B

Notes

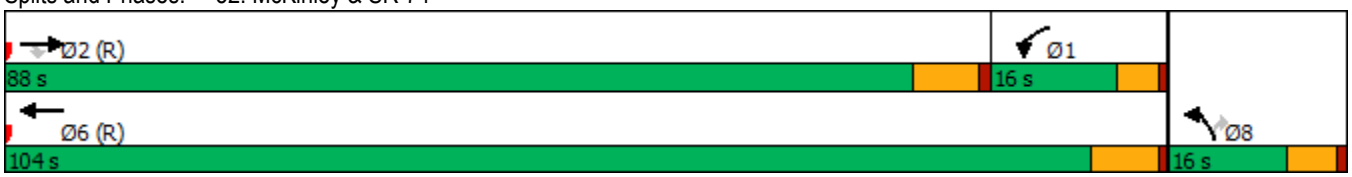
User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2548	87	59	2407	53	30
Future Volume (vph)	2548	87	59	2407	53	30
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	9.7	12.0	10.5	10.5
Total Split (s)	88.0	88.0	16.0	104.0	16.0	16.0
Total Split (%)	73.3%	73.3%	13.3%	86.7%	13.3%	13.3%
Yellow Time (s)	6.0	6.0	3.7	6.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.7	7.0	5.5	5.5
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Min	C-Min	None	C-Min	None	None
Act Effct Green (s)	91.6	91.6	8.2	102.6	8.6	8.6
Actuated g/C Ratio	0.76	0.76	0.07	0.86	0.07	0.07
v/c Ratio	0.64	0.07	0.48	0.54	0.41	0.21
Control Delay	4.6	0.1	59.6	0.4	62.5	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.6	0.1	59.6	0.4	62.5	20.8
LOS	A	A	E	A	E	C
Approach Delay	4.5			1.9	47.4	
Approach LOS	A			A	D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 19 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 3.9	Intersection LOS: A
Intersection Capacity Utilization 63.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 52: McKinley & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Traffic Volume (veh/h)	2548	87	59	2407	53	30
Future Volume (veh/h)	2548	87	59	2407	53	30
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2548	87	59	2407	53	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2959	919	405	4423	78	70
Arrive On Green	1.00	1.00	0.22	0.85	0.04	0.04
Sat Flow, veh/h	5358	1610	1810	5358	1810	1610
Grp Volume(v), veh/h	2548	87	59	2407	53	30
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1729	1810	1610
Q Serve(g_s), s	0.0	0.0	3.1	15.3	3.5	2.2
Cycle Q Clear(g_c), s	0.0	0.0	3.1	15.3	3.5	2.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2959	919	405	4423	78	70
V/C Ratio(X)	0.86	0.09	0.15	0.54	0.68	0.43
Avail Cap(c_a), veh/h	3501	1087	405	4423	158	141
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.57	0.57	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	37.4	2.4	56.6	56.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.3	9.8	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.4	3.1	1.8	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.0	37.4	2.7	66.4	60.1
LnGrp LOS	A	A	D	A	E	E
Approach Vol, veh/h	2635			2466	83	
Approach Delay, s/veh	0.3			3.5	64.1	
Approach LOS	A			A	E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	40.6	68.7				109.3	10.7
Change Period (Y+Rc), s	7.0	* 7				7.0	5.5
Max Green Setting (Gmax), s	11.3	* 81				97.0	10.5
Max Q Clear Time (g_c+I1), s	5.1	2.0				17.3	5.5
Green Ext Time (p_c), s	0.0	53.0				47.2	0.1

Intersection Summary	
HCM 6th Ctrl Delay	2.9
HCM 6th LOS	A

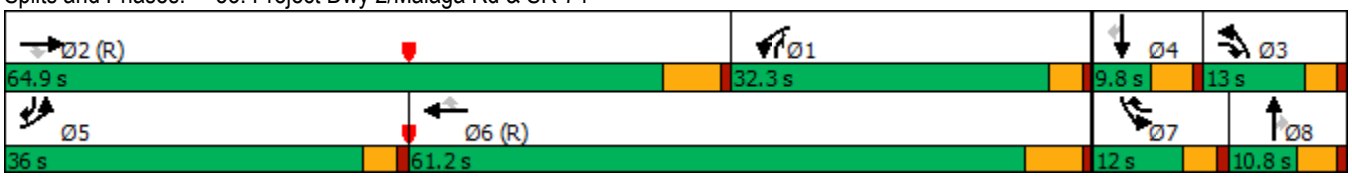
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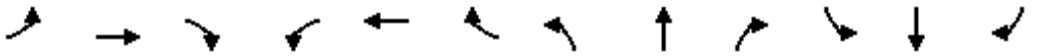
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	427	1755	396	266	2096	409	206	1	93	151	1	164
Future Volume (vph)	427	1755	396	266	2096	409	206	1	93	151	1	164
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6			8			4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.2	9.5	9.5	11.2	9.5	9.5	9.7	9.5	9.5	9.7	9.5
Total Split (s)	36.0	64.9	13.0	32.3	61.2	12.0	13.0	10.8	32.3	12.0	9.8	36.0
Total Split (%)	30.0%	54.1%	10.8%	26.9%	51.0%	10.0%	10.8%	9.0%	26.9%	10.0%	8.2%	30.0%
Yellow Time (s)	3.0	5.2	3.0	3.0	5.2	3.0	3.0	3.7	3.0	3.0	3.7	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.2	4.0	4.0	6.2	4.0	4.0	4.7	4.0	4.0	4.7	4.0
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	32.2	59.8	77.3	32.8	60.3	77.6	11.3	5.7	34.1	11.1	5.2	33.4
Actuated g/C Ratio	0.27	0.50	0.64	0.27	0.50	0.65	0.09	0.05	0.28	0.09	0.04	0.28
v/c Ratio	0.88	0.68	0.34	0.54	0.80	0.36	0.63	0.01	0.17	0.47	0.01	0.30
Control Delay	54.3	11.8	2.1	28.2	14.3	3.8	61.4	55.0	4.2	56.9	55.0	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.3	11.8	2.1	28.2	14.3	3.8	61.4	55.0	4.2	56.9	55.0	8.7
LOS	D	B	A	C	B	A	E	D	A	E	D	A
Approach Delay		17.3			14.1			43.6			31.9	
Approach LOS		B			B			D			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 17.9	Intersection LOS: B
Intersection Capacity Utilization 89.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 53: Project Dwy 2/Malaga Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	427	1755	396	266	2096	409	206	1	93	151	1	164
Future Volume (veh/h)	427	1755	396	266	2096	409	206	1	93	151	1	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	427	1755	396	266	2096	409	206	1	93	151	1	164
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	457	2299	833	467	2425	848	261	121	519	207	81	475
Arrive On Green	0.17	0.30	0.30	0.34	0.62	0.62	0.07	0.06	0.06	0.06	0.04	0.04
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	3510	1900	1610	3510	1900	1610
Grp Volume(v), veh/h	427	1755	396	266	2096	409	206	1	93	151	1	164
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1755	1900	1610	1755	1900	1610
Q Serve(g_s), s	27.9	36.9	14.2	14.4	39.6	15.5	6.9	0.1	0.7	5.1	0.1	5.1
Cycle Q Clear(g_c), s	27.9	36.9	14.2	14.4	39.6	15.5	6.9	0.1	0.7	5.1	0.1	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	457	2299	833	467	2425	848	261	121	519	207	81	475
V/C Ratio(X)	0.94	0.76	0.48	0.57	0.86	0.48	0.79	0.01	0.18	0.73	0.01	0.35
Avail Cap(c_a), veh/h	483	2537	907	467	2425	848	263	121	519	234	81	475
HCM Platoon Ratio	0.67	0.67	0.67	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	36.5	25.0	33.9	19.6	12.2	54.6	52.6	16.1	55.5	55.0	21.1
Incr Delay (d2), s/veh	20.1	1.8	1.4	1.6	4.4	2.0	14.7	0.0	0.2	9.7	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.6	16.7	5.7	6.2	14.2	5.0	3.6	0.0	1.4	2.5	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.0	38.3	26.4	35.6	24.0	14.1	69.4	52.6	16.3	65.2	55.1	21.5
LnGrp LOS	E	D	C	D	C	B	E	D	B	E	E	C
Approach Vol, veh/h		2578			2771			300			316	
Approach Delay, s/veh		41.5			23.6			52.9			42.5	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.2	59.4	13.6	9.8	34.3	62.3	11.1	12.4
Change Period (Y+Rc), s	6.2	* 6.2	* 4.7	* 4.7	4.0	6.2	4.0	* 4.7
Max Green Setting (Gmax), s	28.3	* 59	* 9	* 5.1	32.0	55.0	8.0	* 6.1
Max Q Clear Time (g_c+I1), s	16.4	38.9	8.9	7.1	29.9	41.6	7.1	2.7
Green Ext Time (p_c), s	0.6	14.3	0.0	0.0	0.3	11.5	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	33.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1997	0	0	2773	0	17
Future Vol, veh/h	1997	0	0	2773	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1997	0	0	2773	0	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	999
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	-	-	0	-	0	*450
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*450
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.3
HCM LOS			B

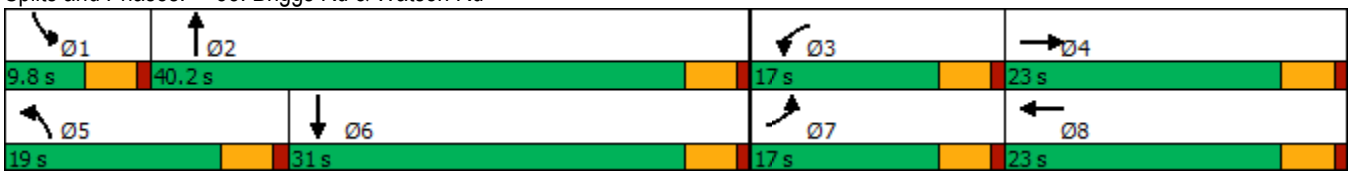
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	450	-	-	-
HCM Lane V/C Ratio	0.038	-	-	-
HCM Control Delay (s)	13.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

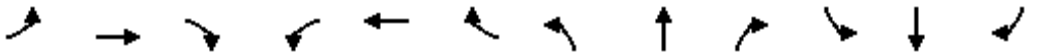
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	150	43	150	231	190	395	32	240
Future Volume (vph)	150	43	150	231	190	395	32	240
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	17.0	23.0	17.0	23.0	19.0	40.2	9.8	31.0
Total Split (%)	18.9%	25.6%	18.9%	25.6%	21.1%	44.7%	10.9%	34.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	10.7	14.2	10.7	14.2	12.3	31.6	5.5	19.8
Actuated g/C Ratio	0.14	0.19	0.14	0.19	0.16	0.42	0.07	0.26
v/c Ratio	0.59	0.51	0.59	0.65	0.65	0.59	0.24	0.78
Control Delay	44.0	13.7	44.0	39.7	43.9	22.4	43.8	36.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.0	13.7	44.0	39.7	43.9	22.4	43.8	36.9
LOS	D	B	D	D	D	C	D	D
Approach Delay		26.4		41.4		28.7		37.4
Approach LOS		C		D		C		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 75.7	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 32.9	Intersection LOS: C
Intersection Capacity Utilization 71.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 55: Briggs Rd & Watson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	43	163	150	231	0	190	395	64	32	240	134
Future Volume (veh/h)	150	43	163	150	231	0	190	395	64	32	240	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.84	1.00		1.00	1.00		0.96	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	150	43	163	150	231	0	190	395	64	32	240	134
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	195	55	210	195	350	0	242	580	94	63	299	167
Arrive On Green	0.11	0.18	0.18	0.11	0.18	0.00	0.13	0.37	0.37	0.03	0.27	0.27
Sat Flow, veh/h	1810	300	1136	1810	1900	0	1810	1585	257	1810	1120	625
Grp Volume(v), veh/h	150	0	206	150	231	0	190	0	459	32	0	374
Grp Sat Flow(s),veh/h/ln	1810	0	1435	1810	1900	0	1810	0	1841	1810	0	1745
Q Serve(g_s), s	4.7	0.0	8.0	4.7	6.6	0.0	6.0	0.0	12.3	1.0	0.0	11.7
Cycle Q Clear(g_c), s	4.7	0.0	8.0	4.7	6.6	0.0	6.0	0.0	12.3	1.0	0.0	11.7
Prop In Lane	1.00		0.79	1.00		0.00	1.00		0.14	1.00		0.36
Lane Grp Cap(c), veh/h	195	0	265	195	350	0	242	0	674	63	0	466
V/C Ratio(X)	0.77	0.00	0.78	0.77	0.66	0.00	0.78	0.00	0.68	0.51	0.00	0.80
Avail Cap(c_a), veh/h	386	0	453	386	600	0	448	0	1122	164	0	789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.4	0.0	22.8	25.4	22.2	0.0	24.6	0.0	15.7	27.8	0.0	20.0
Incr Delay (d2), s/veh	6.3	0.0	4.9	6.3	2.1	0.0	5.5	0.0	1.2	6.3	0.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	2.9	2.2	2.9	0.0	2.8	0.0	4.8	0.5	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.8	0.0	27.7	31.8	24.3	0.0	30.1	0.0	16.9	34.1	0.0	23.3
LnGrp LOS	C	A	C	C	C	A	C	A	B	C	A	C
Approach Vol, veh/h		356			381			649			406	
Approach Delay, s/veh		29.4			27.2			20.8			24.2	
Approach LOS		C			C			C			C	

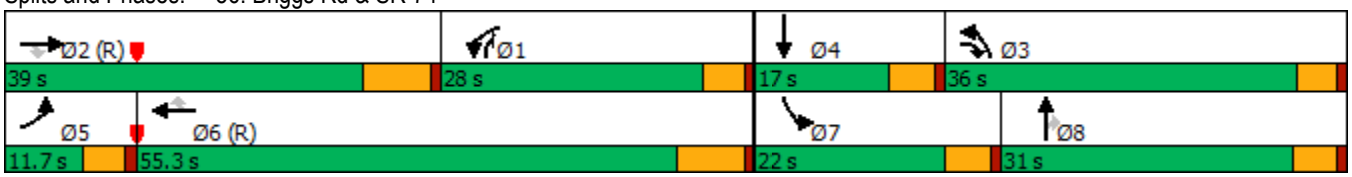
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	26.0	10.8	15.3	12.3	20.1	10.8	15.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.3	35.7	12.5	18.5	14.5	26.5	12.5	18.5
Max Q Clear Time (g_c+I1), s	3.0	14.3	6.7	10.0	8.0	13.7	6.7	8.6
Green Ext Time (p_c), s	0.0	3.0	0.2	0.8	0.3	1.9	0.2	0.8

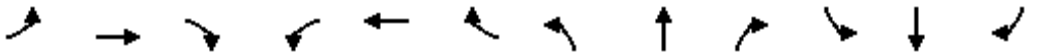
Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	90	1216	707	634	1819	287	869	425	676	261	248
Future Volume (vph)	90	1216	707	634	1819	287	869	425	676	261	248
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	3	1	6		3	8	1	7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	3	1	6	6	3	8	1	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	12.0	9.7	10.0	9.7	10.0	10.0
Total Split (s)	11.7	39.0	36.0	28.0	55.3	55.3	36.0	31.0	28.0	22.0	17.0
Total Split (%)	9.8%	32.5%	30.0%	23.3%	46.1%	46.1%	30.0%	25.8%	23.3%	18.3%	14.2%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	6.0	3.7	4.0	3.7	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	7.0	4.7	5.0	4.7	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	7.0	31.5	65.1	23.3	47.8	47.8	31.3	26.0	49.6	17.5	12.5
Actuated g/C Ratio	0.06	0.26	0.54	0.19	0.40	0.40	0.26	0.22	0.41	0.15	0.10
v/c Ratio	0.86	0.89	0.78	0.93	0.88	0.38	0.95	1.03	0.91	1.00	0.93
Control Delay	85.9	37.1	11.5	69.4	39.4	9.6	64.1	99.6	35.0	106.4	80.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.9	37.1	11.5	69.4	39.4	9.6	64.1	99.6	35.0	106.4	80.9
LOS	F	D	B	E	D	A	E	F	C	F	F
Approach Delay		30.3			43.2			61.8			92.1
Approach LOS		C			D			E			F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 66 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 48.6	Intersection LOS: D
Intersection Capacity Utilization 96.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	1216	707	634	1819	287	869	425	676	261	248	85
Future Volume (veh/h)	90	1216	707	634	1819	287	869	425	676	261	248	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.86	1.00		0.69
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	90	1216	707	634	1819	287	869	425	676	261	248	85
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	1327	825	888	2436	756	914	415	709	256	242	75
Arrive On Green	0.12	0.51	0.51	0.25	0.47	0.47	0.26	0.22	0.22	0.14	0.10	0.10
Sat Flow, veh/h	1810	5187	1586	3510	5187	1610	3510	1900	1383	1810	2418	754
Grp Volume(v), veh/h	90	1216	707	634	1819	287	869	425	676	261	179	154
Grp Sat Flow(s),veh/h/ln	1810	1729	1586	1755	1729	1610	1755	1900	1383	1810	1805	1367
Q Serve(g_s), s	5.9	25.9	0.0	19.8	34.4	13.8	29.2	26.2	21.0	17.0	11.9	12.0
Cycle Q Clear(g_c), s	5.9	25.9	0.0	19.8	34.4	13.8	29.2	26.2	21.0	17.0	11.9	12.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	106	1327	825	888	2436	756	914	415	709	256	181	137
V/C Ratio(X)	0.85	0.92	0.86	0.71	0.75	0.38	0.95	1.02	0.95	1.02	0.99	1.13
Avail Cap(c_a), veh/h	106	1383	842	888	2436	756	916	415	709	256	181	137
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.37	0.37	0.37	0.58	0.58	0.58	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	28.1	12.9	40.9	26.0	20.5	43.6	46.9	14.2	51.5	53.9	54.0
Incr Delay (d2), s/veh	43.4	11.4	11.2	0.9	0.8	0.5	12.7	39.6	15.8	60.9	64.2	115.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	9.4	11.2	8.6	14.0	5.3	14.2	16.9	11.9	12.0	8.6	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.9	39.5	24.1	41.8	26.8	21.1	56.4	86.5	30.0	112.4	118.1	169.4
LnGrp LOS	F	D	C	D	C	C	E	F	C	F	F	F
Approach Vol, veh/h		2013			2740			1970			594	
Approach Delay, s/veh		36.6			29.7			53.8			128.9	
Approach LOS		D			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.3	37.7	36.2	17.0	11.7	63.4	22.0	31.2
Change Period (Y+Rc), s	7.0	* 7	5.0	* 5	* 4.7	7.0	5.0	5.0
Max Green Setting (Gmax), s	23.3	* 32	31.3	* 12	* 7	48.3	17.0	26.0
Max Q Clear Time (g_c+I1), s	21.8	27.9	31.2	14.0	7.9	36.4	19.0	28.2
Green Ext Time (p_c), s	0.3	2.9	0.0	0.0	0.0	7.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.1
HCM 6th LOS	D

Notes

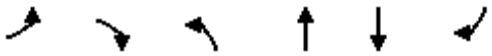
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	442	191	293	1528	1010	577
Future Volume (vph)	442	191	293	1528	1010	577
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	10.0	10.0	10.0
Minimum Split (s)	13.6	13.6	10.6	16.8	16.8	16.8
Total Split (s)	29.4	29.4	21.0	70.6	49.6	49.6
Total Split (%)	29.4%	29.4%	21.0%	70.6%	49.6%	49.6%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	4.6	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	23.9	23.9	16.5	59.1	38.0	38.0
Actuated g/C Ratio	0.25	0.25	0.17	0.62	0.40	0.40
v/c Ratio	0.98	0.35	0.94	0.68	0.70	0.58
Control Delay	75.7	6.7	80.1	13.8	26.8	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.7	6.7	80.1	13.8	26.8	4.3
LOS	E	A	F	B	C	A
Approach Delay	54.9			24.4	18.6	
Approach LOS	D			C	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 95.5	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 26.9	Intersection LOS: C
Intersection Capacity Utilization 82.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 57: Briggs Rd & Heritage HS Dwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	442	191	293	1528	1010	577
Future Volume (veh/h)	442	191	293	1528	1010	577
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	442	191	293	1528	1010	577
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	444	396	306	2261	1479	660
Arrive On Green	0.25	0.25	0.17	0.63	0.41	0.41
Sat Flow, veh/h	1810	1610	1810	3705	3705	1610
Grp Volume(v), veh/h	442	191	293	1528	1010	577
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1610
Q Serve(g_s), s	23.6	9.8	15.6	26.6	22.2	31.9
Cycle Q Clear(g_c), s	23.6	9.8	15.6	26.6	22.2	31.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	444	396	306	2261	1479	660
V/C Ratio(X)	0.99	0.48	0.96	0.68	0.68	0.87
Avail Cap(c_a), veh/h	444	396	306	2377	1595	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	31.3	39.9	11.7	23.4	26.3
Incr Delay (d2), s/veh	41.2	0.9	39.5	0.7	1.1	11.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.3	9.1	10.2	9.7	9.3	13.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	77.6	32.2	79.4	12.5	24.5	37.5
LnGrp LOS	E	C	E	B	C	D
Approach Vol, veh/h	633			1821	1587	
Approach Delay, s/veh	63.9			23.2	29.3	
Approach LOS	E			C	C	

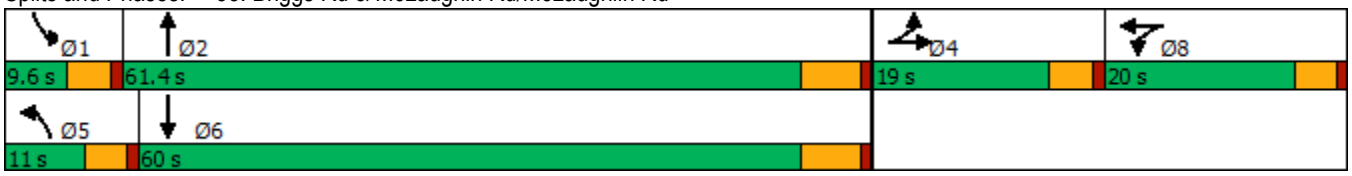
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.5		29.4	21.0	46.5
Change Period (Y+Rc), s		6.8		5.6	4.6	6.8
Max Green Setting (Gmax), s		63.8		23.8	16.4	42.8
Max Q Clear Time (g_c+I1), s		28.6		25.6	17.6	33.9
Green Ext Time (p_c), s		16.3		0.0	0.0	5.7

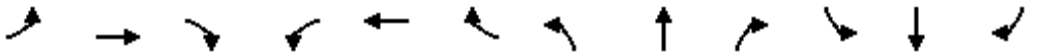
Intersection Summary	
HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	354	0	148	0	39	1411	28	1207
Future Volume (vph)	354	0	148	0	39	1411	28	1207
Turn Type	Split	NA	Split	NA	Prot	NA	Prot	NA
Protected Phases	4	4	8	8	5	2	1	6
Permitted Phases								
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	10.8	9.5	10.8
Total Split (s)	19.0	19.0	20.0	20.0	11.0	61.4	9.6	60.0
Total Split (%)	17.3%	17.3%	18.2%	18.2%	10.0%	55.8%	8.7%	54.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.8	3.5	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.8	4.5	5.8
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	13.7	13.7	13.4	13.4	6.4	52.1	5.2	51.4
Actuated g/C Ratio	0.14	0.14	0.13	0.13	0.06	0.52	0.05	0.52
v/c Ratio	0.77	0.54	0.61	0.84	0.34	0.89	0.30	0.67
Control Delay	66.2	23.9	54.4	49.0	57.5	29.2	58.8	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.2	23.9	54.4	49.0	57.5	29.2	58.8	21.2
LOS	E	C	D	D	E	C	E	C
Approach Delay		45.0		51.0		29.8		22.0
Approach LOS		D		D		C		C

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 99.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 31.0	Intersection LOS: C
Intersection Capacity Utilization 86.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 58: Briggs Rd & McLaughin Rd/McLaughlin Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	354	0	8	148	0	260	39	1411	229	28	1207	35
Future Volume (veh/h)	354	0	8	148	0	260	39	1411	229	28	1207	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	361	0	0	148	0	260	39	1411	229	28	1207	35
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	435	229	0	273	0	235	59	1593	255	48	1817	53
Arrive On Green	0.12	0.00	0.00	0.15	0.00	0.15	0.03	0.51	0.51	0.03	0.51	0.51
Sat Flow, veh/h	3619	1900	0	1810	0	1553	1810	3102	496	1810	3579	104
Grp Volume(v), veh/h	361	0	0	148	0	260	39	812	828	28	608	634
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1810	0	1553	1810	1805	1793	1810	1805	1878
Q Serve(g_s), s	10.0	0.0	0.0	7.8	0.0	15.5	2.2	40.8	42.8	1.6	25.7	25.7
Cycle Q Clear(g_c), s	10.0	0.0	0.0	7.8	0.0	15.5	2.2	40.8	42.8	1.6	25.7	25.7
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.28	1.00		0.06
Lane Grp Cap(c), veh/h	435	229	0	273	0	235	59	927	921	48	916	953
V/C Ratio(X)	0.83	0.00	0.00	0.54	0.00	1.11	0.66	0.88	0.90	0.58	0.66	0.66
Avail Cap(c_a), veh/h	512	269	0	273	0	235	115	978	972	90	954	992
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.1	0.0	0.0	40.2	0.0	43.5	49.0	22.0	22.5	49.3	18.8	18.8
Incr Delay (d2), s/veh	9.6	0.0	0.0	2.2	0.0	90.8	11.8	8.7	10.8	10.4	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	0.0	3.6	0.0	11.8	1.2	18.4	19.7	0.8	10.6	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.7	0.0	0.0	42.4	0.0	134.3	60.8	30.7	33.4	59.7	20.4	20.4
LnGrp LOS	D	A	A	D	A	F	E	C	C	E	C	C
Approach Vol, veh/h		361			408			1679			1270	
Approach Delay, s/veh		53.7			101.0			32.7			21.3	
Approach LOS		D			F			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	58.5		16.8	7.9	57.9		20.0				
Change Period (Y+Rc), s	4.5	5.8		4.5	4.5	5.8		4.5				
Max Green Setting (Gmax), s	5.1	55.6		14.5	6.5	54.2		15.5				
Max Q Clear Time (g_c+I1), s	3.6	44.8		12.0	4.2	27.7		17.5				
Green Ext Time (p_c), s	0.0	7.9		0.3	0.0	9.9		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		38.3
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	97	0	1679	1239	124
Future Vol, veh/h	0	97	0	1679	1239	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	97	0	1679	1239	124

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	682	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	397	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	397	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

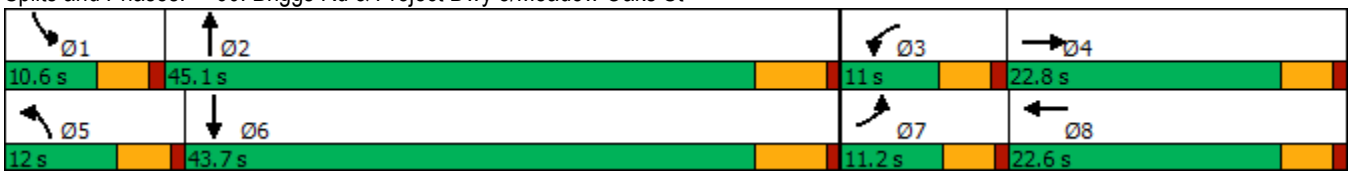
Approach	EB	NB	SB
HCM Control Delay, s	17	0	0
HCM LOS	C		

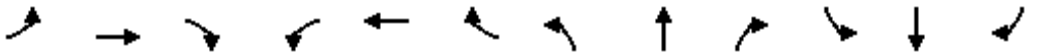
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	397	-	-
HCM Lane V/C Ratio	-	0.244	-	-
HCM Control Delay (s)	-	17	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.9	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	109	8	105	14	123	1420	95	1223
Future Volume (vph)	109	8	105	14	123	1420	95	1223
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	23.3	9.5	23.3
Total Split (s)	11.2	22.8	11.0	22.6	12.0	45.1	10.6	43.7
Total Split (%)	12.5%	25.5%	12.3%	25.3%	13.4%	50.4%	11.8%	48.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.8	3.5	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.8	4.5	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.7	7.6	6.5	7.4	7.5	38.2	6.1	36.8
Actuated g/C Ratio	0.09	0.10	0.08	0.10	0.10	0.49	0.08	0.47
v/c Ratio	0.70	0.55	0.70	0.56	0.71	0.84	0.67	0.73
Control Delay	61.4	14.3	61.6	15.7	59.0	23.0	61.2	19.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.4	14.3	61.6	15.7	59.0	23.0	61.2	19.8
LOS	E	B	E	B	E	C	E	B
Approach Delay		33.2		33.6		25.8		22.8
Approach LOS		C		C		C		C

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 77.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 25.8	Intersection LOS: C
Intersection Capacity Utilization 78.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 60: Briggs Rd & Project Dwy 5/Meadow Oaks St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	8	155	105	14	150	123	1420	58	95	1223	18
Future Volume (veh/h)	109	8	155	105	14	150	123	1420	58	95	1223	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	109	8	155	105	14	150	123	1420	58	95	1223	18
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	139	10	200	134	18	190	156	1671	68	122	1656	24
Arrive On Green	0.08	0.13	0.13	0.07	0.13	0.13	0.09	0.47	0.47	0.07	0.45	0.45
Sat Flow, veh/h	1810	80	1543	1810	139	1492	1810	3531	144	1810	3642	54
Grp Volume(v), veh/h	109	0	163	105	0	164	123	724	754	95	606	635
Grp Sat Flow(s),veh/h/ln	1810	0	1622	1810	0	1631	1810	1805	1869	1810	1805	1890
Q Serve(g_s), s	4.5	0.0	7.4	4.3	0.0	7.4	5.0	26.7	26.9	3.9	20.9	20.9
Cycle Q Clear(g_c), s	4.5	0.0	7.4	4.3	0.0	7.4	5.0	26.7	26.9	3.9	20.9	20.9
Prop In Lane	1.00		0.95	1.00		0.91	1.00		0.08	1.00		0.03
Lane Grp Cap(c), veh/h	139	0	210	134	0	207	156	854	885	122	821	859
V/C Ratio(X)	0.78	0.00	0.77	0.78	0.00	0.79	0.79	0.85	0.85	0.78	0.74	0.74
Avail Cap(c_a), veh/h	160	0	392	155	0	390	179	938	971	146	904	947
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	0.0	31.9	34.4	0.0	32.1	33.9	17.5	17.6	34.7	16.9	16.9
Incr Delay (d2), s/veh	19.3	0.0	6.0	19.5	0.0	6.6	18.3	6.9	6.9	19.5	2.9	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	3.1	2.6	0.0	3.2	2.9	11.5	12.0	2.3	8.5	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	0.0	37.8	54.0	0.0	38.7	52.2	24.4	24.4	54.2	19.9	19.7
LnGrp LOS	D	A	D	D	A	D	D	C	C	D	B	B
Approach Vol, veh/h		272			269			1601			1336	
Approach Delay, s/veh		44.2			44.6			26.6			22.2	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	41.6	10.1	14.3	11.0	40.2	10.3	14.1
Change Period (Y+Rc), s	4.5	5.8	4.5	4.5	4.5	5.8	4.5	4.5
Max Green Setting (Gmax), s	6.1	39.3	6.5	18.3	7.5	37.9	6.7	18.1
Max Q Clear Time (g_c+I1), s	5.9	28.9	6.3	9.4	7.0	22.9	6.5	9.4
Green Ext Time (p_c), s	0.0	6.9	0.0	0.6	0.0	7.4	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	99	0	1601	1446	38
Future Vol, veh/h	0	99	0	1601	1446	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	99	0	1601	1446	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	742	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	363	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	363	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

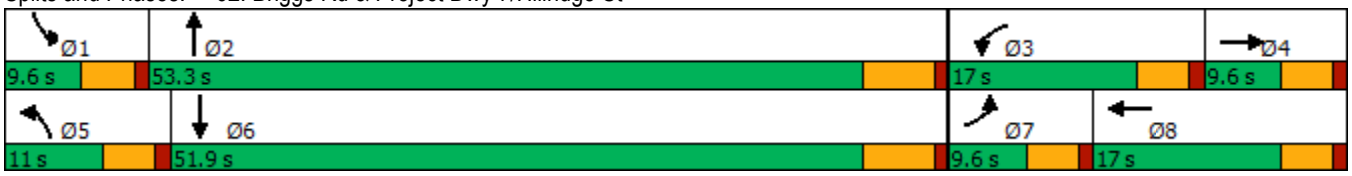
Approach	EB	NB	SB
HCM Control Delay, s	18.6	0	0
HCM LOS	C		

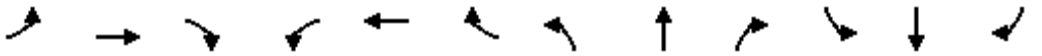
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	363	-	-
HCM Lane V/C Ratio	-	0.273	-	-
HCM Control Delay (s)	-	18.6	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	1.1	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	14	0	176	0	67	1529	18	1500
Future Volume (vph)	14	0	176	0	67	1529	18	1500
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	10.8	9.5	10.8
Total Split (s)	9.6	9.6	17.0	17.0	11.0	53.3	9.6	51.9
Total Split (%)	10.7%	10.7%	19.0%	19.0%	12.3%	59.6%	10.7%	58.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.8	3.5	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.8	4.5	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	5.2	5.2	11.6	13.1	6.4	50.0	5.2	45.4
Actuated g/C Ratio	0.06	0.06	0.14	0.16	0.08	0.60	0.06	0.55
v/c Ratio	0.12	0.24	0.70	0.14	0.48	0.73	0.16	0.77
Control Delay	42.7	1.9	52.2	0.7	52.2	16.1	43.6	20.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.7	1.9	52.2	0.7	52.2	16.1	43.6	20.1
LOS	D	A	D	A	D	B	D	C
Approach Delay		8.9		39.6		17.5		20.3
Approach LOS		A		D		B		C

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 82.9	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 20.0	Intersection LOS: C
Intersection Capacity Utilization 77.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 62: Briggs Rd & Project Dwy 7/Hillridge St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	0	68	176	0	57	67	1529	61	18	1500	27
Future Volume (veh/h)	14	0	68	176	0	57	67	1529	61	18	1500	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	0	68	176	0	57	67	1529	61	18	1500	27
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	31	0	83	218	0	250	91	1931	77	38	1872	34
Arrive On Green	0.02	0.00	0.05	0.12	0.00	0.16	0.05	0.55	0.55	0.02	0.52	0.52
Sat Flow, veh/h	1810	0	1610	1810	0	1610	1810	3539	141	1810	3628	65
Grp Volume(v), veh/h	14	0	68	176	0	57	67	778	812	18	746	781
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1610	1810	1805	1875	1810	1805	1888
Q Serve(g_s), s	0.6	0.0	3.1	7.0	0.0	2.3	2.7	25.4	25.7	0.7	25.2	25.3
Cycle Q Clear(g_c), s	0.6	0.0	3.1	7.0	0.0	2.3	2.7	25.4	25.7	0.7	25.2	25.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		0.03
Lane Grp Cap(c), veh/h	31	0	83	218	0	250	91	985	1023	38	931	974
V/C Ratio(X)	0.46	0.00	0.81	0.81	0.00	0.23	0.73	0.79	0.79	0.48	0.80	0.80
Avail Cap(c_a), veh/h	125	0	111	306	0	272	159	1160	1205	125	1126	1178
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	0.0	34.7	31.7	0.0	27.3	34.6	13.4	13.5	35.8	14.7	14.8
Incr Delay (d2), s/veh	10.3	0.0	27.9	10.3	0.0	0.5	10.7	3.2	3.2	9.0	3.5	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.8	3.6	0.0	0.9	1.4	9.7	10.1	0.4	9.9	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.3	0.0	62.6	42.0	0.0	27.8	45.3	16.6	16.7	44.8	18.3	18.2
LnGrp LOS	D	A	E	D	A	C	D	B	B	D	B	B
Approach Vol, veh/h		82			233			1657			1545	
Approach Delay, s/veh		59.8			38.5			17.8			18.5	
Approach LOS		E			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	46.1	13.4	8.3	8.2	43.9	5.7	16.0
Change Period (Y+Rc), s	4.5	5.8	4.5	4.5	4.5	5.8	4.5	4.5
Max Green Setting (Gmax), s	5.1	47.5	12.5	5.1	6.5	46.1	5.1	12.5
Max Q Clear Time (g_c+I1), s	2.7	27.7	9.0	5.1	4.7	27.3	2.6	4.3
Green Ext Time (p_c), s	0.0	11.8	0.1	0.0	0.0	10.9	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	59	385	1273	265	1477
Future Volume (vph)	59	385	1273	265	1477
Turn Type	Prot	Perm	NA	Prot	NA
Protected Phases	8		2	1	6
Permitted Phases		8			
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.8	10.8	10.8	9.5	10.3
Total Split (s)	18.3	18.3	40.7	21.0	61.7
Total Split (%)	22.9%	22.9%	50.9%	26.3%	77.1%
Yellow Time (s)	4.8	4.8	4.8	3.5	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	4.5	5.3
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	Min	None	Min
Act Effct Green (s)	8.5	8.5	32.8	14.5	52.3
Actuated g/C Ratio	0.12	0.12	0.45	0.20	0.73
v/c Ratio	0.28	0.75	0.83	0.73	0.56
Control Delay	33.7	15.1	23.5	41.5	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	15.1	23.5	41.5	5.8
LOS	C	B	C	D	A
Approach Delay	17.5		23.5		11.2
Approach LOS	B		C		B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 72.1	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 16.7	Intersection LOS: B
Intersection Capacity Utilization 71.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 63: Briggs Rd & Matthews Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	59	385	1273	77	265	1477
Future Volume (veh/h)	59	385	1273	77	265	1477
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	59	385	1273	77	265	1477
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	310	276	1502	91	313	2416
Arrive On Green	0.17	0.17	0.43	0.43	0.17	0.67
Sat Flow, veh/h	1810	1610	3549	209	1810	3705
Grp Volume(v), veh/h	59	385	664	686	265	1477
Grp Sat Flow(s),veh/h/ln	1810	1610	1805	1857	1810	1805
Q Serve(g_s), s	2.0	12.5	24.0	24.1	10.3	16.7
Cycle Q Clear(g_c), s	2.0	12.5	24.0	24.1	10.3	16.7
Prop In Lane	1.00	1.00		0.11	1.00	
Lane Grp Cap(c), veh/h	310	276	785	808	313	2416
V/C Ratio(X)	0.19	1.39	0.85	0.85	0.85	0.61
Avail Cap(c_a), veh/h	310	276	864	889	410	2793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	30.2	18.4	18.5	29.2	6.7
Incr Delay (d2), s/veh	0.3	198.1	7.3	7.3	12.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	19.8	10.6	10.9	5.4	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.2	228.3	25.7	25.7	41.4	7.0
LnGrp LOS	C	F	C	C	D	A
Approach Vol, veh/h	444		1350			1742
Approach Delay, s/veh	201.4		25.7			12.3
Approach LOS	F		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	17.1	37.5			54.6	18.3
Change Period (Y+Rc), s	4.5	5.8			* 5.8	5.8
Max Green Setting (Gmax), s	16.5	34.9			* 56	12.5
Max Q Clear Time (g_c+I1), s	12.3	26.1			18.7	14.5
Green Ext Time (p_c), s	0.3	5.6			15.9	0.0

Intersection Summary	
HCM 6th Ctrl Delay	41.2
HCM 6th LOS	D

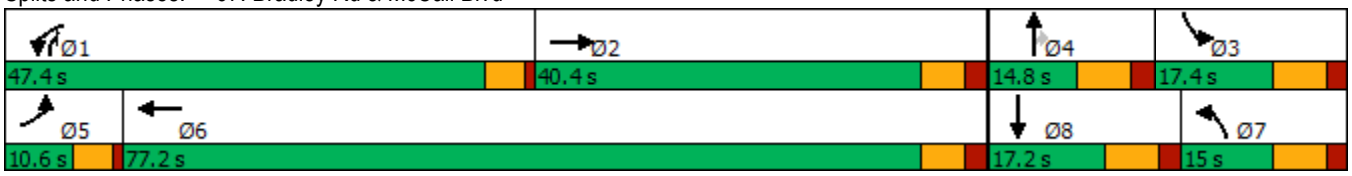
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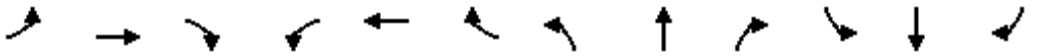
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	999	689	943	71	48	695	159	57
Future Volume (vph)	6	999	689	943	71	48	695	159	57
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6	7	4	1	3	8
Permitted Phases							4		
Detector Phase	5	2	1	6	7	4	1	3	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	10.6	14.8	14.8
Total Split (s)	10.6	40.4	47.4	77.2	15.0	14.8	47.4	17.4	17.2
Total Split (%)	8.8%	33.7%	39.5%	64.3%	12.5%	12.3%	39.5%	14.5%	14.3%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	Min	None	None	Min
Act Effct Green (s)	6.0	34.3	42.8	79.6	8.8	8.0	53.0	10.6	12.8
Actuated g/C Ratio	0.05	0.29	0.36	0.66	0.07	0.07	0.44	0.09	0.11
v/c Ratio	0.07	1.06	1.07	0.44	0.54	0.38	0.91	1.00	0.37
Control Delay	56.2	85.6	93.8	10.6	69.3	62.8	40.8	126.4	50.8
Queue Delay	0.0	0.0	11.3	0.5	0.0	0.0	0.0	0.0	0.0
Total Delay	56.2	85.6	105.1	11.1	69.3	62.8	40.8	126.4	50.8
LOS	E	F	F	B	E	E	D	F	D
Approach Delay		85.4		48.5		44.6			102.4
Approach LOS		F		D		D			F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 61.3	Intersection LOS: E
Intersection Capacity Utilization 98.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 67: Bradley Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	999	83	689	943	99	71	48	695	159	57	17
Future Volume (veh/h)	6	999	83	689	943	99	71	48	695	159	57	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	999	83	689	943	99	71	48	695	159	57	17
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	16	964	80	645	2088	219	160	127	682	160	93	28
Arrive On Green	0.01	0.29	0.29	0.36	0.63	0.63	0.09	0.07	0.07	0.09	0.07	0.07
Sat Flow, veh/h	1810	3374	280	1810	3297	346	1810	1900	1610	1810	1395	416
Grp Volume(v), veh/h	6	534	548	689	516	526	71	48	695	159	0	74
Grp Sat Flow(s),veh/h/ln	1810	1805	1850	1810	1805	1838	1810	1900	1610	1810	0	1811
Q Serve(g_s), s	0.4	34.3	34.3	42.8	17.6	17.6	4.5	2.9	8.0	10.5	0.0	4.8
Cycle Q Clear(g_c), s	0.4	34.3	34.3	42.8	17.6	17.6	4.5	2.9	8.0	10.5	0.0	4.8
Prop In Lane	1.00		0.15	1.00		0.19	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	16	516	529	645	1143	1164	160	127	682	160	0	121
V/C Ratio(X)	0.37	1.04	1.04	1.07	0.45	0.45	0.44	0.38	1.02	0.99	0.00	0.61
Avail Cap(c_a), veh/h	90	516	529	645	1143	1164	160	127	682	160	0	157
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	59.1	42.9	42.9	38.6	11.3	11.3	51.9	53.6	21.4	54.7	0.0	54.5
Incr Delay (d2), s/veh	5.0	49.1	48.8	54.8	0.3	0.3	1.9	1.9	39.5	69.5	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	22.0	22.5	28.2	6.7	6.8	2.1	1.5	22.3	7.8	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.1	92.0	91.6	93.4	11.6	11.6	53.8	55.5	60.9	124.2	0.0	59.4
LnGrp LOS	E	F	F	F	B	B	D	E	F	F	A	E
Approach Vol, veh/h		1088			1731			814			233	
Approach Delay, s/veh		91.6			44.2			60.0			103.6	
Approach LOS		F			D			E			F	

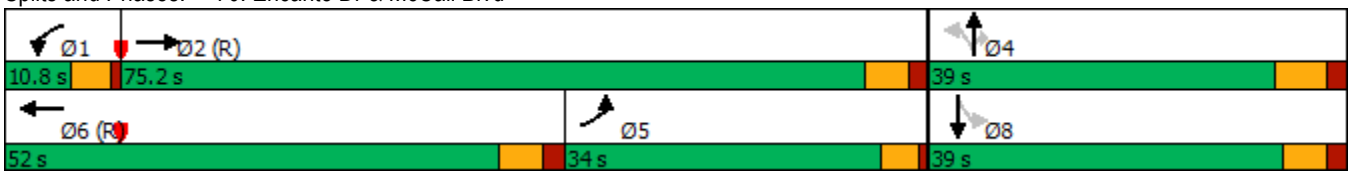
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	47.4	40.4	17.4	14.8	5.7	82.1	17.4	14.8
Change Period (Y+Rc), s	4.6	6.1	6.8	6.8	4.6	6.1	6.8	6.8
Max Green Setting (Gmax), s	42.8	34.3	10.6	8.0	6.0	71.1	8.2	10.4
Max Q Clear Time (g_c+I1), s	44.8	36.3	12.5	10.0	2.4	19.6	6.5	6.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	8.4	0.0	0.1

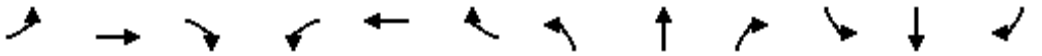
Intersection Summary	
HCM 6th Ctrl Delay	64.4
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	456	1783	64	2011	196	35	63	42	21
Future Volume (vph)	456	1783	64	2011	196	35	63	42	21
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases					4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	14.8	14.8	14.8
Total Split (s)	34.0	75.2	10.8	52.0	39.0	39.0	39.0	39.0	39.0
Total Split (%)	27.2%	60.2%	8.6%	41.6%	31.2%	31.2%	31.2%	31.2%	31.2%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lag	Lag	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None
Act Effct Green (s)	29.4	71.3	6.2	45.9	32.2	32.2	32.2	32.9	32.9
Actuated g/C Ratio	0.24	0.57	0.05	0.37	0.26	0.26	0.26	0.26	0.26
v/c Ratio	1.08	0.93	0.73	1.09	1.10	0.07	0.13	0.12	0.47
Control Delay	110.7	35.2	89.8	77.9	140.8	35.7	0.5	36.2	8.2
Queue Delay	0.0	45.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	110.7	80.2	89.8	77.9	140.8	35.7	0.5	36.2	8.2
LOS	F	F	F	E	F	D	A	D	A
Approach Delay		86.1		78.2		98.2			11.7
Approach LOS		F		E		F			B

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 107 (86%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 78.6	Intersection LOS: E
Intersection Capacity Utilization 114.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 70: Encanto Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	456	1783	121	64	2011	58	196	35	63	42	21	274
Future Volume (veh/h)	456	1783	121	64	2011	58	196	35	63	42	21	274
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	456	1783	121	64	2011	58	196	35	63	42	21	274
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	704	2477	166	82	1903	55	158	489	411	376	30	386
Arrive On Green	0.39	0.72	0.72	0.03	0.25	0.25	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3428	230	1810	5182	149	1097	1900	1595	1307	115	1499
Grp Volume(v), veh/h	456	929	975	64	1341	728	196	35	63	42	0	295
Grp Sat Flow(s),veh/h/ln	1810	1805	1853	1810	1729	1873	1097	1900	1595	1307	0	1614
Q Serve(g_s), s	25.7	36.7	38.5	4.4	45.9	45.9	11.4	1.7	3.8	3.1	0.0	20.8
Cycle Q Clear(g_c), s	25.7	36.7	38.5	4.4	45.9	45.9	32.2	1.7	3.8	4.9	0.0	20.8
Prop In Lane	1.00		0.12	1.00		0.08	1.00		1.00	1.00		0.93
Lane Grp Cap(c), veh/h	704	1304	1339	82	1270	688	158	489	411	376	0	416
V/C Ratio(X)	0.65	0.71	0.73	0.78	1.06	1.06	1.24	0.07	0.15	0.11	0.00	0.71
Avail Cap(c_a), veh/h	704	1304	1339	90	1270	688	158	489	411	383	0	425
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.17	0.17	0.17	0.69	0.69	0.69	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.2	9.9	10.2	60.0	47.1	47.1	58.9	35.1	35.9	36.9	0.0	42.2
Incr Delay (d2), s/veh	0.3	0.6	0.6	20.5	37.6	45.3	150.6	0.1	0.2	0.1	0.0	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	12.7	13.7	2.4	26.5	30.2	11.6	0.8	1.5	1.0	0.0	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	10.5	10.8	80.4	84.7	92.5	209.5	35.2	36.0	37.1	0.0	47.5
LnGrp LOS	C	B	B	F	F	F	F	D	D	D	A	D
Approach Vol, veh/h		2360			2133			294			337	
Approach Delay, s/veh		14.7			87.2			151.6			46.2	
Approach LOS		B			F			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.3	96.4		39.0	54.7	52.0		39.0				
Change Period (Y+Rc), s	4.6	6.1		6.8	6.1	* 6.1		* 6.8				
Max Green Setting (Gmax), s	6.2	69.1		32.2	29.4	* 46		* 33				
Max Q Clear Time (g_c+I1), s	6.4	40.5		34.2	27.7	47.9		22.8				
Green Ext Time (p_c), s	0.0	18.3		0.0	0.2	0.0		1.3				

Intersection Summary			
HCM 6th Ctrl Delay		54.8	
HCM 6th LOS		D	

Notes

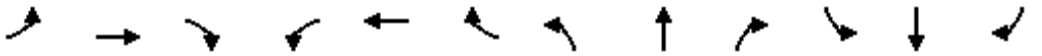
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	159	1833	68	1915	124	50	62	77	18	63
Future Volume (vph)	159	1833	68	1915	124	50	62	77	18	63
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4		3	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.8	10.6	16.8	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	18.0	81.1	14.8	77.9	15.0	16.2	16.2	12.9	14.1	14.1
Total Split (%)	14.4%	64.9%	11.8%	62.3%	12.0%	13.0%	13.0%	10.3%	11.3%	11.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None
Act Effct Green (s)	13.6	74.3	13.9	72.5	11.7	8.9	8.9	10.7	8.0	8.0
Actuated g/C Ratio	0.11	0.59	0.11	0.58	0.09	0.07	0.07	0.09	0.06	0.06
v/c Ratio	0.81	0.61	0.34	0.67	0.74	0.37	0.23	0.50	0.15	0.24
Control Delay	76.2	8.2	38.7	12.0	80.3	63.0	2.1	66.5	58.3	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.2	8.2	38.7	12.0	80.3	63.0	2.1	66.5	58.3	2.2
LOS	E	A	D	B	F	E	A	E	E	A
Approach Delay		13.5		12.8		56.1			39.9	
Approach LOS		B		B		E			D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 46 (37%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 16.4	Intersection LOS: B
Intersection Capacity Utilization 76.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 71: Sherman Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	1833	44	68	1915	98	124	50	62	77	18	63
Future Volume (veh/h)	159	1833	44	68	1915	98	124	50	62	77	18	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.90	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	159	1833	44	68	1915	98	124	50	62	77	18	63
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	187	2472	59	334	2899	148	149	122	92	149	122	97
Arrive On Green	0.03	0.16	0.16	0.37	1.00	1.00	0.08	0.06	0.06	0.08	0.06	0.06
Sat Flow, veh/h	1810	5206	125	1810	5053	258	1810	1900	1444	1810	1900	1520
Grp Volume(v), veh/h	159	1217	660	68	1309	704	124	50	62	77	18	63
Grp Sat Flow(s),veh/h/ln	1810	1729	1873	1810	1729	1853	1810	1900	1444	1810	1900	1520
Q Serve(g_s), s	10.9	42.0	42.0	3.2	0.0	0.0	8.4	3.2	4.2	5.1	1.1	5.1
Cycle Q Clear(g_c), s	10.9	42.0	42.0	3.2	0.0	0.0	8.4	3.2	4.2	5.1	1.1	5.1
Prop In Lane	1.00		0.07	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	187	1642	889	334	1984	1063	149	122	92	149	122	97
V/C Ratio(X)	0.85	0.74	0.74	0.20	0.66	0.66	0.83	0.41	0.67	0.52	0.15	0.65
Avail Cap(c_a), veh/h	194	2055	1113	334	1984	1063	151	154	117	149	122	97
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.33	0.33	0.33	0.60	0.60	0.60	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.4	45.4	45.4	33.2	0.0	0.0	56.5	56.2	36.5	55.0	55.3	57.1
Incr Delay (d2), s/veh	10.6	1.0	1.9	0.1	1.0	2.0	29.1	2.2	9.9	1.4	0.6	14.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	19.5	21.4	1.3	0.3	0.6	5.1	1.6	2.2	2.4	0.6	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.0	46.4	47.3	33.3	1.0	2.0	85.6	58.5	46.3	56.4	55.8	71.1
LnGrp LOS	E	D	D	C	A	A	F	E	D	E	E	E
Approach Vol, veh/h		2036			2081			236			158	
Approach Delay, s/veh		48.5			2.4			69.6			62.2	
Approach LOS		D			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.9	66.2	14.9	14.1	17.5	78.5	14.9	14.1
Change Period (Y+Rc), s	6.8	* 6.8	4.6	6.1	4.6	6.8	4.6	6.1
Max Green Setting (Gmax), s	10.2	* 74	8.3	10.1	13.4	71.1	10.4	8.0
Max Q Clear Time (g_c+I1), s	5.2	44.0	7.1	6.2	12.9	2.0	10.4	7.1
Green Ext Time (p_c), s	0.0	15.3	0.0	0.1	0.0	23.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.8
HCM 6th LOS	C

Notes

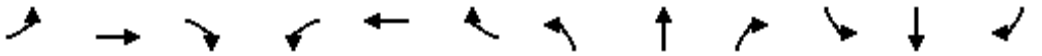
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	288	1671	81	1833	88	60	41	5	156
Future Volume (vph)	288	1671	81	1833	88	60	41	5	156
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2	1	6	3	8	7	4	5
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	5
Switch Phase									
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	16.8	10.6	16.8	10.6	14.8	10.6	14.8	10.6
Total Split (s)	25.0	80.4	16.6	72.0	11.8	17.4	10.6	16.2	25.0
Total Split (%)	20.0%	64.3%	13.3%	57.6%	9.4%	13.9%	8.5%	13.0%	20.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8	4.6	6.8	4.6	6.8	4.6
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None
Act Effct Green (s)	21.3	79.6	9.6	65.8	19.0	11.3	6.0	8.0	24.2
Actuated g/C Ratio	0.17	0.64	0.08	0.53	0.15	0.09	0.05	0.06	0.19
v/c Ratio	0.94	0.52	0.59	0.78	0.32	0.94	0.48	0.04	0.37
Control Delay	63.6	2.8	82.4	7.2	52.1	81.7	76.4	55.8	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.6	2.8	82.4	7.2	52.1	81.7	76.4	55.8	12.1
LOS	E	A	F	A	D	F	E	E	B
Approach Delay		11.6		10.0		73.0		26.2	
Approach LOS		B		A		E		C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 40 (32%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 15.4	Intersection LOS: B
Intersection Capacity Utilization 93.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 72: Antelope Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	288	1671	28	81	1833	264	88	60	151	41	5	156
Future Volume (veh/h)	288	1671	28	81	1833	264	88	60	151	41	5	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	288	1671	28	81	1833	264	88	60	151	41	5	156
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	335	3266	55	103	2181	311	104	49	124	66	122	401
Arrive On Green	0.37	1.00	1.00	0.06	0.48	0.48	0.06	0.10	0.10	0.04	0.06	0.06
Sat Flow, veh/h	1810	5254	88	1810	4586	655	1810	479	1205	1810	1900	1610
Grp Volume(v), veh/h	288	1100	599	81	1378	719	88	0	211	41	5	156
Grp Sat Flow(s),veh/h/ln	1810	1729	1884	1810	1729	1782	1810	0	1683	1810	1900	1610
Q Serve(g_s), s	18.4	0.0	0.0	5.5	43.4	44.3	6.0	0.0	12.8	2.8	0.3	0.0
Cycle Q Clear(g_c), s	18.4	0.0	0.0	5.5	43.4	44.3	6.0	0.0	12.8	2.8	0.3	0.0
Prop In Lane	1.00		0.05	1.00		0.37	1.00		0.72	1.00		1.00
Lane Grp Cap(c), veh/h	335	2150	1171	103	1644	847	104	0	173	66	122	401
V/C Ratio(X)	0.86	0.51	0.51	0.79	0.84	0.85	0.84	0.00	1.22	0.62	0.04	0.39
Avail Cap(c_a), veh/h	335	2150	1171	174	1804	930	104	0	173	87	143	419
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	0.0	0.0	58.2	28.6	28.8	58.3	0.0	56.1	59.4	54.9	39.0
Incr Delay (d2), s/veh	15.1	0.7	1.2	5.0	5.3	10.3	41.8	0.0	139.8	3.5	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.2	0.4	2.6	17.7	19.8	4.0	0.0	12.2	1.3	0.2	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.9	0.7	1.2	63.2	33.9	39.1	100.2	0.0	195.9	62.9	55.0	39.6
LnGrp LOS	D	A	A	E	C	D	F	A	F	E	E	D
Approach Vol, veh/h		1987			2178			299			202	
Approach Delay, s/veh		8.4			36.7			167.7			44.7	
Approach LOS		A			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	84.5	14.0	14.8	30.0	66.2	9.2	19.6
Change Period (Y+Rc), s	4.6	6.8	6.8	* 6.8	6.8	* 6.8	4.6	6.8
Max Green Setting (Gmax), s	12.0	73.6	7.2	* 9.4	20.4	* 65	6.0	10.6
Max Q Clear Time (g_c+I1), s	7.5	2.0	8.0	2.3	20.4	46.3	4.8	14.8
Green Ext Time (p_c), s	0.0	16.6	0.0	0.3	0.0	13.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C

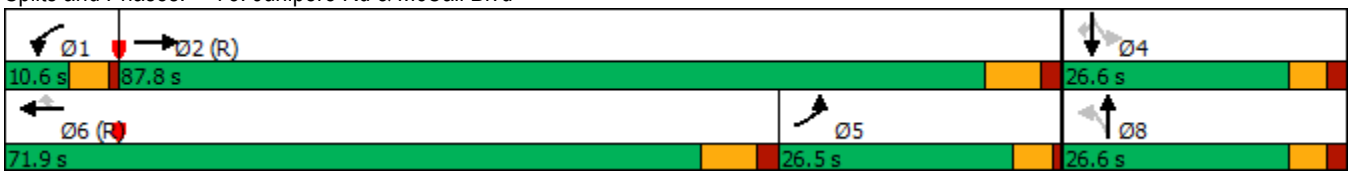
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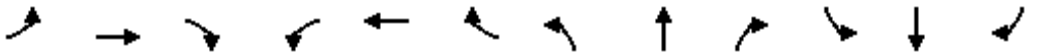
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	302	1656	3	1832	271	16	18	138	2	322
Future Volume (vph)	302	1656	3	1832	271	16	18	138	2	322
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases					6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	10.0	8.0	8.0	21.0	21.0	21.0
Minimum Split (s)	10.6	17.2	10.6	17.2	17.2	13.6	13.6	26.6	26.6	26.6
Total Split (s)	26.5	87.8	10.6	71.9	71.9	26.6	26.6	26.6	26.6	26.6
Total Split (%)	21.2%	70.2%	8.5%	57.5%	57.5%	21.3%	21.3%	21.3%	21.3%	21.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2		5.6		5.6	5.6
Lead/Lag	Lag	Lag	Lead	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	21.9	89.1	6.0	64.7	64.7		21.0		21.0	21.0
Actuated g/C Ratio	0.18	0.71	0.05	0.52	0.52		0.17		0.17	0.17
v/c Ratio	0.96	0.45	0.03	0.68	0.29		0.19		0.59	0.66
Control Delay	75.7	2.9	72.7	21.2	5.3		33.0		59.1	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	75.7	2.9	72.7	21.2	5.3		33.0		59.1	16.5
LOS	E	A	E	C	A		C		E	B
Approach Delay		14.1		19.3			33.0		29.4	
Approach LOS		B		B			C		C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 100 (80%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 18.2	Intersection LOS: B
Intersection Capacity Utilization 84.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	302	1656	3	3	1832	271	16	18	19	138	2	322
Future Volume (veh/h)	302	1656	3	3	1832	271	16	18	19	138	2	322
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	302	1656	3	3	1832	271	16	18	19	138	2	322
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	371	3679	7	9	2423	752	37	41	23	166	2	269
Arrive On Green	0.20	0.69	0.69	0.00	0.47	0.47	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1810	5347	10	1810	5187	1610	0	246	137	649	9	1599
Grp Volume(v), veh/h	302	1071	588	3	1832	271	53	0	0	140	0	322
Grp Sat Flow(s),veh/h/ln	1810	1729	1898	1810	1729	1610	383	0	0	658	0	1599
Q Serve(g_s), s	19.9	17.5	17.5	0.2	36.4	13.5	0.0	0.0	0.0	0.0	0.0	21.0
Cycle Q Clear(g_c), s	19.9	17.5	17.5	0.2	36.4	13.5	21.0	0.0	0.0	21.0	0.0	21.0
Prop In Lane	1.00		0.01	1.00		1.00	0.30		0.36	0.99		1.00
Lane Grp Cap(c), veh/h	371	2379	1306	9	2423	752	102	0	0	168	0	269
V/C Ratio(X)	0.81	0.45	0.45	0.35	0.76	0.36	0.52	0.00	0.00	0.83	0.00	1.20
Avail Cap(c_a), veh/h	371	2379	1306	87	2685	833	102	0	0	168	0	269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.4	8.8	8.8	62.0	27.4	21.3	45.7	0.0	0.0	54.2	0.0	52.0
Incr Delay (d2), s/veh	12.3	0.6	1.1	8.8	2.3	1.3	4.7	0.0	0.0	28.9	0.0	119.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	5.6	6.4	0.1	14.4	5.1	1.6	0.0	0.0	5.8	0.0	17.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.7	9.4	9.9	70.8	29.7	22.7	50.3	0.0	0.0	83.1	0.0	171.7
LnGrp LOS	E	A	A	E	C	C	D	A	A	F	A	F
Approach Vol, veh/h		1961			2106			53			462	
Approach Delay, s/veh		17.3			28.8			50.3			144.9	
Approach LOS		B			C			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	93.2		26.6	32.8	65.6		26.6				
Change Period (Y+Rc), s	4.6	7.2		5.6	7.2	* 7.2		5.6				
Max Green Setting (Gmax), s	6.0	80.6		21.0	21.9	* 65		21.0				
Max Q Clear Time (g_c+I1), s	2.2	19.5		23.0	21.9	38.4		23.0				
Green Ext Time (p_c), s	0.0	25.1		0.0	0.0	20.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		35.9	
HCM 6th LOS		D	

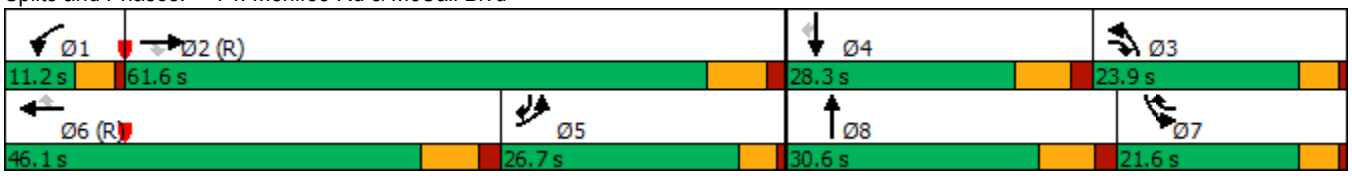
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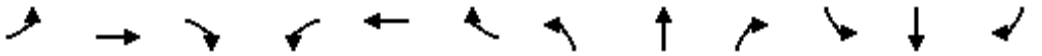
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	622	776	416	78	1143	424	540	818	444	612	423
Future Volume (vph)	622	776	416	78	1143	424	540	818	444	612	423
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	7	4	5
Permitted Phases			2			6					4
Detector Phase	5	2	3	1	6	7	3	8	7	4	5
Switch Phase											
Minimum Initial (s)	6.0	10.0	6.0	6.0	10.0	6.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	17.5	10.6	10.6	17.5	10.6	10.6	15.2	10.6	15.2	10.6
Total Split (s)	26.7	61.6	23.9	11.2	46.1	21.6	23.9	30.6	21.6	28.3	26.7
Total Split (%)	21.4%	49.3%	19.1%	9.0%	36.9%	17.3%	19.1%	24.5%	17.3%	22.6%	21.4%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.2	3.6	5.2	3.6
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	4.6	7.5	4.6	4.6	7.2	4.6	7.2	4.6
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	Max	None	Max	None
Act Effct Green (s)	22.1	56.4	79.5	6.4	38.6	63.1	19.3	23.4	17.0	21.1	50.4
Actuated g/C Ratio	0.18	0.45	0.64	0.05	0.31	0.50	0.15	0.19	0.14	0.17	0.40
v/c Ratio	1.00	0.33	0.39	0.44	1.03	0.49	1.00	0.96	0.93	1.00	0.35
Control Delay	74.7	15.5	5.1	78.4	54.8	3.0	91.6	70.2	81.0	89.4	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.7	15.5	5.1	78.4	54.8	3.0	91.6	70.2	81.0	89.4	19.0
LOS	E	B	A	E	D	A	F	E	F	F	B
Approach Delay		33.4			42.6			78.0		66.8	
Approach LOS		C			D			E		E	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 124 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 53.7	Intersection LOS: D
Intersection Capacity Utilization 101.6%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	622	776	416	78	1143	424	540	818	110	444	612	423
Future Volume (veh/h)	622	776	416	78	1143	424	540	818	110	444	612	423
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	622	776	416	78	1143	424	540	818	110	444	612	423
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1333	3459	1323	157	1115	716	542	866	116	477	609	1555
Arrive On Green	0.38	0.67	0.67	0.06	0.41	0.41	0.15	0.19	0.19	0.14	0.17	0.17
Sat Flow, veh/h	3510	5187	1610	3510	3610	1610	3510	4628	619	3510	3610	2834
Grp Volume(v), veh/h	622	776	416	78	1143	424	540	610	318	444	612	423
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1805	1610	1755	1729	1789	1755	1805	1417
Q Serve(g_s), s	16.7	7.3	3.6	2.7	38.6	3.7	19.2	21.8	22.0	15.6	21.1	0.0
Cycle Q Clear(g_c), s	16.7	7.3	3.6	2.7	38.6	3.7	19.2	21.8	22.0	15.6	21.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.35	1.00		1.00
Lane Grp Cap(c), veh/h	1333	3459	1323	157	1115	716	542	647	335	477	609	1555
V/C Ratio(X)	0.47	0.22	0.31	0.50	1.03	0.59	1.00	0.94	0.95	0.93	1.00	0.27
Avail Cap(c_a), veh/h	1333	3459	1323	185	1115	716	542	647	335	477	609	1555
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.77	0.77	0.77	0.40	0.40	0.40	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	8.2	4.9	57.4	36.8	21.2	52.8	50.1	50.2	53.4	51.9	15.0
Incr Delay (d2), s/veh	0.1	0.2	0.6	0.7	30.3	2.8	23.5	12.3	21.0	24.5	37.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	2.4	3.0	1.2	19.8	8.2	10.2	10.5	11.8	8.5	12.7	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.3	8.3	5.5	58.1	67.1	24.0	76.3	62.5	71.3	77.9	89.5	15.4
LnGrp LOS	C	A	A	E	F	C	E	E	E	E	F	B
Approach Vol, veh/h		1814			1645			1468			1479	
Approach Delay, s/veh		14.9			55.6			69.5			64.8	
Approach LOS		B			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	90.9	23.9	28.3	55.0	46.1	21.6	30.6
Change Period (Y+Rc), s	4.6	7.5	4.6	7.2	7.5	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	6.6	54.1	19.3	21.1	22.1	* 39	17.0	23.4
Max Q Clear Time (g_c+I1), s	4.7	9.3	21.2	23.1	18.7	40.6	17.6	24.0
Green Ext Time (p_c), s	0.0	7.4	0.0	0.0	0.5	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	49.4
HCM 6th LOS	D

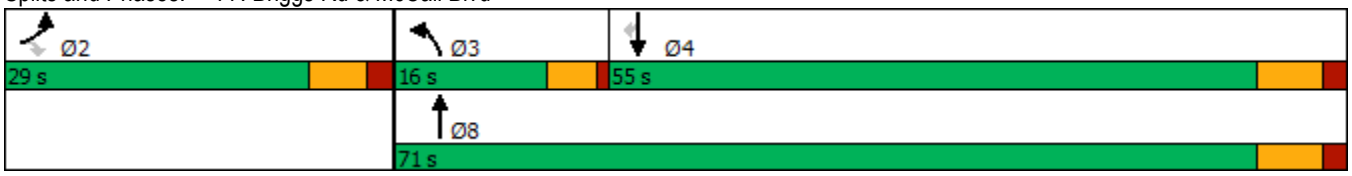
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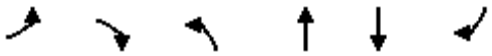
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	738	381	379	1030	691	855
Future Volume (vph)	738	381	379	1030	691	855
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	2		3	8	4	
Permitted Phases		2				4
Detector Phase	2	2	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	14.4	10.6	16.8	16.8	16.8
Total Split (s)	29.0	29.0	16.0	71.0	55.0	55.0
Total Split (%)	29.0%	29.0%	16.0%	71.0%	55.0%	55.0%
Yellow Time (s)	4.4	4.4	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	4.6	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	21.1	21.1	11.6	53.3	37.0	37.0
Actuated g/C Ratio	0.24	0.24	0.13	0.61	0.42	0.42
v/c Ratio	0.88	0.59	0.82	0.90	0.46	0.78
Control Delay	47.1	9.8	55.9	26.5	18.8	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.1	9.8	55.9	26.5	18.8	9.0
LOS	D	A	E	C	B	A
Approach Delay	34.4			34.4	13.4	
Approach LOS	C			C	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 88	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 26.4	Intersection LOS: C
Intersection Capacity Utilization 86.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	738	381	379	1030	691	855
Future Volume (veh/h)	738	381	379	1030	691	855
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	738	381	379	1030	691	855
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	793	364	400	1220	1740	775
Arrive On Green	0.23	0.23	0.11	0.64	0.48	0.48
Sat Flow, veh/h	3510	1610	3510	1900	3705	1608
Grp Volume(v), veh/h	738	381	379	1030	691	855
Grp Sat Flow(s),veh/h/ln	1755	1610	1755	1900	1805	1608
Q Serve(g_s), s	20.6	22.6	10.7	42.4	12.3	48.2
Cycle Q Clear(g_c), s	20.6	22.6	10.7	42.4	12.3	48.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	793	364	400	1220	1740	775
V/C Ratio(X)	0.93	1.05	0.95	0.84	0.40	1.10
Avail Cap(c_a), veh/h	793	364	400	1220	1740	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	38.7	44.0	14.0	16.6	25.9
Incr Delay (d2), s/veh	17.1	60.0	31.4	5.6	0.1	64.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	14.8	6.4	17.8	4.9	31.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	55.0	98.7	75.4	19.6	16.7	90.1
LnGrp LOS	E	F	E	B	B	F
Approach Vol, veh/h	1119			1409	1546	
Approach Delay, s/veh	69.9			34.6	57.3	
Approach LOS	E			C	E	

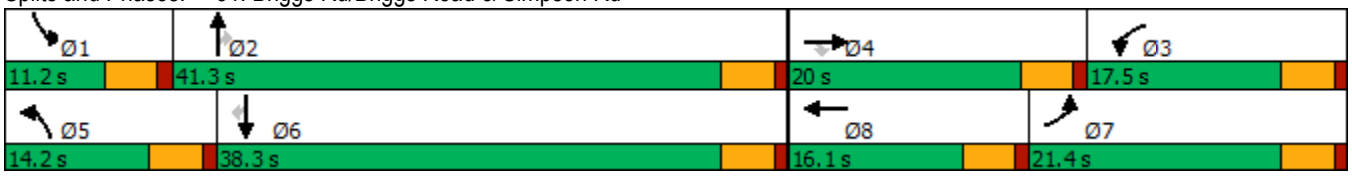
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		29.0	16.0	55.0		71.0
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		22.6	11.4	48.2		64.2
Max Q Clear Time (g_c+I1), s		24.6	12.7	50.2		44.4
Green Ext Time (p_c), s		0.0	0.0	0.0		8.7

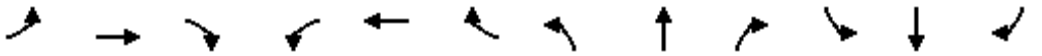
Intersection Summary	
HCM 6th Ctrl Delay	52.9
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	315	303	77	241	298	85	737	307	115	452	259
Future Volume (vph)	315	303	77	241	298	85	737	307	115	452	259
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5
Total Split (s)	21.4	20.0	20.0	17.5	16.1	14.2	41.3	41.3	11.2	38.3	38.3
Total Split (%)	23.8%	22.2%	22.2%	19.4%	17.9%	15.8%	45.9%	45.9%	12.4%	42.6%	42.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	16.9	15.5	15.5	13.0	11.6	8.6	36.4	36.4	6.7	36.6	36.6
Actuated g/C Ratio	0.19	0.17	0.17	0.15	0.13	0.10	0.41	0.41	0.07	0.41	0.41
v/c Ratio	0.93	0.92	0.20	0.92	0.88	0.49	0.96	0.38	0.85	0.58	0.32
Control Delay	71.0	71.8	2.9	78.9	50.9	48.3	50.8	5.5	90.0	25.5	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.0	71.8	2.9	78.9	50.9	48.3	50.8	5.5	90.0	25.5	3.7
LOS	E	E	A	E	D	D	D	A	F	C	A
Approach Delay		63.8			60.6		38.3			27.7	
Approach LOS		E			E		D			C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 89.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 45.6	Intersection LOS: D
Intersection Capacity Utilization 90.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 81: Briggs Rd/Briggs Road & Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	303	77	241	298	154	85	737	307	115	452	259
Future Volume (veh/h)	315	303	77	241	298	154	85	737	307	115	452	259
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	315	303	77	241	298	154	85	737	307	115	452	259
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	341	329	279	263	301	152	110	772	654	135	798	677
Arrive On Green	0.19	0.17	0.17	0.15	0.13	0.13	0.06	0.41	0.41	0.07	0.42	0.42
Sat Flow, veh/h	1810	1900	1610	1810	2323	1171	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	315	303	77	241	230	222	85	737	307	115	452	259
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1689	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	15.3	14.1	3.0	11.8	11.4	11.6	4.1	33.7	7.4	5.6	16.2	5.0
Cycle Q Clear(g_c), s	15.3	14.1	3.0	11.8	11.4	11.6	4.1	33.7	7.4	5.6	16.2	5.0
Prop In Lane	1.00		1.00	1.00		0.69	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	341	329	279	263	234	219	110	772	654	135	798	677
V/C Ratio(X)	0.92	0.92	0.28	0.92	0.98	1.02	0.77	0.95	0.47	0.85	0.57	0.38
Avail Cap(c_a), veh/h	341	329	279	263	234	219	196	780	661	135	798	677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	36.5	20.9	37.8	38.9	39.0	41.5	25.8	6.7	41.0	19.8	4.5
Incr Delay (d2), s/veh	29.8	30.4	0.5	34.5	54.0	65.0	10.8	21.8	0.5	37.1	0.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	9.1	1.5	7.6	8.4	8.7	2.2	19.0	4.2	3.9	7.1	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	66.8	21.4	72.3	92.9	104.0	52.3	47.6	7.2	78.1	20.7	4.9
LnGrp LOS	E	E	C	E	F	F	D	D	A	E	C	A
Approach Vol, veh/h		695			693			1129			826	
Approach Delay, s/veh		61.2			89.3			37.0			23.7	
Approach LOS		E			F			D			C	

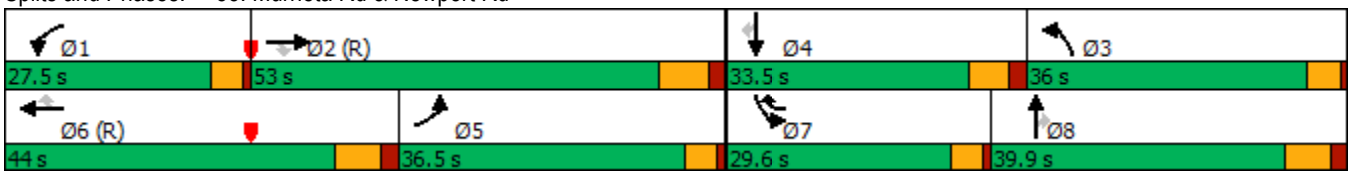
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	40.9	17.5	20.0	9.9	42.1	21.4	16.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.7	36.8	13.0	15.5	9.7	33.8	16.9	11.6
Max Q Clear Time (g_c+I1), s	7.6	35.7	13.8	16.1	6.1	18.2	17.3	13.6
Green Ext Time (p_c), s	0.0	0.7	0.0	0.0	0.0	3.4	0.0	0.0

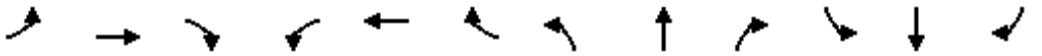
Intersection Summary	
HCM 6th Ctrl Delay	49.6
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	387	1183	287	220	1133	136	345	490	146	159	556	238
Future Volume (vph)	387	1183	287	220	1133	136	345	490	146	159	556	238
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	7	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.2	10.6	10.6	15.2	15.2	10.6	14.4	14.4
Total Split (s)	36.5	53.0	53.0	27.5	44.0	29.6	36.0	39.9	39.9	29.6	33.5	33.5
Total Split (%)	24.3%	35.3%	35.3%	18.3%	29.3%	19.7%	24.0%	26.6%	26.6%	19.7%	22.3%	22.3%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	3.6	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	4.6	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	31.9	49.2	49.2	20.9	38.6	58.7	30.3	38.4	38.4	17.5	26.4	26.4
Actuated g/C Ratio	0.21	0.33	0.33	0.14	0.26	0.39	0.20	0.26	0.26	0.12	0.18	0.18
v/c Ratio	1.01	0.70	0.48	0.88	0.85	0.20	0.95	0.53	0.28	0.75	0.88	0.50
Control Delay	106.2	47.3	27.6	83.2	56.4	3.7	93.8	50.9	7.4	85.3	75.7	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	106.2	47.3	27.6	83.2	56.4	3.7	93.8	50.9	7.4	85.3	75.7	9.8
LOS	F	D	C	F	E	A	F	D	A	F	E	A
Approach Delay		56.5			55.6			59.5			60.8	
Approach LOS		E			E			E			E	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 18 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 57.6	Intersection LOS: E
Intersection Capacity Utilization 96.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 85: Murrieta Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	387	1183	287	220	1133	136	345	490	146	159	556	238
Future Volume (veh/h)	387	1183	287	220	1133	136	345	490	146	159	556	238
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	387	1183	287	220	1133	136	345	490	146	159	556	238
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	629	2471	766	242	1273	552	365	1028	452	182	620	276
Arrive On Green	0.35	0.48	0.48	0.13	0.25	0.25	0.20	0.28	0.28	0.10	0.17	0.17
Sat Flow, veh/h	1810	5187	1607	1810	5187	1588	1810	3610	1588	1810	3610	1610
Grp Volume(v), veh/h	387	1183	287	220	1133	136	345	490	146	159	556	238
Grp Sat Flow(s),veh/h/ln	1810	1729	1607	1810	1729	1588	1810	1805	1588	1810	1805	1610
Q Serve(g_s), s	26.6	23.2	12.4	18.0	31.6	4.7	28.2	16.8	10.9	13.0	22.6	21.6
Cycle Q Clear(g_c), s	26.6	23.2	12.4	18.0	31.6	4.7	28.2	16.8	10.9	13.0	22.6	21.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	629	2471	766	242	1273	552	365	1028	452	182	620	276
V/C Ratio(X)	0.62	0.48	0.37	0.91	0.89	0.25	0.94	0.48	0.32	0.87	0.90	0.86
Avail Cap(c_a), veh/h	629	2471	766	276	1273	552	379	1028	452	302	652	291
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	26.6	13.1	64.1	54.7	22.0	59.0	44.4	42.2	66.5	60.8	60.4
Incr Delay (d2), s/veh	0.8	0.4	0.8	27.6	9.6	1.1	31.1	0.3	0.4	7.7	14.8	21.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.1	9.8	4.7	10.2	14.9	2.2	16.1	7.7	4.4	6.4	11.7	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	27.0	13.9	91.7	64.3	23.1	90.2	44.7	42.7	74.2	75.6	81.8
LnGrp LOS	D	C	B	F	E	C	F	D	D	E	E	F
Approach Vol, veh/h		1857			1489			981			953	
Approach Delay, s/veh		28.0			64.6			60.4			76.9	
Approach LOS		C			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.7	79.0	37.5	32.2	59.6	44.0	19.7	49.9
Change Period (Y+Rc), s	4.6	7.5	7.2	* 6.4	7.5	* 7.2	4.6	7.2
Max Green Setting (Gmax), s	22.9	45.5	31.4	* 27	31.9	* 37	25.0	32.7
Max Q Clear Time (g_c+I1), s	20.0	25.2	30.2	24.6	28.6	33.6	15.0	18.8
Green Ext Time (p_c), s	0.1	9.8	0.1	1.1	0.2	2.2	0.1	3.2

Intersection Summary	
HCM 6th Ctrl Delay	53.1
HCM 6th LOS	D

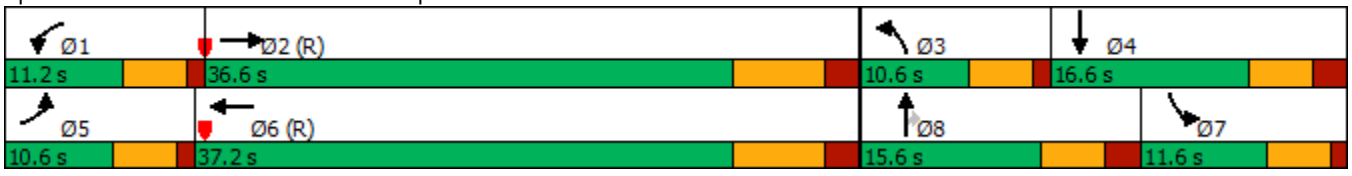
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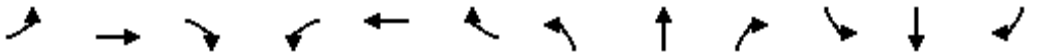
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	26	1649	93	1335	66	93	123	69	181
Future Volume (vph)	26	1649	93	1335	66	93	123	69	181
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	11.6	11.6	10.6	11.6
Total Split (s)	10.6	36.6	11.2	37.2	10.6	15.6	15.6	11.6	16.6
Total Split (%)	14.1%	48.8%	14.9%	49.6%	14.1%	20.8%	20.8%	15.5%	22.1%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	5.6	5.6	4.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None
Act Effct Green (s)	6.0	34.2	6.5	38.9	6.0	9.1	9.1	7.5	10.5
Actuated g/C Ratio	0.08	0.46	0.09	0.52	0.08	0.12	0.12	0.10	0.14
v/c Ratio	0.18	0.71	0.60	0.51	0.46	0.40	0.32	0.39	0.76
Control Delay	41.0	16.4	56.0	15.6	43.8	35.9	2.9	38.5	49.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.0	16.4	56.0	15.6	43.8	35.9	2.9	38.5	49.9
LOS	D	B	E	B	D	D	A	D	D
Approach Delay		16.8		18.2		23.3			47.0
Approach LOS		B		B		C			D

Intersection Summary	
Cycle Length: 75	
Actuated Cycle Length: 75	
Offset: 74 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 20.0	Intersection LOS: C
Intersection Capacity Utilization 72.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 86: Evans Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	1649	38	93	1335	44	66	93	123	69	181	23
Future Volume (veh/h)	26	1649	38	93	1335	44	66	93	123	69	181	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	1649	38	93	1335	44	66	93	123	69	181	23
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	61	2313	53	124	2468	81	108	169	143	167	222	28
Arrive On Green	0.03	0.44	0.44	0.07	0.48	0.48	0.06	0.09	0.09	0.09	0.13	0.13
Sat Flow, veh/h	1810	5214	120	1810	5156	170	1810	1900	1610	1810	1649	209
Grp Volume(v), veh/h	26	1093	594	93	895	484	66	93	123	69	0	204
Grp Sat Flow(s),veh/h/ln	1810	1729	1877	1810	1729	1868	1810	1900	1610	1810	0	1858
Q Serve(g_s), s	1.1	19.3	19.3	3.8	13.7	13.7	2.7	3.5	4.4	2.7	0.0	8.0
Cycle Q Clear(g_c), s	1.1	19.3	19.3	3.8	13.7	13.7	2.7	3.5	4.4	2.7	0.0	8.0
Prop In Lane	1.00		0.06	1.00		0.09	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	61	1534	833	124	1655	894	108	169	143	167	0	250
V/C Ratio(X)	0.43	0.71	0.71	0.75	0.54	0.54	0.61	0.55	0.86	0.41	0.00	0.81
Avail Cap(c_a), veh/h	145	1534	833	159	1655	894	145	253	215	169	0	273
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.5	17.0	17.0	34.3	13.8	13.8	34.4	32.7	20.3	32.1	0.0	31.5
Incr Delay (d2), s/veh	1.8	2.8	5.2	9.5	1.3	2.3	2.1	2.8	19.5	0.6	0.0	16.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	7.6	8.8	1.9	5.1	5.8	1.2	1.7	2.9	1.2	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	19.8	22.1	43.8	15.0	16.1	36.5	35.5	39.8	32.7	0.0	47.6
LnGrp LOS	D	B	C	D	B	B	D	D	D	C	A	D
Approach Vol, veh/h		1713			1472			282			273	
Approach Delay, s/veh		20.9			17.2			37.6			43.8	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	40.5	9.1	15.7	7.1	43.1	12.5	12.3
Change Period (Y+Rc), s	4.6	7.2	4.6	5.6	4.6	7.2	5.6	* 5.6
Max Green Setting (Gmax), s	6.6	29.4	6.0	11.0	6.0	30.0	7.0	* 10
Max Q Clear Time (g_c+I1), s	5.8	21.3	4.7	10.0	3.1	15.7	4.7	6.4
Green Ext Time (p_c), s	0.0	6.1	0.0	0.1	0.0	8.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	22.4
HCM 6th LOS	C

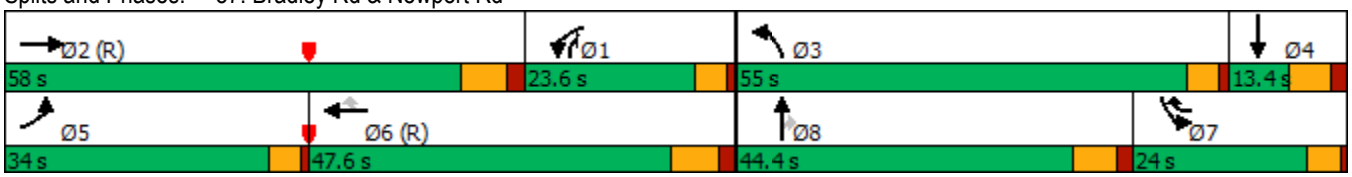
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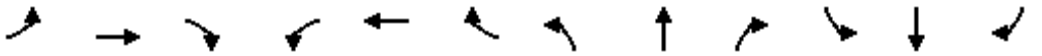
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	179	1346	441	1040	150	345	401	363	214	446
Future Volume (vph)	179	1346	441	1040	150	345	401	363	214	446
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6	7	3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	7	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	10.6	12.8	10.6	10.6	12.8
Total Split (s)	34.0	58.0	23.6	47.6	24.0	55.0	44.4	23.6	24.0	13.4
Total Split (%)	22.7%	38.7%	15.7%	31.7%	16.0%	36.7%	29.6%	15.7%	16.0%	8.9%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	4.6	6.8	4.6	4.6	6.8
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	19.2	50.8	19.0	50.6	75.3	33.6	34.9	60.7	22.1	23.4
Actuated g/C Ratio	0.13	0.34	0.13	0.34	0.50	0.22	0.23	0.40	0.15	0.16
v/c Ratio	0.77	0.92	1.00	0.59	0.17	0.85	0.91	0.49	0.80	0.98
Control Delay	65.9	59.9	106.1	43.7	2.9	75.0	80.7	20.8	84.5	92.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.9	59.9	106.1	43.7	2.9	75.0	80.7	20.8	84.5	92.2
LOS	E	E	F	D	A	E	F	C	F	F
Approach Delay		60.5		56.8			59.3			90.0
Approach LOS		E		E			E			F

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 36 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 63.3	Intersection LOS: E
Intersection Capacity Utilization 97.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 87: Bradley Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	1346	243	441	1040	150	345	401	363	214	446	93
Future Volume (veh/h)	179	1346	243	441	1040	150	345	401	363	214	446	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	179	1346	243	441	1040	150	345	401	363	214	446	93
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	203	1492	269	1059	2830	1087	369	438	857	234	505	104
Arrive On Green	0.11	0.34	0.34	0.30	0.55	0.55	0.20	0.23	0.23	0.13	0.17	0.17
Sat Flow, veh/h	1810	4406	795	3510	5187	1610	1810	1900	1610	1810	2963	613
Grp Volume(v), veh/h	179	1056	533	441	1040	150	345	401	363	214	270	269
Grp Sat Flow(s),veh/h/ln	1810	1729	1743	1755	1729	1610	1810	1900	1610	1810	1805	1771
Q Serve(g_s), s	14.6	43.6	43.7	15.1	17.1	2.2	28.1	30.9	0.0	17.5	21.9	22.3
Cycle Q Clear(g_c), s	14.6	43.6	43.7	15.1	17.1	2.2	28.1	30.9	0.0	17.5	21.9	22.3
Prop In Lane	1.00		0.46	1.00		1.00	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	203	1171	590	1059	2830	1087	369	438	857	234	308	302
V/C Ratio(X)	0.88	0.90	0.90	0.42	0.37	0.14	0.93	0.92	0.42	0.91	0.88	0.89
Avail Cap(c_a), veh/h	355	1171	590	1059	2830	1087	608	476	889	234	308	302
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.6	47.2	47.2	41.8	19.4	8.0	58.7	56.3	21.2	64.5	60.7	60.8
Incr Delay (d2), s/veh	5.4	11.3	19.5	0.1	0.3	0.2	10.5	21.4	0.3	35.9	23.8	26.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	20.6	22.1	6.6	7.0	1.5	14.0	17.4	7.9	10.4	12.1	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.0	58.5	66.8	41.9	19.7	8.2	69.2	77.7	21.5	100.3	84.5	87.0
LnGrp LOS	E	E	E	D	B	A	E	E	C	F	F	F
Approach Vol, veh/h		1768			1631			1109			753	
Approach Delay, s/veh		62.3			24.7			56.7			89.9	
Approach LOS		E			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	52.5	58.0	35.2	32.4	21.4	89.1	26.2	41.4
Change Period (Y+Rc), s	7.2	* 7.2	4.6	6.8	4.6	7.2	6.8	* 6.8
Max Green Setting (Gmax), s	19.0	* 51	50.4	6.6	29.4	40.4	19.4	* 38
Max Q Clear Time (g_c+I1), s	17.1	45.7	30.1	24.3	16.6	19.1	19.5	32.9
Green Ext Time (p_c), s	0.2	4.0	0.5	0.0	0.2	8.3	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	53.4
HCM 6th LOS	D

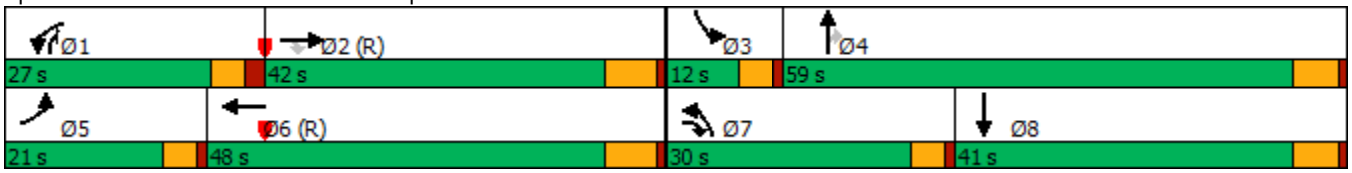
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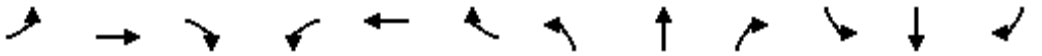
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	210	1931	119	579	1872	141	65	535	171	34
Future Volume (vph)	210	1931	119	579	1872	141	65	535	171	34
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	7	1	6	7	4	1	3	8
Permitted Phases			2					4		
Detector Phase	5	2	7	1	6	7	4	1	3	8
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	12.5	8.6	9.6	12.5	8.6	11.8	9.6	8.6	11.8
Total Split (s)	21.0	42.0	30.0	27.0	48.0	30.0	59.0	27.0	12.0	41.0
Total Split (%)	15.0%	30.0%	21.4%	19.3%	34.3%	21.4%	42.1%	19.3%	8.6%	29.3%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)	13.5	77.7	90.6	21.4	86.6	11.0	10.9	31.2	9.9	7.4
Actuated g/C Ratio	0.10	0.56	0.65	0.15	0.62	0.08	0.08	0.22	0.07	0.05
v/c Ratio	0.62	0.67	0.11	1.08	0.74	0.51	0.44	0.79	0.69	0.41
Control Delay	68.9	24.0	2.3	114.0	22.3	68.2	69.6	51.4	78.8	32.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.9	24.0	2.3	114.0	22.3	68.2	69.6	51.4	78.8	32.5
LOS	E	C	A	F	C	E	E	D	E	C
Approach Delay		27.0			40.7		56.2			62.5
Approach LOS		C			D		E			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 75 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 38.5	Intersection LOS: D
Intersection Capacity Utilization 80.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 89: Haun Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	1931	119	579	1872	438	141	65	535	171	34	59
Future Volume (veh/h)	210	1931	119	579	1872	438	141	65	535	171	34	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	210	1931	119	579	1872	438	141	65	535	171	34	59
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	265	2319	809	537	2244	512	197	354	961	186	331	294
Arrive On Green	0.08	0.45	0.45	0.10	0.36	0.36	0.06	0.19	0.19	0.05	0.18	0.18
Sat Flow, veh/h	3510	5187	1608	3510	4222	963	3510	1900	2829	3510	1805	1602
Grp Volume(v), veh/h	210	1931	119	579	1525	785	141	65	535	171	34	59
Grp Sat Flow(s),veh/h/ln	1755	1729	1608	1755	1729	1726	1755	1900	1415	1755	1805	1602
Q Serve(g_s), s	8.2	45.9	5.6	21.4	56.4	59.0	5.5	4.0	21.6	6.8	2.2	4.4
Cycle Q Clear(g_c), s	8.2	45.9	5.6	21.4	56.4	59.0	5.5	4.0	21.6	6.8	2.2	4.4
Prop In Lane	1.00		1.00	1.00		0.56	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	265	2319	809	537	1838	918	197	354	961	186	331	294
V/C Ratio(X)	0.79	0.83	0.15	1.08	0.83	0.86	0.72	0.18	0.56	0.92	0.10	0.20
Avail Cap(c_a), veh/h	411	2319	809	537	1838	918	637	722	1508	186	454	403
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.45	0.45	0.45	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.6	34.1	18.7	62.8	39.3	40.1	65.0	48.0	37.7	66.0	47.6	48.5
Incr Delay (d2), s/veh	2.7	1.7	0.2	55.1	3.0	6.9	4.8	0.2	0.5	44.3	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	18.8	2.1	13.8	25.3	27.4	2.6	1.9	7.4	4.1	1.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.3	35.8	18.8	117.9	42.3	47.0	69.8	48.2	38.2	110.3	47.7	48.8
LnGrp LOS	E	D	B	F	D	D	E	D	D	F	D	D
Approach Vol, veh/h		2260			2889			741			264	
Approach Delay, s/veh		37.7			58.7			45.1			88.5	
Approach LOS		D			E			D			F	

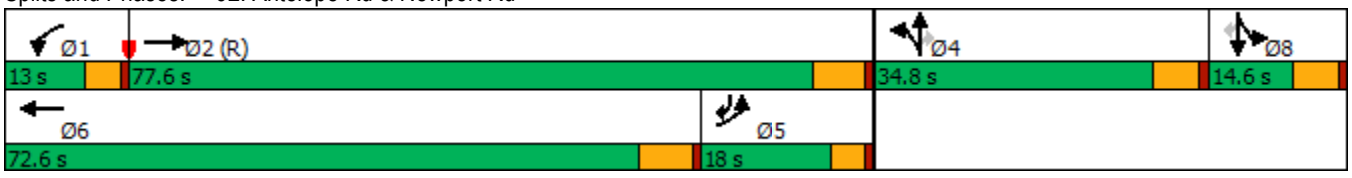
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	69.1	12.0	31.9	15.2	80.9	12.5	31.5
Change Period (Y+Rc), s	5.6	6.5	4.6	5.8	4.6	6.5	4.6	5.8
Max Green Setting (Gmax), s	21.4	35.5	7.4	53.2	16.4	41.5	25.4	35.2
Max Q Clear Time (g_c+I1), s	23.4	47.9	8.8	23.6	10.2	61.0	7.5	6.4
Green Ext Time (p_c), s	0.0	0.0	0.0	2.5	0.3	0.0	0.4	0.4

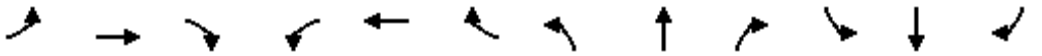
Intersection Summary	
HCM 6th Ctrl Delay	50.7
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	299	1646	103	2249	841	115	94	100	101	442
Future Volume (vph)	299	1646	103	2249	841	115	94	100	101	442
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm	Split	NA	pm+ov
Protected Phases	5	2	1	6	4	4		8	8	5
Permitted Phases							4			8
Detector Phase	5	2	1	6	4	4	4	8	8	5
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	4.0	4.0	6.0	6.0	4.0
Minimum Split (s)	8.6	12.5	8.6	12.5	9.8	9.8	9.8	11.8	11.8	8.6
Total Split (s)	18.0	77.6	13.0	72.6	34.8	34.8	34.8	14.6	14.6	18.0
Total Split (%)	12.9%	55.4%	9.3%	51.9%	24.9%	24.9%	24.9%	10.4%	10.4%	12.9%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8	5.8	4.6
Lead/Lag	Lag	Lag	Lead	Lead						Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	C-Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	13.3	72.3	7.7	66.6	28.4	28.4	28.4	8.9	8.9	23.4
Actuated g/C Ratio	0.10	0.52	0.06	0.48	0.20	0.20	0.20	0.06	0.06	0.17
v/c Ratio	0.90	0.76	0.54	0.98	0.95	0.96	0.21	0.45	0.83	0.78
Control Delay	80.7	22.4	85.9	29.0	78.8	94.1	1.1	70.0	111.2	34.7
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.7	22.5	85.9	29.0	78.8	94.1	1.1	70.0	111.2	34.7
LOS	F	C	F	C	E	F	A	E	F	C
Approach Delay		30.1		31.3		76.6			52.2	
Approach LOS		C		C		E			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 106 (76%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 40.3	Intersection LOS: D
Intersection Capacity Utilization 94.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 92: Antelope Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	299	1646	346	103	2249	162	841	115	94	100	101	442
Future Volume (veh/h)	299	1646	346	103	2249	162	841	115	94	100	101	442
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	299	1646	346	103	2249	162	739	258	94	100	101	442
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	946	3063	638	150	2332	166	750	394	333	221	119	942
Arrive On Green	0.27	0.71	0.71	0.04	0.47	0.47	0.21	0.21	0.21	0.06	0.06	0.06
Sat Flow, veh/h	3510	4301	896	3510	4942	352	3619	1900	1606	3510	1900	2834
Grp Volume(v), veh/h	299	1320	672	103	1567	844	739	258	94	100	101	442
Grp Sat Flow(s),veh/h/ln	1755	1729	1739	1755	1729	1836	1810	1900	1606	1755	1900	1417
Q Serve(g_s), s	9.5	24.9	25.3	4.1	61.3	62.9	28.5	17.4	6.9	3.8	7.4	0.0
Cycle Q Clear(g_c), s	9.5	24.9	25.3	4.1	61.3	62.9	28.5	17.4	6.9	3.8	7.4	0.0
Prop In Lane	1.00		0.52	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	946	2463	1238	150	1632	867	750	394	333	221	119	942
V/C Ratio(X)	0.32	0.54	0.54	0.69	0.96	0.97	0.99	0.66	0.28	0.45	0.85	0.47
Avail Cap(c_a), veh/h	946	2463	1238	211	1633	867	750	394	333	221	119	942
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	0.41	0.41	0.41	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	9.4	9.4	66.1	35.7	36.1	55.3	50.9	46.7	63.3	64.9	37.0
Incr Delay (d2), s/veh	0.1	0.6	1.3	0.9	7.3	14.0	29.2	3.1	0.2	1.5	39.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	8.3	8.8	1.8	26.0	29.9	15.7	8.5	2.7	1.7	4.8	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	10.0	10.8	67.0	43.0	50.1	84.5	54.0	46.9	64.7	104.7	37.3
LnGrp LOS	D	B	B	E	D	D	F	D	D	E	F	D
Approach Vol, veh/h		2291			2514			1091			643	
Approach Delay, s/veh		14.3			46.4			74.0			52.2	
Approach LOS		B			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	106.3		34.8	44.3	72.6		14.6				
Change Period (Y+Rc), s	4.6	6.5		5.8	6.5	* 6.5		5.8				
Max Green Setting (Gmax), s	8.4	71.1		29.0	13.4	* 66		8.8				
Max Q Clear Time (g_c+I1), s	6.1	27.3		30.5	11.5	64.9		9.4				
Green Ext Time (p_c), s	0.0	29.2		0.0	0.1	1.2		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		40.3
HCM 6th LOS		D

Notes

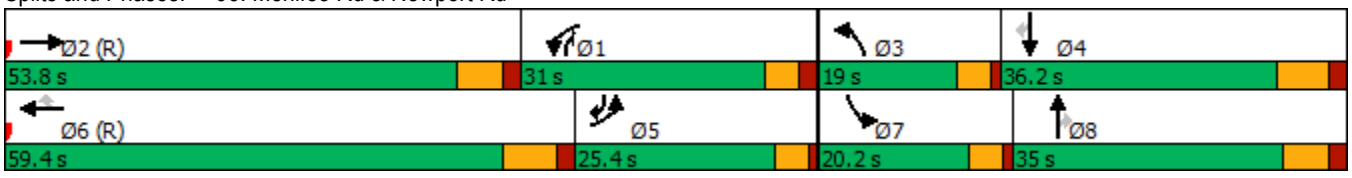
User approved volume balancing among the lanes for turning movement.

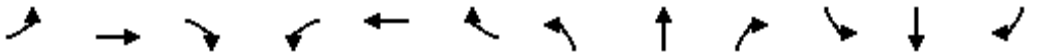
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	334	1548	522	1640	125	333	731	634	198	617	505
Future Volume (vph)	334	1548	522	1640	125	333	731	634	198	617	505
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6		3	8	1	7	4	5
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	9.6	14.8	10.6	15.5	15.5	9.6	12.8	10.6	9.6	13.5	9.6
Total Split (s)	25.4	53.8	31.0	59.4	59.4	19.0	35.0	31.0	20.2	36.2	25.4
Total Split (%)	18.1%	38.4%	22.1%	42.4%	42.4%	13.6%	25.0%	22.1%	14.4%	25.9%	18.1%
Yellow Time (s)	3.6	4.8	3.6	5.5	5.5	3.6	4.8	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	5.6	7.5	7.5	4.6	6.8	5.6	4.6	7.5	4.6
Lead/Lag	Lag	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Max	C-Max	Max	C-Max	C-Max	None	None	Max	None	None	Max
Act Effct Green (s)	20.8	47.0	25.4	51.9	51.9	14.4	28.2	54.8	15.6	28.7	52.4
Actuated g/C Ratio	0.15	0.34	0.18	0.37	0.37	0.10	0.20	0.39	0.11	0.20	0.37
v/c Ratio	0.64	1.00	0.82	0.85	0.19	0.93	1.01	0.95	0.99	0.83	0.79
Control Delay	63.9	45.7	66.8	45.9	6.8	94.1	89.9	50.8	121.0	64.2	33.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.9	45.7	66.8	45.9	6.8	94.1	89.9	50.8	121.0	64.2	33.8
LOS	E	D	E	D	A	F	F	D	F	E	C
Approach Delay		48.7		48.5			76.1			61.1	
Approach LOS		D		D			E			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 48 (34%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 57.2	Intersection LOS: E
Intersection Capacity Utilization 99.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 93: Menifee Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	334	1548	180	522	1640	125	333	731	634	198	617	505
Future Volume (veh/h)	334	1548	180	522	1640	125	333	731	634	198	617	505
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	334	1548	180	522	1640	125	333	731	634	198	617	505
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1928	1580	183	2069	1923	597	361	727	1269	202	758	1216
Arrive On Green	0.55	0.34	0.34	0.59	0.37	0.37	0.10	0.20	0.20	0.11	0.21	0.21
Sat Flow, veh/h	3510	4705	546	3510	5187	1610	3510	3610	1589	1810	3610	1580
Grp Volume(v), veh/h	334	1137	591	522	1640	125	333	731	634	198	617	505
Grp Sat Flow(s),veh/h/ln	1755	1729	1793	1755	1729	1610	1755	1805	1589	1810	1805	1580
Q Serve(g_s), s	6.6	45.6	45.7	10.0	40.7	9.9	13.2	28.2	13.4	15.3	22.8	8.9
Cycle Q Clear(g_c), s	6.6	45.6	45.7	10.0	40.7	9.9	13.2	28.2	13.4	15.3	22.8	8.9
Prop In Lane	1.00		0.30	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1928	1161	602	2069	1923	597	361	727	1269	202	758	1216
V/C Ratio(X)	0.17	0.98	0.98	0.25	0.85	0.21	0.92	1.01	0.50	0.98	0.81	0.42
Avail Cap(c_a), veh/h	1928	1161	602	2069	1923	597	361	727	1269	202	758	1216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	46.0	46.1	13.9	40.5	54.1	62.2	55.9	19.5	62.1	52.7	20.3
Incr Delay (d2), s/veh	0.1	16.5	24.7	0.3	5.0	0.8	28.1	34.7	0.3	57.8	6.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	21.5	23.7	3.9	17.6	4.2	7.3	16.3	12.7	10.3	11.1	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.8	62.5	70.8	14.2	45.6	54.9	90.3	90.6	19.8	119.9	59.5	20.5
LnGrp LOS	B	E	E	B	D	D	F	F	B	F	E	C
Approach Vol, veh/h		2062			2287			1698			1320	
Approach Delay, s/veh		57.3			38.9			64.1			53.6	
Approach LOS		E			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	89.8	53.8	19.0	36.9	84.2	59.4	20.2	35.7
Change Period (Y+Rc), s	5.6	6.8	4.6	7.5	5.6	* 7.5	4.6	* 7.5
Max Green Setting (Gmax), s	25.4	47.0	14.4	28.7	20.8	* 52	15.6	* 28
Max Q Clear Time (g_c+I1), s	12.0	47.7	15.2	24.8	8.6	42.7	17.3	30.2
Green Ext Time (p_c), s	0.5	0.0	0.0	2.2	0.3	7.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.5
HCM 6th LOS	D

Notes

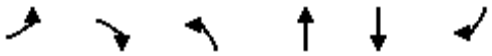
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	479	243	251	705	654
Future Volume (vph)	479	243	251	705	654
Turn Type	Prot	Perm	Prot	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5
Total Split (s)	29.0	29.0	18.0	51.0	33.0
Total Split (%)	36.3%	36.3%	22.5%	63.8%	41.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effct Green (s)	22.9	22.9	13.0	44.2	26.7
Actuated g/C Ratio	0.30	0.30	0.17	0.58	0.35
v/c Ratio	0.89	0.38	0.82	0.34	0.85
Control Delay	46.3	5.0	54.7	9.0	25.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	46.3	5.0	54.7	9.0	25.1
LOS	D	A	D	A	C
Approach Delay	32.4			21.0	25.1
Approach LOS	C			C	C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 76.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 25.6	Intersection LOS: C
Intersection Capacity Utilization 86.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 94: Menifee Rd & La Piedra Rd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	479	243	251	705	654	485
Future Volume (veh/h)	479	243	251	705	654	485
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	479	243	251	705	654	485
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	530	472	293	2123	719	531
Arrive On Green	0.29	0.29	0.16	0.59	0.37	0.37
Sat Flow, veh/h	1810	1610	1810	3705	2054	1447
Grp Volume(v), veh/h	479	243	251	705	602	537
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1601
Q Serve(g_s), s	19.3	9.5	10.2	7.6	24.0	24.2
Cycle Q Clear(g_c), s	19.3	9.5	10.2	7.6	24.0	24.2
Prop In Lane	1.00	1.00	1.00			0.90
Lane Grp Cap(c), veh/h	530	472	293	2123	662	587
V/C Ratio(X)	0.90	0.52	0.86	0.33	0.91	0.91
Avail Cap(c_a), veh/h	586	521	323	2218	680	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	22.3	30.9	8.0	22.8	22.8
Incr Delay (d2), s/veh	16.5	0.9	18.6	0.1	16.1	18.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	8.8	5.8	2.6	12.4	11.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.2	23.2	49.4	8.1	38.9	41.1
LnGrp LOS	D	C	D	A	D	D
Approach Vol, veh/h	722			956	1139	
Approach Delay, s/veh	35.8			18.9	40.0	
Approach LOS	D			B	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		49.0		26.7	16.8	32.3
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		46.5		24.5	13.5	28.5
Max Q Clear Time (g_c+I1), s		9.6		21.3	12.2	26.2
Green Ext Time (p_c), s		5.6		0.9	0.1	1.6

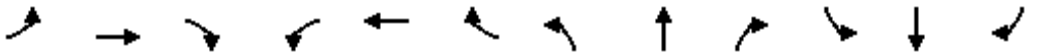
Intersection Summary		
HCM 6th Ctrl Delay		31.7
HCM 6th LOS		C

Lane Group	EBL	EBT	WBT	NBT	SBL	SBT	SBR	Ø1
Lane Configurations								
Traffic Volume (vph)	177	1412	2107	1	247	1	383	
Future Volume (vph)	177	1412	2107	1	247	1	383	
Turn Type	Prot	NA	NA	NA	Perm	NA	Perm	
Protected Phases	5	2	6	8		4		1
Permitted Phases					4		4	
Detector Phase	5	2	6	8	4	4	4	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	12.0	10.0	10.0	10.0	10.0	9.7
Total Split (s)	19.7	52.0	52.0	31.0	31.0	31.0	31.0	19.7
Total Split (%)	19.2%	50.6%	50.6%	30.2%	30.2%	30.2%	30.2%	19%
Yellow Time (s)	3.7	6.0	6.0	4.0	4.0	4.0	4.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	7.0	7.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes					Yes
Recall Mode	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	12.6	62.7	45.4	9.4		20.7	20.7	
Actuated g/C Ratio	0.13	0.66	0.48	0.10		0.22	0.22	
v/c Ratio	0.74	0.41	0.91	0.01		0.83	0.68	
Control Delay	60.4	8.7	31.2	35.0		59.0	16.8	
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	60.4	8.7	31.2	35.0		59.0	16.8	
LOS	E	A	C	C		E	B	
Approach Delay		14.4	31.2	35.0		33.4		
Approach LOS		B	C	C		C		

Intersection Summary	
Cycle Length: 102.7	
Actuated Cycle Length: 95.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 25.5	Intersection LOS: C
Intersection Capacity Utilization 87.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 96: Juniper Flats Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	1412	0	0	2107	111	0	1	0	247	1	383
Future Volume (veh/h)	177	1412	0	0	2107	111	0	1	0	247	1	383
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	177	1412	0	0	2107	111	0	1	0	247	1	383
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	210	3222	0	2	2304	121	0	486	0	440	1	412
Arrive On Green	0.12	0.62	0.00	0.00	0.46	0.46	0.00	0.26	0.00	0.26	0.26	0.26
Sat Flow, veh/h	1810	5358	0	1810	5045	265	0	1900	0	1432	6	1610
Grp Volume(v), veh/h	177	1412	0	0	1441	777	0	1	0	248	0	383
Grp Sat Flow(s),veh/h/ln	1810	1729	0	1810	1729	1851	0	1900	0	1438	0	1610
Q Serve(g_s), s	9.4	13.8	0.0	0.0	37.9	38.3	0.0	0.0	0.0	15.1	0.0	22.7
Cycle Q Clear(g_c), s	9.4	13.8	0.0	0.0	37.9	38.3	0.0	0.0	0.0	15.2	0.0	22.7
Prop In Lane	1.00		0.00	1.00		0.14	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	210	3222	0	2	1579	846	0	486	0	442	0	412
V/C Ratio(X)	0.84	0.44	0.00	0.00	0.91	0.92	0.00	0.00	0.00	0.56	0.00	0.93
Avail Cap(c_a), veh/h	278	3222	0	278	1595	854	0	506	0	457	0	429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.2	9.6	0.0	0.0	24.7	24.8	0.0	27.0	0.0	32.7	0.0	35.4
Incr Delay (d2), s/veh	12.8	0.1	0.0	0.0	8.3	14.7	0.0	0.0	0.0	0.8	0.0	25.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	4.8	0.0	0.0	16.5	19.3	0.0	0.0	0.0	5.3	0.0	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.0	9.7	0.0	0.0	33.0	39.5	0.0	27.0	0.0	33.5	0.0	61.0
LnGrp LOS	E	A	A	A	C	D	A	C	A	C	A	E
Approach Vol, veh/h		1589			2218			1			631	
Approach Delay, s/veh		14.8			35.3			27.0			50.2	
Approach LOS		B			D			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	67.6		30.0	16.0	51.6		30.0				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	45.0		26.0	* 15	45.0		26.0				
Max Q Clear Time (g_c+I1), s	0.0	15.8		24.7	11.4	40.3		2.0				
Green Ext Time (p_c), s	0.0	12.7		0.3	0.1	4.2		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		30.1
HCM 6th LOS		C

Notes

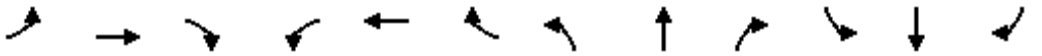
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	35	1261	463	591	1399	464	25	555	19	51
Future Volume (vph)	35	1261	463	591	1399	464	25	555	19	51
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	5	2	3	1	6	3	8	1	7	4
Permitted Phases			2			8		8	4	
Detector Phase	5	2	3	1	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.2	9.5	9.7	11.2	9.5	11.5	9.7	9.5	11.5
Total Split (s)	11.8	56.5	33.0	49.0	93.7	33.0	35.0	49.0	9.5	11.5
Total Split (%)	7.9%	37.7%	22.0%	32.7%	62.5%	22.0%	23.3%	32.7%	6.3%	7.7%
Yellow Time (s)	3.7	5.2	3.5	3.7	5.2	3.5	5.5	3.7	3.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.2	4.5	4.7	6.2	4.5	6.5	4.7	4.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	Max	None	None	Max
Act Effct Green (s)	6.5	50.3	80.5	44.3	90.1	34.3	32.3	83.1	7.0	5.0
Actuated g/C Ratio	0.04	0.34	0.54	0.30	0.60	0.23	0.22	0.55	0.05	0.03
v/c Ratio	0.45	0.73	0.51	1.11	0.46	1.07	0.06	0.60	0.22	0.94
Control Delay	88.0	46.7	13.7	120.2	17.5	115.9	49.9	23.5	74.9	156.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.0	46.7	13.7	120.2	17.5	115.9	49.9	23.5	74.9	156.9
LOS	F	D	B	F	B	F	D	C	E	F
Approach Delay		38.8			47.5		65.2			137.9
Approach LOS		D			D		E			F

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 49.7	Intersection LOS: D
Intersection Capacity Utilization 104.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 97: Winchester Rd/Vista Pl & SR-74/Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1261	463	591	1399	32	464	25	555	19	51	12
Future Volume (veh/h)	35	1261	463	591	1399	32	464	25	555	19	51	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	1261	463	591	1399	32	464	25	555	19	51	12
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	46	4022	1554	534	5452	125	392	415	827	81	50	12
Arrive On Green	0.03	0.78	0.78	0.30	1.00	1.00	0.19	0.22	0.22	0.02	0.03	0.03
Sat Flow, veh/h	1810	5187	1610	1810	5217	119	1810	1900	1610	1810	1487	350
Grp Volume(v), veh/h	35	1261	463	591	927	504	464	25	555	19	0	63
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1879	1810	1900	1610	1810	0	1837
Q Serve(g_s), s	2.9	10.8	19.8	44.3	0.0	0.0	28.5	1.6	32.8	1.6	0.0	5.0
Cycle Q Clear(g_c), s	2.9	10.8	19.8	44.3	0.0	0.0	28.5	1.6	32.8	1.6	0.0	5.0
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	46	4022	1554	534	3614	1963	392	415	827	81	0	61
V/C Ratio(X)	0.76	0.31	0.30	1.11	0.26	0.26	1.18	0.06	0.67	0.23	0.00	1.03
Avail Cap(c_a), veh/h	86	4022	1554	534	3614	1963	392	415	827	108	0	61
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.6	5.0	11.9	52.9	0.0	0.0	59.0	46.4	27.1	73.0	0.0	72.5
Incr Delay (d2), s/veh	8.9	0.2	0.5	71.2	0.2	0.3	106.0	0.3	4.3	1.5	0.0	123.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.2	7.2	30.0	0.1	0.2	26.4	0.8	15.7	0.8	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.6	5.2	12.3	124.0	0.2	0.3	165.0	46.7	31.4	74.4	0.0	195.8
LnGrp LOS	F	A	B	F	A	A	F	D	C	E	A	F
Approach Vol, veh/h		1759			2022			1044			82	
Approach Delay, s/veh		8.6			36.4			91.1			167.7	
Approach LOS		A			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	49.0	124.5	35.0	11.5	8.5	165.0	7.2	39.3
Change Period (Y+Rc), s	* 4.7	6.2	6.5	* 6.5	* 4.7	6.2	4.5	6.5
Max Green Setting (Gmax), s	* 44	50.3	28.5	* 5	* 7.1	87.5	5.0	28.5
Max Q Clear Time (g_c+I1), s	46.3	21.8	30.5	7.0	4.9	2.0	3.6	3.6
Green Ext Time (p_c), s	0.0	6.9	0.0	0.0	0.0	6.5	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	474	1009	281	992	189	500	191	151	695	408
Future Volume (vph)	474	1009	281	992	189	500	191	151	695	408
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	9.7	11.0	9.7	11.5	11.5	9.7	11.5	11.5
Total Split (s)	31.0	36.4	21.6	27.0	16.0	25.6	25.6	16.4	26.0	26.0
Total Split (%)	31.0%	36.4%	21.6%	27.0%	16.0%	25.6%	25.6%	16.4%	26.0%	26.0%
Yellow Time (s)	3.7	5.0	3.7	5.0	3.7	5.5	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	4.7	6.0	4.7	6.5	6.5	4.7	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	26.3	30.6	16.7	21.0	11.3	20.0	20.0	10.8	19.5	19.5
Actuated g/C Ratio	0.26	0.31	0.17	0.21	0.11	0.20	0.20	0.11	0.20	0.20
v/c Ratio	1.00	0.78	0.93	0.95	0.93	0.69	0.40	0.77	0.99	0.82
Control Delay	79.6	34.4	79.9	57.0	93.1	43.3	8.5	69.4	72.4	31.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.6	34.4	79.9	57.0	93.1	43.3	8.5	69.4	72.4	31.4
LOS	E	C	E	E	F	D	A	E	E	C
Approach Delay		47.0		61.9		46.4			58.7	
Approach LOS		D		E		D			E	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 53.5	Intersection LOS: D
Intersection Capacity Utilization 94.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 98: Warren Rd & Florida Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	474	1009	222	281	992	39	189	500	191	151	695	408
Future Volume (veh/h)	474	1009	222	281	992	39	189	500	191	151	695	408
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	474	1009	222	281	992	39	189	500	191	151	695	408
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	476	3821	839	306	4117	162	204	814	363	182	704	314
Arrive On Green	0.26	0.90	0.90	0.17	0.80	0.80	0.11	0.23	0.23	0.10	0.19	0.19
Sat Flow, veh/h	1810	4255	935	1810	5121	201	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	474	820	411	281	670	361	189	500	191	151	695	408
Grp Sat Flow(s),veh/h/ln	1810	1729	1732	1810	1729	1864	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	26.2	3.2	3.2	15.3	4.7	4.7	10.3	12.5	10.4	8.2	19.2	19.5
Cycle Q Clear(g_c), s	26.2	3.2	3.2	15.3	4.7	4.7	10.3	12.5	10.4	8.2	19.2	19.5
Prop In Lane	1.00		0.54	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	476	3105	1555	306	2780	1498	204	814	363	182	704	314
V/C Ratio(X)	1.00	0.26	0.26	0.92	0.24	0.24	0.92	0.61	0.53	0.83	0.99	1.30
Avail Cap(c_a), veh/h	476	3105	1555	306	2780	1498	204	814	363	212	704	314
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.61	0.61	0.61	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	0.7	0.7	40.9	2.4	2.4	43.9	34.8	34.0	44.1	40.1	98.2
Incr Delay (d2), s/veh	40.1	0.2	0.4	21.7	0.1	0.2	41.6	3.5	5.4	18.3	31.0	156.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.0	0.1	0.2	8.3	0.7	0.8	7.0	5.8	4.6	4.6	11.4	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.9	0.9	1.1	62.6	2.5	2.6	85.6	38.3	39.4	62.4	71.1	254.4
LnGrp LOS	E	A	A	E	A	A	F	D	D	E	E	F
Approach Vol, veh/h		1705			1312			880			1254	
Approach Delay, s/veh		22.1			15.4			48.7			129.7	
Approach LOS		C			B			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.6	97.6	17.8	26.0	31.0	88.2	14.8	29.0
Change Period (Y+Rc), s	* 4.7	6.0	6.5	* 6.5	* 4.7	6.0	* 4.7	6.5
Max Green Setting (Gmax), s	* 17	30.4	11.3	* 20	* 26	21.0	* 12	19.1
Max Q Clear Time (g_c+I1), s	17.3	5.2	12.3	21.5	28.2	6.7	10.2	14.5
Green Ext Time (p_c), s	0.0	5.1	0.0	0.0	0.0	3.4	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	51.1
HCM 6th LOS	D

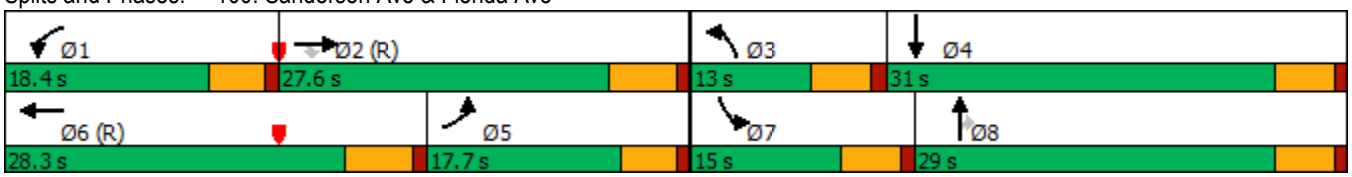
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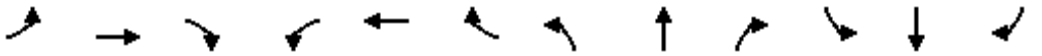
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	247	582	68	250	671	153	739	82	145	960
Future Volume (vph)	247	582	68	250	671	153	739	82	145	960
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	10.5	9.7	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	17.7	27.6	27.6	18.4	28.3	13.0	29.0	29.0	15.0	31.0
Total Split (%)	19.7%	30.7%	30.7%	20.4%	31.4%	14.4%	32.2%	32.2%	16.7%	34.4%
Yellow Time (s)	3.7	4.5	4.5	3.7	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	5.5	4.7	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	13.0	22.2	22.2	13.6	22.8	8.0	24.5	24.5	9.5	26.0
Actuated g/C Ratio	0.14	0.25	0.25	0.15	0.25	0.09	0.27	0.27	0.11	0.29
v/c Ratio	0.95	0.65	0.14	0.92	0.88	0.96	0.75	0.14	0.77	1.08
Control Delay	84.8	34.5	0.6	77.2	44.1	104.2	35.8	0.5	65.6	84.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.8	34.5	0.6	77.2	44.1	104.2	35.8	0.5	65.6	84.9
LOS	F	C	A	E	D	F	D	A	E	F
Approach Delay		45.8			52.0		43.5			82.7
Approach LOS		D			D		D			F

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 58.0	Intersection LOS: E
Intersection Capacity Utilization 93.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 100: Sanderson Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	582	68	250	671	129	153	739	82	145	960	160
Future Volume (veh/h)	247	582	68	250	671	129	153	739	82	145	960	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	247	582	68	250	671	129	153	739	82	145	960	160
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	511	1417	619	275	765	147	161	1009	448	178	893	149
Arrive On Green	0.28	0.39	0.39	0.15	0.25	0.25	0.09	0.28	0.28	0.10	0.29	0.29
Sat Flow, veh/h	1810	3610	1577	1810	3018	580	1810	3610	1602	1810	3090	515
Grp Volume(v), veh/h	247	582	68	250	401	399	153	739	82	145	561	559
Grp Sat Flow(s),veh/h/ln	1810	1805	1577	1810	1805	1792	1810	1805	1602	1810	1805	1800
Q Serve(g_s), s	10.2	10.5	2.5	12.2	19.2	19.2	7.6	16.7	3.5	7.1	26.0	26.0
Cycle Q Clear(g_c), s	10.2	10.5	2.5	12.2	19.2	19.2	7.6	16.7	3.5	7.1	26.0	26.0
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	511	1417	619	275	457	454	161	1009	448	178	521	520
V/C Ratio(X)	0.48	0.41	0.11	0.91	0.88	0.88	0.95	0.73	0.18	0.82	1.07	1.08
Avail Cap(c_a), veh/h	511	1417	619	275	457	454	161	1009	448	201	521	520
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.68	0.68	0.68	0.53	0.53	0.53	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	19.8	17.4	37.5	32.3	32.3	40.8	29.4	24.6	39.8	32.0	32.0
Incr Delay (d2), s/veh	0.2	0.8	0.3	23.2	15.0	15.3	38.7	2.5	0.5	17.9	61.1	61.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	4.3	0.9	7.0	9.9	9.9	5.1	7.4	1.4	4.0	19.8	19.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.1	20.6	17.7	60.8	47.3	47.5	79.5	31.9	25.1	57.7	93.1	93.5
LnGrp LOS	C	C	B	E	D	D	E	C	C	E	F	F
Approach Vol, veh/h		897			1050			974			1265	
Approach Delay, s/veh		22.2			50.6			38.8			89.2	
Approach LOS		C			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.4	40.8	13.0	31.0	30.9	28.3	13.8	30.2
Change Period (Y+Rc), s	* 4.7	5.5	5.0	5.0	5.5	* 5.5	5.0	5.0
Max Green Setting (Gmax), s	* 14	22.1	8.0	26.0	13.0	* 23	10.0	24.0
Max Q Clear Time (g_c+I1), s	14.2	12.5	9.6	28.0	12.2	21.2	9.1	18.7
Green Ext Time (p_c), s	0.0	2.8	0.0	0.0	0.0	0.8	0.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	53.4
HCM 6th LOS	D

Notes

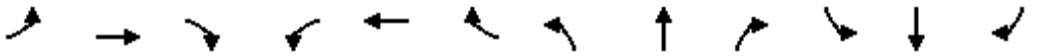
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	28	304	163	164	211	133	887	195	945	17
Future Volume (vph)	28	304	163	164	211	133	887	195	945	17
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0	7.0
Minimum Split (s)	10.3	13.3	13.3	10.3	13.3	10.7	13.7	10.7	13.7	13.7
Total Split (s)	10.5	29.0	29.0	20.0	38.5	19.0	48.0	23.0	52.0	52.0
Total Split (%)	8.8%	24.2%	24.2%	16.7%	32.1%	15.8%	40.0%	19.2%	43.3%	43.3%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.7	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	4.2	22.0	22.0	12.8	34.9	11.2	44.1	15.0	48.0	48.0
Actuated g/C Ratio	0.04	0.18	0.18	0.11	0.29	0.09	0.37	0.12	0.40	0.40
v/c Ratio	0.45	0.87	0.35	0.85	0.67	0.79	0.79	0.86	0.65	0.02
Control Delay	79.0	72.6	4.3	88.0	42.1	84.4	39.5	84.6	32.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.0	72.6	4.3	88.0	42.1	84.4	39.5	84.6	32.7	0.1
LOS	E	E	A	F	D	F	D	F	C	A
Approach Delay		50.5			56.5		44.6		40.9	
Approach LOS		D			E		D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 4 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 46.1	Intersection LOS: D
Intersection Capacity Utilization 86.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: Sanderson Ave & Acacia Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	304	163	164	211	145	133	887	148	195	945	17
Future Volume (veh/h)	28	304	163	164	211	145	133	887	148	195	945	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	304	163	164	211	145	133	887	148	195	945	17
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	37	339	287	191	276	190	159	1166	195	222	1485	648
Arrive On Green	0.02	0.18	0.18	0.11	0.26	0.26	0.09	0.38	0.38	0.12	0.41	0.41
Sat Flow, veh/h	1810	1900	1607	1810	1049	721	1810	3095	516	1810	3610	1575
Grp Volume(v), veh/h	28	304	163	164	0	356	133	517	518	195	945	17
Grp Sat Flow(s),veh/h/ln	1810	1900	1607	1810	0	1769	1810	1805	1806	1810	1805	1575
Q Serve(g_s), s	1.8	18.8	11.1	10.7	0.0	22.3	8.7	30.0	30.0	12.7	25.0	0.8
Cycle Q Clear(g_c), s	1.8	18.8	11.1	10.7	0.0	22.3	8.7	30.0	30.0	12.7	25.0	0.8
Prop In Lane	1.00		1.00	1.00		0.41	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	37	339	287	191	0	466	159	680	681	222	1485	648
V/C Ratio(X)	0.77	0.90	0.57	0.86	0.00	0.76	0.83	0.76	0.76	0.88	0.64	0.03
Avail Cap(c_a), veh/h	63	359	304	207	0	475	185	680	681	246	1485	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	58.5	48.2	45.1	52.8	0.0	40.7	53.9	32.7	32.7	51.8	28.2	21.0
Incr Delay (d2), s/veh	11.6	24.0	2.9	25.5	0.0	7.6	21.2	7.8	7.8	3.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	11.1	4.7	6.2	0.0	10.6	4.9	14.4	14.5	5.9	10.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.1	72.2	48.0	78.3	0.0	48.3	75.1	40.5	40.5	54.8	28.4	21.0
LnGrp LOS	E	E	D	E	A	D	E	D	D	D	C	C
Approach Vol, veh/h		495			520			1168			1157	
Approach Delay, s/veh		64.1			57.8			44.4			32.7	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.4	51.9	19.0	27.7	17.3	56.1	8.7	37.9
Change Period (Y+Rc), s	6.7	6.7	6.3	6.3	6.7	6.7	6.3	6.3
Max Green Setting (Gmax), s	16.3	41.3	13.7	22.7	12.3	45.3	4.2	32.2
Max Q Clear Time (g_c+I1), s	14.7	32.0	12.7	20.8	10.7	27.0	3.8	24.3
Green Ext Time (p_c), s	0.0	5.6	0.0	0.6	0.0	8.6	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	45.4
HCM 6th LOS	D

Notes

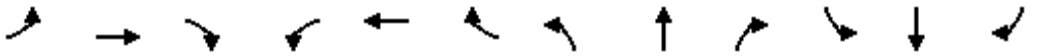
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	176	599	114	827	128	61	289	117	212	148
Future Volume (vph)	176	599	114	827	128	61	289	117	212	148
Turn Type	Prot	NA	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2	1	6		8	8	4	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	9.7	9.7	9.7	9.7	9.7
Total Split (s)	27.0	53.8	21.0	47.8	47.8	23.2	23.2	32.0	32.0	32.0
Total Split (%)	20.8%	41.4%	16.2%	36.8%	36.8%	17.8%	17.8%	24.6%	24.6%	24.6%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	16.8	52.7	12.3	48.2	48.2	18.5	18.5	27.3	27.3	27.3
Actuated g/C Ratio	0.13	0.41	0.09	0.37	0.37	0.14	0.14	0.21	0.21	0.21
v/c Ratio	0.76	0.45	0.67	0.62	0.19	0.24	0.65	0.29	0.59	0.33
Control Delay	74.3	29.5	75.5	36.6	5.2	52.3	57.7	45.8	53.7	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.3	29.5	75.5	36.6	5.2	52.3	57.7	45.8	53.7	8.7
LOS	E	C	E	D	A	D	E	D	D	A
Approach Delay		39.0		37.0			56.8		38.0	
Approach LOS		D		D			E		D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0.4 (0%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 40.6	Intersection LOS: D
Intersection Capacity Utilization 69.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 108: San Jacinto St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	599	52	114	827	128	61	289	42	117	212	148
Future Volume (veh/h)	176	599	52	114	827	128	61	289	42	117	212	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	176	599	52	114	827	128	61	289	42	117	212	148
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	203	1422	123	139	1401	612	258	449	64	380	399	329
Arrive On Green	0.11	0.42	0.42	0.08	0.39	0.39	0.14	0.14	0.14	0.21	0.21	0.21
Sat Flow, veh/h	1810	3359	291	1810	3610	1578	1810	3154	452	1810	1900	1569
Grp Volume(v), veh/h	176	321	330	114	827	128	61	164	167	117	212	148
Grp Sat Flow(s),veh/h/ln	1810	1805	1845	1810	1805	1578	1810	1805	1801	1810	1900	1569
Q Serve(g_s), s	12.4	16.2	16.3	8.1	23.6	7.0	3.9	11.1	11.4	7.1	12.9	10.7
Cycle Q Clear(g_c), s	12.4	16.2	16.3	8.1	23.6	7.0	3.9	11.1	11.4	7.1	12.9	10.7
Prop In Lane	1.00		0.16	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	203	764	781	139	1401	612	258	257	256	380	399	329
V/C Ratio(X)	0.87	0.42	0.42	0.82	0.59	0.21	0.24	0.64	0.65	0.31	0.53	0.45
Avail Cap(c_a), veh/h	310	764	781	227	1401	612	258	257	256	380	399	329
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.8	26.3	26.3	59.1	31.6	26.5	49.5	52.6	52.7	43.4	45.7	44.8
Incr Delay (d2), s/veh	9.7	1.6	1.6	4.8	0.7	0.2	2.2	11.5	12.2	2.1	5.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	7.3	7.4	3.9	10.3	2.7	1.9	5.9	6.0	3.4	6.7	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.5	27.9	27.9	63.9	32.2	26.7	51.6	64.1	64.9	45.5	50.7	49.2
LnGrp LOS	E	C	C	E	C	C	D	E	E	D	D	D
Approach Vol, veh/h		827			1069			392			477	
Approach Delay, s/veh		36.1			34.9			62.5			48.9	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.7	60.1		32.0	19.3	55.5		23.2				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		4.7				
Max Green Setting (Gmax), s	* 16	48.7		* 27	* 22	42.7		18.5				
Max Q Clear Time (g_c+I1), s	10.1	18.3		14.9	14.4	25.6		13.4				
Green Ext Time (p_c), s	0.1	4.2		1.7	0.1	5.7		0.9				

Intersection Summary		
HCM 6th Ctrl Delay		41.6
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

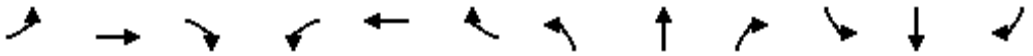
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	244	1936	62	128	1288	201	155	80	260	88
Future Volume (vph)	244	1936	62	128	1288	201	155	80	260	88
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	NA
Protected Phases	5	2	3	1	6		3	8		4
Permitted Phases			2			6			4	
Detector Phase	5	2	3	1	6	6	3	8	4	4
Switch Phase										
Minimum Initial (s)	6.0	15.0	6.0	6.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	21.0	10.0	10.6	21.0	21.0	10.0	10.9	10.9	10.9
Total Split (s)	18.6	67.0	15.0	13.0	61.4	61.4	15.0	40.0	25.0	25.0
Total Split (%)	15.5%	55.8%	12.5%	10.8%	51.2%	51.2%	12.5%	33.3%	20.8%	20.8%
Yellow Time (s)	3.6	5.0	3.0	3.6	5.0	5.0	3.0	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.0	4.6	6.0	6.0	4.0	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	Max	Max	Max
Act Effct Green (s)	12.2	61.0	74.0	8.4	57.2	57.2	11.0	35.1	20.1	20.1
Actuated g/C Ratio	0.10	0.51	0.62	0.07	0.48	0.48	0.09	0.29	0.17	0.17
v/c Ratio	0.69	1.06	0.06	1.02	0.52	0.23	0.94	0.24	1.38	0.54
Control Delay	62.3	66.8	2.3	139.8	23.0	3.2	110.3	14.1	240.0	43.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.3	66.8	2.3	139.8	23.0	3.2	110.3	14.1	240.0	43.2
LOS	E	E	A	F	C	A	F	B	F	D
Approach Delay		64.6			29.8			50.6		161.1
Approach LOS		E			C			D		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.38	
Intersection Signal Delay: 60.3	Intersection LOS: E
Intersection Capacity Utilization 100.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 4: Cambern Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	1936	62	128	1288	201	155	80	173	260	88	86
Future Volume (veh/h)	244	1936	62	128	1288	201	155	80	173	260	88	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	244	1936	62	128	1288	201	155	80	173	260	88	86
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	303	1835	965	127	2553	791	166	528	469	251	147	144
Arrive On Green	0.09	0.51	0.51	0.07	0.49	0.49	0.09	0.29	0.29	0.17	0.17	0.17
Sat Flow, veh/h	3510	3610	1608	1810	5187	1607	1810	1805	1604	1139	879	859
Grp Volume(v), veh/h	244	1936	62	128	1288	201	155	80	173	260	0	174
Grp Sat Flow(s),veh/h/ln	1755	1805	1608	1810	1729	1607	1810	1805	1604	1139	0	1738
Q Serve(g_s), s	8.2	61.0	1.9	8.4	20.1	8.7	10.2	3.9	10.3	20.1	0.0	11.1
Cycle Q Clear(g_c), s	8.2	61.0	1.9	8.4	20.1	8.7	10.2	3.9	10.3	20.1	0.0	11.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.49
Lane Grp Cap(c), veh/h	303	1835	965	127	2553	791	166	528	469	251	0	291
V/C Ratio(X)	0.81	1.05	0.06	1.01	0.50	0.25	0.93	0.15	0.37	1.04	0.00	0.60
Avail Cap(c_a), veh/h	410	1835	965	127	2553	791	166	528	469	251	0	291
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.79	0.79	0.79	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.8	29.5	10.0	55.8	20.6	17.7	54.1	31.4	33.7	52.4	0.0	46.2
Incr Delay (d2), s/veh	5.9	37.2	0.1	73.9	0.6	0.6	50.3	0.6	2.2	66.8	0.0	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	32.6	0.7	6.3	7.5	3.1	6.9	1.8	4.2	12.2	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.8	66.7	10.1	129.7	21.2	18.3	104.4	32.0	35.9	119.1	0.0	55.0
LnGrp LOS	E	F	B	F	C	B	F	C	D	F	A	D
Approach Vol, veh/h		2242			1617			408			434	
Approach Delay, s/veh		64.4			29.4			61.2			93.4	
Approach LOS		E			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	67.0	15.0	25.0	14.9	65.1		40.0				
Change Period (Y+Rc), s	4.6	6.0	4.0	4.9	4.6	6.0		4.9				
Max Green Setting (Gmax), s	8.4	61.0	11.0	20.1	14.0	55.4		35.1				
Max Q Clear Time (g_c+I1), s	10.4	63.0	12.2	22.1	10.2	22.1		12.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.2	6.3		0.9				

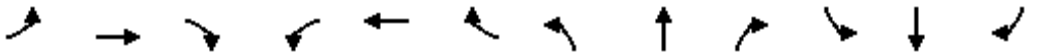
Intersection Summary												
HCM 6th Ctrl Delay			54.8									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	20	2254	153	1564	26	14	87	28
Future Volume (vph)	20	2254	153	1564	26	14	87	28
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	11.8	9.6	11.8	9.6	9.6	9.6	9.6
Total Split (s)	20.0	45.0	20.0	45.0	35.0	35.0	35.0	35.0
Total Split (%)	20.0%	45.0%	20.0%	45.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.6	5.8	3.6	5.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	5.8	41.3	12.3	53.6		30.4		30.4
Actuated g/C Ratio	0.06	0.41	0.12	0.54		0.30		0.30
v/c Ratio	0.19	1.10	0.69	0.58		0.40		0.39
Control Delay	48.5	83.1	57.9	17.5		8.0		29.0
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	48.5	83.1	57.9	17.5		8.0		29.0
LOS	D	F	E	B		A		C
Approach Delay		82.8		21.0		8.0		29.0
Approach LOS		F		C		A		C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 51 (51%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 53.0	Intersection LOS: D
Intersection Capacity Utilization 94.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 5: Conard Ave & Central Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	2254	95	153	1564	39	26	14	211	87	28	26
Future Volume (veh/h)	20	2254	95	153	1564	39	26	14	211	87	28	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	2254	95	153	1564	39	26	14	211	87	28	26
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	39	2214	93	185	2679	67	68	50	413	269	86	67
Arrive On Green	0.02	0.43	0.43	0.10	0.51	0.51	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	5105	214	1810	5205	130	94	164	1360	694	284	221
Grp Volume(v), veh/h	20	1523	826	153	1039	564	251	0	0	141	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1861	1810	1729	1876	1617	0	0	1199	0	0
Q Serve(g_s), s	1.1	43.4	43.4	8.3	20.8	20.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	43.4	43.4	8.3	20.8	20.9	12.5	0.0	0.0	11.4	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.07	0.10		0.84	0.62		0.18
Lane Grp Cap(c), veh/h	39	1500	807	185	1780	966	531	0	0	423	0	0
V/C Ratio(X)	0.52	1.02	1.02	0.83	0.58	0.58	0.47	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	279	1500	807	279	1780	966	531	0	0	423	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.4	28.3	28.3	44.0	16.8	16.8	28.6	0.0	0.0	27.8	0.0	0.0
Incr Delay (d2), s/veh	0.4	11.3	16.1	7.3	1.4	2.6	3.0	0.0	0.0	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	17.9	20.3	3.9	7.4	8.3	5.4	0.0	0.0	3.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	39.6	44.5	51.3	18.2	19.4	31.6	0.0	0.0	29.9	0.0	0.0
LnGrp LOS	D	F	F	D	B	B	C	A	A	C	A	A
Approach Vol, veh/h		2369			1756			251			141	
Approach Delay, s/veh		41.4			21.5			31.6			29.9	
Approach LOS		D			C			C			C	

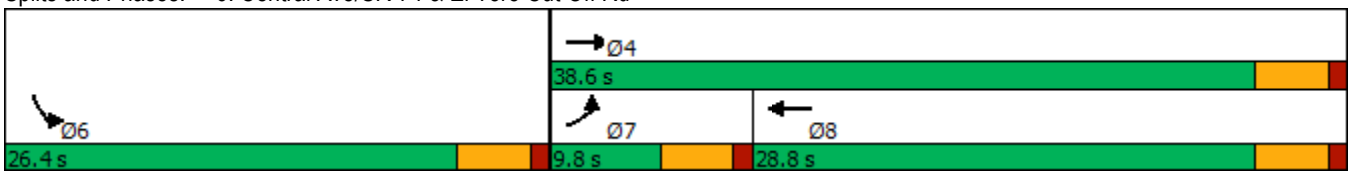
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.8	50.2		35.0	6.7	58.3		35.0				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	15.4	38.2		30.4	15.4	38.2		30.4				
Max Q Clear Time (g_c+I1), s	10.3	45.4		13.4	3.1	22.9		14.5				
Green Ext Time (p_c), s	0.1	0.0		0.5	0.0	5.7		1.0				

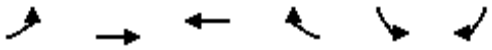
Intersection Summary												
HCM 6th Ctrl Delay			32.7									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	91	2423	1551	389
Future Volume (vph)	91	2423	1551	389
Turn Type	Prot	NA	NA	Prot
Protected Phases	7	4	8	6
Permitted Phases				
Detector Phase	7	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5
Total Split (s)	9.8	38.6	28.8	26.4
Total Split (%)	15.1%	59.4%	44.3%	40.6%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	None	None	Min
Act Effct Green (s)	5.3	34.1	26.3	21.9
Actuated g/C Ratio	0.08	0.52	0.40	0.34
v/c Ratio	0.62	0.89	0.89	0.97
Control Delay	49.7	19.4	25.6	51.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	49.7	19.4	25.6	51.5
LOS	D	B	C	D
Approach Delay		20.5	25.6	51.5
Approach LOS		C	C	D

Intersection Summary			
Cycle Length: 65			
Actuated Cycle Length: 65			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 26.2		Intersection LOS: C	
Intersection Capacity Utilization 88.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 6: Central Ave/SR-74 & El Toro Cut Off Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	91	2423	1551	304	389	211
Future Volume (veh/h)	91	2423	1551	304	389	211
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	91	2423	1551	304	389	211
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	117	2704	1685	329	381	207
Arrive On Green	0.06	0.52	0.39	0.39	0.34	0.34
Sat Flow, veh/h	1810	5358	4526	850	1123	609
Grp Volume(v), veh/h	91	2423	1230	625	601	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1747	1734	0
Q Serve(g_s), s	3.2	27.1	21.8	22.1	21.9	0.0
Cycle Q Clear(g_c), s	3.2	27.1	21.8	22.1	21.9	0.0
Prop In Lane	1.00			0.49	0.65	0.35
Lane Grp Cap(c), veh/h	117	2704	1338	676	588	0
V/C Ratio(X)	0.78	0.90	0.92	0.92	1.02	0.00
Avail Cap(c_a), veh/h	149	2740	1338	676	588	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.7	13.9	18.8	18.9	21.3	0.0
Incr Delay (d2), s/veh	17.8	4.3	10.4	18.6	42.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	8.0	8.6	10.3	14.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	47.5	18.2	29.3	37.5	64.0	0.0
LnGrp LOS	D	B	C	D	F	A
Approach Vol, veh/h		2514	1855		601	
Approach Delay, s/veh		19.2	32.0		64.0	
Approach LOS		B	C		E	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			38.2		26.4	8.7	29.5
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			34.1		21.9	5.3	24.3
Max Q Clear Time (g_c+I1), s			29.1		23.9	5.2	24.1
Green Ext Time (p_c), s			4.6		0.0	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	2248	23	1791	160	9
Future Volume (vph)	2248	23	1791	160	9
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	8	
Permitted Phases					8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.9	10.3	11.9	10.3	10.3
Total Split (s)	49.0	20.0	69.0	31.0	31.0
Total Split (%)	49.0%	20.0%	69.0%	31.0%	31.0%
Yellow Time (s)	5.9	4.3	5.9	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	5.3	6.9	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	42.3	5.8	46.8	25.8	25.8
Actuated g/C Ratio	0.50	0.07	0.55	0.30	0.30
v/c Ratio	1.04	0.19	0.63	0.15	0.02
Control Delay	52.5	42.7	14.0	23.3	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	42.7	14.0	23.3	13.7
LOS	D	D	B	C	B
Approach Delay	52.5		14.4	22.8	
Approach LOS	D		B	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 84.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 36.5	Intersection LOS: D
Intersection Capacity Utilization 67.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Riverside St & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2248	405	23	1791	160	9
Future Volume (veh/h)	2248	405	23	1791	160	9
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2248	405	23	1791	160	9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2142	371	44	2939	1032	473
Arrive On Green	0.48	0.48	0.02	0.57	0.29	0.29
Sat Flow, veh/h	4619	771	1810	5358	3510	1610
Grp Volume(v), veh/h	1728	925	23	1791	160	9
Grp Sat Flow(s),veh/h/ln	1729	1761	1810	1729	1755	1610
Q Serve(g_s), s	42.1	42.1	1.1	20.0	2.9	0.3
Cycle Q Clear(g_c), s	42.1	42.1	1.1	20.0	2.9	0.3
Prop In Lane		0.44	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1665	848	44	2939	1032	473
V/C Ratio(X)	1.04	1.09	0.52	0.61	0.16	0.02
Avail Cap(c_a), veh/h	1665	848	304	3684	1032	473
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	22.7	42.1	12.5	22.8	21.9
Incr Delay (d2), s/veh	32.5	58.7	3.5	0.2	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.3	27.9	0.5	6.0	1.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	55.2	81.4	45.6	12.8	23.2	22.0
LnGrp LOS	F	F	D	B	C	C
Approach Vol, veh/h	2653			1814	169	
Approach Delay, s/veh	64.3			13.2	23.1	
Approach LOS	E			B	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	7.4	49.0				56.4	31.0
Change Period (Y+Rc), s	5.3	6.9				6.9	5.3
Max Green Setting (Gmax), s	14.7	42.1				62.1	25.7
Max Q Clear Time (g_c+I1), s	3.1	44.1				22.0	4.9
Green Ext Time (p_c), s	0.0	0.0				16.8	0.3

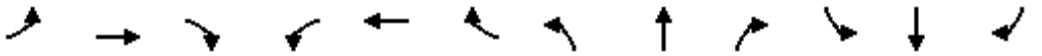
Intersection Summary			
HCM 6th Ctrl Delay		42.8	
HCM 6th LOS		D	

Lane Group	EBT	WBL	WBT	NBL	NBT	Ø4
Lane Configurations						
Traffic Volume (vph)	2270	152	1643	78	0	
Future Volume (vph)	2270	152	1643	78	0	
Turn Type	NA	Prot	NA	Perm	NA	
Protected Phases	2	1	6		8	4
Permitted Phases				8		
Detector Phase	2	1	6	8	8	
Switch Phase						
Minimum Initial (s)	6.0	4.0	6.0	5.0	5.0	5.0
Minimum Split (s)	13.4	9.4	13.4	11.2	11.2	9.6
Total Split (s)	50.0	25.0	75.0	25.0	25.0	25.0
Total Split (%)	50.0%	25.0%	75.0%	25.0%	25.0%	25%
Yellow Time (s)	5.9	4.4	5.9	5.2	5.2	3.6
All-Red Time (s)	1.5	1.0	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.4	5.4	7.4		6.2	
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	42.6	12.1	60.2		18.8	
Actuated g/C Ratio	0.46	0.13	0.65		0.20	
v/c Ratio	0.96	0.64	0.49		0.75	
Control Delay	36.5	51.0	8.8		32.4	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	36.5	51.0	8.8		32.4	
LOS	D	D	A		C	
Approach Delay	36.5		12.4		32.4	
Approach LOS	D		B		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 92.6	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 26.4	Intersection LOS: C
Intersection Capacity Utilization 87.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 8: Wasson Canyon Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2270	22	152	1643	0	78	0	241	0	0	0
Future Volume (veh/h)	0	2270	22	152	1643	0	78	0	241	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	2270	22	152	1643	0	78	0	241	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	2456	24	187	3248	0	121	16	268	0	426	0
Arrive On Green	0.00	0.46	0.46	0.10	0.63	0.00	0.22	0.00	0.22	0.00	0.00	0.00
Sat Flow, veh/h	0	5468	51	1810	5358	0	318	69	1196	0	1900	0
Grp Volume(v), veh/h	0	1481	811	152	1643	0	319	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1729	1891	1810	1729	0	1583	0	0	0	1900	0
Q Serve(g_s), s	0.0	36.5	36.7	7.5	15.8	0.0	14.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	36.5	36.7	7.5	15.8	0.0	17.8	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.03	1.00		0.00	0.24		0.76	0.00		0.00
Lane Grp Cap(c), veh/h	0	1603	876	187	3248	0	404	0	0	0	426	0
V/C Ratio(X)	0.00	0.92	0.93	0.81	0.51	0.00	0.79	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	1620	886	390	3855	0	404	0	0	0	426	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	22.9	22.9	39.9	9.3	0.0	34.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	9.3	15.2	3.2	0.1	0.0	14.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.4	17.2	3.3	4.4	0.0	8.3	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.2	38.1	43.2	9.4	0.0	48.6	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	C	D	D	A	A	D	A	A	A	A	A
Approach Vol, veh/h		2292			1795			319			0	
Approach Delay, s/veh		34.3			12.3			48.6			0.0	
Approach LOS		C			B			D				

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	14.8	49.6		26.6		64.4		26.6				
Change Period (Y+Rc), s	5.4	7.4		* 6.2		7.4		6.2				
Max Green Setting (Gmax), s	19.6	42.6		* 20		67.6		18.8				
Max Q Clear Time (g_c+I1), s	9.5	38.7		0.0		17.8		19.8				
Green Ext Time (p_c), s	0.1	3.5		0.0		15.5		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			26.4									
HCM 6th LOS			C									

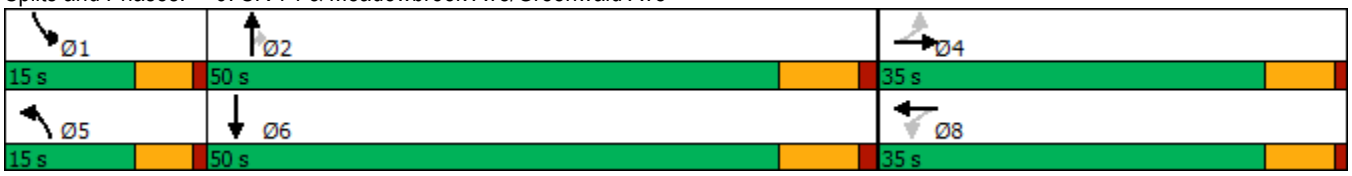
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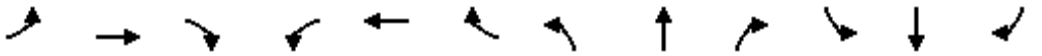
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	40	20	164	20	23	2094	368	180	1653
Future Volume (vph)	40	20	164	20	23	2094	368	180	1653
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.2	11.2	11.2	11.2	9.4	13.4	13.4	9.4	13.4
Total Split (s)	35.0	35.0	35.0	35.0	15.0	50.0	50.0	15.0	50.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	15.0%	50.0%	50.0%	15.0%	50.0%
Yellow Time (s)	5.2	5.2	5.2	5.2	4.4	5.9	5.9	4.4	5.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	5.4	7.4	7.4	5.4	7.4
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	14.9	14.9	14.9	14.9	5.7	42.7	42.7	9.6	53.1
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.07	0.49	0.49	0.11	0.62
v/c Ratio	0.19	0.12	0.69	0.38	0.19	0.82	0.37	0.90	0.53
Control Delay	31.8	19.4	48.3	10.9	43.3	22.5	2.8	82.5	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.8	19.4	48.3	10.9	43.3	22.5	2.8	82.5	12.2
LOS	C	B	D	B	D	C	A	F	B
Approach Delay		25.8		30.8		19.8			18.9
Approach LOS		C		C		B			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 86.3	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 20.3	Intersection LOS: C
Intersection Capacity Utilization 84.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: SR-74 & Meadowbrook Ave/Greenwald Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	20	18	164	20	125	23	2094	368	180	1653	47
Future Volume (veh/h)	40	20	18	164	20	125	23	2094	368	180	1653	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	20	18	164	20	125	23	2094	368	180	1653	47
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	193	153	138	290	38	236	36	2586	803	203	3065	87
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.02	0.50	0.50	0.11	0.59	0.59
Sat Flow, veh/h	1261	921	829	1389	227	1416	1810	5187	1610	1810	5184	147
Grp Volume(v), veh/h	40	0	38	164	0	145	23	2094	368	180	1103	597
Grp Sat Flow(s),veh/h/ln	1261	0	1749	1389	0	1642	1810	1729	1610	1810	1729	1873
Q Serve(g_s), s	2.6	0.0	1.6	9.7	0.0	6.9	1.1	29.0	12.7	8.4	16.3	16.4
Cycle Q Clear(g_c), s	9.5	0.0	1.6	11.3	0.0	6.9	1.1	29.0	12.7	8.4	16.3	16.4
Prop In Lane	1.00		0.47	1.00		0.86	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	193	0	292	290	0	274	36	2586	803	203	2045	1108
V/C Ratio(X)	0.21	0.00	0.13	0.57	0.00	0.53	0.65	0.81	0.46	0.89	0.54	0.54
Avail Cap(c_a), veh/h	408	0	590	527	0	554	203	2586	803	203	2045	1108
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.9	0.0	30.3	35.1	0.0	32.5	41.6	18.0	13.9	37.4	10.5	10.5
Incr Delay (d2), s/veh	0.4	0.0	0.1	1.3	0.0	1.2	7.1	2.9	1.9	32.9	1.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.7	3.3	0.0	2.8	0.5	9.9	4.2	5.3	4.9	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	0.0	30.5	36.4	0.0	33.7	48.6	20.9	15.8	70.3	11.5	12.4
LnGrp LOS	D	A	C	D	A	C	D	C	B	E	B	B
Approach Vol, veh/h		78			309			2485			1880	
Approach Delay, s/veh		33.9			35.2			20.4			17.4	
Approach LOS		C			D			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	50.0		20.4	7.1	57.9		20.4				
Change Period (Y+Rc), s	5.4	7.4		6.2	5.4	7.4		6.2				
Max Green Setting (Gmax), s	9.6	42.6		28.8	9.6	42.6		28.8				
Max Q Clear Time (g_c+I1), s	10.4	31.0		11.5	3.1	18.4		13.3				
Green Ext Time (p_c), s	0.0	7.6		0.2	0.0	11.7		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		20.4	
HCM 6th LOS		C	

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	10	2225	47	1920
Future Volume (vph)	10	2225	47	1920
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5
Total Split (s)	22.5	37.9	9.6	47.5
Total Split (%)	32.1%	54.1%	13.7%	67.9%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	Min	Min	None	Min
Act Effct Green (s)	6.3	31.9	5.2	37.0
Actuated g/C Ratio	0.12	0.61	0.10	0.70
v/c Ratio	0.20	0.71	0.26	0.76
Control Delay	13.7	9.8	29.1	7.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	13.7	9.8	29.1	7.2
LOS	B	A	C	A
Approach Delay	13.7	9.8		7.7
Approach LOS	B	A		A

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 52.6	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 8.9	Intersection LOS: A
Intersection Capacity Utilization 64.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 10: SR-74 & River Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	37	2225	12	47	1920
Future Volume (veh/h)	10	37	2225	12	47	1920
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	37	2225	12	47	1920
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	34	127	3102	17	87	2601
Arrive On Green	0.10	0.10	0.58	0.58	0.05	0.72
Sat Flow, veh/h	344	1274	5495	29	1810	3705
Grp Volume(v), veh/h	48	0	1445	792	47	1920
Grp Sat Flow(s),veh/h/ln	1653	0	1729	1895	1810	1805
Q Serve(g_s), s	1.3	0.0	15.0	15.0	1.3	15.9
Cycle Q Clear(g_c), s	1.3	0.0	15.0	15.0	1.3	15.9
Prop In Lane	0.21	0.77		0.02	1.00	
Lane Grp Cap(c), veh/h	165	0	2015	1104	87	2601
V/C Ratio(X)	0.29	0.00	0.72	0.72	0.54	0.74
Avail Cap(c_a), veh/h	594	0	2307	1264	184	3100
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.9	0.0	7.5	7.5	23.3	4.2
Incr Delay (d2), s/veh	1.0	0.0	0.9	1.7	5.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.5	2.9	0.6	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.9	0.0	8.4	9.2	28.5	5.0
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h	48		2237			1967
Approach Delay, s/veh	21.9		8.7			5.5
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.9	33.7			40.6	9.5
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.1	33.4			43.0	18.0
Max Q Clear Time (g_c+I1), s	3.3	17.0			17.9	3.3
Green Ext Time (p_c), s	0.0	12.2			15.6	0.1

Intersection Summary	
HCM 6th Ctrl Delay	7.4
HCM 6th LOS	A

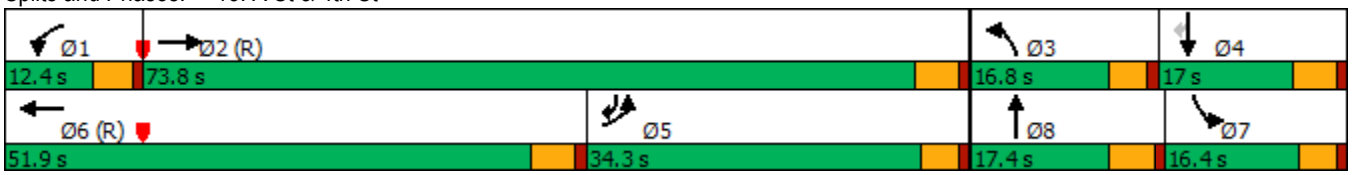
Notes

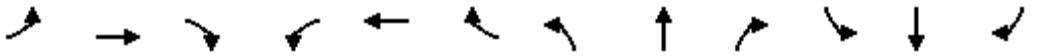
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	422	1373	47	1319	165	142	107	187	550
Future Volume (vph)	422	1373	47	1319	165	142	107	187	550
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2	1	6	3	8	7	4	5
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	5
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	10.0	9.5	10.0	9.5	10.0	9.5	10.0	9.5
Total Split (s)	34.3	73.8	12.4	51.9	16.8	17.4	16.4	17.0	34.3
Total Split (%)	28.6%	61.5%	10.3%	43.3%	14.0%	14.5%	13.7%	14.2%	28.6%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0	4.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Min	None	Min	None
Act Effct Green (s)	29.8	71.6	7.0	46.9	12.3	10.2	14.1	12.0	42.3
Actuated g/C Ratio	0.25	0.60	0.06	0.39	0.10	0.08	0.12	0.10	0.35
v/c Ratio	1.05	0.76	0.50	1.09	0.99	0.65	0.56	1.09	0.96
Control Delay	101.7	21.7	72.5	88.9	122.5	54.4	63.1	146.1	49.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.7	21.7	72.5	88.9	122.5	54.4	63.1	146.1	49.0
LOS	F	C	E	F	F	D	E	F	D
Approach Delay		39.7		88.3		85.9		72.3	
Approach LOS		D		F		F		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 64.8	Intersection LOS: E
Intersection Capacity Utilization 105.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 13: A St & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	422	1373	84	47	1319	59	165	142	50	107	187	550
Future Volume (veh/h)	422	1373	84	47	1319	59	165	142	50	107	187	550
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	422	1373	84	47	1319	59	165	142	50	107	187	550
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	571	2208	135	58	1238	55	167	188	64	194	171	653
Arrive On Green	0.35	0.71	0.71	0.04	0.39	0.39	0.10	0.08	0.08	0.12	0.10	0.10
Sat Flow, veh/h	1629	3111	190	1629	3168	141	1629	2382	807	1629	1710	1445
Grp Volume(v), veh/h	422	715	742	47	676	702	165	95	97	107	187	550
Grp Sat Flow(s),veh/h/ln	1629	1625	1676	1629	1625	1685	1629	1625	1565	1629	1710	1445
Q Serve(g_s), s	27.3	27.4	27.7	3.4	46.9	46.9	12.1	6.9	7.3	7.4	12.0	10.3
Cycle Q Clear(g_c), s	27.3	27.4	27.7	3.4	46.9	46.9	12.1	6.9	7.3	7.4	12.0	10.3
Prop In Lane	1.00		0.11	1.00		0.08	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	571	1153	1189	58	635	658	167	128	124	194	171	653
V/C Ratio(X)	0.74	0.62	0.62	0.80	1.06	1.07	0.99	0.74	0.78	0.55	1.09	0.84
Avail Cap(c_a), veh/h	571	1153	1189	107	635	658	167	168	162	194	171	653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	0.23	0.23	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	9.0	9.1	57.4	36.5	36.6	53.8	54.1	54.3	49.8	54.0	20.0
Incr Delay (d2), s/veh	3.2	1.8	1.8	2.3	37.2	38.0	66.0	7.6	12.3	2.0	96.0	9.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	8.4	8.7	1.4	24.5	25.5	8.0	3.1	3.3	3.1	9.7	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.4	10.8	10.8	59.7	73.8	74.6	119.7	61.7	66.6	51.8	150.0	29.3
LnGrp LOS	D	B	B	E	F	F	F	E	E	D	F	C
Approach Vol, veh/h		1879			1425			357			844	
Approach Delay, s/veh		16.8			73.7			89.8			58.9	
Approach LOS		B			E			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	90.2	16.8	17.0	47.1	51.9	19.3	14.5
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	5.0	* 5	5.0	* 5
Max Green Setting (Gmax), s	7.9	68.8	12.3	12.0	29.8	* 47	11.9	* 12
Max Q Clear Time (g_c+I1), s	5.4	29.7	14.1	14.0	29.3	48.9	9.4	9.3
Green Ext Time (p_c), s	0.0	6.9	0.0	0.0	0.1	0.0	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	48.5
HCM 6th LOS	D

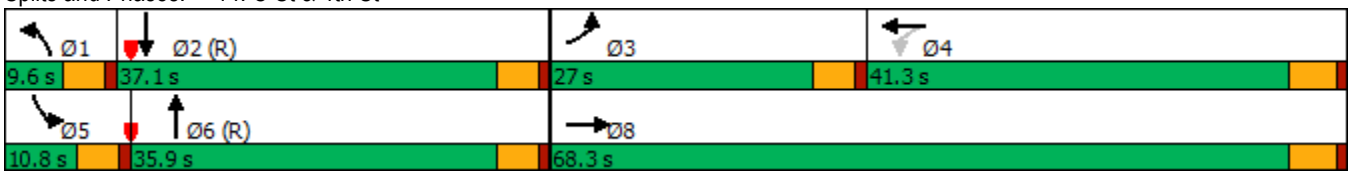
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	334	1298	3	953	3	33	32	91
Future Volume (vph)	334	1298	3	953	3	33	32	91
Turn Type	Prot	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases	3	8		4	1	6	5	2
Permitted Phases			4					
Detector Phase	3	8	4	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	10.1	10.1	9.6	9.6	9.6	9.6
Total Split (s)	27.0	68.3	41.3	41.3	9.6	35.9	10.8	37.1
Total Split (%)	23.5%	59.4%	35.9%	35.9%	8.3%	31.2%	9.4%	32.3%
Yellow Time (s)	3.6	4.1	4.1	4.1	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1		5.1	4.6	4.6	4.6	4.6
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	22.2	62.3		35.5	5.0	36.6	5.8	41.1
Actuated g/C Ratio	0.19	0.54		0.31	0.04	0.32	0.05	0.36
v/c Ratio	0.96	0.68		0.94	0.04	0.08	0.35	0.80
Control Delay	85.8	21.1		55.5	54.0	24.3	63.5	29.5
Queue Delay	0.0	0.0		27.6	0.0	0.0	0.0	0.0
Total Delay	85.8	21.1		83.1	54.0	24.3	63.5	29.5
LOS	F	C		F	D	C	E	C
Approach Delay		34.2		83.1		26.1		31.2
Approach LOS		C		F		C		C

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 48.1	Intersection LOS: D
Intersection Capacity Utilization 112.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 14: C St & 4th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	334	1298	26	3	953	35	3	33	13	32	91	500
Future Volume (veh/h)	334	1298	26	3	953	35	3	33	13	32	91	500
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	334	1298	26	3	953	35	3	33	13	32	91	500
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	352	1926	39	32	1032	38	7	409	161	50	86	473
Arrive On Green	0.19	0.53	0.53	0.30	0.30	0.30	0.00	0.32	0.32	0.03	0.34	0.34
Sat Flow, veh/h	1810	3619	72	2	3468	127	1810	1296	511	1810	254	1393
Grp Volume(v), veh/h	334	647	677	521	0	470	3	0	46	32	0	591
Grp Sat Flow(s),veh/h/ln	1810	1805	1887	1892	0	1705	1810	0	1807	1810	0	1646
Q Serve(g_s), s	21.0	30.1	30.1	3.6	0.0	30.7	0.2	0.0	2.1	2.0	0.0	39.0
Cycle Q Clear(g_c), s	21.0	30.1	30.1	30.6	0.0	30.7	0.2	0.0	2.1	2.0	0.0	39.0
Prop In Lane	1.00		0.04	0.01		0.07	1.00		0.28	1.00		0.85
Lane Grp Cap(c), veh/h	352	961	1004	594	0	507	7	0	570	50	0	559
V/C Ratio(X)	0.95	0.67	0.67	0.88	0.00	0.93	0.42	0.00	0.08	0.64	0.00	1.06
Avail Cap(c_a), veh/h	352	992	1037	627	0	537	79	0	570	98	0	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	0.71	0.00	0.71	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.7	19.6	19.6	39.1	0.0	39.2	57.1	0.0	27.6	55.3	0.0	38.0
Incr Delay (d2), s/veh	24.3	0.8	0.8	9.1	0.0	16.3	13.7	0.0	0.3	4.9	0.0	54.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	12.2	12.7	15.4	0.0	14.8	0.1	0.0	1.0	1.0	0.0	24.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.0	20.4	20.4	48.2	0.0	55.5	70.8	0.0	27.9	60.2	0.0	92.2
LnGrp LOS	E	C	C	D	A	E	E	A	C	E	A	F
Approach Vol, veh/h		1658			991			49			623	
Approach Delay, s/veh		30.4			51.7			30.5			90.5	
Approach LOS		C			D			C			F	

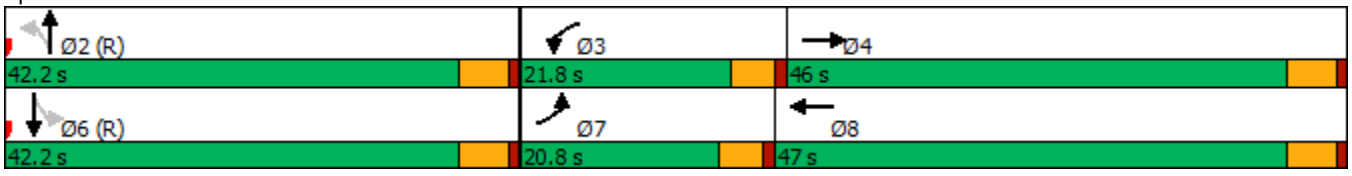
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	43.6	27.0	39.3	7.8	40.9		66.3				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.1	4.6	4.6		5.1				
Max Green Setting (Gmax), s	5.0	32.5	22.4	36.2	6.2	31.3		63.2				
Max Q Clear Time (g_c+I1), s	2.2	41.0	23.0	32.7	4.0	4.1		32.1				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.5	0.0	0.1		6.5				

Intersection Summary												
HCM 6th Ctrl Delay			48.0									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	140	1178	207	841	41	115	204	144
Future Volume (vph)	140	1178	207	841	41	115	204	144
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.1	9.6	10.1	10.0	10.0	10.0	10.0
Total Split (s)	20.8	46.0	21.8	47.0	42.2	42.2	42.2	42.2
Total Split (%)	18.9%	41.8%	19.8%	42.7%	38.4%	38.4%	38.4%	38.4%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	12.5	39.8	15.5	42.8	40.0	40.0	40.0	40.0
Actuated g/C Ratio	0.11	0.36	0.14	0.39	0.36	0.36	0.36	0.36
v/c Ratio	0.69	0.92	0.81	0.68	0.12	0.48	0.71	0.38
Control Delay	63.5	45.9	70.4	30.3	26.3	22.8	47.2	24.9
Queue Delay	0.0	46.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.5	92.6	70.4	30.3	26.3	22.8	47.2	24.9
LOS	E	F	E	C	C	C	D	C
Approach Delay		89.6		37.6		23.2		34.8
Approach LOS		F		D		C		C

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 10 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 56.7	Intersection LOS: E
Intersection Capacity Utilization 91.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 15: D St & 4th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	1178	24	207	841	96	41	115	210	204	144	109
Future Volume (veh/h)	140	1178	24	207	841	96	41	115	210	204	144	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	140	1178	24	207	841	96	41	115	210	204	144	109
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	169	1273	26	237	1267	145	383	229	419	318	383	290
Arrive On Green	0.09	0.35	0.35	0.13	0.39	0.39	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1810	3618	74	1810	3254	371	1137	598	1092	1066	998	756
Grp Volume(v), veh/h	140	588	614	207	466	471	41	0	325	204	0	253
Grp Sat Flow(s),veh/h/ln	1810	1805	1887	1810	1805	1821	1137	0	1689	1066	0	1754
Q Serve(g_s), s	8.4	34.4	34.4	12.3	23.4	23.4	3.0	0.0	16.2	19.9	0.0	11.4
Cycle Q Clear(g_c), s	8.4	34.4	34.4	12.3	23.4	23.4	14.4	0.0	16.2	36.0	0.0	11.4
Prop In Lane	1.00		0.04	1.00		0.20	1.00		0.65	1.00		0.43
Lane Grp Cap(c), veh/h	169	635	664	237	703	709	383	0	648	318	0	673
V/C Ratio(X)	0.83	0.92	0.93	0.87	0.66	0.66	0.11	0.00	0.50	0.64	0.00	0.38
Avail Cap(c_a), veh/h	266	671	701	283	703	709	383	0	648	318	0	673
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	0.47	0.47	0.47	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.0	34.2	34.3	46.9	27.7	27.7	29.6	0.0	25.9	39.6	0.0	24.4
Incr Delay (d2), s/veh	4.2	13.3	12.9	10.5	0.9	0.9	0.6	0.0	2.8	9.6	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	17.1	17.8	6.2	10.0	10.0	0.9	0.0	6.9	6.0	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	47.6	47.2	57.4	28.6	28.6	30.2	0.0	28.7	49.3	0.0	26.0
LnGrp LOS	D	D	D	E	C	C	C	A	C	D	A	C
Approach Vol, veh/h		1342			1144			366			457	
Approach Delay, s/veh		48.0			33.8			28.8			36.4	
Approach LOS		D			C			C			D	

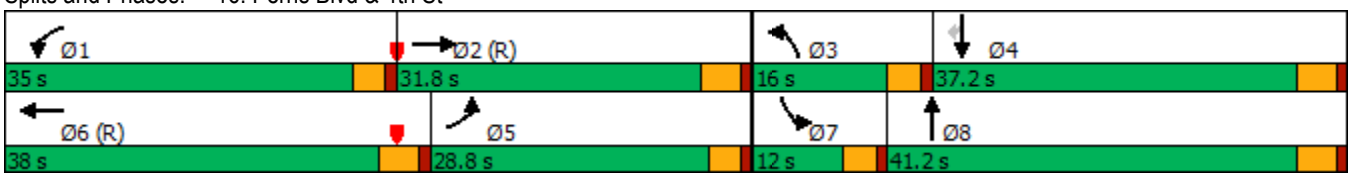
Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	47.2	19.0	43.8	47.2	14.9	47.9
Change Period (Y+Rc), s	5.0	4.6	5.1	5.0	4.6	5.1
Max Green Setting (Gmax), s	37.2	17.2	40.9	37.2	16.2	41.9
Max Q Clear Time (g_c+I1), s	18.2	14.3	36.4	38.0	10.4	25.4
Green Ext Time (p_c), s	1.4	0.1	2.3	0.0	0.1	3.6

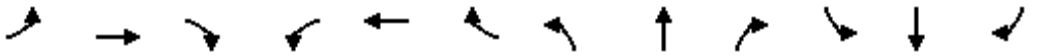
Intersection Summary	
HCM 6th Ctrl Delay	39.3
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	447	852	179	688	196	791	106	881	280
Future Volume (vph)	447	852	179	688	196	791	106	881	280
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	9.6	9.0	9.6	9.0	9.6	9.0	9.6	9.6
Total Split (s)	28.8	31.8	35.0	38.0	16.0	41.2	12.0	37.2	37.2
Total Split (%)	24.0%	26.5%	29.2%	31.7%	13.3%	34.3%	10.0%	31.0%	31.0%
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6	4.6
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?		Yes	Yes			Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	24.8	40.5	17.7	33.4	12.0	36.6	8.0	32.6	32.6
Actuated g/C Ratio	0.21	0.34	0.15	0.28	0.10	0.30	0.07	0.27	0.27
v/c Ratio	1.33	1.04	0.75	0.84	1.21	0.91	0.98	1.00	0.48
Control Delay	207.5	77.4	67.5	50.4	183.8	53.6	138.1	74.0	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	207.5	77.4	67.5	50.4	183.8	53.6	138.1	74.0	7.4
LOS	F	E	E	D	F	D	F	E	A
Approach Delay		114.5		53.7		77.1		64.6	
Approach LOS		F		D		E		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.33	
Intersection Signal Delay: 81.4	Intersection LOS: F
Intersection Capacity Utilization 104.6%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 16: Perris Blvd & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	447	852	268	179	688	69	196	791	99	106	881	280
Future Volume (veh/h)	447	852	268	179	688	69	196	791	99	106	881	280
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	447	852	268	179	688	69	196	791	99	106	881	280
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	605	1282	403	205	829	83	163	886	111	109	883	393
Arrive On Green	0.37	0.53	0.53	0.13	0.28	0.28	0.10	0.30	0.30	0.07	0.27	0.27
Sat Flow, veh/h	1629	2424	762	1629	2980	299	1629	2905	364	1629	3249	1448
Grp Volume(v), veh/h	447	571	549	179	375	382	196	442	448	106	881	280
Grp Sat Flow(s),veh/h/ln	1629	1625	1561	1629	1625	1654	1629	1625	1644	1629	1625	1448
Q Serve(g_s), s	28.5	30.6	30.7	13.0	26.0	26.0	12.0	31.2	31.2	7.8	32.5	13.0
Cycle Q Clear(g_c), s	28.5	30.6	30.7	13.0	26.0	26.0	12.0	31.2	31.2	7.8	32.5	13.0
Prop In Lane	1.00		0.49	1.00		0.18	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	605	859	826	205	452	460	163	495	501	109	883	393
V/C Ratio(X)	0.74	0.66	0.67	0.87	0.83	0.83	1.20	0.89	0.89	0.98	1.00	0.71
Avail Cap(c_a), veh/h	605	859	826	421	452	460	163	495	501	109	883	393
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.33	0.33	0.33	0.69	0.69	0.69	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.6	20.5	20.5	51.5	40.6	40.6	54.0	39.8	39.8	55.9	43.7	15.1
Incr Delay (d2), s/veh	1.4	1.4	1.4	3.2	11.6	11.5	135.7	21.0	20.9	78.3	29.8	10.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	11.4	11.0	5.4	11.7	11.9	11.0	15.1	15.2	5.5	16.4	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	21.9	22.0	54.7	52.2	52.1	189.7	60.9	60.7	134.2	73.5	25.5
LnGrp LOS	C	C	C	D	D	D	F	E	E	F	E	C
Approach Vol, veh/h		1567			936			1086			1267	
Approach Delay, s/veh		25.4			52.6			84.0			68.0	
Approach LOS		C			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.1	68.7	16.0	37.2	49.8	38.0	12.0	41.2
Change Period (Y+Rc), s	4.0	4.6	4.0	4.6	4.6	* 4.6	4.0	4.6
Max Green Setting (Gmax), s	31.0	27.2	12.0	32.6	24.8	* 33	8.0	36.6
Max Q Clear Time (g_c+I1), s	15.0	32.7	14.0	34.5	30.5	28.0	9.8	33.2
Green Ext Time (p_c), s	0.2	0.0	0.0	0.0	0.0	1.5	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	54.9
HCM 6th LOS	D

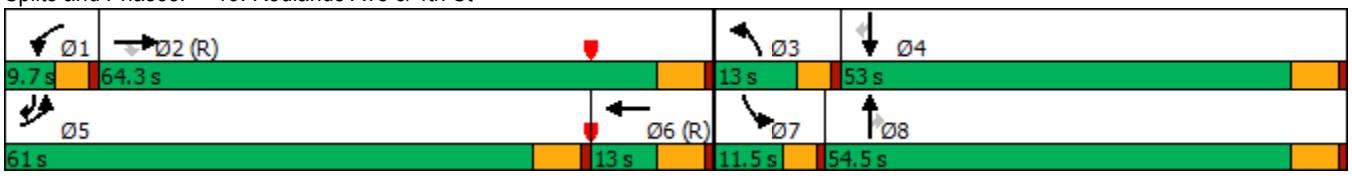
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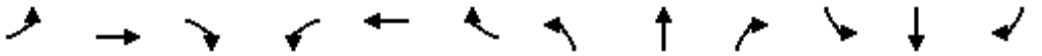
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	1170	28	108	13	20	60	660	9	36	1033	1016
Future Volume (vph)	1170	28	108	13	20	60	660	9	36	1033	1016
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8		7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	9.5	11.0	9.5	11.0	11.0	9.5	11.0	11.0
Total Split (s)	61.0	64.3	64.3	9.7	13.0	13.0	54.5	54.5	11.5	53.0	61.0
Total Split (%)	43.6%	45.9%	45.9%	6.9%	9.3%	9.3%	38.9%	38.9%	8.2%	37.9%	43.6%
Yellow Time (s)	5.0	5.0	5.0	3.5	5.0	3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max	None
Act Effct Green (s)	53.1	64.1	64.1	5.2	8.9	8.0	50.8	50.8	6.7	49.6	108.7
Actuated g/C Ratio	0.38	0.46	0.46	0.04	0.06	0.06	0.36	0.36	0.05	0.35	0.78
v/c Ratio	0.88	0.03	0.14	0.19	0.34	0.58	0.50	0.01	0.42	0.81	0.43
Control Delay	49.2	22.9	4.8	72.2	24.6	86.6	37.0	0.0	79.4	47.5	1.4
Queue Delay	48.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.4
Total Delay	97.3	22.9	4.8	72.2	24.6	86.6	37.0	0.0	79.4	58.6	1.9
LOS	F	C	A	E	C	F	D	A	E	E	A
Approach Delay		88.0			30.7		40.7			31.3	
Approach LOS		F			C		D			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 40 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 50.5	Intersection LOS: D
Intersection Capacity Utilization 86.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 19: Redlands Ave & 4th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1170	28	108	13	20	69	60	660	9	36	1033	1016
Future Volume (veh/h)	1170	28	108	13	20	69	60	660	9	36	1033	1016
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1170	28	108	13	20	69	60	660	9	36	1033	1016
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1257	869	737	26	186	165	77	1269	566	49	1212	1966
Arrive On Green	0.36	0.46	0.46	0.01	0.10	0.10	0.04	0.35	0.35	0.03	0.34	0.34
Sat Flow, veh/h	3510	1900	1610	1810	1805	1602	1810	3610	1610	1810	3610	2834
Grp Volume(v), veh/h	1170	28	108	13	20	69	60	660	9	36	1033	1016
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1602	1810	1805	1610	1810	1805	1417
Q Serve(g_s), s	44.9	1.1	5.5	1.0	1.4	5.7	4.6	20.3	0.5	2.8	37.3	24.0
Cycle Q Clear(g_c), s	44.9	1.1	5.5	1.0	1.4	5.7	4.6	20.3	0.5	2.8	37.3	24.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1257	869	737	26	186	165	77	1269	566	49	1212	1966
V/C Ratio(X)	0.93	0.03	0.15	0.51	0.11	0.42	0.78	0.52	0.02	0.74	0.85	0.52
Avail Cap(c_a), veh/h	1379	869	737	67	186	165	110	1269	566	90	1212	1966
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00	0.65	0.65	0.65
Uniform Delay (d), s/veh	43.3	20.9	22.1	68.5	57.0	58.9	66.4	36.0	29.6	67.6	43.3	10.2
Incr Delay (d2), s/veh	8.5	0.1	0.3	14.6	1.2	7.6	19.6	1.5	0.1	13.2	5.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.7	0.5	2.2	0.6	0.7	2.6	2.6	9.3	0.2	1.5	17.3	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	21.0	22.4	83.1	58.1	66.5	86.0	37.6	29.7	80.9	48.4	10.9
LnGrp LOS	D	C	C	F	E	E	F	D	C	F	D	B
Approach Vol, veh/h		1306			102			729			2085	
Approach Delay, s/veh		48.7			67.0			41.4			30.7	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	70.0	10.5	53.0	56.1	20.4	8.3	55.2
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	6.0	4.5	6.0
Max Green Setting (Gmax), s	5.2	58.3	8.5	47.0	55.0	7.0	7.0	48.5
Max Q Clear Time (g_c+I1), s	3.0	7.5	6.6	39.3	46.9	7.7	4.8	22.3
Green Ext Time (p_c), s	0.0	0.5	0.0	5.9	3.2	0.0	0.0	4.9

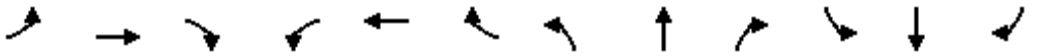
Intersection Summary	
HCM 6th Ctrl Delay	39.0
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	44	1281	200	174	990	52	276	190	342	258
Future Volume (vph)	44	1281	200	174	990	52	276	190	342	258
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	8.5	12.0	12.0	8.5	12.0	8.5	10.2	10.2	8.5	10.2
Total Split (s)	12.6	64.0	64.0	21.0	72.4	13.3	29.0	29.0	36.0	51.7
Total Split (%)	8.4%	42.7%	42.7%	14.0%	48.3%	8.9%	19.3%	19.3%	24.0%	34.5%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	3.2	3.2	3.0	3.2
All-Red Time (s)	0.5	1.0	1.0	0.5	1.0	0.5	1.0	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	3.5	4.2	4.2	3.5	4.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	7.3	55.9	55.9	16.0	66.6	7.8	24.9	24.9	29.8	48.9
Actuated g/C Ratio	0.05	0.39	0.39	0.11	0.46	0.05	0.17	0.17	0.21	0.34
v/c Ratio	0.48	0.91	0.28	0.87	0.72	0.54	0.84	0.50	0.92	0.52
Control Delay	86.1	53.1	12.6	100.1	34.6	88.1	80.8	25.5	86.0	42.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.1	53.1	12.6	100.1	34.6	88.1	80.8	25.5	86.0	42.3
LOS	F	D	B	F	C	F	F	C	F	D
Approach Delay		48.7			43.1		61.3			64.7
Approach LOS		D			D		E			E

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 143.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 51.1	Intersection LOS: D
Intersection Capacity Utilization 93.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 22: Dunlap Drive & Nuevo Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	1281	200	174	990	185	52	276	190	342	258	68
Future Volume (veh/h)	44	1281	200	174	990	185	52	276	190	342	258	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	1281	200	174	990	185	52	276	190	342	258	68
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	57	1419	633	197	1429	267	67	332	282	365	492	130
Arrive On Green	0.03	0.39	0.39	0.11	0.47	0.47	0.04	0.17	0.17	0.20	0.34	0.34
Sat Flow, veh/h	1810	3610	1610	1810	3036	567	1810	1900	1610	1810	1449	382
Grp Volume(v), veh/h	44	1281	200	174	588	587	52	276	190	342	0	326
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1798	1810	1900	1610	1810	0	1831
Q Serve(g_s), s	3.4	47.3	12.2	13.4	36.3	36.4	4.0	19.9	15.6	26.4	0.0	20.3
Cycle Q Clear(g_c), s	3.4	47.3	12.2	13.4	36.3	36.4	4.0	19.9	15.6	26.4	0.0	20.3
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	57	1419	633	197	849	846	67	332	282	365	0	622
V/C Ratio(X)	0.77	0.90	0.32	0.88	0.69	0.69	0.77	0.83	0.67	0.94	0.00	0.52
Avail Cap(c_a), veh/h	116	1477	659	223	849	846	125	332	282	415	0	622
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.1	40.5	29.8	62.2	29.5	29.5	67.6	56.4	54.7	55.7	0.0	37.6
Incr Delay (d2), s/veh	7.9	8.1	0.4	26.9	2.7	2.7	6.9	20.8	12.2	25.9	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	21.3	4.7	7.5	15.3	15.3	2.0	11.3	7.2	14.4	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.1	48.6	30.2	89.2	32.2	32.2	74.5	77.2	66.9	81.6	0.0	40.8
LnGrp LOS	E	D	C	F	C	C	E	E	E	F	A	D
Approach Vol, veh/h		1525			1349			518			668	
Approach Delay, s/veh		47.0			39.5			73.2			61.7	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.9	61.7	8.8	52.3	8.0	72.7	32.1	29.0
Change Period (Y+Rc), s	3.5	6.0	3.5	* 4.2	3.5	6.0	3.5	* 4.2
Max Green Setting (Gmax), s	17.5	58.0	9.8	* 48	9.1	66.4	32.5	* 25
Max Q Clear Time (g_c+I1), s	15.4	49.3	6.0	22.3	5.4	38.4	28.4	21.9
Green Ext Time (p_c), s	0.0	6.4	0.0	1.8	0.0	11.3	0.2	0.6

Intersection Summary	
HCM 6th Ctrl Delay	50.3
HCM 6th LOS	D

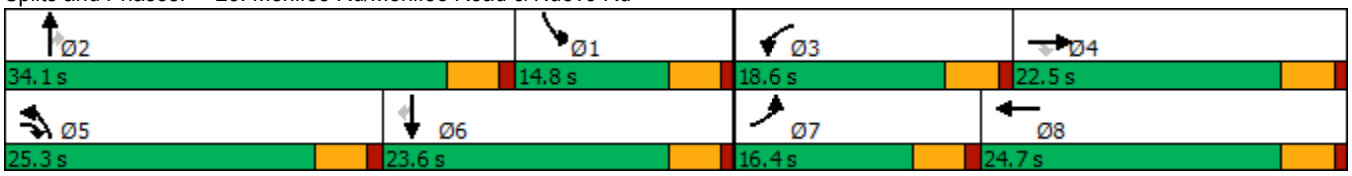
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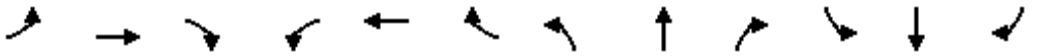
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	110	906	750	274	698	314	647	293	97	396	171
Future Volume (vph)	110	906	750	274	698	314	647	293	97	396	171
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	5	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	16.4	22.5	25.3	18.6	24.7	25.3	34.1	34.1	14.8	23.6	23.6
Total Split (%)	18.2%	25.0%	28.1%	20.7%	27.4%	28.1%	37.9%	37.9%	16.4%	26.2%	26.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	None	None	Min	Min	Min	None	Min	Min
Act Effct Green (s)	9.9	18.0	38.8	14.1	24.6	20.8	27.5	27.5	10.8	15.1	15.1
Actuated g/C Ratio	0.11	0.21	0.45	0.16	0.29	0.24	0.32	0.32	0.13	0.18	0.18
v/c Ratio	0.53	0.84	0.95	0.93	0.51	0.37	0.56	0.41	0.43	0.62	0.40
Control Delay	46.1	41.4	40.7	75.1	28.6	29.3	27.5	4.8	41.8	37.3	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	41.4	40.7	75.1	28.6	29.3	27.5	4.8	41.8	37.3	8.1
LOS	D	D	D	E	C	C	C	A	D	D	A
Approach Delay		41.4			41.1		22.6			30.5	
Approach LOS		D			D		C			C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 86.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 34.8	Intersection LOS: C
Intersection Capacity Utilization 83.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 23: Menifee Rd/Menifee Road & Nuevo Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	906	750	274	698	50	314	647	293	97	396	171
Future Volume (veh/h)	110	906	750	274	698	50	314	647	293	97	396	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	110	906	750	274	698	50	314	647	293	97	396	171
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	143	1287	596	318	1704	121	441	933	416	126	731	326
Arrive On Green	0.08	0.25	0.25	0.18	0.34	0.34	0.13	0.26	0.26	0.07	0.20	0.20
Sat Flow, veh/h	1810	5187	1589	1810	4943	352	3510	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	110	906	750	274	487	261	314	647	293	97	396	171
Grp Sat Flow(s),veh/h/ln	1810	1729	1589	1810	1729	1837	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	4.3	11.5	18.0	10.7	7.8	7.9	6.2	11.8	7.1	3.8	7.1	6.9
Cycle Q Clear(g_c), s	4.3	11.5	18.0	10.7	7.8	7.9	6.2	11.8	7.1	3.8	7.1	6.9
Prop In Lane	1.00		1.00	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	143	1287	596	318	1192	633	441	933	416	126	731	326
V/C Ratio(X)	0.77	0.70	1.26	0.86	0.41	0.41	0.71	0.69	0.70	0.77	0.54	0.52
Avail Cap(c_a), veh/h	297	1287	596	352	1192	633	1006	1473	657	257	950	424
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	24.9	22.8	29.1	18.1	18.2	30.5	24.3	8.7	33.2	25.9	25.8
Incr Delay (d2), s/veh	8.4	1.8	129.0	17.9	0.2	0.4	2.1	0.9	2.2	9.4	0.6	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	4.7	30.7	6.0	3.0	3.2	2.7	4.9	4.2	2.0	3.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	26.6	151.8	47.0	18.4	18.6	32.6	25.2	10.8	42.6	26.5	27.1
LnGrp LOS	D	C	F	D	B	B	C	C	B	D	C	C
Approach Vol, veh/h		1766			1022			1254			664	
Approach Delay, s/veh		80.7			26.1			23.7			29.0	
Approach LOS		F			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	23.3	17.2	22.5	13.6	19.2	10.2	29.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.3	29.6	14.1	18.0	20.8	19.1	11.9	20.2
Max Q Clear Time (g_c+I1), s	5.8	13.8	12.7	20.0	8.2	9.1	6.3	9.9
Green Ext Time (p_c), s	0.1	5.0	0.1	0.0	0.9	2.3	0.1	3.5

Intersection Summary	
HCM 6th Ctrl Delay	46.4
HCM 6th LOS	D

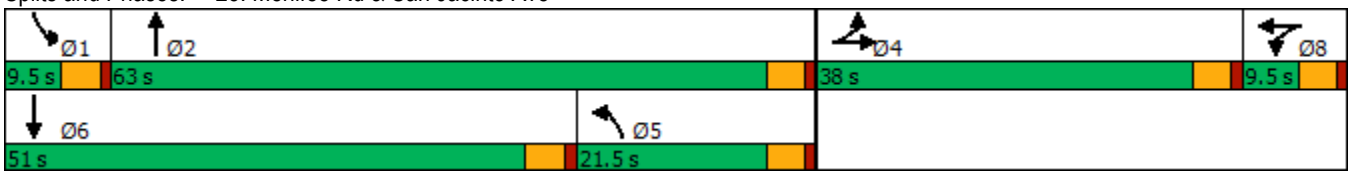
24: Porter St & Menifee Rd & Central Ave Performance by approach

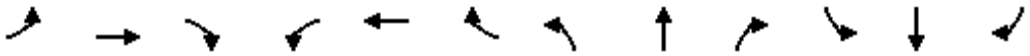
Approach	EB	WB	NB	SB	NE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.1	0.0
Total Delay (hr)	0.2	1.2	4.0	4.5	0.2	10.1
Total Del/Veh (s)	29.8	36.4	11.0	10.9	23.6	12.3
Stop Delay (hr)	0.2	1.0	1.2	1.2	0.2	3.8
Stop Del/Veh (s)	27.9	32.2	3.2	2.8	21.4	4.6

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	482	29	20	281	749	11	991
Future Volume (vph)	482	29	20	281	749	11	991
Turn Type	Split	NA	NA	Prot	NA	Prot	NA
Protected Phases	4	4	8	5	2	1	6
Permitted Phases							
Detector Phase	4	4	8	5	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	9.5	9.5
Total Split (s)	38.0	38.0	9.5	21.5	63.0	9.5	51.0
Total Split (%)	31.7%	31.7%	7.9%	17.9%	52.5%	7.9%	42.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lag	Lag	Lead	Lead
Lead-Lag Optimize?				Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	32.7	32.7	5.0	17.1	56.6	5.0	44.5
Actuated g/C Ratio	0.29	0.29	0.04	0.15	0.50	0.04	0.39
v/c Ratio	0.93	0.45	0.44	1.03	0.43	0.14	0.90
Control Delay	65.6	8.1	66.9	112.0	19.5	59.4	42.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.6	8.1	66.9	112.0	19.5	59.4	42.1
LOS	E	A	E	F	B	E	D
Approach Delay		43.4	66.9		44.2		42.2
Approach LOS		D	E		D		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 113.3	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 43.5	Intersection LOS: D
Intersection Capacity Utilization 96.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 25: Menifee Rd & San Jacinto Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	482	29	273	13	20	4	281	749	22	11	991	263
Future Volume (veh/h)	482	29	273	13	20	4	281	749	22	11	991	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	482	29	273	13	20	4	281	749	22	11	991	263
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	512	44	418	19	30	6	266	1749	51	78	1086	287
Arrive On Green	0.28	0.28	0.28	0.03	0.03	0.03	0.15	0.49	0.49	0.04	0.38	0.38
Sat Flow, veh/h	1810	157	1477	644	990	198	1810	3581	105	1810	2824	747
Grp Volume(v), veh/h	482	0	302	37	0	0	281	377	394	11	632	622
Grp Sat Flow(s),veh/h/ln	1810	0	1634	1832	0	0	1810	1805	1881	1810	1805	1766
Q Serve(g_s), s	30.1	0.0	18.8	2.3	0.0	0.0	17.0	15.6	15.7	0.7	38.4	38.7
Cycle Q Clear(g_c), s	30.1	0.0	18.8	2.3	0.0	0.0	17.0	15.6	15.7	0.7	38.4	38.7
Prop In Lane	1.00		0.90	0.35		0.11	1.00		0.06	1.00		0.42
Lane Grp Cap(c), veh/h	512	0	462	55	0	0	266	882	919	78	694	679
V/C Ratio(X)	0.94	0.00	0.65	0.67	0.00	0.00	1.06	0.43	0.43	0.14	0.91	0.92
Avail Cap(c_a), veh/h	524	0	473	79	0	0	266	913	951	78	726	710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	0.0	36.5	55.5	0.0	0.0	49.3	19.1	19.1	53.3	33.7	33.8
Incr Delay (d2), s/veh	25.4	0.0	3.1	13.3	0.0	0.0	70.8	0.3	0.3	0.8	15.3	16.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.8	0.0	7.9	1.3	0.0	0.0	12.9	6.6	6.8	0.3	19.4	19.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.9	0.0	39.6	68.8	0.0	0.0	120.2	19.5	19.5	54.1	49.0	50.1
LnGrp LOS	E	A	D	E	A	A	F	B	B	D	D	D
Approach Vol, veh/h		784			37			1052			1265	
Approach Delay, s/veh		55.8			68.8			46.4			49.5	
Approach LOS		E			E			D			D	

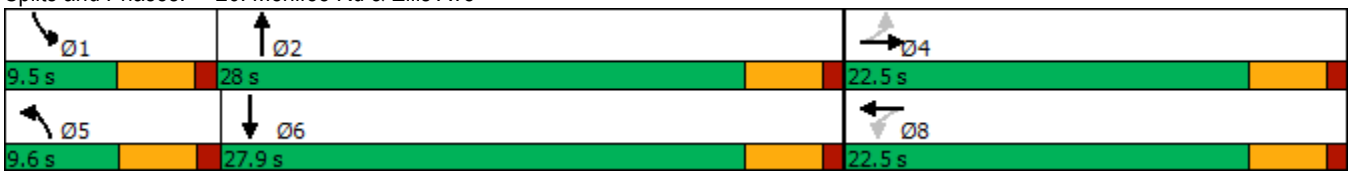
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	61.0		37.2	21.5	49.0		8.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	58.5		33.5	17.0	46.5		5.0				
Max Q Clear Time (g_c+I1), s	2.7	17.7		32.1	19.0	40.7		4.3				
Green Ext Time (p_c), s	0.0	5.6		0.6	0.0	3.8		0.0				

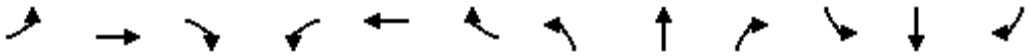
Intersection Summary			
HCM 6th Ctrl Delay		50.3	
HCM 6th LOS		D	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	43	0	1	2	70	1021	2	1292
Future Volume (vph)	43	0	1	2	70	1021	2	1292
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	9.6	28.0	9.5	27.9
Total Split (%)	37.5%	37.5%	37.5%	37.5%	16.0%	46.7%	15.8%	46.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		6.2		6.2	5.2	33.5	5.1	30.0
Actuated g/C Ratio		0.14		0.14	0.12	0.77	0.12	0.69
v/c Ratio		0.31		0.02	0.32	0.37	0.01	0.53
Control Delay		7.3		16.0	24.5	4.9	20.0	8.8
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		7.3		16.0	24.5	4.9	20.0	8.8
LOS		A		B	C	A	B	A
Approach Delay		7.3		16.0		6.2		8.8
Approach LOS		A		B		A		A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 43.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 7.6	Intersection LOS: A
Intersection Capacity Utilization 62.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 26: Menifee Rd & Ellis Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	0	51	1	2	2	70	1021	2	2	1292	18
Future Volume (veh/h)	43	0	51	1	2	2	70	1021	2	2	1292	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	0	51	1	2	2	70	1021	2	2	1292	18
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	197	0	71	133	71	60	124	2070	4	5	1802	25
Arrive On Green	0.08	0.00	0.08	0.08	0.08	0.08	0.07	0.56	0.56	0.00	0.49	0.49
Sat Flow, veh/h	702	0	833	236	830	711	1810	3696	7	1810	3645	51
Grp Volume(v), veh/h	94	0	0	5	0	0	70	499	524	2	640	670
Grp Sat Flow(s),veh/h/ln	1535	0	0	1776	0	0	1810	1805	1899	1810	1805	1891
Q Serve(g_s), s	2.2	0.0	0.0	0.0	0.0	0.0	1.4	6.4	6.4	0.0	10.6	10.6
Cycle Q Clear(g_c), s	2.3	0.0	0.0	0.1	0.0	0.0	1.4	6.4	6.4	0.0	10.6	10.6
Prop In Lane	0.46		0.54	0.20		0.40	1.00		0.00	1.00		0.03
Lane Grp Cap(c), veh/h	267	0	0	264	0	0	124	1011	1063	5	892	935
V/C Ratio(X)	0.35	0.00	0.00	0.02	0.00	0.00	0.56	0.49	0.49	0.40	0.72	0.72
Avail Cap(c_a), veh/h	854	0	0	900	0	0	241	1107	1164	236	1102	1154
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	0.0	0.0	16.1	0.0	0.0	17.3	5.1	5.1	19.1	7.6	7.6
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	0.0	4.0	0.4	0.4	45.1	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.0	0.0	0.0	0.6	1.3	1.4	0.1	2.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	0.0	0.0	16.1	0.0	0.0	21.3	5.5	5.5	64.1	9.3	9.2
LnGrp LOS	B	A	A	B	A	A	C	A	A	E	A	A
Approach Vol, veh/h		94			5			1093			1312	
Approach Delay, s/veh		17.9			16.1			6.5			9.4	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	26.0		7.8	7.1	23.4		7.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.1	23.4		18.0				
Max Q Clear Time (g_c+I1), s	2.0	8.4		4.3	3.4	12.6		2.1				
Green Ext Time (p_c), s	0.0	5.9		0.3	0.0	6.3		0.0				

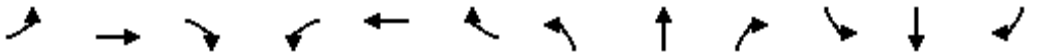
Intersection Summary			
HCM 6th Ctrl Delay		8.4	
HCM 6th LOS		A	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	37	123	13	39	30	1037	239	1054
Future Volume (vph)	37	123	13	39	30	1037	239	1054
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	9.6	27.5	15.0	32.9
Total Split (%)	34.6%	34.6%	34.6%	34.6%	14.8%	42.3%	23.1%	50.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		11.2		11.2	5.2	21.7	10.3	33.0
Actuated g/C Ratio		0.20		0.20	0.09	0.38	0.18	0.58
v/c Ratio		0.55		0.36	0.18	0.78	0.74	0.53
Control Delay		25.4		11.3	29.2	21.2	40.1	10.2
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		25.4		11.3	29.2	21.2	40.1	10.2
LOS		C		B	C	C	D	B
Approach Delay		25.4		11.3		21.4		15.5
Approach LOS		C		B		C		B

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 56.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 18.3	Intersection LOS: B
Intersection Capacity Utilization 72.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 27: Menifee Rd & Mapes Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	123	34	13	39	94	30	1037	36	239	1054	48
Future Volume (veh/h)	37	123	34	13	39	94	30	1037	36	239	1054	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	123	34	13	39	94	30	1037	36	239	1054	48
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	127	194	49	96	83	173	62	1391	48	300	1835	84
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.03	0.39	0.39	0.17	0.52	0.52
Sat Flow, veh/h	229	1233	311	79	529	1099	1810	3559	124	1810	3516	160
Grp Volume(v), veh/h	194	0	0	146	0	0	30	526	547	239	541	561
Grp Sat Flow(s),veh/h/ln	1773	0	0	1707	0	0	1810	1805	1878	1810	1805	1871
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	0.0	0.8	11.8	11.8	6.0	9.6	9.7
Cycle Q Clear(g_c), s	4.7	0.0	0.0	3.7	0.0	0.0	0.8	11.8	11.8	6.0	9.6	9.7
Prop In Lane	0.19		0.18	0.09		0.64	1.00		0.07	1.00		0.09
Lane Grp Cap(c), veh/h	370	0	0	352	0	0	62	706	734	300	942	977
V/C Ratio(X)	0.52	0.00	0.00	0.42	0.00	0.00	0.48	0.75	0.75	0.80	0.57	0.57
Avail Cap(c_a), veh/h	749	0	0	719	0	0	196	881	916	403	1087	1127
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	0.0	18.3	0.0	0.0	22.3	12.3	12.3	18.9	7.7	7.7
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.8	0.0	0.0	5.6	2.7	2.6	7.9	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	1.4	0.0	0.0	0.4	4.3	4.5	2.9	2.8	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	0.0	0.0	19.1	0.0	0.0	28.0	15.0	14.9	26.8	8.2	8.2
LnGrp LOS	B	A	A	B	A	A	C	B	B	C	A	A
Approach Vol, veh/h		194			146			1103			1341	
Approach Delay, s/veh		19.9			19.1			15.3			11.6	
Approach LOS		B			B			B			B	

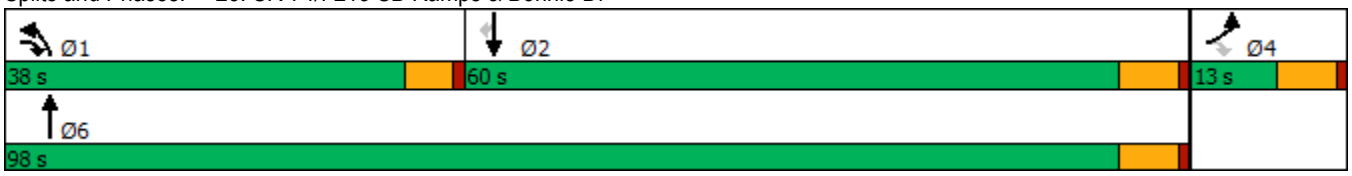
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	22.9		11.9	6.1	29.1		11.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	23.0		18.0	5.1	28.4		18.0				
Max Q Clear Time (g_c+I1), s	8.0	13.8		6.7	2.8	11.7		5.7				
Green Ext Time (p_c), s	0.2	4.6		0.8	0.0	6.9		0.6				

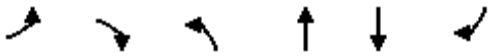
Intersection Summary												
HCM 6th Ctrl Delay			14.0									
HCM 6th LOS			B									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	100	628	621	543	1575	89
Future Volume (vph)	100	628	621	543	1575	89
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	4	1	1	6	2	
Permitted Phases		4				2
Detector Phase	4	1	1	6	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	10.0	10.0	11.0	11.0	11.0
Total Split (s)	13.0	38.0	38.0	98.0	60.0	60.0
Total Split (%)	11.7%	34.2%	34.2%	88.3%	54.1%	54.1%
Yellow Time (s)	5.0	4.0	4.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	7.2	35.2	21.9	72.6	45.6	45.6
Actuated g/C Ratio	0.08	0.38	0.24	0.79	0.50	0.50
v/c Ratio	1.72	0.60	0.75	0.36	0.88	0.11
Control Delay	364.6	28.1	39.3	3.4	28.2	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	364.6	28.1	39.3	3.4	28.2	8.6
LOS	F	C	D	A	C	A
Approach Delay	199.2			22.6	27.1	
Approach LOS	F			C	C	

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 92.1	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.72	
Intersection Signal Delay: 60.9	Intersection LOS: E
Intersection Capacity Utilization 93.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 28: SR-74/I-215 SB Ramps & Bonnie Dr





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	100	628	621	543	1575	89
Future Volume (veh/h)	100	628	621	543	1575	89
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	735	621	543	1575	89
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	153	941	728	1463	1812	808
Arrive On Green	0.00	0.08	0.21	0.77	0.50	0.50
Sat Flow, veh/h	1810	3220	3510	1900	3705	1610
Grp Volume(v), veh/h	0	735	621	543	1575	89
Grp Sat Flow(s),veh/h/ln	1810	1610	1755	1900	1805	1610
Q Serve(g_s), s	0.0	7.0	14.1	7.6	31.8	2.4
Cycle Q Clear(g_c), s	0.0	7.0	14.1	7.6	31.8	2.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	153	941	728	1463	1812	808
V/C Ratio(X)	0.00	0.78	0.85	0.37	0.87	0.11
Avail Cap(c_a), veh/h	153	941	1403	2117	2361	1053
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	26.8	31.5	3.1	18.2	10.8
Incr Delay (d2), s/veh	0.0	3.9	1.1	0.1	2.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.9	5.5	1.1	11.3	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	30.7	32.6	3.1	20.6	10.9
LnGrp LOS	A	C	C	A	C	B
Approach Vol, veh/h	735			1164	1664	
Approach Delay, s/veh	30.7			18.9	20.1	
Approach LOS	C			B	C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	22.1	47.4		13.0		69.6
Change Period (Y+Rc), s	5.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	33.0	54.0		7.0		92.0
Max Q Clear Time (g_c+I1), s	16.1	33.8		9.0		9.6
Green Ext Time (p_c), s	1.1	7.6		0.0		1.9

Intersection Summary		
HCM 6th Ctrl Delay		21.9
HCM 6th LOS		C

Notes

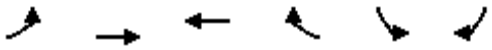
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	17	2184	1085	1512	487
Future Volume (vph)	17	2184	1085	1512	487
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	30.3	71.0	40.7		40.0
Total Split (%)	27.3%	64.0%	36.7%		36.0%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	5.8	65.7	60.9	111.0	34.7
Actuated g/C Ratio	0.05	0.59	0.55	1.00	0.31
v/c Ratio	0.18	1.02	0.55	0.94	1.00
Control Delay	54.3	48.7	18.5	13.2	77.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	54.3	48.7	18.5	13.2	77.2
LOS	D	D	B	B	E
Approach Delay		48.8	15.4		77.2
Approach LOS		D	B		E

Intersection Summary	
Cycle Length: 111	
Actuated Cycle Length: 111	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 35.6	Intersection LOS: D
Intersection Capacity Utilization 101.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 29: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	17	2184	1085	1512	487	79
Future Volume (veh/h)	17	2184	1085	1512	487	79
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	17	2184	1085	0	487	79
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	33	2137	1898		478	77
Arrive On Green	0.02	0.59	0.53	0.00	0.31	0.31
Sat Flow, veh/h	1810	3705	3705	1610	1528	248
Grp Volume(v), veh/h	17	2184	1085	0	567	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1779	0
Q Serve(g_s), s	1.0	65.7	22.6	0.0	34.7	0.0
Cycle Q Clear(g_c), s	1.0	65.7	22.6	0.0	34.7	0.0
Prop In Lane	1.00			1.00	0.86	0.14
Lane Grp Cap(c), veh/h	33	2137	1898		556	0
V/C Ratio(X)	0.51	1.02	0.57		1.02	0.00
Avail Cap(c_a), veh/h	408	2137	1898		556	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	54.0	22.7	17.8	0.0	38.2	0.0
Incr Delay (d2), s/veh	4.5	25.3	0.3	0.0	43.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	30.6	8.5	0.0	20.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	58.4	47.9	18.1	0.0	81.3	0.0
LnGrp LOS	E	F	B		F	A
Approach Vol, veh/h		2201	1085		567	
Approach Delay, s/veh		48.0	18.1		81.3	
Approach LOS		D	B		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		71.0		40.0	7.3	63.7
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		65.7		34.7	25.0	35.4
Max Q Clear Time (g_c+I1), s		67.7		36.7	3.0	24.6
Green Ext Time (p_c), s		0.0		0.0	0.0	3.5

Intersection Summary	
HCM 6th Ctrl Delay	44.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

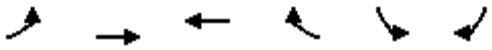
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	575	2096	2022	53	575
Future Volume (vph)	575	2096	2022	53	575
Turn Type	Prot	NA	NA	Prot	pm+ov
Protected Phases	5	2	6	4	5
Permitted Phases					4
Detector Phase	5	2	6	4	5
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.0	11.0	9.5	9.0
Total Split (s)	37.0	107.0	70.0	13.0	37.0
Total Split (%)	30.8%	89.2%	58.3%	10.8%	30.8%
Yellow Time (s)	3.0	5.0	5.0	3.5	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.5	4.0
Lead/Lag	Lead		Lag		Lead
Lead-Lag Optimize?	Yes		Yes		Yes
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	33.1	102.5	64.1	7.2	42.7
Actuated g/C Ratio	0.28	0.88	0.55	0.06	0.37
v/c Ratio	1.13	0.66	1.05	0.48	0.97
Control Delay	119.3	4.2	63.0	68.2	66.4
Queue Delay	0.0	0.5	0.0	0.0	0.0
Total Delay	119.3	4.7	63.0	68.2	66.4
LOS	F	A	E	E	E
Approach Delay		29.4	63.0	66.5	
Approach LOS		C	E	E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 116.9	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.13	
Intersection Signal Delay: 46.7	Intersection LOS: D
Intersection Capacity Utilization 105.8%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 30: SR-74 & Trumble Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	575	2096	2022	56	53	575
Future Volume (veh/h)	575	2096	2022	56	53	575
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	575	2096	2022	56	53	575
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	498	3038	1914	53	128	557
Arrive On Green	0.28	0.84	0.53	0.53	0.07	0.07
Sat Flow, veh/h	1810	3705	3683	99	1810	1610
Grp Volume(v), veh/h	575	2096	1012	1066	53	575
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1882	1810	1610
Q Serve(g_s), s	33.0	26.3	64.0	64.0	3.4	8.5
Cycle Q Clear(g_c), s	33.0	26.3	64.0	64.0	3.4	8.5
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	498	3038	963	1004	128	557
V/C Ratio(X)	1.16	0.69	1.05	1.06	0.41	1.03
Avail Cap(c_a), veh/h	498	3038	963	1004	128	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.5	3.6	28.0	28.0	53.4	39.3
Incr Delay (d2), s/veh	90.7	0.7	43.5	46.2	0.8	46.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.5	4.0	35.9	38.2	1.5	37.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	134.2	4.3	71.5	74.2	54.2	86.0
LnGrp LOS	F	A	F	F	D	F
Approach Vol, veh/h		2671	2078		628	
Approach Delay, s/veh		32.2	72.9		83.3	
Approach LOS		C	E		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		107.0		13.0	37.0	70.0
Change Period (Y+Rc), s		6.0		4.5	4.0	6.0
Max Green Setting (Gmax), s		101.0		8.5	33.0	64.0
Max Q Clear Time (g_c+I1), s		28.3		10.5	35.0	66.0
Green Ext Time (p_c), s		32.2		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.9
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	38.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2204	1874	311	0	403
Future Vol, veh/h	0	2204	1874	311	0	403
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	2204	1874	311	0	403

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1093
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	~ 213
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 213
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	$ 456.4
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	213
HCM Lane V/C Ratio	-	-	-	1.892
HCM Control Delay (s)	-	-	-	$ 456.4
HCM Lane LOS	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	29

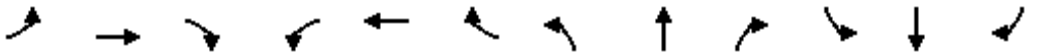
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	37	1970	248	1820	19	200	25
Future Volume (vph)	37	1970	248	1820	19	200	25
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases						4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	12.0	9.5	12.0	9.5	9.5	9.5
Total Split (s)	12.0	87.0	18.0	93.0	26.0	26.0	9.5
Total Split (%)	8.5%	61.9%	12.8%	66.2%	18.5%	18.5%	6.8%
Yellow Time (s)	3.5	6.0	3.5	6.0	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	4.5	7.0	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Min	None	Min	None	None	None
Act Effct Green (s)	6.7	80.0	13.5	88.7	21.5	21.5	5.0
Actuated g/C Ratio	0.05	0.57	0.10	0.63	0.15	0.15	0.04
v/c Ratio	0.44	1.07	1.43	0.81	1.34	0.56	0.86
Control Delay	80.3	70.5	268.3	23.9	218.1	24.6	129.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.3	70.5	268.3	23.9	218.1	24.6	129.5
LOS	F	E	F	C	F	C	F
Approach Delay		70.7		52.9	150.2		129.5
Approach LOS		E		D	F		F

Intersection Summary	
Cycle Length: 140.5	
Actuated Cycle Length: 140.5	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.43	
Intersection Signal Delay: 73.1	Intersection LOS: E
Intersection Capacity Utilization 114.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 32: Sherman Rd/Market Dwy & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1970	197	248	1820	24	351	19	200	23	25	14
Future Volume (veh/h)	37	1970	197	248	1820	24	351	19	200	23	25	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	1970	197	248	1820	24	351	19	200	23	25	14
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	49	1890	186	174	2328	31	263	14	245	24	26	14
Arrive On Green	0.03	0.57	0.57	0.10	0.64	0.64	0.15	0.15	0.15	0.04	0.04	0.04
Sat Flow, veh/h	1810	3320	326	1810	3647	48	1721	93	1604	665	723	405
Grp Volume(v), veh/h	37	1056	1111	248	899	945	370	0	200	62	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1841	1810	1805	1890	1814	0	1604	1794	0	0
Q Serve(g_s), s	2.9	80.0	80.0	13.5	50.4	50.8	21.5	0.0	17.0	4.9	0.0	0.0
Cycle Q Clear(g_c), s	2.9	80.0	80.0	13.5	50.4	50.8	21.5	0.0	17.0	4.9	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.03	0.95		1.00	0.37		0.23
Lane Grp Cap(c), veh/h	49	1028	1048	174	1152	1206	278	0	245	64	0	0
V/C Ratio(X)	0.75	1.03	1.06	1.43	0.78	0.78	1.33	0.00	0.81	0.97	0.00	0.00
Avail Cap(c_a), veh/h	97	1028	1048	174	1152	1206	278	0	245	64	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	67.9	30.3	30.3	63.5	18.3	18.4	59.5	0.0	57.6	67.7	0.0	0.0
Incr Delay (d2), s/veh	8.3	35.2	45.1	221.8	3.2	3.1	172.4	0.0	17.6	101.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	41.1	44.8	16.9	21.1	22.3	23.2	0.0	8.1	4.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.2	65.5	75.4	285.3	21.5	21.5	231.9	0.0	75.2	169.4	0.0	0.0
LnGrp LOS	E	F	F	F	C	C	F	A	E	F	A	A
Approach Vol, veh/h		2204			2092			570			62	
Approach Delay, s/veh		70.7			52.8			176.9			169.4	
Approach LOS		E			D			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	96.7		26.0	18.0	87.0		9.5				
Change Period (Y+Rc), s	4.5	7.0		4.5	4.5	7.0		4.5				
Max Green Setting (Gmax), s	7.5	86.0		21.5	13.5	80.0		5.0				
Max Q Clear Time (g_c+I1), s	4.9	52.8		23.5	15.5	82.0		6.9				
Green Ext Time (p_c), s	0.0	12.8		0.0	0.0	0.0		0.0				

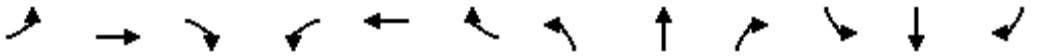
Intersection Summary			
HCM 6th Ctrl Delay		76.6	
HCM 6th LOS		E	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	113	1877	365	1853	31	63	167	281	22	140
Future Volume (vph)	113	1877	365	1853	31	63	167	281	22	140
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	12.0	9.5	9.7	9.7	9.5	9.7
Total Split (s)	15.6	67.1	28.0	79.5	79.5	11.6	15.4	28.0	9.5	13.3
Total Split (%)	13.0%	55.9%	23.3%	66.3%	66.3%	9.7%	12.8%	23.3%	7.9%	11.1%
Yellow Time (s)	3.7	6.0	3.7	6.0	6.0	3.5	3.7	3.7	3.5	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0	7.0	4.5	4.7	4.7	4.5	4.7
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	13.5	60.2	23.3	70.0	70.0	6.9	12.6	37.8	5.0	9.1
Actuated g/C Ratio	0.11	0.51	0.20	0.59	0.59	0.06	0.11	0.32	0.04	0.08
v/c Ratio	0.55	1.05	1.03	0.87	0.03	0.60	0.83	0.46	0.29	0.66
Control Delay	62.9	65.4	101.6	25.4	0.1	78.8	83.8	15.5	65.6	52.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.9	65.4	101.6	25.4	0.1	78.8	83.8	15.5	65.6	52.7
LOS	E	E	F	C	A	E	F	B	E	D
Approach Delay		65.2		37.4			45.6			54.0
Approach LOS		E		D			D			D

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 118.1		
Natural Cycle: 140		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 1.05		
Intersection Signal Delay: 50.3	Intersection LOS: D	
Intersection Capacity Utilization 104.1%	ICU Level of Service G	
Analysis Period (min) 15		

Splits and Phases: 34: Palomar Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	1877	50	365	1853	31	63	167	281	22	140	63
Future Volume (veh/h)	113	1877	50	365	1853	31	63	167	281	22	140	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	113	1877	50	365	1853	31	63	167	281	22	140	63
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	195	1826	48	357	2087	931	81	172	463	46	179	77
Arrive On Green	0.11	0.51	0.51	0.20	0.58	0.58	0.04	0.09	0.09	0.03	0.07	0.07
Sat Flow, veh/h	1810	3593	95	1810	3610	1610	1810	1900	1610	1810	2459	1056
Grp Volume(v), veh/h	113	939	988	365	1853	31	63	167	281	22	101	102
Grp Sat Flow(s),veh/h/ln	1810	1805	1883	1810	1805	1610	1810	1900	1610	1810	1805	1710
Q Serve(g_s), s	7.0	60.1	60.1	23.3	52.6	1.0	4.1	10.4	10.7	1.4	6.5	7.0
Cycle Q Clear(g_c), s	7.0	60.1	60.1	23.3	52.6	1.0	4.1	10.4	10.7	1.4	6.5	7.0
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	195	918	957	357	2087	931	81	172	463	46	131	124
V/C Ratio(X)	0.58	1.02	1.03	1.02	0.89	0.03	0.77	0.97	0.61	0.48	0.77	0.82
Avail Cap(c_a), veh/h	195	918	957	357	2214	988	109	172	463	77	131	124
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.2	29.1	29.1	47.5	21.6	10.7	55.9	53.6	24.7	56.8	53.8	54.0
Incr Delay (d2), s/veh	2.8	35.7	37.7	53.8	4.7	0.0	21.4	59.8	2.0	7.5	22.9	32.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	32.6	34.5	15.5	21.0	0.3	2.3	7.8	6.4	0.7	3.8	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	64.8	66.7	101.2	26.4	10.7	77.3	113.4	26.7	64.3	76.7	86.8
LnGrp LOS	D	F	F	F	C	B	E	F	C	E	E	F
Approach Vol, veh/h		2040			2249			511			225	
Approach Delay, s/veh		65.1			38.3			61.3			80.1	
Approach LOS		E			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.0	67.1	9.8	13.3	19.8	75.3	7.7	15.4
Change Period (Y+Rc), s	* 4.7	7.0	4.5	* 4.7	7.0	* 7	* 4.7	* 4.7
Max Green Setting (Gmax), s	* 23	60.1	7.1	* 8.6	10.9	* 73	* 5	* 11
Max Q Clear Time (g_c+I1), s	25.3	62.1	6.1	9.0	9.0	54.6	3.4	12.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	13.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.4
HCM 6th LOS	D

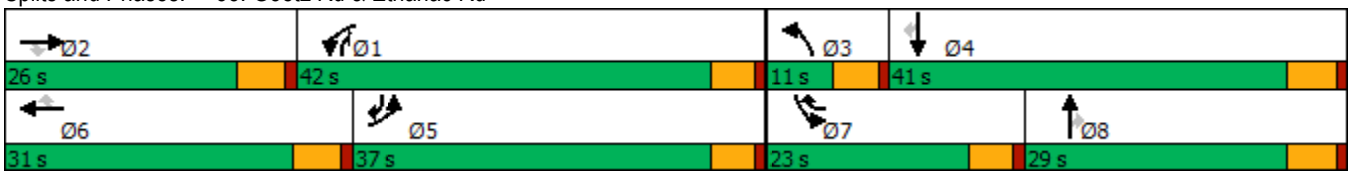
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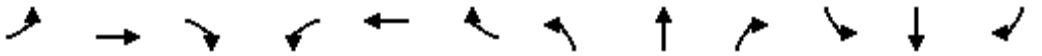
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	312	452	21	522	386	471	60	641	401	502	774	306
Future Volume (vph)	312	452	21	522	386	471	60	641	401	502	774	306
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8	1	7	4	5
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	10.0	11.3	11.3	10.0	11.3	10.0	10.0	11.5	10.0	10.0	11.5	10.0
Total Split (s)	37.0	26.0	26.0	42.0	31.0	23.0	11.0	29.0	42.0	23.0	41.0	37.0
Total Split (%)	30.8%	21.7%	21.7%	35.0%	25.8%	19.2%	9.2%	24.2%	35.0%	19.2%	34.2%	30.8%
Yellow Time (s)	4.0	4.3	4.3	4.0	4.3	4.0	4.0	4.5	4.0	4.0	4.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.3	5.3	5.0	5.3	5.0	5.0	5.5	5.0	5.0	5.5	5.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None	None
Act Effct Green (s)	36.1	18.5	18.5	35.2	17.7	35.7	5.8	22.7	58.5	17.8	37.0	73.7
Actuated g/C Ratio	0.31	0.16	0.16	0.31	0.15	0.31	0.05	0.20	0.51	0.15	0.32	0.64
v/c Ratio	0.55	0.78	0.05	0.95	0.70	0.79	0.67	0.90	0.46	0.93	0.67	0.29
Control Delay	38.0	56.9	0.2	67.2	53.8	23.9	88.8	62.7	8.3	73.8	38.7	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.0	56.9	0.2	67.2	53.8	23.9	88.8	62.7	8.3	73.8	38.7	4.0
LOS	D	E	A	E	D	C	F	E	A	E	D	A
Approach Delay		47.9			48.6			44.3			43.1	
Approach LOS		D			D			D			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 115.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 45.7	Intersection LOS: D
Intersection Capacity Utilization 90.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 35: Goetz Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	452	21	522	386	471	60	641	401	502	774	306
Future Volume (veh/h)	312	452	21	522	386	471	60	641	401	502	774	306
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	312	452	21	522	386	471	60	641	401	502	774	306
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	545	546	244	548	552	502	78	728	812	557	1145	988
Arrive On Green	0.30	0.15	0.15	0.30	0.15	0.15	0.04	0.20	0.20	0.16	0.32	0.32
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3610	1610	3510	3610	1587
Grp Volume(v), veh/h	312	452	21	522	386	471	60	641	401	502	774	306
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1610	1755	1805	1587
Q Serve(g_s), s	16.3	13.6	1.1	31.6	11.4	11.6	3.7	19.3	7.5	15.7	20.9	2.3
Cycle Q Clear(g_c), s	16.3	13.6	1.1	31.6	11.4	11.6	3.7	19.3	7.5	15.7	20.9	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	545	546	244	548	552	502	78	728	812	557	1145	988
V/C Ratio(X)	0.57	0.83	0.09	0.95	0.70	0.94	0.77	0.88	0.49	0.90	0.68	0.31
Avail Cap(c_a), veh/h	545	668	298	598	829	625	97	758	825	565	1145	988
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	46.1	28.9	38.2	45.0	14.4	53.0	43.4	6.0	46.2	33.2	3.3
Incr Delay (d2), s/veh	0.9	7.1	0.2	23.9	1.6	19.7	19.8	11.4	0.5	17.1	1.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	6.6	0.5	17.4	5.2	8.0	2.1	9.7	3.1	8.1	9.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.0	53.2	29.0	62.2	46.6	34.1	72.8	54.8	6.5	63.3	34.8	3.5
LnGrp LOS	C	D	C	E	D	C	E	D	A	E	C	A
Approach Vol, veh/h		785			1379			1102			1582	
Approach Delay, s/veh		44.9			48.2			38.2			37.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	38.9	22.2	9.8	41.0	38.7	22.4	22.7	28.1
Change Period (Y+Rc), s	5.0	5.3	5.0	5.5	5.0	5.3	5.0	5.5
Max Green Setting (Gmax), s	37.0	20.7	6.0	35.5	32.0	25.7	18.0	23.5
Max Q Clear Time (g_c+I1), s	33.6	15.6	5.7	22.9	18.3	13.6	17.7	21.3
Green Ext Time (p_c), s	0.2	1.3	0.0	5.3	0.2	3.5	0.0	1.3

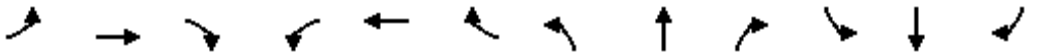
Intersection Summary	
HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	12	1028	353	1133	163	258	160	133	526	39
Future Volume (vph)	12	1028	353	1133	163	258	160	133	526	39
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	1	7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	1	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	9.6	16.5	9.6	16.5	9.6	15.8	9.6	9.6	15.8	15.8
Total Split (s)	9.6	63.0	33.6	87.0	15.9	23.1	33.6	20.3	27.5	27.5
Total Split (%)	6.9%	45.0%	24.0%	62.1%	11.4%	16.5%	24.0%	14.5%	19.6%	19.6%
Yellow Time (s)	3.6	5.5	3.6	5.5	3.6	4.8	3.6	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	4.6	5.8	4.6	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	5.0	55.9	28.3	85.0	11.3	19.5	53.7	13.4	21.6	21.6
Actuated g/C Ratio	0.04	0.40	0.20	0.61	0.08	0.14	0.39	0.10	0.16	0.16
v/c Ratio	0.18	0.93	0.96	0.59	1.12	0.51	0.24	0.76	0.93	0.11
Control Delay	72.2	50.9	92.0	18.0	164.4	60.1	17.8	87.7	82.5	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.2	50.9	92.0	18.0	164.4	60.1	17.8	87.7	82.5	0.6
LOS	E	D	F	B	F	E	B	F	F	A
Approach Delay		51.1		33.9		77.7			78.9	
Approach LOS		D		C		E			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 138.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay: 52.7	Intersection LOS: D
Intersection Capacity Utilization 98.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 36: Murrieta Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	1028	292	353	1133	156	163	258	160	133	526	39
Future Volume (veh/h)	12	1028	292	353	1133	156	163	258	160	133	526	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	1028	292	353	1133	156	163	258	160	133	526	39
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	24	1109	313	374	1893	260	147	546	577	157	565	252
Arrive On Green	0.01	0.40	0.40	0.21	0.59	0.59	0.08	0.15	0.15	0.09	0.16	0.16
Sat Flow, veh/h	1810	2771	782	1810	3188	438	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	12	667	653	353	640	649	163	258	160	133	526	39
Grp Sat Flow(s),veh/h/ln	1810	1805	1748	1810	1805	1821	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	0.9	48.8	49.6	26.7	31.0	31.2	11.3	9.1	9.8	10.0	20.0	2.9
Cycle Q Clear(g_c), s	0.9	48.8	49.6	26.7	31.0	31.2	11.3	9.1	9.8	10.0	20.0	2.9
Prop In Lane	1.00		0.45	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	24	722	699	374	1072	1081	147	546	577	157	565	252
V/C Ratio(X)	0.50	0.92	0.93	0.94	0.60	0.60	1.11	0.47	0.28	0.85	0.93	0.15
Avail Cap(c_a), veh/h	65	735	712	378	1072	1081	147	546	577	205	565	252
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.0	39.6	39.8	54.2	17.7	17.8	63.7	53.8	31.7	62.4	57.8	50.6
Incr Delay (d2), s/veh	5.8	17.5	19.4	31.4	1.1	1.1	105.2	0.6	0.3	17.9	22.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	24.9	24.8	15.4	13.0	13.2	9.5	4.2	3.9	5.4	10.9	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.7	57.0	59.2	85.6	18.8	18.9	168.9	54.4	32.0	80.3	80.1	50.8
LnGrp LOS	E	E	E	F	B	B	F	D	C	F	F	D
Approach Vol, veh/h		1332			1642			581			698	
Approach Delay, s/veh		58.2			33.2			80.4			78.5	
Approach LOS		E			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.3	62.0	15.9	27.5	6.5	88.8	16.6	26.8
Change Period (Y+Rc), s	4.6	6.5	4.6	5.8	4.6	6.5	4.6	5.8
Max Green Setting (Gmax), s	29.0	56.5	11.3	21.7	5.0	80.5	15.7	17.3
Max Q Clear Time (g_c+I1), s	28.7	51.6	13.3	22.0	2.9	33.2	12.0	11.8
Green Ext Time (p_c), s	0.0	3.9	0.0	0.0	0.0	19.0	0.1	1.0

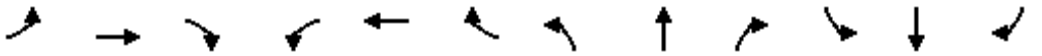
Intersection Summary	
HCM 6th Ctrl Delay	54.9
HCM 6th LOS	D

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1321	467	366	1506	2	513
Future Volume (vph)	1321	467	366	1506	2	513
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	10.0	11.0	10.0	10.0
Total Split (s)	46.0	46.0	35.0	81.0	35.0	35.0
Total Split (%)	39.7%	39.7%	30.2%	69.8%	30.2%	30.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	40.2	40.2	15.6	60.9	27.5	27.5
Actuated g/C Ratio	0.40	0.40	0.16	0.61	0.28	0.28
v/c Ratio	0.91	0.54	0.66	0.68	0.85	0.77
Control Delay	39.1	8.8	46.0	15.1	50.2	38.6
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	39.1	8.8	46.0	15.2	50.2	38.6
LOS	D	A	D	B	D	D
Approach Delay	31.2			21.2	44.6	
Approach LOS	C			C	D	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 99.4	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 29.3	Intersection LOS: C
Intersection Capacity Utilization 93.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 39: I-215 SB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1321	467	366	1506	0	0	0	0	256	2	513
Future Volume (veh/h)	0	1321	467	366	1506	0	0	0	0	256	2	513
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1321	467	366	1506	0				256	193	386
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1490	665	472	2172	0				294	222	449
Arrive On Green	0.00	0.41	0.41	0.13	0.60	0.00				0.28	0.28	0.28
Sat Flow, veh/h	0	3705	1610	3510	3705	0				1053	794	1610
Grp Volume(v), veh/h	0	1321	467	366	1506	0				449	0	386
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1755	1805	0				1847	0	1610
Q Serve(g_s), s	0.0	31.2	22.1	9.3	26.3	0.0				21.3	0.0	21.0
Cycle Q Clear(g_c), s	0.0	31.2	22.1	9.3	26.3	0.0				21.3	0.0	21.0
Prop In Lane	0.00		1.00	1.00		0.00				0.57		1.00
Lane Grp Cap(c), veh/h	0	1490	665	472	2172	0				515	0	449
V/C Ratio(X)	0.00	0.89	0.70	0.77	0.69	0.00				0.87	0.00	0.86
Avail Cap(c_a), veh/h	0	1566	699	1142	2937	0				601	0	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	25.1	22.4	38.5	12.6	0.0				31.7	0.0	31.5
Incr Delay (d2), s/veh	0.0	6.3	3.0	2.8	0.4	0.0				11.8	0.0	12.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.8	7.8	3.9	8.2	0.0				10.8	0.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.4	25.4	41.3	13.0	0.0				43.5	0.0	43.6
LnGrp LOS	A	C	C	D	B	A				D	A	D
Approach Vol, veh/h		1788			1872						835	
Approach Delay, s/veh		29.8			18.5						43.5	
Approach LOS		C			B						D	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	17.4	44.1				61.5		30.7				
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0				
Max Green Setting (Gmax), s	30.0	40.0				75.0		30.0				
Max Q Clear Time (g_c+I1), s	11.3	33.2				28.3		23.3				
Green Ext Time (p_c), s	1.1	4.8				14.1		2.4				

Intersection Summary												
HCM 6th Ctrl Delay			27.7									
HCM 6th LOS			C									

Notes

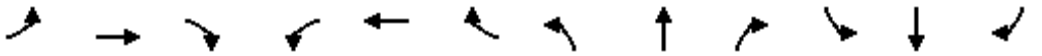
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	381	1196	1228	271	1	498
Future Volume (vph)	381	1196	1228	271	1	498
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	11.0	11.0	11.0	10.0	10.0
Total Split (s)	37.0	81.0	44.0	44.0	35.0	35.0
Total Split (%)	31.9%	69.8%	37.9%	37.9%	30.2%	30.2%
Yellow Time (s)	4.0	5.0	5.0	5.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	Min	Min	Min	None	None
Act Effct Green (s)	16.0	59.1	38.0	38.0	30.0	30.0
Actuated g/C Ratio	0.16	0.59	0.38	0.38	0.30	0.30
v/c Ratio	0.68	0.56	0.90	0.38	1.19	0.91
Control Delay	46.1	13.8	39.6	10.1	135.8	49.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	13.8	39.6	10.1	135.8	49.9
LOS	D	B	D	B	F	D
Approach Delay		21.6	34.3		98.4	
Approach LOS		C	C		F	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 100.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay: 46.9	Intersection LOS: D
Intersection Capacity Utilization 93.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 40: I-215 NB Ramps & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	381	1196	0	0	1228	271	644	1	498	0	0	0
Future Volume (veh/h)	381	1196	0	0	1228	271	644	1	498	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	381	1196	0	0	1228	271	644	1	498			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	486	2058	0	0	1369	611	568	1	507			
Arrive On Green	0.14	0.57	0.00	0.00	0.38	0.38	0.31	0.31	0.31			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	1807	3	1610			
Grp Volume(v), veh/h	381	1196	0	0	1228	271	645	0	498			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	10.0	20.3	0.0	0.0	30.5	12.0	30.0	0.0	29.3			
Cycle Q Clear(g_c), s	10.0	20.3	0.0	0.0	30.5	12.0	30.0	0.0	29.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	486	2058	0	0	1369	611	569	0	507			
V/C Ratio(X)	0.78	0.58	0.00	0.00	0.90	0.44	1.13	0.00	0.98			
Avail Cap(c_a), veh/h	1178	2839	0	0	1439	642	569	0	507			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.7	13.2	0.0	0.0	27.8	22.1	32.7	0.0	32.4			
Incr Delay (d2), s/veh	2.8	0.3	0.0	0.0	7.6	0.5	80.0	0.0	35.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.2	6.7	0.0	0.0	13.0	4.1	25.1	0.0	15.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.5	13.4	0.0	0.0	35.4	22.6	112.6	0.0	67.9			
LnGrp LOS	D	B	A	A	D	C	F	A	E			
Approach Vol, veh/h		1577			1499			1143				
Approach Delay, s/veh		20.5			33.1			93.2				
Approach LOS		C			C			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.4			18.2	42.2		35.0				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		75.0			32.0	38.0		30.0				
Max Q Clear Time (g_c+I1), s		22.3			12.0	32.5		32.0				
Green Ext Time (p_c), s		9.7			1.2	3.7		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			44.7									
HCM 6th LOS			D									

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1230	90	1115	384	106
Future Volume (vph)	1230	90	1115	384	106
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	8	
Permitted Phases					8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5
Total Split (s)	46.0	10.0	56.0	24.0	24.0
Total Split (%)	57.5%	12.5%	70.0%	30.0%	30.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	Min	Min
Act Effct Green (s)	39.2	5.7	46.6	18.5	18.5
Actuated g/C Ratio	0.53	0.08	0.63	0.25	0.25
v/c Ratio	0.91	0.66	0.49	0.86	0.23
Control Delay	24.5	61.3	8.2	48.7	10.5
Queue Delay	0.2	0.0	0.0	0.0	0.0
Total Delay	24.7	61.3	8.2	48.7	10.5
LOS	C	E	A	D	B
Approach Delay	24.7		12.2	40.5	
Approach LOS	C		B	D	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 74.4	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 22.5	Intersection LOS: C
Intersection Capacity Utilization 86.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 41: Encanto Dr & Ethanac Rd





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1230	464	90	1115	384	106
Future Volume (veh/h)	1230	464	90	1115	384	106
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1230	464	90	1115	384	106
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1362	496	116	2339	426	380
Arrive On Green	0.53	0.53	0.06	0.65	0.24	0.24
Sat Flow, veh/h	2686	944	1810	3705	1810	1610
Grp Volume(v), veh/h	844	850	90	1115	384	106
Grp Sat Flow(s),veh/h/ln	1805	1730	1810	1805	1810	1610
Q Serve(g_s), s	32.2	35.4	3.8	12.2	15.9	4.2
Cycle Q Clear(g_c), s	32.2	35.4	3.8	12.2	15.9	4.2
Prop In Lane		0.55	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	949	909	116	2339	426	380
V/C Ratio(X)	0.89	0.94	0.78	0.48	0.90	0.28
Avail Cap(c_a), veh/h	969	929	129	2405	456	406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	17.1	35.6	6.9	28.7	24.2
Incr Delay (d2), s/veh	10.1	16.0	23.2	0.2	19.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	14.4	2.3	2.9	8.8	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.4	33.1	58.8	7.1	48.5	24.6
LnGrp LOS	C	C	E	A	D	C
Approach Vol, veh/h	1694			1205	490	
Approach Delay, s/veh	29.8			11.0	43.3	
Approach LOS	C			B	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.4	45.1				54.6	22.7
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	5.5	41.5				51.5	19.5
Max Q Clear Time (g_c+I1), s	5.8	37.4				14.2	17.9
Green Ext Time (p_c), s	0.0	3.2				8.4	0.3

Intersection Summary		
HCM 6th Ctrl Delay		25.0
HCM 6th LOS		C

Notes

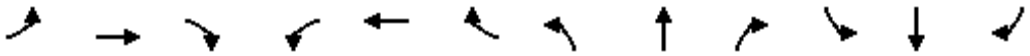
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	424	842	18	774	21	14	33	64
Future Volume (vph)	424	842	18	774	21	14	33	64
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	10.3	9.5	10.3	9.9	9.9	9.9	9.9
Total Split (s)	29.0	47.5	9.5	28.0	23.0	23.0	23.0	23.0
Total Split (%)	36.3%	59.4%	11.9%	35.0%	28.8%	28.8%	28.8%	28.8%
Yellow Time (s)	3.5	4.3	3.5	4.3	3.9	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	5.3	4.5	5.3		4.9		4.9
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	20.5	42.1	5.2	20.3		12.1		13.8
Actuated g/C Ratio	0.29	0.60	0.07	0.29		0.17		0.20
v/c Ratio	0.80	0.39	0.13	0.76		0.27		0.79
Control Delay	37.0	9.1	37.7	29.2		20.6		29.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	37.0	9.1	37.7	29.2		20.6		29.7
LOS	D	A	D	C		C		C
Approach Delay		18.4		29.4		20.6		29.7
Approach LOS		B		C		C		C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 69.8	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 23.6	Intersection LOS: C
Intersection Capacity Utilization 79.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 42: Sherman Rd & Ethanac Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	424	842	13	18	774	22	21	14	24	33	64	260
Future Volume (veh/h)	424	842	13	18	774	22	21	14	24	33	64	260
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	424	842	13	18	774	22	21	14	24	33	64	260
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	482	1883	29	38	975	28	156	111	134	80	88	293
Arrive On Green	0.27	0.52	0.52	0.02	0.27	0.27	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	3638	56	1810	3584	102	345	454	548	89	359	1202
Grp Volume(v), veh/h	424	418	437	18	390	406	59	0	0	357	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1890	1810	1805	1881	1346	0	0	1651	0	0
Q Serve(g_s), s	15.2	9.8	9.8	0.7	13.6	13.6	0.0	0.0	0.0	7.3	0.0	0.0
Cycle Q Clear(g_c), s	15.2	9.8	9.8	0.7	13.6	13.6	1.8	0.0	0.0	14.1	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.05	0.36		0.41	0.09		0.73
Lane Grp Cap(c), veh/h	482	934	978	38	491	512	401	0	0	461	0	0
V/C Ratio(X)	0.88	0.45	0.45	0.47	0.79	0.79	0.15	0.00	0.00	0.77	0.00	0.00
Avail Cap(c_a), veh/h	655	1126	1179	134	606	631	434	0	0	499	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.8	10.2	10.2	32.7	22.9	22.9	20.0	0.0	0.0	24.6	0.0	0.0
Incr Delay (d2), s/veh	10.2	0.3	0.3	8.6	5.8	5.6	0.2	0.0	0.0	6.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	3.5	3.6	0.4	6.2	6.4	0.7	0.0	0.0	6.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.0	10.6	10.6	41.4	28.7	28.5	20.2	0.0	0.0	31.5	0.0	0.0
LnGrp LOS	C	B	B	D	C	C	C	A	A	C	A	A
Approach Vol, veh/h		1279			814			59			357	
Approach Delay, s/veh		18.3			28.9			20.2			31.5	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	40.3		21.4	22.5	23.7		21.4				
Change Period (Y+Rc), s	4.5	5.3		4.9	4.5	5.3		4.9				
Max Green Setting (Gmax), s	5.0	42.2		18.1	24.5	22.7		18.1				
Max Q Clear Time (g_c+I1), s	2.7	11.8		16.1	17.2	15.6		3.8				
Green Ext Time (p_c), s	0.0	6.2		0.5	0.9	2.8		0.2				

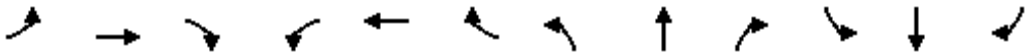
Intersection Summary			
HCM 6th Ctrl Delay		23.7	
HCM 6th LOS		C	

Lane Group	EBL	EBT	EBR	WBT	SBT	Ø1	Ø4	Ø6
Lane Configurations								
Traffic Volume (vph)	45	745	135	736	0			
Future Volume (vph)	45	745	135	736	0			
Turn Type	Prot	NA	Perm	NA	NA			
Protected Phases	5	2		4 6	3	1	4	6
Permitted Phases			2					
Detector Phase	5	2	2	4 6	3			
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	10.3	10.3		9.5	9.5	9.5	10.3
Total Split (s)	9.5	46.5	46.5		11.0	9.5	13.0	46.5
Total Split (%)	11.9%	58.1%	58.1%		13.8%	12%	16%	58%
Yellow Time (s)	3.5	4.3	4.3		3.5	3.5	3.5	4.3
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			
Total Lost Time (s)	4.5	5.3	5.3		4.5			
Lead/Lag	Lead	Lag	Lag		Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None	None		Min	None	None	Min
Act Effct Green (s)	5.2	35.5	35.5	47.4	6.7			
Actuated g/C Ratio	0.07	0.50	0.50	0.67	0.09			
v/c Ratio	0.34	0.78	0.15	0.31	0.46			
Control Delay	43.0	21.8	2.3	0.7	44.3			
Queue Delay	0.0	0.0	0.0	0.0	0.1			
Total Delay	43.0	21.8	2.3	0.7	44.4			
LOS	D	C	A	A	D			
Approach Delay		20.0		0.7	44.4			
Approach LOS		B		A	D			

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 70.8	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 12.9	Intersection LOS: B
Intersection Capacity Utilization 51.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 43: Ethanac Rd & Jackson Ave





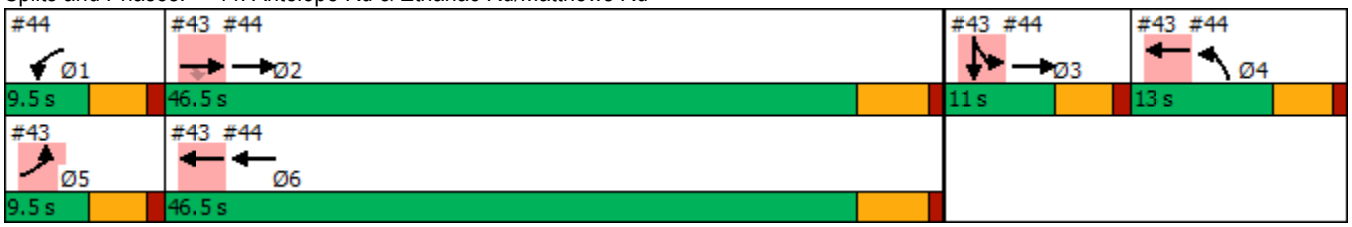
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	745	135	0	736	2	0	0	0	79	0	0
Future Volume (vph)	45	745	135	0	736	2	0	0	0	79	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	5.3	5.3		4.5						4.5	
Lane Util. Factor	1.00	1.00	1.00		0.95						1.00	
Frpb, ped/bikes	1.00	1.00	1.00		1.00						1.00	
Flpb, ped/bikes	1.00	1.00	1.00		1.00						1.00	
Frt	1.00	1.00	0.85		1.00						1.00	
Flt Protected	0.95	1.00	1.00		1.00						0.95	
Satd. Flow (prot)	1805	1900	1615		3609						1805	
Flt Permitted	0.95	1.00	1.00		1.00						0.95	
Satd. Flow (perm)	1805	1900	1615		3609						1805	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	45	745	135	0	736	2	0	0	0	79	0	0
RTOR Reduction (vph)	0	0	69	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	45	745	66	0	738	0	0	0	0	0	79	0
Confl. Peds. (#/hr)										2		
Turn Type	Prot	NA	Perm		NA					Split	NA	
Protected Phases	5	2			4 6					3	3	
Permitted Phases			2									
Actuated Green, G (s)	2.7	35.5	35.5		44.3						6.7	
Effective Green, g (s)	2.7	35.5	35.5		44.3						6.7	
Actuated g/C Ratio	0.04	0.49	0.49		0.61						0.09	
Clearance Time (s)	4.5	5.3	5.3								4.5	
Vehicle Extension (s)	3.0	3.0	3.0								3.0	
Lane Grp Cap (vph)	67	930	790		2205						166	
v/s Ratio Prot	c0.02	c0.39			c0.20						c0.04	
v/s Ratio Perm			0.04									
v/c Ratio	0.67	0.80	0.08		0.33						0.48	
Uniform Delay, d1	34.5	15.5	9.8		6.9						31.2	
Progression Factor	1.00	1.00	1.00		0.15						1.00	
Incremental Delay, d2	23.3	5.0	0.0		0.1						2.1	
Delay (s)	57.8	20.6	9.9		1.1						33.4	
Level of Service	E	C	A		A						C	
Approach Delay (s)		20.8			1.1			0.0			33.4	
Approach LOS		C			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	13.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	72.5	Sum of lost time (s)	18.8
Intersection Capacity Utilization	51.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	NBL	Ø2	Ø3	Ø5
Lane Configurations							
Traffic Volume (vph)	825	42	668	70			
Future Volume (vph)	825	42	668	70			
Turn Type	NA	Prot	NA	Prot			
Protected Phases	2 3	1	6	4	2	3	5
Permitted Phases							
Detector Phase	2 3	1	6	4			
Switch Phase							
Minimum Initial (s)		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)		9.5	10.3	9.5	10.3	9.5	9.5
Total Split (s)		9.5	46.5	13.0	46.5	11.0	9.5
Total Split (%)		11.9%	58.1%	16.3%	58%	14%	12%
Yellow Time (s)		3.5	4.3	3.5	4.3	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0			
Total Lost Time (s)		4.5	5.3	4.5			
Lead/Lag		Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode		None	Min	None	None	Min	None
Act Effct Green (s)	46.9	5.2	35.5	8.8			
Actuated g/C Ratio	0.66	0.07	0.50	0.12			
v/c Ratio	0.66	0.32	0.70	0.50			
Control Delay	2.7	42.3	18.6	32.1			
Queue Delay	0.0	0.0	0.0	0.0			
Total Delay	2.7	42.3	18.6	32.1			
LOS	A	D	B	C			
Approach Delay	2.7		20.0	32.1			
Approach LOS	A		C	C			

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 70.8	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 58.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 44: Antelope Rd & Ethanac Rd/Matthews Rd





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	825	0	42	668	70	52
Future Volume (vph)	825	0	42	668	70	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3		4.5	5.3	4.5	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	1.00		1.00	1.00	0.99	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	1.00		1.00	1.00	0.94	
Flt Protected	1.00		0.95	1.00	0.97	
Satd. Flow (prot)	1900		1805	1900	1720	
Flt Permitted	1.00		0.95	1.00	0.97	
Satd. Flow (perm)	1900		1805	1900	1720	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	825	0	42	668	70	52
RTOR Reduction (vph)	0	0	0	0	33	0
Lane Group Flow (vph)	825	0	42	668	89	0
Confl. Peds. (#/hr)			2			2
Turn Type	NA		Prot	NA	Prot	
Protected Phases	2 3		1	6	4	
Permitted Phases						
Actuated Green, G (s)	47.5		2.7	35.5	8.8	
Effective Green, g (s)	47.5		2.7	35.5	8.8	
Actuated g/C Ratio	0.66		0.04	0.49	0.12	
Clearance Time (s)			4.5	5.3	4.5	
Vehicle Extension (s)			3.0	3.0	3.0	
Lane Grp Cap (vph)	1244		67	930	208	
v/s Ratio Prot	c0.43		c0.02	c0.35	c0.05	
v/s Ratio Perm						
v/c Ratio	0.66		0.63	0.72	0.43	
Uniform Delay, d1	7.6		34.4	14.6	29.5	
Progression Factor	0.08		1.00	1.00	1.00	
Incremental Delay, d2	1.0		16.9	2.7	1.4	
Delay (s)	1.6		51.3	17.2	31.0	
Level of Service	A		D	B	C	
Approach Delay (s)	1.6			19.3	31.0	
Approach LOS	A			B	C	

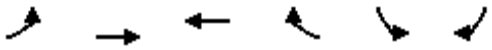
Intersection Summary			
HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	72.5	Sum of lost time (s)	18.8
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	391	545	407	244	310
Future Volume (vph)	391	545	407	244	310
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.2	11.2	9.5	9.5
Total Split (s)	26.7	61.0	34.3	19.0	19.0
Total Split (%)	33.4%	76.3%	42.9%	23.8%	23.8%
Yellow Time (s)	3.5	5.2	5.2	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.2	6.2	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	19.3	48.1	24.2	13.2	13.2
Actuated g/C Ratio	0.27	0.67	0.33	0.18	0.18
v/c Ratio	0.81	0.43	0.85	0.74	0.57
Control Delay	40.8	6.8	36.9	45.3	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	40.8	6.8	36.9	45.3	8.4
LOS	D	A	D	D	A
Approach Delay		21.0	36.9	24.6	
Approach LOS		C	D	C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 72.3	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 26.2	Intersection LOS: C
Intersection Capacity Utilization 77.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 45: Matthews Rd & Palomar Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	391	545	407	129	244	310
Future Volume (veh/h)	391	545	407	129	244	310
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	391	545	407	129	244	310
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	444	1221	461	146	372	331
Arrive On Green	0.25	0.64	0.33	0.33	0.21	0.21
Sat Flow, veh/h	1810	1900	1383	438	1810	1610
Grp Volume(v), veh/h	391	545	0	536	244	310
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1821	1810	1610
Q Serve(g_s), s	14.7	10.1	0.0	19.6	8.7	13.4
Cycle Q Clear(g_c), s	14.7	10.1	0.0	19.6	8.7	13.4
Prop In Lane	1.00			0.24	1.00	1.00
Lane Grp Cap(c), veh/h	444	1221	0	607	372	331
V/C Ratio(X)	0.88	0.45	0.00	0.88	0.66	0.94
Avail Cap(c_a), veh/h	570	1477	0	726	372	331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	6.3	0.0	22.2	25.7	27.5
Incr Delay (d2), s/veh	12.4	0.3	0.0	10.9	4.1	33.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	3.2	0.0	9.6	4.0	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.0	6.6	0.0	33.1	29.8	60.8
LnGrp LOS	D	A	A	C	C	E
Approach Vol, veh/h		936	536		554	
Approach Delay, s/veh		19.7	33.1		47.2	
Approach LOS		B	C		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		51.5		19.0	21.8	29.7
Change Period (Y+Rc), s		6.2		4.5	4.5	6.2
Max Green Setting (Gmax), s		54.8		14.5	22.2	28.1
Max Q Clear Time (g_c+I1), s		12.1		15.4	16.7	21.6
Green Ext Time (p_c), s		4.1		0.0	0.6	1.9

Intersection Summary	
HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

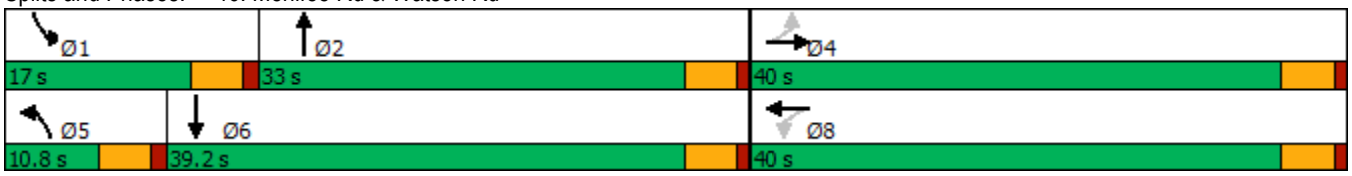
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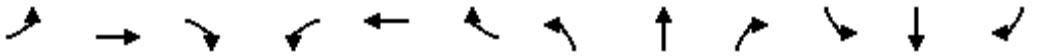
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	85	280	69	273	41	830	188	843
Future Volume (vph)	85	280	69	273	41	830	188	843
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	40.0	40.0	40.0	40.0	10.8	33.0	17.0	39.2
Total Split (%)	44.4%	44.4%	44.4%	44.4%	12.0%	36.7%	18.9%	43.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		31.6		31.6	6.2	26.7	11.8	37.0
Actuated g/C Ratio		0.38		0.38	0.07	0.32	0.14	0.44
v/c Ratio		0.81		0.91	0.31	0.84	0.74	0.55
Control Delay		37.9		43.3	46.1	35.0	55.6	20.7
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		37.9		43.3	46.1	35.0	55.6	20.7
LOS		D		D	D	D	E	C
Approach Delay		37.9		43.3		35.5		26.9
Approach LOS		D		D		D		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 83.8	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 34.3	Intersection LOS: C
Intersection Capacity Utilization 86.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 46: Menifee Rd & Watson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	280	37	69	273	228	41	830	132	188	843	26
Future Volume (veh/h)	85	280	37	69	273	228	41	830	132	188	843	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	85	280	37	69	273	228	41	830	132	188	843	26
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	134	396	48	107	324	253	68	993	158	229	1455	45
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.04	0.32	0.32	0.13	0.41	0.41
Sat Flow, veh/h	204	1038	126	144	850	663	1810	3120	496	1810	3575	110
Grp Volume(v), veh/h	402	0	0	570	0	0	41	480	482	188	426	443
Grp Sat Flow(s),veh/h/ln	1368	0	0	1657	0	0	1810	1805	1811	1810	1805	1880
Q Serve(g_s), s	0.0	0.0	0.0	5.6	0.0	0.0	1.7	19.2	19.2	7.9	14.2	14.2
Cycle Q Clear(g_c), s	19.5	0.0	0.0	25.1	0.0	0.0	1.7	19.2	19.2	7.9	14.2	14.2
Prop In Lane	0.21		0.09	0.12		0.40	1.00		0.27	1.00		0.06
Lane Grp Cap(c), veh/h	578	0	0	684	0	0	68	575	576	229	735	765
V/C Ratio(X)	0.70	0.00	0.00	0.83	0.00	0.00	0.60	0.84	0.84	0.82	0.58	0.58
Avail Cap(c_a), veh/h	692	0	0	806	0	0	147	662	664	291	805	839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	0.0	0.0	22.4	0.0	0.0	36.8	24.6	24.6	33.1	17.9	17.9
Incr Delay (d2), s/veh	2.4	0.0	0.0	6.5	0.0	0.0	8.2	8.2	8.2	13.8	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	0.0	10.3	0.0	0.0	0.9	9.1	9.1	4.2	5.7	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	0.0	0.0	28.9	0.0	0.0	45.0	32.8	32.8	46.9	18.8	18.7
LnGrp LOS	C	A	A	C	A	A	D	C	C	D	B	B
Approach Vol, veh/h		402			570			1003			1057	
Approach Delay, s/veh		22.3			28.9			33.3			23.8	
Approach LOS		C			C			C			C	

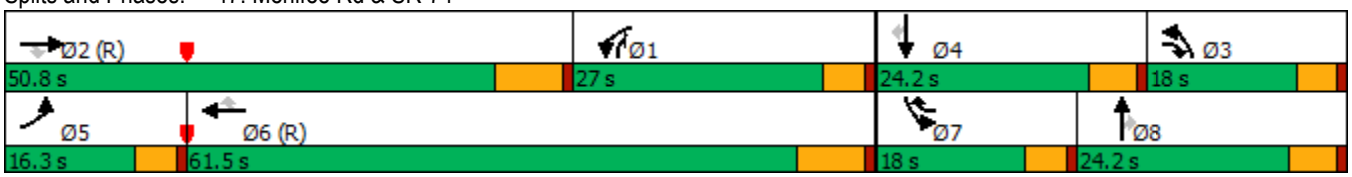
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.3	29.3		34.2	7.4	36.1		34.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	12.5	28.5		35.5	6.3	34.7		35.5				
Max Q Clear Time (g_c+I1), s	9.9	21.2		21.5	3.7	16.2		27.1				
Green Ext Time (p_c), s	0.1	3.5		2.3	0.0	5.4		2.6				

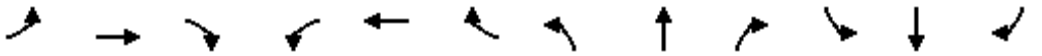
Intersection Summary												
HCM 6th Ctrl Delay			27.7									
HCM 6th LOS			C									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	1836	322	653	1658	345	377	567	660	365	550	42
Future Volume (vph)	78	1836	322	653	1658	345	377	567	660	365	550	42
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	9.7	9.7	10.3	9.7	9.7	10.3	10.3
Total Split (s)	16.3	50.8	18.0	27.0	61.5	18.0	18.0	24.2	27.0	18.0	24.2	24.2
Total Split (%)	13.6%	42.3%	15.0%	22.5%	51.3%	15.0%	15.0%	20.2%	22.5%	15.0%	20.2%	20.2%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	3.7	3.7	4.3	3.7	3.7	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	4.7	4.7	5.3	4.7	4.7	5.3	5.3
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	9.2	43.8	64.1	22.3	59.0	79.3	13.3	18.9	41.8	13.3	18.9	18.9
Actuated g/C Ratio	0.08	0.36	0.53	0.19	0.49	0.66	0.11	0.16	0.35	0.11	0.16	0.16
v/c Ratio	0.57	0.97	0.35	1.00	0.65	0.31	0.97	1.00	0.62	0.94	0.97	0.10
Control Delay	69.0	52.4	10.4	79.0	26.3	2.1	78.6	74.1	17.6	86.2	81.2	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.0	52.4	10.4	79.0	26.3	2.1	78.6	74.1	17.6	86.2	81.2	0.5
LOS	E	D	B	E	C	A	E	E	B	F	F	A
Approach Delay		46.9			36.2			51.9			79.5	
Approach LOS		D			D			D			E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 10 (8%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 48.3	Intersection LOS: D
Intersection Capacity Utilization 98.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 47: Menifee Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	1836	322	653	1658	345	377	567	660	365	550	42
Future Volume (veh/h)	78	1836	322	653	1658	345	377	567	660	365	550	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	78	1836	322	653	1658	345	377	567	660	365	550	42
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	100	1893	766	1139	3391	1231	389	587	1380	389	569	254
Arrive On Green	0.06	0.36	0.36	0.43	0.87	0.87	0.07	0.11	0.11	0.11	0.16	0.16
Sat Flow, veh/h	1810	5187	1610	3510	5187	1610	3510	3610	2834	3510	3610	1610
Grp Volume(v), veh/h	78	1836	322	653	1658	345	377	567	660	365	550	42
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1610	1755	1805	1417	1755	1805	1610
Q Serve(g_s), s	5.1	41.8	2.4	16.9	8.7	3.2	12.9	18.8	5.3	12.4	18.2	2.8
Cycle Q Clear(g_c), s	5.1	41.8	2.4	16.9	8.7	3.2	12.9	18.8	5.3	12.4	18.2	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	100	1893	766	1139	3391	1231	389	587	1380	389	569	254
V/C Ratio(X)	0.78	0.97	0.42	0.57	0.49	0.28	0.97	0.97	0.48	0.94	0.97	0.17
Avail Cap(c_a), veh/h	175	1893	766	1139	3391	1231	389	587	1380	389	569	254
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.73	0.73	0.73	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	37.5	20.6	27.8	3.3	1.4	55.3	53.1	17.1	52.9	50.2	46.3
Incr Delay (d2), s/veh	5.0	14.7	1.7	0.3	0.4	0.4	35.0	27.0	0.2	29.9	29.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	19.3	5.8	6.1	2.0	0.7	7.6	10.8	4.7	7.1	10.5	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.0	52.1	22.3	28.2	3.7	1.8	90.3	80.2	17.3	82.9	79.8	46.6
LnGrp LOS	E	D	C	C	A	A	F	F	B	F	E	D
Approach Vol, veh/h		2236			2656			1604			957	
Approach Delay, s/veh		48.1			9.4			56.7			79.5	
Approach LOS		D			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	45.9	50.8	18.6	24.2	11.3	85.4	18.0	24.8
Change Period (Y+Rc), s	7.0	* 7	5.3	* 5.3	* 4.7	7.0	* 4.7	5.3
Max Green Setting (Gmax), s	22.3	* 44	13.3	* 19	* 12	54.5	* 13	18.9
Max Q Clear Time (g_c+I1), s	18.9	43.8	14.9	20.2	7.1	10.7	14.4	20.8
Green Ext Time (p_c), s	0.5	0.0	0.0	0.0	0.0	18.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.2
HCM 6th LOS	D

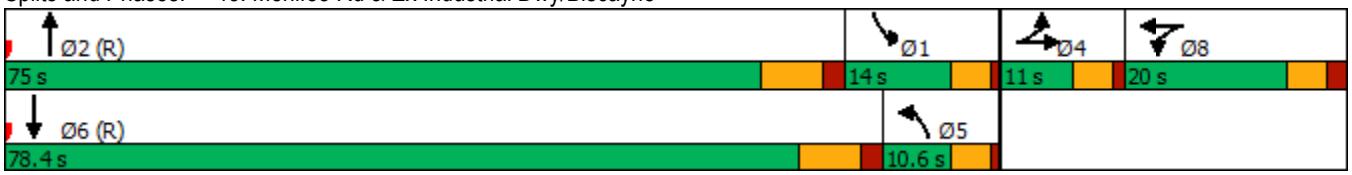
Notes

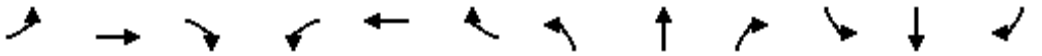
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBT	SBL	SBT	Ø5
Lane Configurations						
Traffic Volume (vph)	2	1	1483	48	1467	
Future Volume (vph)	2	1	1483	48	1467	
Turn Type	NA	NA	NA	Prot	NA	
Protected Phases	4	8	2	1	6	5
Permitted Phases						
Detector Phase	4	8	2	1	6	
Switch Phase						
Minimum Initial (s)	6.0	8.0	10.0	6.0	10.0	6.0
Minimum Split (s)	10.6	13.6	17.5	10.6	17.5	10.6
Total Split (s)	11.0	20.0	75.0	14.0	78.4	10.6
Total Split (%)	9.2%	16.7%	62.5%	11.7%	65.3%	9%
Yellow Time (s)	3.6	3.6	5.5	3.6	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.6	7.5	4.6	7.5	
Lead/Lag			Lead	Lag	Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	None	C-Min	None
Act Effct Green (s)	6.2	11.7	81.7	8.7	92.9	
Actuated g/C Ratio	0.05	0.10	0.68	0.07	0.77	
v/c Ratio	0.10	0.60	0.44	0.37	0.53	
Control Delay	36.1	48.3	3.8	37.0	4.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	36.1	48.3	3.8	37.0	4.5	
LOS	D	D	A	D	A	
Approach Delay	36.1	48.3	3.8		5.5	
Approach LOS	D	D	A		A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 62 (52%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 6.4	Intersection LOS: A
Intersection Capacity Utilization 65.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 48: Menifee Rd & Ex Industrial Dwy/Biscayne





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	7	58	1	62	0	1483	59	48	1467	2
Future Volume (veh/h)	0	2	7	58	1	62	0	1483	59	48	1467	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	2	7	58	1	62	0	1483	59	48	1467	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	5	17	71	1	75	579	1847	73	640	1460	2
Arrive On Green	0.00	0.01	0.01	0.09	0.09	0.09	0.00	0.48	0.48	0.71	0.79	0.79
Sat Flow, veh/h	0	370	1296	816	14	872	1810	5118	204	1810	3699	5
Grp Volume(v), veh/h	0	0	9	121	0	0	0	1002	540	48	716	753
Grp Sat Flow(s),veh/h/ln	0	0	1667	1702	0	0	1810	1729	1863	1810	1805	1899
Q Serve(g_s), s	0.0	0.0	0.6	8.4	0.0	0.0	0.0	29.4	29.4	1.0	47.4	47.4
Cycle Q Clear(g_c), s	0.0	0.0	0.6	8.4	0.0	0.0	0.0	29.4	29.4	1.0	47.4	47.4
Prop In Lane	0.00		0.78	0.48		0.51	1.00		0.11	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	22	147	0	0	579	1248	672	640	713	750
V/C Ratio(X)	0.00	0.00	0.42	0.82	0.00	0.00	0.00	0.80	0.80	0.07	1.00	1.00
Avail Cap(c_a), veh/h	0	0	89	204	0	0	579	1945	1048	640	1066	1122
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.67	0.67	0.09	0.09	0.09
Uniform Delay (d), s/veh	0.0	0.0	58.8	53.9	0.0	0.0	0.0	27.6	27.6	11.5	12.6	12.6
Incr Delay (d2), s/veh	0.0	0.0	12.3	16.8	0.0	0.0	0.0	3.8	6.8	0.0	11.2	11.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	4.3	0.0	0.0	0.0	10.4	11.8	0.4	6.9	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	71.1	70.7	0.0	0.0	0.0	31.4	34.4	11.5	23.8	23.6
LnGrp LOS	A	A	E	E	A	A	A	C	C	B	F	F
Approach Vol, veh/h		9			121			1542			1517	
Approach Delay, s/veh		71.1			70.7			32.4			23.3	
Approach LOS		E			E			C			C	

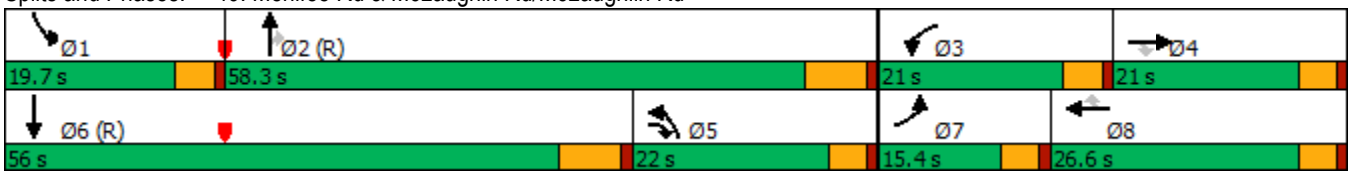
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	47.1	50.8		6.2	37.3	60.5		16.0				
Change Period (Y+Rc), s	4.6	7.5		4.6	4.6	7.5		5.6				
Max Green Setting (Gmax), s	9.4	67.5		6.4	6.0	70.9		14.4				
Max Q Clear Time (g_c+I1), s	3.0	31.4		2.6	0.0	49.4		10.4				
Green Ext Time (p_c), s	0.0	11.9		0.0	0.0	9.3		0.2				

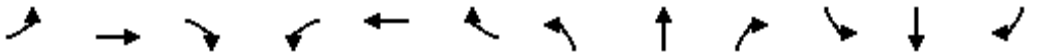
Intersection Summary			
HCM 6th Ctrl Delay		29.7	
HCM 6th LOS		C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	89	220	446	418	190	263	230	1208	293	269	1189
Future Volume (vph)	89	220	446	418	190	263	230	1208	293	269	1189
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	5	3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	5	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	9.5	9.5	11.5	11.5	9.5	11.5
Total Split (s)	15.4	21.0	22.0	21.0	26.6	26.6	22.0	58.3	58.3	19.7	56.0
Total Split (%)	12.8%	17.5%	18.3%	17.5%	22.2%	22.2%	18.3%	48.6%	48.6%	16.4%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	5.5	5.5	3.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	6.5	6.5	4.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	9.8	16.0	32.6	16.6	22.8	22.8	16.6	53.8	53.8	13.7	50.8
Actuated g/C Ratio	0.08	0.13	0.27	0.14	0.19	0.19	0.14	0.45	0.45	0.11	0.42
v/c Ratio	0.61	0.87	0.81	0.87	0.53	0.51	0.48	0.52	0.33	0.68	0.86
Control Delay	70.5	82.4	29.0	69.2	50.1	9.7	57.3	30.4	11.4	48.4	42.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.5	82.4	29.0	69.2	50.1	9.7	57.3	30.4	11.4	48.4	42.2
LOS	E	F	C	E	D	A	E	C	B	D	D
Approach Delay		49.5			47.1			30.8			43.2
Approach LOS		D			D			C			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 24 (20%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 40.5	Intersection LOS: D
Intersection Capacity Utilization 89.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 49: Menifee Rd & McLaughin Rd/McLaughlin Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	220	446	418	190	263	230	1208	293	269	1189	116
Future Volume (veh/h)	89	220	446	418	190	263	230	1208	293	269	1189	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	220	446	418	190	263	230	1208	293	269	1189	116
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	113	252	461	472	390	330	538	2441	758	335	1317	128
Arrive On Green	0.06	0.13	0.13	0.13	0.21	0.21	0.05	0.16	0.16	0.03	0.13	0.13
Sat Flow, veh/h	1810	1900	1610	3510	1900	1610	3510	5187	1610	3510	3323	324
Grp Volume(v), veh/h	89	220	446	418	190	263	230	1208	293	269	645	660
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1755	1900	1610	1755	1729	1610	1755	1805	1842
Q Serve(g_s), s	5.8	13.6	10.2	14.0	10.6	18.6	7.6	25.6	19.6	9.1	42.2	42.4
Cycle Q Clear(g_c), s	5.8	13.6	10.2	14.0	10.6	18.6	7.6	25.6	19.6	9.1	42.2	42.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	113	252	461	472	390	330	538	2441	758	335	715	730
V/C Ratio(X)	0.79	0.87	0.97	0.89	0.49	0.80	0.43	0.49	0.39	0.80	0.90	0.90
Avail Cap(c_a), veh/h	164	261	468	483	390	330	538	2441	758	445	745	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87	0.84	0.84	0.84
Uniform Delay (d), s/veh	55.5	51.0	20.7	51.0	42.1	45.3	51.9	37.6	35.1	57.0	49.8	49.9
Incr Delay (d2), s/veh	14.7	25.3	33.2	17.5	0.9	12.8	0.5	0.6	1.3	6.5	14.6	14.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	8.2	11.7	7.3	5.1	8.6	3.4	11.9	8.8	4.4	23.1	23.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.2	76.4	54.0	68.5	43.1	58.1	52.3	38.3	36.4	63.5	64.4	64.6
LnGrp LOS	E	E	D	E	D	E	D	D	D	E	E	E
Approach Vol, veh/h		755			871			1731			1574	
Approach Delay, s/veh		62.4			59.8			39.8			64.3	
Approach LOS		E			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	63.0	20.6	20.4	24.9	54.0	12.0	29.1
Change Period (Y+Rc), s	4.5	6.5	4.5	4.5	6.5	* 6.5	4.5	4.5
Max Green Setting (Gmax), s	15.2	51.8	16.5	16.5	17.5	* 50	10.9	22.1
Max Q Clear Time (g_c+I1), s	11.1	27.6	16.0	15.6	9.6	44.4	7.8	20.6
Green Ext Time (p_c), s	0.3	9.4	0.1	0.3	0.4	3.1	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	54.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	69	1640	78	1974
Future Volume (vph)	69	1640	78	1974
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.5	9.5	11.5
Total Split (s)	22.2	81.4	16.4	97.8
Total Split (%)	18.5%	67.8%	13.7%	81.5%
Yellow Time (s)	3.5	5.5	3.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.5	4.5	6.5
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Min	None	C-Min
Act Effct Green (s)	13.3	82.9	10.5	95.7
Actuated g/C Ratio	0.11	0.69	0.09	0.80
v/c Ratio	0.68	0.48	0.50	0.69
Control Delay	50.8	10.5	53.6	6.8
Queue Delay	0.0	0.0	0.0	0.3
Total Delay	50.8	10.5	53.6	7.2
LOS	D	B	D	A
Approach Delay	50.8	10.5		8.9
Approach LOS	D	B		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 118 (98%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 11.3	Intersection LOS: B
Intersection Capacity Utilization 73.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 50: Menifee Rd & Project Dwy 1





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	69	88	1640	63	78	1974
Future Volume (veh/h)	69	88	1640	63	78	1974
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	69	88	1640	63	78	1974
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	81	103	3621	139	100	2885
Arrive On Green	0.11	0.11	0.71	0.71	0.06	0.80
Sat Flow, veh/h	739	943	5297	197	1810	3705
Grp Volume(v), veh/h	158	0	1106	597	78	1974
Grp Sat Flow(s),veh/h/ln	1693	0	1729	1865	1810	1805
Q Serve(g_s), s	11.0	0.0	16.6	16.6	5.1	29.1
Cycle Q Clear(g_c), s	11.0	0.0	16.6	16.6	5.1	29.1
Prop In Lane	0.44	0.56		0.11	1.00	
Lane Grp Cap(c), veh/h	185	0	2443	1317	100	2885
V/C Ratio(X)	0.85	0.00	0.45	0.45	0.78	0.68
Avail Cap(c_a), veh/h	250	0	2443	1317	179	2885
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.10	0.10
Uniform Delay (d), s/veh	52.5	0.0	7.6	7.6	56.0	5.3
Incr Delay (d2), s/veh	18.8	0.0	0.6	1.1	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	4.9	5.5	2.3	5.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	71.3	0.0	8.2	8.7	57.3	5.5
LnGrp LOS	E	A	A	A	E	A
Approach Vol, veh/h	158		1703			2052
Approach Delay, s/veh	71.3		8.4			7.4
Approach LOS	E		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.1	91.3			102.4	17.6
Change Period (Y+Rc), s	4.5	6.5			6.5	4.5
Max Green Setting (Gmax), s	11.9	74.9			91.3	17.7
Max Q Clear Time (g_c+I1), s	7.1	18.6			31.1	13.0
Green Ext Time (p_c), s	0.1	15.5			25.4	0.2

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

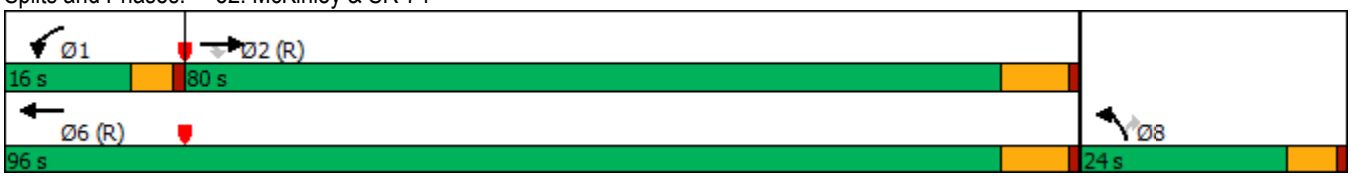
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2684	178	94	2488	170	118
Future Volume (vph)	2684	178	94	2488	170	118
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	9.7	12.0	10.5	10.5
Total Split (s)	80.0	80.0	16.0	96.0	24.0	24.0
Total Split (%)	66.7%	66.7%	13.3%	80.0%	20.0%	20.0%
Yellow Time (s)	6.0	6.0	3.7	6.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.7	7.0	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Min	C-Min	None	C-Min	None	None
Act Effct Green (s)	77.5	77.5	9.6	91.9	15.6	15.6
Actuated g/C Ratio	0.65	0.65	0.08	0.77	0.13	0.13
v/c Ratio	0.80	0.16	0.65	0.63	0.72	0.38
Control Delay	7.5	0.6	67.4	4.4	67.5	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.5	0.6	67.4	4.4	67.5	11.6
LOS	A	A	E	A	E	B
Approach Delay	7.1			6.7	44.6	
Approach LOS	A			A	D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 114 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 8.8	Intersection LOS: A
Intersection Capacity Utilization 80.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 52: McKinley & SR-74





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2684	178	94	2488	170	118
Future Volume (veh/h)	2684	178	94	2488	170	118
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2684	178	94	2488	170	118
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3523	1094	118	4064	203	181
Arrive On Green	0.68	0.68	0.07	0.78	0.11	0.11
Sat Flow, veh/h	5358	1610	1810	5358	1810	1610
Grp Volume(v), veh/h	2684	178	94	2488	170	118
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1729	1810	1610
Q Serve(g_s), s	41.3	4.8	6.1	23.9	11.0	8.4
Cycle Q Clear(g_c), s	41.3	4.8	6.1	23.9	11.0	8.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3523	1094	118	4064	203	181
V/C Ratio(X)	0.76	0.16	0.80	0.61	0.84	0.65
Avail Cap(c_a), veh/h	3523	1094	170	4064	279	248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.54	0.54	1.00	1.00
Uniform Delay (d), s/veh	12.8	6.9	55.3	5.4	52.2	51.0
Incr Delay (d2), s/veh	0.1	0.0	5.4	0.4	14.7	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.9	1.4	2.9	5.6	5.8	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.9	7.0	60.7	5.8	66.9	55.0
LnGrp LOS	B	A	E	A	E	D
Approach Vol, veh/h	2862			2582	288	
Approach Delay, s/veh	12.6			7.8	62.0	
Approach LOS	B			A	E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.5	88.5				101.0	19.0
Change Period (Y+Rc), s	* 4.7	7.0				7.0	5.5
Max Green Setting (Gmax), s	* 11	73.0				89.0	18.5
Max Q Clear Time (g_c+I1), s	8.1	43.3				25.9	13.0
Green Ext Time (p_c), s	0.0	24.7				37.4	0.4

Intersection Summary		
HCM 6th Ctrl Delay		12.9
HCM 6th LOS		B

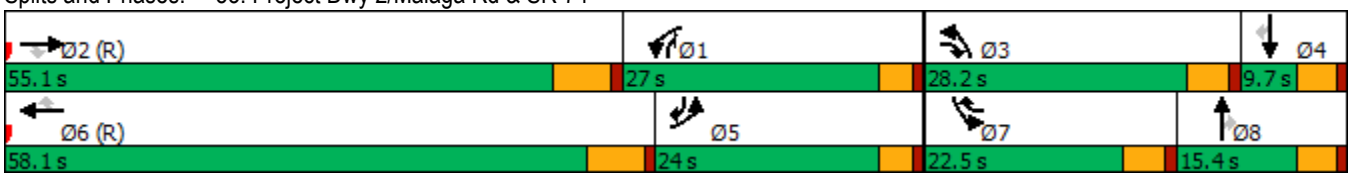
Notes

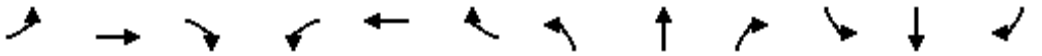
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	244	1961	595	343	1550	246	658	1	343	331	1	377
Future Volume (vph)	244	1961	595	343	1550	246	658	1	343	331	1	377
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6			8			4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	11.2	9.7	9.0	11.2	9.7	9.7	9.7	9.0	9.7	9.7	9.0
Total Split (s)	24.0	55.1	28.2	27.0	58.1	22.5	28.2	15.4	27.0	22.5	9.7	24.0
Total Split (%)	20.0%	45.9%	23.5%	22.5%	48.4%	18.8%	23.5%	12.8%	22.5%	18.8%	8.1%	20.0%
Yellow Time (s)	3.0	5.2	3.7	3.0	5.2	3.7	3.7	3.7	3.0	3.7	3.7	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.2	4.7	4.0	6.2	4.7	4.7	4.7	4.0	4.7	4.7	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	28.5	56.0	84.8	23.6	51.1	78.7	23.5	6.6	25.9	22.4	5.0	29.7
Actuated g/C Ratio	0.24	0.47	0.71	0.20	0.43	0.66	0.20	0.06	0.22	0.19	0.04	0.25
v/c Ratio	0.57	0.81	0.48	0.97	0.70	0.22	0.96	0.01	0.85	0.51	0.01	0.78
Control Delay	45.8	10.8	2.1	95.0	22.8	1.4	74.0	52.0	50.9	47.5	56.0	39.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	10.8	2.1	95.0	22.8	1.4	74.0	52.0	50.9	47.5	56.0	39.5
LOS	D	B	A	F	C	A	E	D	D	D	E	D
Approach Delay		12.0			31.9			66.1			43.3	
Approach LOS		B			C			E			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 26 (22%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 29.9	Intersection LOS: C
Intersection Capacity Utilization 94.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 53: Project Dwy 2/Malaga Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	1961	595	343	1550	246	658	1	343	331	1	377
Future Volume (veh/h)	244	1961	595	343	1550	246	658	1	343	331	1	377
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	244	1961	595	343	1550	246	658	1	343	331	1	377
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	389	2107	970	349	1992	801	687	236	511	398	79	413
Arrive On Green	0.07	0.13	0.13	0.06	0.13	0.13	0.20	0.12	0.12	0.11	0.04	0.04
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	3510	1900	1610	3510	1900	1610
Grp Volume(v), veh/h	244	1961	595	343	1550	246	658	1	343	331	1	377
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1755	1900	1610	1755	1900	1610
Q Serve(g_s), s	15.7	44.9	10.3	22.7	34.7	4.5	22.3	0.1	5.0	11.1	0.1	5.0
Cycle Q Clear(g_c), s	15.7	44.9	10.3	22.7	34.7	4.5	22.3	0.1	5.0	11.1	0.1	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	389	2107	970	349	1992	801	687	236	511	398	79	413
V/C Ratio(X)	0.63	0.93	0.61	0.98	0.78	0.31	0.96	0.00	0.67	0.83	0.01	0.91
Avail Cap(c_a), veh/h	389	2114	971	349	2243	879	687	236	511	521	79	413
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.53	0.53	0.53	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	50.3	11.8	56.0	47.4	9.5	47.8	46.0	17.8	52.1	55.1	25.9
Incr Delay (d2), s/veh	1.7	5.2	1.5	43.4	3.1	1.0	24.2	0.0	3.4	8.6	0.1	24.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	21.6	9.1	15.2	16.5	2.6	12.0	0.0	5.9	5.4	0.0	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	55.5	13.4	99.4	50.5	10.5	71.9	46.0	21.2	60.7	55.2	50.1
LnGrp LOS	D	E	B	F	D	B	E	D	C	E	E	D
Approach Vol, veh/h		2800			2139			1002			709	
Approach Delay, s/veh		46.3			53.7			54.5			55.1	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.1	55.0	28.2	9.7	29.8	52.3	18.3	19.6
Change Period (Y+Rc), s	4.0	6.2	* 4.7	* 4.7	4.0	6.2	* 4.7	* 4.7
Max Green Setting (Gmax), s	23.0	48.9	* 24	* 5	20.0	51.9	* 18	* 11
Max Q Clear Time (g_c+I1), s	24.7	46.9	24.3	7.0	17.7	36.7	13.1	7.0
Green Ext Time (p_c), s	0.0	1.9	0.0	0.0	0.2	9.3	0.5	0.5

Intersection Summary	
HCM 6th Ctrl Delay	50.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2611	19	0	2139	0	94
Future Vol, veh/h	2611	19	0	2139	0	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2611	19	0	2139	0	94

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1315
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	-	-	0	-	0	*306
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*306
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	21.9
HCM LOS			C

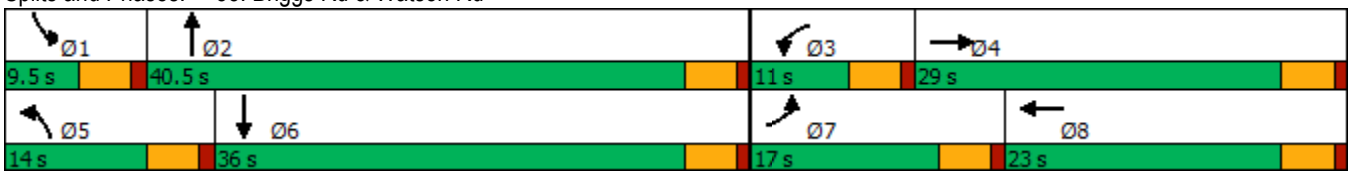
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	306	-	-	-
HCM Lane V/C Ratio	0.307	-	-	-
HCM Control Delay (s)	21.9	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	1.3	-	-	-

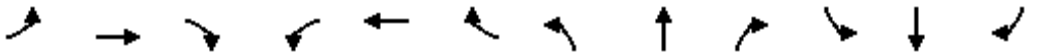
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	Ø1
Lane Configurations								
Traffic Volume (vph)	118	156	45	72	75	125	251	
Future Volume (vph)	118	156	45	72	75	125	251	
Turn Type	Prot	NA	Prot	NA	Prot	NA	NA	
Protected Phases	7	4	3	8	5	2	6	1
Permitted Phases								
Detector Phase	7	4	3	8	5	2	6	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5
Total Split (s)	17.0	29.0	11.0	23.0	14.0	40.5	36.0	9.5
Total Split (%)	18.9%	32.2%	12.2%	25.6%	15.6%	45.0%	40.0%	11%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None
Act Effct Green (s)	11.7	16.1	7.7	12.4	9.1	25.9	19.7	
Actuated g/C Ratio	0.20	0.28	0.13	0.21	0.16	0.44	0.34	
v/c Ratio	0.33	0.60	0.19	0.18	0.27	0.32	0.62	
Control Delay	31.9	24.7	36.2	27.4	34.1	9.2	23.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	31.9	24.7	36.2	27.4	34.1	9.2	23.3	
LOS	C	C	D	C	C	A	C	
Approach Delay		26.7		30.8		14.8	23.3	
Approach LOS		C		C		B	C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 58.5	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 22.9	Intersection LOS: C
Intersection Capacity Utilization 62.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 55: Briggs Rd & Watson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	156	153	45	72	0	75	125	133	0	251	134
Future Volume (veh/h)	118	156	153	45	72	0	75	125	133	0	251	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	118	156	153	45	72	0	75	125	133	0	251	134
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	156	209	205	84	377	0	118	372	395	4	332	177
Arrive On Green	0.09	0.24	0.24	0.05	0.20	0.00	0.07	0.44	0.44	0.00	0.29	0.29
Sat Flow, veh/h	1810	878	861	1810	1900	0	1810	841	895	1810	1164	621
Grp Volume(v), veh/h	118	0	309	45	72	0	75	0	258	0	0	385
Grp Sat Flow(s),veh/h/ln	1810	0	1739	1810	1900	0	1810	0	1736	1810	0	1786
Q Serve(g_s), s	3.1	0.0	8.1	1.2	1.6	0.0	2.0	0.0	4.8	0.0	0.0	9.7
Cycle Q Clear(g_c), s	3.1	0.0	8.1	1.2	1.6	0.0	2.0	0.0	4.8	0.0	0.0	9.7
Prop In Lane	1.00		0.50	1.00		0.00	1.00		0.52	1.00		0.35
Lane Grp Cap(c), veh/h	156	0	413	84	377	0	118	0	767	4	0	509
V/C Ratio(X)	0.76	0.00	0.75	0.53	0.19	0.00	0.64	0.00	0.34	0.00	0.00	0.76
Avail Cap(c_a), veh/h	459	0	864	239	713	0	349	0	1268	184	0	1141
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	17.4	23.0	16.5	0.0	22.5	0.0	9.0	0.0	0.0	16.1
Incr Delay (d2), s/veh	7.3	0.0	2.7	5.1	0.2	0.0	5.6	0.0	0.3	0.0	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	3.1	0.6	0.6	0.0	1.0	0.0	1.5	0.0	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.4	0.0	20.1	28.1	16.7	0.0	28.1	0.0	9.3	0.0	0.0	18.4
LnGrp LOS	C	A	C	C	B	A	C	A	A	A	A	B
Approach Vol, veh/h		427			117			333			385	
Approach Delay, s/veh		22.7			21.1			13.5			18.4	
Approach LOS		C			C			B			B	

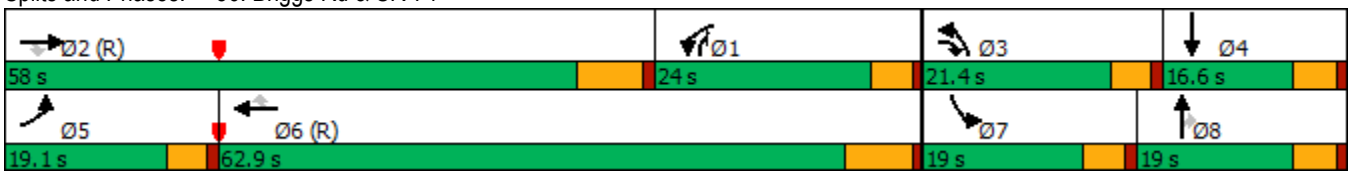
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	26.3	6.8	16.2	7.7	18.6	8.7	14.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	36.0	6.5	24.5	9.5	31.5	12.5	18.5
Max Q Clear Time (g_c+I1), s	0.0	6.8	3.2	10.1	4.0	11.7	5.1	3.6
Green Ext Time (p_c), s	0.0	1.7	0.0	1.6	0.1	2.4	0.1	0.2

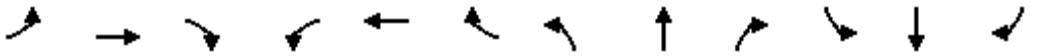
Intersection Summary	
HCM 6th Ctrl Delay	18.8
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	105	1948	650	532	1625	74	431	197	488	185	231
Future Volume (vph)	105	1948	650	532	1625	74	431	197	488	185	231
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	3	1	6		3	8	1	7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	3	1	6	6	3	8	1	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	9.7	12.0	12.0	9.7	10.0	9.7	9.7	10.0
Total Split (s)	19.1	58.0	21.4	24.0	62.9	62.9	21.4	19.0	24.0	19.0	16.6
Total Split (%)	15.9%	48.3%	17.8%	20.0%	52.4%	52.4%	17.8%	15.8%	20.0%	15.8%	13.8%
Yellow Time (s)	3.7	6.0	3.7	3.7	6.0	6.0	3.7	4.0	3.7	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	4.7	7.0	7.0	4.7	5.0	4.7	4.7	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	11.0	51.2	69.9	19.4	59.6	59.6	16.4	14.2	33.9	13.8	11.6
Actuated g/C Ratio	0.09	0.43	0.58	0.16	0.50	0.50	0.14	0.12	0.28	0.12	0.10
v/c Ratio	0.64	0.88	0.67	0.94	0.63	0.09	0.90	0.88	0.90	0.89	0.86
Control Delay	68.7	20.7	5.0	75.6	24.0	1.6	74.1	88.3	41.9	92.1	71.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.7	20.7	5.0	75.6	24.0	1.6	74.1	88.3	41.9	92.1	71.2
LOS	E	C	A	E	C	A	E	F	D	F	E
Approach Delay		18.8			35.5			62.5			79.0
Approach LOS		B			D			E			E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 80 (67%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 36.5	Intersection LOS: D
Intersection Capacity Utilization 92.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 56: Briggs Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	1948	650	532	1625	74	431	197	488	185	231	82
Future Volume (veh/h)	105	1948	650	532	1625	74	431	197	488	185	231	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	105	1948	650	532	1625	74	431	197	488	185	231	82
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	129	2050	858	607	2678	831	483	223	463	212	253	87
Arrive On Green	0.14	0.79	0.79	0.17	0.52	0.52	0.14	0.12	0.12	0.12	0.10	0.10
Sat Flow, veh/h	1810	5187	1610	3510	5187	1610	3510	1900	1577	1810	2617	900
Grp Volume(v), veh/h	105	1948	650	532	1625	74	431	197	488	185	157	156
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1610	1755	1900	1577	1810	1805	1711
Q Serve(g_s), s	6.8	37.9	12.0	17.7	26.5	2.8	14.5	12.3	9.1	12.1	10.3	10.9
Cycle Q Clear(g_c), s	6.8	37.9	12.0	17.7	26.5	2.8	14.5	12.3	9.1	12.1	10.3	10.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.53
Lane Grp Cap(c), veh/h	129	2050	858	607	2678	831	483	223	463	212	174	165
V/C Ratio(X)	0.82	0.95	0.76	0.88	0.61	0.09	0.89	0.88	1.05	0.87	0.90	0.94
Avail Cap(c_a), veh/h	217	2204	906	607	2678	831	489	223	463	216	174	165
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.64	0.64	0.64	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.7	11.6	2.0	48.4	20.4	14.7	50.9	52.2	20.1	52.1	53.6	53.9
Incr Delay (d2), s/veh	4.7	11.2	6.2	8.9	0.7	0.1	16.9	30.1	55.2	28.8	41.0	53.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	6.3	2.7	8.2	9.9	1.1	7.5	7.7	15.1	7.2	6.7	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.4	22.7	8.2	57.3	21.1	14.9	67.7	82.3	75.3	80.9	94.6	107.2
LnGrp LOS	E	C	A	E	C	B	E	F	F	F	F	F
Approach Vol, veh/h		2703			2231			1116			498	
Approach Delay, s/veh		20.5			29.5			73.6			93.4	
Approach LOS		C			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.8	54.4	21.2	16.6	13.2	69.0	18.7	19.1
Change Period (Y+Rc), s	7.0	* 7	* 4.7	5.0	* 4.7	7.0	* 4.7	5.0
Max Green Setting (Gmax), s	19.3	* 51	* 17	11.6	* 14	55.9	* 14	14.0
Max Q Clear Time (g_c+I1), s	19.7	39.9	16.5	12.9	8.8	28.5	14.1	14.3
Green Ext Time (p_c), s	0.0	7.5	0.0	0.0	0.0	8.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	38.2
HCM 6th LOS	D

Notes

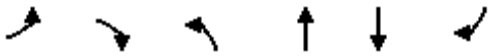
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	84	65	104	1032	1284	128
Future Volume (vph)	84	65	104	1032	1284	128
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	10.0	10.0	10.0
Minimum Split (s)	13.6	13.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	30.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	30.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	4.6	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	9.8	9.8	9.7	51.2	40.3	40.3
Actuated g/C Ratio	0.15	0.15	0.14	0.76	0.60	0.60
v/c Ratio	0.32	0.22	0.40	0.38	0.59	0.13
Control Delay	33.7	10.8	34.6	4.6	14.7	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	10.8	34.6	4.6	14.7	3.2
LOS	C	B	C	A	B	A
Approach Delay	23.7			7.4	13.6	
Approach LOS	C			A	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 67.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 11.6	Intersection LOS: B
Intersection Capacity Utilization 62.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 57: Briggs Rd & Heritage HS Dwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	65	104	1032	1284	128
Future Volume (veh/h)	84	65	104	1032	1284	128
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	84	65	104	1032	1284	128
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	229	203	153	2375	1781	794
Arrive On Green	0.13	0.13	0.08	0.66	0.49	0.49
Sat Flow, veh/h	1810	1610	1810	3705	3705	1610
Grp Volume(v), veh/h	84	65	104	1032	1284	128
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1610
Q Serve(g_s), s	2.4	2.1	3.2	7.9	16.1	2.5
Cycle Q Clear(g_c), s	2.4	2.1	3.2	7.9	16.1	2.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	229	203	153	2375	1781	794
V/C Ratio(X)	0.37	0.32	0.68	0.43	0.72	0.16
Avail Cap(c_a), veh/h	768	684	642	3971	2400	1070
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	22.9	25.5	4.7	11.5	8.0
Incr Delay (d2), s/veh	1.0	0.9	5.2	0.1	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.0	1.5	1.9	5.4	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.0	23.7	30.7	4.8	12.2	8.1
LnGrp LOS	C	C	C	A	B	A
Approach Vol, veh/h	149			1136	1412	
Approach Delay, s/veh	23.9			7.2	11.8	
Approach LOS	C			A	B	

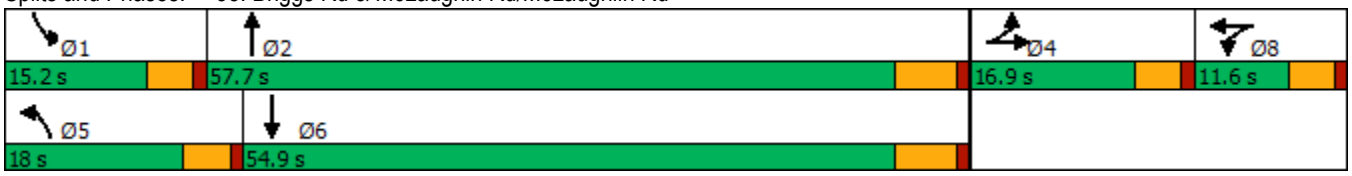
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		44.6		12.9	9.5	35.1
Change Period (Y+Rc), s		6.8		5.6	4.6	6.8
Max Green Setting (Gmax), s		63.2		24.4	20.4	38.2
Max Q Clear Time (g_c+I1), s		9.9		4.4	5.2	18.1
Green Ext Time (p_c), s		9.9		0.4	0.2	10.3

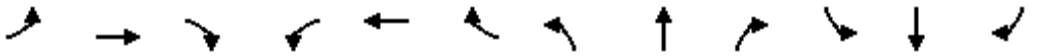
Intersection Summary	
HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	175	0	49	0	119	955	88	1263
Future Volume (vph)	175	0	49	0	119	955	88	1263
Turn Type	Split	NA	Split	NA	Prot	NA	Prot	NA
Protected Phases	4	4	8	8	5	2	1	6
Permitted Phases								
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	10.8	9.5	10.8
Total Split (s)	16.9	16.9	11.6	11.6	18.0	57.7	15.2	54.9
Total Split (%)	16.7%	16.7%	11.4%	11.4%	17.8%	56.9%	15.0%	54.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.8	3.5	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.8	4.5	5.8
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	9.9	9.9	6.9	6.9	10.9	46.6	9.1	45.1
Actuated g/C Ratio	0.11	0.11	0.08	0.08	0.13	0.54	0.11	0.52
v/c Ratio	0.46	0.30	0.34	0.08	0.52	0.52	0.46	0.72
Control Delay	48.4	5.9	50.3	0.4	48.3	15.9	49.5	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.4	5.9	50.3	0.4	48.3	15.9	49.5	21.2
LOS	D	A	D	A	D	B	D	C
Approach Delay		27.1		32.6		19.3		22.9
Approach LOS		C		C		B		C

Intersection Summary	
Cycle Length: 101.4	
Actuated Cycle Length: 86.4	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 22.0	Intersection LOS: C
Intersection Capacity Utilization 68.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 58: Briggs Rd & McLaughin Rd/McLaughlin Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	0	7	49	0	27	119	955	47	88	1263	77
Future Volume (veh/h)	175	0	7	49	0	27	119	955	47	88	1263	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	182	0	0	49	0	27	119	955	47	88	1263	77
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	291	153	0	102	0	90	155	1795	88	115	1694	103
Arrive On Green	0.08	0.00	0.00	0.06	0.00	0.06	0.09	0.51	0.51	0.06	0.49	0.49
Sat Flow, veh/h	3619	1900	0	1810	0	1604	1810	3497	172	1810	3452	210
Grp Volume(v), veh/h	182	0	0	49	0	27	119	493	509	88	659	681
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1810	0	1604	1810	1805	1865	1810	1805	1857
Q Serve(g_s), s	3.3	0.0	0.0	1.8	0.0	1.1	4.3	12.3	12.3	3.2	19.7	19.8
Cycle Q Clear(g_c), s	3.3	0.0	0.0	1.8	0.0	1.1	4.3	12.3	12.3	3.2	19.7	19.8
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.09	1.00		0.11
Lane Grp Cap(c), veh/h	291	153	0	102	0	90	155	926	957	115	886	911
V/C Ratio(X)	0.63	0.00	0.00	0.48	0.00	0.30	0.77	0.53	0.53	0.77	0.74	0.75
Avail Cap(c_a), veh/h	667	350	0	191	0	169	363	1392	1438	288	1317	1354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	0.0	0.0	30.8	0.0	30.5	30.1	11.0	11.0	31.0	13.7	13.8
Incr Delay (d2), s/veh	2.2	0.0	0.0	3.5	0.0	1.8	7.6	0.5	0.5	10.1	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	0.8	0.0	0.5	2.1	4.3	4.5	1.7	7.2	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.2	0.0	0.0	34.3	0.0	32.3	37.8	11.5	11.4	41.1	15.0	15.0
LnGrp LOS	C	A	A	C	A	C	D	B	B	D	B	B
Approach Vol, veh/h		182			76			1121			1428	
Approach Delay, s/veh		32.2			33.6			14.2			16.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	40.3		9.9	10.3	38.8		8.3				
Change Period (Y+Rc), s	4.5	5.8		4.5	4.5	5.8		4.5				
Max Green Setting (Gmax), s	10.7	51.9		12.4	13.5	49.1		7.1				
Max Q Clear Time (g_c+I1), s	5.2	14.3		5.3	6.3	21.8		3.8				
Green Ext Time (p_c), s	0.1	8.0		0.3	0.1	11.2		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		17.1	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	64	0	1121	1176	143
Future Vol, veh/h	0	64	0	1121	1176	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	64	0	1121	1176	143

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	660	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	410	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	410	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

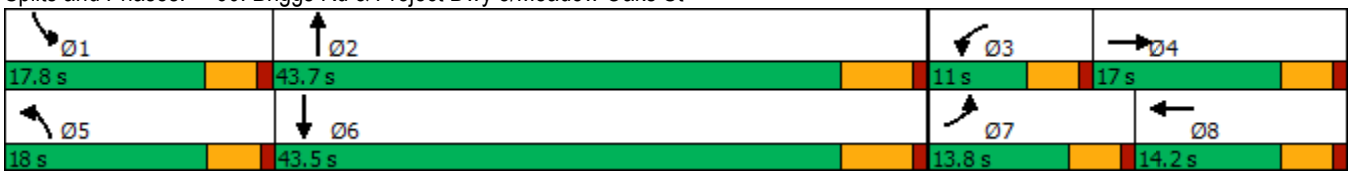
Approach	EB	NB	SB
HCM Control Delay, s	15.4	0	0
HCM LOS	C		

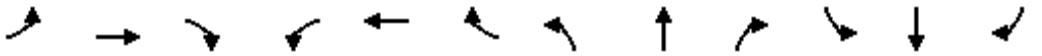
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	410	-	-
HCM Lane V/C Ratio	-	0.156	-	-
HCM Control Delay (s)	-	15.4	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.5	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	74	3	42	2	136	947	134	1047
Future Volume (vph)	74	3	42	2	136	947	134	1047
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	10.8	9.5	10.8
Total Split (s)	13.8	17.0	11.0	14.2	18.0	43.7	17.8	43.5
Total Split (%)	15.4%	19.0%	12.3%	15.9%	20.1%	48.8%	19.9%	48.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.8	3.5	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.8	4.5	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	8.4	8.5	6.8	7.2	11.0	38.2	11.0	38.1
Actuated g/C Ratio	0.12	0.12	0.10	0.10	0.15	0.54	0.15	0.53
v/c Ratio	0.35	0.23	0.24	0.40	0.49	0.52	0.49	0.58
Control Delay	40.2	13.9	41.0	14.2	39.5	18.1	39.5	19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.2	13.9	41.0	14.2	39.5	18.1	39.5	19.1
LOS	D	B	D	B	D	B	D	B
Approach Delay		28.9		22.0		20.6		21.3
Approach LOS		C		C		C		C

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 71.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 21.4	Intersection LOS: C
Intersection Capacity Utilization 61.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 60: Briggs Rd & Project Dwy 5/Meadow Oaks St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	3	53	42	2	100	136	947	58	134	1047	58
Future Volume (veh/h)	74	3	53	42	2	100	136	947	58	134	1047	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	74	3	53	42	2	100	136	947	58	134	1047	58
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	110	9	150	77	3	127	178	1461	89	176	1466	81
Arrive On Green	0.06	0.10	0.10	0.04	0.08	0.08	0.10	0.42	0.42	0.10	0.42	0.42
Sat Flow, veh/h	1810	87	1536	1810	32	1583	1810	3455	212	1810	3478	193
Grp Volume(v), veh/h	74	0	56	42	0	102	136	495	510	134	543	562
Grp Sat Flow(s),veh/h/ln	1810	0	1623	1810	0	1615	1810	1805	1862	1810	1805	1865
Q Serve(g_s), s	2.3	0.0	1.8	1.3	0.0	3.5	4.2	12.4	12.4	4.1	14.2	14.2
Cycle Q Clear(g_c), s	2.3	0.0	1.8	1.3	0.0	3.5	4.2	12.4	12.4	4.1	14.2	14.2
Prop In Lane	1.00		0.95	1.00		0.98	1.00		0.11	1.00		0.10
Lane Grp Cap(c), veh/h	110	0	159	77	0	129	178	763	787	176	761	786
V/C Ratio(X)	0.67	0.00	0.35	0.54	0.00	0.79	0.76	0.65	0.65	0.76	0.71	0.71
Avail Cap(c_a), veh/h	296	0	357	207	0	275	430	1203	1241	423	1197	1237
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.2	0.0	24.0	26.7	0.0	25.7	25.0	13.0	13.0	25.0	13.6	13.6
Incr Delay (d2), s/veh	7.0	0.0	1.3	5.9	0.0	10.2	6.6	0.9	0.9	6.7	1.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.7	0.7	0.0	1.6	2.0	4.4	4.6	2.0	5.1	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.2	0.0	25.3	32.5	0.0	35.9	31.6	14.0	13.9	31.7	14.9	14.8
LnGrp LOS	C	A	C	C	A	D	C	B	B	C	B	B
Approach Vol, veh/h		130			144			1141			1239	
Approach Delay, s/veh		29.8			34.9			16.1			16.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	29.8	6.9	10.1	10.1	29.8	7.9	9.0
Change Period (Y+Rc), s	4.5	5.8	4.5	4.5	4.5	5.8	4.5	4.5
Max Green Setting (Gmax), s	13.3	37.9	6.5	12.5	13.5	37.7	9.3	9.7
Max Q Clear Time (g_c+I1), s	6.1	14.4	3.3	3.8	6.2	16.2	4.3	5.5
Green Ext Time (p_c), s	0.2	7.1	0.0	0.1	0.2	7.8	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	18.0
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	67	0	1141	1019	124
Future Vol, veh/h	0	67	0	1141	1019	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	67	0	1141	1019	124

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	572	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	468	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	468	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

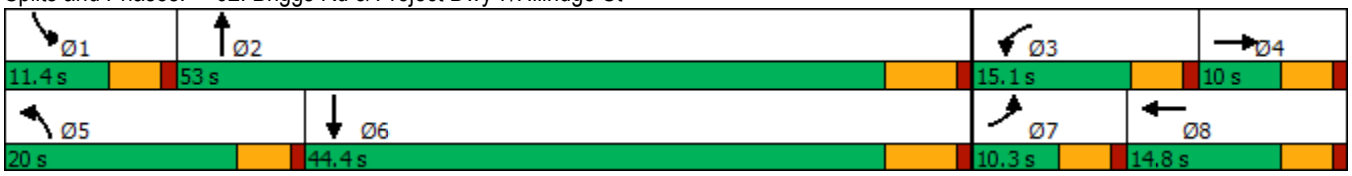
Approach	EB	NB	SB
HCM Control Delay, s	14	0	0
HCM LOS	B		

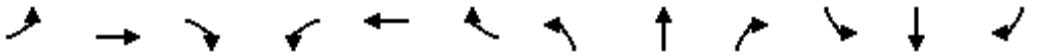
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	468	-	-
HCM Lane V/C Ratio	-	0.143	-	-
HCM Control Delay (s)	-	14	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.5	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	31	0	97	0	148	1092	49	1007
Future Volume (vph)	31	0	97	0	148	1092	49	1007
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5	10.8	9.5	10.8
Total Split (s)	10.3	10.0	15.1	14.8	20.0	53.0	11.4	44.4
Total Split (%)	11.5%	11.2%	16.9%	16.5%	22.3%	59.2%	12.7%	49.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.8	3.5	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.8	4.5	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.4	6.2	9.3	7.8	11.8	44.3	7.1	37.9
Actuated g/C Ratio	0.09	0.09	0.13	0.11	0.17	0.62	0.10	0.53
v/c Ratio	0.19	0.18	0.41	0.05	0.50	0.58	0.27	0.54
Control Delay	40.9	1.0	40.4	0.2	38.6	14.1	41.1	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.9	1.0	40.4	0.2	38.6	14.1	41.1	18.7
LOS	D	A	D	A	D	B	D	B
Approach Delay		13.0		34.1		16.7		19.7
Approach LOS		B		C		B		B

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 71.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 18.5	Intersection LOS: B
Intersection Capacity Utilization 64.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 62: Briggs Rd & Project Dwy 7/Hillridge St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	0	72	97	0	18	148	1092	185	49	1007	30
Future Volume (veh/h)	31	0	72	97	0	18	148	1092	185	49	1007	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	0	72	97	0	18	148	1092	185	49	1007	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	61	0	95	127	0	153	194	1530	259	85	1558	46
Arrive On Green	0.03	0.00	0.06	0.07	0.00	0.10	0.11	0.50	0.50	0.05	0.44	0.44
Sat Flow, veh/h	1810	0	1610	1810	0	1610	1810	3089	522	1810	3579	107
Grp Volume(v), veh/h	31	0	72	97	0	18	148	637	640	49	508	529
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1610	1810	1805	1806	1810	1805	1881
Q Serve(g_s), s	1.0	0.0	2.6	3.1	0.0	0.6	4.7	16.1	16.3	1.6	13.0	13.0
Cycle Q Clear(g_c), s	1.0	0.0	2.6	3.1	0.0	0.6	4.7	16.1	16.3	1.6	13.0	13.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.29	1.00		0.06
Lane Grp Cap(c), veh/h	61	0	95	127	0	153	194	894	895	85	786	819
V/C Ratio(X)	0.51	0.00	0.76	0.76	0.00	0.12	0.76	0.71	0.72	0.58	0.65	0.65
Avail Cap(c_a), veh/h	179	0	151	327	0	283	478	1451	1452	213	1187	1237
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	0.0	27.2	26.8	0.0	24.3	25.5	11.5	11.6	27.4	13.0	13.0
Incr Delay (d2), s/veh	6.4	0.0	11.7	9.2	0.0	0.3	6.1	1.1	1.1	6.1	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.2	1.6	0.0	0.2	2.2	5.5	5.6	0.8	4.7	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	0.0	38.9	36.0	0.0	24.6	31.6	12.6	12.7	33.5	13.9	13.9
LnGrp LOS	C	A	D	D	A	C	C	B	B	C	B	B
Approach Vol, veh/h		103			115			1425			1086	
Approach Delay, s/veh		37.5			34.2			14.6			14.8	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	34.9	8.6	8.0	10.8	31.3	6.5	10.1
Change Period (Y+Rc), s	4.5	5.8	4.5	4.5	4.5	5.8	4.5	4.5
Max Green Setting (Gmax), s	6.9	47.2	10.6	5.5	15.5	38.6	5.8	10.3
Max Q Clear Time (g_c+I1), s	3.6	18.3	5.1	4.6	6.7	15.0	3.0	2.6
Green Ext Time (p_c), s	0.0	10.8	0.1	0.0	0.2	7.4	0.0	0.0

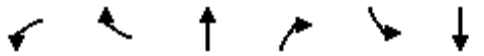
Intersection Summary	
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	59	387	1039	374	802
Future Volume (vph)	59	387	1039	374	802
Turn Type	Prot	Perm	NA	Prot	NA
Protected Phases	8		2	1	6
Permitted Phases		8			
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.8	10.8	10.8	9.5	9.5
Total Split (s)	18.2	18.2	35.6	26.2	61.8
Total Split (%)	22.8%	22.8%	44.5%	32.8%	77.3%
Yellow Time (s)	4.8	4.8	4.8	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	4.5	4.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	Min	None	Min
Act Effct Green (s)	8.3	8.3	27.1	18.7	51.7
Actuated g/C Ratio	0.12	0.12	0.38	0.27	0.73
v/c Ratio	0.28	0.73	0.80	0.78	0.30
Control Delay	33.8	12.7	25.3	38.2	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	12.7	25.3	38.2	3.7
LOS	C	B	C	D	A
Approach Delay	15.5		25.3		14.7
Approach LOS	B		C		B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 70.5	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 19.1	Intersection LOS: B
Intersection Capacity Utilization 69.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 63: Briggs Rd & Matthews Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	59	387	1039	67	374	802
Future Volume (veh/h)	59	387	1039	67	374	802
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	59	387	1039	67	374	802
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	315	280	1255	81	426	2394
Arrive On Green	0.17	0.17	0.36	0.36	0.24	0.66
Sat Flow, veh/h	1810	1610	3538	222	1810	3705
Grp Volume(v), veh/h	59	387	545	561	374	802
Grp Sat Flow(s),veh/h/ln	1810	1610	1805	1860	1810	1805
Q Serve(g_s), s	2.0	12.4	19.6	19.6	14.2	6.9
Cycle Q Clear(g_c), s	2.0	12.4	19.6	19.6	14.2	6.9
Prop In Lane	1.00	1.00		0.12	1.00	
Lane Grp Cap(c), veh/h	315	280	658	678	426	2394
V/C Ratio(X)	0.19	1.38	0.83	0.83	0.88	0.33
Avail Cap(c_a), veh/h	315	280	755	778	551	2902
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	29.4	20.6	20.6	26.3	5.2
Incr Delay (d2), s/veh	0.3	192.4	6.8	6.6	12.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	19.5	8.8	9.0	7.2	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.4	221.8	27.4	27.2	38.5	5.3
LnGrp LOS	C	F	C	C	D	A
Approach Vol, veh/h	446		1106			1176
Approach Delay, s/veh	195.8		27.3			15.9
Approach LOS	F		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	21.3	31.8			53.1	18.2
Change Period (Y+Rc), s	4.5	5.8			* 5.8	5.8
Max Green Setting (Gmax), s	21.7	29.8			* 57	12.4
Max Q Clear Time (g_c+I1), s	16.2	21.6			8.9	14.4
Green Ext Time (p_c), s	0.6	4.4			6.9	0.0

Intersection Summary	
HCM 6th Ctrl Delay	49.9
HCM 6th LOS	D

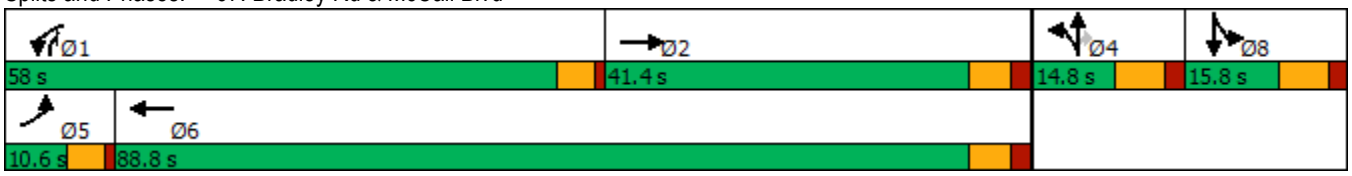
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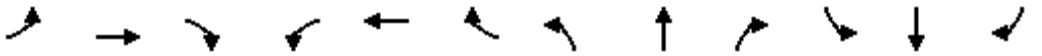
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	914	788	1133	76	69	753	120	56
Future Volume (vph)	6	914	788	1133	76	69	753	120	56
Turn Type	Prot	NA	Prot	NA	Split	NA	pm+ov	Split	NA
Protected Phases	5	2	1	6	4	4	1	8	8
Permitted Phases							4		
Detector Phase	5	2	1	6	4	4	1	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	10.6	14.8	14.8
Total Split (s)	10.6	41.4	58.0	88.8	14.8	14.8	58.0	15.8	15.8
Total Split (%)	8.2%	31.8%	44.6%	68.3%	11.4%	11.4%	44.6%	12.2%	12.2%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	4.6	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	6.0	35.3	53.4	91.2	8.0	8.0	63.6	9.0	9.0
Actuated g/C Ratio	0.05	0.27	0.41	0.70	0.06	0.06	0.49	0.07	0.07
v/c Ratio	0.07	1.04	1.06	0.51	0.68	0.59	0.91	0.97	0.49
Control Delay	61.3	86.2	88.5	10.1	89.3	80.4	39.7	132.5	66.7
Queue Delay	0.0	0.0	15.1	0.8	0.0	0.0	0.0	0.0	0.0
Total Delay	61.3	86.2	103.6	10.9	89.3	80.4	39.7	132.5	66.7
LOS	E	F	F	B	F	F	D	F	E
Approach Delay		86.1		46.5		47.0			109.4
Approach LOS		F		D		D			F

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 59.1	Intersection LOS: E
Intersection Capacity Utilization 100.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 67: Bradley Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	914	98	788	1133	133	76	69	753	120	56	9
Future Volume (veh/h)	6	914	98	788	1133	133	76	69	753	120	56	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	914	98	788	1133	133	76	69	753	120	56	9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	16	893	96	743	2192	257	111	117	760	125	110	18
Arrive On Green	0.01	0.27	0.27	0.41	0.67	0.67	0.06	0.06	0.06	0.07	0.07	0.07
Sat Flow, veh/h	1810	3288	352	1810	3255	381	1810	1900	1610	1810	1595	256
Grp Volume(v), veh/h	6	502	510	788	627	639	76	69	753	120	0	65
Grp Sat Flow(s),veh/h/ln	1810	1805	1835	1810	1805	1831	1810	1900	1610	1810	0	1851
Q Serve(g_s), s	0.4	35.3	35.3	53.4	22.6	22.7	5.3	4.6	8.0	8.6	0.0	4.4
Cycle Q Clear(g_c), s	0.4	35.3	35.3	53.4	22.6	22.7	5.3	4.6	8.0	8.6	0.0	4.4
Prop In Lane	1.00		0.19	1.00		0.21	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	16	490	498	743	1215	1233	111	117	760	125	0	128
V/C Ratio(X)	0.37	1.02	1.02	1.06	0.52	0.52	0.68	0.59	0.99	0.96	0.00	0.51
Avail Cap(c_a), veh/h	84	490	498	743	1215	1233	111	117	760	125	0	128
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	64.0	47.4	47.4	38.3	10.6	10.7	59.8	59.4	34.0	60.3	0.0	58.4
Incr Delay (d2), s/veh	5.1	46.8	46.5	50.1	0.4	0.4	15.7	7.6	30.1	67.2	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	22.0	22.3	33.2	8.5	8.6	2.9	2.5	28.3	6.2	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.1	94.2	93.9	88.4	11.0	11.0	75.5	67.0	64.1	127.5	0.0	61.6
LnGrp LOS	E	F	F	F	B	B	E	E	E	F	A	E
Approach Vol, veh/h		1018			2054			898			185	
Approach Delay, s/veh		93.9			40.7			65.3			104.3	
Approach LOS		F			D			E			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	58.0	41.4		14.8	5.8	93.6		15.8				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		6.8				
Max Green Setting (Gmax), s	53.4	35.3		8.0	6.0	82.7		9.0				
Max Q Clear Time (g_c+I1), s	55.4	37.3		10.0	2.4	24.7		10.6				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	11.7		0.0				

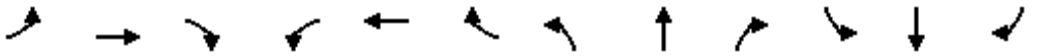
Intersection Summary			
HCM 6th Ctrl Delay		61.9	
HCM 6th LOS		E	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	291	2163	41	1763	164	27	30	72	23
Future Volume (vph)	291	2163	41	1763	164	27	30	72	23
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases					4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.6	14.1	10.6	14.1	14.8	14.8	14.8	14.1	14.1
Total Split (s)	27.4	74.4	10.6	57.6	40.0	40.0	40.0	40.0	40.0
Total Split (%)	21.9%	59.5%	8.5%	46.1%	32.0%	32.0%	32.0%	32.0%	32.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.1	4.6	6.1	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None
Act Effct Green (s)	21.9	70.4	6.0	52.4	33.2	33.2	33.2	33.9	33.9
Actuated g/C Ratio	0.18	0.56	0.05	0.42	0.27	0.27	0.27	0.27	0.27
v/c Ratio	0.92	1.21	0.48	0.83	1.27	0.05	0.06	0.19	0.57
Control Delay	84.6	125.3	93.8	18.4	208.0	34.7	0.2	36.7	13.0
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.6	125.7	93.8	18.4	208.0	34.7	0.2	36.7	13.0
LOS	F	F	F	B	F	C	A	D	B
Approach Delay		121.3		20.1		158.6			16.9
Approach LOS		F		C		F			B

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 83 (66%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.27	
Intersection Signal Delay: 78.2	Intersection LOS: E
Intersection Capacity Utilization 124.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 70: Encanto Dr & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	291	2163	255	41	1763	44	164	27	30	72	23	347
Future Volume (veh/h)	291	2163	255	41	1763	44	164	27	30	72	23	347
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	291	2163	255	41	1763	44	164	27	30	72	23	347
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	316	1819	210	66	2185	55	108	505	422	406	27	405
Arrive On Green	0.17	0.56	0.56	0.07	0.84	0.84	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1810	3260	377	1810	5205	130	1028	1900	1590	1368	101	1525
Grp Volume(v), veh/h	291	1178	1240	41	1171	636	164	27	30	72	0	370
Grp Sat Flow(s),veh/h/ln	1810	1805	1832	1810	1729	1877	1028	1900	1590	1368	0	1626
Q Serve(g_s), s	19.8	69.7	69.7	2.8	21.0	21.1	6.1	1.3	1.8	5.2	0.0	27.1
Cycle Q Clear(g_c), s	19.8	69.7	69.7	2.8	21.0	21.1	33.2	1.3	1.8	6.5	0.0	27.1
Prop In Lane	1.00		0.21	1.00		0.07	1.00		1.00	1.00		0.94
Lane Grp Cap(c), veh/h	316	1007	1022	66	1452	788	108	505	422	406	0	432
V/C Ratio(X)	0.92	1.17	1.21	0.62	0.81	0.81	1.52	0.05	0.07	0.18	0.00	0.86
Avail Cap(c_a), veh/h	330	1007	1022	87	1452	788	108	505	422	414	0	441
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.76	0.76	0.76	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.7	27.6	27.6	57.1	7.5	7.5	61.1	34.2	34.4	36.6	0.0	43.6
Incr Delay (d2), s/veh	4.2	77.4	96.8	2.7	3.8	6.7	273.7	0.0	0.1	0.2	0.0	15.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	49.6	55.8	1.2	3.7	4.7	11.7	0.6	0.7	1.7	0.0	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.9	105.1	124.5	59.8	11.3	14.3	334.8	34.2	34.4	36.8	0.0	58.8
LnGrp LOS	D	F	F	E	B	B	F	C	C	D	A	E
Approach Vol, veh/h		2709			1848			221			442	
Approach Delay, s/veh		108.6			13.4			257.3			55.2	
Approach LOS		F			B			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	75.8		40.0	26.4	58.6		40.0				
Change Period (Y+Rc), s	4.6	6.1		6.8	4.6	6.1		* 6.8				
Max Green Setting (Gmax), s	6.0	68.3		33.2	22.8	51.5		* 34				
Max Q Clear Time (g_c+I1), s	4.8	71.7		35.2	21.8	23.1		29.1				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	14.1		1.0				

Intersection Summary		
HCM 6th Ctrl Delay		76.6
HCM 6th LOS		E

Notes

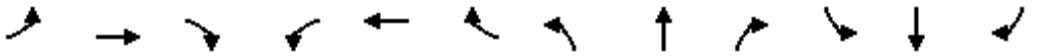
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	95	2167	82	1668	95	15	55	75	25	36
Future Volume (vph)	95	2167	82	1668	95	15	55	75	25	36
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4		3	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	16.8	10.6	16.8	10.6	14.1	14.1	10.6	14.1	14.1
Total Split (s)	17.0	77.2	16.7	76.9	17.0	14.9	14.9	16.2	14.1	14.1
Total Split (%)	13.6%	61.8%	13.4%	61.5%	13.6%	11.9%	11.9%	13.0%	11.3%	11.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.1	4.1	3.6	4.1	4.1
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8	4.6	6.1	6.1	4.6	6.1	6.1
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None
Act Effct Green (s)	19.3	79.3	9.6	67.6	10.9	8.9	8.9	9.3	8.0	8.0
Actuated g/C Ratio	0.15	0.63	0.08	0.54	0.09	0.07	0.07	0.07	0.06	0.06
v/c Ratio	0.34	0.69	0.59	0.62	0.61	0.11	0.19	0.56	0.21	0.13
Control Delay	34.3	11.7	48.6	29.9	71.4	56.3	1.5	71.6	59.8	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.3	11.7	48.6	29.9	71.4	56.3	1.5	71.6	59.8	1.0
LOS	C	B	D	C	E	E	A	E	E	A
Approach Delay		12.6		30.7		46.7			50.8	
Approach LOS		B		C		D			D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 76 (61%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 22.3	Intersection LOS: C
Intersection Capacity Utilization 75.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 71: Sherman Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	2167	100	82	1668	52	95	15	55	75	25	36
Future Volume (veh/h)	95	2167	100	82	1668	52	95	15	55	75	25	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	2167	100	82	1668	52	95	15	55	75	25	36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	531	3176	146	103	1916	60	119	168	143	96	122	103
Arrive On Green	0.59	1.00	1.00	0.11	0.74	0.74	0.07	0.09	0.09	0.05	0.06	0.06
Sat Flow, veh/h	1810	5082	233	1810	5168	161	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	95	1471	796	82	1116	604	95	15	55	75	25	36
Grp Sat Flow(s),veh/h/ln	1810	1729	1858	1810	1729	1871	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	3.0	0.0	0.0	5.5	29.4	29.4	6.5	0.9	2.3	5.1	1.6	2.3
Cycle Q Clear(g_c), s	3.0	0.0	0.0	5.5	29.4	29.4	6.5	0.9	2.3	5.1	1.6	2.3
Prop In Lane	1.00		0.13	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	531	2161	1161	103	1282	694	119	168	143	96	122	103
V/C Ratio(X)	0.18	0.68	0.69	0.80	0.87	0.87	0.80	0.09	0.39	0.78	0.21	0.35
Avail Cap(c_a), veh/h	531	2161	1161	175	1939	1049	180	168	143	168	122	103
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.9	0.0	0.0	54.7	14.0	14.0	57.6	52.3	17.2	58.5	55.5	40.3
Incr Delay (d2), s/veh	0.0	0.2	0.3	4.3	6.9	11.9	7.6	0.2	1.7	5.2	0.8	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.1	2.5	6.0	7.5	3.2	0.4	1.7	2.5	0.8	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.9	0.2	0.3	59.0	20.9	25.9	65.2	52.6	18.9	63.7	56.3	42.3
LnGrp LOS	B	A	A	E	C	C	E	D	B	E	E	D
Approach Vol, veh/h		2362			1802			165			136	
Approach Delay, s/veh		1.0			24.3			48.6			56.6	
Approach LOS		A			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	84.9	11.2	17.2	43.5	53.2	14.3	14.1
Change Period (Y+Rc), s	4.6	6.8	4.6	6.1	6.8	* 6.8	6.1	* 6.1
Max Green Setting (Gmax), s	12.1	70.4	11.6	8.8	12.4	* 70	12.4	* 8
Max Q Clear Time (g_c+I1), s	7.5	2.0	7.1	4.3	5.0	31.4	8.5	4.3
Green Ext Time (p_c), s	0.0	30.0	0.0	0.1	0.0	14.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	13.8
HCM 6th LOS	B

Notes

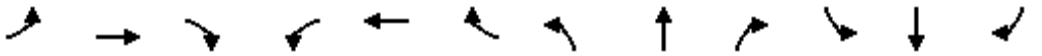
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	110	1984	67	1517	47	6	54	30	237
Future Volume (vph)	110	1984	67	1517	47	6	54	30	237
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2	1	6	3	8	7	4	5
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	5
Switch Phase									
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	16.8	10.6	16.8	10.6	14.8	10.6	14.8	10.6
Total Split (s)	20.8	79.5	14.7	73.4	13.4	17.0	13.8	17.4	20.8
Total Split (%)	16.6%	63.6%	11.8%	58.7%	10.7%	13.6%	11.0%	13.9%	16.6%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8	4.6	6.8	4.6	6.8	4.6
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None
Act Effct Green (s)	21.0	81.4	8.6	66.9	10.6	8.5	7.9	8.8	30.8
Actuated g/C Ratio	0.17	0.65	0.07	0.54	0.08	0.07	0.06	0.07	0.25
v/c Ratio	0.36	0.62	0.54	0.56	0.31	0.48	0.47	0.23	0.49
Control Delay	41.7	8.5	63.8	10.2	60.1	22.0	70.0	58.8	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.7	8.5	63.8	10.2	60.1	22.0	70.0	58.8	18.1
LOS	D	A	E	B	E	C	E	E	B
Approach Delay		10.2		12.5		35.0		30.6	
Approach LOS		B		B		C		C	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 11 (9%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 13.4	Intersection LOS: B
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 72: Antelope Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	1984	105	67	1517	25	47	6	85	54	30	237
Future Volume (veh/h)	110	1984	105	67	1517	25	47	6	85	54	30	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	110	1984	105	67	1517	25	47	6	85	54	30	237
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	548	3230	170	86	1933	32	70	8	108	74	173	634
Arrive On Green	0.10	0.21	0.21	0.05	0.37	0.37	0.04	0.07	0.07	0.04	0.09	0.09
Sat Flow, veh/h	1810	5044	266	1810	5256	87	1810	107	1519	1810	1900	1610
Grp Volume(v), veh/h	110	1358	731	67	998	544	47	0	91	54	30	237
Grp Sat Flow(s),veh/h/ln	1810	1729	1852	1810	1729	1884	1810	0	1627	1810	1900	1610
Q Serve(g_s), s	7.0	44.5	44.7	4.6	32.1	32.1	3.2	0.0	6.9	3.7	1.8	1.6
Cycle Q Clear(g_c), s	7.0	44.5	44.7	4.6	32.1	32.1	3.2	0.0	6.9	3.7	1.8	1.6
Prop In Lane	1.00		0.14	1.00		0.05	1.00		0.93	1.00		1.00
Lane Grp Cap(c), veh/h	548	2214	1186	86	1272	693	70	0	116	74	173	634
V/C Ratio(X)	0.20	0.61	0.62	0.78	0.78	0.78	0.67	0.00	0.78	0.73	0.17	0.37
Avail Cap(c_a), veh/h	548	2214	1186	146	1842	1004	127	0	133	133	173	634
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	35.3	35.4	58.9	35.1	35.1	59.3	0.0	57.1	59.3	52.5	13.5
Incr Delay (d2), s/veh	0.0	0.9	1.6	5.6	4.9	8.7	4.1	0.0	23.0	5.2	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	20.7	22.5	2.2	13.6	15.6	1.6	0.0	3.6	1.8	0.9	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	36.1	37.0	64.4	40.0	43.8	63.4	0.0	80.1	64.5	52.9	13.8
LnGrp LOS	D	D	D	E	D	D	E	A	F	E	D	B
Approach Vol, veh/h		2199			1609			138			321	
Approach Delay, s/veh		36.7			42.3			74.4			26.0	
Approach LOS		D			D			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	86.8	9.4	18.2	44.6	52.8	11.9	15.7
Change Period (Y+Rc), s	4.6	6.8	4.6	6.8	6.8	* 6.8	6.8	* 6.8
Max Green Setting (Gmax), s	10.1	72.7	8.8	10.6	16.2	* 67	9.2	* 10
Max Q Clear Time (g_c+I1), s	6.6	46.7	5.2	3.8	9.0	34.1	5.7	8.9
Green Ext Time (p_c), s	0.0	16.2	0.0	0.5	0.1	11.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	39.3
HCM 6th LOS	D

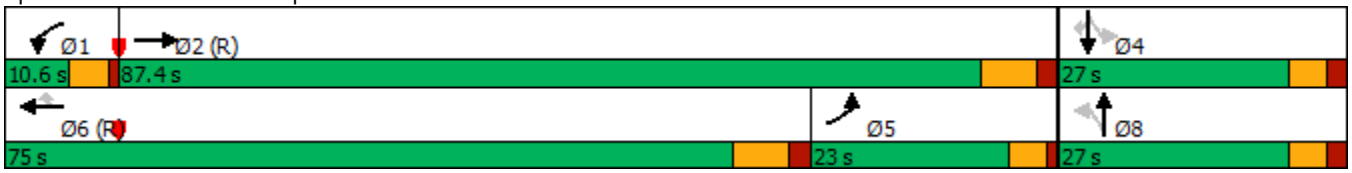
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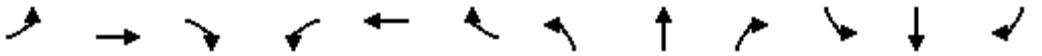
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR	Ø1
Lane Configurations										
Traffic Volume (vph)	135	1872	1436	100	5	0	71	0	198	
Future Volume (vph)	135	1872	1436	100	5	0	71	0	198	
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm	NA	Perm	
Protected Phases	5	2	6			8		4		1
Permitted Phases				6	8		4		4	
Detector Phase	5	2	6	6	8	8	4	4	4	
Switch Phase										
Minimum Initial (s)	6.0	10.0	10.0	10.0	8.0	8.0	21.0	21.0	21.0	6.0
Minimum Split (s)	10.6	17.2	17.2	17.2	13.6	13.6	26.6	26.6	26.6	10.6
Total Split (s)	23.0	87.4	75.0	75.0	27.0	27.0	27.0	27.0	27.0	10.6
Total Split (%)	18.4%	69.9%	60.0%	60.0%	21.6%	21.6%	21.6%	21.6%	21.6%	8%
Yellow Time (s)	3.6	5.2	5.2	5.2	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.6	7.2	7.2	7.2		5.6		5.6	5.6	
Lead/Lag	Lag	Lag	Lead	Lead						Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	14.7	91.2	71.9	71.9		21.0		21.0	21.0	
Actuated g/C Ratio	0.12	0.73	0.58	0.58		0.17		0.17	0.17	
v/c Ratio	0.64	0.50	0.48	0.10		0.02		0.30	0.45	
Control Delay	43.4	3.5	18.7	4.5		0.1		49.4	9.7	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	43.4	3.5	18.7	4.5		0.1		49.4	9.7	
LOS	D	A	B	A		A		D	A	
Approach Delay		6.1	17.8			0.1		20.2		
Approach LOS		A	B			A		C		

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 55 (44%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 11.8	Intersection LOS: B
Intersection Capacity Utilization 73.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 73: Junipero Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	1872	7	0	1436	100	5	0	2	71	0	198
Future Volume (veh/h)	135	1872	7	0	1436	100	5	0	2	71	0	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	135	1872	7	0	1436	100	5	0	2	71	0	198
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	504	3892	15	1	2042	634	172	8	52	309	0	270
Arrive On Green	0.28	0.73	0.73	0.00	0.39	0.39	0.17	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1810	5334	20	1810	5187	1610	728	49	311	1497	0	1610
Grp Volume(v), veh/h	135	1213	666	0	1436	100	7	0	0	71	0	198
Grp Sat Flow(s),veh/h/ln	1810	1729	1896	1810	1729	1610	1088	0	0	1497	0	1610
Q Serve(g_s), s	7.3	18.3	18.3	0.0	29.0	5.0	0.0	0.0	0.0	0.0	0.0	14.6
Cycle Q Clear(g_c), s	7.3	18.3	18.3	0.0	29.0	5.0	4.5	0.0	0.0	4.5	0.0	14.6
Prop In Lane	1.00		0.01	1.00		1.00	0.71		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	504	2523	1384	1	2042	634	232	0	0	309	0	270
V/C Ratio(X)	0.27	0.48	0.48	0.00	0.70	0.16	0.03	0.00	0.00	0.23	0.00	0.73
Avail Cap(c_a), veh/h	504	2523	1384	87	2813	873	236	0	0	314	0	276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.2	7.0	7.0	0.0	31.8	24.5	43.5	0.0	0.0	45.1	0.0	49.3
Incr Delay (d2), s/veh	0.1	0.7	1.2	0.0	2.1	0.5	0.1	0.0	0.0	0.4	0.0	9.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	5.5	6.2	0.0	11.8	1.9	0.2	0.0	0.0	2.0	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	7.7	8.2	0.0	33.8	25.0	43.5	0.0	0.0	45.5	0.0	58.7
LnGrp LOS	D	A	A	A	C	C	D	A	A	D	A	E
Approach Vol, veh/h		2014			1536			7			269	
Approach Delay, s/veh		9.7			33.2			43.5			55.3	
Approach LOS		A			C			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	98.4		26.6	42.0	56.4		26.6				
Change Period (Y+Rc), s	4.6	7.2		5.6	7.2	* 7.2		5.6				
Max Green Setting (Gmax), s	6.0	80.2		21.4	18.4	* 68		21.4				
Max Q Clear Time (g_c+I1), s	0.0	20.3		16.6	9.3	31.0		6.5				
Green Ext Time (p_c), s	0.0	30.8		0.4	0.1	18.2		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		22.4
HCM 6th LOS		C

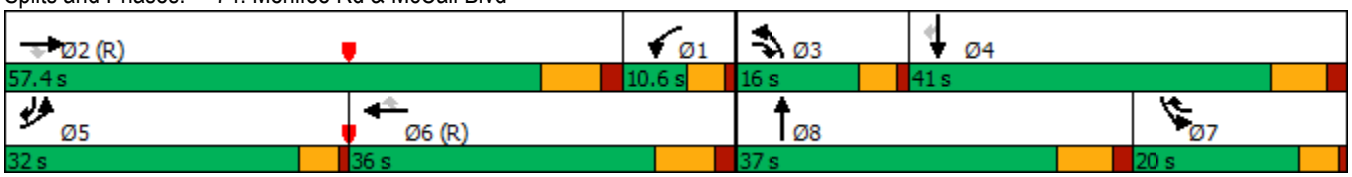
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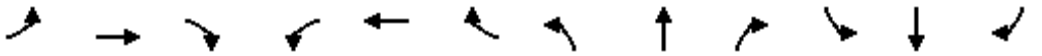
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	638	1060	247	56	565	149	234	936	321	804	737
Future Volume (vph)	638	1060	247	56	565	149	234	936	321	804	737
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	7	4	5
Permitted Phases			2			6					4
Detector Phase	5	2	3	1	6	7	3	8	7	4	5
Switch Phase											
Minimum Initial (s)	6.0	10.0	6.0	6.0	10.0	6.0	6.0	8.0	6.0	8.0	6.0
Minimum Split (s)	10.6	17.5	10.6	10.6	17.5	10.6	10.6	15.2	10.6	15.2	10.6
Total Split (s)	32.0	57.4	16.0	10.6	36.0	20.0	16.0	37.0	20.0	41.0	32.0
Total Split (%)	25.6%	45.9%	12.8%	8.5%	28.8%	16.0%	12.8%	29.6%	16.0%	32.8%	25.6%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.2	3.6	5.2	3.6
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	4.6	4.6	7.5	4.6	4.6	7.2	4.6	7.2	4.6
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None
Act Effct Green (s)	26.0	42.7	57.9	15.4	29.9	47.2	11.4	30.8	14.4	33.8	67.0
Actuated g/C Ratio	0.21	0.34	0.46	0.12	0.24	0.38	0.09	0.25	0.12	0.27	0.54
v/c Ratio	0.88	0.60	0.30	0.13	0.65	0.22	0.74	0.85	0.80	0.82	0.46
Control Delay	60.9	36.3	11.9	36.1	36.9	3.8	69.5	51.6	69.1	50.9	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.9	36.3	11.9	36.1	36.9	3.8	69.5	51.6	69.1	50.9	14.8
LOS	E	D	B	D	D	A	E	D	E	D	B
Approach Delay		41.3			30.4			54.8		39.7	
Approach LOS		D			C			D		D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 36 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 42.4	Intersection LOS: D
Intersection Capacity Utilization 84.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 74: Menifee Rd & McCall Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	638	1060	247	56	565	149	234	936	147	321	804	737
Future Volume (veh/h)	638	1060	247	56	565	149	234	936	147	321	804	737
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	638	1060	247	56	565	149	234	936	147	321	804	737
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	695	1396	565	554	909	578	288	1044	163	376	999	1346
Arrive On Green	0.20	0.27	0.27	0.32	0.50	0.50	0.08	0.23	0.23	0.11	0.28	0.28
Sat Flow, veh/h	3510	5187	1610	3510	3610	1610	3510	4523	708	3510	3610	2834
Grp Volume(v), veh/h	638	1060	247	56	565	149	234	715	368	321	804	737
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1805	1610	1755	1729	1773	1755	1805	1417
Q Serve(g_s), s	22.3	23.5	7.6	1.4	14.1	2.2	8.2	25.1	25.2	11.2	25.9	23.1
Cycle Q Clear(g_c), s	22.3	23.5	7.6	1.4	14.1	2.2	8.2	25.1	25.2	11.2	25.9	23.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	695	1396	565	554	909	578	288	798	409	376	999	1346
V/C Ratio(X)	0.92	0.76	0.44	0.10	0.62	0.26	0.81	0.90	0.90	0.85	0.80	0.55
Avail Cap(c_a), veh/h	769	2071	775	554	909	578	320	824	423	432	999	1346
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	0.76	0.76	0.76	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	42.0	11.8	36.5	26.7	6.1	56.4	46.6	46.7	54.8	42.1	23.3
Incr Delay (d2), s/veh	14.3	3.9	2.4	0.0	3.1	1.1	9.4	9.6	17.3	12.3	4.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	10.1	2.9	0.6	5.1	1.1	4.0	11.8	13.0	5.6	12.2	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.4	45.9	14.2	36.5	29.8	7.2	65.8	56.2	63.9	67.2	46.9	23.8
LnGrp LOS	E	D	B	D	C	A	E	E	E	E	D	C
Approach Vol, veh/h		1945			770			1317			1862	
Approach Delay, s/veh		47.6			25.9			60.1			41.2	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.2	41.1	14.9	41.8	29.4	39.0	20.6	36.1
Change Period (Y+Rc), s	7.5	* 7.5	4.6	7.2	4.6	7.5	7.2	* 7.2
Max Green Setting (Gmax), s	6.0	* 50	11.4	33.8	27.4	28.5	15.4	* 30
Max Q Clear Time (g_c+I1), s	3.4	25.5	10.2	27.9	24.3	16.1	13.2	27.2
Green Ext Time (p_c), s	0.0	8.2	0.1	4.0	0.5	3.3	0.2	1.7

Intersection Summary	
HCM 6th Ctrl Delay	45.6
HCM 6th LOS	D

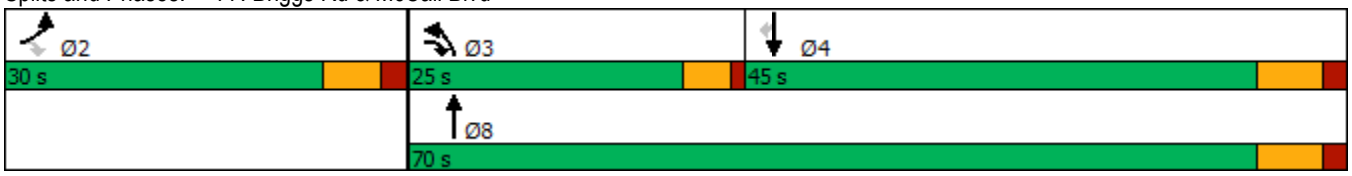
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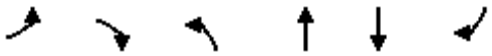
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	629	397	213	618	629	420
Future Volume (vph)	629	397	213	618	629	420
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	2	3	3	8	4	
Permitted Phases		2				4
Detector Phase	2	3	3	8	4	4
Switch Phase						
Minimum Initial (s)	8.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	14.4	10.6	10.6	16.8	16.8	16.8
Total Split (s)	30.0	25.0	25.0	70.0	45.0	45.0
Total Split (%)	30.0%	25.0%	25.0%	70.0%	45.0%	45.0%
Yellow Time (s)	4.4	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	2.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	4.6	4.6	6.8	6.8	6.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	16.5	32.1	8.9	35.4	21.7	21.7
Actuated g/C Ratio	0.25	0.49	0.14	0.54	0.33	0.33
v/c Ratio	0.72	0.47	0.45	0.60	0.53	0.52
Control Delay	28.6	10.1	31.8	13.5	20.0	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	10.1	31.8	13.5	20.0	4.6
LOS	C	B	C	B	B	A
Approach Delay	21.4			18.2	13.8	
Approach LOS	C			B	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 65.7	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 17.8	Intersection LOS: B
Intersection Capacity Utilization 61.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 77: Briggs Rd & McCall Blvd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	629	397	213	618	629	420
Future Volume (veh/h)	629	397	213	618	629	420
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	629	397	213	618	629	420
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	934	579	328	994	1287	574
Arrive On Green	0.27	0.27	0.09	0.52	0.36	0.36
Sat Flow, veh/h	3510	1610	3510	1900	3705	1610
Grp Volume(v), veh/h	629	397	213	618	629	420
Grp Sat Flow(s),veh/h/ln	1755	1610	1755	1900	1805	1610
Q Serve(g_s), s	10.0	13.1	3.7	14.4	8.5	14.2
Cycle Q Clear(g_c), s	10.0	13.1	3.7	14.4	8.5	14.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	934	579	328	994	1287	574
V/C Ratio(X)	0.67	0.69	0.65	0.62	0.49	0.73
Avail Cap(c_a), veh/h	1321	756	1142	1915	2200	981
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	17.1	27.4	10.6	15.7	17.6
Incr Delay (d2), s/veh	0.3	0.8	0.8	0.6	0.3	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	4.5	1.5	5.1	3.2	5.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.9	17.9	28.2	11.2	16.0	19.4
LnGrp LOS	C	B	C	B	B	B
Approach Vol, veh/h	1026			831	1049	
Approach Delay, s/veh	19.7			15.6	17.4	
Approach LOS	B			B	B	

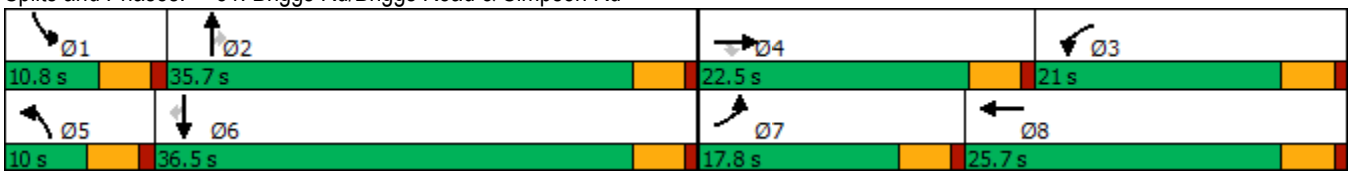
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		23.1	10.5	29.2		39.6
Change Period (Y+Rc), s		6.4	4.6	6.8		6.8
Max Green Setting (Gmax), s		23.6	20.4	38.2		63.2
Max Q Clear Time (g_c+I1), s		15.1	5.7	16.2		16.4
Green Ext Time (p_c), s		1.5	0.3	6.1		4.9

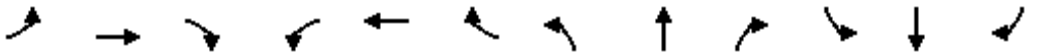
Intersection Summary	
HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	193	245	71	305	296	82	452	301	73	619	144
Future Volume (vph)	193	245	71	305	296	82	452	301	73	619	144
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	17.8	22.5	22.5	21.0	25.7	10.0	35.7	35.7	10.8	36.5	36.5
Total Split (%)	19.8%	25.0%	25.0%	23.3%	28.6%	11.1%	39.7%	39.7%	12.0%	40.6%	40.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	12.3	15.0	15.0	16.3	19.0	5.7	29.2	29.2	6.3	29.8	29.8
Actuated g/C Ratio	0.15	0.18	0.18	0.20	0.23	0.07	0.35	0.35	0.08	0.36	0.36
v/c Ratio	0.72	0.71	0.18	0.86	0.52	0.66	0.67	0.39	0.53	0.90	0.21
Control Delay	52.3	45.2	2.0	58.8	25.4	68.2	29.7	4.4	55.2	44.9	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.3	45.2	2.0	58.8	25.4	68.2	29.7	4.4	55.2	44.9	2.4
LOS	D	D	A	E	C	E	C	A	E	D	A
Approach Delay		41.9			39.0		24.4			38.4	
Approach LOS		D			D		C			D	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 82.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 35.2	Intersection LOS: D
Intersection Capacity Utilization 81.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 81: Briggs Rd/Briggs Road & Simpson Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	245	71	305	296	148	82	452	301	73	619	144
Future Volume (veh/h)	193	245	71	305	296	148	82	452	301	73	619	144
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	193	245	71	305	296	148	82	452	301	73	619	144
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	234	304	258	346	522	255	106	700	593	94	688	583
Arrive On Green	0.13	0.16	0.16	0.19	0.22	0.22	0.06	0.37	0.37	0.05	0.36	0.36
Sat Flow, veh/h	1810	1900	1610	1810	2352	1147	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	193	245	71	305	225	219	82	452	301	73	619	144
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1694	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	8.2	9.8	2.4	12.9	8.8	9.1	3.5	15.6	5.9	3.1	24.3	4.9
Cycle Q Clear(g_c), s	8.2	9.8	2.4	12.9	8.8	9.1	3.5	15.6	5.9	3.1	24.3	4.9
Prop In Lane	1.00		1.00	1.00		0.68	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	234	304	258	346	401	376	106	700	593	94	688	583
V/C Ratio(X)	0.82	0.81	0.28	0.88	0.56	0.58	0.78	0.65	0.51	0.77	0.90	0.25
Avail Cap(c_a), veh/h	305	433	367	378	485	455	126	751	637	144	770	653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	32.0	18.4	31.1	27.3	27.4	36.6	20.6	5.2	36.9	23.8	17.6
Incr Delay (d2), s/veh	13.2	7.2	0.6	19.7	1.2	1.4	21.8	1.7	0.7	13.0	12.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	5.0	1.2	7.3	3.8	3.7	2.2	6.8	3.7	1.7	12.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	39.2	19.0	50.8	28.5	28.9	58.5	22.4	5.8	49.9	36.4	17.8
LnGrp LOS	D	D	B	D	C	C	E	C	A	D	D	B
Approach Vol, veh/h		509			749			835			836	
Approach Delay, s/veh		39.2			37.7			20.0			34.4	
Approach LOS		D			D			B			C	

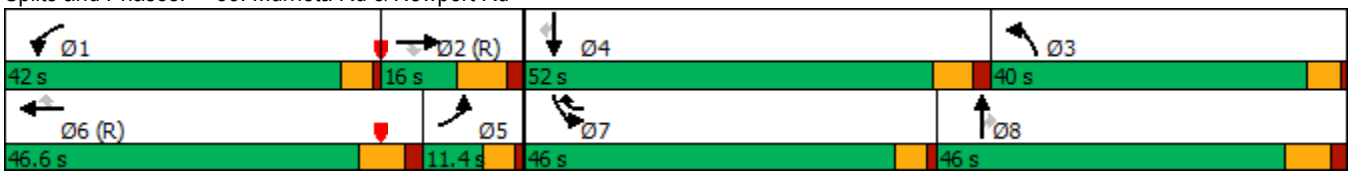
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	33.6	19.6	17.1	9.1	33.1	14.7	22.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.3	31.2	16.5	18.0	5.5	32.0	13.3	21.2
Max Q Clear Time (g_c+I1), s	5.1	17.6	14.9	11.8	5.5	26.3	10.2	11.1
Green Ext Time (p_c), s	0.0	3.4	0.2	0.8	0.0	2.3	0.2	1.9

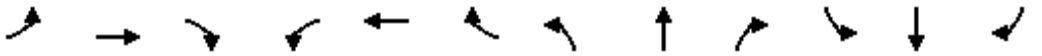
Intersection Summary	
HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	398	1515	415	390	1202	120	507	407	280	208	211	592
Future Volume (vph)	398	1515	415	390	1202	120	507	407	280	208	211	592
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	7	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	10.6	15.5	15.5	10.6	15.2	10.6	10.6	15.2	15.2	10.6	14.4	14.4
Total Split (s)	11.4	16.0	16.0	42.0	46.6	46.0	40.0	46.0	46.0	46.0	52.0	52.0
Total Split (%)	7.6%	10.7%	10.7%	28.0%	31.1%	30.7%	26.7%	30.7%	30.7%	30.7%	34.7%	34.7%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	3.6	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	4.6	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Max	C-Min	C-Min	Max	C-Min	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	7.3	8.5	8.5	37.4	38.9	63.4	35.4	58.3	58.3	21.9	45.6	45.6
Actuated g/C Ratio	0.05	0.06	0.06	0.25	0.26	0.42	0.24	0.39	0.39	0.15	0.30	0.30
v/c Ratio	4.57	5.17	2.31	0.87	0.89	0.16	1.19	0.29	0.35	0.79	0.19	1.03
Control Delay	1657.9	1896.4	625.5	62.6	52.0	1.6	156.0	33.3	4.8	82.4	39.2	86.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1657.9	1896.4	625.5	62.6	52.0	1.6	156.0	33.3	4.8	82.4	39.2	86.5
LOS	F	F	F	E	D	A	F	C	A	F	D	F
Approach Delay		1629.1			50.9			78.7			75.8	
Approach LOS		F			D			E			E	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 140 (93%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 5.17	
Intersection Signal Delay: 648.5	Intersection LOS: F
Intersection Capacity Utilization 104.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 85: Murrieta Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	398	1515	415	390	1202	120	507	407	280	208	211	592
Future Volume (veh/h)	398	1515	415	390	1202	120	507	407	280	208	211	592
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	398	1515	415	390	1202	120	507	407	280	208	211	592
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1828	5361	1663	451	1325	618	427	1529	682	232	1097	489
Arrive On Green	1.00	1.00	1.00	0.25	0.26	0.26	0.24	0.42	0.42	0.13	0.30	0.30
Sat Flow, veh/h	1810	5187	1609	1810	5187	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	398	1515	415	390	1202	120	507	407	280	208	211	592
Grp Sat Flow(s),veh/h/ln	1810	1729	1609	1810	1729	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	0.0	0.0	0.0	30.9	33.7	5.7	35.4	11.0	18.2	17.0	6.5	45.6
Cycle Q Clear(g_c), s	0.0	0.0	0.0	30.9	33.7	5.7	35.4	11.0	18.2	17.0	6.5	45.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1828	5361	1663	451	1325	618	427	1529	682	232	1097	489
V/C Ratio(X)	0.22	0.28	0.25	0.86	0.91	0.19	1.19	0.27	0.41	0.90	0.19	1.21
Avail Cap(c_a), veh/h	1828	5361	1663	451	1362	630	427	1529	682	499	1097	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	53.9	54.1	109.1	57.3	28.1	30.2	64.4	38.6	52.2
Incr Delay (d2), s/veh	0.2	0.1	0.2	19.3	10.6	0.7	105.6	0.1	0.4	4.8	0.1	112.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	16.5	16.0	3.7	28.7	4.9	7.2	8.2	2.9	33.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.2	0.1	0.2	73.2	64.7	109.8	162.9	28.2	30.6	69.2	38.7	164.3
LnGrp LOS	A	A	A	E	E	F	F	C	C	E	D	F
Approach Vol, veh/h		2328			1712			1194			1011	
Approach Delay, s/veh		0.1			69.8			85.9			118.5	
Approach LOS		A			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	42.0	166.9	42.6	52.0	163.4	45.5	23.9	70.7
Change Period (Y+Rc), s	4.6	7.5	7.2	* 6.4	7.5	* 7.2	4.6	7.2
Max Green Setting (Gmax), s	37.4	8.5	35.4	* 46	6.8	* 39	41.4	38.8
Max Q Clear Time (g_c+I1), s	32.9	2.0	37.4	47.6	2.0	35.7	19.0	20.2
Green Ext Time (p_c), s	0.3	5.2	0.0	0.0	0.3	2.6	0.3	3.5

Intersection Summary	
HCM 6th Ctrl Delay	54.8
HCM 6th LOS	D

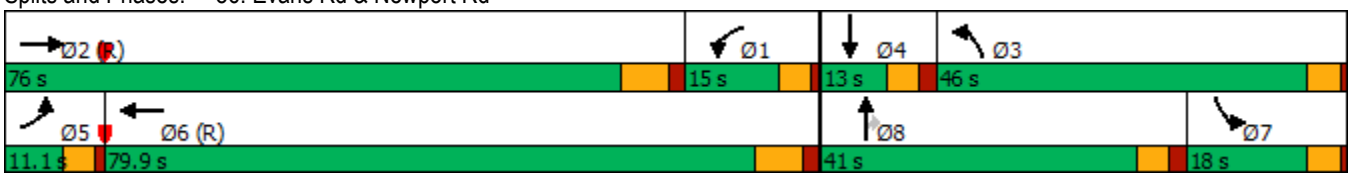
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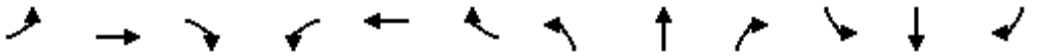
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	27	1797	72	1742	379	62	65	82	27
Future Volume (vph)	27	1797	72	1742	379	62	65	82	27
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	11.6	11.6	10.6	11.6
Total Split (s)	11.1	76.0	15.0	79.9	46.0	41.0	41.0	18.0	13.0
Total Split (%)	7.4%	50.7%	10.0%	53.3%	30.7%	27.3%	27.3%	12.0%	8.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	5.6	5.6	4.6	5.6
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None
Act Effct Green (s)	6.6	79.2	9.2	86.0	35.1	10.3	10.3	29.4	6.9
Actuated g/C Ratio	0.04	0.53	0.06	0.57	0.23	0.07	0.07	0.20	0.05
v/c Ratio	0.34	0.75	0.65	0.61	0.90	0.48	0.26	0.23	0.52
Control Delay	120.7	25.2	75.0	14.5	79.9	78.6	2.5	50.2	59.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	120.7	25.2	75.0	14.5	79.9	78.6	2.5	50.2	59.2
LOS	F	C	E	B	E	E	A	D	E
Approach Delay		26.5		16.8		69.8			53.8
Approach LOS		C		B		E			D

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 46 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 28.1	Intersection LOS: C
Intersection Capacity Utilization 87.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 86: Evans Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	1797	234	72	1742	65	379	62	65	82	27	27
Future Volume (veh/h)	27	1797	234	72	1742	65	379	62	65	82	27	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	1797	234	72	1742	65	379	62	65	82	27	27
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	49	2046	265	235	2875	107	402	107	91	380	38	38
Arrive On Green	0.03	0.44	0.44	0.13	0.56	0.56	0.22	0.06	0.06	0.21	0.04	0.04
Sat Flow, veh/h	1810	4648	601	1810	5132	191	1810	1900	1610	1810	872	872
Grp Volume(v), veh/h	27	1334	697	72	1173	634	379	62	65	82	0	54
Grp Sat Flow(s),veh/h/ln	1810	1729	1792	1810	1729	1865	1810	1900	1610	1810	0	1743
Q Serve(g_s), s	2.2	52.7	53.5	5.4	33.9	33.9	30.9	4.8	6.0	5.6	0.0	4.6
Cycle Q Clear(g_c), s	2.2	52.7	53.5	5.4	33.9	33.9	30.9	4.8	6.0	5.6	0.0	4.6
Prop In Lane	1.00		0.34	1.00		0.10	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	49	1522	789	235	1937	1045	402	107	91	380	0	77
V/C Ratio(X)	0.55	0.88	0.88	0.31	0.61	0.61	0.94	0.58	0.72	0.22	0.00	0.70
Avail Cap(c_a), veh/h	78	1586	822	235	1937	1045	499	448	380	380	0	86
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.1	38.3	38.5	59.2	22.0	22.0	57.4	69.0	69.6	49.1	0.0	70.7
Incr Delay (d2), s/veh	3.6	7.4	13.8	0.3	1.4	2.6	22.1	4.9	10.0	0.1	0.0	20.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	23.8	26.3	2.5	14.1	15.6	16.6	2.5	2.7	2.6	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.7	45.7	52.3	59.4	23.4	24.6	79.5	73.9	79.6	49.2	0.0	91.0
LnGrp LOS	E	D	D	E	C	C	E	E	E	D	A	F
Approach Vol, veh/h		2058			1879			506			136	
Approach Delay, s/veh		48.3			25.2			78.8			65.8	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.7	73.2	37.9	12.2	8.7	91.2	36.1	14.1
Change Period (Y+Rc), s	7.2	* 7.2	4.6	5.6	4.6	7.2	4.6	5.6
Max Green Setting (Gmax), s	10.4	* 69	41.4	7.4	6.5	72.7	13.4	35.4
Max Q Clear Time (g_c+I1), s	7.4	55.5	32.9	6.6	4.2	35.9	7.6	8.0
Green Ext Time (p_c), s	0.0	10.5	0.4	0.0	0.0	18.7	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	42.7
HCM 6th LOS	D

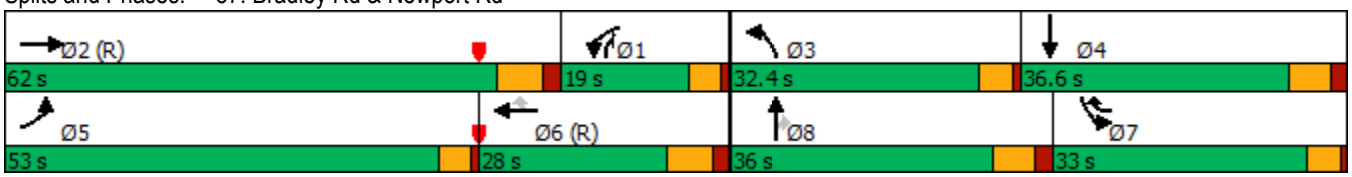
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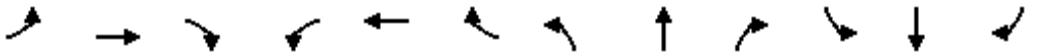
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	257	1377	313	1407	415	269	338	227	314	329
Future Volume (vph)	257	1377	313	1407	415	269	338	227	314	329
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6	7	3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	7	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	15.2	10.6	15.2	10.6	10.6	12.8	10.6	10.6	12.8
Total Split (s)	53.0	62.0	19.0	28.0	33.0	32.4	36.0	19.0	33.0	36.6
Total Split (%)	35.3%	41.3%	12.7%	18.7%	22.0%	21.6%	24.0%	12.7%	22.0%	24.4%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	4.6	4.6	6.8	4.6	4.6	6.8
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None
Act Effct Green (s)	26.2	55.0	15.7	44.6	74.8	25.2	28.5	51.0	27.6	30.9
Actuated g/C Ratio	0.17	0.37	0.10	0.30	0.50	0.17	0.19	0.34	0.18	0.21
v/c Ratio	0.82	0.86	0.85	0.91	0.45	0.89	0.94	0.36	0.95	0.69
Control Delay	97.0	42.2	87.1	60.5	6.7	90.6	93.7	20.1	97.7	53.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.0	42.2	87.1	60.5	6.7	90.6	93.7	20.1	97.7	53.5
LOS	F	D	F	E	A	F	F	C	F	D
Approach Delay		49.8		54.0			72.6			70.3
Approach LOS		D		D			E			E

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 136 (91%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 57.7	Intersection LOS: E
Intersection Capacity Utilization 95.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 87: Bradley Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	1377	227	313	1407	415	269	338	227	314	329	185
Future Volume (veh/h)	257	1377	227	313	1407	415	269	338	227	314	329	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	257	1377	227	313	1407	415	269	338	227	314	329	185
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	281	1558	257	724	2154	965	291	362	639	334	511	280
Arrive On Green	0.16	0.35	0.35	0.21	0.42	0.42	0.16	0.19	0.19	0.18	0.23	0.23
Sat Flow, veh/h	1810	4484	739	3510	5187	1606	1810	1900	1610	1810	2230	1224
Grp Volume(v), veh/h	257	1062	542	313	1407	415	269	338	227	314	265	249
Grp Sat Flow(s),veh/h/ln	1810	1729	1765	1755	1729	1606	1810	1900	1610	1810	1805	1649
Q Serve(g_s), s	21.0	43.4	43.4	11.7	32.6	9.7	22.0	26.3	0.0	25.7	19.9	20.6
Cycle Q Clear(g_c), s	21.0	43.4	43.4	11.7	32.6	9.7	22.0	26.3	0.0	25.7	19.9	20.6
Prop In Lane	1.00		0.42	1.00		1.00	1.00		1.00	1.00		0.74
Lane Grp Cap(c), veh/h	281	1201	613	724	2154	965	291	362	639	334	413	378
V/C Ratio(X)	0.91	0.88	0.88	0.43	0.65	0.43	0.92	0.93	0.36	0.94	0.64	0.66
Avail Cap(c_a), veh/h	584	1263	645	724	2154	965	335	370	645	343	413	378
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.3	46.1	46.1	51.9	35.2	9.1	62.0	59.8	31.8	60.3	52.2	52.5
Incr Delay (d2), s/veh	4.8	9.6	17.0	0.1	1.3	1.2	26.8	30.2	0.3	32.2	3.3	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	20.2	21.9	5.2	14.1	4.2	12.3	15.7	5.9	14.8	9.5	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.2	55.7	63.1	52.0	36.5	10.3	88.8	89.9	32.1	92.5	55.6	56.7
LnGrp LOS	E	E	E	D	D	B	F	F	C	F	E	E
Approach Vol, veh/h		1861			2135			834			828	
Approach Delay, s/veh		59.5			33.7			73.8			69.9	
Approach LOS		E			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	38.2	59.3	28.7	41.2	27.9	69.6	34.5	35.4
Change Period (Y+Rc), s	7.2	* 7.2	4.6	6.8	4.6	7.2	6.8	* 6.8
Max Green Setting (Gmax), s	14.4	* 55	27.8	29.8	48.4	20.8	28.4	* 29
Max Q Clear Time (g_c+I1), s	13.7	45.4	24.0	22.6	23.0	34.6	27.7	28.3
Green Ext Time (p_c), s	0.1	6.7	0.2	1.8	0.4	0.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	53.4
HCM 6th LOS	D

Notes

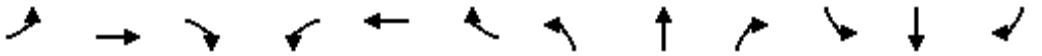
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	153	1944	254	943	1928	384	81	936	491	164
Future Volume (vph)	153	1944	254	943	1928	384	81	936	491	164
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	7	1	6	7	4	1	3	8
Permitted Phases			2					4		
Detector Phase	5	2	7	1	6	7	4	1	3	8
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	12.5	8.6	9.6	12.5	8.6	11.8	9.6	8.6	11.8
Total Split (s)	15.2	54.8	19.2	40.0	79.6	19.2	12.2	40.0	23.0	16.0
Total Split (%)	11.7%	42.2%	14.8%	30.8%	61.2%	14.8%	9.4%	30.8%	17.7%	12.3%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)	9.9	48.3	64.8	34.4	73.8	14.6	6.4	41.0	18.4	10.2
Actuated g/C Ratio	0.08	0.37	0.50	0.26	0.57	0.11	0.05	0.32	0.14	0.08
v/c Ratio	0.57	1.01	0.30	1.02	0.77	0.98	0.87	0.96	0.99	0.94
Control Delay	66.7	63.3	6.9	81.3	23.6	97.3	123.9	58.4	94.0	69.5
Queue Delay	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0
Total Delay	66.7	63.3	6.9	81.3	25.2	97.3	123.9	58.4	94.0	69.5
LOS	E	E	A	F	C	F	F	E	F	E
Approach Delay		57.4			41.9		72.9			83.6
Approach LOS		E			D		E			F

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 56.8	Intersection LOS: E
Intersection Capacity Utilization 105.6%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 89: Haun Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	1944	254	943	1928	297	384	81	936	491	164	197
Future Volume (veh/h)	153	1944	254	943	1928	297	384	81	936	491	164	197
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	153	1944	254	943	1928	297	384	81	936	491	164	197
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	207	2594	985	929	3241	492	394	111	912	497	142	122
Arrive On Green	0.06	0.50	0.50	0.26	0.71	0.71	0.11	0.06	0.06	0.14	0.08	0.08
Sat Flow, veh/h	3510	5187	1607	3510	4543	690	3510	1900	2778	3510	1805	1549
Grp Volume(v), veh/h	153	1944	254	943	1461	764	384	81	936	491	164	197
Grp Sat Flow(s),veh/h/ln	1755	1729	1607	1755	1729	1775	1755	1900	1389	1755	1805	1549
Q Serve(g_s), s	5.6	39.0	7.5	34.4	27.3	28.1	14.2	5.5	7.6	18.1	10.2	10.2
Cycle Q Clear(g_c), s	5.6	39.0	7.5	34.4	27.3	28.1	14.2	5.5	7.6	18.1	10.2	10.2
Prop In Lane	1.00		1.00	1.00		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	207	2594	985	929	2467	1267	394	111	912	497	142	122
V/C Ratio(X)	0.74	0.75	0.26	1.02	0.59	0.60	0.97	0.73	1.03	0.99	1.16	1.62
Avail Cap(c_a), veh/h	286	2594	985	929	2467	1267	394	111	912	497	142	122
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.42	0.42	0.42	0.46	0.46	0.46	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.2	26.0	8.5	47.8	9.2	9.4	57.5	60.2	44.1	55.7	59.9	59.9
Incr Delay (d2), s/veh	2.7	0.9	0.3	23.9	0.5	1.0	38.3	21.4	36.6	37.2	124.4	314.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	15.2	1.9	17.6	8.8	9.5	8.2	3.2	18.7	10.4	9.5	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.9	26.9	8.7	71.7	9.7	10.4	95.9	81.6	80.6	92.9	184.3	373.9
LnGrp LOS	E	C	A	F	A	B	F	F	F	F	F	F
Approach Vol, veh/h		2351			3168			1401			852	
Approach Delay, s/veh		27.2			28.3			84.9			175.5	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	40.0	71.5	23.0	13.4	12.3	99.3	20.4	16.0
Change Period (Y+Rc), s	5.6	6.5	4.6	5.8	4.6	6.5	5.8	* 5.8
Max Green Setting (Gmax), s	34.4	48.3	18.4	6.4	10.6	73.1	14.6	* 10
Max Q Clear Time (g_c+I1), s	36.4	41.0	20.1	9.6	7.6	30.1	16.2	12.2
Green Ext Time (p_c), s	0.0	6.2	0.0	0.0	0.1	24.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.3
HCM 6th LOS	D

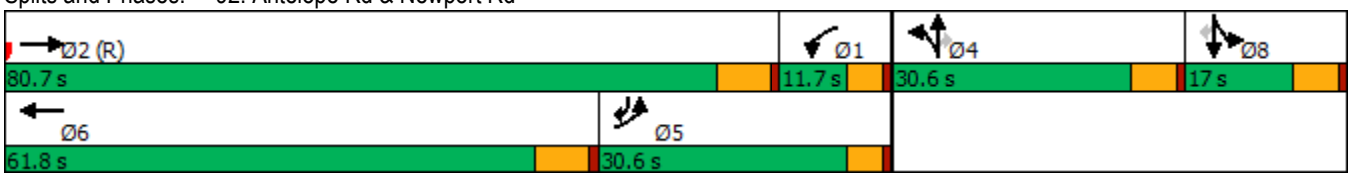
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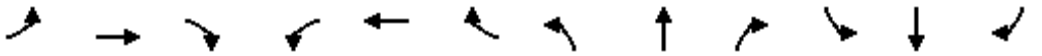
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	647	2182	153	1830	701	164	193	138	141	466
Future Volume (vph)	647	2182	153	1830	701	164	193	138	141	466
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm	Split	NA	pm+ov
Protected Phases	5	2	1	6	4	4		8	8	5
Permitted Phases							4			8
Detector Phase	5	2	1	6	4	4	4	8	8	5
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	4.0	4.0	6.0	6.0	4.0
Minimum Split (s)	8.6	12.5	8.6	12.5	9.8	9.8	9.8	11.8	11.8	8.6
Total Split (s)	30.6	80.7	11.7	61.8	30.6	30.6	30.6	17.0	17.0	30.6
Total Split (%)	21.9%	57.6%	8.4%	44.1%	21.9%	21.9%	21.9%	12.1%	12.1%	21.9%
Yellow Time (s)	3.6	5.5	3.6	5.5	4.8	4.8	4.8	4.8	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	5.8	5.8	5.8	5.8	5.8	4.6
Lead/Lag	Lag	Lead	Lag	Lead						Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes
Recall Mode	None	C-Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	26.0	74.2	7.1	55.3	24.8	24.8	24.8	11.2	11.2	38.4
Actuated g/C Ratio	0.19	0.53	0.05	0.40	0.18	0.18	0.18	0.08	0.08	0.27
v/c Ratio	1.00	1.01	0.86	0.97	0.99	0.97	0.47	0.49	0.93	0.56
Control Delay	73.1	41.3	91.3	33.5	91.9	101.7	15.8	68.1	119.1	22.8
Queue Delay	0.0	34.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.1	75.6	91.3	33.5	91.9	101.7	15.8	68.1	119.1	22.8
LOS	E	E	F	C	F	F	B	E	F	C
Approach Delay		75.1		37.6		80.7			49.4	
Approach LOS		E		D		F			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 32 (23%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 62.4	Intersection LOS: E
Intersection Capacity Utilization 101.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 92: Antelope Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	647	2182	553	153	1830	145	701	164	193	138	141	466
Future Volume (veh/h)	647	2182	553	153	1830	145	701	164	193	138	141	466
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	647	2182	553	153	1830	145	639	251	193	138	141	466
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	656	2216	528	178	1930	152	641	337	284	281	152	756
Arrive On Green	0.37	1.00	1.00	0.05	0.39	0.39	0.18	0.18	0.18	0.08	0.08	0.08
Sat Flow, veh/h	3510	4182	997	3510	4901	387	3619	1900	1605	3510	1900	2834
Grp Volume(v), veh/h	647	1780	955	153	1289	686	639	251	193	138	141	466
Grp Sat Flow(s),veh/h/ln	1755	1729	1721	1755	1729	1830	1810	1900	1605	1755	1900	1417
Q Serve(g_s), s	25.6	0.0	74.2	6.1	50.5	50.8	24.7	17.5	15.7	5.3	10.3	0.0
Cycle Q Clear(g_c), s	25.6	0.0	74.2	6.1	50.5	50.8	24.7	17.5	15.7	5.3	10.3	0.0
Prop In Lane	1.00		0.58	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	656	1833	912	178	1362	721	641	337	284	281	152	756
V/C Ratio(X)	0.99	0.97	1.05	0.86	0.95	0.95	1.00	0.75	0.68	0.49	0.93	0.62
Avail Cap(c_a), veh/h	656	1833	912	178	1366	723	641	337	284	281	152	756
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.14	0.14	0.14	0.59	0.59	0.59	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	0.0	0.0	66.0	41.0	41.1	57.6	54.6	53.9	61.7	64.0	45.0
Incr Delay (d2), s/veh	10.1	3.6	26.1	20.4	9.3	15.6	34.7	7.8	5.3	1.3	51.9	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	0.9	6.6	3.2	22.3	25.1	14.1	9.0	6.7	2.4	7.1	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.7	3.6	26.1	86.4	50.3	56.8	92.2	62.4	59.2	63.0	115.9	46.5
LnGrp LOS	D	A	F	F	D	E	F	E	E	E	F	D
Approach Vol, veh/h		3382			2128			1083			745	
Approach Delay, s/veh		19.6			55.0			79.4			62.7	
Approach LOS		B			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	80.7		30.6	30.8	61.6		17.0				
Change Period (Y+Rc), s	4.6	6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	7.1	74.2		24.8	26.0	55.3		11.2				
Max Q Clear Time (g_c+I1), s	8.1	76.2		26.7	27.6	52.8		12.3				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	2.3		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		43.0	
HCM 6th LOS		D	

Notes

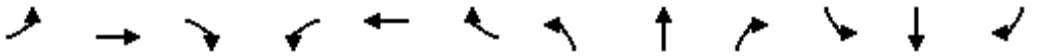
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	557	1953	569	1436	121	292	837	557	183	565	421
Future Volume (vph)	557	1953	569	1436	121	292	837	557	183	565	421
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6		3	8	1	7	4	5
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	1	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	9.6	14.8	10.6	15.5	15.5	9.6	12.8	10.6	9.6	13.5	9.6
Total Split (s)	30.6	61.0	26.0	56.4	56.4	18.8	35.0	26.0	18.0	34.2	30.6
Total Split (%)	21.9%	43.6%	18.6%	40.3%	40.3%	13.4%	25.0%	18.6%	12.9%	24.4%	21.9%
Yellow Time (s)	3.6	4.8	3.6	5.5	5.5	3.6	4.8	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	5.6	7.5	7.5	4.6	6.8	5.6	4.6	7.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	24.5	54.2	20.4	50.4	50.4	15.6	28.2	49.8	13.4	25.3	52.7
Actuated g/C Ratio	0.18	0.39	0.15	0.36	0.36	0.11	0.20	0.36	0.10	0.18	0.38
v/c Ratio	0.91	1.10	1.12	0.77	0.18	0.75	1.15	0.91	1.06	0.87	0.64
Control Delay	76.8	71.7	128.9	43.4	1.8	73.1	132.3	54.8	145.1	70.2	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.8	71.7	128.9	43.4	1.8	73.1	132.3	54.8	145.1	70.2	21.2
LOS	E	E	F	D	A	E	F	D	F	E	C
Approach Delay		72.8		63.9			96.5			64.3	
Approach LOS		E		E			F			E	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 120 (86%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 74.2	Intersection LOS: E
Intersection Capacity Utilization 112.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 93: Menifee Rd & Newport Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	557	1953	230	569	1436	121	292	837	557	183	565	421
Future Volume (veh/h)	557	1953	230	569	1436	121	292	837	557	183	565	421
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	557	1953	230	569	1436	121	292	837	557	183	565	421
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	604	3931	459	512	4230	1313	339	766	571	173	688	580
Arrive On Green	0.17	0.83	0.83	0.15	0.82	0.82	0.10	0.21	0.21	0.10	0.19	0.19
Sat Flow, veh/h	3510	4709	549	3510	5187	1610	3510	3610	1583	1810	3610	1587
Grp Volume(v), veh/h	557	1429	754	569	1436	121	292	837	557	183	565	421
Grp Sat Flow(s),veh/h/ln	1755	1729	1801	1755	1729	1610	1755	1805	1583	1810	1805	1587
Q Serve(g_s), s	21.9	16.3	16.7	20.4	9.9	2.1	11.5	29.7	29.7	13.4	21.0	26.7
Cycle Q Clear(g_c), s	21.9	16.3	16.7	20.4	9.9	2.1	11.5	29.7	29.7	13.4	21.0	26.7
Prop In Lane	1.00		0.31	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	604	2886	1503	512	4230	1313	339	766	571	173	688	580
V/C Ratio(X)	0.92	0.50	0.50	1.11	0.34	0.09	0.86	1.09	0.98	1.06	0.82	0.73
Avail Cap(c_a), veh/h	652	2886	1503	512	4230	1313	356	766	571	173	688	580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.19	0.19	0.19	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	3.3	3.3	59.8	3.3	2.6	62.3	55.1	44.5	63.3	54.4	83.3
Incr Delay (d2), s/veh	4.4	0.1	0.2	74.3	0.2	0.1	17.3	60.7	31.6	84.2	7.8	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	3.5	3.8	14.2	2.5	0.6	5.9	19.9	23.9	10.2	10.3	21.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	3.4	3.5	134.1	3.5	2.7	79.7	115.8	76.0	147.5	62.2	87.8
LnGrp LOS	E	A	A	F	A	A	E	F	E	F	E	F
Approach Vol, veh/h		2740			2126			1686			1169	
Approach Delay, s/veh		15.2			38.4			96.4			84.8	
Approach LOS		B			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	126.6	20.3	34.2	28.7	123.9	18.0	36.5
Change Period (Y+Rc), s	5.6	* 7.5	6.8	* 7.5	4.6	7.5	4.6	6.8
Max Green Setting (Gmax), s	20.4	* 54	14.2	* 27	26.0	48.9	13.4	28.2
Max Q Clear Time (g_c+I1), s	22.4	18.7	13.5	28.7	23.9	11.9	15.4	31.7
Green Ext Time (p_c), s	0.0	27.5	0.0	0.0	0.2	18.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	49.9
HCM 6th LOS	D

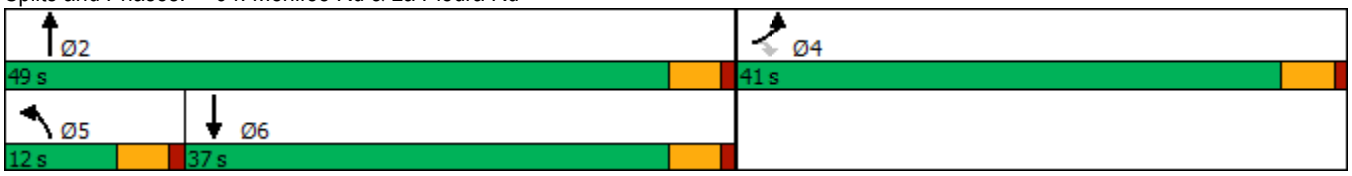
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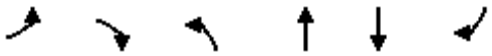
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	504	58	62	660	596
Future Volume (vph)	504	58	62	660	596
Turn Type	Prot	Perm	Prot	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5
Total Split (s)	41.0	41.0	12.0	49.0	37.0
Total Split (%)	45.6%	45.6%	13.3%	54.4%	41.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effct Green (s)	24.8	24.8	7.5	30.0	24.1
Actuated g/C Ratio	0.38	0.38	0.12	0.46	0.37
v/c Ratio	0.73	0.09	0.30	0.40	0.66
Control Delay	26.5	5.3	38.3	12.4	19.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	5.3	38.3	12.4	19.7
LOS	C	A	D	B	B
Approach Delay	24.3			14.6	19.7
Approach LOS	C			B	B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 65	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 19.2	Intersection LOS: B
Intersection Capacity Utilization 68.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 94: Menifee Rd & La Piedra Rd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	504	58	62	660	596	280
Future Volume (veh/h)	504	58	62	660	596	280
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	504	58	62	660	596	280
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	597	532	102	1808	856	402
Arrive On Green	0.33	0.33	0.06	0.50	0.36	0.36
Sat Flow, veh/h	1810	1610	1810	3705	2475	1117
Grp Volume(v), veh/h	504	58	62	660	452	424
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1692
Q Serve(g_s), s	13.8	1.3	1.8	5.9	11.4	11.4
Cycle Q Clear(g_c), s	13.8	1.3	1.8	5.9	11.4	11.4
Prop In Lane	1.00	1.00	1.00			0.66
Lane Grp Cap(c), veh/h	597	532	102	1808	649	609
V/C Ratio(X)	0.84	0.11	0.61	0.37	0.70	0.70
Avail Cap(c_a), veh/h	1241	1105	255	3019	1103	1033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	12.4	24.5	8.1	14.5	14.6
Incr Delay (d2), s/veh	3.4	0.1	5.7	0.1	1.4	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	0.9	1.8	4.2	4.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.9	12.5	30.2	8.2	15.9	16.0
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	562			722	876	
Approach Delay, s/veh	19.1			10.1	16.0	
Approach LOS	B			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		31.1		22.1	7.5	23.6
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		44.5		36.5	7.5	32.5
Max Q Clear Time (g_c+I1), s		7.9		15.8	3.8	13.4
Green Ext Time (p_c), s		5.2		1.8	0.0	5.7

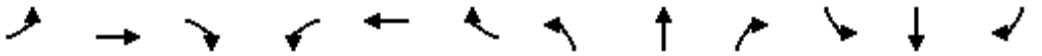
Intersection Summary		
HCM 6th Ctrl Delay		14.8
HCM 6th LOS		B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	298	1918	3	1603	2	0	129	1	173
Future Volume (vph)	298	1918	3	1603	2	0	129	1	173
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6		8		4	
Permitted Phases					8		4		4
Detector Phase	5	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	12.0	9.7	12.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	19.7	52.0	19.7	52.0	31.0	31.0	31.0	31.0	31.0
Total Split (%)	19.2%	50.6%	19.2%	50.6%	30.2%	30.2%	30.2%	30.2%	30.2%
Yellow Time (s)	3.7	6.0	3.7	6.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.7	7.0	4.7	7.0		5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	15.1	60.8	5.1	42.8		8.1		12.6	12.6
Actuated g/C Ratio	0.17	0.70	0.06	0.49		0.09		0.14	0.14
v/c Ratio	0.96	0.53	0.03	0.73		0.03		0.66	0.46
Control Delay	80.2	8.2	42.7	19.9		0.2		51.8	9.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	80.2	8.2	42.7	19.9		0.2		51.8	9.7
LOS	F	A	D	B		A		D	A
Approach Delay		17.9		20.0		0.2		27.7	
Approach LOS		B		B		A		C	

Intersection Summary	
Cycle Length: 102.7	
Actuated Cycle Length: 87.4	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 80.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 96: Juniper Flats Rd & SR-74





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	298	1918	3	3	1603	227	2	0	4	129	1	173
Future Volume (veh/h)	298	1918	3	3	1603	227	2	0	4	129	1	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	298	1918	3	3	1603	227	2	0	4	129	1	173
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	312	3331	5	7	2086	295	69	25	77	247	2	291
Arrive On Green	0.17	0.62	0.62	0.00	0.45	0.45	0.18	0.00	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1810	5348	8	1810	4591	648	76	137	427	909	9	1605
Grp Volume(v), veh/h	298	1240	681	3	1206	624	6	0	0	130	0	173
Grp Sat Flow(s),veh/h/ln	1810	1729	1898	1810	1729	1782	640	0	0	918	0	1605
Q Serve(g_s), s	14.2	18.4	18.4	0.1	25.4	25.6	0.0	0.0	0.0	0.1	0.0	8.6
Cycle Q Clear(g_c), s	14.2	18.4	18.4	0.1	25.4	25.6	13.3	0.0	0.0	13.4	0.0	8.6
Prop In Lane	1.00		0.00	1.00		0.36	0.33		0.67	0.99		1.00
Lane Grp Cap(c), veh/h	312	2154	1182	7	1571	810	171	0	0	249	0	291
V/C Ratio(X)	0.96	0.58	0.58	0.41	0.77	0.77	0.04	0.00	0.00	0.52	0.00	0.59
Avail Cap(c_a), veh/h	312	2154	1182	312	1788	921	342	0	0	417	0	479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.7	9.7	9.7	43.2	19.9	19.9	29.8	0.0	0.0	34.6	0.0	32.7
Incr Delay (d2), s/veh	38.7	0.4	0.7	13.4	1.8	3.6	0.1	0.0	0.0	0.6	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	6.1	6.8	0.1	9.9	10.7	0.1	0.0	0.0	2.7	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.4	10.0	10.3	56.6	21.7	23.5	29.9	0.0	0.0	35.3	0.0	33.4
LnGrp LOS	E	B	B	E	C	C	C	A	A	D	A	C
Approach Vol, veh/h		2219			1833			6			303	
Approach Delay, s/veh		18.8			22.4			29.9			34.2	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	61.2		20.8	19.7	46.6		20.8				
Change Period (Y+Rc), s	* 4.7	7.0		5.0	* 4.7	7.0		5.0				
Max Green Setting (Gmax), s	* 15	45.0		26.0	* 15	45.0		26.0				
Max Q Clear Time (g_c+I1), s	2.1	20.4		15.4	16.2	27.6		15.3				
Green Ext Time (p_c), s	0.0	15.9		0.6	0.0	12.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		21.4	
HCM 6th LOS		C	

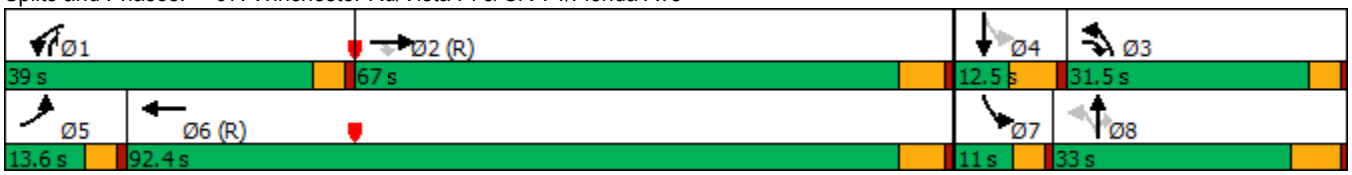
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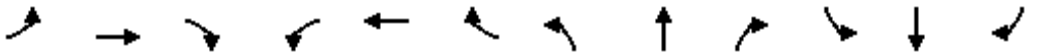
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	41	1669	317	482	1418	468	30	522	20	40
Future Volume (vph)	41	1669	317	482	1418	468	30	522	20	40
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	5	2	3	1	6	3	8	1	7	4
Permitted Phases			2			8		8	4	
Detector Phase	5	2	3	1	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.2	9.5	9.7	11.2	9.5	11.5	9.7	9.5	11.5
Total Split (s)	13.6	67.0	31.5	39.0	92.4	31.5	33.0	39.0	11.0	12.5
Total Split (%)	9.1%	44.7%	21.0%	26.0%	61.6%	21.0%	22.0%	26.0%	7.3%	8.3%
Yellow Time (s)	3.7	5.2	3.5	3.7	5.2	3.5	5.5	3.7	3.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.2	4.5	4.7	6.2	4.5	6.5	4.7	4.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	Max	None	None	Max
Act Effct Green (s)	7.4	60.8	89.5	34.3	89.6	32.9	30.9	71.7	8.0	6.0
Actuated g/C Ratio	0.05	0.41	0.60	0.23	0.60	0.22	0.21	0.48	0.05	0.04
v/c Ratio	0.46	0.79	0.32	1.17	0.47	1.16	0.08	0.65	0.20	0.76
Control Delay	85.3	42.6	7.1	149.0	17.9	146.2	51.6	30.8	72.8	100.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.3	42.6	7.1	149.0	17.9	146.2	51.6	30.8	72.8	100.7
LOS	F	D	A	F	B	F	D	C	E	F
Approach Delay		37.9			50.7		84.4			94.2
Approach LOS		D			D		F			F

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 53.1	Intersection LOS: D
Intersection Capacity Utilization 106.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 97: Winchester Rd/Vista Pl & SR-74/Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1669	317	482	1418	25	468	30	522	20	40	25
Future Volume (veh/h)	41	1669	317	482	1418	25	468	30	522	20	40	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	1669	317	482	1418	25	468	30	522	20	40	25
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	53	4385	1650	414	5483	97	374	408	711	82	43	27
Arrive On Green	0.03	0.85	0.85	0.23	1.00	1.00	0.18	0.21	0.21	0.02	0.04	0.04
Sat Flow, veh/h	1810	5187	1609	1810	5249	93	1810	1900	1599	1810	1076	672
Grp Volume(v), veh/h	41	1669	317	482	934	509	468	30	522	20	0	65
Grp Sat Flow(s),veh/h/ln	1810	1729	1609	1810	1729	1883	1810	1900	1599	1810	0	1748
Q Serve(g_s), s	3.4	11.0	8.2	34.3	0.0	0.0	27.0	1.9	32.2	1.6	0.0	5.6
Cycle Q Clear(g_c), s	3.4	11.0	8.2	34.3	0.0	0.0	27.0	1.9	32.2	1.6	0.0	5.6
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	53	4385	1650	414	3612	1967	374	408	711	82	0	70
V/C Ratio(X)	0.77	0.38	0.19	1.16	0.26	0.26	1.25	0.07	0.73	0.24	0.00	0.93
Avail Cap(c_a), veh/h	107	4385	1650	414	3612	1967	374	408	711	126	0	70
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.3	2.6	5.8	57.8	0.0	0.0	59.8	47.0	34.5	72.3	0.0	71.8
Incr Delay (d2), s/veh	8.5	0.3	0.3	97.6	0.2	0.3	133.8	0.4	6.6	1.5	0.0	89.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.3	0.5	26.4	0.1	0.2	28.1	0.9	17.0	0.8	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.8	2.9	6.1	155.4	0.2	0.3	193.6	47.4	41.1	73.9	0.0	160.9
LnGrp LOS	F	A	A	F	A	A	F	D	D	E	A	F
Approach Vol, veh/h		2027			1925			1020			85	
Approach Delay, s/veh		5.0			39.1			111.3			140.4	
Approach LOS		A			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	39.0	135.0	33.5	12.5	9.1	164.9	7.3	38.7
Change Period (Y+Rc), s	* 4.7	6.2	6.5	* 6.5	* 4.7	6.2	4.5	6.5
Max Green Setting (Gmax), s	* 34	60.8	27.0	* 6	* 8.9	86.2	6.5	26.5
Max Q Clear Time (g_c+I1), s	36.3	13.0	29.0	7.6	5.4	2.0	3.6	3.9
Green Ext Time (p_c), s	0.0	10.5	0.0	0.0	0.0	6.6	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	41.7
HCM 6th LOS	D

Notes

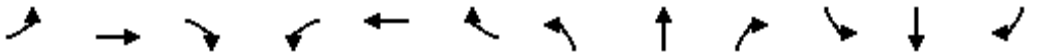
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	434	1196	201	1166	218	729	381	138	513	364
Future Volume (vph)	434	1196	201	1166	218	729	381	138	513	364
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	11.0	9.7	11.0	9.7	11.5	11.5	9.7	11.5	11.5
Total Split (s)	29.0	39.8	20.0	30.8	18.0	27.0	27.0	13.2	22.2	22.2
Total Split (%)	29.0%	39.8%	20.0%	30.8%	18.0%	27.0%	27.0%	13.2%	22.2%	22.2%
Yellow Time (s)	3.7	5.0	3.7	5.0	3.7	5.5	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.0	4.7	6.0	4.7	6.5	6.5	4.7	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	24.3	35.3	13.8	24.8	13.3	20.5	20.5	8.5	15.7	15.7
Actuated g/C Ratio	0.24	0.35	0.14	0.25	0.13	0.20	0.20	0.08	0.16	0.16
v/c Ratio	0.99	0.76	0.81	0.98	0.91	0.99	0.74	0.90	0.91	0.76
Control Delay	80.0	31.6	65.8	58.5	82.8	70.2	23.7	97.7	62.9	23.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.0	31.6	65.8	58.5	82.8	70.2	23.7	97.7	62.9	23.5
LOS	E	C	E	E	F	E	C	F	E	C
Approach Delay		43.2		59.5		59.0			53.5	
Approach LOS		D		E		E			D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 53.0	Intersection LOS: D
Intersection Capacity Utilization 94.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 98: Warren Rd & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	434	1196	179	201	1166	88	218	729	381	138	513	364
Future Volume (veh/h)	434	1196	179	201	1166	88	218	729	381	138	513	364
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	434	1196	179	201	1166	88	218	729	381	138	513	364
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	440	4345	650	233	4143	313	241	805	359	154	567	253
Arrive On Green	0.24	0.96	0.96	0.13	0.84	0.84	0.13	0.22	0.22	0.09	0.16	0.16
Sat Flow, veh/h	1810	4545	680	1810	4920	371	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	434	910	465	201	819	435	218	729	381	138	513	364
Grp Sat Flow(s),veh/h/ln	1810	1729	1768	1810	1729	1833	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	23.9	1.6	1.6	10.9	4.9	4.9	11.9	19.7	22.3	7.6	14.0	15.7
Cycle Q Clear(g_c), s	23.9	1.6	1.6	10.9	4.9	4.9	11.9	19.7	22.3	7.6	14.0	15.7
Prop In Lane	1.00		0.38	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	440	3306	1690	233	2912	1544	241	805	359	154	567	253
V/C Ratio(X)	0.99	0.28	0.28	0.86	0.28	0.28	0.91	0.91	1.06	0.90	0.91	1.44
Avail Cap(c_a), veh/h	440	3306	1690	277	2912	1544	241	805	359	154	567	253
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.39	0.39	0.39	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	0.1	0.1	42.7	1.6	1.6	42.7	37.8	38.8	45.3	41.4	106.0
Incr Delay (d2), s/veh	39.3	0.2	0.4	8.2	0.1	0.2	33.3	15.7	64.6	43.0	20.5	219.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.6	0.1	0.2	5.1	0.4	0.4	7.5	10.3	15.1	5.2	7.7	15.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.0	0.3	0.5	50.9	1.7	1.8	76.0	53.5	103.4	88.3	61.9	325.0
LnGrp LOS	E	A	A	D	A	A	E	D	F	F	E	F
Approach Vol, veh/h		1809			1455			1328			1015	
Approach Delay, s/veh		18.8			8.5			71.5			159.8	
Approach LOS		B			A			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.6	103.4	19.8	22.2	29.0	92.0	13.2	28.8
Change Period (Y+Rc), s	* 4.7	6.0	6.5	* 6.5	* 4.7	6.0	* 4.7	6.5
Max Green Setting (Gmax), s	* 15	33.8	13.3	* 16	* 24	24.8	* 8.5	20.5
Max Q Clear Time (g_c+I1), s	12.9	3.6	13.9	17.7	25.9	6.9	9.6	24.3
Green Ext Time (p_c), s	0.1	6.0	0.0	0.0	0.0	4.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.1
HCM 6th LOS	D

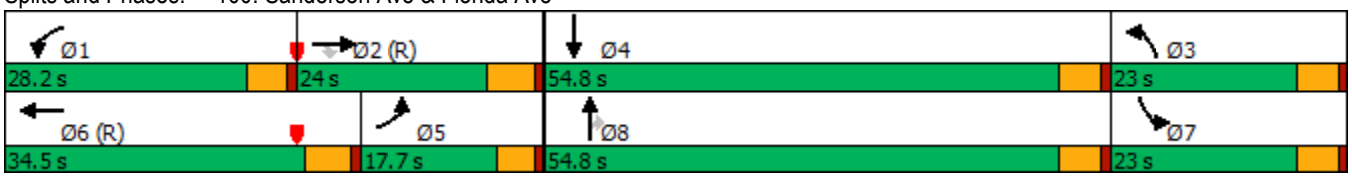
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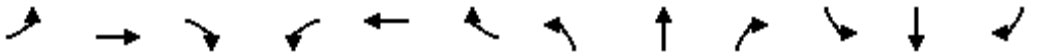
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	391	795	93	311	649	265	870	192	225	944
Future Volume (vph)	391	795	93	311	649	265	870	192	225	944
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.5	10.5	9.7	10.5	10.0	10.0	10.0	10.0	10.0
Total Split (s)	17.7	24.0	24.0	28.2	34.5	23.0	54.8	54.8	23.0	54.8
Total Split (%)	13.6%	18.5%	18.5%	21.7%	26.5%	17.7%	42.2%	42.2%	17.7%	42.2%
Yellow Time (s)	3.7	4.5	4.5	3.7	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.5	5.5	4.7	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	13.0	18.7	18.7	23.3	29.0	18.0	49.8	49.8	18.0	49.8
Actuated g/C Ratio	0.10	0.14	0.14	0.18	0.22	0.14	0.38	0.38	0.14	0.38
v/c Ratio	2.17	1.53	0.30	0.96	1.02	1.06	0.63	0.27	0.90	0.81
Control Delay	572.7	286.7	11.2	94.2	85.9	76.3	58.2	29.5	92.0	40.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	572.7	286.7	11.2	94.2	85.9	76.3	58.2	29.5	92.0	40.9
LOS	F	F	B	F	F	E	E	C	F	D
Approach Delay		354.1			88.2		57.6			49.6
Approach LOS		F			F		E			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 90.4 (70%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.17	
Intersection Signal Delay: 137.3	Intersection LOS: F
Intersection Capacity Utilization 107.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 100: Sanderson Ave & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	391	795	93	311	649	165	265	870	192	225	944	158
Future Volume (veh/h)	391	795	93	311	649	165	265	870	192	225	944	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	391	795	93	311	649	165	265	870	192	225	944	158
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	548	1269	563	327	634	161	251	1383	614	251	1185	198
Arrive On Green	0.30	0.35	0.35	0.18	0.22	0.22	0.14	0.38	0.38	0.14	0.38	0.38
Sat Flow, veh/h	1810	3610	1602	1810	2842	722	1810	3610	1603	1810	3094	518
Grp Volume(v), veh/h	391	795	93	311	412	402	265	870	192	225	550	552
Grp Sat Flow(s),veh/h/ln	1810	1805	1602	1810	1805	1759	1810	1805	1603	1810	1805	1807
Q Serve(g_s), s	25.0	23.8	5.1	22.1	29.0	29.0	18.0	25.5	10.1	15.9	35.2	35.2
Cycle Q Clear(g_c), s	25.0	23.8	5.1	22.1	29.0	29.0	18.0	25.5	10.1	15.9	35.2	35.2
Prop In Lane	1.00		1.00	1.00		0.41	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	548	1269	563	327	403	392	251	1383	614	251	691	692
V/C Ratio(X)	0.71	0.63	0.17	0.95	1.02	1.02	1.06	0.63	0.31	0.90	0.80	0.80
Avail Cap(c_a), veh/h	548	1269	563	327	403	392	251	1383	614	251	691	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	0.62	0.62	0.62	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	35.1	28.1	52.7	50.5	50.5	56.0	32.6	24.1	55.1	35.6	35.6
Incr Delay (d2), s/veh	2.8	1.8	0.5	27.0	41.2	42.3	34.8	0.2	0.1	30.8	9.2	9.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	10.7	2.1	12.4	17.5	17.2	10.6	11.1	3.9	9.4	17.1	17.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.1	36.8	28.6	79.7	91.7	92.8	90.8	32.8	24.2	85.9	44.8	44.9
LnGrp LOS	D	D	C	E	F	F	F	C	C	F	D	D
Approach Vol, veh/h		1279			1125			1327			1327	
Approach Delay, s/veh		38.1			88.8			43.1			51.8	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.2	52.0	23.0	54.8	45.7	34.5	23.0	54.8
Change Period (Y+Rc), s	* 4.7	5.5	5.0	5.0	5.5	* 5.5	5.0	5.0
Max Green Setting (Gmax), s	* 24	18.5	18.0	49.8	13.0	* 29	18.0	49.8
Max Q Clear Time (g_c+I1), s	24.1	25.8	20.0	37.2	27.0	31.0	17.9	27.5
Green Ext Time (p_c), s	0.0	0.0	0.0	5.9	0.0	0.0	0.0	7.2

Intersection Summary	
HCM 6th Ctrl Delay	54.3
HCM 6th LOS	D

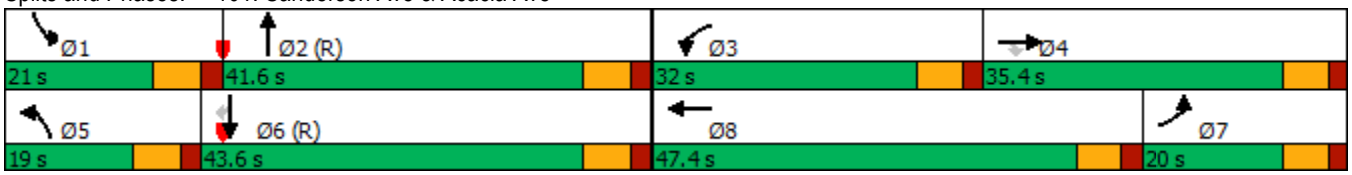
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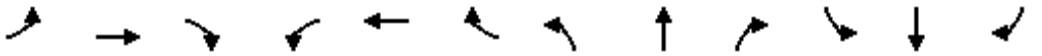
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	41	310	204	167	348	124	1074	223	998	36
Future Volume (vph)	41	310	204	167	348	124	1074	223	998	36
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0	7.0
Minimum Split (s)	10.3	13.3	13.3	10.3	13.3	10.7	13.7	10.7	13.7	13.7
Total Split (s)	20.0	35.4	35.4	32.0	47.4	19.0	41.6	21.0	43.6	43.6
Total Split (%)	15.4%	27.2%	27.2%	24.6%	36.5%	14.6%	32.0%	16.2%	33.5%	33.5%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.7	6.7	6.7	6.7	6.7
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.9	31.0	31.0	15.9	41.1	12.0	36.3	20.7	45.0	45.0
Actuated g/C Ratio	0.06	0.24	0.24	0.12	0.32	0.09	0.28	0.16	0.35	0.35
v/c Ratio	0.38	0.69	0.38	0.76	1.09	0.74	1.18	0.77	0.80	0.05
Control Delay	66.8	53.4	7.1	75.7	104.3	82.8	130.6	69.1	41.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.8	53.4	7.1	75.7	104.3	82.8	130.6	69.1	41.9	0.1
LOS	E	D	A	E	F	F	F	E	D	A
Approach Delay		37.4			98.4		126.0		45.5	
Approach LOS		D			F		F		D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 81.9	Intersection LOS: F
Intersection Capacity Utilization 106.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 101: Sanderson Ave & Acacia Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	310	204	167	348	287	124	1074	99	223	998	36
Future Volume (veh/h)	41	310	204	167	348	287	124	1074	99	223	998	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	310	204	167	348	287	124	1074	99	223	998	36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	53	454	384	193	304	251	149	1151	106	199	1344	599
Arrive On Green	0.03	0.24	0.24	0.11	0.32	0.32	0.08	0.34	0.34	0.22	0.74	0.74
Sat Flow, veh/h	1810	1900	1610	1810	963	794	1810	3341	308	1810	3610	1608
Grp Volume(v), veh/h	41	310	204	167	0	635	124	580	593	223	998	36
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1757	1810	1805	1844	1810	1805	1608
Q Serve(g_s), s	2.9	19.3	14.4	11.8	0.0	41.1	8.8	40.3	40.4	14.3	20.5	0.6
Cycle Q Clear(g_c), s	2.9	19.3	14.4	11.8	0.0	41.1	8.8	40.3	40.4	14.3	20.5	0.6
Prop In Lane	1.00		1.00	1.00		0.45	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	53	454	384	193	0	556	149	622	635	199	1344	599
V/C Ratio(X)	0.77	0.68	0.53	0.86	0.00	1.14	0.83	0.93	0.93	1.12	0.74	0.06
Avail Cap(c_a), veh/h	191	454	384	358	0	556	171	622	635	199	1344	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.48	0.48	0.48
Uniform Delay (d), s/veh	62.7	45.0	43.1	57.1	0.0	44.5	58.8	41.1	41.2	50.7	13.0	6.6
Incr Delay (d2), s/veh	8.5	4.7	1.8	4.4	0.0	84.2	23.0	22.8	22.7	81.1	1.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	9.7	5.9	5.6	0.0	30.7	5.0	21.7	22.2	10.2	4.9	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.2	49.7	45.0	61.6	0.0	128.6	81.8	64.0	63.9	131.8	14.8	6.7
LnGrp LOS	E	D	D	E	A	F	F	E	E	F	B	A
Approach Vol, veh/h		555			802			1297			1257	
Approach Delay, s/veh		49.5			114.7			65.6			35.4	
Approach LOS		D			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	51.5	20.2	37.3	17.4	55.1	10.1	47.4
Change Period (Y+Rc), s	6.7	6.7	6.3	6.3	6.7	6.7	6.3	6.3
Max Green Setting (Gmax), s	14.3	34.9	25.7	29.1	12.3	36.9	13.7	41.1
Max Q Clear Time (g_c+I1), s	16.3	42.4	13.8	21.3	10.8	22.5	4.9	43.1
Green Ext Time (p_c), s	0.0	0.0	0.1	2.2	0.0	7.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	63.7
HCM 6th LOS	E

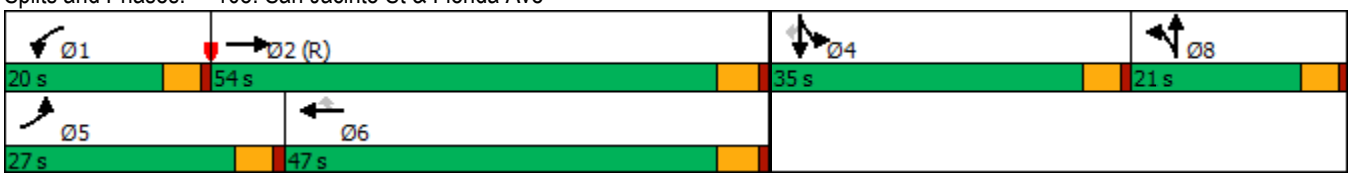
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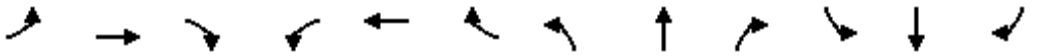
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	210	987	130	821	107	93	275	213	277	191
Future Volume (vph)	210	987	130	821	107	93	275	213	277	191
Turn Type	Prot	NA	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2	1	6		8	8	4	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	10.1	9.7	10.1	10.1	9.7	9.7	9.7	9.7	9.7
Total Split (s)	27.0	54.0	20.0	47.0	47.0	21.0	21.0	35.0	35.0	35.0
Total Split (%)	20.8%	41.5%	15.4%	36.2%	36.2%	16.2%	16.2%	26.9%	26.9%	26.9%
Yellow Time (s)	3.7	4.1	3.7	4.1	4.1	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.1	4.7	5.1	5.1	4.7	4.7	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	18.6	51.4	12.8	45.6	45.6	16.3	16.3	30.3	30.3	30.3
Actuated g/C Ratio	0.14	0.40	0.10	0.35	0.35	0.13	0.13	0.23	0.23	0.23
v/c Ratio	0.81	0.74	0.73	0.65	0.17	0.41	0.77	0.48	0.71	0.37
Control Delay	77.6	37.7	80.1	39.0	3.3	58.5	63.9	47.8	56.4	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.6	37.7	80.1	39.0	3.3	58.5	63.9	47.8	56.4	7.6
LOS	E	D	F	D	A	E	E	D	E	A
Approach Delay		44.4		40.5			62.8		40.3	
Approach LOS		D		D			E		D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 108 (83%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 44.7	Intersection LOS: D
Intersection Capacity Utilization 77.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 108: San Jacinto St & Florida Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	987	57	130	821	107	93	275	73	213	277	191
Future Volume (veh/h)	210	987	57	130	821	107	93	275	73	213	277	191
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.99	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	210	987	57	130	821	107	93	275	73	213	277	191
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	236	1411	81	155	1312	579	227	352	91	422	443	374
Arrive On Green	0.13	0.41	0.41	0.09	0.36	0.36	0.13	0.13	0.13	0.23	0.23	0.23
Sat Flow, veh/h	1810	3458	200	1810	3610	1594	1810	2811	729	1810	1900	1604
Grp Volume(v), veh/h	210	515	529	130	821	107	93	174	174	213	277	191
Grp Sat Flow(s),veh/h/ln	1810	1805	1853	1810	1805	1594	1810	1805	1735	1810	1900	1604
Q Serve(g_s), s	14.8	30.7	30.7	9.2	24.4	6.0	6.2	12.2	12.7	13.3	17.0	13.5
Cycle Q Clear(g_c), s	14.8	30.7	30.7	9.2	24.4	6.0	6.2	12.2	12.7	13.3	17.0	13.5
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	236	737	756	155	1312	579	227	226	217	422	443	374
V/C Ratio(X)	0.89	0.70	0.70	0.84	0.63	0.18	0.41	0.77	0.80	0.51	0.63	0.51
Avail Cap(c_a), veh/h	310	737	756	213	1312	579	227	226	217	422	443	374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	31.9	31.9	58.5	34.1	28.2	52.4	55.0	55.3	43.3	44.8	43.4
Incr Delay (d2), s/veh	16.1	4.7	4.6	14.2	0.9	0.2	5.4	22.0	25.6	4.3	6.5	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	14.1	14.5	4.8	10.7	2.3	3.2	6.9	7.1	6.5	8.8	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.7	36.6	36.5	72.7	35.1	28.4	57.8	77.0	80.9	47.6	51.3	48.3
LnGrp LOS	E	D	D	E	D	C	E	E	F	D	D	D
Approach Vol, veh/h		1254			1058			441			681	
Approach Delay, s/veh		42.4			39.0			74.5			49.3	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.9	58.1		35.0	21.7	52.3		21.0				
Change Period (Y+Rc), s	* 4.7	5.1		* 4.7	* 4.7	5.1		4.7				
Max Green Setting (Gmax), s	* 15	48.9		* 30	* 22	41.9		16.3				
Max Q Clear Time (g_c+I1), s	11.2	32.7		19.0	16.8	26.4		14.7				
Green Ext Time (p_c), s	0.1	6.1		2.3	0.1	5.3		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		46.9	
HCM 6th LOS		D	

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

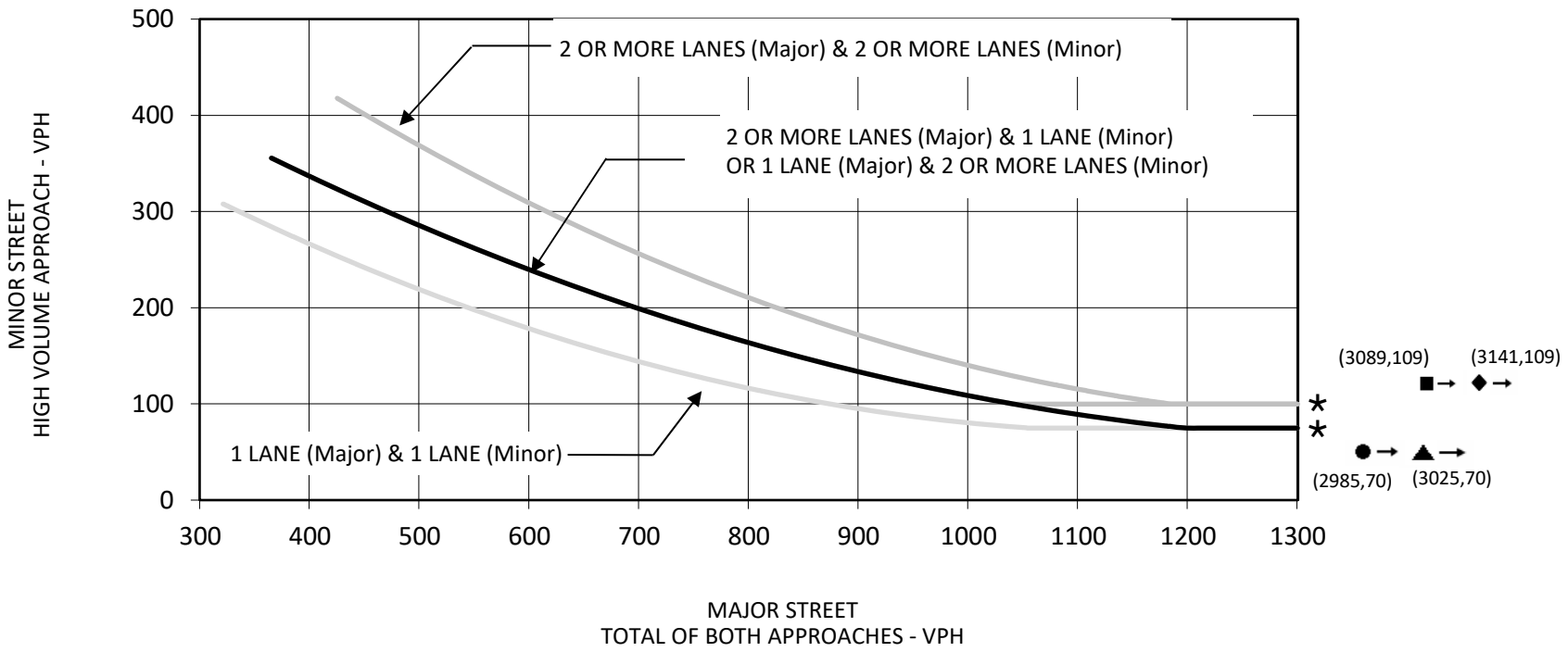
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

APPENDIX E

SIGNAL WARRANT ANALYSIS WORKSHEETS

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

EXHIBIT 6B

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

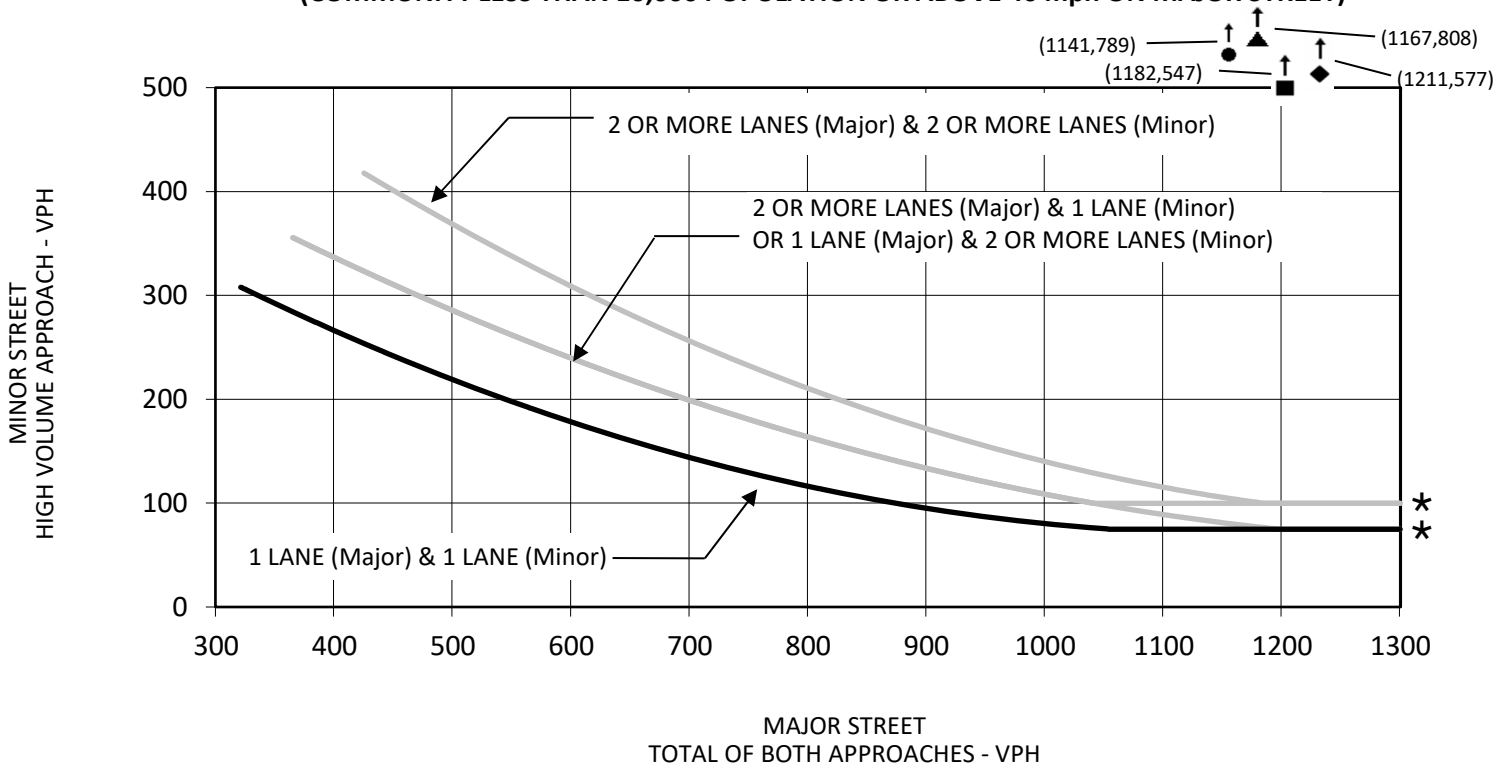
Menifee Valley Specific Plan

Traffic Study

Phase 1 Opening Year Cumulative (2025) - El Toro Cut Off Road/SR-74

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

EXHIBIT 23B

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

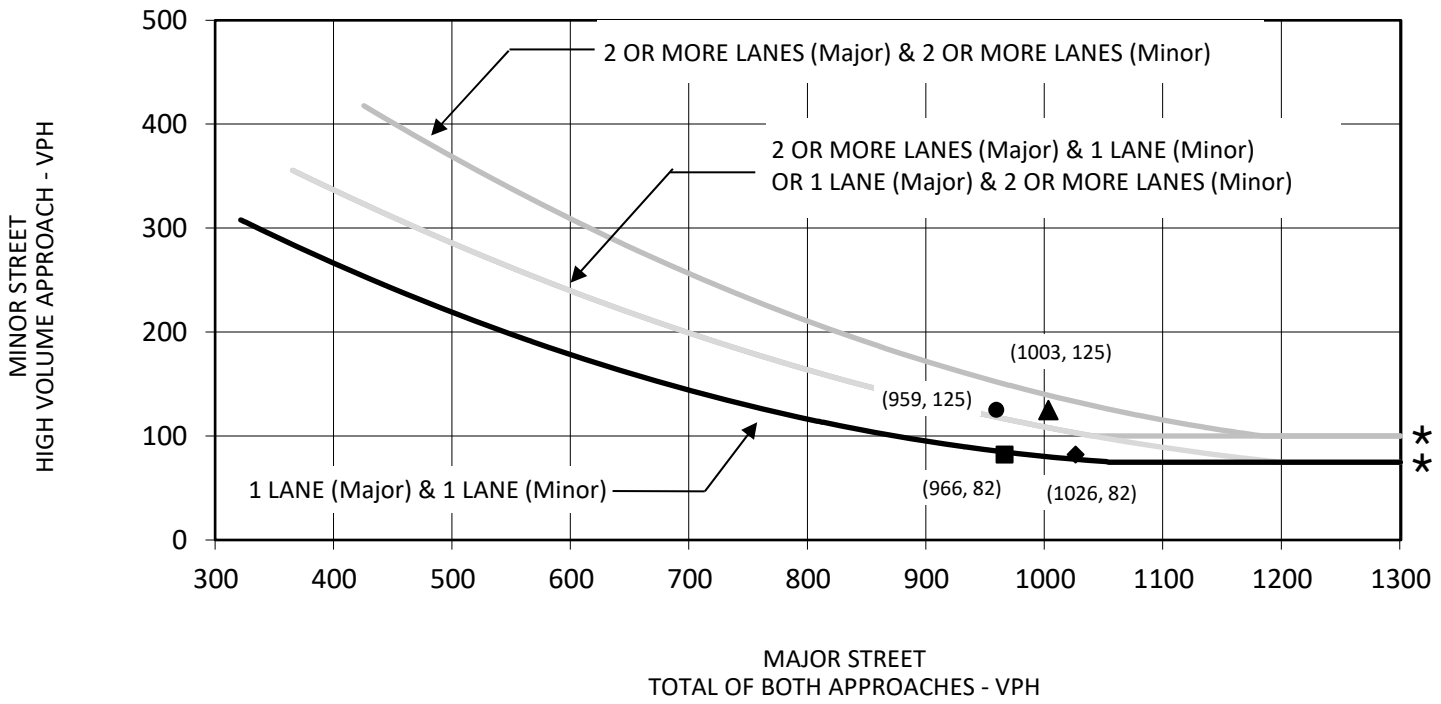
Menifee Valley Specific Plan

Traffic Study

Phase 1 Opening Year Cumulative (2025) - Menifee Road/Nuevo Road

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

EXHIBIT 24B

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

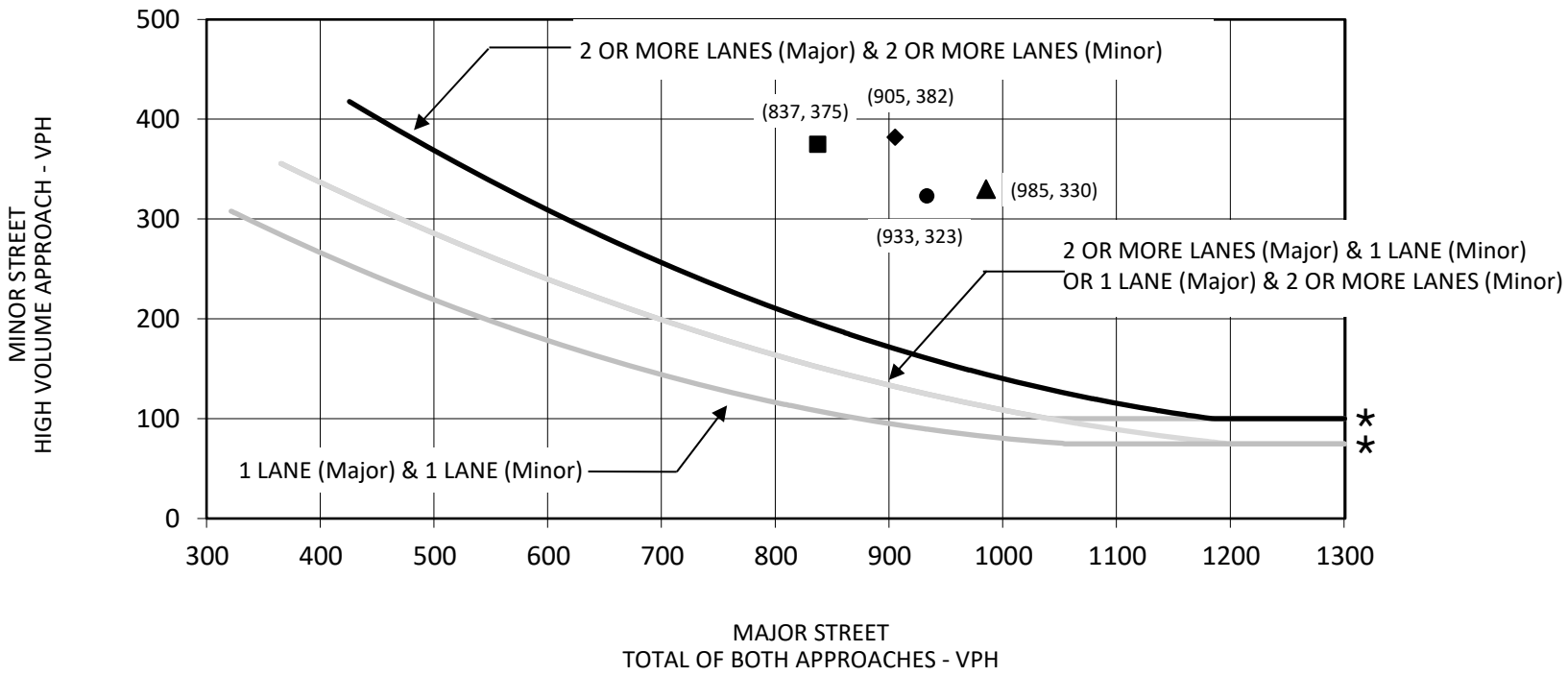
Menifee Valley Specific Plan

Traffic Study

Phase 1 Opening Year Cumulative (2025) - Menifee Road/Porter Street/Central Avenue

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

EXHIBIT 25B

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

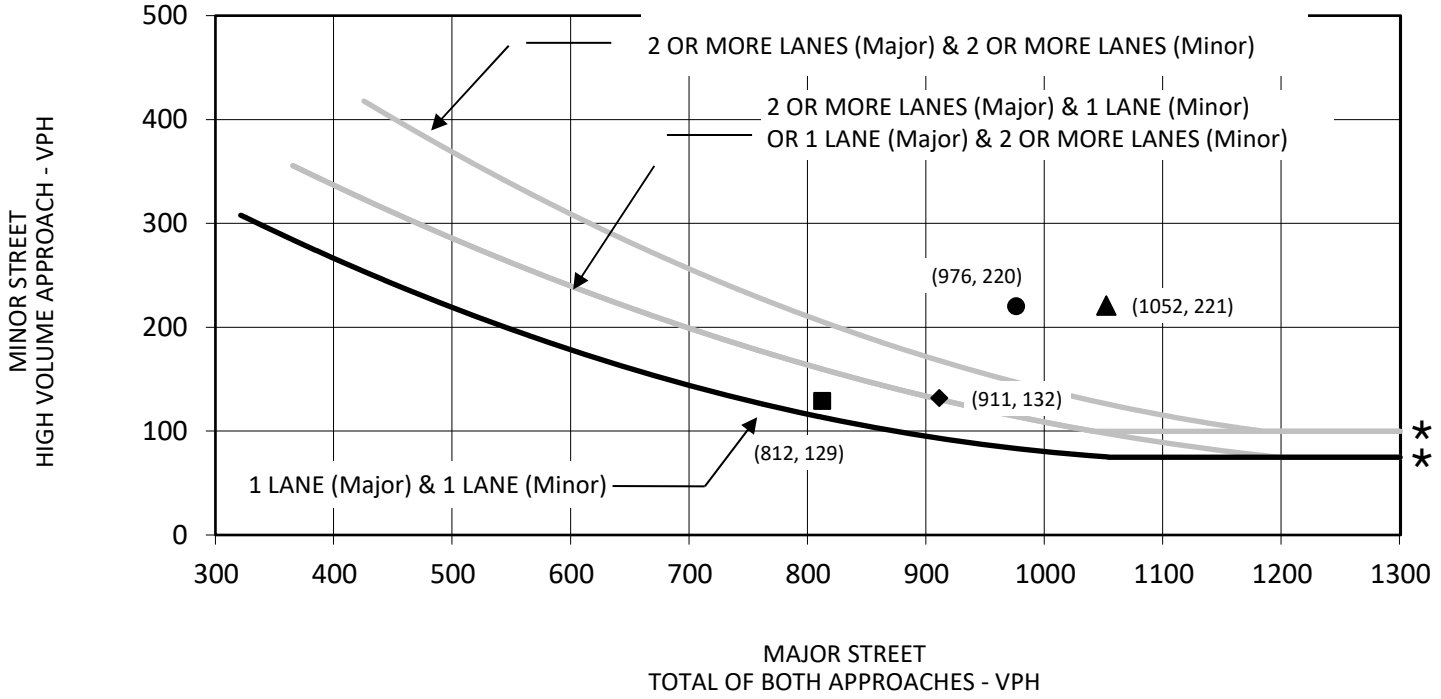
SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

Menifee Valley Specific Plan
Traffic Study

Phase 1 Opening Year Cumulative (2025) - Menifee Road/San Jacinto Avenue

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

EXHIBIT 27B

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

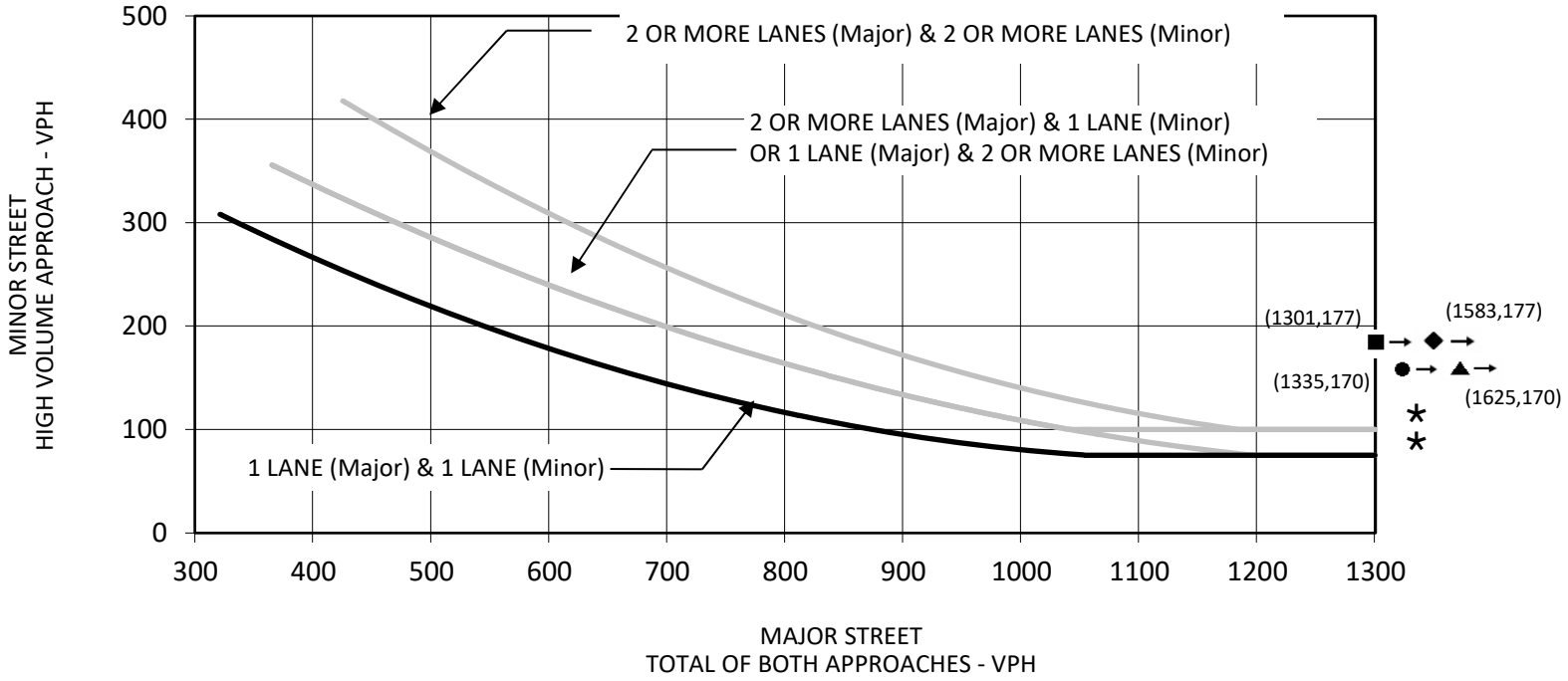
Menifee Valley Specific Plan

Traffic Study

Phase 1 Opening Year Cumulative (2025) - Menifee Road/Mapes Road

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

EXHIBIT 41B

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

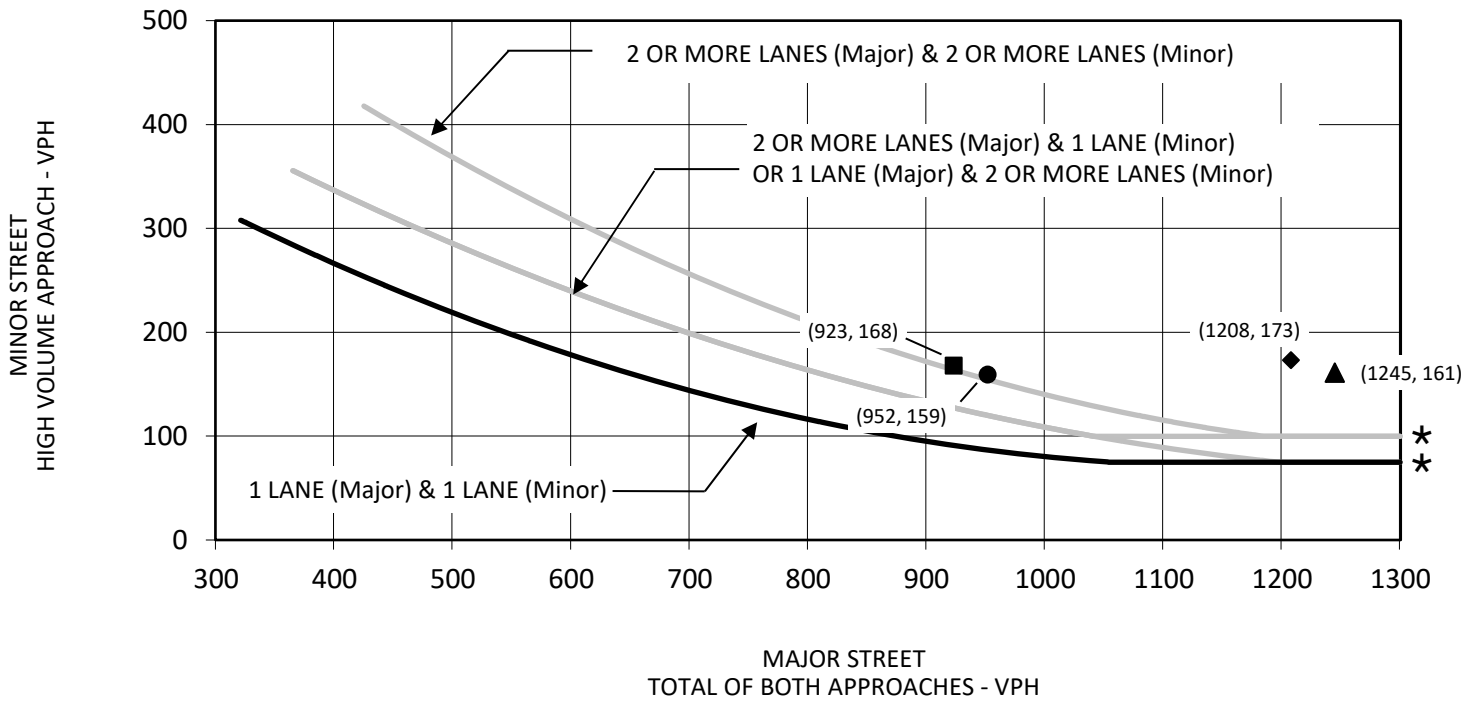
■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

Menifee Valley Specific Plan
Traffic Study
Phase 1 Opening Year Cumulative (2025) - Encanto Drive/Ethanac Road

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

EXHIBIT 42B

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

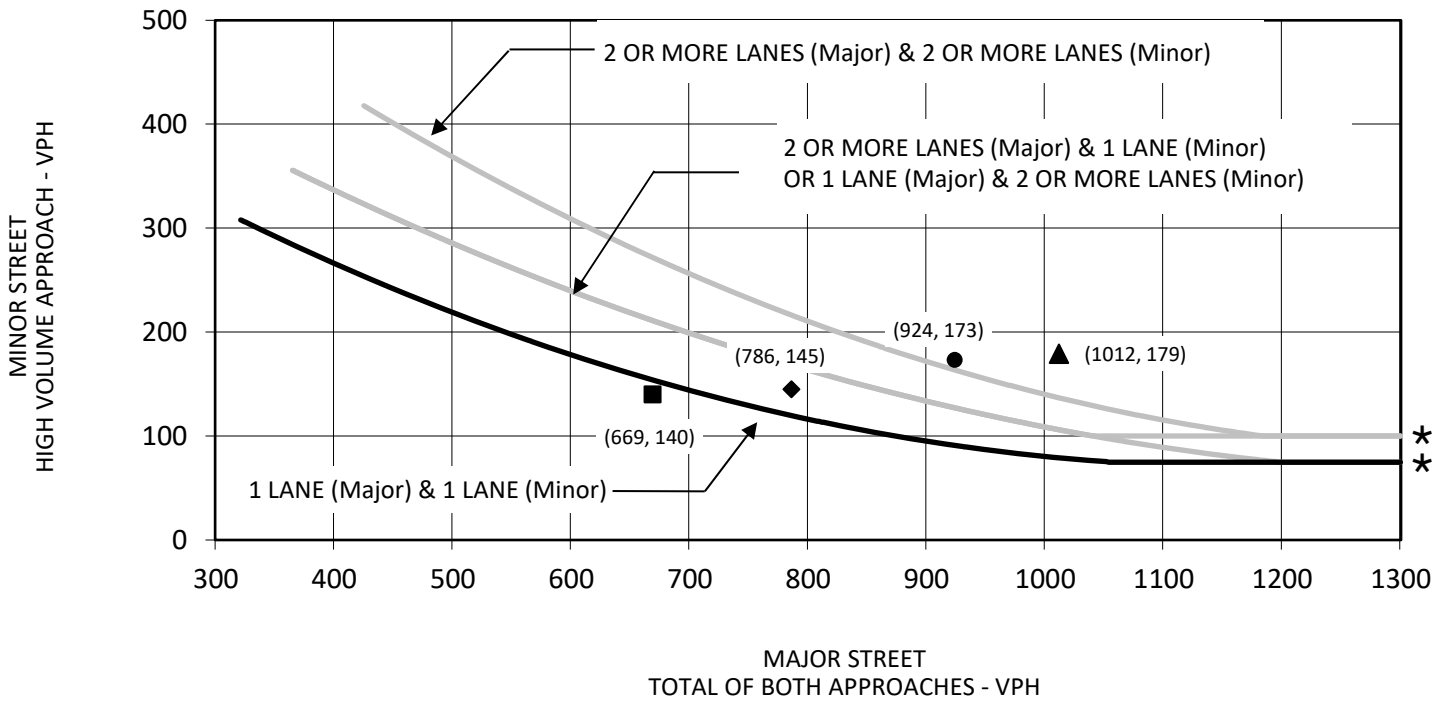
Menifee Valley Specific Plan

Traffic Study

Phase 1 Opening Year Cumulative (2025) - Sherman Road/Ethanac Road

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

EXHIBIT 46B

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

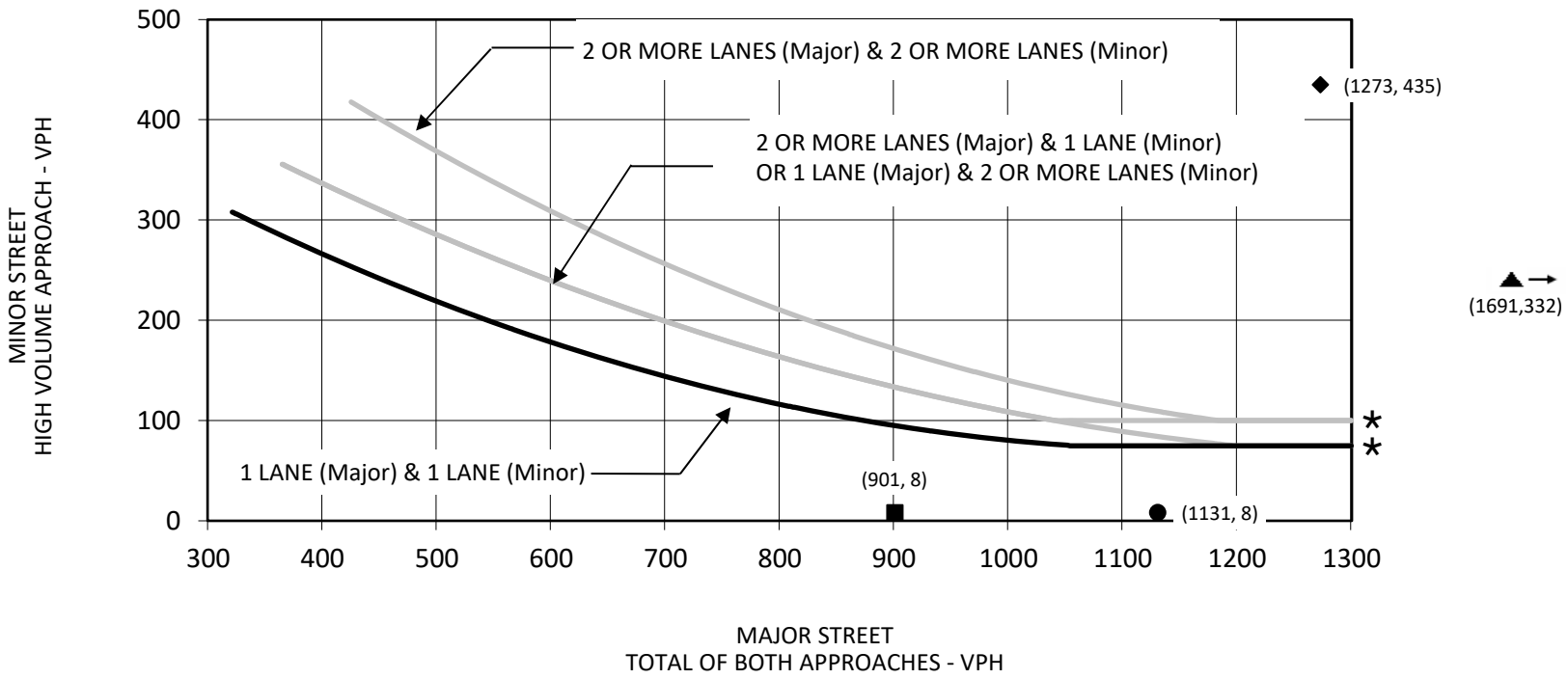
Menifee Valley Specific Plan

Traffic Study

Phase 1 Opening Year Cumulative (2025) - Menifee Road/Watson Road

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

EXHIBIT 49B

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

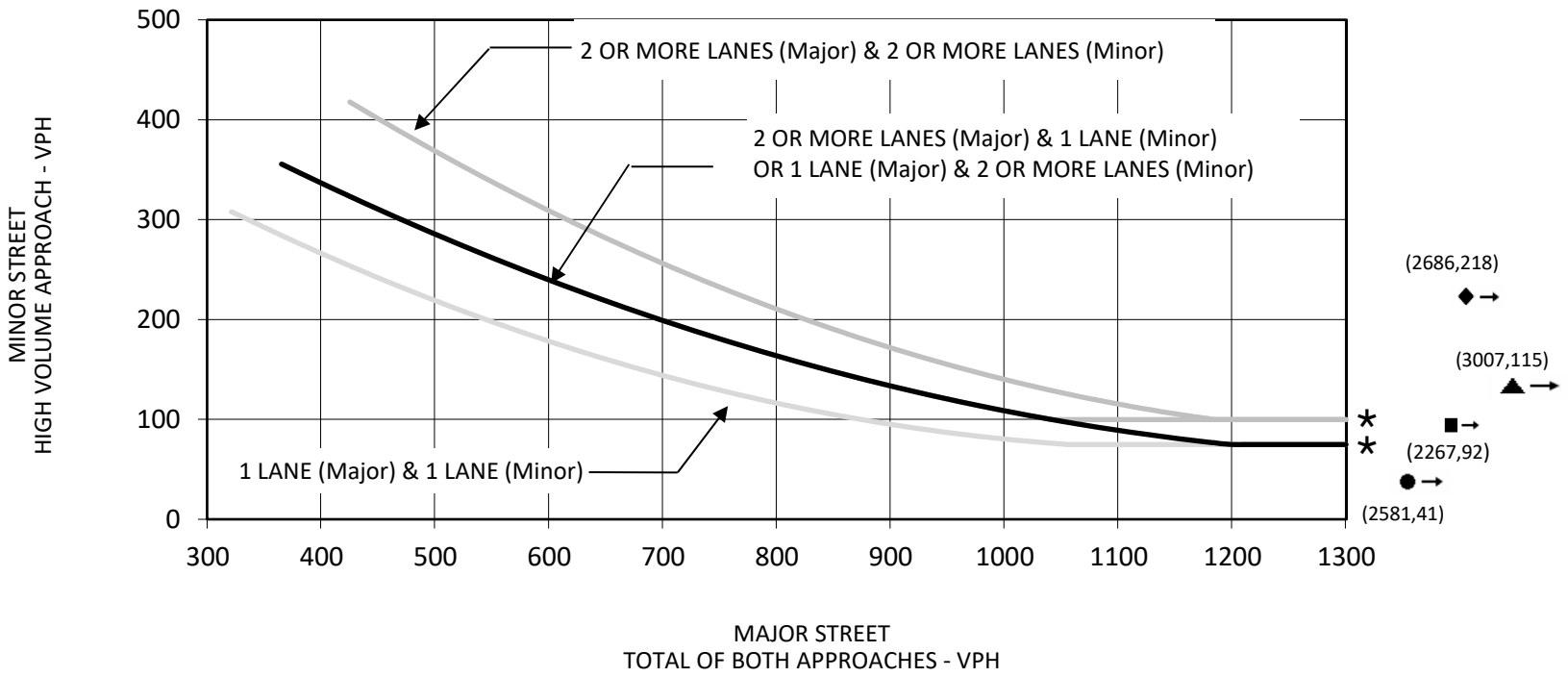
SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

Menifee Valley Specific Plan
Traffic Study

Phase 1 Opening Year Cumulative (2025) - Menifee Road/McLaughlin Road

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

EXHIBIT 53B

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

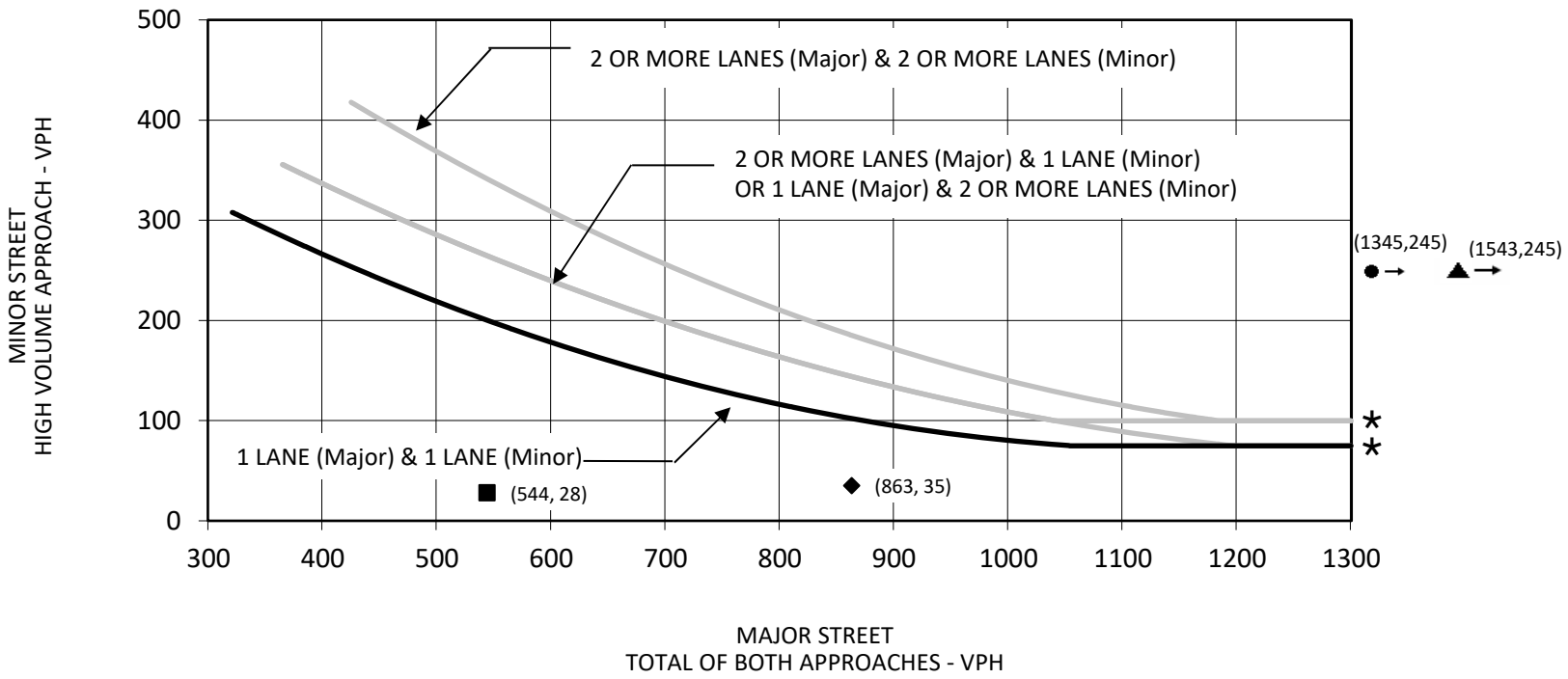
Menifee Valley Specific Plan

Traffic Study

Phase 1 Opening Year Cumulative (2025) - Malaga Road - Project Driveway 2/SR-74

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

EXHIBIT 58B

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

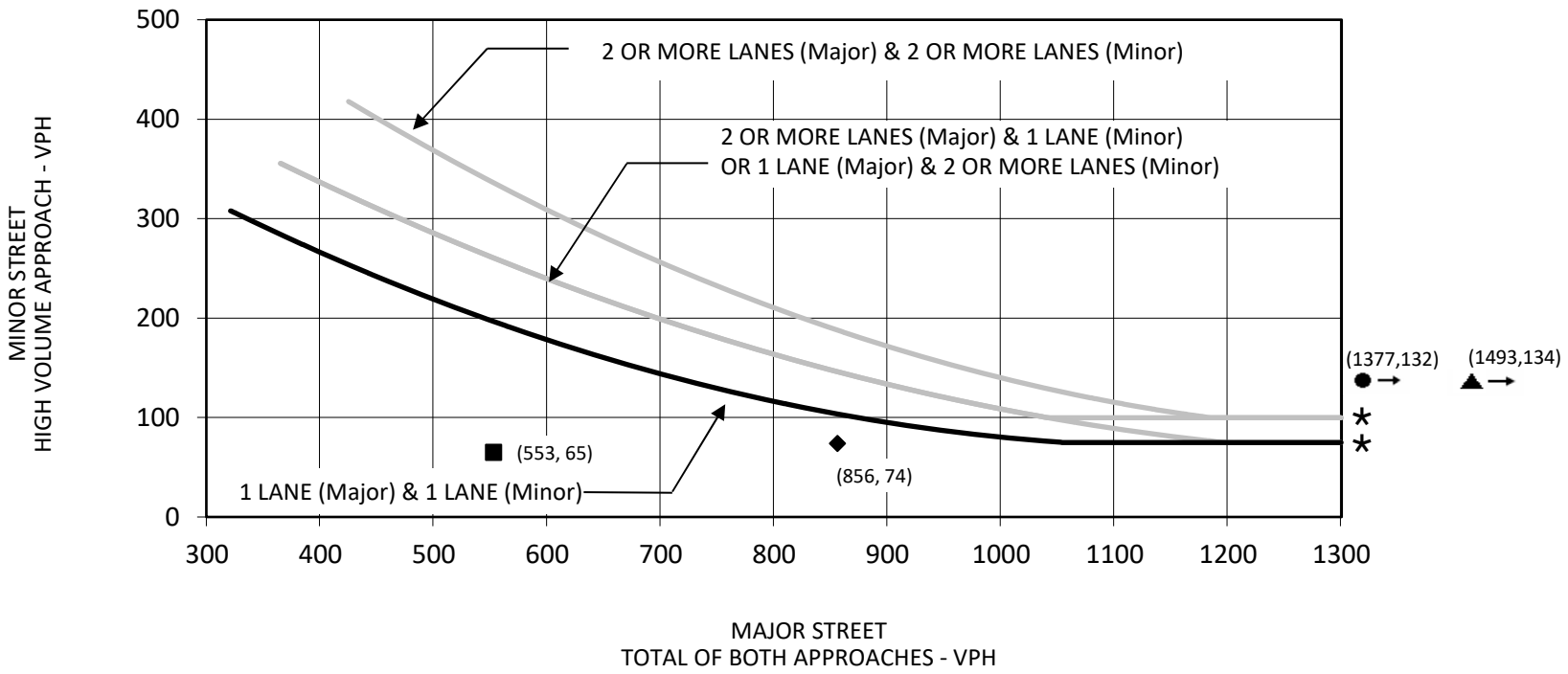
Menifee Valley Specific Plan

Traffic Study

Phase 1 Opening Year Cumulative (2025) - Briggs Road/McLaughlin Road

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

EXHIBIT 60B

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

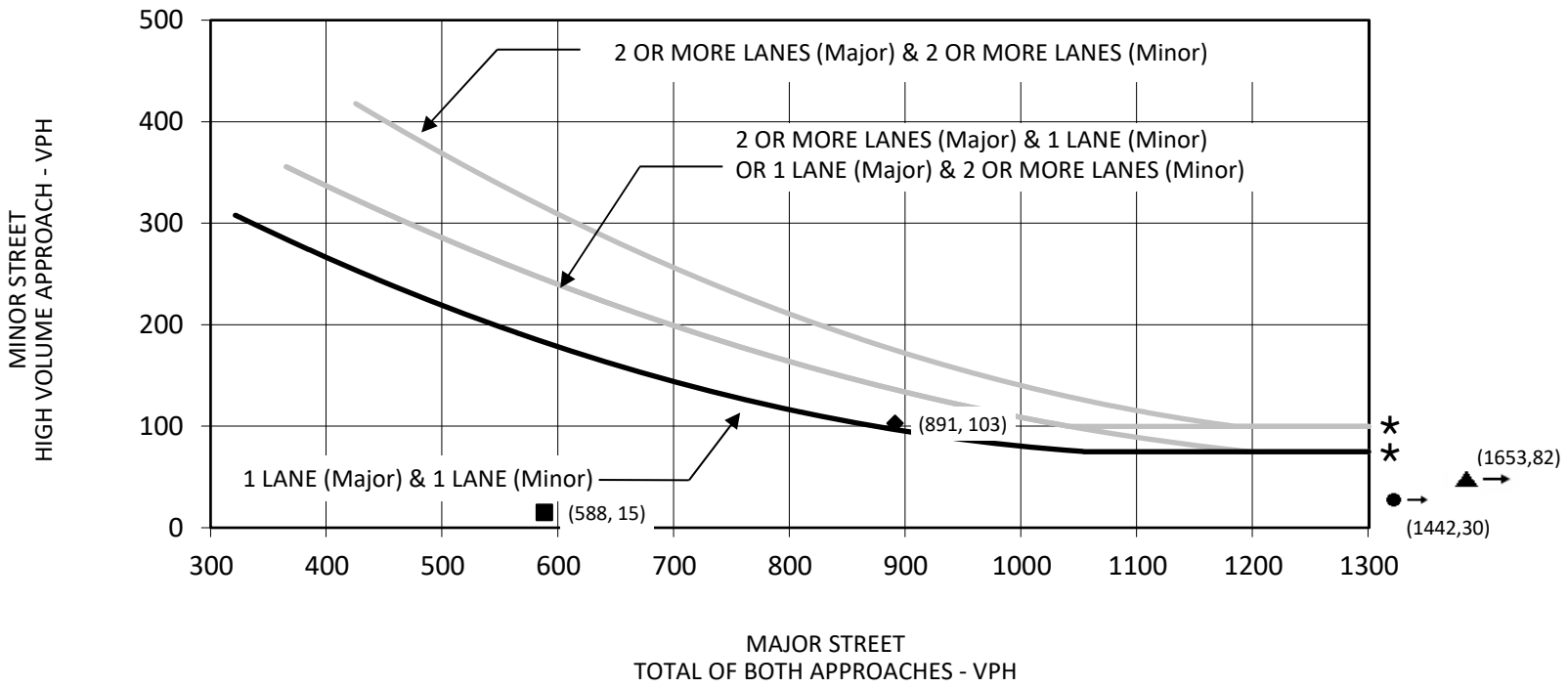
Menifee Valley Specific Plan

Traffic Study

Phase 1 Opening Year Cumulative (2025) - Briggs Road/Project Driveway 5 - Meadow Oak Street

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

EXHIBIT 62B

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

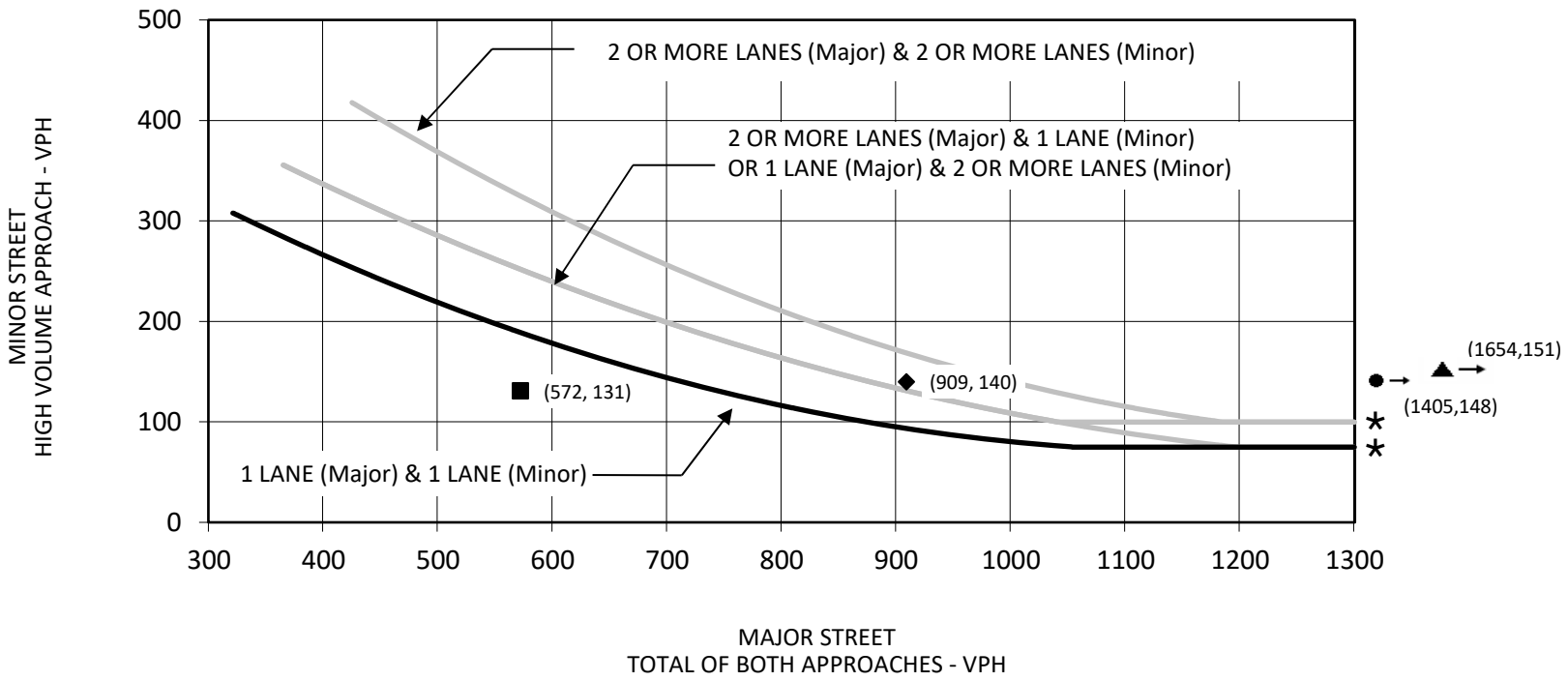
Menifee Valley Specific Plan

Traffic Study

Phase 1 Opening Year Cumulative (2025) - Briggs Road/Project Driveway 7 - Hillridge Street

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

EXHIBIT 63B

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

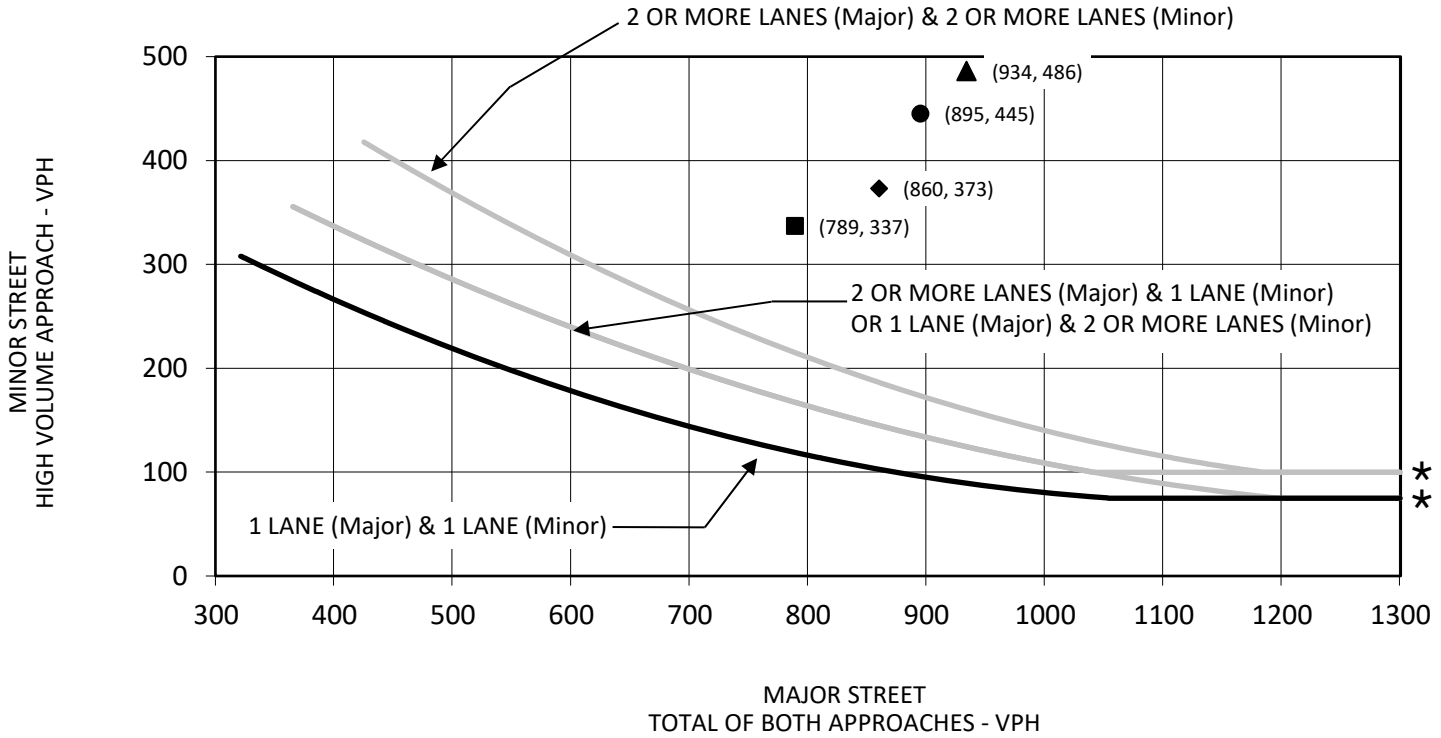
Menifee Valley Specific Plan

Traffic Study

Phase 1 Opening Year Cumulative (2025) - Briggs Road/Matthews Road

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

EXHIBIT 81B

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

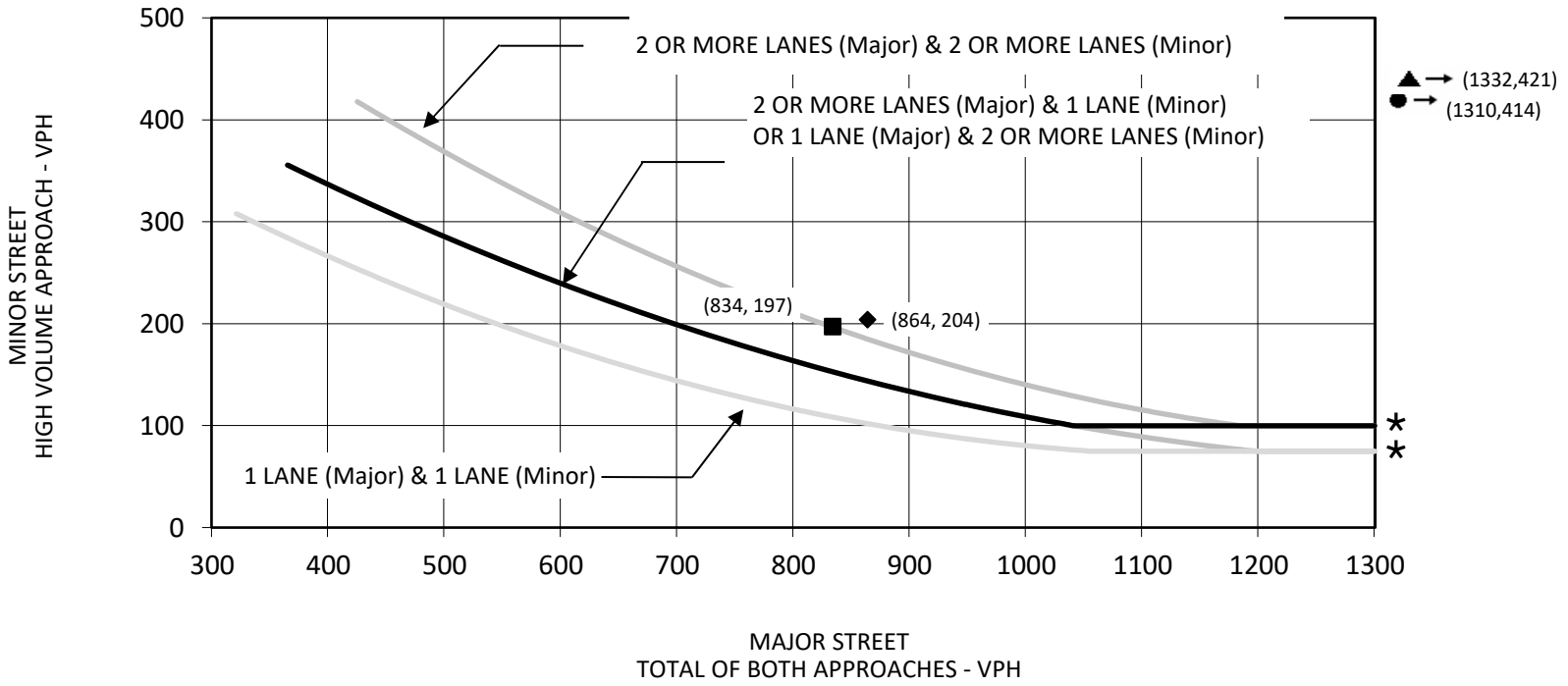
Menifee Valley Specific Plan

Traffic Study

Phase 1 Opening Year Cumulative (2025) - Briggs Road/Simpson Road

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

EXHIBIT 94B

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

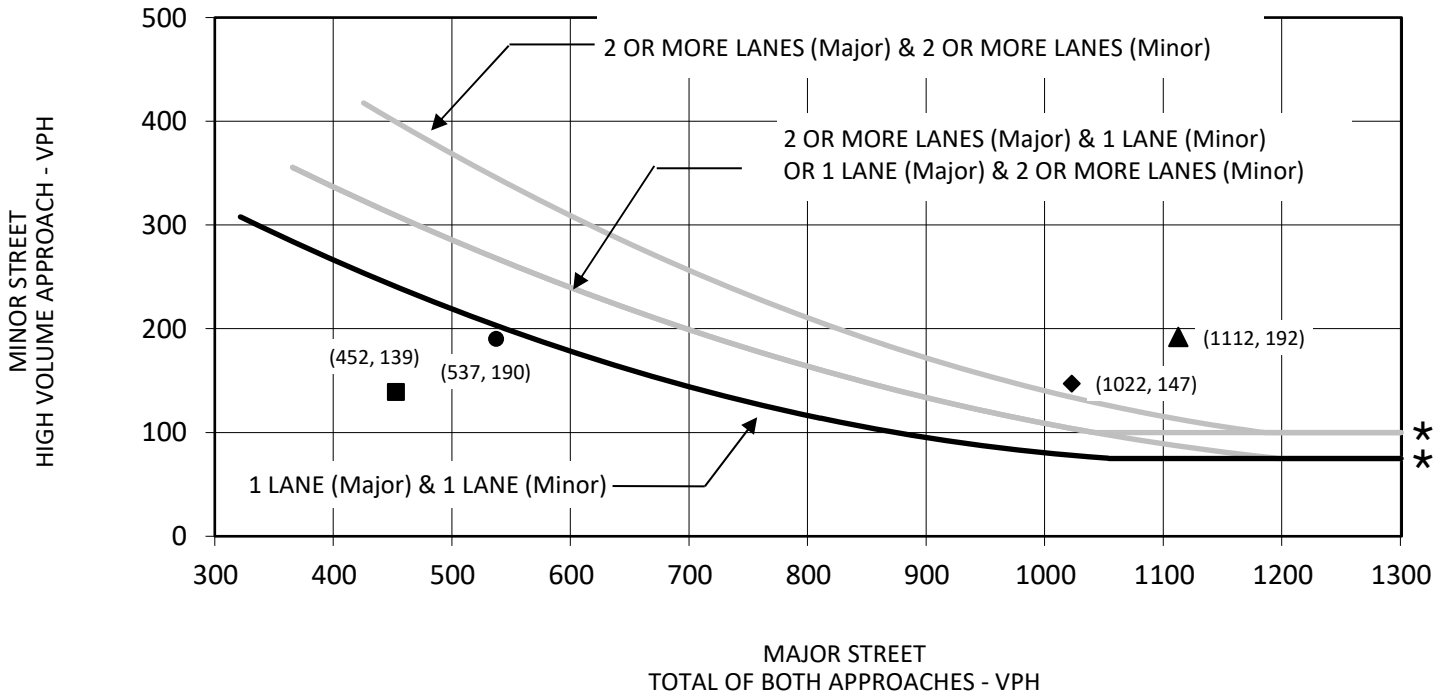
Menifee Valley Specific Plan

Traffic Study

Phase 1 Opening Year Cumulative (2025) - Menifee Road/La Piedra Road

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

EXHIBIT 45C

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

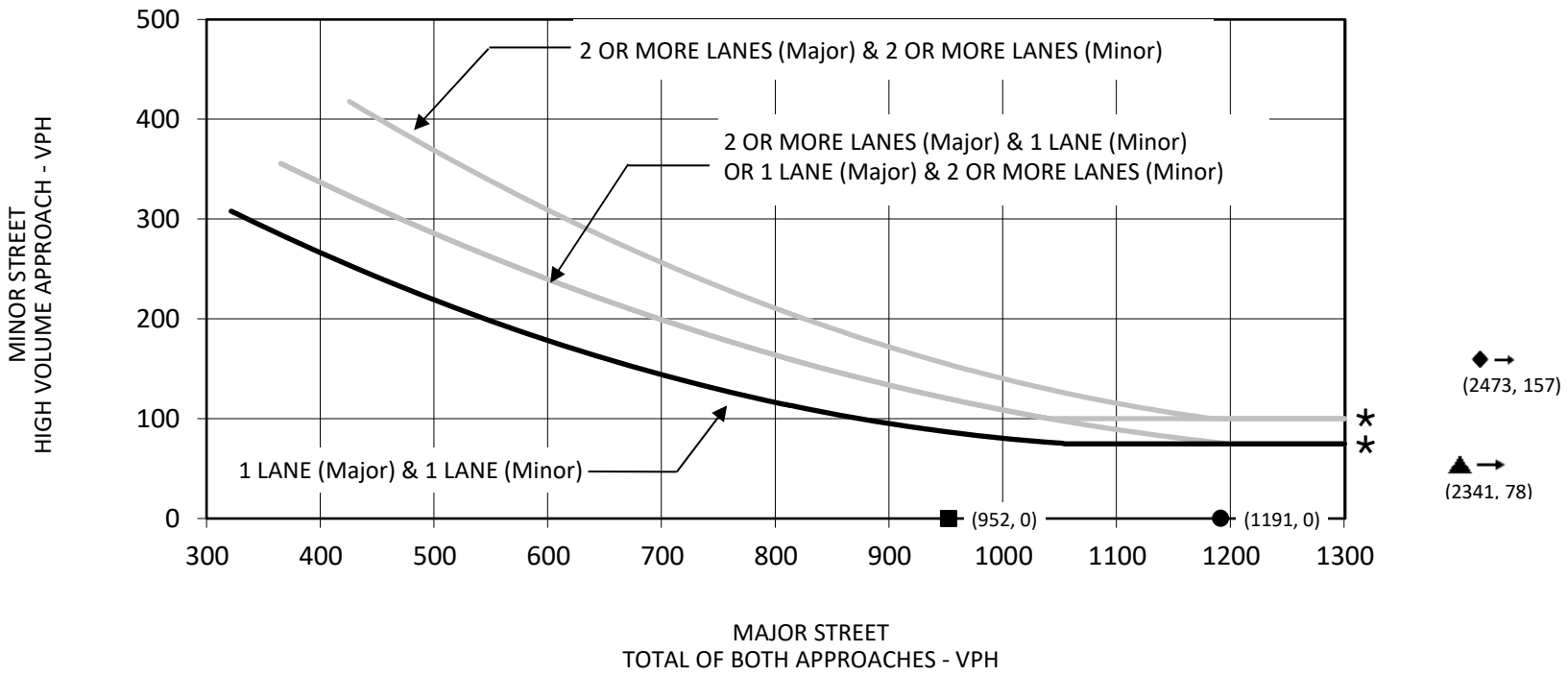
Menifee Valley Specific Plan

Traffic Study

Phases 2 and 3 Opening Year Cumulative (2026) - Palomar Road/Matthews Road

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

EXHIBIT 50C

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

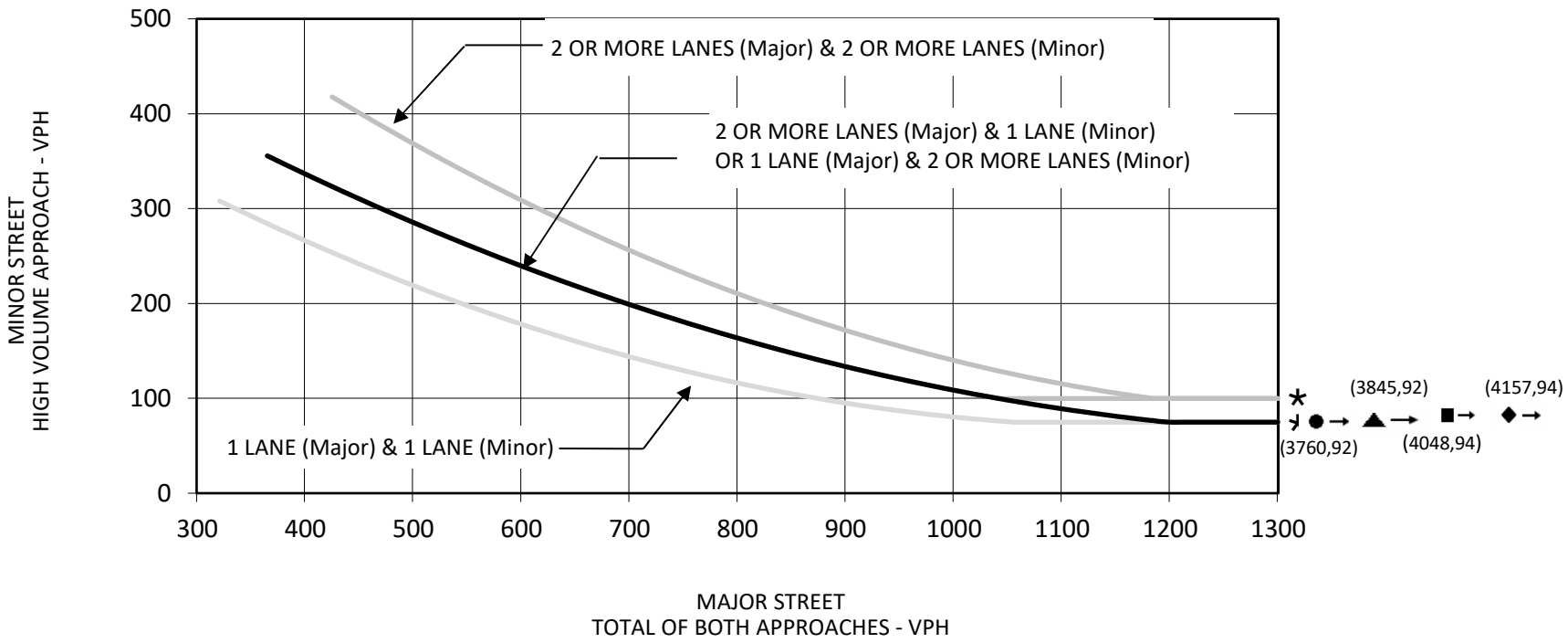
Menifee Valley Specific Plan

Traffic Study

Phases 2 and 3 Opening Year Cumulative (2026) - Menifee Road/Project Driveway 1

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

EXHIBIT 10D

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

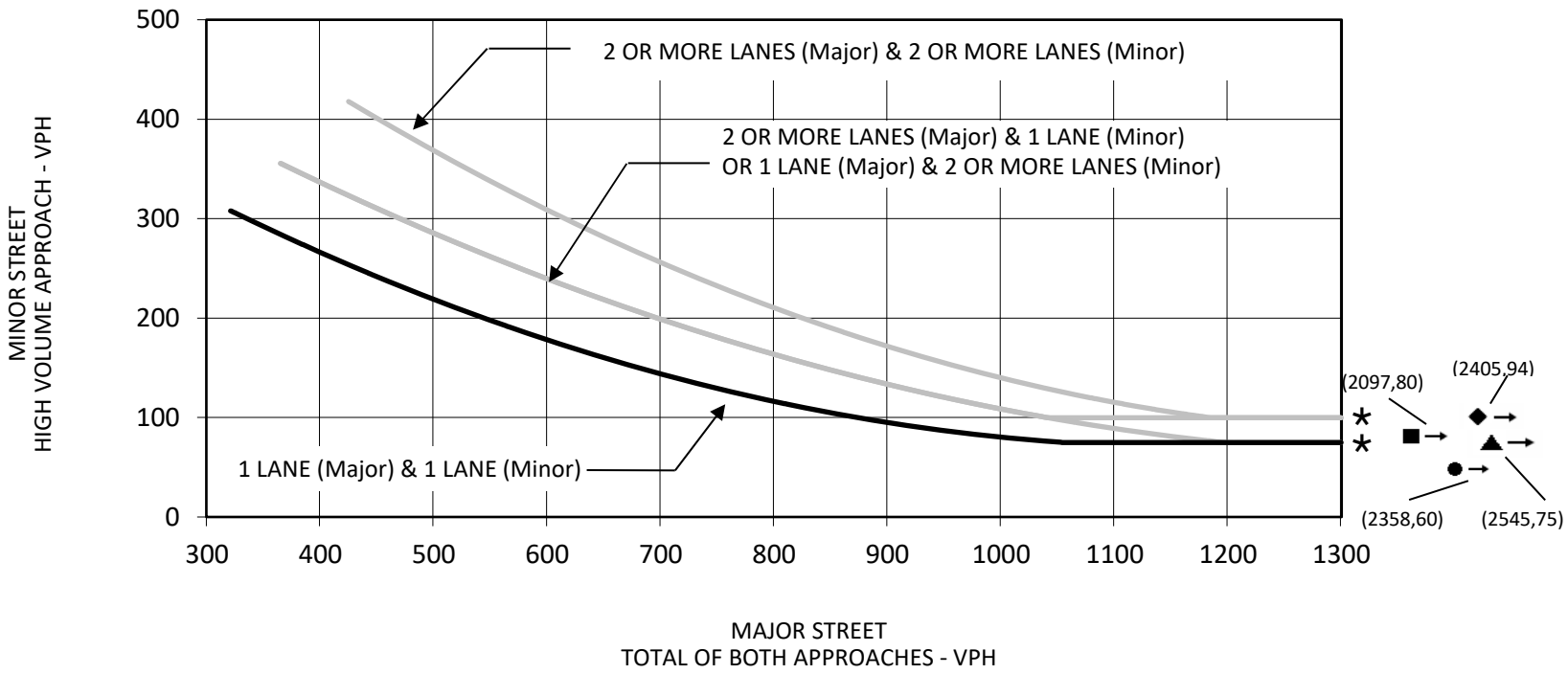
■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

Menifee Valley Specific Plan
Traffic Study
Horizon Year (2045) - SR-74/River Road

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

EXHIBIT 26D

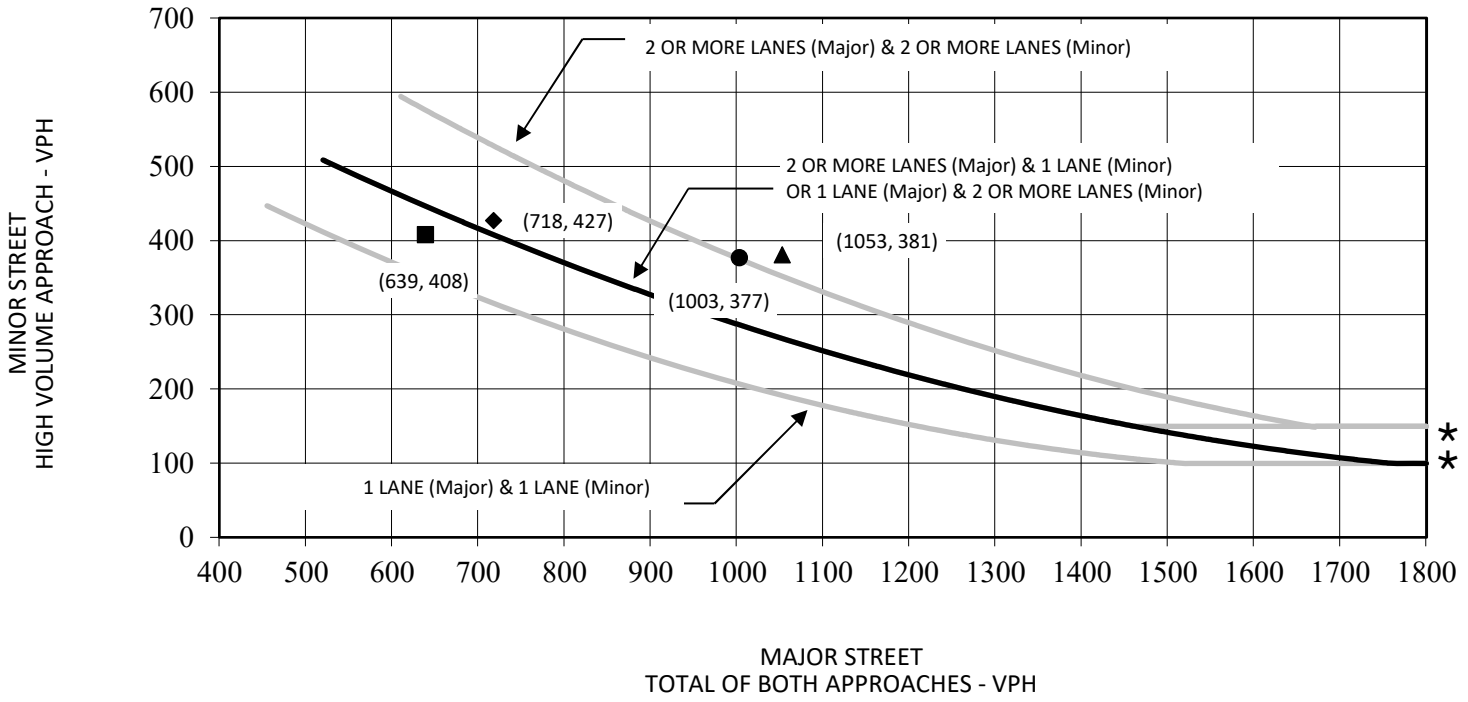
● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

Menifee Valley Specific Plan
Traffic Study
Horizon Year (2045) - Menifee Road/Ellis Avenue

WARRANT 3, PEAK HOUR



* 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

EXHIBIT 55D

● Without Project AM Peak Hour
▲ Plus Project AM Peak Hour
■ Without Project PM Peak Hour
◆ Plus Project PM Peak Hour

Menifee Valley Specific Plan
Traffic Study

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-3

Horizon Year (2045) - Briggs Road/Watson Road

APPENDIX F

TASAS COLLISION REPORTS

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Making Conservation a California Way of Life.

To: Simon Poon
LSA Associates
1500 Iowa Ave, Ste 200
Riverside, CA 92507

Date: October 25, 2022

File: 08-Riv-215,
PM R19.679/21.801
Segment 2

From: Moe Bhuyian
Office Chief
District 8 Traffic
Operations
Surveillance Region A

Subject: **COLLISION DATA FOR ROADWAY CROSS SLOPES AND VERTICAL GRADES - DESIGN STANDARD DECISION DOCUMENT (DSDD)**

This disclosure of this document does not constitute a waiver of the privilege granted under United States Code, Title 23, Section 409, should this document be offered into evidence in future litigation against the Department.

COLLISION DATA:

Caltrans Traffic Accident Surveillance & Analysis System (TASAS) indicate the following summaries for postmile R19.679 to 21.801 on northbound and southbound State Route 215 in Riverside County. During the thirty six months period from January 1, 2019 to December 31, 2021, analysis of the TASAS records for this segment show a total of 65 collisions. Data Retrieved on 10/25/2022.

Collision Rates

Collision Rates (# of Collisions/Million Vehicle, MVM)						
Location I-215	Actual Collision Rates (MVM)			Average Collision Rates (MVM)		
	Fatal	Fat+Inj	Total	Fatal	Fat+Inj	Total
PM R19.679/21.801	0.009	0.11	0.30	0.008	0.27	0.81

If you have any questions, please call me at 909-856-6930.

Protected by 23 U.S.C. Section 409

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Making Conservation a California Way of Life.

To: Simon Poon
LSA Associates
1500 Iowa Ave, Ste 200
Riverside, CA 92507

Date: October 25, 2022

File: 08-Riv-215,
PM 21.801/23.149
Segment 3

From: Moe Bhuyian
Office Chief
District 8 Traffic
Operations
Surveillance Region A

Subject: **COLLISION DATA FOR ROADWAY CROSS SLOPES AND VERTICAL GRADES - DESIGN STANDARD DECISION DOCUMENT (DSDD)**

This disclosure of this document does not constitute a waiver of the privilege granted under United States Code, Title 23, Section 409, should this document be offered into evidence in future litigation against the Department.

COLLISION DATA:

Caltrans Traffic Accident Surveillance & Analysis System (TASAS) indicate the following summaries for postmile R 21.801 to 23.149 on northbound and southbound State Route 215 in Riverside County. During the thirty six months period from January 1, 2019 to December 31, 2021, analysis of the TASAS records for this segment show a total of 57 collisions. Data Retrieved on 10/25/2022.

Collision Rates

Collision Rates (# of Collisions/Million Vehicle, MVM)						
Location I-215	Actual Collision Rates (MVM)			Average Collision Rates (MVM)		
	Fatal	Fat+Inj	Total	Fatal	Fat+Inj	Total
PM 21.801/23.149	0.000	0.13	0.42	0.008	0.30	0.89

If you have any questions, please call me at 909-856-6930.

Protected by 23 U.S.C. Section 409

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Making Conservation a California Way of Life.

To: Simon Poon
LSA Associates
1500 Iowa Ave, Ste 200
Riverside, CA 92507

Date: October 25, 2022

File: 08-Riv-215,
PM 23.149/24.923
Segment 4

From: Moe Bhuyian
Office Chief
District 8 Traffic
Operations
Surveillance Region A

Subject: **COLLISION DATA FOR ROADWAY CROSS SLOPES AND VERTICAL GRADES - DESIGN STANDARD DECISION DOCUMENT (DSDD)**

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COLLISION DATA:

Caltrans Traffic Accident Surveillance & Analysis System (TASAS) indicate the following summaries for postmile 23.149 to 24.923 on northbound and southbound State Route 215 in Riverside County. During the thirty six months period from January 1, 2019 to December 31, 2021, analysis of the TASAS records for this segment show a total of 102 collisions. Data Retrieved on 10/25/2022.

Collision Rates

Collision Rates (# of Collisions/Million Vehicle, MVM)						
Location I-215	Actual Collision Rates (MVM)			Average Collision Rates (MVM)		
	Fatal	Fat+Inj	Total	Fatal	Fat+Inj	Total
PM 23.149/24.923	0.020	0.18	0.52	0.008	0.37	1.08

If you have any questions, please call me at 909-856-6930.

Protected by 23 U.S.C. Section 409

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Making Conservation a California Way of Life.

To: Simon Poon
LSA Associates
1500 Iowa Ave, Ste 200
Riverside, CA 92507

Date: October 25, 2022

File: 08-Riv-215,
PM 24.923/26.769
Segment 5

From: Moe Bhuyian
Office Chief
District 8 Traffic
Operations
Surveillance Region A

Subject: **COLLISION DATA FOR ROADWAY CROSS SLOPES AND VERTICAL GRADES - DESIGN STANDARD DECISION DOCUMENT (DSDD)**

This disclosure of this document does not constitute a waiver of the privilege granted under United States Code, Title 23, Section 409, should this document be offered into evidence in future litigation against the Department.

COLLISION DATA:

Caltrans Traffic Accident Surveillance & Analysis System (TASAS) indicate the following summaries for postmile 24.923 to 26.769 on northbound and southbound State Route 215 in Riverside County. During the thirty six months period from January 1, 2019 to December 31, 2021, analysis of the TASAS records for this segment show a total of 70 collisions. Data Retrieved on 10/25/2022.

Collision Rates

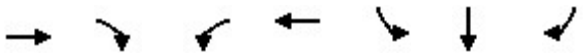
Collision Rates (# of Collisions/Million Vehicle, MVM)						
Location I-215	Actual Collision Rates (MVM)			Average Collision Rates (MVM)		
	Fatal	Fat+Inj	Total	Fatal	Fat+Inj	Total
PM 24.923/26.769	0.005	0.09	0.34	0.008	0.37	1.08

If you have any questions, please call me at 909-856-6930.

Protected by 23 U.S.C. Section 409

APPENDIX G

QUEUING ANALYSIS WORKSHEETS



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	803	526	699	1364	232	227	193
v/c Ratio	0.38	0.57	0.81	0.53	0.83	0.66	0.58
Control Delay	20.4	7.1	29.2	3.0	60.8	29.6	25.2
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0	0.0
Total Delay	20.4	7.1	29.2	3.5	60.8	29.6	25.2
Queue Length 50th (ft)	118	31	100	13	132	74	51
Queue Length 95th (ft)	165	129	m147	35	#247	159	124
Internal Link Dist (ft)	576			430		1334	
Turn Bay Length (ft)			100		240		240
Base Capacity (vph)	2109	918	1035	2569	308	371	354
Starvation Cap Reductn	0	0	0	667	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.57	0.68	0.72	0.75	0.61	0.55

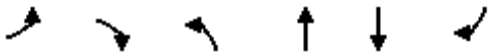
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	299	291	271	148	629	1085	170
v/c Ratio	0.70	0.63	0.47	0.43	0.27	0.33	0.19
Control Delay	40.5	27.5	6.7	60.8	6.4	15.9	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	40.5	27.5	6.7	60.8	6.5	15.9	3.5
Queue Length 50th (ft)	171	119	6	50	48	110	0
Queue Length 95th (ft)	237	191	61	81	64	162	38
Internal Link Dist (ft)		1134			265	736	
Turn Bay Length (ft)	795		395				
Base Capacity (vph)	559	572	674	755	2327	3259	879
Starvation Cap Reductn	0	0	0	0	612	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.51	0.40	0.20	0.37	0.33	0.19

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	36	187	236	426	650	29
v/c Ratio	0.21	0.12	0.65	0.25	0.60	0.02
Control Delay	32.9	0.1	33.1	1.9	15.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.9	0.1	33.1	1.9	15.0	0.0
Queue Length 50th (ft)	12	0	76	0	126	0
Queue Length 95th (ft)	43	0	167	72	380	0
Internal Link Dist (ft)				1002	1411	
Turn Bay Length (ft)		100	110			120
Base Capacity (vph)	420	1615	700	1802	1089	1615
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.12	0.34	0.24	0.60	0.02

Intersection Summary



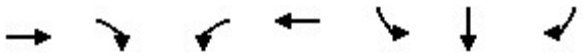
Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	236	627	1051	457	231	253
v/c Ratio	0.75	0.24	0.57	0.29	0.68	0.50
Control Delay	61.8	0.8	20.4	0.5	47.7	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.8	0.8	20.4	0.5	47.7	7.9
Queue Length 50th (ft)	115	0	229	0	139	2
Queue Length 95th (ft)	201	21	390	0	199	61
Internal Link Dist (ft)		664	463		1815	
Turn Bay Length (ft)	250			155		250
Base Capacity (vph)	550	2610	1850	1582	642	734
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.24	0.57	0.29	0.36	0.34

Intersection Summary



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	1521	632	1659	969	292	274	268
v/c Ratio	0.33	0.40	0.46	0.60	0.79	0.81	0.77
Control Delay	19.6	0.8	6.8	6.1	66.3	64.5	60.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	0.8	6.8	6.1	66.3	64.5	60.8
Queue Length 50th (ft)	260	0	135	200	268	243	225
Queue Length 95th (ft)	325	0	181	406	344	325	302
Internal Link Dist (ft)	628		1006			1187	
Turn Bay Length (ft)					500		500
Base Capacity (vph)	4586	1582	3639	1615	618	553	568
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.40	0.46	0.60	0.47	0.50	0.47

Intersection Summary



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1115	575	574	1284	344	337	164
v/c Ratio	0.54	0.60	0.79	0.54	0.92	0.94	0.41
Control Delay	23.8	6.0	31.6	4.3	68.5	72.4	18.2
Queue Delay	0.0	0.0	0.0	0.4	3.1	4.1	0.0
Total Delay	23.8	6.0	31.6	4.8	71.6	76.5	18.2
Queue Length 50th (ft)	186	16	95	38	213	217	38
Queue Length 95th (ft)	250	107	m126	m52	#383	#400	100
Internal Link Dist (ft)	576			430		1334	
Turn Bay Length (ft)			100		240		240
Base Capacity (vph)	2070	964	906	2398	382	367	412
Starvation Cap Reductn	0	0	0	579	0	0	0
Spillback Cap Reductn	0	0	0	0	12	12	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.60	0.63	0.71	0.93	0.95	0.40

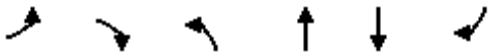
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	326	309	306	180	782	758	117
v/c Ratio	0.71	0.58	0.57	0.48	0.34	0.24	0.14
Control Delay	40.0	16.0	15.5	61.9	7.4	16.4	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	40.0	16.0	15.5	61.9	7.5	16.4	4.2
Queue Length 50th (ft)	184	67	63	61	68	78	0
Queue Length 95th (ft)	265	149	140	96	87	115	34
Internal Link Dist (ft)		1134			265	736	
Turn Bay Length (ft)	795		395				
Base Capacity (vph)	559	612	621	755	2269	3096	813
Starvation Cap Reductn	0	0	0	0	446	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.50	0.49	0.24	0.43	0.24	0.14

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	28	253	187	321	897	33
v/c Ratio	0.18	0.16	0.60	0.19	0.79	0.02
Control Delay	31.4	0.2	33.3	1.6	20.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.4	0.2	33.3	1.6	20.5	0.0
Queue Length 50th (ft)	9	0	58	0	192	0
Queue Length 95th (ft)	35	0	134	50	#640	0
Internal Link Dist (ft)				1002	1411	
Turn Bay Length (ft)		100	110			120
Base Capacity (vph)	416	1615	693	1814	1135	1615
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.16	0.27	0.18	0.79	0.02

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	310	939	778	211	425	584
v/c Ratio	0.83	0.46	0.66	0.13	0.68	0.93
Control Delay	51.8	7.7	34.1	0.2	34.4	47.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.8	7.7	34.1	0.2	34.4	47.7
Queue Length 50th (ft)	108	51	234	0	221	283
Queue Length 95th (ft)	205	112	317	0	334	#506
Internal Link Dist (ft)		664	463		1815	
Turn Bay Length (ft)	250			155		250
Base Capacity (vph)	460	2058	1170	1615	648	653
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.46	0.66	0.13	0.66	0.89

Intersection Summary

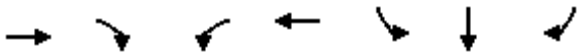
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	2117	499	1907	618	403	392	376
v/c Ratio	0.52	0.31	0.59	0.39	0.81	0.85	0.81
Control Delay	10.3	0.3	10.7	0.9	58.2	60.2	56.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.3	0.3	10.7	0.9	58.2	60.2	56.7
Queue Length 50th (ft)	193	0	212	1	356	348	315
Queue Length 95th (ft)	276	m0	482	m15	440	443	404
Internal Link Dist (ft)	628		1006			1187	
Turn Bay Length (ft)					500		500
Base Capacity (vph)	4109	1615	3261	1582	621	571	570
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.31	0.58	0.39	0.65	0.69	0.66

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	896	559	720	1442	243	238	198
v/c Ratio	0.43	0.62	0.82	0.56	0.85	0.68	0.59
Control Delay	21.4	8.8	31.8	2.1	63.4	31.1	25.6
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0	0.0
Total Delay	21.4	8.8	31.8	2.7	63.4	31.1	25.6
Queue Length 50th (ft)	136	45	110	20	140	81	54
Queue Length 95th (ft)	186	160	m167	41	#265	169	128
Internal Link Dist (ft)	576			430		1334	
Turn Bay Length (ft)			100		240		240
Base Capacity (vph)	2071	908	1035	2558	308	371	354
Starvation Cap Reductn	0	0	0	642	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.62	0.70	0.75	0.79	0.64	0.56

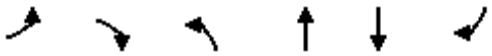
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	307	298	275	187	764	1173	175
v/c Ratio	0.72	0.65	0.51	0.49	0.33	0.37	0.20
Control Delay	41.6	28.4	11.9	61.2	6.5	16.7	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	41.6	28.4	11.9	61.2	6.5	16.7	3.5
Queue Length 50th (ft)	175	123	36	63	56	125	0
Queue Length 95th (ft)	252	204	103	97	72	175	38
Internal Link Dist (ft)		1134			292	736	
Turn Bay Length (ft)	795		395				
Base Capacity (vph)	523	542	607	755	2326	3187	866
Starvation Cap Reductn	0	0	0	0	379	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.55	0.45	0.25	0.39	0.37	0.20

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	63	273	265	459	679	35
v/c Ratio	0.36	0.17	0.71	0.30	0.72	0.02
Control Delay	38.7	0.2	38.8	3.8	23.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.7	0.2	38.8	3.8	23.2	0.0
Queue Length 50th (ft)	28	0	115	56	246	0
Queue Length 95th (ft)	68	0	198	103	#521	0
Internal Link Dist (ft)				1002	1411	
Turn Bay Length (ft)		100	110			120
Base Capacity (vph)	620	1615	620	1668	945	1615
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.17	0.43	0.28	0.72	0.02

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	243	742	1129	465	243	282
v/c Ratio	0.75	0.29	0.62	0.29	0.69	0.61
Control Delay	76.2	1.6	22.5	0.5	47.0	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.2	1.6	22.5	0.5	47.0	17.4
Queue Length 50th (ft)	160	0	265	0	145	51
Queue Length 95th (ft)	201	43	#452	0	206	122
Internal Link Dist (ft)		664	463		1815	
Turn Bay Length (ft)	250			155		250
Base Capacity (vph)	550	2580	1807	1582	642	695
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.29	0.62	0.29	0.38	0.41

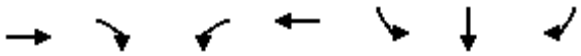
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	1584	638	1746	986	306	288	285
v/c Ratio	0.35	0.40	0.49	0.61	0.79	0.81	0.78
Control Delay	20.8	0.7	7.3	6.5	65.2	63.8	61.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.8	0.7	7.3	6.5	65.2	63.8	61.1
Queue Length 50th (ft)	286	0	152	262	277	254	238
Queue Length 95th (ft)	328	0	191	427	355	340	318
Internal Link Dist (ft)	619		1006			1187	
Turn Bay Length (ft)					500		500
Base Capacity (vph)	4523	1582	3590	1615	618	555	568
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.40	0.49	0.61	0.50	0.52	0.50

Intersection Summary



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1167	585	584	1369	355	349	187
v/c Ratio	0.57	0.61	0.79	0.57	0.94	0.96	0.46
Control Delay	24.6	6.4	43.7	10.0	70.8	75.9	20.6
Queue Delay	0.0	0.0	0.0	0.8	0.0	0.0	0.0
Total Delay	24.6	6.4	43.7	10.9	70.8	75.9	20.6
Queue Length 50th (ft)	199	20	172	213	222	227	51
Queue Length 95th (ft)	265	117	218	268	#398	#418	120
Internal Link Dist (ft)	576			430		1334	
Turn Bay Length (ft)			100		240		240
Base Capacity (vph)	2039	957	906	2385	382	367	412
Starvation Cap Reductn	0	0	0	647	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.61	0.64	0.79	0.93	0.95	0.45

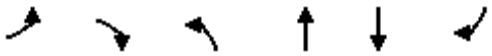
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	339	318	314	193	868	867	132
v/c Ratio	0.75	0.62	0.61	0.50	0.38	0.28	0.16
Control Delay	42.7	20.2	19.3	61.4	7.5	16.6	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	42.7	20.2	19.3	61.4	7.6	16.6	3.9
Queue Length 50th (ft)	191	87	81	65	75	93	0
Queue Length 95th (ft)	286	181	167	102	93	128	34
Internal Link Dist (ft)		1134			292	736	
Turn Bay Length (ft)	795		395				
Base Capacity (vph)	523	566	577	755	2279	3089	821
Starvation Cap Reductn	0	0	0	0	301	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.56	0.54	0.26	0.44	0.28	0.16

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	39	299	241	354	907	41
v/c Ratio	0.24	0.19	0.68	0.22	0.89	0.03
Control Delay	35.6	0.3	36.8	2.7	31.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.6	0.3	36.8	2.7	31.1	0.0
Queue Length 50th (ft)	17	0	101	37	374	0
Queue Length 95th (ft)	47	0	176	69	#740	0
Internal Link Dist (ft)				1002	1411	
Turn Bay Length (ft)		100	110			120
Base Capacity (vph)	660	1615	660	1740	1024	1615
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.19	0.37	0.20	0.89	0.03

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	319	1012	866	233	432	608
v/c Ratio	0.84	0.50	0.77	0.14	0.68	0.96
Control Delay	54.5	8.3	38.2	0.2	33.7	55.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	8.3	38.2	0.2	33.7	55.2
Queue Length 50th (ft)	158	74	266	0	231	327
Queue Length 95th (ft)	m214	127	#394	0	340	#558
Internal Link Dist (ft)		664	463		1815	
Turn Bay Length (ft)	250			155		250
Base Capacity (vph)	460	2015	1119	1615	645	638
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.50	0.77	0.14	0.67	0.95

Intersection Summary

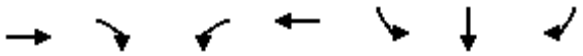
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	2195	509	1967	629	423	404	389
v/c Ratio	0.54	0.32	0.61	0.40	0.84	0.86	0.83
Control Delay	10.7	0.3	10.8	0.9	60.4	61.1	57.9
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.8	0.3	10.8	0.9	60.4	61.1	57.9
Queue Length 50th (ft)	200	0	223	0	375	359	327
Queue Length 95th (ft)	272	m0	477	m10	475	469	429
Internal Link Dist (ft)	619		1006			1187	
Turn Bay Length (ft)					500		500
Base Capacity (vph)	4069	1615	3229	1582	618	570	568
Starvation Cap Reductn	587	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.32	0.61	0.40	0.68	0.71	0.68

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	926	569	727	1468	246	241	201
v/c Ratio	0.45	0.63	0.83	0.57	0.86	0.68	0.60
Control Delay	21.7	9.3	31.8	2.3	63.9	31.5	26.0
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0	0.0
Total Delay	21.7	9.3	31.8	2.9	63.9	31.5	26.0
Queue Length 50th (ft)	142	49	114	26	142	83	56
Queue Length 95th (ft)	194	169	m170	43	#268	172	131
Internal Link Dist (ft)	576			430		1334	
Turn Bay Length (ft)			100		240		240
Base Capacity (vph)	2057	904	1035	2554	308	371	354
Starvation Cap Reductn	0	0	0	618	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.63	0.70	0.76	0.80	0.65	0.57

Intersection Summary

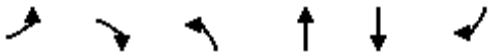
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	309	300	277	199	808	1203	178
v/c Ratio	0.73	0.66	0.53	0.50	0.35	0.38	0.21
Control Delay	42.9	29.3	13.7	59.8	6.6	16.8	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	42.9	29.3	13.7	59.8	6.6	16.8	3.4
Queue Length 50th (ft)	176	125	45	67	61	130	0
Queue Length 95th (ft)	258	208	114	103	77	177	38
Internal Link Dist (ft)		1134			292	736	
Turn Bay Length (ft)	795		395				
Base Capacity (vph)	505	525	584	755	2339	3188	868
Starvation Cap Reductn	0	0	0	0	335	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.57	0.47	0.26	0.40	0.38	0.21

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	72	301	275	470	689	37
v/c Ratio	0.39	0.19	0.71	0.31	0.74	0.02
Control Delay	39.7	0.3	38.6	3.9	24.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.7	0.3	38.6	3.9	24.8	0.0
Queue Length 50th (ft)	32	0	121	59	261	0
Queue Length 95th (ft)	77	0	207	110	#548	0
Internal Link Dist (ft)				1002	1411	
Turn Bay Length (ft)		100	110			120
Base Capacity (vph)	615	1615	615	1646	928	1615
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.19	0.45	0.29	0.74	0.02

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	246	780	1154	467	247	291
v/c Ratio	0.75	0.30	0.64	0.30	0.69	0.64
Control Delay	75.5	2.0	23.2	0.5	46.9	20.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.5	2.0	23.2	0.5	46.9	20.7
Queue Length 50th (ft)	171	2	276	0	147	66
Queue Length 95th (ft)	202	50	#492	0	210	140
Internal Link Dist (ft)		664	463		1815	
Turn Bay Length (ft)	250			155		250
Base Capacity (vph)	550	2573	1793	1582	642	684
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.30	0.64	0.30	0.38	0.43

Intersection Summary

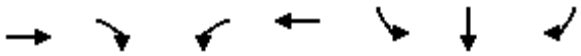
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	1605	641	1774	991	310	296	288
v/c Ratio	0.36	0.41	0.50	0.61	0.79	0.82	0.78
Control Delay	20.7	0.7	7.5	6.6	64.1	63.9	60.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.7	0.7	7.5	6.6	64.1	63.9	60.1
Queue Length 50th (ft)	268	0	157	294	281	261	241
Queue Length 95th (ft)	345	m0	193	434	356	348	320
Internal Link Dist (ft)	619		1006			1187	
Turn Bay Length (ft)					500		500
Base Capacity (vph)	4495	1582	3567	1615	618	556	568
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.41	0.50	0.61	0.50	0.53	0.51

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1184	588	587	1398	358	353	195
v/c Ratio	0.58	0.62	0.79	0.59	0.94	0.96	0.47
Control Delay	24.9	6.6	43.7	10.3	70.6	76.3	21.4
Queue Delay	0.0	0.0	0.0	0.9	0.0	0.0	0.0
Total Delay	24.9	6.6	43.7	11.2	70.6	76.3	21.4
Queue Length 50th (ft)	202	22	173	220	224	230	55
Queue Length 95th (ft)	269	121	219	277	#404	#426	126
Internal Link Dist (ft)	576			430		1334	
Turn Bay Length (ft)			100		240		240
Base Capacity (vph)	2026	953	906	2378	382	367	412
Starvation Cap Reductn	0	0	0	638	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.62	0.65	0.80	0.94	0.96	0.47

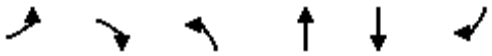
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	341	322	318	196	897	903	138
v/c Ratio	0.77	0.64	0.62	0.50	0.39	0.29	0.17
Control Delay	44.2	21.6	20.7	61.2	7.4	16.4	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	44.2	21.6	20.7	61.2	7.5	16.4	3.7
Queue Length 50th (ft)	192	93	86	66	76	97	0
Queue Length 95th (ft)	292	191	176	103	94	131	34
Internal Link Dist (ft)		1134			292	736	
Turn Bay Length (ft)	795		395				
Base Capacity (vph)	505	549	560	755	2294	3112	829
Starvation Cap Reductn	0	0	0	0	253	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.59	0.57	0.26	0.44	0.29	0.17

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	42	315	259	364	911	43
v/c Ratio	0.26	0.20	0.70	0.23	0.90	0.03
Control Delay	36.2	0.3	37.2	2.7	33.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	0.3	37.2	2.7	33.5	0.0
Queue Length 50th (ft)	18	0	110	38	388	0
Queue Length 95th (ft)	50	0	190	72	#764	0
Internal Link Dist (ft)				1002	1411	
Turn Bay Length (ft)		100	110			120
Base Capacity (vph)	656	1615	656	1725	1009	1615
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.20	0.39	0.21	0.90	0.03

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	322	1037	895	240	435	616
v/c Ratio	0.84	0.52	0.81	0.15	0.67	0.97
Control Delay	55.9	8.6	40.2	0.2	33.5	57.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.9	8.6	40.2	0.2	33.5	57.5
Queue Length 50th (ft)	160	79	278	0	232	339
Queue Length 95th (ft)	m217	132	#416	0	344	#575
Internal Link Dist (ft)		664	463		1815	
Turn Bay Length (ft)	250			155		250
Base Capacity (vph)	460	2003	1102	1615	646	635
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.52	0.81	0.15	0.67	0.97

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

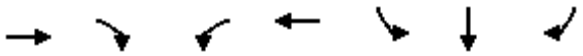
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	2220	513	1988	633	431	409	390
v/c Ratio	0.55	0.32	0.62	0.40	0.84	0.86	0.82
Control Delay	10.9	0.3	11.0	0.9	60.9	61.2	57.2
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.0	0.3	11.0	0.9	60.9	61.2	57.2
Queue Length 50th (ft)	209	0	227	0	384	364	326
Queue Length 95th (ft)	273	m0	495	m9	486	476	430
Internal Link Dist (ft)	619		1006			1187	
Turn Bay Length (ft)					500		500
Base Capacity (vph)	4051	1615	3215	1582	618	570	568
Starvation Cap Reductn	582	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.32	0.62	0.40	0.70	0.72	0.69

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1435	736	819	1867	294	297	227
v/c Ratio	0.76	0.85	0.87	0.74	0.95	0.80	0.64
Control Delay	28.6	22.6	33.1	4.0	79.7	41.6	28.9
Queue Delay	0.0	0.0	0.0	8.1	28.2	4.3	0.0
Total Delay	28.6	22.6	33.1	12.1	107.9	45.9	28.9
Queue Length 50th (ft)	263	172	158	30	175	121	71
Queue Length 95th (ft)	327	#423	m188	m44	#341	#265	155
Internal Link Dist (ft)	576			430		1334	
Turn Bay Length (ft)			100		240		240
Base Capacity (vph)	1900	863	1035	2510	308	371	354
Starvation Cap Reductn	0	0	0	619	0	0	0
Spillback Cap Reductn	0	0	0	0	31	33	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.85	0.79	0.99	1.06	0.88	0.64

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

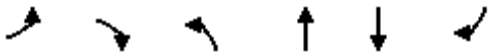
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	307	306	282	390	1477	1567	193
v/c Ratio	0.70	0.65	0.62	0.75	0.64	0.54	0.24
Control Delay	39.9	28.1	26.4	68.4	10.8	21.1	3.6
Queue Delay	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	28.2	26.4	68.4	10.8	21.1	3.6
Queue Length 50th (ft)	173	127	107	132	110	212	0
Queue Length 95th (ft)	248	207	180	#217	192	250	41
Internal Link Dist (ft)		1134			292	736	
Turn Bay Length (ft)	795		395				
Base Capacity (vph)	559	575	558	521	2302	2885	811
Starvation Cap Reductn	0	0	0	0	32	0	0
Spillback Cap Reductn	21	20	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.55	0.51	0.75	0.65	0.54	0.24

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	225	777	424	622	804	67
v/c Ratio	0.74	0.48	0.87	0.47	1.12	0.04
Control Delay	51.0	1.0	53.6	8.2	102.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	1.0	53.6	8.2	102.3	0.0
Queue Length 50th (ft)	127	0	238	140	~550	0
Queue Length 95th (ft)	204	0	#447	260	#849	0
Internal Link Dist (ft)				1002	1411	
Turn Bay Length (ft)		100	110			120
Base Capacity (vph)	486	1615	486	1330	716	1615
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.48	0.87	0.47	1.12	0.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	287	1477	1613	508	320	461
v/c Ratio	0.78	0.68	1.22	0.32	0.58	0.87
Control Delay	53.4	7.0	138.4	0.5	32.9	45.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.4	7.0	138.4	0.5	32.9	45.4
Queue Length 50th (ft)	165	100	~698	0	165	238
Queue Length 95th (ft)	m128	m104	#957	0	241	355
Internal Link Dist (ft)		664	463		1815	
Turn Bay Length (ft)	250			155		250
Base Capacity (vph)	550	2178	1318	1582	642	608
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.68	1.22	0.32	0.50	0.76

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

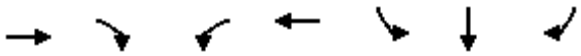
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	1885	643	2184	1033	387	364	355
v/c Ratio	0.45	0.41	0.65	0.64	0.83	0.84	0.82
Control Delay	18.6	0.6	7.9	6.9	62.2	62.0	58.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.6	0.6	7.9	6.9	62.2	62.0	58.9
Queue Length 50th (ft)	276	0	199	201	347	324	298
Queue Length 95th (ft)	303	m0	120	351	441	427	394
Internal Link Dist (ft)	619		1006			1187	
Turn Bay Length (ft)					500		500
Base Capacity (vph)	4212	1582	3343	1615	581	530	535
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.41	0.65	0.64	0.67	0.69	0.66

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1494	646	644	1918	428	418	343
v/c Ratio	0.76	0.69	0.82	0.81	1.12	1.14	0.83
Control Delay	29.4	9.7	44.5	15.3	118.9	125.7	44.7
Queue Delay	0.0	0.0	0.0	12.5	0.0	0.0	0.0
Total Delay	29.4	9.7	44.5	27.7	118.9	125.7	44.7
Queue Length 50th (ft)	285	50	190	395	~314	~324	156
Queue Length 95th (ft)	361	185	243	498	#508	#529	#315
Internal Link Dist (ft)	576			430		1334	
Turn Bay Length (ft)			100		240		240
Base Capacity (vph)	1964	936	906	2378	382	367	412
Starvation Cap Reductn	0	0	0	476	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.69	0.71	1.01	1.12	1.14	0.83

Intersection Summary

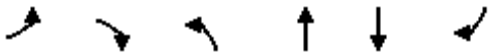
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	370	374	376	262	1382	1525	229
v/c Ratio	0.75	0.76	0.75	0.57	0.63	0.54	0.28
Control Delay	40.4	33.9	32.8	53.1	15.6	22.3	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay	40.4	33.9	32.8	53.1	15.9	22.3	3.9
Queue Length 50th (ft)	203	168	161	89	147	204	0
Queue Length 95th (ft)	307	282	268	130	278	262	48
Internal Link Dist (ft)		1134			292	736	
Turn Bay Length (ft)	795		395				
Base Capacity (vph)	559	544	558	755	2190	2803	812
Starvation Cap Reductn	0	0	0	0	260	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.69	0.67	0.35	0.72	0.54	0.28

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	100	577	570	543	927	89
v/c Ratio	0.51	0.36	1.05	0.36	1.16	0.06
Control Delay	45.8	0.6	85.2	4.4	112.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	0.6	85.2	4.4	112.6	0.1
Queue Length 50th (ft)	52	0	~351	80	~617	0
Queue Length 95th (ft)	101	0	#578	147	#892	0
Internal Link Dist (ft)				1002	1411	
Turn Bay Length (ft)		100	110			120
Base Capacity (vph)	542	1615	542	1515	799	1615
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.36	1.05	0.36	1.16	0.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	364	1455	1405	364	467	752
v/c Ratio	0.88	0.73	1.34	0.23	0.73	1.24
Control Delay	55.7	11.2	191.5	0.3	35.9	148.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.7	11.2	191.5	0.3	35.9	148.9
Queue Length 50th (ft)	185	151	~644	0	256	~576
Queue Length 95th (ft)	m204	m162	#786	0	376	#807
Internal Link Dist (ft)		664	463		1815	
Turn Bay Length (ft)	250			155		250
Base Capacity (vph)	460	2003	1047	1615	642	608
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.73	1.34	0.23	0.73	1.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

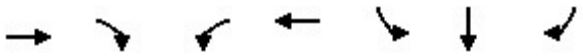
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	2656	567	2324	685	511	497	473
v/c Ratio	0.70	0.35	0.77	0.43	0.89	0.91	0.89
Control Delay	14.0	0.2	15.0	0.7	61.6	64.5	61.2
Queue Delay	0.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.6	0.2	15.0	0.7	61.6	64.5	61.2
Queue Length 50th (ft)	289	0	677	0	444	440	395
Queue Length 95th (ft)	m278	m0	m735	m0	#637	#659	#592
Internal Link Dist (ft)	619		1006			1187	
Turn Bay Length (ft)					500		500
Base Capacity (vph)	3798	1615	3014	1582	618	581	568
Starvation Cap Reductn	656	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.35	0.77	0.43	0.83	0.86	0.83

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	825	526	699	1369	246	239	193
v/c Ratio	0.40	0.58	0.81	0.54	0.86	0.68	0.57
Control Delay	20.7	7.2	29.3	3.2	63.9	31.1	24.7
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0	0.0
Total Delay	20.7	7.2	29.3	3.7	63.9	31.1	24.7
Queue Length 50th (ft)	122	31	100	13	142	82	51
Queue Length 95th (ft)	170	129	m149	35	#268	170	124
Internal Link Dist (ft)	576			430		1334	
Turn Bay Length (ft)			100		240		240
Base Capacity (vph)	2088	913	1035	2554	308	371	354
Starvation Cap Reductn	0	0	0	667	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.58	0.68	0.73	0.80	0.64	0.55

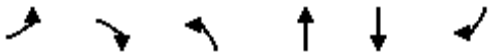
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	319	314	290	148	629	1094	170
v/c Ratio	0.71	0.65	0.49	0.43	0.28	0.34	0.20
Control Delay	39.9	28.0	7.7	59.1	7.0	16.7	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	39.9	28.0	7.7	59.1	7.1	16.7	3.6
Queue Length 50th (ft)	180	131	14	50	54	116	0
Queue Length 95th (ft)	254	210	73	81	71	163	38
Internal Link Dist (ft)		1134			292	736	
Turn Bay Length (ft)	795		395				
Base Capacity (vph)	559	576	674	755	2279	3173	860
Starvation Cap Reductn	0	0	0	0	564	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.55	0.43	0.20	0.37	0.34	0.20

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	36	223	262	426	1303	29
v/c Ratio	0.23	0.14	0.70	0.26	1.29	0.02
Control Delay	36.0	0.2	36.8	2.8	160.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.0	0.2	36.8	2.8	160.3	0.0
Queue Length 50th (ft)	16	0	111	46	~811	0
Queue Length 95th (ft)	45	0	190	83	#1199	0
Internal Link Dist (ft)				1013	1411	
Turn Bay Length (ft)		100	110			120
Base Capacity (vph)	658	1615	658	1728	1008	1615
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.14	0.40	0.25	1.29	0.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	236	697	1631	457	231	854
v/c Ratio	0.75	0.35	1.31	0.29	0.36	1.20
Control Delay	59.1	1.5	176.3	0.5	25.9	129.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.1	1.5	176.3	0.5	25.9	129.4
Queue Length 50th (ft)	107	0	~709	0	108	~576
Queue Length 95th (ft)	129	28	#928	0	172	#812
Internal Link Dist (ft)		664	463		1815	
Turn Bay Length (ft)	250			155		250
Base Capacity (vph)	550	2003	1243	1582	642	709
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.35	1.31	0.29	0.36	1.20

Intersection Summary

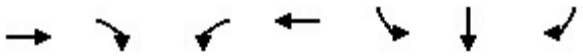
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Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	1638	632	1696	969	295	297	298
v/c Ratio	0.36	0.40	0.48	0.60	0.74	0.82	0.80
Control Delay	14.0	0.6	7.5	6.0	60.8	64.4	62.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	0.6	7.5	6.0	60.8	64.4	62.0
Queue Length 50th (ft)	199	0	151	194	264	262	251
Queue Length 95th (ft)	264	0	194	397	336	349	332
Internal Link Dist (ft)	619		1006			1187	
Turn Bay Length (ft)					500		500
Base Capacity (vph)	4488	1582	3561	1615	618	552	568
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.40	0.48	0.60	0.48	0.54	0.52

Intersection Summary



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1129	575	574	1303	360	352	164
v/c Ratio	0.55	0.60	0.79	0.55	0.94	0.96	0.40
Control Delay	24.2	6.0	32.0	4.6	72.0	76.1	18.1
Queue Delay	0.0	0.0	0.0	0.5	9.9	11.7	0.0
Total Delay	24.2	6.0	32.0	5.1	81.8	87.8	18.1
Queue Length 50th (ft)	189	16	96	39	226	229	38
Queue Length 95th (ft)	254	107	m129	m52	#407	#424	100
Internal Link Dist (ft)	576			430		1334	
Turn Bay Length (ft)			100		240		240
Base Capacity (vph)	2044	958	906	2380	382	367	412
Starvation Cap Reductn	0	0	0	576	0	0	0
Spillback Cap Reductn	0	0	0	0	20	19	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.60	0.63	0.72	0.99	1.01	0.40

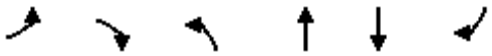
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	373	357	348	180	782	779	117
v/c Ratio	0.76	0.70	0.61	0.48	0.36	0.26	0.15
Control Delay	41.3	28.2	18.0	63.0	7.9	17.4	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	41.3	28.2	18.0	63.0	8.0	17.4	4.2
Queue Length 50th (ft)	207	143	84	61	68	86	0
Queue Length 95th (ft)	309	246	175	96	87	118	34
Internal Link Dist (ft)		1134			265	736	
Turn Bay Length (ft)	795		395				
Base Capacity (vph)	559	570	621	755	2199	2968	784
Starvation Cap Reductn	0	0	0	0	414	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.63	0.56	0.24	0.44	0.26	0.15

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	36	223	262	426	1303	29
v/c Ratio	0.23	0.14	0.70	0.26	1.29	0.02
Control Delay	36.0	0.2	36.8	2.8	160.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.0	0.2	36.8	2.8	160.3	0.0
Queue Length 50th (ft)	16	0	111	46	~811	0
Queue Length 95th (ft)	45	0	190	83	#1199	0
Internal Link Dist (ft)				1013	1411	
Turn Bay Length (ft)		100	110			120
Base Capacity (vph)	658	1615	658	1728	1008	1615
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.14	0.40	0.25	1.29	0.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	236	697	1631	457	231	854
v/c Ratio	0.75	0.35	1.31	0.29	0.36	1.20
Control Delay	59.1	1.5	176.3	0.5	25.9	129.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.1	1.5	176.3	0.5	25.9	129.4
Queue Length 50th (ft)	107	0	~709	0	108	~576
Queue Length 95th (ft)	129	28	#928	0	172	#812
Internal Link Dist (ft)		664	463		1815	
Turn Bay Length (ft)	250			155		250
Base Capacity (vph)	550	2003	1243	1582	642	709
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.35	1.31	0.29	0.36	1.20

Intersection Summary

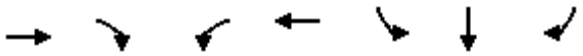
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	1638	632	1696	969	295	297	298
v/c Ratio	0.36	0.40	0.48	0.60	0.74	0.82	0.80
Control Delay	14.0	0.6	7.5	6.0	60.8	64.4	62.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	0.6	7.5	6.0	60.8	64.4	62.0
Queue Length 50th (ft)	199	0	151	194	264	262	251
Queue Length 95th (ft)	264	0	194	397	336	349	332
Internal Link Dist (ft)	619		1006			1187	
Turn Bay Length (ft)					500		500
Base Capacity (vph)	4488	1582	3561	1615	618	552	568
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.40	0.48	0.60	0.48	0.54	0.52

Intersection Summary



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	908	559	720	1445	251	245	198
v/c Ratio	0.44	0.62	0.82	0.57	0.86	0.69	0.58
Control Delay	21.6	8.8	31.3	2.3	64.6	31.9	25.3
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0	0.0
Total Delay	21.6	8.8	31.3	2.9	64.6	31.9	25.3
Queue Length 50th (ft)	138	45	111	25	146	86	54
Queue Length 95th (ft)	189	160	m164	43	#276	175	128
Internal Link Dist (ft)	576			430		1334	
Turn Bay Length (ft)			100		240		240
Base Capacity (vph)	2055	904	1035	2547	308	371	354
Starvation Cap Reductn	0	0	0	619	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.62	0.70	0.75	0.81	0.66	0.56

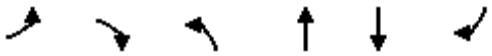
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	312	305	287	187	764	1173	175
v/c Ratio	0.70	0.64	0.54	0.49	0.33	0.37	0.20
Control Delay	40.1	27.7	13.7	59.3	7.1	17.4	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	40.1	27.7	13.7	59.3	7.2	17.4	3.7
Queue Length 50th (ft)	175	126	49	63	63	129	0
Queue Length 95th (ft)	248	203	117	98	81	181	39
Internal Link Dist (ft)		1134			292	736	
Turn Bay Length (ft)	795		395				
Base Capacity (vph)	559	575	626	755	2295	3130	854
Starvation Cap Reductn	0	0	0	0	376	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.53	0.46	0.25	0.40	0.37	0.20

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	63	288	276	459	1025	35
v/c Ratio	0.36	0.18	0.71	0.30	1.10	0.02
Control Delay	39.2	0.2	38.4	3.7	83.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.2	0.2	38.4	3.7	83.7	0.0
Queue Length 50th (ft)	28	0	120	56	~578	0
Queue Length 95th (ft)	69	0	206	103	#942	0
Internal Link Dist (ft)				1002	1411	
Turn Bay Length (ft)		100	110			120
Base Capacity (vph)	616	1615	616	1655	934	1615
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.18	0.45	0.28	1.10	0.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	243	764	1398	465	243	612
v/c Ratio	0.75	0.37	1.07	0.29	0.40	0.93
Control Delay	61.8	2.5	77.9	0.5	27.4	45.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.8	2.5	77.9	0.5	27.4	45.4
Queue Length 50th (ft)	118	2	~550	0	114	272
Queue Length 95th (ft)	143	45	#768	0	181	#490
Internal Link Dist (ft)		664	463		1815	
Turn Bay Length (ft)	250			155		250
Base Capacity (vph)	550	2085	1311	1582	642	688
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.37	1.07	0.29	0.38	0.89

Intersection Summary

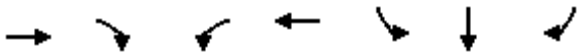
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	1640	638	1762	986	313	298	292
v/c Ratio	0.37	0.40	0.50	0.61	0.79	0.82	0.78
Control Delay	21.4	0.6	7.6	6.4	63.8	64.0	60.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.4	0.6	7.6	6.4	63.8	64.0	60.1
Queue Length 50th (ft)	303	0	157	259	283	263	244
Queue Length 95th (ft)	328	0	199	421	361	350	325
Internal Link Dist (ft)	618		1006			1187	
Turn Bay Length (ft)					500		500
Base Capacity (vph)	4480	1582	3555	1615	618	553	568
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.40	0.50	0.61	0.51	0.54	0.51

Intersection Summary



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1175	585	584	1380	363	357	187
v/c Ratio	0.58	0.61	0.79	0.58	0.95	0.97	0.45
Control Delay	24.8	6.5	43.7	10.2	73.2	78.8	20.6
Queue Delay	0.0	0.0	0.0	0.9	0.0	0.0	0.0
Total Delay	24.8	6.5	43.7	11.1	73.2	78.8	20.6
Queue Length 50th (ft)	201	20	172	215	228	234	51
Queue Length 95th (ft)	267	117	218	271	#410	#431	120
Internal Link Dist (ft)	576			430		1334	
Turn Bay Length (ft)			100		240		240
Base Capacity (vph)	2030	955	906	2378	382	367	412
Starvation Cap Reductn	0	0	0	644	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.61	0.64	0.80	0.95	0.97	0.45

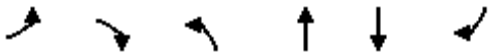
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	352	339	325	193	868	867	132
v/c Ratio	0.77	0.65	0.62	0.50	0.38	0.28	0.16
Control Delay	43.1	21.7	20.0	57.9	8.0	16.8	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	43.1	21.7	20.0	57.9	8.1	16.8	3.9
Queue Length 50th (ft)	195	98	85	65	85	95	0
Queue Length 95th (ft)	298	200	177	102	105	128	34
Internal Link Dist (ft)		1134			292	736	
Turn Bay Length (ft)	795		395				
Base Capacity (vph)	523	571	577	755	2259	3053	813
Starvation Cap Reductn	0	0	0	0	339	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.59	0.56	0.26	0.45	0.28	0.16

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	39	316	258	354	1244	41
v/c Ratio	0.24	0.20	0.70	0.22	1.23	0.03
Control Delay	36.0	0.3	37.0	2.6	134.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.0	0.3	37.0	2.6	134.4	0.0
Queue Length 50th (ft)	17	0	109	37	~751	0
Queue Length 95th (ft)	47	0	188	68	#1135	0
Internal Link Dist (ft)				1002	1411	
Turn Bay Length (ft)		100	110			120
Base Capacity (vph)	658	1615	658	1729	1010	1615
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.20	0.39	0.20	1.23	0.03

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	319	1036	1214	233	432	952
v/c Ratio	0.84	0.52	1.09	0.14	0.67	1.51
Control Delay	61.8	8.2	89.7	0.2	33.6	261.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.8	8.2	89.7	0.2	33.6	261.6
Queue Length 50th (ft)	160	77	~471	0	231	~816
Queue Length 95th (ft)	m216	131	#648	0	340	#1060
Internal Link Dist (ft)		664	463		1815	
Turn Bay Length (ft)	250			155		250
Base Capacity (vph)	460	2003	1113	1615	642	632
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.52	1.09	0.14	0.67	1.51

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

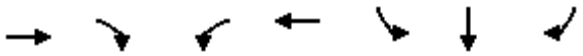
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	2254	509	1992	629	434	414	403
v/c Ratio	0.56	0.32	0.63	0.40	0.83	0.86	0.84
Control Delay	11.5	0.3	11.5	0.8	59.4	60.6	58.0
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	0.3	11.5	0.8	59.4	60.6	58.0
Queue Length 50th (ft)	229	0	233	0	382	365	337
Queue Length 95th (ft)	276	m0	566	m5	490	485	448
Internal Link Dist (ft)	618		1006			1187	
Turn Bay Length (ft)					500		500
Base Capacity (vph)	4016	1615	3187	1582	618	568	568
Starvation Cap Reductn	566	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.32	0.63	0.40	0.70	0.73	0.71

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	948	569	727	1474	261	253	201
v/c Ratio	0.46	0.63	0.84	0.58	0.88	0.70	0.59
Control Delay	21.8	8.9	31.7	3.1	67.6	33.1	25.5
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0	0.0
Total Delay	21.8	8.9	31.7	3.6	67.6	33.1	25.5
Queue Length 50th (ft)	146	47	115	36	152	91	56
Queue Length 95th (ft)	194	161	m178	m50	#291	#187	131
Internal Link Dist (ft)	576			430		1334	
Turn Bay Length (ft)			100		240		240
Base Capacity (vph)	2049	906	996	2538	308	371	354
Starvation Cap Reductn	0	0	0	571	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.63	0.73	0.75	0.85	0.68	0.57

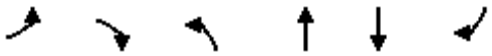
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	328	323	297	199	808	1212	178
v/c Ratio	0.71	0.66	0.56	0.50	0.36	0.40	0.21
Control Delay	39.7	28.3	15.7	59.1	7.6	18.4	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	39.7	28.3	15.7	59.1	7.6	18.4	3.8
Queue Length 50th (ft)	185	137	64	67	69	137	0
Queue Length 95th (ft)	263	218	136	103	86	190	40
Internal Link Dist (ft)		1134			292	736	
Turn Bay Length (ft)	795		395				
Base Capacity (vph)	559	577	614	755	2260	3045	837
Starvation Cap Reductn	0	0	0	0	334	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.56	0.48	0.26	0.42	0.40	0.21

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	72	337	301	470	1342	37
v/c Ratio	0.40	0.21	0.71	0.31	1.49	0.02
Control Delay	41.0	0.3	37.6	3.8	247.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.0	0.3	37.6	3.8	247.6	0.0
Queue Length 50th (ft)	33	0	135	60	~940	0
Queue Length 95th (ft)	78	0	226	109	#1365	0
Internal Link Dist (ft)				1002	1411	
Turn Bay Length (ft)		100	110			120
Base Capacity (vph)	604	1615	604	1615	903	1615
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.21	0.50	0.29	1.49	0.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	246	850	1734	467	247	892
v/c Ratio	0.75	0.42	1.42	0.30	0.38	1.34
Control Delay	61.4	3.2	221.6	0.5	26.3	188.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.4	3.2	221.6	0.5	26.3	188.1
Queue Length 50th (ft)	123	6	~787	0	116	~686
Queue Length 95th (ft)	151	60	#1011	0	184	#926
Internal Link Dist (ft)		664	463		1815	
Turn Bay Length (ft)	250			155		250
Base Capacity (vph)	550	2003	1223	1582	642	666
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.42	1.42	0.30	0.38	1.34

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

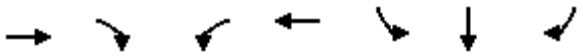
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	1722	641	1812	991	325	312	312
v/c Ratio	0.39	0.41	0.52	0.61	0.78	0.82	0.80
Control Delay	22.6	0.6	8.0	6.4	61.6	62.9	60.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.6	0.6	8.0	6.4	61.6	62.9	60.3
Queue Length 50th (ft)	324	0	169	307	292	276	263
Queue Length 95th (ft)	371	m0	197	421	366	360	341
Internal Link Dist (ft)	618		1006			1187	
Turn Bay Length (ft)					500		500
Base Capacity (vph)	4406	1582	3497	1615	618	552	568
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.41	0.52	0.61	0.53	0.57	0.55

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1198	588	587	1417	374	368	195
v/c Ratio	0.59	0.62	0.79	0.60	0.98	1.00	0.47
Control Delay	25.0	6.6	43.7	10.4	79.6	86.1	21.4
Queue Delay	0.0	0.0	0.0	1.0	0.0	0.0	0.0
Total Delay	25.0	6.6	43.7	11.4	79.6	86.1	21.4
Queue Length 50th (ft)	206	22	173	225	236	~243	55
Queue Length 95th (ft)	273	121	219	283	#428	#450	126
Internal Link Dist (ft)	576			430		1334	
Turn Bay Length (ft)			100		240		240
Base Capacity (vph)	2026	953	906	2378	382	367	412
Starvation Cap Reductn	0	0	0	632	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.62	0.65	0.81	0.98	1.00	0.47

Intersection Summary

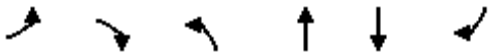
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Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	389	373	354	196	897	924	138
v/c Ratio	0.77	0.70	0.65	0.50	0.41	0.32	0.18
Control Delay	41.5	26.3	23.0	57.3	9.1	18.6	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	41.5	26.3	23.0	57.3	9.2	18.6	4.1
Queue Length 50th (ft)	213	137	112	66	94	108	0
Queue Length 95th (ft)	325	249	212	103	116	143	36
Internal Link Dist (ft)		1134			292	736	
Turn Bay Length (ft)	795		395				
Base Capacity (vph)	559	582	592	755	2170	2889	779
Starvation Cap Reductn	0	0	0	0	280	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.64	0.60	0.26	0.47	0.32	0.18

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	42	368	313	364	1593	43
v/c Ratio	0.27	0.23	0.70	0.22	1.68	0.03
Control Delay	38.6	0.3	34.9	2.6	329.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.6	0.3	34.9	2.6	329.9	0.0
Queue Length 50th (ft)	19	0	138	39	~1182	0
Queue Length 95th (ft)	52	0	228	70	#1615	0
Internal Link Dist (ft)				1002	1411	
Turn Bay Length (ft)		100	110			120
Base Capacity (vph)	632	1615	632	1675	950	1615
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.23	0.50	0.22	1.68	0.03

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	322	1133	1607	240	435	1279
v/c Ratio	0.84	0.57	1.45	0.15	0.68	2.07
Control Delay	61.8	8.8	236.2	0.2	33.8	507.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.8	8.8	236.2	0.2	33.8	507.0
Queue Length 50th (ft)	164	93	~749	0	232	~1279
Queue Length 95th (ft)	m226	138	#930	0	344	#1537
Internal Link Dist (ft)		664	463		1815	
Turn Bay Length (ft)	250			155		250
Base Capacity (vph)	460	2003	1109	1615	642	619
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.57	1.45	0.15	0.68	2.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

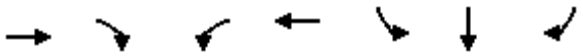
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	2374	513	2054	633	460	436	422
v/c Ratio	0.60	0.32	0.66	0.40	0.85	0.88	0.84
Control Delay	12.4	0.3	12.6	0.8	59.6	61.7	57.5
Queue Delay	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.5	0.3	12.6	0.8	59.6	61.7	57.5
Queue Length 50th (ft)	278	0	240	0	403	386	352
Queue Length 95th (ft)	281	m0	573	m0	528	521	476
Internal Link Dist (ft)	618		1006			1187	
Turn Bay Length (ft)					500		500
Base Capacity (vph)	3936	1615	3123	1582	619	564	568
Starvation Cap Reductn	535	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.32	0.66	0.40	0.74	0.77	0.74

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1456	736	819	1872	307	309	227
v/c Ratio	0.77	0.85	0.87	0.75	1.00	0.83	0.64
Control Delay	28.9	22.6	33.1	4.0	89.7	45.2	28.9
Queue Delay	0.0	0.0	0.0	8.6	33.9	8.9	0.0
Total Delay	28.9	22.6	33.1	12.6	123.6	54.1	28.9
Queue Length 50th (ft)	268	172	159	30	185	130	71
Queue Length 95th (ft)	334	#423	m185	m44	#358	#286	155
Internal Link Dist (ft)	576			430		1334	
Turn Bay Length (ft)			100		240		240
Base Capacity (vph)	1900	863	1035	2510	308	371	354
Starvation Cap Reductn	0	0	0	619	0	0	0
Spillback Cap Reductn	0	0	0	0	39	41	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.85	0.79	0.99	1.14	0.94	0.64

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

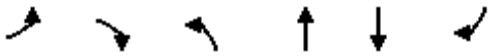
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	333	321	297	390	1477	1575	193
v/c Ratio	0.72	0.65	0.62	0.78	0.66	0.55	0.24
Control Delay	39.9	27.8	26.3	70.3	11.3	21.6	3.6
Queue Delay	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	27.9	26.3	70.3	11.3	21.6	3.6
Queue Length 50th (ft)	188	135	114	132	112	213	0
Queue Length 95th (ft)	271	220	193	#217	192	252	41
Internal Link Dist (ft)		1134			292	736	
Turn Bay Length (ft)	795		395				
Base Capacity (vph)	559	578	558	497	2253	2841	801
Starvation Cap Reductn	0	0	0	0	32	0	0
Spillback Cap Reductn	23	22	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.58	0.53	0.78	0.67	0.55	0.24

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	225	810	448	622	1405	67
v/c Ratio	0.74	0.50	0.92	0.47	1.96	0.04
Control Delay	51.0	1.1	60.7	8.2	460.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	1.1	60.7	8.2	460.3	0.0
Queue Length 50th (ft)	127	0	256	140	~1292	0
Queue Length 95th (ft)	204	0	#482	260	#1671	0
Internal Link Dist (ft)				1002	1411	
Turn Bay Length (ft)		100	110			120
Base Capacity (vph)	486	1615	486	1330	716	1615
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.50	0.92	0.47	1.96	0.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	287	1546	2181	508	320	1050
v/c Ratio	0.78	0.77	1.91	0.32	0.50	1.73
Control Delay	49.3	7.4	436.5	0.5	28.6	358.5
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay	49.3	7.7	436.5	0.5	28.6	358.5
Queue Length 50th (ft)	154	101	~1131	0	158	~982
Queue Length 95th (ft)	m122	m101	#1357	0	241	#1231
Internal Link Dist (ft)		664	463		1815	
Turn Bay Length (ft)	250			155		250
Base Capacity (vph)	550	2003	1143	1582	642	608
Starvation Cap Reductn	0	77	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.80	1.91	0.32	0.50	1.73

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

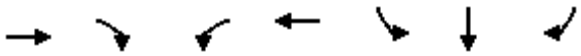
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	1995	643	2219	1033	407	380	371
v/c Ratio	0.48	0.41	0.67	0.64	0.85	0.87	0.84
Control Delay	12.2	0.5	8.4	6.7	64.5	65.4	60.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.2	0.5	8.4	6.7	64.5	65.4	60.7
Queue Length 50th (ft)	188	0	198	192	364	339	312
Queue Length 95th (ft)	216	0	126	365	480	464	427
Internal Link Dist (ft)	618		1006			1187	
Turn Bay Length (ft)					500		500
Base Capacity (vph)	4178	1582	3316	1615	557	504	514
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.41	0.67	0.64	0.73	0.75	0.72

Intersection Summary



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1508	646	644	1937	444	433	343
v/c Ratio	0.77	0.69	0.82	0.81	1.16	1.18	0.83
Control Delay	29.7	9.7	44.5	15.6	133.3	140.1	44.7
Queue Delay	0.0	0.0	0.0	14.3	0.0	0.0	0.0
Total Delay	29.7	9.7	44.5	29.9	133.3	140.1	44.7
Queue Length 50th (ft)	289	50	190	403	~336	~345	156
Queue Length 95th (ft)	366	185	243	510	#531	#553	#315
Internal Link Dist (ft)	576			430		1334	
Turn Bay Length (ft)			100		240		240
Base Capacity (vph)	1964	936	906	2378	382	367	412
Starvation Cap Reductn	0	0	0	470	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.69	0.71	1.02	1.16	1.18	0.83

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

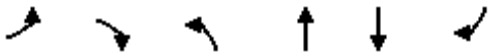
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	437	412	402	262	1382	1545	229
v/c Ratio	0.83	0.79	0.76	0.57	0.65	0.58	0.29
Control Delay	45.4	35.6	33.1	53.9	16.4	23.5	4.0
Queue Delay	0.5	0.4	0.0	0.0	0.3	0.0	0.0
Total Delay	45.9	36.0	33.1	53.9	16.8	23.5	4.0
Queue Length 50th (ft)	248	193	176	89	147	212	0
Queue Length 95th (ft)	#405	#331	295	130	278	266	48
Internal Link Dist (ft)		1134			292	736	
Turn Bay Length (ft)	795		395				
Base Capacity (vph)	559	549	558	755	2124	2683	787
Starvation Cap Reductn	0	0	0	0	252	0	0
Spillback Cap Reductn	14	15	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.77	0.72	0.35	0.74	0.58	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	100	628	621	543	1575	89
v/c Ratio	0.51	0.39	1.15	0.36	1.97	0.06
Control Delay	45.8	0.7	116.5	4.4	463.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	0.7	116.5	4.4	463.2	0.1
Queue Length 50th (ft)	52	0	~410	80	~1356	0
Queue Length 95th (ft)	101	0	#645	147	#1690	0
Internal Link Dist (ft)				1002	1411	
Turn Bay Length (ft)		100	110			120
Base Capacity (vph)	542	1615	542	1515	799	1615
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.39	1.15	0.36	1.97	0.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	364	1548	2096	364	467	1395
v/c Ratio	0.88	0.77	2.00	0.23	0.73	2.29
Control Delay	53.4	11.0	478.1	0.3	35.9	608.0
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	53.4	11.4	478.1	0.3	35.9	608.0
Queue Length 50th (ft)	189	153	~1129	0	256	~1452
Queue Length 95th (ft)	m190	m154	#1274	0	376	#1715
Internal Link Dist (ft)		664	463		1815	
Turn Bay Length (ft)	250			155		250
Base Capacity (vph)	460	2003	1047	1615	642	608
Starvation Cap Reductn	0	127	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.83	2.00	0.23	0.73	2.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

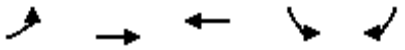
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	2807	567	2389	685	542	525	500
v/c Ratio	0.74	0.35	0.80	0.43	0.93	0.96	0.93
Control Delay	13.8	0.1	15.3	0.6	67.6	73.8	67.4
Queue Delay	1.4	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.2	0.1	15.3	0.6	67.6	73.8	67.4
Queue Length 50th (ft)	285	0	689	0	495	493	441
Queue Length 95th (ft)	m260	m0	m744	m0	#726	#749	#672
Internal Link Dist (ft)	618		1006			1187	
Turn Bay Length (ft)					500		500
Base Capacity (vph)	3770	1615	2992	1582	594	553	546
Starvation Cap Reductn	704	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.35	0.80	0.43	0.91	0.95	0.92

Intersection Summary

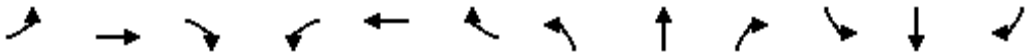
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	384	495	802	212	264
v/c Ratio	0.94	0.35	0.93	0.72	0.54
Control Delay	74.1	6.5	45.1	57.2	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	74.1	6.5	45.1	57.2	9.2
Queue Length 50th (ft)	266	106	502	143	0
Queue Length 95th (ft)	#492	195	#850	223	68
Internal Link Dist (ft)		3071	1527	1225	
Turn Bay Length (ft)	500				200
Base Capacity (vph)	410	1402	867	469	615
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.94	0.35	0.93	0.45	0.43

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	94	1722	450	390	1814	256	313	628	559	354	591	40
v/c Ratio	0.72	0.86	0.47	0.89	0.80	0.25	0.76	0.90	0.56	0.87	0.86	0.09
Control Delay	83.7	39.8	12.9	62.2	25.5	1.5	40.6	42.0	9.4	73.9	60.0	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.7	39.8	12.9	62.2	25.5	1.5	40.6	42.0	9.4	73.9	60.0	0.4
Queue Length 50th (ft)	72	452	142	138	200	2	111	196	71	140	232	0
Queue Length 95th (ft)	#150	520	225	#234	297	8	#156	#330	52	#218	#306	0
Internal Link Dist (ft)		513			1253			999			2619	
Turn Bay Length (ft)	295		250	510		200	275		410	275		200
Base Capacity (vph)	139	1995	961	446	2267	1035	413	712	1007	417	718	474
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.86	0.47	0.87	0.80	0.25	0.76	0.88	0.56	0.85	0.82	0.08

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	4	85	4	1483	79	1341
v/c Ratio	0.04	0.50	0.04	0.40	0.50	0.46
Control Delay	55.0	49.7	53.2	3.1	45.3	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.0	49.7	53.2	3.1	45.3	4.3
Queue Length 50th (ft)	3	49	3	20	51	94
Queue Length 95th (ft)	15	98	m7	71	m83	163
Internal Link Dist (ft)	274	896		1504		999
Turn Bay Length (ft)			135		145	
Base Capacity (vph)	97	227	97	3681	217	2895
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.37	0.04	0.40	0.36	0.46

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	80	244	377	134	197	201	414	1220	442	301	1154
v/c Ratio	0.52	0.79	0.65	0.56	0.64	0.48	0.78	0.49	0.47	0.70	0.72
Control Delay	64.3	67.0	21.4	63.9	58.0	12.8	64.0	24.9	15.3	59.6	24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.3	67.0	21.4	63.9	58.0	12.8	64.0	24.9	15.3	59.6	24.4
Queue Length 50th (ft)	59	182	124	52	147	12	176	330	185	113	484
Queue Length 95th (ft)	113	270	207	87	225	82	228	314	274	152	560
Internal Link Dist (ft)		494			1234			728			1504
Turn Bay Length (ft)	150		250	250		100	250		275	175	
Base Capacity (vph)	167	356	602	240	327	429	573	2486	931	487	1618
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.69	0.63	0.56	0.60	0.47	0.72	0.49	0.47	0.62	0.71

Intersection Summary



Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	79	2099	83	1459
v/c Ratio	0.53	0.53	0.55	0.46
Control Delay	41.5	8.0	49.0	1.6
Queue Delay	0.0	0.0	0.0	0.1
Total Delay	41.5	8.0	49.0	1.7
Queue Length 50th (ft)	29	254	54	93
Queue Length 95th (ft)	79	311	m94	53
Internal Link Dist (ft)	342	152		728
Turn Bay Length (ft)			150	
Base Capacity (vph)	174	3973	175	3144
Starvation Cap Reductn	0	0	0	329
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.45	0.53	0.47	0.52

Intersection Summary

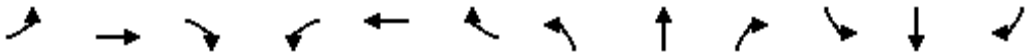
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2548	87	59	2407	53	30
v/c Ratio	0.64	0.07	0.48	0.54	0.41	0.21
Control Delay	2.9	0.2	59.6	0.4	62.5	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2.9	0.2	59.6	0.4	62.5	20.8
Queue Length 50th (ft)	60	1	48	6	40	0
Queue Length 95th (ft)	179	m1	m62	7	82	30
Internal Link Dist (ft)	1253			1230	491	
Turn Bay Length (ft)		440	485		200	
Base Capacity (vph)	3958	1252	169	4433	157	168
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.07	0.35	0.54	0.34	0.18

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	427	1755	396	266	2096	409	206	1	93	151	1	164
v/c Ratio	0.88	0.68	0.34	0.54	0.80	0.36	0.63	0.01	0.17	0.47	0.01	0.30
Control Delay	51.6	13.5	2.1	28.2	14.3	3.8	61.4	55.0	4.2	56.9	55.0	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.6	13.5	2.1	28.2	14.3	3.8	61.4	55.0	4.2	56.9	55.0	8.7
Queue Length 50th (ft)	215	187	24	163	243	45	79	1	0	57	1	20
Queue Length 95th (ft)	#493	403	71	m190	m397	m57	#141	7	24	#97	7	55
Internal Link Dist (ft)		1230			662			2006			1231	
Turn Bay Length (ft)	500		200	450		200	400		200	200		325
Base Capacity (vph)	504	2597	1176	492	2607	1143	329	96	536	323	81	557
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.68	0.34	0.54	0.80	0.36	0.63	0.01	0.17	0.47	0.01	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queuing and Blocking Report

Intersection: 54: Project Dwy 3 & SR-74

Movement	NB
Directions Served	R
Maximum Queue (ft)	50
Average Queue (ft)	15
95th Queue (ft)	43
Link Distance (ft)	260
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



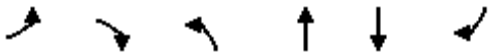
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	90	1216	707	634	1819	287	869	425	676	261	333
v/c Ratio	0.86	0.89	0.78	0.93	0.88	0.38	0.95	1.03	0.91	1.00	0.93
Control Delay	84.6	38.4	12.3	69.4	39.4	9.6	64.1	99.6	35.0	106.4	80.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.6	38.4	12.3	69.4	39.4	9.6	64.1	99.6	35.0	106.4	80.9
Queue Length 50th (ft)	66	369	90	251	468	45	342	~353	240	~215	124
Queue Length 95th (ft)	m#130	419	353	#361	536	111	#469	#555	#490	#384	#221
Internal Link Dist (ft)		1862			6453			887			2550
Turn Bay Length (ft)	500		500	540		200	500		500	400	
Base Capacity (vph)	105	1383	907	680	2087	766	913	411	740	262	359
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.88	0.78	0.93	0.87	0.37	0.95	1.03	0.91	1.00	0.93

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

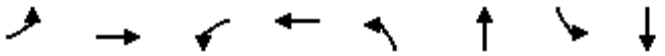


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	442	191	293	1528	1010	577
v/c Ratio	0.98	0.35	0.94	0.68	0.70	0.58
Control Delay	75.7	6.7	80.1	13.8	26.8	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.7	6.7	80.1	13.8	26.8	4.3
Queue Length 50th (ft)	~302	0	188	292	262	0
Queue Length 95th (ft)	#494	54	#358	364	333	62
Internal Link Dist (ft)	232			1231	887	
Turn Bay Length (ft)	60		375			250
Base Capacity (vph)	451	547	311	2423	1625	1044
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.35	0.94	0.63	0.62	0.55

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	181	181	148	260	39	1640	28	1242
v/c Ratio	0.77	0.54	0.61	0.84	0.34	0.89	0.30	0.67
Control Delay	66.2	23.9	54.4	49.0	57.5	29.2	58.8	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.2	23.9	54.4	49.0	57.5	29.2	58.8	21.2
Queue Length 50th (ft)	132	43	99	100	27	534	20	344
Queue Length 95th (ft)	#254	118	167	#238	63	#680	50	424
Internal Link Dist (ft)		1258		949		713		302
Turn Bay Length (ft)	275		175		150		125	
Base Capacity (vph)	256	354	288	342	120	2024	94	2005
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.51	0.51	0.76	0.33	0.81	0.30	0.62

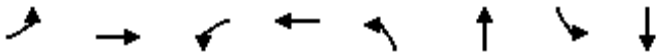
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 59: Briggs Rd & Project Dwy 4

Movement	EB	NB	NB
Directions Served	R	T	T
Maximum Queue (ft)	55	963	961
Average Queue (ft)	34	292	294
95th Queue (ft)	56	1002	1007
Link Distance (ft)	1265	952	952
Upstream Blk Time (%)		27	28
Queuing Penalty (veh)		230	233
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	109	163	105	164	123	1478	95	1241
v/c Ratio	0.70	0.55	0.70	0.56	0.71	0.84	0.67	0.73
Control Delay	61.4	14.3	61.6	15.7	59.0	23.0	61.2	19.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.4	14.3	61.6	15.7	59.0	23.0	61.2	19.8
Queue Length 50th (ft)	52	4	50	6	59	295	46	233
Queue Length 95th (ft)	#140	57	#136	60	#152	#454	#125	352
Internal Link Dist (ft)		1260		1244		814		928
Turn Bay Length (ft)	150		150		175		150	
Base Capacity (vph)	155	502	151	497	174	1819	141	1761
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.32	0.70	0.33	0.71	0.81	0.67	0.70

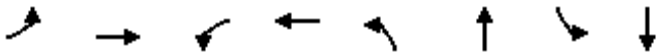
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 61: Briggs Rd & Project Dwy 6

Movement	EB	NB	NB
Directions Served	R	T	T
Maximum Queue (ft)	53	890	878
Average Queue (ft)	32	193	195
95th Queue (ft)	56	776	782
Link Distance (ft)	1264	869	869
Upstream Blk Time (%)		17	19
Queuing Penalty (veh)		138	148
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	14	68	176	57	67	1590	18	1527
v/c Ratio	0.12	0.24	0.70	0.14	0.48	0.73	0.16	0.77
Control Delay	42.7	1.9	52.2	0.7	52.2	16.1	43.6	20.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.7	1.9	52.2	0.7	52.2	16.1	43.6	20.1
Queue Length 50th (ft)	8	0	96	0	37	274	10	362
Queue Length 95th (ft)	27	0	#187	0	#85	476	32	461
Internal Link Dist (ft)		884		2911		169		847
Turn Bay Length (ft)	100		200		150		100	
Base Capacity (vph)	113	288	279	471	145	2254	113	2056
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.24	0.63	0.12	0.46	0.71	0.16	0.74

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	59	385	1350	265	1477
v/c Ratio	0.28	0.75	0.83	0.73	0.56
Control Delay	33.7	15.1	23.5	41.5	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	15.1	23.5	41.5	5.8
Queue Length 50th (ft)	26	9	269	114	117
Queue Length 95th (ft)	60	92	#411	#227	209
Internal Link Dist (ft)	2051		335		963
Turn Bay Length (ft)	100			300	
Base Capacity (vph)	317	584	1760	419	2866
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.19	0.66	0.77	0.63	0.52

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	456	1904	64	2069	196	35	63	42	295
v/c Ratio	1.08	0.93	0.73	1.09	1.10	0.07	0.13	0.12	0.47
Control Delay	110.7	35.2	89.9	77.9	140.8	35.7	0.5	36.2	8.2
Queue Delay	0.0	45.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	110.7	80.2	89.9	77.9	140.8	35.7	0.5	36.2	8.2
Queue Length 50th (ft)	~410	741	48	~709	~180	22	0	26	13
Queue Length 95th (ft)	#620	#947	m#88	#779	#334	49	0	57	87
Internal Link Dist (ft)		463		1753		409			675
Turn Bay Length (ft)	100		150		130		130	100	
Base Capacity (vph)	424	2038	89	1899	178	489	496	363	632
Starvation Cap Reductn	0	410	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.08	1.17	0.72	1.09	1.10	0.07	0.13	0.12	0.47

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	159	1877	68	2013	124	50	62	77	18	63
v/c Ratio	0.81	0.61	0.34	0.67	0.74	0.37	0.23	0.50	0.15	0.24
Control Delay	76.2	8.2	38.7	11.9	80.3	63.0	2.1	66.5	58.3	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.2	8.2	38.7	11.9	80.3	63.0	2.1	66.5	58.3	2.2
Queue Length 50th (ft)	112	302	47	193	97	39	0	59	14	0
Queue Length 95th (ft)	m140	m434	m67	113	#210	81	0	#133	40	0
Internal Link Dist (ft)		1753		2682		669			636	
Turn Bay Length (ft)	140		205		80		100	105		110
Base Capacity (vph)	204	3321	213	3081	172	153	277	154	121	258
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.57	0.32	0.65	0.72	0.33	0.22	0.50	0.15	0.24

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

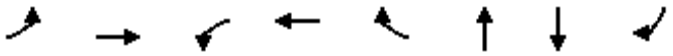
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	288	1699	81	2097	88	211	41	5	156
v/c Ratio	0.94	0.52	0.59	0.78	0.32	0.94	0.48	0.04	0.37
Control Delay	63.6	2.8	82.4	7.2	52.1	81.7	76.4	55.8	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.6	2.8	82.4	7.2	52.1	81.7	76.4	55.8	12.1
Queue Length 50th (ft)	240	20	57	56	62	110	33	4	16
Queue Length 95th (ft)	#402	57	m84	74	#155	#271	#74	18	66
Internal Link Dist (ft)		2682		2146		1185		1184	
Turn Bay Length (ft)	425		100		95		195		195
Base Capacity (vph)	307	3296	173	2710	274	225	86	142	420
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.52	0.47	0.77	0.32	0.94	0.48	0.04	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	302	1659	3	1832	271	53	140	322
v/c Ratio	0.96	0.45	0.03	0.68	0.29	0.19	0.59	0.66
Control Delay	75.7	2.9	72.7	21.2	5.3	33.0	59.1	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.7	2.9	72.7	21.2	5.3	33.0	59.1	16.5
Queue Length 50th (ft)	256	45	3	228	21	24	106	36
Queue Length 95th (ft)	m#422	m55	m4	m233	m24	62	177	135
Internal Link Dist (ft)		439		388		309	446	
Turn Bay Length (ft)	425		150		205			
Base Capacity (vph)	318	3696	86	2689	944	286	238	491
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.45	0.03	0.68	0.29	0.19	0.59	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



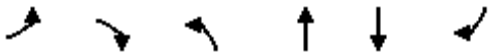
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	622	776	416	78	1143	424	540	928	444	612	423
v/c Ratio	1.00	0.33	0.39	0.44	1.03	0.49	1.00	0.96	0.93	1.00	0.35
Control Delay	74.7	15.5	5.1	78.4	54.8	3.0	91.6	70.2	81.0	89.4	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.7	15.5	5.1	78.4	54.8	3.0	91.6	70.2	81.0	89.4	19.0
Queue Length 50th (ft)	~256	89	33	26	~522	12	227	270	185	~265	93
Queue Length 95th (ft)	#381	134	77	m60	#626	9	#347	#362	#285	#391	139
Internal Link Dist (ft)		782			1196			3860		2490	
Turn Bay Length (ft)	425		200	330			350		325		325
Base Capacity (vph)	619	2340	1055	184	1114	865	540	967	476	609	1217
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.33	0.39	0.42	1.03	0.49	1.00	0.96	0.93	1.00	0.35

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

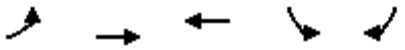
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	738	381	379	1030	691	855
v/c Ratio	0.88	0.59	0.82	0.90	0.46	0.78
Control Delay	47.1	9.8	55.9	26.5	18.8	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.1	9.8	55.9	26.5	18.8	9.0
Queue Length 50th (ft)	216	18	115	466	143	44
Queue Length 95th (ft)	#350	107	#215	694	187	185
Internal Link Dist (ft)	1118			1326	1129	
Turn Bay Length (ft)	450	210	305			210
Base Capacity (vph)	923	677	466	1423	2030	1216
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.56	0.81	0.72	0.34	0.70

Intersection Summary

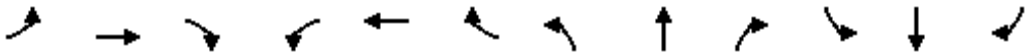
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	391	545	536	244	310
v/c Ratio	0.81	0.43	0.85	0.74	0.57
Control Delay	40.8	6.8	36.9	45.3	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	40.8	6.8	36.9	45.3	8.4
Queue Length 50th (ft)	180	102	230	117	0
Queue Length 95th (ft)	#314	156	#397	#222	65
Internal Link Dist (ft)		3071	1527	1225	
Turn Bay Length (ft)	500				200
Base Capacity (vph)	568	1462	747	371	578
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.69	0.37	0.72	0.66	0.54

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	78	1836	322	653	1658	345	377	567	660	365	550	42
v/c Ratio	0.57	0.97	0.35	1.00	0.65	0.31	0.97	1.00	0.62	0.94	0.97	0.10
Control Delay	69.0	52.4	10.4	79.0	26.3	2.1	78.6	74.1	17.6	86.2	81.2	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.0	52.4	10.4	79.0	26.3	2.1	78.6	74.1	17.6	86.2	81.2	0.5
Queue Length 50th (ft)	59	508	78	~240	282	33	160	247	146	146	225	0
Queue Length 95th (ft)	110	#621	140	#385	482	53	#256	#363	280	#240	#340	0
Internal Link Dist (ft)		513			1253			999			2619	
Turn Bay Length (ft)	295		250	510		200	275		410	275		200
Base Capacity (vph)	174	1893	921	650	2549	1128	388	568	1069	388	568	415
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.97	0.35	1.00	0.65	0.31	0.97	1.00	0.62	0.94	0.97	0.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	9	121	1542	48	1469
v/c Ratio	0.10	0.60	0.44	0.37	0.53
Control Delay	36.1	48.3	5.6	39.6	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	36.1	48.3	5.6	39.6	3.8
Queue Length 50th (ft)	2	64	51	34	61
Queue Length 95th (ft)	19	122	413	m46	m45
Internal Link Dist (ft)	274	896	1504		999
Turn Bay Length (ft)				145	
Base Capacity (vph)	99	245	3556	149	2794
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.09	0.49	0.43	0.32	0.53

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	89	220	446	418	190	263	230	1208	293	269	1305
v/c Ratio	0.61	0.87	0.81	0.87	0.53	0.51	0.48	0.52	0.33	0.68	0.86
Control Delay	70.5	82.4	29.0	69.2	50.1	9.7	57.3	30.4	11.4	48.4	42.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.5	82.4	29.0	69.2	50.1	9.7	57.3	30.4	11.4	48.4	42.2
Queue Length 50th (ft)	67	168	143	165	135	5	98	353	75	111	555
Queue Length 95th (ft)	123	#304	#239	#250	212	80	132	311	160	152	627
Internal Link Dist (ft)		494			1234			728			1504
Turn Bay Length (ft)	150		250	250		100	250		275	175	
Base Capacity (vph)	163	261	562	489	360	513	510	2323	885	443	1521
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.84	0.79	0.85	0.53	0.51	0.45	0.52	0.33	0.61	0.86

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	157	1703	78	1974
v/c Ratio	0.68	0.48	0.50	0.69
Control Delay	50.8	10.5	52.7	7.4
Queue Delay	0.0	0.0	0.0	0.3
Total Delay	50.8	10.5	52.7	7.7
Queue Length 50th (ft)	84	214	63	351
Queue Length 95th (ft)	149	321	m62	293
Internal Link Dist (ft)	342	152		728
Turn Bay Length (ft)			150	
Base Capacity (vph)	296	3602	187	2889
Starvation Cap Reductn	0	0	0	330
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.53	0.47	0.42	0.77

Intersection Summary

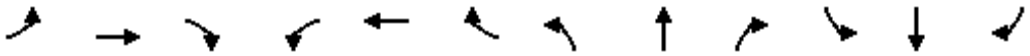
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2684	178	94	2488	170	118
v/c Ratio	0.80	0.16	0.65	0.63	0.72	0.38
Control Delay	8.7	0.6	67.4	4.4	67.5	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.7	0.6	67.4	4.4	67.5	11.6
Queue Length 50th (ft)	258	2	74	92	127	0
Queue Length 95th (ft)	m268	m4	m102	m263	200	53
Internal Link Dist (ft)	1253			1230	491	
Turn Bay Length (ft)		440	485		200	
Base Capacity (vph)	3351	1106	169	3971	278	348
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.16	0.56	0.63	0.61	0.34

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	244	1961	595	343	1550	246	658	1	343	331	1	377
v/c Ratio	0.57	0.81	0.48	0.97	0.70	0.22	0.96	0.01	0.85	0.51	0.01	0.78
Control Delay	46.6	11.3	2.2	95.0	22.8	1.4	74.0	52.0	50.9	47.5	56.0	39.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.6	11.3	2.2	95.0	22.8	1.4	74.0	52.0	50.9	47.5	56.0	39.5
Queue Length 50th (ft)	202	148	0	286	368	0	262	1	214	118	1	196
Queue Length 95th (ft)	m#261	#502	163	m#449	414	m59	#379	7	195	176	7	#312
Internal Link Dist (ft)		1230			662			2006			1231	
Turn Bay Length (ft)	500		200	450		200	400		200	200		325
Base Capacity (vph)	429	2421	1227	354	2275	1144	685	169	404	652	79	486
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.81	0.48	0.97	0.68	0.22	0.96	0.01	0.85	0.51	0.01	0.78

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queuing and Blocking Report

Intersection: 54: Project Dwy 3 & SR-74

Movement	WB	WB	NB
Directions Served	T	T	R
Maximum Queue (ft)	356	305	76
Average Queue (ft)	40	26	40
95th Queue (ft)	197	145	74
Link Distance (ft)	1863	1863	260
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

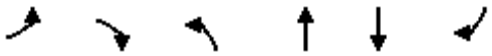


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	105	1948	650	532	1625	74	431	197	488	185	313
v/c Ratio	0.64	0.88	0.67	0.94	0.63	0.09	0.90	0.88	0.90	0.89	0.86
Control Delay	68.2	21.1	5.1	75.6	24.0	1.6	74.1	88.3	41.9	92.1	71.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.2	21.1	5.1	75.6	24.0	1.6	74.1	88.3	41.9	92.1	71.2
Queue Length 50th (ft)	71	469	68	212	331	0	171	153	200	143	114
Queue Length 95th (ft)	m92	354	m41	#319	404	14	#259	#290	#329	#273	#194
Internal Link Dist (ft)		1862			6453			887			2550
Turn Bay Length (ft)	500		500	540		200	500		500	400	
Base Capacity (vph)	216	2218	978	566	2577	854	487	224	544	215	362
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.88	0.66	0.94	0.63	0.09	0.89	0.88	0.90	0.86	0.86

Intersection Summary

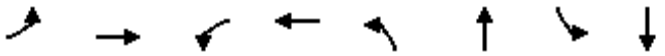
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



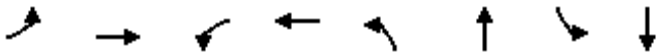
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	84	65	104	1032	1284	128
v/c Ratio	0.32	0.22	0.40	0.38	0.59	0.13
Control Delay	33.7	10.8	34.6	4.6	14.7	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	10.8	34.6	4.6	14.7	3.2
Queue Length 50th (ft)	36	0	44	80	213	1
Queue Length 95th (ft)	80	34	93	129	346	29
Internal Link Dist (ft)	232			1231	887	
Turn Bay Length (ft)	60		375			250
Base Capacity (vph)	703	668	588	3189	2202	1032
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.10	0.18	0.32	0.58	0.12

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	91	91	49	27	119	1002	88	1340
v/c Ratio	0.46	0.30	0.34	0.08	0.52	0.52	0.46	0.72
Control Delay	48.4	5.9	50.3	0.4	48.3	15.9	49.5	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.4	5.9	50.3	0.4	48.3	15.9	49.5	21.2
Queue Length 50th (ft)	54	0	28	0	67	205	50	330
Queue Length 95th (ft)	112	25	69	0	130	278	105	450
Internal Link Dist (ft)		1258		949		713		302
Turn Bay Length (ft)	275		175		150		125	
Base Capacity (vph)	259	365	156	367	297	2270	235	2220
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.25	0.31	0.07	0.40	0.44	0.37	0.60

Intersection Summary



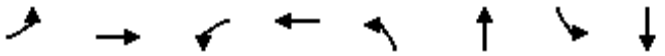
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	74	56	42	102	136	1005	134	1105
v/c Ratio	0.35	0.23	0.24	0.40	0.49	0.52	0.49	0.58
Control Delay	40.2	13.9	41.0	14.2	39.5	18.1	39.5	19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.2	13.9	41.0	14.2	39.5	18.1	39.5	19.1
Queue Length 50th (ft)	34	1	19	1	62	195	61	225
Queue Length 95th (ft)	83	35	56	47	130	299	129	342
Internal Link Dist (ft)		1260		1244		814		928
Turn Bay Length (ft)	150		150		175		150	
Base Capacity (vph)	264	363	184	332	383	2084	377	2078
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.15	0.23	0.31	0.36	0.48	0.36	0.53

Intersection Summary

Queuing and Blocking Report

Intersection: 61: Briggs Rd & Project Dwy 6

Movement	EB	SB
Directions Served	R	T
Maximum Queue (ft)	74	46
Average Queue (ft)	29	2
95th Queue (ft)	51	16
Link Distance (ft)	1264	836
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	31	72	97	18	148	1277	49	1037
v/c Ratio	0.19	0.18	0.41	0.05	0.50	0.58	0.27	0.54
Control Delay	40.9	1.0	40.4	0.2	38.6	14.1	41.1	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.9	1.0	40.4	0.2	38.6	14.1	41.1	18.7
Queue Length 50th (ft)	15	0	45	0	69	250	23	213
Queue Length 95th (ft)	45	0	101	0	136	331	62	307
Internal Link Dist (ft)		884		2911		169		847
Turn Bay Length (ft)	100		200		150		100	
Base Capacity (vph)	165	405	301	472	441	2389	196	2113
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.18	0.32	0.04	0.34	0.53	0.25	0.49

Intersection Summary



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	59	387	1106	374	802
v/c Ratio	0.28	0.73	0.80	0.78	0.30
Control Delay	33.8	12.7	25.3	38.2	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	12.7	25.3	38.2	3.7
Queue Length 50th (ft)	26	0	225	157	45
Queue Length 95th (ft)	60	77	337	#299	84
Internal Link Dist (ft)	2051		335		963
Turn Bay Length (ft)	100			300	
Base Capacity (vph)	324	607	1548	567	2950
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.18	0.64	0.71	0.66	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



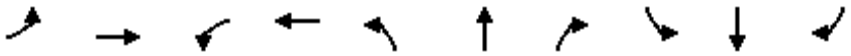
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	291	2418	41	1807	164	27	30	72	370
v/c Ratio	0.92	1.21	0.48	0.83	1.27	0.05	0.06	0.19	0.57
Control Delay	84.6	125.3	94.2	18.5	208.0	34.7	0.2	36.7	13.0
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.6	125.7	94.2	18.5	208.0	34.7	0.2	36.7	13.0
Queue Length 50th (ft)	232	~1283	35	60	~167	16	0	45	52
Queue Length 95th (ft)	#392	#1417	m64	64	#310	41	0	86	151
Internal Link Dist (ft)		463		1753		409			675
Turn Bay Length (ft)	100		150		130		130	100	
Base Capacity (vph)	329	2003	86	2166	129	504	501	381	651
Starvation Cap Reductn	0	257	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	1.38	0.48	0.83	1.27	0.05	0.06	0.19	0.57

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	95	2267	82	1720	95	15	55	75	25	36
v/c Ratio	0.34	0.69	0.59	0.62	0.61	0.11	0.19	0.56	0.21	0.13
Control Delay	34.3	11.7	46.9	31.8	71.4	56.3	1.5	71.6	59.8	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.3	11.7	46.9	31.8	71.4	56.3	1.5	71.6	59.8	1.0
Queue Length 50th (ft)	52	178	70	515	75	12	0	60	20	0
Queue Length 95th (ft)	m56	m141	101	550	133	35	0	110	49	0
Internal Link Dist (ft)		1753		2682		669			636	
Turn Bay Length (ft)	140		205		80		100	105		110
Base Capacity (vph)	283	3269	174	3053	179	137	289	167	121	277
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.69	0.47	0.56	0.53	0.11	0.19	0.45	0.21	0.13

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	110	2089	67	1542	47	91	54	30	237
v/c Ratio	0.36	0.62	0.54	0.56	0.31	0.48	0.47	0.23	0.49
Control Delay	41.7	8.5	61.8	18.0	60.1	22.0	70.0	58.8	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.7	8.5	61.8	18.0	60.1	22.0	70.0	58.8	18.1
Queue Length 50th (ft)	79	172	56	408	37	5	43	23	64
Queue Length 95th (ft)	m134	624	95	444	78	58	87	55	120
Internal Link Dist (ft)		2682		2146		1185		1184	
Turn Bay Length (ft)	425		100		95		195		195
Base Capacity (vph)	317	3355	147	2932	164	211	133	161	483
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.62	0.46	0.53	0.29	0.43	0.41	0.19	0.49

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	135	1879	1436	100	7	71	198
v/c Ratio	0.64	0.50	0.48	0.10	0.02	0.30	0.45
Control Delay	43.4	3.5	18.7	4.5	0.1	49.4	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.4	3.5	18.7	4.5	0.1	49.4	9.7
Queue Length 50th (ft)	99	106	232	7	0	51	0
Queue Length 95th (ft)	166	27	217	m16	0	98	66
Internal Link Dist (ft)		439	388		309	446	
Turn Bay Length (ft)	425			205			
Base Capacity (vph)	265	3781	2985	971	387	244	440
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.50	0.48	0.10	0.02	0.29	0.45

Intersection Summary

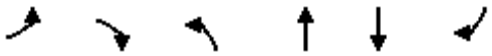
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	638	1060	247	56	565	149	234	1083	321	804	737
v/c Ratio	0.88	0.60	0.30	0.13	0.65	0.22	0.74	0.85	0.80	0.82	0.46
Control Delay	60.9	36.3	11.9	36.1	36.9	3.8	69.5	51.6	69.1	50.9	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.9	36.3	11.9	36.1	36.9	3.8	69.5	51.6	69.1	50.9	14.8
Queue Length 50th (ft)	285	302	62	21	233	16	95	295	130	315	150
Queue Length 95th (ft)	#349	372	196	42	291	20	#149	#367	182	401	207
Internal Link Dist (ft)		782			1196			3860		2490	
Turn Bay Length (ft)	425		200	330			350		325		325
Base Capacity (vph)	767	2200	841	430	885	694	331	1280	431	993	1621
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.48	0.29	0.13	0.64	0.21	0.71	0.85	0.74	0.81	0.45

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	629	397	213	618	629	420
v/c Ratio	0.72	0.47	0.45	0.60	0.53	0.52
Control Delay	28.6	10.1	31.8	13.5	20.0	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	10.1	31.8	13.5	20.0	4.6
Queue Length 50th (ft)	114	61	40	150	102	0
Queue Length 95th (ft)	211	160	88	292	181	57
Internal Link Dist (ft)	1118			1326	1129	
Turn Bay Length (ft)	450	210	305			210
Base Capacity (vph)	1310	1132	1133	1740	2187	1144
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.35	0.19	0.36	0.29	0.37

Intersection Summary

APPENDIX H

HCS WORKSHEETS

HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	7/28/23
Agency		Analysis Year	Existing NP
Jurisdiction	Caltrans	Time Analyzed	A.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.47		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Scott Road On-Ramp and Newport Road Off-Ramp	9560	3
2	Diverge	Diverge	Newport Road Off-Ramp	1500	4
3	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	1985	3
4	Merge	Basic	Newport Road Loop-On Ramp	1340	3
5	Merge	Basic	Newport Road Slip-On Ramp	1500	4
6	Basic	Basic	Between Newport Road On-Ramp and McCall Boulevard Off-Ramp	5550	3
7	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
8	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	3235	3
9	Merge	Merge	McCall Boulevard On-Ramp	1500	3
10	Basic	Basic	Between McCall Boulevard On-Ramp and Ethanac Road Off-Ramp	4460	3
11	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
12	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2585	3
13	Merge	Merge	Ethanac Road On-Ramp	1100	3
14	Overlap	Overlap	Between Ethanac Road On-Ramp and SR-74 Off-Ramp	400	3
15	Diverge	Diverge	SR-74 Off-Ramp	1100	3
16	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1415	3
17	Merge	Merge	SR-74 On-Ramp	1500	3
18	Basic	Basic	Between SR-74 On-Ramp and Redland Avenue Off-Ramp	9335	3
19	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
20	Basic	Basic	Between Redland Avenue Off-Ramp and Redland Avenue On-Ramp	2355	3

21	Merge	Merge	Redland Avenue On-Ramp	1500	3
22	Basic	Basic	Between Redland Avenue On-Ramp and D Street On-Ramps	4120	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5053	7200	0.70	68.5	24.6	C

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5053	982	9600	4000	0.53	0.25	69.8	58.2	18.1	8.3	A

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4071	7200	0.57	70.1	19.4	C

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4554	483	7200	1900	0.63	0.25	72.3	72.3	21.0	21.0	C

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5065	511	9600	2000	0.53	0.26	74.5	74.5	17.0	17.0	B

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5065	7200	0.70	68.9	24.5	C

Segment 7: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5065	504	7200	2000	0.70	0.25	65.4	59.6	25.8	31.1	D

Segment 8: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4561	7200	0.63	69.7	21.8	C

Segment 9: Merge

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5288	727	7200	2000	0.73	0.36	64.9	62.2	27.2	27.6	C

Segment 10: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5287	7200	0.73	67.0	26.3	D

Segment 11: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5287	473	7200	2000	0.73	0.24	65.5	59.7	26.9	31.7	D

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4814	7200	0.67	68.9	23.3	C

Segment 13: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5305	491	7200	2000	0.74	0.25	65.1	62.5	27.2	27.2	C

Segment 14: Overlap

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5305	7200	0.74	64.4	27.5	D

Segment 15: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5305	211	7200	1900	0.74	0.11	64.4	58.3	27.5	31.7	D

Segment 16: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5095	7200	0.71	67.8	25.0	C

Segment 17: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6040	945	7200	2000	0.84	0.47	62.4	59.1	32.3	32.7	D

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6039	7200	0.84	63.2	31.9	D

Segment 19: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6039	815	7200	2000	0.84	0.41	64.6	58.7	31.2	35.4	E

Segment 20: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5224	7200	0.73	67.3	25.9	C

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5525	301	7200	2000	0.77	0.15	65.1	62.6	28.3	26.9	C

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5526	7200	0.77	65.8	28.0	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	15098	13974	19.32	483.03	66.7	25.9	25.9	10.30	C

Facility Overall Results

Space Mean Speed, mi/h	66.7	Average Density, veh/mi/ln	25.9
Average Travel Time, min	10.30	Average Density, pc/mi/ln	25.9
Total VMT, veh-mi	15098	Total VHD, veh-h	19.32
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	483.03

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Existing NP
Jurisdiction	Caltrans	Time Analyzed	A.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.26		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between D Street Off-Ramp and Redland Avenue Off-Ramp	3230	3
2	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Redland Avenue Off-Ramp and Redland Avenue On-Ramp	2765	3
4	Merge	Basic	Redland Avenue On-Ramp	1500	4
5	Basic	Basic	Between Redland Avenue On-Ramp and SR-74 Off-Ramp	7880	3
6	Diverge	Diverge	SR-74 Off-Ramp	1500	3
7	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1315	3
8	Merge	Merge	SR-74 On-Ramp	1500	3
9	Basic	Basic	Between SR-74 On-Ramp and Ethanac Road Off-Ramp	530	3
10	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
11	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2690	3
12	Merge	Merge	Ethanac Road On-Ramp	1500	3
13	Basic	Basic	Between Ethanac Road On-Ramp and McCall Boulevard Off-Ramp	4380	3
14	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
15	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	2960	3
16	Merge	Merge	McCall Boulevard On-Ramp	1500	3
17	Basic	Basic	Between McCall Boulevard On-Ramp and Newport Road Off-Ramp	5860	3
18	Diverge	Diverge	Newport Road Off-Ramp	1500	3
19	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	2125	3
20	Merge	Basic	Newport Road Loop-On Ramp	1500	3

21	Merge	Basic	Newport Road Slip-On Ramp	1500	4
22	Basic	Basic	Between Newport Road Slip-On Ramp and Scott Road Off-Ramp	9215	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3234	7200	0.45	73.1	14.7	B

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3234	291	7200	2000	0.45	0.15	65.6	60.2	16.4	22.1	C

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	2943	7200	0.41	71.1	13.8	B

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3806	863	9600	2000	0.40	0.43	75.3	75.4	12.6	12.6	B

Segment 5: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3805	7200	0.53	71.1	17.8	B

Segment 6: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3805	665	7200	2100	0.53	0.32	69.8	65.6	18.2	25.7	C

Segment 7: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3140	7200	0.44	71.1	14.7	B

Segment 8: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3592	452	7200	1900	0.50	0.24	67.3	64.7	17.8	19.3	B

Segment 9: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

1	0.94		1.000		3593		7200		0.50		70.5		16.8		B
Segment 10: Diverge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	3593	422	7200	2000	0.50	0.21	65.2	59.8	18.4	24.3	C
Segment 11: Basic															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		3170		7200		0.44		71.1		14.8		B
Segment 12: Merge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	3877	707	7200	2000	0.54	0.35	67.0	64.5	19.3	21.3	C
Segment 13: Basic															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		3878		7200		0.54		72.6		17.8		B
Segment 14: Diverge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	3878	527	7200	2000	0.54	0.26	65.1	59.5	19.9	25.8	C
Segment 15: Basic															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		3351		7200		0.47		70.3		15.9		B
Segment 16: Merge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	4223	872	7200	2000	0.59	0.44	66.4	64.0	21.2	23.2	C
Segment 17: Basic															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		4223		7200		0.59		71.2		19.8		C
Segment 18: Diverge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	4223	834	7200	2000	0.59	0.42	64.2	58.6	21.9	28.0	C
Segment 19: Basic															

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3389	7200	0.47	71.8	15.7	B

Segment 20: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4358	969	7200	2000	0.61	0.48	73.0	73.0	19.9	19.9	C

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4991	632	9600	2000	0.52	0.32	74.6	74.6	16.7	16.7	B

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4990	7200	0.69	68.7	24.2	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	11048	10085	6.13	153.18	70.1	18.4	18.4	9.60	C

Facility Overall Results

Space Mean Speed, mi/h	70.1	Average Density, veh/mi/ln	18.4
Average Travel Time, min	9.60	Average Density, pc/mi/ln	18.4
Total VMT, veh-mi	11048	Total VHD, veh-h	6.13
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	153.18

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Existing NP
Jurisdiction	Caltrans	Time Analyzed	P.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.47		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Scott Road On-Ramp and Newport Road Off-Ramp	9560	3
2	Diverge	Diverge	Newport Road Off-Ramp	1500	4
3	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	1985	3
4	Merge	Basic	Newport Road Loop-On Ramp	1340	3
5	Merge	Basic	Newport Road Slip-On Ramp	1500	4
6	Basic	Basic	Between Newport Road On-Ramp and McCall Boulevard Off-Ramp	5550	3
7	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
8	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	3235	3
9	Merge	Merge	McCall Boulevard On-Ramp	1500	3
10	Basic	Basic	Between McCall Boulevard On-Ramp and Ethanac Road Off-Ramp	4460	3
11	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
12	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2585	3
13	Merge	Merge	Ethanac Road On-Ramp	1100	3
14	Overlap	Overlap	Between Ethanac Road On-Ramp and SR-74 Off-Ramp	400	3
15	Diverge	Diverge	SR-74 Off-Ramp	1100	3
16	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1415	3
17	Merge	Merge	SR-74 On-Ramp	1500	3
18	Basic	Basic	Between SR-74 On-Ramp and Redland Avenue Off-Ramp	9335	3
19	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
20	Basic	Basic	Between Redland Avenue Off-Ramp and Redland Avenue On-Ramp	2355	3

21	Merge	Merge	Redland Avenue On-Ramp	1500	3
22	Basic	Basic	Between Redland Avenue On-Ramp and D Street On-Ramps	4120	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5311	7200	0.74	67.3	26.3	D

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5311	1554	9600	4000	0.55	0.39	67.1	56.4	19.8	12.5	B

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3756	7200	0.52	70.2	17.8	B

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4369	613	7200	1900	0.61	0.32	72.9	72.9	20.0	20.0	C

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4835	466	9600	2000	0.50	0.23	74.8	74.8	16.2	16.2	B

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4835	7200	0.67	69.9	23.1	C

Segment 7: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4835	1040	7200	2000	0.67	0.52	63.7	58.0	25.3	31.0	D

Segment 8: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3795	7200	0.53	71.1	17.8	B

Segment 9: Merge

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4339	544	7200	2000	0.60	0.27	66.7	64.2	21.7	22.7	C

Segment 10: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4338	7200	0.60	70.3	20.6	C

Segment 11: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4338	628	7200	2000	0.60	0.31	64.9	59.2	22.3	27.8	C

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3711	7200	0.52	71.1	17.4	B

Segment 13: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4128	417	7200	2000	0.57	0.21	67.0	64.5	20.5	21.5	C

Segment 14: Overlap

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4128	7200	0.57	63.9	21.5	C

Segment 15: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4128	310	7200	1900	0.57	0.16	63.9	58.0	21.5	26.6	C

Segment 16: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3818	7200	0.53	70.3	17.9	B

Segment 17: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4501	683	7200	2000	0.63	0.34	66.0	63.4	22.7	24.9	C

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4501	7200	0.63	71.1	21.1	C

Segment 19: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4501	962	7200	2000	0.63	0.48	63.8	58.2	23.5	29.3	D

Segment 20: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3539	7200	0.49	71.0	16.5	B

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3842	303	7200	2000	0.53	0.15	67.6	65.2	18.9	19.0	B

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3843	7200	0.53	71.1	18.0	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	12747	11791	9.96	249.00	69.0	21.1	21.1	10.00	C

Facility Overall Results

Space Mean Speed, mi/h	69.0	Average Density, veh/mi/ln	21.1
Average Travel Time, min	10.00	Average Density, pc/mi/ln	21.1
Total VMT, veh-mi	12747	Total VHD, veh-h	9.96
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	249.00

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Existing NP
Jurisdiction	Caltrans	Time Analyzed	PM. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.26		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between D Street Off-Ramp and Redland Avenue Off-Ramp	3230	3
2	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Redland Avenue Off-Ramp and Redland Avenue On-Ramp	2765	3
4	Merge	Basic	Redland Avenue On-Ramp	1500	4
5	Basic	Basic	Between Redland Avenue On-Ramp and SR-74 Off-Ramp	7880	3
6	Diverge	Diverge	SR-74 Off-Ramp	1500	3
7	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1315	3
8	Merge	Merge	SR-74 On-Ramp	1500	3
9	Basic	Basic	Between SR-74 On-Ramp and Ethanac Road Off-Ramp	530	3
10	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
11	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2690	3
12	Merge	Merge	Ethanac Road On-Ramp	1500	3
13	Basic	Basic	Between Ethanac Road On-Ramp and McCall Boulevard Off-Ramp	4380	3
14	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
15	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	2960	3
16	Merge	Merge	McCall Boulevard On-Ramp	1500	3
17	Basic	Basic	Between McCall Boulevard On-Ramp and Newport Road Off-Ramp	5860	3
18	Diverge	Diverge	Newport Road Off-Ramp	1500	3
19	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	2125	3
20	Merge	Basic	Newport Road Loop-On Ramp	1500	3

21	Merge	Basic	Newport Road Slip-On Ramp	1500	4
22	Basic	Basic	Between Newport Road Slip-On Ramp and Scott Road Off-Ramp	9215	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5018	7200	0.70	69.1	24.2	C

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5018	409	7200	2000	0.70	0.20	65.7	59.9	25.5	30.7	D

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4610	7200	0.64	69.6	22.1	C

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5432	822	9600	2000	0.57	0.41	73.9	73.9	18.4	18.4	C

Segment 5: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5432	7200	0.75	66.3	27.3	D

Segment 6: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5432	939	7200	2100	0.75	0.45	69.2	64.8	26.2	33.3	D

Segment 7: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4493	7200	0.62	69.9	21.4	C

Segment 8: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4846	353	7200	1900	0.67	0.19	65.9	63.3	24.5	24.9	C

Segment 9: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

1	0.94		1.000		4846		7200		0.67		68.8		23.5	C
Segment 10: Diverge														
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	4846	544	7200	2000	0.67	0.27	65.3	59.5	24.7	30.2	D
Segment 11: Basic														
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.94		1.000		4302		7200		0.60		70.4		20.4	C
Segment 12: Merge														
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	4796	494	7200	2000	0.67	0.25	65.9	63.4	24.3	25.0	C
Segment 13: Basic														
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.94		1.000		4796		7200		0.67		70.0		22.8	C
Segment 14: Diverge														
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	4796	937	7200	2000	0.67	0.47	64.0	58.3	25.0	30.8	D
Segment 15: Basic														
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.94		1.000		3859		7200		0.54		70.2		18.3	C
Segment 16: Merge														
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	4487	628	7200	2000	0.62	0.31	66.4	63.9	22.5	23.7	C
Segment 17: Basic														
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.94		1.000		4486		7200		0.62		70.5		21.2	C
Segment 18: Diverge														
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	4486	1220	7200	2000	0.62	0.61	62.9	57.4	23.8	30.0	D
Segment 19: Basic														

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3266	7200	0.45	71.7	15.1	B

Segment 20: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3911	645	7200	2000	0.54	0.32	74.3	74.3	17.5	17.5	B

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4431	520	9600	2000	0.46	0.26	75.2	75.2	14.7	14.7	B

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4431	7200	0.62	70.7	20.9	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	13116	12098	10.39	259.80	68.9	22.2	22.2	9.80	C

Facility Overall Results

Space Mean Speed, mi/h	68.9	Average Density, veh/mi/ln	22.2
Average Travel Time, min	9.80	Average Density, pc/mi/ln	22.2
Total VMT, veh-mi	13116	Total VHD, veh-h	10.39
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	259.80

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Existing NP
Jurisdiction	Caltrans	Time Analyzed	A.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.47		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Scott Road On-Ramp and Newport Road Off-Ramp	9560	3
2	Diverge	Diverge	Newport Road Off-Ramp	1500	4
3	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	1985	3
4	Merge	Basic	Newport Road Loop-On Ramp	1340	3
5	Merge	Basic	Newport Road Slip-On Ramp	1500	4
6	Basic	Basic	Between Newport Road On-Ramp and McCall Boulevard Off-Ramp	5550	3
7	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
8	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	3235	3
9	Merge	Merge	McCall Boulevard On-Ramp	1500	3
10	Basic	Basic	Between McCall Boulevard On-Ramp and Ethanac Road Off-Ramp	4460	3
11	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
12	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2585	3
13	Merge	Merge	Ethanac Road On-Ramp	1100	3
14	Overlap	Overlap	Between Ethanac Road On-Ramp and SR-74 Off-Ramp	400	3
15	Diverge	Diverge	SR-74 Off-Ramp	1100	3
16	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1415	3
17	Merge	Merge	SR-74 On-Ramp	1500	3
18	Basic	Basic	Between SR-74 On-Ramp and Redland Avenue Off-Ramp	9335	3
19	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
20	Basic	Basic	Between Redland Avenue Off-Ramp and Redland Avenue On-Ramp	2355	3

21	Merge	Merge	Redland Avenue On-Ramp	1500	3
22	Basic	Basic	Between Redland Avenue On-Ramp and D Street On-Ramps	4120	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5612	7200	0.78	65.6	28.5	D

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5612	982	9600	4000	0.58	0.25	69.6	58.2	20.2	10.1	B

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4630	7200	0.64	68.9	22.4	C

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5181	551	7200	1900	0.72	0.29	69.3	69.3	24.9	24.9	C

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5692	511	9600	2000	0.59	0.26	73.3	73.3	19.4	19.4	C

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5691	7200	0.79	65.5	29.0	D

Segment 7: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5691	1131	7200	2000	0.79	0.57	63.6	57.7	29.8	34.7	D

Segment 8: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4561	7200	0.63	69.7	21.8	C

Segment 9: Merge

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5288	727	7200	2000	0.73	0.36	64.9	62.2	27.2	27.6	C

Segment 10: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5287	7200	0.73	67.0	26.3	D

Segment 11: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5287	473	7200	2000	0.73	0.24	65.5	59.7	26.9	31.7	D

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4814	7200	0.67	68.9	23.3	C

Segment 13: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5305	491	7200	2000	0.74	0.25	65.1	62.5	27.2	27.2	C

Segment 14: Overlap

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5305	7200	0.74	64.4	27.5	D

Segment 15: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5305	211	7200	1900	0.74	0.11	64.4	58.3	27.5	31.7	D

Segment 16: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5095	7200	0.71	67.8	25.0	C

Segment 17: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6594	1499	7200	2000	0.92	0.75	58.1	54.0	37.8	36.8	E

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6594	7200	0.92	58.9	37.3	E

Segment 19: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6594	874	7200	2000	0.92	0.44	64.4	58.5	34.1	37.5	E

Segment 20: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5719	7200	0.79	64.7	29.5	D

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6020	301	7200	2000	0.84	0.15	63.9	61.2	31.4	29.2	D

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6020	7200	0.84	62.8	32.0	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	16247	15013	29.42	735.51	64.4	28.9	28.9	10.70	D

Facility Overall Results

Space Mean Speed, mi/h	64.4	Average Density, veh/mi/ln	28.9
Average Travel Time, min	10.70	Average Density, pc/mi/ln	28.9
Total VMT, veh-mi	16247	Total VHD, veh-h	29.42
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	735.51

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Existing WP
Jurisdiction	Caltrans	Time Analyzed	A.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.26		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between D Street Off-Ramp and Redland Avenue Off-Ramp	3230	3
2	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Redland Avenue Off-Ramp and Redland Avenue On-Ramp	2765	3
4	Merge	Basic	Redland Avenue On-Ramp	1500	4
5	Basic	Basic	Between Redland Avenue On-Ramp and SR-74 Off-Ramp	7880	3
6	Diverge	Diverge	SR-74 Off-Ramp	1500	3
7	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1315	3
8	Merge	Merge	SR-74 On-Ramp	1500	3
9	Basic	Basic	Between SR-74 On-Ramp and Ethanac Road Off-Ramp	530	3
10	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
11	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2690	3
12	Merge	Merge	Ethanac Road On-Ramp	1500	3
13	Basic	Basic	Between Ethanac Road On-Ramp and McCall Boulevard Off-Ramp	4380	3
14	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
15	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	2960	3
16	Merge	Merge	McCall Boulevard On-Ramp	1500	3
17	Basic	Basic	Between McCall Boulevard On-Ramp and Newport Road Off-Ramp	5860	3
18	Diverge	Diverge	Newport Road Off-Ramp	1500	3
19	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	2125	3
20	Merge	Basic	Newport Road Loop-On Ramp	1500	3

21	Merge	Basic	Newport Road Slip-On Ramp	1500	4
22	Basic	Basic	Between Newport Road Slip-On Ramp and Scott Road Off-Ramp	9215	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3774	7200	0.52	72.7	17.3	B

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3774	291	7200	2000	0.52	0.15	65.8	60.2	19.1	24.8	C

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3483	7200	0.48	71.1	16.3	B

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4445	962	9600	2000	0.46	0.48	75.2	75.2	14.8	14.8	B

Segment 5: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4445	7200	0.62	70.0	21.2	C

Segment 6: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4445	1304	7200	2100	0.62	0.62	68.0	63.7	21.8	30.2	D

Segment 7: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3140	7200	0.44	71.0	14.7	B

Segment 8: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3592	452	7200	1900	0.50	0.24	67.3	64.7	17.8	19.3	B

Segment 9: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

1	0.94		1.000		3593		7200		0.50		70.5		16.8		B

Segment 10: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3593	422	7200	2000	0.50	0.21	65.2	59.8	18.4	24.3	C

Segment 11: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		3170		7200		0.44		71.1		14.8		B

Segment 12: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3877	707	7200	2000	0.54	0.35	67.0	64.5	19.3	21.3	C

Segment 13: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		3878		7200		0.54		72.6		17.8		B

Segment 14: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3878	527	7200	2000	0.54	0.26	65.1	59.5	19.9	25.8	C

Segment 15: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		3351		7200		0.47		70.3		15.9		B

Segment 16: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4774	1423	7200	2000	0.66	0.71	64.8	62.3	24.6	27.2	C

Segment 17: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		4774		7200		0.66		69.6		22.9		C

Segment 18: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4774	889	7200	2000	0.66	0.44	63.8	58.4	24.9	31.5	D

Segment 19: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3885	7200	0.54	71.8	18.0	B

Segment 20: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4854	969	7200	2000	0.67	0.48	71.0	71.0	22.8	22.8	C

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5486	632	9600	2000	0.57	0.32	73.7	73.7	18.6	18.6	C

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5486	7200	0.76	66.4	27.5	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	12137	11066	9.15	228.80	69.1	20.5	20.5	9.80	C

Facility Overall Results

Space Mean Speed, mi/h	69.1	Average Density, veh/mi/ln	20.5
Average Travel Time, min	9.80	Average Density, pc/mi/ln	20.5
Total VMT, veh-mi	12137	Total VHD, veh-h	9.15
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	228.80

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Existing WP
Jurisdiction	Caltrans	Time Analyzed	P.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.47		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Scott Road On-Ramp and Newport Road Off-Ramp	9560	3
2	Diverge	Diverge	Newport Road Off-Ramp	1500	4
3	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	1985	3
4	Merge	Basic	Newport Road Loop-On Ramp	1340	3
5	Merge	Basic	Newport Road Slip-On Ramp	1500	4
6	Basic	Basic	Between Newport Road On-Ramp and McCall Boulevard Off-Ramp	5550	3
7	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
8	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	3235	3
9	Merge	Merge	McCall Boulevard On-Ramp	1500	3
10	Basic	Basic	Between McCall Boulevard On-Ramp and Ethanac Road Off-Ramp	4460	3
11	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
12	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2585	3
13	Merge	Merge	Ethanac Road On-Ramp	1100	3
14	Overlap	Overlap	Between Ethanac Road On-Ramp and SR-74 Off-Ramp	400	3
15	Diverge	Diverge	SR-74 Off-Ramp	1100	3
16	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1415	3
17	Merge	Merge	SR-74 On-Ramp	1500	3
18	Basic	Basic	Between SR-74 On-Ramp and Redland Avenue Off-Ramp	9335	3
19	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
20	Basic	Basic	Between Redland Avenue Off-Ramp and Redland Avenue On-Ramp	2355	3

21	Merge	Merge	Redland Avenue On-Ramp	1500	3
22	Basic	Basic	Between Redland Avenue On-Ramp and D Street On-Ramps	4120	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5901	7200	0.82	63.9	30.8	D

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5901	1554	9600	4000	0.61	0.39	67.3	56.4	21.9	13.8	B

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4347	7200	0.60	69.6	20.8	C

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5053	706	7200	1900	0.70	0.37	70.0	70.0	24.1	24.1	C

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5519	466	9600	2000	0.57	0.23	73.7	73.7	18.7	18.7	C

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5519	7200	0.77	66.5	27.7	D

Segment 7: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5519	1724	7200	2000	0.77	0.86	61.7	55.9	29.8	35.4	E

Segment 8: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3795	7200	0.53	71.1	17.8	B

Segment 9: Merge

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4339	544	7200	2000	0.60	0.27	66.7	64.2	21.7	22.7	C

Segment 10: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4338	7200	0.60	70.3	20.6	C

Segment 11: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4338	628	7200	2000	0.60	0.31	64.9	59.2	22.3	27.8	C

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3711	7200	0.52	71.1	17.4	B

Segment 13: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4128	417	7200	2000	0.57	0.21	67.0	64.5	20.5	21.5	C

Segment 14: Overlap

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4128	7200	0.57	63.9	21.5	C

Segment 15: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4128	310	7200	1900	0.57	0.16	63.9	58.0	21.5	26.6	C

Segment 16: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3818	7200	0.53	70.3	17.9	B

Segment 17: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5144	1326	7200	2000	0.71	0.66	64.0	61.2	26.8	29.6	D

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5144	7200	0.71	68.5	25.0	C

Segment 19: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5144	1101	7200	2000	0.71	0.55	63.6	57.8	27.0	32.4	D

Segment 20: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4043	7200	0.56	70.8	19.0	C

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4346	303	7200	2000	0.60	0.15	67.0	64.7	21.6	21.4	C

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4346	7200	0.60	70.3	20.6	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	13997	12918	16.19	404.64	67.3	23.8	23.8	10.20	C

Facility Overall Results

Space Mean Speed, mi/h	67.3	Average Density, veh/mi/ln	23.8
Average Travel Time, min	10.20	Average Density, pc/mi/ln	23.8
Total VMT, veh-mi	13997	Total VHD, veh-h	16.19
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	404.64

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Existing WP
Jurisdiction	Caltrans	Time Analyzed	P.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.26		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between D Street Off-Ramp and Redland Avenue Off-Ramp	3230	3
2	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Redland Avenue Off-Ramp and Redland Avenue On-Ramp	2765	3
4	Merge	Basic	Redland Avenue On-Ramp	1500	4
5	Basic	Basic	Between Redland Avenue On-Ramp and SR-74 Off-Ramp	7880	3
6	Diverge	Diverge	SR-74 Off-Ramp	1500	3
7	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1315	3
8	Merge	Merge	SR-74 On-Ramp	1500	3
9	Basic	Basic	Between SR-74 On-Ramp and Ethanac Road Off-Ramp	530	3
10	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
11	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2690	3
12	Merge	Merge	Ethanac Road On-Ramp	1500	3
13	Basic	Basic	Between Ethanac Road On-Ramp and McCall Boulevard Off-Ramp	4380	3
14	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
15	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	2960	3
16	Merge	Merge	McCall Boulevard On-Ramp	1500	3
17	Basic	Basic	Between McCall Boulevard On-Ramp and Newport Road Off-Ramp	5860	3
18	Diverge	Diverge	Newport Road Off-Ramp	1500	3
19	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	2125	3
20	Merge	Basic	Newport Road Loop-On Ramp	1500	3

21	Merge	Basic	Newport Road Slip-On Ramp	1500	4
22	Basic	Basic	Between Newport Road Slip-On Ramp and Scott Road Off-Ramp	9215	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5581	7200	0.78	66.2	28.1	D

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5581	409	7200	2000	0.78	0.20	65.7	59.9	28.3	33.0	D

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5172	7200	0.72	67.5	25.5	C

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6121	949	9600	2000	0.64	0.47	72.1	72.1	21.2	21.2	C

Segment 5: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6121	7200	0.85	62.2	32.8	D

Segment 6: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6121	1629	7200	2100	0.85	0.78	67.3	62.7	30.3	37.4	E

Segment 7: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4493	7200	0.62	69.9	21.4	C

Segment 8: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4846	353	7200	1900	0.67	0.19	65.9	63.3	24.5	24.9	C

Segment 9: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

1	0.94		1.000		4846		7200		0.67		68.8		23.5	C
Segment 10: Diverge														
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	4846	544	7200	2000	0.67	0.27	65.3	59.5	24.7	30.2	D
Segment 11: Basic														
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.94		1.000		4302		7200		0.60		70.4		20.4	C
Segment 12: Merge														
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	4796	494	7200	2000	0.67	0.25	65.9	63.4	24.3	25.0	C
Segment 13: Basic														
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.94		1.000		4796		7200		0.67		70.0		22.8	C
Segment 14: Diverge														
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	4796	937	7200	2000	0.67	0.47	64.0	58.3	25.0	30.8	D
Segment 15: Basic														
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.94		1.000		3859		7200		0.54		70.2		18.3	C
Segment 16: Merge														
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	5115	1256	7200	2000	0.71	0.63	64.4	61.7	26.5	28.3	D
Segment 17: Basic														
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.94		1.000		5115		7200		0.71		68.2		25.0	C
Segment 18: Diverge														
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	5115	1312	7200	2000	0.71	0.66	62.6	57.2	27.2	33.9	D
Segment 19: Basic														

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3803	7200	0.53	71.7	17.6	B

Segment 20: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4448	645	7200	2000	0.62	0.32	72.7	72.7	20.4	20.4	C

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4968	520	9600	2000	0.52	0.26	74.7	74.7	16.6	16.6	B

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4968	7200	0.69	68.8	24.1	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	14299	13160	16.53	413.35	67.2	24.8	24.8	10.10	C

Facility Overall Results

Space Mean Speed, mi/h	67.2	Average Density, veh/mi/ln	24.8
Average Travel Time, min	10.10	Average Density, pc/mi/ln	24.8
Total VMT, veh-mi	14299	Total VHD, veh-h	16.53
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	413.35

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	7/28/23
Agency		Analysis Year	Phase 1 Opening Year Cumulative (2025) NP
Jurisdiction	Caltrans	Time Analyzed	A.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.47		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Scott Road On-Ramp and Newport Road Off-Ramp	9560	3
2	Diverge	Diverge	Newport Road Off-Ramp	1500	4
3	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	1985	3
4	Merge	Basic	Newport Road Loop-On Ramp	1340	3
5	Merge	Basic	Newport Road Slip-On Ramp	1500	4
6	Basic	Basic	Between Newport Road On-Ramp and McCall Boulevard Off-Ramp	5550	3
7	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
8	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	3235	3
9	Merge	Merge	McCall Boulevard On-Ramp	1500	3
10	Basic	Basic	Between McCall Boulevard On-Ramp and Ethanac Road Off-Ramp	4460	3
11	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
12	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2585	3
13	Merge	Merge	Ethanac Road On-Ramp	1100	3
14	Overlap	Overlap	Between Ethanac Road On-Ramp and SR-74 Off-Ramp	400	3
15	Diverge	Diverge	SR-74 Off-Ramp	1100	3
16	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1415	3
17	Merge	Merge	SR-74 On-Ramp	1500	3
18	Basic	Basic	Between SR-74 On-Ramp and Redland Avenue Off-Ramp	9335	3
19	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
20	Basic	Basic	Between Redland Avenue Off-Ramp	2355	3

			and Redland Avenue On-Ramp		
21	Merge	Merge	Redland Avenue On-Ramp	1500	3
22	Basic	Basic	Between Redland Avenue On-Ramp and D Street On-Ramps	4120	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5161	7200	0.72	68.0	25.3	C

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5161	1000	9600	4000	0.54	0.25	69.7	58.1	18.5	8.7	A

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4161	7200	0.58	69.9	19.8	C

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4651	490	7200	1900	0.65	0.26	71.9	71.9	21.6	21.6	C

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5189	538	9600	2000	0.54	0.27	74.3	74.3	17.5	17.5	B

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5189	7200	0.72	68.3	25.3	C

Segment 7: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5189	547	7200	2000	0.72	0.27	65.3	59.5	26.5	31.7	D

Segment 8: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4643	7200	0.64	69.5	22.3	C

Segment 9: Merge

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5386	743	7200	2000	0.75	0.37	64.7	62.0	27.7	28.1	D

Segment 10: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5385	7200	0.75	66.5	27.0	D

Segment 11: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5385	507	7200	2000	0.75	0.25	65.4	59.6	27.4	32.2	D

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4878	7200	0.68	68.7	23.7	C

Segment 13: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5390	512	7200	2000	0.75	0.26	64.9	62.3	27.7	27.6	C

Segment 14: Overlap

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5389	7200	0.75	64.3	27.9	D

Segment 15: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5389	228	7200	1900	0.75	0.12	64.3	58.2	27.9	32.3	D

Segment 16: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5162	7200	0.72	67.5	25.5	C

Segment 17: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6150	988	7200	2000	0.85	0.49	61.9	58.5	33.1	33.3	D

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6150	7200	0.85	62.4	32.9	D

Segment 19: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6150	833	7200	2000	0.85	0.42	64.5	58.6	31.8	35.9	E

Segment 20: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5317	7200	0.74	66.8	26.5	D

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5660	343	7200	2000	0.79	0.17	64.8	62.2	29.1	27.6	C

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5660	7200	0.79	65.0	29.0	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	15400	14247	21.37	534.19	66.2	26.6	26.6	10.40	D

Facility Overall Results

Space Mean Speed, mi/h	66.2	Average Density, veh/mi/ln	26.6
Average Travel Time, min	10.40	Average Density, pc/mi/ln	26.6
Total VMT, veh-mi	15400	Total VHD, veh-h	21.37
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	534.19

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Phase 1 Opening Year Cumulative (2025) NP
Jurisdiction	Caltrans	Time Analyzed	A.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.26		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between D Street Off-Ramp and Redland Avenue Off-Ramp	3230	3
2	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Redland Avenue Off-Ramp and Redland Avenue On-Ramp	2765	3
4	Merge	Basic	Redland Avenue On-Ramp	1500	4
5	Basic	Basic	Between Redland Avenue On-Ramp and SR-74 Off-Ramp	7880	3
6	Diverge	Diverge	SR-74 Off-Ramp	1500	3
7	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1315	3
8	Merge	Merge	SR-74 On-Ramp	1500	3
9	Basic	Basic	Between SR-74 On-Ramp and Ethanac Road Off-Ramp	530	3
10	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
11	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2690	3
12	Merge	Merge	Ethanac Road On-Ramp	1500	3
13	Basic	Basic	Between Ethanac Road On-Ramp and McCall Boulevard Off-Ramp	4380	3
14	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
15	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	2960	3
16	Merge	Merge	McCall Boulevard On-Ramp	1500	3
17	Basic	Basic	Between McCall Boulevard On-Ramp and Newport Road Off-Ramp	5860	3
18	Diverge	Diverge	Newport Road Off-Ramp	1500	3
19	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	2125	3

20	Merge	Basic	Newport Road Loop-On Ramp	1500	3
21	Merge	Basic	Newport Road Slip-On Ramp	1500	4
22	Basic	Basic	Between Newport Road Slip-On Ramp and Scott Road Off-Ramp	9215	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3373	7200	0.47	73.1	15.4	B

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3373	320	7200	2000	0.47	0.16	65.6	60.1	17.1	22.8	C

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3053	7200	0.42	71.1	14.3	B

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3950	897	9600	2000	0.41	0.45	75.3	75.4	13.1	13.1	B

Segment 5: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3950	7200	0.55	71.0	18.5	C

Segment 6: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3950	699	7200	2100	0.55	0.33	69.8	65.5	18.9	26.4	C

Segment 7: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3251	7200	0.45	71.1	15.2	B

Segment 8: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3762	511	7200	1900	0.52	0.27	67.1	64.5	18.7	20.2	C

Segment 9: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		3762		7200		0.52		70.5		17.6		B

Segment 10: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3762	467	7200	2000	0.52	0.23	65.0	59.7	19.3	25.5	C

Segment 11: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		3295		7200		0.46		71.1		15.4		B

Segment 12: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4041	746	7200	2000	0.56	0.37	66.8	64.3	20.2	22.2	C

Segment 13: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		4040		7200		0.56		72.3		18.6		C

Segment 14: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4040	569	7200	2000	0.56	0.28	65.0	59.4	20.7	26.7	C

Segment 15: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		3471		7200		0.48		70.3		16.4		B

Segment 16: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4377	906	7200	2000	0.61	0.45	66.2	63.7	22.0	24.0	C

Segment 17: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		4378		7200		0.61		70.8		20.6		C

Segment 18: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4378	879	7200	2000	0.61	0.44	64.1	58.5	22.8	28.8	D

Segment 19: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3499	7200	0.49	71.8	16.1	B

Segment 20: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4485	986	7200	2000	0.62	0.49	72.5	72.5	20.6	20.6	C

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5123	638	9600	2000	0.53	0.32	74.4	74.4	17.2	17.2	B

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5123	7200	0.71	68.2	25.0	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	11445	10446	6.88	171.93	69.8	19.1	19.1	9.70	C

Facility Overall Results

Space Mean Speed, mi/h	69.8	Average Density, veh/mi/ln	19.1
Average Travel Time, min	9.70	Average Density, pc/mi/ln	19.1
Total VMT, veh-mi	11445	Total VHD, veh-h	6.88
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	171.93

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Phase 1 Opening Year Cumulative (2025) NP
Jurisdiction	Caltrans	Time Analyzed	P.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

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Facility Length, mi	11.47		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Scott Road On-Ramp and Newport Road Off-Ramp	9560	3
2	Diverge	Diverge	Newport Road Off-Ramp	1500	4
3	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	1985	3
4	Merge	Basic	Newport Road Loop-On Ramp	1340	3
5	Merge	Basic	Newport Road Slip-On Ramp	1500	4
6	Basic	Basic	Between Newport Road On-Ramp and McCall Boulevard Off-Ramp	5550	3
7	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
8	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	3235	3
9	Merge	Merge	McCall Boulevard On-Ramp	1500	3
10	Basic	Basic	Between McCall Boulevard On-Ramp and Ethanac Road Off-Ramp	4460	3
11	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
12	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2585	3
13	Merge	Merge	Ethanac Road On-Ramp	1100	3
14	Overlap	Overlap	Between Ethanac Road On-Ramp and SR-74 Off-Ramp	400	3
15	Diverge	Diverge	SR-74 Off-Ramp	1100	3
16	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1415	3
17	Merge	Merge	SR-74 On-Ramp	1500	3
18	Basic	Basic	Between SR-74 On-Ramp and Redland Avenue Off-Ramp	9335	3
19	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
20	Basic	Basic	Between Redland Avenue Off-Ramp	2355	3

			and Redland Avenue On-Ramp		
21	Merge	Merge	Redland Avenue On-Ramp	1500	3
22	Basic	Basic	Between Redland Avenue On-Ramp and D Street On-Ramps	4120	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5466	7200	0.76	66.5	27.4	D

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5466	1581	9600	4000	0.57	0.40	67.1	56.4	20.4	13.0	B

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3885	7200	0.54	70.2	18.4	C

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4508	623	7200	1900	0.63	0.33	72.4	72.4	20.8	20.8	C

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4995	486	9600	2000	0.52	0.24	74.6	74.6	16.7	16.7	B

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4995	7200	0.69	69.2	24.1	C

Segment 7: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4995	1073	7200	2000	0.69	0.54	63.7	57.9	26.1	31.8	D

Segment 8: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3921	7200	0.54	71.0	18.4	C

Segment 9: Merge

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4495	574	7200	2000	0.62	0.29	66.4	63.9	22.6	23.5	C

Segment 10: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4496	7200	0.62	69.9	21.4	C

Segment 11: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4496	672	7200	2000	0.62	0.34	64.8	59.1	23.1	28.6	D

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3823	7200	0.53	71.1	17.9	B

Segment 13: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4276	453	7200	2000	0.59	0.23	66.8	64.3	21.3	22.3	C

Segment 14: Overlap

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4277	7200	0.59	63.7	22.4	C

Segment 15: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4277	348	7200	1900	0.59	0.18	63.7	57.9	22.4	27.7	C

Segment 16: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3929	7200	0.55	70.3	18.5	C

Segment 17: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4651	722	7200	2000	0.65	0.36	65.8	63.2	23.6	25.7	C

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4651	7200	0.65	70.6	22.0	C

Segment 19: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4651	991	7200	2000	0.65	0.50	63.8	58.1	24.3	30.1	D

Segment 20: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3660	7200	0.51	71.0	17.1	B

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3992	332	7200	2000	0.55	0.17	67.4	65.0	19.7	19.8	B

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3991	7200	0.55	70.9	18.8	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	13168	12178	11.37	284.20	68.6	22.0	22.0	10.00	C

Facility Overall Results

Space Mean Speed, mi/h	68.6	Average Density, veh/mi/ln	22.0
Average Travel Time, min	10.00	Average Density, pc/mi/ln	22.0
Total VMT, veh-mi	13168	Total VHD, veh-h	11.37
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	284.20

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Phase 1 Opening Year Cumulative (2025) NP
Jurisdiction	Caltrans	Time Analyzed	P.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.26		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between D Street Off-Ramp and Redland Avenue Off-Ramp	3230	3
2	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Redland Avenue Off-Ramp and Redland Avenue On-Ramp	2765	3
4	Merge	Basic	Redland Avenue On-Ramp	1500	4
5	Basic	Basic	Between Redland Avenue On-Ramp and SR-74 Off-Ramp	7880	3
6	Diverge	Diverge	SR-74 Off-Ramp	1500	3
7	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1315	3
8	Merge	Merge	SR-74 On-Ramp	1500	3
9	Basic	Basic	Between SR-74 On-Ramp and Ethanac Road Off-Ramp	530	3
10	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
11	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2690	3
12	Merge	Merge	Ethanac Road On-Ramp	1500	3
13	Basic	Basic	Between Ethanac Road On-Ramp and McCall Boulevard Off-Ramp	4380	3
14	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
15	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	2960	3
16	Merge	Merge	McCall Boulevard On-Ramp	1500	3
17	Basic	Basic	Between McCall Boulevard On-Ramp and Newport Road Off-Ramp	5860	3
18	Diverge	Diverge	Newport Road Off-Ramp	1500	3
19	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	2125	3

20	Merge	Basic	Newport Road Loop-On Ramp	1500	3
21	Merge	Basic	Newport Road Slip-On Ramp	1500	4
22	Basic	Basic	Between Newport Road Slip-On Ramp and Scott Road Off-Ramp	9215	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5179	7200	0.72	68.3	25.3	C

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5179	478	7200	2000	0.72	0.24	65.5	59.7	26.4	31.5	D

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4701	7200	0.65	69.3	22.6	C

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5555	854	9600	2000	0.58	0.43	73.6	73.6	18.9	18.9	C

Segment 5: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5555	7200	0.77	65.6	28.2	D

Segment 6: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5555	959	7200	2100	0.77	0.46	69.1	64.7	26.8	33.9	D

Segment 7: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4597	7200	0.64	69.6	22.0	C

Segment 8: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4994	397	7200	1900	0.69	0.21	65.6	63.0	25.4	25.7	C

Segment 9: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		4994		7200		0.69		68.2		24.4		C
Segment 10: Diverge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	4994	579	7200	2000	0.69	0.29	65.2	59.4	25.5	31.0	D
Segment 11: Basic															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		4415		7200		0.61		70.1		21.0		C
Segment 12: Merge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	4934	519	7200	2000	0.69	0.26	65.8	63.2	25.0	25.7	C
Segment 13: Basic															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		4934		7200		0.69		69.4		23.7		C
Segment 14: Diverge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	4934	967	7200	2000	0.69	0.48	64.0	58.2	25.7	31.4	D
Segment 15: Basic															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		3967		7200		0.55		70.2		18.8		C
Segment 16: Merge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	4635	668	7200	2000	0.64	0.33	66.1	63.6	23.4	24.5	C
Segment 17: Basic															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		4635		7200		0.64		70.1		22.0		C
Segment 18: Diverge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	4635	1267	7200	2000	0.64	0.63	62.9	57.3	24.6	30.8	D

Segment 19: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3368	7200	0.47	71.7	15.6	B

Segment 20: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4023	655	7200	2000	0.56	0.33	74.0	74.0	18.1	18.1	C

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4554	531	9600	2000	0.47	0.27	75.1	75.1	15.2	15.2	B

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4554	7200	0.63	70.3	21.6	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	13480	12429	11.79	294.64	68.5	22.9	22.9	9.90	C

Facility Overall Results

Space Mean Speed, mi/h	68.5	Average Density, veh/mi/ln	22.9
Average Travel Time, min	9.90	Average Density, pc/mi/ln	22.9
Total VMT, veh-mi	13480	Total VHD, veh-h	11.79
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	294.64

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Phase 1 Opening Year Cumulative (2025) WP
Jurisdiction	Caltrans	Time Analyzed	A.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.47		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Scott Road On-Ramp and Newport Road Off-Ramp	9560	3
2	Diverge	Diverge	Newport Road Off-Ramp	1500	4
3	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	1985	3
4	Merge	Basic	Newport Road Loop-On Ramp	1340	3
5	Merge	Basic	Newport Road Slip-On Ramp	1500	4
6	Basic	Basic	Between Newport Road On-Ramp and McCall Boulevard Off-Ramp	5550	3
7	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
8	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	3235	3
9	Merge	Merge	McCall Boulevard On-Ramp	1500	3
10	Basic	Basic	Between McCall Boulevard On-Ramp and Ethanac Road Off-Ramp	4460	3
11	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
12	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2585	3
13	Merge	Merge	Ethanac Road On-Ramp	1100	3
14	Overlap	Overlap	Between Ethanac Road On-Ramp and SR-74 Off-Ramp	400	3
15	Diverge	Diverge	SR-74 Off-Ramp	1100	3
16	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1415	3
17	Merge	Merge	SR-74 On-Ramp	1500	3
18	Basic	Basic	Between SR-74 On-Ramp and Redland Avenue Off-Ramp	9335	3
19	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
20	Basic	Basic	Between Redland Avenue Off-Ramp	2355	3

			and Redland Avenue On-Ramp		
21	Merge	Merge	Redland Avenue On-Ramp	1500	3
22	Basic	Basic	Between Redland Avenue On-Ramp and D Street On-Ramps	4120	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5472	7200	0.76	66.4	27.5	D

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5472	1000	9600	4000	0.57	0.25	69.6	58.1	19.7	9.6	A

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4472	7200	0.62	69.3	21.5	C

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4995	523	7200	1900	0.69	0.28	70.3	70.3	23.7	23.7	C

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5534	538	9600	2000	0.58	0.27	73.6	73.6	18.8	18.8	C

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5534	7200	0.77	66.4	27.8	D

Segment 7: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5534	891	7200	2000	0.77	0.45	64.3	58.4	28.7	33.7	D

Segment 8: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4643	7200	0.64	69.5	22.3	C

Segment 9: Merge

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5386	743	7200	2000	0.75	0.37	64.7	62.0	27.7	28.1	D

Segment 10: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5385	7200	0.75	66.5	27.0	D

Segment 11: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5385	507	7200	2000	0.75	0.25	65.4	59.6	27.4	32.2	D

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4878	7200	0.68	68.7	23.7	C

Segment 13: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5390	512	7200	2000	0.75	0.26	64.9	62.3	27.7	27.6	C

Segment 14: Overlap

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5389	7200	0.75	64.3	27.9	D

Segment 15: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5389	228	7200	1900	0.75	0.12	64.3	58.2	27.9	32.3	D

Segment 16: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5162	7200	0.72	67.5	25.5	C

Segment 17: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6405	1243	7200	2000	0.89	0.62	60.1	56.3	35.5	35.2	E

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6404	7200	0.89	60.5	35.3	E

Segment 19: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6404	856	7200	2000	0.89	0.43	64.4	58.5	33.1	36.8	E

Segment 20: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5548	7200	0.77	65.7	28.1	D

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5891	343	7200	2000	0.82	0.17	64.2	61.5	30.6	28.7	D

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5890	7200	0.82	63.7	30.8	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	15989	14782	26.17	654.29	65.2	28.1	28.1	10.60	D

Facility Overall Results

Space Mean Speed, mi/h	65.2	Average Density, veh/mi/ln	28.1
Average Travel Time, min	10.60	Average Density, pc/mi/ln	28.1
Total VMT, veh-mi	15989	Total VHD, veh-h	26.17
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	654.29

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Phase 1 Opening Year Cumulative (2025) WP
Jurisdiction	Caltrans	Time Analyzed	A.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.26		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between D Street Off-Ramp and Redland Avenue Off-Ramp	3230	3
2	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Redland Avenue Off-Ramp and Redland Avenue On-Ramp	2765	3
4	Merge	Basic	Redland Avenue On-Ramp	1500	4
5	Basic	Basic	Between Redland Avenue On-Ramp and SR-74 Off-Ramp	7880	3
6	Diverge	Diverge	SR-74 Off-Ramp	1500	3
7	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1315	3
8	Merge	Merge	SR-74 On-Ramp	1500	3
9	Basic	Basic	Between SR-74 On-Ramp and Ethanac Road Off-Ramp	530	3
10	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
11	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2690	3
12	Merge	Merge	Ethanac Road On-Ramp	1500	3
13	Basic	Basic	Between Ethanac Road On-Ramp and McCall Boulevard Off-Ramp	4380	3
14	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
15	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	2960	3
16	Merge	Merge	McCall Boulevard On-Ramp	1500	3
17	Basic	Basic	Between McCall Boulevard On-Ramp and Newport Road Off-Ramp	5860	3
18	Diverge	Diverge	Newport Road Off-Ramp	1500	3
19	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	2125	3

20	Merge	Basic	Newport Road Loop-On Ramp	1500	3
21	Merge	Basic	Newport Road Slip-On Ramp	1500	4
22	Basic	Basic	Between Newport Road Slip-On Ramp and Scott Road Off-Ramp	9215	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3667	7200	0.51	72.9	16.8	B

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3667	320	7200	2000	0.51	0.16	65.7	60.1	18.6	24.3	C

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3347	7200	0.46	71.1	15.7	B

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4288	941	9600	2000	0.45	0.47	75.3	75.3	14.2	14.2	B

Segment 5: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4288	7200	0.60	70.4	20.3	C

Segment 6: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4288	1037	7200	2100	0.60	0.49	68.8	64.5	20.8	28.6	D

Segment 7: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3251	7200	0.45	71.0	15.2	B

Segment 8: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3762	511	7200	1900	0.52	0.27	67.1	64.5	18.7	20.2	C

Segment 9: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		3762		7200		0.52		70.5		17.6		B

Segment 10: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3762	467	7200	2000	0.52	0.23	65.0	59.7	19.3	25.5	C

Segment 11: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		3295		7200		0.46		71.1		15.4		B

Segment 12: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4041	746	7200	2000	0.56	0.37	66.8	64.3	20.2	22.2	C

Segment 13: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		4040		7200		0.56		72.3		18.6		C

Segment 14: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4040	569	7200	2000	0.56	0.28	65.0	59.4	20.7	26.7	C

Segment 15: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		3471		7200		0.48		70.3		16.4		B

Segment 16: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4642	1171	7200	2000	0.64	0.59	65.5	63.0	23.6	25.9	C

Segment 17: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		4643		7200		0.64		70.0		22.1		C

Segment 18: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4643	903	7200	2000	0.64	0.45	63.9	58.4	24.2	30.5	D

Segment 19: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3739	7200	0.52	71.8	17.3	B

Segment 20: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4725	986	7200	2000	0.66	0.49	71.6	71.6	22.0	22.0	C

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5364	638	9600	2000	0.56	0.32	74.0	74.0	18.1	18.1	C

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5364	7200	0.75	67.0	26.7	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	11998	10945	8.40	210.11	69.3	20.1	20.1	9.70	C

Facility Overall Results

Space Mean Speed, mi/h	69.3	Average Density, veh/mi/ln	20.1
Average Travel Time, min	9.70	Average Density, pc/mi/ln	20.1
Total VMT, veh-mi	11998	Total VHD, veh-h	8.40
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	210.11

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	
Agency		Analysis Year	Phase 1 Opening Year Cumulative (2025) WP
Jurisdiction	Caltrans	Time Analyzed	P.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.47		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Scott Road On-Ramp and Newport Road Off-Ramp	9560	3
2	Diverge	Diverge	Newport Road Off-Ramp	1500	4
3	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	1985	3
4	Merge	Basic	Newport Road Loop-On Ramp	1340	3
5	Merge	Basic	Newport Road Slip-On Ramp	1500	4
6	Basic	Basic	Between Newport Road On-Ramp and McCall Boulevard Off-Ramp	5550	3
7	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
8	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	3235	3
9	Merge	Merge	McCall Boulevard On-Ramp	1500	3
10	Basic	Basic	Between McCall Boulevard On-Ramp and Ethanac Road Off-Ramp	4460	3
11	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
12	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2585	3
13	Merge	Merge	Ethanac Road On-Ramp	1100	3
14	Overlap	Overlap	Between Ethanac Road On-Ramp and SR-74 Off-Ramp	400	3
15	Diverge	Diverge	SR-74 Off-Ramp	1100	3
16	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1415	3
17	Merge	Merge	SR-74 On-Ramp	1500	3
18	Basic	Basic	Between SR-74 On-Ramp and Redland Avenue Off-Ramp	9335	3
19	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
20	Basic	Basic	Between Redland Avenue Off-Ramp	2355	3

			and Redland Avenue On-Ramp		
21	Merge	Merge	Redland Avenue On-Ramp	1500	3
22	Basic	Basic	Between Redland Avenue On-Ramp and D Street On-Ramps	4120	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5782	7200	0.80	64.6	29.8	D

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5782	1581	9600	4000	0.60	0.40	67.3	56.4	21.5	13.7	B

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4201	7200	0.58	69.9	20.0	C

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4863	662	7200	1900	0.68	0.35	70.9	70.9	22.9	22.9	C

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5349	486	9600	2000	0.56	0.24	74.0	74.0	18.1	18.1	C

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5349	7200	0.74	67.5	26.4	D

Segment 7: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5349	1428	7200	2000	0.74	0.71	62.6	56.8	28.5	34.0	D

Segment 8: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3921	7200	0.54	71.0	18.4	C

Segment 9: Merge

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4495	574	7200	2000	0.62	0.29	66.4	63.9	22.6	23.5	C

Segment 10: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4496	7200	0.62	69.9	21.4	C

Segment 11: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4496	672	7200	2000	0.62	0.34	64.8	59.1	23.1	28.6	D

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3823	7200	0.53	71.1	17.9	B

Segment 13: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4276	453	7200	2000	0.59	0.23	66.8	64.3	21.3	22.3	C

Segment 14: Overlap

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4277	7200	0.59	63.7	22.4	C

Segment 15: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4277	348	7200	1900	0.59	0.18	63.7	57.9	22.4	27.7	C

Segment 16: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3929	7200	0.55	70.3	18.5	C

Segment 17: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4974	1045	7200	2000	0.69	0.52	64.8	62.1	25.6	28.0	C

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4973	7200	0.69	69.3	23.9	C

Segment 19: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4973	1038	7200	2000	0.69	0.52	63.8	58.0	26.0	31.5	D

Segment 20: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3935	7200	0.55	71.0	18.5	C

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4267	332	7200	2000	0.59	0.17	67.1	64.7	21.2	21.1	C

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4267	7200	0.59	70.4	20.2	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	13822	12768	14.61	365.30	67.7	23.3	23.3	10.20	C

Facility Overall Results

Space Mean Speed, mi/h	67.7	Average Density, veh/mi/ln	23.3
Average Travel Time, min	10.20	Average Density, pc/mi/ln	23.3
Total VMT, veh-mi	13822	Total VHD, veh-h	14.61
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	365.30

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Phase 1 Opening Year Cumulative (2025) WP
Jurisdiction	Caltrans	Time Analyzed	P.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.26		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between D Street Off-Ramp and Redland Avenue Off-Ramp	3230	3
2	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Redland Avenue Off-Ramp and Redland Avenue On-Ramp	2765	3
4	Merge	Basic	Redland Avenue On-Ramp	1500	4
5	Basic	Basic	Between Redland Avenue On-Ramp and SR-74 Off-Ramp	7880	3
6	Diverge	Diverge	SR-74 Off-Ramp	1500	3
7	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1315	3
8	Merge	Merge	SR-74 On-Ramp	1500	3
9	Basic	Basic	Between SR-74 On-Ramp and Ethanac Road Off-Ramp	530	3
10	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
11	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2690	3
12	Merge	Merge	Ethanac Road On-Ramp	1500	3
13	Basic	Basic	Between Ethanac Road On-Ramp and McCall Boulevard Off-Ramp	4380	3
14	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
15	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	2960	3
16	Merge	Merge	McCall Boulevard On-Ramp	1500	3
17	Basic	Basic	Between McCall Boulevard On-Ramp and Newport Road Off-Ramp	5860	3
18	Diverge	Diverge	Newport Road Off-Ramp	1500	3
19	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	2125	3

20	Merge	Basic	Newport Road Loop-On Ramp	1500	3
21	Merge	Basic	Newport Road Slip-On Ramp	1500	4
22	Basic	Basic	Between Newport Road Slip-On Ramp and Scott Road Off-Ramp	9215	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5479	7200	0.76	66.8	27.3	D

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5479	478	7200	2000	0.76	0.24	65.5	59.7	27.9	32.7	D

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5001	7200	0.69	68.2	24.4	C

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5896	895	9600	2000	0.61	0.45	72.8	72.8	20.2	20.2	C

Segment 5: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5896	7200	0.82	63.6	30.9	D

Segment 6: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5896	1299	7200	2100	0.82	0.62	68.2	63.7	28.8	35.8	E

Segment 7: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4597	7200	0.64	69.6	22.0	C

Segment 8: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4994	397	7200	1900	0.69	0.21	65.6	63.0	25.4	25.7	C

Segment 9: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		4994		7200		0.69		68.2		24.4		C
Segment 10: Diverge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	4994	579	7200	2000	0.69	0.29	65.2	59.4	25.5	31.0	D
Segment 11: Basic															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		4415		7200		0.61		70.1		21.0		C
Segment 12: Merge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	4934	519	7200	2000	0.69	0.26	65.8	63.2	25.0	25.7	C
Segment 13: Basic															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		4934		7200		0.69		69.4		23.7		C
Segment 14: Diverge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	4934	967	7200	2000	0.69	0.48	64.0	58.2	25.7	31.4	D
Segment 15: Basic															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		3967		7200		0.55		70.2		18.8		C
Segment 16: Merge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	4969	1002	7200	2000	0.69	0.50	65.1	62.5	25.4	27.0	C
Segment 17: Basic															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		4969		7200		0.69		68.8		24.1		C
Segment 18: Diverge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	4969	1304	7200	2000	0.69	0.65	62.7	57.2	26.4	32.8	D

Segment 19: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3665	7200	0.51	71.7	16.9	B

Segment 20: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4320	655	7200	2000	0.60	0.33	73.1	73.1	19.7	19.7	C

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4851	531	9600	2000	0.51	0.27	74.8	74.8	16.2	16.2	B

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4851	7200	0.67	69.3	23.3	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	14104	12990	14.88	372.11	67.7	24.3	24.3	10.00	C

Facility Overall Results

Space Mean Speed, mi/h	67.7	Average Density, veh/mi/ln	24.3
Average Travel Time, min	10.00	Average Density, pc/mi/ln	24.3
Total VMT, veh-mi	14104	Total VHD, veh-h	14.88
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	372.11

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Phases 2 and 3 Opening Year Cumulative (2026) NP
Jurisdiction	Caltrans	Time Analyzed	A.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.47		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Scott Road On-Ramp and Newport Road Off-Ramp	9560	3
2	Diverge	Diverge	Newport Road Off-Ramp	1500	4
3	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	1985	3
4	Merge	Basic	Newport Road Loop-On Ramp	1340	3
5	Merge	Basic	Newport Road Slip-On Ramp	1500	4
6	Basic	Basic	Between Newport Road On-Ramp and McCall Boulevard Off-Ramp	5550	3
7	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
8	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	3235	3
9	Merge	Merge	McCall Boulevard On-Ramp	1500	3
10	Basic	Basic	Between McCall Boulevard On-Ramp and Ethanac Road Off-Ramp	4460	3
11	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
12	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2585	3
13	Merge	Merge	Ethanac Road On-Ramp	1100	3
14	Overlap	Overlap	Between Ethanac Road On-Ramp and SR-74 Off-Ramp	400	3
15	Diverge	Diverge	SR-74 Off-Ramp	1100	3
16	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1415	3
17	Merge	Merge	SR-74 On-Ramp	1500	3
18	Basic	Basic	Between SR-74 On-Ramp and Redland Avenue Off-Ramp	9335	3
19	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
20	Basic	Basic	Between Redland Avenue Off-Ramp	2355	3

			and Redland Avenue On-Ramp		
21	Merge	Merge	Redland Avenue On-Ramp	1500	3
22	Basic	Basic	Between Redland Avenue On-Ramp and D Street On-Ramps	4120	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5197	7200	0.72	67.8	25.5	C

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5197	1006	9600	4000	0.54	0.25	69.7	58.1	18.6	8.8	A

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4190	7200	0.58	69.9	20.0	C

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4684	494	7200	1900	0.65	0.26	71.7	71.7	21.8	21.8	C

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5232	548	9600	2000	0.55	0.27	74.2	74.2	17.6	17.6	B

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5232	7200	0.73	68.1	25.6	C

Segment 7: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5232	561	7200	2000	0.73	0.28	65.2	59.4	26.7	31.9	D

Segment 8: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4671	7200	0.65	69.4	22.4	C

Segment 9: Merge

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5419	748	7200	2000	0.75	0.37	64.6	61.9	28.0	28.3	D

Segment 10: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5419	7200	0.75	66.3	27.2	D

Segment 11: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5419	519	7200	2000	0.75	0.26	65.3	59.5	27.7	32.3	D

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4900	7200	0.68	68.6	23.8	C

Segment 13: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5418	518	7200	2000	0.75	0.26	64.9	62.2	27.8	27.8	C

Segment 14: Overlap

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5418	7200	0.75	64.3	28.1	D

Segment 15: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5418	235	7200	1900	0.75	0.12	64.3	58.2	28.1	32.5	D

Segment 16: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5183	7200	0.72	67.4	25.6	C

Segment 17: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6185	1002	7200	2000	0.86	0.50	61.7	58.3	33.4	33.5	D

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6185	7200	0.86	62.1	33.2	D

Segment 19: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6185	838	7200	2000	0.86	0.42	64.5	58.6	32.0	36.0	E

Segment 20: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5347	7200	0.74	66.7	26.7	D

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5703	356	7200	2000	0.79	0.18	64.6	62.0	29.4	27.9	C

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5703	7200	0.79	64.8	29.3	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	15500	14338	22.12	552.92	66.1	26.8	26.8	10.40	D

Facility Overall Results

Space Mean Speed, mi/h	66.1	Average Density, veh/mi/ln	26.8
Average Travel Time, min	10.40	Average Density, pc/mi/ln	26.8
Total VMT, veh-mi	15500	Total VHD, veh-h	22.12
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	552.92

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Phases 2 and 3 Opening Year Cumulative (2026) NP
Jurisdiction	Caltrans	Time Analyzed	A.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.26		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between D Street Off-Ramp and Redland Avenue Off-Ramp	3230	3
2	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Redland Avenue Off-Ramp and Redland Avenue On-Ramp	2765	3
4	Merge	Basic	Redland Avenue On-Ramp	1500	4
5	Basic	Basic	Between Redland Avenue On-Ramp and SR-74 Off-Ramp	7880	3
6	Diverge	Diverge	SR-74 Off-Ramp	1500	3
7	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1315	3
8	Merge	Merge	SR-74 On-Ramp	1500	3
9	Basic	Basic	Between SR-74 On-Ramp and Ethanac Road Off-Ramp	530	3
10	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
11	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2690	3
12	Merge	Merge	Ethanac Road On-Ramp	1500	3
13	Basic	Basic	Between Ethanac Road On-Ramp and McCall Boulevard Off-Ramp	4380	3
14	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
15	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	2960	3
16	Merge	Merge	McCall Boulevard On-Ramp	1500	3
17	Basic	Basic	Between McCall Boulevard On-Ramp and Newport Road Off-Ramp	5860	3
18	Diverge	Diverge	Newport Road Off-Ramp	1500	3
19	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	2125	3

20	Merge	Basic	Newport Road Loop-On Ramp	1500	3
21	Merge	Basic	Newport Road Slip-On Ramp	1500	4
22	Basic	Basic	Between Newport Road Slip-On Ramp and Scott Road Off-Ramp	9215	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3419	7200	0.47	73.1	15.6	B

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3419	329	7200	2000	0.47	0.16	65.6	60.1	17.4	23.1	C

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3090	7200	0.43	71.1	14.4	B

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3999	909	9600	2000	0.42	0.45	75.3	75.4	13.3	13.3	B

Segment 5: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3999	7200	0.56	70.9	18.8	C

Segment 6: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3999	711	7200	2100	0.56	0.34	69.8	65.5	19.1	26.7	C

Segment 7: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3288	7200	0.46	71.1	15.4	B

Segment 8: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3818	530	7200	1900	0.53	0.28	67.0	64.4	19.0	20.6	C

Segment 9: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		3818		7200		0.53		70.5		17.9		B

Segment 10: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3818	483	7200	2000	0.53	0.24	65.0	59.7	19.6	25.9	C

Segment 11: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		3335		7200		0.46		71.1		15.6		B

Segment 12: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4094	759	7200	2000	0.57	0.38	66.7	64.2	20.5	22.5	C

Segment 13: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		4094		7200		0.57		72.2		18.9		C

Segment 14: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4094	583	7200	2000	0.57	0.29	65.0	59.4	21.0	27.0	C

Segment 15: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		3511		7200		0.49		70.3		16.6		B

Segment 16: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4429	918	7200	2000	0.62	0.46	66.2	63.7	22.3	24.2	C

Segment 17: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		4429		7200		0.62		70.7		20.9		C

Segment 18: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4429	894	7200	2000	0.62	0.45	64.0	58.4	23.1	29.1	D

Segment 19: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3535	7200	0.49	71.8	16.3	B

Segment 20: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4526	991	7200	2000	0.63	0.50	72.4	72.4	20.8	20.8	C

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5168	641	9600	2000	0.54	0.32	74.4	74.4	17.4	17.4	B

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5168	7200	0.72	68.0	25.3	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	11578	10566	7.15	178.82	69.8	19.3	19.3	9.70	C

Facility Overall Results

Space Mean Speed, mi/h	69.8	Average Density, veh/mi/ln	19.3
Average Travel Time, min	9.70	Average Density, pc/mi/ln	19.3
Total VMT, veh-mi	11578	Total VHD, veh-h	7.15
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	178.82

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Phases 2 and 3 Opening Year Cumulative (2026) NP
Jurisdiction	Caltrans	Time Analyzed	P.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.47		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Scott Road On-Ramp and Newport Road Off-Ramp	9560	3
2	Diverge	Diverge	Newport Road Off-Ramp	1500	4
3	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	1985	3
4	Merge	Basic	Newport Road Loop-On Ramp	1340	3
5	Merge	Basic	Newport Road Slip-On Ramp	1500	4
6	Basic	Basic	Between Newport Road On-Ramp and McCall Boulevard Off-Ramp	5550	3
7	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
8	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	3235	3
9	Merge	Merge	McCall Boulevard On-Ramp	1500	3
10	Basic	Basic	Between McCall Boulevard On-Ramp and Ethanac Road Off-Ramp	4460	3
11	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
12	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2585	3
13	Merge	Merge	Ethanac Road On-Ramp	1100	3
14	Overlap	Overlap	Between Ethanac Road On-Ramp and SR-74 Off-Ramp	400	3
15	Diverge	Diverge	SR-74 Off-Ramp	1100	3
16	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1415	3
17	Merge	Merge	SR-74 On-Ramp	1500	3
18	Basic	Basic	Between SR-74 On-Ramp and Redland Avenue Off-Ramp	9335	3
19	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
20	Basic	Basic	Between Redland Avenue Off-Ramp	2355	3

			and Redland Avenue On-Ramp		
21	Merge	Merge	Redland Avenue On-Ramp	1500	3
22	Basic	Basic	Between Redland Avenue On-Ramp and D Street On-Ramps	4120	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5519	7200	0.77	66.2	27.8	D

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5519	1590	9600	4000	0.57	0.40	67.0	56.3	20.6	13.2	B

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3929	7200	0.55	70.2	18.7	C

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4556	627	7200	1900	0.63	0.33	72.3	72.3	21.0	21.0	C

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5049	494	9600	2000	0.53	0.25	74.5	74.5	16.9	16.9	B

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5049	7200	0.70	68.9	24.4	C

Segment 7: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5049	1085	7200	2000	0.70	0.54	63.6	57.8	26.5	32.1	D

Segment 8: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3964	7200	0.55	71.0	18.6	C

Segment 9: Merge

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4549	585	7200	2000	0.63	0.29	66.4	63.9	22.8	23.8	C

Segment 10: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4549	7200	0.63	69.7	21.8	C

Segment 11: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4549	687	7200	2000	0.63	0.34	64.7	59.0	23.4	28.9	D

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3862	7200	0.54	71.1	18.1	C

Segment 13: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4327	465	7200	2000	0.60	0.23	66.7	64.2	21.6	22.6	C

Segment 14: Overlap

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4327	7200	0.60	63.7	22.6	C

Segment 15: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4327	361	7200	1900	0.60	0.19	63.7	57.9	22.6	28.0	C

Segment 16: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3966	7200	0.55	70.3	18.6	C

Segment 17: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4702	736	7200	2000	0.65	0.37	65.7	63.1	23.9	25.9	C

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4702	7200	0.65	70.4	22.3	C

Segment 19: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4702	1001	7200	2000	0.65	0.50	63.8	58.1	24.6	30.3	D

Segment 20: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3701	7200	0.51	71.0	17.3	B

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4041	340	7200	2000	0.56	0.17	67.4	65.0	20.0	20.0	B

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4041	7200	0.56	70.8	19.0	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	13312	12309	11.93	298.35	68.5	22.2	22.2	10.00	C

Facility Overall Results

Space Mean Speed, mi/h	68.5	Average Density, veh/mi/ln	22.2
Average Travel Time, min	10.00	Average Density, pc/mi/ln	22.2
Total VMT, veh-mi	13312	Total VHD, veh-h	11.93
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	298.35

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Phases 2 and 3 Opening Year Cumulative (2026) NP
Jurisdiction	Caltrans	Time Analyzed	P.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.26		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between D Street Off-Ramp and Redland Avenue Off-Ramp	3230	3
2	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Redland Avenue Off-Ramp and Redland Avenue On-Ramp	2765	3
4	Merge	Basic	Redland Avenue On-Ramp	1500	4
5	Basic	Basic	Between Redland Avenue On-Ramp and SR-74 Off-Ramp	7880	3
6	Diverge	Diverge	SR-74 Off-Ramp	1500	3
7	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1315	3
8	Merge	Merge	SR-74 On-Ramp	1500	3
9	Basic	Basic	Between SR-74 On-Ramp and Ethanac Road Off-Ramp	530	3
10	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
11	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2690	3
12	Merge	Merge	Ethanac Road On-Ramp	1500	3
13	Basic	Basic	Between Ethanac Road On-Ramp and McCall Boulevard Off-Ramp	4380	3
14	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
15	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	2960	3
16	Merge	Merge	McCall Boulevard On-Ramp	1500	3
17	Basic	Basic	Between McCall Boulevard On-Ramp and Newport Road Off-Ramp	5860	3
18	Diverge	Diverge	Newport Road Off-Ramp	1500	3
19	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	2125	3

20	Merge	Basic	Newport Road Loop-On Ramp	1500	3
21	Merge	Basic	Newport Road Slip-On Ramp	1500	4
22	Basic	Basic	Between Newport Road Slip-On Ramp and Scott Road Off-Ramp	9215	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5233	7200	0.73	68.1	25.6	C

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5233	502	7200	2000	0.73	0.25	65.4	59.6	26.7	31.7	D

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4731	7200	0.66	69.2	22.8	C

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5597	866	9600	2000	0.58	0.43	73.5	73.5	19.0	19.0	C

Segment 5: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5597	7200	0.78	65.4	28.5	D

Segment 6: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5597	964	7200	2100	0.78	0.46	69.1	64.7	27.0	34.1	D

Segment 7: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4633	7200	0.64	69.5	22.2	C

Segment 8: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5044	411	7200	1900	0.70	0.22	65.5	62.9	25.7	25.9	C

Segment 9: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		5044		7200		0.70		68.0		24.7		C
Segment 10: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5044	591	7200	2000	0.70	0.30	65.1	59.3	25.8	31.2	D
Segment 11: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		4452		7200		0.62		70.0		21.2		C
Segment 12: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4980	528	7200	2000	0.69	0.26	65.6	63.1	25.3	26.0	C
Segment 13: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		4980		7200		0.69		69.3		24.0		C
Segment 14: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4980	977	7200	2000	0.69	0.49	64.0	58.2	25.9	31.7	D
Segment 15: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		4003		7200		0.56		70.1		19.0		C
Segment 16: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4685	682	7200	2000	0.65	0.34	66.0	63.5	23.7	24.8	C
Segment 17: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		4685		7200		0.65		69.9		22.3		C
Segment 18: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4685	1282	7200	2000	0.65	0.64	62.9	57.3	24.8	31.0	D

Segment 19: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3403	7200	0.47	71.7	15.7	B

Segment 20: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4063	660	7200	2000	0.56	0.33	73.9	73.9	18.3	18.3	C

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4598	535	9600	2000	0.48	0.27	75.1	75.1	15.3	15.3	B

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4598	7200	0.64	70.2	21.8	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	13604	12541	12.25	306.28	68.4	23.2	23.2	9.90	C

Facility Overall Results

Space Mean Speed, mi/h	68.4	Average Density, veh/mi/ln	23.2
Average Travel Time, min	9.90	Average Density, pc/mi/ln	23.2
Total VMT, veh-mi	13604	Total VHD, veh-h	12.25
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	306.28

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Phases 2 and 3 Opening Year Cumulative (2026) WP
Jurisdiction	Caltrans	Time Analyzed	A.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.47		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Scott Road On-Ramp and Newport Road Off-Ramp	9560	3
2	Diverge	Diverge	Newport Road Off-Ramp	1500	4
3	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	1985	3
4	Merge	Basic	Newport Road Loop-On Ramp	1340	3
5	Merge	Basic	Newport Road Slip-On Ramp	1500	4
6	Basic	Basic	Between Newport Road On-Ramp and McCall Boulevard Off-Ramp	5550	3
7	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
8	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	3235	3
9	Merge	Merge	McCall Boulevard On-Ramp	1500	3
10	Basic	Basic	Between McCall Boulevard On-Ramp and Ethanac Road Off-Ramp	4460	3
11	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
12	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2585	3
13	Merge	Merge	Ethanac Road On-Ramp	1100	3
14	Overlap	Overlap	Between Ethanac Road On-Ramp and SR-74 Off-Ramp	400	3
15	Diverge	Diverge	SR-74 Off-Ramp	1100	3
16	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1415	3
17	Merge	Merge	SR-74 On-Ramp	1500	3
18	Basic	Basic	Between SR-74 On-Ramp and Redland Avenue Off-Ramp	9335	3
19	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
20	Basic	Basic	Between Redland Avenue Off-Ramp	2355	3

			and Redland Avenue On-Ramp		
21	Merge	Merge	Redland Avenue On-Ramp	1500	3
22	Basic	Basic	Between Redland Avenue On-Ramp and D Street On-Ramps	4120	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5755	7200	0.80	64.8	29.6	D

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5755	1006	9600	4000	0.60	0.25	69.5	58.1	20.7	10.5	B

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4749	7200	0.66	68.6	23.1	C

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5311	562	7200	1900	0.74	0.30	68.6	68.6	25.8	25.8	C

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5859	548	9600	2000	0.61	0.27	72.9	72.9	20.1	20.1	C

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5859	7200	0.81	64.4	30.3	D

Segment 7: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5859	1187	7200	2000	0.81	0.59	63.5	57.5	30.8	35.5	E

Segment 8: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4671	7200	0.65	69.4	22.4	C

Segment 9: Merge

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5419	748	7200	2000	0.75	0.37	64.6	61.9	28.0	28.3	D

Segment 10: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5419	7200	0.75	66.3	27.2	D

Segment 11: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5419	519	7200	2000	0.75	0.26	65.3	59.5	27.7	32.3	D

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4900	7200	0.68	68.6	23.8	C

Segment 13: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5418	518	7200	2000	0.75	0.26	64.9	62.2	27.8	27.8	C

Segment 14: Overlap

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5418	7200	0.75	64.3	28.1	D

Segment 15: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5418	235	7200	1900	0.75	0.12	64.3	58.2	28.1	32.5	D

Segment 16: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5183	7200	0.72	67.4	25.6	C

Segment 17: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6739	1556	7200	2000	0.94	0.78	57.3	53.0	39.2	37.6	E

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6739	7200	0.94	57.7	38.9	E

Segment 19: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6739	898	7200	2000	0.94	0.45	64.3	58.4	34.9	38.1	E

Segment 20: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5841	7200	0.81	64.0	30.4	D

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6197	356	7200	2000	0.86	0.18	63.3	60.4	32.6	30.2	D

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6198	7200	0.86	61.6	33.5	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	16649	15377	33.25	831.19	63.7	29.9	29.9	10.80	D

Facility Overall Results

Space Mean Speed, mi/h	63.7	Average Density, veh/mi/ln	29.9
Average Travel Time, min	10.80	Average Density, pc/mi/ln	29.9
Total VMT, veh-mi	16649	Total VHD, veh-h	33.25
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	831.19

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Phases 2 and 3 Opening Year Cumulative (2026) WP
Jurisdiction	Caltrans	Time Analyzed	A.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.26		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between D Street Off-Ramp and Redland Avenue Off-Ramp	3230	3
2	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Redland Avenue Off-Ramp and Redland Avenue On-Ramp	2765	3
4	Merge	Basic	Redland Avenue On-Ramp	1500	4
5	Basic	Basic	Between Redland Avenue On-Ramp and SR-74 Off-Ramp	7880	3
6	Diverge	Diverge	SR-74 Off-Ramp	1500	3
7	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1315	3
8	Merge	Merge	SR-74 On-Ramp	1500	3
9	Basic	Basic	Between SR-74 On-Ramp and Ethanac Road Off-Ramp	530	3
10	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
11	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2690	3
12	Merge	Merge	Ethanac Road On-Ramp	1500	3
13	Basic	Basic	Between Ethanac Road On-Ramp and McCall Boulevard Off-Ramp	4380	3
14	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
15	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	2960	3
16	Merge	Merge	McCall Boulevard On-Ramp	1500	3
17	Basic	Basic	Between McCall Boulevard On-Ramp and Newport Road Off-Ramp	5860	3
18	Diverge	Diverge	Newport Road Off-Ramp	1500	3
19	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	2125	3

20	Merge	Basic	Newport Road Loop-On Ramp	1500	3
21	Merge	Basic	Newport Road Slip-On Ramp	1500	4
22	Basic	Basic	Between Newport Road Slip-On Ramp and Scott Road Off-Ramp	9215	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3960	7200	0.55	72.4	18.2	C

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3960	329	7200	2000	0.55	0.16	65.7	60.1	20.1	25.7	C

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3631	7200	0.50	71.1	17.0	B

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4638	1007	9600	2000	0.48	0.50	75.1	75.1	15.4	15.4	B

Segment 5: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4638	7200	0.64	69.5	22.2	C

Segment 6: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4638	1350	7200	2100	0.64	0.64	67.9	63.6	22.8	31.2	D

Segment 7: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3288	7200	0.46	71.0	15.4	B

Segment 8: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3818	530	7200	1900	0.53	0.28	67.0	64.4	19.0	20.6	C

Segment 9: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		3818		7200		0.53		70.5		17.9		B

Segment 10: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3818	483	7200	2000	0.53	0.24	65.0	59.7	19.6	25.9	C

Segment 11: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		3335		7200		0.46		71.1		15.6		B

Segment 12: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4094	759	7200	2000	0.57	0.38	66.7	64.2	20.5	22.5	C

Segment 13: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		4094		7200		0.57		72.2		18.9		C

Segment 14: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4094	583	7200	2000	0.57	0.29	65.0	59.4	21.0	27.0	C

Segment 15: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		3511		7200		0.49		70.3		16.6		B

Segment 16: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4980	1469	7200	2000	0.69	0.73	64.3	61.7	25.8	28.3	D

Segment 17: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		4980		7200		0.69		68.8		24.1		C

Segment 18: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4980	949	7200	2000	0.69	0.47	63.7	58.3	26.1	32.7	D

Segment 19: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4031	7200	0.56	71.6	18.8	C

Segment 20: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5022	991	7200	2000	0.70	0.50	70.2	70.2	23.8	23.8	C

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5663	641	9600	2000	0.59	0.32	73.3	73.3	19.3	19.3	C

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5664	7200	0.79	65.4	28.9	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	12667	11546	10.86	271.39	68.6	21.5	21.5	9.80	C

Facility Overall Results

Space Mean Speed, mi/h	68.6	Average Density, veh/mi/ln	21.5
Average Travel Time, min	9.80	Average Density, pc/mi/ln	21.5
Total VMT, veh-mi	12667	Total VHD, veh-h	10.86
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	271.39

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Phases 2 and 3 Opening Year Cumulative (2026) WP
Jurisdiction	Caltrans	Time Analyzed	P.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.71		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Scott Road On-Ramp and Newport Road Off-Ramp	9560	3
2	Diverge	Diverge	Newport Road Off-Ramp	1500	4
3	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	1985	3
4	Merge	Basic	Newport Road Loop-On Ramp	1340	3
5	Merge	Basic	Newport Road Slip-On Ramp	1500	4
6	Basic	Basic	Between Newport Road On-Ramp and McCall Boulevard Off-Ramp	5550	3
7	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
8	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	3235	3
9	Merge	Merge	McCall Boulevard On-Ramp	1500	3
10	Basic	Basic	Between McCall Boulevard On-Ramp and Ethanac Road Off-Ramp	4460	3
11	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
12	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2585	3
13	Merge	Merge	Ethanac Road On-Ramp	1500	3
14	Basic	Basic	Between Ethanac Road On-Ramp and SR-74 Off-Ramp	915	3
15	Diverge	Diverge	SR-74 Off-Ramp	1500	3
16	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1415	3
17	Merge	Merge	SR-74 On-Ramp	1500	3
18	Basic	Basic	Between SR-74 On-Ramp and Redland Avenue Off-Ramp	9335	3
19	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
20	Basic	Basic	Between Redland Avenue Off-Ramp	2355	3

			and Redland Avenue On-Ramp		
21	Merge	Merge	Redland Avenue On-Ramp	1500	3
22	Basic	Basic	Between Redland Avenue On-Ramp and D Street On-Ramps	4120	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6110	7200	0.85	62.5	32.6	D

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6110	1590	9600	4000	0.64	0.40	67.2	56.3	22.7	14.5	B

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4519	7200	0.63	69.2	21.8	C

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5239	720	7200	1900	0.73	0.38	69.0	69.0	25.3	25.3	C

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5733	494	9600	2000	0.60	0.25	73.2	73.2	19.6	19.6	C

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5733	7200	0.80	65.2	29.3	D

Segment 7: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5733	1769	7200	2000	0.80	0.88	61.7	55.8	31.0	36.3	E

Segment 8: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3964	7200	0.55	71.0	18.6	C

Segment 9: Merge

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4549	585	7200	2000	0.63	0.29	66.4	63.9	22.8	23.8	C

Segment 10: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4549	7200	0.63	69.7	21.8	C

Segment 11: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4549	687	7200	2000	0.63	0.34	64.7	59.0	23.4	28.9	D

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3862	7200	0.54	71.1	18.1	C

Segment 13: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4327	465	7200	2000	0.60	0.23	66.7	64.2	21.6	22.6	C

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4327	7200	0.60	71.6	20.1	C

Segment 15: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4327	361	7200	1900	0.60	0.19	64.0	57.9	22.5	27.3	C

Segment 16: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3966	7200	0.55	70.6	18.6	C

Segment 17: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5345	1379	7200	2000	0.74	0.69	63.4	60.5	28.1	30.7	D

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5345	7200	0.74	67.5	26.4	D

Segment 19: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5345	1140	7200	2000	0.74	0.57	63.6	57.7	28.0	33.4	D

Segment 20: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4204	7200	0.58	70.6	19.8	C

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4544	340	7200	2000	0.63	0.17	66.7	64.4	22.7	22.4	C

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4545	7200	0.63	69.8	21.7	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	14832	13681	19.48	487.08	66.6	24.9	24.9	10.60	C

Facility Overall Results

Space Mean Speed, mi/h	66.6	Average Density, veh/mi/ln	24.9
Average Travel Time, min	10.60	Average Density, pc/mi/ln	24.9
Total VMT, veh-mi	14832	Total VHD, veh-h	19.48
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	487.08

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Phases 2 and 3 Opening Year Cumulative (2026) WP
Jurisdiction	Caltrans	Time Analyzed	P.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.26		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between D Street Off-Ramp and Redland Avenue Off-Ramp	3230	3
2	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Redland Avenue Off-Ramp and Redland Avenue On-Ramp	2765	3
4	Merge	Basic	Redland Avenue On-Ramp	1500	4
5	Basic	Basic	Between Redland Avenue On-Ramp and SR-74 Off-Ramp	7880	3
6	Diverge	Diverge	SR-74 Off-Ramp	1500	3
7	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1315	3
8	Merge	Merge	SR-74 On-Ramp	1500	3
9	Basic	Basic	Between SR-74 On-Ramp and Ethanac Road Off-Ramp	530	3
10	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
11	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2690	3
12	Merge	Merge	Ethanac Road On-Ramp	1500	3
13	Basic	Basic	Between Ethanac Road On-Ramp and McCall Boulevard Off-Ramp	4380	3
14	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
15	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	2960	3
16	Merge	Merge	McCall Boulevard On-Ramp	1500	3
17	Basic	Basic	Between McCall Boulevard On-Ramp and Newport Road Off-Ramp	5860	3
18	Diverge	Diverge	Newport Road Off-Ramp	1500	3
19	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	2125	3

20	Merge	Basic	Newport Road Loop-On Ramp	1500	3
21	Merge	Basic	Newport Road Slip-On Ramp	1500	4
22	Basic	Basic	Between Newport Road Slip-On Ramp and Scott Road Off-Ramp	9215	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5796	7200	0.81	64.8	29.8	D

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5796	502	7200	2000	0.80	0.25	65.4	59.6	29.5	34.0	D

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5294	7200	0.74	66.9	26.4	D

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6287	993	9600	2000	0.65	0.50	71.6	71.6	22.0	22.0	C

Segment 5: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6286	7200	0.87	61.0	34.3	D

Segment 6: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6286	1653	7200	2100	0.87	0.79	67.3	62.6	31.1	38.0	E

Segment 7: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4633	7200	0.64	69.5	22.2	C

Segment 8: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5044	411	7200	1900	0.70	0.22	65.5	62.9	25.7	25.9	C

Segment 9: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		5044		7200		0.70		68.0		24.7		C
Segment 10: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5044	591	7200	2000	0.70	0.30	65.1	59.3	25.8	31.2	D
Segment 11: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		4452		7200		0.62		70.0		21.2		C
Segment 12: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4980	528	7200	2000	0.69	0.26	65.6	63.1	25.3	26.0	C
Segment 13: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		4980		7200		0.69		69.3		24.0		C
Segment 14: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4980	977	7200	2000	0.69	0.49	64.0	58.2	25.9	31.7	D
Segment 15: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		4003		7200		0.56		70.1		19.0		C
Segment 16: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5314	1311	7200	2000	0.74	0.66	63.8	61.0	27.8	29.4	D
Segment 17: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		1.000		5314		7200		0.74		67.3		26.3		D
Segment 18: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5314	1373	7200	2000	0.74	0.69	62.4	57.0	28.4	35.0	D

Segment 19: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3940	7200	0.55	71.7	18.3	C

Segment 20: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4600	660	7200	2000	0.64	0.33	72.1	72.1	21.3	21.3	C

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5135	535	9600	2000	0.53	0.27	74.4	74.4	17.3	17.3	B

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5135	7200	0.71	68.1	25.1	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	14787	13603	19.37	484.33	66.5	25.9	25.9	10.20	C

Facility Overall Results

Space Mean Speed, mi/h	66.5	Average Density, veh/mi/ln	25.9
Average Travel Time, min	10.20	Average Density, pc/mi/ln	25.9
Total VMT, veh-mi	14787	Total VHD, veh-h	19.37
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	484.33

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Horizon Year (2045) NP
Jurisdiction	Caltrans	Time Analyzed	A.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	26
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.47		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Scott Road On-Ramp and Newport Road Off-Ramp	9560	3
2	Diverge	Diverge	Newport Road Off-Ramp	1500	4
3	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	1985	3
4	Merge	Basic	Newport Road Loop-On Ramp	1340	3
5	Merge	Basic	Newport Road Slip-On Ramp	1500	4
6	Basic	Basic	Between Newport Road On-Ramp and McCall Boulevard Off-Ramp	5550	3
7	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
8	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	3235	3
9	Merge	Merge	McCall Boulevard On-Ramp	1500	3
10	Basic	Basic	Between McCall Boulevard On-Ramp and Ethanac Road Off-Ramp	4460	3
11	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
12	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2585	3
13	Merge	Merge	Ethanac Road On-Ramp	1100	3
14	Overlap	Overlap	Between Ethanac Road On-Ramp and SR-74 Off-Ramp	400	3
15	Diverge	Diverge	SR-74 Off-Ramp	1100	3
16	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1415	3
17	Merge	Merge	SR-74 On-Ramp	1500	3
18	Basic	Basic	Between SR-74 On-Ramp and Ellis Avenue Off-Ramp	2150	3
19	Diverge	Diverge	Ellis Avenue Off-Ramp	1500	3
20	Basic	Basic	Between Ellis Avenue Off-Ramp and Ellis Avenue On-Ramp	2500	3

21	Merge	Merge	Ellis Avenue On-Ramp	1500	3
22	Basic	Basic	Between Ellis Avenue On-Ramp and Redland Avenue Off-Ramp	1685	3
23	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
24	Basic	Basic	Between Redland Avenue Off-Ramp and Redland Avenue On-Ramp	2355	3
25	Merge	Merge	Redland Avenue On-Ramp	1500	3
26	Basic	Basic	Between Redland Avenue On-Ramp and D Street On-Ramps	4120	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6463	7200	0.90	59.8	36.0	E

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6463	1124	9600	4000	0.67	0.28	68.9	57.7	23.5	13.0	B

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5339	7200	0.74	66.3	26.8	D

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5882	543	7200	1900	0.82	0.29	63.5	63.5	30.9	30.9	D

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6604	722	9600	2000	0.69	0.36	68.2	68.2	24.2	24.2	C

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6604	7200	0.92	58.8	37.4	E

Segment 7: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6604	831	7200	2000	0.92	0.42	64.5	58.6	34.1	37.6	E

Segment 8: Basic

AP	PHF	fHV	Flow Rate	Capacity	d/c	Speed	Density	LOS

					(pc/h)		(pc/h)		Ratio		(mi/h)		(pc/mi/ln)		
1	0.94		1.000		5773		7200		0.80		64.4		29.9		D
Segment 9: Merge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	6623	850	7200	2000	0.92	0.43	60.4	56.7	36.6	34.2	D
Segment 10: Basic															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		6623		7200		0.92		58.4		37.8		E
Segment 11: Diverge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	6623	735	7200	2000	0.92	0.37	64.7	58.9	34.1	37.3	E
Segment 12: Basic															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		5641		7200		0.82		65.2		28.8		F
Segment 13: Merge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	6199	645	7200	2000	0.91	0.32	39.3	58.0	52.6	33.3	F
Segment 14: Overlap															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		6167		7200		0.91		34.2		59.2		F
Segment 15: Diverge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	6075	347	7200	1900	0.91	0.18	34.2	57.9	59.2	36.4	F
Segment 16: Basic															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		5586		7200		0.86		25.7		72.4		F
Segment 17: Merge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	6704	1271	7200	2000	1.04	0.64	57.4	53.0	39.8	37.6	F

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6704	7200	1.04	58.0	38.5	F

Segment 19: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6704	983	7200	2000	1.04	0.49	64.1	58.2	34.9	32.4	F

Segment 20: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5721	7200	0.90	64.7	29.5	D

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6127	406	7200	2000	0.96	0.20	62.4	59.0	32.7	34.1	D

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6127	7200	0.96	62.2	32.8	D

Segment 23: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6127	952	7200	2000	0.96	0.48	64.2	58.2	31.8	36.0	E

Segment 24: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5175	7200	0.82	67.5	25.6	C

Segment 25: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5795	620	7200	2000	0.91	0.31	64.0	61.2	30.2	29.0	D

Segment 26: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5795	7200	0.91	64.3	30.0	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS

1	17768	17170	59.88	1496.95	58.5	34.8	34.8	11.80	F

Facility Overall Results

Space Mean Speed, mi/h	58.5	Average Density, veh/mi/ln	34.8
Average Travel Time, min	11.80	Average Density, pc/mi/ln	34.8
Total VMT, veh-mi	17768	Total VHD, veh-h	59.88
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	1496.95

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Horizon Year (2026) NP
Jurisdiction	Caltrans	Time Analyzed	A.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	26
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.26		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between D Street Off-Ramp and Redland Avenue Off-Ramp	3230	3
2	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Redland Avenue Off-Ramp and Redland Avenue On-Ramp	2765	3
4	Merge	Basic	Redland Avenue On-Ramp	1500	4
5	Basic	Basic	Between Redland Avenue On-Ramp and Ellis Avenue Off-Ramp	1200	3
6	Diverge	Diverge	Ellis Avenue Off-Ramp	1500	3
7	Basic	Basic	Between Ellis Avenue Off-Ramp and Ellis Avenue On-Ramp	2400	3
8	Merge	Merge	Ellis Avenue On-Ramp	1500	3
9	Basic	Basic	Between Ellis Avenue On-Ramp and SR-74 Off-Ramp	1280	3
10	Diverge	Diverge	SR-74 Off-Ramp	1500	3
11	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1315	3
12	Merge	Merge	SR-74 On-Ramp	1500	3
13	Basic	Basic	Between SR-74 On-Ramp and Ethanac Road Off-Ramp	530	3
14	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
15	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2690	3
16	Merge	Merge	Ethanac Road On-Ramp	1500	3
17	Basic	Basic	Between Ethanac Road On-Ramp and McCall Boulevard Off-Ramp	4380	3
18	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
19	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	2960	3
20	Merge	Merge	McCall Boulevard On-Ramp	1500	3

21	Basic	Basic	Between McCall Boulevard On-Ramp and Newport Road Off-Ramp	5860	3
22	Diverge	Diverge	Newport Road Off-Ramp	1500	3
23	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	2125	3
24	Merge	Basic	Newport Road Loop-On Ramp	1500	3
25	Merge	Basic	Newport Road Slip-On Ramp	1500	4
26	Basic	Basic	Between Newport Road Slip-On Ramp and Scott Road Off-Ramp	9215	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4298	7200	0.60	71.7	20.0	C

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4298	506	7200	2000	0.60	0.25	65.3	59.6	21.9	27.6	C

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3791	7200	0.53	71.1	17.8	B

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4917	1126	9600	2000	0.51	0.56	74.7	74.7	16.5	16.5	B

Segment 5: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4917	7200	0.68	68.5	23.9	C

Segment 6: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4917	61	7200	2000	0.68	0.03	66.6	60.9	24.6	29.5	D

Segment 7: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4856	7200	0.67	68.8	23.5	C

Segment 8: Merge

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5266	410	7200	2000	0.73	0.20	65.3	62.8	26.9	26.5	C

Segment 9: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5266	7200	0.73	66.9	26.2	D

Segment 10: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5266	927	7200	2100	0.73	0.44	69.2	64.8	25.4	32.7	D

Segment 11: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4339	7200	0.60	70.3	20.6	C

Segment 12: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5240	901	7200	1900	0.73	0.47	64.4	61.6	27.1	28.5	D

Segment 13: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5240	7200	0.73	67.2	26.0	C

Segment 14: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5240	769	7200	2000	0.73	0.38	64.6	58.8	27.0	32.3	D

Segment 15: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4471	7200	0.62	70.0	21.3	C

Segment 16: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5472	1001	7200	2000	0.76	0.50	64.0	61.1	28.5	29.5	D

Segment 17: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5472	7200	0.76	66.8	27.3	D

Segment 18: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5472	850	7200	2000	0.76	0.43	64.4	58.5	28.3	33.5	D

Segment 19: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4622	7200	0.64	68.9	22.4	C

Segment 20: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5756	1134	7200	2000	0.80	0.57	63.0	59.9	30.5	31.0	D

Segment 21: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5756	7200	0.80	64.8	29.6	D

Segment 22: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5756	1177	7200	2000	0.80	0.59	63.5	57.6	30.2	35.5	E

Segment 23: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4580	7200	0.64	70.2	21.8	C

Segment 24: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5679	1099	7200	2000	0.79	0.55	66.3	66.3	28.6	28.6	D

Segment 25: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6363	684	9600	2000	0.66	0.34	71.3	71.3	22.3	22.3	C

Segment 26: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6363	7200	0.88	60.6	35.0	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	14838	13524	22.08	551.88	65.9	26.2	26.2	10.20	D

Facility Overall Results			
Space Mean Speed, mi/h	65.9	Average Density, veh/mi/ln	26.2
Average Travel Time, min	10.20	Average Density, pc/mi/ln	26.2
Total VMT, veh-mi	14838	Total VHD, veh-h	22.08
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	551.88

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Horizon Year (2045) NP
Jurisdiction	Caltrans	Time Analyzed	P.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	26
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.47		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Scott Road On-Ramp and Newport Road Off-Ramp	9560	3
2	Diverge	Diverge	Newport Road Off-Ramp	1500	4
3	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	1985	3
4	Merge	Basic	Newport Road Loop-On Ramp	1340	3
5	Merge	Basic	Newport Road Slip-On Ramp	1500	4
6	Basic	Basic	Between Newport Road On-Ramp and McCall Boulevard Off-Ramp	5550	3
7	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
8	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	3235	3
9	Merge	Merge	McCall Boulevard On-Ramp	1500	3
10	Basic	Basic	Between McCall Boulevard On-Ramp and Ethanac Road Off-Ramp	4460	3
11	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
12	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2585	3
13	Merge	Merge	Ethanac Road On-Ramp	1100	3
14	Overlap	Overlap	Between Ethanac Road On-Ramp and SR-74 Off-Ramp	400	3
15	Diverge	Diverge	SR-74 Off-Ramp	1100	3
16	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1415	3
17	Merge	Merge	SR-74 On-Ramp	1500	3
18	Basic	Basic	Between SR-74 On-Ramp and Ellis Avenue Off-Ramp	2150	3
19	Diverge	Diverge	Ellis Avenue Off-Ramp	1500	3
20	Basic	Basic	Between Ellis Avenue Off-Ramp and Ellis Avenue On-Ramp	2500	3

21	Merge	Merge	Ellis Avenue On-Ramp	1500	3
22	Basic	Basic	Between Ellis Avenue On-Ramp and Redland Avenue Off-Ramp	1685	3
23	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
24	Basic	Basic	Between Redland Avenue Off-Ramp and Redland Avenue On-Ramp	2355	3
25	Merge	Merge	Redland Avenue On-Ramp	1500	3
26	Basic	Basic	Between Redland Avenue On-Ramp and D Street On-Ramps	4120	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6967	7200	0.97	55.5	41.8	E

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6967	1763	9600	4000	0.73	0.44	66.7	55.8	26.1	17.5	B

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5204	7200	0.72	66.9	25.9	C

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5899	695	7200	1900	0.82	0.37	64.8	64.8	30.3	30.3	D

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6521	622	9600	2000	0.68	0.31	70.8	70.8	23.0	23.0	C

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6521	7200	0.91	59.5	36.5	E

Segment 7: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6521	1297	7200	2000	0.91	0.65	63.3	57.2	34.3	38.1	E

Segment 8: Basic

AP	PHF	fHV	Flow Rate	Capacity	d/c	Speed	Density	LOS

					(pc/h)		(pc/h)		Ratio		(mi/h)		(pc/mi/ln)		
1	0.94		1.000		5224		7200		0.73		67.3		25.9		C
Segment 9: Merge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	6004	780	7200	2000	0.83	0.39	63.0	59.9	31.8	31.1	D
Segment 10: Basic															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		6004		7200		0.83		62.8		31.9		D
Segment 11: Diverge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	6004	968	7200	2000	0.83	0.48	64.2	58.2	31.2	35.3	E
Segment 12: Basic															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		5036		7200		0.70		68.1		24.7		C
Segment 13: Merge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	5731	695	7200	2000	0.80	0.35	63.6	60.7	30.0	30.2	D
Segment 14: Overlap															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		5731		7200		0.80		63.4		30.1		D
Segment 15: Diverge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	5731	602	7200	1900	0.80	0.32	63.4	57.1	30.1	33.7	D
Segment 16: Basic															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		5129		7200		0.71		67.7		25.3		C
Segment 17: Merge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	6113	984	7200	2000	0.85	0.49	62.1	58.7	32.8	33.1	D

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6113	7200	0.85	62.7	32.5	D

Segment 19: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6113	521	7200	2000	0.85	0.26	65.2	59.5	31.3	30.1	D

Segment 20: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5591	7200	0.78	65.4	28.5	D

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5654	63	7200	2000	0.79	0.03	63.8	60.8	29.5	31.6	D

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5654	7200	0.79	65.2	28.9	D

Segment 23: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5654	1191	7200	2000	0.79	0.60	63.4	57.5	29.7	34.6	D

Segment 24: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4463	7200	0.62	70.0	21.3	C

Segment 25: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4985	522	7200	2000	0.69	0.26	65.9	63.5	25.2	24.9	C

Segment 26: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4985	7200	0.69	68.3	24.3	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS

1	16969	15677	37.95	948.63	62.7	31.0	31.0	11.00	D

Facility Overall Results

Space Mean Speed, mi/h	62.7	Average Density, veh/mi/ln	31.0
Average Travel Time, min	11.00	Average Density, pc/mi/ln	31.0
Total VMT, veh-mi	16969	Total VHD, veh-h	37.95
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	948.63

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Horizon Year (2026) NP
Jurisdiction	Caltrans	Time Analyzed	P.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	26
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.26		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between D Street Off-Ramp and Redland Avenue Off-Ramp	3230	3
2	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Redland Avenue Off-Ramp and Redland Avenue On-Ramp	2765	3
4	Merge	Basic	Redland Avenue On-Ramp	1500	4
5	Basic	Basic	Between Redland Avenue On-Ramp and Ellis Avenue Off-Ramp	1200	3
6	Diverge	Diverge	Ellis Avenue Off-Ramp	1500	3
7	Basic	Basic	Between Ellis Avenue Off-Ramp and Ellis Avenue On-Ramp	2400	3
8	Merge	Merge	Ellis Avenue On-Ramp	1500	3
9	Basic	Basic	Between Ellis Avenue On-Ramp and SR-74 Off-Ramp	1280	3
10	Diverge	Diverge	SR-74 Off-Ramp	1500	3
11	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1315	3
12	Merge	Merge	SR-74 On-Ramp	1500	3
13	Basic	Basic	Between SR-74 On-Ramp and Ethanac Road Off-Ramp	530	3
14	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
15	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2690	3
16	Merge	Merge	Ethanac Road On-Ramp	1500	3
17	Basic	Basic	Between Ethanac Road On-Ramp and McCall Boulevard Off-Ramp	4380	3
18	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
19	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	2960	3
20	Merge	Merge	McCall Boulevard On-Ramp	1500	3

21	Basic	Basic	Between McCall Boulevard On-Ramp and Newport Road Off-Ramp	5860	3
22	Diverge	Diverge	Newport Road Off-Ramp	1500	3
23	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	2125	3
24	Merge	Basic	Newport Road Loop-On Ramp	1500	3
25	Merge	Basic	Newport Road Slip-On Ramp	1500	4
26	Basic	Basic	Between Newport Road Slip-On Ramp and Scott Road Off-Ramp	9215	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6253	7200	0.87	61.6	33.8	D

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6253	948	7200	2000	0.87	0.47	64.2	58.3	32.5	36.4	E

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5305	7200	0.74	66.9	26.4	D

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6376	1071	9600	2000	0.66	0.54	71.3	71.3	22.4	22.4	C

Segment 5: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6377	7200	0.89	60.3	35.3	E

Segment 6: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6377	190	7200	2000	0.89	0.10	66.0	60.5	32.2	35.7	E

Segment 7: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6186	7200	0.86	61.7	33.4	D

Segment 8: Merge

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6625	439	7200	2000	0.92	0.22	61.0	57.5	36.2	33.4	D

Segment 9: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6626	7200	0.92	58.3	37.9	E

Segment 10: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6626	1081	7200	2100	0.92	0.51	68.6	64.4	32.2	38.1	E

Segment 11: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5545	7200	0.77	65.7	28.1	D

Segment 12: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6229	684	7200	1900	0.87	0.36	61.8	58.4	33.6	32.8	D

Segment 13: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6229	7200	0.87	61.4	33.8	D

Segment 14: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6229	820	7200	2000	0.87	0.41	64.3	58.6	32.3	37.4	E

Segment 15: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5409	7200	0.75	66.4	27.2	D

Segment 16: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6099	690	7200	2000	0.85	0.35	62.8	59.7	32.4	31.6	D

Segment 17: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6099	7200	0.85	62.8	32.4	D

Segment 18: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6099	1165	7200	2000	0.85	0.58	63.6	57.6	32.0	36.4	E

Segment 19: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4934	7200	0.69	67.9	24.2	C

Segment 20: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5871	937	7200	2000	0.82	0.47	63.0	60.0	31.1	31.0	D

Segment 21: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5871	7200	0.82	64.1	30.5	D

Segment 22: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5871	1576	7200	2000	0.82	0.79	62.3	56.4	31.4	36.8	E

Segment 23: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4296	7200	0.60	71.0	20.2	C

Segment 24: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5025	729	7200	2000	0.70	0.36	70.1	70.1	23.9	23.9	C

Segment 25: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5627	603	9600	2000	0.59	0.30	73.4	73.4	19.2	19.2	C

Segment 26: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5628	7200	0.78	65.6	28.6	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	16414	15085	29.42	735.44	64.6	29.6	29.6	10.50	D

Facility Overall Results			
Space Mean Speed, mi/h	64.6	Average Density, veh/mi/ln	29.6
Average Travel Time, min	10.50	Average Density, pc/mi/ln	29.6
Total VMT, veh-mi	16414	Total VHD, veh-h	29.42
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	735.44

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Horizon Year (2045) WP
Jurisdiction	Caltrans	Time Analyzed	A.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	26
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.47		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Scott Road On-Ramp and Newport Road Off-Ramp	9560	3
2	Diverge	Diverge	Newport Road Off-Ramp	1500	4
3	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	1985	3
4	Merge	Basic	Newport Road Loop-On Ramp	1340	3
5	Merge	Basic	Newport Road Slip-On Ramp	1500	4
6	Basic	Basic	Between Newport Road On-Ramp and McCall Boulevard Off-Ramp	5550	3
7	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
8	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	3235	3
9	Merge	Merge	McCall Boulevard On-Ramp	1500	3
10	Basic	Basic	Between McCall Boulevard On-Ramp and Ethanac Road Off-Ramp	4460	3
11	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
12	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2585	3
13	Merge	Merge	Ethanac Road On-Ramp	1100	3
14	Overlap	Overlap	Between Ethanac Road On-Ramp and SR-74 Off-Ramp	400	3
15	Diverge	Diverge	SR-74 Off-Ramp	1100	3
16	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1415	3
17	Merge	Merge	SR-74 On-Ramp	1500	3
18	Basic	Basic	Between SR-74 On-Ramp and Ellis Avenue Off-Ramp	2150	3
19	Diverge	Diverge	Ellis Avenue Off-Ramp	1500	3
20	Basic	Basic	Between Ellis Avenue Off-Ramp and Ellis Avenue On-Ramp	2500	3

21	Merge	Merge	Ellis Avenue On-Ramp	1500	3
22	Basic	Basic	Between Ellis Avenue On-Ramp and Redland Avenue Off-Ramp	1685	3
23	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
24	Basic	Basic	Between Redland Avenue Off-Ramp and Redland Avenue On-Ramp	2355	3
25	Merge	Merge	Redland Avenue On-Ramp	1500	3
26	Basic	Basic	Between Redland Avenue On-Ramp and D Street On-Ramps	4120	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	7021	7200	0.98	55.0	42.6	E

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	7021	1124	9600	4000	0.73	0.28	68.6	57.7	25.6	14.9	B

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5756	7200	0.82	64.2	29.9	F

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6265	611	7200	1900	0.90	0.32	43.1	43.1	48.5	48.5	F

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6704	722	9600	2000	0.75	0.36	23.3	23.3	71.9	71.9	F

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6704	7200	1.00	58.0	38.5	F

Segment 7: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6704	1457	7200	2000	1.00	0.73	62.8	56.7	35.6	39.0	E

Segment 8: Basic

AP	PHF	fHV	Flow Rate	Capacity	d/c	Speed	Density	LOS

					(pc/h)		(pc/h)		Ratio		(mi/h)		(pc/mi/ln)		
1	0.94		1.000		5247		7200		0.80		67.2		26.0		D
Segment 9: Merge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	6097	850	7200	2000	0.92	0.43	62.5	59.3	32.5	31.7	D
Segment 10: Basic															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		6097		7200		0.92		62.2		32.7		D
Segment 11: Diverge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	6097	735	7200	2000	0.92	0.37	64.8	58.9	31.4	35.3	E
Segment 12: Basic															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		5362		7200		0.82		66.6		26.8		D
Segment 13: Merge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	6007	645	7200	2000	0.91	0.32	63.2	60.2	31.7	30.9	D
Segment 14: Overlap															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		6007		7200		0.91		63.2		31.7		D
Segment 15: Diverge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	6007	347	7200	1900	0.91	0.18	64.2	57.9	31.2	34.4	D
Segment 16: Basic															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		5577		7200		0.86		38.4		48.5		F
Segment 17: Merge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	6704	1826	7200	2000	1.11	0.91	57.0	53.0	43.3	41.7	F

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6704	7200	1.11	58.0	38.5	F

Segment 19: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6704	983	7200	2000	1.11	0.49	64.1	58.2	34.9	32.4	F

Segment 20: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5721	7200	0.98	64.7	29.5	D

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6127	406	7200	2000	1.03	0.20	62.3	58.9	32.8	34.3	F

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6127	7200	1.03	62.2	32.8	F

Segment 23: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6127	1012	7200	2000	1.03	0.51	64.1	58.1	31.9	36.1	F

Segment 24: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5115	7200	0.89	67.7	25.2	C

Segment 25: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5735	620	7200	2000	0.98	0.31	64.2	61.4	29.8	28.7	D

Segment 26: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5735	7200	0.98	64.6	29.6	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS

1	17823	18209	65.86	1646.60	57.4	35.6	35.6	12.00	F

Facility Overall Results

Space Mean Speed, mi/h	57.4	Average Density, veh/mi/ln	35.6
Average Travel Time, min	12.00	Average Density, pc/mi/ln	35.6
Total VMT, veh-mi	17823	Total VHD, veh-h	65.86
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	1646.60

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Horizon Year (2026) WP
Jurisdiction	Caltrans	Time Analyzed	A.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	26
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.26		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between D Street Off-Ramp and Redland Avenue Off-Ramp	3230	3
2	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Redland Avenue Off-Ramp and Redland Avenue On-Ramp	2765	3
4	Merge	Basic	Redland Avenue On-Ramp	1500	4
5	Basic	Basic	Between Redland Avenue On-Ramp and Ellis Avenue Off-Ramp	1200	3
6	Diverge	Diverge	Ellis Avenue Off-Ramp	1500	3
7	Basic	Basic	Between Ellis Avenue Off-Ramp and Ellis Avenue On-Ramp	2400	3
8	Merge	Merge	Ellis Avenue On-Ramp	1500	3
9	Basic	Basic	Between Ellis Avenue On-Ramp and SR-74 Off-Ramp	1280	3
10	Diverge	Diverge	SR-74 Off-Ramp	1500	3
11	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1315	3
12	Merge	Merge	SR-74 On-Ramp	1500	3
13	Basic	Basic	Between SR-74 On-Ramp and Ethanac Road Off-Ramp	530	3
14	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
15	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2690	3
16	Merge	Merge	Ethanac Road On-Ramp	1500	3
17	Basic	Basic	Between Ethanac Road On-Ramp and McCall Boulevard Off-Ramp	4380	3
18	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
19	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	2960	3
20	Merge	Merge	McCall Boulevard On-Ramp	1500	3

21	Basic	Basic	Between McCall Boulevard On-Ramp and Newport Road Off-Ramp	5860	3
22	Diverge	Diverge	Newport Road Off-Ramp	1500	3
23	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	2125	3
24	Merge	Basic	Newport Road Loop-On Ramp	1500	3
25	Merge	Basic	Newport Road Slip-On Ramp	1500	4
26	Basic	Basic	Between Newport Road Slip-On Ramp and Scott Road Off-Ramp	9215	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4838	7200	0.67	69.8	23.1	C

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4838	506	7200	2000	0.67	0.25	65.3	59.6	24.7	30.0	D

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4332	7200	0.60	70.3	20.5	C

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5556	1224	9600	2000	0.58	0.61	73.6	73.6	18.9	18.9	C

Segment 5: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5556	7200	0.77	65.6	28.2	D

Segment 6: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5556	61	7200	2000	0.77	0.03	66.5	60.9	27.8	32.3	D

Segment 7: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5496	7200	0.76	65.9	27.8	D

Segment 8: Merge

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5906	410	7200	2000	0.82	0.20	62.8	59.7	31.3	31.2	D

Segment 9: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5905	7200	0.82	63.5	31.0	D

Segment 10: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5905	1566	7200	2100	0.82	0.75	67.5	62.9	29.2	36.6	E

Segment 11: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4339	7200	0.60	70.3	20.6	C

Segment 12: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5240	901	7200	1900	0.73	0.47	64.4	61.6	27.1	28.5	D

Segment 13: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5240	7200	0.73	67.2	26.0	C

Segment 14: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5240	769	7200	2000	0.73	0.38	64.6	58.8	27.0	32.3	D

Segment 15: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4471	7200	0.62	70.0	21.3	C

Segment 16: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5472	1001	7200	2000	0.76	0.50	64.0	61.1	28.5	29.5	D

Segment 17: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5472	7200	0.76	66.8	27.3	D

Segment 18: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5472	850	7200	2000	0.76	0.43	64.4	58.5	28.3	33.5	D

Segment 19: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4622	7200	0.64	68.9	22.4	C

Segment 20: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6307	1685	7200	2000	0.88	0.84	59.0	55.2	35.6	35.0	D

Segment 21: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6307	7200	0.88	61.1	34.4	D

Segment 22: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6307	1232	7200	2000	0.88	0.62	63.0	57.4	33.4	39.1	E

Segment 23: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5076	7200	0.71	68.4	24.7	C

Segment 24: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6175	1099	7200	2000	0.86	0.55	62.7	62.7	32.8	32.8	D

Segment 25: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6858	684	9600	2000	0.71	0.34	69.5	69.5	24.7	24.7	C

Segment 26: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6859	7200	0.95	56.5	40.5	E

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	15927	14504	31.89	797.25	63.8	29.1	29.1	10.60	D

Facility Overall Results			
Space Mean Speed, mi/h	63.8	Average Density, veh/mi/ln	29.1
Average Travel Time, min	10.60	Average Density, pc/mi/ln	29.1
Total VMT, veh-mi	15927	Total VHD, veh-h	31.89
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	797.25

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Horizon Year (2045) WP
Jurisdiction	Caltrans	Time Analyzed	P.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	26
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.47		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Scott Road On-Ramp and Newport Road Off-Ramp	9560	3
2	Diverge	Diverge	Newport Road Off-Ramp	1500	4
3	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	1985	3
4	Merge	Basic	Newport Road Loop-On Ramp	1340	3
5	Merge	Basic	Newport Road Slip-On Ramp	1500	4
6	Basic	Basic	Between Newport Road On-Ramp and McCall Boulevard Off-Ramp	5550	3
7	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
8	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	3235	3
9	Merge	Merge	McCall Boulevard On-Ramp	1500	3
10	Basic	Basic	Between McCall Boulevard On-Ramp and Ethanac Road Off-Ramp	4460	3
11	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
12	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2585	3
13	Merge	Merge	Ethanac Road On-Ramp	1100	3
14	Overlap	Overlap	Between Ethanac Road On-Ramp and SR-74 Off-Ramp	400	3
15	Diverge	Diverge	SR-74 Off-Ramp	1100	3
16	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1415	3
17	Merge	Merge	SR-74 On-Ramp	1500	3
18	Basic	Basic	Between SR-74 On-Ramp and Ellis Avenue Off-Ramp	2150	3
19	Diverge	Diverge	Ellis Avenue Off-Ramp	1500	3
20	Basic	Basic	Between Ellis Avenue Off-Ramp and Ellis Avenue On-Ramp	2500	3

21	Merge	Merge	Ellis Avenue On-Ramp	1500	3
22	Basic	Basic	Between Ellis Avenue On-Ramp and Redland Avenue Off-Ramp	1685	3
23	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
24	Basic	Basic	Between Redland Avenue Off-Ramp and Redland Avenue On-Ramp	2355	3
25	Merge	Merge	Redland Avenue On-Ramp	1500	3
26	Basic	Basic	Between Redland Avenue On-Ramp and D Street On-Ramps	4120	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	7200	7200	1.05	53.3	45.0	F

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	7200	1763	9600	4000	0.79	0.44	66.7	55.8	27.0	18.1	B

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5437	7200	0.80	65.8	27.5	D

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6225	788	7200	1900	0.91	0.41	61.8	61.8	33.6	33.6	D

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6847	622	9600	2000	0.75	0.31	68.0	68.0	25.2	25.2	C

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6847	7200	1.00	56.7	40.3	F

Segment 7: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6847	1981	7200	2000	1.00	0.99	61.4	55.2	37.2	40.7	E

Segment 8: Basic

AP	PHF	fHV	Flow Rate	Capacity	d/c	Speed	Density	LOS

					(pc/h)		(pc/h)		Ratio		(mi/h)		(pc/mi/ln)		
1	0.94		1.000		4866		7200		0.73		68.7		23.6		C
Segment 9: Merge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	5646	780	7200	2000	0.83	0.39	64.0	61.1	29.4	29.5	D
Segment 10: Basic															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		5646		7200		0.83		65.0		29.0		D
Segment 11: Diverge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	5646	968	7200	2000	0.83	0.48	64.1	58.2	29.4	34.0	D
Segment 12: Basic															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		4678		7200		0.70		69.4		22.5		C
Segment 13: Merge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	5373	695	7200	2000	0.80	0.35	64.5	61.8	27.8	28.5	D
Segment 14: Overlap															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		5373		7200		0.80		63.4		28.2		D
Segment 15: Diverge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	5373	602	7200	1900	0.80	0.32	63.4	57.1	28.2	32.3	D
Segment 16: Basic															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.94		1.000		4771		7200		0.71		69.1		23.0		C
Segment 17: Merge															
AP	**PHF**		**fHV**		**Flow Rate (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.94	0.94	1.000	1.000	6398	1627	7200	2000	0.94	0.81	58.7	54.8	36.3	36.2	E

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6398	7200	0.94	60.5	35.3	E

Segment 19: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6398	521	7200	2000	0.94	0.26	65.3	59.5	32.7	30.6	D

Segment 20: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5877	7200	0.87	63.8	30.7	D

Segment 21: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5940	63	7200	2000	0.87	0.03	62.9	59.7	31.5	33.3	D

Segment 22: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5940	7200	0.87	63.5	31.2	D

Segment 23: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5940	1331	7200	2000	0.87	0.67	63.1	57.1	31.4	36.0	E

Segment 24: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4609	7200	0.69	69.6	22.1	C

Segment 25: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5131	522	7200	2000	0.76	0.26	65.7	63.2	26.0	25.6	C

Segment 26: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5131	7200	0.76	67.7	25.3	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS

1	17194	16804	43.90	1097.42	61.5	32.0	32.0	11.20	F

Facility Overall Results

Space Mean Speed, mi/h	61.5	Average Density, veh/mi/ln	32.0
Average Travel Time, min	11.20	Average Density, pc/mi/ln	32.0
Total VMT, veh-mi	17194	Total VHD, veh-h	43.90
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	1097.42

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	10/7/2022
Agency		Analysis Year	Horizon Year (2026) WP
Jurisdiction	Caltrans	Time Analyzed	P.M. Peak Hour
Facility Name		Units	U.S. Customary
Project Description	Menifee Valley Specific Plan		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	26
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.26		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between D Street Off-Ramp and Redland Avenue Off-Ramp	3230	3
2	Diverge	Diverge	Redland Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Redland Avenue Off-Ramp and Redland Avenue On-Ramp	2765	3
4	Merge	Basic	Redland Avenue On-Ramp	1500	4
5	Basic	Basic	Between Redland Avenue On-Ramp and Ellis Avenue Off-Ramp	1200	3
6	Diverge	Diverge	Ellis Avenue Off-Ramp	1500	3
7	Basic	Basic	Between Ellis Avenue Off-Ramp and Ellis Avenue On-Ramp	2400	3
8	Merge	Merge	Ellis Avenue On-Ramp	1500	3
9	Basic	Basic	Between Ellis Avenue On-Ramp and SR-74 Off-Ramp	1280	3
10	Diverge	Diverge	SR-74 Off-Ramp	1500	3
11	Basic	Basic	Between SR-74 Off-Ramp and SR-74 On-Ramp	1315	3
12	Merge	Merge	SR-74 On-Ramp	1500	3
13	Basic	Basic	Between SR-74 On-Ramp and Ethanac Road Off-Ramp	530	3
14	Diverge	Diverge	Ethanac Road Off-Ramp	1500	3
15	Basic	Basic	Between Ethanac Road Off-Ramp and Ethanac Road On-Ramp	2690	3
16	Merge	Merge	Ethanac Road On-Ramp	1500	3
17	Basic	Basic	Between Ethanac Road On-Ramp and McCall Boulevard Off-Ramp	4380	3
18	Diverge	Diverge	McCall Boulevard Off-Ramp	1500	3
19	Basic	Basic	Between McCall Boulevard Off-Ramp and McCall Boulevard On-Ramp	2960	3
20	Merge	Merge	McCall Boulevard On-Ramp	1500	3

21	Basic	Basic	Between McCall Boulevard On-Ramp and Newport Road Off-Ramp	5860	3
22	Diverge	Diverge	Newport Road Off-Ramp	1500	3
23	Basic	Basic	Between Newport Road Off-Ramp and Newport Road Loop-On Ramp	2125	3
24	Merge	Basic	Newport Road Loop-On Ramp	1500	3
25	Merge	Basic	Newport Road Slip-On Ramp	1500	4
26	Basic	Basic	Between Newport Road Slip-On Ramp and Scott Road Off-Ramp	9215	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6816	7200	0.95	57.0	39.9	E

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6816	948	7200	2000	0.95	0.47	64.2	58.3	35.4	38.4	E

Segment 3: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5826	7200	0.82	64.1	30.3	F

Segment 4: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6712	1198	9600	2000	0.74	0.60	34.9	34.9	48.1	48.1	F

Segment 5: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6665	7200	0.98	41.4	53.6	F

Segment 6: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6582	190	7200	2000	0.98	0.10	41.1	60.5	53.4	40.1	F

Segment 7: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6265	7200	0.96	34.0	61.5	F

Segment 8: Merge

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6704	439	7200	2000	1.02	0.22	58.3	54.2	38.3	35.9	F

Segment 9: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6704	7200	1.02	57.7	38.7	F

Segment 10: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6704	1770	7200	2100	1.02	0.84	66.9	62.3	33.4	40.0	F

Segment 11: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4934	7200	0.77	68.5	24.0	C

Segment 12: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5618	684	7200	1900	0.87	0.36	63.8	60.8	29.4	29.9	D

Segment 13: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5618	7200	0.87	65.3	28.7	D

Segment 14: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5618	820	7200	2000	0.87	0.41	64.1	58.6	29.2	35.3	E

Segment 15: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4798	7200	0.75	69.0	23.2	C

Segment 16: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5488	690	7200	2000	0.85	0.35	64.5	61.7	28.4	28.8	D

Segment 17: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5488	7200	0.85	66.7	27.4	D

Segment 18: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5488	1165	7200	2000	0.85	0.58	63.5	57.6	28.8	34.1	D

Segment 19: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4323	7200	0.69	69.6	20.7	C

Segment 20: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5889	1566	7200	2000	0.90	0.78	61.3	58.0	32.0	32.8	D

Segment 21: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5889	7200	0.90	64.0	30.7	D

Segment 22: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5889	1667	7200	2000	0.90	0.83	61.4	56.1	32.0	38.8	E

Segment 23: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4222	7200	0.67	71.2	19.8	C

Segment 24: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4951	729	7200	2000	0.77	0.36	66.6	66.6	24.8	24.8	C

Segment 25: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5554	603	9600	2000	0.64	0.30	69.2	69.2	20.1	20.1	C

Segment 26: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5554	7200	0.86	66.0	28.1	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	16128	16147	53.37	1334.30	58.9	31.9	31.9	11.50	F

Facility Overall Results			
Space Mean Speed, mi/h	58.9	Average Density, veh/mi/ln	31.9
Average Travel Time, min	11.50	Average Density, pc/mi/ln	31.9
Total VMT, veh-mi	16128	Total VHD, veh-h	53.37
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	1334.30

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